

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
299	2015-0131	WILL	156	1
		ILLINOIS	CONTRACT NO. 62A66	

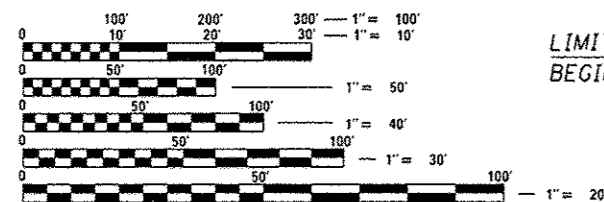
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY OF BRAIDWOOD

2015 ADT: 3,700
POSTED SPEED: 30-55 MPH

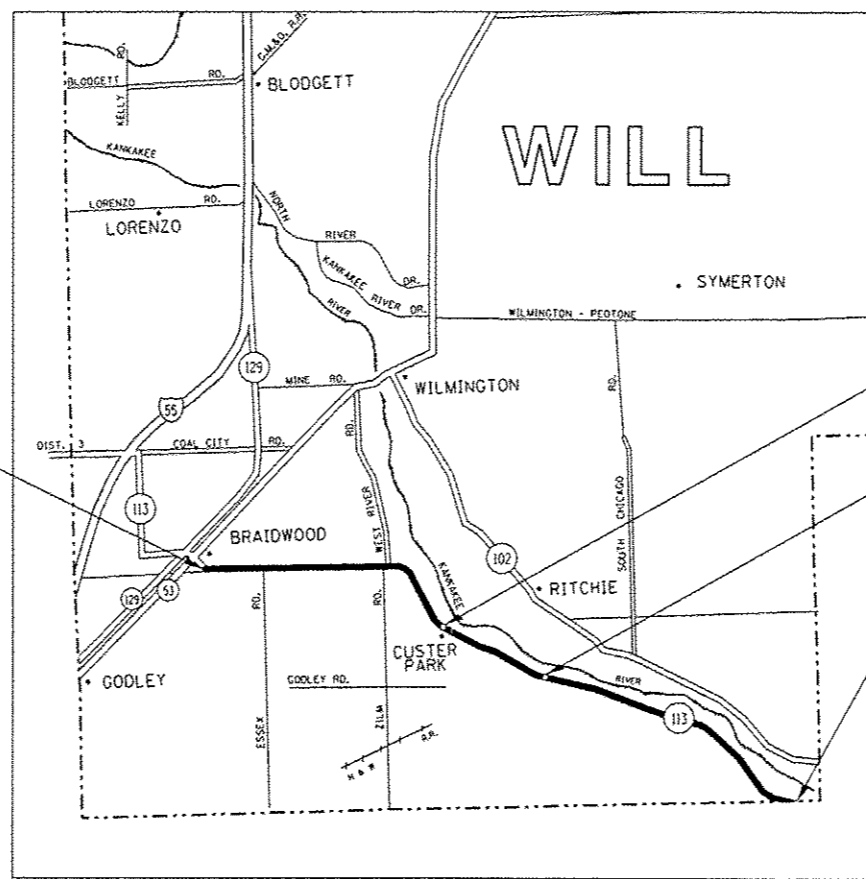
**PROPOSED
HIGHWAY PLANS**
FAS ROUTE 299 /FAU ROUTE 0327 (IL 113)
COMET DR. TO KANKAKEE COUNTY LINE
SECTION: 2015-0131
PROJECT: ACHSIP-000V (079)
GUARDRAIL, SHOULDER REPAIR, AND RUMBLE STRIPS
WILL COUNTY

C-91-285-15



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



OMISSION
STA. 347+41 TO STA. 350+53

OMISSION
STA. 451+03 TO STA. 454+20

LIMITS OF IMPROVEMENT
ENDS AT STA. 677+54

PROJECT ENGINEER: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62A66

GROSS LENGTH = 57,248 FT. = 10.842 MILE
NET LENGTH = 56,619 FT. = 10.723 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED May 16 2016
John For... REGIONAL ENGINEER
Harmon M. Addis, P.E. ENGINEER OF DESIGN AND ENVIRONMENT
... DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-12	TYPICAL SECTIONS
13-16	SCHEDULE OF QUANTITIES
17-28	ALIGNMENT, TIES, AND BENCHMARKS
29-48	ROADWAY AND PAVEMENT MARKING PLANS
49	FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
50	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
51	RUMBLE STRIPES FOR CENTERLINE, NON-FREEWAY (BD-55)
52	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
53	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
54	DISTRICT ONE TYPICAL PAVEMENT MARKERS (TC-13)
55	ARTERIAL ROAD INFORMATION SIGN (TC-22)
56	DRIVEWAY ENTRANCE SIGNING (TC-26)
57-156	CROSS SECTIONS HIGHWAY STANDARDS

STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
642006	SHOULDER RUMBLE STRIPS, 8"
701006-05	OFF-RD MOVING OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS- DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-05	TRAFFIC CONTROL DEVICES

COMMITMENTS

NONE

GENERAL NOTES

- ① BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- ② THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. ANY DAMAGE TO THE UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.
- ③ THE LOCATIONS OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- ④ THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF BRAIDWOOD.
- ⑤ THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)795-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- ⑥ BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ⑦ THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ⑧ THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- ⑨ WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED THEIR LOCATION.
- ⑩ THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- ⑪ ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARD FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
- ⑫ EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATIONS NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE BEGINNING OF ANY CONSTRUCTION ACTIVITIES WHICH POTENTIALLY CREATE ERODIBLE CONDITIONS.
- ⑬ THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF THE SUGGESTED MEASURES. DEVIATIONS FROM THE PLANS ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
- ⑭ AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL OF THE EROSION AND SEDIMENT CONTROL WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP ALL EROSION AND SEDIMENT CONTROL FUNCTIONING AS DESIGNED.
- ⑮ PERIMETER EROSION BARRIER SHALL BE PLACED AT THE DESCRETION OF THE RESIDENT ENGINEER.
- ⑯ THE CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET AND/OR PIPE PROTECTION AT ALL DRAINAGE STRUCTURES AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. INLET PROTECTION SHALL BE PLACED IMMEDIATELY AFTER THE AREA INVOLVED HAS BEEN DISTURBED.
- ⑰ IN ADDITION TO FIELD AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- ⑱ DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- ⑲ WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- ⑳ OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED IN THE CONTRACT SPECIFICATIONS.
- ㉑ THE NOMINAL THICKNESS FOR HMA BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, PLANS, STANDARDS, SCHEDULES, OR SPECIAL DETAILS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
- ㉒ AGGREGATE SUBGRADE IMPROVEMENT (CU YD) IS PROVIDED FOR USE AT LOCATIONS WHERE SUBGRADE SOILS ARE IDENTIFIED AS UNSTABLE AND/OR UNSUITABLE. THE NEED FOR REMOVAL OF SUCH SOILS WILL BE DETERMINED BY A TRAINED SOILS INSPECTOR/ENGINEER THROUGH THE USE OF A STATIC OR DYNAMIC CONE PENETROMETER AND THE DEPTH OF REMEDIATION TREATMENT ACCORDING TO THE SUBGRADE STABILITY MANUAL. THE REMOVAL OF SUCH SOILS WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD).
- ㉓ ALL SAW CUTS REQUIRED TO REMOVE THE EXISTING ASPHALT SHOULDER AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE COST FOR PAVED SHOULDER REMOVAL.
- ㉔ ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- ㉕ ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- ㉖ LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ㉗ EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPERATE PAY ITEM HAS BEEN PROVIDED.
- ㉘ FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- ㉙ THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR "GUARDRAIL REMOVAL."
- ㉚ THE CONTRACTOR SHALL VERIFY THE EXISTING TYPE/HEIGHT OF EXSTING GUARDRAIL BEFORE ORDERING THE NEW TERMINAL SECTION. THE TERMINAL SECTION SHALL MATCH THE HEIGHT OF THE EXISTING GUARDRAIL.
- ㉛ PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- ㉜ THE ENGINEER SHALL CONTACT ERIC CAMPOS, AREA TRAFFIC FIELD ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- ㉝ INSTALL PERMANENT PAVEMENT MARKINGS PER DISTRICT 1 DETAIL TC-13.
- ㉞ INSTALL RAISED REFLECTIVE PAVEMENT MARKERS PER DISTRICT 1 DETAIL TC-11.
- ㉟ DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- ㊱ WHEN CONSTRUCTION OPERATIONS ON TWO-LANE ROADS OPEN TO TRAFFIC RESULT IN THE REMOVAL OR COVERING OF ANY PAVEMENT STRIPING INDICATING PASSING RESTRICTIONS, "NO PASSING ZONES NOT STRIPED NEXT MILES" SIGNS SHALL BE USED. THE CONTRACTOR SHALL PLACE THE SIGNS AT THE BEGINNING OF THE UNSTRIPED AREA, JUST BEYOND EACH MAJOR INTERSECTION WITHIN THE UNSTRIPED AREA, AND AT SUCH OTHER LOCATIONS AS THE ENGINEER MAY DIRECT TO ENSURE A MINIMUM SPACING OF FIVE MILES.

THE SIGNS SHALL BE PLACED JUST PRIOR TO REMOVAL OR COVERING OF THE STRIPE AND SHALL REMAIN IN PLACE UNTIL FULL NO PASSING ZONE STRIPING HAS BEEN RESTORED. THIS WORK WILL BE CONSIDERED INCIDENTAL THE THE CONTRACT AND NO EXTRA COMPENSTATION WILL BE ALLOWED.
- ㊲ THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR 5/32 S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) and USE/WASTE REVIEW(BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.6.1 AND 2 of the SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ㊳ SHOULDER DROP-OFF EXPOSURE IN WORK ZONES OF GREATER THAN 4" AND LESS THAN 12" IS PERMITTED FOR LESS THAN 0.1 MILE IN LENGTH AND A DURATION OF LESS THAN 48 HOUR CLOSURE TIME. THE CONTRACTOR IS REQUIRED TO BRING THE SHOULDER TO A MINIMUM DROP-OFF OF 4" WITHIN 48 HOURS.
- ㊴ FINAL TREE REMOVAL LOCATIONS WILL BE PROVIDED BY BUREAU OF MAINTENANCE LANDSCAPING UNIT. PRIOR TO START OF CONSTRUCTION.

FILE NAME: p:\IL084EGIONTEG\Illinois.gov\PIWIDT\Documents\DOT Offices\District 1\Projects\1125\SRW\Design\1125-SR-515-shr-genote.dwg	USER NAME: B.J.gromis	DESIGNED: RWB	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DRIVE TO KANKAKEE COUNTY LINE) INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES		F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 2
Default	PLOT SCALE: 200.0000' / in.	CHECKED: -	REVISED: -		SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.	CONTRACT NO. 62A66 [ILLINOIS] FED. AID PROJECT					
	PLOT DATE: 5/18/2016	DATE: 3/1/2016	REVISED: -								

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	FED 90% STATE 10% 0021			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1039	1039			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	727	727			
20200100	EARTH EXCAVATION	CU YD	926	926			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	16193	16193			
20400800	FURNISHED EXCAVATION	CU YD	5456	5456			
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILAZATION	SQ YD	4670	4670			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	45948	45948			
25000210	SEEDING, CLASS 2A	ACRE	10	10			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	855	855			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	855	855			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	855	855			
25100115	MULCH, METHOD 2	ACRE	10	10			
25100630	EROSION CONTROL BLANKET	SQ YD	45948	45948			
28000305	TEMPORARY DITCH CHECKS	FOOT	1160	1160			
28000400	PERIMETER EROSION BARRIER	FOOT	109033	109033			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	FED 90% STATE 10% 0021			
28000510	INLET FILTERS	EACH	12	12			
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	3892	3892			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	15,194	15,194			
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1167	1167			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	10417	10417			
44004250	PAVED SHOULDER REMOVAL	SO YD	14931	14931			
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	46693	46693			
60250200	CATCH BASINS TO BE ADJUSTED	EACH	7	7			
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1			
60260100	INLETS TO BE ADJUSTED	EACH	2	2			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5	5			
63200310	GUARDRAIL REMOVAL	FOOT	250	250			
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	85324	85324			
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	110	110			
	* SPECIALTY ITEM						

15

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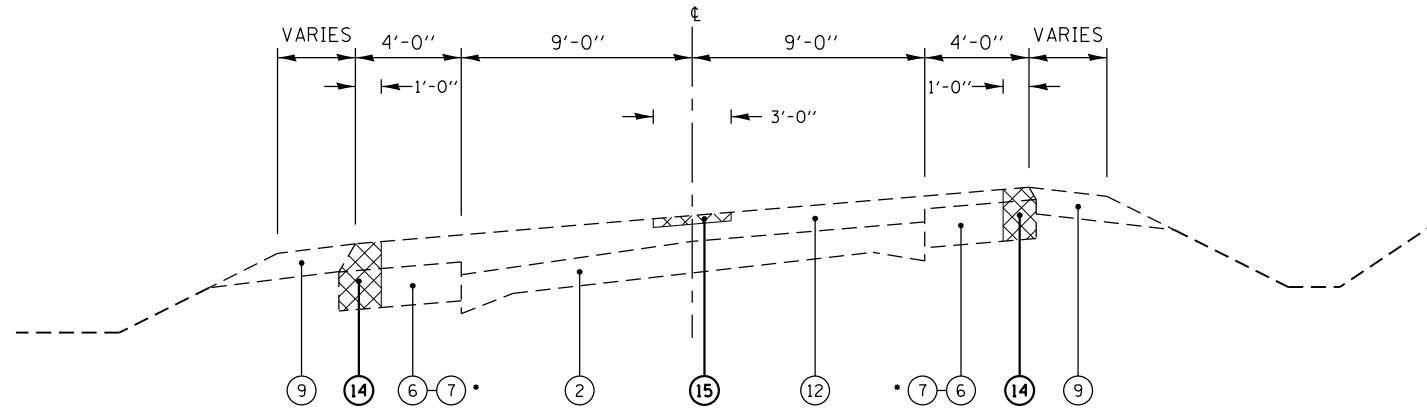
URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	FED 90% STATE 10% 0021			
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	16	16			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12			
67100100	MOBILIZATION	LSUM	1	1			
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	LSUM	1	1			
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	7880	7880			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2627	2627			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	112714	112714			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	576	576			
78300100	PAVEMENT MARKING REMOVAL	SQ FT	12524	12524			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	576	576			
X0326898	CENTER LINE - RUMBLE STRIP - 16"	FOOT	31251	31251			

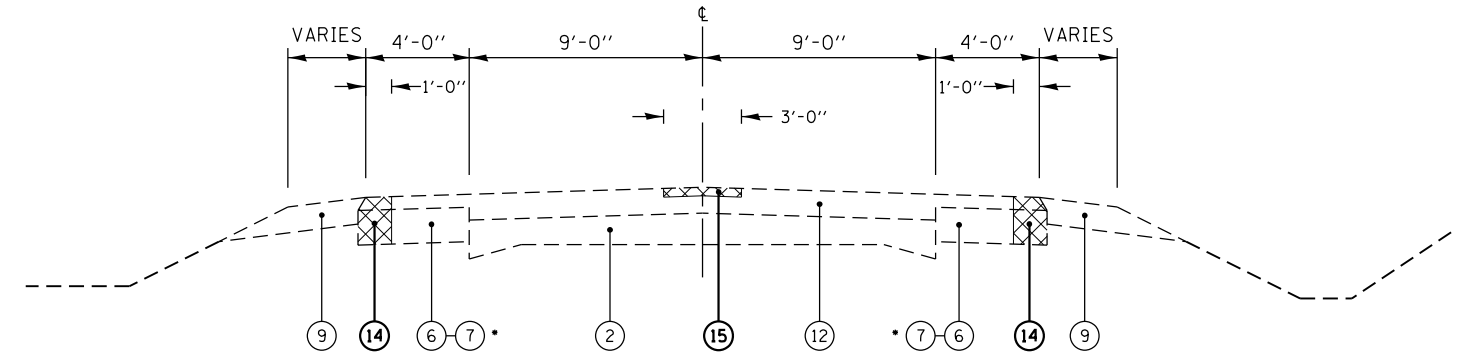
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	FED 90% STATE 10% 0021			
X0327301	RELOCATE EXISTING MAILBOX	EACH	29	29			
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	12524	12524			
X2010100	TREE LIMB REMOVAL (4 TO 10 INCHES DIAMETER)	EACH	15	15			
X2010200	TREE LIMB REMOVAL (OVER 10 INCHES DIAMETER)	EACH	16	16			
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	300	300			
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5	5			
* X7800815	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4 INCH	FOOT	25554	25554			
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	100	100			
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1			
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	10	10			
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	226.4	226.4			
Z0064800	SELECTIVE CLEARING	UNIT	160	160			
∅ Z0076600	TRAINEES	HOOR	500	500			
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOOR	500	500			
	∅ 0042 ∆ NON-PARTICIPATING						
	* SPECIALTY ITEM						

F.A.S. 299/ F.A.U. 0327 (IL 113)



(1) STA. 105+06 TO STA. 111+07 (601')
 STA. 151+48 TO STA. 164+48 (1,300')
 (EXISTING)

F.A.S. 299/ F.A.U. 0327 (IL 113)



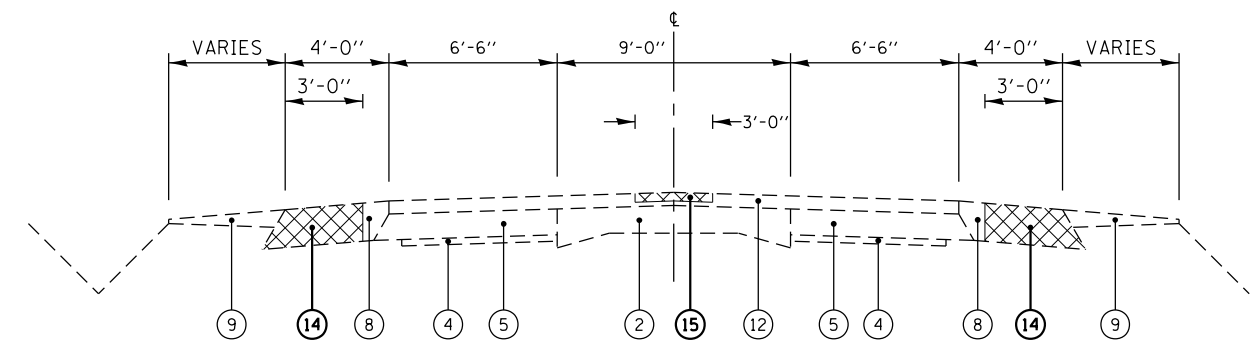
(2) STA. 111+07 TO STA. 151+48 (4,041')
 STA. 164+48 TO STA. 263+09 (9,861')
 (EXISTING)

• SEE NOTE A

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR.	QCP
HMA SHOULDER, 8"		
HOT-MIX ASPHALT BINDER, IL-19.0, 6"	4% @ 50 GYR.	QCP
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm), 2"	4% @ 50 GYR.	QCP
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)		

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
- FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS
- QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

F.A.S. 299/ F.A.U. 0327 (IL 113)



(3) STA. 263+09 TO STA. 272+56 (947')
 STA. 291+37 TO STA. 305+87 (1,450')
 STA. 314+88 TO STA. 318+38 (350')
 STA. 326+40 TO STA. 327+40 (100')
 (EXISTING)

LEGEND

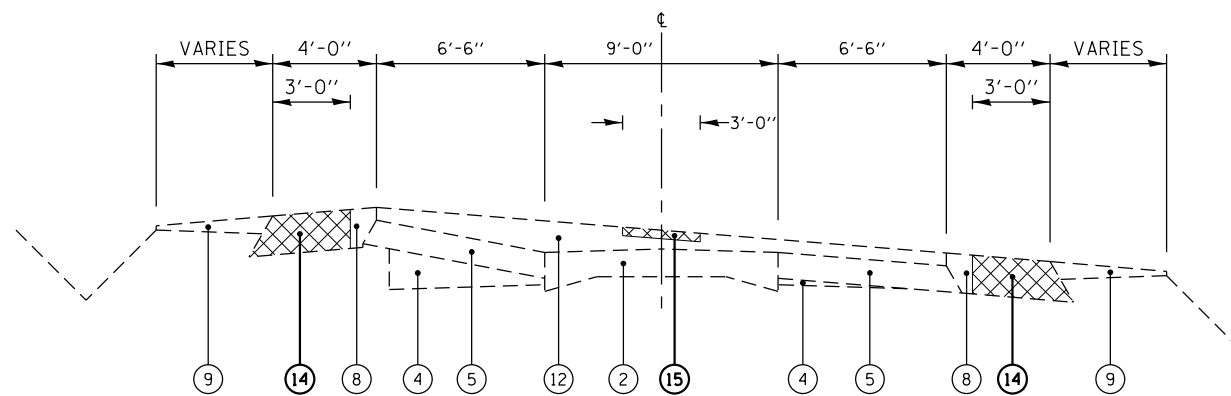
- | | |
|---|--|
| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
| ② EXIST. PCC PAVEMENT 9-6-9 | ⑫ EXIST. HMA OVERLAY (VARIES) |
| ③ EXIST. PCC BASE COURSE, 10" | ⑬ EXIST. CENTER LINE - RUMBLE STRIP - 16" |
| ④ EXIST. AGGREGATE WIDENING | ⑭ PROP. PAVED SHOULDER REMOVAL |
| ⑤ EXIST. HMA BASE CSE WIDENING 6" | ⑮ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2" |
| ⑥ EXIST. HMA BASE CSE WIDENING 8" | ⑯ PROP. HOT-MIX ASPHALT SHOULDERS, 8" |
| ⑦ EXIST. HMA BASE CSE WIDENING 9" | ⑰ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" |
| ⑧ EXIST. HMA SHOULDER * | ⑱ PROP. CENTER LINE - RUMBLE STRIP - 16" |
| ⑨ EXIST. AGGREGATE SHOULDER | ⑲ PROP. SHOULDER RUMBLE STRIPS, 8" |
| ⑩ EXIST. COMBINATION CURB AND GUTTER | ⑳ PROP. HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4" |
| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

NOTES

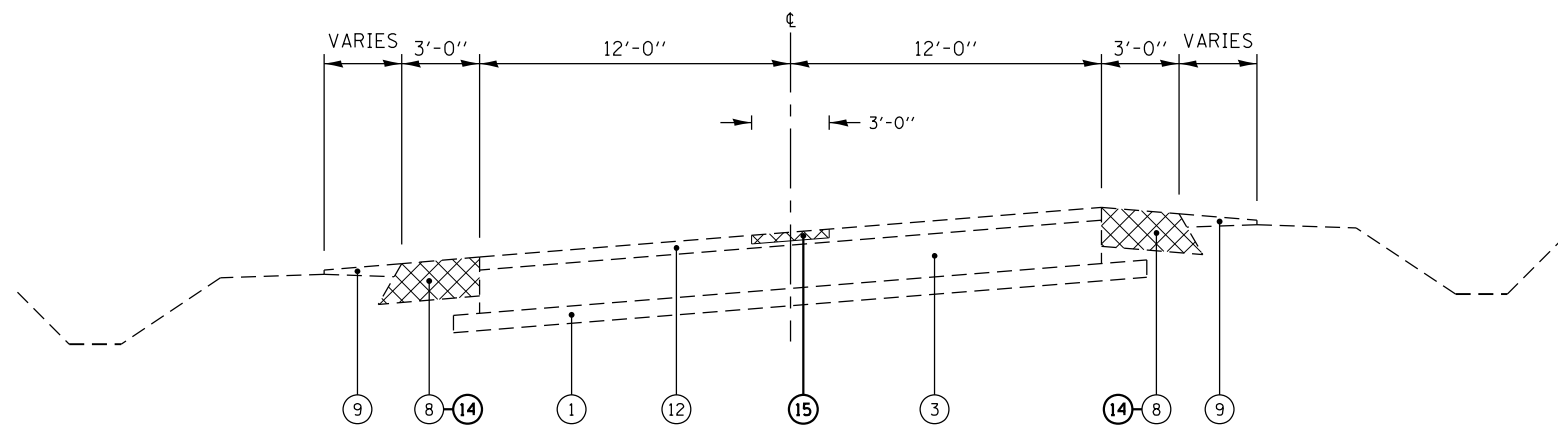
- (A) 9" HMA BASE COURSE WIDENING FROM STA. 98+84 TO STA. 111+72;
 8" HMA BASE COURSE WIDENING FROM STA. 111+72 TO 263+09

F.A.S. 299/ F.A.U. 0327 (IL 113)



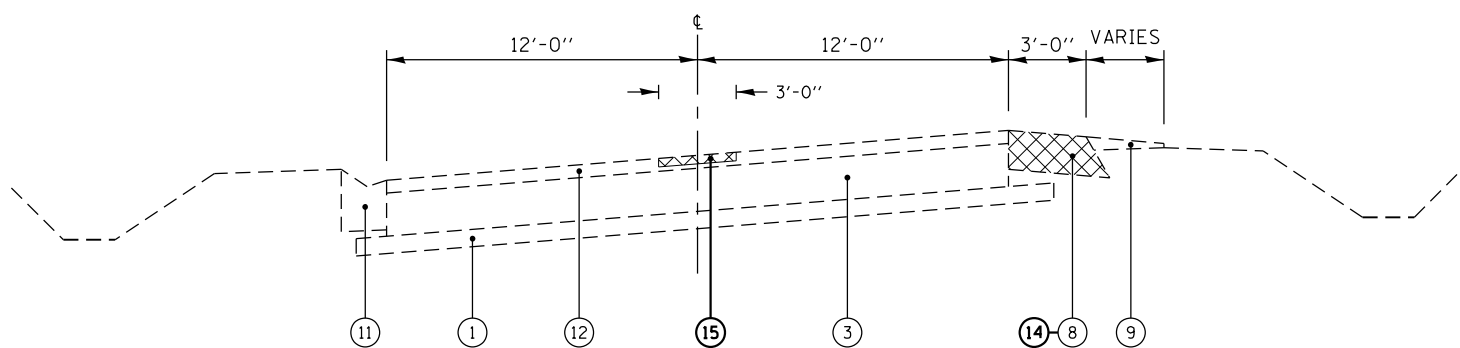
(4) STA. 272+56 TO STA. 291+37 (1,881')
 STA. 305+87 TO STA. 314+88 (901')
 STA. 318+38 TO STA. 326+40 (802')
 STA. 327+40 TO STA. 339+01 (1,161')
 (EXISTING)

F.A.S. 299/ F.A.U. 0327 (IL 113)



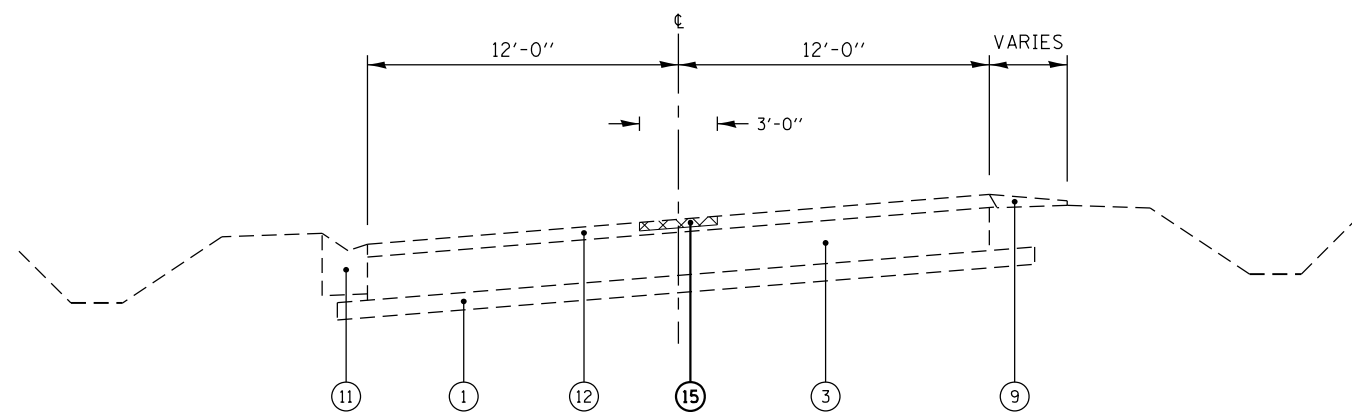
(5) STA. 339+01 TO STA. 339+24 (23')
 (EXISTING)

F.A.S. 299/ F.A.U. 0327 (IL 113)



(6) STA. 339+24 TO STA. 339+97 (73')
 (EXISTING)

F.A.S. 299/ F.A.U. 0327 (IL 113)



(7) STA. 339+97 TO STA. 347+41 (744')
 (EXISTING)

LEGEND

- | | |
|---|--|
| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
| ② EXIST. PCC PAVEMENT 9-6-9 | ⑫ EXIST. HMA OVERLAY (VARIES) |
| ③ EXIST. PCC BASE COURSE, 10" | ⑬ EXIST. CENTER LINE - RUMBLE STRIP - 16" |
| ④ EXIST. AGGREGATE WIDENING | ⑭ PROP. PAVED SHOULDER REMOVAL |
| ⑤ EXIST. HMA BASE CSE WIDENING 6" | ⑮ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2" |
| ⑥ EXIST. HMA BASE CSE WIDENING 8" | ⑯ PROP. HOT-MIX ASPHALT SHOULDERS, 8" |
| ⑦ EXIST. HMA BASE CSE WIDENING 9" | ⑰ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" |
| ⑧ EXIST. HMA SHOULDER * | ⑱ PROP. CENTER LINE - RUMBLE STRIP - 16" |
| ⑨ EXIST. AGGREGATE SHOULDER | ⑲ PROP. SHOULDER RUMBLE STRIPS, 8" |
| ⑩ EXIST. COMBINATION CURB AND GUTTER | ⑳ PROP. HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4" |
| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

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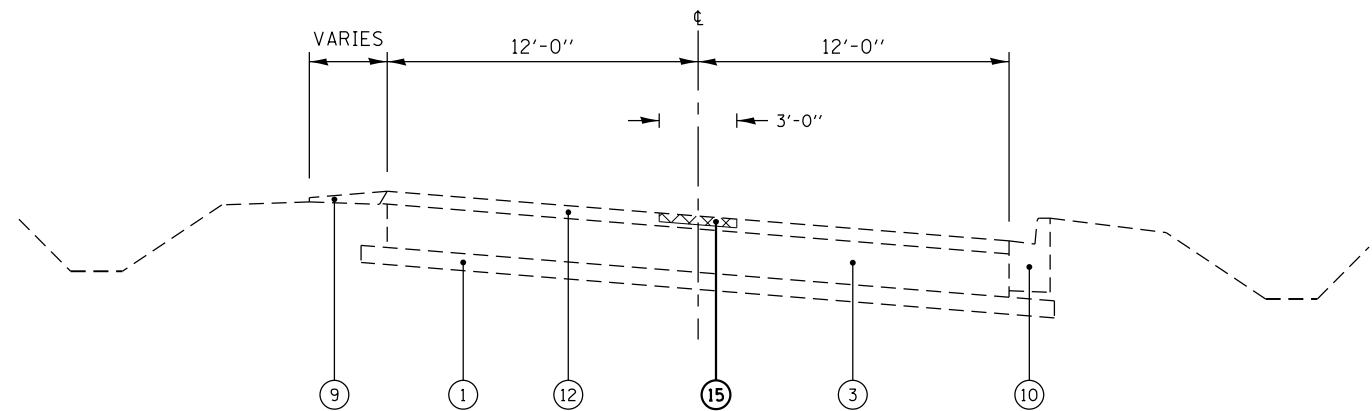
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 113 (COMET DRIVE TO KANKAKEE COUNTY LINE)
 TYPICAL SECTIONS**

SCALE: NTS SHEET 2 OF 8 SHEETS STA. TO STA.

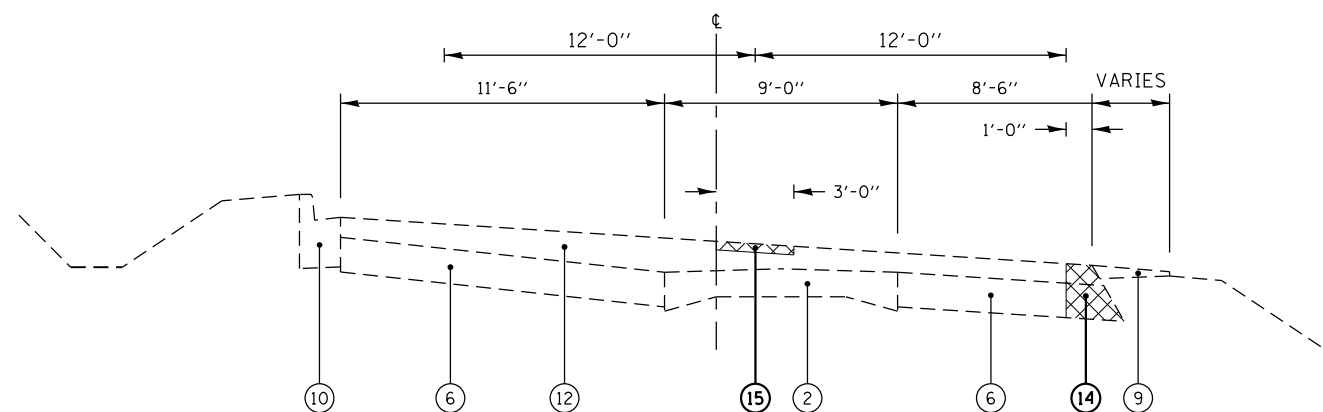
F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 6
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

F.A.S. 299/ F.A.U. 0327 (IL 113)



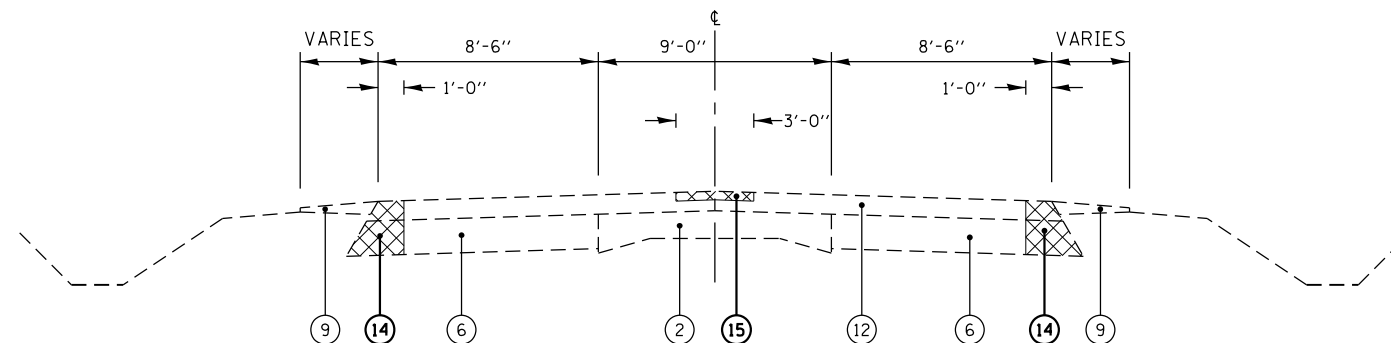
(8) STA. 350+53 TO STA. 355+37 (484')
(EXISTING)

F.A.S. 299/ F.A.U. 0327 (IL 113)



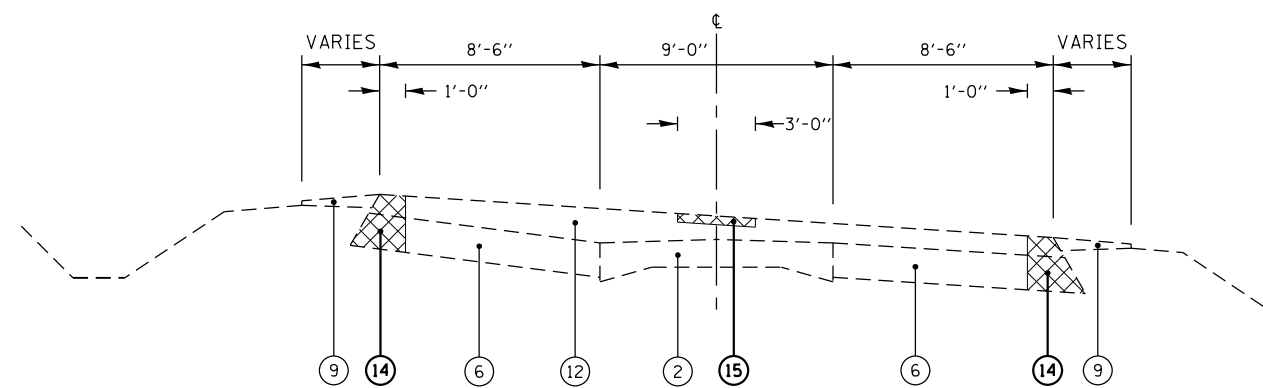
(10) STA. 357+51 TO STA. 364+46 (695')
(EXISTING)

F.A.S. 299/ F.A.U. 0327 (IL 113)



(9) STA. 355+37 TO STA. 357+51 (214')
STA. 364+46 TO STA. 390+26 (2,580')
STA. 401+92 TO STA. 419+14 (1,722')
(EXISTING)

F.A.S. 299/ F.A.U. 0327 (IL 113)



(11) STA. 390+26 TO STA. 401+92 (1,166')
STA. 675+36 TO STA. 677+54 (218')
(EXISTING)

LEGEND

- | | |
|---|--|
| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
| ② EXIST. PCC PAVEMENT 9-6-9 | ⑫ EXIST. HMA OVERLAY (VARIES) |
| ③ EXIST. PCC BASE COURSE, 10" | ⑬ EXIST. CENTER LINE - RUMBLE STRIP - 16" |
| ④ EXIST. AGGREGATE WIDENING | ⑭ PROP. PAVED SHOULDER REMOVAL |
| ⑤ EXIST. HMA BASE CSE WIDENING 6" | ⑮ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2" |
| ⑥ EXIST. HMA BASE CSE WIDENING 8" | ⑯ PROP. HOT-MIX ASPHALT SHOULDERS, 8" |
| ⑦ EXIST. HMA BASE CSE WIDENING 9" | ⑰ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" |
| ⑧ EXIST. HMA SHOULDER * | ⑱ PROP. CENTER LINE - RUMBLE STRIP - 16" |
| ⑨ EXIST. AGGREGATE SHOULDER | ⑲ PROP. SHOULDER RUMBLE STRIPS, 8" |
| ⑩ EXIST. COMBINATION CURB AND GUTTER | ⑳ PROP. HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4" |
| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

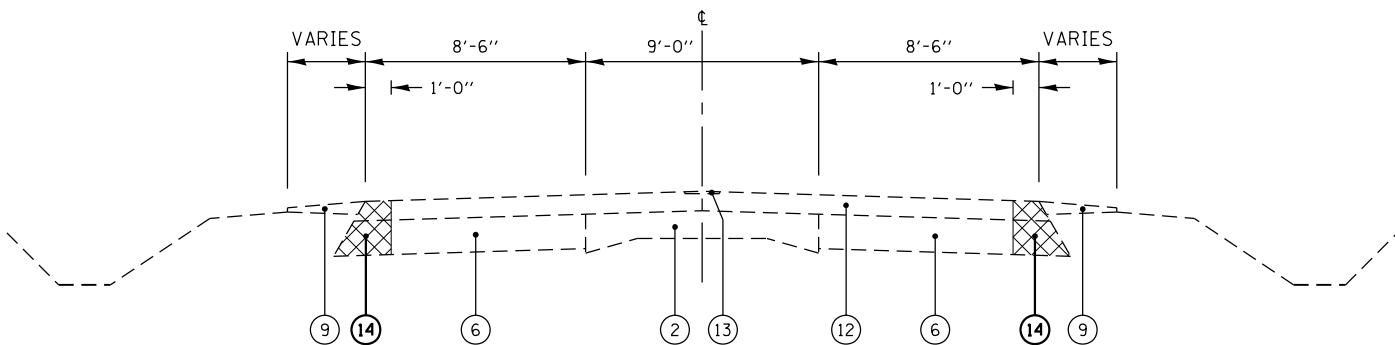
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	PLOT DATE = 5/10/2016	DATE - 11/23/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

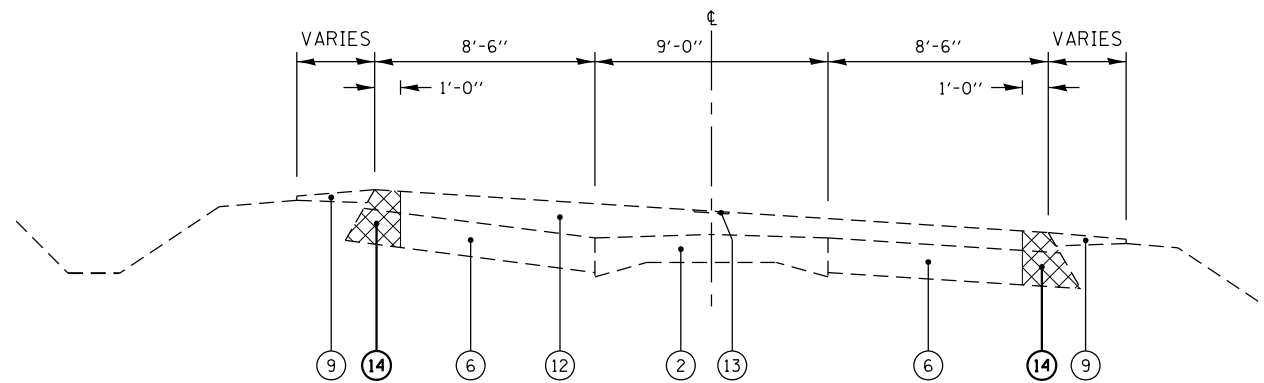
**IL 113 (COMET DRIVE TO KANKAKEE COUNTY LINE)
TYPICAL SECTIONS**

SCALE: NTS SHEET 3 OF 8 SHEETS STA. TO STA.

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 7
			CONTRACT NO. 62A66	
ILLINOIS FED. AID PROJECT				



- | | |
|--|--------------------------------------|
| (12) STA. 419+14 TO STA. 421+71 (257') | STA. 517+37 TO STA. 539+56 (2,2019') |
| STA. 433+74 TO STA. 438+75 (501') | STA. 546+11 TO STA. 589+66 (4,355') |
| STA. 450+82 TO STA. 465+37 (1,455') | STA. 599+33 TO STA. 625+26 (2,593') |
| OMISSION STA. 451+03 TO STA. 454+20 | STA. 636+16 TO STA. 642+91 (675') |
| STA. 475+30 TO STA. 476+25 (95') | STA. 654+99 TO STA. 658+25 (326') |
| STA. 487+86 TO STA. 504+35 (1,649') | |
| (EXISTING) | |



- | | |
|--|-------------------------------------|
| (13) STA. 421+71 TO STA. 433+74 (1,203') | STA. 539+56 TO STA. 546+11 (655') |
| STA. 438+75 TO STA. 450+82 (1,207') | STA. 589+66 TO STA. 599+33 (967') |
| STA. 465+37 TO STA. 475+30 (993') | STA. 625+26 TO STA. 636+16 (1,090') |
| STA. 476+25 TO STA. 487+86 (1,161') | STA. 642+91 TO STA. 654+99 (1,208') |
| STA. 504+35 TO STA. 517+37 (1,401') | STA. 658+25 TO STA. 675+36 (1,711') |
| (EXISTING) | |

LEGEND

- | | |
|---|---|
| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
| ② EXIST. PCC PAVEMENT 9-6-9 | ⑫ EXIST. HMA OVERLAY (VARIES) |
| ③ EXIST. PCC BASE COURSE, 10" | ⑬ EXIST. CENTER LINE - RUMBLE STRIP - 16" |
| ④ EXIST. AGGREGATE WIDENING | ⑭ PROP. PAVED SHOULDER REMOVAL |
| ⑤ EXIST. HMA BASE CSE WIDENING 6" | ⑮ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2" |
| ⑥ EXIST. HMA BASE CSE WIDENING 8" | ⑯ PROP. HOT-MIX ASPHALT SHOULDERS, 8" |
| ⑦ EXIST. HMA BASE CSE WIDENING 9" | ⑰ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" |
| ⑧ EXIST. HMA SHOULDER * | ⑱ PROP. CENTER LINE - RUMBLE STRIP - 16" |
| ⑨ EXIST. AGGREGATE SHOULDER | ⑲ PROP. SHOULDER RUMBLE STRIPS, 8" |
| ⑩ EXIST. COMBINATION CURB AND GUTTER | ⑳ PROP. HOT SPRAY THERMOPLASITC PAVEMENT MARKING LINE - 4" |
| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -
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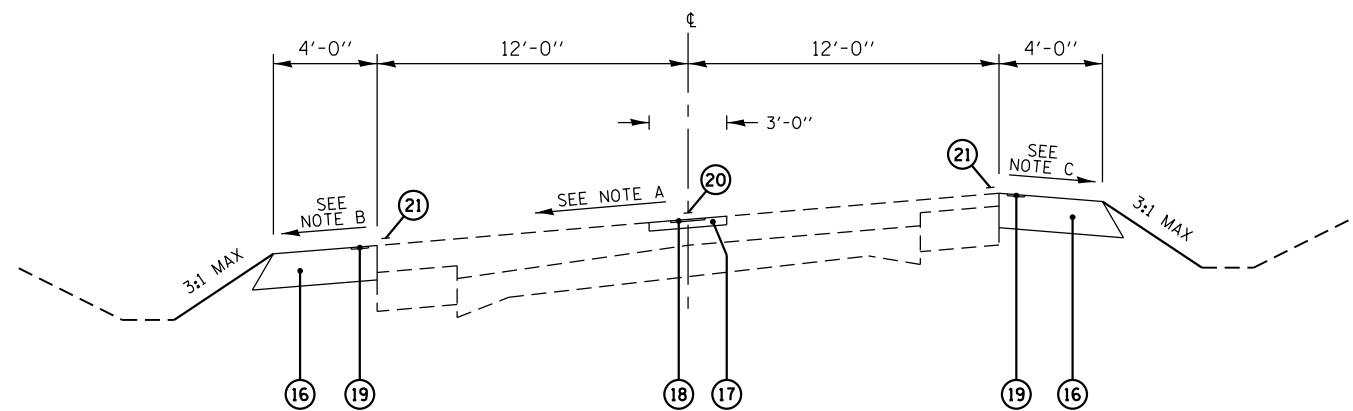
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 113 (COMET DRIVE TO KANKAKEE COUNTY LINE)
TYPICAL SECTIONS**

SCALE: NTS SHEET 4 OF 8 SHEETS STA. TO STA.

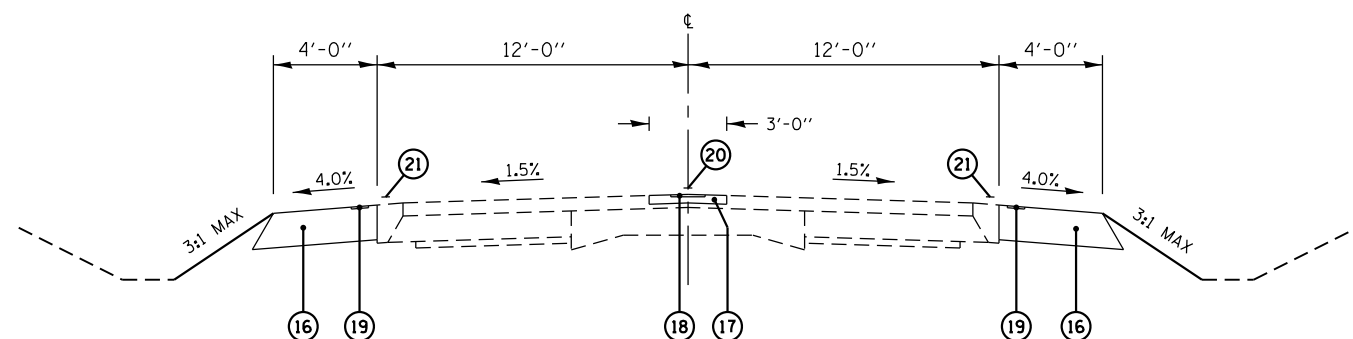
F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 8
			CONTRACT NO. 62A66	
ILLINOIS FED. AID PROJECT				

F.A.S. 299/ F.A.U. 0327 (IL 113)



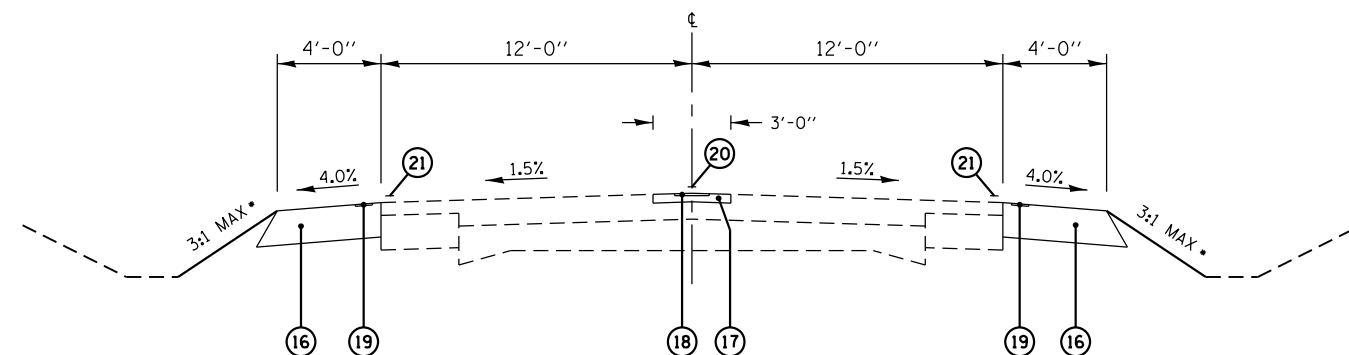
(14) STA. 105+06 TO STA. 111+07 (601')
 STA. 151+48 TO STA. 164+48 (1,300')
 (PROPOSED)

F.A.S. 299/ F.A.U. 0327 (IL 113)



(16) STA. 263+09 TO STA. 272+56 (947')
 STA. 291+37 TO STA. 305+87 (1,450')
 STA. 314+88 TO STA. 318+38 (350')
 STA. 326+40 TO STA. 327+40 (100')
 (PROPOSED)

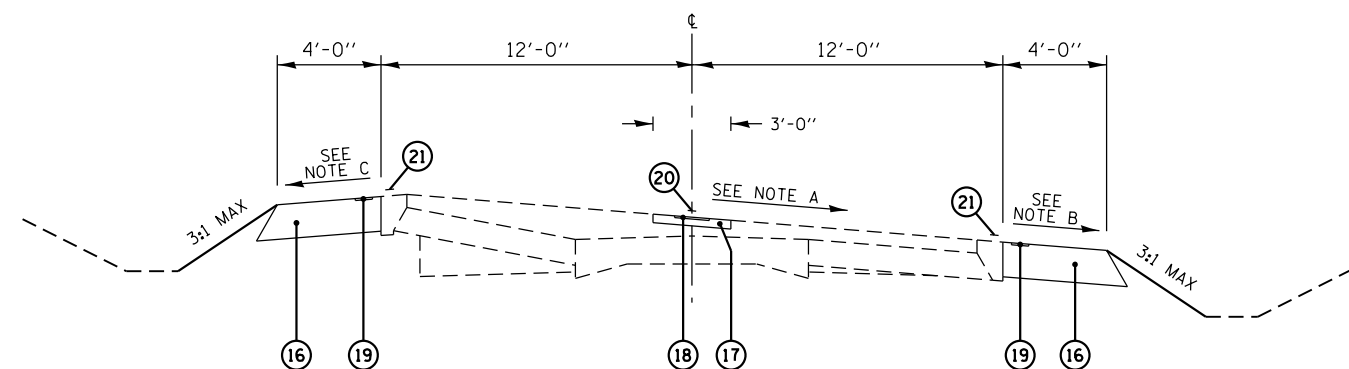
F.A.S. 299/ F.A.U. 0327 (IL 113)



(15) STA. 111+07 TO STA. 151+48 (4,041')
 STA. 164+48 TO STA. 263+09 (9,861')
 (PROPOSED)

• SEE NOTE D

F.A.S. 299/ F.A.U. 0327 (IL 113)



(17) STA. 272+56 TO STA. 291+37 (1,881')
 STA. 305+87 TO STA. 314+88 (901')
 STA. 318+38 TO STA. 326+40 (802')
 STA. 327+40 TO STA. 339+01 (1,161')
 (PROPOSED)

LEGEND

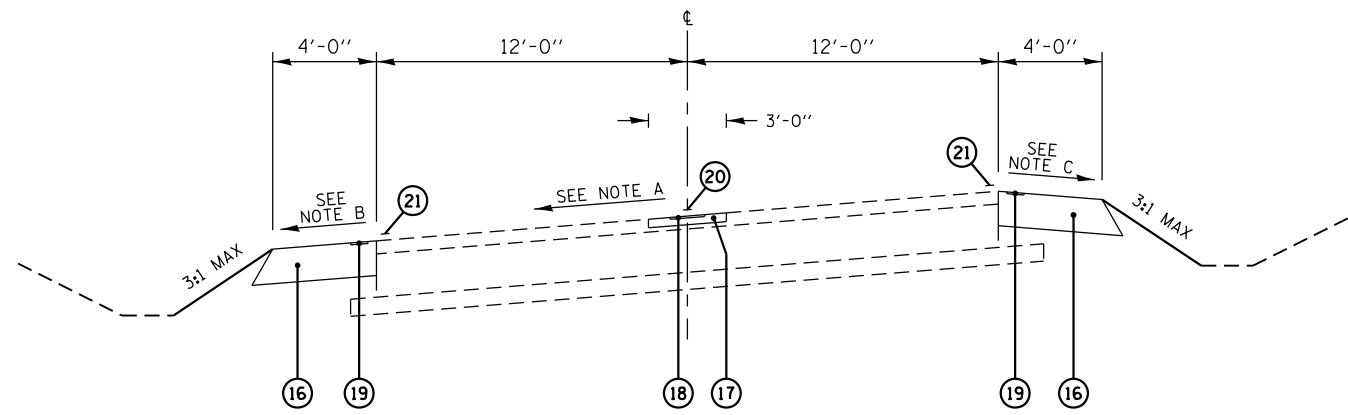
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|---|--|
| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
| ② EXIST. PCC PAVEMENT 9-6-9 | ⑫ EXIST. HMA OVERLAY (VARIES) |
| ③ EXIST. PCC BASE COURSE, 10" | ⑬ EXIST. CENTER LINE - RUMBLE STRIP - 16" |
| ④ EXIST. AGGREGATE WIDENING | ⑭ PROP. PAVED SHOULDER REMOVAL |
| ⑤ EXIST. HMA BASE CSE WIDENING 6" | ⑮ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2" |
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| ⑦ EXIST. HMA BASE CSE WIDENING 9" | ⑰ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" |
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| ⑩ EXIST. COMBINATION CURB AND GUTTER | ⑳ PROP. HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4" |
| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

NOTES

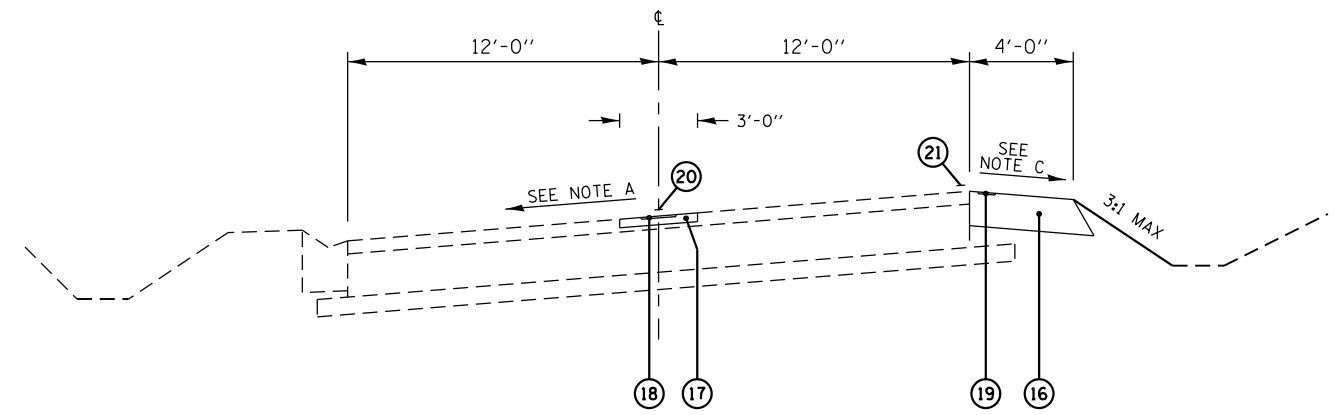
- (A) SEE PLAN SHEETS FOR SUPERELEVATION RATES AND TRANSITION AREAS
 (B) WHEN SUPERELEVATION IS GREATER THAN 4.0%, MATCH THE SUPERELEVATION RATE FOR LOWSIDE SHOULDER; OTHERWISE MAINTAIN LOWSIDE SHOULDER GRADE AT 4.0%
 (C) THE ALGEBRAIC DIFFERENCE BETWEEN THE SUPERELEVATION RATE AND THE SHOULDER SLOPE SHALL NOT EXCEED 8.0%
 (D) 2.5:1 MAX SLOPE FROM STA. 121+00 RT. TO 123+00 RT. AND FROM STA. 253+00 LT. TO 255+00 LT.

F.A.S. 299/ F.A.U. 0327 (IL 113)



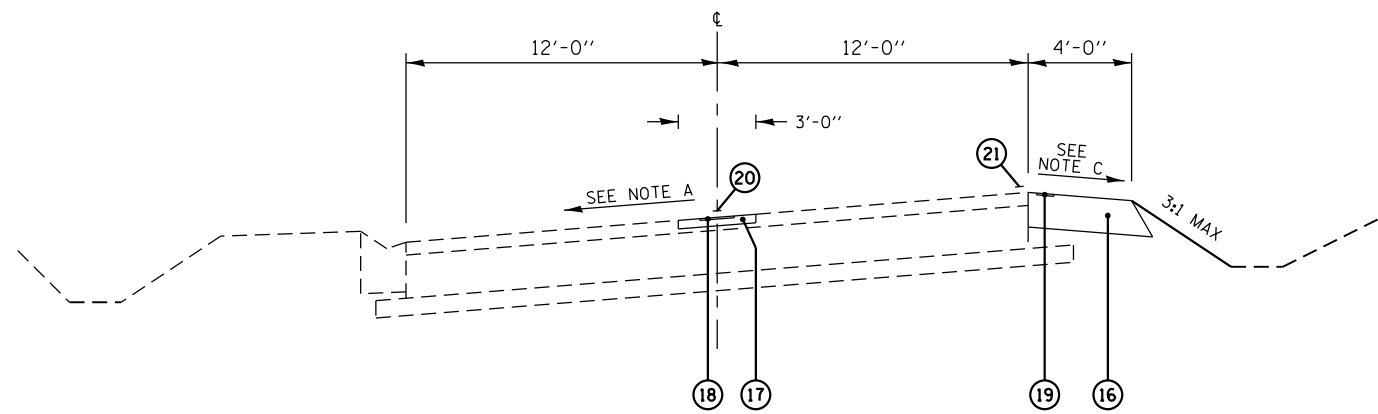
(118) STA. 339+01 TO STA. 339+24 (23')
(PROPOSED)

F.A.S. 299/ F.A.U. 0327 (IL 113)



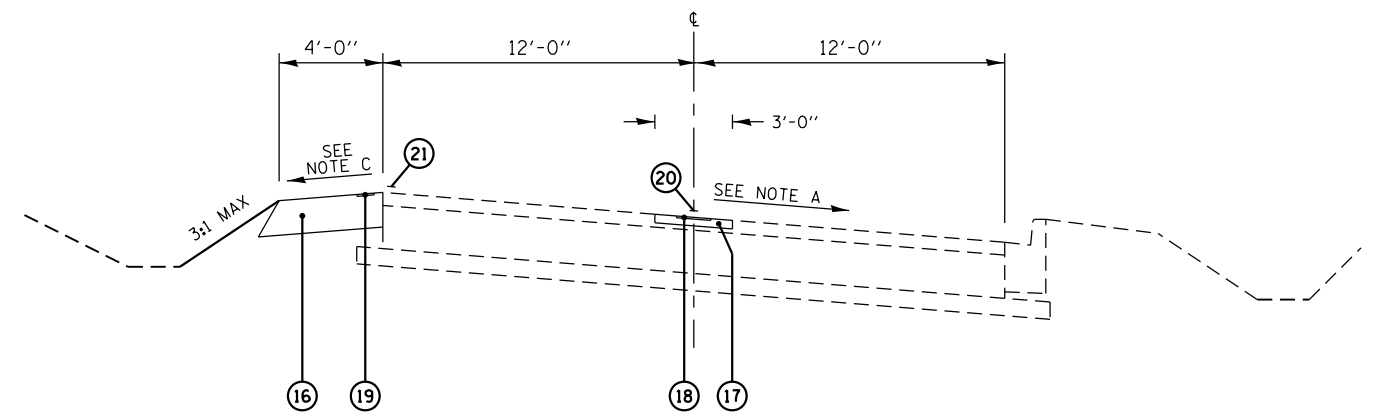
(119) STA. 339+24 TO STA. 339+97 (73')
(PROPOSED)

F.A.S. 299/ F.A.U. 0327 (IL 113)



(120) STA. 339+97 TO STA. 347+41 (744')
(PROPOSED)

F.A.S. 299/ F.A.U. 0327 (IL 113)



(121) STA. 350+53 TO STA. 355+37 (484')
(PROPOSED)

LEGEND

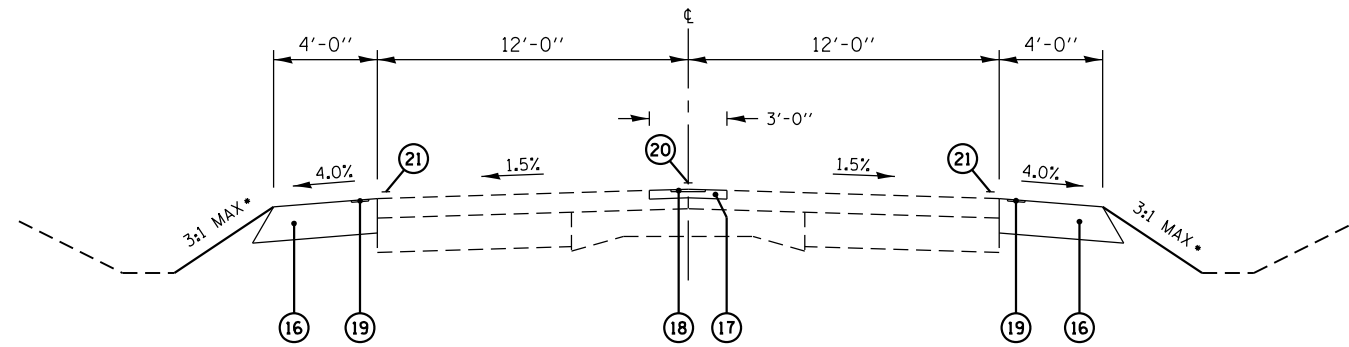
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| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
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| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

NOTES

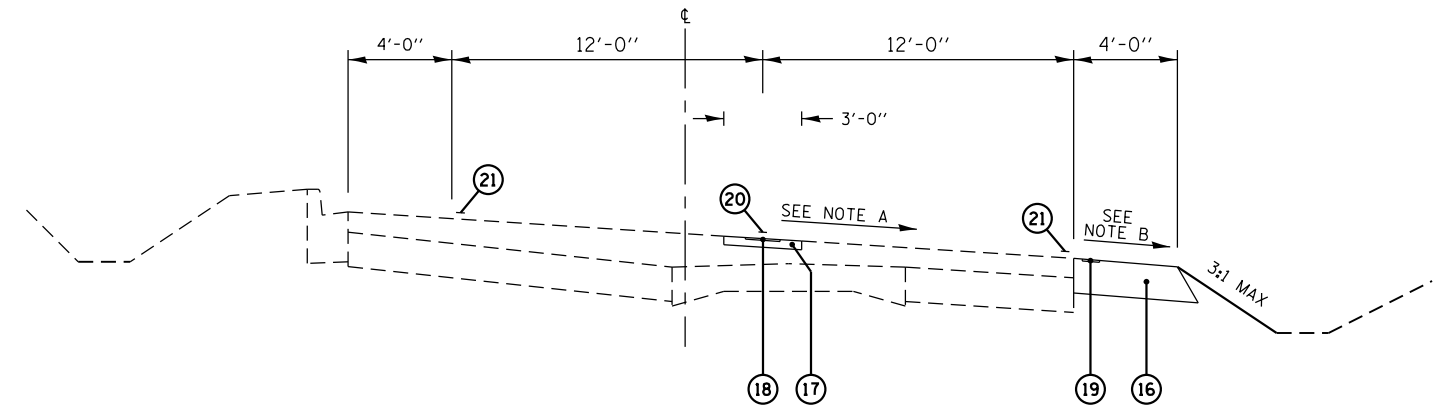
- (A) SEE PLAN SHEETS FOR SUPERELEVATION RATES AND TRANSITION AREAS
 (B) WHEN SUPERELEVATION IS GREATER THAN 4.0%, MATCH THE SUPERELEVATION RATE FOR LOWSIDE SHOULDER; OTHERWISE MAINTAIN LOWSIDE SHOULDER GRADE AT 4.0%
 (C) THE ALGEBRAIC DIFFERENCE BETWEEN THE SUPERELEVATION RATE AND THE SHOULDER SLOPE SHALL NOT EXCEED 8.0%

F.A.S. 299/ F.A.U. 0327 (IL 113)



(22) STA. 355+37 TO STA. 357+51 (214')
 STA. 364+46 TO STA. 390+26 (2,580')
 STA. 401+92 TO STA. 419+14 (1,722')
 (PROPOSED)

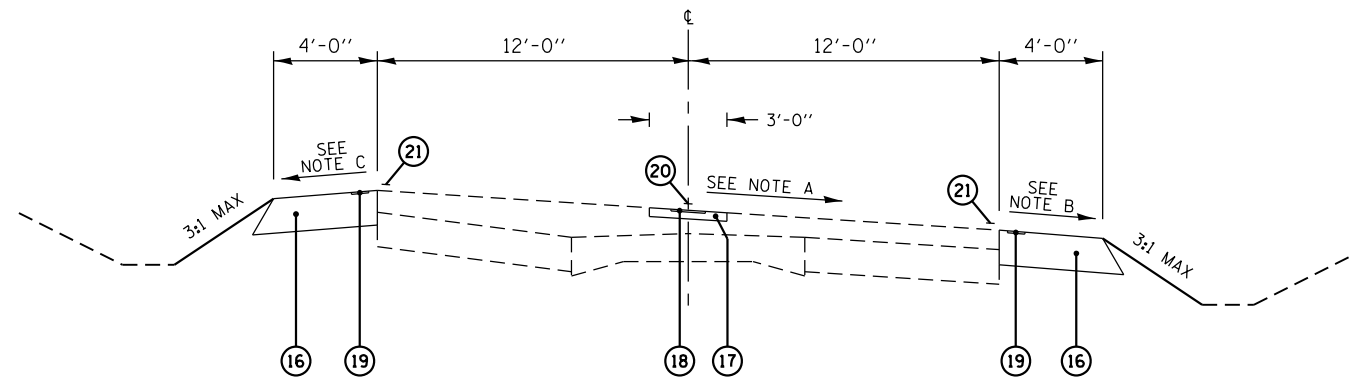
F.A.S. 299/ F.A.U. 0327 (IL 113)



(23) STA. 357+51 TO STA. 364+46 (695')
 (PROPOSED)

• SEE NOTE D

F.A.S. 299/ F.A.U. 0327 (IL 113)



(24) STA. 390+26 TO STA. 401+92 (1,166')
 STA. 675+36 TO STA. 677+54 (218')
 (PROPOSED)

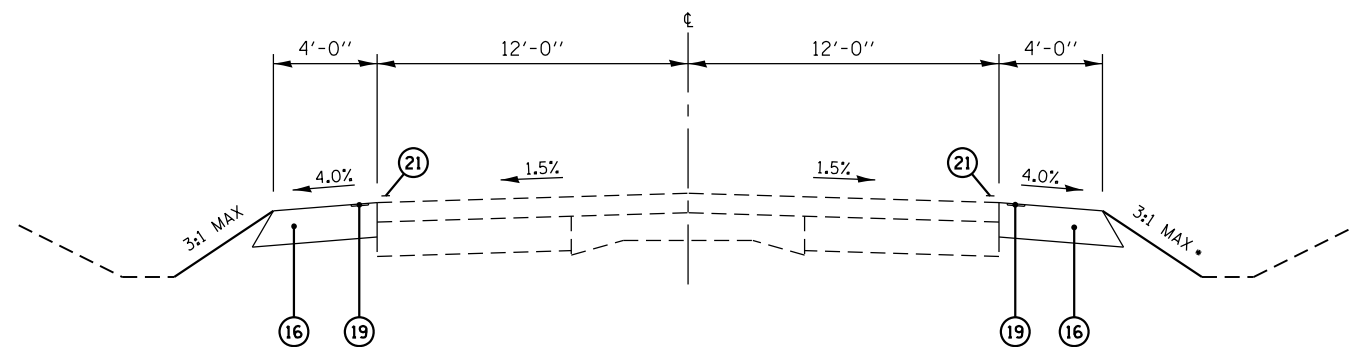
LEGEND

- | | |
|---|--|
| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
| ② EXIST. PCC PAVEMENT 9-6-9 | ⑫ EXIST. HMA OVERLAY (VARIES) |
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| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

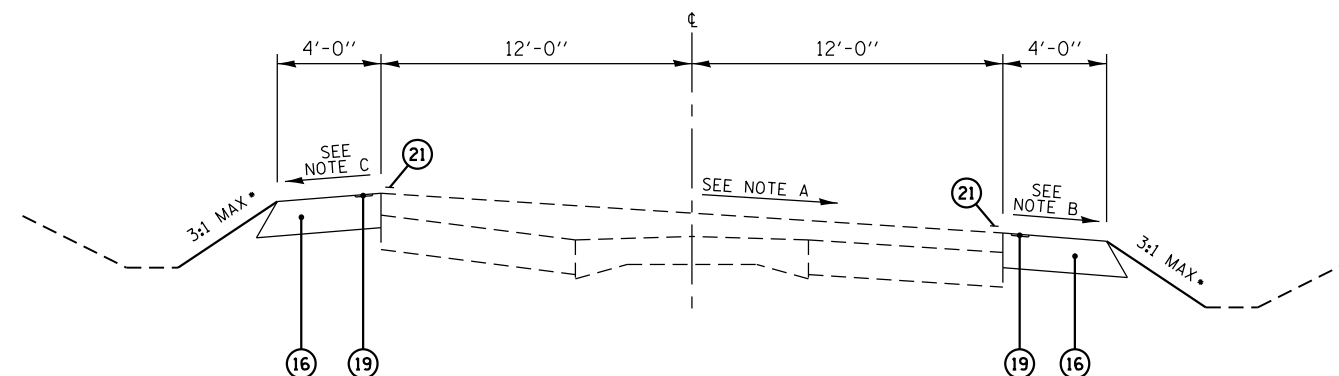
* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

NOTES

- (A) SEE PLAN SHEETS FOR SUPERELEVATION RATES AND TRANSITION AREAS
 (B) WHEN SUPERELEVATION IS GREATER THAN 4.0%, MATCH THE SUPERELEVATION RATE FOR LOWSIDE SHOULDER; OTHERWISE MAINTAIN LOWSIDE SHOULDER GRADE AT 4.0%
 (C) THE ALGEBRAIC DIFFERENCE BETWEEN THE SUPERELEVATION RATE AND THE SHOULDER SLOPE SHALL NOT EXCEED 8.0%
 (D) 2.5:1 MAX SLOPE FROM STA. 380+00 TO STA. 382+00



(25) STA. 419+14 TO STA. 421+71 (257')	STA. 517+37 TO STA. 539+56 (2,219')
STA. 433+74 TO STA. 438+75 (501')	STA. 546+11 TO STA. 589+66 (4,355')
STA. 450+82 TO STA. 465+37 (1,455')	STA. 599+33 TO STA. 625+26 (2,593')
OMISSION STA. 451+03 TO STA. 454+20	STA. 636+16 TO STA. 642+91 (675')
STA. 475+30 TO STA. 476+25 (95')	STA. 654+99 TO STA. 658+25 (326')
STA. 487+86 TO STA. 504+35 (1,649')	
(PROPOSED)	



(26) STA. 421+71 TO STA. 433+74 (1,203')	STA. 539+56 TO STA. 546+11 (655')
STA. 438+75 TO STA. 450+82 (1,207')	STA. 589+66 TO STA. 599+33 (967')
STA. 465+37 TO STA. 475+30 (993')	STA. 625+26 TO STA. 636+16 (1,090')
STA. 476+25 TO STA. 487+86 (1,161')	STA. 642+91 TO STA. 654+99 (1,208')
STA. 504+35 TO STA. 517+37 (1,401')	STA. 658+25 TO STA. 675+36 (1,711')
(PROPOSED)	

• SEE NOTE D

LEGEND

- | | |
|---|--|
| ① EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 4" | ⑪ EXIST. CONCRETE GUTTER, TYPE B |
| ② EXIST. PCC PAVEMENT 9-6-9 | ⑫ EXIST. HMA OVERLAY (VARIES) |
| ③ EXIST. PCC BASE COURSE, 10" | ⑬ EXIST. CENTER LINE - RUMBLE STRIP - 16" |
| ④ EXIST. AGGREGATE WIDENING | ⑭ PROP. PAVED SHOULDER REMOVAL |
| ⑤ EXIST. HMA BASE CSE WIDENING 6" | ⑮ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2" |
| ⑥ EXIST. HMA BASE CSE WIDENING 8" | ⑯ PROP. HOT-MIX ASPHALT SHOULDERS, 8" |
| ⑦ EXIST. HMA BASE CSE WIDENING 9" | ⑰ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" |
| ⑧ EXIST. HMA SHOULDER * | ⑱ PROP. CENTER LINE - RUMBLE STRIP - 16" |
| ⑨ EXIST. AGGREGATE SHOULDER | ⑲ PROP. SHOULDER RUMBLE STRIPS, 8" |
| ⑩ EXIST. COMBINATION CURB AND GUTTER | ⑳ PROP. HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4" |
| | ㉑ PROP. TERMOPLASTIC PAVEMENT MARKING - LINE 4" |

* NOTE- VAR. 9" TO 6" FROM EDGE OF PAVEMENT TO EDGE OF SHOULDER

NOTES

- (A) SEE PLAN SHEETS FOR SUPERELEVATION RATES AND TRANSITION AREAS
- (B) WHEN SUPERELEVATION IS GREATER THAN 4.0%, MATCH THE SUPERELEVATION RATE FOR LOWSIDE SHOULDER; OTHERWISE MAINTAIN LOWSIDE SHOULDER GRADE AT 4.0%
- (C) THE ALGEBRAIC DIFFERENCE BETWEEN THE SUPERELEVATION RATE AND THE SHOULDER SLOPE SHALL NOT EXCEED 8.0%
- (D) 2.5:1 MAX SLOPE FROM STA. 435+00 RT. TO 437+00 RT., FROM STA. 447+00 RT. TO 450+00 RT., FROM STA. 480+00 RT. TO STA. 482+00 RT., AND FROM STA 672+00 RT. TO STA 674+00 RT.; 2:1 MAX SLOPE FROM STA. 542+00 LT. TO STA. 544+00 LT.

EARTHWORK

TYP. SEC.	LOCATION	CUT (CU YD)	FILL (CU YD)	SHRINKAGE * (CU YD)	EARTH EXCAVATION (CU YD)	FURNISHED EXCAVATION (CU YD)	REM. AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)
	FAS 299/ FAU 0327 (IL 113)							
	COMET DR.							
		149.65	628.92	127.21	149.65	501.71	1,329.91	4,756.29
	ESSEX RD.							
		71.50	396.24	60.78	71.50	335.46	761.16	3,103.41
	SHENK RD.							
		140.76	718.44	119.65	140.76	598.79	1,785.28	6,539.86
	W. RIVER RD./ ZILM RD.							
		17.72	31.23	15.06	17.72	16.17	129.24	652.37
	ERICKSEN LN.							
		11.54	15.72	9.81	11.54	5.92	59.85	283.06
	ERICKSEN LN.							
		72.46	50.28	61.59	72.46	-11.32	285.65	1,441.83
	DAVY LN.							
		61.00	179.77	51.85	61.00	127.92	464.35	2,283.60
	SMILEY RD.							
		48.78	50.61	41.46	48.78	9.15	251.39	942.55
	GRANT AVE.							
		21.42	13.95	18.21	21.42	-4.26	73.58	206.12
	WASHINGTON ST.							
		7.42	16.97	6.31	7.42	10.66	41.04	84.97
	GARFIELD ST.							
		128.57	353.60	109.28	128.57	244.32	759.69	2,089.47
	LINDEN LN.							
		9.48	41.91	8.06	9.48	33.86	95.72	261.50
	JAY DR.							
		10.66	46.64	9.06	10.66	37.57	102.17	329.03
	GRAY RD.							
		30.78	323.92	26.16	30.78	297.76	612.86	1,893.02
	CALHOON LN.							
		30.75	235.76	26.14	30.75	209.62	472.77	1,592.21
	IRISH LN.							
		78.87	2,680.62	67.04	78.87	2,613.58	4,253.15	16,360.18
	BAUER RD.							
		25.12	370.20	21.35	25.12	348.85	674.63	2,541.10
	COUNTY 47							
		9.00	87.48	7.65	9.00	79.83	148.59	586.88
	KANKAKEE COUNTY LINE							
	PROJECT TOTAL				926	5,456	16,193 **	45,948

* CUT VOLUME USED FOR FILL, ADJUSTED FOR SHRINKAGE, ASSUMING A SHRINKAGE FACTOR OF 15%

** ADDITIONAL QUANTITY IS FOR POSSIBLE UNDERCUTS TO BE DETERMINED IN THE FIELD

NOTE: UNSUITABLE MATERIAL ASSUMES TOP 6" OF MATERIAL IN UNDISTURBED AREAS TO BE UNSUITABLE

TEMPORARY DITCH CHECKS

TYP. SEC.	LOCATION	QUANTITY (FOOT)
	FAS 299/ FAU 0327 (IL 113)	
(1)	STA. 105+06.33	10
(1)	STA. 105+49.34	10
(1)	STA. 108+29.43	10
(1)	STA. 110+67.17	10
(2)	STA. 121+73.49	10
(2)	STA. 121+73.49	10
(2)	STA. 174+03.18	10
(2)	STA. 121+73.49	10
(2)	STA. 173+04.14	10
(2)	STA. 173+04.14	10
(2)	STA. 201+20.33	10
(2)	STA. 202+59.01	10
(2)	STA. 205+48.44	10
(2)	STA. 205+53.95	10
(2)	STA. 236+53.41	10
(2)	STA. 253+14.29	10
(2)	STA. 254+33.26	10
(2)	STA. 258+80.74	10
(2)	STA. 259+43.00	10
(3)	STA. 264+05.68	10
(4)	STA. 275+67.25	10
(4)	STA. 275+67.25	10
(4)	STA. 282+94.16	10
(4)	STA. 282+94.16	10
PROJECT SUB-TOTAL (PG 1)		240

TEMPORARY DITCH CHECKS

TYP. SEC.	LOCATION	QUANTITY (FOOT)
	FAS 299/ FAU 0327 (IL 113)	
(3)	STA. 293+25.33	15
(3)	STA. 293+25.33	15
(4)	STA. 307+10.63	10
(4)	STA. 307+10.63	10
(4)	STA. 321+02.58	15
(4)	STA. 321+02.58	15
(3)	STA. 327+15.39	10
(3)	STA. 327+15.39	10
(5)	STA. 339+24.33	10
(7)	STA. 342+47.03	10
(7)	STA. 342+47.03	10
(7)	STA. 347+41.13	10
(8)	STA. 350+79.01	10
(9)	STA. 381+14.44	20
(9)	STA. 381+14.44	20
(11)	STA. 401+35.43	10
(11)	STA. 401+35.43	10
(13)	STA. 442+30.51	10
(13)	STA. 442+30.51	10
(13)	STA. 450+53.24	10
(12)	STA. 451+03.49	10
(12)	STA. 454+20.02	10
(12)	STA. 454+54.75	10
(13)	STA. 481+19.13	20
PROJECT SUB-TOTAL (PG 2)		290

TEMPORARY DITCH CHECKS

TYP. SEC.	LOCATION	QUANTITY (FOOT)
	FAS 299/ FAU 0327 (IL 113)	
(13)	STA. 481+19.13	20
(12)	STA. 502+99.68	10
(12)	STA. 502+99.68	10
(12)	STA. 530+22.39	10
(12)	STA. 530+22.39	10
(13)	STA. 542+81.16	20
(13)	STA. 542+81.16	20
(12)	STA. 552+40.23	10
(12)	STA. 552+40.23	10
(13)	STA. 592+13.40	15
(13)	STA. 592+13.40	15
(13)	STA. 597+40.87	10
(13)	STA. 597+40.87	10
(13)	STA. 631+07.54	10
(13)	STA. 631+07.54	10
(13)	STA. 644+74.12	10
(13)	STA. 644+74.12	10
(13)	STA. 660+56.57	10
(13)	STA. 660+56.57	10
(13)	STA. 668+34.25	10
(13)	STA. 668+34.25	10
(13)	STA. 671+37.67	10
(13)	STA. 672+36.63	10
(11)	STA. 677+54.00	10
PROJECT SUB-TOTAL (PG 3)		280

(CONT. ON NEXT PAGE)

TEMPORARY DITCH CHECKS

TYP. SEC.	LOCATION	QUANTITY (FOOT)
	FAS 299/ FAU 0327 (IL 113)	
(11)	STA. 677+54.00	10
	ESSEX RD.	
	SW QUADRANT	10
	SE QUADRANT	10
	SHENK RD.	
	NW QUADRANT	10
	NE QUADRANT	10
	W. RIVER RD./ ZILM RD.	
	NW QUADRANT	10
	NE QUADRANT	10
	SW QUADRANT	10
	SE QUADRANT	10
	ERICKSEN LN.	
	NW QUADRANT	10
	NE QUADRANT	10
	NW QUADRANT	10
	NE QUADRANT	10
	DAVY LN.	
	NE QUADRANT	10
	SE QUADRANT	10
	SMILEY RD.	
	NW QUADRANT	10
	SW QUADRANT	10
	WASHINGTON ST.	
	SW QUADRANT	10
	SE QUADRANT	10
	GARFIELD ST.	
	SW QUADRANT	10
	SE QUADRANT	10
	LINDEN LN.	
	SW QUADRANT	10
	SE QUADRANT	10
PROJECT SUB-TOTAL (PG 4)		230

TEMPORARY DITCH CHECKS

TYP. SEC.	LOCATION	QUANTITY (FOOT)
	FAS 299/ FAU 0327 (IL 113)	
	JAY DR.	
	SW QUADRANT	10
	SE QUADRANT	10
	GRAY DR.	
	SW QUADRANT	10
	SE QUADRANT	10
	CALHOON LN.	
	NW QUADRANT	10
	IRISH LN.	
	SW QUADRANT	10
	SE QUADRANT	10
	BAUER RD.	
	NW QUADRANT	10
	SW QUADRANT	10
	COUNTY 47	
	SW QUADRANT	10
	SE QUADRANT	10
PROJECT SUB-TOTAL (PG 5)		120
PROJECT TOTAL		1,160

INLET FILTERS

TYP. SEC.	LOCATION	QUANTITY (EACH)
	FAS 299/ FAU 0327 (IL 113)	
(1)	STA. 161+78.68	1
(7)	STA. 342+65.89	1
(7)	STA. 345+05.07	1
(8)	STA. 352+82.29	1
(9)	STA. 356+94.46	1
(10)	STA. 358+40.36	1
(10)	STA. 362+49.16	1
(10)	STA. 364+42.75	1
(9)	STA. 365+75.66	2
(9)	STA. 366+50.53	2
PROJECT TOTAL		12

EROSION CONTROL NOTES:

- ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES MAINTENANCE GUIDE: ([HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL](http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control)).
- THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
- TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
- UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.

RELOCATE EXISTING MAILBOX

TYP. SEC.	LOCATION	QUANTITY (EACH)
	FAS 299/ FAU 0327 (IL 113)	
(15)	STA. 198+34.40	1
(15)	STA. 250+46.18	1
(17)	STA. 320+27.41	1
(22)	STA. 364+53.75	1
(22)	STA. 375+60.58	1
(22)	STA. 376+91.79	1
(22)	STA. 378+11.36	2
(22)	STA. 379+32.34	1
(22)	STA. 384+32.45	1
(22)	STA. 385+80.15	1
(22)	STA. 388+42.70	1
(22)	STA. 388+44.44	1
(24)	STA. 391+82.31	1
(24)	STA. 393+43.23	1
PROJECT SUB-TOTAL (PG 1)		15

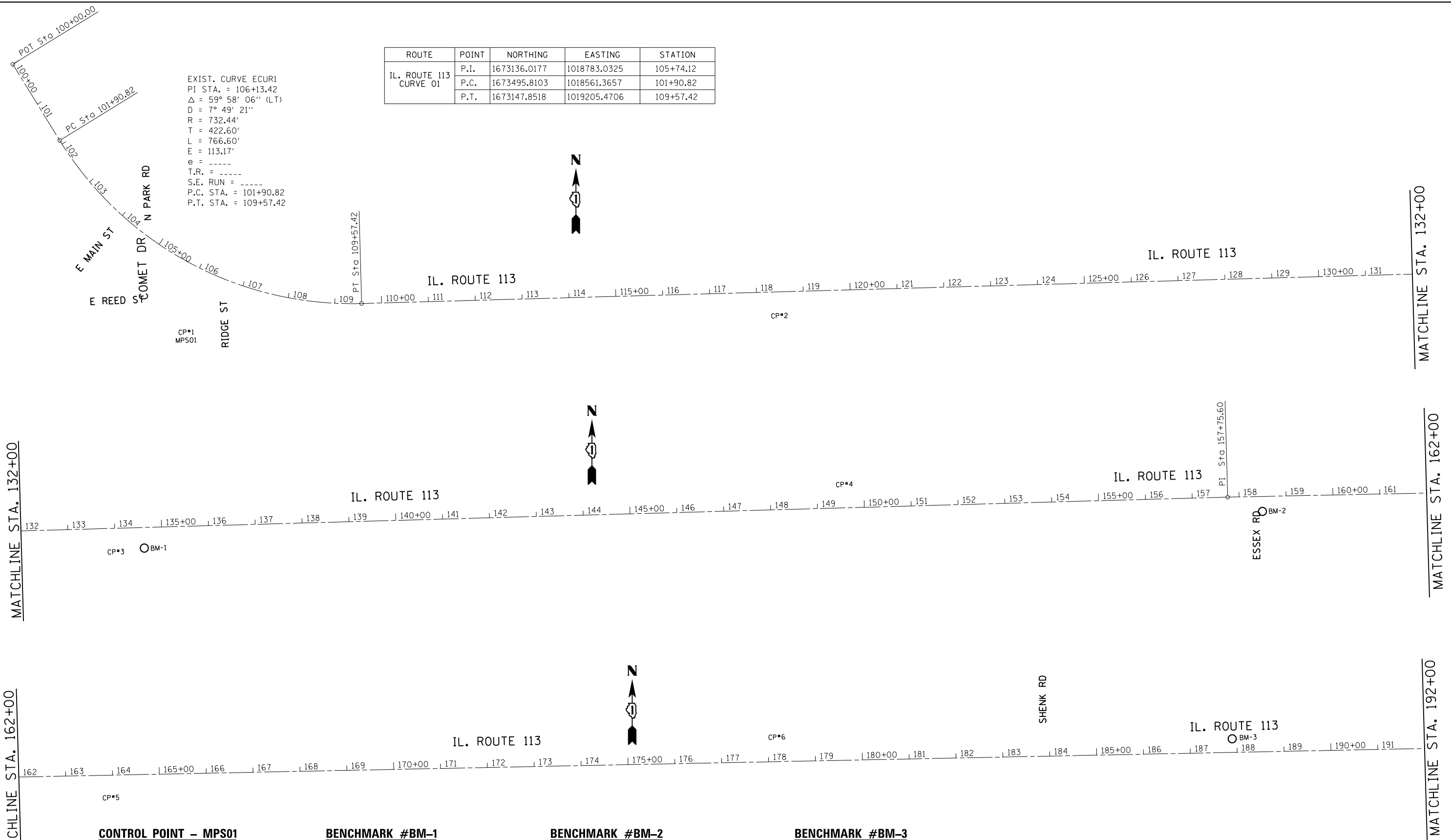
RELOCATE EXISTING MAILBOX

TYP. SEC.	LOCATION	QUANTITY (EACH)
	FAS 299/ FAU 0327 (IL 113)	
(24)	STA. 396+39.16	1
(24)	STA. 398+95.93	1
(24)	STA. 400+36.36	1
(24)	STA. 401+70.91	1
(22)	STA. 403+12.67	1
(22)	STA. 403+28.81	1
(22)	STA. 405+69.10	1
(25)	STA. 520+35.01	1
(25)	STA. 520+38.77	1
(25)	STA. 522+69.72	1
(25)	STA. 554+25.36	1
(25)	STA. 559+31.04	1
(25)	STA. 559+33.56	1
(25)	STA. 567+57.63	1
PROJECT SUB-TOTAL (PG 1)		14
PROJECT TOTAL		29

NOTE: ALL MAILBOX POSTS MUST BE SET BACK A MINIMUM OF 2' FROM THE EDGE OF THE SHOULDER

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 01	P.I.	1673136.0177	1018783.0325	105+74.12
	P.C.	1673495.8103	1018561.3657	101+90.82
	P.T.	1673147.8518	1019205.4706	109+57.42

EXIST. CURVE ECUR1
 PI STA. = 106+13.42
 $\Delta = 59^\circ 58' 06''$ (LT)
 R = 732.44'
 T = 422.60'
 L = 766.60'
 E = 113.17'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 101+90.82
 P.T. STA. = 109+57.42



CONTROL POINT - MPS01

STA.=106+25, 120' RT
 ELEV.=583.04
 "X" -CUT IN SIDEWALK AT THE SOUTHEAST CORNER OF COMET AND READ STREETS.

BENCHMARK #BM-1

STA.=134+62, 44' RT
 ELEV.=587.19
 TOP OF RAILROAD SPIKE SET IN 14 INCH DIAMETER OAK TREE, 2 FEET ABOVE GRADE. 30 FEET SOUTH OF THE SOUTH EDGE OF PAVEMENT FOR IL 113 AND 80 FEET WEST OF THE CENTERLINE TO BRAIDWOOD DUNES AND SAVANNA NATURE PRESERVE ENTRANCE.

BENCHMARK #BM-2

STA.=158+62, 32' RT
 ELEV.=588.54
 TOP OF RAILROAD SPIKE SET IN CUT-OFF POWER POLE ON THE SOUTHEAST QUADRANT OF THE INTERSECTION OF ESSEX ROAD AND IL 113.

BENCHMARK #BM-3

STA.=187+90, 29' LT
 ELEV.=581.15
 TOP OF RAILROAD SPIKE SET IN THE SOUTH SIDE OF POWER POLE ON THE NORTH SIDE OF IL 113 ACROSS FROM THE ENTRANCE FOR RESIDENCE #23525.

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 113 (COMET DR. TO KANKAKEE LINE) ALIGNMENT, TIES AND BENCHMARKS	F.A.S./J RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Default	CHECKED -	REVISED -			299/0327	2015-0131	WILL	156	17	
		DATE -	REVISED -			CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT		
						SCALE: 1"=100'	SHEET 1 OF 12 SHEETS	STA.100+00 TO STA.192+00			

MATCHLINE STA. 192+00

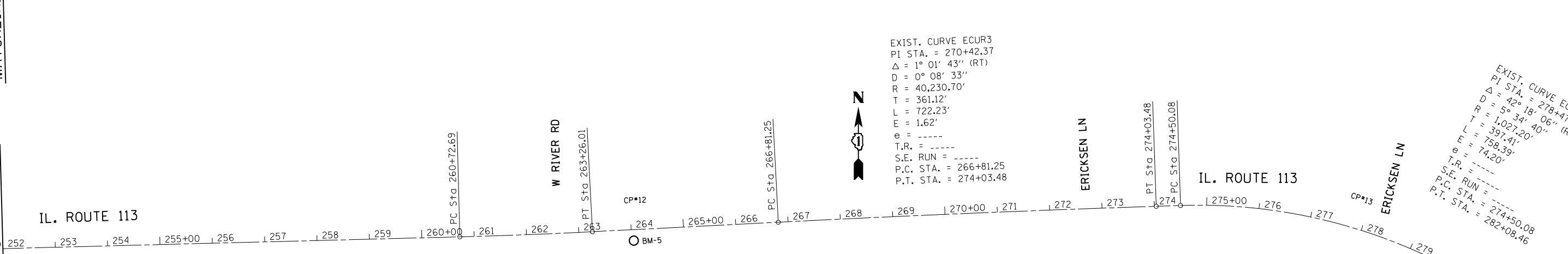
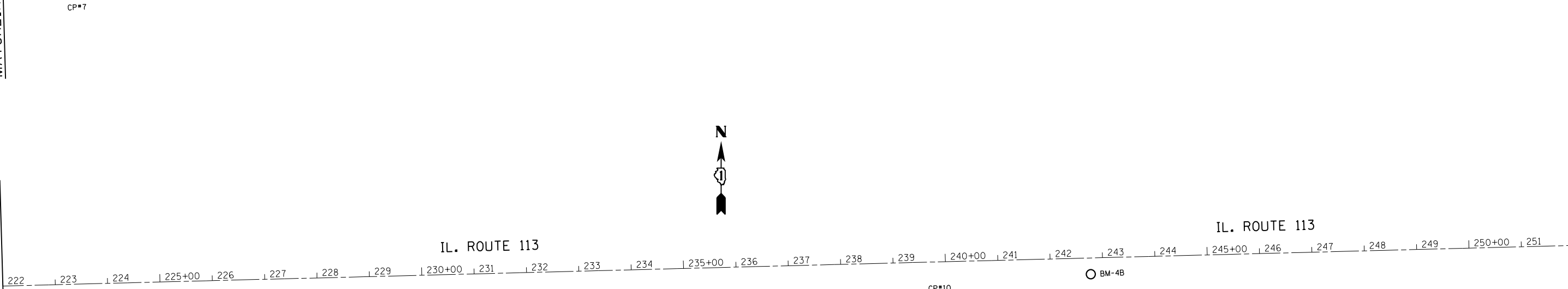
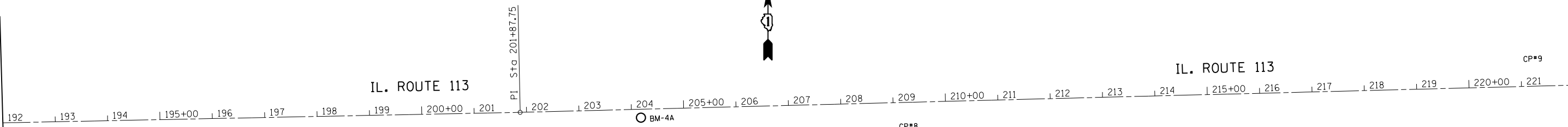
MATCHLINE STA. 222+00

MATCHLINE STA. 252+00

MATCHLINE STA. 222+00

MATCHLINE STA. 252+00

MATCHLINE STA. 282+00



EXIST. CURVE ECUR3
 PI STA. = 270+42.37
 Δ = 1° 01' 43" (RT)
 D = 0° 08' 33"
 R = 40,230.70'
 T = 361.12'
 L = 722.23'
 E = 1.62'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 266+81.25
 P.T. STA. = 274+03.48

EXIST. CURVE ECUR4
 PI STA. = 278+47.49
 Δ = 42° 18' 06" (RT)
 D = 5° 34' 40"
 R = 1,027.20'
 T = 397.41'
 L = 758.39'
 E = 74.20'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 274+50.08
 P.T. STA. = 282+08.46

EXIST. CURVE ECUR2
 PI STA. = 261+99.35
 Δ = 1° 27' 05" (LT)
 D = 0° 34' 23"
 R = 10,000.00'
 T = 126.66'
 L = 253.32'
 E = 0.80'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 260+72.69
 P.T. STA. = 263+26.01

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 02	P.I.	1673527.5121	1034442.6036	261+99.35
	P.C.	1673527.5121	1034442.6036	260+72.69
	P.T.	1673552.1562	1034923.8839	263+26.01
IL. ROUTE 113 CURVE 03	P.I.	1673570.6235	1035284.5338	270+41.37
	P.C.	1673570.6235	1034923.8839	266+81.25
	P.T.	1673582.6137	1035642.4571	274+03.48
IL. ROUTE 113 CURVE 04	P.I.	1673597.3561	1036089.2241	278+47.49
	P.C.	1673584.1610	1035692.0324	274+50.08
	P.T.	1673339.7917	1036391.8723	282+08.46

BENCHMARK #BM-4A

STA.=204+18, 16' RT
 ELEV.=580.99
 A NOTCH CUT IN THE TOP OF THE 4TH H-PILE WEST OF THE EAST END OF GUARDRAIL FOR CROSS CULVERT JUST WEST OF ENTRANCE TO RESIDENCE #23251, ON THE SOUTH SIDE OF IL 113.

BENCHMARK #BM-4B

STA.=242+77, 31' RT
 ELEV.=567.50
 TOP OF RAILROAD SPIKE SET IN THE NORTH SIDE OF 8TH POWER POLE WEST OF RIVER ROAD ON THE SOUTH SIDE OF IL 113.

BENCHMARK #BM-5

STA.=264+04, 21' RT
 ELEV.=560.12
 "X" -CUT SET ON TH WEST SIDE OF THE SOUTH CULVERT HEADWALL APPROXIMATELY 50 FEET EAST OF RIVER ROAD.

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 05	P.I.	1673010.3116	1036876.6769	287+16.85
	P.C.	1673159.8795	1036603.2761	284+86.06
	P.T.	1672801.1946	1036876.6769	289+40.54
IL. ROUTE 113 CURVE 06	P.I.	1670872.6100	1037767.9200	309+07.1
	P.C.	1671106.8103	1037659.8674	310+65.1
	P.T.	1670623.2623	1037833.8811	313+21.7

EXIST. CURVE ECUR6
 PI STA. = 310+65.10
 $\Delta = 9^\circ 56' 59''$ (RT)
 $D = 1^\circ 56' 01''$
 $R = 2,963.04'$
 $T = 257.92'$
 $L = 514.55'$
 $E = 11.20'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 308+07.18
 P.T. STA. = 313+21.73

EXIST. CURVE ECUR5
 PI STA. = 287+16.85
 $\Delta = 24^\circ 34' 14''$ (RT)
 $D = 5^\circ 24' 23''$
 $R = 1,059.79'$
 $T = 230.79'$
 $L = 454.48'$
 $E = 24.84'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 284+86.06
 P.T. STA. = 289+40.54

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 07	P.I.	1669724.1400	1038071.7300	322+51.78
	P.C.	1669925.7399	1038018.3999	320+43.24
	P.T.	1669540.9361	1038171.3441	324+58.32
IL. ROUTE 113 CURVE 08	P.I.	1669127.6298	1038396.0727	329+28.70
	P.C.	1669297.7653	1038303.5643	327+35.11
	P.T.	1668960.0460	1038492.8535	331+22.27
IL. ROUTE 113 CURVE 09	P.I.	1668790.1541	1038590.9672	333+18.46
	P.C.	1668960.0460	1038492.8535	331+22.27
	P.T.	1668628.7566	1038702.5212	335+14.44
IL. ROUTE 113 CURVE 10	P.I.	1668508.2100	1038785.8400	336+60.98
	P.C.	1668565.6345	1038746.1496	335+91.17
	P.T.	1668452.6998	1038828.1663	337+30.76

EXIST. CURVE ECUR7
 PI STA. = 322+51.78
 $\Delta = 13^\circ 43' 02''$ (LT)
 $D = 3^\circ 18' 17''$
 $R = 1,733.75'$
 $T = 208.53'$
 $L = 415.07'$
 $E = 12.50'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 320+43.24
 P.T. STA. = 324+58.32

EXIST. CURVE ECUR8
 PI STA. = 329+28.70
 $\Delta = 1^\circ 28' 18''$ (LT)
 $D = 0^\circ 22' 49''$
 $R = 15,072.01'$
 $T = 193.59'$
 $L = 387.16'$
 $E = 1.24'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 327+35.11
 P.T. STA. = 331+22.27

EXIST. CURVE ECUR9
 PI STA. = 333+18.46
 $\Delta = 4^\circ 38' 40''$ (LT)
 $D = 1^\circ 11' 03''$
 $R = 4,837.97'$
 $T = 196.19'$
 $L = 392.17'$
 $E = 3.98'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 331+22.27
 P.T. STA. = 335+14.44

EXIST. CURVE ECUR10
 PI STA. = 336+60.98
 $\Delta = 2^\circ 40' 27''$ (LT)
 $D = 1^\circ 54' 57''$
 $R = 2,990.86'$
 $T = 69.81'$
 $L = 139.59'$
 $E = 0.81'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 335+91.17
 P.T. STA. = 337+30.76

BENCHMARK #BM-6

STA.=307+03, 20' LT
 ELEV.=575.33
 "X" -CUT SET ON ON THE NORTHWESTERLY END
 OF THE NORTHEASTERLY HEADWALL FOR THE
 CROSS CULVERT BETWEEN THE ENTRANCES
 FOR RESIDENCE #22008 AND #22016 ON IL 113.

BENCHMARK #BM-7

STA.=327+09, 20' LT
 ELEV.=570.92
 "X" -CUT SET ON THE NORTHWESTERLY END
 OF THE NORTHEASTERLY HEADWALL FOR THE
 CROSS CULVERT JUST NORTHWESTERLY OF THE
 ENTRANCE TO CUSTER PARK BATTLEFIELDS.

EXIST. CURVE ECUR11
 PI STA. = 343+25.21
 $\Delta = 35^\circ 56' 45''$ (LT)
 $D = 4^\circ 19' 48''$
 $R = 1,323.25'$
 $T = 429.26'$
 $L = 830.17'$
 $E = 67.88'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 338+95.95$
 $P.T. STA. = 347+26.12$

EXIST. CURVE ECUR12
 PI STA. = 351+67.35
 $\Delta = 21^\circ 27' 47''$ (RT)
 $D = 3^\circ 55' 29''$
 $R = 1,459.89'$
 $T = 276.68'$
 $L = 546.87'$
 $E = 25.99'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 348+90.67$
 $P.T. STA. = 354+37.54$
IL. ROUTE 113

EXIST. CURVE ECUR14
 PI STA. = 360+50.88
 $\Delta = 8^\circ 54' 28''$ (LT)
 $D = 2^\circ 08' 37''$
 $R = 2,672.74'$
 $T = 208.19'$
 $L = 415.53'$
 $E = 8.10'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 358+42.70$
 $P.T. STA. = 362+58.23$

EXIST. CURVE ECUR15
 PI STA. = 363+17.63
 $\Delta = 5^\circ 13' 13''$ (LT)
 $D = 4^\circ 23' 50''$
 $R = 1,302.97'$
 $T = 59.40'$
 $L = 118.72'$
 $E = 1.35'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 362+58.23$
 $P.T. STA. = 363+76.95$

WASHINGTON ST
 EXIST. CURVE ECUR13
 PI STA. = 357+53.04
 $\Delta = 2^\circ 36' 04''$ (LT)
 $D = 1^\circ 27' 01''$
 $R = 3,950.65'$
 $T = 89.69'$
 $L = 179.34'$
 $E = 1.02'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 356+63.35$
 $P.T. STA. = 358+42.70$

EXIST. CURVE ECUR17
 PI STA. = 396+12.74
 $\Delta = 11^\circ 44' 12''$ (RT)
 $D = 1^\circ 15' 08''$
 $R = 4,575.58'$
 $T = 470.29'$
 $L = 937.29'$
 $E = 24.11'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 391+42.45$
 $P.T. STA. = 400+79.73$

EXIST. CURVE ECUR16
 PI STA. = 387+72.67
 $\Delta = 1^\circ 45' 18''$ (RT)
 $D = 0^\circ 19' 06''$
 $R = 17,993.80'$
 $T = 275.62'$
 $L = 551.19'$
 $E = 2.11'$
 $e =$ -----
 $T.R. =$ -----
 $S.E. RUN =$ -----
 $P.C. STA. = 384+97.06$
 $P.T. STA. = 390+48.25$

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 11	P.I.	1667979.9915	1039188.6039	343+25.21
	P.C.	1668321.3413	1038928.3264	338+95.95
	P.T.	1667856.4330	1039599.6967	347+26.12
IL. ROUTE 113 CURVE 12	P.I.	1667729.4300	1040022.2500	351+67.35
	P.C.	1667809.0697	1039757.2798	348+90.67
	P.T.	1667558.3605	1040239.7056	354+37.54
IL. ROUTE 113 CURVE 13	P.I.	1667418.7433	1040417.1803	357+53.04
	P.C.	1667363.2900	1040487.6700	356+63.35
	P.T.	1667311.0927	1040560.6035	358+42.70
IL. ROUTE 113 CURVE 14	P.I.	1667139.9300	1040729.9000	360+50.88
	P.C.	1667311.0927	1040560.6035	358+42.70
	P.T.	1667096.4435	1040915.9160	362+58.23
IL. ROUTE 113 CURVE 15	P.I.	1667069.7700	1040968.9900	363+17.63
	P.C.	1667096.4435	1040915.9160	362+58.23
	P.T.	1667048.0361	1041024.2708	363+76.95

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 16	P.I.	1666171.4600	1043253.8701	387+72.67
	P.C.	1666272.3090	1042997.3650	384+97.06
	P.T.	1666062.8052	1043507.1660	390+48.25
IL. ROUTE 113 CURVE 17	P.I.	1665840.2700	1044025.9400	396+12.74
	P.C.	1666025.6689	1043593.7382	391+42.45
	P.T.	1665570.8308	1044411.3925	400+79.73

BENCHMARK #BM-8

STA.=350+70, 15' RT
 ELEV.=558.12

"X" -CUT SET IN THE SOUTHEASTERLY WINGWALL
 (APPROXIMATELY 0.8 FEET ABOVE PAVEMENT) OF
 IL 113 BRIDGE OVER HORSE CREEK.

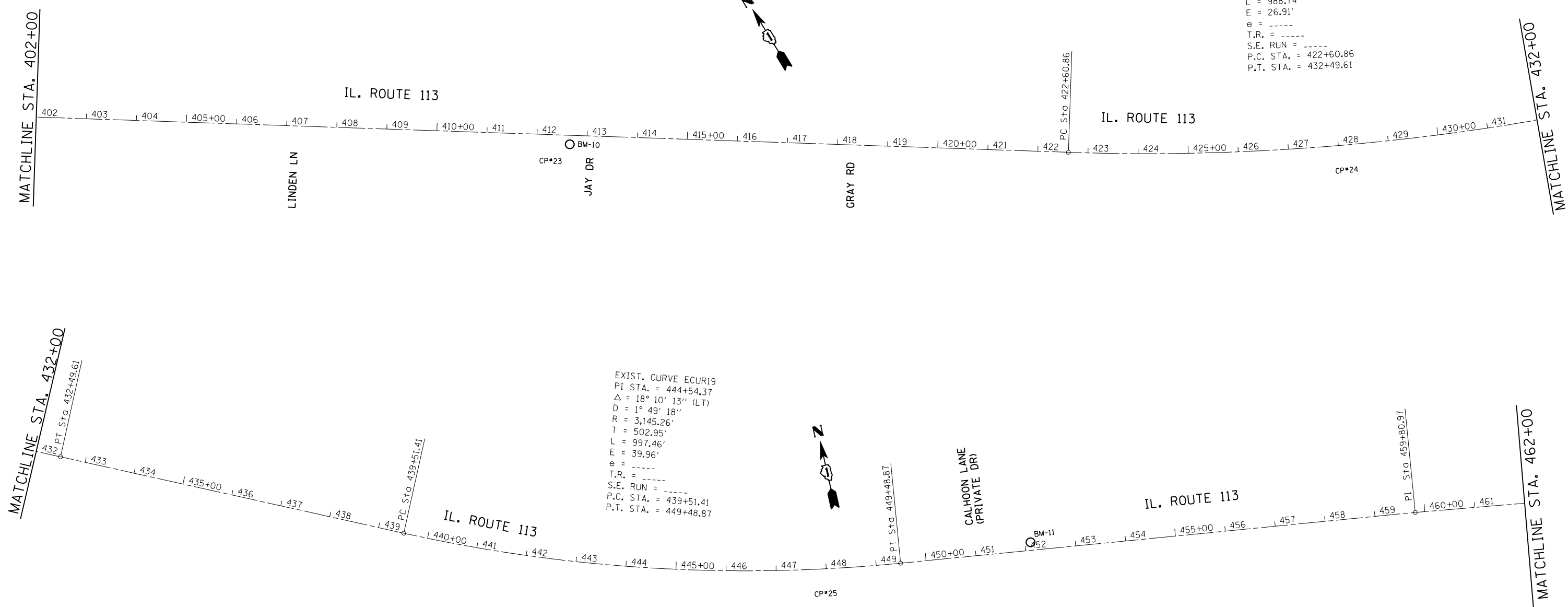
BENCHMARK #BM-9

STA.=381+03, 18' RT
 ELEV.=559.42

NOTCH CUT IN THE TOP OF THE 20TH H-PILE
 EASTERLY OF THE WESTERLY END OF THE
 GUARDRAIL, APPROXIMATELY 100 FEET EASTERLY
 OF THE ENTRANCE TO RESIDENCE #21246 ON THE
 SOUTHERLY SIDE OF ILL 113.

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 18	P.I.	1664036.8600	1046605.8500	427+57.18
	P.C.	1664321.2107	1046199.0655	422+60.86
	P.T.	1663846.6200	1047064.2578	432+49.61
IL. ROUTE 113 CURVE 19	P.I.	1663384.8300	1048177.0000	444+54.37
	P.C.	1663577.6138	1047712.4626	439+51.41
	P.T.	1663346.5217	1048678.4908	449+48.87

EXIST. CURVE ECUR18
 PI STA. = 427+57.18
 $\Delta = 12^\circ 24' 57''$ (LT)
 $D = 1^\circ 15' 21''$
 $R = 4,562.80'$
 $T = 496.32'$
 $L = 988.74'$
 $E = 26.91'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 422+60.86
 P.T. STA. = 432+49.61



EXIST. CURVE ECUR19
 PI STA. = 444+54.37
 $\Delta = 18^\circ 10' 13''$ (LT)
 $D = 1^\circ 49' 18''$
 $R = 3,145.26'$
 $T = 502.95'$
 $L = 997.46'$
 $E = 39.96'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 439+51.41
 P.T. STA. = 449+48.87

BENCHMARK #BM-10

STA.=412+66, 23' RT
 ELEV.=586.23
 "X" -CUT IN THE CONCRETE CURB, 3.5 FEET EAST OF THE END OF THE CURB, APPROXIMATELY 50 FEET WESTERLY OF THE CENTERLINE OF JAY DRIVE ON THE SOUTHERLY SIDE OF IL 113.

BENCHMARK #BM-11

STA.=452+11, 16' LT
 ELEV.=554.85
 "X" -CUT IN THE NORTHERLY BRIDGE APPROACH CURB ON THW WESTERLY BRIDGE APPROACH (5 FEET WESTERLY OF THE WESTERLY CONSTRUCTION JOINT) OF THE IL 113 BRIDGE OVER TERRY CREEK, JUST EASTERLY OF CALHOON LANE (PRIVATE DRIVE).

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 113 (COMET DR. TO KANKAKEE LINE) ALIGNMENT, TIES AND BENCHMARKS	F.A.S./U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -			299/0327	2015-0131	WILL	156	21	
	PLOT DATE = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66					
						SCALE: 1"=100'			SHEET 5 OF 12 SHEETS STA. 402+00 TO STA. 462+00		

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 21	P.I.	1663220.7202	1050225.0077	465+00.54
	P.C.	1663234.2067	1050077.1333	463+52.05
	P.T.	1663204.6979	1050372.6335	466+49.02
IL. ROUTE 113 CURVE 22	P.I.	1663164.7702	1050740.5193	470+19.07
	P.C.	1663204.6979	1050372.6335	466+49.02
	P.T.	1663073.2829	1051099.0794	473+87.88
IL. ROUTE 113 CURVE 23	P.I.	1662897.3300	1051788.6800	480+99.57
	P.C.	1662982.8491	1051453.5107	477+53.66
	P.T.	1662784.7059	1052115.7393	484+45.09

MATCHLINE STA. 462+00

MATCHLINE STA. 492+00

EXIST. CURVE ECUR21
PI STA. = 465+00.54
 $\Delta = 0^\circ 58' 59''$ (RT)
D = $0^\circ 19' 52''$
R = 17,306.92'
T = 148.49'
L = 296.97'
E = 0.64'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 463+52.05
P.T. STA. = 466+49.02

EXIST. CURVE ECUR22
PI STA. = 470+19.07
 $\Delta = 8^\circ 07' 10''$ (RT)
D = $1^\circ 05' 56''$
R = 5,213.80'
T = 370.05'
L = 738.85'
E = 13.12'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 466+49.02
P.T. STA. = 473+87.88

EXIST. CURVE ECUR23
PI STA. = 480+99.57
 $\Delta = 4^\circ 41' 15''$ (RT)
D = $0^\circ 40' 41''$
R = 8,451.21'
T = 345.91'
L = 691.43'
E = 7.08'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 477+53.66
P.T. STA. = 484+45.09

EXIST. CURVE ECUR24
PI STA. = 498+45.68
 $\Delta = 2^\circ 17' 51''$ (RT)
D = $0^\circ 17' 42''$
R = 19,427.43'
T = 389.58'
L = 779.06'
E = 3.91'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 494+56.10
P.T. STA. = 502+35.15

EXIST. CURVE ECUR25
PI STA. = 507+24.05
 $\Delta = 7^\circ 44' 56''$ (LT)
D = $1^\circ 45' 41''$
R = 3,252.65'
T = 220.29'
L = 439.90'
E = 7.45'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 505+03.76
P.T. STA. = 509+43.66

EXIST. CURVE ECUR26
PI STA. = 513+63.52
 $\Delta = 10^\circ 00' 44''$ (RT)
D = $2^\circ 08' 29''$
R = 2,675.63'
T = 234.38'
L = 467.56'
E = 10.25'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 511+29.14
P.T. STA. = 515+96.71

MATCHLINE STA. 492+00

MATCHLINE STA. 522+00

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 24	P.I.	1662311.2500	1053433.8400	498+45.68
	P.C.	1662444.1298	1053067.6220	494+56.10
	P.T.	1662163.7963	1053794.4365	502+35.15
IL. ROUTE 113 CURVE 25	P.I.	1661978.7500	1054246.9600	507+24.05
	P.C.	1662062.1275	1054043.0626	505+03.76
	P.T.	1661923.6257	1054460.2374	509+43.66
IL. ROUTE 113 CURVE 26	P.I.	1661818.5600	1054866.7400	513+63.52
	P.C.	1661877.2106	1054639.8190	511+29.14
	P.T.	1661721.3500	1055080.0080	515+96.71

BENCHMARK #BM-12

STA.=480+84, 18' LT
ELEV.=566.15

NOTCH CUT IN THE TOP OF THE 9TH H-PILE EASTERLY OF THE WESTERLY END OF GUARDRAIL, APPROXIMATELY 150 FEET EASTERLY OF THE ENTRANCE TO RESIDENCE #19906 ON THE NORTHERLY SIDE OF IL 113.

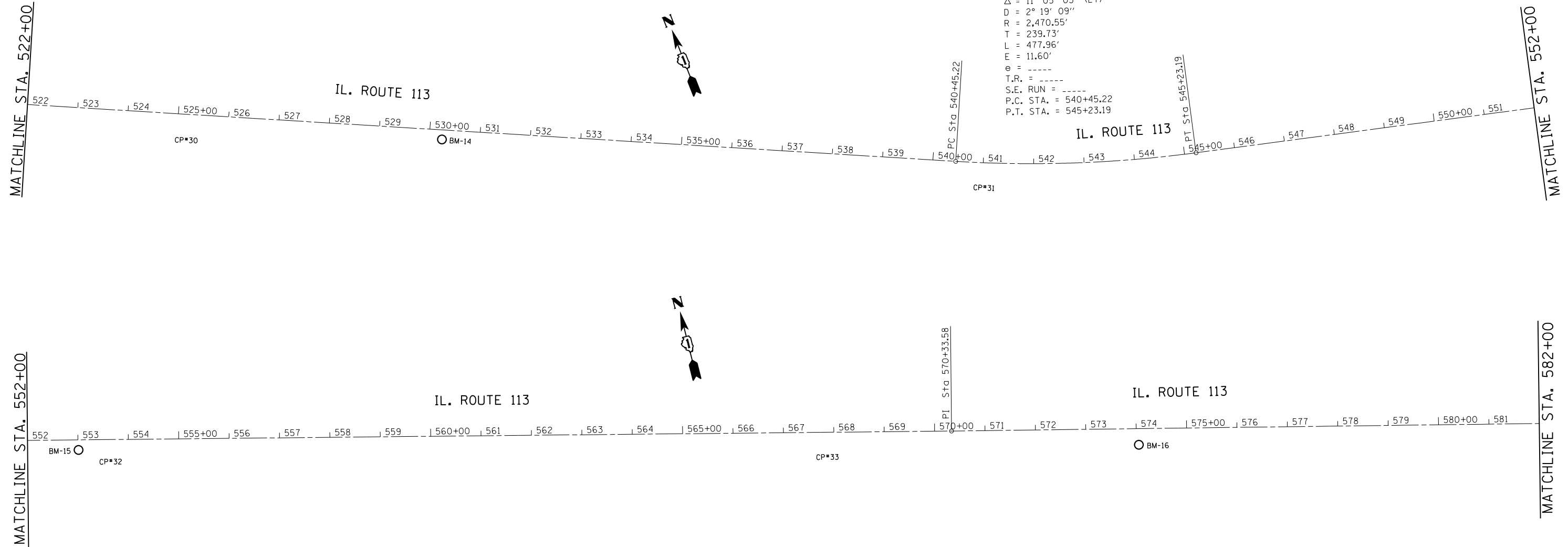
BENCHMARK #BM-13

STA.=501+98, 20' RT
ELEV.=583.79

NOTCH CUT IN THE 3RD H-PILE EASTERLY OF THE WESTERLY END OF GUARDRAIL ACROSS FROM ENTRANCE (NO NUMBER POSTED) ON THE SOUTHERLY SIDE OF IL 113.

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 27	P.I.	1660606.3800	1057526.1300	542+84.95
	P.C.	1660705.8095	1057307.9926	540+45.22
	P.T.	1660550.7444	1057759.3142	545+23.19

EXIST. CURVE ECUR27
 PI STA. = 542+84.95
 Δ = 11° 05' 05" (LT)
 D = 2° 19' 09"
 R = 2,470.55'
 T = 239.73'
 L = 477.96'
 E = 11.60'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 540+45.22
 P.T. STA. = 545+23.19



BENCHMARK #BM-14

STA.=530+25, 19' RT
 ELEV.=600.05

NOTCH CUT IN THE 9TH H-PILE EASTERLY OF THE WESTERLY END OF GUARDRAIL, APPROXIMATELY 850 FEET EASTERLY OF THE ENTRANCE TO RESIDENCE #19321, ON SOUTHERLY SIDE OF IL 113.

BENCHMARK #BM-15

STA.=553+01, 20' RT
 ELEV.=608.82

NOTCH CUT IN IN THE TOP OF THE 3RD H-PILE WESTERLY OF THE EASTERLY END OF GUARDRAIL, APPROXIMATELY 100 FEET WESTERLY OF THE ENTRANCE TO RESIDENCE #18901, ON THE SOUTHERLY SIDE OF IL 113.

BENCHMARK #BM-16

STA.=574+05, 32' RT
 ELEV.=607.57

TOP OF RAILROAD SPIKE SET IN 3RD POWER POLE WESTERLY OF THE BOAT ACCESS ROAD (BETWEEN HUNTING AREAS #9 & #10) ON THE SOUTHERLY SIDE OF IL 113.

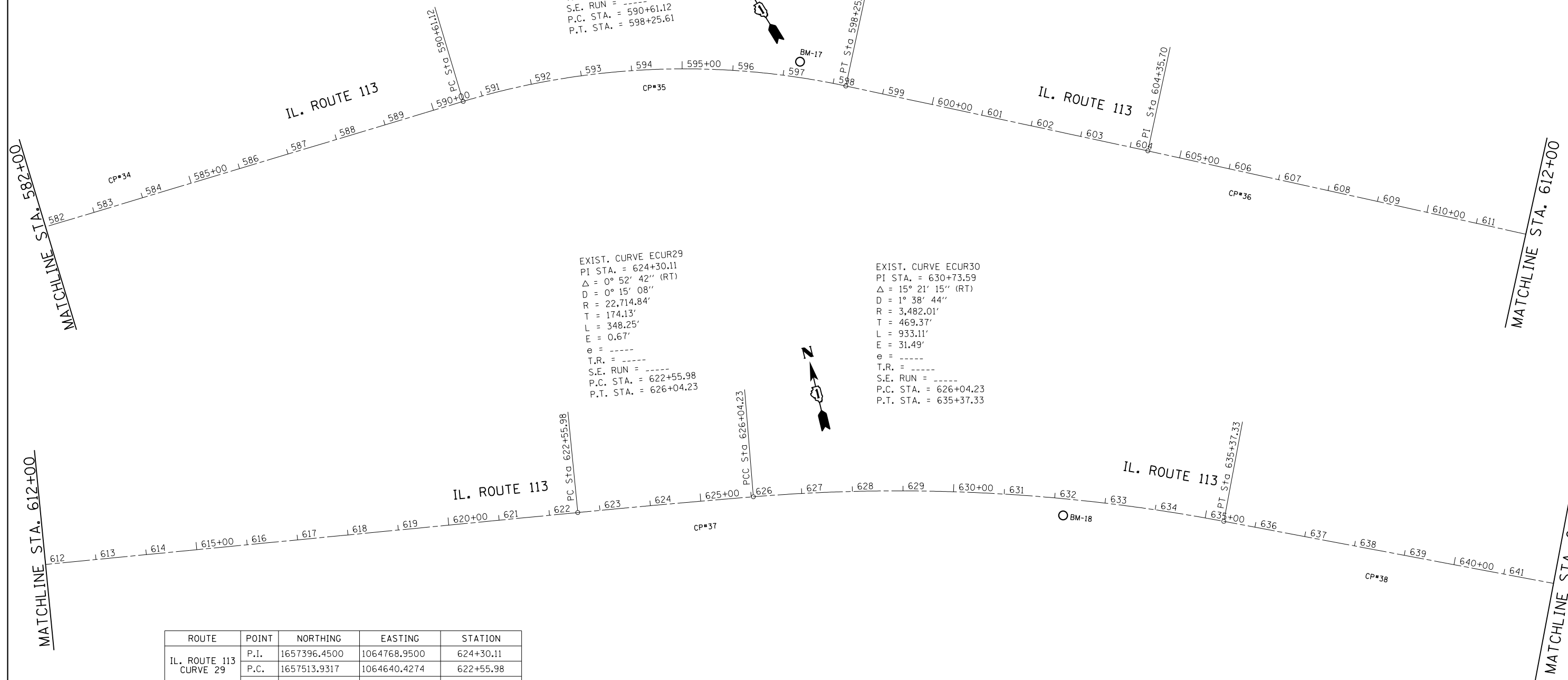
FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 113 (COMET DR. TO KANKAKEE LINE) ALIGNMENT, TIES AND BENCHMARKS	F.A.S./W RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -			299/0327	2015-0131	WILL	156	23	
	PLOT DATE = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT		
						SCALE: 1"=100'	SHEET 7 OF 12 SHEETS	STA. 522+00 TO STA. 582+00			

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 28	P.I.	1659413.1900	1062554.7000	594+51.65
	P.C.	1659502.8179	1062174.5900	590+61.12
	P.T.	1659151.2541	1062844.3660	598+25.61

EXIST. CURVE ECUR28
 PI STA. = 594+51.65
 $\Delta = 28^\circ 51' 16''$ (RT)
 $D = 3^\circ 46' 28''$
 $R = 1,518.04'$
 $T = 390.53'$
 $L = 764.49'$
 $E = 49.43'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 590+61.12
 P.T. STA. = 598+25.61

EXIST. CURVE ECUR29
 PI STA. = 624+30.11
 $\Delta = 0^\circ 52' 42''$ (RT)
 $D = 0^\circ 15' 08''$
 $R = 22,714.84'$
 $T = 174.13'$
 $L = 348.25'$
 $E = 0.67'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 622+55.98
 P.T. STA. = 626+04.23

EXIST. CURVE ECUR30
 PI STA. = 630+73.59
 $\Delta = 15^\circ 21' 15''$ (RT)
 $D = 1^\circ 38' 44''$
 $R = 3,482.01'$
 $T = 469.37'$
 $L = 933.11'$
 $E = 31.49'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 626+04.23
 P.T. STA. = 635+37.33



ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 29	P.I.	1657396.4500	1064768.9500	624+30.11
	P.C.	1657513.9317	1064640.4274	622+55.98
	P.T.	1657277.0118	1064895.6564	626+04.23
IL. ROUTE 113 CURVE 30	P.I.	1656955.0600	1065237.2000	630+73.59
	P.C.	1657277.0118	1064895.6564	626+04.23
	P.T.	1656554.1641	1065481.3054	635+37.33

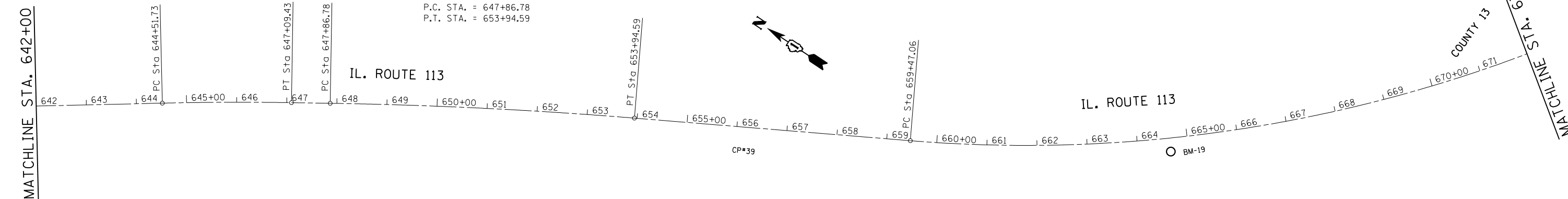
BENCHMARK #BM-17
 STA.=597+29, 31' LT
 ELEV.=604.84
 TOP OF RAILROAD SPIKE SET IN POWER POLE
 NORTHWESTERLY OF THE ENTRANCE TO
 HUNTING ARE #8, ON THE NORTHEASTERLY
 SIDE OF IL 113.

BENCHMARK #BM-18
 STA.=632+20, 33' RT
 ELEV.=601.49
 TOP OF RAILROAD SPIKE SET IN THE 7TH
 POWER POLE NORTHWESTERLY OF BAUER
 ROAD ON THE SOUTHEASTERLY SIDE OF
 IL 113.

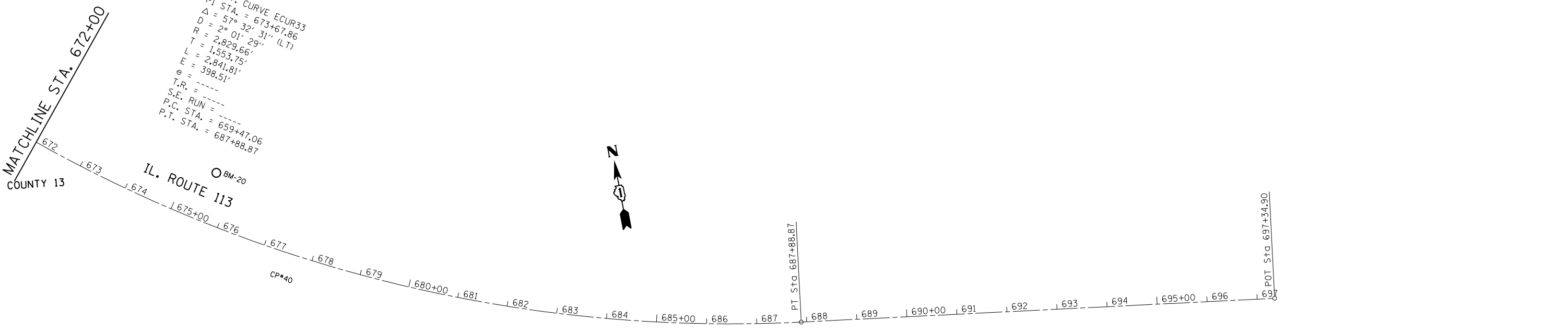
EXIST. CURVE ECUR31
 PI STA. = 645+80.60
 $\Delta = 2^\circ 15' 19''$ (RT)
 $D = 0^\circ 52' 31''$
 $R = 6,546.77'$
 $T = 128.87'$
 $L = 257.70'$
 $e = 1.27'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 644+51.73
 P.T. STA. = 647+09.43

EXIST. CURVE ECUR32
 PI STA. = 650+90.79
 $\Delta = 3^\circ 44' 42''$ (RT)
 $D = 0^\circ 36' 58''$
 $R = 9,299.17'$
 $T = 304.01'$
 $L = 607.81'$
 $e = 4.97'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 647+86.78
 P.T. STA. = 653+94.59

ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 31	P.I.	1655663.0900	1066023.8800	645+80.60
	P.C.	1655773.1585	1065956.8593	644+51.73
	P.T.	1655550.4692	1066086.5172	647+09.43
IL. ROUTE 113 CURVE 32	P.I.	1655216.3649	1065237.2000	650+90.79
	P.C.	1655482.8745	1066124.1120	647+86.78
	P.T.	1654942.4213	1066401.9793	653+94.59



EXIST. CURVE ECUR33
 PI STA. = 673+67.86
 $\Delta = 57^\circ 32' 31''$ (LT)
 $D = 2^\circ 01' 29''$
 $R = 2,829.66'$
 $T = 1,553.75'$
 $L = 2,841.81'$
 $e = 398.51'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 659+47.06
 P.T. STA. = 687+88.87



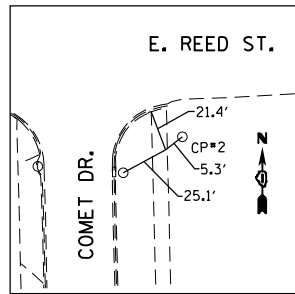
ROUTE	POINT	NORTHING	EASTING	STATION
IL. ROUTE 113 CURVE 33	P.I.	1653038.6865	1067302.8980	673+67.86
	P.C.	1654443.0468	1066638.3021	659+47.06
	P.T.	1652845.8509	1068844.7687	687+88.87

BENCHMARK #BM-19

STA.=664+65, 27' RT
 ELEV.=601.25
 TOP OF RAILROAD SPIKE SET IN 4TH
 POWER POLE NORTHERLY OF
 N 8000 W ROAD ON THE WESTERLY
 SIDE OF IL 113.

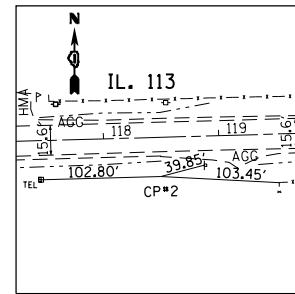
BENCHMARK #BM-20

STA.=675+57, 101' LT
 ELEV.=600.00
 -CUT ON THE SOUTHERLY FOUNDATION
 CORNER FOR THE FRAME SHELTER AT
 HUNTING AREA *6, ON THE NORTHERLY
 SIDE OF IL113.



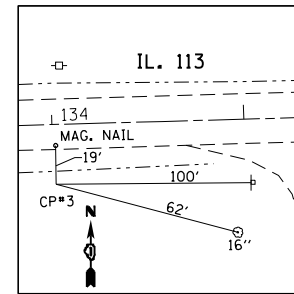
CONTROL POINT #1

CROSS CUT ON SIDEWALK AT THE SOUTHEAST CORNER OF COMET DR. AND E. REED ST. STA. 106+24.52, 120.42' RT. N=1673103.549 E=1018832.142 ELEV.=583.036



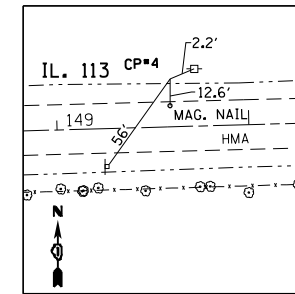
CONTROL POINT #2

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 NEAR THE EAST SIDE OF HIGH SCHOOL PROPERTY LINE STA. 118+48.82, 33.98' RT. N=1673138.549 E=1020097.473 ELEV.=586.253



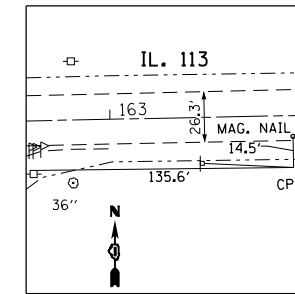
CONTROL POINT #3

RE-BAR ON SOUTH SIDE OF IL. RTE. 113 NEAR A FOREST PRESERVE GRAVEL ENTRANCE. STA. 134+01.41, 31.13' RT. N=1673185.171 E=1021649.372 ELEV.=584.481



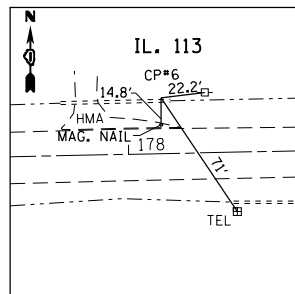
CONTROL POINT #4

RE-BAR WITH YELLOW CAP ON THE NORTH SIDE OF IL. RTE. 113 STA. 149+59.7, 25.01' LT. N=1673284.927 E=1023205.481 ELEV.=584.481



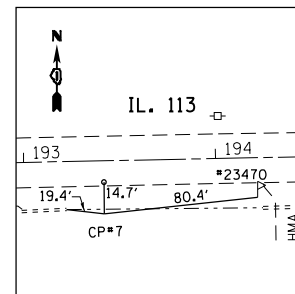
CONTROL POINT #5

RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113 STA. 163+95.11, 27.08' RT. N=1673268.266 E=1024641.693 ELEV.=586.256



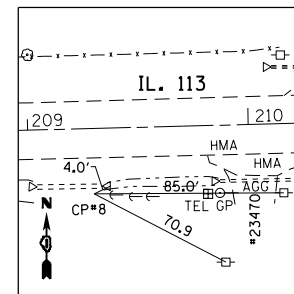
CONTROL POINT #6

RE-BAR WITH YELLOW CAP ON THE NORTH SIDE OF IL. RTE. 113 STA. 178+17.58, 29.13' LT. N=1673353.315 E=1026062.727 ELEV.=576.918



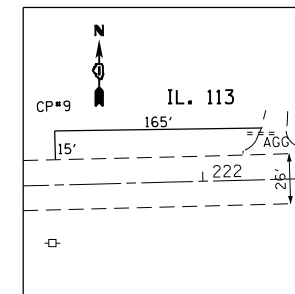
CONTROL POINT #7

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 IN FRONT OF HOUSE #23470 STA. 193+41.52, 27.65' RT. N=1673327.449 E=1027587.507 ELEV.=579.158



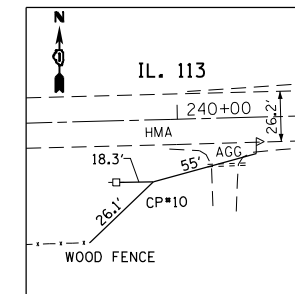
CONTROL POINT #8

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 ON SOUTHWEST CORNER OF 23201 RD. AND IL. RTE. 113 STA. 209+29.45, 29.62' RT. N=1673361.795 E=1029175.224 ELEV.=576.608



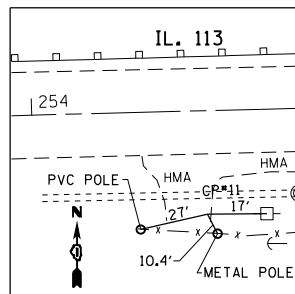
CONTROL POINT #9

RE-BAR WITH YELLOW CAP ON THE NORTH SIDE OF IL. RTE. 113 STA. 221+23.45, 28.28' LT. N=1673450.520 E=1030367.332



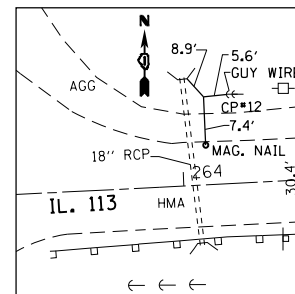
CONTROL POINT #10

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 IN FRONT OF HOUSE #22735 STA. 239+86.63, 32.24' RT. N=1673438.135 E=1032231.449 ELEV.=566.874



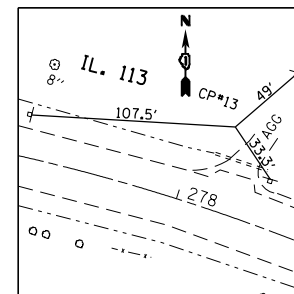
CONTROL POINT #11

IN A MAGNETIC NAIL ON SOUTHEAST CORNER OF PAVED DRIVEWAY STA. 254+52.24, 31.24' RT. N=1673476.992 E=1033696.543 ELEV.=561.730



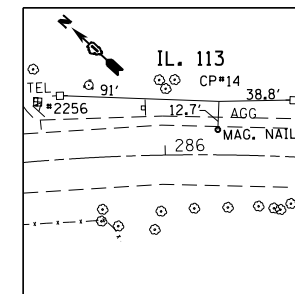
CONTROL POINT #12

RE-BAR WITH YELLOW CAP ON THE NORTHEAST CORNER OF IL. RTE. 113 AND RIVER RD. STA. 264+08.75, 31.8' LT. N=1673569.982 E=1034650.116 ELEV.=559.791



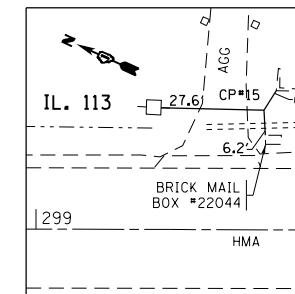
CONTROL POINT #13

RE-BAR WITH YELLOW CAP ON THE NORTH SIDE OF IL. RTE. 113 IN FRONT OF HOUSES #22220 TO HOUSE #22156 STA. 278+17.19, 45.12' LT. N=1673573.988 E=1036067.709 ELEV.=568.709



CONTROL POINT #14

RE-BAR WITH YELLOW CAP NEAR MAILBOX #22156 OF IL. RTE. 113 STA. 286+27.66, 27.82' LT. N=1673079.787 E=1036725.359 ELEV.=578.894

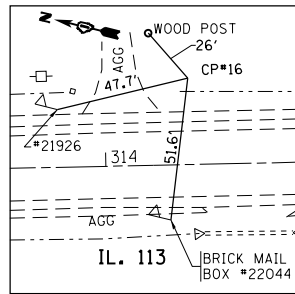


CONTROL POINT #15

RE-BAR ON THE NORTH SIDE OF IL. RTE. 113 NEAR MAILBOX #22044 STA. 299+57.18, 30.04' LT. N=1671891.208 E=1037331.050 ELEV.=580.570

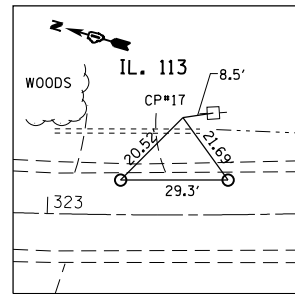
FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 113 (COMET DR. TO KANKAKEE LINE) ALIGNMENT, TIES AND BENCHMARKS	F.A.S./U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\Illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI285\Drawings\CAD\Sheets\DI28515-sht-AT8.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			299/0327	2015-0131	WILL	156	26
Default	PLOT DATE = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66				
						ILLINOIS	FED. AID PROJECT			

SCALE: NONE SHEET 10 OF 12 SHEETS STA. TO STA.



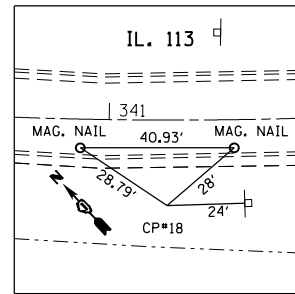
CONTROL POINT #16

RE-BAR WITH YELLOW CAP NEAR MAILBOX #21926
 STA. 314+30.25, 31.28' LT.
 N=1670526.345
 E=1037891.873
 ELEV.=585.200



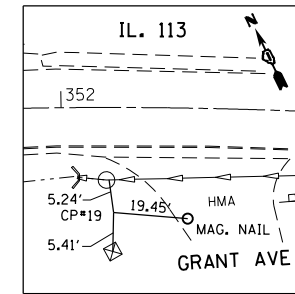
CONTROL POINT #17

SET RE-BAR WITH YELLOW CAP ON THE NORTHEASTERN SIDE OF THE ROAD
 STA. 323+40.97, 29.37' LT.
 N=1669658.105
 E=1038145.513
 ELEV.=576.154



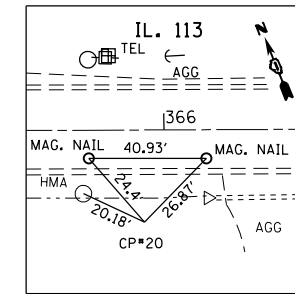
CONTROL POINT #18

SET RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113
 STA. 341+17.47, 25.75' RT.



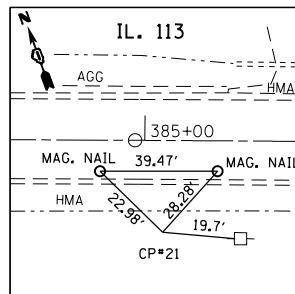
CONTROL POINT #19

SET RE-BAR WITH YELLOW CAP ON THE SOUTHWEST CORNER OF GRANT ST. AND IL. RTE. 113
 STA. 352+15.89, 31.69' RT.
 N=1667654.103
 E=1040040.182
 ELEV.=560.971



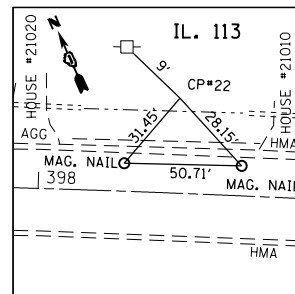
CONTROL POINT #20

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 365+94.02, 27.79' RT.
 N=1666942.746
 E=1041216.124
 ELEV.=556.986



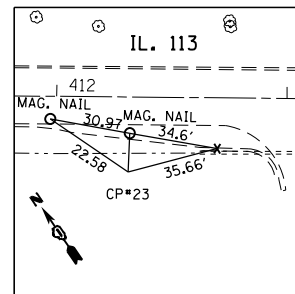
CONTROL POINT #21

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113 IN FRONT OF HOUSE #21204
 STA. 385+09.53, 28.62' RT.
 N=1666241.108
 E=1042998.478
 ELEV.=565.707



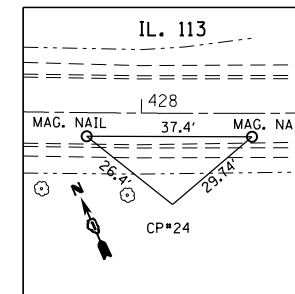
CONTROL POINT #22

SET RE-BAR WITH YELLOW CAP ON NORTH SIDE OF IL. RTE. 113 IN BETWEEN HOUSE #21010 AND HOUSE #21020
 STA. 398+41.65, 28.69' LT.
 N=1665726.436
 E=1044227.993
 ELEV.=586.77



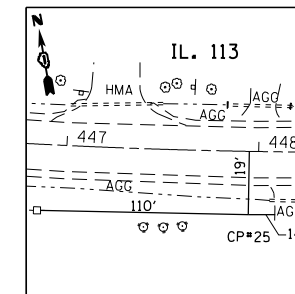
CONTROL POINT #23

SET RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113
 STA. 412+31.34, 32.54' RT.
 N=1664884.376
 E=1045336.617
 ELEV.=586.402



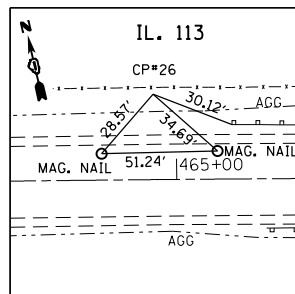
CONTROL POINT #24

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 428+11.37, 33.04' RT.
 N=1664004.605
 E=1046652.694



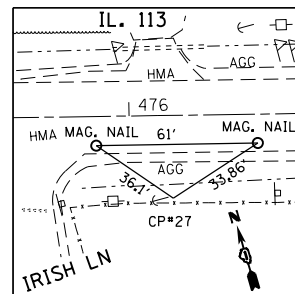
CONTROL POINT #25

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 IN STA. 447+95.02, 33.0' RT.
 N=1663329.240
 E=1048521.312
 ELEV.=560.174



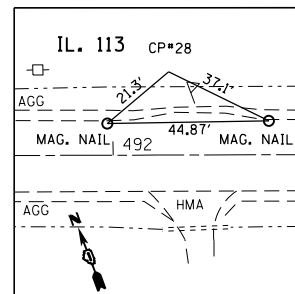
CONTROL POINT #26

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113
 STA. 464+91.72, 30.88' LT.
 N=1663251.688
 E=1050219.230
 ELEV.=572.02



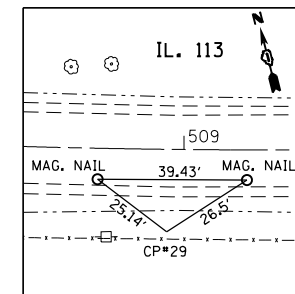
CONTROL POINT #27

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 IN FRONT OF HOUSE #19956
 STA. 476+15.62, 29.94' RT.
 N=1662987.969
 E=1051312.351
 ELEV.=569.388



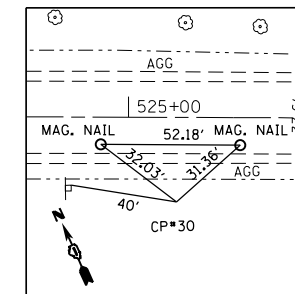
CONTROL POINT #28

RE-BAR WITH YELLOW CAP ON THE NORTH SIDE OF IL. RTE. 113 IN FRONT OF HOUSE #19755
 STA. 492+20.23, 30.17' LT.
 N=1662552.941
 E=1052856.192
 ELEV.=570.021



CONTROL POINT #29

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113
 STA. 508+94.09, 29.86' RT.
 N=1661907.599
 E=1054404.424
 ELEV.=604.559



CONTROL POINT #30

RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 200' WEST OF HOUSE #19321
 STA. 525+17.56, 30.61' RT.
 N=1661311.565
 E=1055905.229
 ELEV.=600.418

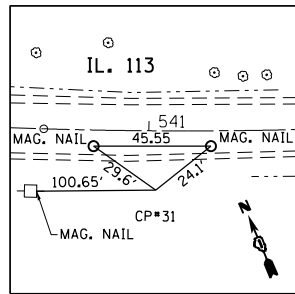
FILE NAME =	USER NAME = Bilgramis	DESIGNED -	REVISED -
p:\IL\084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI2855\Drawings\CAD\Sheets\DI2855-sht-AT8.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 5/10/2016	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL. ROUTE 113 (COMET DR. TO KANKAKEE LINE)
 ALIGNMENT, TIES AND BENCHMARKS**

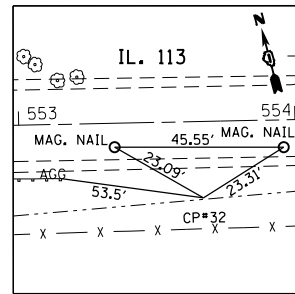
SCALE: NONE SHEET 11 OF 12 SHEETS STA. TO STA.

F.A.S./U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
299/0327	2015-0131	WILL	156	27
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	



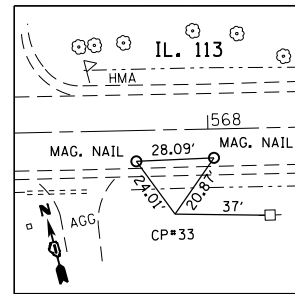
CONTROL POINT #31

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 541+03.76, 30.87' RT.
 N=1660653.783
 E=1057349.401
 ELEV.=602.987



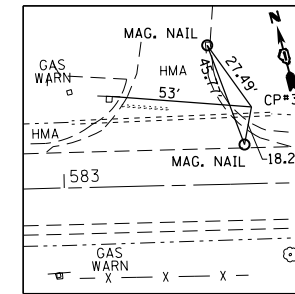
CONTROL POINT #32

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 553+66.32, 27.58' RT.
 N=1660328.246
 E=1058573.024
 ELEV.=603.873



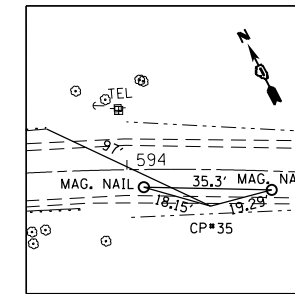
CONTROL POINT #33

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 567+87.45, 30.52' RT.
 N=1659995.573
 E=1059954.678
 ELEV.=612.171



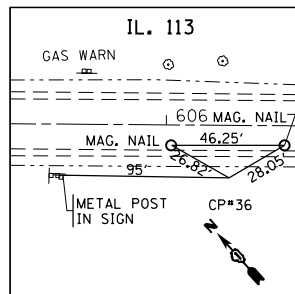
CONTROL POINT #34

SET RE-BAR WITH YELLOW CAP ON THE NORTH SIDE OF IL. RTE. 113
 STA. 583+68.39, 27.77' LT.
 N=1659688.834
 E=1061506.721
 ELEV.=605.369



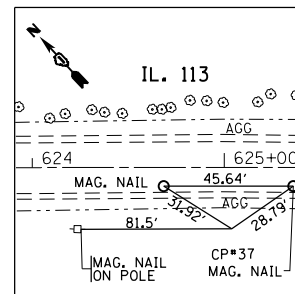
CONTROL POINT #35

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 594+43.8, 19.08' RT.
 N=1659352.331
 E=1062523.242
 ELEV.=598.228



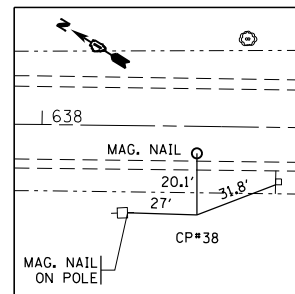
CONTROL POINT #36

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 606+32.86, 27.31' RT.
 N=1658588.885
 E=1063423.978
 ELEV.=608.202



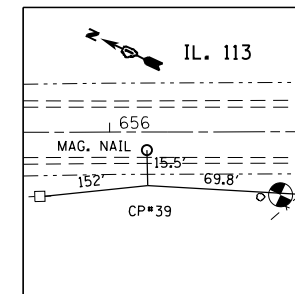
CONTROL POINT #37

SET RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113
 STA. 625+03.93, 32.01' RT.
 N=1657322.258
 E=1069800.665
 ELEV.=604.574



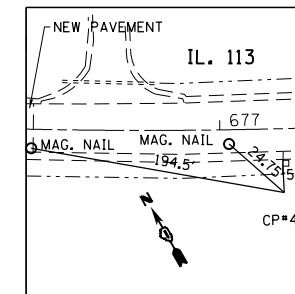
CONTROL POINT #38

SET RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113
 STA. 638+56.47, 32.04' RT.
 N=1656264.923
 E=1065619.914
 ELEV.=600.125



CONTROL POINT #39

SET RE-BAR WITH YELLOW CAP ON THE SOUTH SIDE OF IL. RTE. 113
 STA. 656+19.77, 27.81' RT.
 N=1654726.983
 E=1066473.161
 ELEV.=610.161

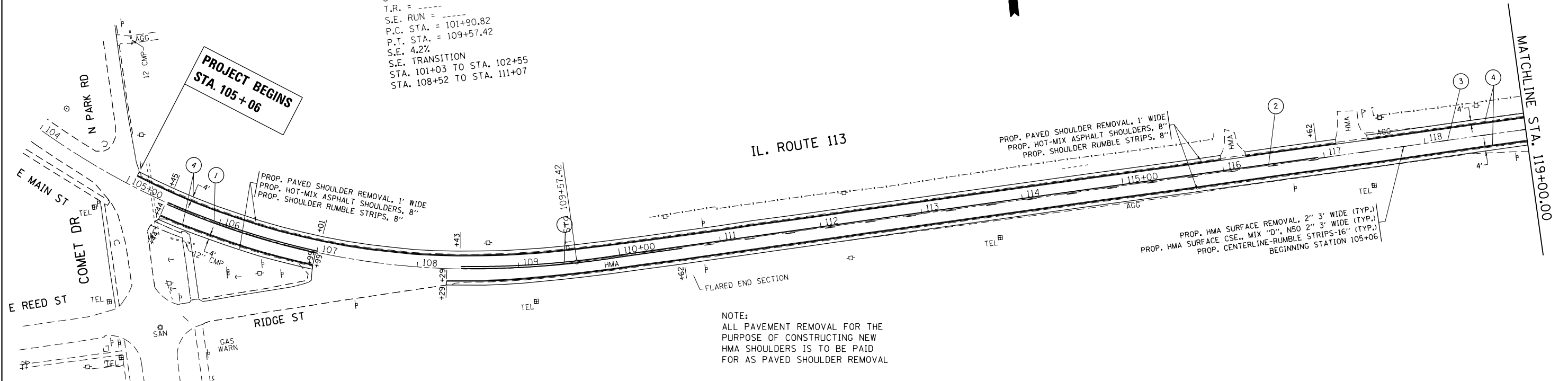


CONTROL POINT #40

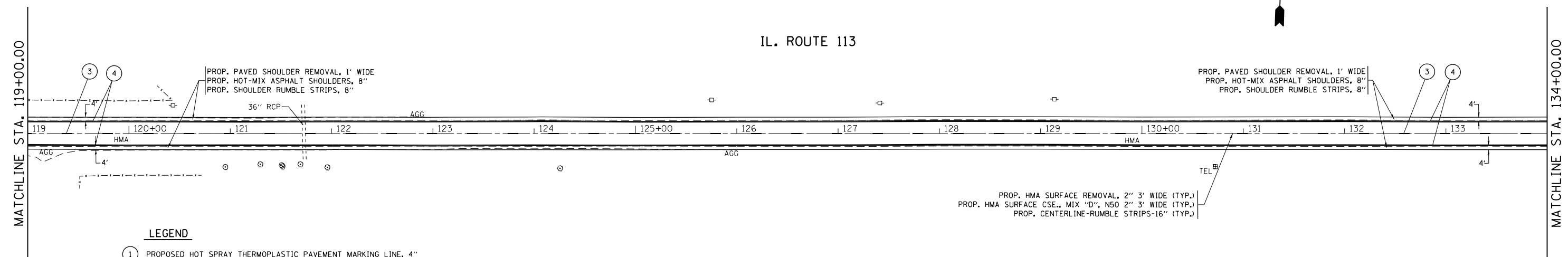
RE-BAR WITH YELLOW CAP ON SOUTH SIDE OF IL. RTE. 113 IN NEW PAVEMENT
 STA. 677+52.49, 33.32' RT.
 N=1653128.445
 E=1067846.830
 ELEV.=600.392

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 113 (COMET DR. TO KANKAKEE LINE) ALIGNMENT, TIES AND BENCHMARKS	F.A.S./U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	CHECKED -	REVISED -			299/0327	2015-0131	WILL	156	28	
	Plot Date = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66					
						ILLINOIS FED. AID PROJECT					
					SCALE: NONE	SHEET 12 OF 12 SHEETS	STA.	TO STA.			

EXIST. CURVE ECURI
 PI STA. = 106+13.42
 $\Delta = 59^{\circ} 58' 06''$ (LT)
 $D = 7^{\circ} 49' 21''$
 $R = 732.44'$
 $T = 422.60'$
 $L = 766.60'$
 $E = 113.17'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 101+90.82$
 $P.T. \text{ STA.} = 109+57.42$
 $S.E. 4.2\%$
 S.E. TRANSITION
 STA. 101+03 TO STA. 102+55
 STA. 108+52 TO STA. 111+07



NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL



- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

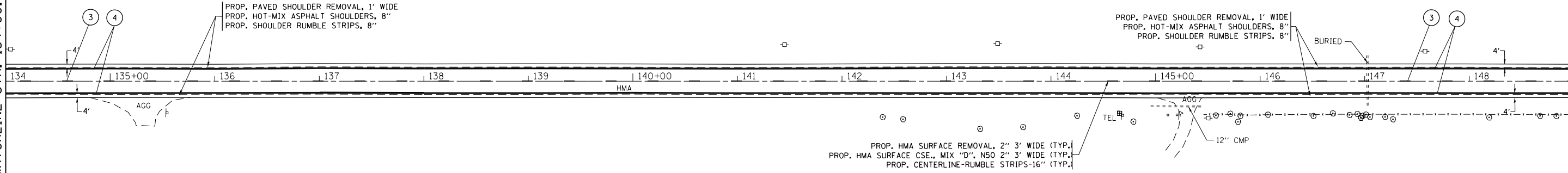
NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = Bilgomsa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U. 299 0327	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 29		
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT Documents\DOT Offices\District 1\Projects\DI28515\Drawings\CAD\Sheets\DI28515-shr-plan.dwg	DESIGNED BY	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET 1 OF 20 SHEETS	STA. 105+06	TO STA. 134+00	CONTRACT NO. 62A66		
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						
	PLOT DATE = 5/10/2016											

MATCHLINE STA. 134+00.00

MATCHLINE STA. 149+00.00

IL. ROUTE 113



NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

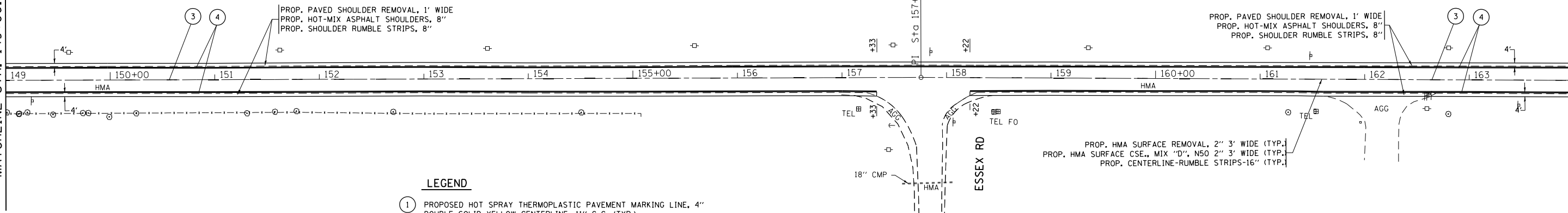
MATCHLINE STA. 149+00.00

MATCHLINE STA. 164+00.00

IL. ROUTE 113



S.E. 1.56%
 S.E. TRANSITION
 STA. 151+48 TO STA. 153+73
 STA. 162+12 TO STA. 164+48



NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

LEGEND

- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
- ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
- ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
- ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -
p:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI285\Drawings\CADsheets\DI28515-shr-plan.dwg		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 5/10/2016	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 113 (COMET DR. TO KANKAKEE LINE)
 ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=50' SHEET 2 OF 20 SHEETS STA. 134+00 TO STA. 164+00

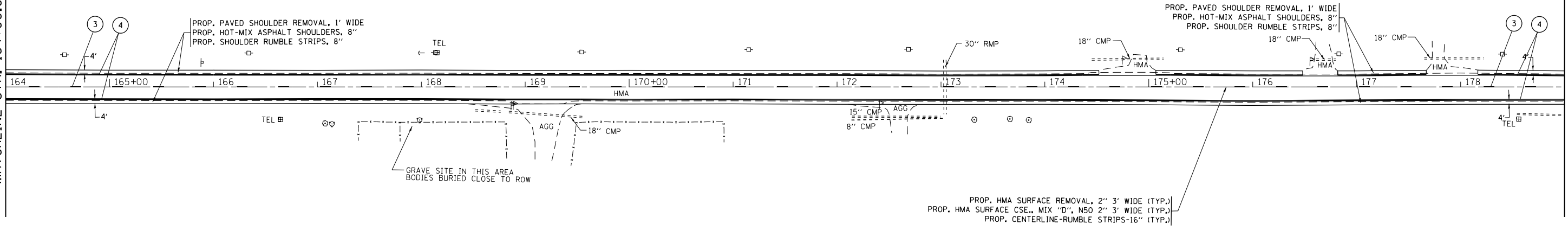
F.A.S. RTE. U. 299 0327	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 30
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

IL. ROUTE 113



MATCHLINE STA. 164+00.00

MATCHLINE STA. 179+00.00



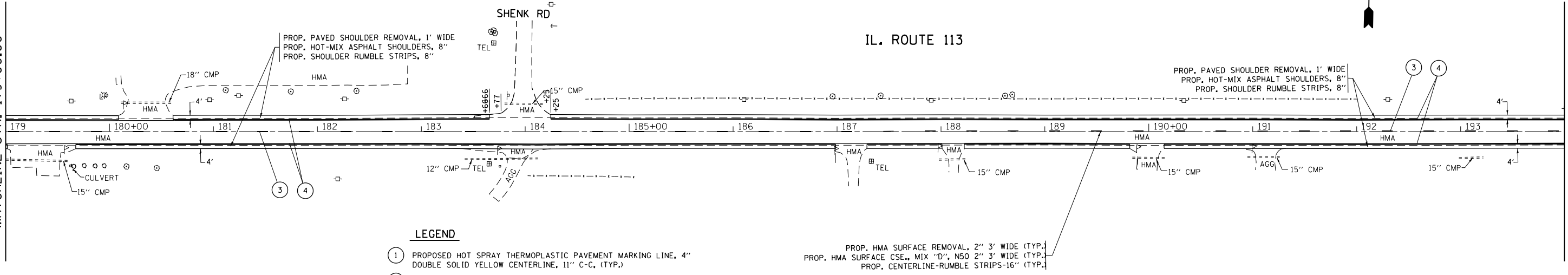
NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL

IL. ROUTE 113



MATCHLINE STA. 179+00.00

MATCHLINE STA. 194+00.00

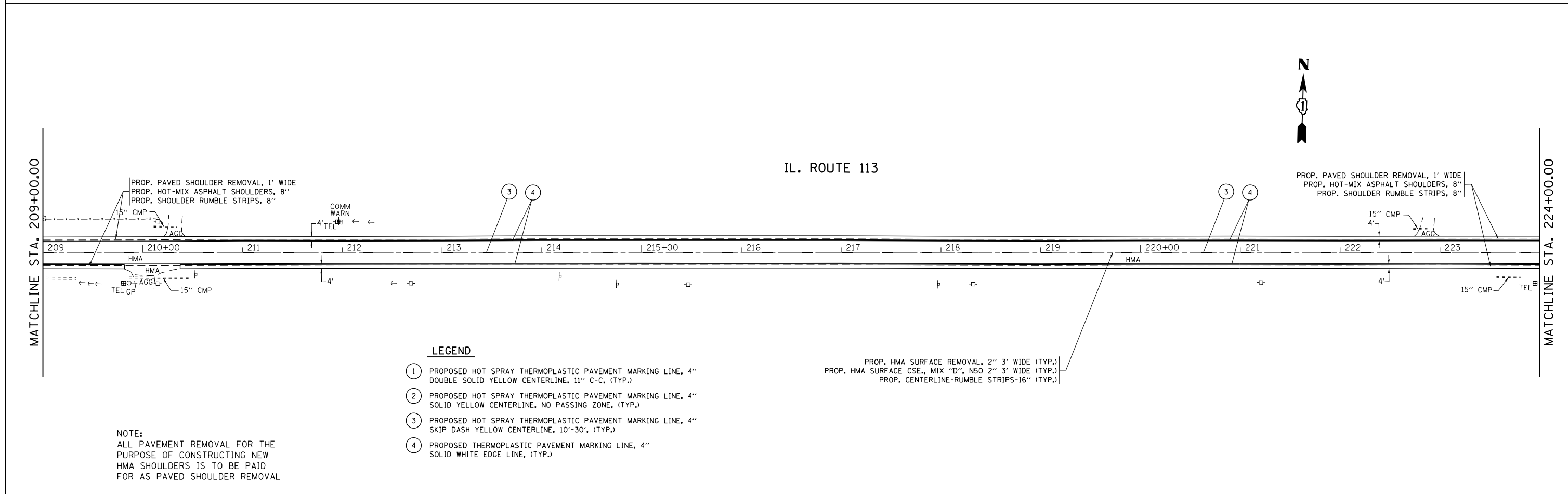
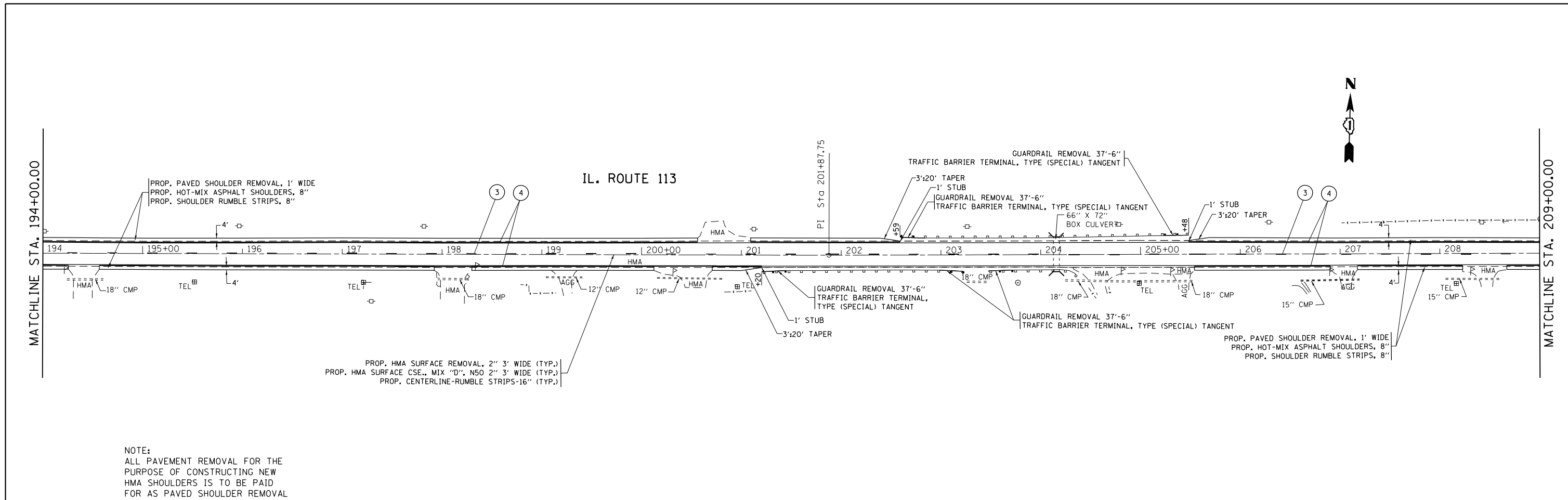


- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL

PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
PROP. HMA SURFACE CSE., MIX "D", N50 2" 3' WIDE (TYP.)
PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. R.T.E.U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI28515\Drawings\CAD\Sheets\DI28515-shr-plan.dwg	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			2015-0131	WILL	156	31	
Default	PLOT DATE = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66				
						SCALE: 1"=50'	SHEET 3	OF 20 SHEETS	STA.164+00	TO STA.194+00



- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11' C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

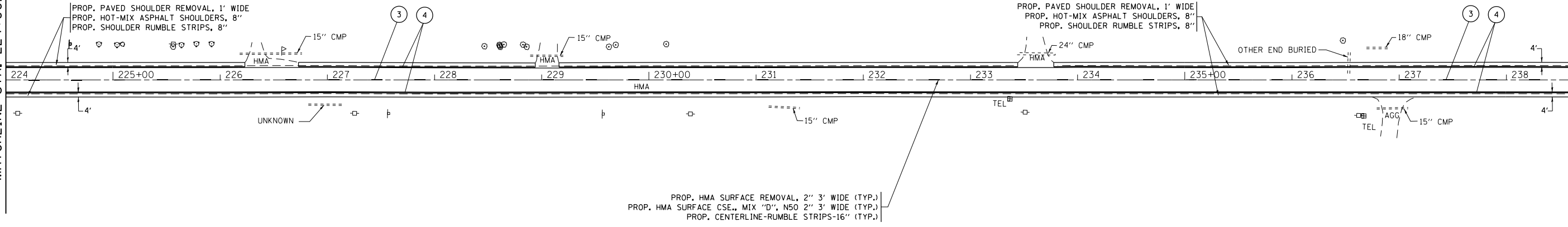
FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. 299 0327	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 32		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET 4 OF 20 SHEETS	STA. 194+00 TO STA. 224+00	CONTRACT NO. 62A66			
	PLOT DATE = 5/10/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						



IL. ROUTE 113

MATCHLINE STA. 224+00.00

MATCHLINE STA. 239+00.00



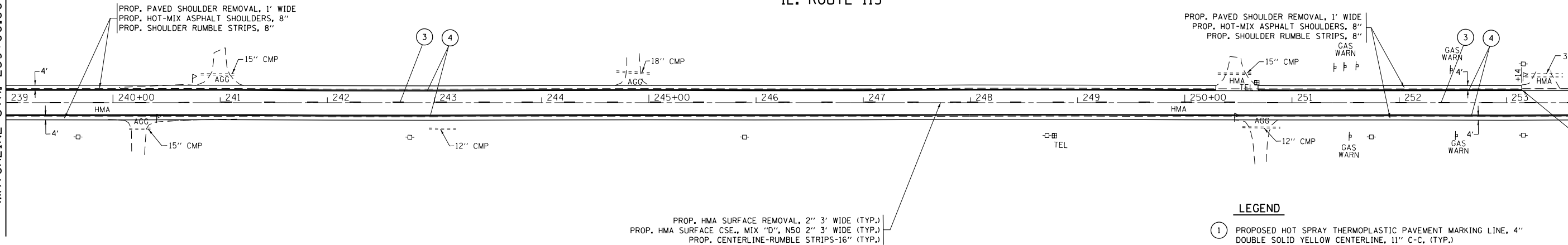
NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL



IL. ROUTE 113

MATCHLINE STA. 239+00.00

MATCHLINE STA. 254+00.00



NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -
p:\IL\084EBIDINTEG\Illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI285\Drawings\CAD\Sheets\DI28515-shr-plan.dwg		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 5/10/2016	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

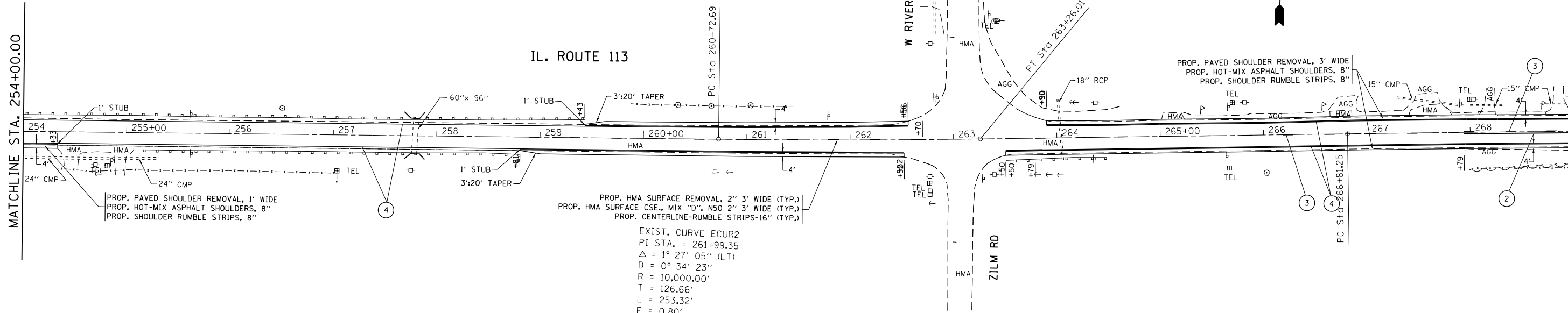
**IL ROUTE 113 (COMET DR. TO KANKAKEE LINE)
 ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 5 OF 20 SHEETS STA. 224+00 TO STA. 254+00

F.A.S. RTE. U. 299 0327	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 33
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

MATCHLINE STA. 254+00.00

MATCHLINE STA. 269+00.00



PROP. PAVED SHOULDER REMOVAL, 1' WIDE
 PROP. HOT-MIX ASPHALT SHOULDERS, 8"
 PROP. SHOULDER RUMBLE STRIPS, 8"

PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
 PROP. HMA SURFACE CSE., MIX "D", N50 2" 3' WIDE (TYP.)
 PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)

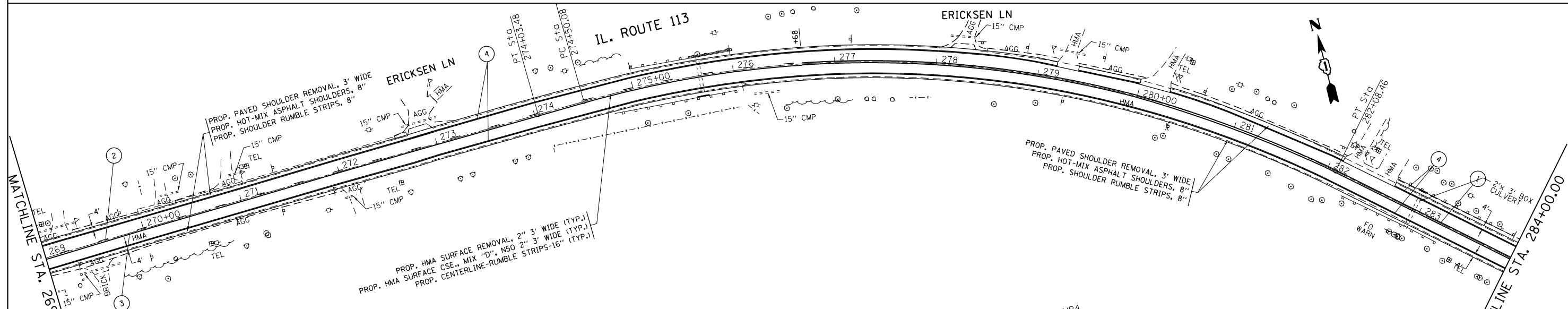
PROP. PAVED SHOULDER REMOVAL, 3' WIDE
 PROP. HOT-MIX ASPHALT SHOULDERS, 8"
 PROP. SHOULDER RUMBLE STRIPS, 8"

EXIST. CURVE ECUR2
 PI STA. = 261+99.35
 $\Delta = 1^\circ 27' 05''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 126.66'$
 $L = 253.32'$
 $E = 0.80'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 260+72.69
 P.T. STA. = 263+26.01

NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

MATCHLINE STA. 269+00.00

MATCHLINE STA. 284+00.00



PROP. PAVED SHOULDER REMOVAL, 3' WIDE
 PROP. HOT-MIX ASPHALT SHOULDERS, 8"
 PROP. SHOULDER RUMBLE STRIPS, 8"

PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
 PROP. HMA SURFACE CSE., MIX "D", N50 2" 3' WIDE (TYP.)
 PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)

PROP. PAVED SHOULDER REMOVAL, 3' WIDE
 PROP. HOT-MIX ASPHALT SHOULDERS, 8"
 PROP. SHOULDER RUMBLE STRIPS, 8"

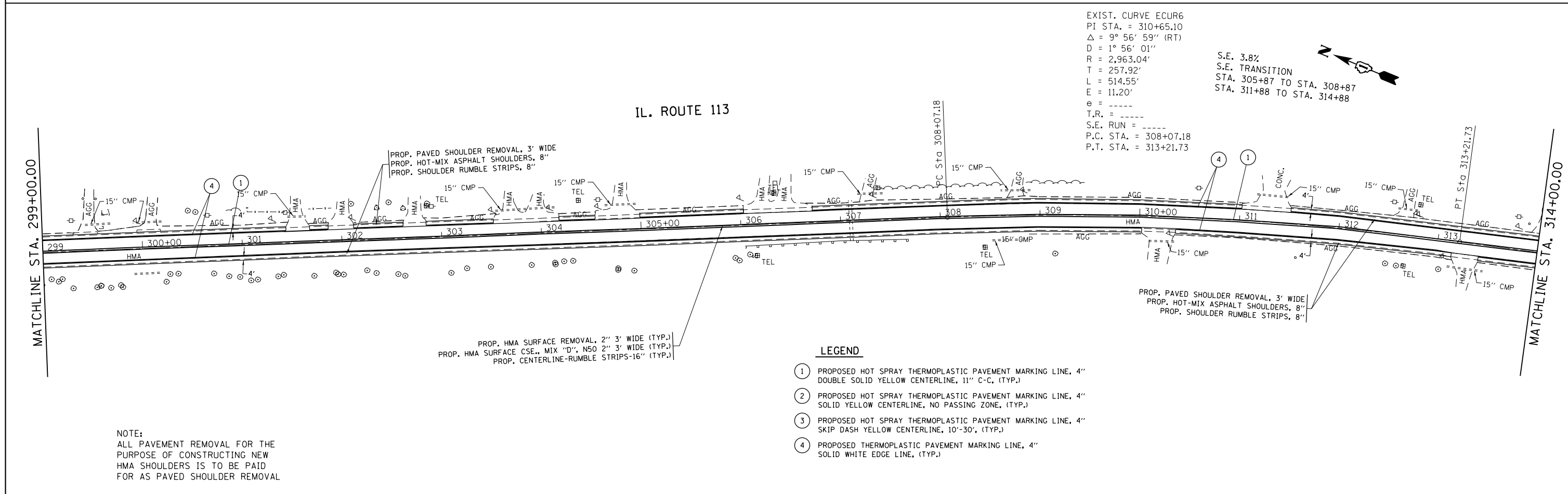
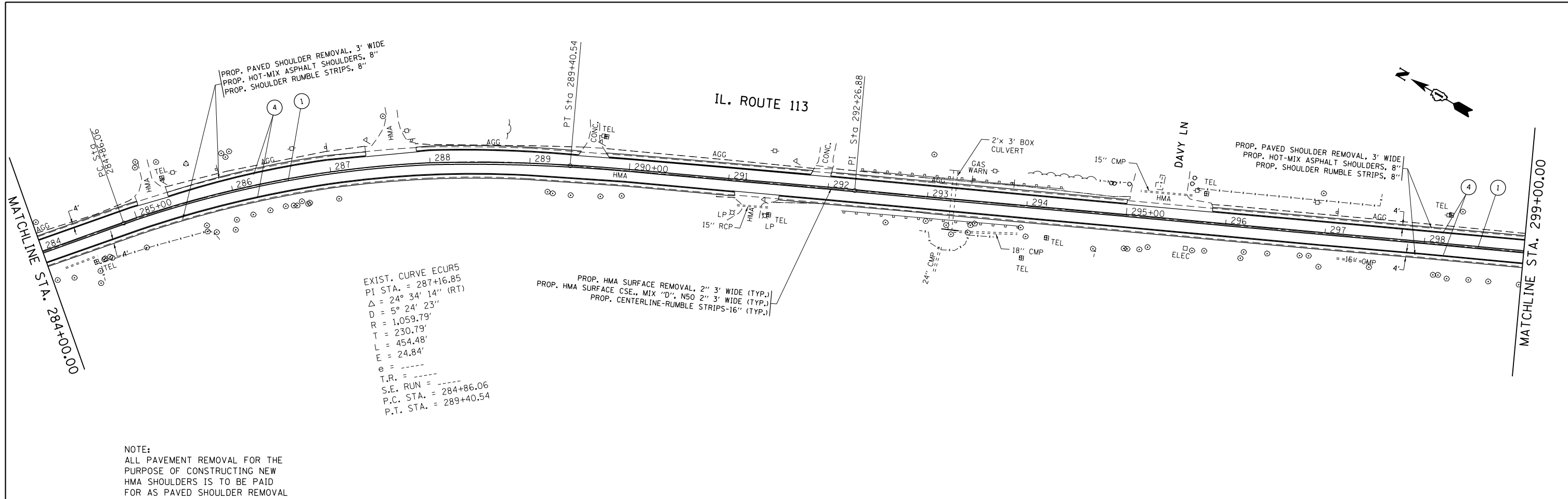
EXIST. CURVE ECUR3
 PI STA. = 270+42.37
 $\Delta = 1^\circ 01' 43''$ (RT)
 $D = 0^\circ 08' 33''$
 $R = 40,230.70'$
 $T = 361.12'$
 $L = 722.23'$
 $E = 1.62'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 266+81.25
 P.T. STA. = 274+03.48

EXIST. CURVE ECUR4
 PI STA. = 278+47.49
 $\Delta = 42^\circ 18' 06''$ (RT)
 $D = 5^\circ 34' 40''$
 $R = 1,027.20'$
 $T = 397.41'$
 $L = 758.39'$
 $E = 74.20'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 274+50.08
 P.T. STA. = 282+08.46

S.E. 8.0%
 S.E. TRANSITION
 STA. 272+56 TO STA. 275+56
 STA. 288+37 TO STA. 291+37

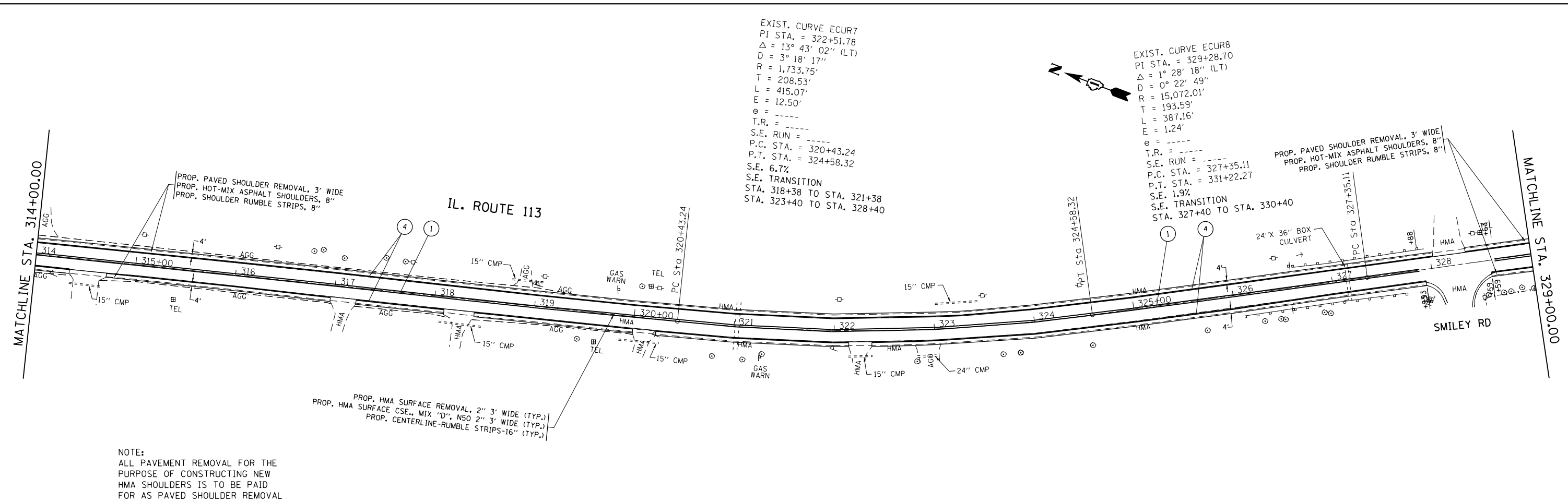
NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U. 299 0327	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 34		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET 6 OF 20 SHEETS	STA. 254+00	TO STA. 284+00	CONTRACT NO. 62A66		
	PLOT DATE = 5/10/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						

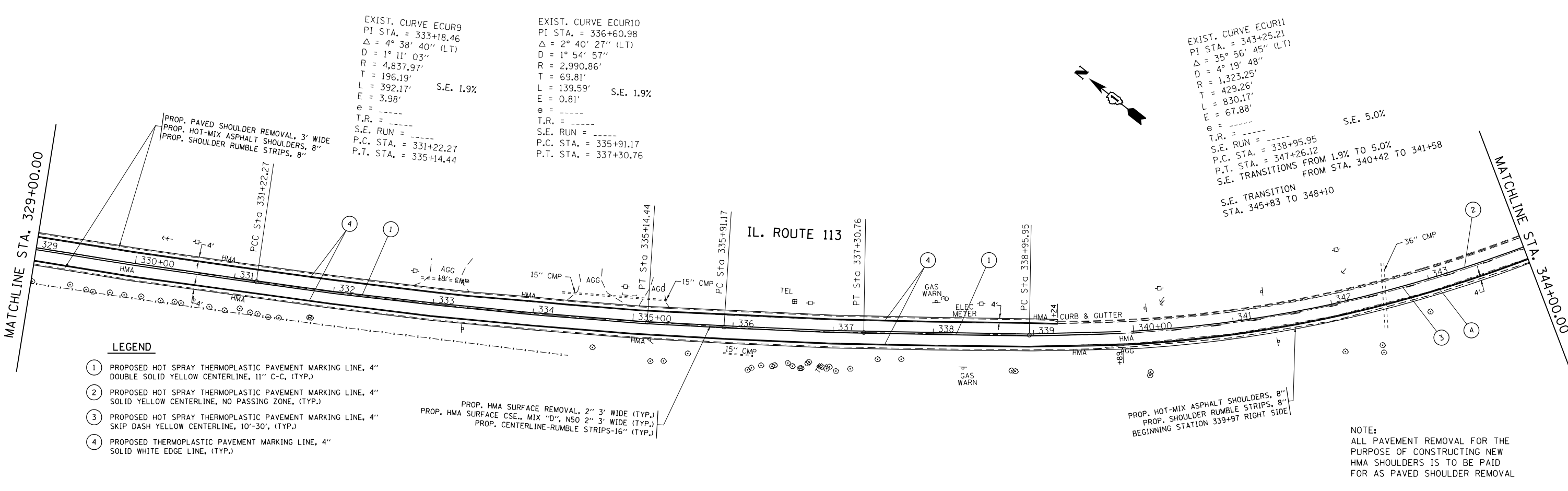


- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U. 299 0327	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 35		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET 7 OF 20 SHEETS	STA. 284+00	TO STA. 314+00	CONTRACT NO. 62A66		
	PLOT DATE = 5/10/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						



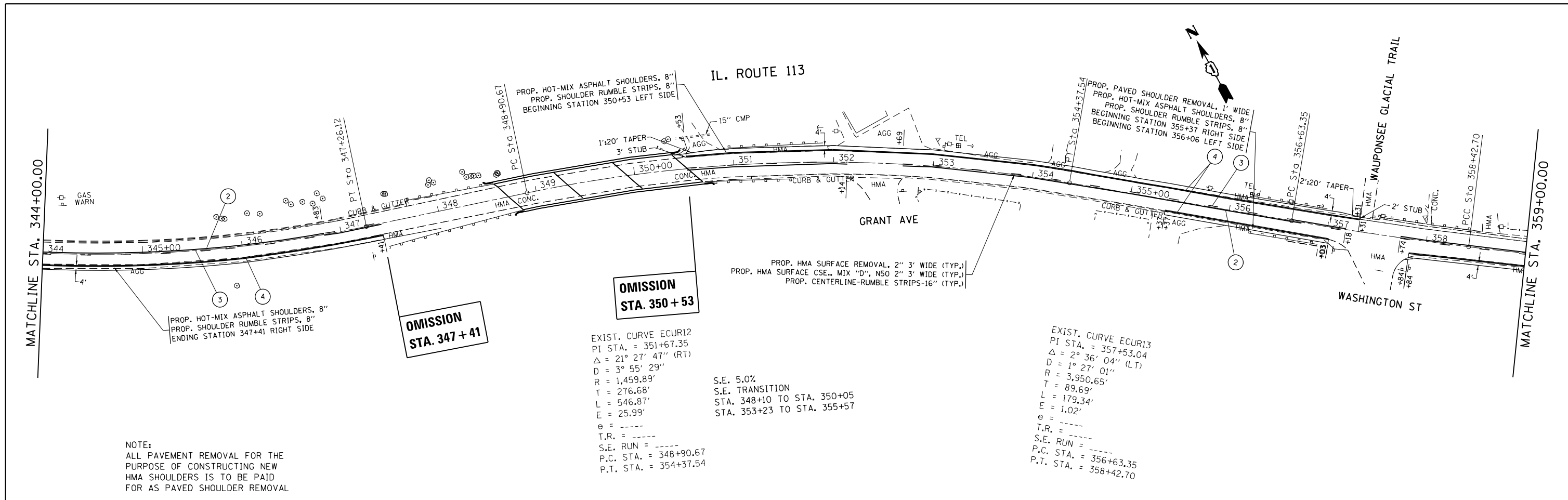
NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL



- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = Bilgramis	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE.U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Default	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET 8 OF 20 SHEETS	2015-0131	WILL	156	36
		DATE -	REVISED -			STA. 314+00 TO STA. 344+00		CONTRACT NO. 62A66			
								ILLINOIS FED. AID PROJECT			



NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL

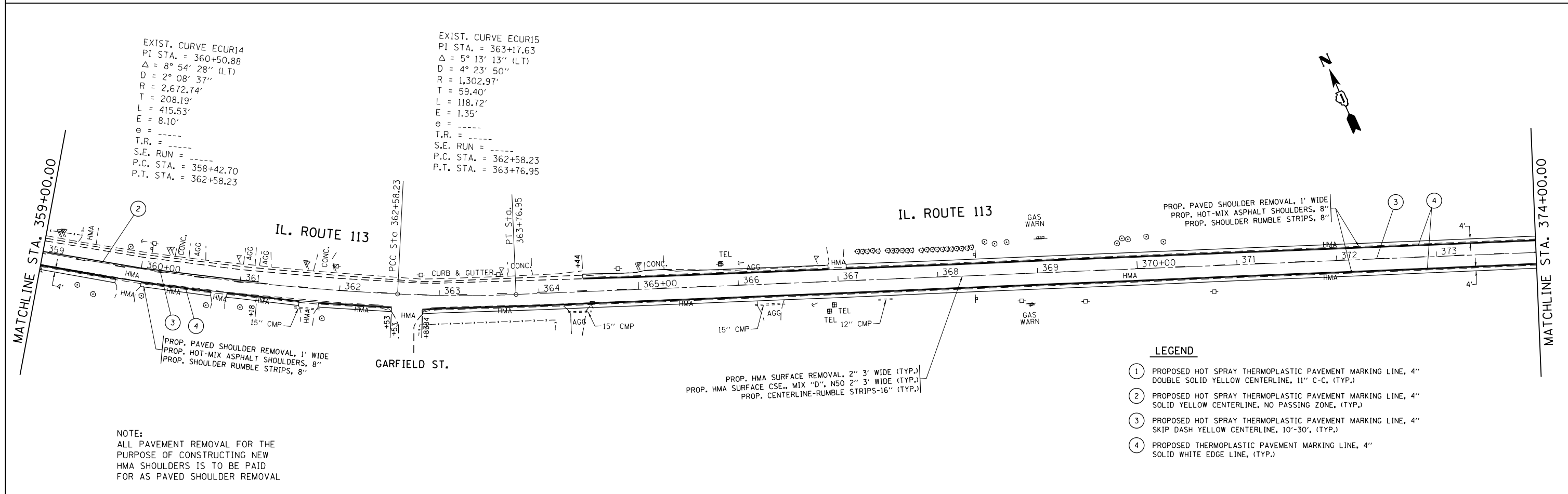
**OMISSION
STA. 350 + 53**

**OMISSION
STA. 347 + 41**

EXIST. CURVE ECUR12
PI STA. = 351+67.35
 $\Delta = 21^\circ 27' 47''$ (RT)
D = 3° 55' 29"
R = 1,459.89'
T = 276.68'
L = 546.87'
E = 25.99'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 348+90.67
P.T. STA. = 354+37.54

S.E. 5.0%
S.E. TRANSITION
STA. 348+10 TO STA. 350+05
STA. 353+23 TO STA. 355+57

EXIST. CURVE ECUR13
PI STA. = 357+53.04
 $\Delta = 2^\circ 36' 04''$ (LT)
D = 1° 27' 01"
R = 3,950.65'
T = 89.69'
L = 179.34'
E = 1.02'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 356+63.35
P.T. STA. = 358+42.70



NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL

EXIST. CURVE ECUR14
PI STA. = 360+50.88
 $\Delta = 8^\circ 54' 28''$ (LT)
D = 2° 08' 37"
R = 2,672.74'
T = 208.19'
L = 415.53'
E = 8.10'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 358+42.70
P.T. STA. = 362+58.23

EXIST. CURVE ECUR15
PI STA. = 363+17.63
 $\Delta = 5^\circ 13' 13''$ (LT)
D = 4° 23' 50"
R = 1,302.97'
T = 59.40'
L = 118.72'
E = 1.35'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 362+58.23
P.T. STA. = 363+76.95

PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
PROP. HMA SURFACE CSE., MIX "D", N50 2" 3' WIDE (TYP.)
PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)

- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C. (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. R.T.E. U. 299 6327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Default	CHECKED -	REVISED -			2015-0131	WILL	156	37	
		DATE -	REVISED -			CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	
						SCALE: 1"=50'	SHEET 9 OF 20 SHEETS	STA. 344+00 TO STA. 374+00		

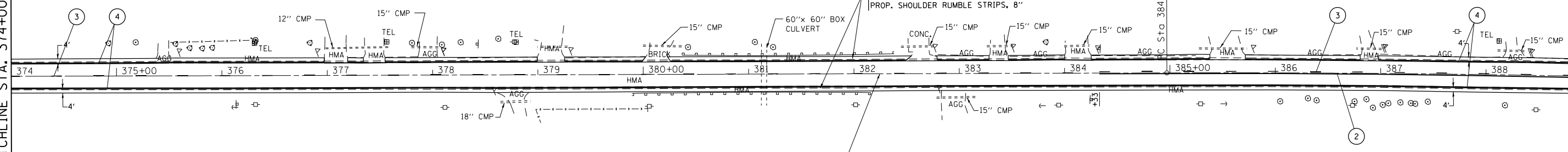
EXIST. CURVE ECUR16
 PI STA. = 387+72.67
 $\Delta = 1^{\circ} 45' 18''$ (RT)
 $D = 0^{\circ} 19' 06''$
 $R = 17,993.80'$
 $T = 275.62'$
 $L = 551.19'$
 $E = 2.11'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 384+97.06$
 $P.T. STA. = 390+48.25$



MATCHLINE STA. 374+00.00

IL. ROUTE 113

MATCHLINE STA. 389+00.00



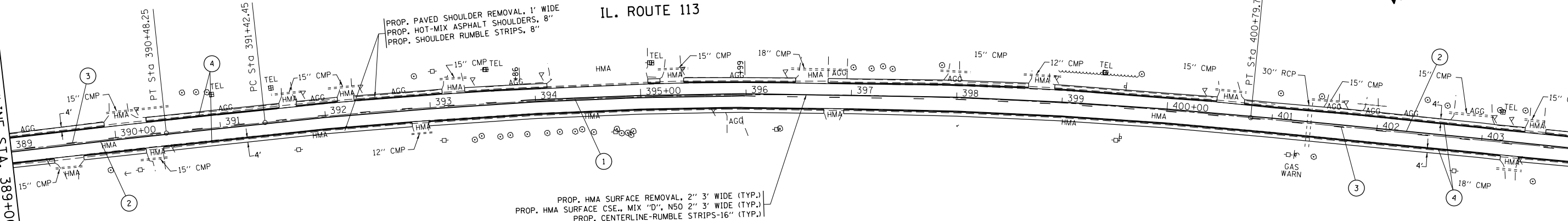
PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
 PROP. HMA SURFACE CSE., MIX "D", NSO 2" 3' WIDE (TYP.)
 PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)

NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

MATCHLINE STA. 389+00.00

IL. ROUTE 113

MATCHLINE STA. 404+00.00



PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
 PROP. HMA SURFACE CSE., MIX "D", NSO 2" 3' WIDE (TYP.)
 PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)

EXIST. CURVE ECUR17
 PI STA. = 396+12.74
 $\Delta = 11^{\circ} 44' 12''$ (RT)
 $D = 1^{\circ} 15' 08''$
 $R = 4,575.58'$
 $T = 470.29'$
 $L = 937.29'$
 $E = 24.11'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 391+42.45$
 $P.T. STA. = 400+79.73$

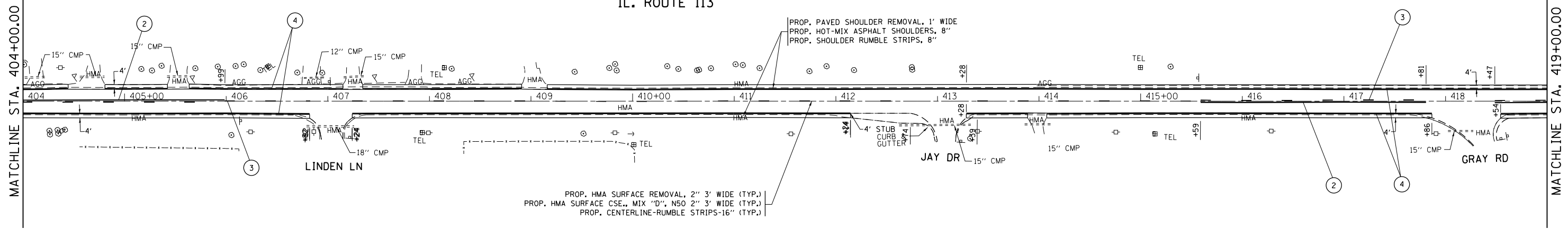
S.E. 2.5%
 S.E. TRANSITION
 STA. 390+26 TO STA. 391+76
 STA. 400+42 TO STA. 401+92

LEGEND

- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
- ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
- ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
- ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

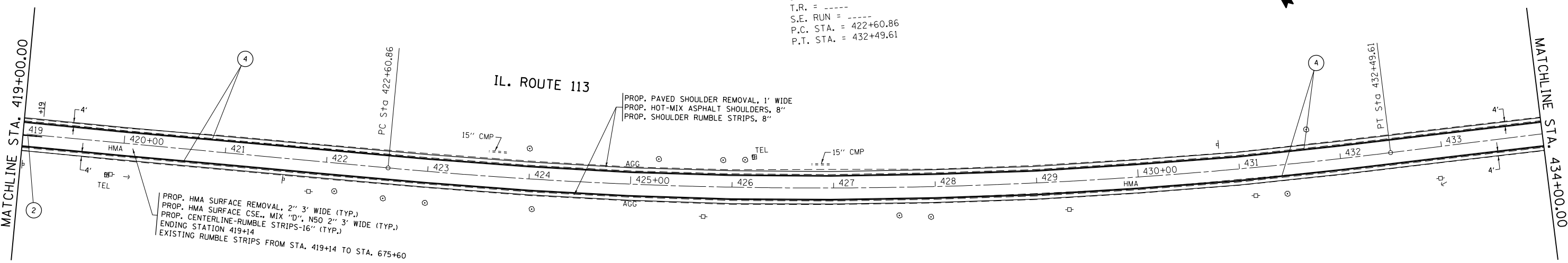
NOTE:
 ALL PAVEMENT REMOVAL FOR THE
 PURPOSE OF CONSTRUCTING NEW
 HMA SHOULDERS IS TO BE PAID
 FOR AS PAVED SHOULDER REMOVAL

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. R.T.L.U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Documents\DOT Offices\District 1\Projects\DI28515\Drawings\CAD\Sheets\DI28515-shr-plan.dwg	CHECKED -	REVISED -			2015-0131	WILL	156	38	
	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			CONTRACT NO. 62A66				
	PLOT DATE = 5/10/2016					ILLINOIS FED. AID PROJECT				



PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
 PROP. HMA SURFACE CSE., MIX "D", N50 2" 3' WIDE (TYP.)
 PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)

NOTE:
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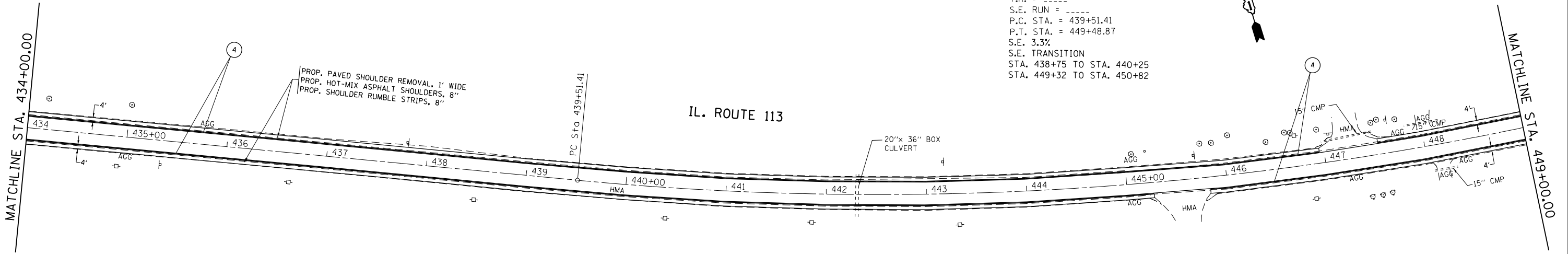
EXIST. CURVE ECUR18
 P.I. STA. = 427+57.18
 $\Delta = 12^\circ 24' 57''$ (LT)
 $D = 1^\circ 15' 21''$
 $R = 4,562.80'$
 $T = 496.32'$
 $L = 988.74'$
 $E = 26.91'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 422+60.86
 P.T. STA. = 432+49.61

PROP. HMA SURFACE REMOVAL, 2" 3' WIDE (TYP.)
 PROP. HMA SURFACE CSE., MIX "D", N50 2" 3' WIDE (TYP.)
 PROP. CENTERLINE-RUMBLE STRIPS-16" (TYP.)
 ENDING STATION 419+14
 EXISTING RUMBLE STRIPS FROM STA. 419+14 TO STA. 675+60

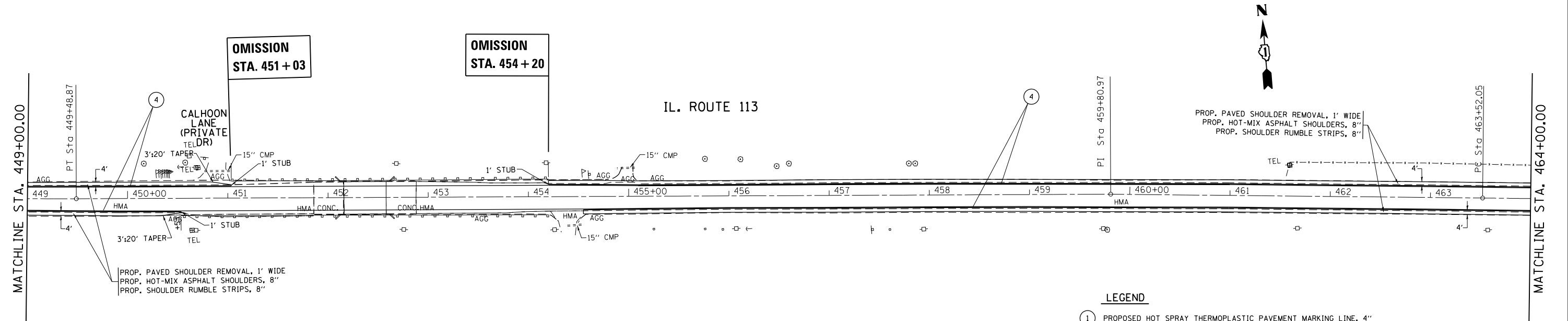
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FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE.U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			2015-0131	WILL	156	39		
	PLOT DATE = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66		ILLINOIS FED. AID PROJECT			
						SCALE: 1"=50'	SHEET 11 OF 20 SHEETS	STA. 404+00 TO STA. 434+00			

EXIST. CURVE ECUR19
 PI STA. = 444+54.37
 $\Delta = 18^\circ 10' 13''$ (LT)
 $D = 1^\circ 49' 18''$
 $R = 3,145.26'$
 $T = 502.95'$
 $L = 997.46'$
 $E = 39.96'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 439+51.41
 P.T. STA. = 449+48.87
 S.E. 3.3%
 S.E. TRANSITION
 STA. 438+75 TO STA. 440+25
 STA. 449+32 TO STA. 450+82



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NOTE:
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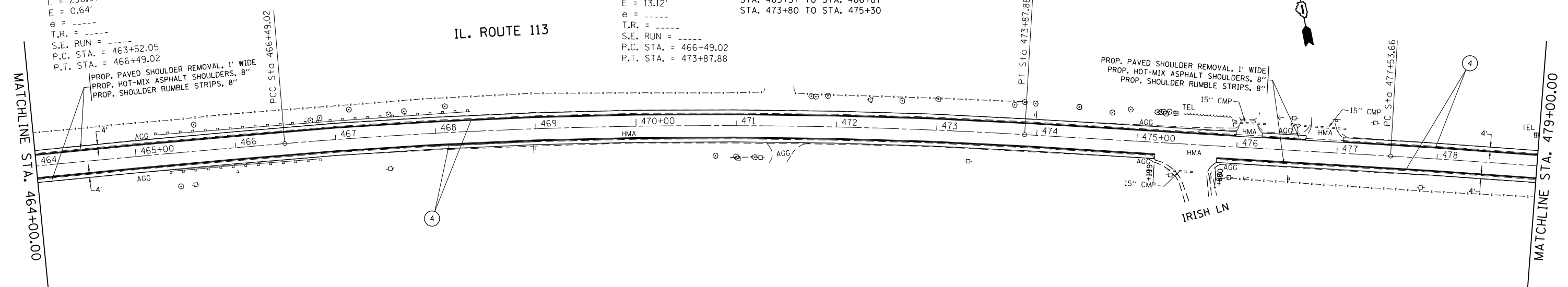
- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30", (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\DI285\Drawings\CAD\Sheets\DI28515-shr-plan.dwg	PLLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			2015-0131	WILL	156	40	
Default	PLLOT DATE = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66				
						SCALE: 1"=50'	SHEET 12 OF 20 SHEETS	STA. 434+00 TO STA. 464+00	ILLINOIS FED. AID PROJECT	

EXIST. CURVE ECUR21
 PI STA. = 465+00.54
 $\Delta = 0^\circ 58' 59''$ (RT)
 $D = 0^\circ 19' 52''$
 $R = 17,306.92'$
 $T = 148.49'$
 $L = 296.97'$
 $E = 0.64'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 463+52.05$
 $P.T. \text{ STA.} = 466+49.02$

EXIST. CURVE ECUR22
 PI STA. = 470+19.07
 $\Delta = 8^\circ 07' 10''$ (RT)
 $D = 1^\circ 05' 56''$
 $R = 5,213.80'$
 $T = 370.05'$
 $L = 738.85'$
 $E = 13.12'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 466+49.02$
 $P.T. \text{ STA.} = 473+87.88$

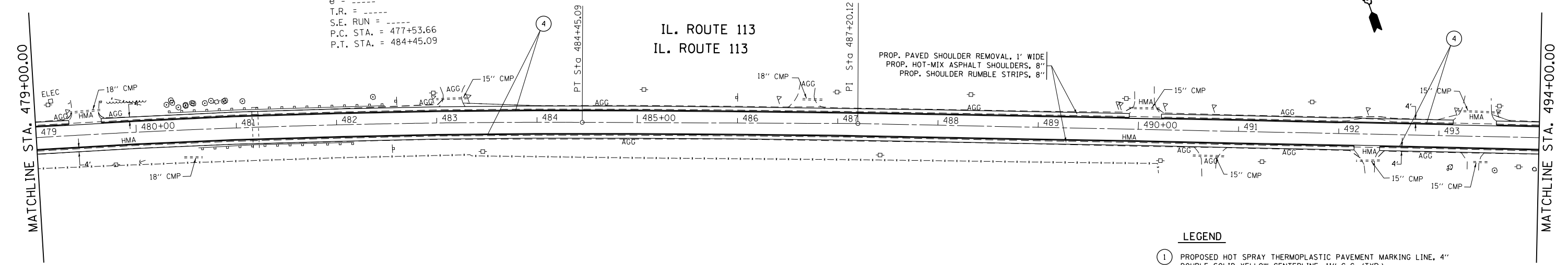
S.E. 2.1%
 S.E. TRANSITION
 STA. 465+37 TO STA. 466+87
 STA. 473+80 TO STA. 475+30



NOTE:
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EXIST. CURVE ECUR23
 PI STA. = 480+99.57
 $\Delta = 4^\circ 41' 15''$ (RT)
 $D = 0^\circ 40' 41''$
 $R = 8,451.21'$
 $T = 345.91'$
 $L = 691.43'$
 $E = 7.08'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 477+53.66$
 $P.T. \text{ STA.} = 484+45.09$

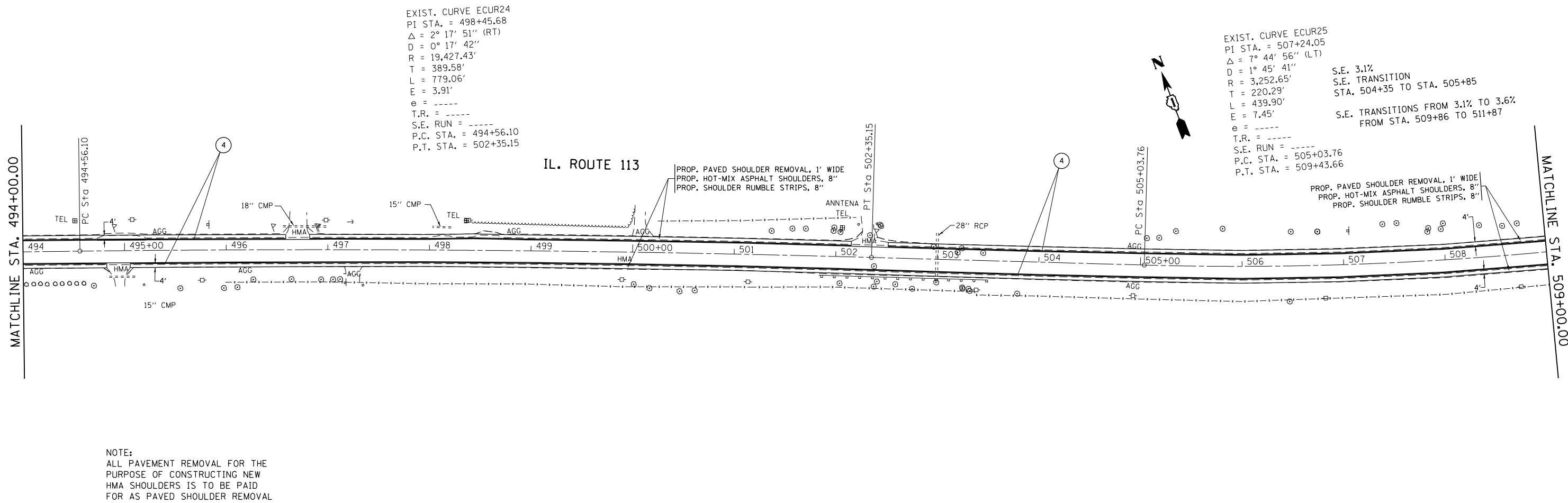
S.E. 1.6%
 S.E. TRANSITION
 STA. 476+25 TO STA. 477+75
 STA. 486+36 TO STA. 487+86



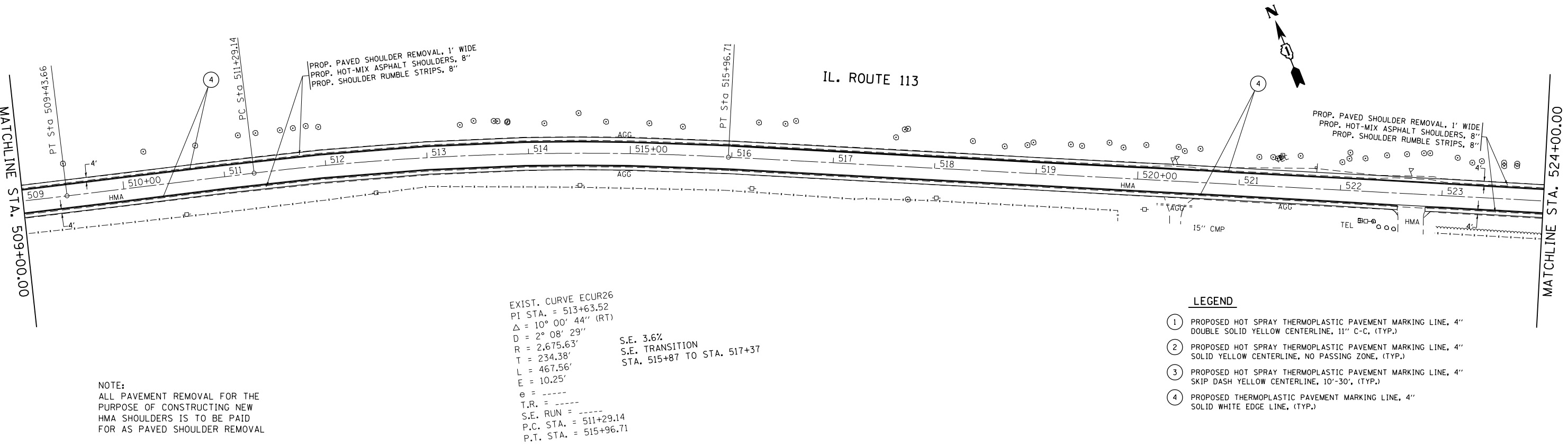
NOTE:
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- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C. (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE. (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30'. (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE. (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Default	Default	Default			299	2015-0131	WILL	156	41	
						CONTRACT NO. 62A66					
						ILLINOIS FED. AID PROJECT					
PLOT SCALE = 100.0000' / in.				SCALE: 1"=50'	SHEET 13 OF 20 SHEETS	STA. 464+00	TO STA. 494+00				



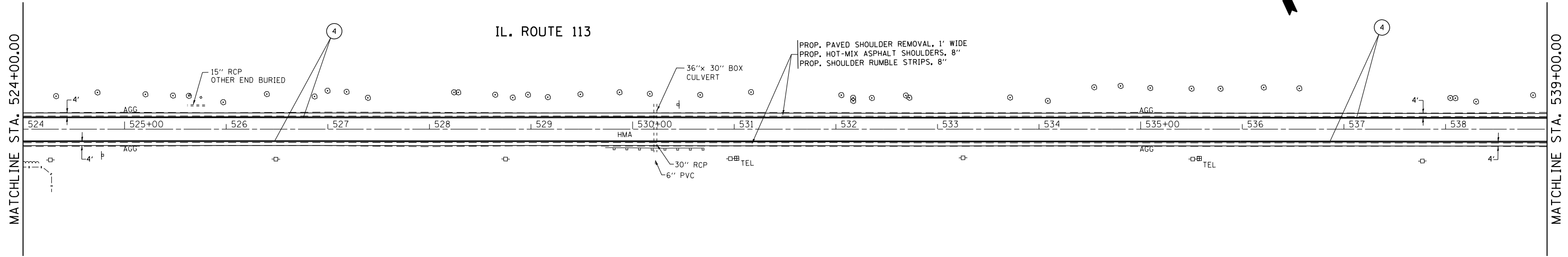
NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL



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- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

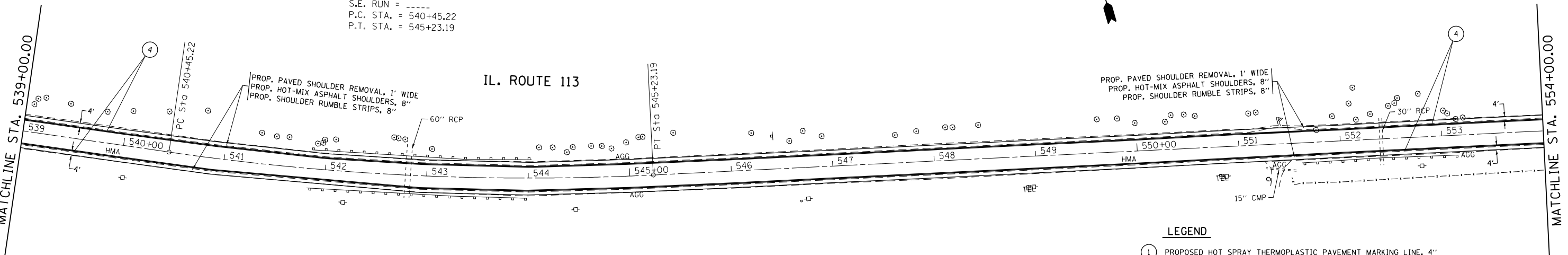
FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			2015-0131	WILL	156	42	
	PLOT DATE = 5/10/2016	DATE -	REVISED -			CONTRACT NO. 62A66				
						ILLINOIS FED. AID PROJECT				



NOTE:
ALL PAVEMENT REMOVAL FOR THE
PURPOSE OF CONSTRUCTING NEW
HMA SHOULDERS IS TO BE PAID
FOR AS PAVED SHOULDER REMOVAL

EXIST. CURVE ECUR27
 PI STA. = 542+84.95
 $\Delta = 11^\circ 05' 05''$ (LT)
 $D = 2^\circ 19' 09''$
 $R = 2,470.55'$
 $T = 239.73'$
 $L = 477.96'$
 $E = 11.60'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 540+45.22$
 $P.T. \text{ STA.} = 545+23.19$

S.E. 3.9%
 S.E. TRANSITION
 STA. 539+56 TO STA. 541+06
 STA. 544+61 TO STA. 546+11

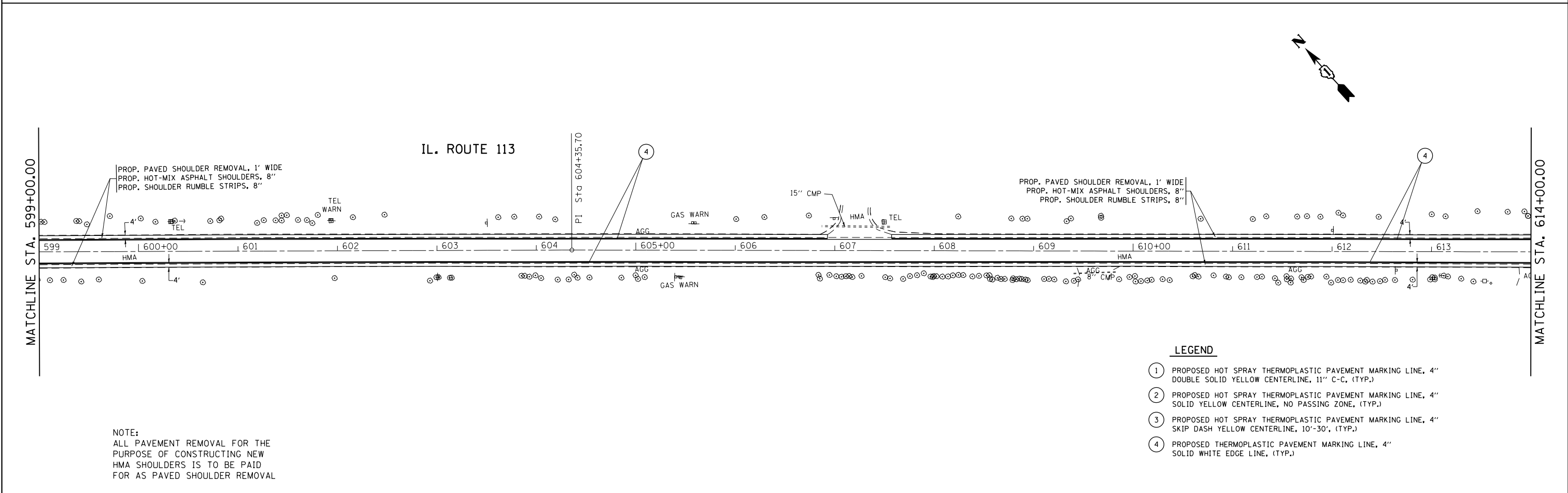
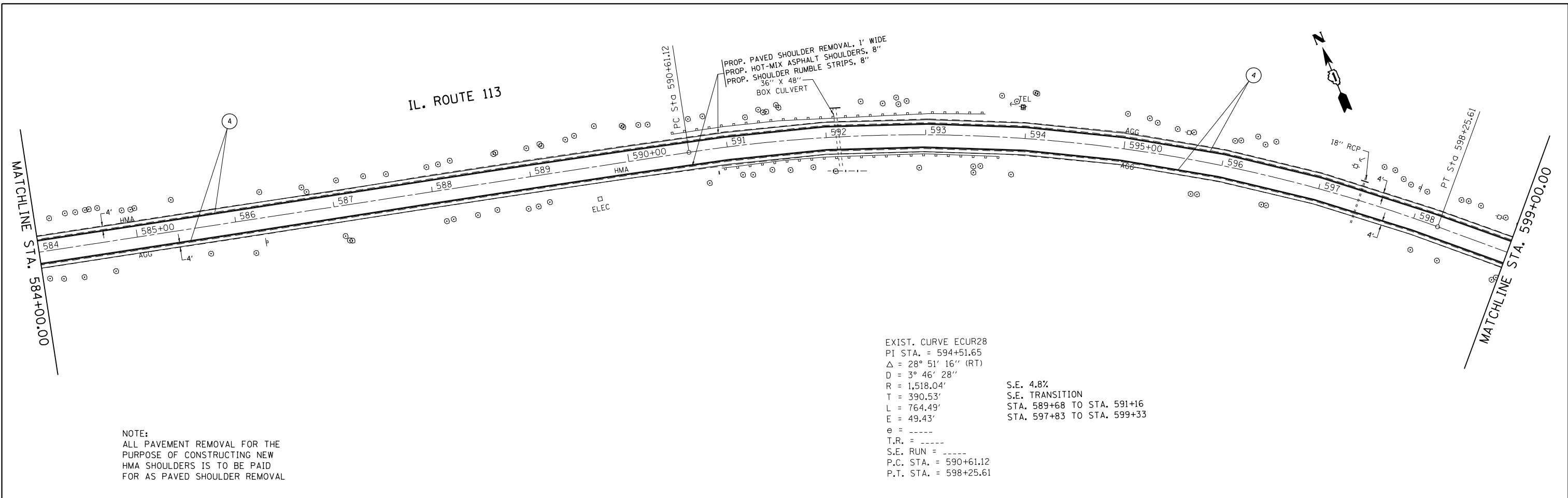


NOTE:
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- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11' C-C. (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE. (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30'. (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE. (TYP.)

FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Documents\DOT Offices\District 1\Projects\DI28515\Drawings\CAD\Sheets\DI28515-shr-plan.dwg	CHECKED -	REVISED -			2015-0131	WILL	156	43	
	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			CONTRACT NO. 62A66				
	PLOT DATE = 5/10/2016					ILLINOIS FED. AID PROJECT				

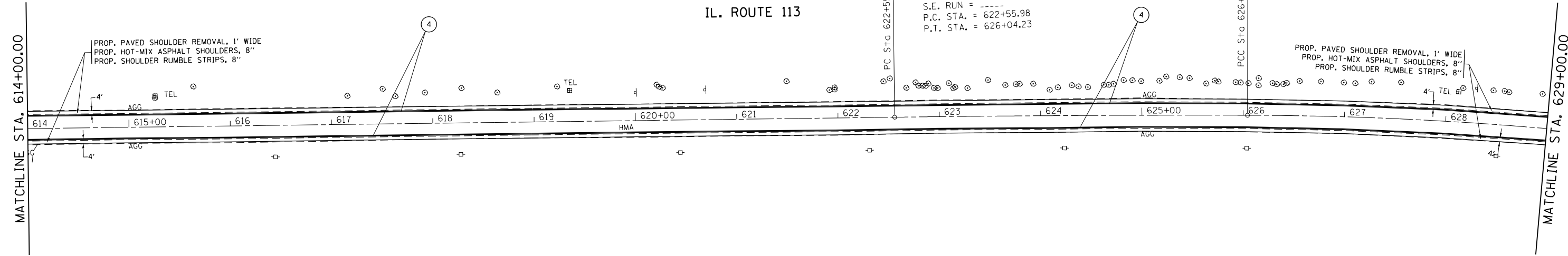
SCALE: 1"=50' SHEET 15 OF 20 SHEETS STA. 524+00 TO STA. 554+00



- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C, (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
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FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U. 299 0327	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET 17 OF 20 SHEETS	2015-0131	WILL	156	45
	PLOT DATE = 5/10/2016	DATE -	REVISED -			STA. 584+00 TO STA. 614+00	CONTRACT NO. 62A66				
						ILLINOIS FED. AID PROJECT					

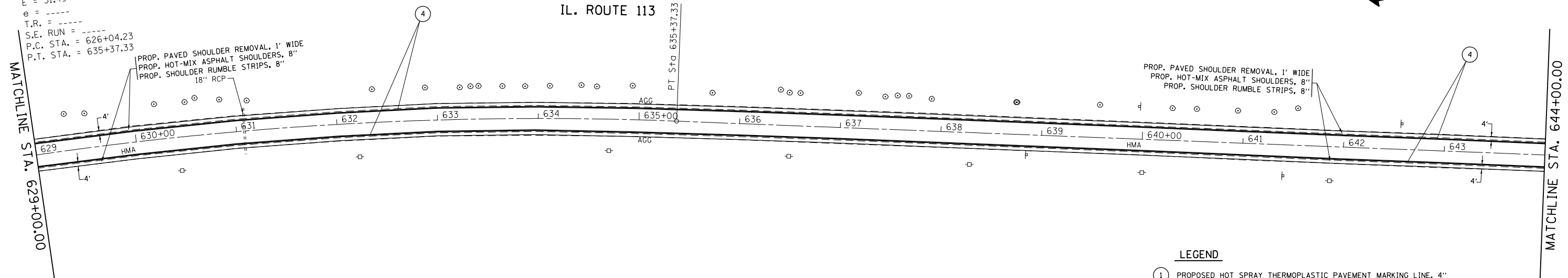
EXIST. CURVE ECUR29
 PI STA. = 624+30.11
 $\Delta = 0^\circ 52' 42''$ (RT)
 $D = 0^\circ 15' 08''$
 $R = 22,714.84'$
 $T = 174.13'$
 $L = 348.25'$
 $E = 0.67'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 622+55.98
 P.T. STA. = 626+04.23



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EXIST. CURVE ECUR30
 PI STA. = 630+73.59
 $\Delta = 15^\circ 21' 15''$ (RT)
 $D = 1^\circ 38' 44''$
 $R = 3,482.01'$
 $T = 469.37'$
 $L = 933.11'$
 $E = 31.49'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 626+04.23
 P.T. STA. = 635+37.33

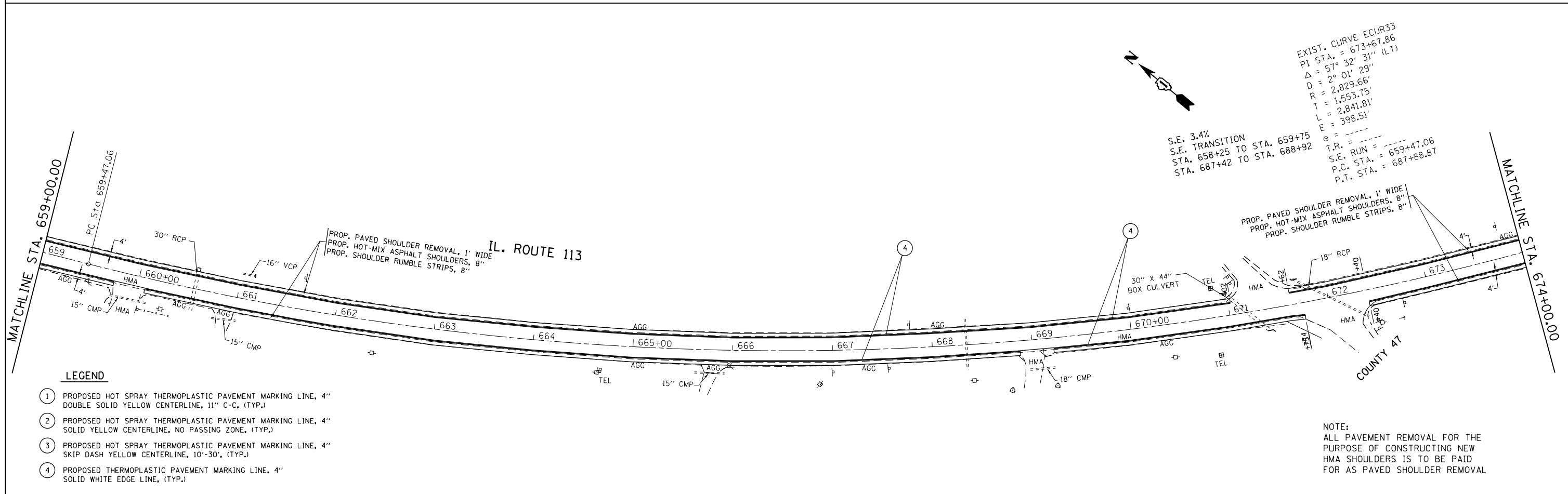
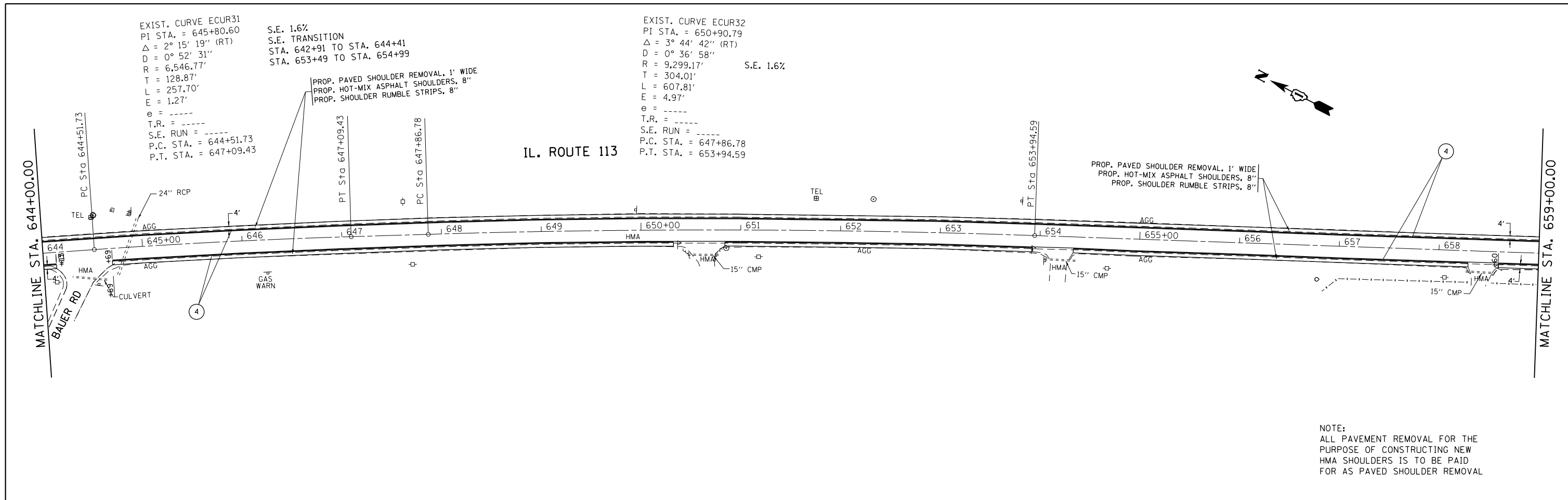
S.E. 3.0%
 S.E. TRANSITION
 STA. 625+26 TO STA. 626+76
 STA. 634+66 TO STA. 636+16



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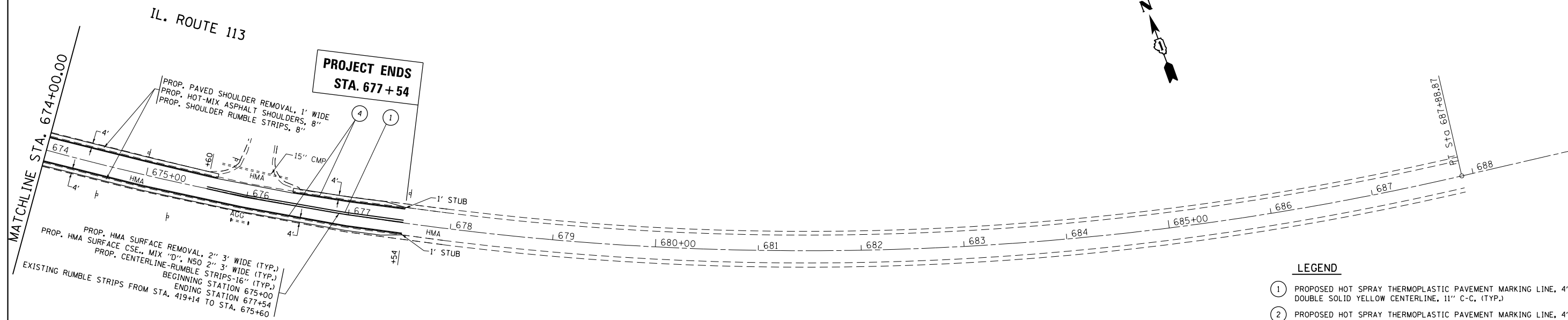
- LEGEND**
- ① PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW CENTERLINE, 11" C-C. (TYP.)
 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE. (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30'. (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE. (TYP.)

FILE NAME =	USER NAME = Bilgramis	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTE. U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Documents\DOT Offices\District 1\Projects\DI285\Drawings\CAD\Sheets\DI28515-shr-plan.dwg	DRAWN -	REVISED -			299	2015-0131	WILL	156	46	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 62A66					
	PLOT DATE = 5/10/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



- LEGEND**
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 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
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FILE NAME =	USER NAME = Bilgromiso	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 113 (COMET DR. TO KANKAKEE LINE) ROADWAY AND PAVEMENT MARKING PLAN	F.A.S. RTLEU.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default		CHECKED -	REVISED -			299 0327	2015-0131	WILL	156	47
		DATE -	REVISED -			CONTRACT NO. 62A66				
						ILLINOIS FED. AID PROJECT				



- LEGEND**
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 - ② PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW CENTERLINE, NO PASSING ZONE, (TYP.)
 - ③ PROPOSED HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH YELLOW CENTERLINE, 10'-30', (TYP.)
 - ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE EDGE LINE, (TYP.)

NOTE:
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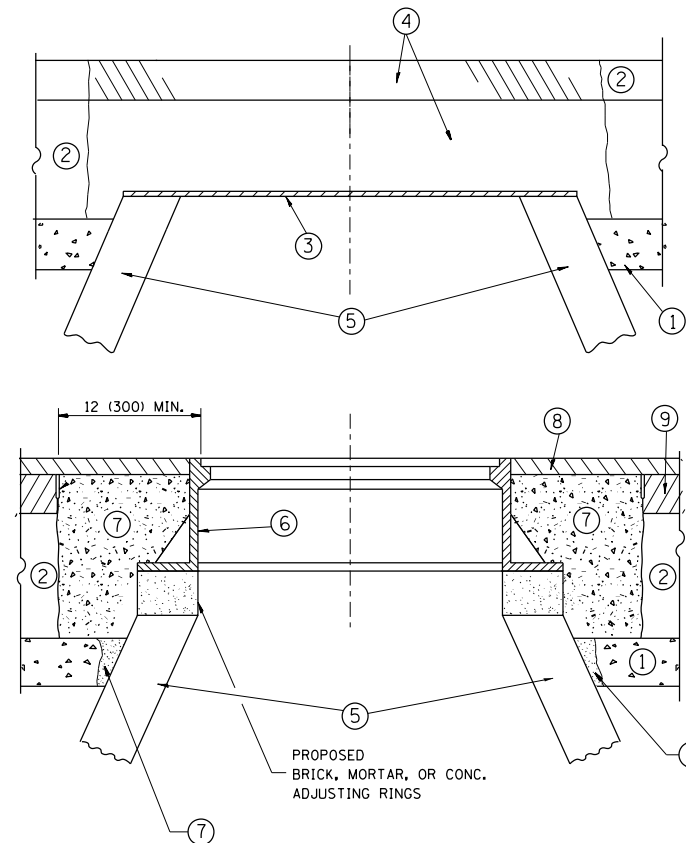
FILE NAME =	USER NAME = Bilgramiso	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/10/2016	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 113 (COMET DR. TO KANKAKEE LINE)
 ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 20 OF 20 SHEETS STA. 674+00 TO STA. 677+94

F.A.S. RTE. U. 299 0327	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 48
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

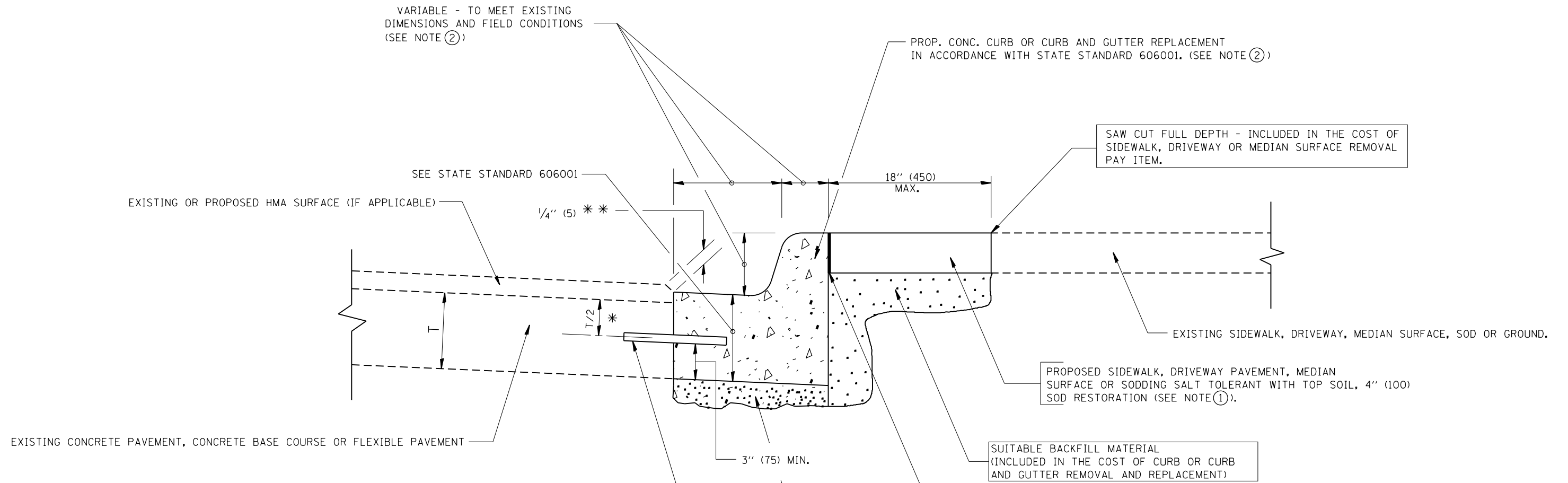
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = Bilgramisa	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
pw\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 5/10/2016	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 49
BD600-03 (BD-8)		CONTRACT NO. 62A66		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

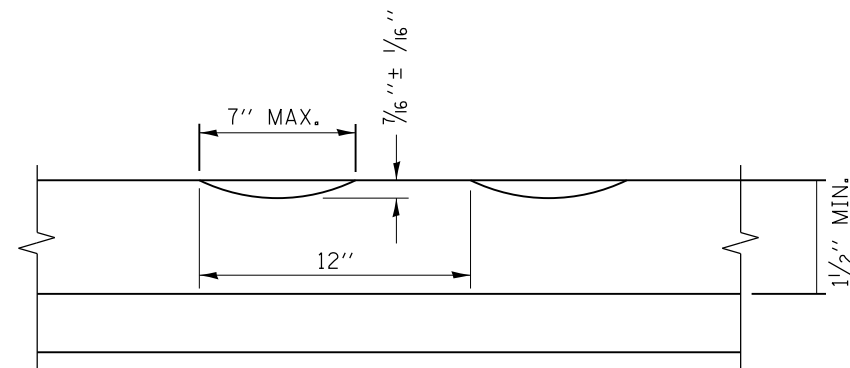
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
 SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

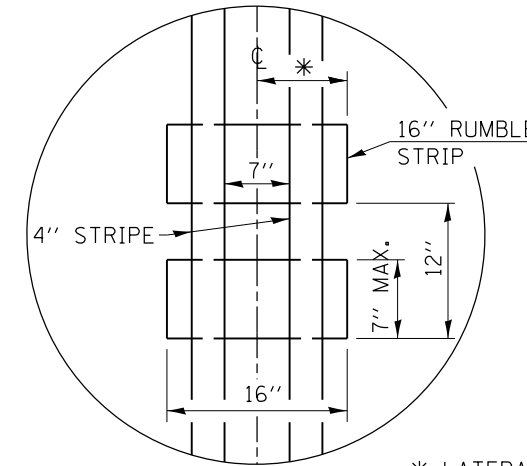
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = Bilgramisa	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.S. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn		REVISION	REVISED - A. ABBAS 03-21-97			299	2015-0131	WILL	156	50
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 01-22-01				BD600-06 (BD-24)		CONTRACT NO. 62A66		
PLOT DATE = 5/10/2016	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



SECTION A-A



* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.

DETAIL B

GENERAL NOTES

CENTERLINE RUMBLE STRIPS SHALL BE CONSTRUCTED ACCORDING TO SECTION 642 ALONG THE CENTERLINE OF PAVEMENT.

SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS. RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES. ALL RUMBLE STRIPS SHALL BE MILLED.

CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.

DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.

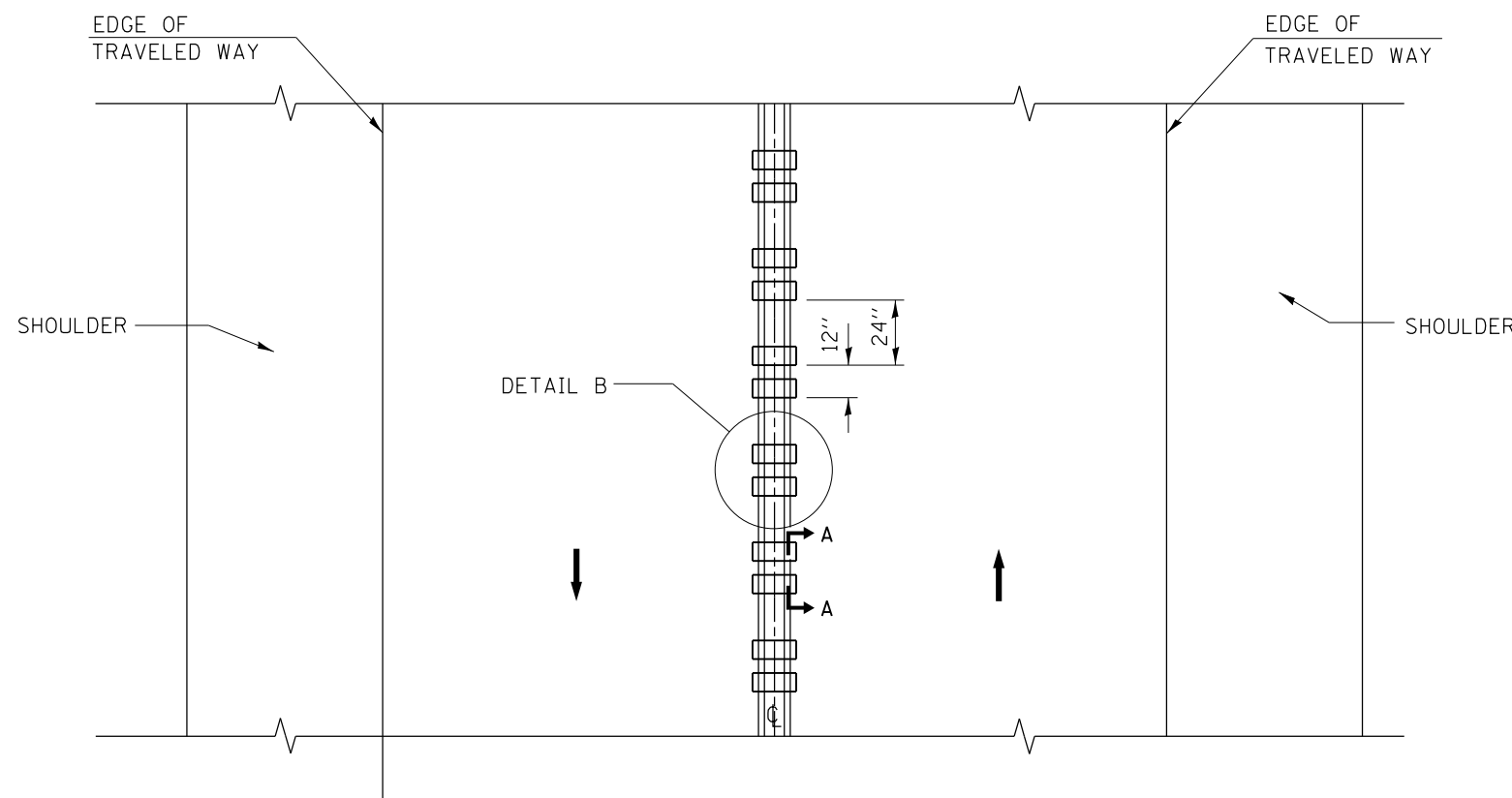
AFTER RUMBLE STRIPS ARE INSTALLED, THE PAVEMENT SURFACE SHALL BE SWEEP CLEAN PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT MARKINGS.

WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

BASIS OF PAYMENT

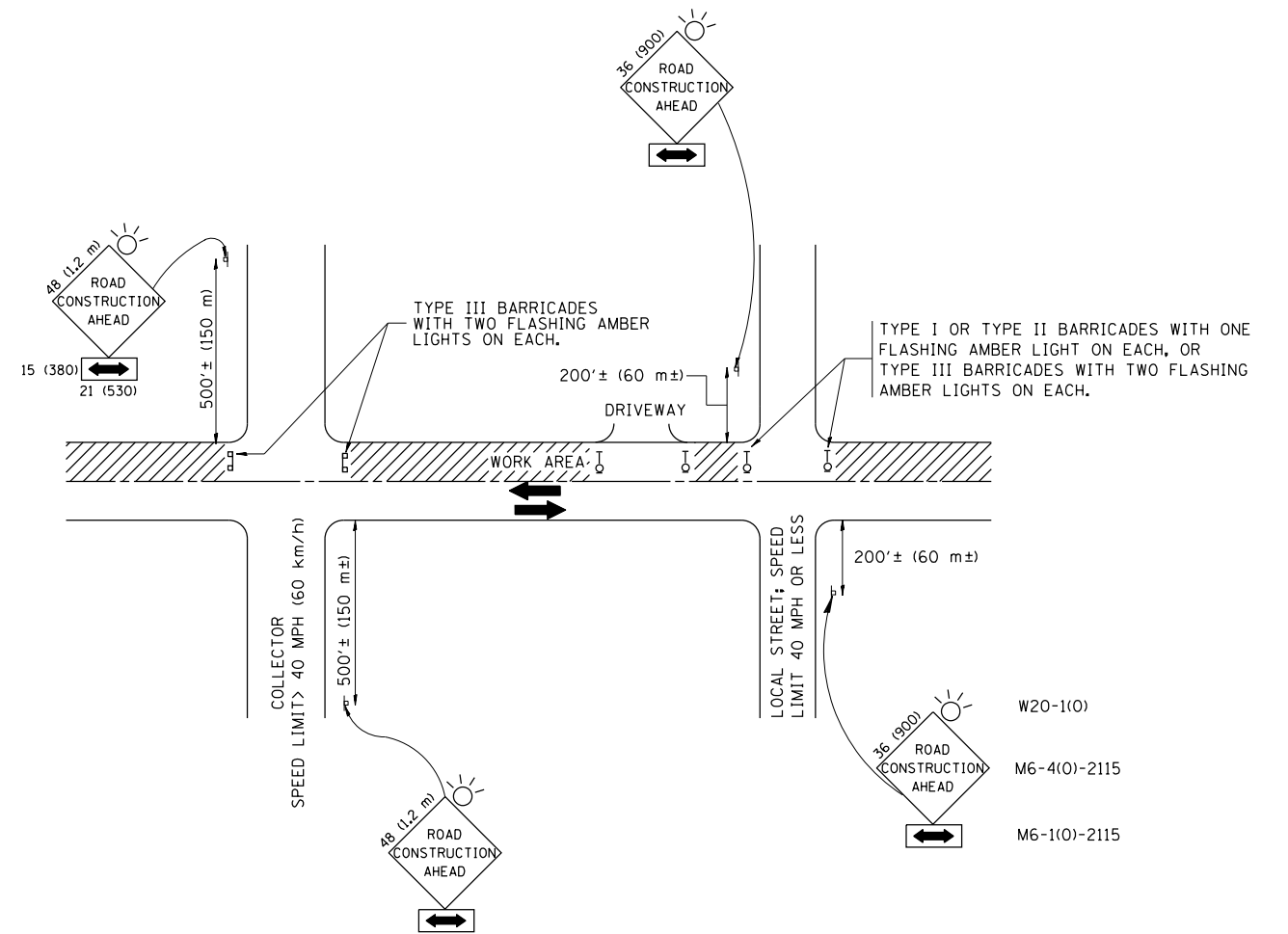
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR CENTERLINE-RUMBLE STRIP OF THE WIDTH SPECIFIED.

HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING WILL BE USED OVER THE RUMBLE STRIPS, AND WILL BE PAID FOR SEPARATELY.



TWO-WAY ROAD

FILE NAME =	USER NAME = Bilgromiso	DESIGNED - R. BORO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RUMBLE STRIPES FOR CENTERLINE, NON-FREEWAY			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn	PLotted SCALE = 100.0000' / in.	CHECKED -	REVISED -					299	2015-0131	WILL	156	51
PLOT DATE = 5/10/2016	DATE - 08-06-2012	REVISED -	REVISED -		BD 55		CONTRACT NO. 62A66		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.				



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

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

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in millimeters (inches) unless otherwise shown.

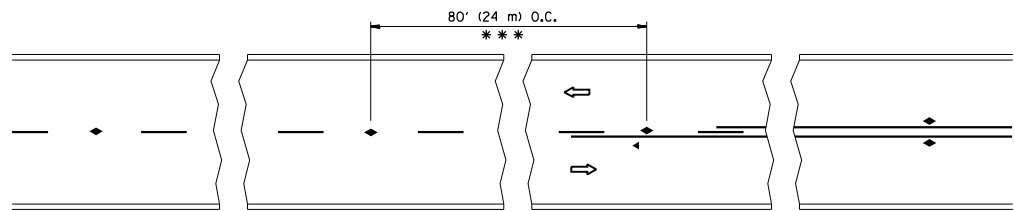
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p:\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn			REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 5/10/2016	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

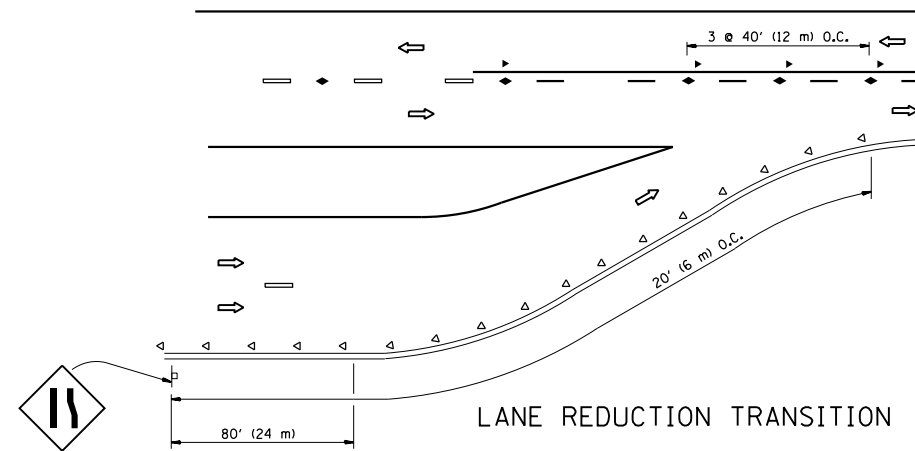
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62A66	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

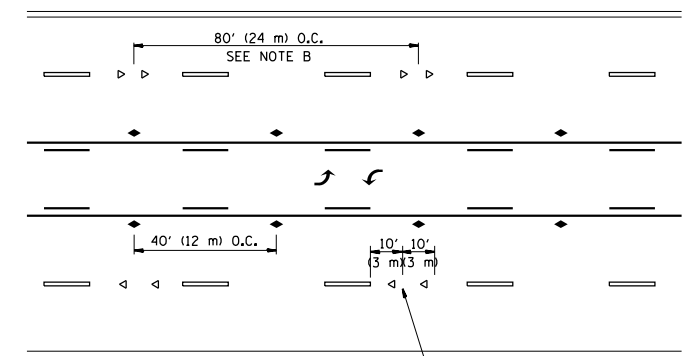


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

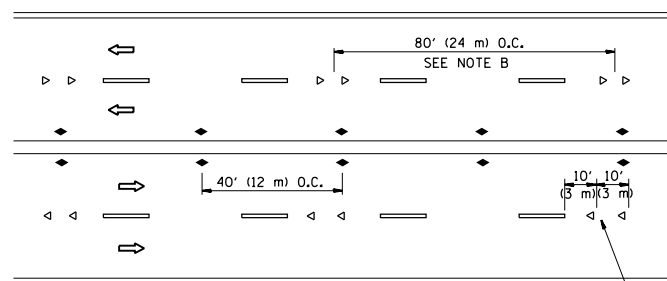
TWO-LANE/TWO-WAY



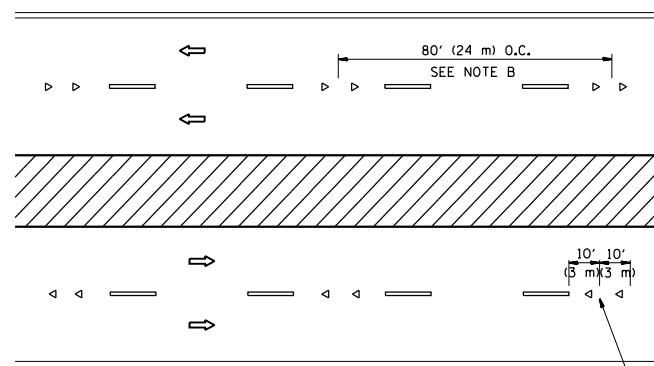
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

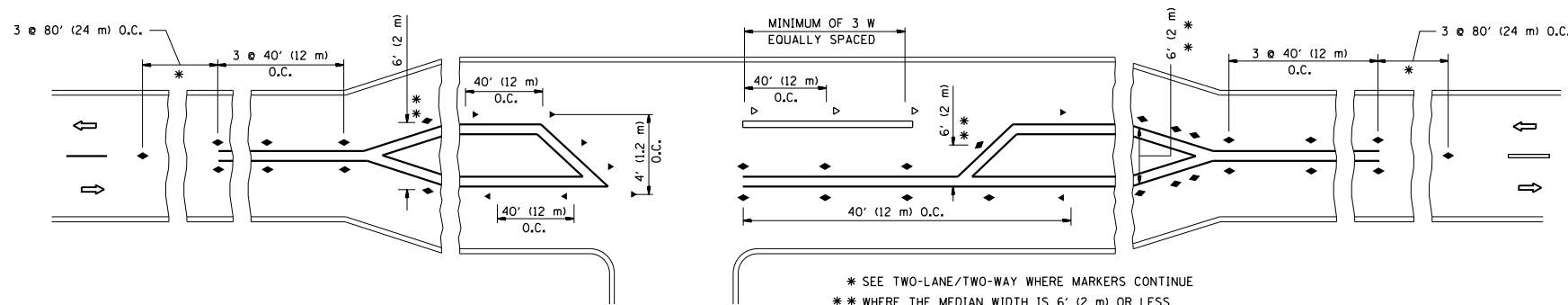
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

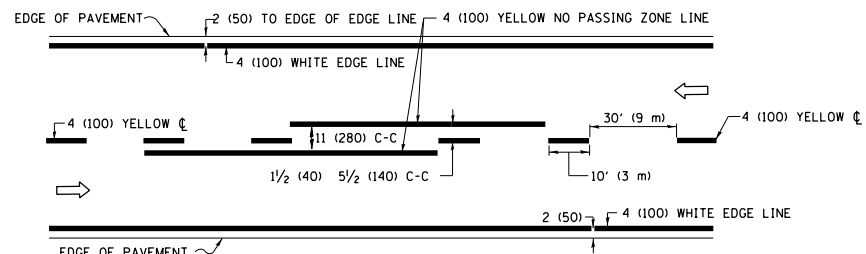
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = Bilgornisa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - T. RAMMACHER 03-12-99
		DATE -	REVISED - T. RAMMACHER 01-06-00
			REVISED - C. JUCIUS 09-09-09

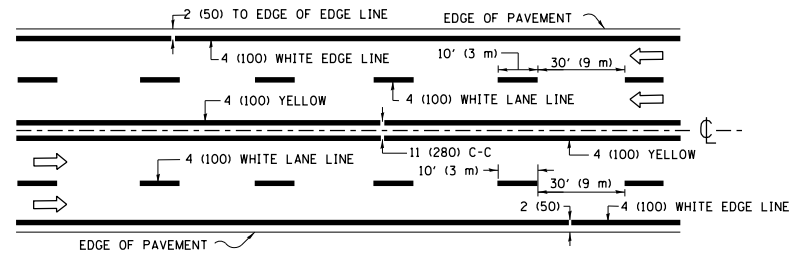
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

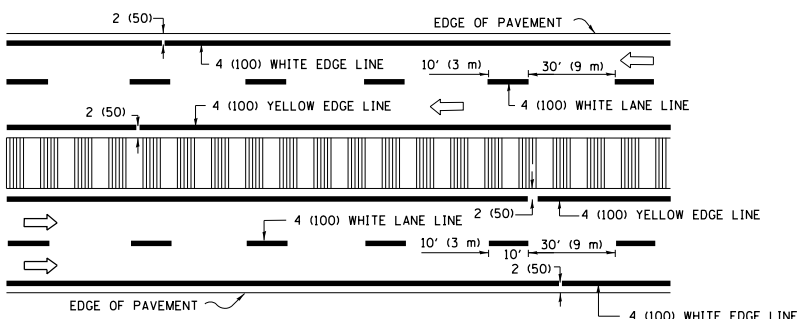
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
299	2015-0131	WILL	156	53
TC-11		CONTRACT NO. 62A66		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

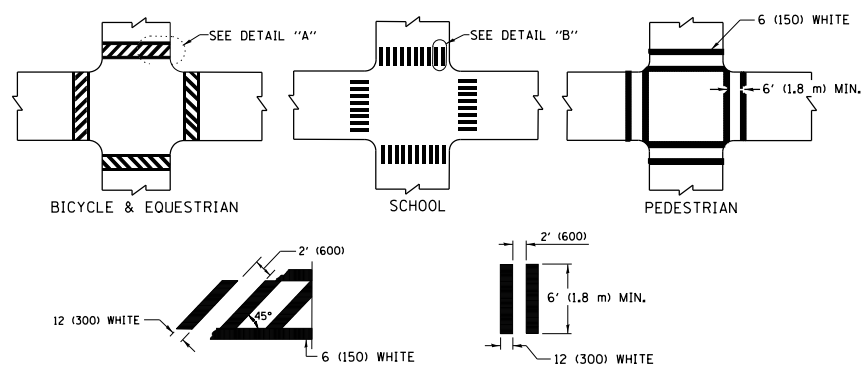


MULTI-LANE UNDIVIDED



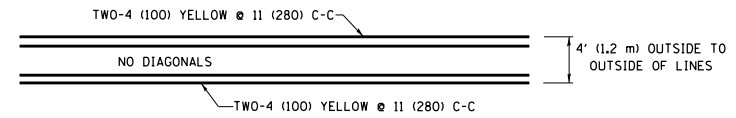
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

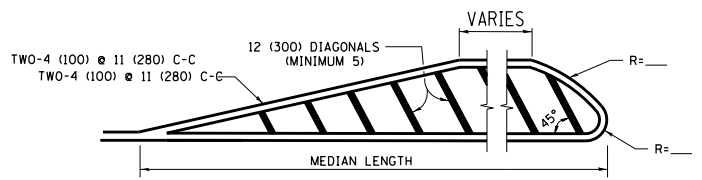


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

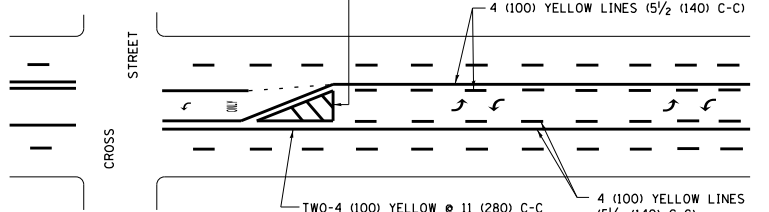


4' (1.2 m) WIDE MEDIANS ONLY



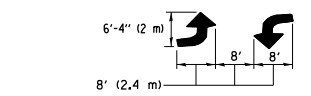
MEDIANS OVER 4' (1.2 m) WIDE

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



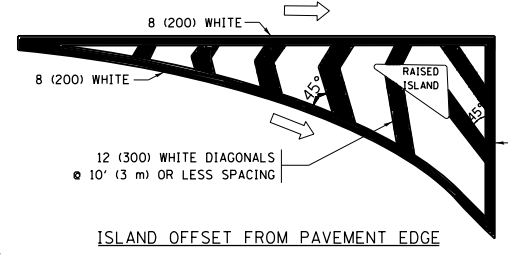
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

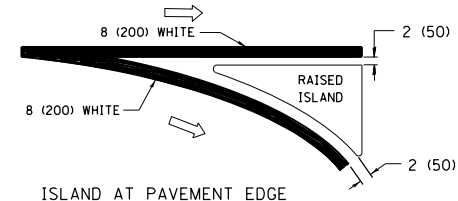


TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

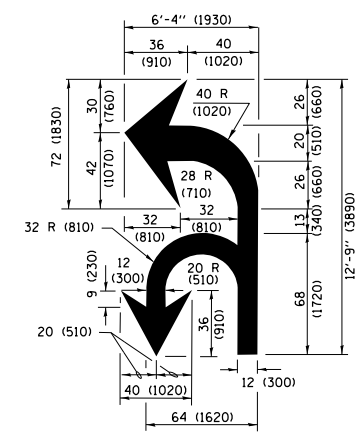
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



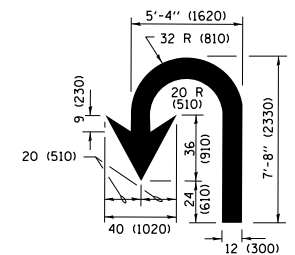
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

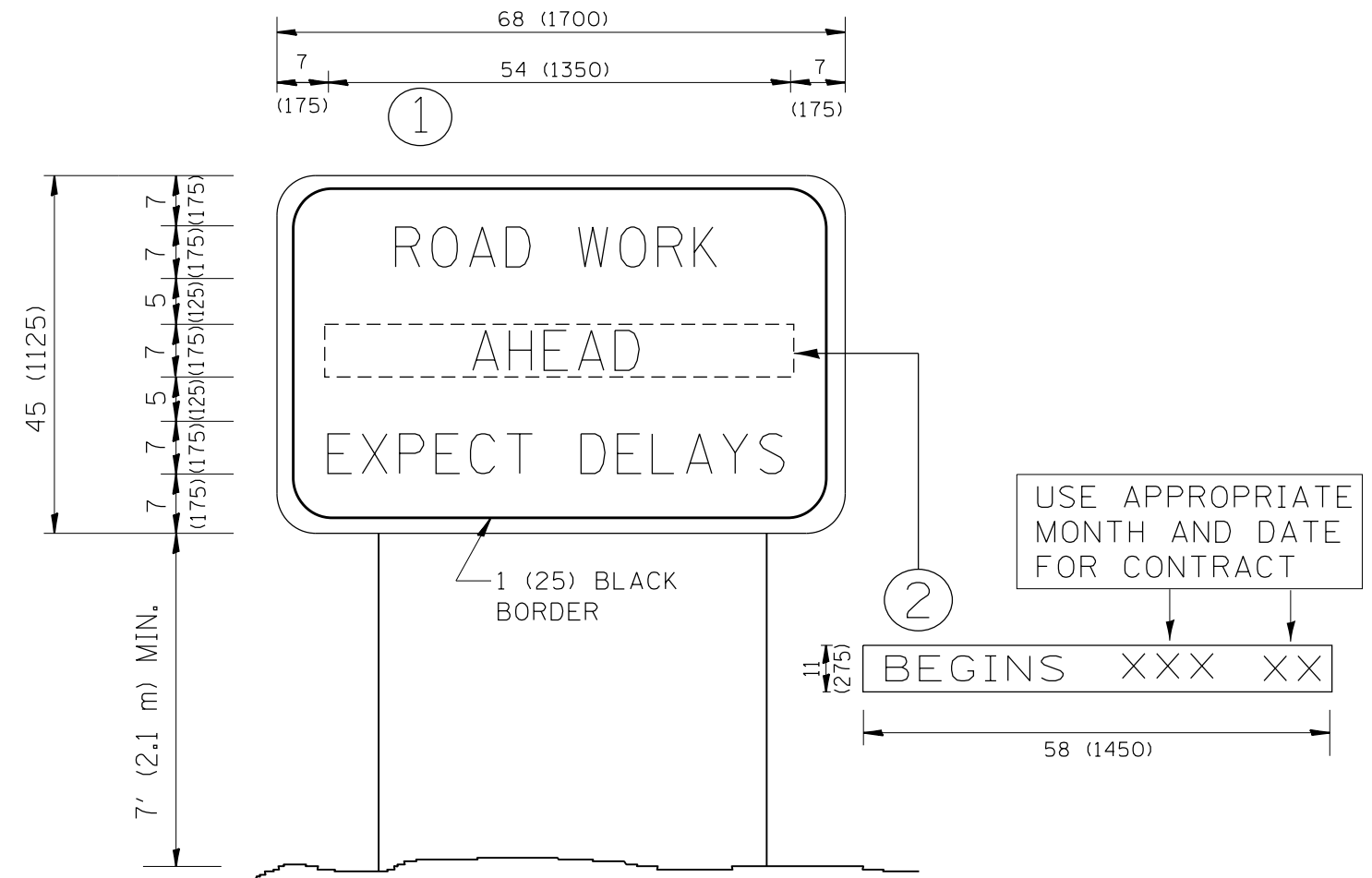
FILE NAME =	USER NAME = Bilgromiso	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 100.0000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 5/10/2016		REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
299	2015-0131	WILL	156	54
TC-13		CONTRACT NO. 62A66		
ILLINOIS FED. AID PROJECT				

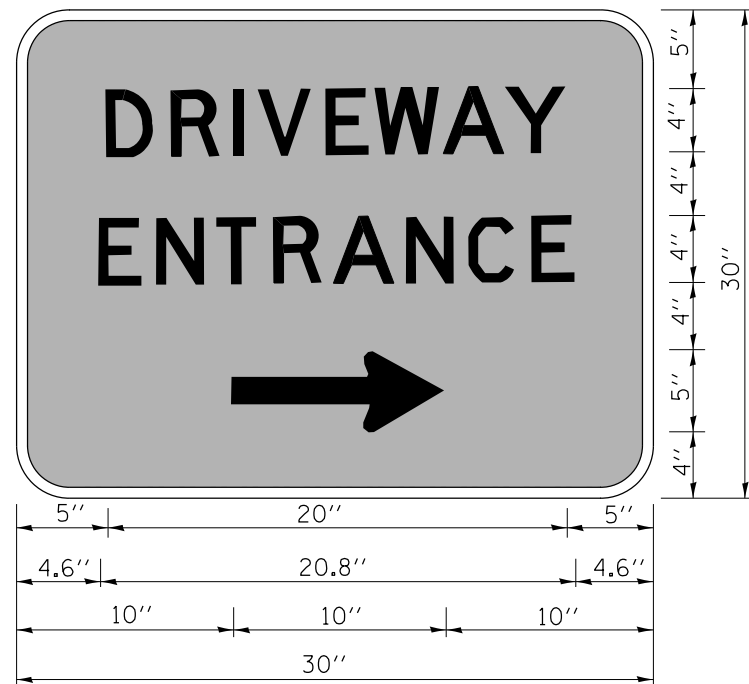


NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97	299			2015-0131	WILL	156	55	
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 62A66				
PLOT DATE = 5/10/2016	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED - C. JUCIUS 02-15-07
p:\11\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\DI285\Drawings\Design\DistStd.dgn		DRAWN -	REVISED -
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	PLOT DATE = 5/10/2016	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

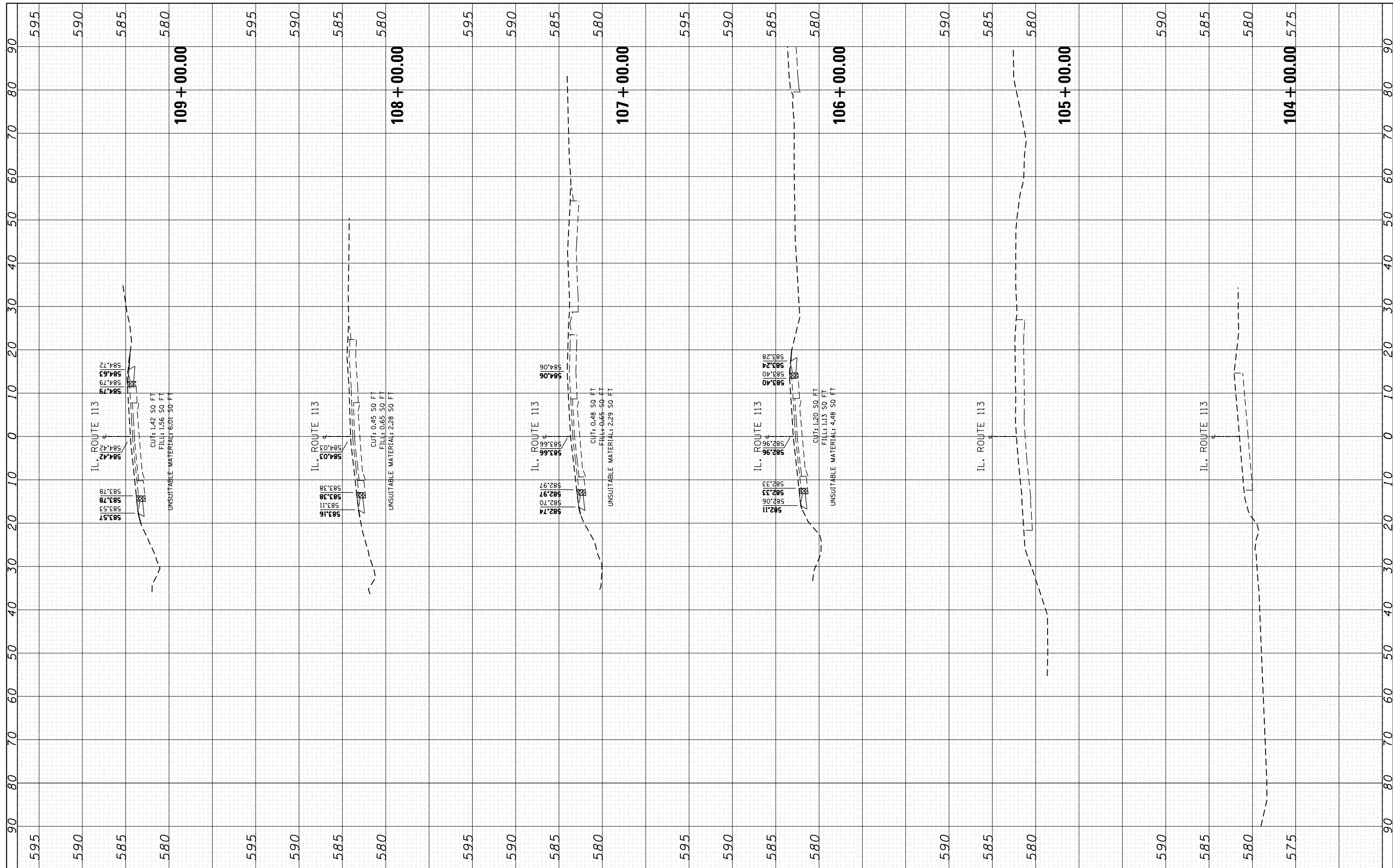
DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
299	2015-0131	WILL	156	56
TC-26			CONTRACT NO. 62A66	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		



FILE NAME =
 USER NAME = Bilgramisa
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/10/2016

DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016

REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

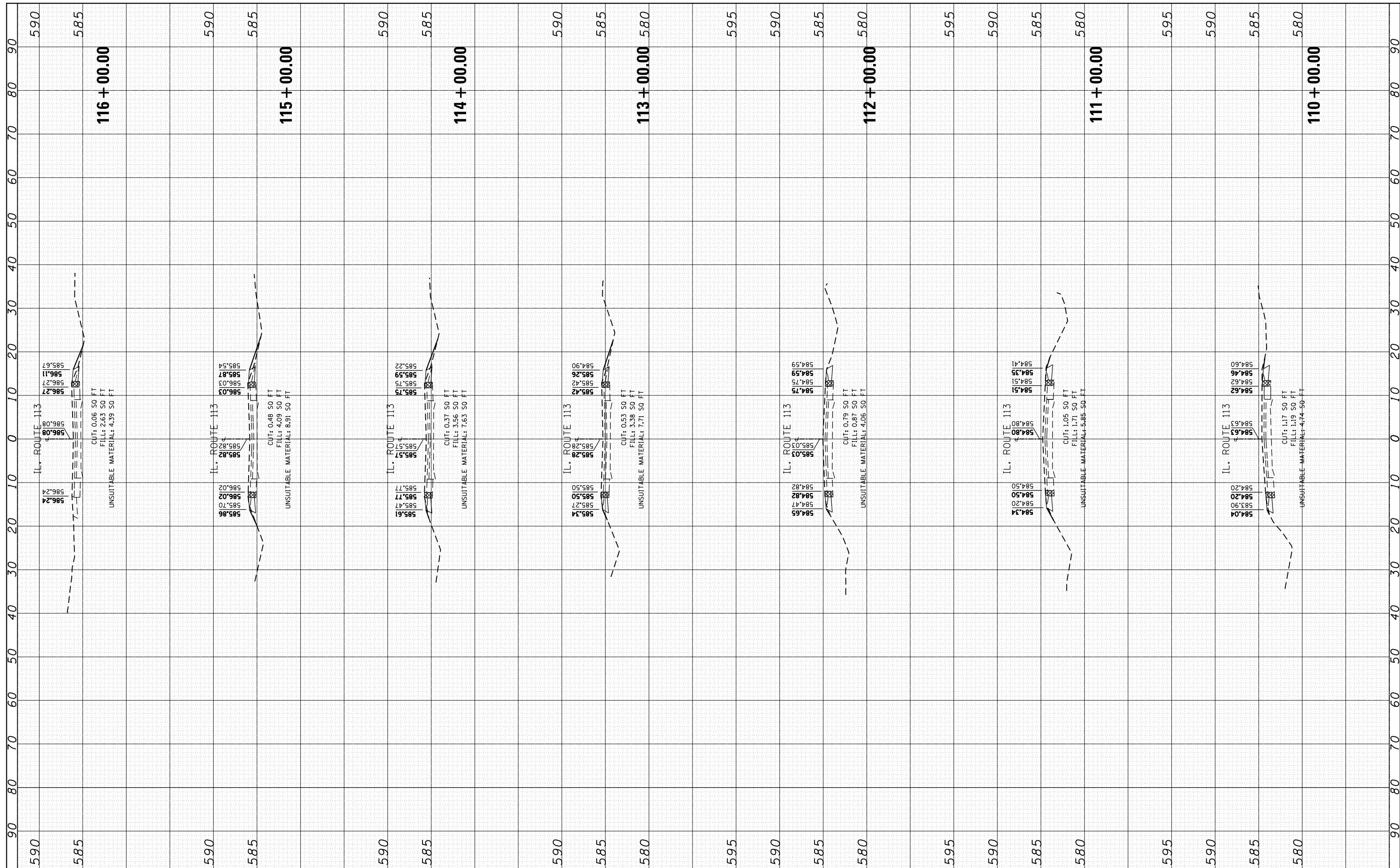
**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE
 CROSS SECTIONS**

SCALE: SHEET 1 OF 100 SHEETS STA. 104+00.00 TO STA. 109+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 57
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



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 PLOT DATE = 5/10/2016

USER NAME = Bilgromiso
 DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016

REVISED -
 REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

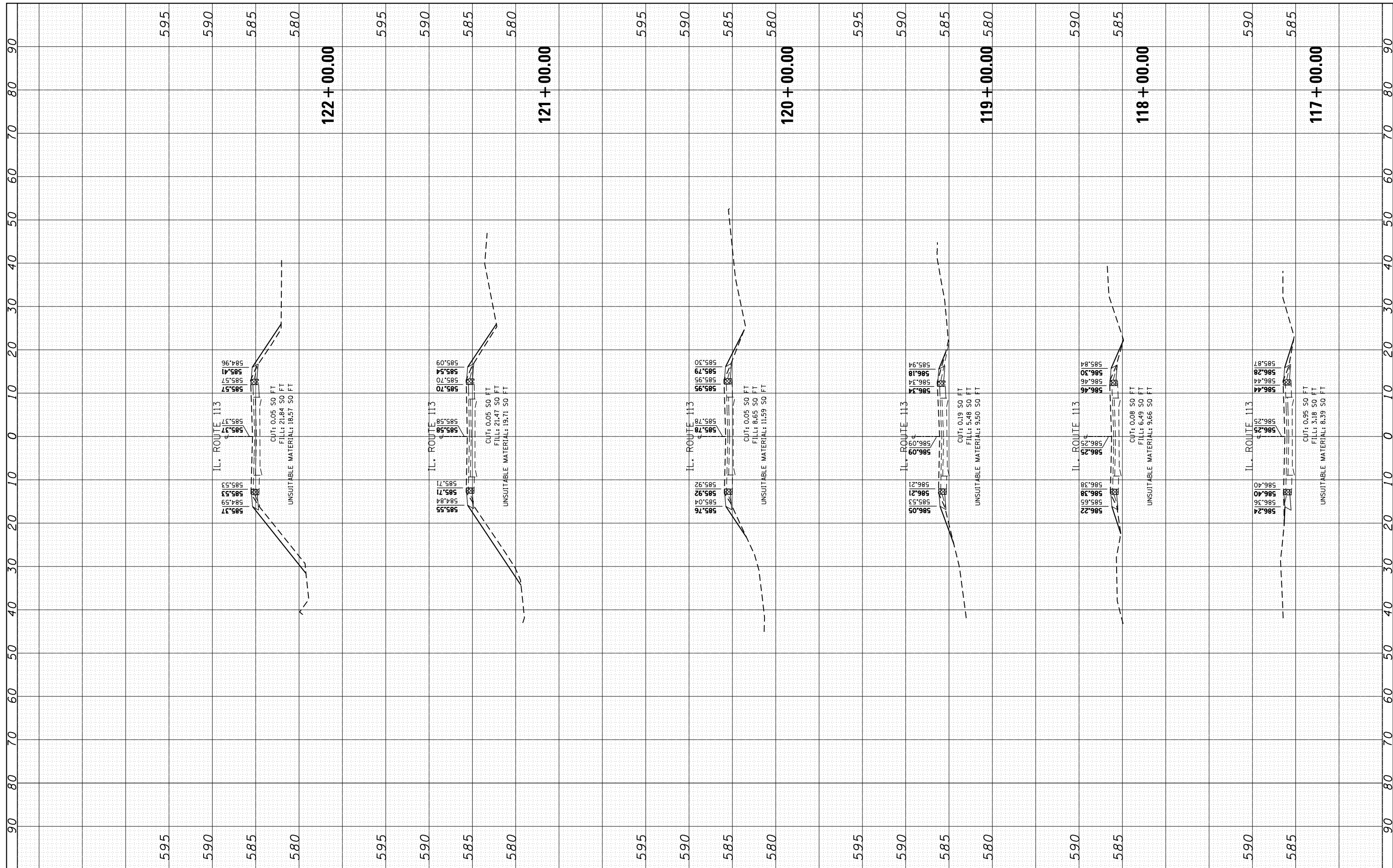
**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
 CROSS SECTIONS**

SCALE: SHEET 2 OF 100 SHEETS STA. 110+00.00 TO STA. 116+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 58
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/10/2016

DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016

REVISED -
 REVISED -
 REVISED -

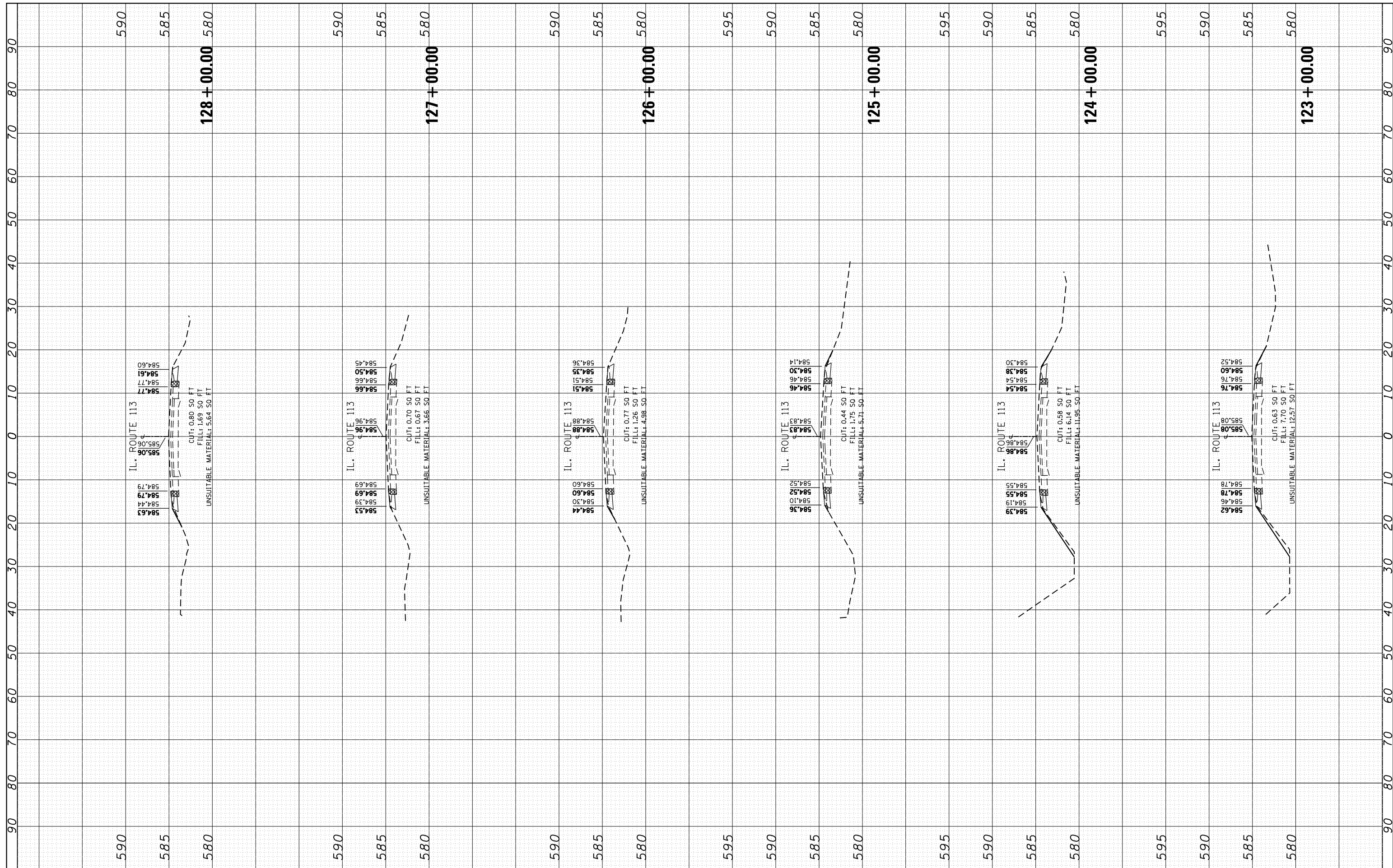
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
 CROSS SECTIONS**
 SCALE: SHEET 3 OF 100 SHEETS STA. 117+00.00 TO STA. 122+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 59
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

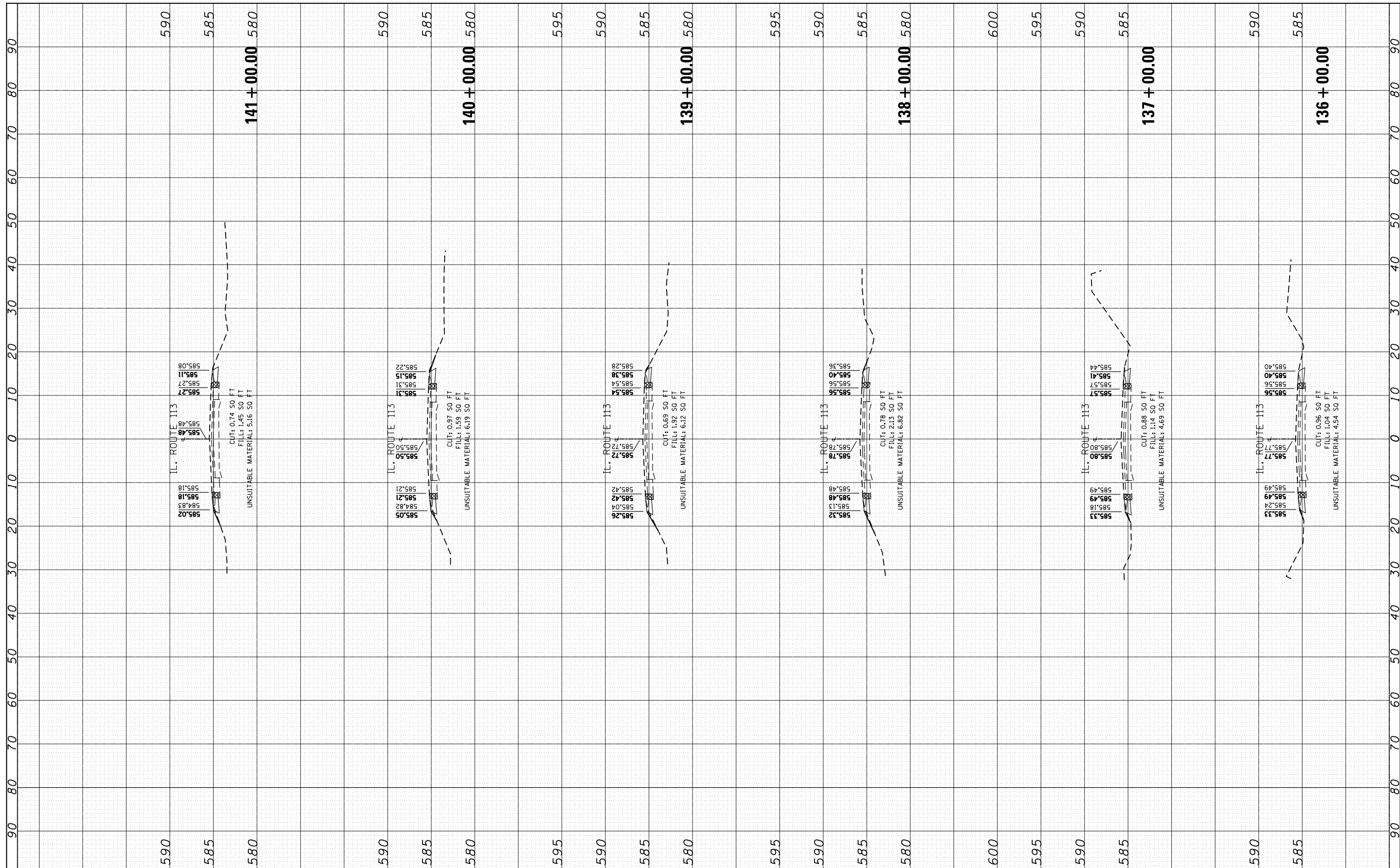
ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 60	
Default	DOT Offices\District 1\Projects\0128515\CADD\Drawings\0128515\RWB-xssht-IL113.dgn	CHECKED -	REVISED -			SCALE:	SHEET 4	OF 100 SHEETS	STA. 123+00.00	TO STA. 128+00.00	CONTRACT NO. 62A66
	PLOT SCALE = 20.0000' / in.	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT					
	PLOT DATE = 5/10/2016		REVISED -								

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

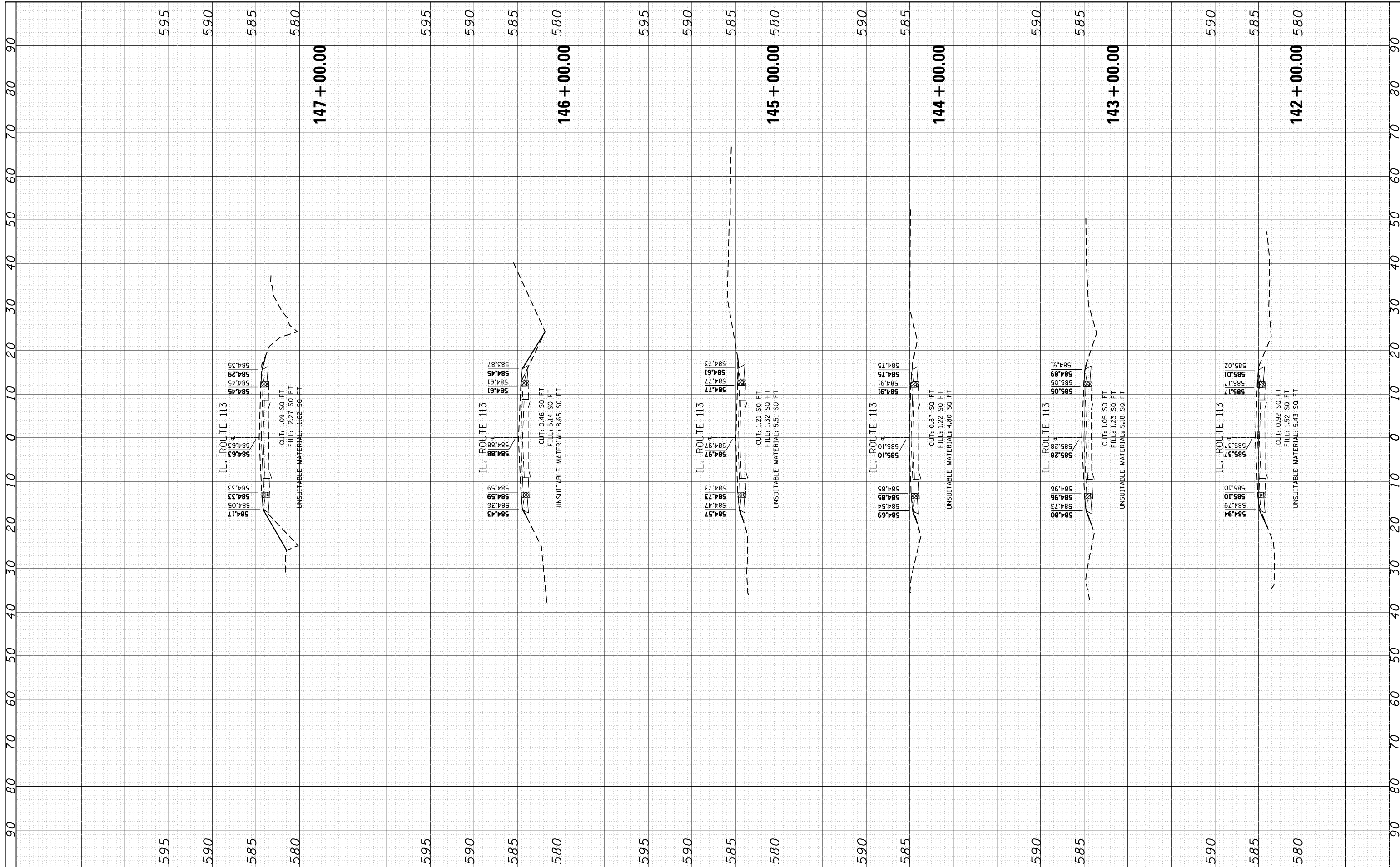
ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED		



FILE NAME =	USER NAME = Bilgornisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 62
Default	Plot Scale = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 6 OF 100 SHEETS	STA. 136+00.00 TO STA. 141+00.00	CONTRACT NO. 62A66	
	Plot Date = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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USER NAME = Bilgromiso
 DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016

REVISED -
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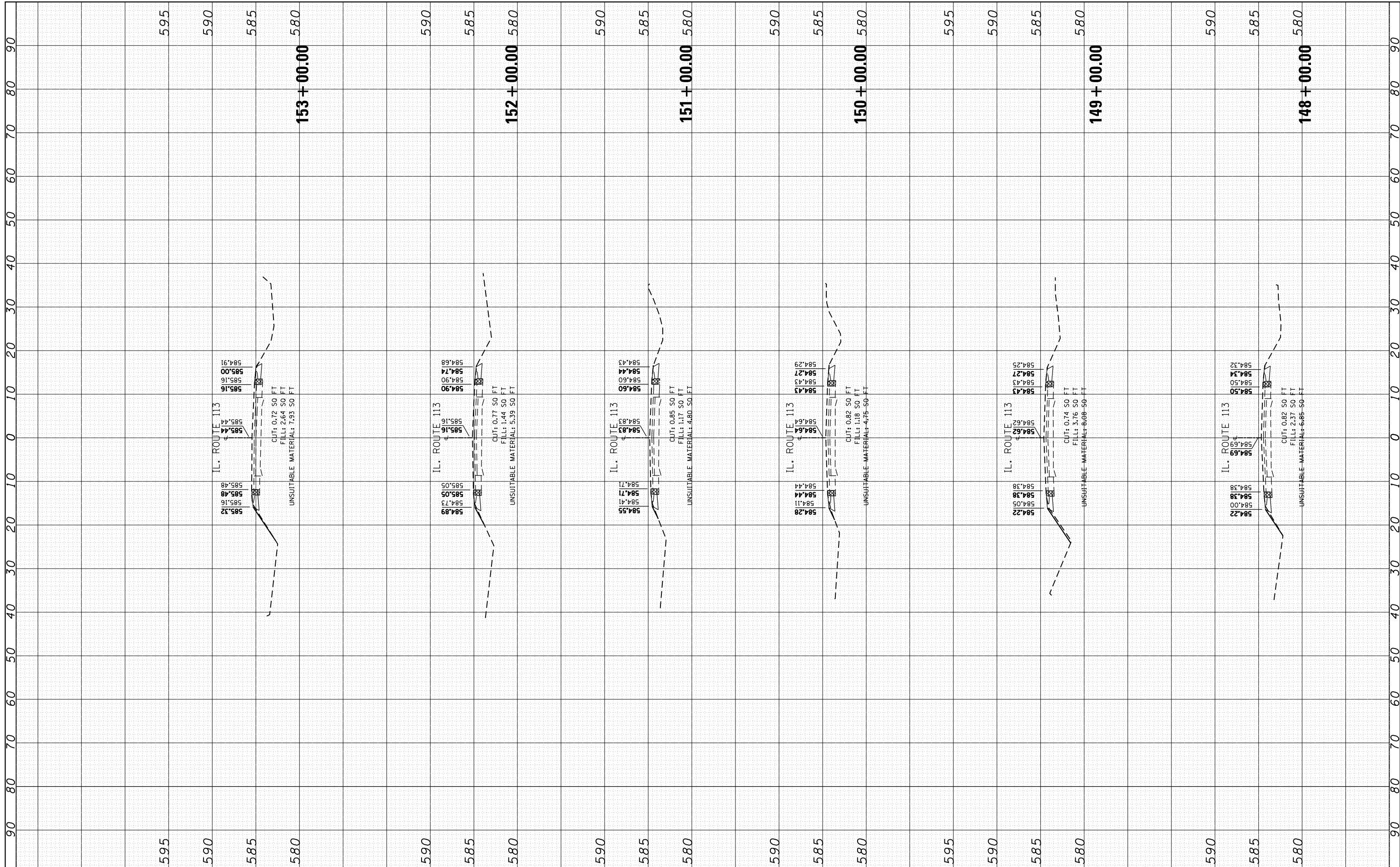
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
 CROSS SECTIONS**
 SCALE: SHEET 7 OF 100 SHEETS STA. 142+00.000 TO STA. 147+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 63
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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USER NAME = Bilgromiso
 DESIGNED -
 CHECKED -
 DATE - 5/10/2016

REVISOR - RWB
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 REVISOR - 1/25/2016

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

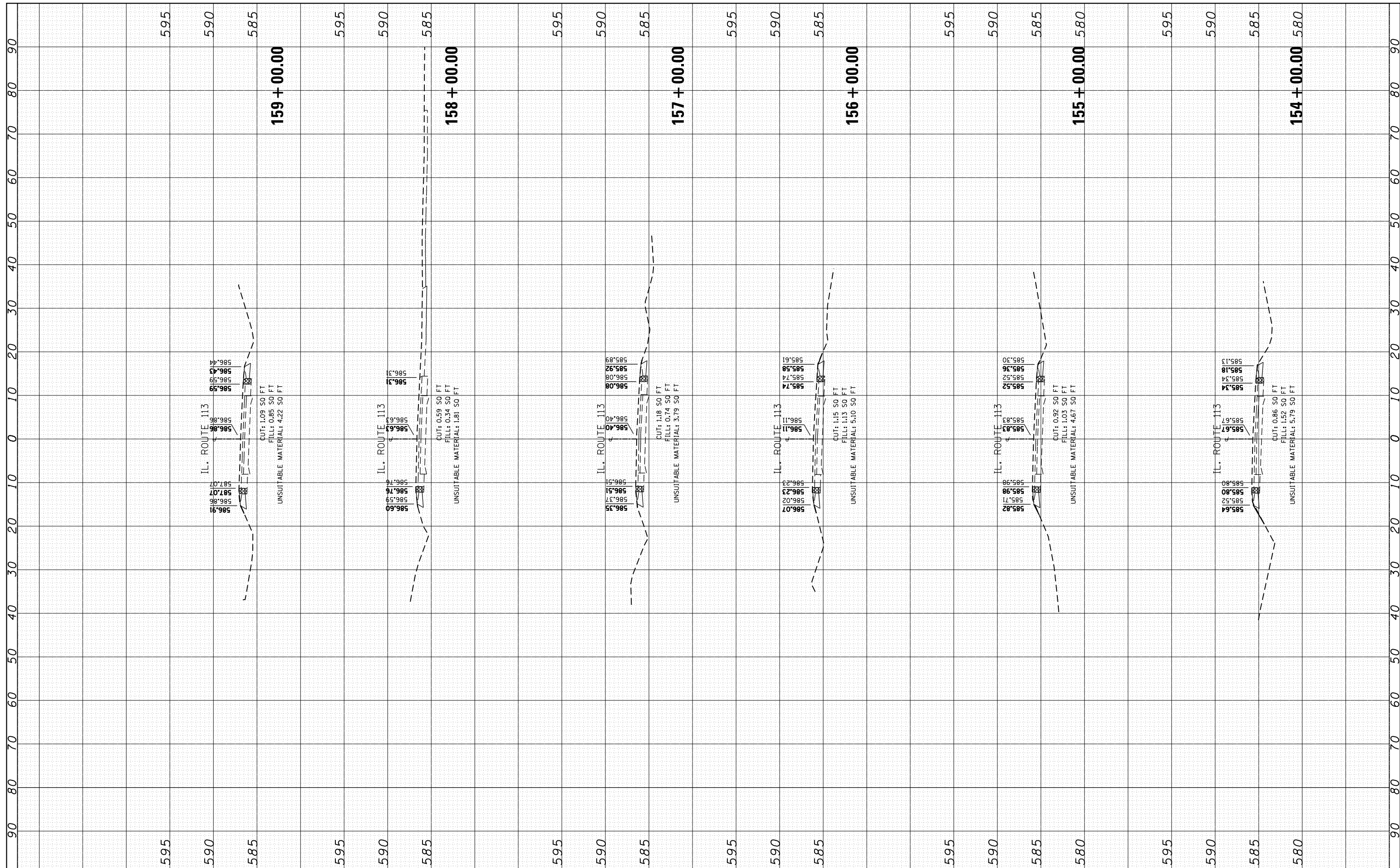
**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
 CROSS SECTIONS**

SCALE: SHEET 8 OF 100 SHEETS STA. 148+00.00 TO STA. 153+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 64
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

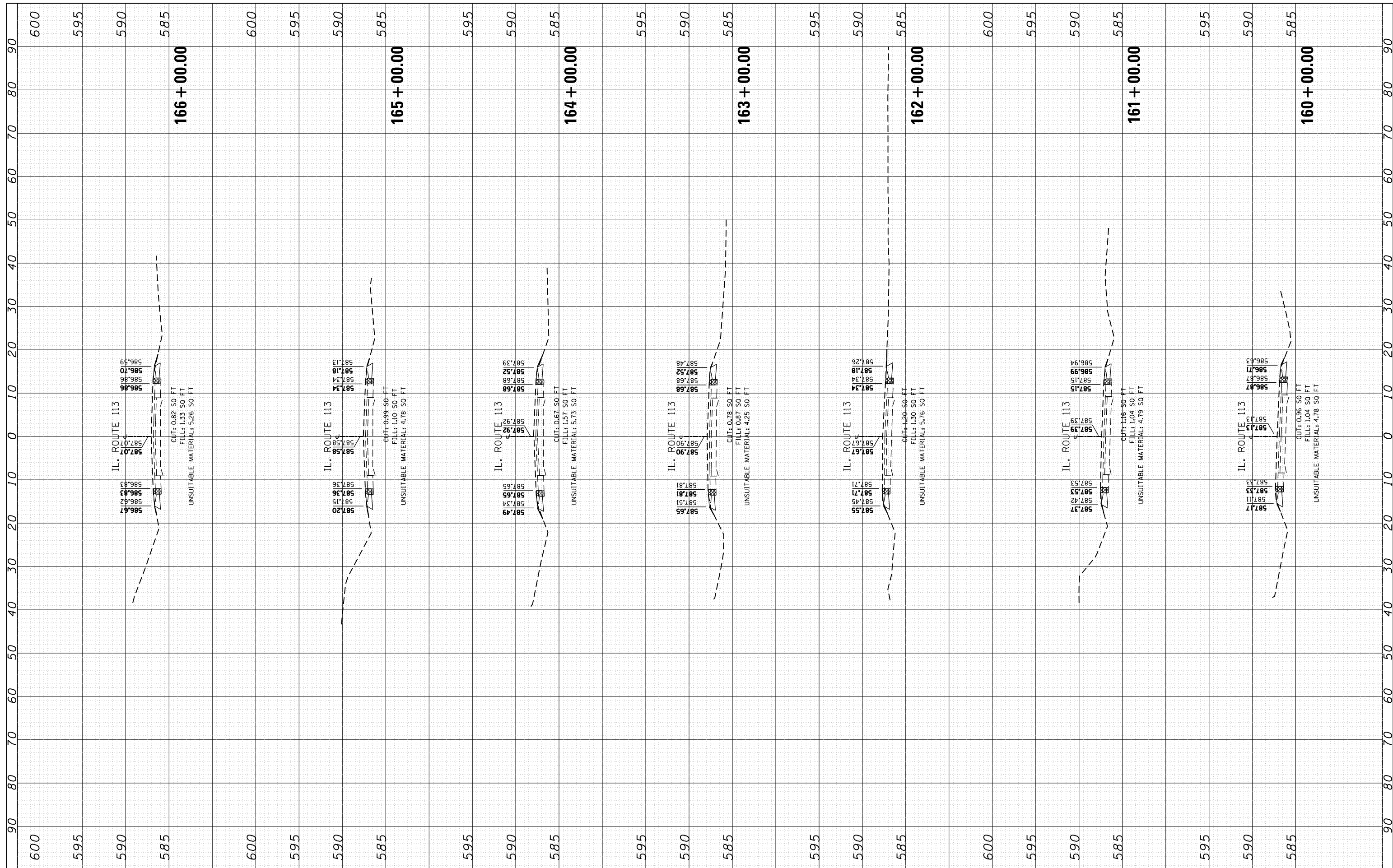
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ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME = p:\11\084EBIDINTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\0128515\CADD\Drawings\0128515\FWB-ssht-IL113.dgn
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 DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/10/2016

DESIGNED - RWB	REVISED -
CHECKED -	REVISED -
DATE - 1/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

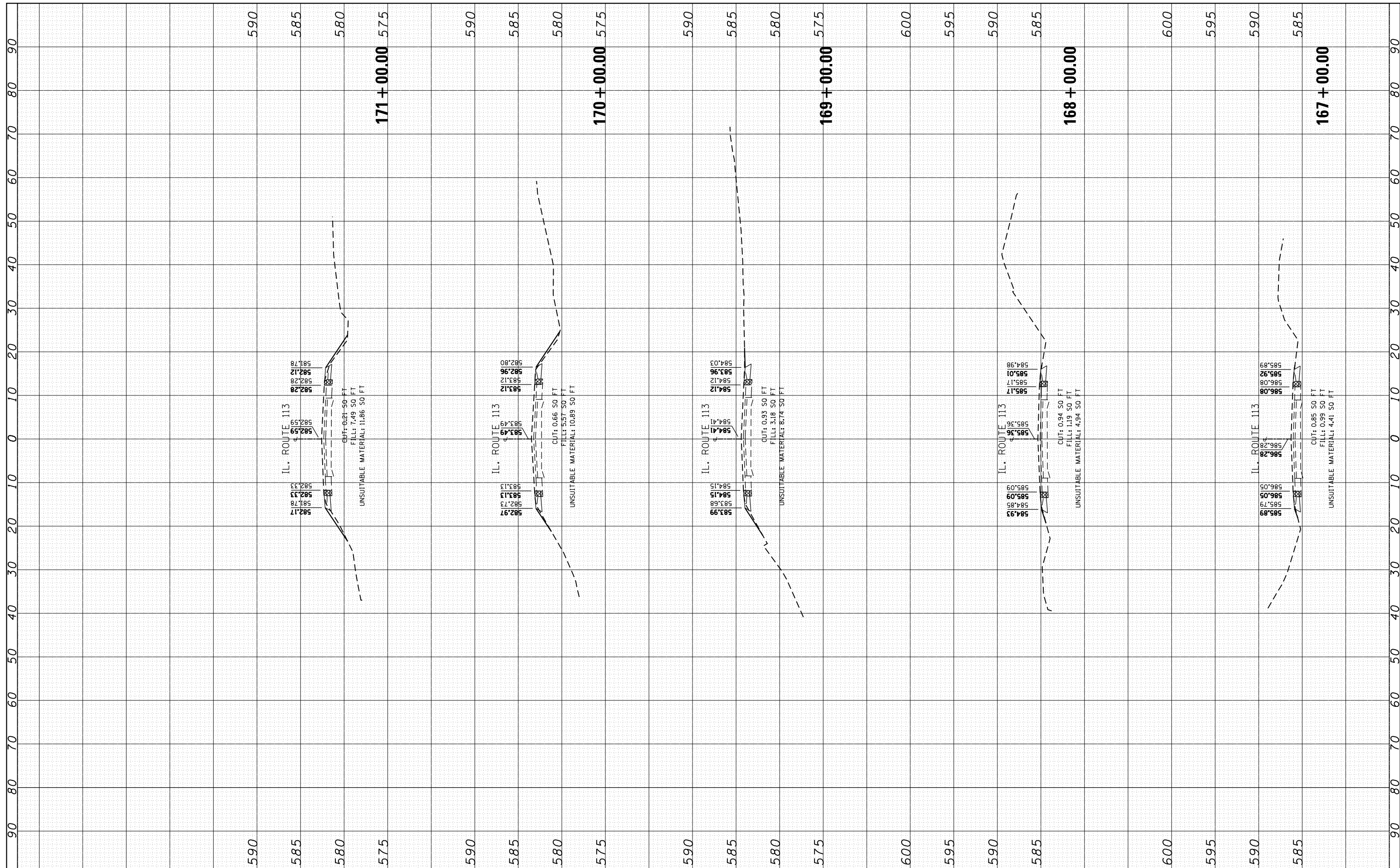
**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
CROSS SECTIONS**

SCALE: SHEET 10 OF 100 SHEETS STA. 160+00.00 TO STA. 166+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 66
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

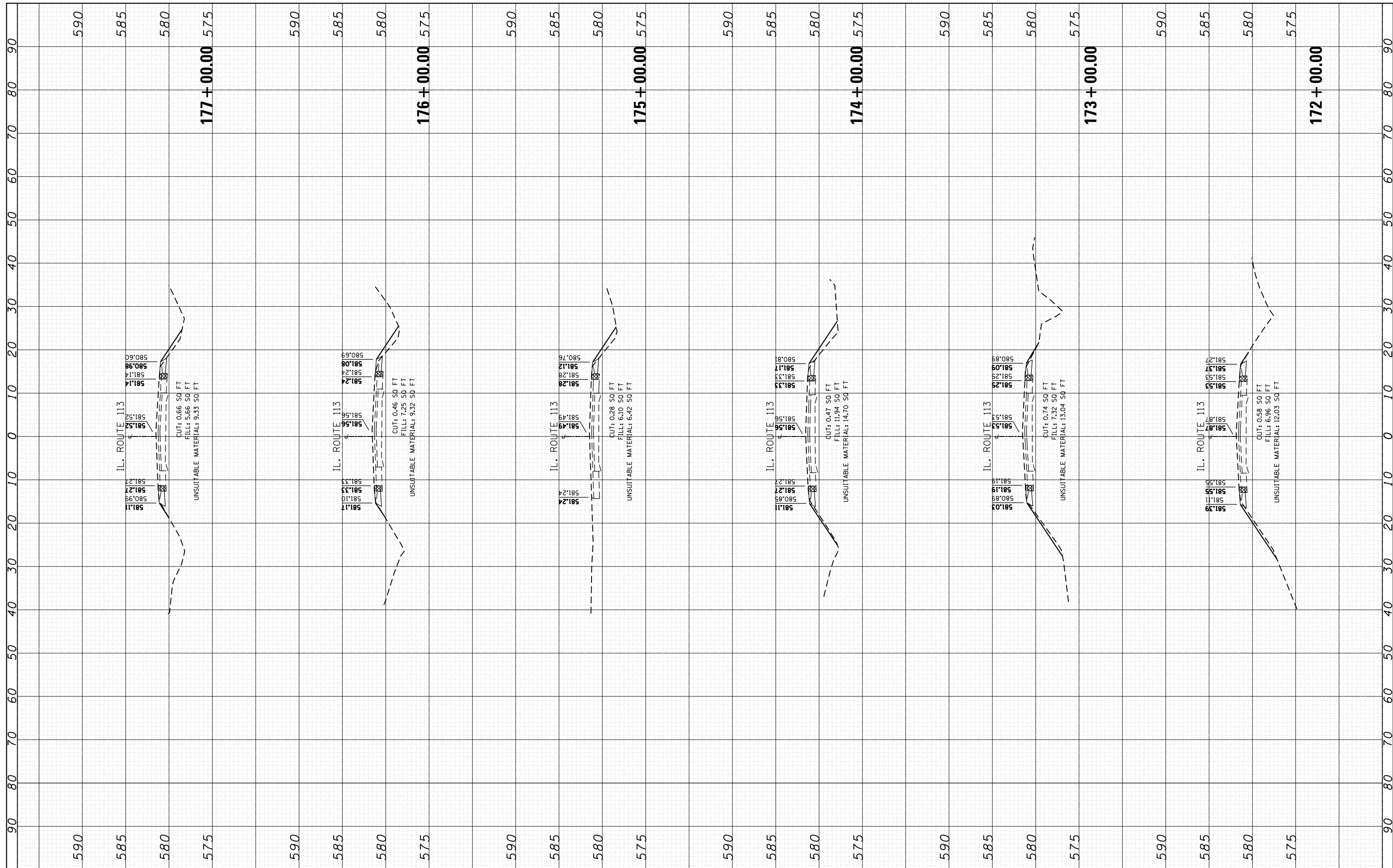
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 67	
Default	Plot Scale = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 11 OF 100 SHEETS	STA. 167+00.00 TO STA. 171+00.00	CONTRACT NO. 62A66		
	Plot Date = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT					

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		

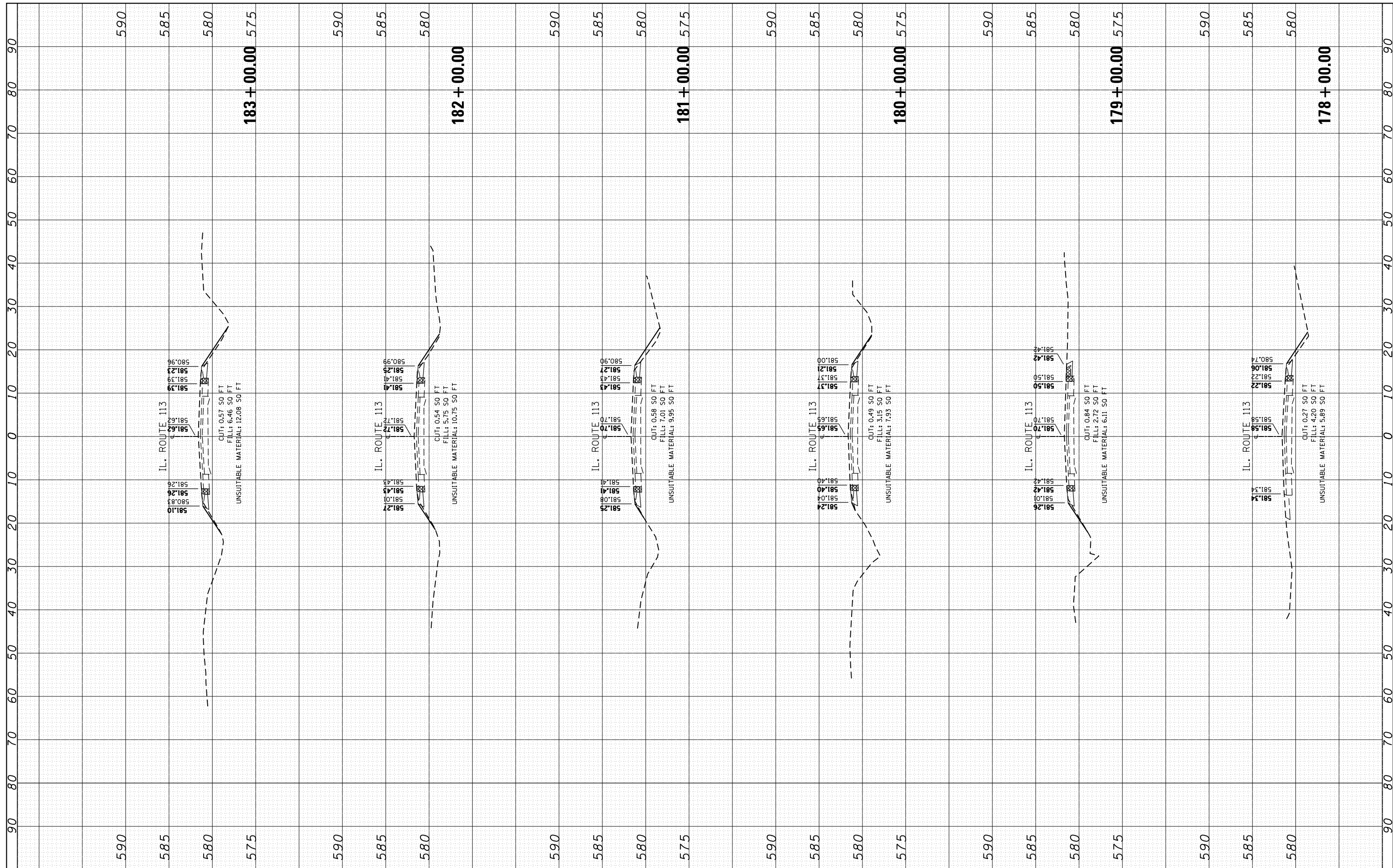
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NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME =	USER NAME = Bilgromiso	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 68
CONTRACT NO. 62A66	SCALE: SHEET 12 OF 100 SHEETS STA. 172+00.00 TO STA. 177+00.00	ILLINOIS FED. AID PROJECT								
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -								
PLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISED -								

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

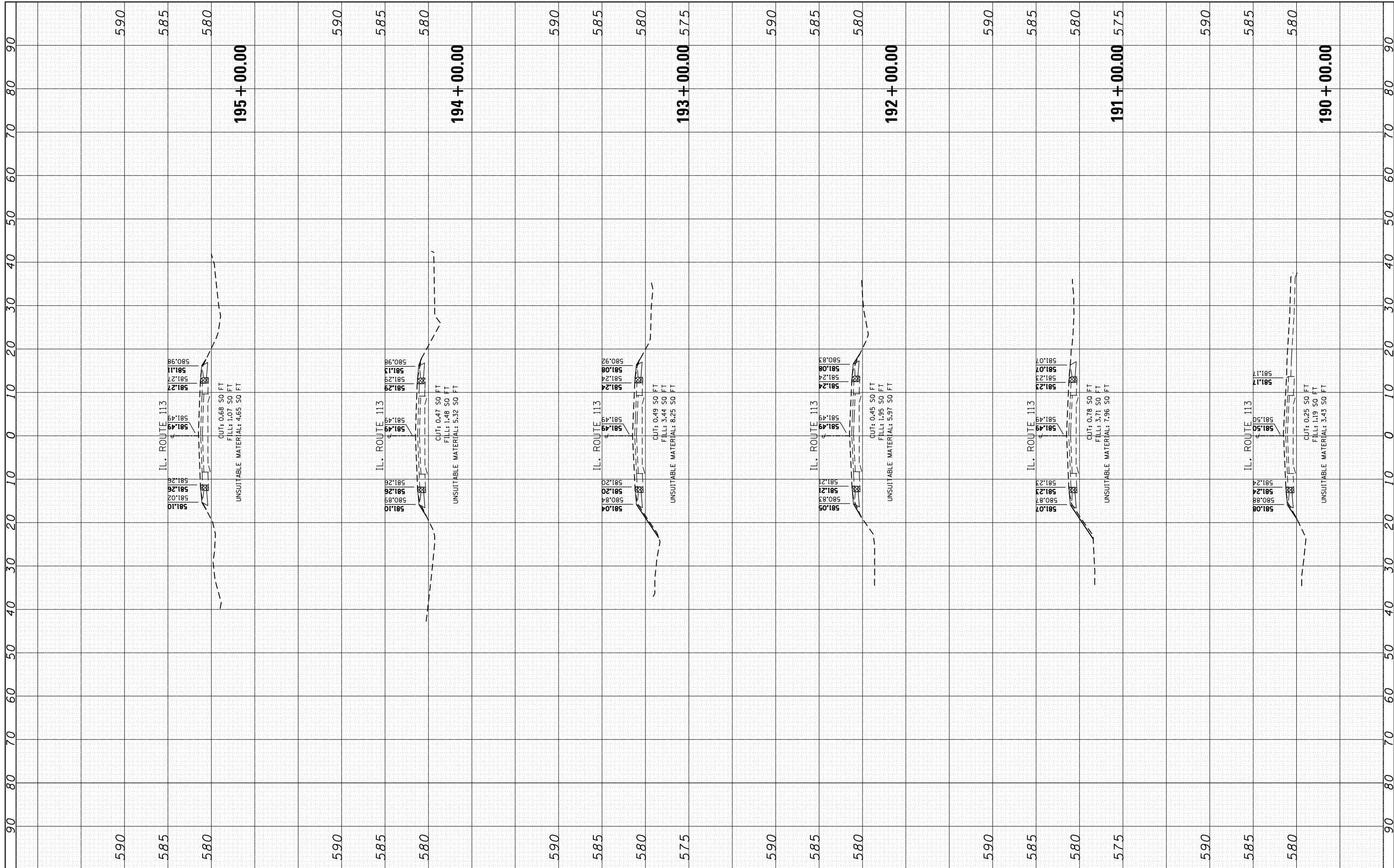
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FILE NAME =	USER NAME = Bilgornisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 69		
Default	Plot Scale = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 13 OF 100 SHEETS	STA. 178+00.00 TO STA. 183+00.00	CONTRACT NO. 62A66			
	Plot Date = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT						

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

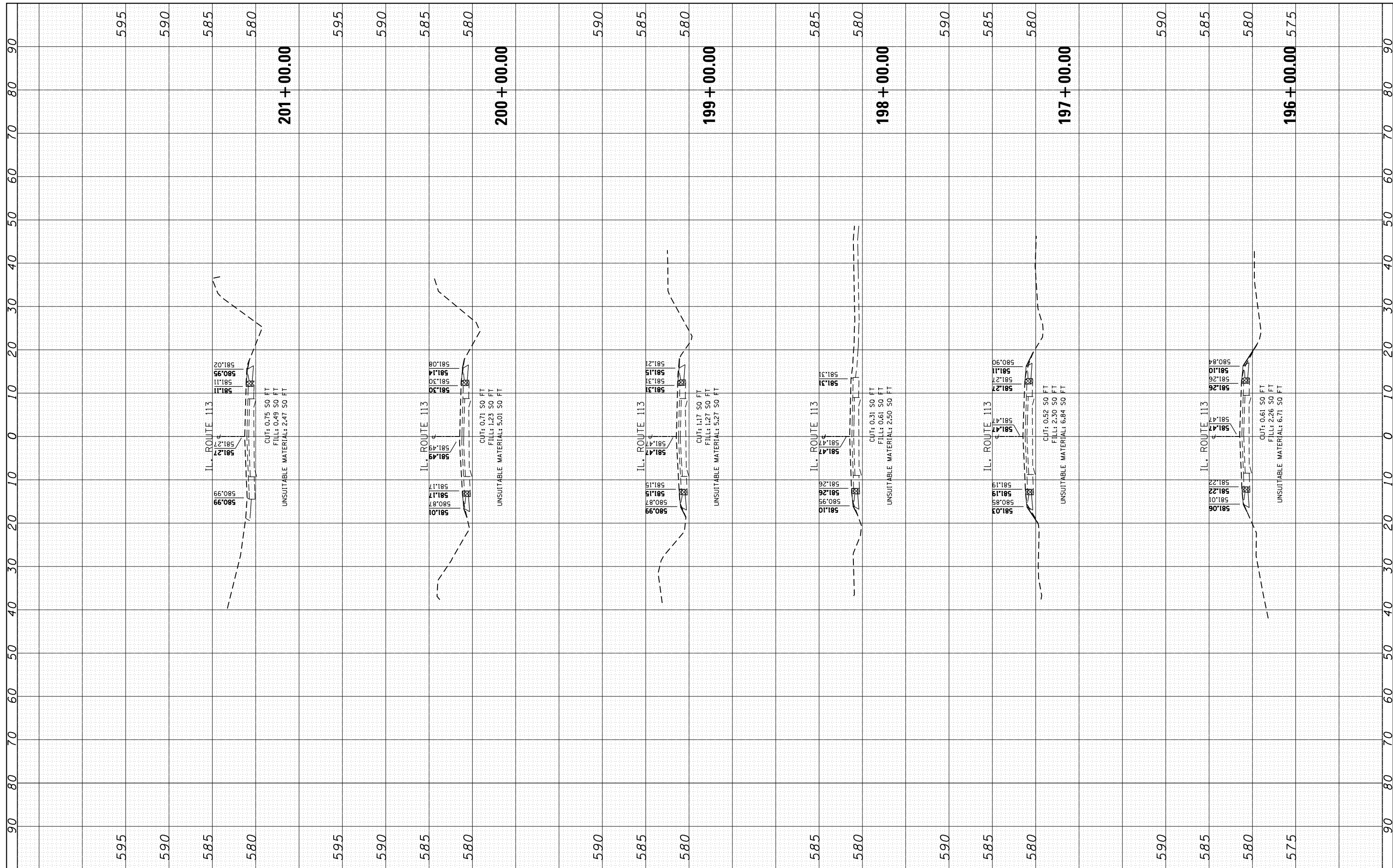
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NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	DOT Offices\District 1\Projects\0128515\CAD\DRAWING\0128515\FWB-ssht-IL113.dgn	CHECKED -	REVISED -			299	2015-0131	WILL	156	71
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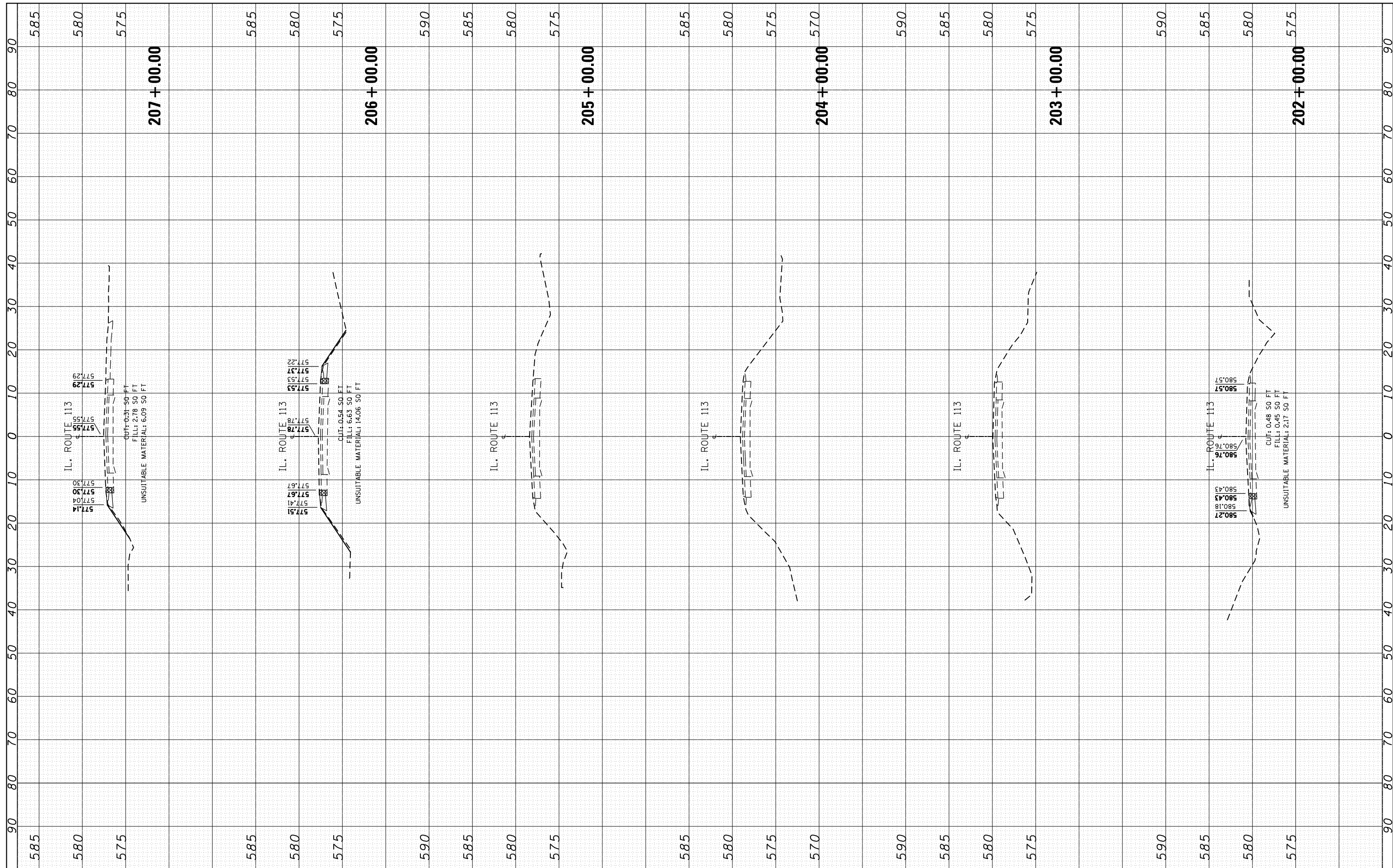
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ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

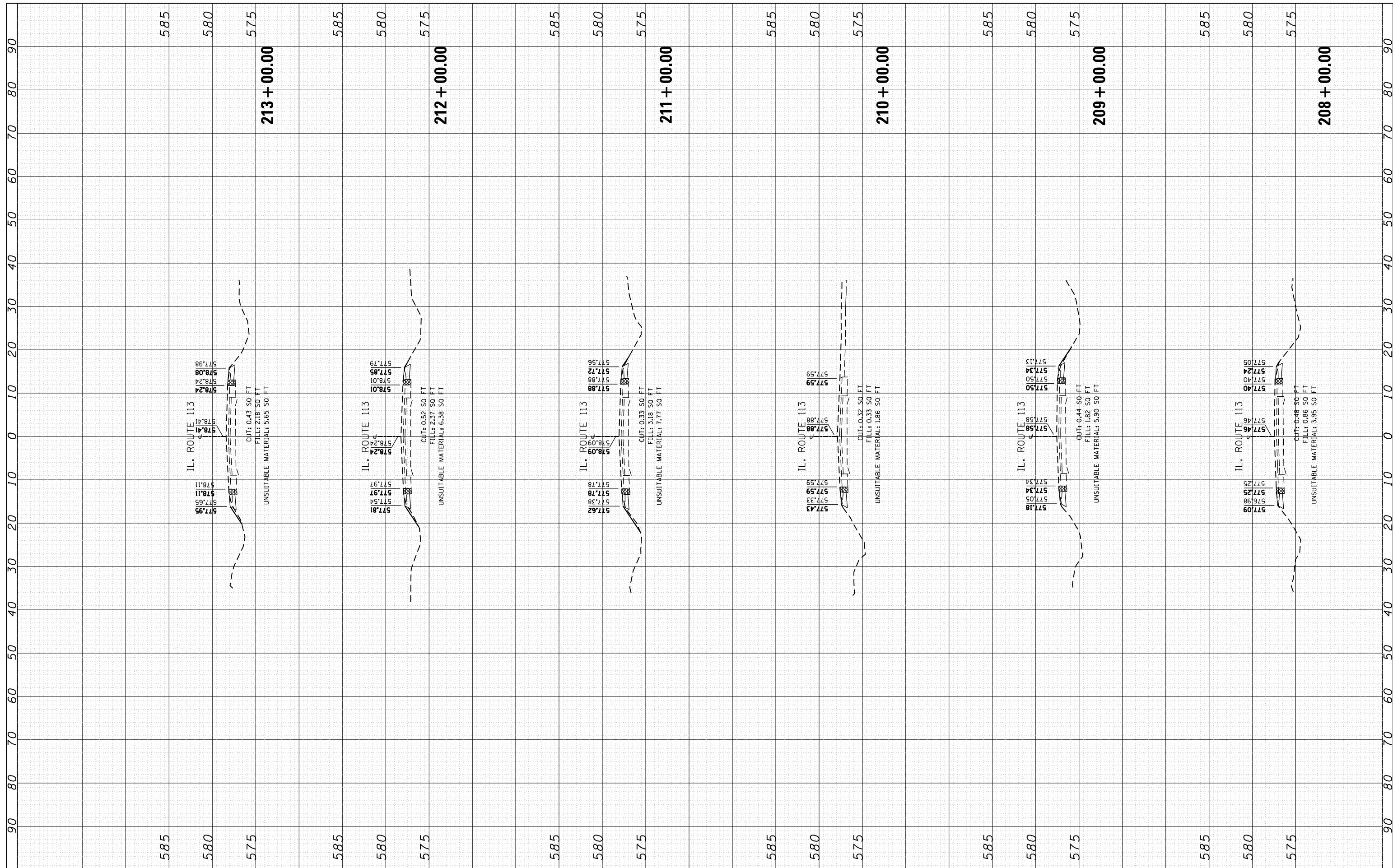
ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED		



FILE NAME =	USER NAME = Bilgromiso	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 73	
Default	Plot Scale = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 17 OF 100 SHEETS	STA. 202+00.00 TO STA. 207+00.00	CONTRACT NO. 62A66		
	Plot Date = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT					

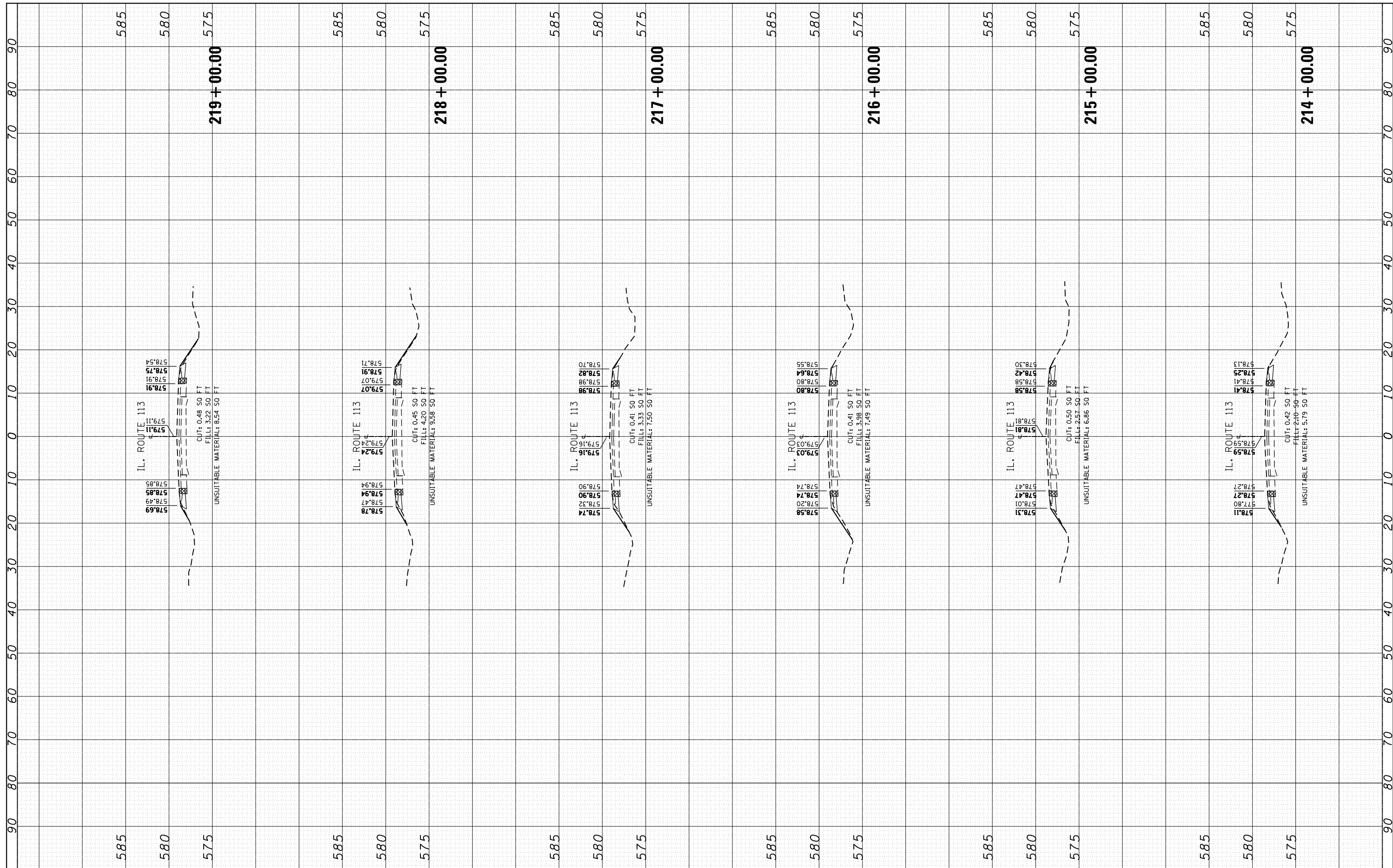
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ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
	NOTE BOOK		
	AREAS CHECKED		

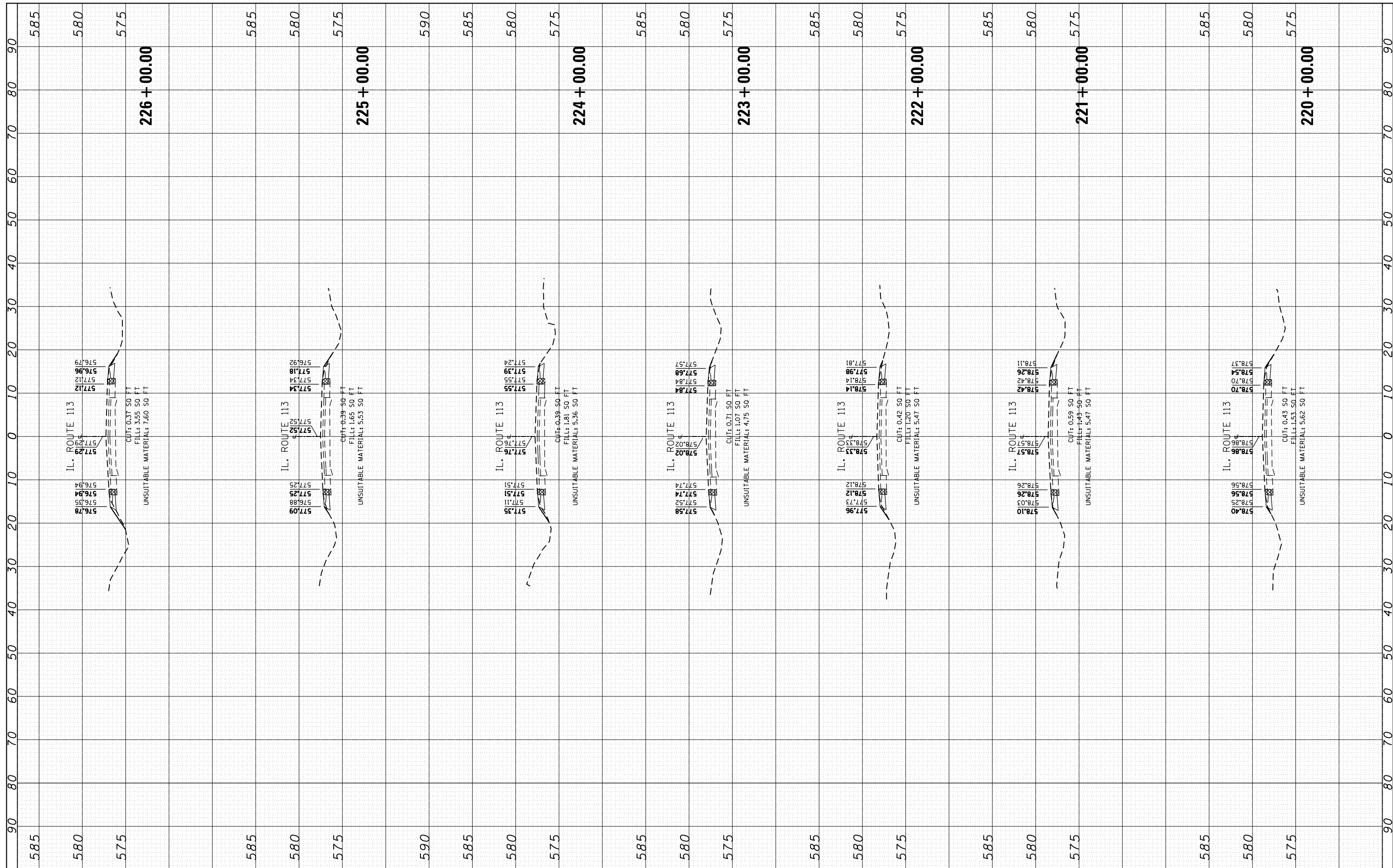
ORIGINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
	NOTE BOOK		
	AREAS CHECKED		



FILE NAME =	USER NAME = Bilgromiso	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 75		
CONTRACT NO. 62A66	SCALE:	SHEET 19	OF 100 SHEETS			STA. 214+00.00	TO STA. 219+00.00	ILLINOIS FED. AID PROJECT				
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISIED -	REVISIED -									
PLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISIED -	REVISIED -									

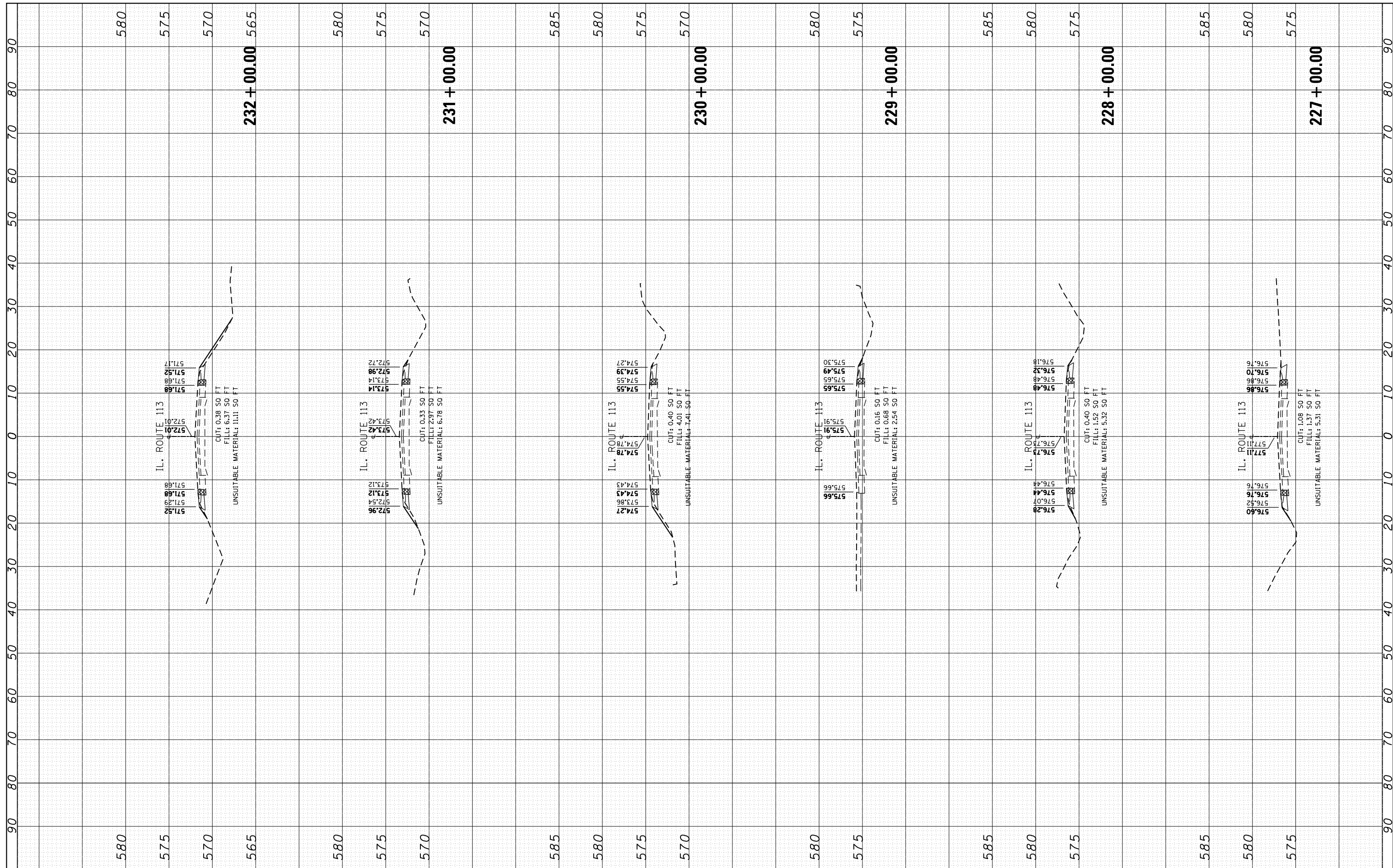
FINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		



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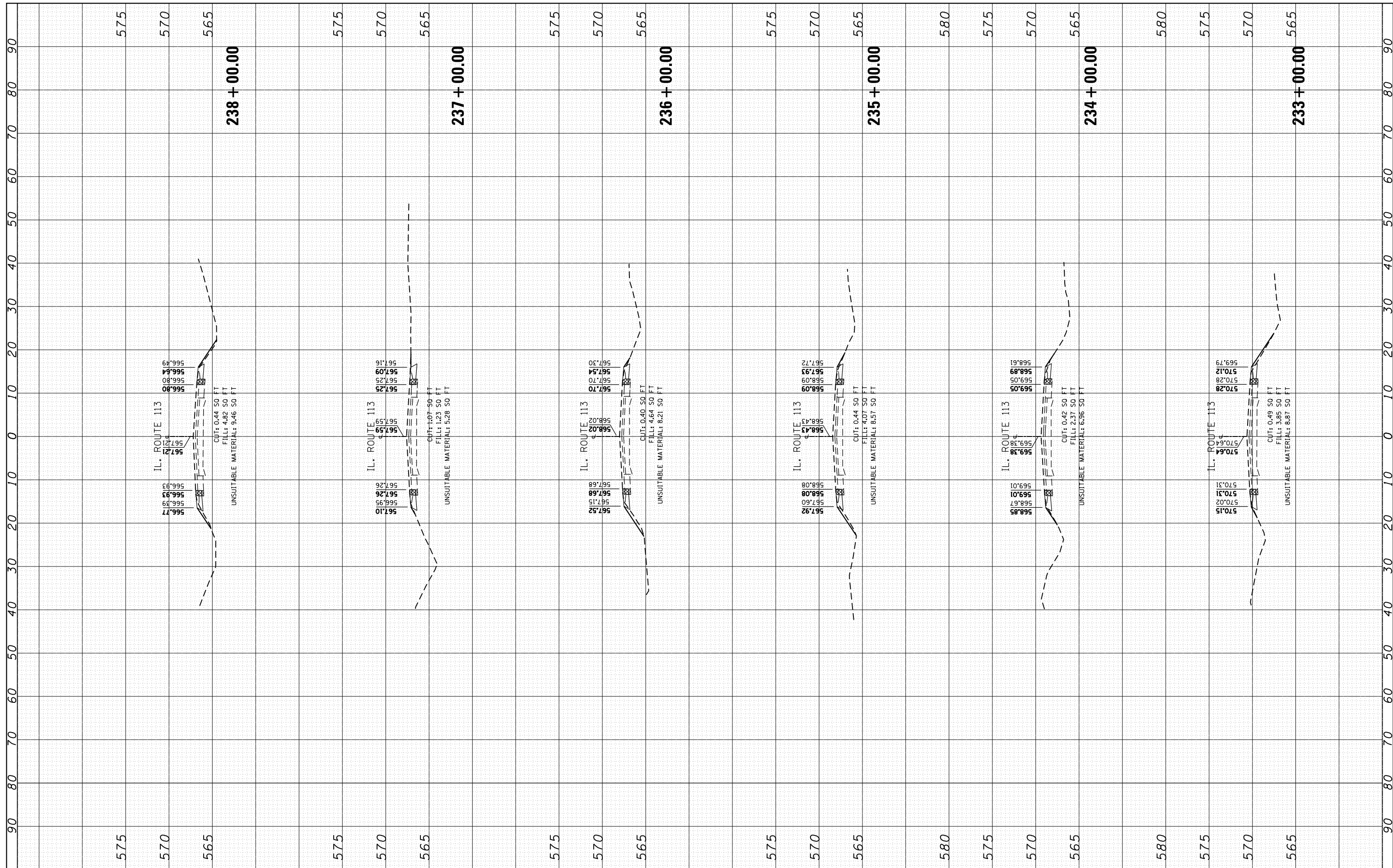
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FILE NAME =	USER NAME = Bilgornisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 77	
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 21	OF 100 SHEETS	STA. 227+00.00	TO STA. 232+00.00	CONTRACT NO. 62A66
	PLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT					

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

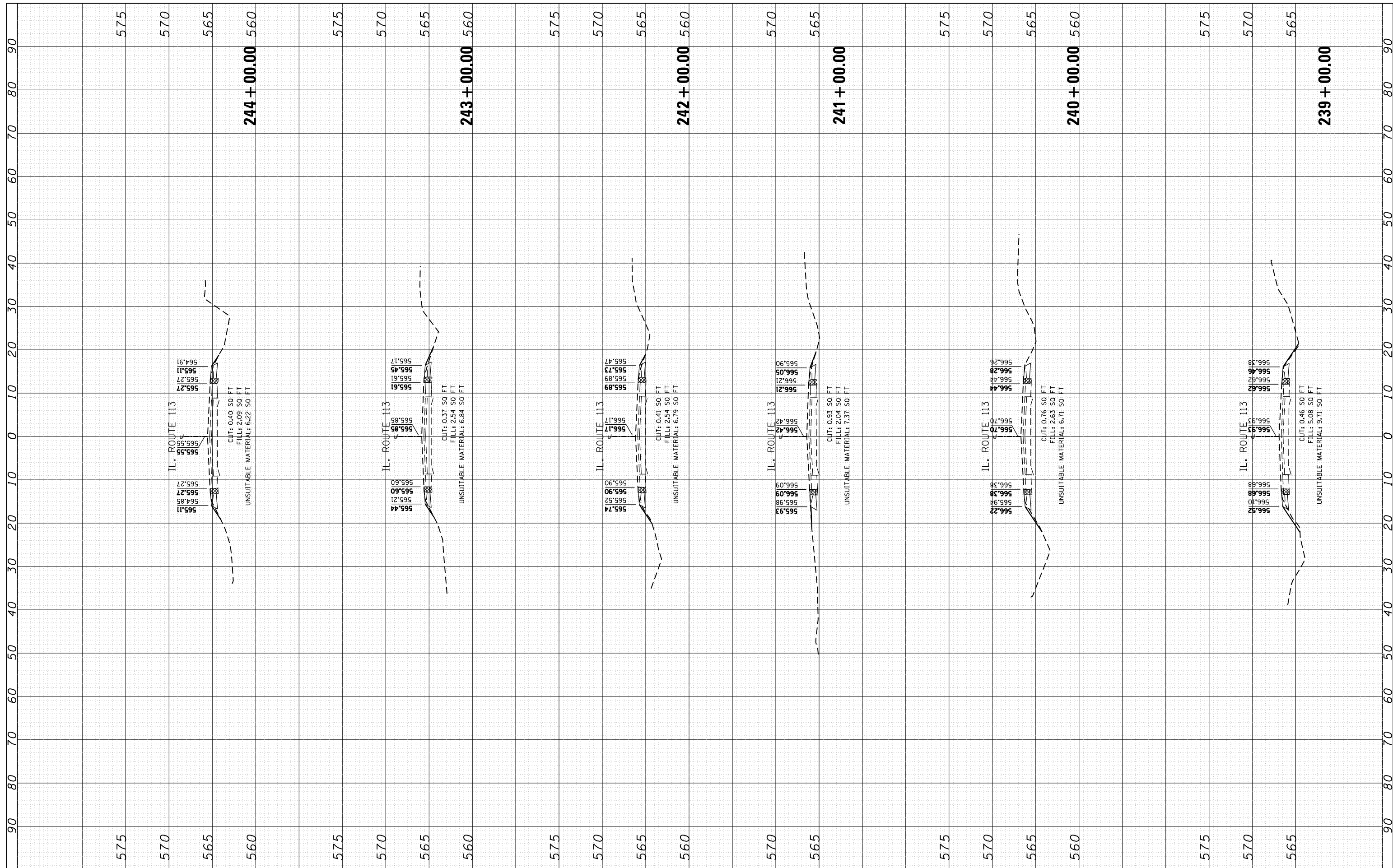
ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = Bilgornisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 78		
		CHECKED -	REVISED -			SCALE:	SHEET 22 OF 100 SHEETS	STA. 233+00.00 TO STA. 238+00.00	CONTRACT NO. 62A66			
		DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT						

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

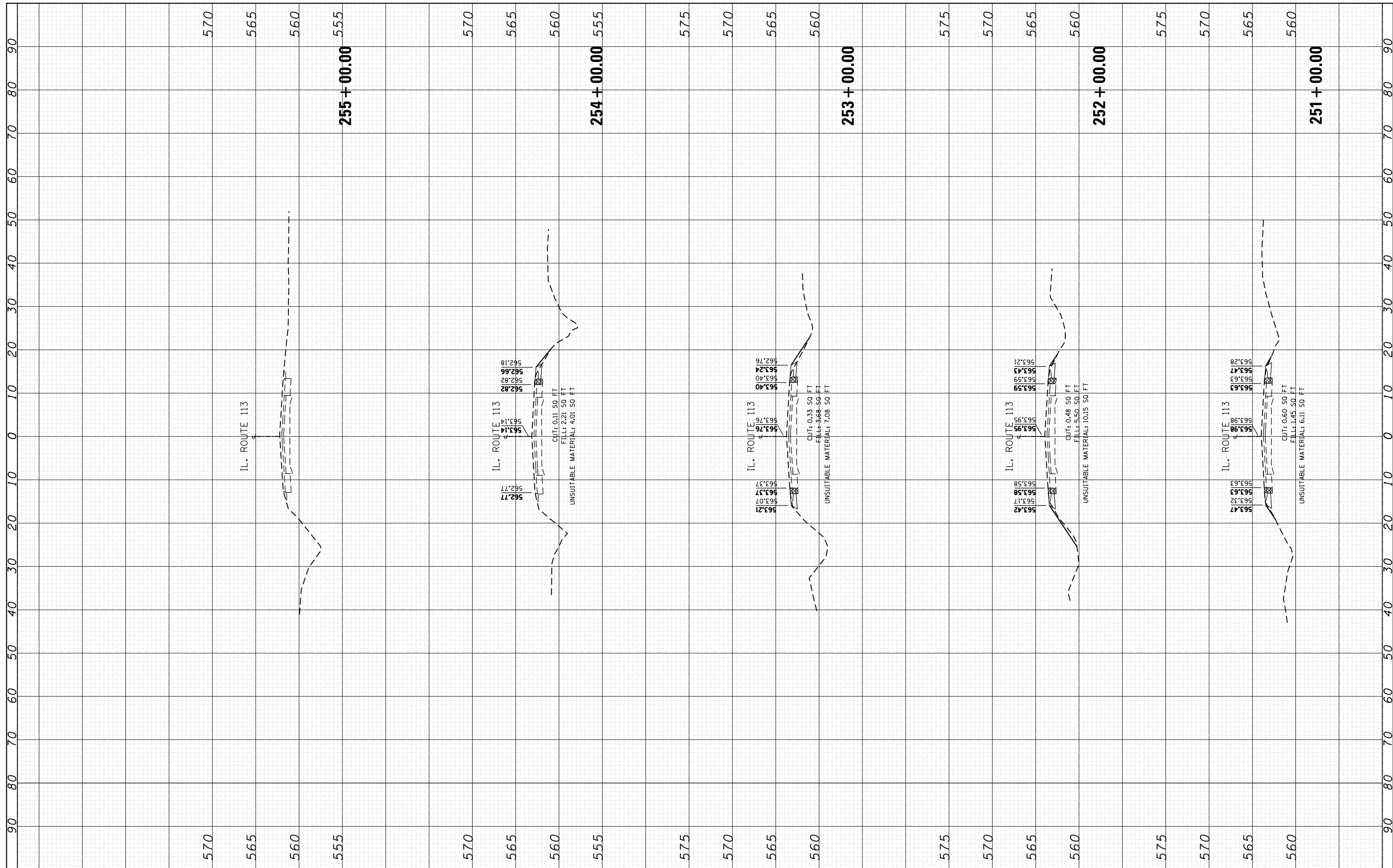
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		



FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\1\IL084EBIDINTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\0128515\CAD\Drawings\0428515\RWB-xssht-IL113.dgn	PLLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			299	2015-0131	WILL	156	79
Default	PLLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISED -			CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	
						SCALE:	SHEET 23	OF 100 SHEETS	STA. 239+00.00	TO STA. 244+00.00

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		

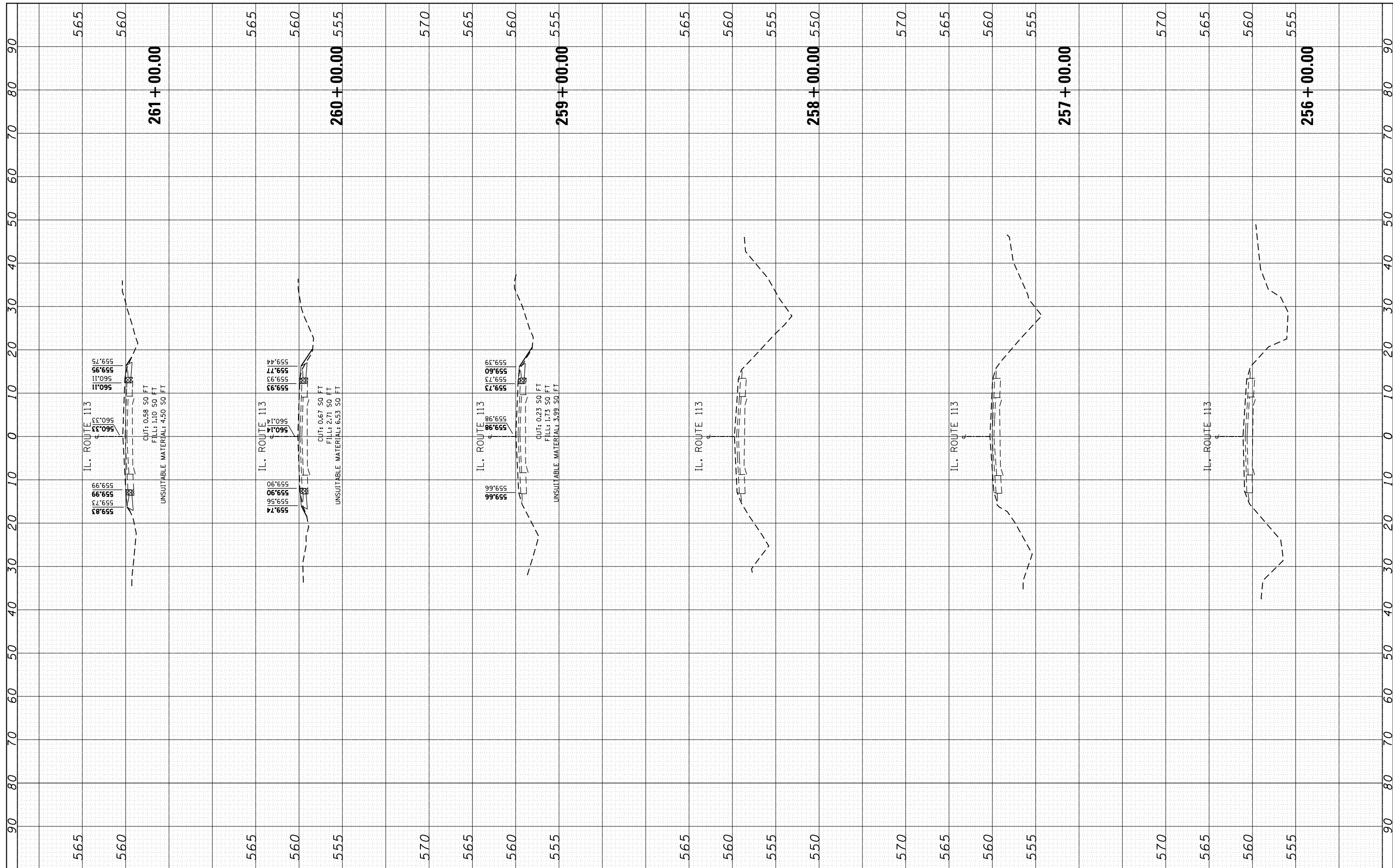
ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		



FILE NAME =	USER NAME = Bilgromiso	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 81	
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 25 OF 100 SHEETS	STA. 251+00.000 TO STA. 255+00.00	CONTRACT NO. 62A66		
	PLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT					

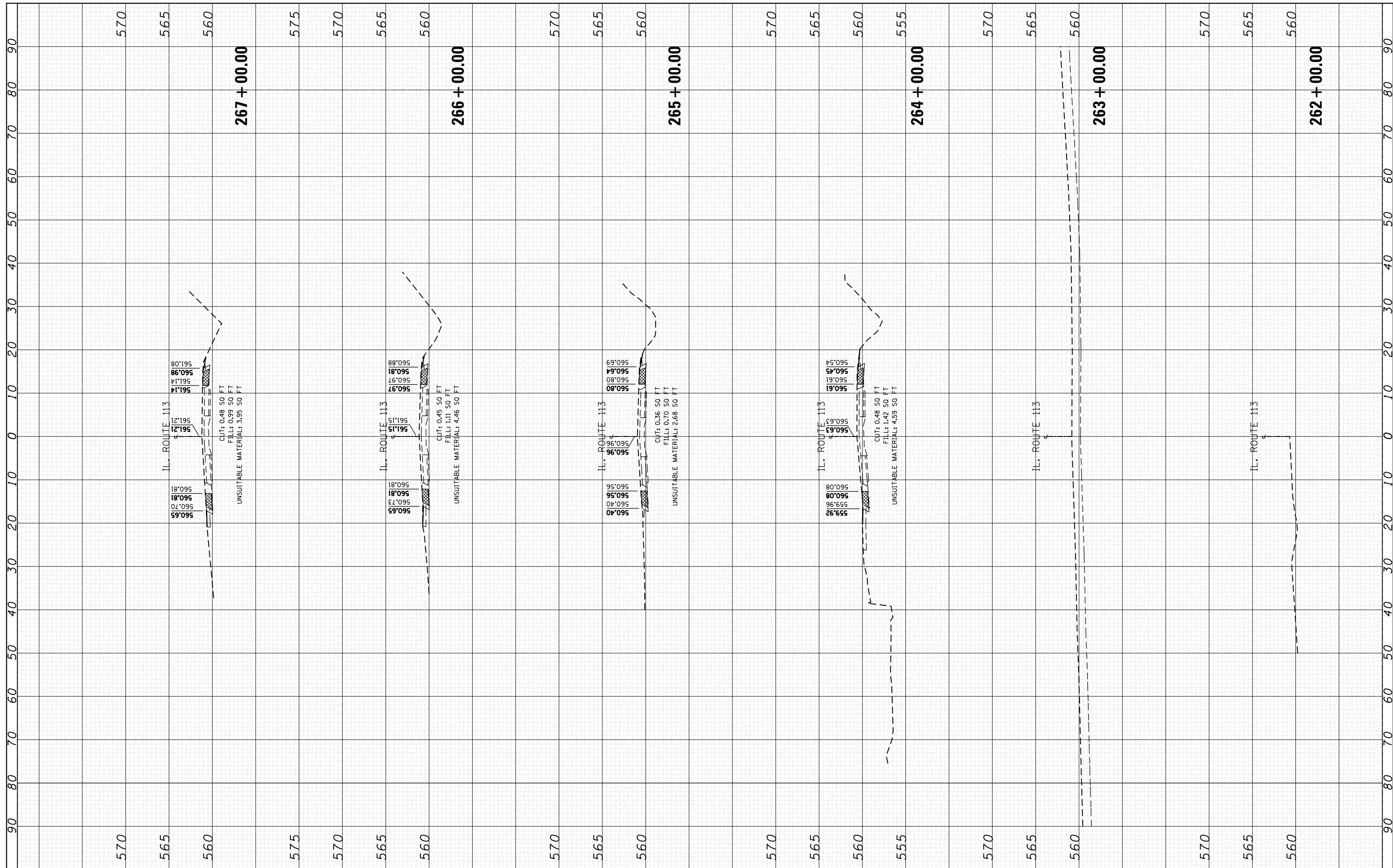
FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		

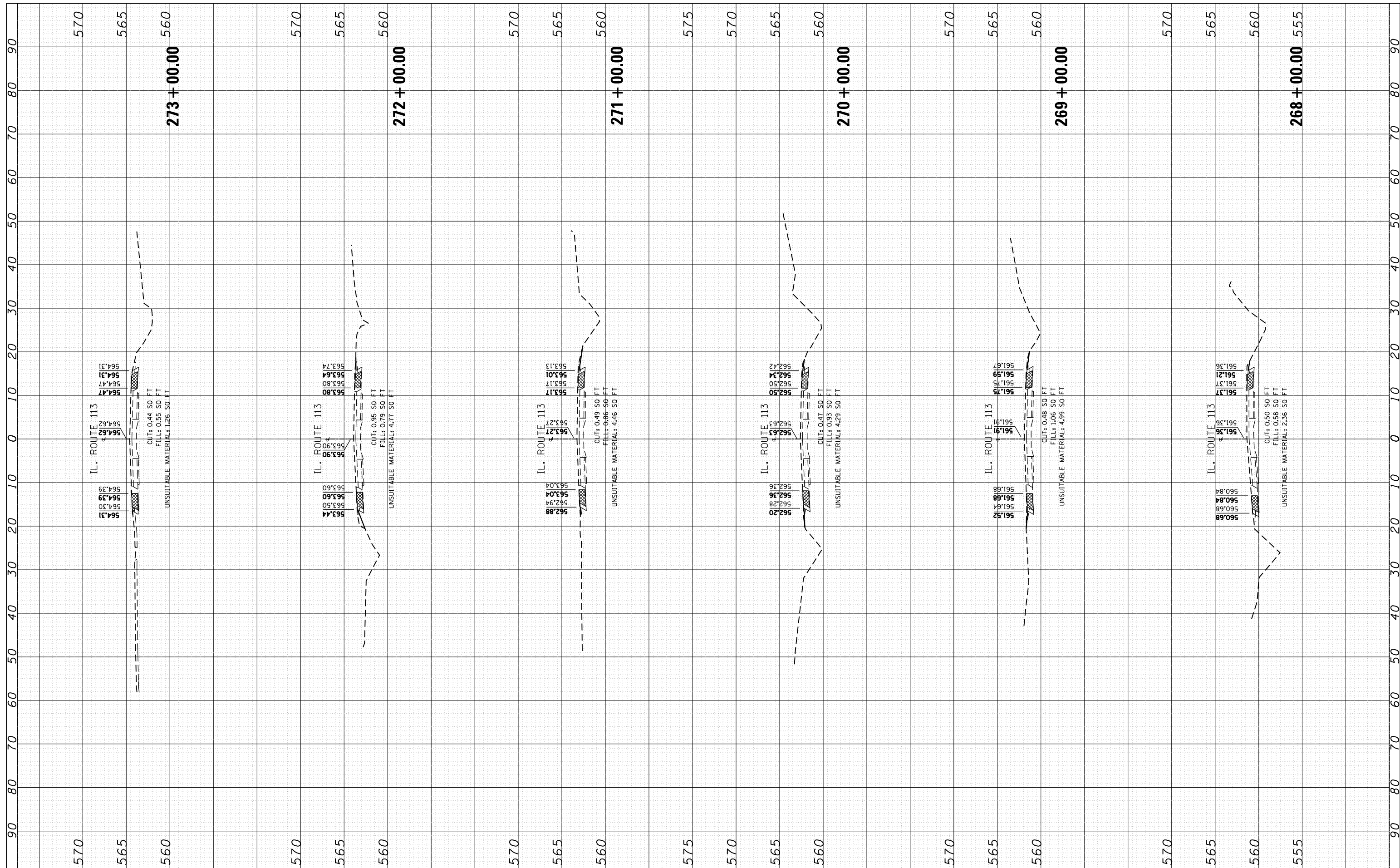
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NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		



FILE NAME =	USER NAME = Bilgornisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 83	
Default	DOT Offices\District 1\Projects\D128515\CADD\Drawings\0428515\FWB-xssht-IL113.dgn	CHECKED -	REVISED -			SCALE:	SHEET 27 OF 100 SHEETS	STA. 262+00.00 TO STA. 267+00.00	CONTRACT NO. 62A66		ILLINOIS FED. AID PROJECT
	PLOT SCALE = 20.0000' / in.	DATE - 1/25/2016	REVISED -								
	PLOT DATE = 5/10/2016		REVISED -								

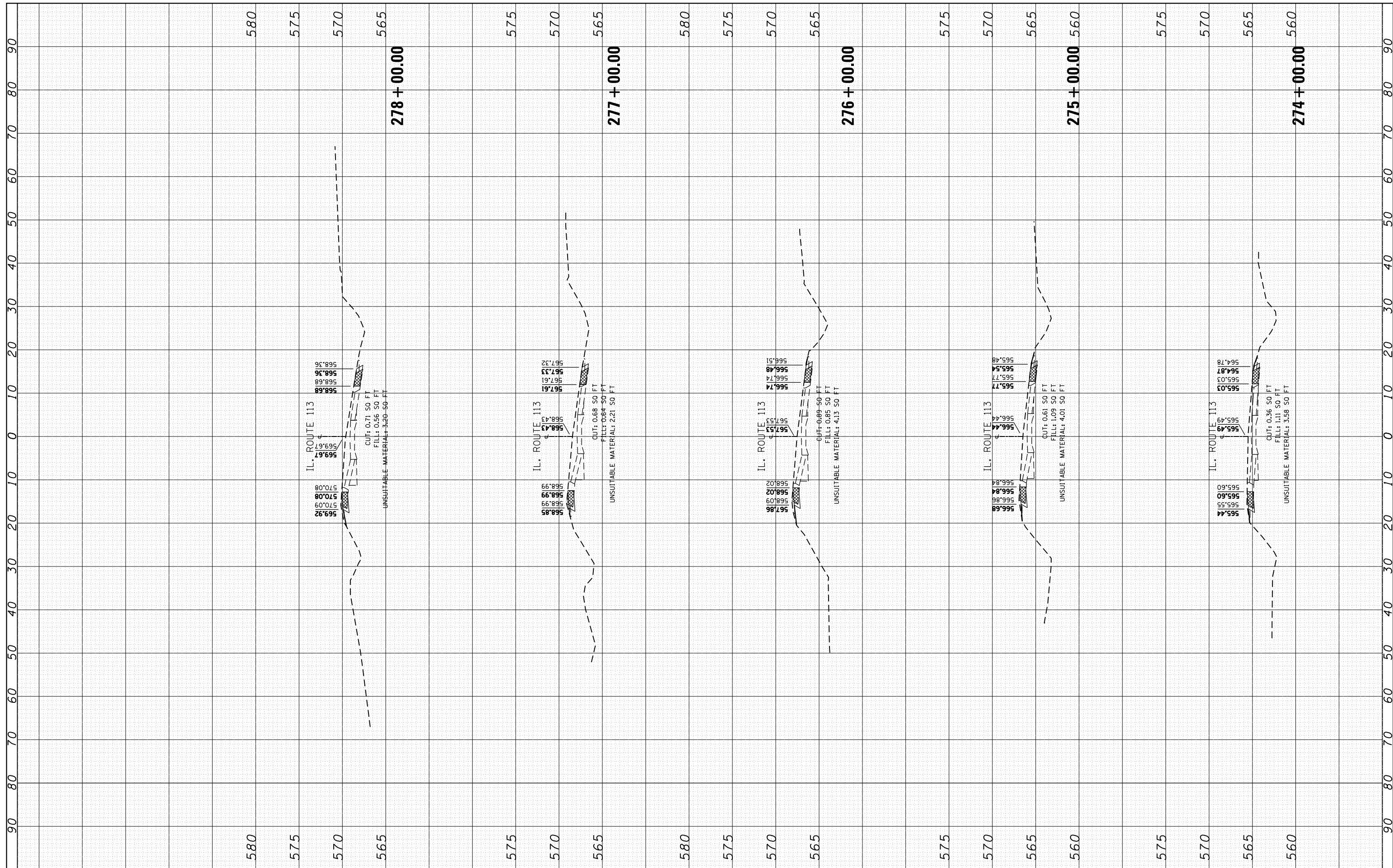
FINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		



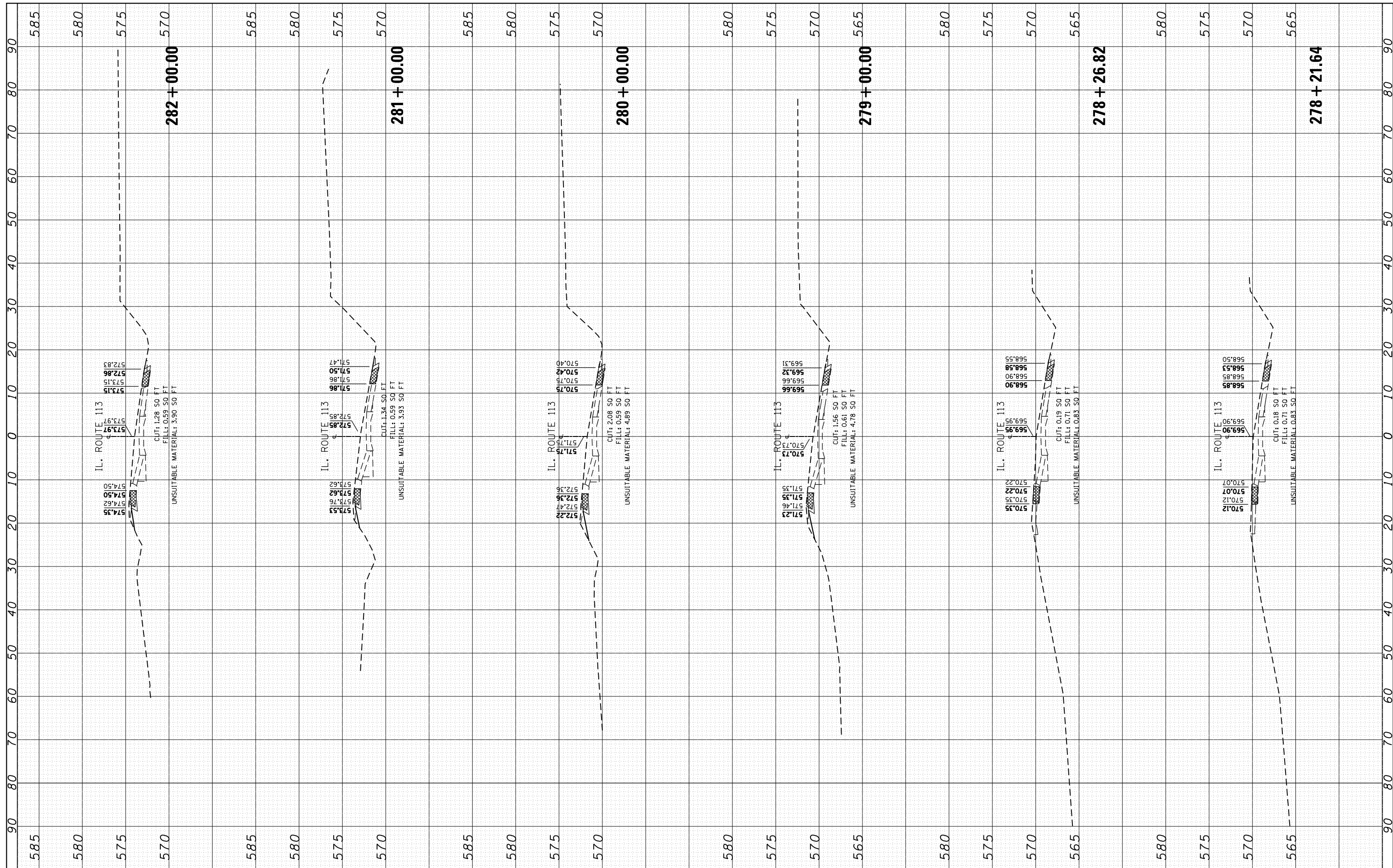
FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



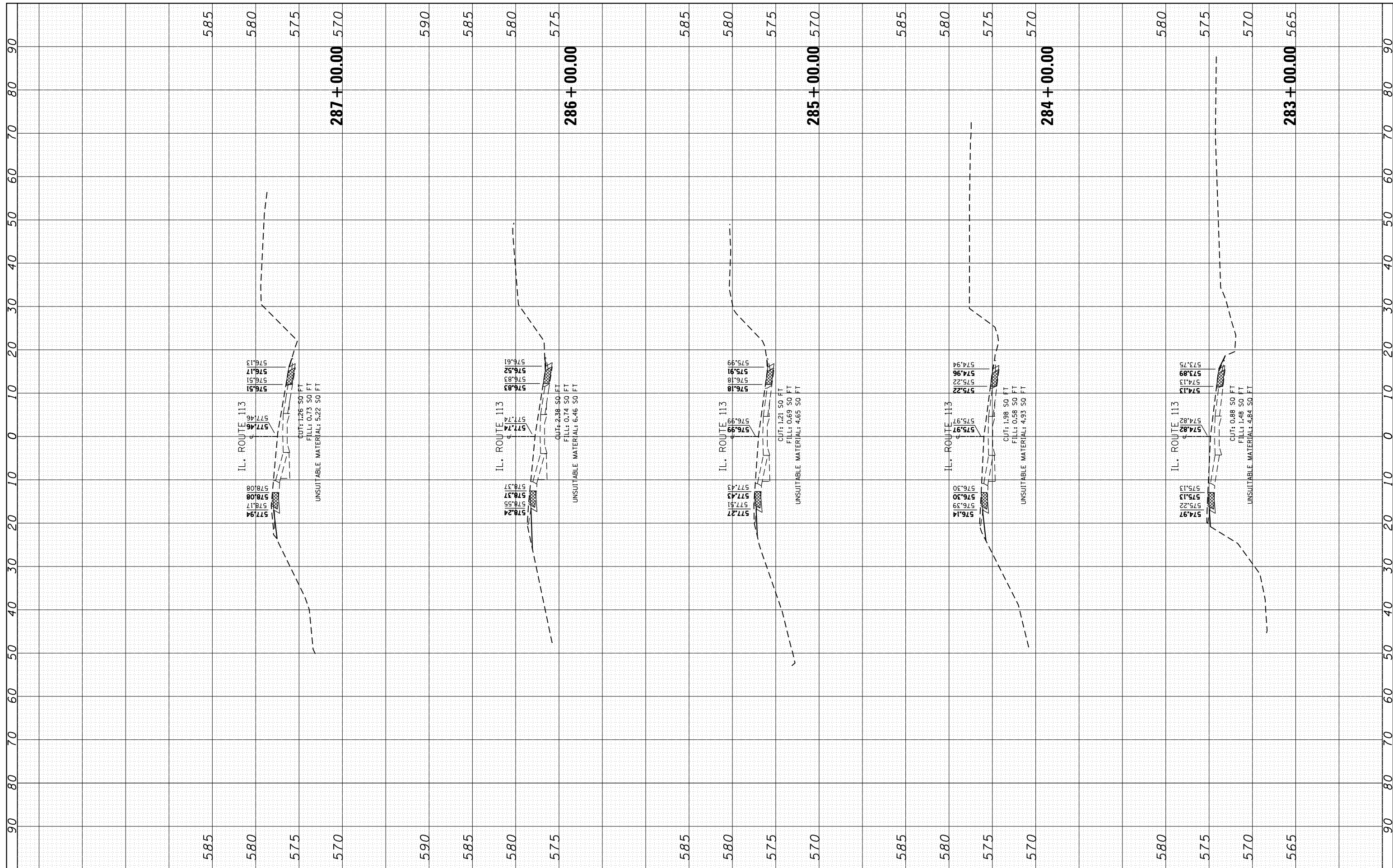
FINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS CHECKED	AREAS CHECKED		



FINAL SURVEY NO.	SURVEYED PLOTTED	DATE
NOTE BOOK	TEMPLATE	
AREAS CHECKED	AREAS CHECKED	

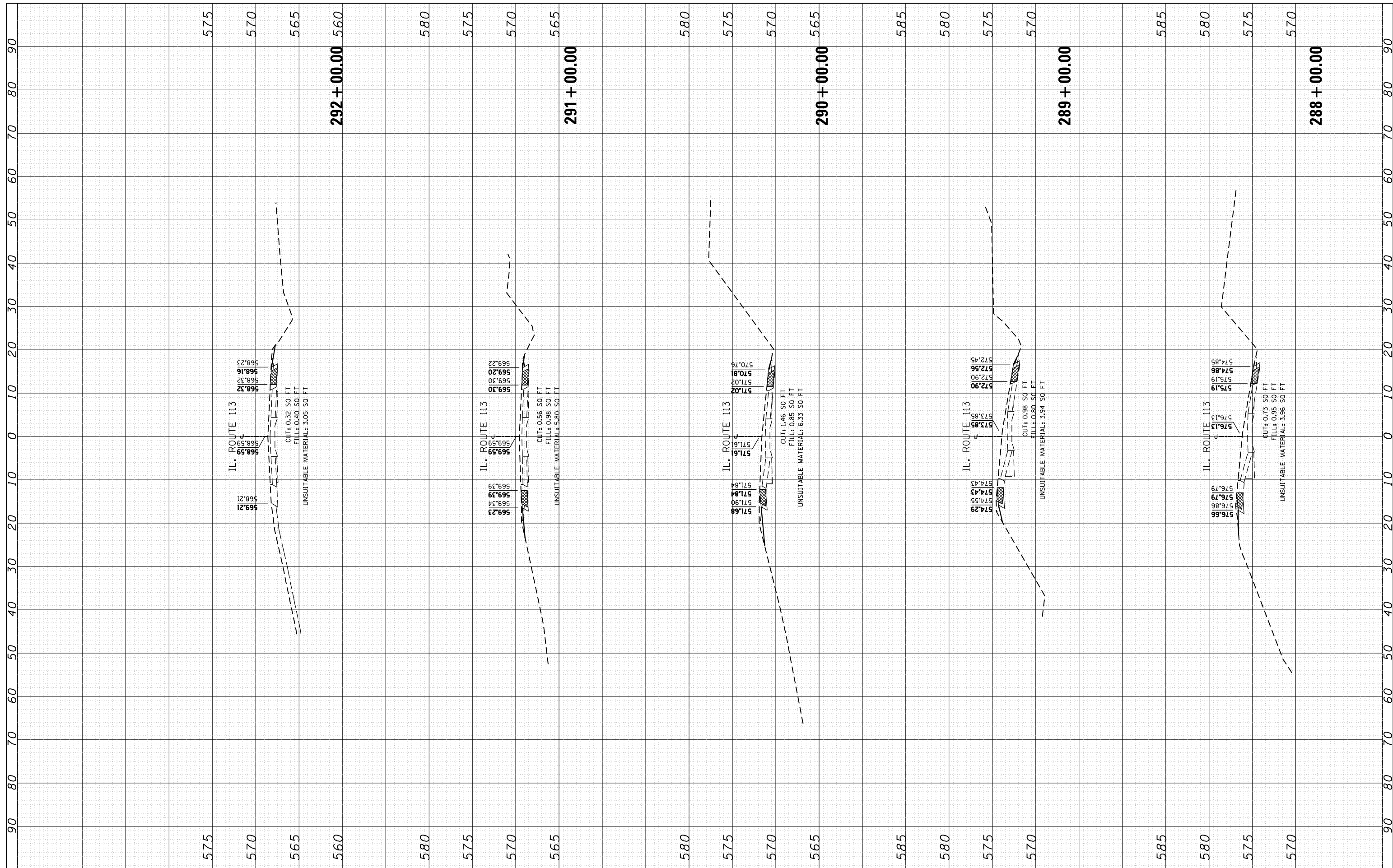
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NOTE BOOK	TEMPLATE	
AREAS CHECKED	AREAS CHECKED	



FILE NAME =	USER NAME = Bilgromiso	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 87		
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 31 OF 100 SHEETS	STA. 283+00.00 TO STA. 287+00.000	CONTRACT NO. 62A66			
	PLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT						

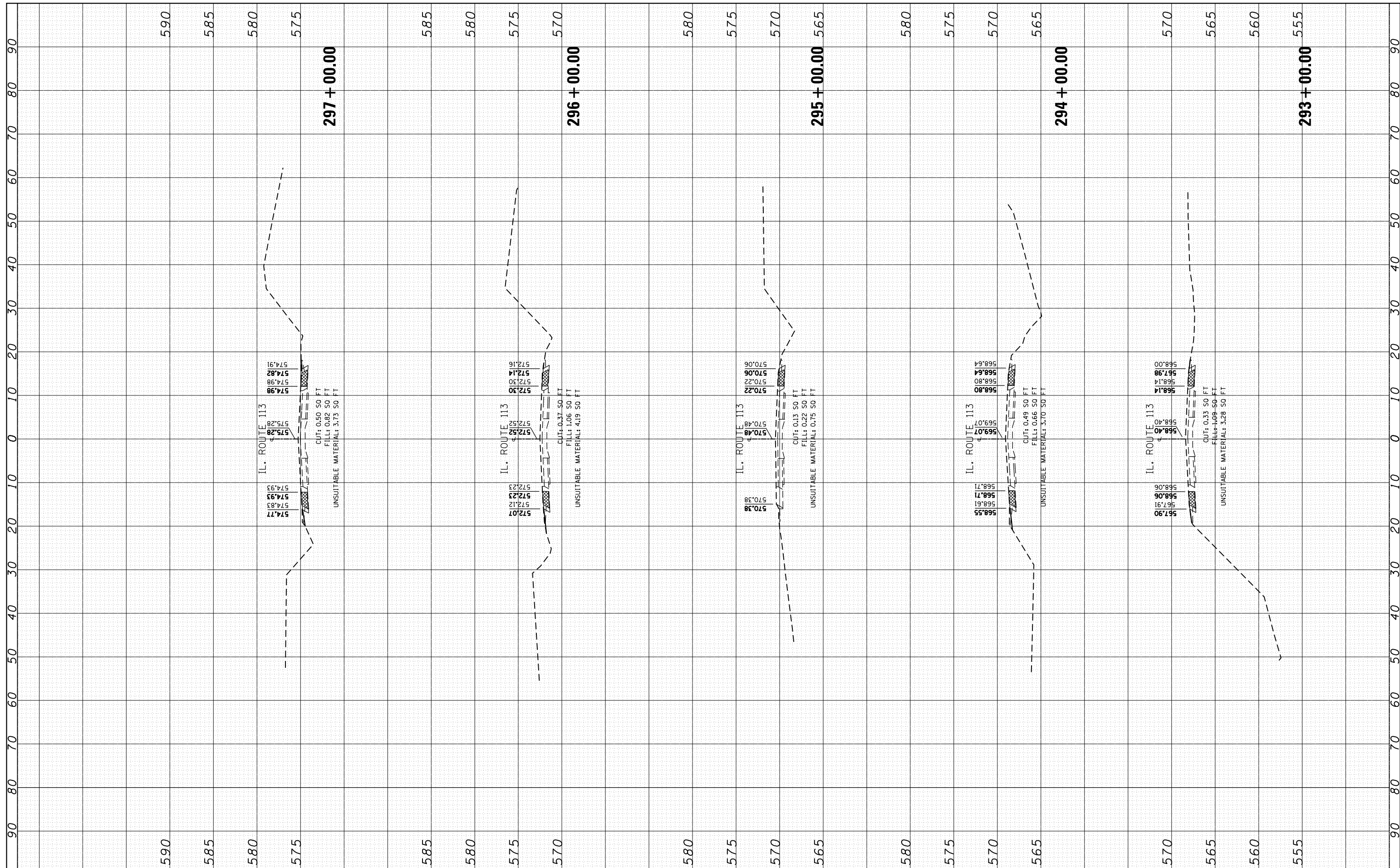
FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME = p:\111\084EBIDINTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\0128515\CADD\Drawings\0128515\RWB-ssht-IL113.dgn

USER NAME = Bilgromiso
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/10/2016

DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016

REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

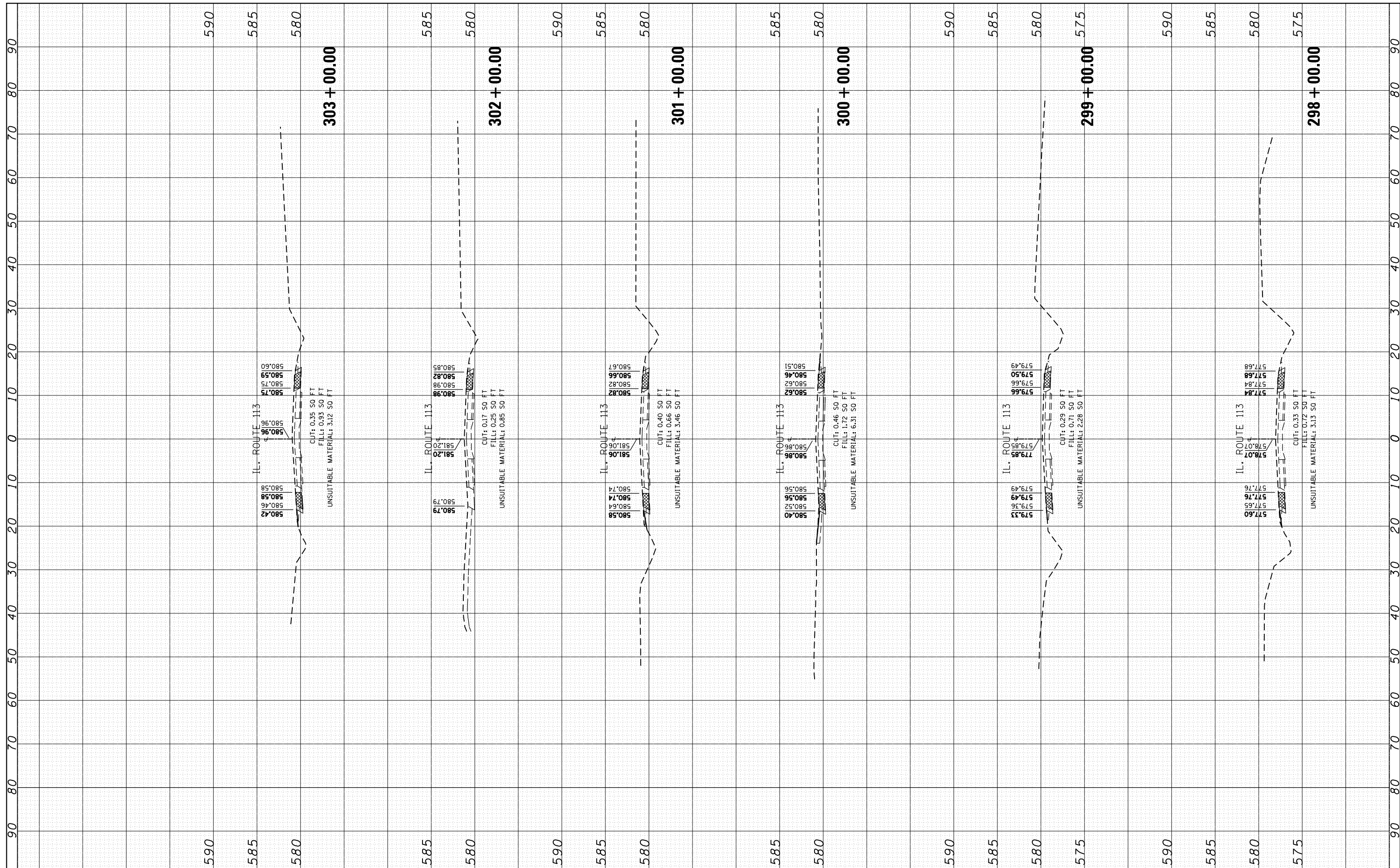
**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
 CROSS SECTIONS**

SCALE: SHEET 33 OF 100 SHEETS STA. 293+00.00 TO STA. 297+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 89
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME = p:\111\084EBIDINTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\0128515\CADD\Drawings\0128515\RWB-ssht-IL113.dgn

USER NAME = Bilgramis
 DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

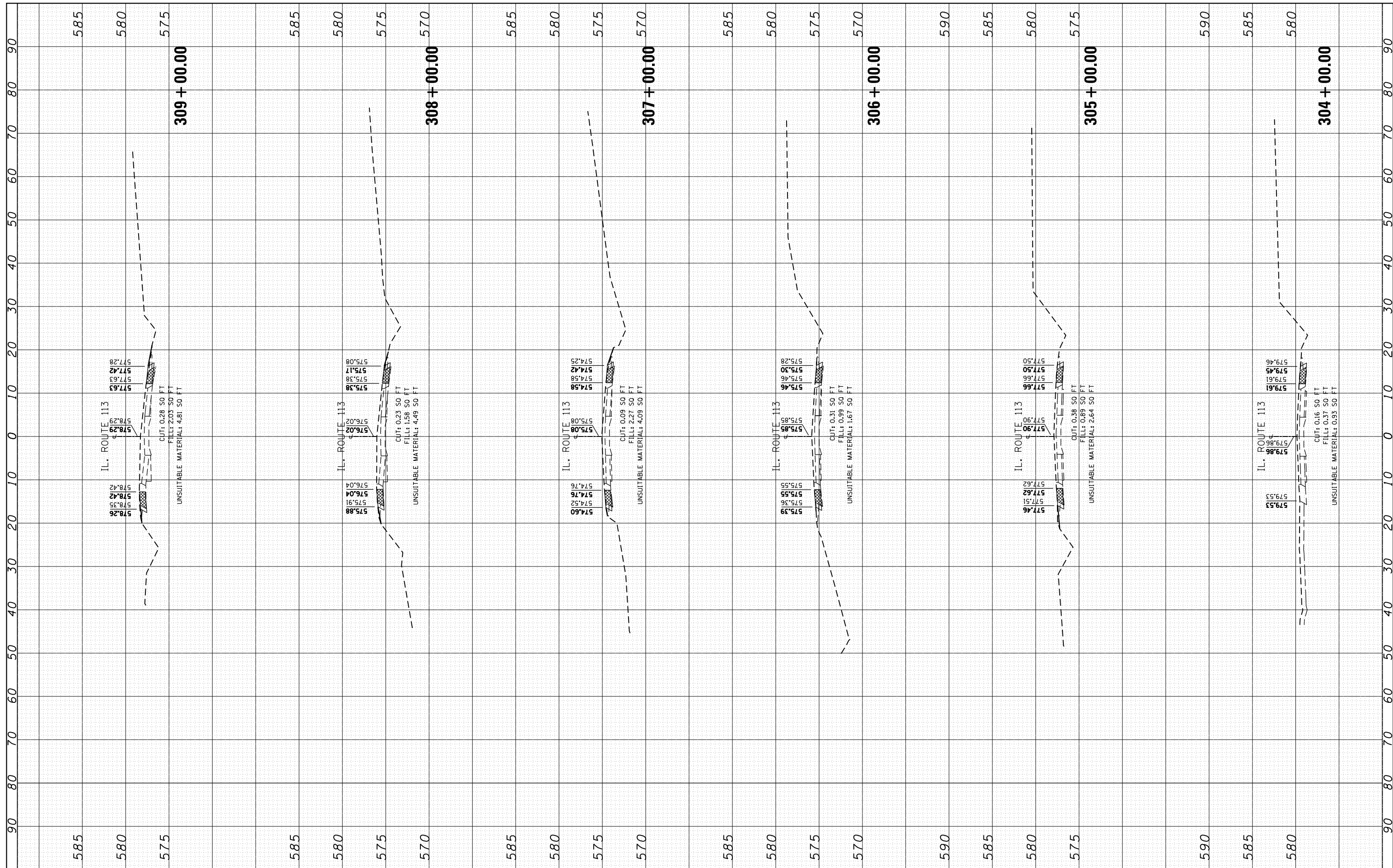
**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
 CROSS SECTIONS**

SCALE: SHEET 34 OF 100 SHEETS STA. 298+00.00 TO STA. 303+00.00

F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 90
CONTRACT NO. 62A66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

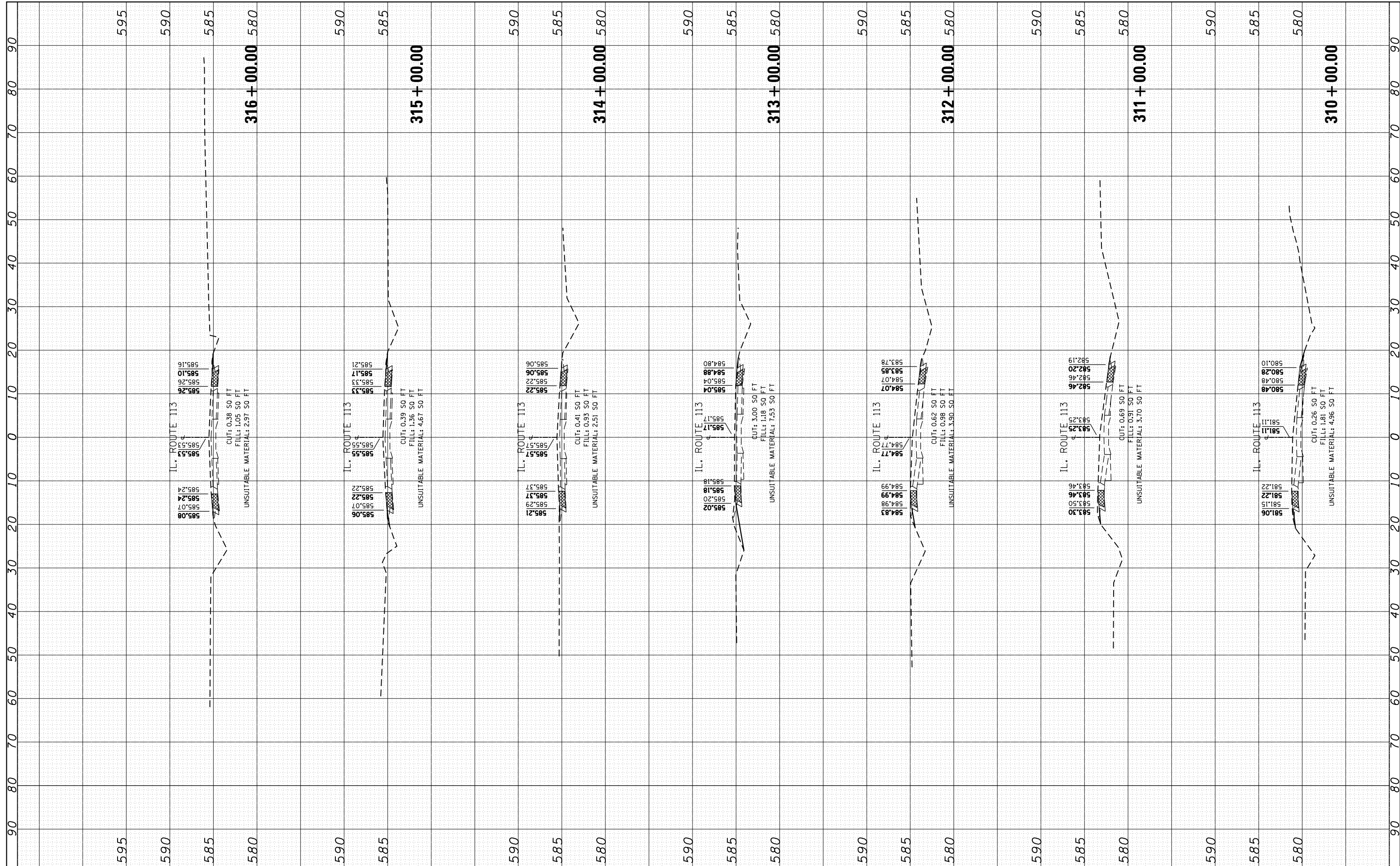
ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 91	
		CHECKED -	REVISED -			SCALE:	SHEET 35 OF 100 SHEETS	STA. 304+00.00 TO STA. 309+00.00	CONTRACT NO. 62A66		
		DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT					

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

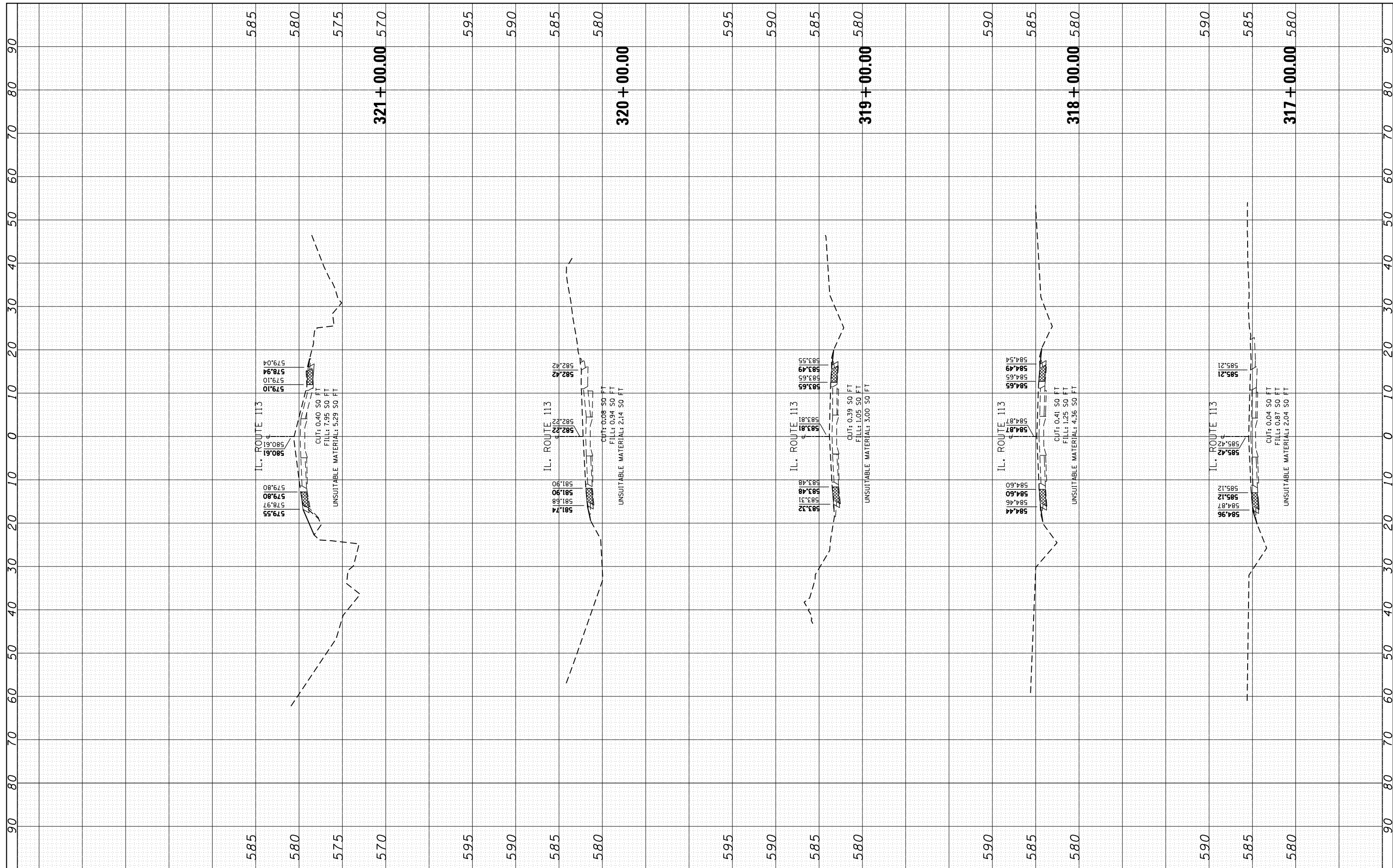
ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = Bilgromiso	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS			F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 92
		CHECKED -	REVISED -				SCALE: SHEET 36 OF 100 SHEETS STA. 310+00.00 TO STA. 316+00.00			CONTRACT NO. 62A66				
		DATE - 1/25/2016	REVISED -				ILLINOIS FED. AID PROJECT							
<p>PROJECT: ILL084EBIDINTEG Illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\D128515\CADD\Drawings\0428515\FWB-ssht-IL113.dgn</p> <p>PLOT SCALE = 20.0000' / in.</p> <p>PLOT DATE = 5/10/2016</p>														

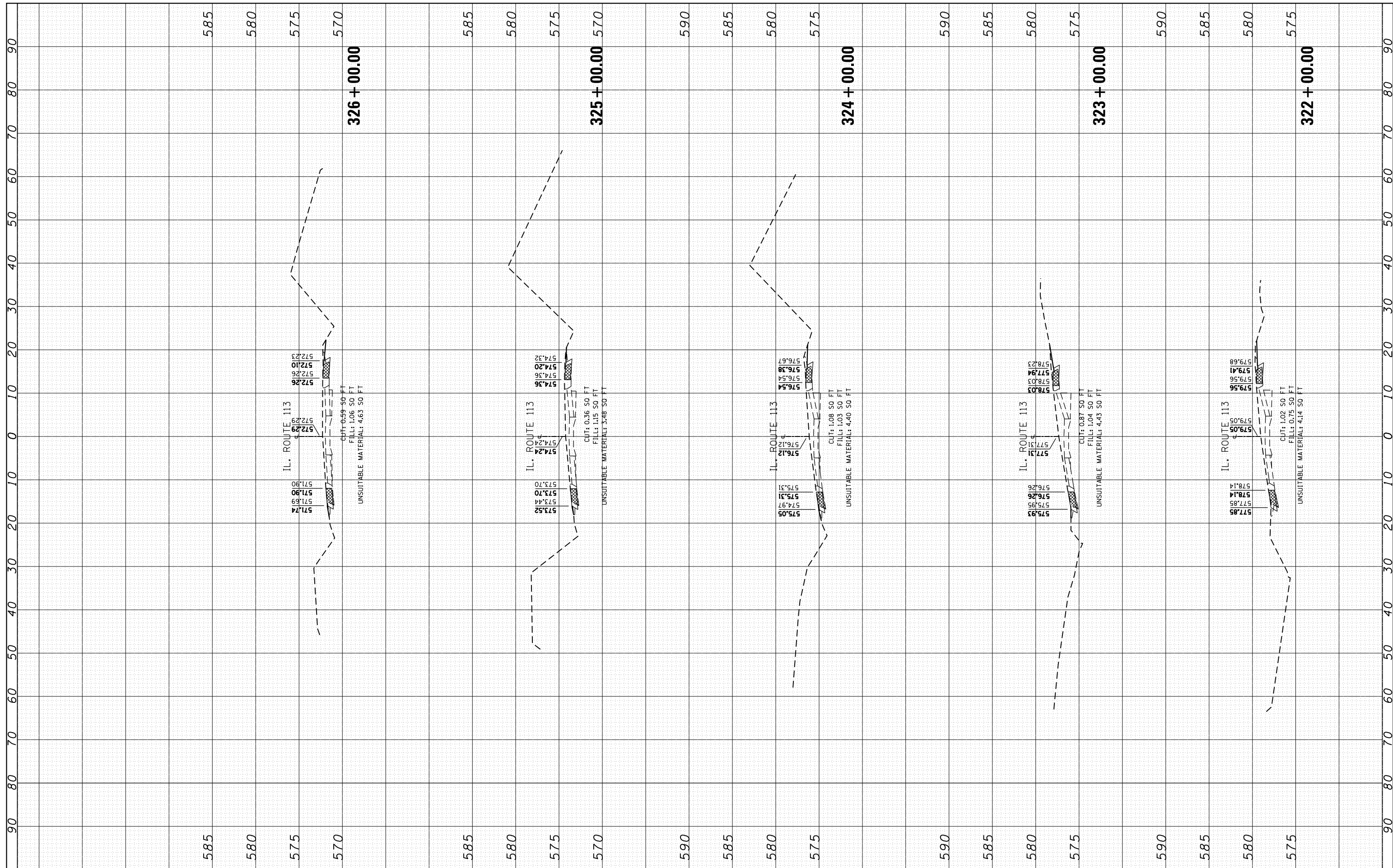
FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

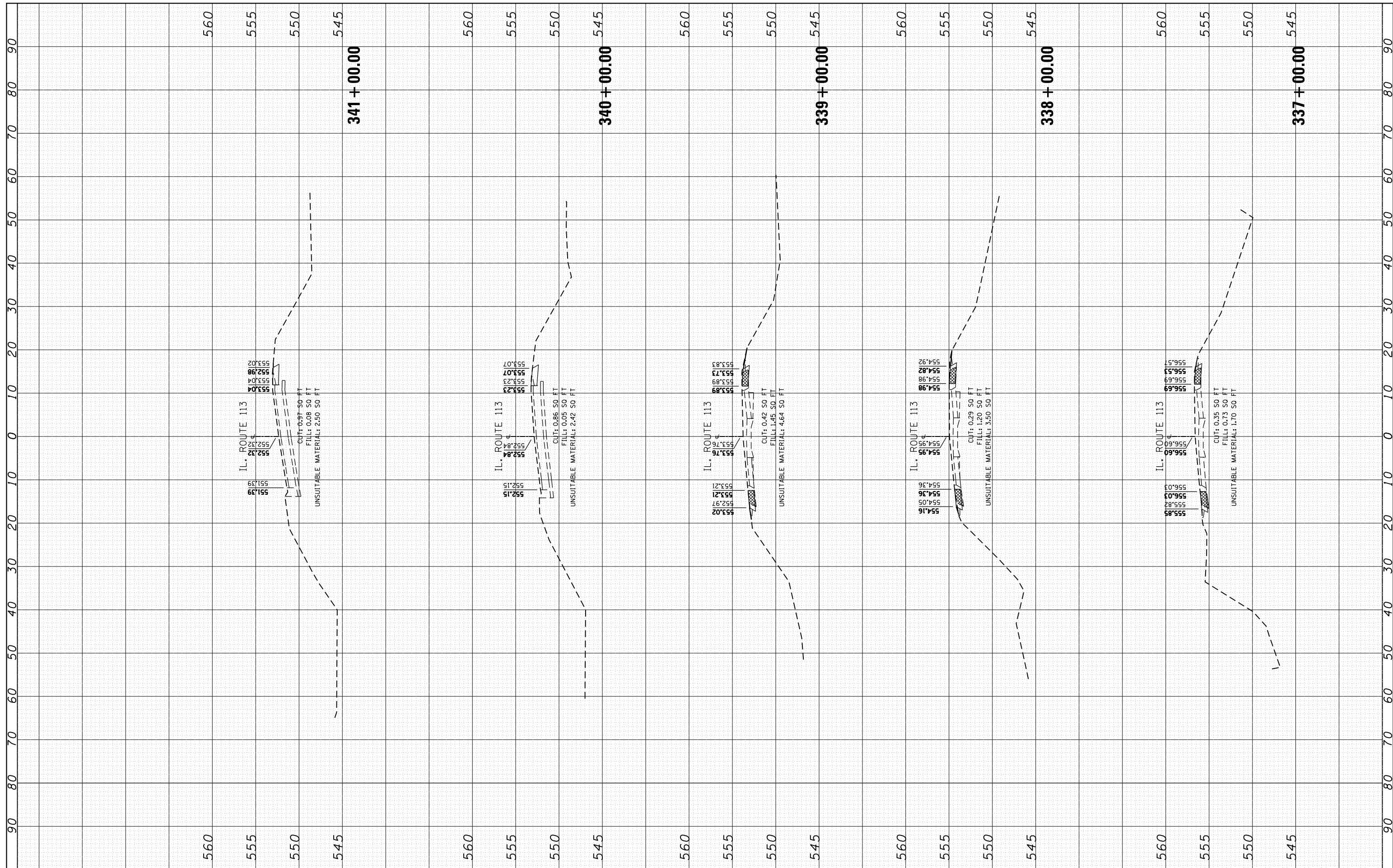
ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = Bilgromiso	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 94
		CHECKED -	REVISED -			SCALE:	SHEET 38 OF 100 SHEETS	STA. 322+00.00 TO STA. 326+00.00	CONTRACT NO. 62A66	
		DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



FILE NAME =
 USER NAME = Bilgromiso
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/10/2016

DESIGNED - RWB
 CHECKED -
 DATE - 1/25/2016

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

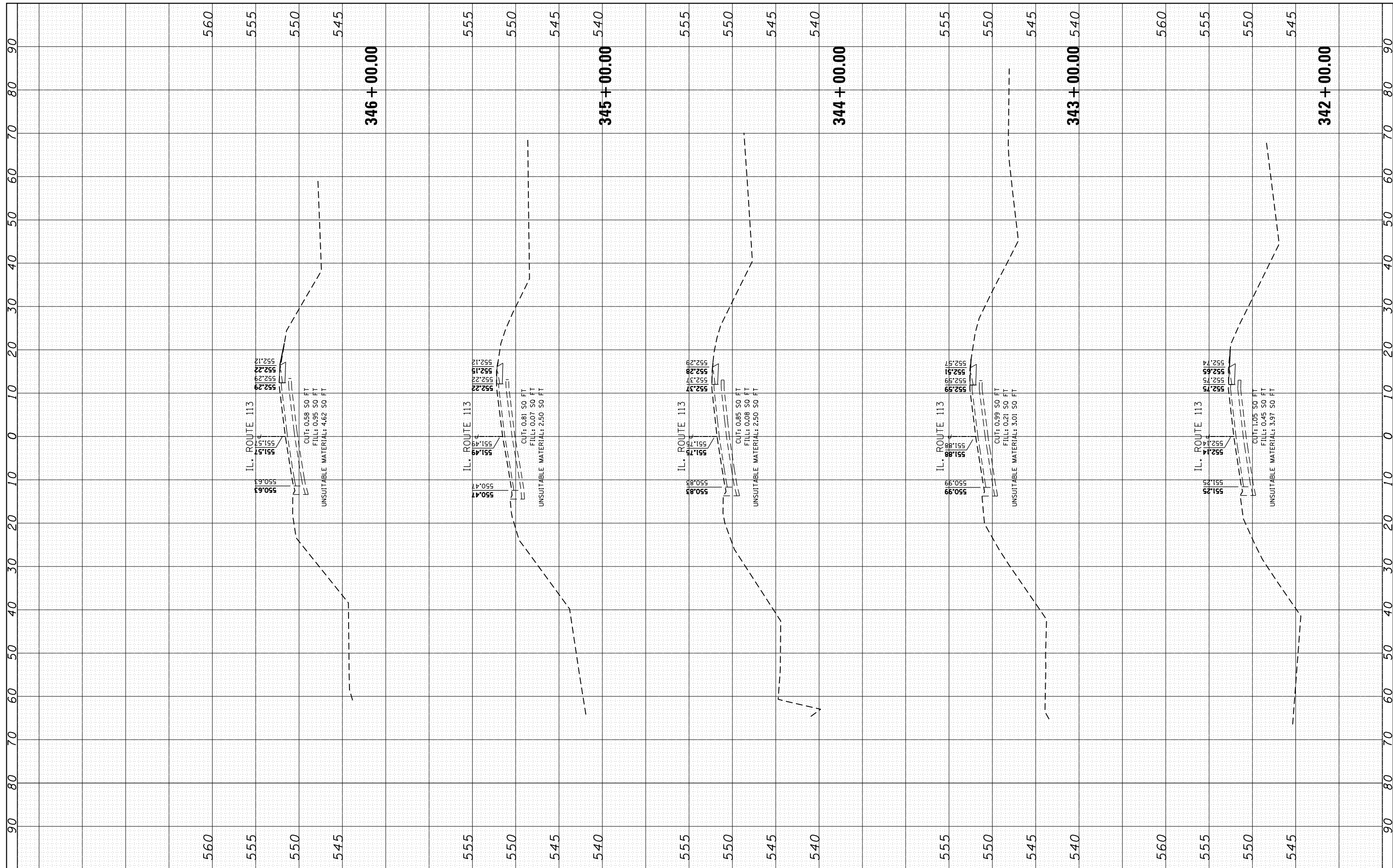
**IL 113 (COMET DR. TO KANKAKEE COUNTY LINE)
 CROSS SECTIONS**

SCALE: SHEET 41 OF 100 SHEETS STA. 337+00.00 TO STA. 341+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
299	2015-0131	WILL	156	97
CONTRACT NO. 62A66				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

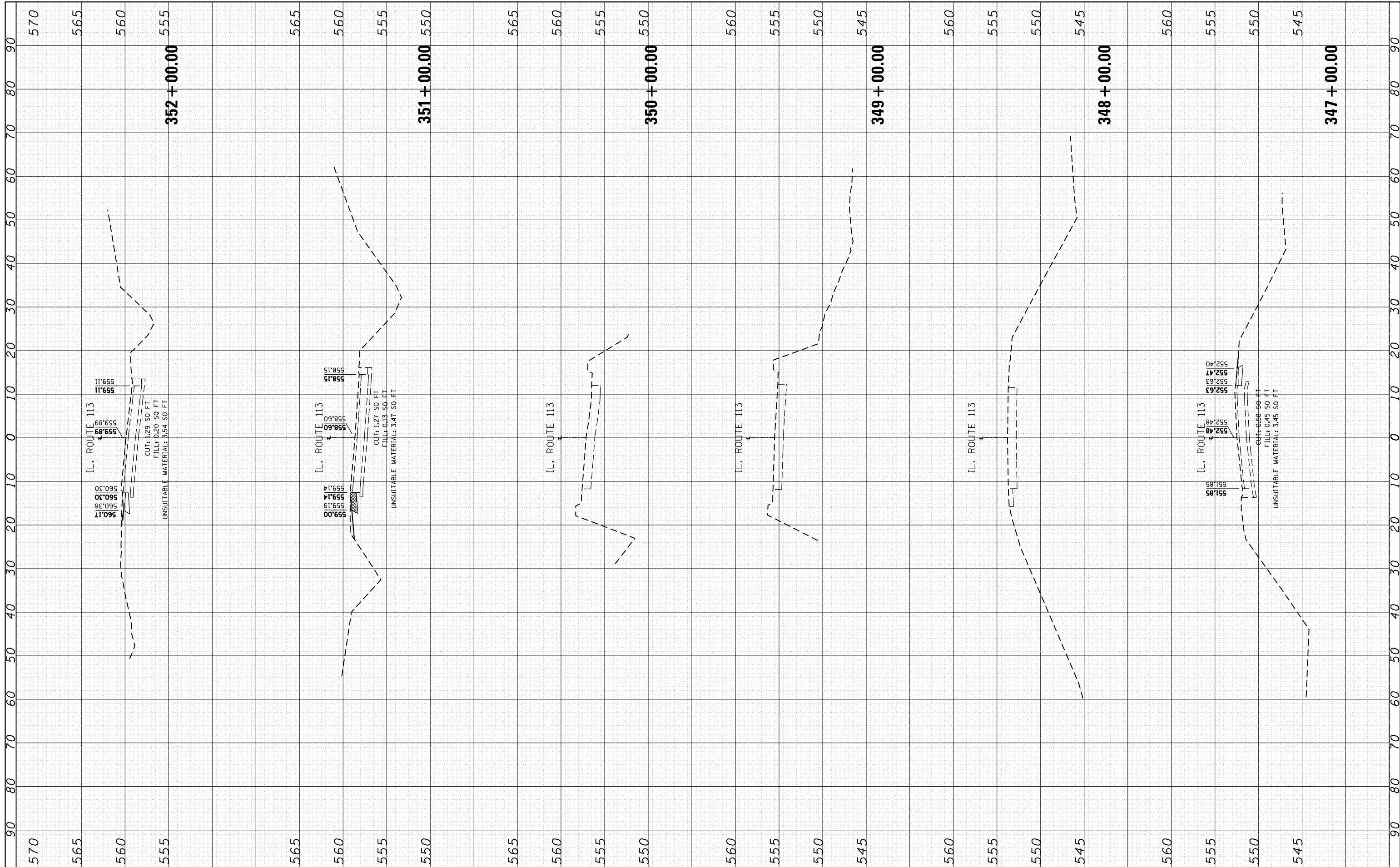
ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTE. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 98		
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 42 OF 100 SHEETS	STA. 342+00.00 TO STA. 346+00.00	CONTRACT NO. 62A66			
	PLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT						

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = Bilgramisa	DESIGNED - RWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (COMET DR. TO KANKAKEE COUNTY LINE) CROSS SECTIONS	F.A.S. RTÉ. 299	SECTION 2015-0131	COUNTY WILL	TOTAL SHEETS 156	SHEET NO. 99		
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET 43 OF 100 SHEETS	STA. 347+00.00 TO STA. 352+00.00	CONTRACT NO. 62A66			
	PLOT DATE = 5/10/2016	DATE - 1/25/2016	REVISED -			ILLINOIS FED. AID PROJECT						

