

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

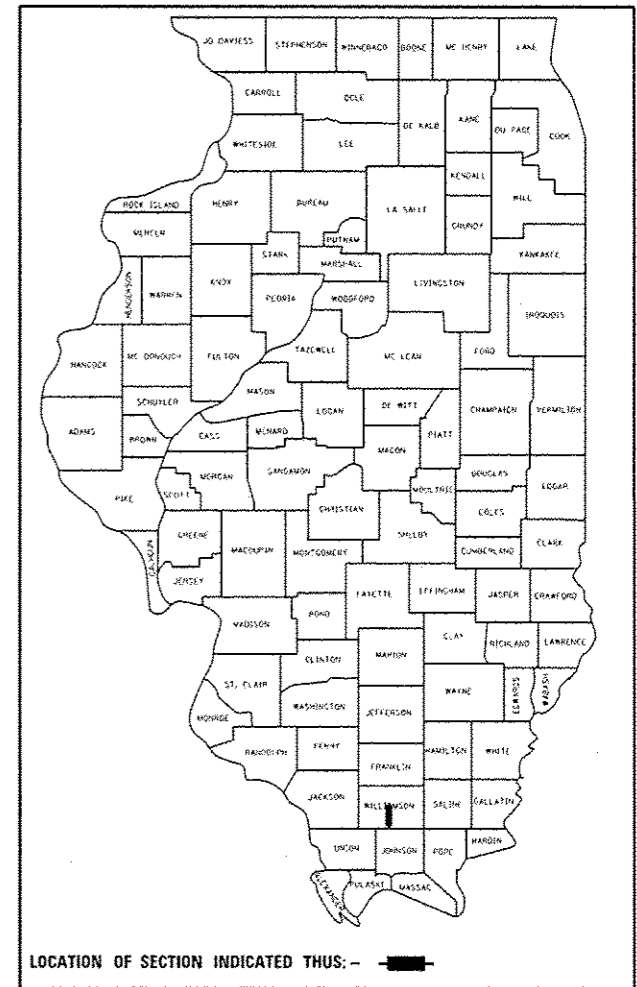
**PROPOSED
HIGHWAY PLANS**

**FAI ROUTE 57 (I-57)
SECTION (X1-8,X1-7-1,X1-7,X1-6-1)R-1
PROJECT ACNHPP - 0057 (312)
RUBBLIZATION
WILLIAMSON COUNTY**

C-99-052-13

F.A.I. ST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILLINOIS		WILLIAMSON	107	1
CONTRACT NO. 78380				
(X1-8,X1-7-1,X1-7,X1-6-1)R-1				

D-99-049-13



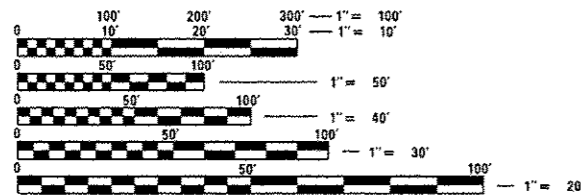
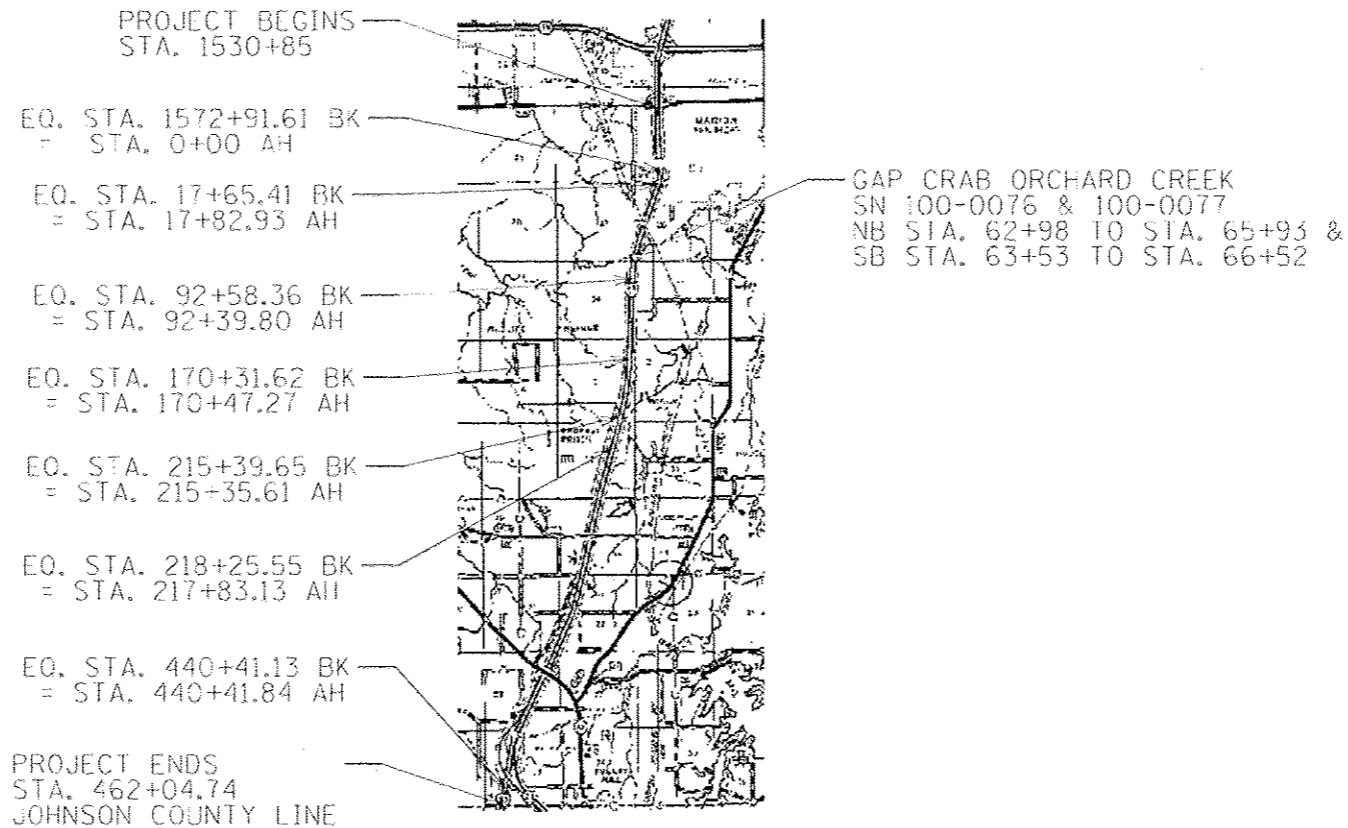
FOR INDEX OF SHEETS, SEE SHEET NO. 3

TRAFFIC DATA

I-57 TRAFFIC DATA
2012 ADT = 29,500 WITH 33% TRUCKS
2016 ADT = 31,930 WITH 33% TRUCKS
2036 ADT = 47,450 WITH 33% TRUCKS

TOWNSHIPS

MARION



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

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

PROJECT ENGINEER: CHARLES STEIN
DESIGNER: BRANDY MAES
618-351-5210
CONTRACT NO. 78380

GROSS LENGTH = 50,442 FT. = 9.55 MILE
NET LENGTH = 50,147 FT. = 9.50 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED July 9 2015

Jeffrey S. Keenan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Aug 14 2015

John D. Baranzelli PE
ENGINEER OF DESIGN AND ENVIRONMENT

Aug 14 2015

Omer Osman PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS



Prepared By: Joe Zdaniewicz
DISTRICT STUDIES & PLANS ENGINEER

Examined By: [Signature]
DISTRICT LAND ACQUISITION ENGINEER

Examined By: Carrie Nolan
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: Karl Kelly
DISTRICT OPERATIONS ENGINEER

Examined By: [Signature]
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: _____
DISTRICT CONSTRUCTION ENGINEER

Examined By: _____
DISTRICT MATERIALS ENGINEER

FILE NAME	PROJECT	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNATURE SHEET				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT NO.	PROJECT NAME	DRAWN	REVISED		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	WILLIAMSON	107	2
DATE	DATE	CHECKED	REVISED		ILLINOISIFIED AID PROJECT								
DATE	DATE	DATE	REVISED										

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SIGNATURE SHEET
3	INDEX OF SHEETS, STANDARDS AND MTD CROSSING RESTRICTIONS TABLE
4	GENERAL NOTES
5	MIX DESIGN AND COMMITMENTS
6-15	RUBBLIZATION PAVEMENT AND SUBSURFACE INVESTIGATION
16	CROSS ROAD PIPES AND ESTIMATED FILL HEIGHT
17-23	SUMMARY OF QUANTITIES
24-28	MAINLINE TYPICAL SECTIONS
29-34	RAMP TYPICAL SECTIONS
35-40	RESURFACING SCHEDULE
41-43	PAVEMENT MARKING SCHEDULE
44	PAVED DITCH REMOVAL SCHEDULE
45-46	GUARDRAIL SCHEDULE
47	PAVED SHOULDER REMOVAL, BRIDGE DECK SEALING, MEDIAN CROSSOVER & TEMP CONCRETE BARRIER SCHEDULES
48-49	SEQUENCE OF CONSTRUCTION
50	STAGING TYPICAL SECTIONS
51-66	STAGING/MAINTENANCE OF TRAFFIC SHEETS
67-84	PLAN SHEETS
85-87	ALTERNATE ROUTE SIGNING PLAN
88-89	RAMP CLOSURES DETOUR SIGNING
90-93	RAMP INFORMATION
94-95	MEDIAN CROSSOVER RESURFACING DETAILS
96	SURFACE COURSE OFFSET DETAIL
97-98	BUTT JOINT DETAILS
99	IL 148 INTERCHANGE - RAMP TRANSITION DETAIL
100-105	REMOVE AND REPLACE TRANSITION DETAILS
106	GUARDRAIL DETAILS
107	DISTRICT DETAILS

STANDARDS

000001-06	642001-02
202001-01	643001-02
280001-07	701101-04
421201-06	701106-02
542546-01	701400-08
601001-04	701401-09
601101-01	701402-10
630001-10	701406-09
630301-06	701411-09
631011-09	701426-07
631026-06	701428
631031-13	701451-03
631033-06	701456-03
635001-01	701901-04
635006-03	704001-07
635011-02	780001-05
636001-02	781001-03

MTD CROSSING RESTRICTIONS TABLE

SN & CENTERLINE STATION ROUTE I-57	EXISTING FILL HEIGHT OVER BOX CULVERT	THICKNESS OF EXISTING PAVEMENT OVER BOX CULVERT	MTD CROSSING RESTRICTIONS
	FOOT	INCH	
SN 100-0076 (STA. 64+37.60)			EMPTY *
SN 100-0077 (STA. 65+00.09)			EMPTY *
SN 100-7074 (STA. 246+78)	9.3'	14	LOADED
SN 100-7073 (STA. 253+00)	10.4'	14	LOADED
SN 100-7072 (STA. 304+18)	7.6'	14	LOADED
SN 100-7071 (STA. 329+56)	7.4'	14	LOADED
SN 100-7070 (STA. 387+00)	13.6'	14	LOADED
SN 100-2004 (STA. 392+02)	2.1'	14	EMPTY *
SN 100-7069 (STA. 437+22)	53.9'	14	LOADED
SN 100-7068 (STA. 440+92)	51.9'	14	LOADED
SN 100-7067 (STA. 453+79)	18.9'	14	LOADED

*The Contractor shall refer to BDE Special Provision for Material Transfer Device.

FILE NAME =	USER NAME = maebl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STANDARDS AND MTD CROSSING RESTRICTIONS TABLE	F.A.I. RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\\IL0848BIDINTEG.illinois.gov\PI\DOT\DO	uments\DOT Offices\District 9\Projects\78380	ORAN	REVISED			57	*	WILLIAMSON	107	3	
PLOT SCALE = 1/8" = 100'-0"	CHECKED -	REVISED -				SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 78380			
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

GENERAL NOTES

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

ALL HOT-MIX ASPHALT CONCRETE
2.016 TONS/CU. YD.

ALL AGGREGATE
2.05 TONS/CU. YD.

RIPRAP
1.50 TONS/CU. YD.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER/ THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

EXISTING CONCRETE PATCHES ENCOUNTERED DURING MILLING OPERATIONS SHALL BE MILLED WITH THE SURROUNDING BITUMINOUS SURFACE REMOVAL. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

SAW CUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR TRUE LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN ON THE PLANS.

THE IMPACT ATTENUATORS, EACH, SHALL INCLUDE THE COST TO SET-UP AND REMOVE.

RUMBLE STRIPS SHALL BE CONSTRUCTED ON ALL BITUMINOUS SHOULDERS IN ACCORDANCE WITH STANDARD 642001.

16' -5" MINIMUM CLEARANCE UNDERNEATH ALL OVERPASS STRUCTURES SHALL BE VERIFIED BY THE ENGINEER.

THE QUANTITY OF DELINEATORS AND DELINEATOR REMOVAL HAS BEEN ESTIMATED TO REFLECT ADDITIONAL DAMAGE IN THE TIME BETWEEN DESIGN AND LETTING. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER. ALL DELINEATORS DAMAGED BY THE CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED IN KIND AT THE EXPENSE OF THE CONTRACTOR.

THE REMOVAL OF EXISTING DELINEATORS, POSTS, AND REFLECTORS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

THE COLOR OF THE DELINEATORS PLACED AT ANY LOCATION SHALL BE IN ACCORDANCE WITH STANDARD 635001 EXCEPT WHERE A CONFLICT EXISTS BETWEEN THE DELINEATOR AND THE PAVEMENT MARKING; THEN, THE DELINEATOR SHALL MATCH THE COLOR OF THE PAVEMENT MARKING.

ALL EQUIPMENT USED FOR THE PLACEMENT OF THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE APPROVED BY THE ENGINEER PRIOR TO ITS USE.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ALL DRAINAGE STRUCTURES PRIOR TO AND DURING RUBBLIZATION OPERATIONS. ANY DAMAGE TO A DRAINAGE STRUCTURE RESULTING FROM THE RUBBLIZATION OR OTHER CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. A PARTIAL LIST OF EXISTING STRUCTURES IS INCLUDED IN THESE PLANS, IT IS FOR INFORMATION ONLY.

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE BITUMINOUS CONCRETE BINDER COURSE.

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

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

THE ALGEBRAIC DIFFERENCE BETWEEN THE RAMP PAVEMENT AND RAMP SHOULDER SLOPES SHALL NOT EXCEED 8%, THE SHOULDER ON THE OUTSIDE OF SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE BITUMINOUS CONCRETE BINDER COURSE.

THE QUANTITY SHOWN IN THE PLANS FOR PATCHING, PARTIAL DEPTH PATCHING, LONGITUDINAL JOINT REPAIR AND THE ASSOCIATED BITUMINOUS MATERIALS (PRIME COAT) ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

ALL OBSTRUCTIONS WHICH ARE WITHIN THE LIMITS SHOWN ON THE CLEAR ZONE SHEET AND WHICH ARE NOT SHIELDED BY GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4" OF MORE ABOVE THE GROUNDLINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 4" OR GREATER.

FILE NAME *	USER NAME * mssobl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES				F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	1007 OFFICE DISTRICT 93 PROJECTS 78380	CHECKED -	REVISED -		57	*	WILLIAMSON	107	4				
	PLOT SCALE = 1/2" = 100'	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015				ILLINOIS FED. AID PROJECT								

MIX DESIGN

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE, CLASS D PATCHING, PARTIAL DEPTH PATCHING AND LONGITUDINAL JOINT REPAIR
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX E, N90
AC/PG	SBS PG 76-22
RAP% (MAX.):	SEE BDE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM
FRICTION AGGREGATE:	E SURFACE

LOCATION(S):	HOT-MIX ASPHALT BINDER (LOWER LIFTS) AND HMA SHOULDER (LOWER LIFTS)
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
AC/PG	PG 64-22
RAP% (MAX.):	SEE BDE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 MM FINE GRADE
FRICTION AGGREGATE:	NONE

LOCATION(S):	HOT-MIX ASPHALT BINDER COURSE (TOP LIFT)
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
AC/PG	SBS PG 76-22
RAP% (MAX.):	SEE BDE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 MM FINE GRADE
FRICTION AGGREGATE:	NONE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS (TOP LIFT), INCIDENTAL HMA RESURFACING
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N70
AC/PG	PG 64-22
RAP% (MAX.):	SEE BDE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM
FRICTION AGGREGATE:	NONE

QUALITY MANAGEMENT

LOCATION:	PROGRAM:
HMA SURFACE COURSE	PFP
HMA BINDER COURSE	PFP
HMA SHOULDERS	QCP
PARTIAL DEPTH PATCHING	QCQA
INCIDENTAL HMA	QCQA

COMMITMENTS

- 1) AT LEAST ONE SCALE HOUSE WILL REMAIN OPEN AT ALL TIMES.

- 2) THE ILLINOIS STATE POLICE WILL BE NOTIFIED AT LEAST 2 WEEKS PRIOR TO THE START OF ANY WORK THAT WILL REQUIRE THE SHUTDOWN OF A SCALE HOUSE.

- 3) THE ILLINOIS STATE POLICE WILL BE NOTIFIED AT LEAST 2 WEEKS PRIOR TO THE START OF ANY WORK NEAR WEIGH IN MOTION DETECTORS.

- 4) THE DISTRICT BUREAU OF PROJECT IMPLEMENTATION WILL ORGANIZE A MEETING WITH THE CONTRACTOR AND LOCAL EMERGENCY SERVICES PRIOR TO CONSTRUCTION AND PRIOR TO MAJOR STAGING CHANGES TO DEVELOP A RESPONSE PLAN TO INCIDENTS IN THE WORK ZONE.

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MIX DESIGN AND COMMITMENTS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBID\TEG.illinois.gov\PIDOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-sha-cvr-soq.dwg	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			57	.	WILLIAMSON	107	5	
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			
						CONTRACT NO. 78380					

Rubblization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Northbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information							
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
461+00					3 1/2	10 1/2	4		AGG		4.0	5.5	14.0	17.0									
" "					12		6		AGG		16.0	7.0	12.0	17.0									
451+00					4	10 3/4	6		AGG		8.5	30.0	30.0										
" "					10 1/2				AGG		12.0	30.0	30.0										
441+00					3 3/4	10 1/2	4		AGG		5.5	17.0	20.0	23.0									
" "					15 1/2				AGG		8.5	8.5	14.0	17.0									
431+00					3 1/2	11			AGG		2.9	5.5	7.0	8.5									
" "					8		6		AGG		7.0	8.5	14.0	10.0									
421+00					4 1/4	11	4		AGG		5.5	5.5	14.0	14.0									
" "					15				AGG		5.5	7.0	20.0	17.0									
410+00					2 1/3	10 1/2	4		AGG		8.5	14.0	16.0	17.0									
" "					14 1/2				AGG		7.0	16.0	17.0	20.0									
400+00					4	10 1/2	4		AGG		5.5	4.0	10.0	7.0									
" "					14 1/2				AGG		8.5	7.0	8.5	14.0									
390+00					3 3/4	10 1/2	4		AGG		5.5	14.0	23.0	20.0									
" "					15				AGG		5.5	10.0	17.0	20.0									
379+00					3 3/4	10 1/4	4		AGG		10.0	16.0	20.0	20.0									
" "					8 1/4		6		AGG		17.0	18.0	20.0	21.0									
368+00					3 3/4	10 1/2	4		AGG		10.0	10.0	16.0	17.0									
" "					6 3/4		6		AGG		8.5	14.0	21.0	17.0									
357+00					3 3/4	10	4		AGG		4.0	14.0	17.0	21.0		SICL A-6(13)	12	65	23	33.6	14.3	18	
" "					8		6		AGG		8.5	25.0	14.0	14.0									

Rubblization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Northbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information						
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O
374+00					3 3/4	9 3/4	4		AGG		7.0	7.0	8.5	10.0		SICL A-6(12)	16	60	24	33.9	14.7	19
" "					9 1/2		8		AGG		17.0	10.0	8.5	10.0								
337+00					6 1/2	7 1/2	4		AGG		5.5	8.5	16.0	14.0								
" "					7 1/2		6		AGG		8.5	14.0	18.0	21.0								
327+00					4 1/4	10 1/4	4		AGG		5.5	8.5	16.0	17.0								
" "					8 1/2		6		AGG		5.5	12.0	20.0	20.0								
318+00					4 1/2	10	4		AGG		17.0	12.0	17.0	17.0								
" "					14 1/2		4		AGG		18.0	10.0	10.0	10.0								
307+00					4 1/2	10	4		AGG		8.5	12.0	17.0	20.0								
" "					7 1/2		6		AGG		8.5	5.5	8.5	14.0								
297+00					4 1/2	10	4		AGG		5.5	5.5	14.0	17.0								
" "					8		6		AGG		4.0	5.5	14.0	16.0								
288+00					3 1/2	10 1/2	4		AGG		4.0	14.0	14.0	17.0								
" "					7 1/2		6		AGG		10.0	18.0	12.0	14.0								
278+00					3 3/4	10	4		AGG		7.0	8.5	17.0	20.0								
" "					7 1/2		6		AGG		7.0	8.5	14.0	14.0								
267+00					4	10	4		AGG		5.5	7.0	8.5	7.0								
" "					7 1/2		6		AGG		7.0	30.0	14.0	14.0								
257+00					3 3/4	10 1/4	4		AGG		12.0	4.0	5.5	5.5		SICL A7-6(19)	15	53	32	40.9	22.3	19
" "					7		8		AGG		7.0	8.5	10.0	10.0								
247+00					3 1/2	10	4		AGG		12.0	10.0	12.0	14.0								
" "					7 1/2		8		AGG		8.5	17.0	20.0	20.0								

Rubbleization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Northbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information							
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
236+50					3 1/2	10 1/4	4		AGG		4.0	16.0	21.0	20.0									
" "					7 1/2		6		AGG		8.5	12.0	16.0	17.0									
227+00					3 3/4	10	4		AGG		10.0	5.5	20.0	14.0									
" "					6 1/2		8		AGG		12.0	21.0	27.0	30.0									
217+00					3 1/2	10 1/4	4		AGG		7.0	14.0	20.0	23.0		SICL A-6(8)	16	62	22	30.0	10.8	18	
" "					7 1/2		6		AGG		8.5	17.0	17.0	17.0									
207+00					4	10 1/4	4		AGG		10.0	10.0	14.0	14.0		SIC A7-6(19)	17	51	32	43.2	23.3	20	
" "					7		6		AGG		10.0	14.0	20.0	23.0									
197+00					4 1/4	10	4		AGG		10.0	8.5	14.0	14.0									
" "					7 1/2		6		AGG		5.5	12.0	21.0	18.0									
187+00					4 1/2	10	4		AGG		5.5	12.0	17.0	14.0									
" "					6 1/2		6		AGG		14.0	23.0	16.0	17.0									
177+00					3 3/4	10	4		AGG		5.5	8.5	16.0	14.0									
" "					8		6		AGG		4.0	8.5	14.0	14.0									
167+00					4 1/4	10 1/2	4		AGG		7.0	7.0	14.0	12.0									
" "					7 3/4		8		AGG		10.0	14.0	17.0	17.0									
157+00					4 1/4	10 1/4	4		AGG		8.5	7.0	5.5	4.0									
" "					8		6		AGG		12.0	12.0	18.0	14.0									
147+00					4 1/2	10	4		AGG		7.0	12.0	8.5	12.0		SIC A7-6(25)	3	65	32	44.5	23.9	23	
" "					7 1/2		8		AGG		16.0	12.0	16.0	17.0									
137+00					4 1/2	10 1/4	4		AGG		12.0	4.0	12.0	10.0		CLAY A7-6(16)	23	46	31	41.5	21.7	18	
" "					7 1/2		6		AGG		7.0	12.0	14.0	12.0									

Rubbleization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Northbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information							
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
127+00					3 3/4	9 3/4	4		AGG		8.5	10.0	10.0	8.5									
" "					7		6		AGG		5.5	8.5	8.5	7.0									
117+00					4 1/4	10 1/4	4		AGG		10.0	30.0	30.0	30.0									
" "					8		6		AGG		8.5	7.0	30.0	30.0									
108+00					4	9 3/4	4		AGG		5.5	5.5	12.0	10.0									
" "					7 1/2		6		AGG		4.0	5.5	14.0	14.0									
98+00					4 1/2	10 3/4	4		AGG		5.5	7.0	14.0	10.0									
" "					8 1/4		6		AGG		7.0	8.5	21.0	14.0									
88+00					3 3/4	10	4		AGG		7.0	20.0	17.0	14.0									
" "					7		6		AGG		8.5	12.0	16.0	14.0									
78+00					5 3/4	10 1/2	4		AGG		7.0	12.0	14.0	14.0									
New 3rd Lane Built - Skipped																							
68+00					6 1/4	10 1/2	4		AGG		7.0	7.0	5.5	8.5									
" "					17 1/2		4		AGG		5.5	7.0	7.0	7.0									
57+00					6	10	4		AGG		14.0	17.0	8.5	7.0									
New 3rd Lane Built - Skipped																							
48+00					3 3/4	10			AGG		2.9	8.5	12.0	10.0									
" "					6 3/4		8		AGG		8.5	8.5	10.0	10.0									
38+00					4 1/2	10	4		AGG		10.0	14.0	23.0	20.0									
" "					8		6		AGG		4.0	7.0	12.0	14.0									
28+00					4	10 1/4	4		AGG		17.0	12.0	23.0	20.0									
" "					8		6		AGG		14.0	30.0	17.0	23.0									

Rubblization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Southbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information							
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
1546+00					5 1/4	10 1/4	6		AGG		2.9	4.0	5.5	10.0									
New 3rd Lane Built - Skipped																							
1556+00					5 1/4	10	6		AGG		2.9	7.0	16.0	20.0									
" "					9 1/4		6		AGG		4.0	8.5	14.0	17.0									
1566+00					3 3/4	10	4		AGG		4.0	7.0	14.0	14.0									
New 3rd Lane Built - Skipped																							
3+00					4 1/4	9 3/4	5		AGG		5.5	8.5	17.0	17.0									
" "					11 1/2		6		AGG		7.0	10.0	17.0	17.0									
13+00					4 1/4	9 3/4	4		AGG		5.5	16.0	20.0	20.0		SIC A-6(18)	13	56	31	39.5	20.4	19	
" "					6 1/2		4		AGG		5.5	21.0	18.0	21.0									
23+50					4	9 3/4	6		AGG		20.0	16.0	20.0	21.0									
" "					7 1/2		6		AGG		14.0	17.0	20.0	20.0									
33+00					4	9 3/4	6		AGG		12.0	14.0	7.0	4.0									
" "					7		6		AGG		8.5	17.0	30.0	30.0									
43+00					4 1/4	10	6		AGG		4.0	30.0	30.0	30.0		SAL	63	21	16	17.7	NP	10	
" "					7 1/4		6		AGG		17.0	30.0	30.0	30.0									
53+00					4 1/2	10	6		AGG		7.0	7.0	14.0	17.0									
New 3rd Lane Built - Skipped																							
63+00					6	9 1/2	6		AGG		10.0	5.5	10.0	10.0									
" "					16 1/4		6		AGG		7.0	10.0	10.0	10.0									
73+00					5 1/7	10	4		AGG		4.0	4.0	5.5	5.5									
New 3rd Lane Built - Skipped																							

Rubblization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Southbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information						
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O
83+00					4 1/2	12					4.0	10.0	16.0	17.0								
" "					7 1/2		6		AGG		7.0	7.0	10.0	14.0								
93+00					3 1/2	10 1/4	4		AGG		4.0	7.0	14.0	17.0								
" "					7 1/4		8		AGG		4.0	7.0	17.0	17.0								
102+00					4	10	6		AGG		16.0	14.0	17.0	20.0								
" "					11		6		AGG		14.0	14.0	14.0	17.0								
113+00					4 1/4	10 1/4	6		AGG		8.5	10.0	12.0	14.0								
" "					7 1/2		6		AGG		5.5	5.5	10.0	10.0								
123+00					4	10	6		AGG		7.0	8.5	10.0	10.0								
" "					9		6		AGG		7.0	7.0	14.0	17.0								
132+00					3 1/2	10 1/2	6		AGG		7.0	7.0	12.0	17.0								
" "					7 1/2		6		AGG		4.0	7.0	17.0	20.0								
142+00					4 1/2	10 1/4	6		AGG		5.5	7.0	14.0	17.0								
" "					8		8		AGG		18.0	23.0	30.0	30.0								
152+00					4	10 1/2	4		AGG		4.0	4.0	5.5	7.0								
" "					7 1/2		8		AGG		7.0	10.0	17.0	20.0								
162+00					4 1/4	10 1/2	6		AGG		8.5	5.5	17.0	17.0		CL A-6(9)	30	48	22	33.3	13.7	15
" "					7 1/2		6		AGG		5.5	14.0	21.0	30.0								
172+00					4 1/2	10 1/4	4		AGG		14.0	18.0	20.0	20.0								
" "					8 1/2		8		AGG		16.0	8.5	8.5	8.5								
182+00					5	10 3/4	6		AGG		10.0	14.0	7.0	17.0								
" "					8		6		AGG		10.0	14.0	17.0	17.0								

Rubblization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Southbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information						
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O
192+00					4	10 1/2	4		AGG		17.0	20.0	30.0	30.0								
" "					8		8		AGG		14.0	14.0	27.0	20.0								
202+00					4 1/2	10 1/4	6		AGG		7.0	8.5	8.5	10.0								
" "					7 1/2		6		AGG		10.0	14.0	14.0	17.0								
212+00					4	10	4		AGG		7.0	5.5	10.0	14.0								
" "					7 1/2		6		AGG		12.0	12.0	14.0	12.0								
222+00					4 1/2	10	6		AGG		10.0	4.0	7.0	10.0								
" "					7 1/2		6		AGG		7.0	8.5	8.5	14.0								
232+00					3 3/4	10	6		AGG		7.0	5.5	10.0	14.0								
" "					7 3/4		6		AGG		5.5	5.5	14.0	14.0								
242+00					4 3/4	10	6		AGG		14.0	23.0	30.0	30.0								
" "					8		6		AGG		16.0	23.0	30.0	30.0								
252+00					4 1/2	9 1/2	4		AGG		7.0	7.0	14.0	16.0								
" "					7 1/2		6		AGG		7.0	8.5	14.0	10.0								
262+00					4	9 1/2	4		AGG		4.0	7.0	14.0	14.0								
" "					7		6		AGG		5.5	10.0	17.0	17.0								
272+00					4	10	6		AGG		7.0	12.0	21.0	23.0								
" "					7		6		AGG		7.0	14.0	21.0	30.0								
282+00					4 1/2	10 1/2	4		AGG		5.5	8.5	10.0	12.0								
" "					8 1/2						5.5	10.0	20.0	17.0								
292+00					3 1/2	10	6		AGG		5.5	8.5	16.0	17.0								
" "					7		6		AGG		10.0	17.0	17.0	30.0								

Rubblization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Southbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information						
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O
302+00					4 1/2	9 1/2					7.0	5.5	16.0	17.0								
" "					2	12	4		AGG		10.0	14.0	7.0	10.0								
313+00					4	9 1/2	4		AGG		10.0	30.0	30.0	30.0								
" "					8 1/2		6		AGG		7.0	17.0	14.0	14.0								
323+00					3 3/4	10	6		AGG		12.0	12.0	8.5	10.0		SICL A-6(9)	21	59	20	31.4	12.3	14
" "					7		6		AGG		14.0	14.0	20.0	20.0								
333+50					4	10	6		AGG		5.5	7.0	14.0	14.0								
" "					8		6		AGG		4.0	10.0	12.0	14.0								
343+00					4	10 1/2	6		AGG		14.0	14.0	14.0	17.0		SICL A-6(12)	2	75	23	33.0	12.3	21
" "					6 3/4		6		AGG		17.0	14.0	17.0	17.0								
354+00					3 1/2	10	4		AGG		2.9		14.0	12.0								
" "					7 1/2		6		AGG		12.0	7.0	10.0	8.5								
366+00					4	10 1/4	4		AGG		8.5	30.0	30.0	30.0								
" "					12 1/2		6		AGG		7.0	12.0	21.0	21.0								
372+00					4	9 1/2	6		AGG		8.5	30.0	30.0	30.0								
" "					8		6		AGG		7.0	30.0	30.0	30.0								
382+00					4	10	4		AGG		20.0	23.0	30.0	30.0								
" "					13 1/4		6		AGG		20.0	30.0	30.0	30.0								
393+00					3 3/4	12	4		AGG		1.8	2.9	30.0	30.0								
" "					13 1/2						4.0	7.0	8.5	14.0								
405+00					4 1/4	11	4		AGG		8.5	14.0	30.0	30.0								
" "					14						5.5	30.0	30.0	30.0								

Rubblization Pavement and Subsurface Investigation

FAI 57

Contract 78380

Southbound

Station	Location				Thickness, in.			Subbase condition			Subgrade IBV					Soil Information							
	PS	PL	DL	DS	AC Overlay	PCC	Subbase	Sound	SI Deter	Deter	0-6"	6-12"	12-18"	18-24"	24-30"	Classification	Sand	Silt	Clay	LL	PI	% H ₂ O	
415+00					4	10 1/4	4		AGG		5.5	14.0	18.0	20.0									
" "					15 1/2						2.9	8.5	16.0	17.0									
425+00					4 1/4	10 1/2	6		AGG		8.5	21.0	17.0	17.0									
" "					16						4.0	20.0	18.0	17.0									
435+00					4	10	4		AGG		14.0	30.0	30.0	30.0									
" "					10		4		AGG		12.0	30.0	30.0	30.0									
445+00					4 1/4	10	4		AGG		7.0	14.0	30.0	30.0		SAL A-4(8)	55	29	16	21.1	1.7	10	
" "					13		6		AGG		14.0	20.0	20.0	20.0									
456+00					3 1/2	10	4		AGG		30.0	30.0	30.0	30.0									
" "					14						21.0	17.0	30.0	30.0									

CROSS ROAD PIPES AND ESTIMATED FILL HEIGHT

STATION	ESTIMATED FILL (FT)		DESCRIPTION
	NB	SB	
1545+19	6.0		36" RCCP
1546+60		4.2	36" RCCP
1563+34	7.7		48" RCCP
1564+00		5.1	48" RCCP
2+30	16.1	15.2	48" RCCP
7+50	6.8		24" RCCP
8+66	8.0		36" RCCP
10+48		6.0	36" RCCP
25+00	4.8		24" RCCP
32+10	14.0		36" RCCP
33+22		9.0	36" RCCP
49+02		7.1	24" RCCP
56+00	7.0	7.1	60" RCCP
78+05		11.0	24" RCCP
81+15	8.9	9.0	60" RCCP
84+15		7.9	24" RCCP
89+18	6.6		24" RCCP
96+70	3.0	7.3	36" RCCP
101+34		7.6	48" RCCP
102+77	5.5		48" RCCP
108+96		7.6	36" RCCP
109+31	4.8		36" RCCP
123+34	11.5	2.7	36" RCCP
128+15		5.2	36" RCCP
129+15	11.1		36" RCCP
139+52		12.4	42" RCCP
139+97	15.8		42" RCCP
147+45	6.2	4.7	36" RCCP

STATION	ESTIMATED FILL (FT)		DESCRIPTION
	NB	SB	
159+00	25.4	23.8	60" RCCP
163+38	5.6	8.6	36" RCCP
172+50	9.6	4.3	36" RCCP
177+17	9.4	3.6	36" RCCP
182+00	7.4		24" RCCP
183+40		3.8	36" RCCP
183+02	11.5		36" RCCP
186+50	10.4	3.7	48" RCCP
197+54	7.2		24" RCCP
208+52	13.8		36" RCCP
208+71		4.2	36" RCCP
212+03	5.0		24" RCCP
222+99	22.1	20.9	54" RCCP
226+61	9.5	6.7	36" RCCP
234+40	8.6	5.0	36" RCCP
245+00		6.1	24" RCCP
246+44		17.6	8' X6' BOX
247+12	17.9		8' X6' BOX
249+17	11.2	1.4	8' X6' BOX
253+00	13.5	9.1	60" RCCP
261+00		3.6	24" RCCP
268+50		2.1	24" RCCP
272+85		7.1	24" RCCP
287+00	1.8		24" RCCP
289+00		6.7	24" RCCP
293+39		4.7	48" RCCP
295+14	7.0		48" RCCP
296+00	4.8	1.8	24" RCCP

STATION	ESTIMATED FILL (FT)		DESCRIPTION
	NB	SB	
305+00	6.8		24" RCCP
300+00		2.1	24" RCCP
303+00		5.4	24" RCCP
303+54	4.9		6' X6' BOX
304+59		5.3	6' X6' BOX
320+30		3.1	36" RCCP
322+00		4.6	24" RCCP
321+94	3.5		36" RCCP
328+78		7.8	5' X3' BOX
330+29	8.7		5' X3' BOX
355+02		18.8	60" RCCP
356+41	18.2		60" RCCP
362+00		3.6	24" RCCP
376+40	7.1		24" RCCP
386+00	5.3		24" RCCP
388+15	14.9	15.3	60" RCCP
391+64	0.0		16' X14' BOX
392+63		0.0	16' X14' BOX
392+44		4.0	36" RCCP
393+21		5.6	36" RCCP
411+00	5.8		24" RCCP
412+00	12.0	8.2	36" RCCP
434+00		3.8	24" RCCP
436+25	31.5		5' X4' BOX
440+72		40.9	5' X4' BOX
440+17		57.0	5' X4' BOX
440+98	28.5		5' X4' BOX
443+52		5.9	24" RCCP
453+85	22.3	29.8	4' X6' BOX
455+00		4.9	24" RCCP

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

SUMMARY OF QUANTITIES

90% FED/10% STATE
RURAL
FAI 57
I-57
ROADWAY
0004

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
25000200	SEEDING, CLASS 2	ACRE	4
25000350	SEEDING, CLASS 7	ACRE	4
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	759
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	379
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	379
25000700	AGRICULTURAL GROUND LIMESTONE	TON	8
25100115	MULCH, METHOD 2	ACRE	4
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1265
28100205	STONE RIPRAP, CLASS A3	TON	4647
28100207	STONE RIPRAP, CLASS A4	TON	145
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SO YD	39962
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	209197
40600285	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	POUND	139187
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1880
40600990	TEMPORARY RAMP	SO YD	2493

FILE NAME =	USER NAME = mceebj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pa\11128468IDINTEC\Illinois.gov\PI\DOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-htb-tup-eh-REVISIONS.dgn		CHECKED -	REVISED -			57		WILLIAMSON	107	17
Default	PLOT SCALE = 1/8" = 1' IN.	DATE -	REVISED -		SCALE:	SHEET OF SHEETS		STA.	TO STA.	
	PLOT DATE = 7/9/2015					ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

90% FED/10% STATE
RURAL
FAI 57
I-57
ROADWAY
0004

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
40603092	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N90	TON	126641
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90	TON	35275
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	34743
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	346
42001200	PAVEMENT FABRIC	SQ YD	24
42101112	LUG SYSTEM COMPLETE 12'	EACH	1
44000100	PAVEMENT REMOVAL, 14"	SQ YD	39962
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	78779
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	226554
44004250	PAVED SHOULDER REMOVAL	SQ YD	10582
44200559	CLASS A PATCHES, TYPE IV, 10 INCH	SQ YD	147
44201019	CLASS B PATCHES, TYPE II, 14 INCH	SQ YD	227
44201023	CLASS B PATCHES, TYPE III, 14 INCH	SQ YD	24
44201299	DOWEL BARS 1 1/2"	EACH	664
44201403	CLASS C PATCHES, TYPE II, 14 INCH	SQ YD	342

15

FILE NAME :	USER NAME : wmsbl	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. : 57	SECTION : *	COUNTY : WILLIAMSON	TOTAL SHEETS : 107	SHEET NO. : 18
Default	PLT SCALE : 1/80,000	CHECKED :	REVISOR :	SCALE :	SHEET OF SHEETS :	STA. TO STA. :	CONTRACT NO. 78380			
	PLT DATE : 7/16/2015	DATE :	REVISION :	ILLINOIS FED. AID PROJECT						

SUMMARY OF QUANTITIES - CONT

90% FED/10% STATE
RURAL
FAI 57
I-57
ROADWAY
0004

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
63100167	TRAFFIC BARRIER TERMINAL, TYPE I (SPECIAL) TANGENT	EACH	22
63200310	GUARDRAIL REMOVAL	FOOT	6935
63500105	DELINEATORS	EACH	246
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	200583
67100100	MOBILIZATION	L SUM	1
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	4
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	21
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	27573
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	217

SPECIALTY ITEM

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT: 08-4E0109-FEC-11	PROJECT: 08-4E0109-FEC-11	PROJECT: 08-4E0109-FEC-11	PROJECT: 08-4E0109-FEC-11			57		WILLIAMSON	107	20
PLLOT SCALE: 1/8"=1'-0"	PLLOT DATE: 7/10/2015	CHECKED	REVISED		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES - CONT

90% FED/10% STATE
RURAL
FAI 57
I-57
ROADWAY
0004

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	215285
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	27692
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	6231
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	3817
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	76
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	25135
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	107324
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2875
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2169
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
72000100	SIGN PANEL - TYPE 1	SO FT	2305
72000200	SIGN PANEL - TYPE 2	SO FT	38
73000100	WOOD SIGN SUPPORT	FOOT	4068
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	217

SPECIALTY ITEM

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...	...	...	...			57		WILLIAMSON	107	21
...	...	...	...		SCALE: SHEET OF SHEETS STA. TO STA.					CONTRACT NO. 78380

SUMMARY OF QUANTITIES - CONT

90% FED/10% STATE
RURAL
FAI 57
I-57
ROADWAY
0004

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	215285
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	6231
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3817
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	76
78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	27692
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1629
78200410	GUARDRAIL MARKERS, TYPE A	EACH	90
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	14
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1629
80300100	LOCATING UNDERGROUND CABLE	FOOT	1242
X0322878	TIMBER CURB	FOOT	650
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	725
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	1960
X2503100	MOWING	UNIT	490
X4210400	LUG SYSTEM REMOVAL	EACH	1

• SPECIALTY ITEM
□ NON-PART. (100% STATE)

SUMMARY OF QUANTITIES - CONT

90% FED/10% STATE
RURAL
FAI 57
I-57
ROADWAY
0004

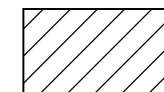
CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
X4406030	PARTIAL DEPTH REMOVAL, TYPE I, 3"	SO YD	75
X4406230	PARTIAL DEPTH REMOVAL, TYPE II, 3"	SO YD	308
X4406630	PARTIAL DEPTH REMOVAL, TYPE IV, 3"	SO YD	600
X4421000	PARTIAL DEPTH PATCHING	TON	164
X6050700	REMOVE INLET BOX	EACH	1
X6330900	VERTICAL ADJUSTMENT OF GUARDRAIL	FOOT	7105
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	20
X7010410	SPEED DISPLAY TRAILER	CAL MO	21
X8570000	SMART TRAFFIC MONITORING SYSTEM	L SUM	1
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Z0033650	LONGITUDINAL JOINT REPAIR	TON	50
Z0034105	MATERIAL TRANSFER DEVICE	TON	185497
Z0040532	POLYURETHANE MATERIAL	POUND	2280
Z0055605	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	SO YD	226554
Z0076600	TRAINEES	HOUR	1000
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000

SPECIALTY ITEM
0042

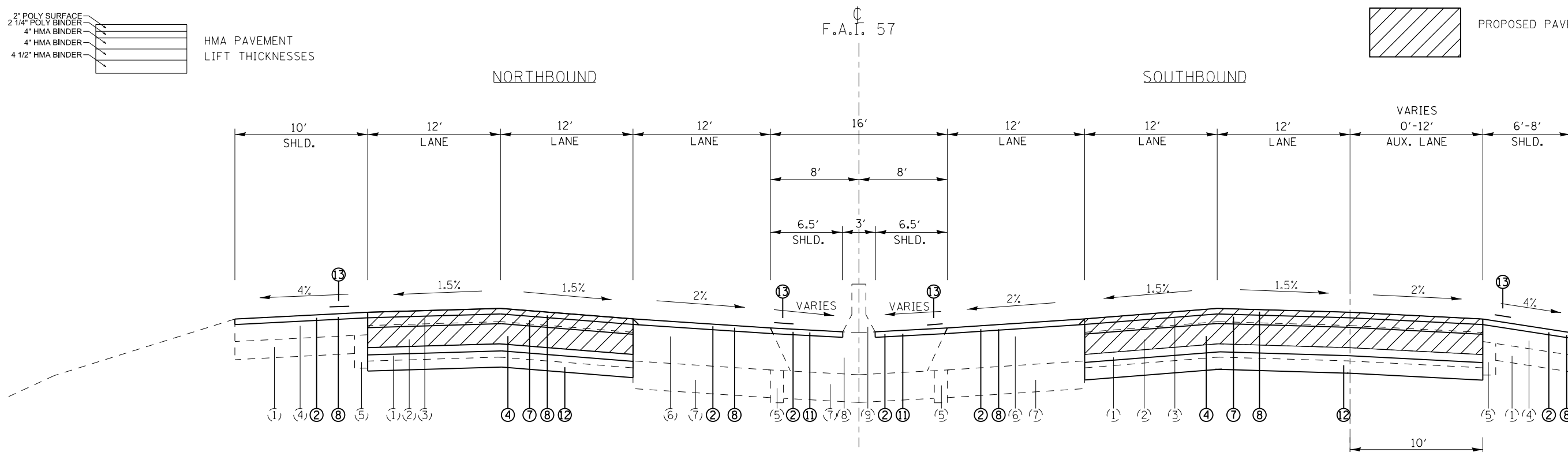
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						57		WILLIAMSON	107	23
PLT SCALE	PLT DATE	CHECKED	REVISOR		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

- 2" POLY SURFACE
- 2 1/4" POLY BINDER
- 4" HMA BINDER
- 4" HMA BINDER
- 4 1/2" HMA BINDER

HMA PAVEMENT
LIFT THICKNESSES



PROPOSED PAVEMENT REMOVAL, 14"

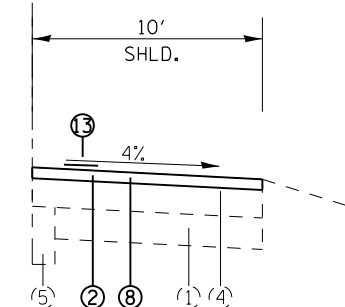


TYPICAL SECTION #1 REMOVAL AND REPLACEMENT

TO BE USED:
STA. 1556+00 TO STA. 1572+91.61 BK
STA. 0+00 AH TO STA. 1+00.79

TO BE USED:
NB LANES
STA. 1541+30 TO STA. 1572+91.61 BK
STA. 0+00 AH TO STA. 1+00.79

TO BE USED:
SB LANES
STA. 1542+30 TO STA. 1556+00



EXISTING

- (1) AGGREGATE BASE
- (2) 10" PCC PAVEMENT
- (3) HMA SURFACE, 4"
- (4) HMA SHOULDER, 8"
- (5) PIPE UNDERDRAINS, 4"
- (6) FULL-DEPTH HMA PAVEMENT, 16 3/4"
- (7) SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- (8) HMA SHOULDERS, 16 3/4"
- (9) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- (10) HIGH TENSION CABLE
- (11) HMA BINDER 14 1/4"
- (12) HMA SURFACE 1 1/2"
- (13) 8" PCC PAVEMENT

PROPOSED

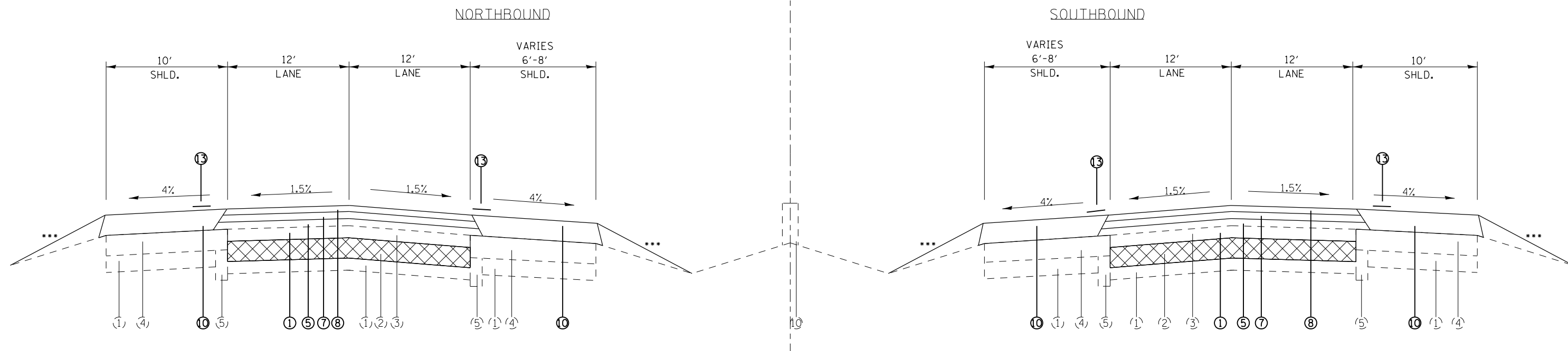
- (1) HMA SURFACE REMOVAL, 4"
- (2) HMA SURFACE REMOVAL, 2"
- (3) PAVED SHOULDER REMOVAL
- (4) HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- (5) HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- (6) HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- (7) POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- (8) POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- (9) HMA SHOULDERS, 12"
- (10) HMA SHOULDERS, 7 3/4"
- (11) HMA SHOULDERS, 2"
- (12) SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- (13) SHOULDER RUMBLE STRIP
- (14) VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

SEE SHEET 96 FOR SURFACE COURSE OFFSET DETAIL
PRIME COAT MUST BE USED BETWEEN ALL LIFTS OF HOT-MIX ASPHALT

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE TYPICAL SECTIONS				F.A.I. RTE. 57	SECTION	COUNTY WILLIAMSON	TOTAL SHEETS 107	SHEET NO. 24
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 78380	
	PLOT DATE = 7/9/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

2" POLY SURFACE
 2 1/4" POLY BINDER
 3 1/2" HMA BINDER
 4" HMA BINDER
 HMA PAVEMENT
 LIFT THICKNESSES

PROPOSED RUBBLIZATION OF PORTLAND
 CEMENT CONCRETE PAVEMENT



TYPICAL SECTION #2 MILL AND RUBBLIZE

TO BE USED:
 NB LANES

TO BE USED:
 SB LANES

STA. 2+55.79 TO STA. 17+65.41 BK
 STA. 17+82.93 AH TO STA. 39+48
 STA. 44+79 TO STA. 53+00
 STA. 78+30 TO STA. 92+58.36 BK
 STA. 92+39.80 AH TO STA. 170+31.62 BK
 STA. 170+47.27 AH TO STA. 215+39.65 BK
 STA. 215+35.61 AH TO STA. 218+25.55 BK
 STA. 217+83.13 AH TO STA. 260+95
 STA. 264+50 TO STA. 361+90
 STA. 366+35 TO STA. 409+00
 STA. 413+20 TO STA. 462+04.74

STA. 2+55.79 TO STA. 17+65.41 BK
 STA. 17+82.93 AH TO STA. 39+20
 STA. 43+10 TO STA. 51+00
 STA. 76+00 TO STA. 92+58.36 BK
 STA. 92+39.80 AH TO STA. 170+31.62 BK
 STA. 170+47.27 AH TO STA. 215+39.65 BK
 STA. 215+35.61 AH TO STA. 218+25.55 BK
 STA. 217+83.13 AH TO STA. 261+15
 STA. 265+35 TO STA. 361+90
 STA. 366+19 TO STA. 409+00
 STA. 413+20 TO STA. 434+45
 STA. 438+80 TO STA. 462+04.74

EXISTING

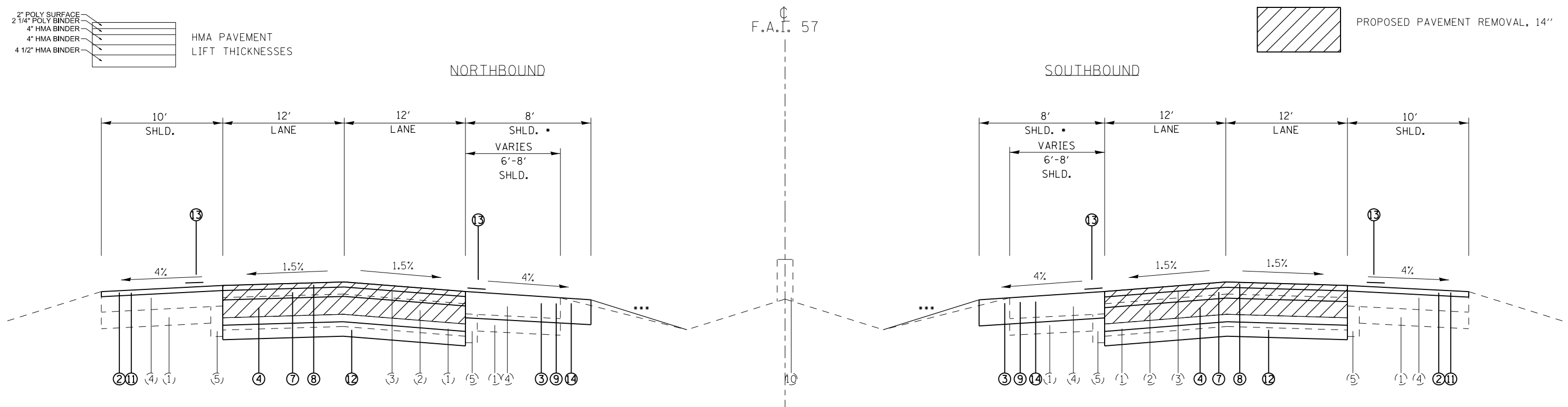
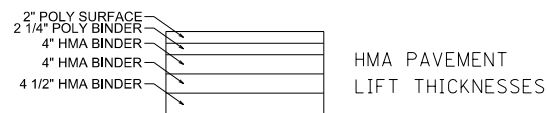
- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 1 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

PROPOSED

- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

*** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
 PRIME COAT MUST BE USED BETWEEN ALL LIFTS OF HOT-MIX ASPHALT

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE TYPICAL SECTIONS				F.A.I. RE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
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Default	PLOT DATE = 7/9/2015	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 78380		ILLINOIS FED. AID PROJECT		



TYPICAL SECTION #3 REMOVAL AND REPLACEMENT

TO BE USED:
NB LANES

TO BE USED:
SB LANES

STA. 1+00.79 TO STA. 2+55.79 *
STA. 39+48 TO STA. 44+79
STA. 260+95 TO STA. 264+50
STA. 361+90 TO STA. 366+35
STA. 409+00 TO STA. 413+20

STA. 1+00.79 TO STA. 2+55.79 *
STA. 39+20 TO STA. 43+10
STA. 261+15 TO STA. 265+35
STA. 361+90 TO STA. 366+19
STA. 409+00 TO STA. 413+20
STA. 434+45 TO STA. 438+80

EXISTING

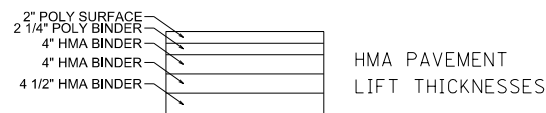
- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 14 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

PROPOSED

- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

SEE SHEETS 99-103 FOR TRANSITION AND ELEVATION DETAILS
 *** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
 PRIME COAT MUST BE USED BETWEEN ALL LIFTS OF HOT-MIX ASPHALT
 * 10' SHOULDER

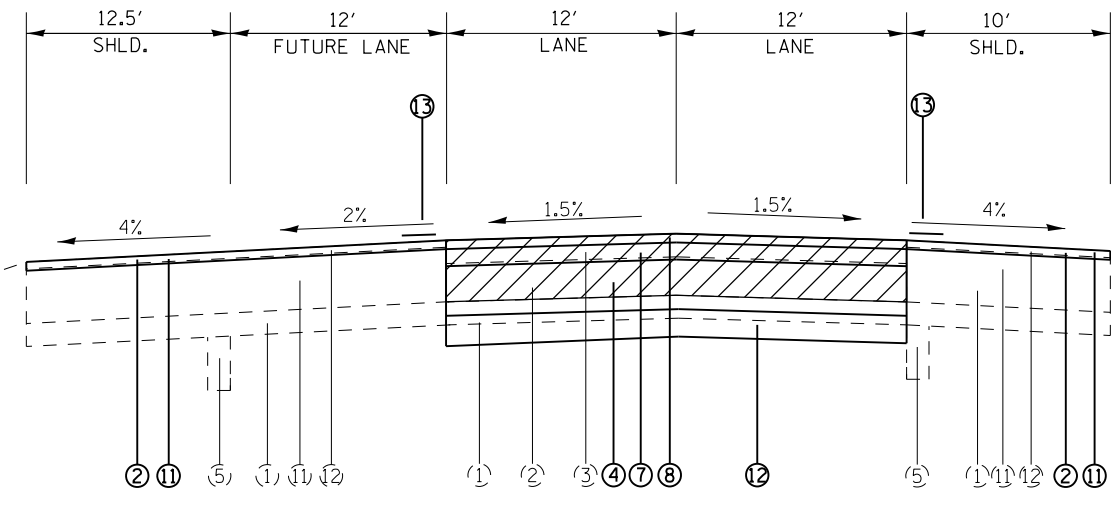
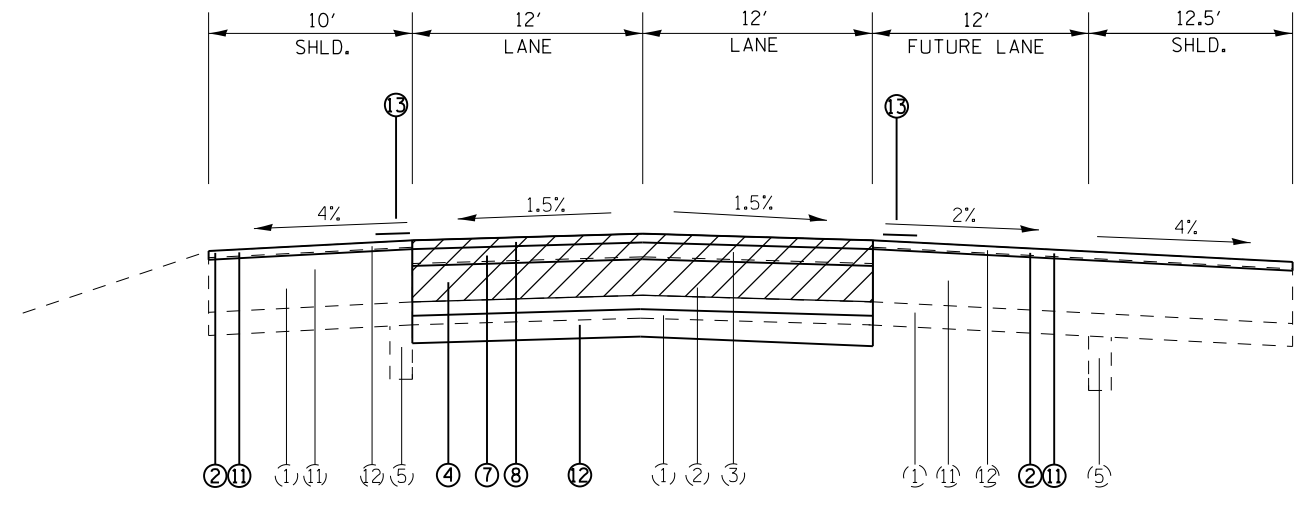
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE TYPICAL SECTIONS				F.A.I. RTE. 57	SECTION *	COUNTY WILLIAMSON	TOTAL SHEETS 107	SHEET NO. 26
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 78380	
	PLOT DATE = 7/9/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



F.A.I. 57

NORTHBOUND

SOUTHBOUND



TYPICAL SECTION #4 REMOVAL AND REPLACEMENT

TO BE USED:
NB LANES

STA. 55+00 TO STA. 62+98
STA. 65+93 TO STA. 76+30

STRUCTURE OMISSION
STA. 62+98 TO STA. 65+93

TO BE USED:
SB LANES

STA. 53+00 TO STA. 63+53
STA. 66+52 TO STA. 74+00

STRUCTURE OMISSION
STA. 63+53 TO STA. 66+52

EXISTING

- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 1 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT


PROPOSED

- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

SEE SHEET 100 FOR TRANSITION DETAILS
PRIME COAT MUST BE USED BETWEEN ALL LIFTS OF HOT-MIX ASPHALT

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE TYPICAL SECTIONS				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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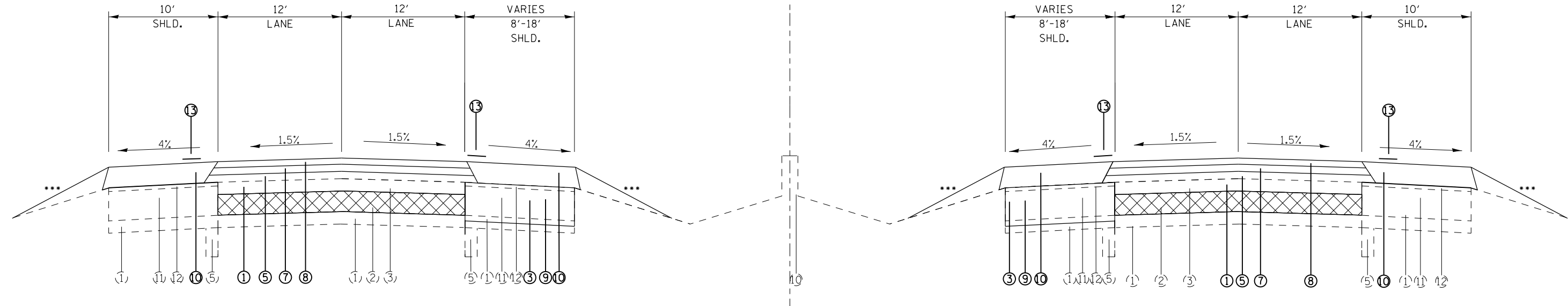
2" POLY SURFACE
 2 1/4" POLY BINDER
 3 1/2" HMA BINDER
 4" HMA BINDER
 HMA PAVEMENT
 LIFT THICKNESSES

 PROPOSED RUBBLIZATION OF PORTLAND CEMENT CONCRETE PAVEMENT

F.A.I. 57

NORTHBOUND

SOUTHBOUND



TYPICAL SECTION #5 MILL AND RUBBLIZE

TO BE USED:
NB LANES
STA. 53+00 TO STA. 55+00
STA. 76+30 TO STA. 78+30

TO BE USED:
SB LANES
STA. 51+00 TO STA. 53+00
STA. 74+00 TO STA. 76+00

EXISTING

- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 1 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

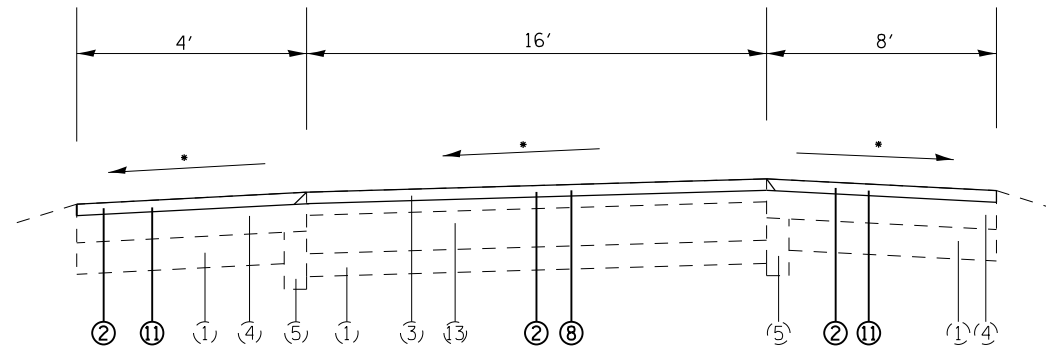
PROPOSED

- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

*** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
 PRIME COAT MUST BE USED BETWEEN ALL LIFTS OF HOT-MIX ASPHALT

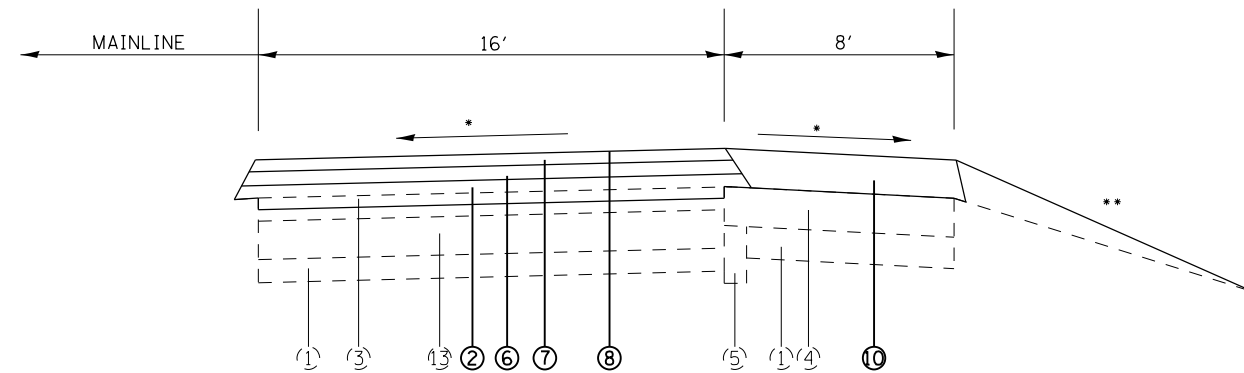
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE TYPICAL SECTIONS				F.A.I. RTÉ. 57	SECTION *	COUNTY WILLIAMSON	TOTAL SHEETS 107	SHEET NO. 28
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shb-typ_sch.dwg		CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 78380		
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

TYPICAL SECTION #6 IL 148 INTERCHANGE MILLING AND RESURFACING (LOOKING IN DIRECTION OF TRAVEL)



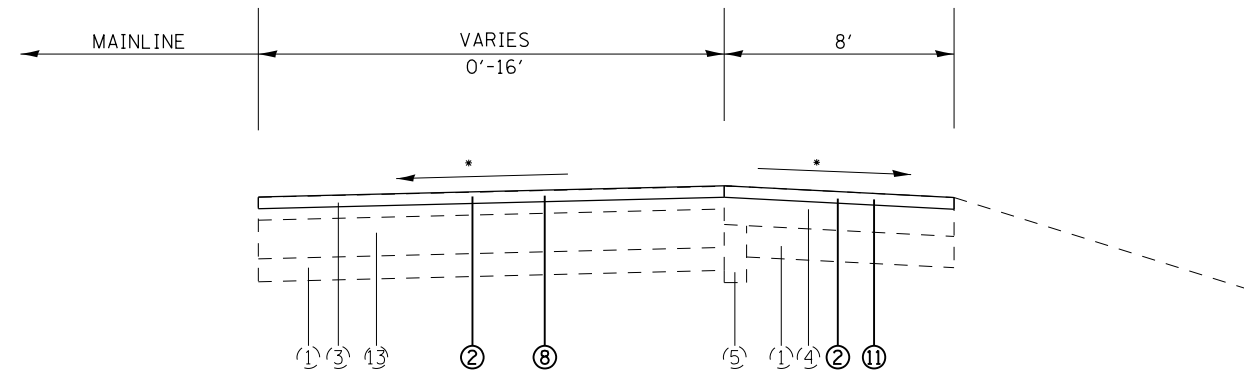
TO BE USED:

RAMP A STA. 7+98 TO STA. 17+14.95
 RAMP B STA. 6+75 TO STA. 17+50.62
 RAMP C STA. 0+12.00 TO STA. 11+56
 RAMP D STA. 0+12.00 TO STA. 11+23



TO BE USED****:

RAMP A STA. 4+27 TO STA. 7+98
 RAMP B STA. 4+29 TO STA. 6+75
 RAMP C STA. 11+56 TO STA. 14+18
 RAMP D STA. 11+23 TO STA. 21+89



TO BE USED:

RAMP A STA. 0+00 TO STA. 4+27
 RAMP B STA. 0+30 TO STA. 4+29

NOTES:

- * MATCH EXISTING SLOPE
- ** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
- *** SEE SHEET 99 FOR TRANSITION DETAILS

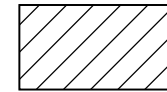
EXISTING

- (1) AGGREGATE BASE
- (2) 10" PCC PAVEMENT
- (3) HMA SURFACE, 4"
- (4) HMA SHOULDER, 8"
- (5) PIPE UNDERDRAINS, 4"
- (6) FULL-DEPTH HMA PAVEMENT, 16 3/4"
- (7) SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- (8) HMA SHOULDERS, 16 3/4"
- (9) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- (10) HIGH TENSION CABLE
- (11) HMA BINDER 14 1/4"
- (12) HMA SURFACE 1 1/2"
- (13) 8" PCC PAVEMENT

PROPOSED

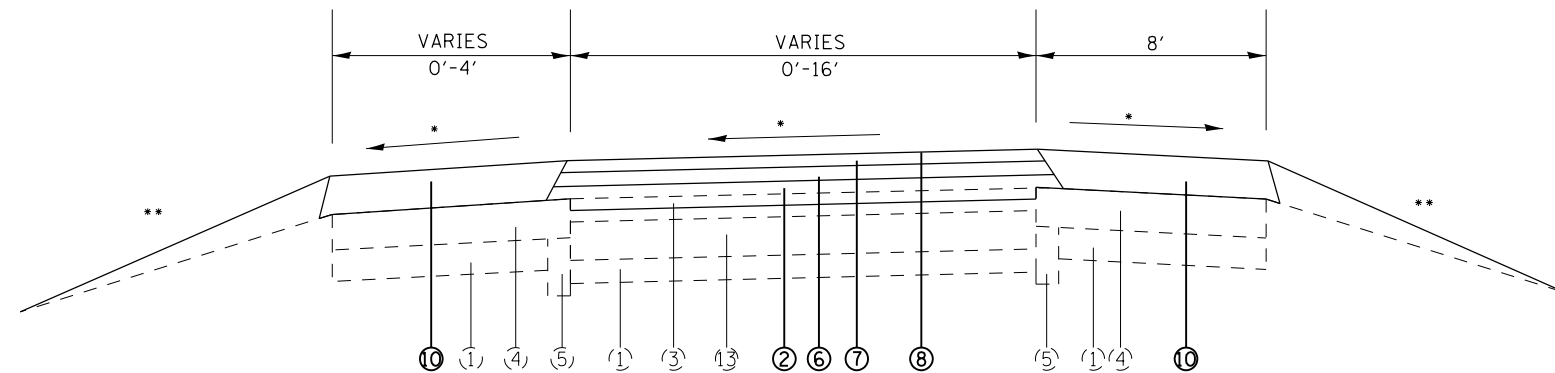
- (1) HMA SURFACE REMOVAL, 4"
- (2) HMA SURFACE REMOVAL, 2"
- (3) PAVED SHOULDER REMOVAL
- (4) HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- (5) HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- (6) HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- (7) POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- (8) POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- (9) HMA SHOULDERS, 12"
- (10) HMA SHOULDERS, 7 3/4"
- (11) HMA SHOULDERS, 2"
- (12) SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- (13) SHOULDER RUMBLE STRIP
- (14) VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS	RAMP TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CADsheets\78380-shb-typ_sch.dgn		DRWN	REVISED	DEPARTMENT OF TRANSPORTATION		57	•	WILLIAMSON	107	29
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:					
	PLOT DATE = 7/9/2015	DATE -	REVISED -		SHEET	OF	SHEETS	STA.	TO	STA.
										ILLINOIS FED. AID PROJECT

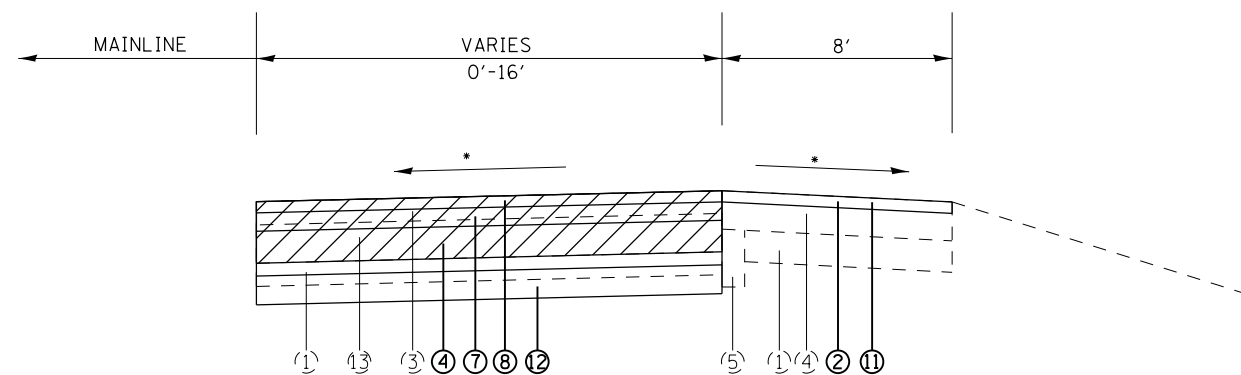


PROPOSED PAVEMENT REMOVAL, 14"

TYPICAL SECTION #7 WEIGH STATIONS ALONG I-57 (LOOKING IN DIRECTION OF TRAVEL)



TO BE USED***:
NB WEIGH STATION
STA. 0+00 TO STA. 7+61
STA. 42+34 TO STA. 58+63.56
SB WEIGH STATION
STA. 1+79.68 TO STA. 5+55
STA. 32+53 TO STA. 50+00



TO BE USED****:
SB WEIGH STATION
STA. 0+00 TO STA. 1+79.68

NOTES:

- * MATCH EXISTING SLOPE
- ** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
- *** SEE SHEET 98 FOR BUTT JOINT DETAIL
- **** SEE SHEET 103 FOR TRANSITION DETAILS

EXISTING

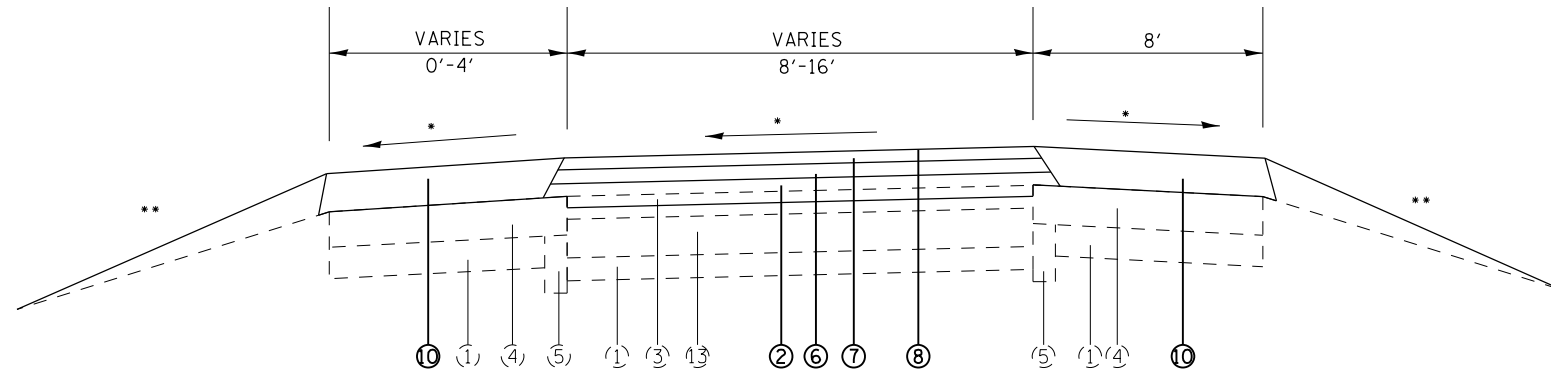
- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 14 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

PROPOSED

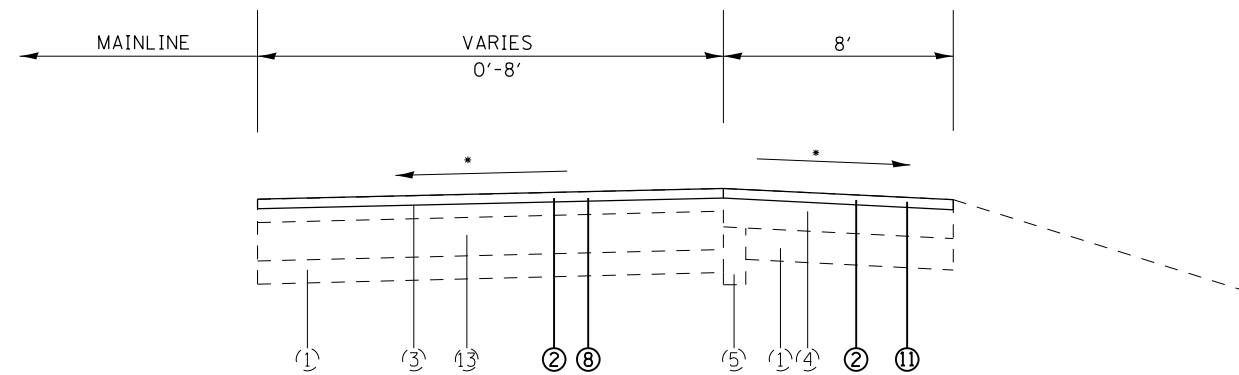
- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAMP TYPICAL SECTIONS	F.A.I. RTE. 57	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shrb-typ_sch.dwg	PLT SCALE = 100.0000' / in.	CHECKED -	REVISED -			*	*	*	*	*	*
Default	PLT DATE = 7/9/2015	DATE -	REVISED -			CONTRACT NO. 78380	CONTRACT NO. 78380	ILLINOIS FED. AID PROJECT			

TYPICAL SECTION #8 I-24 MERGE TO I-57 SB RAMP CB (LOOKING IN DIRECTION OF TRAVEL)



TO BE USED****:
STA. 45+14 TO 55+48



TO BE USED****:
STA. 55+48 TO STA. 57+38.05

NOTES:

- * MATCH EXISTING SLOPE
- ** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
- *** SEE SHEET 98 FOR BUTT JOINT DETAIL
- **** SEE SHEET 105 FOR TRANSITION DETAILS

EXISTING

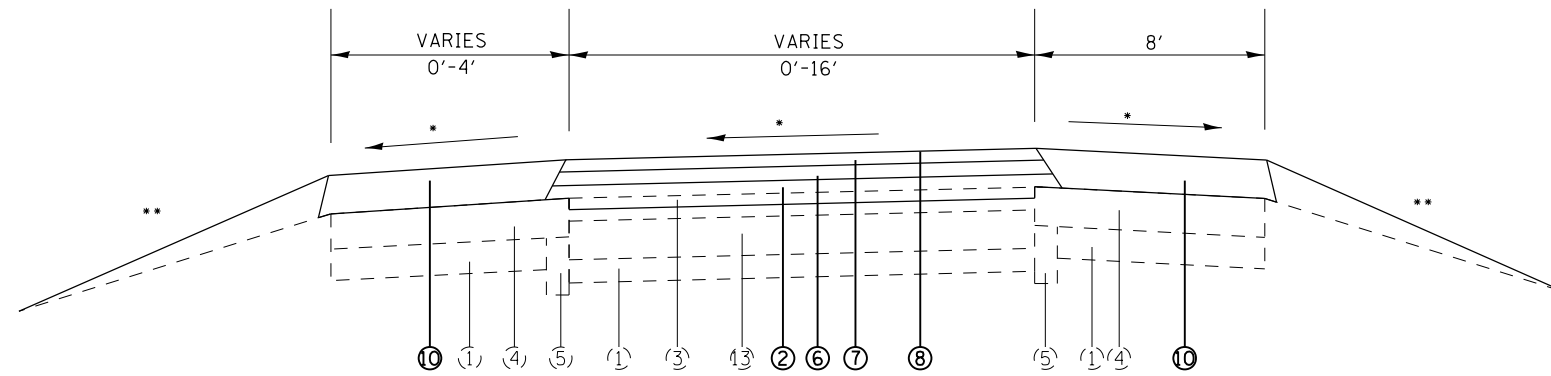
- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 14 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

PROPOSED

- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAMP TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CADsheets\78380-shb-typ-sch.dgn	DESIGNED BY =	CHECKED -	REVISED -					57		WILLIAMSON	107	31
Default	PLOT SCALE = 100.0000' / 1in.	DATE -	REVISED -					CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT	

**TYPICAL SECTION #9
I-24 EB EXIT FROM I-57 NB
RAMP BC
(LOOKING IN DIRECTION OF TRAVEL)**



TO BE USED***:
STA. 0+00 TO STA. 7+63

NOTES:

- * MATCH EXISTING SLOPE
- ** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
- *** SEE SHEET 98 FOR BUTT JOINT DETAILS

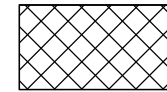
EXISTING

- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 14 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

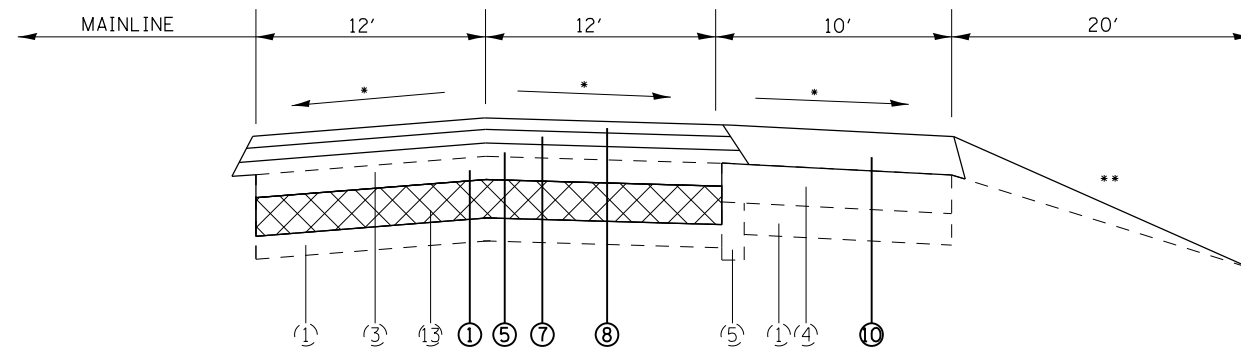
PROPOSED

- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

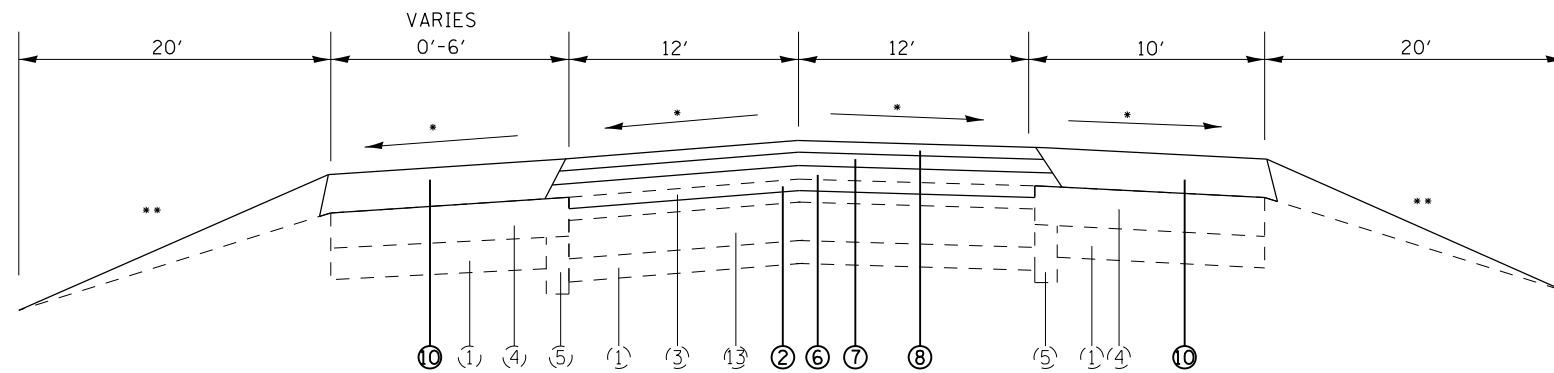
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAMP TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CADsheets\78380-shrb-tp-sch-1.dwg	DESIGNED BY =	CHECKED -	REVISED -					57		WILLIAMSON	107	32
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



PROPOSED RUBBLIZATION OF PORTLAND CEMENT CONCRETE PAVEMENT



TO BE USED:
STA. 0+00 TO STA. 13+82



TO BE USED***:
STA. 13+83 TO STA. 18+83

TYPICAL SECTION #10 I-24 EB EXIT FROM I-57 SB RAMP AC (LOOKING IN DIRECTION OF TRAVEL)

NOTES:

- * MATCH EXISTING SLOPE
- ** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
- *** SEE SHEET 97 FOR BUTT JOINT DETAIL

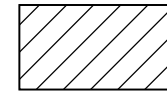
EXISTING

- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 14 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

PROPOSED

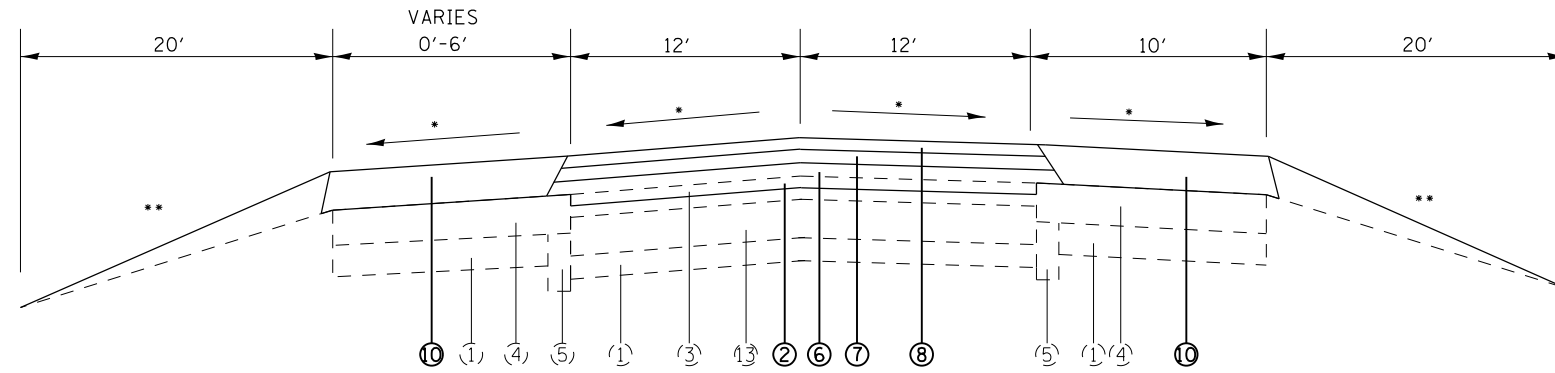
- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAMP TYPICAL SECTIONS			F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

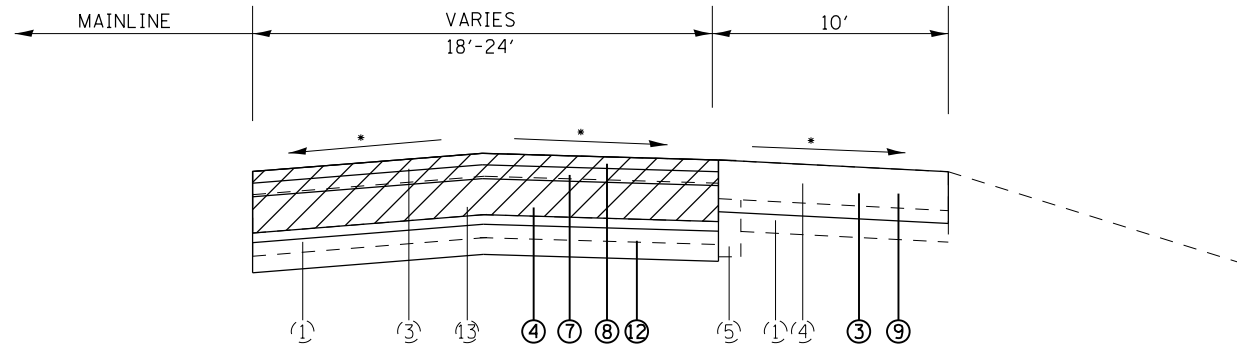


PROPOSED PAVEMENT REMOVAL, 14''

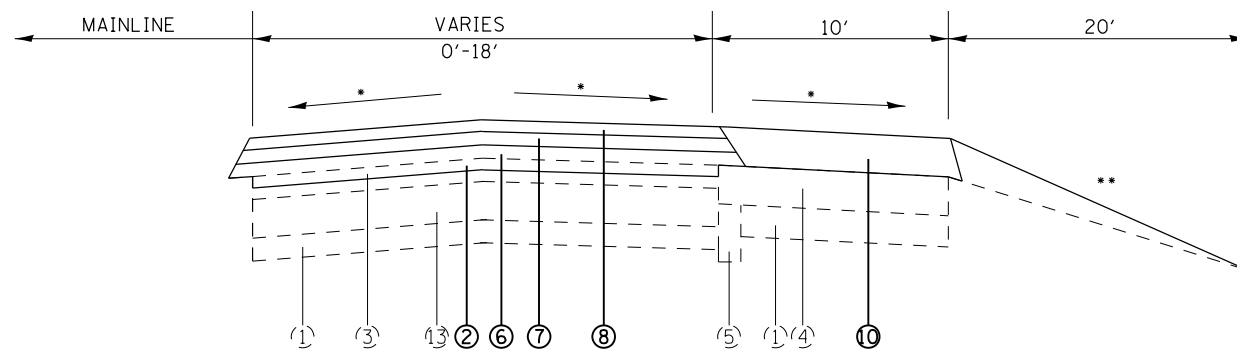
TYPICAL SECTION #11 I-24 WB TO I-57 NB RAMP CA (LOOKING IN DIRECTION OF TRAVEL)



TO BE USED****:
STA. 40+15 TO 45+73



TO BE USED****:
STA. 45+73 TO STA. 49+93



TO BE USED:
STA. 49+93 TO STA. 62+12

NOTES:

- MATCH EXISTING SLOPE
- ** GRADING AND SHAPING SHOULDERS (SEE SPECIAL PROVISION)
- *** SEE SHEET 104 FOR TRANSITION DETAILS
- **** SEE SHEET 98 FOR BUTT JOINT DETAIL

EXISTING

- ① AGGREGATE BASE
- ② 10" PCC PAVEMENT
- ③ HMA SURFACE, 4"
- ④ HMA SHOULDER, 8"
- ⑤ PIPE UNDERDRAINS, 4"
- ⑥ FULL-DEPTH HMA PAVEMENT, 16 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑧ HMA SHOULDERS, 16 3/4"
- ⑨ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑩ HIGH TENSION CABLE
- ⑪ HMA BINDER 14 1/4"
- ⑫ HMA SURFACE 1 1/2"
- ⑬ 8" PCC PAVEMENT

PROPOSED

- ① HMA SURFACE REMOVAL, 4"
- ② HMA SURFACE REMOVAL, 2"
- ③ PAVED SHOULDER REMOVAL
- ④ HMA BINDER COURSE, N90, IL-19.0 FG, 12 1/2"
- ⑤ HMA BINDER COURSE, N90, IL-19.0 FG, 7 1/2"
- ⑥ HMA BINDER COURSE, N90, IL-19.0 FG, 5 1/2"
- ⑦ POLYMERIZED HMA BINDER COURSE, N90, IL-19.0 FG, 2 1/4"
- ⑧ POLYMERIZED HMA SURFACE COURSE, MIX E, N90, 2"
- ⑨ HMA SHOULDERS, 12"
- ⑩ HMA SHOULDERS, 7 3/4"
- ⑪ HMA SHOULDERS, 2"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑬ SHOULDER RUMBLE STRIP
- ⑭ VARIABLE DEPTH MILLING, PAID AS HMA SURFACE REMOVAL, 2"

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RAMP TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	WILLIAMSON	107	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	

NB MAINLINE RESURFACING SCHEDULE

LOCATION				LENGTH	HMA SURFACE REMOVAL, 4"	HMA SURFACE REMOVAL, 2"	PAV' T REM. 14"	RUBB. PCC PAV' T	HMA BINDER COURSE	POLY HMA BINDER COURSE	POLY HMA SURFACE COURSE	MATERIAL TRANSFER DEVICE	HOT-MIX ASPHALT SHLD*
STATION TO STATION													
				FEET	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON
NORTHBOUND													
1530+85.00		TO	1541+30.00	1045.00	0	7301	0	0	0	0	543	543	270
1541+30.00		TO	1572+91.61 BK	3161.61	0	10012	8431	0	5902	1062	1416	8380	651
00+00.00	AH	TO	01+00.79	100.79	0	319	269	0	188	34	45	267	21
01+00.79		TO	02+55.79	155.00	0	77	413	0	289	52	46	388	68
02+55.79		TO	17+65.41 BK	1509.62	4026	0	0	4026	1691	507	451	2649	1238
17+82.93	AH	TO	39+48.00	2165.07	5774	0	0	5774	2425	727	647	3799	1775
39+48.00		TO	44+79.00	531.00	0	570	1416	0	991	178	159	1328	210
44+79.00		TO	53+00.00	821.00	2189	0	0	2189	920	276	245	1441	673
53+00.00		TO	55+00.00	200.00	533	0	0	533	224	67	60	351	212
55+00.00		TO	62+98.00	798.00	0	2622	2128	0	1490	268	238	1996	415
62+98.00		TO	65+93.00	295.00	0	0	0	0	0	0	0	0	0
65+93.00		TO	76+30.00	1037.00	0	3538	2765	0	1936	348	310	2594	517
76+30.00		TO	78+30.00	200.00	533	0	0	533	224	67	60	351	212
78+30.00		TO	92+58.36 BK	1428.36	3809	0	0	3809	1600	480	427	2506	1171
92+39.80	AH	TO	170+31.62 BK	7791.82	20778	0	0	20778	8727	2618	2327	13672	6388
170+47.27	AH	TO	215+39.65 BK	4492.38	11980	0	0	11980	5031	1509	1342	7883	3683
215+35.61	AH	TO	218+25.55 BK	289.94	773	0	0	773	325	97	87	509	238
217+83.13	AH	TO	260+95.00	4311.87	11498	0	0	11498	4829	1449	1288	7566	3535
260+95.00		TO	264+50.00	355.00	0	240	947	0	663	119	106	888	146
264+50.00		TO	361+90.00	9740.00	25973	0	0	25973	10909	3273	2909	17090	7985
361+90.00		TO	366+35.00	445.00	0	416	1187	0	831	150	133	1113	185
366+35.00		TO	409+00.00	4265.00	11373	0	0	11373	4777	1433	1274	7484	3496
409+00.00		TO	413+20.00	420.00	0	354	1120	0	784	141	125	1051	171
413+20.00		TO	462+04.74	4884.74	12613	0	0	12613	5314	1620	1460	8395	4729
NB MAINLINE SUBTOTAL					111853	25449	18676	111853	60068	16478	15697	92243	37989

* SEE PAVED SHOULDER REMOVAL AND REPLACEMENT SCHEDULE FOR ADDITIONAL QUANTITY

NB MAINLINE RESURFACING SCHEDULE

LOCATION				LENGTH	POLY BIT. MAT' L (PRIME COAT)	BIT. MAT' L (PRIME COAT)	SUBBASE GRANULAR MATERIAL, TYPE A, 12"	SHLD RUMBLE STRIPS, 16"	HMA SURFACE REMOVAL - BUTT JOINT	TEMP RAMP	
STATION TO STATION											
				FEET	POUND	POUND	SQ YD	FEET	SQ YD	SQ YD	
NORTHBOUND											
1541+29.00		TO	1572+90.61	BK	3161.61	2181	1087	0	2090	0	271
1541+30.00		TO	1572+91.61	BK	3161.61	5691	6402	8431	6323	0	0
00+00.00	AH	TO	01+00.79		100.79	181	204	269	202	0	0
01+00.79		TO	02+55.79		155.00	186	318	413	310	0	0
02+55.79		TO	17+65.41	BK	1509.62	1812	2831	0	3019	0	0
17+82.93	AH	TO	39+48.00		2165.07	2598	4060	0	4330	0	0
39+48.00		TO	44+79.00		531.00	637	1089	1416	1062	0	0
44+79.00		TO	53+00.00		821.00	985	1539	0	1642	0	0
53+00.00		TO	55+00.00		200.00	240	450	0	400	0	0
61+43.00		TO	62+98.00		155.00	958	2334	2128	1596	0	0
62+98.00		TO	65+93.00		295.00	0	0	0	0	0	0
65+93.00		TO	67+48.00		155.00	1244	3033	2765	2074	0	0
76+30.00		TO	78+30.00		200.00	240	450	0	400	0	0
78+30.00		TO	92+58.36	BK	1428.36	1714	2678	0	2857	0	0
92+39.80	AH	TO	170+31.62	BK	7791.82	9350	14610	0	15584	0	0
170+47.27	AH	TO	215+39.65	BK	4492.38	5391	8423	0	8985	0	0
215+35.61	AH	TO	218+25.55	BK	289.94	348	544	0	580	0	0
217+83.13	AH	TO	260+95.00		4311.87	5174	8085	0	8624	0	0
260+95.00		TO	264+50.00		355.00	426	728	947	710	0	0
264+50.00		TO	361+90.00		9740.00	11688	18263	0	19480	0	244
361+90.00		TO	366+35.00		445.00	534	912	1187	890	0	0
366+35.00		TO	409+00.00		4265.00	5118	7997	0	8530	0	262
409+00.00		TO	413+20.00		420.00	504	861	1120	840	0	0
413+20.00		TO	462+04.74		4884.74	5862	9159	0	9769	191	182
NB MAINLINE SUBTOTAL					63062	96055	18676	100296	191	960	

SB MAINLINE RESURFACING SCHEDULE

LOCATION				LENGTH	HMA SURFACE REMOVAL, 4"	HMA SURFACE REMOVAL, 2"	PAV' T REM., 14"	RUBB. PCC PAV' T	HMA BINDER COURSE	POLY HMA BINDER COURSE	POLY HMA SURFACE COURSE	MATERIAL TRANSFER DEVICE	HOT-MIX ASPHALT SHLD*	
STATION TO STATION														
				FEET	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	
SOUTHBOUND														
1530+85.00		TO	1542+30.00	1145.00	0	8565	0	0	0	0	740	740	219	
1542+30.00		TO	1556+00.00	1370.00	0	3882	4567	0	3197	575	716	4488	230	
1556+00.00		TO	1572+91.61	BK 1691.61	0	5357	4511	0	3158	568	758	4484	347	
00+00.00	AH	TO	01+00.79	100.79	0	319	269	0	188	34	45	267	21	
01+00.79		TO	02+55.79	155.00	0	77	413	0	289	52	46	388	68	
02+55.79		TO	17+65.41	BK 1509.62	4026	0	0	4026	1691	507	451	2649	1238	
17+82.93	AH	TO	39+20.00	2137.07	5699	0	0	5699	2394	718	638	3750	1752	
39+20.00		TO	43+10.00	390.00	0	306	1040	0	728	131	116	976	154	
43+10.00		TO	51+00.00	790.00	2107	0	0	2107	885	265	236	1386	648	
51+00.00		TO	53+00.00	200.00	533	0	0	533	224	67	60	351	212	
53+00.00		TO	63+53.00	1053.00	0	3600	2808	0	1966	354	314	2634	524	
63+53.00		TO	66+52.00	299.00	0	0	0	0	0	0	0	0	0	
66+52.00		TO	74+00.00	748.00	0	2430	1995	0	1396	251	223	1871	393	
74+00.00		TO	76+00.00	200.00	533	0	0	533	224	67	60	351	212	
76+00.00		TO	92+58.36	BK 1658.36	4422	0	0	4422	1857	557	495	2910	1359	
92+39.80	AH	TO	170+31.62	BK 7791.82	20778	0	0	20778	8727	2618	2327	13672	6388	
170+47.27	AH	TO	215+39.65	BK 4492.38	11980	0	0	11980	5031	1509	1342	7883	3683	
215+35.61	AH	TO	218+25.55	BK 289.94	773	0	0	773	325	97	87	509	238	
217+83.13	AH	TO	261+15.00	4331.87	11552	0	0	11552	4852	1456	1294	7601	3551	
261+15.00		TO	265+35.00	420.00	0	249	1120	0	784	141	125	1051	167	
265+35.00		TO	361+90.00	9655.00	25747	0	0	25747	10814	3244	2884	16941	7915	
361+90.00		TO	366+19.00	429.00	0	380	1144	0	801	144	128	1073	173	
366+19.00		TO	409+00.00	4281.00	11416	0	0	11416	4795	1438	1279	7512	3509	
409+00.00		TO	413+20.00	420.00	0	365	1120	0	784	141	125	1051	174	
413+20.00		TO	434+45.00	2125.00	5667	0	0	5667	2380	714	635	3729	1742	
434+45.00		TO	438+80.00	435.00	0	391	1160	0	812	146	130	1088	163	
438+80.00		TO	462+04.07	2324.07	5784	0	0	5784	2446	760	696	3902	1846	
SB MAINLINE SUBTOTAL					111016	25920	20146	111016	60746	16558	15951	93254	36927	

* SEE PAVED SHOULDER REMOVAL AND REPLACEMENT SCHEDULE FOR ADDITIONAL QUANTITY

SB MAINLINE RESURFACING SCHEDULE

LOCATION				LENGTH	POLY BIT. MAT' L (PRIME COAT)	BIT. MAT' L (PRIME COAT)	SUBBASE GRANULAR MATERIAL, TYPE A, 12"	SHLD RUMBLE STRIPS, 16"	HMA SURFACE REMOVAL - BUTT JOINT	TEMP RAMP
STATION TO STATION										
				FEET	POUND	POUND	SQ YD	FEET	SQ YD	SQ YD
SOUTHBOUND										
1530+85.00		TO	1542+30.00	1145.00	2975	879	0	2290	0	249
1542+30.00		TO	1556+00.00	1370.00	2877	2980	4567	2740	0	0
1556+00.00		TO	1572+91.61	BK 1691.61	3045	3426	4511	3383	0	0
00+00.00	AH	TO	01+00.79	100.79	181	204	269	202	0	0
01+00.79		TO	02+55.79	155.00	186	318	413	310	0	0
02+55.79		TO	17+65.41	BK 1509.62	1812	2831	0	3019	0	0
17+82.93	AH	TO	39+20.00	2137.07	2564	4007	0	4274	0	0
39+20.00		TO	43+10.00	390.00	468	800	1040	780	0	0
43+10.00		TO	51+00.00	790.00	948	1481	0	1580	0	0
51+00.00		TO	53+00.00	200.00	240	450	0	400	0	0
61+98.00		TO	63+53.00	155.00	1264	3080	2808	2106	0	0
63+53.00		TO	66+52.00	299.00	0	0	0	0	0	0
66+52.00		TO	68+07.00	155.00	898	2188	1995	1496	0	0
74+00.00		TO	76+00.00	200.00	240	450	0	400	0	0
76+00.00		TO	92+58.36	BK 1658.36	1990	3109	0	3317	0	0
92+39.80	AH	TO	170+31.62	BK 7791.82	9350	14610	0	15584	0	0
170+47.27	AH	TO	215+39.65	BK 4492.38	5391	8423	0	8985	0	0
215+35.61	AH	TO	218+25.55	BK 289.94	348	544	0	580	0	0
217+83.13	AH	TO	261+15.00	4331.87	5198	8122	0	8664	0	0
261+15.00		TO	265+35.00	420.00	504	861	1120	840	0	0
265+35.00		TO	361+90.00	9655.00	11586	18103	0	19310	0	178
361+90.00		TO	366+19.00	429.00	515	879	1144	858	0	0
366+19.00		TO	409+00.00	4281.00	5137	8027	0	8562	0	178
409+00.00		TO	413+20.00	420.00	504	861	1120	840	0	0
413+20.00		TO	434+45.00	2125.00	2550	3984	0	4250	0	0
434+45.00		TO	438+80.00	435.00	522	892	1160	870	0	0
438+80.00		TO	462+04.07	2324.07	2789	4358	0	4648	191	182
SB MAINLINE SUBTOTAL					64081	95866	20146	100287	191	787

RAMP RESURFACING SCHEDULE

LOCATION			LENGTH	HMA SURFACE REMOVAL, 4"	HMA SURFACE REMOVAL, 2"	PAV' T REM., 14"	RUBB. PCC PAV' T	HMA BINDER COURSE	POLY HMA BINDER COURSE	POLY HMA SURFACE COURSE	MATERIAL TRANSFER DEVICE	HOT-MIX ASPHALT SHLD*	
STATION TO STATION				FEET	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON
NB WEIGH STATION													
00+00.00	TO	07+61.00	761.00	0	539	0	0	177	89	92	0	340	
42+34.00	TO	58+63.56	1629.56	0	1311	0	0	415	186	179	0	759	
SB WEIGH STATION													
00+00.00	TO	01+79.68	179.68	0	160	160	0	112	20	18	0	74	
01+79.68	TO	05+55.00	375.32	0	196	0	0	72	45	54	0	154	
32+53.00	TO	50+00.00	1747.00	0	1415	0	0	447	199	190	0	816	
RAMP CB													
45+14.00	TO	55+48.00	1034.00	0	1172	0	0	372	168	163	0	472	
55+48.00	TO	57+38.05	190.05	0	253	0	0	0	0	9	0	80	
RAMP BC													
00+00.00	TO	07+63.00	763.00	0	540	0	0	178	89	92	0	341	
RAMP AC													
00+00.00	TO	13+82.00	1382.00	3685	0	0	3685	1548	464	413	0	666	
13+82.00	TO	18+83.00	501.00	0	923	0	0	301	147	151	0	277	
RAMP CA													
40+15.00	TO	45+73.00	558.00	0	1075	0	0	303	148	168	0	316	
45+73.00	TO	49+93.00	420.00	0	467	980	0	686	123	110	0	314	
49+93.00	TO	62+12.00	1219.00	0	1219	0	0	375	154	137	0	588	
RAMP A													
00+00.00	TO	04+27.00	427.00	0	759	0	0	0	0	43	0	185	
04+27.00	TO	07+98.00	371.00	0	660	0	0	147	76	75	0	129	
07+98.00	TO	17+14.95	916.95	0	2853	0	0	0	0	183	0	137	
RAMP B													
00+30.00	TO	04+29.00	399.00	0	709	0	0	0	0	40	0	173	
04+29.00	TO	06+75.00	246.00	0	437	0	0	79	48	50	0	80	
06+75.00	TO	17+50.62	1075.62	0	3346	0	0	0	0	214	0	161	
RAMP C													
00+12.00	TO	11+56.00	1144.00	0	3559	0	0	0	0	228	0	171	
11+56.00	TO	14+18.00	262.00	0	466	0	0	88	51	53	0	87	
RAMP D													
00+12.00	TO	11+23.00	1111.00	0	3456	0	0	0	0	221	0	166	
11+23.00	TO	21+89.00	1066.00	0	1895	0	0	528	232	213	0	397	
RAMP SUBTOTAL					3685	27410	1140	3685	5827	2240	3096	0	6881
NB MAINLINE SUBTOTAL					111853	25449	18676	111853	60068	16478	15697	92243	37989
SB MAINLINE SUBTOTAL					111016	25920	20146	111016	60746	16558	15951	93254	36927
TOTAL					226554	78779	39962	226554	126641	35275	34743	185497	81796

* SEE PAVED SHOULDER REMOVAL AND REPLACEMENT SCHEDULE FOR ADDITIONAL QUANTITY

RAMP RESURFACING SCHEDULE

LOCATION			LENGTH FEET	POLY BIT. MAT'L (PRIME COAT) POUND	BIT. MAT'L (PRIME COAT) * POUND	SUBBASE GRANULAR MATERIAL, TYPE A, 12" SQ YD	SHLD RUMBLE STRIPS, 16" FEET	HMA SURFACE REMOVAL - BUTT JOINT SQ YD	TEMP RAMP SQ YD
STATION TO STATION									
NB WEIGH STATION									
00+00.00	TO	09+16.00	916.00	304	723	0	0	124	0
40+79.00	TO	58+63.56	1784.56	652	1548	0	0	124	0
SB WEIGH STATION									
00+00.00	TO	01+79.68	179.68	72	144	160	0	0	0
01+79.68	TO	07+10.00	530.32	150	357	0	0	124	0
30+98.00	TO	50+00.00	1902.00	699	1660	0	0	124	0
RAMP CB									
43+59.00	TO	55+48.00	1189.00	620	1086	0	0	124	124
55+48.00	TO	57+38.05	190.05	38	76	0	0	0	0
RAMP BC									
00+00.00	TO	09+18.00	918.00	305	725	0	0	124	124
RAMP AC									
00+00.00	TO	13+82.00	1382.00	1658	1866	0	0	0	0
13+82.00	TO	18+83.00	501.00	601	789	0	0	178	0
RAMP CA									
38+60.00	TO	45+73.00	713.00	670	879	0	0	178	0
45+73.00	TO	49+93.00	420.00	441	651	980	0	0	0
49+93.00	TO	62+12.00	1219.00	549	1189	0	0	0	0
RAMP A									
00+00.00	TO	04+27.00	427.00	171	171	0	0	0	0
04+27.00	TO	09+53.00	526.00	297	371	0	0	0	0
09+53.00	TO	17+14.95	761.95	734	550	0	0	0	124
RAMP B									
00+30.00	TO	04+29.00	399.00	160	160	0	0	0	0
04+29.00	TO	08+30.00	401.00	197	246	0	0	0	0
08+30.00	TO	17+50.62	920.62	860	645	0	0	0	124
RAMP C									
00+12.00	TO	10+01.00	989.00	915	686	0	0	0	124
10+01.00	TO	14+18.00	417.00	210	262	0	0	0	0
RAMP D									
00+12.00	TO	09+68.00	956.00	889	667	0	0	0	124
09+68.00	TO	21+89.00	1221.00	853	1066	0	0	0	0
RAMP SUBTOTAL				12044	16515	1140	0	1100	747
NB MAINLINE SUBTOTAL				63062	96055	18676	100296	191	960
SB MAINLINE SUBTOTAL				64081	95866	20146	100287	191	787
TOTAL				139187	208436	39962	200583	1482	2493

* SEE MEDIAN CROSSOVER SCHEDULE FOR ADDITIONAL QUANTITY

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RESURFACING SCHEDULE (RAMPS)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CADsheets\78380-shb-typ.sch.dwg		CHECKED -	REVISED -			57	*	WILLIAMSON	107	40
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.		CONTRACT NO. 78380		ILLINOIS FED. AID PROJECT

PAVEMENT MARKING SCHEDULE

LOCATION STATION TO STATION	THERMOPLASTIC PAVEMENT MARKING -						PREF PL PM TY B INLAID	RAISED REFL PVMT MRK REM	RAISED REFL PVMT MRKS		TEMPORARY PAVEMENT MARKING -						SHRT TERM PVMT MRK		WORK ZONE PVMT MRK REM	PAVEMENT MRK TAPE, TYPE III 4"		
	LETTERS & SYMBOLS	LINE 4" WH	LINE 4" YW	LINE 8" WH	LINE 12" YW	LINE 24" WH	LINE SKP DSH 6" WH		AMB	CRY	LETTERS & SYMBOLS	LINE 4" WH	LINE 4" YW	LINE SKP DSH 6" WH	LINE 8" WH	LINE 12" YW	LINE 24" WH	WH	YW		WH	YW
	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT		EACH	EACH	EACH	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT
FAI 57: NORTHBOUND																						
1530+85.0	TO	1567+92.40		3707	3707													667	297	3720		
1567+92.4	TO	1572+91.61		499	998		125											140	40	632		
1572+91.6	=	00+00.00																				
00+00.00	TO	01+00.79		101	202		63											28	8	131		
01+00.79	TO	17+65.41		1665	1665													300	133	1462		
17+65.41	=	17+82.93																				
17+82.93	TO	55+00.00		3717	3717													669	297	3265		
55+00.00	TO	62+98.00		798	798		719											144	64	761		
62+98.00	OMIT	65+93.00																				
65+93.00	TO	76+30.00		1037	1037		934											187	83	989		
76+30.00	TO	92+58.36		1628	1628													293	130	1430		
92+58.36	=	92+39.80																				
92+39.80	TO	170+31.62		7792	7792													1403	623	6844		
170+31.62	=	170+47.27																				
170+47.27	TO	215+39.65		4492	4492													809	359	3946		
215+39.65	=	215+35.61																				
215+35.61	TO	218+25.55		290	290													52	23	255		
218+25.55	=	217+83.13																				
217+83.13	TO	264+50.00		4667	4667													840	373	4099		
264+50.00	TO	342+00.00		6323	7750													1281	620	6293		
342+00.00	TO	440+41.13		6218	9841													1482	787	7340		
440+41.13	=	440+41.84																				
440+41.84	TO	462+04.74		1501	2163													336	173	1661		
1541+30.0	TO	1572+91.61																		1345		3162
00+00.00	TO	01+00.79																		130		101
01+00.79	TO	10+55.79																		318		955
39+48.00	TO	52+79.00																		444		1331
260+95.00	TO	272+50.00																		385		1155
361+90.00	TO	374+35.00																		415		1245
408+00.00	TO	423+00.00																		500	1500	1500
NB SUBTOTALS				44435	50747		1841											8630	4012	46364	1500	9448

PAVEMENT MARKING SCHEDULE

LOCATION STATION TO STATION	THERMOPLASTIC PAVEMENT MARKING -						PREF PL PM TY B INLAID	RAISED REFL PVMT MRK REM	RAISED REFL PVMT MRKS		TEMPORARY PAVEMENT MARKING -						SHRT TERM PVMT MRK		WORK ZONE PVMT MRK REM	PAVEMENT MRK TAPE, TYPE III 4"		
	LETTERS & SYMBOLS	LINE 4" WH	LINE 4" YW	LINE 8" WH	LINE 12" YW	LINE 24" WH	LINE SKP DSH 6" WH		AMB	CRY	LETTERS & SYMBOLS	LINE 4" WH	LINE 4" YW	LINE SKP DSH 6" WH	LINE 8" WH	LINE 12" YW	LINE 24" WH	WH	YW	SQ FT	WH	YW
	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT				EACH	EACH	EACH	SQ FT	FOOT	FOOT	FOOT					
	FAI 57: SOUTHBOUND																					
1530+85.0 TO 1556+14.90	41.5	2530	2530				1285	64		64	41.5	2530	2530	1285				455	202	2590		
1556+14.9 TO 1565+52.40	41.5	938	938				234	12		12	41.5	938	938	234				169	75	865		
1565+52.4 TO 1572+91.61		739	1478		291		185	18	9	9		739	1478	185		291		207	59	945		
1572+91.6 = 00+00.00																						
00+00.00 TO 01+00.79		101	202		63		25	1		1		101	202	25		63		28	8	131		
01+00.79 TO 17+65.41		1665	1665				416	21		21		1665	1665	416				300	133	1462		
17+65.41 = 17+82.93																						
17+82.93 TO 53+00.00		3517	3517				879	44		44		3517	3517	879				633	281	3089		
53+00.00 TO 63+53.00		1053	1053		948		263	13		13		1053	1053	263		948		190	84	1004		
63+53.00 OMIT 66+52.00																						
66+52.00 TO 74+00.00		748	748		674		187	9		9		748	748	187		674		135	60	713		
74+00.00 TO 92+58.36		1858	1858				465	23		23		1858	1858	465				335	149	1632		
92+58.36 = 92+39.80																						
92+39.80 TO 170+31.62		7792	7792				1948	97		97		7792	7792	1948				1403	623	6844		
170+31.62 = 170+47.27																						
170+47.27 TO 215+39.65		4492	4492				1123	56		56		4492	4492	1123				809	359	3946		
215+39.65 = 215+35.61																						
215+35.61 TO 218+25.55		290	290				72	4		4		290	290	72				52	23	255		
218+25.55 = 217+83.13																						
217+83.13 TO 262+00.00		4417	4417				1104	55		55		4417	4417	1104				795	353	3879		
262+00.00 TO 360+00.00		8530	9800				2450	123		123		8530	9800	2450				1662	784	8150		
360+00.00 TO 440+41.13		4071	8041				2010	101		101		4071	8041	2010				1130	643	5634		
440+41.13 = 440+41.84																						
440+41.84 TO 462+04.74		2163	2163				541	27		27		2163	2163	541				389	173	1900		
1534+30.0 TO 1572+91.61																				1918		3862
00+00.00 TO 01+00.79																				130		101
01+00.79 TO 02+55.79																				52		155
31+20.00 TO 43+10.00																				397		1190
253+15.00 TO 265+35.00																				407		1220
353+90.00 TO 366+19.00																				410		1229
401+00.00 TO 413+20.00																				407		1220
426+45.00 TO 438+80.00																				412		1235
390+00.00 TO 402+00.00																						1200
SB SUBTOTALS	83	44903	50983		1976		13188	668	9	659	83	44903	50983	13188		1976		8691	4011	47169	1200	10211

PAVEMENT MARKING SCHEDULE

LOCATION STATION TO STATION	THERMOPLASTIC PAVEMENT MARKING -						PREF PL PM TY B INLAID	RAISED REFL PVMT MRK REM	RAISED REFL PVMT MRKS		TEMPORARY PAVEMENT MARKING -						SHRT TERM PVMT MRK		WORK ZONE PVMT MRK REM	PAVEMENT MRK TAPE, TYPE III 4"		
	LETTERS & SYMBOLS	LINE 4" WH	LINE 4" YW	LINE 8" WH	LINE 12" YW	LINE 24" WH	LINE SKP DSH 6" WH		AMB	CRY	LETTERS & SYMBOLS	LINE 4" WH	LINE 4" YW	LINE SKP DSH 6" WH	LINE 8" WH	LINE 12" YW	LINE 24" WH	WH	YW		WH	YW
	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT
EXIT/ON RAMPS																						
NB WEIGH STATION:																						
EXIT RAMP:																						
0+00 TO 7+61	761	166	560				50	4	46		761	166		560			83	13	715			
ENTRANCE RAMP:																						
42+34 TO 58+63.56	1630	158	740			50				1630	158	50	740				210	13	1188			
SB WEIGH STATION:																						
EXIT RAMP:																						
0+00 TO 5+55	555	155	436				39	4	35		555	155		436			62	12	552			
ENTRANCE RAMP:																						
32+53 TO 50+00	1747	123	860			40				1747	123	40	860				225	10	1295			
RT 148 RAMPS:																						
RAMP A: 0+00 TO 17+14.95	67	1715	1104	365		38	38	4	34	67	1715	1104		365		38	152	88	1406			
RAMP B: 0+00 TO 17+50.62	67	1751	1045	398		38	41	4	37	67	1751	1045		398		38	156	84	1420			
RAMP C: 0+12 TO 14+17.24		1406	1216	100							1406	1216		100			120	97	1013			
RAMP D: 0+12 TO 13+81.99		1370	1272	100							1370	1272		100			118	102	1020			
NB LANE TAPER TO I 57																						
344+14.47 TO 352+14.47	800					140	8		8	800			140				120		377			
SB AUXILLARY LANE:																						
375+65.20 TO 381+15.20	550					140	7		7	550			140				100		287			
FAI 24 RAMPS:																						
RAMP CB: 45+14 TO 57+38	1224	133	100			120				1224	133	120	100				154	11	634			
RAMP AC: 00+00 TO 18+83	1883	295	1551			250	57	4	53	1883	295	250	1551				100	24	1926			
RAMP CA: 40+15 TO 62+12	2197	95	300			300	16		16	2197	95	300	300				120	8	1157			
RAMP BC: 0+00 TO 7+63	763	101	721				31	4	27	763	101		721				90	8	801			
RAMP CA: 32+75 TO 50+00																					1725	
RAMP AC: 8+50 TO 19+00																					1050	
RAMP SUBTOTALS	134	18352	5863	6231		76	1040	287	24	263	134	18352	5863	1040	6231		76	1809	421	13791		2775
TOTALS	217	215285	6231	3817	76	27692	1629		1629		217	215285	27692	6231	3817	76	27573		107324		25135	

PAVED DITCH REMOVAL

LOCATION				ACTUAL LENGTH TO BE BROKEN IN PLACE	STONE RIPRAP, CLASS A3	SEEDING, CLASS 2	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2	TEMP. EROSION CONTROL SEEDING
				FT	TON	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE	POUND
1563+36	TO	1564+84	LT	150	113.9	0.10	0.10	18.60	9.30	9.30	0.21	0.10	30.99
1572+58	TO	0+15	LT	49	37.2	0.03	0.03	6.07	3.04	3.04	0.07	0.03	10.12
8+71	TO	9+59	LT	103	78.2	0.07	0.07	12.77	6.38	6.38	0.14	0.07	21.28
90+41	TO	96+08	LT	586	444.9	0.40	0.40	72.64	36.32	36.32	0.81	0.40	121.07
96+81	TO	100+95	LT	417	316.6	0.29	0.29	51.69	25.85	25.85	0.57	0.29	86.16
102+00	TO	104+97	RT	297	225.5	0.20	0.20	36.82	18.41	18.41	0.41	0.20	61.36
103+00	TO	103+35	LT	39	29.6	0.03	0.03	4.83	2.42	2.42	0.05	0.03	8.06
104+77	TO	106+94	LT	217	164.8	0.15	0.15	26.90	13.45	13.45	0.30	0.15	44.83
109+08	TO	113+99	RT	497	377.4	0.34	0.34	61.61	30.81	30.81	0.68	0.34	102.69
109+44	TO	114+69	LT	528	400.9	0.36	0.36	65.45	32.73	32.73	0.73	0.36	109.09
127+29	TO	127+74	LT	47	35.7	0.03	0.03	5.83	2.91	2.91	0.06	0.03	9.71
132+83	TO	134+67	RT	178	135.1	0.12	0.12	22.07	11.03	11.03	0.25	0.12	36.78
134+74	TO	135+39	LT	67	50.9	0.05	0.05	8.31	4.15	4.15	0.09	0.05	13.84
141+83	TO	141+89	RT	16	12.1	0.01	0.01	1.98	0.99	0.99	0.02	0.01	3.31
153+58	TO	154+13	RT	56	42.5	0.04	0.04	6.94	3.47	3.47	0.08	0.04	11.57
155+72	TO	156+33	LT	47	35.7	0.03	0.03	5.83	2.91	2.91	0.06	0.03	9.71
166+00	TO	167+42	RT	128	97.2	0.09	0.09	15.87	7.93	7.93	0.18	0.09	26.45
170+80	TO	171+27	LT	50	38.0	0.03	0.03	6.20	3.10	3.10	0.07	0.03	10.33
180+77	TO	181+39	LT	63	47.8	0.04	0.04	7.81	3.90	3.90	0.09	0.04	13.02
188+61	TO	190+25	LT	64	48.6	0.04	0.04	7.93	3.97	3.97	0.09	0.04	13.22
197+57	TO	198+54	LT	100	75.9	0.07	0.07	12.40	6.20	6.20	0.14	0.07	20.66
209+40	TO	209+87	LT	39	29.6	0.03	0.03	4.83	2.42	2.42	0.05	0.03	8.06
216+88	TO	217+29	RT	37	28.1	0.03	0.03	4.59	2.29	2.29	0.05	0.03	7.64
219+75	TO	220+19	LT	41	31.1	0.03	0.03	5.08	2.54	2.54	0.06	0.03	8.47
224+50	TO	225+08	RT	62	47.1	0.04	0.04	7.69	3.84	3.84	0.09	0.04	12.81
243+03	TO	243+43	RT	41	31.1	0.03	0.03	5.08	2.54	2.54	0.06	0.03	8.47
245+00	TO	245+53	LT	62	47.1	0.04	0.04	7.69	3.84	3.84	0.09	0.04	12.81
254+75	TO	262+13	LT	738	560.3	0.51	0.51	91.49	45.74	45.74	1.02	0.51	152.48
256+32	TO	257+09	RT	75	56.9	0.05	0.05	9.30	4.65	4.65	0.10	0.05	15.50
266+00	TO	272+91	LT	707	536.8	0.49	0.49	87.64	43.82	43.82	0.97	0.49	146.07
333+78	TO	334+90	LT	115	87.3	0.08	0.08	14.26	7.13	7.13	0.16	0.08	23.76
348+83	TO	349+31	LT	84	63.8	0.06	0.06	10.41	5.21	5.21	0.12	0.06	17.36
350+62	TO	351+07	RT	47	35.7	0.03	0.03	5.83	2.91	2.91	0.06	0.03	9.71
377+33	TO	379+50	LT	221	167.8	0.15	0.15	27.40	13.70	13.70	0.30	0.15	45.66
409+90	TO	410+64	LT	72	54.7	0.05	0.05	8.93	4.46	4.46	0.10	0.05	14.88
450+85	TO	451+66	RT	81	61.5	0.06	0.06	10.04	5.02	5.02	0.11	0.06	16.74
TOTAL				4647	4.2	4.2	759	379	379	8	4.2	1265	

GUARDRAIL SCHEDULE

LOCATION STATION TO STATION				GUARDRAIL REMOVAL	SPBGR TYPE A	SPBGR TYPE A 9' POST	TRAFFIC BARRIER TERMINAL				GUARDRAIL MARKERS	TERMINAL MARKERS DIRECT APPLIED	CONCRETE CURB, TYPE B	VERTICAL ADJUSTMENT	COMMENTS
							TY 1, SPL (TAN)	TYPE 2	TYPE 6	TYPE 6B					
				FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	FOOT	FOOT		
NORTHBOUND															
1561+40.11	TO STA	1563+95	RT		187.50		1	1			4	1		OVERHEAD SIGN TRUSS	
1570+37	TO STA	1573+04	RT	267.40	162.50		1		1		4	1	16	SE QUAD OF SN 100-0055	
42+18	TO STA	46+04	RT	386.15	262.50		1			1	5	1		SE QUAD OF SN 100-0003	
62+93	TO STA	63+35	RT	NA	0.00									NE QUAD OF SN 100-0076	
63+32	TO STA	63+73	LT	NA	0.00									NW QUAD OF SN 100-0076	
65+09	TO STA	68+46	RT	45.65	0.00				1		1		0	290.63	
65+47	TO STA	68+08	LT	45.65	0.00				1		1		0	215.63	
157+79	TO STA	165+42	RT	767.40	700.00		1	1			10	1			
263+09	TO STA	266+39	RT	329.90	237.50		1			1	5	1		SE QUAD OF SN 100-0044	
284+37	TO STA	288+39	LT										401.77	OVERHEAD SIGN TRUSS	
303+35	TO STA	305+64	RT		162.50		1	1							
328+04	TO STA	330+34	RT		162.50		1	1							
343+88	TO STA	347+90	LT										401.77	OVERHEAD SIGN TRUSS	
347+70	TO STA	350+00	RT		162.50		1	1							
357+80	TO STA	359+72	RT		125.00		1	1							
363+58	TO STA	367+76	RT	417.40	300.00		1			1	6	1		SE QUAD OF SN 100-0039	
372+38	TO STA	377+15	LT										476.77	OVERHEAD SIGN TRUSS	
388+44	TO STA	392+83	LT										439.27	OVERHEAD SIGN TRUSS	
391+26	TO STA	395+31	RT	404.90	337.50		1	1			6	1			
457+02.00	TO STA	461+03.77	LT	401.77	0.00								401.77	OVERHEAD SIGN TRUSS	
457+03.00	TO STA	461+04.77	RT	401.77	0.00								401.77	OVERHEAD SIGN TRUSS	
NORTHBOUND SUBTOTAL				3468.0	2800.0	0.0	11	7	3	3	42	7	16	3029	

GUARDRAIL SCHEDULE

LOCATION STATION TO STATION				GUARDRAIL REMOVAL	SPBGR TYPE A	SPBGR TYPE A 9' POST	TRAFFIC BARRIER TERMINAL				GUARDRAIL MARKERS	TERMINAL MARKERS DIRECT APPLIED	CONCRETE CURB, TYPE B	VERTICAL ADJUSTMENT	COMMENTS
							TY 1, SPL (TAN)	TYPE 2	TYPE 6	TYPE 6B					
				FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	FOOT	FOOT		
SOUTHBOUND															
1567+81	TO STA	1570+86	LT	305.03	162.50		1		1		4	1	16		NW QUAD OF SN 100-0055
37+40	TO STA	41+11	LT	370.65	250.00		1		1		5	1			NW QUAD OF SN 100-0003
61+30	TO STA	63+91	LT	45.65					1		1		0	215.63	NE QUAD OF SN 100-0077
61+06	TO STA	64+29	RT	45.65					1		1		0	278.13	NW QUAD OF SN 100-0077
65+64	TO STA	66+06	LT	NA							1				SE QUAD OF SN 100-0077
66+02	TO STA	66+43	RT	NA							1				SW QUAD OF SN 100-0077
155+17	TO STA	160+09	RT	492.40	425.00		1	1			7	1			
227+80	TO STA	230+10	RT		162.50		1	1							
237+94	TO STA	240+24	RT		162.50		1	1							
259+50	TO STA	262+55	RT	304.90	212.50		1		1		5	1			NW QUAD OF SN 100-0044
277+86	TO STA	281+77	RT		337.50		1								
281+24	TO STA	284+63	RT	53.13			1					1		286.15	Damaged
280+61	TO STA	284+63	LT											401.77	OVERHEAD SIGN TRUSS
340+10	TO STA	344+12	LT											401.77	OVERHEAD SIGN TRUSS
340+73	TO STA	344+12	RT	53.13										286.15	OVERHEAD SIGN TRUSS
361+18	TO STA	363+86	RT	70.52	0.00				1		1			196.88	NW QUAD OF SN 100-0039
368+62	TO STA	372+89	LT											426.77	OVERHEAD SIGN TRUSS
369+25	TO STA	372+89	RT											364.27	OVERHEAD SIGN TRUSS
384+63	TO STA	389+03	LT											439.27	OVERHEAD SIGN TRUSS
385+26	TO STA	389+03	RT	1.77										376.77	OVERHEAD SIGN TRUSS
389+03	TO STA	392+79	RT		362.50			1			5				EXTEND EXISTING
436+93	TO STA	444+85	RT	792.40		725.00	1	1			10	1			SW QUAD OF SN 100-0060
450+37	TO STA	455+67	RT	529.90	462.50		1	1			7	1			
453+30	TO STA	457+32	LT	401.77										401.77	OVERHEAD SIGN TRUSS
IL 148 RAMP C*															
11+56	TO STA	14+11	RT			187.50	1	1					254.90		
SOUTHBOUND SUBTOTAL				3466.9	2537.5	912.5	11	7	3	3	48	7	271	4075	
NORTHBOUND SUBTOTAL				3468.0	2800.0	0.0	11	7	3	3	42	7	16	3029	
PROJECT TOTAL				6934.8	5337.5	912.5	22	14	6	6	90	14	287	7105	

* ROCK CORING MAY BE REQUIRED FOR POSTS ALONG IL 148 RAMP C. IF SO, THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04(b) (41 POSTS)

PAVED SHOULDER REMOVAL AND REPLACEMENT

LOCATION				LENGTH	PAVED SHLD REM.	HMA SHLD
STATION TO STATION	L/R	REPLACEMENT WIDTH				
				FEET	SQ YD	TON
NORTHBOUND						
01+00.79	TO	05+90.79	L+	10.00	490.00	366
36+43.00	TO	47+84.00	L+	8.00	1141.00	682
51+95.00	TO	55+00.00	L+	8.00	305.00	182
78+30.00	TO	81+35.00	L+	8.00	305.00	182
257+90.00	TO	267+55.00	L+	8.00	965.00	576
358+85.00	TO	369+40.00	L+	8.00	1055.00	630
408+00.00	TO	423+00.00	L+	8.00	1500.00	896
SOUTHBOUND						
01+00.79	TO	05+90.79	L+	10.00	490.00	366
36+15.00	TO	46+15.00	L+	8.00	1000.00	597
49+95.00	TO	53+00.00	L+	8.00	305.00	182
76+00.00	TO	79+05.00	L+	8.00	305.00	182
258+10.00	TO	268+40.00	L+	8.00	1030.00	615
358+85.00	TO	369+24.00	L+	8.00	1039.00	621
386+00.00	TO	402+00.00	L+	8.00	1600.00	956
405+95.00	TO	416+25.00	L+	8.00	1030.00	615
431+40.00	TO	441+85.00	L+	8.00	1045.00	624
TOTAL					10582	8273

* SEE RESURFACING SCHEDULE FOR ADDITIONAL QUANTITY

BRIDGE DECK CONCRETE CRACK SEALER

STRUCTURE NUMBER	FEATURE CROSSED	DECK WIDTH	DECK LENGTH	DECK AREA	BRIDGE DECK CONCRETE CRACK SEALER
		FOOT	FOOT	SQ FT	FOOT
100-0076	CRAB ORCHARD CREEK	61.5	295	18143	410
100-0077	CRAB ORCHARD CREEK	61.5	299	18389	315
TOTAL					725

MEDIAN CROSSOVERS

LOCATION	A	B	C	INCIDENTAL HMA SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	GRADING AND SHAPING SHOULDERS	HMA SURFACE REMOVAL BUTT JOINT
	WIDTH	WIDTH	WIDTH				
				TON	POUNDS	UNIT	SQ YD
166+40	37.7	73.0	106.8	115.4	252.9	1	110.7
245+70	38.1	76.7	105.4	114.6	251.1	1	114.8
328+65	38.9	133.7	108.1	116.1	257.3	1	172.6
TOTAL				346	761	3	398

TEMPORARY CONCRETE BARRIER

LOCATION STATION TO STATION			TEMP CONCRETE BARRIER	RELOCATE TEMP CONC BARRIER	IMPACT ATTENUATORS	
					TEMP (FUL RED) TEST LEVEL 3	RELOCATE (FUL RED) TEST LEVEL 3
STA.	TO	STA.	FOOT	FOOT	EACH	EACH
420+50 NB I-57	TO	408+90 NB I-57	1162.5		1	
32+88 WB I-24	TO	50+00 WB I-24	1712.5		1	
389+75 SB I-57	TO	401+00 SB I-57		1125.0		1
8+39 EB I-24	TO	18+92 EB I-24		1044.0		1
TOTAL			2,875.0	2,169.0	2	2

PATCHING SCHEDULE

LOCATION	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	LONGITUDINAL JOINT REPAIR	PARTIAL DEPTH REMOVAL, TYPE I, 3"	PARTIAL DEPTH REMOVAL, TYPE II, 3"	PARTIAL DEPTH REMOVAL, TYPE IV, 3"	PARTIAL DEPTH PATCHING	CLASS A PATCHES, TYPE IV, 10 INCH	CLASS B PATCHES, TYPE II, 14 INCH	CLASS B PATCHES, TYPE III, 14 INCH	CLASS C PATCHES, TYPE II, 14 INCH	CLASS C PATCHES, TYPE IV, 14 INCH	CLASS D PATCHES, TYPE II, 14 INCH
	POUND	TON	SQ YD	SQ YD	SQ YD	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
I-57 NORTH BOUND	515	25	27	141	0	28	0	0	0	171	161	0
I-57 SOUTH BOUND	612	25	48	167	600	136	0	0	0	171	161	0
RAMPS	0	0	0	0	0	0	147	227	24	0	0	683
TOTAL	1127	50	75	308	600	164	147	227	24	342	322	683

SEQUENCE OF CONSTRUCTION

VERTICAL BARRICADES SHALL BE USED IN PLACE OF TYPE II BARRICADES OR DRUMS ON ALL TRAFFIC CONTROL STANDARDS.

STAGE 1 - NB&SB:
COMPLETE PATCHING AS DIRECTED BY THE ENGINEER. REMOVE AND REPLACE I-57 PASSING LANE SHOULDER WITHIN ALL PAVEMENT REMOVAL AND REPLACEMENT LOCATIONS SHOWN ON SHOULDER REMOVAL AND REPLACEMENT SCHEDULE.

STAGE 2 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM NORTH OF GRANGE HALL ROAD BRIDGE TO APPROXIMATELY 3 MILES NORTH. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER.
TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.

STAGE 3 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM NORTH OF GRANGE HALL ROAD BRIDGE TO APPROXIMATELY 3 MILES NORTH. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.
TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

STAGE 4 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM END OF STAGE 2 TO CRAB ORCHARD CREEK. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT CRAB ORCHARD CREEK STRUCTURE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM CRAB ORCHARD CREEK TO B. N. R. R. BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE B. N. R. R. BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE B. N. R. R. TO THE WEST MINSTER DRIVE BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND MILL SHOULDER AT THE WEST MINSTER DRIVE BRIDGE TO THE NORTH END OF PROJECT. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER.
TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.

STAGE 5 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM END OF STAGE 3 TO CRAB ORCHARD CREEK. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND MILL THIRD LANE AND SHOULDER AT CRAB ORCHARD CREEK STRUCTURE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM CRAB ORCHARD CREEK TO B. N. R. R. BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE B. N. R. R. BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE B. N. R. R. TO THE WEST MINSTER DRIVE BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND MILL THIRD LANE AND SHOULDER AT THE WEST MINSTER DRIVE BRIDGE TO THE NORTH END OF PROJECT. PLACE HMA UP TO

STAGE 6 - SB:
REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND MILL SHOULDER FROM NORTH END OF PROJECT TO THE WEST MINSTER DRIVE BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE WEST MINSTER DRIVE BRIDGE TO THE B. N. R. R. BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE B. N. R. R. BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE B. N. R. R. BRIDGE TO CRAB ORCHARD CREEK. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND MILL SHOULDER AT CRAB ORCHARD CREEK STRUCTURE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM CRAB ORCHARD CREEK TO APPROXIMATELY 3 MILES SOUTH OF NORTH END OF PROJECT. PLACE HMA UP TO SURFACE COURSE ON THE I-57 DRIVING LANE AND SHLD.
TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.
CLOSED TO TRAFFIC: OLD IL 13 ON RAMP

STAGE 7 - SB:
REMOVE PAVEMENT ON THE I-57 PASSING LANE, MILL THIRD LANE AND SHOULDER FROM THE NORTH END OF PROJECT TO THE WEST MINSTER DRIVE BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE WEST MINSTER DRIVE BRIDGE TO THE B. N. R. R. BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE B. N. R. R. BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE B. N. R. R. BRIDGE TO CRAB ORCHARD CREEK. REMOVE PAVEMENT ON THE I-57 PASSING LANE, MILL THIRD LANE AND SHOULDER AT CRAB ORCHARD CREEK STRUCTURE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM CRAB ORCHARD CREEK TO APPROXIMATELY 3 MILES SOUTH OF NORTH END OF PROJECT. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.
TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.
CLOSED TO TRAFFIC: OLD IL 13 ON RAMP

STAGE 8 - SB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM END OF STAGE 6 TO THE GRANGE HALL ROAD BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER.
TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.

STAGE 9 - SB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM END OF STAGE 7 TO THE GRANGE HALL ROAD BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.
TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

STAGE 10 - NB:
MILL PAVEMENT ON THE I-24 RAMP CA DRIVING LANE AND SHOULDER TO THE I-24 RAMP CB BRIDGE. REMOVE AND REPLACE LUG AND PAVEMENT PATCH ON I-24 RAMP CA. REMOVE PAVEMENT ON THE I-24 RAMP CA DRIVING LANE AND SHOULDER AT THE I-24 RAMP CB BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-24 RAMP CA DRIVING LANE AND SHOULDER. PATCH THE I-24 RAMP CB.
TRAFFIC: ALL I-24 TRAFFIC TO USE I-24 PASSING LANE. ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.
CLOSED TO TRAFFIC: I-24 RAMP CB.

STAGE 11 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE SOUTH END OF PROJECT TO THE I-24 RAMP CB BRIDGE. MILL PAVEMENT ON THE I-24 RAMP CA PASSING LANE AND SHOULDER TO THE I-24 RAMP CB BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE, RAMP CA PASSING LANE AND SHOULDER AT THE I-24 RAMP CB BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-24 RAMP CA PASSING LANE AND SHOULDER AND THE I-57 DRIVING LANE AND SHOULDER. PATCH THE I-24 RAMP BC.
TRAFFIC: ALL I-24 TRAFFIC TO USE I-24 DRIVING LANE. ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.
CLOSED TO TRAFFIC: I-24 RAMP BC, I-24 RAMP CB

STAGE 12 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE SOUTH END OF PROJECT TO THE I-24 RAMP CB BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE I-24 RAMP CB BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.
TRAFFIC: ALL I-24 TRAFFIC TO USE I-24 DRIVING LANE. ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE. SHIFT TRAFFIC AWAY FROM PAVEMENT REMOVAL AND REPLACEMENT AS SHOWN ON STAGING TYPICAL.
CLOSED TO TRAFFIC: I-24 RAMP CB

STAGE 13 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE I-24 RAMP CB BRIDGE TO THE IL 148 BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE IL 148 BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER.
TRAFFIC: ALL I-24 TRAFFIC TO USE I-24 PASSING LANE. ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.
CLOSED TO TRAFFIC: I-24 RAMP CB

STAGE 14 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE I-24 RAMP CB BRIDGE TO THE IL 148 BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE IL 148 BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SEQUENCE OF CONSTRUCTION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
								57	•	WILLIAMSON	107	48
											CONTRACT NO. 78380	
Default						SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT

SEQUENCE OF CONSTRUCTION - CONT.

STAGE 15 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE IL 148 BRIDGE TO THE GRANGE HALL ROAD BRIDGE. PATCH AND MILL NB WEIGH STATION RAMPS. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE GRANGE HALL ROAD BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER AND NB WEIGH STATION RAMPS. TRAFFIC: ALL I-24 TRAFFIC TO USE I-24 PASSING LANE. ALL I-57 TRAFFIC TO USE I-57 PASSING LANE. TRAFFIC ON IL 148 RAMP A AS REQUIRED TO KEEP RAMP OPEN TO TRAFFIC. CLOSED TO TRAFFIC: IL 148 RAMP D FOR FIVE DAYS, NB I-57 WEIGH STATION

STAGE 16 - NB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE IL 148 BRIDGE TO THE GRANGE HALL ROAD BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE GRANGE HALL ROAD BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER. TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

STAGE 17 - SB:
REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE GRANGE HALL ROAD BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE GRANGE HALL ROAD BRIDGE TO THE IL 148 BRIDGE. PATCH AND MILL SB WEIGH STATION RAMPS. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER AND SB WEIGH STATION RAMPS. TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE. CLOSED TO TRAFFIC: SB I-57 WEIGH STATION

STAGE 18 - SB:
REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE GRANGE HALL ROAD BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE GRANGE HALL ROAD BRIDGE TO THE IL 148 BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER. TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

STAGE 19 - SB:
REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE IL 148 BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER. TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.

STAGE 20 - SB:
REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE IL 148 BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE IL 148 BRIDGE TO APPROXIMATELY STA. 390+00. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER. TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

STAGE 21 - SB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE IL 148 BRIDGE TO APPROXIMATELY STA. 390+00. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER. TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE. TRAFFIC ON IL 148 RAMP B AS REQUIRED TO KEEP RAMP OPEN TO TRAFFIC. CLOSED TO TRAFFIC: IL 148 RAMP C FOR FIVE DAYS

STAGE 22 - SB:
MILL AND RUBBLIZE PAVEMENT ON THE I-24 RAMP AC DRIVING LANE AND SHOULDER. PLACE HMA UP TO THE SURFACE COURSE ON THE I-24 DRIVING LANE AND SHOULDER. TRAFFIC: ALL I-24 TRAFFIC TO USE I-24 PASSING LANE.

STAGE 23 - SB:
MILL AND RUBBLIZE PAVEMENT ON THE I-24 RAMP AC PASSING LANE AND SHOULDER. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM END OF STAGE 19 TO I-24 RAMP CB BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE I-24 RAMP CB BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE I-24 RAMP CB BRIDGE TO THE I-24 RAMP AC BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE I-24 RAMP AC BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE I-24 RAMP AC BRIDGE TO THE SOUTH END OF PROJECT. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER AND I-24 RAMP AC PASSING LANE AND SHOULDER. TRAFFIC: ALL I-24 TRAFFIC TO USE DRIVING LANE. ALL I-57 TRAFFIC TO USE PASSING LANE. CLOSED TO TRAFFIC: I-24 RAMP CB

STAGE 24 - SB:
MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM END OF STAGE 20 TO I-24 RAMP CB BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE I-24 RAMP CB BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE I-24 RAMP CB BRIDGE TO THE I-24 RAMP AC BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE I-24 RAMP AC BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE I-24 RAMP AC BRIDGE TO THE SOUTH END OF PROJECT. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER. TRAFFIC: ALL I-57 TRAFFIC TO USE DRIVING LANE. CLOSED TO TRAFFIC: I-24 RAMP CB

STAGE 25:
PLACE FINAL SURFACE COURSE AND PAVEMENT MARKINGS THROUGHOUT PROJECT LIMITS. TRAFFIC: TRAFFIC AS NECESSARY USING APPROPRIATE TRAFFIC CONTROL STANDARDS.

STAGE 26:
PATCH, MILL AND RESURFACE IL 148 RAMPS A, B, C AND D. TRAFFIC: TRAFFIC AS NECESSARY USING APPROPRIATE TRAFFIC CONTROL STANDARDS.

DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT

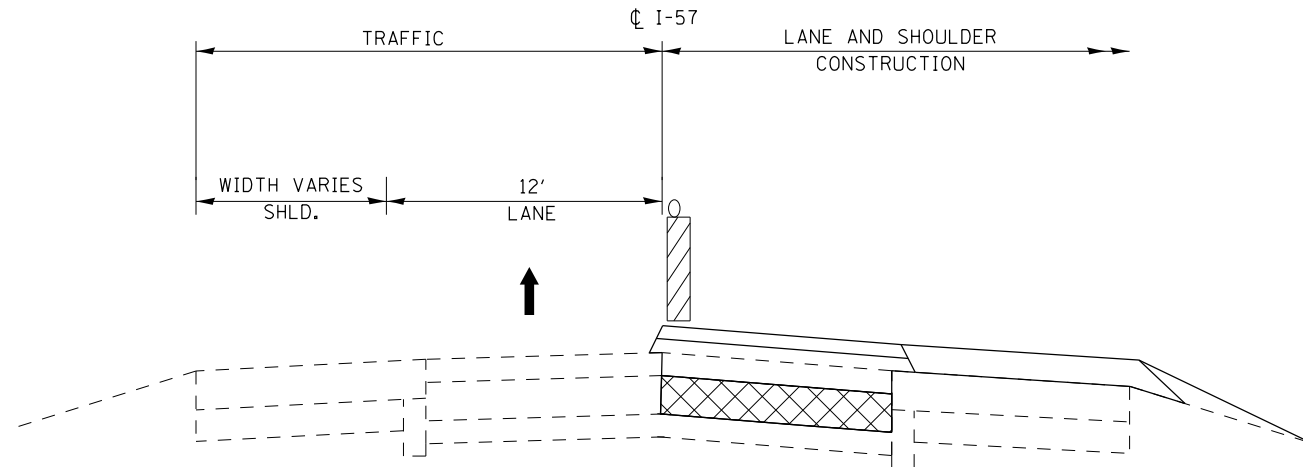
DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED
≤ 3 FT ⁽¹⁾⁽²⁾	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		≥ 45 MPH	3 IN < X ≤ 12 IN	PLACE CHANNELIZING DEVICES AT 100-FT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

NOTES:

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

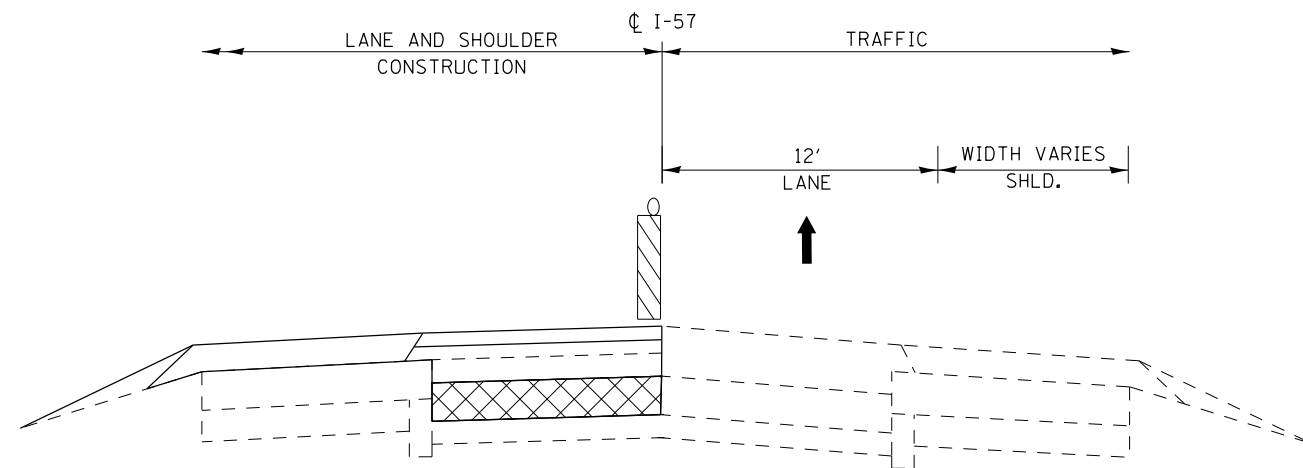
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	PLOT DATE = 7/9/2015	DATE -	REVISED -										

RUBBLIZATION STAGING TYPICAL SECTIONS



TYPICAL SECTION FOR FIRST LANE

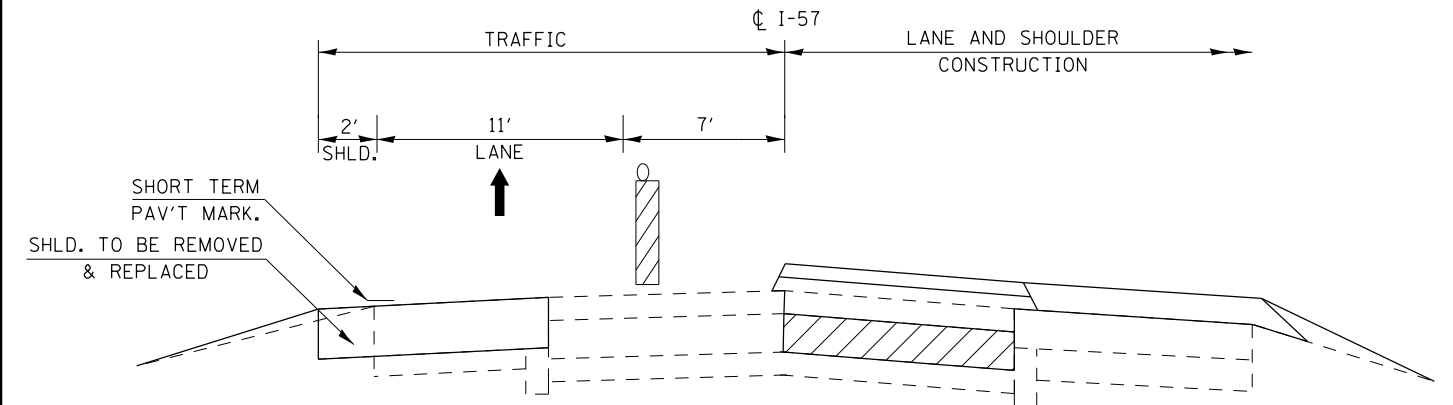
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TYPICAL SECTION FOR SECOND LANE

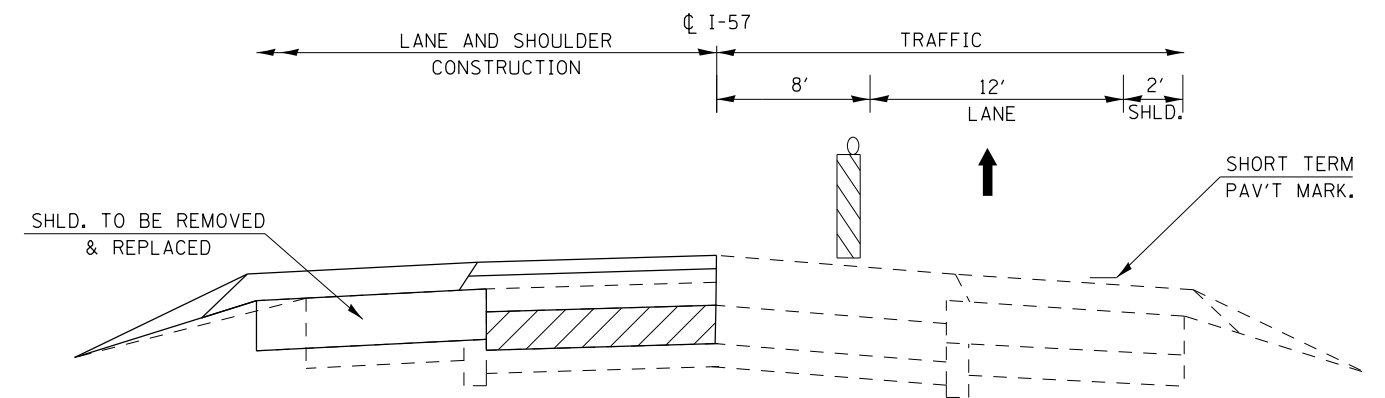
*VERTICAL BARRICADES SHALL BE USED IN PLACE OF TYPE II BARRICADES OR DRUMS ON ALL TRAFFIC CONTROL STANDARDS.

REMOVAL AND REPLACEMENT STAGING TYPICAL SECTIONS



TYPICAL SECTION FOR FIRST LANE

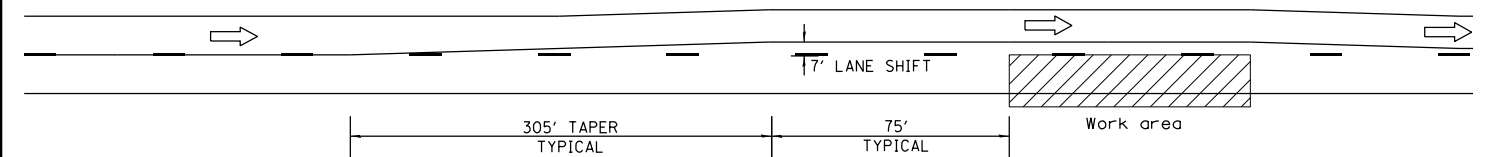
*VERTICAL BARRICADES SHALL BE USED IN PLACE OF TYPE II BARRICADES OR DRUMS ON ALL TRAFFIC CONTROL STANDARDS.



TYPICAL SECTION FOR SECOND LANE

*VERTICAL BARRICADES SHALL BE USED IN PLACE OF TYPE II BARRICADES OR DRUMS ON ALL TRAFFIC CONTROL STANDARDS.

TYPICAL PAVEMENT MARKING AT REMOVAL AND REPLACEMENT SECTIONS



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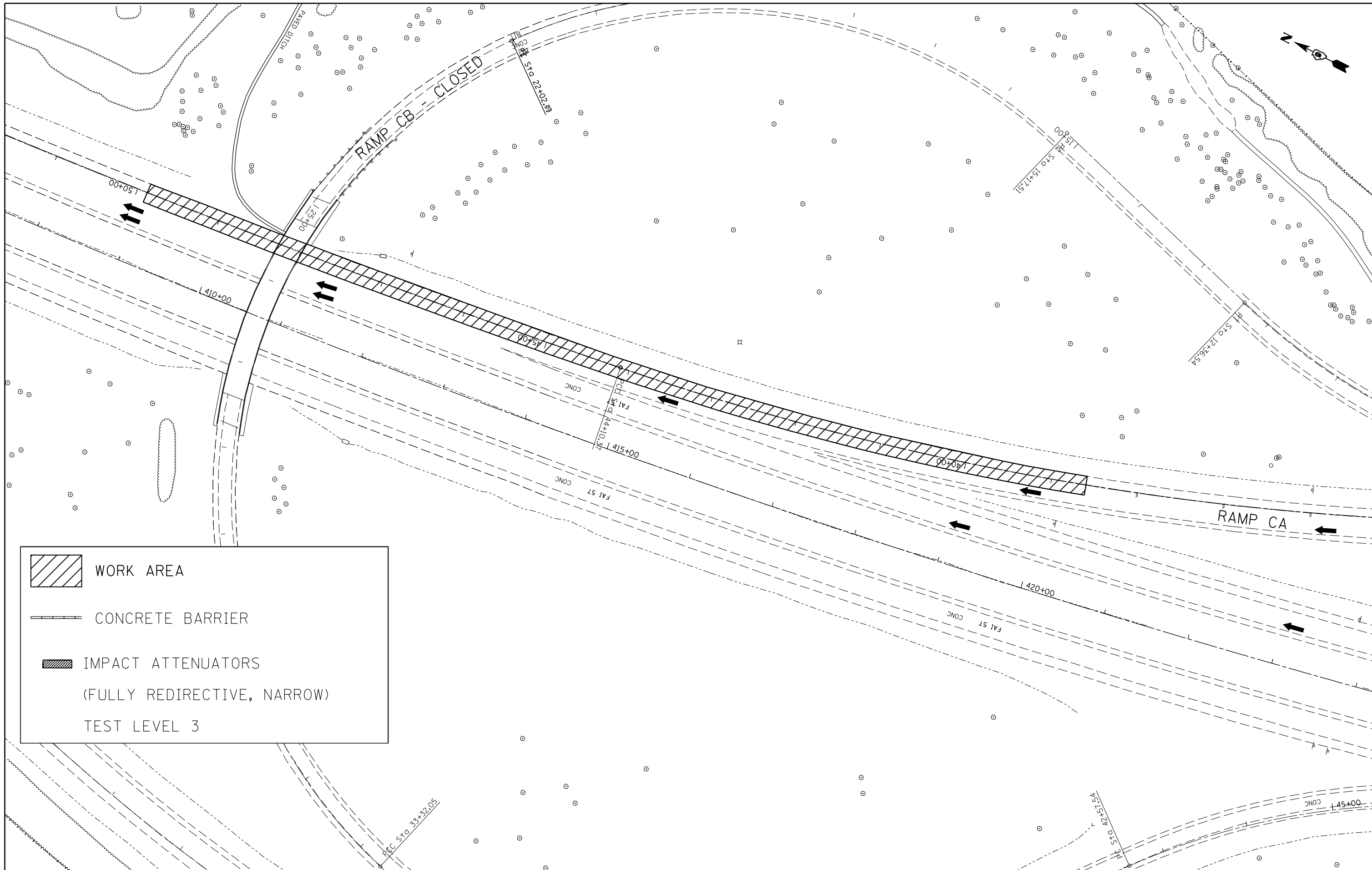
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

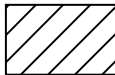
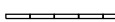

STAGING TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	50
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	

(X1-8,X1-7-1,X1-7,X1-6-1)R-1



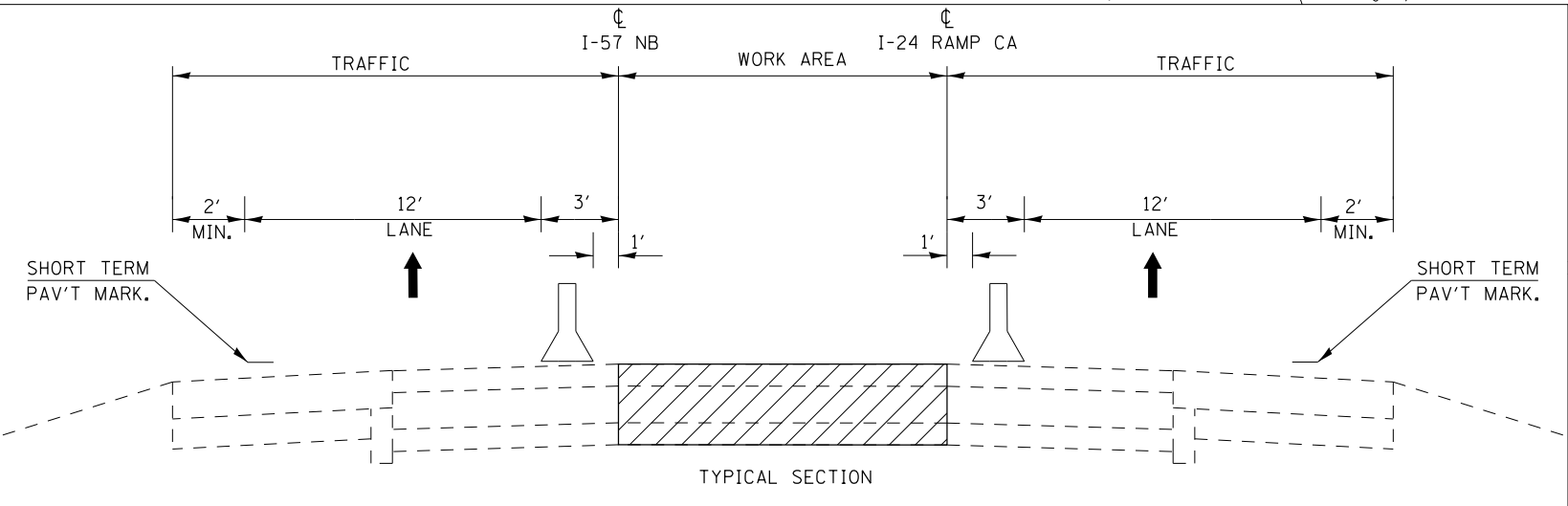
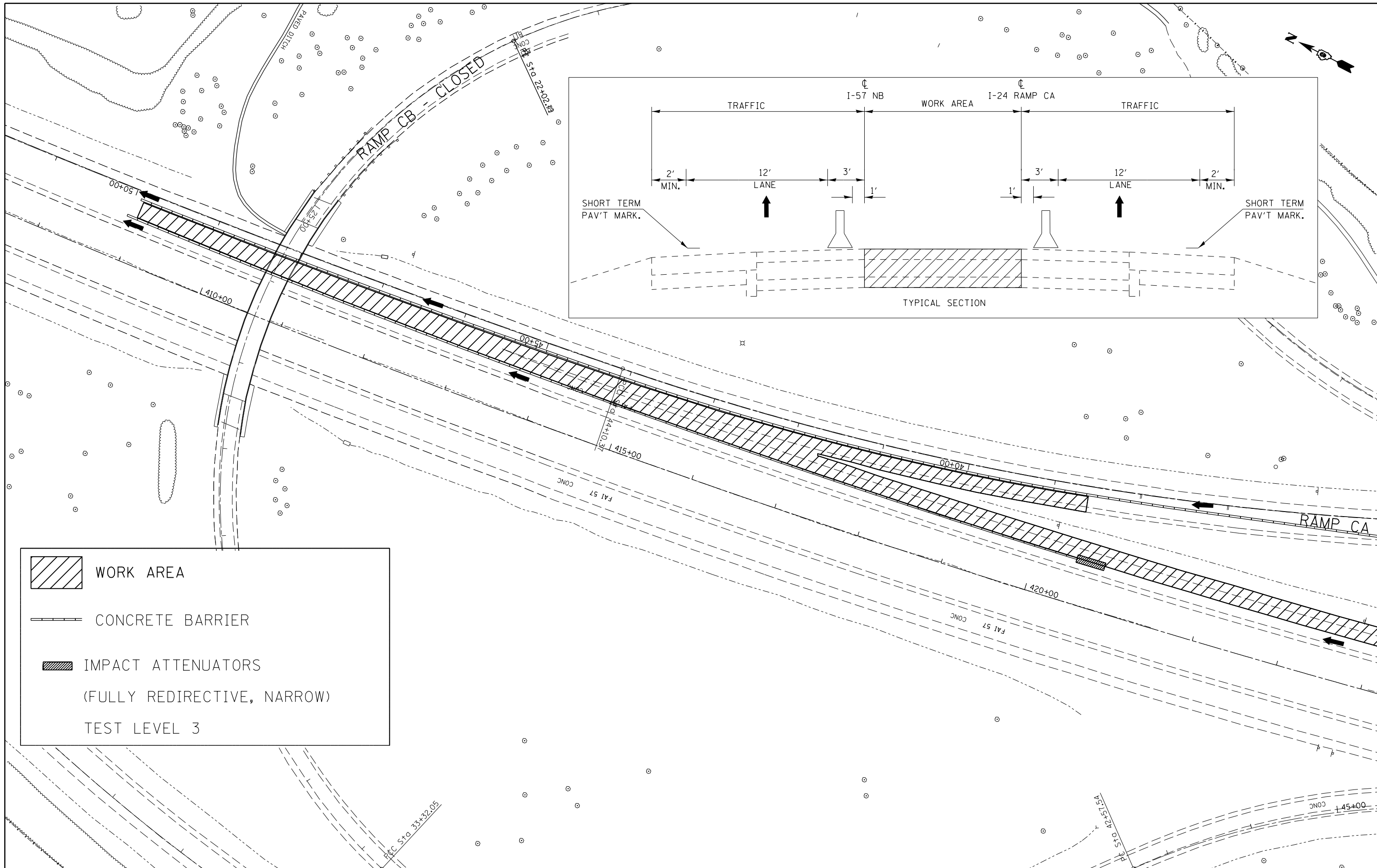
 WORK AREA
 CONCRETE BARRIER
 IMPACT ATTENUATORS
 (FULLY REDIRECTIVE, NARROW)
 TEST LEVEL 3

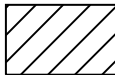


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	PLOT DATE = 7/9/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING/MAINTENANCE OF TRAFFIC			
STAGE 10 - NB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	51
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				



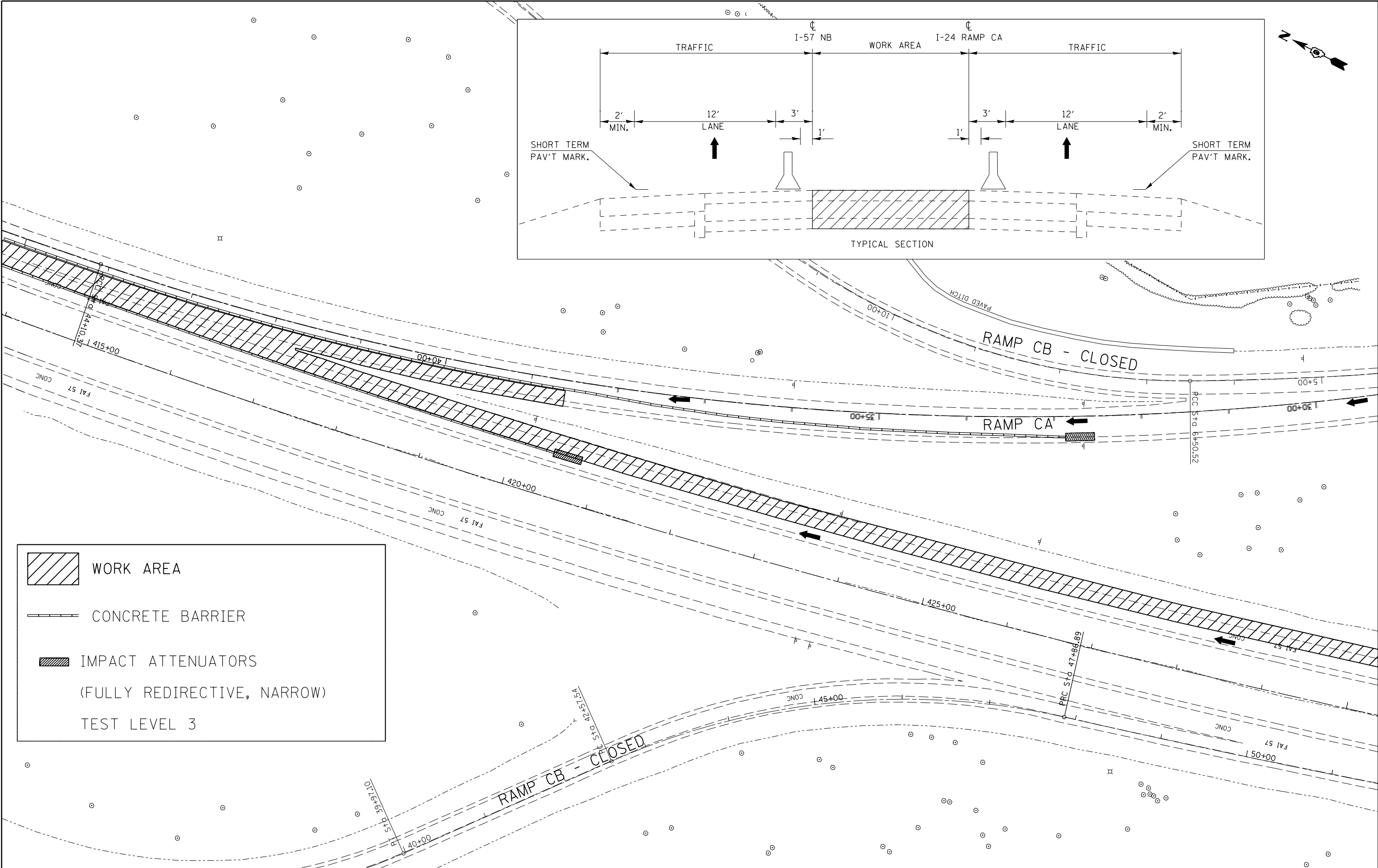
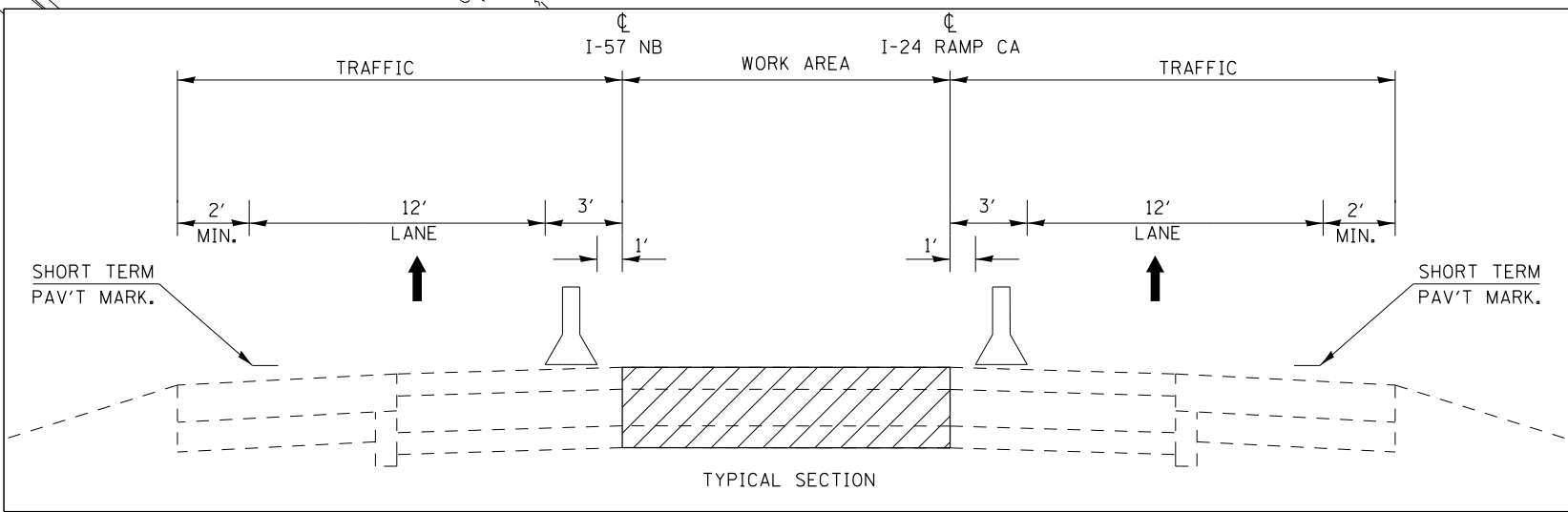
 WORK AREA
 CONCRETE BARRIER
 IMPACT ATTENUATORS
 (FULLY REDIRECTIVE, NARROW)
 TEST LEVEL 3

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	PLOT DATE = 7/9/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING/MAINTENANCE OF TRAFFIC			
STAGE 11 - NB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	52
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				



WORK AREA
 CONCRETE BARRIER
 IMPACT ATTENUATORS
 (FULLY REDIRECTIVE, NARROW)
 TEST LEVEL 3

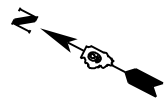
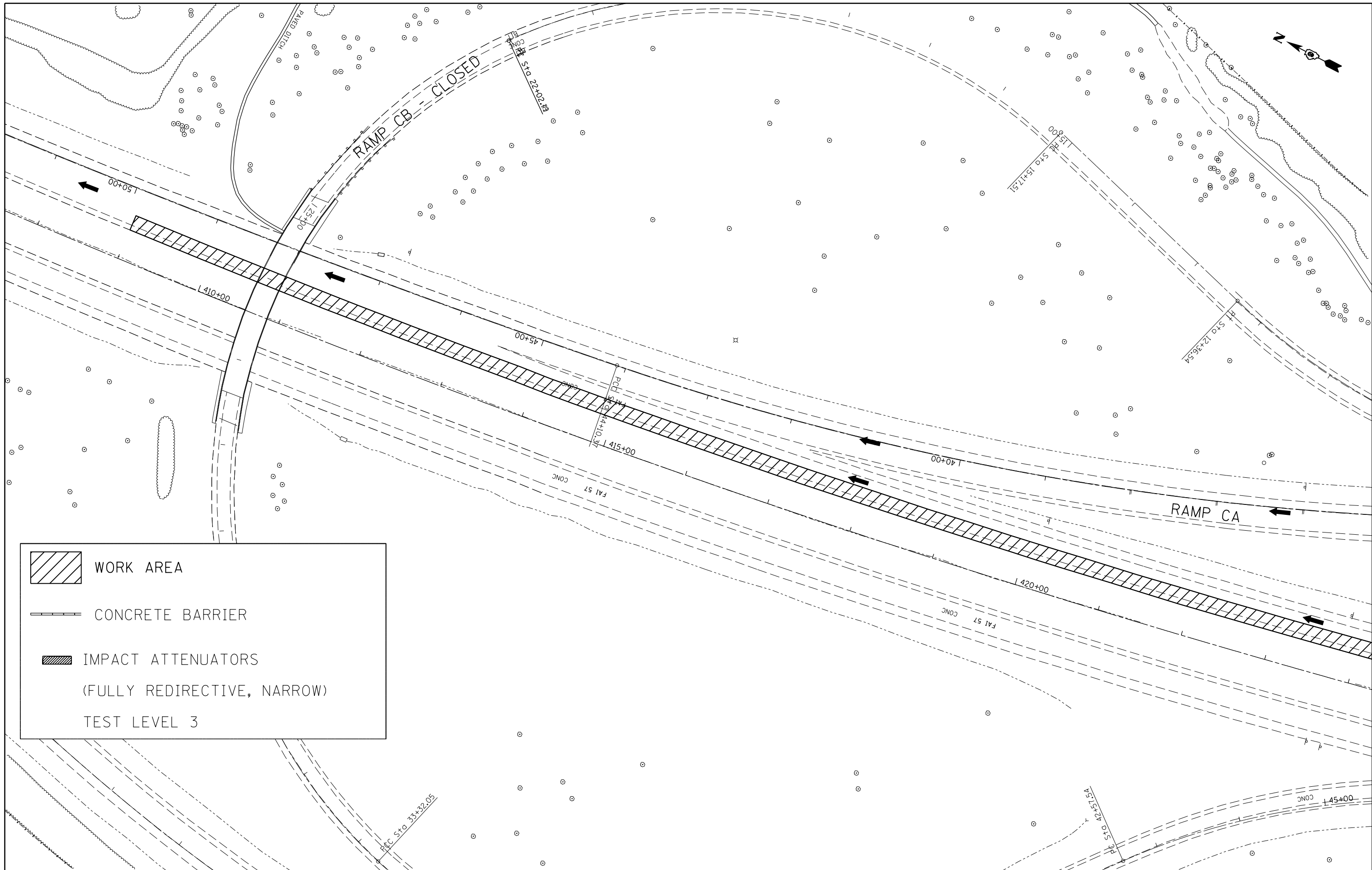
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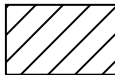


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING/MAINTENANCE OF TRAFFIC
STAGE 11 - NB

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	53
CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT	



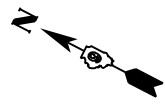
	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

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	PLOT DATE = 7/9/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

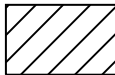


STAGING/MAINTENANCE OF TRAFFIC STAGE 12 - NB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE. 57	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILLIAMSON	107	54
CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT	



HMA SHLD. TO BE ADDED TO
GORE AREA FOR EXIT RAMP



	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

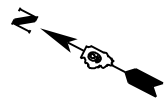
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	PLOT DATE = 7/9/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING/MAINTENANCE OF TRAFFIC
STAGE 13 - NB**

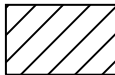


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	55
CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT	

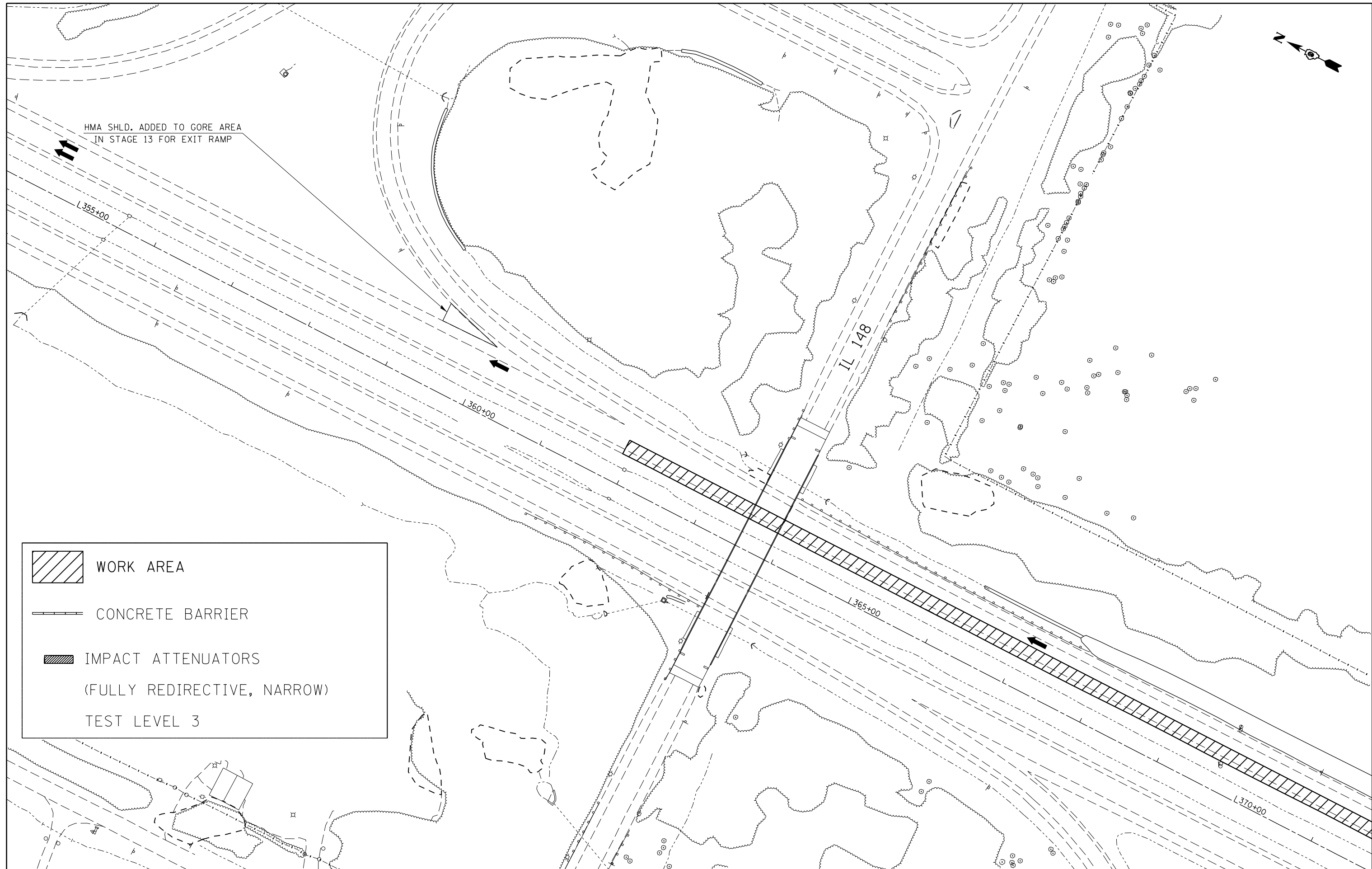
SCALE: SHEET OF SHEETS STA. TO STA.



HMA SHLD. ADDED TO GORE AREA
IN STAGE 13 FOR EXIT RAMP

IL 148

	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW)
	TEST LEVEL 3



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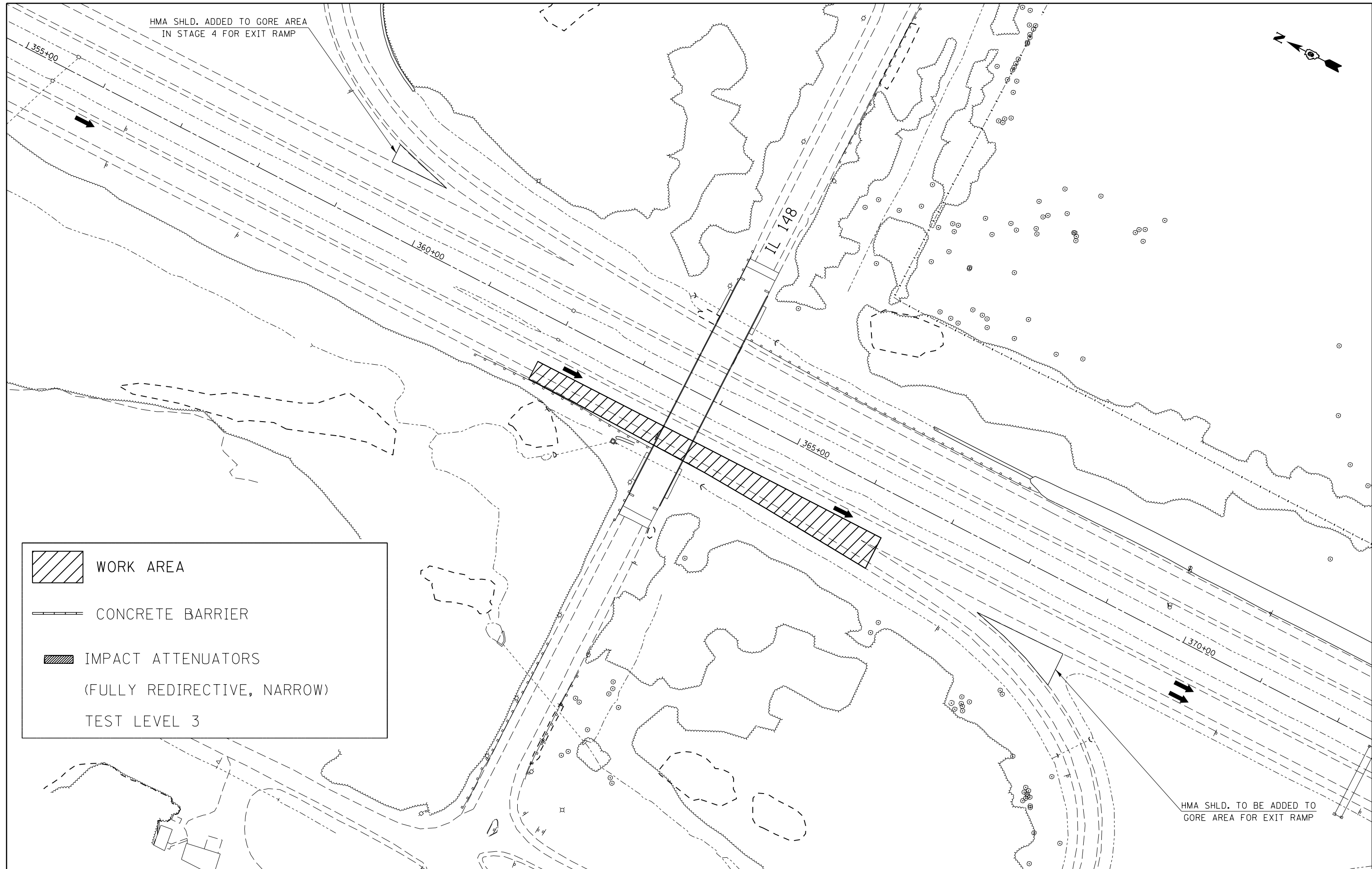
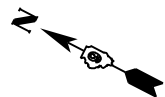
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

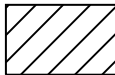


**STAGING/MAINTENANCE OF TRAFFIC
STAGE 14 - NB**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	56
CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT	

SCALE: SHEET OF SHEETS STA. TO STA.

HMA SHLD. ADDED TO GORE AREA
IN STAGE 4 FOR EXIT RAMP



	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW)
	TEST LEVEL 3

HMA SHLD. TO BE ADDED TO
GORE AREA FOR EXIT RAMP

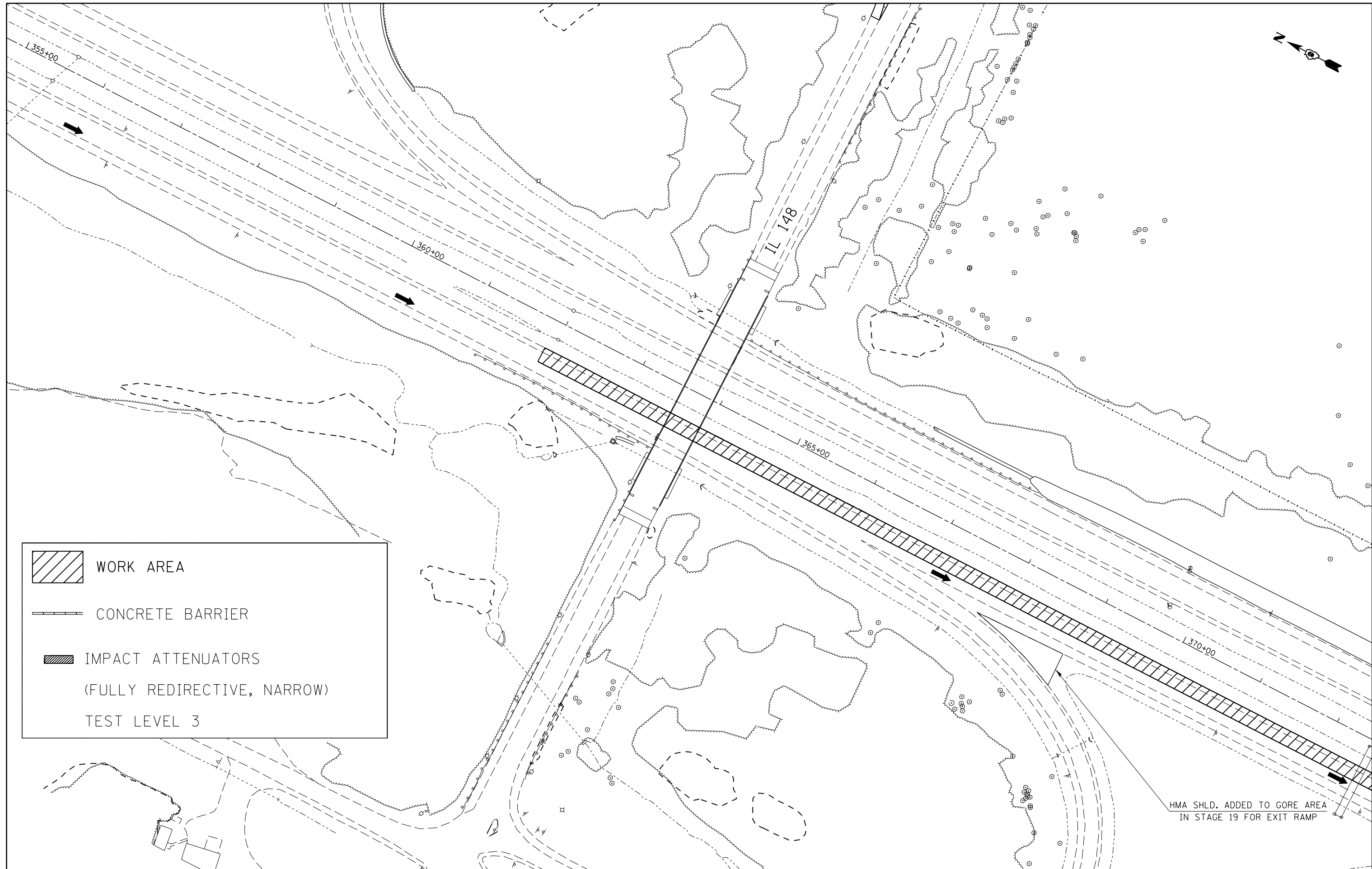
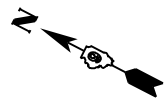
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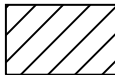


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING/MAINTENANCE OF TRAFFIC
STAGE 19 - SB**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	58
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	



	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

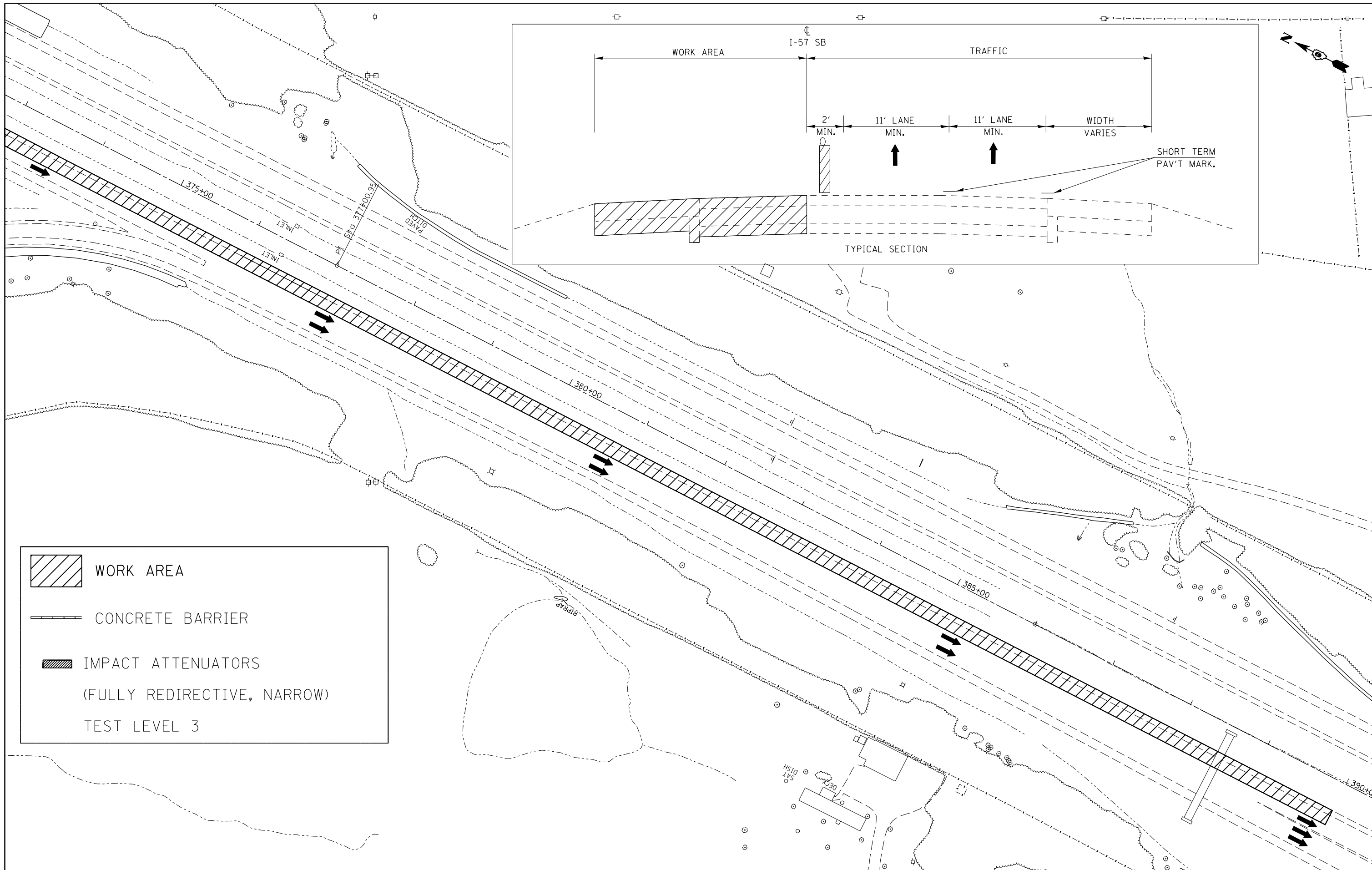
HMA SHLD. ADDED TO GORE AREA
IN STAGE 19 FOR EXIT RAMP

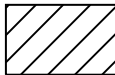
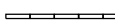

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING/MAINTENANCE OF TRAFFIC			
STAGE 20 - SB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	59
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				



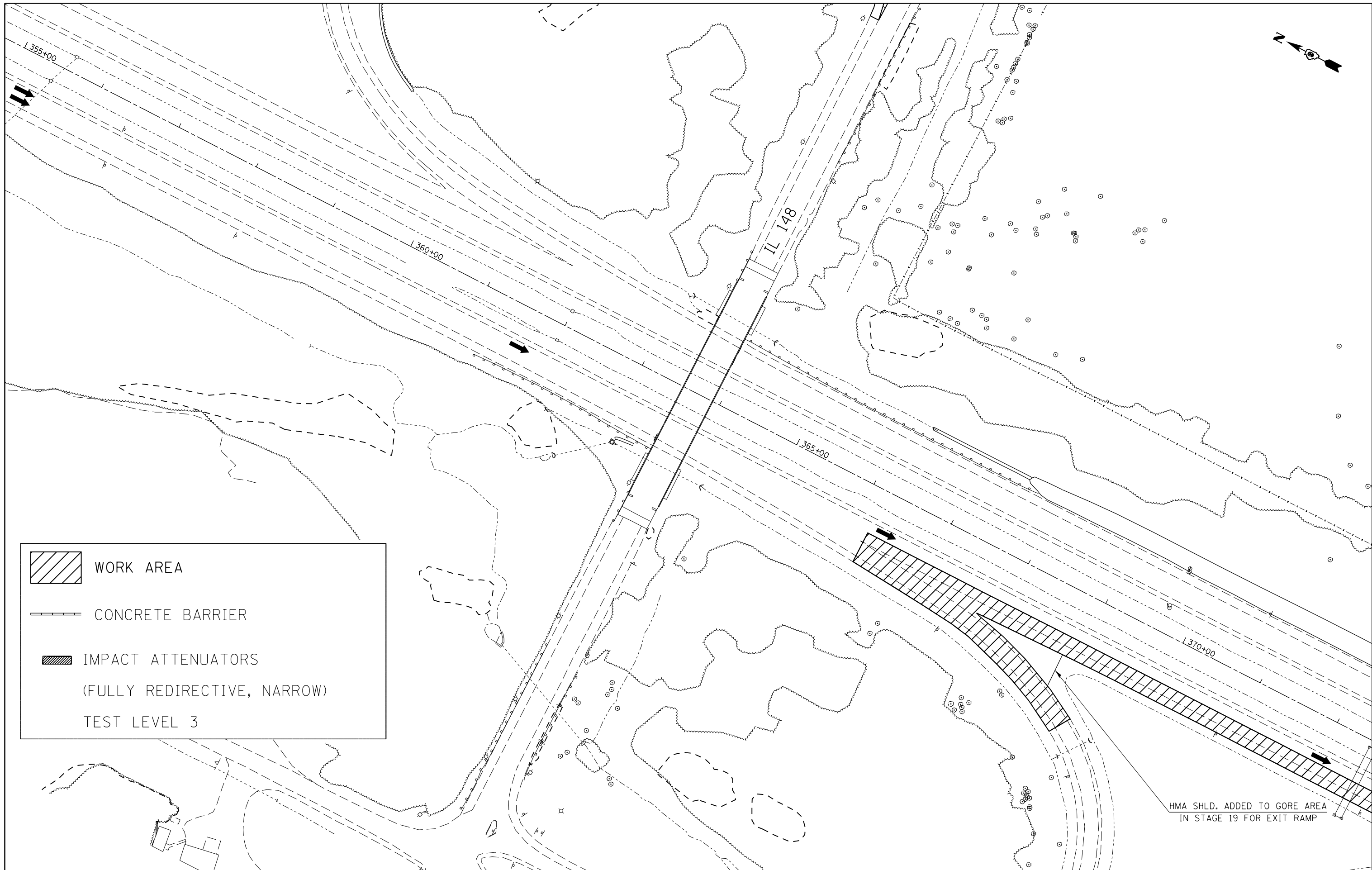
 WORK AREA
 CONCRETE BARRIER
 IMPACT ATTENUATORS
 (FULLY REDIRECTIVE, NARROW)
 TEST LEVEL 3

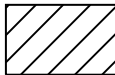


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING/MAINTENANCE OF TRAFFIC			
STAGE 20 - SB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	60
CONTRACT NO. 78380				
ILLINOIS FED. AID PROJECT				



	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

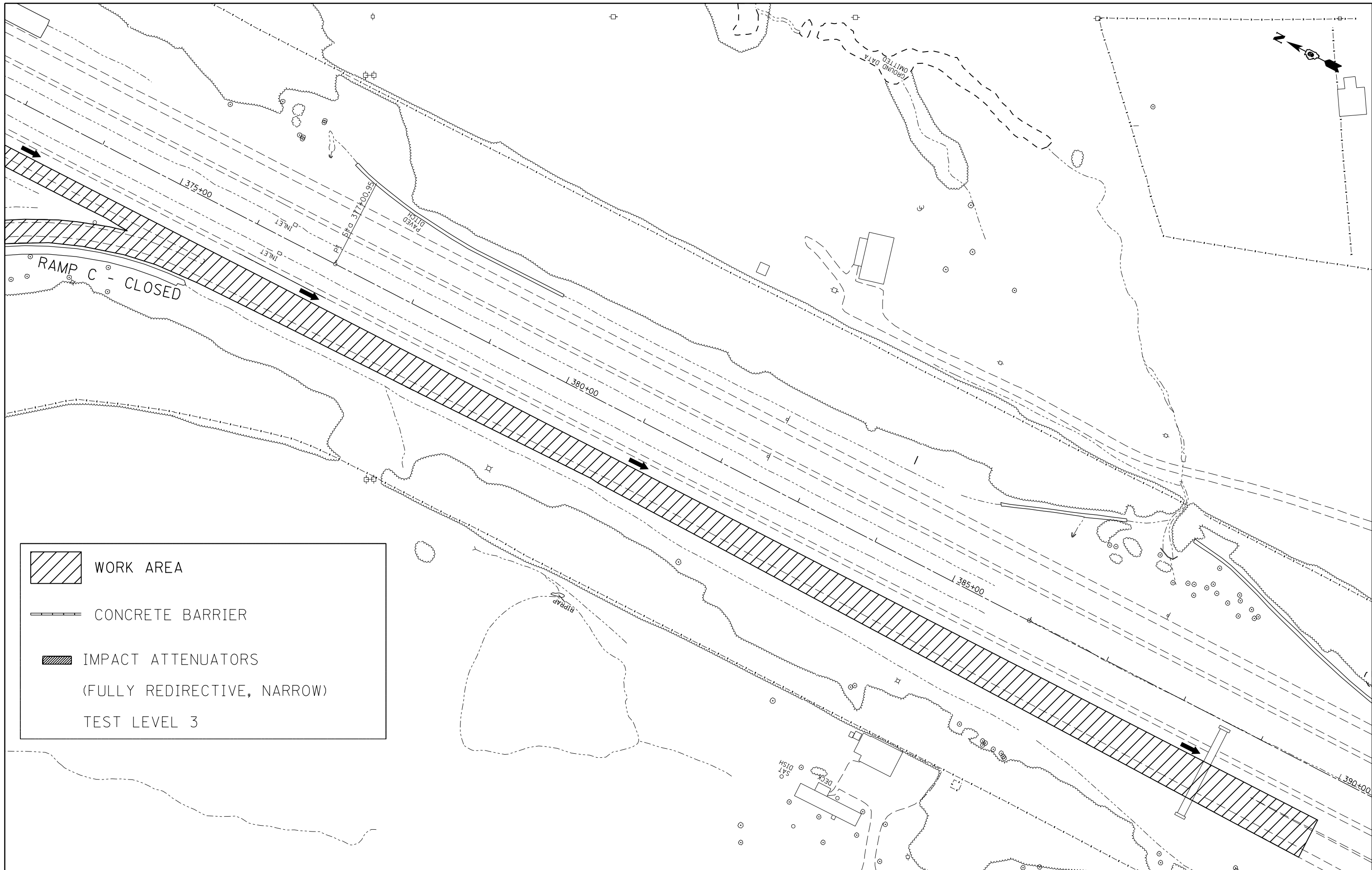
HMA SHLD. ADDED TO GORE AREA
IN STAGE 19 FOR EXIT RAMP

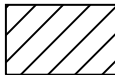


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING/MAINTENANCE OF TRAFFIC STAGE 21 - SB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	61
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	



	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

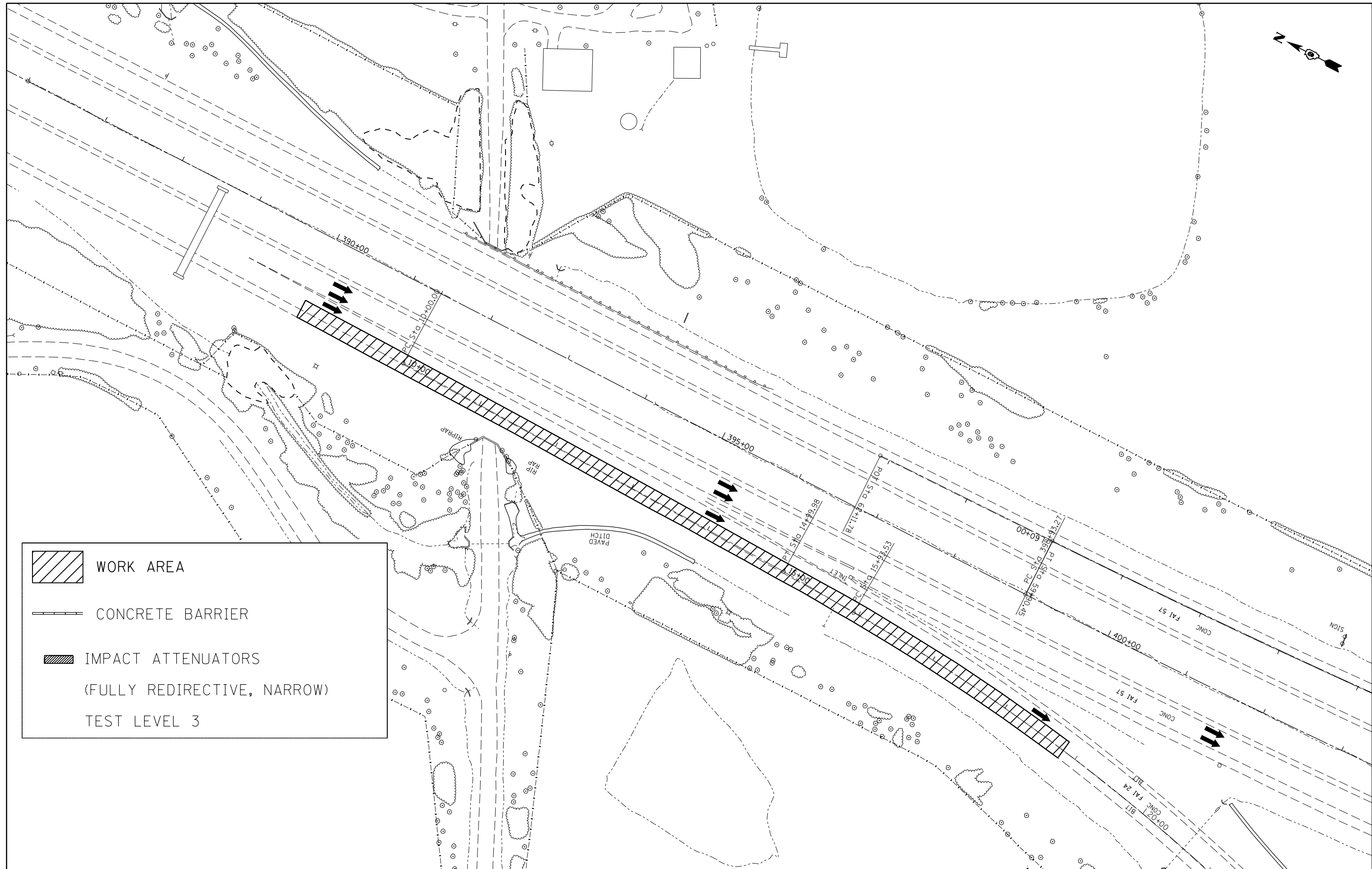
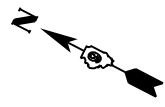
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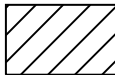


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING/MAINTENANCE OF TRAFFIC
STAGE 21 - SB**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	62
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	



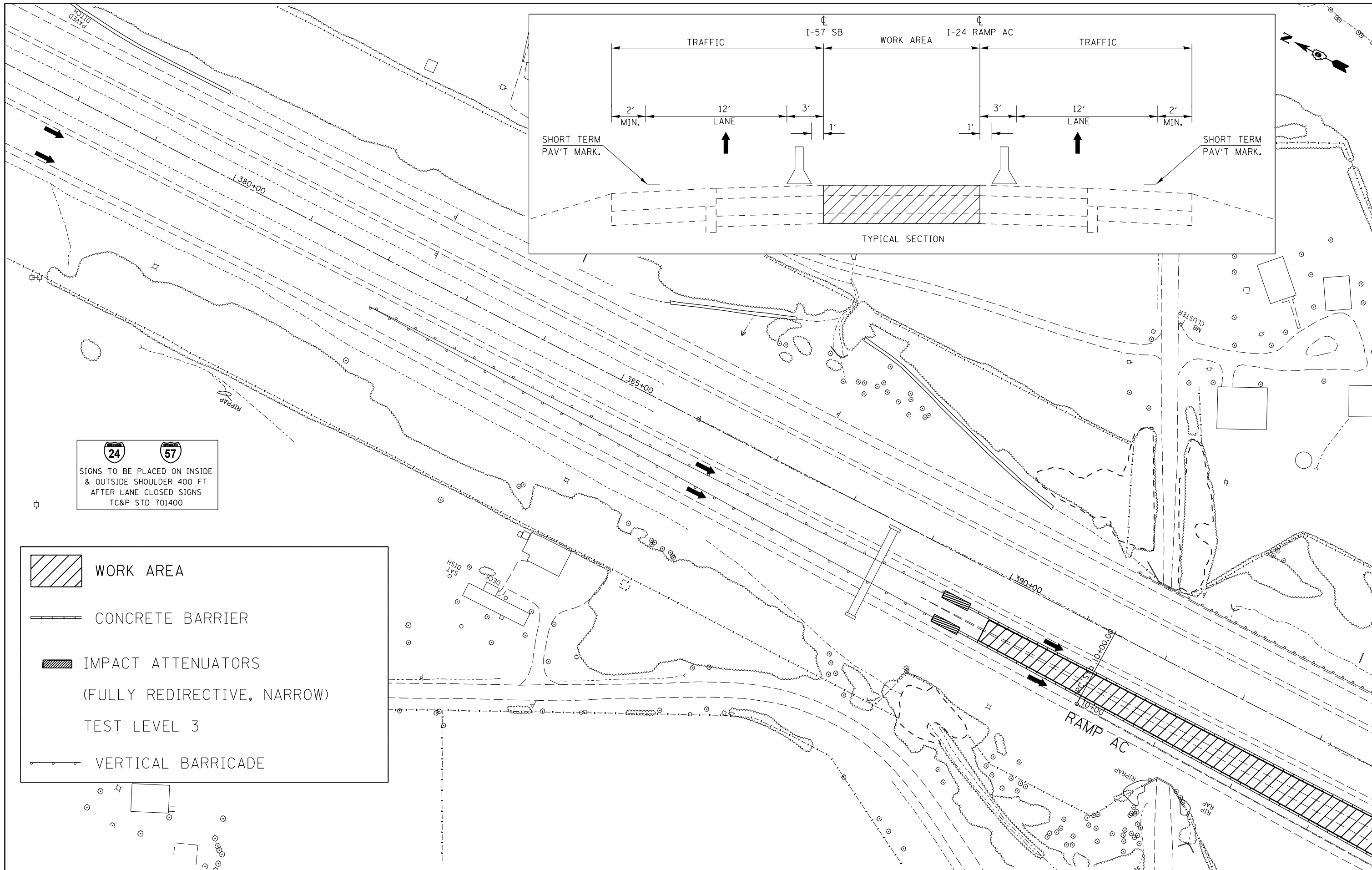
	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW)
	TEST LEVEL 3



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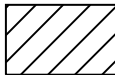
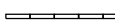


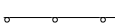
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING/MAINTENANCE OF TRAFFIC STAGE 22 - SB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	63
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				





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

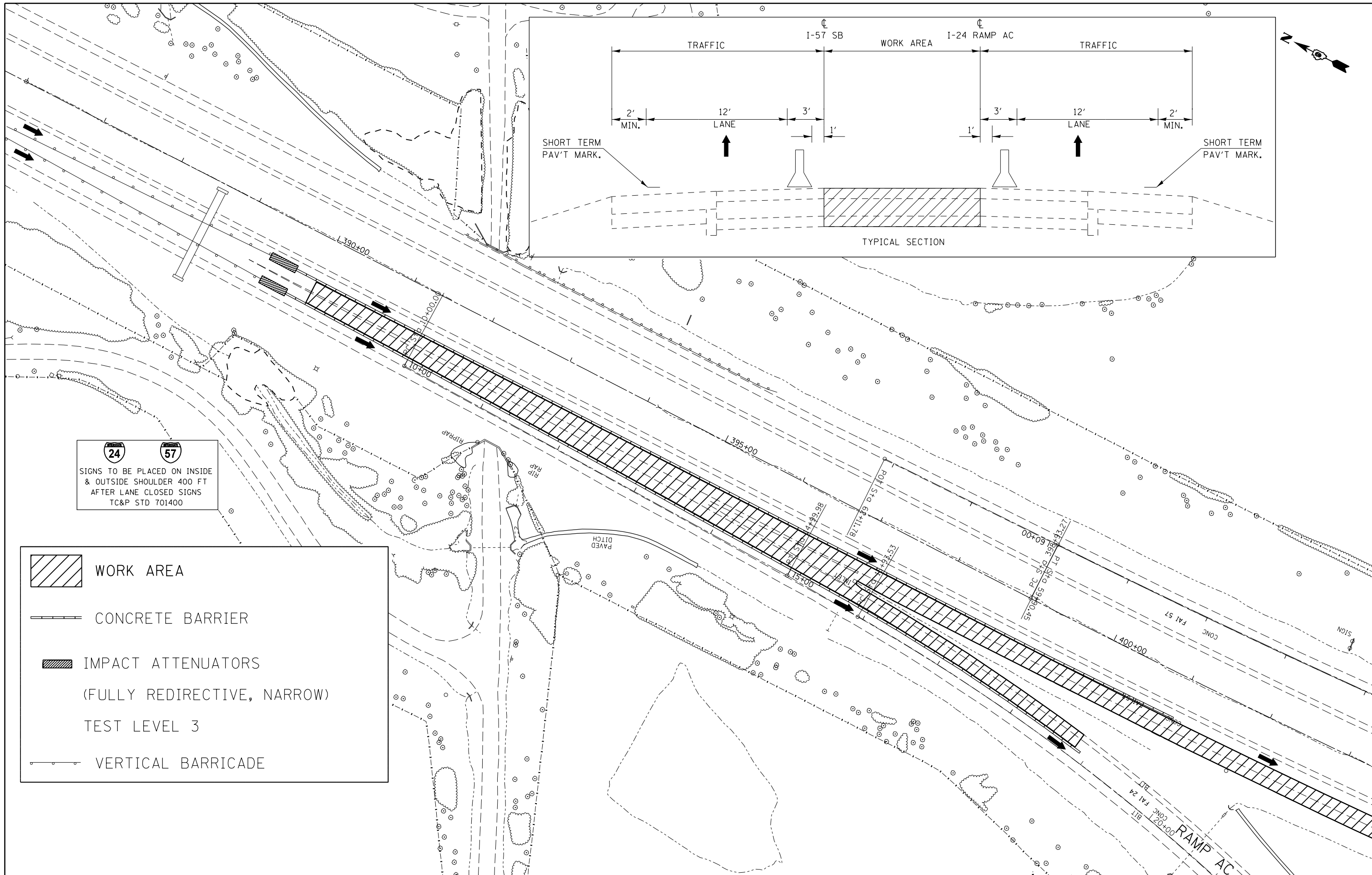
	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW)
	TEST LEVEL 3
	VERTICAL BARRICADE



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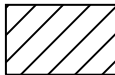


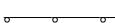
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING/MAINTENANCE OF TRAFFIC			
STAGE 23 - SB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	64
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				





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

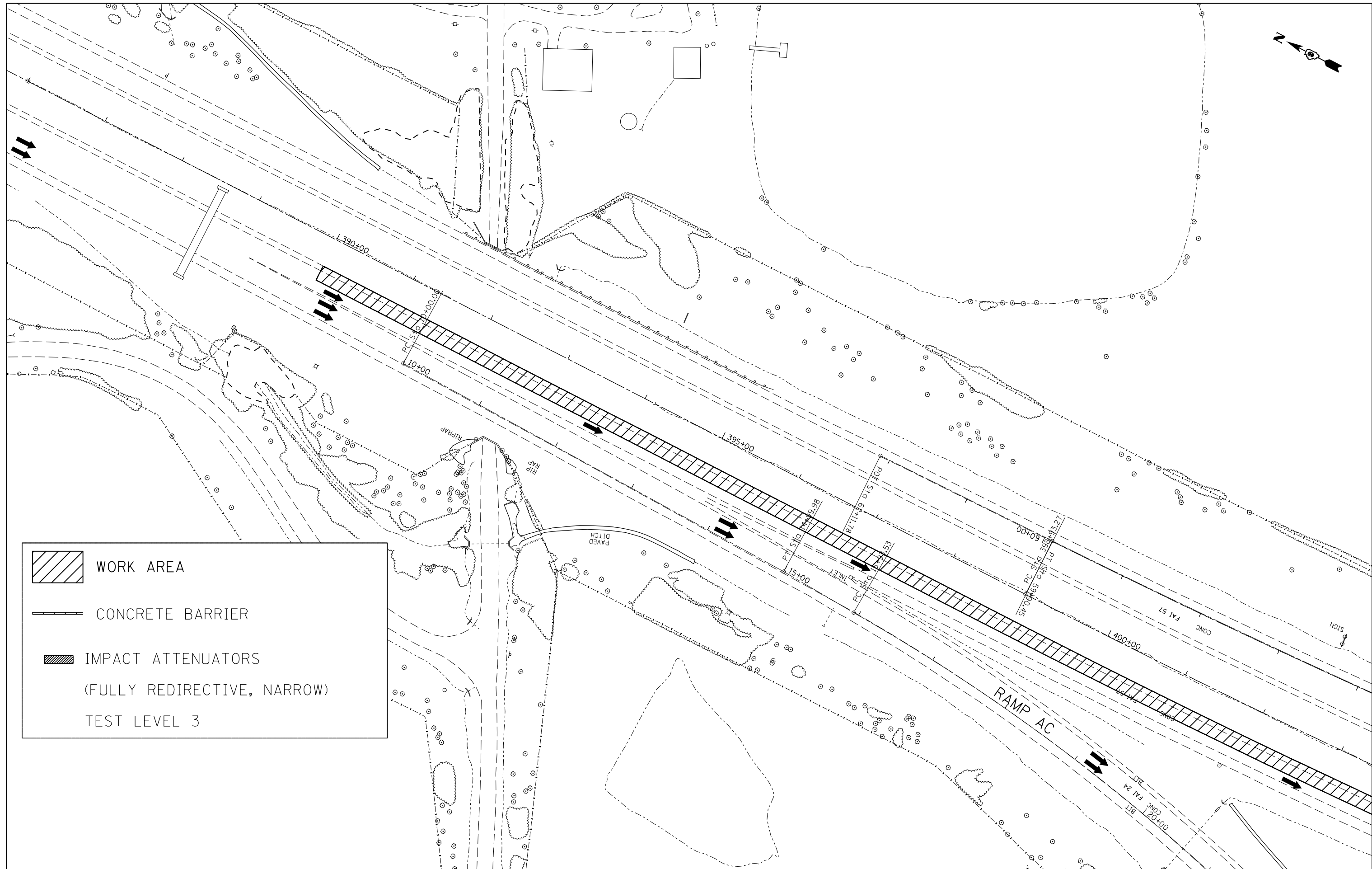
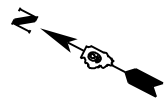
	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW)
	TEST LEVEL 3
	VERTICAL BARRICADE

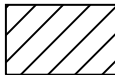


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING/MAINTENANCE OF TRAFFIC			
STAGE 23 - SB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	65
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				



	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

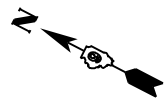
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING/MAINTENANCE OF TRAFFIC
STAGE 24 - SB**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	66
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				



HMA SHLD. ADDED TO GORE AREA
IN STAGE 13 FOR EXIT RAMP

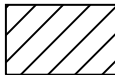


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1365+00

1370+00

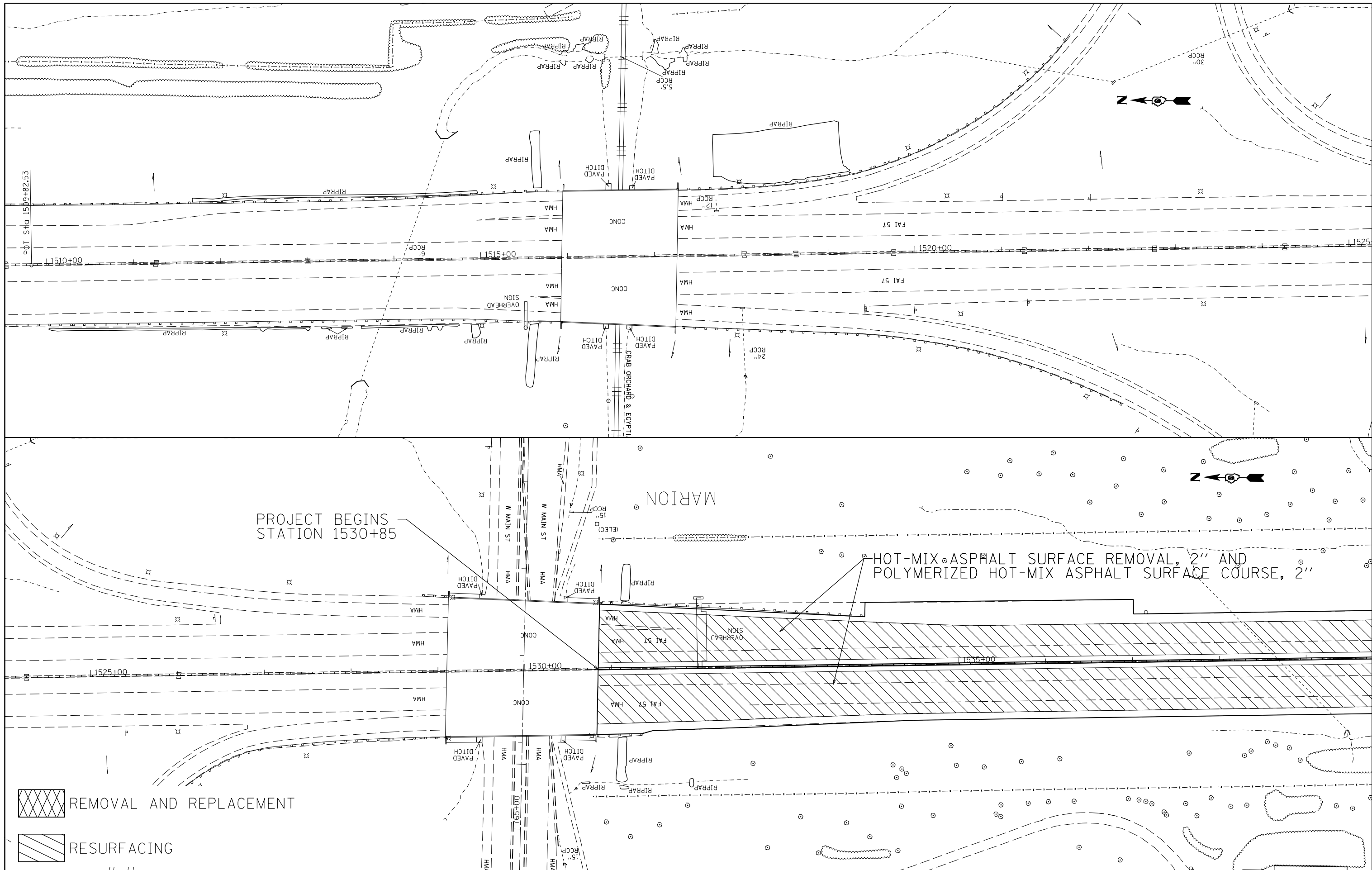
	WORK AREA
	CONCRETE BARRIER
	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

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DEPARTMENT OF TRANSPORTATION**

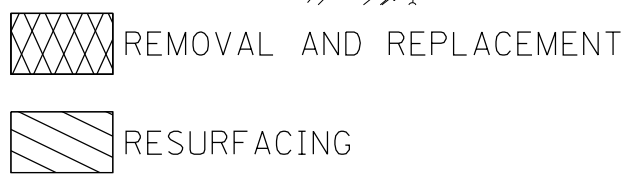
STAGING/MAINTENANCE OF TRAFFIC			
STAGE 15 - NB			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	57
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				



PROJECT BEGINS
STATION 1530+85

HOT-MIX ASPHALT SURFACE REMOVAL, 2" AND
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, 2"



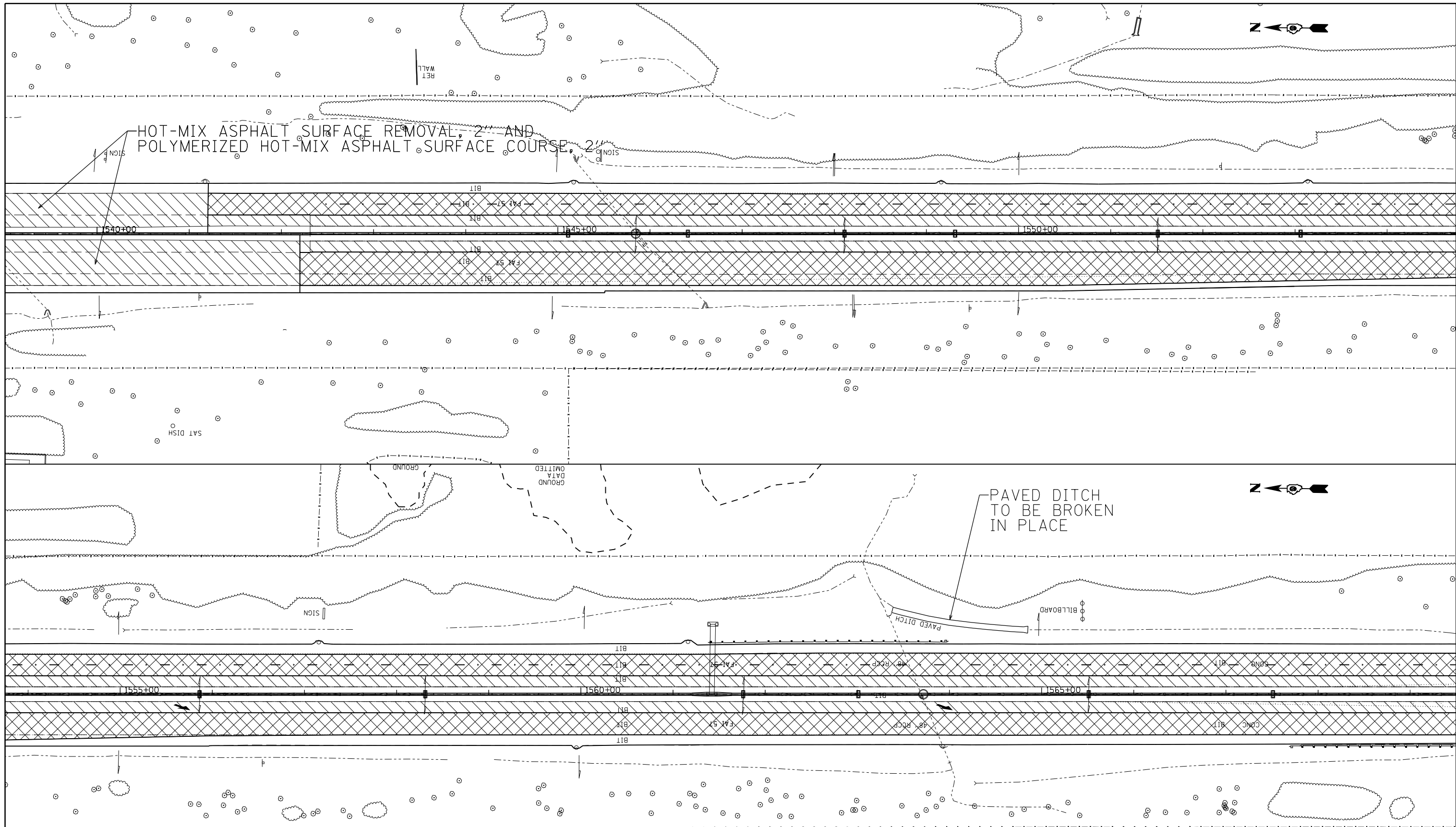
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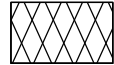

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN ALONG I-57 MEDIAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	67
			CONTRACT NO. 78380	



 REMOVAL AND REPLACEMENT
 RESURFACING

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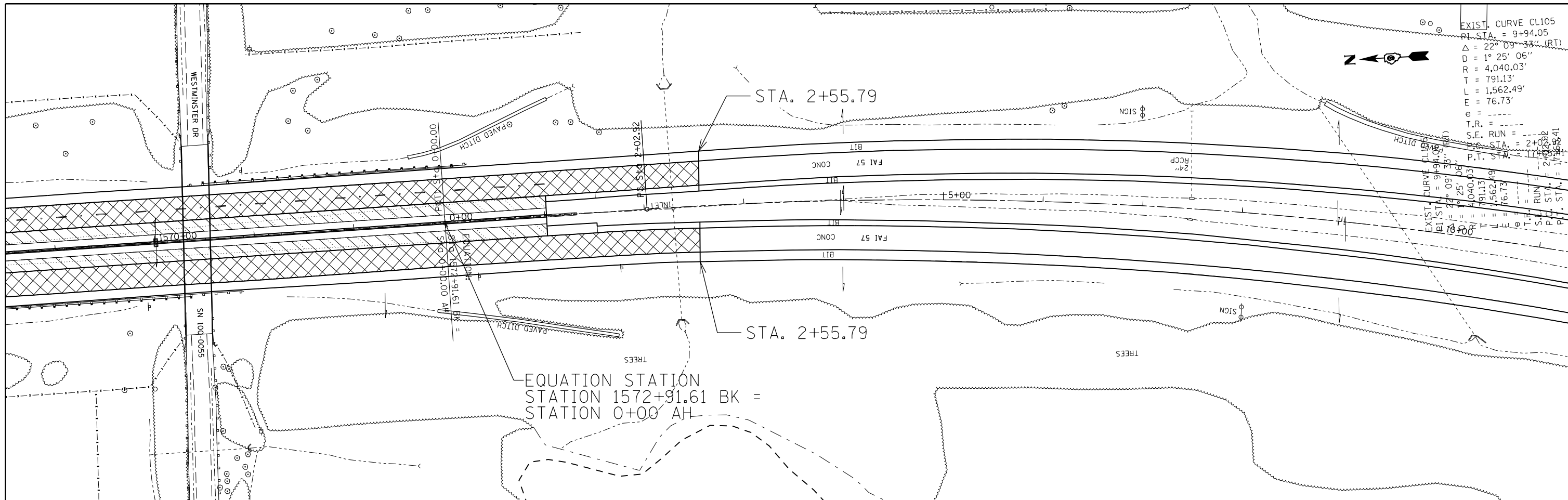
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN ALONG I-57 MEDIAN

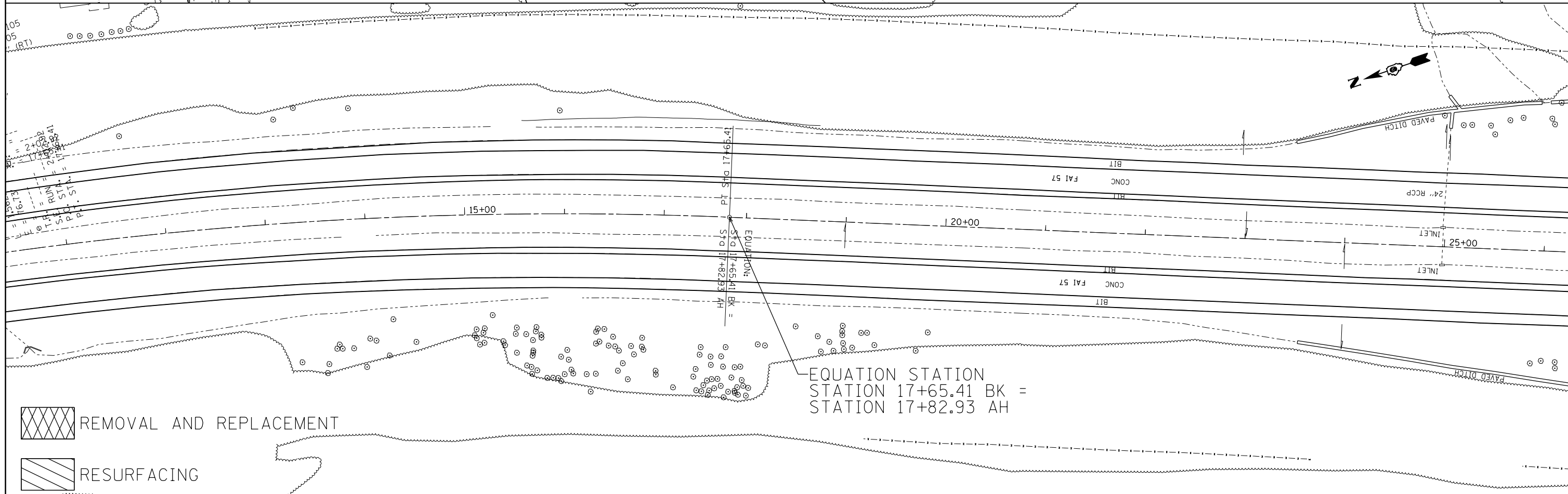
SCALE: SHEET OF SHEETS STA. TO STA.

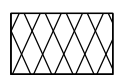

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	68
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				

(X1-8,X1-7-1,X1-7,X1-6-1)R-1

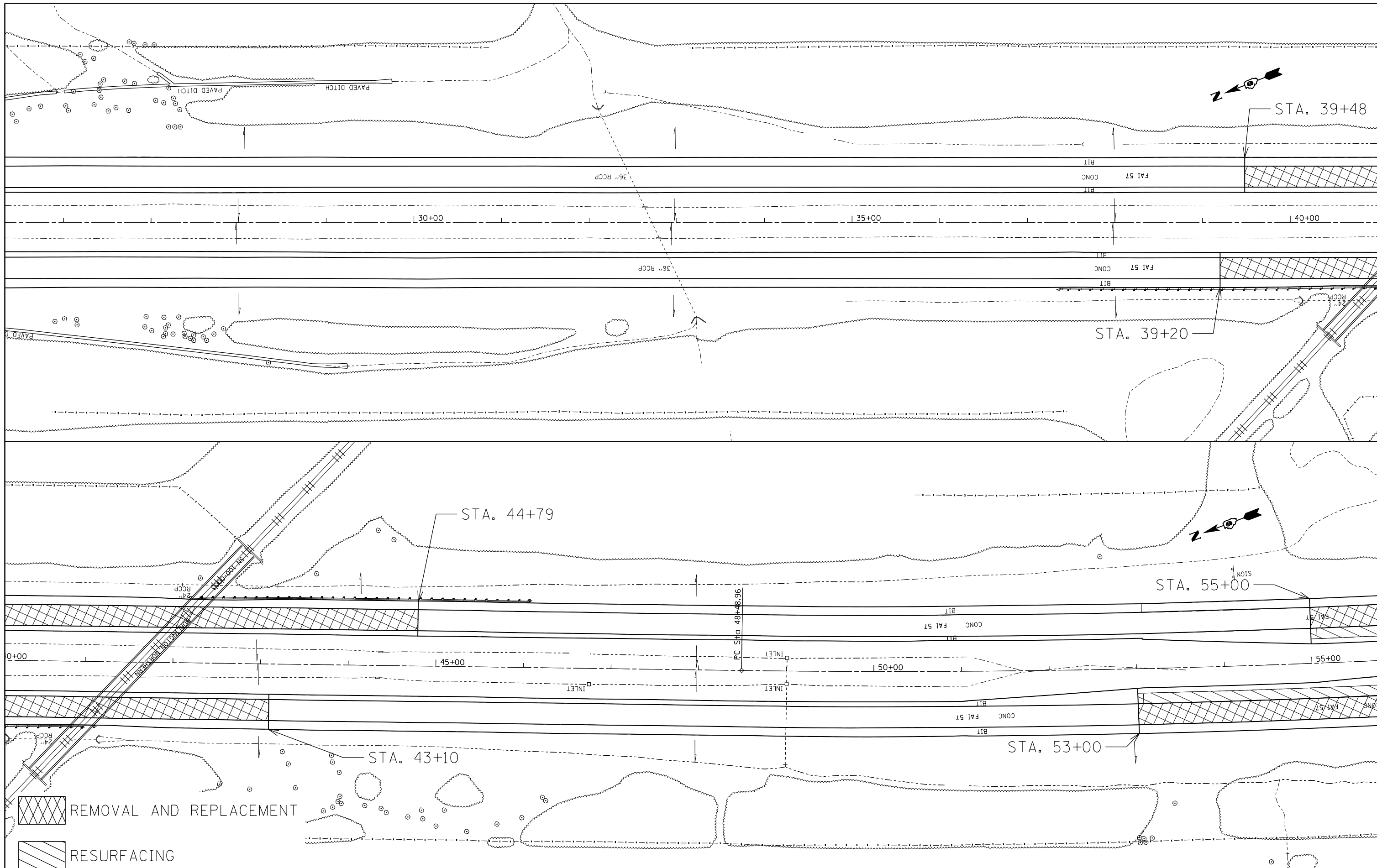


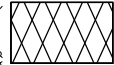

EXIST. CURVE CL105
 P.T. STA. = 9+94.05
 $\Delta = 22^\circ 09' 33''$ (RT)
 $D = 1^\circ 25' 06''$
 $R = 4,040.03'$
 $T = 791.13'$
 $L = 1,562.49'$
 $E = 76.73'$
 $e = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.T. STA. = 2+032.41$
 $P.T. STA. = 11+562.41$



 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN ALONG I-57 MEDIAN				F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\sheets\78380-shtcl.dgn		CHECKED -	REVISED -		57	.	WILLIAMSON	107	69				
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015		REVISED -						ILLINOIS FED. AID PROJECT				



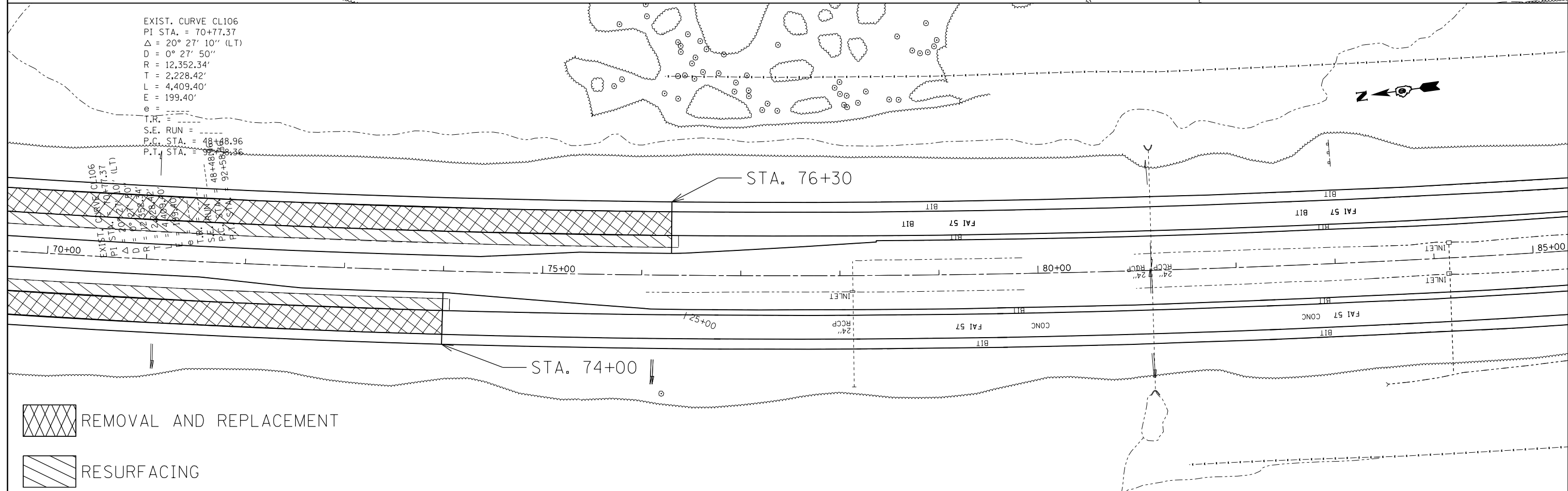
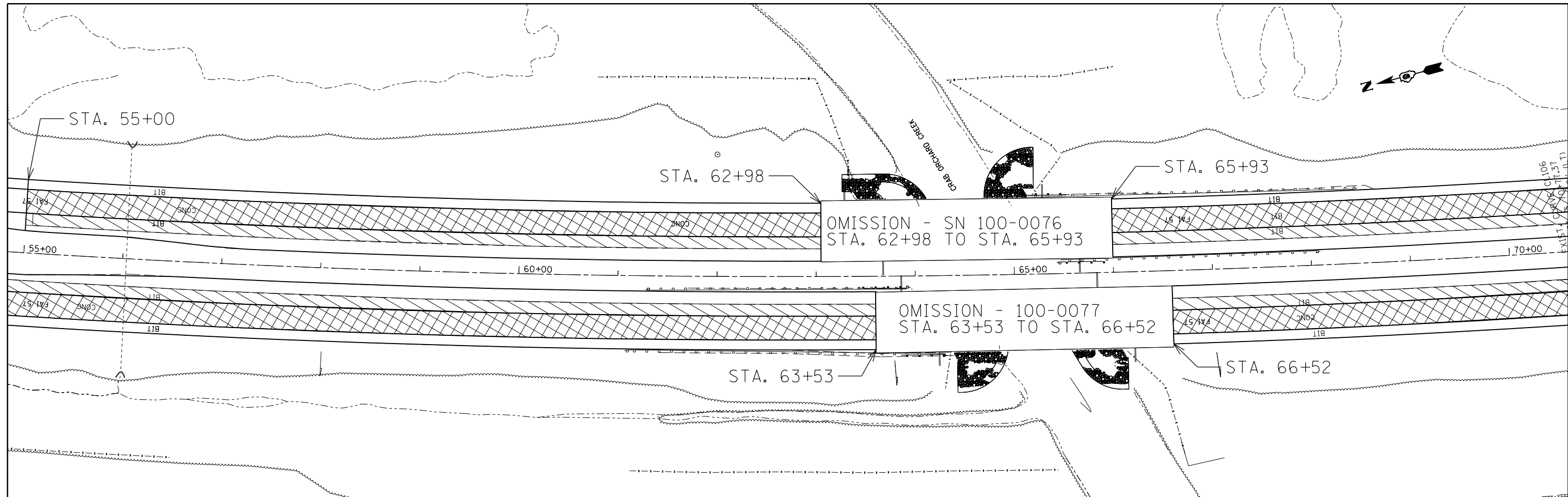
 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG\illinois.gov\PI\DOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtcl.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

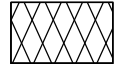

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN ALONG I-57 MEDIAN			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

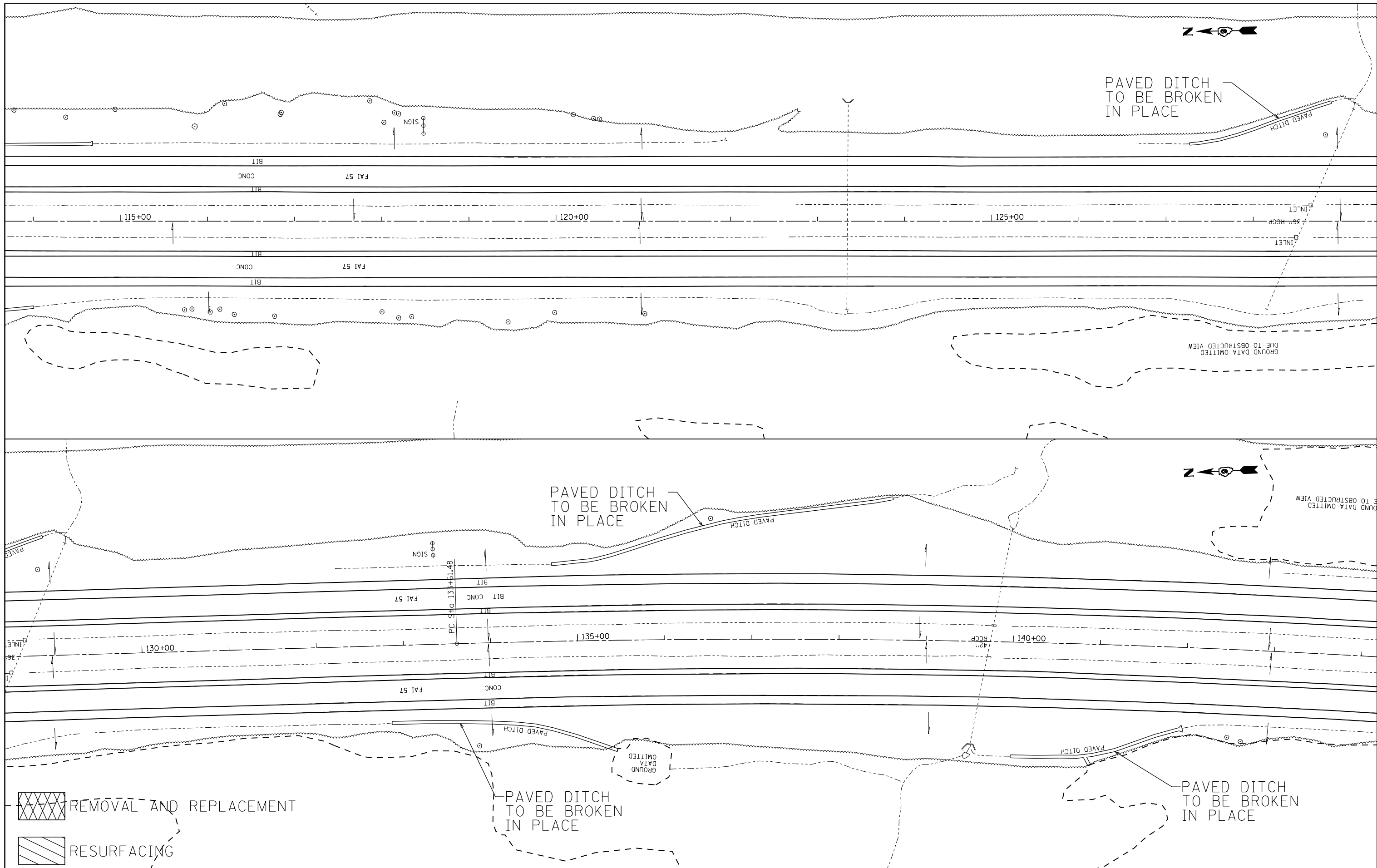
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	70
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				

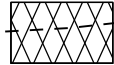



EXIST. CURVE CL106
 PI STA. = 70+77.37
 $\Delta = 20^\circ 27' 10''$ (LT)
 $D = 0^\circ 27' 50''$
 $R = 12,352.34'$
 $T = 2,228.42'$
 $L = 4,409.40'$
 $E = 199.40'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 48+48.96
 P.T. STA. = 92+48.36

 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN ALONG I-57 MEDIAN				F.A.I. RE. 57	SECTION .	COUNTY WILLIAMSON	TOTAL SHEETS 107	SHEET NO. 71
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtcl.dgn		CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 78380	
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = 7/9/2015		REVISED -		(X1-8,X1-7-1,X1-7,X1-6-1)R-1								



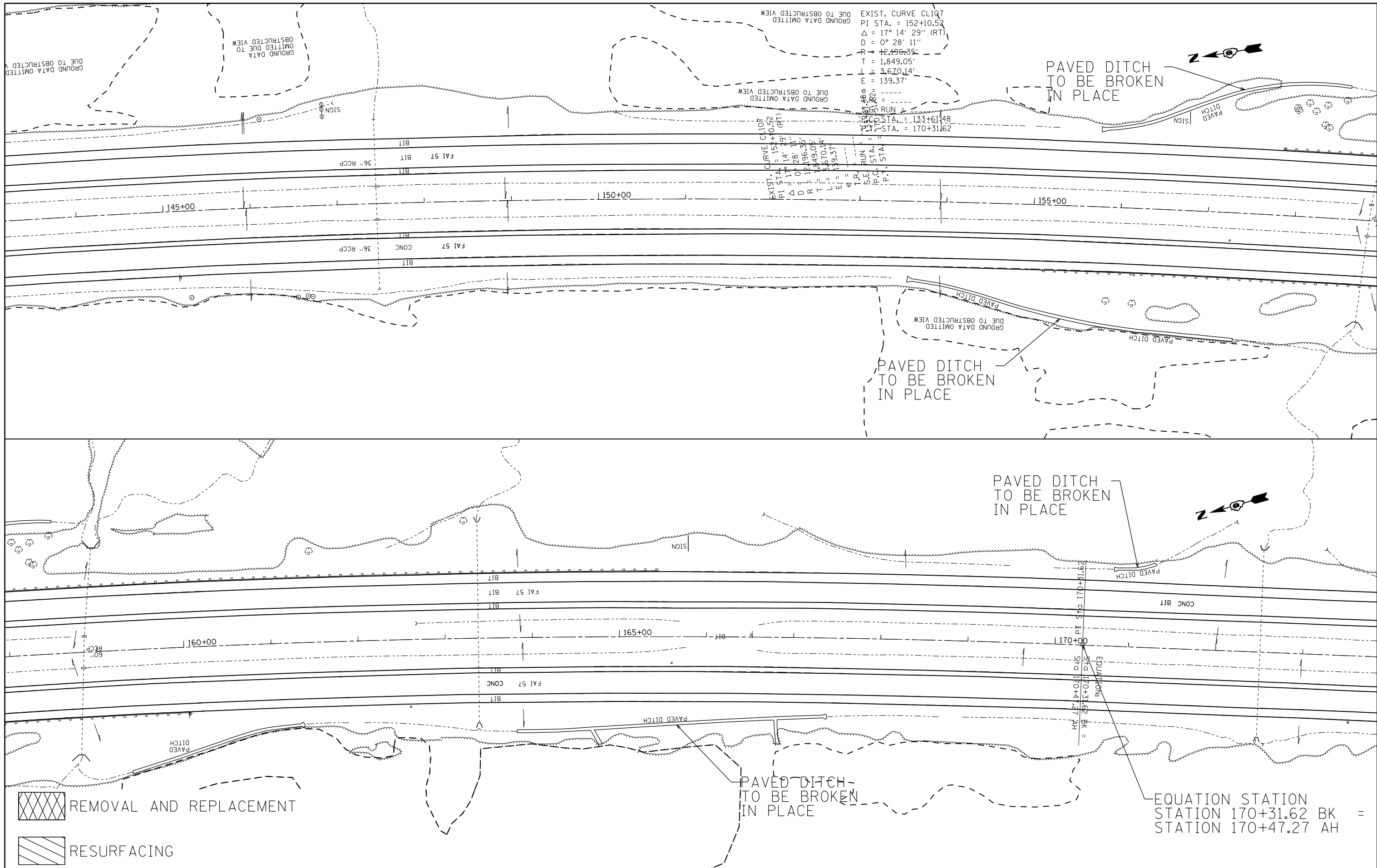
 REMOVAL AND REPLACEMENT
 RESURFACING

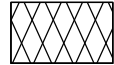

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\il\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\sheets\78380-shtcl.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN ALONG I-57 MEDIAN			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	73
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				



 REMOVAL AND REPLACEMENT
 RESURFACING

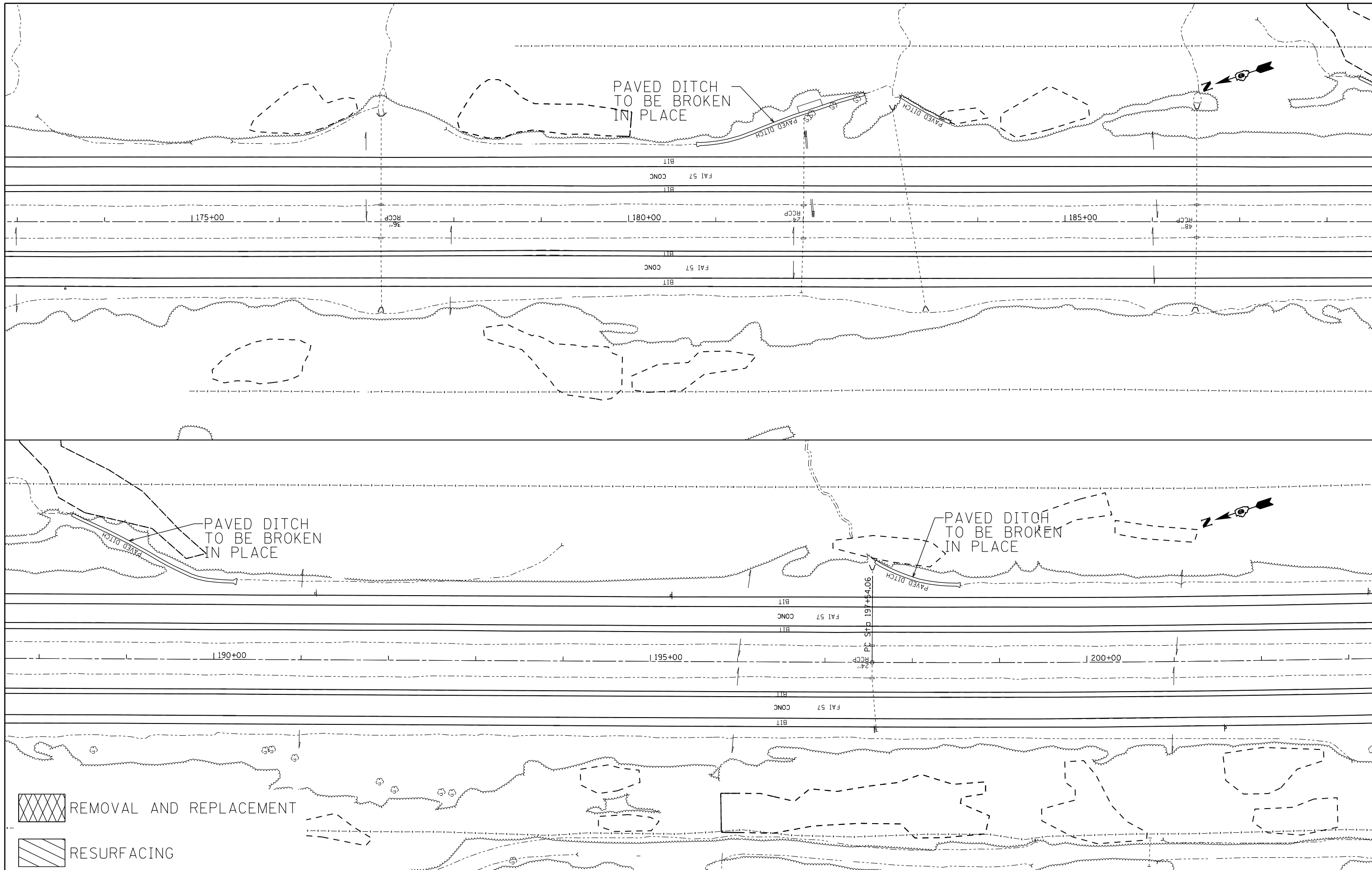
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtcl.dgn		REVISION	REVISED -
Default	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

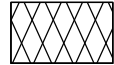

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN ALONG I-57 MEDIAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	74
CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT	



 REMOVAL AND REPLACEMENT
 RESURFACING

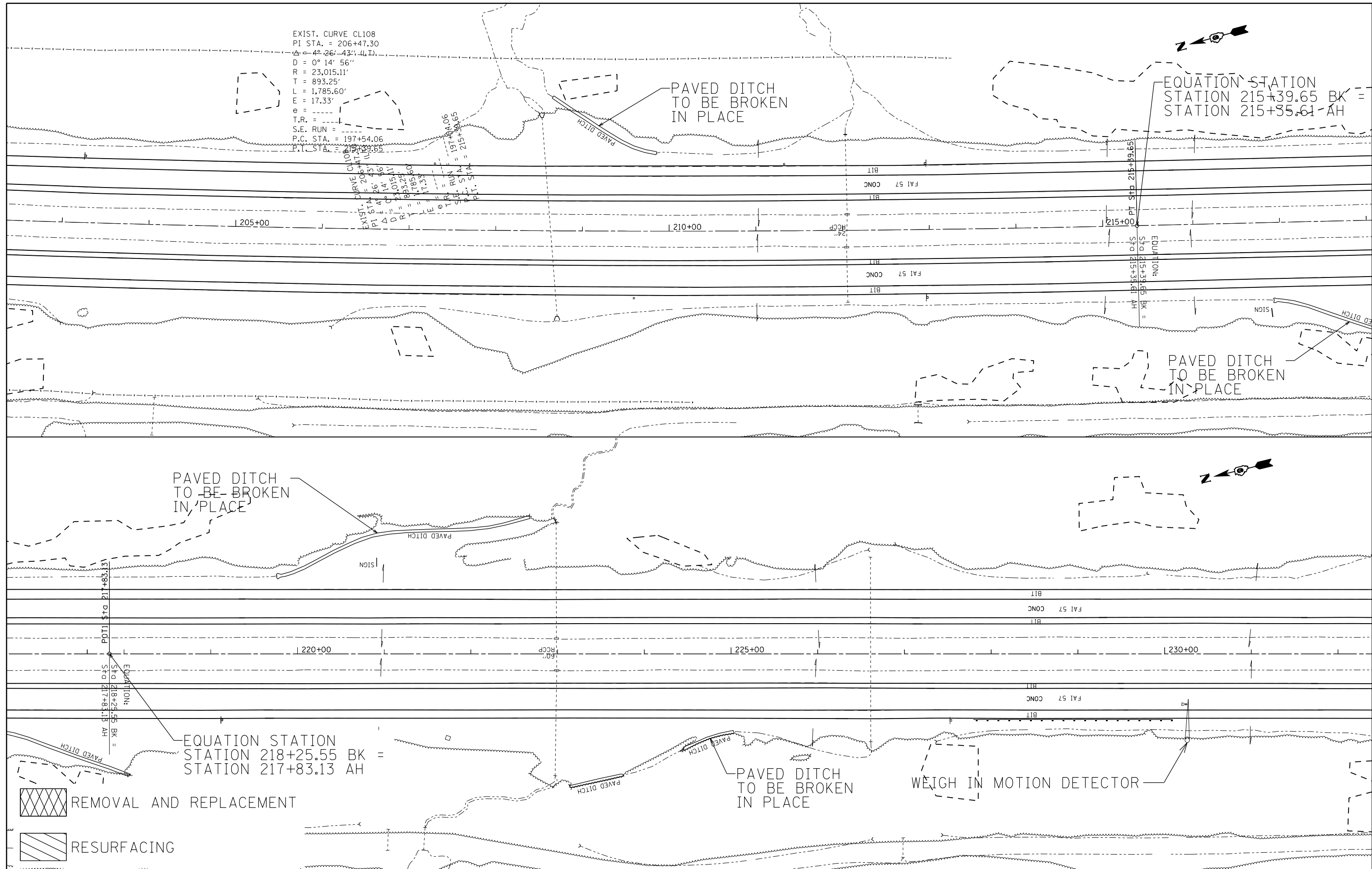
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\sheets\78380-shtcl.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN ALONG I-57 MEDIAN

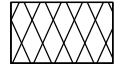

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	75
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				

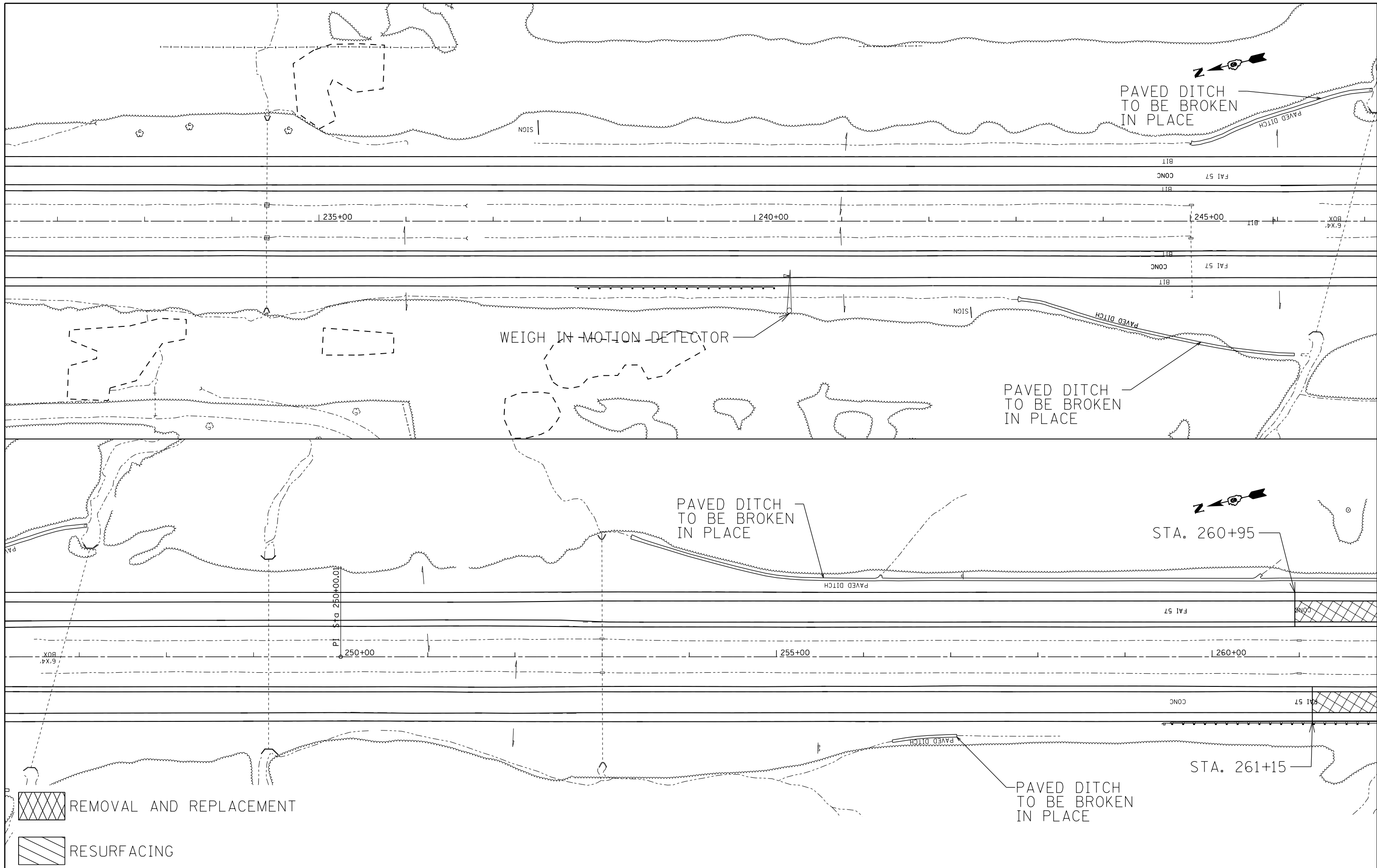


EXIST. CURVE CL108
 PI STA. = 206+47.30
 $\Delta = 4^{\circ} 26' 43''$
 $D = 0^{\circ} 14' 56''$
 $R = 23,015.11'$
 $T = 893.25'$
 $L = 1,785.60'$
 $E = 17.33'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 197+54.06$
 $P.T. STA. =$

EXIST. CURVE CL108
 PI STA. = 206+47.30
 $\Delta = 4^{\circ} 26' 43''$
 $D = 0^{\circ} 14' 56''$
 $R = 23,015.11'$
 $T = 893.25'$
 $L = 1,785.60'$
 $E = 17.33'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 197+54.06$
 $P.T. STA. =$

 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN ALONG I-57 MEDIAN			F.A.I. RT. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CA\Drawings\78380-shtcl.dgn	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -					57	.	WILLIAMSON	107	76
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78380				
					ILLINOIS FED. AID PROJECT (X1-8,X1-7-1,X1-7,X1-6-1)R-1							

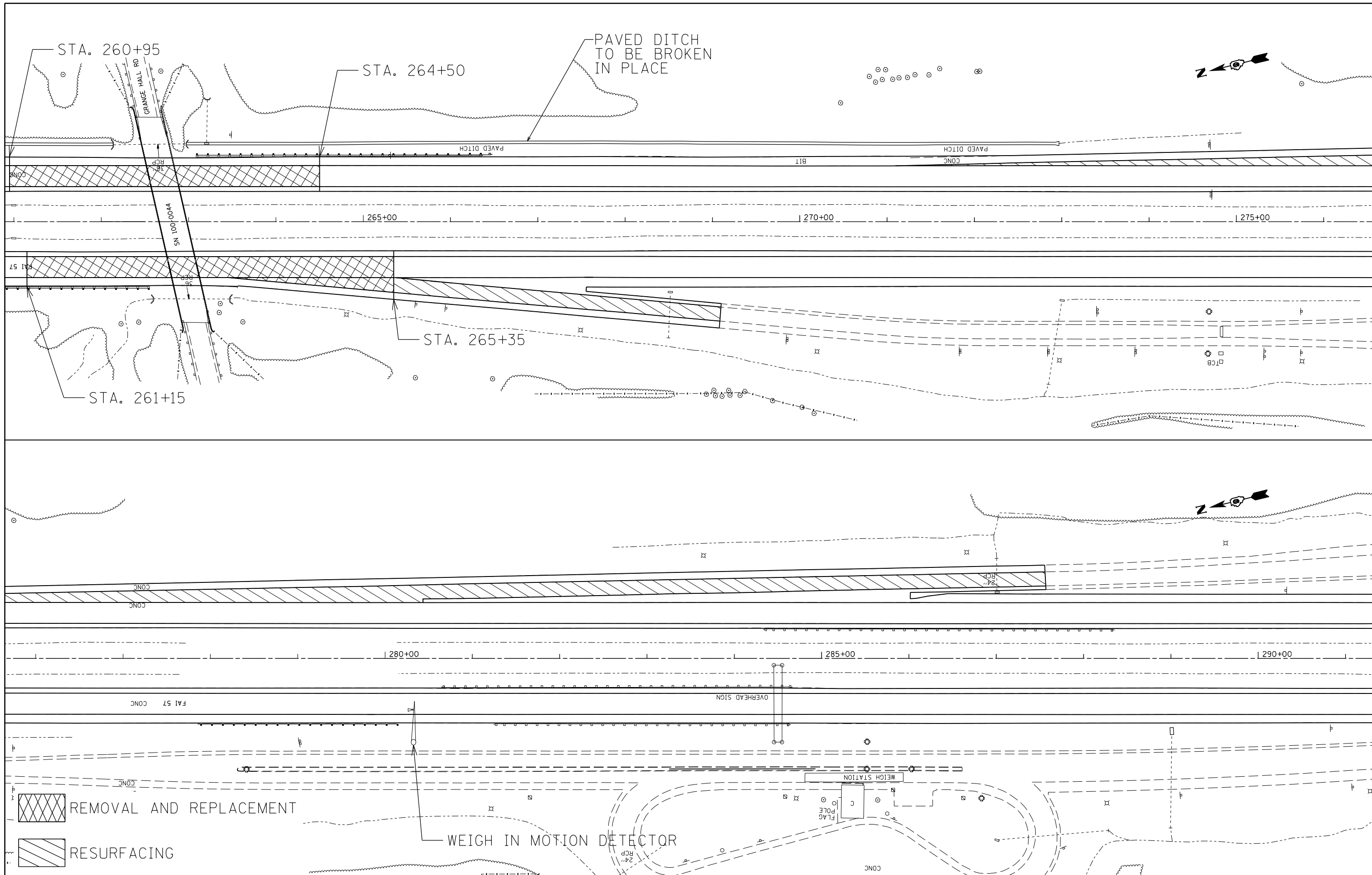


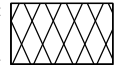

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:		SHEET	OF	SHEETS	STA.	TO STA.	F.A.I. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
							57	.	WILLIAMSON	107	77	

CONTRACT NO. 78380		ILLINOIS FED. AID PROJECT	
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 REMOVAL AND REPLACEMENT
 RESURFACING

WEIGH IN MOTION DETECTOR

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtcl.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -

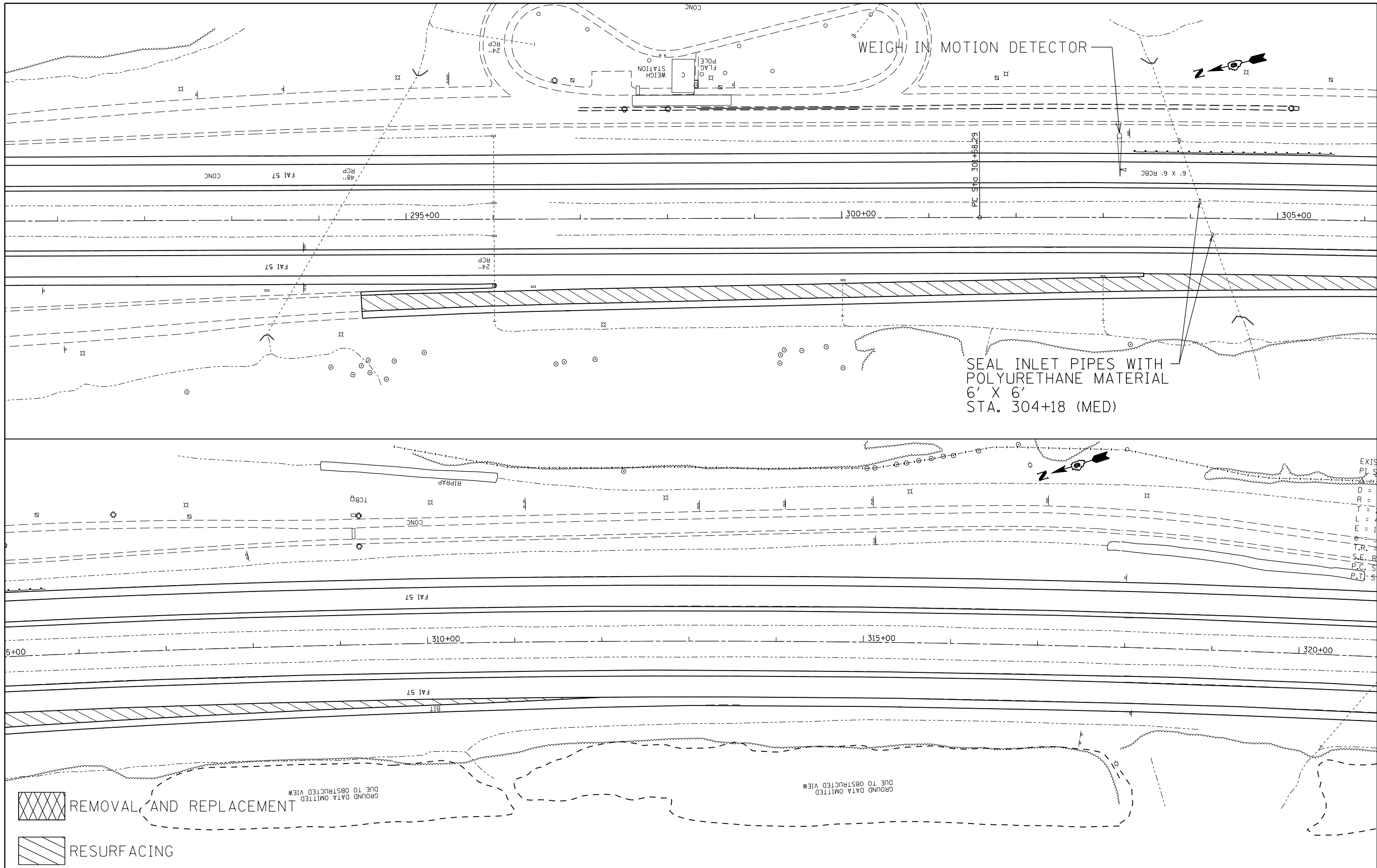
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN ALONG I-57 MEDIAN

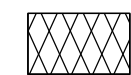
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	78
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				

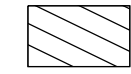
(X1-8,X1-7-1,X1-7,X1-6-1)R-1



EXIS
 P.I. S
 D =
 R =
 T =
 L = 4
 E = 1
 T.R. =
 S.E. =
 P.C. =
 P.T. =



REMOVAL AND REPLACEMENT



RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\11084EBIDINTEG.illinois.gov\PI\DOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtcl.dgn		REVISION	REVISED -
Default	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN ALONG I-57 MEDIAN

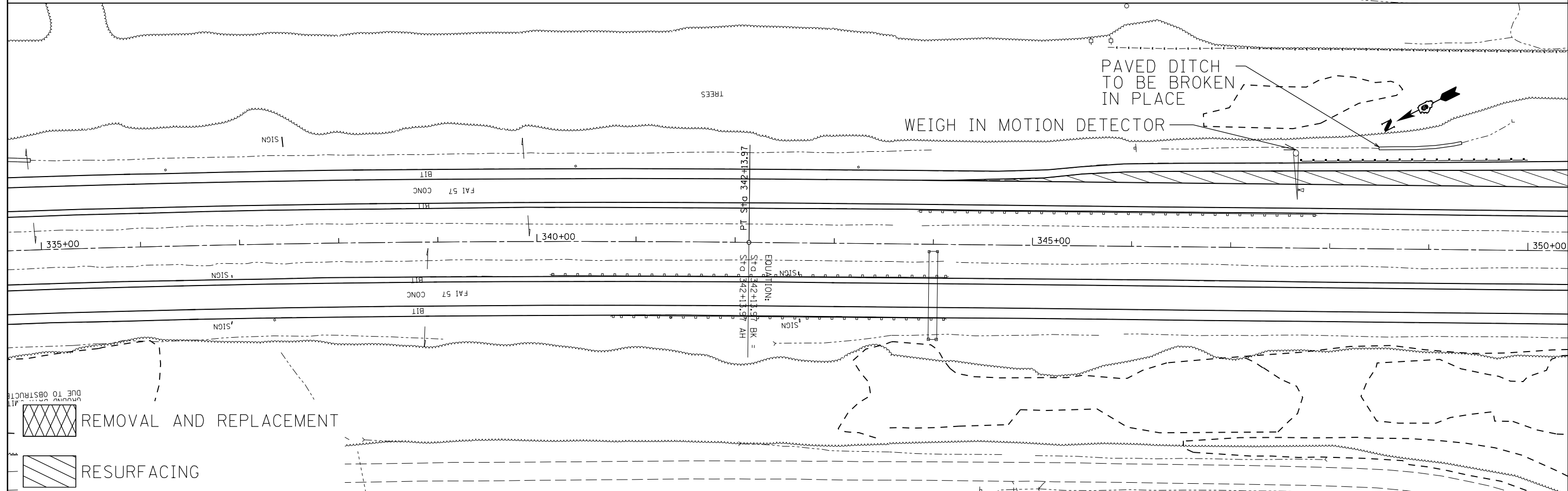
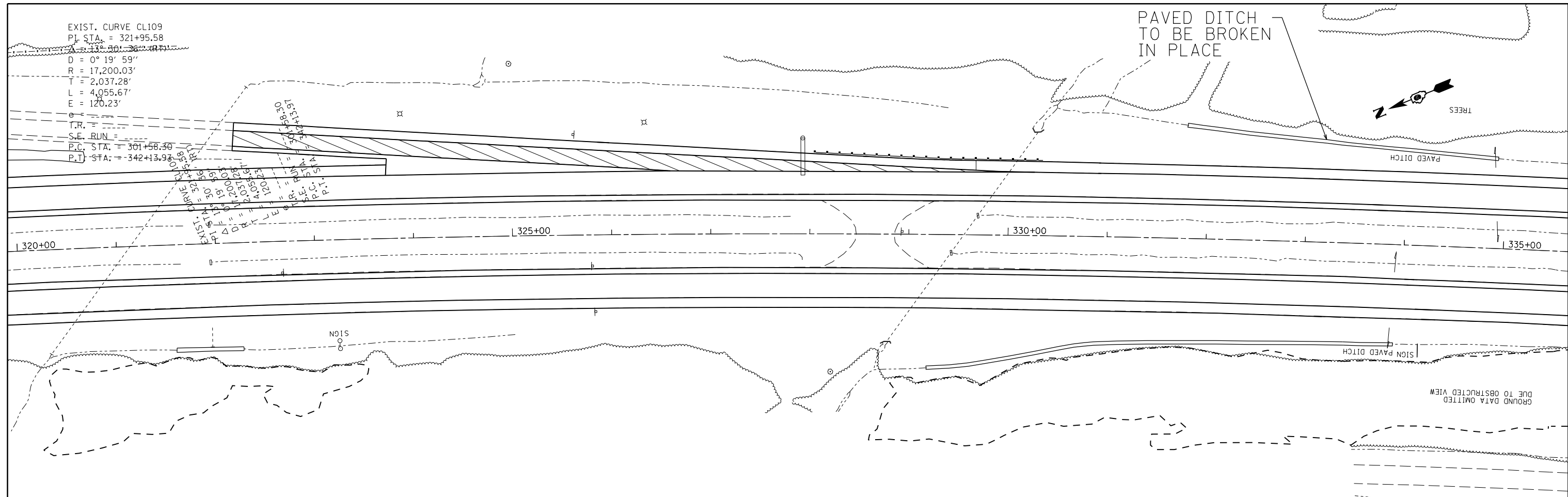
SCALE: SHEET OF SHEETS STA. TO STA.

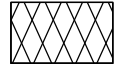

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	79
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				

EXIST. CURVE CL109
 P.I. STA. = 321+95.58
 D = 0° 19' 59"
 R = 17,200.03'
 T = 2,037.28'
 L = 4,055.67'
 E = 120.23'
 S.E. RUN =
 P.C. STA. = 301+58.30
 P.T. STA. = 342+13.96

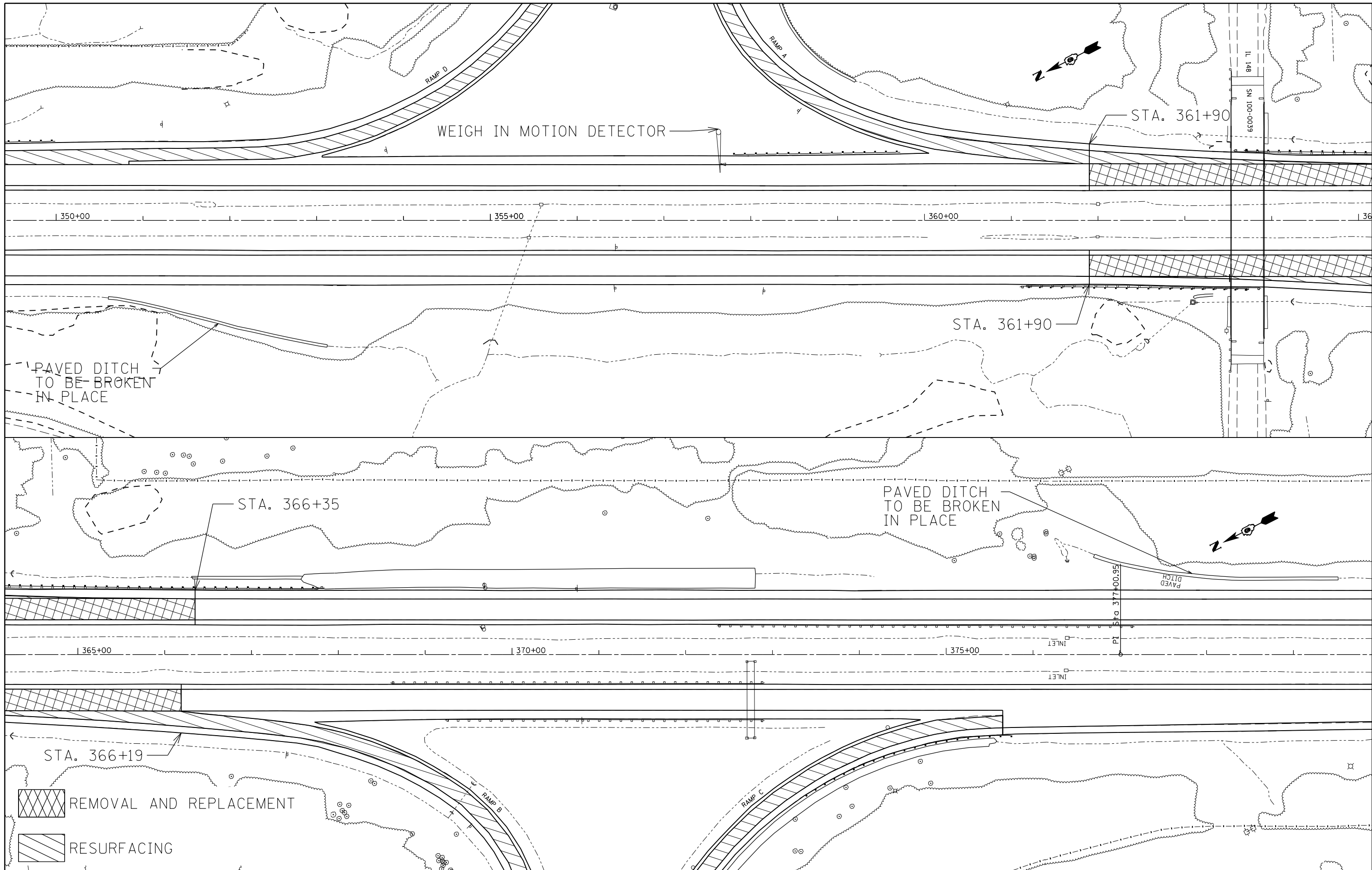
EXIST. CURVE CL109
 P.I. STA. = 321+95.58
 D = 0° 19' 59"
 R = 17,200.03'
 T = 2,037.28'
 L = 4,055.67'
 E = 120.23'
 S.E. RUN =
 P.C. STA. = 301+58.30
 P.T. STA. = 342+13.96

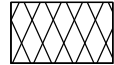

PAVED DITCH
 TO BE BROKEN
 IN PLACE



 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN ALONG I-57 MEDIAN			F.A.I. RE. 57	SECTION .	COUNTY WILLIAMSON	TOTAL SHEETS 107	SHEET NO. 80	
pw:\IL084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtcl.dgn	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78380
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -										



 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

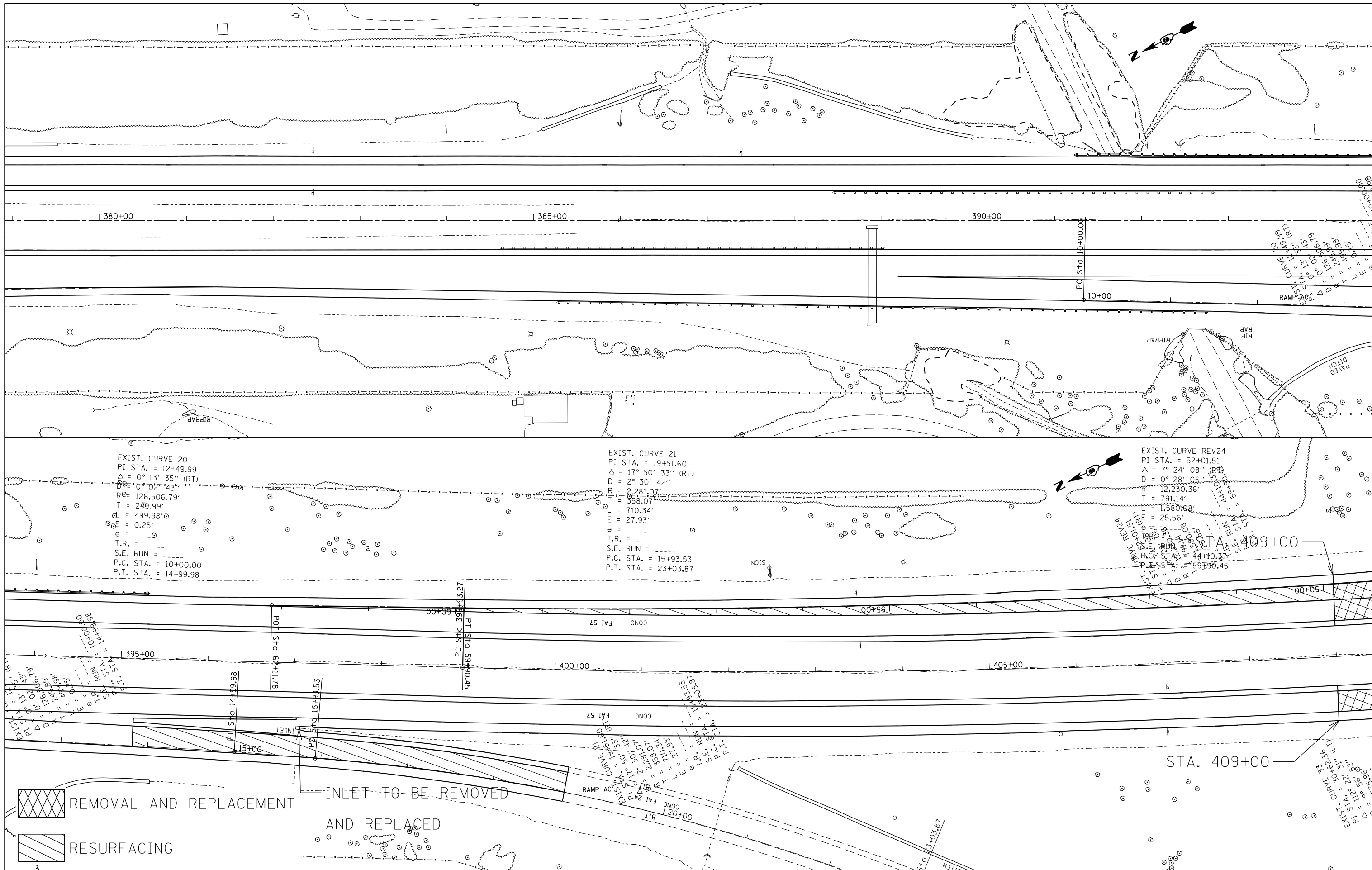
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN ALONG I-57 MEDIAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	81
			CONTRACT NO. 78380	
ILLINOIS FED. AID PROJECT				

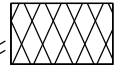

(X1-B,X1-7-1,X1-7,X1-6-1)R-1



EXIST. CURVE 20
 PI STA. = 12+49.99
 $\Delta = 0^\circ 13' 35''$ (RT)
 $R = 126.506.79'$
 $T = 249.99'$
 $\Delta = 499.98'$
 $E = 0.25'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 10+00.00
 P.T. STA. = 14+99.98

EXIST. CURVE 21
 PI STA. = 19+51.60
 $\Delta = 17^\circ 50' 33''$ (RT)
 $D = 2^\circ 30' 42''$
 $R = 2281.07'$
 $T = 358.07'$
 $L = 710.34'$
 $E = 27.93'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 15+93.53
 P.T. STA. = 23+03.87

EXIST. CURVE REV24
 PI STA. = 52+01.51
 $\Delta = 7^\circ 24' 08''$ (RT)
 $D = 0^\circ 28' 06''$
 $R = 12230.36'$
 $T = 791.14'$
 $L = 1580.98'$
 $E = 25.56'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 44+10.37
 P.T. STA. = 59+90.45

 REMOVAL AND REPLACEMENT
 RESURFACING

INLET TO BE REMOVED
 AND REPLACED

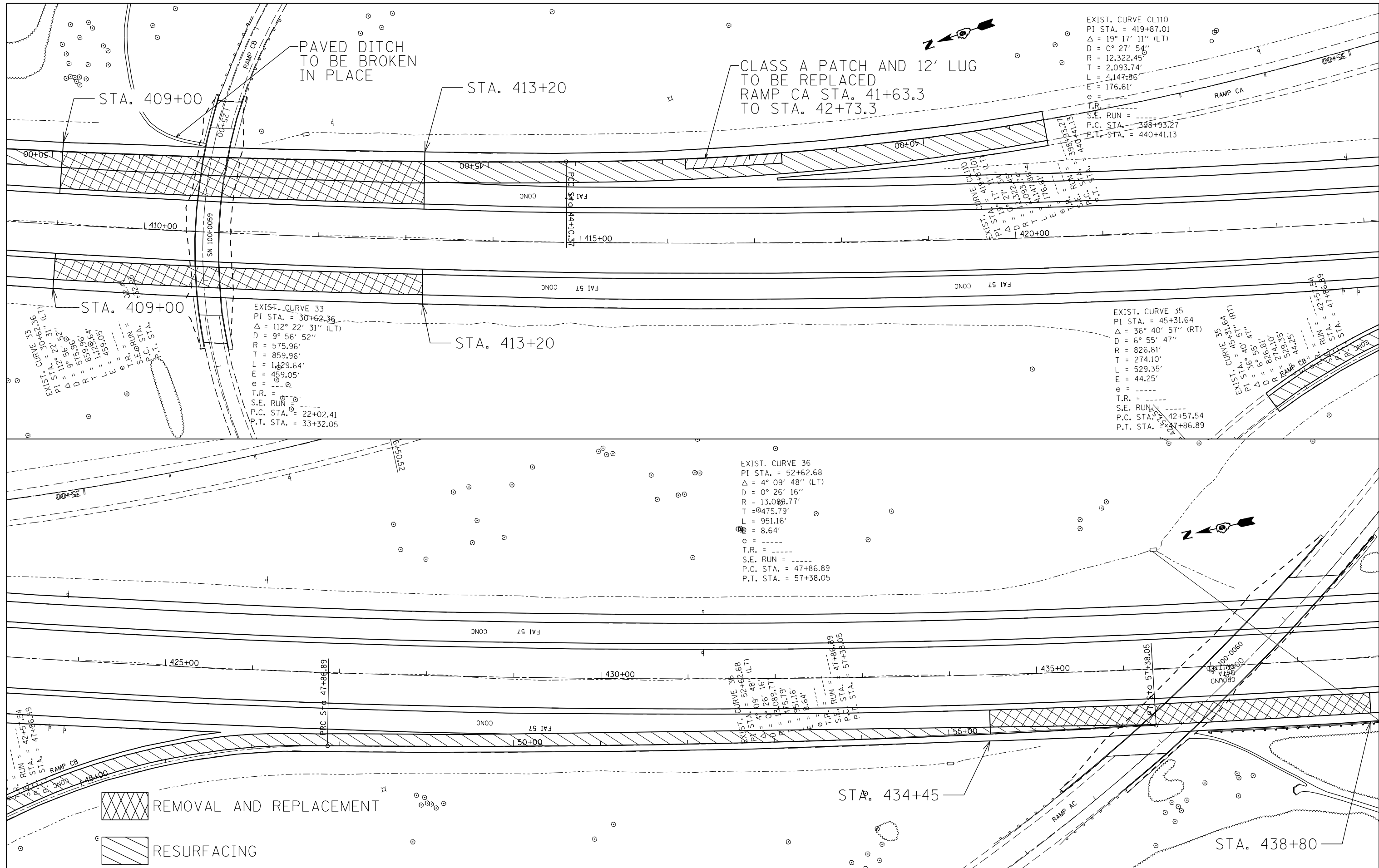
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG\illinois.gov\PI\DOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shtcl.dgn		REVISION	REVISION
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN ALONG I-57 MEDIAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	82
			CONTRACT NO. 78380	



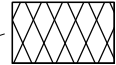

EXIST. CURVE CL110
 PI STA. = 419+87.01
 $\Delta = 19^\circ 17' 11''$ (LT)
 $D = 0^\circ 27' 54''$
 $R = 12,322.45'$
 $T = 2,093.74'$
 $L = 4,147.86'$
 $E = 176.61'$
 T.R. =
 S.E. RUN =
 P.C. STA. = 398+93.27
 P.T. STA. = 440+41.13

EXIST. CURVE 33
 PI STA. = 30+62.36
 $\Delta = 112^\circ 22' 31''$ (LT)
 $D = 9^\circ 56' 52''$
 $R = 575.96'$
 $T = 859.96'$
 $L = 1,629.64'$
 $E = 459.05'$
 $e = 0'$
 T.R. =
 S.E. RUN =
 P.C. STA. = 22+02.41
 P.T. STA. = 33+32.05

EXIST. CURVE 35
 PI STA. = 45+31.64
 $\Delta = 36^\circ 40' 57''$ (RT)
 $D = 6^\circ 55' 47''$
 $R = 826.81'$
 $T = 274.10'$
 $L = 529.35'$
 $E = 44.25'$
 $e = 0'$
 T.R. =
 S.E. RUN =
 P.C. STA. = 42+57.54
 P.T. STA. = 47+86.89

EXIST. CURVE 36
 PI STA. = 52+62.68
 $\Delta = 4^\circ 09' 48''$ (LT)
 $D = 0^\circ 26' 16''$
 $R = 13,089.77'$
 $T = 475.79'$
 $L = 951.16'$
 $E = 8.64'$
 $e = 0'$
 T.R. =
 S.E. RUN =
 P.C. STA. = 47+86.89
 P.T. STA. = 57+38.05

EXIST. CURVE 36
 PI STA. = 52+62.68
 $\Delta = 4^\circ 09' 48''$ (LT)
 $D = 0^\circ 26' 16''$
 $R = 13,089.77'$
 $T = 475.79'$
 $L = 951.16'$
 $E = 8.64'$
 $e = 0'$
 T.R. RUN = 47+86.89
 S.E. STA. = 57+38.05
 P.T. STA. = 57+38.05

 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtcl.dgn		REVISION	REVISION
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

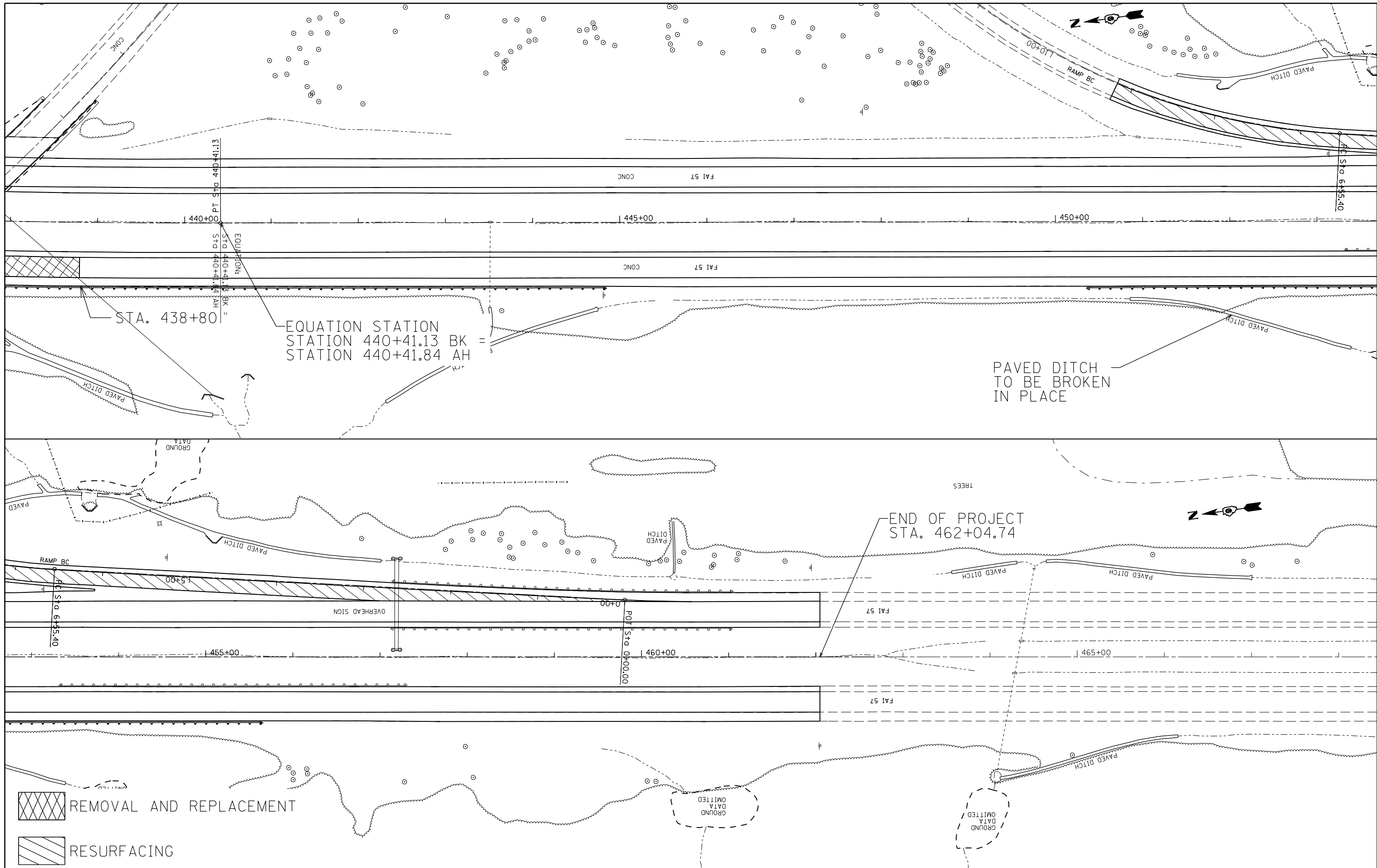
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

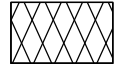

PLAN ALONG I-57 MEDIAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	83
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	

(X1-8,X1-7-1,X1-7,X1-6-1)R-1



 REMOVAL AND REPLACEMENT
 RESURFACING

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shtcl.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

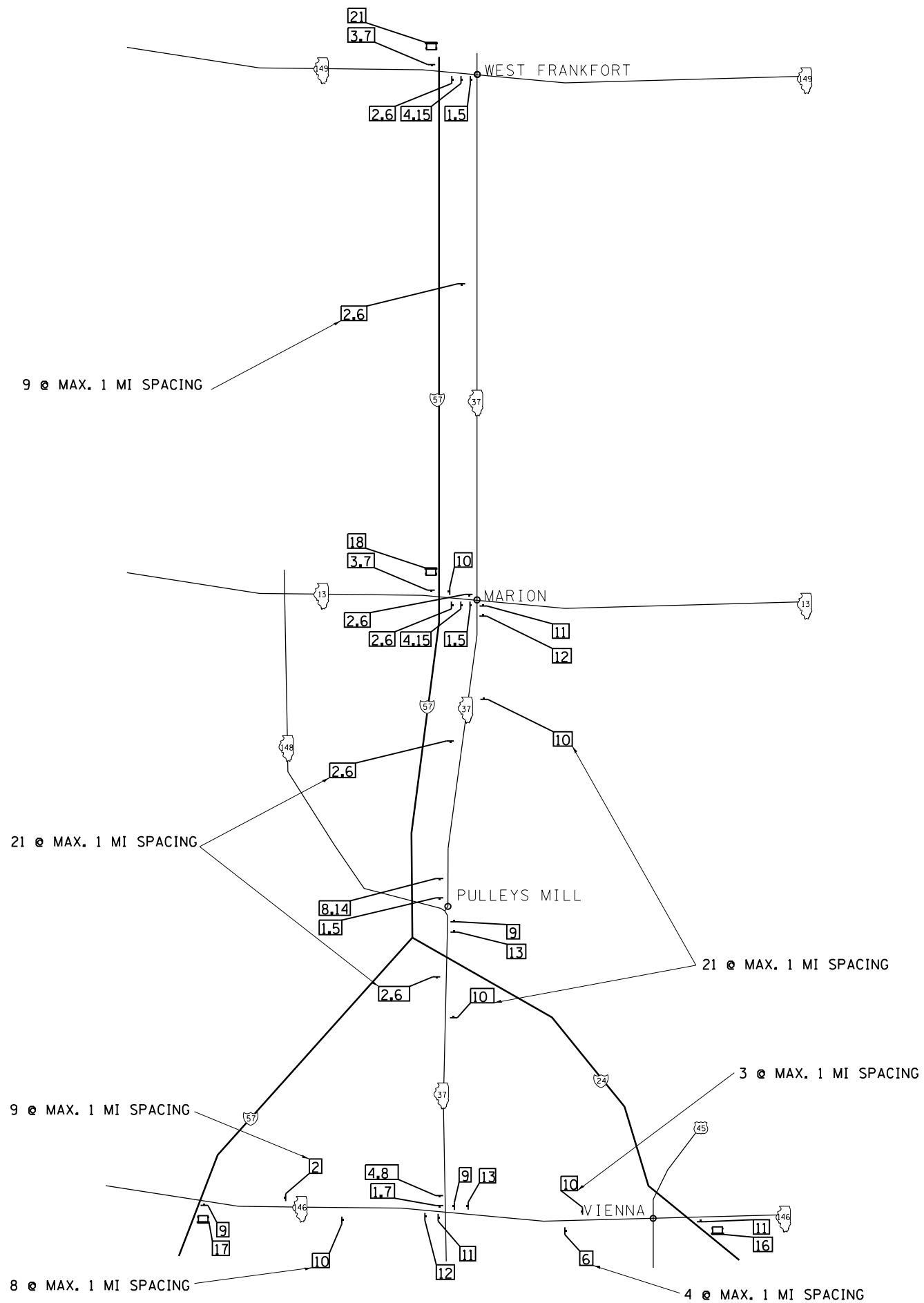
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN ALONG I-57 MEDIAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	84
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	

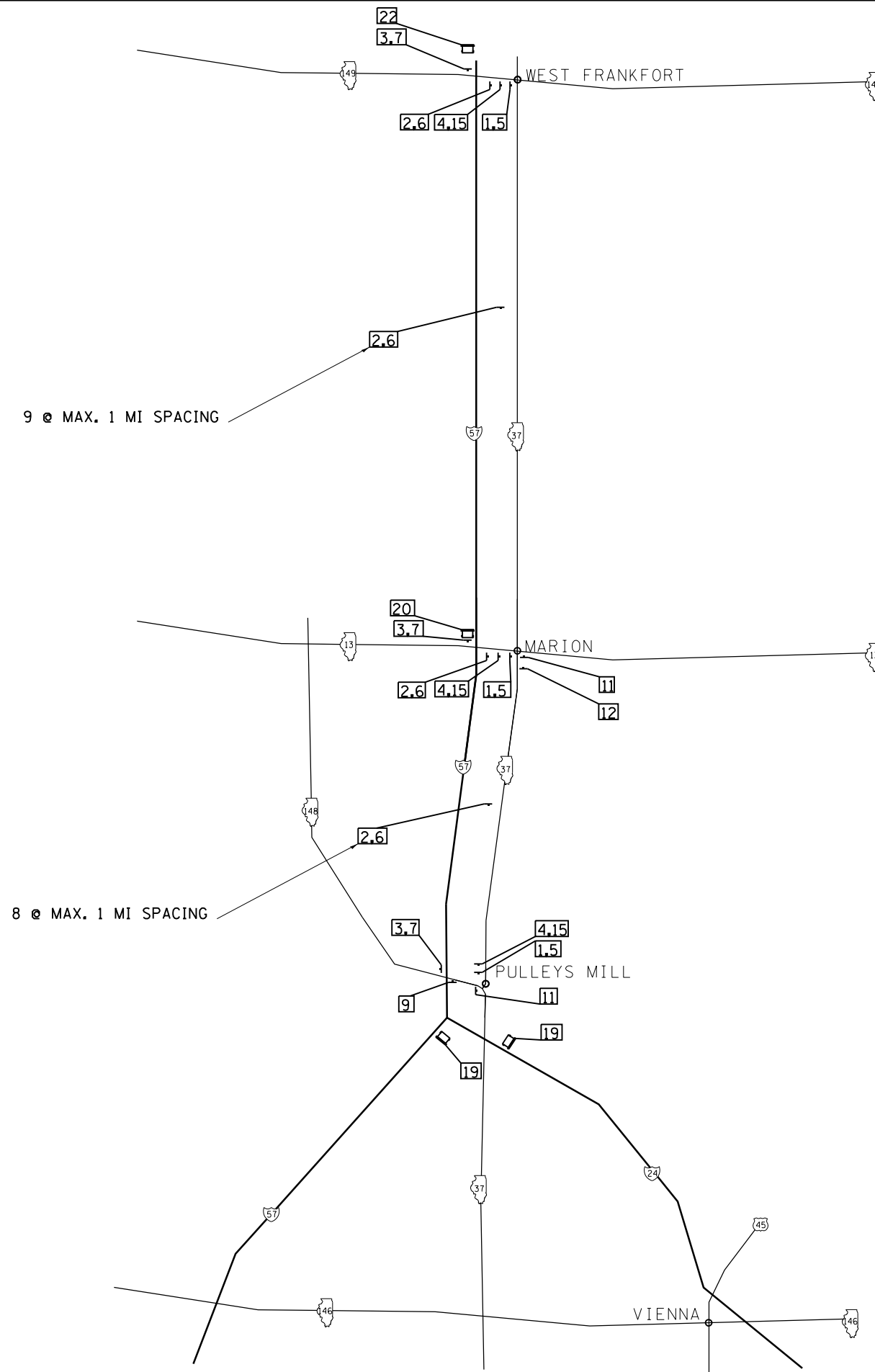
THIS ALTERNATE ROUTE SIGNING PLAN TO BE USED DURING ALL WORK SOUTH OF IL 148



3 PROPOSED SIGN

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALTERNATE ROUTE #1 FOR WORK NEAR & SOUTH OF IL 148				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\shd-stageconstruction\		DRAWN -	REVISED -		57	.	WILLIAMSON	107	85				
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

THIS ALTERNATE ROUTE SIGNING PLAN TO BE USED FOR BACKUPS NORTH OF IL 148



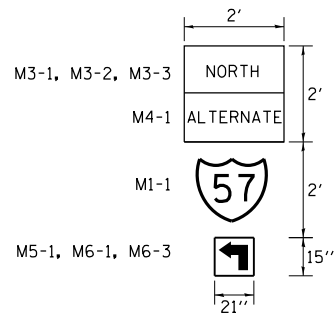
3 PROPOSED SIGN

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALTERNATE ROUTE #2 FOR WORK NORTH OF IL 148				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\shd-stageconstruction\REVISED -		CHECKED -	REVISED -		57	.	WILLIAMSON	107	86				
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

3 PROPOSED SIGN

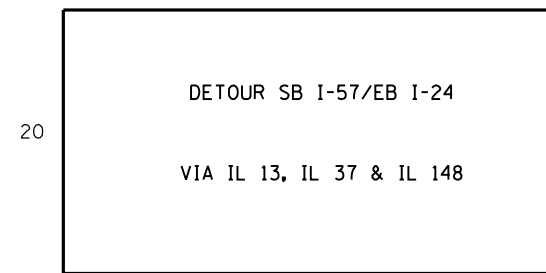
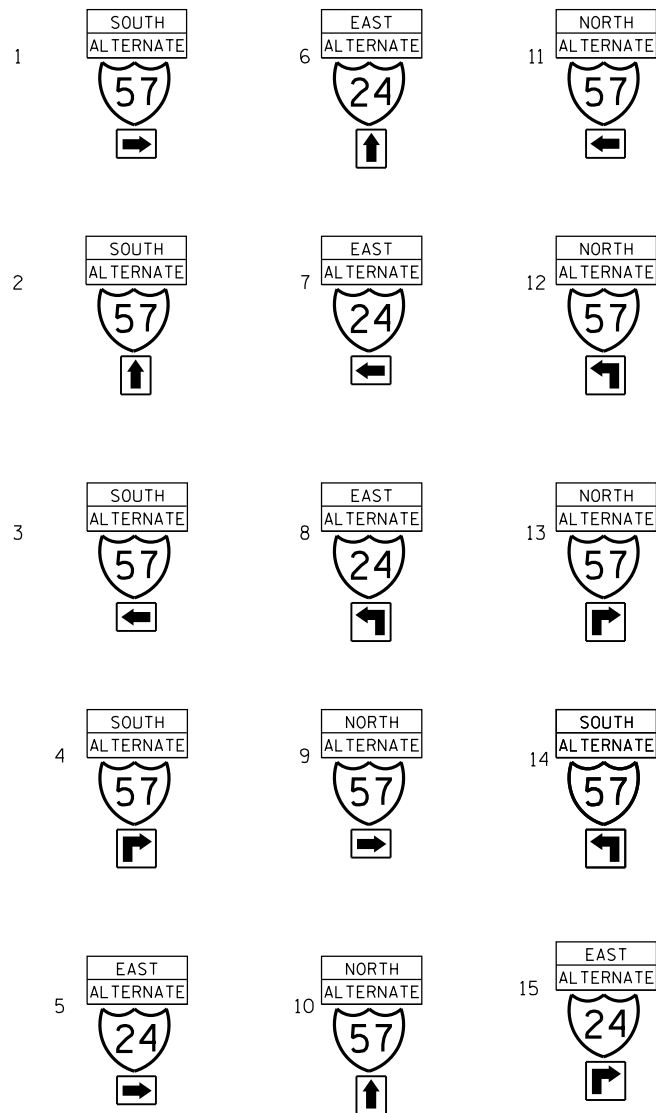
PLACE PROPOSED SIGN WITHIN 200' OF THE EXISTING SIGN IN RURAL AREAS. FOR PROPOSED SIGNS IN CITY LIMITS, THE SIGNS SHALL BE PLACED SO THEY DO NOT INTERFERE WITH EXISTING SIGNS AND AS DIRECTED BY THE ENGINEER.

SIGN DETAIL

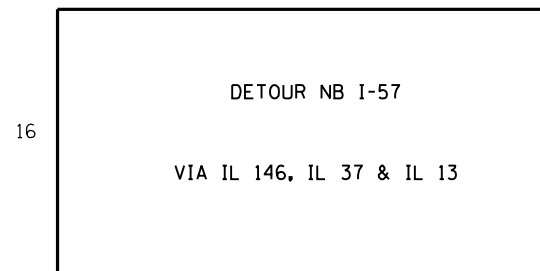


NOTES:

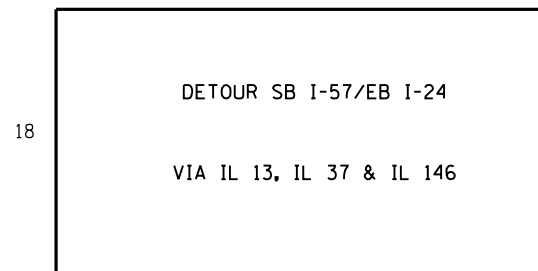
1. THE POSTS SHALL BE PLACED 12 FEET FROM THE EDGE OF PAVEMENT AS DIRECTED BY THE ENGINEER.
2. ALL SIGN HARDWARE REQUIRED TO INSTALL THE ALTERNATE ROUTE SIGNING SHALL BE INCLUDED IN THE COST OF SIGN PANEL TYPE 1.
3. SIGNS SHALL BE REMOVED ON COMPLETION OF THE CONTRACT AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 724 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR. THE SIGNS AND POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
4. THE RELOCATING, MAINTENANCE OR REPLACEMENT OF SIGNS SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.
5. EXACT SIGN PLACEMENT WILL BE DETERMINED BY THE ENGINEER.
6. THE DISTRICT 9 OPERATIONS ENGINEER SHALL BE CONTACTED 10 DAYS PRIOR TO THE ERECTION OF SIGNS.
7. ALL SIGNS SHALL CONFORM TO THE MUTCD AND SECTION 1106 OF THE STANDARD SPECIFICATIONS.
8. ALL ALTERNATE ROUTE CHANGABLE MESSAGE BOARDS SHALL BE INCLUDED IN THE COST OF THE SMART TRAFFIC MONITORING SYSTEM



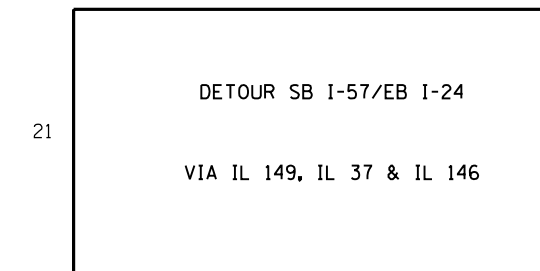
SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD



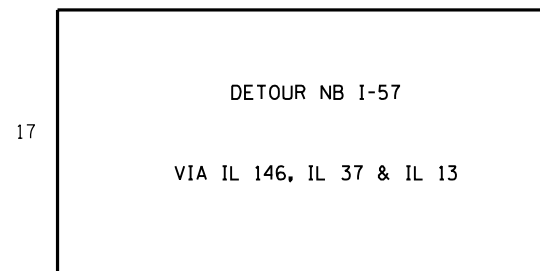
SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD



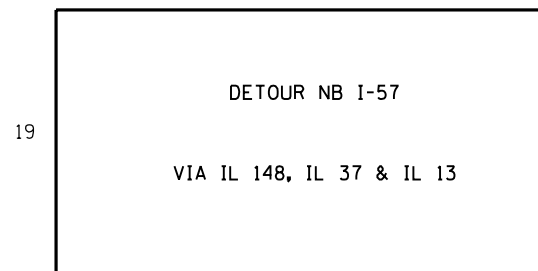
SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD



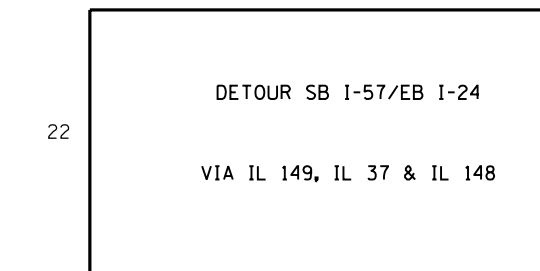
SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD



SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD

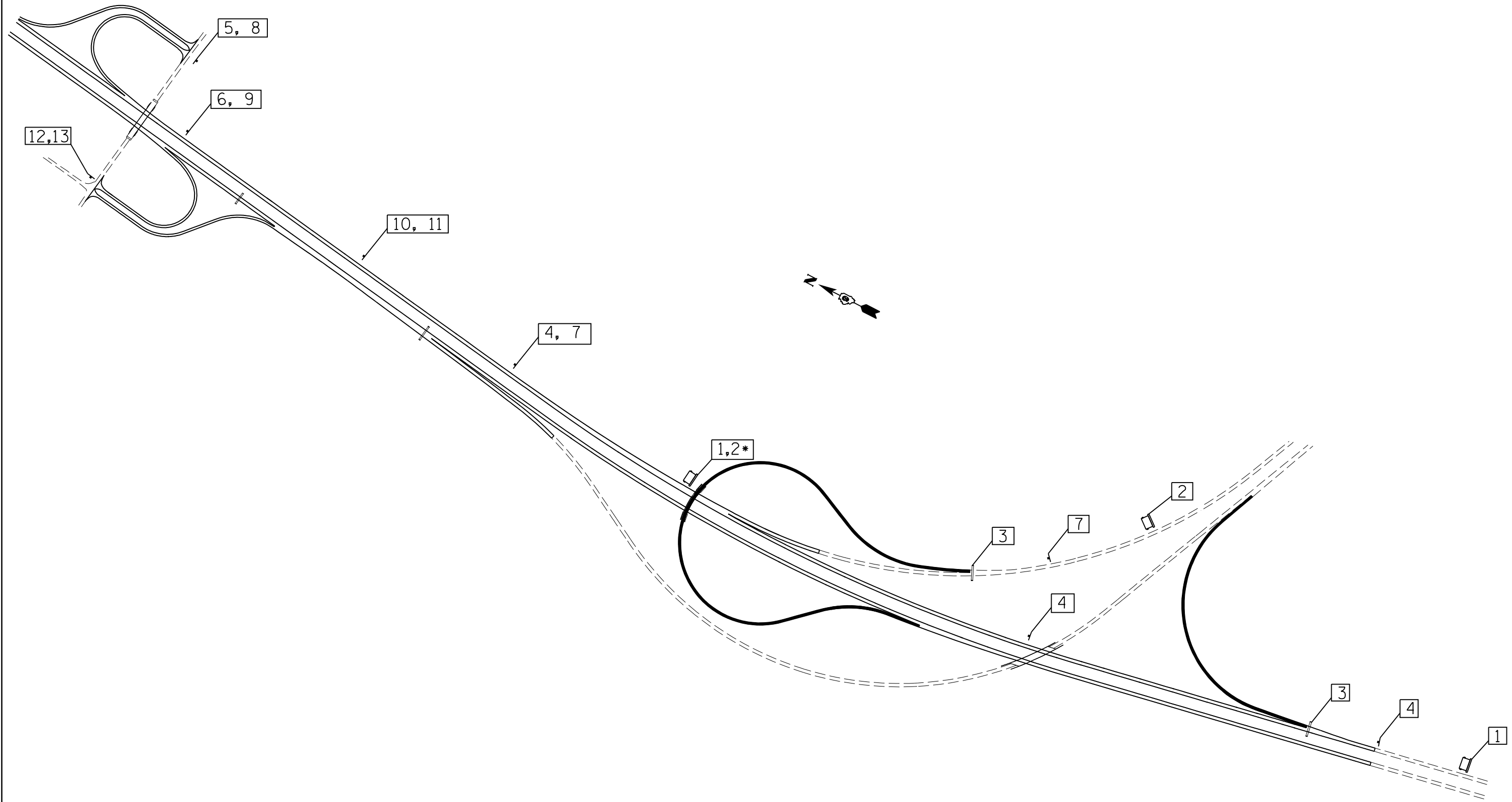


SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD



SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD

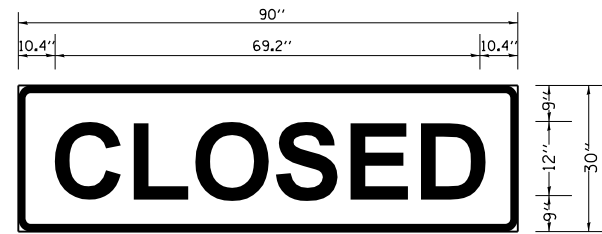
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALTERNATE ROUTES SIGNING				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default					SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	107	87



* WHEN BOTH RAMPS ARE CLOSED THE SUGGESTED MESSAGE FOR THIS CHANGEABLE MESSAGE BOARD WILL BE
 " DETOUR I-24 EB/I-57 SB, VIA I-57 NB & IL 148"

3 PROPOSED SIGN

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-24 RAMP BC & CA CLOSURE DETOUR SIGNING				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CAD\sheds\shd-stageconstruction\REVISED -		CHECKED -	REVISED -		57	.	WILLIAMSON	107	88				
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 7/9/2015	DATE -	REVISED -						CONTRACT NO. 78380				

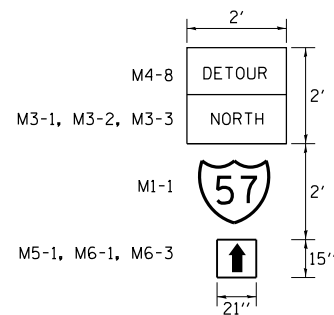


3.0" RADIUS, 1.0" BORDER, BLACK ON FLUORESCENT ORANGE;
"CLOSED" E MOD 2K

C	L	O	S	E	D
10.4	9.8	2.6	8.9	1.4	10.1
2.5	9.7	3.0	8.9	2.5	9.8
10.4					

TO BE PLACED OVER EXIT SIGN ON OVERHEAD SIGN STRUCTURES

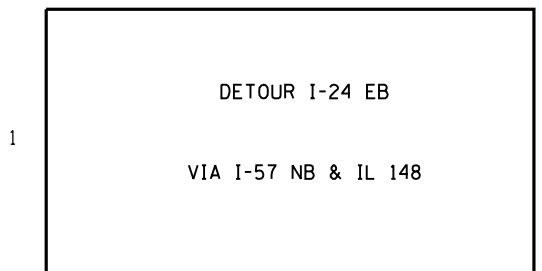
SIGN DETAIL



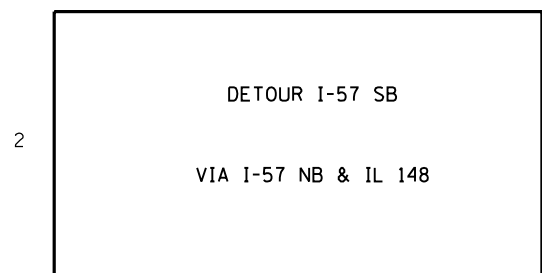
3 PROPOSED SIGN

NOTES:

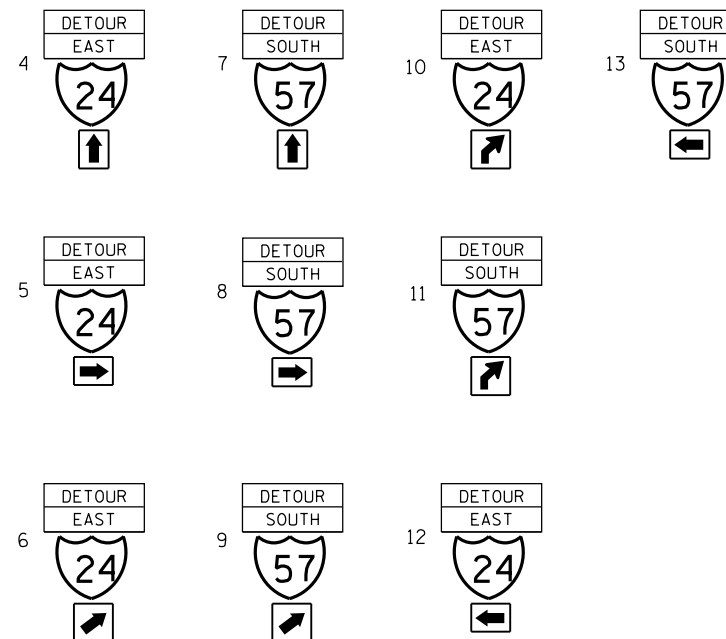
1. THE POSTS SHALL BE PLACED 12 FEET FROM THE EDGE OF PAVEMENT AS DIRECTED BY THE ENGINEER.
2. ALL SIGN HARDWARE REQUIRED TO INSTALL THE ALTERNATE ROUTE SIGNING SHALL BE INCLUDED IN THE COST OF SIGN PANEL TYPE 1.
3. SIGNS SHALL BE REMOVED ON COMPLETION OF THE CONTRACT AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 724 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR. THE SIGNS AND POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
4. THE RELOCATING, MAINTENANCE OR REPLACEMENT OF SIGNS SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.
5. EXACT SIGN PLACEMENT WILL BE DETERMINED BY THE ENGINEER.
6. THE DISTRICT 9 OPERATIONS ENGINEER SHALL BE CONTACTED 10 DAYS PRIOR TO THE ERECTION OF SIGNS.
7. ALL SIGNS SHALL CONFORM TO THE MUTCD AND SECTION 1106 OF THE STANDARD SPECIFICATIONS.

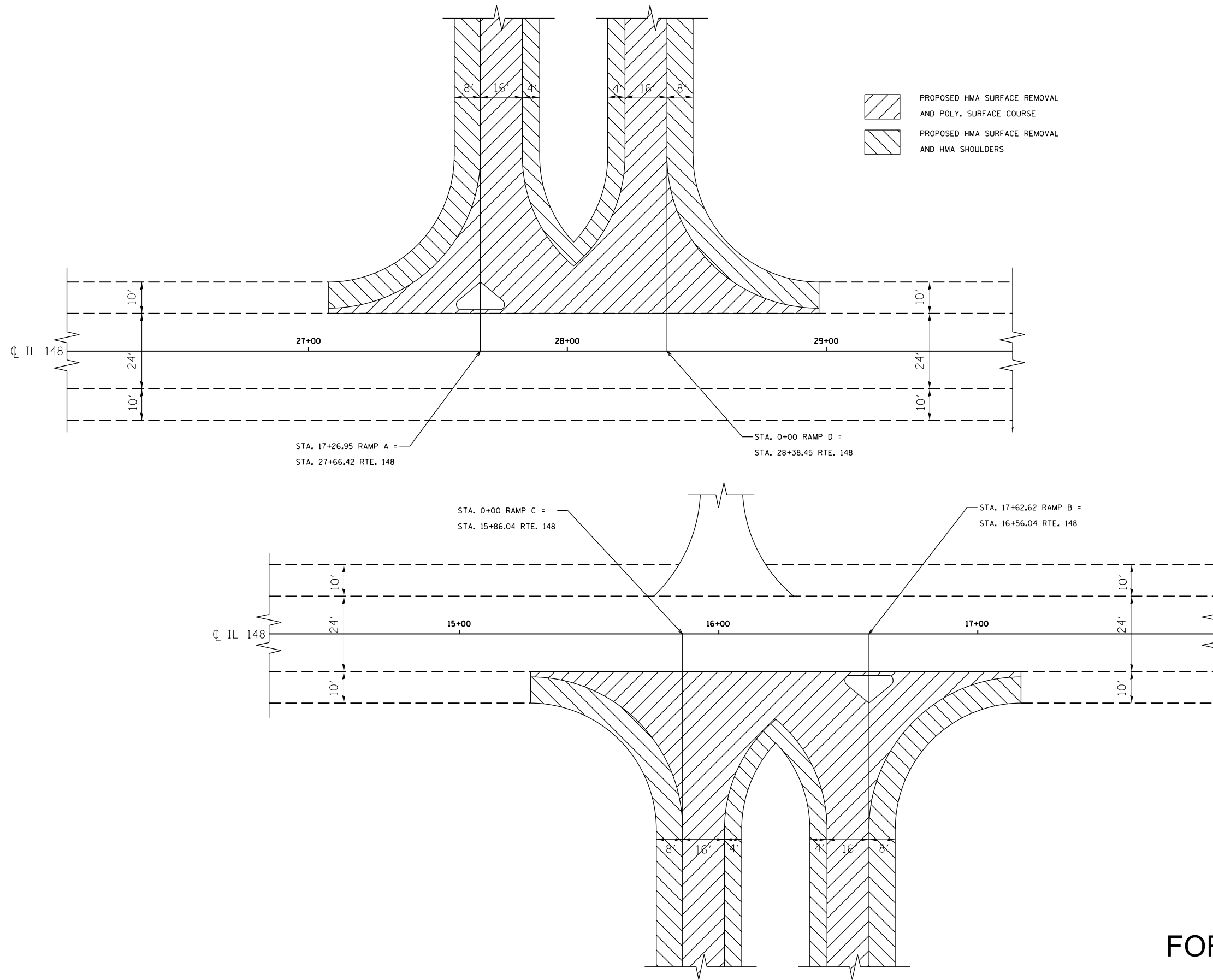


SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD



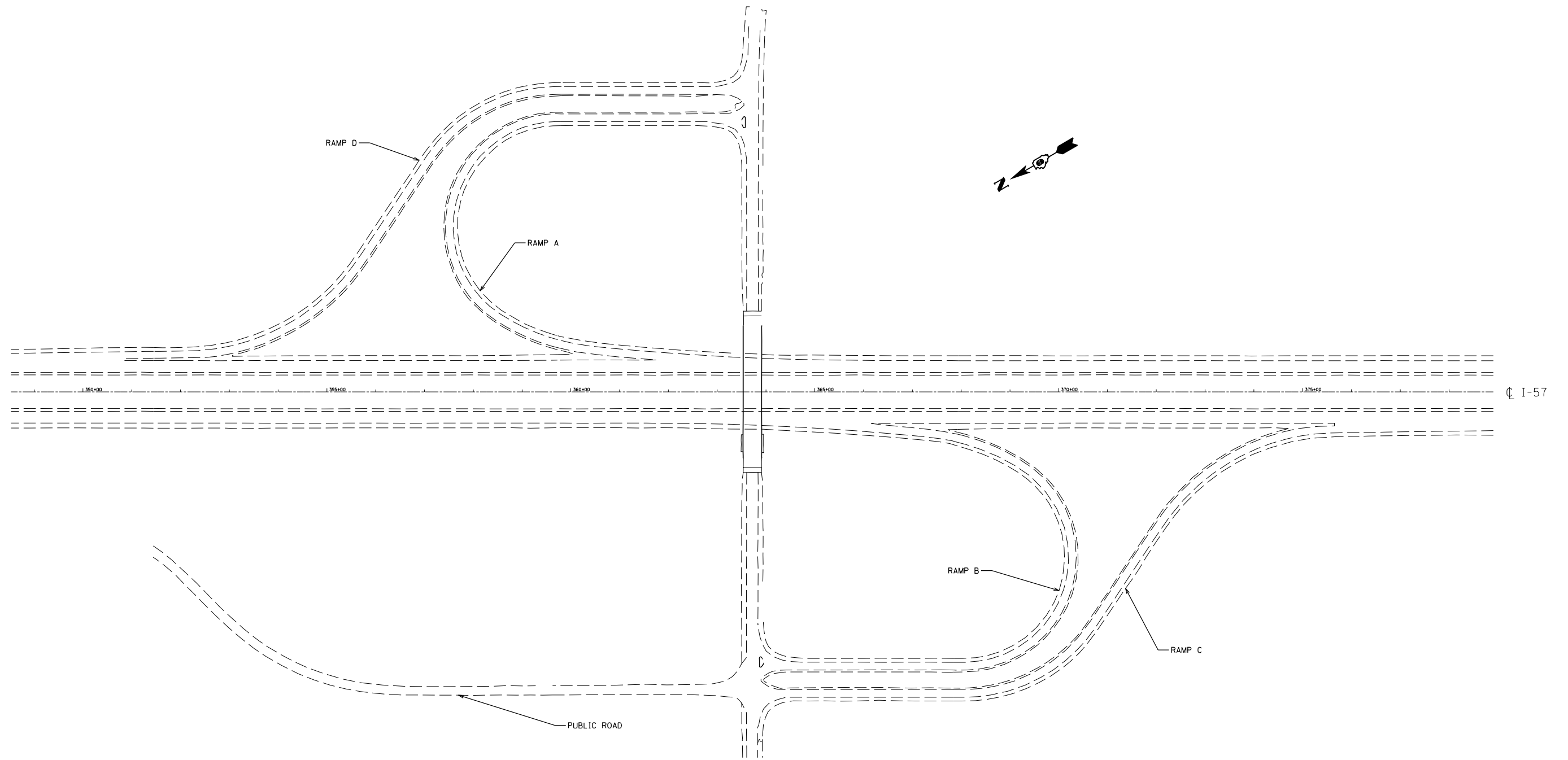
SUGGESTED MESSAGE FOR CHANGEABLE MESSAGE BOARD





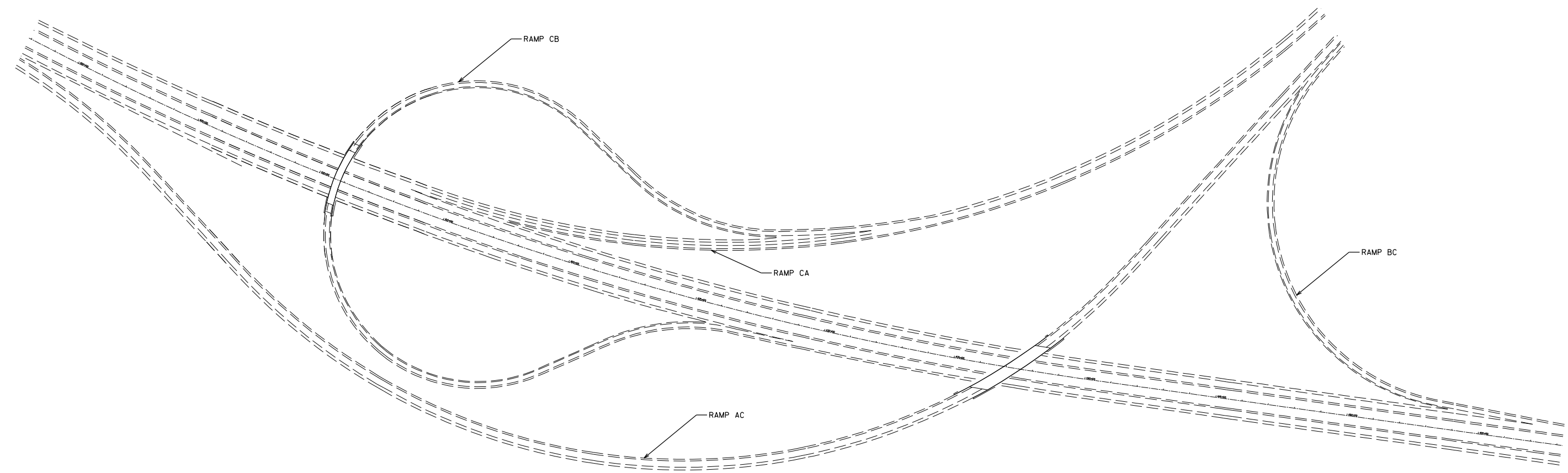
FOR INFORMATION ONLY

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 148 INTERCHANGE RAMP INFORMATION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\IL\084EBID\INTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shu-details.dwg	DRAWN	REVISION	REVISION					57	.	WILLIAMSON	107	90
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -					CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



FOR INFORMATION ONLY

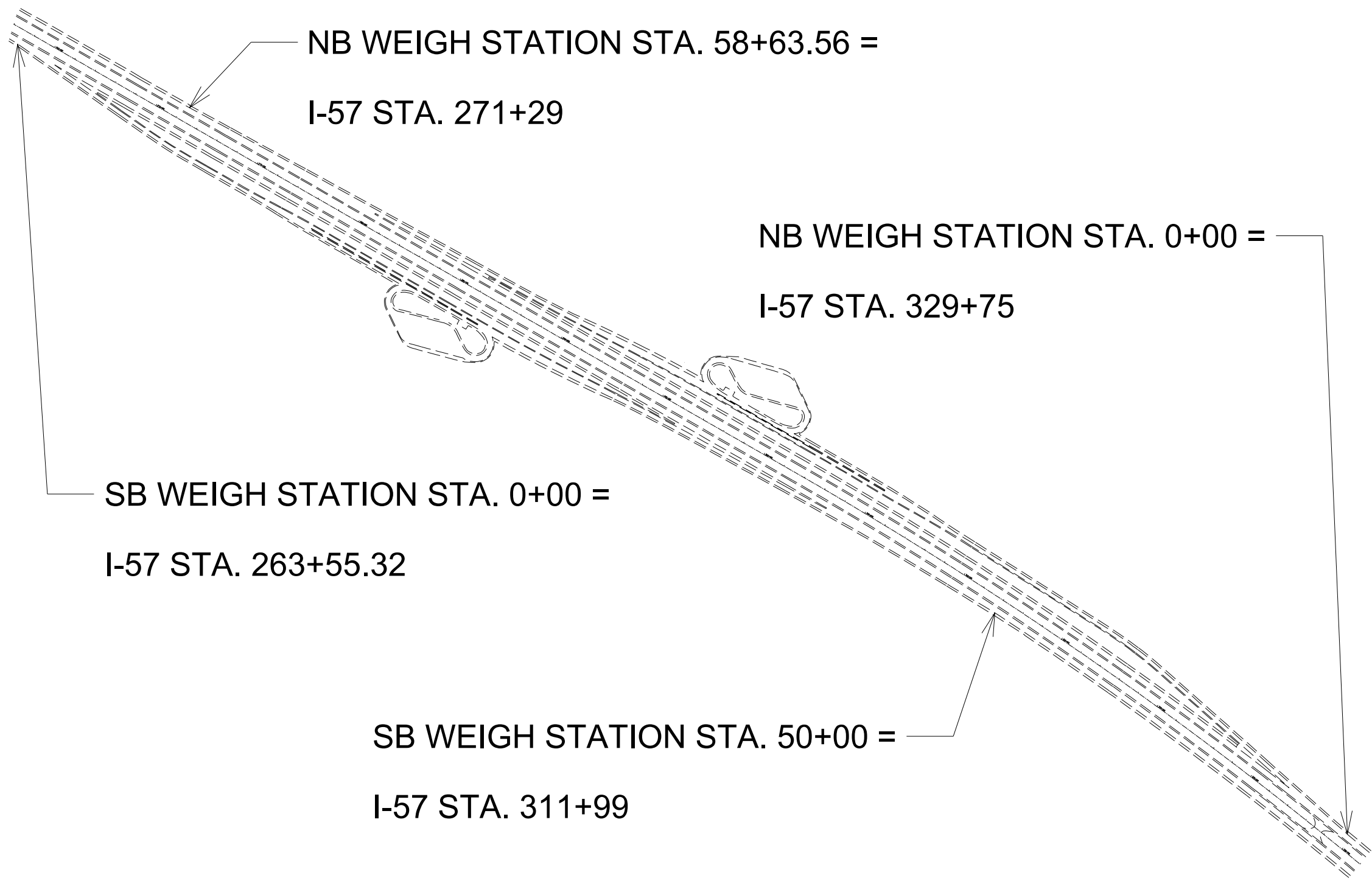
FILE NAME =	USER NAME = maebl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 148 INTERCHANGE RAMP INFORMATION				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CADsheets\78380-sht-detailed.dwg	DRAWN	REVISIONS	REVISIONS						57	.	WILLIAMSON	107	91
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 7/9/2015	DATE -	REVISED -		(X1-8,X1-7-1,X1-7,X1-6-1)R-1								



FOR INFORMATION ONLY

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-24 INTERCHANGE RAMP INTERCHANGE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CADsheets\78380-sht-detailed.dwg		DRAWN -	REVISED -		57	.	WILLIAMSON	107	92				
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

(X1-8,X1-7-1,X1-7,X1-6-1)R-1



NB WEIGH STATION STA. 58+63.56 =

I-57 STA. 271+29

NB WEIGH STATION STA. 0+00 =

I-57 STA. 329+75

SB WEIGH STATION STA. 0+00 =

I-57 STA. 263+55.32

SB WEIGH STATION STA. 50+00 =

I-57 STA. 311+99

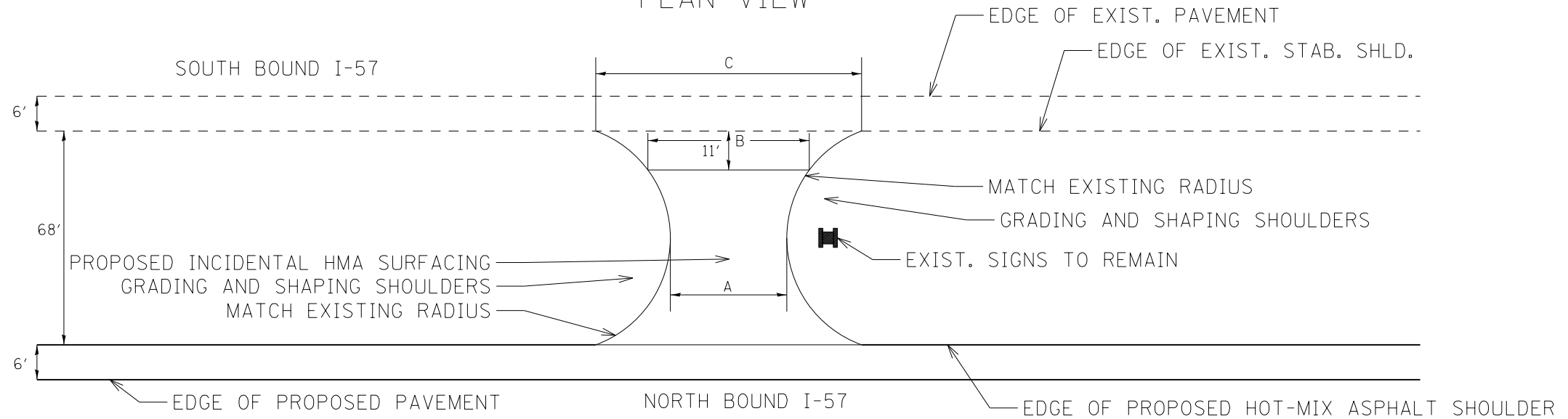
FOR INFORMATION ONLY

FILE NAME =	USER NAME = maebl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEIGH STATION RAMP INFORMATION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-sht-detailed.dwg	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					57	.	WILLIAMSON	107	93
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		CONTRACT NO. 78380		
(X1-8,X1-7-1,X1-7,X1-6-1)R-1												

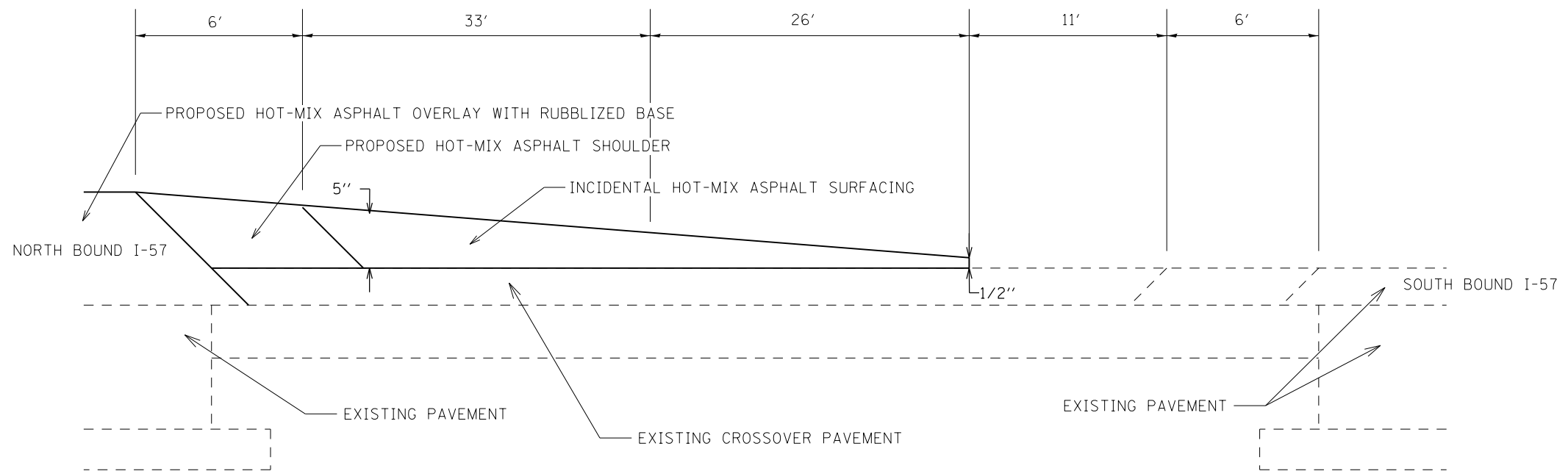
TO BE USED:

STATION	A	B	C
	FOOT	FOOT	FOOT
166+40	37.7	73	106.8
245+70	38.1	76.7	105.4
328+65	38.9	113.7	108.1

DETAIL OF MEDIAN CROSSOVER PLAN VIEW



DETAIL OF MEDIAN CROSSOVER NB PAVING CROSS SECTIONAL VIEW

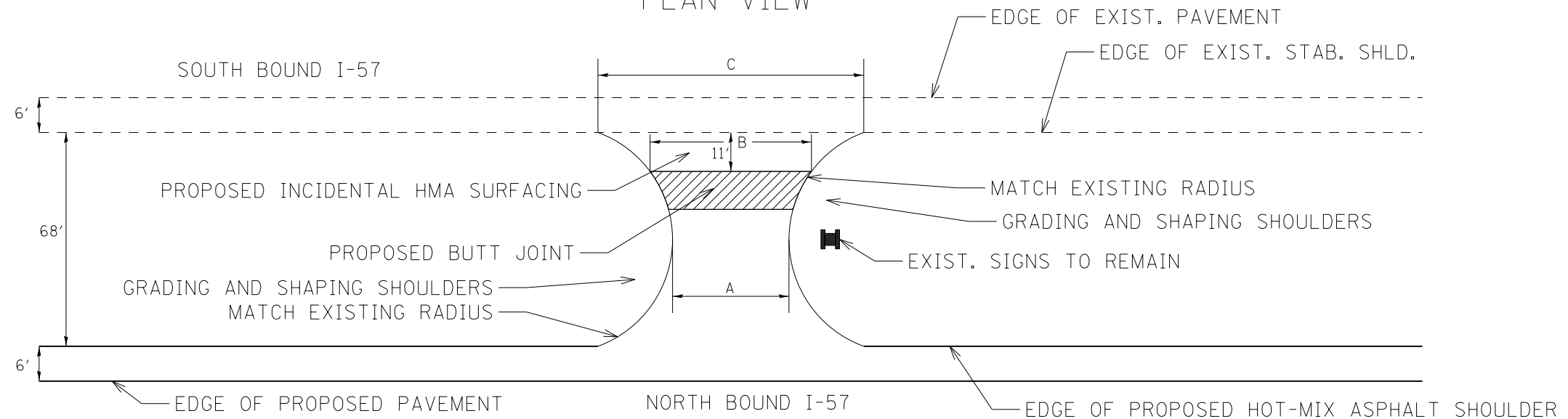


FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MEDIAN CROSSOVER RESURFACING DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shtu-details.dgn	DATE = 7/9/2015	CHECKED -	REVISED -					57	.	WILLIAMSON	107	94
Default	PLOT SCALE = 100.0000' / 1in.	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				
								CONTRACT NO. 78380				

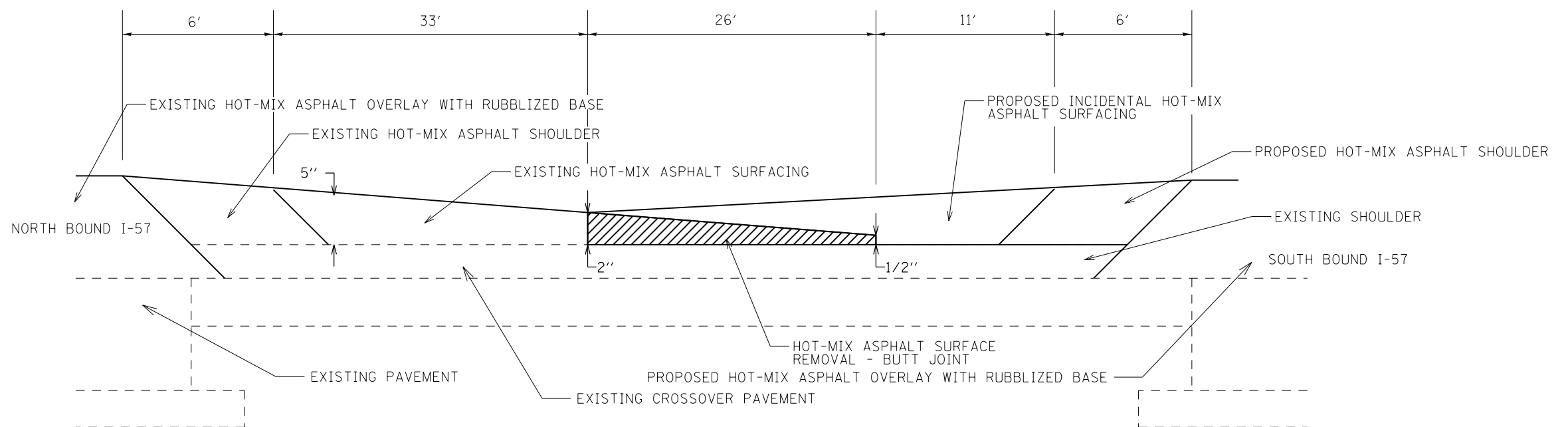
TO BE USED:

STATION	A	B	C
	FOOT	FOOT	FOOT
166+40	37.7	73	106.8
245+70	38.1	76.7	105.4
328+65	38.9	113.7	108.1

DETAIL OF MEDIAN CROSSOVER PLAN VIEW




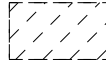
DETAIL OF MEDIAN CROSSOVER FINAL PAVING CROSS SECTIONAL VIEW

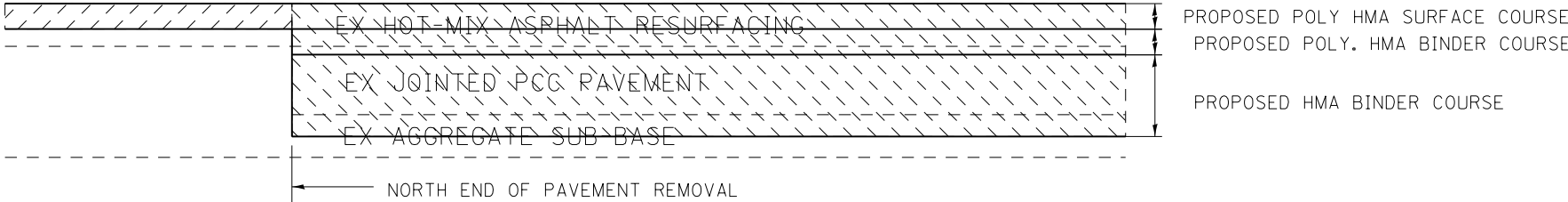


FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MEDIAN CROSSOVER RESURFACING DETAIL	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shu-details.dgn		CHECKED -	REVISED -			57	•	WILLIAMSON	107	95
Default	PLOT SCALE = 100.0000' / 1in.	DATE -	REVISED -			CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 7/9/2015					SCALE:	SHEET	OF	SHEETS	STA.

SURFACE COURSE OFFSET DETAIL

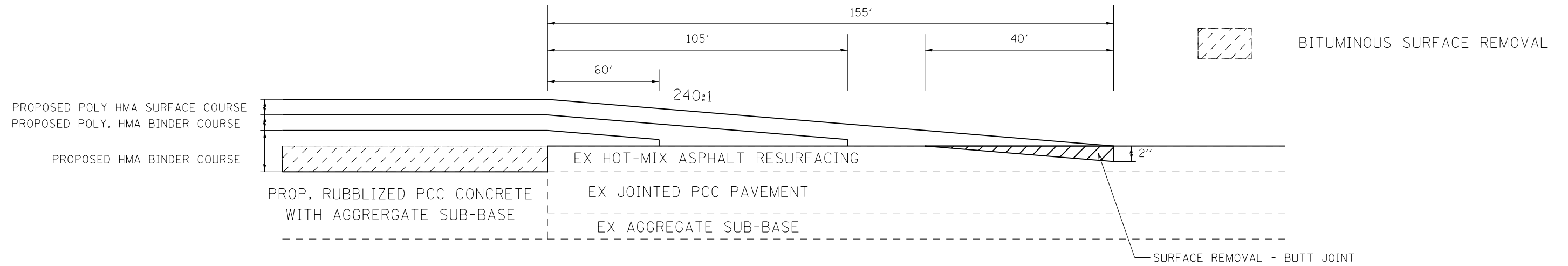
NB STA. 1530+85 TO STA. 1541+30
 SB STA. 1530+85 TO STA. 1542+30

-  FULL DEPTH PAVEMENT REMOVAL
-  BITUMINOUS SURFACE REMOVAL

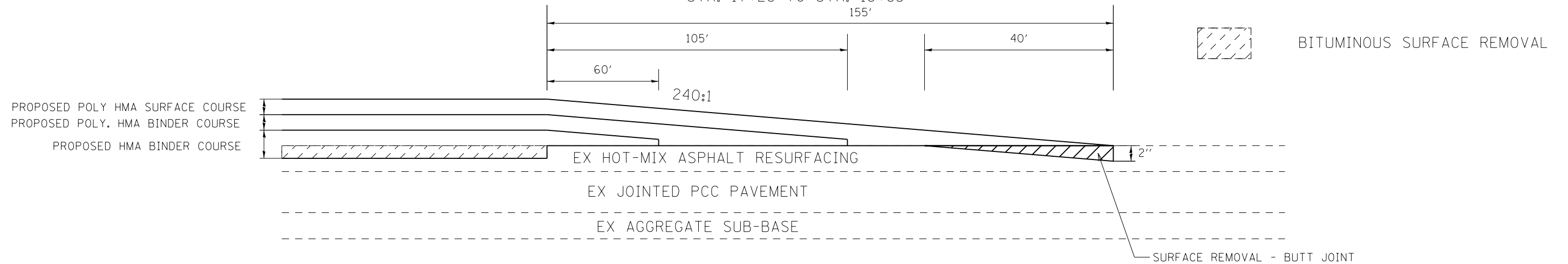


FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SURFACE COURSE OFFSET DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-sht-detailed.dwg	08/11/2015	08/11/2015	08/11/2015					57	•	WILLIAMSON	107	96
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

BUTT JOINT DETAILS
 AT END OF JOB, NB AND SB
 STA. 460+49.74 TO STA. 462+04.74



BUTT JOINT DETAILS
 TO BE USED:
 RAMP AC
 STA. 17+28 TO STA. 18+83



FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT DETAILS			F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shjt-details.dgn	DRAWN -	REVISIONS	REVISIONS					57	.	WILLIAMSON	107	97
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78380				
	PLOT DATE = 7/9/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

BUTT JOINT DETAILS

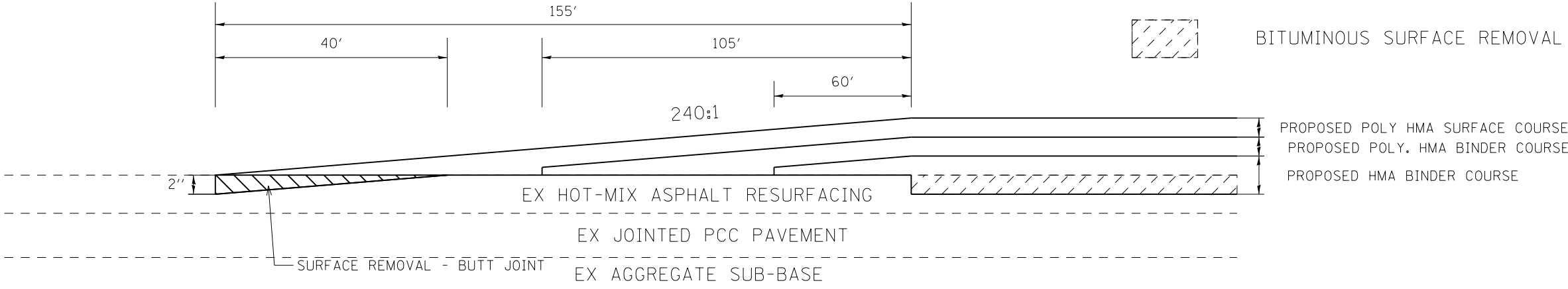
TO BE USED:
 NB WEIGH STATIONS
 STA. 6+06 TO STA. 7+61
 & STA. 42+34 TO STA. 43+89

SB WEIGH STATIONS
 STA. 4+00 TO STA. 5+55
 & STA. 32+53 TO STA. 34+08

TO BE USED:
 RAMP CB
 STA. 45+14 TO STA. 46+69

RAMP BC
 STA. 6+08 TO STA. 7+63

RAMP CA
 STA. 40+15 TO STA. 41+70

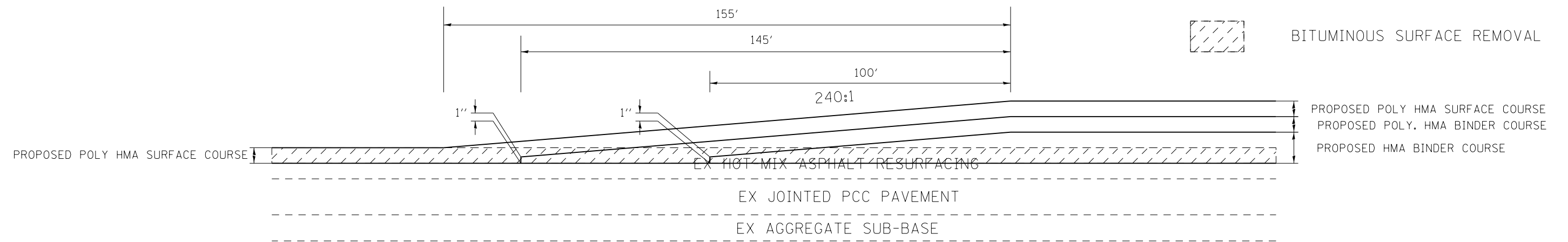


FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-sht-dt-dt-dt.dwg								57	•	WILLIAMSON	107	98
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 7/9/2015	DATE -	REVISED -		CONTRACT NO. 78380							

IL 148 INTERCHANGE - RAMP TRANSITION DETAIL

TO BE USED:

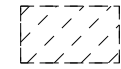
- RAMP A STA. 6+43 TO STA. 7+98
- RAMP B STA. 5+20 TO STA. 6+75
- RAMP C STA. 13+11 TO STA. 11+56
- RAMP D STA. 12+78 TO STA. 11+23



FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 148 INTERCHANGE RAMP TRANSITION DETAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-sht-detailed.dwg								57	•	WILLIAMSON	107	99
Default	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 7/9/2015	DATE -	REVISED -		CONTRACT NO. 78380							

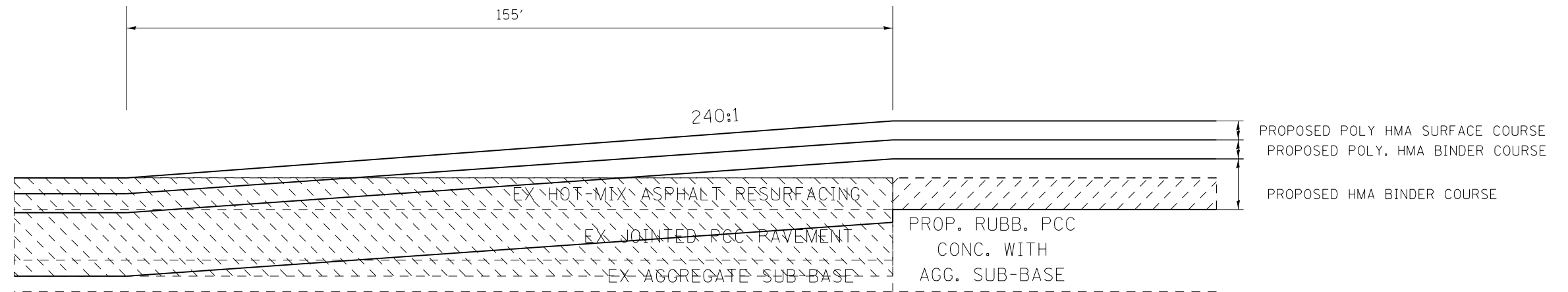


FULL DEPTH PAVEMENT REMOVAL



BITUMINOUS SURFACE REMOVAL

REMOVE AND REPLACE TRANSITION AT SN 100-0055 (WESTMINSTER DRIVE)

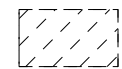


TO BE USED:

NB LANES	SB LANES
STA. 1+00.79 TO STA. 2+55.79	STA. 1+00.79 TO STA. 2+55.79

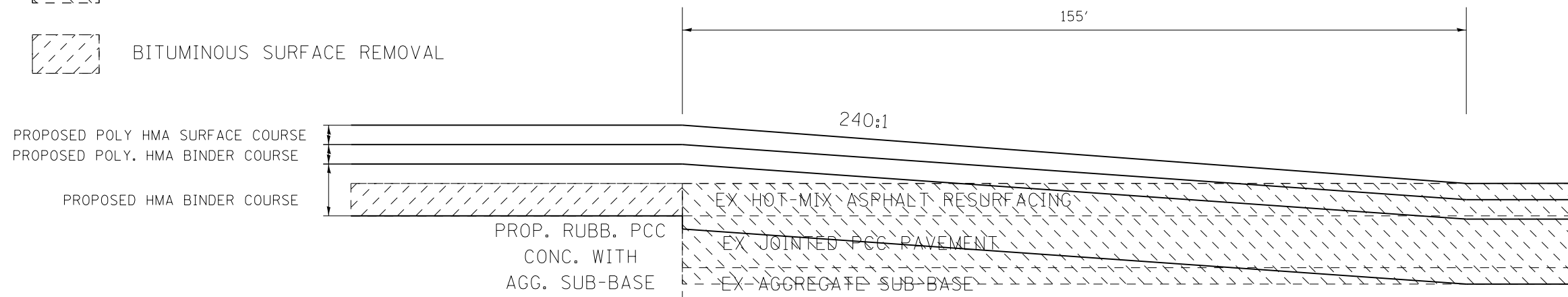


FULL DEPTH PAVEMENT REMOVAL



BITUMINOUS SURFACE REMOVAL

REMOVE AND REPLACE TRANSITION AT SN 100-0076 AND 100-0077 (CRAB ORCHARD CREEK)



TO BE USED:

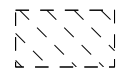
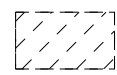
SN 100-0076, NB	SN 100-0077, SB
STA. 55+00 TO STA. 56+55	STA. 53+00 TO STA. 54+55
STA. 74+75 TO STA. 76+30	STA. 72+45 TO STA. 74+00

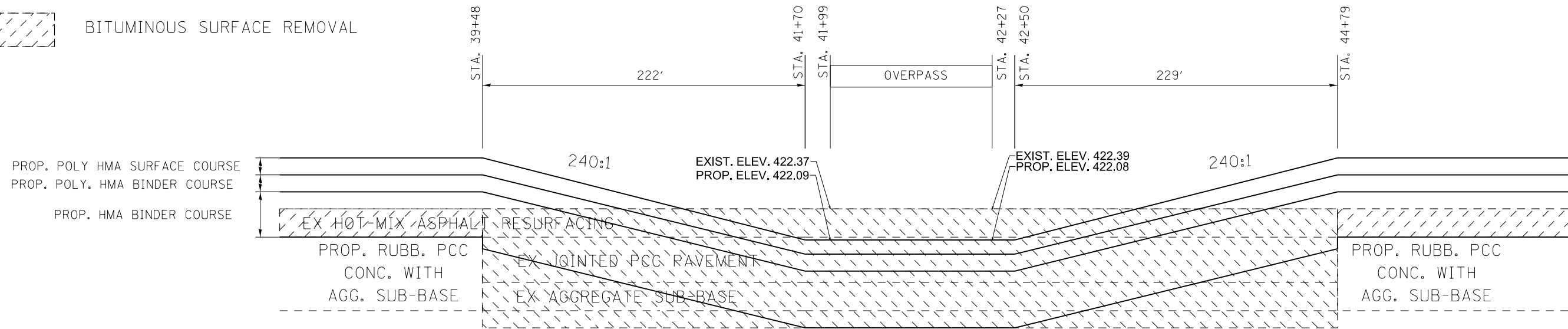
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVE AND REPLACE TRANSITION DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CADsheets\78380-shu-details.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			57	.	WILLIAMSON	107	100
Default	PLOT DATE = 7/9/2015	DATE -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 78380		
						ILLINOIS FED. AID PROJECT				

REMOVE AND REPLACE TRANSITION

SN 100-0003 (BNRR)

NB LANES ALONG ϕ OF LANES


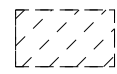
-  FULL DEPTH PAVEMENT REMOVAL
-  BITUMINOUS SURFACE REMOVAL

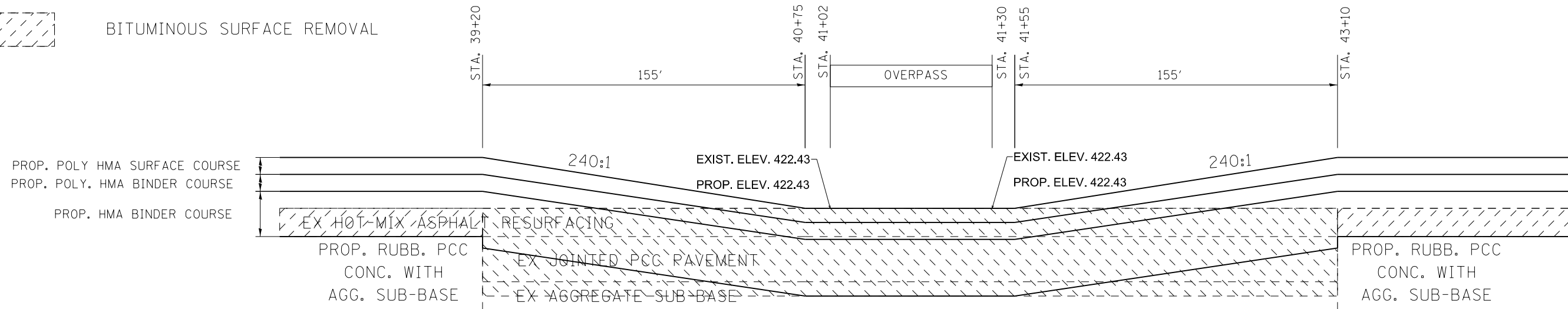


REMOVE AND REPLACE TRANSITION

SN 100-0003 (BNRR)

SB LANES ALONG ϕ OF LANES

-  FULL DEPTH PAVEMENT REMOVAL
-  BITUMINOUS SURFACE REMOVAL

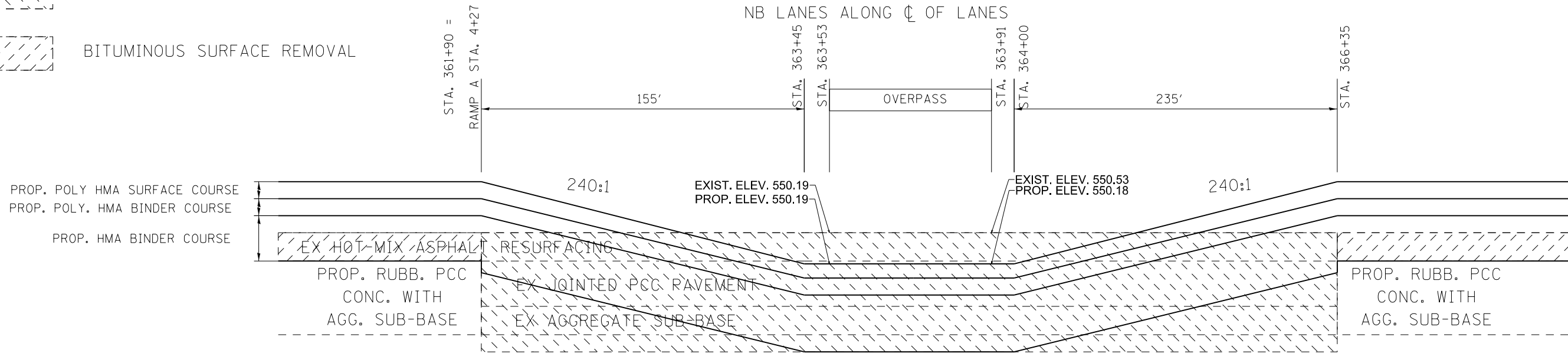


FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVE AND REPLACE TRANSITION DETAILS	SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
												57	•	WILLIAMSON	107	101		
												CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT			
												(X1-8,X1-7-1,X1-7,X1-6-1)R-1						

REMOVE AND REPLACE TRANSITION

SN 100-0039 (IL 148)

- FULL DEPTH PAVEMENT REMOVAL
- BITUMINOUS SURFACE REMOVAL

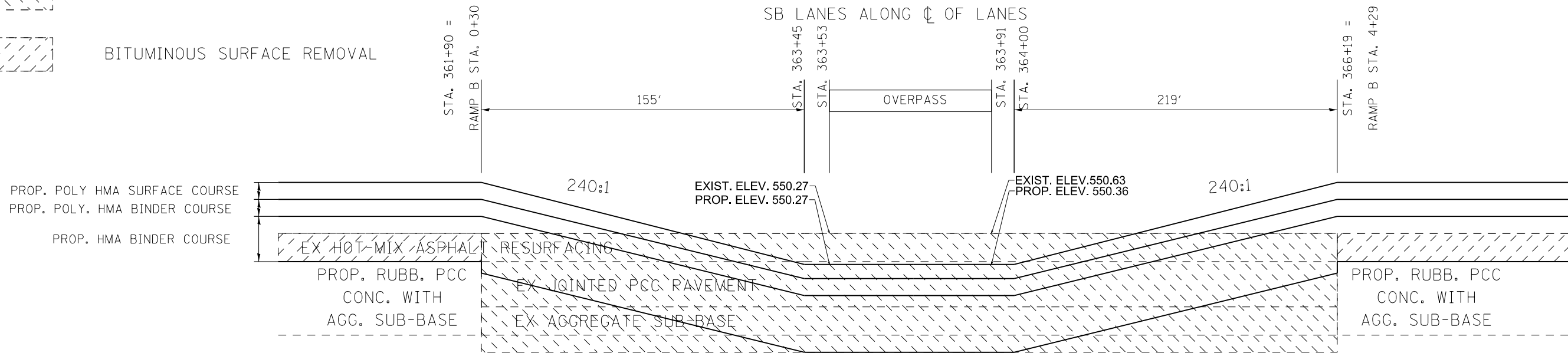


* RAMP A MERGE FROM
MAINLINE STA. 361+90 TO STA. 366+17

REMOVE AND REPLACE TRANSITION

SN 100-0039 (IL 148)

- FULL DEPTH PAVEMENT REMOVAL
- BITUMINOUS SURFACE REMOVAL



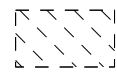
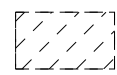
* RAMP B MERGE FROM
MAINLINE STA. 361+90 TO STA. 366+19

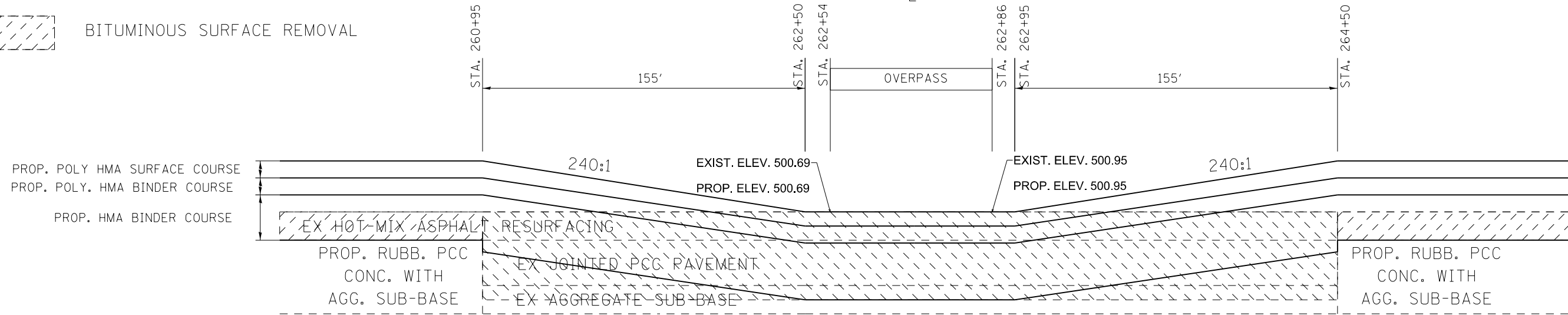
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												57	•	WILLIAMSON	107	102			
												CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT				
												Default		PLOT DATE = 7/9/2015		DATE -		REVISED -	

REMOVE AND REPLACE TRANSITION

SN 100-0044 (GRANGE HALL ROAD)

NB LANES ALONG ϕ OF LANES

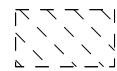
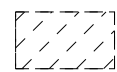
-  FULL DEPTH PAVEMENT REMOVAL
-  BITUMINOUS SURFACE REMOVAL

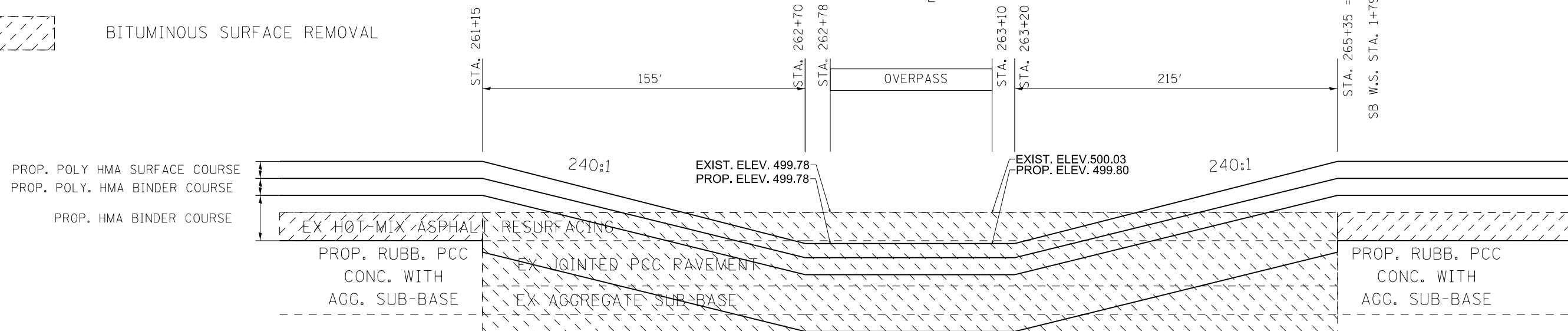


REMOVE AND REPLACE TRANSITION

SN 100-0044 (GRANGE HALL ROAD)

SB LANES ALONG ϕ OF LANES

-  FULL DEPTH PAVEMENT REMOVAL
-  BITUMINOUS SURFACE REMOVAL



* SB WEIGH STATION MERGE FROM
MAINLINE STA. 263+55.32 TO STA. 265+35

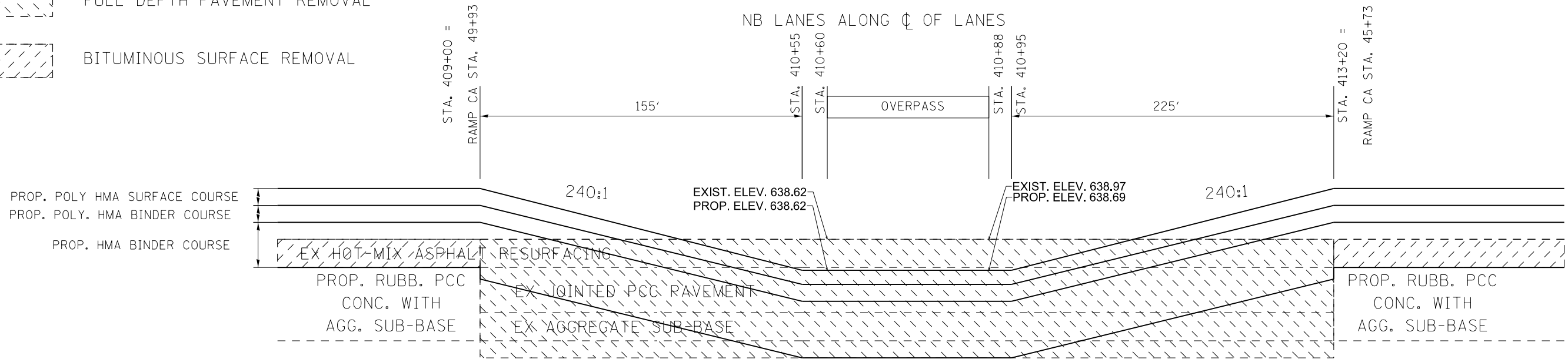
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVE AND REPLACE TRANSITION DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shu-details.dgn		REVISION	REVISION			57	.	WILLIAMSON	107	103
PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISION	REVISION					CONTRACT NO. 78380		
Default	PLOT DATE = 7/9/2015	DATE -	REVISION			SCALE:	SHEET	OF	SHEETS	STA.

REMOVE AND REPLACE TRANSITION

SN 100-0059 (I-24 RAMP CB)

NB LANES ALONG ϕ OF LANES

- FULL DEPTH PAVEMENT REMOVAL
- BITUMINOUS SURFACE REMOVAL



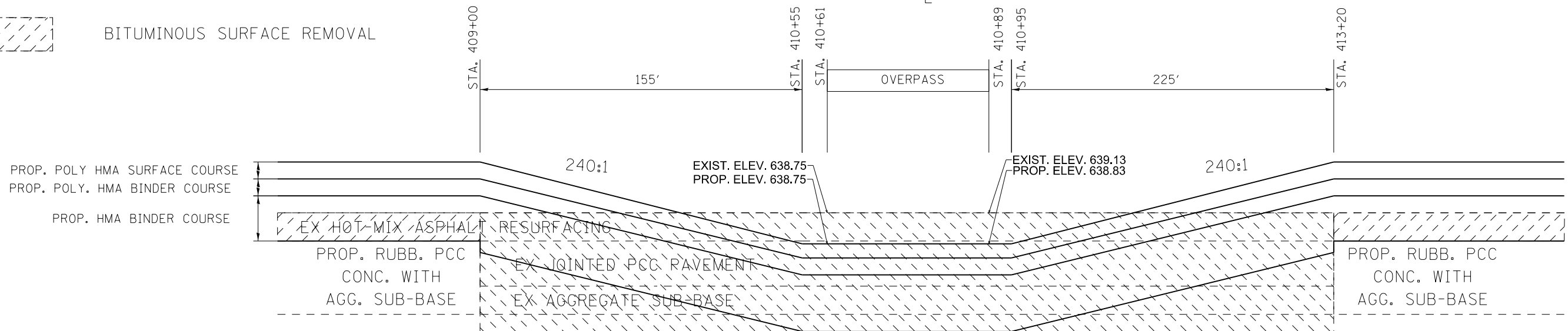
* RAMP CA MERGE FROM
MAINLINE STA. 409+00 TO STA. 413+20

REMOVE AND REPLACE TRANSITION

SN 100-0059 (I-24 RAMP CB)

SB LANES ALONG ϕ OF LANES

- FULL DEPTH PAVEMENT REMOVAL
- BITUMINOUS SURFACE REMOVAL


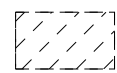


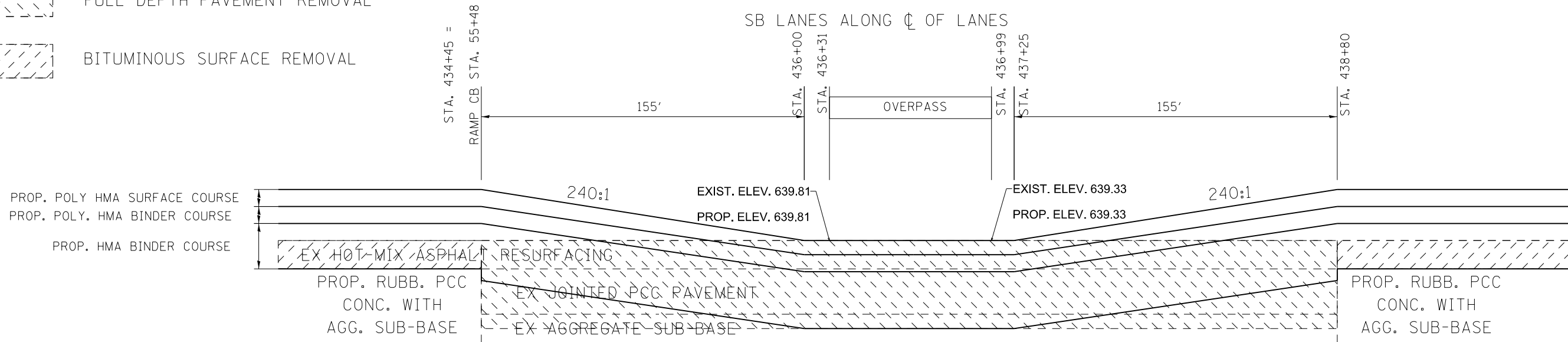
FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVE AND REPLACE TRANSITION DETAILS	SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
												57	•	WILLIAMSON	107	104		
												CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT			
												(X1-8,X1-7-1,X1-7,X1-6-1)R-1						

REMOVE AND REPLACE TRANSITION

SN 100-0060 (I-24 RAMP AC)

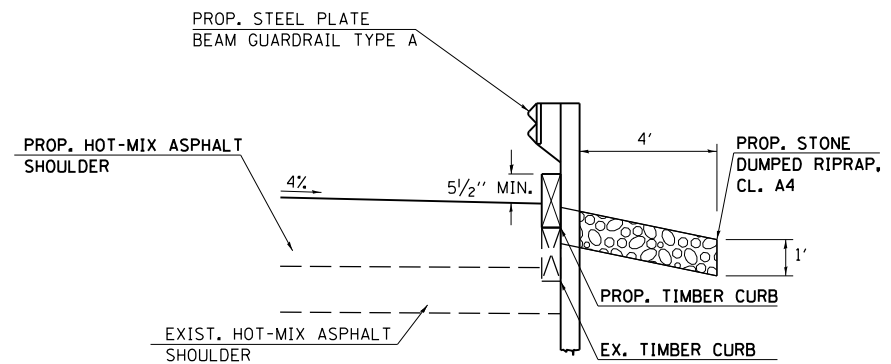
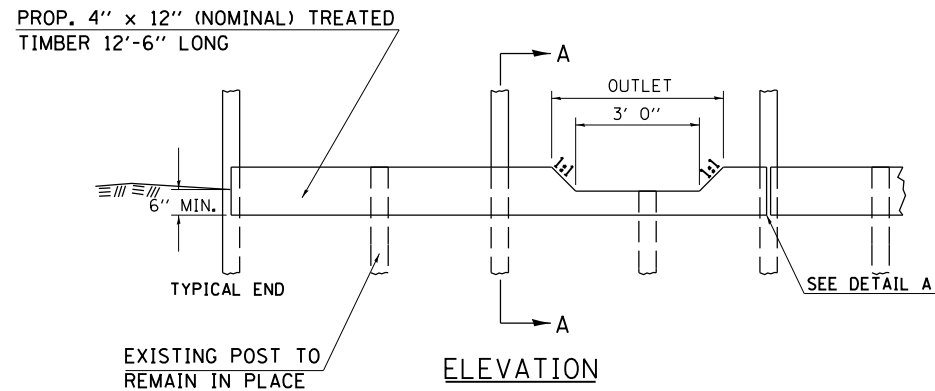
SB LANES ALONG ϕ OF LANES

-  FULL DEPTH PAVEMENT REMOVAL
-  BITUMINOUS SURFACE REMOVAL

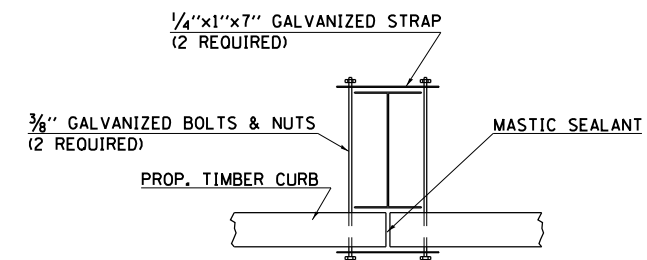


* RAMP CB MERGE FROM
MAINLINE STA. 434+45 TO STA. 436+35.05

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVE AND REPLACE TRANSITION DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 9\Projects\78380\Drawings\CAD\Sheets\78380-shu-details.dgn	DESIGNED -	REVISED -	57				WILLIAMSON	107	105	
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -	CONTRACT NO. 78380			ILLINOIS FED. AID PROJECT				
Default	DATE -	REVISED -	SCALE:			SHEET OF SHEETS	STA. TO STA.			



SECTION A-A



DETAIL "A"

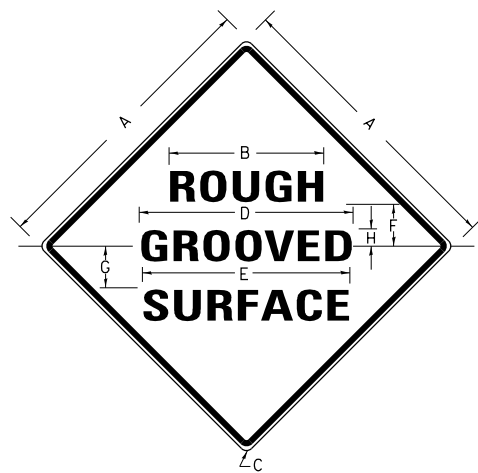
NOTES:

1. THE TIMBER CURB SHALL BE TREATED IN ACCORDANCE WITH ARTICLE 1007.12 OF THE STANDARD SPECIFICATIONS AND SATISFY THE CATEGORY FOR SIGN POSTS-SAWN FOUR SIDES.
2. THE GALVANIZED STRAP, BOLTS, NUTS, AND MASTIC SEALANT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TIMBER CURB.
3. ALL CUTS, ABRASIONS AND HOLES MADE AFTER TREATMENT TO THE TIMBER CURB SHALL BE REPAIRED IN ACCORDANCE WITH ARTICLE 1007.12 OF THE STANDARD SPECIFICATIONS.
4. ALL TIMBER SPLICES SHALL BE MADE AT GUARDRAIL POSTS, SEE DETAIL A THIS SHEET.
5. EXISTING TIMBER CURB DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
6. ADDITIONAL OUTLET OPENINGS SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
7. TIMBER CURB INSTALLATION SHALL BE COMPLETED BEFORE HMA SHOULDER IS CONSTRUCTED.
8. EXISTING GUARDRAIL POSTS NOT ATTACHED TO GUARDRAIL FACE WILL BE REMOVED AND PROPERLY DISPOSED OF.
9. EXISTING GUARDRAIL POSTS WHICH ARE ATTACHED TO EXISTING TIMBER CURB WILL BE REMAIN IN PLACE AND BE DRIVEN DOWN SO THAT THE TOP OF THE POST IS AT THE ELEVATION OF THE TOP OF THE PROPOSED TIMBER CURB.
10. CLASS A4 RIPRAP WILL BE PLACED BEHIND THE PROPOSED GUARDRAIL FOR THE LENGTH OF THE TIMBER CURB.
11. PROPOSED GUARDRAIL POSTS WILL BE STAGERED BETWEEN EXISTING POSTS TO REMAIN IN PLACE.

TIMBER CURB

LOCATION		TIMBER CURB	STONE RIPRAP, CLASS A4
STATION TO	STATION			FOOT	TON
437+43 SB I-57	TO 443+93 SB I-57	650.0	144.5
TOTAL		650.0	144.5

ILLINOIS STANDARD



COLORS:

LEGEND AND BORDER- BLACK NON-REFLECTORIZED
BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES:

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

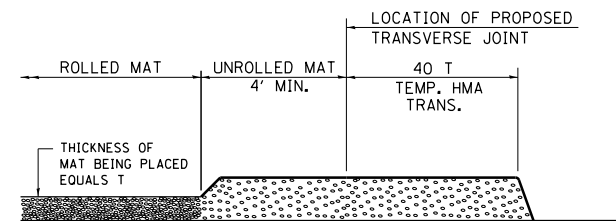
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

STD. 9-39

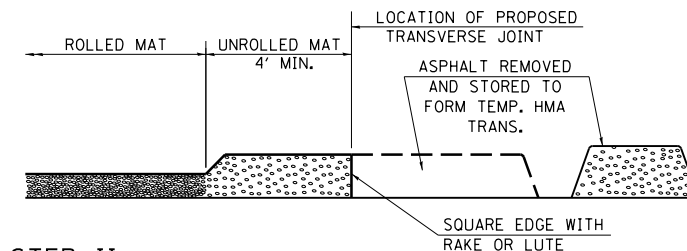
REVISIONS	
REDRAWN	2-15-89
REVISED	4-6-93
REVISED	3-27-08
REVIEWED	5-17-13

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



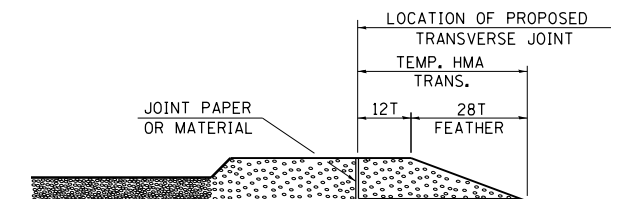
STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 40 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



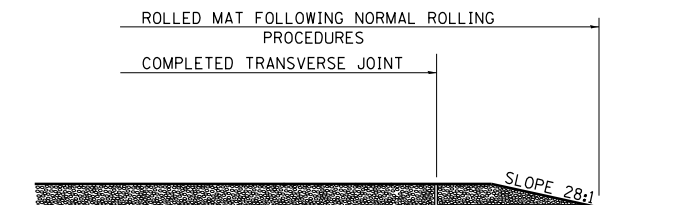
STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



STEP IV

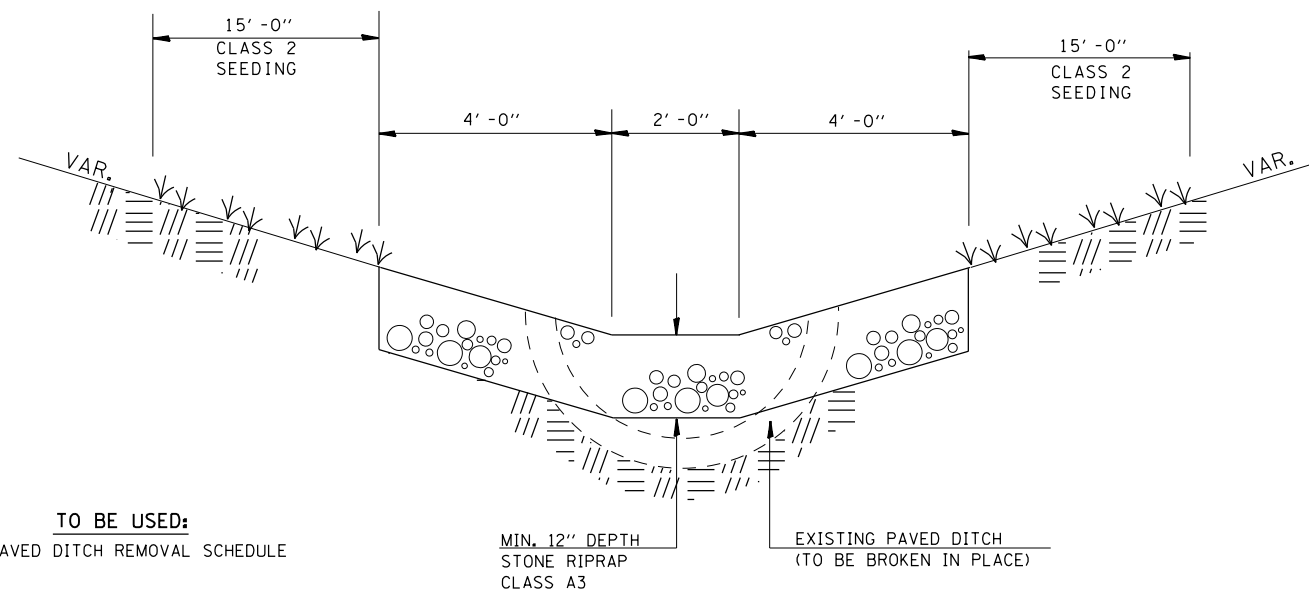
1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94
REVISED	01-09-07
RESIZED	05-8-08
REVISED	05-16-13

STD. 9-26

STONE RIPRAP DITCH DETAIL

(ON EXISTING PAVED DITCH)



TO BE USED:
SEE PAVED DITCH REMOVAL SCHEDULE

NOTE: THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON, FOR STONE RIPRAP DITCH, WHICH PRICE SHALL INCLUDE ALL MATERIAL LABOR AND EQUIPMENT TO COMPLETE THE WORK IN PLACE AS SHOWN.

THE FINISHED SIDESLOPES OF THE STONE RIPRAP DITCH SHALL MATCH THE EXISTING GRADE.

FILE NAME =	USER NAME = maesbl	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\78380\DRAWING\CAD\Sheets\78380-shu-details.dgn		REVISION	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 7/9/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	.	WILLIAMSON	107	107
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78380	

(X1-8,X1-7-1,X1-7,X1-6-1)R-1