

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 3

TRAFFIC DATA

I-57 TRAFFIC DATA
JEFFERSON COUNTY
2012 ADT = 32,000 WITH 32% TRUCKS
2014 ADT = 33,620 WITH 32% TRUCKS
2034 ADT = 55,090 WITH 32% TRUCKS

TOWNSHIPS

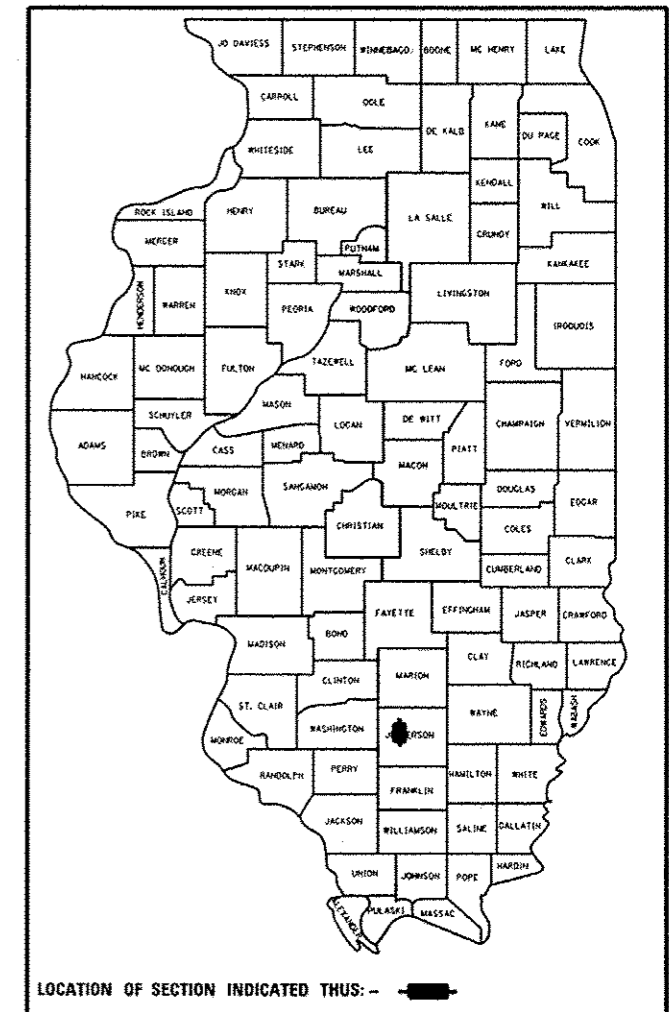
SHILOH

FAI ROUTE 57/64 (I-57/64)
SECTION (41-3-1)RS-1;(41-8)RS-2
PROJECT ACNHPP-000S (987)
RUBBLIZATION
JEFFERSON COUNTY

C-99-064-11

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**		JEFFERSON	235	1
ILLINOIS			CONTRACT NO. 78276	

(41-3-1)RS-1;(41-8)RS-2 **57/64
*** 235+1 = 236 TOTAL SHEETS
D-99-053-11

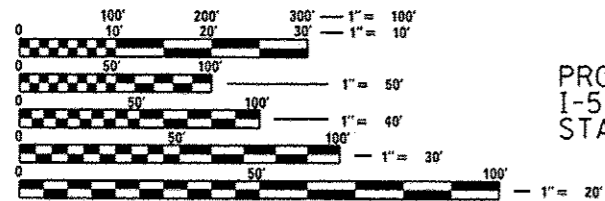
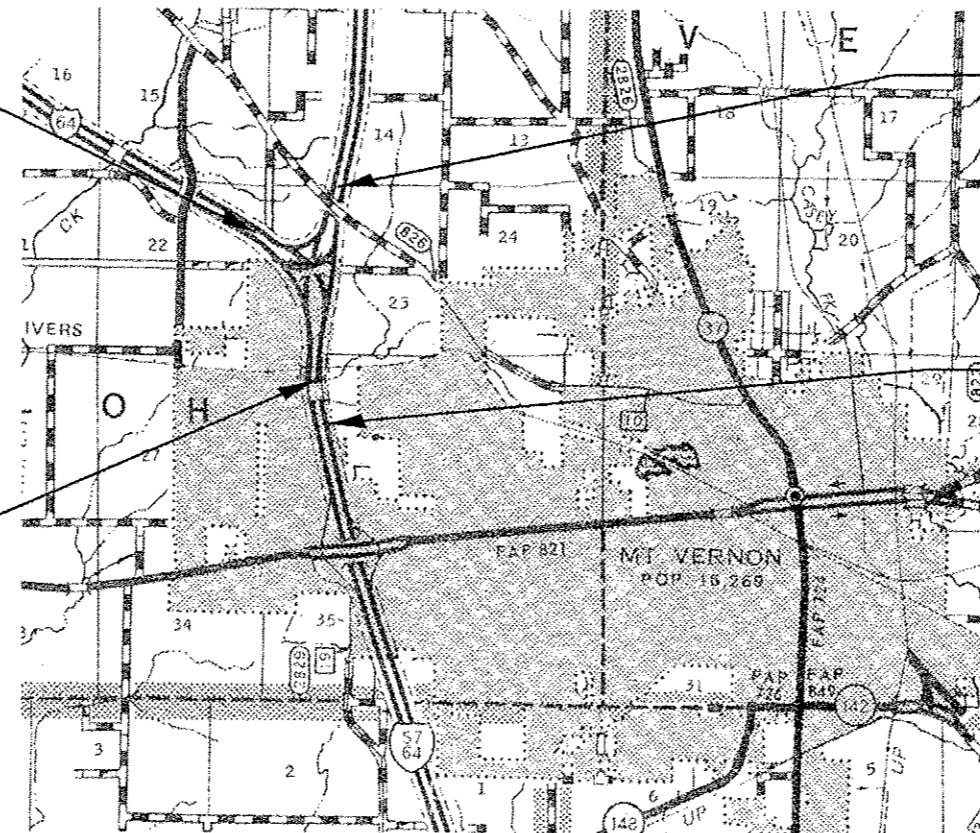


PROJECT LIMITS
I-64 EB & WB
STA 2356+80

PROJECT LIMITS
I-57 NB & SB
STA 885+00

PROJECT LIMITS
I-57 NB
STA 817+80

PROJECT LIMITS
I-57 SB
STA 828+17.13



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

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

PROJECT ENGINEER: CHARLES STEIN
DESIGNER: VALERIE ROLLA
618-351-5210
CONTRACT NO. 78276

GROSS LENGTH = 6599.47 FT. = 1.25 MILE
NET LENGTH = 6457.47 FT. = 1.22 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *Feb 6 20 14*

Jeffrey A. Korman
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 21 20 14
John D. Baranzoli PE
ENGINEER OF DESIGN AND ENVIRONMENT

March 21 20 14
Omer Osman PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

Prepared By: Joe Zdaniewicz
DISTRICT STUDIES & PLANS ENGINEER

Examined By: Paul E. [Signature]
DISTRICT LAND ACQUISITION ENGINEER

Examined By: Carrie Nelson
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: Karl [Signature]
DISTRICT OPERATIONS ENGINEER

Examined By: [Signature]
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: Daryl J. [Signature]
DISTRICT CONSTRUCTION ENGINEER

Examined By: [Signature]
DISTRICT MATERIALS ENGINEER

Approved By: Jeffrey J. Keenan
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

2/6 2014
DATE

FILE NAME *	USER NAME * kellejkd	DESIGNED -	REVISED -
or\pv_work\pvidot\kellejkd\0270560\782	6-shtr-avr_saq_index.dgn	DRAWN -	REVISED -
#MODELNAME*	PLOT SCALE * 100.0000 / in.	CHECKED -	REVISED -
	PLOT DATE * 2/6/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	*	JEFFERSON	235	2
CONTRACT NO. 78276				
[ILLINOIS] FED. AID PROJECT				

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SIGNATURE SHEET
3	INDEX OF SHEETS, HIGHWAY STANDARDS, STRUCTURE TABLE
4	GENERAL NOTES
5	MIX DESIGN
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81-91	STAGE 1 PLAN & TYPICALS
92-100	STAGE 2 PLAN & TYPICALS
101-117	STAGE 3 PLAN & TYPICALS
118-127	STAGE 4 PLAN & TYPICALS
128-132	STAGE 5 PLAN & TYPICALS
133-140	STAGE 6 PLAN & TYPICALS
141-145	STAGE 7 PLAN & TYPICALS
146-152A	BRIDGE PLANS SN 041-0012 & 041-0013
153-154	ALTERNATE ROUTE PLAN
155-156	I-57/64 E & F CLOSURE DETOUR PLAN
157-158	RESURFACING TRANSITION DETAILS
159	DISTRICT DETAILS
160-235	CROSS SECTIONS

STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
421106-09	36' (10.8 m) CRC PAVEMENT
421206-06	36' (10.8 m) CRC PAVEMENT (WITH LUG SYSTEM)
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
483001-04	PCC SHOULDER
542546-01	FLUSH INLET BOX FOR MEDIAN
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPEDRAIN
606001-05	CONCRETE CURB TYPE AND COMBINATION CONCRETE CURB AND GUTTER
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
610001-06	SHOULDER INLET WITH CURB
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-12	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAIL
642001-02	SHOULDER RUMBLE STRIPS, 16 in.
667101-02	PERMANENT SURVEY MARKERS
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701400-07	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-08	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-09	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-08	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701426-06	LANE CLOSURE, MULTILANE, INTERMITTANT OR MOVING OPERATIONS, FOR SPEEDS > 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
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
720021-02	SIGN PANELS EXTRUDED ALUMINUM TYPE
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STRUCTURES WITHIN PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING	MTD
041-0012	57	36	NONE	NA
041-0013	58	36	NONE	NA
041-0060	61	37	NONE	EMPTY
041-0061	57	34	NONE	EMPTY

GENERAL NOTES

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 100 mm (4 IN.) OR MORE ABOVE THE GROUNDLINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 100 mm (4 IN.) OR GREATER.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT	2.016 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL/ SQ YD
INTERMEDIATE LIFTS (FOG COAT)	0.04 GAL/SQ YD
ON AGGREGATE SURFACE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ YD
RIPRAP	1.50 TONS/CU. YD.

PROCESSING LIME MODIFIED SOILS:	
LIME	6% WEIGHT OF EARTH (TON)
EARTH	110 LB/CU. FT.
WATER	500 GAL/TON OF LIME

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

THE CONTRACTOR SHALL STAMP STATIONING IN THE CONCRETE PAVEMENT AT 100 m (300 FT.) INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 140 mm (5 1/2 IN.) TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

CONNECTING OF NEW OR EXISTING CULVERTS TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, CULVERT PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE CULVERTS OR STRUCTURES INVOLVED.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

COMMITMENTS:
THERE SHALL BE NO LANE CLOSURES BETWEEN NOVEMBER 15, 2014 AND JANUARY 1, 2015.

FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\p\idot\rollavr\0278568\78276-shsta-cvr-soq-index.dgn		DRAWN -	REVISED -										
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 2/28/2014	DATE -	REVISED -										CONTRACT NO. 78276

MIX DESIGN

Location(s):	Hot-Mix Asphalt Surface Course
Mixture Use(s)	Polymerized Hot-Mix Asphalt Surface Course, Mix E, N90
AC/PG	SBS PG76-22
ABR% (Max):	See BDE Special Provision
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5 mm
Friction Aggregate:	E Surface

Location(s):	Hot-Mix Asphalt Binder Course (Top Lift)
Mixture Use(s)	Polymerized Hot-Mix Asphalt Binder Course, N90, IL-19.0 Fine-Grade
AC/PG	SBS PG76-22
ABR% (Max):	See BDE Special Provision
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0 mm Fine-Grade
Friction Aggregate:	None

Location(s):	Hot-Mix Asphalt Binder Course (Lower Lifts and Lower lifts of Shoulder)
Mixture Use(s)	Hot-Mix Asphalt Binder Course, N90, IL-19.0 Fine Grade
AC/PG	PG64-22
ABR% (Max):	See BDE Special Provision
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0mm Fine Grade
Friction Aggregate:	None

Location(s):	Hot-Mix Asphalt Shoulder (Top Lift)
Mixture Use(s)	Hot-Mix Asphalt Surface Course, Mix C, N90
AC/PG	PG64-22
ABR% (Max):	See BDE Special Provision
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5mm
Friction Aggregate:	C Surface

FILE NAME *	USER NAME * #USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MIX DESIGN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
as\p...-k\p...d\k...e\k...d\0270560\78276	6-xht...evr...eq...ind...dgn	DRAWN -	REVISED -			**	.	JEFFERSON	235	5
MODEL NAME *	PLOT SCALE * 1/8" = 1' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
	PLOT DATE * 2/7/2014	DATE -	REVISED -							
ILLINOIS FED. AID PROJECT										CONTRACT NO. 78276

Rubbleization Pavement and Subsurface Investigation - Northbound FAI 57

Section: (41-3-1)RS-1; (41-8)RS-2

Contract 78276

Station	Location					Thickness, in.			Subbase condition			Subgrade IBV					Soil Information						
	PS	3L	2L	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LI	PI	% H ₂ O
822+00				X		4 3/4	12 1/2					7.0	5.5	14.0	12.0		SICL A-6(7)	23	54	23	28.5	11.2	21
" "					X	14						8.5	10.0	16.0	8.5	8.5							
832+00		X				4 1/2	12 1/4	3 1/2	BAM			5.5	5.5	8.5									
833+00	X					12						4.0	4.0	5.5	7.0	7.0							
842+00				X		4	8 1/2	4	BAM			10.0	10.0	7.0	14.0		CLAY A7-6(20)	22	42	36	43.9	26.5	22
" "					X	11 1/2						5.5	8.5	8.5	5.5	8.5							
852+00				X		4 1/4	8	4 1/4	BAM			7.0	5.5	5.5	5.5								
" "					X	11						5.5	7.0	7.0	7.0	7.0							
862+00				X		3 1/2	8	3 1/4	BAM			5.5	7.0	5.5	7.0								
" "					X	11 1/2						5.5	7.0	7.0	12.0	8.5							
872+00				X		4 1/4	8 1/4	4	BAM			7.0	7.0	10.0	8.5								
" "					X	12 1/2						4.0	8.5	10.0	8.5	7.0							
883+00				X		3 1/4	8	3		BAM		5.5	5.5	7.0	12.0								
" "					X	13						7.0	10.0	5.5	5.5	4.0							

Rubblization Pavement and Subsurface Investigation - Southbound FAI 57

Section: (41-3-1)RS-1;(41-8)RS-2

Contract 78276

Station	Location					Thickness, in.			Subbase condition			Subgrade IBV					Soil Information							
	PS	3I	2I	DI	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
877+00			X			3 3/4	8 1/4	3	BAM			17.0	12.0	7.0	8.5									
" "	X					14 1/2						14.0	29.0	20.0	17.0									
867+00			X			3 3/4	8 1/4	3		BAM		16.0	30.0	30.0										
" "	X					13 3/4						7.0	23.0	30.0	30.0									
857+00			X			3 3/4	8	3 3/4	BAM			30.0												
" "	X					12 1/2						5.5	30.0											
847+00			X			3 3/4	8	4 1/4	BAM			7.0	7.0	4.0	7.0		CLAY A7-6(19)	26	40	34	44.9	27.7	18	
" "	X					11 1/2						5.5	4.0	7.0	7.0	7.0								
837+00			X			3	8 1/2	3 1/2	BAM			12.0	8.5	7.0	10.0									
" "	X					13 1/2						7.0	4.0	5.5	7.0	8.5								

Rubbleization Pavement and Subsurface Investigation - Westbound FAI 64

Section: (41-3-1)RS-1;(41-8)RS-2

Contract 78276

Station	Location					Thickness, in.			Subbase condition			Subgrade IBV					Soil Information							
	PS	3I	2I	DI	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
2403+00			X			3 3/4	8 1/2	3 1/2			BAM	10.0	14.0	12.0	10.0									
" "	X					10 1/4	4 1/2				PCC	8.5	16.0	7.0	8.5									
2396+00			X			3 1/2	8 1/2	3 1/2			BAM	5.5	7.0	7.0	8.5									
" "	X					15						5.5	7.0	8.5	7.0									
2384+00			X			3 3/4	8 1/4	4			BAM	7.0	14.0	17.0	18.0		SICI A-6(12)	10	67	23	33.2	14.4	21	
" "	X					12 1/2						7.0	21.0	12.0	12.0	8.5								
2375+00			X			2 3/4	8 3/4	3 1/2			BAM	10.0	10.0	5.5	10.0									
" "	X					14						8.5	10.0	23.0	30.0									
2365+00			X			2 1/2	8 3/4	3			BAM	10.0	7.0	5.5	8.5									
" "	X					12 1/2						5.5	5.5	8.5	12.0	12.0								
2355+00			X			4 1/4	7 3/4	4			BAM	8.5	12.0	7.0	7.0									
" "	X					11						8.5	5.5	10.0	10.0	8.5								

Rubblelization Pavement and Subsurface Investigation - Eastbound FAI 64

Section: (41-3-1)RS-1;(41-8)RS-2

Contract 78276

Station	Location					Thickness, in.			Subbase condition			Subgrade IBV					Soil Information						
	PS	3I	2I	DI	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O
2351+00				X		4	8	3 3/4	BAM			12.0	16.0	17.0	17.0		SICI A-6(12)	8	70	22	33.3	138	18
" "					X	9 1/2		4		AGG		4.0	5.5	14.0	14.0	17.0							
2360+00				X		4	8	3 3/4	BAM			5.5	4.0	5.5	8.5								
" "					X	11		4		AGG		5.5	8.5	12.0	17.0								
2370+00				X		3 3/4	8 1/2	4 1/4	BAM			16.0	14.0	8.5	8.5								
" "					X	13 1/2						7.0	7.0	12.0	10.0	10.0							
2380+00				X		3 1/2	8 1/4	3 1/2	BAM			5.5	4.0	4.0	4.0								
" "					X	12 3/4						4.0	5.5	4.0	4.0	4.0							
2390+00				X		3 3/4	7 3/4	4	BAM			14.0	8.5	5.5	7.0								
" "					X	13						7.0	7.0	10.0	8.5	8.5							
2398+50				X		3 1/4	7 3/4	5	BAM			20.0	30.0	20.0	10.0								
" "					X	14						12.0	27.0	23.0	20.0								

CROSSROAD CULVERT FILL HEIGHT

STATION		ESTIMATED FILL (FT)	DESCRIPTION
833+98.38	I-57 NB (I5764B)	26.13	66" RCP
843+98.18	I-57 NB (I5764B)	3.53	24" RCP
851+00	I-57 NB (I5764B)	2.85	24" RCP
866+20 & 2+50	I-57 NB (I5764B) & RAMP E (I5764E)	10.57	36" RCP
883+00	I-57 NB & SB (I5764A)	2.08	24" RCP
834+10	SB I-57 (I5764A)	26.71	54" RCP
850+00	SB I-57 (I5764A)	1.79	36" RCP
868+90 & 3+00	SB I-57 (I5764A) & RAMP F (I5764F)	2.41	30" RCP
2366+00	RAMP C (I5764C)	3.57	24" RCP

FILL WAS ESTIMATED FROM THE TOP OF PIPE TO TOP OF EXISTING PAVEMENT
IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY FIELD CONDITIONS.

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING:	
				90% FED 10% STATE	
				LOCATION:	
		URBAN			
		ROUTE:	FAI 57 I-57	FAI 64 I-64	
			ROADWAY 0004	ROADWAY 0004	
20100500	TREE REMOVAL, ACRES	ACRE	5.6	1.4	4.2
20200100	EARTH EXCAVATION	CU YD	9155	5535	3620
20400100	BORROW EXCAVATION	CU YD	32331	15291	17040
25000200	SEEDING, CLASS 2	ACRE	29.1	14.2	14.9
25000350	SEEDING, CLASS 7	ACRE	29.1	14.2	14.9
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	5235	2552	2683
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2618	1276	1342
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2618	1276	1342
25000700	AGRICULTURAL GROUND LIMESTONE	TON	58	28	30
25100115	MULCH, METHOD 2	ACRE	58	28	30
25100630	EROSION CONTROL BLANKET	SQ YD	140,744	68,597	72,147
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	8725	4252	4473
28000305	TEMPORARY DITCH CHECKS	FOOT	4924	3056	1868
28000400	PERIMETER EROSION BARRIER	FOOT	16,825	9900	6925

FILE NAME *	USER NAME # *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...	...	DRAWN -	REVISED -			**	*	JEFFERSON	235	11
#MODELNAME*	...	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
	...	DATE -	REVISED -							
								ILLINOIS FED. AID PROJECT CONTRACT NO. 78276		

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING:	
				90% FED 10% STATE	
				LOCATION: URBAN	
ROUTE:		FAI 57 I-57	FAI 64 I-64		
		ROADWAY	ROADWAY		
		0004	0004		
30200650	PROCESSING MODIFIED SOIL 12"	SO YD	17708	17708	
30201500	LIME	TON	526	526	
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SO YD	17708	17708	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4612	1561	3051
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	879	458	421
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1424	996	428
40603092	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N90	TON	22,988	10448	12,540
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90	TON	7795	3543	4252
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	7294	3240	4054
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SO YD	2062	2062	
42100340	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"	SO YD	10830	10830	
42100615	PAVEMENT REINFORCEMENT	SO YD	10830	10830	
42101300	PROTECTIVE COAT	SO YD	13,212	13,212	
42101436	LUG SYSTEM COMPLETE 36'	EACH	3	3	

FILE NAME :	USER NAME : #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\p\work\p\dot\k\k\k\k\d8278568\78278568.dwg	6-sha-cvr-30g.indd.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	JEFFERSON	235	12
	PLOT SCALE = 1/8" = 1' / 1"	CHECKED -	REVISED -								CONTRACT NO.	78276	
MODELNAME#	PLOT DATE = 2/7/2014	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING:	
				90% FED 10% STATE	
				LOCATION: URBAN	
ROUTE:		FAI 57 I-57	FAI 64 I-64		
		ROADWAY	ROADWAY		
		0004	0004		
42101448	LUG SYSTEM COMPLETE 48"	EACH	2	2	
44000100	PAVEMENT REMOVAL	SQ YD	13,212	13,212	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	7393	0	7393
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	61,085	30,219	30,866
44004250	PAVED SHOULDER REMOVAL	SQ YD	24,160	13900	10,260
44200620	CLASS A PATCHES, TYPE II, 14 INCH	SQ YD	114	0	114
44201373	CLASS C PATCHES, TYPE I, 12 INCH	SQ YD	198	97	101
44201377	CLASS C PATCHES, TYPE II, 12 INCH	SQ YD	552	270	282
44201381	CLASS C PATCHES, TYPE III, 12 INCH	SQ YD	239	117	122
44201383	CLASS C PATCHES, TYPE IV, 12 INCH	SQ YD	985	483	502
44213000	PATCHING REINFORCEMENT	SQ YD	114	0	114
44213200	SAW CUTS	FOOT	512	0	512
44213204	TIE BARS 3/4"	EACH	2460	1205	1255
48100700	AGGREGATE SHOULDERS, TYPE A 8"	SQ YD	3415	1613	1802

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\p\dot\k\11\gk\0270560\702	6-ahca-cvr-sog-index.dgn	DRAWN -	REVISED -			**	*	JEFFERSON	235	13	
	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 78276					
#MODELNAME#	PLOT DATE = 2/7/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING:	
				90% FED 10% STATE	
				LOCATION:	
				URBAN	
ROUTE:		FAI 57	FAI 64		
		I-57	I-64		
		ROADWAY	ROADWAY		
		0004	0004		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	34,277	15693	18,584
48300700	PORTLAND CEMENT CONCRETE SHOULDERS 12"	SQ YD	6052	6052	
48301000	PROTECTIVE COAT	SQ YD	6052	6052	
50300225	CONCRETE STRUCTURES	CU YD	44.4	44.4	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	152.1	152.1	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	35670	35670	
50800515	BAR SPLICERS	EACH	704	704	
52300320	NEOPRENE EXPANSION JOINT 2"	FOOT	107		107
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	1	1	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	79	47	32
60100072	SHOULDER REMOVAL AND REPLACEMENT 5"	FOOT	18019	10454	7565
60107600	PIPE UNDERDRAINS 4"	FOOT	38268	23174	15094
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	1975	1175	800
60260100	INLETS TO BE ADJUSTED	EACH	2	2	
60500060	REMOVING INLETS	EACH	1	1	

FILE NAME :	USER NAME : *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 1/8" = 100.0000' / 1"	CHECKED -	REVISED -								CONTRACT NO.	78276	
MODELNAME#	PLOT DATE = 2/7/2014	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING:	
				90% FED 10% STATE	
				LOCATION:	
		URBAN			
		ROUTE:		FAI 57	FAI 64
				I-57	I-64
				ROADWAY	ROADWAY
				0004	0004
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	47,832	23998	23,834
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	6794	4604	2190
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	7715	4843	2872
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1045	768	277
70400100	TEMPORARY CONCRETE BARRIER	FOOT	8696.5	8123.9	572.6
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	6912.5	6912.5	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	3	1
70600352	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	2475	1213	1262
* 72000200	SIGN PANEL - TYPE 2	SQ FT	75	37	38
* 73000100	WOOD SIGN SUPPORT	FOOT	4014	1967	2047
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	47,832	23,998	23,834
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	12,602	4604	7998

* SPECIALTY ITEM

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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#MODELNAME#		DATE -	REVISED -										

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING:		
				90% FED	10% STATE	
				LOCATION:		
		URBAN		ROUTE:	FAI 57	FAI 64
				I-57	I-64	
				ROADWAY	ROADWAY	
				0004	0004	
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	7715	4843	2872	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	1045	768	277	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	305	156	149	
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	77	48	29	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	15	8	7	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	305	156	149	
* 80300100	LOCATING UNDERGROUND CABLE	FOOT	31540	15455	16085	
X0323583	SPEED INDICATOR SIGN	CAL DA	1500	1000	500	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	450		450	
<input type="checkbox"/> X2503100	MOWING	UNIT	398	235	163	
X4210400	LUG SYSTEM REMOVAL	EACH	5	5		
X6015000	REMOVE CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	44	29	15	
X6330900	VERTICAL ADJUSTMENT OF GUARDRAIL	FOOT	2557	2557		
X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	L SUM	1.0	0.5	0.5	

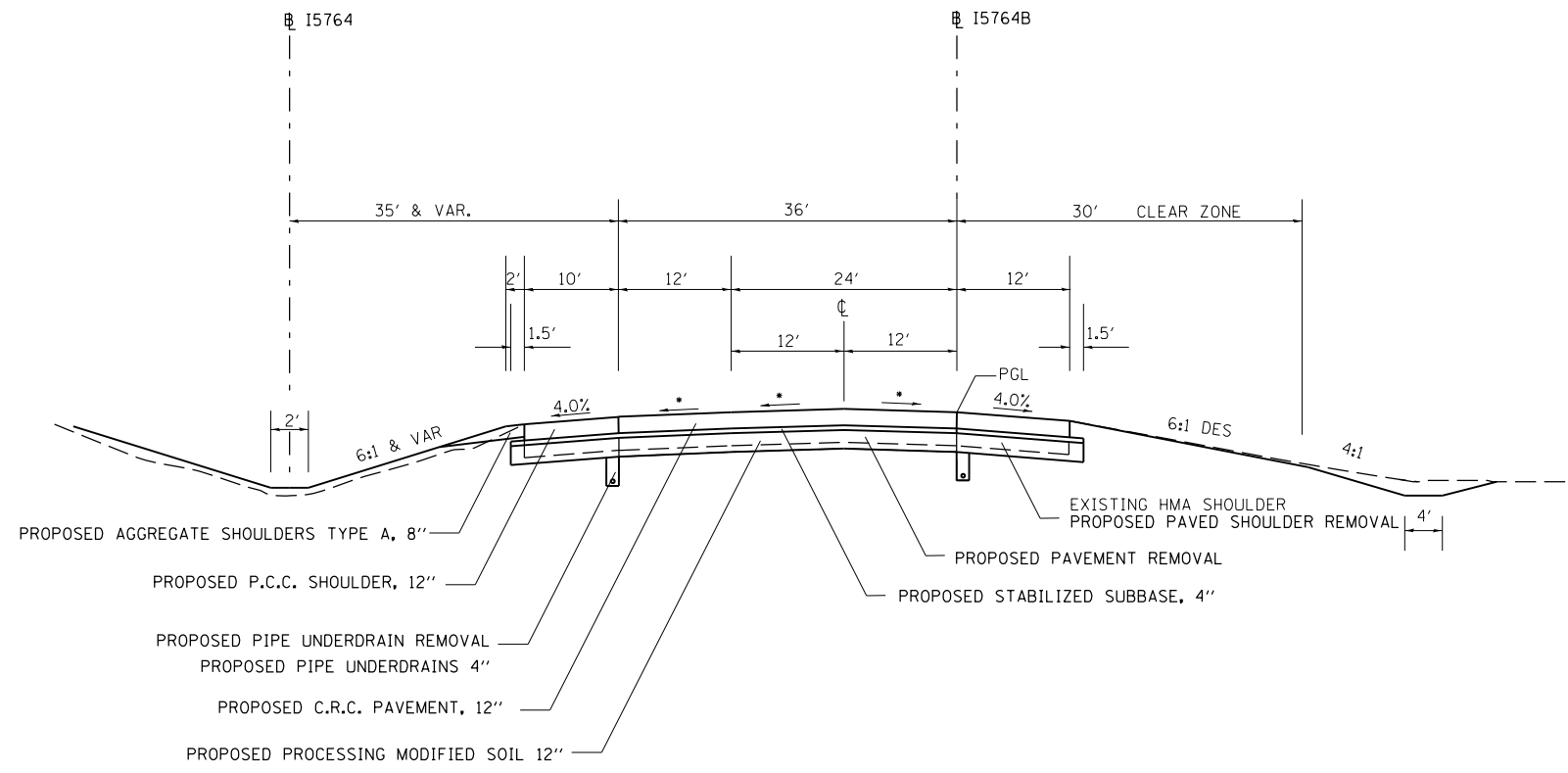
* SPECIALTY ITEM
 NP- 100% STATE

FILE NAME :	USER NAME : *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...	...	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	JEFFERSON	235	17
...	...	CHECKED -	REVISED -								CONTRACT NO.	78276	
...	...	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES - CONT

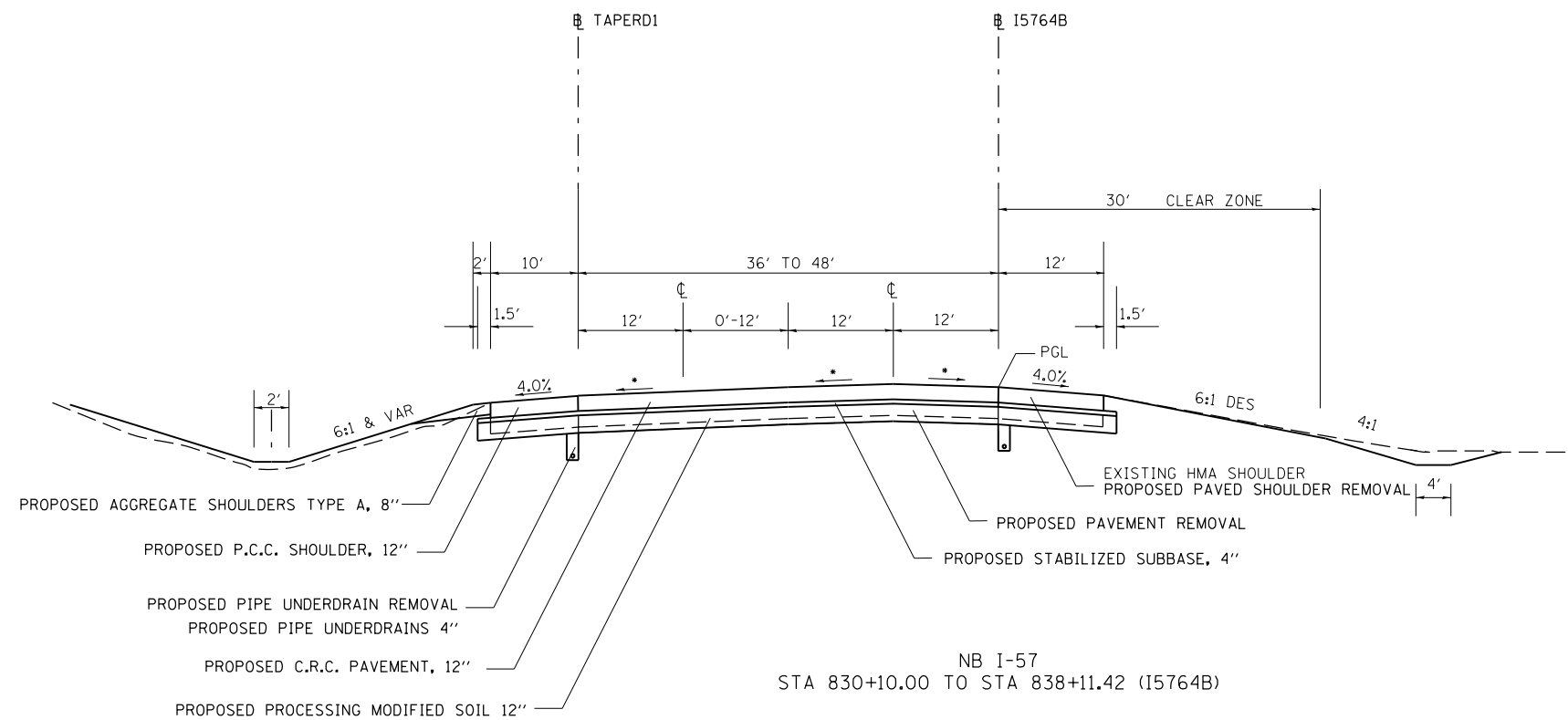
CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FUNDING:	
				90% FED 10% STATE	
				LOCATION:	
				URBAN	
			ROUTE:	FAI 57 I-57	FAI 64 I-64
				ROADWAY	ROADWAY
				0004	0004
X8570000	SMART TRAFFIC MONITORING SYSTEM	L SUM	1	0.5	0.5
Z0034105	MATERIAL TRANSFER DEVICE	TON	41614	20391	21223
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	39060	23696	15364
φ Z0076600	TRAINEES	HOUR	1500	750	750
Z0055605	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	SQ YD	49,812	22930	26,882
φ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1500	750	750

φ 0042



NB I-57
 STA 817+80.00 TO STA 821+09.49 (I5764)
 STA 821+09.49 TO STA 830+10.00 (I5764B)

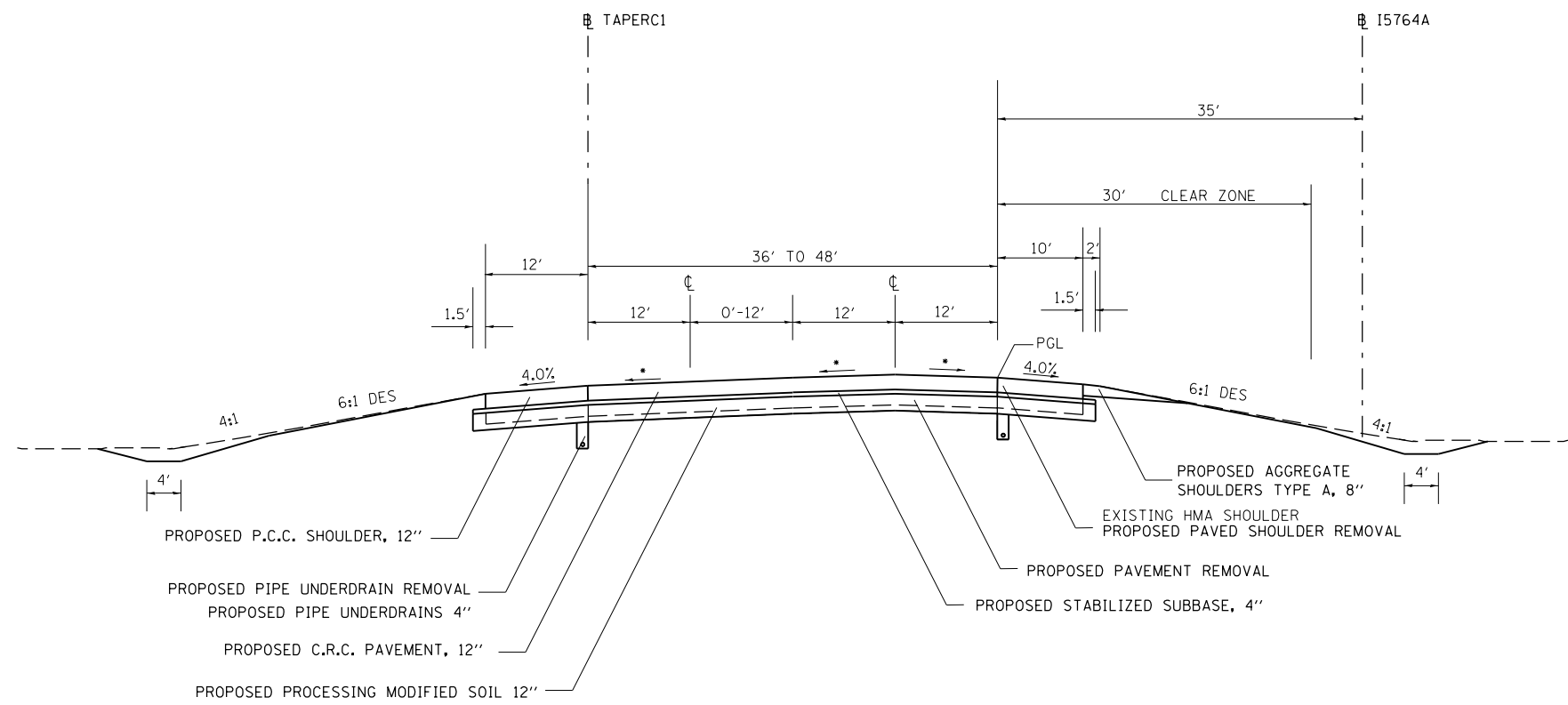
*MATCH EXISTING SLOPE



NB I-57
 STA 830+10.00 TO STA 838+11.42 (I5764B)

*MATCH EXISTING SLOPE

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\dot\kellykd\0278568\782	6-shrb-tpy_sch_ties.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	JEFFERSON	235	19
\$MODELNAME\$	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -								CONTRACT NO.	78276	
	PLOT DATE = 2/7/2014	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

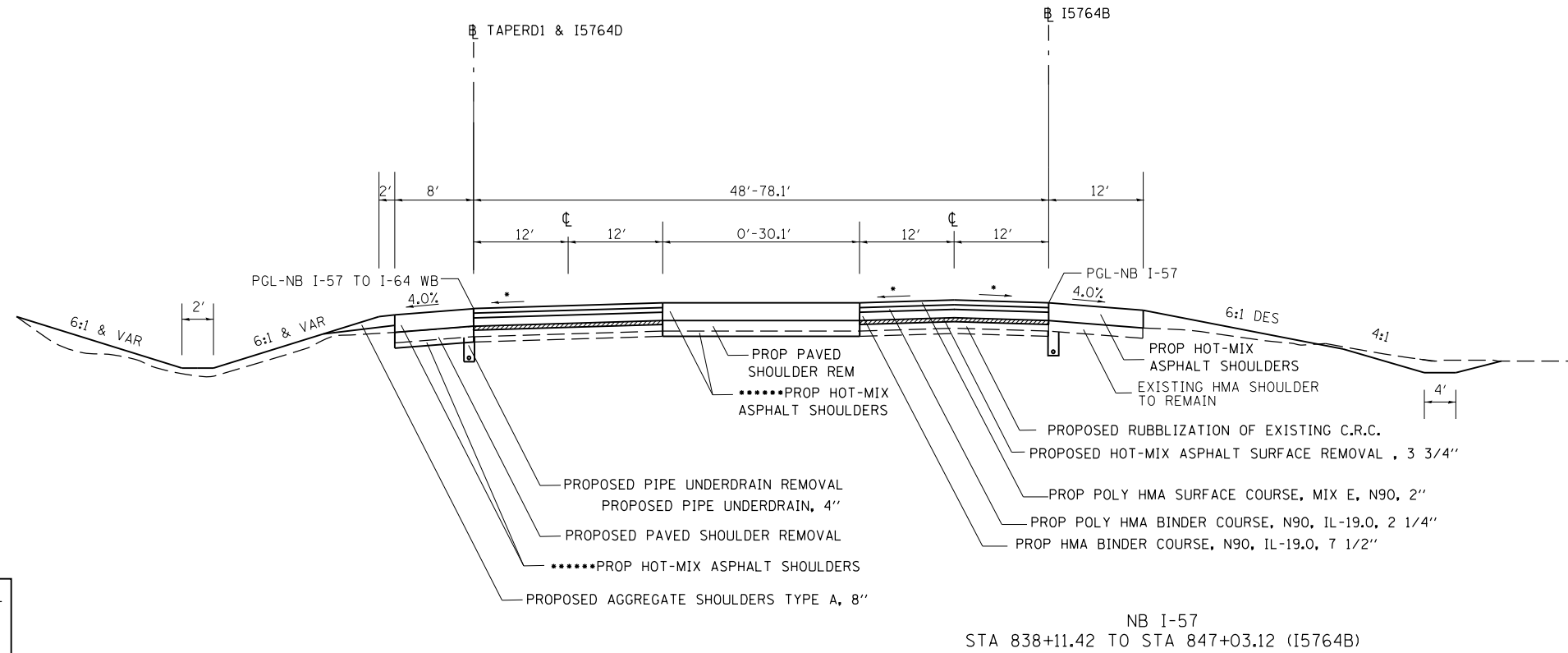


SB I-57
 STA 830+00.00 TO STA 836+25.03 (I5764A)

*MATCH EXISTING SLOPE

*MATCH EXISTING SLOPE

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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\$MODELNAME\$	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -							CONTRACT NO. 78276			
	PLOT DATE = 2/7/2014	DATE -	REVISED -										



NB I-57
STA 838+11.42 TO STA 847+03.12 (I5764B)

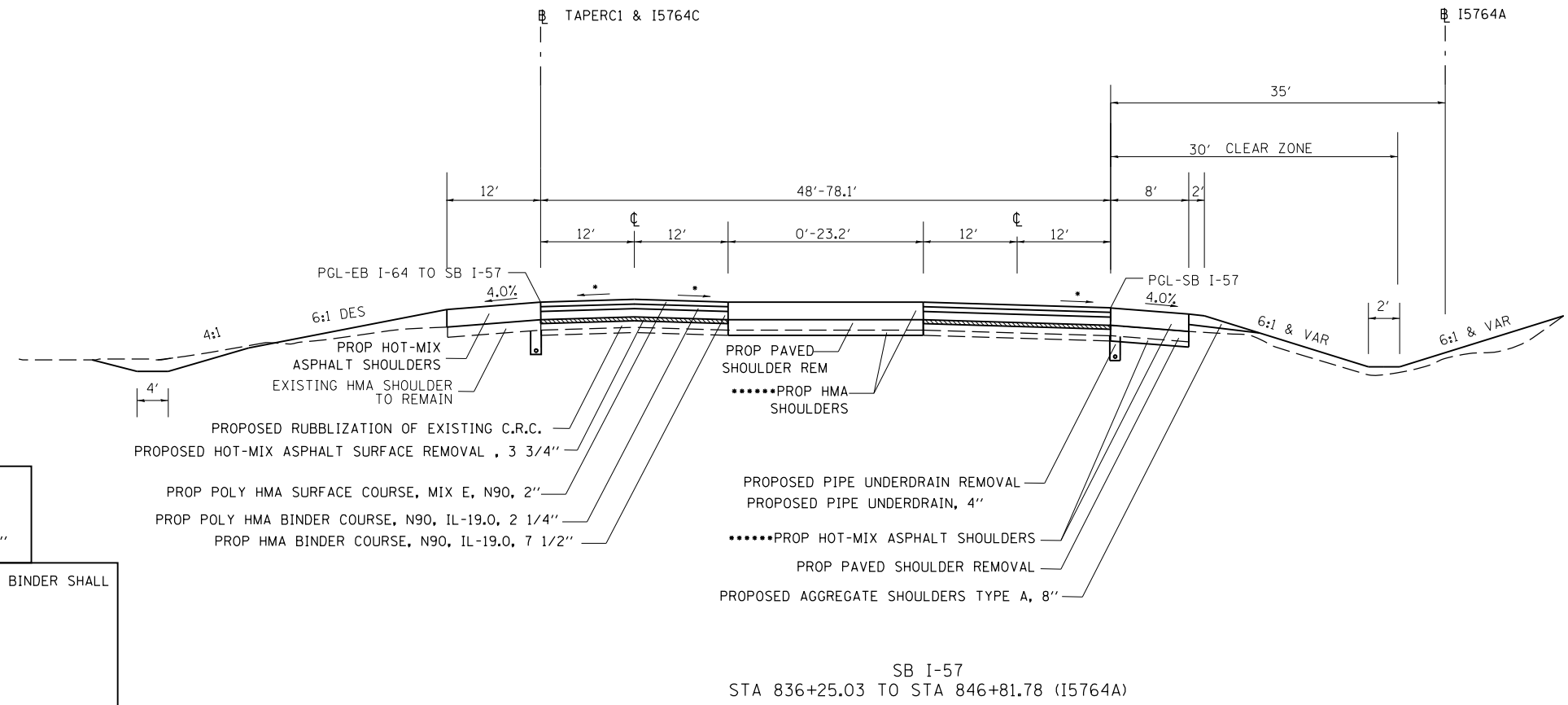
*MATCH EXISTING SLOPE

*****HOT-MIX ASPHALT SHOULDERS
STAGE 1 TOTAL THICKNESS 12"
LATER STAGE ADDITIONAL THICKNESS 8"

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

7.5" BINDER

1st LIFT	4"
2nd LIFT	3.5"



SB I-57
STA 836+25.03 TO STA 846+81.78 (I5764A)

*MATCH EXISTING SLOPE

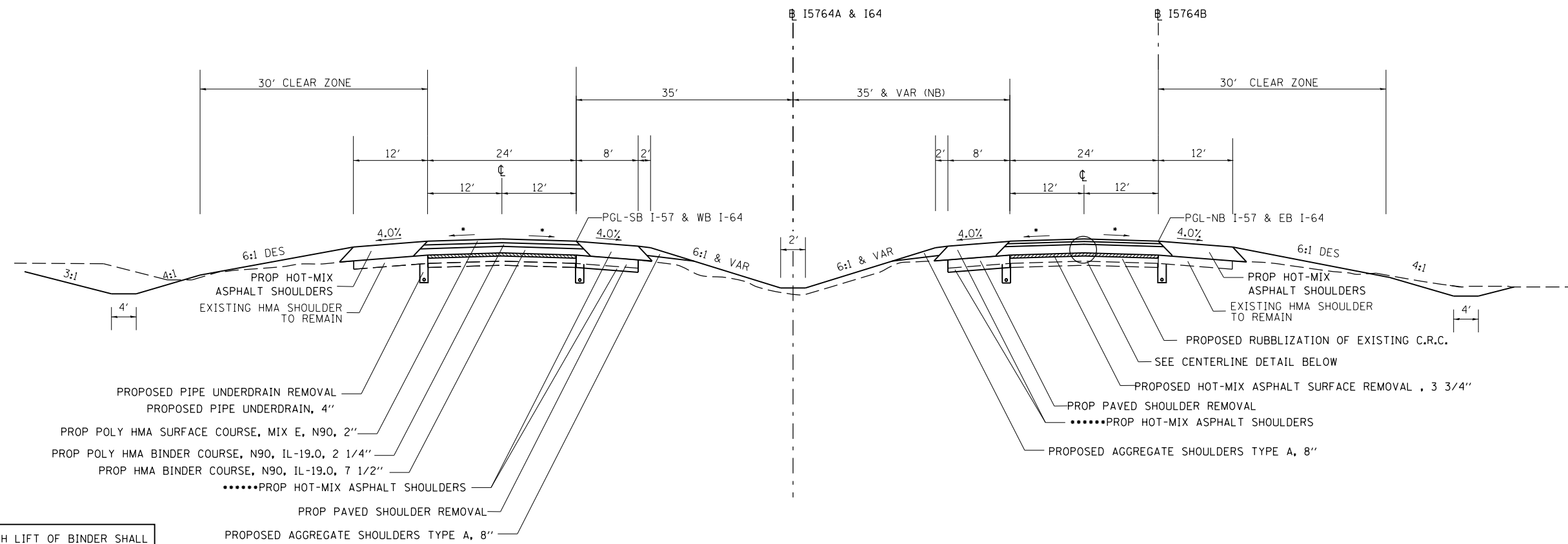
*****HOT-MIX ASPHALT SHOULDERS
STAGE 1 TOTAL THICKNESS 12"
LATER STAGE ADDITIONAL THICKNESS 8"

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

7.5" BINDER

1st LIFT	4"
2nd LIFT	3.5"

FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pwork\pwork\rollavr\d0278568\78276-shb-tpd_sch_tres.dgn		DRAWN -	REVISED -		•	•	JEFFERSON	235	21			
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78276				
	PLOT DATE = 2/28/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT			(41-3-DRS-1(41-BRS-2) ••57/64				



NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

7.5" BINDER	
1st LIFT	4"
2nd LIFT	3.5"

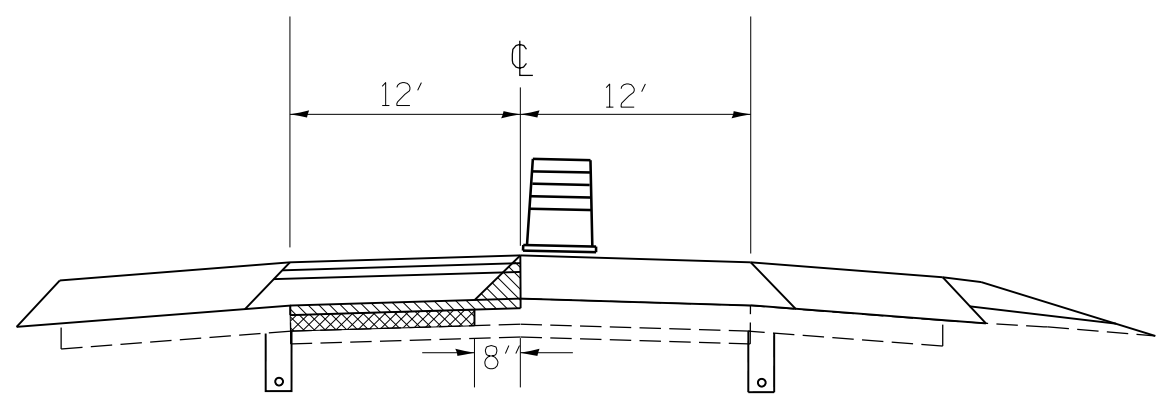
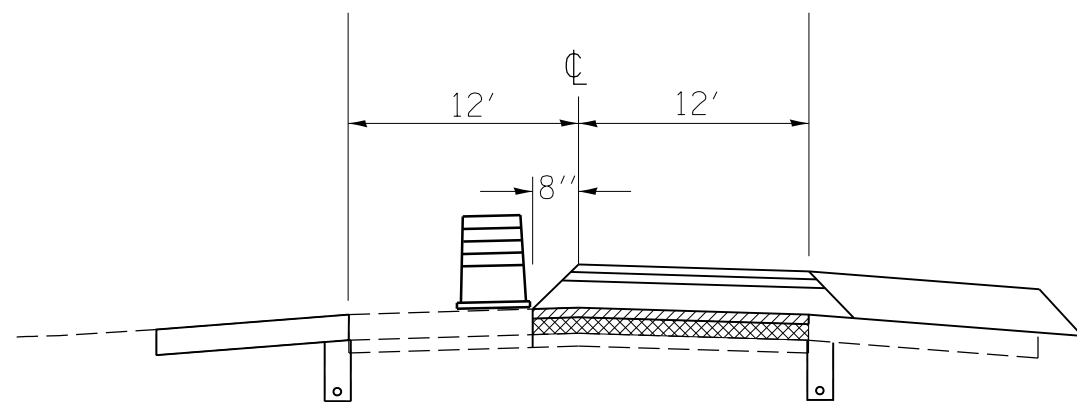
*****HOT-MIX ASPHALT SHOULDERS
 STAGE 1 TOTAL THICKNESS 12"
 LATER STAGE ADDITIONAL THICKNESS 8"

SB I-57
 STA 846+81.78 TO STA 869+83.15 (I5764A)
 STA 877+23.31 TO STA 878+00.00 (I5764A)
 (STA INCREASES OPPOSITE OF DIRECTION OF TRAVEL)

WB I-64
 STA 2360+00.00 TO STA 2363+46.36 (I64)
 (STA INCREASES OPPOSITE OF DIRECTION OF TRAVEL)

NB I-57
 STA 847+03.12 TO STA 866+76.63 (I5764B)

EB I-64
 STA 2360+00.00 TO STA 2363+46.36 (I64)



CENTERLINE DETAIL

PROPOSED RUBBLIZATION OF EXISTING C.R.C.
 PROPOSED HMA SURFACE REMOVAL

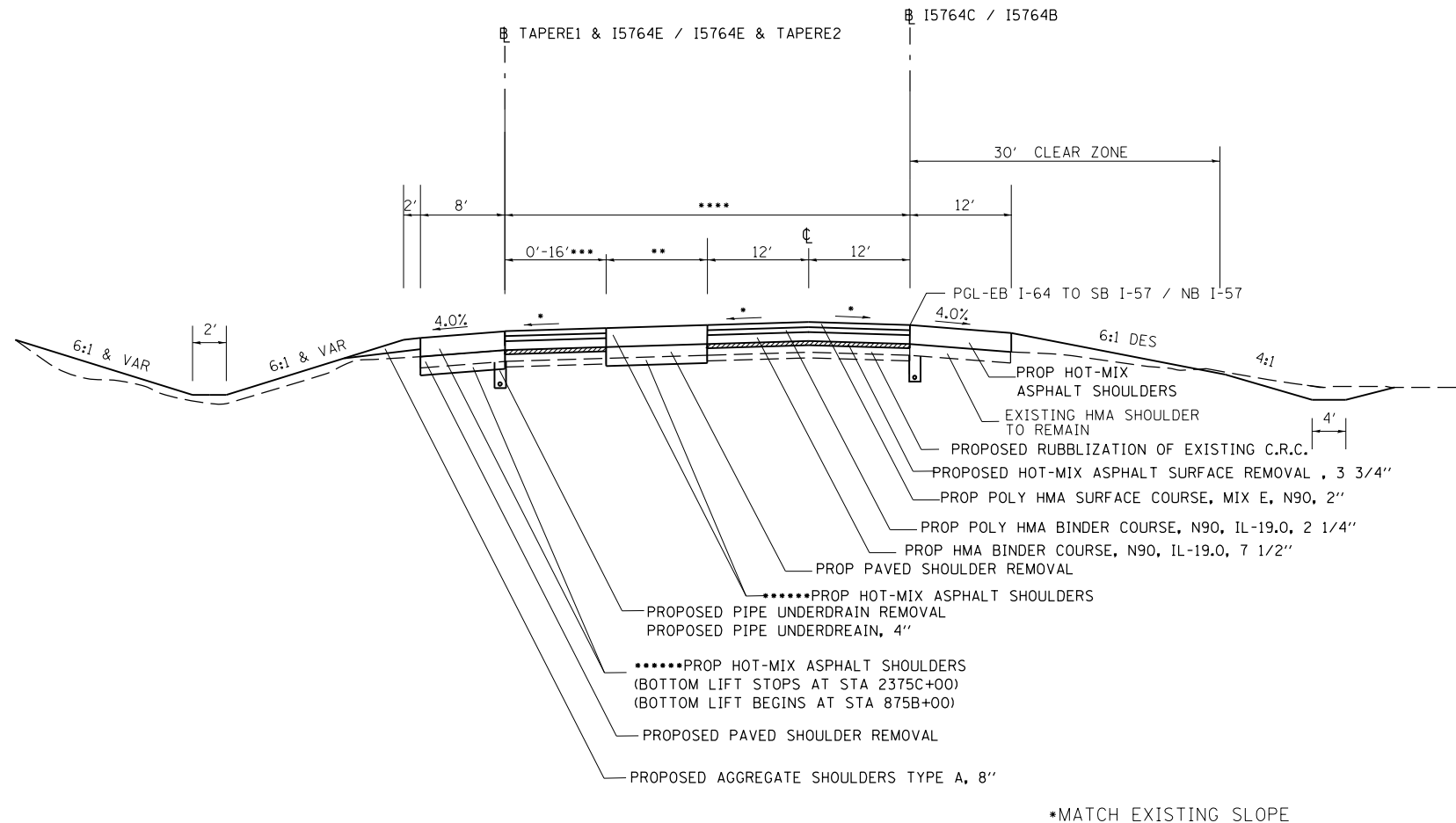
*MATCH EXISTING SLOPE

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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	22
			CONTRACT NO. 78276	

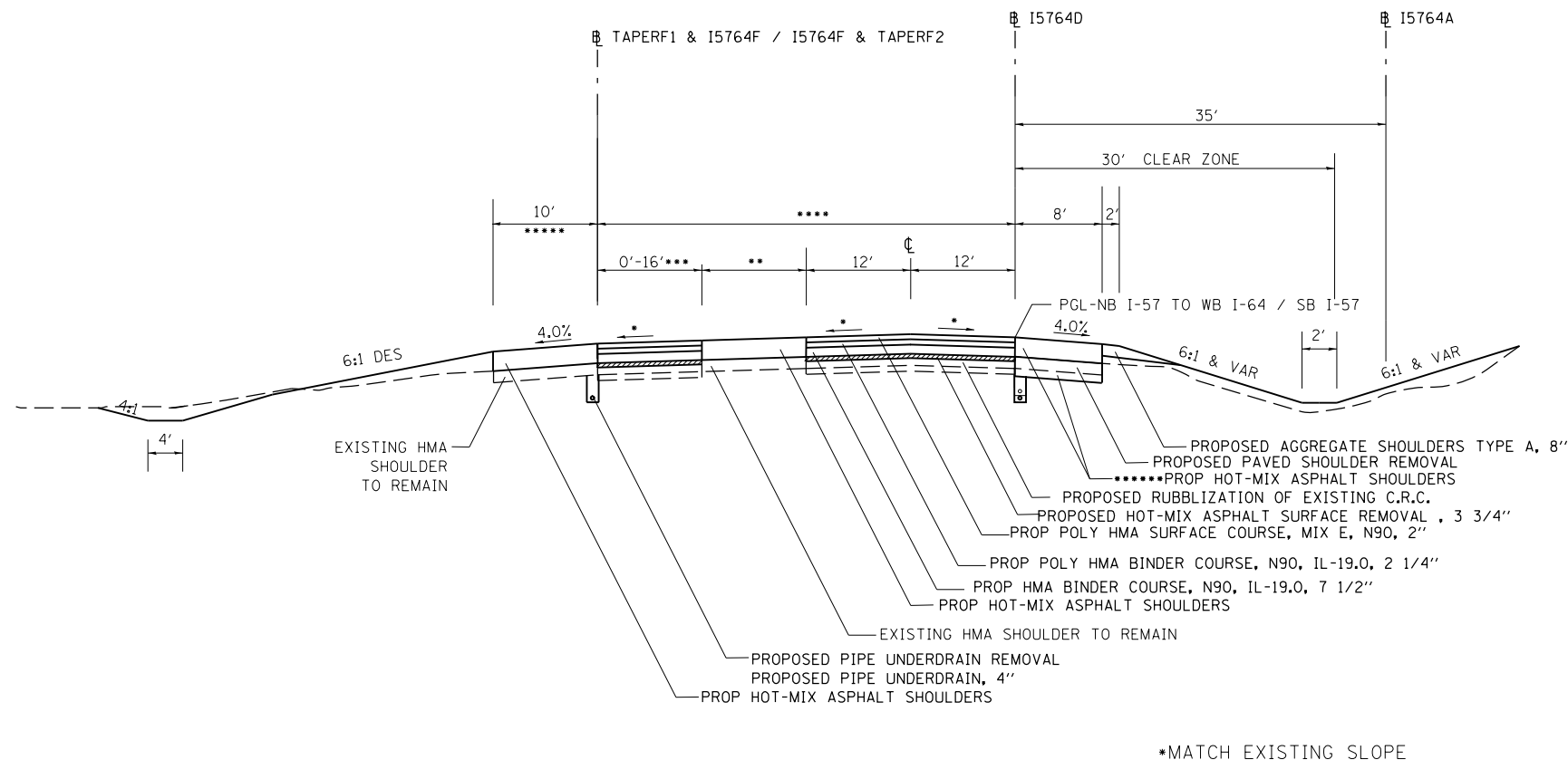


*****HOT-MIX ASPHALT SHOULDERS
 STAGE 1 TOTAL THICKNESS 12"
 LATER STAGE ADDITIONAL THICKNESS 8"

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:
 7.5" BINDER
 1st LIFT 4"
 2nd LIFT 3.5"

EB I-64 TO SB I-57
 STA 2364+03.81 TO STA 2378+60.38 (I5764C)
 ***** 24'-64.1'
 **SHOULDER BEGINS AT STA 2371+96.95 0'-24.1'
 NB I-57
 STA 866+76.63 TO STA 876+50.00 (I5764B)
 *****63.6'-31.4'
 **SHOULDER ENDS AT STA 869+22.94 23.6'-3.1'
 ***16'-7.4'

*MATCH EXISTING SLOPE



*****HOT-MIX ASPHALT SHOULDERS
 STAGE 1 TOTAL THICKNESS 12"
 LATER STAGE ADDITIONAL THICKNESS 8"

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:
 7.5" BINDER
 1st LIFT 4"
 2nd LIFT 3.5"

NB I-57 TO WB I-64
 STA 2364+05.07 TO STA 2378+52.25 (I5764D)
 *****SHOULDER 12' STA 2364D+05.07 TO STA 2367D+40
 *****24'-62.2'
 **SHOULDER BEGINS AT STA 2376+95.55 4.8'-24.2'
 (STA INCREASES OPPOSITE OF TRAVEL)
 SB I-57
 STA 869+83.15 TO STA 877+23.31 (I5764A)
 *****68.2'-24'
 **SHOULDER ENDS AT STA 874+41.87 28.2'-0'
 ***16'-0'

*MATCH EXISTING SLOPE

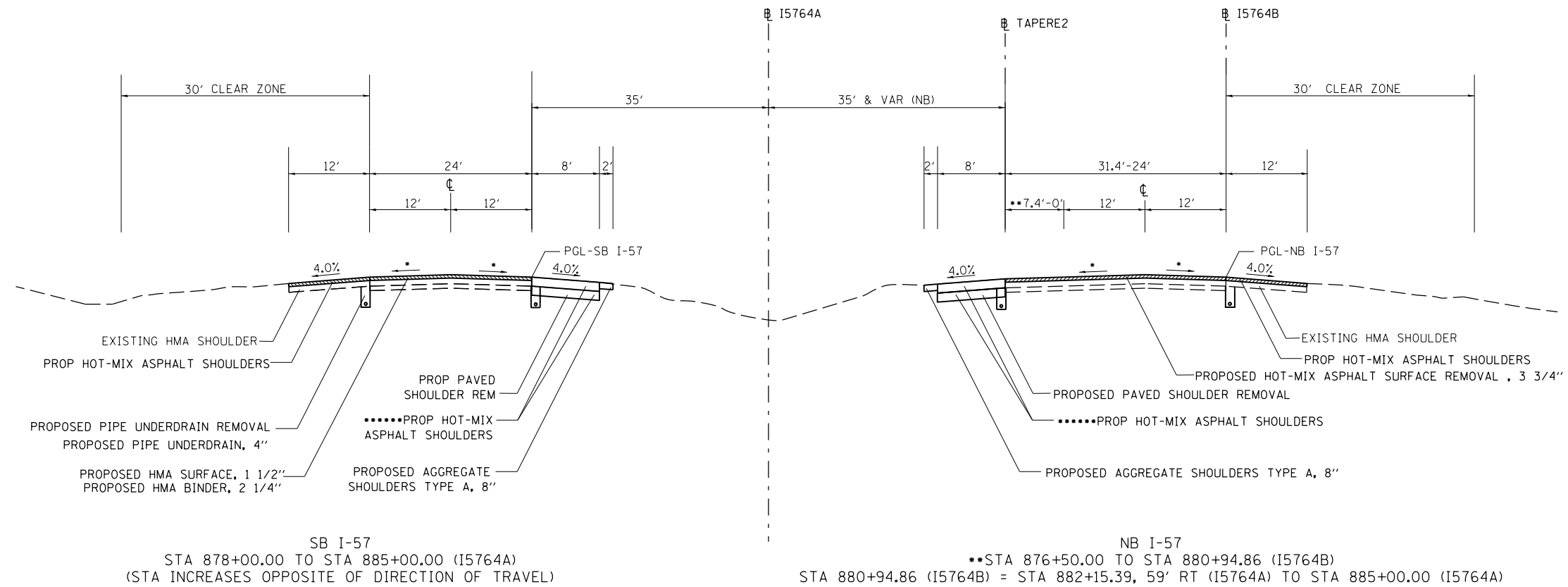
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/28/2014	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	23
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	



*****HOT-MIX ASPHALT SHOULDERS
 STAGE 1 TOTAL THICKNESS 12"
 LATER STAGE ADDITIONAL THICKNESS 8"

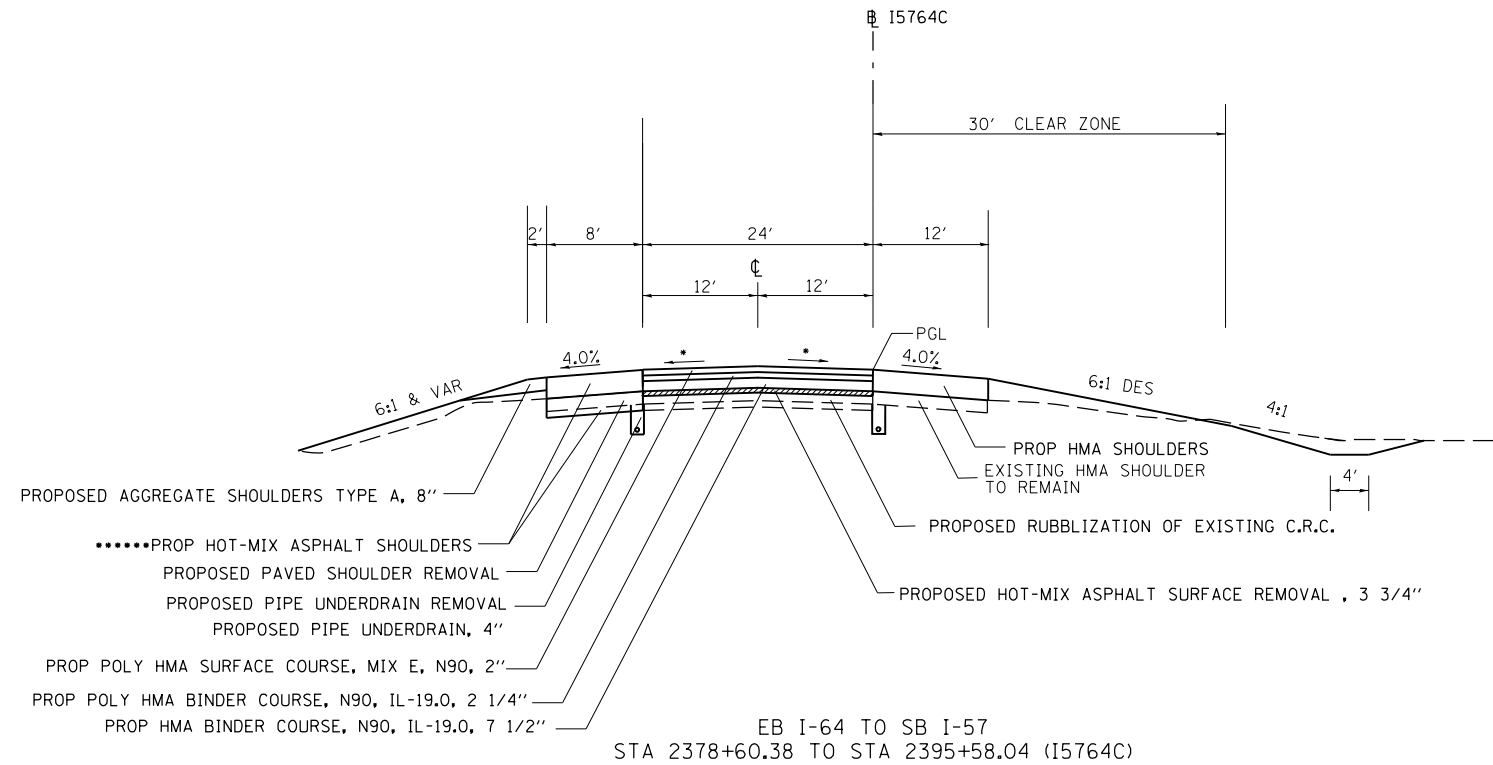
*MATCH EXISTING SLOPE

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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/28/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTION			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
**	*	JEFFERSON	235	24
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	



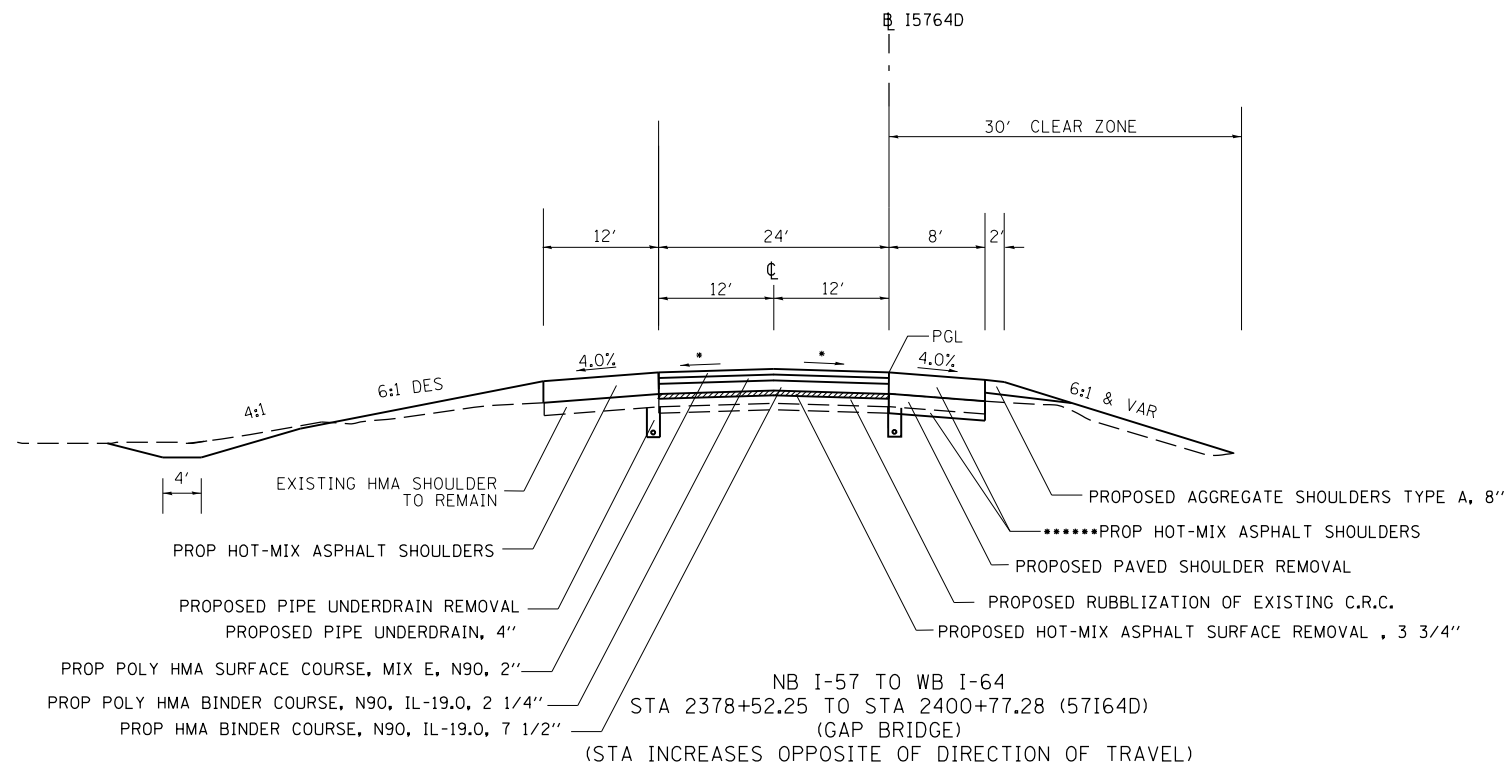
*****HOT-MIX ASPHALT SHOULDERS
STAGE 1 TOTAL THICKNESS 12"
LATER STAGE ADDITIONAL THICKNESS 8"

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

7.5" BINDER

1st LIFT	4"
2nd LIFT	3.5"

*MATCH EXISTING SLOPE



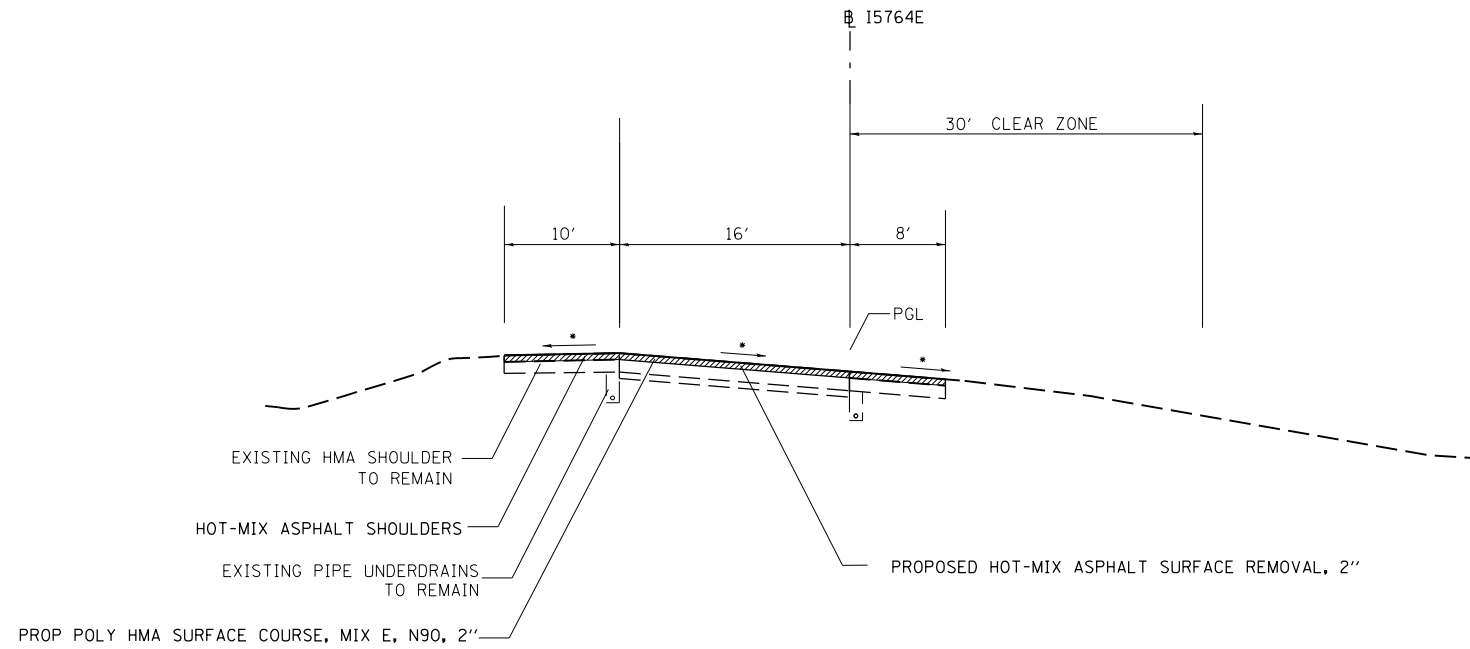
*****HOT-MIX ASPHALT SHOULDERS
STAGE 1 TOTAL THICKNESS 12"
LATER STAGE ADDITIONAL THICKNESS 8"

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

7.5" BINDER

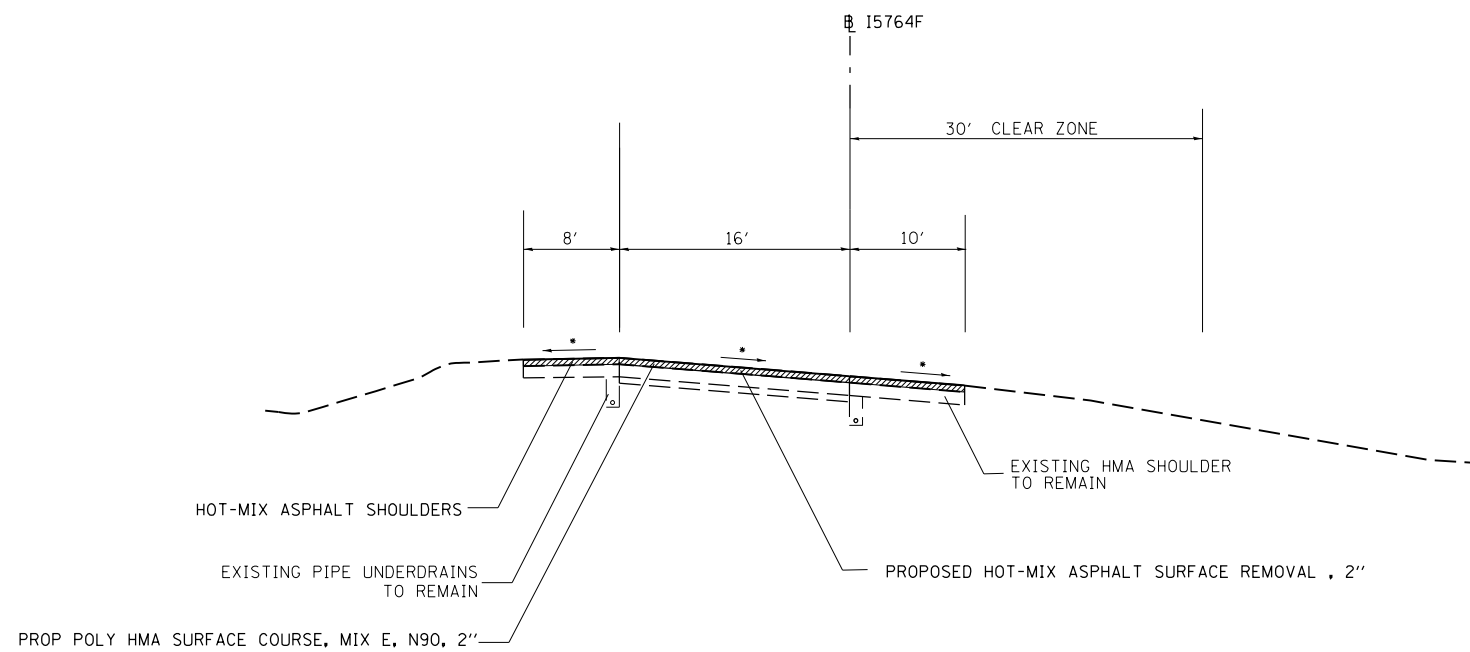
1st LIFT	4"
2nd LIFT	3.5"

*MATCH EXISTING SLOPE



EB I-64 TO NB I-57
 STA 5+63.26 TO STA 17+55.20 (I5764E)
 (GAP BRIDGE STA 9+76.76 TO STA 13+08.99)
 (STA INCREASES OPPOSITE OF DIRECTION OF TRAVEL)

*MATCH EXISTING SLOPE



SB I-57 TO WB I-64
 STA 5+44.76 TO STA 9+71.11 (I5764F)

*MATCH EXISTING SLOPE

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\kellykd\0278568\782	6-shrb-tpy_sch_ties.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	JEFFERSON	235	26
\$MODELNAME\$	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -								CONTRACT NO. 78276		
	PLOT DATE = 2/7/2014	DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

STAGE 1 PAVEMENT SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE. MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	TON	GAL	GAL	SQ YD
STAGE 1																
840+46.25	TO	847+03.12	NB (I5764B)	X	X	X	X	X	X	X	X	X	X	X	X	X
847+03.12	TO	866+86.03	NB (I5764B)	X	X	X	X	X	X	X	X	X	X	X	X	X
866+86.03	TO	869+25.45	NB (I5764B)	X	X	X	X	X	X	X	X	X	X	X	X	X
875+00.00	TO	879+99.30	NB (I5764B)	X	X	X	X	X	X	X	X	X	X	X	X	X
879+99.30	TO	880+94.86	NB (I5764B)	X	X	X	X	X	X	X	X	X	X	X	X	X
882+15.39	TO	885+00.00	NB (I5764A)	X	X	X	X	X	X	X	X	X	X	X	X	X
830+10.00	TO	844+71.86	NB TO WB (TAPERD1)	X	X	X	X	X	X	X	X	X	X	X	X	X
2388+22.69	TO	2403+05.51	NB TO WB (I5764D)	X	X	X	X	X	X	X	X	X	X	X	X	X
2364+05.07	TO	2386+02.56	NB TO WB (I5764D)	X	X	X	X	X	X	X	X	X	X	X	X	X
2356+80.00	TO	2363+46.36	WB (I64)	X	X	X	X	X	X	X	X	X	X	X	X	X
830+00.00	TO	885+00.00	SB (I5764A)	X	X	X	X	X	X	X	X	X	X	X	X	X
2356+80.00	TO	2363+46.36	EB (I64)	X	X	X	X	X	X	X	X	X	X	X	X	X
2364+05.07	TO	2364+52.20	EB TO NB (TAPER1)	X	X	X	X	X	X	X	X	X	X	X	X	X
2364+52.20	TO	2375+00.00	EB TO NB (TAPER1)	X	X	X	X	X	X	X	X	X	X	X	X	X
2371+96.95	TO	2378+41.13	EB TO SB (I5764C)	X	X	X	X	X	X	X	X	X	X	X	X	X
2378+41.13	TO	2395+58.10	EB TO SB (I5764C)	X	X	X	X	X	X	X	X	X	X	X	X	X
2395+58.10	TO	2398+72.60	EB TO SB (I5764C)	X	X	X	X	X	X	X	X	X	X	X	X	X
839+34.91	TO	843+66.07	EB TO SB (TAPERC1)	X	X	X	X	X	X	X	X	X	X	X	X	X
TOTAL STAGE 1						0	0	0	0	0	0	0	0	0	0	0

STAGE 1 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDERS	AGG. SHLDRS, TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL
STAGE 1										
840+46.25	TO	847+03.12	NB (I5764B)	8•	12	X	587	X	X	X
847+03.12	TO	866+86.03	NB (I5764B)	8	12	X	1258	X	X	X
866+86.03	TO	869+25.45	NB (I5764B)	8•	12	X	171	X	X	X
875+00.00	TO	879+99.30	NB (I5764B)	8	12	X	317	X	X	X
879+99.30	TO	880+94.86	NB (I5764B)	8	12	X	61	X	X	X
882+15.39	TO	885+00.00	NB (I5764A)	8	12	X	181	X	X	X
830+10.00	TO	844+71.86	NB TO WB (TAPERD1)	8	12	X	928	X	X	X
2388+22.69	TO	2403+05.51	NB TO WB (I5764D)	8	12	X	941	X	X	X
2364+05.07	TO	2386+02.56	NB TO WB (I5764D)	8	12	X	1395	X	X	X
2356+80.00	TO	2363+46.36	WB (I64)	8	12	X	423	X	X	X
830+00.00	TO	885+00.00	SB (I5764A)	8	12	X	3491	X	X	X
2356+80.00	TO	2363+46.36	EB (I64)	8	12	X	423	X	X	X
2364+05.07	TO	2364+52.20	EB TO NB (TAPERE1)	8	12	X	30	X	X	X
2364+52.20	TO	2375+00.00	EB TO NB (TAPERE1)	8	13	X	724	X	X	X
2371+96.95	TO	2378+41.13	EB TO SB (I5764C)	8•	12	X	369	X	X	X
2378+41.13	TO	2395+58.10	EB TO SB (I5764C)	8	12	X	1090	X	X	X
2395+58.10	TO	2398+72.60	EB TO SB (I5764C)	8•	12	X	268	X	X	X
839+34.91	TO	843+66.07	EB TO SB (TAPERC1)	8•	12	X	129	X	X	X
*SHOULDER WIDTH VARIES				TOTAL STAGE 1			0	12785	0	0

STAGE 1 REMOVAL SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
STAGE 1										
840+46.25	TO	847+03.12	NB (I5764B)	X	8•	X	X	X	874	X
847+03.12	TO	866+86.03	NB (I5764B)	X	8	X	X	X	1667	X
866+86.03	TO	869+25.45	NB (I5764B)	X	8•	X	X	X	254	X
875+00.00	TO	879+99.30	NB (I5764B)	X	8	X	X	X	450	X
879+99.30	TO	880+94.86	NB (I5764B)	X	8	X	X	X	85	X
882+15.39	TO	885+00.00	NB (I5764A)	X	8	X	X	X	246	X
830+10.00	TO	844+71.86	NB TO WB (TAPERD1)	X	8	X	X	X	1087	X
2388+22.69	TO	2403+05.51	NB TO WB (I5764D)	X	8	X	X	X	1238	X
2364+05.07	TO	2386+02.56	NB TO WB (I5764D)	X	8	X	X	X	1868	X
2356+80.00	TO	2363+46.36	WB (I64)	X	8	X	X	X	592	X
830+00.00	TO	885+00.00	SB (I5764A)	X	8	X	X	X	4822	X
2356+80.00	TO	2363+46.36	EB (I64)	X	8	X	X	X	592	X
2364+05.07	TO	2364+52.20	EB TO NB (TAPER1)	X	8	X	X	X	75	X
2364+52.20	TO	2375+00.00	EB TO NB (TAPER1)	X	8	X	X	X	823	X
2371+96.95	TO	2378+41.13	EB TO SB (I5764C)	X	8•	X	X	X	549	X
2378+41.13	TO	2395+58.10	EB TO SB (I5764C)	X	8	X	X	X	1422	X
2395+58.10	TO	2398+72.60	EB TO SB (I5764C)	X	8•	X	X	X	400	X
839+34.91	TO	843+66.07	EB TO SB (TAPER1)	X	8•	X	X	X	192	X
*SHOULDER WIDTH VARIES				TOTAL STAGE 1		0	0	0	17236	0

STAGE 2 PAVEMENT SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE, MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	GAL	GAL	SQ YD	SQ YD
STAGE 2																
834+91.42	TO	838+11.42	NB I-57 (I5764B) DL & OS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
838+11.42	TO	876+50.00	NB I-57 (I5764B) DL & OS	12	X	X	X	X	X	581	655	2262	X	X	5118	X
876+50.00	TO	879+70.00	NB I-57 (I5764B) DL & OS, PATCH & R/S (transition)	12	X	X	X	X	X	42	78	80	25	13	X	X
879+70.00	TO	880+94.86	NB I-57 (I5764B) DL & OS, PATCH & R/S	12	X	X	X	X	X	14	21	X	X	15	X	X
882+15.39	TO	885+00.00	NB I-57 (I5764A) DL & OS, PATCH & R/S	12	X	X	X	X	X	32	49	X	X	34	X	X
2356+80.00	TO	2360+00.00	EB I-64 (I64) DL & OS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
2360+00.00	TO	2363+46.36	EB I-64 (I64) DL & OS	12	X	X	X	X	X	52	59	204	X	X	462	X
2364+03.81	TO	2398+72.60	EB I-64 TO SB I-57 (I5764C) DL & OS	12	X	X	X	X	X	525	592	2044	X	X	4625	X
836+24.17	TO	843+66.07	EB I-64 TO SB I-57 (TAPER C1) DL & OS	12	X	X	X	X	X	112	127	437	X	X	989	X
833+05.03	TO	836+25.03	SB I-57 (I5764A) DL & OS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
TOTAL STAGE 2					0	0	0	0	0	1,508	1,678	5,085	65	138	11,194	0

STAGE 2 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDERS	AGG. SHLDRS. TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL
			STAGE 2							
834+91.42	TO	838+11.42	NB I-57 (I5764B) DL & OS (BUTT JOINT)	12	8*	X	103	X	X	38
838+11.42	TO	876+50.00	NB I-57 (I5764B) DL & OS	12	8	X	2357	X	3839	461
876+50.00	TO	879+70.00	NB I-57 (I5764B) DL & OS, PATCH & R/S (transition)	12	9.875	X	244	X	320	38
879+70.00	TO	880+94.86	NB I-57 (I5764B) DL & OS, PATCH & R/S	12	8	X	77	X	125	15
882+15.39	TO	885+00.00	NB I-57 (I5764A) DL & OS, PATCH & R/S	12	8	X	175	X	285	34
2356+80.00	TO	2360+00.00	EB I-64 (I64) DL & OS (BUTT JOINT)	12	8	X	196	X	320	38
2360+00.00	TO	2363+46.36	EB I-64 (I64) DL & OS	12	8	X	213	X	346	42
2364+03.81	TO	2398+72.60	EB I-64 TO SB I-57 (I5764C) DL & OS	12	8	X	2130	X	3469	416
836+24.17	TO	843+66.07	EB I-64 TO SB I-57 (TAPERC1) DL & OS	12	8	X	455	X	742	89
833+05.03	TO	836+25.03	SB I-57 (I5764A) DL & OS (BUTT JOINT)	12	8	X	103	X	X	38
TOTAL STAGE 2						0	6052	0	9445	1210

STAGE 2 REMOVAL SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
STAGE 2										
834+91.42	TO	838+11.42	NB I-57 (I5764B) DL & OS (BUTT JOINT)	12	12	X	213	X	X	X
838+11.42	TO	876+50.00	NB I-57 (I5764B) DL & OS	12	12	5118	X	X	X	X
876+50.00	TO	879+70.00	NB I-57 (I5764B) DL & OS, PATCH & R/S (transition)	12	12	853	X	X	X	X
879+70.00	TO	880+94.86	NB I-57 (I5764B) DL & OS, PATCH & R/S	12	12	333	X	X	X	X
882+15.39	TO	885+00.00	NB I-57 (I5764A) DL & OS, PATCH & R/S	12	12	759	X	X	X	X
										X
2356+80.00	TO	2360+00.00	EB I-64 (I64) DL & OS (BUTT JOINT)	12	12	X	107	X	X	X
2360+00.00	TO	2363+46.36	EB I-64 (I64) DL & OS	12	12	462	X	X	X	X
2364+03.81	TO	2398+72.60	EB I-64 TO SB I-57 (I5764C) DL & OS	12	12	4625	X	X	X	X
836+24.17	TO	843+66.07	EB I-64 TO SB I-57 (TAPERC1) DL & OS	12	12	989	X	X	X	X
833+05.03	TO	836+25.03	SB I-57 (I5764A) DL & OS (BUTT JOINT)	12	12	X	213	X	X	X
TOTAL STAGE 2						13139	533	0	0	0

STAGE 3 PAVEMENT SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE, MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	GAL	GAL	SQ YD	SQ YD
STAGE 3																
834+91.42	TO	838+11.42	NB I-57 (I5764B) ML (BUTT JOINT)	19.2*	X	X	X	X	X	89	59	35	24	45	X	X
838+11.42	TO	840+46.41	NB I-57 (I5764B) ML & WIDENING AREA (PVT)	12*	X	X	X	X	X	41	46	158	X	X	359	X
840+46.41	TO	847+03.12	NB I-57 (I5764B) IL & IS & WIDENING AREA (SHLD)	12	X	X	X	X	X	99	112	387	X	X	876	X
847+03.12	TO	866+76.63	NB I-57 (I5764B) IL & IS	12	X	X	X	X	X	299	337	1163	X	X	2631	X
866+76.63	TO	869+22.94	NB I-57 (I5764B) IL & IS (WIDENING AREA SHLD)	12	X	X	X	X	X	37	42	145	X	X	328	X
869+22.94	TO	876+50.00	NB I-57 (I5764B) IL (&WIDENING) & IS (RAMP)	12*	X	X	X	X	X	228	257	871	X	X	2024	X
876+50.00	TO	879+70.00	NB I-57 (I5764B) IL (& WIDEN) & IS, PATCH & R/S (transition)	12*	X	X	X	X	X	58	102	109	35	35	X	X
879+70.00	TO	880+94.86	NB I-57 (I5764B) IL & IS, PATCH & R/S	12*	X	X	X	X	X	19	28	X	X	20	X	X
882+15.39	TO	885+00.00	NB I-57 (I5764A) IL & IS, PATCH & R/S	12	X	X	X	X	X	32	49	X	X	34	X	X
2356+80.00	TO	2360+00.00	WB I-64 (I64) OL & OS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
2360+00.00	TO	2363+46.36	WB I-64 (I64) DL & OS	12	X	X	X	X	X	52	59	204	X	X	462	X
2364+05.07	TO	2367+40.20	NB I-57 TO WB I-64 (I5764D) DL & OS	12	X	X	X	X	X	51	57	197	X	X	447	X
2367+40.20	TO	2376+95.55	NB I-57 TO WB I-64 (I5764D) DL & WIDENING & OS	12*	X	X	X	X	X	268	302	1027	X	X	2378	X
2376+95.55	TO	2378+52.25	NB I-57 TO WB I-64 (I5764D) DL & SHLD MERGE WIDENING	12	X	X	X	X	X	24	27	92	X	X	209	X
2378+52.25	TO	2382+51.88	NB I-57 TO WB I-64 (I5764D) DL & OS	12	X	X	X	X	X	61	68	235	X	X	533	X
2382+54.88	TO	2385+74.88	NB I-57 TO WB I-64 (I5764D) DL & OS (transition)	12	X	X	X	X	X	48	70	53	X	X	X	X
2388+50.04	TO	2391+70.04	NB I-57 TO WB I-64 (I5764D) DL & OS (transition)	12	X	X	X	X	X	48	70	53	X	X	X	X
2391+70.04	TO	2400+77.28	NB I-57 TO WB I-64 (I5764D) DL & OS	12	X	X	X	X	X	137	155	535	X	X	1210	X
2400+77.28	TO	2403+05.51	NB I-57 TO WB I-64 (I5764D) DL	12	X	X	X	X	X	35	39	134	X	X	304	X
840+46.17	TO	844+71.86	NB I-57 TO WB I-64 (TAPERD1) DL	12	X	X	X	X	X	64	73	251	X	X	568	X
*PAVEMENT WIDTH VARIES					0	0	0	0	0	1,740	1,984	5,668	71	159	12,328	0

STAGE 3 PAVEMENT SCHEDULE (CONT.)

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE. MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	GAL	GAL	SQ YD	SQ YD
STAGE 3																
833+05.03	TO	836+25.03	SB I-57 (I5764A) ML (BUTT JOINT)	17.3*	X	X	X	X	X	85	56	33	23	43	X	X
836+25.03	TO	839+35.72	SB I-57 (I5764A) DL & WIDENING AREA (PVT)	12*	X	X	X	X	X	99	111	377	X	X	875	X
839+35.72	TO	846+81.78	SB I-57 (I5764A) DL & OS & WIDENING AREA (SHLD)	12	X	X	X	X	X	113	127	440	X	X	995	X
846+81.78	TO	869+83.15	SB I-57 (I5764A) DL & OS	12	X	X	X	X	X	348	393	1356	X	X	3068	X
869+83.15	TO	874+41.87	SB I-57 (I5764A) DL & OS & WIDENING AREA (SHLD)	12	X	X	X	X	X	69	78	270	X	X	612	X
874+41.87	TO	877+23.31	SB I-57 (I5764A) DL	12	X	X	X	X	X	43	48	166	X	X	375	X
877+23.31	TO	878+00.00	SB I-57 (I5764A) DL & OS	12	X	X	X	X	X	12	13	45	X	X	102	X
878+00.00	TO	881+20.00	SB I-57 (I5764A) DL & OS, PATCH & R/S (transition)	12	X	X	X	X	X	42	78	80	25	13	X	X
881+20.00	TO	885+00.00	SB I-57 (I5764A) DL & OS, PATCH & R/S	12	X	X	X	X	X	43	65	X	X	46	X	X
2356+80.00	TO	2360+00.00	EB I-64 (I64) IL & IS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
2360+00.00	TO	2363+46.36	EB I-64 (I64) IL & IS	12	X	X	X	X	X	52	59	204	X	X	462	X
2364+03.81	TO	2371+96.95	EB I-64 TO SB I-57 (I5764C) IL & WIDENING & IS	12*	X	X	X	X	X	203	228	778	X	X	1797	X
2371+96.95	TO	2378+60.38	EB I-64 TO SB I-57 (I5764C) IL & IS & WIDENING (SHLD)	12	X	X	X	X	X	100	113	391	X	X	885	X
2378+60.38	TO	2395+58.04	EB I-64 TO SB I-57 (I5764C) IL & IS	12	X	X	X	X	X	257	290	1000	X	X	2264	X
2395+58.04	TO	2398+72.60	EB I-64 TO SB I-57 (I5764C) IL	12	X	X	X	X	X	48	54	185	X	X	419	X
839+34.91	TO	843+66.07	SB I-57 (TAPERC1) IL	12	X	X	X	X	X	65	74	254	X	X	575	X
*PAVEMENT WIDTH VARIES																
SUBTOTAL STAGE 3					0	0	0	0	0	1,629	1,820	5,599	61	127	12,428	0

STAGE 3 PAVEMENT SCHEDULE (CONT.)

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE, MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC	
				FT	SO YD	SO YD	TON	SO YD	SO YD	TON	TON	TON	GAL	GAL	SO YD	SO YD	
STAGE 3																	
874+42.33	TO	877+23.31	SB I-57 TO WB I-64 (TAPERF2) DL(WIDENING) & OS	16•	X	X	X	X	X	30	34	120	X	X	265	X	
871+92.38	TO	874+42.33	SB I-57 TO WB I-64 (TAPERF2) DL & OS	16	X	X	X	X	X	50	57	194	X	X	444	X	
+18.94	TO	2+24.76	SB I-57 TO WB I-64 (15764F) DL & OS	16	X	X	X	X	X	41	47	160	X	X	366	X	
2+24.76	TO	5+44.76	SB I-57 TO WB I-64 (15764F) DL & OS & IS (transition)	16	X	X	X	X	X	64	40	70	22	29	X	X	
5+44.76	TO	9+71.11	SB I-57 TO WB I-64 (15764F) DL & OS & IS	16	X	X	X	X	X	86	X	X	X	68	X	X	
9+71.11	TO	12+91.11	SB I-57 TO WB I-64 (15764F) DL & OS & IS (transition)	16	X	X	X	X	X	64	40	70	22	29	X	X	
12+91.11	TO	14+43.93	SB I-57 TO WB I-64 (15764F) DL & OS	16	X	X	X	X	X	31	35	119	X	X	272	X	
+ .00	TO	2+43.26	EB I-64 TO NB I-57 (15764E) DL & IS	16	X	X	X	X	X	49	55	189	X	X	432	X	
2+43.26	TO	5+63.26	EB I-64 TO NB I-57 (15764E) DL & IS & OS, PATCH & R/S (transition)	16	X	X	X	X	X	64	40	70	22	29	X	X	
5+63.26	TO	9+76.76	EB I-64 TO NB I-57 (15764E) DL & IS & OS, PATCH & R/S	16	X	X	X	X	X	83	X	X	X	66	X	X	
13+15.79	TO	17+55.20	EB I-64 TO NB I-57 (15764E) DL & IS & OS, PATCH & R/S	16	X	X	X	X	X	88	X	X	X	70	X	X	
17+55.20	TO	20+75.20	EB I-64 TO NB I-57 (15764E) DL & IS & OS, PATCH & R/S (transition)	16	X	X	X	X	X	64	40	70	22	29	X	X	
20+75.20	TO	23+64.17	EB I-64 TO NB I-57 (15764E) DL & IS	16	X	X	X	X	X	58	65	224	X	X	514	X	
2372+03.74	TO	2375+85.32	EB I-64 TO NB I-57 (TAPER1) DL & IS	16	X	X	X	X	X	77	86	296	X	X	678	X	
*PAVEMENT WIDTH VARIES					SUBTOTAL STAGE 3					0	0	0	0	0	0	0	0
					TOTAL STAGE 3					0	0	0	0	0	0	0	0

STAGE 3 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDERS	AGG. SHLDRS. TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL
			STAGE 3							
834+91.42	TO	838+11.42	NB I-57 (I5764B) ML (BUTT JOINT)	X	X	X	X	X	X	X
838+11.42	TO	840+46.41	NB I-57 (I5764B) ML & WIDENING AREA (PVT)	X	X	X	X	X	X	X
840+46.41	TO	847+03.12	NB I-57 (I5764B) IL & IS & WIDENING AREA (SHLD)	8*	8	X	391	X	657	79
847+03.12	TO	866+76.63	NB I-57 (I5764B) IL & IS	8	8	X	819	439	1974	158
866+76.63	TO	869+22.94	NB I-57 (I5764B) IL & IS (WIDENING AREA SHLD)	8*	8	X	124	X	246	25
869+22.94	TO	876+50.00	NB I-57 (I5764B) IL(&WIDENING) & IS(RAMP)	8	8	X	302	X	727	58
876+50.00	TO	879+70.00	NB I-57 (I5764B) IL (& WIDEN) & IS, PATCH & R/S (transition)	8	8	X	133	X	320	26
879+70.00	TO	880+94.86	NB I-57 (I5764B) IL & IS, PATCH & R/S	8	8	X	52	28	125	10
882+15.39	TO	885+00.00	NB I-57 (I5764A) IL & IS, PATCH & R/S	8	8	X	118	63	285	23
2356+80.00	TO	2360+00.00	WB I-64 (I64) OL & OS (BUTT JOINT)	12	8	X	196	X	320	38
2360+00.00	TO	2363+46.36	WB I-64 (I64) DL & OS	12	8	X	213	X	346	42
2364+05.07	TO	2367+40.20	NB I-57 TO WB I-64 (I5764D) DL & OS	12	8	X	206	X	335	40
2367+40.20	TO	2376+95.55	NB I-57 TO WB I-64 (I5764D) DL & WIDENING & OS	10	8	X	491	X	955	96
2376+95.55	TO	2378+52.25	NB I-57 TO WB I-64 (I5764D) DL & SHLD MERGE WIDENING	12*	8	X	91	X	157	18
2378+52.25	TO	2382+51.88	NB I-57 TO WB I-64 (I5764D) DL & OS	12	8	X	245	X	400	48
2382+54.88	TO	2385+74.88	NB I-57 TO WB I-64 (I5764D) DL & OS (transition)	12	12	X	299	X	320	38
2388+50.04	TO	2391+70.04	NB I-57 TO WB I-64 (I5764D) DL & OS (transition)	12	12	X	299	X	320	38
2391+70.04	TO	2400+77.28	NB I-57 TO WB I-64 (I5764D) DL & OS	12	8	X	557	X	907	109
2400+77.28	TO	2403+05.51	NB I-57 TO WB I-64 (I5764D) DL	X	X	X	X	X	X	X
840+46.17	TO	844+71.86	NB I-57 TO WB I-64 (TAPERD1) DL	X	X	X	X	X	X	X
833+05.03	TO	836+25.03	SB I-57 (I5764A) ML (BUTT JOINT)	X	X	X	X	X	X	X
836+25.03	TO	839+35.72	SB I-57 (I5764A) DL & WIDENING AREA (PVT)	X	X	X	X	X	X	X
839+35.72	TO	846+81.78	SB I-57 (I5764A) DL & OS & WIDENING AREA (SHLD)	12*	8	X	266	X	746	53
846+81.78	TO	869+83.15	SB I-57 (I5764A) DL & OS	12	8	X	1413	X	2301	276
869+83.15	TO	874+41.87	SB I-57 (I5764A) DL & OS & WIDENING AREA (SHLD)	12*	8	X	266	X	459	53
874+41.87	TO	877+23.31	SB I-57 (I5764A) DL	X	X	X	X	X	X	X
877+23.31	TO	878+00.00	SB I-57 (I5764A) DL & OS	12	8	X	47	X	77	9
878+00.00	TO	881+20.00	SB I-57 (I5764A) DL & OS, PATCH & R/S (transition)	12	8	X	196	X	320	38
881+20.00	TO	885+00.00	SB I-57 (I5764A) DL & OS, PATCH & R/S	12	8	X	233	X	380	46
*SHOULDER WIDTH VARIES				SUBTOTAL STAGE 3		0	6956	530	12676	1,322

STAGE 3 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDER	AGG. SHLDRS, TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)	
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL	
STAGE 3											
2356+80.00	TO	2360+00.00	EB I-64 (I64) IL & IS (BUTT JOINT)	8	8	X	133	71	320	26	
2360+00.00	TO	2363+46.36	EB I-64 (I64) IL & IS	8	8	X	144	77	346	28	
2364+03.81	TO	2371+96.95	EB I-64 TO SB I-57 (I5764C) IL & WIDENING & IS	8	8	X	329	176	793	63	
2371+96.95	TO	2378+60.38	EB I-64 TO SB I-57 (I5764C) IL & IS & WIDENING (SHLD)	8*	8	X	267	X	663	54	
2378+60.38	TO	2395+58.04	EB I-64 TO SB I-57 (I5764C) IL & IS	8	8	X	704	377	1698	136	
2395+58.04	TO	2398+72.60	EB I-64 TO SB I-57 (I5764C) IL	X	X	X	X	X	X	X	
839+34.91	TO	843+66.07	SB I-57 (TAPER1) IL	X	X	X	X	X	X	X	
874+42.33	TO	877+23.31	SB I-57 TO WB I-64 (TAPER2) DL(WIDENING) & OS	10	8	X	145	X	281	28	
871+92.38	TO	874+42.33	SB I-57 TO WB I-64 (TAPER2) DL & OS	10	8	X	129	X	250	25	
+18.94	TO	2+24.76	SB I-57 TO WB I-64 (I5764F) DL & OS	10	8	X	106	X	206	21	
2+24.76	TO	5+44.76	SB I-57 TO WB I-64 (I5764F) DL & OS & IS (transition)	18	8 TO 2	X	183	X	640	58	
5+44.76	TO	9+71.11	SB I-57 TO WB I-64 (I5764F) DL & OS & IS	18	2	X	96	X	853	77	
9+71.11	TO	12+91.11	SB I-57 TO WB I-64 (I5764F) DL & OS & IS (transition)	18	8 TO 2	X	183	X	640	58	
12+91.11	TO	14+43.93	SB I-57 TO WB I-64 (I5764F) DL & OS	10	8	X	79	X	153	15	
+.	TO	2+43.26	EB I-64 TO NB I-57 (I5764E) DL & IS	8	8	X	101	X	243	19	
2+43.26	TO	5+63.26	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S (transition)	18	8 TO 2	X	183	X	640	58	
5+63.26	TO	9+76.76	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S	18	2	X	93	X	827	74	
13+15.79	TO	17+55.20	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S	18	2	X	99	X	879	79	
17+55.20	TO	20+75.20	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S (transition)	18	8 TO 2	X	183	X	640	58	
20+75.20	TO	23+64.17	EB I-64 TO NB I-57 (I5764E) DL & IS	8	8	X	120	X	289	23	
2372+03.74	TO	2375+85.32	EB I-64 TO NB I-57 (TAPER1) DL & IS	8	8	X	158	X	382	31	
*SHOULDER WIDTH VARIES				SUBTOTAL STAGE 3			0	3436	702	10742	929
				TOTAL STAGE 3			0	10392	1231	23419	2251

STAGE 3 REMOVAL SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
STAGE 3										
834+91.42	TO	838+11.42	NB I-57 (I5764B) ML (BUTT JOINT)	19.2*	X	X	192	X	X	X
838+11.42	TO	840+46.41	NB I-57 (I5764B) ML & WIDENING AREA (PVT)	12*	X	359	X	X	X	X
840+46.41	TO	847+03.12	NB I-57 (I5764B) IL & IS & WIDENING AREA (SHLD)	12	10*	876	X	X	X	X
847+03.12	TO	866+76.63	NB I-57 (I5764B) IL & IS	12	10	2631	X	X	X	X
866+76.63	TO	869+22.94	NB I-57 (I5764B) IL & IS (WIDENING AREA SHLD)	12	10*	328	X	X	X	X
869+22.94	TO	876+50.00	NB I-57 (I5764B) IL(&WIDENING) & IS(RAMP)	12*	8	2024	X	X	X	X
876+50.00	TO	879+70.00	NB I-57 (I5764B) IL (& WIDEN) & IS, PATCH & R/S (transition)	12*	8	869	X	X	X	X
879+70.00	TO	880+94.86	NB I-57 (I5764B) IL & IS, PATCH & R/S	12*	10	359	X	X	X	X
882+15.39	TO	885+00.00	NB I-57 (I5764A) IL & IS, PATCH & R/S	12	10	696	X	X	X	X
2356+80.00	TO	2360+00.00	WB I-64 (I64) OL & OS (BUTT JOINT)	12	12	X	107	X	X	X
2360+00.00	TO	2363+46.36	WB I-64 (I64) DL & OS	12	12	462	X	X	X	X
2364+05.07	TO	2367+40.20	NB I-57 TO WB I-64 (I5764D) DL & OS	12	12	447	X	X	X	X
2367+40.20	TO	2376+95.55	NB I-57 TO WB I-64 (I5764D) DL & WIDENING & OS	12*	10	2378	X	X	X	X
2376+95.55	TO	2378+52.25	NB I-57 TO WB I-64 (I5764D) DL & SHLD MERGE WIDENING	12	12*	209	X	X	X	X
2378+52.25	TO	2382+51.88	NB I-57 TO WB I-64 (I5764D) DL & OS	12	12	533	X	X	X	X
2382+54.88	TO	2385+74.88	NB I-57 TO WB I-64 (I5764D) DL & OS (transition)	12	12	427	X	X	427	X
2388+50.04	TO	2391+70.04	NB I-57 TO WB I-64 (I5764D) DL & OS (transition)	12	12	427	X	X	427	X
2391+70.04	TO	2400+77.28	NB I-57 TO WB I-64 (I5764D) DL & OS	12	12	1210	X	X	X	X
2400+77.28	TO	2403+05.51	NB I-57 TO WB I-64 (I5764D) DL	12	X	304	X	X	X	X
840+46.17	TO	844+71.86	NB I-57 TO WB I-64 (TAPERD1) DL	12	X	568	X	X	X	X
833+05.03	TO	836+25.03	SB I-57 (I5764A) ML (BUTT JOINT)	17.3*	X	X	183	X	X	X
836+25.03	TO	839+35.72	SB I-57 (I5764A) DL & WIDENING AREA (PVT)	12*	X	875	X	X	X	X
839+35.72	TO	846+81.78	SB I-57 (I5764A) DL & OS & WIDENING AREA (SHLD)	12	12*	995	X	X	X	X
846+81.78	TO	869+83.15	SB I-57 (I5764A) DL & OS	12	12	3068	X	X	X	X
869+83.15	TO	874+41.87	SB I-57 (I5764A) DL & OS & WIDENING AREA (SHLD)	12	12*	612	X	X	X	X
874+41.87	TO	877+23.31	SB I-57 (I5764A) DL	12	X	375	X	X	X	X
877+23.31	TO	878+00.00	SB I-57 (I5764A) DL & OS	12	12	102	X	X	X	X
878+00.00	TO	881+20.00	SB I-57 (I5764A) DL & OS, PATCH & R/S (transition)	12	12	853	X	X	X	X
881+20.00	TO	885+00.00	SB I-57 (I5764A) DL & OS, PATCH & R/S	12	12	1013	X	X	X	X
*SHOULDER/PAVEMENT WIDTH VARIES				SUBTOTAL STAGE 3		22999	482	0	853	0

STAGE 3 REMOVAL SCHEDULE (CONT.)

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"	
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	
STAGE 3											
2356+80.00	TO	2360+00.00	EB I-64 (I64) IL & IS (BUTT JOINT)	12	8	X	107	X	X	X	
2360+00.00	TO	2363+46.36	EB I-64 (I64) IL & IS	12	8	462	X	X	X	X	
2364+03.81	TO	2371+96.95	EB I-64 TO SB I-57 (I5764C) IL & WIDENING & IS	12*	8	1797	X	X	X	X	
2371+96.95	TO	2378+60.38	EB I-64 TO SB I-57 (I5764C) IL & IS & WIDENING (SHLD)	12	8*	885	X	X	X	X	
2378+60.38	TO	2395+58.04	EB I-64 TO SB I-57 (I5764C) IL & IS	12	8	2264	X	X	X	X	
2395+58.04	TO	2398+72.60	EB I-64 TO SB I-57 (I5764C) IL	12	X	419	X	X	X	X	
839+34.91	TO	843+66.07	SB I-57 (TAPER1) IL	12	X	575	X	X	X	X	
874+42.33	TO	877+23.31	SB I-57 TO WB I-64 (TAPER2) DL (WIDENING) & OS	16*	10	265	X	X	X	X	
871+92.38	TO	874+42.33	SB I-57 TO WB I-64 (TAPER2) DL & OS	16	10	444	X	X	X	X	
+18.94	TO	2+24.76	SB I-57 TO WB I-64 (I5764F) DL & OS	16	10	366	X	X	X	X	
2+24.76	TO	5+44.76	SB I-57 TO WB I-64 (I5764F) DL & OS & IS (transition)	16	18	569	X	X	X	640	
5+44.76	TO	9+71.11	SB I-57 TO WB I-64 (I5764F) DL & OS & IS	16	18	X				1611	
9+71.11	TO	12+91.11	SB I-57 TO WB I-64 (I5764F) DL & OS & IS (transition)	16	18	569	X	X	X	640	
12+91.11	TO	14+43.93	SB I-57 TO WB I-64 (I5764F) DL & OS	16	10	272	X	X	X	X	
+.	TO	2+43.26	EB I-64 TO NB I-57 (I5764E) DL & IS	16	8	432	X	X	X	X	
2+43.26	TO	5+63.26	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S (transition)	16	18	569	X	X	X	640	
5+63.26	TO	9+76.76	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S	16	18	X	X	X	X	1562	
13+15.79	TO	17+55.20	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S	16	18	X	X	X	X	1660	
17+55.20	TO	20+75.20	EB I-64 TO NB I-57 (I5764E) DL & IS & OS, PATCH & R/S (transition)	16	18	569	X	X	X	640	
20+75.20	TO	23+64.17	EB I-64 TO NB I-57 (I5764E) DL & IS	16	8	514	X	X	X	X	
2372+03.74	TO	2375+85.32	EB I-64 TO NB I-57 (TAPER1) DL & IS	16	8	678	X	X	X	X	
*SHOULDER/PAVEMENT WIDTH VARIES				SUBTOTAL STAGE 3			11648	107	0	0	7393
				TOTAL STAGE 3			34647	589	0	853	7393

STAGE 4 PAVEMENT SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE, MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	GAL	GAL	SQ YD	SQ YD
STAGE 4																
834+91.42	TO	838+11.42	NB I-57 (I5764B) IL & IS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
838+11.42	TO	844+71.86	NB I-57 TO WB I-64 (TAPERD1) IL & IS	12	X	X	X	X	X	100	113	389	X	X	881	X
2364+05.07	TO	2382+54.88	NB I-57 TO WB I-64 (I5764D) IL & IS	12	X	X	X	X	X	280	316	1090	X	X	2466	X
2382+54.88	TO	2385+74.88	NB I-57 TO WB I-64 (I5764D) IL & IS (transition)	12	X	X	X	X	X	48	70	53	X	X	X	X
2388+50.04	TO	2391+70.04	NB I-57 TO WB I-64 (I5764D) IL & IS (transition)	12	X	X	X	X	X	48	70	53	X	X	X	X
2391+70.04	TO	2403+05.51	NB I-57 TO WB I-64 (I5764D) IL & IS	12	X	X	X	X	X	172	194	669	X	X	1514	X
2360+00.00	TO	2363+46.36	WB I-64 (I64) IL & IS	12	X	X	X	X	X	52	59	204	X	X	462	X
2356+80.00	TO	2360+00.00	WB I-64 (I64) IL & IS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
833+05.03	TO	836+25.03	SB I-57 (I5764A) IL & IS (BUTT JOINT)	12	X	X	X	X	X	49	33	20	13	25	X	X
836+25.03	TO	878+00.00	SB I-57 (I5764A) IL & IS	12	X	X	X	X	X	632	712	2460	X	X	5567	X
878+00.00	TO	881+20.00	SB I-57 (I5764A) IL & IS, PATCH & R/S (transition)	12	X	X	X	X	X	42	78	80	25	13	X	X
881+20.00	TO	885+00.00	SB I-57 (I5764A) IL & IS, PATCH & R/S	12	X	X	X	X	X	43	65	X	X	46	X	X
TOTAL STAGE 4					0	0	0	0	0	1,567	1,774	5,056	65	134	10,889	0

STAGE 4 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDERS	AGG. SHLDRS, TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL
STAGE 4										
834+91.42	TO	838+11.42	NB I-57 (I5764B) IL & IS (BUTT JOINT)	10	8•	X	86	X	X	32
838+11.42	TO	844+71.86	NB I-57 TO WB I-64 (TAPERD1) IL & IS	8	8	X	274	147	660	53
2364+05.07	TO	2382+54.88	NB I-57 TO WB I-64 (I5764D) IL & IS	8	8	X	767	411	1850	148
2382+54.88	TO	2385+74.88	NB I-57 TO WB I-64 (I5764D) IL & IS (transition)	8	12	X	203	71	320	X
2388+50.04	TO	2391+70.04	NB I-57 TO WB I-64 (I5764D) IL & IS (transition)	8	12	X	203	71	320	X
2391+70.04	TO	2403+05.51	NB I-57 TO WB I-64 (I5764D) IL & IS	8	8	X	471	252	1135	91
2360+00.00	TO	2363+46.36	WB I-64 (I64) IL & IS	8	8	X	144	77	346	28
2356+80.00	TO	2360+00.00	WB I-64 (I64) IL & IS (BUTT JOINT)	8	8	X	133	71	320	26
STAGE 4										
833+05.03	TO	836+25.03	SB I-57 (I5764A) IL & IS (BUTT JOINT)	10	8•	X	86	X	X	32
836+25.03	TO	878+00.00	SB I-57 (I5764A) IL & IS	8	8	X	1732	928	4175	334
878+00.00	TO	881+20.00	SB I-57 (I5764A) IL & IS, PATCH & R/S (transition)	8	9.875	X	165	71	320	26
881+20.00	TO	885+00.00	SB I-57 (I5764A) IL & IS, PATCH & R/S	8	8	X	158	84	380	30
TOTAL STAGE 4						0	4422	2184	9827	799

STAGE 4 REMOVAL SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
STAGE 4										
834+91.42	TO	838+11.42	NB I-57 (I5764B) IL & IS (BUTT JOINT)	12	10	X	196	X	X	X
838+11.42	TO	844+71.86	NB I-57 TO WB I-64 (TAPERD1) IL & IS	12	8	881	X	X	X	X
2364+05.07	TO	2382+54.88	NB I-57 TO WB I-64 (I5764D) IL & IS	12	8	2466	X	X	X	X
2382+54.88	TO	2385+74.88	NB I-57 TO WB I-64 (I5764D) IL & IS (transition)	12	8	427	X	X	284	X
2388+50.04	TO	2391+70.04	NB I-57 TO WB I-64 (I5764D) IL & IS (transition)	12	8	427	X	X	284	X
2391+70.04	TO	2403+05.51	NB I-57 TO WB I-64 (I5764D) IL & IS	12	8	1514	X	X	X	X
2360+00.00	TO	2363+46.36	WB I-64 (I64) IL & IS	12	8	462	X	X	X	X
2356+80.00	TO	2360+00.00	WB I-64 (I64) IL & IS (BUTT JOINT)	12	8	X	107	X	X	X
STAGE 4										
833+05.03	TO	836+25.03	SB I-57 (I5764A) IL & IS (BUTT JOINT)	12	10	X	196	X	X	X
836+25.03	TO	878+00.00	SB I-57 (I5764A) IL & IS	12	8	5567	X	X	X	X
878+00.00	TO	881+20.00	SB I-57 (I5764A) IL & IS, PATCH & R/S (transition)	12	8	711	X	X	X	X
881+20.00	TO	885+00.00	SB I-57 (I5764A) IL & IS, PATCH & R/S	12	8	844	X	X	X	X
TOTAL STAGE 4						13298	302	0	569	0

STAGE 5 PAVEMENT SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE, MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	GAL	GAL	SQ YD	SQ YD
			STAGE 5													
817+80.00	TO	828+38.12	NB I-57 (I5764B) DL & OS	12	1411	2998	89	1411	2998	X	X	X	X	X	X	267
830+20.14	TO	838+11.42	NB I-57 (I5764B) DL & OS	12	1055	2242	67	1055	2242	X	X	X	X	X	X	267
828+17.13	TO	828+37.13	SB I-57 (I5764A) DL & OS	12	27	57	2	27	57	X	X	X	X	X	X	53
830+18.63	TO	836+25.03	SB I-57 (I5764A) DL & OS	12	809	1718	51	809	1718	X	X	X	X	X	X	267
TOTAL STAGE 5					3,301	7,015	208	3,301	7,015	0	0	0	0	0	0	853

STAGE 5 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDERS	AGG. SHLDRS, TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL
			STAGE 5							
817+80.00	TO	828+38.12	NB I-57 (I5764B) DL & OS	12	12	1411	X	X	1058	X
830+20.14	TO	838+11.42	NB I-57 (I5764B) DL & OS	12	12	1055	X	X	791	X
828+17.13	TO	828+37.13	SB I-57 (I5764A) DL & OS	12	12	27	X	X	20	X
830+18.63	TO	836+25.03	SB I-57 (I5764A) DL & OS	12	12	809	X	X	606	X
TOTAL STAGE 5						3,301	0	0	2,476	0

STAGE 5 REMOVAL SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
			STAGE 5							
817+80.00	TO	828+38.12	NB I-57 (I5764B) DL & OS	12	12	X	X	1411	1411	X
830+20.14	TO	838+11.42	NB I-57 (I5764B) DL & OS	12	12	X	X	1055	1055	X
828+17.13	TO	828+37.13	SB I-57 (I5764A) DL & OS	12	12	X	X	27	27	X
830+18.63	TO	836+25.03	SB I-57 (I5764A) DL & OS	12	12	X	X	809	809	X
TOTAL STAGE 5						0	0	3,301	3,301	0

STAGE 6 PAVEMENT SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE, MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	GAL	GAL	SQ YD	SQ YD
			STAGE 6													
817+80.00	TO	828+38.12	NB I-57 (I5764B) ML	12	1411	1411	42	1411	1411	X	X	X	X	X	X	133
830+20.14	TO	838+11.41	NB I-57 (I5764B) ML	12*	1597	1597	47	1597	1597	X	X	X	X	X	X	133
828+17.13	TO	828+37.13	SB I-57 (I5764A) ML	12	27	27	1	27	27	X	X	X	X	X	X	27
830+18.63	TO	836+25.03	SB I-57 (I5764A) ML	12*	1194	1194	35	1194	1194	X	X	X	X	X	X	133
*PAVEMENT WIDTH VARIES			TOTAL STAGE 6		4, 228	4, 228	126	4, 228	4, 228	0	0	0	0	0	0	427

STAGE 6 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDERS	AGG. SHLDRS, TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL
			STAGE 6							
817+80.00	TO	828+38.12	NB I-57 (I5764B) ML	X	X	X	X	X	X	X
830+20.14	TO	838+11.41	NB I-57 (I5764B) ML	X	X	X	X	X	X	X
828+17.13	TO	828+37.13	SB I-57 (I5764A) ML	X	X	X	X	X	X	X
830+18.63	TO	836+25.03	SB I-57 (I5764A) ML	X	X	X	X	X	X	X
*PAVEMENT WIDTH VARIES			TOTAL STAGE 6			0	0	0	0	0

STAGE 6 REMOVAL SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
			STAGE 6							
817+80.00	TO	828+38.12	NB I-57 (I5764B) ML	12	X	X	X	1411	X	X
830+20.14	TO	838+11.41	NB I-57 (I5764B) ML	12*	X	X	X	1597	X	X
828+17.13	TO	828+37.13	SB I-57 (I5764A) ML	12	X	X	X	27	X	X
830+18.63	TO	836+25.03	SB I-57 (I5764A) ML	12*	X	X	X	1194	X	X
*PAVEMENT WIDTH VARIES			TOTAL STAGE 6			0	0	4, 228	0	0

STAGE 7 PAVEMENT SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	CRC PAVEMENT 12"	PROC MOD SOIL 12"	LIME	PAVEMENT REINF	STAB SUBBASE 4"	POLY HMA SURF CSE, MIX E	POLY HMA BINDER COURSE	HMA BINDER COURSE	BIT MATLS (PRIME COAT)	POLY BIT MATLS (PC)	RUBBLIZE PCC PVMT	BRIDGE APPR PVT CONN-PCC
				FT	SQ YD	SQ YD	TON	SQ YD	SQ YD	TON	TON	TON	GAL	GAL	SQ YD	SQ YD
STAGE 7																
817+80.00	TO	828+38.12	NB I-57 (I5764B) IL & IS	12	1411	2763	82	1411	2763	X	X	X	X	X	X	244
830+20.14	TO	838+11.42	NB I-57 (I5764B) DL & OS	12	1055	2066	61	1055	2066	X	X	X	X	X	X	244
STAGE 7																
828+17.13	TO	828+37.13	SB I-57 (I5764A) IL & IS	12	27	52	2	27	52	X	X	X	X	X	X	49
830+18.63	TO	836+25.03	SB I-57 (I5764A) IL & IS	12	809	1583	47	809	1583	X	X	X	X	X	X	244
TOTAL STAGE 7					3,301	6,465	192	3,301	6,465	0	0	0	0	0	0	782
TOTAL STAGES 1-7					10,830	17,708	526	10,830	17,708	7,294	7,795	22,988	352	879	49,812	2,062

STAGE 7 SHOULDER SCHEDULE

LOCATION STATION TO STATION			COMMENTS	PAVED SHOULDER WIDTH	SHOULDER DEPTH	PCC SHOULDER 12"	HMA SHOULDERS	AGG. SHLDRS, TY. A 8"	SHLDR RUMBLE STRIP	BIT MATLS (PRIME COAT)
				FT	INCH	SQ YD	TON	SQ YD	FOOT	GAL
STAGE 7										
817+80.00	TO	828+38.12	NB I-57 (I5764B) IL & IS	10	12	1176	X	X	1058	X
830+20.14	TO	838+11.42	NB I-57 (I5764B) DL & OS	10	12	879	X	X	791	X
STAGE 7										
828+17.13	TO	828+37.13	SB I-57 (I5764A) IL & IS	10	12	22	X	X	20	X
830+18.63	TO	836+25.03	SB I-57 (I5764A) IL & IS	10	12	674	X	X	606	X
TOTAL STAGE 7						2,751	0	0	2,476	0
TOTAL GUARDRAIL SCHEDULE							626			
TOTAL STAGES 1-7						6,052	34,277	3,415	47,642	4,260

STAGE 7 REMOVAL SCHEDULE

LOCATION STATION TO STATION			COMMENTS	LANE WIDTH	PAVED SHOULDER WIDTH	HMA SURFACE REM, 3 3/4"	HMA SURF REM- BUTT JOINT	PVMT REM	PAVED SHLDR REM	HMA SURFACE REM, 2"
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
STAGE 7										
817+80.00	TO	828+38.12	NB I-57 (I5764B) IL & IS	12	10	X	X	1411	941	X
830+20.14	TO	838+11.42	NB I-57 (I5764B) DL & OS	12	10	X	X	1055	703	X
STAGE 7										
828+17.13	TO	828+37.13	SB I-57 (I5764A) IL & IS	12	10	X	X	27	18	X
830+18.63	TO	836+25.03	SB I-57 (I5764A) IL & IS	12	10	X	X	809	539	X
TOTAL STAGE 7						0	0	3,301	2,201	0
TOTAL STAGE 1-7								10,830	24,160	7,393

GUARDRAIL SCHEDULE

LEFT OR RIGHT*	LOCATION STATION TO STATION			GUARDRAIL REMOVAL	SPBGR TYPE A	TRAFFIC BARRIER TERMINAL			HMA SHLDRS 2"	PCC SHLDRS 12"	CONCRETE CURB TY B 6"	GUARDRAIL MARKERS	VERTICAL ADJUSTMENT	TERMINAL MARKERS DIRECT APPLIED	COMMENTS
						TY 1, SPL (TAN)	TYPE 2	TYPE 6							
	FOOT	FOOT	EACH	EACH	EACH	TON	SQ YD	FOOT	EACH	FOOT	EACH				
	STA.	TO	STA.												
SOUTHBOUND I57 "A"															
RIGHT	830+39.8	TO	836+64.8	615	575.0	1			15	177		6	615	1	VERTICAL ADJUST EXIST GUARDRAIL TO MATCH HMA
LEFT	830+39.8	TO	836+39.8	589	550.0	1			11	177		6	589	1	VERTICAL ADJUST EXIST GUARDRAIL TO MATCH HMA
LEFT	859+03.3	TO	862+53.3	343	287.5	1	1		53			4		1	
RIGHT	859+31.8	TO	862+81.8	347	287.5	1	1		53			4		1	
LEFT	874+50	TO	876+50		137.5	1	1		31			4		1	
RIGHT	874+50	TO	876+50		137.5	1	1		31			4		1	
RIGHT	881+86.0	TO	884+17.3	221	137.5	1		1	34		15	4		1	
TOTAL SB LANES				2,115	2,112.5	7	4	1	227	355	15	31	1,204	7	
NORTHBOUND I57 "B"															
LEFT	831+44.5	TO	840+82.0	701	925.0		1		41	222		6	701		VERTICAL ADJUST EXIST GUARDRAIL TO MATCH HMA
RIGHT	831+54.9	TO	840+79.9	652	912.5		1		41	219		6	652		VERTICAL ADJUST EXIST GUARDRAIL TO MATCH HMA
RIGHT	876+57.8	TO	879+88.5	322	237.5	1		1	50		15	4		1	
TOTAL NB LANES				1,675	2,075.0	1	2	1	132	441	15	17	1,353	1	
EASTBOUND I64 TO SOUTHBOUND I57 "C"															
LEFT	2370+75	TO	2372+75		137.5	1	1		40.0			4		1	
RIGHT	2370+75	TO	2372+75		137.5	1	1		40.0			4		1	
TOTAL EB/SB LANES				0	275	2	2	0	80	0	0	8	0	2	
NORTHBOUND I57 TO WESTBOUND I64 "D"															
LEFT	2388+40.6	TO	2390+71.4	221	137.5	1		1	35			4		1	
RIGHT	2388+06.2	TO	2390+24.4	218	125.0	1		1	33			4		1	
TOTAL NB/WB LANES				439	263	2	0	2	69	0	0	8	0	2	
EASTBOUND I64 TO NORTHBOUND I57 "E"															
RIGHT	7+73.00	TO	10+18.00	245	150	1		1	36.4			4		1	
RIGHT	13+06.00	TO	16+26.00	320	225	1		1	47.8			5		1	
LEFT	13+01.00	TO	15+21.00	220	125	1		1	33.7			4		1	
TOTAL EB/NB LANES				785	500	3	0	3	118	0	0	13	0	3	
TOTAL =				5,014	5,225	15	8	7	626	796	30	77	2,557	15	

*RIGHT OR LEFT IS BASED ON DIRECTION OF TRAVEL

EARTHWORK SCHEDULE

BAL	LOCATION			EARTH EXCAVATION CU YD	AVERAGE SHRINKAGE FACTOR %	EARTH EXC. ADJUSTED FOR SHRINKAGE CU YD	EMBANKMENT CU YD	EXCESS EXCAVATION CU YD	EXCAVATION REQUIRED TO COMPLETE CU YD	BORROW EXCAVATION ** CU YD	REMARKS
	ROUTE / CHAIN	TO	STA								
	STA	TO	STA	CU YD	%	CU YD	CU YD	CU YD	CU YD	CU YD	
	I57										
	I5764A										
	830+00.00	TO	846+50.00	272	22.40	211	3168		2957	3489	
	846+50.00	TO	870+00.00	3849	24.50	2906	3569		663	783	
	870+00.00	TO	882+00.00	99	26.20	73	1332		1259	1486	
	882+00.00	TO	885+00.00	221	34.00	146	91	55			
	I5764B										
	818+00.00	TO	847+00.00	949	24.10	721	3659		2938	3467	
	847+00.00	TO	867+00.00	27	24.00	20	3255		3235	3817	
	867+00.00	TO	880+80.00	117	24.10	89	1995		1906	2249	
	I64										
	I5764C										
	2356+80.00	TO	2363+46.36	53	22.50	41	1415		1374	1621	
	STATION EQUATION										
	2364+05.07	TO	2378+50.00	324	27.20	236	1432		1196	1411	
	2378+50.00	TO	2395+90.00	128	25.10	96	2320		2224	2624	
	I5764D										
	2364+05.07	TO	2378+50.00	539	26.60	396	1460		1064	1255	
	2378+50.00	TO	2400+78.00	1539	23.47	1178	3483		2305	2720	
	I5764E										
	2+25.00	TO	20+83.00	0	19.60	0	5742		5742	6776	
	I5764F										
	2+10.00	TO	12+92.00	1038	26.00	768	1304		536	632	
	TOTAL			9155						32331	

• THE SHRINKAGE FACTOR WAS CALCULATED AT EVERY STATION BASED UPON THE END AREA OF CUT. THE SHRINKAGE FACTOR WAS CALCULATED USING THE FOLLOWING EQUATION:

$$P = (2000 / (E + 37)) + 16$$

WHERE: P = SHRINKAGE FACTOR IN PERCENT

E = END AREA OF CUT IN SQUARE FEET

AND WAS APPLIED TO THE END AREA BY USING THE FOLLOWING EQUATION: END AREA X (1 - P)

THE MAXIMUM SHRINKAGE FACTOR USED WAS 21%

•• A SWELL FACTOR OF 1.18 WAS USED TO CALCULATE BORROW EXCAVATION.

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EARTHWORK SCHEDULE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\p\dot\k\elleykd\0278568\782	6-shrb-tyr_sch_ties.dgn	DRAWN -	REVISED -			••	•	JEFFERSON	235	46	
\$MODELNAME\$	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -					CONTRACT NO. 78276			
	PLOT DATE = 2/7/2014	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

LOCATION STATION TO STATION	MODIFIED URETHANE PAVEMENT MARKING					RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS
	LINE 4"		LINE 6"	LINE 8"	LINE 12"		
	SOLID WHITE	SOLID YELLOW	SKIP DASH WHITE	SOLID WHITE	SOLID WHITE		
	FOOT	FOOT	FOOT	FOOT	FOOT		
NORTHBOUND I57 "B"							
817+80.0 TO 838+11.4	2031	2031	1016			25	25
838+11.6 TO 844+71.5	660	660	330	1320	119	8	8
844+71.5 TO 847+03.2	232		58	232	158	3	3
847+03.2 TO 866+76.6	1973	1973	493			25	25
866+76.6 TO 869+23.5	247		62	247	97	3	3
869+23.5 TO 870+92.5	169	169	85	338	4	2	2
870+92.5 TO 885+00.0	1408	1408	704			18	18
SUB TOTAL	6720	6241	2747	2136	378	84	84
SOUTHBOUND I57 "A"							
828+19.4 TO 836+25.0	806	806	403			10	10
835+25.0 TO 843+66.9	842	842	421	1684	56	11	11
843+66.9 TO 846+81.4		315	79	315	134	4	4
846+81.4 TO 869+83.1	2302	2302	575			29	29
869+83.1 TO 871+93.1		210	53	210	161	3	3
871+93.1 TO 874+41.9	249	249	62	498	39	3	3
874+41.9 TO 885+00.0	1058	1058	265			13	13
SUB TOTAL	5256	5781	1857	2706	390	72	72
WESTBOUND/EASTBOUND I64							
2356+80.0 TO 2363+46.4	1333	1333	333			8	8
EASTBOUND I64 TO SOUTHBOUND I57 "C"							
2364+03.8 TO 2372+97.0	893	893	223			11	11
2372+97.0 TO 2375+73.2	276	276	69	552	36	3	3
2375+73.2 TO 2378+60.9	288		72	288	155	4	4
2378+60.9 TO 2395+58.6	1698	1698	424			21	21
2395+58.6 TO 2398+72.6	314		79	314		4	4
SUB TOTAL	3469	2867	867	1154	191	43	43
NORTHBOUND I57 TO WESTBOUND I64 "D"							
2363+46.4 TO 2374+75.1	1129	1129	282			14	14
2374+75.1 TO 2376+95.0		1054	55	440	11	3	3
2376+95.0 TO 2378+52.2		157	39	157	74	2	2
2378+52.2 TO 2400+77.0	2225	2225	556			28	28
2400+77.0 TO 2403+05.5		229	57	229		3	3
SUB TOTAL	3354	4793	1857	826	86	49	49
EASTBOUND I64 TO NORTHBOUND I57 "E"							
0+00 TO 2+44.2		244		244		3	3
2+44.2 TO 20+76.0	1832	1832				23	23
20+76.0 TO 23+64.2		288		288		4	4
SUB TOTAL	1832	2364	2470	532	0	29	29
SOUTHBOUND I57 TO WESTBOUND I64 "F"							
0+18.9 TO 2+25.5	207			207		3	3
2+25.5 TO 12+90.4	1065	1065				13	13
12+90.4 TO 14+43.9	154			154		2	2
SUB TOTAL	1425	1065	2470	361	0	18	18
TOTALS	23,388	24,443	12,602	7,715	1,045	305	305
		47,832					

LOCATION STATION TO STATION	TEMPORARY PAVEMENT MARKING				
	LINE 4"		LINE 6"	LINE 8"	LINE 12"
	SOLID WHITE FOOT	SOLID YELLOW FOOT	SKIP DASH WHITE FOOT	SOLID WHITE FOOT	SOLID WHITE FOOT
NORTHBOUND I57 "B"					
817+80.0 TO 838+11.4	2031	2031	1016		
838+11.6 TO 844+71.5	660	660	330	1320	119
844+71.5 TO 847+03.2	232		58	232	158
847+03.2 TO 866+76.6	1973	1973	493		
866+76.6 TO 869+23.5	247		62	247	97
869+23.5 TO 870+92.5	169	169	85	338	4
870+92.5 TO 885+00.0	1408	1408	704		
SUB TOTAL	6720	6241	2747	2136	378
SOUTHBOUND I57 "A"					
828+19.4 TO 836+25.0	806	806	403		
835+25.0 TO 843+66.9	842	842	421	1684	56
843+66.9 TO 846+81.4		315	79	315	134
846+81.4 TO 869+83.1	2302	2302	575		
869+83.1 TO 871+93.1		210	53	210	161
871+93.1 TO 874+41.9	249	249	62	498	39
874+41.9 TO 885+00.0	1058	1058	265		
SUB TOTAL	5256	5781	1857	2706	390
WESTBOUND/EASTBOUND I64					
2356+80.0 TO 2363+46.4	1333	1333	333		
EASTBOUND I64 TO SOUTHBOUND I57 "C"					
2364+03.8 TO 2372+97.0	893	893	223		
2372+97.0 TO 2375+73.2	276	276	69	552	36
2375+73.2 TO 2378+60.9	288		72	288	155
2378+60.9 TO 2395+58.6	1698	1698	424		
2395+58.6 TO 2398+72.6	314		79	314	
SUB TOTAL	3469	2867	867	1154	191
NORTHBOUND I57 TO WESTBOUND I64 "D"					
2363+46.4 TO 2374+75.1	1129	1129	282		
2374+75.1 TO 2376+95.0		1054	55	440	11
2376+95.0 TO 2378+52.2		157	39	157	74
2378+52.2 TO 2400+77.0	2225	2225	556		
2400+77.0 TO 2403+05.5		229	57	229	
SUB TOTAL	3354	4793	990	826	86
EASTBOUND I64 TO NORTHBOUND I57 "E"					
0+00 TO 2+44.2		244		244	
2+44.2 TO 20+76.0	1832	1832			
20+76.0 TO 23+64.2		288		288	
SUB TOTAL	1832	2364	0	532	0
SOUTHBOUND I57 TO WESTBOUND I64 "F"					
0+18.9 TO 2+25.5	207			207	
2+25.5 TO 12+90.4	1065	1065			
12+90.4 TO 14+43.9	154			154	
SUB TOTAL	1425	1065	0	361	0
TOTALS	23,388	24,443	6,794	7,715	1,045
	47,832				

FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -
ci:\pw\work\p\id\rollavr\d0278568\78276-shb-tyb-sch-tes.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/28/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING SCHEDULE			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	48
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				

SEEDING SCHEDULE

LOCATION STATION TO STATION	SEEDING, CLASS 2	SEEDING, CLASS 7	TEMP EROSION CONTROL SEEDING	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2	PERIMETER EROSION BARRIER	EROSION CONTROL BLANKET	TEMPORARY DITCH CHECKS	MOWING
	ACRE	ACRE	POUND	POUND	POUND	POUND	TON	ACRE	FOOT	SQ YD	FOOT	UNIT
NORTHBOUND I57 "B"												
818+00 TO 847+00	3.32	3.32	997	598.3	299.1	299.1	6.65	6.65	4700	16086.4	330	58
847+00 TO 867+00	2.2	2.2	660	396.3	198.1	198.1	4.4	4.4	600	10654.8	706	40
867+00 TO 880+50	1.49	1.49	447	268.1	134	134	2.98	2.98	800	7207.7	502	27
SUBTOTAL	7.0	7.0	2104	1262.7	631.2	631.2	14.0	14.0	6100	33949	1538	125
SOUTHBOUND I57 "A"												
830+00 TO 846+50	2.16	2.16	647	388.29	194.15	194.15	4.31	4.31	2400	10440.8	188	33
846+50 TO 870+00	3.53	3.53	1060	635.9	318	318	7.07	7.07	100	17099.4	708	47
870+00 TO 882+00	1.14	1.14	341	204.4	102.2	102.2	2.27	2.27	250	5494.7	622	24
882+00 TO 885+00	0.33	0.33	100	60.0	30.0	30.0	0.67	0.67	1050	1613.2	0	6
SUBTOTAL	7.2	7.2	2148	1288.6	644.4	644.4	14.3	14.3	3800	34648.1	1518	110
WESTBOUND/EASTBOUND I64												
2356+80 TO 2363+00	1.03	1.03	308	184.7	92.3	92.3	2.1	2.1	1575	4965.1	96	12
SUBTOTAL	1.0	1.0	308	184.7	92.3	92.3	2.1	2.1	1575	4965	96	12
EASTBOUND I64 TO SOUTHBOUND I57 "C"												
2364+00 TO 2378+50	1.59	1.59	478	286.7	143.3	143.3	3.19	3.19	500	7708.3	394	29
2378+50 TO 2396+00	1.8	1.8	541	324.6	162.3	162.3	3.61	3.61	350	8727.6	912	35
SUBTOTAL	3.4	3.4	1019	611.3	305.6	305.6	6.8	6.8	850	16435.9	1306	64
NORTHBOUND I57 TO WESTBOUND I64 "D"												
2364+50 TO 2378+50	1.85	1.85	556	333.7	166.8	166.8	3.71	3.71	150	8971.6	466	28
2378+50	3.04	3.04	913	547.7	273.9	273.9	6.09	6.09	850	14727	0	0
SUBTOTAL	4.9	4.9	1469	881.4	440.7	440.7	9.8	9.8	1000	23698.6	466	28
EASTBOUND I64 TO NORTHBOUND I57 "E"												
2+00 TO 20+50	3.86	3.86	1157	694.1	347	347	7.71	7.71	3500	18663	0	37
SUBTOTAL	3.9	3.9	1157	694.1	347.0	347.0	7.7	7.7	3500	18663.0	0	37
SOUTHBOUND I57 TO WESTBOUND I64 "F"												
2+00 TO 13+00	1.73	1.73	520	311.8	155.9	155.9	3.46	3.46	0	8384.8	0	22
SUBTOTAL	1.7	1.7	520	311.8	155.9	155.9	3.5	3.5	0	8384.8	0	22
TOTALS:	29.1	29.1	8725	5235	2618	2618	58.2	58.2	16825	140744	4924	398

TEMPORARY CONCRETE BARRIER

STAGE	ROUTE "CHAIN"	LOCATION			TEMP CONCRETE BARRIER	RELOCATE TEMP CONC BARRIER	IMPACT ATTENUATORS		
		STATION TO STATION					TEMP (FUL RED)	TEMP (NON RED)	RELOCATE (NON RED)
		STA.	TO	STA.			TEST LEVEL 3	TEST LEVEL 3	TEST LEVEL 3
				FOOT	FOOT	EACH	EACH	EACH	
3	I57 SB "A"	835+00	LT EOP	TO 849+00	1400.0		1		
3	I64 EB "C"	2393+00		TO 2398+72.6	572.6		1		
3	I57 SB "A"	835+02	RT EOP	TO 843+66.9	864.9				
3	I57 NB "B"	835+00	RT EOP	TO 849+00	1400.0		1		
3	I57 NB "B"	835+00	LT EOP	TO 844+71.5	971.5		1		
5	I57 SB "A"	827+10.9		TO 838+50	1137.5			1	
5	I57 NB	815+50		TO 821+09.2	559.2			1	
5	I57 NB "B"	821+10		TO 839+00.8	1790.8				
6	I57 SB "A"	827+12.5		TO 838+00		1087.5		1	
6	I57 NB	816+68.8		TO 821+09.2		440.4		1	
6	I57 NB "B"	821+10		TO 839+94.6		1884.6			
7	I57 SB "A"	827+12.5		TO 838+50		1137.5		1	
7	I57 NB	815+50		TO 821+09.2		559.2		1	
7	I57 NB "B"	821+10		TO 839+13.3		1803.3			
				TOTAL	8696.5	6,912.5	4	2	4

RIGHT AND LEFT ARE BASED ON THE DIRECTION OF TRAVEL

UNDERDRAIN REMOVAL

LOCATION				CONCRETE HEADWALL REMOVAL	PIPE UNDERDRAIN REMOVAL
I57 SB "A"				EACH	FOOT
830+00.	TO	885+00.	LT		5500
841+25.			LT	1	18
844+48.			LT	1	18
853+00.			LT	1	18
858+00.			LT	1	18
864+09.			LT	1	18
868+45.			LT	1	18
873+48.			LT	1	18
879+00.			LT	1	18
884+61.			LT	1	18
830+00.	TO	843+66.9	RT		1367
846+83.3	TO	869+83.1	RT		2300
871+93.3	TO	885+00.	RT		1307
839+70.			RT	1	18
848+61.			RT	1	18
853+00.			RT	1	18
858+47.			RT	1	18
864+89.			RT	1	18
873+48.			RT	1	18
879+00.			RT	1	18
I57 NB "B"					
817+30.	TO	828+39.	RT		1109
830+20.	TO	885+00.	RT		5480
839+25.			RT	1	18
843+48.			RT	1	18
853+44.			RT	1	18
884+59.			RT	1	18
817+30.	TO	828+33.	LT		1103
830+12.	TO	844+71.	LT		1459
847+03.	TO	866+77.	LT		1974
SUB				20	21958

LOCATION				CONCRETE HEADWALL REMOVAL	PIPE UNDERDRAIN REMOVAL
I57 NB "B"				EACH	FOOT
869+24.	TO	885+00.	LT		1576
818+75.			LT	1	18
838+13.			LT	1	18
841+86.			LT	1	18
844+00.			LT	1	18
852+48.			LT	1	18
857+24.			LT	1	18
872+00.			LT	1	18
877+90.			LT	1	18
884+69.			LT	1	18
I64 EB					
2360+00.	TO	2363+46	RT		346
			RT	1	18
2360+00.	TO	2363+46	LT		346
			LT	1	18
I64 WB					
2360+00.	TO	2363+46	RT		346
			RT	1	18
2360+00.	TO	2363+46	LT		346
			LT	1	18
I64 EB "C"					
2364+03.	TO	2398+72	RT		3469
2371+13.			RT	1	18
2391+18.			RT	1	18
2398+00.			RT	1	18
2363+46.	TO	2395+58	LT		3212
2372+80.			LT	1	18
2383+09.			LT	1	18
2388+92.			LT	1	18
SUB				19	9983

LOCATION				CONCRETE HEADWALL REMOVAL	PIPE UNDERDRAIN REMOVAL
I64 WB "D"				EACH	FOOT
2364+05.	TO	2385+75.	LT		2170
2388+50.	TO	2403+05.	LT		1455
2367+05.			LT	1	18
2372+50.			LT	1	18
2402+21.			LT	1	18
2364+05.	TO	2385+61	RT		2156
2388+30.	TO	2400+78	RT		1248
2366+87.			RT	1	18
2393+04.			RT	1	18
TOT				44	39060

*RIGHT AND LEFT BASED ON DIRECTION OF TRAVEL

UNDERDRAINS

LOCATION				CONCRETE HEADWALL	PIPE UNDERDRAIN SPECIAL	PIPE UNDERDRAIN 4"	SHOULDER REMOVAL AND REPLACEMENT 5"
I57 SB "A"				EACH	FOOT	FOOT	FOOT
830+00.	TO	885+00.	LT	11	275	5500	0
830+00.	TO	843+66.9	RT	3	75	1367	1367
846+83.3	TO	869+83.1	RT	5	125	2300	2300
871+93.3	TO	885+00.	RT	3	75	1307	1307
SUB				22	550	10473	4974
I57 NB "B"							
817+30.	TO	828+39.	RT	2	50	1109	0
830+20.	TO	885+00.	RT	11	275	5480	5480
817+30.	TO	828+33.	LT	2	50	1103	0
830+12.	TO	844+71.	LT	3	75	1459	0
847+03.	TO	866+77.	LT	4	100	1974	0
869+24.	TO	885+00.	LT	3	75	1576	0
SUB				25	625	12701	5480
I64 EB							
2360+00	TO	2363+46	RT	1	25	346	346
2360+00	TO	2363+46	LT	1	25	346	0
SUB				2	50	692	346
I64 WB							
2360+00	TO	2363+46	RT	1	25	346	346
2360+00	TO	2363+46	LT	1	25	346	0
SUB				2	50	692	346
I64 EB "C"							
2364+03	TO	2398+72	RT	7	175	3469	3469
2363+46	TO	2395+58	LT	7	175	3212	0
SUB				14	350	6681	3469
I64 WB "D"							
2364+05.	TO	2385+75.	LT	4	100	2170	0
2388+50	TO	2403+05.	LT	3	75	1455	0
2364+05	TO	2385+61	RT	4	100	2156	2156
2388+30	TO	2400+78	RT	3	75	1248	1248
SUB				14	350	7029	3404
TOT				79	1975	38268	18019

•RIGHT AND LEFT BASED ON DIRECTION OF TRAVEL

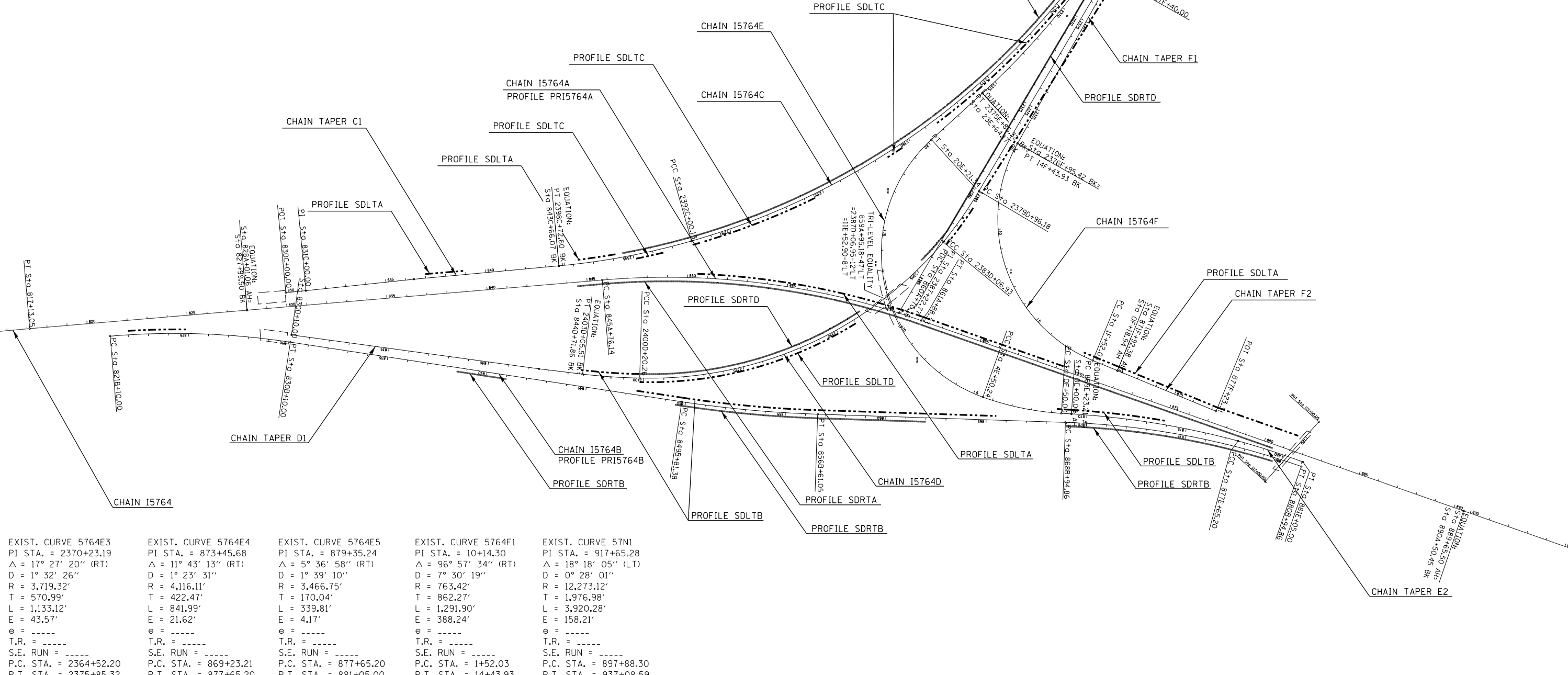
FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	UNDERDRAIN SCHEDULE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\k\elleyk\d0278568\782	6-shbt-tp-sch-tes.dgn	DRAWN -	REVISED -									235	52
\$MODELNAME\$	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -									CONTRACT NO. 78276	
	PLOT DATE = 2/7/2014	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	

TREE REMOVAL

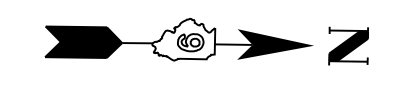
ROUTE "CHAIN"	LOCATION STATION	OFFSET	AREA ACRE	COMMENTS
	STA.			
I57 SB "A"	836+50 LEFT	115		
	837+00 LEFT	190		
	839+00 LEFT	169		AREA COMPLETED BY RETURNING TO
	839+50 LEFT	144	0.28	STATION 836+50
I57 SB "A"	850+88 LEFT	138		
	853+50 LEFT	190		AREA COMPLETED BY RETURNING TO
	854+00 LEFT	111	0.28	STATION 850+88
I57 SB "A"	844+00 LEFT	15		
	844+50 RIGHT	1		
	845+00 RIGHT	7		
	845+50 RIGHT	3		
	846+00 RIGHT	11		
	846+50 RIGHT	12		AREA COMPLETED BY RETURNING TO
I57 NB "B"	847+00 RIGHT	2	0.08	STATION 844+00
	833+50 RIGHT	49 & 28		
I57 NB "B"	834+00 RIGHT	55		
	835+50 RIGHT	49		
	836+50 RIGHT	66		AREA COMPLETED BY RETURNING TO
	837+00 RIGHT	31	0.18	STATION 833+50 @ 28' RIGHT
	838+00 RIGHT	27		
I57 NB "B"	838+50 RIGHT	114		
	839+00 RIGHT	123		
	840+00 RIGHT	113		
	841+00 RIGHT	100		AREA COMPLETED BY RETURNING TO
	841+50 RIGHT	37	0.57	STATION 838+00
	838+50 RIGHT	114		
I64 EB "C"	2377+50 RIGHT	37		
	2378+00 RIGHT	42		
	2378+50 RIGHT	59		
	2379+00 RIGHT	55		AREA COMPLETED BY RETURNING TO
	2379+50 RIGHT	36	0.05	STATION 2377+50
I64 EB "C"	2395+00 RIGHT	33		
	2395+50 RIGHT	55		
	2396+00 RIGHT	55 & 30		
	2396+50 RIGHT	55		AREA COMPLETED BY RETURNING TO
	2397+00 RIGHT	38		STATION 2397+50 @ 30' AND
	2397+50 RIGHT	42 & 30		STATION 2396+00 @ 30' AND
	2398+00 RIGHT	55		STATION 2395+00
	2398+50 RIGHT	47	0.12	
I64 WB "D"	2390+00 RIGHT	52 & 35		
	2393+00 RIGHT	49 & 31		
	2395+00 RIGHT	50 & 33		
	2397+00 RIGHT	58 & 35		
	2397+50 RIGHT	58		
	2398+00 RIGHT	51		
I64 WB "D"	2398+50 RIGHT	49 & 33	4.00	
	TOTAL		5.6	

EXIST. CURVE 5764A1 PI STA. = 853+94.43 $\Delta = 24^\circ 11' 30''$ (RT) D = 1° 30' 02" R = 3,818.32' T = 818.29' L = 1,612.19' E = 86.70' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 845+76.14 P.T. STA. = 861+88.33	EXIST. CURVE 5764B1 PI STA. = 825+62.09 $\Delta = 13^\circ 30' 16''$ (RT) D = 1° 30' 02" R = 3,818.48' T = 452.09' L = 900.00' E = 26.67' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 821+10.00 P.T. STA. = 830+10.00	EXIST. CURVE 5764B2 PI STA. = 853+21.62 $\Delta = 6^\circ 46' 11''$ (LT) D = 0° 59' 46" R = 5,752.32' T = 340.23' L = 679.67' E = 10.05' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 849+81.38 P.T. STA. = 856+61.05	EXIST. CURVE 5764B3 PI STA. = 874+99.54 $\Delta = 17^\circ 27' 25''$ (RT) D = 1° 27' 17" R = 3,938.51' T = 604.69' L = 1,200.00' E = 46.15' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 868+94.86 P.T. STA. = 880+94.86	EXIST. CURVE 5764C1 PI STA. = 2378+73.20 $\Delta = 43^\circ 28' 50''$ (RT) D = 1° 33' 18" R = 3,684.88' T = 1,469.39' L = 2,796.38' E = 282.17' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 2364+03.81 P.T. STA. = 2392+00.19	EXIST. CURVE 5764C2 PI STA. = 2395+37.37 $\Delta = 10^\circ 39' 27''$ (RT) D = 1° 35' 06" R = 3,614.95' T = 337.18' L = 672.41' E = 15.69' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 2392+00.19 P.T. STA. = 2398+72.60	EXIST. CURVE OLD-C3 PI STA. = 798+24.81 $\Delta = 12^\circ 37' 32''$ (RT) D = 0° 19' 59" R = 17,208.05' T = 1,903.66' L = 3,791.90' E = 104.98' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 779+21.15 P.T. STA. = 817+13.05
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EXIST. CURVE 5764D1 PI STA. = 2381+51.85 $\Delta = 8^\circ 42' 11''$ (RT) D = 2° 48' 03" R = 2,045.76' T = 155.67' L = 310.75' E = 5.91' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 2379+96.18 P.T. STA. = 2383+06.93	EXIST. CURVE 5764D2 PI STA. = 2392+26.39 $\Delta = 51^\circ 30' 57''$ (RT) D = 3° 00' 24" R = 1,905.57' T = 919.46' L = 1,713.33' E = 210.23' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 2383+06.93 P.T. STA. = 2400+20.26	EXIST. CURVE 5764D3 PI STA. = 2401+63.01 $\Delta = 5^\circ 58' 49''$ (RT) D = 2° 05' 48" R = 2,732.84' T = 142.75' L = 285.25' E = 3.73' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 2400+20.26 P.T. STA. = 2403+05.51	EXIST. CURVE 5764E1 PI STA. = 2+51.45 $\Delta = 16^\circ 08' 11''$ (RT) D = 4° 01' 54" R = 1,421.12' T = 201.45' L = 400.24' E = 14.21' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 0+50.00 P.T. STA. = 4+50.24	EXIST. CURVE 5764E2 PI STA. = 17+20.35 $\Delta = 118^\circ 02' 04''$ (RT) D = 7° 30' 46" R = 762.64' T = 1,270.11' L = 1,571.11' E = 718.84' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 4+50.24 P.T. STA. = 20+21.34
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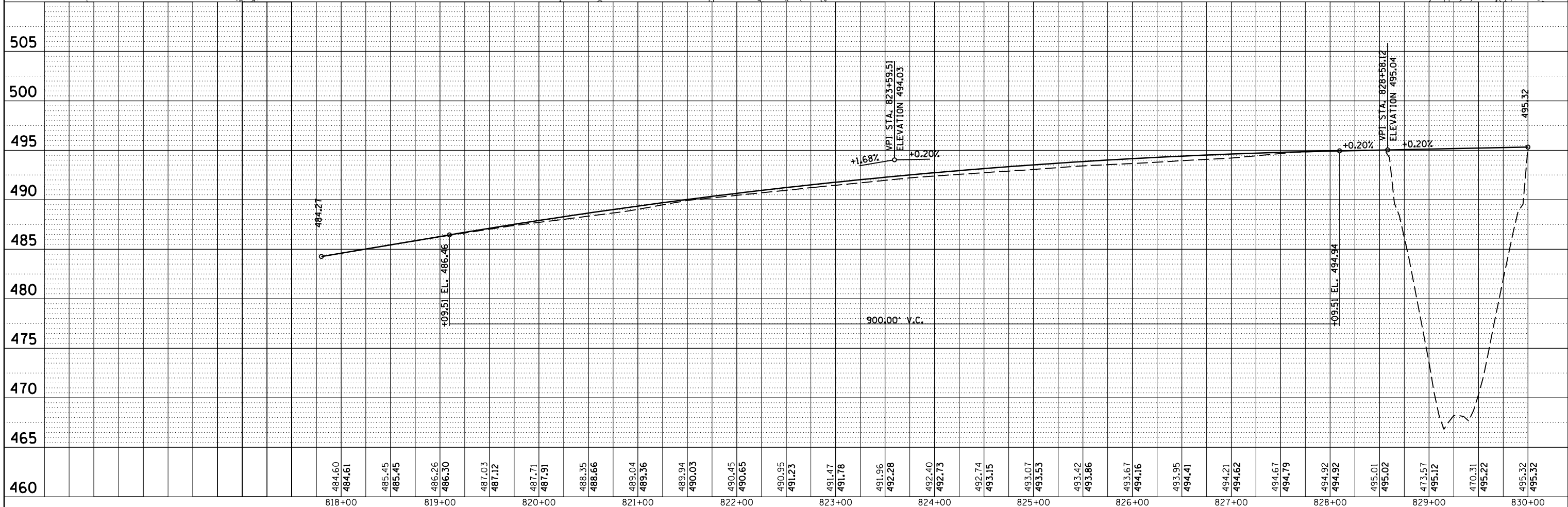
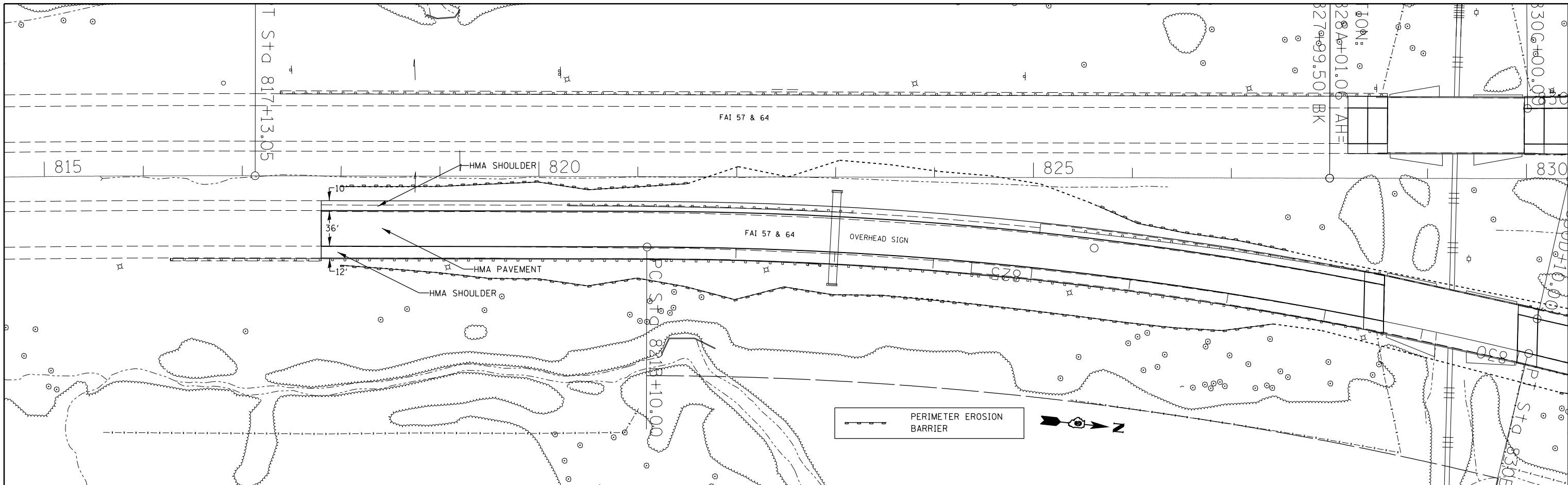
EXIST. CURVE 5764E3 PI STA. = 2370+23.19 $\Delta = 17^\circ 27' 20''$ (RT) D = 1° 32' 26" R = 3,719.32' T = 570.99' L = 1,133.12' E = 43.57' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 2364+52.20 P.T. STA. = 2375+85.32	EXIST. CURVE 5764E4 PI STA. = 873+45.68 $\Delta = 11^\circ 43' 13''$ (RT) D = 1° 23' 31" R = 4,116.11' T = 422.47' L = 841.99' E = 21.62' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 869+23.21 P.T. STA. = 877+65.20	EXIST. CURVE 5764E5 PI STA. = 879+35.24 $\Delta = 5^\circ 36' 58''$ (RT) D = 1° 39' 10" R = 3,466.75' T = 170.04' L = 339.81' E = 4.17' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 877+65.20 P.T. STA. = 881+05.00	EXIST. CURVE 5764F1 PI STA. = 10+14.30 $\Delta = 96^\circ 57' 34''$ (RT) D = 7° 30' 19" R = 763.42' T = 862.27' L = 1,291.90' E = 388.24' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 1+52.03 P.T. STA. = 14+43.93	EXIST. CURVE 57N1 PI STA. = 917+65.28 $\Delta = 18^\circ 18' 05''$ (LT) D = 0° 28' 01" R = 12,273.12' T = 1,976.98' L = 3,920.28' E = 158.21' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 897+88.30 P.T. STA. = 937+08.59
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FILE NAME = c:\pwork\pwork\d\kellaykd\0278568\782	USER NAME = \$USER\$ 6-shbt-tp-sch-tes.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GEOPAK ELEMENTS IDENTIFICATION SHEET			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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	PLOT DATE = 2/7/2014	DATE -	REVISED -										CONTRACT NO. 78276	

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

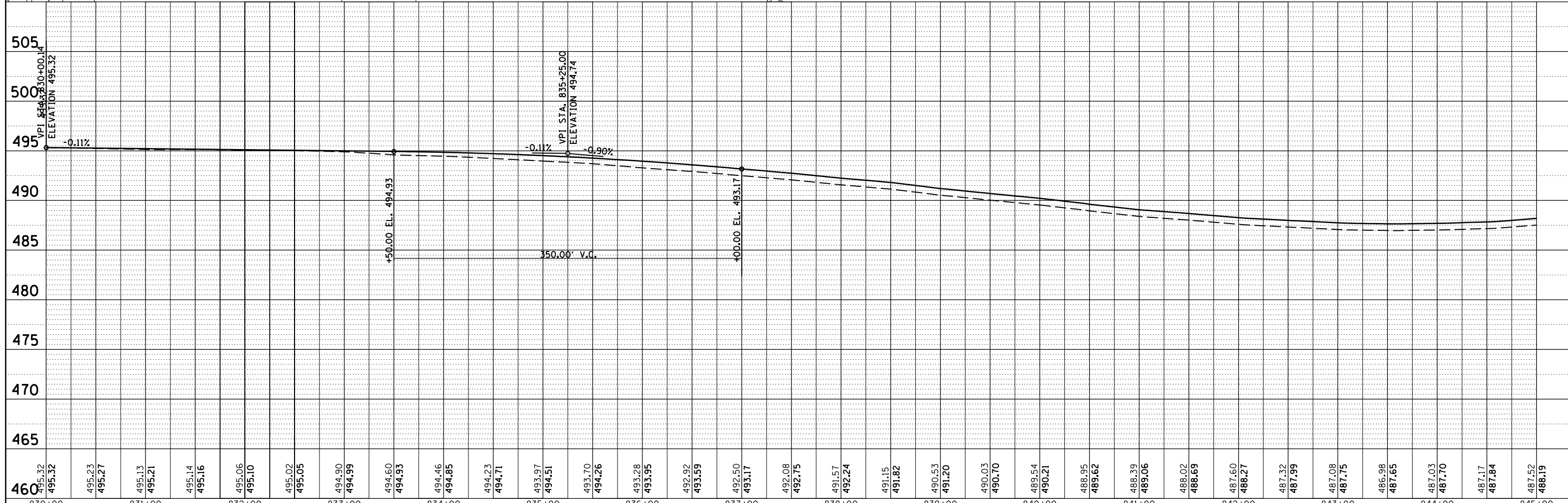
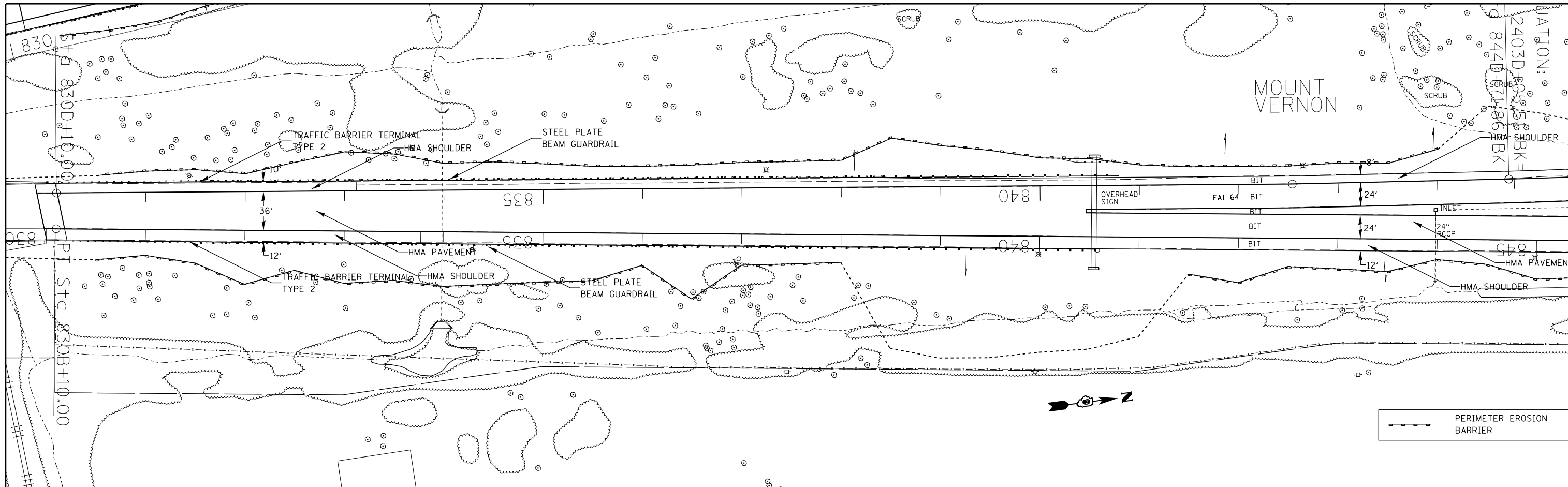
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	CHECKED	
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	CHKD	
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	PLOT DATE = 2/7/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

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

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. _____	
	FILE NAME	



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	PLOT DATE = 2/7/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

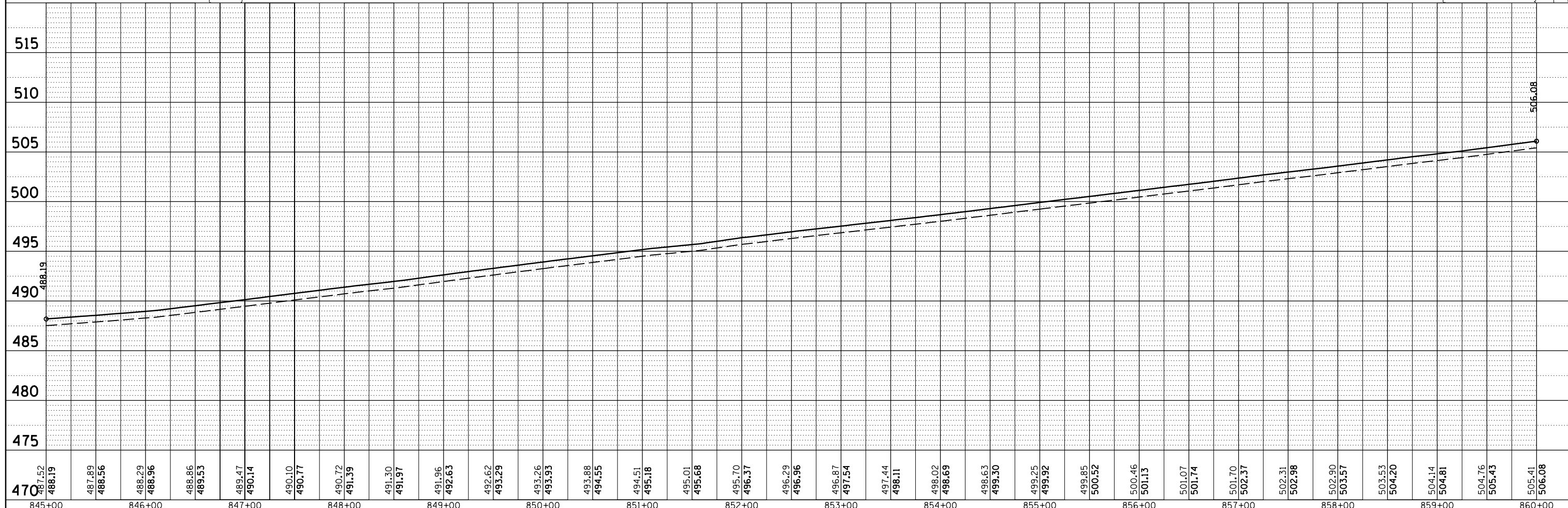
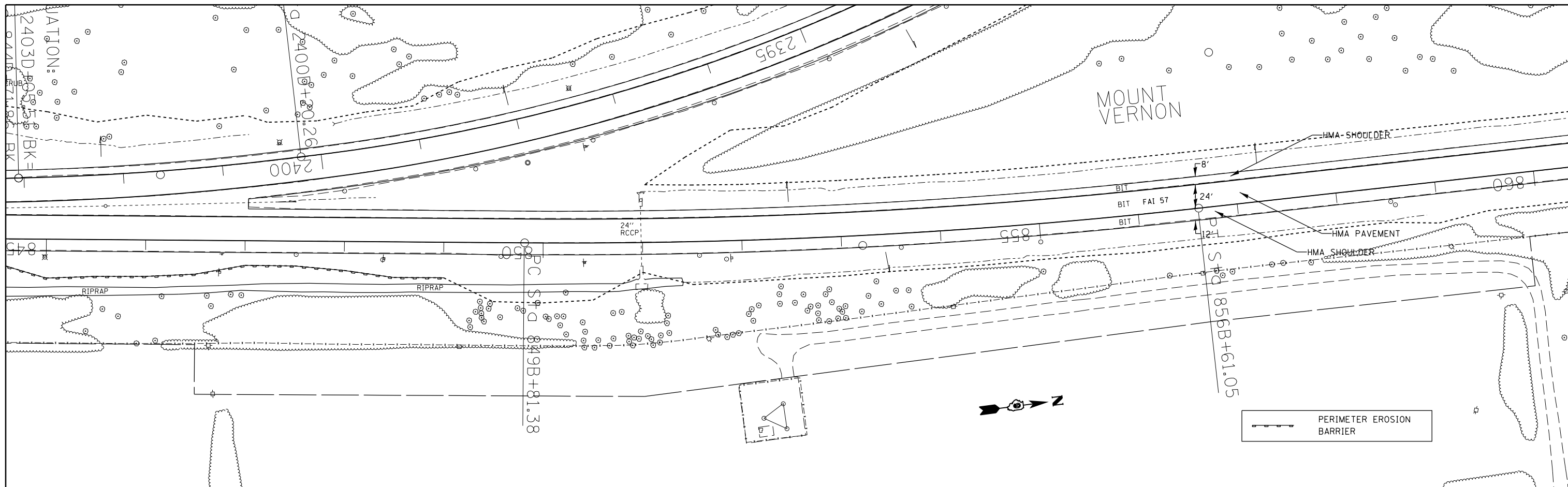
**I-57 NB
STA 830B+00 TO STA 845B+00**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	56
			CONTRACT NO. 78276	

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

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



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\$MODELNAME\$	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

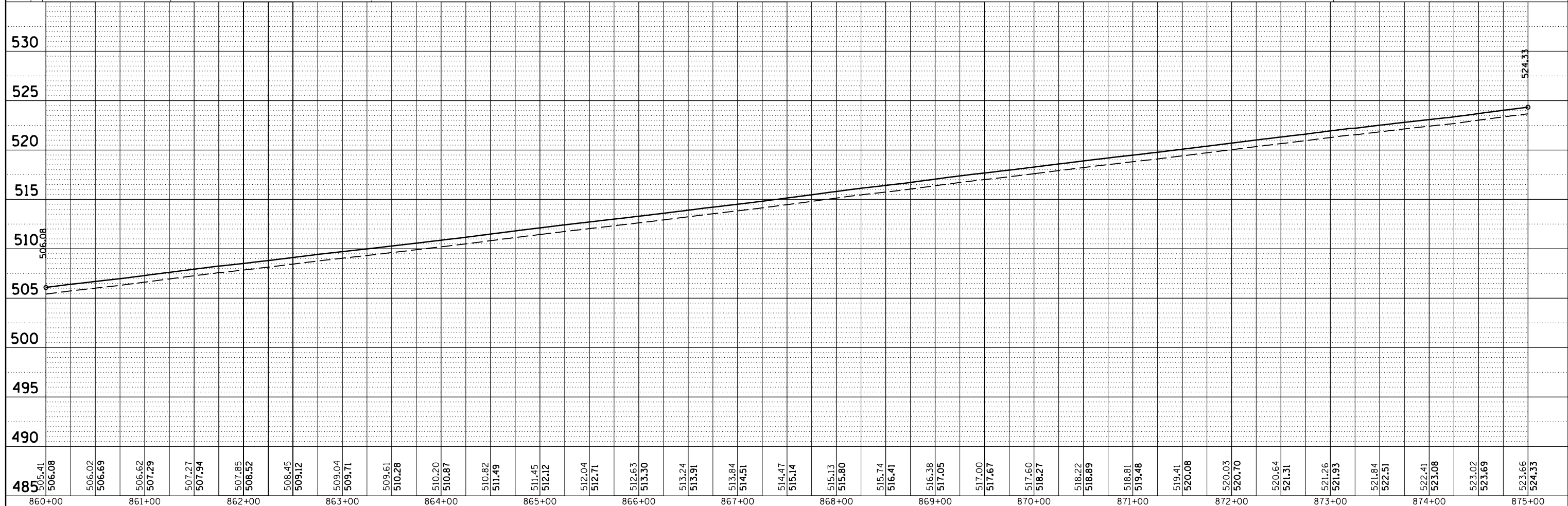
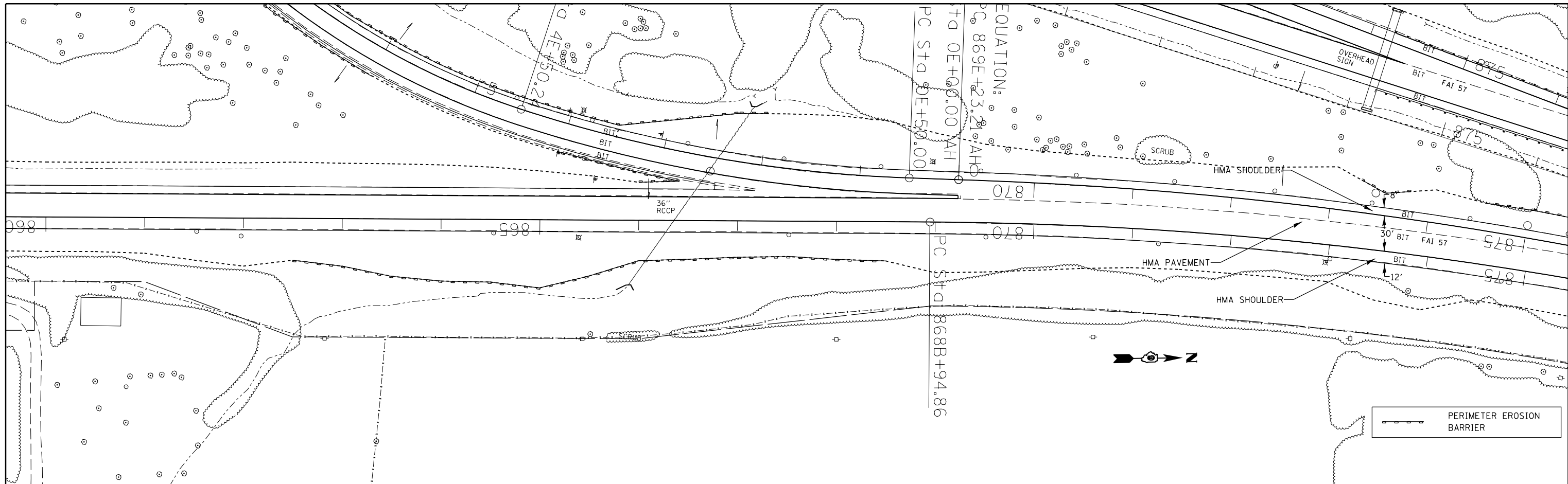
**I-57 NB
STA 845B+00 TO STA 860B+00**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
••	•	JEFFERSON	235	57
			CONTRACT NO. 78276	

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

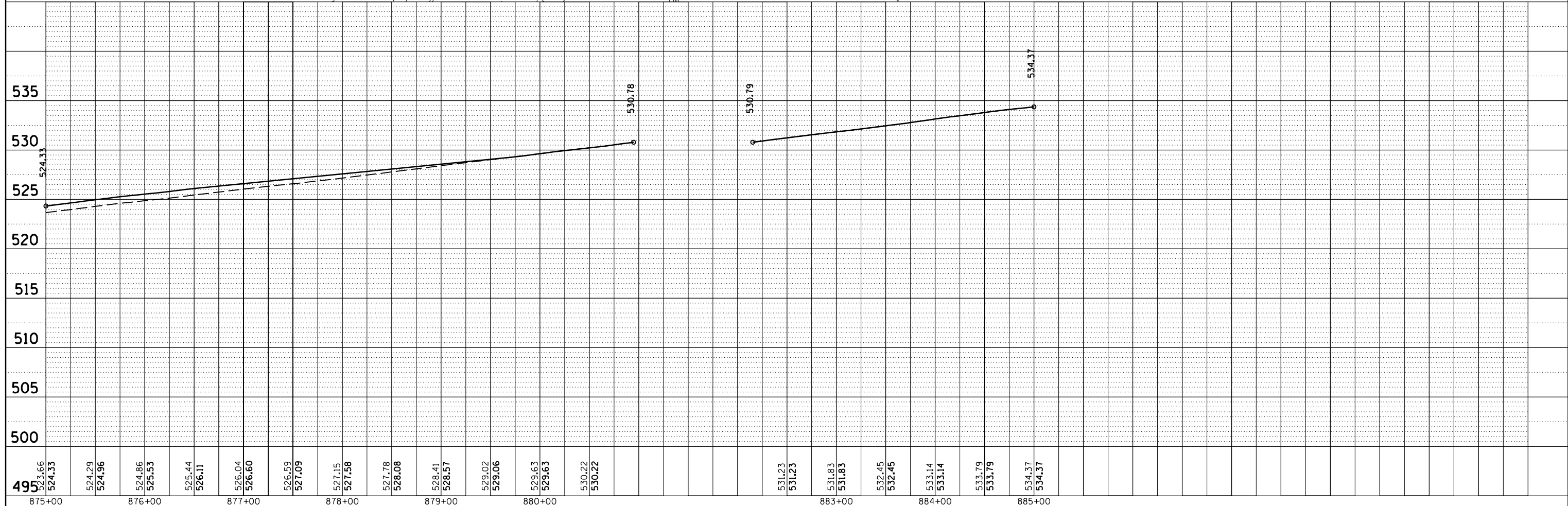
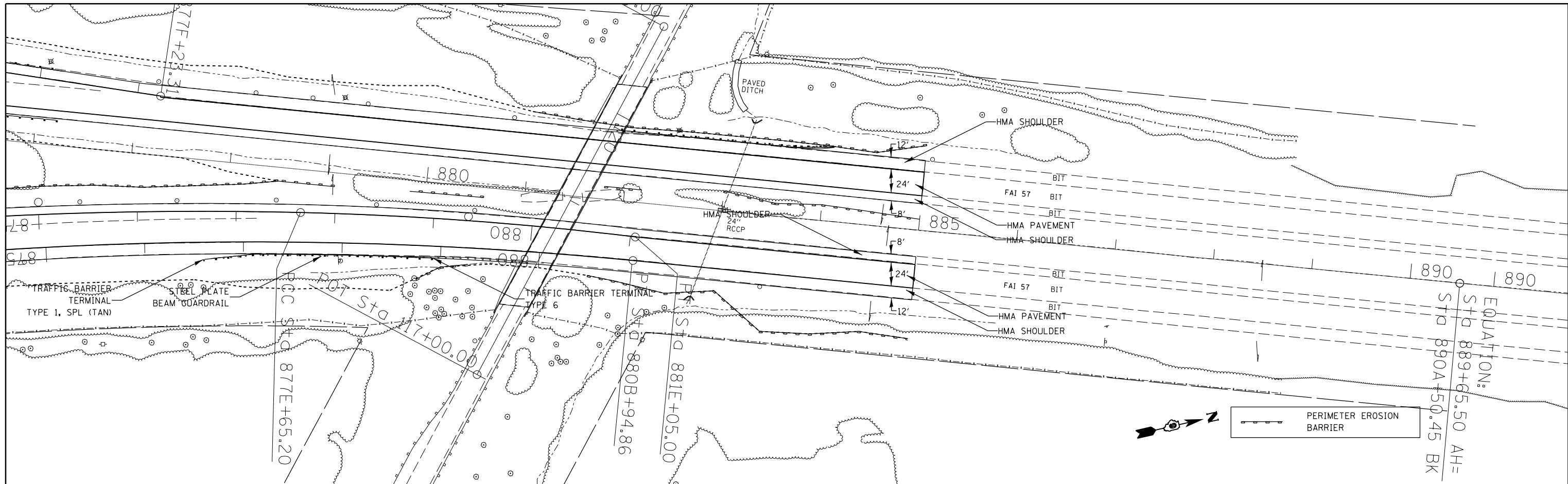
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NOTE BOOK NO.		



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 NB STA 860B+00 TO STA 875B+00				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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\$MODELNAME\$	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -		CONTRACT NO. 78276				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 2/7/2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	•(41-3-1)RS-1;(41-8)RS-2 ••57/64	

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

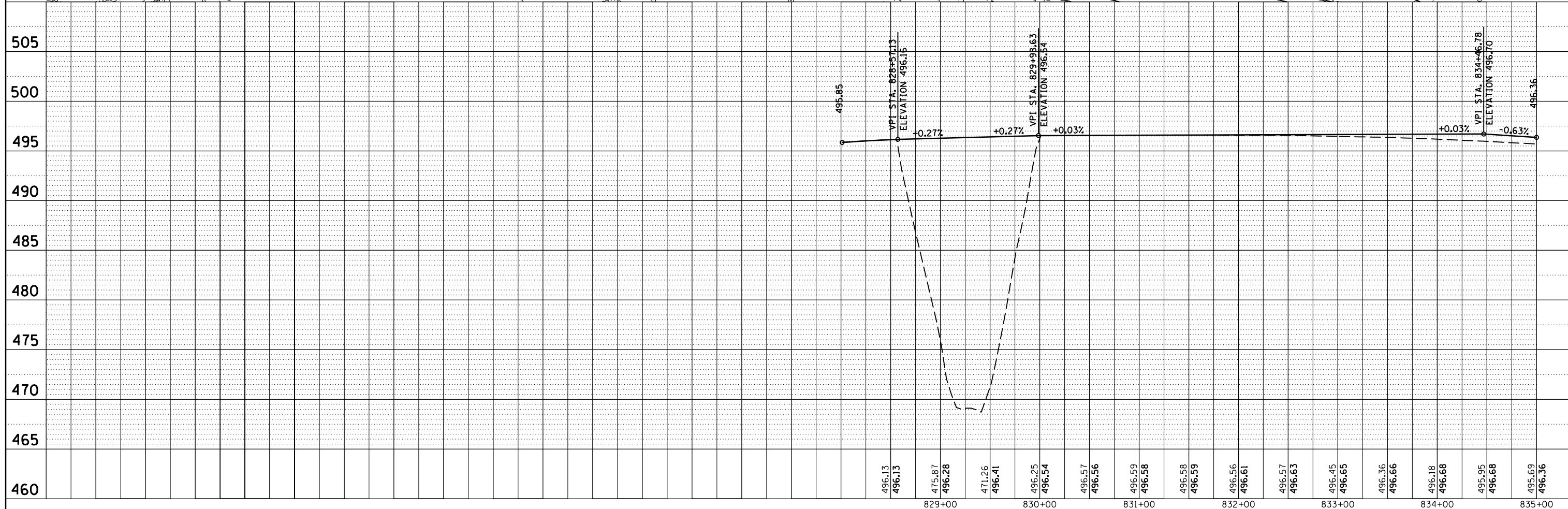
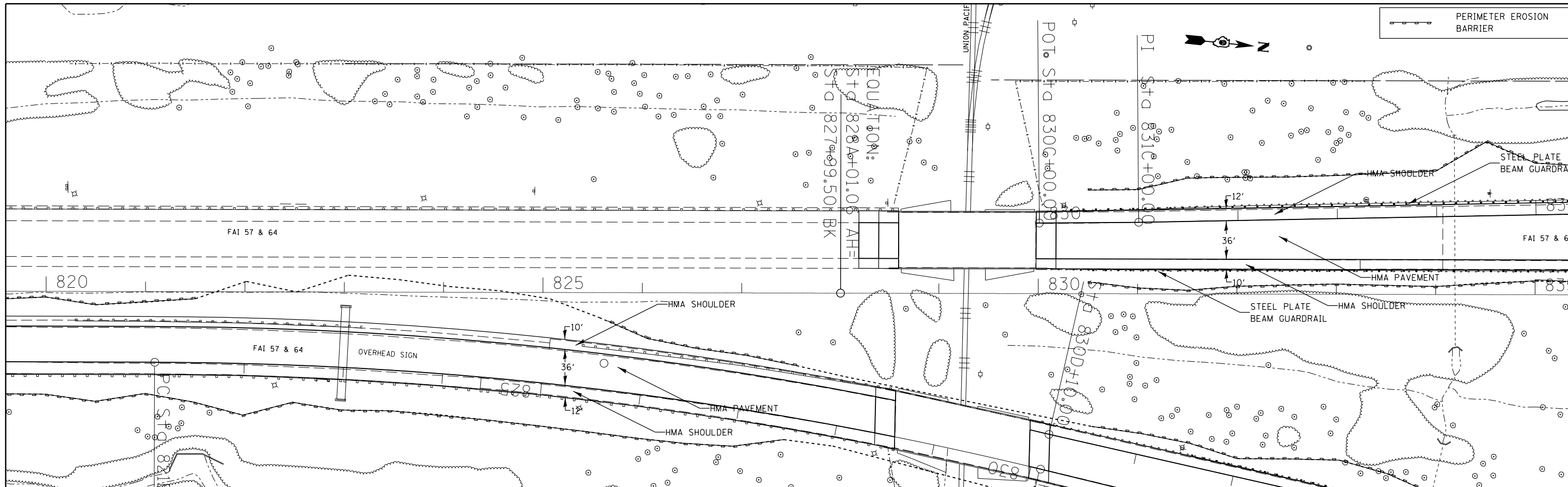
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 NB STA 875B+00 TO STA 885A+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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#MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 78276				
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
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	CHECKED		
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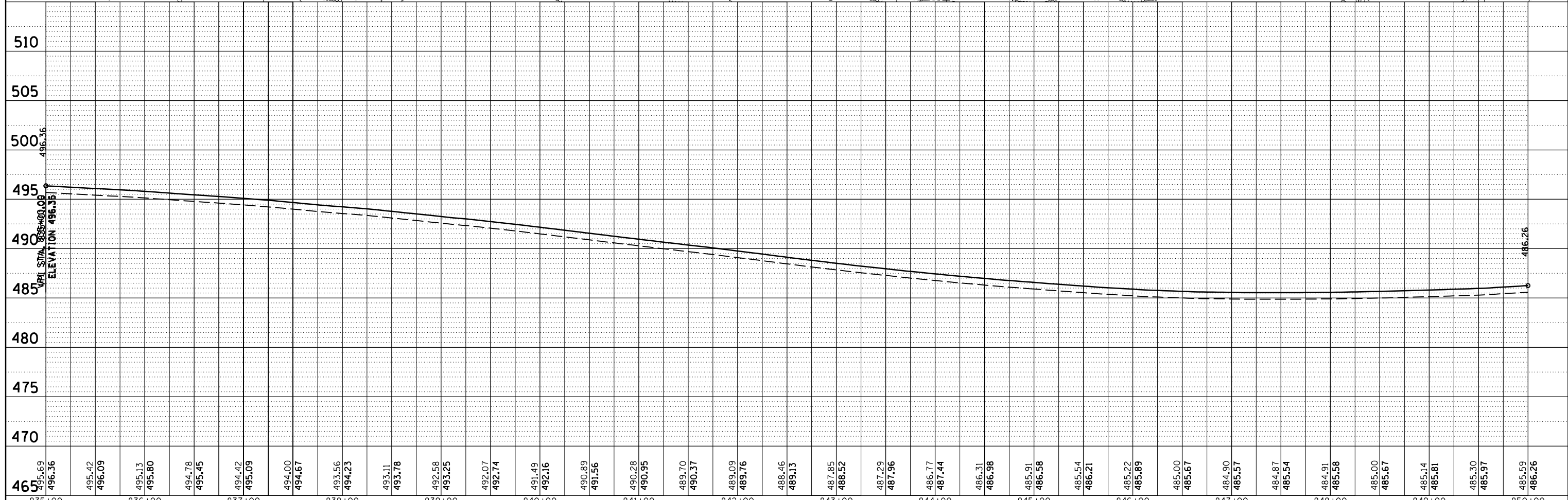
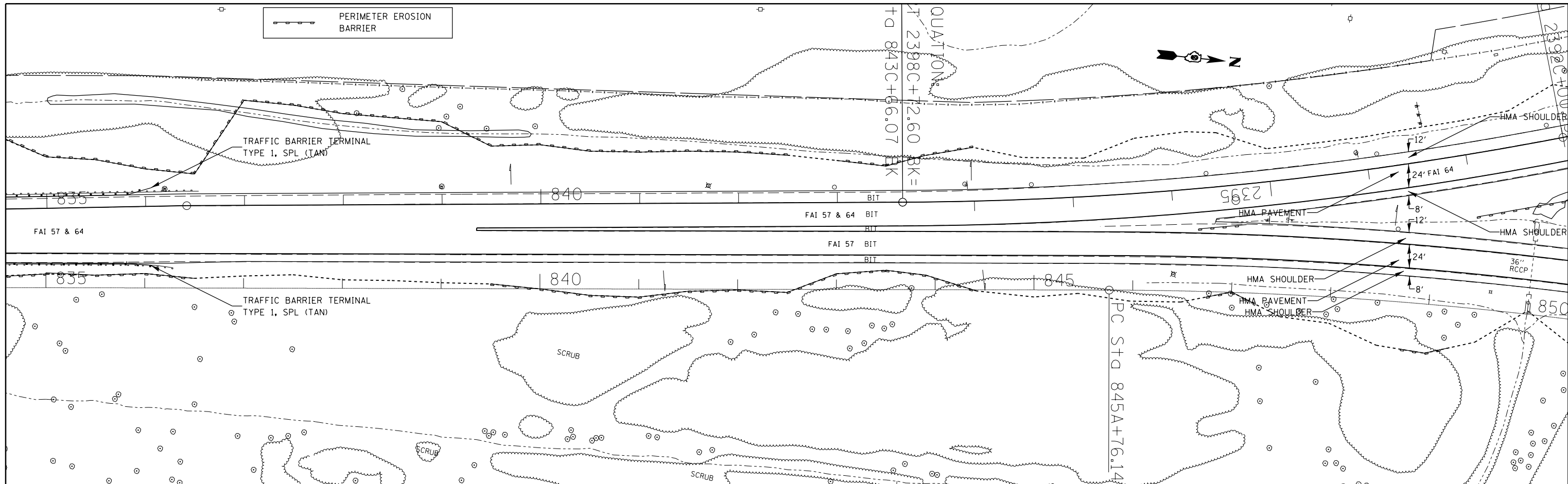
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
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	NO.		



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 SB				F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 2/7/2014	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
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	CHECKED	
	FILE NAME	
	NO.	

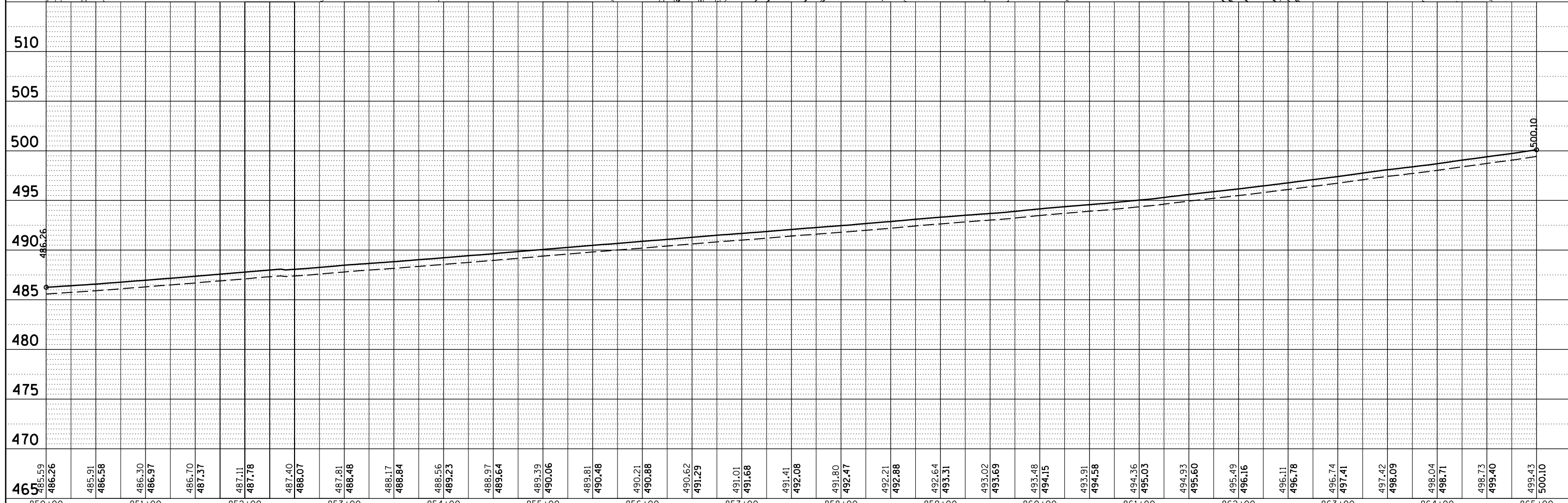
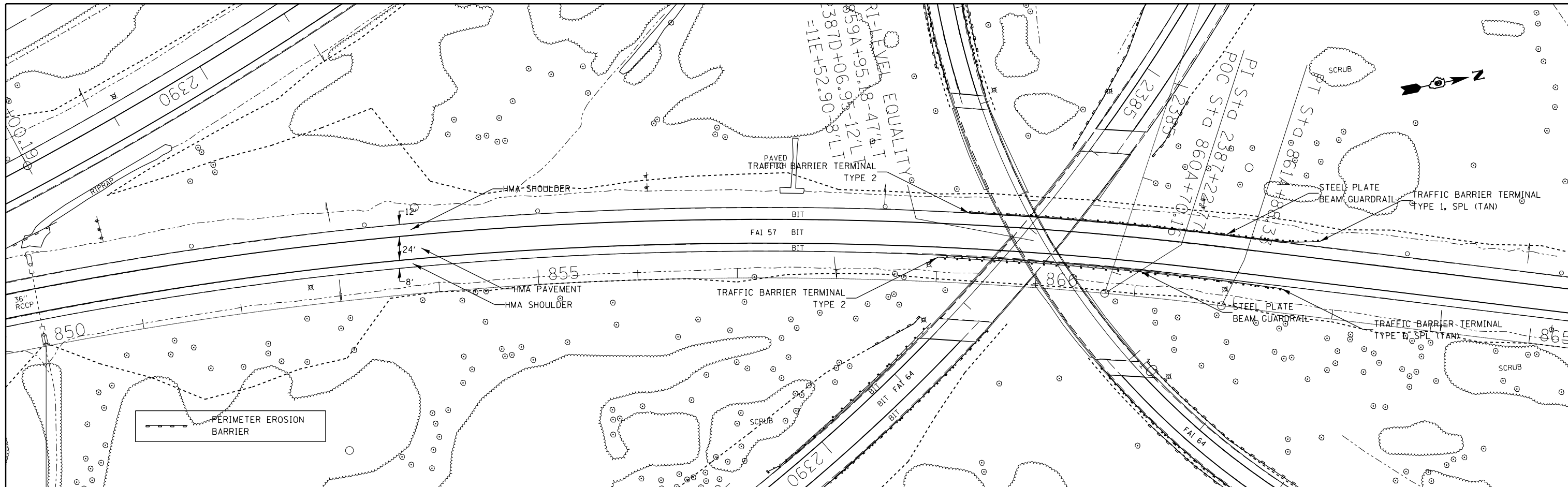
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	NOTATIONS	
	CPAD	
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MODELNAME\$		CHECKED -	REVISED -				CONTRACT NO. 78276		ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -				SCALE:	SHEET	OF	SHEETS	STA.	TO

PLAN	SURVEYED	DATE
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	NO.	

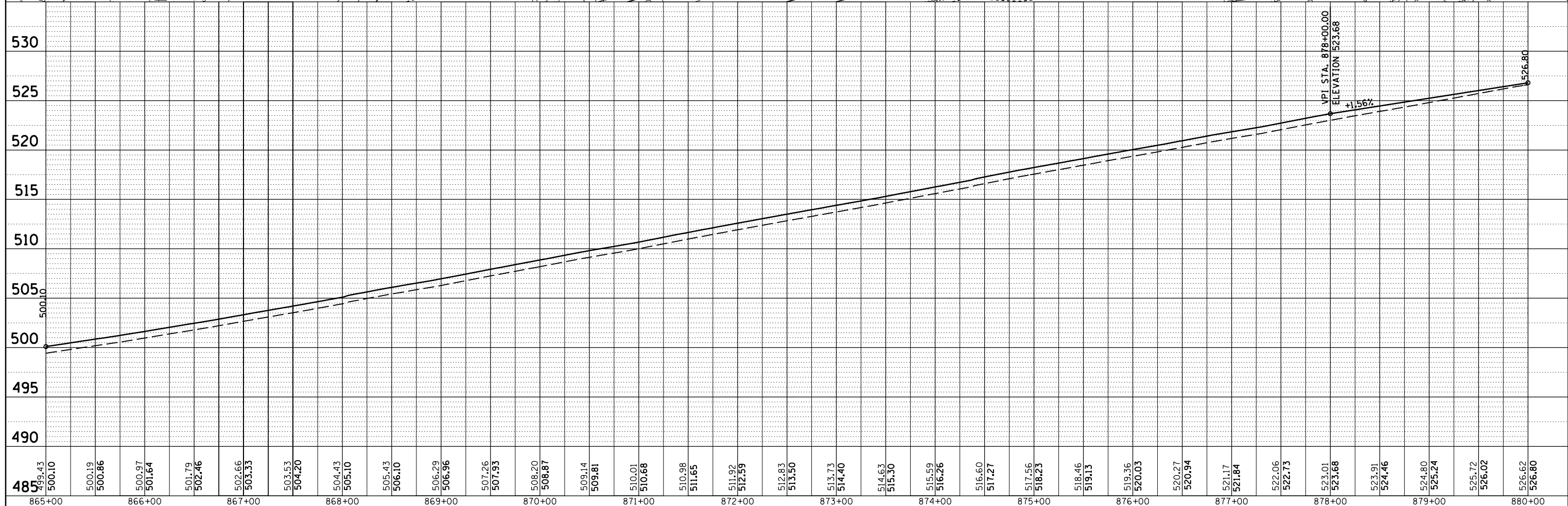
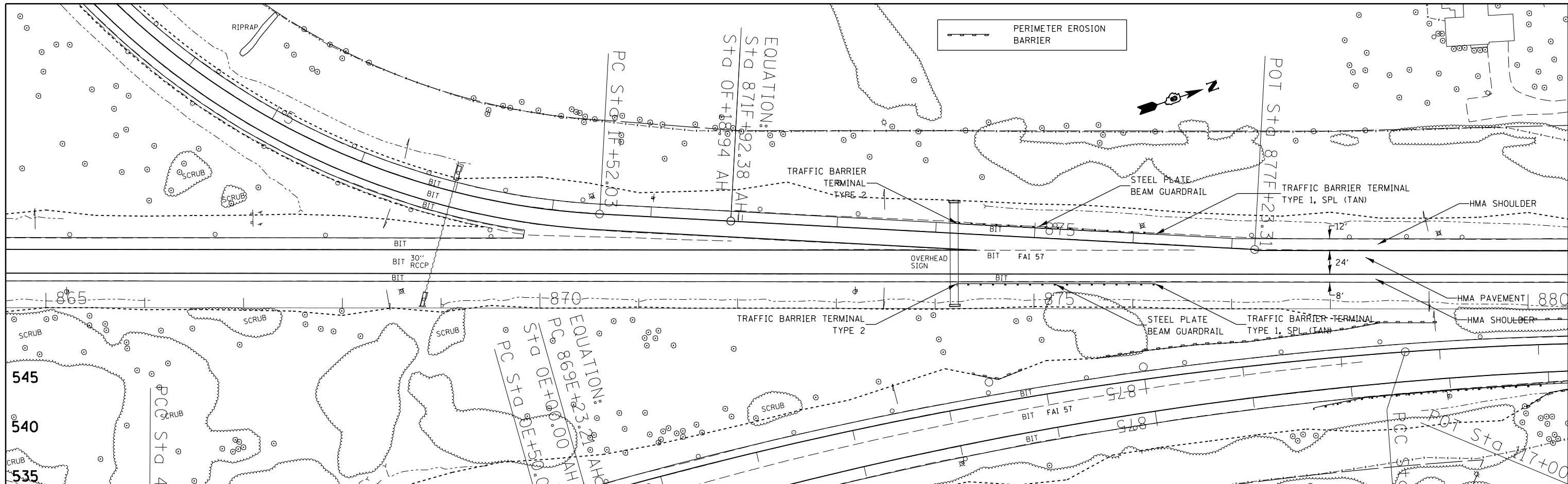
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\$MODELNAME\$	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -										
	PLOT DATE = 2/7/2014	DATE -	REVISED -										

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

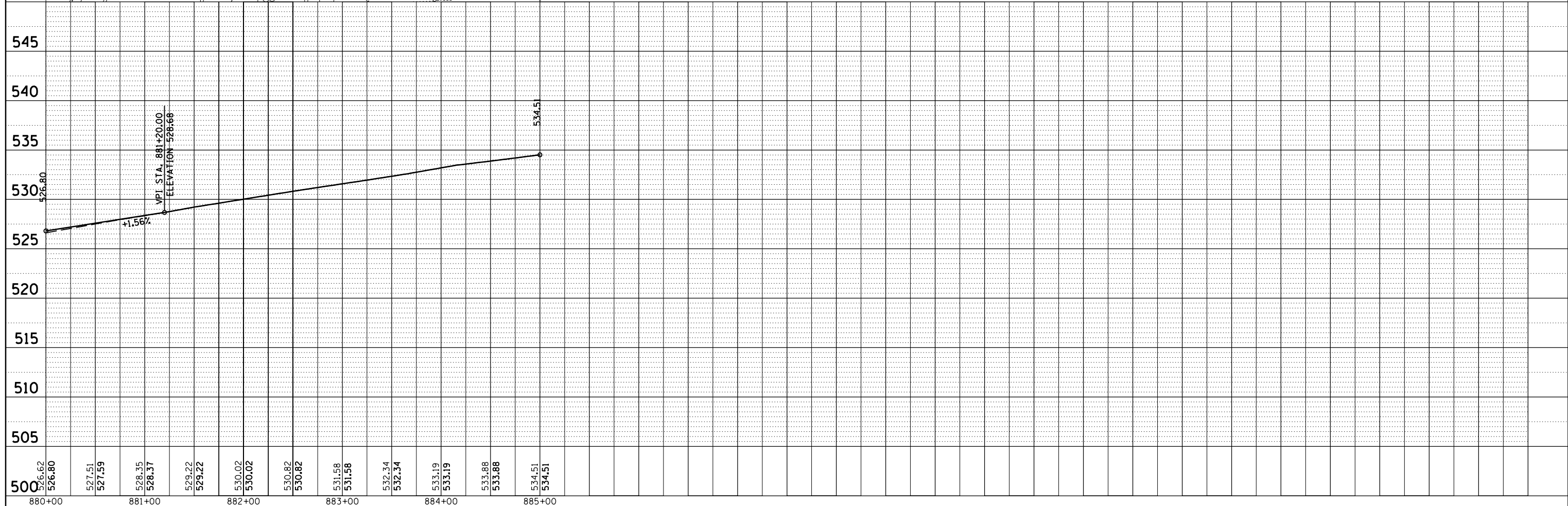
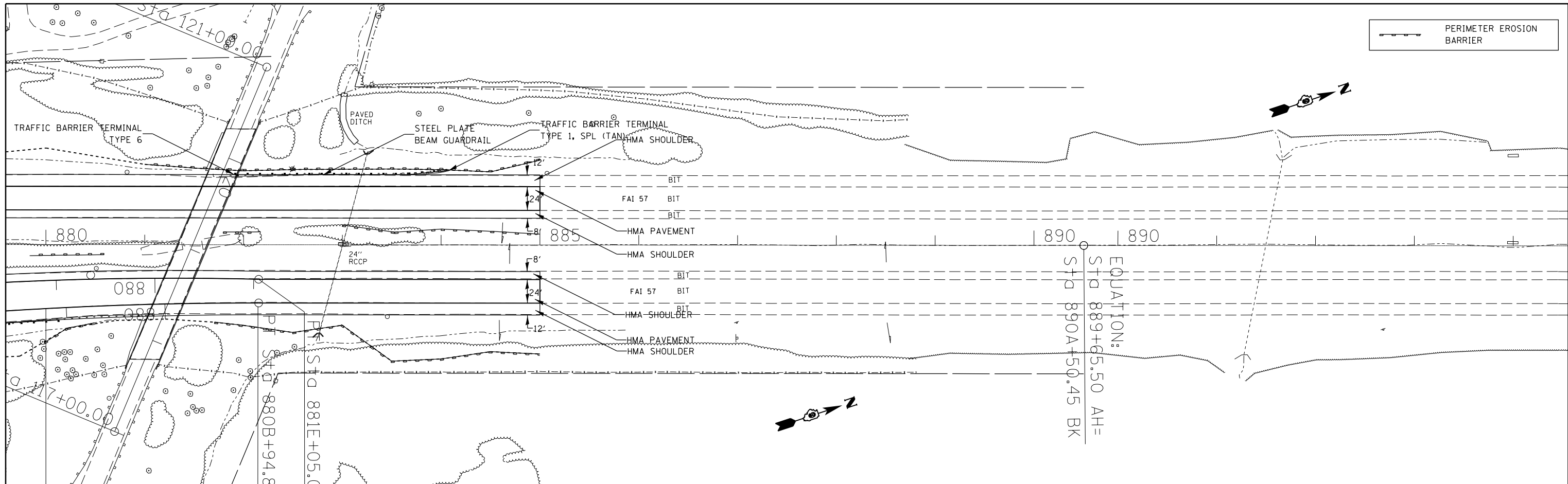
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	FILE NAME	



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\$MODELNAME\$		CHECKED -	REVISED -						CONTRACT NO. 78276					
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
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	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CPWD	
	NO.	



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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

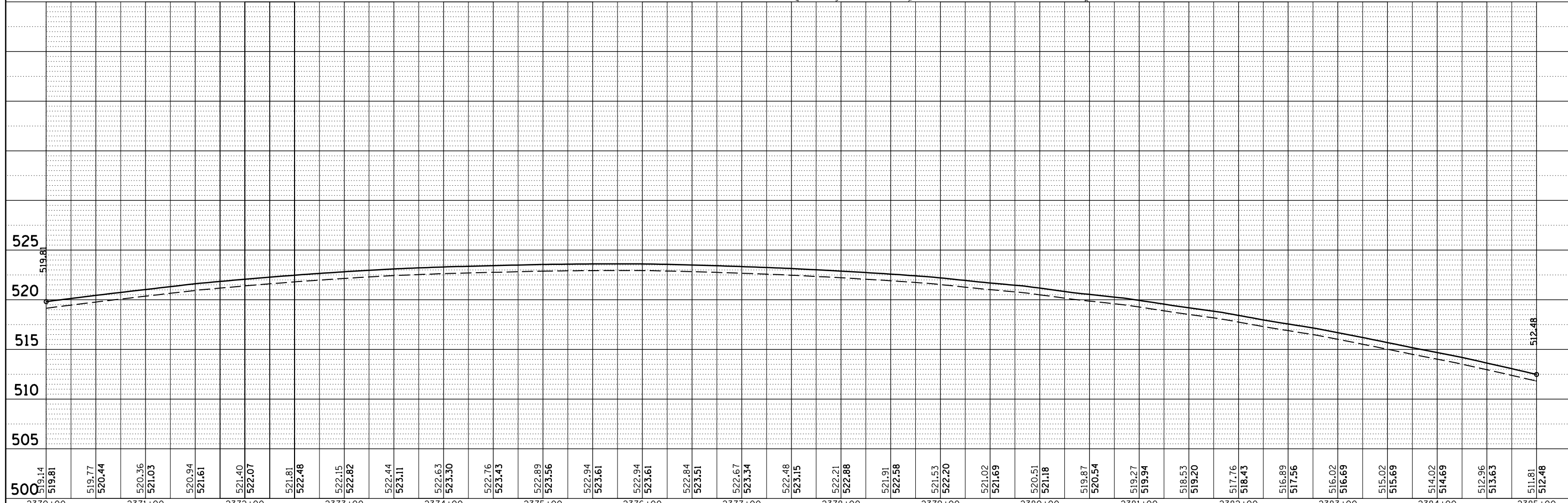
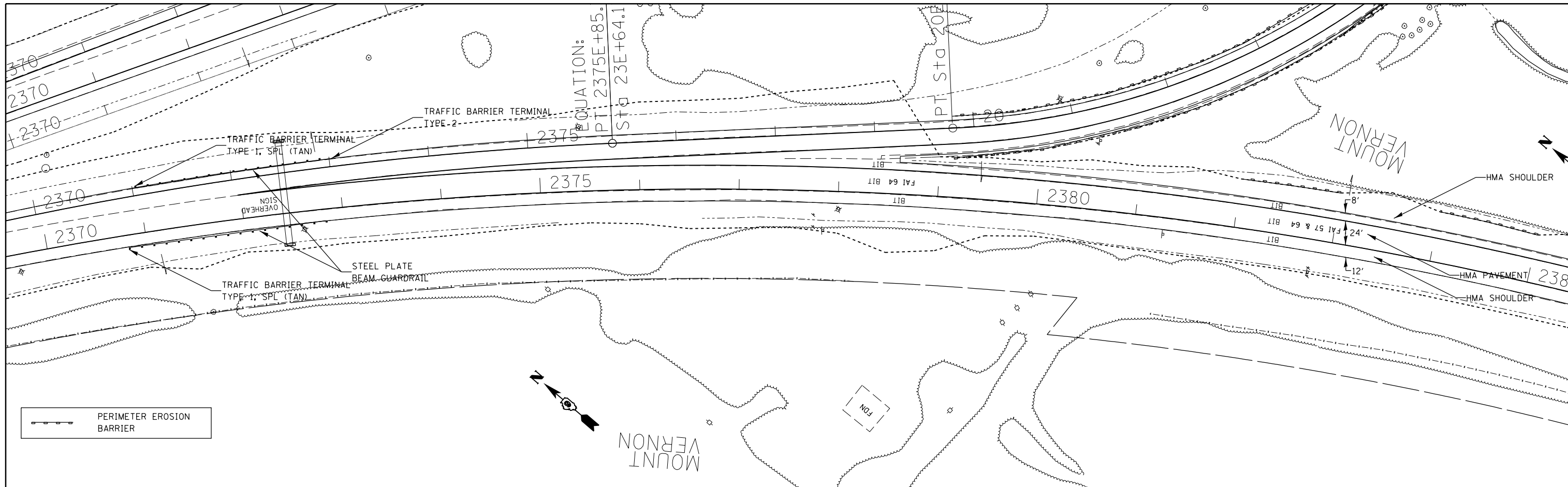
**I-57 SB
STA 880A+00 TO STA 885A+00**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	64
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
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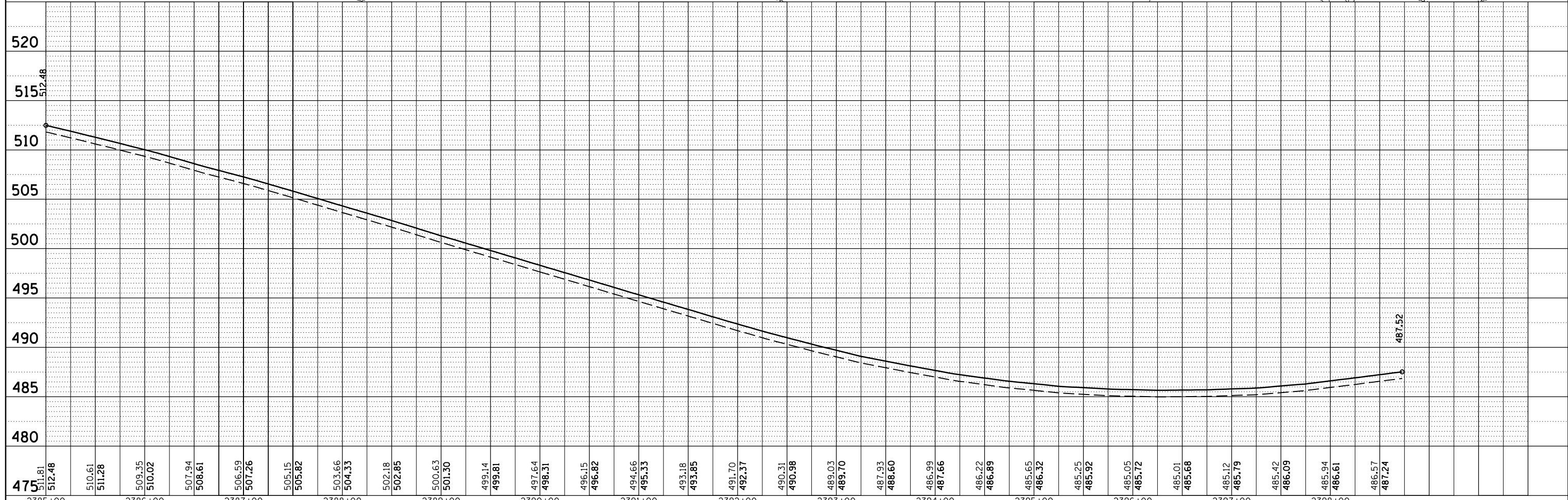
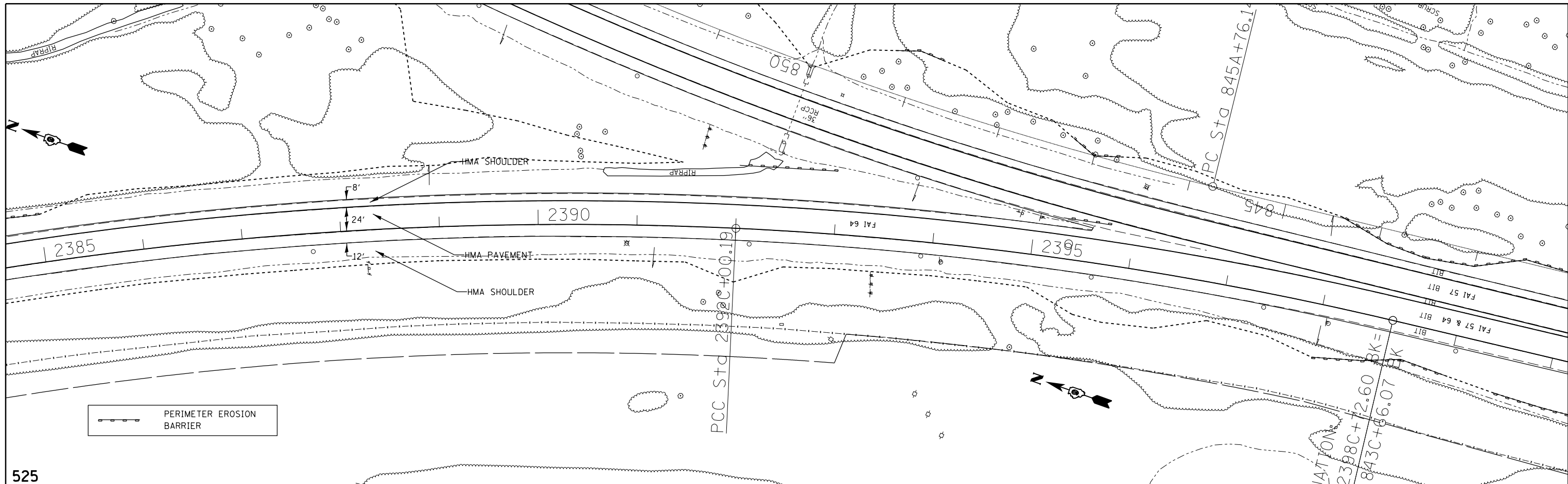
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	PLOT DATE = 2/7/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT						

SCALE: SHEET OF SHEETS STA. TO STA.

(41-3-1)RS-1(41-8)RS-2 ••57/64

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

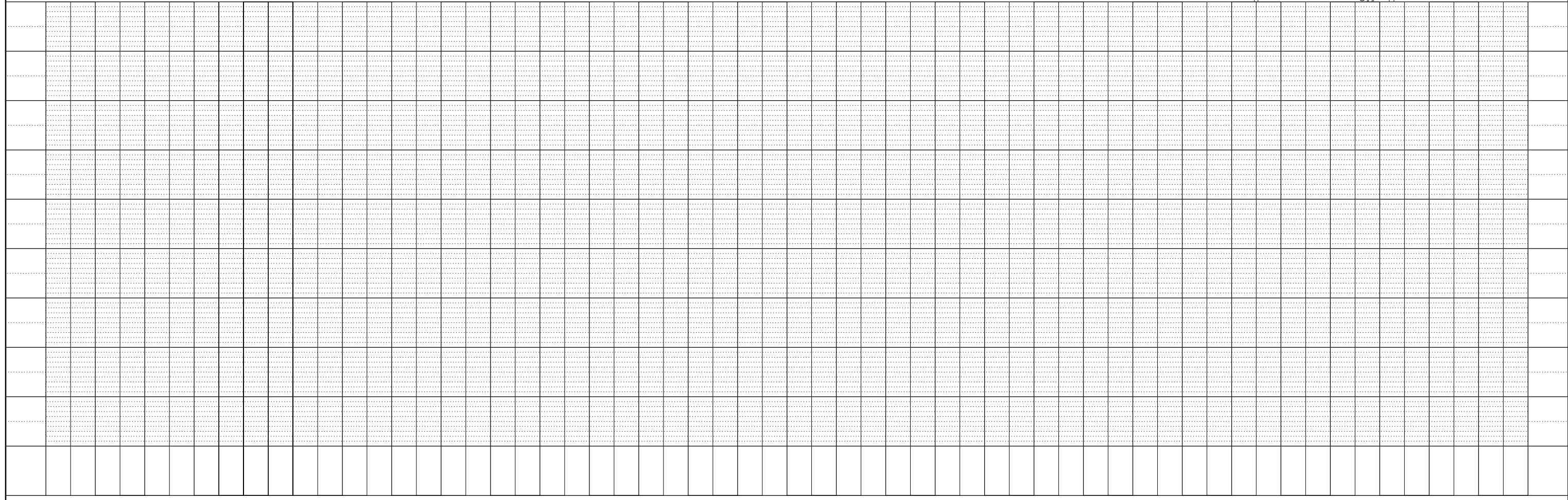
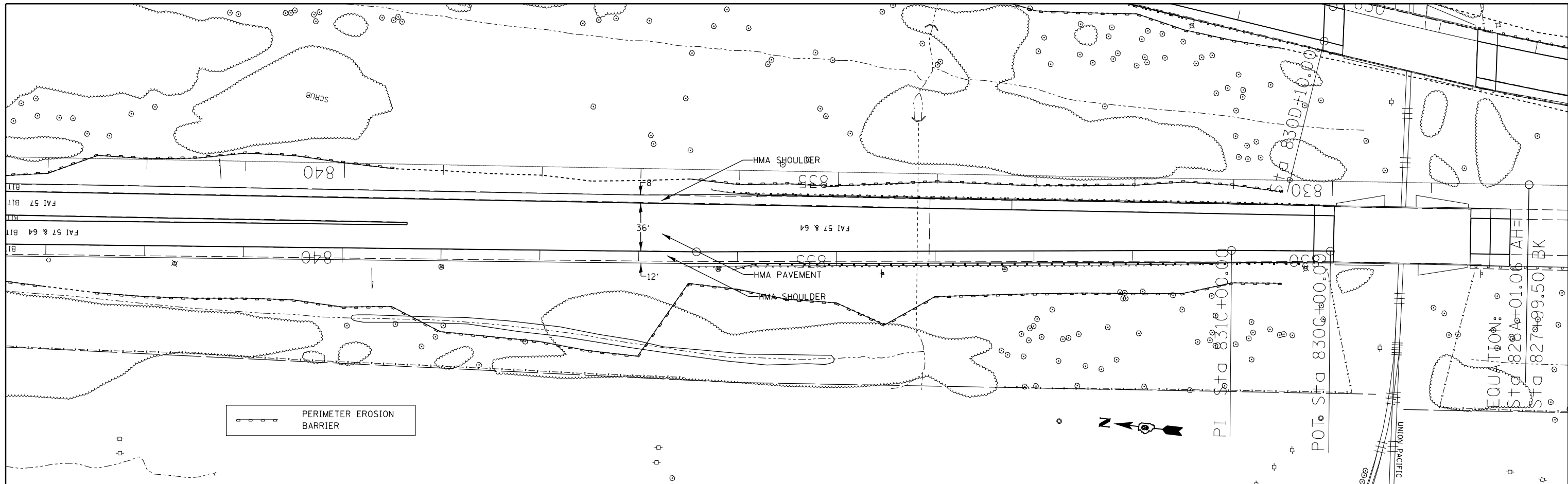
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	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	NOTATIONS CHECKED		



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c:\pwork\pwork\kellykd\0278568\78276	shhc-plnprf.dgn	DRAWN -	REVISED -		JEFFERSON	235	67		
MODELNAME\$	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -		CONTRACT NO. 78276				
	PLOT DATE = 2/7/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

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

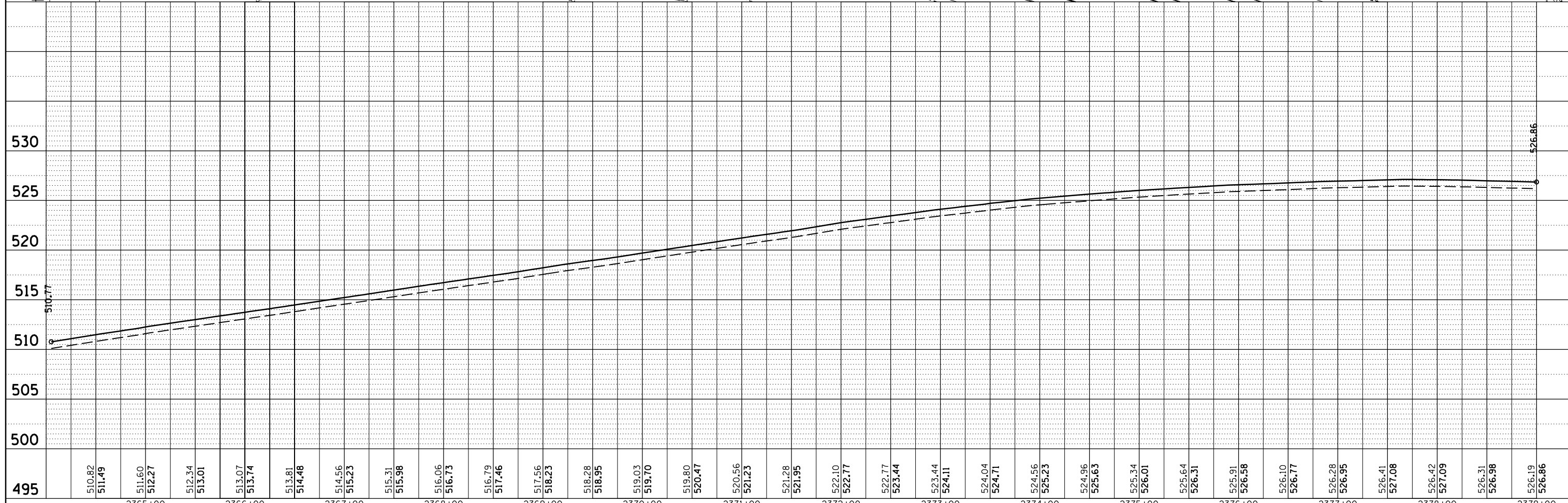
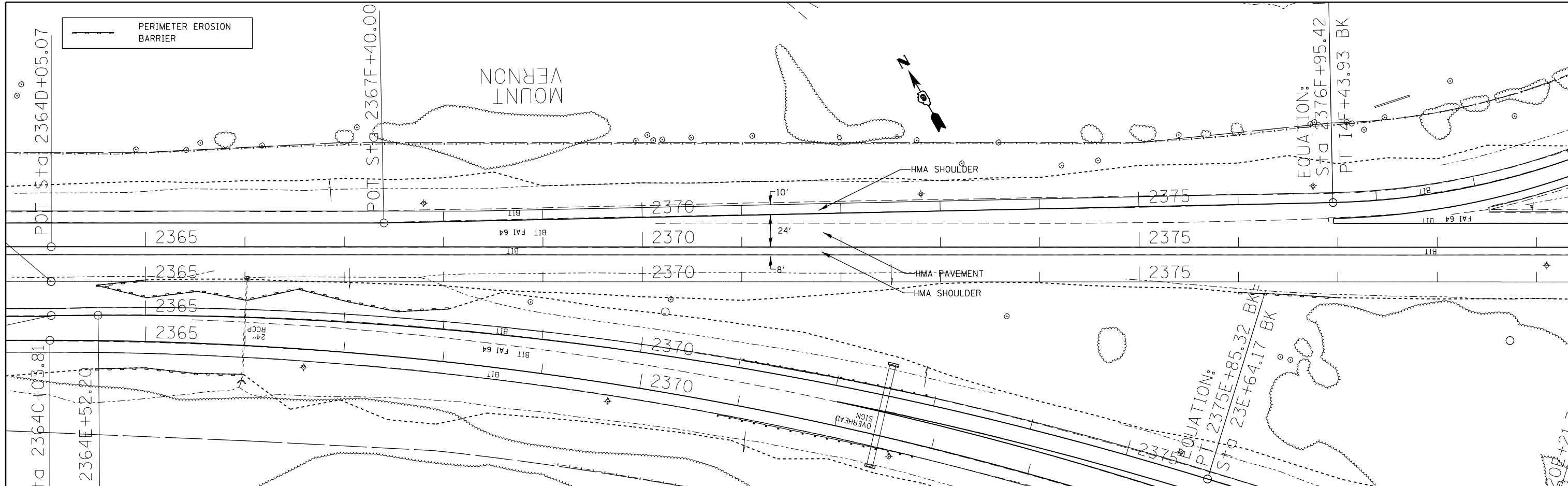
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NOTE BOOK NO.	GRADES CHECKED	BY
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c:\pwork\pwork\kellykd\0278568\78276	shrc-plnprf.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	235	68
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	PLOT DATE = 2/7/2014	DATE -	REVISED -											

PLAN	SURVEYED	BY	DATE
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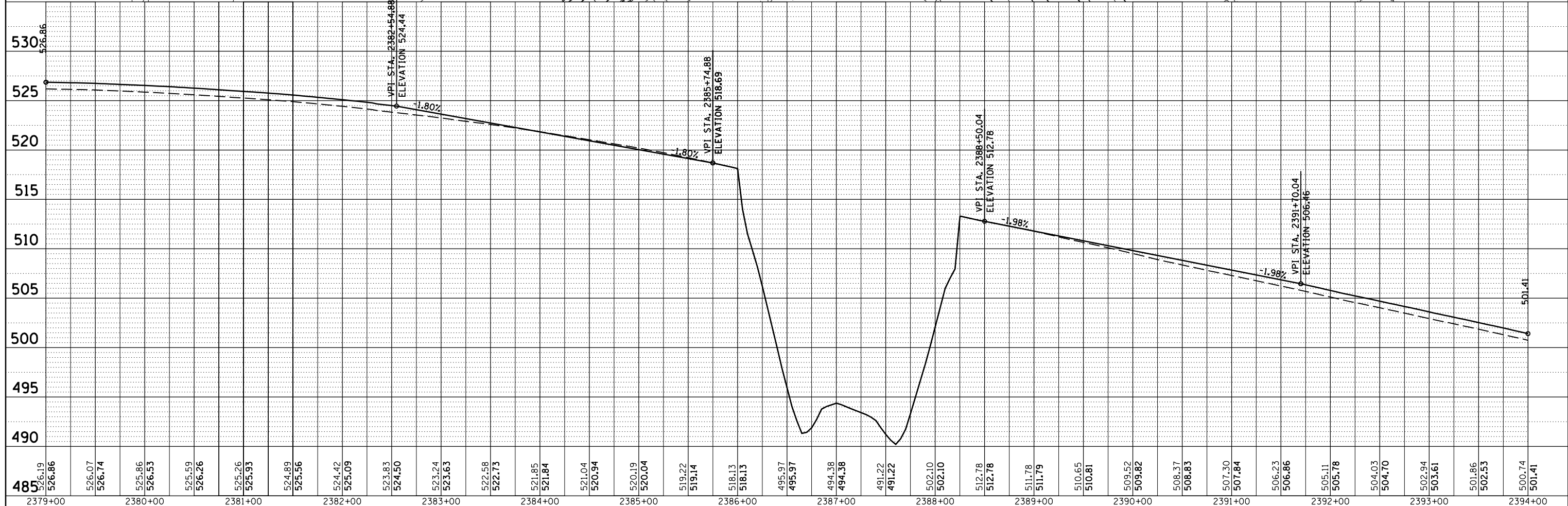
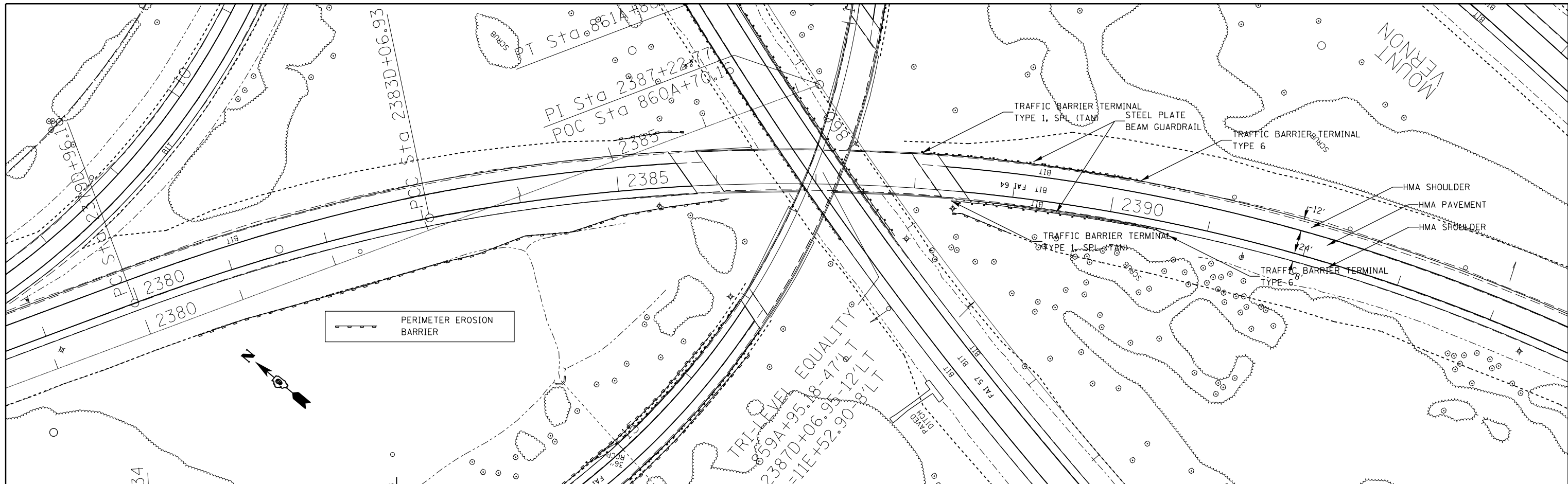
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\$MODELNAME\$	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -									CONTRACT NO.	78276	
	PLOT DATE = 2/7/2014	DATE -	REVISED -									ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
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NOTE BOOK NO.	CARD FILE NAME		

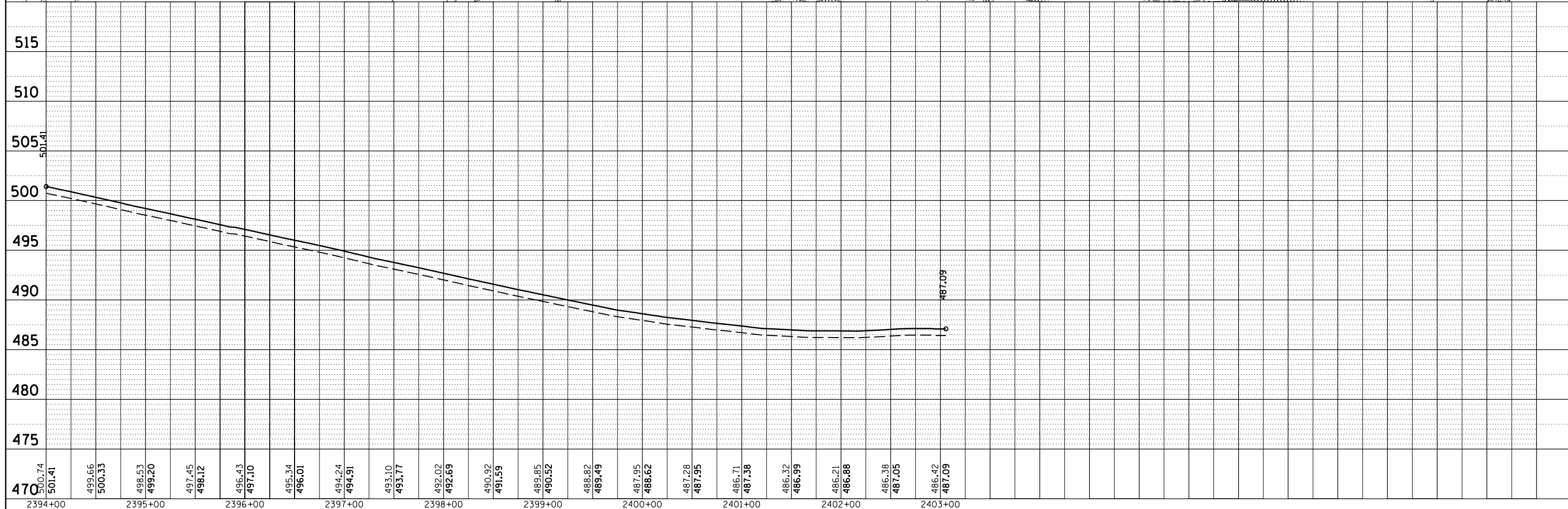
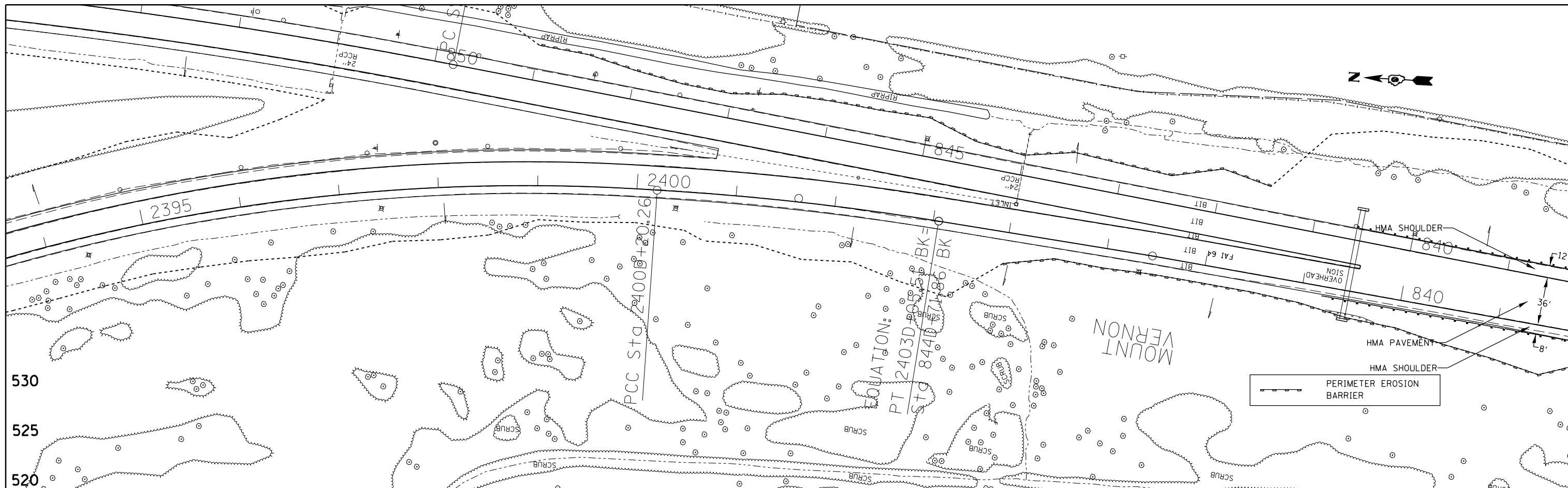
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NOTE BOOK NO.	NOTATIONS CHECKED		



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#MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 78276					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
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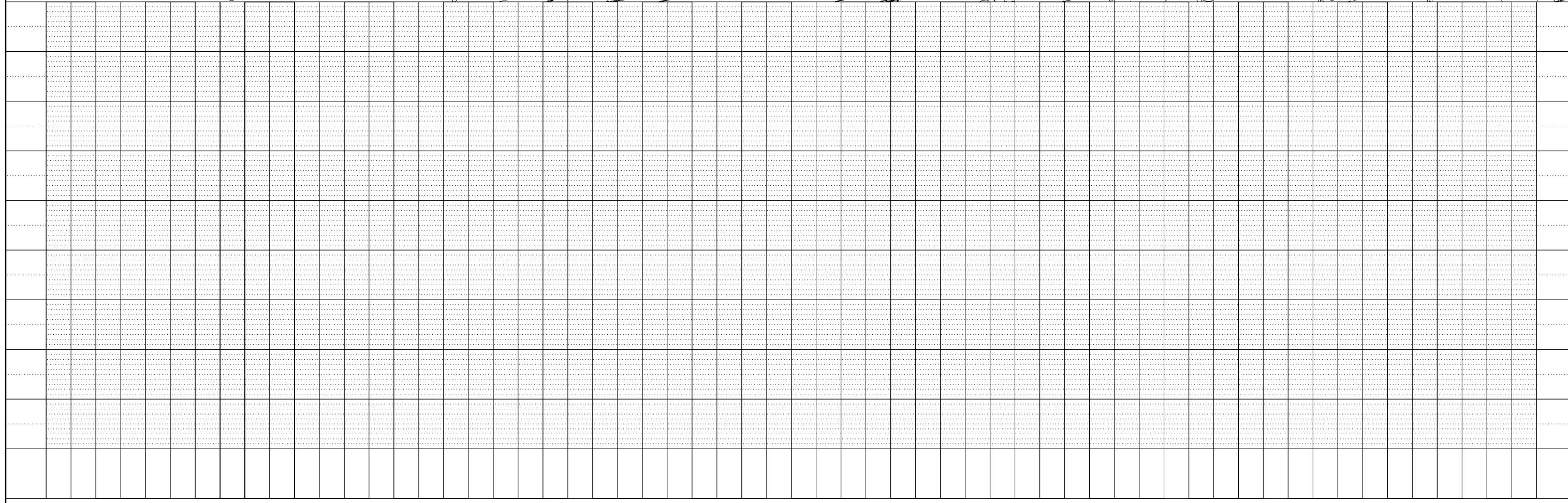
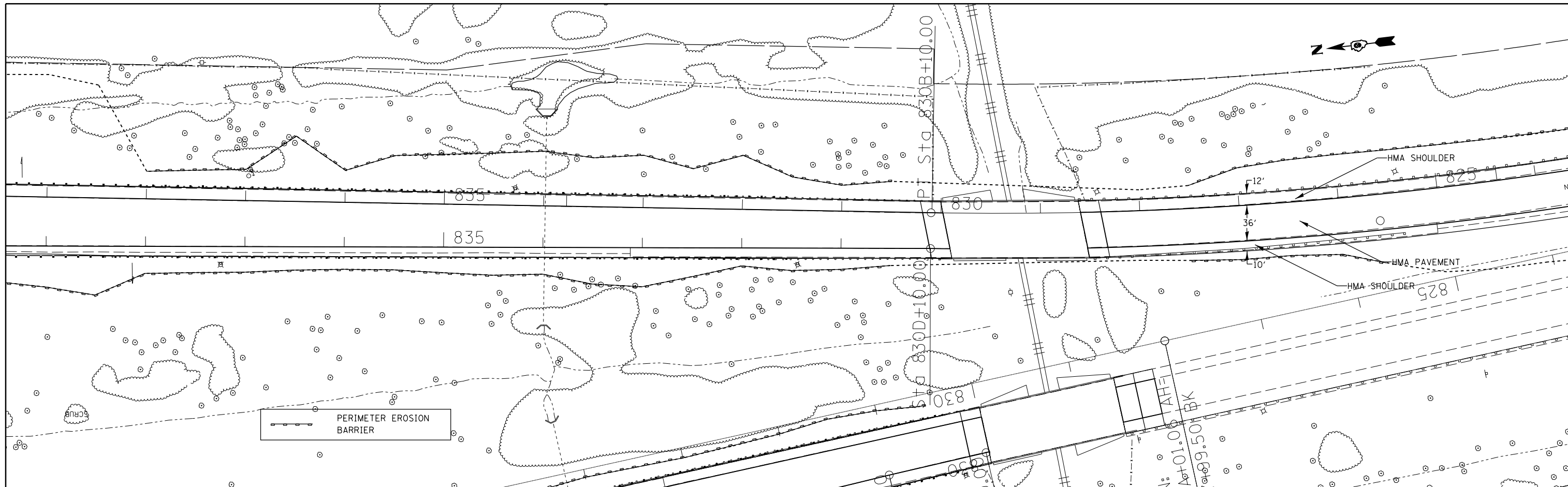
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\$MODELNAME\$		CHECKED -	REVISED -								CONTRACT NO. 78276			
		DATE -	REVISED -											

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	DATE	

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



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

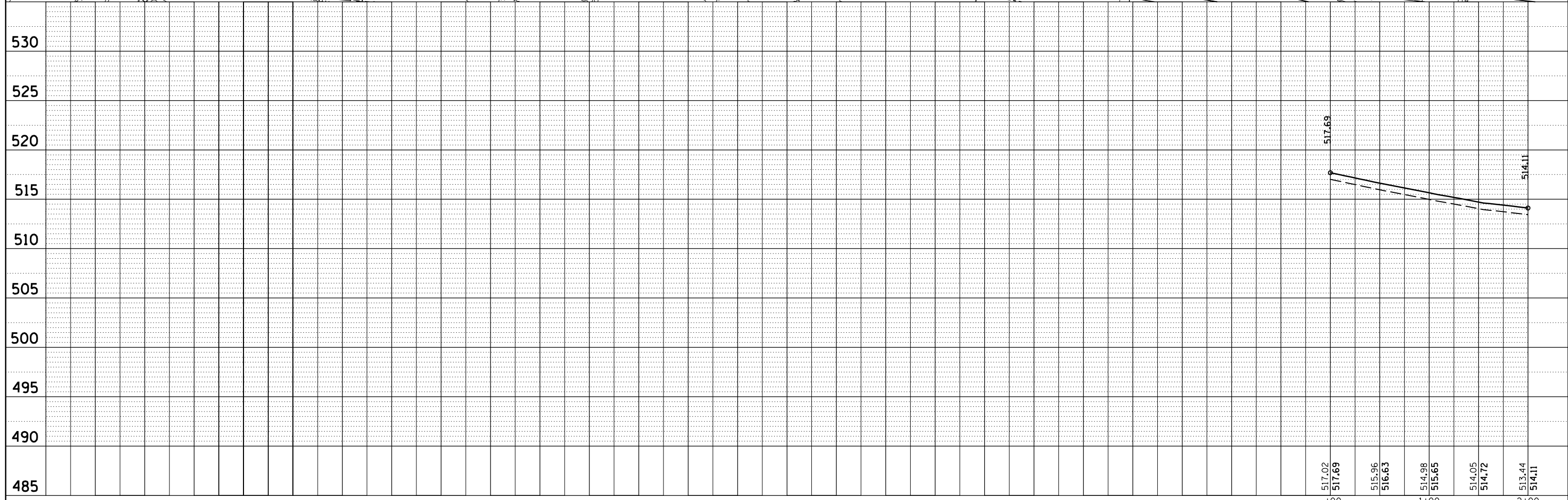
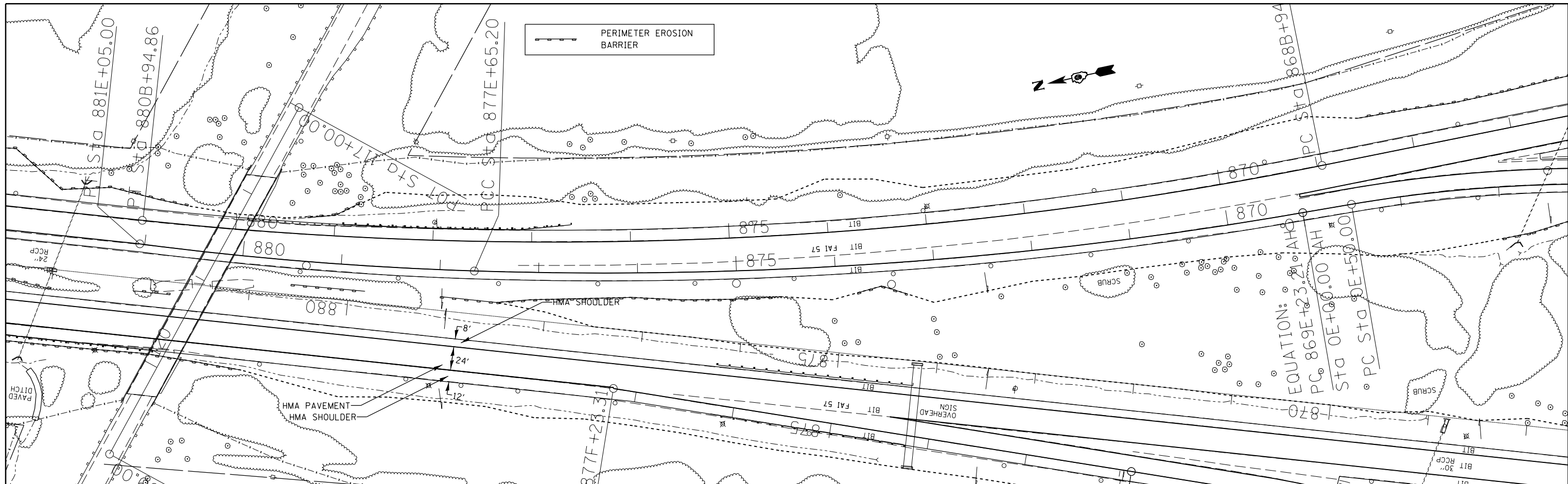
**I-57 NB TO I-64 WB
STA 839D+00 TO STA 830D+10**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	72
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
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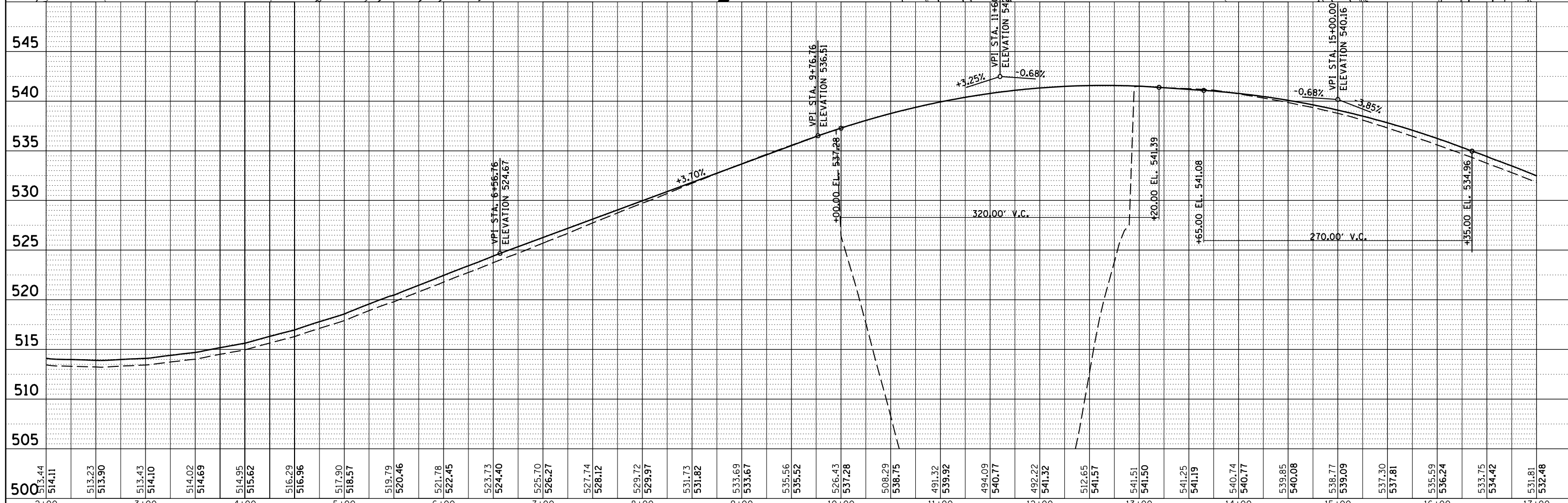
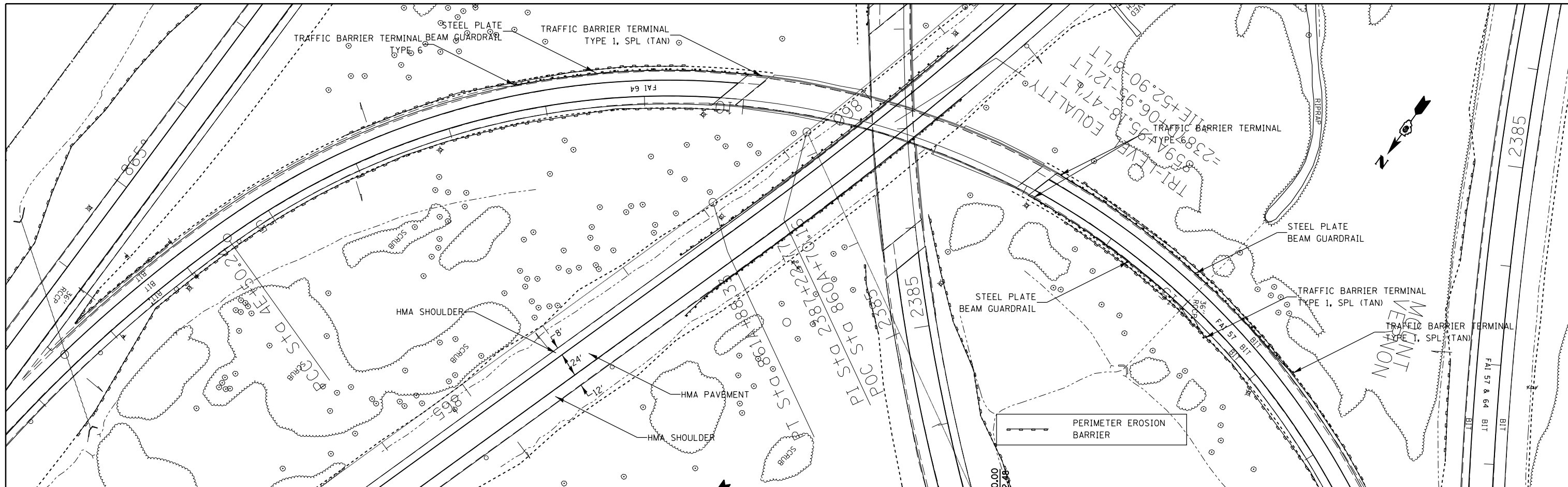
PROFILE	SURVEYED	BY	DATE
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	GRADES		
	CHECKED		
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	CHFD		
	NO.		



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 EB TO I-57 NB STA 881E+05 TO STA 2E+00	F.A.I. R.T.E.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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\$MODELNAME\$		CHECKED -	REVISED -							CONTRACT NO.	78276
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT		

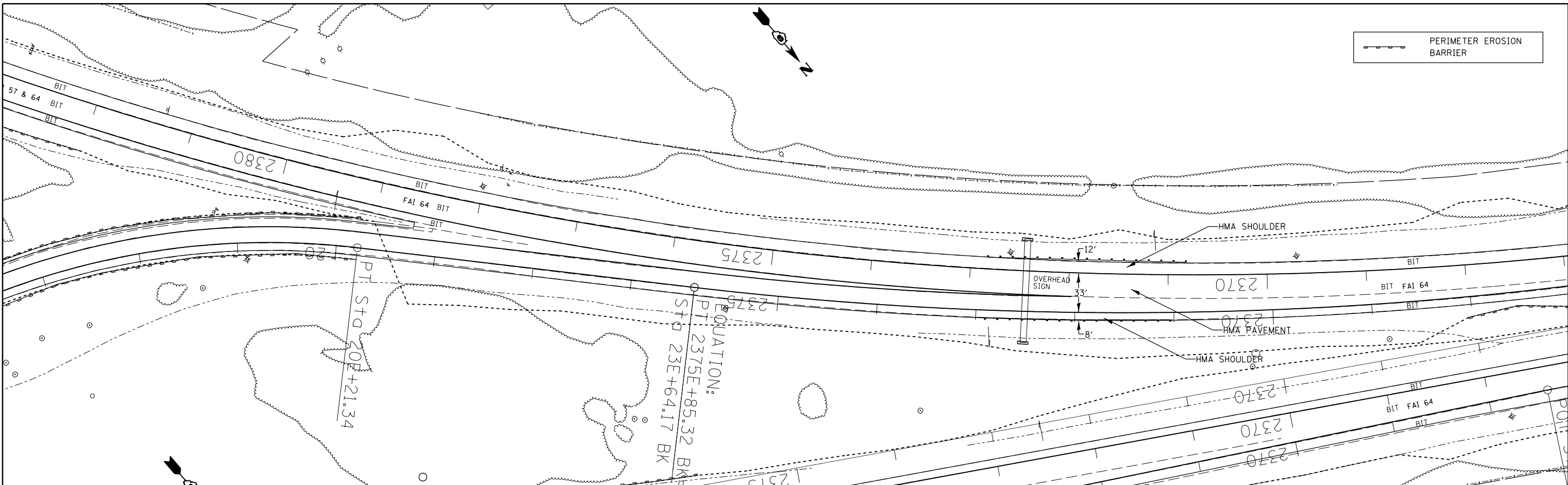
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NO.	NO.	NO.	NO.

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



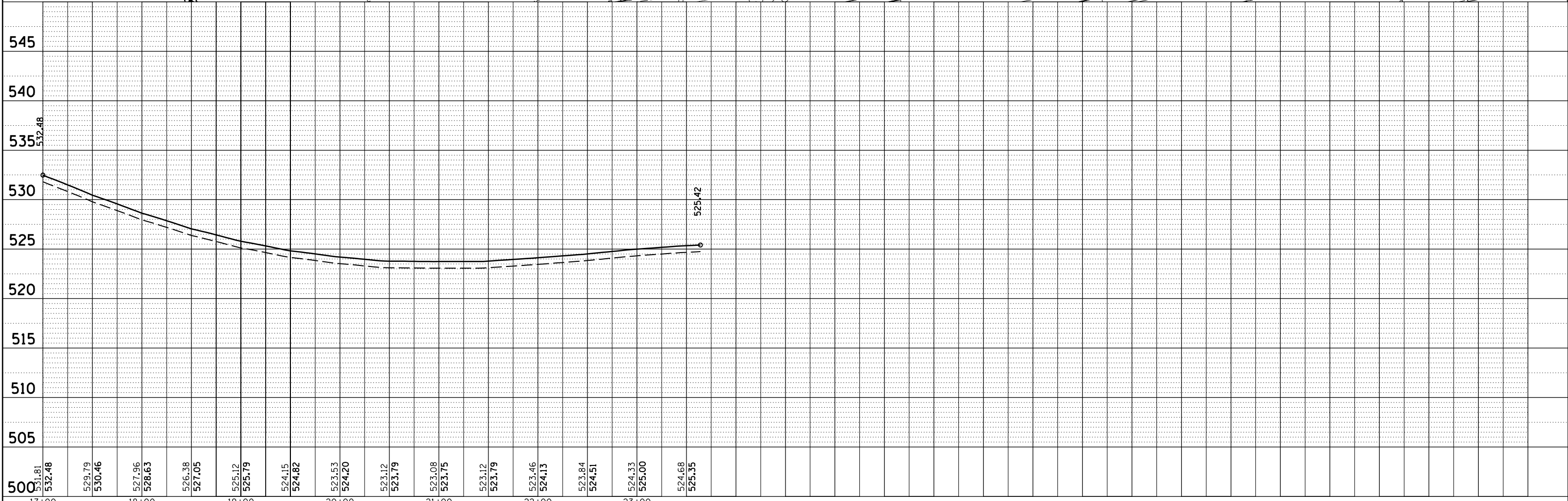
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#MODELNAME\$	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 78276		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 2/7/2014	DATE -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		•(41-3-1)RS-1;(41-8)RS-2 ••57/64			

PERIMETER EROSION BARRIER



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

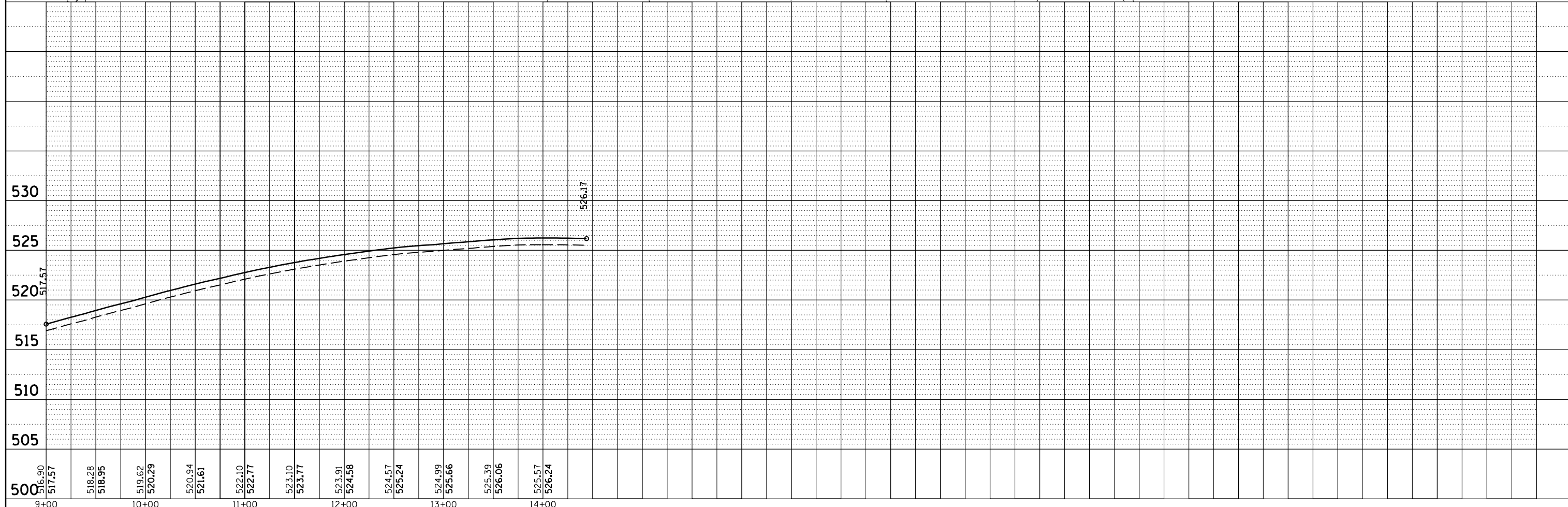
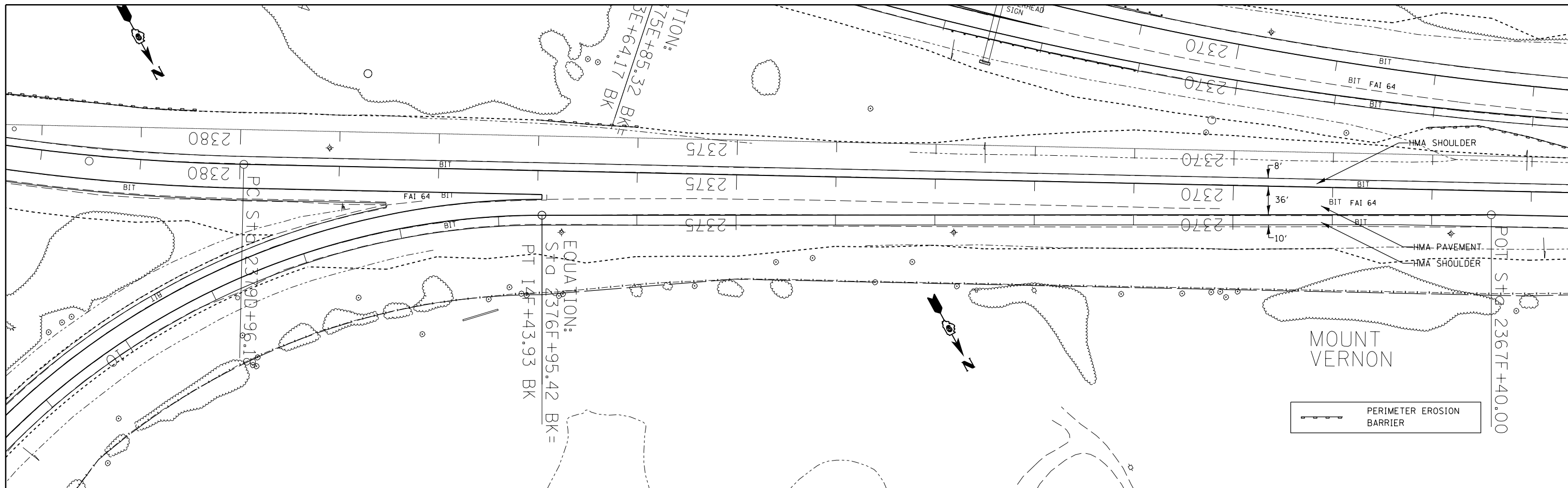
**I-64 EB TO I-57 NB
STA 17E+00 TO STA 2368E+00**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	75
			CONTRACT NO. 78276	

SCALE: SHEET OF SHEETS STA. TO STA.

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
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	NO.	



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -
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	PLOT DATE = 2/7/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-57 SB TO I-64 WB
STA 9F+00 TO STA 2367F+40**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	78
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				

STAGING GENERAL NOTES

THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT SECTIONS. SEE TRAFFIC CONTROL SPECIAL PROVISIONS FOR COORDINATION REQUIREMENTS.

ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN FOUR DAYS SHALL BE POST MOUNTED WHEN FEASIBLE AS DETERMINED BY THE ENGINEER.

ROUGH GROOVED SURFACE AND FRESH OIL SIGNS ARE REQUIRED WHERE APPLICABLE.

PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO ATTEND A TRAFFIC CONTROL MEETING TO ASCERTAIN THE EXACT SCHEDULING OF THE TRAFFIC STAGES AND ANY INTERMEDIATE CHANGES NECESSARY. IF AN ALTERNATE TRAFFIC PATTERN IS REQUIRED WITHIN THIS CONTRACT, THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC DEVIANCE PLAN FOR APPROVAL BY THE RESIDENT ENGINEER AND THE DISTRICT. FOR ADDITIONAL INFORMATION REGARDING COORDINATION SEE STANDARD SPECIFICATION ARTICLE 701.04.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE USE.

UNLESS OTHERWISE APPROVED BY THE ENGINEER, ALL TEMPORARY CONCRETE BARRIER SHALL BE PLACED DURING OFF-PEAK HOURS UNDER TEMPORARY LANE CLOSURES.

TEMPORARY RAMPS SHALL BE 80:1 MINIMUM RATIO ON I-57/64.

WHEN PAVEMENT DROP-OFF IS TO REMAIN ADJACENT TO A LIVE TRAFFIC LANE, BARRICADES WITH PIPE EXTENSIONS SHALL BE USED TO ACHIEVE THE CORRECT ELEVATION.

ANY SIGNS USED IN TRAFFIC CONTROL & PROTECTION STANDARD 701401 SPECIAL SHALL BE COVERED WHEN NOT IN USE.



FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pwork\pwork\rollavr\d0278568\78276-shhd-stageconstruction.dgn		DRAWN -	REVISED -			••	•	JEFFERSON	235	79	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 78276					
	PLOT DATE = 2/28/2014	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO

**DROP-OFF PROTECTION BETWEEN TRAVEL LANE
AND SHOULDER / EDGE OF PAVEMENT
FIG 55.2B FROM CHAPTER 55 (BDE MANUAL, 2010)**

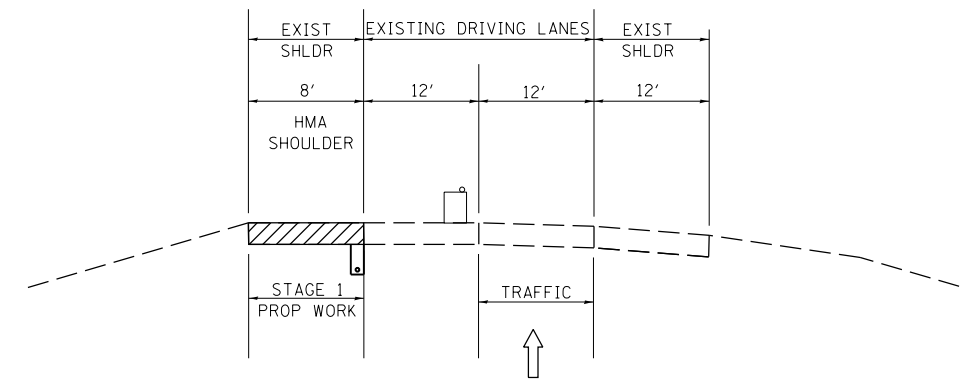
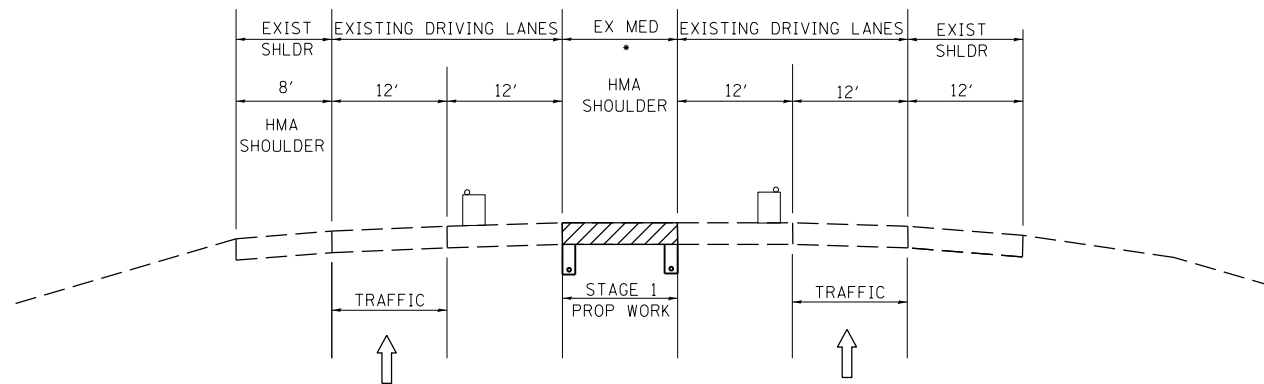
DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED
≤ 3 FT ⁽¹⁾⁽²⁾	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 IN < X ≤ 12 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	< 45 MPH	18 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		FOR < 0.5 MILE OR < 48 HOURS ⁽⁴⁾	
	≥ 45 MPH	12 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
		FOR < 0.5 MILE OR < 48 HOURS	
	≥ 45 MPH	12 IN < X ≤ 24 IN	CLOSURE USING TEMPORARY TRAFFIC BARRIER
< 45 MPH	18 IN < X ≤ 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER	
≥ 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILES OR < 48 HOURS ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER	
ALL	> 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER	
3 FT < X ≤ 8 FT ⁽³⁾	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 24 IN ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
ALL	24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER	
> 8 FOOT TO THE WORK ZONE CLEAR ZONE ⁽³⁾	< 45 MPH	12 IN < X ≤ 24 IN ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	12 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	ALL	> 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER

NOTES:

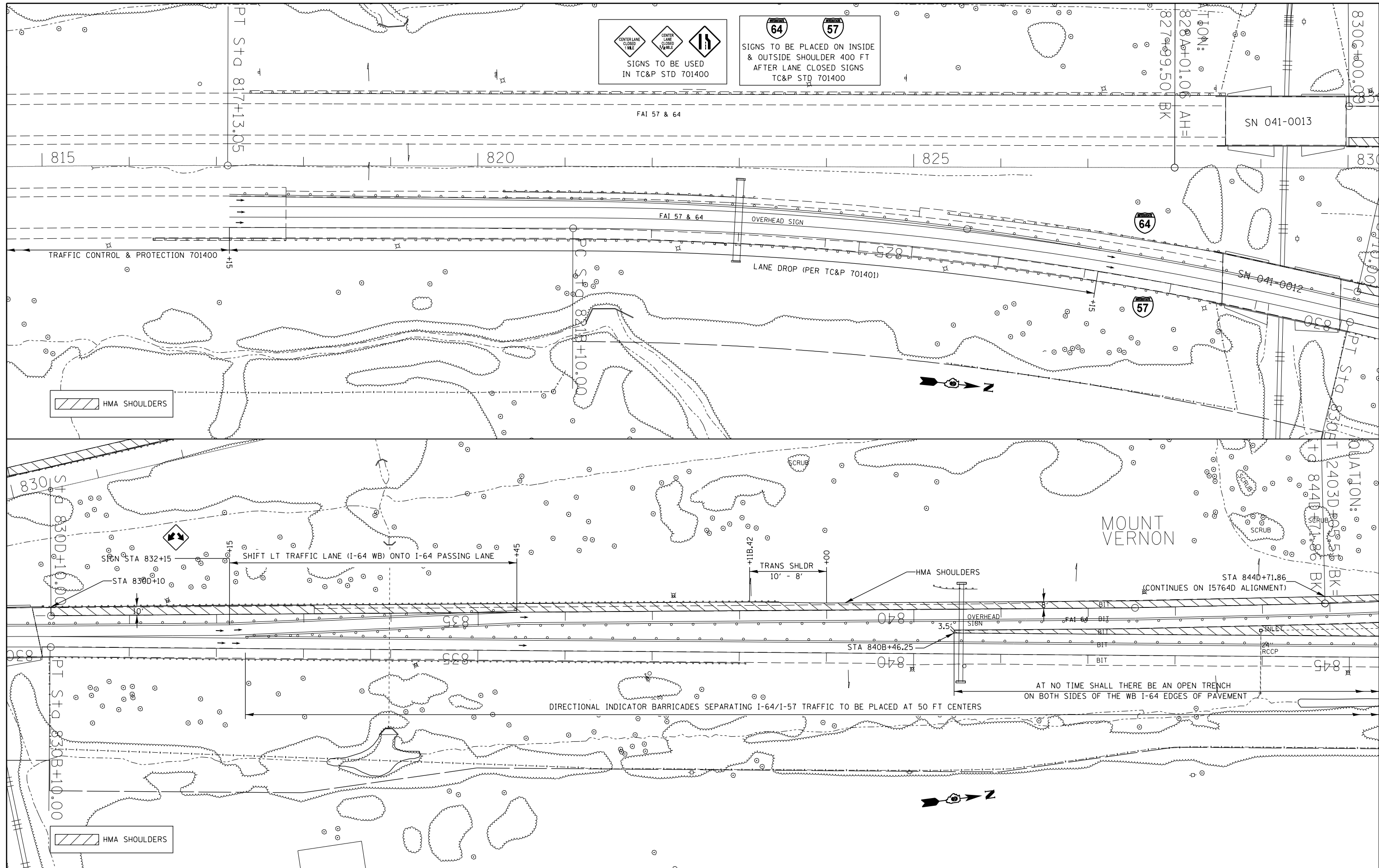
- (1) PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE
- (2) CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER **HIGHWAY STANDARD 701901**.
- (3) PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.
- (4) LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGEMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.
- (5) TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTILANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGEMENT.

STAGE 1 - GENERAL NOTES

1. MAINTAIN 2 LANES OF TRAFFIC ON NB I-57/64 UNTIL THE I-57/I-64 SPLIT, THEN MAINTAIN 1 LANE OF TRAFFIC ON NB I-57 AND ONE LANE OF TRAFFIC ON WB I-64 (SEE STAGE 1 DETAIL SHEETS)
2. MAINTAIN 1 LANE OF TRAFFIC ON EB I-64 & SB I-57 UNTIL THEY MERGE, THEN MAINTAIN 2 LANES OF TRAFFIC ON SB I-57/64 (SEE STAGE 1 DETAIL SHEETS)
3. PLACE PAVEMENT MARKINGS FOR STAGED TRAFFIC AND LANE SHIFTS AS NEEDED
4. REMOVE INSIDE SHOULDER AND REPLACE WITH HMA SHOULDERS (12") AS SHOWN ON STAGE 1 DETAIL SHEETS, REPLACE UNDERDRAINS
5. THE TRAFFIC CONTROL SHOWN ON THE STAGE 1 DETAIL SHEETS IS A MODIFICATION OF TRAFFIC CONTROL AND PROTECTION STANDARD 701401 THE CENTER LANE OF NB I-57/64 (NB I-57 PASSING LANE & WB I-64 DRIVING LANE) WILL BE CLOSED TO CONSTRUCT GORE AREA SHOULDER.
6. ALL TRAFFIC CONTROL WORK SHOWN ON THE STAGE 1 DETAIL SHEETS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701401 (SPECIAL) LANE SHIFTS REQUIRED FOR STAGING AT GORE AREAS WILL ALSO BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION STANDARD 701401 (SPECIAL)
7. ALL SIGNS REQUIRED FOR STAGE 1 TRAFFIC CONTROL & PROTECTION SHALL BE PLACED AS SHOWN ON TC&P STANDARDS 701401 AND 701423 UNLESS NOTED OTHERWISE ON THE STAGE 1 DETAIL SHEETS.
8. 2 FLAGGERS WILL BE REQUIRED FOR NB I-57/WB I-64
2 FLAGGERS WILL BE REQUIRED FOR EB I-64 TO NB I-57 & SB I-57
9. BARRICADES AND BARRELS MUST REMAIN IN THE CLOSED LANE.



FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 - GENERAL NOTES & TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 78276							
	PLOT DATE = 2/28/2014	DATE -	REVISED -		SCALE:	SHEET 1 OF 11 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



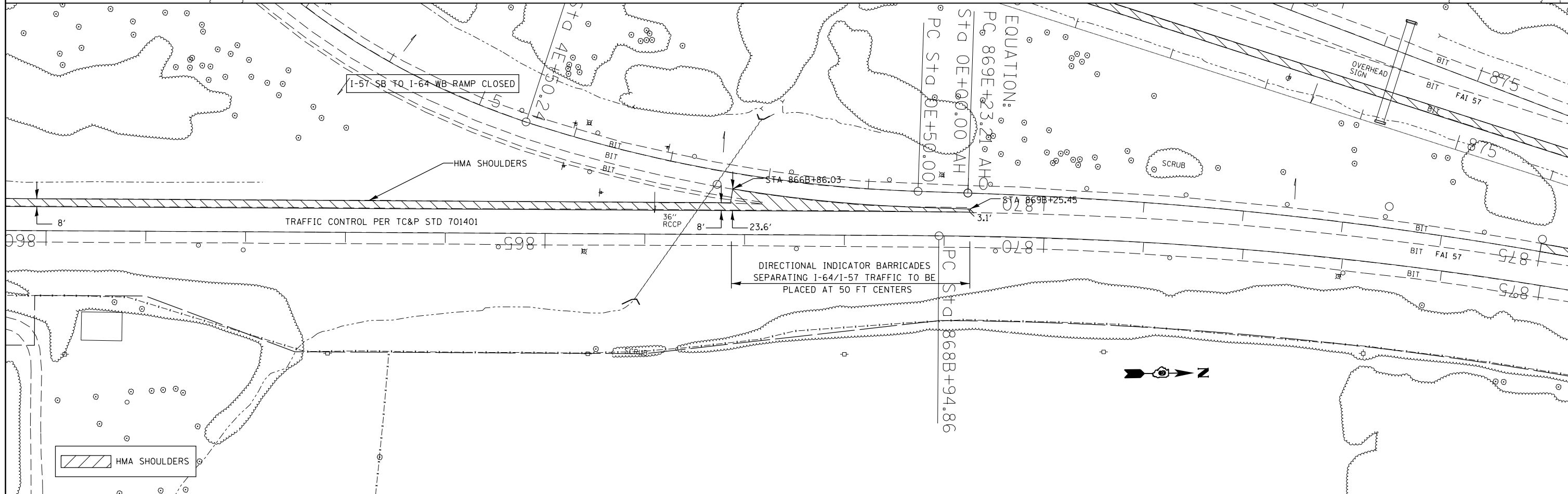
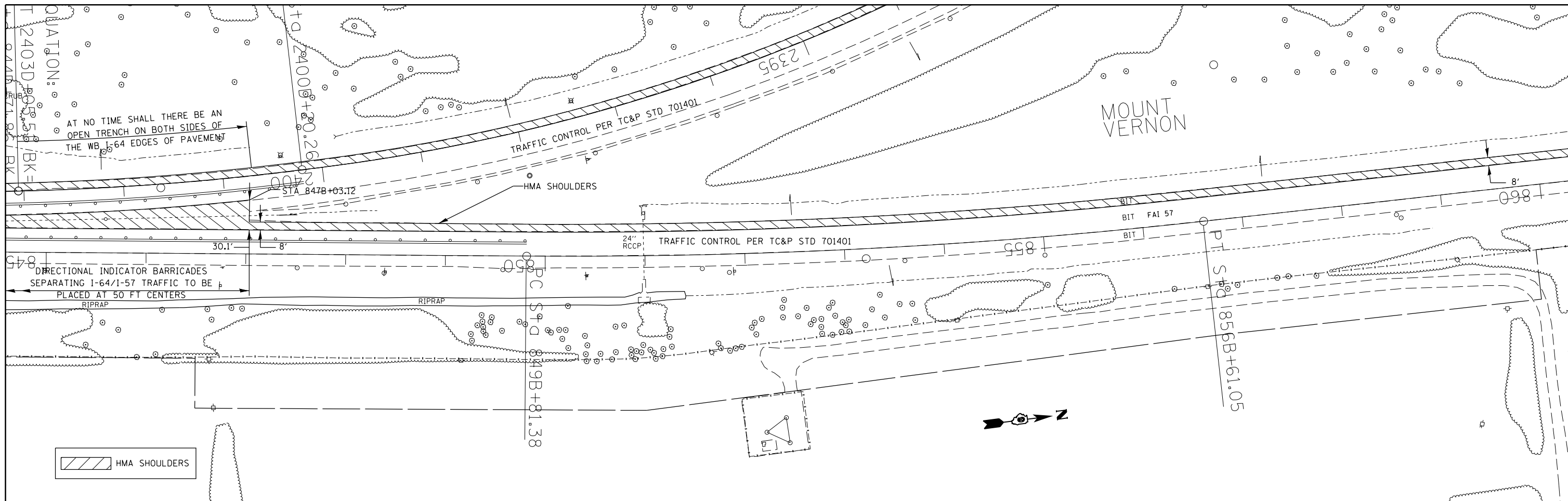
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	PLOT DATE = 2/28/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

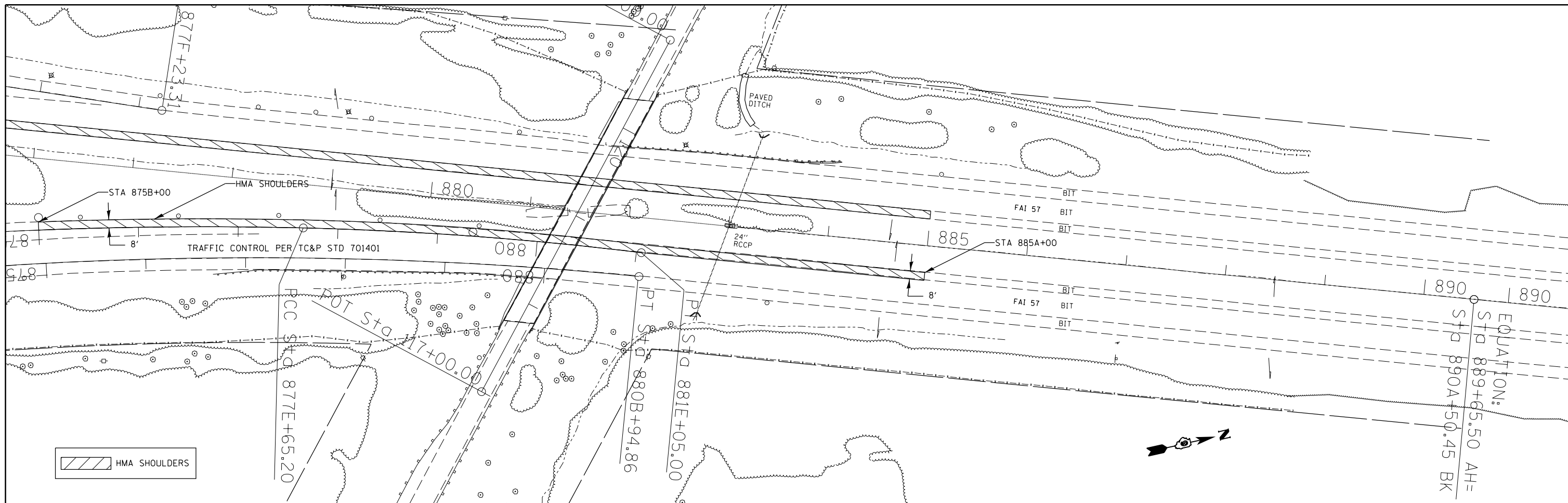
**NB I-57 - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 2 OF 11 SHEETS STA. 817+80 TO STA. 845B+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	82
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78276	



FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NB I-57 - STAGE 1 TRAF CONT & PROT SPEC DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pwwork\pwwidot\rollavr\d0278568\78278568-shd-stageconstruction.dgn		DRAWN -	REVISED -		SCALE:	SHEET 3	OF 11	SHEETS	STA. 845B+00	TO STA. 875B+00	ILLINOIS FED. AID PROJECT	235	83
PLOT SCALE = 100.0000' / 1".		CHECKED -	REVISED -									CONTRACT NO.	78276
Default	PLOT DATE = 2/28/2014	DATE -	REVISED -										



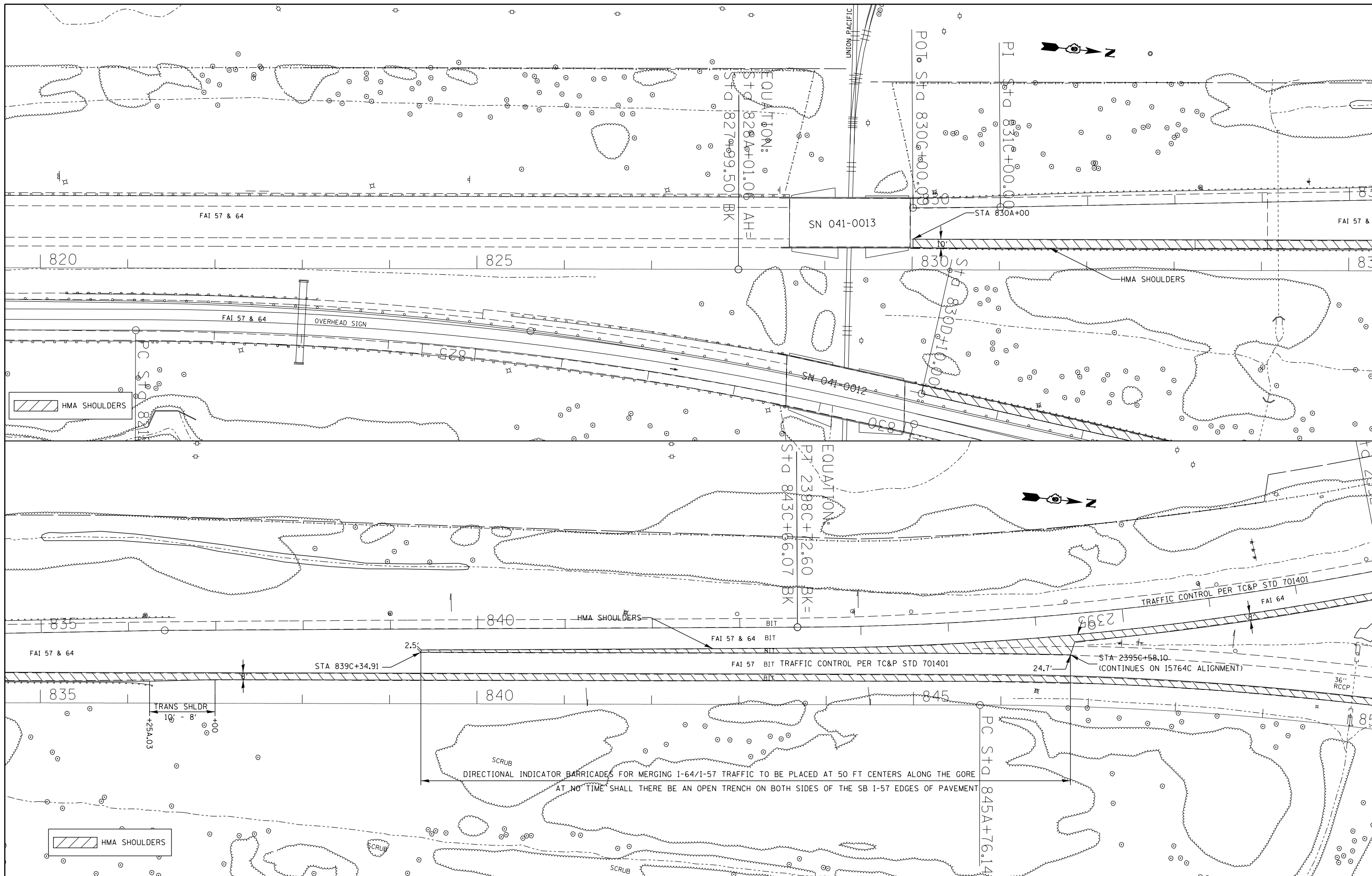
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	PLOT DATE = 2/28/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NB I-57 - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 4 OF 11 SHEETS STA. 875B+00 TO STA. 885A+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	84
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				



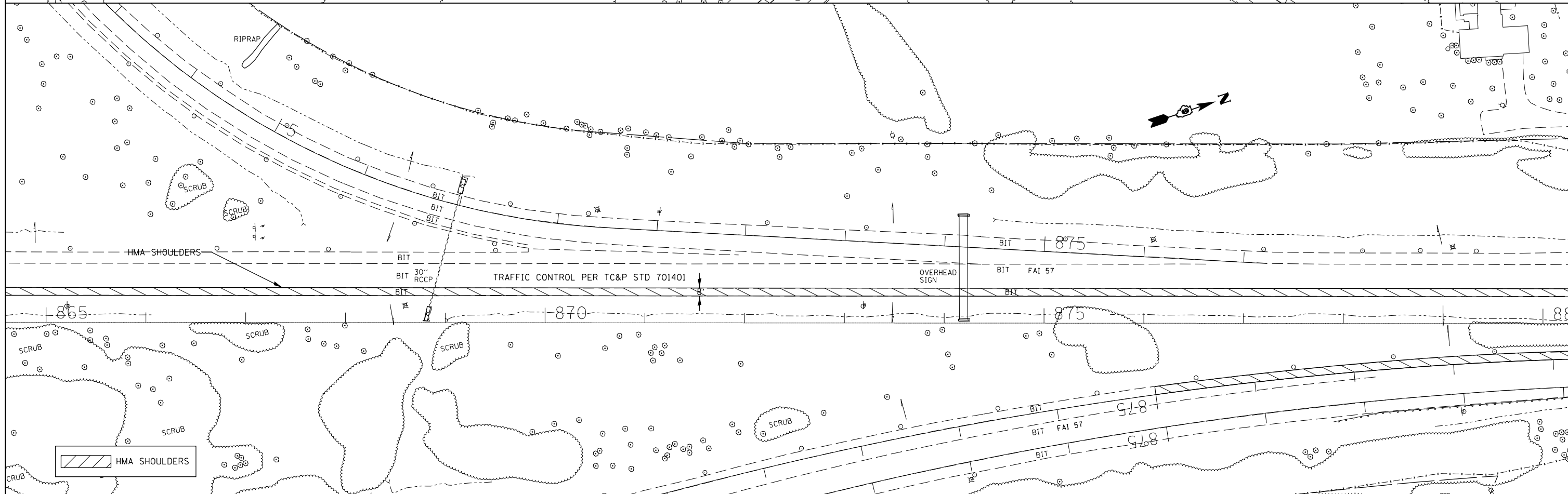
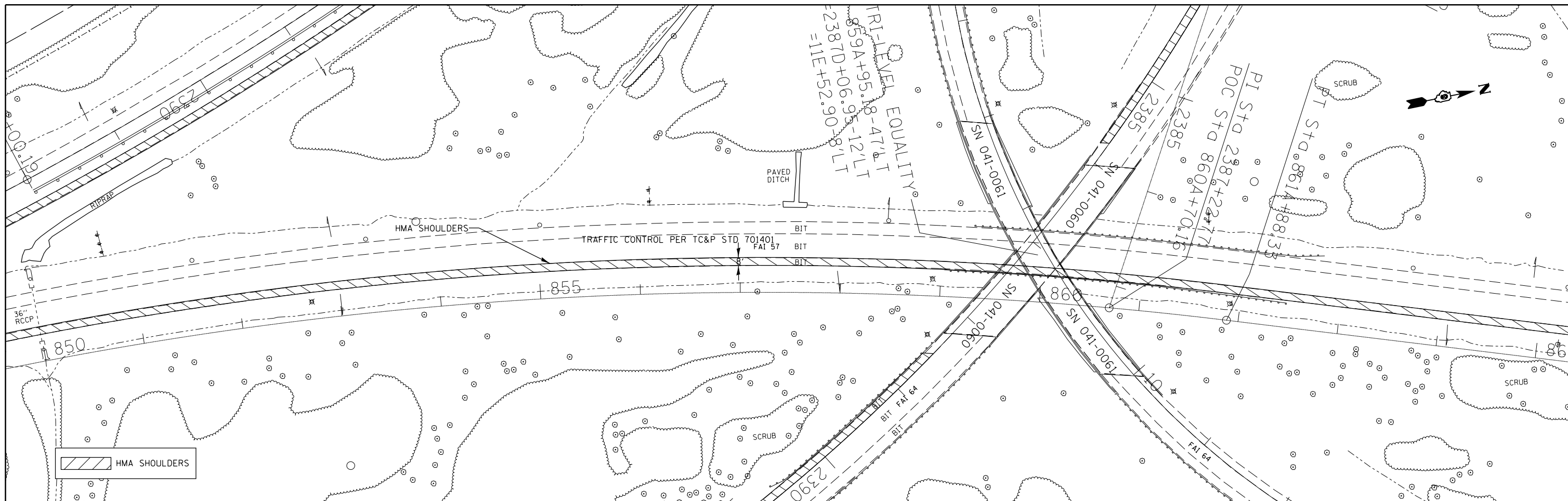
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DATE = 2/28/2014		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SB I-57 - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 5 OF 11 SHEETS STA. 830A+00 TO STA. 850A+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	85
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	



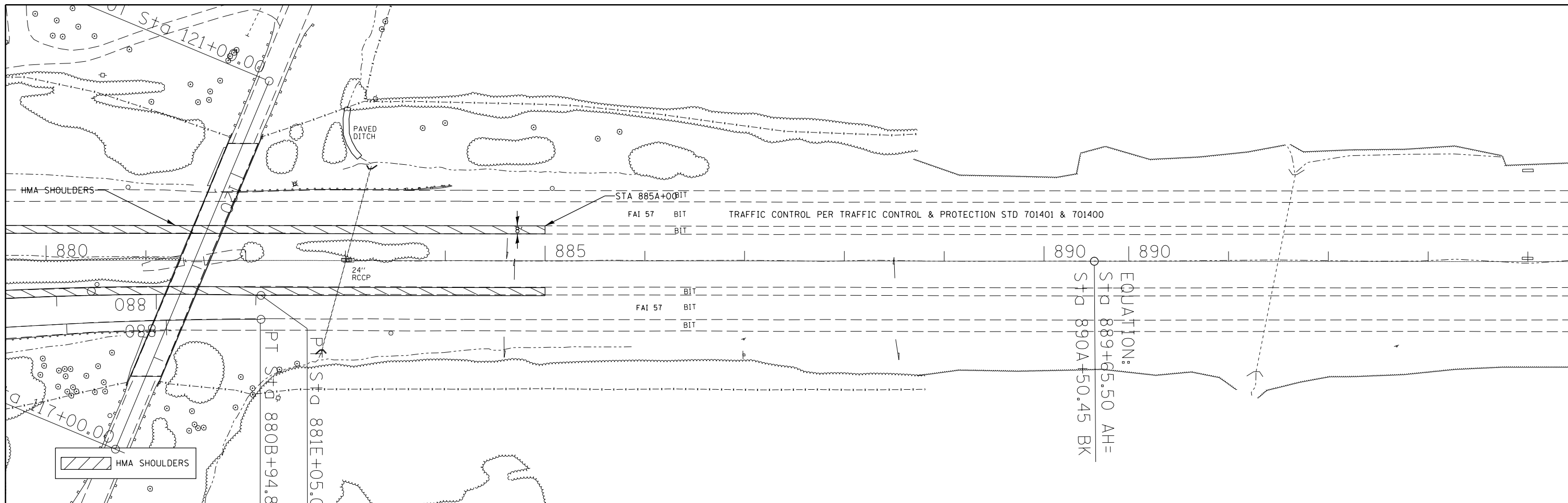
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PLOT DATE = 2/28/2014		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SB I-57 - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	86
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	

SCALE: SHEET 6 OF 11 SHEETS STA. 850A+00 TO STA. 880A+00



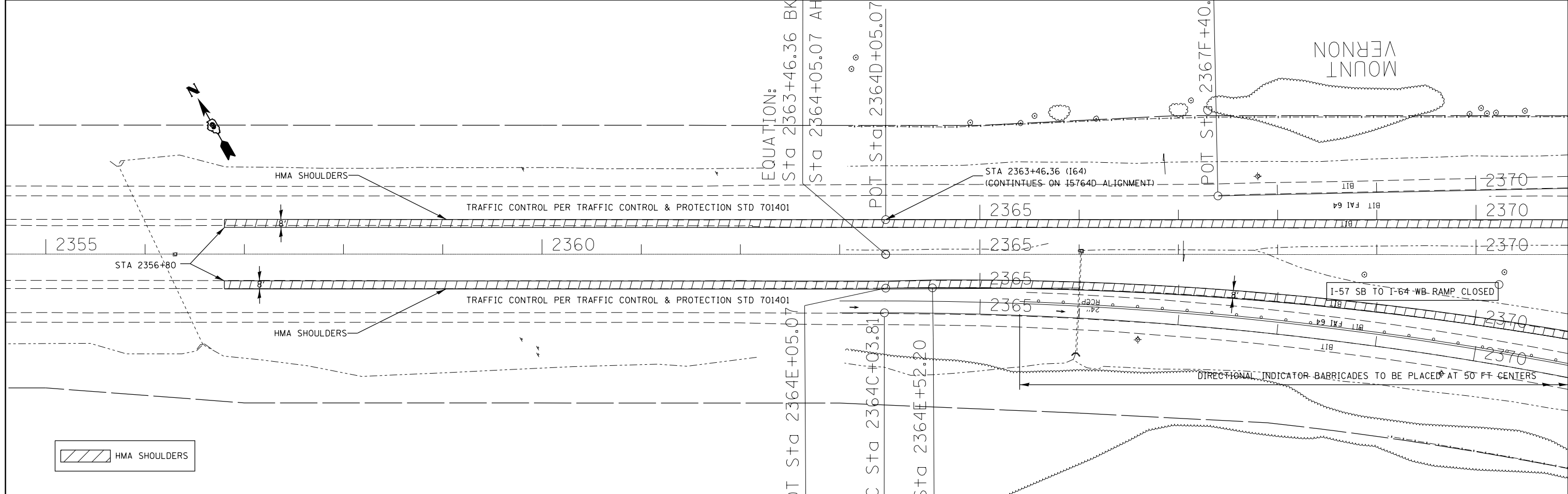
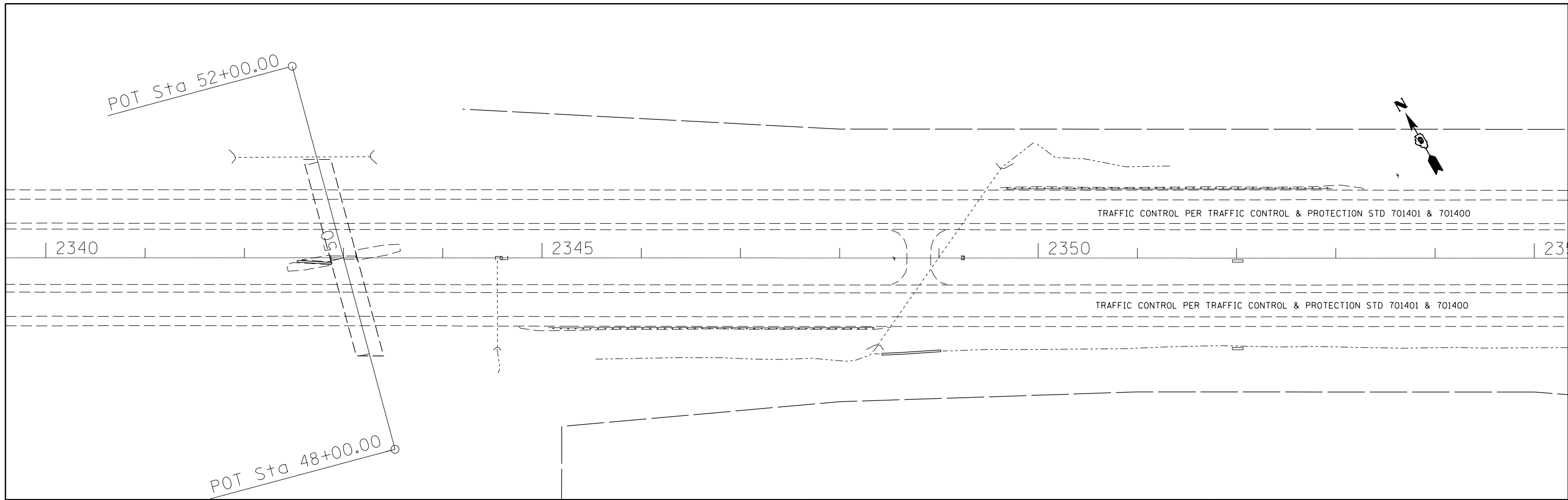
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	PLOT DATE = 2/28/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SB I-57 - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 7 OF 11 SHEETS STA. 880A+00 TO STA. 885A+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	87
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				



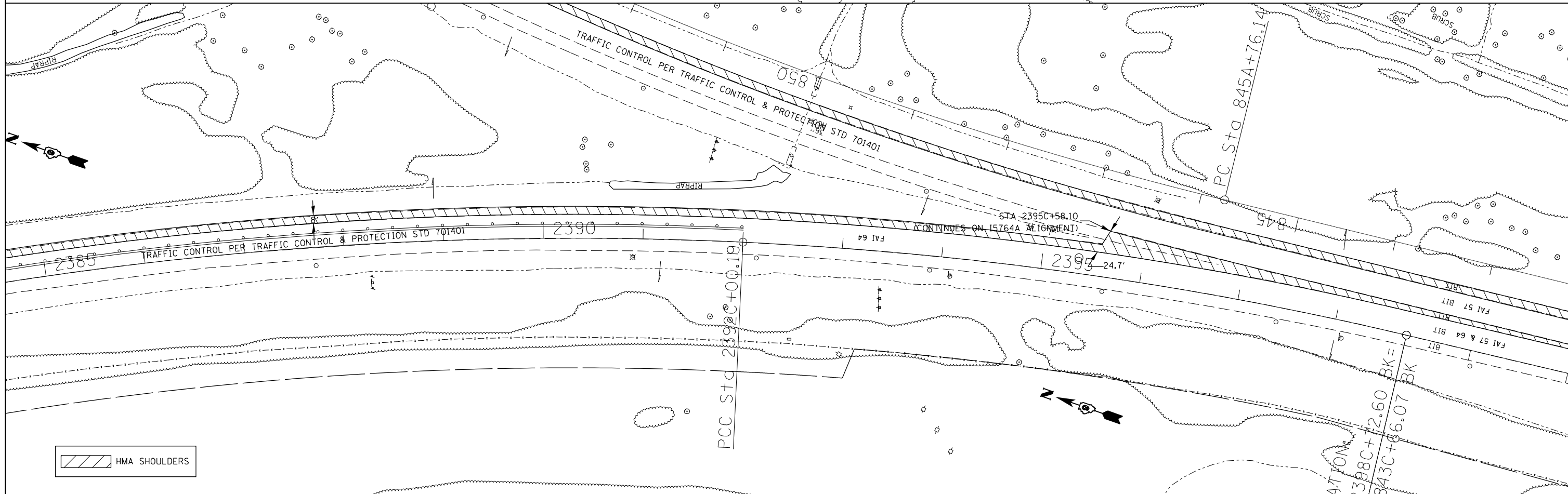
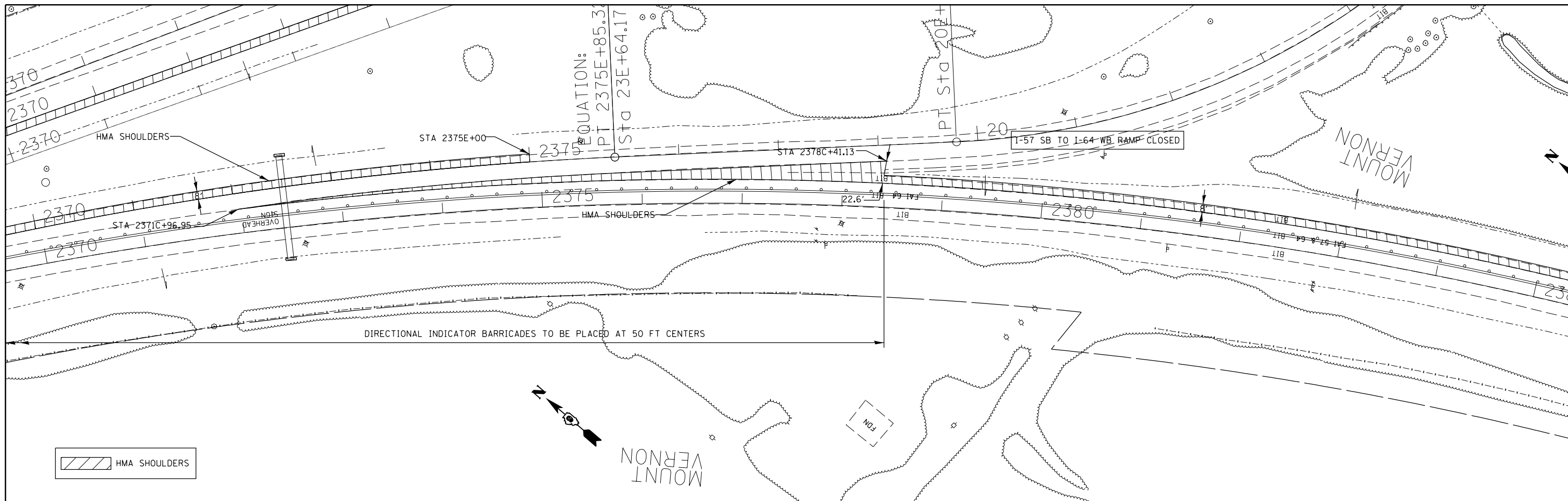
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-64 EB & WB - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 8 OF 11 SHEETS STA. 2356+80 TO STA. 2370C+00

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	88
CONTRACT NO. 78276				
ILLINOIS FED. AID PROJECT				



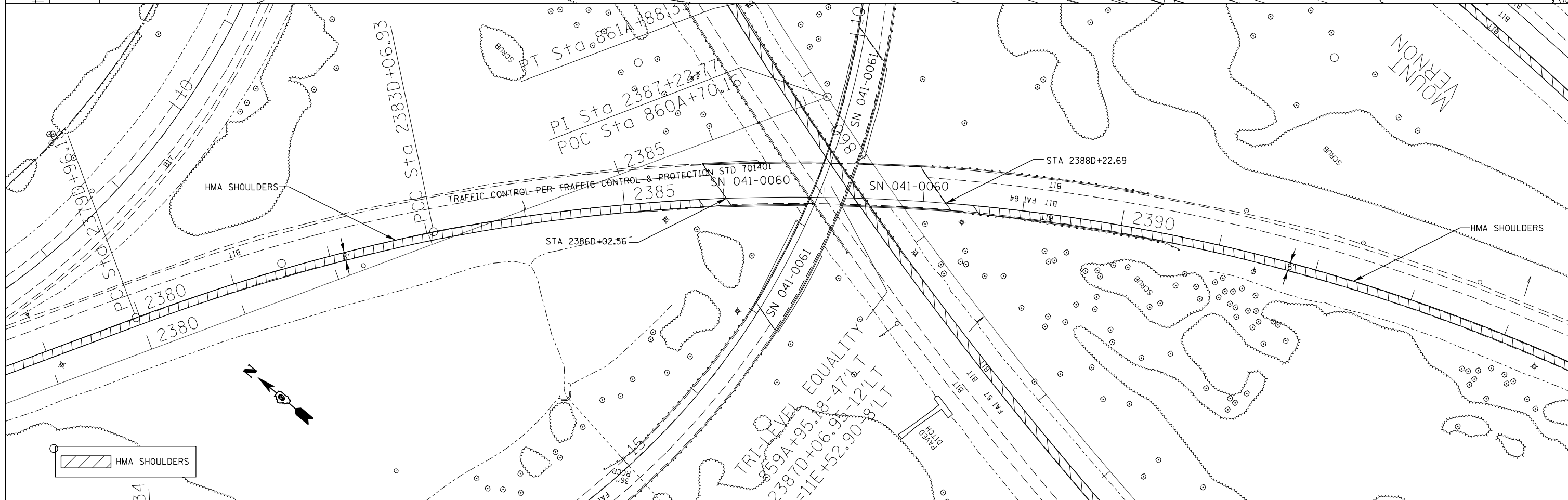
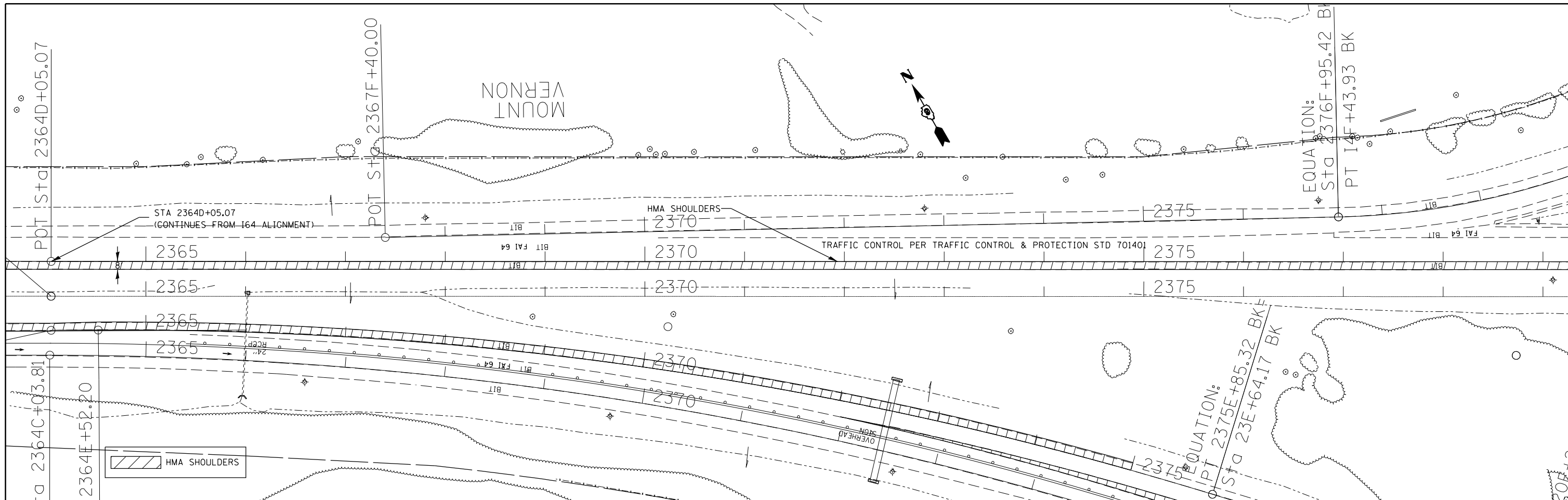
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/28/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-64 EB TO I-57 SB - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 9 OF 11 SHEETS STA. 2370C+00 TO STA. 843C+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	89
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	



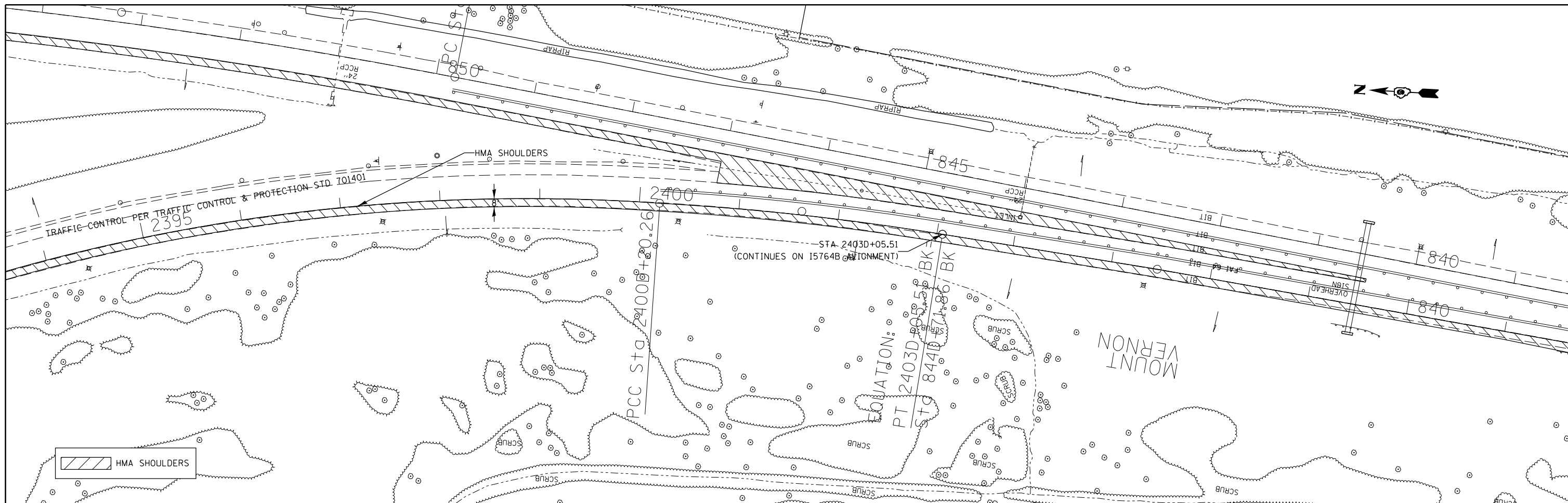
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Default	PLOT DATE = 2/28/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-57 NB TO I-64 WB - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 10 OF 11 SHEETS STA. 2364D+05 TO STA. 2394D+00

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	90
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	



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

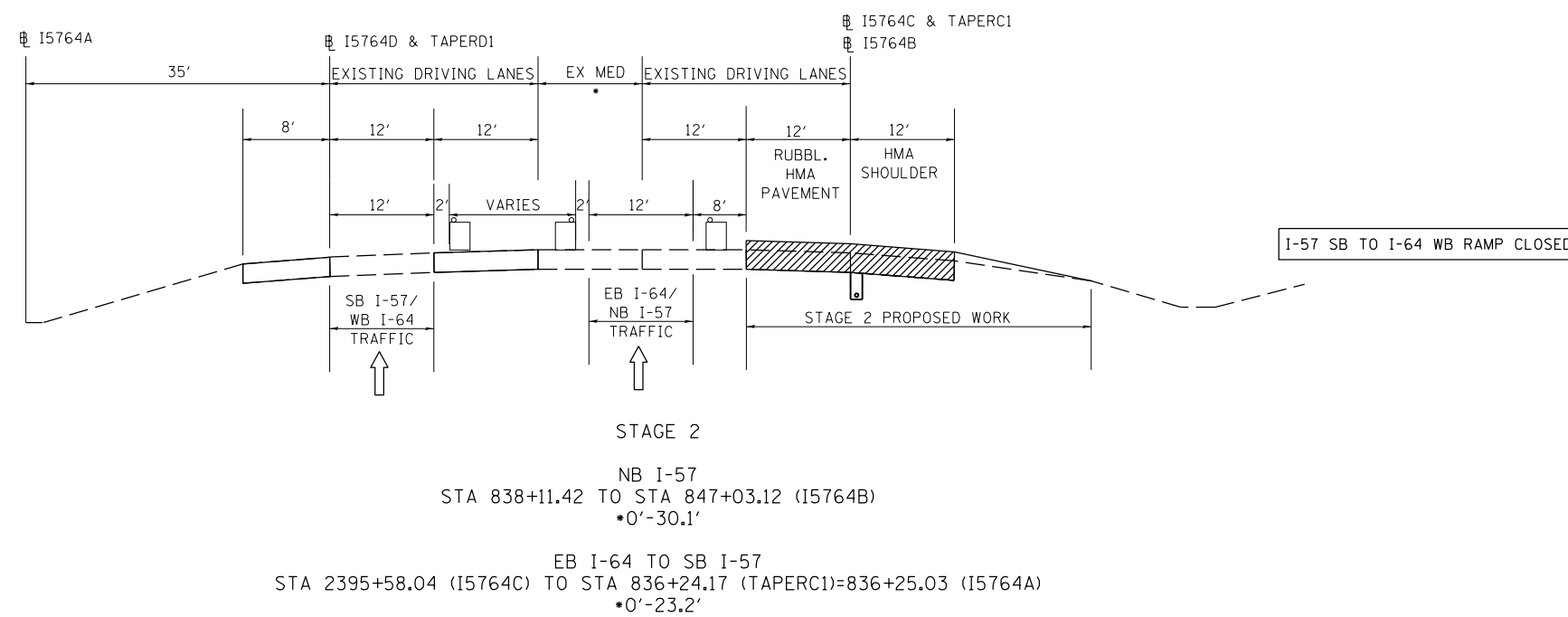
**I-57 NB TO I-64 WB - STAGE 1
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 11 OF 11 SHEETS STA. 2394D+00 TO STA. 830D+00

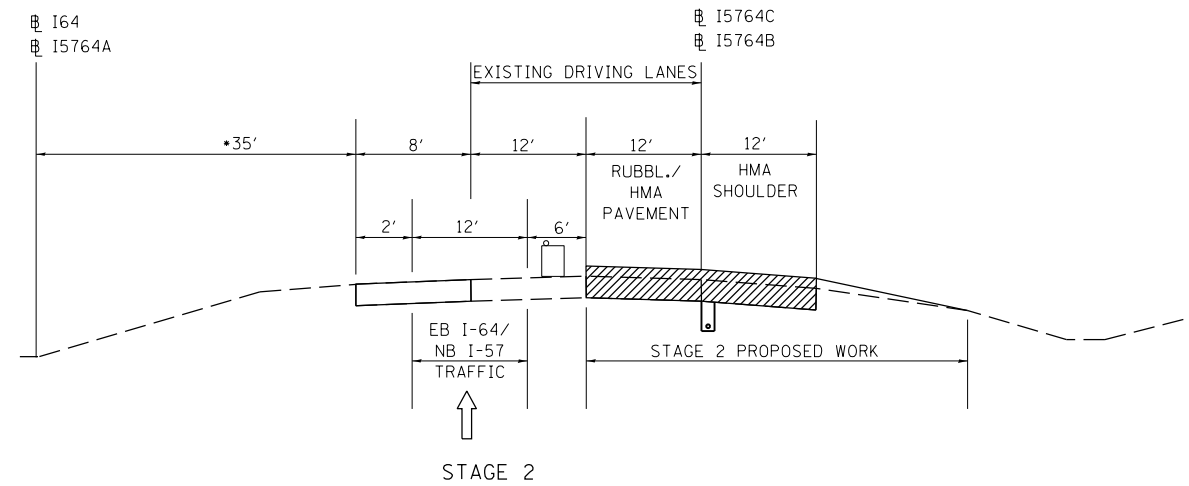
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	91
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				

STAGE 2 - GENERAL NOTES

1. MAINTAIN 2 LANES OF TRAFFIC ON NB I-57/64 UNTIL THE I-57/I-64 SPLIT, THEN MAINTAIN 1 LANE OF TRAFFIC ON NB I-57 AND ONE LANE OF TRAFFIC ON WB I-64 (SEE STAGE 2 DETAIL SHEETS)
2. MAINTAIN 1 LANE OF TRAFFIC ON EB I-64 & SB I-57 UNTIL THEY MERGE, THEN MAINTAIN 2 LANES OF TRAFFIC ON SB I-57/64 (SEE STAGE 2 DETAIL SHEETS)
3. PLACE PAVEMENT MARKINGS FOR STAGED TRAFFIC IF NEEDED
4. REPLACE UNDERDRAINS, MILL, RUBBLIZE, PAVE THE NB I-57 DRIVING LANE & OUTSIDE SHOULDER
REPLACE UNDERDRAINS, MILL, RUBBLIZE, PAVE THE EB I-64 TO SB I-57 DRIVING LANE & OUTSIDE SHOULDER
5. THE TRAFFIC CONTROL SHOWN ON THE STAGE 2 DETAIL SHEETS IS A MODIFICATION OF TRAFFIC CONTROL AND PROTECTION STANDARD 701401
6. ALL TRAFFIC CONTROL WORK SHOWN ON THE STAGE 2 DETAIL SHEETS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701401 (SPECIAL)
7. ALL SIGNS REQUIRED FOR STAGE 2 TRAFFIC CONTROL & PROTECTION SHALL BE PLACED AS SHOWN ON TC&P STANDARDS 701401 AND 701423 UNLESS NOTED OTHERWISE ON THE STAGE 2 DETAIL SHEETS.

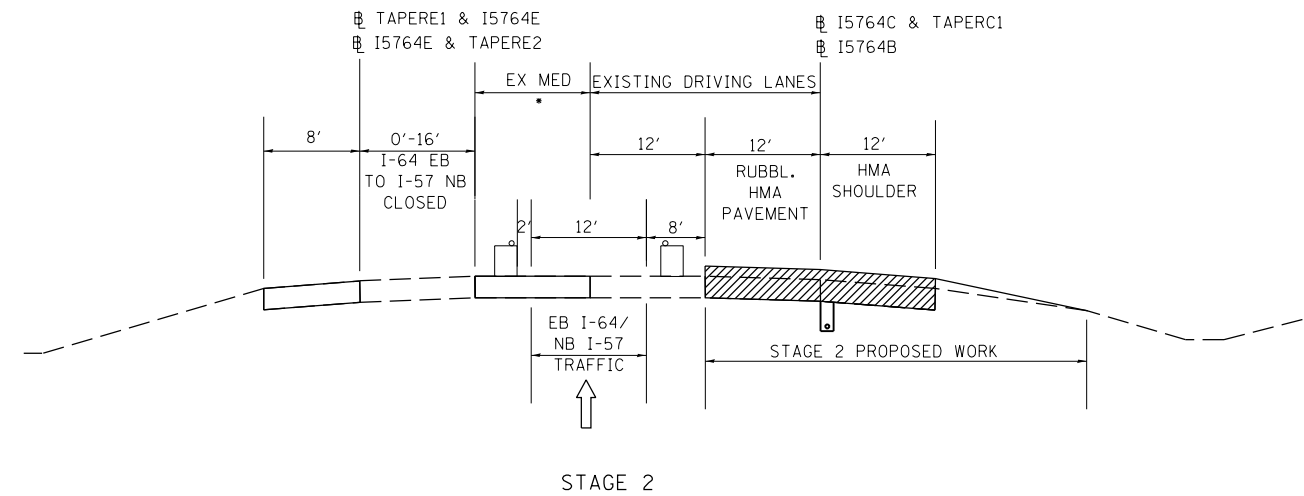


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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -										
	PLOT DATE = 2/28/2014	DATE -	REVISED -										



NB I-57
 STA 847+03.12 TO STA 866+76.63 (I5764B)
 *STA 880+94.86 (I5764B) = STA 882+15.39, 59' RT TO STA 885+00 (I5764A)

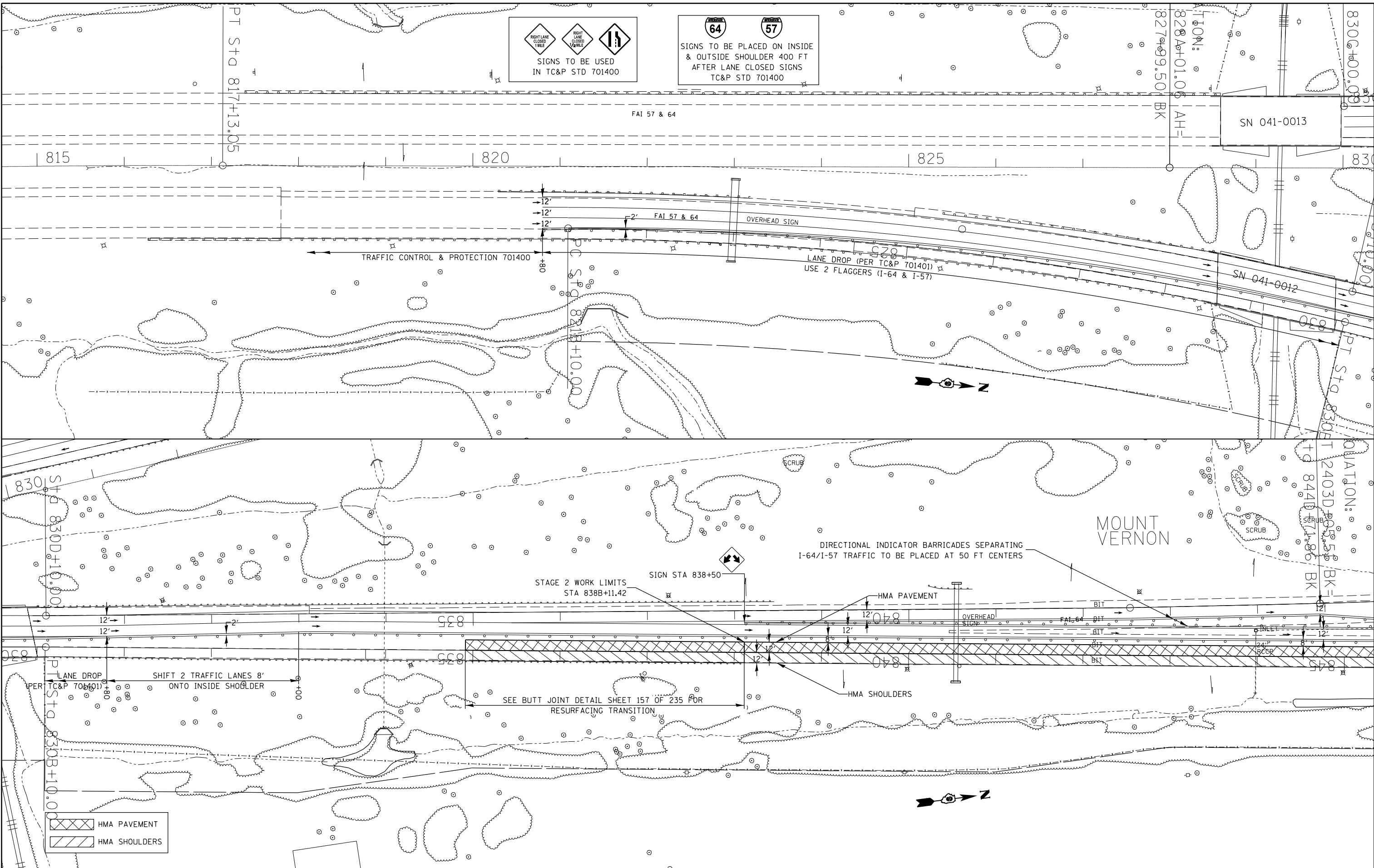
EB I-64 TO SB I-57
 STA 2360+00 TO STA 2363+46.36 (I64)
 STA 2378+60.38 TO STA 2395+58.04 (I5764C)



NB I-57
 STA 866+76.63 TO STA 880+94.86 (I5764B) = STA 882+15.39, 59' RT (I5764A)
 *0'-23.6'

EB I-64 TO SB I-57
 STA 2364+46.36 (I64)=2364+03.81 (I5764C) TO STA 2378+60.38 (I5764C)
 *0'-24.1'

FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 2/28/2014	DATE -	REVISED -										








 SIGNS TO BE USED
 IN TC&P STD 701400



 SIGNS TO BE PLACED ON INSIDE
 & OUTSIDE SHOULDER 400 FT
 AFTER LANE CLOSED SIGNS
 TC&P STD 701400

 HMA PAVEMENT
 HMA SHOULDERS

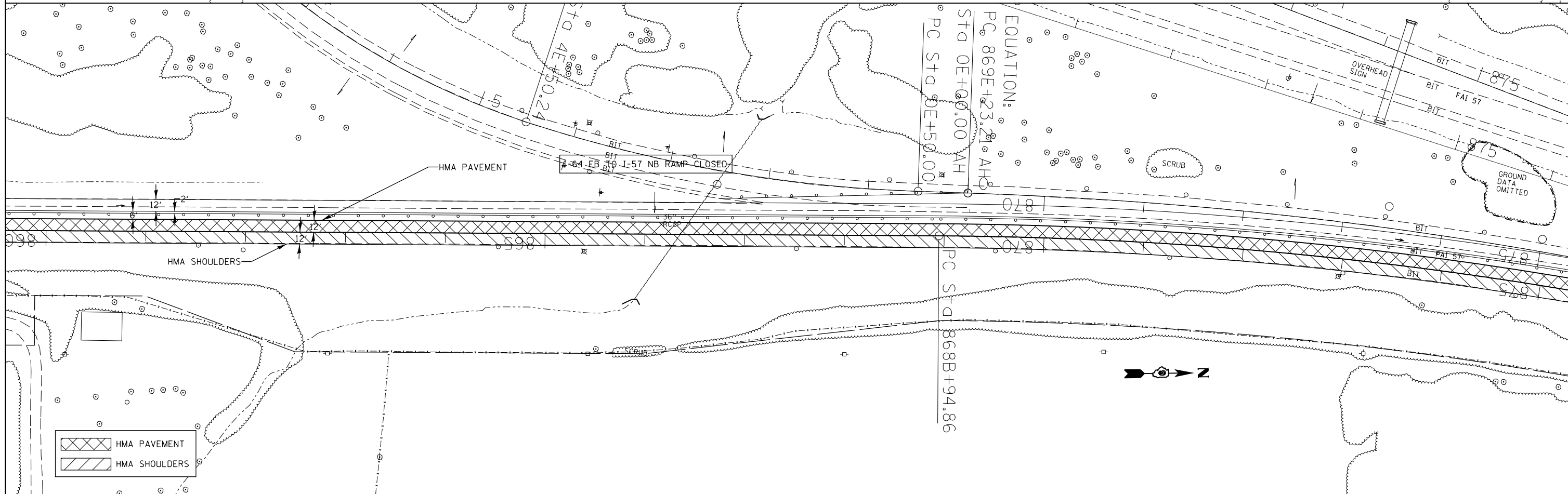
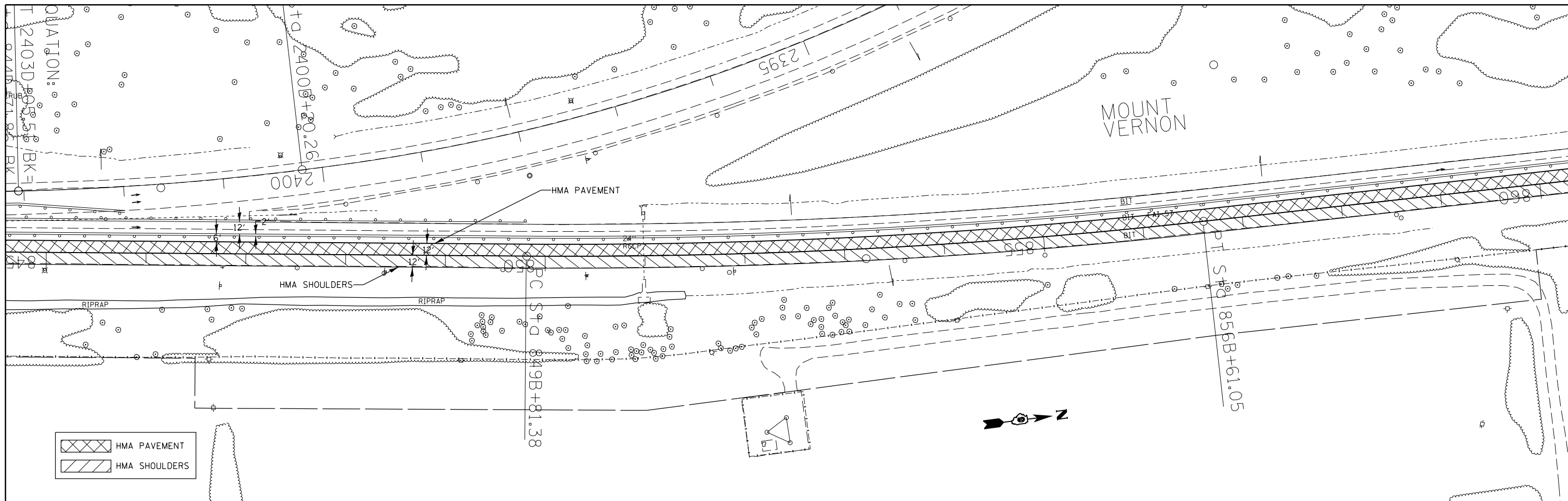
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

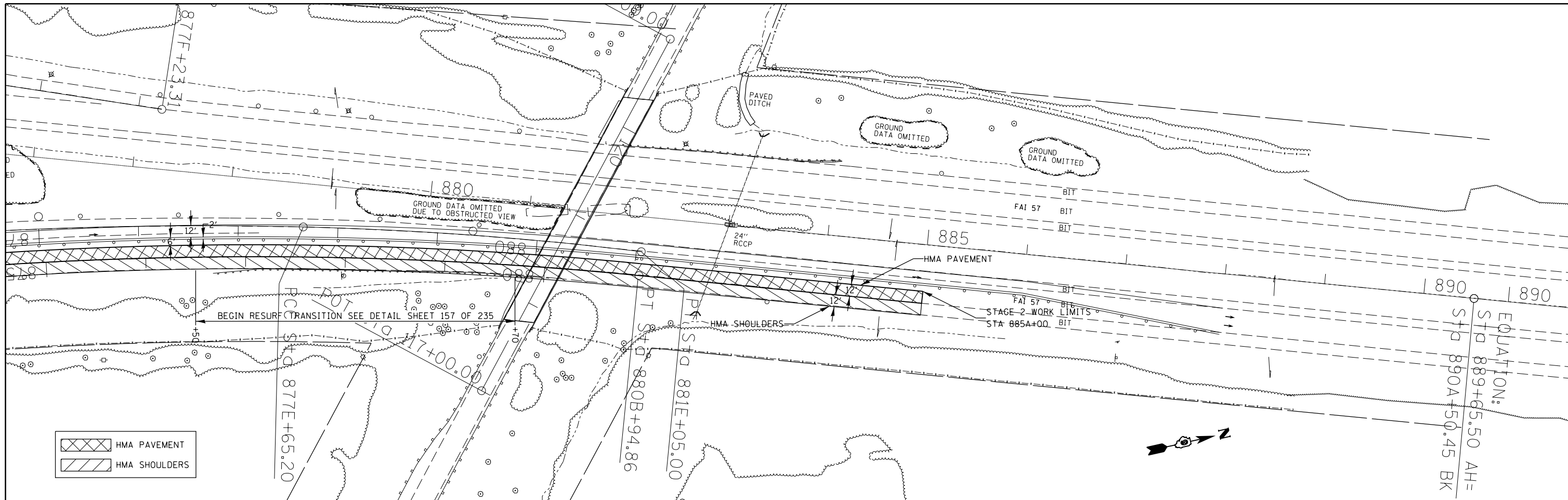
NB I-57 - STAGE 2
TRAF CONT & PROT SPEC DETAIL

SCALE: SHEET 3 OF 9 SHEETS STA. 820+00 TO STA. 845B+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	94
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78276	



FILE NAME = c:\pwwork\pwwork\rollavr\d0278568\78278568-stage2construction.dgn	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NB I-57 - STAGE 2 TRAF CONT & PROT SPEC DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 2/28/2014	DATE -	REVISED -				CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT		



	HMA PAVEMENT
	HMA SHOULDERS

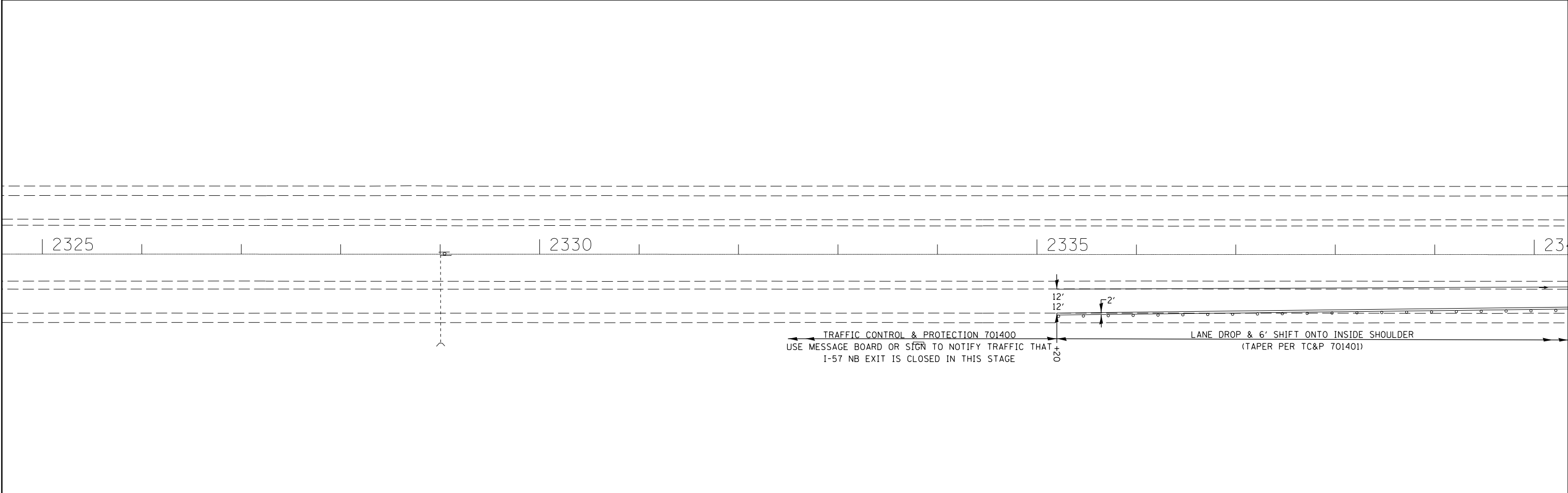
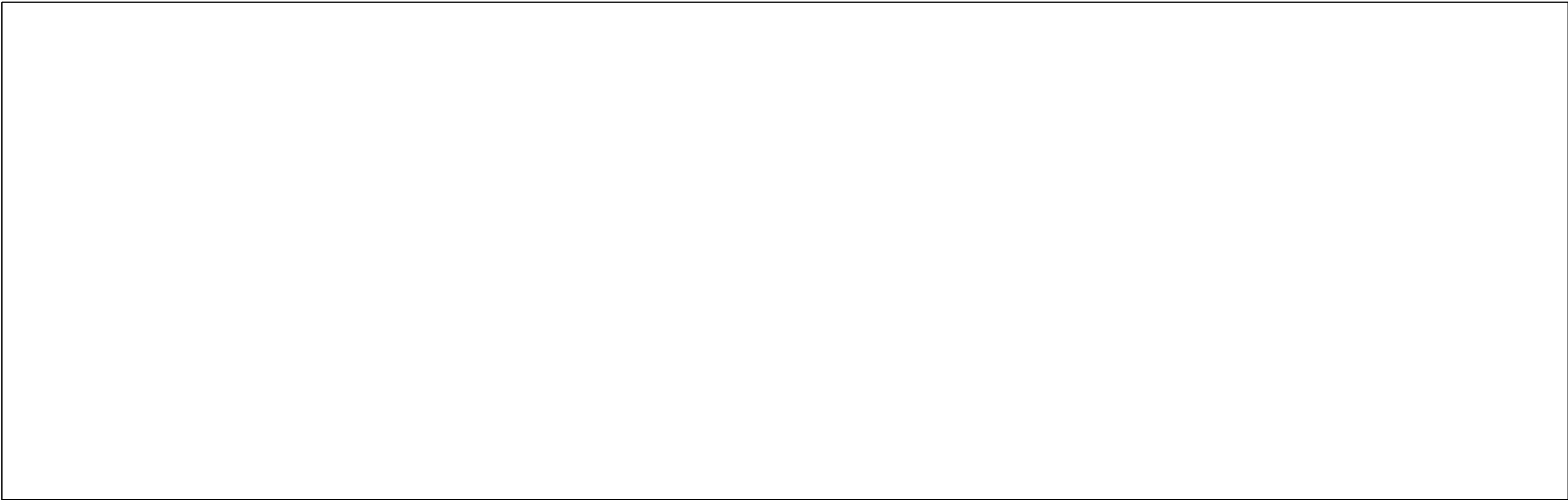


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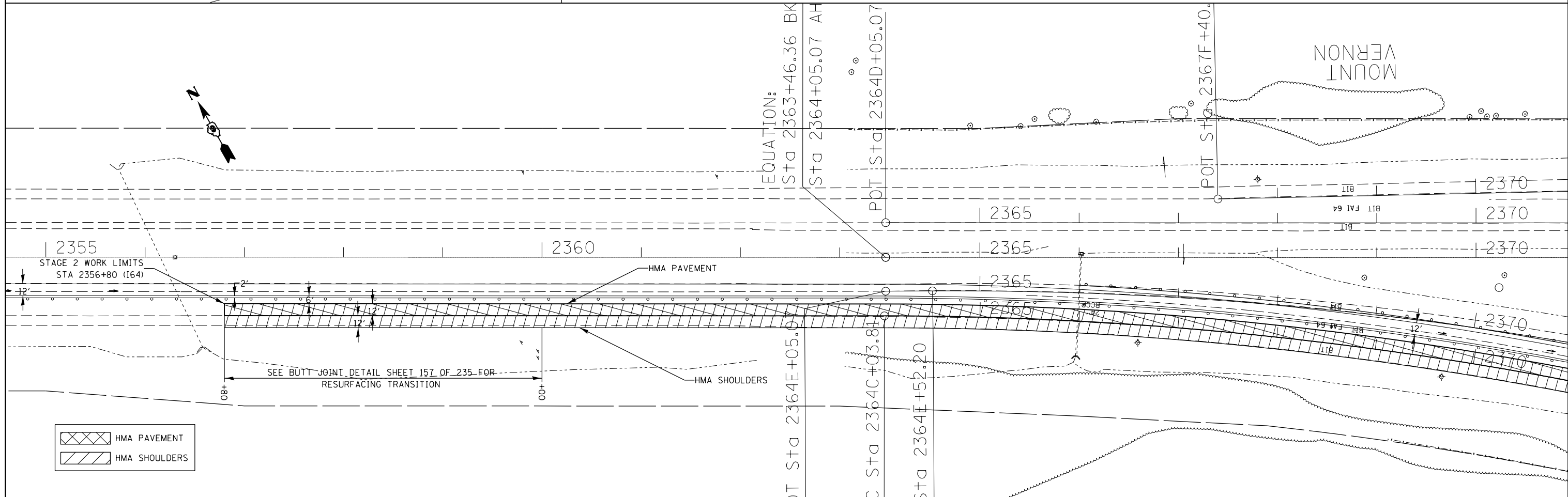
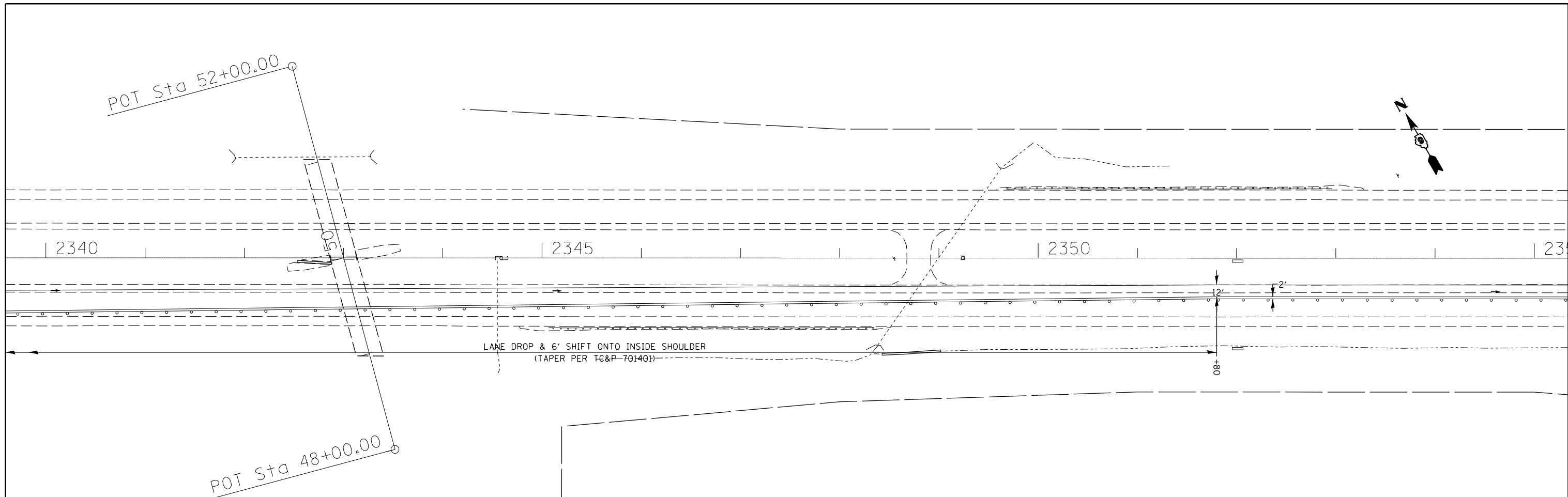
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NB I-57 - STAGE 2 TRAF CONT & PROT SPEC DETAIL			
SCALE:	SHEET 5 OF 9 SHEETS	STA. 875B+00 TO STA. 885A+00	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	96
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	



FILE NAME =	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 EB & WB - STAGE 2 TRAF CONT & PROT SPEC DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -							CONTRACT NO. 78276			
	PLOT DATE = 2/28/2014	DATE -	REVISED -										



HMA PAVEMENT
 HMA SHOULDERS

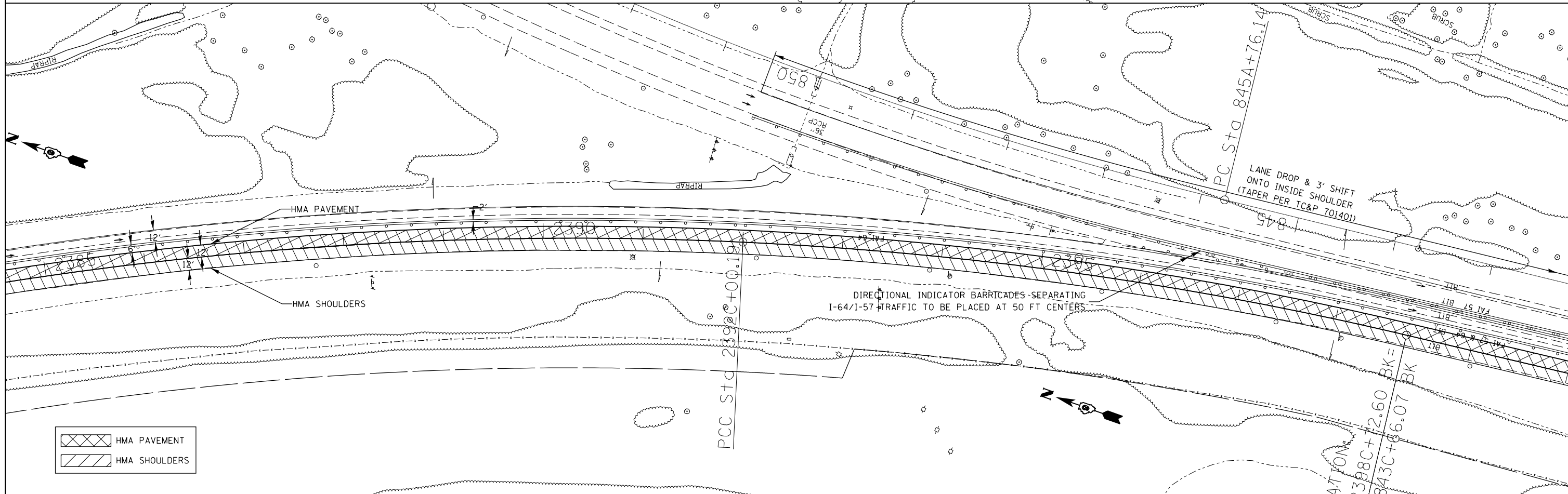
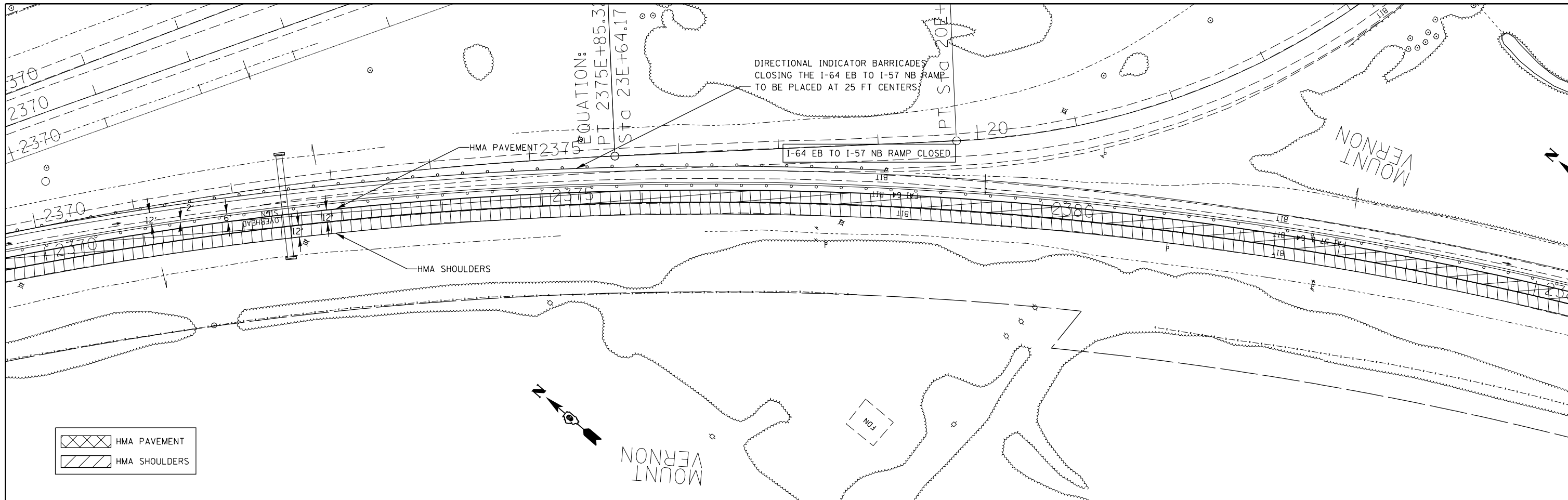
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

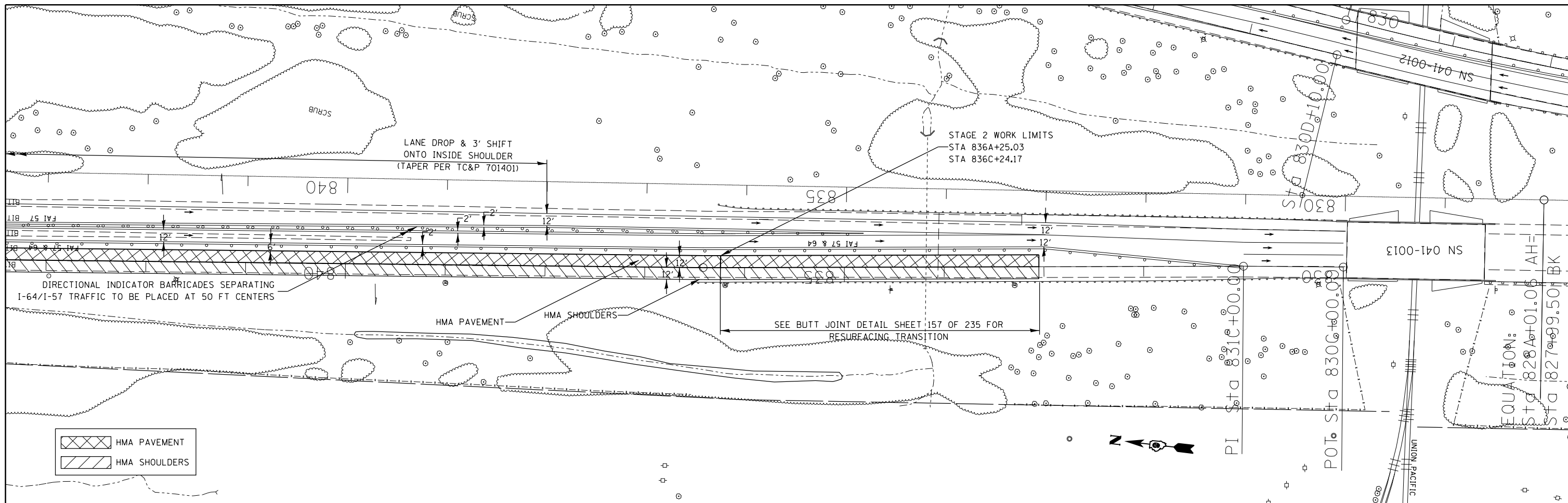
I-64 EB & WB - STAGE 2
TRAF CONT & PROT SPEC DETAIL

SCALE: SHEET 7 OF 9 SHEETS STA. 2340+00 TO STA. 2370C+00

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		JEFFERSON	235	98
CONTRACT NO. 78276			ILLINOIS FED. AID PROJECT	



FILE NAME = c:\pwwork\p\dollavr\d0278568\78276.shtd-stageconstruction.dgn	USER NAME = rollavr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 EB TO I-57 SB - STAGE 2 STA 2370C+00 TO STA 843C+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET 8	OF 9	SHEETS	STA. 2370C+00	TO STA. 843C+00	JEFFERSON	235	99
	PLOT DATE = 2/28/2014	CHECKED -	REVISED -		CONTRACT NO. 78276								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-64 EB TO I-57 SB - STAGE 2
TRAF CONT & PROT SPEC DETAIL**

SCALE: SHEET 9 OF 9 SHEETS STA. 843C+00 TO STA. 830C+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..	.	JEFFERSON	235	100
			CONTRACT NO. 78276	
ILLINOIS FED. AID PROJECT				