

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420701-02 PAVEMENT FABRIC
- 442001-04 CLASS A PATCHES
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 542001-04 REINF CONC END SECTION WITH PARALLEL WINGWALLS FOR PIPE CULVERTS
12" (300 mm) THRU 48" (1200 mm) DIAMETER AT RIGHT ANGLES WITH ROADWAY
- 542311-05 TRAVERSABLE PIPE GRATE
- 542526-03 INLET BOX TYPE 24 (600) F
- 601001-04 SUB-SURFACE DRAINS
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAINS
- 606001-05 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630106-01 LONG-SPAN GUARDRAIL OVER CULVERT
- 630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-12 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001-01 DELINEATORS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 642001-02 SHOULDER RUMBLE STRIPS, 16 INCH
- 665001-02 WOVEN WIRE FENCE
- 701101-04 OFF-ROAD OPERATIONS MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM
PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701400-07 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-08 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701406-08 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 701411-08 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP
FOR SPEEDS **e** 45 MPH
- 701426-06 LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION,
FOR SPEEDS **e** 45 MPH
- 701428 TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
- 701446-05 TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701451-02 RAMP CLOSURE FREEWAY/EXPRESSWAY
- 701901-03 TRAFFIC CONTROL DEVICES
- 780001-04 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. 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 IS PLACED.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENTS

A COMMITMENT WAS MADE TO LEAVE ALL EXCAVATED MATERIAL ON OR WITHIN THE PROJECT LIMITS FOR CONTRACT NO. 66C53.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *Don Brown*
DISTRICT STUDIES & PLANS ENGINEER

DATE: June 13, 2014

EXAMINED BY: *Michael J. ...*
DISTRICT CONSTRUCTION ENGINEER

...
DISTRICT MATERIALS ENGINEER

...
DISTRICT OPERATIONS ENGINEER

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				100% STATE	
				ROADWAY 0005	RURAL
40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
40600990	TEMPORARY RAMP	SO YD	1681	1681	
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, FG, N90	TON	29087	29087	
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	9389	9389	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SO YD	14602	14602	
44000300	CURB REMOVAL	FOOT	120	120	
44200529	CLASS A PATCHES, TYPE II, 8 INCH	SO YD	232	232	
44213000	PATCHING REINFORCEMENT	SO YD	832	832	
44213200	SAW CUTS	FOOT	2898	2898	
44213204	TIE BARS 3/4"	EACH	112	112	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	5041	5041	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SO YD	367	367	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	16861	16861	
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pr-work\pwidet\duncanbd\0315542\036653-shs-500.dgn		DRAWN :	REVISED :					57	(38-3)RS-2	IRROUOIS	186	4
PLOT SCALE :	PLOT DATE :	CHECKED :	REVISED :		SCALE:	SHEET 2 OF SHEETS	STA.	TO STA.	CONTRACT NO. 66C53			
100.0000 / in.	6/10/2014	DATE :	REVISED :		ILLINOIS FED. AID PROJECT							

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				100% STATE	
				ROADWAY	0005
				RURAL	
50105220	PIPE CULVERT REMOVAL	FOOT	7		7
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1100		1100
54260311	TRAVERSABLE PIPE GRATE	FOOT	13		13
54261324	CONCRETE END SECTION, STANDARD 542001, 24", 1:3	EACH	1		1
54261336	CONCRETE END SECTION, STANDARD 542001, 36", 1:3	EACH	1		1
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4		4
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	100		100
60600605	CONCRETE CURB, TYPE B	FOOT	60		60
△ 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	612.5		612.5
△ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
△ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	1159		1159
63200400	CABLE ROAD GUARD REMOVAL	FOOT	3491		3491
63500105	DELINEATORS	EACH	202		202

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△ SPECIALTY ITEMS

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
g:\p\work\p\dot\duncanbd\0315542\036653-sht-500.dgn	duncanbd	DRAWN :	REVISED :		SCALE:	SHEET 3 OF SHEETS	STA.	TO STA.	57	138-31RS-2	IRROQUOIS	186	5
PLOT SCALE : 100.0000' / in.		CHECKED :	REVISED :						CONTRACT NO. 66C53				
PLOT DATE : 6/18/2014		DATE :	REVISED :						ILLINOIS FED. AID PROJECT				

CONSTR. CODE
100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY
				0005 RURAL
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	71242	71242
66500105	WOVEN WIRE FENCE, 4'	FOOT	4356	4356
66501100	WOVEN WIRE GATES, 4' X 12' SINGLE	EACH	2	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8
67100100	MOBILIZATION	L SUM	1	1
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	150	150
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	16	16
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1496	1496
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	250168	250168
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	9340	9340
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1505	1505
△ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	87376	87376
△ 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	3978	3978

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△ SPECIALTY ITEMS

FILE NAME :	USER NAME : duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\p\work\p\dot\duncanbd\0315542\036	CS3-shi-500.dgn	DRAWN -	REVISED -		57	(38-3)RS-2	IROQUOIS	186	6				
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -		SCALE: SHEET 4 OF SHEETS STA. TO STA.				CONTRACT NO. 66C53				
	PLOT DATE = 6/10/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

CONSTR. CODE

100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	
				0005	RURAL
△ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	883	883	
△ 78000620	THERMOPLASTIC PAVEMENT MARKING - LINE 18"	FOOT	12	12	
△ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	96	96	
△ 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	9340	9340	
△ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1078	1078	
△ 78200410	GUARDRAIL MARKERS, TYPE A	EACH	12	12	
△ 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SO FT	13728	13728	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1078	1078	
542A5509	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 54"	FOOT	8	8	
X0324589	PIPE UNDERDRAIN OUTLET EXTENSION FOR 4" PIPE	EACH	28	28	
△ X0326677	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	FOOT	8656	8656	
△ X0326687	REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	EACH	4	4	
X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	300	300	

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△ SPECIALTY ITEMS

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01\pr_work\p1dot\duncanbd\0315542\036653-shl-500.dgn		DRAWN -	REVISED -		SCALE:	SHEET 5 OF	SHEETS	STA.	TO STA.	57	138-31RS-2	186	7
		CHECKED -	REVISED -								ILLINOIS	CONTRACT NO. 66C53	
		DATE -	REVISED -								ILLINOIS	FED. AID PROJECT	

CONSTR. CODE
100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY
				0005 RURAL
X0326907	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN	CAL MO	8	8
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	122958	122958
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	108202	108202
X4404260	PAVED SHOULDER REMOVAL (SPECIAL)	SQ YD	60559	60559
X4420559	CLASS A PATCHES, TYPE IV, 10 INCH (SPECIAL)	SQ YD	600	600
X5010523	REMOVE CONCRETE END SECTION	EACH	2	2
X5420624	PIPE CULVERTS TO BE CLEANED 24"	FOOT	72	72
X6013600	PIPE UNDERDRAINS 4" (MODIFIED)	FOOT	450	450
X6350120	DELINEATOR REMOVAL	EACH	202	202
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	865	865
X7010410	SPEED DISPLAY TRAILER	CAL MO	16	16
X7010600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406, SPECIAL	L SUM	1	1
X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	L SUM	1	1
△ X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	71042	71042

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△ SPECIALTY ITEMS

FILE NAME :	USER NAME : duncanbd	DESIGNED -	REVISED -
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	PLOT SCALE * 100.0000 / in.	CHECKED -	REVISED -
	PLOT DATE * 8/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

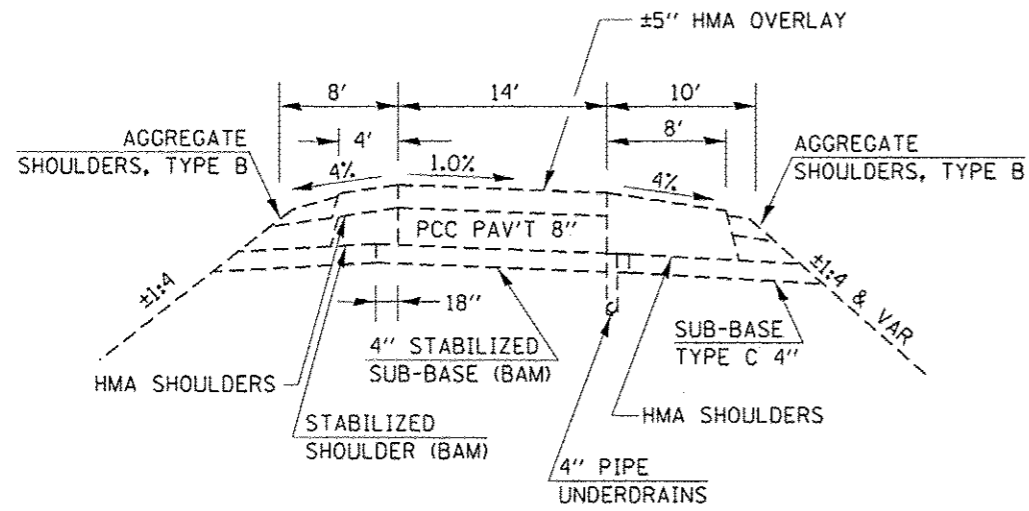
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	138-3/RS-2	IROQUOIS	186	8
SCALE: SHEET 6 OF SHEETS STA. TO STA.			CONTRACT NO. 66C53	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				100% STATE	
				ROADWAY	
				0005	RURAL
△ X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	9340		9340
△ X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	2331		2331
△ 64401100	HIGH TENSION CABLE MEDIAN BARRIER	FOOT	8625		8625
△ 64401300	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	4		4
Z0034105	MATERIAL TRANSFER DEVICE	TON	38445		38445
X6000100	CLASS SI CONCRETE FOR END SECTION	CU YD	10.8		10.8
X0327770	REPLACE MEDIAN GRATE	EACH	1		1
∅ Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1000		1000
Z0013798	CONSTRUCTION LAYOUT	LSUM	1		1

∅ SPECIALTY ITEMS
∅ 0042

MIXTURES TABLE

	POLY HMA SURFACE	POLY HMA BINDER	HMA SHOULDERS 4" FOR STAGING	HMA SHLDS 6"	HMA SHLDS 6" FOR GUARDRAIL STABILIZATION	HMA SHOULDERS 1 1/2" FOR FINAL LIFT
PG GRADE	SBS-PG70-22	SBS-PG70-22	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @ N90	4.0% @ N70	4.0% @ N70	2.0% @ N30	4.0% @ N70
MIXTURE COMPOSITION	IL 9.5	IL 19.0 FG	IL 19.0 FG	IL 19.0 FG	IL 19.0L	IL 9.5
FRICTION						
AGGREGATE DENSITY TEST METHOD	MIXTURE D		CORES/ CORRELATION	CORES/ CORRELATION	SATISFACTION OF ENGINEER	MIXTURE C CORRELATION

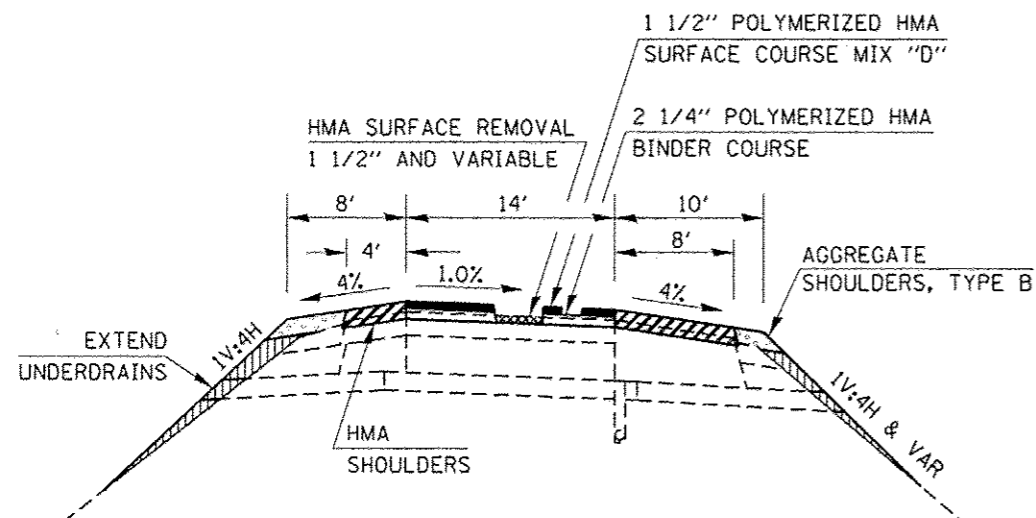


**EXISTING TYPICAL SECTION
RAMPS**

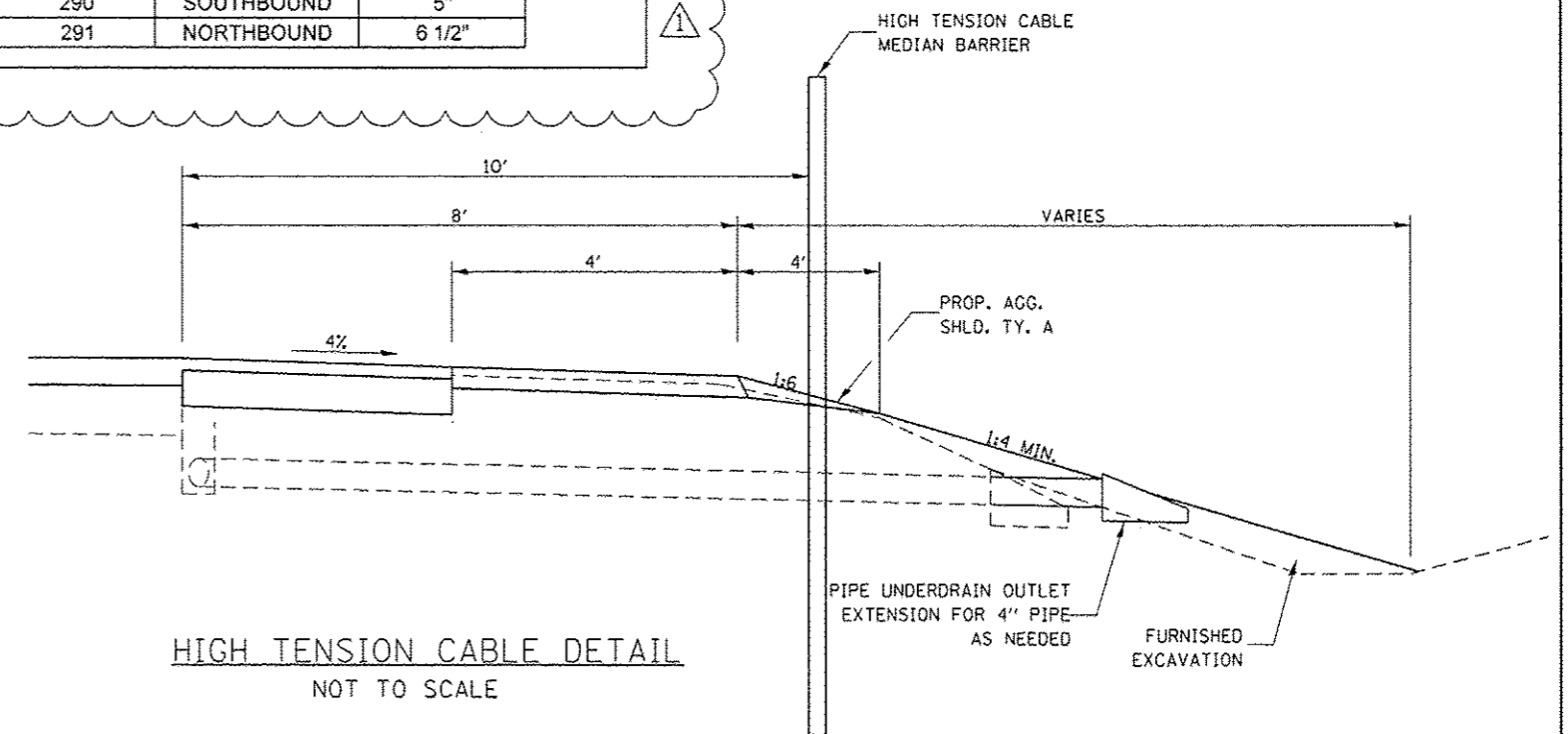
HMA SURFACE REMOVAL (VARIABLE DEPTH)

THE EXISTING HMA THICKNESSES VARY FROM 5" TO 6 3/4" WITHIN THE PROJECT LIMITS. THESE THICKNESSES WERE ESTIMATED BASED ON OLD PLANS AND PAVEMENT CORES (SEE TABLE). SINCE THESE ARE ESTIMATES IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE MILLING OPERATIONS DUE NOT DAMAGE THE EXISTING CONCRETE PAVEMENT.

CORE#	MILE POST	LANE	THICKNESS
7	292	SOUTHBOUND	6 3/4"
8	290	SOUTHBOUND	5"
12	291	NORTHBOUND	6 1/2"



**PROPOSED TYPICAL SECTION
RAMPS**



**HIGH TENSION CABLE DETAIL
NOT TO SCALE**

NOTES

- SEVERAL LOCATIONS MAY REQUIRE ADDITIONAL FILL TO PROVIDE A MINIMUM 1:4 FORESLOPE. THIS MATERIAL WILL BE PAID FOR AS "FURNISHED EXCAVATION".
- EXISTING PIPE UNDERDRAIN STRUCTURES MAY NEED TO BE ADJUSTED TO MATCH THE PROPOSED SLOPE, AND WILL BE PAID AS "PIPE UNDERDRAIN OUTLET EXTENSION FOR 4\"/>

⚠ REV 10/16/2014

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 138-3/RS-2	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 11
			CONTRACT NO. 66C53	
ILLINOIS FED. AID PROJECT				

HMA RESURFACING QUANTITIES

LOCATION STA. TO STA.	HMA SURFACE REM		PAVED SHLD REMOVAL (SPECIAL) SQ YD	BITUMINOUS MATERIALS PRIME COAT POUND	MIXTURE FOR CRACKS JOINTS & FLANGEWAYS TON	LEVELING BINDER HAND METHOD N90 TON	POLYMERIZED HMA BINDER COURSE IL-19.OFG, N90 TON	POLYMERIZED HMA SURFACE COURSE MIX D, N90 TON	HMA SHLDS TON	AGGREGATE SHOULDERS TYPE B		TEMP RAMP SQ YD	COMMENTS
	VAR DEPTH	1 1/2"								INSIDE	OUTSIDE		
NORTHBOUND LANES													
MAINLINE													
99+99.80AH - 121+18.42	5650		1020	4858.5	1.70	2.83	1384	475	176	164.7	31.0	380	
121+18.42 - 147+06.34	6901		542	6142.8	2.07	3.45	1932	580	389	218	20.6	138.9	CURVE #6 - SUPER CORRECTION
147+06.34 - 184+43.86	9967		3931	9344.3	2.99	4.98	2502	837	493	239.1	25.5		
184+43.86 - 245+51.66	16287		6786	15271.5	4.89	8.14	4499	1368	798	474.4	62.7		CURVE #7 - SUPER CORRECTION
245+51.66 - 286+75	10996		2831	10308.3	3.30	5.50	3347	903	649	472.3	45.8	39.9	
RAMP "A" (ENTRANCE RAMP)													
0+12 - 10+00		3180		1831.3	0.54	0.88	224.1	149.4	294.3	70.7	53.4	72.2	
10+00 - 21+02.20	2467			1392.5	0.37	0.62	156.2	104.2	259.2	0.8	65.2		
RAMP "B" (EXIT RAMP)													
0+00 - 7+50	2123			1169.5	0.29	0.48	120.0	80.0	245.9	8.0	45.5		
7+50 - 19+63.78		3909		2247.6	0.67	1.10	278.3	185.5	353.1	125.8	73.8	58.3	
MAINTENANCE CROSSOVER 194+38													
	289			130.0				32.4					
NORTHBOUND SUBTOTALS													
	54680	7089	15110	52696	17	28	14443	4714	3658	1774	424	689	
SOUTHBOUND LANES													
MAINLINE													
99+99.80AH - 121+18.42	5650		1131	4961.0	1.70	2.83	1345	475	217	173.1	16.2	235.5	
121+18.42 - 147+06.34	6901		1758	6215.7	2.07	3.45	1962	580	325	249.0	19.4	388.9	CURVE #6 - SUPER CORRECTION
147+06.34 - 184+43.86	9967		1667	9064.4	2.99	4.98	2587	837	482	311.7	34.7		
184+43.86 - 245+51.66	16287		667	15271.5	4.89	8.14	4559	1368	1199	658.5	97.7		CURVE #7 - SUPER CORRECTION
245+51.66 - 286+75	10996		333	10308.3	3.30	5.50	3416	898	1137	761.3	74.2	39.9	
RAMP "C" (EXIT RAMP)													
0+00 - 5+00	1189			664.2	0.17	0.29	72.3	48.2	129.3	0	30.8		
5+00 - 6+72.59		726		387.1	0.08	0.13	33.8	22.6	96.1	0	9.2		
6+72.59 - 20+03		3956		2283.1	0.72	1.20	301.3	200.9	361.0	125.3	75.3	83.3	
RAMP "D" (ENTRANCE RAMP)													
0+12 - 1+05		390		353.0	0.12	0.19	49.1	32.7	42.0	0	0	75	
1+05 - 9+50		2441		1394.3	0.39	0.66	165.6	110.4	236.6	89.6	50.7		
9+50 - 20+27.6	2532			1362.9	0.37	0.61	153.5	102.3	252.4	2.7	64.6		
SOUTHBOUND SUBTOTALS													
	53522	7513	5556	52266	17	28	14645	4675	4477	2371	473	823	
RESURFACING TOTALS													
	108202	14602	20666	104962	34	56	29087	9389	8135	4145	896	1681	

EARTHWORK

LOCATION STA. TO STA.	EARTH EXCAVATION	SUITABLE EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
NORTHBOUND					
100+00 - 122+31	23	18	14	14	-0.2
122+31 - 145+94	35	28	21	100	-79
145+94 - 185+42	107	86	64	190	-125.8
185+42 - 244+54	133	106	80	160	-80
244+54 - 286+75	37	30	22	328	-305.8
SOUTHBOUND					
100+00 - 122+31	12	10	7	6	1.2
122+31 - 145+94	24	19	14	222	-208
145+94 - 185+42	37	30	22	122	-99.8
185+42 - 244+54	44	35	26	302	-275.6
244+54 - 286+75	12	10	7	710	-702.8
RAMP A	39	31	23	271	-247.6
RAMP B	96	77	58	316	-258.4
RAMP C	39	31	23	441	-417.6
RAMP D	33	26	20	179	-159.2
TOTAL	671	537	403	3361	-2958

SHOULDER RUMBLE STRIPS

LOCATION	INSIDE SHOULDER	OUTSIDE SHOULDER
	FOOT	FOOT
NORTHBOUND		
STA. 99+99.80AH - STA. 286+75	18675	
STA. 99+99.80AH - STA. 107+49		749
STA. 117+75 - STA. 136+95		1920
STA. 143+49 - STA. 286+75		14326
NB SUBTOTAL	35670	
SOUTHBOUND		
STA. 99+99.80AH - STA. 286+75	18675	
STA. 99+99.80AH - STA. 114+00		1400
STA. 121+11 - STA. 141+98		2087
STA. 152+65 - STA. 286+75		13410
SB SUBTOTAL	35572	
TOTALS	71242	

CLASS A PATCHING																					
STATION	NORTHBOUND DRIVING LANE										NORTHBOUND PASSING LANE									REMARKS	
	LENGTH	WIDTH	TY II	TY III	TY IV	10" SPEC	PATCH	SAW	TIE		LENGTH	WIDTH	TY II	TY III	TY IV	10" SPEC	PATCH	SAW	TIE		
	FOOT	FOOT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	EACH		FOOT	FOOT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	EACH		
165+40										6	12	8.0				8.0	62				
168+05										6	12	8.0				8.0	62				
170+70										6	12	8.0				8.0	62				
181+25	6	12	8.0				8.0	62													
183+90	6	12	8.0				8.0	62													
199+75	6	12	8.0				8.0	62													
205+00	6	12	8.0				8.0	62													
212+95	6	12	8.0				8.0	62													
215+60										6	12	8.0				8.0	62				
247+25	6	12	8.0				8.0	62													
259+80 - 260+90	110	12				147	147	270	55	110	12				147	147	270		UNDER SN 038-0125		
263+10	6	12	8.0				8.0	62													
265+75	6	12	8.0				8.0	62													
273+65										6	12	8.0				8.0	62				
TOTALS			64.0			147	211	766	55			40.0			147	187	580	0			

CLASS A PATCHING																					
STATION	SOUTHBOUND DRIVING LANE										SOUTHBOUND PASSING LANE									REMARKS	
	LENGTH	WIDTH	TY II	TY III	TY IV	10" SPEC	PATCH	SAW	TIE		LENGTH	WIDTH	TY II	TY III	TY IV	10" SPEC	PATCH	SAW	TIE		
	FOOT	FOOT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	EACH		FOOT	FOOT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	EACH		
101+00	6	12	8.0				8.0	62		6	12	8.0				8.0	62				
129+45	6	12	8.0				8.0	62													
131+10										6	12	8.0				8.0	62				
176+00	6	12	8.0				8.0	62													
178+60	6	12	8.0				8.0	62													
181+25	6	12	8.0				8.0	62													
183+90	6	12	8.0				8.0	62													
186+55	6	12	8.0				8.0	62													
189+15	6	12	8.0				8.0	62													
212+95	6	12	8.0				8.0	62		6	12	8.0				8.0	62				
259+85 - 261+00	115	12				153	153	280	57	115	12				153	153	280		UNDER SN 038-0125		
263+10	6	12	8.0				8.0	62		6	12	8.0				8.0	62				
268+40										6	12	8.0				8.0	62				
273+65	6	12	8.0				8.0	62		6	12	8.0				8.0	62				
TOTALS			80.0			153	233	900	57			48.0			153	201	652	0			

DRAINAGE SCHEDULE													
LOCATION	SIDE	PIPE CULV TO BE CLEAN 24"	PIPE CULVERT REMOVAL	CONCRETE HEADWALL REMOVAL	REM CONC END SECTION	PIPE CULV CL A TY 1 ERS 54"	CONC END SEC 24"	CONC END SEC 36"	CLASS SI CONCRETE FOR END SECTION	REINFORCEMENT BARS EPOXY-COATED	REPLACE MEDIAN GRATE	TRAVERSABLE PIPE GRATE	STONE RIPRAP CL A3
		EACH	FOOT	EACH	EACH	FOOT	EACH	EACH	CU YD	POUND	EACH	FOOT	SQ YD
STA. 127+50	NB	1											
STA. 129+30	NB												36
STA. 129+30 (SEE NOTE)	SB			1		8			10.8	1100			32
STA. 132+00	MEDIAN										1		
STA. 7+50	RMP D				1		1						
STA. 191+00	SB		7		1			1				13	
TOTALS		1	7	1	2	8	1	1	10.8	1100	1	13	68

NOTE: THESE QUANTITIES FOR THIS LOCATION ARE ESTIMATES. THE RESIDENT ENGINEER SHALL DETERMINE IN THE FIELD THE WORK/CULVERT EXTENSION (IF NECESSARY) NEEDED TO CONSTRUCT THE STABILIZED SHOULDERS FOR THE PROPOSED GUARDRAIL. SEE DETAILS.

PAVED SHOULDER ITEMS FOR STAGING			
LOCATION	PAVED SHLD REMOVAL (SPECIAL)	BIT MAT PRIME COAT	HMA SHOULDERS
	SQ YD	POUND	TON
NORTHBOUND			
OUTSIDE SHOULDER			
STA. 99+99.80 AH - STA. 107+49	500	225.0	112
STA. 107+49 - STA. 116+25	RAMP OMISSION		
STA. 116+25 - STA. 140+40	1610	724.5	361
STA. 140+40 - STA. 143+49	RAMP OMISSION		
STA. 143+49 - STA. 286+75	9551	4298.0	2139
INSIDE SHOULDER			
STA. 99+99.80 AH - STA. 121+18.42	941	423.7	210
STA. 121+18.42 - STA. 147+06.34	1150	517.6	248
STA. 147+06.34 - STA. 184+43.86	1661	747.5	372
STA. 184+43.86 - STA. 245+51.66	2715	1221.6	608
STA. 245+51.66 - STA. 286+75	1844	824.7	391
NB SUBTOTAL	19972	8982.6	4441
SOUTHBOUND			
OUTSIDE SHOULDER			
STA. 99+99.80 AH - STA. 114+00	934	420.3	209
STA. 114+00 - STA. 118+40	RAMP OMISSION		
STA. 118+40 - STA. 143+79	1693	761.9	379
STA. 143+79 - STA. 152+00	RAMP OMISSION		
STA. 152+00 - STA. 286+75	8983	4042.4	2012
INSIDE SHOULDER			
STA. 99+99.80 AH - STA. 121+18.42	941	423.7	211
STA. 121+18.42 - STA. 147+06.34	1150	571.6	238
STA. 147+06.34 - STA. 184+43.86	1661	747.5	372
STA. 184+43.86 - STA. 245+51.66	2715	1221.6	602
STA. 245+51.66 - STA. 286+75	1844	824.7	261
SB SUBTOTAL	19921	9013.6	4285
TOTALS	39893	17996	8726

OUTSIDE SHOULDER QUANTITIES = INITIAL 4" SHOULDER UPGRADE FOR STAGING
 INSIDE SHOULDER QUANTITIES = MIN 4" NEEDED FOR STAGING
 HMA QUANTITIES ARE IN ADDITION TO WHAT IS SHOW ON HMA RESURFACING SCHEDULE

TEMPORARY EROSION CONTROL		
STATION	LOCATION	TEMPORARY DITCH CHECKS
		FOOT
129+00	MEDIAN	9
132+90	MEDIAN	9
145+90	MEDIAN	9
146+10	MEDIAN	9
164+90	MEDIAN	9
165+10	MEDIAN	9
204+25	MEDIAN	9
205+05	MEDIAN	9
230+90	MEDIAN	9
231+10	MEDIAN	9
238+10	MEDIAN	9
268+90	MEDIAN	9
269+10	MEDIAN	9
286+75	MEDIAN	9
15+90	RAMP A	9
2+50	RAMP B	9
5+50	RAMP B	9
3+50	RAMP C	9
7+50	RAMP C	9
TOTALS		171

TEMPORARY EROSION CONTROL SEEDING QUANTITY (NOT SHOWN)
 BASED ON FINAL SEEDING

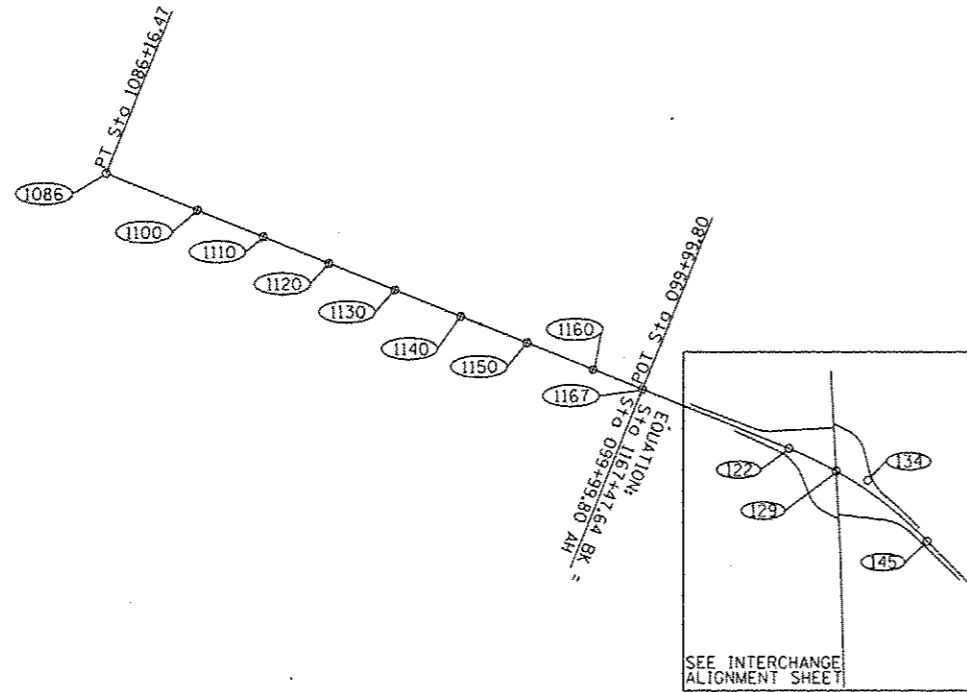
PIPE UNDERDRAIN OUTLET EXTENSION FOR 4" PIPE		
STATION	LOCATION	QUANTITY
		EACH
127+00	MEDIAN	1
127+00	SOUTHBOUND	1
164+18	NORTHBOUND	1
165+00	MEDIAN	1
195+00	MEDIAN(SB)	1
205+00	MEDIAN(SB)	1
210+00	MEDIAN(NB)	1
230+01	MEDIAN(SB)	1
240+00	MEDIAN(NB)	1
267+05	MEDIAN(SB)	1
267+05	MEDIAN(NB)	1
272+04	MEDIAN(SB)	1
272+03	MEDIAN(NB)	1
282+98	MEDIAN	1
MAINLINE TOTAL		14
RAMP A		
15+35		1
16+34		1
17+34		1
18+00		1
18+36		1
19+34		1
RAMP B		
0+46		1
2+46		1
4+47		1
5+98		1
6+49		1
RAMP C		
1+22		1
2+84		1
5+21		1
RAMP D		
RAMP TOTAL		14
TOTALS		28

ACCESS CONTROL FENCING						
APPROXIMATE LOCATION	SIDE	WOVEN WIRE FENCE REMOVAL	CABLE GUARDRAIL REMOVAL	WOVEN WIRE FENCE 4'	WOVEN WIRE GATES, 4'x12' SINGLE	COMMENTS
		FOOT	FOOT	FOOT	EACH	
STA. 100+00 - STA. 120+86	RT		2086	2086	1	REMOVE & REPLACE SINGLE STRAND GUARDRAIL
STA. 120+86 TO IL 116 ALONG FRONTAGE ROAD	RT		1405	1405	1	REMOVE & REPLACE SINGLE STRAND GUARDRAIL
STA. 147+95 - STA. 148+70	LT	75		75		FENCE REPAIR
STA. 159+75 - STA. 160+25	LT	50		50		FENCE REPAIR
STA. 162+00 - STA. 162+25	LT	25		25		FENCE REPAIR
STA. 186+60 - STA. 187+10	RT	50		50		FENCE REPAIR
STA. 186+80 - STA. 187+80	LT	100		100		FENCE REPAIR
STA. 192+85 - STA. 193+10	LT	25		25		FENCE REPAIR
STA. 203+60 - STA. 204+60	LT	100		100		FENCE REPAIR
STA. 220+10 - STA. 221+10	RT	100		100		FENCE REPAIR
STA. 223+15 - STA. 224+15	LT	100		100		FENCE REPAIR
STA. 237+95 - STA. 238+95	RT	100		100		FENCE REPAIR
STA. 259+20 - STA. 259+70	RT	50		50		FENCE REPAIR
STA. 260+80 - STA. 261+05	RT	25		25		FENCE REPAIR
STA. 266+30 - STA. 266+55	RT	25		25		FENCE REPAIR
STA. 281+05 - STA. 281+45	LT	40		40		FENCE REPAIR
TOTALS		865	3491	4356	2	

EXACT LOCATIONS OF PROPOSED GATES TO BE DETERMINED IN THE FIELD PER IDOT OPERATIONS

FILE NAME : e:\pwwork\pwwork\dunconbd\0315542\03653-shc-schedule.dgn	USER NAME : dunconbd	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES				F.A.I. RTE. 57	SECTION 38-3RS-2	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 14
PLOT SCALE : 1/8" = 1' / in.	CHECKED -	REVISED -	REVISED -		SCALE:	SHEET 3 OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 66C53				
PLOT DATE : 6/18/2014	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								

PAVEMENT MARKING											
LOCATION	THERMOPLASTIC					PREFORMED PLASTIC TYPE B - 6"	GROOVE FOR RECESSED PAVT MARK 5"	GROOVE FOR RECESSED PAVT MARK 7"	GROOVE FOR RECESSED PAVT MARK 9"	RAISED REFLECTIVE PAVEMENT MARKER	
	4"	8"	12"	18"	24"					CRYSTAL	AMBER
STA. TO STA.	WHITE FOOT	YELLOW FOOT	WHITE FOOT	WHITE FOOT	WHITE FOOT	WHITE FOOT	FOOT	FOOT	FOOT	EACH	EACH
SOUTHBOUND											
99+99.80AH - 113+98											
EDGELINE	1398	1398					2796				
CENTERLINE						350		350		36	
113+98 - 117+22											
EDGELINE		324	68				324		324		
CENTERLINE						80		80		8	
117+22 - 121+62											
EDGELINE		440	440				440		440	12	
CENTERLINE						110		110		12	
121+62 - 141+50											
EDGELINE	1988	1988					3976				
CENTERLINE						490		490		48	
141+50 - 145+99											
EDGELINE		449	449				449		449		
CENTERLINE						120		120		12	
145+99 - 152+65											
EDGELINE		666					666				
CENTERLINE						160		160		16	
152+65 - 286+75											
EDGELINE	13410	13410					26820				
CENTERLINE						3350		3350		336	
ADDITIONAL QUANTITY DUE TO PAVT MARK REM	1130	785									
SB SUBTOTAL	37386		957	0	0	0	4660	35471	4660	1213	480
NORTHBOUND											
99+99.80AH - 107+49											
EDGELINE	749	749					1498				
CENTERLINE						190		190		18	
107+49 - 114+10											
EDGELINE		661					661				
CENTERLINE						170		170		18	
114+10 - 118+24											
EDGELINE		414	414				414		414		
CENTERLINE						110		110		10	
118+24 - 136+45											
EDGELINE	1821	1821					3642				
CENTERLINE						450		450		46	
136+45 - 141+33											
EDGELINE		488	488				488		488	13	
CENTERLINE						130		130		12	
141+33 - 143+49											
EDGELINE		216	56				216		216		
CENTERLINE						50		50		4	
143+49 - 286+75											
EDGELINE	14326	14326					28652				
CENTERLINE						3580		3580		358	
AERIAL SPEED CHECK					12						
ADDITIONAL QUANTITY DUE TO PAVT MARK REM	1130	785									
NB SUBTOTAL	37486		958	0	12	0	4680	35571	4680	1118	479
RAMPS											
RAMP A											
EDGELINE	2093	984	415								
RAMP B											
EDGELINE	1978	1197	494							49	9
DIAGONALS (GORE)				433							
STOP BARS						47					
ISLAND			135	44							
RAMP C											
EDGELINE	2079	1248	438							50	11
DIAGONALS (GORE)				351							
STOP BARS						49					
ISLAND			136	55							
RAMP D											
EDGELINE	2036	889	445								
RAMP SUBTOTAL	12504		2063	883	0	96	0	0	0		119
TOTALS	87376		3978	883	12	96	9340	71042	9340	2331	1078



EXIST. CURVE 1571R0-5
 PI STA. = 216+54.70
 $\Delta = 44^\circ 20' 26''$ (LT)
 $D = 0^\circ 45' 00''$
 $R = 7,639.63'$
 $T = 3,113.05'$
 $L = 5,912.22'$
 $E = 609.92'$
 $e = 0.0263$
 P.C. STA. = 185+41.65
 P.T. STA. = 244+53.87
 SUPER TRANSITIONS
 STA. 184+43.86 TO STA. 185+67.86
 STA. 244+27.66 TO STA. 245+51.66

HORIZONTAL CONTROL POINTS - I-57					
POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
1086	1546461.6540	1089636.6590	1086+16.39	0.0271' RT	PT-PERMANENT SURVEY MARKER
1100	1545178.0430	1089119.5720	1100+00.24	0.0959' LT	POT-PERMANENT SURVEY MARKER
1110	1544250.6430	1088745.8910	1110+00.10	0.1019' LT	POT-PERMANENT SURVEY MARKER
1120	1543323.3440	1088372.2480	1119+99.84	0.1055' LT	POT-PERMANENT SURVEY MARKER
1130	1542395.7290	1087998.4840	1129+99.93	0.1149' LT	POT-PERMANENT SURVEY MARKER
1140	1541468.5560	1087624.8190	1039+99.56	0.0510' LT	POT-PERMANENT SURVEY MARKER
1150	1540540.3490	1087250.8900	1150+00.26	0.1287' LT	POT-PERMANENT SURVEY MARKER
1160	1539612.6670	1086877.1120	1160+00.41	0.1501' LT	POT-PERMANENT SURVEY MARKER
1167	1538919.6340	1086597.9300	1167+47.56	0.2146' LT	POT-PERMANENT SURVEY MARKER
122	1536850.0730	1085763.9040	122+31.02	0.1080' LT	PC-PERMANENT SURVEY MARKER
129	1536185.8592	1085445.0974	129+68.28	0.0169' LT	BRIDGE DECK
134	153738.6450	1085315.9210	134+12.31	123.94' LT	PJ
145	1534899.6986	1084460.0878	145+93.74		PT
185	1532136.6790	1081641.1480	185+40.98	0.0424' RT	PC-PERMANENT SURVEY MARKER
200	1531022.9970	1080703.1810	199+99.84	0.0256' RT	POC-PERMANENT SURVEY MARKER
214	1529714.9300	1079977.7300	214+98.02	0.1445' LT	POC-PERMANENT SURVEY MARKER
230	1528286.4900	1079519.8390	230+00.49	0.0241' RT	POC-PERMANENT SURVEY MARKER
244	1526845.1050	1079351.0080	244+53.92	0.0267' LT	PT-PERMANENT SURVEY MARKER
259	1525399.3570	1079319.7990	259+00.00	0.0688' RT	POT
260	1525251.7930	1079316.6460	260+47.60	0.0462' RT	BRIDGE DECK
262	1525099.4560	1079313.3230	261+99.97	0.0908' RT	POT
271	1523600.0640	1079281.0920	276+99.71	0.0539' RT	POT
295	1521771.2330	1079241.7950	295+28.97	0.0067' LT	PC-PERMANENT SURVEY MARKER
314	1519983.1860	1078750.0880	314+02.85	2.9874' RT	BRIDGE DECK
320	1519411.7820	1078360.0360	320+95.93	0.3076' RT	PT-PERMANENT SURVEY MARKER
327	1518938.1800	1077966.5760	327+11.65	0.1116' RT	PC-PERMANENT SURVEY MARKER
351	1516755.3660	1077092.9410	351+01.56	0.0024' LT	PT-PERMANENT SURVEY MARKER

HORIZONTAL CONTROL POINTS					
POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
2500N					
139	1525189.8304	1077817.9746	0+00.00		POT
140	1525214.3831	1078442.5522	6+25.06		POT
141	1525251.7920	1079316.6921	15+00.00		POT
142	1525286.4726	1080127.0804	23+11.13		POT
143	1525360.4670	1081865.5900	40+51.21		POT
2400N					
135	1519893.0620	1076818.7460	10+63.03		POT
136	1519939.2727	1077821.1894	20+66.54		POT
137	1519983.3524	1078753.6080	30+00.00		POT
138	1520039.1180	1079933.2190	41+80.93		POT

BENCHMARKS						
NO.	NORTHING	EASTING	STATION	OFFSET	ELEVATION	DESCRIPTION
1167	1538919.6340	1086597.9300	1167+47.56	0.2146' LT	671.60	SURV MARK-BRASS PLUG
105			105+00.00	83' RT	674.13	80d SPIKE IN GUARDRAIL POST
109			108+35.00	82' RT	673.09	80d SPIKE IN GUARDRAIL POST
112			112+08.00	83' RT	669.92	CHIS "CJ" TOP CENTER HEADWALL
118			117+72.00	72' RT	669.36	CHIS "X" NE BOLT LIGHT FDN
122	1536850.0730	1085763.9040	122+31.02	0.1080' LT	666.35	SURV MARK-BRASS PLUG
127			127+43.00	12' LT	667.20	CHIS "CJ" TOP CENTER HEADWALL
132			132+00.00	2.0' LT	667.14	CHIS "CJ" TOP CENTER HEADWALL
134	1535738.6450	1085315.9210	134+12.31	123.94' LT	666.45	SURV MARK-BRASS PLUG
140			140+00.00	107' RT	667.36	CHIS "CJ" TOP CENTER HEADWALL
146	1534992.5060	1084332.6570	146+20.00	161' RT	668.05	ASHKUM YARD-BRASS PLUG
151			151+00.00	100' RT	672.40	TOP ROW MARKER
157			156+73.00	100' RT	670.42	80d SPIKE IN FENCE POST
161			161+00.00	100' RT	670.00	TOP ROW MARKER
166			166+97.89		663.43	SURV MARK-BRASS PLUG
176			176+00.00	100' RT	670.69	TOP ROW MARKER
180			180+00.00	83.5' RT	672.61	CHIS "CJ" TOP NW COR HEADWALL
185	1532136.6790	1081641.1480	185+40.98	0.0424' RT	670.59	SURV MARK-BRASS PLUG
191			191+00.00	105' RT	668.74	TOP ROW MARKER
200	1531022.9970	1080703.1810	199+99.84	0.0256' RT	667.47	SURV MARK-BRASS PLUG
204			204+69.76	93.5' RT	663.61	CHIS "CJ" TOP NW COR HEADWALL
209			209+40.00	100' RT	670.47	80d SPIKE IN FENCE POST
214	1529714.9300	1079977.7300	214+98.02	0.1445' LT	665.99	SURV MARK-BRASS PLUG
220			220+23.00	100' RT	667.13	TOP ROW MARKER
230	1528286.4900	1079519.8390	230+00.49	0.0241' RT	665.51	SURV MARK-BRASS PLUG
234			234+59.00	105' RT	666.50	80d SPIKE IN FENCE POST
240			240+00.00	100' RT	666.36	TOP ROW MARKER
244	1526845.1050	1079351.0080	244+53.92	0.0267' LT	668.84	SURV MARK-BRASS PLUG
250			248+92.00	100' RT	670.47	80d SPIKE IN FENCE POST
254			253+91.00	100' RT	668.38	80d SPIKE IN FENCE POST
259	1525399.3570	1079319.7990	259+00.00	0.0688' RT	665.95	SURV MARK-BRASS PLUG
262	1525099.4560	1079313.3230	261+99.97	0.0908' RT	664.98	SURV MARK-BRASS PLUG
271			271+00.00	100' RT	663.99	TOP ROW MARKER
277	1523600.0640	1079281.0920	276+99.71	0.0539' RT	663.22	SURV MARK-BRASS PLUG
284			283+79.45	100' RT	669.31	TOP ROW MARKER
288			287+64.00	100' RT	664.26	80d SPIKE IN FENCE POST
295	1521771.2330	1079241.7950	295+28.97	0.0067' LT	661.05	SURV MARK-BRASS PLUG
300			299+81.00	100' RT	659.27	80d SPIKE IN FENCE POST
306			305+82.00	109' RT	659.21	80d SPIKE IN FENCE POST
315			315+30.00	83.5' RT	658.33	CHIS "CJ" TOP NW COR HEADWALL
320	1519411.7820	1078360.0360	320+95.93	0.3076' RT	657.58	SURV MARK-BRASS PLUG
327	1518938.1800	1077966.5760	327+11.65	0.1116' RT	661.08	SURV MARK-BRASS PLUG
332			331+67.00	100' RT	663.88	80d SPIKE IN FENCE POST
337			336+61.00	100' RT	661.07	80d SPIKE IN FENCE POST
342			341+51.00	100' RT	660.81	80d SPIKE IN FENCE POST
348			348+04.00	68' RT	660.17	CHIS "CJ" TOP NW COR WINGWALL
351	1516755.3660	1077092.9410	351+01.56	0.0024' LT	665.22	SURV MARK-BRASS PLUG

EXIST. CURVE 1571R0-7
 PI STA. = 339+47.31
 $\Delta = 35^\circ 50' 52''$ (LT)
 $D = 1^\circ 30' 00''$
 $R = 3,819.60'$
 $T = 1,235.46'$
 $L = 2,389.78'$
 $E = 194.84'$
 $e = 0.0458$
 P.C. STA. = 327+11.85
 P.T. STA. = 351+01.64
 SUPER TRANSITIONS
 STA. 325+74.64 TO STA. 327+57.64
 STA. 350+55.82 TO STA. 352+38.82

EXIST. CURVE 1571R0-6
 PI STA. = 308+63.07
 $\Delta = 38^\circ 30' 16''$ (RT)
 $D = 1^\circ 30' 00''$
 $R = 3,819.58'$
 $T = 1,334.03'$
 $L = 2,566.88'$
 $E = 226.26'$
 $e = 0.0458$
 P.C. STA. = 295+29.04
 P.T. STA. = 320+95.92
 SUPER TRANSITIONS
 STA. 293+91.82 TO STA. 295+74.82
 STA. 320+50.11 TO STA. 322+33.11



EXIST. CURVE 2300N-1
 PI STA. = 55+24.66
 $\Delta = 3^\circ 19' 58''$ (LT)
 $D = 0^\circ 30' 00''$
 $R = 11,461.42'$
 $T = 333.43'$
 $L = 666.67'$
 $E = 4.85'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 51+91.23
 P.T. STA. = 58+57.90

EXIST. CURVE 2200N-1
 PI STA. = 25+79.20
 $\Delta = 7^\circ 50' 53''$ (LT)
 $D = 1^\circ 30' 45''$
 $R = 3,787.99'$
 $T = 259.84'$
 $L = 518.86'$
 $E = 8.90'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 23+19.36
 P.T. STA. = 28+38.23

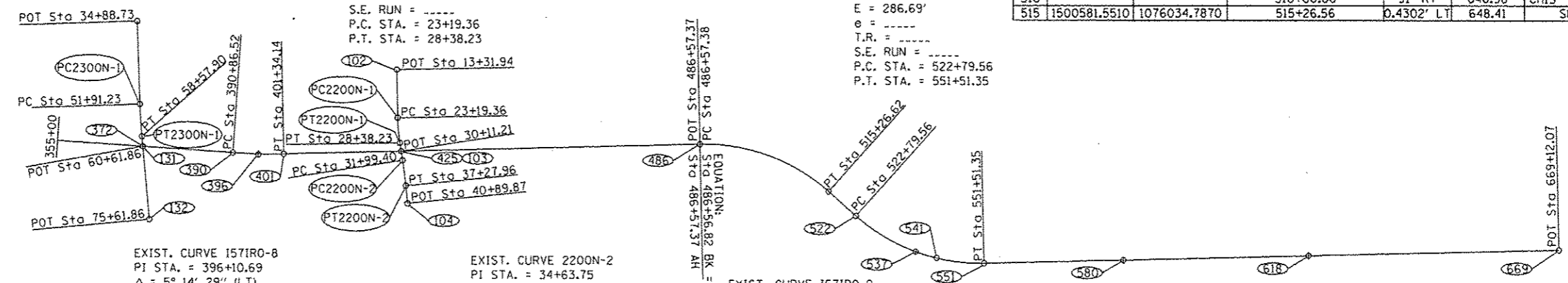
EXIST. CURVE 1571R0-10
 PI STA. = 537+87.12
 $\Delta = 43^\circ 04' 11''$ (LT)
 $D = 1^\circ 29' 59''$
 $R = 3,820.36'$
 $T = 1,507.56'$
 $L = 2,871.79'$
 $E = 286.69'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 522+79.56
 P.T. STA. = 551+51.35

EXIST. CURVE 1571R0-8
 PI STA. = 396+10.69
 $\Delta = 5^\circ 14' 29''$ (LT)
 $D = 0^\circ 30' 01''$
 $R = 11,452.26'$
 $T = 524.18'$
 $L = 1,047.63'$
 $E = 11.99'$
 $e = R.C.$
 P.C. STA. = 390+86.52
 P.T. STA. = 401+34.14
 SUPER TRANSITIONS
 STA. 389+86.63 TO STA. 390+86.63
 STA. 401+34.26 TO STA. 402+34.26

EXIST. CURVE 2200N-2
 PI STA. = 34+63.75
 $\Delta = 3^\circ 13' 12''$ (RT)
 $D = 0^\circ 36' 33''$
 $R = 9,404.77'$
 $T = 264.35'$
 $L = 528.56'$
 $E = 3.71'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 31+99.40
 P.T. STA. = 37+27.96

EXIST. CURVE 1571R0-9
 PI STA. = 501+63.48
 $\Delta = 43^\circ 02' 08''$ (RT)
 $D = 1^\circ 30' 00''$
 $R = 3,820.00'$
 $T = 1,506.10'$
 $L = 2,869.24'$
 $E = 286.18'$
 $e = 0.0458$
 P.C. STA. = 486+57.38
 P.T. STA. = 515+26.62
 SUPER TRANSITIONS
 STA. 485+20.21 TO STA. 487+03.21
 STA. 514+80.83 TO STA. 516+63.83

BENCHMARKS						
NO.	NORTHING	EASTING	STATION	OFFSET	ELEVATION	DESCRIPTION
356			356+00.00	115' RT	656.80	80d SPIKE IN FENCE POST
361			361+29.00	115' RT	661.23	TOP ROW MARKER
366			366+07.00	93.5' RT	663.76	80d SPIKE IN FENCE POST
370			370+00.00	114.5' RT	659.80	CHIS "TJ" TOP NW COR HEADWALL
374			374+09.00	74' RT	659.82	CHIS "TJ" TOP UNDERDRAIN HDWL
379			379+00.00	87' RT	656.27	CHIS "TJ" TOP NW COR HEADWALL
384			383+71.00	110' LT	659.70	80d SPIKE IN FENCE POST
390	1512779.7360	1076822.7710	390+86.36	0.1361' LT	653.27	SURV MARK-BRASS PLUG
396	1512256.6930	1076787.0750	396+10.26	11.98' RT	654.32	SURV MARK-BRASS PLUG
401	1511732.5890	1076799.3890	401+34.14	0.0441' RT	650.10	SURV MARK-BRASS PLUG
406			406+12.00	100' RT	649.24	80d SPIKE IN FENCE POST
411			410+94.00	100' RT	648.49	80d SPIKE IN FENCE POST
416			415+58.00	100' RT	647.40	80d SPIKE IN FENCE POST
421			420+40.00	100' RT	647.81	80d SPIKE IN FENCE POST
427			427+00.00	94' RT	646.07	CHIS "TJ" TOP NW COR HEADWALL
432			431+83.00	100' RT	649.01	80d SPIKE IN FENCE POST
437			437+00.00	100' RT	649.07	80d SPIKE IN FENCE POST
441			441+00.00	94' RT	644.28	CHIS "TJ" TOP NW COR HEADWALL
446			446+10.00	121' RT	648.20	80d SPIKE IN FENCE POST
451			451+21.00	120' RT	646.66	80d SPIKE IN FENCE POST
456			455+48.00	68' RT	648.47	CHIS "TJ" TOP NW COR WINGWALL
459			459+00.00	90' RT	642.64	CHIS "TJ" TOP NW COR HEADWALL
464			463+96.00	115' RT	646.12	80d SPIKE IN FENCE POST
469			468+45.00	115' RT	647.82	80d SPIKE IN FENCE POST
474			473+49.00	115' RT	649.39	80d SPIKE IN FENCE POST
480			480+00.00	87' RT	645.17	CHIS "TJ" TOP NW COR HEADWALL
486	1503211.9660	1077001.1390	486+57.67	0.6510' LT	646.67	SURV MARK-BRASS PLUG
490			490+13.00	115' RT	647.48	80d SPIKE IN FENCE POST
495			495+00.00	86' RT	647.88	CHIS "TJ" TOP NW COR HEADWALL
507			507+51.00	27' RT	653.66	CHIS "TJ" TOP SE COR WINGWALL
510			510+00.00	91' RT	646.96	CHIS "TJ" TOP NW COR HEADWALL
515	1500581.5510	1076034.7870	515+26.56	0.4302' LT	648.41	SURV MARK-BRASS PLUG

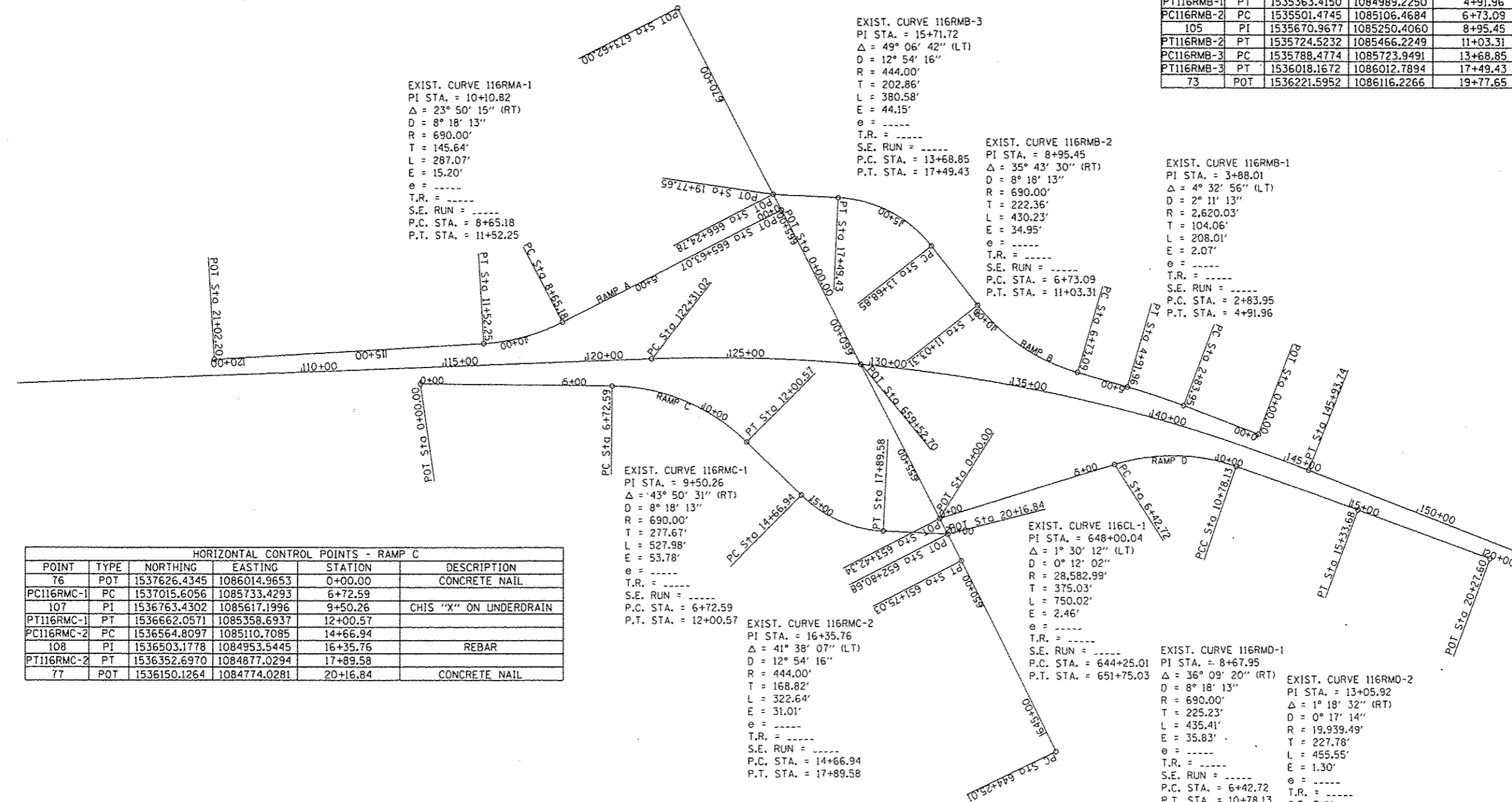


HORIZONTAL CONTROL POINTS					
POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
2300N					
130	1514742.5790	1079517.9000	34+88.73		POT
PC2300N-1	1514684.8132	1077816.3849	51+91.23		POT
PT2300N-1	1514642.8338	1077151.1348	58+57.90		POT
131	1514624.0749	1076948.0369	60+61.86		POT
132	1514486.1160	1075454.3946	75+61.86		POT
2200N					
102	1509410.9280	1078531.0410	13+31.94		POT
PC2200N-1	1509393.6337	1077543.7667	23+19.36		PC
PT2200N-1	1509349.0993	1077027.2240	28+38.23		PT
103	1509322.4813	1076856.3028	30+11.21		POT
PC2200N-2	1509293.5229	1076670.3534	31+99.40		PC
PT2200N-2	1509226.9043	1076146.0794	37+27.96		PT
104	1509191.3890	1075785.9136	40+89.87		POT

HORIZONTAL CONTROL POINTS - I-57					
POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
BRIDGE DECK					
372	1514624.0740	1076948.0370	372+37.78	0.0054' LT	
390	1512779.7360	1076822.7710	390+86.36	0.1361' LT	PC-PERMANENT SURVEY MARKER
396	1512256.6930	1076787.0750	396+10.26	11.984' RT	PI
401	1511732.5890	1076799.3890	401+34.14	0.0441' RT	PT-PERMANENT SURVEY MARKER
425	1509322.4730	1076856.3930	425+44.93	0.0899' LT	BRIDGE DECK
486	1503211.9660	1077001.1390	486+57.67	0.6510' LT	PC-PERMANENT SURVEY MARKER
515	1500581.5510	1076034.7870	515+26.56	0.4302' LT	PT-PERMANENT SURVEY MARKER
522	1500019.0190	1075534.2040	522+79.57	0.6751' LT	PC-PERMANENT SURVEY MARKER
537	1498794.7150	1074800.4300	537+15.52	0.1623' LT	POC-PERMANENT SURVEY MARKER
541	1498365.7800	1074673.1210	541+63.34	2.1867' LT	BRIDGE DECK
551	1497386.5490	1074567.6140	551+51.27	0.0012' LT	PT-PERMANENT SURVEY MARKER
580	1494538.5800	1074636.5080	580+00.07	0.0070' RT	POT-PERMANENT SURVEY MARKER
618	1490740.1760	1074728.3960	617+99.58	0.0156' RT	POT-PERMANENT SURVEY MARKER
669	1485629.2630	1074852.0630	669+11.99	0.0006' LT	PC-PERMANENT SURVEY MARKER

HORIZONTAL CONTROL POINTS - RAMP A					
POINT	TYPE	NORTHING	EASTING	STATION	DESCRIPTION
70	POT	1536218.3140	1086054.6039	0+00.00	CONCRETE NAIL
PC116RMA-1	PC	1537082.2687	1086008.6004	8+65.18	
103	PI	1537227.7040	1086000.8564	10+10.82	CONCRETE NAIL
PT116RMA-1	PT	1537363.8627	1086052.5495	11+52.25	
71	POT	1538251.9612	1086389.7196	21+02.20	CONCRETE NAIL

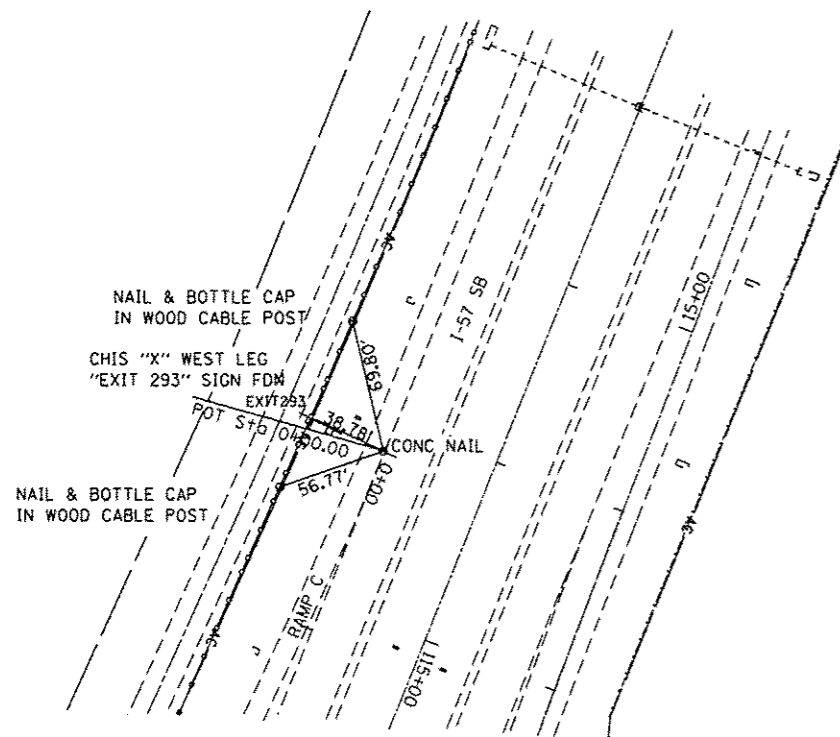
HORIZONTAL CONTROL POINTS - RAMP B					
POINT	TYPE	NORTHING	EASTING	STATION	DESCRIPTION
72	POT	1535009.1947	1084648.0410	0+00.00	CONCRETE NAIL
PC116RMB-1	PC	1535210.3714	1084848.4296	2+83.95	
104	PI	1535284.0972	1084921.8665	3+88.01	CONCRETE NAIL
PT116RMB-1	PT	1535363.4150	1084989.2250	4+91.96	
PC116RMB-2	PC	1535501.4745	1085106.4684	6+73.09	
105	PI	1535670.9677	1085250.4060	8+95.45	CONCRETE NAIL
PT116RMB-2	PT	1535724.5232	1085466.2249	11+03.31	
PC116RMB-3	PC	1535788.4774	1085723.9491	13+68.85	CONCRETE NAIL
PT116RMB-3	PT	1536018.1672	1086012.7894	17+49.43	CONCRETE NAIL
73	POT	1536221.5952	1086116.2266	19+77.65	CONCRETE NAIL



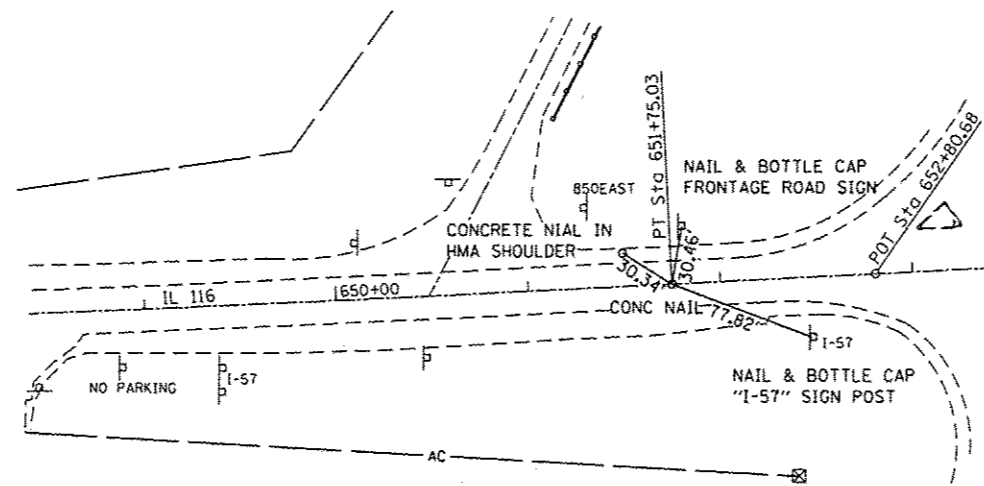
HORIZONTAL CONTROL POINTS - RAMP C					
POINT	TYPE	NORTHING	EASTING	STATION	DESCRIPTION
76	POT	1537626.4345	1086014.9653	0+00.00	CONCRETE NAIL
PC116RMC-1	PC	1537015.6056	1085733.4293	6+72.59	
107	PI	1536763.4302	1085617.1996	9+50.26	CHIS "X" ON UNDERDRAIN
PT116RMC-1	PT	1536662.0571	1085358.6937	12+00.57	
PC116RMC-2	PC	1536564.8097	1085110.7095	14+66.94	
108	PI	1536503.1778	1084953.5445	16+35.76	REBAR
PT116RMC-2	PT	1536352.6970	1084877.0294	17+89.58	
77	POT	1536150.1264	1084774.0281	20+16.84	CONCRETE NAIL

HORIZONTAL CONTROL POINTS - IL 116					
POINT	TYPE	NORTHING	EASTING	STATION	DESCRIPTION
PC116CL-1	PC	1536114.4589	1083919.1328	644+25.01	PK NAIL
101	PI	1536124.5675	1084294.0281	648+00.04	CONCRETE NAIL
PT116CL-1	PT	1536144.5088	1084668.5291	651+75.03	CONCRETE NAIL
81	POT	1536150.1264	1084744.0281	652+80.68	CONCRETE NAIL
82	POT	1536153.4050	1084835.6008	653+42.34	CONCRETE NAIL
83	POT	1536185.8592	1085445.0974	659+52.70	
84	POT	1536218.3140	1086054.6039	665+63.07	CONCRETE NAIL
85	POT	1536221.5952	1086116.2266	666+24.78	CONCRETE NAIL
86	POT	1536260.7951	1086852.4080	673+62.00	
86	POT	1536185.1760	1086074.7870	665±82.00 RT	PK NAIL

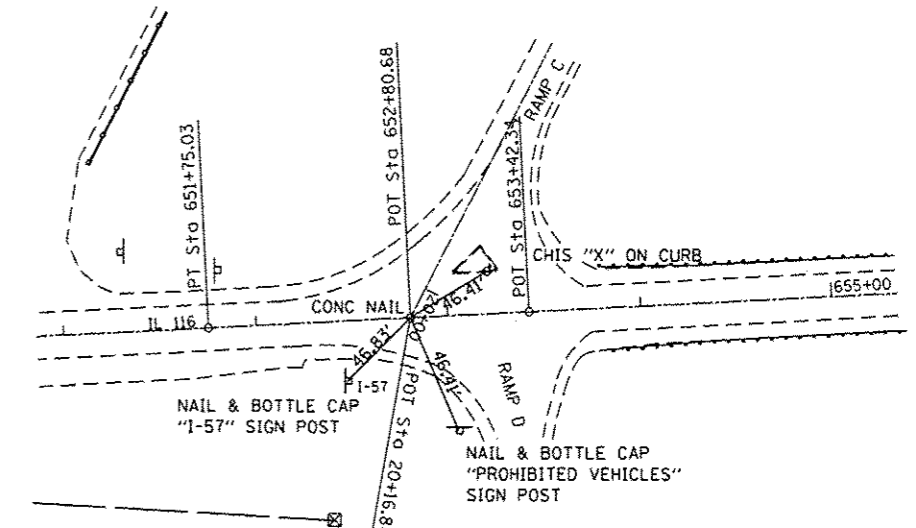
HORIZONTAL CONTROL POINTS - RAMP D					
POINT	TYPE	NORTHING	EASTING	STATION	DESCRIPTION
78	POT	1536153.4050	1084835.6008	0+00.00	CONCRETE NAIL
PC116RMD-1	PC	1535515.4109	1084757.8073	6+42.72	
109	PI	1535291.8363	1084730.5459	8+67.95	REBAR
PT116RMD-1	PT	1535127.4018	1084576.6301	10+78.13	CONCRETE NAIL
PC116RMD-2	PC	1535127.4018	1084576.6301	10+78.13	CONCRETE NAIL
111	PI	1534961.1034	1084420.9697	13+05.92	CONCRETE NAIL
PT116RMD-2	PT	1534798.4045	1084261.5510	15+33.68	
79	POT	1534445.6130	1083915.8722	20+27.60	CONCRETE NAIL



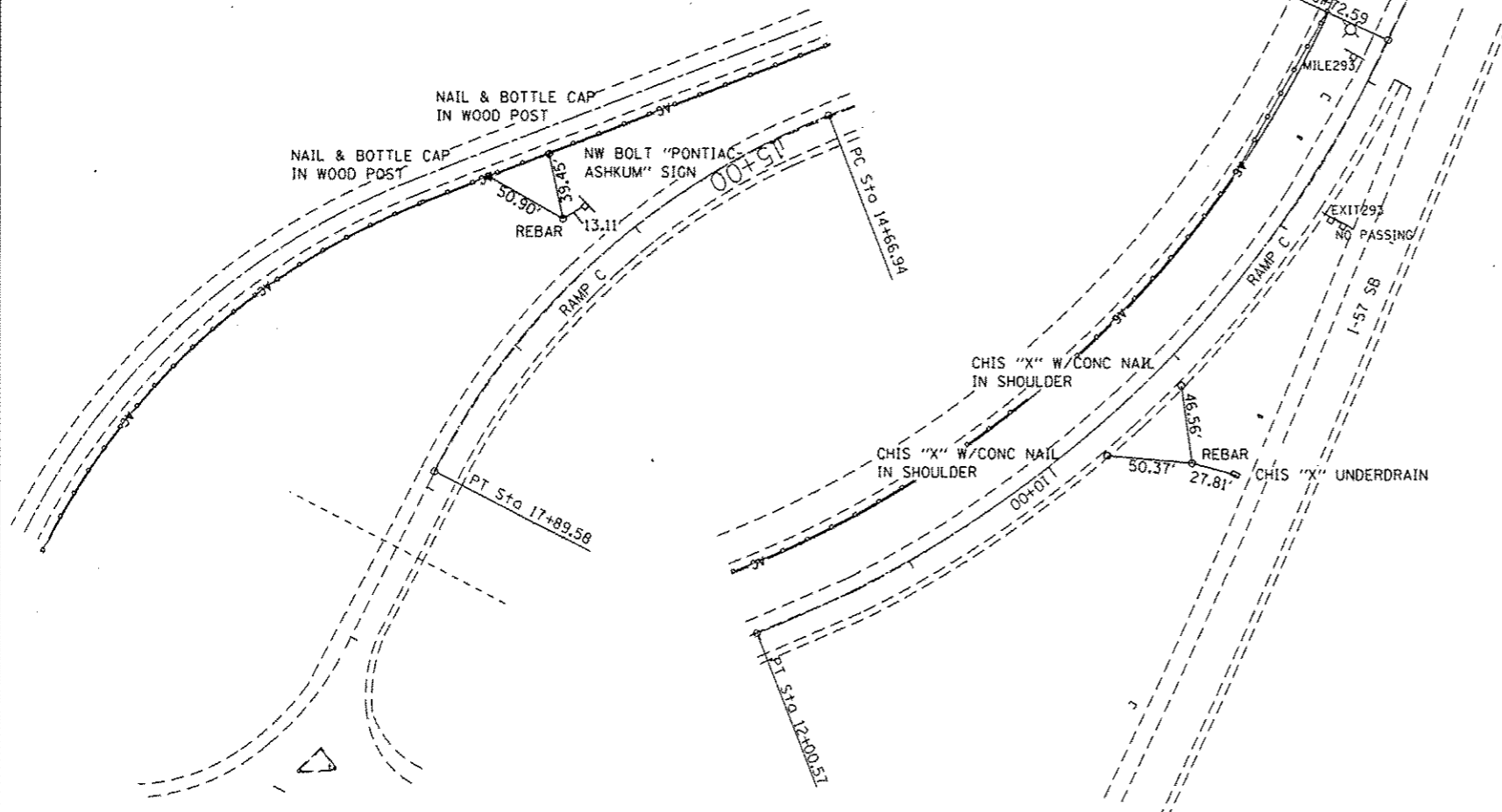
PNT 76 POT STA. 0+00 RAMP C



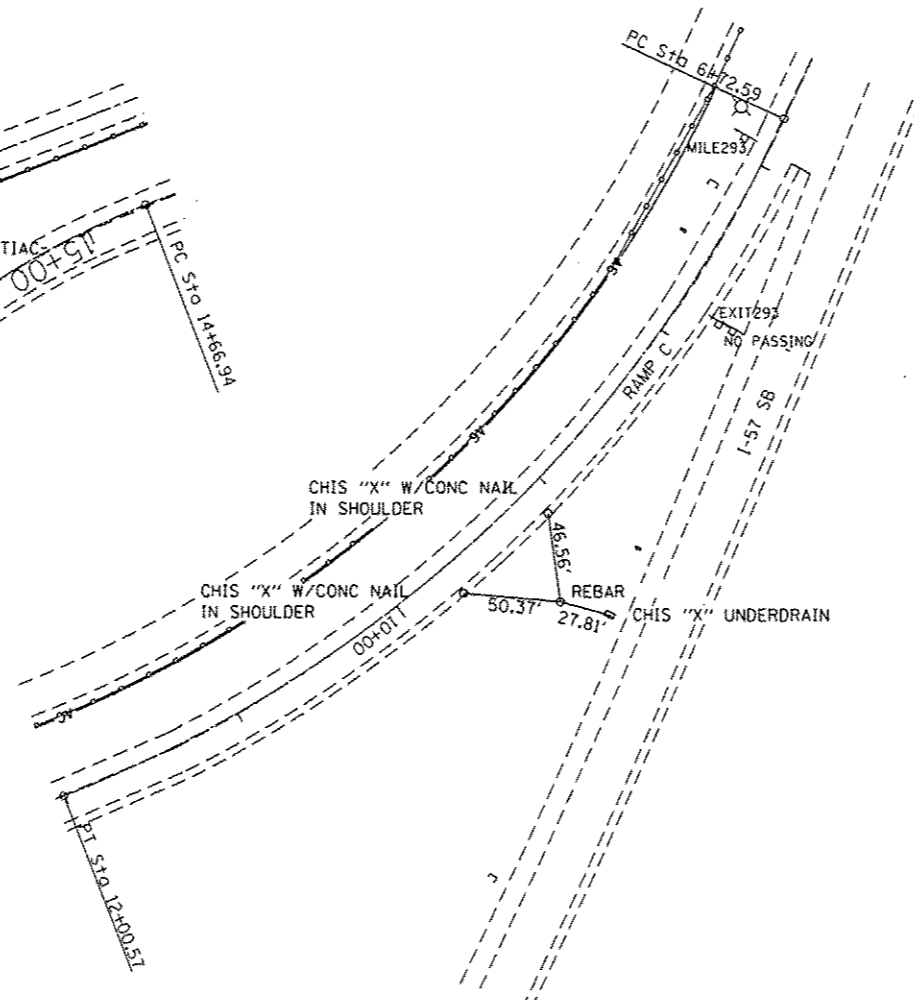
PNT PT116CL-1 PT STA. 651+75.03 IL 116



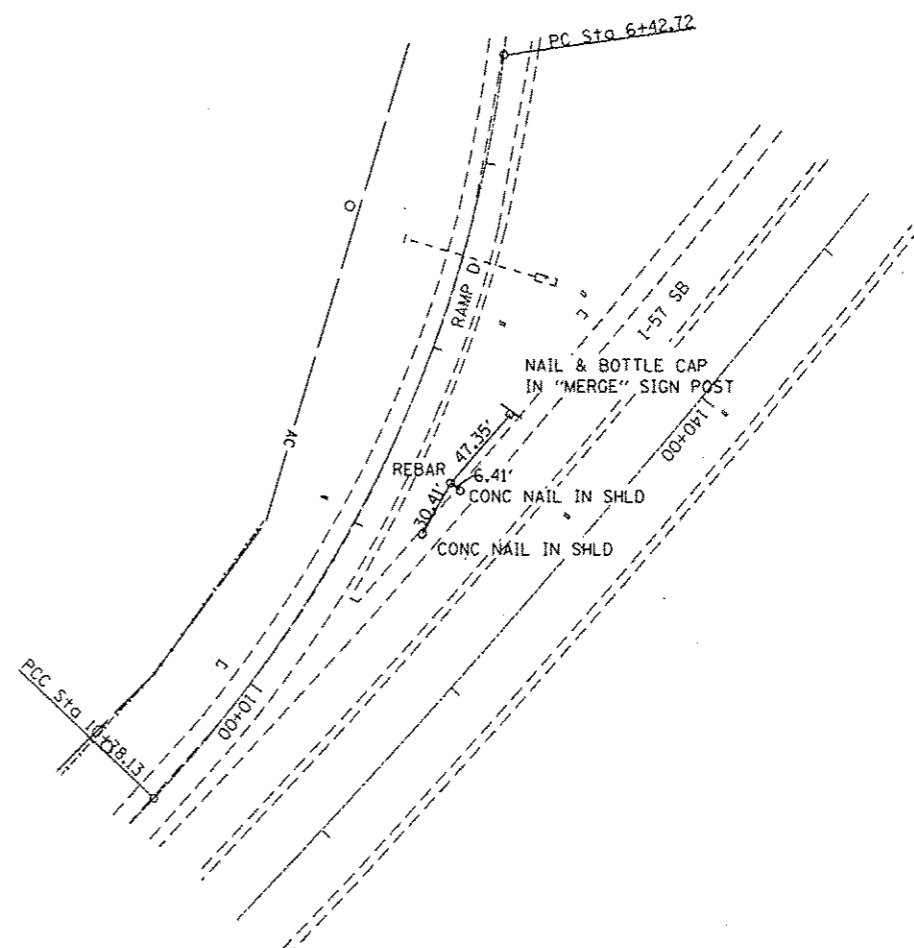
PNT 77 POT STA. 20+16.84 RAMP C
PNT 81 POT STA. 652+80.68 IL 116



PNT 108 PI STA. 16+35.76 RAMP C



PNT 107 PI STA. 9+50.26 RAMP C



PNT 109 PI STA. 8+67.95 RAMP D

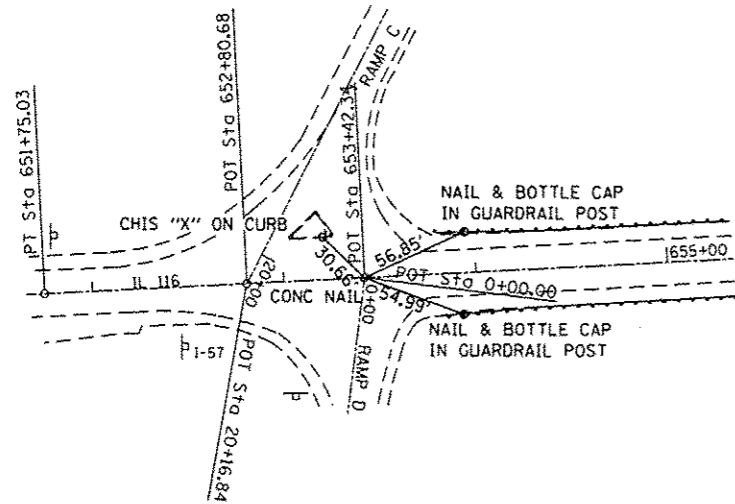
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PLOT SCALE : 100.0000 / 1"	CHECKED -	REVISED -	REVISED -
PLOT DATE : 6/18/2014	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

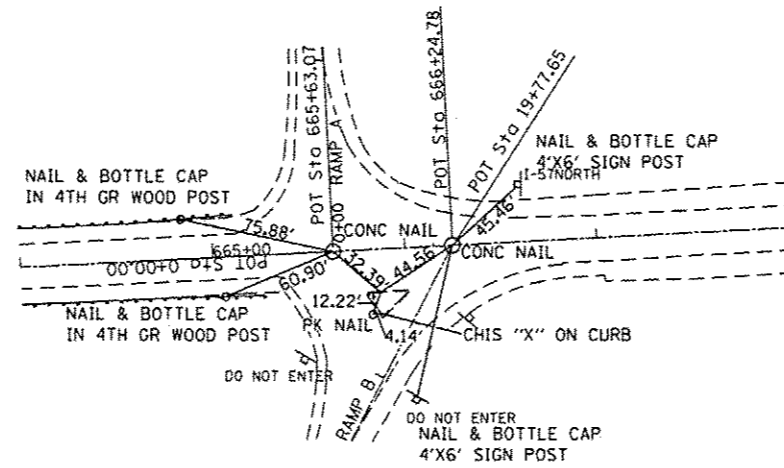
ALIGNMENT & SURVEY TIES

SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.

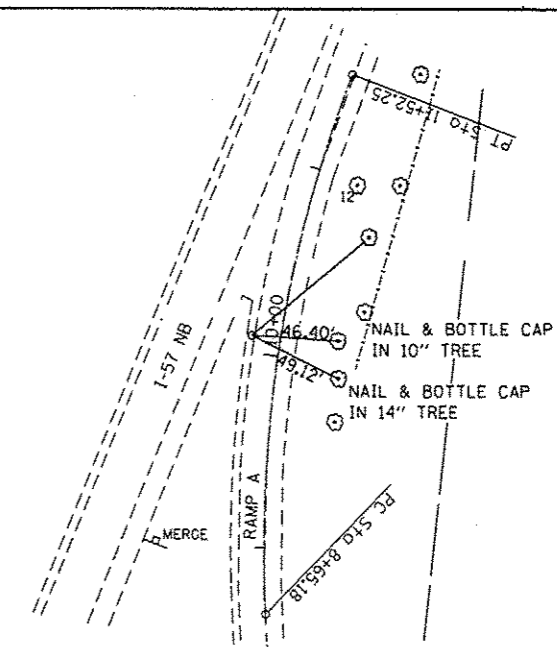
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(38-3)RS-2	IROQUOIS	186	20
CONTRACT NO. 66C53				
ILLINOIS FED. AID PROJECT				



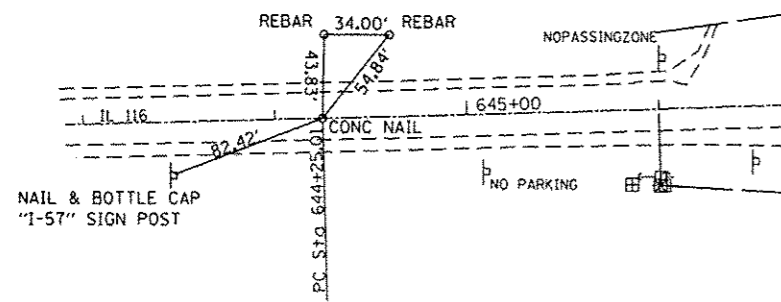
PNT 78 POT STA. 0+00 RAMP D
PNT 82 POT STA. 653+42.34 IL 116



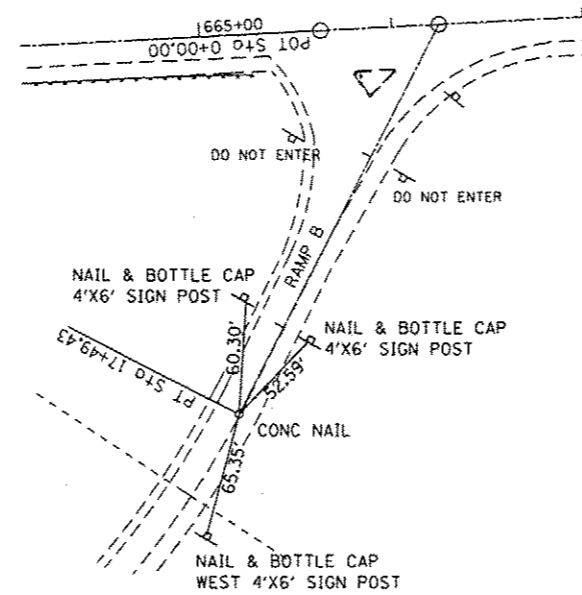
PNT 84 POT STA. 665+63.07 IL 116 = PNT 70 STA. 0+00 RAMP A
PNT 85 POT STA. 666+24.78 IL 116 = PNT 73 STA. 19+77.65 RAMP B
POINT 5013



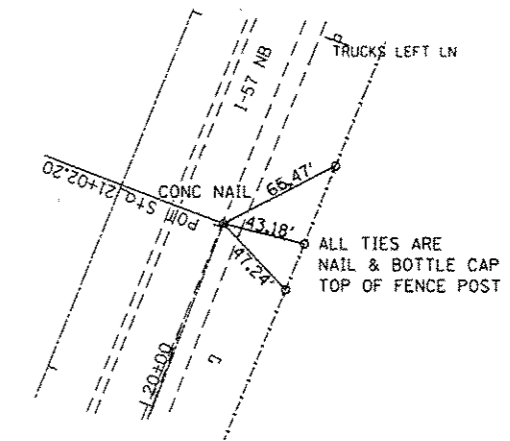
PNT 103 PI STA. 10+10.82 RAMP A



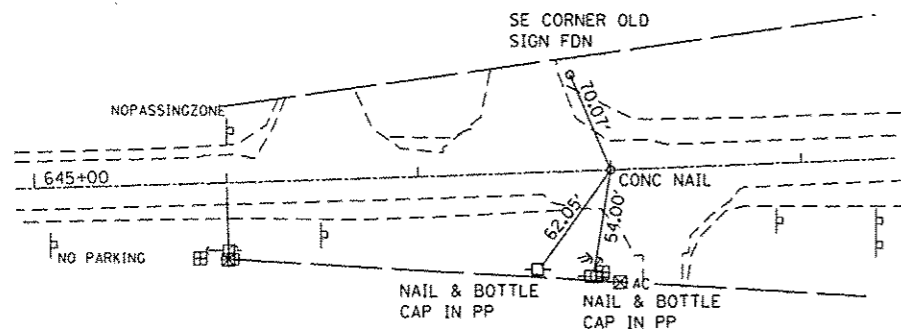
PNT PC116CL-1 PC STA. 644+25.01 IL 116



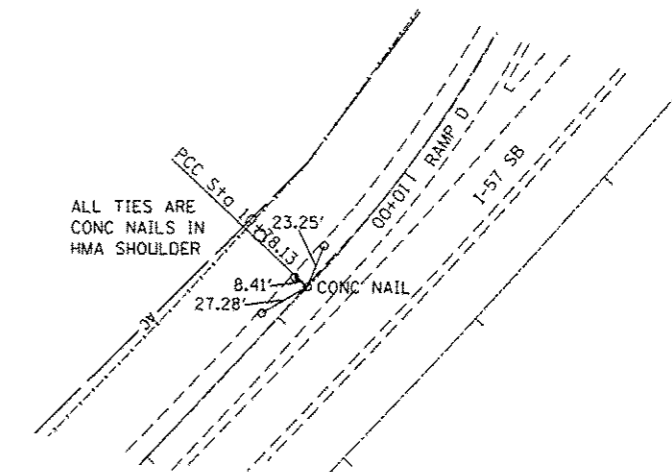
PNT PT116RMB-3 PT STA. 17+49.43 RAMP B



PNT 71 POT STA. 21+02.20 RAMP A

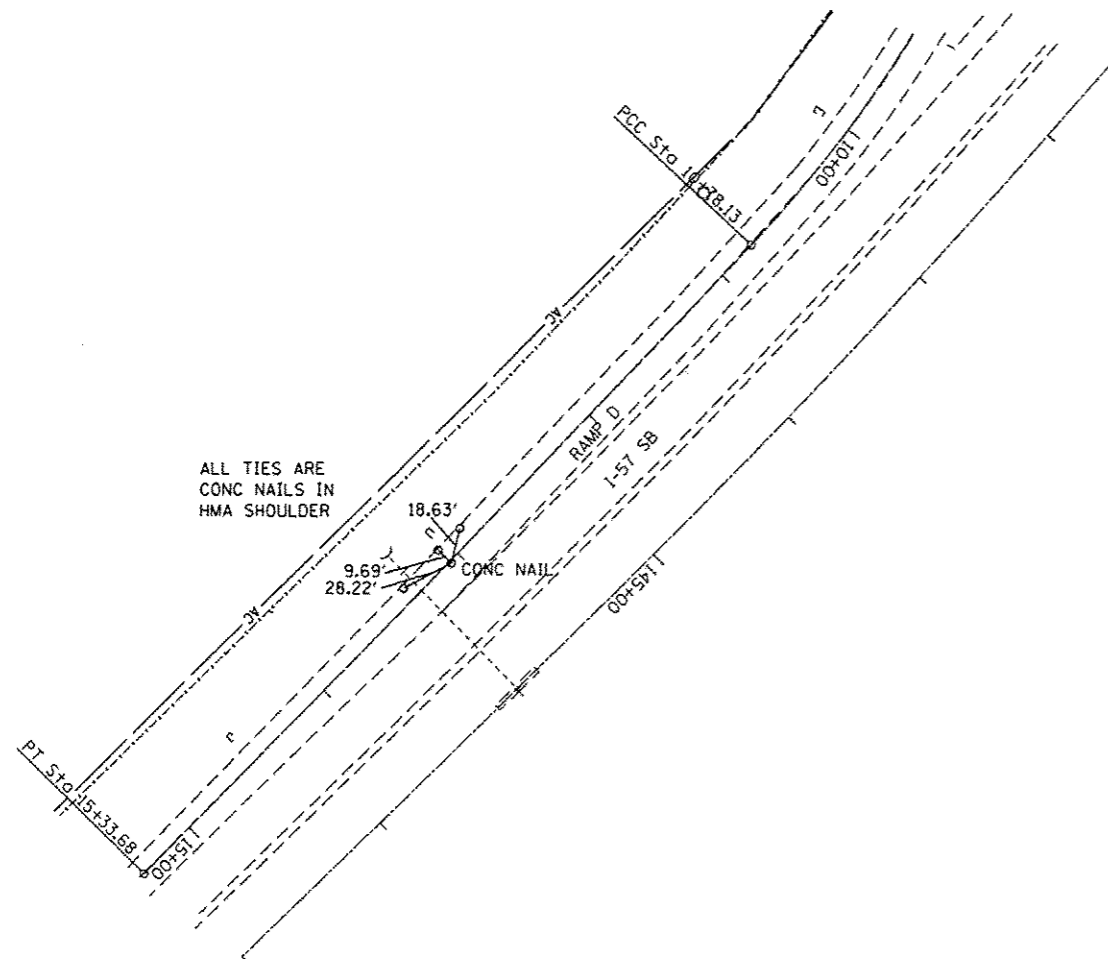


PNT 101 PI STA. 648+00.04 IL 116

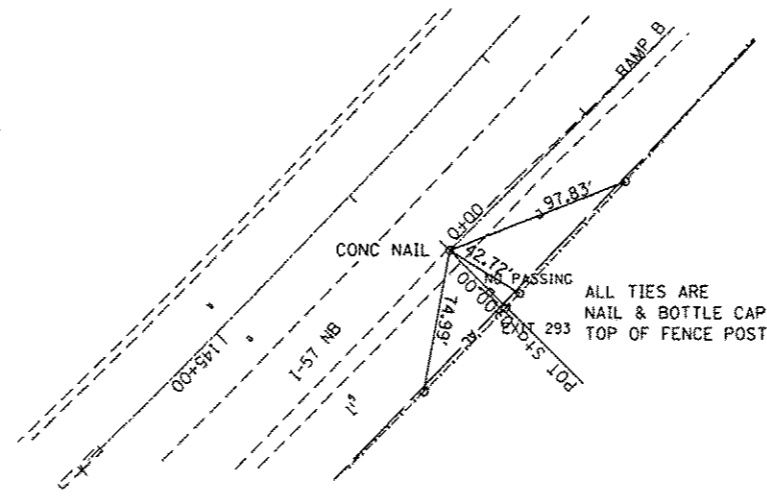


PNT PT116RMD-1 PT = PC116RMD-2 PC STA. 10+78.13 RAMP D

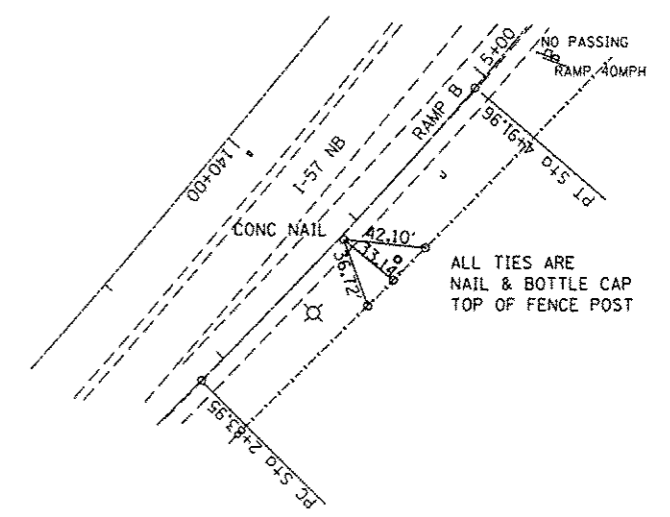
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PLOT DATE = 6/10/2014		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



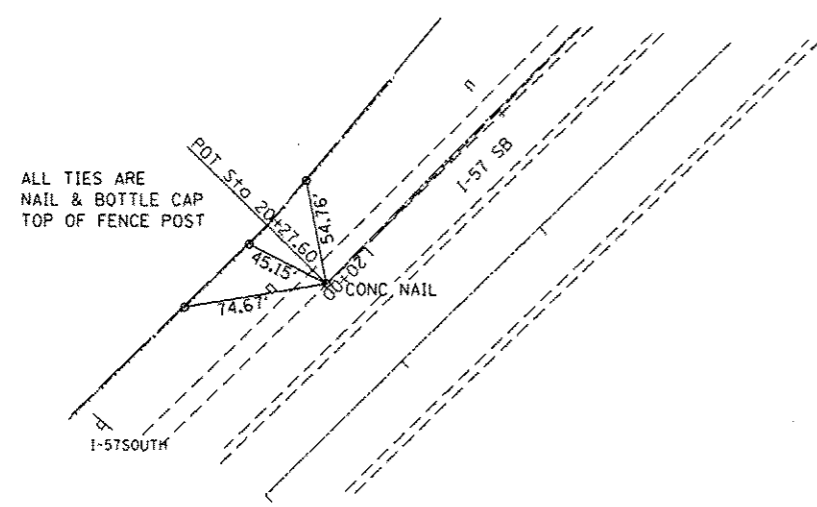
PNT 111 PI STA. 13+05.92 RAMP D



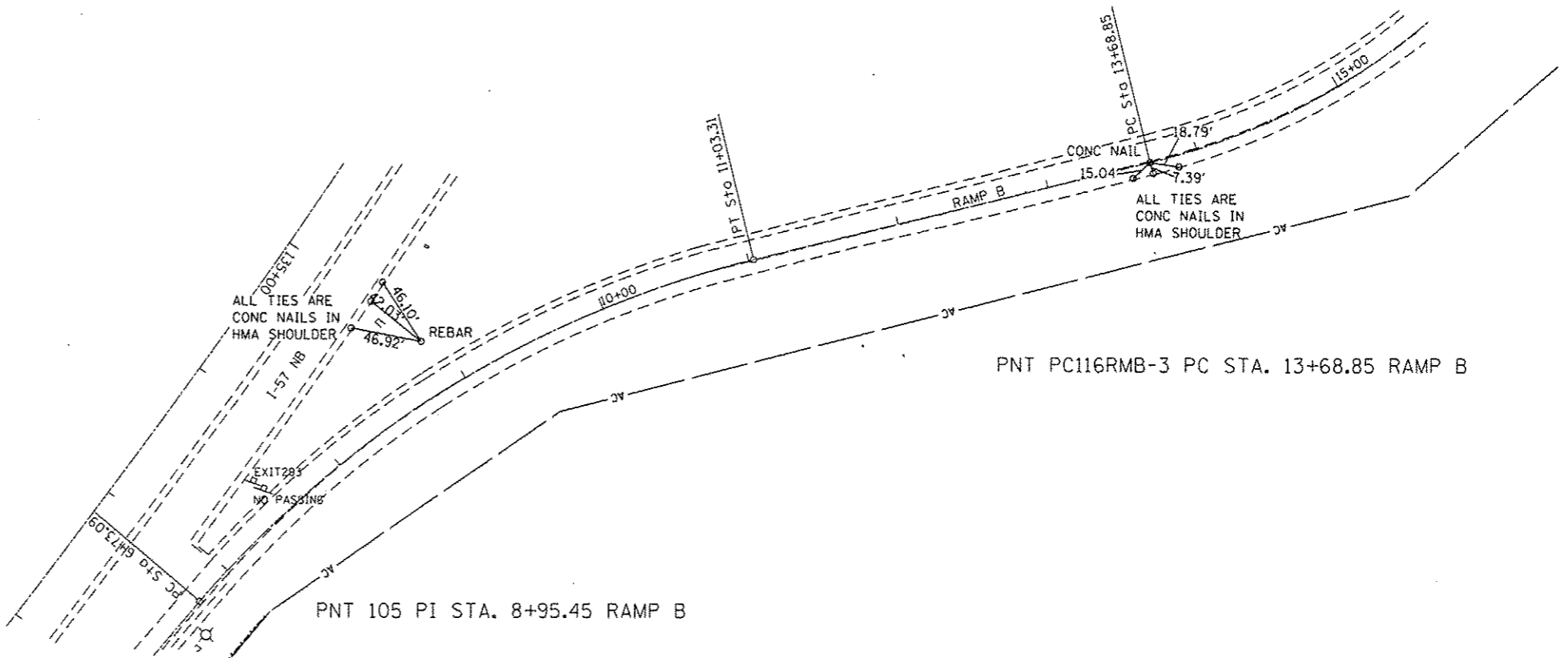
PNT 72 POT STA. 0+00.00 RAMP B



PNT 104 PI STA. 3+88.01 RAMP B



PNT 79 POT STA. 20+27.60 RAMP D



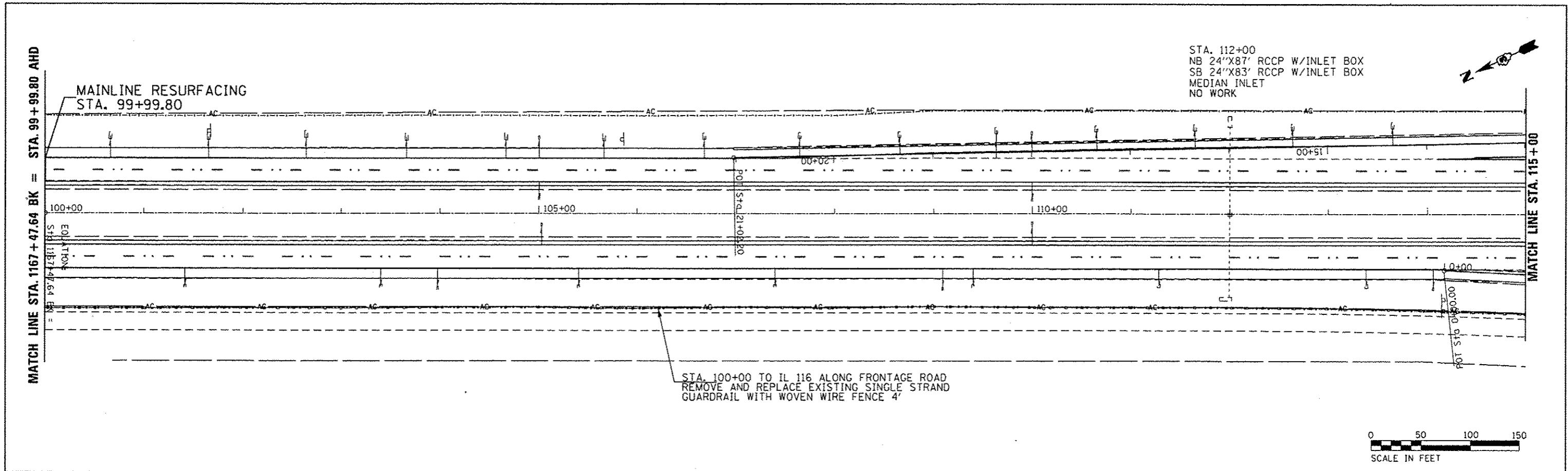
PNT 105 PI STA. 8+95.45 RAMP B

PNT PC116RMB-3 PC STA. 13+68.85 RAMP B

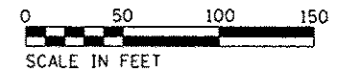
FILE NAME c:\pwork\pvidot\dunobnd\d0315542\036653-shl-alignment-ties.dgn	USER NAME = dunobnd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT & SURVEY TIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					57	(38-3)RS-2	IROQUOIS	186	22
	PLOT DATE = 6/10/2014	DATE -	REVISED -					CONTRACT NO. 66C53				
					SCALE:	SHEET NO. 6 OF 6 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

PLAN	DATE
NO. _____	BY _____
NO. _____	DATE _____
NO. _____	DATE _____
NO. _____	DATE _____

PROFILE	DATE
NO. _____	BY _____
NO. _____	DATE _____
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NO. _____	DATE _____



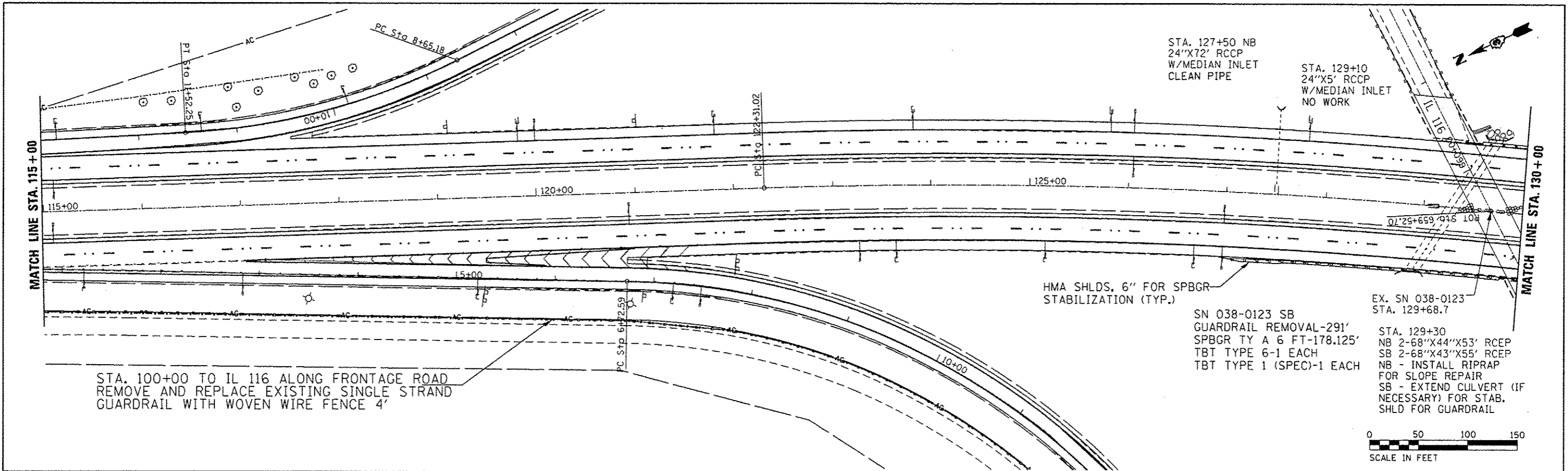
STA. 112+00
 NB 24'X87' RCCP W/INLET BOX
 SB 24'X83' RCCP W/INLET BOX
 MEDIAN INLET
 NO WORK



680		NORTH BOUND															680																																																														
675	EL. 676.16	PROPOSED & PROFILE															675																																																														
670		PROFILE OF 1967															670																																																														
665																	665																																																														
		671.70	675.70	676.16	675.60	676.06	671.10	675.50	675.96	675.40	675.86	671.15	675.30	675.77	675.20	675.67	671.16	675.10	675.57	675.00	675.47	671.17	674.90	675.37	674.80	675.27	670.76	674.70	675.17	674.60	675.07	670.66	674.50	674.98	674.40	674.88	670.68	674.30	674.78	674.20	674.68	670.46	674.10	674.58	674.00	674.48	670.14	673.90	674.38	673.80	674.29	670.17	673.70	674.19	673.60	674.09	670.04	673.50	673.99	673.40	673.89	669.92	673.30	673.79	673.20	673.69	669.27	673.10	673.60	673.00	673.50	668.11	672.90	673.40	672.80	673.30	668.95	672.70	673.20
		100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00	111+00	112+00	113+00	114+00	115+00																																																														
680	EL. 676.16	SOUTH BOUND															680																																																														
675	EL. 676.16	PROPOSED & PROFILE															675																																																														
670		PROFILE OF 1967															670																																																														
665																	665																																																														
		671.70	675.70	676.16	675.60	676.06	671.10	675.50	675.96	675.40	675.86	671.15	675.30	675.77	675.20	675.66	671.16	675.10	675.57	675.00	675.47	671.17	674.90	675.37	674.80	675.27	670.76	674.70	675.17	674.60	675.07	670.66	674.50	674.97	674.40	674.87	670.68	674.30	674.77	674.20	674.67	670.46	674.10	674.57	674.00	674.48	670.14	673.90	674.38	673.80	674.28	670.17	673.70	674.18	673.60	674.08	670.04	673.50	673.98	673.40	673.88	669.92	673.30	673.78	673.20	673.68	669.27	673.10	673.58	673.00	673.48	668.11	672.90	673.39	672.80	673.29	668.95	672.70	673.19
		100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00	111+00	112+00	113+00	114+00	115+00																																																														

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STA. 100+00 TO IL 116 ALONG FRONTAGE ROAD
REMOVE AND REPLACE EXISTING SINGLE STRAND
GUARDRAIL WITH WOVEN WIRE FENCE 4'

HMA SHLDS, 6" FOR SPBGR
STABILIZATION (TYP.)

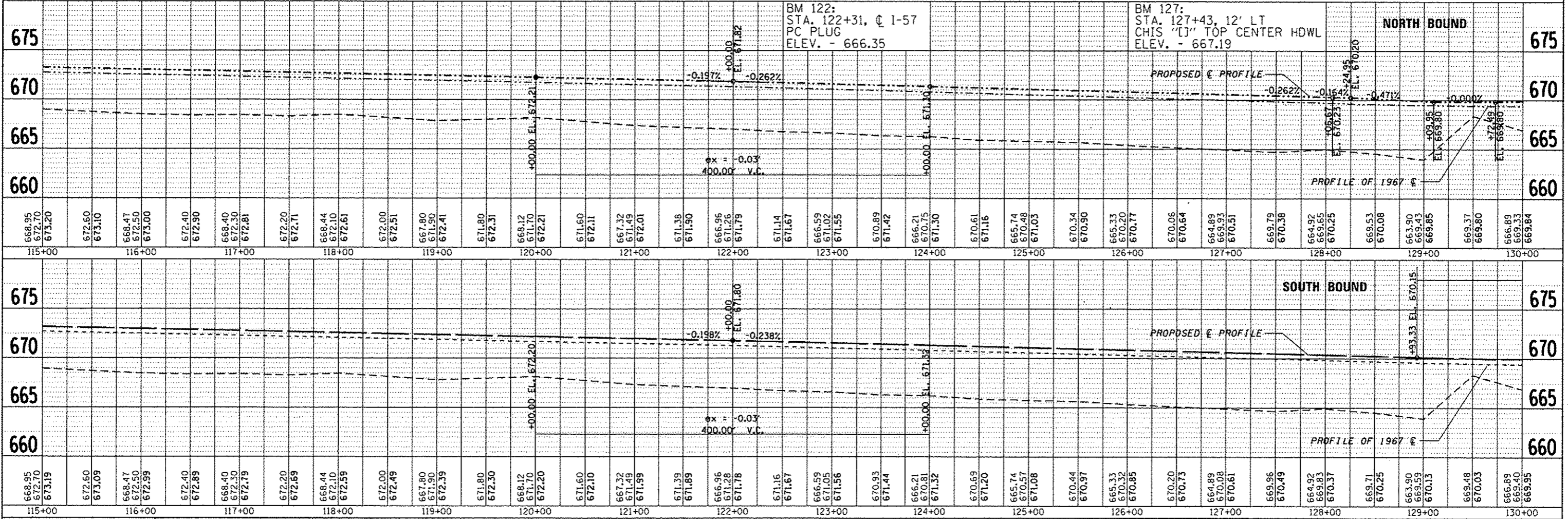
STA. 127+50 NB
24"x72" RCCP
W/MEDIAN INLET
CLEAN PIPE

STA. 129+10
24"x5' RCCP
W/MEDIAN INLET
NO WORK

SN 038-0123 SB
GUARDRAIL REMOVAL-291'
SPBGR TY A 6 FT-178.125'
TBT TYPE 6-1 EACH
TBT TYPE 1 (SPEC)-1 EACH

EX. SN 038-0123
STA. 129+68.7

STA. 129+30
NB 2-68"x44"x53' RCEP
SB 2-68"x43"x55' RCEP
NB - INSTALL RIPRAP
FOR SLOPE REPAIR
SB - EXTEND CULVERT (IF
NECESSARY) FOR STAB.
SHLD FOR GUARDRAIL



FILE NAME :	USER NAME :	DESIGNED :	REVISED :	F.A.I. RTE. :	SECTION :	COUNTY :	TOTAL SHEETS :	SHEET NO. :
o:\p\work\p10\dot\dunconbd\0315942\0366023-plensheets.dgn	dunconbd	CHECKED :	REVISED :	57	(38-3RS-2)	IROQUOIS	186	25
PLOT SCALE :	PLOT DATE :	DRAWN :	REVISED :	SCALE: 1"=50'		SHEET NO. 3 OF 31 SHEETS		STA. 115+00 TO STA. 130+00
6/10/2014		CHECKED :	REVISED :	CONTRACT NO. 66C53		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SN 038-0123 NB
 GUARDRAIL REMOVAL-288'
 SPBGR TY A 6 FT-128.125'
 TBT TYPE 6-1 EACH
 TBT TYPE 1 (SPEC)-1 EACH

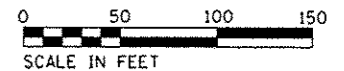
STA. 132+00
 NB 36"X61' RCCP
 W/MEDIAN INLET
 REPLACE MISSING
 GRATE ON MEDIAN
 INLET

HMA SHLDS, 6" FOR SPBGR
 STABILIZATION (TYR.)

STA. 132+00
 SB 36"X66' RCCP
 NO WORK

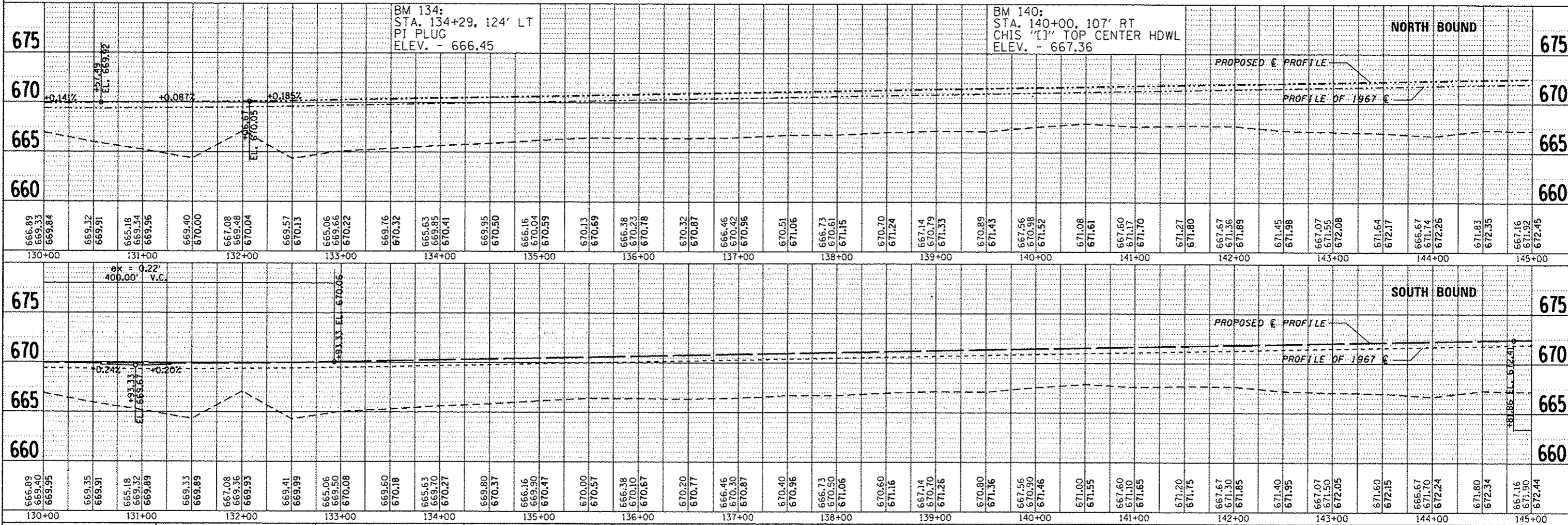
EXIST. CURVE I571R0-4
 PI STA. = 134+29.41
 $\Delta = 23^\circ 37' 37''$ (RT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.68'$
 $T = 1,198.39'$
 $L = 2,362.72'$
 $E = 123.98'$
 $e = 0.0334$
 P.C. STA. = 122+31.02
 P.T. STA. = 145+93.74
 SUPER TRANSITIONS
 STA. 121+18.42 TO STA. 122+64.42
 STA. 145+60.34 TO STA. 147+06.34

STA. 7+50 RAMP D
 24"X61' RCCP
 REMOVE END SECTION
 ADD CONC END SECTION 24"



DATE	
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NO. OF REVISED	
NOTE BOOK	
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FILE NAME	

DATE	
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PROFILE	
REVISED	
NO. OF REVISED	
NOTE BOOK	
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FILE NAME	



FILE NAME : c:\p\work\p\dot\d\unonb\03815942\036653-plansheeta.dgn	USER NAME : dunoanbd	DESIGNED -	REVISED -
PLOT SCALE = 1/80,000" = 1/8"	PLOT DATE = 6/18/2014	CHECKED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

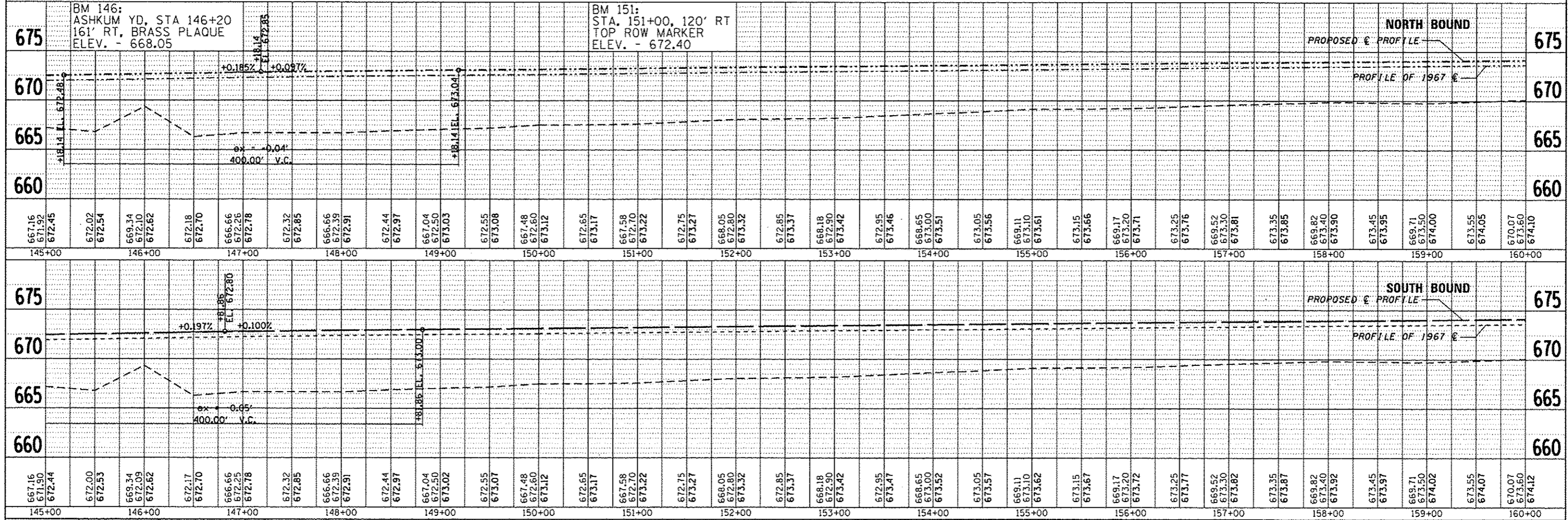
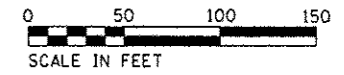
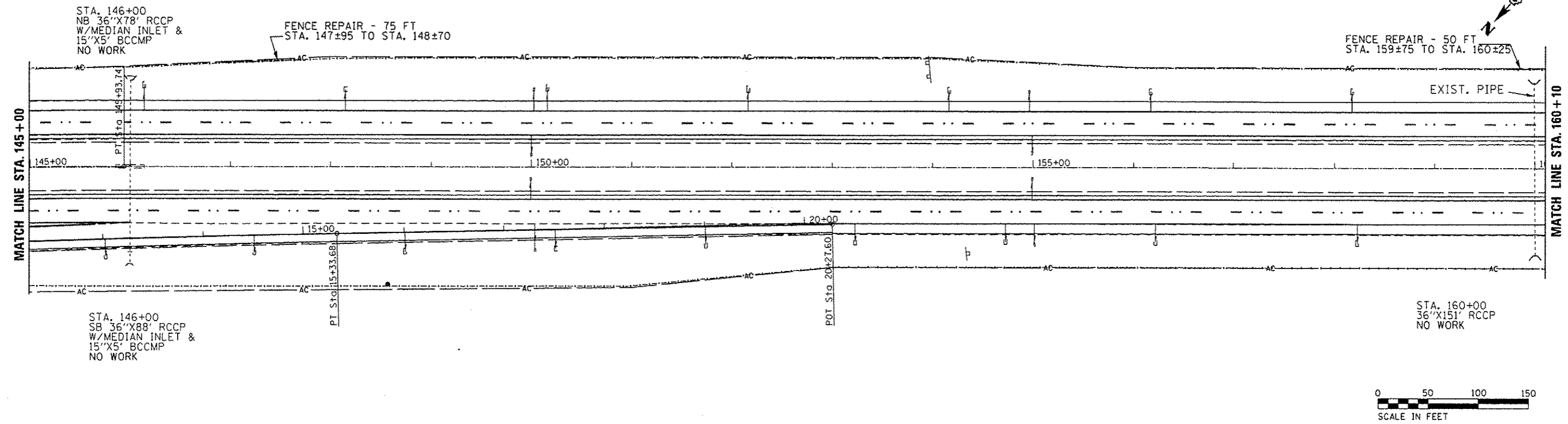
PLAN AND PROFILE

SCALE: 1"=50' SHEET NO. 4 OF 31 SHEETS STA. 130+00 TO STA. 145+00

F.A.T. RTE. 57	SECTION (38-3)RS-2	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 26
CONTRACT NO. 66C53		FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT		

DATE	
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REVISION	
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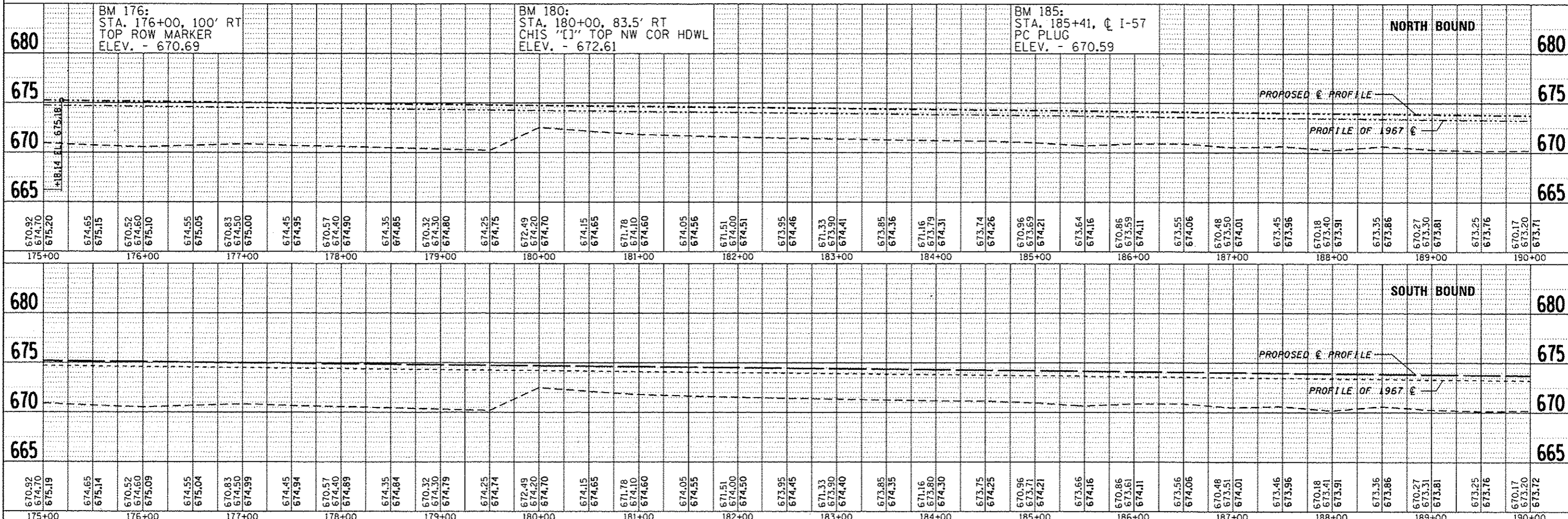
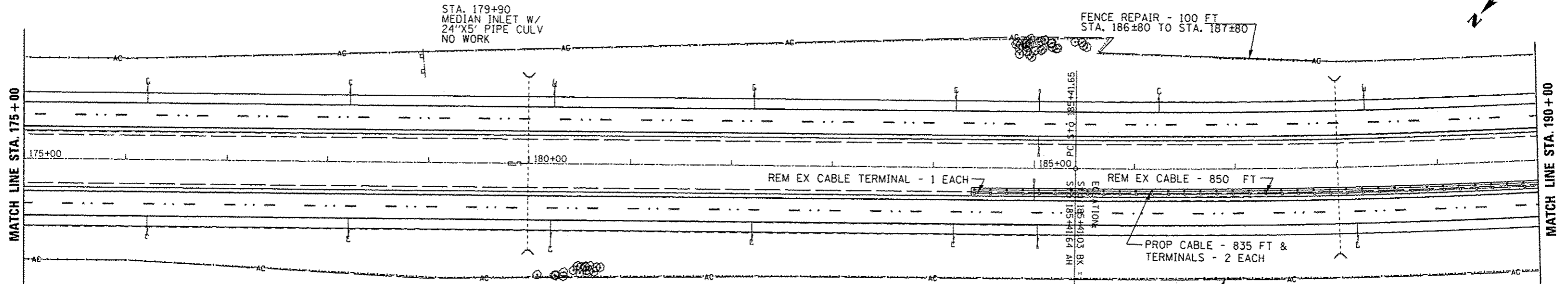
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FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
el:\p\work\p1dot1\duncanbd\2015542\0366653-plansheets.dgn		CHECKED -	REVISED -			57	(38-3)RS-2	IRROQUOIS	186	27	
PLOT SCALE = 1/800.0000 / in.		DRAWN -	REVISED -			CONTRACT NO. 66C53					
PLOT DATE = 6/18/2014		CHECKED -	REVISED -			SCALE: 1"=50'		SHEET NO. 5 OF 31 SHEETS		STA. 145+00 TO STA. 160+00	

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PROFILE	
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FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE	SCALE: 1"=50'	SHEET NO. 7 OF 31 SHEETS	STA. 175+00 TO STA. 190+00	F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\p10\10\duncanbd\10315542\036653-plansheet.dgn		CHECKED -	REVISED -						57	(38-3)RS-2	IRROQUOIS	186	29
PLOT SCALE = 100.0000' / in.		DRAWN -	REVISED -						CONTRACT NO. 66C53				
PLOT DATE = 6/10/2014		CHECKED -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

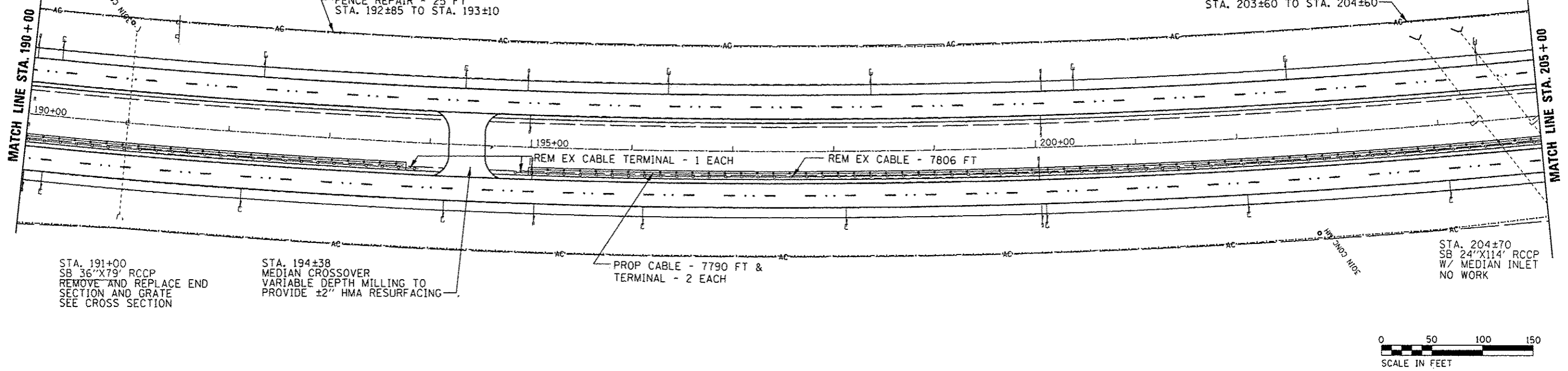
STA. 191+00
NB 36"X79' RCCP
W/ MEDIAN INLET
EAST END ADD FURNISHED EXC
& EROSION CONTROL BLANKET

STA. 204+19
NB 24"X98' RCCP
W/ MEDIAN INLET
NO WORK

STA. 204±64
NB 24"X114' RCCP
NO WORK

FENCE REPAIR - 100 FT
STA. 203±60 TO STA. 204±60

FENCE REPAIR - 25 FT
STA. 192±85 TO STA. 193±10

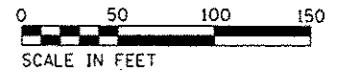


STA. 191+00
SB 36"X79' RCCP
REMOVE AND REPLACE END
SECTION AND GRATE
SEE CROSS SECTION

STA. 194±38
MEDIAN CROSSOVER
VARIABLE DEPTH MILLING TO
PROVIDE ±2" HMA RESURFACING

PROP CABLE - 7790 FT &
TERMINAL - 2 EACH

STA. 204±70
SB 24"X114' RCCP
W/ MEDIAN INLET
NO WORK



PLAN	DATE
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PROFILE	DATE
REVISED	
BY	
NOTED	
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680	BM 191: STA. 191+00, 105' RT TOP ROW MARKER ELEV. - 668.74										BM 200: STA. 200+00, C I-57 POC PLUG ELEV. - 667.47										BM 204: STA. 204+70, 93.5' RT CHIS "I" TOP NW COR HDWL ELEV. - 668.60										680																																														
675	NORTH BOUND																																								675																																				
670	PROPOSED E PROFILE																																								670																																				
665	PROFILE OF 1967 E																																								665																																				
670.17	670.20	673.71	673.15	673.66	666.18	673.10	673.61	673.05	673.56	669.84	673.00	673.51	672.95	673.46	669.93	672.90	673.42	672.85	673.37	670.89	672.80	673.32	672.75	673.27	669.16	672.70	673.22	672.65	673.17	668.83	672.60	673.12	672.55	673.07	668.59	672.50	673.02	672.45	672.97	668.24	672.40	672.92	672.35	672.87	668.00	672.30	672.82	672.25	672.77	667.76	672.20	672.72	672.15	672.67	667.40	672.10	672.62	672.05	672.57	667.17	672.00	672.52	671.95	672.47	666.87	671.90	672.42	671.85	672.37	667.08	671.80	672.33	671.75	672.28	666.09	671.70	672.23
190+00	191+00	192+00	193+00	194+00	195+00	196+00	197+00	198+00	199+00	200+00	201+00	202+00	203+00	204+00	205+00	190+00	191+00	192+00	193+00	194+00	195+00	196+00	197+00	198+00	199+00	200+00	201+00	202+00	203+00	204+00	205+00																																														
680	SOUTH BOUND																																								680																																				
675	PROPOSED E PROFILE																																								675																																				
670	PROFILE OF 1967 E																																								670																																				
665	PROFILE OF 1967 E																																								665																																				
670.17	673.20	673.72	673.15	673.67	666.18	673.10	673.62	673.05	673.57	669.84	673.00	673.52	672.95	673.47	669.93	672.90	673.42	672.85	673.37	670.89	672.80	673.32	672.75	673.27	669.16	672.70	673.22	672.65	673.18	668.83	672.60	673.13	672.55	673.08	668.59	672.50	673.03	672.45	672.98	668.24	672.40	672.93	672.35	672.88	668.00	672.30	672.83	672.25	672.78	667.76	672.20	672.73	672.15	672.69	667.40	672.10	672.64	672.05	672.59	667.17	672.00	672.54	671.95	672.49	666.87	671.90	672.44	671.85	672.39	667.08	671.80	672.34	671.75	672.29	666.09	671.70	672.24
190+00	191+00	192+00	193+00	194+00	195+00	196+00	197+00	198+00	199+00	200+00	201+00	202+00	203+00	204+00	205+00	190+00	191+00	192+00	193+00	194+00	195+00	196+00	197+00	198+00	199+00	200+00	201+00	202+00	203+00	204+00	205+00																																														

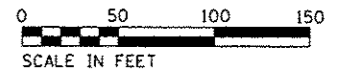
EXIST. CURVE 1571R0-5
 PI STA. = 216+54.70
 Δ = 44° 20' 26" (LT)
 D = 0° 45' 00"
 R = 7,639.63'
 T = 3,113.05'
 L = 5,912.22'
 E = 609.92'
 e = 0.0263
 P.C. STA. = 185+41.65
 P.T. STA. = 244+53.87

SUPER TRANSITIONS
 STA. 184+43.86 TO STA. 185+67.86
 STA. 244+27.66 TO STA. 245+51.66

STA. 216+92
 MEDIAN INLET
 36"X5' RCCP
 NO WORK

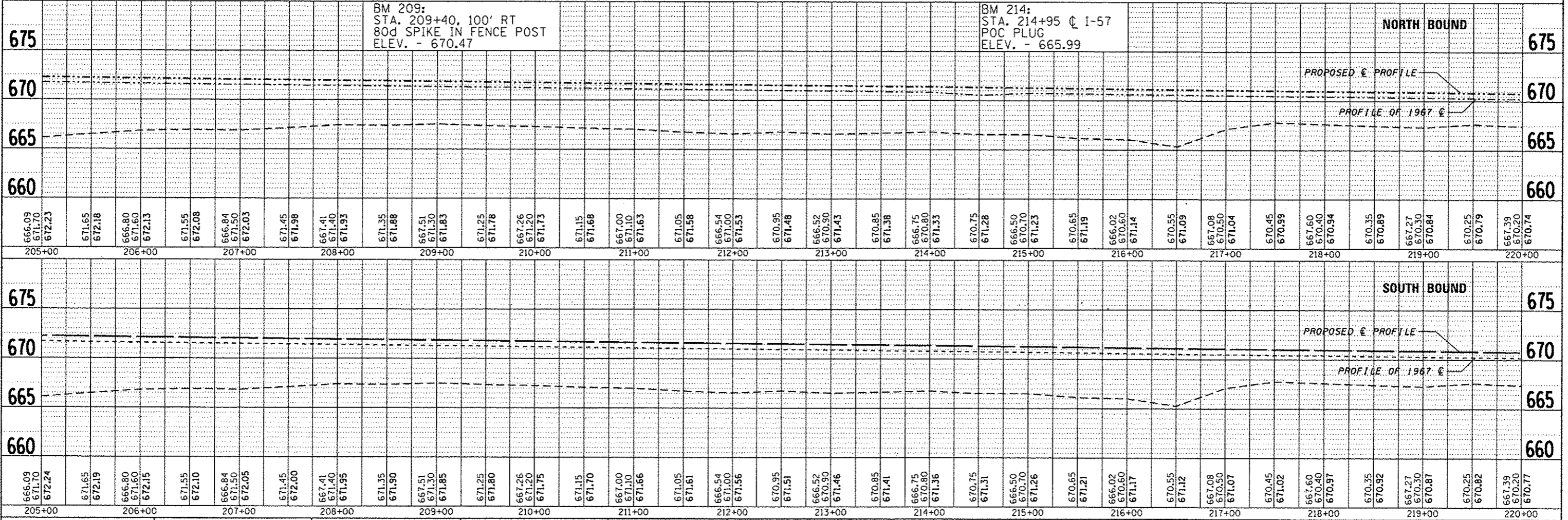
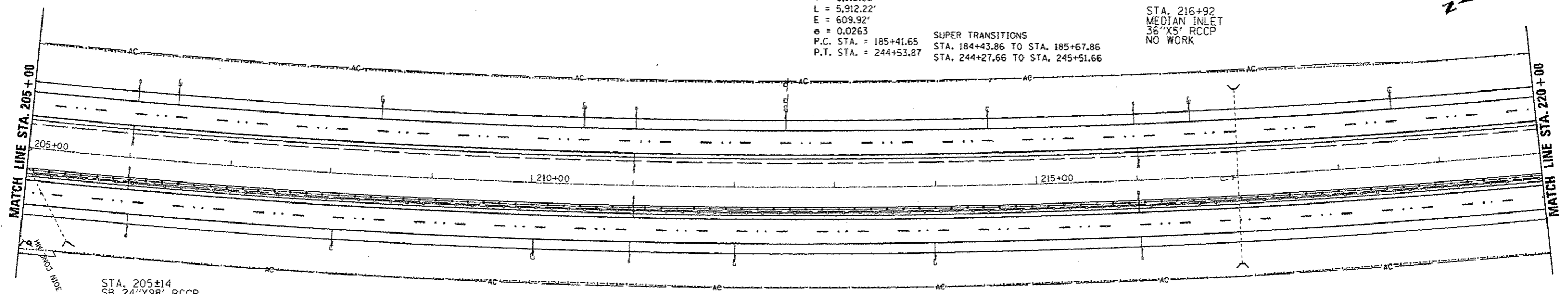
STA. 205+14
 SB 24"X98' RCCP
 NO WORK

STA. 217+00
 SB 36"X159' RCCP
 NO WORK



DATE	
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REVISIONS	
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DATE	
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DESCRIPTION	

DATE	
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REVISIONS	
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DATE	
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DESCRIPTION	





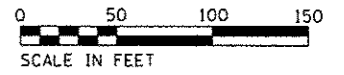
STA. 238+00
SB 36"X82" RCCP
W/ MEDIAN INLET
NO WORK

STA. 238+00
SB 36"X86" RCCP
NO WORK

FENCE REPAIR - 100 FT
STA. 237+95 TO STA. 238+95

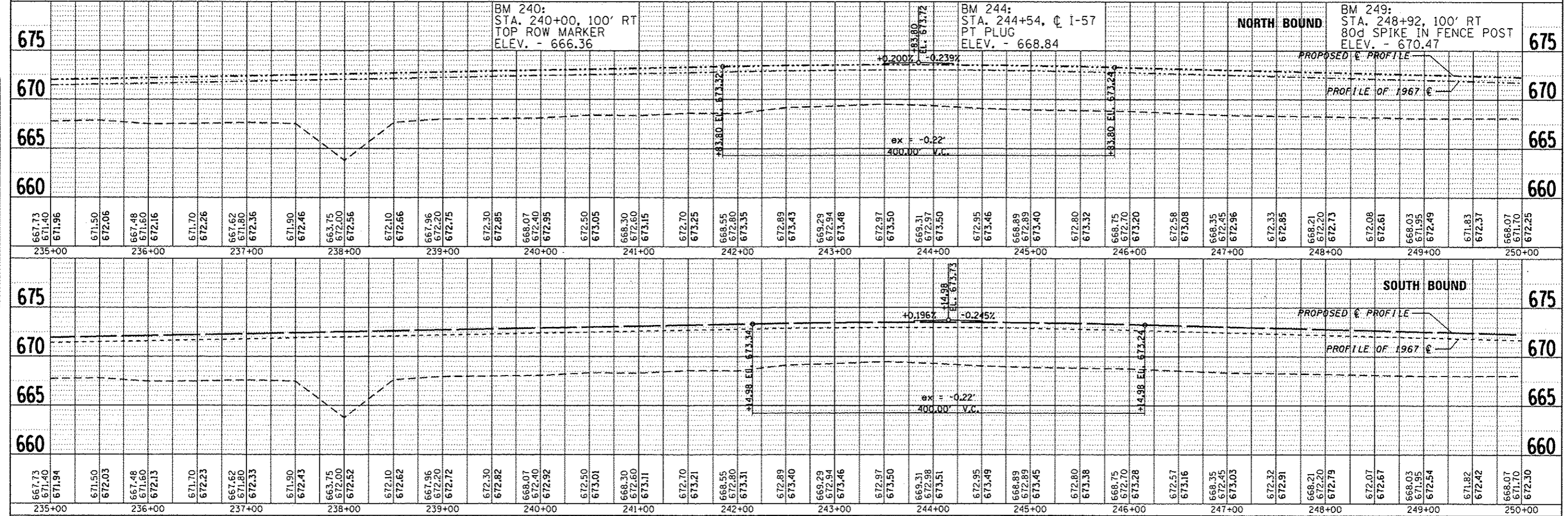
MATCH LINE STA. 235+00

MATCH LINE STA. 250+00



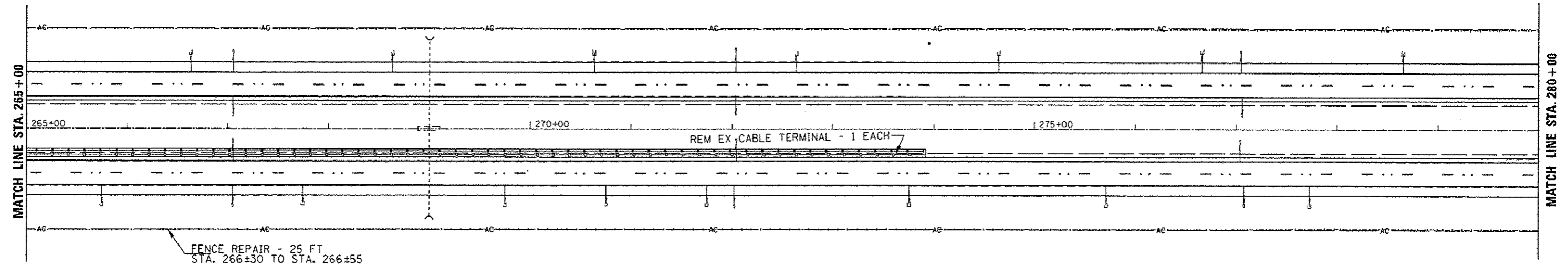
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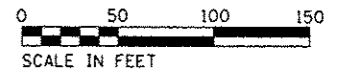


FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\p101\dot\duncanbd\18315542\036663-plansheets.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -				57	(38-3RS-2)	PROQUOIS	186	33
PLOT DATE = 6/10/2014	CHECKED -	REVISED -	SCALE: 1"=50'				SHEET NO. 11 OF 31 SHEETS	STA. 235+00 TO STA. 250+00	CONTRACT NO. 66C53		
									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

STA. 269+00
24"x78" RCCP
W/ MEDIAN INLET
NO WORK



STA. 269+00
SB 24"x78" RCCP
NO WORK



675		670		665		660		675		670		665		660																																																															
								BM 271: STA. 271+00, 100' RT TOP ROW MARKER ELEV. - 663.99																																																																					
																BM 277: STA. 277+00, C I-57 POT PLUG ELEV. - 663.22																																																													
NORTH BOUND																																																																													
PROPOSED C PROFILE																																																																													
PROFILE OF 1967 C																																																																													
664.51	663.00	669.54	668.95	669.49	664.05	668.90	669.45	668.85	669.40	663.68	668.80	669.36	668.75	669.31	663.14	668.70	669.26	668.65	669.22	663.04	668.60	669.17	668.55	669.13	663.12	668.50	669.08	668.45	669.04	663.42	668.40	668.99	668.35	668.94	663.32	668.30	668.90	668.25	668.85	663.36	668.20	668.81	668.15	668.76	663.53	668.10	668.71	668.05	668.67	663.48	668.00	668.62	667.95	668.58	663.54	667.90	668.53	667.85	668.49	663.73	667.80	668.44	667.75	668.39	663.76	667.70	668.35	667.65	668.30	663.31	667.60	668.26	667.55	668.21	663.41	667.50	668.16
265+00	266+00	267+00	268+00	269+00	270+00	271+00	272+00	273+00	274+00	275+00	276+00	277+00	278+00	279+00	280+00																																																														
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664.51	663.00	669.56	668.95	669.52	664.05	668.90	669.47	668.85	669.42	663.68	668.80	669.38	668.75	669.33	663.14	668.70	669.28	668.65	669.24	663.04	668.60	669.19	668.55	669.14	663.12	668.50	669.10	668.45	669.05	663.42	668.40	669.00	668.35	668.96	663.32	668.30	668.91	668.25	668.86	663.36	668.20	668.81	668.15	668.77	663.53	668.10	668.72	668.05	668.67	663.48	668.00	668.63	667.95	668.58	663.54	667.90	668.53	667.85	668.49	663.73	667.80	668.44	667.75	668.39	663.76	667.70	668.35	667.65	668.30	663.31	667.60	668.25	667.55	668.21	663.41	667.50	668.16
265+00	266+00	267+00	268+00	269+00	270+00	271+00	272+00	273+00	274+00	275+00	276+00	277+00	278+00	279+00	280+00																																																														

DATE	
BY	
PLAN	
NOTED	
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PROFILE	
NOTED	
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DATE	
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PROFILE	
NOTED	
DATE	
BY	

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\p\dot\ndunambd\0315942\036653-plansheeta.dgn	dunambd	CHECKED :	REVISED :			57	(38-31RS-2)	PRODUITS	186	35	
PLOT SCALE : 100.0000' / in.		DRAWN :	REVISED :			CONTRACT NO. 66C53					
PLOT DATE : 6/18/2014		CHECKED :	REVISED :			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE: 1"=50'		SHEET NO. 13 OF 31 SHEETS		STA. 265+00 TO STA. 280+00			



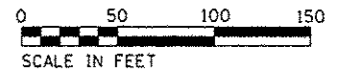
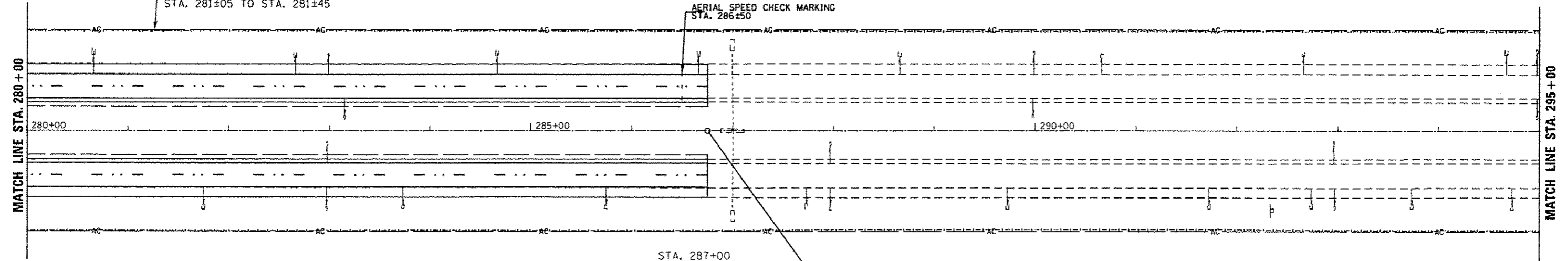
STA. 287+00
24"X76' RCCP
W/ MEDIAN INLET

FENCE REPAIR - 40 FT
STA. 281±05 TO STA. 281±45

AERIAL SPEED CHECK MARKING
STA. 286±50

STA. 287+00
SB 24"X76' RCCP

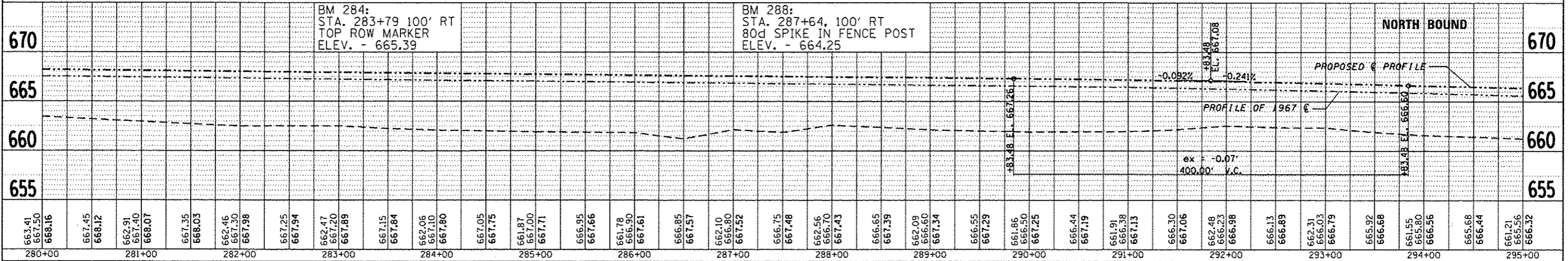
MAINLINE RESURFACING
STA. 286+75



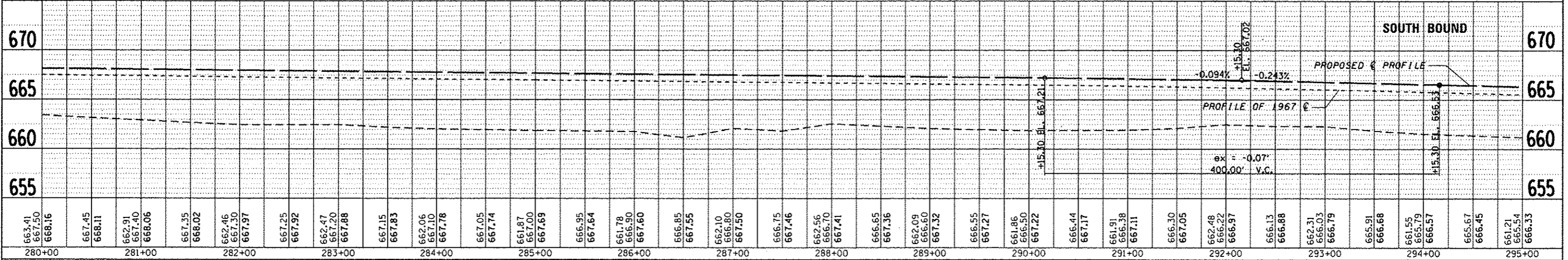
BM 284:
STA. 283+79 100' RT
TOP ROW MARKER
ELEV. - 665.39

BM 288:
STA. 287+64, 100' RT
80d SPIKE IN FENCE POST
ELEV. - 664.25

NORTH BOUND



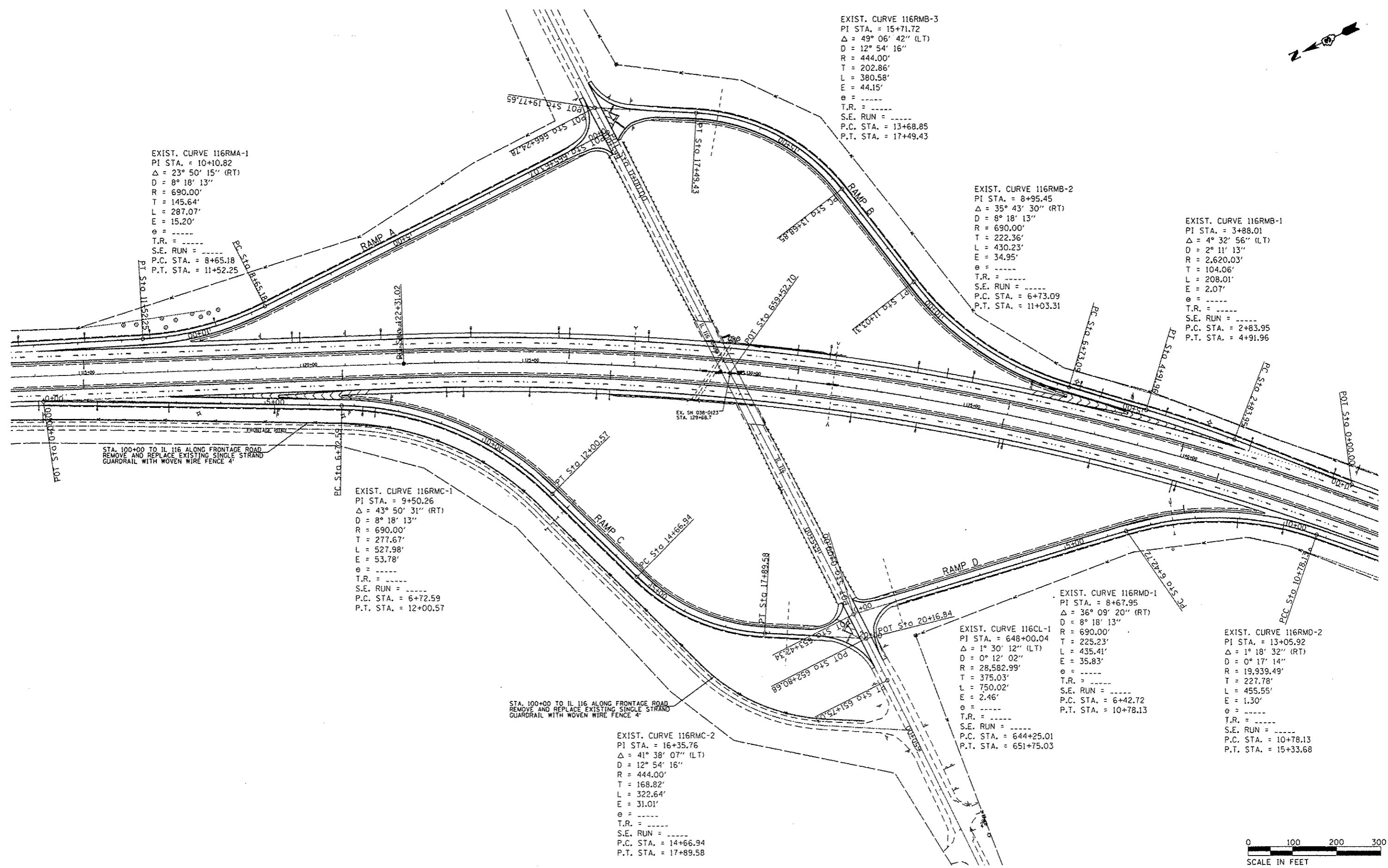
SOUTH BOUND



PLAN	DATE
REVISION	
NOTED	
ALIGNED	
CHECKED	
BY	
NO.	

PROFILE	DATE
REVISION	
NOTED	
ALIGNED	
CHECKED	
BY	
NO.	

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE	F.A.I. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:	
ct:\pwork\spic\d\duanobd\48315542\036623-plansheets.dgn	duanobd	CHECKED :	REVISED :			57	(38-3)RS-2	IROQUOIS	186	36	
PLT SCALE = 1/80.0000' / 1"		DRAWN :	REVISED :			CONTRACT NO. 66C53					
PLT DATE = 6/10/2014		CHECKED :	REVISED :			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



EXIST. CURVE 116RMA-1
 PI STA. = 10+10.82
 $\Delta = 23^\circ 50' 15''$ (RT)
 $D = 8^\circ 18' 13''$
 $R = 690.00'$
 $T = 145.64'$
 $L = 287.07'$
 $E = 15.20'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 8+65.18
 P.T. STA. = 11+52.25

EXIST. CURVE 116RMB-3
 PI STA. = 15+71.72
 $\Delta = 49^\circ 06' 42''$ (LT)
 $D = 12^\circ 54' 16''$
 $R = 444.00'$
 $T = 202.86'$
 $L = 380.58'$
 $E = 44.15'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 13+68.85
 P.T. STA. = 17+49.43

EXIST. CURVE 116RMB-2
 PI STA. = 8+95.45
 $\Delta = 35^\circ 43' 30''$ (RT)
 $D = 8^\circ 18' 13''$
 $R = 690.00'$
 $T = 222.36'$
 $L = 430.23'$
 $E = 34.95'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+73.09
 P.T. STA. = 11+03.31

EXIST. CURVE 116RMB-1
 PI STA. = 3+88.01
 $\Delta = 4^\circ 32' 56''$ (LT)
 $D = 2^\circ 11' 13''$
 $R = 2,620.03'$
 $T = 104.06'$
 $L = 208.01'$
 $E = 2.07'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2+83.95
 P.T. STA. = 4+91.96

EXIST. CURVE 116RMC-1
 PI STA. = 9+50.26
 $\Delta = 43^\circ 50' 31''$ (RT)
 $D = 8^\circ 18' 13''$
 $R = 690.00'$
 $T = 277.67'$
 $L = 527.98'$
 $E = 53.78'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+72.59
 P.T. STA. = 12+00.57

EXIST. CURVE 116RMC-2
 PI STA. = 16+35.76
 $\Delta = 41^\circ 38' 07''$ (LT)
 $D = 12^\circ 54' 16''$
 $R = 444.00'$
 $T = 168.82'$
 $L = 322.64'$
 $E = 31.01'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 14+66.94
 P.T. STA. = 17+89.58

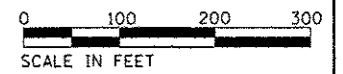
EXIST. CURVE 116CL-1
 PI STA. = 648+00.04
 $\Delta = 1^\circ 30' 12''$ (LT)
 $D = 0^\circ 12' 02''$
 $R = 28,582.99'$
 $T = 375.03'$
 $L = 750.02'$
 $E = 2.46'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 644+25.01
 P.T. STA. = 651+75.03

EXIST. CURVE 116RMD-1
 PI STA. = 8+67.95
 $\Delta = 36^\circ 09' 20''$ (RT)
 $D = 8^\circ 18' 13''$
 $R = 690.00'$
 $T = 225.23'$
 $L = 435.41'$
 $E = 35.83'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+42.72
 P.T. STA. = 10+78.13

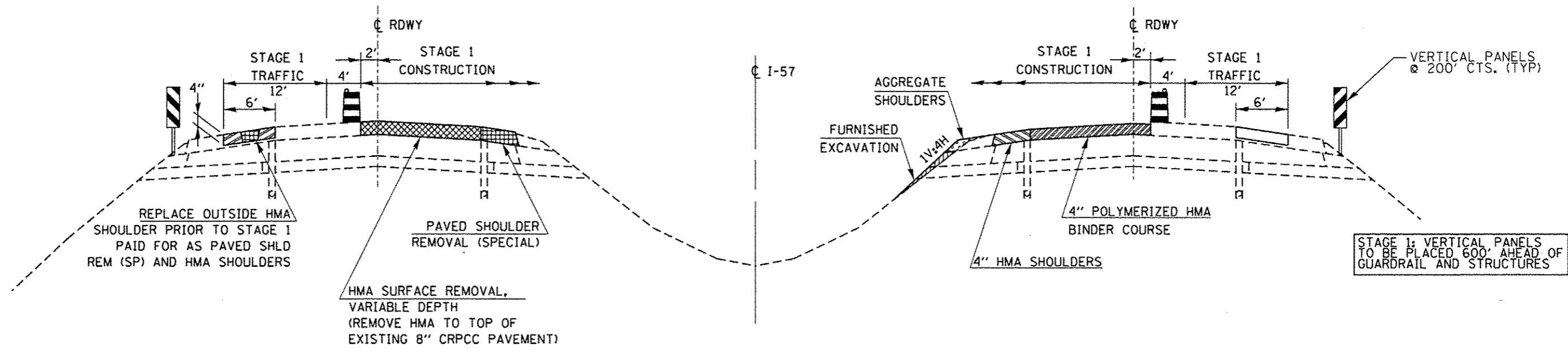
EXIST. CURVE 116RMD-2
 PI STA. = 13+05.92
 $\Delta = 1^\circ 18' 32''$ (RT)
 $D = 0^\circ 17' 14''$
 $R = 19,939.49'$
 $T = 227.78'$
 $L = 455.55'$
 $E = 1.30'$
 $\theta = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 10+78.13
 P.T. STA. = 15+33.68

STA. 100+00 TO IL 116 ALONG FRONTAGE ROAD
 REMOVE AND REPLACE EXISTING SINGLE STRAND
 GUARDRAIL WITH WOVEN WIRE FENCE 4'

STA. 100+00 TO IL 116 ALONG FRONTAGE ROAD
 REMOVE AND REPLACE EXISTING SINGLE STRAND
 GUARDRAIL WITH WOVEN WIRE FENCE 4'



FILE NAME	USER NAME : dunoanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS 116 INTERCHANGE			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\dunoanbd\08315542\036\653-plan\sheet.dgn	DRAWN -	REVISED -	REVISED -		SCALE: 100	SHEET NO. 31 OF 31 SHEETS	STA.	TO STA.	57	(38-31RS-2)	IROQUOIS	186	37
PLOT SCALE = 200.0000 / in.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 66C53								
PLOT DATE = 6/18/2014	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT								

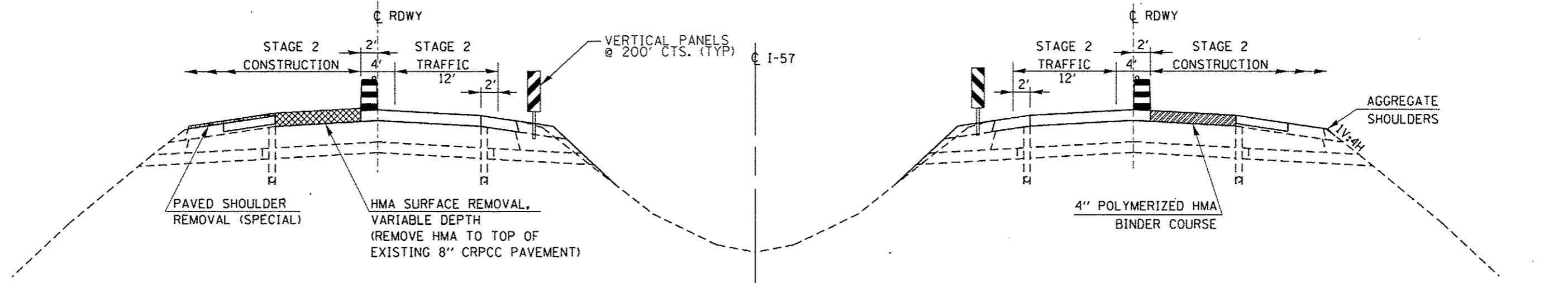


SHOWING REMOVAL

STAGE I TYPICAL

SHOWING PROPOSED

FOR BOTH STAGES:
DRUMS/BARRELS @ 100' SPACING
PER DROP-OFF POLICY UNLESS
DIRECTED BY THE ENGINEER



SHOWING REMOVAL

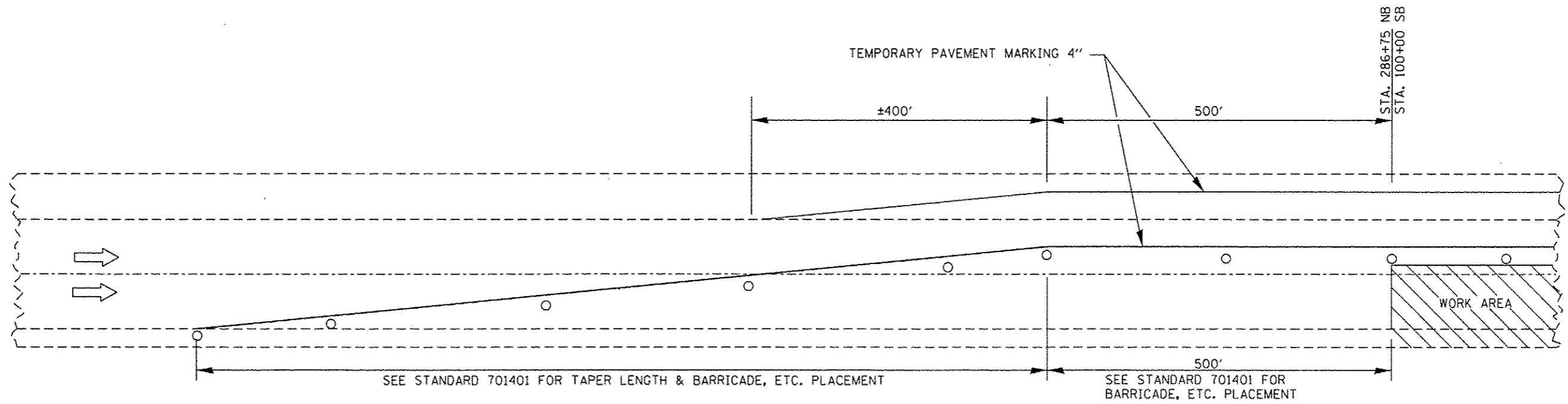
STAGE II TYPICAL

SHOWING PROPOSED

STAGE 2: VERTICAL PANELS
TO BE PLACED LENGTH OF
LANE CLOSURE

NOTE:
PLACE FINAL 1 1/2" LIFT OF HMA SURFACE, HMA SHOULDERS, AND
AGGREGATE SHOULDERS AFTER COMPLETION OF STAGE II

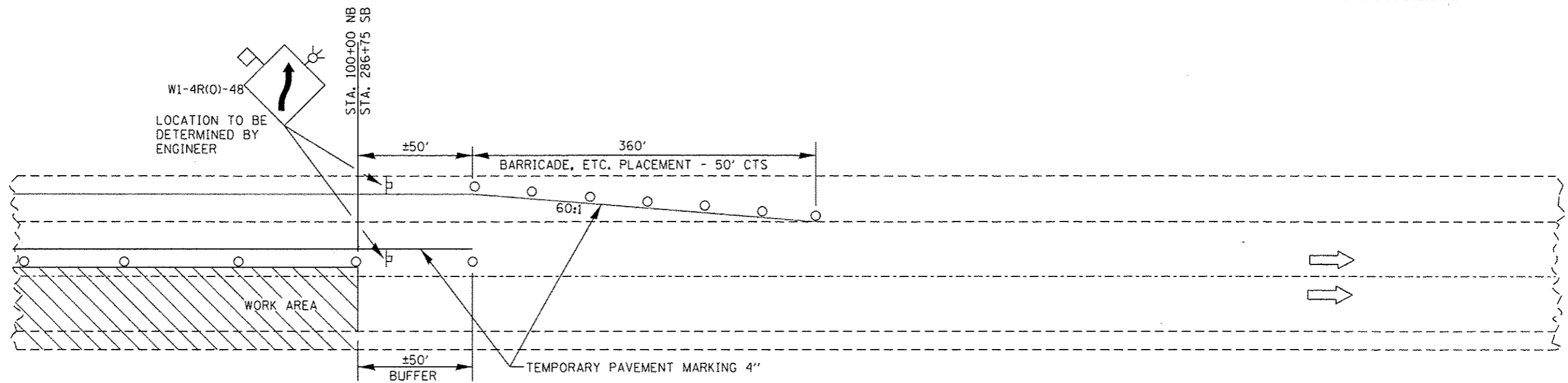
FILE NAME :	USER NAME : dunoanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED ROADWAY STAGING TYPICAL			F.A.I. RTE. 57	SECTION (38-3RS-2)	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 38
c:\pwork\pwork\dat\dunoanbd\0315542\0366653-shi-staging and TC.dgn		DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66C53	
		CHECKED -	REVISED -								ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -									



LANE CLOSURE DETAIL STAGE 1 - BEGINNING TAPER (TYPICAL)

NORTHBOUND & SOUTHBOUND

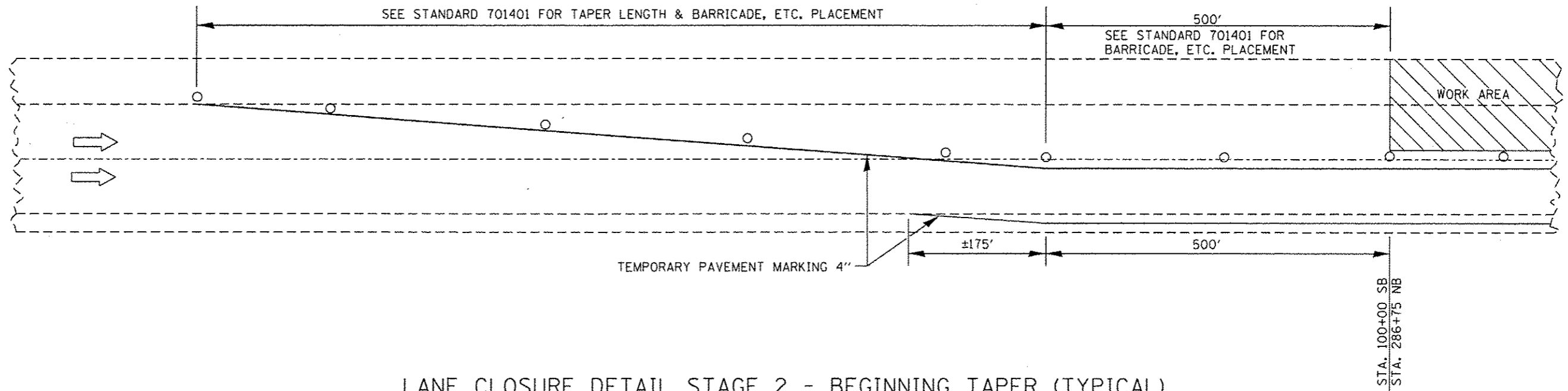
TRAFFIC CONTROL DEVICES SHOWN TO BE INCLUDED IN COST OF TC & P 701401 (SPECIAL)



LANE CLOSURE DETAIL STAGE 1 - ENDING TAPER (TYPICAL)

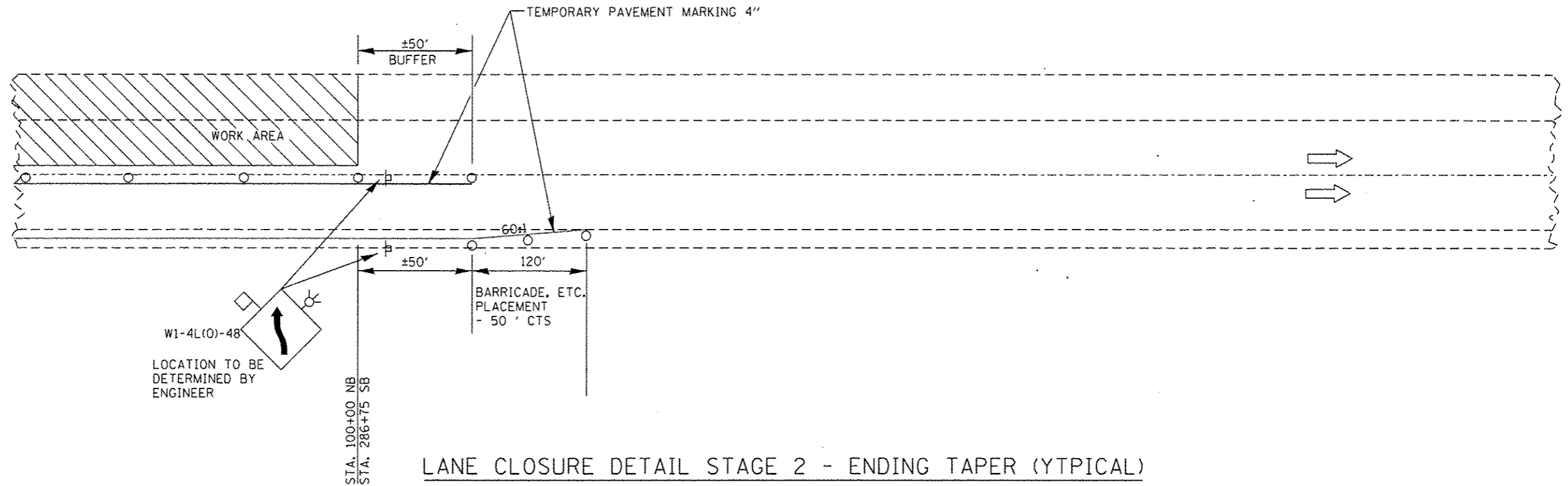
NORTHBOUND & SOUTHBOUND

FILE NAME : o:\p\work\p\idat\duncanbd\0315542\036653-shr-staging and TC.dgn	USER NAME : duncanbd	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL STAGING			F.A.I. RTE. 57	SECTION 38-3RS-2	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 39
PLOT SCALE : 1/8" = 1'-0"	CHECKED -	REVISED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66C53	
PLOT DATE : 6/18/2014	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							



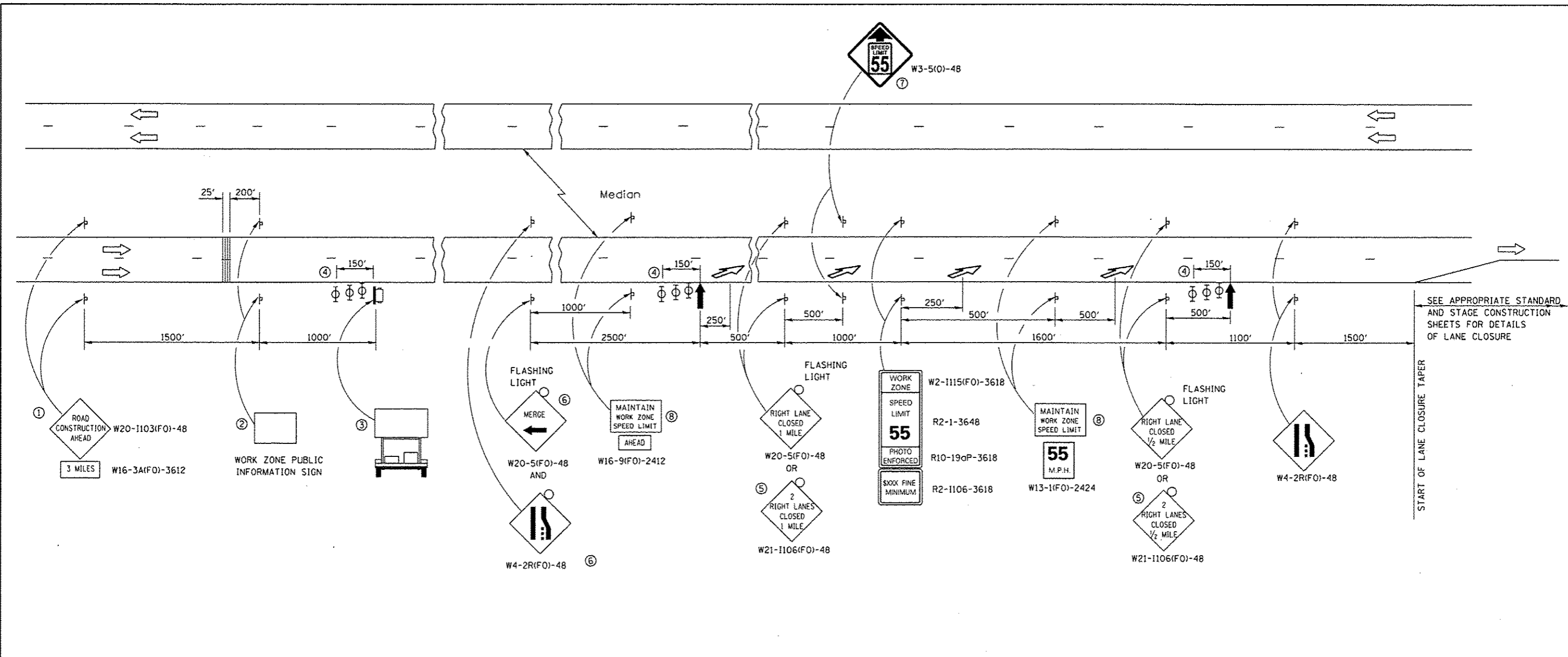
LANE CLOSURE DETAIL STAGE 2 - BEGINNING TAPER (TYPICAL)
NORTHBOUND & SOUTHBOUND

TRAFFIC CONTROL DEVICES SHOWN TO BE INCLUDED IN COST OF TC & P 701401 (SPECIAL)



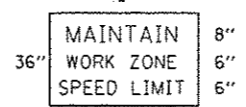
LANE CLOSURE DETAIL STAGE 2 - ENDING TAPER (TYPICAL)
NORTHBOUND & SOUTHBOUND

FILE NAME :	USER NAME : duncanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL STAGING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
ct:\pwwork\p1dot\duncanbd\0315542\036093-shl-staging and TC.dgn		DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	57	38-31RS-2	IRROQUOIS	186	40
PLOT SCALE : 100.0000' / in.		CHECKED -	REVISED -												
PLOT DATE : 6/18/2014		DATE -	REVISED -												
												ILLINOIS FED. AID PROJECT			



- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
"RIGHT LANE CLOSED" / " x MILES AHEAD"
"LEFT LANE CLOSED" / " x MILES AHEAD"
"ALL LANES OPEN"
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.
- ⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
- ⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.
- ⑦ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATER THAN 65 MPH.

⑧ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.
48"



- ↑ ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- ↘ LANE DROP ARROW - SEE STANDARD 780001
- ▨ TEMPORARY THERMOPLASTIC RUMBLE STRIPS

GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

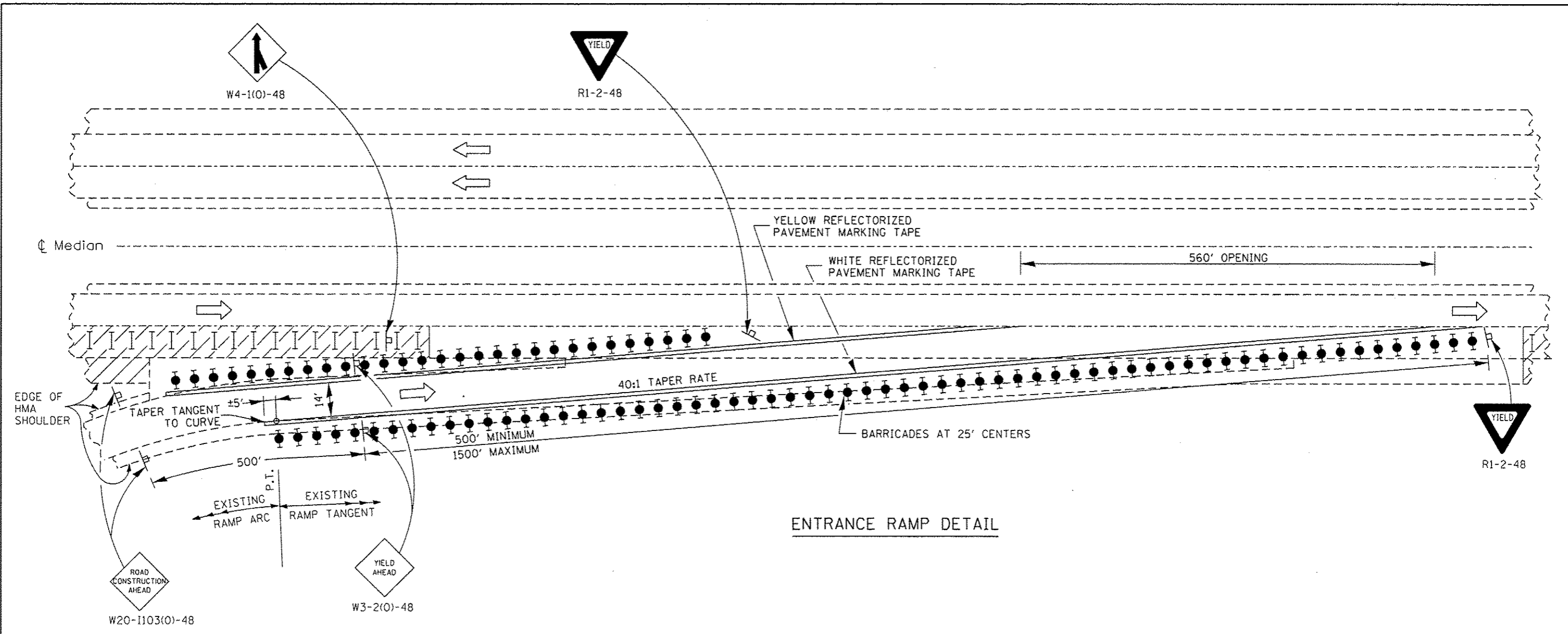
WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.






ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

FILE NAME : c:\p\work\pvidot\duncanbd\0315542\036	USER NAME : duncanbd	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STANDARD 701400 (SPECIAL)			F.A.I. RTE. 57	SECTION 138-31RS-2	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 41
PLOT SCALE : 100.0000" / in.		CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66C53	
PLOT DATE : 6/10/2014		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



ENTRANCE RAMP DETAIL

SYMBOLS

-  WORK AREA
-  SIGN
-  TYPE II BARRICADES OR DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADES OR DRUMS
-  DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHT

GENERAL NOTES

THIS DETAIL IS USED WHERE, AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES REQUIRE A LANE CLOSURE LONGER THAN 5 DAYS AND IS IN CLOSE PROXIMITY OF AN EXIT OR ENTRANCE RAMP AND SUPPLEMENTS OTHER TRAFFIC CONTROL STANDARDS FOR LANE CLOSURES.

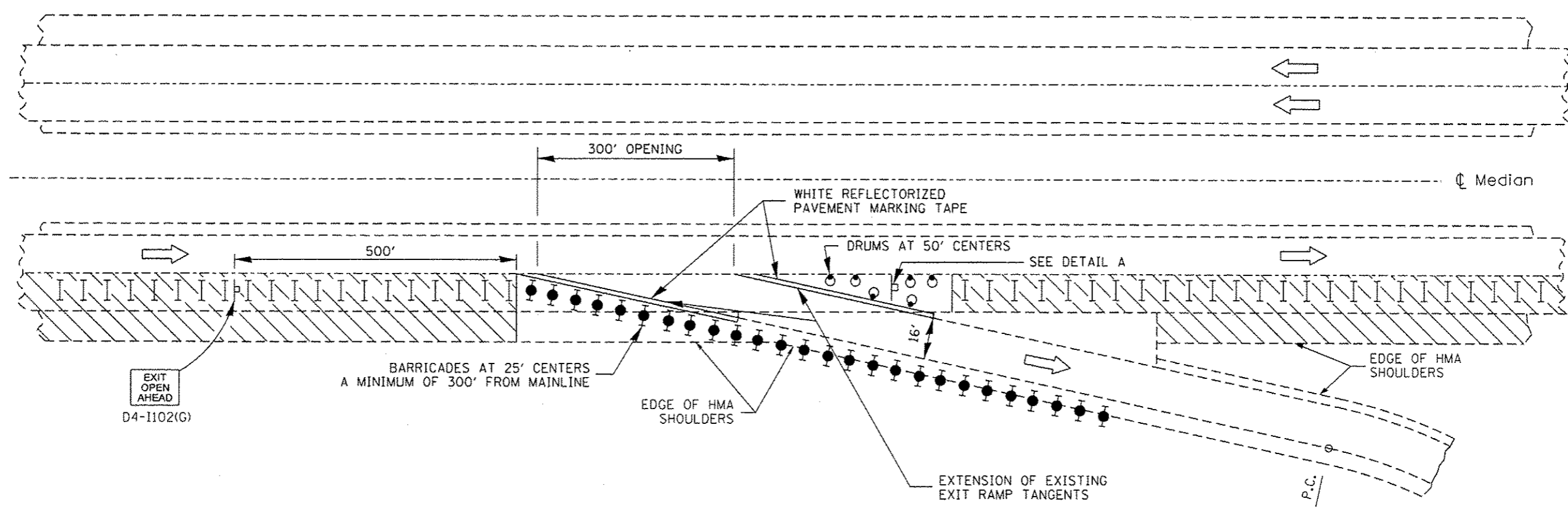
THESE DETAILS ALSO APPLY WHEN WORK IS BEING PERFORMED IN THE LEFT LANES AND THE RAMPS ENTER AND EXIT ON THE LEFT. UNDER THESE CONDITIONS, THE EXIT SIGN ARROW AND THE SIDE ROAD SYMBOL SIGN SHALL BE CHANGED.

SEE STANDARD 701411 FOR LANE CLOSURES OF 5 DAYS OR LESS.

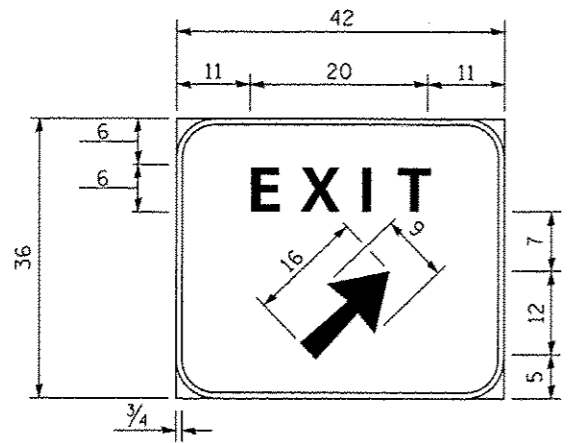
TEMPORARY PAVEMENT MARKING TAPE INCLUDED IN THE COST OF THIS PAY ITEM.

NOT TO SCALE

FILE NAME =	USER NAME = dunoanbd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STANDARD 701411 (GREATER THAN 5 DAYS)		F.A.I. RTE. 57	SECTION 38-3RS-2	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 42	
c:\pwork\pwork\dunoanbd\0319542\036	CS3-shr-staging and TC.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 66C53	
	PLOT SCALE = 1/8" = 100'	CHECKED -	REVISED -									
	PLOT DATE = 6/18/2014	DATE -	REVISED -									



EXIT RAMP DETAIL



Background - Green
Border and legend - White
"D" size letters

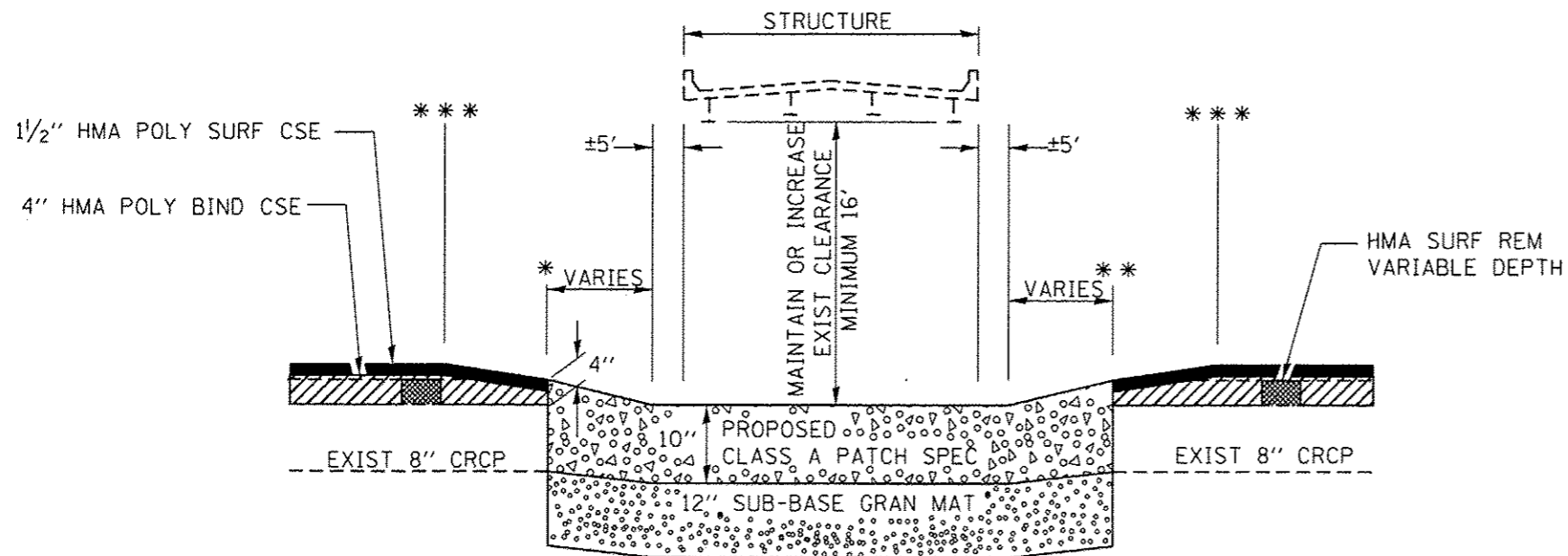
EXIT SIGN - SPECIAL

DETAIL A

(To be utilized where distance between the two rows of channelizing devices is 6' in width.)

NOT TO SCALE

FILE NAME : e:\pwork\pwork\duncanbd\0319542\036	USER NAME : duncanbd SC53-ehs-staging and TC.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STANDARD 701411 (GREATER THAN 5 DAYS)		F.A.I. RTE. 57	SECTION 038-31RS-2	COUNTY IROQUOIS	TOTAL SHEETS 186	SHEET NO. 43	
PLOT SCALE = 1/8" = 100.0000' / 1"		CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66C53	
PLOT DATE = 6/10/2014		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

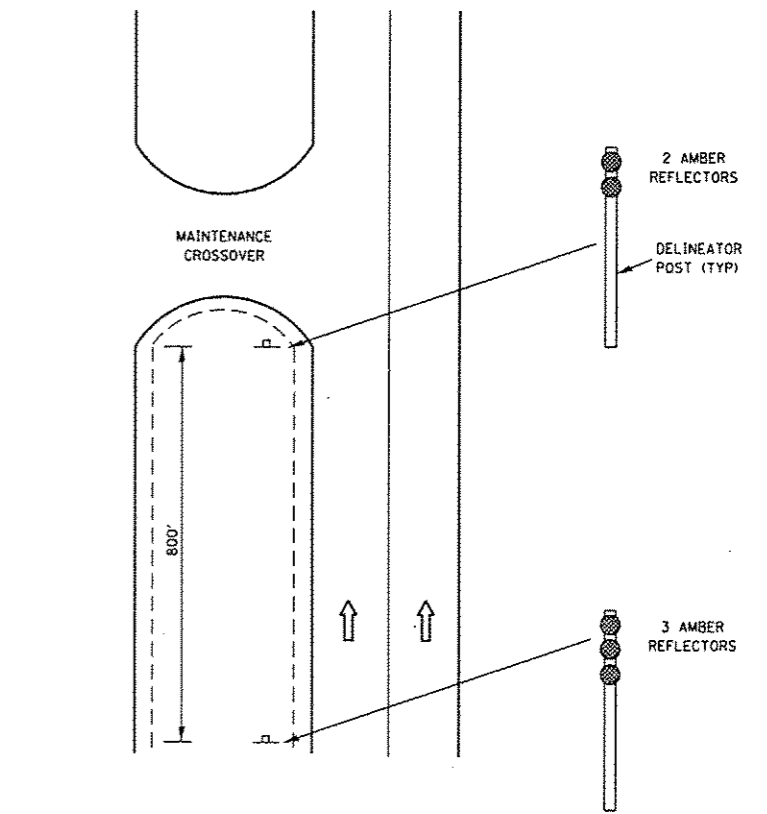


PATCHING DETAIL UNDER STRUCTURES

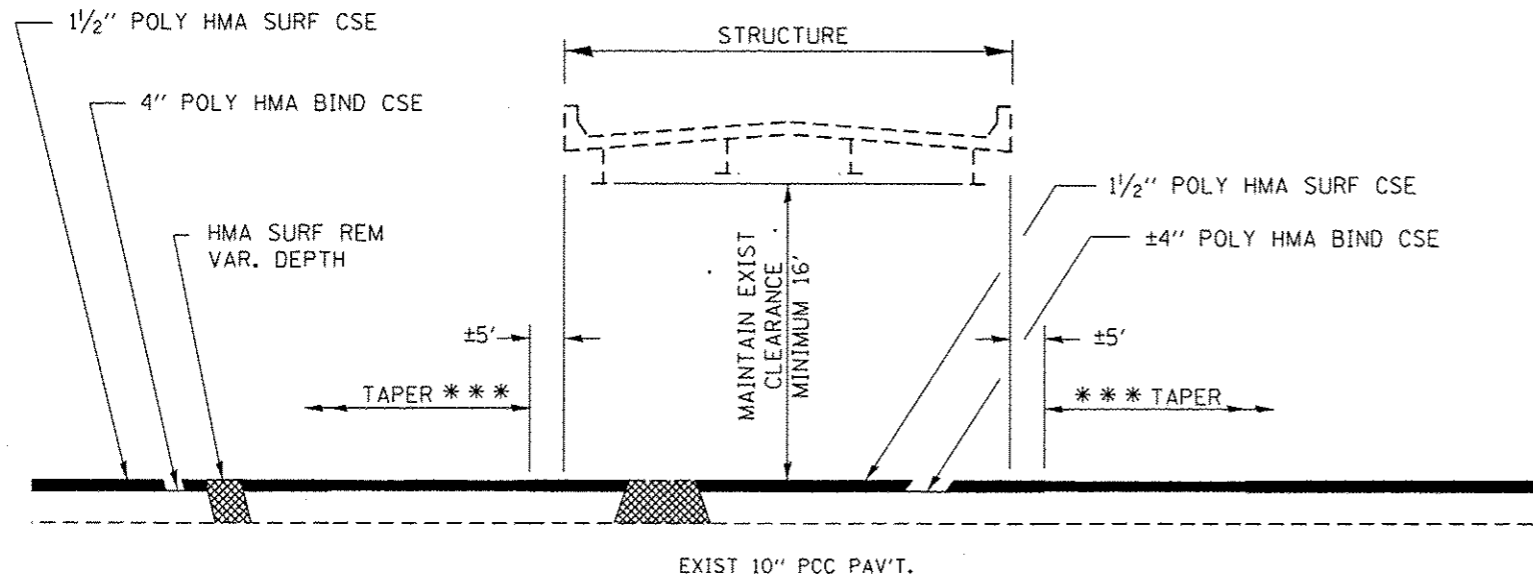
* STA 259±85 SB S.N. 038-0125 **STA 261±00 SB
 * STA 259±80 NB S.N. 038-0125 **STA 260±90 NB

*** SEE PROPOSED PROFILE

PIPE UNDERDRAIN TO BE INSTALLED AS DIRECTED BY THE ENGINEER.



DELINEATION FOR MAINTENANCE CROSSOVER (TYPICAL FOR BOTH DIRECTIONS)



*** SEE PROFILE FOR PROPOSED TAPERS

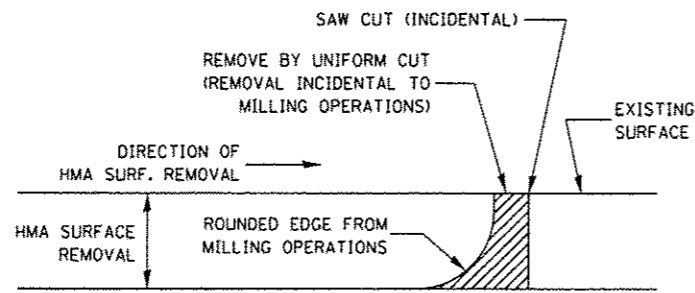
TAPER DETAIL UNDER STRUCTURES

S.N. 038-0123 NORTHBOUND & SOUTHBOUND

FILE NAME :	USER NAME : duncanbd	DESIGNED -	REVISED -
ci:\pwwork\p1dot\duncanbd\10315542\036653-ahs-detail.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 6/10/2014		DATE -	REVISED -

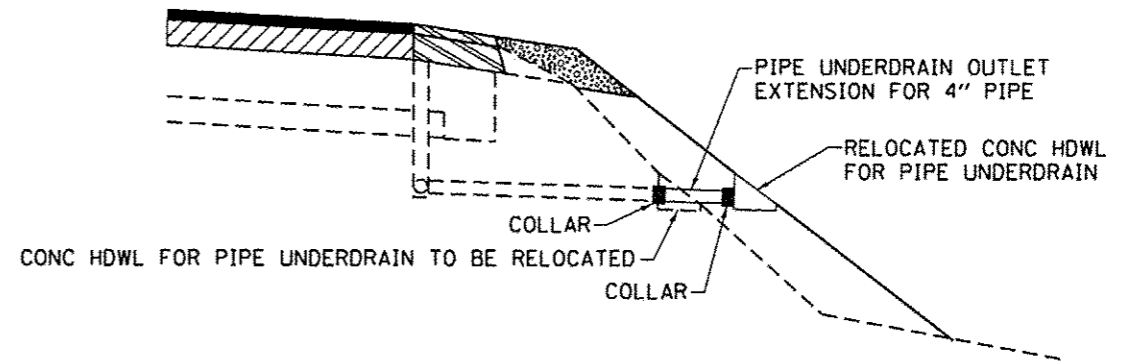
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:		SHEET NO. OF SHEETS		STA.	TO STA.	F.A.I. RTE. 57		SECTION 038-3RS-2	COUNTY IROQUOIS	TOTAL SHEETS 106	SHEET NO. 44
DETAILS										CONTRACT NO. 66C53	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT											



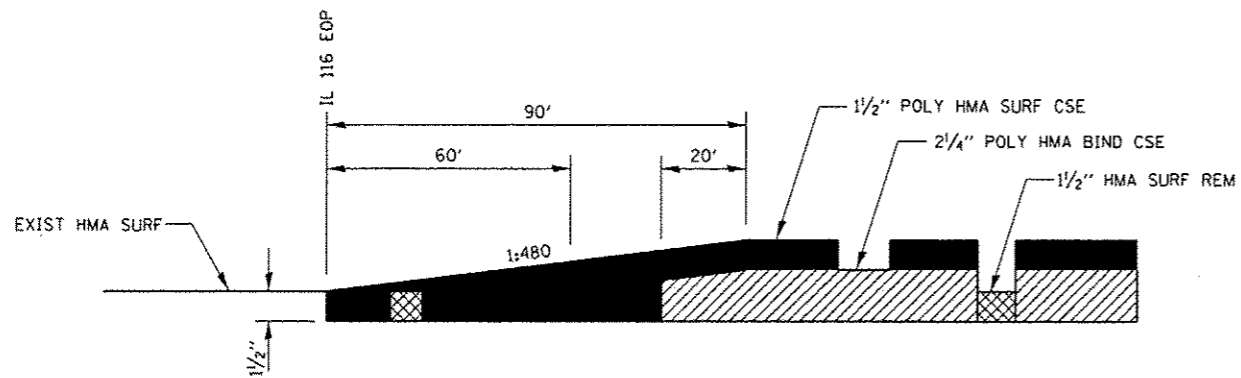
NOTE:
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,
 THEN A SAW CUT SHALL BE USED TO MANUFACTURE
 A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.
 THE ENGINEER SHALL BE THE SOLE JUDGE
 CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS

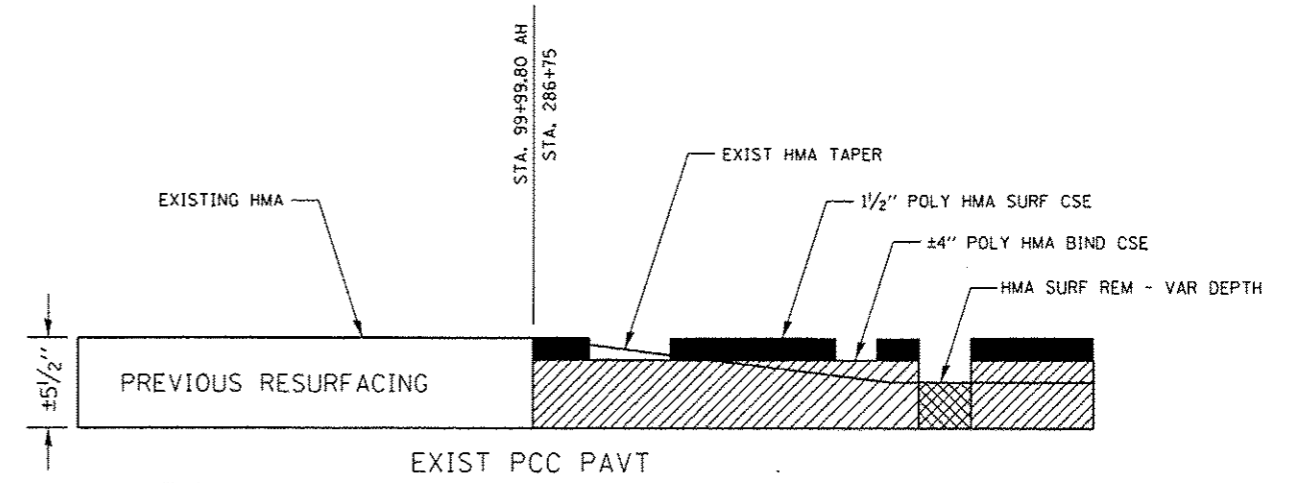


PIPE UNDERDRAIN TO BE FIELD LOCATED BY THE
 CONTRACTOR AND AS DIRECTED BY THE ENGINEER

PIPE UNDERDRAIN OUTLET EXTENSION FOR 4" PIPE

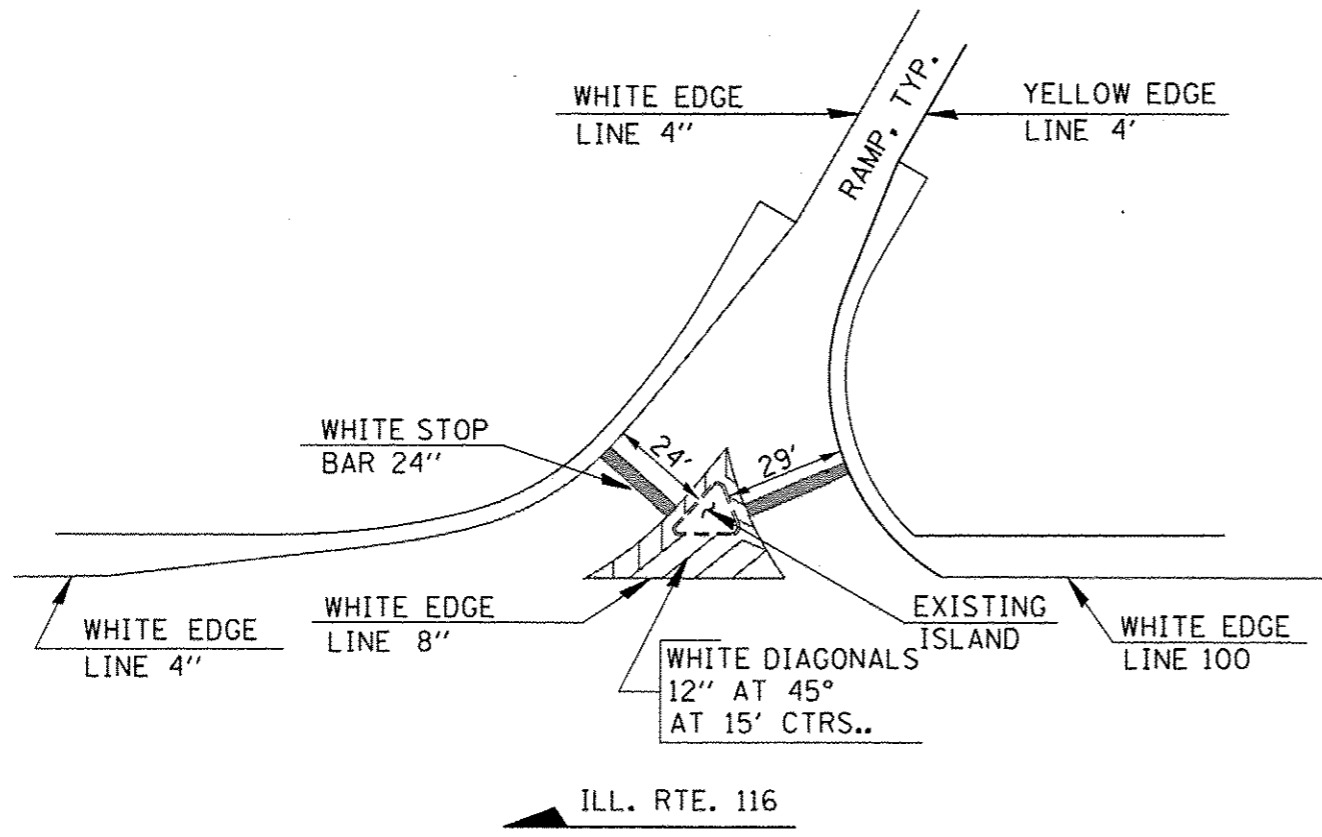


TAPER AT RAMPS

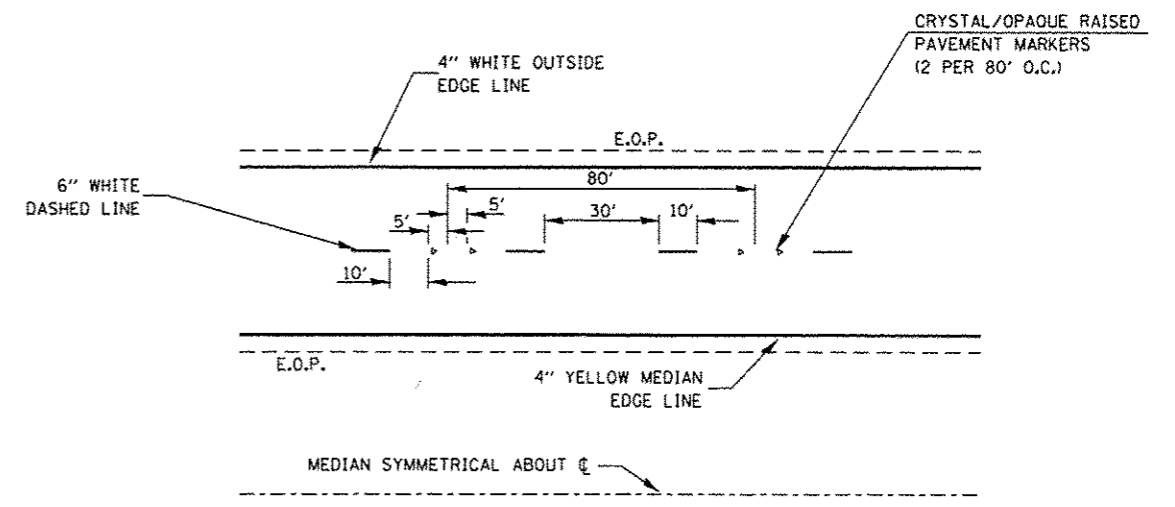


BEGINNING & ENDING TAPERS

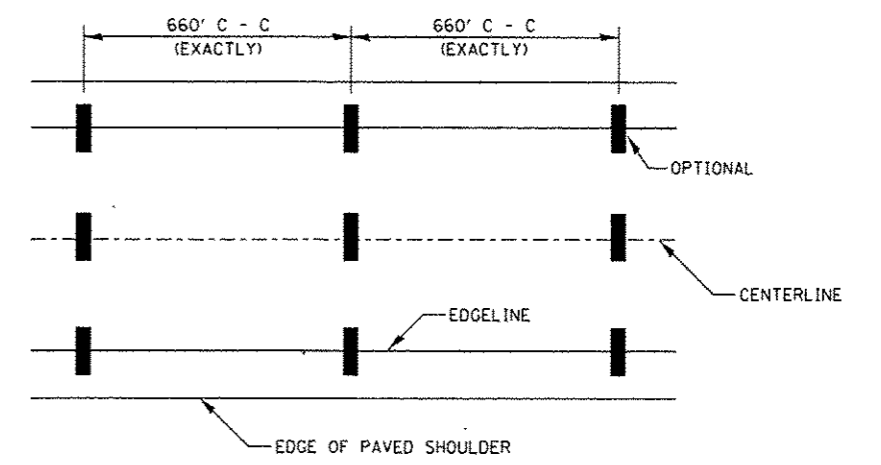
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PLOT SCALE : 100.0000' / in.		CHECKED -	REVISED -					SCALE: 1	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 66C53	
PLOT DATE : 6/18/2014		DATE -	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							



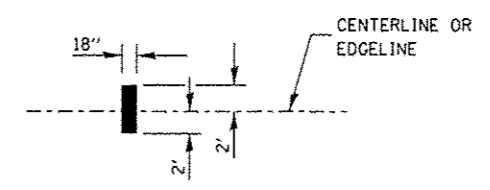
PAVEMENT MARKING AT RAMPS AND ILL.116 ,TYP.
N.T.S.



TYPICAL PAVEMENT MARKINGS

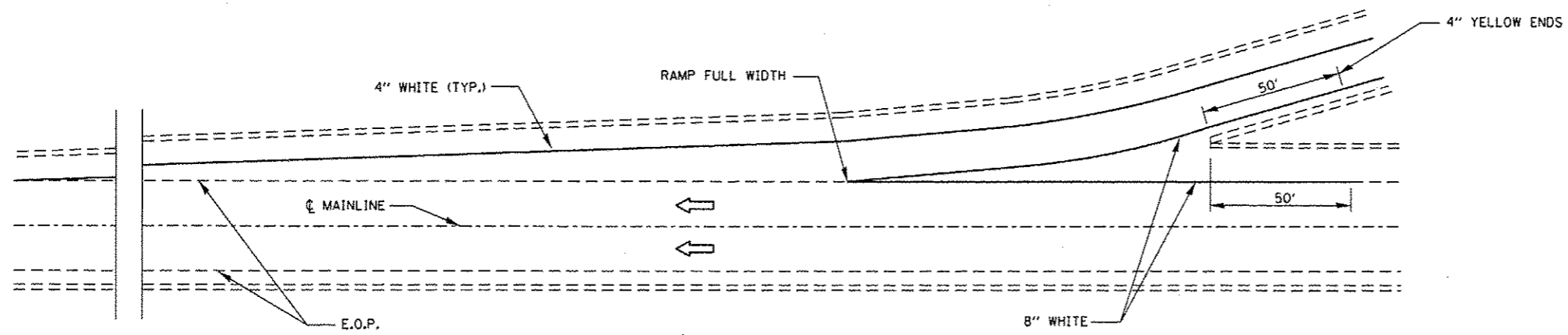


IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.



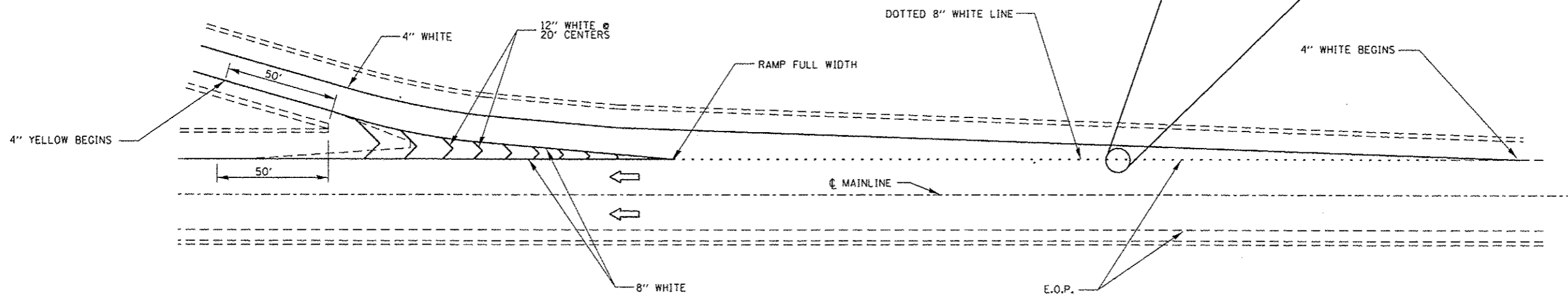
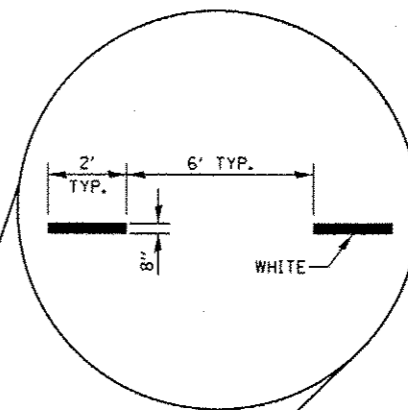
AERIAL SPEED CHECK ZONES

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	PLOT DATE : 6/18/2014	DATE -	REVISED -			57	(38-3)RS-2	IRROQUOIS	186	46
						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 66C53	



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS

INTERSTATE RAMP TRANSITION LINE

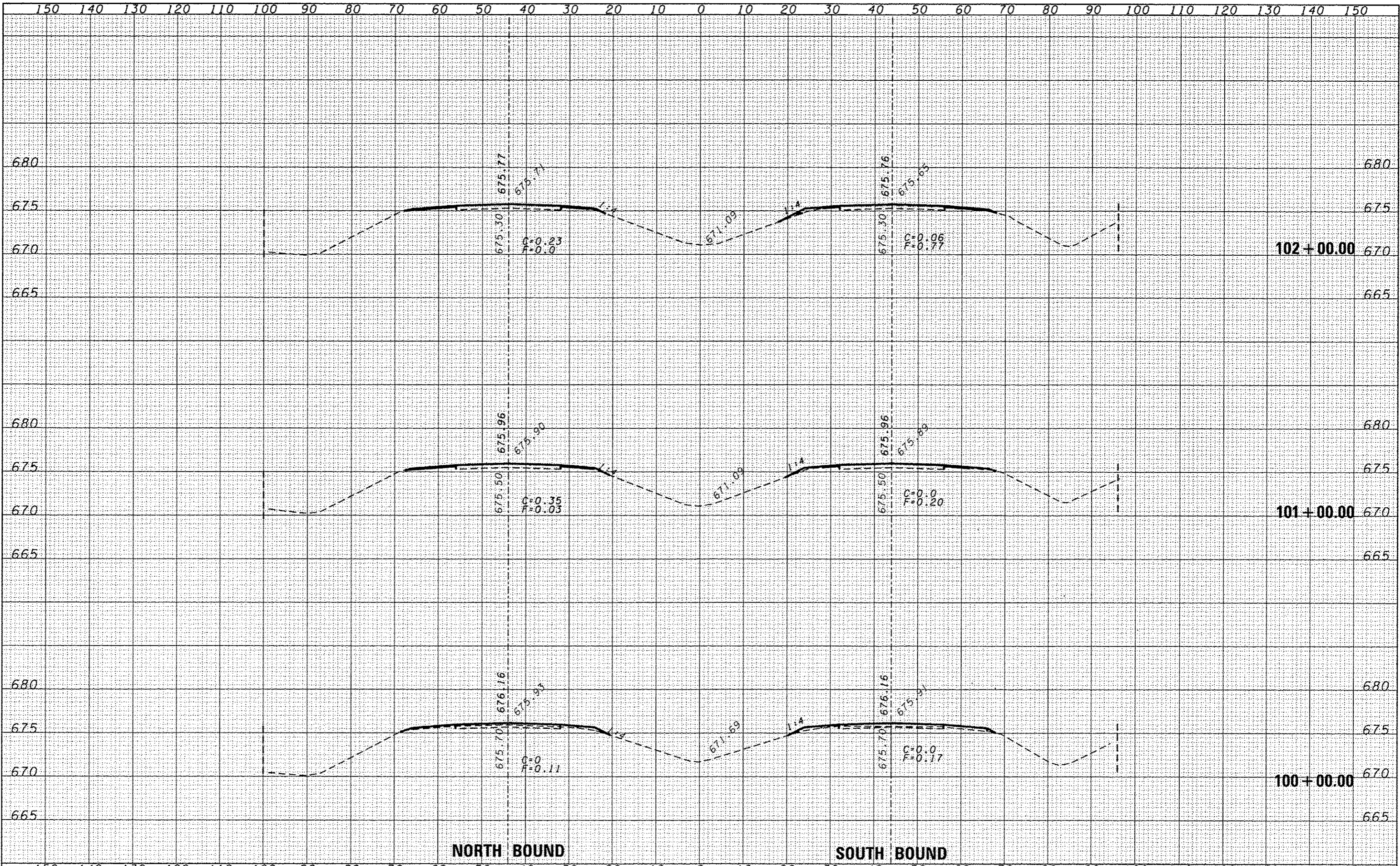


TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

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	PLOT DATE = 6/10/2014	DATE -	REVISED -		REVISED -	SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

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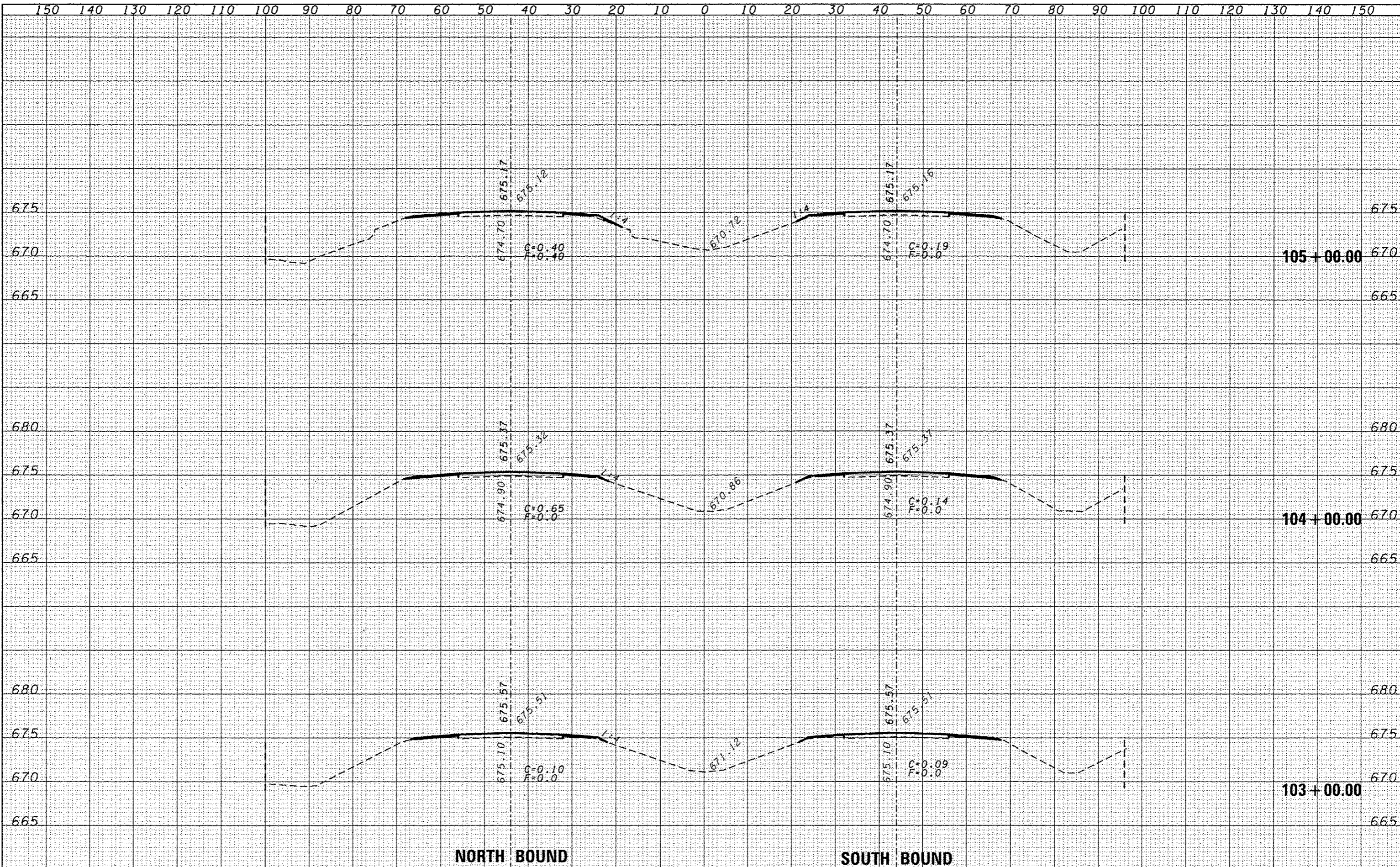
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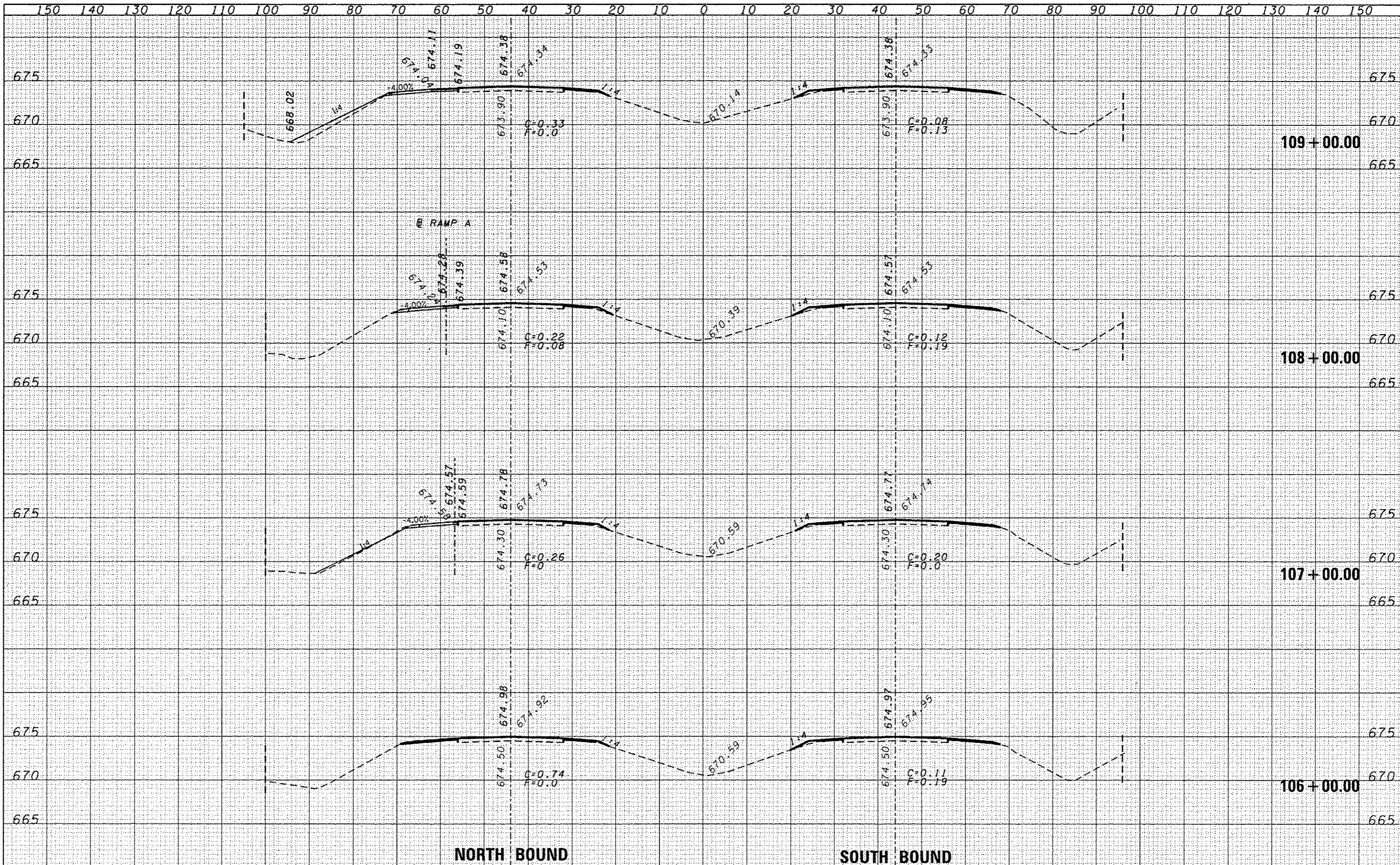


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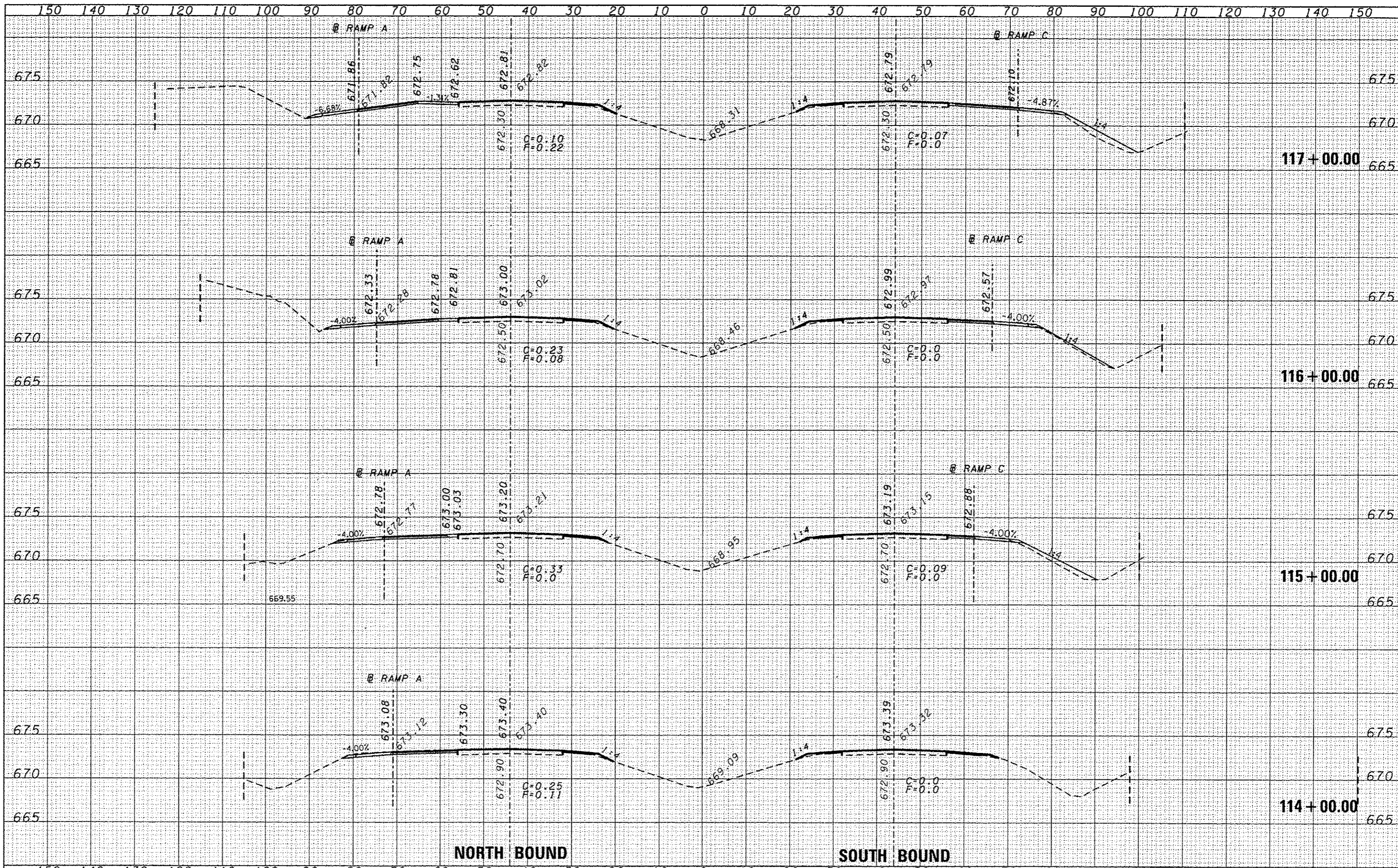
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SOUTH BOUND



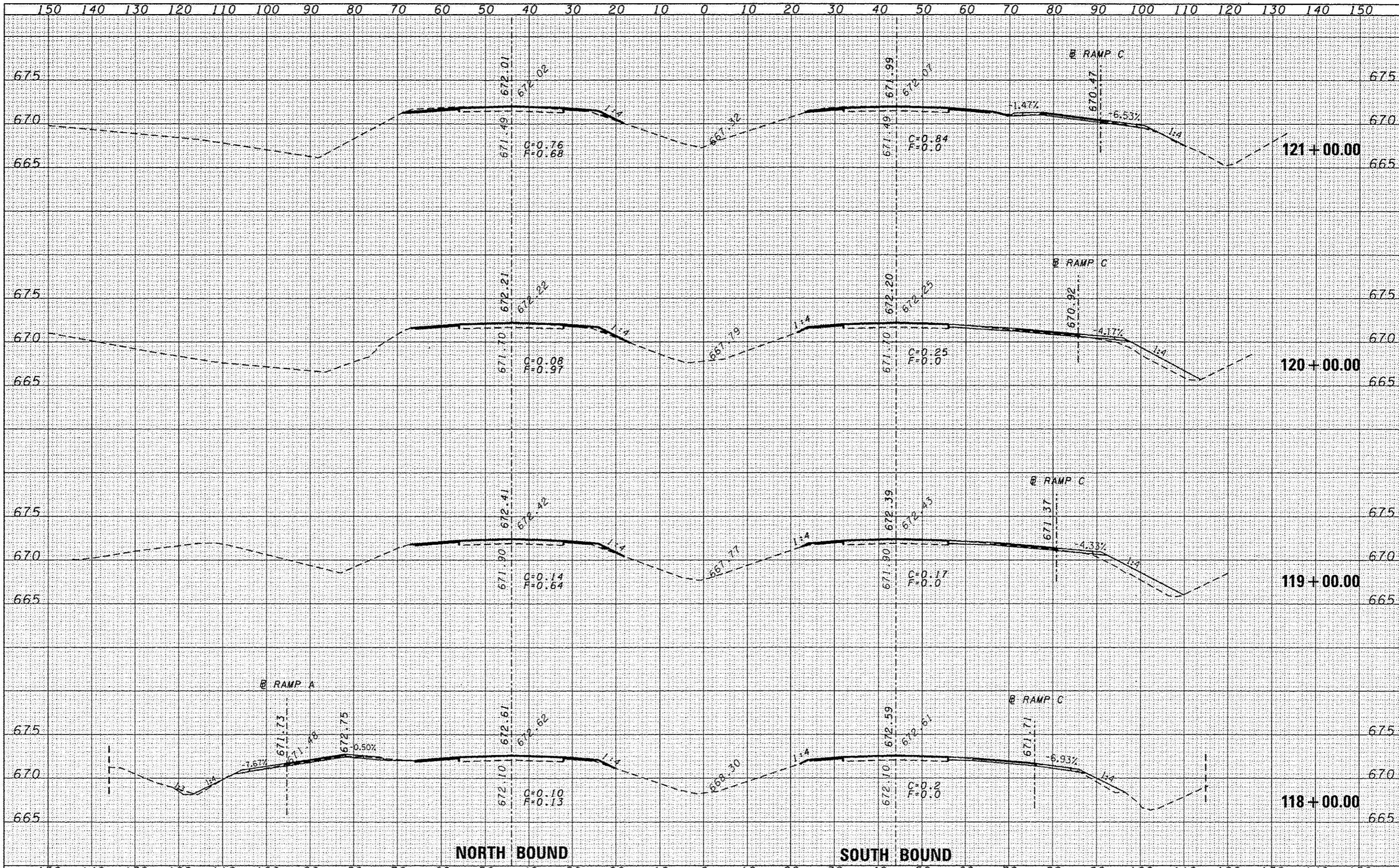
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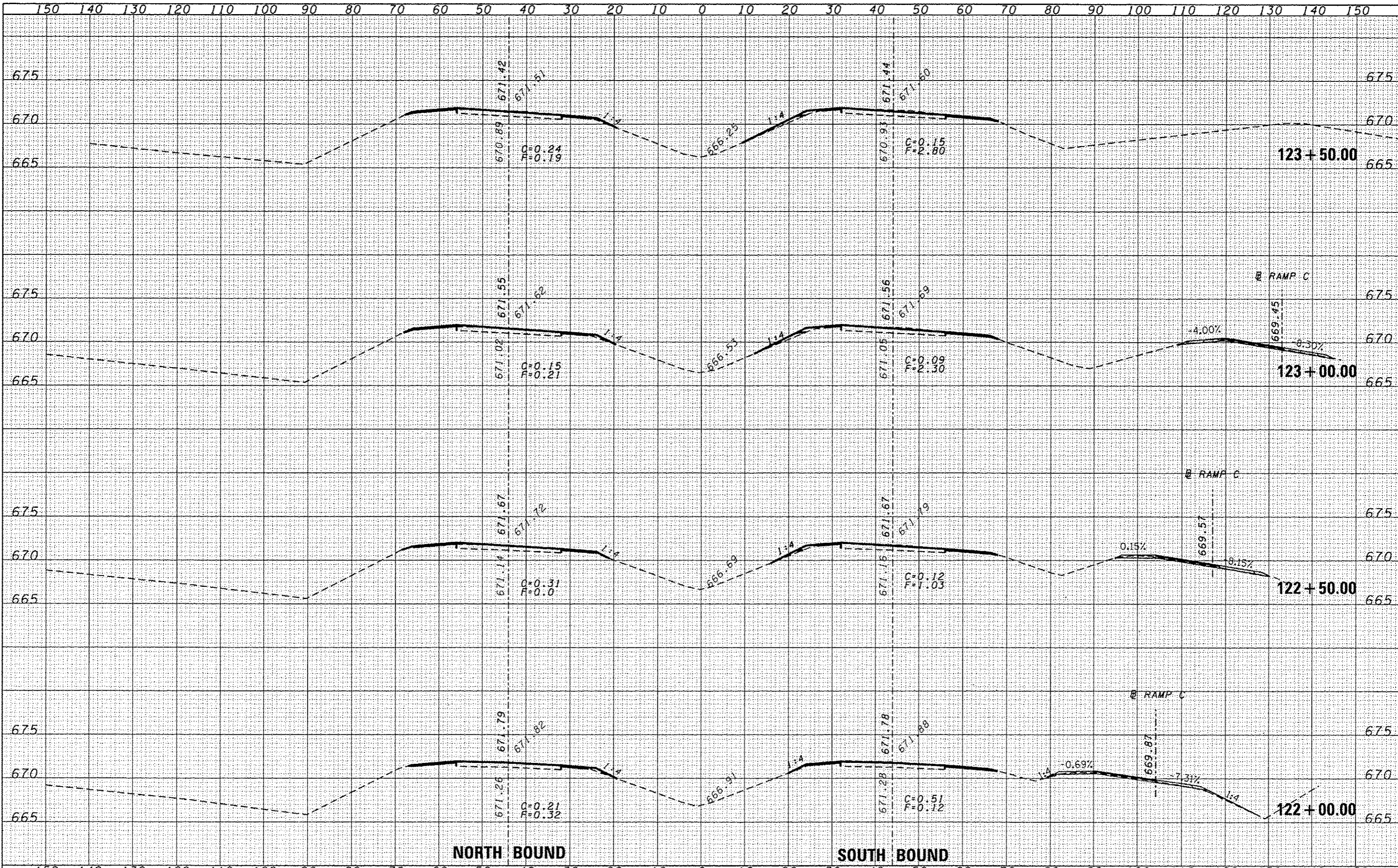
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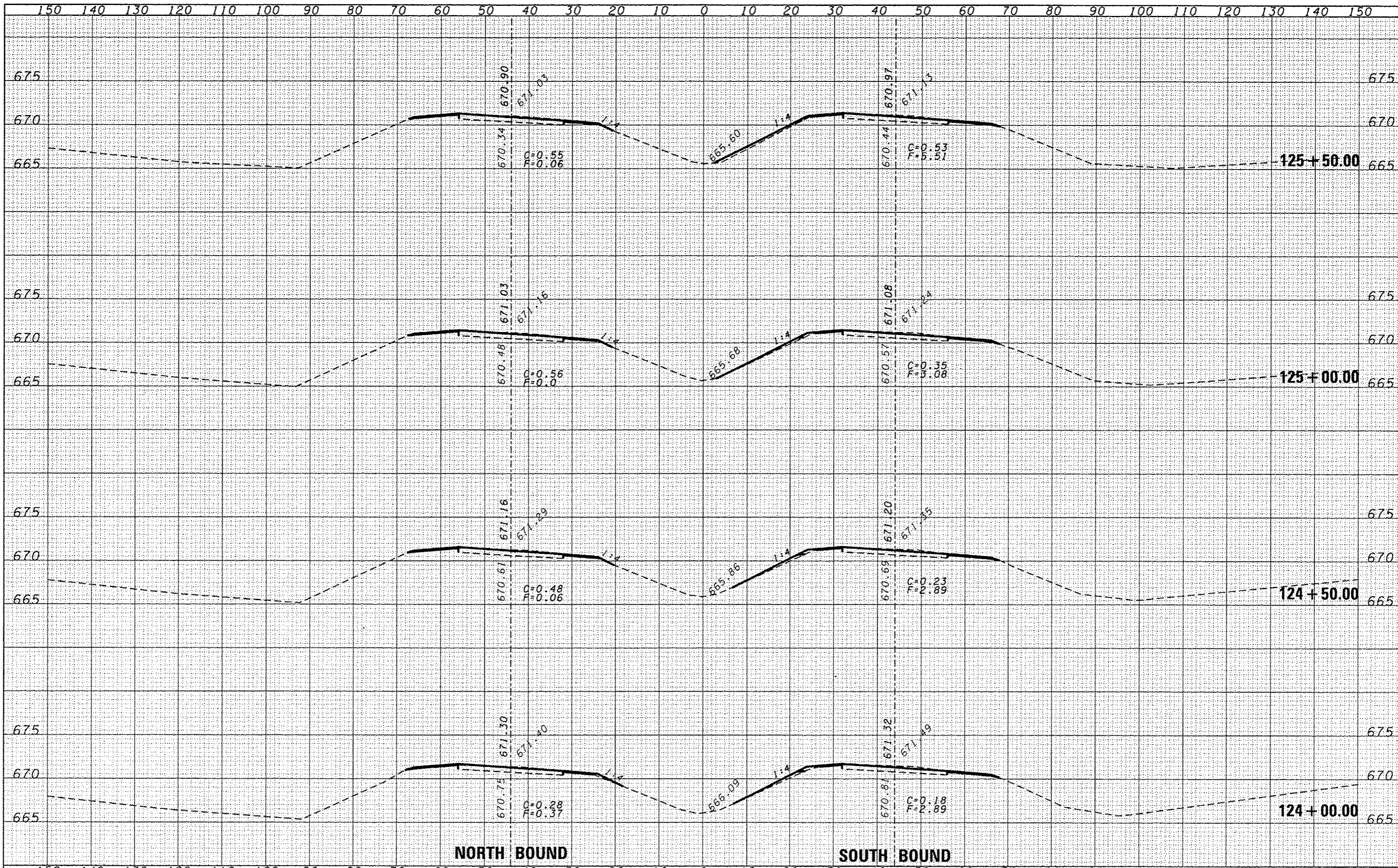
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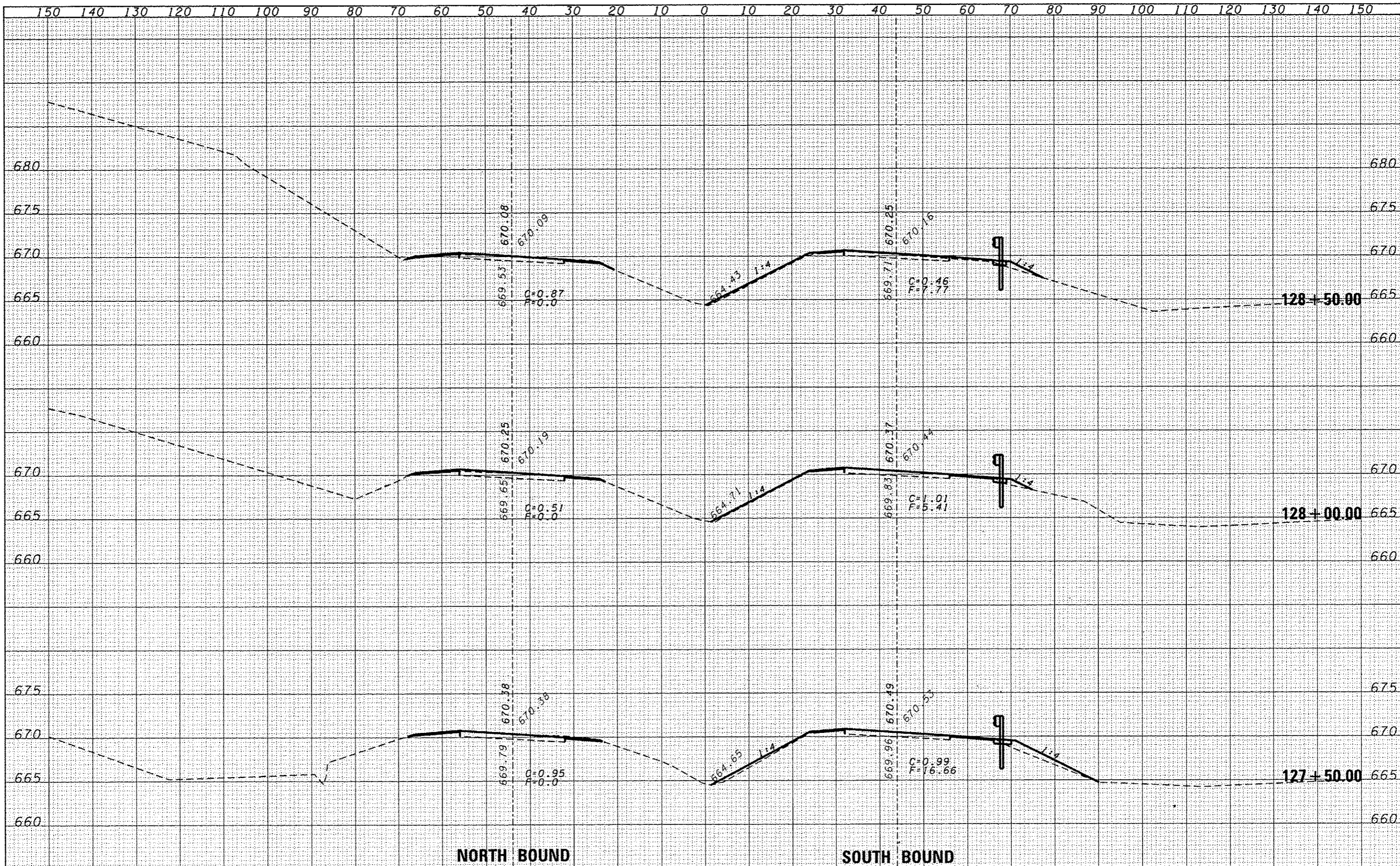
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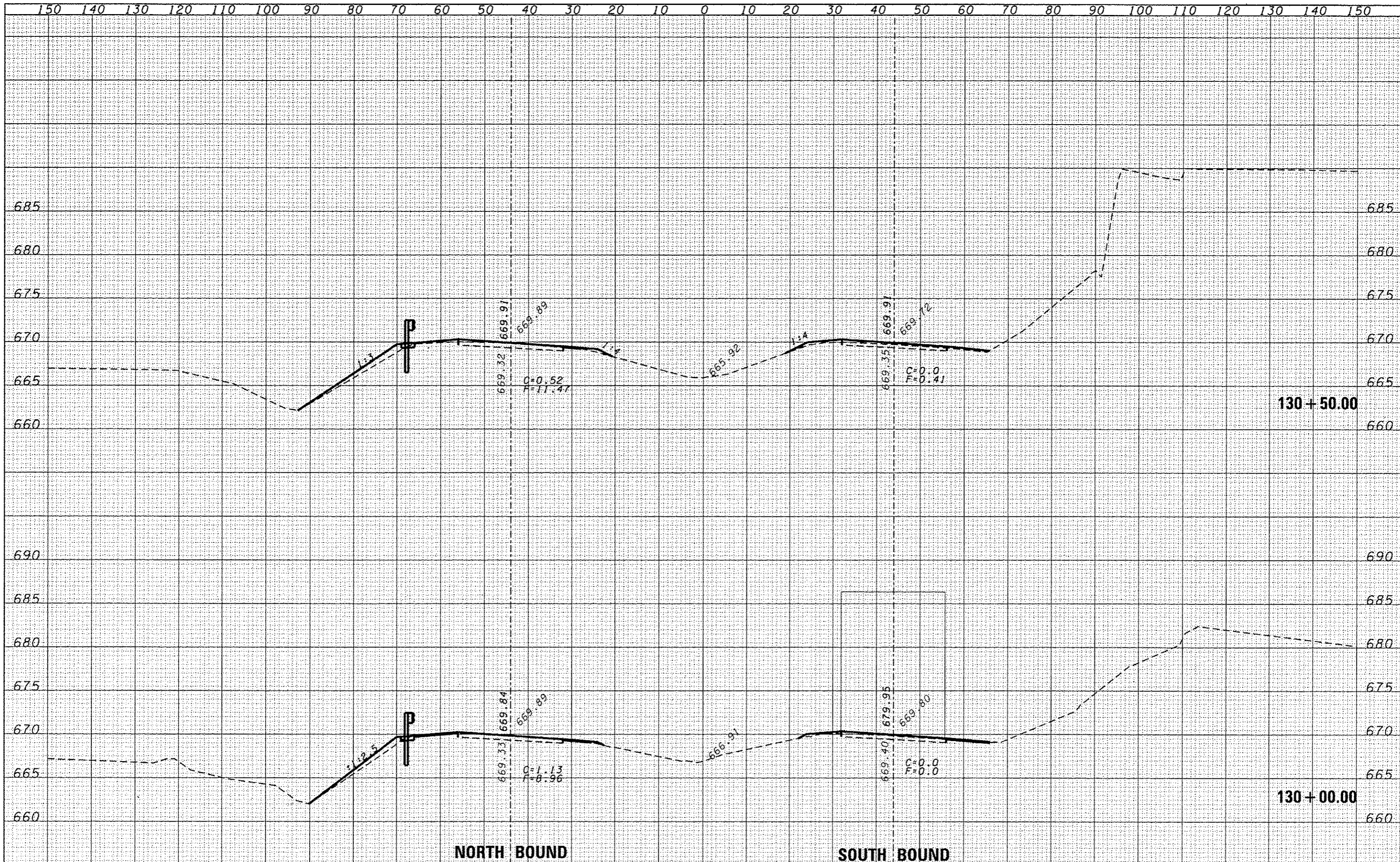


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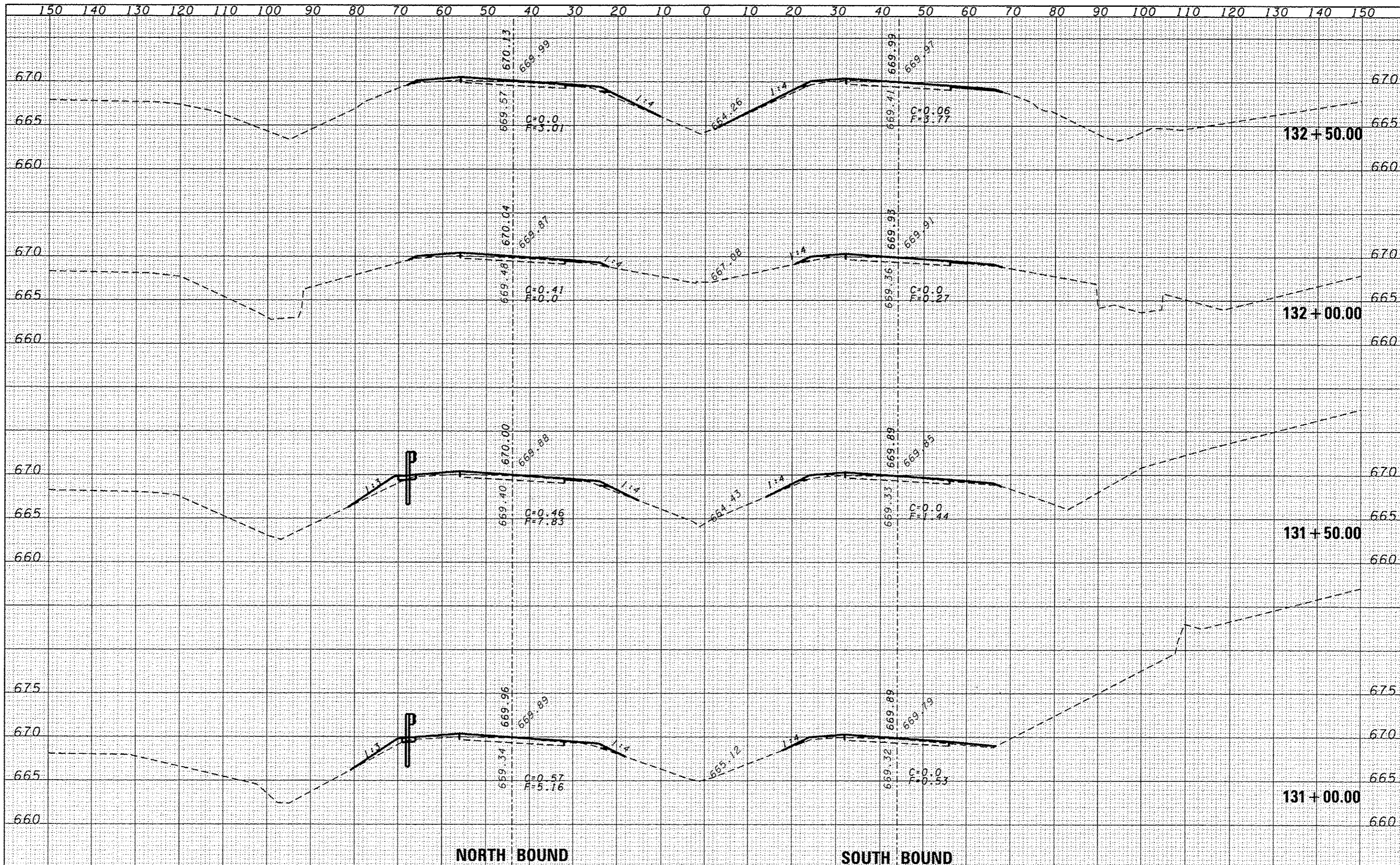
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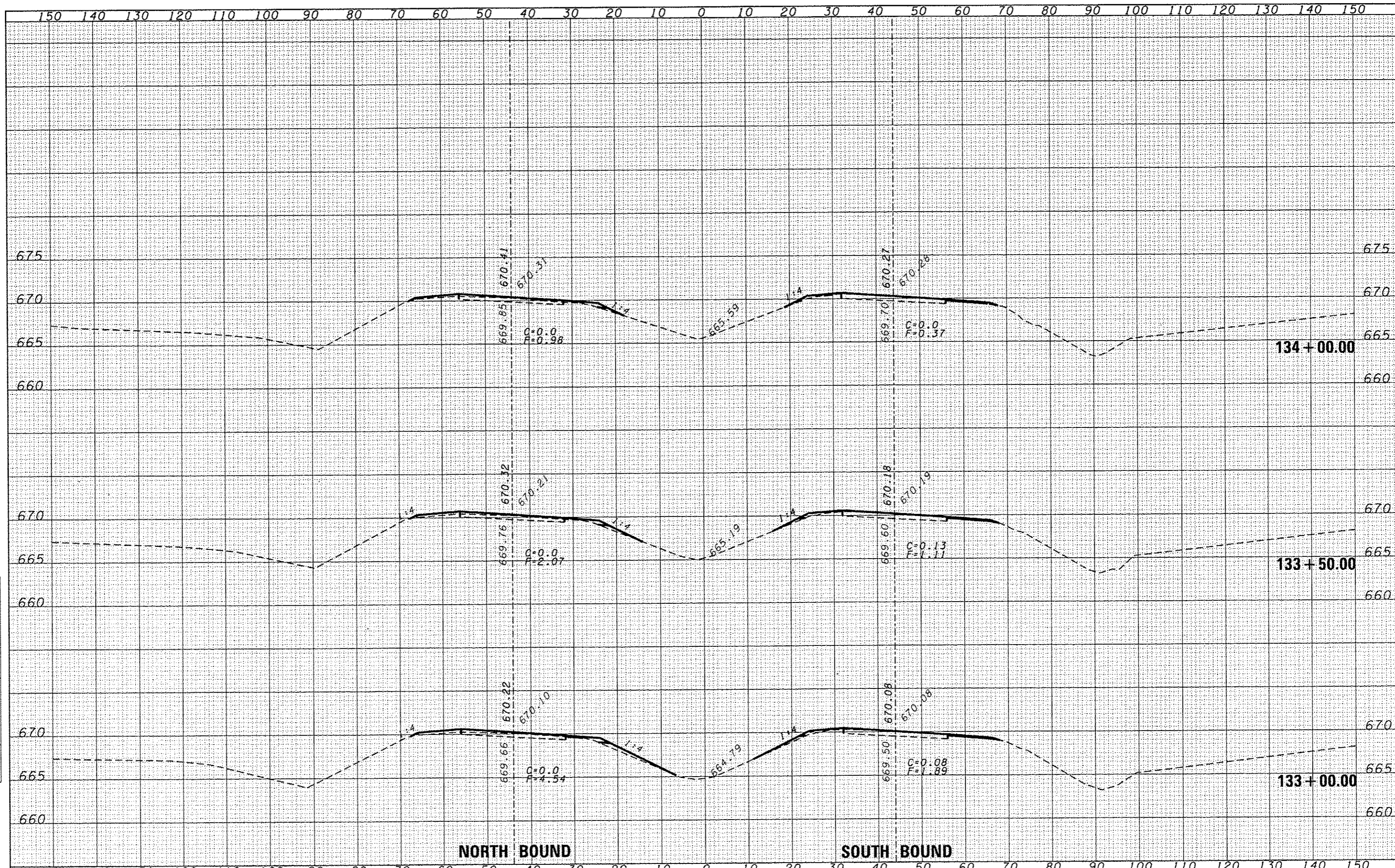


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PLOT DATE = 6/18/2014		DATE -	REVISIED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
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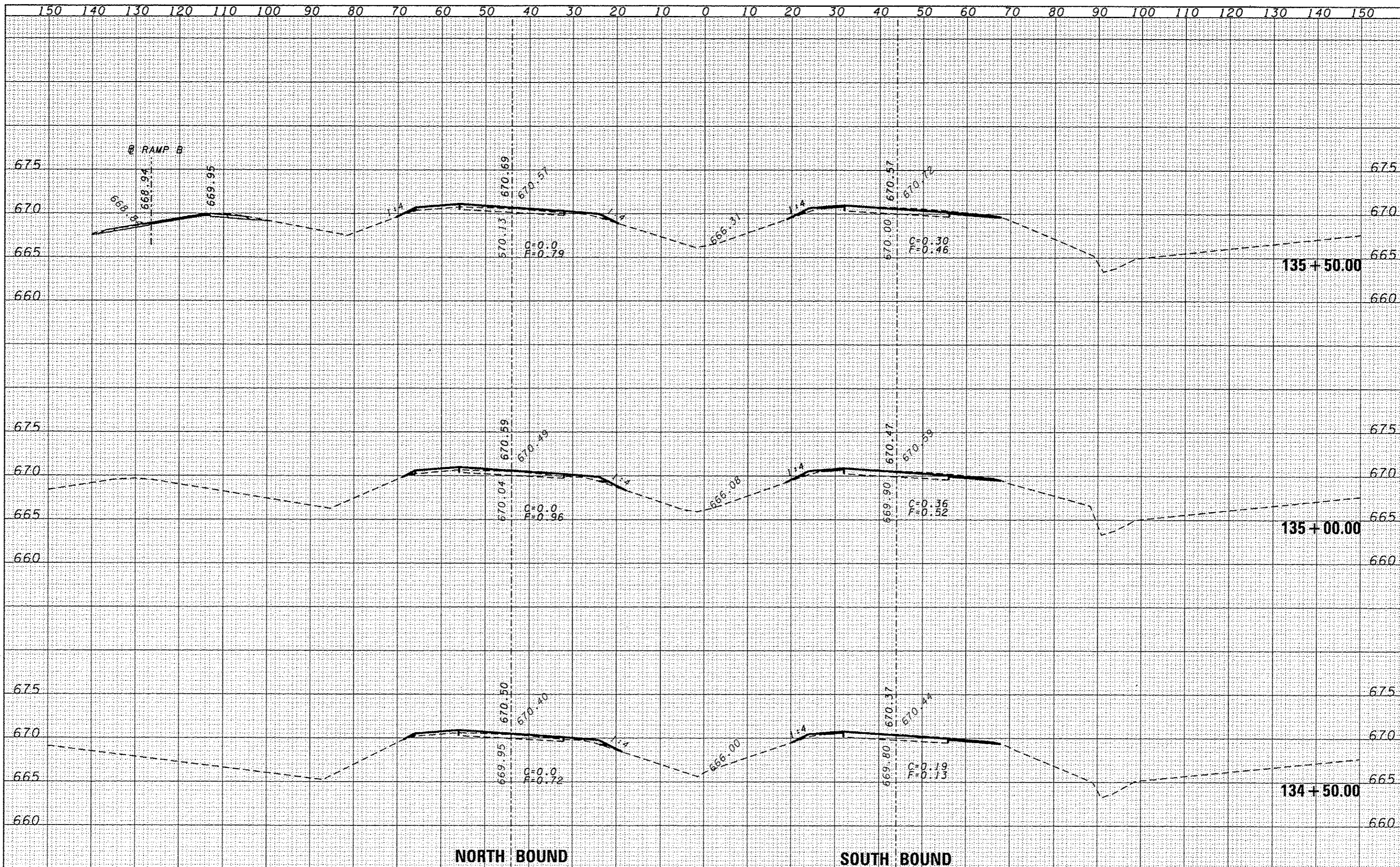
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PLOT DATE = 6/18/2014	DATE -

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DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS	
SCALE:	SHEET NO. OF SHEETS
STA. 133+00.00 TO STA. 134+00.00	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66C53				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

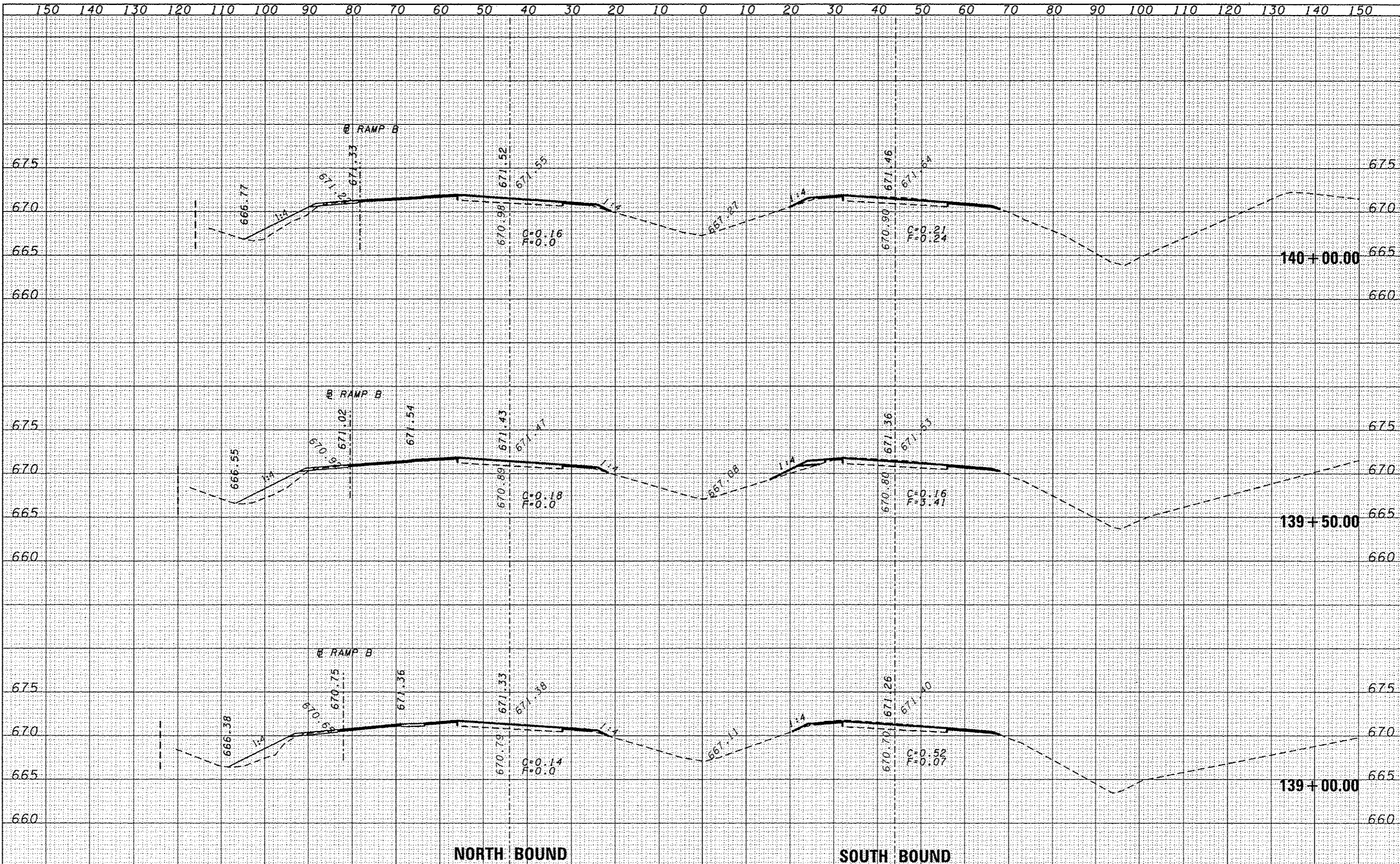


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NORTH BOUND

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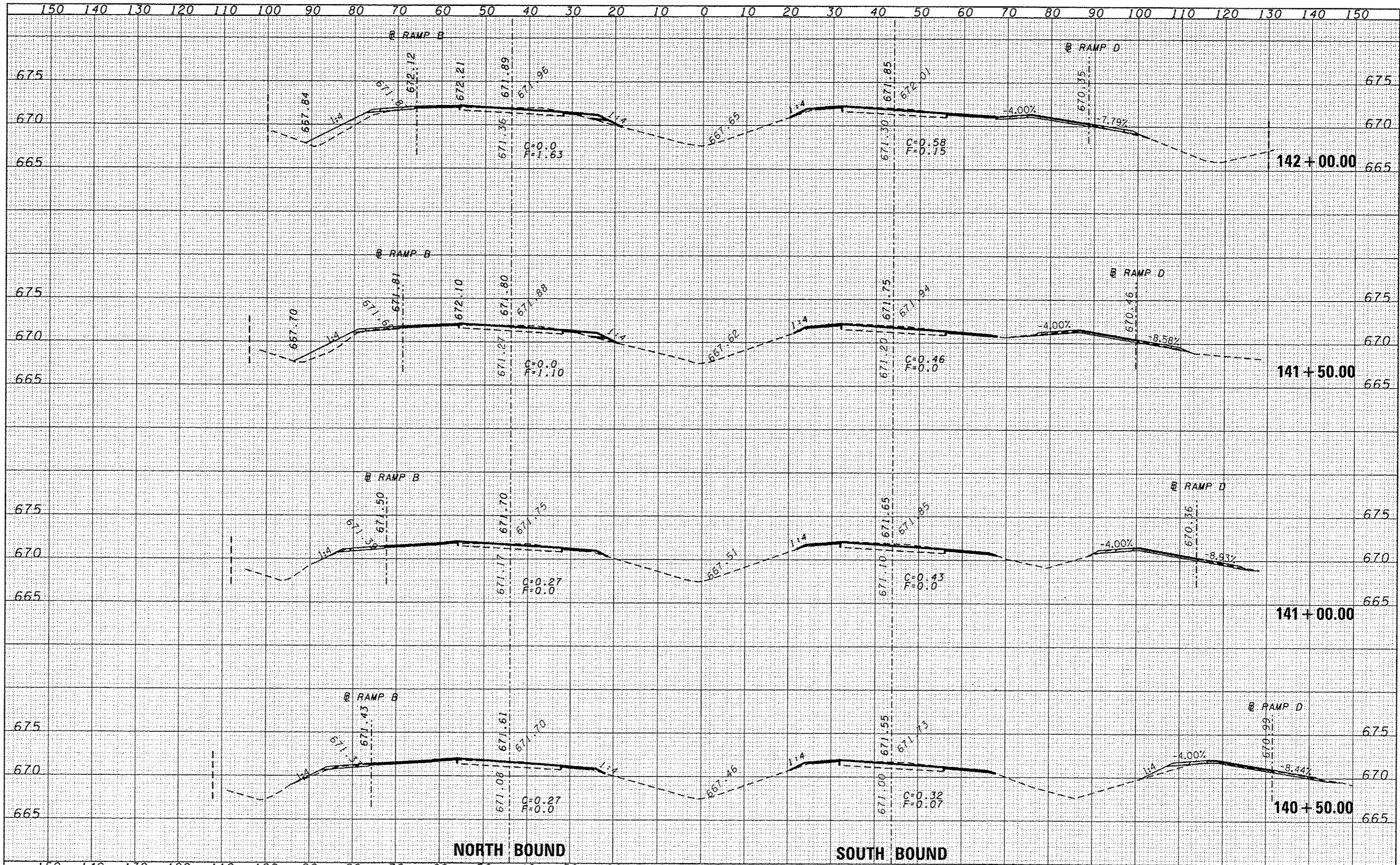
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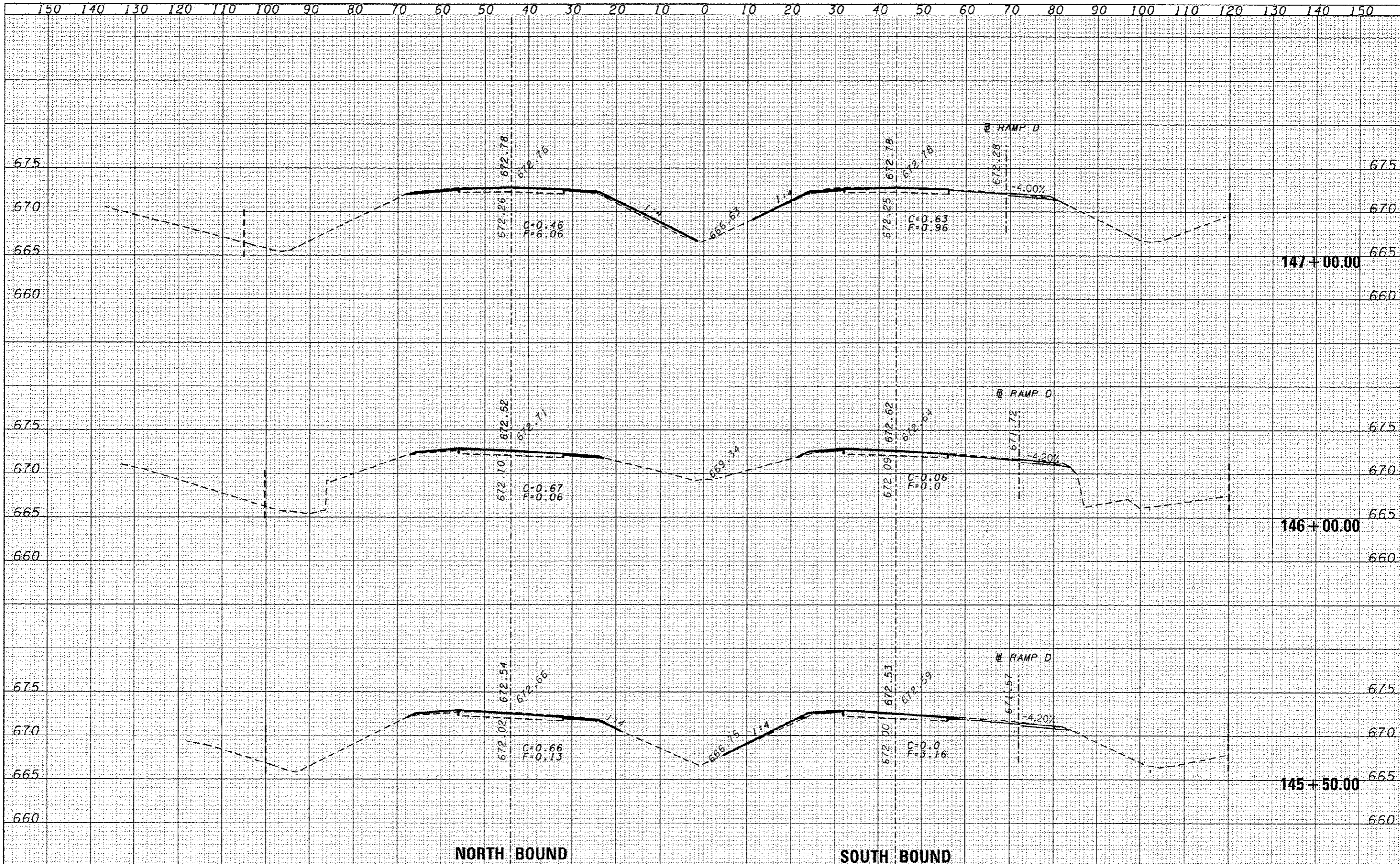
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FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pwork\pwork\duncanbd\0315542\0366C93-1\11-11-11.dgn	duncanbd	-	-					57	(38-3)RS-2	IRROUOIS	186	67
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PLLOT DATE = 6/10/2014		DATE	REVISED		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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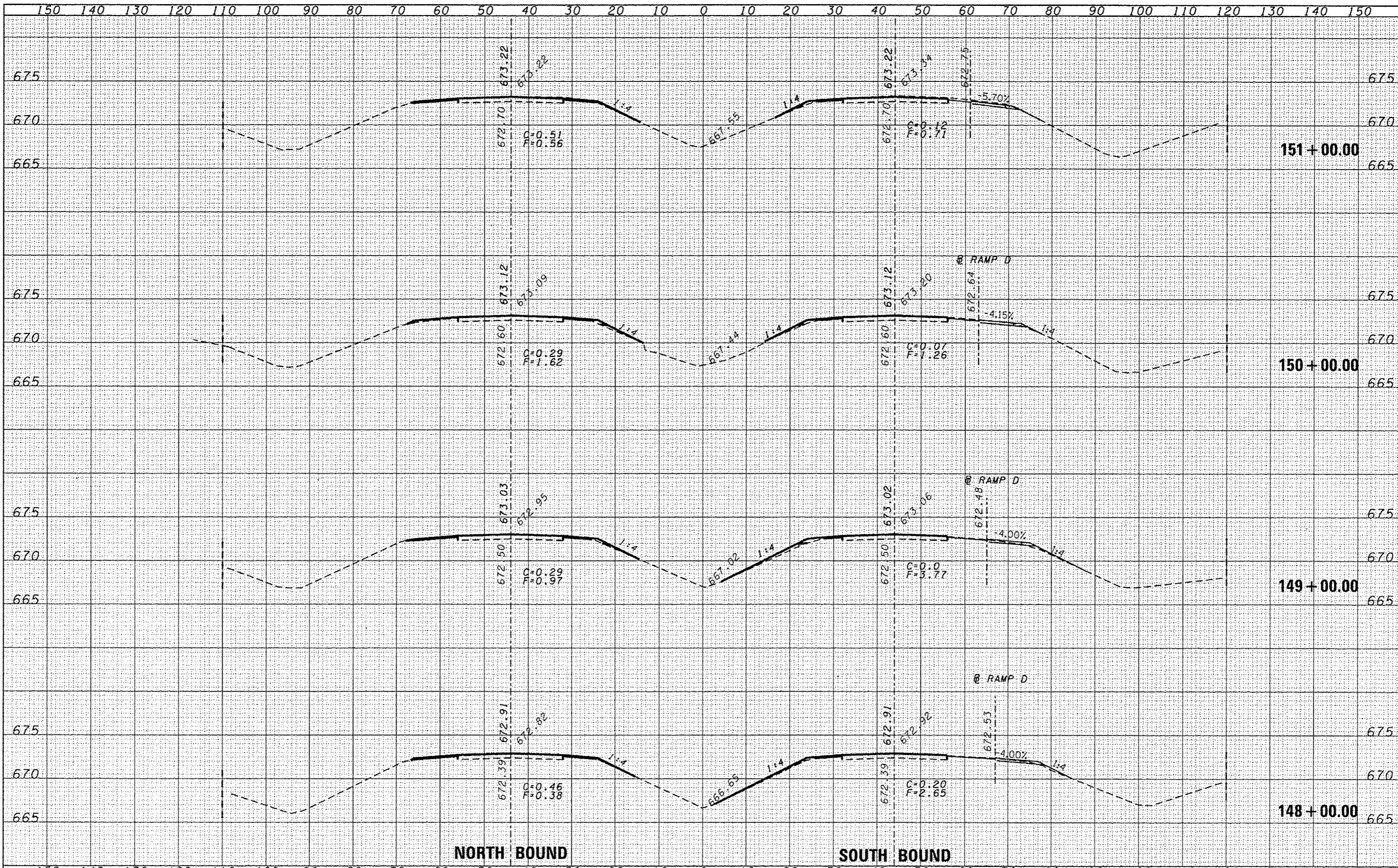
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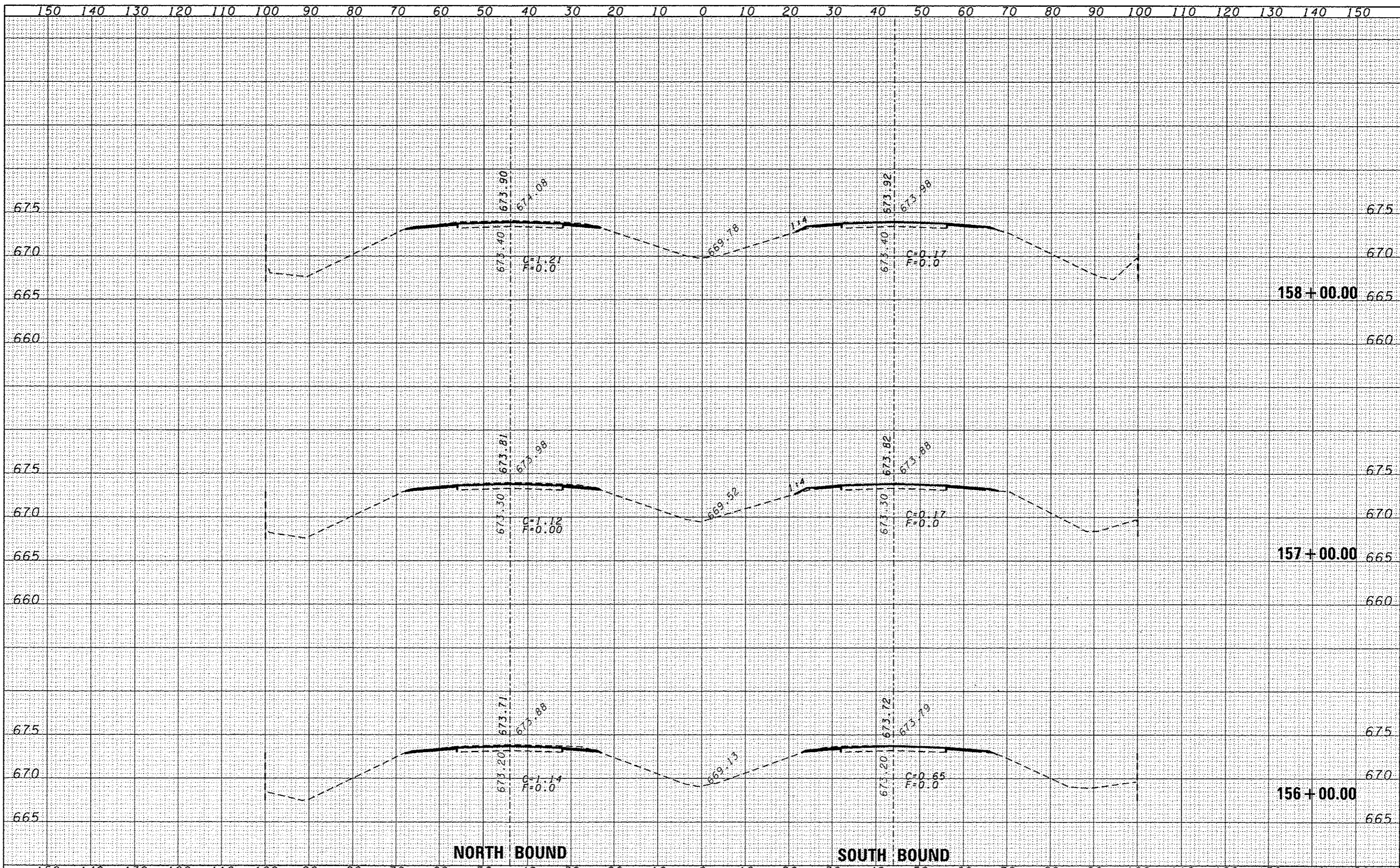
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		DATE :	REVISED :								



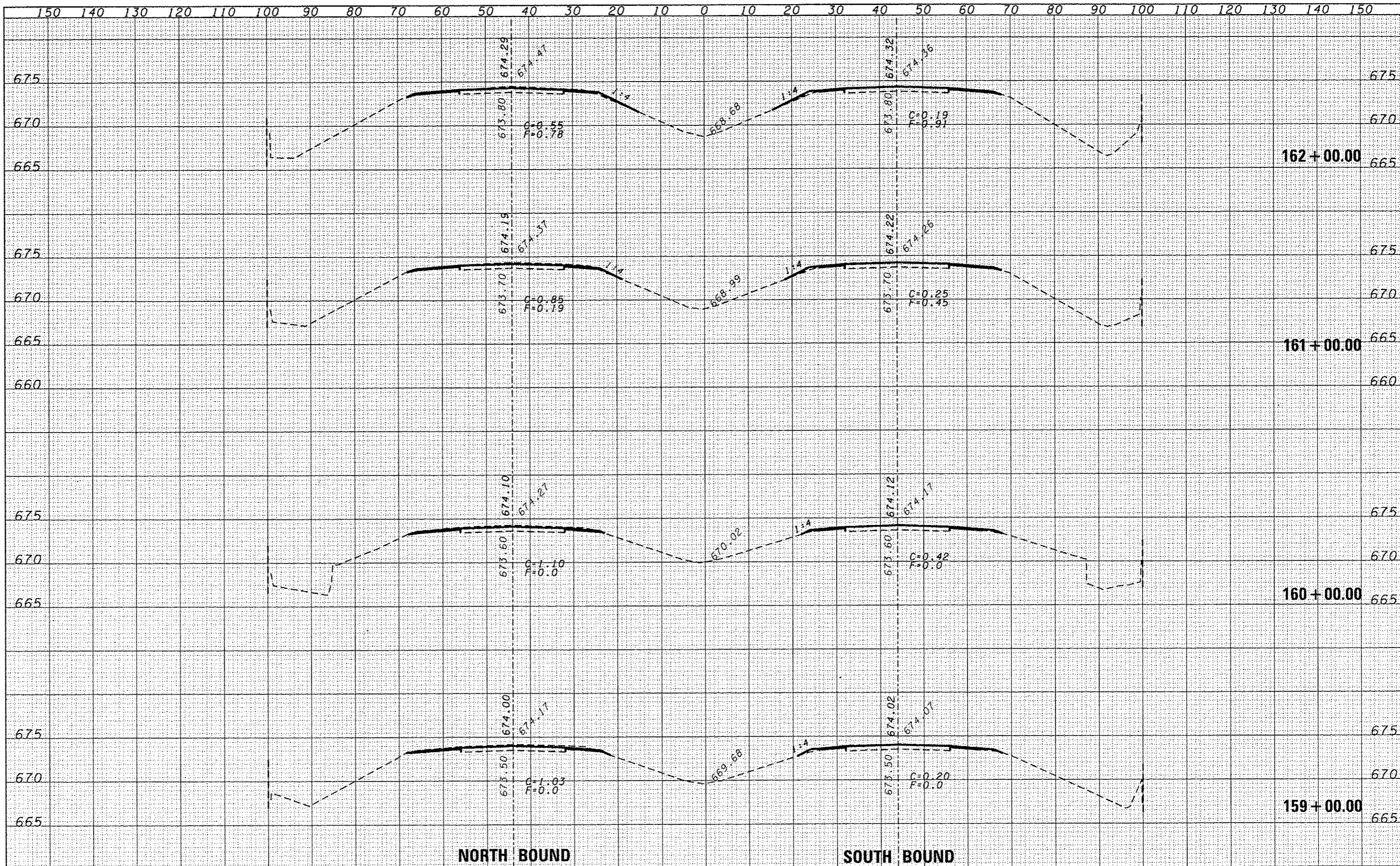
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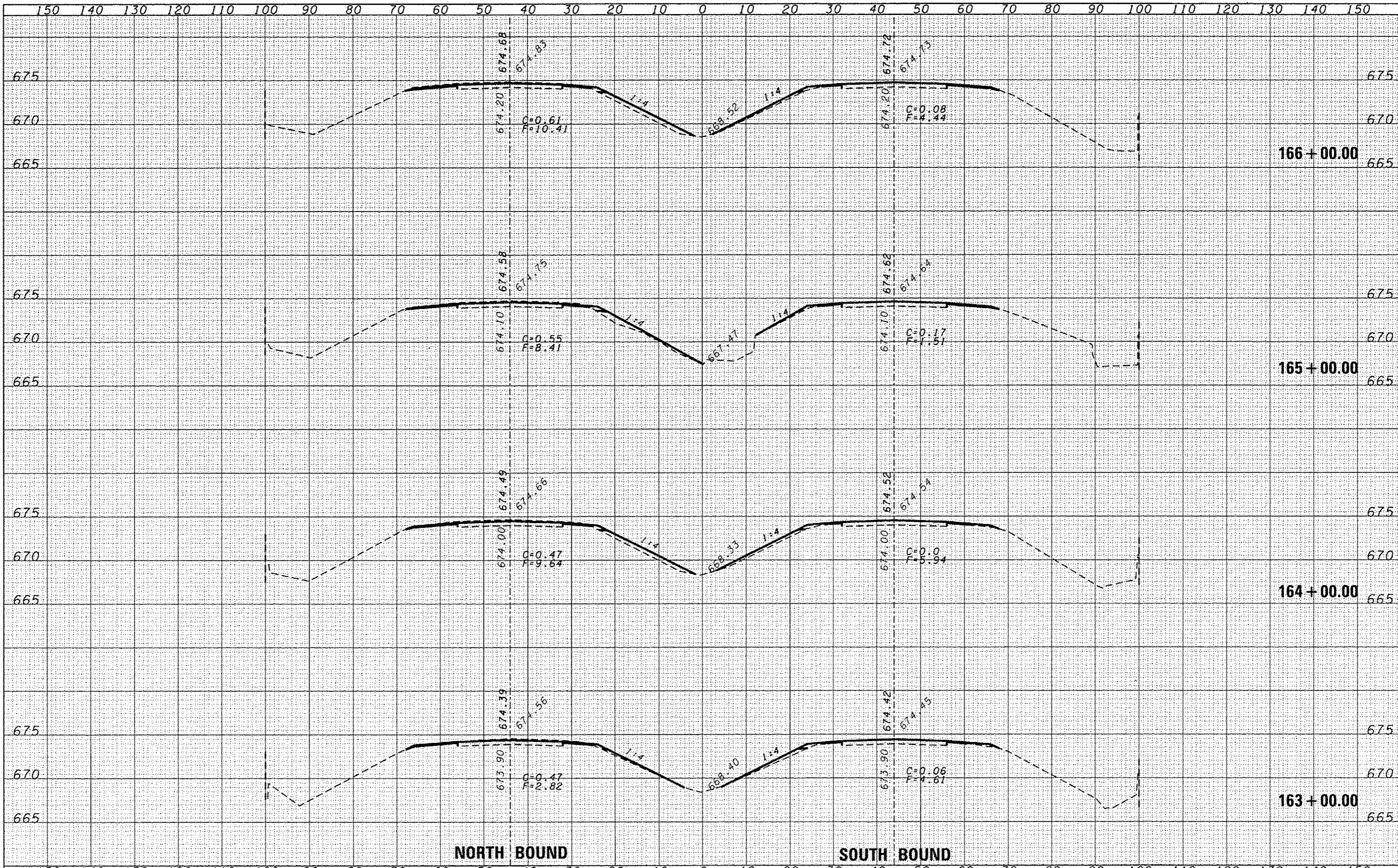
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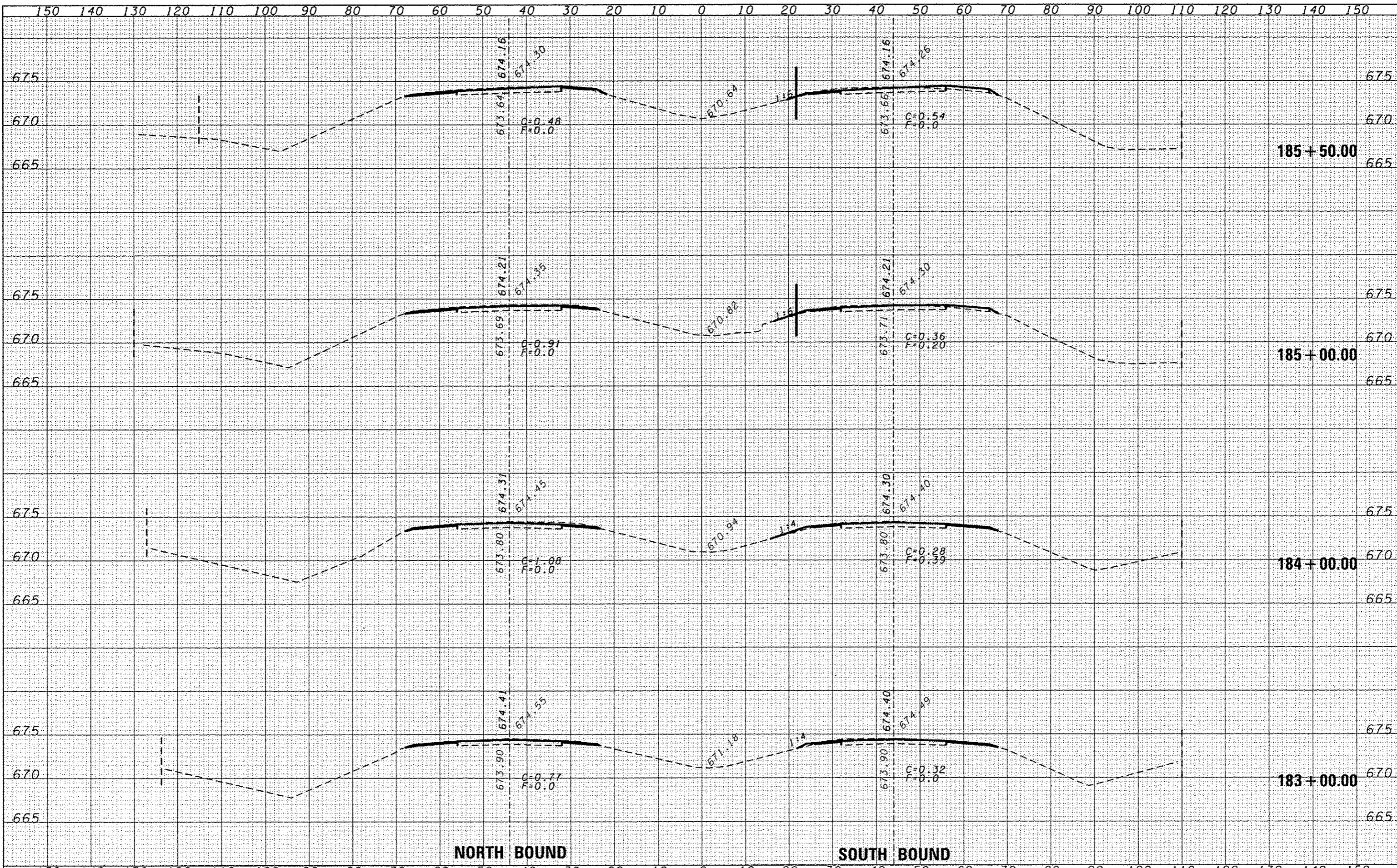
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PLT DATE = 6/10/2014	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
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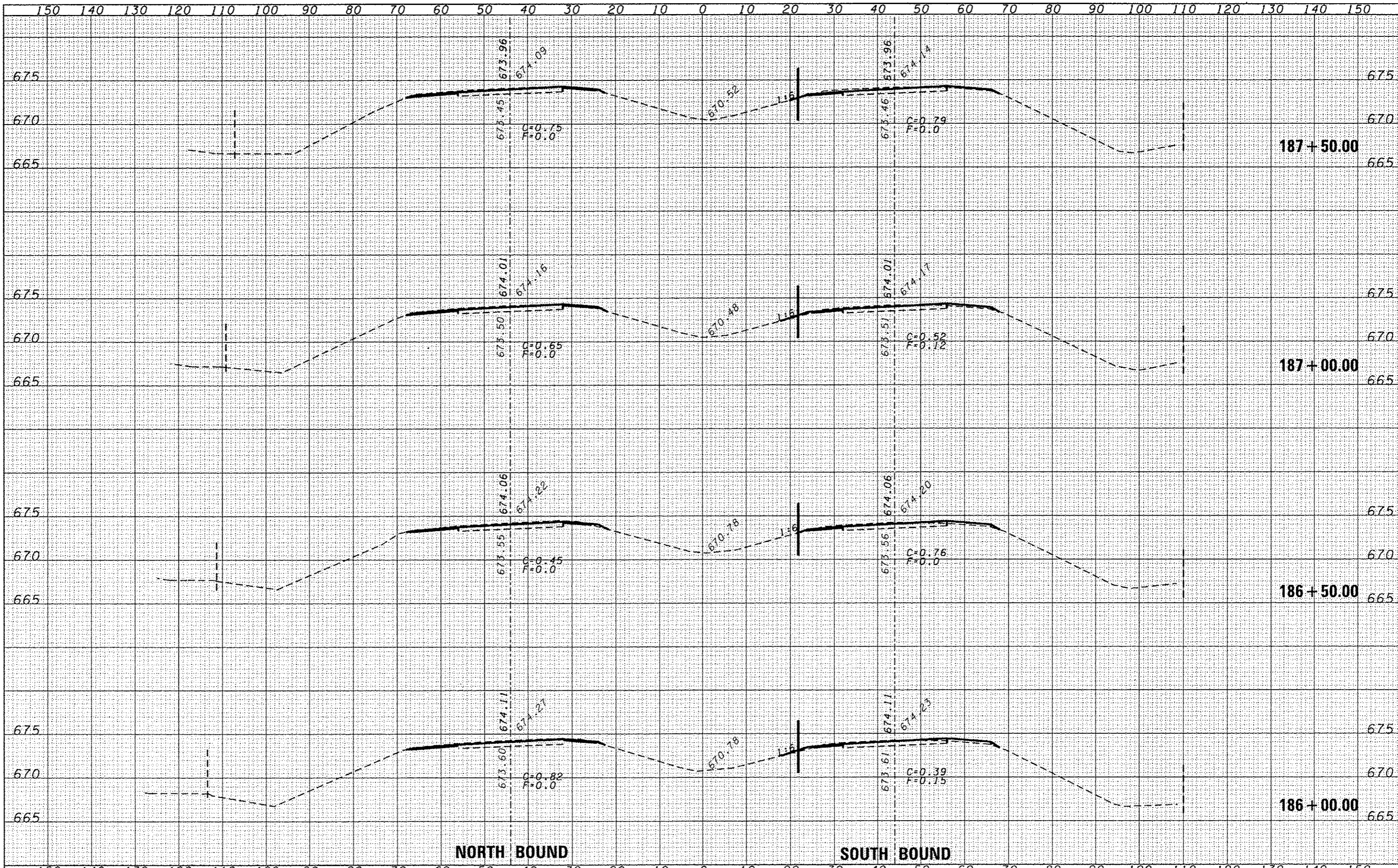
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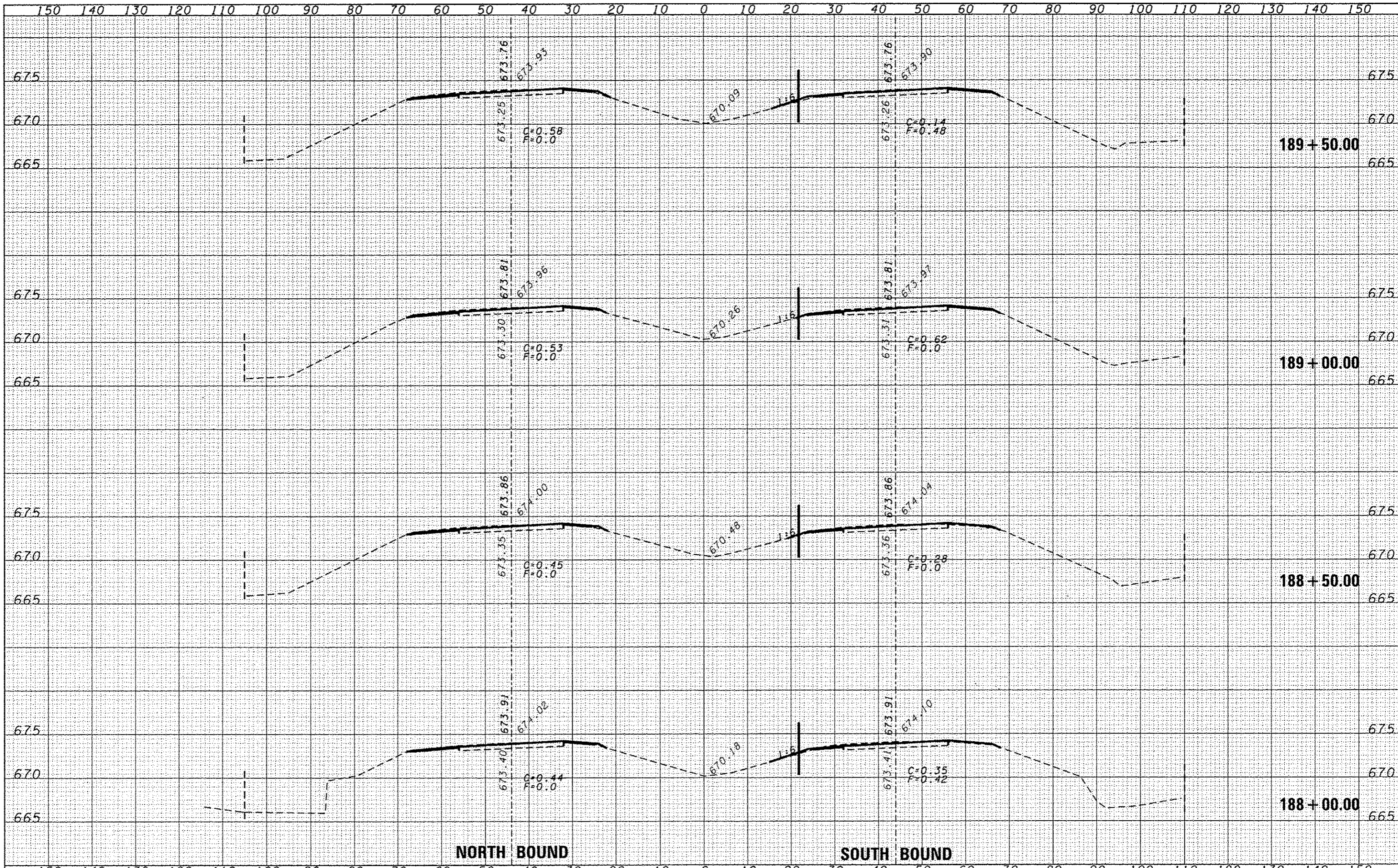
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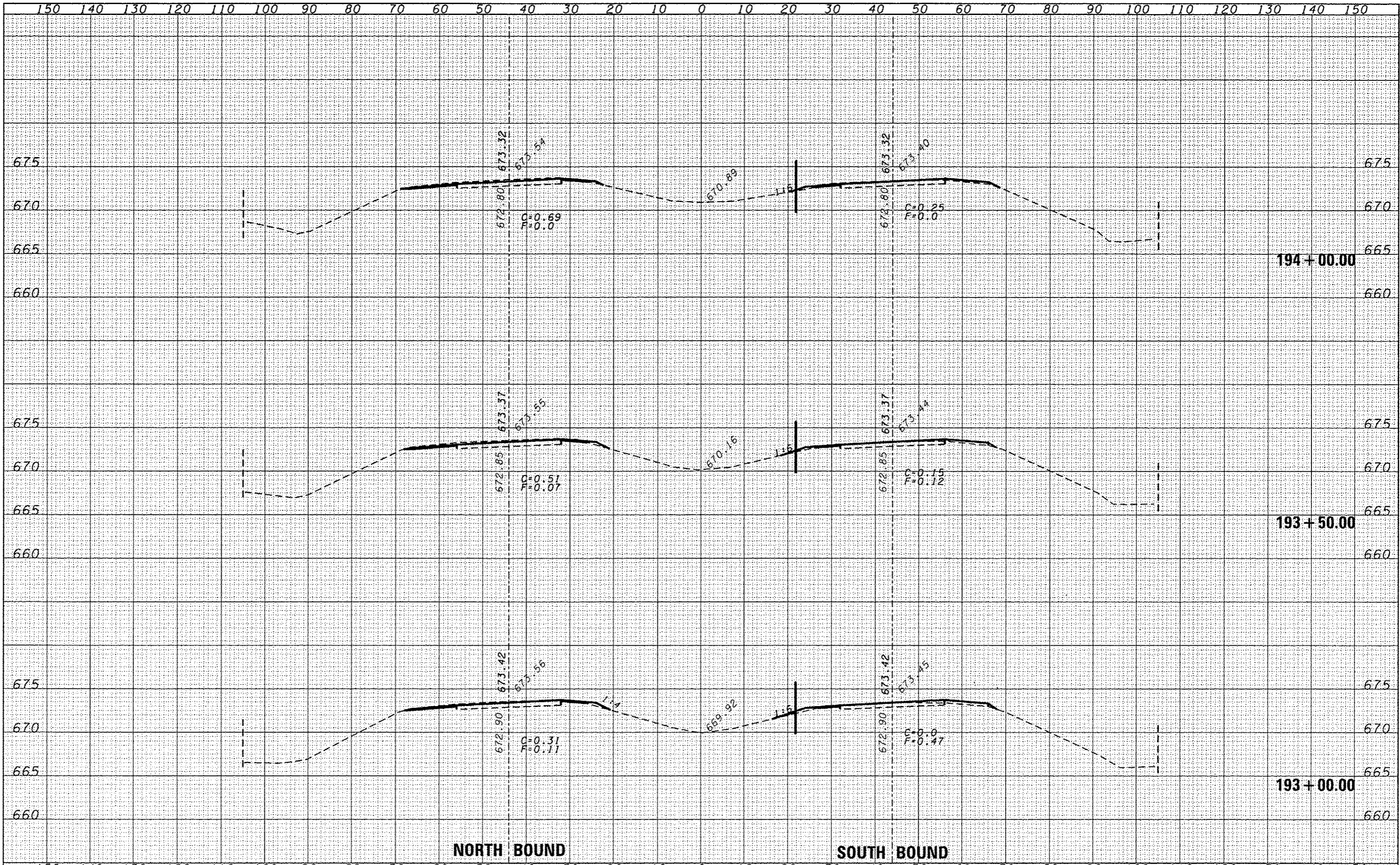


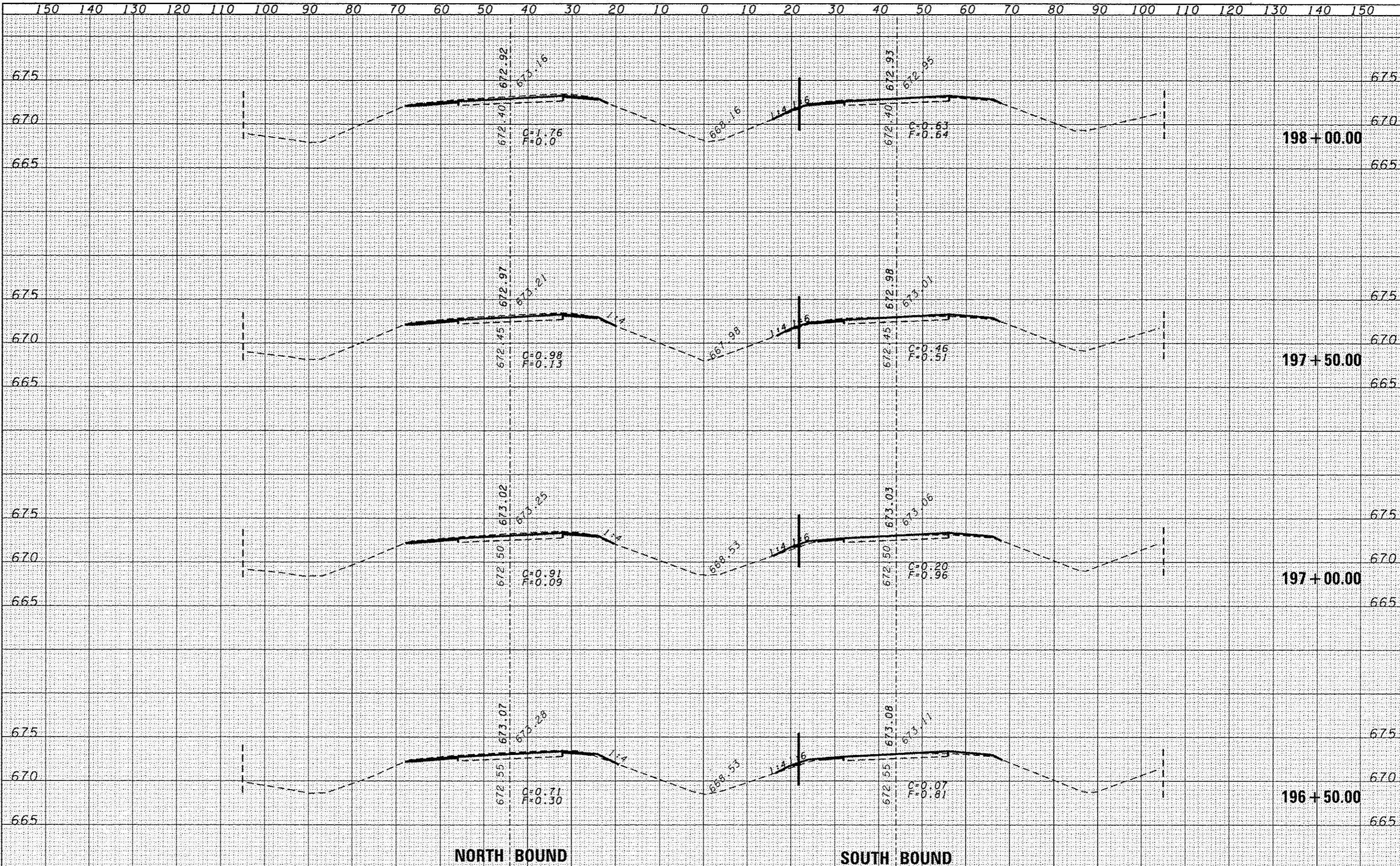
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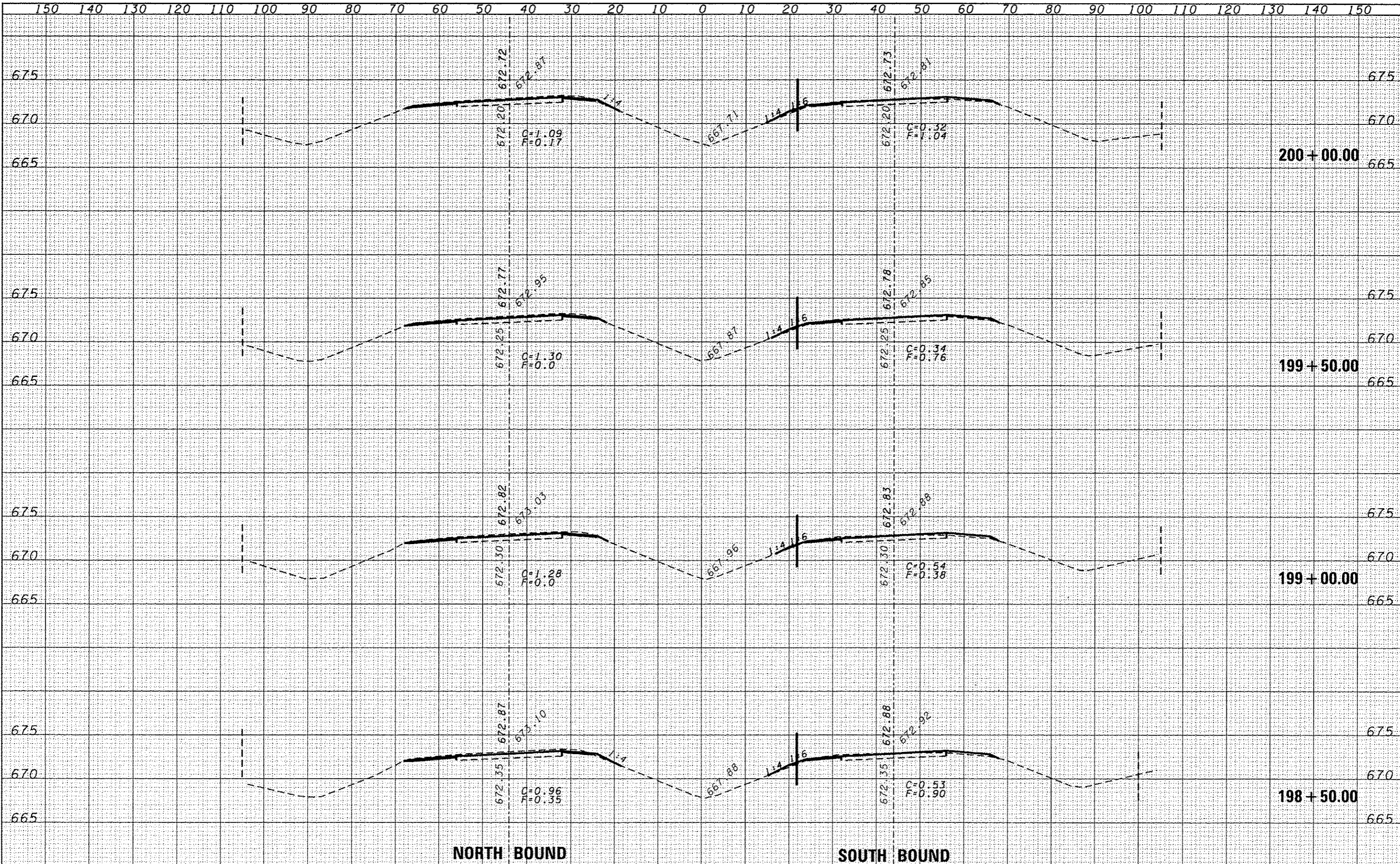
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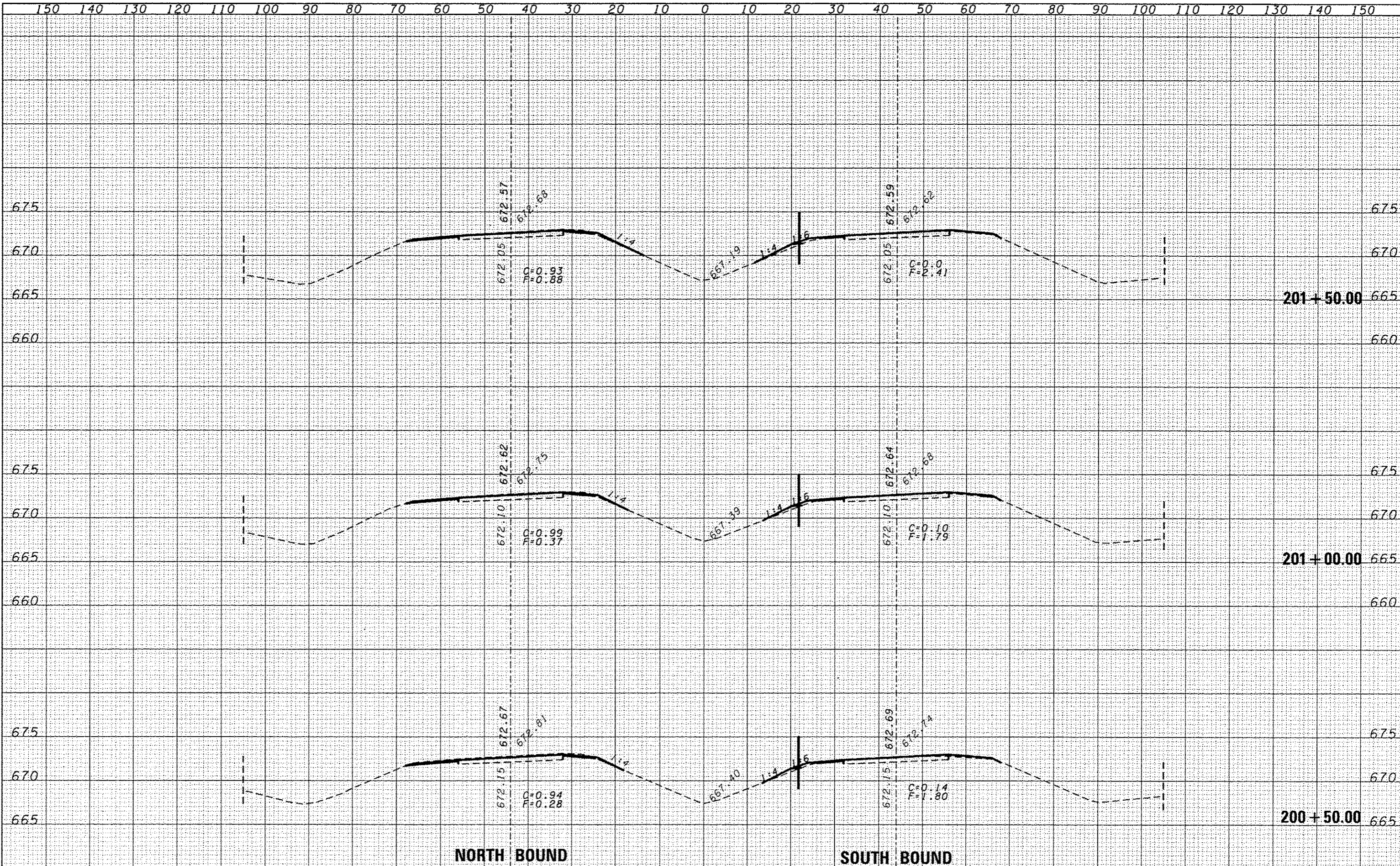
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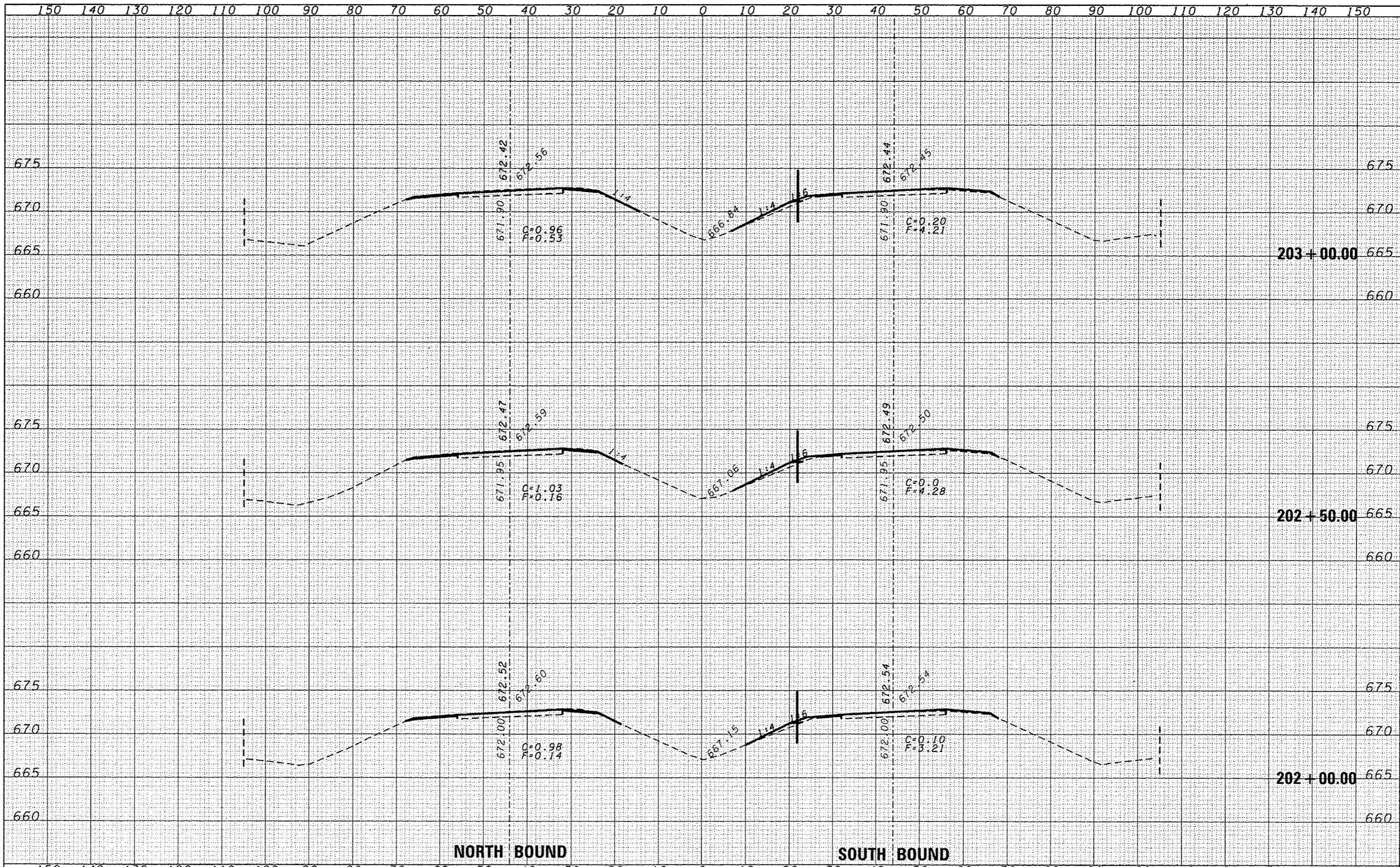
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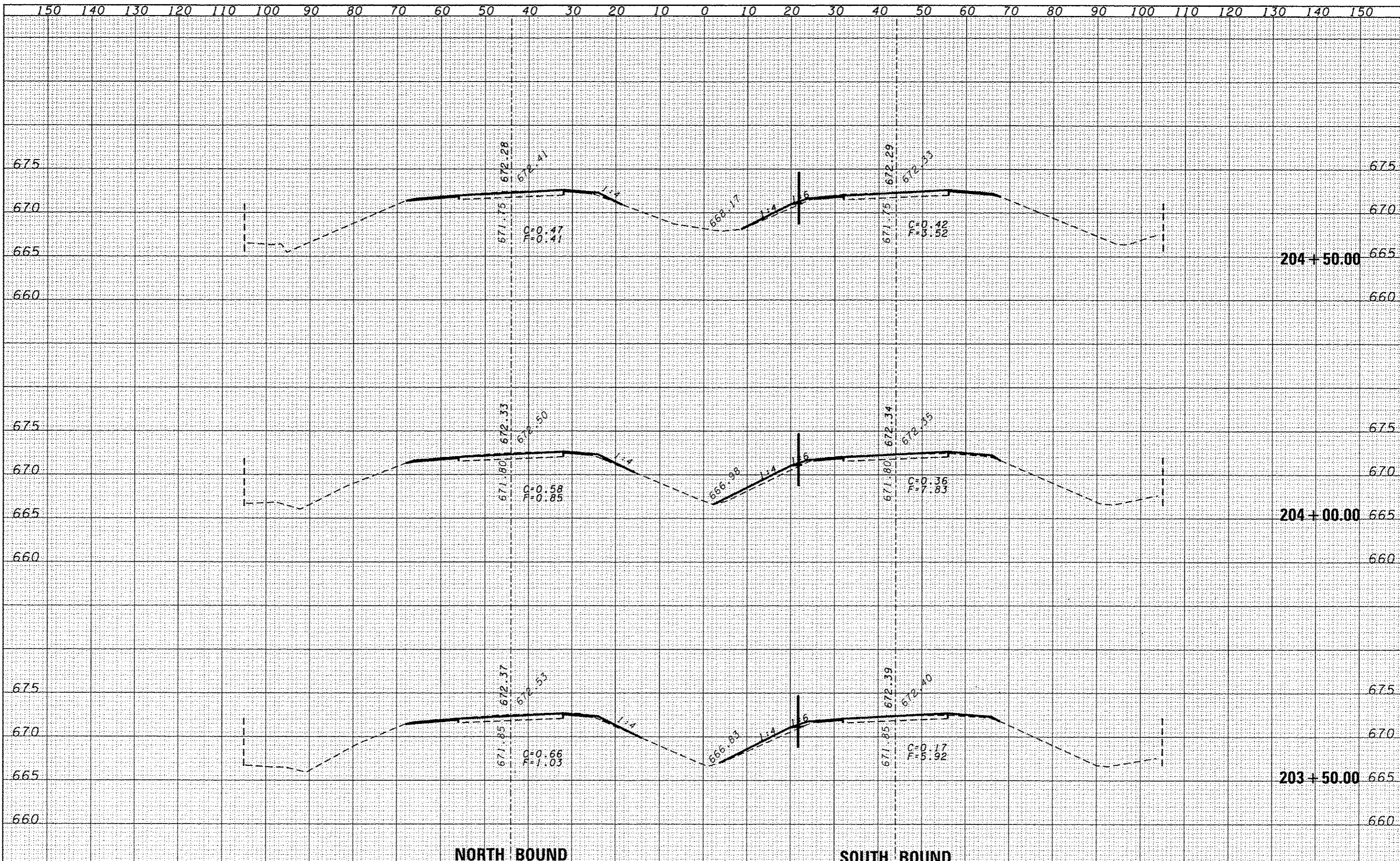
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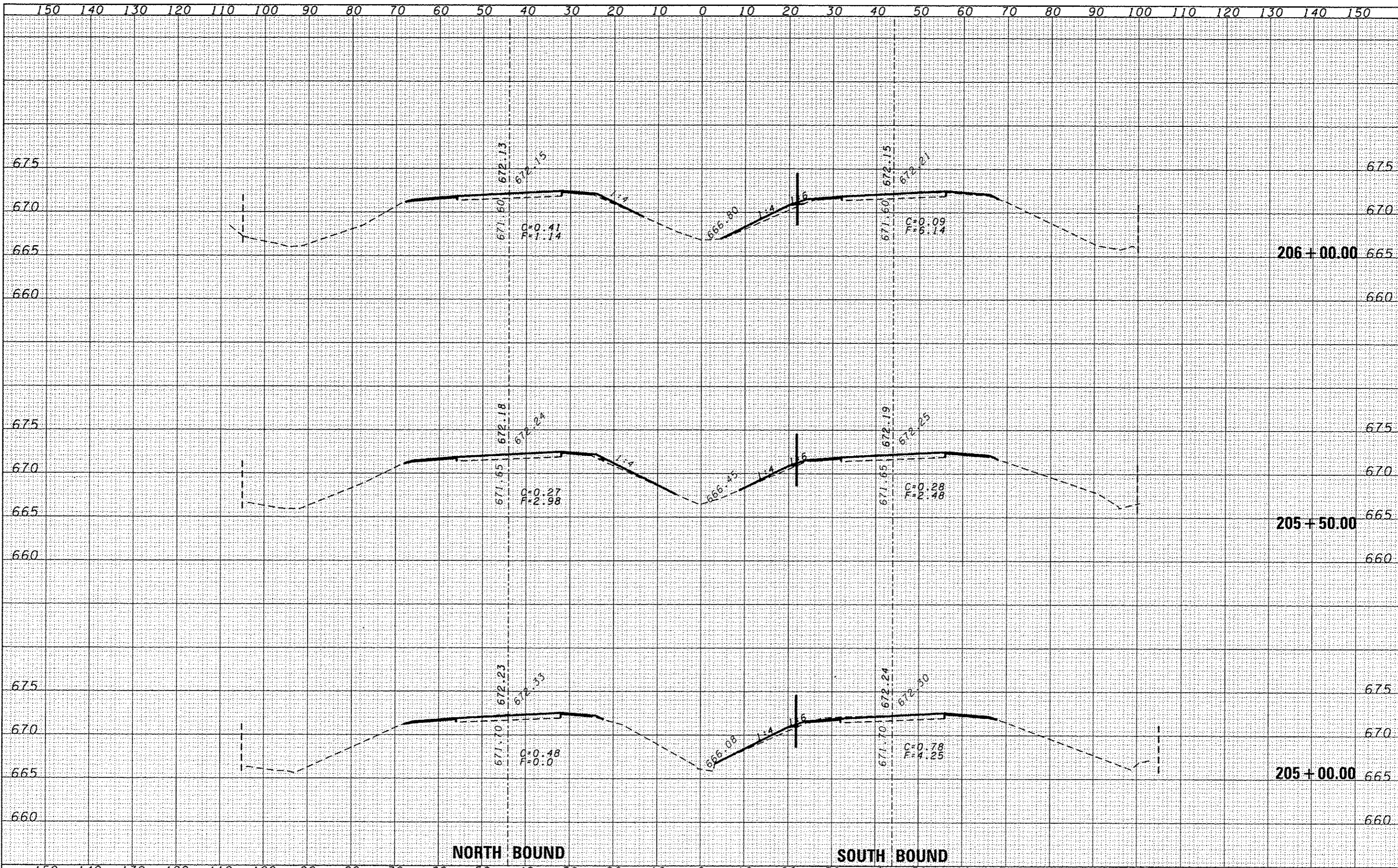
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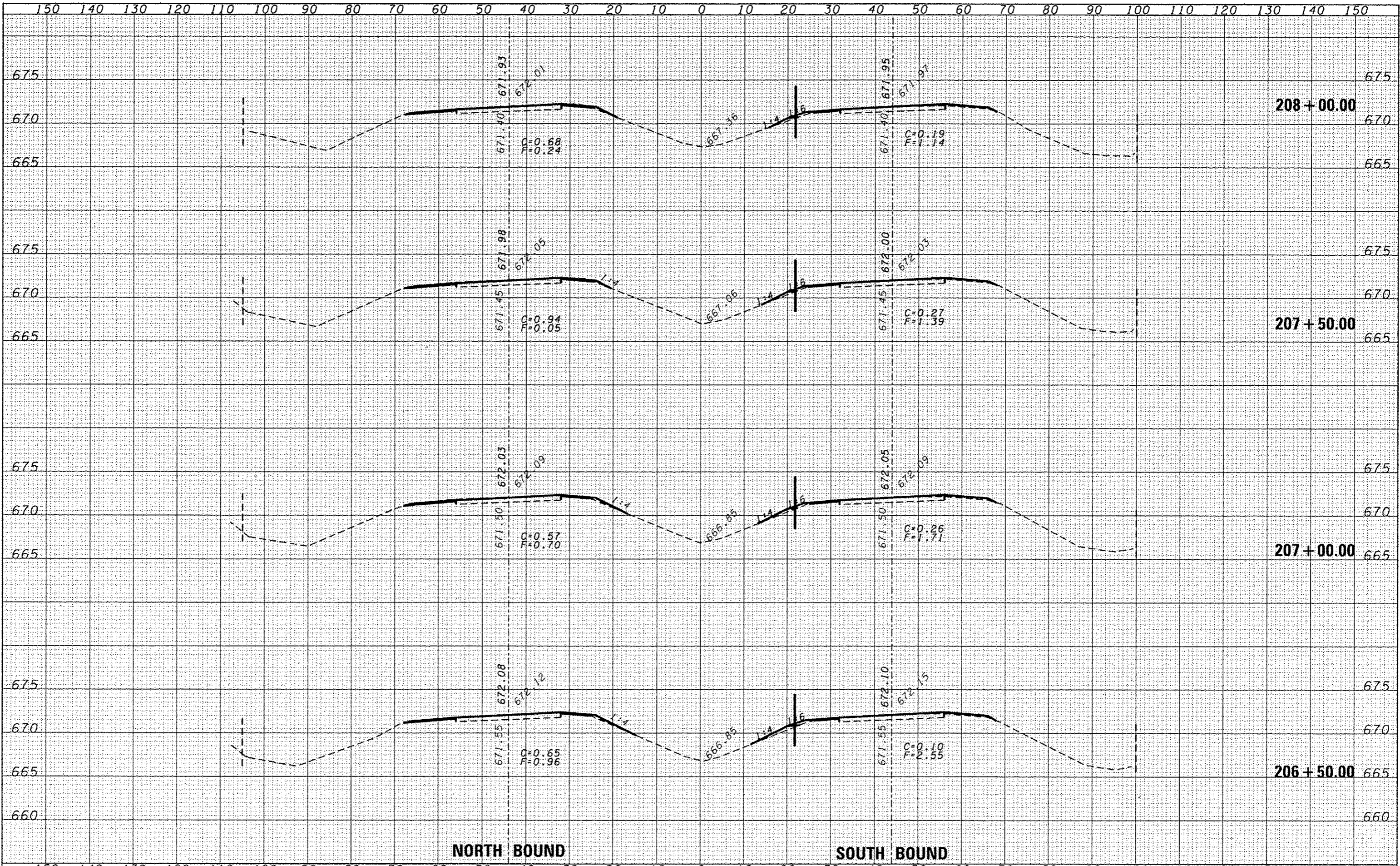


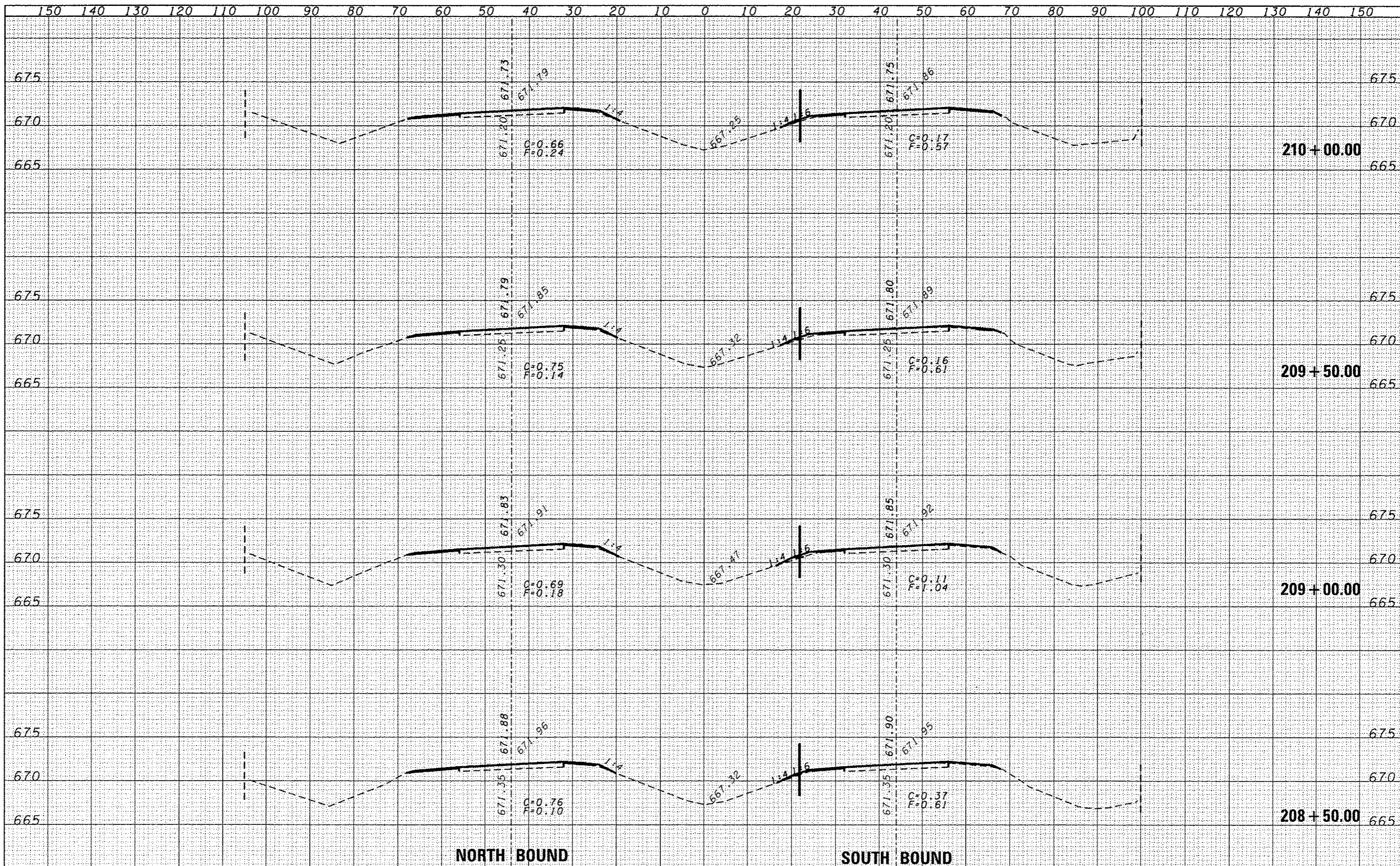
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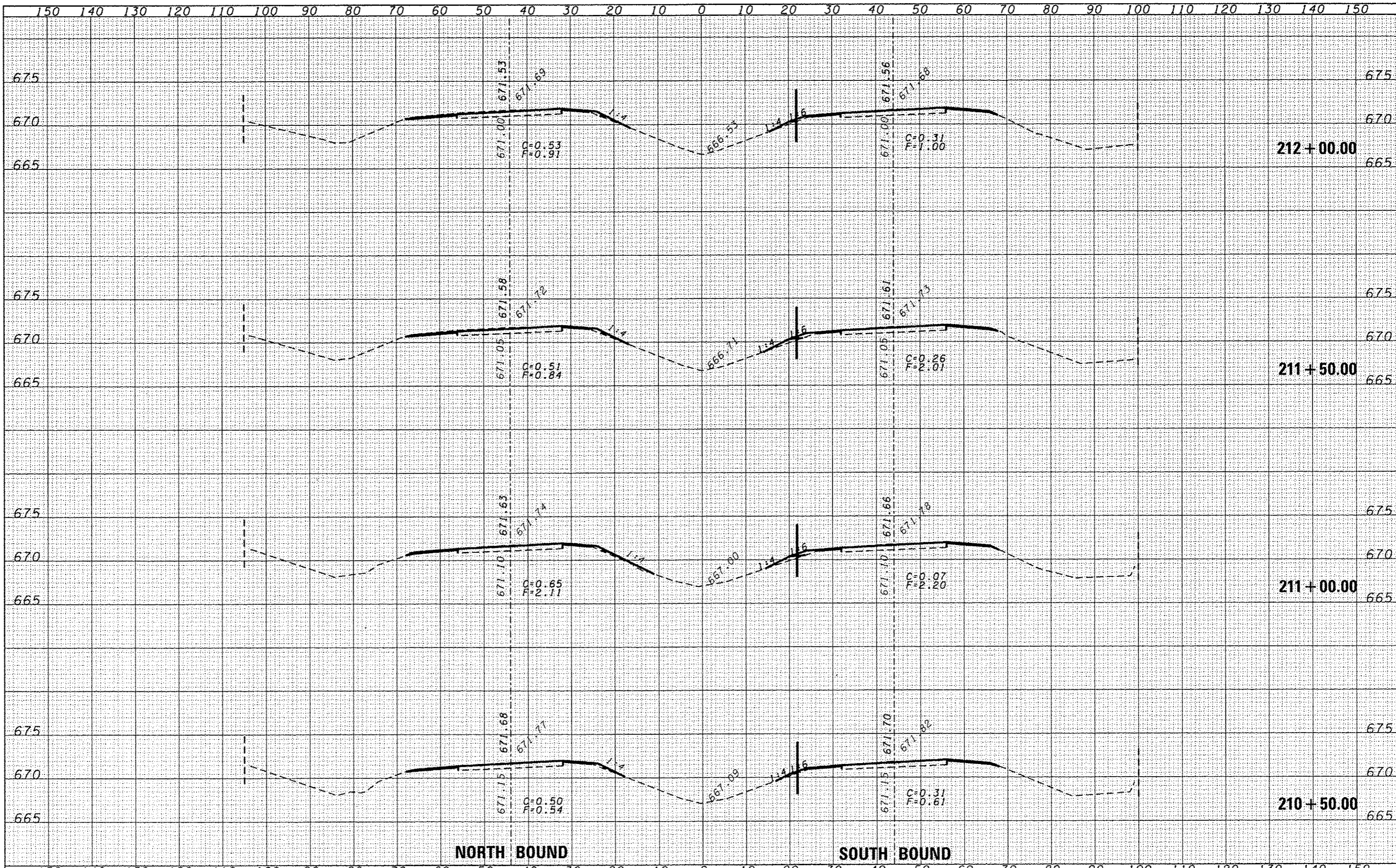
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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PLOT SCALE: 20,0000 / 1"	CHECKED: -	REVISED: -	REVISED: -	57	(38-3)RS-2	IROQUOIS	186	94
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DATE	BY
STARTED	DATE
FINISHED	DATE
NOTE BOOK	NO.
AREAS CHECKED	

DATE	BY
STARTED	DATE
FINISHED	DATE
NOTE BOOK	NO.
AREAS CHECKED	



NORTH BOUND

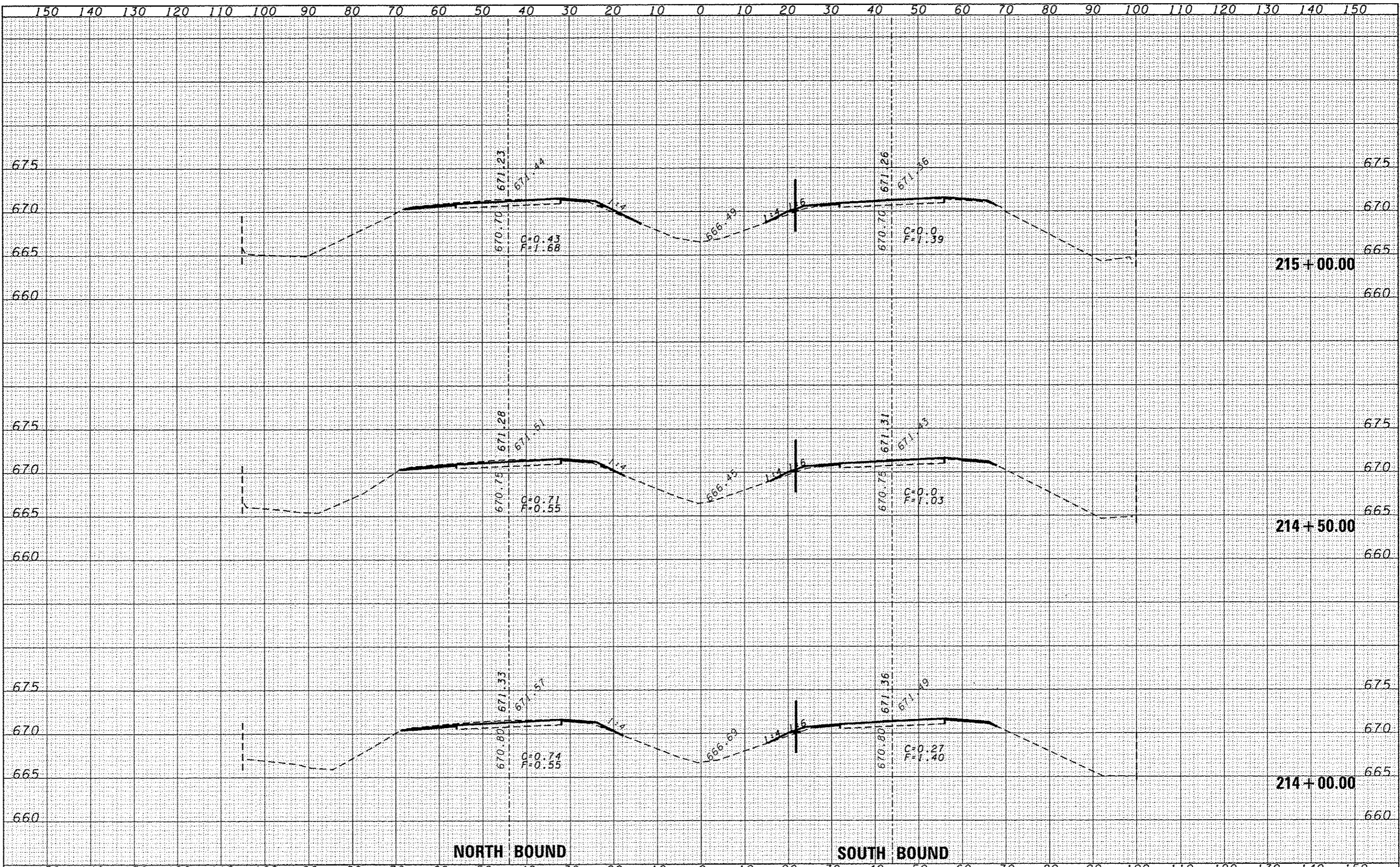
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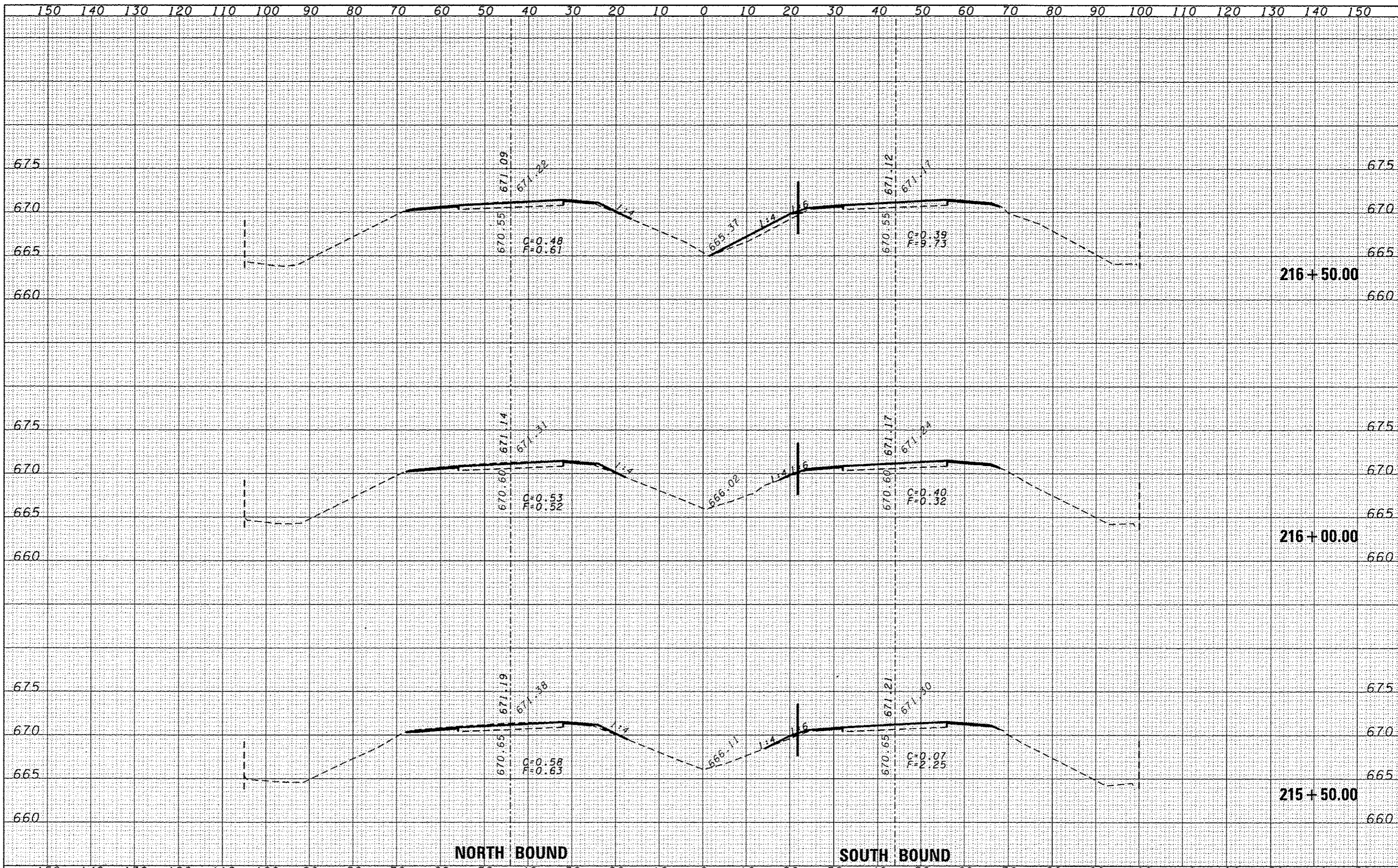
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PLOT DATE = 6/10/2014	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



NORTH BOUND

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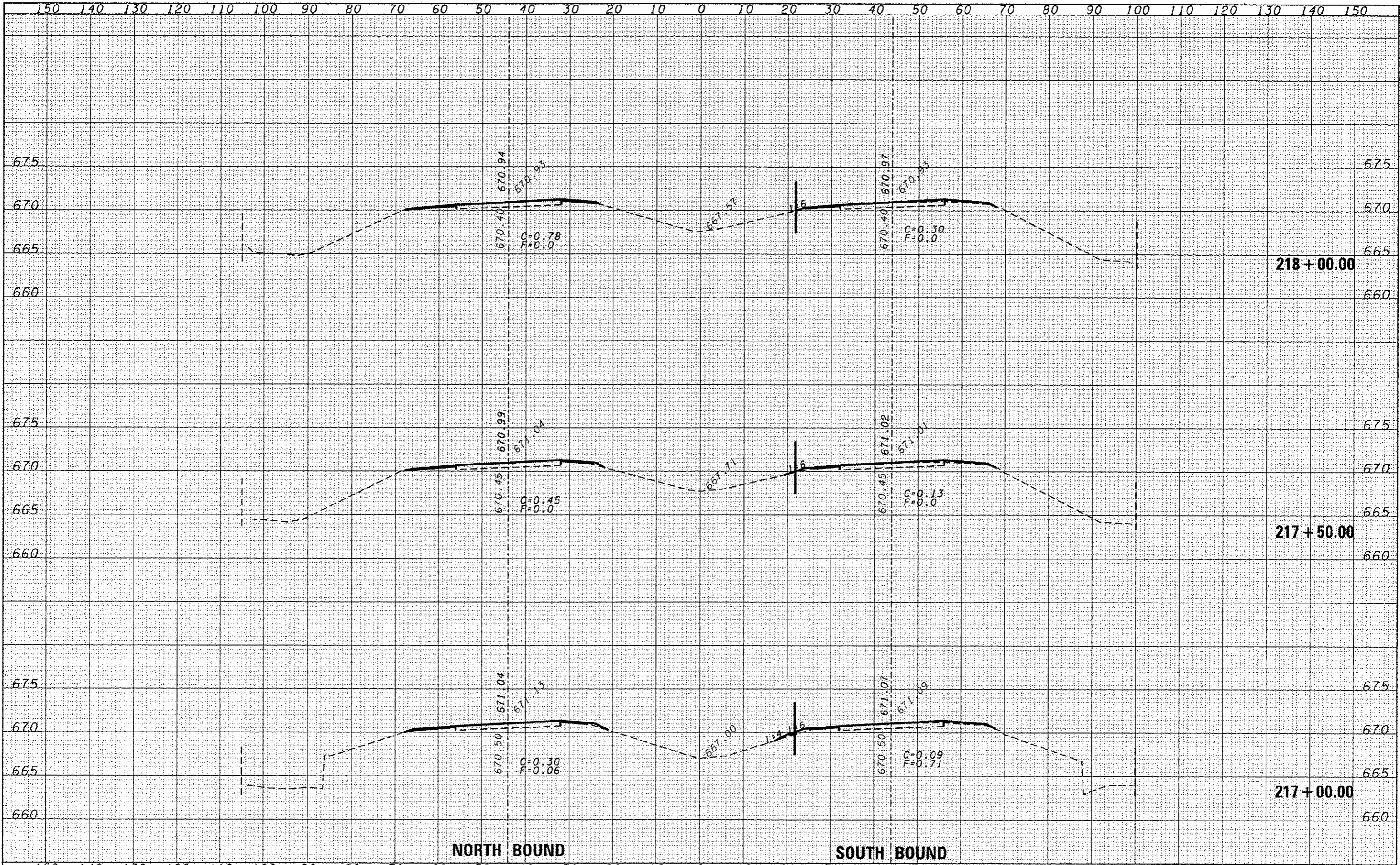
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		CHECKED	REVISED					CONTRACT NO. 66C53				
		DATE	REVISED					FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
PLOT SCALE = 20,0000' / in.		PLOT DATE = 6/10/2014		SCALE:		SHEET NO. OF SHEETS		STA. 215+50.00 TO STA. 216+50.00				

DATE	BY
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FINAL SURVEY	NO.
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TEMPLATE	NO.
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CHECKED	NO.

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NO.	NO.
ORIGINAL SURVEY	NO.
NOTED BOOK	NO.
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TEMPLATE	NO.
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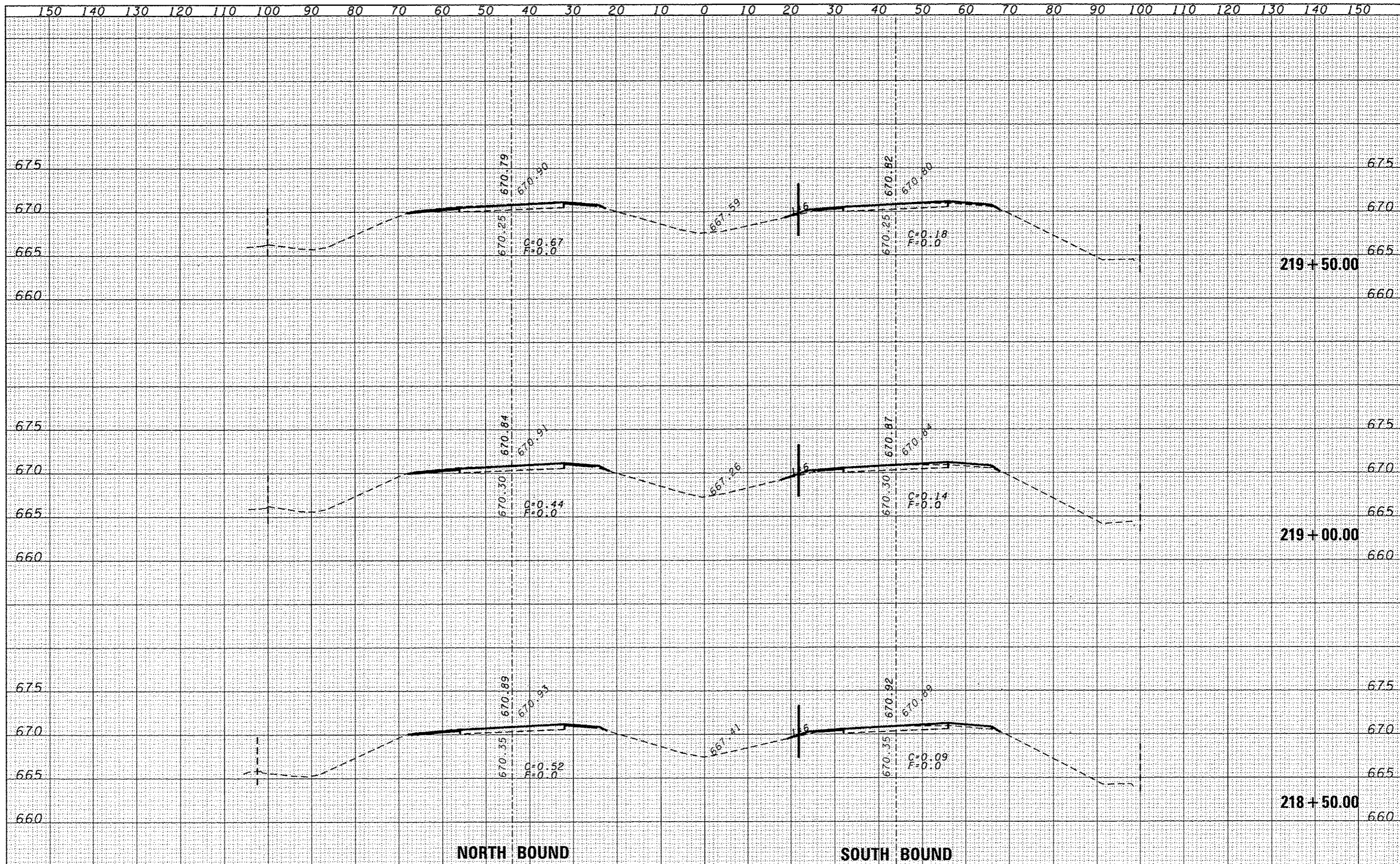


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NORTH BOUND

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FILE NAME :	USER NAME :	DESIGNED :	REVISIONS :	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">CROSS SECTIONS</p>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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