GENERAL NOTES

Any section of the plans designated as a location where the contractor shall be provided with a specific reference to the applicable standard specifications will be included in the contract price.

The contractor shall comply with the environmental protection agency rules and regulations regarding construction activities. The contractor is responsible for obtaining all necessary permits, licenses, and bonds, and shall be familiar with and comply with all local, state, and federal laws and regulations affecting the construction of the project.

LEGEND

LIST OF STANDARDS

COMMITMENTS

THE CLEARING SHALL NOT BE ALLOWED BETWEEN APRIL 1 AND SEPTEMBER 30.
<table>
<thead>
<tr>
<th>CODE NO.</th>
<th>ITEM</th>
<th>UNIT</th>
<th>TOTAL QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>700005</td>
<td>GUARDIAN REFLECTORS, TYPE A</td>
<td>EACH</td>
<td>10</td>
</tr>
<tr>
<td>39911051</td>
<td>ENTRANCE SIGNING (SPECIAL)</td>
<td>L. SQM</td>
<td>1</td>
</tr>
<tr>
<td>39971086</td>
<td>CUTOUT CONSTRUCTION GRADE</td>
<td>L. SQM</td>
<td>1</td>
</tr>
<tr>
<td>X</td>
<td>STAINLESS STEEL, DESIGN REGULATION</td>
<td>SQ YD</td>
<td>100.00</td>
</tr>
</tbody>
</table>
EXISTING TYPICAL SECTION
C.H. V27 (BRISBIN RD.)

STA 133+46.0 TO STA 153+49.5

STA 205+40.3 TO STA 257+00.0

NOTES:

1. FROM STA 153+49.5 TO STA 205+40.3

AGGREGATE SHOULDER, 6" (TYP)

LAG AND CHIP SURFACE, 1 3/4"

AGGREGATE BASE COURSE, 8"

AGGREGATE BASE COURSE, 12" (NOTE 1)

HOT-MIX ASPHALT PAVEMENT, 5"

OIL AND CHIP SURFACE, 1 3/4"

AGGREGATE BASE COURSE, 8"

AGGREGATE BASE COURSE, 12" (NOTE 1)

SHORT RUN-ON TOP OF PB

SHORT RUN-ON TOP OF PB
PROPOSED TYPICAL SECTION

C.H. V27 (BRISBIN RD.)

STA 159+800 TO STA 162+100
STA 147+450 TO STA 150+950

1. EXCAVATE SHOULDER AND HAUL AWAY.
2. INITIAL PULVERIZATION OF 1' WIDE EXCAVATION TRENCH, 22' WIDE BASE.
3. PROCESSING MODIFIED SOIL 12" (CEMENT).
4. CONCRETE GUTTER, TYPE B (TYP).
5. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS.

SEQUENCE OF OPERATION:
- Operations 1 and 2 are done at the same time.
- Operations 3, 4, and 5 are done after Operations 1 and 2.
- All trenches shall be filled on the same day that they are excavated.

Pavement Design:
- Structural Design Traffic (S.D.T.) Year 2017
- PV = 7.08
- BU = 1.19
- Mu = 990
- BW = 3.5 (Assumed)
- Traffic Factor = 1.90
- IBV = 3.0 (Assumed)
- Percent of Soft Soil For Two Lanes
- PAVEMENT COMPOSITION:
  - EXISTING SHOULDER:
    - 6.0%
  - EXISTING PAVEMENT:
    - 1.5%
  - aggregate strength (71.2) = 0.25
  - HOT MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2
  - HOT MIX ASPHALT SURFACE COURSE, MIX “C” N50, 1
  - HOT MIX ASPHALT SURFACE COURSE, MIX “C”, N50, 1
  - HOT MIX ASPHALT SURFACE COURSE, MIX “C”, N50, 1
  - HOT MIX ASPHALT SURFACE COURSE, MIX “C”, N50, 1
  - HOT MIX ASPHALT SURFACE COURSE, MIX “C”, N50, 1

HMA MiXTURE MiXTURE TABLE

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>CENTER PROJECT</th>
<th>CENTER PROJECT</th>
<th>CENTER PROJECT</th>
<th>CENTER PROJECT</th>
<th>CENTER PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>HMA</td>
<td>HMA</td>
<td>HMA</td>
<td>HMA</td>
<td>HMA</td>
<td>HMA</td>
</tr>
<tr>
<td>ENTRANCE</td>
<td>ENTRANCE</td>
<td>ENTRANCE</td>
<td>ENTRANCE</td>
<td>ENTRANCE</td>
<td>ENTRANCE</td>
</tr>
<tr>
<td>MI XTURE</td>
<td>MI XTURE</td>
<td>MI XTURE</td>
<td>MI XTURE</td>
<td>MI XTURE</td>
<td>MI XTURE</td>
</tr>
<tr>
<td>GRADE</td>
<td>GRADE</td>
<td>GRADE</td>
<td>GRADE</td>
<td>GRADE</td>
<td>GRADE</td>
</tr>
<tr>
<td>SURFACE</td>
<td>SURFACE</td>
<td>BOTTOM LIFT</td>
<td>TOP LIFT</td>
<td>INCIDENTAL</td>
<td>INCIDENTAL</td>
</tr>
<tr>
<td>VALUE</td>
<td>VALUE</td>
<td>VALUE</td>
<td>VALUE</td>
<td>VALUE</td>
<td>VALUE</td>
</tr>
<tr>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
</tr>
<tr>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
</tr>
<tr>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
</tr>
<tr>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
</tr>
<tr>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
<td>90.3%</td>
</tr>
<tr>
<td>MIXTURE WEIGHT</td>
<td>MIXTURE WEIGHT</td>
<td>MIXTURE WEIGHT</td>
<td>MIXTURE WEIGHT</td>
<td>MIXTURE WEIGHT</td>
<td>MIXTURE WEIGHT</td>
</tr>
<tr>
<td>112.2 LBS/FY</td>
<td>112.2 LBS/FY</td>
<td>112.2 LBS/FY</td>
<td>112.2 LBS/FY</td>
<td>112.2 LBS/FY</td>
<td>112.2 LBS/FY</td>
</tr>
<tr>
<td>QUALITY MANAGEMENT PROGRAM</td>
<td>QUALITY MANAGEMENT PROGRAM</td>
<td>QUALITY MANAGEMENT PROGRAM</td>
<td>QUALITY MANAGEMENT PROGRAM</td>
<td>QUALITY MANAGEMENT PROGRAM</td>
<td>QUALITY MANAGEMENT PROGRAM</td>
</tr>
<tr>
<td>VQA</td>
<td>VQA</td>
<td>VQA</td>
<td>VQA</td>
<td>VQA</td>
<td>VQA</td>
</tr>
<tr>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>MATERIAL TRANSFER DEVICE (REQUIRED)</td>
<td>MATERIAL TRANSFER DEVICE (REQUIRED)</td>
<td>MATERIAL TRANSFER DEVICE (REQUIRED)</td>
<td>MATERIAL TRANSFER DEVICE (REQUIRED)</td>
<td>MATERIAL TRANSFER DEVICE (REQUIRED)</td>
<td>MATERIAL TRANSFER DEVICE (REQUIRED)</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

© 2023 Hutton Engineering, Inc. All rights reserved.
PROPOSED TYPICAL SECTION
C.H. V27 (BRISBIN RD.)
STA 163+09.4 TO STA 174+30.6

PROPOSED TYPICAL SECTION
C.H. V27 (BRISBIN RD.)
STA 206+50.0 TO STA 238+20.0

PROPOSED TYPICAL SECTION
C.H. V27 (BRISBIN RD.)
STA 239+28.6 TO STA 241+69.8 LT
STA 239+3.6 TO STA 241+44.8 RT

DETAIL
STA 238+10.6 TO STA 241+44.8 RT
STA 239+28.6 TO STA 241+69.8 LT

NOTES:
1. SHOULDER ROLLOVER SHOULD NOT EXCEED 6% ALGEBRAIC DIFFERENCE IN SUPERELEVATED SECTIONS.
2. SEE SHEET 7 FOR SUPERELEVATION TRANSITION DETAILS.

SEQUENCE OF OPERATION
1. EXCAVATE SHOULDER AND HAUL AWAY
2. INITIAL PULVERIZATION OF 12'-WIDE EXCAVATION (GRADE AND SHAPE), PULVERIZED MATERIAL TO BE PLACED ON SHOULDER.
3. PLACE HOT-MIX ASPHALT BINDER AND SURFACE COURSE.
4. CLEANUP, TRIMMED MATERIAL TO BE PLACED ON SHOULDER.
5. PLACE HOT-MIX ASPHALT BINDER AND SURFACE COURSE.
6. CLEANUP, TRIMMED MATERIAL TO BE PLACED ON SHOULDER.
7. HOM-MIX ASPHALT SHOULDERS STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
8. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
9. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", NO. 1/V
10. HOT-MIX ASPHALT BINDER COURSE, 5-1/2, 6.5, 2-1/2
11. 6" STABILIZED FULL DEPTH RECLAMATION (BASE ONE®)
12. AGGREGATE SHOULDER, TYPE B (TYP)
13. VEGETATIVE SUSTAINING SOIL (TYP)
LEGEND

- PIPE CULVERT REMOVAL

- PAVEMENT TO BE RUBBLIZED

- DRIVEWAY PAVEMENT REMOVAL

- PAVEMENT REMOVAL
NOTES:

WEIGHTS ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM AND 1983 ILLINOIS GRID - EAST ZONE.

DISTANCES ARE IN GRID ENGLISH, TO CONVERT GRID TO GROUND, DIVIDE BY CONVERSION FACTOR

CONVERSION FACTOR = 0.99995067

BURT & CAROL SIEGEL FAMILY PARTNERSHIP, L.P.

TOTAL HOLDING

SOURCE IN EXISTING R.O.W. TMCT A

 NET REQUIRED R.O.W. REQUIRED TRACT A

TAX ID NO. 02-12-200-002

142.700 AC.

0.248 AC.

0.169 AC.

0.079 AC.

15-42'-17" W 51'-46" S 0'04'-22" S 8'-18" NE CORNER SECTION 12

STA 206+03.27, 2.44' LT (P.O.C.)

TRACT A

I. CRAIG A. YOUNG, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS DO HEREBY CERTIFY THAT THE PLAT AND...
NE 1/4, SEC 12, T 34 N, R 7 E OF THE 3RD P.M., GRUNDY COUNTY

NOTES:

BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD 83 (2007ADJ) - E110 SYMBOL
DISTANCES ARE IN GRID ENGLISH. TO CONVERT GRID TO GROUND, DIVIDE BY CONVERSION FACTOR
CONVERSION FACTOR = 0.99995067

PARCEL NO. 2

R&K HADEN TRAFFIC FARM LLC

TOTAL HOLDING = 134,010 AC.
TOTAL R.O.W. REQUIRED = 0.255 AC.
AREA IN EXISTING R.O.W. = 0.208 AC.
NET R.O.W. REQUIRED = 0.041 AC.

TAX ID NO. 03-07-200-006

EXPIRES 11/30/2022

HUTCHISON ENGINEERING, INC.
605 ROLLINGHEDGE DRIVE
SHOREWOOD, IL 60404

ILLINOIS DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PLAT

ROUTE CH V27
SECTION 14-00151-00-117
COUNTY GRUNDDY

PRESENTED TO

EXHIBIT NO. 184-000825

SHEET NO. 30 OF 40
TOTAL SHEETS 82 SHEET NO. 30
NOTES:
- Bearings are based on the Illinois State Plane Coordinate System, NAD83 (Lambert) - East Zone
- Distances are in grid English. To convert grid to ground, divide by conversion factor
- Conversion factor = 0.99995067
NOTES:
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE
COORDINATE SYSTEM (HLD BY 12001501) - EAST ZONE
DISTANCES ARE IN GRID ENGLISH. TO CONVERT GRID
TO GROUND, DIVIDE BY CONVERSION FACTOR
CONVERSION FACTOR = 0.99995067

TAX ID #:
02-01-400-002

PROPERTY LINE
SECTION LINE
PROPOSED R.O.W. LINE
EXISTING R.O.W. LINE

DATE
REVISED
CHECKED
REVISED

TOTAL HOLDING
AREA IN EXISTING R.O.W. TRACT B
NET R.O.W. REQUIRED TRACT B

186.080 AC.
1.300 AC.
0.806 AC.
0.494 AC.

---

PROJECT NO.

100'
0'
GRAPHIC SCALE IN FEET

HUTCHISON ENGINEERING, INC.
605 ROLLINGWOOD DRIVE
SHOREWOOD, IL 60404
ILLINOIS PROFESSIONAL DESIGN
FIRM NO. 184-000825

I, CRAIG A. YOUNG, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS DO HEREBY CERTIFY THAT THE PLAT AND DESCRIPTION HEREON IS A TRUE AND CORRECT REPRESENTATION OF THE SURVEY MADE AND SUPERVISED UNDER MY SUPERVISION. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINISTRY STANDARD FOR A BOUNDARY SURVEY.

DATE: 11/30/2022

TAX DEPARTMENT PLAT
RIGHT-OF-WAY PLAT
EXPIRES 11/30/2022

ROUTE CH V27
SEC 1
SECTION 14-0151-01-00
T 34 N, R 8 E OF 3RD P.M., GRUNDY COUNTY
COUNTY GRUNDY
ILLINOIS DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PLAT
PROJECT NO.
605 ROLLINGWOOD DRIVE
SHOREWOOD, IL 60404
TAX ID # 02-01-400-002

TOTAL SHEETS 82
SHEET NO. 34
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM: NAD 83 DISTANCE - EAST ZONE.

DISTANCES ARE IN GRID ENGLISH. TO CONVERT GRID TO GROUND, DIVIDE BY CONVERSION FACTOR.

CONVERSION FACTOR = 0.99995067

NOTE:

- **AXIS**: East to North
- **SCALE**: 1"=100' (1:1200)
- **GRAPHIC SCALE IN FEET**: 1"=100' (1:1200)
- **EXPIRES**: 11/30/2022
- **PROJECT#**: 14-00515-00-OR
- **COUNTRY**: GRUNDY
- **JOB#**: 258-008023
- **CONTRACT NO.**: 23834-19.96 TO STA 246+00.00

**TOTAL SHEETS**: 82

**SHEET NO.**: 9 of 20 SHEETS

**MILEAGE**: STA 238.799 TO STA 246+00.00

**ROUTE CH V27**: SEC 6, T 34 N, R 8 E OF 3RD P.M.
THERMOPLASTIC PAVEMENT MARKING
LINE 4" - YELLOW - SOLID

THERMOPLASTIC PAVEMENT MARKING
LINE 6" - WHITE - SOLID

THERMOPLASTIC PAVEMENT MARKING
LINE 6" - YELLOW - SKIP DASH

PR. Q CH V27 (BRISBIN RD)

MATCHLINE STA. 233+00

MATCHLINE STA. 248+00

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - YELLOW - SOLID

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - WHITE - SOLID

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - YELLOW - SKIP DASH

MATCHLINE STA. 220+00

MATCHLINE STA. 225+00

MATCHLINE STA. 230+00

MATCHLINE STA. 240+00

MATCHLINE STA. 245+00

MATCHLINE STA. 218+00

MATCHLINE STA. 219+00

MATCHLINE STA. 221+00

MATCHLINE STA. 222+00

MATCHLINE STA. 223+00

MATCHLINE STA. 224+00

MATCHLINE STA. 226+00

MATCHLINE STA. 227+00

MATCHLINE STA. 228+00

MATCHLINE STA. 229+00

MATCHLINE STA. 231+00

MATCHLINE STA. 232+00

MATCHLINE STA. 234+00

MATCHLINE STA. 235+00

MATCHLINE STA. 236+00

MATCHLINE STA. 237+00

MATCHLINE STA. 238+00

MATCHLINE STA. 239+00

MATCHLINE STA. 241+00

MATCHLINE STA. 242+00

MATCHLINE STA. 243+00

MATCHLINE STA. 244+00

MATCHLINE STA. 246+00

MATCHLINE STA. 247+00

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - WHITE - SOLID

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - YELLOW - SOLID

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - YELLOW - SKIP DASH
THERMOPLASTIC PAVEMENT MARKING
LINE 4" - WHITE - SOLID

PR Q CH V27 (BRISBIN RD)

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - YELLOW - SKIP DASH

W2-1 30"x30"

W16-1P 35"x35"

SHERRILL RD

IMPROVEMENT ENDS
STA 257+94.89

11'
11'

THERMOPLASTIC PAVEMENT MARKING
LINE 4" - WHITE - SOLID

1"=50'
5
5

248+00
PLAN

SECTION A-A

PRIVATE ENTRANCE (PE)

PRIVATE ENTRANCE (PE) - GUTTER SECTION

STA 142+70.0 TO STA 147+54.5

FIELD ENTRANCE (FE)
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

4. FOR NO-LANE RESTRICTION ON A SIDE ROAD OR DRIVEWAY

5. SIDE ROAD WITH A SPEED LIMIT OF 45 MPH OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER.

(a) ONE ROAD CONSTRUCTION WORKER 6' X 4' X 6' (EQUIPPED WITH A FLASHING LIGHT) WILL BE MOUNTED ON A STAND APPROXIMATELY 50' TO 100' IN ADVANCE OF THE MAIN ROUTE.

(b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE II BARRECADES, 1/2 THE CROSS SECTION OF THE CLOSED PORTION.

6. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 45 MPH (60 MPH MAX) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER.

(a) ONE ROAD CONSTRUCTION WORKER 6' X 4' X 6' WITH A FLASHING LIGHT MOUNTED ON A STAND APPROXIMATELY 50' TO 100' IN ADVANCE OF THE MAIN ROUTE.

(b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE II BARRECADES, 1/2 THE CROSS SECTION OF THE CLOSED PORTION.

7. WHEN THE SIDE ROAD LIES BETWEEN THE EXHANCEMENT OF THE MAIN ROAD OR HIGHWAY, THE WORK ZONE, AS SHOWN ON THE DRAWING, WILL NOT BE USED IN COMBINATION WITH THE DOUBLE MARKED ARROW NA-4L.

For traffic control devices used, refer to the Standard Specifications for Road and Bridge Construction, IL DOT, and the Traffic Advisory Circulars. The traffic control devices used shall be in accordance with the American National Standards Institute (ANSI).