

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|---------------------------|--------------|-----------|
| 623 | * | LASALLE | 126 | 37 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| * (34)R, DM&X-1)RS&BR | | | | |

NOTES

PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.

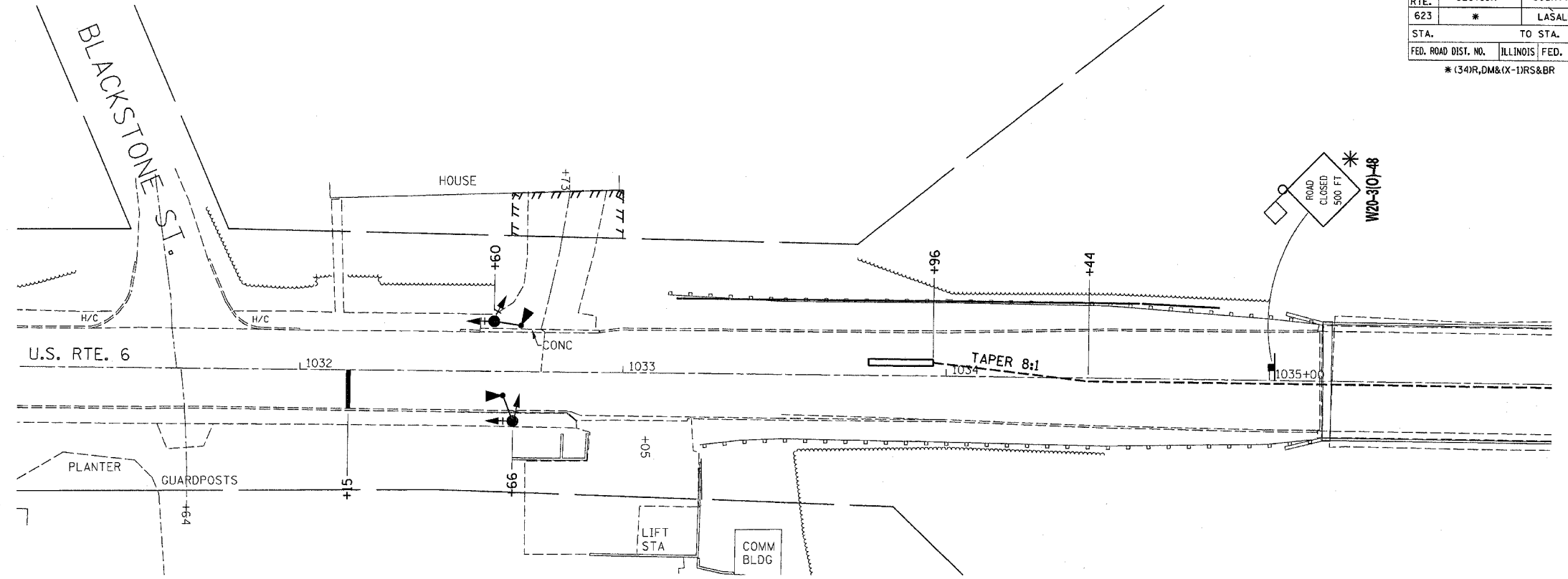
A TRUCK DETOUR IS REQUIRED DURING STAGE II CONSTRUCTION.

PROPOSED GUARDRAIL ON THE SOUTH SIDE OF THE STRUCTURE SHALL BE INSTALLED PRIOR TO STAGE III. PROPOSED GUARDRAIL ON THE NORTH SIDE OF THE STRUCTURE SHALL BE INSTALLED DURING STAGE III

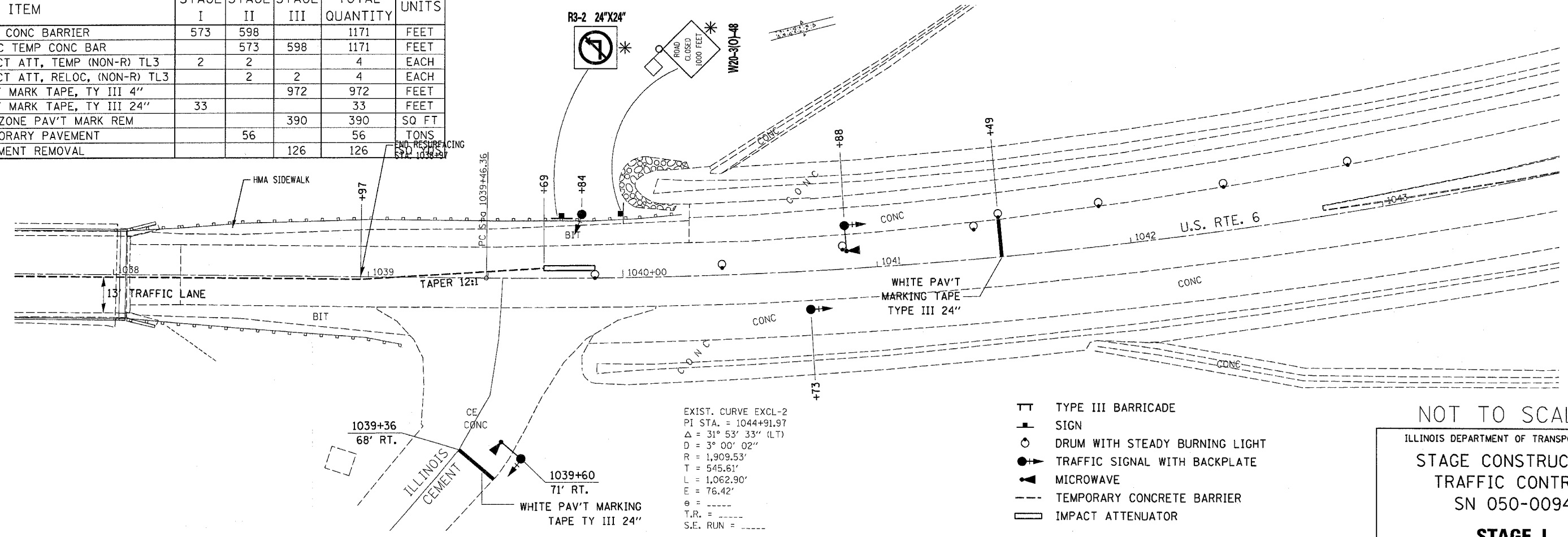
THE SURFACE COURSE SHALL BE PLACED AFTER STAGE III CONSTRUCTION.

SEE STANDARDS 701321 AND 702001 AND STRUCTURE DETAILS FOR ADDITIONAL INFORMATION.

* SIGNS INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR



| STAGING QUANTITIES | | | | | |
|--------------------------------|---------|----------|-----------|----------------|-------|
| PAY ITEM | STAGE I | STAGE II | STAGE III | TOTAL QUANTITY | UNITS |
| TEMP CONC BARRIER | 573 | 598 | | 1171 | FEET |
| RELOC TEMP CONC BAR | | 573 | 598 | 1171 | FEET |
| IMPACT ATT, TEMP (NON-R) TL3 | 2 | 2 | | 4 | EACH |
| IMPACT ATT, RELOC, (NON-R) TL3 | | 2 | 2 | 4 | EACH |
| PAV'T MARK TAPE, TY III 4" | | | 972 | 972 | FEET |
| PAV'T MARK TAPE, TY III 24" | 33 | | | 33 | FEET |
| WORKZONE PAV'T MARK REM | | | 390 | 390 | 50 FT |
| TEMPORARY PAVEMENT | | 56 | | 56 | TONS |
| PAVEMENT REMOVAL | | | 126 | 126 | TONS |



EXIST. CURVE EXCL-2
 PI STA. = 1044+91.97
 $\Delta = 31^\circ 53' 33''$ (LT)
 $D = 3^\circ 00' 02''$
 $R = 1,909.53'$
 $T = 545.61'$
 $L = 1,062.90'$
 $E = 76.42'$
 $\theta = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$

- TT TYPE III BARRICADE
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE
- ▲ MICROWAVE
- TEMPORARY CONCRETE BARRIER
- ▭ IMPACT ATTENUATOR

NOT TO SCALE
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 STAGE CONSTRUCTION
 TRAFFIC CONTROL
 SN 050-0094
STAGE I

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