

11-09-2018 LETTING ITEM 045

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3HBR	WINNEBAGO	689	1
FED. ROAD DIST. NO.		ILLINOIS CONTRACT NO. 64B87		

D-92-007-06

FOR INDEX OF SHEETS AND
HIGHWAY STANDARDS SEE SHEET NO. 2

DESIGN DESIGNATION

US 20 - 6,040(30) FREEWAY/EXPRESSWAY 24.80 (PCC-20)
IL 2 - 2,645(30) MAJOR PRINCIPAL URBAN/RURAL ARTERIAL 5.52 (PCC-20)

TRAFFIC DATA

	ADT 2010/2030	SPEED DESIGN/POSTED
U.S. ROUTE 20 BYPASS	36,950/60,400	70/65
IL ROUTE 2	17,650/26,450	45/45

F.A.P. ROUTE 301 (US 20 BYPASS OVER IL RTE 2)
SECTION 3HBR
PROJECT NHPP - W793(945)
INTERCHANGE RECONSTRUCTION &
BRIDGE REPLACEMENT
WINNEBAGO COUNTY
C-92-036-14



PROJECT LOCATION

STRUCTURE REPLACEMENT

- EX SN 101 - 0055 (EB)
- EX SN 101 - 0056 (WB)
- PR SN 101 - 0186 (EB)
- PR SN 101 - 0187 (WB)

IL ROUTE 2 PROJECT LIMITS

STA. 241+99.63 TO STA. 268+50.00

IL ROUTE 2 IMPROVEMENT LIMITS

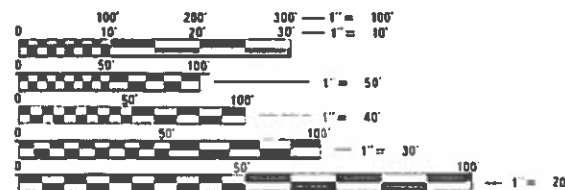
STA. 236+42.00 TO STA. 269+32.35

US ROUTE 20 BYPASS PROJECT LIMITS

STA. 849+94.00 TO STA. 920+41.59

US ROUTE 20 BYPASS IMPROVEMENT LIMITS

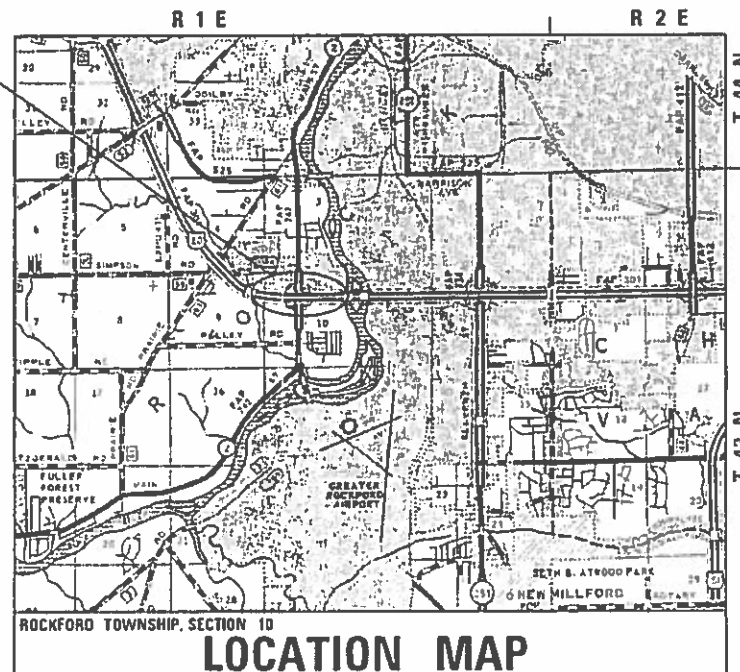
STA. 821+00.00 TO STA. 920+41.59



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER - STEVE ROBERY
PROJECT MANAGER - TRACI DUDEN (815) 284-5932
EMAIL: TRACI.DUDEN@ILLINOIS.GOV
CONTRACT NO. 64B87



PROJECT LENGTH

US 20
GROSS LENGTH OF PROJECT = 7047.59 FEET = 1.335 MILES
NET LENGTH OF PROJECT = 7047.59 FEET = 1.335 MILES
IL-2
GROSS LENGTH OF PROJECT = 3208 FEET = 0.608 MILES
NET LENGTH OF PROJECT = 3208 FEET = 0.608 MILES



PLANS PREPARED BY:

KNIGHT

Engineers & Architects
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DATE: 08/15/2018 DATE: 08/15/2018
EXPIRES: 11/30/2019 EXPIRES: 11/30/2018
SHEETS: 1-472, 530-534, SHEETS: 491-529
561-689

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8-20-2018
Marchel
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Paul P. Ch...
ENGINEER OF DESIGN AND ENVIRONMENT

Paul P. Ch...
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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IDOT HIGHWAY STANDARDS (CONTINUED)

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KNIGHT <small>Engineers & Architects</small>	USER NAME = dsaiwa	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS	SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	F.A.P. RTE. 742	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 2
	PLOT SCALE = 1/40	CHECKED - DMS	REVISED -			CONTRACT NO. 64B87								
	PLOT DATE = 08/16/2018	DATE - 08-15-2018	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

GENERAL NOTES

1. ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
2. THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.
3. THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
4. IT IS ESTIMATED THAT 8,615 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.
5. THE TOPSOIL EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF TOPSOIL BETWEEN REMOVAL AND REPLACEMENT.
6. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1A. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
7. PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
8. PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED ACROSS ROAD CULVERTS AND EXISTING ACROSS ROAD CULVERTS THAT ARE REMOVED SHALL CONFORM TO ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MATERIAL SHALL CONFORM TO ARTICLE 208.02 OF THE STANDARD SPECIFICATIONS, AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003.04 OR 1004.05 FOR TRENCH BACKFILL WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2 FEET OUTSIDE OF EACH SHOULDER, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED SUBGRADE. IMPERVIOUS MATERIAL SHALL BE USED ON THE OUTER 3 FEET AT EACH END OF THE CULVERT. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.
9. THE SUBGRADE ON THIS PROJECT, EXCLUSIVE OF ROCK CUT AREAS IS SCHEDULED TO BE IMPROVED TO A 12" DEPTH ACCORDING TO MECHANISTIC PAVEMENT DESIGN. THE AREAS SCHEDULED TO BE IMPROVED TO A DEPTH GREATER THAN 12" ARE ESTIMATED BASED ON THE ORIGINAL GEOTECHNICAL INVESTIGATION. THE SUBGRADE SHALL BE PROCESSED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS BEFORE THE ENGINEER SHALL DETERMINE THE LIMITS AND THE ADDITIONAL THICKNESS OF IMPROVEMENT REQUIRED, IF ANY. ANY ADDITIONAL UNDERCUTTING REQUIRED AFTER THIS EVALUATION SHALL BE PAID FOR AS EARTH EXCAVATION.
10. ALL "AGGREGATE SUBGRADE IMPROVEMENT" (SECTION 303), SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES 311.04, 311.05, 311.05(A), 311.06 AND 311.07. ALL AGGREGATE SUBGRADE THICKNESSES EQUAL TO OR LESS THAN 12 INCHES SHALL BE CONSTRUCTED OF AGGREGATE OF CA02 GRADATION. ALL AGGREGATE SUBGRADE THICKNESS GREATER THAN 12 INCHES SHALL BE CONSTRUCTED OF CS02.
11. ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE 75 M (#200 SIEVE). THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.

12.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS				
LOCATIONS:	TEMPORARY SHOULDERS		TEMPORARY PAVEMENT	
MIXTURE USES:	SURFACE	BINDER	SURFACE	BINDER
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0 @ N50	4.0 @ N50	4.0 @ N50	4.0 @ N50
MIXTURE COMPOSITION (MIXTURE GRADATION)	IL 9.5	IL 19.0	IL 9.5	IL 19.0
FRICITION AGGREGATE	C	N/A	C	N/A
MIXTURE WEIGHT	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:				
NUMBER OF ROLLER PASSES ¹⁾ :				

1) WHEN A NUMBER OF ROLLER PASSES IS SPECIFIED, THE CONTRACTOR MAY OPT TO USE INTELLIGENT COMPACTION IN LIEU OF DENSITY TESTING UNDER THE QUALITY CONTROL/PERFORMANCE (QCP) PROGRAM.

ALTERNATE TEMPORARY PAVEMENT:
PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS, 8" THICK OVER 4" SUBBASE GRANULAR MATERIAL, TYPE B. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.
13. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 1/2 " HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2 LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
14. THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.
15. INSTALL RUMBLE STRIPS IN ALL SHOULDERS IN ACCORDANCE WITH STATE STANDARD 642001. RUMBLE STRIPS SHALL BE PLACED ON SHOULDERS ON BOTH SIDES OF THE PAVEMENT.
16. THE NEW NUMBER FOR THIS STRUCTURE WILL BE:
101-0186 (EB)
101-0187 (WB)
17. ALL CONCRETE IN THE AREA OF THE FORM LINER TEXTURED SURFACE SHALL BE SELF-CONSOLIDATING CONCRETE MEETING THE REQUIREMENTS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONCRETE USED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
18. THE SOILS REPORT AND PROFILES ARE AVAILABLE AT THE DISTRICT OFFICE FOR CONTRACTOR'S REVIEW.
19. THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.
20. BARRIER WALL REFLECTORS, TYPE B SHALL BE INSTALLED ON THE TOP OF THE BRIDGE PARAPET WALLS. THE MARKERS, THE COLOR, AND THE SPACING SHALL BE ACCORDING TO STANDARD 782006, EXCEPT THE MINIMUM IS 2 PER SIDE.
21. CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE METAL PIPES SHALL BE METAL AND SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18" WIDE.

23. IT IS ANTICIPATED THAT SEVERAL MAILBOXES WILL REQUIRE RELOCATION TO THE APPROACH SIDE OF THE ENTRANCES. WHEN THIS IS DONE, THE CONTRACTOR SHALL BE REQUIRED TO MOUNT THE MAILBOX ON A 4"x4" WOOD POST 41-45 INCHES ABOVE THE SHOULDER SURFACE AND EXTENDING 24 INCHES INTO THE EMBANKMENT. MAILBOXES SHALL BE INSTALLED TO THE CURRENT UNITED STATES POSTAL SERVICE MAILBOX GUIDELINES. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE EARTH EXCAVATION. THERE ARE AN ESTIMATED 2 MAILBOXES TO BE RELOCATED.
24. NOSES OF CURBED CORNER ISLANDS NOTED AS 1 & 2 ON HIGHWAY STANDARD 606301 SHALL BE RAMPED UNLESS THE CURB FUNCTION IS FOR THE PROTECTION OF PEDESTRIANS, SIGNALS, LIGHT STANDARDS OR SIGN TRUSS SUPPORTS.
25. USE M-6 CURB ON ISLANDS WHEN LOCATED ADJACENT TO A HIGHWAY WITH SPEEDS OF 45MPH OR LESS.
26. ON LARGE AND INTERMEDIATE ISLANDS, THE VARIABLE CURB AND GUTTER FLAG WILL BE PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER TYPE M6.24.
27. THE CONTRACTOR SHALL INSTALL A 18" DIAMETER FORMED OPENING IN THE CONCRETE MEDIAN SURFACE OF THE ISLAND AS DIRECTED BY THE ENGINEER. ALSO, A 4" DIAMETER FORMED OPENING SHALL BE INSTALLED IN EACH CORNER OF THE ISLAND 1' BEHIND THE BACK OF CURB. ALL EXISTING PAVEMENT SURFACES OF OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE THE 18" OPENING SHALL BE CORED DOWN 4' AND FILLED WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE, 4 INCH.
28. THE ISLANDS ON THIS PROJECT ARE (SMALL / INTERMEDIATE / LARGE) ISLANDS AS SHOWN ON THE DETAIL OF ISLANDS IN THE ROADWAY PLANS.
29. THE CONTRACTOR SHALL INSTALL 18" DIAMETER FORMED OPENINGS IN THE CONCRETE MEDIAN SURFACE, SPACED AT INTERVALS NO GREATER THAN 250', AND/OR AS DIRECTED BY THE ENGINEER. ALL EXISTING PAVEMENT SURFACES OR OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE, CORE EACH OPENING DOWN 4' AND FILL WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE, 4 INCH.
30. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.
31. LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS ARE TO THE FACE OF THE INLET.
32. THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM", "SANITARY", OR "WATER" ON THE LID. THE WORD TO BE USED IS NOTED ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE WORD TO BE USED ON OTHER LIDS NOT NOTED ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.
33. ALL PROPOSED MANHOLES ON THIS PROJECT SHALL BE CAST-IN-PLACE OR PRECAST. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLE OF THE TYPE AND SIZE SPECIFIED.
34. THE CONTRACTOR SHALL DETERMINE FLOWLINES OF EXISTING SEWER LINES WHICH ARE SHOWN ON THE PLANS AS ESTIMATED OR UNKNOWN. THIS INFORMATION IS NECESSARY BEFORE ORDERING INLETS AND MANHOLES.
35. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR EARTH EXCAVATION.
36. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).
37. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.
38. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180 DEGREES AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

GENERAL NOTES

39. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.
40. TREE PLANTING LAYOUT SHALL BE PERFORMED BY THE DISTRICT ROADSIDE MANAGEMENT SPECIALIST. MULCH SHALL BE PLACED 4" THICK AND TO THE DIAMETER AROUND THE TREE AS SHOWN ON DISTRICT STANDARD 92.1. THE MULCH SHALL BE HARDWOOD WOOD CHIPS PLACED ON WEED BARRIER FABRIC. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE.
- EXCESS TREES THAT CANNOT BE PLANTED ALONG THE US 20/IL 2 PROJECT LIMITS SHALL BE PLANTED AT ALTERNATIVE LOCATIONS IN BOONE, STEPHENSON, OR WINNEBAGO COUNTIES AS DETERMINED BY THE DISTRICT ROADSIDE MANAGEMENT SPECIALIST.
41. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
1. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
 2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
 4. CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.
42. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1 MILE OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 4 EACH.
43. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2, OR ANOTHER OPTION WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.
44. THE PERMANENT SURVEY MARKERS, IF POSSIBLE SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.
45. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS.
46. RIGHT-OF-WAY MARKERS WILL BE ERECTED PER HIGHWAY STANDARD 666001 WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE, UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED, IN WHICH INSTANCE THE RIGHT OF WAY MARKERS WILL BE ERECTED 12 INCHES INSIDE THE NEW RIGHT-OF-WAY LINE. THE METHOD OF INSTALLATION SHALL BE APPROVED BY THE ENGINEER.
47. THE CONTRACTOR SHALL PLACE CONTRACTION JOINTS IN PROLONGATION WITH JOINTS IN THE EXISTING PAVEMENT. THE JOINT SHALL BE A SAWED CONTRACTION JOINT WITH DOWEL BAR ASSEMBLY AS SHOWN ON HIGHWAY STANDARD 420001. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
48. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE FOR THE DURATION OF THIS CONTRACT.

49. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.39 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:
- AT&T.....(630) 573-5465
 - BUCKEYE PARTNERS.....(800) 892-0123
 - COMCAST CABLE.....(224) 229-5432
 - COMMONWEALTH EDISON COMPANY.....(630) 985-4043
 - NICOR GAS COMPANY.....(630) 388-3046
 - PEG BANDWIDTH LLC/UNITI FIBER.....(847) 650-1348
 - ROCK RIVER WATER RECLAMATION DISTRICT.....(815) 387-7400
- FOLLOWING ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS WHICH ARE NOT MEMBERS OF JULIE AND SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR:
- IDOT-DISTRICT 2
819 DEPOT AVE.
DIXON IL 61021
(815)-284-5469
 - ROCKFORD WATER DEPARTMENT
425 E. STATE STREET
ROCKFORD IL 61104
(815)-967-7060
50. IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.
51. TIE BARS SHALL BE INSTALLED TO TIE PCC APPURTENANCE TO ADJACENT EXISTING CONCRETE PAVEMENT.
- TIE THE FOLLOWING
- | TO THE EXISTING
CONCRETE PAVEMENT | LENGTH, SIZE, AND
SPACING OF TIE BARS |
|--------------------------------------|--|
| GUTTER OR CURB & GUTTER STD. 606001 | 24" LONG NO.6 @ 24" CENTERS |
| PCC BASE COURSE STD. 353001 | 24" LONG NO.6 @ 30" CENTERS |
| PCC PAVEMENT STD. | 420101 24" LONG NO.6 @ 30 CENTERS |
- TIE BARS TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 420.05(b) OF THE STANDARD SPECIFICATIONS. SEE HIGHWAY STANDARD 420001 FOR DETAIL ON LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR. THE COST OF THE TIE BARS TO BE INCLUDED IN THE COST OF THE PCC APPURTENANCE ADJACENT TO THE EXISTING PAVEMENT.
52. CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.
53. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.
54. RELOCATE TEMPORARY IMPACT ATTENUATORS SHALL INCLUDE STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE DEVICE IS NOT NEEDED FOR A TIME, AS SHOWN ON THE STAGING PLANS. THIS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.

55. WHEN RELOCATE TEMPORARY CONCRETE BARRIER IS SPECIFIED, THE WALL SHALL BE REMOVED, STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE WALL IS NOT NEEDED FOR A TIME AS SHOWN ON THE STAGING PLANS, RELOCATED AND REINSTATED AT THE NEW LOCATION. THE REINSTALLATION REQUIREMENTS SHALL BE SAME AS THOSE FOR A NEW INSTALLATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.
56. THE TEMPORARY CONCRETE BARRIER SHALL BE PINNED TO THE PAVEMENT WITH 3 ANCHOR PINS PER SECTION ON THE TRAFFIC SIDE OF THE BARRIER WALL AT THE FOLLOWING LOCATIONS:
- US 20: STA. 905+12 - 914+30 WB (STAGE 2)
 - US 20: STA. 905+89 - 911+80 EB (STAGE 2)
 - US 20: STA. 907+62 - 919+93 EB (STAGE 3A)
 - US 20: STA. 911+38 - 920+25 WB (STAGE 4A)
 - IL 2: STA. 248+56 - 249+98 SB (STAGE 5)
 - IL 2: STA. 265+04 - 265+85 SB (STAGE 5)
 - IL 2: STA. 266+60 - 268+27 SB (STAGE 5)
 - IL 2: STA. 245+25 - 246+17 NB (STAGE 6B)
- THE BARRIER UNIT AT EACH END SHALL BE ANCHORED AS SPECIFIED IN ARTICLE 704.04. ALL ANCHORING AND PINNING HOLES SHALL BE CORE DRILLED.
57. FEDERAL AVIATION ADMINISTRATION (FAA) SHALL BE NOTIFIED AT LEAST 3 BUSINESS DAYS PRIOR TO THE STRUCTURE BEING ERECTED AND AGAIN WHEN THE STRUCTURE IS REMOVED.
- THE HEIGHT OF THE CRANE, DERRICKS, ETC. SHALL NOT EXCEED THE OVERALL HEIGHTS AS INDICATED ON FAA DETERMINATIONS LOCATED IN THE PROJECT REPORT. EQUIPMENT WHICH HAS A HEIGHT GRATER THAN THE STUDIED STRUCTURE REQUIRES SEPARATE NOTICE TO THE FAA.

FAA DETERMINATION IS BASED, IN PART, ON THE FOREGOING DESCRIPTION WHICH INCLUDES SPECIFIC COORDINATES AND HEIGHTS. ANY CHANGES IN COORDINATES AND HEIGHTS WILL VOID THIS DETERMINATION. ANY FURTHER CONSTRUCTION OR ALTERATION, INCREASE TO HEIGHTS, REQUIRES SEPARATE NOTICE TO THE FAA.

THEREFORE, THE TEMPORARY STRUCTURE WILL REQUIRE A NOTAM (NOTICE TO AIRMAN).

NOTIFICATION MUST BE MADE TO THIS OFFICE DURING OUR CORE BUSINESS HOURS (MONDAY THROUGH FRIDAY, 7:00 A.M. TO 3: P.M.). YOU MAY PROVIDE THE REQUIRED NOTIFICATION TO THE FAA BY PHONE OR E-MAIL.

E-MAIL IS THE PREFERRED METHOD OF NOTIFICATION, AND IT MUST BE SENT TO ALL THE FOLLOWING ADDRESS:
Fred.Souchet@faa.gov, and Carole.Bernacchi@faa.gov.
 PLEASE PROVIDE THE FOLLOWING INFORMATION:

1. IN SUBJECT LINE, PLEASE ENTER "CRANE", THEN THE AERONAUTICAL STUDY NUMBER
2. DATE AND APPROXIMATE TIME THE CRANE WILL BE GOING UP
3. ANTICIPATED AMOUNT OF TIME THE CRANE WILL BE ON SITE
4. HEIGHT ABOVE GROUND LEVEL (AGL) AND ABOVE MEAN SEA LEVEL (AMSL)

IF NOTIFICATION IS PROVIDED VIA E-MAIL, YOU MUST REQUEST RETURN RECEIPT. IF YOU DON'T RECEIVE NOTIFICATION THAT YOUR MESSAGE WAS RECEIVED, YOU WILL BE REQUIRED TO CALL THIS OFFICE AT 847/294-7458 OR 847/294-8084. DO NOT LEAVE THIS INFORMATION ON VOICE MAIL. VOICE MAIL IS NOT ACCEPTABLE. YOU MUST COORDINATE WITH A REAL PERSON.

58. THE FOLLOWING APPLICATION RATES WERE USED IN CALCULATING QUANTITIES:

ALL BITUMINOUS ITEMS.....	= 112 LBS / SQ YD INCH
SUPPLEMENTAL WATER.....	= 0.003 UNITS / SQ YD
BITUMINOUS MATERIALS (PRIME COAT) ON BITUMINOUS.....	= 0.000286 TONS / SQ YD
BITUMINOUS MATERIALS (PRIME COAT) ON AGGREGATE.....	= 0.00143 TONS / SQ YD
AGGREGATE (PRIME COAT).....	= 0.0015 TONS / SQ YD
ALL AGGREGATE ITEMS FOR ROADWAY.....	= 2.05 TONS / CU YD
NITROGEN FERTILIZER NUTRIENT (SEEDING).....	= 90 LBS / ACRE
PHOSPHORUS FERTILIZER NUTRIENT (SEEDING).....	= 90 LBS / ACRE
POTASSIUM FERTILIZER NUTRIENT (SEEDING).....	= 90 LBS / ACRE

COMMITMENTS

THE CONTRACTOR SHALL AVOID ANY IMPACTS TO THE EXISTING FENCE ALONG THE EAST SIDE OF IL 2 FROM APPROXIMATELY RT. STA. 265+70 TO RT. STA. 269+60. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE ENGINEER PRIOR TO PERFORMING ANY WORK NEAR THE EXISTING FENCE.

	USER NAME = potobrien	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	4
	PLOT DATE = 9/5/2018	CHECKED - DMS	REVISED -			CONTRACT NO. 64B87				
		DATE - 08-15-2018	REVISED -			SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	270	270										
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	60	60										
* 20100500	TREE REMOVAL, ACRES	ACRE	4.75	4.75										
20200100	EARTH EXCAVATION	CU YD	207,000	207,000										
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	6,673	6,673										
20400800	FURNISHED EXCAVATION	CU YD	6,730	6,730										
20800150	TRENCH BACKFILL	CU YD	2,865	2,865										
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	117,931	117,931										
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	53,634	53,634										
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	28,660	28,660										
25000775	SELECTIVE MOWING STAKES	EACH	41	41										
* 25000110	SEEDING, CLASS 1A	ACRE	6.25	6.25										
* 25000210	SEEDING, CLASS 2A	ACRE	3.75	3.75										
* 25000312	SEEDING, CLASS 4A	ACRE	59.75	59.75										

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsiwo	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	5
	PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -			CONTRACT NO. 64B87				
						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6,268	6,268										
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6,268	6,268										
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6,268	6,268										
25000750	MOWING	ACRE	10.00	10.00										
25100115	MULCH, METHOD 2	ACRE	95	95										
25100630	EROSION CONTROL BLANKET	SQ YD	108,745	108,745										
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	7,985	7,985										
28000305	TEMPORARY DITCH CHECKS	FOOT	6,760	6,760										
28000400	PERIMETER EROSION BARRIER	FOOT	4,989	4,989										
28000500	INLET AND PIPE PROTECTION	EACH	21	21										
28000510	INLET FILTERS	EACH	52	52										
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	187,494	187,494										
28100105	STONE RIPRAP, CLASS A3	SQ YD	8,736	8,736										
28100107	STONE RIPRAP, CLASS A4	SQ YD	390	390										

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsilve	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	6
	PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -			CONTRACT NO. 64B87				
		DATE - 08-15-2018	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
28100109	STONE RIPRAP, CLASS A5	SQ YD	961	961										
28200200	FILTER FABRIC	SQ YD	10,086	10,086										
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	91,537	91,537										
30300118	AGGREGATE SUBGRADE IMPROVEMENT 18"	SQ YD	8,476	8,476										
30300121	AGGREGATE SUBGRADE IMPROVEMENT 21"	SQ YD	14,388	14,388										
30300124	AGGREGATE SUBGRADE IMPROVEMENT 24"	SQ YD	2,362	2,362										
30300127	AGGREGATE SUBGRADE IMPROVEMENT 27"	SQ YD	1,167	1,167										
31101810	SUBBASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	108	108										
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	89,664	89,664										
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	230	230										
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	85	85										
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	730	730										
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	27,594	27,594										
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	SQ YD	15,510	15,510										

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsiwo	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -		742	3HBR	WINNEBAGO	689	7			
PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -	SCALE:		SHEET NO. 3 OF 23 SHEETS	STA.	TO STA.	CONTRACT NO. 64B87				
	DATE - 08-15-2018	REVISED -	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT							

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
42000516	PORTLAND CEMENT CONCRETE PAVEMENT 10 3/4" (JOINTED)	SQ YD	37,595	37,595										
42001300	PROTECTIVE COAT	SQ YD	27,499	27,499										
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	36	36										
44000100	PAVEMENT REMOVAL	SQ YD	75,772	75,772										
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,796	2,796										
44003100	MEDIAN REMOVAL	SQ FT	8,673	8,673										
44004000	PAVED DITCH REMOVAL	FOOT	378	378										
44004250	PAVED SHOULDER REMOVAL	SQ YD	36,254	36,254										
48100500	AGGREGATE SHOULDERS, TYPE A, 6"	SQ YD	7,534	7,534										
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1,052	1,052										
48300100	PORTLAND CEMENT CONCRETE SHOULDERS, 6"	SQ YD	1,203	1,203										
48300505	PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"	SQ YD	6,627	6,627										
48300515	PORTLAND CEMENT CONCRETE SHOULDERS 10 3/4"	SQ YD	20,669	20,669										
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1			1								

* SPECIALTY ITEM
 ** NON-PARTICIPATING



USER NAME = dsiwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:40	CHECKED - DMS	REVISED -
PLOT DATE = 9/4/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET NO. 4 OF 23 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	8
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64B87	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1									
50104400	CONCRETE HEADWALL REMOVAL	EACH	33	33										
50105220	PIPE CULVERT REMOVAL	FOOT	2,593	2,593										
50157300	PROTECTIVE SHIELD	SQ YD	1,282		1,282									
50200100	STRUCTURE EXCAVATION	CU YD	540		540									
50300225	CONCRETE STRUCTURES	CU YD	348		348									
50300255	CONCRETE SUPERSTRUCTURE	CU YD	830		830									
50300260	BRIDGE DECK GROOVING	SQ YD	2,346		2,346									
50300285	FORM LINER TEXTURED SURFACE	SQ FT	992						992					
50300300	PROTECTIVE COAT	SQ YD	2,945		2,945									
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	250		250									
50400735	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BULB T-BEAMS 63"	FOOT	3,026		3,026									
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	334,940		329,980		4,960							
51100100	SLOPE WALL 4 INCH	SQ YD	851		851									

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	1,720		1,720									
51202305	DRIVING PILES	FOOT	1,720		1,720									
51203200	TEST PILE METAL SHELLS	EACH	6		6									
51500100	NAME PLATES	EACH	2		2									
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	28		28									
52100530	ANCHOR BOLTS, 1 1/4"	EACH	56		56									
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	1,675		1,675									
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	FOOT	11	11										
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	3	3										
54260315	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	FOOT	976	976										
54261315	CONCRETE END SECTION, STANDARD 542001, 15", 1:3	EACH	1	1										
54261324	CONCRETE END SECTION, STANDARD 542001, 24", 1:3	EACH	1	1										
54261336	CONCRETE END SECTION, STANDARD 542001, 36", 1:3	EACH	2	2										
54261415	CONCRETE END SECTION, STANDARD 542001, 15", 1:4	EACH	1	1										

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsilve	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	10
	PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 64B87
		DATE - 08-15-2018	REVISED -			SCALE:	SHEET NO. 6 OF 23 SHEETS	STA.	TO STA.	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
54261424	CONCRETE END SECTION, STANDARD 542001, 24", 1:4	EACH	5	5										
54261436	CONCRETE END SECTION, STANDARD 542001, 36", 1:4	EACH	6	6										
54261448	CONCRETE END SECTION, STANDARD 542001, 48", 1:4	EACH	8	8										
54261615	CONCRETE END SECTION, STANDARD 542001, 15", 1:6	EACH	4	4										
54261624	CONCRETE END SECTION, STANDARD 542001, 24", 1:6	EACH	1	1										
54261654	CONCRETE END SECTION, STANDARD 542001, 54", 1:6	EACH	4	4										
54261712	STEEL FLARED END SECTIONS 12"	EACH	4	4										
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	63	63										
542A0253	PIPE CULVERTS, CLASS A, TYPE 1 48"	FOOT	96	96										
542A1060	PIPE CULVERTS, CLASS A, TYPE 2 15"	FOOT	113	113										
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	299	299										
542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36"	FOOT	250	250										
542A1921	PIPE CULVERTS, CLASS A, TYPE 3 36"	FOOT	104	104										
542A2761	PIPE CULVERTS, CLASS A, TYPE 4 36"	FOOT	78	78										

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsilve	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	11
PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -		SCALE:	SHEET NO. 7 OF 23 SHEETS	STA.	TO STA.	CONTRACT NO. 64B87		
	DATE - 08-15-2018	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			


CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	244	244										
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	214	214										
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	1,061	1,061										
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	123	123										
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	210	210										
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	327	327										
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	92	92										
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	8	8										
550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	303	303										
550A0490	STORM SEWERS, CLASS A, TYPE 2 54"	FOOT	333	333										
55100500	STORM SEWER REMOVAL 12"	FOOT	118	118										
55100700	STORM SEWER REMOVAL 15"	FOOT	358	358										
55100900	STORM SEWER REMOVAL 18"	FOOT	165	165										
58700300	CONCRETE SEALER	SQ FT	2,513		2,513									

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsilve	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	12
PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -	CONTRACT NO. 64B87							
	DATE - 08-15-2018	REVISED -	SCALE:			SHEET NO. 8 OF 23 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	225		225									
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	106	106										
60100945	PIPE DRAINS 12"	FOOT	249	249										
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	1,554	1,554										
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	26,027	26,027										
60200105	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2										
60218400	MANHOLES, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1										
60221100	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3										
60223800	MANHOLES, TYPE A, 6' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1										
60224446	MANHOLES, TYPE A, 7' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	5										
60246605	MEDIAN INLET (604101)	EACH	3	3										
60255500	MANHOLES TO BE ADJUSTED	EACH	6	4									2	
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1										
60265005	INLETS TO BE RECONSTRUCTED WITH NEW MEDIAN INLET (604101)	EACH	1	1										

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsilve	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -						742	3HBR	WINNEBAGO	689	13
	PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -						CONTRACT NO. 64B87				
				SCALE:		SHEET NO. 9 OF 23 SHEETS		STA.		TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1										1	
60500040	REMOVING MANHOLES	EACH	3	3										
60500060	REMOVING INLETS	EACH	11	11										
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	85	85										
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	10,118	10,118										
60605500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)	FOOT	237	237										
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	66	66										
60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	82	82										
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	970	970										
60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	4,061	4,061										
60623200	CONCRETE MEDIAN, TYPE SM-6.24	SQ FT	134	134										
61000050	CONCRETE THRUST BLOCKS	EACH	2	2										
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	2	2										
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	2	2										

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsiwo	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	14
PLOT DATE = 9/4/2018	CHECKED - DMS	REVISED -	DATE - 08-15-2018	REVISED -	SCALE:	SHEET NO. 10 OF 23 SHEETS	STA.	TO STA.	CONTRACT NO. 64B87	
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2,087.5	2,087.5										
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	25	25										
* 63000030	STRONG POST GUARDRAIL ATTACHED TO CULVERT	FOOT	37.5	37.5										
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	4										
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	8										
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8	8										
63200310	GUARDRAIL REMOVAL	FOOT	5,652	5,652										
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	375	375										
* 63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	2	2										
* 63302000	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 2	EACH	1	1										
* 63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	2	2										
63500105	DELINEATORS	EACH	343	343										
63700805	CONCRETE BARRIER TRANSITION	FOOT	63	63										
63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	1,960	1,960										

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	47,568	47,568										
64300240	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2										
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	11	11										
* 66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	4	4										
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	38,000	38,000										
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1										
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	19	19										
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	36	36										
67100100	MOBILIZATION	L SUM	1	1										
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1										
70100400	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431	EACH	2	2										
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	2	2										
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4										
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1										

* SPECIALTY ITEM
** NON-PARTICIPATING



USER NAME = potobrien	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:40	CHECKED - DMS	REVISED -
PLOT DATE = 9/5/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES	
SCALE:	SHEET NO. 12 OF 23 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	16
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1										
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1										
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1										
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1										
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1										
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1										
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1										
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60	60										
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1										
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,000	2,000										
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	667	667										
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,576	1,576										
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	256,798	256,798										
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	7,514	7,514										

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	11,007	11,007										
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	917	917										
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1,657	1,657										
70400100	TEMPORARY CONCRETE BARRIER	FOOT	21,191	21,191										
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	25,485	25,485										
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2										
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	16	16										
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2										
70600352	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	25	25										
* 72000100	SIGN PANEL - TYPE 1	SQ FT	550			66	484							
* 72000200	SIGN PANEL - TYPE 2	SQ FT	385				385							
* 72000300	SIGN PANEL - TYPE 3	SQ FT	3,308				3,308							
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	5				5							
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	31				31							

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
* 72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	2,126				2,126							
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8										
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	32,850				32,850							
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	694				694							
73000100	WOOD SIGN SUPPORT	FOOT	555				555							
73400100	CONCRETE FOUNDATIONS	CU YD	65.1				65.1							
73600100	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	2				2							
73600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	5				5							
73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	24				24							
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	24				24							
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	9				9							
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	984				984							
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	87,936				87,936							
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	10,145				10,145							

* SPECIALTY ITEM
** NON-PARTICIPATING

	USER NAME = dsilve	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	19
	PLOT DATE = 9/5/2018	CHECKED - DMS	REVISED -			CONTRACT NO. 64B87				
					SCALE:	SHEET NO. 15 OF 23 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	9,595				9,595							
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	2,074				2,074							
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	366				366							
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,295				1,295							
	78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	130	130									
* 78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	242	242										
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	54	54										
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	130	130									
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1					1						
* 80500200	SERVICE INSTALLATION, TYPE B	EACH	2			2								
* 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	4,178			3,524		654						
* 81028760	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA.	FOOT	195			195								
* 81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 3" DIA.	FOOT	154			154								
* 81028790	UNDERGROUND CONDUIT, COILLABLE NONMETALLIC, 4" DIA.	FOOT	661			661								

* SPECIALTY ITEM
** NON-PARTICIPATING



USER NAME = dsilve	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:40	CHECKED - DMS	REVISED -
PLOT DATE = 9/5/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 16 OF 23 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	20
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
* 81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	14			14								
* 81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2			2								
* 81603034	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	2,445					2,445						
* 81603047	UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	3,265					3,265						
* 81603065	UNIT DUCT, 600V, 2-1C NO.2, 1/C NO.2 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	200					200						
* 81702420	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 8	FOOT	1,386			1,386								
* 82500340	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 480VOLT, 60AMP	EACH	1					1						
* 83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	14					14						
* 83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	98					98						
* 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	14					14						
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	12					12						
* 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	12					12						
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	12					12						
* 84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1					1						

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1			1								
* 85700300	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	2			2								
* 86000100	MASTER CONTROLLER	EACH	1			1								
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	3			3								
* 87100020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	3,230			3,230								
* 87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3,230			3,230								
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,798			2,798								
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	6,557			6,557								
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	732			732								
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	461			461								
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	2,415			2,415								
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	7			7								
* 87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	2			2								
* 87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH	1			1								

* SPECIALTY ITEM
** NON-PARTICIPATING



USER NAME = dsilve	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:40	CHECKED - DMS	REVISED -
PLOT DATE = 9/5/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 18 OF 23 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				URBAN								
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY	
ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN					
0004	0010	0021	0044	0021	0031	0021	0043					
* 87702940	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	2			2						
* 87702950	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.	EACH	1			1						
* 87702990	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	1			1						
* 87703060	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 65 FT.	EACH	1			1						
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	36			36						
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	8			8						
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	67			67						
* 87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	25			25						
* 87900200	DRILL EXISTING HANDHOLE	EACH	1			1						
* 88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6			6						
* 88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	16			16						
* 88040110	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	3			3						
* 88040120	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1			1						
* 88040230	SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2						

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
* 88200100	TRAFFIC SIGNAL BACKPLATE	EACH	17			17								
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2			2								
* A2000114	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	111	111										
* A2002914	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	111	111										
* A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	111	111										
* A2006814	TREE, QUERCUS MUEHLENBERGII (CHINKAPIN OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	111	111										
* B2004114	TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	56	56										
* B2005014	TREE, MALUS SNOWDRIFT (SNOWDRIFT CRABAPPLE), 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	56	56										
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1										
X0322288	MEDIAN CLOSURE	EACH	3	3										
* X0322352	SEEDING MOBILIZATION	EACH	7	7										
X0322392	BEVELED PIPE AND GUARD	EACH	1	1										
X0323003	TEMPORARY ELECTRIC SERVICE INSTALLATION	EACH	1	1										
X0325201	SHOULDER RUMBLE STRIP REMOVAL	SQ YD	14,256	14,256										

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	150	150										
* X0326885	VIDEO DETECTION SYSTEM	EACH	2			2								
* X0327640	REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT	CAL MO	17	17										
* X0327641	REAL-TIME TRAFFIC CONTROL SENSOR UNIT	CAL MO	34	34										
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	25,885	25,885										
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	14,090	14,090										
X4810100	TEMPORARY SHOULDERS	SQ YD	1,322	1,322										
X5030290	STAINING CONCRETE STRUCTURES	SQ FT	1,324							1,324				
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	556		556									
X6024246	INLETS, SPECIAL, NO. 3	EACH	2	2										
X6024250	INLETS, SPECIAL, NO. 5	EACH	30	30										
X6026057	SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1										
X6026108	INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL	EACH	3	3										
X6061100	CONCRETE MEDIAN, TYPE SB (SPECIAL)	SQ FT	4,562	4,562										

* SPECIALTY ITEM
** NON-PARTICIPATING

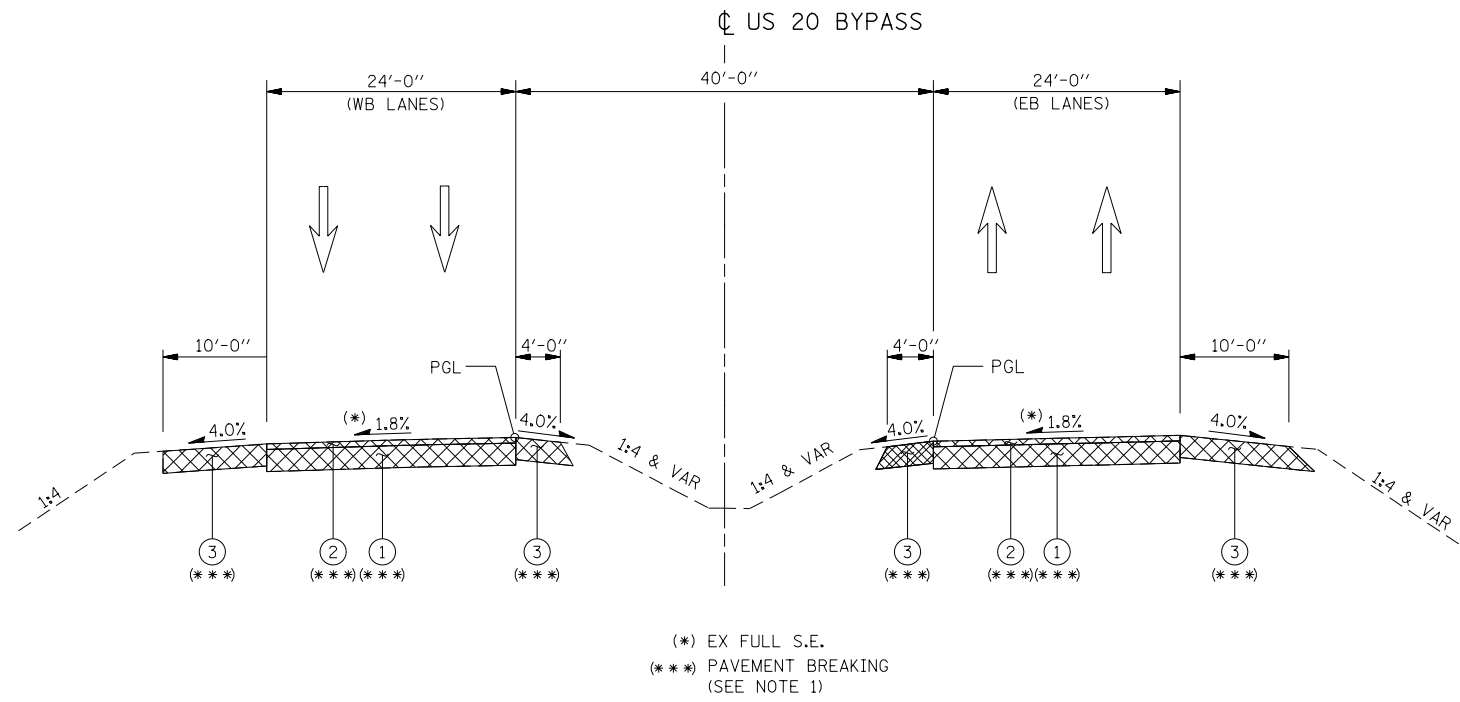
	USER NAME = dsilve	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:40	DRAWN - PMO	REVISED -			742	3HBR	WINNEBAGO	689	25
	PLOT DATE = 9/5/2018	CHECKED - DMS	REVISED -			CONTRACT NO. 64B87				
		DATE - 08-15-2018	REVISED -	SCALE:		SHEET NO. 21 OF 23 SHEETS		STA.		TO STA.

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
				0004	0010	0021	0044	0021	0031	0021	0043			
X6061902	CONCRETE MEDIAN, TYPE SM (SPECIAL)	SQ FT	212	212										
X6350120	DELINEATOR REMOVAL	EACH	263	263										
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	1,025	1,025										
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1										
X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	1,710	1,710										
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	107,396	107,396										
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	1,016	1,016										
*														
* X1400113	LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE	EACH	20					14		6				
X8410102	TEMPORARY LIGHTING SYSTEM	LSUM	1					1						
X8510200	PAINT TRAFFIC SIGNAL EQUIPMENT	L SUM	1							1				
X8870300	EMERGENCY VEHICLE PRIORITY SYSTEM	EACH	2							2				
Z0004638	PAVEMENT BREAKING	SQ YD	7,237	7,237										
Z0024477	TUBULAR MARKER MAINTENANCE	EACH	42	42										

* SPECIALTY ITEM
** NON-PARTICIPATING

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				URBAN			80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% CITY	100% CITY	100% CITY
				ROADWAY	STRUCTURES	TRAFFIC SIGNALS	SIGNING	LIGHTING	STRUCTURES	TRAFFIC SIGNALS	WATERMAIN			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	300		300									
Z0062456	TEMPORARY PAVEMENT	SQ YD	14,090	14,090										
Z0065740	SLOTTED DRAIN 12" WITH VARIABLE SLOT	FOOT	129	129										
Z0065760	SLOTTED DRAIN 15" WITH VARIABLE SLOT	FOOT	571	571										
Z0065765	SLOTTED DRAIN 18" WITH VARIABLE SLOT	FOOT	300	300										
Z0076600	TRAINEES	HOUR	2,000	2,000										
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2,000	2,000										

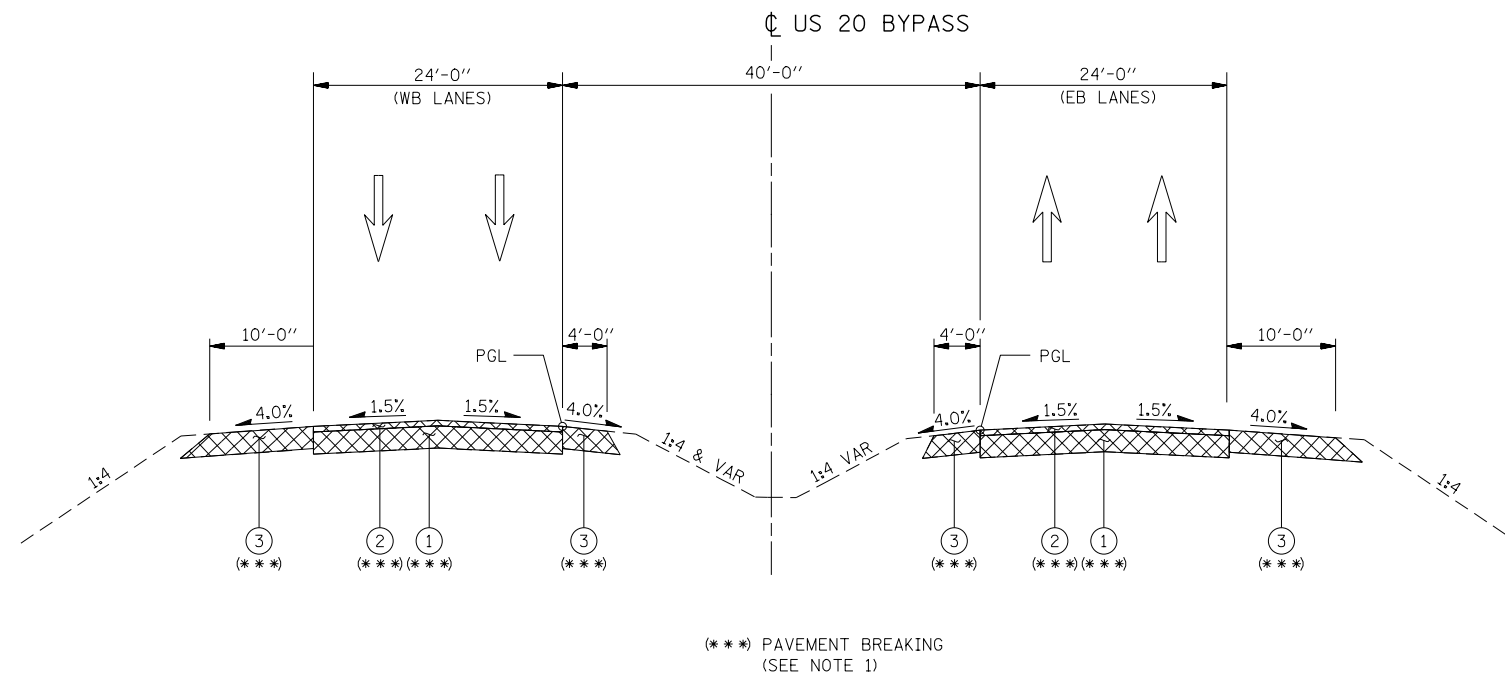
* SPECIALTY ITEM
 ** NON-PARTICIPATING



EXISTING SUPERELEVATED TYPICAL SECTION
STA 850+25 TO STA 884+94

NOTES:

- SEE REMOVAL PLANS FOR PAVEMENT BREAKING LIMITS. CONTRACTOR SHALL PERFORM PAVEMENT BREAKING IN LIEU OF PAVEMENT REMOVAL AND/OR PAVED SHOULDER REMOVAL ACCORDING TO THE SPECIAL PROVISIONS AND ARTICLE 205.03(b) OF THE STANDARD SPECIFICATIONS. ADDITIONAL PAVEMENT BREAKING AREAS MAY BE ADDED AS APPROVED BY THE ENGINEER.



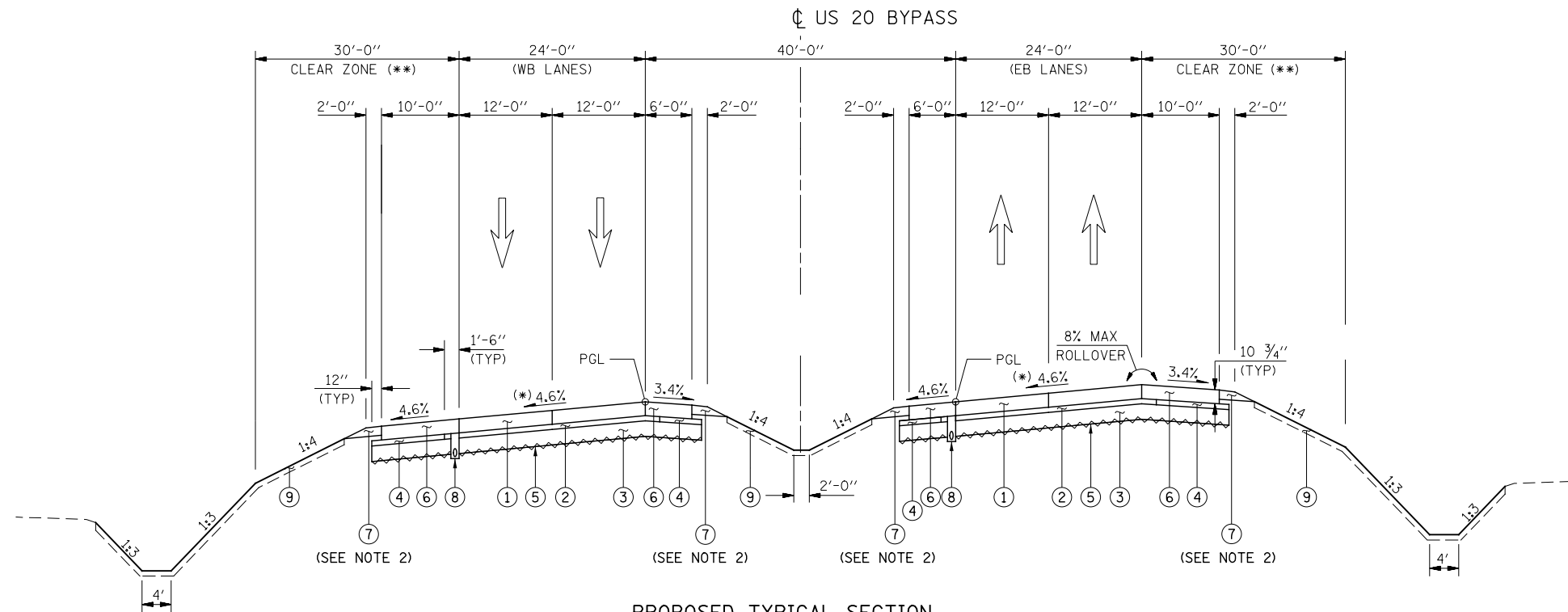
EXISTING TANGENT TYPICAL SECTION
STA 884+94 TO STA 920+57

REMOVAL LEGEND

☒ - REMOVAL (***)

EXISTING LEGEND

- ① PCC PAVEMENT, 10 1/4"
- ② HMA SURFACE OVERLAY, 3 1/2"
- ③ HMA SHOULDER, 10 1/4"



PROPOSED TYPICAL SECTION

(EB) STA. 850+25 TO 884+94
(WB) STA. 850+80 TO 884+94

STRUCTURAL DESIGN TRAFFIC: YEAR 2020		
PV= 41,830	SU = 1,790	MU = 3'580
ROAD/STREET CLASSIFICATION: Class I		
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P = 32%	S = 45%	M = 45%
TRAFFIC FACTOR: Actual TF = 24.80 AC Type = N/A		
Min. TF =		
PG GRADE: Binder = N/A Surface = N/A		
SUBGRADE SUPPORT RATING:		
SSR = P00R (Sta. 851+12 to Sta. 920+00)		

US ROUTE 20 - PROPOSED LEGEND

- ① PCC PAVEMENT 10 3/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 3/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)

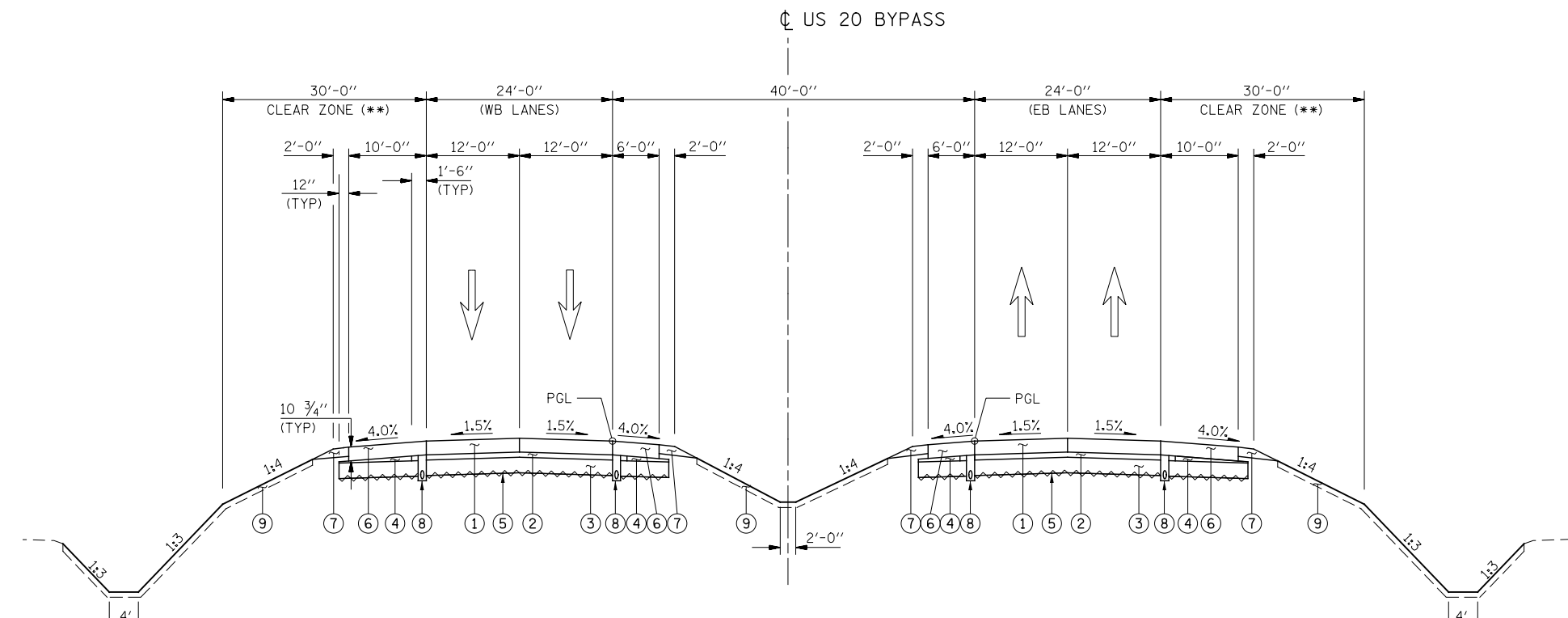
NOTES:

- 1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

LOCATION	THICKNESS				
	12"	18"	21"	24"	27"
STA 856+00 TO STA 857+50		X			
STA 857+50 TO STA 859+25	X				
STA 859+25 TO STA 860+50					X
STA 860+50 TO STA 867+50	X				
STA 867+50 TO STA 873+50			X		
STA 873+50 TO STA 875+50	X				
STA 875+50 TO STA 883+50			X		
STA 883+50 TO STA 892+85.25	X				
STA 895+63 TO STA 901+50	X				
STA 901+50 TO STA 905+00		X			

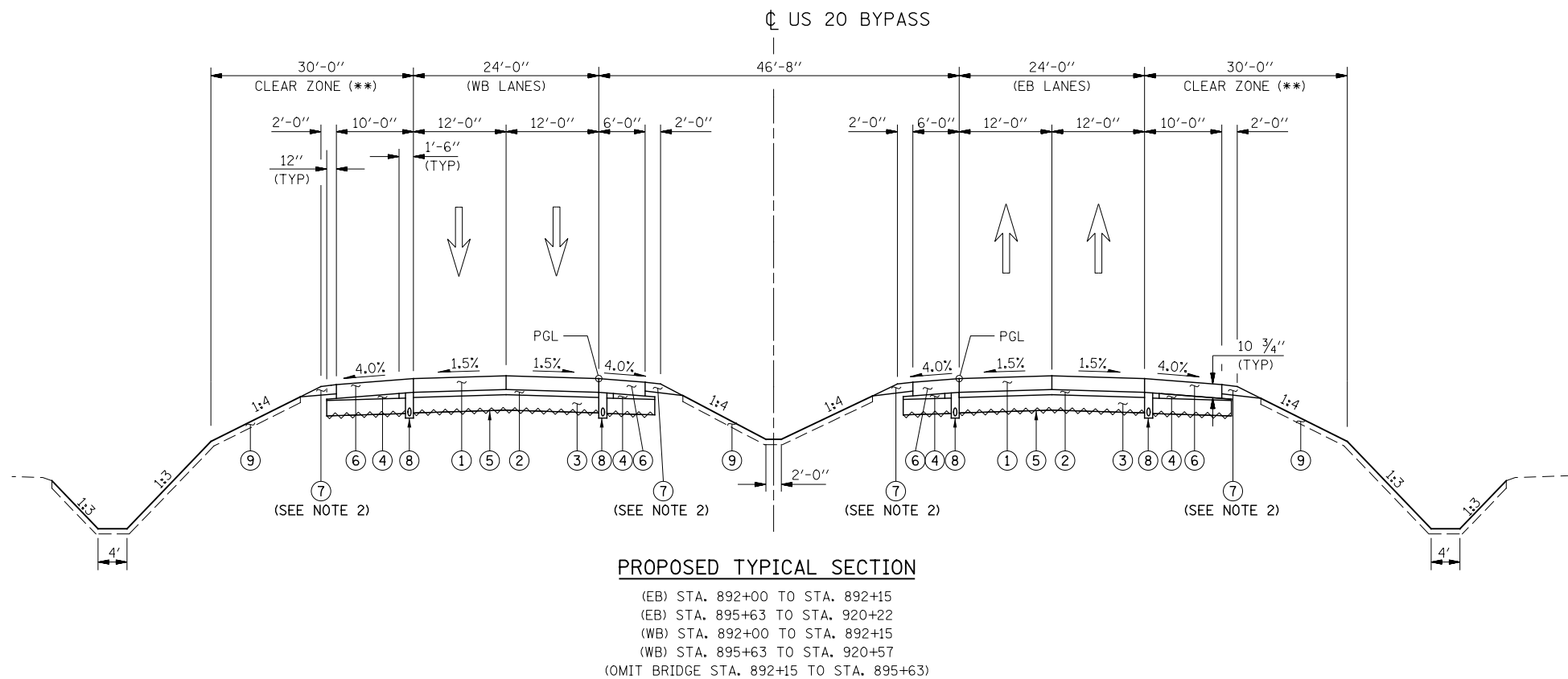
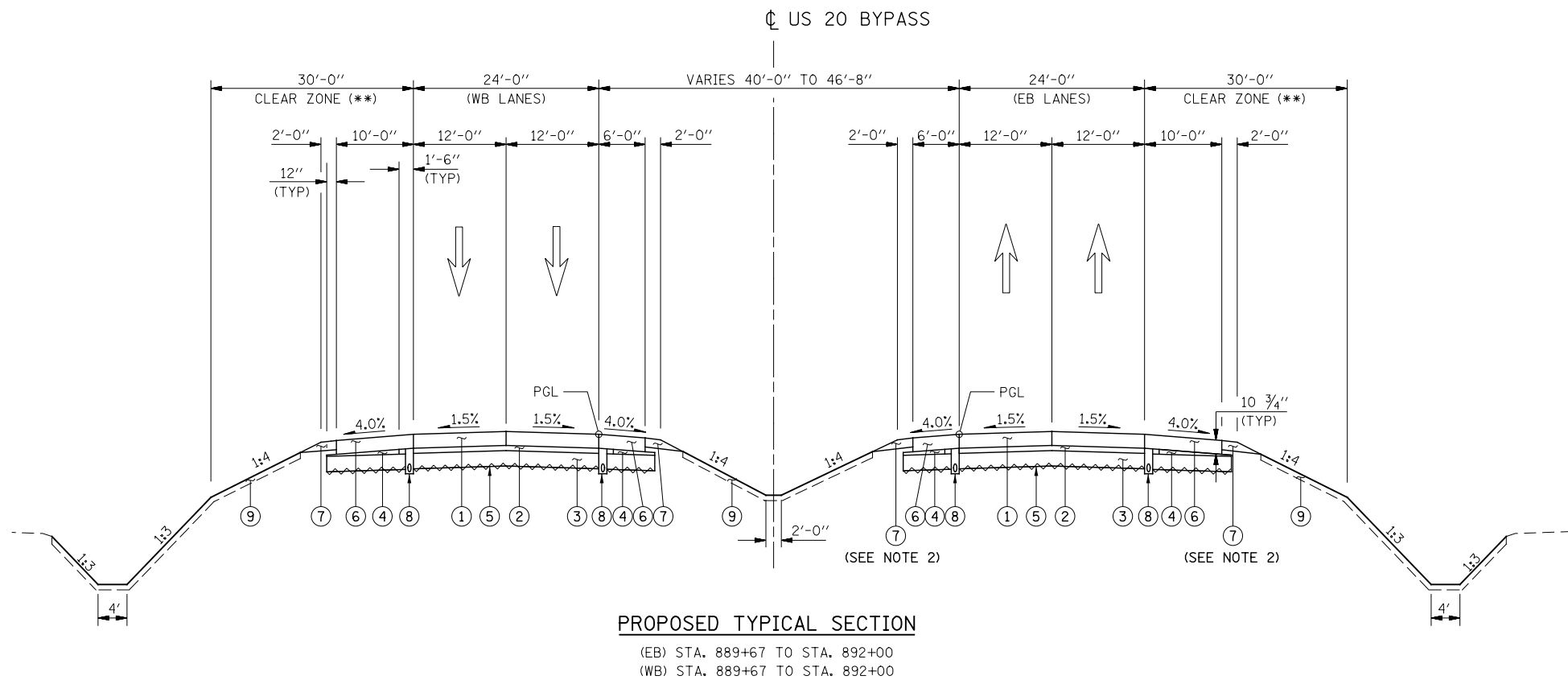
(*) PROPOSED FULL S.E.
(**) WHERE APPLICABLE

- 2. SHOULDERS SHALL BE PCC SHOULDERS 6" AT ALL GUARDRAIL LOCATIONS PER STANDARD 630201.



PROPOSED TYPICAL SECTION

(EB) STA. 884+94 TO STA. 889+67
(WB) STA. 884+94 TO STA. 889+67



US ROUTE 20 - PROPOSED LEGEND

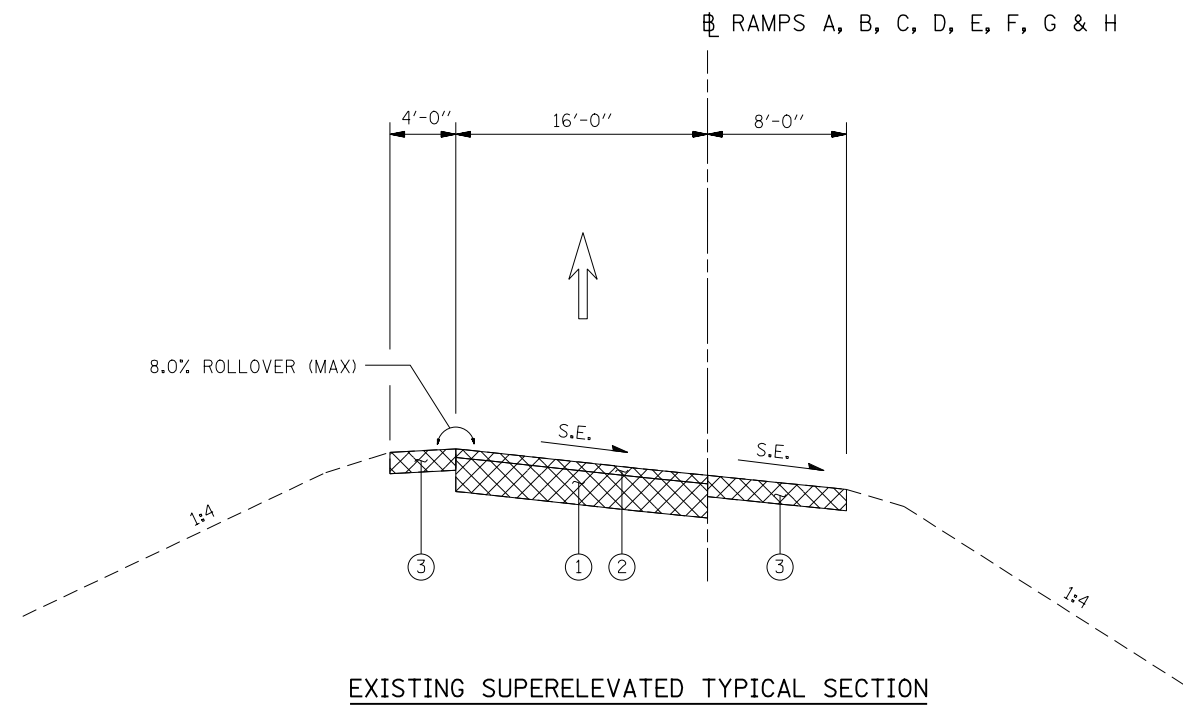
- ① PCC PAVEMENT 10 3/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 3/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)

NOTES:

1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

LOCATION	AGGREGATE SUBGRADE IMPROVEMENT THICKNESS				
	12"	18"	21"	24"	27"
STA 856+00 TO STA 857+50		X			
STA 857+50 TO STA 859+25	X				
STA 859+25 TO STA 860+50					X
STA 860+50 TO STA 867+50	X				
STA 867+50 TO STA 873+50			X		
STA 873+50 TO STA 875+50	X				
STA 875+50 TO STA 883+50			X		
STA 883+50 TO STA 901+50	X				
STA 901+50 TO STA 905+00		X			

2. SHOULDERS SHALL BE PCC SHOULDERS 6" AT ALL GUARDRAIL LOCATIONS PER STANDARD 630201.



EXISTING SUPERELEVATED TYPICAL SECTION

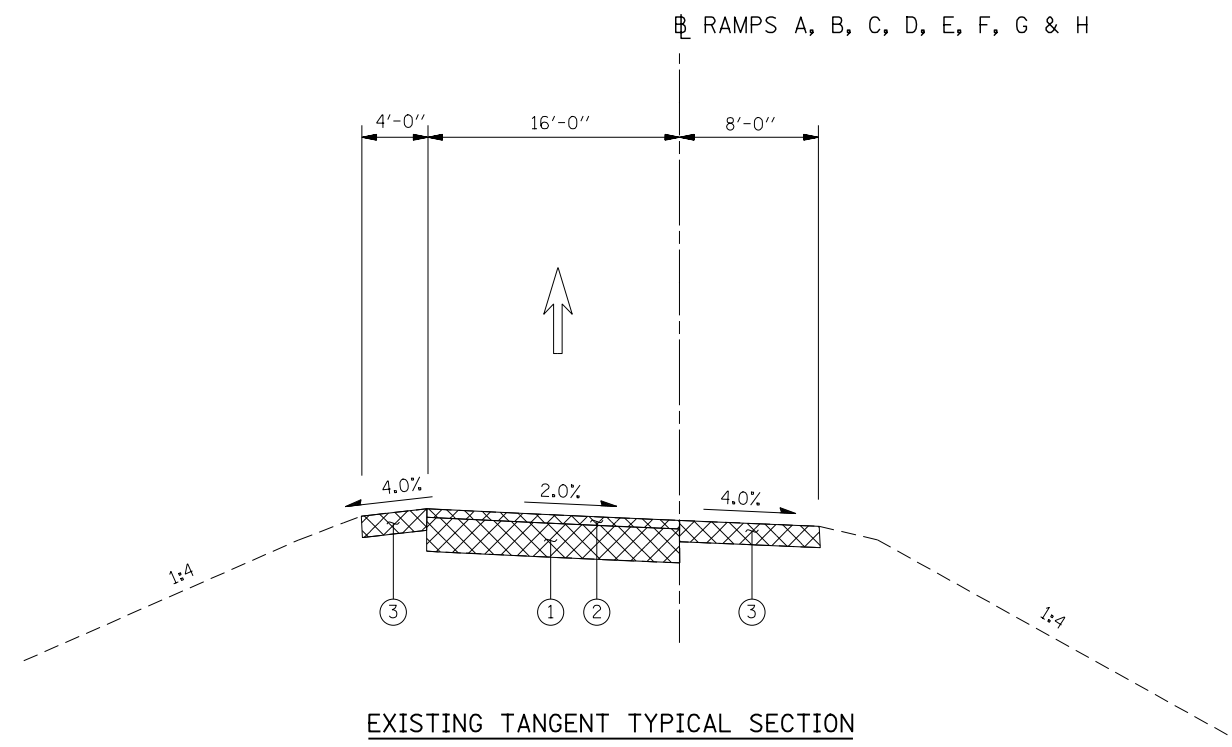
REMOVAL LEGEND

- REMOVAL

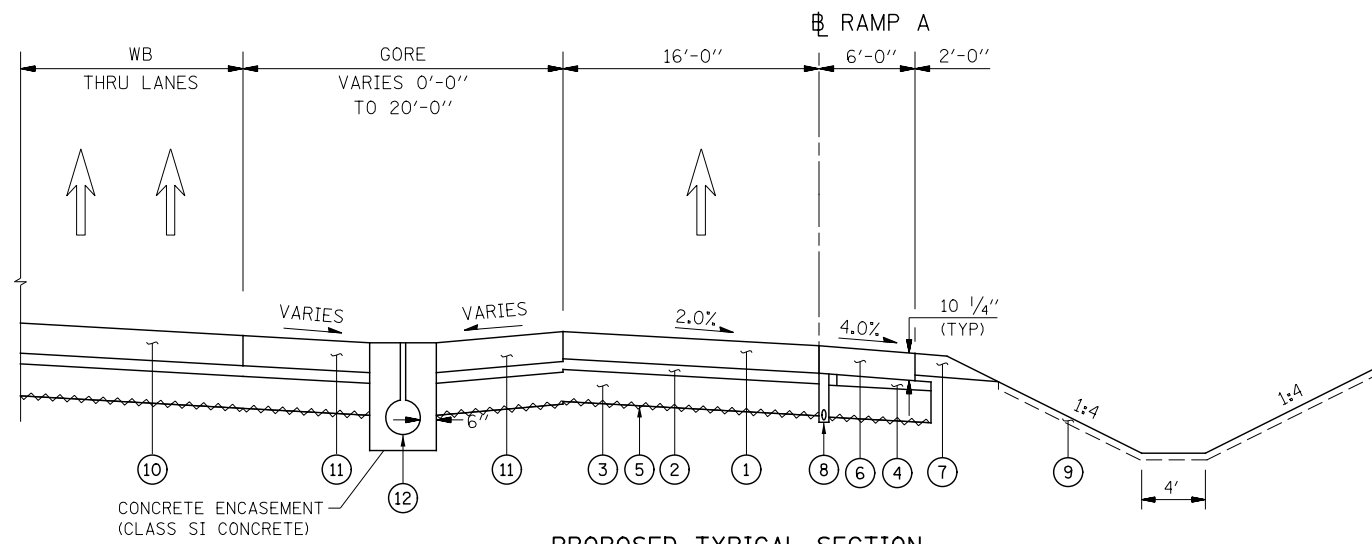
EXISTING LEGEND

- ① PCC PAVEMENT, 10 1/4"
- ② HMA SURFACE OVERLAY, 3 1/2"
- ③ HMA SHOULDER (SEE TABLE FOR THICKNESS)

EXISTING HMA SHOULDER	
LOCATION	THICKNESS
EX RAMP A	11 1/2"
EX RAMP B	5 1/2"
EX RAMP C	11 1/2"
EX RAMP D	6 1/2"
EX RAMP E	11 1/4"
EX RAMP F	7 3/4"
EX RAMP G	10"
EX RAMP H	7 1/2"



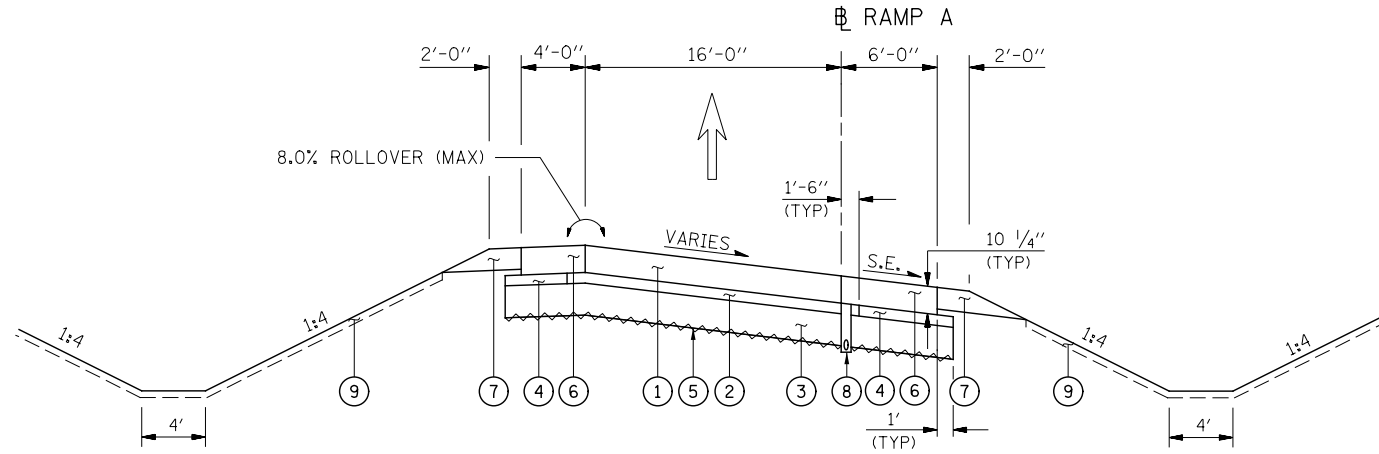
EXISTING TANGENT TYPICAL SECTION



PROPOSED TYPICAL SECTION

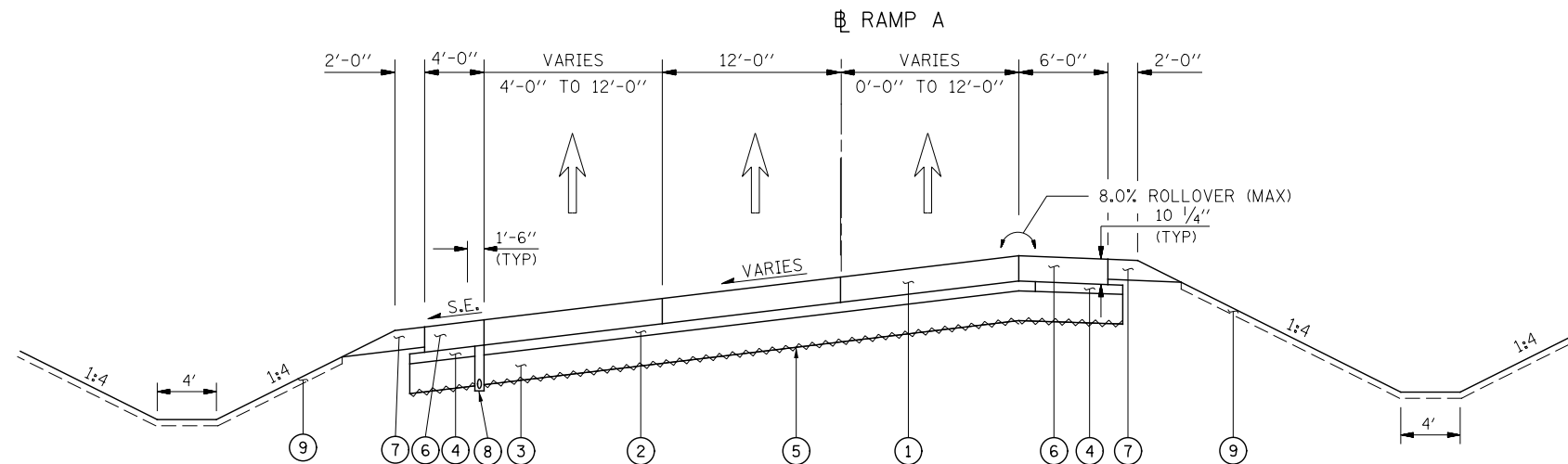
STA. 103+00 TO STA. 106+60

NOTE: RAMP PAVEMENT SECTION TO MATCH US ROUTE 20 PAVEMENT FROM STA. 100+00 TO STA. 103+00.



PROPOSED TYPICAL SECTION

STA. 106+60 TO STA. 115+16.51



PROPOSED TYPICAL SECTION

STA. 115+16.51 TO STA. 121+11

STRUCTURAL DESIGN TRAFFIC: YEAR 2020		
PV= 12,605	SU = 750	MU = 745
ROAD/STREET CLASSIFICATION: Class II		
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P = 100%	S = S 100%	M = 100%
TRAFFIC FACTOR: Actual TF = 10.53 AC Type = N/A		
Min. TF =		
PG GRADE: Binder = N/A Surface = N/A		
SUBGRADE SUPPORT RATING:		
SSR = POOR (STA. RANGE = ALL)		

RAMPS - PROPOSED LEGEND

- ① PCC PAVEMENT 10 1/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 1/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)
- ⑩ PCC PAVEMENT 10 3/4" (JOINTED)
- ⑪ PCC SHOULDERS 10 3/4"
- ⑫ SLOTTED DRAIN 15" WITH VARIABLE SLOT

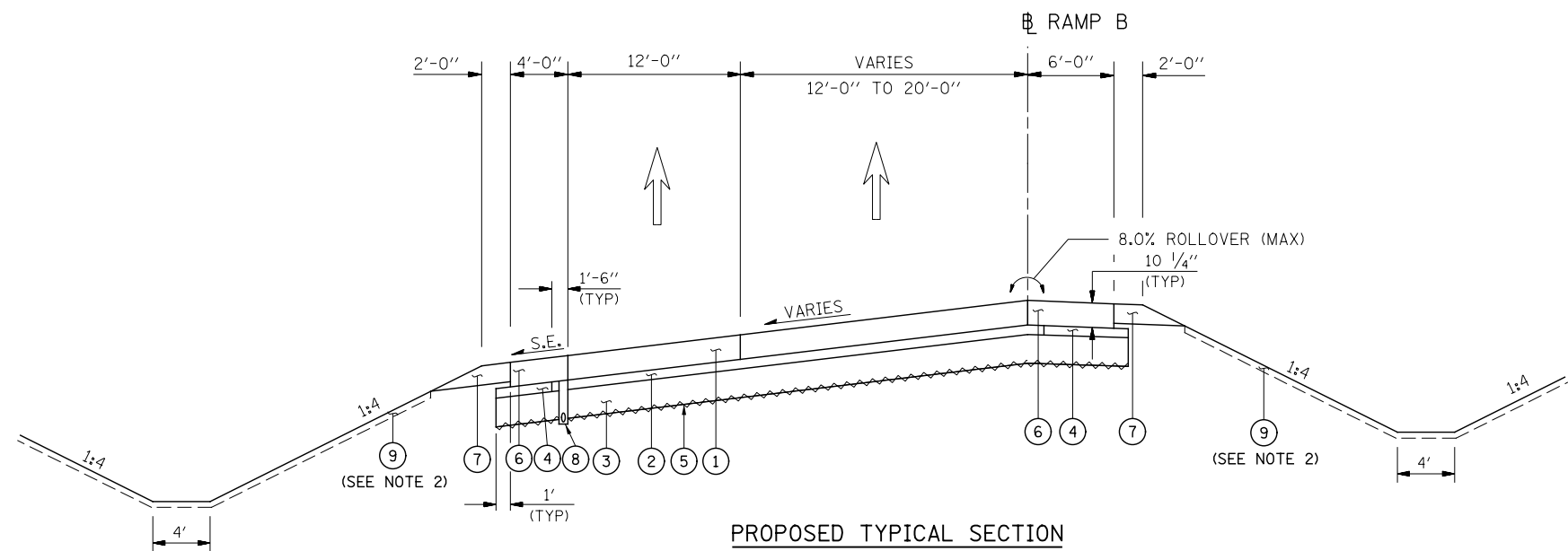
NOTES:

1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

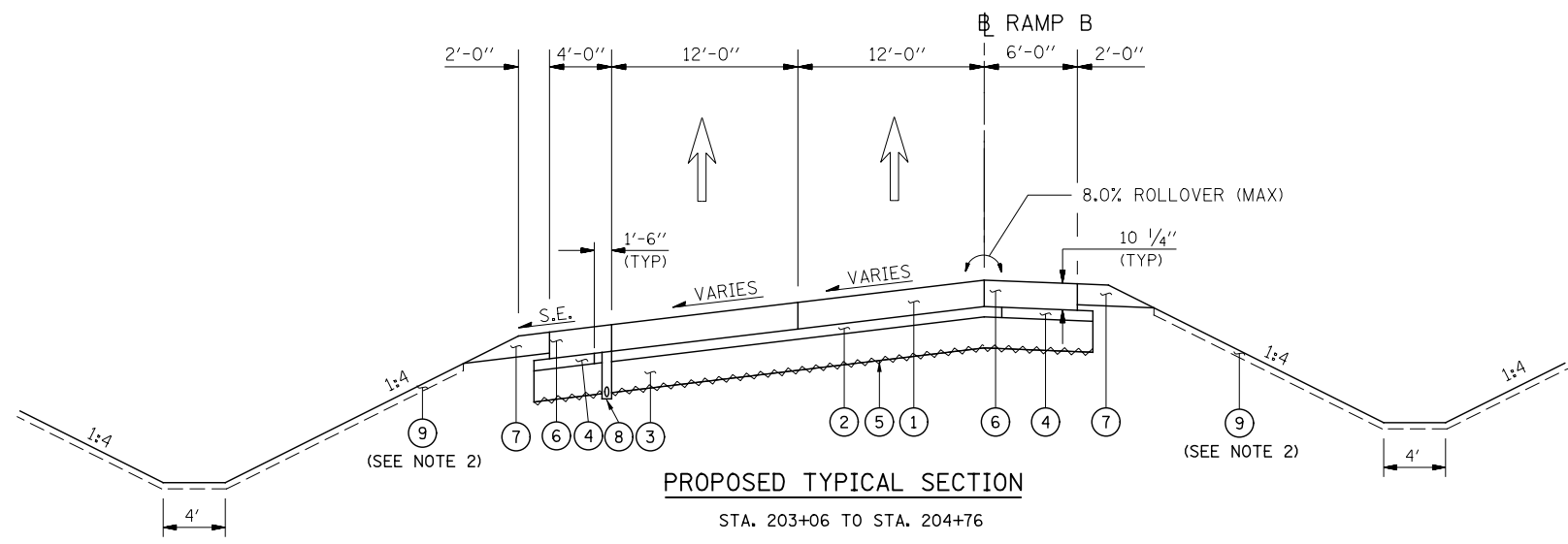
LOCATION	AGGREGATE SUBGRADE IMPROVEMENT				
	12"	18"	21"	24"	27"
STA 103+00 TO STA 116+50	X				
STA 116+50 TO STA 119+50		X			
STA 119+50 TO STA 121+11	X				

2. ADDITIONAL TOPSOIL THICKNESS SHALL BE PLACED ON THE RAMP SLOPES AT THE FOLLOWING LOCATIONS TO A TOTAL THICKNESS OF 10 INCHES. TOPSOIL IN THESE AREAS WILL BE PAID AS TOPSOIL FURNISH AND PLACE, 10'±:

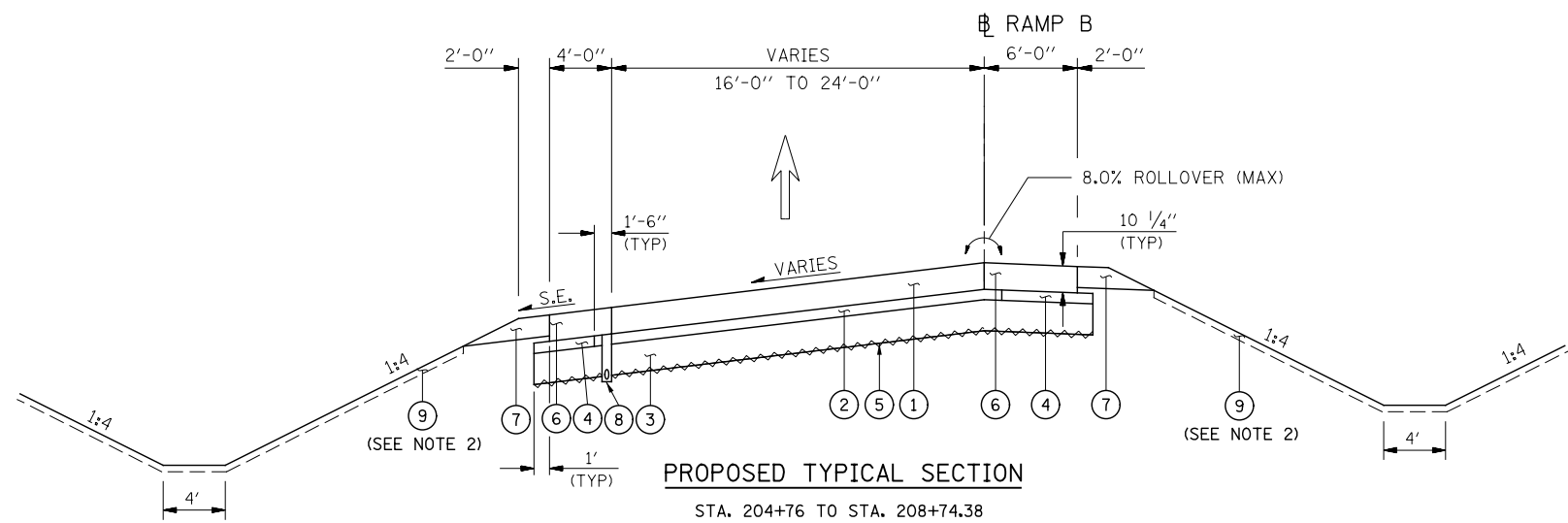
- RAMP A: STA. 116+50 TO 119+50
- RAMP B: STA. 202+50 TO 205+50
- RAMP C: STA. 310+50 TO 313+00
- STA. 317+00 TO 320+00
- RAMP D: STA. 401+30 TO 405+20



PROPOSED TYPICAL SECTION
STA. 200+52 TO STA. 203+06



PROPOSED TYPICAL SECTION
STA. 203+06 TO STA. 204+76



PROPOSED TYPICAL SECTION
STA. 204+76 TO STA. 208+74.38

STRUCTURAL DESIGN TRAFFIC: YEAR 2020
 PV= 12,605 SU = 750 MU = 745
 ROAD/STREET CLASSIFICATION: Class II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 100% S = S 100% M = 100%
 TRAFFIC FACTOR: Actual TF = 10.53 AC Type = N/A
 Min. TF =
 PG GRADE: Binder = N/A Surface = N/A
 SUBGRADE SUPPORT RATING:
 SSR = POOR (STA. RANGE = ALL)

RAMPS - PROPOSED LEGEND

- ① PCC PAVEMENT 10 1/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 1/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)
- ⑩ PCC PAVEMENT 10 3/4" (JOINTED)
- ⑪ PCC SHOULDERS 10 3/4"
- ⑫ SLOTTED DRAIN 15" WITH VARIABLE SLOT

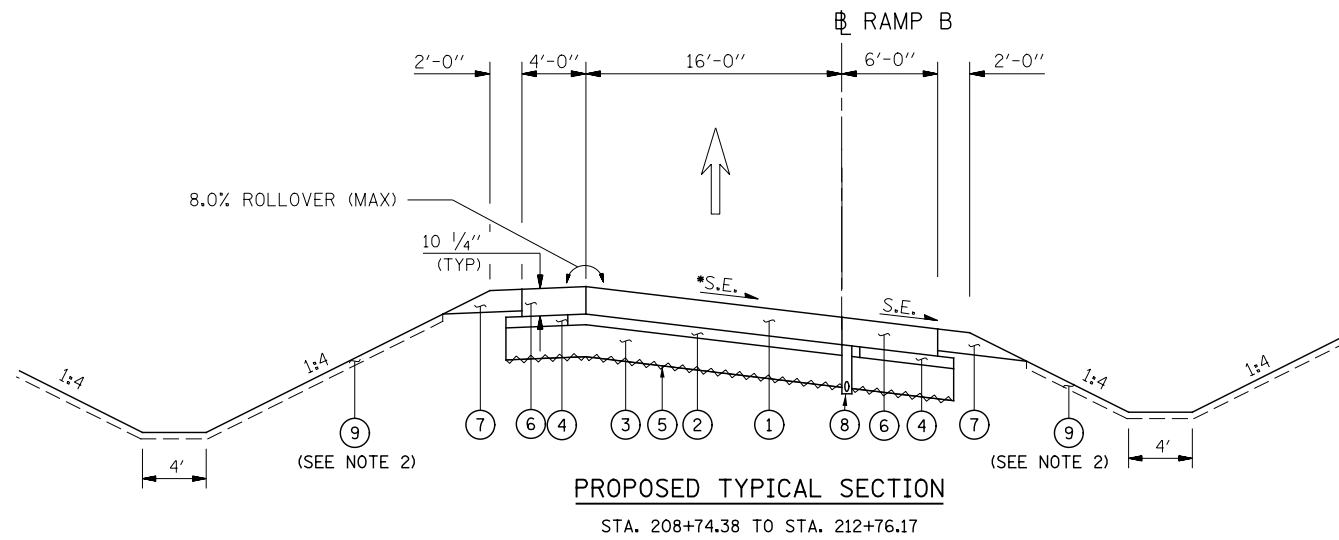
NOTES:

1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

LOCATION	AGGREGATE SUBGRADE IMPROVEMENT THICKNESS			
	12"	18"	21"	27"
STA 200+52 TO STA 213+00	X			
STA 213+00 TO STA 215+50		X		
STA 215+50 TO STA 217+00	X			

2. ADDITIONAL TOPSOIL THICKNESS SHALL BE PLACED ON THE RAMP SLOPES AT THE FOLLOWING LOCATIONS TO A TOTAL THICKNESS OF 10 INCHES. TOPSOIL IN THESE AREAS WILL BE PAID AS TOPSOIL FURNISH AND PLACE, 10":

- RAMP A: STA. 116+50 TO 119+50
- RAMP B: STA. 202+50 TO 205+50
- RAMP C: STA. 310+50 TO 313+00
- STA. 317+00 TO 320+00
- RAMP D: STA. 401+30 TO 405+20



RAMPS - PROPOSED LEGEND

- ① PCC PAVEMENT 10 1/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 1/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)
- ⑩ PCC PAVEMENT 10 3/4" (JOINTED)
- ⑪ PCC SHOULDERS 10 3/4"
- ⑫ SLOTTED DRAIN 15" WITH VARIABLE SLOT

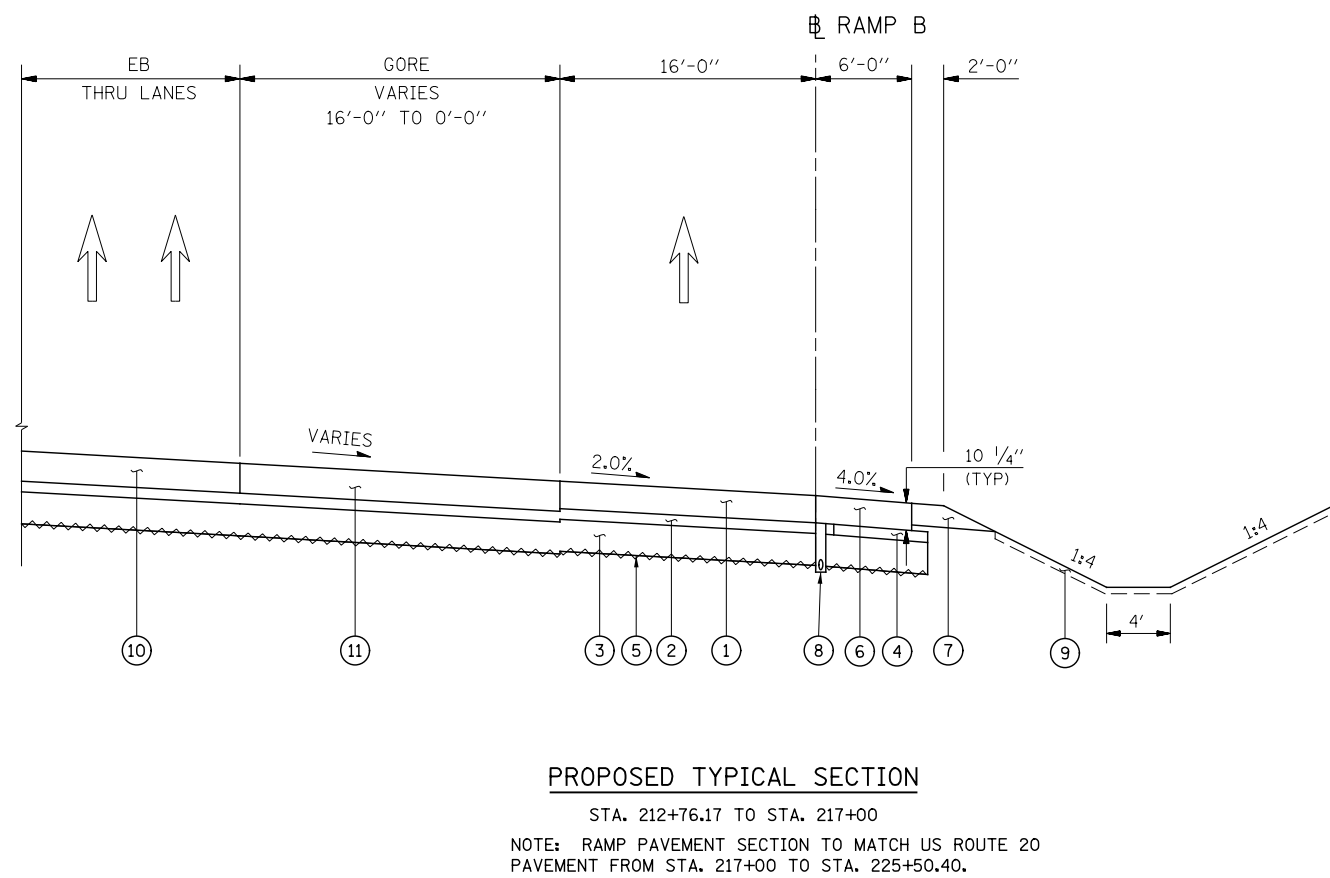
NOTES:

1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

LOCATION	AGGREGATE SUBGRADE IMPROVEMENT				
	12"	18"	21"	24"	27"
STA 200+52 TO STA 213+00	X				
STA 213+00 TO STA 215+50		X			
STA 215+50 TO STA 217+00	X				

2. ADDITIONAL TOPSOIL THICKNESS SHALL BE PLACED ON THE RAMP SLOPES AT THE FOLLOWING LOCATIONS TO A TOTAL THICKNESS OF 10 INCHES. TOPSOIL IN THESE AREAS WILL BE PAID AS TOPSOIL FURNISH AND PLACE, 10':

- RAMP A: STA. 116+50 TO 119+50
- RAMP B: STA. 202+50 TO 205+50
- RAMP C: STA. 310+50 TO 313+00
- STA. 317+00 TO 320+00
- RAMP D: STA. 401+30 TO 405+20



STRUCTURAL DESIGN TRAFFIC: YEAR 2020
 PV= 12,605 SU = 750 MU = 745
 ROAD/STREET CLASSIFICATION: Class II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 100% S = S 100% M = 100%
 TRAFFIC FACTOR: Actual TF = 10.53 AC Type = N/A
 Min. TF =
 PG GRADE: Binder = N/A Surface = N/A
 SUBGRADE SUPPORT RATING:
 SSR = POOR (STA. RANGE = ALL)

RAMPS - PROPOSED LEGEND

- ① PCC PAVEMENT 10 1/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 1/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)
- ⑩ PCC PAVEMENT 10 3/4" (JOINTED)
- ⑪ PCC SHOULDERS 10 3/4"
- ⑫ SLOTTED DRAIN 15" WITH VARIABLE SLOT

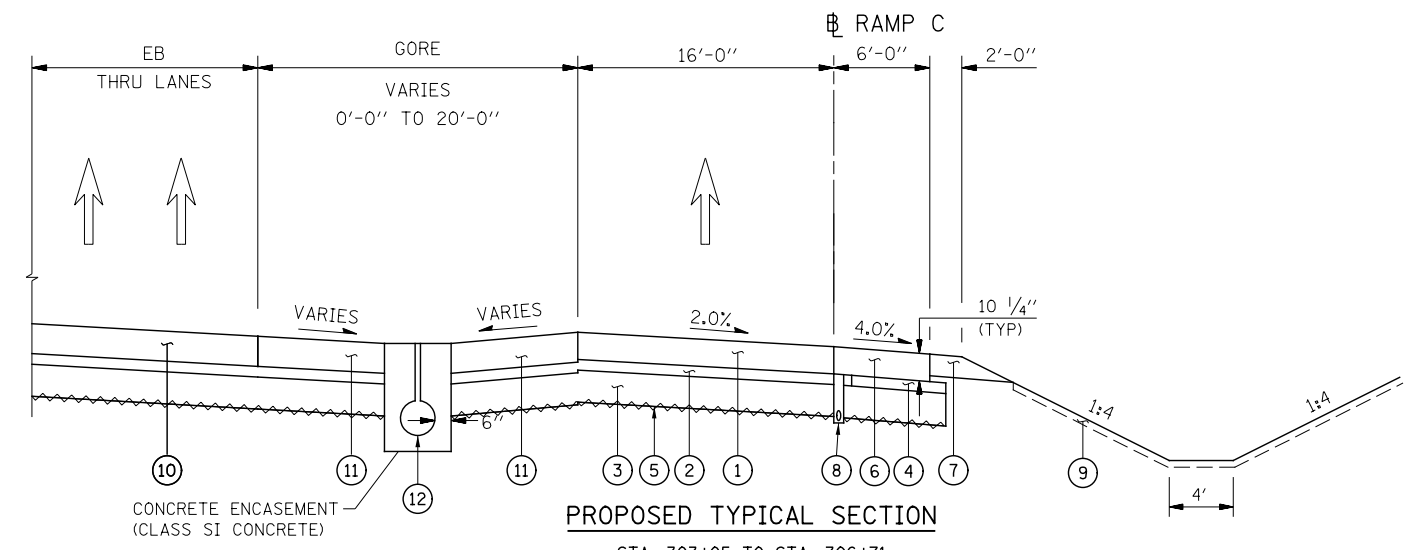
NOTES:

1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

LOCATION	AGGREGATE SUBGRADE IMPROVEMENT THICKNESS			
	12"	18"	21"	24"
STA 303+05 TO STA 310+50	X			
STA 310+50 TO STA 313+00				X
STA 313+00 TO STA 317+00	X			
STA 317+00 TO STA 320+21				X

2. ADDITIONAL TOPSOIL THICKNESS SHALL BE PLACED ON THE RAMP SLOPES AT THE FOLLOWING LOCATIONS TO A TOTAL THICKNESS OF 10 INCHES. TOPSOIL IN THESE AREAS WILL BE PAID AS TOPSOIL FURNISH AND PLACE, 10":

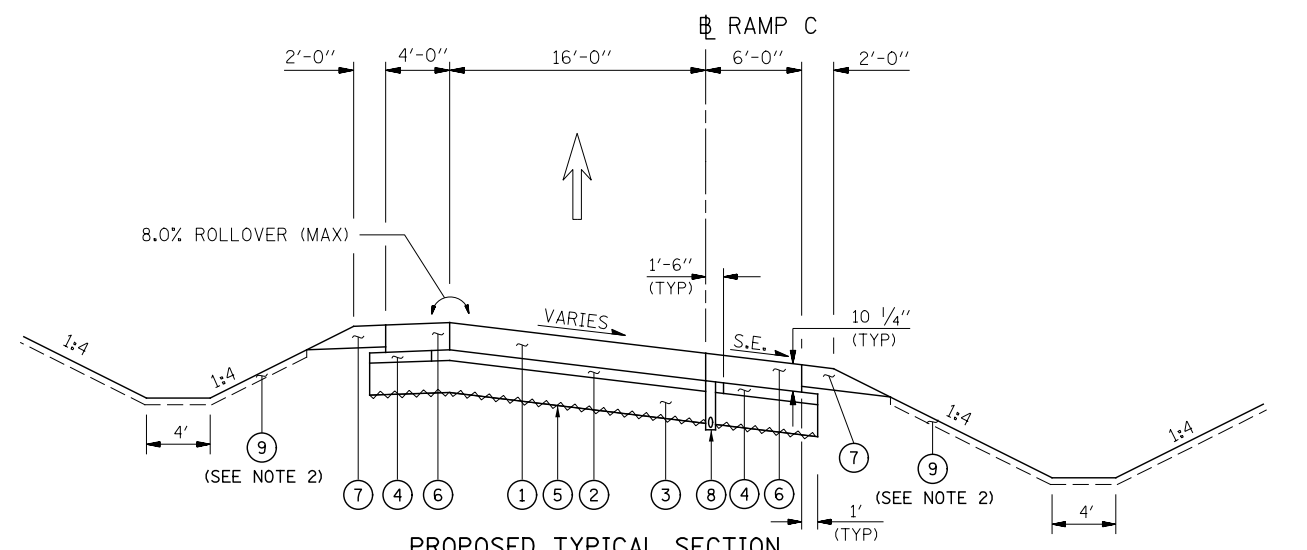
- RAMP A: STA. 116+50 TO 119+50
- RAMP B: STA. 202+50 TO 205+50
- RAMP C: STA. 310+50 TO 313+00
- RAMP D: STA. 317+00 TO 320+00



PROPOSED TYPICAL SECTION

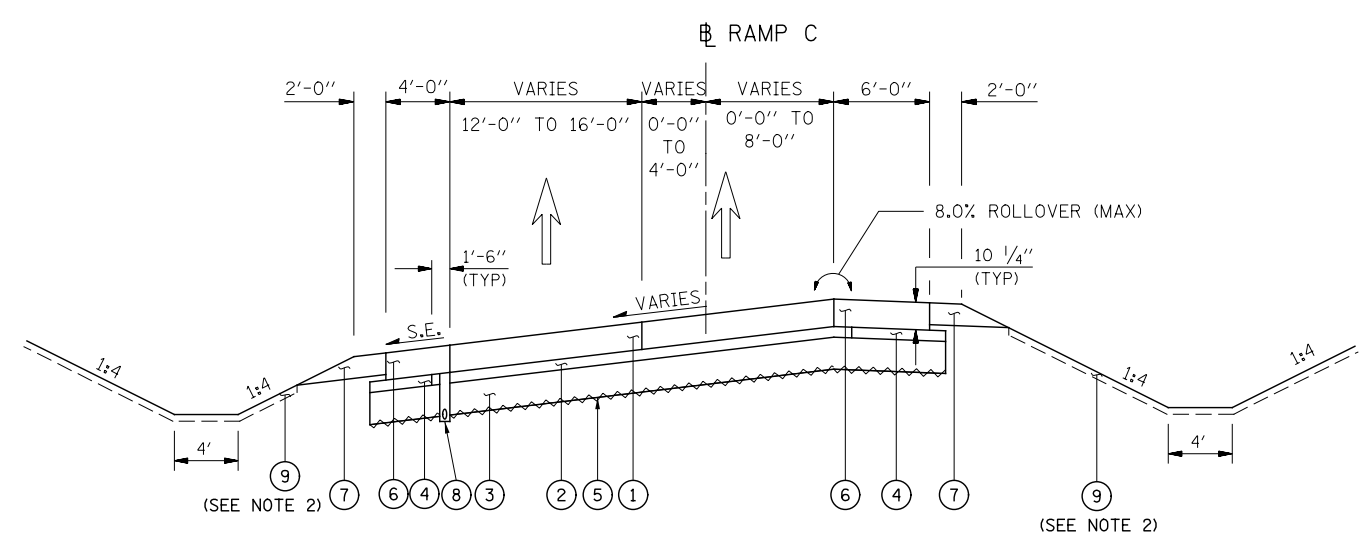
STA. 303+05 TO STA. 306+71

NOTE: RAMP PAVEMENT SECTION TO MATCH US ROUTE 20 PAVEMENT FROM STA. 300+00 TO STA. 303+05.



PROPOSED TYPICAL SECTION

STA. 306+71 TO STA. 316+04.16



PROPOSED TYPICAL SECTION

STA. 316+04.16 TO STA. 320+21

KNIGHT
 Engineers & Architects

USER NAME = dsirwo
 PLOT SCALE = 1:16
 PLOT DATE = 8/16/2018

DESIGNED - PMO
 DRAWN - PMO
 CHECKED - DMS
 DATE - 08-15-2018

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

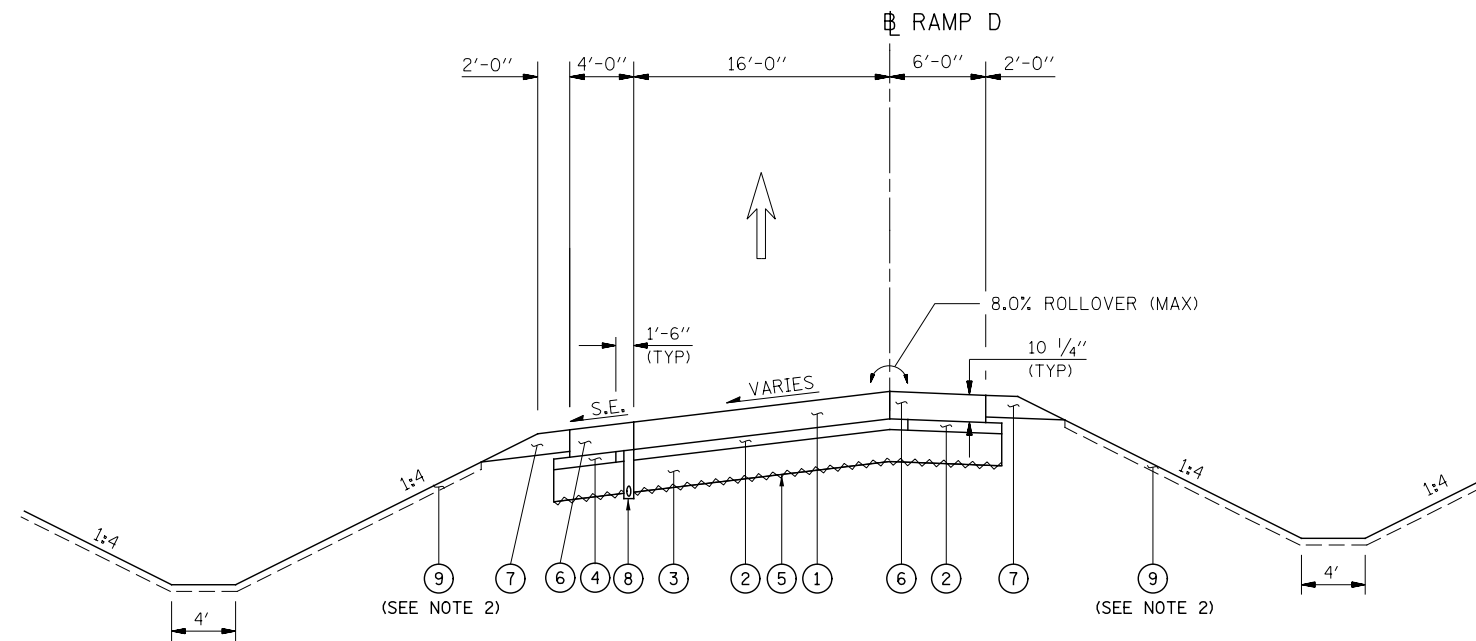
RAMP C
TYPICAL SECTIONS

SCALE: SHEET NO. 8 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	35

CONTRACT NO. 64B87

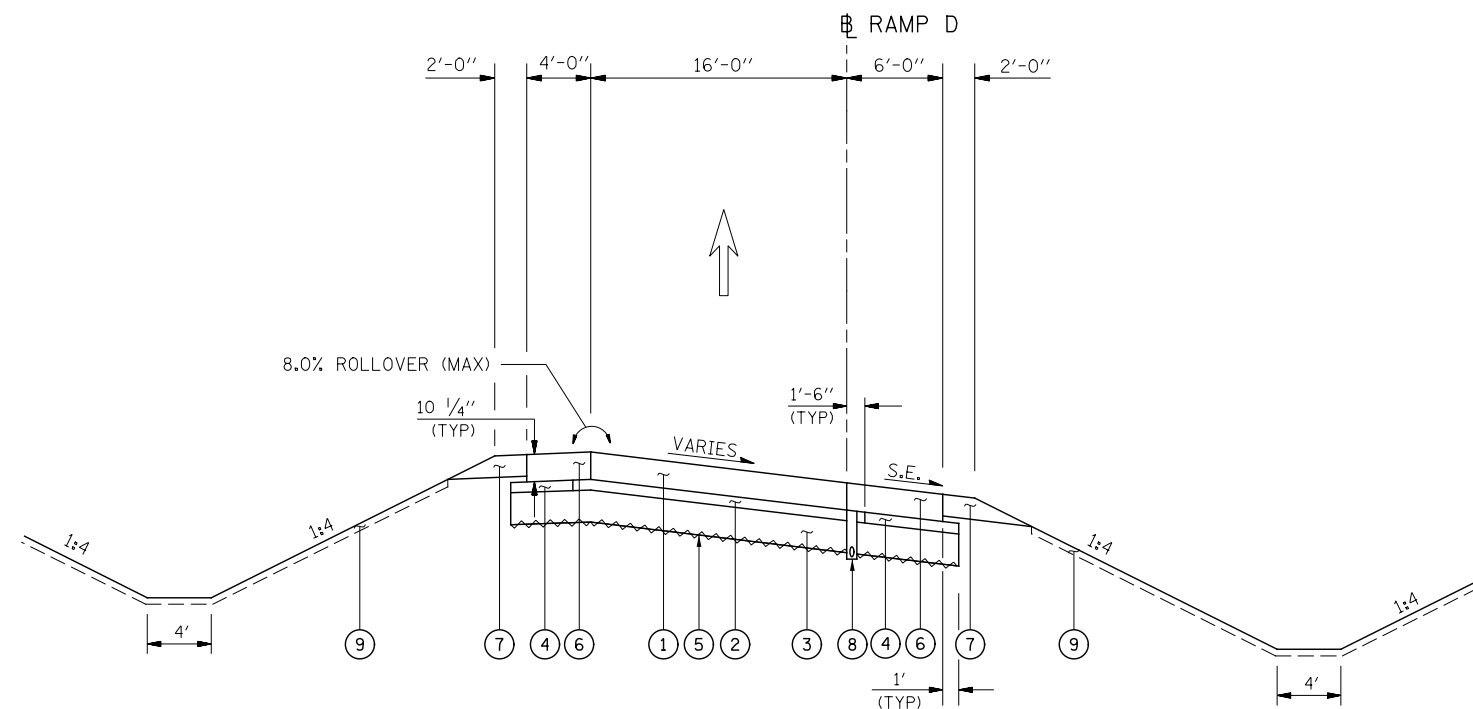
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



PROPOSED TYPICAL SECTION

STA. 400+52 TO STA. 407+69

* SEE RAMP SUPERELEVATION TRANSITION DETAILS.



PROPOSED TYPICAL SECTION

STA. 407+69 TO STA. 413+40

* SEE RAMP SUPERELEVATION TRANSITION DETAILS.

STRUCTURAL DESIGN TRAFFIC: YEAR 2020
 PV= 12,605 SU = 750 MU = 745
 ROAD/STREET CLASSIFICATION: Class II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 100% S = S 100% M = 100%
 TRAFFIC FACTOR: Actual TF = 10.53 AC Type = N/A
 Min. TF =
 PG GRADE: Binder = N/A Surface = N/A
 SUBGRADE SUPPORT RATING:
 SSR = POOR (STA. RANGE = ALL)

RAMPS - PROPOSED LEGEND

- ① PCC PAVEMENT 10 1/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 1/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)
- ⑩ PCC PAVEMENT 10 3/4" (JOINTED)
- ⑪ PCC SHOULDERS 10 3/4"
- ⑫ SLOTTED DRAIN 15" WITH VARIABLE SLOT

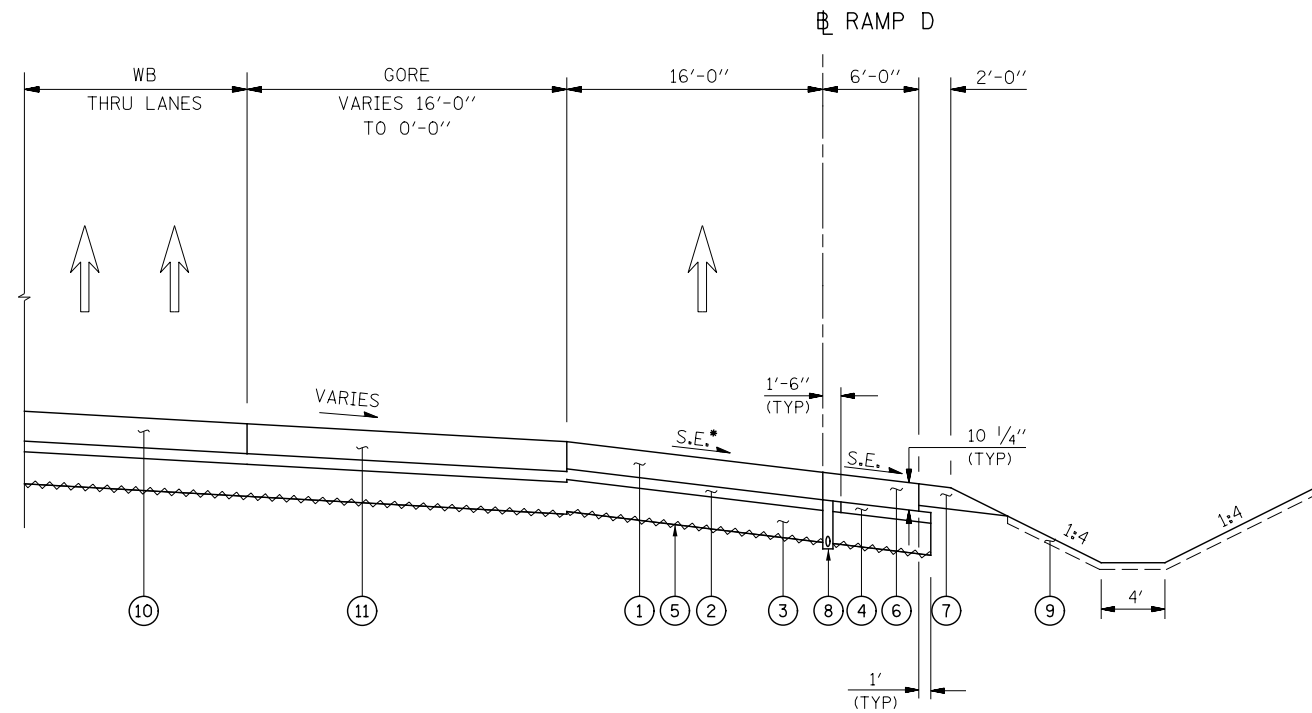
NOTES:

1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

LOCATION	THICKNESS				
	12"	18"	21"	24"	27"
STA 400+52 TO STA 401+50		X			
STA 401+50 TO STA 405+20	X				
STA 405+20 TO STA 408+50		X			
STA 408+50 TO STA 413+00	X				
STA 413+00 TO STA 417+50			X		

2. ADDITIONAL TOPSOIL THICKNESS SHALL BE PLACED ON THE RAMP SLOPES AT THE FOLLOWING LOCATIONS TO A TOTAL THICKNESS OF 10 INCHES. TOPSOIL IN THESE AREAS WILL BE PAID AS TOPSOIL FURNISH AND PLACE, 10'':

- RAMP A: STA. 116+50 TO 119+50
- RAMP B: STA. 202+50 TO 205+50
- RAMP C: STA. 310+50 TO 313+00
- STA. 317+00 TO 320+00
- RAMP D: STA. 401+30 TO 405+20



PROPOSED TYPICAL SECTION

STA. 413+40 TO STA. 417+50

* SEE RAMP SUPERELEVATION TRANSITION DETAILS.

NOTE: RAMP PAVEMENT SECTION TO MATCH US ROUTE 20 PAVEMENT FROM STA. 417+50 TO STA. 425+86.03.

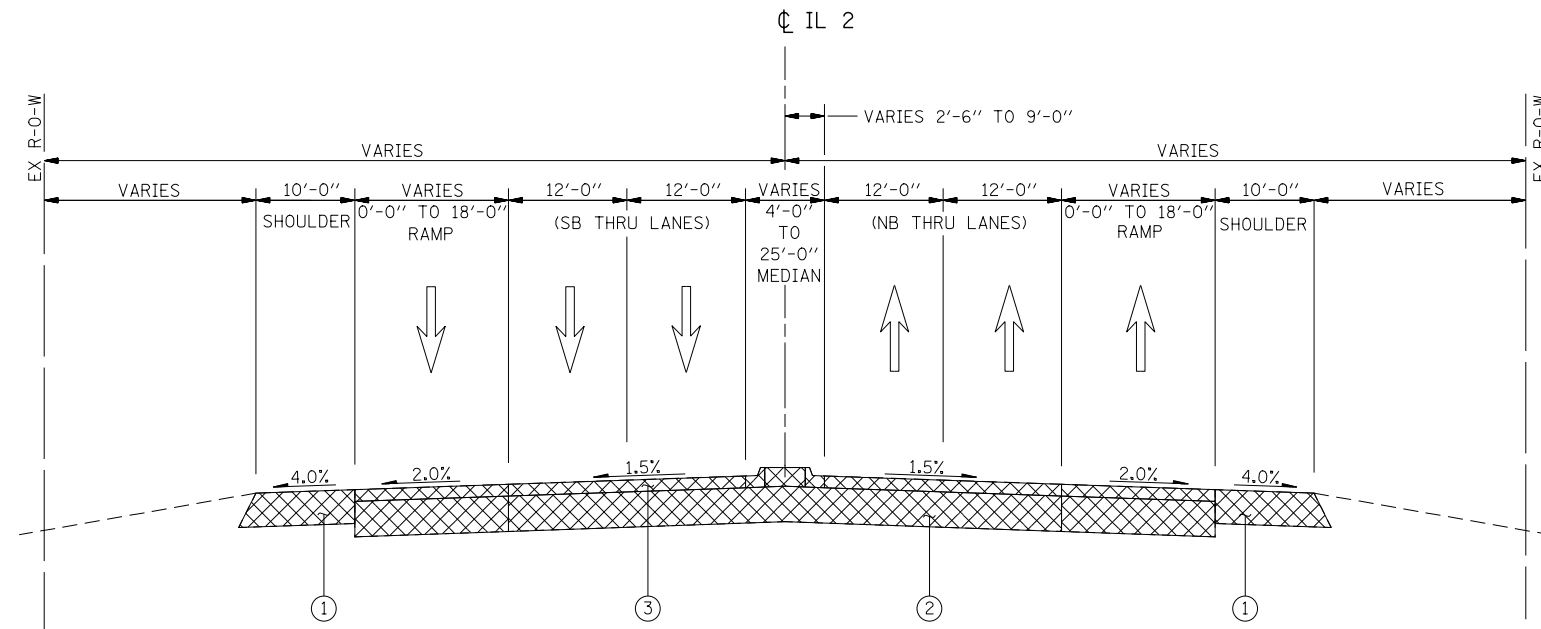
RAMPS - PROPOSED LEGEND

- ① PCC PAVEMENT 10 1/4" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, THICKNESS SHOWN BELOW
- ④ CA-6 OR CA-10, "VARIES" (INCLUDED IN THE COST OF PCC SHOULDERS)
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PCC SHOULDERS 10 1/4"
- ⑦ AGGREGATE SHOULDERS, TYPE A 6"
- ⑧ PIPE UNDERDRAINS, TYPE 2
- ⑨ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)
- ⑩ PCC PAVEMENT 10 3/4" (JOINTED)
- ⑪ PCC SHOULDERS 10 3/4"
- ⑫ SLOTTED DRAIN 15" WITH VARIABLE SLOT

NOTES:

- 1. SEE THE FOLLOWING TABLE FOR THICKNESS OF PROPOSED AGGREGATE SUBGRADE IMPROVEMENT:

LOCATION	AGGREGATE SUBGRADE IMPROVEMENT				
	12"	18"	21"	24"	27"
STA 400+52 TO STA 401+50		X			
STA 401+50 TO STA 405+20	X				
STA 405+20 TO STA 408+50		X			
STA 408+50 TO STA 413+00	X				
STA 413+00 TO STA 417+50			X		



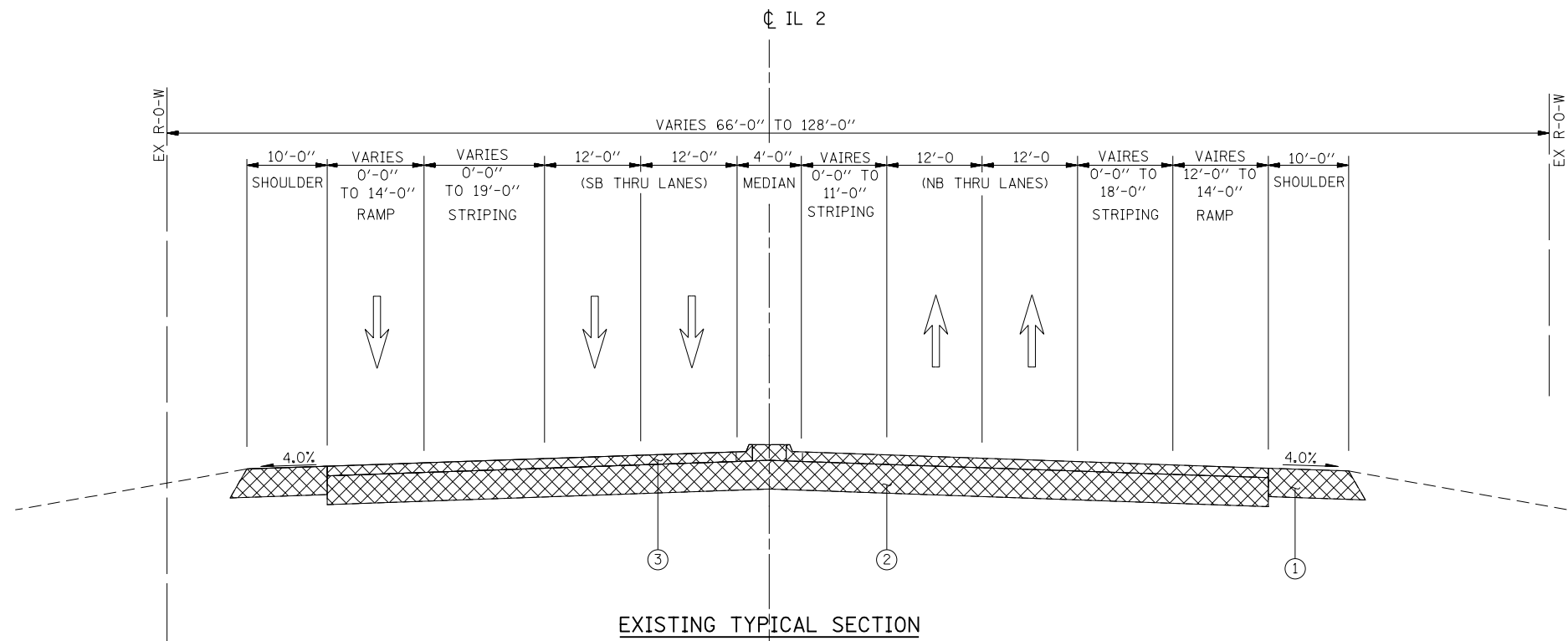
EXISTING TYPICAL SECTION
STA 242+00.00 TO STA 257+00.00

REMOVAL LEGEND

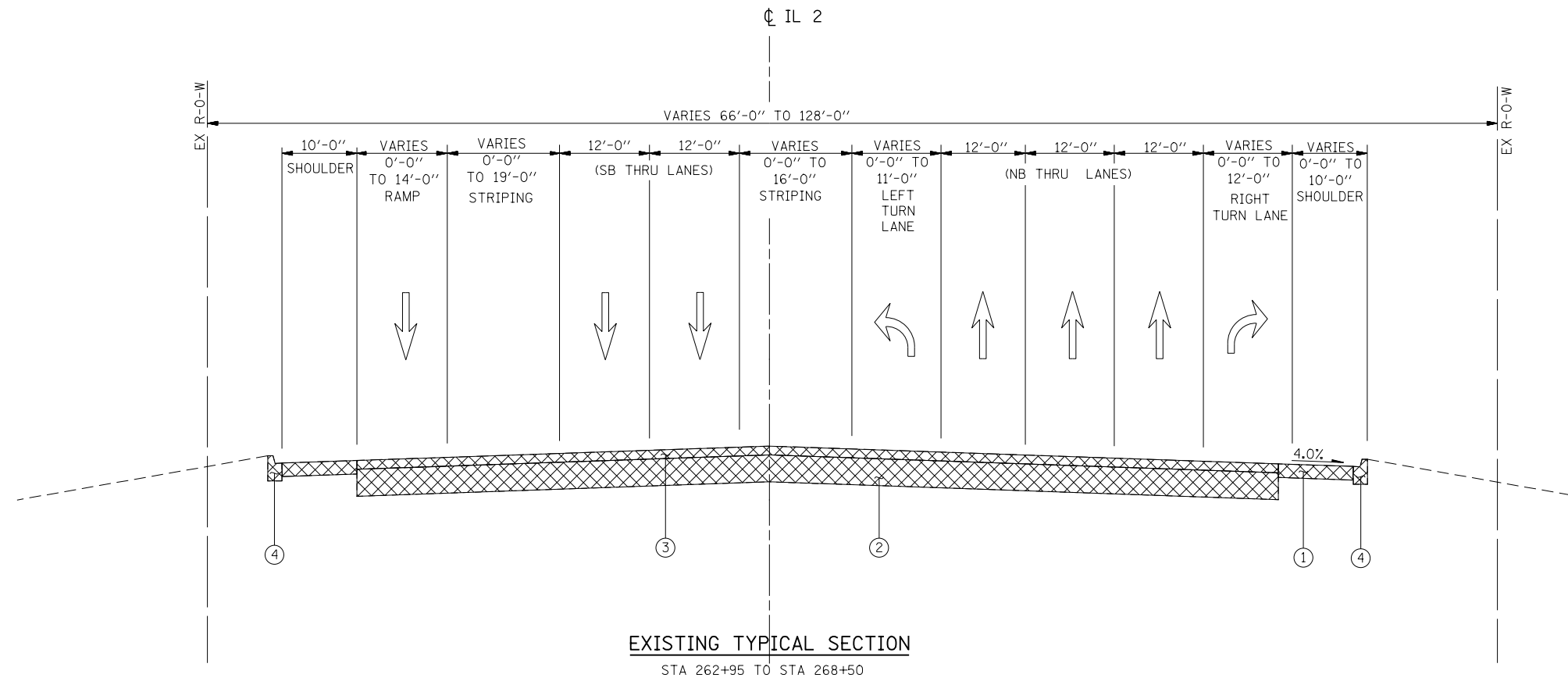
- REMOVAL

EXISTING LEGEND

- ① HMA SHOULDER, 10"
- ② PCC PAVEMENT, 10"
- ③ HMA SURFACE OVERLAY, 5"



EXISTING TYPICAL SECTION
STA 257+00 TO STA 262+95



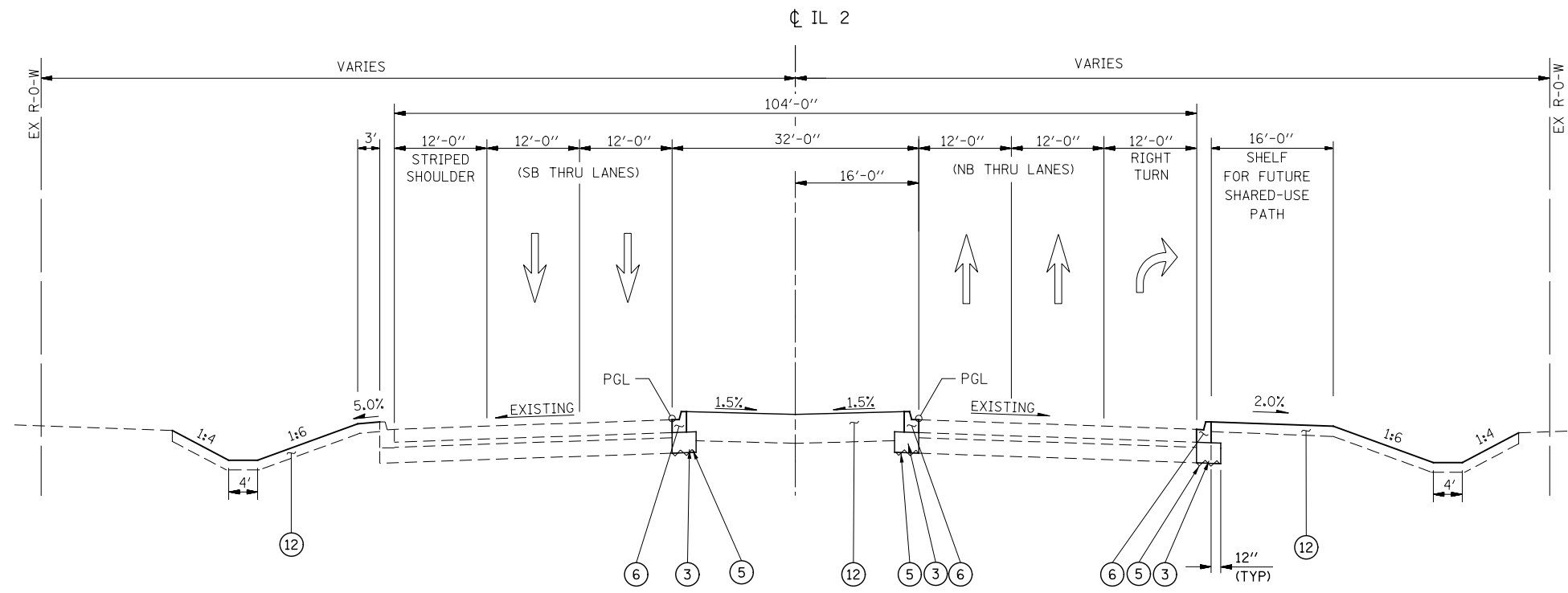
EXISTING TYPICAL SECTION
STA 262+95 TO STA 268+50

REMOVAL LEGEND

- REMOVAL

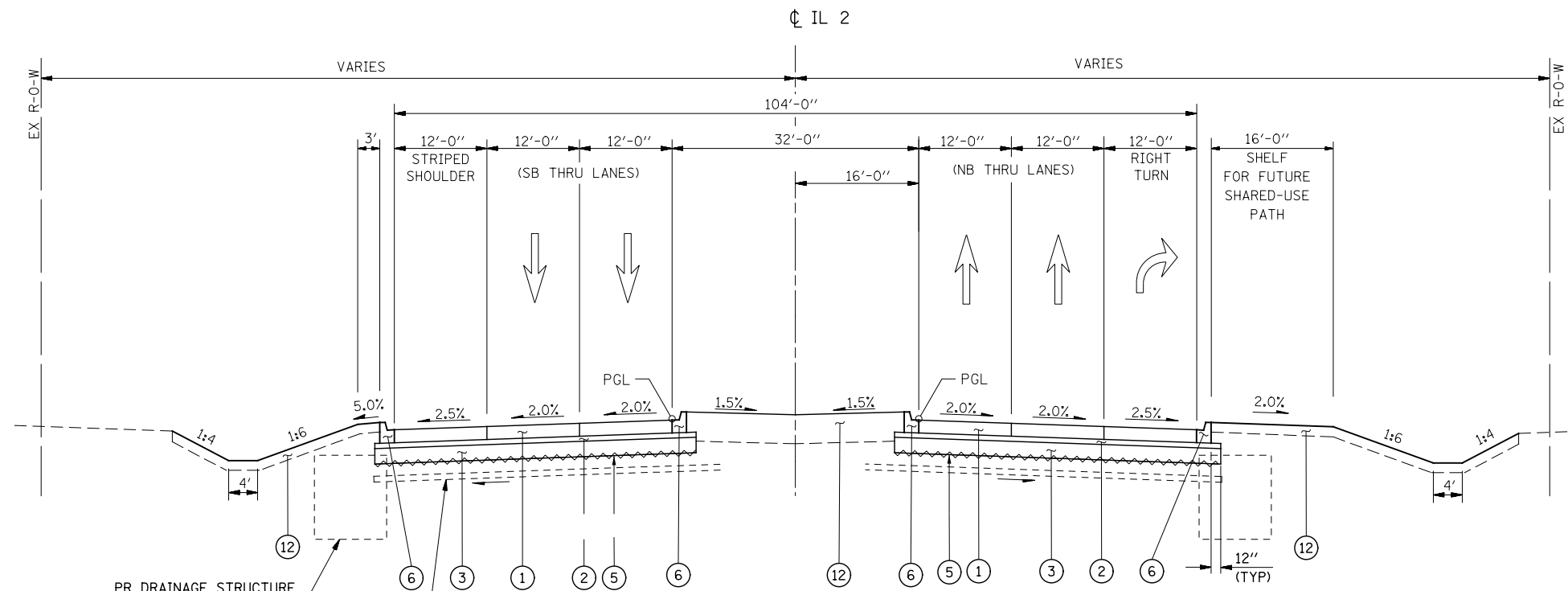
EXISTING LEGEND

- ① BITUMINOUS SHOULDER 8"
- ② PCC PAVEMENT, 10"
- ③ HMA SURFACE, 5"
- ④ COMBINATION CONC. CURB & GUTTER, B-6.24



PROPOSED TYPICAL SECTION
STA 237+00.00 TO STA. 242+00.00

STRUCTURAL DESIGN TRAFFIC: YEAR 2020
 PV= 19,990 SU = 950 MU = 850
 ROAD/STREET CLASSIFICATION: Class II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 32% S = 45% M = 45%
 TRAFFIC FACTOR: Actual TF = 5.52 AC Type = N/A
 Min. TF =
 PG GRADE: Binder = N/A Surface = N/A
 SUBGRADE SUPPORT RATING:
 SSR = POOR (Sta. 240+62 to Sta. 268+61)



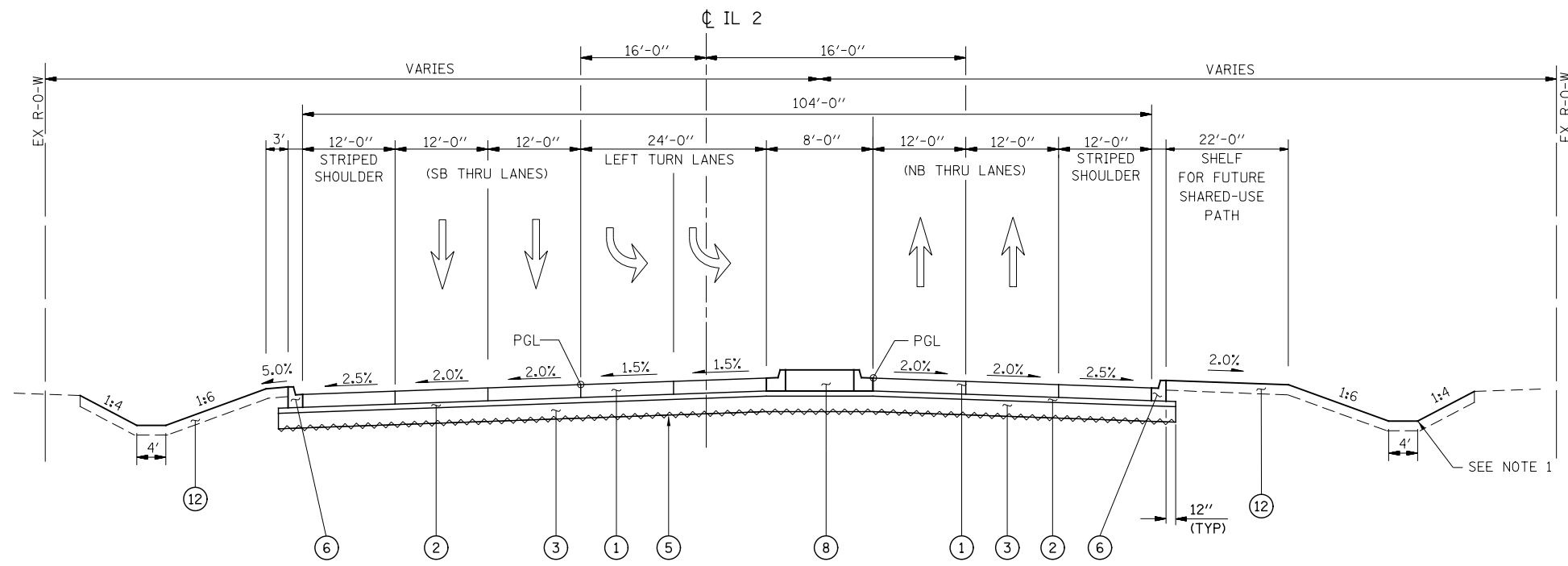
PR DRAINAGE STRUCTURE
(TYPICAL; SEE "DRAINAGE PLANS"
FOR SPECIFIC LOCATIONS)

PR TRANSVERSE DRAIN COMPLETE
(TYPICAL BOTH SIDES OF ROADWAY;
INSTALLATION ACROSS ENTIRE CROSS
SECTION ACCOUNT FOR 1 EACH)
(SEE NOTE 3)

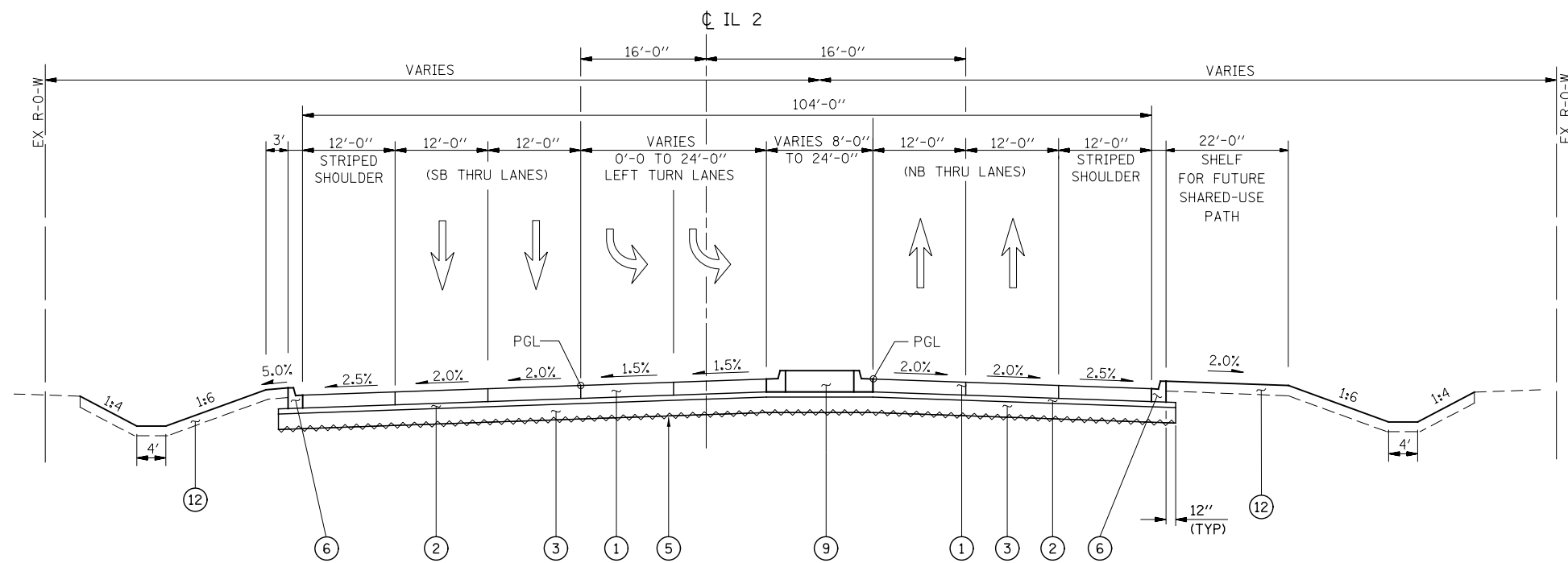
PROPOSED TYPICAL SECTION
STA 242+00.00 TO STA. 244+74.25

ILLINOIS ROUTE 2 - PROPOSED LEGEND

- ① PCC PAVEMENT 10" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ NOT USED
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ COMB CC&G TB6.24
- ⑦ NOT USED
- ⑧ CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑨ NOT USED
- ⑩ NOT USED
- ⑪ PIPE UNDERDRAINS, TYPE 2
- ⑫ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)



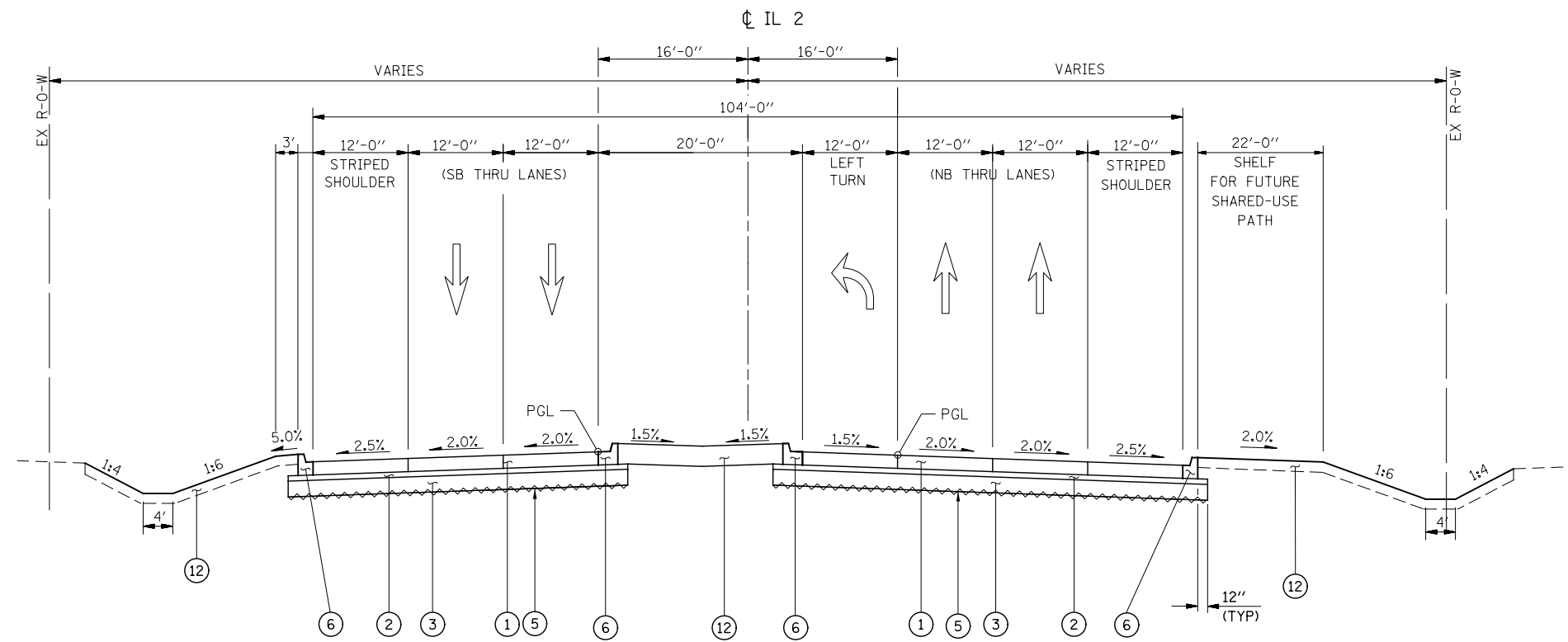
PROPOSED TYPICAL SECTION
STA 244+74.25 TO STA 247+95.86



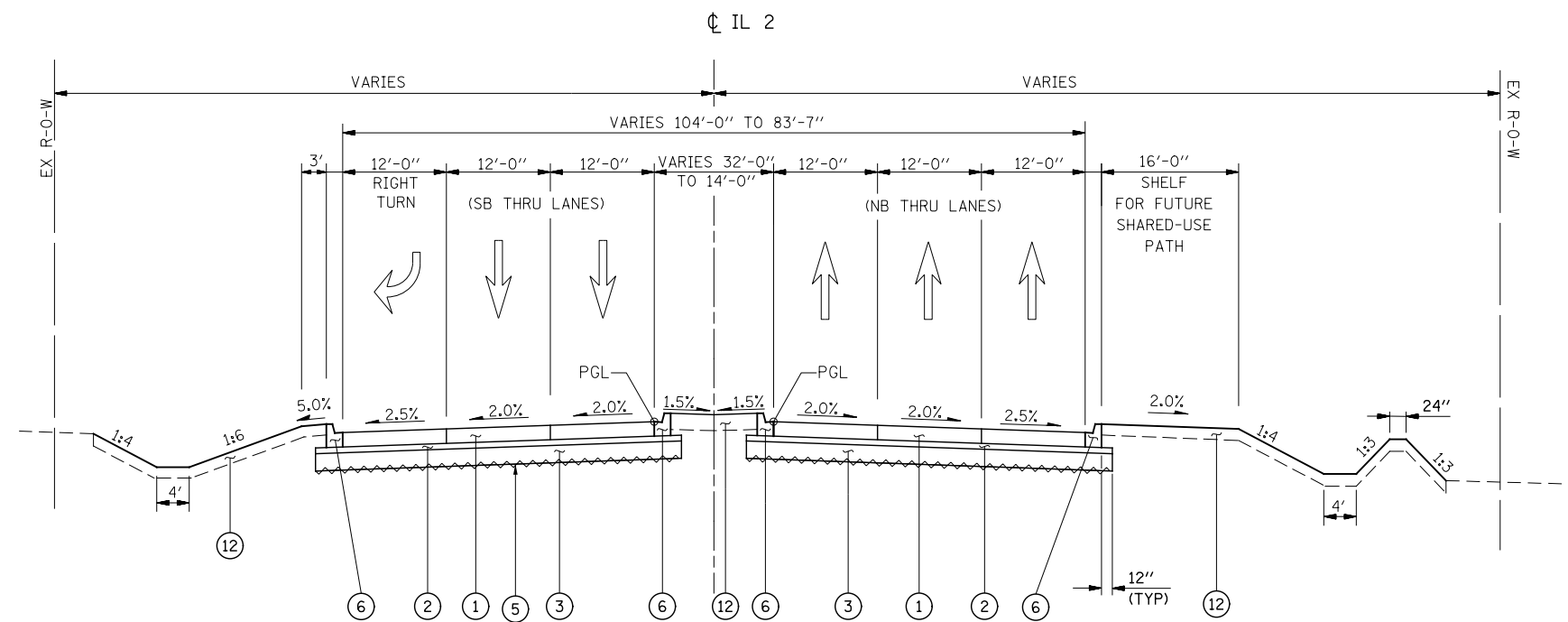
PROPOSED TYPICAL SECTION
STA 247+95.86 TO STA. 250+40.00

ILLINOIS ROUTE 2 - PROPOSED LEGEND

- ① PCC PAVEMENT 10" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ NOT USED
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ COMB CC&G TB6.24
- ⑦ NOT USED
- ⑧ CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑨ CONCRETE MEDIAN, TYPE SB-6.24
- ⑩ NOT USED
- ⑪ PIPE UNDERDRAINS, TYPE 2
- ⑫ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)



PROPOSED TYPICAL SECTION
STA 250+40.00 TO STA 254+04.00



PROPOSED TYPICAL SECTION
STA 254+04.00 TO STA 264+17.00

ILLINOIS ROUTE 2 - PROPOSED LEGEND

- ① PCC PAVEMENT 10" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ NOT USED
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ COMB CC&G TB6.24
- ⑦ NOT USED
- ⑧ CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑨ CONCRETE MEDIAN, TYPE SB-6.24
- ⑩ NOT USED
- ⑪ PIPE UNDERDRAINS, TYPE 2
- ⑫ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)

KNIGHT

Engineers & Architects

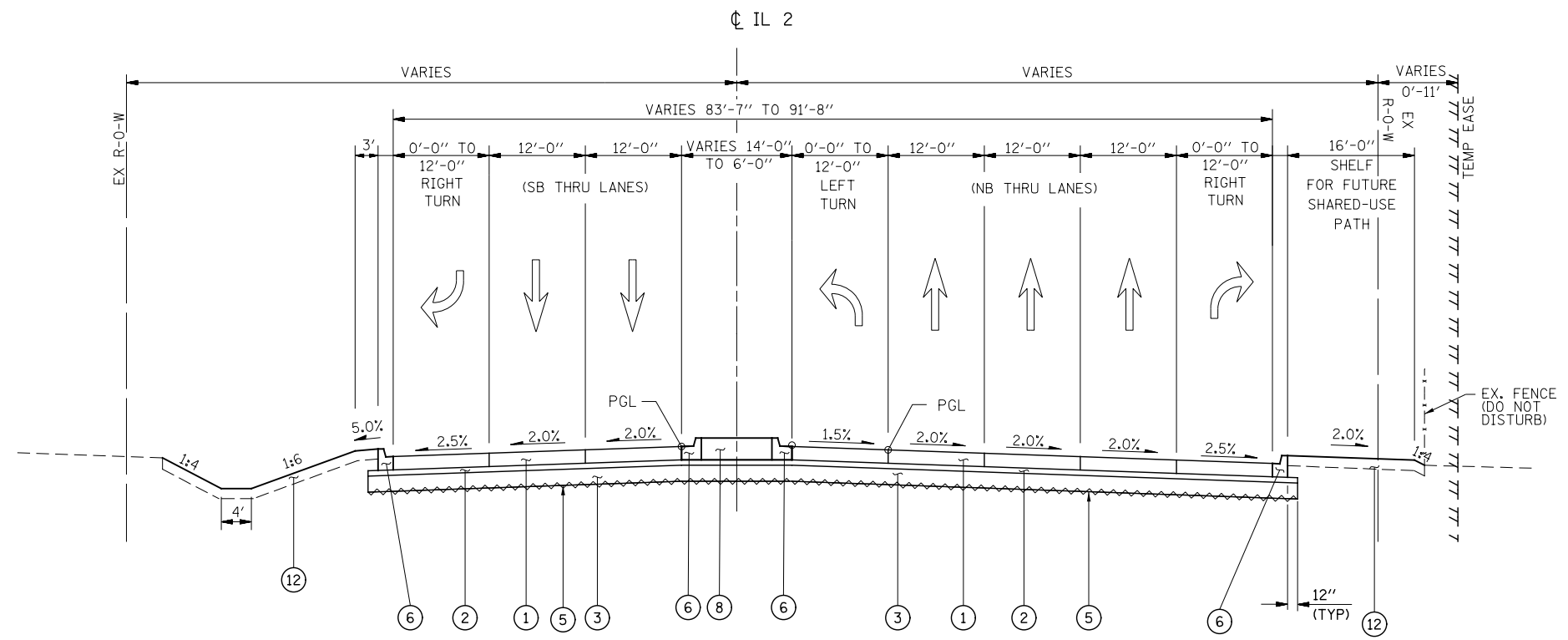
USER NAME = dsiwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:16	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

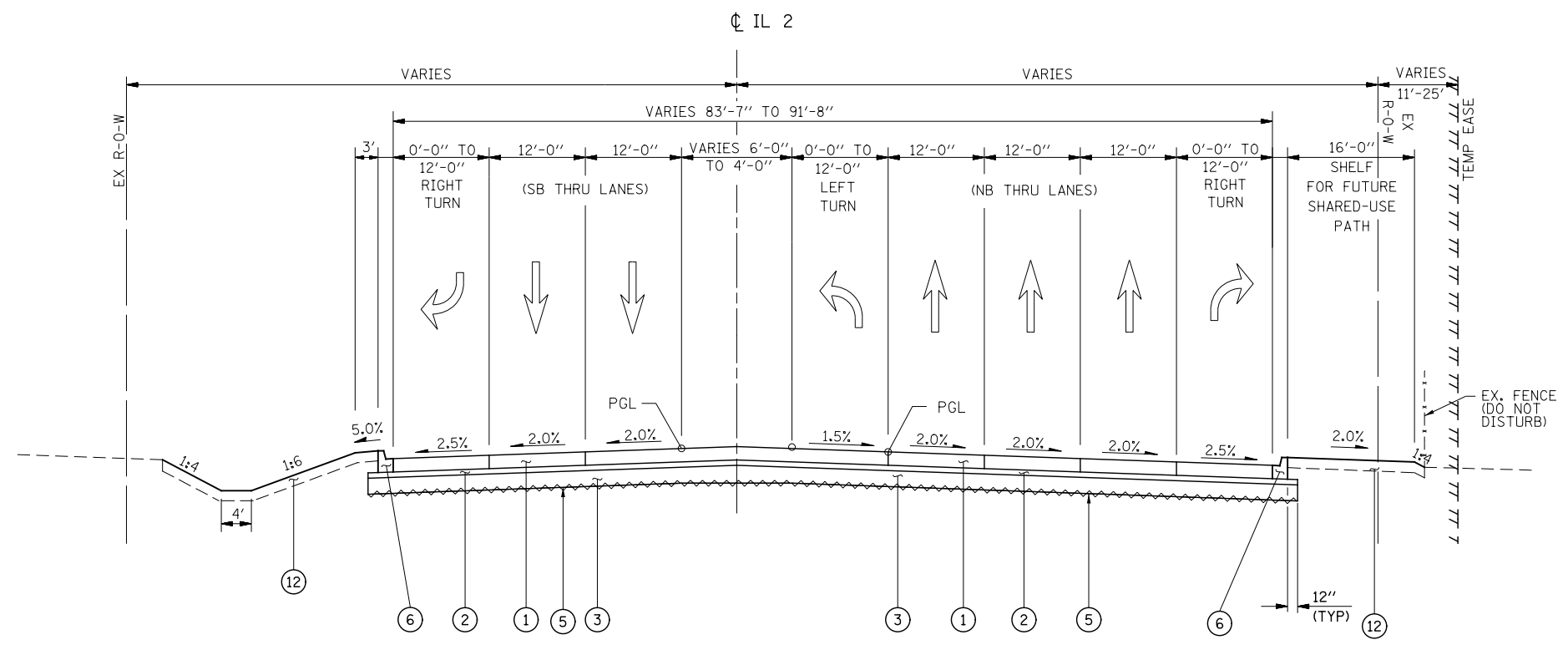
**IL ROUTE 2
TYPICAL SECTIONS**

SCALE: SHEET NO. 15 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	42
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	



PROPOSED TYPICAL SECTION
STA 264+17.00 TO STA 266+72.00



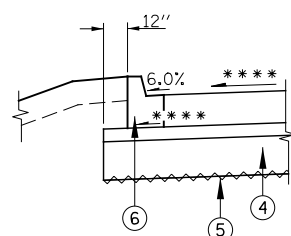
PROPOSED TYPICAL SECTION
STA 266+72.00 TO STA. 268+50.00

ILLINOIS ROUTE 2 - PROPOSED LEGEND

- ① PCC PAVEMENT 10" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ NOT USED
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ COMB CC&G TB6.24
- ⑦ NOT USED
- ⑧ CONCRETE MEDIAN, TYPE SB (SPECIAL)
- ⑨ NOT USED
- ⑩ NOT USED
- ⑪ PIPE UNDERDRAINS, TYPE 2
- ⑫ TOPSOIL PLACEMENT (SEE LANDSCAPING PLANS FOR THICKNESS)

DETAILS - PROPOSED LEGEND

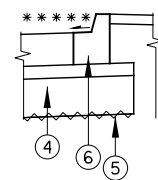
- ① NOT USED
- ② CONCRETE MEDIAN SURFACE, 4 INCH
- ③ SUB-BASE GRANULAR MATERIAL, TYPE B, 12"
- ④ AGGREGATE SUBGRADE IMPROVEMENT - SEE TYPICALS
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ COMB CC&G TB6.24



**ILLINOIS ROUTE 2
OUTSIDE EDGE CURB DETAIL**

**** SLOPE BOTTOM OF CC&G TO MATCH
PAVEMENT CROSS SLOPE.
(TYP. - OUTSIDE CC&G)

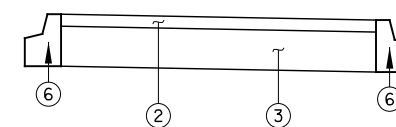
RT. STA. 236+42 TO STA. 244+37
RT. STA. 244+79 TO STA. 244+89
RT. STA. 244+89 TO STA. 253+83
RT. STA. 253+83 TO STA. 253+89
RT. STA. 254+31 TO STA. 256+17
RT. STA. 256+17 TO STA. 269+00
LT. STA. 242+00 TO STA. 244+43
LT. STA. 244+74 TO STA. 253+80
LT. STA. 253+80 TO STA. 253+82
LT. STA. 254+09 TO STA. 255+05
LT. STA. 255+05 TO STA. 269+32
RT. STA. 319+22 TO STA. 319+42 (RAMP C)
RT. STA. 400+32 TO STA. 400+53 (RAMP D)



**ILLINOIS ROUTE 2
MEDIAN CURB DETAIL**

***** GUTTER PAN SLOPE TO MATCH
PAVEMENT CROSS SLOPE.
(TYP. - MEDIAN CC&G)

RT. STA. 237+00 TO STA. 244+66
RT. STA. 250+40 TO STA. 252+97
RT. STA. 254+12 TO STA. 264+17
LT. STA. 237+00 TO STA. 244+68
LT. STA. 250+40 TO STA. 252+97
LT. STA. 254+12 TO STA. 264+17



**ILLINOIS ROUTE 2
CONCRETE MEDIAN SURFACE DETAIL
AT RIGHT-TURN ISLANDS**

LT. STA. 244+16 TO STA. 244+60
RT. STA. 254+15 TO STA. 254+59

KNIGHT

Engineers & Architects

USER NAME = dsilve	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:16	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 20 BYPASS & IL ROUTE 2
TYPICAL SECTION DETAILS**

SCALE: SHEET NO. 17 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	44
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

20800150 TRENCH BACKFILL

CU YD	PIPE #	PIPE SIZE (IN)	LENGTH* (FOOT)	AVG DEPTH (FOOT)
	IL 2			
32	101	12	244	0.5
26	102	15	214	1.4
16	106	12	43	4.2
137	108	54	116	7.4
139	109	54	118	7.4
17	111	48	41	4.6
17	113	48	41	4.6
200	118	48	70	13.0
91	123	24	70	7.8
200	124	48	70	13.0
91	127	24	70	7.8
24	131	36	33	5.2
24	132	36	33	5.2
8	135	12	48	2.4
107	142	18	91	7.5
65	144	12	211	3.7
139	145	12	215	4.7
130	147	36	91	8.1
	US 20			
354	10	36	112	15.1
9	11	18	30	3.5
60	12	36	56	6.6
43	13	36	56	5.4
162	13A		118	2.5
162	13B		118	2.5
162	13C		118	2.5
14	14	24	56	3.3
56	15	24	65	5.7
1	16	12	5	2.0
1	17	12	5	2.0
1	18	12	5	2.0
1	19	12	5	2.0
61	20	24	63	6.2
6	20A	15	25	2.9
20	31A	15	25	5.5
	RAMPS			
36	201	24	30	7.4
88	202	36	36	12.2
	REMOVALS			
8	6	36	(SEE REMOVAL PLANS)	
15	9	30	(SEE REMOVAL PLANS)	
8	13	24	(SEE REMOVAL PLANS)	
12	14	36	(SEE REMOVAL PLANS)	
35	16	24	(SEE REMOVAL PLANS)	
75	17	30	(SEE REMOVAL PLANS)	
15	19	24	(SEE REMOVAL PLANS)	
2,865	TOTAL			

21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

SQ YD	STATION	STATION	OFFSET	REMARKS	SQ FT
	US 20				
1,235	821+00	825+50	LT/RT	CROSS OVER	11,113
40,330	850+00	892+85	LT/RT		362,970
11,813	895+63	920+00	RT		106,313
11,614	895+63	920+25	LT		104,529
	RAMP A				
7,199	121+11	103+00			64,787
	RAMP B				
5,889	200+52	217+00			52,998
	RAMP C				
5,927	320+21	303+05			53,340
	RAMP D				
5,507	400+52	417+50			49,559
	IL 2				
27,751	242+00	268+50	RT & LT		249,758
222	236+42	242+00	RT CG		1,997
20	258+50	269+00	RT CG		179
194	237+00	242+00	RT MED. CG		1,748
199	237+00	242+00	LT MED. CG		1,793
33	268+50	269+31	LT CG		298
117,931	TOTAL				
	25000775 SELECTIVE MOWING STAKES				
EACH	STATION	STATION	OFFSET		
	IL 2				
6	236+50	244+40	LT		
7	240+00	244+30	RT		
4	244+80	247+70	RT		
2	247+65	247+65	LT		
4	250+70	253+90	LT		
4	250+90	253+90	RT		
5	254+10	258+50	LT		
9	254+30	259+90	RT		
41	TOTAL				
	25000775 SEEDING, CLASS 1A				
ACRE	STATION	STATION	OFFSET		
	IL 2				
0.795	236+30	244+30	RT		
0.637	236+50	244+40	LT		
0.465	237+00	244+60	CTR		
0.294	244+80	247+70	RT		
0.259	244+80	247+65	LT		
0.153	250+90	253+90	RT		
0.384	250+70	253+90	LT		
0.104	250+40	253+00	CTR		
1.518	254+10	269+50	LT		
0.362	254+10	264+10	CTR		
1.279	254+30	269+30	RT		
6.25	TOTAL				

25000210 SEEDING, CLASS 2A

ACRE	STATION	STATION	OFFSET	
	US 20			
0.641	850+30	862+50	CTR	
2.756	863+30	908+95	CTR	
0.289	915+30	920+15	CTR	
3.75	TOTAL			
	25000312 SEEDING, CLASS 4A			
ACRE	STATION	STATION	OFFSET	
	US 20			
2.885	850+00	882+00	RT	
4.334	850+00	882+00	RT	
2.694	850+40	881+50	LT	
3.462	850+40	881+50	LT	
0.352	892+00	893+80	LT	
17	0.193	893+00	893+80	RT
86	0.953	907+00	919+90	RT
103	1.149	907+00	919+90	RT
84	0.939	907+50	920+30	LT
142	1.577	907+50	920+30	LT
0.193	893+00	893+80	RT	
0.953	907+00	919+90	RT	
1.149	907+00	919+90	RT	
0.939	907+50	920+30	LT	
1.577	907+50	920+30	LT	
	RAMP A			
4.867	106+60	120+40	LT	
1.605	106+60	121+10	LT	
2.161	107+05	120+80	RT	
1.310	108+90	120+60	RT	
	RAMP B			
2.779	200+90	213+90	RT	
1.807	200+50	212+85	LT	
1.434	201+20	213+90	RT	
4.229	201+20	211+50	LT	
	RAMP C			
4.615	306+70	319+50	LT	
2.818	307+60	319+30	RT	
1.009	307+60	319+20	RT	
0.872	309+20	319+70	LT	
	RAMP D			
4.006	401+00	413+70	RT	
4.642	401+20	411+80	LT	
1.155	401+50	413+70	RT	
0.947	401+50	413+10	LT	
	IL 2			
0.173	236+50	240+50	LT	
0.411	236+50	243+15	LT	
0.326	256+60	259+80	RT	
59.75	TOTAL			

25000400 NITROGEN FERTILIZER NUTRIENT

POUND	ACRES	STATION	STATION	OFFSET	SEED
6,268	TOTAL				



USER NAME = potobrien	DESIGNED - PMO	REVISED -
PLOT SCALE = 1:20	DRAWN - PMO	REVISED -
PLOT DATE = 8/30/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:		SHEET NO. 2 OF 29 SHEETS		STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	46
CONTRACT NO. 64B87				

28001100 TEMPORARY EROSION CONTROL BLANKET

SQ YD	STATION	STATION	OFFSET	STAGE
	US 20			
350.9	824+04	824+96	CTR	1
30,620.7	850+03	894+69	RT	3
3,514.5	850+43	862+30	CTR	3
9,308.9	863+70	893+72	CTR	3
11,262.0	881+27	893+72	RT	3
5,256.1	894+77	911+02	CTR	3
6,674.1	894+77	905+89	RT	3
3,570.6	911+50	919+98	RT	3
1,969.7	913+32	920+11	RT	3
3,514.5	850+43	862+30	CTR	4
22,259.4	850+50	892+68	LT	4
9,308.9	863+70	893+72	CTR	4
12,877.0	882+13	893+87	LT	4
5,125.4	894+93	911+02	CTR	4
3,585.0	911+86	920+56	LT	4
1,969.7	913+32	920+11	CTR	4
1,969.7	913+32	920+11	RT	4
	IL 2			
4,498.5	252+55	260+56	LT	1
2,864.3	252+55	255+11	LT	1
1,490.6	254+55	251+81	LT	1
1,006.8	213+83	218+34	RT	2
1,117.9	214+82	218+34	RT	2
863.2	244+79	248+68	RT	4
2,462.7	249+92	253+89	RT	4
3,970.0	254+12	260+54	LT	4
1,962.5	244+76	248+73	LT	5
2,317.3	249+90	253+78	LT	5
7,491.6	254+15	269+32	LT	5
5,975.1	236+42	244+35	RT	6
2,606.3	244+80	248+73	RT	6
2,257.0	249+90	253+87	RT	6
8,732.8	254+66	269+00	RT	6
2,190.5	237+16	244+67	CTR	7
796.0	245+74	270+60	CTR	7
1,753.7	254+12	264+17	CTR	7
187,494	TOTAL			

28100105 STONE RIPRAP, CLASS A3

SQ YD	STATION	STATION	OFFSET	LENGTH (FOOT)	AVGERAGE WIDTH (FOOT)	*SQ FT	REMARKS
	US 20						
14.2	876+86		CTR	16	8	128	
14.2	908+14		CTR	16	8	128	
3000.6	909+00	920+00	RT	1,100	24	27,005	
	RAMP B						
2595.6	202+00	211+50	RT	950	24	23,360	
	IL 2						
595.6	243+13	244+22	RT			5,360	PLUNG POOL
469.4	243+18	244+24	LT			4,225	PLUNG POOL
639.7	245+00	247+44	LT	244	23	5,758	
645.6	250+89	253+46	LT	257	21	5,810	
15.4	250+89	251+06	RT			139	
745.4	254+44	257+50	LT	306	21	6,708	
8,736	TOTAL				*AREA MEASURED IN CAD		

28100107 STONE RIPRAP, CLASS A4

SQ YD	STATION	STATION	OFFSET	LENGTH (FOOT)	AVGERAGE WIDTH (FOOT)	*SQ FT	REMARKS
	US 20						
71.8	856+76	855+06	LT			646	
68.7	862+25	862+55	LT			618	
71.4	866+40	866+70	LT			643	
78.9	876+85	877+15	RT			710	
	RAMP A						
63.3	114+85	115+15	RT			570	
	IL 2						
35.5	247+34	247+57	RT			320	
390	TOTAL				*AREA MEASURED IN CAD		

28100109 STONE RIPRAP, CLASS A5

SQ YD	STATION	STATION	OFFSET	LENGTH (FOOT)	AVGERAGE WIDTH (FOOT)	*SQ FT	REMARKS
	US 20						
635.7	906+00	909+00	RT	300	24	5,722	
	RAMP B						
325.1	211+50	213+00 (906+00)	RT	150	24	2,926	
961	TOTAL				*AREA MEASURED IN CAD		

28200200 FILTER FABRIC

SQ YD	STATION	STATION	OFFSET	LENGTH (FOOT)	AVERAGE WIDTH (FOOT)	*SQ FT	REMARKS
	US 20						
71.8	856+76	855+06	LT			646	
68.7	862+25	862+55	LT			618	
14.2	876+86		CTR	16	8	128	
71.4	866+40	866+70	LT			643	
78.9	876+85	877+15	RT			710	
635.7	906+00	909+00	RT	300	24	5,722	
14.2	908+14		CTR	16	8	128	
3000.6	909+00	920+00	RT	1,100	24	27,005	
	RAMP A						
63.3	114+85	115+15	RT			570	
	RAMP B						
2595.6	202+00	211+50	RT	950	24	23,360	
325.1	211+50	213+00 (906+00)	RT	150	24	2,926	
	IL 2						
595.6	243+13	244+22	RT			5,360	PLUNG POOL
469.4	243+18	244+24	LT			4,225	PLUNG POOL
639.7	245+00	247+44	LT	244	23	5,758	
35.5	247+34	247+57	RT			320	
645.6	250+89	253+46	LT	257	21	5,810	
15.4	250+89	251+06	RT			139	
745.4	254+44	257+50	LT	306	21	6,708	
10,086	TOTAL				*AREA MEASURED IN CAD		



USER NAME = dsirwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES	
SCALE:	SHEET NO. 6 OF 29 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	50
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CONTRACT NO. 64B87

30300112 AGGREGATE SUBGRADE IMPROVEMENT 12"

SQ YD	STATION	STATION	OFFSET	REMARKS
	US 20			
1,235	821+00.00	825+50.00	CTR	CROSSOVER #1
2,435	850+50.00	856+00.00	LT	
809	857+50.00	859+25.00	LT	
7,141	860+50.00	867+50.00	RT & LT	
1,105	873+50.00	875+50.00	LT	
4,365	883+50.00	892+85.25	LT	
2,739	895+63.00	901+50.00	LT	
7,241	905+00.00	920+05.28	LT	
2,761	850+50.00	856+00.00	RT	
824	857+50.00	859+25.00	RT	
935	873+50.00	875+50.00	RT	
4,365	883+50.00	892+85.25	RT	
2,739	895+63.00	901+50.00	RT	
7,440	905+00.00	919+82.00	RT	
	RAMP A			
1,341	121+11.00	119+50.00	RT & LT	
4,279	116+50.00	103+00.00	RT & LT	
	RAMP B			
4,859	200+52.00	213+00.00	RT & LT	
392	215+50.00	217+00.00	RT & LT	
	RAMP C			
1,259	317+00.00	313+00.00	RT & LT	
2,305	310+50.00	303+05.00	RT & LT	
	RAMP D			
1,143	401+50.00	405+20.00	RT & LT	
1,411	408+50.00	413+00.00	RT & LT	
	IL 2			
27,751	242+00.00	268+50.00	RT & LT	
222	236+42.00	242+00.00	RT	CG
20	258+50.00	269+00.11	RT	CG
194	236+99.70	242+00.00	RT	MED. CG
194	236+99.70	242+00.00	LT	MED. CG
33	268+50.00	269+31.21	LT	CG
91,537	TOTAL			

30300118 AGGREGATE SUBGRADE IMPROVEMENT 18"

SQ YD	STATION	STATION	OFFSET	REMARKS
	US 20			
694	856+00	857+50	LT	
1,633	901+50	905+00	LT	
706	856+00	857+50	RT	
1,633	901+50	905+00	RT	
	RAMP A			
1,579	119+50	116+50	RT & LT	
	RAMP B			
638	213+00	215+50	RT & LT	
	RAMP D			
571	400+52	401+50	RT & LT	
1,021	405+20	408+50	RT & LT	
8,476	TOTAL			

30300121 AGGREGATE SUBGRADE IMPROVEMENT 21"

SQ YD	STATION	STATION	OFFSET	REMARKS
	US 20			
2,863	867+50	873+50	LT	
3,589	875+50	883+50	LT	
2,825	867+50	873+50	RT	
3,751	875+50	883+50	RT	
	RAMP D			
1,360	413+00	417+50	RT & LT	
14,388	TOTAL			

30300124 AGGREGATE SUBGRADE IMPROVEMENT 24"

SQ YD	STATION	STATION	OFFSET	REMARKS
	RAMP C			
1,580	317+00	320+21	RT & LT	
783	310+50	313+00	RT & LT	
2,362	TOTAL			

30300127 AGGREGATE SUBGRADE IMPROVEMENT 27"

SQ YD	STATION	STATION	OFFSET	REMARKS
	US 20			
578	859+25	860+50	LT	
589	859+25	860+50	RT	
1,167	TOTAL			

31101810 SUBBASE GRANULAR MATERIAL, TYPE B 12"

SQ YD	STATION	SQ FT	REMARKS
	IL 2		
54	244+50	485	RAMP C ISLAND
54	254+50	485	RAMP A ISLAND
108	TOTAL		

31200500 STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

SQ YD	STATION	STATION	OFFSET	REMARKS
	US 20			
13,611	851+71	892+86	LT	
13,515	851+15	892+86	RT	
8,003	895+63	919+24	LT	
8,344	895+63	918+88	RT	
	RAMP A			
5,405	107+00	121+10		
	RAMP B			
4,457	200+52	217+00		
	RAMP C			
4,212	303+05	320+21		
	RAMP D			
3,897	400+52	417+49		
	IL 2			
28,220	242+00	268+50	RT & LT	
89,664	TOTAL			



USER NAME = dsilvo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:		SHEET NO. 7 OF 29 SHEETS		STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	51
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

40600290 BITUMINOUS MATERIALS (TACK COAT)

Table with columns: TON, STATION, OFFSET, RATE, AREA (SQ FT), REMARKS. Rows for US 20, Crossover #1, Crossover #2.

230 TOTAL

40603310 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

Table with columns: TON, STATION, OFFSET, REMARKS. Rows for US 20, Crossover #1, Crossover #2.

85 TOTAL

42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

Table with columns: SQ YD, STATION, STATION, OFFSET, SQ FT. Rows for US 20, various stationing points.

730 TOTAL

42000501 PCC PAVEMENT 10" (JOINTED)

Table with columns: SQ YD, STATION, STATION, OFFSET, REMARKS. Rows for US 20, Crossover #1, Crossover #2, Crossover #3.

27,594 TOTAL

42000506 PCC PAVEMENT 10 1/4" (JOINTED)

Table with columns: SQ YD, STATION, STATION, OFFSET, REMARKS. Rows for RAMP A, RAMP B, RAMP C, RAMP D.

15,510 TOTAL

42000516 PCC PAVEMENT 10 3/4" (JOINTED)

Table with columns: SQ YD, STATION, STATION, OFFSET. Rows for US 20, various stationing points.

37,595 TOTAL

42001300 PROTECTIVE COAT

Table with columns: SQ YD, STATION, STATION, SQ YD, LENGTH, SQ FT, REMARKS. Rows for US 20, various stationing points.

Table with columns: SQ YD, STATION, STATION, SQ YD, LENGTH, SQ FT, REMARKS. Rows for US 20, various stationing points.

Table with columns: SQ YD, STATION, STATION, SQ YD, LENGTH, SQ FT, REMARKS. Rows for IL 2, various stationing points.

42001300 PROTECTIVE COAT CONTINUED

Table with columns: 36, 265+00, 265+00, 36, DRIVEWAY, 10315, 5683, 4,728, 24, 72, 42, 138, 46, 138, 46, 3,923, 532, 1,044, 9400, 9781, 5149, 99, 297, 15, 45, 102, 306, 4873, 9648, 27,499. Rows for RAMP A, RAMP B, RAMP C, RAMP D.

27,499 TOTAL

42300300 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH

Table with columns: SQ YD, STATION, OFFSET, SQ FT. Rows for IL 2, various stationing points.

36 TOTAL

44000100 PAVEMENT REMOVAL

Table with columns: SQ YD, STATION, STATION, OFFSET. Rows for US 20, various stationing points.

75,772 TOTAL

44000500 COMBINATION CURB AND GUTTER REMOVAL

Table with columns: FOOT, STATION, STATION, OFFSET, REMARKS. Rows for IL 2, various stationing points.

2,796 TOTAL

44003100 MEDIAN REMOVAL

Table with columns: SQ FT, STATION, STATION, OFFSET. Rows for IL 2, various stationing points.

8,673 TOTAL

44004000 PAVED DITCH REMOVAL

Table with columns: FOOT, STATION, STATION, OFFSET. Rows for US 20, IL 2, various stationing points.

378 TOTAL

44004250 PAVED SHOULDER REMOVAL

SQ YD	STATION	STATION	OFFSET	REMARKS
	US 20			
5,006	849+92	242+00	EB RT	TO IL 2
546	850+25	860+10	EB MR	
392	865+91	893+26	EB MR	
1,329	881+47	320+43	EB RT	TO RAMP F
425	RAMP E		LT	
2,513	RAMP C	& IL 2 &	RAMP A	
1,473	895+22	911+41	EB MR	TO WB ML
1,696	897+54	906+75	EB RT	TO RAMP D
3,072	237+32	819+87	RT	TO RAMP D
1,129	912+94	920+23	EB MR	TO WB ML
1,031	240+28	246+66	RT	TO RAMP C
510	850+54	860+10	WB ML	
5,715	850+83	268+10	WB LT	TO IL 2
398	865+91	893+26	WB ML	
1,810	881+93	260+99	WB LT	TO IL 2
901	266+90	920+51	RT	TO RAMP B
2,168	895+22	908+14	WB LT	TO RAMP A
	IL 2			
1,341	251+47	262+90	RT	
1,522	250+53	259+97	LT	
622	244+27	247+28	LT	GORE
2,656	RAMP G	& IL 2 &	RAMP E	
36,254	TOTAL			

48100500 AGGREGATE SHOULDERS, TYPE A, 6"

SQ YD	STATION	STATION	OFFSET	SQ FT
	US 20			
407	850+99	869+13	EB RT	3663.0
133	871+72	877+68	EB RT	1195.0
198	881+26	890+01	EB RT	1782.0
649	863+70	892+86	EB RT	5839.0
228	895+63	905+89	EB RT	2052.0
117	910+16	915+32	EB RT	1047.0
205	850+59	859+77	EB LT	1839.0
527	866+23	889+76	EB LT	4738.0
296	895+63	908+93	EB LT	2660.0
35	915+40	916+91	EB LT	314.0
155	852+99	859+77	WB LT	1388.0
592	866+23	892+86	WB LT	5326.0
231	898+72	908+93	WB LT	2074.0
107	915+40	920+20	WB LT	960.0
376	854+26	870+98	WB RT	3379.0
68	874+78	877+64	WB RT	604.0
239	882+13	892+86	WB RT	2146.0
221	898+47	908+25	WB RT	1988.0
188	911+85	920+28	WB RT	1689.0
	RAMP A			
382	103+00	120+18	RT	3436.0
317	106+60	120+86	LT	2852.0
	RAMP B			
350	201+28	217+00	RT	3144.0
262	200+98	212+77	LT	2358.0
	RAMP C			
360	303+05	319+22	RT	3234.0
278	306+71	319+22	LT	2502.0
	RAMP D			
355	401+53	417+50	RT	3194.0
258	401+53	413+12	LT	2318.0
7,534	TOTAL			

48203021 HOT-MIX ASPHALT SHOULDERS, 6"

SQ YD	STATION	SQ FT	REMARKS
	US 20		
268	822+00	2,410	CROSSOVER #1
268	863+00	2,411	CROSSOVER #2 W
268	863+00	2,409	CROSSOVER #2 E
124	912+00	1,120	CROSSOVER #3 W
124	912+00	1,120	CROSSOVER #3 E
1,052	TOTAL		

48300100 PORTLAND CEMENT CONCRETE SHOULDERS 6"

SQ YD	STATION	STATION	OFFSET	SQ FT	REMARKS
	US 20				
42	849+74	850+99	EB RT	375.0	A
17	850+09	850+59	EB LT	150.0	B
92	850+36	852+99	WB RT	825.0	C
121	850+71	854+26	WB LT	1,087.5	D
92	869+13	871+72	EB RT	825.0	L
130	870+98	874+78	WB RT	1,162.5	M
105	890+01	893+01	EB RT	937.5	E
113	889+76	893+01	EB LT	1,012.5	F
113	895+47	898+72	WB LT	1,012.5	G
105	895+47	898+47	WB RT	937.5	H
159	915+32	919+94	EB RT	1,425.0	I
109	916+91	920+04	EB LT	975.0	J
5	920+28	920+41	WB RT	37.5	K
1,203	TOTAL				

48300505 PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"

SQ YD	STATION	STATION	OFFSET	SQ FT
	RAMP A			
1,146	103+01	120+18	RT	10,315
631	106+60	120+87	LT	5,683
	RAMP B			
1,044	201+29	217+00	RT	9,400
532	200+98	213+02	LT	4,790
	RAMP C			
1,087	303+05	319+42	RT	9,781
572	306+71	320+00	LT	5,149
	RAMP D			
1,072	401+32	417+50	RT	9,648
541	400+86	413+41	LT	4,873
6,627	TOTAL			

48300515 PORTLAND CEMENT CONCRETE SHOULDERS 10 3/4"

SQ YD	STATION	STATION	OFFSET	SQ FT	REMARKS
	US 20				
2,935	850+46	877+67	EB RT	26,411	
623	850+46	859+77	EB ML	5,610	
1,770	866+23	892+70	EB ML	15,928	
1,706	877+67	892+70	EB RT	15,352	
1,465	895+78	910+16	EB RT	13,183	
877	895+78	908+93	EB ML	7,892	
771	910+16	919+67	EB RT	6,942	
285	915+40	919+67	EB ML	2,566	
577	851+07	859+76	WB MR	5,194	
2,567	851+07	877+63	WB LT	23,099	
1,760	866+23	892+70	WB MR	15,837	
1,538	877+64	892+70	WB LT	13,844	
877	895+78	908+94	WB MR	7,893	
1,810	895+78	911+85	WB LT	16,292	
798	911+86	920+05	WB LT	7,183	
310	915+40	920+05	WB MR	2,792	
20,669	TOTAL				



USER NAME = dsirwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 9 OF 29 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	53
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

50104400 CONCRETE HEADWALL REMOVAL

EACH	NO.	STATION	OFFSET	REMARKS
US 20				
1	1	856+91	RT	
1	2	861+05	CTR	
1	3	862+40	LT	
1	3	862+40	RT	
1	4	866+56	LT	
1	5	907+90	RT	
1	32	916+00	RT	
IL 2				
1	6	243+08	LT	
1	7	243+24	LT	
1	7	243+77	LT	
1	8	243+42	RT	
1	9	243+93	LT	
1	9	244+55	LT	
1	118	248+19	LT	
1	118	250+38	LT	
1	123A	248+18	RT	
1	123A	250+41	RT	
RAMP A				
1	12	119+86	RT	EX RAMP A
1	12	120+16	RT	EX RAMP A
1	13	114+05	LT	EX RAMP A
RAMP B				
1	14	202+09	RT	EX RAMP C
1	14	202+36	RT	EX RAMP C
RAMP C				
1	15	201+96	LT	EX RAMP D
1	15	202+40	LT	EX RAMP D
1	16	208+55	RT	EX RAMP D
RAMP C				
1	17	318+87	LT	EX RAMP E/F
1	17	319+68	RT	EX RAMP E/F
RAMP D				
1	18	401+99	RT	EX RAMP H
1	18	402+32	RT	EX RAMP H
1	19	408+66	LT	EX RAMP H
1	19	408+84	LT	EX RAMP H
1	20	400+71	LT	EX RAMP G
1	20	400+97	LT	EX RAMP G
33	TOTAL			

50105220 PIPE CULVERT REMOVAL

FOOT	CULVERT NO.	STATION	OFFSET	STATION	OFFSET	REMARKS
US 20						
	1	856+91	CTR	856+91	RT	
100	2	861+05	CTR	866+56	CTR	
544	2	861+05	CTR	866+56	CTR	
145	3	862+40	LT	862+40	RT	
72	4	866+56	CTR	866+56	LT	
113	5	907+90	CTR	907+90	RT	
5	32	916+00	RT	916+00	RT	REMOVE FROM 85' OFFSET TO OULET
IL 2						
46	6	243+08	LT	243+43	LT	
54	7	243+24	LT	243+77	LT	
138	8	243+42	LT	243+42	RT	
62	9	243+93	LT	244+55	LT	
220	118	248+19	LT	250+38	LT	
225	123a	248+18	RT	250+41	RT	
RAMP A						
	12	119+86	RT	120+16	RT	EX RAMP A
75	12	119+86	RT	120+16	RT	EX RAMP A
165	13	114+05	LT	114+26	LT	EX RAMP A
RAMP B						
60	14	202+09	RT	202+36	RT	EX RAMP C
102	15	201+96	RT	202+40	RT	EX RAMP D
141	16	208+25	LT	208+55	RT	EX RAMP D
RAMP C						
110	17	318+87	LT	319+68	RT	EX RAMP E/F
RAMP D						
55	18	401+99	RT	402+32	RT	EX RAMP H
85	19	408+66	LT	408+84	LT	EX RAMP H
76	20	400+71	LT	400+97	LT	EX RAMP G
2,593	TOTAL					

54260315

TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION

FOOT	STRUCTURE NO.	STATION	OFFSET	PIPE I.D. / DIMENSIONS	SLOPE
US 20					
12.83	10	856+91	98.2	LT 36	1:3
12.83	11	856+91	102.1	RT 36	1:3
16.83	13	862+41	64.5	LT 36	1:4
16.83	15	862+41	70.3	RT 36	1:4
IL 2					
93.17	105	243+42	76.0	LT 54	1:6
93.17	106	243+32	76.0	LT 54	1:6
47.75	110	244+37	133.5	LT 48	1:4
47.75	111	244+35	123.8	LT 48	1:4
93.17	115	243+32	76.5	LT 54	1:6
93.17	116	243+42	76.5	LT 54	1:6
47.75	123	244+80	127.7	LT 48	1:4
47.75	124	244+79	117.7	LT 48	1:4
47.75	131	247+60	89.5	LT 48	1:4
32.75	135	247+66	101.2	RT 36	1:6
47.75	139	250+68	88.5	LT 48	1:4
47.75	146	253+70	140.0	LT 48	1:4
47.75	147	253+70	130.0	LT 48	1:4
47.75	150	254+25	140.0	LT 48	1:4
47.75	151	254+25	130.0	LT 48	1:4
16.83	202	206+00	56.0	LT 36	1:4
16.83	203	206+00	48.5	RT 36	1:4
976	TOTAL				



USER NAME = dsivo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET NO.	OF	TOTAL SHEETS
	10	29	29
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	54
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STORM SEWER & PIPE CULVERT SCHEDULE

PIPE ID NO.	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LOCATION	542A0229	542A0253	542A1060	542A1069	542A1081	542A1921	542A2761	550A0050	550A0070	550A0340	550A0360	550A0380	550A0410	550A0430	550A0450	550A0480	550A0490	Z0065740	Z0065760	Z0065765
				P CUL CL A 1 24	P CUL CL A 1 48	P CUL CL A 2 15	P CUL CL A 2 24	P CUL CL A 2 36	P CUL CL A 3 36	P CUL CL A 4 36	STORM SEW CL A 1 12	STORM SEW CL A 1 15	STORM SEW CL A 2 12	STORM SEW CL A 2 15	STORM SEW CL A 2 18	STORM SEW CL A 2 24	STORM SEW CL A 2 30	STORM SEW CL A 2 36	STORM SEW CL A 2 48	STORM SEW CL A 2 54	SLOT DR 12" W/VAR SL	SLOT DR 15" W/VAR SL	SLOT DR 18" W/VAR SL
				FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
9	EX SLOTTED DRAIN	BEVELED PIPE	US 20																				300.0
10	10	11	US 20							78.0													
11	12	14	US 20												81.0								
12	14	13	US 20					63.0															
13	15	14	US 20					69.0															
14	17	16	US 20	63.0																			
14C		14	US 20																		129.0		
15	19	20	US 20					95.0															
20	29	30	US 20					94.0															
20A	20A	20B	US 20			50.0																	
20B		20A	US 20																				288.0
21	30	31	US 20					27.0															
31A	31A	31B	US 20			63.0																	
31B		31A	US 20																				283.0
101	101	102	IL 2							244.0													
102	102	103	US 20							214.0													
103	103	104	IL 2										25.0										
104	108	107	IL 2									54.0											
105	120	109	IL 2									22.0											
106	112	113	IL 2									53.0											
107	113	114	IL 2									50.0											
108	107	115	IL 2																	166.5			
109	105	116	IL 2																	166.5			
110	117	118	IL 2									32.0											
111	124	111	IL 2		48																		
112	121	122	IL 2									19.0											
113	123	110	IL 2		48																		
114	126	125	IL 2									36.0											
115	127	128	IL 2									25.0											
116	119	128	IL 2									31.0											
117	128	129	IL 2										17.0										
118	136	130	IL 2																	152.0			
119	130	131	IL 2																	17.0			
120	132	130	IL 2									23.0											
121	133	134	IL 2									24.0											
122	134	135	IL 2												34.0								
123	137	134	IL 2												147.0								
124	138	136	IL 2																	119.0			
125	140	138	IL 2									31.0											
126	139	138	IL 2																	15.0			
127	142	137	IL 2												121.0								
128	141	142	IL 2									23.0											
129	143	142	IL 2												25.0								
130	144	145	IL 2									32.0											
131	150	146	US 20					59.0															
132	151	147	US 20					59.0															
133	148	149	IL 2										30.0										
134	155	154	IL 2										36.0										
135	156	157	IL 2										55.0										
136	157	158	IL 2											31.0									
137	152	153	IL 2										24.0										
138	160	159	IL 2										22.0										
139	161	162	IL 2										43.0										
142	164	165	US 20												91.0								

STORM SEWER AND PIPE CULVERT SCHEDULE CONTINUED ON NEXT SHEET

STORM SEWER & PIPE CULVERT SCHEDULE (CONTINUED)

PIPE ID NO.	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LOCATION	542A0229	542A0253	542A1060	542A1069	542A1081	542A1921	542A2761	550A0050	550A0070	550A0340	550A0360	550A0380	550A0410	550A0430	550A0450	550A0480	550A0490	Z0065740	Z0065760	Z0065765	
				P CUL CL A 1 24	P CUL CL A 1 48	P CUL CL A 2 15	P CUL CL A 2 24	P CUL CL A 2 36	P CUL CL A 3 36	P CUL CL A 4 36	STORM SEW CL A 1 12	STORM SEW CL A 1 15	STORM SEW CL A 2 12	STORM SEW CL A 2 15	STORM SEW CL A 2 18	STORM SEW CL A 2 24	STORM SEW CL A 2 30	STORM SEW CL A 2 36	STORM SEW CL A 2 48	STORM SEW CL A 2 54	SLOT DR 12" W/VAR SL	SLOT DR 15" W/VAR SL	SLOT DR 18" W/VAR SL	
				FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
143	165	166	US 20												38.0									
144	169	168	IL 2										215.0											
145	170	172	IL 2										218.0											
146	EX STR	175	IL 2														8.0							
147	175	176	IL 2													92.0								
148	179	EX STR	IL 2									7.0												
149	180	181	IL 2									2.0												
150	184	EX STR	IL 2									4.0												
201	201	200	RAMP A				83.0																	
202	202	203	RAMP B					104.0																
TOTAL				63.0	96.0	113.0	299.0	250.0	104.0	78.0	244.0	214.0	1,061.0	123.0	210.0	327.0	92.0	8.0	303.0	333.0	129.0	571.0	300.0	

55100500 STORM SEWER REMOVAL 12"

FOOT	SS NO.	STATION	OFFSET	STATION	OFFSET	REMARKS
						IL 2
70	8	260+66	LT	261+42	LT	EX RAMP H
						RAMP D
48	2	257+78	LT	258+15	LT	EX RAMP H
118	TOTAL					

55100700 STORM SEWER REMOVAL 15"

FOOT	SS NO.	STATION	OFFSET	STATION	OFFSET	REMARKS
						IL 2
102	7	246+25	LT	246+25	RT	
70	10	258+15	LT	258+82	LT	EX RAMP H
186	9	258+82	LT	260+66	LT	EX RAMP H
358	TOTAL					

55100900 STORM SEWER REMOVAL 18"

FOOT	SS NO.	STATION	OFFSET	STATION	OFFSET	REMARKS
						IL 2
165	11	260+66	LT	260+66	RT	
165	TOTAL					



USER NAME = dsilvo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 14 OF 29 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	58
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

60108204 PIPE UNDERDRAINS, TYPE 2, 4" (CONTINUED)				
FOOT	PIPE RUN No.	STATION	STATION	OFFSET
RAMP A				
247	164	101+66	104+16	RT
196	162	104+16	106+16	RT
196	160	106+16	108+16	RT
196	159	108+16	110+16	RT
196	158	110+16	112+13	
190	191	112+16	114+06	RT
104	190	114+06	115+09	LT
177	189	115+14	117+02	LT
180	188	117+02	118+92	LT
194	187	118+92	120+86	LT
RAMP B				
164	192	200+80	202+44	LT
235	193	202+48	204+96	LT
240	194	204+96	207+46	LT
120	195	207+46	208+66	RT
217	168	208+70	210+88	RT
216	170	210+88	213+08	RT
172	172	213+08	215+28	RT
233	174	215+28	217+54	RT
247	176	217+54	220+04	RT
RAMP C				
260	123	305+75	308+35	RT
265	125	308+39	311+05	RT
267	196	311+05	313+75	RT
230	197	313+75	316+10	LT
224	198	316+10	318+44	LT
161	199	318+48	320+09	LT
RAMP D				
270	200	407+60	410+30	RT
264	201	404+90	407+60	LT
257	202	402+24	404+90	LT
134	203	400+86	402+20	LT
IL 2				
50	301	243+25	243+25	LT/CTR
50	302	243+25	243+25	CTR/RT
56	303	245+15	245+15	LT/CTR
56	304	245+15	245+15	CTR/RT
56	305	247+60	247+60	LT/CTR
56	306	247+60	247+60	CTR/RT
57	307	250+55	250+55	LT/CTR
57	308	250+55	250+55	CTR/RT
68	309	253+20	253+20	LT/CTR
88	310	253+20	253+20	CTR/RT
53	311	255+65	255+65	LT/CTR
53	312	255+65	255+65	CTR/RT
52	313	258+16	258+16	LT/CTR
52	314	258+16	258+16	CTR/RT
42	315	260+65	260+65	LT/CTR
42	316	260+65	260+65	CTR/RT
48	317	262+82	262+82	LT/CTR
48	318	262+82	262+82	CTR/RT
41	319	265+60	265+60	LT/CTR
61	320	265+60	265+94	CTR/RT
32	321	267+85	267+85	LT/CTR
73	322	267+85	267+85	CTR/RT
26027 TOTAL				

60500040 REMOVING MANHOLES				
EACH	NO.	STATION	OFFSET	REMARKS
1	2	243+43	49.3	LT EX RAMP E
1	11	257+78	147.0	LT EX RAMP H
1	3	264+25	45.5	RT
3 TOTAL				
60500060 REMOVING INLETS				
EACH	NO.	STATION	OFFSET	REMARKS
US 20				
1	1	856+91	0.0	CTR
1	4	866+56	0.0	CTR
1	5	907+90	0.0	CTR
RAMP A				
1	6	114+26	181.8	LT EX RAMP B
RAMP B				
1	7	208+25	75.4	LT EX RAMP D
IL 2				
1	10	258+15	115.6	LT EX RAMP H
1	12	258+82	92.6	RT EX RAMP H
1	9	260+66	75.2	LT EX RAMP H
1	8	261+42	71.2	LT EX RAMP H
1	13	265+94	60.4	RT
1	14	267+52	64.8	RT
11 TOTAL				
60603800 COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12				
FOOT	STATION	STATION	OFFSET	REMARKS
IL 2				
85	264+75	265+46		LT DRIVEWAY
85 TOTAL				
60605000 COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24				
FOOT	STATION	STATION	OFFSET	REMARKS
IL 2				
826	236+42	244+37		RT
26	244+79	244+89		RT LT SIDE OF RAMP B
892	244+89	253+83		RT
20	253+83	253+89		RT LT SIDE OF RAMP A
219	254+31	256+17		RT
1,283	256+17	269+00		RT
767	237+00	244+66		MED RT
257	250+40	252+97		MED RT
1,010	254+12	264+17		MED RT
772	237+00	244+68		MED LT
258	250+40	252+97		MED LT
1,005	254+12	264+17		MED LT
268	242+00	244+43		LT
903	244+74	253+80		LT
11	253+80	253+82		LT LT SIDE OF RAMP D
126	254+09	255+05		LT

60605000 COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24 (CONTINUED)					
FOOT	STATION	STATION	OFFSET	REMARKS	
IL 2					
1,426	255+05	269+32		LT	
RAMP C					
20	319+22	319+42		RT	
RAMP D					
29	400+32	400+53		RT	RT SIDE OF RAMP D
10,118 TOTAL					
60605500 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)					
FOOT	STATION	OFFSET	STATION	OFFSET	REMARKS
RAMP A					
4	120+86	25' LT	120+91	26' LT	LT EDGE OF RAMP A
4	120+18	16' RT	120+22	15' RT	RT EDGE OF RAMP A
RAMP B					
4	201+24	4' RT	201+28	3' RT	RT EDGE OF RAMP B
21	200+77	37' LT	200+98	35' LT	LT EDGE OF RAMP B
RAMP C					
8	319+42	10' RT	319+49	12' RT	RT EDGE RAMP C
98	319+22	16' LT	320+21	19' LT	LT EDGE OF RAMP C
RAMP D					
90	400+64	22' LT	401+54	17' LT	LT EDGE OF RAMP D
8	401+24	4' RT	401+32	2' RT	RT EDGE OF RAMP D
237 TOTAL					
60608600 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06					
FOOT	STATION	STATION	REMARKS		
IL 2					
33	244+20	244+55	RAMP C ISLAND		
33	254+18	254+56	RAMP A ISLAND		
66 TOTAL					
60610400 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24					
FOOT	STATION	STATION	OFFSET	REMARKS	
IL 2					
26	254+25	254+51		RT RAMP A ISLAND	
26	244+24	244+50		LT RAMP C ISLAND	
RAMP A					
15	120+87	121+01		RT RAMP A ISLAND	
RAMP C					
15	319+97	320+12		LT RAMP C ISLAND	
82 TOTAL					
60618300 CONCRETE MEDIAN SURFACE, 4"					
SQ FT	STATION	REMARKS			
IL 2					
485	244+50	RAMP C ISLAND			
485	254+50	RAMP A ISLAND			
970 TOTAL					
60620000 CONCRETE MEDIAN, TYPE SB-6.24					
SQ FT	STATION	STATION	OFFSET	REMARKS	
IL 2					
77	244+70		16' RT	MED	
3,909	248+00	250+40	16' RT	MED	
75	254+04		16' LT	MED	
4,061 TOTAL					

60623200 CONCRETE MEDIAN, TYPE SM-6.24				
SQ FT	STATION	STATION	OFFSET	REMARKS
IL 2				
67	244+55		52' LT	RAMP C
67	254+20		52' RT	RAMP A
134 TOTAL				
61000050 CONCRETE THRUST BLOCKS				
EACH	STRUCTURE NO.	STATION	OFFSET	
US 20				
1	21	895+40	155.6	LT
1	28	895+76	171.2	RT
2 TOTAL				
63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS				
FOOT	STATION	STATION	OFFSET	REMARKS
US 20				
50	850+37	850+87		RT A
175	850+74	852+49		LT C
262.5	851+09	853+75		LT D
200	869+62	871+59		RT L
275	871+48	874+27		LT M
212.5	890+51	892+63		RT E
237.5	890+26	892+63		RT F
237.5	895+85	898+22		LT G
212.5	895+85	897+97		LT H
212.5	915+82	917+95		RT I
12.5	917+41	917+54		RT J
2,087.5 TOTAL				
63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS				
FOOT	STATION	STATION	OFFSET	REMARKS
US 20				
25	850+12	850+37		RT A
25 TOTAL				
63000030 STRONG POST GUARDRAIL ATTACHED TO CULVERT				
FOOT	STATION	STATION	OFFSET	REMARKS
US 20				
37.5	871+10	871+48		LT M
37.5 TOTAL				
63100045 TRAFFIC BARRIER TERMINAL, TYPE 2				
EACH	STATION	STATION	OFFSET	REMARKS
US 20				
1	850+87	850+99		RT A
1	850+47	850+59		RT B
1	871+59	871+72		RT L
1	870+98	871+10		LT M
4 TOTAL				

	USER NAME = dsiwo	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.P. RTE. = 742	SECTION = 3HBR	COUNTY = WINNEBAGO	TOTAL SHEETS = 689	SHEET NO. = 60		
	PLOT SCALE = 1:20	CHECKED - DMS	REVISED -			SCALE:	SHEET NO. 16 OF 29 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 8/16/2018	DATE = 08-15-2018	REVISED -			CONTRACT NO. 64B87						

70300100 SHORT TERM PAVEMENT MARKING

Table with columns: FOOT, STATION, REMARKS. Rows include US 20/IL 2, ESTIMATED, and TOTAL 2,000.

70300150 SHORT TERM PAVEMENT MARKING REMOVAL

Table with columns: SQ FT, STATION, REMARKS. Rows include US 20/IL 2, ESTIMATED, and TOTAL 667.

70300210 TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

Table with columns: SQ FT, STATION, OFFSET, STAGE, REMARKS. Multiple rows detailing temporary markings with various stationing and remarks like 'RT ARROW', 'LT ARROW', 'RAMP A', etc.

70300210 TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS (CONTINUED)

Table with columns: STATION, REMARKS. Continuation of temporary markings from 70300210, including stationing from 15.6 to 320+75.

70300210 TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS (CONTINUED)

Table with columns: FOOT, STATION, STATION, OFFSET, STAGE, REMARKS. Continuation of temporary markings, including stationing from 15.6 to 320+75, and a 'TOTAL' row of 1,576.

70300220 TEMPORARY PAVEMENT MARKING - LINE 4"

Table with columns: FOOT, STATION, STATION, OFFSET, STAGE, REMARKS. Temporary markings for LINE 4", including stationing from 890 to 244+98.00.



Table with columns: USER NAME, DESIGNED, DRAWN, PLOT SCALE, PLOT DATE and their respective values/PMO, DMS, 1:20, 8/16/2018.

Table with columns: REVISÉD, REVISED, REVISED, REVISED with hyphenated entries.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

Table with columns: SCALE, SHEET NO., OF SHEETS, STA., TO STA.

Table with columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 64B87.

70400100 TEMPORARY CONCRETE BARRIER (CONTINUED)

FOOT	STATION	STATION	OFFSET	STAGE
218	241+79	243+97	9	6
4	245+13	253+73	7.0	6
40	255+00	268+67	13.0	6
21,191	TOTAL			

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

FOOT	STATION	STATION	OFFSET	STAGE
	US 20			
1171	903+05	914+76	51	3
1393	904+00	917+93	-43	3
1848	906+70	925+18	67	3A
12643	818+76	945+19	-32	4
500	870+00	875+00	15.0	4
364	895+32	898+96	18.0	4
2032	905+26	925+58	-99.0	4
299	933+68	936+67	17.0	4
314	248+67	251+81	-2.0	4
336	850+31	853+67	15.0	4
1420	911+38	925+58	-32	4A
856	245+13	253+73	7.0	6
1327	255+00	268+67	13.0	6
243	251+30	253+73	19.0	7
479	263+99	268+78	17.0	7
260	265+89	268+49	24.0	7
25,485	TOTAL			

70600251 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW)

EACH	STATION	OFFSET	STAGE
	US 20		
1	902+95	51	2
1	918+03	-54	2
1	867+89	-17	3
1	879+55	-17	3
1	902+20	-17	3
1	916+70	-13	3
1	916+82	18	3A
	IL 2		
1	245+52	22	3A
1	252+94	1	3A
1	244+91	10	5
1	246+34	77	5
1	253+67	10	5
1	254+90	13	5
1	268+37	10	5
1	241+68	9	6
1	244+07	7	6
16	TOTAL		

70600352 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW)

EACH	STATION	OFFSET	STAGE
1	890+89	-17	3
1	904+79	91	3
1	906+60	70	3A
1	875+10	15	4
1	853+67	15	4
1	899+06	18	4
1	925+68	-40	4
1	936+75	16	4
1	251+93	9	4
1	925+87	-32	4A
1	255+64	13	5A
1	245+02	7	6
1	253+83	7	6
1	254+91	12	6
1	268+77	18	6
1	245+58	7	6A
1	255+09	12	6A
1	245+02	7	6B
1	254+64	7	6B
1	256+36	12	6B
1	251+20	26	7
1	253+83	19.0	7
1	265+79	24	7
1	268+59	29	7
1	268+88	2	7
25	TOTAL		

72400100 REMOVE SIGN PANEL ASSEMBLY - TYPE A

EACH	STATION	OFFSET
	US 20	
1	878+70	RT
1	892+50	LT
1	899+80	LT
1	899+80	RT
	IL 2	
1	268+00	LT
5	TOTAL	

72400200 REMOVE SIGN PANEL ASSEMBLY - TYPE B

EACH	STATION	OFFSET
	US 20	
1	862+20	MEDIAN
1	863+70	MEDIAN
1	869+90	LT
1	884+40	LT
1	890+60	RT
1	897+20	LT
1	898+40	RT
1	904+50	RT
1	911+95	LT
1	912+80	RT
	IL 2	
1	241+60	RT
1	243+20	LT
1	243+70	LT
1	244+15	RT
1	245+80	LT
1	246+20	RT
1	247+80	LT
1	250+30	LT
1	251+40	RT
1	251+95	RT

72400200 REMOVE SIGN PANEL ASSEMBLY TYPE B (CONTINUED)

EACH	STATION	OFFSET
	US 20	
1	252+10	LT
1	256+80	LT
1	256+80	RT
1	257+40	LT
1	258+30	LT
1	260+20	LT
1	263+10	LT
1	263+10	RT
1	265+80	LT
1	265+80	RT
1	268+00	LT
31	TOTAL	

72400730 REMOVE SIGN PANEL - TYPE 3

SQ FT	STATION	WIDTH (FT)	HEIGHT (FT)
	US 20 EB		
205	807+55	20.5	10
180	823+58	15	12
180	831+67	15	12
144	840+40	12	12
176	855+90	22	8
120	863+05	12	10
126	874+90	18	7
	US 20 WB		
180	918+44	15	12
104.5	926+93	11	9.5
176	934+85	22	8
126	938+67	18	7
144	946+80	12	12
180	955+00	15	12
	IL 2 NB		
84	238+00	12	7
2,126	TOTAL		

72501000 TERMINAL MARKER - DIRECT APPLIED

EACH	STATION	OFFSET	REMARKS
	US 20		
1	852+99	LT	C
1	854+26	LT	D
1	890+01	RT	E
1	889+76	RT	F
1	869+13	RT	L
1	874+78	LT	M
1	898+22	RT	G
1	897+97	RT	H
8	TOTAL		

73600100 REMOVE OVERHEAD SIGN STRUCTURE - SPAN

EACH	STATION
	US 20 EB
1	882+60
	US 20 WB
1	905+20
2	TOTAL

73600200 REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER

EACH	STATION
	US 20 WB
1	891+90
	US 20 EB
1	896+95
	IL 2 NB
1	247+65
	IL 2 SB
1	250+85
1	265+30
5	TOTAL

73700100 REMOVE GROUND MOUNTED SIGN SUPPORT

EACH	STATION
	US 20 EB
2	807+55
2	823+58
2	831+67
2	855+90
2	863+05
2	874+90
	US 20 WB
2	918+44
2	926+93
2	934+85
2	938+67
2	946+80
	IL 2 NB
2	238+00
24	TOTAL

73700200 REMOVE CONCRETE FOUNDATION - GROUND MOUNT

EACH	STATION
	US 20 EB
2	807+55
2	823+58
2	831+67
2	855+90
2	863+05
2	874+90
	US 20 WB
2	918+44
2	926+93
2	934+85
2	938+67
2	946+80
	IL 2 NB
2	238+00
24	TOTAL

73700300 REMOVE CONCRETE FOUNDATION - OVERHEAD

EACH	STATION	REMARKS
	US 20 EB	
2	882+60	EXISTING SPAN TRUSS
1	896+95	EXISTING CANTILEVER
	US 20 WB	
1	891+90	EXISTING CANTILEVER
2	905+20	EXISTING SPAN TRUSS
	IL 2 NB	
1	247+65	EXISTING CANTILEVER
	IL 2 SB	
1	250+85	EXISTING CANTILEVER
1	265+30	EXISTING CANTILEVER
9	TOTAL	

USER NAME = dsirwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE:	SHEET NO. 21 OF 29 SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	65
CONTRACT NO. 64B87				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH	STATION	TO STATION	REMARKS	LENGTH	SPACING	MULTIPLIER
US 20 EB						
107	798+00	840+69	SKIP-DASH	4,269	80	2
12	843+10	847+61	SKIP-DASH	451	80	2
106	850+85	892+86	SKIP-DASH	4,201	80	2
61	895+62	919+86	SKIP-DASH	2,424	80	2
5	909+16	911+16	SKIP-DASH	200	80	2
10	925+04	928+73	SKIP-DASH	369	80	2
41	933+73	950+00	SKIP-DASH	1,627	80	2
US 20 WB						
65	815+00	840+69	SKIP-DASH	2,569	80	2
12	843+10	847+61	SKIP-DASH	451	80	2
106	850+85	892+86	SKIP-DASH	4,201	80	2
5	876+66	878+66	SKIP-DASH	200	80	2
61	895+62	919+86	SKIP-DASH	2,424	80	2
10	925+04	928+73	SKIP-DASH	369	80	2
48	933+73	952+61	SKIP-DASH	1,888	80	2
18	954+82	962+00	SKIP-DASH	718	80	2
RAMP A						
33	100+00	106+60	RAMP RT EDGE LINE	660	20	1
25	103+00	112+80	RAMP GORE	980	40	1
10	908+23	911+85	MAINLINE GORE	362	40	1
RAMP B						
5	200+97	204+74	SKIP-DASH	377	80	1
RAMP C						
34	300+00	306+70	RAMP RT EDGE LINE	670	20	1
24	303+00	312+48	RAMP GORE	948	40	1
10	877+65	881+26	MAINLINE GORE	361	40	1
IL 2 NB						
32	232+00	244+41	SKIP-DASH	1,241	80	2
51	234+24	244+41	RT TURN LANE	1,017	20	1
19	245+60	253+19	SKIP-DASH	759	80	2
9	251+57	253+18	LT TURN LANE	161	20	1
39	254+35	269+83	SKIP-DASH	1,548	80	2
34	256+52	269+83	SKIP-DASH	1,331	80	2
13	267+32	269+83	LT TURN LANE	251	20	1
13	267+32	269+83	RT TURN LANE	251	20	1
7	270+64	273+21	SKIP-DASH	257	80	2
15	270+64	276+50	SKIP-DASH	586	80	2
IL 2 SB						
14	232+00	234+73	RT TURN LANE	273	20	1
32	232+00	244+59	SKIP-DASH	1,259	80	2
24	245+62	247+96	DUAL LT LANES	234	20	2
20	245+61	253+30	SKIP-DASH	769	80	2
40	254+15	269+84	SKIP-DASH	1,569	80	2
50	254+17	264+00	RT TURN LANE	983	20	1
15	270+64	276+50	SKIP-DASH	586	80	2
30	270+64	276+50	LT TURN LANE	586	20	1
30	270+64	276+50	RT TURN LANE	586	20	1
1,295	TOTAL					

78100200 TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER

EACH	STATION	STATION	STAGE
US 20 EB			
32	824+20	828+20	3
32	940+80	947+00	3
US 20 WB			
34	818+50	825+00	4
32	941+00	947+00	4
130	TOTAL		

78200006 GUARDRAIL REFLECTORS, TYPE B

EACH	STATION	STATION	STAGE
US 20 EB			
11	838+50	840+97	3
14	842+71	846+00	3
11	846+00	848+46	3
10	850+34	852+50	3
10	891+01	893+24	3
17	895+30	899+20	3
10	839+00	841+15	4
13	842+90	846+00	4
8	846+00	847+84	4
17	849+72	853+67	4
12	890+45	893+15	4
US 20 WB			
9	839+00	840+90	3
14	842+63	846+00	3
12	846+00	848+80	3
15	850+69	854+19	3
11	838+50	841+06	4
14	842+80	846+00	4
10	846+00	848+19	4
9	850+07	852+14	4
16	889+48	893+15	4
242	TOTAL		

78200010 BARRIER WALL REFLECTORS, TYPE B

EACH	STATION	STATION	STAGE
US 20 EB			
8	840+97	842+71	3
9	848+46	850+34	3
9	893+24	895+30	3
4	842+15	842+90	4
9	847+84	849+72	4
10	893+15	895+32	4
US 20 WB			
8	840+90	842+63	3
9	848+80	850+69	3
8	841+06	842+80	4
9	848+19	850+07	4
21	893+15	898+16	4
54	TOTAL		

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH	STATION	STATION	STAGE
US 20 EB			
32	824+20	828+20	3
32	940+80	947+00	3
US 20 WB			
34	818+50	825+00	4
32	941+00	947+00	4
130	TOTAL		



USER NAME = dsirwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET NO.	OF	TOTAL SHEETS
	23	OF	29 SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	67
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PROPOSED SIGNING SCHEDULE															
LOCATION	STATION	OFFSET	W WIDTH (IN)	H HEIGHT (IN)	PANEL AREA (SQ FT)	MUTCD SIGN CODE / PANEL DETAIL CODE	SIGN PANELS			GENERAL SIGN SUPPORT		GROUND MOUNTED STEEL BREAKAWAY SUPPORT			REMARKS
							72000100	72000200	72000300	72800100	73000100	72700100	50800205	73400100	
							SIGN PANEL - TYPE 1 (SQ FT)	SIGN PANEL - TYPE 2 (SQ FT)	SIGN PANEL - TYPE 3 (SQ FT)	TELESCOPING STEEL SIGN SUPPORT (FOOT)	WOOD SIGN SUPPORT (FOOT)	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY (POUNDS)	REINFORCEMENT BARS (EPOXY COATED) (POUNDS)	CONCRETE FOUNDATIONS (CU YD)	
RAMP A	110+50	RT	114	96	76	WB-RAMP A-31			76			1109	184	2.36	(SEE NOTE 2)
RAMP A	112+00	RT	180	84	105	WB-RAMP A-30			105			1698	196	2.54	(SEE NOTE 2)
RAMP A	113+50	RT	114	96	76	WB-RAMP A-32			76			1100	184	2.36	(SEE NOTE 2)
RAMP A	114+90	RT	36	36	9	I-5	9			17.5					2 Panel Assembly - WP 4x6
RAMP A	114+90	RT	30	18	3.75	M6-1	3.75			-					Mount with I-5
RAMP A	115+10	RT	114	96	76	WB-RAMP A-33			76			1100	184	2.36	(SEE NOTE 2)
RAMP A	116+00	RT	48	48	16	W3-3		16		17.5					Wood Post 4x6
RAMP A	117+00	RT	60	30	12.5	R3-8		12.5		31					2 Wood Posts 4x4
RAMP A	117+00	LT	60	30	12.5	R3-8		12.5		31					2 Wood Posts 4x4
RAMP A	119+00	RT	42	30	8.75	R5-1a	8.75			15.5					Wood Post 4x4
RAMP A	119+00	LT	42	30	8.75	R5-1a	8.75			15.5					Wood Post 4x4
RAMP A	120+00	RT	24	12	2	M3-3	2		16.25						3 Panel Assembly
RAMP A	120+00	RT	24	24	4	M1-100	4		-						Mount with M3-3
RAMP A	120+00	RT	21	15	2.1875	M6-1	2.1875		-						Mount with M3-3
RAMP A	120+00	RT	24	12	2	M3-1	2		16.25						3 Panel Assembly
RAMP A	120+00	RT	24	24	4	M1-100	4		-						Mount with M3-1
RAMP A	120+00	RT	21	15	2.1875	M6-1	2.1875		-						Mount with M3-1
RAMP A	121+02	ISLAND	54	18	6.75	R6-1R	6.75								Signal Pole Mount
RAMP A	121+02	ISLAND	54	18	6.75	R6-1L	6.75								Signal Pole Mount
RAMP A	121+02	ISLAND	36	36	9	R5-1	9								Signal Pole Mount
RAMP A	121+03	LT	48	48	16	R5-1		16		16					Wood Post 4x6
RAMP B	201+30	LT	48	48	16	W9-1R		16		17.5					Wood Post 4x6
RAMP B	201+30	RT	48	48	16	W9-1R		16		17.5					Wood Post 4x6
RAMP B	202+00	RT	48	60	20	R5-100		20		18					Wood Post 4x6
RAMP B	203+00	RT	48	48	16	W4-2R		16		18.5					Wood Post 4x6
RAMP B	203+00	LT	48	48	16	W4-2R		16		18.5					Wood Post 4x6
IL 2	229+80	RT	21	15	2.1875	M2-1	2.1875		15.25						2 Panel Assembly
IL 2	229+80	RT	24	24	4	M1-4	4		-						Mount with M2-1
IL 2	231+95	RT	36	12	3	R6-1L	3		13						
IL 2	232+25	RT	24	24	4	R3-1100a	4		14						
IL 2	232+25	RT	36	48	12	R2-1		12		16					
IL 2	234+70	RT	24	12	2	M3-4	2		16.25						3 Panel Assembly
IL 2	234+70	RT	24	24	4	M1-4	4		-						Mount with M3-4
IL 2	234+70	RT	21	15	2.1875	M6-3	2.1875		-						Mount with M3-4
IL 2	234+70	RT	24	12	2	M3-2	2		16.25						3 Panel Assembly
IL 2	234+70	RT	24	24	4	M1-4	4		-						Mount with M3-2
IL 2	234+70	RT	21	15	2.1875	M5-1R	2.1875		-						Mount with M3-2
IL 2	234+70	RT	24	12	2	M4-5	2		16.25						3 Panel Assembly
IL 2	234+70	RT	24	24	4	M1-1	4		-						Mount with M4-5
IL 2	234+70	RT	21	15	2.1875	M5-1R	2.1875		-						Mount with M4-5
IL 2	234+70	RT	24	12	2	M4-5	2		17.25						4 Panel Assembly
IL 2	234+70	RT	24	12	2	M4-15	2		-						Mount with M4-5
IL 2	234+70	RT	24	24	4	M1-1	4		-						Mount with M4-5
IL 2	234+70	RT	21	15	2.1875	M5-1R	2.1875		-						Mount with M4-5
IL 2	236+60	LT	24	24	4	R3-1100a	4		14						
IL 2	238+95	RT	24	12	2	M4-5	2		16.25						3 Panel Assembly
IL 2	238+95	RT	24	24	4	M1-1	4		-						Mount with M4-5
IL 2	238+95	RT	21	15	2.1875	M6-1	2.1875		-						Mount with M4-5
IL 2	238+95	RT	24	12	2	M4-5	2		17.25						4 Panel Assembly
IL 2	238+95	RT	24	12	2	M4-15	2		-						Mount with M4-5
IL 2	238+95	RT	24	24	4	M1-1	4		-						Mount with M4-5
IL 2	238+95	RT	21	15	2.1875	M6-1	2.1875		-						Mount with M4-5
IL 2	240+00	LT	36	48	12	R2-1		12		16					
IL 2	242+00	LT	24	12	2	M3-3	2		15						2 Panel Assembly
IL 2	242+00	LT	24	24	4	M1-100	4		-						Mount with M3-3
IL 2	242+50	RT	156	144	156	NB-IL2-50		156		1515	226	3.8			(SEE NOTE 2)
IL 2	244+35	MEDIAN	24	24	4	R3-2	4		14.5						2 Panel Assembly
IL 2	244+35	MEDIAN	24	30	5	R4-7	5		-						Mount Back to Back with R3-2

- NOTES:
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 2. PAY ITEM QUANTITY IS ALSO INCLUDED IN THE SIGNALS DISCIPLINE; SEE SUMMARY OF QUANTITIES FOR PROJECT TOTAL.
 3. THE QUANTITIES SHOWN FOR BREAKAWAY SIGN SUPPORTS, REINFORCEMENT BARS, AND CONCRETE FOUNDATIONS ARE FOR BIDDING PURPOSES ONLY. THE FINAL DESIGN SHALL BE DETERMINED AFTER FINAL GRADING HAS BEEN COMPLETED.

SIGNING SCHEDULE CONTINUED ON NEXT SHEET

PROPOSED SIGNING SCHEDULE															
LOCATION	STATION	OFFSET	W WIDTH (IN)	H HEIGHT (IN)	PANEL AREA (SQ FT)	MUTCD SIGN CODE / PANEL DETAIL CODE	SIGN PANELS			GENERAL SIGN SUPPORT		GROUND MOUNTED STEEL BREAKAWAY SUPPORT			REMARKS
							72000100	72000200	72000300	72800100	73000100	72700100	50800205	73400100	
							SIGN PANEL - TYPE 1 (SQ FT)	SIGN PANEL - TYPE 2 (SQ FT)	SIGN PANEL - TYPE 3 (SQ FT)	TELESCOPING STEEL SIGN SUPPORT (FOOT)	WOOD SIGN SUPPORT (FOOT)	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY (POUNDS)	REINFORCEMENT BARS (EPOXY COATED) (POUNDS)	CONCRETE FOUNDATIONS (CU YD)	
IL 2	245+60	LT	36	36	9	R3-1	9			15					
IL 2	246+15	RT	24	30	5	R4-7	5			16.25				4 Panel Assembly	
IL 2	246+15	RT	24	12	2	M3-2	2			-				Mount Back to Back with R4-7	
IL 2	246+15	RT	24	24	4	M1-4	4			-				Mount Back to Back with R4-7	
IL 2	246+15	RT	21	15	2.1875	M6-1	2.1875			-				Mount Back to Back with R4-7	
IL 2	246+50	LT	120	96	80	SB-IL2-60		80			764	156	1.4	(SEE NOTE 2)	
IL 2	246+50	RT	24	12	2	M3-4	2			16.25				3 Panel Assembly	
IL 2	246+50	RT	24	24	4	M1-4	4			-				Mount with M3-4	
IL 2	246+50	RT	21	15	2.1875	M5-1L	2.1875			-				Mount with M3-4	
IL 2	246+50	RT	24	12	2	M3-1	2			15				2 Panel Assembly	
IL 2	246+50	RT	24	24	4	M1-1100	4			-				Mount with M3-1	
IL 2	248+00	RT	36	48	12	R2-1		12		16					
IL 2	250+90	MEDIAN	24	12	2	M4-5	2			16.25				3 Panel Assembly	
IL 2	250+90	MEDIAN	24	24	4	M1-1	4			-				Mount with M4-5	
IL 2	250+90	MEDIAN	21	15	2.1875	M6-1L	2.1875			-				Mount with M4-5	
IL 2	250+90	MEDIAN	24	12	2	M4-5	2			17.25				4 Panel Assembly	
IL 2	250+90	MEDIAN	24	12	2	M4-15	2			-				Mount with M4-5	
IL 2	250+90	MEDIAN	24	24	4	M1-1	4			-				Mount with M4-5	
IL 2	250+90	MEDIAN	21	15	2.1875	M6-1L	2.1875			-				Mount with M4-5	
IL 2	251+00	LT	36	48	12	R2-1		12		16					
IL 2	252+00	RT	108	96	72	NB-IL2-51		72			575	156	1.4	(SEE NOTE 2)	
IL 2	252+00	LT	24	12	2	M3-2	2			16.25				3 Panel Assembly	
IL 2	252+00	LT	24	24	4	M1-4	4			-				Mount with M3-2	
IL 2	252+00	LT	21	15	2.1875	M5-1L	2.1875			-				Mount with M3-2	
IL 2	252+00	LT	24	12	2	M3-3	2			15				2 Panel Assembly	
IL 2	252+00	LT	24	24	4	M1-1100	4			-				Mount with M3-3	
IL 2	252+89	MEDIAN	24	30	5	R4-7	5			14.5					
IL 2	253+20	RT	36	36	9	R3-1	9			15					
IL 2	254+20	MEDIAN	36	48	12	R4-7		12						Signal Pole Mount	
IL 2	254+20	MEDIAN	36	36	9	R3-2	9							Signal Pole Mount	
IL 2	256+00	LT	156	144	156	SB-IL2-61		156			1557	226	3.8	(SEE NOTE 2)	
IL 2	256+00	RT	36	36	9	W4-3R	9			16.25					
IL 2	257+00	RT	24	12	2	M3-1	2			15				2 Panel Assembly	
IL 2	257+00	RT	24	24	4	M1-1100	4			-				Mount with M3-1	
IL 2	259+00	RT	36	48	12	R2-1		12		16					
IL 2	263+95	LT	24	12	2	M3-2	2			16.5				3 Panel Assembly	
IL 2	263+95	LT	24	24	4	M1-4	4			-				Mount with M3-2	
IL 2	263+95	LT	24	18	3	M5-4	3			-				Mount with M3-2	
IL 2	263+95	LT	24	12	2	M4-5	2			16.5				3 Panel Assembly	
IL 2	263+95	LT	24	24	4	M1-1	4			-				Mount with M4-5	
IL 2	263+95	LT	24	18	3	M5-4	3			-				Mount with M4-5	
IL 2	263+95	LT	24	12	2	M4-5	2			17.5				4 Panel Assembly	
IL 2	263+95	LT	24	12	2	M4-15	2			-				Mount with M4-5	
IL 2	263+95	LT	24	24	4	M1-1	4			-				Mount with M4-5	
IL 2	263+95	LT	24	18	3	M5-4	3			-				Mount with M4-5	
IL 2	263+95	LT	24	12	2	M3-4	2			16.25				3 Panel Assembly	
IL 2	263+95	LT	24	24	4	M1-4	4			-				Mount with M3-4	
IL 2	263+95	LT	21	15	2.1875	M5-1R	2.1875			-				Mount with M3-4	
IL 2	264+00	RT	36	48	12	R2-1		12		16					
IL 2	266+00	LT	36	48	12	R2-1		12		16					
IL 2	268+50	LT	21	15	2.1875	M2-1	2.1875			15.25				2 Panel Assembly	
IL 2	268+50	LT	24	24	4	M1-4	4			-				Mount with M2-1	
IL 2	268+50	RT	36	36	9	W9-1R	9			16.25					
IL 2	271+47	RT	36	36	9	W4-2R	9			16.25					
RAMP C	303+00	RT	48	60	20	W13-3		20			17			Wood Post 4x6	
RAMP C	310+50	RT	114	96	76	EB-RAMP C-41		76			1109	184	2.36	(SEE NOTE 2)	
RAMP C	312+00	RT	180	84	105	EB-RAMP C-40		105			949	184	2.36	(SEE NOTE 2)	

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SIGNING SCHEDULE CONTINUED ON NEXT SHEET

PROPOSED SIGNING SCHEDULE																
LOCATION	STATION	OFFSET	W WIDTH (IN)	H HEIGHT (IN)	PANEL AREA (SQ FT)	MUTCD SIGN CODE / PANEL DETAIL CODE	SIGN PANELS			GENERAL SIGN SUPPORT		GROUND MOUNTED STEEL BREAKAWAY SUPPORT			REMARKS	
							72000100 SIGN PANEL - TYPE 1 (SQ FT)	72000200 SIGN PANEL - TYPE 2 (SQ FT)	72000300 SIGN PANEL - TYPE 3 (SQ FT)	72800100 TELESCOPING STEEL SIGN SUPPORT (FOOT)	73000100 WOOD SIGN SUPPORT (FOOT)	72700100 STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY (POUNDS)	50800205 REINFORCEMENT BARS (EPOXY COATED) (POUNDS)	73400100 CONCRETE FOUNDATIONS (CU YD)		
RAMP C	313+50	RT	114	96	76	EB-RAMP C-42			76			719	156		(SEE NOTE 2)	
RAMP C	315+00	RT	114	96	76	EB-RAMP C-43			76			564	156	1.4	(SEE NOTE 2)	
RAMP C	315+00	RT	36	36	9	I-5	9			17.5					2 Panel Assembly - WP 4x6	
RAMP C	315+00	RT	30	18	3.75	M6-1	3.75			-					Mount with I-5	
RAMP C	316+45	RT	48	48	16	W3-3		16							Signal Pole Mount	
RAMP C	317+80	RT	48	36	12	R3-8		12		16					Wood Post 4x6	
RAMP C	317+80	LT	48	36	12	R3-8		12		16					Wood Post 4x6	
RAMP C	318+40	RT	42	30	8.75	R5-1a	8.75			15.5					Wood Post 4x4	
RAMP C	318+40	LT	42	30	8.75	R5-1a	8.75			15.5					Wood Post 4x4	
RAMP C	319+25	RT	24	12	2	M3-1	2		16.25						3 Panel Assembly	
RAMP C	319+25	RT	24	24	4	M1-I100	4		-						Mount with M3-1	
RAMP C	319+25	RT	21	15	2.1875	M6-1	2.1875		-						Mount with M3-1	
RAMP C	319+25	RT	24	24	4	M1-I100	4		16.25						3 Panel Assembly	
RAMP C	319+25	RT	24	24	4	M1-I100	4		-						Mount with M3-3	
RAMP C	319+25	RT	21	15	2.1875	M6-1	2.1875		-						Mount with M3-3	
RAMP C	320+12	LT	48	48	16	R5-1		16		16					Wood Post 4x6	
RAMP C	320+13	ISLAND	54	18	6.75	R6-1R	6.75								Signal Pole Mount	
RAMP C	320+13	ISLAND	54	18	6.75	R6-1L	6.75								Signal Pole Mount	
RAMP C	320+13	ISLAND	36	36	9	R5-1	9								Signal Pole Mount	
RAMP D	402+00	RT	48	60	20	R5-I100		20		18					Wood Post 4x6	
US 20	806+00	RT	180	138	172.5	EB-US20-01			172.5		1260	226	3.8		(SEE NOTE 2)	
US 20	814+50	RT	180	120	150	EB-US20-08			150		1235	196	2.54		(SEE NOTE 2)	
US 20	821+50	RT	180	120	150	EB-US20-09			150		1235	196	2.54		(SEE NOTE 2)	
US 20	828+50	RT	144	156	156	EB-US20-03			156		1617	226	3.8		(SEE NOTE 2)	
US 20	840+40	RT	150	84	87.5	EB-US20-05			87.5						Mount on Existing Supports	
US 20	854+50	RT	144	156	156	EB-US20-04			156		2311	244	4.18		(SEE NOTE 2)	
US 20	862+00	MEDIAN	36	36	9	R3-4	9			17					4 Panel Assembly - WP 4x6	
US 20	862+00	MEDIAN	36	24	6	R3-I101	6			-					Mount with R3-4	
US 20	862+00	MEDIAN	36	36	9	R3-4	9			-					Mount Back to Back with R3-4	
US 20	862+00	MEDIAN	36	24	6	R3-I101	6			-					Mount Back to Back with R3-I101	
US 20	868+00	LT	36	18	4.5	M3-4	4.5			17.5					2 Panel Assembly - WP 4x6	
US 20	868+00	LT	36	36	9	M1-4	9			-					Mount with M3-4	
US 20	869+00	RT	180	84	105	EB-US20-06			105		1176	196	2.54		(SEE NOTE 2)	
US 20	874+65	RT	144	168	168	EB-US20-07			168		2394	244	4.18		(SEE NOTE 2)	
US 20	882+00	RT	72	60	30	E5-1			30	34					2 Wood Posts 4x6	
US 20	882+40	LT	48	48	16	W4-1R		16		17.5					Wood Post 4x6	
US 20	899+85	RT	18	18	2.25	M1-I200	2.25			14.5						
US 20	899+85	LT	18	18	2.25	M1-I200	2.25			14.5						
US 20	905+55	RT	48	48	16	W4-1R		16		17.5					Wood Post 4x6	
US 20	907+25	LT	72	60	30	E5-1			30	34					2 Wood Posts 4x6	
US 20	912+00	LT	48	60	20	W13-3		20		17					Wood Post 4x6	
US 20	914+85	LT	144	168	168	WB-US20-10			168		2394	244	4.18		(SEE NOTE 2)	
US 20	917+00	RT	36	18	4.5	M3-2	4.5			17.5					2 Panel Assembly - WP 4x6	
US 20	917+00	RT	36	36	9	M1-4	9			-					Mount with M3-2	
US 20	927+60	LT	150	84	87.5	WB-US20-12			87.5		630	156	1.4		(SEE NOTE 2)	
US 20	935+00	LT	144	156	156	WB-US20-11			156		1692	226	1.4		(SEE NOTE 2)	
US 20	941+00	LT	180	84	105	WB-US20-13			105		638	156	1.4		(SEE NOTE 2)	
US 20	945+40	MEDIAN	36	36	9	R3-4	9			17					4 Panel Assembly - WP 4x6	
US 20	945+40	MEDIAN	36	24	6	R3-I101	6			-					Mount with R3-4	
US 20	945+40	MEDIAN	36	36	9	R3-4	9			-					Mount Back to Back with R3-4	
US 20	945+40	MEDIAN	36	24	6	R3-I101	6			-					Mount Back to Back with R3-I101	
US 20	948+00	LT	180	120	150	WB-US20-16			150		1324	214	2.82		(SEE NOTE 2)	
US 20	955+00	LT	180	120	150	WB-US20-17			150						Mount on Existing Supports	
US 20	961+00	LT	144	156	156	WB-US20-15			156		2185	244	4.18		(SEE NOTE 2)	
SCHEDULE SUBTOTAL							483.7	385.0	3307.5	693.75	554.5	32850	4960	65.1		
PROJECT TOTAL							(SEE NOTE 1)	385	3308	694	555	32850	(SEE NOTE 2)	65.1		

NOTES:

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X7040125 PINNING TEMPORARY CONCRETE BARRIER

EACH	STATION	STATION	DIRECTION	STAGE
	US 20			
224	905+12	914+30	WB	2
146	905+89	911+80	EB	2
298	907+62	919+93	EB	3A
214	911+38	920+25	WB	4A
	IL 2			
40	248+56	249+98	SB	5
26	265+04	265+85	SB	5
43	266+60	268+27	SB	5
25	245+25	246+17	NB	6B

1,016 TOTAL

X8211125 LUMINAIRE, LED, HORIZONTAL MOUNT, 285 WATT

EACH	STATION	OFFSET	LT/CTR/RT	POLE ID
	RAMP D			
1	421+50	15.0	RT	AD4
1	419+50	15.0	RT	AD3
1	417+50	15.0	RT	AD2
1	415+50	15.0	RT	AD1
	RAMP C			
1	301+10	15.0	RT	AC3
1	303+10	15.0	RT	AC2
1	305+10	15.0	RT	AC1
	RAMP B			
1	215+00	15.0	RT	AB1
1	217+00	15.0	RT	AB2
1	219+00	15.0	RT	AB3
1	221+00	15.0	RT	AB4
	RAMP A			
1	105+00	15.0	RT	AA1
1	103+00	15.0	RT	AA2
1	101+00	15.0	RT	AA3

14 TOTAL

X8410102 TEMPORARY LIGHTING SYSTEM

LSUM

1 TOTAL

Z0004638 PAVEMENT BREAKING

SQ YD STATION STATION OFFSET REMARKS

SQ YD	STATION	STATION	OFFSET	REMARKS
	US 20			
2,619	883+00	892+82	RT	EB ML
2,619	883+00	892+82	LT	WB ML
209	888+00	892+82	LT	WB MED SHLDR
219	888+00	892+82	RT	EB MED SHLDR
472	888+00	891+08	LT	WB SHLDR/GORE
414	888+00	891+63	RT	EB SHLD/GORE
192	891+50	892+82	LT	RAMP G PAVT
279	891+50	892+82	RT	RAMP E PAVT
124	891+50	892+82	LT	RAMP G SHLDR
91	891+50	892+82	RT	RAMP E SHLDR

7,237 TOTAL

Z0024477 TUBULAR MARKER MAINTENANCE

EACH	LOCATION	REMARKS
42	IL 2	ESTIMATED

42 TOTAL

Z0062456 TEMPORARY PAVEMENT

SQ YD	STATION	STATION	STAGE	LT/RT	REMARKS
875	237+32	242+00	1	CTR	MEDIAN
875	245+40	262+95	1	CTR	MEDIAN
893	4000+26	4003+96	1		TEMP RAMP G
1,541	2000+26	2007+70	1		TEMP RAMP H
1,324	241+27	246+45	2	RT	WIDENING RAMP B
90	254+15	254+59	2	RT	RAMP B ISLAND
52	248+61	251+31	2	RT	WIDENING IL2
1,268	252+61	256+55	2	RT	WIDENING RAMP A
151	256+77	260+97	2	RT	WIDENING IL2
1,350	905+12	914+29	2	LT	RAMP A CONNECTION
479	906+07	911+50	2	RT	RAMP B CONNECTION
588	242+00	245+25	3	LT	RAMP C CONNECTION
90	244+16	244+59	3	LT	RAMP C ISLAND
625	253+50	255+30	4	LT	RAMP D CONNECTION
1,010	246+67	252+48	4A	RT	WIDENING IL2
259	242+00	244+32	5	LT	RAMP C CONNECTION
757	248+52	253+50	5	LT	MEDIAN
1,786	255+00	268+50	5	LT	MEDIAN
46	244+30	244+71	5A	LT	MEDIAN
31	253+80	254+21	5A	LT	MEDIAN

14,090 TOTAL



USER NAME = potobrien	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:20	CHECKED - DMS	REVISED -
PLOT DATE = 9/5/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:		SHEET NO. 29 OF 29 SHEETS		STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	73
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

HORIZONTAL CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
42	2024183.4510	2582748.6500	747.6200	BYPASS20	890+56.3900	64.8311' RT	GPS CONTROL POINT, PIN
43	2024205.4920	2583619.5690	742.5440	BYPASS20	899+27.5638	58.359' RT	GPS CONTROL POINT, RAIL ROAD SPIKE
44	2024336.8650	2584062.8890	731.6030	BYPASS20	903+73.1609	65.0699' LT	GPS CONTROL POINT, PIN

HORIZONTAL CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
40	2023522.8180	2583180.8560	723.8430	IL2	241+98.1941	51.8448' RT	GPS CONTROL POINT, PIN
41	2024702.9160	2583045.1100	728.3440	IL2	253+80.7594	60.3935' LT	GPS CONTROL POINT, PIN

EX CURVE US RTE. 20-1
 PI STA. 868+10.7737
 $\Delta = 47^\circ 51' 45''$ (LT)
 $D = 1^\circ 29' 49''$
 $R = 3,827.45'$
 $T = 1,698.60'$
 $L = 3,197.30'$
 $E = 359.98'$
 $e = 0.046'/FT$
 P.C. STA. 851+12.1759
 P.T. STA. 883+09.4804

PR CURVE RAMP D-1
 PI STA. 404+94.9126
 $\Delta = 35^\circ 59' 35''$ (LT)
 $D = 11^\circ 14' 04''$
 $R = 510.00'$
 $T = 165.67'$
 $L = 320.38'$
 $E = 26.24'$
 $e = 0.06'/FT$
 P.C. STA. 403+29.2380
 P.T. STA. 406+49.6181

PR CURVE RAMP D-2
 PI STA. 411+79.5840
 $\Delta = 38^\circ 32' 43''$ (RT)
 $D = 6^\circ 51' 42''$
 $R = 835.00'$
 $T = 291.97'$
 $L = 561.74'$
 $E = 49.57'$
 $e = 0.06'/FT$
 P.C. STA. 408+87.6181
 P.T. STA. 414+49.3587

PR CURVE RAMP D-3
 PI STA. 420+22.0381
 $\Delta = 17^\circ 16' 33''$ (RT)
 $D = 1^\circ 31' 11''$
 $R = 3,769.80'$
 $T = 572.68'$
 $L = 1,136.67'$
 $E = 43.25'$
 $e = 0.06'/FT$
 P.C. STA. 414+49.3587
 P.T. STA. 425+86.0269

PR CURVE RAMP C-1
 PI STA. 303+36.2752
 $\Delta = 9^\circ 53' 04''$ (LT)
 $D = 1^\circ 28' 24''$
 $R = 3,888.83'$
 $T = 336.28'$
 $L = 670.88'$
 $E = 14.51'$
 $e = 0.06'/FT$
 P.C. STA. 300+00.0000
 P.T. STA. 306+70.8815

PR CURVE RAMP C-2
 PI STA. 310+33.8445
 $\Delta = 29^\circ 54' 03''$ (RT)
 $D = 6^\circ 51' 42''$
 $R = 835.00'$
 $T = 222.96'$
 $L = 435.76'$
 $E = 29.26'$
 $e = 0.06'/FT$
 P.C. STA. 308+10.8815
 P.T. STA. 312+46.6408

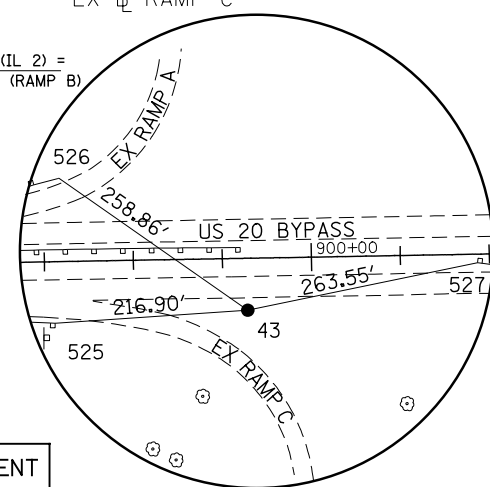
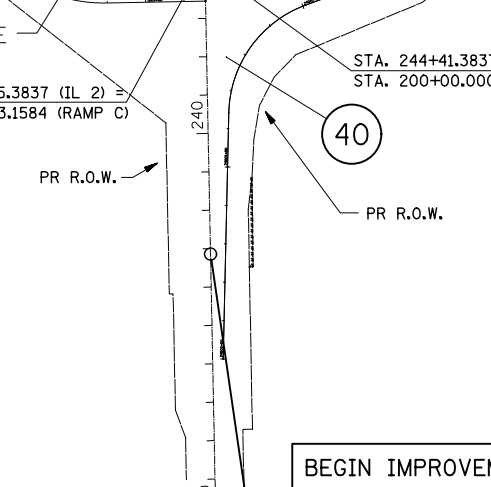
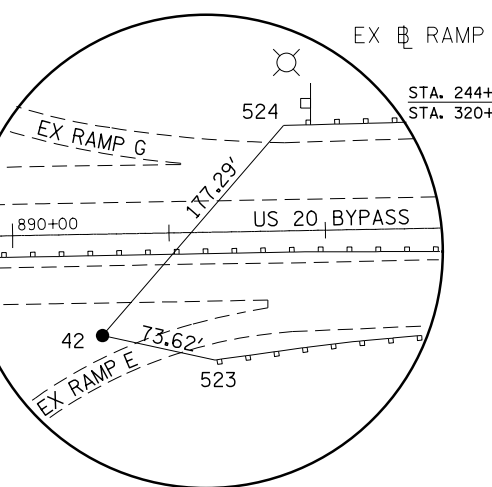
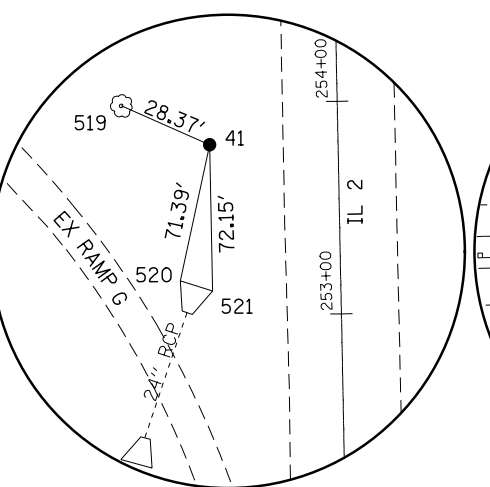
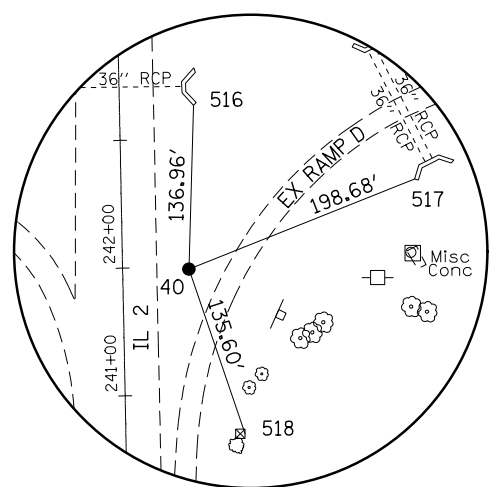
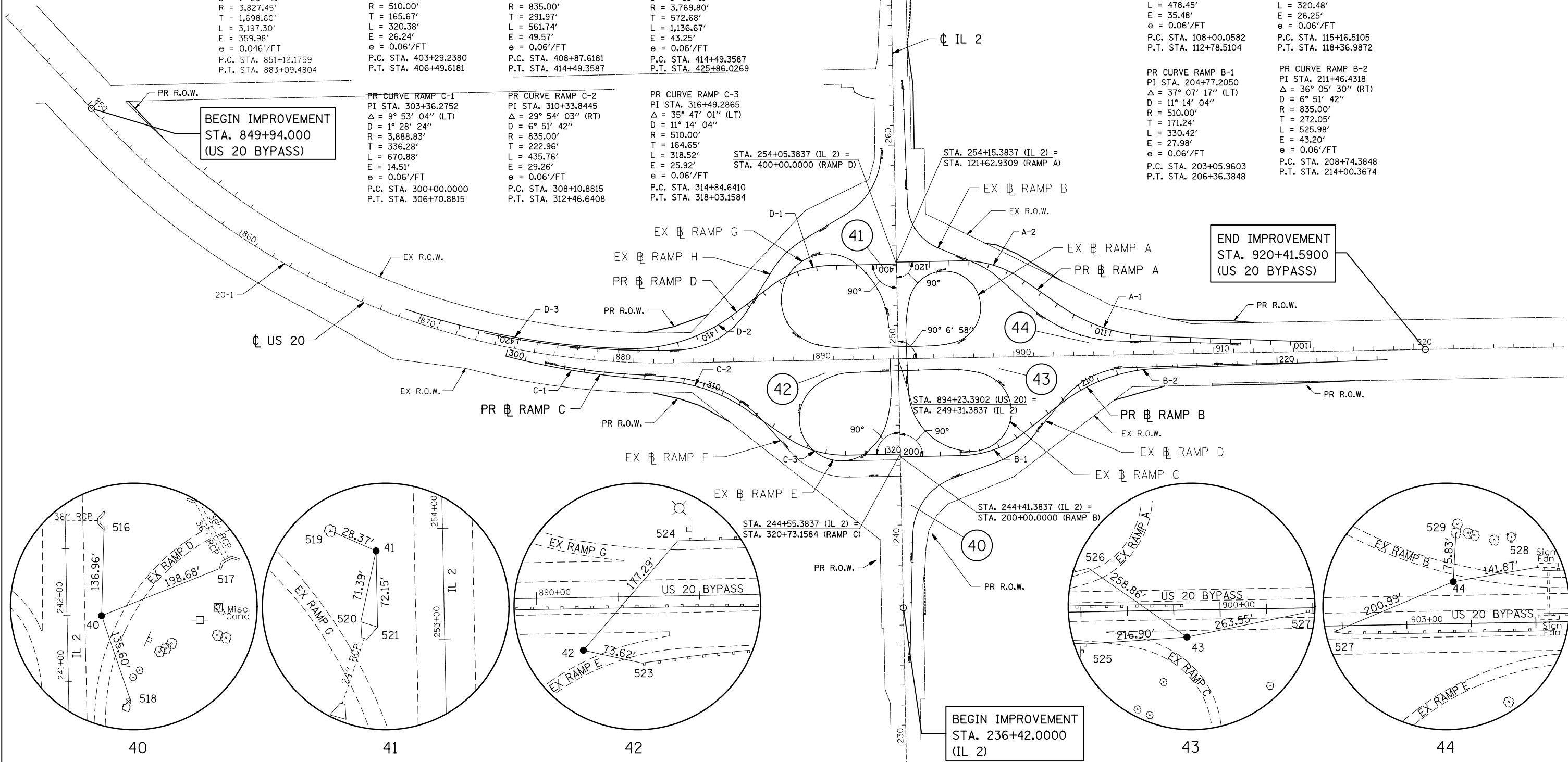
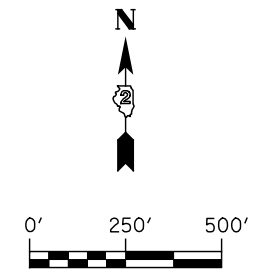
PR CURVE RAMP C-3
 PI STA. 316+49.2865
 $\Delta = 35^\circ 47' 01''$ (LT)
 $D = 11^\circ 14' 04''$
 $R = 510.00'$
 $T = 164.65'$
 $L = 318.52'$
 $E = 25.92'$
 $e = 0.06'/FT$
 P.C. STA. 314+84.6410
 P.T. STA. 318+03.1584

PR CURVE RAMP A-1
 PI STA. 110+46.0519
 $\Delta = 32^\circ 49' 49''$ (RT)
 $D = 6^\circ 51' 42''$
 $R = 835.00'$
 $T = 245.99'$
 $L = 478.45'$
 $E = 35.48'$
 $e = 0.06'/FT$
 P.C. STA. 108+00.0582
 P.T. STA. 112+78.5104

PR CURVE RAMP A-2
 PI STA. 116+82.2385
 $\Delta = 36^\circ 00' 14''$ (LT)
 $D = 11^\circ 14' 04''$
 $R = 510.00'$
 $T = 165.73'$
 $L = 320.48'$
 $E = 26.25'$
 $e = 0.06'/FT$
 P.C. STA. 115+16.5105
 P.T. STA. 118+36.9872

PR CURVE RAMP B-1
 PI STA. 204+77.2050
 $\Delta = 37^\circ 07' 17''$ (LT)
 $D = 11^\circ 14' 04''$
 $R = 510.00'$
 $T = 171.24'$
 $L = 330.42'$
 $E = 27.98'$
 $e = 0.06'/FT$
 P.C. STA. 203+05.9603
 P.T. STA. 206+36.3848

PR CURVE RAMP B-2
 PI STA. 211+46.4318
 $\Delta = 36^\circ 05' 30''$ (RT)
 $D = 6^\circ 51' 42''$
 $R = 835.00'$
 $T = 272.05'$
 $L = 525.98'$
 $E = 43.20'$
 $e = 0.06'/FT$
 P.C. STA. 208+74.3848
 P.T. STA. 214+00.3674



KNIGHT
 Engineers & Architects

USER NAME = dsilwo
 PLOT SCALE = 1:500
 PLOT DATE = 8/16/2018

DESIGNED - PMO
 DRAWN - PMO
 CHECKED - DMS
 DATE - 08-15-2018

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, AND BENCHMARKS
 SCALE: 1" = 250' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	74
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Chain BYPASS20 contains:
 12 CUR 200 CUR 210 CUR 220 CUR 230 20
 Beginning chain BYPASS20 description
 =====

Point 12 N 2,045,155.7590 E 2,560,295.9940 Sta 561+57.6646
 Course from 12 to PC 200 S 48° 19' 32.1727" E Dist 4,791.0678'

Curve Data

 Curve 200
 P.I. Station 624+39.9871 N 2,040,978.6639 E 2,564,988.4829
 Delta = 42° 35' 57.7134" (LT)
 Degree = 1° 29' 52.6381"
 Tangent = 1,491.2547'
 Length = 2,843.8347'
 Radius = 3,824.9332'
 External = 280.4236'
 Long Chord = 2,778.7839'
 Mid. Ord. = 261.2688'
 P.C. Station 609+48.7324 N 2,041,970.1941 E 2,563,874.6120
 P.T. Station 637+92.5671 N 2,041,002.7373 E 2,566,479.5433
 C.C. N 2,044,827.1720 E 2,566,417.7973
 Back = S 48° 19' 32.1727" E
 Ahead = N 89° 04' 30.1138" E
 Chord Bear = S 69° 37' 31.0295" E

Course from PT 200 to PC 210 N 89° 04' 30.1138" E Dist 591.6257'

Curve Data

 Curve 210
 P.I. Station 681+39.6603 N 2,041,072.9126 E 2,570,826.0701
 Delta = 66° 34' 11.3078" (RT)
 Degree = 1° 00' 05.7527"
 Tangent = 3,755.4675'
 Length = 6,646.3601'
 Radius = 5,720.4368'
 External = 1,122.5840'
 Long Chord = 6,278.7810'
 Mid. Ord. = 938.4263'
 P.C. Station 643+84.1928 N 2,041,012.2879 E 2,567,071.0920
 P.T. Station 710+30.5529 N 2,037,651.6566 E 2,572,374.7934
 C.C. N 2,035,292.5965 E 2,567,163.4372
 Back = N 89° 04' 30.1138" E
 Ahead = S 24° 21' 18.5784" E
 Chord Bear = S 57° 38' 24.2323" E

Course from PT 210 to PC 220 S 24° 21' 18.5784" E Dist 9,646.1918'

Curve Data

 Curve 220
 P.I. Station 816+26.9622 N 2,027,998.2570 E 2,576,744.6636
 Delta = 18° 48' 22.5631" (LT)
 Degree = 0° 59' 54.8093"
 Tangent = 950.2175'
 Length = 1,883.3423'
 Radius = 5,737.8512'
 External = 78.1483'
 Long Chord = 1,874.8994'
 Mid. Ord. = 77.0982'
 P.C. Station 806+76.7447 N 2,028,863.9115 E 2,576,352.8019
 P.T. Station 825+60.0870 N 2,027,305.1405 E 2,577,394.6659
 C.C. N 2,031,230.1532 E 2,581,580.0227
 Back = S 24° 21' 18.5784" E
 Ahead = S 43° 09' 41.1415" E
 Chord Bear = S 33° 45' 29.8600" E

Course from PT 220 to PC 230 S 43° 09' 41.1415" E Dist 2,552.0889'

Curve Data

 Curve 230
 P.I. Station 868+10.7737 N 2,024,204.5650 E 2,580,302.3745
 Delta = 47° 51' 45.4783" (LT)
 Degree = 1° 29' 49.0857"
 Tangent = 1,698.5978'
 Length = 3,197.3045'
 Radius = 3,827.4546'
 External = 359.9841'
 Long Chord = 3,105.1468'
 Mid. Ord. = 329.0372'
 P.C. Station 851+12.1759 N 2,025,443.5720 E 2,579,140.4381
 P.T. Station 883+09.4804 N 2,024,234.9228 E 2,582,000.7010
 C.C. N 2,028,061.7661 E 2,581,932.2957
 Back = S 43° 09' 41.1415" E
 Ahead = N 88° 58' 33.3802" E
 Chord Bear = S 67° 05' 33.8806" E

Course from PT 230 to 20 N 88° 58' 33.3802" E Dist 16,325.6225'

Point 20 N 2,024,526.6990 E 2,598,323.7160 Sta 1046+35.1029
 =====
 Ending chain BYPASS20 description

Chain IL2 contains:
 45 46
 Beginning chain IL2 description
 =====
 Point 45 N 2,020,610.2339 E 2,583,186.9651 Sta 212+86.0650
 Course from 45 to 46 N 1° 08' 24.3902" W Dist 10,194.1525'
 Point 46 N 2,030,802.3682 E 2,582,984.1286 Sta 314+80.2175
 =====
 Ending chain IL2 description

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
103	2025382.3410	2579127.9680	755.3080	BYPASS20	851+47.83	51.1498' RT	TOPO SURVEY POINT, NAIL
104	2025825.9970	2578708.9000	760.7250	BYPASS20	845+38.03	53.1764' RT	TOPO SURVEY POINT, NAIL
108	2025598.2360	2579124.9660	733.0510	BYPASS20	849+88.78	94.513' LT	TOPO SURVEY POINT, NAIL
110	2024207.6130	2584341.5870	724.0170	BYPASS20	906+49.50	69.1424' RT	TOPO SURVEY POINT, PK NAIL
113	2024348.2960	2584240.0160	726.2360	BYPASS20	905+50.46	73.3334' LT	TOPO SURVEY POINT, PK NAIL
115	2024260.9530	2583161.0810	728.6450	BYPASS20	894+70.14	5.2874' LT	TOPO SURVEY POINT, PK NAIL
116	2024246.1750	2583070.7460	728.5480	BYPASS20	893+79.56	7.8738' RT	TOPO SURVEY POINT, PK NAIL

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
115	2024260.9530	2583161.0810	728.6450	IL2	249+36.58	46.7606' RT	TOPO SURVEY POINT, PK NAIL
116	2024246.1750	2583070.7460	728.5480	IL2	249+23.60	43.8505' LT	TOPO SURVEY POINT, PK NAIL
118	2023881.4480	2583065.0320	723.8070	IL2	245+59.06	56.8205' LT	TOPO SURVEY POINT, NAIL
120	2025833.4950	2583141.7990	735.8010	IL2	265+09.19	58.7718' RT	TOPO SURVEY POINT, PIN

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
430	2025556.5130	2579062.0690	737.4000	BYPASS20	849+76.18	20.0932' LT	PIER, CHISELED SQUARE
442	2024178.8710	2583007.0400	749.1500	BYPASS20	893+14.66	74.0284' RT	TOP OF WINGWALL, CHISELED SQUARE
443	2024185.5330	2583388.4550	745.0900	BYPASS20	896+96.13	74.1843' RT	SIGN FOUNDATION, CHISELED SQUARE
444	2024284.1570	2584205.0450	730.6240	BYPASS20	905+14.35	9.8297' LT	SIGN FOUNDATION, CHISELED SQUARE

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
440	2023667.7010	2583175.2130	721.6070	IL2	243+43.16	49.0857' RT	HEADWALL, CHISELED SQUARE
496	2021652.3010	2583221.8200	718.3200	IL2	223+27.23	55.5824' RT	FIRE HYDRANT, CHISELED "X"

REFERENCE TIES

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
523	BYPASS20	891+28.05	81.69' RT	GUARDRAIL STEEL PLATE BEAM, END
524	BYPASS20	891+74.48	67.40' LT	GUARDRAIL STEEL PLATE BEAM, END
525	BYPASS20	897+10.93	69.08' RT	GUARDRAIL STEEL PLATE BEAM, END
526	BYPASS20	897+18.07	93.69' LT	GUARDRAIL STEEL PLATE BEAM, END
527	BYPASS20	901+86.58	9.65' RT	GUARDRAIL STEEL PLATE BEAM, END
528	BYPASS20	905+14.05	81.68' LT	SIGN FOUNDATION, SW COR OF N BASE
529	BYPASS20	903+78.69	140.70' LT	TREE 8", CENTER

REFERENCE TIES

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
516	IL2	243+35.15	52.74' RT	HEADWALL, SOUTHERLY CORNER
517	IL2	242+73.47	235.71' RT	HEADWALL, WESTERLY CORNER
518	IL2	240+68.21	90.50' RT	RIGHT OF WAY MARKER, BACK
519	IL2	253+92.29	86.32' LT	TREE 6", CENTER
520	IL2	253+10.27	71.73' LT	FLARED END SECTION, CORNER
521	IL2	253+09.01	67.98' LT	FLARED END SECTION, CORNER

Chain RAMP A contains:
 33 CUR 240 CUR 250 34
 Beginning chain RAMP A description
 =====

Point 33 N 2,024,340.0027 E 2,585,174.8759 Sta 100+00.0000
 Course from 33 to PC 240 N 87° 57' 59.5789" W Dist 800.0582'

Curve Data

 Curve 240
 P.I. Station 110+46.0519 N 2,024,377.1197 E 2,584,129.4827
 Delta = 32° 49' 49.0558" (RT)
 Degree = 6° 51' 42.3720"
 Tangent = 245.9937'
 Length = 478.4523'
 Radius = 835.0000'
 External = 35.4814'
 Long Chord = 471.9337'
 Mid. Ord. = 34.0352'
 P.C. Station 108+00.0582 N 2,024,368.3911 E 2,584,375.3215
 P.T. Station 112+78.5104 N 2,024,517.7363 E 2,583,927.6414
 C.C. N 2,025,202.8653 E 2,584,404.9498
 Back = N 87° 57' 59.5789" W
 Ahead = N 55° 08' 10.5232" W
 Chord Bear = N 71° 33' 05.0510" W

Course from PT 240 to PC 250 N 55° 08' 10.5232" W Dist 238.0000'

Curve Data

 Curve 250
 P.I. Station 116+82.2385 N 2,024,748.5181 E 2,583,596.3770
 Delta = 36° 00' 13.8670" (LT)
 Degree = 11° 14' 04.0797"
 Tangent = 165.7280'
 Length = 320.4767'
 Radius = 510.0000'
 External = 26.2516'
 Long Chord = 315.2299'
 Mid. Ord. = 24.9665'
 P.C. Station 115+16.5105 N 2,024,653.7835 E 2,583,732.3591
 P.T. Station 118+36.9872 N 2,024,745.2205 E 2,583,430.6818
 C.C. N 2,024,235.3215 E 2,583,440.8295
 Back = N 55° 08' 10.5232" W
 Ahead = S 88° 51' 35.6098" W
 Chord Bear = N 73° 08' 17.4567" W

Course from PT 250 to 34 S 88° 51' 35.6098" W Dist 325.9437'

Point 34 N 2,024,738.7351 E 2,583,104.8026 Sta 121+62.9309

=====

Ending chain RAMP A description

Chain RAMP B contains:
 35 CUR 300 CUR 310 36
 Beginning chain RAMP B description
 =====

Point 35 N 2,023,764.9279 E 2,583,124.1826 Sta 200+00.0000
 Course from 35 to PC 300 N 88° 51' 35.6099" E Dist 305.9603'

Curve Data

 Curve 300
 P.I. Station 204+77.2050 N 2,023,774.4230 E 2,583,601.2932
 Delta = 37° 07' 17.1513" (LT)
 Degree = 11° 14' 04.0797"
 Tangent = 171.2448'
 Length = 330.4245'
 Radius = 510.0000'
 External = 27.9821'
 Long Chord = 324.6756'
 Mid. Ord. = 26.5267'
 P.C. Station 203+05.9603 N 2,023,771.0157 E 2,583,430.0823
 P.T. Station 206+36.3848 N 2,023,880.4667 E 2,583,735.7533
 C.C. N 2,024,280.9148 E 2,583,419.9347
 Back = N 88° 51' 35.6098" E
 Ahead = N 51° 44' 18.4586" E
 Chord Bear = N 70° 17' 57.0342" E

Course from PT 300 to PC 310 N 51° 44' 18.4585" E Dist 238.0000'

Curve Data

 Curve 310
 P.I. Station 211+46.4318 N 2,024,196.3144 E 2,584,136.2382
 Delta = 36° 05' 30.1754" (RT)
 Degree = 6° 51' 42.3720"
 Tangent = 272.0470'
 Length = 525.9826'
 Radius = 835.0000'
 External = 43.1996'
 Long Chord = 517.3294'
 Mid. Ord. = 41.0746'
 P.C. Station 208+74.3848 N 2,024,027.8487 E 2,583,922.6290
 P.T. Station 214+00.3674 N 2,024,206.6145 E 2,584,408.0901
 C.C. N 2,023,372.2132 E 2,584,439.7045
 Back = N 51° 44' 18.4586" E
 Ahead = N 87° 49' 48.6340" E
 Chord Bear = N 69° 47' 03.5463" E

Course from PT 310 to 36 N 87° 49' 48.6340" E Dist 1,150.0299'

Point 36 N 2,024,250.1564 E 2,585,557.2955 Sta 225+50.3973

=====

Ending chain RAMP B description

Chain RAMP C contains:
 47 CUR 360 CUR 370 CUR 375 48
 Beginning chain RAMP C description
 =====

Point 47 N 2,024,268.6513 E 2,581,152.4337 Sta 300+00.0000

Curve Data

 Curve 360
 P.I. Station 303+36.2752 N 2,024,183.7321 E 2,581,477.8100
 Delta = 9° 53' 03.8134" (LT)
 Degree = 1° 28' 24.0385"
 Tangent = 336.2752'
 Length = 670.8815'
 Radius = 3,888.8256'
 External = 14.5121'
 Long Chord = 670.0499'
 Mid. Ord. = 14.4582'
 P.C. Station 300+00.0000 N 2,024,268.6513 E 2,581,152.4337
 P.T. Station 306+70.8815 N 2,024,155.9278 E 2,581,812.9337
 C.C. N 2,028,031.4376 E 2,582,134.4744
 Back = S 75° 22' 22.0509" E
 Ahead = S 85° 15' 25.8644" E
 Chord Bear = S 80° 18' 53.9576" E

Course from PT 360 to PC 370 S 85° 15' 25.8643" E Dist 140.0000'

Curve Data

 Curve 370
 P.I. Station 310+33.8445 N 2,024,125.9168 E 2,582,174.6539
 Delta = 29° 54' 02.8932" (RT)
 Degree = 6° 51' 42.3720"
 Tangent = 222.9630'
 Length = 435.7593'
 Radius = 835.0000'
 External = 29.2555'
 Long Chord = 430.8313'
 Mid. Ord. = 28.2652'
 P.C. Station 308+10.8815 N 2,024,144.3521 E 2,581,952.4543
 P.T. Station 312+46.6408 N 2,023,999.1690 E 2,582,358.0864
 C.C. N 2,023,312.2113 E 2,581,883.4138
 Back = S 85° 15' 25.8643" E
 Ahead = S 55° 21' 22.9711" E
 Chord Bear = S 70° 18' 24.4177" E

Course from PT 370 to PC 375 S 55° 21' 22.9711" E Dist 238.0001'

Curve Data

 Curve 375
 P.I. Station 316+49.2865 N 2,023,770.2769 E 2,582,689.3446
 Delta = 35° 47' 01.4190" (LT)
 Degree = 11° 14' 04.0797"
 Tangent = 164.6455'
 Length = 318.5174'
 Radius = 510.0000'
 External = 25.9180'
 Long Chord = 313.3659'
 Mid. Ord. = 24.6646'
 P.C. Station 314+84.6410 N 2,023,863.8730 E 2,582,553.8901
 P.T. Station 318+03.1584 N 2,023,773.5529 E 2,582,853.9575
 C.C. N 2,024,283.4519 E 2,582,843.8099
 Back = S 55° 21' 22.9711" E
 Ahead = N 88° 51' 35.6098" E
 Chord Bear = S 73° 14' 53.6806" E

Course from PT 375 to 48 N 88° 51' 35.6098" E Dist 270.0000'

Point 48 N 2,023,778.9252 E 2,583,123.9041 Sta 320+73.1584

=====

Ending chain RAMP C description

	USER NAME = dsirwo	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES, AND BENCHMARKS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1:20	DRAWN - PMO	REVISED -					742	3HBR	WINNEBAGO	689	76	
	PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -					SCALE: NONE SHEET NO. 3 OF 4 SHEETS STA. TO STA.			CONTRACT NO. 64B87		
		DATE - 08-15-2018	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

Chain RAMP D contains:
 49 CUR 380 CUR 390 CUR 395 50
 Beginning chain RAMP D description
 =====

Point 49 N 2,024,728.7371 E 2,583,105.0016 Sta 400+00.0000
 Course from 49 to PC 380 S 88° 51' 35.6098" W Dist 329.2380'

Curve Data

 Curve 380
 P.I. Station 404+94.9126 N 2,024,718.8896 E 2,582,610.1870
 Delta = 35° 59' 34.7849" (LT)
 Degree = 11° 14' 04.0797"
 Tangent = 165.6746'
 Length = 320.3801'
 Radius = 510.0000'
 External = 26.2351'
 Long Chord = 315.1380'
 Mid. Ord. = 24.9515'
 P.C. Station 403+29.2380 N 2,024,722.1861 E 2,582,775.8288
 P.T. Station 406+49.6181 N 2,024,618.8771 E 2,582,478.1054
 C.C. N 2,024,212.2871 E 2,582,785.9764
 Back = S 88° 51' 35.6098" W
 Ahead = S 52° 52' 00.8250" W
 Chord Bear = S 70° 51' 48.2174" W

Course from PT 380 to PC 390 S 52° 52' 00.8251" W Dist 238.0000'

Curve Data

 Curve 390
 P.I. Station 411+79.5840 N 2,024,298.9533 E 2,582,055.5979
 Delta = 38° 32' 43.2661" (RT)
 Degree = 6° 51' 42.3720"
 Tangent = 291.9659'
 Length = 561.7407'
 Radius = 835.0000'
 External = 49.5728'
 Long Chord = 551.2073'
 Mid. Ord. = 46.7947'
 P.C. Station 408+87.6181 N 2,024,475.2040 E 2,582,288.3634
 P.T. Station 414+49.3587 N 2,024,306.1490 E 2,581,763.7207
 C.C. N 2,025,140.8954 E 2,581,784.3000
 Back = S 52° 52' 00.8250" W
 Ahead = N 88° 35' 15.9089" W
 Chord Bear = S 72° 08' 22.4580" W

Curve Data

 Curve 395
 P.I. Station 420+22.0381 N 2,024,320.2632 E 2,581,191.2153
 Delta = 17° 16' 32.7820" (RT)
 Degree = 1° 31' 11.4985"
 Tangent = 572.6794'
 Length = 1,136.6682'
 Radius = 3,769.8047'
 External = 43.2504'
 Long Chord = 1,132.3673'
 Mid. Ord. = 42.7598'
 P.C. Station 414+49.3587 N 2,024,306.1490 E 2,581,763.7207
 P.T. Station 425+86.0269 N 2,024,503.7583 E 2,580,648.7291
 C.C. N 2,028,074.8086 E 2,581,856.6308
 Back = N 88° 35' 15.9092" W
 Ahead = N 71° 18' 43.1272" W
 Chord Bear = N 79° 56' 59.5182" W

Point 50 N 2,024,503.7583 E 2,580,648.7291 Sta 425+86.0269

=====
 Ending chain RAMP D description

Chain TRAMP G contains:
 8400 CUR TRAMP G-1
 Beginning chain TRAMP G description
 =====

Point 8400 N 2,024,786.4348 E 2,583,103.8534 Sta 4000+00.0000
 Course from 8400 to PC TRAMP G-1 S 88° 51' 35.6098" W Dist 349.2512'

Curve Data

 Curve TRAMP G-1
 P.I. Station 4004+27.4555 N 2,024,778.1937 E 2,582,676.4777
 Delta = 37° 37' 10.0402" (LT)
 Degree = 24° 57' 18.2283"
 Tangent = 78.2043'
 Length = 150.7488'
 Radius = 229.5958'
 External = 12.9535'
 Long Chord = 148.0555'
 Mid. Ord. = 12.2617'
 P.C. Station 4003+49.2512 N 2,024,779.4856 E 2,582,754.6713
 P.T. Station 4005+00.0000 N 2,024,729.4399 E 2,582,615.3305
 C.C. N 2,024,549.9211 E 2,582,758.4642
 Back = S 89° 03' 12.4189" W
 Ahead = S 51° 26' 02.3787" W
 Chord Bear = S 70° 14' 37.3988" W

=====
 Ending chain TRAMP G description

Chain TRAMP H contains:
 8200 CUR TRAMP H-1 8201
 Beginning chain TRAMP H description
 =====

Point 8200 N 2,024,868.4185 E 2,583,102.2218 Sta 2000+00.0000
 Course from 8200 to PC TRAMP H-1 S 88° 51' 35.6099" W Dist 309.3105'

Curve Data

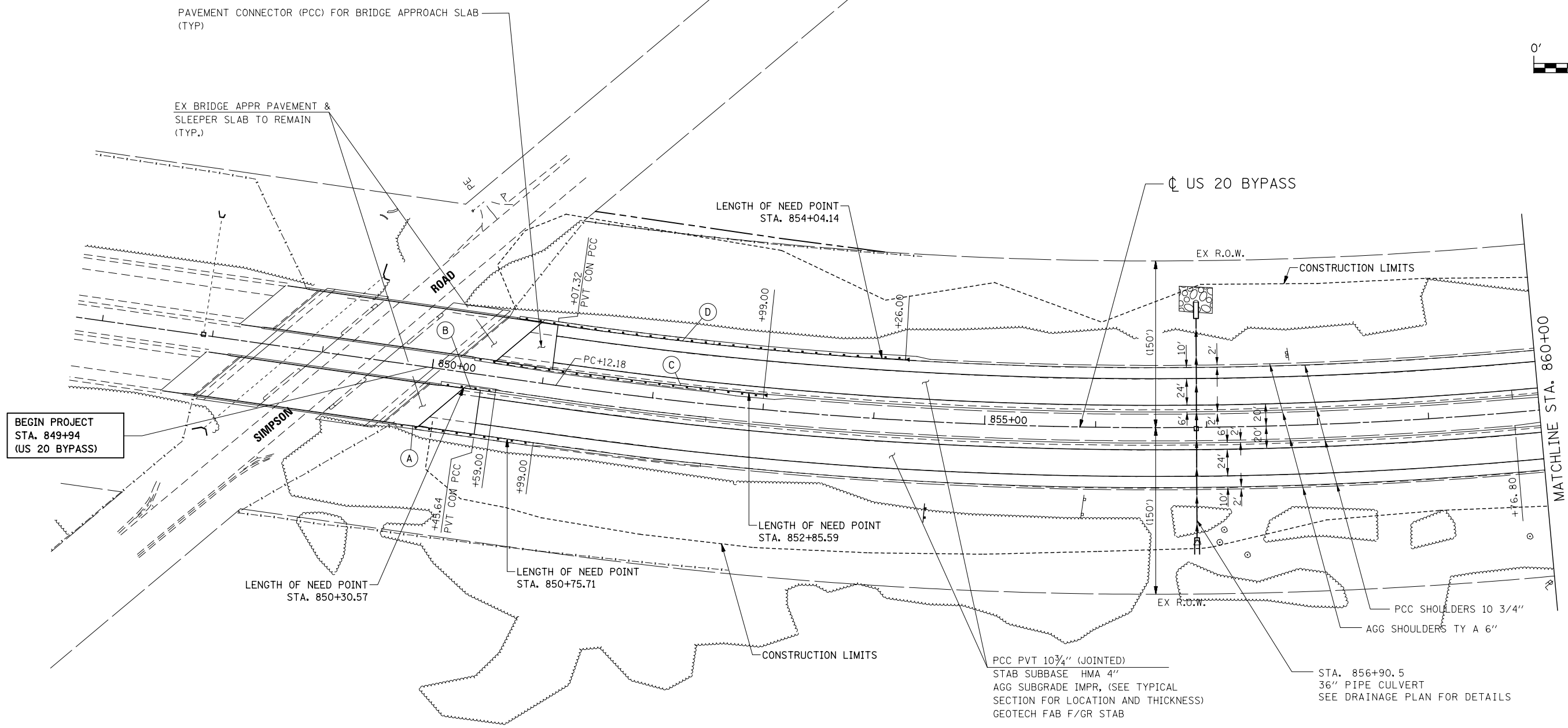
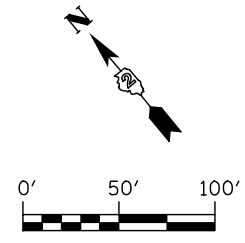
 Curve TRAMP H-1
 P.I. Station 2005+18.0803 N 2,024,858.1101 E 2,582,584.2440
 Delta = 56° 56' 18.0686" (LT)
 Degree = 14° 52' 55.2743"
 Tangent = 208.7698'
 Length = 382.5983'
 Radius = 385.0000'
 External = 52.9610'
 Long Chord = 367.0481'
 Mid. Ord. = 46.5566'
 P.C. Station 2003+09.3105 N 2,024,862.2641 E 2,582,792.9725
 P.T. Station 2006+91.9088 N 2,024,680.9119 E 2,582,473.8554
 C.C. N 2,024,477.3403 E 2,582,800.6330
 Back = S 88° 51' 35.6098" W
 Ahead = S 31° 55' 17.5412" W
 Chord Bear = S 60° 23' 26.5755" W

Course from PT TRAMP H-1 to 8201 S 31° 55' 17.5413" W Dist 225.8845'

Point 8201 N 2,024,489.1872 E 2,582,354.4172 Sta 2009+17.7933

=====
 Ending chain TRAMP H description

	USER NAME = dsilvo	DESIGNED - PMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES, AND BENCHMARKS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:20	DRAWN - PMO	REVISED -					742	3HBR	WINNEBAGO	689	77
	PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -					SCALE: NONE		SHEET NO. 4 OF 4 SHEETS	STA. TO STA.	CONTRACT NO. 64B87
	DATE - 08-15-2018	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



BEGIN PROJECT
STA. 849+94
(US 20 BYPASS)

MATCHLINE STA. 860+00

SEE MEDIAN CROSSOVER #1 DETAILS FOR
ADDITIONAL ROADWAY IMPROVEMENTS

GUARDRAIL TABLE							
	LOCATION	SPBGR TY A, 6' POST	SPBGR TY A, 9' POST	TRAF BAR TERM TY 1 SPL TAN	TRAF BAR TERM TY 2	TRAF BAR TERM TY 5	TRAF BAR TERM TY 6
	STA. TO STA.	FOOT	FOOT	EACH	EACH	EACH	EACH
(A)	849+74 - 850+99	50'	25'		1		1
(B)	850+09 - 850+59				1		1
(C)	850+36 - 852+99	175'		1			1
(D)	850+71 - 854+26	262.5'		1			1

KNIGHT
Engineers & Architects

USER NAME = potobrien	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:100	CHECKED - DMS	REVISED -
PLOT DATE = 9/10/2018	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - US ROUTE 20 BYPASS

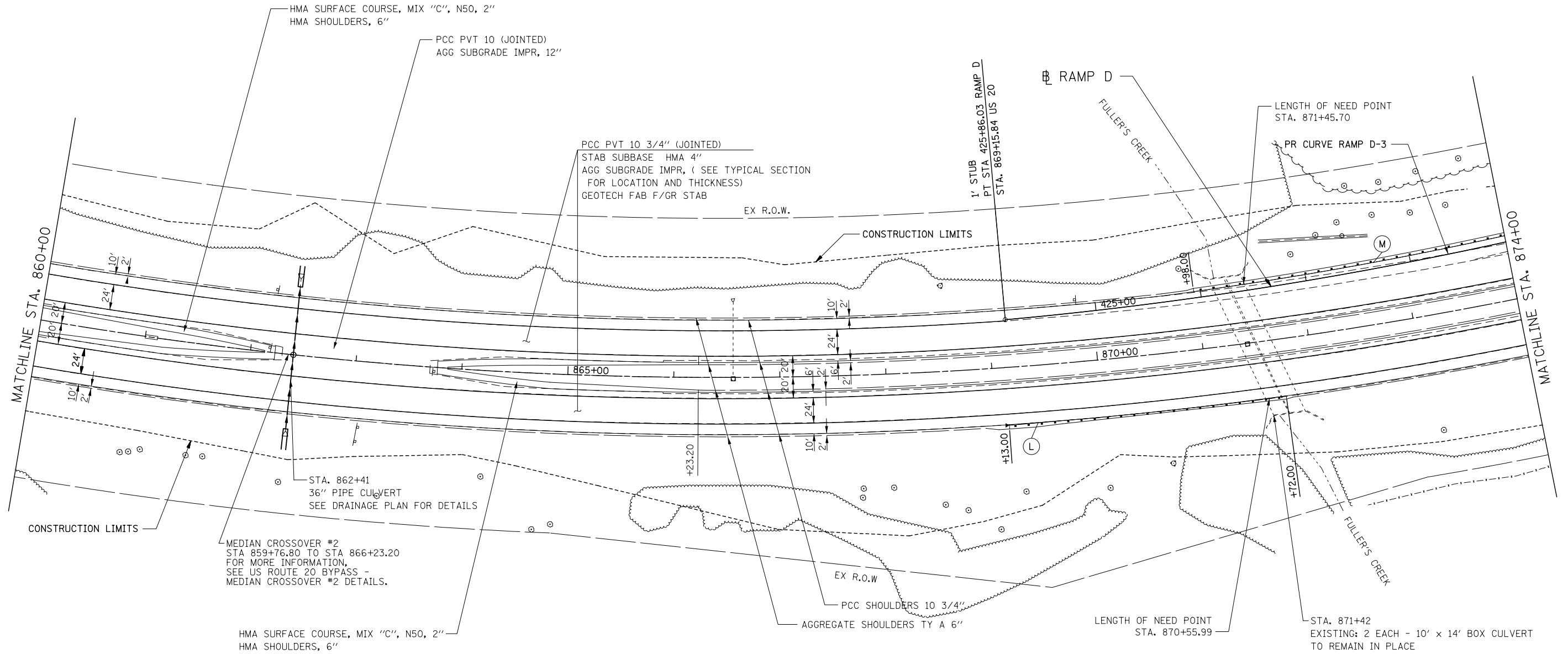
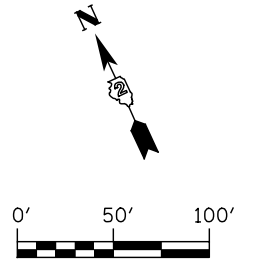
SCALE: 1"=50' SHEET NO. OF SHEETS STA. 850+25.00 TO STA. 860+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	78
CONTRACT NO. 64B87				

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PR CURVE RAMP D-3
 PI STA. 420+22.04
 $\Delta = 17^\circ 16' 33''$ (RT)
 $D = 1^\circ 31' 11''$
 $R = 3,769.80'$
 $T = 572.68'$
 $L = 1,136.67'$
 $E = 43.25'$
 $e = 0.06'/FT$
 P.C. STA. 414+49.36
 P.T. STA. 425+86.03

PARCEL 14
 15-10-101-010
 AMCORE BANK N.A., ROCKFORD



PARCEL 14
 15-10-301-004
 AMCORE BANK N.A., ROCKFORD

GUARDRAIL TABLE								
	LOCATION	SPGR ATT TO CULVERT	SPBGR TY A, 6' POST	SPBGR TY A, 9' POST	TRAF BAR TERM TY 1 SPL TAN	TRAF BAR TERM TY 2	TRAF BAR TERM TY 5	TRAF BAR TERM TY 6
	STA. TO STA.	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH
(L)	869+13 - 871+72		200'		1	1		
(M)	870+98 - 874+78	37.5'	275'		1	1		



USER NAME = potobrien	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:1000	CHECKED - DMS	REVISED -
PLOT DATE = 9/10/2018	DATE - 08-15-2018	REVISED -

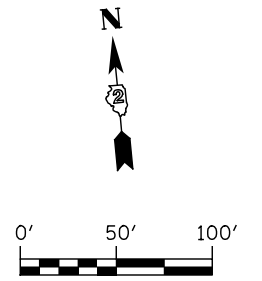
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - US ROUTE 20 BYPASS			
SCALE: 1" = 50'	SHEET NO.	OF SHEETS	STA. 860+00 TO STA. 874+00

F.A.P. RTE. 742	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 79
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

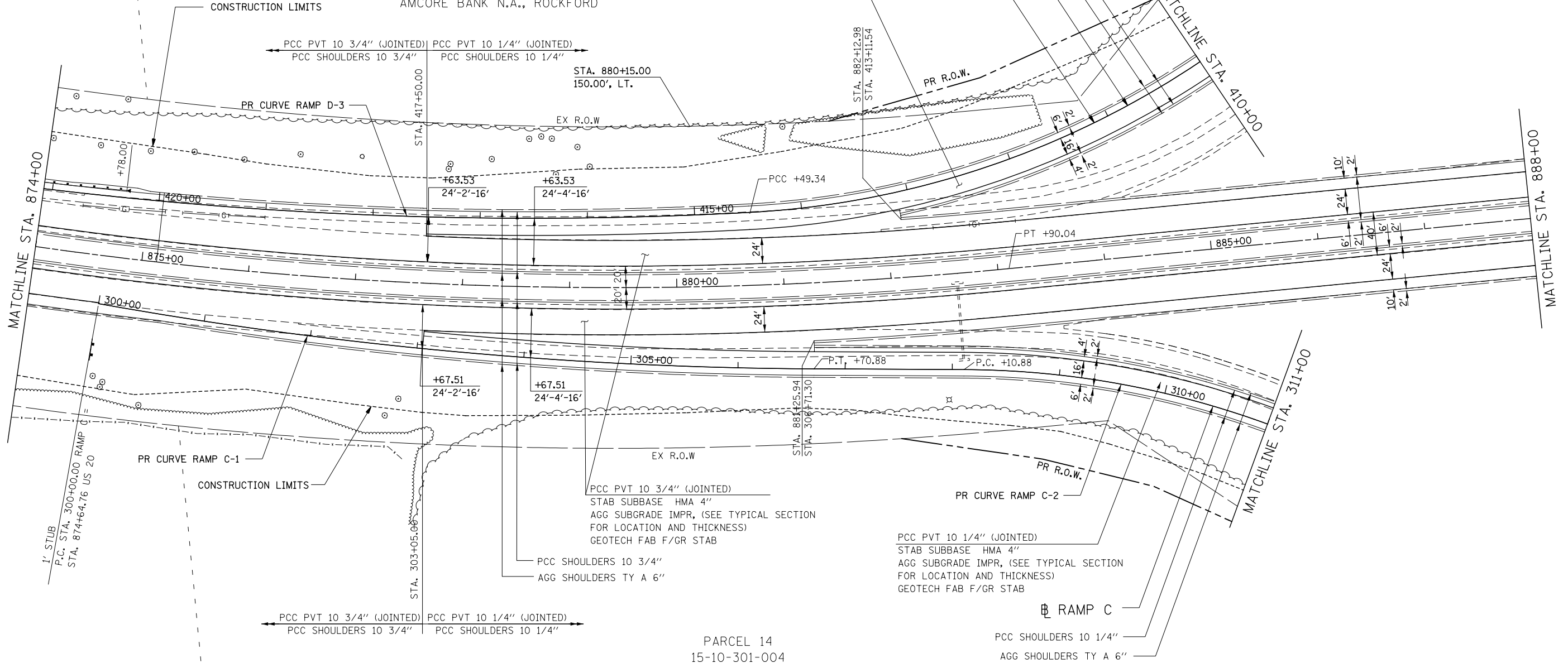
PARCEL 14
15-10-101-010
AMCORE BANK
N.A., ROCKFORD

PR CURVE RAMP C-1	PR CURVE RAMP C-2	PR CURVE RAMP D-2	PR CURVE RAMP D-3
PI STA. 303+36.28	PI STA. 310+33.84	PI STA. 411+79.58	PI STA. 420+22.04
$\Delta = 9^\circ 53' 04''$ (LT)	$\Delta = 29^\circ 54' 03''$ (RT)	$\Delta = 38^\circ 32' 43''$ (RT)	$\Delta = 17^\circ 16' 33''$ (RT)
D = 1° 28' 24"	D = 6° 51' 42"	D = 6° 51' 42"	D = 1° 31' 11"
R = 3,888.83'	R = 835.00'	R = 835.00'	R = 3,769.80'
T = 336.28'	T = 222.96'	T = 291.97'	T = 572.68'
L = 670.88'	L = 435.76'	L = 561.74'	L = 1,136.67'
E = 14.51'	E = 29.26'	E = 49.57'	E = 43.25'
e = 0.06'/FT	e = 0.06'/FT	e = 0.06'/FT	e = 0.06'/FT
P.C. STA. 300+00.00	P.C. STA. 308+10.88	P.C. STA. 408+87.62	P.C. STA. 414+49.36
P.T. STA. 306+70.88	P.T. STA. 312+46.64	P.T. STA. 414+49.36	P.T. STA. 425+86.03



PARCEL 14
15-10-101-010
AMCORE BANK N.A., ROCKFORD

PCC PVT 10 1/4" (JOINTED)
STAB SUBBASE HMA 4"
AGG SUBGRADE IMPR, (SEE TYPICAL SECTION
FOR LOCATION AND THICKNESS)
GEOTECH FAB F/GR STAB



PARCEL 14
15-10-301-004
AMCORE BANK N.A., ROCKFORD

PARCEL 14
15-10-301-004
AMCORE BANK N.A., ROCKFORD

KNIGHT
Engineers & Architects

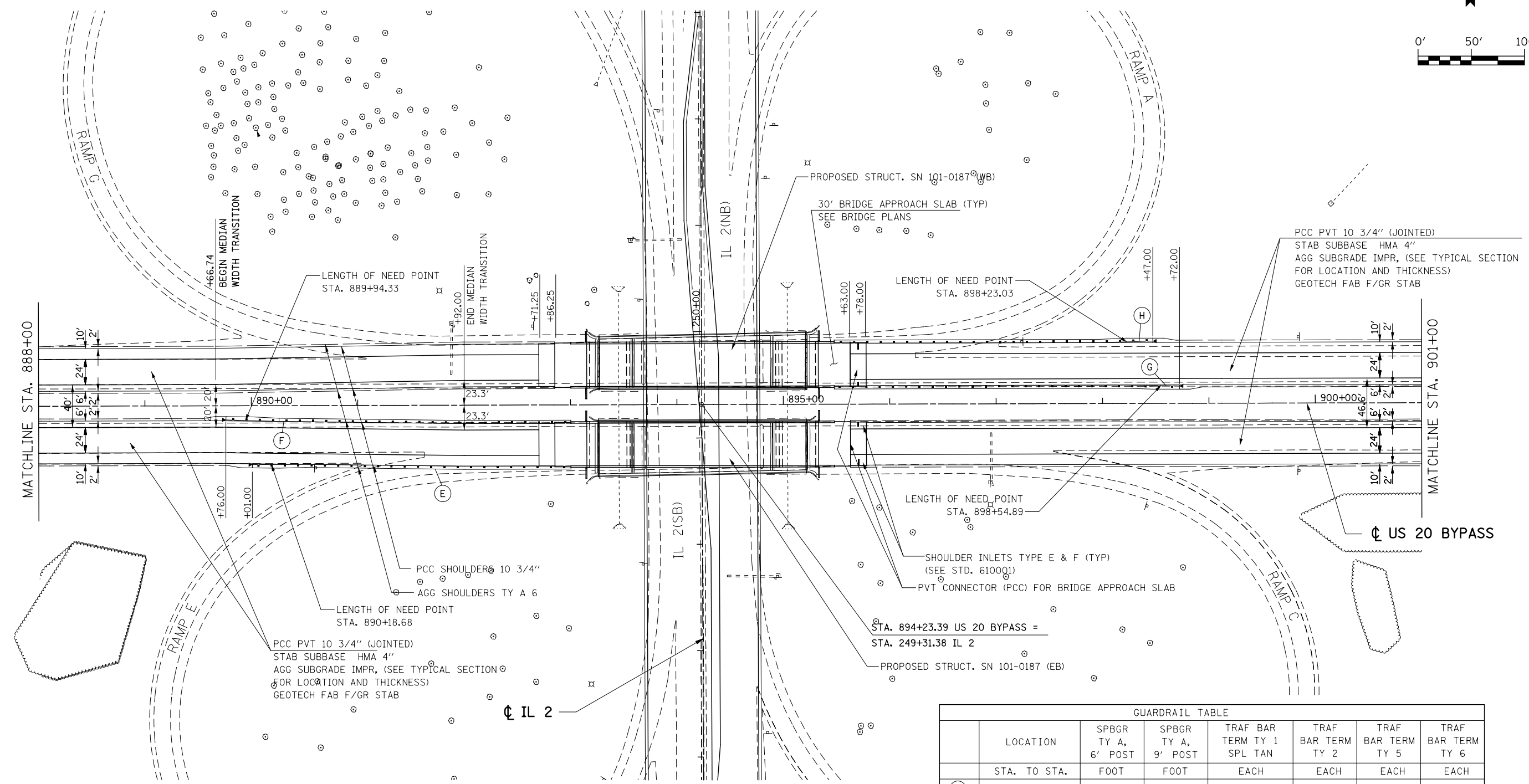
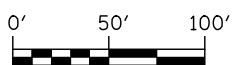
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PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - US ROUTE 20 BYPASS

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 874+00 TO STA. 888+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	80
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	



GUARDRAIL TABLE							
	LOCATION	SPBGR TY A, 6' POST	SPBGR TY A, 9' POST	TRAF BAR TERM TY 1 SPL TAN	TRAF BAR TERM TY 2	TRAF BAR TERM TY 5	TRAF BAR TERM TY 6
	STA. TO STA.	FOOT	FOOT	EACH	EACH	EACH	EACH
(E)	890+01 - 893+01	212.5'		1			1
(F)	889+76 - 893+01	237.5'		1			1
(G)	895+47 - 898+72	237.5'		1			1
(H)	895+47 - 898+47	212.5'		1			1

KNIGHT
Engineers & Architects

USER NAME = potobrien	DESIGNED - PMO	REVISED -
PLOT SCALE = 1:100	DRAWN - PMO	REVISED -
PLOT DATE = 9/10/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

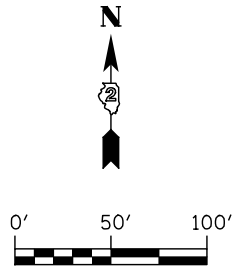
ROADWAY PLAN - US ROUTE 20 BYPASS
SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 888+00 TO STA. 901+00

F.A.P. RTE. 742	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 81
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 64B87

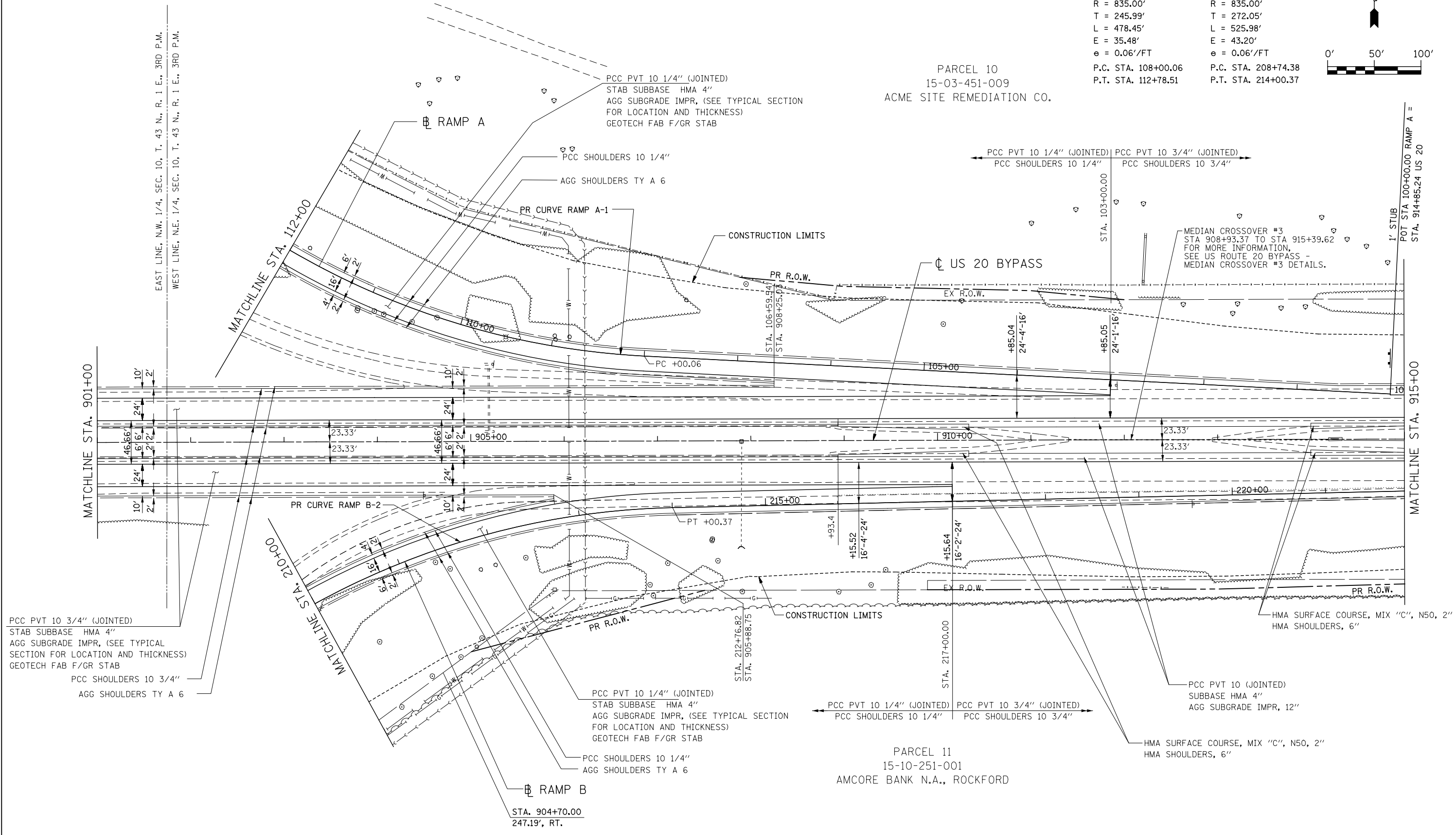
PR CURVE RAMP A-1
 PI STA. 110+46.05
 $\Delta = 32^\circ 49' 49''$ (RT)
 $D = 6^\circ 51' 42''$
 $R = 835.00'$
 $T = 245.99'$
 $L = 478.45'$
 $E = 35.48'$
 $e = 0.06'/FT$
 P.C. STA. 108+00.06
 P.T. STA. 112+78.51

PR CURVE RAMP B-2
 PI STA. 211+46.43
 $\Delta = 36^\circ 05' 30''$ (RT)
 $D = 6^\circ 51' 42''$
 $R = 835.00'$
 $T = 272.05'$
 $L = 525.98'$
 $E = 43.20'$
 $e = 0.06'/FT$
 P.C. STA. 208+74.38
 P.T. STA. 214+00.37



PARCEL 10
 15-03-451-009
 ACME SITE REMEDIATION CO.

PARCEL 11
 15-10-251-001
 AMCORE BANK N.A., ROCKFORD



PCC PVT 10 3/4" (JOINTED)
 STAB SUBBASE HMA 4"
 AGG SUBGRADE IMPR, (SEE TYPICAL SECTION FOR LOCATION AND THICKNESS)
 GEOTECH FAB F/GR STAB
 PCC SHOULDERS 10 3/4"
 AGG SHOULDERS TY A 6

PCC PVT 10 1/4" (JOINTED)
 STAB SUBBASE HMA 4"
 AGG SUBGRADE IMPR, (SEE TYPICAL SECTION FOR LOCATION AND THICKNESS)
 GEOTECH FAB F/GR STAB
 PCC SHOULDERS 10 1/4"
 AGG SHOULDERS TY A 6

PCC PVT 10 1/4" (JOINTED) PCC SHOULDERS 10 1/4"
 PCC PVT 10 3/4" (JOINTED) PCC SHOULDERS 10 3/4"

PCC PVT 10 (JOINTED)
 SUBBASE HMA 4"
 AGG SUBGRADE IMPR, 12"
 HMA SURFACE COURSE, MIX "C", N50, 2"
 HMA SHOULDERS, 6"

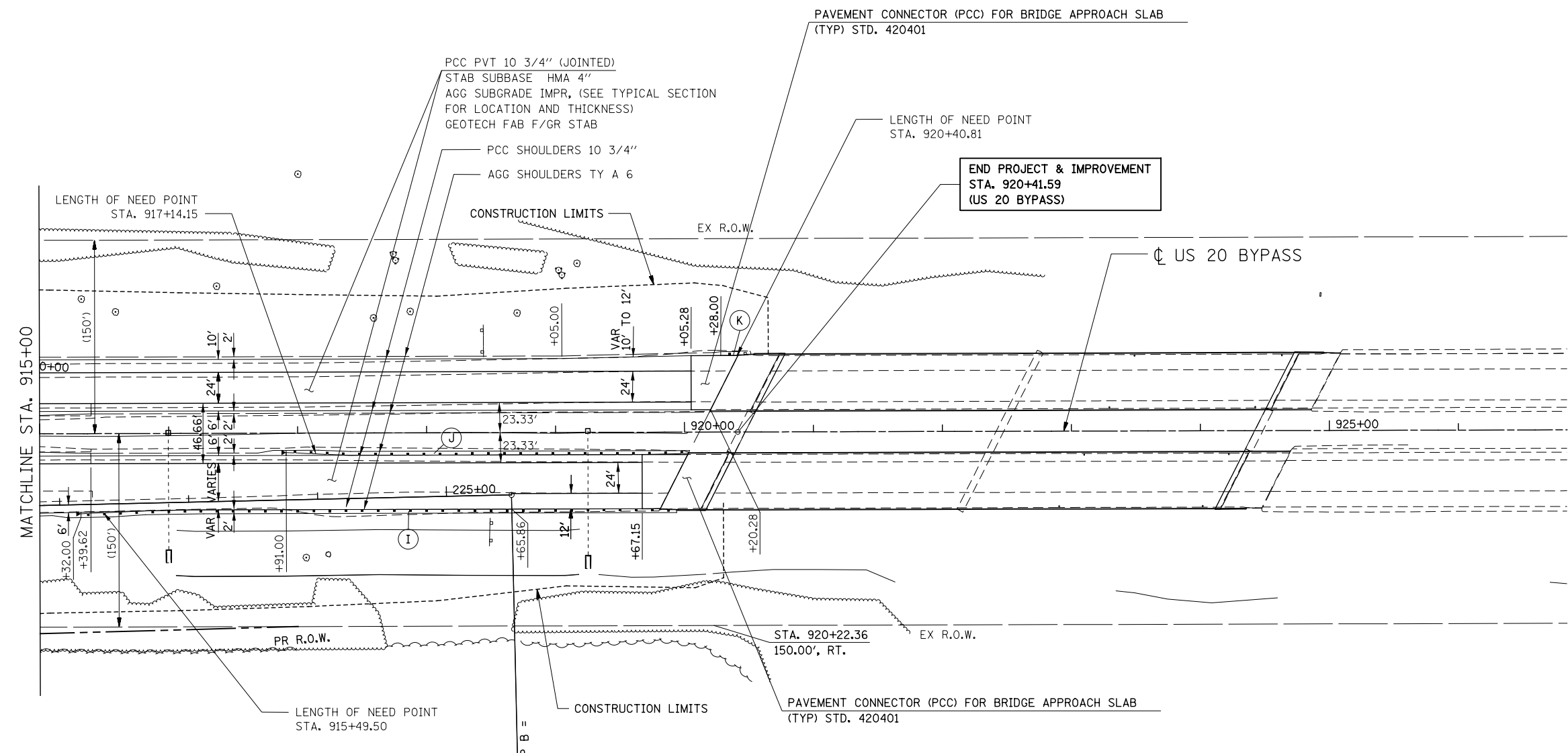
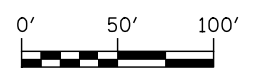


USER NAME = dsilwo	DESIGNED - PMO	REVISED -
PLOT SCALE = 1:100	DRAWN - PMO	REVISED -
PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - US ROUTE 20 BYPASS	
SCALE: 1" = 50'	SHEET NO. OF SHEETS STA. 901+00 TO STA. 915+00

F.A.P. RTE. 742	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 82
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 64B87	



PARCEL 11
15-10-251-001
AMCORE BANK N.A., ROCKFORD

1' STUB
POT STA. 225+50.40 RAMP B =
STA. 918+65.86 US 20

GUARDRAIL TABLE											
	LOCATION	SPBGR TY A, 6' POST	SPBGR TY A, 9' POST	TRAF BAR TERM TY 1 SPL TAN	TRAF BAR TERM TY 2	TRAF BAR TERM TY 5	TRAF BAR TERM TY 6	REM RE-E T B TERM TA	REM RE-E T B TERM T1	REM RE-E T B TERM T2	REM RE-E T B TERM T6
	STA. TO STA.	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
(I)	915+32 - 919+94	212.5'						162.5'	1		1
(J)	916+91 - 920+04	12.5'						212.5'	1		1
(K)	920+28 - 920+54					(EXIST)				1	



USER NAME = potobrien	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:100	CHECKED - DMS	REVISED -
PLOT DATE = 9/10/2018	DATE - 08-15-2018	REVISED -

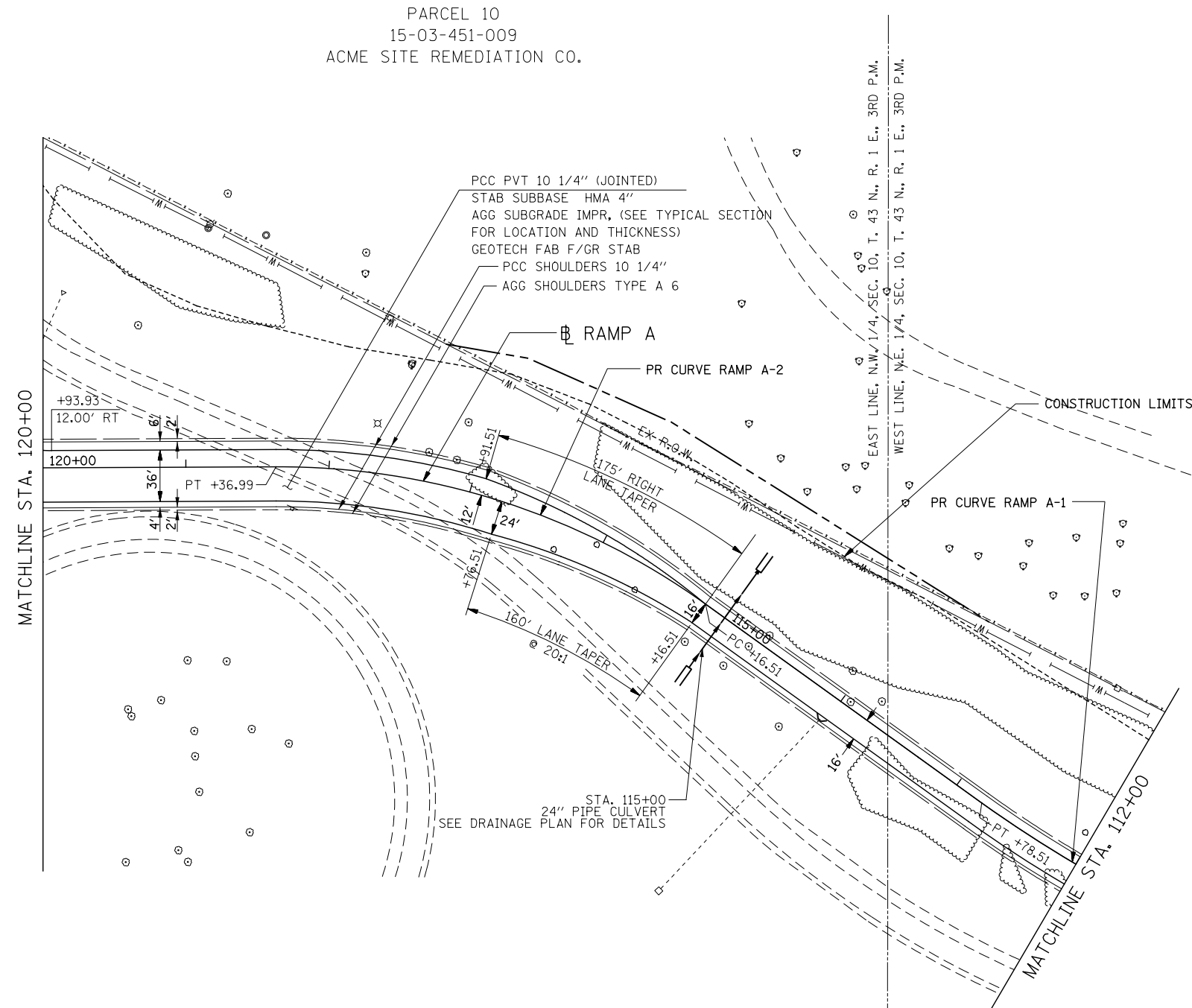
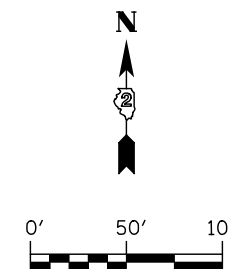
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - US ROUTE 20 BYPASS

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 915+00 TO STA. 920+57.54

F.A.P. RTE. 742	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 83
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 64B87				

PARCEL 10
15-03-451-009
ACME SITE REMEDIATION CO.



PCC PVT 10 1/4" (JOINTED)
STAB SUBBASE HMA 4"
AGG SUBGRADE IMPR, (SEE TYPICAL SECTION FOR LOCATION AND THICKNESS)
GEOTECH FAB F/GR STAB
PCC SHOULDERS 10 1/4"
AGG SHOULDERS TYPE A 6

RAMP A

PR CURVE RAMP A-2

CONSTRUCTION LIMITS

MATCHLINE STA. 120+00

MATCHLINE STA. 112+00

STA. 115+00
24" PIPE CULVERT
SEE DRAINAGE PLAN FOR DETAILS

PR CURVE RAMP A-1
PI STA. 110+46.05
 $\Delta = 32^\circ 49' 49''$ (RT)
D = 6° 51' 42"
R = 835.00'
T = 245.99'
L = 478.45'
E = 35.48'
e = 0.06'/FT
P.C. STA. 108+00.06
P.T. STA. 112+78.51

PR CURVE RAMP A-2
PI STA. 116+82.24
 $\Delta = 36^\circ 00' 14''$ (LT)
D = 11° 14' 04"
R = 510.00'
T = 165.73'
L = 320.48'
E = 26.25'
e = 0.06'/FT
P.C. STA. 115+16.51
P.T. STA. 118+36.99



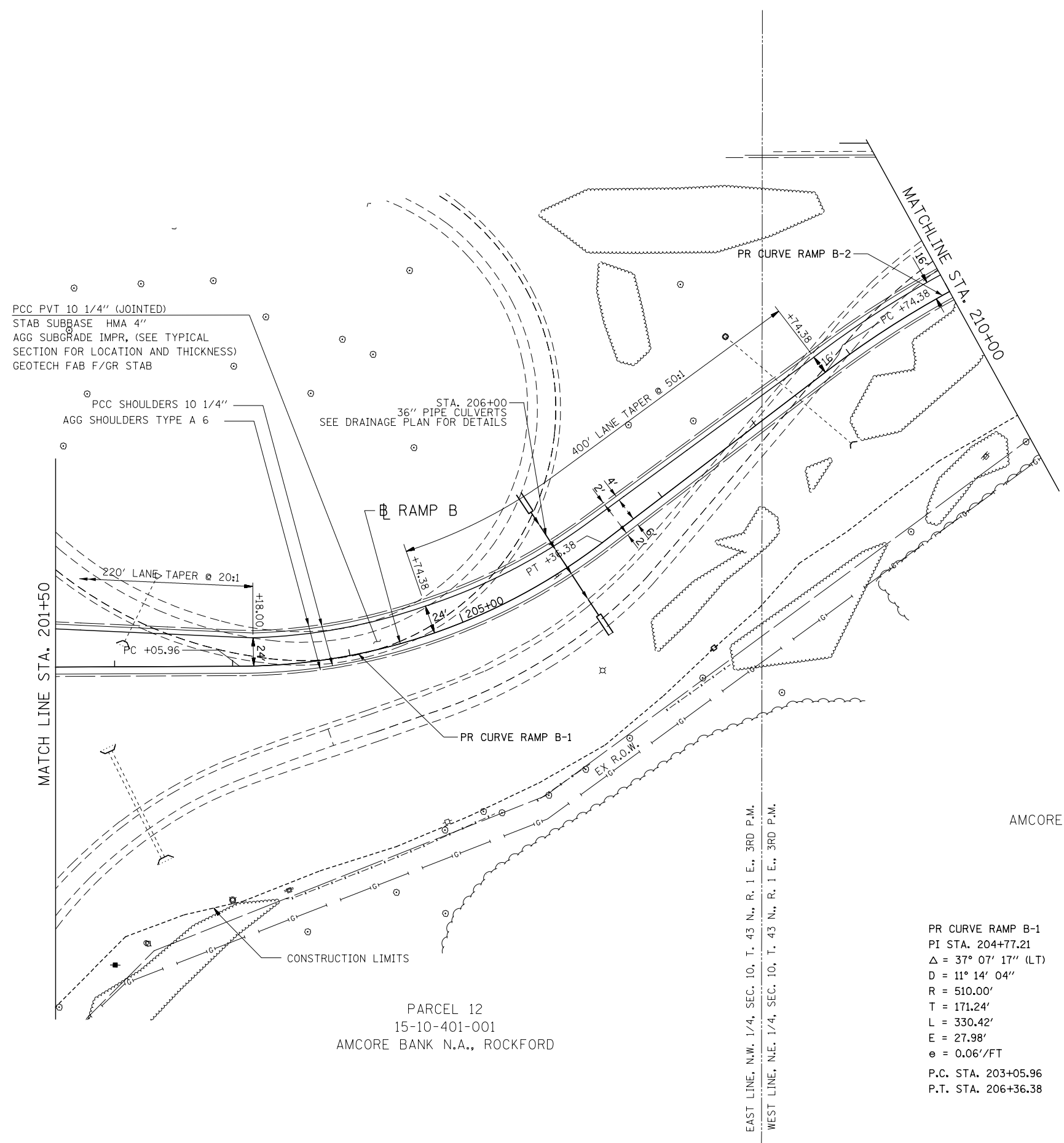
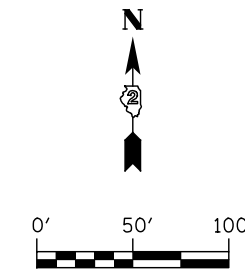
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PLOT SCALE = 1:100	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP A
ROADWAY PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 120+00 TO STA. 112+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	84
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	



PCC PVT 10 1/4" (JOINTED)
 STAB SUBBASE HMA 4"
 AGG SUBGRADE IMPR. (SEE TYPICAL SECTION FOR LOCATION AND THICKNESS)
 GEOTECH FAB F/GR STAB

PCC SHOULDERS 10 1/4"
 AGG SHOULDERS TYPE A 6

STA. 206+00
 36" PIPE CULVERTS
 SEE DRAINAGE PLAN FOR DETAILS

MATCH LINE STA. 201+50

MATCH LINE STA. 210+00

PARCEL 11
 15-10-251-001
 AMCORE BANK N.A., ROCKFORD

PARCEL 12
 15-10-401-001
 AMCORE BANK N.A., ROCKFORD

PR CURVE RAMP B-1	PR CURVE RAMP B-2
PI STA. 204+77.21	PI STA. 211+46.43
$\Delta = 37^\circ 07' 17''$ (LT)	$\Delta = 36^\circ 05' 30''$ (RT)
D = 11° 14' 04"	D = 6° 51' 42"
R = 510.00'	R = 835.00'
T = 171.24'	T = 272.05'
L = 330.42'	L = 525.98'
E = 27.98'	E = 43.20'
e = 0.06'/FT	e = 0.06'/FT
P.C. STA. 203+05.96	P.C. STA. 208+74.38
P.T. STA. 206+36.38	P.T. STA. 214+00.37

EAST LINE, N.W. 1/4, SEC. 10, T. 43 N., R. 1 E., 3RD P.M.
 WEST LINE, N.E. 1/4, SEC. 10, T. 43 N., R. 1 E., 3RD P.M.



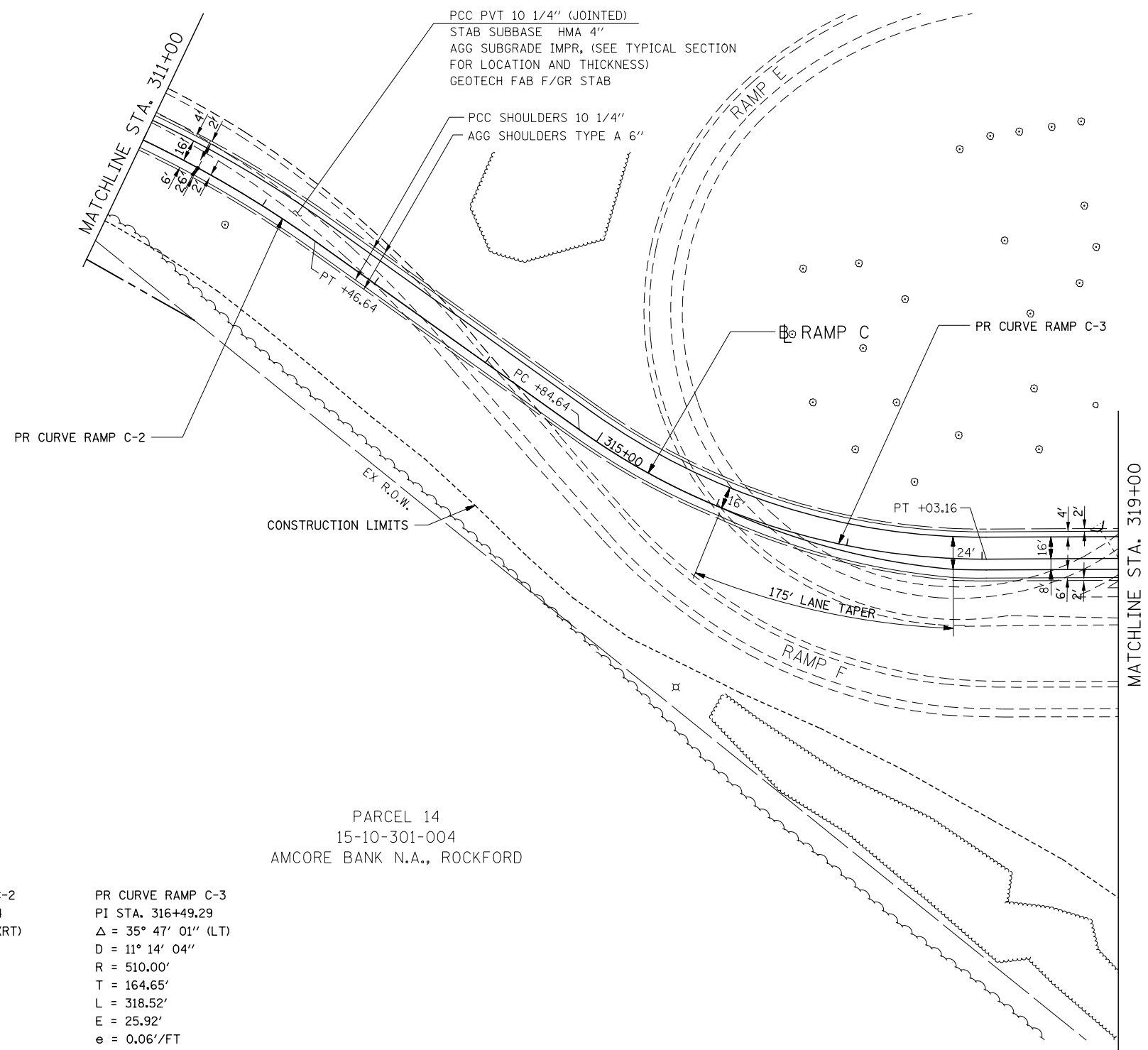
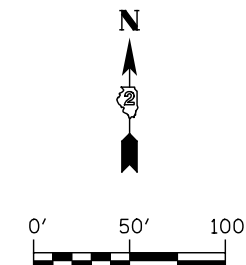
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	DRAWN - PMO	REVISED -
PLOT SCALE = 1:100	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - RAMP B

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 200+00 TO STA. 210+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	85
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	



PARCEL 14
15-10-301-004
AMCORE BANK N.A., ROCKFORD

PR CURVE RAMP C-2 PI STA. 310+33.84 $\Delta = 29^\circ 54' 03''$ (RT) D = 6° 51' 42" R = 835.00' T = 222.96' L = 435.76' E = 29.26' e = 0.06'/FT P.C. STA. 308+10.88 P.T. STA. 312+46.64	PR CURVE RAMP C-3 PI STA. 316+49.29 $\Delta = 35^\circ 47' 01''$ (LT) D = 11° 14' 04" R = 510.00' T = 164.65' L = 318.52' E = 25.92' e = 0.06'/FT P.C. STA. 314+84.64 P.T. STA. 318+03.16
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KNIGHT
Engineers & Architects

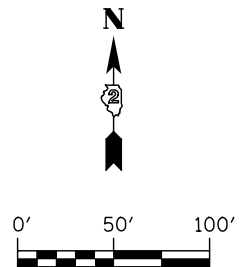
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	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

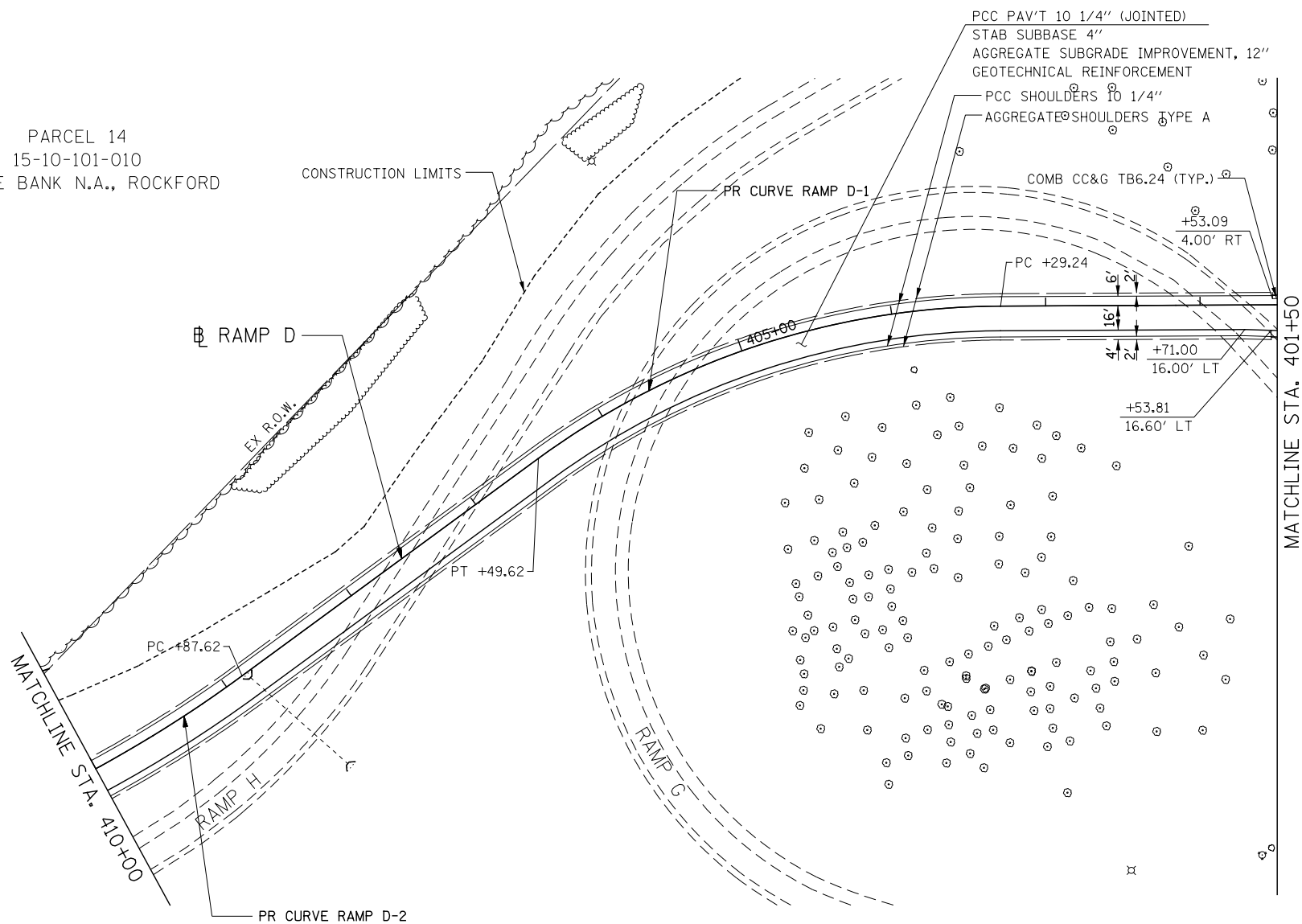
RAMP C
ROADWAY PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 311+00 TO STA. 319+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	86
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	



PARCEL 14
15-10-101-010
AMCORE BANK N.A., ROCKFORD



PR CURVE RAMP D-1	PR CURVE RAMP D-2
PI STA. 404+94.91	PI STA. 411+79.58
$\Delta = 35^\circ 59' 35''$ (RT)	$\Delta = 38^\circ 32' 43''$ (RT)
D = 11° 14' 04"	D = 6° 51' 42"
R = 510.00'	R = 835.00'
T = 165.67'	T = 291.97'
L = 320.38'	L = 561.74'
E = 26.24'	E = 49.57'
e = 0.06'/FT	e = 0.06'/FT
P.C. STA. 403+29.24	P.C. STA. 408+87.62
P.T. STA. 406+49.62	P.T. STA. 414+49.36

KNIGHT
Engineers & Architects

USER NAME = dsirwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:100	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

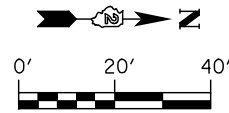
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**RAMP D
ROADWAY PLAN**

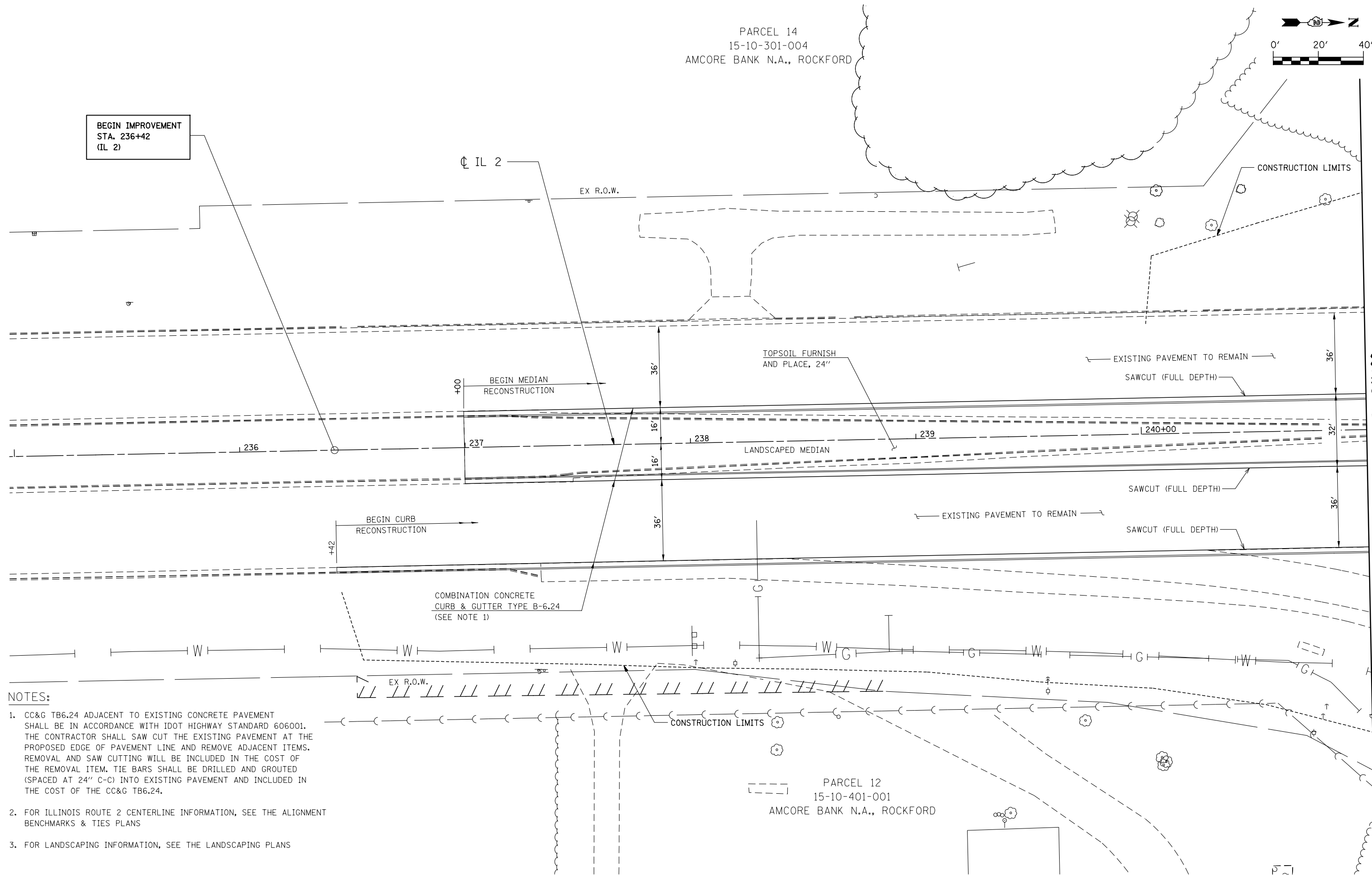
SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 400+00 TO STA. 401+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	87
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

PARCEL 14
15-10-301-004
AMCORE BANK N.A., ROCKFORD



BEGIN IMPROVEMENT
STA. 236+42
(IL 2)



MATCHLINE STA. 241+00

NOTES:

1. CC&G TB6.24 ADJACENT TO EXISTING CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 606001. THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT AT THE PROPOSED EDGE OF PAVEMENT LINE AND REMOVE ADJACENT ITEMS. REMOVAL AND SAW CUTTING WILL BE INCLUDED IN THE COST OF THE REMOVAL ITEM. TIE BARS SHALL BE DRILLED AND GROUTED (SPACED AT 24" C-C) INTO EXISTING PAVEMENT AND INCLUDED IN THE COST OF THE CC&G TB6.24.
2. FOR ILLINOIS ROUTE 2 CENTERLINE INFORMATION, SEE THE ALIGNMENT BENCHMARKS & TIES PLANS
3. FOR LANDSCAPING INFORMATION, SEE THE LANDSCAPING PLANS

PARCEL 12
15-10-401-001
AMCORE BANK N.A., ROCKFORD

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Engineers & Architects

USER NAME = dsilwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:40	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

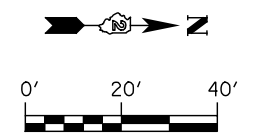
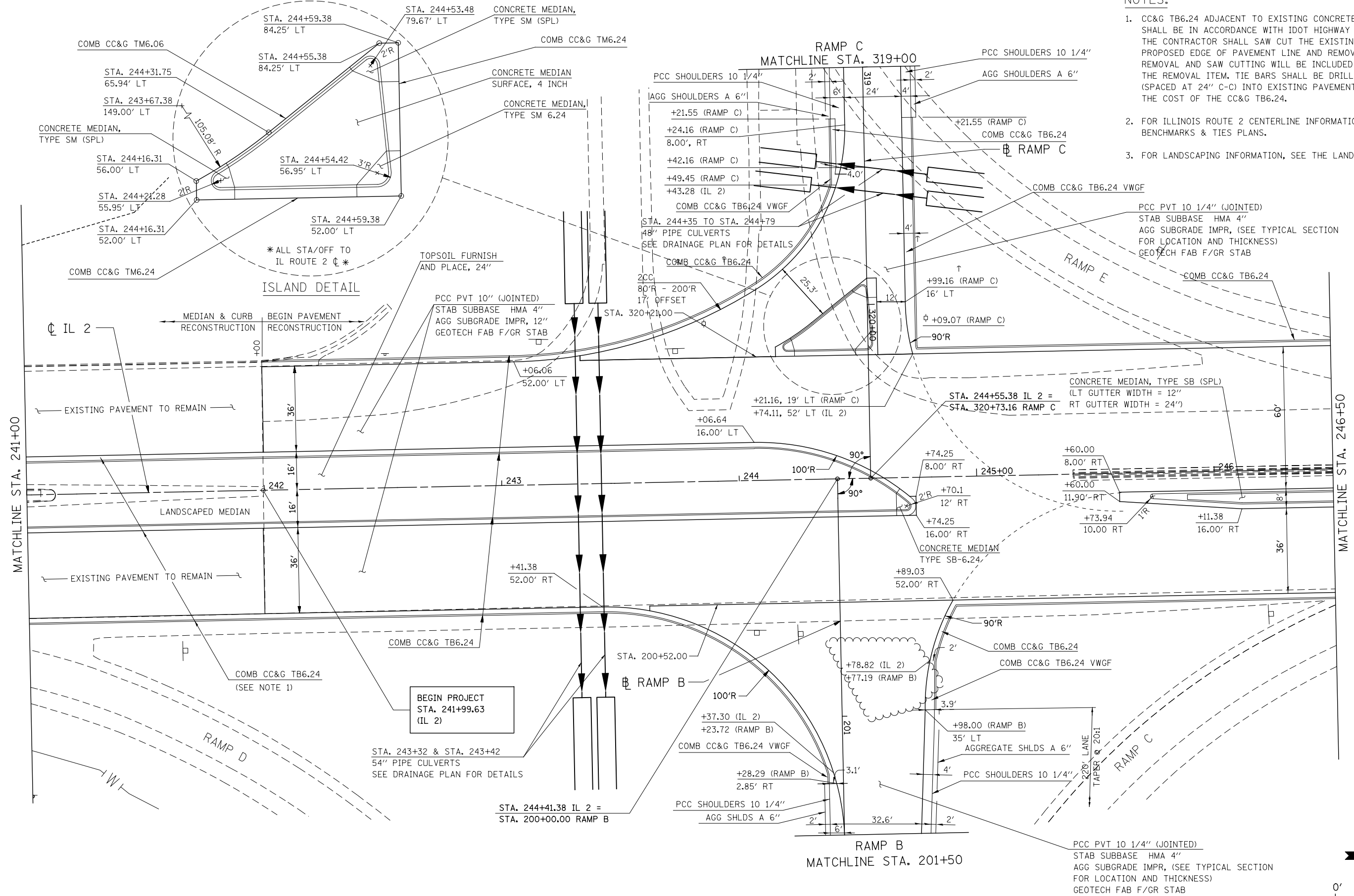
ROADWAY PLAN - IL ROUTE 2
SCALE: 1" = 20'
SHEET NO. OF SHEETS STA. 235+85.95 TO STA. 241+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	88
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 64B87

NOTES:

1. CC&G TB6.24 ADJACENT TO EXISTING CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 606001. THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT AT THE PROPOSED EDGE OF PAVEMENT LINE AND REMOVE ADJACENT ITEMS. REMOVAL AND SAW CUTTING WILL BE INCLUDED IN THE COST OF THE REMOVAL ITEM. TIE BARS SHALL BE DRILLED AND GROUTED (SPACED AT 24" C-C) INTO EXISTING PAVEMENT AND INCLUDED IN THE COST OF THE CC&G TB6.24.
2. FOR ILLINOIS ROUTE 2 CENTERLINE INFORMATION, SEE THE ALIGNMENT BENCHMARKS & TIES PLANS.
3. FOR LANDSCAPING INFORMATION, SEE THE LANDSCAPING PLANS.



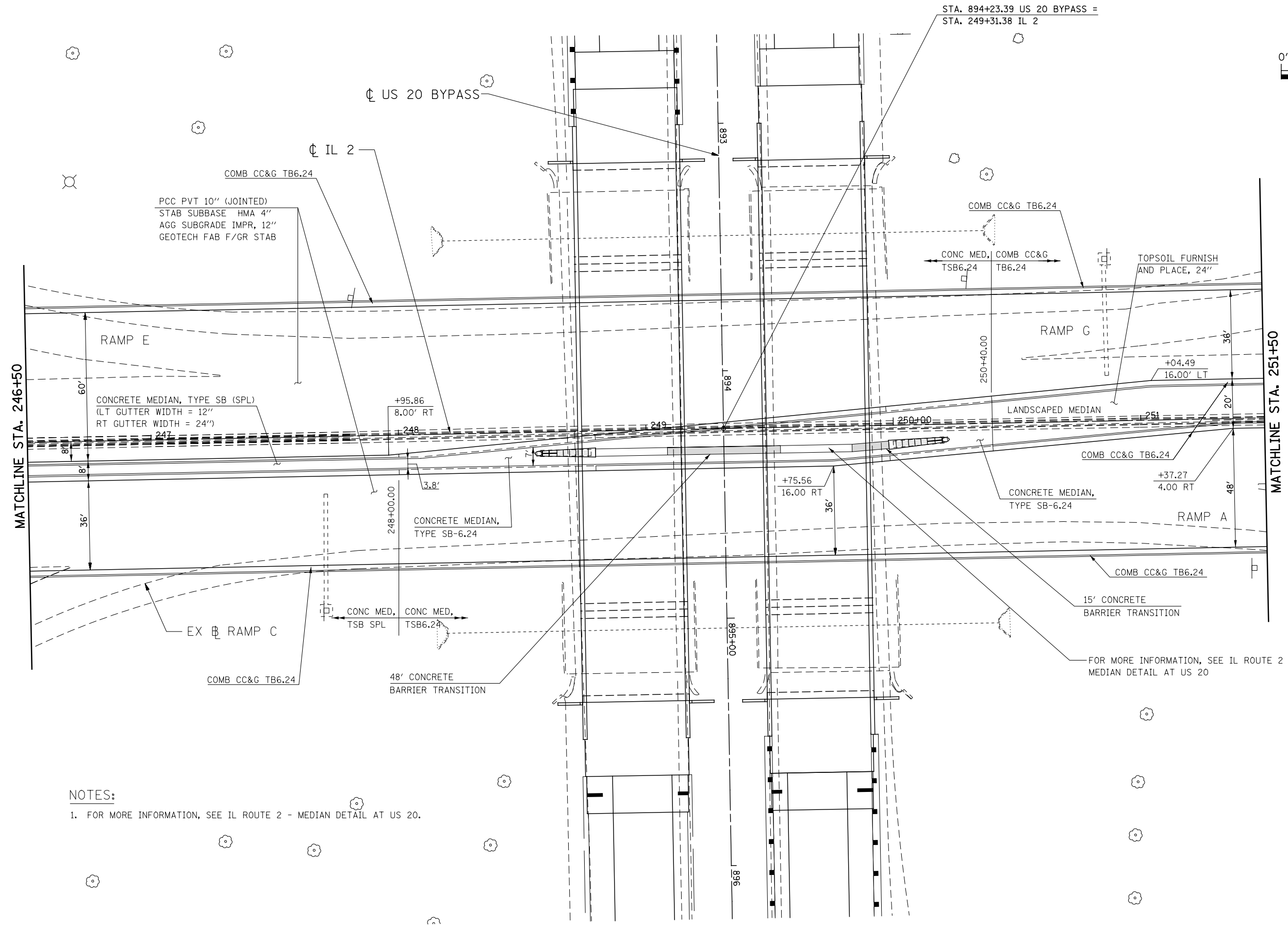
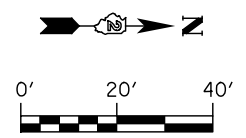
KNIGHT
Engineers & Architects

USER NAME = dsimo	DESIGNED - PMO	REVISED -
PLOT SCALE = 1:40	DRAWN - PMO	REVISED -
PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - IL ROUTE 2
SCALE: 1" = 20'
SHEET NO. OF SHEETS STA. 241+00 TO STA. 246+50

F.A.P. RTE. 742	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 89
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTES:

- 1. FOR MORE INFORMATION, SEE IL ROUTE 2 - MEDIAN DETAIL AT US 20.

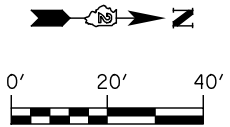
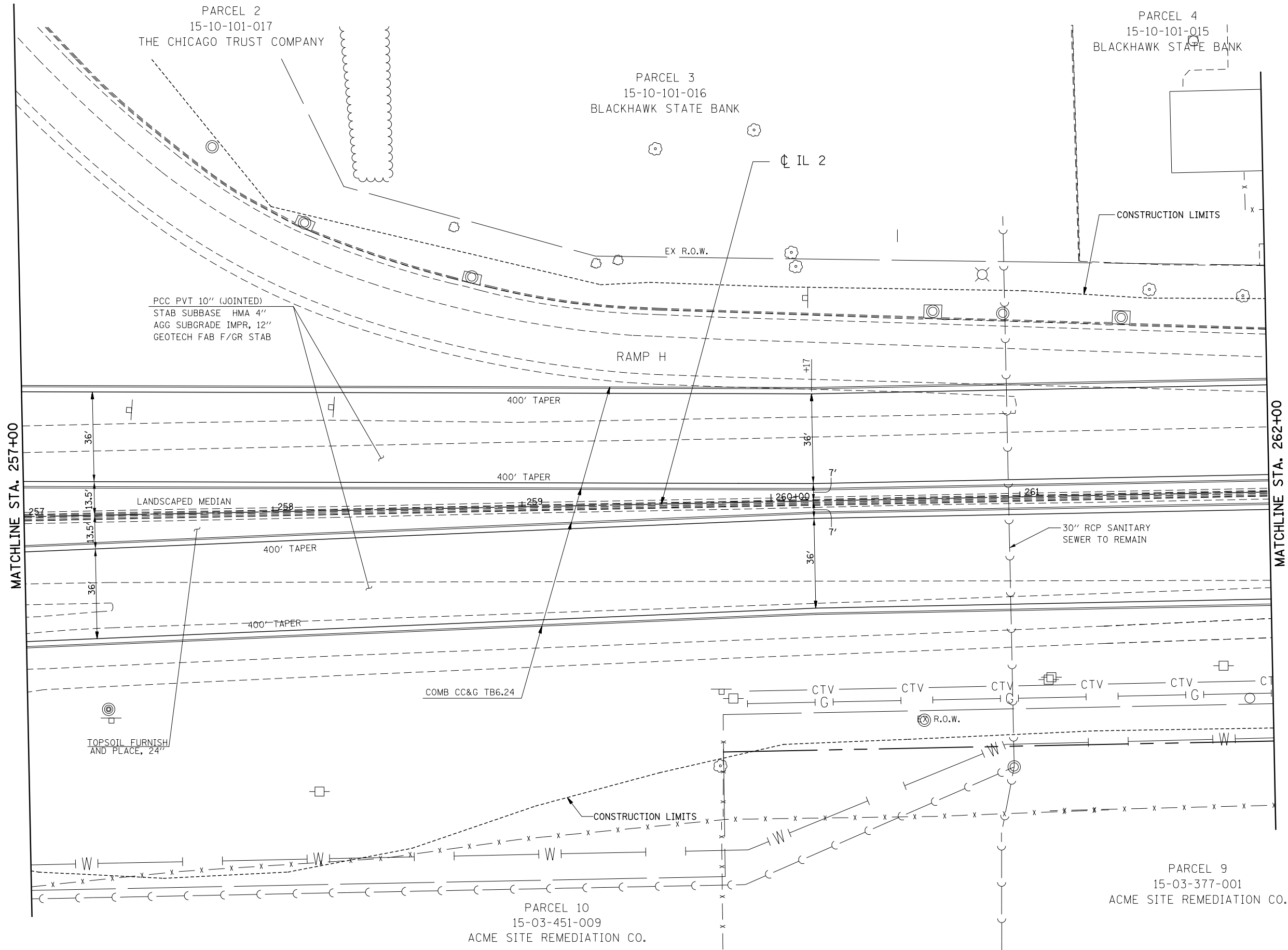
KNIGHT
Engineers & Architects

USER NAME = dsiwo	DESIGNED - PMO	REVISED -
	DRAWN - PMO	REVISED -
PLOT SCALE = 1:40	CHECKED - DMS	REVISED -
PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN - IL ROUTE 2	
SCALE: 1" = 20'	SHEET NO. OF SHEETS STA. 246+50 TO STA. 252+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	90
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	



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USER NAME = dsiwo	DESIGNED - PMO	REVISED -
PLOT SCALE = 1:40	DRAWN - PMO	REVISED -
PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

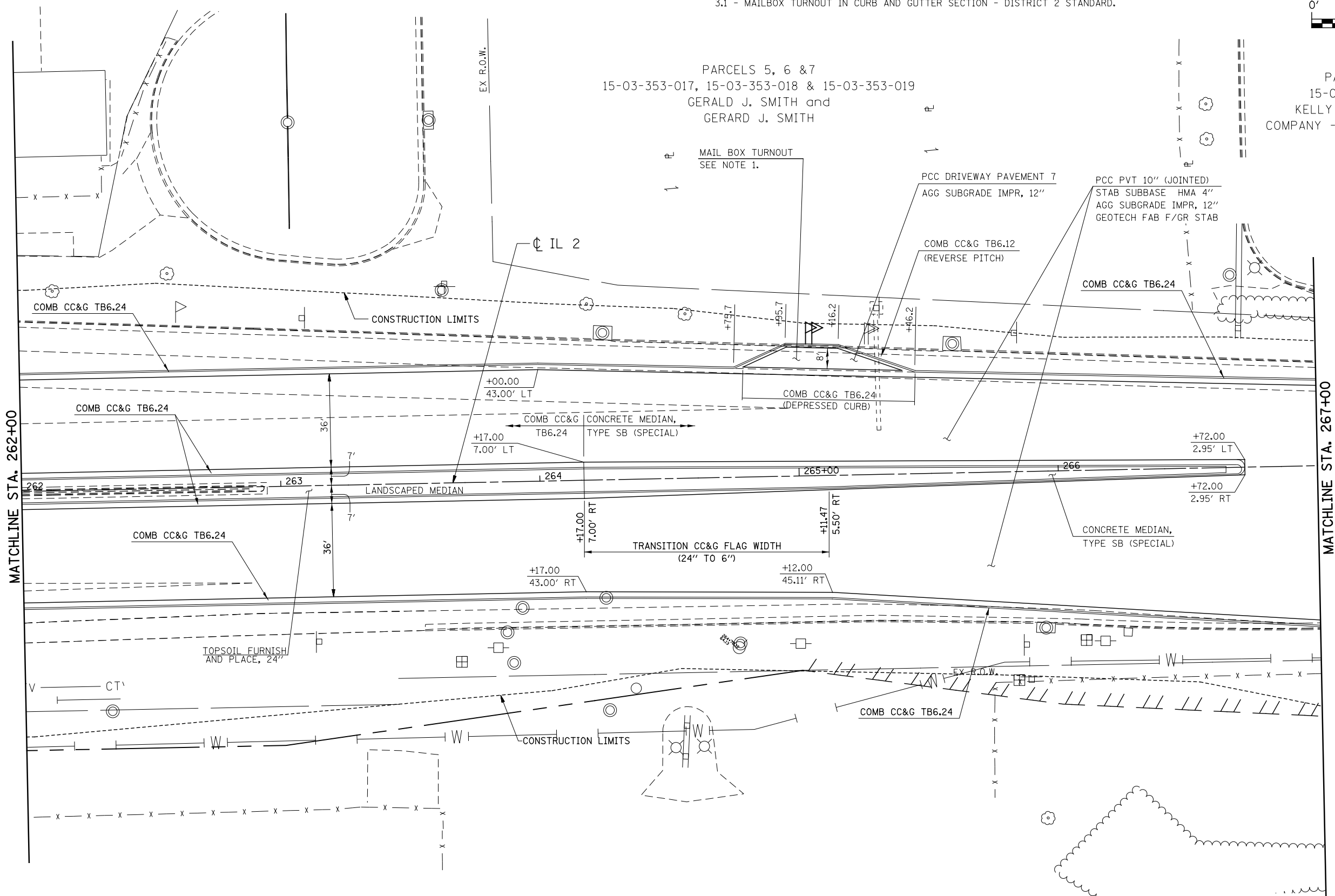
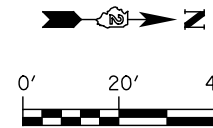
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - IL ROUTE 2
 SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 257+00 TO STA. 262+00

F.A.P. RTE. 742	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 92
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

NOTES:

- FOR MORE INFORMATION, SEE GENERAL NOTES AND 3.1 - MAILBOX TURNOUT IN CURB AND GUTTER SECTION - DISTRICT 2 STANDARD.



PARCELS 5, 6 & 7
 15-03-353-017, 15-03-353-018 & 15-03-353-019
 GERALD J. SMITH and
 GERARD J. SMITH

PARCEL 8
 15-03-353-021
 KELLY WILLIAMSON
 COMPANY - Mobile Station

PARCEL 9
 15-03-377-001
 ACME SITE REMEDIATION CO.

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 Engineers & Architects

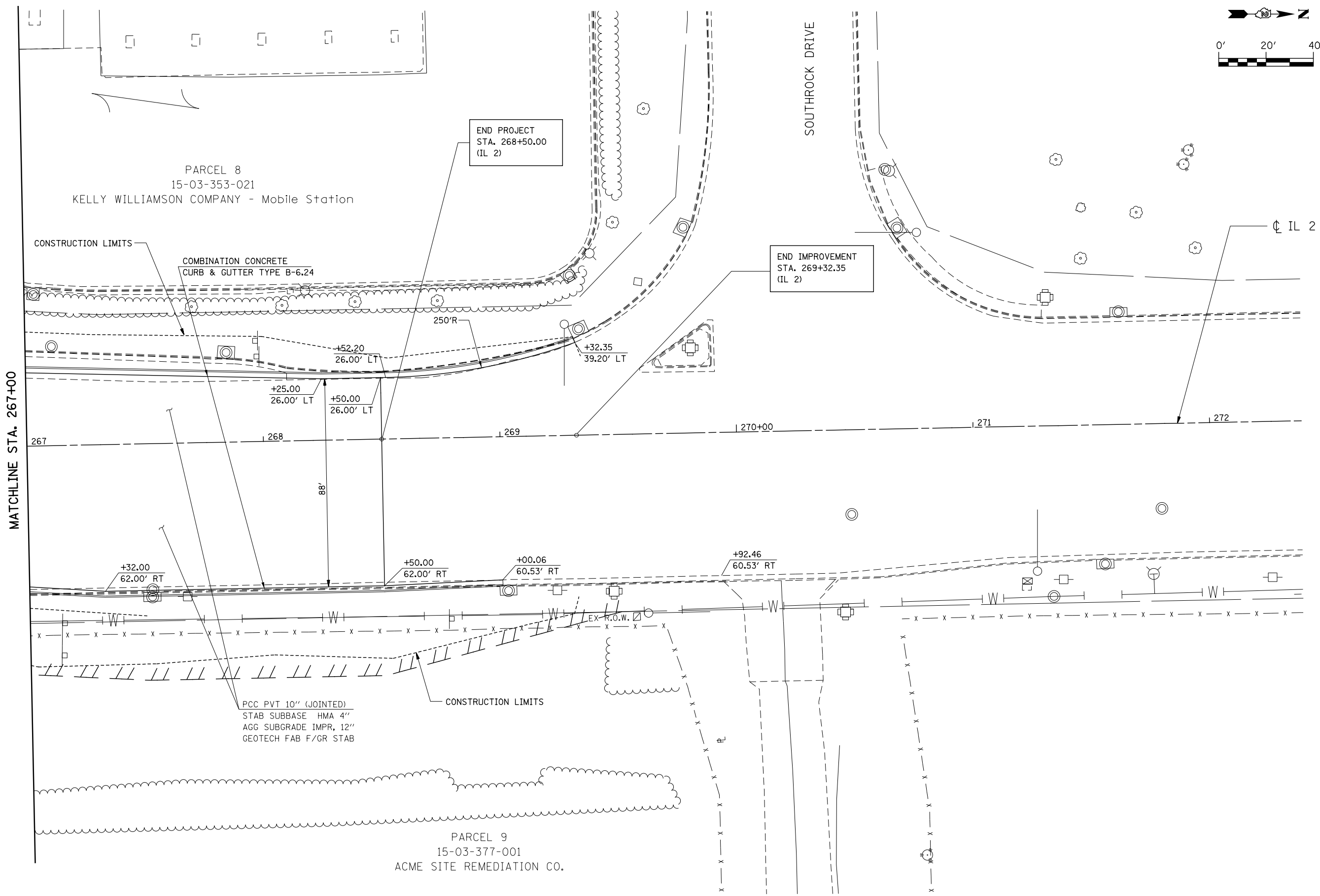
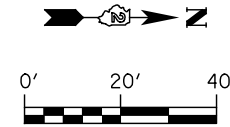
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PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - IL ROUTE 2

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 262+00 TO STA. 267+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	93
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	



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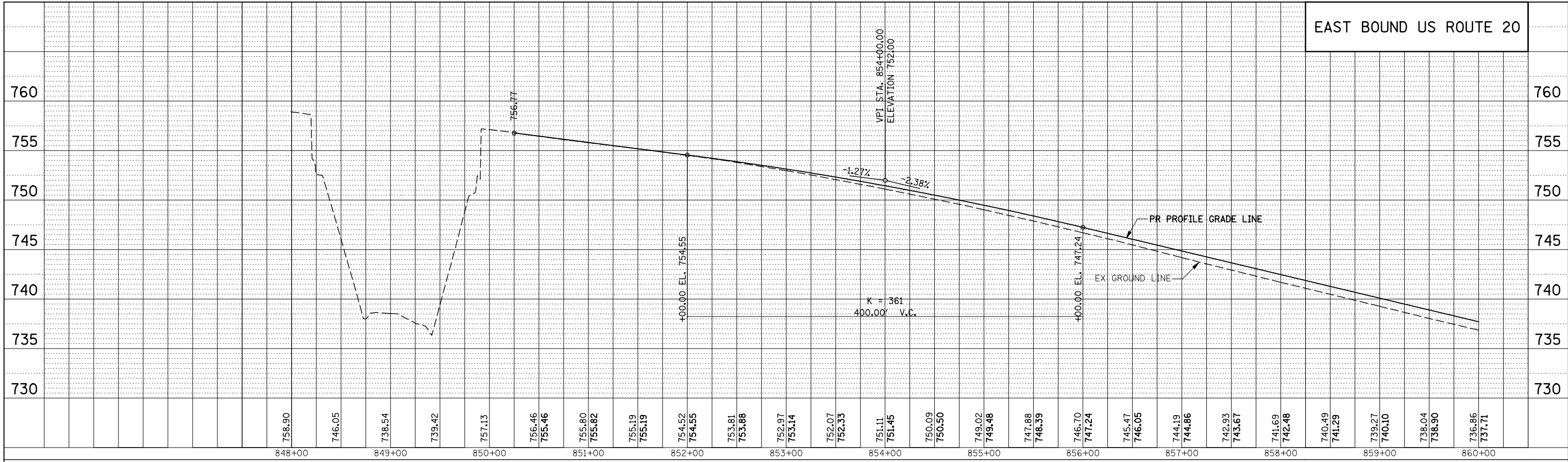
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PLOT DATE = 8/16/2018	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

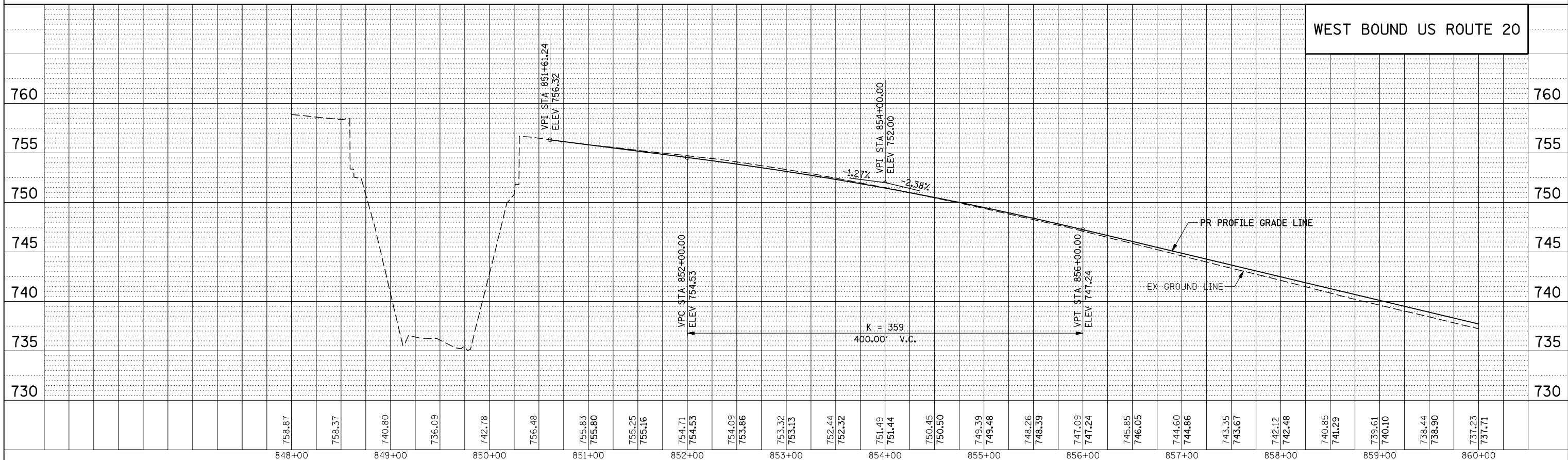
ROADWAY PLAN - IL ROUTE 2
SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 267+00 TO STA. 268+61.10

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	3HBR	WINNEBAGO	689	94
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B87	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	CAD FILE NAME		
	NO.		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
	CHPO		
	NO.		



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USER NAME = dsilwo
PLOT SCALE = 1:100
PLOT DATE = 8/16/2018

DESIGNED - PMO
DRAWN - PMO
CHECKED - DMS
DATE - 08-15-2018

REVISED -
REVISED -
REVISED -
REVISED -

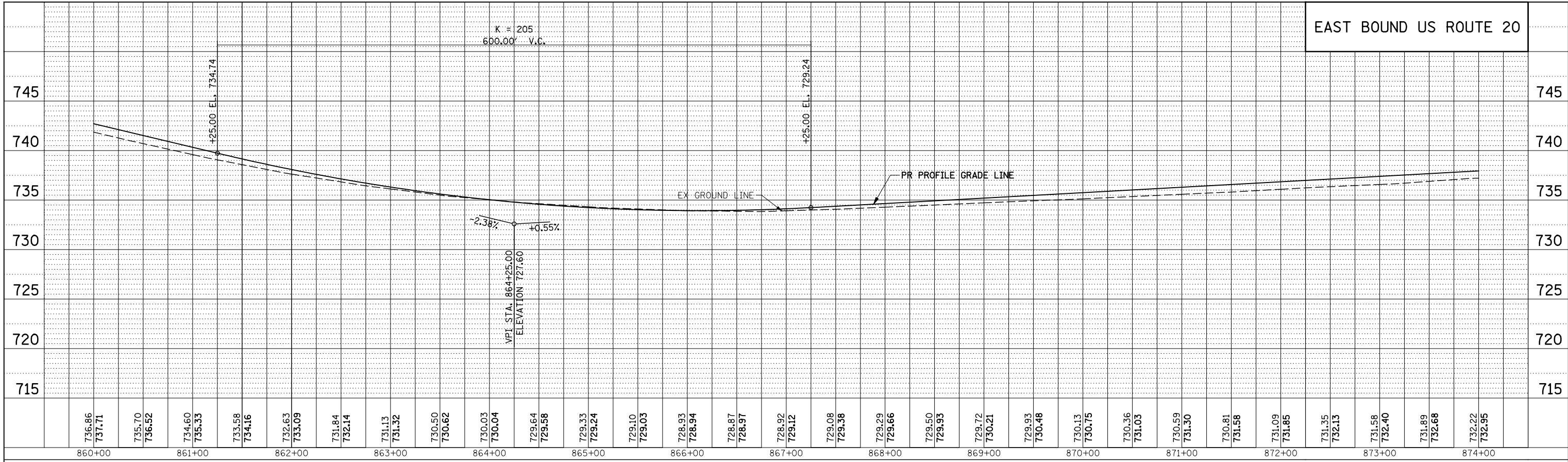
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE - US ROUTE 20 BYPASS

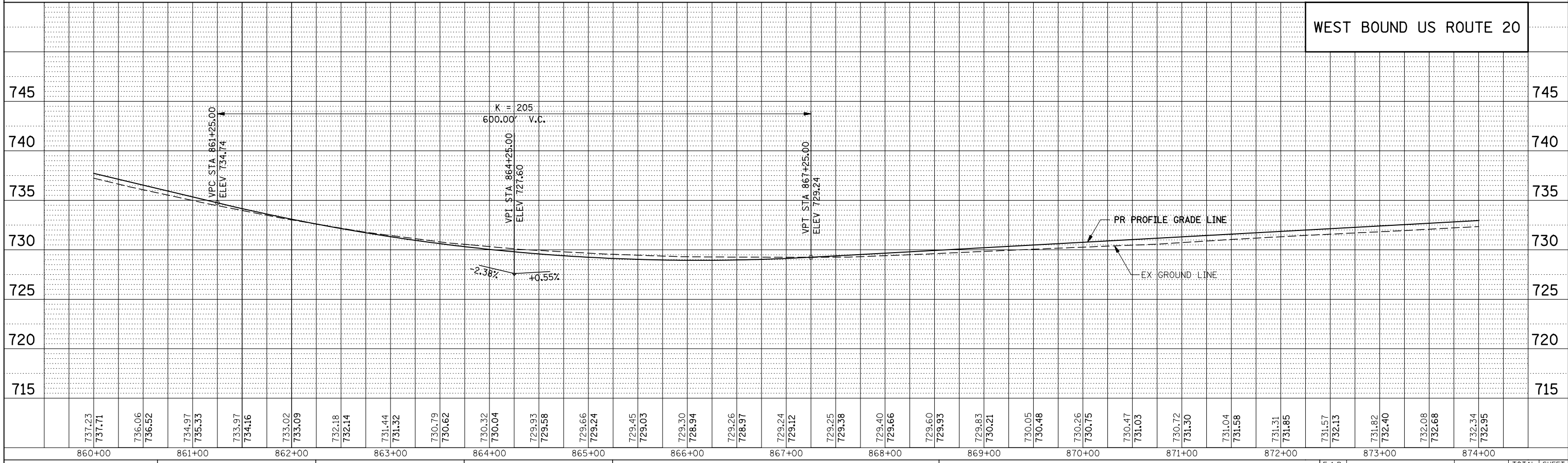
SCALE: 50H/5V SHEET NO. 1 OF 6 SHEETS STA. 850+00.00 TO STA. 860+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3HBR	WINNEBAGO	689	95
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	STRUCTURE		
	NOTATIONS		



USER NAME = dsimo
 PLOT SCALE = 1:100
 PLOT DATE = 8/16/2018

DESIGNED - PMO
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 CHECKED - DMS
 DATE - 08-15-2018

REVISED -
 REVISED -
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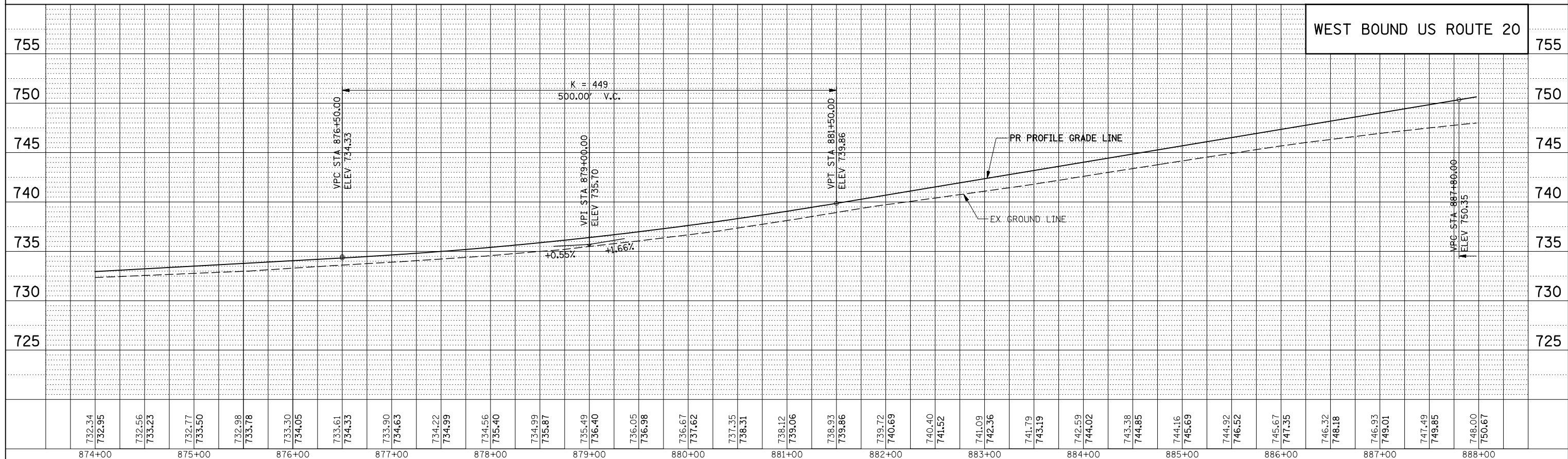
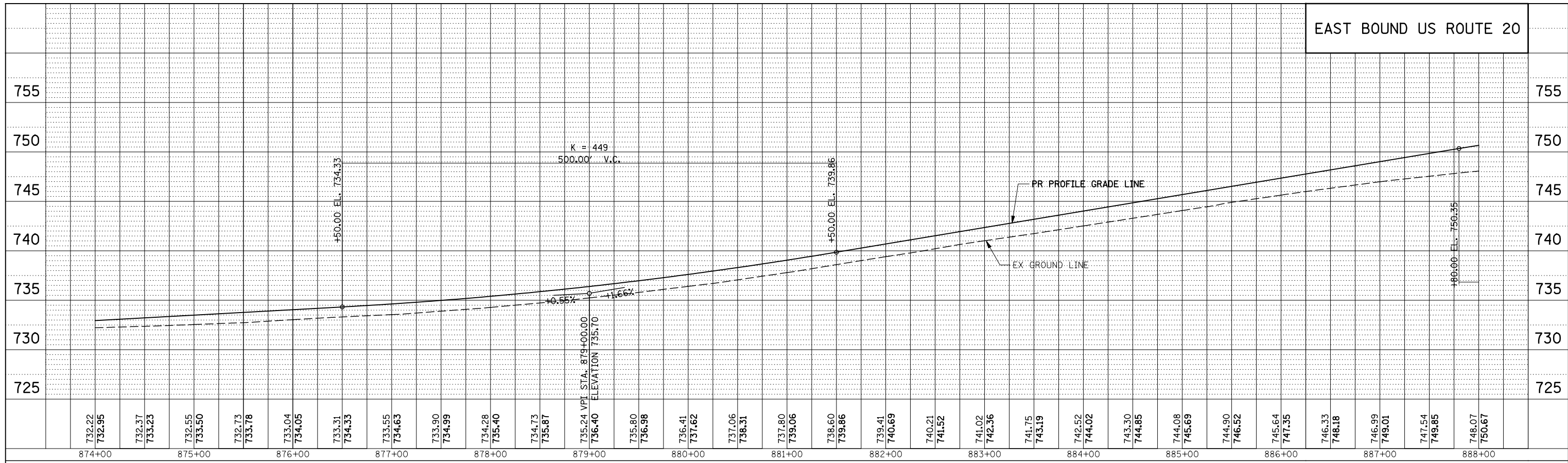
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE - US ROUTE 20 BYPASS
 SCALE: 50H/5V SHEET NO. 2 OF 6 SHEETS STA. 860+00.00 TO STA. 874+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3HBR	WINNEBAGO	689	96
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	FILED		
	CADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
	CHFD		
	NO.		



KNIGHT
Engineers & Architects

USER NAME = dsilva
PLOT SCALE = 1:100
PLOT DATE = 8/16/2018

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DRAWN - PMO
CHECKED - DMS
DATE - 08-15-2018

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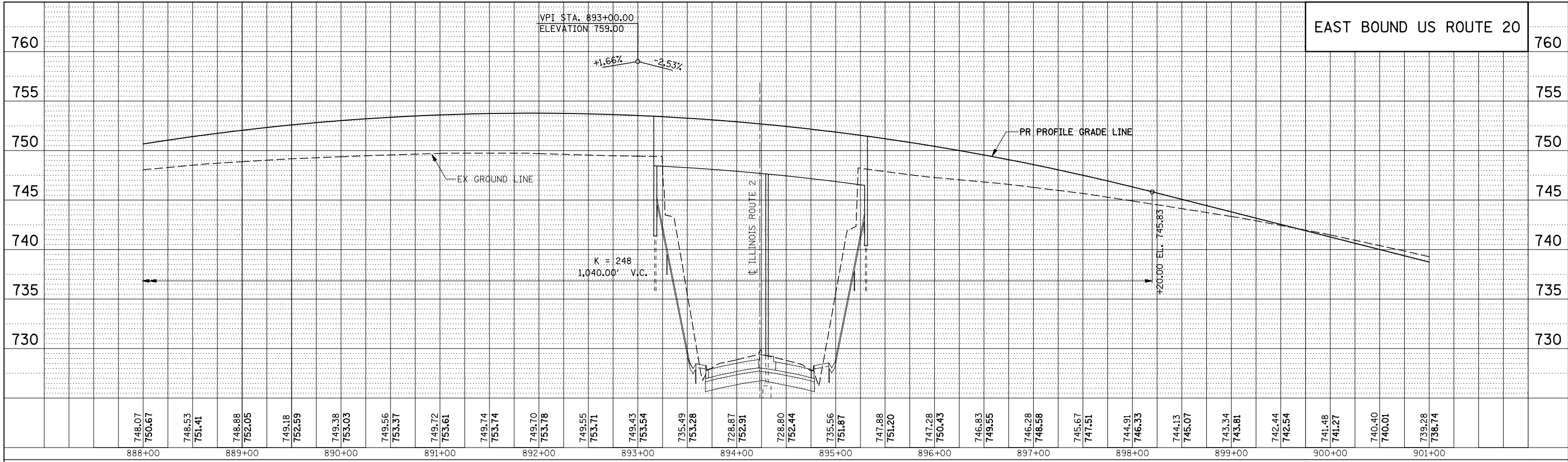
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE - US ROUTE 20 BYPASS

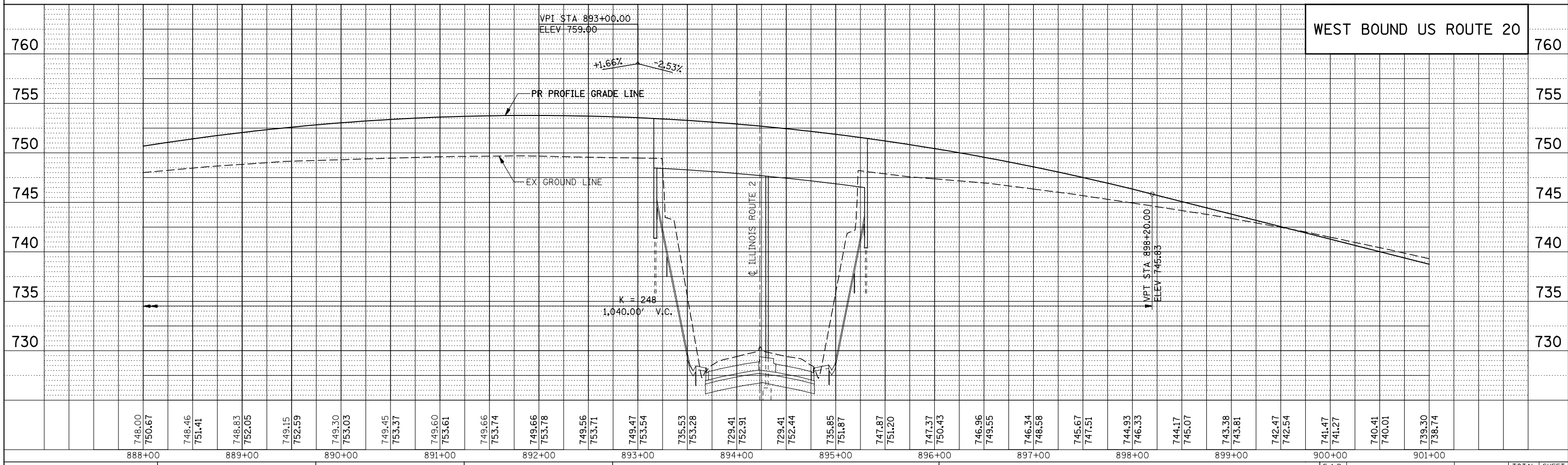
SCALE: 50H/5V SHEET NO. 3 OF 6 SHEETS STA. 874+00.00 TO STA. 888+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3HBR	WINNEBAGO	689	97
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK NO.		
	CHECKED		
	ALIGNED		
	CADD FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NOTE BOOK NO.		
	STRUCTURE		
	NOTATIONS CHKD		



KNIGHT
Engineers & Architects

USER NAME = dsimo	DESIGNED - PMO	REVISED
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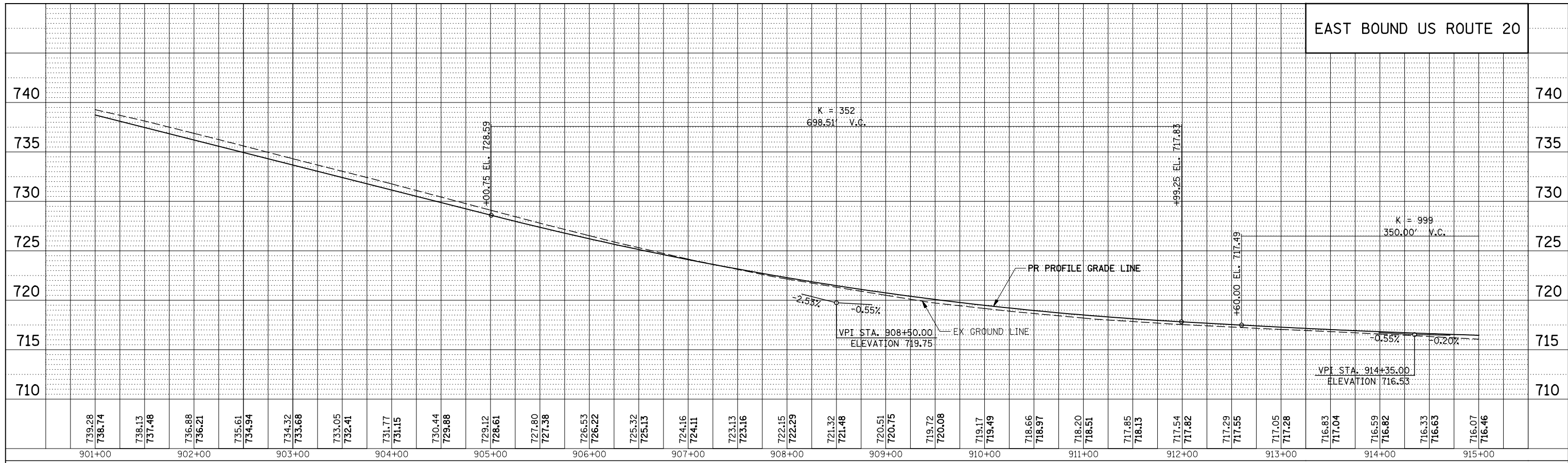
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE - US ROUTE 20 BYPASS

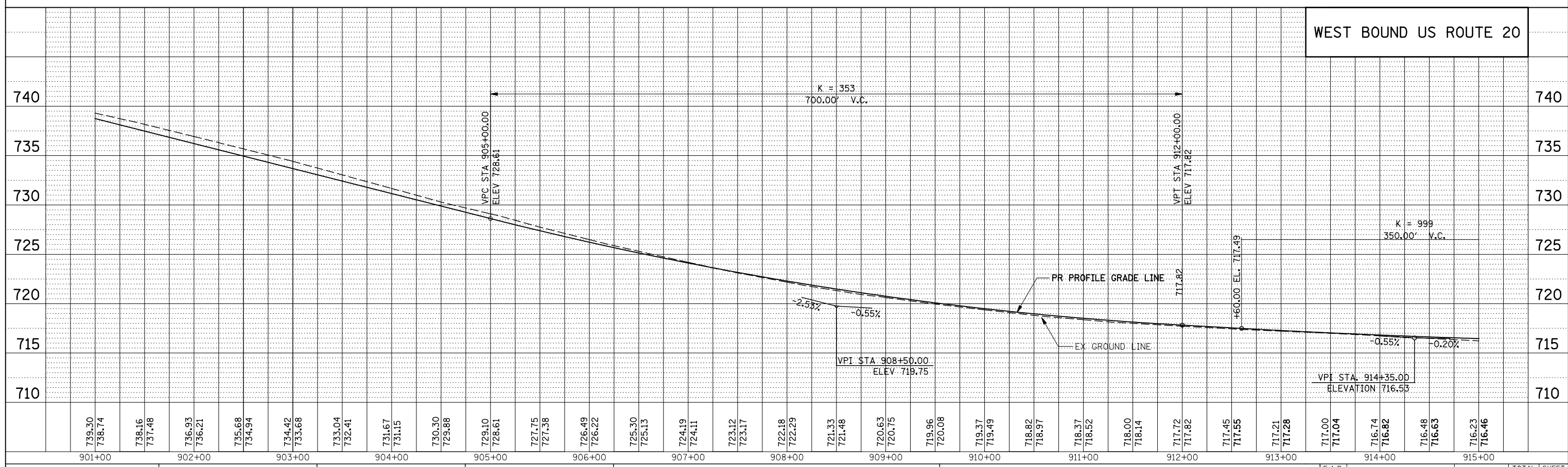
SCALE: 50H/5V SHEET NO. 4 OF 6 SHEETS STA. 888+00.00 TO STA. 901+00.00

F.A.P. RTE. 301	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 98
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	CHECKED		
	NO.		
	FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTATIONS CHKD		
	NO.		



USER NAME = dsilva	DESIGNED - PMO	REVISED
PLOT SCALE = 1:100	DRAWN - PMO	REVISED -
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	DATE - 08-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

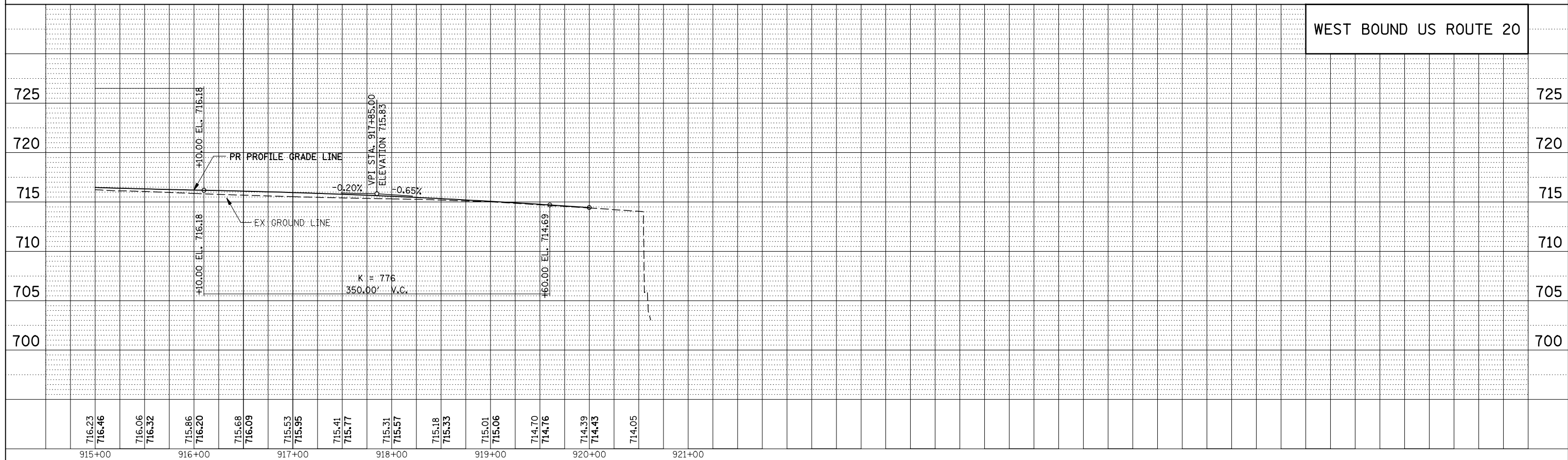
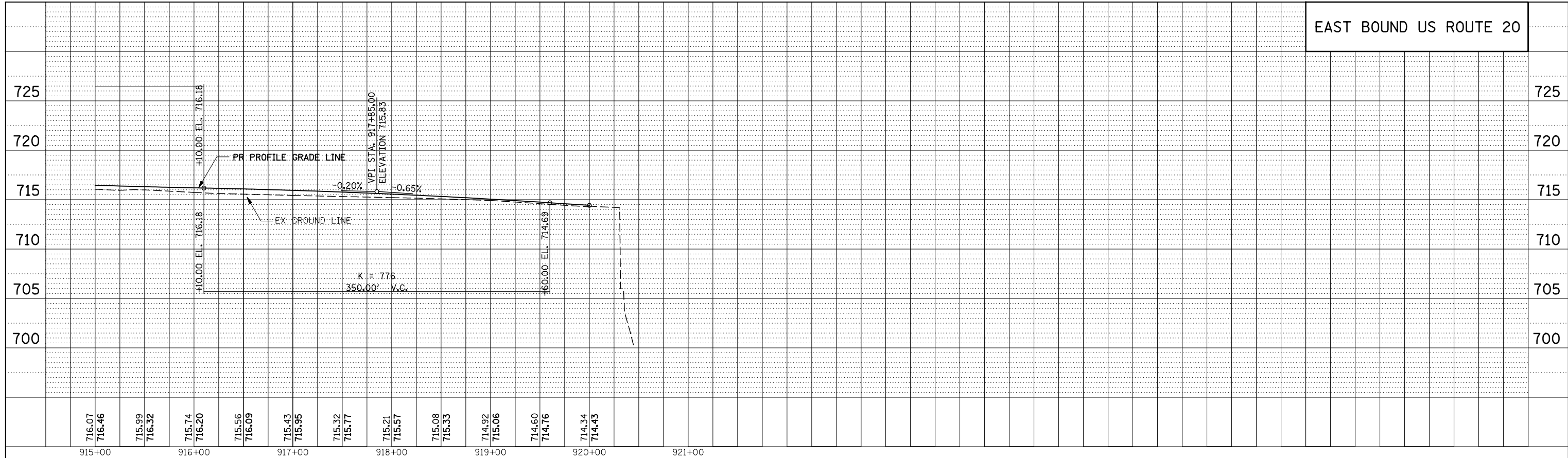
ROADWAY PROFILE - US ROUTE 20 BYPASS

SCALE: 50H/5V SHEET NO. 5 OF 6 SHEETS STA. 901+00.00 TO STA. 915+00.00

F.A.P. RTE. 301	SECTION 3HBR	COUNTY WINNEBAGO	TOTAL SHEETS 689	SHEET NO. 99
CONTRACT NO. 64B87			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
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PROFILE	SURVEYED	BY	DATE
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	CADD FILE NAME		



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USER NAME = dsimo	DESIGNED - PMO	REVISED
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PLOT DATE = 8/16/2018	CHECKED - DMS	REVISED -
	DATE - 08-15-2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE - US ROUTE 20 BYPASS

SCALE: 50H/5V SHEET NO. 6 OF 6 SHEETS STA. 915+00.00 TO STA. 920+60.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3HBR	WINNEBAGO	689	100
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				