

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-1	WILL	227	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
NOTES-01 OF 02				

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

4. CONTRACTS 60B85, 60B86, 62895, 60B46, 62896 AND 60B47 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE SIX CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE PROJECT IN ORDER TO PROVIDE A SAFE AND EFFICIENT WORK ENVIRONMENT. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".

- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
- BARRIER WALL MARKERS, TYPE C, SHALL BE INSTALLED ON MEDIAN CONCRETE BARRIER WALL AND PARAPETS AT A HEIGHT OF 28-INCHES FROM THE TOP OF SHOULDER TO THE BOTTOM OF THE REFLECTOR AND SPACED AT 50-FEET CENTER-TO-CENTER ON CURVES AND 100-FEET CENTER-TO-CENTER ON TANGENTS OR AS DIRECTED BY THE TRAFFIC OPERATIONS FIELD ENGINEER. THE BARRIER WALL MARKERS SHALL BE INSTALLED DURING STAGE I CONSTRUCTION, PRIOR TO OPEN THE WIDENED PAVEMENT TO TRAFFIC.

7. A PAINT STRIPE SHALL BE APPLIED TO THE FACE OF BARRIER WALL ADJACENT TO ALL DRAINAGE STRUCTURES. THE STRIPE SHALL BE 4-INCHES WIDE BY 12-INCHES LONG, AND EXTEND VERTICALLY AT 90 DEGREES FROM THE TOP EDGE OF THE BARRIER. THE PAINT WILL BE SPECIFIED AS ORANGE PAINT. COST OF THE STRIPE IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF TYPE AND SIZE SPECIFIED.

8. THE LIMIT SHOWN ON THE PLANS BETWEEN PAY ITEMS "BITUMINOUS CONCRETE SHOULDER REMOVAL" IN THE MEDIAN AND "HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2" " ON THE MAINLINE PAVEMENT IS BASED ON THE THEORETICAL EDGE OF PAVEMENT LINE WHICH IS LOCATED 20' FROM THE I-55 CENTERLINE. THE EXISTING MAINLINE PAVEMENT IN BOTH THE NORTHBOUND AND SOUTHBOUND DIRECTIONS CONSISTS OF A PCC BASE COURSE WITH A BITUMINOUS OVERLAY. THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS SHOULDER TO THE EDGE OF THE EXISTING PCC BASE COURSE TO THE SATISFACTION OF THE ENGINEER. THE COST FOR THIS WORK, INCLUDING ANY ADDITIONAL SET UPS, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL". IN ADDITION, THE COST TO REPAIR ANY DAMAGE TO THE EXISTING MAINLINE PAVEMENT, INCLUDING RAVELING OF THE EXISTING BITUMINOUS OVERLAY AS A RESULT OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL".

- BUTT JOINTS WILL BE INSTALLED AT THE END OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- EXISTING PAVEMENT OR OTHER HIGHWAY FEATURES DAMAGED DURING CONSTRUCTION, BUT NOT SHOWN TO BE REMOVED ON THE PLANS, SHALL BE REPLACED OR REPAIRED AT THE CONTRACTOR'S EXPENSE. THIS WORK SHALL MEET WITH THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS AND THE APPROVAL OF THE ENGINEER.
- THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ. YD.

12. SAW CUTTING SHOWN ON THE PLANS SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE COST OF THE ADJACENT REMOVAL ITEM.

13. ANY GUARDRAIL REMOVED AND DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE NEAREST IDOT MAINTENANCE FACILITY. TEMPORARY STORAGE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "GUARDRAIL REMOVAL".

14. EARTHWORK AND GRADING NEEDED TO ADJUST ELEVATIONS ALONG THE EXISTING GRASS AREAS ADJACENT TO THE PROPOSED PAVEMENT SECTIONS SHALL BE INCLUDED IN THE COST FOR "EARTH EXCAVATION".

15. DURING 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS, THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES IN EACH DIRECTION AS DIRECTED BY THE ENGINEER. PRIOR TO TRANSFERRING TRAFFIC INTO EXISTING LANES, AS SHOWN ON A TYPICAL SECTION FOR WINTER SHUTDOWN AT THE END OF 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT. DURING 2008 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES IN EACH DIRECTION BEYOND WORK AREAS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE REFLECTIVE ELEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REPLACEMENT REFLECTOR".

GENERAL NOTES (CONT.)

16. PRIOR TO STARTING THE MILLING AND RESURFACING OF THE OUTSIDE SHOULDERS IN AREAS ADJACENT TO EXISTING GUARDRAIL, THE CONTRACTOR SHALL DETERMINE IF THE RAIL ELEMENT OF THE EXISTING GUARDRAIL WILL NEED TO BE REMOVED TO COMPLETE THIS WORK. IF DEEMED NECESSARY, AND APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE RAIL ELEMENT OF THE RESPECTIVE GUARDRAIL SECTIONS AND RE-ERECT THE RAIL ELEMENT ON THE SAME DAY IT WAS REMOVED. THE COST FOR THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH". ANY GUARDRAIL FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

17. PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF PAVEMENT WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. THE ENGINEER WILL DETERMINE THE AREAS TO BE PATCHED IN ACCORDANCE WITH DISTRICT ONE STANDARD BD-22. QUANTITIES FOR "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" ARE BASED ON THIS WORK BEING DONE AFTER MILLING OF THE MAINLINE PAVEMENT HAS BEEN COMPLETED. IF THE CONTRACTOR ELECTS TO PATCH THE PAVEMENT PRIOR TO COMPLETING THE MILLING OF THE MAINLINE PAVEMENT, THE ADDITIONAL DEPTH OF "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND THE ADDITIONAL MATERIAL FOR "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" WILL NOT BE MEASURED FOR PAYMENT.

18. IF THE OUTSIDE THROUGH LANE NEXT TO EXISTING EXIT/ENTRANCE RAMP IS MILLED, THE CONTRACTOR SHALL NOT LEAVE A GRADE DIFFERENTIAL BETWEEN MILLED LANES AND EXISTING RAMP SURFACE GREATER THAN 1" FOR SPEEDS > 45MPH AND 1-1/2" FOR SPEEDS 45MPH OR LESS. A 12" WIDE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE AS DIRECTED BY THE ENGINEER. THE LENGTH OF TEMPORARY RAMP WILL BE MEASURED AND THE AREA CALCULATED BY MULTIPLYING THE LENGTH BY ONE FOOT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT".

19. BASED ON RESULTS OF 98 PAVEMENT CORES TAKEN DURING 2005, THE AVERAGE THICKNESS OF BITUMINOUS OVERLAY IS APPROXIMATELY 7 INCHES IN BOTH DESIGN SECTIONS. FORTY NINE (49) CORES WERE TAKEN IN EACH DIRECTION OF TRAVEL STARTING AT THE I-80 INTERCHANGE TO THE WEBER ROAD INTERCHANGE. THE THICKNESS OF THE OVERLAY RANGES FROM 3-1/4" TO 13-1/2".

20. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED AND ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

21. THE VARIABLE WIDTH CONCRETE GUTTER ADJACENT TO THE DRAINAGE STRUCTURES SHALL NOT BE CONSTRUCTED UNTIL AFTER THE FRAME AND GRATES ARE ADJUSTED TO THE FINAL GRADE IN STAGE II. THE COST TO REMOVE THE H.M.A. SHOULDER PAVEMENT CONSTRUCTED DURING STAGE I IN THE AREA OF THIS VARIABLE WIDTH PORTION OF THE CONCRETE GUTTER AND THE COST OF THE ADDITIONAL WIDTH OF CONCRETE GUTTER GREATER THAN 10", AS SHOWN AT THE DRAINAGE STRUCTURES, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR "CONCRETE GUTTER".

22. THE CONTRACTOR SHALL INSTALL NEW DELINEATOR POSTS AND REFLECTORS AT THE LOCATIONS SHOWN ON THE PLANS FOR "DELINEATORS" AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS. THE CONTRACTOR SHALL REMOVE AND DISPOSE EXISTING DELINEATOR POSTS AND REFLECTORS IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE COST FOR REMOVAL AND DISPOSAL OF THE EXISTING DELINEATOR POSTS AND REFLECTORS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "DELINEATORS".

23. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

24. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER, AT (815) 485-6475.

INCIDENTAL ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US 30 (PLAINFIELD ROAD) TO 143RD STREET  
  
 GENERAL NOTES

SCALE: NONE  
 DATE: 02-23-07  
 DRAWN BY RMH  
 CHECKED BY DVS



Rev. 6-1-07

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-1	WILL	227	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	SQ0-05 OF 6		

SUMMARY OF QUANTITIES				90% FED. / 10% STATE			Non-Participating
CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	ROADWAY Sta. 594+66.34 to Sta. 751+75.00 I000-2A	CONSTRUCTION LOCKPORT Sta. 684+31.15 SFTY-2A	LIGHTING Sta. 594+66.34 to Sta. 751+75.00 Y030-1E	
* 81603210	UNIT DUCT, 600V, 3-1/C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	2,141			2,141	
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,994			1,994	
* 83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	72			72	
* 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	8			8	
* 84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	2			2	
* 84200700	LIGHTING FOUNDATION REMOVAL	EACH	8			8	
* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	8			8	
X0322054	REMOVAL OF PRECAST FLARED END SECTION	EACH	4	4			
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	1,300	1,300			
X0322323	WEED CONTROL, TEASEL	GALLON	2.5	2.5			
X0322729	MATERIAL TRANSFER DEVICE	TON	18,450	18,450			
X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	27	27			
* X0323574	MAINTENANCE OF LIGHTING SYSTEM	CALMO	18			18	
X0323879	SERVICE PATROL	CAL DA	360	360			
X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	3,382	3,382			
X0323974	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	846	846			
X0324045	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	6	6			
* X0324181	DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE	EACH	1			1	
X0324685	TEST STRIP (STONE MATRIX ASPHALT)	EACH	2	2			
X0324774	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE	SQ YD	1,400	1,400			
X0324775	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE	SQ YD	350	350			
X0484300	MEDIAN INLET BOX REMOVAL	EACH	2	2			
X4066580	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	10,084	10,084			
X4066685	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	TON	8,366	8,366			
X6370940	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	8,792	8,792			
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	18	18			
X6700600	ENGINEER'S FIELD LABORATORY (SPECIAL)	CAL MO	18	18			
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1			
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	360	360			
XX002870	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	SQ YD	5,983	5,983			
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	39,444	39,444			

\* SPECIALTY ITEMS

Rev. 6-1-07



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55  
US 30 (PLAINFIELD ROAD) TO 143RD STREET

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: 02-23-07

DRAWN BY AR  
CHECKED BY SJV

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-1	WILL	227	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		S00-06 OF 6		

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE			Non-Participating
				ROADWAY	LOCKPORT	LIGHTING	
				Sta. 594+66.34 to Sta. 751+75.00	Sta. 684+31.15	Sta. 594+66.34 to Sta. 751+75.00	
				I000-2A	SFTY-2A	Y030-1E	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	1	1			
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	6	6			
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	6	6			
Z0073300	TEMPORARY SHORING AND CRIBBING	L SUM	1		1		
-Z0076600	TRAINEES	HOUR	3000	3000			
35501288	HOT-MIX ASPHALT BASE COURSE, 2 1/2"	SQ YD	36,486	36,486			
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	235		235		
X0325733	TEMPORARY ASPHALT WEDGE	SQ YD	2,644	2,644			
X4421000	PARTIAL DEPTH PATCHING	TON	310	310			
X4422025	PARTIAL DEPTH REMOVAL 2"	SQ YD	2,771	2,771			

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

SUMMARY OF QUANTITIES

SCALE: \_\_\_\_\_  
 DATE: 02-23-07

DRAWN BY AR  
 CHECKED BY SJV



Rev. 6-1-07

FINAL

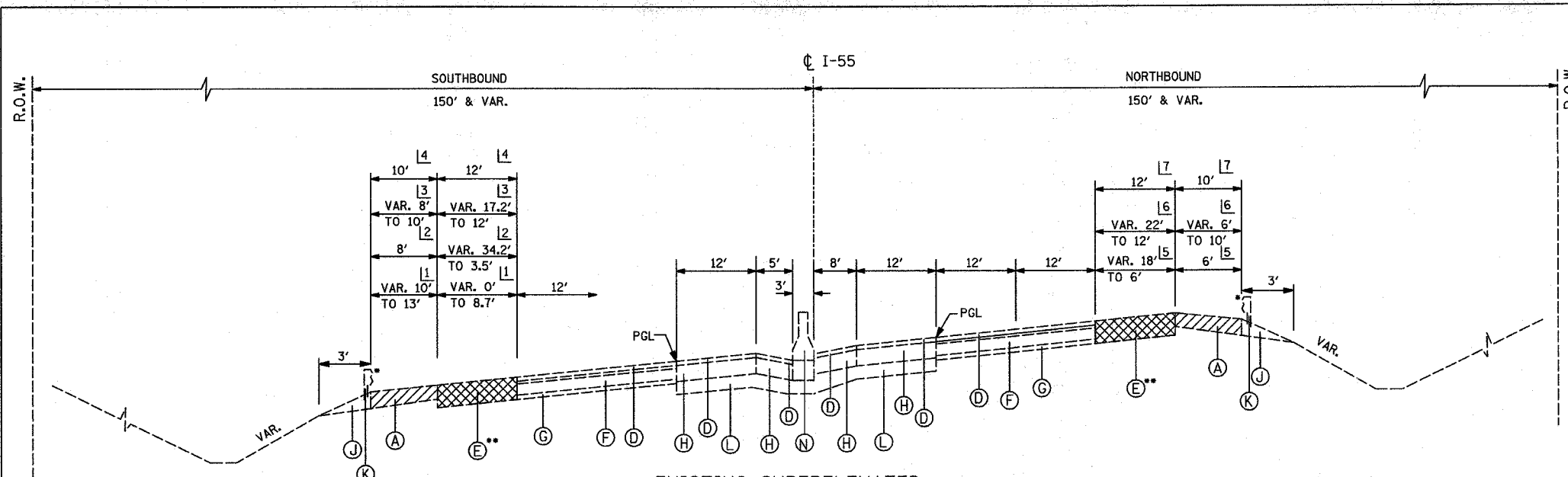
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-1	WILL	227	11
STA. 594+66.34 TO STA. 607+99.33		ILLINOIS FED. AID PROJECT		
TYP 01 OF 06				

**EXISTING**

- (A) BITUMINOUS CONCRETE SHOULDER REMOVAL
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (D) POLYMERIZED BITUMINOUS CONCRETE PAVEMENT
- (E) PAVEMENT REMOVAL
- (F) P.C.C. PAVEMENT
- (G) SUB-BASE GRANULAR MATERIAL
- (H) HOT-MIX ASPHALT BASE COURSE
- (I) BITUMINOUS CONCRETE SHOULDER
- (J) AGGREGATE SHOULDER
- (K) GUARDRAIL
- (L) AGGREGATE SUBGRADE
- (M) HOT-MIX ASPHALT BINDER COURSE
- (N) CONCRETE BARRIER

**PROPOSED**

- (1) POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 8"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
- (5) P.C.C. CONCRETE BASE COURSE, 10-1/2"
- (6) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- (7) AGGREGATE SUBGRADE, 12"
- (8) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- (9) SHOULDER RUMBLE STRIP
- (10) CONCRETE BARRIER BASE
- (11) LONGITUDINAL CONSTRUCTION JOINT AND NO. 25 EPOXY COATED DEFORMED TIE BARS (DRILL AND GROUT)
- (12) AGGREGATE SHOULDERS, TYPE B 8"
- (13) CLASS D PATCHES, 10" (SEE NOTE 1)
- (14) HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- (15) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- (16) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- (17) AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- (18) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (19) POROUS GRANULAR EMBANKMENT, SUBGRADE 12"
- (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION



- [1] STA. 594+66.34 TO STA. 598+87.61
- [2] STA. 598+87.61 TO STA. 600+48.66
- [3] STA. 600+48.66 TO STA. 604+33.47
- [4] STA. 604+33.47 TO STA. 606+27.41

**EXISTING SUPERELEVATED TYPICAL SECTION**

STA. 594+66.34 TO STA. 606+27.41 (SB)  
STA. 599+04.53 TO STA. 607+99.33 (NB)

- [5] STA. 599+04.53 TO STA. 599+92.83
- [6] STA. 599+92.83 TO STA. 602+10.20
- [7] STA. 602+10.20 TO STA. 607+99.33

- \* FOR GUARDRAIL LOCATIONS SEE ROADWAY PLANS.
- \*\* NORTHBOUND PAVEMENT REMOVAL FROM STA. 599+04.53 TO STA. 602+10.20

- \* FOR GUARDRAIL LOCATIONS SEE ROADWAY PLANS.
- \*\* SOUTHBOUND PAVEMENT REMOVAL FROM STA. 594+66.34 TO STA. 604+33.47

**MIXTURE REQUIREMENTS**

APPLICATION (SEE TYPICAL SECTIONS)	MIXTURE TYPE	AC TYPE	AIR VOIDS
I-55 MAINLINE NEW INSIDE LANES, INSIDE SHOULDERS AND EXIST. LANES	POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT	SBS/SBR PG 76-28/22	4% @ N80
I-55 MAINLINE NEW INSIDE LANES, INSIDE SHOULDERS AND EXIST. LANES	POLYMERIZED HMA BINDER COURSE, STONE MATRIX ASPHALT	SBS/SBR PG 76-28/22	4% @ N80
I-55 MAINLINE NEW INSIDE LANES AND INSIDE SHOULDERS	HMA BASE COURSE, (HMA BINDER IL-19) - (MIN LIFT 2 1/4"); 8"	PG 64-22	4% @ N90
I-55 MAINLINE NEW INSIDE LANES AND INSIDE SHOULDERS (BOTTOM LIFT)	HMA BASE COURSE, (HMA BINDER IL-19); 2-1/2"	PG 58-22	4% @ N50
I-55 MAINLINE EXISTING LANES AND OVER SEWER LATERALS	CLASS D PATCHES (HMA BINDER IL-25)	PG 64-22	4% @ N105
I-55 MAINLINE EXISTING LANES AND OVER SEWER LATERALS	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-25)	PG 64-22	4% @ N105
I-55 MAINLINE EXIST. OUTSIDE SHOULDERS, RAMPS LANES SURFACE	HOT-MIX ASPHALT SURFACE COURSE, " MIX "D", (IL-9.5mm)	PG 64-22	4% @ N70
I-55 MAINLINE OUTSIDE NEW SHOULDERS AND RAMPS NEW SHOULDERS	HOT-MIX ASPHALT BINDER COURSE, IL-19	PG 64-22/*	4% @ N70
I-55 MAINLINE PARTIAL DEPTH PATCHING	HOT-MIX ASPHALT SURFACE COURSE, " MIX "D", (IL-9.5mm)	PG 64-22	4% @ N70

**NOTES:**

1. CLASS D PATCHES SHALL BE PLACED AT LOCATIONS AS APPROVED BY THE ENGINEER. THE DEPTH OF THE PATCH SHALL BE EQUAL TO THE THICKNESS OF EXISTING P.C.C. PAVEMENT AND SHALL NOT INCLUDE THE DEPTH OF THE HOT-MIX ASPHALT SURFACE REMOVAL, 3-1/2".
2. SEE STANDARD 637006 FOR ADDITIONAL CONCRETE BARRIER DETAILS.
3. ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS AND CANNOT BE MUCKED INTO PLACE.
4. THE FURNISHING AND PLACING OF TIE BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER BASE.
5. THE COST OF ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL (WHERE NEEDED) SHALL BE INCLUDED IN THE CONTRACT UNIT COST FOR "SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

**WEIGHT NOTE:**

- 1) THE UNIT WEIGHT USED TO CALCULATE THE PLAN QUANTITY FOR STONE MATRIX HOT-MIX ASPHALT SURFACE COURSE IS 135 LBS/SQ YD/ INCH THICKNESS.
- 2) THE UNIT WEIGHT USED TO CALCULATE ALL OTHER HOT-MIX SURFACE MIXTURES OF 112 LBS/SQ YD/ INCH THICKNESS.
- 3) \* WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

REVISIONS	
NAME	DATE
D. MELNIK	5/14/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55  
US 30 (PLAINFIELD ROAD) TO 143RD STREET

**TYPICAL SECTIONS**

SCALE: NONE  
DATE: 02-23-07

DRAWN BY: DM  
CHECKED BY: DVS



**FINAL**