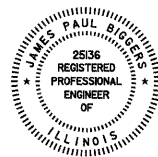


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-2	MADISON	156	1
ILLINOIS CONTRACT NO. 76C93				

FOR INDEX OF SHEETS, SEE SHEET NO. 2



James Paul Biggers
 JAMES PAUL BIGGERS, P.E.
 DATE 6/24/10
 LICENSE EXPIRES 11/30/11

PLANS PREPARED BY:



JOHNSON, DEPP & QUISENBERRY
 CONSULTING ENGINEERS

6450 South Sixth Street Road, Suite B Springfield, Illinois 62712
 Phone: (217) 529-4534 Fax: (217) 529-8278

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

FAI ROUTE 55 (I-55)

SECTION 60-(1,2)RS-2

PROJECT: ACIM-055-1(082)020

RUBBLIZING AND RESURFACING
 MADISON COUNTY

C-98-034-09

D-98-038-09



LOCATION OF SECTION INDICATED THUS: - [shaded box] -

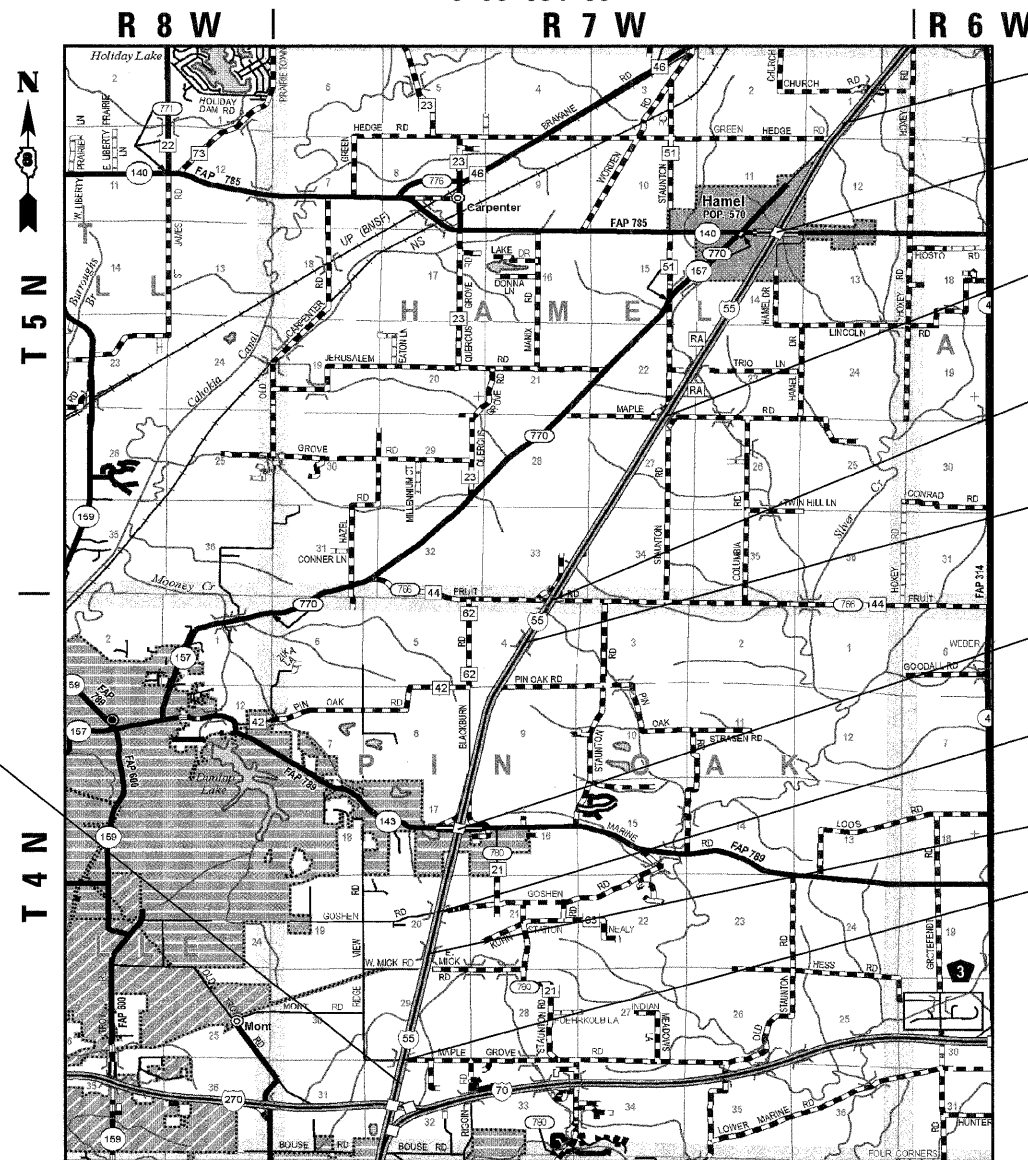
RURAL PRINCIPAL ARTERIAL (INTERSTATE)
 F.A.I. 55 (I-55)
 ADT (2009) = 29,700
 PV = 76.1% SU = 3.0% MU = 20.9%
 DESIGN SPEED = 70 MPH

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED June 05 2010
James Quisenberry
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 13 2010
Scott E. Stitt P.E. I.C.
 ACTING ENGINEER OF DESIGN AND ENVIRONMENT

August 13 2010
Christine M. Reed I.C.
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



BEGIN PROJECT
 STA. 668+00

STA. 738+51.63
 SN 060-0073

STA. 858+41.29
 SN 060-0180

STA. 977+77.64
 SN 060-0179

STA. 1002+99.01
 SN 060-0002(SB) & 0003(NB)
 BRIDGE RESURFACING OMISSION
 STA. 1001+45 TO STA. 1003+72 N.B.
 STA. 1002+24 TO STA. 1004+51 S.B.

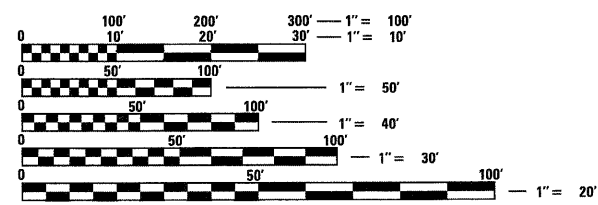
STA. 1117+32.52
 SN 060-0148

STA. 1166+35.82
 SN 060-0178

STA. 1190+05.79
 SN 060-0001

STA. 1253+65.74
 SN 060-0177

END PROJECT
 STA. 1263+59

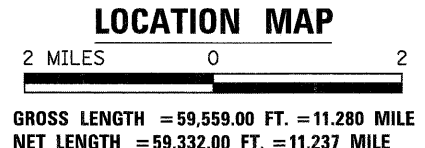


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: TIMOTHY PADGETT (618)346-3325
 PROJECT MANAGER: TIMOTHY PADGETT (618)346-3325

CONTRACT NO. 76C93



**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

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001001-02	AREAS OF REINFORCEMENT BARS
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280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420701-02	PAVEMENT FABRIC
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
421101-07	24' CRC PAVEMENT
442101-07	CLASS B PATCHES
483001-04	PCC SHOULDER
542201-02	REINF. CONC. END SECT.'S FOR PIPE CULV. 15" THRU 36" DIA. SKEWED WITH RDWAY
542206-01	REINF. CONC. END SECT.'S FOR PIPE CULV. 42" THRU 60" DIA. SKEWED WITH RDWAY
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601001-03	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602306-03	INLET - TYPE B
602401-02	MANHOLE TYPE A
604001-03	FRAME AND LIDS TYPE 1
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630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
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635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
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701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-06	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701451-01	RAMP CLOSURE FREEWAY/EXPRESSWAY
701456	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL, POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH

3LR 18-5

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
2. THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT.
3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

UTILITY CO.

- AMEREN IP
- AT&T ILLINOIS
- AT&T CORPORATION
- BOND MADISON WATER COMPANY
- BUCKEYE PARTNERS L.P.-WOOD RIVER PIPELINE
- CENTERPOINT ENERGY
- CHARTER COMMUNICATIONS, INC.
- CONSOLIDATED COMMUNICATIONS
- CITY OF EDWARDSVILLE
- VILLAGE OF HAMEL
- ILLINOIS AMERICAN WATER COMPANY
- VILLAGE OF LIVINGSTON
- MADISON TELEPHONE COMPANY
- MARATHON PIPE LINE LLC
- NORTHEAST CENTRAL COUNTY PUBLIC WATER DISTRICT
- PLAINS MARKETING, L.P.
- SOUTHWESTERN ELECTRIC COOPERATIVE, INC.
- THREE COUNTY PUBLIC WATER DISTRICT
- CITY OF TROY
- LEVEL 3 COMMUNICATIONS

TYPE

- GAS & ELECTRIC COMMUNICATIONS
- COMMUNICATIONS PIPELINE
- PIPELINE
- PIPELINE
- CABLE TV COMMUNICATIONS
- SANITARY SEWER
- SANITARY SEWER WATER
- SANITARY SEWER COMMUNICATIONS PIPELINE
- WATER
- PIPELINE
- ELECTRIC
- WATER
- WATER & SANITARY SEWER COMMUNICATIONS

MEMBERS OF J.U.L.I.E. (800)-892-0123 ARE INDICATED BY *. NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

4. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND ALL ENTRANCE RAMPS; COST TO BE INCLUDED WITH THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE AND 48" X 48". THE CONTRACTOR SHALL FURNISH AND INSTALL WOOD SIGN POST SUPPORTS IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS. HOWEVER, INSTALLATION BY METHOD "A" (ART. 730.04(c)) SHALL BE THE ONLY METHOD PERMITTED.

5. THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

6. DROP-OFFS ADJACENT TO A MAINLINE EDGE OF PAVEMENT, DURING THE SHOULDER REMOVAL AND REPLACEMENT OPERATIONS OF THE PRE-STAGE CONSTRUCTION PHASE, SHALL BE PROTECTED WITH EXTENDED-HEIGHT CHANNELIZING DEVICES, WITH STEADY BURN LIGHTS, AT 100' SPACING. SINCE THESE DROP-OFFS ARE GREATER THAN 12 INCHES, BUT LESS THAN OR EQUAL TO 18 INCHES, THEY SHALL BE LIMITED TO 0.5 MILES IN LENGTH AND 48 HOURS DURATION.

DROP-OFFS ADJACENT TO A RAMP EDGE OF PAVEMENT, DURING THE EXCAVATION FOR CONCRETE SHOULDERS, SHALL BE PROTECTED BY PLACING EXTENDED-HEIGHT CHANNELIZING DEVICES, WITH STEADY BURN LIGHTS, AT 50' SPACING.

DROP-OFFS ADJACENT TO THE EDGE OF PAVEMENT OF THE MAINLINE OR A RAMP, DUE TO RESURFACING OPERATIONS DURING THE POST-STAGE CONSTRUCTION PHASE, SHALL BE PROTECTED BY PLACING "LOW SHOULDER" SIGNS AT TWO-MILE SPACING, WHEN THE DROP-OFF IS MORE THAN ONE INCH BUT LESS THAN OR EQUAL TO THREE INCHES.

7. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE	SMA SURFACE	POLY BINDER*	BINDER/PATCHING
AC/PG	SBS PG 76-22	SBS PG 76-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	4.0% @ Ndes=80	4.0% @ Ndes=90	4.0% @ Ndes=90
MIX COMPOSITION	SEE SPEC.		
(GRADATION MIXTURE)		IL 19.0	IL 19.0
FRICTION AGGREGATE	SMA	MIXTURE "B"	MIXTURE "B"

MIXTURE USE	SHOULDERS ≥ 2.25"	SHOULDERS < 2.25"	BASE CSE. FOR STAGE CONST./ INCIDENTAL HMA
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	See Contract RAP	See Contract RAP	SEE SPEC.
DESIGN AIR VOIDS	Special Provision	Special Provision	4.0% @ Ndes=90
MIX COMPOSITION	**2.0% @ Ndes=30	**2.0% @ Ndes=30	
(GRADATION MIXTURE)	NMAS 3/4"	NMAS 1/2"	IL 19.0
FRICTION AGGREGATE			MIXTURE "B"

* 3" minimum top lift of Binder on rubblizing sections, 2.25" minimum top lift of Binder on resurfacing only sections.

** Top Lift Shoulders - Design this mix at 2.0% voids and add asphalt to reduce voids to 1.5%.

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 mm THICKNESS).

8. A QUANTITY FOR CLASS 2 SEEDING, FERTILIZER AND MULCH METHOD 2, BASED ON A STRIP 15' WIDE, LEFT AND RIGHT OF THE MAINLINE, OUTSIDE SHOULDERS AND THE MEDIAN WIDTH 20' THROUGHOUT THE LIMITS OF THE PROJECT AND A STRIP 10' LEFT AND RIGHT OF THE RAMP SHOULDERS HAS BEEN INCLUDED IN THE PLANS TO BE APPLIED TO ALL DISTURBED AREAS.

ANY DISTURBANCE BEYOND THE ABOVE DESCRIBED LIMITS SHALL BE SEED, FERTILIZED, AND MULCHED PER SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

9. BEGINNING AND END STATIONS AS SHOWN IN THE PLANS FOR HTC AND MOW STRIP ARE APPROXIMATE. THE ENGINEER WILL DETERMINE THE EXACT LOCATION.

10. THE MINIMUM DEPTH OF THE LINE POST FOUNDATIONS SHALL BE 30".

11. THE LIMITS OF THE MOW STRIP SHALL BE THE SAME AS THE LIMITS OF THE HTC INCLUDING TERMINAL SECTIONS.

12. REFLECTORS FOR HTC SHALL BE PROVIDED AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS FOR THE TYPE OF HTC BARRIER USED. COST SHALL BE INCLUDED IN HIGH TENSION CABLE MEDIAN BARRIER. MAXIMUM SPACING SHALL BE 50' OR AS DIRECTED BY THE ENGINEER.

13. HTC SYSTEM SHALL BE CHOSEN FROM THE DEPARTMENT'S APPROVED LIST TO BE USED WHERE MEDIAN SLOPES ARE STEEPER THAN 1:6 AND AS STEEP AS 1:4.

14. POST SPACING SHALL BE REDUCED IN AREAS WHERE A MEDIAN HAZARD IS PRESENT (i.e. MEDIAN PIER) AS DIRECTED BY THE ENGINEER. REDUCED POST SPACING SHALL NOT BE ANY SMALLER THAN THE MINIMUM SPACING ALLOWED PER MANUFACTURER'S SPECIFICATIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR MODIFYING POST SPACING.

15. ALL WORK REQUIRED FOR THE REMOVAL OF THE PORTION OF THE EXISTING HMA MOW STRIP, INCLUDING SAW CUTTING, SHALL BE INCLUDED IN THE COST FOR PAVED SHOULDER REMOVAL, AS SHOWN IN THE PLANS.

16. TWO WEEKS PRIOR TO PROJECT START-UP, CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS AS DIRECTED BY THE ENGINEER:

I-55 NORTH OF IL 4	IL 143 WEST OF I-55	NORTH OF THE SOUTHBOUND REST AREA
IL 4 WEST OF I-55	IL 143 EAST OF I-55	SOUTH OF THE NORTHBOUND REST AREA
IL 4 EAST OF I-55	I-270 WEST OF 3I	
IL 140 WEST OF I-55	I-70 EAST OF 3I	
IL 140 EAST OF I-55	I-55 SOUTH OF 3I	

THE CONTRACTOR SHALL MODIFY THE MESSAGE ON EACH SIGN AS DIRECTED BY THE ENGINEER, AS NEEDED.

THE CONTRACTOR SHALL BE AWARE THAT THE MESSAGE BOARDS MAY REQUIRE RELOCATION THROUGHOUT THE DURATION OF THE PROJECT WITH NO ADDITIONAL COMPENSATION BEING ALLOWED FOR THE RELOCATION.

I-55	RAMP
RUBBLIZE	RESURFACING
2" SMA	2" SMA
3" POLY BIND.	2.25" POLY BIND.
2.25" - 11" BIND.	2.25" - 4.25" BIND.

COMMITMENTS

NONE

17. THE CONTRACTOR SHALL BE AWARE THAT THE EXISTING CONCRETE PATCHES SHALL BE MILLED AS PART OF THE PROPOSED HMA SURFACE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE MILLING OF THE CONCRETE.
18. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF SIXTEEN (16) SANDBAGS PER BARRICADE.
19. ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.
20. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.
21. THE DISTRICT EIGHT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS.
22. THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4" WIDE, 5" HIGH, AND 5/8" DEEP. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.
23. THE CONTRACTOR SHALL SURVEY ALL GORE AREAS TO DETERMINE DRAINAGE PATTERNS. THE PROPOSED HMA SURFACING, SHALL BE PLACED TO PROVIDE FOR POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER.
24. SHORT-TERM PAVEMENT MARKINGS SHALL BE APPLIED TO THE FINISHED BINDER AND FINAL HMA SURFACE. ONLY QUANTITY REMOVED FROM FINAL SURFACE SHALL BE PAID AS WORK ZONE PAVEMENT MARKING REMOVAL. A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN ADDED TO THE PLANS.
25. THE CONTRACTOR SHOULD BE AWARE THAT ANY EXISTING PIPE UNDERDRAINS ENCOUNTERED DURING THE INSTALLATION OF THE NEW PIPE UNDERDRAINS SHALL BE REMOVED AND PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS. THE ENGINEER WILL DETERMINE THE ACTUAL AMOUNT REMOVED FOR PAYMENT.
26. ALL MARKERS USED TO DEFINE THE SURVEY CENTERLINE CONTROL POINTS (P.C.'s, P.T.'s, P.I.'s, P.O.T.'s) SHALL BE PRESERVED AS DIRECTED BY THE ENGINEER.
27. FOR INTERSTATES AND EXPRESSWAYS WITH POSTED SPEED LIMITS OF 55 MPH OR GREATER, TEMPORARY RAMPS SHALL BE CONSTRUCTED OF HMA MATERIAL MEETING THE APPROVAL OF THE ENGINEER, AND SHALL HAVE A MINIMUM TAPER RATE OF 1:100 (V:H). TEMPORARY RAMPS FOR OTHER ROADWAYS SHALL HAVE A MINIMUM TAPER RATE OF 1:40 (V:H). COLD-MILLED HMA TAILINGS WILL NOT BE PERMITTED FOR RAMPS.
28. TRAFFIC CONTROL AND PROTECTION STANDARD 701411 SHALL BE USED SIMULTANEOUSLY WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701401 TO MAINTAIN ACCESS TO THE ENTRANCE AND EXIT RAMPS. SETUPS ON EACH RAMP, REGARDLESS OF THE NUMBER REQUIRED, SHALL BE CONSIDERED ONE EACH.
29. THE CONTRACTOR SHOULD BE AWARE THAT THE INTENT OF THE TEMPORARY PAVEMENT MARKINGS SHOWN IN THE PLANS IS FOR IT TO BE PLACED ON THE HMA BINDER COURSE WHEN BOTH LANES ARE OPENED TO TRAFFIC FOR STAGES I & II, STAGES III & IV, STAGES V & VI AND STAGES VII & VIII.
30. THE CONTRACTOR IS TO BE AWARE THAT ADDITIONAL PROJECTS MAY BE UNDER CONSTRUCTION ADJACENT TO THIS PROJECT. CONTRACT 76601 (RESURFACING, BRIDGE REPAIR AND DECK OVERLAYS) 0.5 MILES NORTH OF IL 4 TO MACOUPIN COUNTY LINE. CONTRACT 76709 (BRIDGE REPLACEMENT AND NEW INTERCHANGE) AT THE EXISTING IL 162 INTERCHANGE.
31. THE CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH THE CONTRACTORS OF CONTRACTS 76601 AND 76709 TO MINIMIZE ANY POSSIBLE CONFLICTS. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER FIVE (5) WORKING DAYS IN ADVANCE OF ANY WORK THAT MAY AFFECT CONTRACTS 76601 AND 76709.
32. THE CONTRACTOR SHALL BE AWARE THAT IT WILL BE NECESSARY TO DO SOME DECK PATCHING ON STRUCTURES NO. 060-0002/0003, STA. 1002+99.01, AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS. DECK PATCHING AT THE BRIDGES MUST BE DONE UNDER THE LANE CLOSURES FOR THE RUBBLIZATION.
33. THE EXISTING HIGH TENSION CABLE MEDIAN BARRIER SHALL NOT BE REMOVED UNTIL 10 DAYS PRIOR TO STARTING THE STAGE CONSTRUCTION PHASE WORK.
34. THE EXCAVATION FOR THE 8'X3' BOX CULVERT AND JACKED PIPE CULVERT, AT THE IL 140 INTERCHANGE, SHALL BE DISPOSED OF WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. SEE SPECIAL PROVISIONS FOR "EXCAVATION - USE AND DISPOSAL".
35. TO ALLOW FOR EMERGENCY ACCESS IN A LANE-CLOSURE AREA, NO MORE THAN ONE OF THE FOUR THROUGH-TRAFFIC LANES SHALL BE CLOSED AT A TIME. THROUGHOUT THE LIFE OF THIS CONTRACT, LANE CLOSURES IN BOTH DIRECTIONS OF TRAVEL AT THE SAME TIME WILL NOT BE PERMITTED.
36. TO PROVIDE A DURABLE RIDING SURFACE DURING THE TIME THAT INCREASED TRAFFIC VOLUMES WILL BE PLACED ON A SINGLE LANE DURING STAGE CONSTRUCTION, PROVISIONS SHOULD BE MADE TO ASSURE THAT APPROPRIATE PAVEMENT PATCHING IS IN PLACE JUST PRIOR TO BEGINNING STAGE CONSTRUCTION. THE TYPE, SIZE AND LOCATION OF SUCH PATCHES WILL BE AS DIRECTED BY THE ENGINEER. SUCH PRE-STAGE PATCHING WILL BE PAID FOR IN ACCORD WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
37. ALL EXCAVATION REQUIRED FOR THIS PROJECT SHALL BE USED OR PROPERLY DISPOSED OF WITHIN THE PROJECT RIGHT OF WAY AND SHALL MEET THE REQUIREMENTS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

FILE NAME = C:\Documents and Settings\kar-lasael\Local Settings\Temporary Internet Files\Content.IE5\DRAWN8B0Z9F\0876C93-sht-gennote.dgn	USER NAME = kar-lasael	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / 1" IN. PLOT DATE = 8/9/2010	CHECKED -	REVISED -			55	60-(1,2)RS-2	MADISON	156	3	
					SCALE:	SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		
					CONTRACT NO. 76C93						

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED./10% STATE 1000	100% STATE Y002-1C	-----	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED./10% STATE 1000	100% STATE Y002-1C	-----
X4830030	PORTLAND CEMENT CONCRETE SHOULDERS 8" (SPECIAL)	SQ YD	13109	13109			40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	56418	56418		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	24	24			40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	121	121		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	40	40			42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	128	128		
20200100	EARTH EXCAVATION	CU YD	2490	2490			42100380	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"	SQ YD	7978	7978		
20300100	CHANNEL EXCAVATION	CU YD	1000	1000			42100615	PAVEMENT REINFORCEMENT	SQ YD	7978	7978		
20400800	FURNISHED EXCAVATION	CU YD	18350	18350			42101300	PROTECTIVE COAT	SQ YD	7978	7978		
25000200	SEEDING, CLASS 2	ACRE	75	75			44000100	PAVEMENT REMOVAL	SQ YD	8106	8106		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6750	6750			44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	320705	320705		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6750	6750			44000300	CURB REMOVAL	FOOT	3861	3861		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6750	6750			44004250	PAVED SHOULDER REMOVAL	SQ YD	75759	75759		
25100115	MULCH, METHOD 2	ACRE	75	75			44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	249	249		
25100630	EROSION CONTROL BLANKET	SQ YD	1608	1608			44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	443	443		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	7500	7500			44200962	CLASS B PATCHES, TYPE III, 9 INCH	SQ YD	20	20		
28000305	TEMPORARY DITCH CHECKS	FOOT	3438	3438			44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	66	66		
28000400	PERIMETER EROSION BARRIER	FOOT	3200	3200			44213100	PAVEMENT FABRIC	SQ YD	20	20		
28000500	INLET AND PIPE PROTECTION	EACH	68	68			44213200	SAW CUTS	FOOT	4621	4621		
28100103	STONE RIPRAP, CLASS A2	SQ YD	25972	25972			48101200	AGGREGATE SHOULDERS, TYPE B	TON	18836	18836		
28200200	FILTER FABRIC	SQ YD	25972	25972			48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	5742	5742		
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	50790	50790			48203100	HOT-MIX ASPHALT SHOULDERS	TON	74836	74836		
31101900	SUB-BASE GRANULAR MATERIAL, TYPE C	TON	2938	2938			50104400	CONCRETE HEADWALL REMOVAL	EACH	5	5		
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SQ YD	20122	20122			50105220	PIPE CULVERT REMOVAL	FOOT	2298	2298		
35600724	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	SQ YD	50773	50773			50300225	CONCRETE STRUCTURES	CU YD	36	36		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	262	262			50800105	REINFORCEMENT BARS	POUND	250	250		
40600300	AGGREGATE (PRIME COAT)	TON	1381	1381			50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3120	3120		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	5502	5502			50800515	BAR SPLICERS	EACH	192	192		
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	2589	2589			Z0026407	TEMPORARY SHEET PILING	SQ FT	694	694		
40600990	TEMPORARY RAMP	SQ YD	1126	1126			54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2	2		
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	117654	117654			54002020	EXPANSION BOLTS 3/4 INCH	EACH	208	208		
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	38629	38629			54010803	PRECAST CONCRETE BOX CULVERT 8' X 3'	FOOT	148	148		
							54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	2	2		

FILE NAME =	USER NAME = karlasal	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
01\pw-work\PWIDOT\KARLASAL\0120469\j8	6c93-sht-plan.dgn	DRAWN -	REVISED -			55	60-(1,2),RS-2	MADISON	156	4	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____					
	PLOT DATE = 6/24/2010	DATE -	REVISED -			FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT					

Rev

CONTRACT NO. 76C93

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		90% FED./10% STATE	100% STATE	-----	CODE NO	ITEM	UNIT		90% FED./10% STATE	100% STATE	-----
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	5	5		* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	10537.5	10537.5			
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	20	20		* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	13	13			
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	4	4		* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6			
54215424	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"	EACH	1	1		* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	9	9			
54215454	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 54"	EACH	2	2		* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	21	21			
54215979	REINFORCED CONCRETE PIPE ELBOW 24"	EACH	4	4		63200310	GUARDRAIL REMOVAL	FOOT	11715	11715			
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	4	4		63500105	DELINEATORS	EACH	467	467			
54248510	CONCRETE COLLAR	CU YD	8	8		63500120	DELINEATOR REMOVAL	EACH	117	117			
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	512	512		64200105	SHOULDER RUMBLE STRIPS	FOOT	237634	237634			
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	166	166		66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	3677	3677			
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	500	500		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12			
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	798	798		67000600	ENGINEER'S FIELD LABORATORY	CAL MO	12	12			
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	120	120		67100100	MOBILIZATION	L SUM	1	1			
542JA054	PIPE CULVERTS, CLASS A 54" (JACKED)	FOOT	362	362		70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	12	12			
54390090	INSERTION CULVERT LINER 12"	FOOT	192	192		70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1			
54390230	INSERTION CULVERT LINER 36"	FOOT	222	222		70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1			
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	2.8	2.8		70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1			
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	402	402		70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1			
60100074	SHOULDER REMOVAL AND REPLACEMENT 8"	FOOT	21005	21005		70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1			
60100081	SHOULDER REMOVAL AND REPLACEMENT 12"	FOOT	120265	120265		70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	50	50			
60102005	PIPE DRAINS 12" (SPECIAL)	FOOT	210	210		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	144	144			
60107700	PIPE UNDERDRAINS 6"	FOOT	258235	258235		70300100	SHORT-TERM PAVEMENT MARKING	FOOT	21376	21376			
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	9472	9472		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	17604	17604			
60222805	MANHOLES, TYPE A, 5'-DIAMETER, WITH MEDIAN INLET (604106)	EACH	1	1		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	269425	269425			
60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	2	2		70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	8920	8920			
60240366	INLETS, TYPE B, WITH MEDIAN INLET (604106)	EACH	1	1		70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	5627	5627			
60500060	REMOVING INLETS	EACH	5	5		70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	463706	463706			
60900515	CONCRETE THRUST BLOCKS	EACH	3	3		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	15176	15176			
						70400100	TEMPORARY CONCRETE BARRIER	FOOT	5412.5	5412.5			
						70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5412.5	5412.5			

*Specialty Items

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		90% FED. / 10% STATE	100% STATE	-----	CODE NO	ITEM	UNIT		90% FED. / 10% STATE	100% STATE	-----
			I000	Y002-1C					I000	Y002-1C			
72000100	SIGN PANEL - TYPE 1	SQ FT	280		280	X	80300100	LOCATING UNDERGROUND CABLE	FOOT	59598	59598		
72000200	SIGN PANEL - TYPE 2	SQ FT	21		21		X0301735	CONCRETE HEADWALL REPAIR	EACH	1	1		
72000300	SIGN PANEL - TYPE 3	SQ FT	4192		4192		X0322654	GRADE AND SHAPE MEDIAN DITCH CHECKS	EACH	6	6		
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	106	106			X0324743	SUBGRADE REINFORCEMENT	SQ YD	7978	7978		
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	2310	2310			X0325420	INSTALL FURNISHED SIGNS	EACH	24	24		
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	696	696		X	X0325606	HIGH TENSION CABLE MEDIAN BARRIER DEMONSTRATION	EACH	1	1		
73400100	CONCRETE FOUNDATIONS	CU YD	4.2	4.2		X	X0326677	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	FOOT	57398	57398		
78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQ FT	695	695		X	X0326687	REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	EACH	18	18		
78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	5627	5627		X	Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1		
78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	17604	17604			X0326692	MOTORIST AID CALL BOX REMOVAL	EACH	1	1		
78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	269425	269425			X0976500	END SECTIONS TO BE REMOVED	EACH	8	8		
78004240	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"	FOOT	8920	8920			X4421000	PARTIAL DEPTH PATCHING	TON	19	19		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	3417	3417			X4422025	PARTIAL DEPTH REMOVAL 2"	SQ YD	166	166		
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	12	12			X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	7888	7888		
78200410	GUARDRAIL MARKERS, TYPE A	EACH	118	118			X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	5627	5627		
78200530	BARRIER WALL MARKERS, TYPE C	EACH	432	432			Z0012710	CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL	EACH	402	402		
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	21	21			Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	143546	143546			Δ Z0014800	CULVERT TO BE CLEANED	FOOT	3285	3285		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	3425	3425			Z0017202	DOWEL BARS 1 1/2"	EACH	1668	1668		
							Δ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	62	62		
							X Z0029652	HIGH TENSION CABLE MEDIAN BARRIER	FOOT	57438	57438		
							X Z0029654	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	20	20		
							Z0030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1	1		

Δ Non-Participating
* Specialty Items

PAVEMENT AND SUBSURFACE INVESTIGATION SUMMARY

FAI 55 RUBBLIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station NB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information						
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O
726+60	X				6.5	11	4, rock		X		5.5	5	4	3								
709+00	X				6.5	10.5	4		X		8	>10	>10	>10								
691+40	X				7	10.5	4		X													
673+80	X				6.5	11	4		X		5.5	8	>10	>10								
656+20	X				6.5	11	4		X													
638+60	X				7	11	4		X													
621+00	X				7	10.5	4		X		5.5	7	>10	>10								
603+40	X				6.5	11	4		X													
588+00	X																					

FAI 55 RUBBLIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station NB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information							
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
955+40	X				6	12	3		X		4	7	>10										
937+80	X				7	10.5	3.5		X		5.5	8.4	4										
920+20	X				6.5	12	1		X		>10	10	10										
902+60	X				6.8	11	2		X		>10	>10											
885+00	X				6.25	10.75	4, ROCK			X	1.7	>10	>10										
867+40	X																						
858+10	X				5.5	10.75	ROCK	UNDER BRIDGE 060-0180				MAPLE RD.											
849+80	X				2.5	10.5	4.5, ROCK			X	1.7	5.5	10										
832+20	X																						
814+60	X				2.75	10.75	BROK	4.5, ROCK		X	3	4	8.4										
797+00	X																						
779+40	X				6.5	11, BROKEN	4, ROCK			X	4	>10	>10										
761+80	X																						
744+20	X				3	11.5	3, ASPHALT DRILLED TO BITS				5.5	>10	8.4										
738+40	X				3.5	10.5	3.5, ASPHALT	UNDER BRIDGE 060-0073				IL 140											

FAI 55 RUBBLIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station NB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information							
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
1254+60	X				3.5, BROKEN	12, BROKEN				X	5.5	5.5	5.5	7									
1237+00	X				6	10.5	4			X	EROD	3	8.4	4	3								
1219+40	X				6.5	10	6		X		3	4	8.4										
1201+80	X				4	11, DOWEL B	4, ASPHALT, NO ROCK		X		3	>10	>10										
1189+70	X				4	10.55	3+, ASPHALT	UNDER BRIDGE 069-0001				IC RAILROAD				(PATCH 30' S TO 30' N in NB DL & PL)							
1184+20	X				4	10.5, FABRIC	4, ASPHALT, NO ROCK		X		4	10	7										
1166+60	X				4, BROKEN	14, PATCH	4	X			1.7	3	5.5			BRIDGE 060-0178	GOSHEN RD.						
1149+00	X				8, BROKEN	11, FABRIC R	4		X		3	4	7										
1131+40	X				6.5	10.5, PAVT F	9	X			3	4	3										
1117+60	X				3.5	10.5	4, ASPHALT	UNDER BRIDGE 060-0148				IL 143											
1113+80	X				3.5	11, PAVT FAB	4, OIL&CHIP, NO ROC		X		>10	>10	5.5	>10									
1096+20	X				8, BROKEN	10, PAVT FAB	6		X		1.7	>10	>10										
1078+60	X				6	11, PAVT FAB	4	X			3	5.5	>10										
1061+00	X				5, BROKEN	12	4		X		4	5.5	>10										
1043+40	X				7.5	10.5, REBAR	4		X		1.7	4	5.5										
1025+80	X				6, BROKEN	10	4, ROCK			X	7	8.4	>10	10									
1008+20	X				6.5	10.5	4.5, ROCK			X	3	7	10	10									
990+60	X				6	11	4		X		7	5.5	10	>10									
977+40	X				6	11.5	ROCK	UNDER BRIDGE 060-0179				FRUIT RD.											
973+00	X				6	11.5	4		X		5.5	>10	7	7									

IBV < 4 MAY INDICATE POTENTIAL PROBLEM AREAS

FILE NAME = ...\\DB76C93-ah-PAVEMENTCORES.dgn CONSULTING ENGINEERS Springfield, Illinois	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CORE RESULTS NB DRIVING LANE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -						55	60-(1,2)RS-2	MADISON	156	8			
	PLOT DATE = 06/23/2010 15:31:54	CHECKED -	REVISED -						SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 76C93			
	DATE -	REVISED -	ILLINOIS FED. AID PROJECT													

PAVEMENT AND SUBSURFACE INVESTIGATION SUMMARY

FAI 55 RUBBILIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station NB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information							
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
744+20			X		6.5	10.5	3.5	x															
726+60			X		7	10.5	3.5	x															
709+00			X		6.5	11	4	x															
691+40			X		7	11	4	x															
673+80			X		7	10.5	4	x															
656+20			X		7	11	4	x															
			X																				
			X																				
			X																				

FAI 55 RUBBILIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station NB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information								
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O		
896+00			X		6.5	10.25	4, ROCK		X			1.7	> 10											
878+40			X																					
860+80			X		7	11	4, ROCK		X			4	5.5	> 10										
843+20			X		3	11	5.5, ROCK		X			5.5	5.5	8.4										
825+60			X																					
808+00			X																					
790+40			X		6, DAMAGED	10.75, BROK	6, ROCK		X			7	> 10											
772+80			X																					
755+20			X		6.75	10.5	5, ROCK		X			4	10	10										

FAI 55 RUBBILIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station NB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information								
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O		
1253+60			X		5.75	10	ROCK																	
1248+00			X		5	8.5	8.5		X			10	> 10	7										
1230+40			X		5	9	6		X			> 10	> 10	3										
1212+80			X		6	12	4			X		7	6.2											
1195+20			X		5	8.5	4		X			4	7	4										
1177+60			X																					
1160+00			X		6	10.25	6, ROCK		X			4	4	5.5										
1142+40			X																					
1124+80			X		3.25	10.5	4, ASPHALT					4	7	10										
1107+20			X																					
1089+60			X		5	10	4, ROCK		X			3	4	8.4										
1072+00			X																					
1054+40			X		5.5	10.25	3, ROCK		X			3	8.4	> 10										
1036+80			X																					
1019+20			X		5.75	10.5	6, ROCK		X			10	> 10	10										
1001+60			X																					
984+00			X		5.75	10.25	6, ROCK		X			5.5	4	5.5										
966+40			X																					
948+80			X		6.5	10.25	6, BROK	6, ROCK		X		> 10	> 10	> 10										
931+20			X																					
913+60			X		6.5	10.5	5, ROCK		X			3	4	> 10										

IBV < 4 MAY INDICATE POTENTIAL PROBLEM AREAS

PAVEMENT AND SUBSURFACE INVESTIGATION SUMMARY

FAI 55 RUBBLIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station SB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information							
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
726+60			X		7.5	10.5	3, ROCK			X	10	5.5	7	8.4									
709+00			X		6.5	11	4, ROCK		X		5.5	4	5.5	10									
691+40			X		7	11	4			X	3	5.5	>10	>10									
673+80			X		7	10.5	5.5		X		4	>10											
656+20			X		7	11	5		X		4	7											
638+60			X		9, BROKEN	9	4		X		7	8.4											
621+00			X		5.5	9	5		X		>10	10											
603+40			X		5.5	8.5	8		X		7	5.5											

FAI 55 RUBBLIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

CONTRACT 76C93
JOB NO. D-98-038-09

Station SB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information							
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
902+60			X		7	11	3, ROCK			X	4	>10	>10										
885+00			X		7	11	4, ROCK			X	4	8.4	10	>10									
867+40			X		6.25	11	2, ROCK			X	10	>10	7										
849+80			X		6	11	6, ROCK			X	5.5	8.4	8.4	>10									
832+20			X		3.5	12	3, ROCK		X		3	4	>10	>10									
814+60			X		3.5	12.5	3, ROCK		X		1.7	4	4	10									
797+00			X		3	12	6		X		4	>10	10	>10									
779+40			X		6.5	12	2, ROCK		X		8.4	7	5.5										
761+80			X		6.5	11.5	2, ROCK			X	3	3	5.5	7									
744+20			X		3.5	10.5	3.5, BAM			X	8.4	>10	>10	>10									

FAI 55 RUBBLIZING AND RESURFACING
1-55 (FROM I-270 TO IL 4) MADISON COUNTY

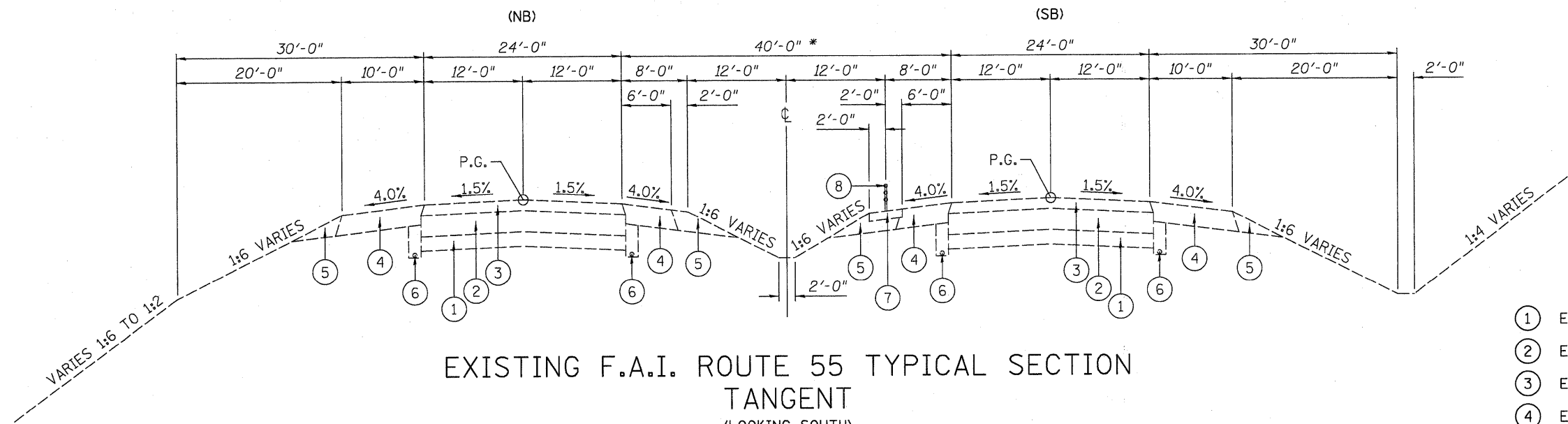
CONTRACT 76C93
JOB NO. D-98-038-09

Station SB	Location				Thickness, in.			Subbase Condition			Subgrade IBV					Soil Information							
	DS	DL	PL	PS	AC Overlay	PCC	Subbase	Good	Fair	Poor	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
1254+60			X																				
1237+00			X		5.75	10	5, ROCK		X		>10	8.4	7										
1219+40			X																				
1201+80			X		3.75	10.25	3, ASPHALT DRILLED TO BITS				>10	>10	5.5										
1184+20			X																				
1166+20			X		6.75	10.25	3, ROCK			X	3	3	5.5			BRIDGE 060-0178			GOSHEN RD.				
1149+00			X																				
1131+40			X		6.5	10	4.5, ROCK		X		4	4	8.4										
1113+80			X																				
1096+20			X		6.75	10.25	5		X	Frozen	8.4	>10											
1078+60			X		5.5	10.25	4, ROCK		X		5.5	>10	>10										
1061+00			X																				
1043+40			X		7	11	4		X		1.7	10	>10										
1025+80			X		7	10.5	4		X		5.5	8.4	8.4										
1008+20			X		6.25	10.5	CRACKED		X		4	8.4	>10	>10									
990+60			X		6.25	11	4		X		7	7	>10										
973+00			X		6.5	11.5	4		X		7	8.4	4	4									
955+40			X		6	11	4		X		4	4	8.4	10									
937+80			X		7	11	3.5, W/ MUD			X	1.7	3											
920+20			X		6.5	11.5	4, ROCK		X		10	4	1.7	1.7									

IBV < 4 MAY INDICATE POTENTIAL PROBLEM AREAS

FILE NAME = ...D876C93-ah-PAVEMENTCORES.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CORE RESULTS SB PASSING LANE	F.A.I. RTE. 55	SECTION 60-1,2,RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 11	
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 76C93		
	PLOT DATE = 06/23/2010 15:31:56	CHECKED -	REVISED -						ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -								

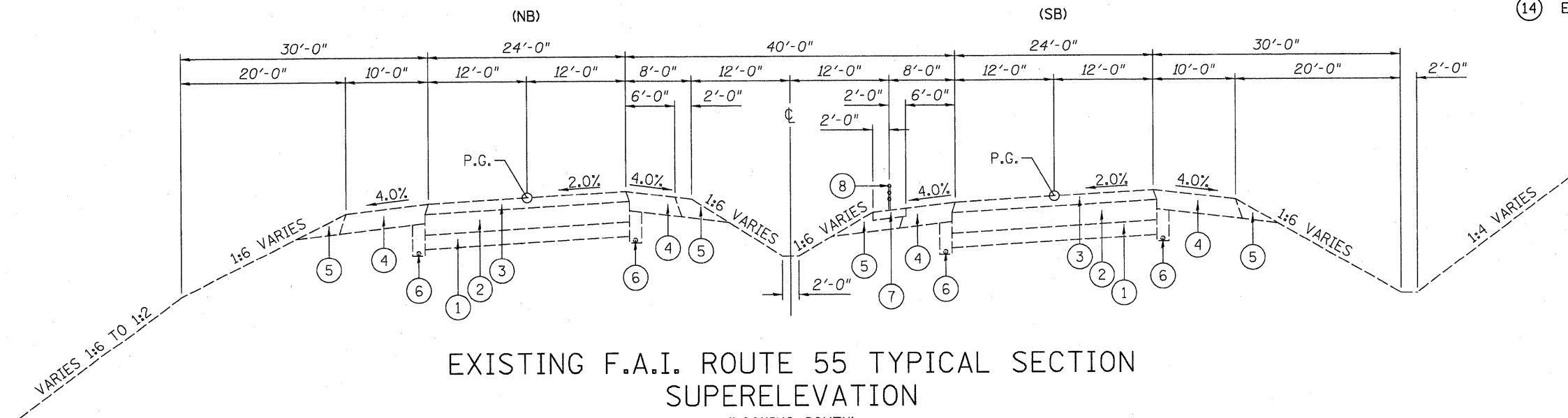
* MEDIAN WIDTH VARIES 40' TO 32' TO 40'
 (SEE PLANS)
 STA. 733+45.68 TO STA. 743+57.58
 STA. 1112+26.20 TO STA. 1122+38.10
 STA. 1184+99.83 TO STA. 1195+11.78



EXISTING F.A.I. ROUTE 55 TYPICAL SECTION
 TANGENT
 (LOOKING SOUTH)

STA. 668+00 TO STA. 675+46.70
 STA. 688+00.90 TO STA. 1034+84
 STA. 1052+40 TO STA. 1263+98

- ① EXISTING GRANULAR SUB-BASE 7"
- ② EXISTING P.C.C. PAVEMENT 10"
- ③ EXISTING HMA SURFACE COURSE (VARIES 3"± TO 8"±)
- ④ EXISTING HMA SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE A
- ⑥ EXISTING PIPE UNDERDRAINS 6"
- ⑦ EXISTING HMA SHOULDER 4" (MOW STRIP)
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER (SEE PLANS FOR LOCATIONS)
- ⑨ EXISTING STABILIZED SUB-BASE 4"
- ⑩ EXISTING P.C.C. PAVEMENT 9" (IL 140), 8" (IL 143), 9 3/4" (I-55 REST AREA)
- ⑪ EXISTING LIME MODIFIED SOIL 12"
- ⑫ EXISTING GRANULAR MATERIAL, TYPE C
- ⑬ EXISTING P.C.C. SHOULDER - 8"
- ⑭ EXISTING AGGREGATE SHOULDER, TYPE B



EXISTING F.A.I. ROUTE 55 TYPICAL SECTION
 SUPERELEVATION
 (LOOKING SOUTH)

STA. 675+46.70 TO STA. 688+00.90
 STA. 1034+84 TO STA. 1052+40

FILE NAME = ...VCADD\d876o93-sh-typical.dgn
 Johnson, Depp & Gulseberry
 CONSULTING ENGINEERS
 Springfield, Illinois

USER NAME = SJS	DESIGNED -	REVISED -
PLOT SCALE = 8.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 08/04/2010 09:35:57	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

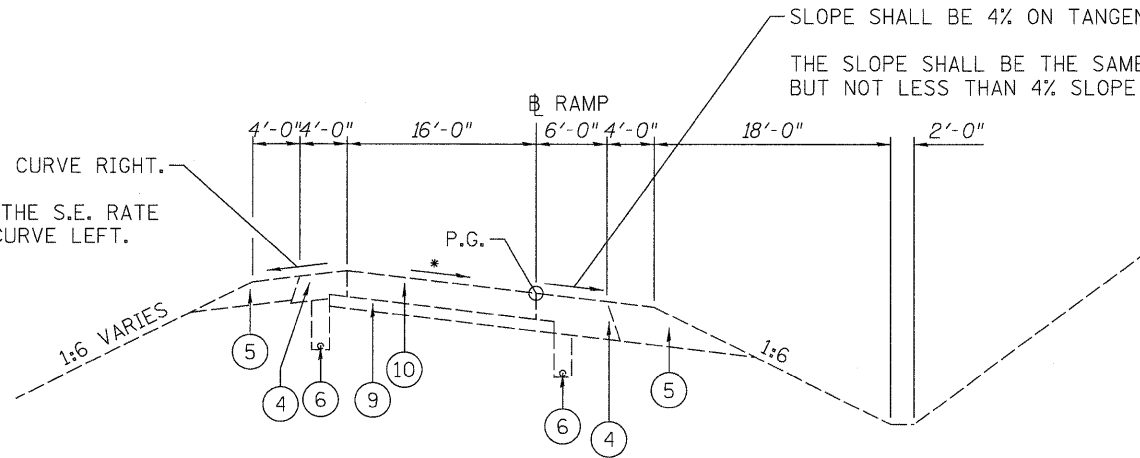
EXISTING TYPICAL SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1,2RS-2	MADISON	156	12
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C93	

SLOPE SHALL BE 4% ON TANGENT OR CURVE RIGHT.
THE SLOPE SHALL BE THE SAME AS THE S.E. RATE BUT NOT LESS THAN 4% SLOPE ON CURVE LEFT.

SLOPE SHALL BE 4% ON TANGENT OR CURVE LEFT.
THE SLOPE SHALL BE THE SAME AS THE S.E. RATE BUT NOT LESS THAN 4% SLOPE ON CURVE RIGHT.

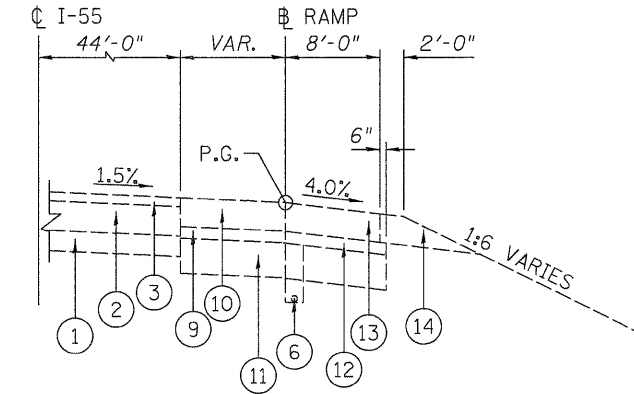
* 1.5% SLOPE ON TANGENT.
SLOPE VARIES ON S.E. (MAX. 8%)
(SEE PLANS)



EXISTING RAMP TYPICAL SECTION

(IL 140, IL 143 INTERCHANGES)

(IL 140)	(IL 143)
STA. 100+33.51 TO STA. 110+60.25	STA. 100+34.16 TO STA. 112+53.81
STA. 205+29.93 TO STA. 218+80.54	STA. 205+29.93 TO STA. 219+46.17
STA. 300+38.11 TO STA. 309+96.69	STA. 300+34.16 TO STA. 312+51.31
STA. 405+29.93 TO STA. 418+61.09	STA. 405+29.93 TO STA. 418+31.19

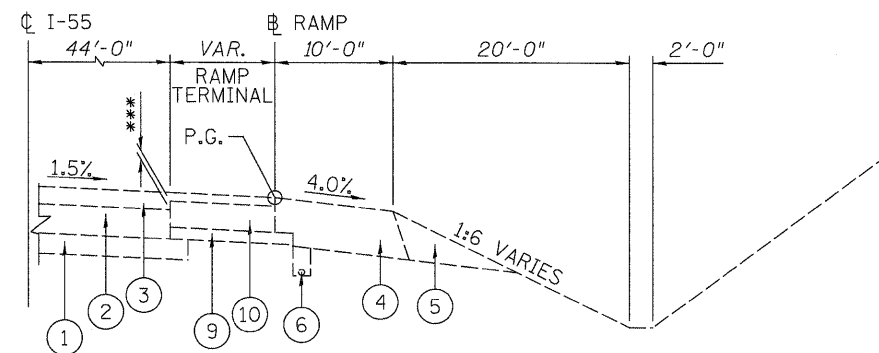


EXISTING RAMP TERMINAL TYPICAL SECTION

(I-55 NB & SB REST AREAS)

(I-55 SB)
STA. 100+00.00 TO STA. 108+60.00
STA. 134+30.00 TO STA. 150+66.51
(I-55 NB)
STA. 100+00.00 TO STA. 108+75.00
STA. 134+10.00 TO STA. 149+17.80

*** IL 140
RAMP 1 - 3 1/4"
RAMP 2 - 3 1/4"
RAMP 3 - 3"
RAMP 4 - 3"
IL 143
RAMP 1-4 - 3"



EXISTING RAMP TERMINAL TYPICAL SECTION

(IL 140, IL 143 INTERCHANGES)

(IL 140)	(IL 143)
STA. 110+60.25 TO STA. 120+10.21	STA. 112+53.81 TO STA. 122+04.08
STA. 200+00.00 TO STA. 205+29.93	STA. 200+00.00 TO STA. 205+29.93
STA. 309+96.69 TO STA. 319+46.46	STA. 312+51.31 TO STA. 322+01.59
STA. 400+00.00 TO STA. 405+29.93	STA. 400+00.00 TO STA. 405+29.93

- ① EXISTING GRANULAR SUB-BASE 7"
- ② EXISTING P.C.C. PAVEMENT 10"
- ③ EXISTING HMA SURFACE COURSE (VARIES 3"± TO 8"±)
- ④ EXISTING HMA SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE A
- ⑥ EXISTING PIPE UNDERDRAINS 6"
- ⑦ EXISTING HMA SHOULDER 4" (MOW STRIP)
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER (SEE PLANS FOR LOCATIONS)
- ⑨ EXISTING STABILIZED SUB-BASE 4"
- ⑩ EXISTING P.C.C. PAVEMENT 9" (IL 140), 8" (IL 143), 9 3/4" (I-55 REST AREA)
- ⑪ EXISTING LIME MODIFIED SOIL 12"
- ⑫ EXISTING GRANULAR MATERIAL, TYPE C
- ⑬ EXISTING P.C.C. SHOULDER - 8"
- ⑭ EXISTING AGGREGATE SHOULDER, TYPE B

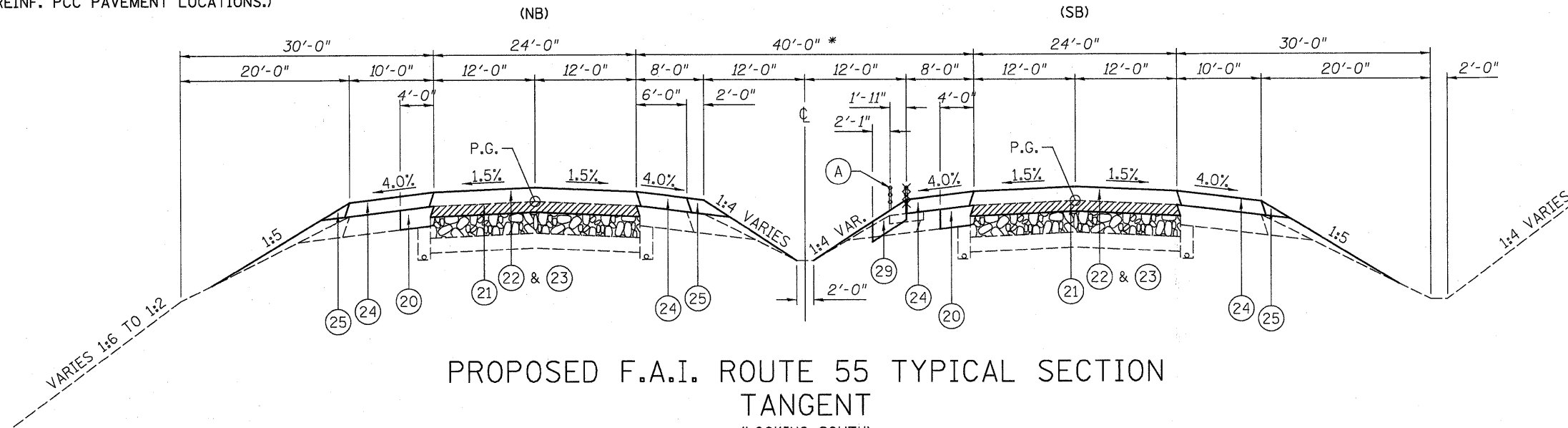
FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\cedd\td876093-sht-typsoal.dgn		DRAWN -	REVISED -						55	60-(1,2)RS-2	MADISON	156	13
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 8.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76C93				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 06/23/2010 15:32:02	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

NOTE 1:
PIPE UNDERDRAINS REPLACED DURING
PRE-CONSTRUCTION WORK.
(EXCEPT WITHIN THE LIMITS OF THE CONTIN.
REINF. PCC PAVEMENT LOCATIONS.)

* (SEE EXISTING TYPICAL SECTION)

(A) SEE TYPICAL SECTION DETAIL FOR RELOCATION OF CABLE BARRIER.
(SEE PLANS FOR LOCATIONS)

- (20) PROPOSED HMA BASE COURSE 12" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) PROPOSED HMA SURFACE COURSE 2"
- (23) PROPOSED HMA BINDER COURSE 9/2" (SEE NOTE 2)
- (24) PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- (25) PROPOSED AGGREGATE SHOULDER, TYPE B
- (26) PROPOSED HMA SURFACE COURSE 2"
- (27) PROPOSED HMA BINDER COURSE 2 1/4"
- (28) PROPOSED HMA SHOULDER 12"
- (29) PROPOSED RIPRAP, CLASS A2 (6" THICK) WITH FILTER FABRIC
- (30) PROPOSED HMA PAVEMENT 8 1/4" OR 8 1/2" (SEE PLAN/PROFILE SHEETS)
- (31) PROPOSED SUBGRADE REINFORCEMENT
- (32) PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- (33) PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"
- (34) PROPOSED PIPE UNDERDRAINS 6"
- (35) PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001)
- (36) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C
- (37) PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- (38) PROPOSED PAVEMENT REINFORCEMENT



PROPOSED F.A.I. ROUTE 55 TYPICAL SECTION
TANGENT

(LOOKING SOUTH)

STA. 668+00 TO STA. 675+93.53
STA. 688+48.20 TO STA. 734+00
STA. 734+00 TO STA. 1001+45 (N.B.)
STA. 734+00 TO STA. 1002+24 (S.B.)
(BRIDGE RESURFACING OMISSION)
STA. 1003+72 TO STA. 1033+86.46 (N.B.)
STA. 1004+51 TO STA. 1033+86.46 (S.B.)
STA. 1052+74.72 TO STA. 1114+80
STA. 1121+00 TO STA. 1263+98

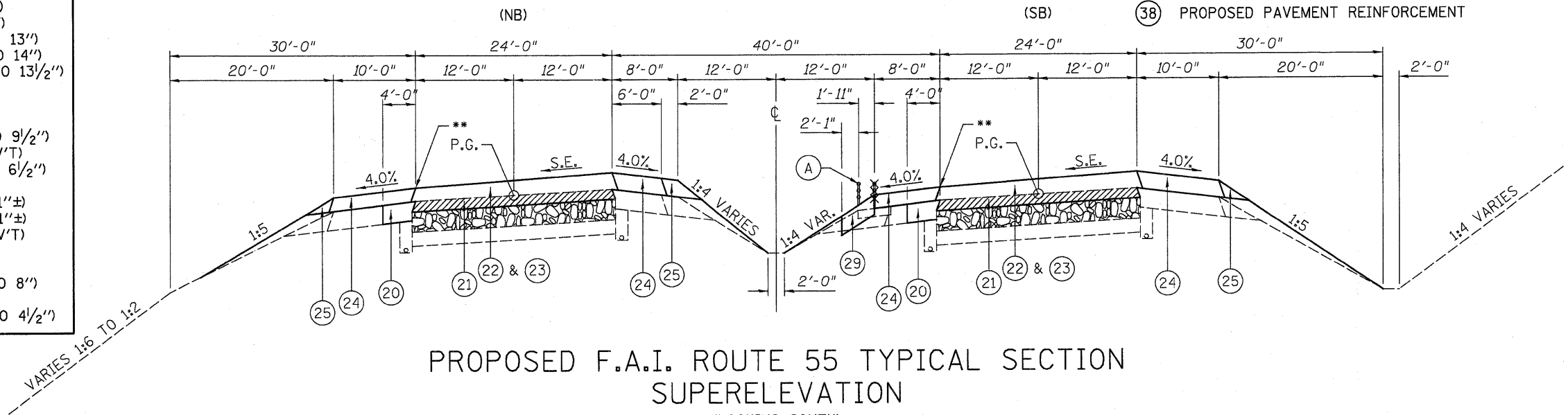
NOTE 2:
PROPOSED HMA BINDER COURSE THICKNESS VARIES -
FOR THE FOLLOWING LOCATIONS
SEE PLANS/PROFILE SHEETS FOR PROFILE CORRECTIONS
OR PAVEMENT TRANSITIONS.

STA. 695+00 TO STA. 699+00 (N.B. & S.B.) (9 1/2" TO 11")
STA. 731+25 TO STA. 734+00 (N.B. & S.B.) (9 1/2" TO 11")
STA. 743+00 TO STA. 745+07.12 (N.B. & S.B.) (10" TO 9 1/2")
STA. 987+20 TO STA. 995+84.30 (N.B.) (9 1/2" TO 11")
STA. 987+20 TO STA. 995+89.42 (S.B.) (9 1/2" TO 11")
STA. 1011+59.95 TO STA. 1019+16 (N.B.) (9 1/2" TO 14")
STA. 1011+63.06 TO STA. 1019+16 (S.B.) (9 1/2" TO 14")
STA. 1109+21 TO STA. 1114+80 (N.B. & S.B.) (9 1/2" TO 13")
STA. 1121+00 TO STA. 1126+26 (N.B. & S.B.) (9 1/2" TO 14")
STA. 1227+68 TO STA. 1232+68 (N.B. & S.B.) (9 1/2" TO 13 1/2")

DO NOT RUBBLIZE THE FOLLOWING AREAS.

STA. 668+00 TO STA. 670+00 (N.B. & S.B.) (4 1/2" TO 9 1/2")
STA. 734+00 TO STA. 743+00 (N.B. & S.B.) (PCC PAV'T)
STA. 855+64 TO STA. 862+04 (N.B. & S.B.) (9 1/2" TO 6 1/2")
STA. 975+60 TO STA. 979+70 (N.B.) (9 1/2" TO 6")
STA. 995+84.30 TO STA. 1011+59.95 (N.B.) (9 1/2" TO 1"±)
STA. 995+83.29 TO STA. 1011+63.06 (S.B.) (9 1/2" TO 1"±)
STA. 1114+80 TO STA. 1121+00 (N.B. & S.B.) (PCC PAV'T)
STA. 1163+70 TO STA. 1168+80 (N.B.) (9 1/2" TO 5")
STA. 1164+00 TO STA. 1169+10 (S.B.) (9 1/2" TO 5")
STA. 1187+50 TO STA. 1192+50 (N.B. & S.B.) (9 1/2" TO 8")
STA. 1250+50 TO STA. 1256+90 (S.B.) (9 1/2" TO 3")
STA. 1261+98 TO STA. 1263+98 (N.B. & S.B.) (9 1/2" TO 4 1/2")

** LOW SIDE MIN. THICKNESS 1 1/2" (SEE PLANS FOR PROPOSED S.E. INFO)



PROPOSED F.A.I. ROUTE 55 TYPICAL SECTION
SUPERELEVATION

(LOOKING SOUTH)

STA. 674+93.53 TO STA. 688+48.20
STA. 1033+86.46 TO STA. 1052+74.72



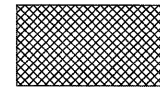
- PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (VARIES 3"± TO 8"±)



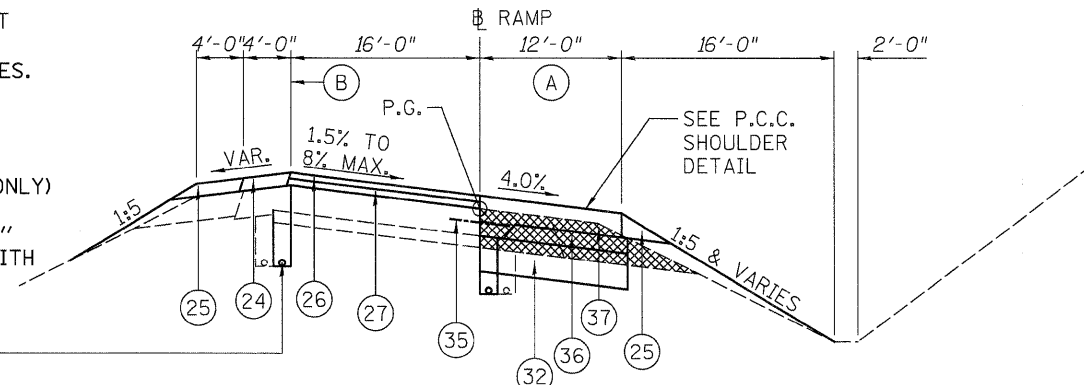
- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I AS DESCRIBED IN THE SPECIAL PROVISIONS)

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \CADD\1876e93-ah-typical.dgn		DRAWN -	REVISED -					55	60-1,2RS-2	MADISON	156	14
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 8.0000' / IN.	CHECKED -	REVISED -					CONTRACT NO. 76C93				
	PLOT DATE = 08/04/2010 09:36:28	DATE -	REVISED -					SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

- Ⓐ SHOULDER SLOPES AT SAME RATE AS PAVEMENT BUT NOT LESS THAN SHOWN.
- Ⓑ MAX. 8% ROLL-OVER. SHOULDER SLOPE 4.0% & VARIES.

 - REMOVE EXISTING HMA SHOULDER AND AGGREGATE SHOULDER (OUTSIDE ONLY)


REMOVE EXISTING "NO PARKING SIGNS" FROM ALL RAMPS. TO BE REPLACED WITH NEW SIGNS (SEE SCHEDULES).




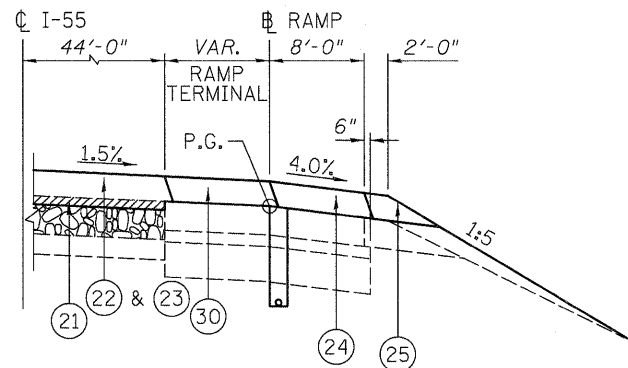
PROPOSED RAMP TYPICAL SECTION

(IL 140, IL 143 INTERCHANGES)

(IL 140)	(IL 143)
STA. 100+33.51 TO STA. 110+60.25	STA. 100+34.16 TO STA. 112+53.81
STA. 205+29.93 TO STA. 218+80.54	STA. 205+29.93 TO STA. 219+46.17
STA. 300+38.11 TO STA. 309+96.69	STA. 300+34.16 TO STA. 312+51.31
STA. 405+29.93 TO STA. 418+61.09	STA. 405+29.93 TO STA. 418+31.19

 - PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (VARIES 3"± TO 8"±)

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I AS DESCRIBED IN THE SPECIAL PROVISIONS)



PROPOSED RAMP TERMINAL TYPICAL SECTION

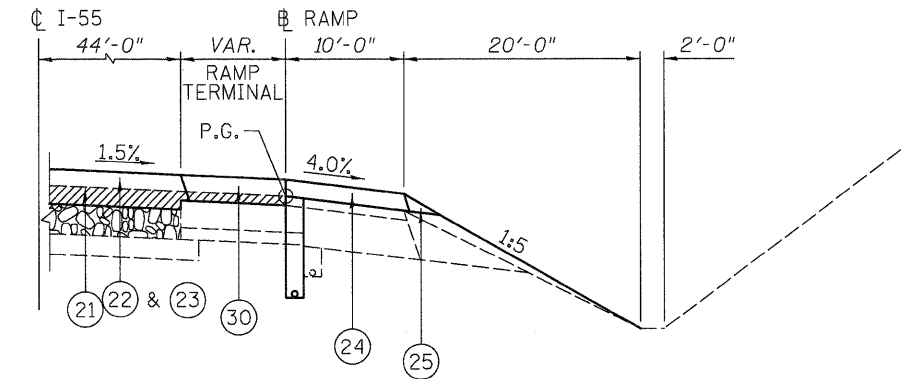
(I-55 NB & SB REST AREAS)

(I-55 SB)	STA. 100+00.00 TO STA. 108+60.00
STA. 134+30.00 TO STA. 150+66.51	
(I-55 NB)	STA. 100+00.00 TO STA. 108+75.00
STA. 134+10.00 TO STA. 149+17.80	

- Ⓐ PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- Ⓑ PROPOSED HMA SURFACE COURSE 2"
- Ⓒ PROPOSED HMA BINDER COURSE 9 1/2"
- Ⓓ PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- Ⓔ PROPOSED AGGREGATE SHOULDER, TYPE B
- Ⓕ PROPOSED HMA SURFACE COURSE 2"
- Ⓖ PROPOSED HMA BINDER COURSE 2 1/4" & VARIABLE
- Ⓗ PROPOSED HMA SHOULDER 12"
- Ⓙ PROPOSED RIPRAP, CLASS A2 (6" THICK) WITH FILTER FABRIC
- Ⓚ PROPOSED HMA PAVEMENT 8 1/4" OR 8 1/2" (SEE PLAN/PROFILE SHEETS)
- Ⓛ PROPOSED SUBGRADE REINFORCEMENT
- Ⓜ PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- Ⓨ PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"
- Ⓩ PROPOSED PIPE UNDERDRAINS 6"
- Ⓟ PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001) TIE BARS SHALL BE INCLUDED IN THE COST OF P.C.C. SHOULDERS 8" (SPECIAL).
- Ⓠ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C
- Ⓡ PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- Ⓢ PROPOSED PAVEMENT REINFORCEMENT

NOTES:
 (IL 140, IL 143 INTERCHANGES)
 SEE PROFILE TRANSITION ON RAMPS FROM 8 1/4" OR 8 1/2" TO 4 1/4" THICKNESS

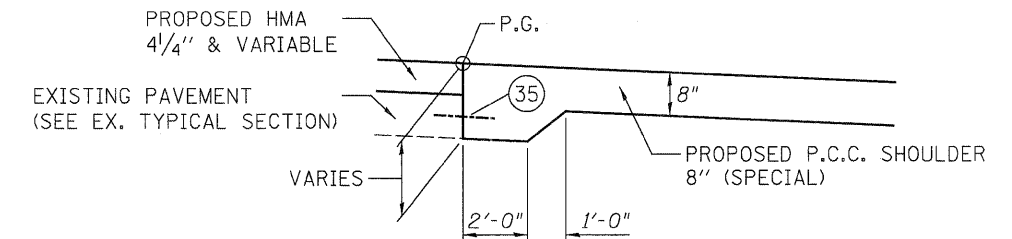
(I-55 NB & SB REST AREAS)
 SEE PROFILE TRANSITION ON RAMPS TO MATCH EXISTING RAMP (BUTT JOINT)



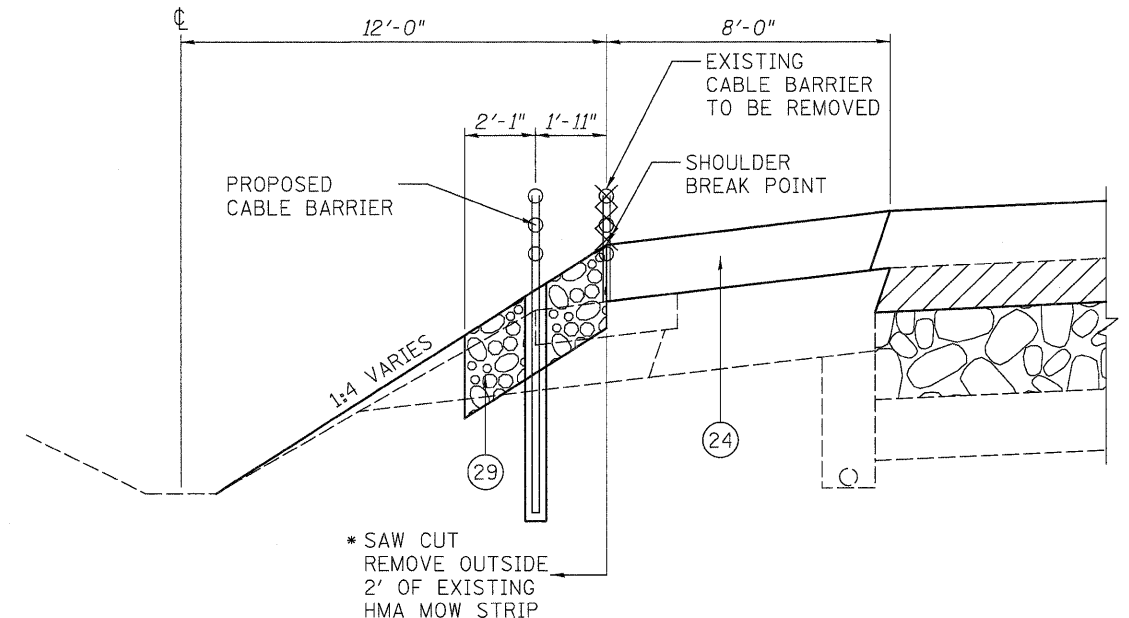
PROPOSED RAMP TERMINAL TYPICAL SECTION

(IL 140, IL 143 INTERCHANGES)

(IL 140)	(IL 143)
STA. 110+60.25 TO STA. 120+10.21	STA. 112+53.81 TO STA. 122+04.08
STA. 200+00.00 TO STA. 205+29.93	STA. 200+00.00 TO STA. 205+29.93
STA. 309+96.69 TO STA. 319+46.46	STA. 312+51.31 TO STA. 322+01.59
STA. 400+00.00 TO STA. 405+29.93	STA. 400+00.00 TO STA. 405+29.93




PROPOSED RAMP P.C.C. SHOULDER DETAIL



RELOCATION OF CABLE BARRIER TYPICAL SECTION

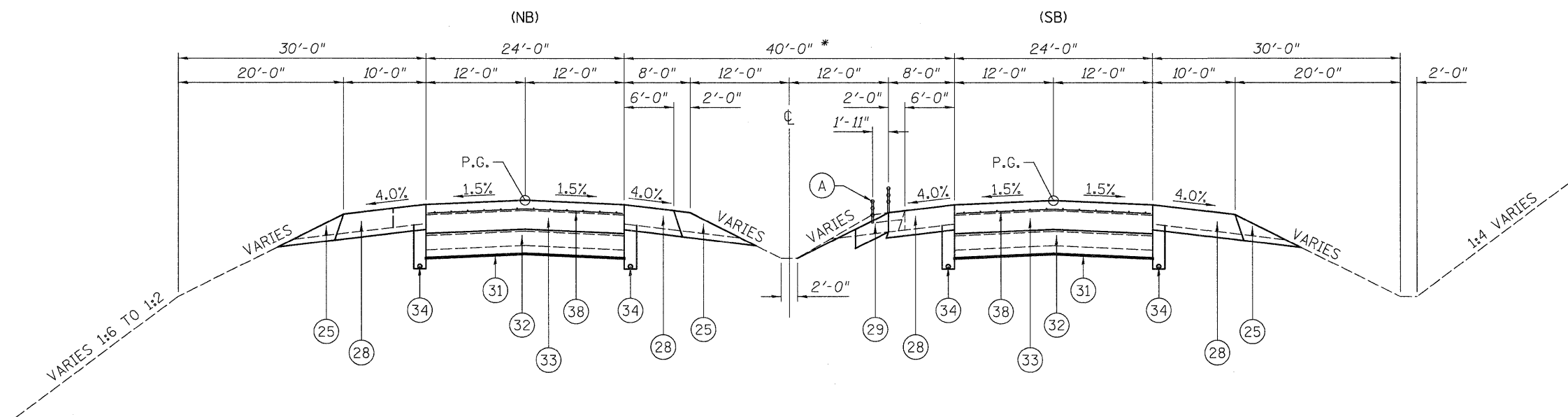
(SEE PLANS FOR LOCATION)

* TO BE PAID FOR AT THE CONTRACT UNIT PRICE SQ. YD. FOR PAVED SHOULDER REMOVAL INCLUDING SAW CUT.

FILE NAME = ...oad\d876e93-ht-tp101.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 8.0000' / IN.	DRAWN -	REVISED -					55	60-(1,2)RS-2	MADISON	156	15
PLOT DATE = 06/23/2010 15:32:04	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76C93							
	DATE	REVISED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

(A) SEE TYPICAL SECTION DETAIL FOR RELOCATION OF CABLE BARRIER.
(SEE PLANS FOR LOCATIONS)

* (SEE EXISTING TYPICAL SECTION)



PROPOSED F.A.I. ROUTE 55 PCC PAVEMENT TYPICAL SECTION
(LOOKING SOUTH)

STA. 734+00 TO STA. 743+00
STA. 1114+80 TO STA. 1121+00

NOTES: SEE PCC PAVMENT CONNECTION JOINT DETAIL FOR TYING TO PROPOSED HMA PAVEMENT.

EXISTING PAVEMENT IS TO BE REMOVED WITHIN THE LIMITS SHOWN ABOVE WILL BE PAID FOR AS PAVEMENT REMOVAL.

EXISTING SHOULDERS ARE TO BE REMOVED WITHIN THE LIMITS SHOWN ABOVE WILL BE PAID FOR AS PAVED SHOULDER REMOVAL.

- (20) PROPOSED HMA BASE COURSE 12" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) PROPOSED HMA SURFACE COURSE 2"
- (23) PROPOSED HMA BINDER COURSE 9 1/2"
- (24) PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- (25) PROPOSED AGGREGATE SHOULDER, TYPE B
- (26) PROPOSED HMA SURFACE COURSE 2"
- (27) PROPOSED HMA BINDER COURSE 2 1/4"
- (28) PROPOSED HMA SHOULDER 12"
- (29) PROPOSED RIPRAP, CLASS A2 (6" THICK) WITH FILTER FABRIC
- (30) PROPOSED HMA PAVEMENT 8 1/4" OR 8 1/2" (SEE PLAN/PROFILE SHEETS)
- (31) PROPOSED SUBGRADE REINFORCEMENT
- (32) PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- (33) PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"
- (34) PROPOSED PIPE UNDERDRAINS 6"
- (35) PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001)
- (36) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C
- (37) PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- (38) PROPOSED PAVEMENT REINFORCEMENT

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\cadd\d876093-ah-typicoel.dgn		DRAWN -	REVISED -		55	60-(1,2)RS-2	MADISON	156	16				
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 8.0000' / IN.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 76C93				
	PLOT DATE = 06/23/2010 15:32:04	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
LOCATION	UNIT
RT., STA. 1191+00	6
RT., STA. 1191+57	6
RT., STA. 1191+60	12
TOTAL =	24

TREE REMOVAL (OVER 15 UNITS DIAMETER)	
LOCATION	UNIT
RT., STA. 1250+34	40
TOTAL =	40

EARTH EXCAVATION FURNISHED EXCAVATION				
LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.
FAI 55 STA. 668+00 TO STA. 1001+85 BRIDGE OMISSION STA. 1004+12 TO STA. 1263+98	0	0	9891.9	-9891.9
IL 140 RAMPS STA. 100+33 TO STA. 110+52 STA. 203+16 TO STA. 218+81 STA. 300+38 TO STA. 311+11 STA. 403+35 TO STA. 418+62	226.4 347.8 238.4 339.3	169.8 260.9 178.8 254.5	188.7 289.8 198.7 282.8	-18.9 -28.9 -19.9 -28.3
NBL REST AREA RAMPS STA. 102+84 TO STA. 108+75 STA. 134+10 TO STA. 138+40	0	0	131.3 95.6	-131.3 -95.6
SBL REST AREA RAMPS STA. 102+67 TO STA. 108+60 STA. 134+30 TO STA. 142+89	0	0	131.8 190.8	-131.8 -190.8
IL 143 RAMPS STA. 100+34 TO STA. 113+03 STA. 203+25 TO STA. 219+46 STA. 300+34 TO STA. 313+48 STA. 400+10 TO STA. 418+32	282.0 360.2 292.0 404.9	211.5 270.2 219.0 303.7	235.0 300.2 243.2 337.4	-23.5 -30.0 -24.3 -33.7
TOTALS =	2491	1868	20,217	-18,349

SHRINKAGE FACTORS: EARTH EXCAVATION - 25% ASSUMED
EARTH EXCAVATION - 2490 CU. YDS.
FURNISHED EXCAVATION - 18,350 CU. YDS.

CHANNEL EXCAVATION	
LOCATION	CU. YD.
IL 140 INTERCHANGE	1000
TOTAL =	1000

MATERIAL TRANSFER DEVICE	
LOCATION	TON
POLY HOT-MIX ASPHALT SURFACE CSE.	38,629
POLY HOT-MIX ASPHALT BINDER CSE.	56,418
TOTAL =	95,047

PORTLAND CEMENT CONCRETE SHOULDERS 8" (SPECIAL)	
LOCATION	SQ. YD.
IL 140 RAMPS: STA. 100+33 TO STA. 110+61 (OUTSIDE SHOULDER) STA. 205+31 TO STA. 218+81 (OUTSIDE SHOULDER) STA. 300+38 TO STA. 309+97 (OUTSIDE SHOULDER) STA. 405+30 TO STA. 418+62 (OUTSIDE SHOULDER)	1,371 1,800 1,279 1,776
IL 143 RAMPS: STA. 100+34 TO STA. 112+54 (OUTSIDE SHOULDER) STA. 205+29 TO STA. 219+46 (OUTSIDE SHOULDER) STA. 300+34 TO STA. 312+51 (OUTSIDE SHOULDER) STA. 405+24 TO STA. 418+32 (OUTSIDE SHOULDER)	1,627 1,889 1,623 1,744
TOTAL =	13,109

SUB-BASE GRANULAR MATERIAL, TYPE A 4"		
LOCATION	WIDTH	SQ. YD.
SB I-55 STA. 668+00.00 TO STA. 1263+59.00	4.0	26470.7
NB I-55 (OMITTED EXIT/ENT RAMPS) STA. 668+00.00 TO STA. 717+14.00	4.0	2184.0
STA. 728+68.00 TO STA. 746+94.00	4.0	811.6
STA. 753+42.00 TO STA. 808+80.00	4.0	2461.3
STA. 822+17.00 TO STA. 853+16.00	4.0	1377.3
STA. 856+00.00 TO STA. 1096+16.00	4.0	10673.8
STA. 1107+49.00 TO STA. 1127+10.00	4.0	871.6
STA. 1130+33.00 TO STA. 1263+98.00	4.0	5940.0
TOTAL =		50790.2 (USE 50790)

SUB-BASE GRANULAR MATERIAL, TYPE C	
LOCATION	TON
IL 140 RAMPS: STA. 100+33 TO STA. 110+61 (OUTSIDE SHOULDER) STA. 205+31 TO STA. 218+81 (OUTSIDE SHOULDER) STA. 300+38 TO STA. 309+97 (OUTSIDE SHOULDER) STA. 405+30 TO STA. 418+62 (OUTSIDE SHOULDER)	341 448 319 442
IL 143 RAMPS: STA. 100+34 TO STA. 112+54 (OUTSIDE SHOULDER) STA. 205+29 TO STA. 219+46 (OUTSIDE SHOULDER) STA. 300+34 TO STA. 312+51 (OUTSIDE SHOULDER) STA. 405+24 TO STA. 418+32 (OUTSIDE SHOULDER)	328 381 327 352
TOTAL =	2,938

AGGREGATE BASE COURSE, TYPE A 12"	
LOCATION	SQ. YD.
STA. 734+00 TO STA. 743+00	4,800
STA. 1114+80 TO STA. 1121+00	3,307
IL 140 RAMPS: STA. 100+33 TO STA. 110+61 STA. 205+31 TO STA. 218+81 STA. 300+38 TO STA. 309+97 STA. 405+30 TO STA. 418+62	1,256 1,650 1,172 1,628
IL 143 RAMPS: STA. 100+34 TO STA. 112+54 STA. 205+29 TO STA. 219+46 STA. 300+34 TO STA. 312+51 STA. 405+24 TO STA. 418+32	1,491 1,732 1,487 1,599
TOTAL =	20,122

HOT-MIX ASPHALT BASE COURSE WIDENING, 12"		
LOCATION	WIDTH	SQ. YD.
SB I-55 STA. 668+00.00 TO STA. 1263+59.00	4.0	26470.7
NB I-55 (OMITTED EXIT/ENT RAMPS) STA. 668+00.00 TO STA. 717+14.00	4.0	2184.0
STA. 728+68.00 TO STA. 746+94.00	4.0	811.6
STA. 753+42.00 TO STA. 808+80.00	4.0	2461.3
STA. 822+17.00 TO STA. 853+16.00	4.0	1377.3
STA. 856+00.00 TO STA. 1096+16.00	4.0	10673.8
STA. 1107+49.00 TO STA. 1127+10.00	4.0	871.6
STA. 1130+33.00 TO STA. 1263+98.00	4.0	5940.0
TOTAL =		50790.2 (USE 50790)

FILE NAME = ... \CADD\1876C93-ah-schedule.dgn	USER NAME = SJS	DESIGNED -	REVISED -
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 5/8" = 1' / IN.	DRAWN -	REVISED -
	PLOT DATE = 08/04/2010 09:38:42	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1,2RS-2	MADISON	156	17
				CONTRACT NO. 76C93
ILLINOIS FED. AID PROJECT				

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	
LOCATION	SQ. YD.
STA. 668+00 TO STA. 668+80	711
LT. STA. 999+32 TO LT. STA. 1001+45	947
RT. STA. 1000+73 TO RT. STA. 1002+24	671
LT. STA. 1003+72 TO LT. STA. 1007+08	1,493
RT. STA. 1004+51 TO RT. STA. 1006+69	969
STA. 1263+18 TO STA. 1263+98	711
TOTAL =	5,502

PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	
LOCATION	SQ. YD.
IL 140 RAMPS:	
STA. 100+33 TO STA. 100+79	198
STA. 218+17 TO STA. 218+81	320
STA. 300+38 TO STA. 301+07	287
STA. 418+01 TO STA. 418+62	317
NBL REST AREA RAMPS:	
STA. 108+50 TO STA. 108+75	78
STA. 134+10 TO STA. 134+50	124
SBL REST AREA RAMPS:	
STA. 108+35 TO STA. 108+60	78
STA. 134+30 TO STA. 134+70	124
IL 143 RAMPS:	
STA. 100+34 TO STA. 100+83	204
STA. 218+99 TO STA. 219+46	339
STA. 300+34 TO STA. 300+83	204
STA. 417+72 TO STA. 418+32	316
TOTAL =	2,589

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80
 BITUMINOUS MATERIALS (PRIME COAT)
 AGGREGATE (PRIME COAT)

LOCATION	HMA BINDER (TON)	POLY HMA BINDER (TON)	POLY HMA SURFACE (TON)	BIT MAT'L PRIME COAT (TON)	AGG (PC) (TON)
LT. STA. 668+00 TO LT. STA. 734+00	6,406	2,957	1,971	13	70
RT. STA. 668+00 TO RT. STA. 734+00	6,406	2,957	1,971	13	70
LT. STA. 743+00 TO LT. STA. 1001+45	25,087	11,579	7,719	52	276
RT. STA. 743+00 TO RT. STA. 1002+24	25,164	11,614	7,743	53	277
LT. STA. 1003+72 TO LT. STA. 1114+80	10,782	4,976	3,318	23	118
RT. STA. 1004+51 TO RT. STA. 1114+80	10,705	4,941	3,294	22	118
LT. STA. 1121+00 TO LT. STA. 1263+98	13,879	6,406	4,270	29	153
RT. STA. 1121+00 TO RT. STA. 1263+98	13,879	6,406	4,270	29	153
IL 140 RAMPS:					
STA. 106+42 TO STA. 119+51	401	395	351	2	13
STA. 200+09 TO STA. 209+04	316	459	408	3	15
STA. 305+95 TO STA. 318+94	423	395	351	2	13
STA. 400+04 TO STA. 409+18	326	450	400	3	14
NBL REST AREA RAMPS:					
STA. 100+00 TO STA. 108+75	421	223	198	1	7
STA. 134+10 TO STA. 149+18	490	260	231	2	8
SBL REST AREA RAMPS:					
STA. 100+00 TO STA. 108+60	421	223	198	1	7
STA. 134+30 TO STA. 150+67	680	360	320	2	11
IL 143 RAMPS:					
STA. 108+03 TO STA. 121+08	428	438	390	3	14
STA. 200+21 TO STA. 211+07	405	482	429	3	15
STA. 304+79 TO STA. 321+19	555	438	389	3	14
STA. 400+10 TO STA. 412+29	480	459	408	3	15
TOTALS =	117,654	56,418	38,629	262	1,381

TEMPORARY RAMP	
LOCATION	SQ. YD.
STA. 668+00 TO STA. 668+17	45
LT. STA. 1001+28 TO LT. STA. 1001+45	45
RT. STA. 1002+07 TO RT. STA. 1002+24	45
LT. STA. 1003+72 TO LT. STA. 1003+89	45
RT. STA. 1004+51 TO RT. STA. 1004+68	45
STA. 1263+81 TO STA. 1263+98	45
IL 140 RAMPS:	
STA. 100+33 TO STA. 100+40	84
STA. 218+74 TO STA. 218+81	107
STA. 300+38 TO STA. 300+45	107
STA. 418+55 TO STA. 418+62	110
NBL REST AREA RAMPS:	
STA. 108+68 TO STA. 108+75	12
STA. 134+10 TO STA. 134+17	12
SBL REST AREA RAMPS:	
STA. 108+53 TO STA. 108+60	12
STA. 134+30 TO STA. 134+37	12
IL 143 RAMPS:	
STA. 100+34 TO STA. 100+41	87
STA. 219+39 TO STA. 219+46	116
STA. 300+34 TO STA. 300+41	87
STA. 418+25 TO STA. 418+32	110
TOTAL =	1,126

INCIDENTAL HOT-MIX ASPHALT SURFACING	
LOCATION	TON
STA. 696+37	34
STA. 784+60	24
STA. 1075+00	29
STA. 1234+72	34
TOTAL =	121

HOT-MIX ASPHALT SHOULDERS, 12"	
LOCATION	SQ. YD.
STA. 734+00 TO STA. 743+00	3,400
STA. 1114+80 TO STA. 1121+00	2,342
TOTAL =	5,742

HOT-MIX ASPHALT SHOULDERS	
LOCATION	TON
STA. 668+00 TO STA. 734+00	8,378
STA. 743+00 TO STA. 1001+85	32,857
STA. 1004+12 TO STA. 1114+80	14,049
STA. 1121+00 TO STA. 1263+98	18,149
IL 140 RAMPS:	
STA. 100+33 TO STA. 108+45	86
STA. 206+13 TO STA. 218+81	134
STA. 300+38 TO STA. 307+89	79
STA. 406+36 TO STA. 418+62	130
NBL REST AREA RAMPS:	
STA. 106+62 TO STA. 108+75	135
STA. 134+10 TO STA. 135+84	110
SBL REST AREA RAMPS:	
STA. 106+58 TO STA. 108+60	128
STA. 134+30 TO STA. 136+21	121
IL 143 RAMPS:	
STA. 100+34 TO STA. 110+39	106
STA. 206+16 TO STA. 219+46	141
STA. 300+34 TO STA. 310+39	106
STA. 406+36 TO STA. 418+32	127
TOTAL =	74,836

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"
 PAVEMENT REINFORCEMENT
 PROTECTIVE COAT
 SUBGRADE REINFORCEMENT
 TIE BARS 3/4"
 SAW CUTS

LOCATION	CRPCC (SQ. YD.)	PAVEMENT REIN. (SQ. YD.)	PROTECTIVE COAT (SQ. YD.)	SUBGRADE REIN. (SQ. YD.)	TIE BARS (EACH)	SAW CUT (FOOT)
I-55 NB STA. 734+06 TO STA. 742+94	2368	2368	2368	2368	356	42
I-55 SB STA. 734+06 TO STA. 742+94	2368	2368	2368	2368	356	42
I-55 NB STA. 1114+86 TO STA. 1120+94	1621	1621	1621	1621	244	42
I-55 SB STA. 1114+86 TO STA. 1120+94	1621	1621	1621	1621	244	42
TOTALS =	7,978	7,978	7,978	7,978	1,200	168

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
LOCATION	SQ. YD.
I-55 NB STA. 734+00 TO STA. 734+06	16
I-55 NB STA. 742+94 TO STA. 743+00	16
I-55 SB STA. 734+00 TO STA. 734+06	16
I-55 SB STA. 742+94 TO STA. 743+00	16
I-55 NB STA. 1114+80 TO STA. 1114+86	16
I-55 NB STA. 1120+94 TO STA. 1121+00	16
I-55 SB STA. 1114+80 TO STA. 1114+86	16
I-55 SB STA. 1120+94 TO STA. 1121+00	16
TOTAL =	128

CONCRETE STRUCTURES REINFORCEMENT BARS, EPOXY COATED BAR SPLICERS			
LOCATION	CONCRETE (CU. YD.)	REIN. BARS (POUND)	SPLICERS (EACH)
LT. STA. 734+03 TO LT. STA. 734+09	4.5	390	24
RT. STA. 734+03 TO RT. STA. 734+09	4.5	390	24
LT. STA. 742+91 TO LT. STA. 742+97	4.5	390	24
RT. STA. 742+91 TO RT. STA. 742+97	4.5	390	24
LT. STA. 1114+83 TO LT. STA. 1114+89	4.5	390	24
RT. STA. 1114+83 TO RT. STA. 1114+89	4.5	390	24
LT. STA. 1120+91 TO LT. STA. 1120+97	4.5	390	24
RT. STA. 1120+91 TO RT. STA. 1120+97	4.5	390	24
TOTALS =	36.0	3120	192

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	
LOCATION	SQ. YD.
LT. STA. 668+00 TO LT. STA. 734+00	17,600
RT. STA. 668+00 TO RT. STA. 734+00	17,600
LT. STA. 743+00 TO LT. STA. 1001+45	68,920
RT. STA. 743+00 TO RT. STA. 1002+24	69,131
LT. STA. 1003+72 TO LT. STA. 1114+80	29,621
RT. STA. 1004+51 TO RT. STA. 1114+80	29,411
LT. STA. 1121+00 TO LT. STA. 1263+98	38,128
RT. STA. 1121+00 TO RT. STA. 1263+98	38,128
IL 140 RAMPS:	
STA. 107+93 TO STA. 119+51	1,660
STA. 200+09 TO STA. 207+26	1,386
STA. 307+41 TO STA. 318+94	1,717
STA. 400+04 TO STA. 407+19	1,319
IL 143 RAMPS:	
STA. 109+95 TO STA. 121+08	1,657
STA. 200+21 TO STA. 207+22	1,355
STA. 310+02 TO STA. 321+19	1,626
STA. 400+10 TO STA. 407+21	1,446
TOTAL =	320,705

CURB REMOVAL	
LOCATION	FOOT
RT. STA. 990+06 TO RT. STA. 1002+53	1,247
LT. STA. 991+10 TO LT. STA. 1001+19	1,009
LT. STA. 1003+46 TO LT. STA. 1010+17	671
RT. STA. 1004+78 TO RT. STA. 1014+12	934
TOTAL =	3,861

AGGREGATE SHOULDERS, TYPE B	
LOCATION	TON
STA. 668+00 TO STA. 734+00	1,503
STA. 734+00 TO STA. 743+00	615
STA. 743+00 TO STA. 1001+85	5,896
STA. 1004+12 TO STA. 1114+80	2,521
STA. 1114+80 TO STA. 1121+00	424
STA. 1121+00 TO STA. 1263+98	3,257
IL 140 RAMPS:	
STA. 100+33 TO STA. 119+51	437
STA. 200+09 TO STA. 218+81	426
STA. 300+38 TO STA. 318+94	423
STA. 400+04 TO STA. 418+62	423
NBL REST AREA RAMPS:	
STA. 100+00 TO STA. 108+75	199
STA. 134+10 TO STA. 149+18	343
SBL REST AREA RAMPS:	
STA. 100+00 TO STA. 108+60	196
STA. 134+30 TO STA. 150+67	373
IL 143 RAMPS:	
STA. 100+34 TO STA. 121+08	472
STA. 200+21 TO STA. 219+46	438
STA. 300+34 TO STA. 321+19	475
STA. 400+10 TO STA. 418+32	415
TOTAL =	18,836

PAVED SHOULDER REMOVAL		
LOCATION	WIDTH	SQ. YD.
(PRE-STAGE CONSTRUCTION)		
SB I-55		
STA. 668+00.00 TO STA. 1263+59.00	4.0	26470.7
NB I-55 (OMITTED EXIT/ENT RAMPS)		
STA. 668+00.00 TO STA. 717+14.00	4.0	2184.0
STA. 728+68.00 TO STA. 746+94.00	4.0	811.6
STA. 753+42.00 TO STA. 808+80.00	4.0	2461.3
STA. 822+17.00 TO STA. 853+16.00	4.0	1377.3
STA. 856+00.00 TO STA. 1096+16.00	4.0	10673.8
STA. 1107+49.00 TO STA. 1127+10.00	4.0	871.6
STA. 1130+33.00 TO STA. 1263+98.00	4.0	5940.0
SUBTOTAL =		50790
(REMOVAL OF EXISTING MOW STRIP)		
RT. STA. 668+00 TO RT. STA. 695+83	2	618
LT. STA. 696+85 TO LT. STA. 734+00	2	826
RT. STA. 743+00 TO RT. STA. 784+13	2	914
LT. STA. 785+03 TO LT. STA. 857+60	2	1,613
RT. STA. 858+74 TO RT. STA. 930+69	2	1,599
LT. STA. 930+33 TO LT. STA. 1001+62	2	1,584
LT. STA. 1007+02 TO LT. STA. 1074+65	2	1,503
LT. STA. 1075+26 TO LT. STA. 1114+80	2	879
LT. STA. 1121+00 TO LT. STA. 1189+37	2	1,519
RT. STA. 1191+21 TO RT. STA. 1234+20	2	955
RT. STA. 1235+14 TO RT. STA. 1263+98	2	641
IL 140 RAMPS: (OUTSIDE SHLD.)		
STA. 100+33 TO STA. 110+61	6	685
STA. 205+31 TO STA. 218+81	6	900
STA. 300+38 TO STA. 309+97	6	639
STA. 405+30 TO STA. 418+62	6	888
IL 143 RAMPS: (OUTSIDE SHLD.)		
STA. 100+34 TO STA. 112+54	6	813
STA. 205+29 TO STA. 219+46	6	945
STA. 300+34 TO STA. 312+51	6	811
STA. 405+24 TO STA. 418+32	6	872
SUBTOTAL =		19,204
IL 140 INTERCHANGE (REPLACE WITH CRPCC PAVEMENT)		
LT STA. 734+00 TO STA. 743+00	10	1000.0
RT STA. 734+00 TO STA. 738+00	6	266.7
RT STA. 738+00 TO STA. 743+00	8	444.4
LT STA. 734+00 TO STA. 739+00	8	444.4
LT STA. 739+00 TO STA. 743+00	6	266.7
RT STA. 734+00 TO STA. 743+00	10	1000.0
IL 143 INTERCHANGE (REPLACE WITH CRPCC PAVEMENT)		
LT STA. 1114+80 TO STA. 1121+00	10	688.9
RT STA. 1114+80 TO STA. 1121+00	6	413.3
LT STA. 1114+80 TO STA. 1121+00	8	551.1
LT STA. 1114+80 TO STA. 1121+00	10	688.9
SUBTOTAL =		5765
TOTAL =		75,759

SHOULDER RUMBLE STRIP	
LOCATION	FOOT
LT. STA. 668+00 TO LT. STA. 717+14 (OUTSIDE SHOULDER)	4,914
RT. STA. 668+00 TO RT. STA. 723+75 (OUTSIDE SHOULDER)	5,575
LT. STA. 668+00 TO LT. STA. 1263+98 (INSIDE SHOULDER)	59,598
RT. STA. 668+00 TO RT. STA. 1263+98 (INSIDE SHOULDER)	59,598
LT. STA. 728+68 TO LT. STA. 746+44 (OUTSIDE SHOULDER)	1,776
RT. STA. 730+44 TO RT. STA. 747+20 (OUTSIDE SHOULDER)	1,676
LT. STA. 753+42 TO LT. STA. 818+30 (OUTSIDE SHOULDER)	6,488
RT. STA. 758+76 TO RT. STA. 790+07 (OUTSIDE SHOULDER)	3,131
RT. STA. 797+15 TO RT. STA. 822+02 (OUTSIDE SHOULDER)	2,487
LT. STA. 822+17 TO LT. STA. 848+88 (OUTSIDE SHOULDER)	2,671
RT. STA. 836+49 TO RT. STA. 1102+26 (OUTSIDE SHOULDER)	26,577
LT. STA. 856+00 TO LT. STA. 1096+16 (OUTSIDE SHOULDER)	24,016
LT. STA. 1107+49 TO LT. STA. 1126+60 (OUTSIDE SHOULDER)	1,911
RT. STA. 1109+01 TO RT. STA. 1127+00 (OUTSIDE SHOULDER)	1,799
LT. STA. 1133+59 TO LT. STA. 1263+98 (OUTSIDE SHOULDER)	13,039
RT. STA. 1138+51 TO RT. STA. 1263+98 (OUTSIDE SHOULDER)	12,547
IL 140 RAMPS:	
STA. 100+33 TO STA. 110+61 (OUTSIDE SHOULDER)	1,028
STA. 205+31 TO STA. 218+81 (OUTSIDE SHOULDER)	1,350
STA. 300+38 TO STA. 309+97 (OUTSIDE SHOULDER)	959
STA. 405+30 TO STA. 418+62 (OUTSIDE SHOULDER)	1,332
IL 143 RAMPS:	
STA. 100+34 TO STA. 112+54 (OUTSIDE SHOULDER)	1,220
STA. 205+29 TO STA. 219+46 (OUTSIDE SHOULDER)	1,417
STA. 300+34 TO STA. 312+51 (OUTSIDE SHOULDER)	1,217
STA. 405+24 TO STA. 418+32 (OUTSIDE SHOULDER)	1,308
TOTAL =	237,634

HOT-MIX ASPHALT SHOULDER CURB	
LOCATION	FOOT
RT. STA. 991+19 TO RT. STA. 1002+50	1,131
LT. STA. 993+10 TO LT. STA. 1001+18	808
LT. STA. 1003+47 TO LT. STA. 1012+90	943
RT. STA. 1004+76 TO RT. STA. 1012+71	795
TOTAL =	3,677

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	
LOCATION	SQ. YD.
LT. STA. 670+00 TO LT. STA. 734+00	17,067
RT. STA. 670+00 TO RT. STA. 734+00	17,067
LT. STA. 743+00 TO LT. STA. 855+64	30,037
RT. STA. 743+00 TO RT. STA. 855+64	30,037
LT. STA. 862+04 TO LT. STA. 975+60	30,283
RT. STA. 862+04 TO RT. STA. 995+83	35,677
LT. STA. 979+70 TO LT. STA. 995+84	4,304
LT. STA. 1011+60 TO LT. STA. 1114+80	27,520
RT. STA. 1011+63 TO RT. STA. 1114+80	27,512
LT. STA. 1121+00 TO LT. STA. 1163+70	11,387
RT. STA. 1121+00 TO RT. STA. 1164+00	11,467
LT. STA. 1168+80 TO LT. STA. 1187+50	4,987
RT. STA. 1169+10 TO RT. STA. 1187+50	4,907
RT. STA. 1192+50 TO RT. STA. 1250+50	15,467
LT. STA. 1192+50 TO LT. STA. 1261+98	18,528
RT. STA. 1256+90 TO RT. STA. 1261+98	1,355
TOTAL =	287,602

CLASS D PATCHES, TYPE III, 12 INCH

LOCATION	SQ. YD.
LT., STA. 955+78	22
RT., STA. 972+78	22
LT., STA. 1061+72	22
TOTAL =	66

CONCRETE HEADWALL REMOVAL

LOCATION	EACH
RT., STA. 844+00	1
RT., STA. 845+50	1
LT., STA. 998+27	1
RT., STA. 1231+00	1
LT., STA. 1244+90	1
TOTAL =	5

PIPE CULVERT REMOVAL

LOCATION	SIZE & TYPE	FOOT
RT., STA. 680+00	15" CMP	26
RT., STA. 680+15	15" CMP	30
STA. 680+50	12" CMP	54
RT., STA. 696+00	24" CMP	30
STA. 696+50	15" RCP	26
LT., STA. 696+70	24" CMP	40
STA. 735+00	24" CMP	4
STA. 826+96 TO STA. 829+26	18" CMP	230
RT., STA. 844+00	18" CMP	100
STA. 844+74	15" CMP	22
RT., STA. 845+50	18" CMP	130
STA. 886+38	24" CMP	24
LT., STA. 955+78	24" CMP	46
RT., STA. 972+78	DBL. 30" CMP	120
LT., STA. 998+27	24" RCP	8
STA. 989+78	15" CMP	74
STA. 999+77	15" CMP	106
STA. 999+77 TO STA. 1001+50	12" CMP	172
LT., STA. 1001+14	15" CMP	64
STA. 1001+50	12" CMP	14
STA. 1001+50 TO STA. 1001+89	12" CMP	42
RT., STA. 1002+32	8" CMP	72
STA. 1004+06 TO STA. 1004+45	8" CMP	44
STA. 1004+45	8" CMP	14
STA. 1004+45 TO STA. 1006+75	8" CMP	226
RT., STA. 1004+85	15" CMP	74
STA. 1006+75	15" CMP	106
LT., STA. 1061+72	DBL. 24" CMP	92
STA. 1105+35	24" CMP	42
STA. 1105+38	24" RCP	10
RT., STA. 1105+80	24" CMP	38
RT., STA. 1190+00	24" CMP	70
RT., STA. 1191+85	18" CMP	40
RT., STA. 1231+00	24" CMP	70
LT., STA. 1244+90	24" RCP	12
RT., STA. 1258+65	24" RCP	20
RAMP 1 (IL 140)		
LT., STA. 103+00	24' RCP	6
TOTAL =		2,298

PIPE CULVERTS, CLASS A 54" (JACKED)

LOCATION	FOOT
IL 140	
871+61.26	362
TOTAL =	362

**CONCRETE COLLAR
EXPANSION BOLTS 3/4 INCH**

LOCATION	SIZE	NO. OF COLLARS	CONCRETE COLLAR CU. YD.	EXP. BOLTS EACH
RT., STA. 680+00	15"	1	0.15	4
RT., STA. 680+15	15"	1	0.15	4
RT., STA. 696+00	24"	1	0.23	8
STA. 696+50	15"	2	0.30	8
LT., STA. 696+70	24"	1	0.23	8
STA. 735+00	24"	2	0.45	16
STA. 826+96 TO STA. 829+26	18"	2	0.35	8
STA. 844+74	15"	2	0.30	8
STA. 886+38	24"	2	0.45	16
LT., STA. 955+78	24"	1	0.23	8
LT., STA. 998+27	24"	1	0.45	PIPE TO PIPE
LT., STA. 1001+14	12"	1	0.13	4
LT., STA. 1001+50	12"	1	0.13	4
RT., STA. 1001+89	12"	1	0.13	4
RT., STA. 1002+32	12"	1	0.13	4
LT., STA. 1004+06	12"	1	0.13	4
RT., STA. 1004+45	12"	1	0.13	4
RT., STA. 1004+85	12"	1	0.13	4
LT., STA. 1061+72	24"	2	0.45	16
RT., STA. 1105+35	24"	2	0.45	16
STA. 1105+38	24"	1	0.23	8
RT., STA. 1105+80	24"	2	0.45	16
STA. 1174+44	30"	2	0.57	16
RT., STA. 1190+00	24"	1	0.23	8
RT., STA. 1191+85	18"	1	0.18	4
STA. 1230+20	15"	2	0.30	8
LT. STA. 1244+90	24"	1	0.45	PIPE TO PIPE
RT., STA. 1258+65	24"	1	0.45	PIPE TO PIPE
TOTAL =			7.96	208

PIPE CULVERT, CLASS A, TYPE 1 12"

LOCATION	FOOT
STA. 999+77 TO STA. 1001+50	172
STA. 1001+50	14
STA. 1001+50 TO STA. 1001+89	42
STA. 1004+06 TO STA. 1004+45	44
STA. 1004+45	14
STA. 1004+45 TO STA. 1006+75	226
TOTAL =	512

PIPE CULVERT, CLASS A, TYPE 1 15"

LOCATION	FOOT
RT., STA. 680+00	26
RT., STA. 680+15	30
STA. 844+74	22
STA. 696+50	26
STA. 1230+20	62
TOTAL =	166

PIPE CULVERTS, CLASS A, TYPE 1 18"

LOCATION	FOOT
STA. 826+96 TO STA. 829+26	230
RT., STA. 844+00	100
RT., STA. 844+50	130
RT., STA. 1191+85	40
TOTAL =	500

PIPE CULVERTS, CLASS A, TYPE 1 24"

LOCATION	FOOT
LT., STA. 696+00	30
LT., STA. 696+70	40
STA. 735+00	4
STA. 886+38	24
LT., STA. 955+78	46
LT., STA. 998+27	8
STA. 989+78	74
STA. 999+77	106
STA. 1006+75	106
LT., STA. 1061+72	92
RT., STA. 1105+35	42
STA. 1105+38	10
RT., STA. 1105+80	38
RT., STA. 1190+00	70
RT., STA. 1231+00	70
LT., STA. 1244+90	12
RT., STA. 1258+65	20
RAMP 1 (IL 140)	
LT., STA. 103+00	6
TOTAL =	798

PIPE CULVERTS, CLASS A, TYPE 1 30"

LOCATION	FOOT
RT., STA. 972+78	120
TOTAL =	120

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"

LOCATION	EACH
RT., STA. 680+00	1
RT., STA. 680+15	1
TOTAL =	2

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"

LOCATION	EACH
RT., STA. 844+00	2
RT., STA. 844+50	2
RT., STA. 1191+85	1
TOTAL =	5

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"

LOCATION	EACH
RT., STA. 696+00	1
LT., STA. 696+70	1
LT., STA. 741+25	1
RT., STA. 741+70	1
LT., STA. 955+78	1
LT., STA. 998+27	1
LT., STA. 989+78	1
LT., STA. 999+77	1
LT., STA. 1006+75	1
LT., STA. 1061+72	2
LT., STA. 1089+98	1
LT., STA. 1168+00	1
LT., STA. 1186+00	1
RT., STA. 1190+00	1
LT., STA. 1194+00	1
RT., STA. 1231+00	2
RT., STA. 1258+65	1
RAMP 1 (IL 140)	
LT., STA. 103+00	1
TOTAL =	20

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	
LOCATION	EACH
RT., STA. 972+78	4
TOTAL =	4

CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"		
LOCATION	SKEW	EACH
LT., STA. 1244+90	30 LT. AHD.	1
TOTAL =		1

CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 54"	
LOCATION	EACH
IL 140	
871+61.26 LT	1
871+61.26 RT	1
TOTAL =	2

REINFORCED CONCRETE PIPE ELBOW 24"	
LOCATION	EACH
LT., STA. 999+77	2
LT., STA. 1006+75	2
TOTAL =	4

FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	
LOCATION	EACH
STA. 989+78	1
STA. 999+77	1
STA. 1006+75	1
STA. 1105+38	1
TOTAL =	4

INSERTION CULVERT LINER 12"	
LOCATION	FOOT
STA. 1165+46 TO STA. 1167+38	192
TOTAL =	192

INSERTION CULVERT LINER 36"	
LOCATION	FOOT
LT., STA. 1165+44 TO STA. 1166+58	114
RT., STA. 1166+20 TO STA. 1167+28	108
TOTAL =	222

CONTROLLED LOW-STRENGTH MATERIAL		
LOCATION	SIZE & TYPE	CU. YD.
STA. 1230+20	12" CMP	2.8
TOTAL =		2.8

PIPE DRAINS 12" (SPECIAL) CONCRETE THRUST BLOCKS CONCRETE HEADWALL FOR PIPE DRAINS				
LOCATION	SIZE	PIPE DRAIN EACH	THRUST BLK. EACH	CONC. HDW. EACH
LT., STA. 1001+14	12"	64	1	1
RT., STA. 1001+32	12"	72	1	1
RT., STA. 1004+85	12"	74	1	1
TOTAL =		210	3	3

FOR INFO

HEADWALL INCLUDED IN THE COST OF THE PIPE DRAIN 12" (SPECIAL)

MANHOLES, TYPE A, 5'-DIAMETER, WITH MEDIAN INLET (604106)	
LOCATION	EACH
STA. 1174+44	1
TOTAL =	1

INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	
LOCATION	EACH
STA. 1001+50	1
STA. 1004+45	1
TOTAL =	2

INLETS, TYPE B, WITH MEDIAN INLET (604106)	
LOCATION	EACH
STA. 983+42	1
TOTAL =	1

REMOVING INLETS	
LOCATION	EACH
STA. 983+42	1
STA. 989+78	1
STA. 999+77	1
STA. 1105+38	1
STA. 1174+44	1
TOTAL =	5

CONCRETE HEADWALL REPAIR	
LOCATION	EACH
LT., STA. 798+90	1
TOTAL =	1

END SECTIONS TO BE REMOVED		
LOCATION	SIZE & TYPE	EACH
LT., STA. 741+25	24" CONC.	1
RT., STA. 741+70	24" CONC.	1
LT., STA. 1089+98	24" CONC.	1
LT., STA. 1168+00	24" CONC.	1
LT., STA. 1186+00	24" CONC.	1
LT., STA. 1194+00	24" CONC.	1
RT., STA. 1253+65	24" CONC.	1
RAMP 1 (IL 140)		
LT., STA. 103+00	24" CONC.	1
TOTAL =		8

GRADE AND SHAPE MEDIAN DITCH CHECKS	
LOCATION	EACH
RT., STA. 669+00	1
LT., STA. 696+70	1
STA. 735+00	1
STA. 989+75	1
STA. 999+70	1
STA. 1006+85	1
TOTAL =	6

PAVEMENT REMOVAL	
LOCATION	SQ. YD.
I-55 NB STA. 734+00 TO STA. 743+00	2400
I-55 SB STA. 734+00 TO STA. 743+00	2400
I-55 NB STA. 1114+80 TO STA. 1121+00	1653
I-55 SB STA. 1114+80 TO STA. 1121+00	1653
TOTAL =	8,106

TEMPORARY SHEET PILING	
LOCATION	SQ. FT.
STA. 734+50	694
TOTAL =	694

BOX CULVERT END SECTIONS	
LOCATION	EACH
STA. 734+50	2
TOTAL =	2

PRECAST CONCRETE BOX CULVERT 8' X 3'	
LOCATION	FOOT
STA. 734+50	148
TOTAL =	148

PIPE UNDERDRAIN SCHEDULE - MAINLINE

Table with 7 columns: LANE, STATION TO STATION, PIPE UNDERDRAINS 6" (FOOT), PIPE UNDERDRAINS (SPECIAL) 6" (FOOT), CONCRETE HEADWALL FOR PIPE DRAINS (EACH), SHOULDER REMOVAL AND REPLACEMENT 12" (FOOT), REMARKS. Contains 100 rows of data for various stationing ranges from 665+00 to 741+00.

CONTINUES

PIPE UNDERDRAIN SCHEDULE - MAINLINE

Table with 7 columns: LANE, STATION TO STATION, PIPE UNDERDRAINS 6" (FOOT), PIPE UNDERDRAINS (SPECIAL) 6" (FOOT), CONCRETE HEADWALL FOR PIPE DRAINS (EACH), SHOULDER REMOVAL AND REPLACEMENT 12" (FOOT), REMARKS. Contains 100 rows of data for various stationing ranges from 743+00 to 835+00.

CONTINUES

FILE NAME: ...\\oad\087693-sht-schedule.dgn
USER NAME: SJS
DESIGNED:
DRAWN:
CHECKED:
DATE:
PLOT SCALE: 50.0000 / IN
PLOT DATE: 08/23/2010 15:32:14

JOHNSON, DEPP & QUESBERRY CONSULTING ENGINEERS Springfield, Illinois

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DESIGNED:
REVISED:
CHECKED:
DATE:
REVISOR:
REVISOR:
REVISOR:

SCHEDULE OF QUANTITIES

Table with 5 columns: SCALE, SHEET NO., OF, SHEETS, STA. TO STA.

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO.
55, 60-11,21RS-2, MADISON, 156, 23
CONTRACT NO. 76C93
ILLINOIS FED. AID PROJECT

TELESCOPING STEEL SIGN SUPPORT

LOCATION	FOOT
I-55 (MILE MARKER SIGNS):	
LT. STA. 673+30	12
RT. STA. 673+30	12
LT. STA. 726+24	12
RT. STA. 726+24	12
LT. STA. 778+94	12
RT. STA. 778+94	12
LT. STA. 831+35	12
RT. STA. 831+35	12
LT. STA. 884+54	12
RT. STA. 884+54	12
LT. STA. 937+20	12
RT. STA. 937+20	12
LT. STA. 990+15	12
RT. STA. 990+15	12
LT. STA. 1042+95	12
RT. STA. 1042+95	12
LT. STA. 1095+58	12
RT. STA. 1095+58	12
LT. STA. 1148+56	12
RT. STA. 1148+56	12
LT. STA. 1201+44	12
RT. STA. 1201+44	12
LT. STA. 1254+45	12
RT. STA. 1254+45	12
IL 140 RAMPS (NO PARKING SIGNS):	
RT. STA. 101+00	12
RT. STA. 104+00	12
RT. STA. 107+00	12
RT. STA. 110+00	12
RT. STA. 206+00	12
RT. STA. 209+00	12
RT. STA. 212+00	12
RT. STA. 215+00	12
RT. STA. 218+00	12
RT. STA. 301+00	12
RT. STA. 304+00	12
RT. STA. 307+00	12
RT. STA. 406+00	12
RT. STA. 409+00	12
RT. STA. 412+00	12
RT. STA. 415+00	12
RT. STA. 418+00	12
IL 143 RAMPS (NO PARKING SIGNS):	
RT. STA. 101+00	12
RT. STA. 104+00	12
RT. STA. 107+00	12
RT. STA. 110+00	12
RT. STA. 206+00	12
RT. STA. 209+00	12
RT. STA. 212+00	12
RT. STA. 215+00	12
RT. STA. 218+00	12
RT. STA. 301+00	12
RT. STA. 304+00	12
RT. STA. 307+00	12
RT. STA. 310+00	12
RT. STA. 406+00	12
RT. STA. 409+00	12
RT. STA. 412+00	12
RT. STA. 415+00	12
TOTAL =	696

INSTALL FURNISHED SIGNS

LOCATION	MILE NO.	EACH
LT. & RT. STA. 673+30	31	2
LT. & RT. STA. 726+24	30	2
LT. & RT. STA. 778+94	29	2
LT. & RT. STA. 831+85	28	2
LT. & RT. STA. 884+54	27	2
LT. & RT. STA. 937+20	26	2
LT. & RT. STA. 990+15	25	2
LT. & RT. STA. 1042+95	24	2
LT. & RT. STA. 1095+58	23	2
LT. & RT. STA. 1148+56	22	2
LT. & RT. STA. 1201+44	21	2
LT. & RT. STA. 1254+45	20	2
TOTAL =		24

REMOVE SIGN PANEL - TYPE 1

LOCATION	NO.	SIZE	TYPE	SQ. FT.
IL 140 RAMPS	17	1' X 1'	NO PARKING	17
IL 143 RAMPS	17	1' X 1'	NO PARKING	17
I-55 MAINLINE	24	1' X 3'	MILE MARKER	72
TOTAL =				106

SIGN PANEL - TYPE 1

LOCATION	SIGN (SQ. FT.)
IL 140 RAMPS:	
RT. STA. 101+00	1
RT. STA. 104+00	1
RT. STA. 107+00	1
RT. STA. 110+00	1
RT. STA. 206+00	1
RT. STA. 209+00	1
RT. STA. 212+00	1
RT. STA. 215+00	1
RT. STA. 218+00	1
RT. STA. 301+00	1
RT. STA. 304+00	1
RT. STA. 307+00	1
RT. STA. 406+00	1
RT. STA. 409+00	1
RT. STA. 412+00	1
RT. STA. 415+00	1
RT. STA. 418+00	1
IL 143 RAMPS:	
RT. STA. 101+00	1
RT. STA. 104+00	1
RT. STA. 107+00	1
RT. STA. 110+00	1
RT. STA. 206+00	1
RT. STA. 209+00	1
RT. STA. 212+00	1
RT. STA. 215+00	1
RT. STA. 218+00	1
RT. STA. 301+00	1
RT. STA. 304+00	1
RT. STA. 307+00	1
RT. STA. 310+00	1
RT. STA. 406+00	1
RT. STA. 409+00	1
RT. STA. 412+00	1
RT. STA. 415+00	1
TOTAL =	34

MOTORIST AID CALL BOX REMOVAL

LOCATION	EACH
RT. STA. 1263+16	1
TOTAL =	1

DELINEATORS

LOCATION	EACH
LT. STA. 668+00 TO LT. STA. 717+14	13
RT. STA. 668+00 TO RT. STA. 723+75	14
LT. STA. 726+72 TO LT. STA. 750+06	6
RT. STA. 726+92 TO RT. STA. 750+41	6
LT. STA. 753+42 TO LT. STA. 818+30	17
RT. STA. 758+76 TO RT. STA. 790+07	8
RT. STA. 792+74 TO RT. STA. 828+72	9
LT. STA. 819+58 TO LT. STA. 853+16	9
RT. STA. 836+49 TO RT. STA. 1102+26	67
LT. STA. 856+00 TO LT. STA. 1096+16	61
LT. STA. 1104+69 TO LT. STA. 1130+33	7
RT. STA. 1105+15 TO RT. STA. 1129+50	7
LT. STA. 1133+59 TO LT. STA. 1263+98	33
RT. STA. 1138+51 TO RT. STA. 1263+98	32
IL 140 RAMPS:	
LT. STA. 105+31 TO LT. STA. 108+45	4
RT. STA. 108+09 TO RT. STA. 120+10	13
RT. STA. 200+00 TO RT. STA. 206+68	7
LT. STA. 206+13 TO LT. STA. 211+38	6
LT. STA. 302+21 TO LT. STA. 307+86	6
RT. STA. 307+43 TO RT. STA. 319+46	13
RT. STA. 400+00 TO RT. STA. 406+96	7
LT. STA. 406+36 TO LT. STA. 411+14	5
NBL REST AREA RAMPS:	
RT. STA. 100+00 TO RT. STA. 107+12	8
LT. STA. 106+62 TO LT. STA. 108+75	3
LT. STA. 134+10 TO LT. STA. 135+84	2
RT. STA. 135+34 TO RT. STA. 149+18	14
SBL REST AREA RAMPS:	
RT. STA. 100+00 TO RT. STA. 107+08	8
LT. STA. 106+58 TO LT. STA. 108+60	3
LT. STA. 134+30 TO LT. STA. 136+21	2
RT. STA. 135+71 TO RT. STA. 150+67	15
IL 143 RAMPS:	
LT. STA. 105+45 TO LT. STA. 110+39	5
RT. STA. 110+05 TO RT. STA. 122+04	12
RT. STA. 200+00 TO RT. STA. 206+99	7
LT. STA. 206+16 TO LT. STA. 212+56	7
LT. STA. 305+43 TO LT. STA. 310+39	5
RT. STA. 310+21 TO RT. STA. 322+02	12
RT. STA. 400+00 TO RT. STA. 406+75	7
LT. STA. 406+36 TO LT. STA. 412+51	7
TOTAL =	467

TEMPORARY PAVEMENT MARKING - LINE 6''	
LOCATION	FOOT
LT. STA. 668+00 TO LT. STA. 717+14 (WHITE EDGELINE)	4,914
RT. STA. 668+00 TO RT. STA. 723+75 (WHITE EDGELINE)	5,575
RT. STA. 668+00 TO RT. STA. 734+00 (YELLOW EDGELINE)	6,600
LT. STA. 668+00 TO LT. STA. 1263+98 (YELLOW EDGELINE)	59,598
LT. STA. 668+00 TO LT. STA. 1263+98 (WHITE SKIP-DASH)	14,900
RT. STA. 668+00 TO RT. STA. 1263+98 (WHITE SKIP-DASH)	14,900
LT. STA. 728+68 TO LT. STA. 734+00 (WHITE EDGELINE)	532
RT. STA. 730+44 TO RT. STA. 747+20 (WHITE EDGELINE)	1,676
LT. STA. 734+00 TO LT. STA. 743+00 (WHITE EDGELINE)	900
RT. STA. 734+00 TO RT. STA. 743+00 (YELLOW EDGELINE)	900
LT. STA. 743+00 TO LT. STA. 746+44 (WHITE EDGELINE)	344
RT. STA. 743+00 TO RT. STA. 1002+24 (YELLOW EDGELINE)	25,924
LT. STA. 753+42 TO LT. STA. 818+30 (WHITE EDGELINE)	6,488
RT. STA. 758+76 TO RT. STA. 790+07 (WHITE EDGELINE)	3,131
RT. STA. 797+15 TO RT. STA. 822+02 (WHITE EDGELINE)	2,487
LT. STA. 822+17 TO LT. STA. 848+88 (WHITE EDGELINE)	2,671
RT. STA. 836+49 TO RT. STA. 1102+26 (WHITE EDGELINE)	26,577
LT. STA. 856+00 TO LT. STA. 1001+45 (WHITE EDGELINE)	14,545
LT. STA. 1001+45 TO LT. STA. 1003+72 (WHITE EDGELINE)	227
RT. STA. 1002+24 TO RT. STA. 1004+51 (YELLOW EDGELINE)	227
LT. STA. 1003+72 TO LT. STA. 1096+16 (WHITE EDGELINE)	9,244
RT. STA. 1004+51 TO RT. STA. 1114+80 (YELLOW EDGELINE)	11,029
LT. STA. 1107+49 TO LT. STA. 1114+80 (WHITE EDGELINE)	731
RT. STA. 1109+01 TO RT. STA. 1127+00 (WHITE EDGELINE)	1,799
LT. STA. 1114+80 TO LT. STA. 1121+00 (WHITE EDGELINE)	620
RT. STA. 1114+80 TO RT. STA. 1121+00 (YELLOW EDGELINE)	620
LT. STA. 1121+00 TO LT. STA. 1126+60 (WHITE EDGELINE)	560
RT. STA. 1121+00 TO RT. STA. 1263+98 (YELLOW EDGELINE)	14,298
LT. STA. 1133+59 TO LT. STA. 1263+98 (WHITE EDGELINE)	13,039
RT. STA. 1138+51 TO RT. STA. 1263+98 (WHITE EDGELINE)	12,547
IL 140 RAMPS:	
STA. 108+09 TO STA. 120+10 (WHITE EDGELINE)	1,201
STA. 200+00 TO STA. 206+68 (WHITE EDGELINE)	668
STA. 307+43 TO STA. 319+46 (WHITE EDGELINE)	1,203
STA. 400+00 TO STA. 406+96 (WHITE EDGELINE)	696
NBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+12 (WHITE EDGELINE)	712
STA. 135+34 TO STA. 149+18 (WHITE EDGELINE)	1,384
SBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+08 (WHITE EDGELINE)	708
STA. 135+71 TO STA. 150+67 (WHITE EDGELINE)	1,496
IL 143 RAMPS:	
STA. 110+05 TO STA. 122+04 (WHITE EDGELINE)	1,199
STA. 200+00 TO STA. 206+99 (WHITE EDGELINE)	699
STA. 310+21 TO STA. 322+02 (WHITE EDGELINE)	1,181
STA. 400+00 TO STA. 406+75 (WHITE EDGELINE)	675
TOTAL =	269,425

TEMPORARY PAVEMENT MARKING - LINE 12''	
LOCATION	FOOT
IL 140 RAMPS:	
STA. 100+33 TO STA. 110+61 (OUTSIDE SHOULDER)	595
STA. 205+31 TO STA. 218+81 (OUTSIDE SHOULDER)	765
STA. 300+38 TO STA. 309+97 (OUTSIDE SHOULDER)	544
STA. 405+30 TO STA. 418+62 (OUTSIDE SHOULDER)	765
IL 143 RAMPS:	
STA. 100+34 TO STA. 112+54 (OUTSIDE SHOULDER)	697
STA. 205+29 TO STA. 219+46 (OUTSIDE SHOULDER)	816
STA. 300+34 TO STA. 312+51 (OUTSIDE SHOULDER)	697
STA. 405+24 TO STA. 418+32 (OUTSIDE SHOULDER)	748
TOTAL =	5,627

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	
LOCATION	SQ. FT.
PIPE UNDERDRAIN OUTLETS	695
TOTAL =	695

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12''	
LOCATION	FOOT
IL 140 RAMPS:	
STA. 100+33 TO STA. 110+61 (OUTSIDE SHOULDER)	595
STA. 205+31 TO STA. 218+81 (OUTSIDE SHOULDER)	765
STA. 300+38 TO STA. 309+97 (OUTSIDE SHOULDER)	544
STA. 405+30 TO STA. 418+62 (OUTSIDE SHOULDER)	765
IL 143 RAMPS:	
STA. 100+34 TO STA. 112+54 (OUTSIDE SHOULDER)	697
STA. 205+29 TO STA. 219+46 (OUTSIDE SHOULDER)	816
STA. 300+34 TO STA. 312+51 (OUTSIDE SHOULDER)	697
STA. 405+24 TO STA. 418+32 (OUTSIDE SHOULDER)	748
TOTAL =	5,627

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4''	
LOCATION	FOOT
IL 140 RAMPS:	
STA. 100+33 TO STA. 108+09 (WHITE EDGELINE)	776
STA. 100+33 TO STA. 108+09 (YELLOW EDGELINE)	776
STA. 206+68 TO STA. 218+81 (WHITE EDGELINE)	1,213
STA. 206+68 TO STA. 218+81 (YELLOW EDGELINE)	1,213
STA. 300+38 TO STA. 307+43 (WHITE EDGELINE)	705
STA. 300+38 TO STA. 307+43 (YELLOW EDGELINE)	705
STA. 406+96 TO STA. 418+62 (WHITE EDGELINE)	1,166
STA. 406+96 TO STA. 418+62 (YELLOW EDGELINE)	1,166
NBL REST AREA RAMPS:	
STA. 107+12 TO STA. 108+75 (WHITE EDGELINE)	163
STA. 107+12 TO STA. 108+75 (YELLOW EDGELINE)	163
STA. 134+10 TO STA. 135+34 (WHITE EDGELINE)	124
STA. 134+10 TO STA. 135+34 (YELLOW EDGELINE)	124
SBL REST AREA RAMPS:	
STA. 107+08 TO STA. 108+60 (WHITE EDGELINE)	152
STA. 107+08 TO STA. 108+60 (YELLOW EDGELINE)	152
STA. 134+30 TO STA. 135+71 (WHITE EDGELINE)	141
STA. 134+30 TO STA. 135+71 (YELLOW EDGELINE)	141
IL 143 RAMPS:	
STA. 100+34 TO STA. 110+05 (WHITE EDGELINE)	971
STA. 100+34 TO STA. 110+05 (YELLOW EDGELINE)	971
STA. 206+99 TO STA. 219+46 (WHITE EDGELINE)	1,247
STA. 206+99 TO STA. 219+46 (YELLOW EDGELINE)	1,247
STA. 300+34 TO STA. 310+21 (WHITE EDGELINE)	987
STA. 300+34 TO STA. 310+21 (YELLOW EDGELINE)	987
STA. 406+75 TO STA. 418+32 (WHITE EDGELINE)	1,157
STA. 406+75 TO STA. 418+32 (YELLOW EDGELINE)	1,157
TOTAL =	17,604

FILE NAME = ... \CADD\0878093-ehf-schedule.dgn
Johnson, Depp & Gulsberry
 CONSULTING ENGINEERS
 Springfield, Illinois

USER NAME = SJS	DESIGNED -	REVISED -
PLOT SCALE = 5/8" = 1" / IN.	DRAWN -	REVISED -
PLOT DATE = 08/24/2010 09:41:13	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-11,2RS-2	MADISON	156	30
CONTRACT NO. 76C93			ILLINOIS FED. AID PROJECT	

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"

LOCATION	FOOT
LT. STA. 668+00 TO LT. STA. 717+14 (WHITE EDGELINE)	4,914
RT. STA. 668+00 TO RT. STA. 723+75 (WHITE EDGELINE)	5,575
RT. STA. 668+00 TO RT. STA. 734+00 (YELLOW EDGELINE)	6,600
LT. STA. 668+00 TO LT. STA. 1263+98 (YELLOW EDGELINE)	59,598
LT. STA. 668+00 TO LT. STA. 1263+98 (WHITE SKIP-DASH)	14,900
RT. STA. 668+00 TO RT. STA. 1263+98 (WHITE SKIP-DASH)	14,900
LT. STA. 728+68 TO LT. STA. 734+00 (WHITE EDGELINE)	532
RT. STA. 730+44 TO RT. STA. 747+20 (WHITE EDGELINE)	1,676
LT. STA. 734+00 TO LT. STA. 743+00 (WHITE EDGELINE)	900
RT. STA. 734+00 TO RT. STA. 743+00 (YELLOW EDGELINE)	900
LT. STA. 743+00 TO LT. STA. 746+44 (WHITE EDGELINE)	344
RT. STA. 743+00 TO RT. STA. 1002+24 (YELLOW EDGELINE)	25,924
LT. STA. 753+42 TO LT. STA. 818+30 (WHITE EDGELINE)	6,488
RT. STA. 758+76 TO RT. STA. 790+07 (WHITE EDGELINE)	3,131
RT. STA. 797+15 TO RT. STA. 822+02 (WHITE EDGELINE)	2,487
LT. STA. 822+17 TO LT. STA. 848+88 (WHITE EDGELINE)	2,671
RT. STA. 836+49 TO RT. STA. 1102+26 (WHITE EDGELINE)	26,577
LT. STA. 856+00 TO LT. STA. 1001+45 (WHITE EDGELINE)	14,545
LT. STA. 1001+45 TO LT. STA. 1003+72 (WHITE EDGELINE)	227
RT. STA. 1002+24 TO RT. STA. 1004+51 (YELLOW EDGELINE)	227
LT. STA. 1003+72 TO LT. STA. 1096+16 (WHITE EDGELINE)	9,244
RT. STA. 1004+51 TO RT. STA. 1114+80 (YELLOW EDGELINE)	11,029
LT. STA. 1107+49 TO RT. STA. 1114+80 (WHITE EDGELINE)	731
RT. STA. 1109+01 TO RT. STA. 1127+00 (WHITE EDGELINE)	1,799
LT. STA. 1114+80 TO LT. STA. 1121+00 (WHITE EDGELINE)	620
RT. STA. 1114+80 TO RT. STA. 1121+00 (YELLOW EDGELINE)	620
LT. STA. 1121+00 TO LT. STA. 1126+60 (WHITE EDGELINE)	560
RT. STA. 1121+00 TO RT. STA. 1263+98 (YELLOW EDGELINE)	14,298
LT. STA. 1133+59 TO LT. STA. 1263+98 (WHITE EDGELINE)	13,039
RT. STA. 1138+51 TO RT. STA. 1263+98 (WHITE EDGELINE)	12,547
IL 140 RAMPS:	
STA. 108+09 TO STA. 120+10 (WHITE EDGELINE)	1,201
STA. 200+00 TO STA. 206+68 (WHITE EDGELINE)	668
STA. 307+43 TO STA. 319+46 (WHITE EDGELINE)	1,203
STA. 400+00 TO STA. 406+96 (WHITE EDGELINE)	696
NBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+12 (WHITE EDGELINE)	712
STA. 135+34 TO STA. 149+18 (WHITE EDGELINE)	1,384
SBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+08 (WHITE EDGELINE)	708
STA. 135+71 TO STA. 150+67 (WHITE EDGELINE)	1,496
IL 143 RAMPS:	
STA. 110+05 TO STA. 122+04 (WHITE EDGELINE)	1,199
STA. 200+00 TO STA. 206+99 (WHITE EDGELINE)	699
STA. 310+21 TO STA. 322+02 (WHITE EDGELINE)	1,181
STA. 400+00 TO STA. 406+75 (WHITE EDGELINE)	675
TOTAL =	269,425

RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	EACH
LT. STA. 668+00 TO LT. STA. 1001+45	834
RT. STA. 668+00 TO RT. STA. 1002+24	836
LT. STA. 726+72 TO LT. STA. 728+68	5
RT. STA. 726+92 TO RT. STA. 730+44	9
LT. STA. 746+44 TO LT. STA. 750+06	10
RT. STA. 747+20 TO RT. STA. 750+41	9
RT. STA. 792+74 TO RT. STA. 797+15	12
LT. STA. 819+58 TO LT. STA. 822+17	7
RT. STA. 822+02 TO RT. STA. 828+72	17
LT. STA. 848+88 TO LT. STA. 853+16	11
LT. STA. 1003+72 TO LT. STA. 1263+98	652
RT. STA. 1004+51 TO RT. STA. 1263+98	650
LT. STA. 1104+69 TO LT. STA. 1107+49	8
RT. STA. 1105+15 TO RT. STA. 1109+01	10
LT. STA. 1126+60 TO LT. STA. 1130+33	10
RT. STA. 1127+00 TO RT. STA. 1129+50	7
IL 140 RAMPS:	
STA. 108+09 TO STA. 110+52	7
STA. 200+09 TO STA. 206+68	33
STA. 203+16 TO STA. 206+68	9
STA. 307+43 TO STA. 311+11	10
STA. 400+04 TO STA. 406+96	35
STA. 403+35 TO STA. 406+96	10
NBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+12	36
STA. 102+84 TO STA. 107+12	11
STA. 135+34 TO STA. 138+40	8
SBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+08	36
STA. 102+67 TO STA. 107+08	12
STA. 135+71 TO STA. 142+89	18
IL 143 RAMPS:	
STA. 110+05 TO STA. 113+03	8
STA. 200+21 TO STA. 206+99	34
STA. 203+25 TO STA. 206+99	10
STA. 310+21 TO STA. 313+48	9
STA. 400+10 TO STA. 406+75	34
STA. 402+89 TO STA. 406+75	10
TOTAL =	3,417

RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)

LOCATION	EACH
LT. STA. 1001+45 TO LT. STA. 1003+72	6
RT. STA. 1002+24 TO RT. STA. 1004+51	6
TOTAL =	12

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	EACH
LT. STA. 668+00 TO LT. STA. 1263+98	1,490
RT. STA. 668+00 TO RT. STA. 1263+98	1,490
LT. STA. 726+72 TO LT. STA. 728+68	5
RT. STA. 726+92 TO RT. STA. 730+44	9
LT. STA. 746+44 TO LT. STA. 750+06	10
RT. STA. 747+20 TO RT. STA. 750+41	9
RT. STA. 792+74 TO RT. STA. 797+15	12
LT. STA. 819+58 TO LT. STA. 822+17	7
RT. STA. 822+02 TO RT. STA. 828+72	17
LT. STA. 848+88 TO LT. STA. 853+16	11
LT. STA. 1104+69 TO LT. STA. 1107+49	8
RT. STA. 1105+15 TO RT. STA. 1109+01	10
LT. STA. 1126+60 TO LT. STA. 1130+33	10
RT. STA. 1127+00 TO RT. STA. 1129+50	7
IL 140 RAMPS:	
STA. 108+09 TO STA. 110+52	7
STA. 200+09 TO STA. 206+68	33
STA. 203+16 TO STA. 206+68	9
STA. 307+43 TO STA. 311+11	10
STA. 400+04 TO STA. 406+96	35
STA. 403+35 TO STA. 406+96	10
NBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+12	36
STA. 102+84 TO STA. 107+12	11
STA. 135+34 TO STA. 138+40	8
SBL REST AREA RAMPS:	
STA. 100+00 TO STA. 107+08	36
STA. 102+67 TO STA. 107+08	12
STA. 135+71 TO STA. 142+89	18
IL 143 RAMPS:	
STA. 110+05 TO STA. 113+03	8
STA. 200+21 TO STA. 206+99	34
STA. 203+25 TO STA. 206+99	10
STA. 310+21 TO STA. 313+48	9
STA. 400+10 TO STA. 406+75	34
STA. 402+89 TO STA. 406+75	10
TOTAL =	3,425

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"

LOCATION	FOOT
LT. STA. 726+72 TO LT. STA. 728+68 (WHITE EDGELINE)	196
RT. STA. 726+92 TO RT. STA. 730+44 (WHITE EDGELINE)	352
LT. STA. 746+44 TO LT. STA. 750+06 (WHITE EDGELINE)	362
RT. STA. 747+20 TO RT. STA. 750+41 (WHITE EDGELINE)	321
RT. STA. 792+74 TO RT. STA. 797+15 (WHITE EDGELINE)	441
LT. STA. 819+58 TO LT. STA. 822+17 (WHITE EDGELINE)	259
RT. STA. 822+02 TO RT. STA. 828+72 (WHITE EDGELINE)	670
LT. STA. 848+88 TO LT. STA. 853+16 (WHITE EDGELINE)	428
LT. STA. 1104+69 TO LT. STA. 1107+49 (WHITE EDGELINE)	280
RT. STA. 1105+15 TO RT. STA. 1109+01 (WHITE EDGELINE)	386
LT. STA. 1126+60 TO LT. STA. 1130+33 (WHITE EDGELINE)	373
RT. STA. 1127+00 TO RT. STA. 1129+50 (WHITE EDGELINE)	250
IL 140 RAMPS:	
STA. 108+09 TO STA. 110+52 (WHITE EDGELINE)	243
STA. 203+16 TO STA. 206+68 (WHITE EDGELINE)	352
STA. 307+43 TO STA. 311+11 (WHITE EDGELINE)	368
STA. 403+35 TO STA. 406+96 (WHITE EDGELINE)	361
NBL REST AREA RAMPS:	
STA. 102+84 TO STA. 107+12 (WHITE EDGELINE)	428
STA. 135+34 TO STA. 138+40 (WHITE EDGELINE)	306
SBL REST AREA RAMPS:	
STA. 102+67 TO STA. 107+08 (WHITE EDGELINE)	441
STA. 135+71 TO STA. 142+89 (WHITE EDGELINE)	718
IL 143 RAMPS:	
STA. 110+05 TO STA. 113+03 (WHITE EDGELINE)	298
STA. 203+25 TO STA. 206+99 (WHITE EDGELINE)	374
STA. 310+21 TO STA. 313+48 (WHITE EDGELINE)	327
STA. 402+89 TO STA. 406+75 (WHITE EDGELINE)	386
TOTAL =	8,920

GROOVING FOR RECESSED PAVEMENT MARKING 7"

LOCATION	FOOT
LT. STA. 734+00 TO LT. STA. 743+00 (WHITE EDGELINE)	900
LT. STA. 734+00 TO LT. STA. 743+00 (YELLOW EDGELINE)	900
LT. STA. 734+00 TO LT. STA. 743+00 (WHITE SKIP-DASH)	230
RT. STA. 734+00 TO RT. STA. 743+00 (WHITE EDGELINE)	900
RT. STA. 734+00 TO RT. STA. 743+00 (YELLOW EDGELINE)	900
RT. STA. 734+00 TO RT. STA. 743+00 (WHITE SKIP-DASH)	230
LT. STA. 1114+80 TO LT. STA. 1121+00 (WHITE EDGELINE)	620
LT. STA. 1114+80 TO LT. STA. 1121+00 (YELLOW EDGELINE)	620
LT. STA. 1114+80 TO LT. STA. 1121+00 (WHITE SKIP-DASH)	160
RT. STA. 1114+80 TO RT. STA. 1121+00 (WHITE EDGELINE)	620
RT. STA. 1114+80 TO RT. STA. 1121+00 (YELLOW EDGELINE)	620
RT. STA. 1114+80 TO RT. STA. 1121+00 (WHITE SKIP-DASH)	160
LT. STA. 1001+45 TO LT. STA. 1003+72 (WHITE EDGELINE)	227
LT. STA. 1001+45 TO LT. STA. 1003+72 (YELLOW EDGELINE)	227
LT. STA. 1001+45 TO LT. STA. 1003+72 (WHITE SKIP-DASH)	60
RT. STA. 1002+24 TO RT. STA. 1004+51 (WHITE EDGELINE)	227
RT. STA. 1002+24 TO RT. STA. 1004+51 (YELLOW EDGELINE)	227
RT. STA. 1002+24 TO RT. STA. 1004+51 (WHITE SKIP-DASH)	60
TOTAL =	7,888

GROOVING FOR RECESSED PAVEMENT MARKING 13"

LOCATION	FOOT
IL 140 RAMPS:	
STA. 100+33 TO STA. 110+61 (OUTSIDE SHOULDER)	595
STA. 205+31 TO STA. 218+81 (OUTSIDE SHOULDER)	765
STA. 300+38 TO STA. 309+97 (OUTSIDE SHOULDER)	544
STA. 405+30 TO STA. 418+62 (OUTSIDE SHOULDER)	765
IL 143 RAMPS:	
STA. 100+34 TO STA. 112+54 (OUTSIDE SHOULDER)	697
STA. 205+29 TO STA. 219+46 (OUTSIDE SHOULDER)	816
STA. 300+34 TO STA. 312+51 (OUTSIDE SHOULDER)	697
STA. 405+24 TO STA. 418+32 (OUTSIDE SHOULDER)	748
TOTAL =	5,627

TEMPORARY CONCRETE BARRIER

	LOCATION	WORK AREA	FOOT
STAGE III	RT. STA. 728+85 TO RT. STA. 743+10	S.B. D.L.	1,425
STAGE IV	LT. STA. 734+25 TO LT. STA. 737+12.5	S.B. P.L.	287.5
STAGE V	LT. STA. 733+90 TO LT. STA. 748+15	N.B. P.L.	1,425
STAGE I	RT. STA. 1109+65 TO RT. STA. 1121+02.5	S.B. D.L.	1,137.5
STAGE VII	LT. STA. 1114+77.5 TO LT. STA. 1126+15	N.B. P.L.	1,137.5
TOTAL =			5,412.5

RELOCATE TEMPORARY CONCRETE BARRIER

	LOCATION	WORK AREA	FOOT
STAGE IV	RT. STA. 728+85 TO RT. STA. 743+10	S.B. P.L.	1,425
STAGE V	RT. STA. 731+87.5 TO RT. STA. 734+75	N.B. P.L.	287.5
STAGE VI	LT. STA. 733+90 TO LT. STA. 748+15	N.B. D.L.	1,425
STAGE II	RT. STA. 1109+65 TO RT. STA. 1121+02.5	S.B. P.L.	1,137.5
STAGE VIII	LT. STA. 1114+77.5 TO LT. STA. 1126+15	N.B. D.L.	1,137.5
TOTAL =			5,412.5

BARRIER WALL MARKERS, TYPE C

LOCATION	EACH
RT. STA. 728+85 TO RT. STA. 743+10	114
LT. STA. 734+25 TO LT. STA. 737+12.5	24
LT. STA. 733+90 TO LT. STA. 748+15	114
RT. STA. 1109+65 TO RT. STA. 1121+02.5	90
LT. STA. 1114+77.5 TO LT. STA. 1126+15	90
TOTAL =	432

IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3


LOCATION	EACH
STA. 1253+45	1
TOTAL =	1

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

	LOCATION	WORK AREA	EACH
STAGE III	RT. STA. 728+85	S.B. D.L.	1
STAGE IV	LT. STA. 737+12.5	S.B. P.L.	1
STAGE V	LT. STA. 748+15	N.B. P.L.	1
STAGE I	RT. STA. 1109+65	S.B. D.L.	1
STAGE VII	LT. STA. 1126+15	N.B. P.L.	1
TOTAL =			5

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3

	LOCATION	WORK AREA	EACH
STAGE IV	RT. STA. 728+85	S.B. P.L.	1
STAGE V	RT. STA. 731+87.5	N.B. P.L.	1
STAGE VI	LT. STA. 748+15	N.B. D.L.	1
STAGE II	RT. STA. 1109+65	S.B. P.L.	1
STAGE VIII	LT. STA. 1126+15	N.B. D.L.	1
TOTAL =			5

FILE NAME = ...cadd\0876C93-shr-schedule.dgn	USER NAME = SJS	DESIGNED -	REVISED -
 Johnson, Dapp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN	DRAWN -	REVISED -
	PLOT DATE = 06/23/2010 15:32:23	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1(2)RS-2	MADISON	156	32
CONTRACT NO. 76C93				
ILLINOIS FED. AID PROJECT				

HIGH TENSION CABLE MEDIAN BARRIER	
LOCATION	FOOT
RT. STA. 668+50 TO RT. STA. 695+40	2,690
LT. STA. 697+34 TO LT. STA. 737+23	3,989
RT. STA. 739+80 TO RT. STA. 783+63	4,383
LT. STA. 785+53 TO LT. STA. 857+53	7,200
RT. STA. 859+29 TO RT. STA. 930+25	7,096
LT. STA. 930+75 TO LT. STA. 1001+15	7,040
LT. STA. 1007+50 TO LT. STA. 1074+05	6,655
LT. STA. 1075+95 TO LT. STA. 1189+21	11,326
RT. STA. 1190+97 TO RT. STA. 1233+76	4,279
RT. STA. 1235+68 TO RT. STA. 1263+48	2,780
TOTAL =	57,438

HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	
LOCATION	EACH
RT. STA. 668+00 TO RT. STA. 668+50	1
RT. STA. 695+40 TO RT. STA. 695+90	1
LT. STA. 696+84 TO LT. STA. 697+34	1
LT. STA. 737+23 TO LT. STA. 737+73	1
RT. STA. 739+30 TO RT. STA. 739+80	1
RT. STA. 783+63 TO RT. STA. 784+13	1
LT. STA. 785+03 TO LT. STA. 785+53	1
LT. STA. 857+53 TO LT. STA. 858+03	1
RT. STA. 858+79 TO RT. STA. 859+29	1
LT. STA. 930+25 TO LT. STA. 930+75	1
RT. STA. 930+25 TO RT. STA. 930+75	1
LT. STA. 1001+15 TO LT. STA. 1001+65	1
LT. STA. 1007+00 TO LT. STA. 1007+50	1
LT. STA. 1074+05 TO LT. STA. 1074+55	1
LT. STA. 1075+45 TO LT. STA. 1075+95	1
LT. STA. 1189+21 TO LT. STA. 1189+71	1
RT. STA. 1190+47 TO RT. STA. 1190+97	1
RT. STA. 1233+76 TO RT. STA. 1234+26	1
RT. STA. 1235+18 TO RT. STA. 1235+68	1
RT. STA. 1263+48 TO RT. STA. 1263+98	1
TOTAL =	20

HIGH TENSION CABLE MEDIAN BARRIER DEMONSTRATION	
LOCATION	EACH
SECTION 60-(1,2)RS-2	1
TOTAL =	1

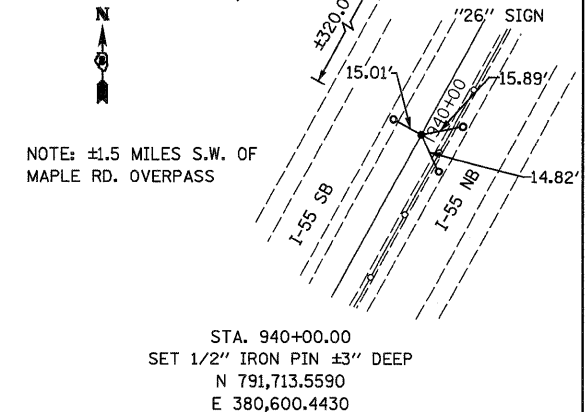
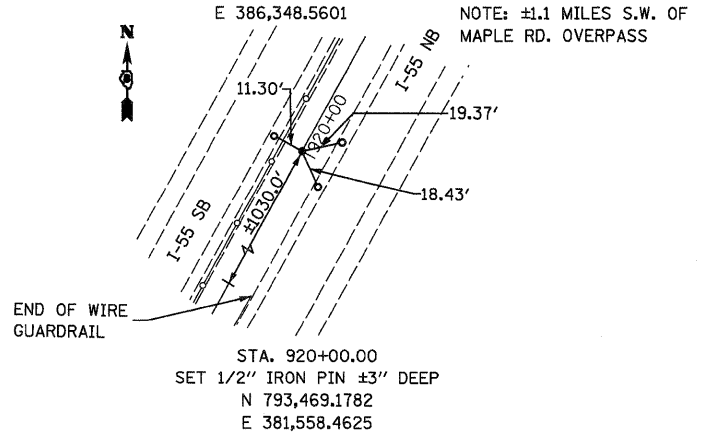
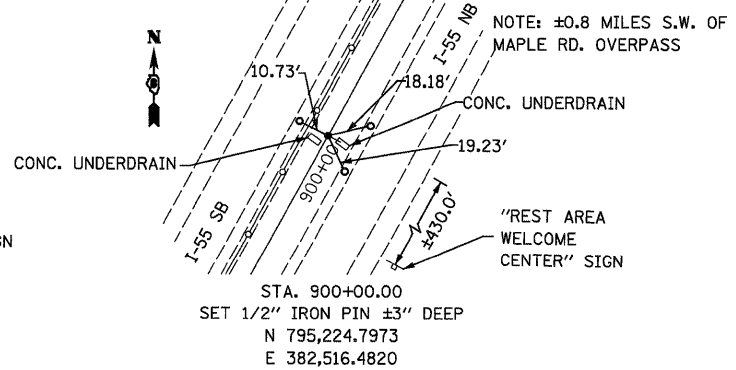
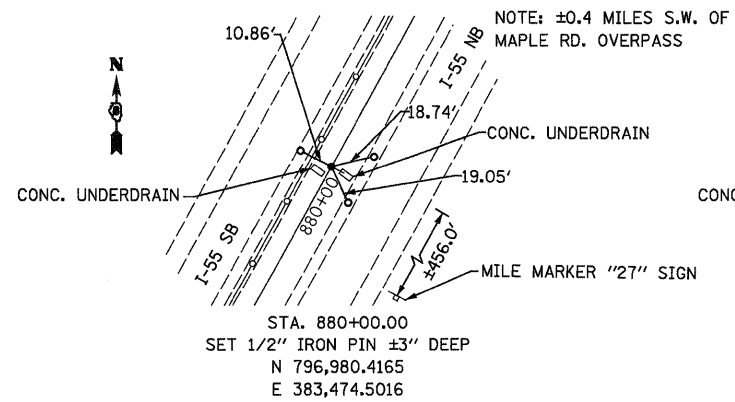
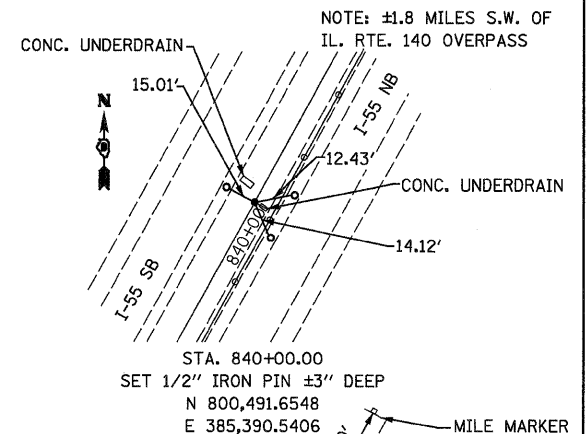
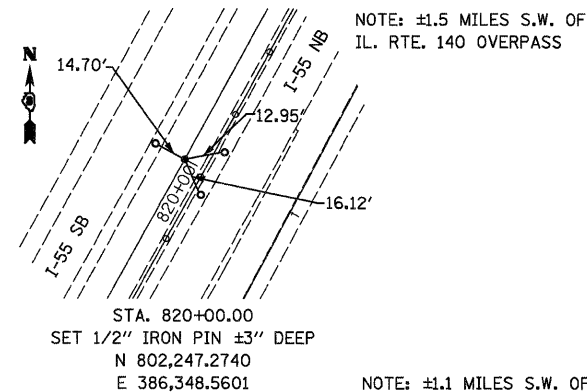
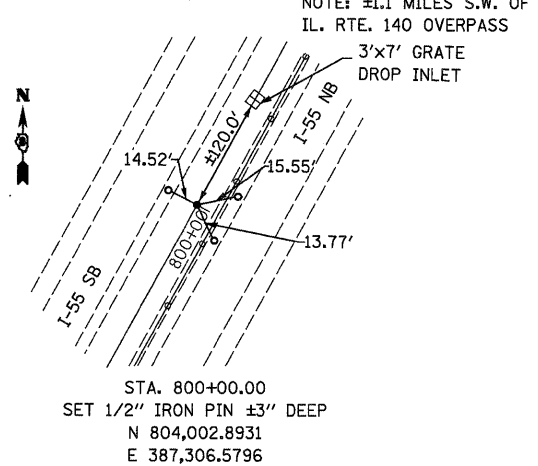
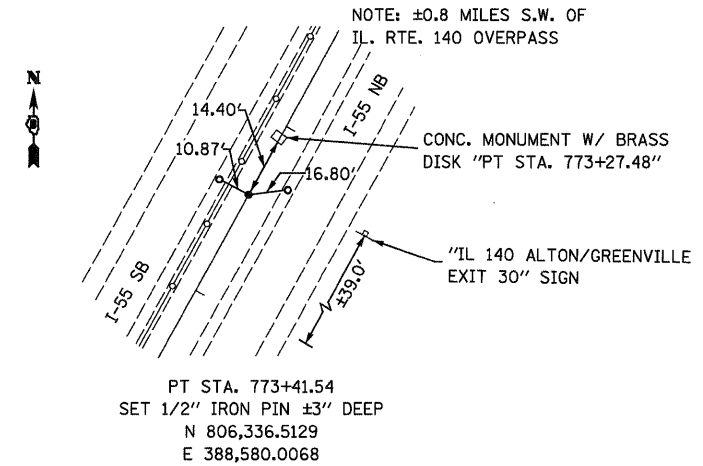
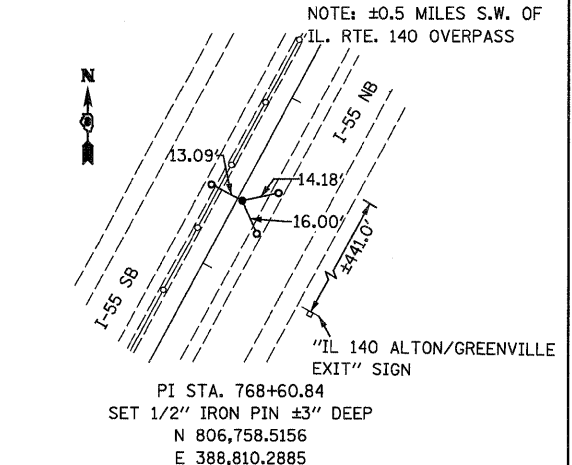
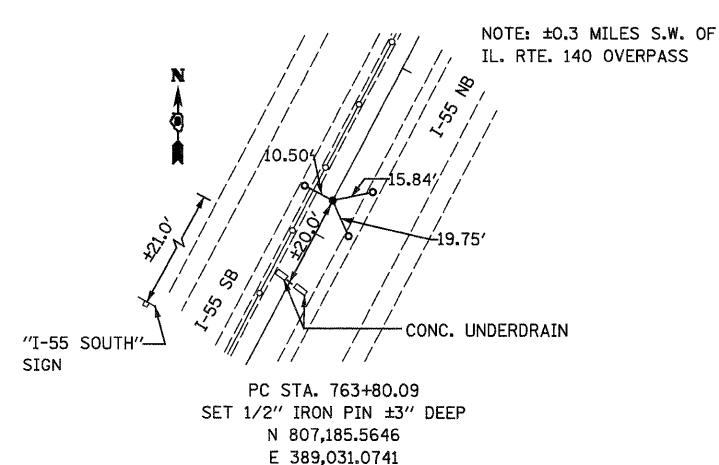
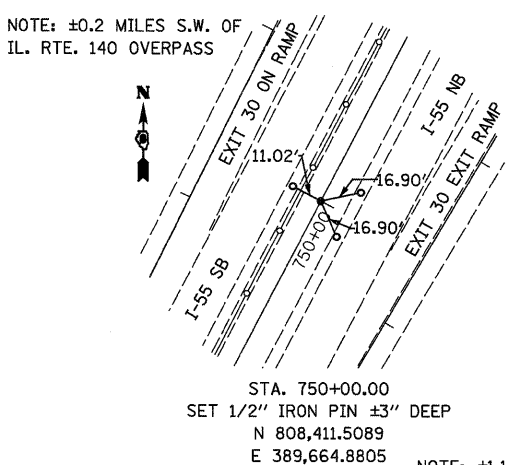
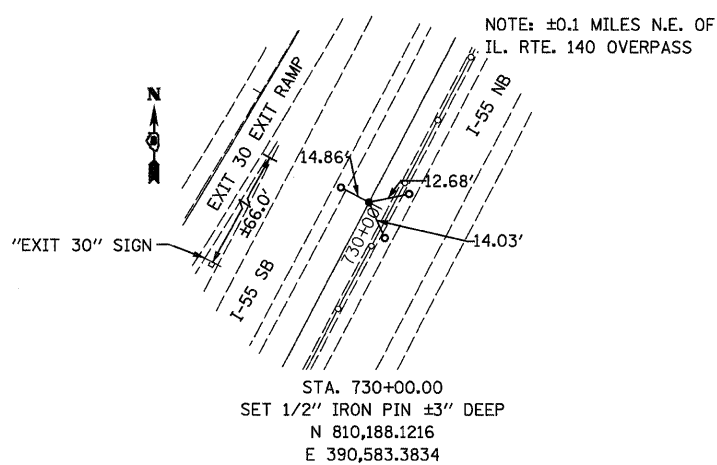
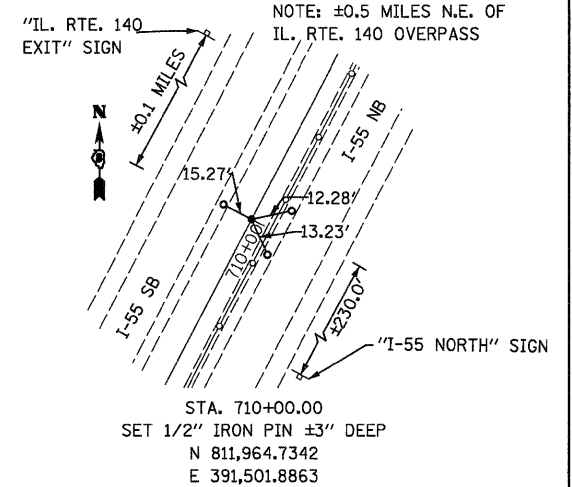
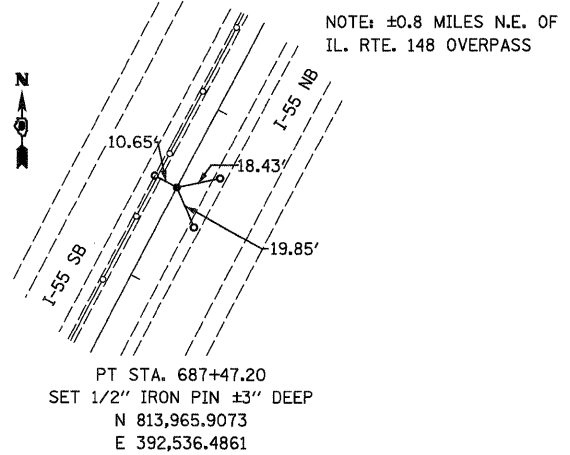
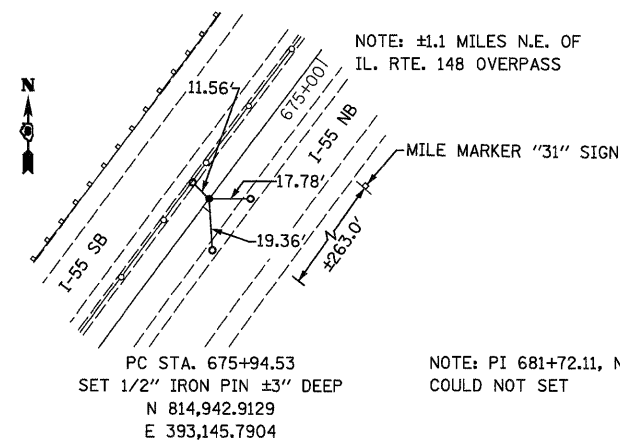
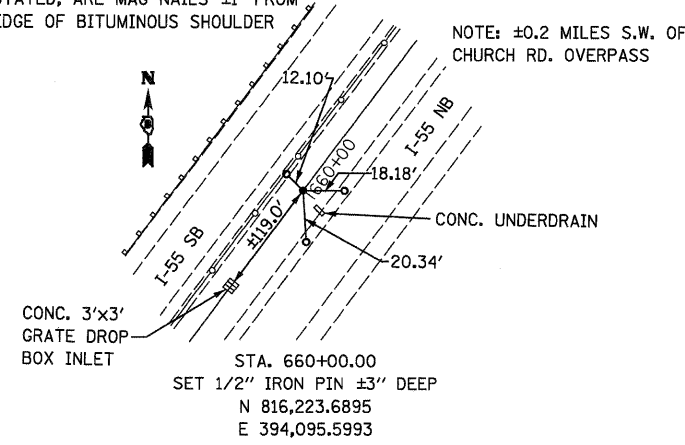
REMOVE HIGH TENSION CABLE MEDIAN BARRIER	
LOCATION	FOOT
RT. STA. 668+00 TO RT. STA. 695+33	2,733
LT. STA. 697+35 TO LT. STA. 737+28	3,993
RT. STA. 739+79 TO RT. STA. 783+63	4,384
LT. STA. 785+53 TO LT. STA. 857+10	7,157
RT. STA. 859+24 TO RT. STA. 930+19	7,095
LT. STA. 930+83 TO LT. STA. 1001+12	7,029
LT. STA. 1007+52 TO LT. STA. 1074+15	6,663
LT. STA. 1075+76 TO LT. STA. 1188+87	11,311
RT. STA. 1191+71 TO RT. STA. 1233+70	4,199
RT. STA. 1235+64 TO RT. STA. 1263+98	2,834
TOTAL =	57,398

CULVERT TO BE CLEANED		
LOCATION	SIZE & TYPE	FOOT
STA. 719+00	DBL 24" RCP	310
STA. 724+55	DBL 24" RCP	340
STA. 784+54	DBL 30" RCP	300
STA. 923+48	DBL 24" RCP	350
STA. 926+27	DBL 30" RCP	340
STA. 1018+75	24" RCP	75
STA. 1035+52	24" RCP	75
STA. 1061+72	DBL 24" RCP	310
STA. 1089+94	24" RCP	70
STA. 1127+35	36" RCP	130
STA. 1152+67	24" RCP	155
STA. 1168+00	24" RCP	75
STA. 1174+44	30" RCP	200
STA. 1186+00	24" RCP	65
STA. 1194+00	24" RCP	65
STA. 1204+76	24" RCP	195
RAMP 3 (IL 143)		
STA. 307+50	30" RCP	95
RAMP 4 (IL 143)		
STA. 411+00	30" RCP	135
TOTAL =		3285

REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	
LOCATION	EACH
RT. STA. 695+33 TO RT. STA. 695+83	1
LT. STA. 696+85 TO LT. STA. 697+35	1
LT. STA. 737+28 TO LT. STA. 737+78	1
RT. STA. 739+29 TO RT. STA. 739+79	1
RT. STA. 783+63 TO RT. STA. 784+13	1
LT. STA. 785+03 TO LT. STA. 785+53	1
LT. STA. 857+10 TO LT. STA. 857+60	1
RT. STA. 858+74 TO RT. STA. 859+24	1
RT. STA. 930+19 TO RT. STA. 930+69	1
LT. STA. 930+33 TO LT. STA. 930+83	1
LT. STA. 1001+12 TO LT. STA. 1001+62	1
LT. STA. 1007+02 TO LT. STA. 1007+52	1
LT. STA. 1074+15 TO LT. STA. 1074+65	1
LT. STA. 1075+26 TO LT. STA. 1075+76	1
LT. STA. 1188+87 TO LT. STA. 1189+37	1
RT. STA. 1191+21 TO RT. STA. 1191+71	1
RT. STA. 1233+70 TO RT. STA. 1234+20	1
RT. STA. 1235+14 TO RT. STA. 1235+64	1
TOTAL =	18

DRAINAGE STRUCTURES TO BE CLEANED	
LOCATION	EACH
STA. 672+00	1
STA. 680+25	1
LT., STA. 680+84	1
STA. 696+03	1
RT., STA. 696+05	1
LT., STA. 696+48	1
STA. 696+64	1
STA. 718+99	1
STA. 724+55	1
STA. 735+00	1
STA. 737+00	1
STA. 740+00	1
STA. 741+50	1
STA. 753+30	1
STA. 767+84	1
STA. 784+42	1
STA. 798+72	1
STA. 812+35	1
STA. 826+82	1
STA. 826+88	1
STA. 829+26	1
STA. 844+84	1
STA. 872+94	1
STA. 886+49	1
STA. 895+12	1
STA. 907+11	1
STA. 926+14	1
STA. 936+89	1
STA. 946+79	1
STA. 955+72	1
LT., STA. 955+78	1
STA. 972+62	1
STA. 972+93	1
STA. 1018+75	1
STA. 1035+52	1
LT., STA. 1061+60	1
STA. 1061+65	1
STA. 1061+80	1
LT., STA. 1061+82	1
STA. 1089+94	1
RT., STA. 1105+05	1
RT., STA. 1106+05	1
STA. 1120+00	1
STA. 1127+35	1
STA. 1140+46	1
STA. 1167+94	1
STA. 1186+00	1
LT., STA. 1188+52	1
STA. 1188+79	1
RT., STA. 1189+80	1
STA. 1190+60	1
STA. 1191+78	1
RT., STA. 1192+04	1
STA. 1194+00	1
STA. 1215+07	1
STA. 1224+90	1
STA. 1230+20	1
STA. 1235+00	1
STA. 1244+48	1
STA. 1250+68	1
STA. 1258+45	1
STA. 1258+95	1
TOTAL =	62

NOTE: ALL TIES, UNLESS OTHERWISE STATED, ARE MAG NAILS ±1' FROM EDGE OF BITUMINOUS SHOULDER



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USER NAME = SJS
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 06/23/2010 15:32:36

DESIGNED -
DRAWN - STM
CHECKED - MTM
DATE - MAY 2010

REVISED -
REVISED -
REVISED -
REVISED -

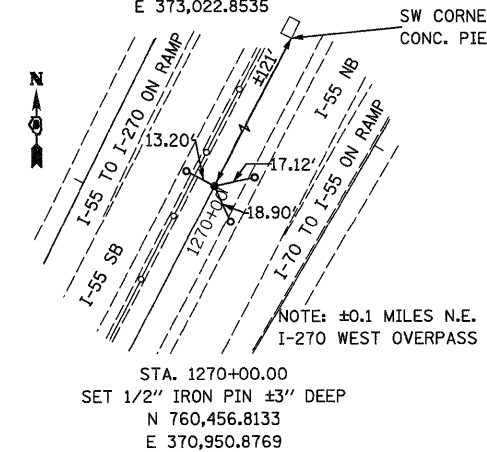
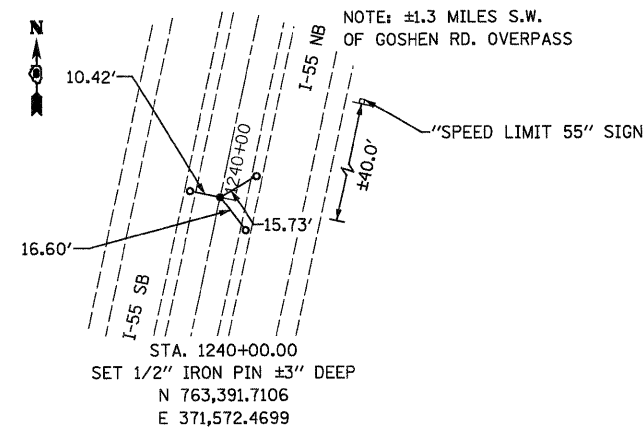
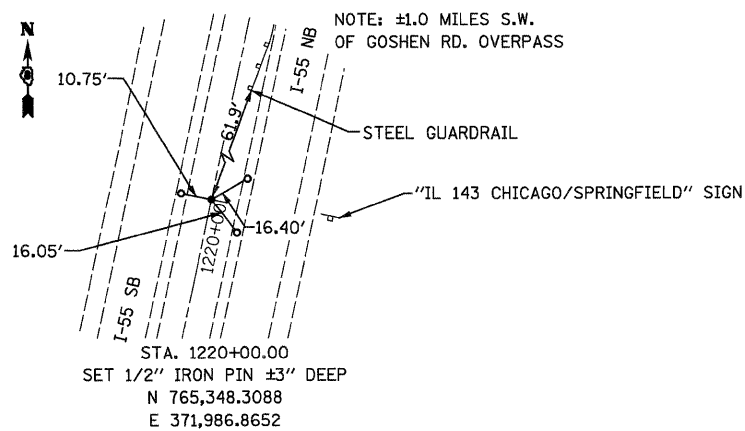
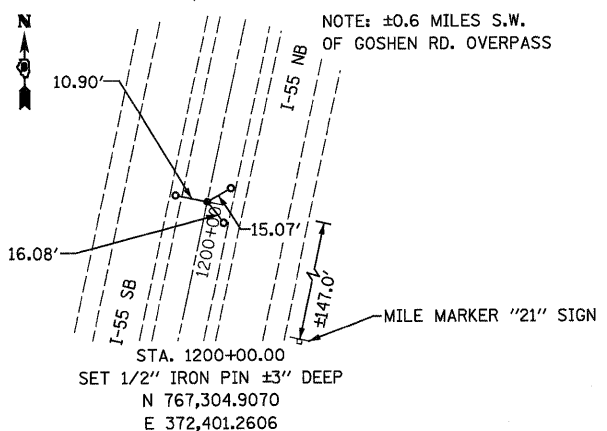
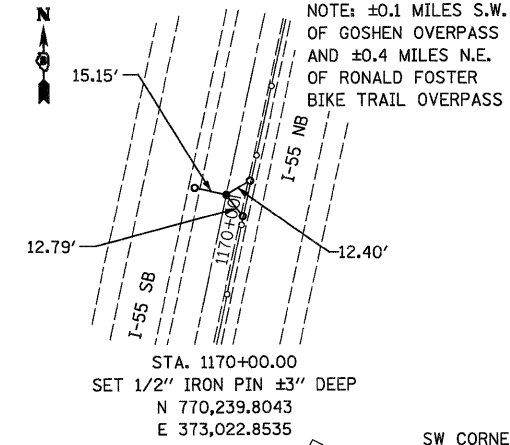
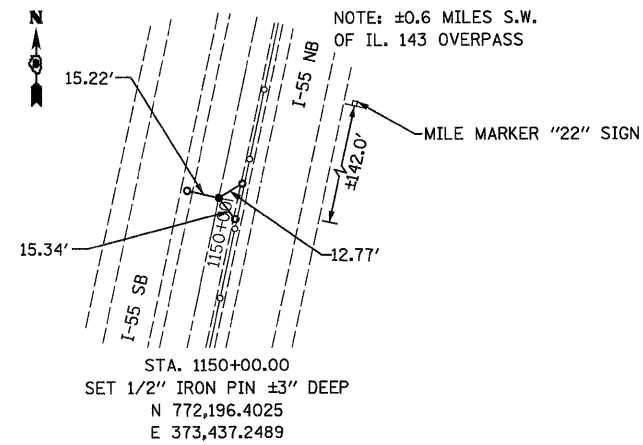
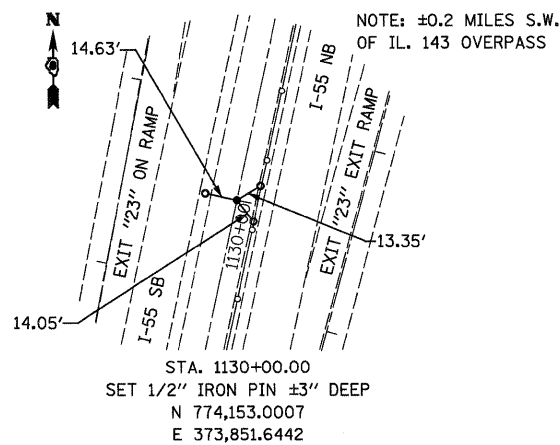
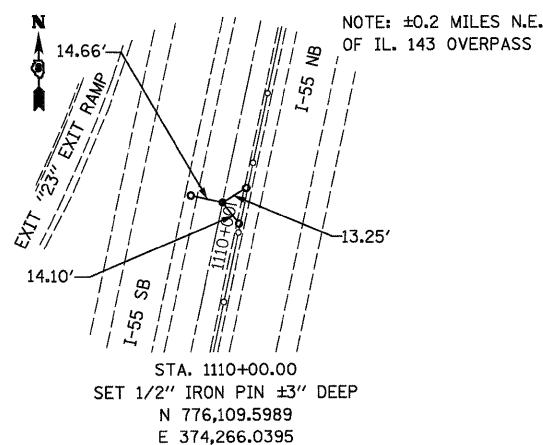
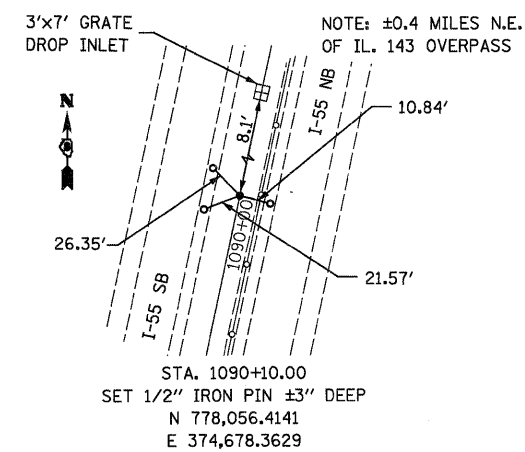
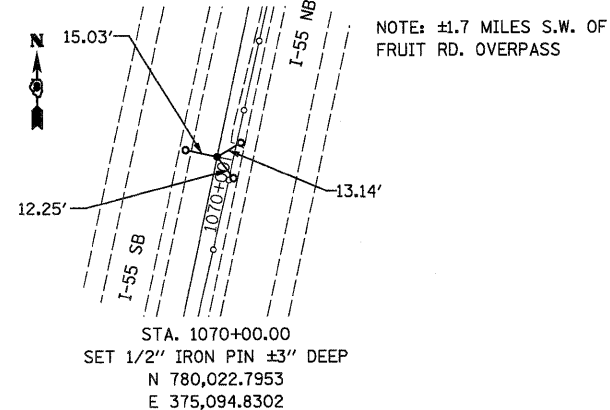
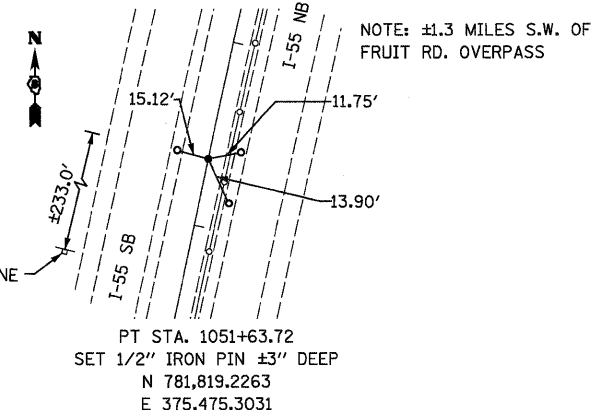
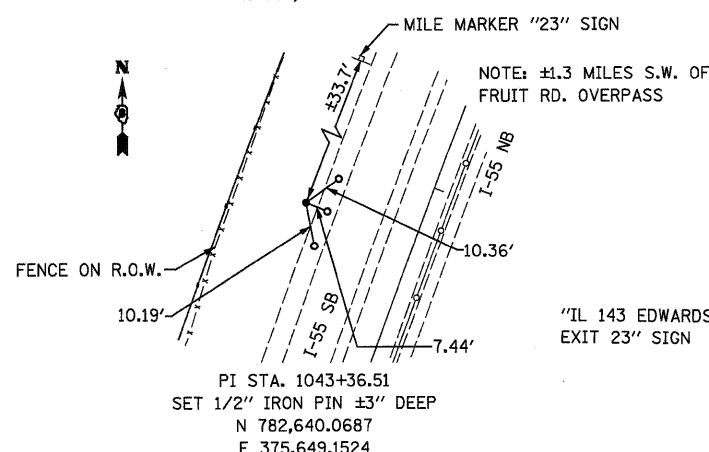
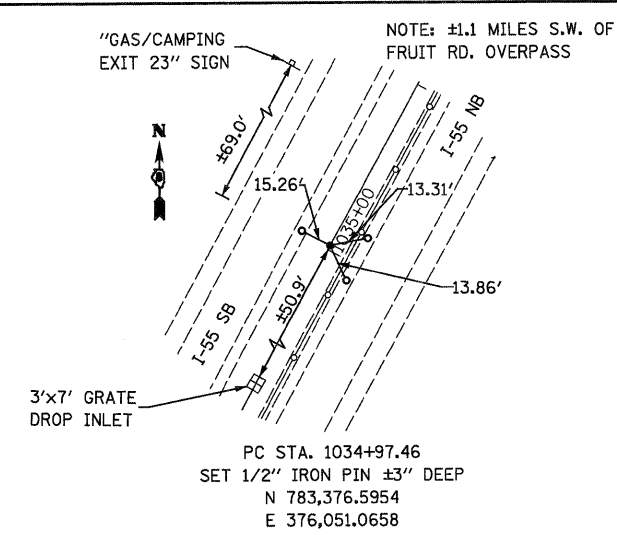
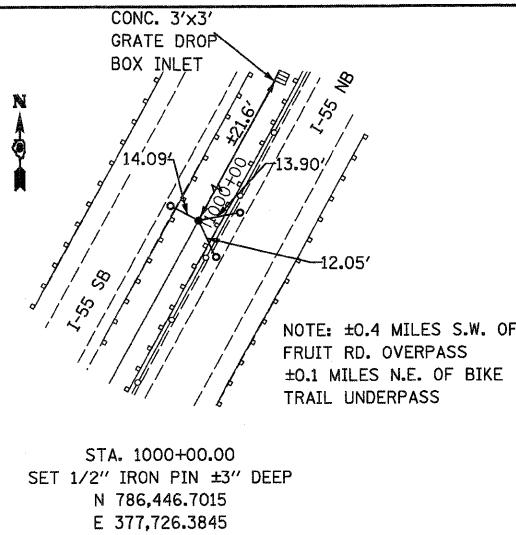
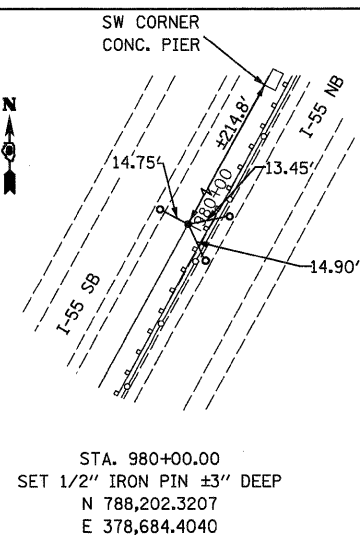
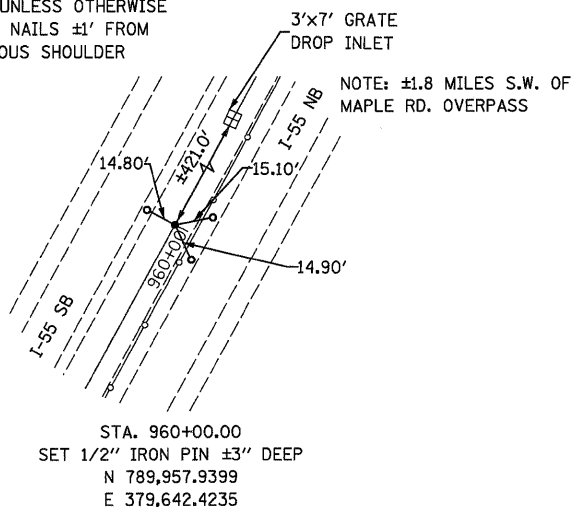
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENTS, TIES AND BENCHMARKS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2RS-2)	MADISON	156	34
CONTRACT NO. T6C93			ILLINOIS FED. AID PROJECT	

NOTE: ALL TIES, UNLESS OTHERWISE STATED, ARE MAG NAILS ±1' FROM EDGE OF BITUMINOUS SHOULDER



FILE NAME = ...\\oad\ad876e93-ah-ATB.dgn
USER NAME = SJS
PLOT SCALE = 50.0000' / 1" IN.
PLOT DATE = 06/23/2010 15:32:38

DESIGNED -	REVISED -
DRAWN - STM	REVISED -
CHECKED - MTM	REVISED -
DATE - MAY 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENTS, TIES AND BENCHMARKS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2RS-2)	MADISON	156	35
CONTRACT NO. 76C93				
ILLINOIS FED. AID PROJECT				

BM 1: CUT "□" ON CENTER OF SIGN TRUSS FOUNDATION (E. SIDE), IN MEDIAN @ NB I-55 RAMP TO EB I-70.
±19.03 MILE MARKER
ELEV 567.700

BM 2: CUT "□" ON CENTER OF HEADWALL WITH 24" RCP @ (E. SIDE) OF I-55, JUST N. OF THE MAPLE GROVE RD. OVERPASS.
±20.07 MILE MARKER
STA 1250+96; 77.0' LT; ELEV 558.634

BM 3: CUT "□" ON W. LEG FOUNDATION OF BLUE "GAS-EXIT 23 & CAMPING EXIT-23" SIGN @ (E. SIDE) OF I-55, APPROX. 1 MILE N. OF THE MAPLE GROVE RD. OVERPASS.
±21.02 MILE MARKER
STA 1200+07; 80.0' LT; ELEV 545.537

BM 4: CUT "□" ON HEADWALL WITH 24" RCP @ (W. SIDE) OF I-55, APPROX. 1/4 MILE N. OF THE GOSHEN RD. OVERPASS.
±21.88 MILE MARKER
STA 1152+67; 76.0 RT; ELEV 565.708

BM 5: CUT "□" ON CENTER OF HEADWALL WITH TWO 36" RCP'S @ (E. SIDE) OF IL 143 RAMP TO NB I-55 (N. END).
±22.80 MILE MARKER
STA 1105+50; 97.0' LT; ELEV 550.003

BM 6: CUT "□" ON CENTER OF HEADWALL @ (E. SIDE) OF I-55.
±24.13 MILE MARKER
STA 1035+49; 75.0' LT; ELEV 551.841

BM 7: CUT "□" ON CENTER OF HEADWALL W/ 24" RCP @ (E. SIDE) OF I-55.
±650.0' S. OF FRUIT RD.
±25.12 MILE MARKER (FROM D98-083-05)
STA 983+43; 79.0' LT; ELEV 535.249

BM 8: CUT "□" IN CENTER OF HEADWALL W/ DOUBLE 24" RCP @ (E. SIDE) OF I-55, ±1 MILE N. OF FRUIT RD.
±26.22 MILE MARKER
STA 925+84; 74.0' LT; ELEV 532.057

BM 9: CUT "□" IN CENTER OF HEADWALL W/ 24" RCP @ (E. SIDE) OF I-55.
±27.22 MILE MARKER
STA 872+99; 75.0' LT; ELEV 532.305

BM 10: CUT "□" ON N.W. BOLT OF W. LEG OF SIGN (FOOD/LODGING-EXIT 30) @ (E. SIDE) OF I-55.
±0.75 MILES N. OF MAPLE RD.
±28.25 MILE MARKER
STA 818+06; 92.0' LT; ELEV 522.401

BM 11: CUT "□" IN CENTER OF HEADWALL W/ 30" RCP @ (E. SIDE) OF I-55.
±0.55 MILES S. OF IL 140
±29.22 MILE MARKER
STA 767+52; 75.0' LT; ELEV 540.293

BM 12: CUT "□" IN CENTER OF HEADWALL W/ DOUBLE 24" RCP @ (E. SIDE) OF I-55.
±0.4 MILES N. OF IL 140
±30.14 MILE MARKER
STA 719+00; 78.0 LT; ELEV 548.452

BM 13: CUT "□" ON N.W. CORNER OF 4'x4' DROP INLET IN MEDIAN OF I-55, @ ±1.5 MILES N. OF IL 140
±31.25 MILE MARKER
STA 661+20; 3.0' RT; ELEV 557.204

BM 14: CUT "□" ON N.W. BOLT OF W. LEG OF SIGN "WORDEN EXIT 13" @ (E. SIDE) OF I-55.
±32.23 MILE MARKER
STA 607+98; 77.0' LT; ELEV 562.848

BM 15: CUT "□" IN CENTER OF HEADWALL OF DOUBLE BOX CULVERT (SN 060 2015), @ (E. SIDE) OF RAMP FOR NB I-55 TO IL 4.
±33.08 MILE MARKER
STA 563+76; 120' LT; ELEV 550.734

BM 16: VOID DISTURBED

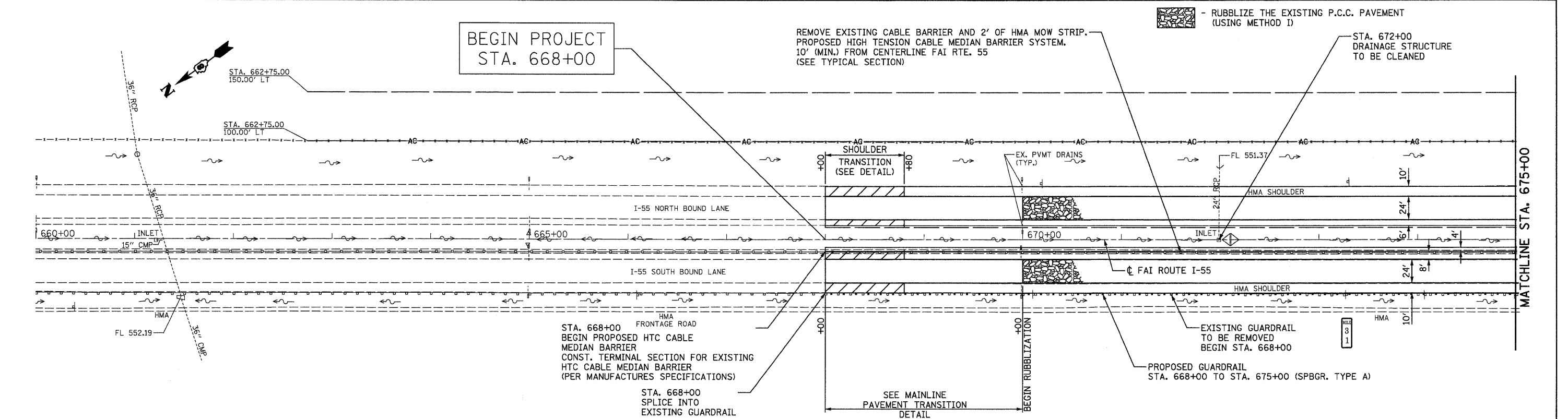
BM 17: CHISELED 'X' ON N.W. BOLT OF W. LEG OF SIGN;
±1.85 MILES N. OF IL 4.
STA 452+59; 105.0' LT; ELEV 581.304

FILE NAME = ...\\cadd\d876e93-ht-ATB.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - STM	REVISED -						55	60-(1,2RS-2)	MADISON	156	36
		CHECKED - MTM	REVISED -		CONTRACT NO. 76C93				ILLINOIS FED. AID PROJECT				
		DATE - MAY 2010	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
DRAWN	
NO. _____	

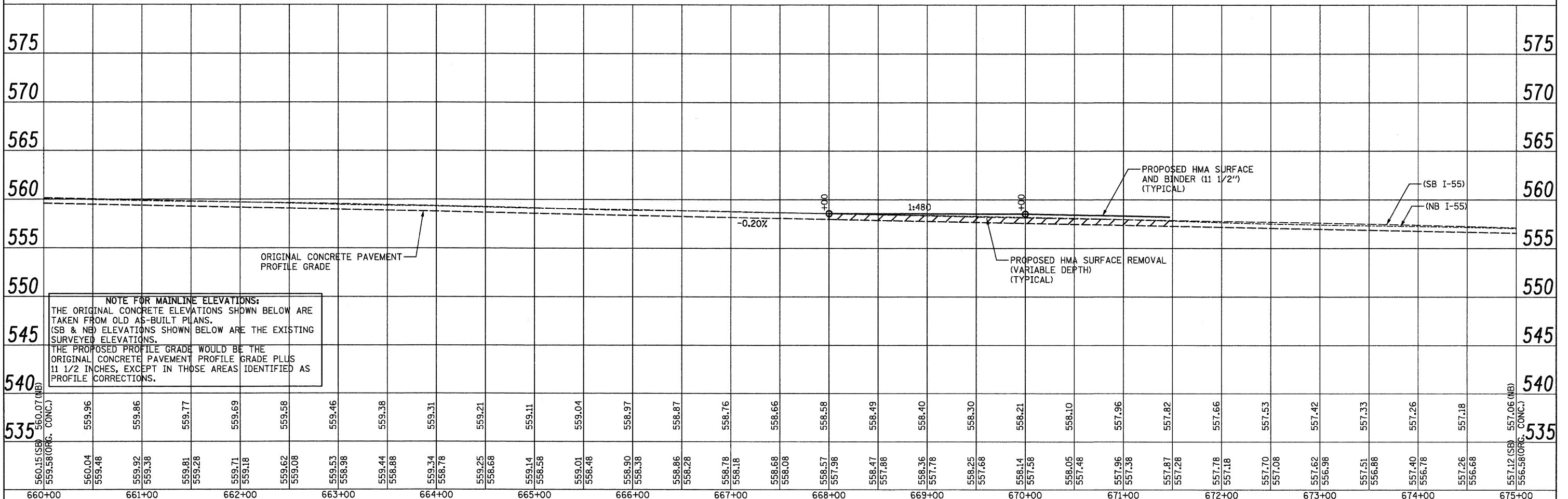
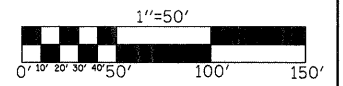
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BY	
PROFILING	
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DRAWN	
NO. _____	

- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)



BM #13 - CUT SQUARE ON N.W. CORNER OF DROP INLET IN MEDIAN 3' RT., STA. 661+20 ELEV. 557.204'

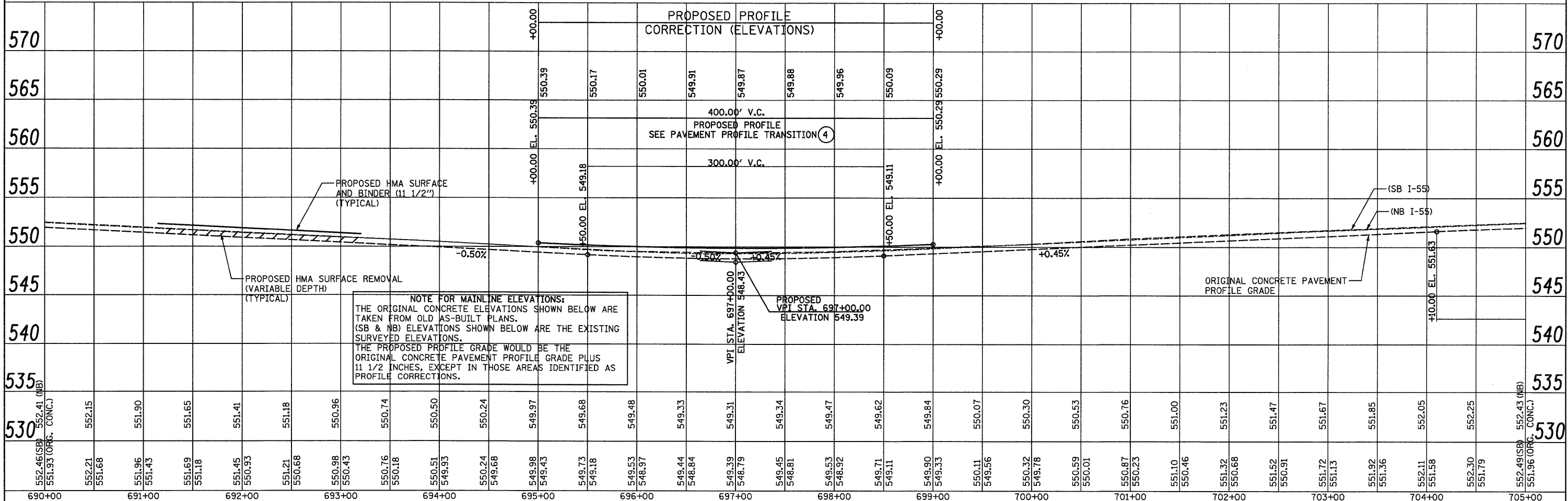
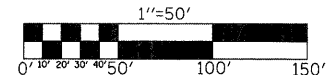
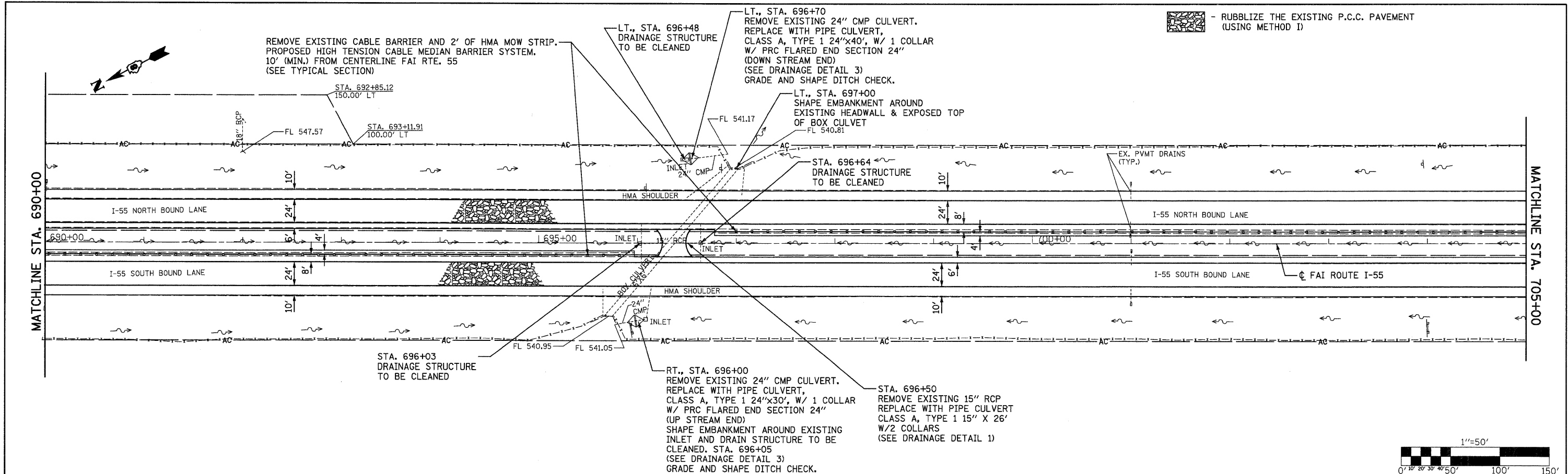
NOTE:
PROFILE GRADES ARE SHOWN ALONG CENTERLINE OF N.B. & S.B. LANES



FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		FAI ROUTE 55 (I-55)			F.A.I. RTE. = 55	SECTION = 60-(1,2)RS-2	COUNTY = MADISON	TOTAL SHEETS = 156	SHEET NO. = 37
...						SCALE: 1"=50' SHEET NO. OF SHEETS STA. 660+00 TO STA. 675+00			CONTRACT NO. 76C93				
									ILLINOIS FED. AID PROJECT				

DATE	
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PLAN	
SURVEYED	
ALIGNED	
CHECKED	
RT. OF WAY	
CHECKED	
NO.	
NO.	
NO.	

DATE	
BY	
PROFILE	
SURVEYED	
PROFILES	
CHECKED	
NO.	
NO.	
NO.	



NOTE FOR MAINLINE ELEVATIONS:
 THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

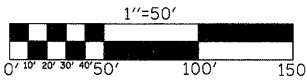
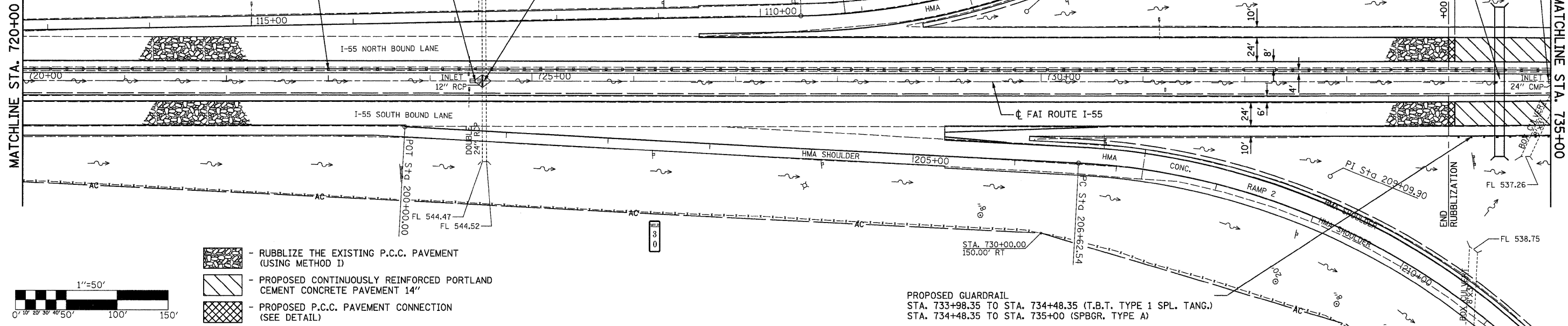
FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 690+00 TO STA. 705+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \cadd\0878093-sht-plnpr-f1.dgn	PLDT SCALE = 50.0000' / IN.	DRAWN -	REVISED -						55	60-(1,2)RS-2	MADISON	156	39
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLDT DATE = 06/23/2010 15:32:58	CHECKED -	REVISED -						CONTRACT NO. 76C93				
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP.
 PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM.
 10' (MIN.) FROM CENTERLINE FAI RTE. 55
 (SEE TYPICAL SECTION)

STA. 735+00
 SEE DRAIN. MODIF. PLAN FOR
 IL 140 INTERCHANGE FOR PIPE
 CULVERT REMOVAL AND REPLACEMENT
 INFORMATION.
 STA. 734+50, 0° SKEW
 CONST. 8'X3' PRBC
 W/2 PRECAST END SECTIONS
 SEE CULVERT DETAILS

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

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



- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)
- PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"
- PROPOSED P.C.C. PAVEMENT CONNECTION (SEE DETAIL)

PROPOSED GUARDRAIL
 STA. 733+98.35 TO STA. 734+48.35 (T.B.T. TYPE 1 SPL. TANG.)
 STA. 734+48.35 TO STA. 735+00 (SPBGR. TYPE A)

ELEVATION	PROPOSED PROFILE CORRECTION (ELEVATIONS)																				ELEVATION									
	720+00	721+00	722+00	723+00	724+00	725+00	726+00	727+00	728+00	729+00	730+00	731+00	732+00	733+00	734+00	735+00														
565																					565									
560																						560								
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550.20(SB) 549.72(ORG. CONC.)	550.15	550.05	549.99	549.93	549.86	549.77	549.65	549.52	549.37	549.22	549.11	549.00	548.89	548.76	548.56	548.35	548.11	547.84	547.52	547.19	546.85	546.52	546.19	545.82	545.42	544.95	544.45	543.92	543.38	542.85(SB) 542.38(ORG. CONC.)

NOTE FOR MAINLINE ELEVATIONS:
 THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE
 TAKEN FROM OLD AS-BUILT PLANS.
 (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING
 SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE
 ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS
 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS
 PROFILE CORRECTIONS.

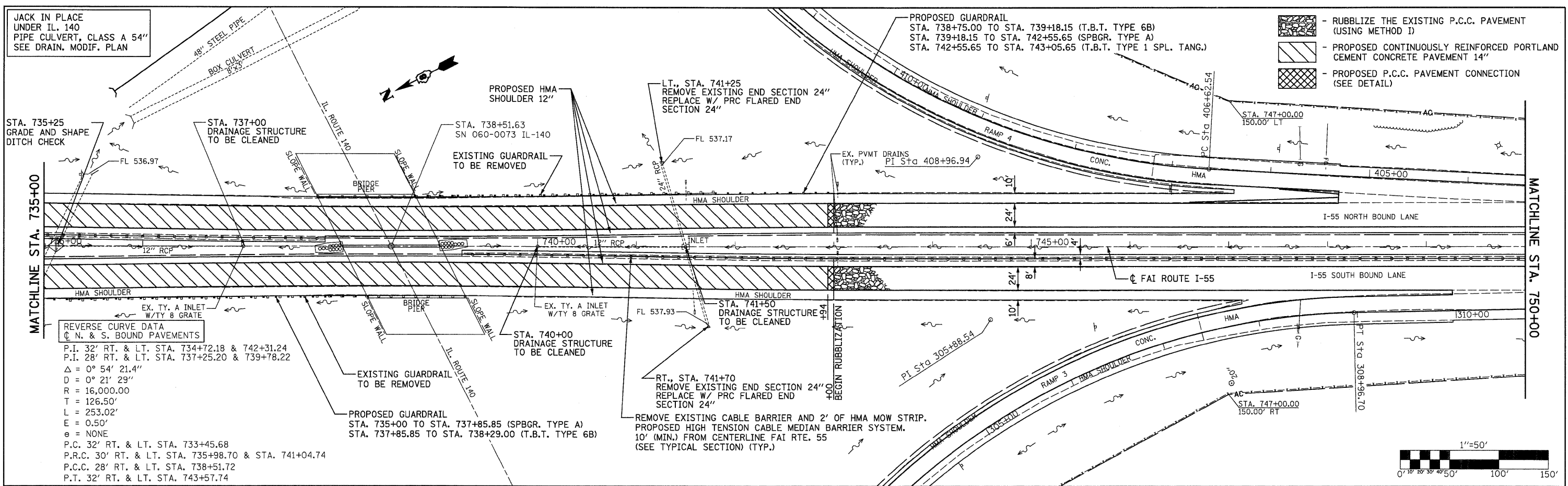
PROPOSED HMA SURFACE
 AND BINDER (1 1/2")
 (TYPICAL)

PROPOSED HMA SURFACE REMOVAL
 (VARIABLE DEPTH)
 (TYPICAL)

400.00' V.C.

350.00' V.C.
 PROPOSED PROFILE
 SEE PAVEMENT PROFILE TRANSITION (4)


DATE	
BY	
SURVEYED	ALIGNED
NOTE BOOK	RT. OF WAY CHECKED
	NO. FILE NAME

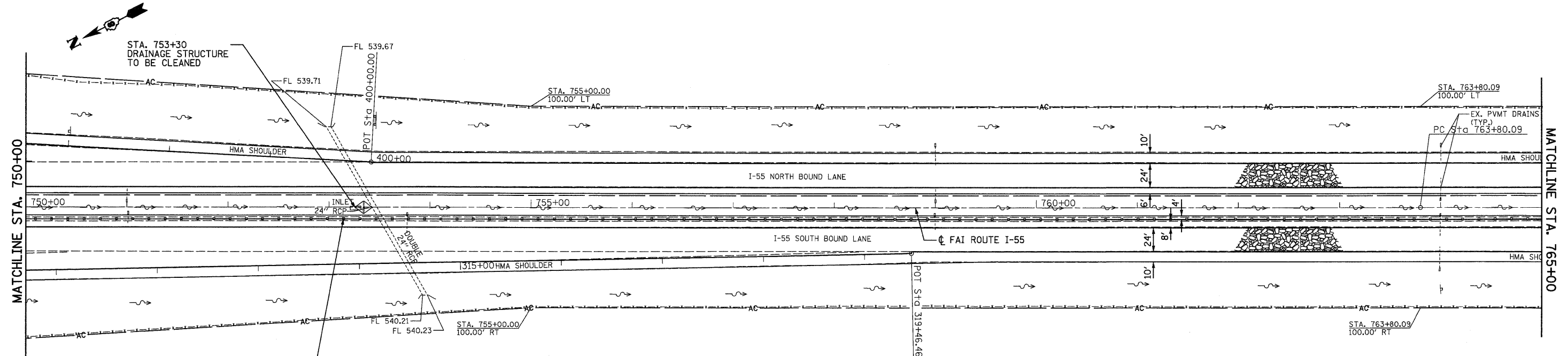


560		LIMITS OF CONTINUOUSLY REINFORCED P.C.C. PAVEMENT 14"																									560						
555	543.36	542.76	542.17	541.64	541.25	541.00	540.88	540.90	541.06	541.35	541.78	542.34	543.04	543.80	544.49	545.08	545.57	545.96	546.25	546.43	546.52					555							
550	PROPOSED PROFILE 500.00' V.C.																									550							
545		+75.00 EL. 541.61	+0.00 EL. 542.17																								545						
540																											540						
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520	542.93(SB)	542.33	541.89	541.47	541.29	541.12	541.06	541.15	541.29	541.52	541.95	542.41	542.95	543.49	544.04	544.55	545.02	545.40	545.70	545.87	545.96	546.02	546.07	546.11	546.15	546.10	546.03	545.95	545.87	545.79	545.62(SB)	545.70(NB)	520
	542.38(ORG. CONC.)	541.87	541.37	540.97	540.69	540.52	540.48	540.55	540.74	541.04	541.47	541.99	542.53	543.07	543.61	544.14	544.60	545.06	545.44	545.74	545.83	546.03	546.07	546.10	546.15	546.10	546.03	545.96	545.81	545.72	545.62(SB)	545.70(NB)	
																																520	

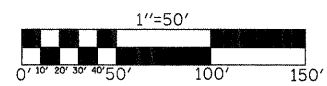
NOTE FOR MAINLINE ELEVATIONS:
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 THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

DATE	
BY	
SURVEYED	GRADES CHECKED
NOTE BOOK	NO. NOTED
	STRUCTURE NOTATIONS OK'D

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)

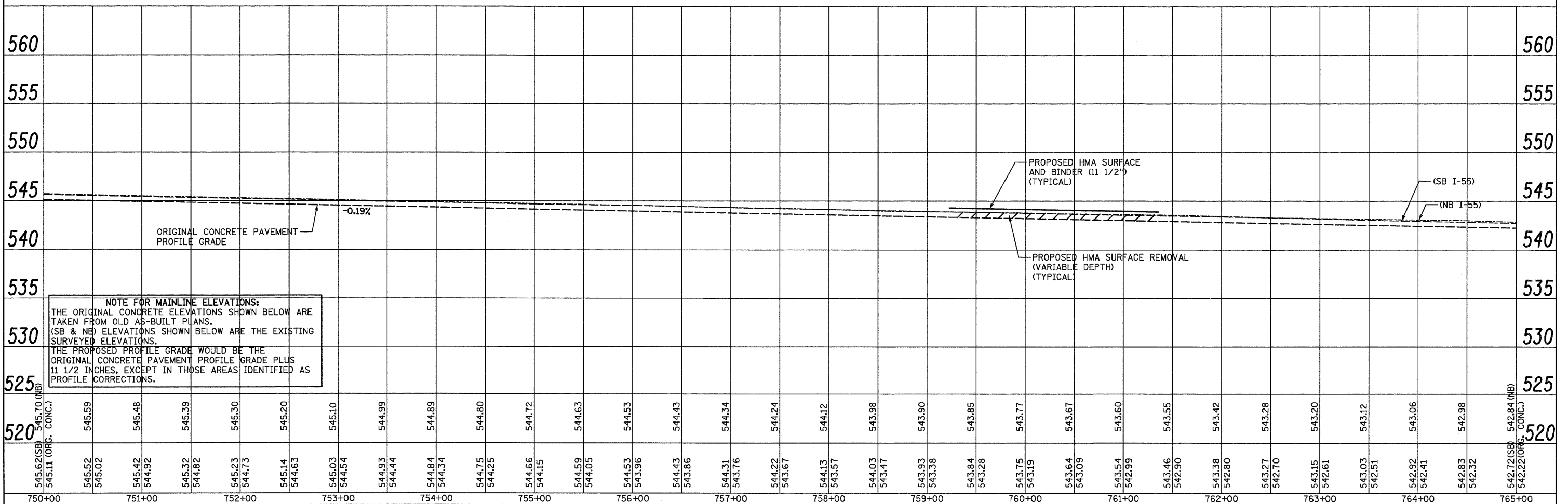


REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP.
 PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM.
 10' (MIN.) FROM CENTERLINE FAI RTE. 55
 (SEE TYPICAL SECTION)

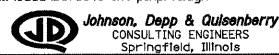


PLAN	
DATE	BY
SURVEYED	BY
ALIGNED	BY
CHECKED	BY
RT. OF WAY CHECKED	BY
NO.	NO.
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NO.	NO.
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PROFILE	
DATE	BY
SURVEYED	BY
GRADES CHECKED	BY
BLM. NOTED	BY
STRUCTURE NOTATIONS OK'D	BY
NO.	NO.
NO.	NO.
NO.	NO.
NO.	NO.

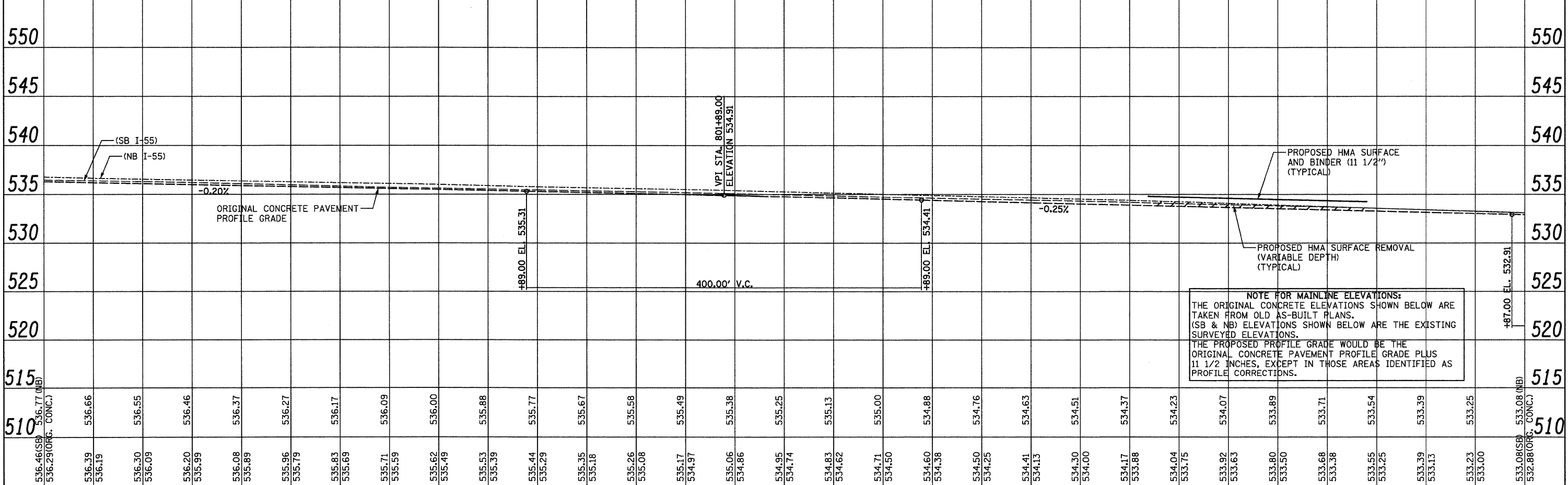
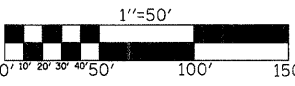
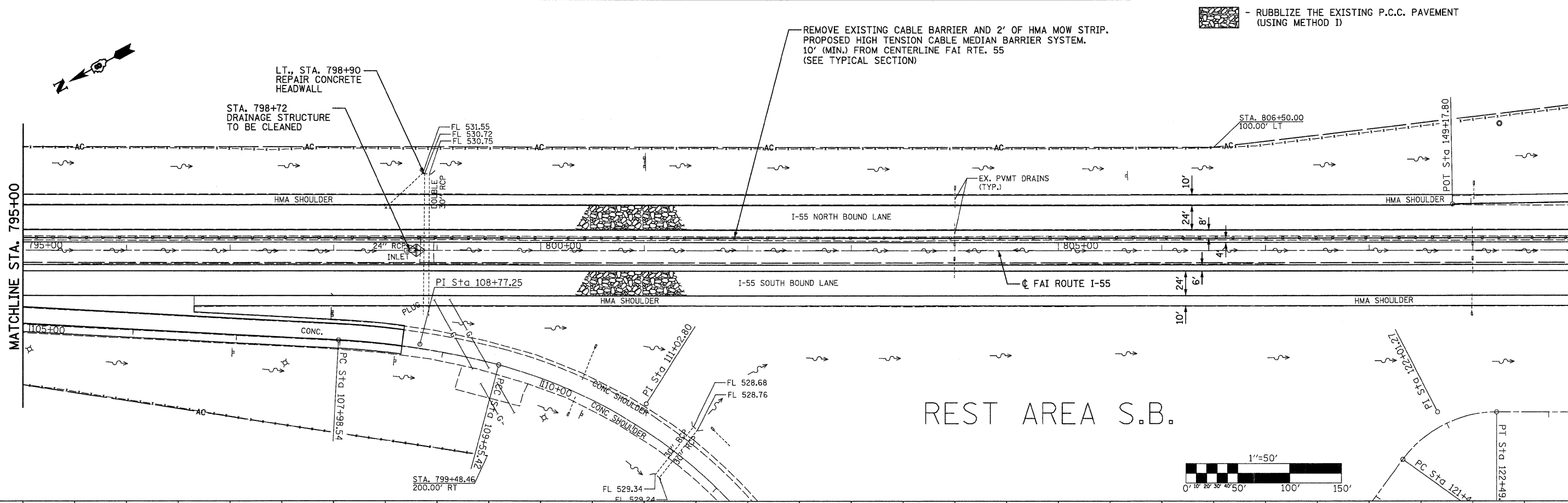


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...	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -		55	60-(1,2)RS-2	MADISON	156	43	CONTRACT NO. 76C93	
PLOT DATE = 06/23/2010 15:33:02	DATE -	CHECKED -	REVISED -		SCALE: 1"=50'			SHEET NO. OF SHEETS STA. 750+00 TO STA. 765+00		ILLINOIS FED. AID PROJECT	



DATE	BY
SURVEYED	ALIGNED
NOTE BOOK	RT. OF WAY CHECKED
NO.	PADO FILE NAME

DATE	BY
SURVEYED	GRADES CHECKED
NOTE BOOK	STRUCTURE NOTATIONS CKD
NO.	

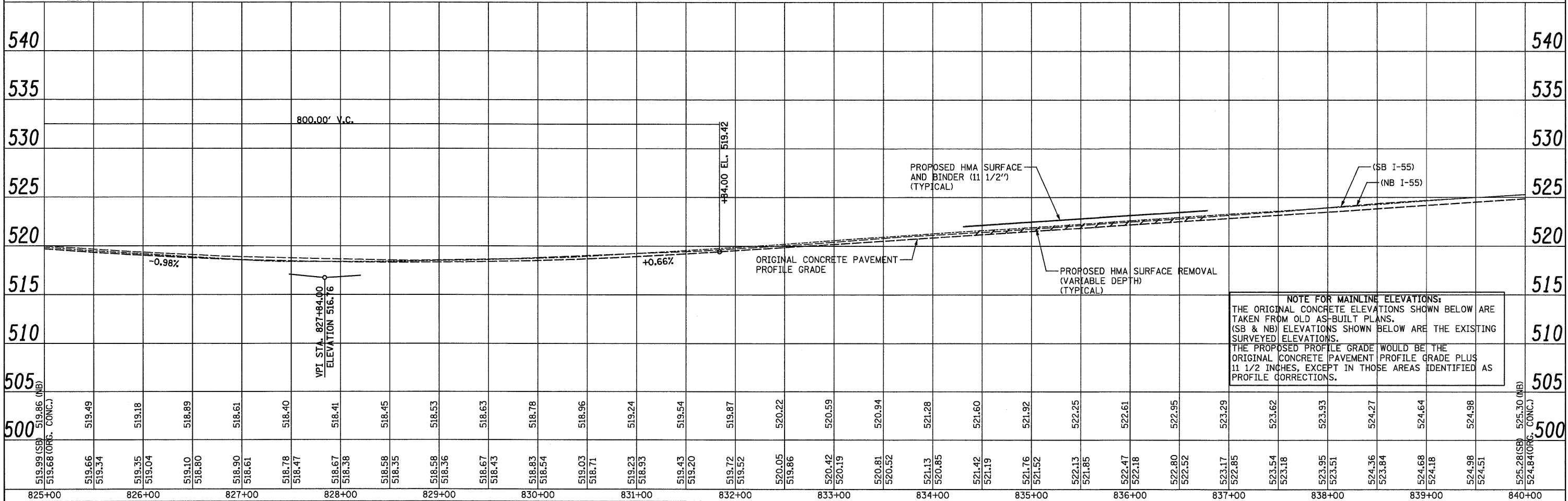
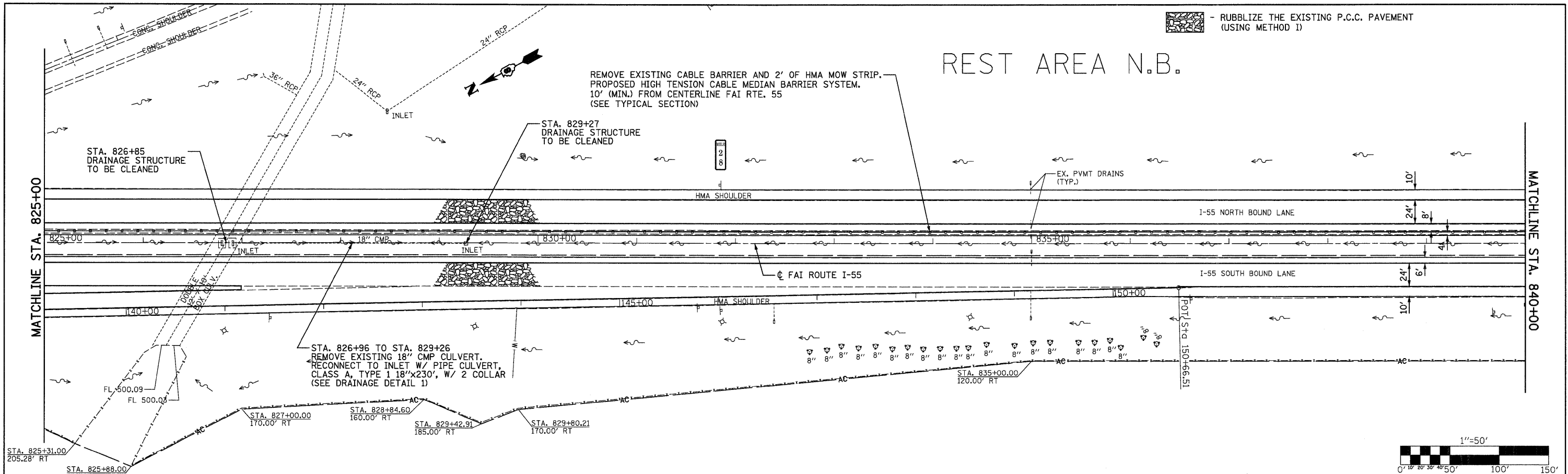


NOTE FOR MAINLINE ELEVATIONS:
 THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

550		550		550		550		550		550		550		550		550		550		550		550		550							
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795+00		796+00		797+00		798+00		799+00		800+00		801+00		802+00		803+00		804+00		805+00		806+00		807+00		808+00		809+00		810+00	
FILE NAME =		USER NAME = SJS		DESIGNED -		REVISED -																									
...\\oad\0876C93-aht-plnpr\1.dgn		DRAWN -		CHECKED -		DATE -																									
PLOT SCALE = 50.0000' / IN.		CHECKED -		DATE -																											
PLOT DATE = 06/23/2010 15:33:04		DATE -																													
				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				FAI ROUTE 55 (I-55)				SECTION 60-1(2)RS-2 COUNTY MADISON TOTAL SHEETS 156 SHEET NO. 46 CONTRACT NO. 76C93				SCALE: 1"=50' SHEET NO. OF SHEETS STA. 795+00 TO STA. 810+00 ILLINOIS FED. AID PROJECT															

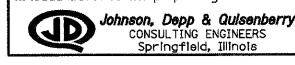
DATE: _____ BY: _____
 SURVEYED: _____
 ALIGNED: _____
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 PLAN: _____
 NOTE BOOK: _____
 NO. _____
 PLOTTED FILE NAME: _____

DATE: _____ BY: _____
 SURVEYED: _____
 GRADES CHECKED: _____
 B.M. NOTED: _____
 STRUCTURE NOTATIONS CHFD: _____
 NO. _____
 PROFILE: _____
 NOTE BOOK: _____
 NO. _____



NOTE FOR MAINLINE ELEVATIONS:
 THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\cedd\0876093-ah\p\prf1.dgn		DRAWN -	REVISED -			55	60-1,2RS-2	MADISON	156	48	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76C93					
PLOT DATE = 06/23/2010 15:33:06		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



SCALE: 1"=50' SHEET NO. OF SHEETS STA. 825+00 TO STA. 840+00

REST AREA N.B.



PROPOSED GUARDRAIL
 STA. 853+76.37 TO STA. 853+91.16 (T.B.T. TYPE 2)
 STA. 853+91.16 TO STA. 854+91.16 (SPBGR. TYPE A)
 STA. 854+91.16 TO STA. 855+00.00 (T.B.T. TYPE 1 SPL. TANG.)

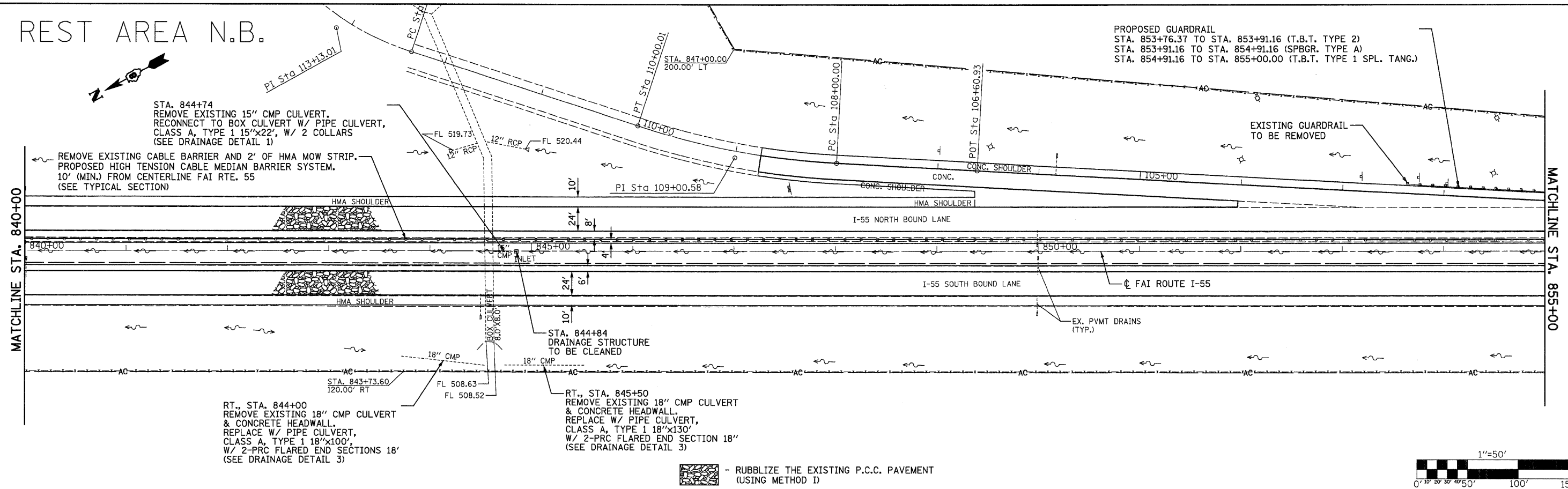
STA. 844+74
 REMOVE EXISTING 15" CMP CULVERT.
 RECONNECT TO BOX CULVERT W/ PIPE CULVERT,
 CLASS A, TYPE 1 15"x22", W/ 2 COLLARS
 (SEE DRAINAGE DETAIL 1)

REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP.
 PROPOSED HIGH TENSION CABLE BARRIER SYSTEM,
 10' (MIN.) FROM CENTERLINE FAI RTE. 55
 (SEE TYPICAL SECTION)

EXISTING GUARDRAIL
 TO BE REMOVED

MATCHLINE STA. 840+00

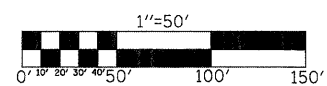
MATCHLINE STA. 855+00



RT., STA. 844+00
 REMOVE EXISTING 18" CMP CULVERT
 & CONCRETE HEADWALL.
 REPLACE W/ PIPE CULVERT,
 CLASS A, TYPE 1 18"x100',
 W/ 2-PRC FLARED END SECTIONS 18'
 (SEE DRAINAGE DETAIL 3)

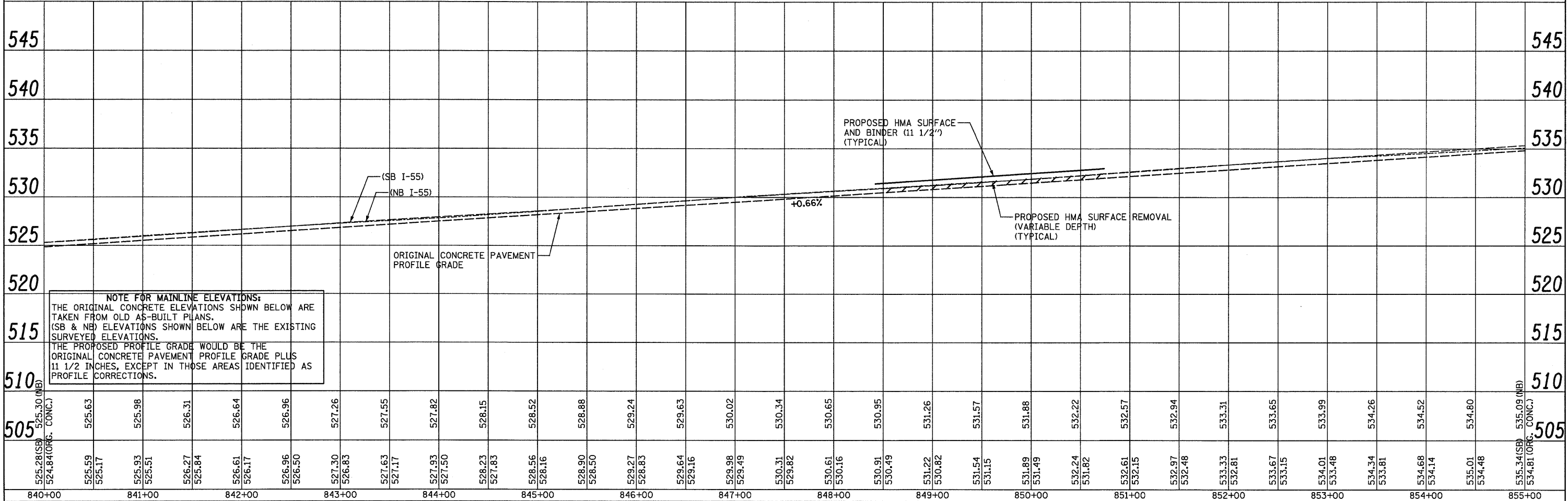
STA. 844+84
 DRAINAGE STRUCTURE
 TO BE CLEANED

- RUBBLIZE THE EXISTING P.C.C. PAVEMENT
 (USING METHOD D)



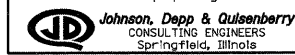
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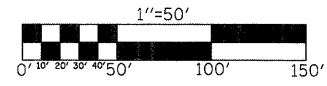
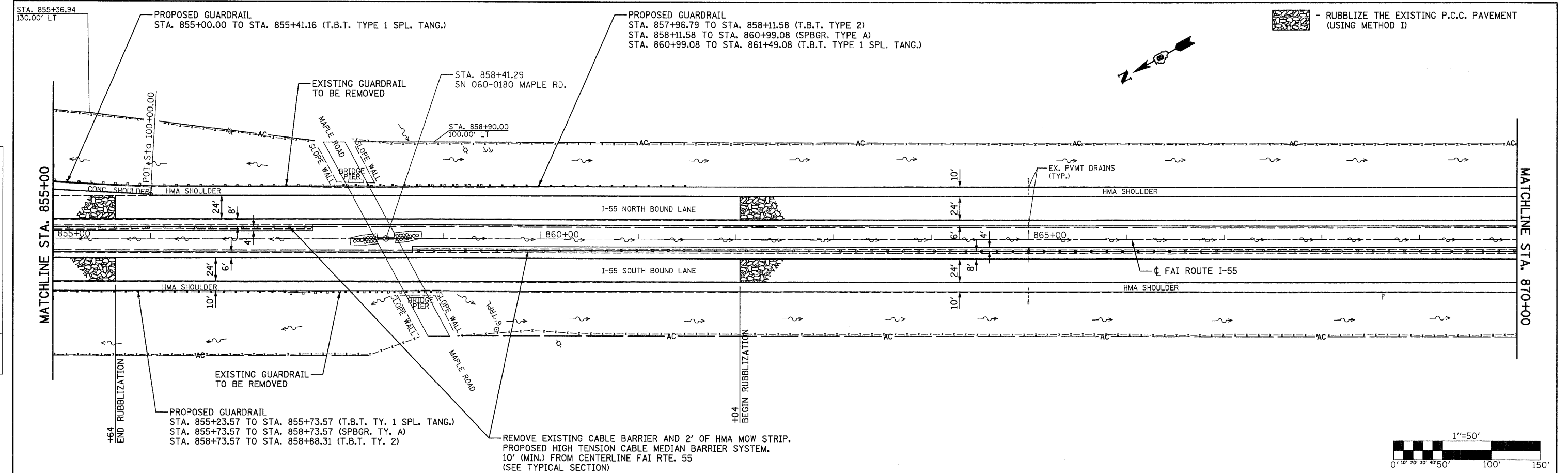
NOTE FOR MAINLINE ELEVATIONS:
 THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE
 TAKEN FROM OLD AS-BUILT PLANS.
 (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING
 SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE
 ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS
 11 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS
 PROFILE CORRECTIONS.

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\oad\0876C93-shr-plnpr1.dgn		DRAWN -	REVISED -			55	60-1,2)RS-2	MADISON	156	49	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76C93					
PLOT DATE = 06/23/2010 15:33:07		DATE -	REVISED -			SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA. 840+00 TO STA. 855+00	ILLINOIS FED. AID PROJECT



DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
RT. OF WAY CHECKED	
NO. FILE NAME	

DATE	
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SURVEYED	
GRADES CHECKED	
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STRUCTURE	
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535.34(SB)	535.09(NB)	535.66	535.39	535.69	536.01	536.34	536.75	537.14	537.32	537.42	537.47	537.48	537.55	537.75	537.81	537.83	537.82	537.77	537.69	537.68	536.98	536.53	536.90	536.43	536.80	536.77	536.67	536.59	536.49	536.36	536.24	536.16	536.06	535.93	535.82	535.71	535.62	535.62	535.53(SB)	535.52(NB)																			
534.81(ORG. CONC.)	535.14	535.99	535.47	536.31	535.81	536.63	536.13	536.92	536.42	537.19	536.66	537.38	536.84	537.41	536.96	537.49	537.03	537.54	537.05	537.55	537.02	537.50	536.93	537.32	536.83	537.17	536.73	537.07	536.63	536.98	536.53	536.90	536.43	536.80	536.33	536.66	536.23	536.52	536.13	536.45	536.03	536.39	535.93	536.31	535.83	536.22	535.73	536.14	535.63	536.05	535.53	535.92	535.43	535.78	535.33	535.67	535.23	535.58(SB)	535.52(NB)

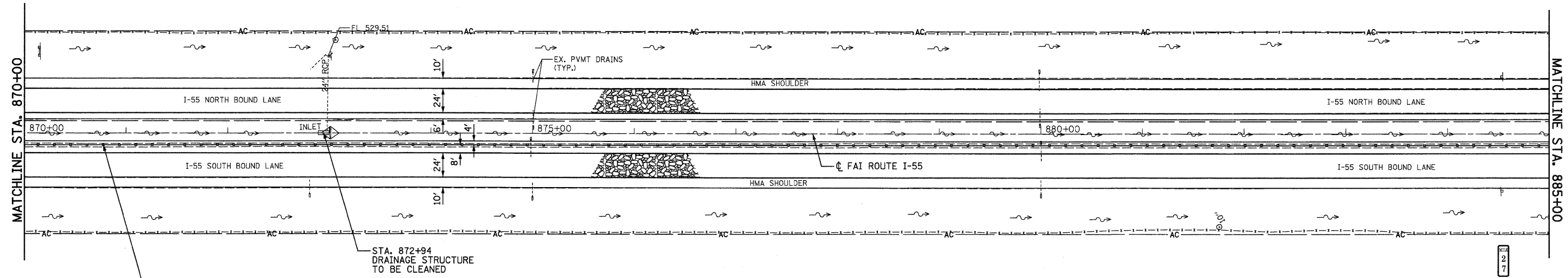
MINIMUM CLEARANCE 16' 3"
 ENGINEER TO VERIFY
 PRIOR TO CONSTRUCTION

NOTE FOR MAINLINE ELEVATIONS:
 THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)				<table border="1"> <tr> <td>F.A.I. RTE.</td> <td>SECTION</td> <td>COUNTY</td> <td>TOTAL SHEETS</td> <td>SHEET NO.</td> </tr> <tr> <td>55</td> <td>60-1,21RS-2</td> <td>MADISON</td> <td>156</td> <td>50</td> </tr> <tr> <td colspan="5">CONTRACT NO. 76C93</td> </tr> <tr> <td colspan="5">ILLINOIS FED. AID PROJECT</td> </tr> </table>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	55	60-1,21RS-2	MADISON	156	50	CONTRACT NO. 76C93					ILLINOIS FED. AID PROJECT				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS		SHEET NO.																								
55	60-1,21RS-2	MADISON	156		50																								
CONTRACT NO. 76C93																													
ILLINOIS FED. AID PROJECT																													
...\\oadd\0876C93-ht-plnpr1.dgn	sjj	DRAWN -	REVISED -	SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA. 855+00 TO STA. 870+00																					
PLOT SCALE = 50.0000 ' / IN.		CHECKED -	REVISED -																										
PLOT DATE = 06/23/2010 15:33:08		DATE -	REVISED -																										

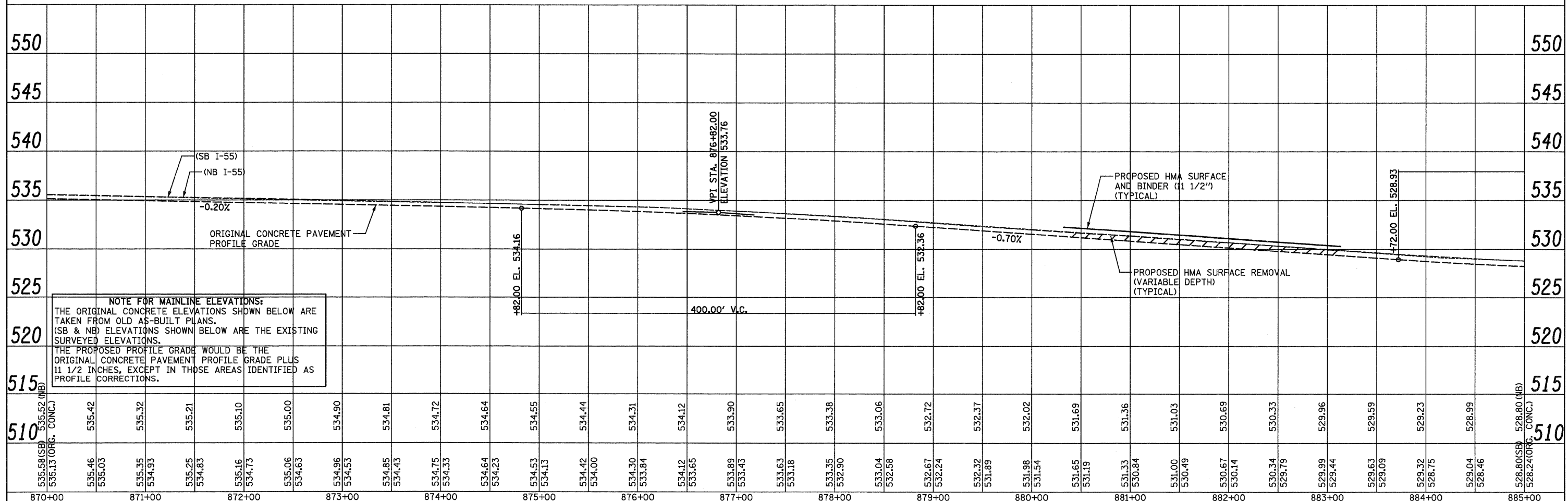
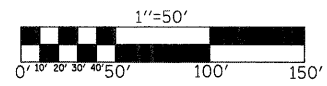
Johnson, Depp & Quisenberry
 CONSULTING ENGINEERS
 Springfield, Illinois

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)



REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP. PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM. 10' (MIN.) FROM CENTERLINE FAI RTE. 55 (SEE TYPICAL SECTION)

BM #9 - CUT SQUARE ON HDWL
75' LT., STA. 872+99 ELEV. 532.305'



NOTE FOR MAINLINE ELEVATIONS:
THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.


535.58 (SB)	535.52 (NB)	535.46	535.42	535.32	535.21	535.10	535.00	534.90	534.81	534.72	534.64	534.55	534.44	534.31	534.12	533.90	533.65	533.38	533.06	532.72	532.37	532.02	531.69	531.36	531.03	530.69	530.33	529.96	529.59	529.23	528.99	528.80 (NB)	
535.13 (ORG. CONC.)	535.03	534.93	534.83	534.73	534.63	534.53	534.43	534.33	534.23	534.13	534.03	533.93	533.83	533.73	533.63	533.53	533.43	533.33	533.23	533.13	533.03	529.99	529.89	529.79	529.69	529.59	529.49	529.39	529.29	529.19	529.09	528.99	
870+00	871+00	872+00	873+00	874+00	875+00	876+00	877+00	878+00	879+00	880+00	881+00	882+00	883+00	884+00	885+00																		

PLAN

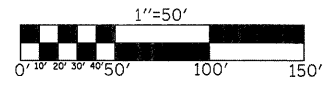
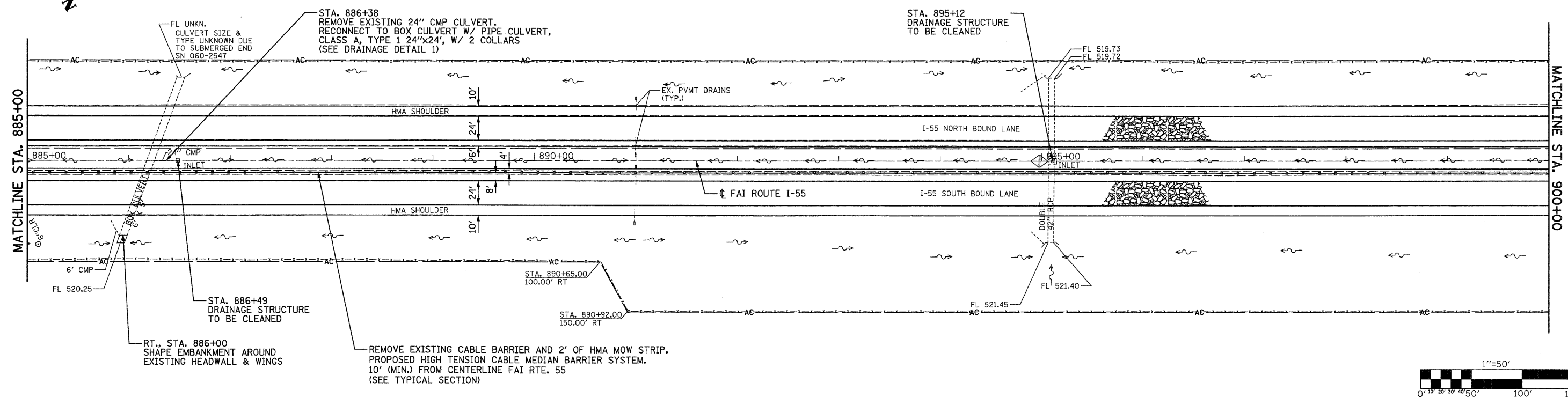
DATE	BY

PROFILE

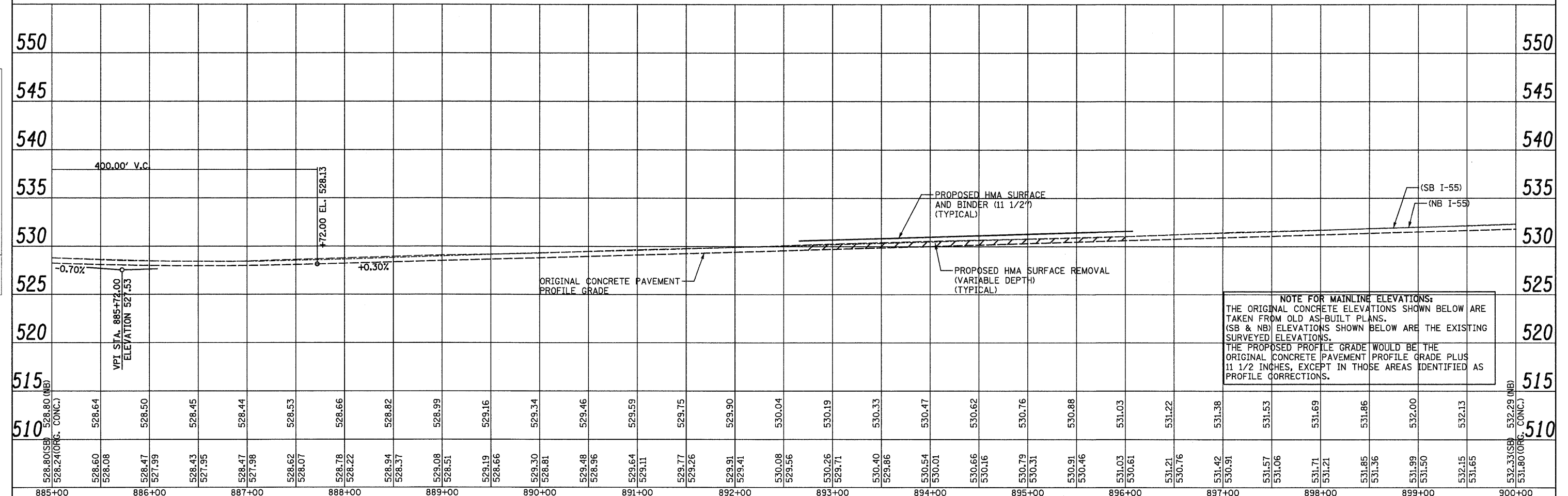
DATE	BY

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)

DATE	BY
SURVEYED	CHECKED
ALIGNED	CHECKED
RT. OF WAY	CHECKED
NO.	
PLAN	
NO.	



DATE	BY
SURVEYED	CHECKED
GRADES	CHECKED
NO.	
PROFILE	
NO.	

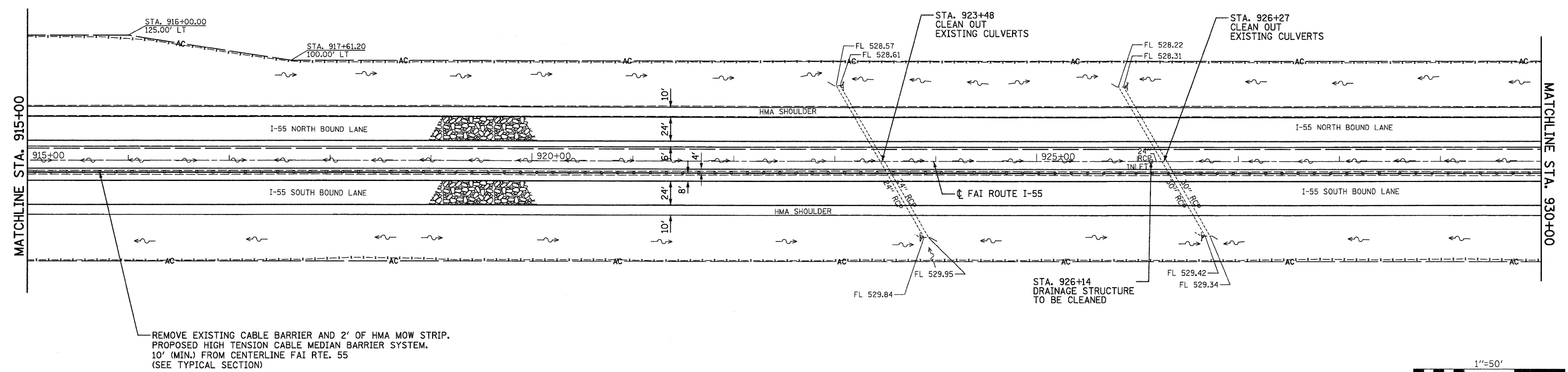


NOTE FOR MAINLINE ELEVATIONS:
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FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">FAI ROUTE 55 (I-55)</p>	<p>SCALE: 1"=50'</p>	<p>SHEET NO. OF SHEETS</p>	<p>STA. 885+00 TO STA. 900+00</p>	<p>F.A.I. RTE. 55</p>	<p>SECTION 60-(1,2)RS-2</p>	<p>COUNTY MADISON</p>	<p>TOTAL SHEETS 156</p>	<p>SHEET NO. 52</p>	<p>CONTRACT NO. 76C93</p>
...\\oad\ND876C93-ahf-plnprfl.dgn		DRAWN -	REVISED -											
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PLOT DATE = 06/23/2010 15:33:09		DATE	REVISED -											

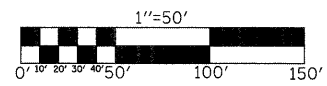


- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)



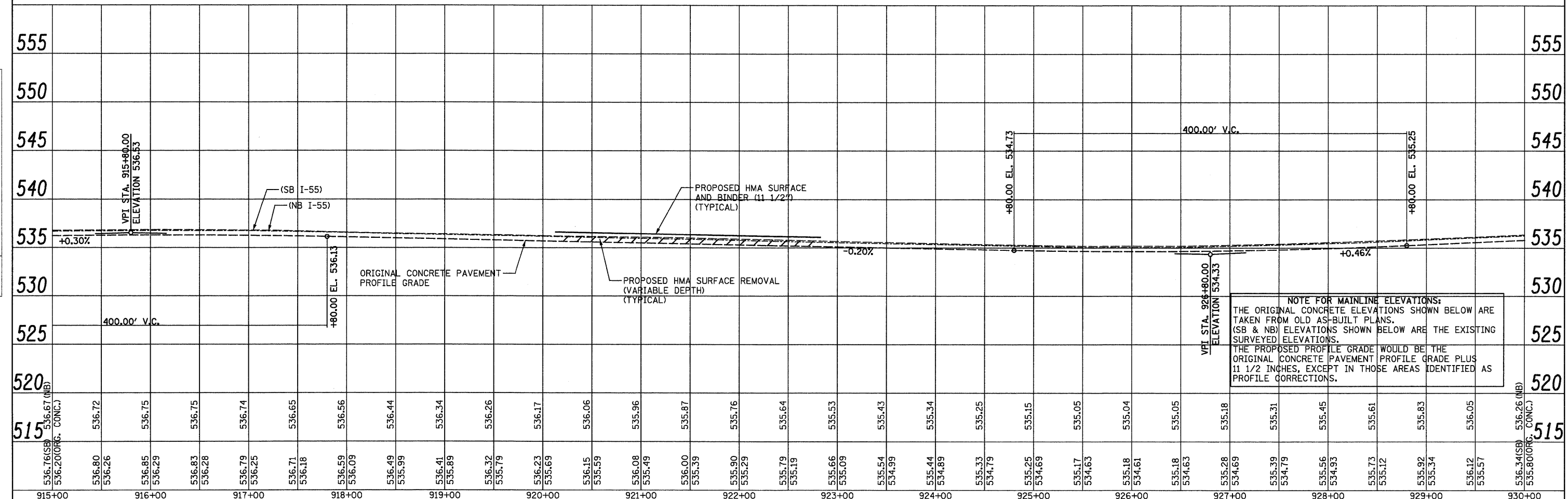
REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP. PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM. 10' (MIN.) FROM CENTERLINE FAI RTE. 55 (SEE TYPICAL SECTION)

BM #8 - CUT SQUARE ON HDWL
74'LT., STA. 925+84 ELEV. 532.057'



DATE	
BY	
SURVEYED	
ALIGNED	
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RT. OF WAY CHECKED	
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NOTE BOOK	
NO.	

DATE	
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SURVEYED	
GRADES CHECKED	
NO. NOTED	
STRUCTURE NOTATIONS OK'D	
NO.	
PROFILE	
NOTE BOOK	
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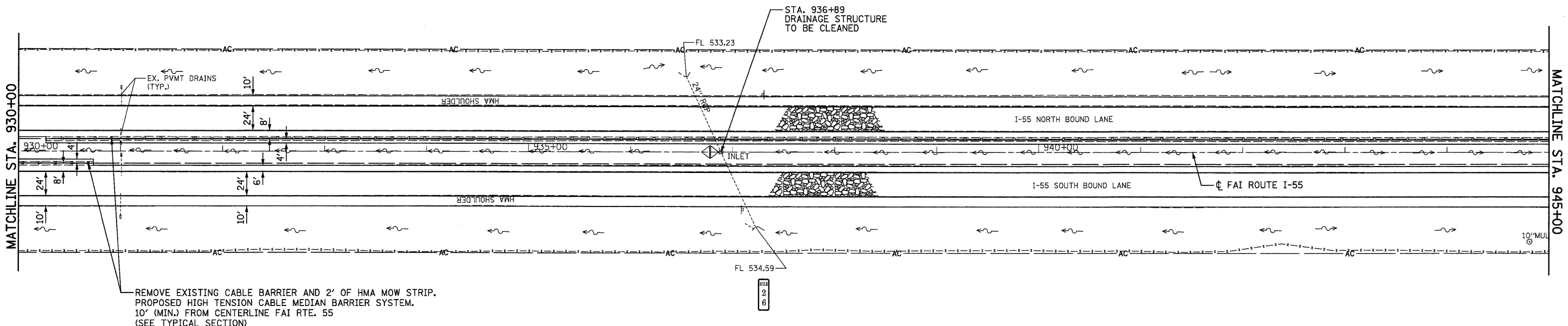
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FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		FAI ROUTE 55 (I-55)		F.A.I. RTE. 55	SECTION 60-(L)2RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 54
...\\oad\N0878C93-ht-plnprf1.dgn		DRAWN -	REVISED -	SCALE: 1"=50'		SHEET NO. OF SHEETS STA. 915+00 TO STA. 930+00		CONTRACT NO. 76C93		ILLINOIS FED. AID PROJECT		
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illnoie	PLOT SCALE = 50.0000' / IN. PLOT DATE = 06/23/2010 15:33:41	CHECKED -	REVISED -									

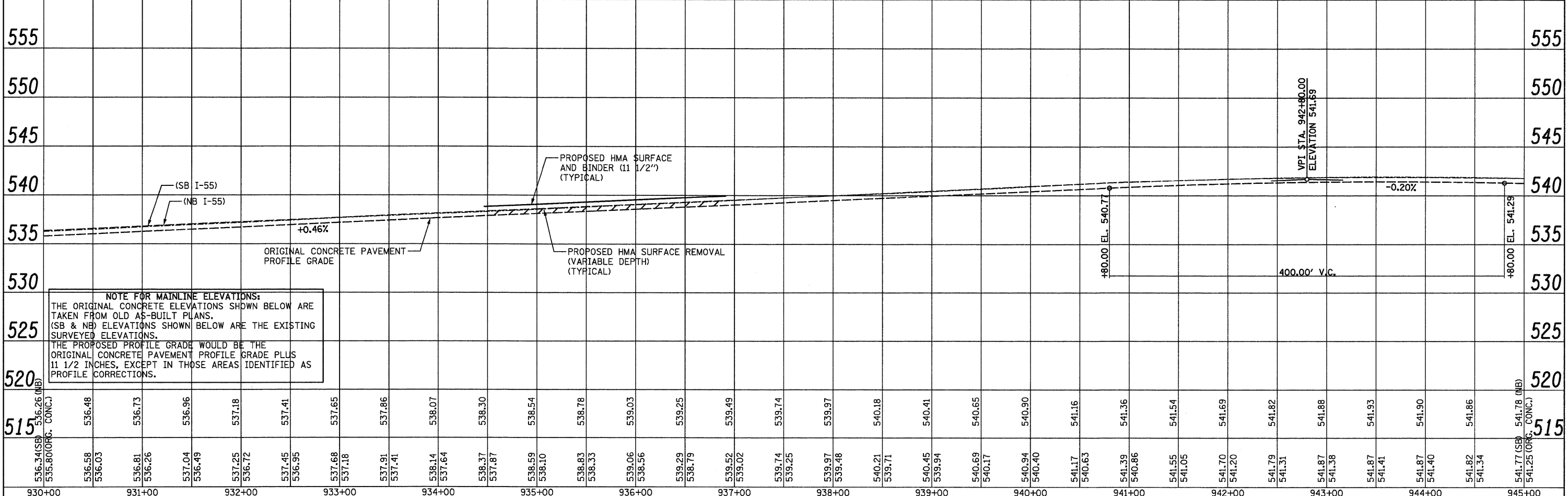
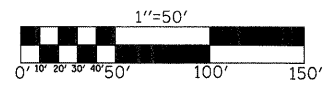
PLAN	SURVEYED	DATE	BY
NOTE BOOK	ALIGNED		
NO.	CHECKED		
	(RT. OF WAY CHECKED)		
	NO.		
	NO.		
	NO.		
	NO.		

PROFILE	SURVEYED	DATE	BY
NOTE BOOK	GRADES CHECKED		
NO.	(B.M. NOTED)		
	STRUCTURE NOTED		
	NO.		
	NO.		

- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)



REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP. PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM. 10' (MIN.) FROM CENTERLINE FAI RTE. 55 (SEE TYPICAL SECTION)



NOTE FOR MAINLINE ELEVATIONS: THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS. THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 11 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

930+00	931+00	932+00	933+00	934+00	935+00	936+00	937+00	938+00	939+00	940+00	941+00	942+00	943+00	944+00	945+00
536.34(SB)	536.58	536.81	537.04	537.25	537.45	537.65	537.86	538.07	538.27	538.48	538.68	538.89	541.88	541.87	541.86
535.80(ORG. CONC.)	536.03	536.26	536.49	536.72	536.95	537.18	537.41	537.64	537.87	538.10	538.33	538.56	541.38	541.37	541.36
536.26 (NB)	536.48	536.73	536.96	537.18	537.41	537.65	537.86	538.07	538.30	538.54	538.78	539.03	540.77	540.77	541.29

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 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois

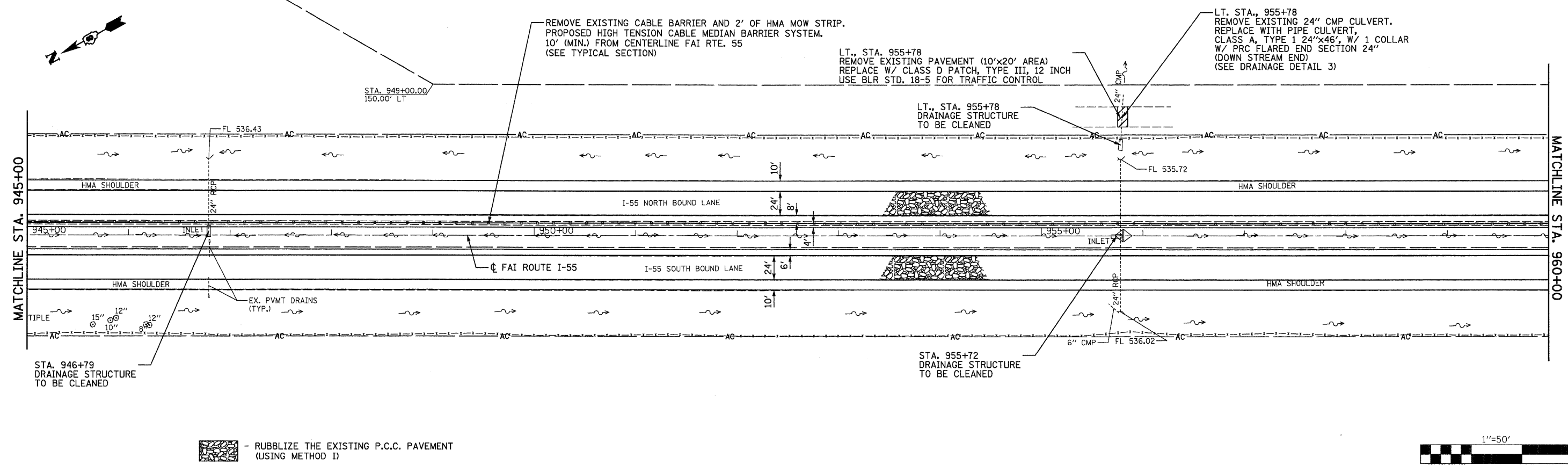
USER NAME = SJS
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 PLOT DATE = 06/23/2010 15:33:12
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

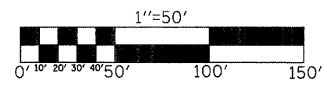
FAI ROUTE 55 (I-55)
 SCALE: 1"=50' SHEET NO. OF SHEETS STA. 930+00 TO STA. 945+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-2	MADISON	156	55
CONTRACT NO. 76C93			ILLINOIS FED. AID PROJECT	

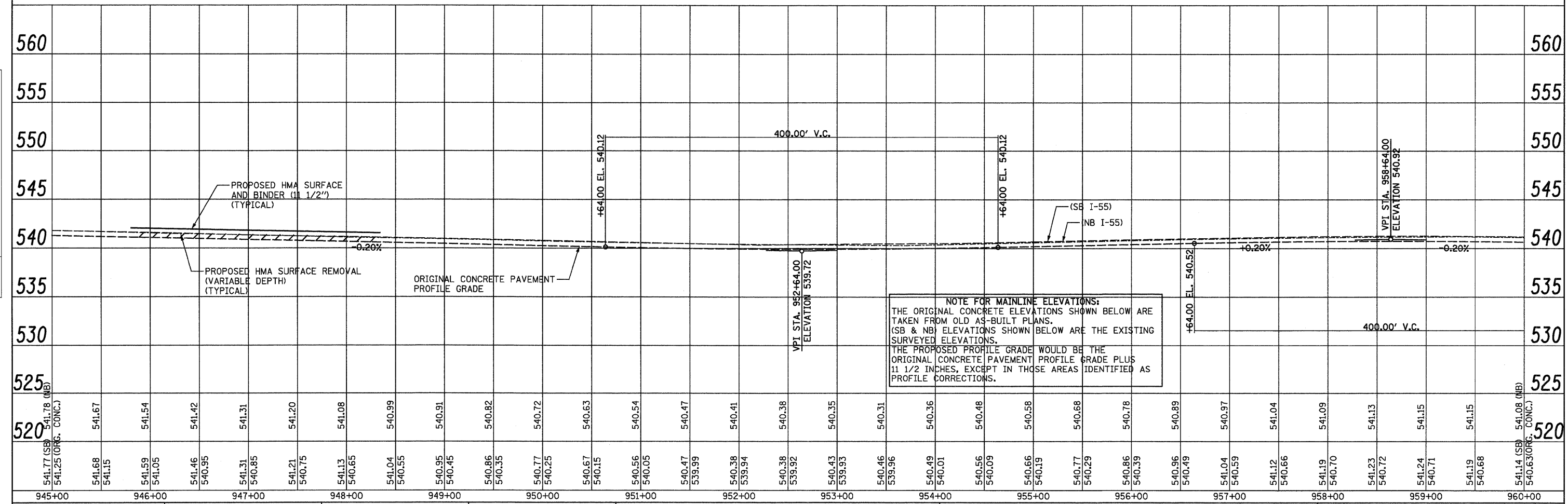
DATE	
BY	
SURVEYED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NO. OF WAY CHECKED	
NO. FILE NAME	
PLAN	
NOTE BOOK	
NO.	



- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)



DATE	
BY	
SURVEYED	
GRADES CHECKED	
RT. OF WAY CHECKED	
NO. OF WAY CHECKED	
NO. FILE NAME	
PROFILE	
NOTE BOOK	
NO.	

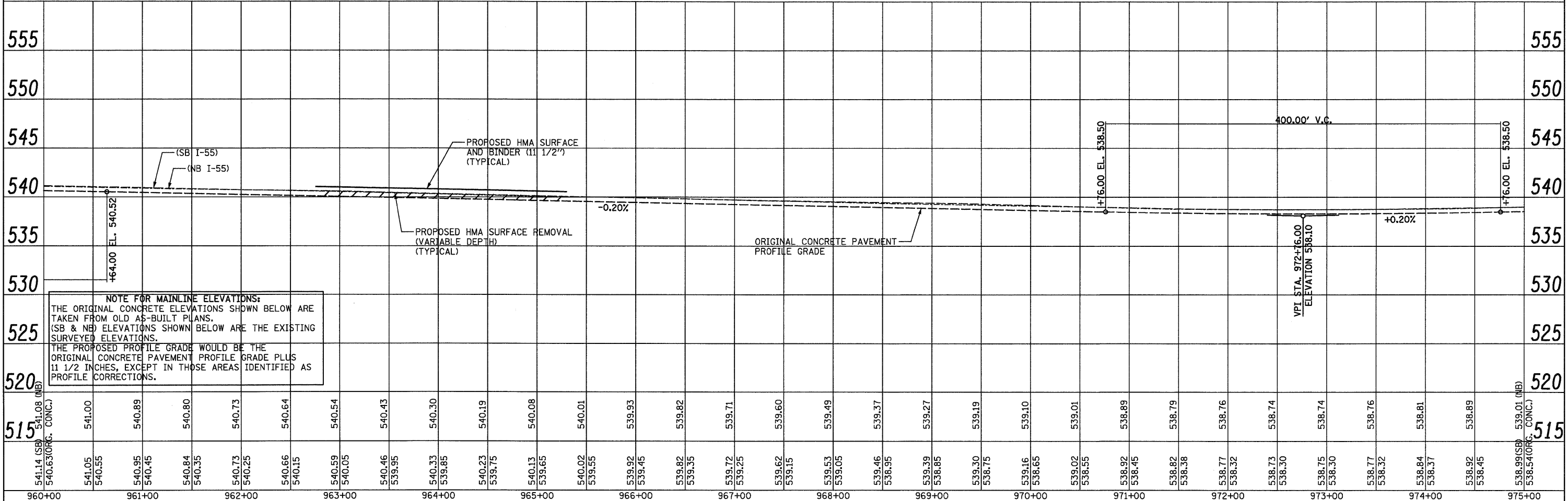
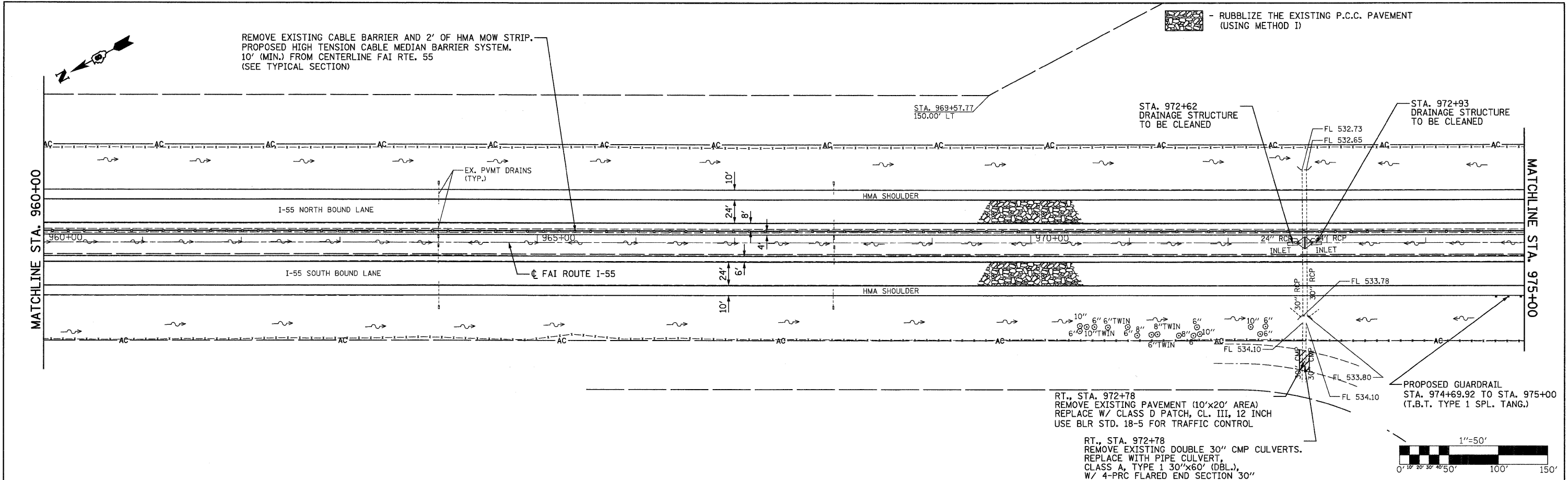


NOTE FOR MAINLINE ELEVATIONS:
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FILE NAME = ...\\cadd\0876C93-shr-plnprf1.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)				F.A.I. RTE. 55	SECTION 60-(1,2)RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 56
JOHNSON, DEPP & GULENBERRY CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 945+00 TO STA. 960+00	ILLINOIS FED. AID PROJECT					
	PLOT DATE = 06/23/2010 15:33:13	CHECKED -	REVISED -										
		DATE	REVISED -										

DATE	
BY	
SURVEYED	
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CHECKED	
NO. _____	
PLAN	
NOTE BOOK	
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FILE NAME	

DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
BLM. NOTED	
STRUCTURE	
NOTATIONS	
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NO. _____	
PROFILE	
NOTE BOOK	
NO. _____	



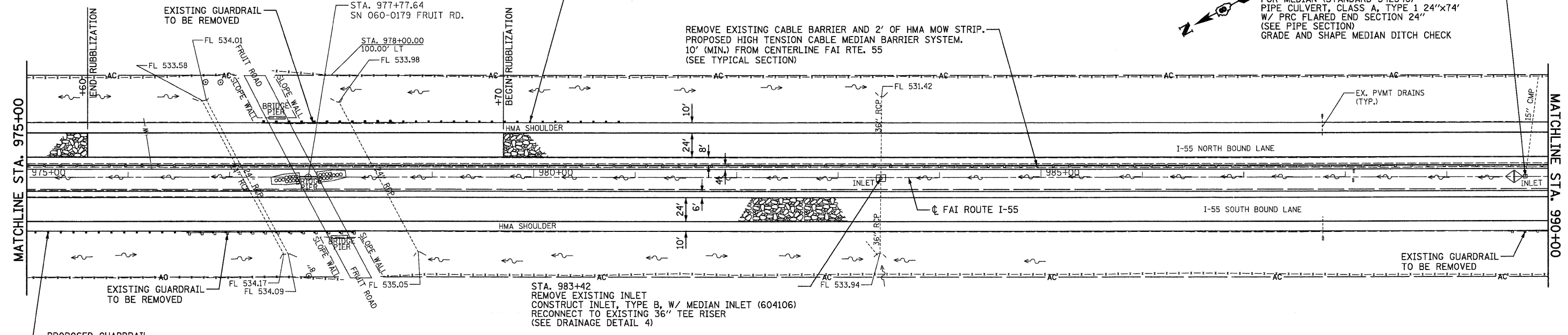
FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	F.A.I. RTE. 55	SECTION 60-(1,2)RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 57		
...\\cadd\0876C93-ah\p1npr1.dgn		DRAWN -	REVISED -			SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 960+00 TO STA. 975+00	ILLINOIS FED. AID PROJECT			
		CHECKED -	REVISED -			CONTRACT NO. 76C93						
		DATE -	REVISED -									

- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)

STA. 989+78
 REMOVE EXISTING INLET AND 15" CMP CULVERT
 REPLACE W/ FLUSH INLET BOX
 FOR MEDIAN (STANDARD 542546)
 PIPE CULVERT, CLASS A, TYPE 1 24"x74"
 W/ PRC FLARED END SECTION 24"
 (SEE PIPE SECTION)
 GRADE AND SHAPE MEDIAN DITCH CHECK

PROPOSED GUARDRAIL
 STA. 977+32.79 TO STA. 977+47.58 (T.B.T. TYPE 2)
 STA. 977+47.58 TO STA. 980+35.08 (SPBGR. TYPE A)
 STA. 980+35.08 TO STA. 975+85.08 (T.B.T. TYPE 1 SPL. TANG.)

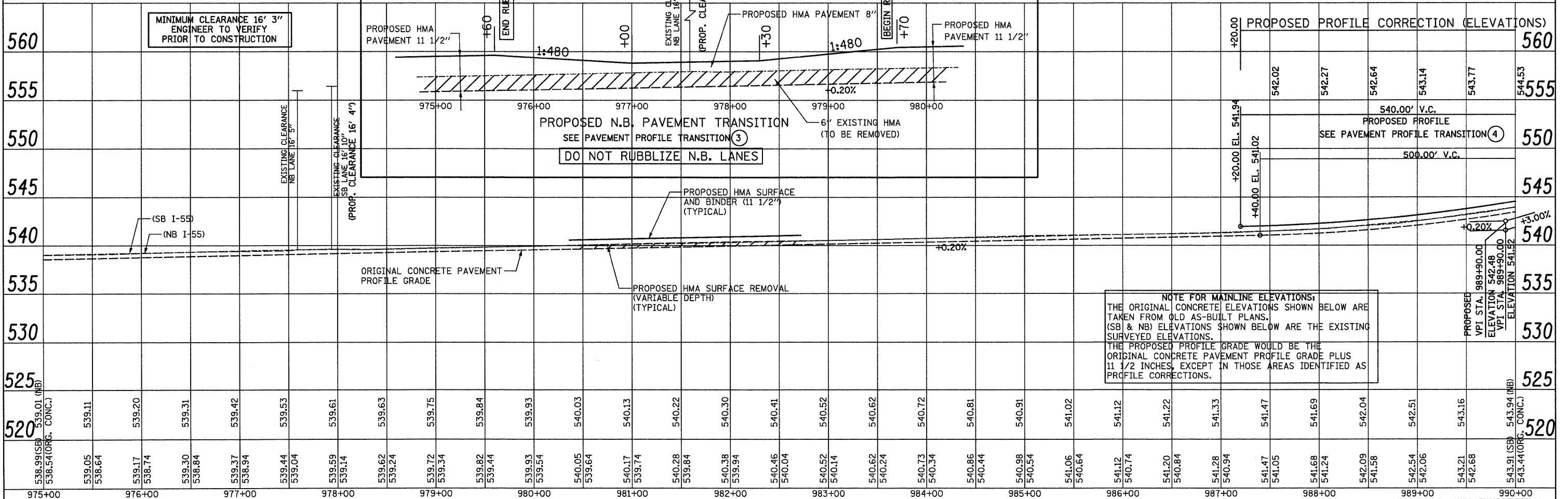
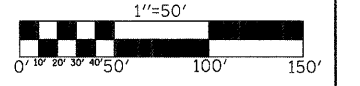
REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP.
 PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM,
 10' (MIN.) FROM CENTERLINE FAI RTE. 55
 (SEE TYPICAL SECTION)



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

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

BM #7 - CUT SQUARE ON HDWL
 79'LT., STA. 983+43 ELEV. 535.249'



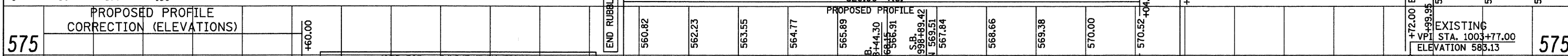
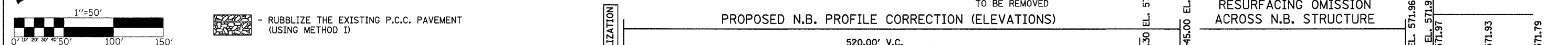
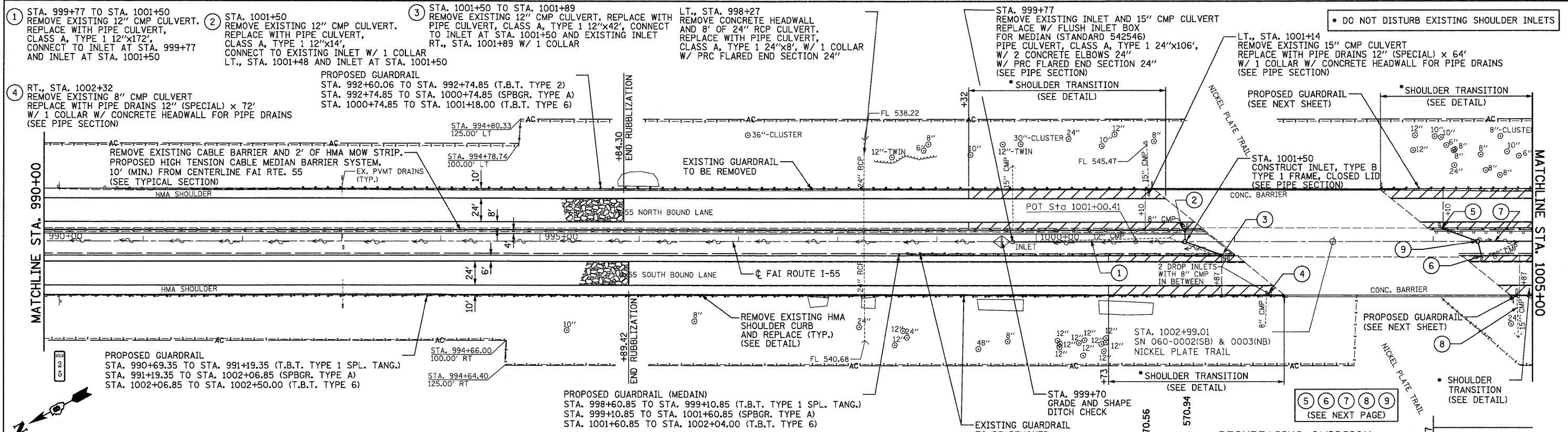
NOTE FOR MAINLINE ELEVATIONS:
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 THE PROPOSED PROFILE GRADE WOULD BE THE
 ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS
 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS
 PROFILE CORRECTIONS.

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA. 975+00 TO STA. 990+00	F.A.I. RTE. 55	SECTION 60-(1,2)RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 58
...\\oad\0878C93-sht-plnprf1.dgn		DRAWN -	REVISED -										
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -										
	PLOT DATE = 06/23/2010 15:33:15	DATE	REVISED -										

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

FAI ROUTE 55 (I-55)

ILLINOIS FED. AID PROJECT
 CONTRACT NO. 76C93



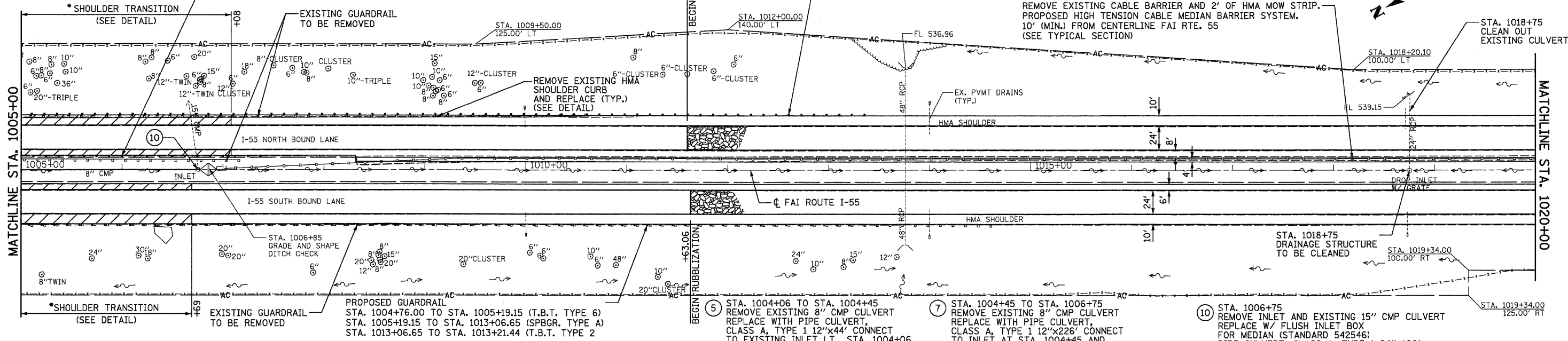
Station	Proposed Profile (Elevations)	Existing Profile (Elevations)
990+00	544.53	543.91
991+00	545.42	544.86
992+00	546.44	545.84
993+00	547.59	546.55
994+00	548.87	547.10
995+00	550.28	547.87
996+00	560.82	549.82
997+00	562.23	549.32
998+00	563.55	551.28
999+00	564.77	550.82
1000+00	565.89	552.77
1001+00	566.66	552.32
1002+00	569.38	554.25
1003+00	570.00	553.82
1004+00	570.52	555.77
1005+00	571.96	555.32

DO NOT DISTURB EXISTING SHOULDER INLETS

PROPOSED GUARDRAIL (MEDIAN)
 STA. 1003+95.00 TO STA. 1004+38.15 (T.B.T. TYPE 6)
 STA. 1004+38.15 TO STA. 1006+88.15 (SPBGR. TYPE A)
 STA. 1006+88.15 TO STA. 1007+38.15 (T.B.T. TYPE 1 SPL. TANG.)

PROPOSED GUARDRAIL
 STA. 1003+47.00 TO STA. 1003+90.15 (T.B.T. TYPE 6)
 STA. 1003+90.15 TO STA. 1012+90.15 (SPBGR. TYPE A)
 STA. 1012+90.15 TO STA. 1013+40.15 (T.B.T. TYPE 1 SPL. TANG.)

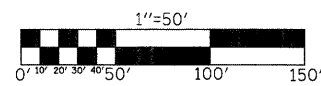
RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)



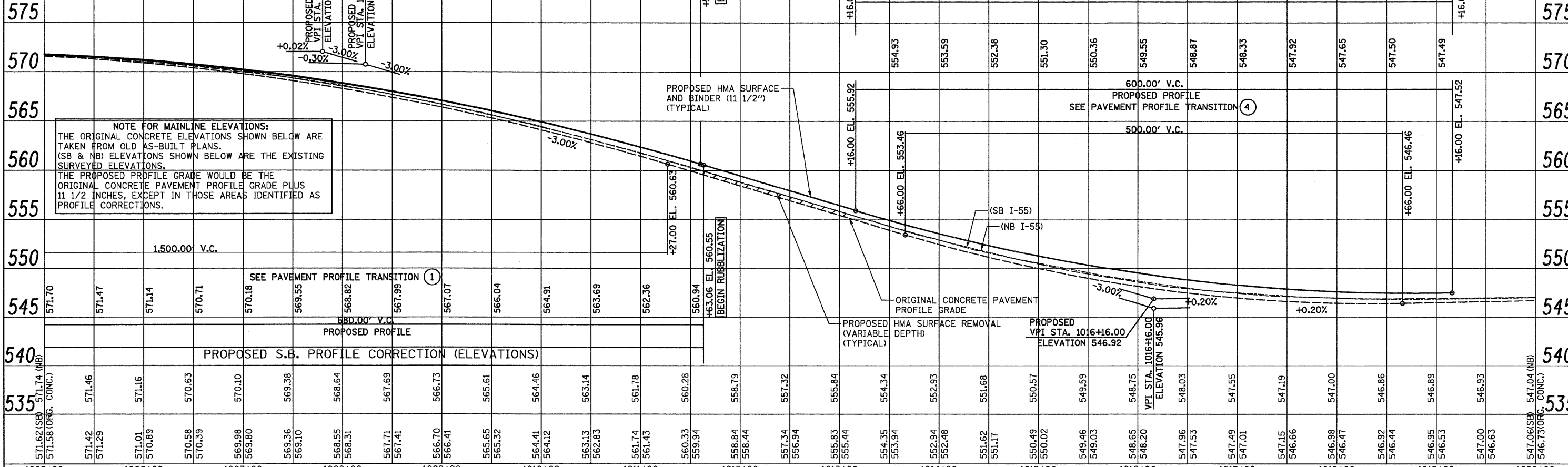
PROPOSED N.B. PROFILE CORRECTION (ELEVATIONS)

760.00' V.C. PROPOSED PROFILE											
571.79	571.55	571.21	570.78	570.24	569.61	569.61	568.87	568.04	567.11	566.07	564.94

- 5 STA. 1004+06 TO STA. 1004+45
REMOVE EXISTING 8" CMP CULVERT
REPLACE WITH PIPE CULVERT,
CLASS A, TYPE 1 12"x44' CONNECT
TO EXISTING INLET L., STA. 1004+06,
W/ 1 COLLAR TO INLET AT STA. 1004+45
- 6 STA. 1004+45
REMOVE EXISTING 8" CMP CULVERT
REPLACE WITH PIPE CULVERT,
CLASS A, TYPE 1 12"x14' CONNECT
TO EXISTING INLET W/ 1 COLLAR
AND INLET AT STA. 1004+45
- 7 STA. 1004+45 TO STA. 1006+75
REMOVE EXISTING 8" CMP CULVERT
REPLACE WITH PIPE CULVERT,
CLASS A, TYPE 1 12"x226' CONNECT
TO INLET AT STA. 1004+45 AND
INLET AT STA. 1006+75
- 8 RT., STA. 1004+85
REMOVE EXISTING 15" CMP CULVERT
REPLACE WITH PIPE DRAINS 12" (SPECIAL) x 74'
W/ 1 COLLAR W/ CONCRETE HEADWALL FOR
PIPE DRAINS
(SEE PIPE SECTION)
- 9 STA. 1004+45
CONSTRUCT INLET, TYPE B
TYPE 1 FRAME, CLOSED LID
(SEE PIPE SECTION)
- 10 STA. 1006+75
REMOVE INLET AND EXISTING 15" CMP CULVERT
REPLACE W/ FLUSH INLET BOX
FOR MEDIAN (STANDARD 542546)
PIPE CULVERT, CLASS A, TYPE 1 24"x106',
W/ 2 CONCRETE ELBOWS 24"
(SEE PIPE SECTION)




PROPOSED PROFILE CORRECTION (ELEVATIONS)



NOTE FOR MAINLINE ELEVATIONS:
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 TAKEN FROM OLD AS-BUILT PLANS.
 (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING
 SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE
 ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS
 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS
 PROFILE CORRECTIONS.

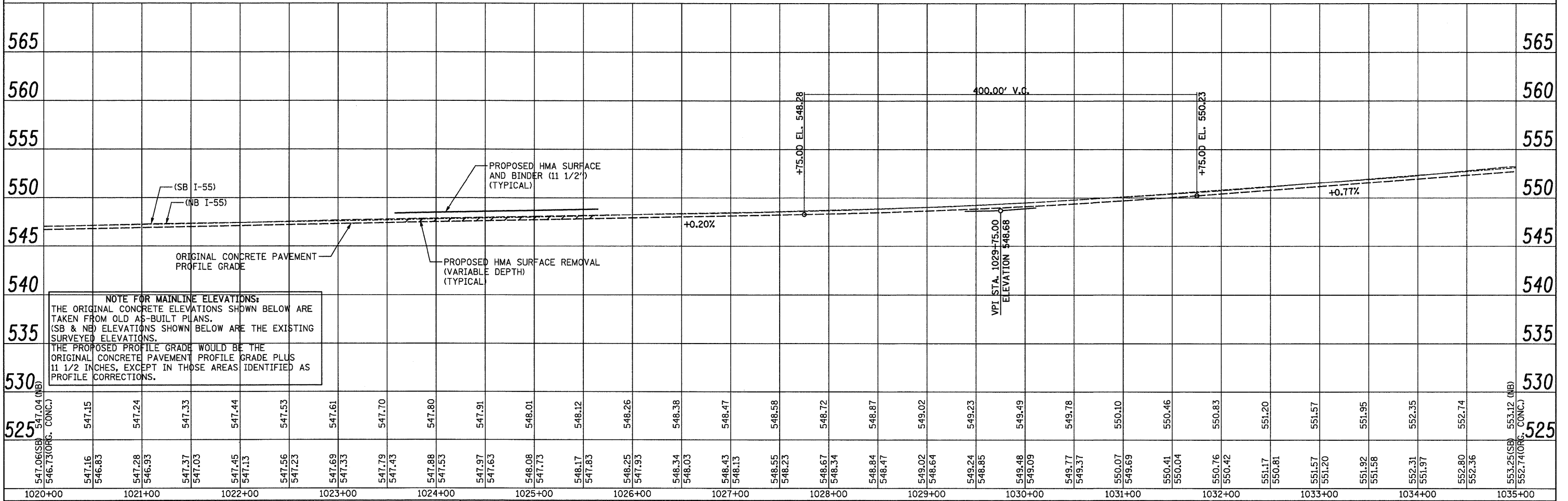
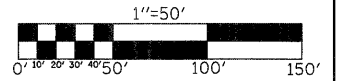
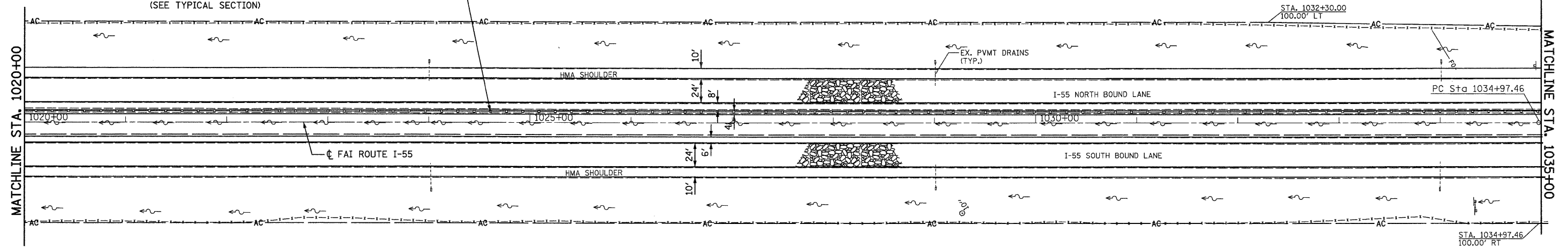
PROPOSED S.B. PROFILE CORRECTION (ELEVATIONS)

PROPOSED S.B. PROFILE CORRECTION (ELEVATIONS)											
571.62	571.42	571.01	570.58	569.98	569.36	568.55	567.71	566.70	565.65	564.41	563.13

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)



REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP.
PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM.
10' (MIN.) FROM CENTERLINE FAI RTE. 55
(SEE TYPICAL SECTION)



NOTE FOR MAINLINE ELEVATIONS:
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(SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

DATE	
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SURVEYED	
ALIGNMENT	
GRADES CHECKED	
RT. OF WAY CHECKED	
NO. _____	
PLAN	
NOTE BOOK	
NO. _____	
FILE NAME	

DATE	
BY	
SURVEYED	
GRADES CHECKED	
RT. OF WAY CHECKED	
NO. _____	
PROFILE	
NOTE BOOK	
NO. _____	
FILE NAME	

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...oad\0878093-shr-plnpr1.dgn		DRAWN -	REVISED -		55	60-(1,2)RS-2	MADISON	156	61				
 Johnson, Dapp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE: 1"=50'				CONTRACT NO. 76C93				
	PLOT DATE = 06/23/2010 15:33:18	DATE -	REVISED -		SHEET NO. OF SHEETS		STA. 1020+00 TO STA. 1035+00		ILLINOIS FED. AID PROJECT				



REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP.
 PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM.
 10' (MIN.) FROM CENTERLINE FAI RTE. 55
 (SEE TYPICAL SECTION)

LT., STA. 1061+72
 REMOVE EXISTING PAVEMENT (10'x20' AREA)
 REPLACE W/ CLASS D PATCH, TYPE III, 12 INCH
 USE BLR STD. 18-5 FOR TRAFFIC CONTROL

- RUBBLIZE THE EXISTING P.C.C. PAVEMENT
 (USING METHOD I)

LT., STA. 1061+72
 REMOVE EXISTING DBL. 24" CMP CULVERTS.
 REPLACE WITH PIPE CULVERT,
 CLASS A, TYPE 1 24"x46" (DBL.), W/ 2 COLLAR
 W/ 2-PRC FLARED END SECTION 24"
 (DOWN STREAM END)
 (SEE DRAINAGE DETAIL 3)

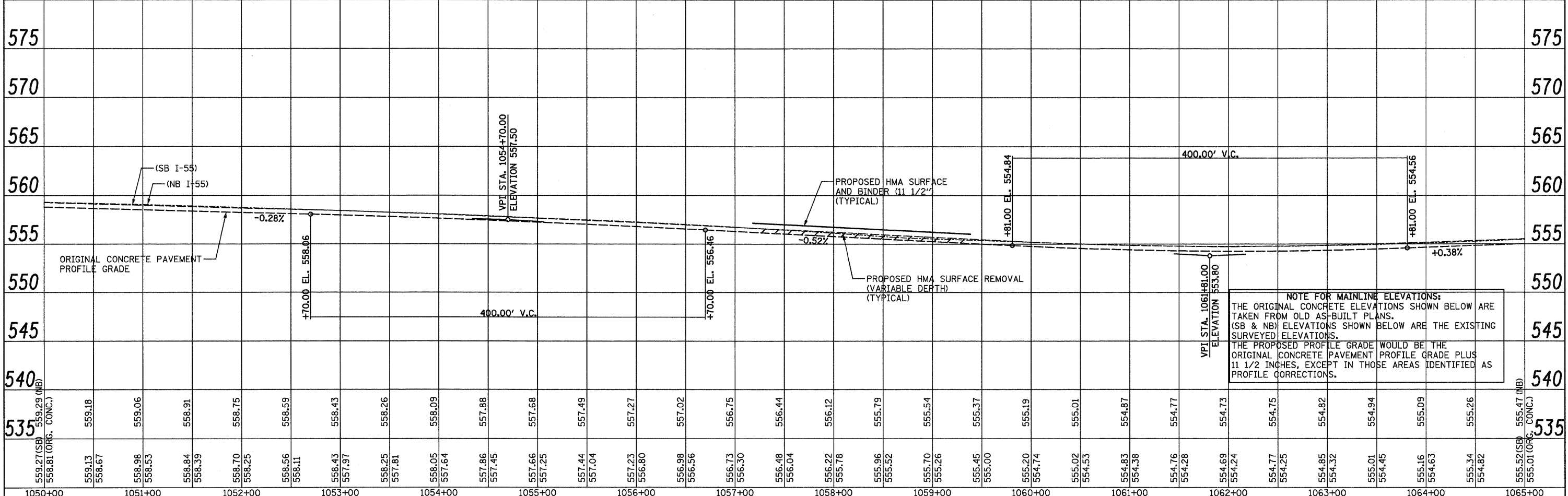
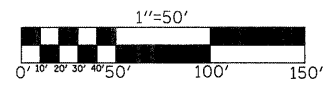
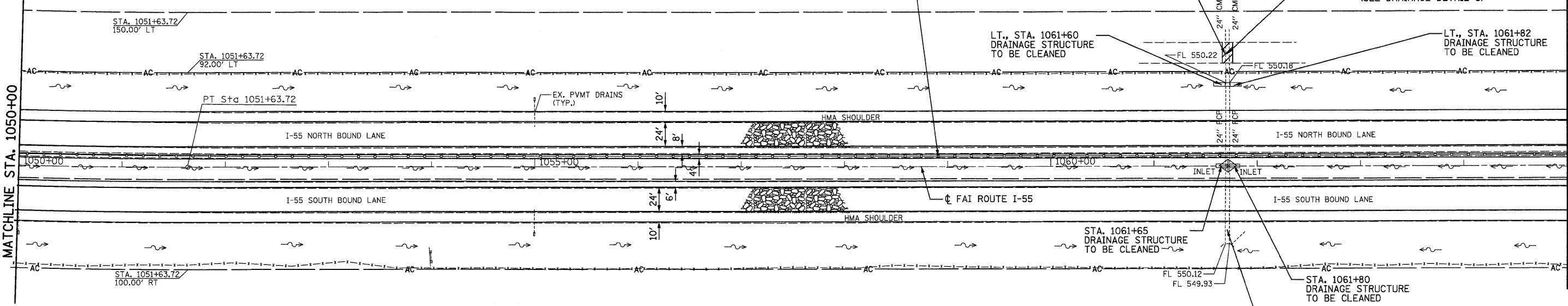
LT., STA. 1061+60
 DRAINAGE STRUCTURE
 TO BE CLEANED

LT., STA. 1061+82
 DRAINAGE STRUCTURE
 TO BE CLEANED

STA. 1061+65
 DRAINAGE STRUCTURE
 TO BE CLEANED

STA. 1061+80
 DRAINAGE STRUCTURE
 TO BE CLEANED

STA. 1061+72
 CLEAN OUT
 EXISTING CULVERTS



NOTE FOR MAINLINE ELEVATIONS:
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 TAKEN FROM OLD AS-BUILT PLANS.
 (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING
 SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE WOULD BE THE
 ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS
 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS
 PROFILE CORRECTIONS.

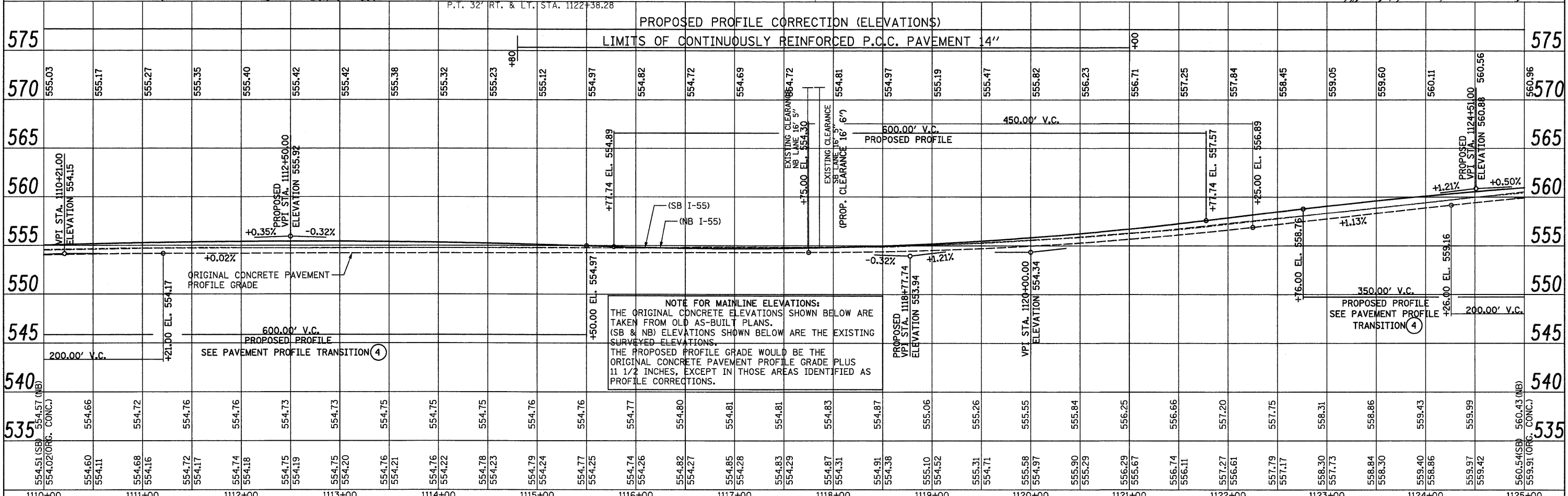
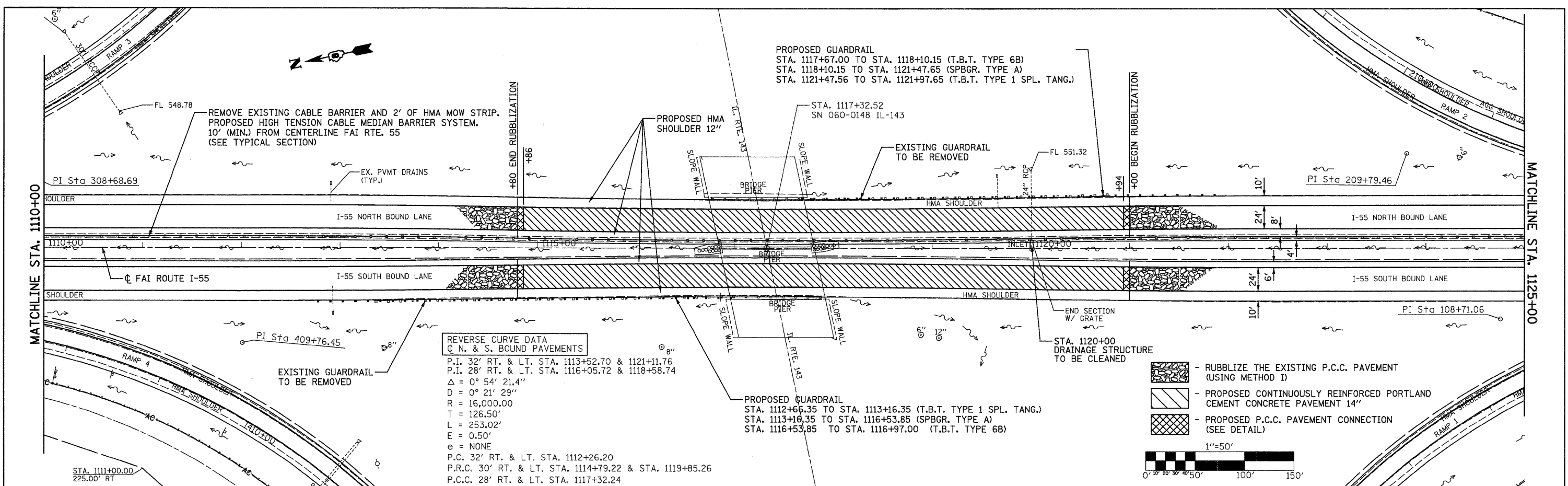
FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				FAI ROUTE 55 (I-55)				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.						
...oad\876C93-ht-plnprf1.dgn		DRAWN -	REVISED -									55	60-(1,2)RS-2	MADISON	156	63						
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -									SCALE: 1"=50'				SHEET NO.	OF	SHEETS	STA. 1050+00 TO STA. 1065+00	CONTRACT NO. 76C93		
	PLOT DATE = 06/23/2010 15:33:20	DATE -	REVISED -									ILLINOIS FED. AID PROJECT										

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PROFILE	
SURVEYED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHKD	
NO. _____	
NO. _____	
NO. _____	
NO. _____	

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	NOTED		
	CHECKED		
	RT. OF WAY		
	CHECKED		
	NO.		
	FILE NAME		

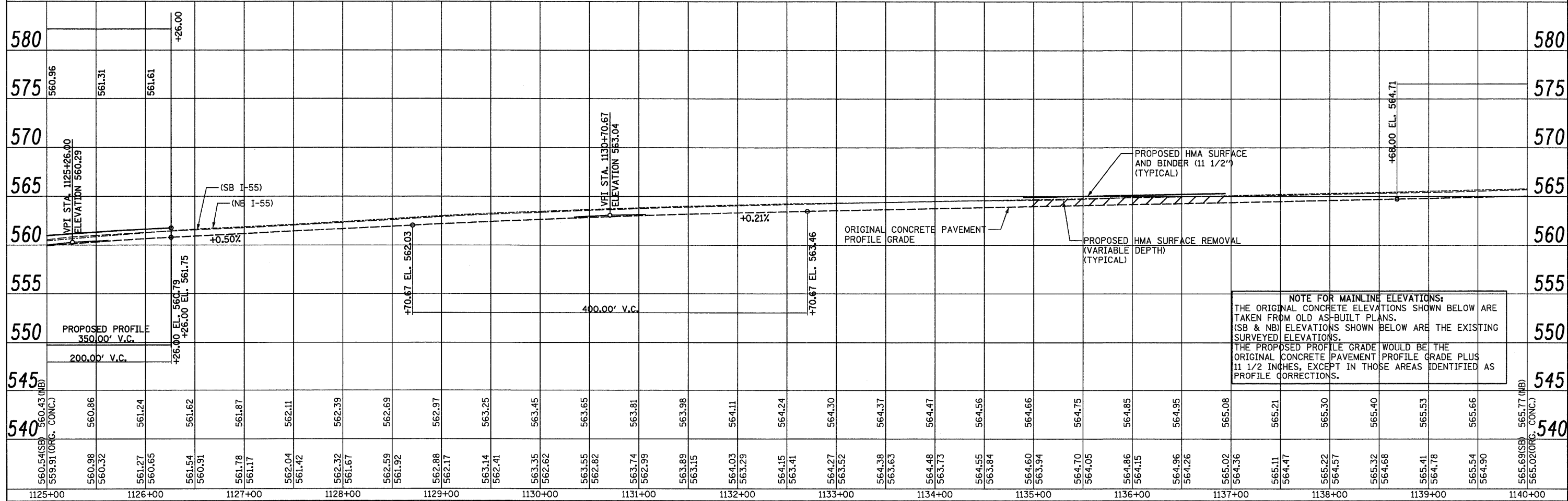
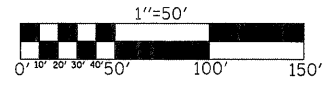
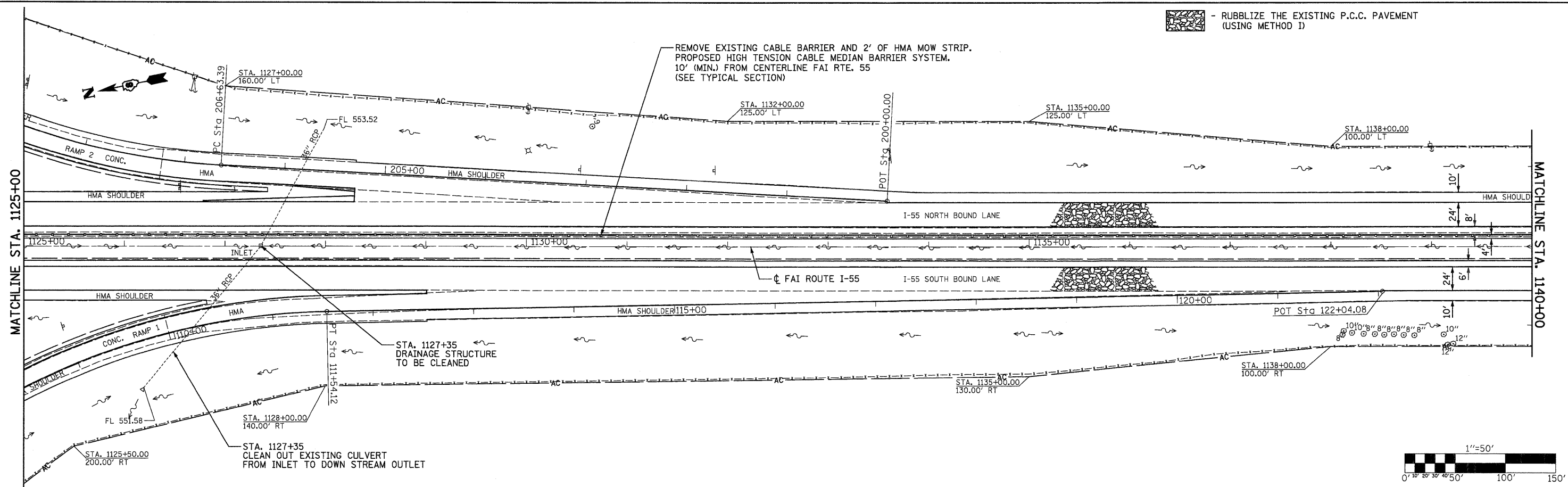
PROFILE	SURVEYED	BY	DATE
	GRADES		
	NOTED		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHFD		



FILE NAME = ...	USER NAME = SJJ	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...add\0876C93-sht-plnpr1.dgn		DRAWN -	REVISED -			55	60-1,2RS-2	MADISON	156	67	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76C93					
PLOT DATE = 06/23/2010 15:33:23		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	NOTE BOOK		
	NO.		
	NO.		
	NO.		
	NO.		

PROFILE	SURVEYED	BY	DATE
	NOTE BOOK		
	NO.		
	NO.		
	NO.		
	NO.		

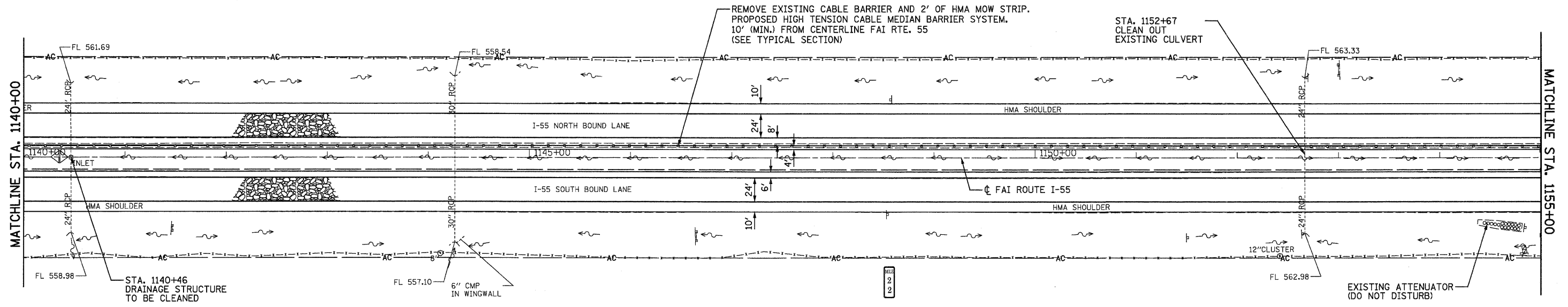


FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)		F.A.I. RTE. 55	SECTION 60-(1,2)RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 68	
...\\cadd\N0878C93-ahf-plnpr f1.dgn		DRAWN -	REVISED -		SCALE: 1"=50'		SHEET NO.	OF	SHEETS	STA. 1125+00 TO STA. 1140+00	CONTRACT NO. 76C93	
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

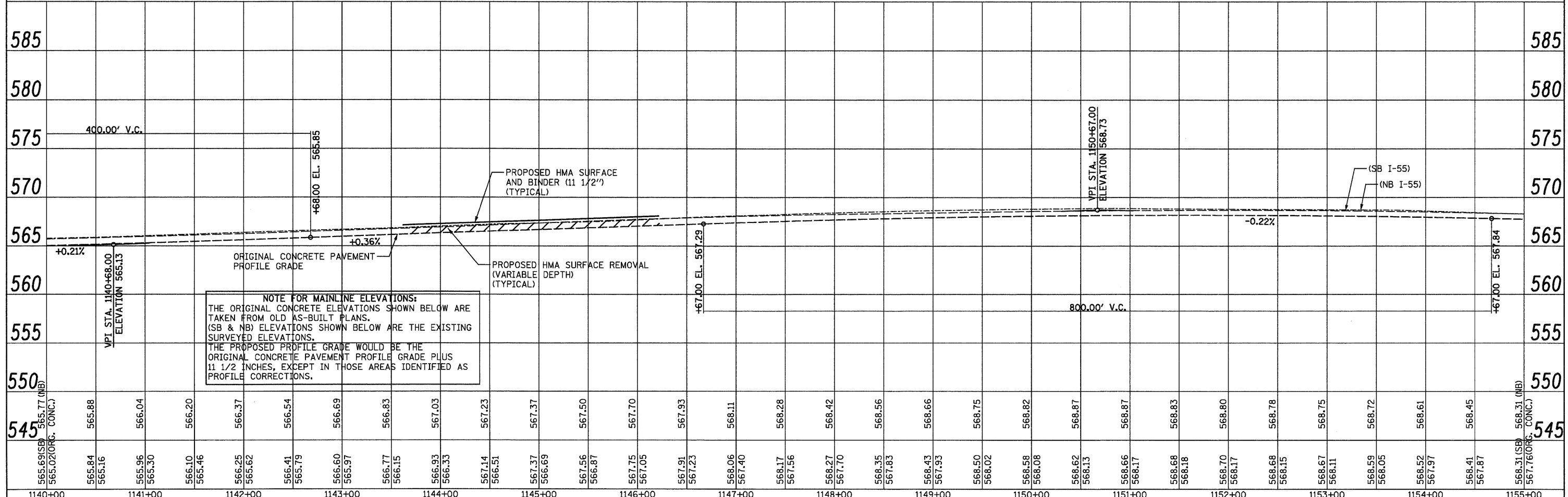
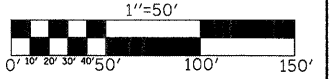
PLAN	DATE
SURVED	BY
ALIGNED	CHKD
NOTE NO.	
NO.	

PROFILE	DATE
SURVED	BY
GRADES	CHKD
BLM.	NOTED
STRUCTURE	NOTATIONS
NO.	CHKD

RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)



BM #4 - CUT SQUARE ON HDWL
76' RT., STA. 1152+67 ELEV. 565.708'

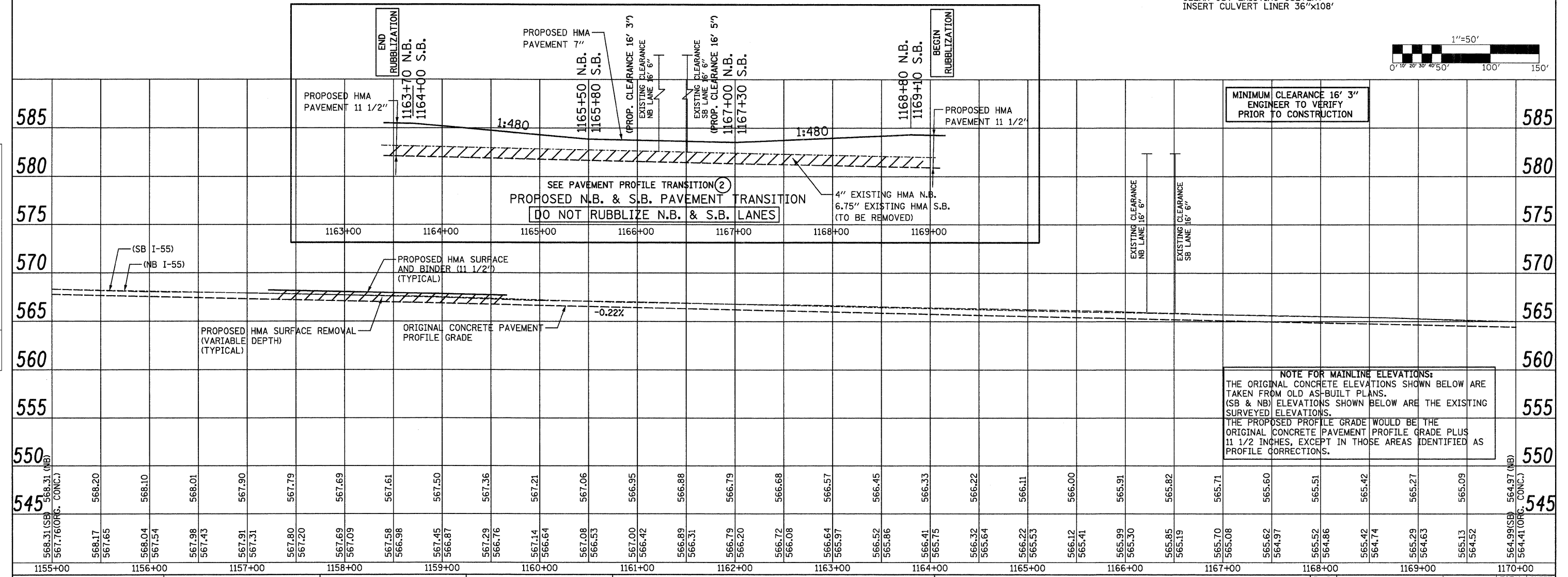
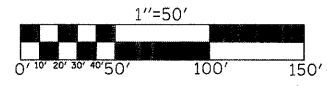
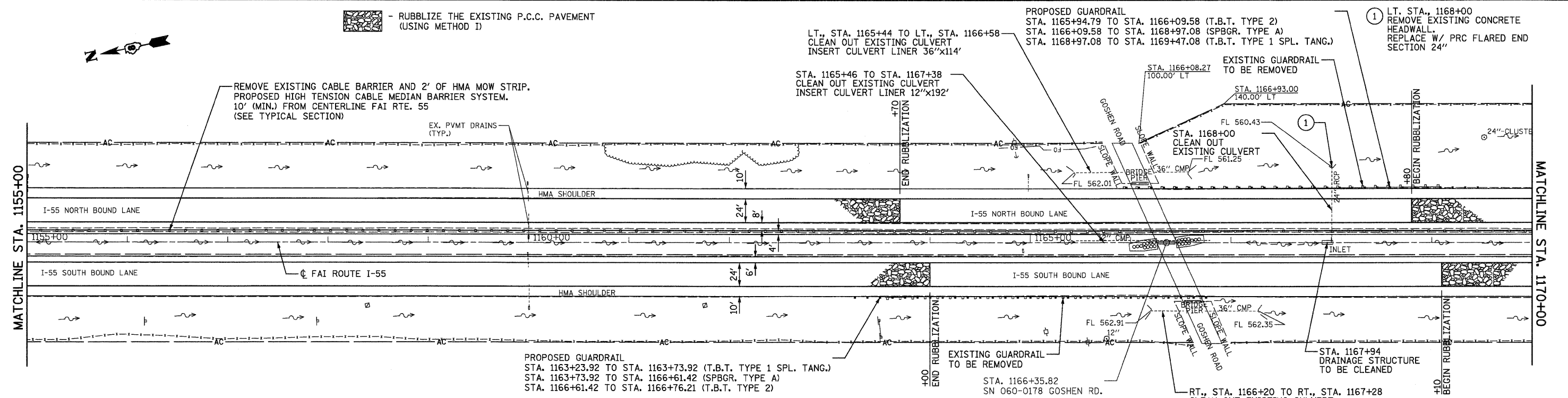


NOTE FOR MAINLINE ELEVATIONS:
THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS. THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 11 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

FILE NAME = ...	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)				F.A.I. RTE. 55	SECTION 60-(I,2)RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 69
		DRAWN -	REVISED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 1140+00 TO STA. 1155+00	CONTRACT NO. 76C93					
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE	REVISED -										

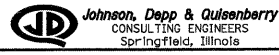
DATE: _____ BY: _____
 SURVEYED: _____ ALIGNED: _____ CHECKED: _____
 PLAN NOTE BOOK NO. _____
 PART OF WAY CHECKED: _____
 ROAD FILE NAME: _____

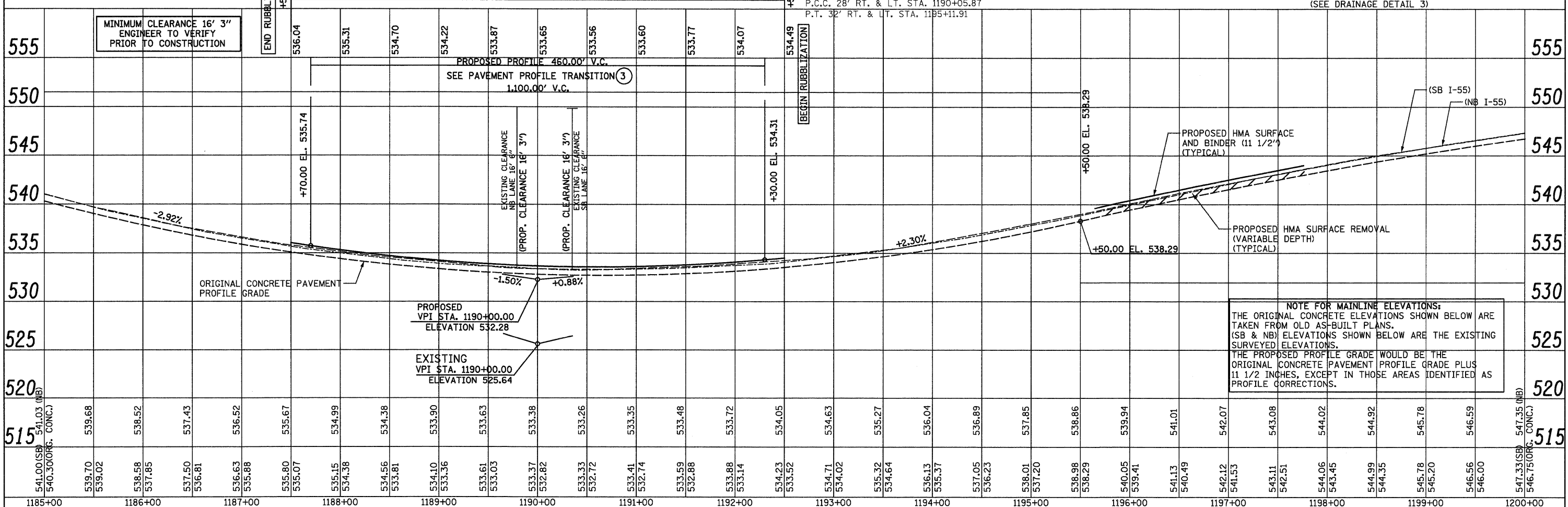
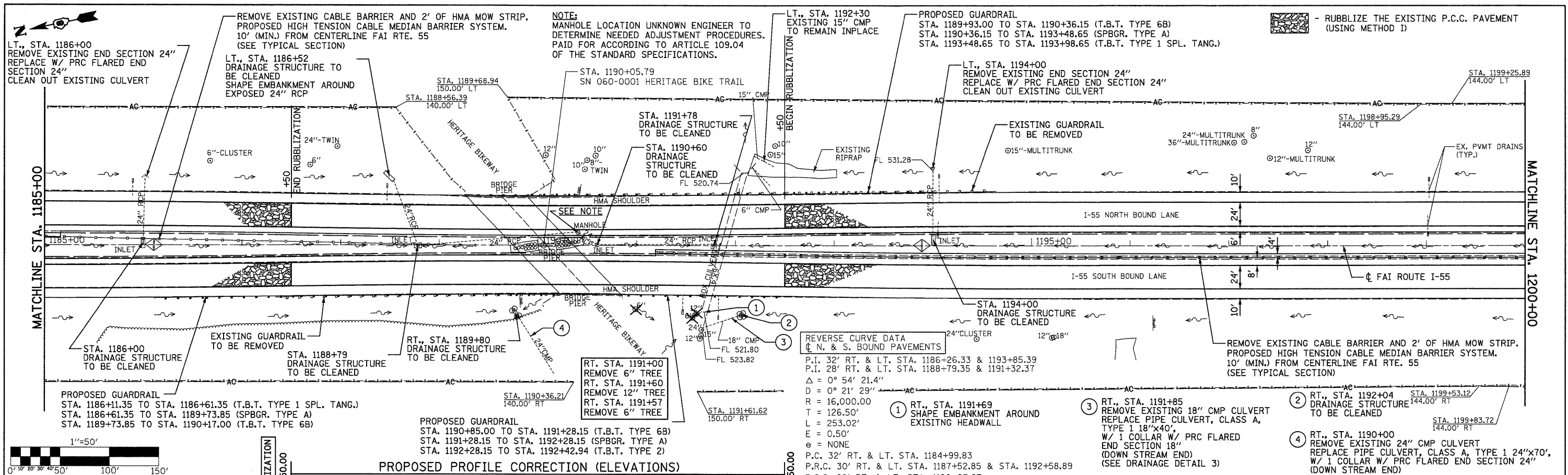
DATE: _____ BY: _____
 SURVEYED: _____ GRADES CHECKED: _____
 PROFILE NOTE BOOK NO. _____
 STRUCTURE NOTATIONS OK'D: _____



NOTE FOR MAINLINE ELEVATIONS:
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FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		FAI ROUTE 55 (I-55)		F.A.I. RTE. 55	SECTION 60-(1,2)RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 70
...oad\0876C93-ahf-plnprf1.dgn		DRAWN -	REVISED -			SCALE: 1"=50'		SHEET NO. OF SHEETS	STA. 1155+00 TO STA. 1170+00	CONTRACT NO. 76C93		
		CHECKED -	REVISED -							ILLINOIS FED. AID PROJECT		
		DATE	REVISED									

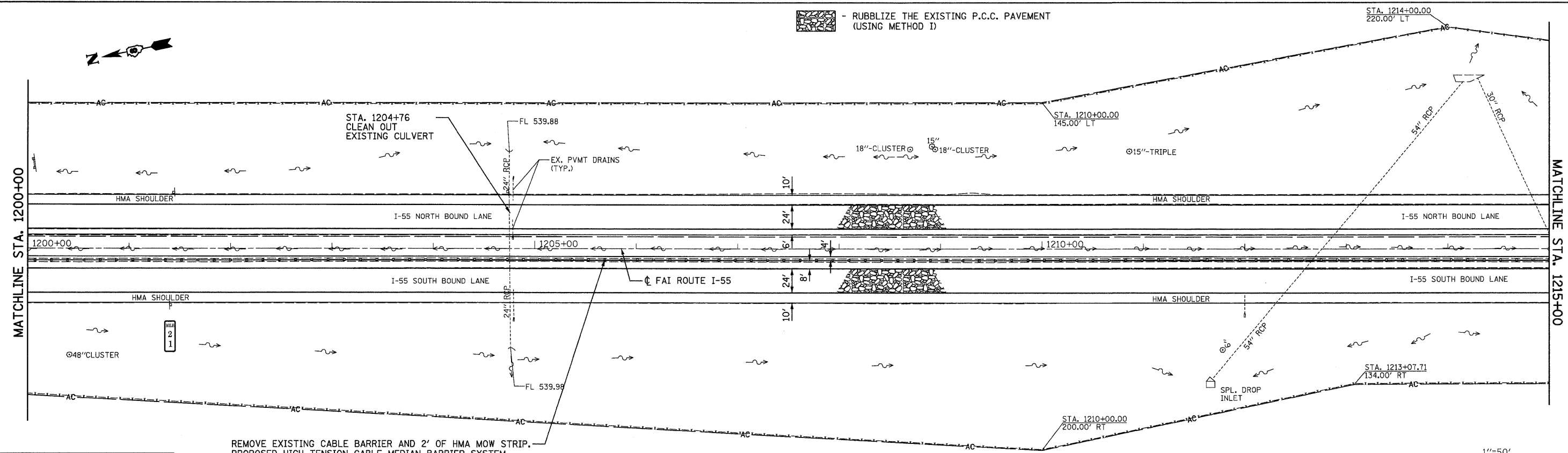




515	520	525	530	535	540	545	550	555																						
541.00(SB) 541.03 (NB) 540.30(ORG. CONC.)	539.70 539.02	538.58 537.85	537.50 536.81	536.63 535.88	535.80 535.07	534.99 534.38	534.56 533.81	534.10 533.36	533.61 533.03	533.37 532.82	533.33 532.72	533.41 532.74	533.59 532.88	533.88 533.14	534.23 533.52	534.71 534.02	535.32 534.64	536.13 535.37	537.05 536.23	538.01 537.20	538.98 538.29	540.05 539.41	541.13 540.49	542.12 541.53	543.11 542.51	544.06 543.45	544.99 544.35	545.78 545.20	546.56 546.00	547.33(SB) 547.35 (NB) 546.75(ORG. CONC.)
1185+00	1186+00	1187+00	1188+00	1189+00	1190+00	1191+00	1192+00	1193+00	1194+00	1195+00	1196+00	1197+00	1198+00	1199+00	1200+00															

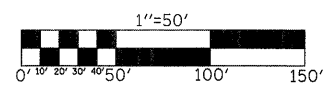


- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD D)



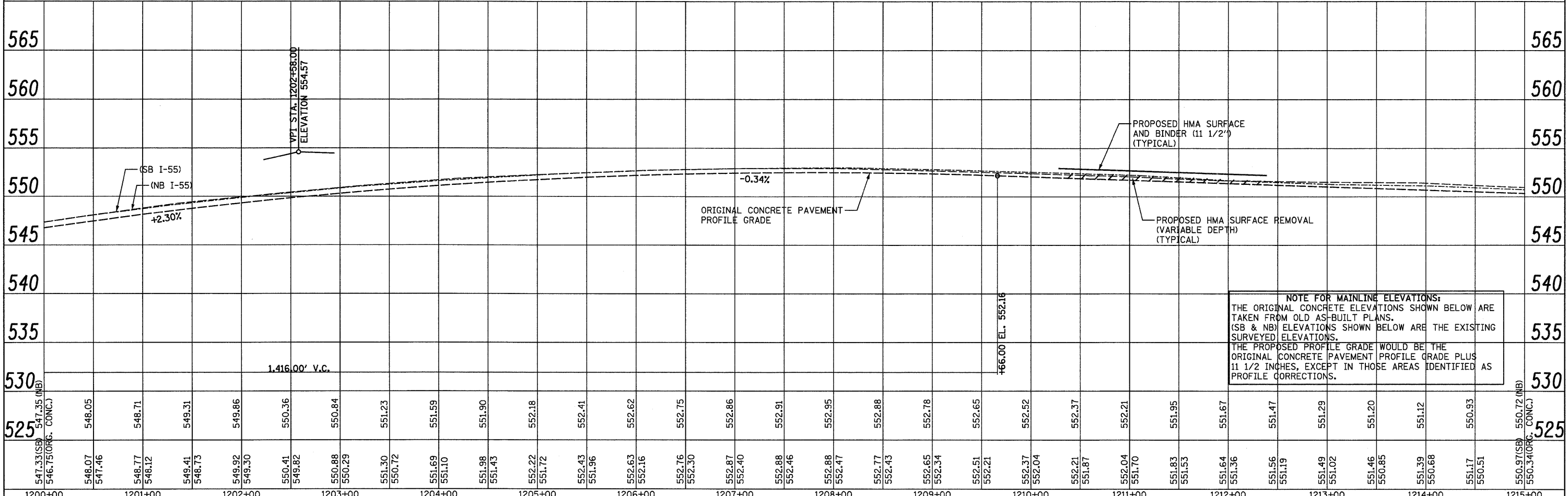
REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP. PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM. 10' (MIN.) FROM CENTERLINE FAI RTE. 55 (SEE TYPICAL SECTION)

BM #3 - CUT SQUARE ON W. LEG OF SIGN FOUNDATION. 80' LT., STA. 1200+07 ELEV. 545.537'



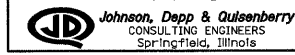
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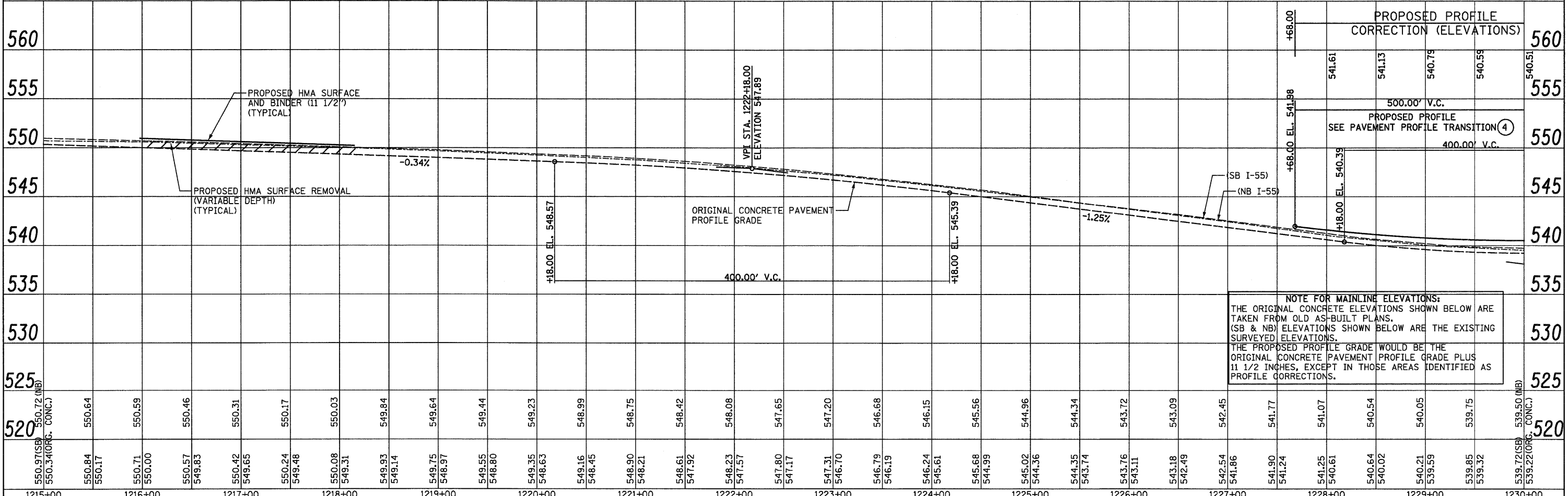
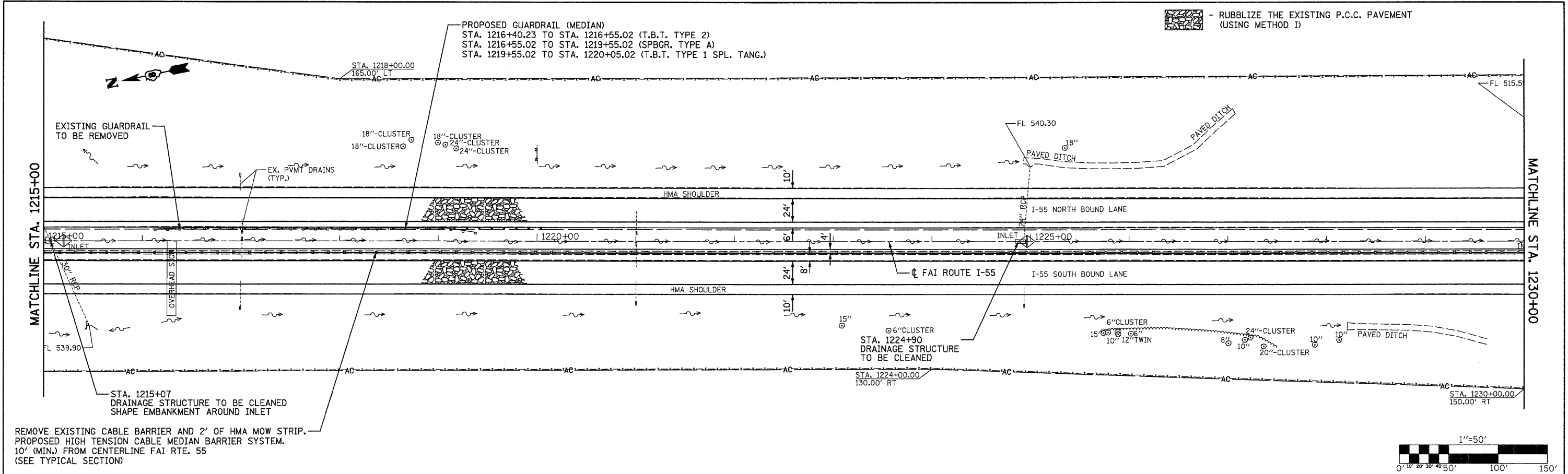
NOTE FOR MAINLINE ELEVATIONS:
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THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 11 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\oad\0876C93-shr-plnpr1.dgn		DRAWN -	REVISED -		55	60-(1,2)RS-2	MADISON	156	73	CONTRACT NO. 76C93	
PLDT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA. 1200+00 TO STA. 1215+00	ILLINOIS FED. AID PROJECT	
PLDT DATE = 06/23/2010 15:33:29		DATE -	REVISED -								



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SURVEYED	
GRADES CHECKED	
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FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 1215+00 TO STA. 1230+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	TOTAL SHEET NO.
...	...	DRAWN -	REVISED -						55	60-(I,2)RS-2	MADISON	156	74
...	...	CHECKED -	REVISED -						CONTRACT NO. 76C93				
...	...	DATE	REVISED						ILLINOIS FED. AID PROJECT				

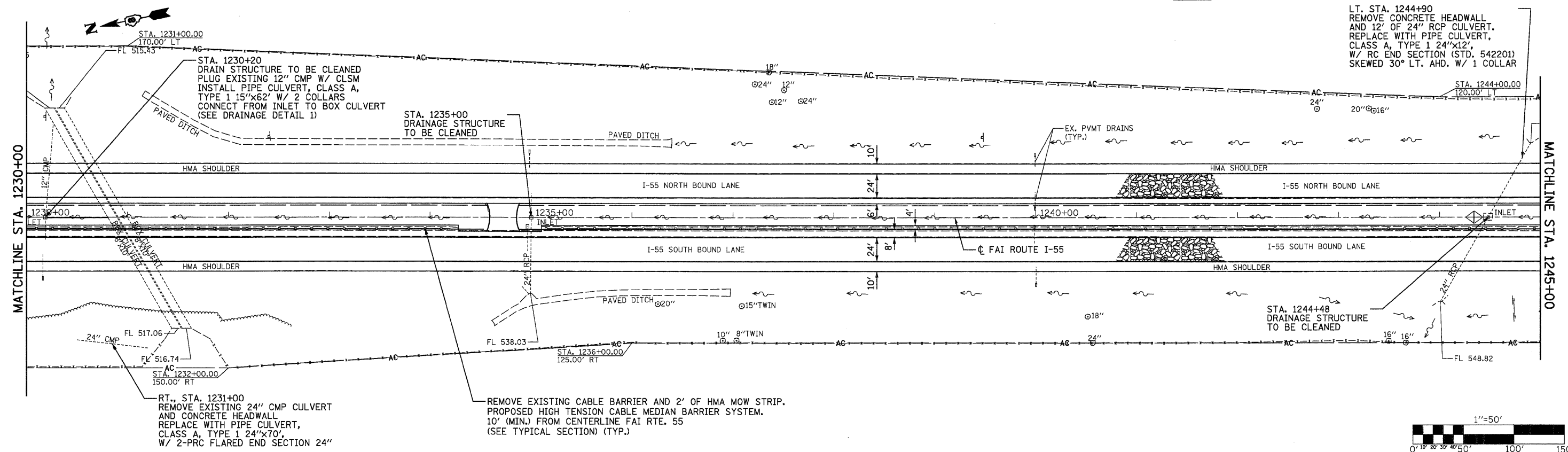
Johnson, Depp & Oulsenberry
 CONSULTING ENGINEERS
 Springfield, Illinois

NOTE FOR MAINLINE ELEVATIONS:
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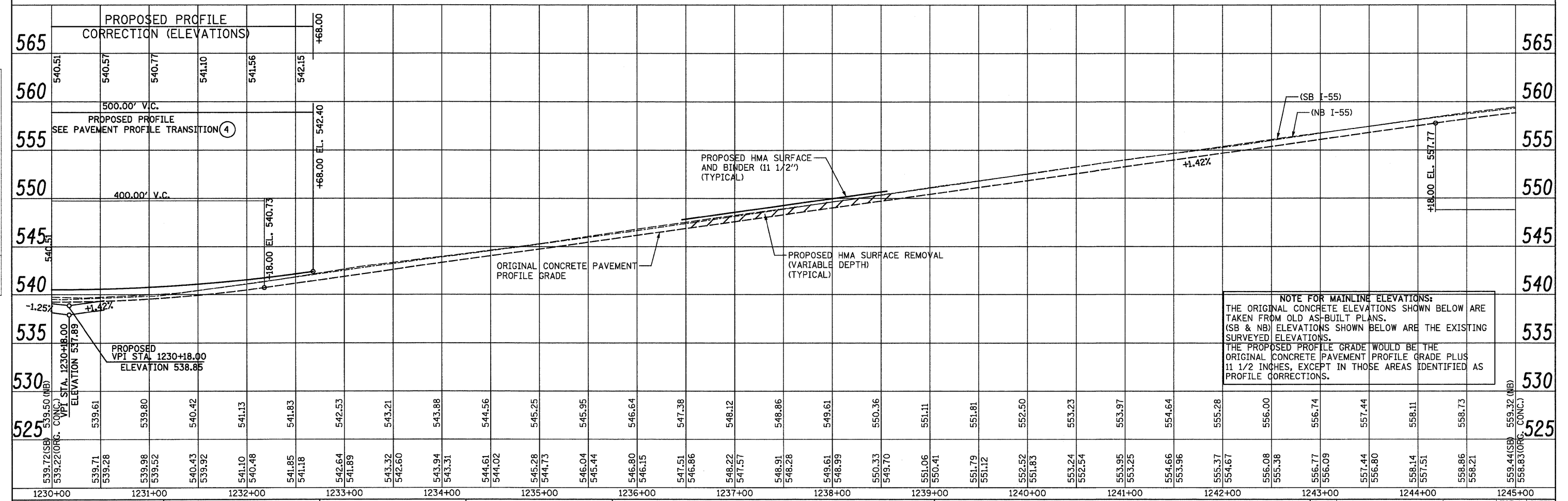
 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)

LT. STA. 1244+90
REMOVE CONCRETE HEADWALL AND 12' OF 24" RCP CULVERT. REPLACE WITH PIPE CULVERT, CLASS A, TYPE 1 24"x12" W/ RC END SECTION (STD. 542201) SKEWED 30° LT. AHD. W/ 1 COLLAR

PLAN	SURVEYED	DATE
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	NO. OF W/	
	FILE NAME	
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PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	ILL. NOTED	
	STRUCTURE NOTATIONS OK'D	
	NO.	



FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	SCALE: 1"=50' SHEET NO. OF SHEETS STA. 1230+00 TO STA. 1245+00	F.A.I. COUNTY	TOTAL SHEETS	SHEET NO.		
...oad\40876C93-ah-p1nprf1.dgn		DRAWN -	REVISED -				55	60-(I,2)RS-2	MADISON	156	75
		CHECKED -	REVISED -				CONTRACT NO. 76C93				
		DATE	REVISED -				ILLINOIS FED. AID PROJECT				



- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)

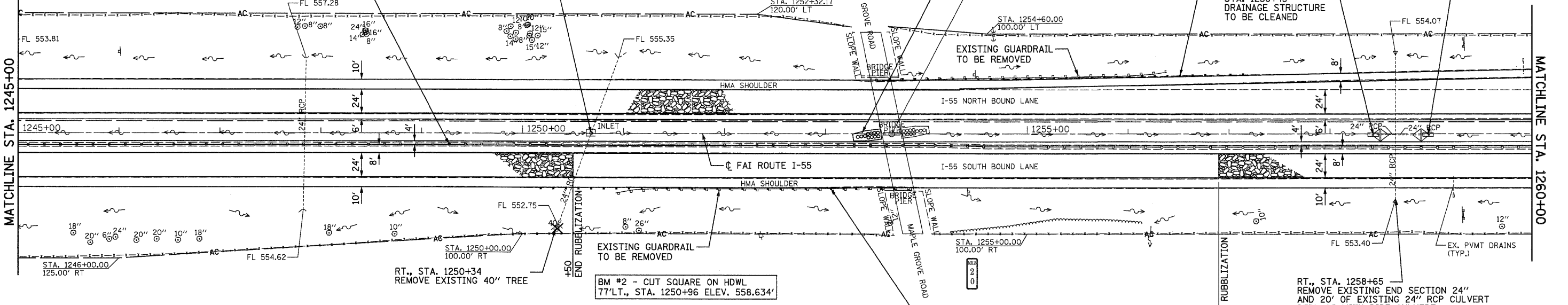
REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP. PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM. 10' (MIN.) FROM CENTERLINE FAI RTE. 55 (SEE TYPICAL SECTION)

STA. 1250+68 DRAINAGE STRUCTURE TO BE CLEANED

STA. 1253+45 PROPOSED IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3

PROPOSED GUARDRAIL
 STA. 1253+63.00 TO STA. 1254+06.15 (T.B.T. TYPE 6B)
 STA. 1254+06.15 TO STA. 1256+68.65 (SPBGR. TYPE A)
 STA. 1256+68.65 TO STA. 1257+18.65 (T.B.T. TYPE 1 SPL. TANG.)

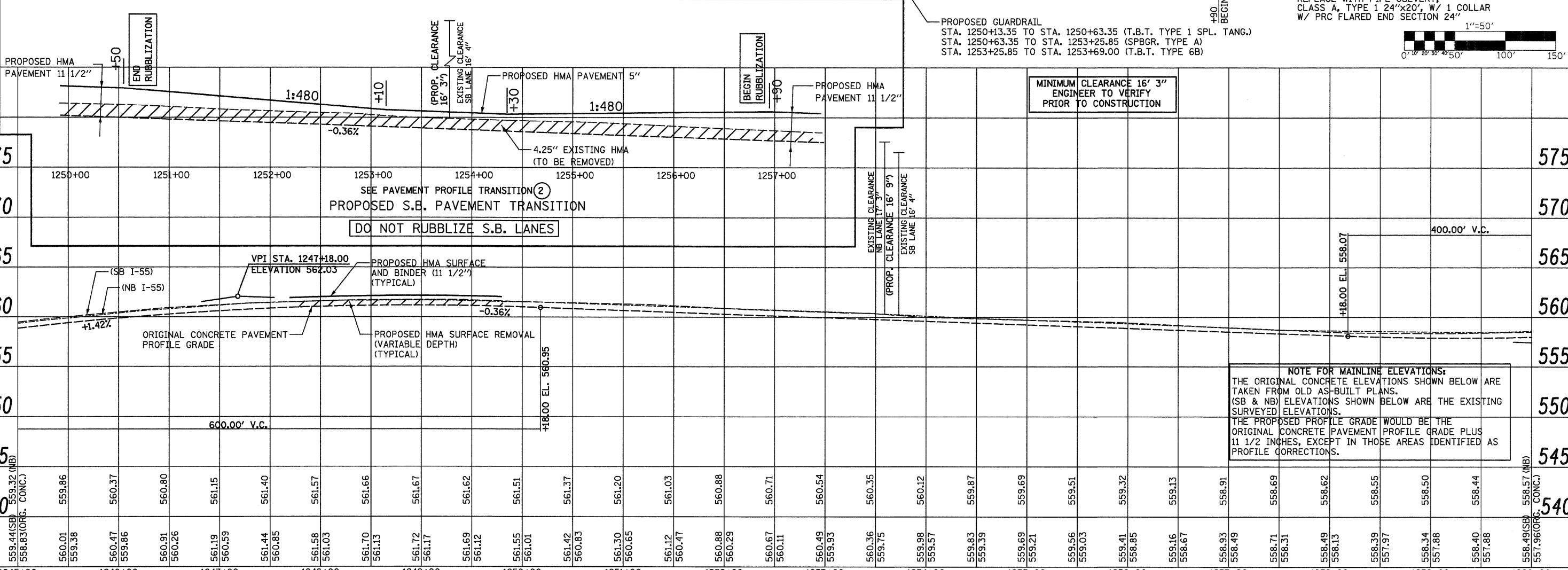
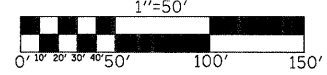
STA. 1258+95 DRAINAGE STRUCTURE TO BE CLEANED



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DATE	
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PROFILE	
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PROPOSED GUARDRAIL
 STA. 1250+13.35 TO STA. 1250+63.35 (T.B.T. TYPE 1 SPL. TANG.)
 STA. 1250+63.35 TO STA. 1253+25.85 (SPBGR. TYPE A)
 STA. 1253+25.85 TO STA. 1253+69.00 (T.B.T. TYPE 6B)

RT., STA. 1258+65
 REMOVE EXISTING END SECTION 24" AND 20' OF EXISTING 24" RCP CULVERT. REPLACE WITH PIPE CULVERT, CLASS A, TYPE 1 24"x20", W/ 1 COLLAR W/ PRC FLARED END SECTION 24"



MINIMUM CLEARANCE 16' 3" ENGINEER TO VERIFY PRIOR TO CONSTRUCTION

DO NOT RUBBLIZE S.B. LANES

NOTE FOR MAINLINE ELEVATIONS:
 THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
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DATE	
BY	
PROFILE	
NO.	
DATE	
BY	
PROFILE	
NO.	

1245+00	1246+00	1247+00	1248+00	1249+00	1250+00	1251+00	1252+00	1253+00	1254+00	1255+00	1256+00	1257+00	1258+00	1259+00	1260+00																																				
559.44	560.01	560.37	560.80	561.15	561.40	561.57	561.66	561.67	561.62	561.51	561.01	561.42	560.83	561.30	560.65	561.12	560.47	560.88	560.29	560.67	560.11	560.49	559.93	560.36	559.75	559.98	559.57	559.83	559.39	559.69	559.21	559.56	559.03	559.41	558.85	559.16	558.67	558.93	558.49	558.71	558.31	558.49	558.13	558.39	557.97	558.34	557.88	558.40	557.86	558.49	557.96

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAI ROUTE 55 (I-55)

FILE NAME = ...
 USER NAME = SJS
 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 06/23/2010 15:33:31

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

SCALE: 1"=50' SHEET NO. OF SHEETS STA. 1245+00 TO STA. 1260+00

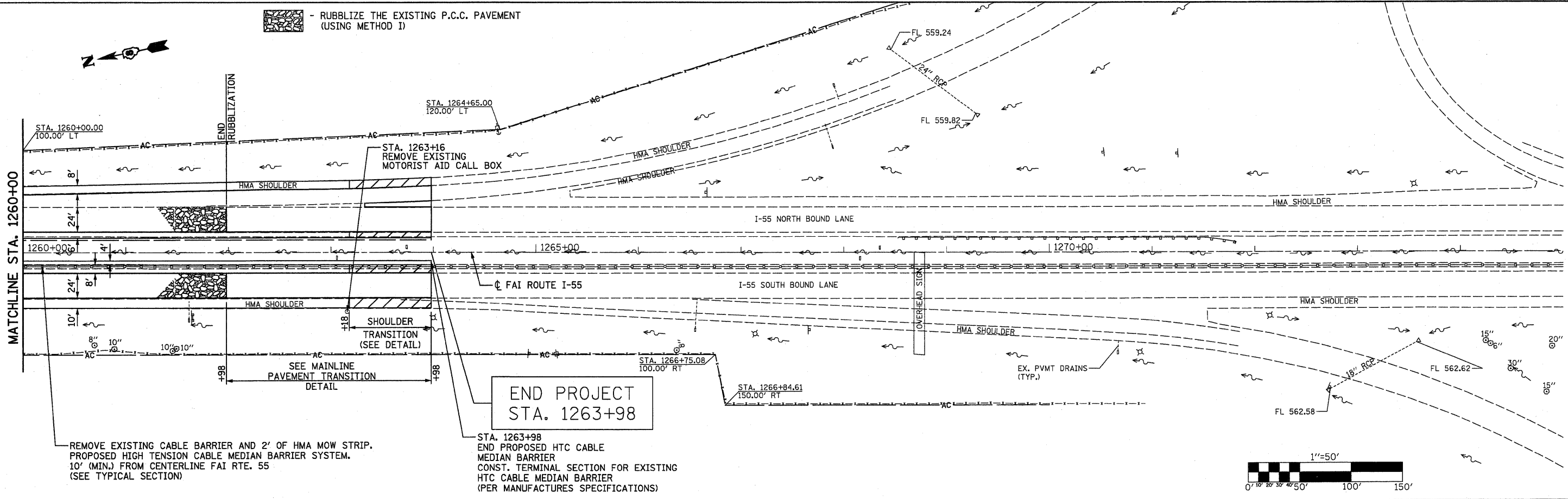
F.A.I. RTE. 55 SECTION 60-(1,2)RS-2 COUNTY MADISON TOTAL SHEETS 156 SHEET NO. 76 CONTRACT NO. 76C93 ILLINOIS FED. AID PROJECT





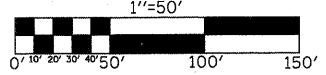
RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	BY	
	DATE	

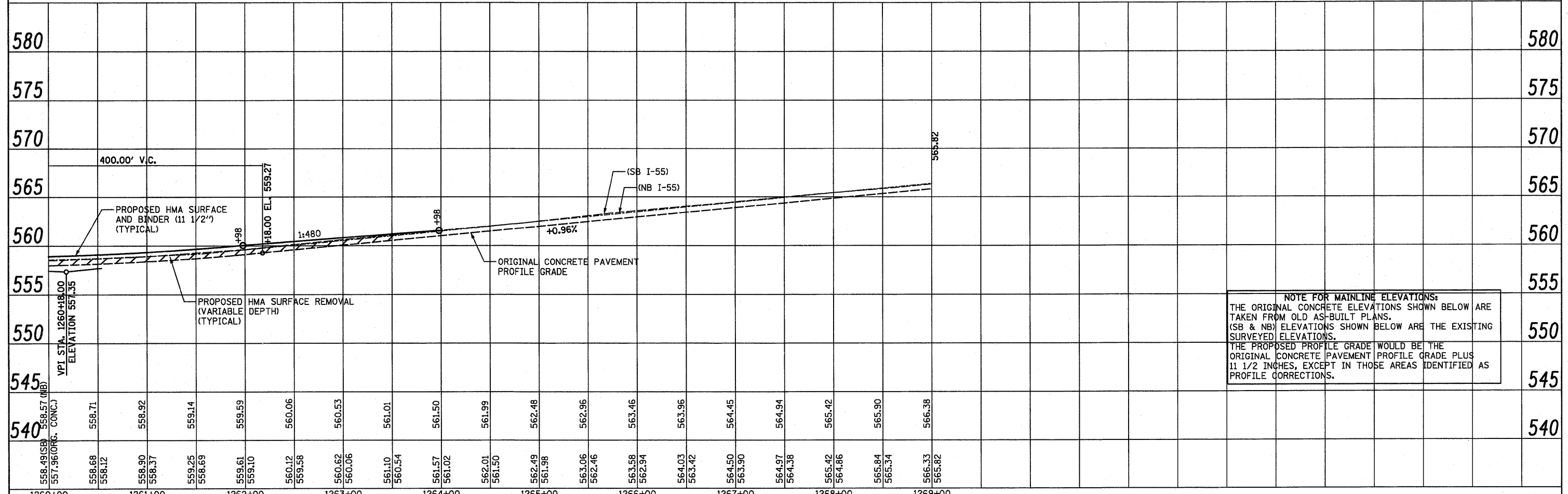


REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP. PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM. 10' (MIN.) FROM CENTERLINE FAI RTE. 55 (SEE TYPICAL SECTION)

STA. 1263+98
END PROPOSED HTC CABLE MEDIAN BARRIER CONST. TERMINAL SECTION FOR EXISTING HTC CABLE MEDIAN BARRIER (PER MANUFACTURES SPECIFICATIONS)



PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	BY	
	DATE	

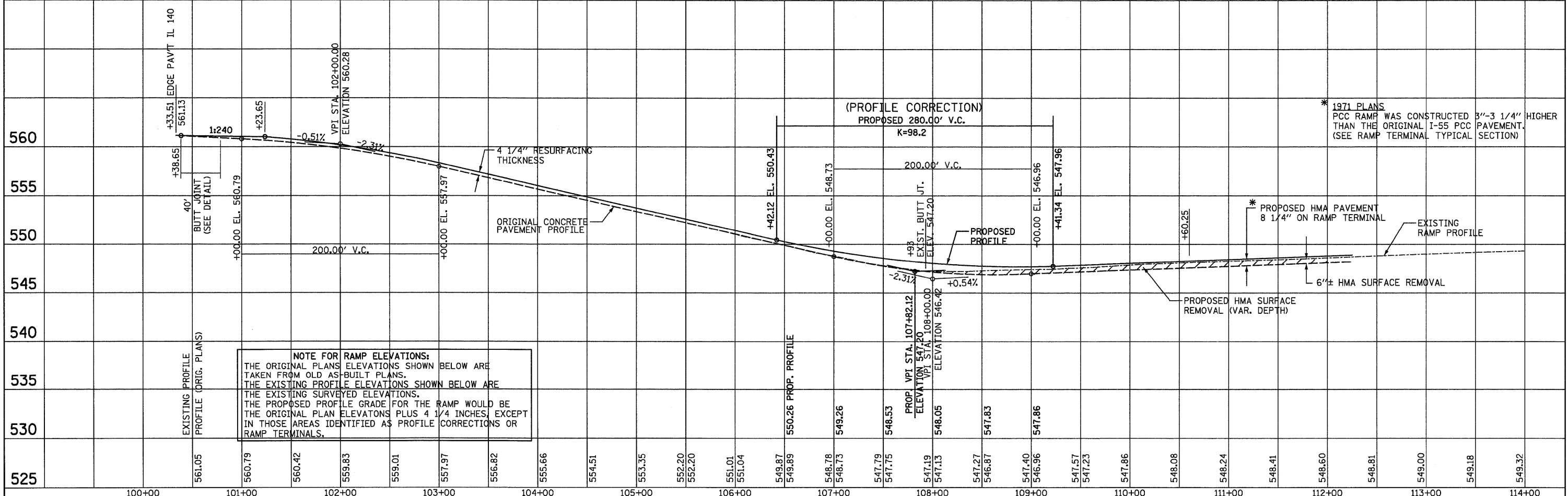
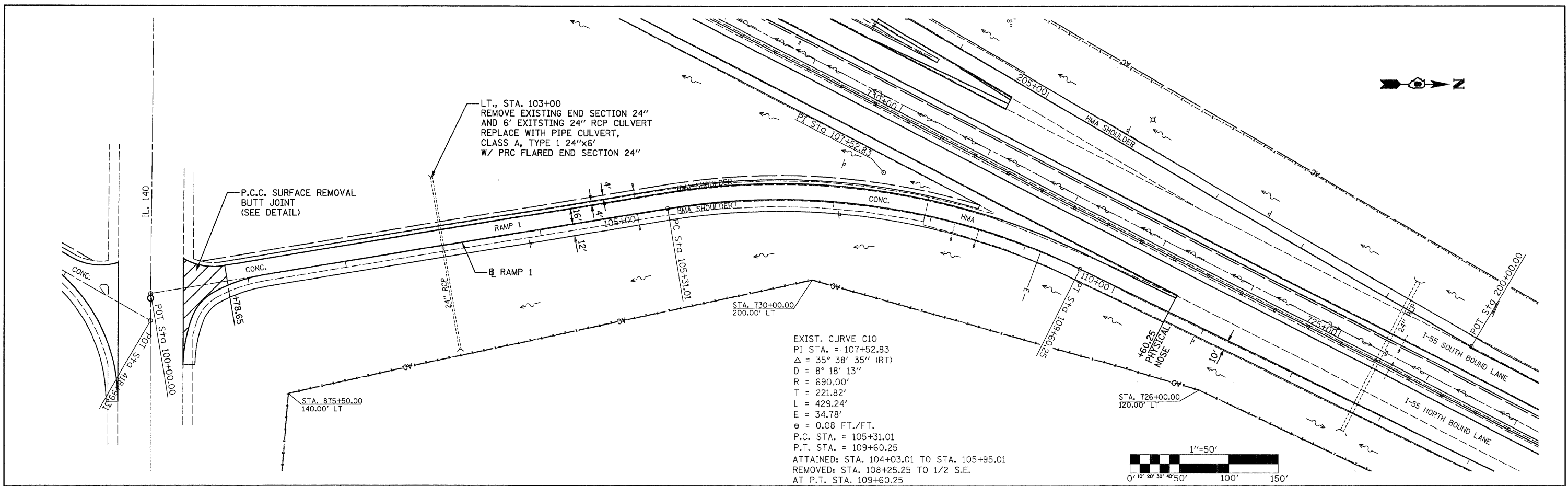


NOTE FOR MAINLINE ELEVATIONS:
THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS. (SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 1 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)
... \CADD\0876C93-shr-plnprf1.dgn		DRAWN -	REVISED -		
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 58.0000' / IN.	CHECKED -	REVISED -		
PLOT DATE = 08/04/2010 09:44:44		DATE -	REVISED -		
				SCALE: 1"=50'	SHEET NO. OF SHEETS STA. 1260+00 TO STA. 1269+00
				F.A.I. RTE. 55	SECTION 60-(I,2)RS-2
				COUNTY MADISON	TOTAL SHEETS 156
				CONTRACT NO. 76C93	
				ILLINOIS FED. AID PROJECT	

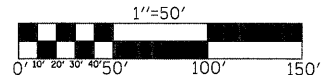
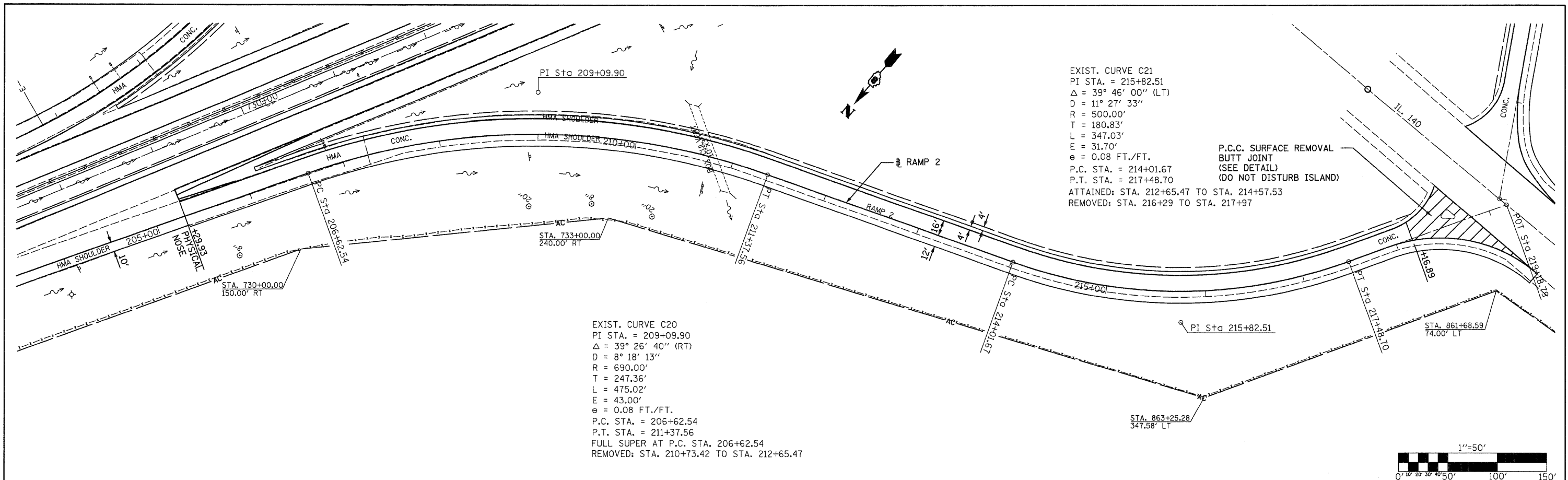
DATE	
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ALIGNED	
CHECKED	
RT. OF WAY CHECKED	
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NO. _____	
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SURVEYED	
GRADES CHECKED	
NO. _____	
NO. _____	
NO. _____	
NO. _____	
NO. _____	

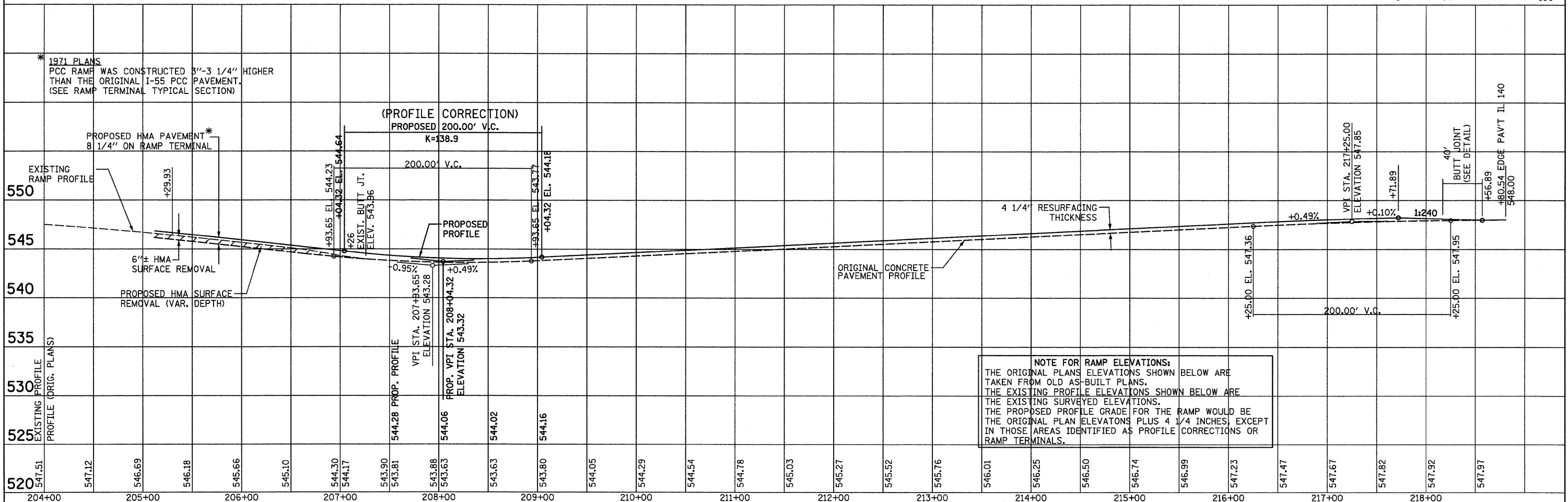


FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		NB ENTRANCE RAMP 1 (IL 140)				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...		DRAWN -	REVISED -							55	60-(1,2)RS-2	MADISON	156	78
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -							CONTRACT NO. 76C93				
PLOT DATE = 06/23/2010 15:33:47		DATE -	REVISED -							ILLINOIS FED. AID PROJECT				

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NOTE BOOK	
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ALIGNED	
CHECKED	
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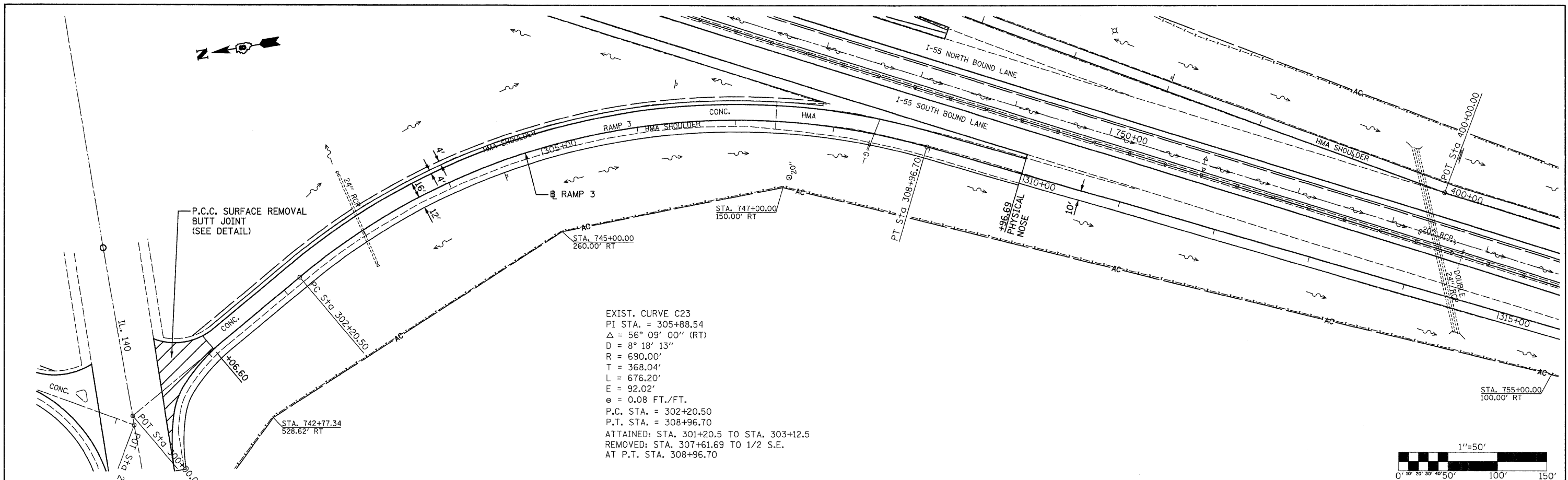
DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
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PROFILE	
NOTE BOOK	
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DATE	
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SURVEYED	
GRADES	
CHECKED	
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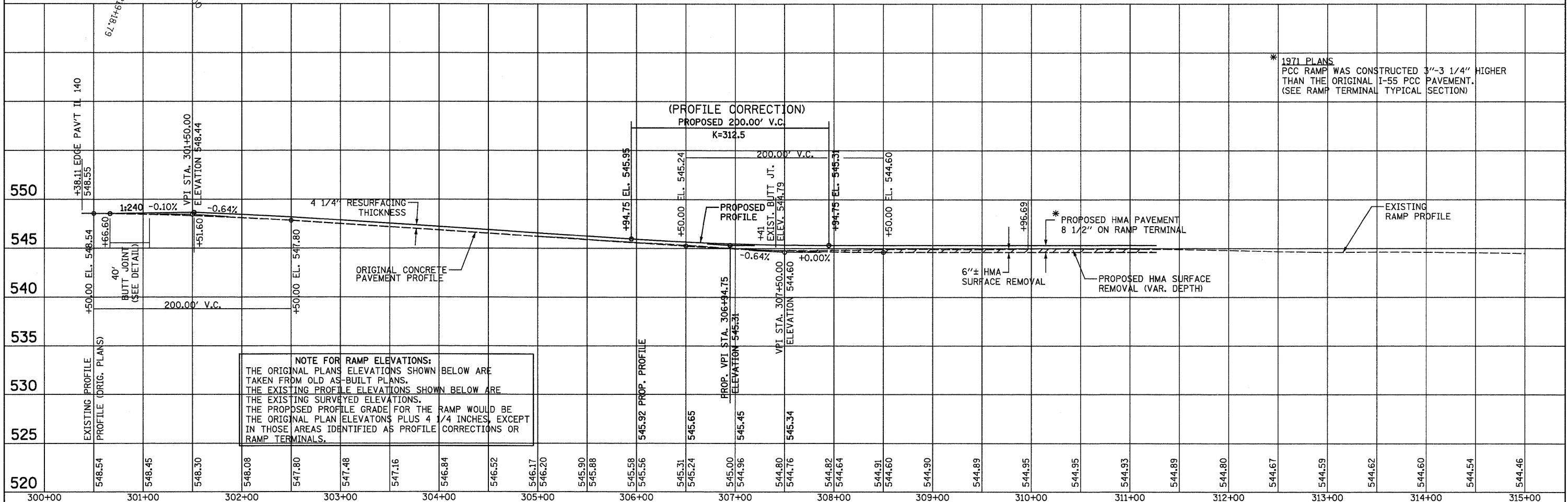
FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SB EXIT RAMP 2 (IL 140)				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\oads\0878C93-sht-plnprf2.dgn		DRAWN -	REVISED -		55	60-1,2RS-2	MADISON	156	79				
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76C93								
PLOT DATE = 06/23/2010 15:33:48		DATE	REVISED -		ILLINOIS FED. AID PROJECT								

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NOTE BOOK	
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DATE	
BY	
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CHECKED	
RT. OF WAY	
NO.	
PROFILE	
NOTE BOOK	
NO.	
DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
RT. OF WAY	
NO.	



EXIST. CURVE C23
 PI STA. = 305+88.54
 $\Delta = 56^\circ 09' 00''$ (RT)
 $D = 8^\circ 18' 13''$
 $R = 690.00'$
 $T = 368.04'$
 $L = 676.20'$
 $E = 92.02'$
 $e = 0.08$ FT./FT.
 P.C. STA. = 302+20.50
 P.T. STA. = 308+96.70
 ATTAINED: STA. 301+20.5 TO STA. 303+12.5
 REMOVED: STA. 307+61.69 TO 1/2 S.E.
 AT P.T. STA. 308+96.70



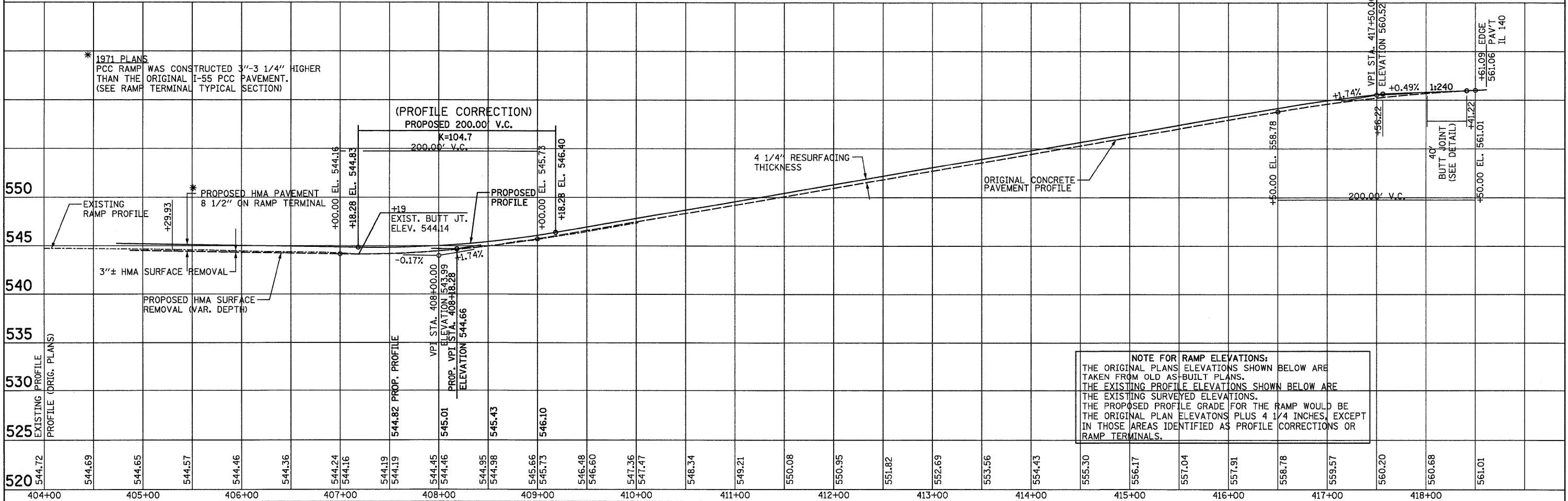
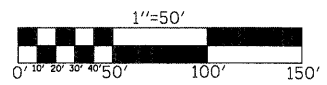
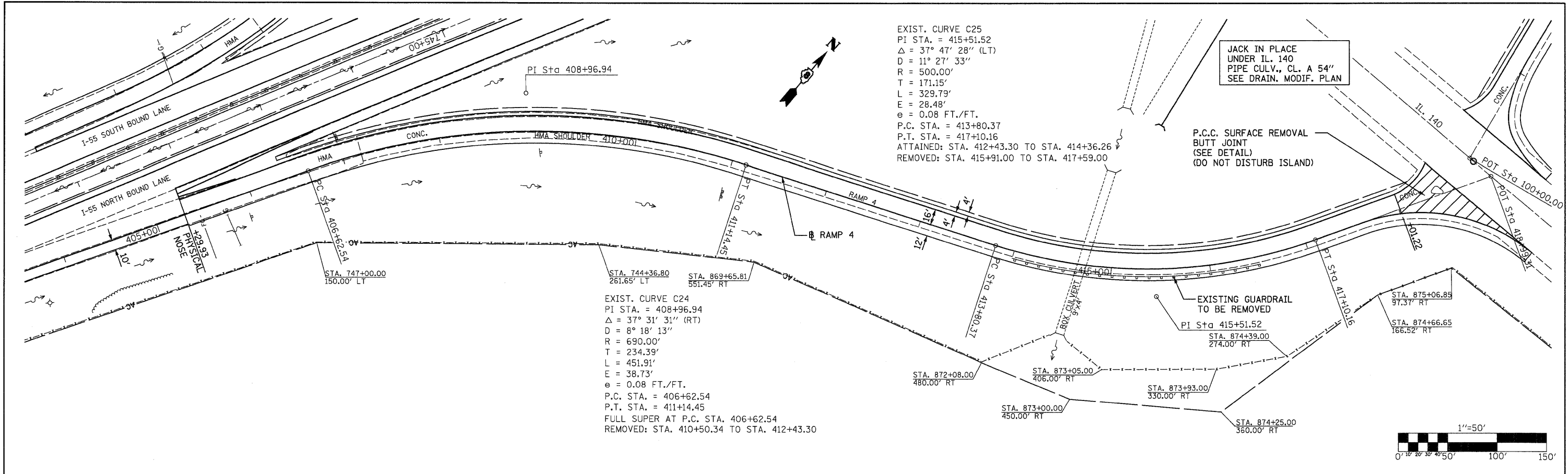
* 1971 PLANS
 PCC RAMP WAS CONSTRUCTED 3"-3 1/4" HIGHER
 THAN THE ORIGINAL I-55 PCC PAVEMENT.
 (SEE RAMP TERMINAL TYPICAL SECTION)

NOTE FOR RAMP ELEVATIONS:
 THE ORIGINAL PLANS ELEVATIONS SHOWN BELOW ARE
 TAKEN FROM OLD AS-BUILT PLANS.
 THE EXISTING PROFILE ELEVATIONS SHOWN BELOW ARE
 THE EXISTING SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE FOR THE RAMP WOULD BE
 THE ORIGINAL PLAN ELEVATIONS PLUS 4 1/4 INCHES, EXCEPT
 IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS OR
 RAMP TERMINALS.

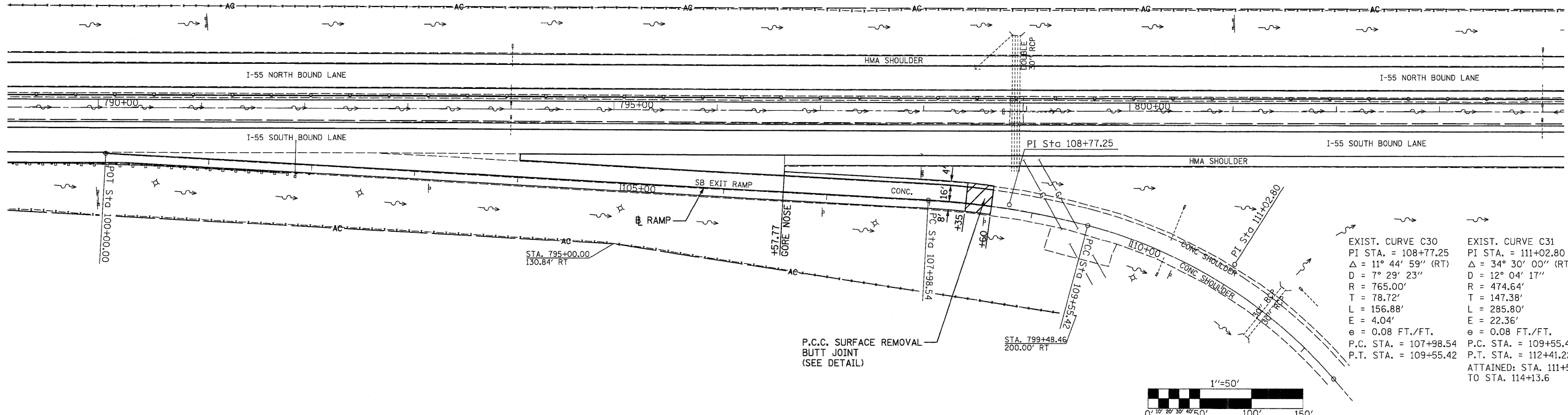
FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SB ENTRANCE RAMP 3 (IL 140)		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...oad\0876C93-ah-p1nrf2.dgn		DRAWN -	REVISED -					55	60-(1,2)RS-2	MADISON	156	80	
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 58.0000' / IN.	CHECKED -	REVISED -							CONTRACT NO. 76C93			
	PLOT DATE = 06/23/2010 15:33:48	DATE	REVISED					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
												ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
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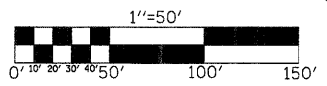
PROFILE	SURVEYED	DATE
	GRADES	BY
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	B.M. NOTED	
	STRUCTURE	
	NOTATIONS	
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FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NB EXIT RAMP 4 (IL 140)		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\cadd\0876C93-shr-plnprf2.dgn		DRAWN -	REVISED -		55	60-1,2RS-2	MADISON	156	81		
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76C93						
PLOT DATE = 06/23/2010 15:33:49		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	



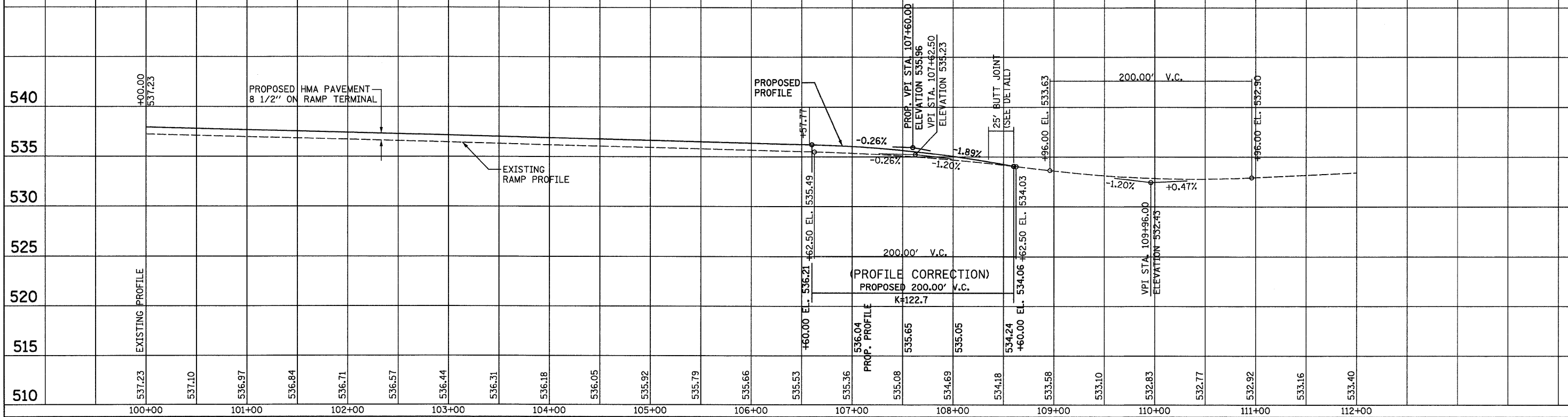
EXIST. CURVE C30	EXIST. CURVE C31
PI STA. = 108+77.25	PI STA. = 111+02.80
$\Delta = 11^\circ 44' 59''$ (RT)	$\Delta = 34^\circ 30' 00''$ (RT)
D = 7° 29' 23"	D = 12° 04' 17"
R = 765.00'	R = 474.64'
T = 78.72'	T = 147.38'
L = 156.88'	L = 285.80'
E = 4.04'	E = 22.36'
e = 0.08 FT./FT.	e = 0.08 FT./FT.
P.C. STA. = 107+98.54	P.C. STA. = 109+55.42
P.T. STA. = 109+55.42	P.T. STA. = 112+41.22
	ATTAINED: STA. 111+58.6 TO STA. 114+13.6



DATE	
BY	
PLAN SURVEYED	
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CHECKED	
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NO. _____	
NOTE BOOK	
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ADD FILE NAME	

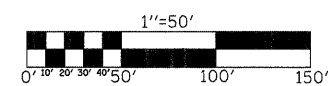
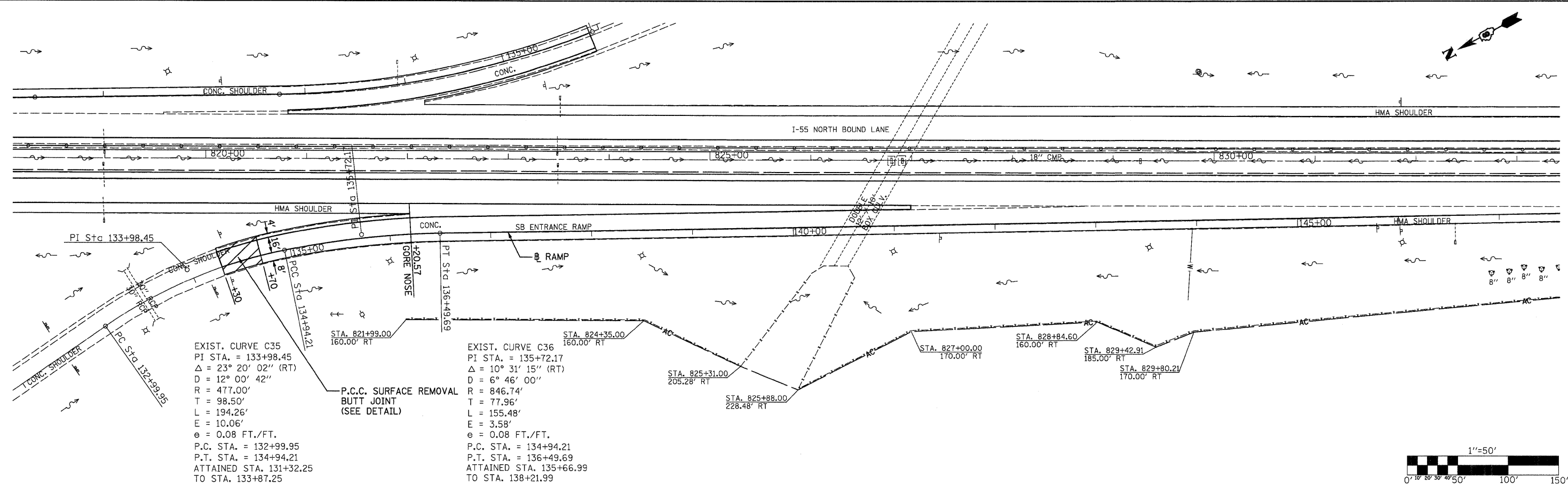
DATE	
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PROFILE SURVEYED	
GRADES CHECKED	
BLM. NOTED	
STRUCTURE NOTATIONS CHECKED	
NO. _____	

1993 PLANS
PCC RAMP WAS CONSTRUCTED 3"± HIGHER
THAN THE ORIGINAL I-55 PCC PAVEMENT.
(SEE RAMP TERMINAL TYPICAL SECTION)

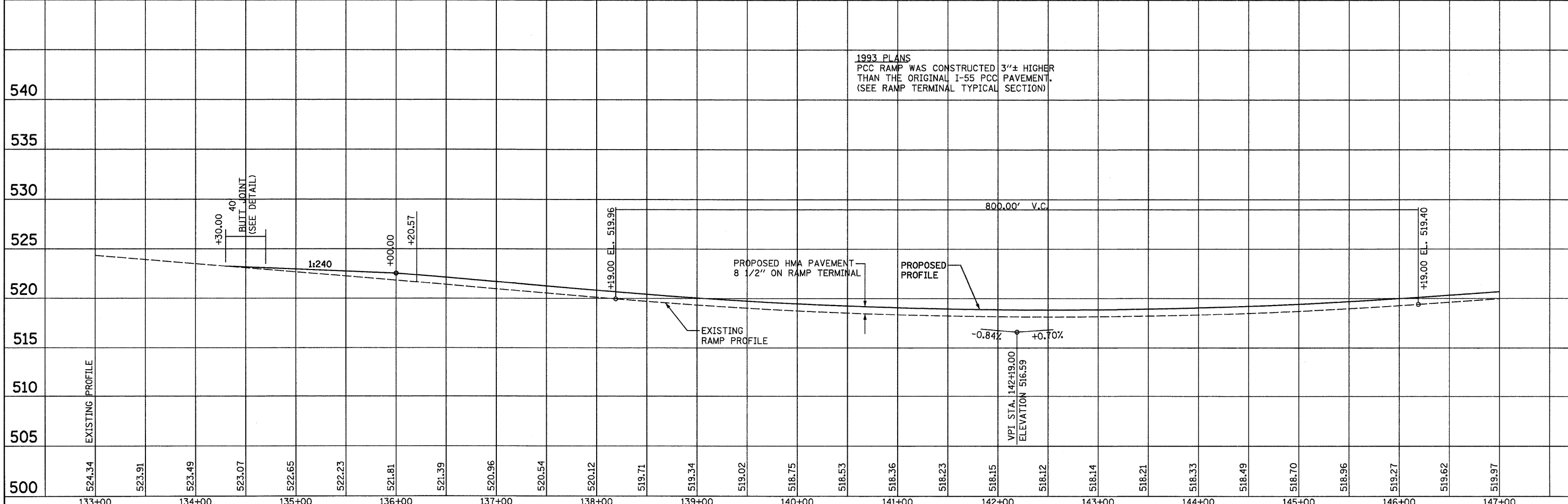


FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...oad\0876C93-shr-plnprf2.dgn		DRAWN -	REVISED -	55	60-1,2,RS-2	MADISON	156	82	
	PLDT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 76C93					
	PLDT DATE = 06/23/2010 15:33:50	DATE -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.	
				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				ILLINOIS FED. AID PROJECT	

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NOTE BOOK	
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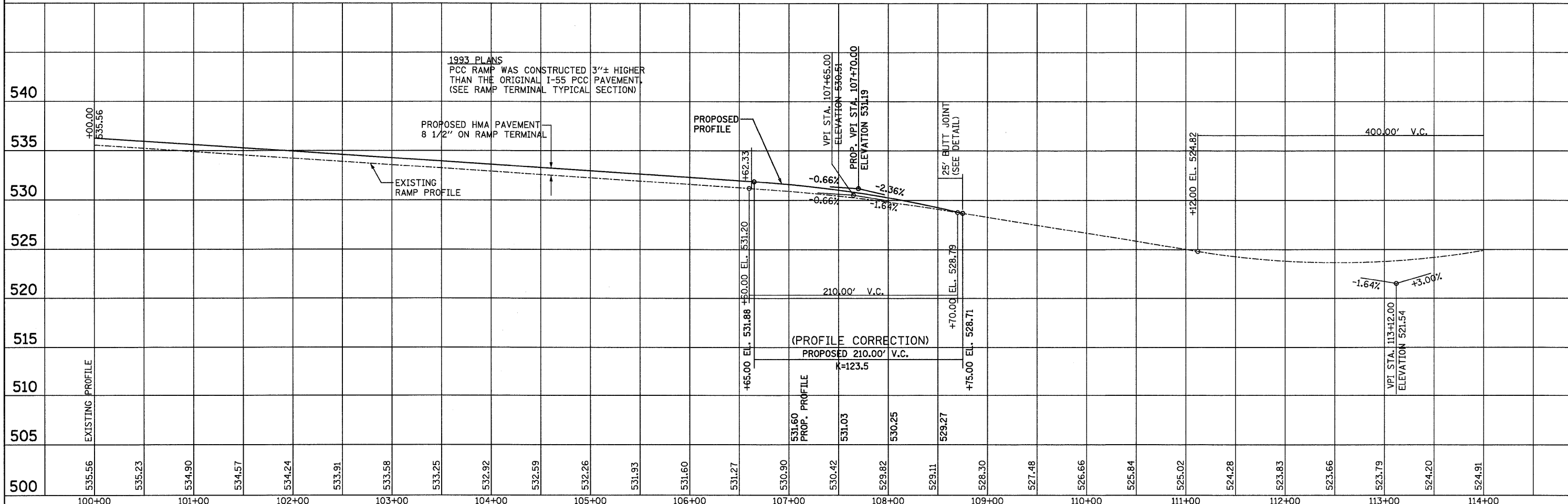
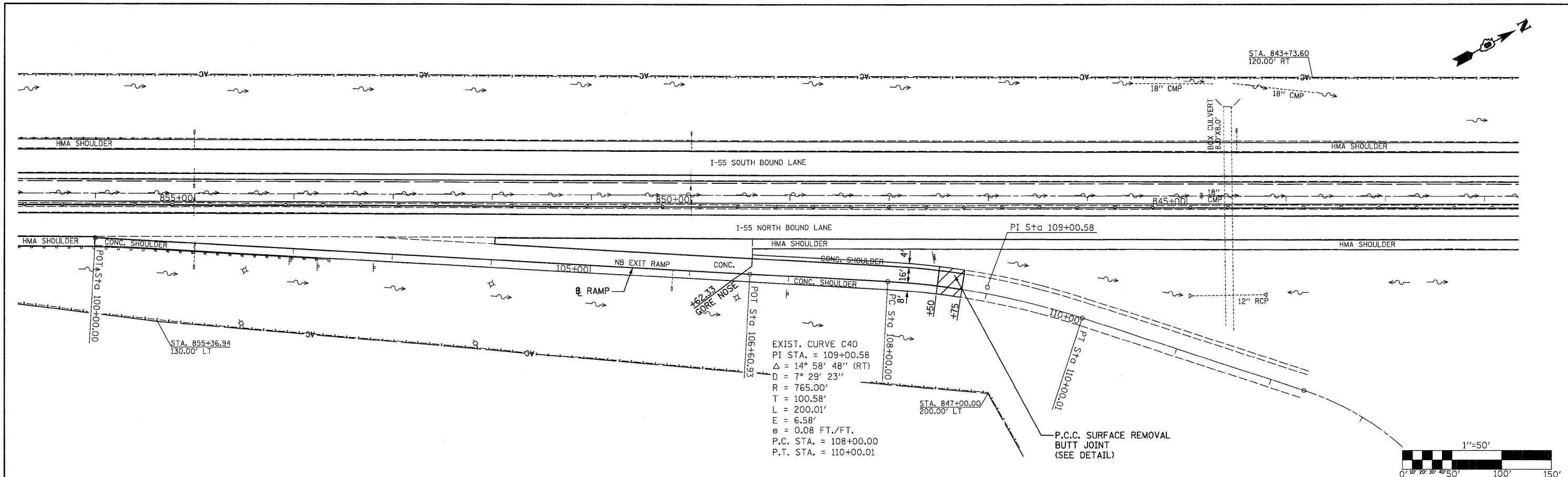
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SURVEYED	
GRADES CHECKED	
NO. NOTED	
STRUCTURE NOTATIONS	
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PROFILE	
NOTE BOOK	
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FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SB ENTRANCE RAMP @ REST AREA				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...oad\0876C93-shr-plnprf2.dgn		DRAWN -	REVISED -		55	60-(1,2)RS-2	MADISON	156	83				
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 76C93				
PLOT DATE = 06/23/2010 15:33:50		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

DATE	
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NOTE BOOK	
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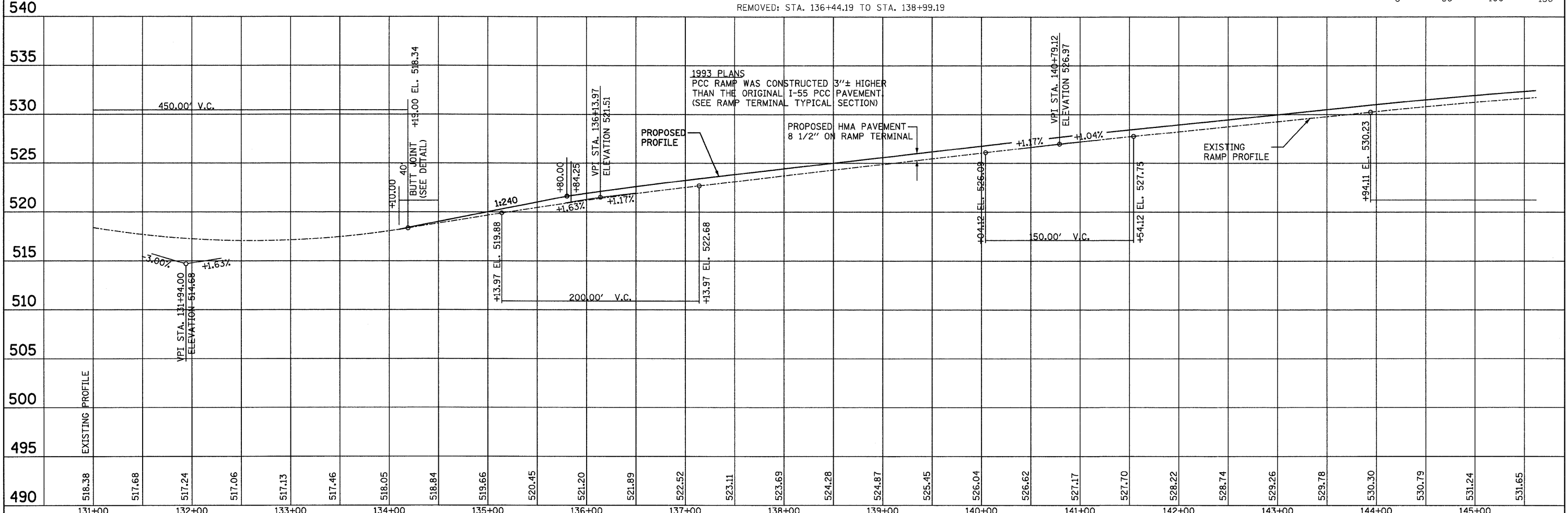
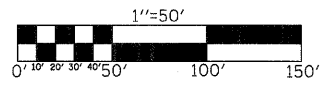
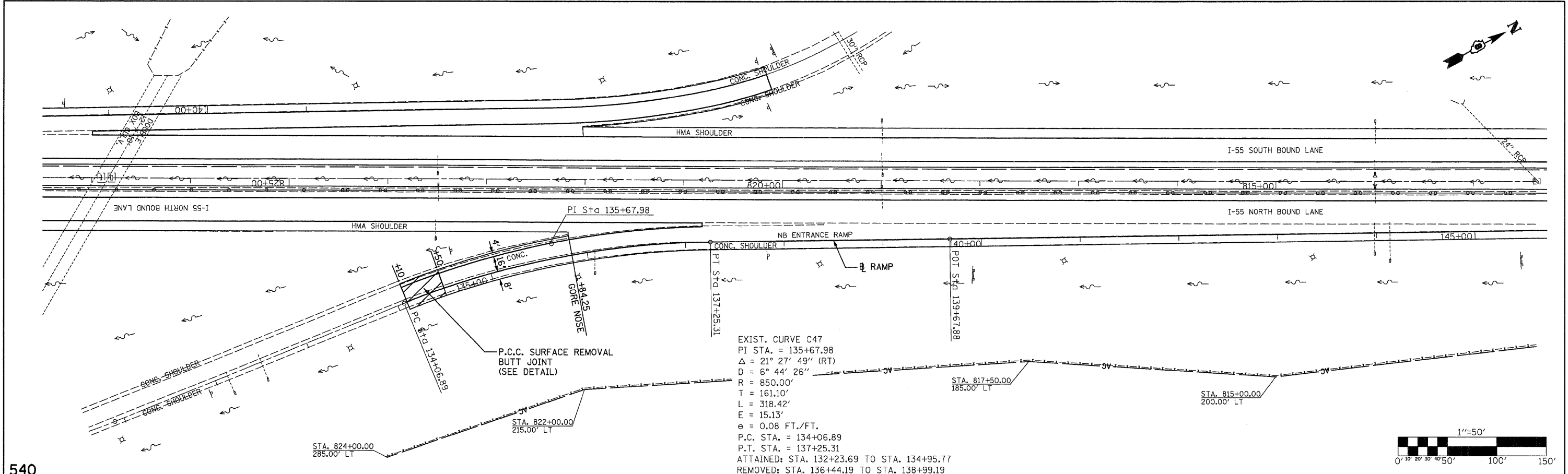
DATE	
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PROFILE	
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NOTE BOOK	
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SURVEYED	
GRADES CHECKED	
BY	
DATE	
STRUCTURE NOTATIONS	



FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NB EXIT RAMP @ REST AREA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...oad\0876C93-shr-plnprf2.dgn		DRAWN -	REVISED -			55	60-(1,2)RS-2	MADISON	156	84
PLLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76C93				
PLLOT DATE = 06/23/2010 15:33:51		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
JD Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois						SCALE:	SHEET NO.	OF	SHEETS	STA.

PLAN	SURVEYED	DATE
	ALIGNED	BY
	CHECKED	
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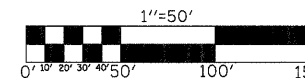
PROFILE	SURVEYED	DATE
	GRADES	BY
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FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NB ENTRANCE RAMP @ REST AREA		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\oad\NB76C93-ahf-plnprf2.dgn		DRAWN -	REVISED -		55	60-(1,2)RS-2	MADISON	156	85	CONTRACT NO. 76C93		
		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -									

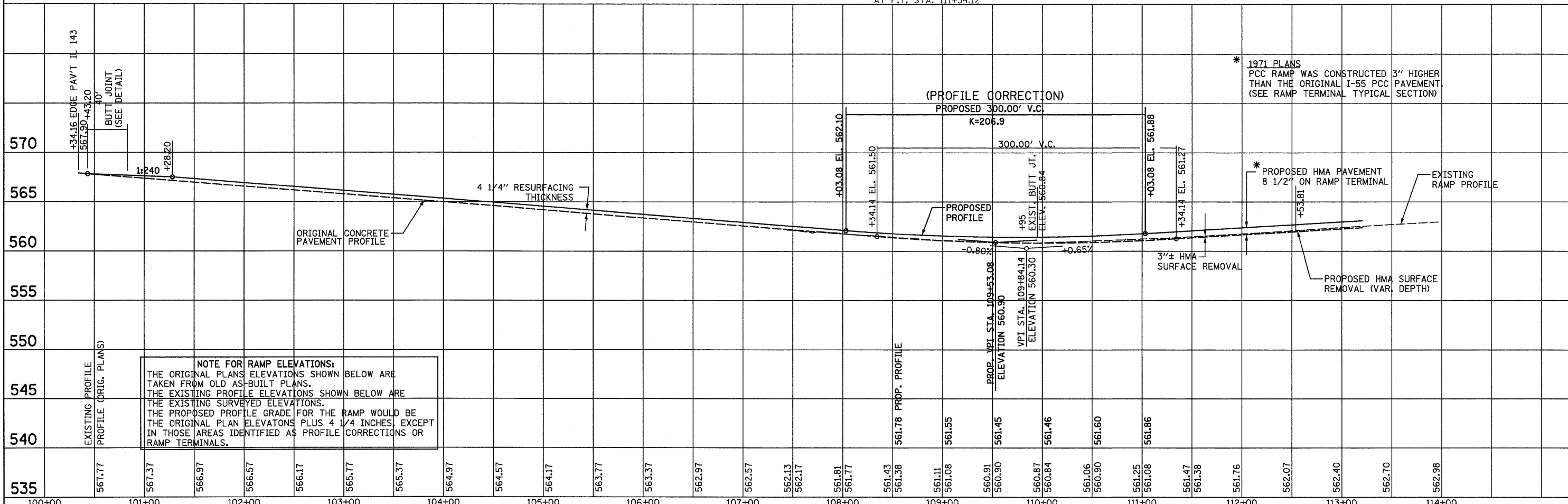
EXIST. CURVE C50
 PI STA. = 102+33.95
 $\Delta = 25^\circ 12' 37''$ (LT)
 $D = 17^\circ 34' 31''$
 $R = 326.00'$
 $T = 72.90'$
 $L = 143.44'$
 $E = 8.05'$
 $e = 0.06$ FT./FT.
 P.C. STA. = 101+61.05
 P.T. STA. = 103+04.49
 ATTAINED: STA. 100+89.24 TO STA. 101+97.24
 REMOVED: STA. 102+68.68 TO STA. 103+76.68

EXIST. CURVE C51
 PI STA. = 108+71.06
 $\Delta = 50^\circ 34' 08''$ (RT)
 $D = 8^\circ 18' 13''$
 $R = 690.00'$
 $T = 325.93'$
 $L = 608.99'$
 $E = 73.11'$
 $e = 0.08$ FT./FT.
 P.C. STA. = 105+45.13
 P.T. STA. = 111+54.12
 ATTAINED: STA. 104+17.32 TO STA. 106+09.32
 REMOVED: STA. 110+18.81 TO 1/2 S.E.
 AT P.T. STA. 111+54.12



DATE	
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BY	
PROFILE	
SURVEYED	
GRADES	
CHECKED	
BLM. NOTED	
STRUCTURE	
NOTATIONS	
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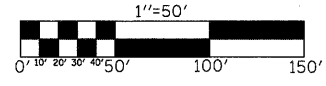
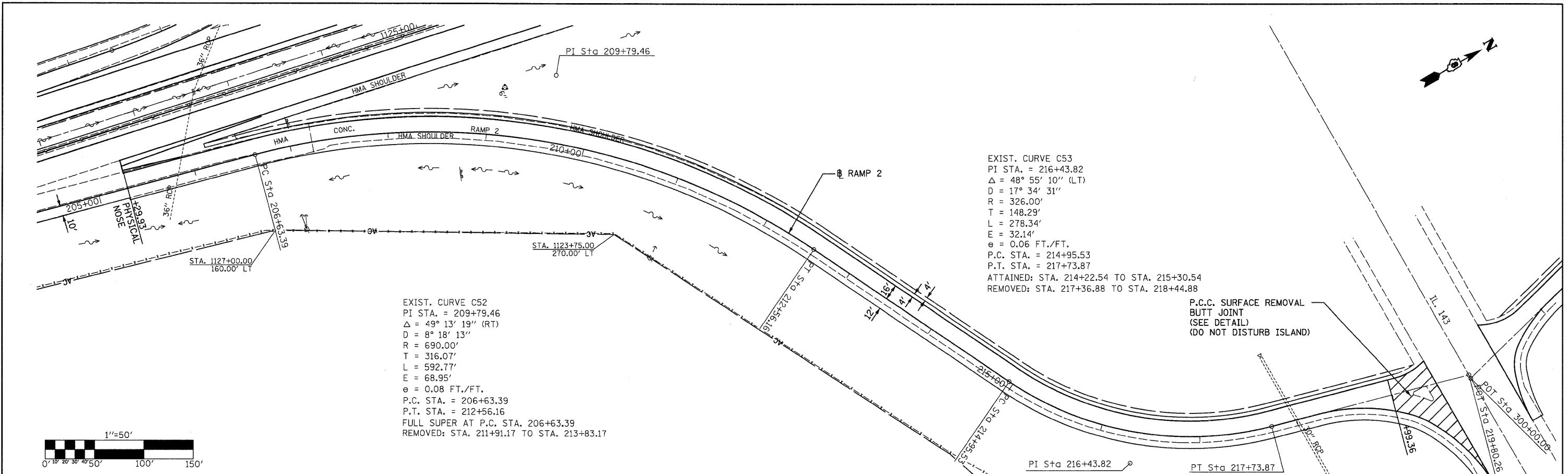


NOTE FOR RAMP ELEVATIONS:
 THE ORIGINAL PLANS ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS.
 THE EXISTING PROFILE ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE FOR THE RAMP WOULD BE THE ORIGINAL PLAN ELEVATIONS PLUS 4 1/4 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS OR RAMP TERMINALS.

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SB ENTRANCE RAMP 1 (IL 143)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\add\10876C93-ah-1\p1nr\F2.dgn		DRAWN -	REVISED -			55	60-1,2,1RS-2	MADISON	156	86	
		CHECKED -	REVISED -			CONTRACT NO. 76C93					
		DATE	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
						ILLINOIS FED. AID PROJECT					

DATE	
BY	
REVISIONS	
PLANNED	
NOTED	
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DESIGNED	
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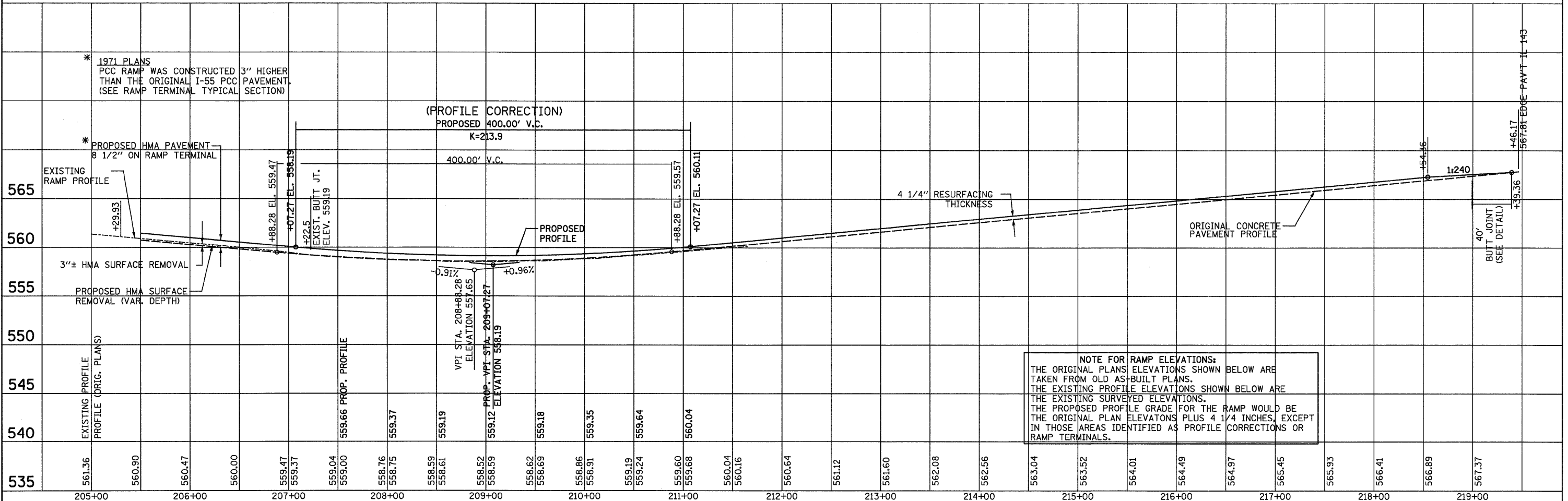
DATE	
BY	
REVISIONS	
PLANNED	
NOTED	
CHECKED	
DESIGNED	
NO.	



EXIST. CURVE C52
 PI STA. = 209+79.46
 $\Delta = 49^\circ 13' 19''$ (RT)
 $D = 8^\circ 18' 13''$
 $R = 690.00'$
 $T = 316.07'$
 $L = 592.77'$
 $E = 68.95'$
 $e = 0.08$ FT./FT.
 P.C. STA. = 206+63.39
 P.T. STA. = 212+56.16
 FULL SUPER AT P.C. STA. 206+63.39
 REMOVED: STA. 211+91.17 TO STA. 213+83.17

EXIST. CURVE C53
 PI STA. = 216+43.82
 $\Delta = 48^\circ 55' 10''$ (LT)
 $D = 17^\circ 34' 31''$
 $R = 326.00'$
 $T = 148.29'$
 $L = 278.34'$
 $E = 32.14'$
 $e = 0.06$ FT./FT.
 P.C. STA. = 214+95.53
 P.T. STA. = 217+73.87
 ATTAINED: STA. 214+22.54 TO STA. 215+30.54
 REMOVED: STA. 217+36.88 TO STA. 218+44.88

P.C.C. SURFACE REMOVAL
 BUTT JOINT
 (SEE DETAIL)
 (DO NOT DISTURB ISLAND)



* 1971 PLANS
 PCC RAMP WAS CONSTRUCTED 3" HIGHER
 THAN THE ORIGINAL I-55 PCC PAVEMENT.
 (SEE RAMP TERMINAL TYPICAL SECTION)

* PROPOSED HMA PAVEMENT
 8 1/2" ON RAMP TERMINAL

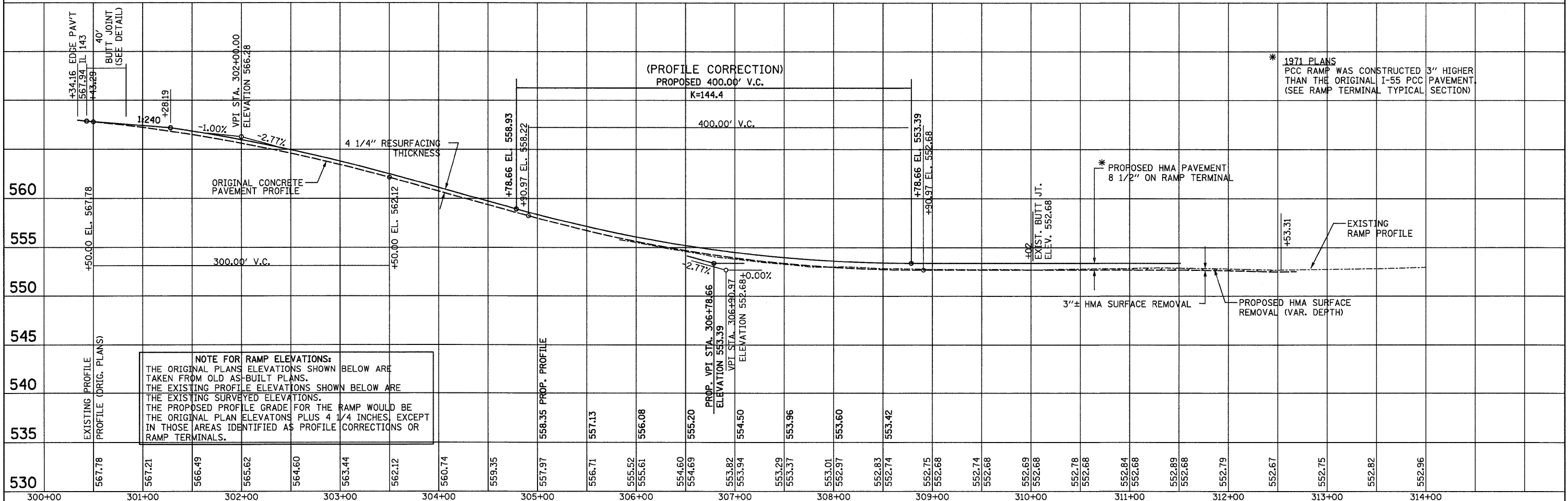
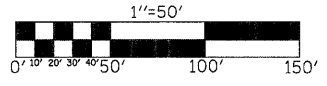
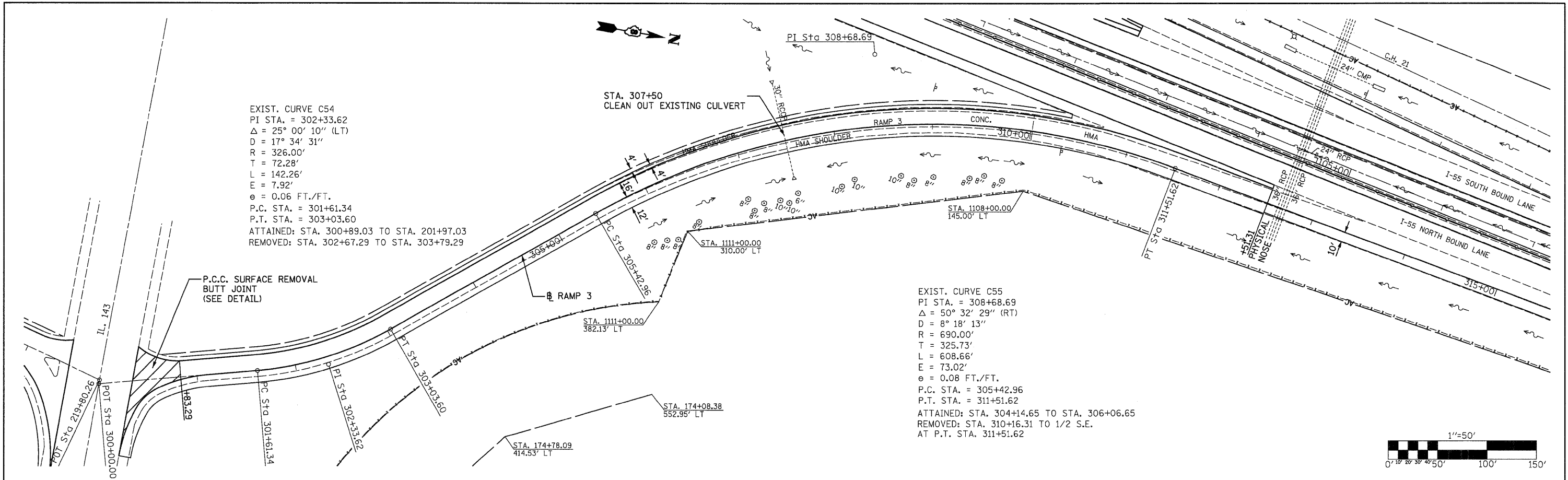
(PROFILE CORRECTION)
 PROPOSED 400.00' V.C.
 $K=213.9$

NOTE FOR RAMP ELEVATIONS:
 THE ORIGINAL PLANS ELEVATIONS SHOWN BELOW ARE
 TAKEN FROM OLD AS-BUILT PLANS.
 THE EXISTING PROFILE ELEVATIONS SHOWN BELOW ARE
 THE EXISTING SURVEYED ELEVATIONS.
 THE PROPOSED PROFILE GRADE FOR THE RAMP WOULD BE
 THE ORIGINAL PLAN ELEVATIONS PLUS 4 1/4 INCHES, EXCEPT
 IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS OR
 RAMP TERMINALS.

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NB EXIT RAMP 2 (IL 143)			F.A.T. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ceadd\0876C93-shr-p1nprf2.dgn		DRAWN -	REVISED -					55	60-1,2RS-2	MADISON	156	87
PLOT SCALE = 5/8" = 1' IN.		CHECKED -	REVISED -					CONTRACT NO. 76C93				
PLOT DATE = 08/23/2010 15:33:53		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	RT. OF WAY		
	CHECKED		
	NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHRD		
	NO.		



FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NB ENTRANCE RAMP 3 (IL 143)	F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLLOT DATE = 06/23/2010 15:33:53		DATE	REVISED -			ILLINOIS FED. AID PROJECT					

SUGGESTED STAGE CONSTRUCTION PLAN

PRE-STAGE CONSTRUCTION-WORK TO BE DONE PRIOR TO BEGINNING RECONSTRUCTION WORK

USE TRAFFIC CONTROL STD. 701400 AND STD. 701401 DURING PRE-STAGE CONSTRUCTION WORK.

REMOVE 4 FEET OF EXISTING SHOULDER AND CONSTRUCT HMA BASE COURSE WIDENING, 12" AS SHOWN ON THE PRE-STAGE CONSTRUCTION TYPICAL SECTIONS. CONSTRUCT PIPE UNDERDRAIN, 6" PRIOR TO PLACEMENT OF HMA BASE COURSE WIDENING, 12".

COMPLETE THE CONSTRUCTION OF PIPE UNDERDRAIN, 6" AND SHOULDER REMOVAL AND REPLACEMENT, 12" ON THE OPPOSITE SHOULDERS FROM THE 4 FOOT WIDENING.

STAGE I

(SOUTHBOUND I-55 STA. 975+60 TO STA. 1263+98)

SET UP TRAFFIC CONTROL FOR CLOSING THE SOUTHBOUND DRIVING LANE USING STD. 701400 AND STD. 701401. FOR THE IL. 143 INTERCHANGE ENTRANCE RAMP AND EXIT RAMP, USE STD. 701411 AND TYPICAL ENTRANCE AND EXIT RAMP DETAILS STEPS 1 AND 2. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING TAPE AS REQUIRED.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING SOUTHBOUND DRIVING LANE (SOUTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING MAINLINE PCC PAVEMENT AND ADJACENT RAMP TERMINALS.
2. RUBBLIZE PPC PAVEMENT. (MAINLINE ONLY)
3. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
4. CONSTRUCT TEMPORARY RAMP AT 1:100 SLOPE AT THE END OF STA. 975+60.
5. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.
6. THE WORK SHALL BE STAGED TO KEEP THE EXIT AND ENTRANCE RAMP OPEN DURING CONSTRUCTION, AS SHOWN BY THE TYPICAL ENTRANCE AND EXIST RAMP DETAILS - STEPS 1 AND 2.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
5. CONSTRUCT HMA SHOULDER 12".
6. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

STAGE II

(SOUTHBOUND I-55 STA. 975+60 TO STA. 1263+98)

SET UP TRAFFIC CONTROL FOR CLOSING THE SOUTHBOUND PASSING LANE USING STD. 701400 AND STD. 701401 AND AS SHOWN IN THE PLAN DETAILS. OPEN DRIVING LANE TO TRAFFIC.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING SOUTHBOUND PASSING LANE (SOUTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING PCC PAVEMENT.
2. RUBBLIZE PPC PAVEMENT.
3. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR PASSING LANE AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
4. CONSTRUCT TEMPORARY RAMP AT 1:100 SLOPE AT THE END OF STA. 975+60.
5. REMOVE DRIVING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH SOUTHBOUND LANES TO TRAFFIC.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
5. CONSTRUCT HMA SHOULDER 12".
6. REMOVE DRIVING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH SOUTHBOUND LANES TO TRAFFIC.

STAGE III

(SOUTHBOUND I-55 STA. 668+00 TO STA. 975+60)

SET UP TRAFFIC CONTROL FOR CLOSING THE SOUTHBOUND DRIVING LANE USING STD. 701400 AND STD. 701401. FOR THE IL. 143 INTERCHANGE ENTRANCE RAMP AND EXIT RAMP, USE STD. 701411 AND TYPICAL ENTRANCE AND EXIT RAMP DETAILS STEPS 1 AND 2. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING TAPE AS REQUIRED.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING SOUTHBOUND DRIVING LANE (SOUTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING MAINLINE PCC PAVEMENT AND ADJACENT RAMP TERMINALS.
2. REMOVE TEMPORARY RAMP, AT 1:100 SLOPE, AT THE END OF STA. 975+60.
3. RUBBLIZE PPC PAVEMENT. (MAINLINE ONLY)
4. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT HMA SHOULDER.
6. THE WORK SHALL BE STAGED TO KEEP THE EXIT AND ENTRANCE RAMP OPEN DURING CONSTRUCTION, AS SHOWN BY THE TYPICAL ENTRANCE AND EXIT RAMP DETAIL - STEPS 1 AND 2.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT PORTION OF 8x3 BOX CULVERT.
3. CONSTRUCT SUBGRADE REINFORCEMENT.
4. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
5. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
6. CONSTRUCT HMA SHOULDER 12".
7. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

STAGE IV

(SOUTHBOUND I-55 STA. 668+00 TO STA. 975+60)

SET UP TRAFFIC CONTROL FOR CLOSING THE SOUTHBOUND PASSING LANE USING STD. 701400 AND STD. 701401 AS SHOWN IN THE PLAN DETAILS. OPEN DRIVING LANE TO TRAFFIC.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING SOUTHBOUND PASSING LANE (SOUTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING PCC PAVEMENT.
2. REMOVE TEMPORARY RAMP, AT 1:100 SLOPE, AT THE END OF STA. 975+60.
3. RUBBLIZE PPC PAVEMENT.
4. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR PASSING LANE AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE DRIVING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH SOUTHBOUND LANES TO TRAFFIC.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT PORTION OF 8x3 BOX CULVERT.
3. CONSTRUCT SUBGRADE REINFORCEMENT.
4. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
5. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
6. CONSTRUCT HMA SHOULDER 12".
7. REMOVE DRIVING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH SOUTHBOUND LANES TO TRAFFIC.

CONTINUED ON NEXT SHEET

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE CONSTRUCTION PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...vd876c93-ght-construction-sequence-pln.dgn	DRAWN - JJS	REVISD -	REVISD -			55	60-IL2RS-2	MADISON	156	90
PLOT SCALE = 50.0000' / IN.	CHECKED - MTM	REVISD -	REVISD -			CONTRACT NO. 76C93				
PLOT DATE = 08/05/2010 15:42:32	DATE - JUNE 2010	REVISD -	REVISD -			SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

SUGGESTED STAGE CONSTRUCTION PLAN (CONTINUED)

STAGE V

(NORTHBOUND I-55 STA. 668+00 TO STA. 975+60)

SET UP TRAFFIC CONTROL FOR CLOSING THE NORTHBOUND PASSING LANE USING STD. 701400 AND STD. 701401, AND AS SHOWN IN THE PLAN DETAILS. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING TAPE AS REQUIRED.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING NORTHBOUND PASSING LANE (NORTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING PCC PAVEMENT.
2. RUBBLIZE PPC PAVEMENT.
3. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR PASSING LANE AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
4. CONSTRUCT TEMPORARY RAMP AT 1:100 SLOPE AT THE END OF STA. 975+60.
5. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT PORTION OF 8x3 BOX CULVERT.
3. CONSTRUCT SUBGRADE REINFORCEMENT.
4. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
5. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
6. CONSTRUCT HMA SHOULDER 12".
7. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

STAGE VI

(NORTHBOUND I-55 STA. 668+00 TO STA. 975+60)

SET UP TRAFFIC CONTROL FOR CLOSING THE NORTHBOUND DRIVING LANE USING STD. 701400 AND STD. 701401, FOR IL. 140 INTERCHANGE AND REST AREA ENTRANCE RAMPS AND EXIT RAMPS, USE STD. 701411 AND AS SHOWN IN THE PLAN DETAILS. OPEN PASSING LANE TO TRAFFIC.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING NORTHBOUND DRIVING LANE (NORTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING MAINLINE PCC PAVEMENT AND ADJACENT RAMP TERMINALS.
2. RUBBLIZE PPC PAVEMENT. (MAINLINE ONLY)
3. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
4. CONSTRUCT TEMPORARY RAMP AT 1:100 SLOPE AT THE END OF STA. 975+60.
5. REMOVE PASSING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH NORTHBOUND LANES TO TRAFFIC.
6. CONSTRUCTION WORK SHALL BE STAGED TO KEEP THE EXIT AND ENTRANCE RAMPS OPEN DURING CONSTRUCTION, AS SHOWN BY THE TYPICAL ENTRANCE AND EXIT RAMP DETAILS - STEPS 1 AND 2.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT PORTION OF 8x3 BOX CULVERT.
3. CONSTRUCT SUBGRADE REINFORCEMENT.
4. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
5. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
6. CONSTRUCT HMA SHOULDER 12".
7. REMOVE PASSING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH NORTHBOUND LANES TO TRAFFIC.

STAGE VII

(NORTHBOUND I-55 STA. 975+60 TO STA. 1263+98)

SET UP TRAFFIC CONTROL FOR CLOSING THE NORTHBOUND PASSING LANE USING STD. 701400 AND STD. 701401 AND AS SHOWN IN THE PLAN DETAILS. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING TAPE AS REQUIRED.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING NORTHBOUND PASSING LANE (SOUTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING PCC PAVEMENT.
2. REMOVE TEMPORARY RAMP, AT 1:100 SLOPE, AT THE END OF STA. 975+60.
3. RUBBLIZE PPC PAVEMENT.
4. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR PASSING LANE AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE UTILIZING A PORTION OF THE ADJACENT SHOULDER.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
5. CONSTRUCT HMA SHOULDER 12".
7. PLACE TEMPORARY PAVEMENT MARKING TAPE FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

STAGE VIII

(NORTHBOUND I-55 STA. 975+60 TO STA. 1263+98)

SET UP TRAFFIC CONTROL FOR CLOSING THE NORTHBOUND DRIVING LANE USING STD. 701400 AND STD. 701401, FOR IL. 143 INTERCHANGE ENTRANCE RAMP AND EXIT RAMP, USE STD. 701411 AND AS SHOWN IN THE PLAN DETAILS. OPEN PASSING LANE TO TRAFFIC.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING NORTHBOUND DRIVING LANE (SOUTH HALF):

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING MAINLINE PCC PAVEMENT AND ADJACENT RAMP TERMINALS.
2. REMOVE TEMPORARY RAMP, AT 1:100 SLOPE, AT THE END OF STA. 975+60.
3. RUBBLIZE PPC PAVEMENT. (MAINLINE ONLY)
4. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE PASSING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH NORTHBOUND LANES TO TRAFFIC.
6. CONSTRUCTION WORK SHALL BE STAGED TO KEEP THE EXIT AND ENTRANCE RAMPS OPEN DURING CONSTRUCTION, AS SHOWN BY THE TYPICAL ENTRANCE AND EXIT RAMP DETAILS - STEPS 1 AND 2.

CRPCCP WORK AREA

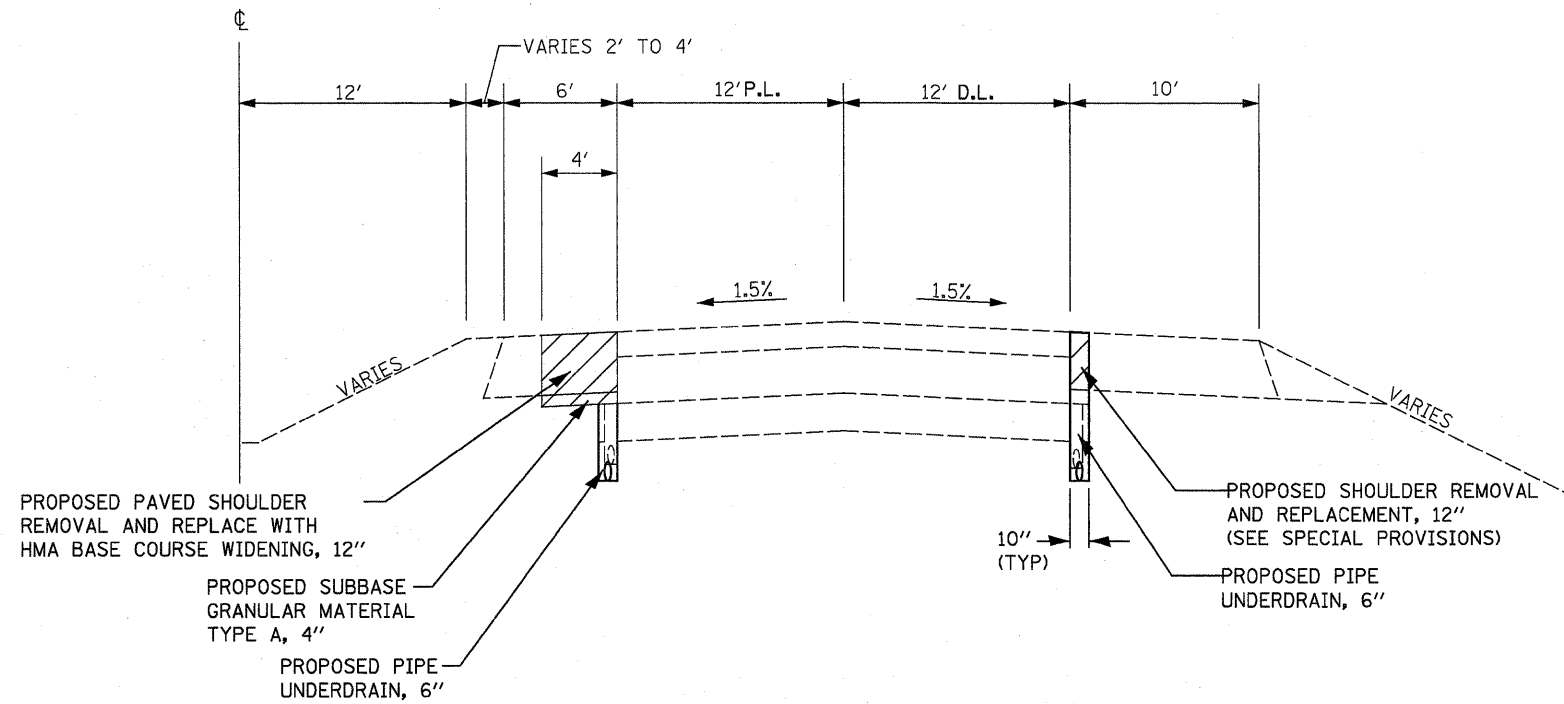
1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14".
5. CONSTRUCT HMA SHOULDER 12".
7. REMOVE PASSING LANE TEMPORARY PAVEMENT MARKING TAPE FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH NORTHBOUND LANES TO TRAFFIC.

FINAL MAINLINE SURFACING

THE FINAL 2" HMA SURFACE COURSE FOR THE MAINLINE AND THE FINAL 2" OF MAINLINE HMA SHOULDERS SHALL BE CONSTRUCTED AFTER THE COMPLETION OF RUBBLIZATION RECONSTRUCTION AND PLACEMENT OF HMA BINDER COURSES AND POLY HMA BINDER COURSE ON ALL SOUTHBOUND AND NORTHBOUND LANES.

COMPLETE FINAL PAVEMENT MARKINGS DURING PLACEMENT OF FINAL SURFACE COURSE.

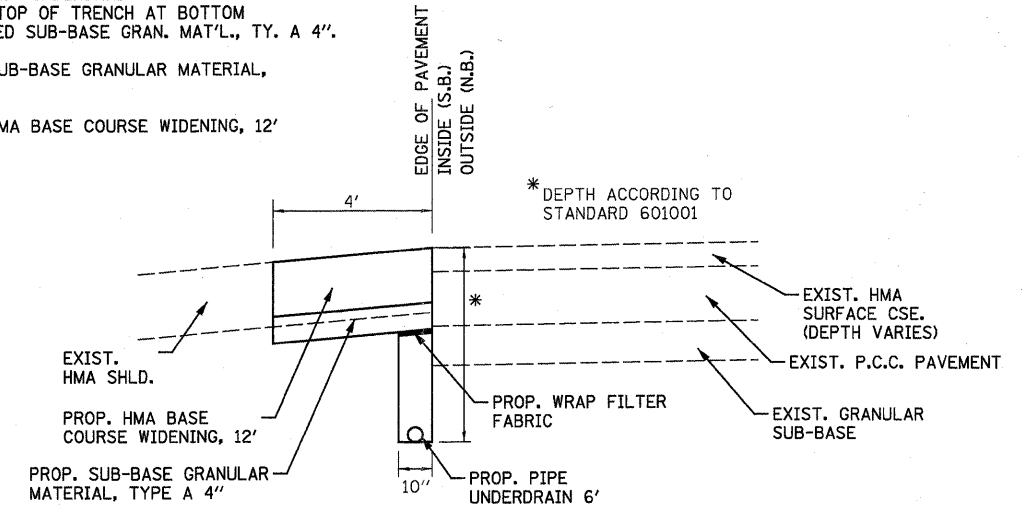
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...\\d876c93-ght-construction-sequence-pln	hdgn	DRAWN - JJS	REVISED -			55	60-11,21RS-2	MADISON	156	91	
PLOT SCALE = 50.0000' / IN.		CHECKED - MTM	REVISED -			SCALE: 1"=50'		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	
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						CONTRACT NO. T6C93					



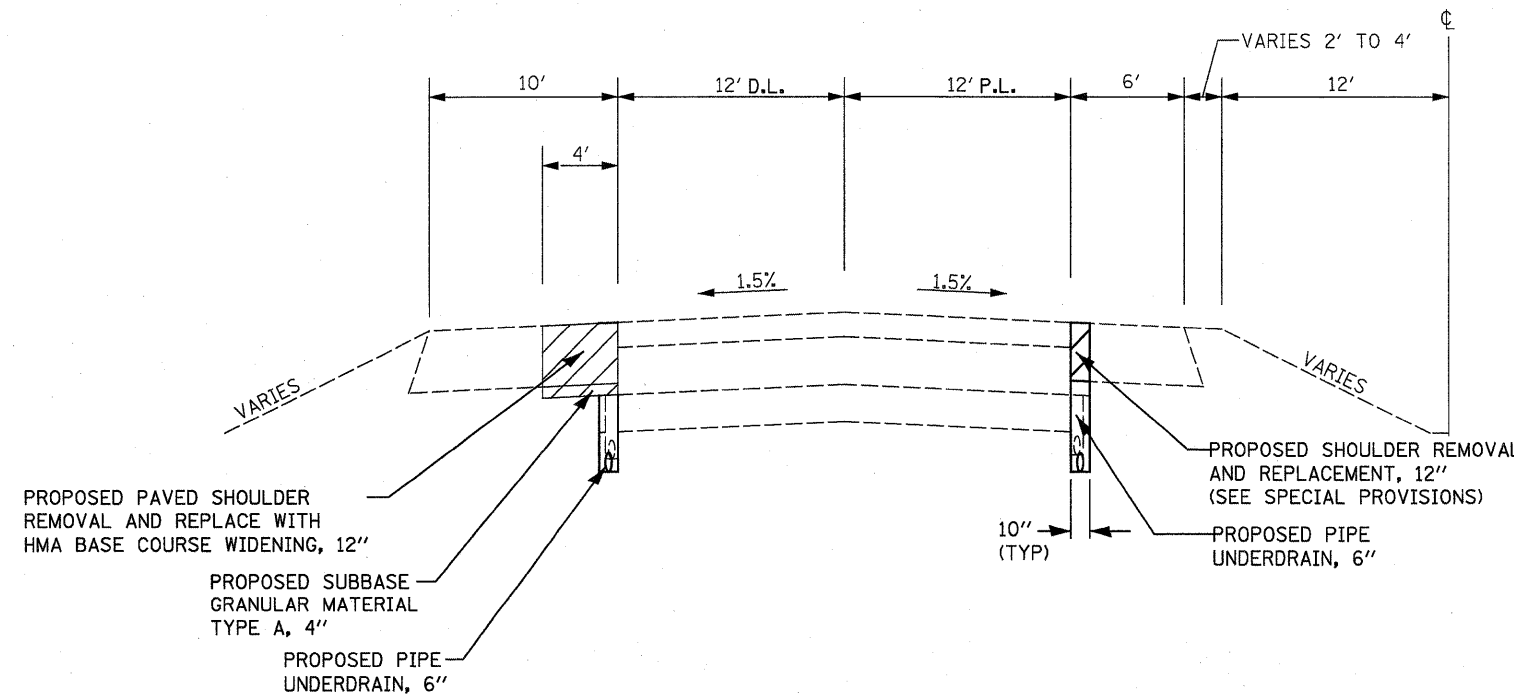
**S.B. F.A.I. ROUTE 55 PRE-STAGE CONSTRUCTION TYPICAL SECTION
STA. 668 + 00.00 TO 1263 + 98.00
(LOOKING SOUTH)**

SUGGESTED PRE-STAGE CONSTRUCTION

1. REMOVE 4 FOOT X 16 INCH SECTION OF PAVED SHOULDER.
2. PLACE NEW UNDERDRAINS AND BACKFILL AND WRAP TOP OF TRENCH AT BOTTOM OF PROPOSED SUB-BASE GRAN. MAT'L., TY. A 4\".
3. PLACE SUB-BASE GRANULAR MATERIAL, TYPE A 4\".
4. PLACE HMA BASE COURSE WIDENING, 12'



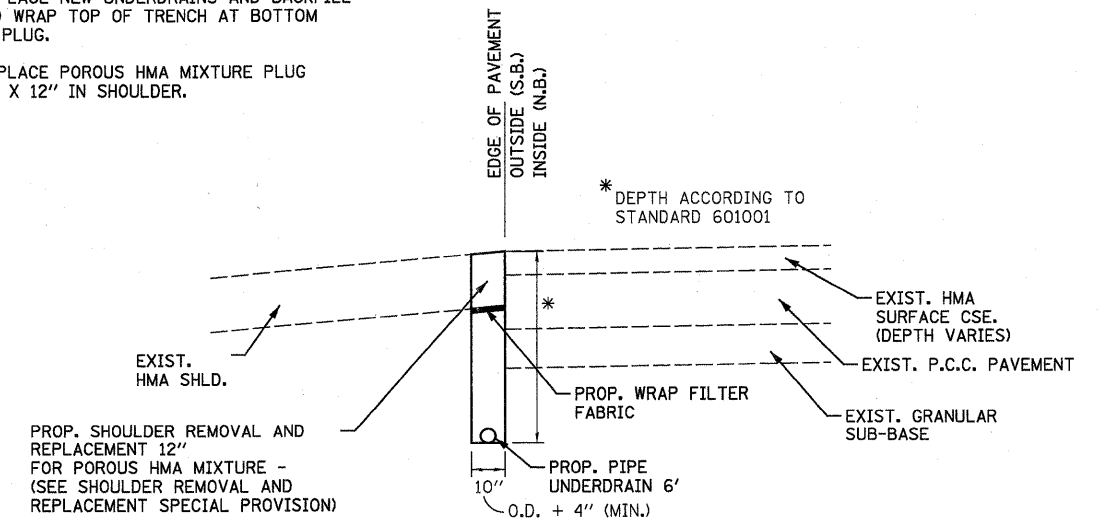
EDGE DETAIL



**N.B. F.A.I. ROUTE 55 PRE-STAGE CONSTRUCTION TYPICAL SECTION
STA. 668 + 00.00 TO 1263 + 98.00
(LOOKING SOUTH)**

SUGGESTED PRE-STAGE CONSTRUCTION

1. REMOVE NOMINAL 10" X 12" SECTION OF PAVED SHOULDER.
2. PLACE NEW UNDERDRAINS AND BACKFILL AND WRAP TOP OF TRENCH AT BOTTOM OF PLUG.
3. PLACE POROUS HMA MIXTURE PLUG 10" X 12" IN SHOULDER.



EDGE DETAIL

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USER NAME = SJS
DESIGNED -
DRAWN - JJS
CHECKED - MTM
DATE - JUNE 2010

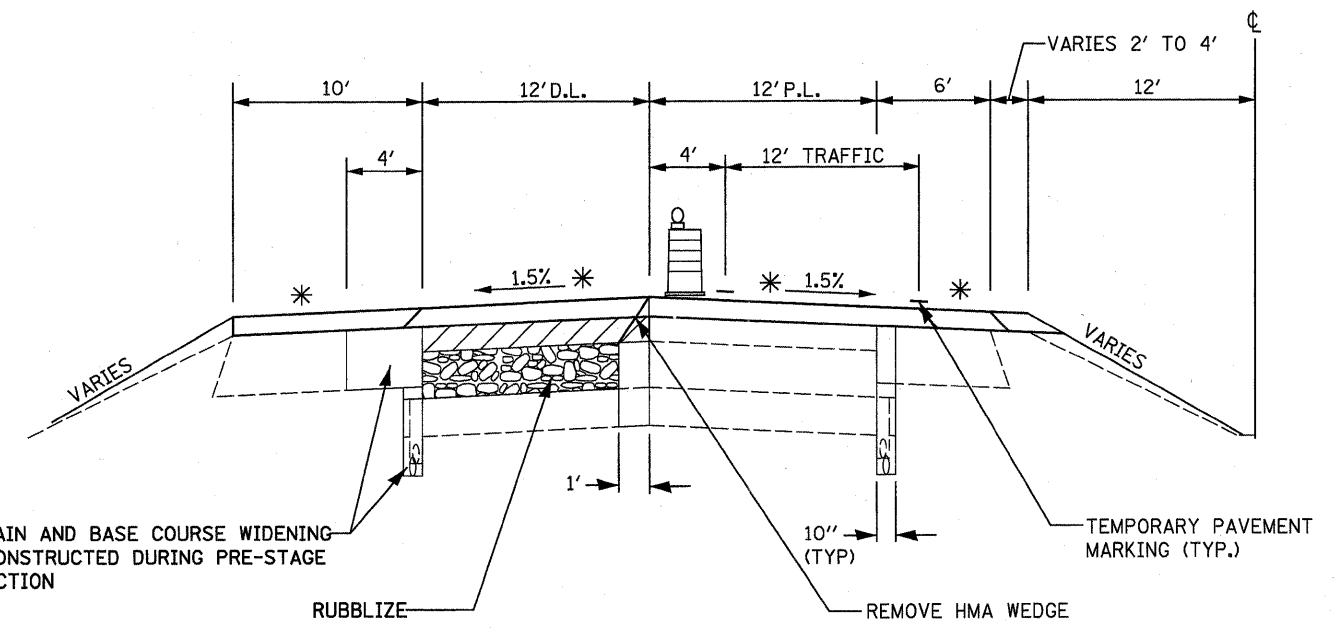
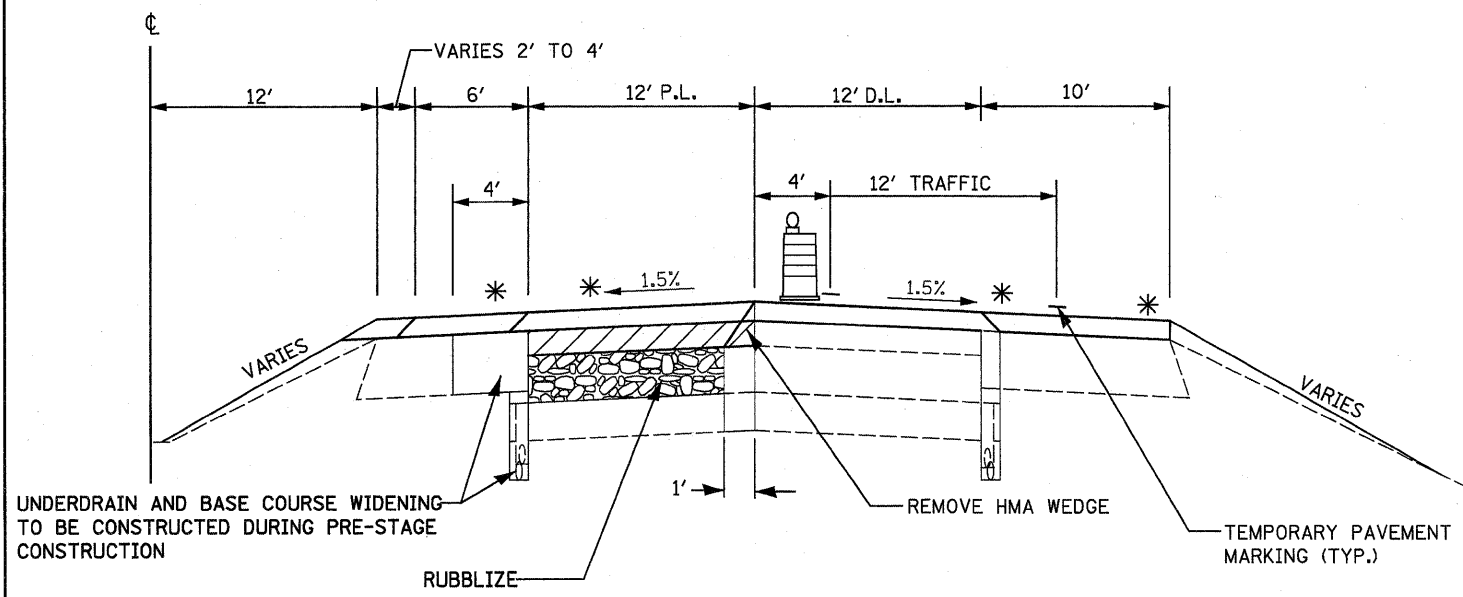
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRE-STAGE CONSTRUCTION TYPICAL SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 668+00.00 TO STA. 1263+99.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(L)2RS-2	MADISON	156	92
CONTRACT NO. 76C93			ILLINOIS FED. AID PROJECT	



S.B. F.A.I. ROUTE 55 STAGE II & IV TYPICAL SECTION

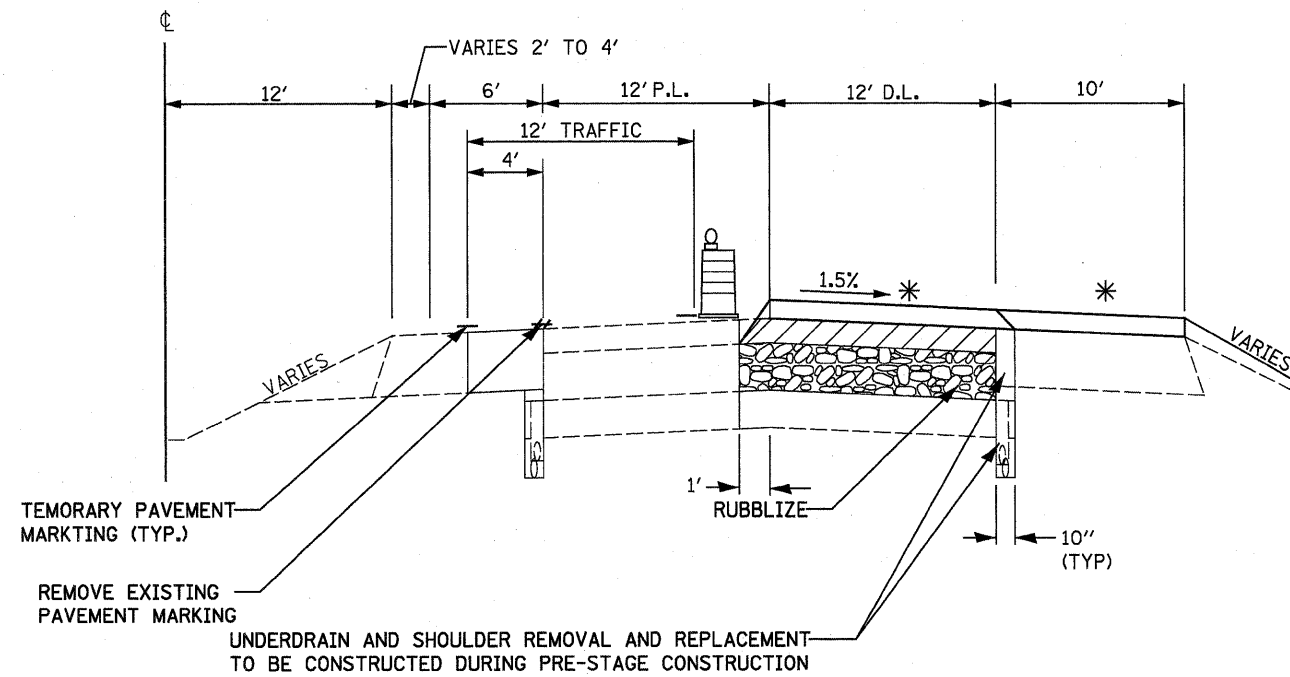
STA. 975+60.00 TO STA. 1263+98.00 (STAGE II)
 STA. 668+00.00 TO STA. 975+60.00 (STAGE IV)
 (LOOKING SOUTH)

N.B. F.A.I. ROUTE 55 STAGE VI & VIII TYPICAL SECTION

STA. 668+00.00 TO STA. 975+60.00 (STAGE VI)
 STA. 975+60.00 TO STA. 1263+98.00 (STAGE VIII)
 (LOOKING SOUTH)

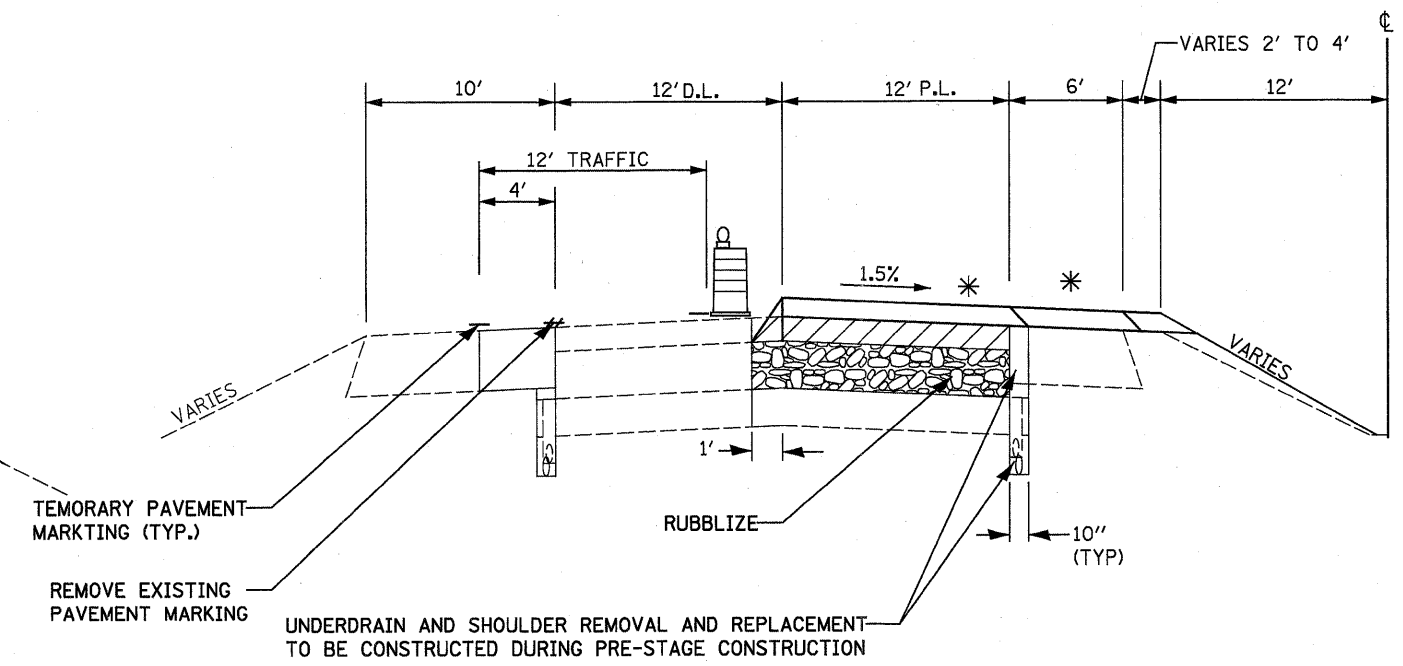
* HMA 2" SURFACE COURSE AND SHOULDER TO BE CONSTRUCTED UNDER TRAFFIC AFTER COMPLETION OF RUBBLIZATION RECONSTRUCTION AND PLACEMENT OF HMA BINDER COURSE ON ALL SOUTHBOUND AND NORTHBOUND LANES.

EXISTING HMA TO BE REMOVED



S.B. F.A.I. ROUTE 55 STAGE I & III TYPICAL SECTION

STA. 975+60.00 TO STA. 1263+98.00 (STAGE I)
 STA. 668+00.00 TO STA. 975+60.00 (STAGE III)
 (LOOKING SOUTH)



N.B. F.A.I. ROUTE 55 STAGE V & VII TYPICAL SECTION

STA. 668+00.00 TO STA. 975+60.00 (STAGE V)
 STA. 975+60.00 TO STA. 1263+98.00 (STAGE VII)
 (LOOKING SOUTH)

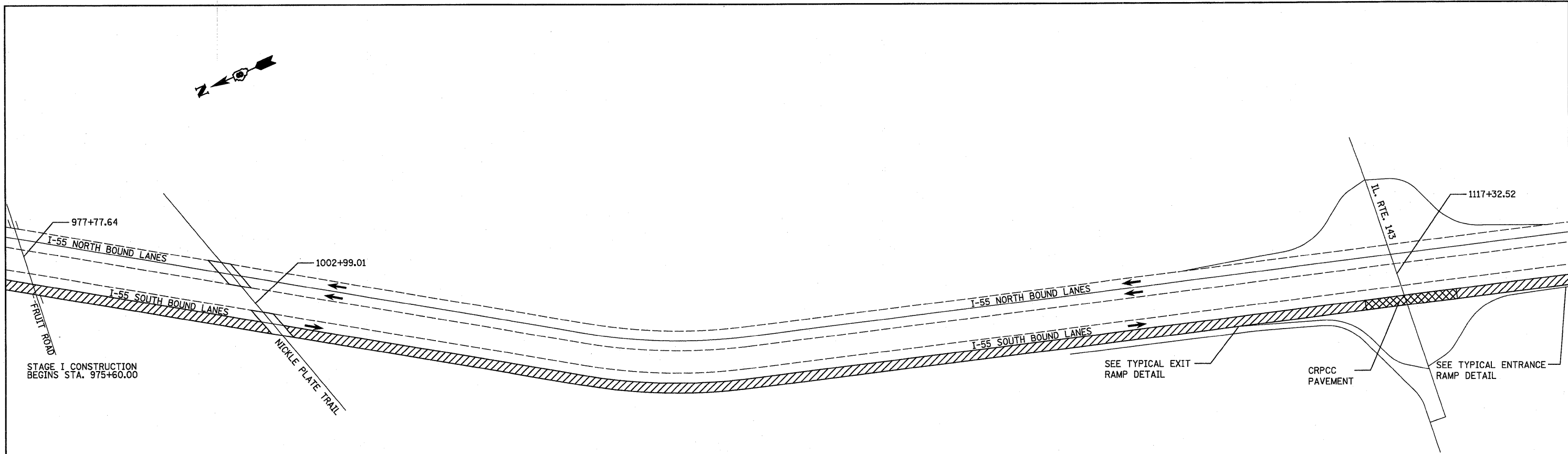
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PLOT DATE = 08/04/2010 09:47:30	DATE - JUNE 2010	REVISED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

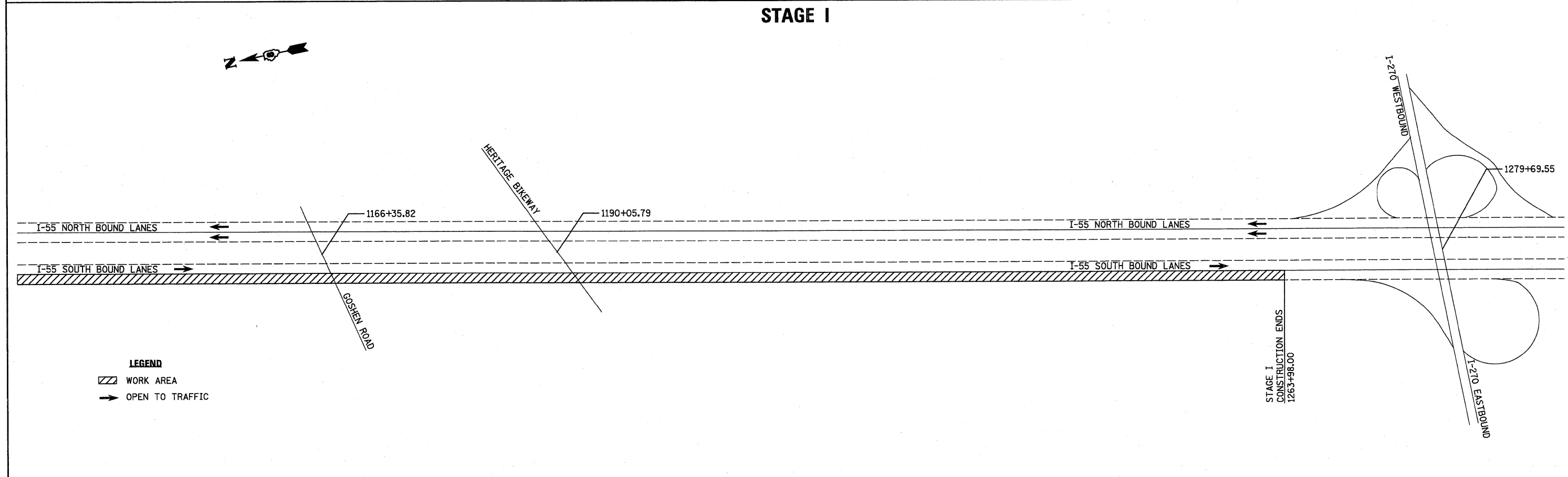
STAGE CONSTRUCTION TYPICAL SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 668+00.00 TO STA. 1263+59.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1,2RS-2	MADISON	156	93
CONTRACT NO. 76C93			ILLINOIS FED. AID PROJECT	

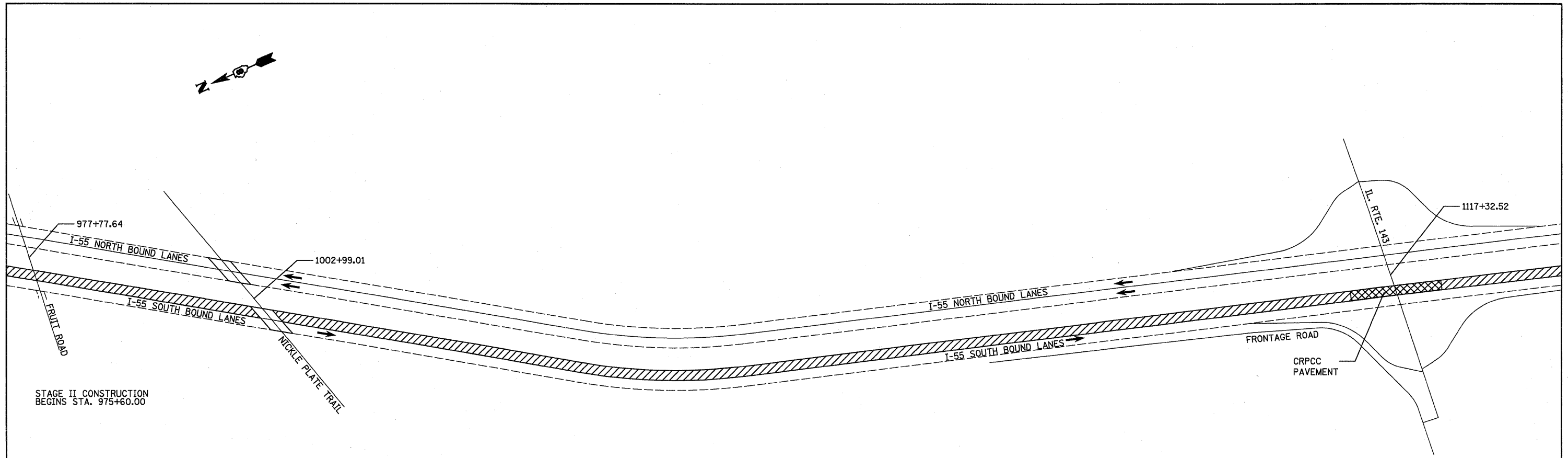


**SOUTHBOUND RECONSTRUCTION
STAGE I**

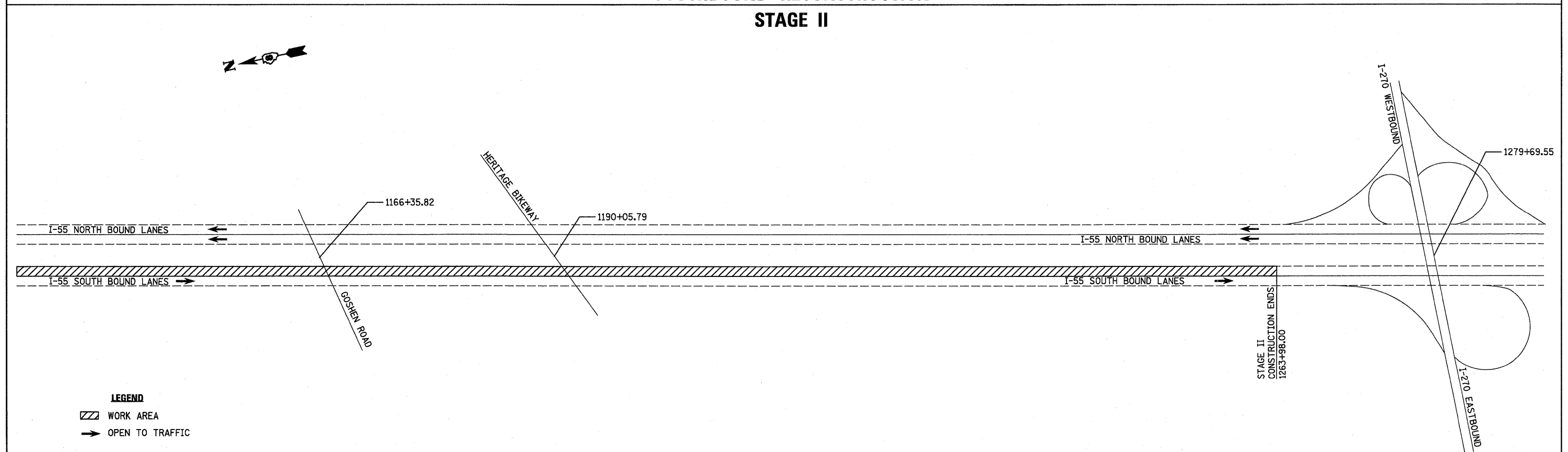


- LEGEND**
- WORK AREA
 - OPEN TO TRAFFIC

FILE NAME = ...vd876c93-sht-staging-sb55.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 TRAFFIC CONTROL AND STAGING STAGE I - SOUTHBOUND LANES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 500.0000' / IN.	CHECKED - MTM	REVISED -					55	60-(1,2)RS-2	MADISON	156	94
PLOT DATE = 08/04/2010 09:49:20	DATE - JUNE 2010	REVISED -			SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 76C93												
CONTRACT NO. 76C93												



**SOUTHBOUND RECONSTRUCTION
STAGE II**



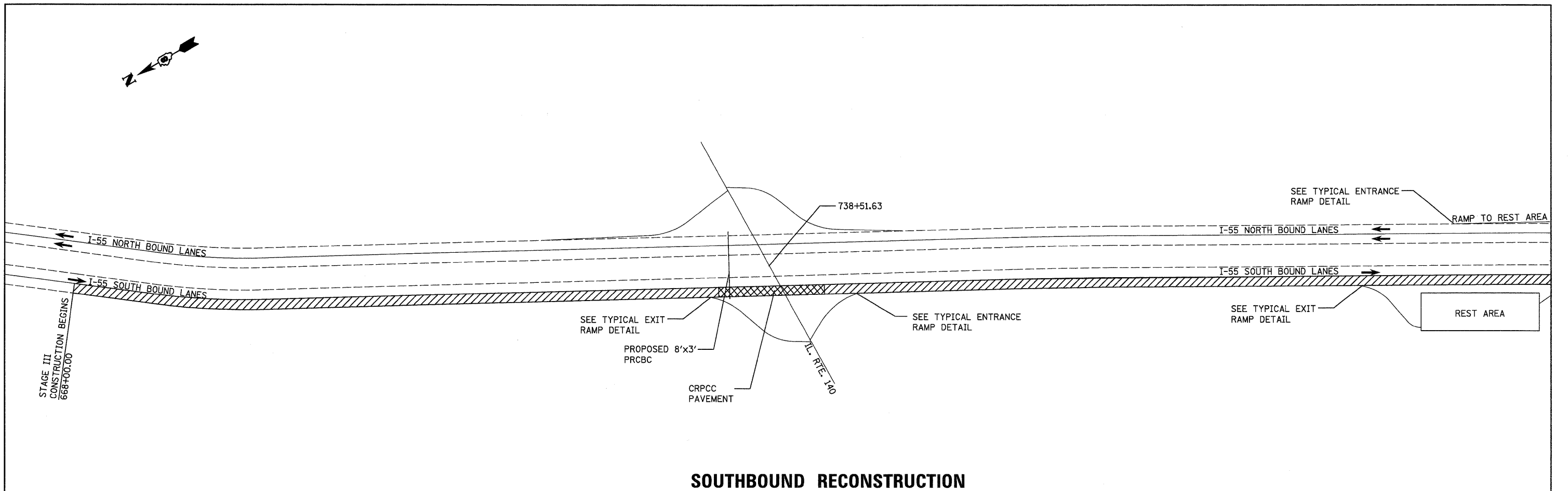
- LEGEND**
- WORK AREA
 - OPEN TO TRAFFIC

FILE NAME = ... \d878c93-ehf-staging-ab55.dgn	USER NAME = SJS	DESIGNED -	REVISED -
		DRAWN - JJS	REVISED -
		CHECKED - MTM	REVISED -
		DATE - JUNE 2010	REVISED -

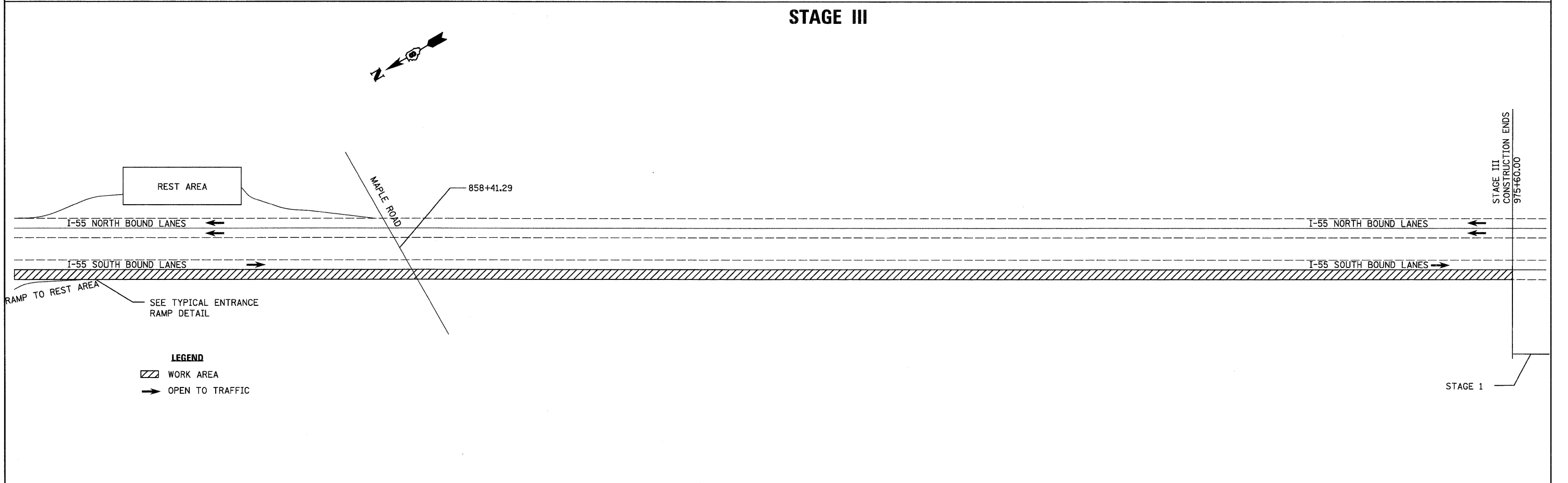
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 TRAFFIC CONTROL AND STAGING STAGE II - SOUTHBOUND LANES			
SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

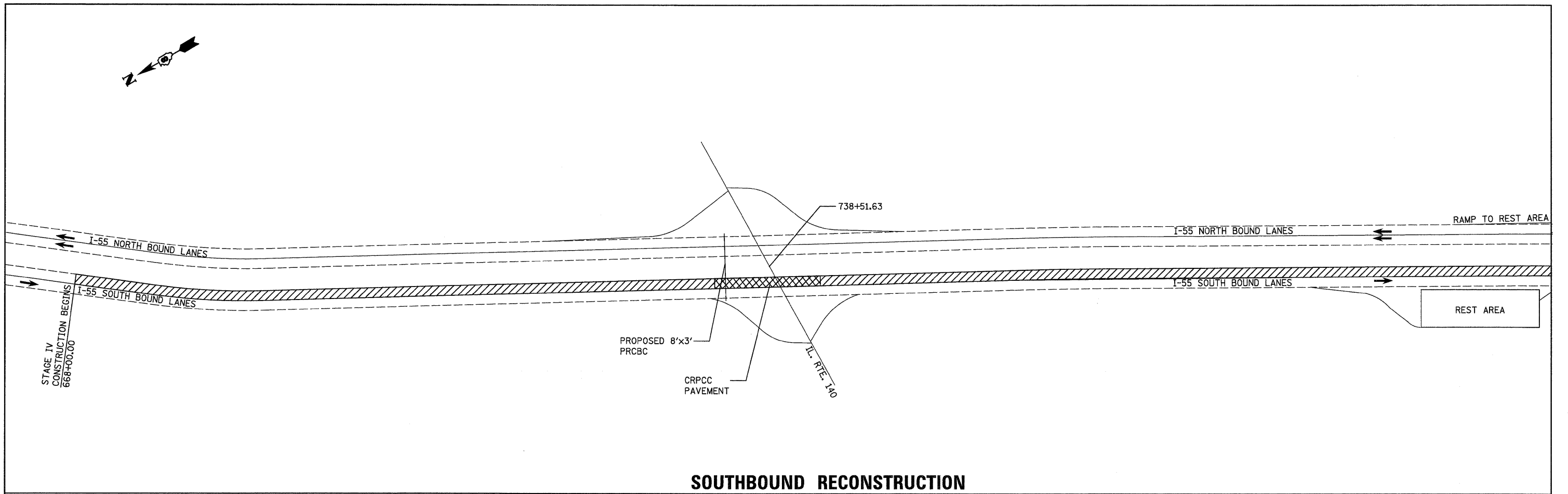
F.A.I. RTE. 55	SECTION 60-1,2RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 95
CONTRACT NO. 76C93				
ILLINOIS FED. AID PROJECT				



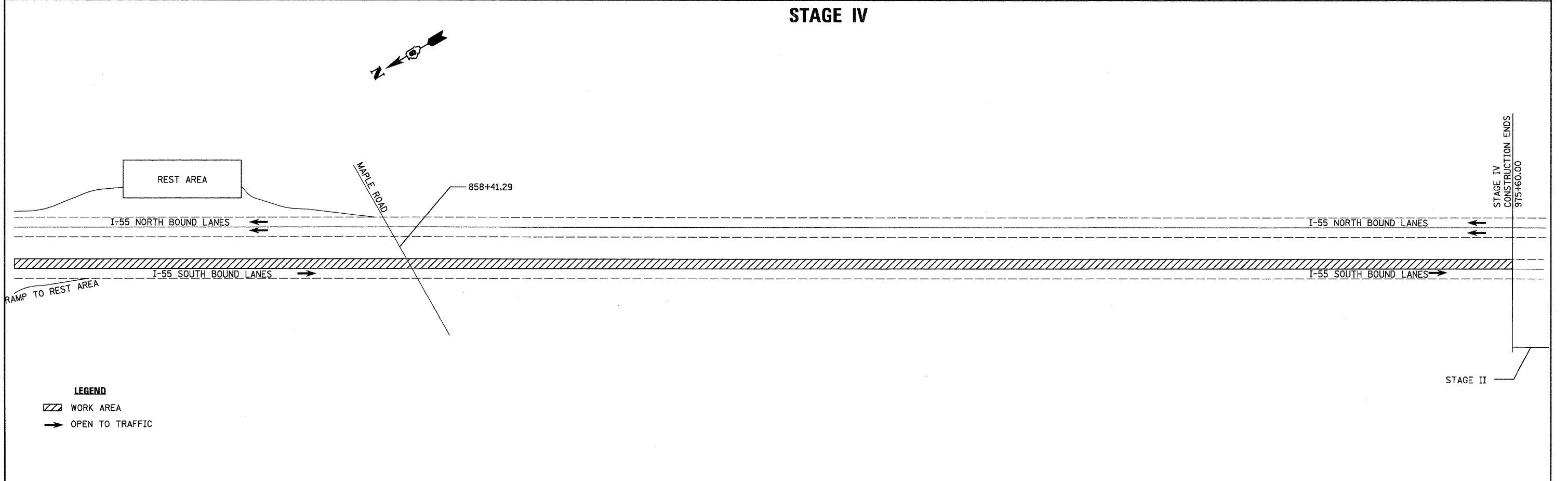
**SOUTHBOUND RECONSTRUCTION
STAGE III**



FILE NAME = ...vd876e93-shr-staging-ab55.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 TRAFFIC CONTROL AND STAGING STAGE III - SOUTHBOUND LANES			F.A.I. RTE. 55	SECTION 60-1,2/RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 96	
	PLOT SCALE = 500.0000' / IN.	DRAWN - JJS	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 76C93				
	PLOT DATE = 06/23/2010 15:34:26	CHECKED - MTM	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE - JUNE 2010	REVISED -										

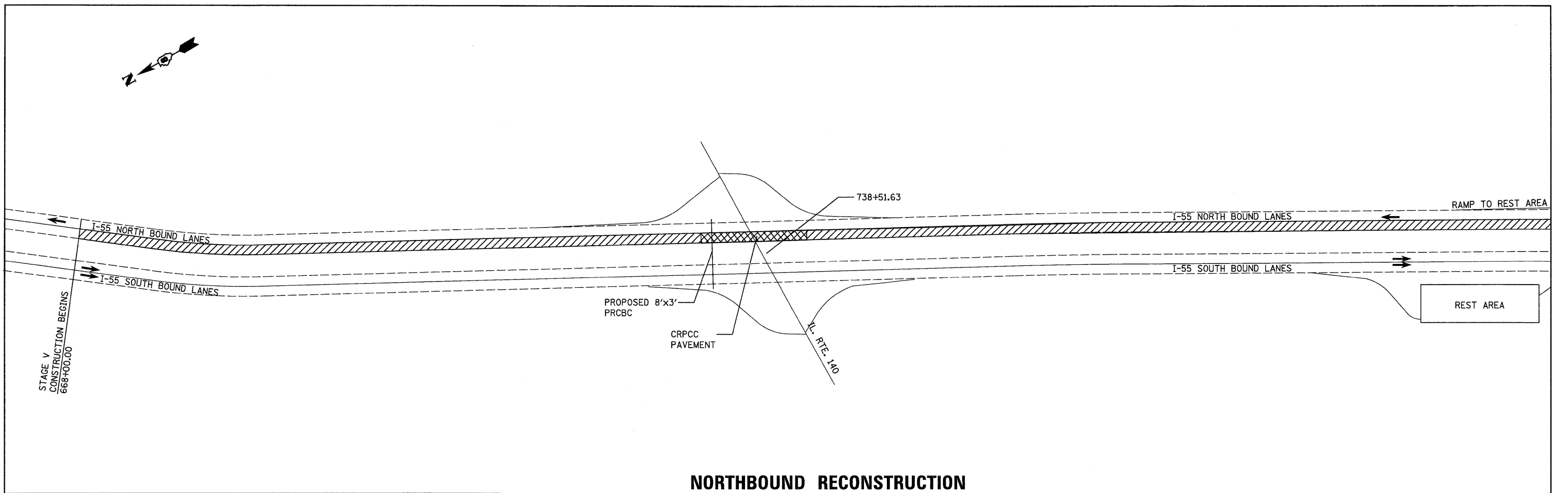


**SOUTHBOUND RECONSTRUCTION
STAGE IV**

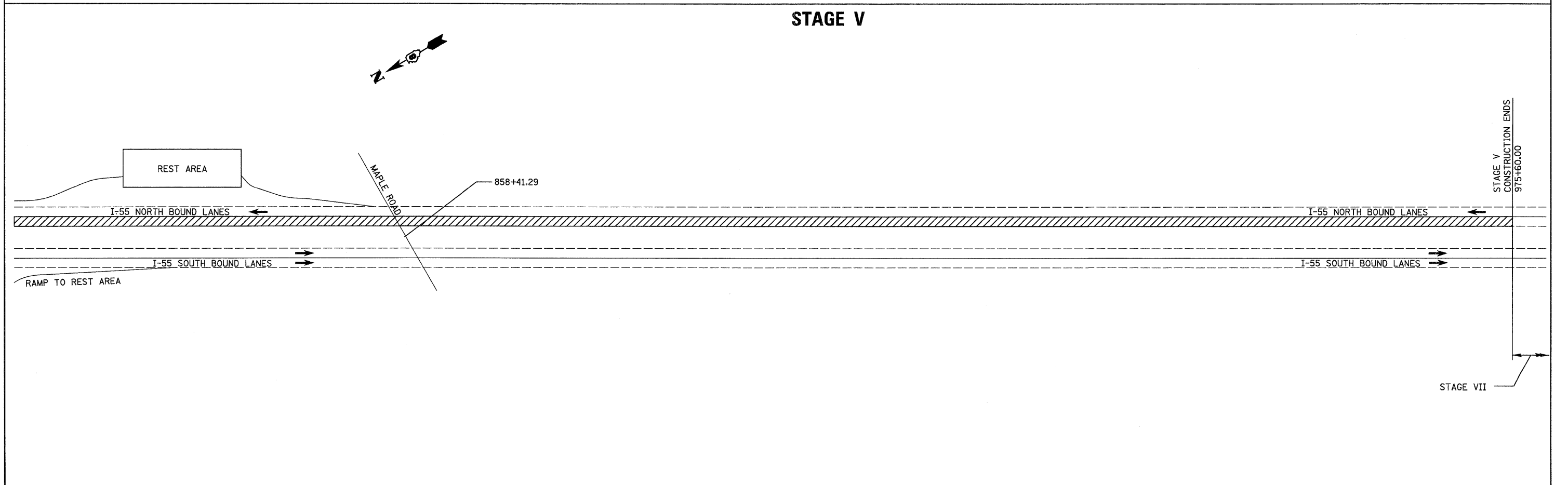


LEGEND
 WORK AREA
 OPEN TO TRAFFIC

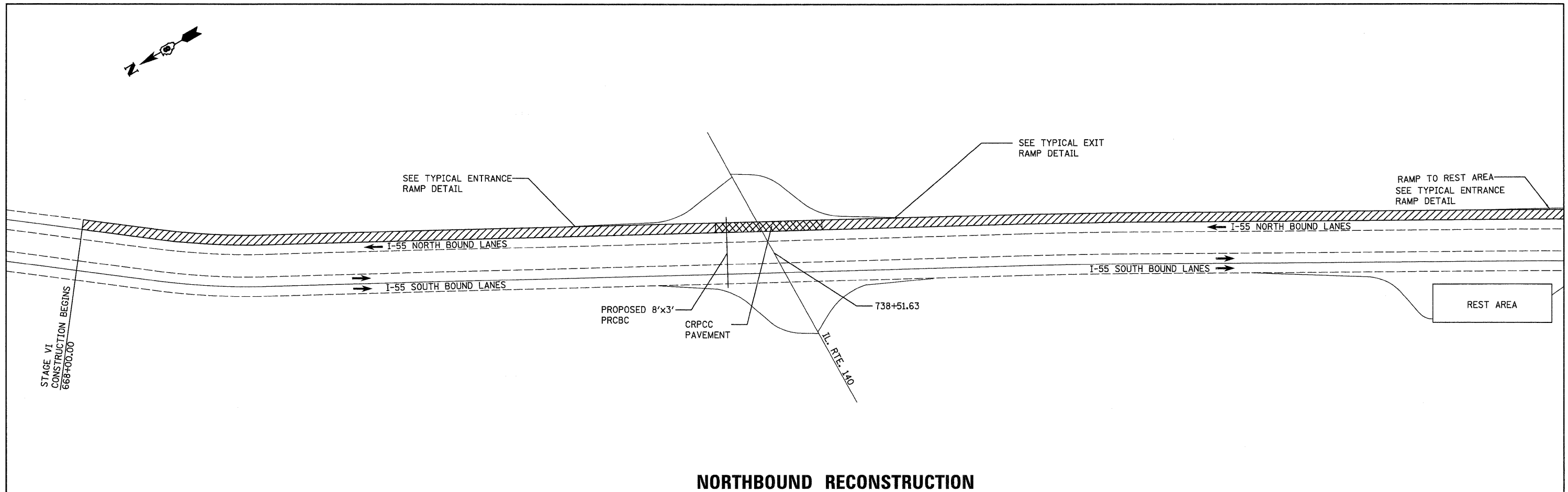
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		DRAWN - JJS	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	55	60-(1,2)RS-2	MADISON	156	97
		CHECKED - MTM	REVISED -		CONTRACT NO. 76C93								
		DATE - JUNE 2010	REVISED -		ILLINOIS FED. AID PROJECT								



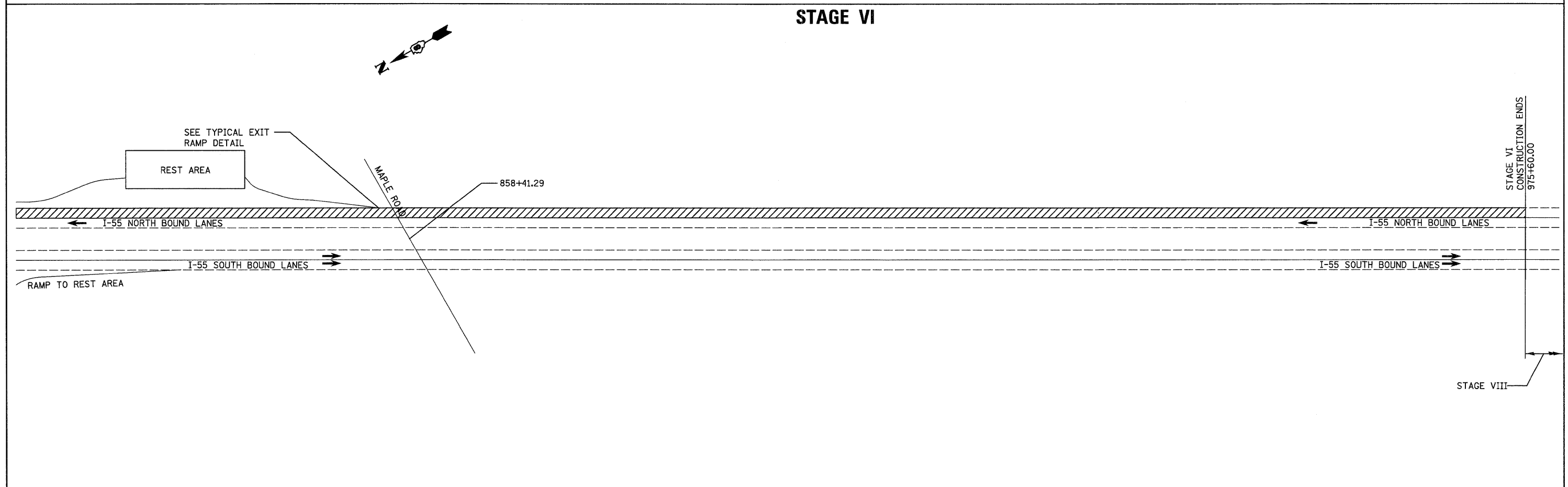
**NORTHBOUND RECONSTRUCTION
STAGE V**



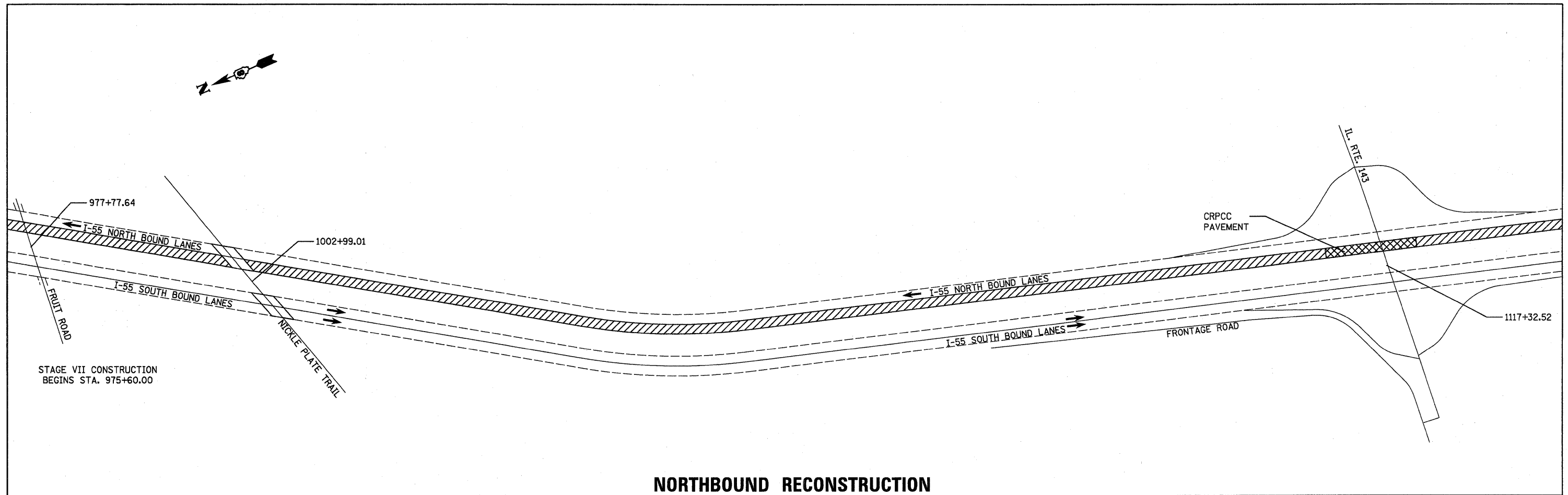
FILE NAME = ...oaddd\ad876e93-staging-nb55.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 TRAFFIC CONTROL AND STAGING STAGE V - NORTHBOUND LANES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 500.0000' / IN.	DRAWN - JJS	REVISED -					55	60-(1,2)RS-2	MADISON	156	98
	PLOT DATE = 06/23/2010 15:34:30	CHECKED - MTM	REVISED -		CONTRACT NO. 76C93			ILLINOIS FED. AID PROJECT				
	DATE - JUNE 2010	REVISED -	SCALE:		SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.					



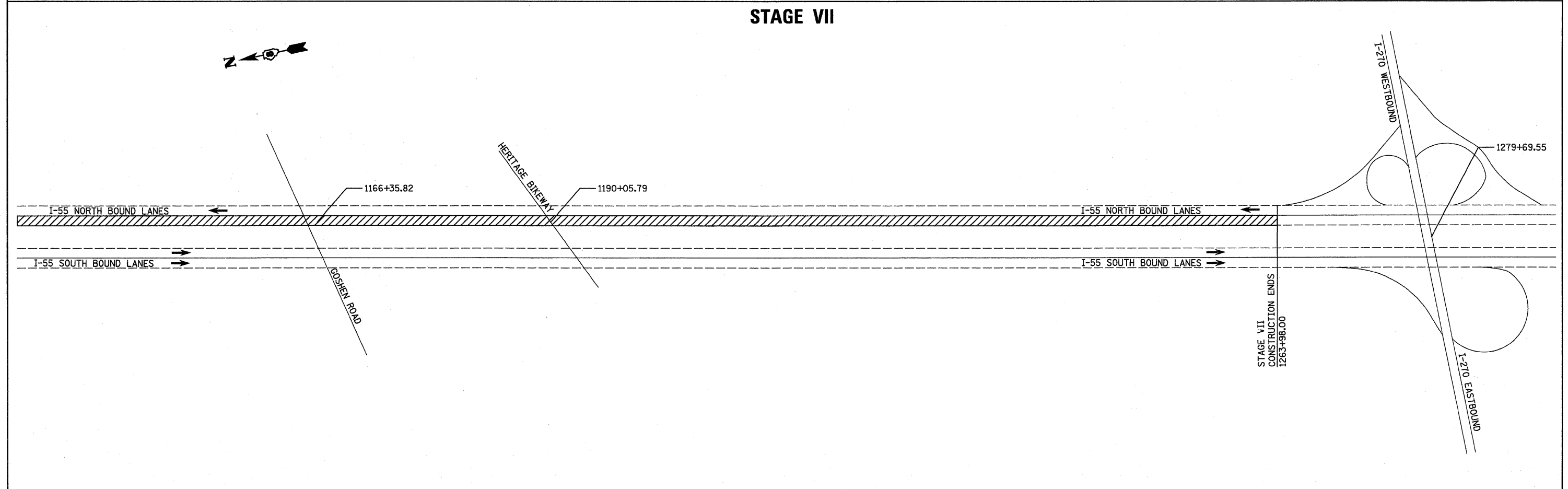
**NORTHBOUND RECONSTRUCTION
STAGE VI**



FILE NAME = ...oaddd\4876e93-staging-nb55.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 TRAFFIC CONTROL AND STAGING STAGE VI - NORTHBOUND LANES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 500.0000' / IN.	DRAWN - JJS	REVISED -					55	60-1,2/RS-2	MADISON	156	99
	PLOT DATE = 06/23/2010 15:34:31	CHECKED - MTM	REVISED -					CONTRACT NO. 76C93				
	DATE - JUNE 2010	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				



**NORTHBOUND RECONSTRUCTION
STAGE VII**



FILE NAME = ...CADD\d876a93-staging-nb55.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-55 TRAFFIC CONTROL AND STAGING STAGE VII - NORTHBOUND LANES			F.A.I. RTE. 55	SECTION 60-11,2RS-2	COUNTY MADISON	TOTAL SHEETS 156	SHEET NO. 100
	PLOT SCALE = 500.0000' / IN.	CHECKED - MTM	REVISED -					CONTRACT NO. 76C93				
	PLOT DATE = 08/04/2010 09:50:33	DATE - JUNE 2010	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.					