11-06-2026 LETTING ITEM 068

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LA SALLE | 42 | 1 |
| | ILLINOIS | CONTRACT NO. 66T48 | | |

## INDEX OF SHEETS


| | |
|---|---|
| 1 | COVER SHEET |
| 2 | GENERAL NOTES, HIGHWAY STANDARDS & HMA MIX TABLE |
| 3 - 8 | SUMMARY OF QUANTITIES |
| 9 | LINE DIAGRAM |
| 10 - 15 | TYPICAL SECTIONS |
| 16 - 28 | SCHEDULES |
| 29 - 42 | DETAILS |

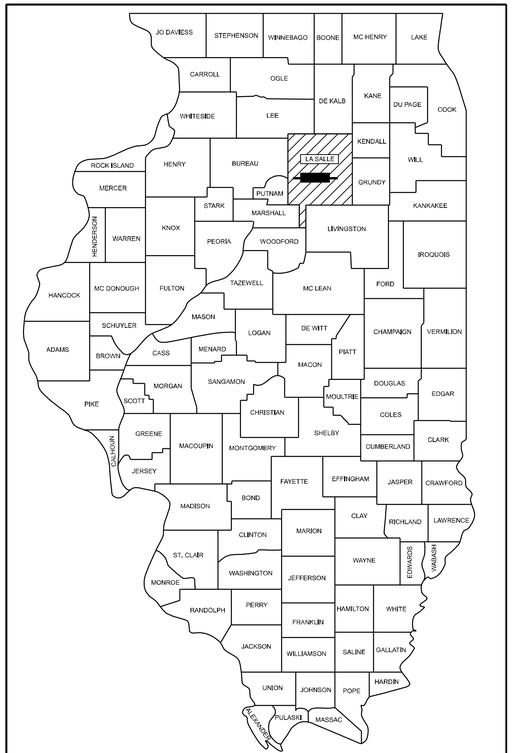

**FOR HIGHWAY STANDARDS, SEE SHEET NO. 2**

# STATE OF ILLINOIS
# DEPARTMENT OF TRANSPORTATION

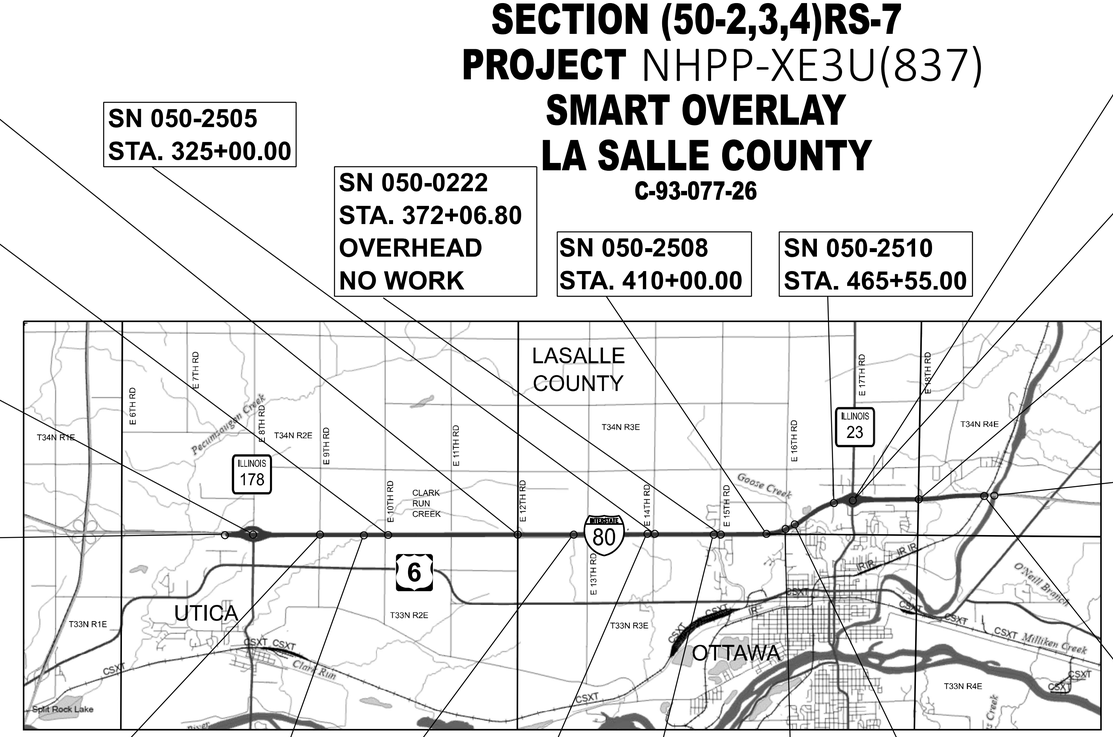
# PROPOSED HIGHWAY PLANS

## FAI ROUTE 80 (I-80)
## SECTION (50-2,3,4)RS-7
## PROJECT NHPP-XE3U(837)
## SMART OVERLAY
## LA SALLE COUNTY
**C-93-077-26**

**C-93-077-26**
**D-93-054-26**




**LOCATION OF SECTION INDICATED THUS: -**




**N**

**FUNCTIONAL CLASSIFICATION**
**INTERSTATE**
**2025 ADT = 30851**
**P.V. = 61.8% S.U. = 3.2% M.U. = 35.0%**

**SN 050-0261**
**STA. 210+95.60**
**OVERHEAD**
**NO WORK**

**SN 050-0127**
**STA. 108+39.60**
**OVERHEAD**
**NO WORK**

**SN 050-0248**
**STA. 895+86.16**
**OVERHEAD**
**NO WORK**

**BEGIN IMPROVEMENT**
**STA. 880+00.00 EB**
**STA. 880+00.00 WB**

**SN 050-2505**
**STA. 325+00.00**

**SN 050-0222**
**STA. 372+06.80**
**OVERHEAD**
**NO WORK**

**SN 050-2508**
**STA. 410+00.00**

**SN 050-2510**
**STA. 465+55.00**

**SN 050-7404**
**STA. 483+88.35**
**PEDESTRIAN**
**WALKWAY**

**SN 050-0216**
**STA. 484+65.11**
**OVERHEAD**
**NO WORK**

**SN 050-0089**
**STA. 537+26.48**
**OVERHEAD**
**NO WORK**

**SN 050-0011**
**STA. 590+86.53**
**SN 050-0012**
**STA. 590+86.53**

**END IMPROVEMENT**
**STA. 589+29.71 EB**
**STA. 589+70.02 WB**

**SN 050-0223**
**STA. 52+73.30**
**OVERHEAD**
**NO WORK**

**SN 050-2504**
**STA. 252+93.00**

**SN 050-0241**
**STA. 89+28.00**

**SN 050-0129**
**STA. 319+39.20**
**OVERHEAD**
**NO WORK**

**SN 050-2506**
**STA. 370+27.50**

**SN 050-0130**
**STA. 425+36.70**
**OVERHEAD**
**NO WORK**

**SN 050-2509**
**STA. 434+30.00**

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

**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**

**GROSS LENGTH = 60547.28 FT. = 11.47 MILE**
**NET LENGTH = 60547.28 FT. = 11.47 MILE**

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUBMITTED** August 14, 20 26
Trisha Thompson
**REGIONAL ENGINEER**

October 2 20 26
**ENGINEER OF DESIGN AND ENVIRONMENT**

October 2 20 26
**DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION**

**PROJECT ENGINEER: JOE KANNEL, PE**
**SQUAD LEADER: STEPHENIE CARMIN**
**TOWNSHIP(S): UTICA, OTTAWA & RUTLAND**
**CONTRACT NO. 66T48**

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

REV. 8/21/26

## GENERAL NOTES

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

ALL EXCAVATED MATERIAL, WHICH INCLUDES DIGGING OR GRADING OF ANY SOIL OR FILL MATERIAL, WITH THE EXCEPTION OF AGGREGATE FILLS, MUST BE INCORPORATED WITHIN THE IDOT RIGHT OF WAY.

SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

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

ADDITIONAL CONSTRUCTION PROJECTS MAY BE UNDER CONTRACT WITHIN OR NEAR THE LIMITS OF THIS PROJECT WHEN IT IS IN FORCE. THE CONTRACTOR FOR THIS PROJECT SHALL COOPERATE WITH THE CONTRACTORS ON THE OTHER PROJECTS ACCORDING TO ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS. CONTRACTS ANTICIPATED TO BE IN THE VICINITY OF THIS CONTRACT ARE:
66T66 & 66A91

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

| | | |
|---|---|---|
| GRANULAR MATERIALS | 2.05 | TONS / CU YD |
| HMA RESURFACING | 112 | LBS / SQ YD / IN |
| SHORT TERM PAVEMENT MARKING | 10 | FT /100 FT OF APPLICATION |
| MIX FOR CRACKS, JTS & FLGWYS | 0.0003 | TONS / SQ YD |
| TACK COAT | 0.05 | LBS/SQ FT |

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
ILLINOIS DEPARTMENT OF TRANSPORTATION

## LIST OF ILLINOIS DOT HIGHWAY STANDARDS

| | |
|---|---|
| 000001-09 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 635001-02 | DELINEATORS |
| 642001-03 | SHOULDER RUMBLE STRIPS, 16 INCH |
| 643001-03 | SAND MODULE IMPACT ATTENUATORS |
| 701401-13 | LANE CLOSURE, FREEWAY/EXPRESSWAY |
| 701406-13 | LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY |
| 701411-09 | LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP |
| 701426-09 | LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH |
| 701428-01 | TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY |
| 701456-05 | PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY |
| 701901-11 | TRAFFIC CONTROL DEVICES |
| 704001-08 | TEMPORARY CONCRETE BARRIER |
| 720001-01 | SIGN PANEL MOUNTING DETAILS |
| 720006-04 | SIGN PANEL ERECTION DETAILS |
| 720011-01 | METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS |
| 725001-01 | OBJECT AND TERMINAL MARKERS |
| 728001-01 | TELESCOPING STEEL SIGN SUPPORT |
| 731001-01 | BASE FOR TELESCOPING STEEL SIGN SUPPORT |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 781001-04 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |
| 782006-01 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS |
| 701400-12 | APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY |

## HMA MIXTURE REQUIREMENT TABLE *

| LOCATIONS: | MAINLINE; I-80 & IL 178/IL 23 RAMPS | I-80 INNER 4' SHOULDER TOP LIFT | I-80 INNER 4' SHOULDER BOTTOM LIFT(S) | I-80 INNER 4' OF THE 10' OUTSIDE SHOULDER BOTTOM LIFT(S) | I-80 10' OUTSIDE SHOULDER TOP LIFT | IL 178/IL 23 RAMP INNER AND OUTER SHOULDERS |
|---|---|---|---|---|---|---|
| MIXTURE USE(S): | SMA SURFACE | SMA SURFACE | HMA BINDER | HMA BINDER | HMA SURFACE | HMA SURFACE |
| BINDER GRADE (PG): | SBS PG 70-28 | SBS PG 70-28 | SBS PG 70-28 | SBS PG 70-28 | SBS PG 70-28 | SBS PG 70-28 |
| DESIGN AIR VOIDS: | 4.0% @ N80 | 4.0% @ N80 | 4.0% @ N70 | 4.0% @ N70 | 4.0% @ N70 | 4.0% @ N70 |
| MIXTURE COMPOSITION: (MIXTURE GRADATION) | IL 12.5 | IL12.5 | IL 19.0 | IL 19.0 | IL 9.5 | IL 9.5 |
| FRICTION AGGREGATE: | MIXTURE E | MIXTURE E | | | MIXTURE D | MIXTURE D |
| MIXTURE WEIGHT: | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN |
| QUALITY MANAGEMENT PROGRAM: | PFP | QCQA | QCQA | QCQA | QCP | QCQA |
| SUBLOT SIZE: | 1000 TONS | N/A | N/A | N/A | 1000 TONS | N/A |
| DENSITY TEST METHOD: | CORES | CORES/NUCLEAR | CORES/NUCLEAR | CORES/NUCLEAR | CORES | CORES/NUCLEAR |
| MATERIAL TRANSFER DEVICE (REQUIRED): | YES | NO | NO | NO | NO | NO |

* IF SHOULDERS ARE PAVED WITH MAINLINE PAVEMENT, THEN THE MAINLINE QUALITY MANAGEMENT PROGAM SHALL GOVERN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION:

INSPECTORS:

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsald1193682\66T48 Cover.dgn

| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/12/2026 | DATE - | REVISED - | |

**GENERAL NOTES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 2 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

REV. 10/2/26

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE<br>NHPP<br>90%FED/10%STATE<br>ROADWAY<br>0005<br>RURAL |
|---|---|---|---|---|
| | | | | |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 255887 | 255887 |
| | | | | |
| 40600370 | LONGITUDINAL JOINT SEALANT | FOOT | 2498 | 2498 |
| | | | | |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 162 | 162 |
| | | | | |
| 40600405 | MATERIAL TRANSFER DEVICE | TON | 45172 | 45172 |
| | | | | |
| 40600906 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), N70 | TON | 267 | 267 |
| | | | | |
| 40603235 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 | TON | 22960 | 22960 |
| | | | | |
| 40604162 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 | TON | 15784 | 15784 |
| | | | | |
| 40605034 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80 | TON | 44799 | 44799 |
| | | | | |
| 42000060 | WELDED WIRE REINFORCEMENT | SQ YD | 20 | 20 |
| | | | | |
| 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2" | SQ YD | 534114 | 534114 |
| | | | | |
| 44000182 | HOT-MIX ASPHALT SURFACE REMOVAL, 8" | SQ YD | 51246 | 51246 |
| | | | | |
| 44201031 | CLASS B PATCHES, TYPE II, 15 INCH | SQ YD | 480 | 480 |
| | | | | |
| 44201035 | CLASS B PATCHES, TYPE III, 15 INCH | SQ YD | 20 | 20 |
| | | | | |
| 44201063 | CLASS B PATCHES, TYPE II, 18 INCH | SQ YD | 960 | 960 |
| | | | | |

* SPECIALITY ITEM

MODEL: Default
FILE NAME: c:\pw_work\pwidot\zagarik\d1193682\66T48-SOQ.dgn

| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 3 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS FED. AID PROJECT | | | |

REV. 9/10/26

| | | | | CONSTR. CODE |
|---|---|---|---|---|
| | | | | NHPP 90%FED/10%STATE |
| | | | | ROADWAY |
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | 0005 RURAL |
| | | | | |
| 44201067 | CLASS B PATCHES, TYPE III, 18 INCH | SQ YD | 60 | 60 |
| | | | | |
| 44201069 | CLASS B PATCHES, TYPE IV, 18 INCH | SQ YD | 33 | 33 |
| | | | | |
| 44201294 | CLASS B PATCH - EXPANSION JOINT | FOOT | 552 | 552 |
| | | | | |
| 44201296 | DEFORMED BARS - EXPANSION JOINT | EACH | 460 | 460 |
| | | | | |
| 44201299 | DOWEL BARS 1 1/2" | EACH | 3120 | 3120 |
| | | | | |
| 44213200 | SAW CUTS | FOOT | 8774 | 8774 |
| | | | | |
| 44213204 | TIE BARS 3/4" | EACH | 8 | 8 |
| | | | | |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 4710 | 4710 |
| | | | | |
| * 63500105 | DELINEATORS | EACH | 576 | 576 |
| | | | | |
| 64200116 | SHOULDER RUMBLE STRIPS, 16 INCH | FOOT | 242028 | 242028 |
| | | | | |
| 64300450 | IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3 | EACH | 23 | 23 |
| | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 5 | 5 |
| | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 |
| | | | | |
| 70100420 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701411 | EACH | 8 | 8 |
| | | | | |

* SPECIALITY ITEM

MODEL: Default
FILE NAME: c:\pw_work\pwidot\zagarik\d1193682\66T48-SOQ.dgn

| | | | |
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| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 4 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS FED. AID PROJECT | | | |

REV. 9/10/26

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE<br>NHPP<br>90%FED/10%STATE<br>ROADWAY<br>0005<br>RURAL |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | 70100800 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 | L SUM | 1 | 1 |
| | | | | | |
| | 70100825 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701456 | L SUM | 1 | 1 |
| | | | | | |
| | 70107025 | CHANGEABLE MESSAGE SIGN | CAL DA | 28 | 28 |
| | | | | | |
| | 70200100 | NIGHTTIME WORK ZONE LIGHTING | L SUM | 1 | 1 |
| | | | | | |
| | 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 26798 | 26798 |
| | | | | | |
| | 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 8842 | 8842 |
| | | | | | |
| | 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 237.5 | 237.5 |
| | | | | | |
| | 70400125 | PINNING TEMPORARY CONCRETE BARRIER | EACH | 6 | 6 |
| | | | | | |
| * | 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 30 | 30 |
| | | | | | |
| * | 72501100 | TERMINAL MARKER - POST MOUNTED | EACH | 12 | 12 |
| | | | | | |
| * | 73000100 | WOOD SIGN SUPPORT | FOOT | 31 | 31 |
| | | | | | |
| * | 78004600 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LETTERS AND SYMBOLS | SQ FT | 326 | 326 |
| | | | | | |
| * | 78004630 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6" | FOOT | 22579 | 22579 |
| | | | | | |

* SPECIALITY ITEM

MODEL: Default
FILE NAME: c:\pw_work\pwidot\zagarik\d1193682\66T48-SOQ.dgn

| | | | |
|---|---|---|---|
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| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
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**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 5 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS FED. AID PROJECT | | | |

REV. 9/16/26 REV. 9/10/26

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE<br>NHPP<br>90%FED/10%STATE<br>ROADWAY<br>0005<br>RURAL |
|---|---|---|---|---|---|
| | | | | | |
| * | 78004640 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 8" | FOOT | 8281 | 8281 |
| | | | | | |
| * | 78004645 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9" | FOOT | 29884 | 29884 |
| | | | | | |
| * | 78004655 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 11" | FOOT | 1837 | 1837 |
| | | | | | |
| * | 78004660 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12" | FOOT | 1562 | 1562 |
| | | | | | |
| * | 78004720 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 24" | FOOT | 68 | 68 |
| | | | | | |
| * | 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6" | FOOT | 465599 | 465599 |
| | | | | | |
| * | 78011000 | GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS | SQ FT | 326 | 326 |
| | | | | | |
| * | 78011035 | GROOVING FOR RECESSED PAVEMENT MARKING 7" | FOOT | 488376 | 488376 |
| | | | | | |
| * | 78011045 | GROOVING FOR RECESSED PAVEMENT MARKING 9" | FOOT | 8402 | 8402 |
| | | | | | |
| * | 78011050 | GROOVING FOR RECESSED PAVEMENT MARKING 10" | FOOT | 29884 | 29884 |
| | | | | | |
| * | 78011060 | GROOVING FOR RECESSED PAVEMENT MARKING 12" | FOOT | 1266 | 1266 |
| | | | | | |
| * | 78011065 | GROOVING FOR RECESSED PAVEMENT MARKING 13" | FOOT | 1841 | 1841 |
| | | | | | |
| * | 78011125 | GROOVING FOR RECESSED PAVEMENT MARKING 25" | FOOT | 68 | 68 |
| | | | | | |
| * | 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 3916 | 3916 |
| | | | | | |

* SPECIALITY ITEM

MODEL: Default
FILE NAME: c:\pw_work\pwidottzagarjk\d1193682\66T48-SOQ.dgn

| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 6 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE<br>NHPP<br>90%FED/10%STATE<br>ROADWAY<br>0005<br>RURAL |
|---|---|---|---|---|---|
| | | | | | |
| * | 78200006 | GUARDRAIL REFLECTORS, TYPE B | EACH | 97 | 97 |
| | | | | | |
| * | 78200010 | BARRIER WALL REFLECTORS, TYPE B | EACH | 3 | 3 |
| | | | | | |
| | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 3916 | 3916 |
| | | | | | |
| | 78300202 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 6363 | 6363 |
| | | | | | |
| | X4401196 | HOT-MIX ASPHALT SURFACE REMOVAL- LONGITUDINAL JOINT | SQ YD | 6729 | 6729 |
| | | | | | |
| | X6300235 | WOOD POSTS | EACH | 11 | 11 |
| | | | | | |
| | X6350120 | DELINEATOR REMOVAL | EACH | 435 | 435 |
| | | | | | |
| | X6350204 | LINEAR DELINEATOR PANELS, 4 INCH | EACH | 96 | 96 |
| | | | | | |
| | X6350206 | LINEAR DELINEATOR PANELS, 6 INCH | EACH | 59 | 59 |
| | | | | | |
| | X6431120 | REMOVE IMPACT ATTENUATOR SAND MODULE | EACH | 359 | 359 |
| | | | | | |
| | X7010118 | TEMPORARY RUMBLE STRIPS (SPECIAL) | EACH | 4 | 4 |
| | | | | | |
| | X7010239 | CHANGEABLE MESSAGE SIGN (SPECIAL) | CAL WK | 336 | 336 |
| | | | | | |
| * | X7011858 | REAL-TIME TRAFFIC CONTROL SENSOR UNIT | CAL WK | 240 | 240 |
| | | | | | |
| | X7200201 | WIDTH RESTRICTION SIGNING | L SUM | 1 | 1 |
| | | | | | |

* SPECIALITY ITEM

MODEL: Default
FILE NAME: c:\pw_work\pwidot\zagarjk\d1193682\66T48-SOQ.dgn

| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 7 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

REV. 9/16/26

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE<br>NHPP<br>90%FED/10%STATE<br>ROADWAY<br>0005<br>RURAL |
|---|---|---|---|---|---|
| | | | | | |
| | X7200202 | ALTERNATE ROUTE SIGNING | L SUM | 1 | 1 |
| | | | | | |
| | X7250002 | CABLE GUARD MARKER | EACH | 1292 | 1292 |
| Ø | Z0076600 | TRAINEES | HOUR | 2,000 | 2,000 |
| * | X8570002 | SMART TRAFFIC MONITORING SYSTEM | CAL WK | 48 | 48 |
| Ø | Z0076604 | TRAINEES - TRAINING PROGRAM GRADUATE | HOUR | 2,000 | 2,000 |
| * | X8570004 | SMART TRAFFIC MONITORING DEVICE | CAL WK | 240 | 240 |

* SPECIALITY ITEM

Ø 0042

MODEL: Default
FILE NAME: c:\pw_work\pwidot\zagarjk\d1193682\66T48-SOQ.dgn

| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION** |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SUMMARY OF QUANTITIES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 8 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

REV. 9/25/26 REV. 9/16/26

## STRUCTURES

S1 - SN 050-0248
STA 895+86.16
OVERPASS CARRYING IL-178

S2 - SN 050-0223
STA 52+73.30
OVERPASS CARRYING E 9TH RD / LONE TREE RD

S3 - SN 050-0241 STA 89+28.00
28' 3-SIDED STRUCTURE CROSSING CLARK RUN CREEK

S4 - SN 050-0127
STA 105+39.60
OVERPASS CARRYING E 1OTH RD

S5 - SN 050-0261
STA 210+95.60
OVERPASS CARRYING E 12TH RD

S6 - SN 050-2504
STA 252+93.00
6' X 3' BOX CULVERT CROSSING DRAINAGE DITCH

S7 - 050-0129
STA 319+39.20
OVERPASS CARRYING 14TH RD

S8 - 050-2505
STA 325+00.00
6' X 2' BOX CULVERT CROSSING DRAINAGE DITCH

S9 - SN 050-2506
STA 370+27.50
6' x 3' BOX CULVERT CROSSING DRAINAGE DITCH

S10 - SN 050-0222
STA 372+06.80
OVERPASS CARRYING E 15TH RD TERRA COTTA RD

## STRUCTURES

S11 - SN 050-2508
STA 411+00.00
6' x 3' BOX CULVERT CROSSING DRAINAGE DITCH

S12 - SN 050-0130
STA 425+36.70
OVERPASS CARRYING E 16TH RD - TWP RD TR 284

S13 - SN 050-2509
STA 434+30.00
8' X 7' BOX CULVERT CROSSING GOOSE CREEK

S14 - SN 050-2510
STA 465+55.00
6' DIA PIPE CULVERT CROSSING GOOSE CREEK TRIBUTARY

S15 - SN 050-7406
STA 483+88.35
WALKWAY CROSSING I 80

S16 - SN 050-0216
STA 484+65.11
OVERPASS CARRYING COLUMBUS ST. IL 23 / FAP 68

S17 - SN 050-0089
STA 537+26.48
OVERPASS CARRYING E 18TH RD

S18 - SN 050-0011
STA 590+86.53
EASTBOUND MAINLINE STRUCTURE OVER ILLINOIS RAILWAY

S19 - SN 050-0012
STA 590+86.53
WESTBOUND MAINLINE STRUCTURE OVER ILLINOIS RAILWAY

S20 - SN 050-0231
STA 597+54.00
WESTBOUND MAINLINE STRUCTURE OVER FOX RIVER

S21 - SN 050-0232 STA 597+54.00
EASTBOUND MAINLINE STRUCTURE OVER FOX RIVER

## STATION EQUATIONS

E1 - STA. 915+00.00 BK = 19+08.45 AH
E2 - STA. 95+38.37 BK = 95+39.60 AH
E3 - STA. 148+00.00 BK = 148+01.08 AH
E4 - STA. 200+79.51 BK = 200+80.60 AH
E5 - STA. 256+80.60 BK = 256+81.80 AH
E6 - STA. 309+38.05 BK = 309+39.20 AH
E7 - STA. 329+39.20 BK = 329+40.20 AH
E8 - STA. 345+00.00 BK = 345+01.05 AH
E9 - STA. 362+05.75 BK = 362+06.80 AH
E10 - STA. 445+00.00 BK = 445+03.58 AH
E11 - STA. 533+97.54 BK = 533+97.96 AH
E12 - STA. 540+40.27 BK = 540+41.72 AH

EX CURVE C1
PI STA = 854+25.19
Δ = 03°29'52" (RT)
D = 00°19'59"
R = 17,200.43'
T = 525.17'
L = 1050.01'
E = 8.02'
e = NORMAL CROWN
PC STA = 849+00.02
PT STA = 859+50.03

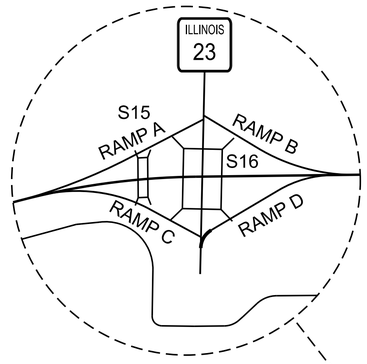
EX CURVE C2
PI STA = 878+04.03
Δ = 03°53'03" (LT)
D = 00°22'54"
R = 15,012.32'
T = 509.04'
L = 1017.70'
E = 8.63'
e = NORMAL CROWN
PC STA = 872+94.99
PT STA = 883+12.69

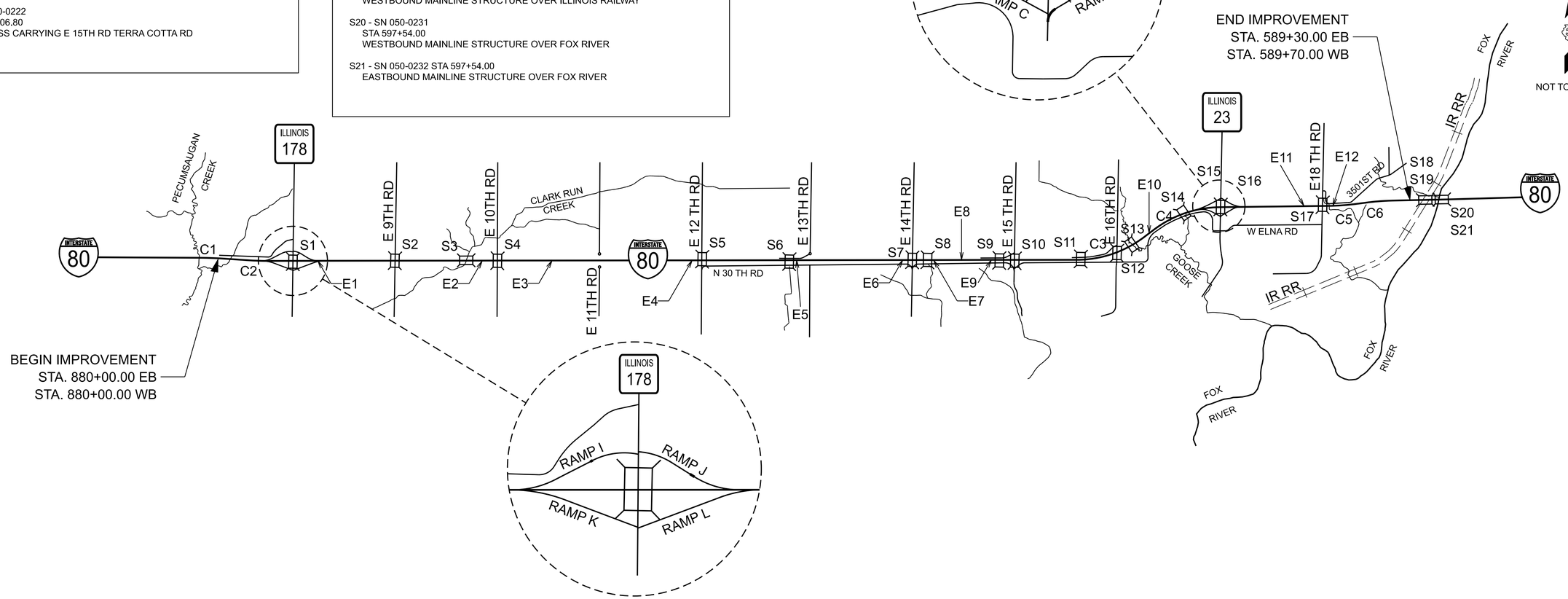
EX CURVE C3
PI STA = 423+34.64
Δ = 36°52'48" (LT)
D = 01°00'01"
R = 5,727.40'
T = 1,909.70'
L = 3686.61'
E = 309.99'
e = 2%
PC STA = 404+24.94
PT STA = 441+11.55

EX CURVE C4
PI STA = 466+73.90
Δ = 36°16'55" (RT)
D = 01°00'02"
R = 5,726.55'
T = 1,876.26'
L = 3626.28'
E = 299.54'
e = 2%
PC STA = 447+97.64
PT STA = 484+23.91

EX CURVE C5
PI STA = 547+92.65
Δ = 06°59'58" (LT)
D = 00°28'00"
R = 12,278.48'
T = 750.93'
L = 1499.99'
E = 22.94'
e = NORMAL CROWN
PC STA = 540+41.72
PT STA = 555+41.71

EX CURVE C6
PI STA = 566+36.49
Δ = 06°24'30" (RT)
D = 00°27'58"
R = 12,293.55'
T = 688.22'
L = 1375.00'
E = 19.25'
e = NORMAL CROWN
PC STA = 559+48.27
PT STA = 573+23.27



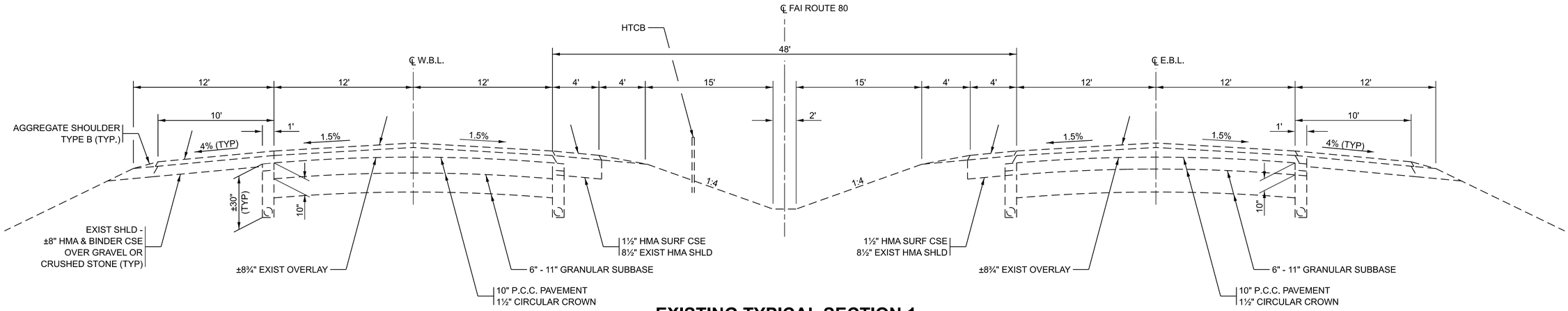

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| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | **STATE OF ILLINOIS** |
| | DRAWN - | REVISED - | **DEPARTMENT OF TRANSPORTATION** |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/4/2026 | DATE - | REVISED - | |

**LINE DIAGRAM**

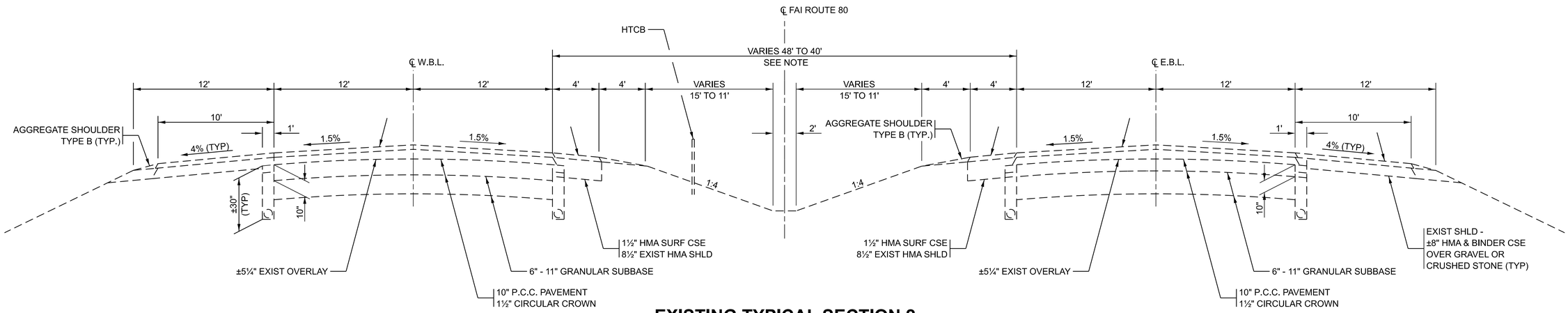
SCALE: | SHEET OF SHEETS | STA. | TO STA.

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 9 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS FED. AID PROJECT | | | |




## EXISTING TYPICAL SECTION 1

I-80
STA. W.B. 880+00.00 TO STA. 431+77.08
STA. E.B. 880+00.00 TO STA. 431+34.07
STA EQ. STA 915+00 (BK) = STA 19+07 (AH)




## EXISTING TYPICAL SECTION 2

I-80
STA. W.B. 431+77.08 TO STA.589+70.02
STA. E.B. 431+34.07 TO STA. 589+29.71

NOTES:
MEDIAN WIDTHS
STA 431+77 TO STA 540+41 - 48'
STA 540+41 TO STA 555+41 - VARIES
STA 555+41 TO STA 589+00 - 40'

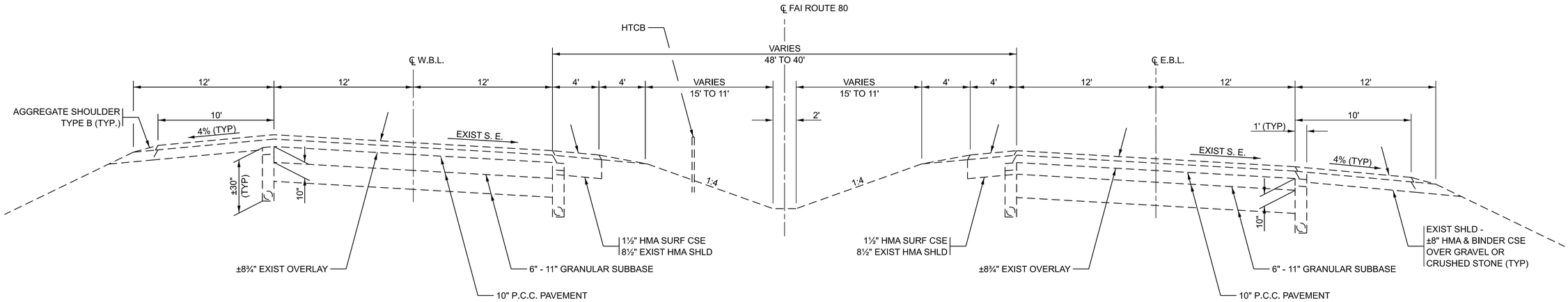
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| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | **STATE OF ILLINOIS** |
| | DRAWN - | REVISED - | **DEPARTMENT OF TRANSPORTATION** |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/5/2026 | DATE - | REVISED - | |

**TYPICAL SECTIONS**

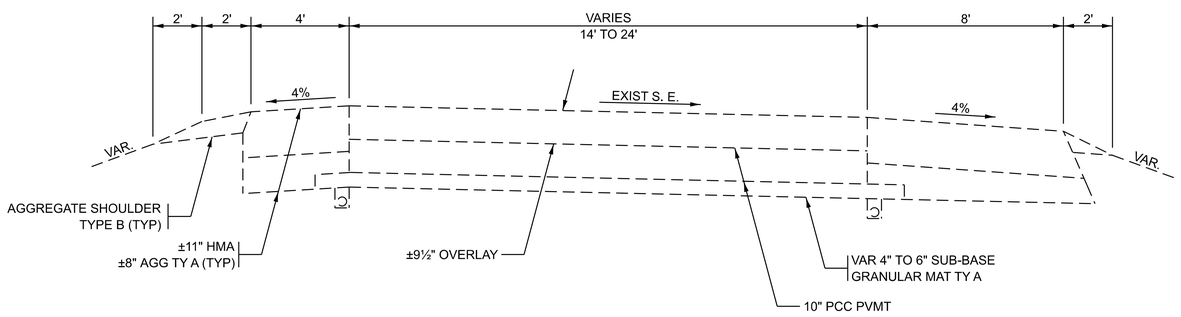
SCALE: | SHEET OF SHEETS | STA. | TO STA.

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 10 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## EXISTING TYPICAL SECTION 3 - SUPER ELEVATION

872+94.99 TO 883+12.69 S.E. = NORMAL CROWN
404+24.94 TO 441+11.55 S.E. = 2%
447+97.64 TO 484+23.91 S.E. = 2%
540+41.72 TO 555+41.71 S.E. = NORMAL CROWN
559+48.27 TO 573+23.27 S.E. = NORMAL CROWN




## EXISTING TYPICAL SECTION 4

IL 23 INTERCHANGE RAMPS
A, B, C & D

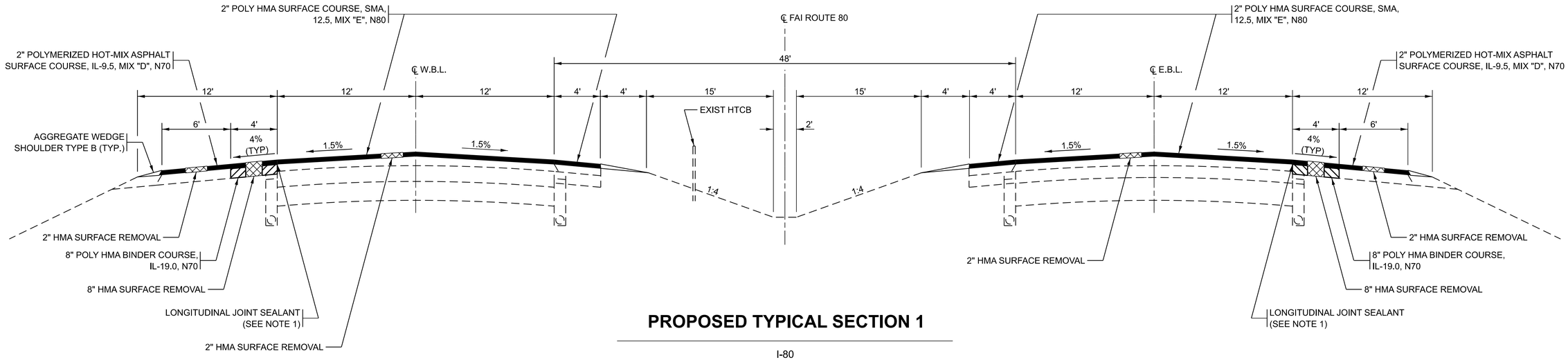
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| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | **STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION** |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/5/2026 | DATE - | REVISED - | |

**TYPICAL SECTIONS**

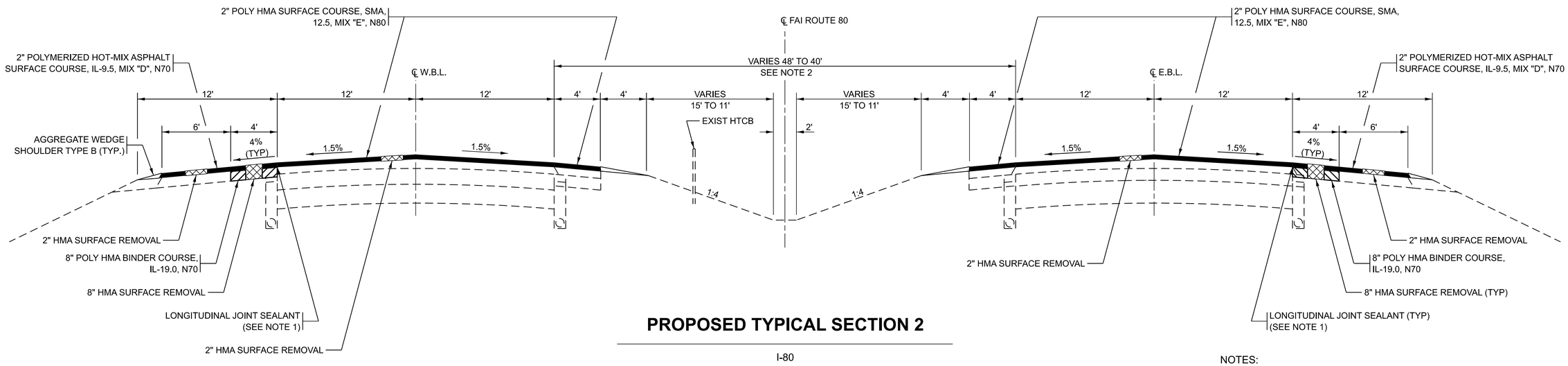
SCALE: | SHEET OF SHEETS | STA. | TO STA.

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 11 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## PROPOSED TYPICAL SECTION 1

I-80
STA. W.B. 880+00.00 TO STA. 431+77.08
STA. E.B. 880+00.00 TO STA. 431+34.07
STA EQ. STA 915+00 (BK) = STA 19+07 (AH)




## PROPOSED TYPICAL SECTION 2

I-80
STA. W.B. 431+77.08 TO STA.589+70.02
STA. E.B. 431+34.07 TO STA. 589+29.71

NOTES:

1. LONGITUDINAL JOINT SEALANT TO BE PLACED ONLY AT THE JOINT BETWEEN THE I 80 MAINLINE PAVEMENT AND THE ADJACENT RAMP PAVEMENT.

2. MEDIAN WIDTHS
   STA 431+77 TO STA 540+41 - 48'
   STA 540+41 TO STA 555+41 - VARIES
   STA 555+41 TO STA 589+00 - 40'

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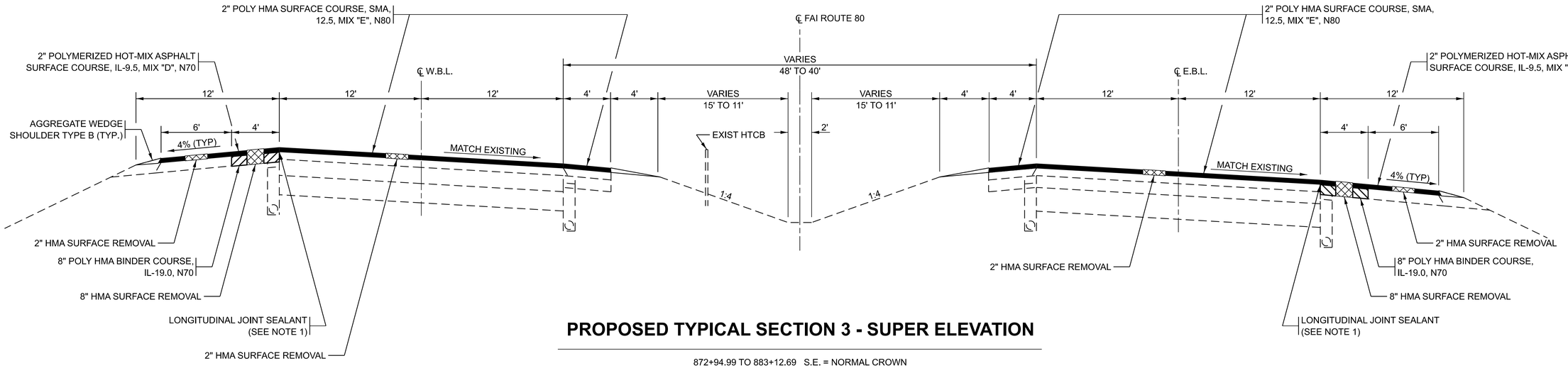
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|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 8/5/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

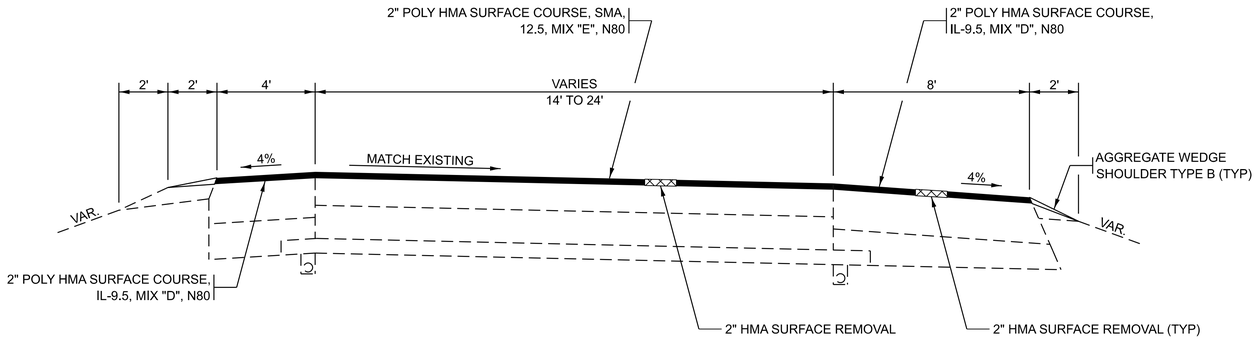
SCALE: | SHEET OF SHEETS | STA. | TO STA.

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 12 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## PROPOSED TYPICAL SECTION 3 - SUPER ELEVATION

872+94.99 TO 883+12.69 S.E. = NORMAL CROWN
404+24.94 TO 441+11.55 S.E. = 2%
447+97.64 TO 484+23.91 S.E. = 2%
540+41.72 TO 555+41.71 S.E. = NORMAL CROWN
559+48.27 TO 573+23.27 S.E. = NORMAL CROWN




## PROPOSED TYPICAL SECTION 4

IL 23 INTERCHANGE RAMPS
A, B, C & D

NOTES:
1. LONGITUDINAL JOINT SEALANT TO BE PLACED ONLY AT THE JOINT BETWEEN THE I 80 MAINLINE PAVEMENT AND THE ADJACENT RAMP PAVEMENT.

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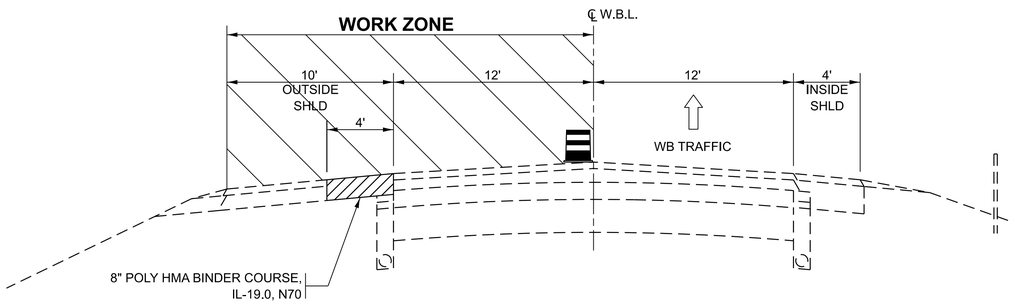
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|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/5/2026 | DATE - | REVISED - | |

**TYPICAL SECTIONS**

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

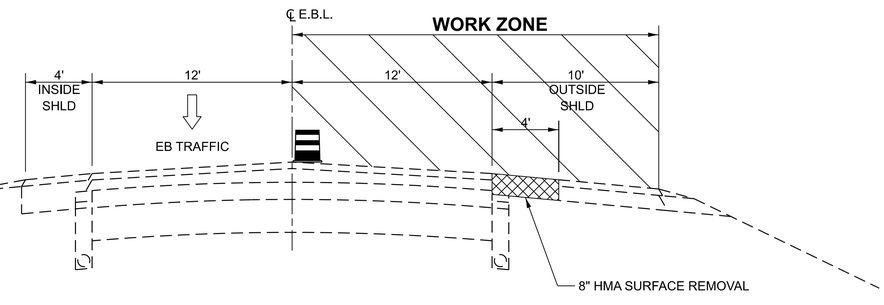
| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 13 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## WESTBOUND LANE




HALF SECTION
SHOWING PROPOSED RESURFACING

## EASTBOUND LANE

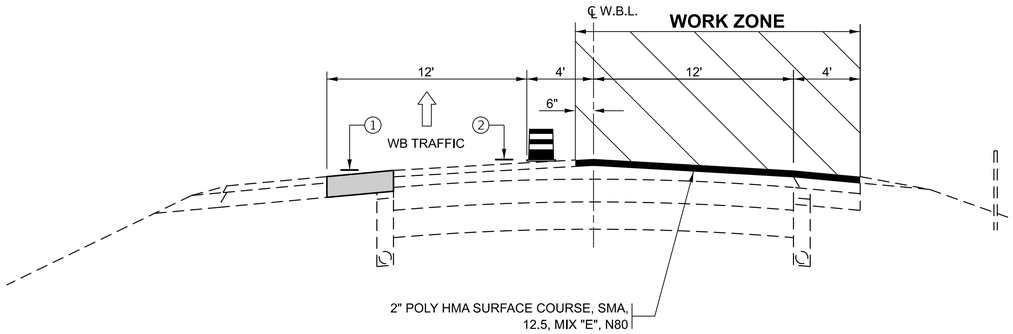



HALF SECTION
SHOWING PROPOSED REMOVAL

# PROPOSED STAGING TYPICAL SECTION

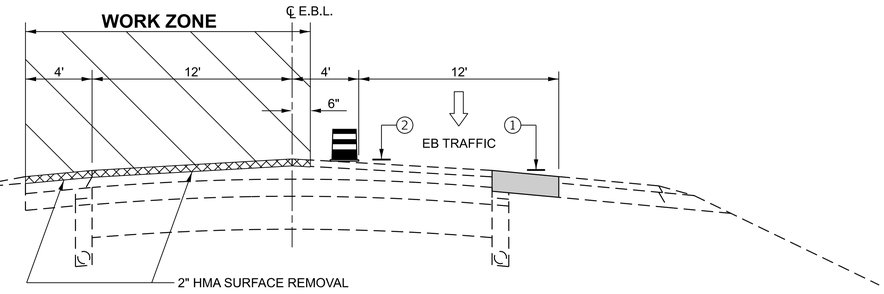
PRE-STAGE

## WESTBOUND LANE




HALF SECTION
SHOWING PROPOSED RESURFACING

## EASTBOUND LANE




HALF SECTION
SHOWING PROPOSED REMOVAL

# PROPOSED STAGING TYPICAL SECTION

STAGE 1

LEGEND

- TRAFFIC CONTROL DRUM
- (1) TEMPORARY PAVEMENT MARKING - WHITE
- (2) TEMPORARY PAVEMENT MARKING - YELLOW
- WORK COMPLETED IN PREVIOUS STAGE

MODEL: Default
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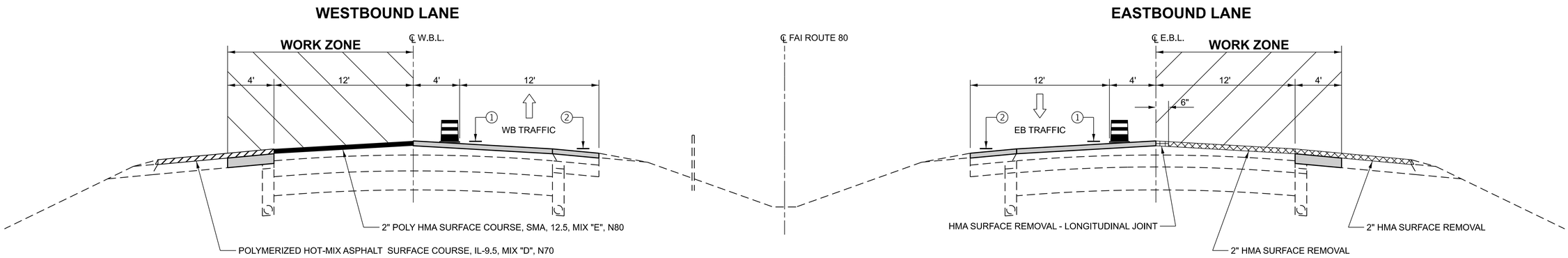
| | | |
|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 8/5/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 14 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




HALF SECTION
SHOWING PROPOSED RESURFACING

## PROPOSED STAGING TYPICAL SECTION

STAGE 2

HALF SECTION
SHOWING PROPOSED REMOVAL

### LEGEND

- TRAFFIC CONTROL DRUM
- ① TEMPORARY PAVEMENT MARKING - WHITE
- ② TEMPORARY PAVEMENT MARKING - YELLOW
- WORK COMPLETED IN PREVIOUS STAGE

MODEL: Default
FILE NAME: c:\pw_work\pwidotzagarjk\d1193682\66T48 Typical Sections.dgn

| | | |
|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 8/5/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 15 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# MAINLINE SCHEDULE (1/2)

| LOCATION | | | SECTION DETAILS | LENGTH | AREA | BIT MATLS TACK CT | LONG JOINT SEALANT | HMA SURF REM- LONG JT | MIX CR JTS FLANGEWYS | MATL TRANSFER DEVICE | P HMA BC HM N70 | P HMA SC IL-9.5 D N70 2 " | P HMA BC IL-19.0 N70 6 " | P SC SMA 12.5 E N80 2 " | AGG WEDGE SHLD TYPE B | HMA SURF REM 2" | HMA SURF REM 8 " |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA | TO | STA | DESCRIPTION | FOOT | SQ YD | POUND | FOOT | SQ YD | TON | TON | TON | TON | TON | TON | TON | SQ YD | SQ YD |
| **LASALLE COUNTY-EASTBOUND (FAI 80, I 80)** | | | | | | | | | | | | | | | | | |
| 880+00.00 | TO | 883+12.60 | MAINLINE WITH GORE | 312.7 | 2154.16 | 1071.0 | | 17.4 | 0.65 | 173.2 | 1.08 | 70.1 | | 173.2 | 11.86 | 2154.2 | |
| 883+12.60 | TO | 908+83.56 | MAINLINE | 2571.0 | 10855.34 | 5206.3 | | 142.9 | 3.26 | 911.9 | 5.43 | 320.0 | 512.0 | 911.9 | 97.51 | 10855.3 | 1142.7 |
| 908+83.56 | TO | 914+05.95 | MAINLINE WITH GORE | 522.4 | 3598.76 | 1789.2 | | 29.1 | 1.08 | 289.3 | 1.8 | 117.1 | | 289.3 | 19.82 | 3598.8 | |
| 914+05.95 | TO | 915+00.00 | MAINLINE WITH ENTRANCE RAMP TAPER | 94.1 | 522.78 | 237.6 | 94.1 | 5.3 | 0.16 | 49.8 | 0.27 | 9.4 | | 49.8 | 3.57 | 522.8 | |
| STA. 915+00.00 BK=STA. 019+08.45 AH | | | | | | | | | | | | | | | | | |
| 19+08.45 | TO | 24+56.19 | MAINLINE WITH ENTRANCE RAMP TAPER | 547.8 | 3043.34 | 1383.2 | 547.8 | 30.5 | 0.92 | 289.8 | 1.53 | 54.6 | | 289.8 | 20.78 | 3043.3 | |
| 24+56.19 | TO | 95+38.37 | MAINLINE | 7082.2 | 29902.63 | 14341.5 | | 393.5 | 8.98 | 2511.9 | 14.96 | 881.4 | 1410.2 | 2511.9 | 268.6 | 29902.6 | 3147.6 |
| STA. 95+38.37 BK=STA. 95+39.60 AH | | | | | | | | | | | | | | | | | |
| 95+39.60 | TO | 148+00.00 | MAINLINE | 5260.4 | 22210.58 | 10652.3 | | 292.3 | 6.67 | 1865.7 | 11.11 | 654.7 | 1047.5 | 1865.7 | 199.51 | 22210.6 | 2338.0 |
| STA.148+00.00 BK=STA. 148+01.07 AH | | | | | | | | | | | | | | | | | |
| 148+01.07 | TO | 200+79.51 | MAINLINE | 5278.5 | 22287 | 10689.0 | | 293.3 | 6.69 | 1872.2 | 11.15 | 656.9 | 1051.1 | 1872.2 | 200.19 | 22287.0 | 2346.0 |
| STA. 200+79.51 BK=STA. 200+80.60 AH | | | | | | | | | | | | | | | | | |
| 200+80.60 | TO | 256+80.60 | MAINLINE | 5600.0 | 23644.45 | 11340.0 | | 311.2 | 7.10 | 1986.2 | 11.83 | 696.9 | 1115.1 | 1986.2 | 212.38 | 23644.4 | 2488.9 |
| STA. 256+80.60 BK=STA. 256+81.80 AH | | | | | | | | | | | | | | | | | |
| 256+81.80 | TO | 309+39.20 | MAINLINE | 5257.4 | 22197.92 | 10646.2 | | 292.1 | 6.66 | 1864.7 | 11.1 | 654.3 | 1046.9 | 1864.7 | 199.39 | 22197.9 | 2336.6 |
| STA. 309+38.05 BK=STA. 309+39.20 AH | | | | | | | | | | | | | | | | | |
| 309+39.20 | TO | 329+39.20 | MAINLINE | 2000.0 | 8444.45 | 4050.0 | | 111.2 | 2.54 | 709.4 | 4.23 | 248.9 | 398.3 | 709.4 | 75.85 | 8444.4 | 888.9 |
| STA. 329+39.20 BK=STA. 329+40.20 AH | | | | | | | | | | | | | | | | | |
| 329+40.20 | TO | 345+00.00 | MAINLINE | 1559.8 | 6585.83 | 3158.6 | | 86.7 | 1.98 | 553.3 | 3.3 | 194.2 | 310.6 | 553.3 | 59.16 | 6585.8 | 693.2 |
| STA.345+00.00 BK=STA. 345+01.05 AH | | | | | | | | | | | | | | | | | |
| 345+01.05 | TO | 362+05.75 | MAINLINE | 1704.7 | 7197.63 | 3452.0 | | 94.8 | 2.16 | 604.7 | 3.6 | 212.2 | 339.5 | 604.7 | 64.66 | 7197.6 | 757.6 |
| STA. 362+05.75 BK=STA. 362+06.80 AH | | | | | | | | | | | | | | | | | |
| 362+06.80 | TO | 445+00.00 | MAINLINE | 8293.2 | 35015.74 | 16793.7 | | 460.8 | 10.51 | 2941.4 | 17.51 | 1032.1 | 1651.3 | 2941.4 | 314.52 | 35015.7 | 3685.9 |
| STA. 445+00.00 BK=STA. 445+03.58 AH | | | | | | | | | | | | | | | | | |
| 445+03.58 | TO | 469+21.00 | MAINLINE | 2417.5 | 10207.23 | 4895.4 | | 134.4 | 3.07 | 857.5 | 5.11 | 300.9 | 481.4 | 857.5 | 91.69 | 10207.2 | 1074.4 |
| 469+21.00 | TO | 471+92.65 | MAINLINE WITH EXIT RAMP TAPER | 271.7 | 1509.45 | 686.0 | 271.7 | 15.1 | 0.46 | 143.7 | 0.76 | 27.1 | | 143.7 | 10.31 | 1509.4 | |
| 471+92.65 | TO | 476+55.75 | MAINLINE WITH GORE | 463.1 | 3190.25 | 1586.1 | | 25.8 | 0.96 | 256.5 | 1.6 | 103.8 | | 256.5 | 17.57 | 3190.2 | |
| 476+55.75 | TO | 492+58.90 | MAINLINE | 1603.2 | 6769.07 | 3246.5 | | 89.1 | 2.04 | 568.7 | 3.39 | 199.6 | 319.3 | 568.7 | 60.81 | 6769.1 | 712.5 |
| 492+58.90 | TO | 496+55.40 | MAINLINE WITH GORE | 396.5 | 2731.45 | 1358.0 | | 22.1 | 0.82 | 219.6 | 1.37 | 88.9 | | 219.6 | 15.04 | 2731.4 | |
| 496+43.35 | TO | 501+42.45 | MAINLINE WITH ENTRANCE RAMP TAPER | 499.1 | 2772.78 | 1260.2 | 499.1 | 27.8 | 0.84 | 264.0 | 1.39 | 49.7 | | 264.0 | 18.93 | 2772.8 | |
| 501+42.45 | TO | 533+97.54 | MAINLINE | 3255.1 | 13743.76 | 6591.6 | | 180.9 | 4.13 | 1154.5 | 6.88 | 405.1 | 648.2 | 1154.5 | 123.45 | 13743.8 | 1446.7 |
| STA. 533+97.54 BK=STA. 533+97.96 AH | | | | | | | | | | | | | | | | | |
| 533+97.96 | TO | 540+40.27 | MAINLINE | 642.4 | 2712.36 | 1300.9 | | 35.7 | 0.82 | 227.9 | 1.36 | 80.0 | 128.0 | 227.9 | 24.37 | 2712.4 | 285.5 |
| STA. 540+40.27 BK=STA. 540+41.72 AH | | | | | | | | | | | | | | | | | |
| 540+41.72 | TO | 589+29.71 | MAINLINE | 4888.0 | 20638.23 | 9898.2 | | 271.6 | 6.20 | 1733.7 | 10.32 | 608.3 | 973.3 | 1733.7 | 185.38 | 20638.2 | 2172.4 |
| **EASTBOUND TOTAL** | | | | **60521** | **261936** | **125634** | **1413** | **3364** | **79** | **22050** | **132** | **7667** | **11433** | **22050** | **2296** | **261936** | **25518** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193882\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 16 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# MAINLINE SCHEDULE (2/2)

| LOCATION | | | SECTION DETAILS | LENGTH | AREA | BIT MATLS TACK CT | LONG JOINT SEALANT | HMA SURF REM- LONG JT | MIX CR JTS FLANGEWYS | MATL TRANSFER DEVICE | P HMA BC HM N70 | P HMA SC IL-9.5 D N70 2 " | P HMA BC IL-19.0 N70 6 " | P SC SMA 12.5 E N80 2 " | AGG WEDGE SHLD TYPE B | HMA SURF REM 2" | HMA SURF REM 8 " |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA | TO | STA | DESCRIPTION | FOOT | SQ YD | POUND | FOOT | SQ YD | TON | TON | TON | TON | TON | TON | TON | SQ YD | SQ YD |
| **LASALLE COUNTY-WESTBOUND (FAI 80, I 80)** | | | | | | | | | | | | | | | | | |
| 880+00.00 | TO | 883+38.00 | MAINLINE WITH GORE | 338 | 2328.45 | 1157.65 | | 18.8 | 0.7 | 187.2 | 1.17 | 75.8 | | 187.2 | 12.8 | 2328.4 | |
| 883+38.00 | TO | 908+61.65 | MAINLINE | 2523.7 | 10655.63 | 5110.4925 | | 140.3 | 3.2 | 895.1 | 5.33 | 314.1 | 502.5 | 895.1 | 95.7 | 10655.6 | 1121.6 |
| 908+63.88 | TO | 912+69.60 | MAINLINE WITH GORE | 405.8 | 2795.52 | 1389.865 | | 22.6 | 0.84 | 224.8 | 1.4 | 90.9 | | 224.8 | 15.4 | 2795.5 | |
| 912+69.60 | TO | 915+00.00 | EXIT RAMP TAPER TO IL 178 INTERCHANGE | 230.4 | 1280 | 581.76 | 230.4 | 12.8 | 0.39 | 121.9 | 0.64 | 23.0 | | 121.9 | 8.7 | 1280.0 | |
| STA. 915+00.00 BK=STA. 019+08.45 AH | | | | | | | | | | | | | | | | | |
| 19+08.45 | TO | 19+55.50 | EXIT RAMP TAPER TO IL 178 INTERCHANGE | 47.1 | 198.87 | 90.6675 | 47.1 | 2.7 | 0.06 | 22.6 | 0.1 | 0.0 | | 22.6 | 1.8 | 198.9 | |
| 19+55.50 | TO | 95+38.37 | MAINLINE | 7582.9 | 38757.05 | 15355.3725 | | 421.3 | 11.63 | 2689.5 | 19.38 | 943.7 | 1509.9 | 2689.5 | 287.6 | 32016.7 | 3370.2 |
| STA. 95+38.37 BK=STA. 95+39.60 AH | | | | | | | | | | | | | | | | | |
| 95+39.60 | TO | 148+00.01 | MAINLINE | 5260.5 | 22211 | 10652.5125 | | 292.3 | 6.67 | 1865.8 | 11.11 | 654.7 | 1047.5 | 1865.8 | 199.5 | 22211.0 | 2338.0 |
| STA.148+00.01 BK=STA. 148+01.08 AH | | | | | | | | | | | | | | | | | |
| 148+01.08 | TO | 200+79.51 | MAINLINE | 5278.5 | 22287 | 10688.9625 | | 293.3 | 6.69 | 1872.2 | 11.15 | 656.9 | 1051.1 | 1872.2 | 200.2 | 22287.0 | 2346.0 |
| STA. 200+79.51 BK=STA. 200+80.60 AH | | | | | | | | | | | | | | | | | |
| 200+80.60 | TO | 256+80.60 | MAINLINE | 5600 | 23644.45 | 11340 | | 311.2 | 7.1 | 1986.2 | 11.83 | 696.9 | 1115.1 | 1986.2 | 212.4 | 23644.4 | 2488.9 |
| STA. 256+80.60 BK=STA. 256+81.80 AH | | | | | | | | | | | | | | | | | |
| 256+81.80 | TO | 309+39.20 | MAINLINE | 5257.4 | 22197.92 | 10646.235 | | 292.1 | 6.66 | 1864.7 | 11.1 | 654.3 | 1046.9 | 1864.7 | 199.4 | 22197.9 | 2336.6 |
| STA. 309+38.05 BK=STA. 309+39.20 AH | | | | | | | | | | | | | | | | | |
| 309+39.20 | TO | 329+39.20 | MAINLINE | 2000 | 8444.45 | 4050 | | 111.2 | 2.54 | 709.4 | 4.23 | 248.9 | 398.3 | 709.4 | 75.9 | 8444.4 | 888.9 |
| STA. 329+39.20 BK=STA. 329+40.20 AH | | | | | | | | | | | | | | | | | |
| 329+40.20 | TO | 345+00.00 | MAINLINE | 1559.8 | 6585.83 | 3158.595 | | 86.7 | 1.98 | 553.3 | 3.3 | 194.2 | 310.6 | 553.3 | 59.2 | 6585.8 | 693.2 |
| STA.345+00.00 BK=STA. 345+01.05 AH | | | | | | | | | | | | | | | | | |
| 345+01.05 | TO | 362+05.75 | MAINLINE | 1704.7 | 7197.63 | 3452.0175 | | 94.8 | 2.16 | 604.7 | 3.6 | 212.2 | 339.5 | 604.7 | 64.7 | 7197.6 | 757.6 |
| STA. 362+05.75 BK=STA. 362+06.80 AH | | | | | | | | | | | | | | | | | |
| 36206.8 | TO | 445+00.00 | MAINLINE | 8293.2 | 35015.74 | 16793.73 | | 460.8 | 10.51 | 2941.4 | 17.51 | 1032.1 | 1651.3 | 2941.4 | 314.5 | 35015.7 | 3685.9 |
| STA. 445+00.00 BK=STA. 445+03.58 AH | | | | | | | | | | | | | | | | | |
| 445+03.58 | TO | 467+70.25 | MAINLINE | 2266.7 | 9570.52 | 4590.0675 | | 126 | 2.88 | 804 | 4.79 | 282.1 | 451.4 | 804.0 | 86.0 | 9570.5 | 1007.4 |
| 467+70.25 | TO | 472+56.70 | MAINLINE ENTRANCE RAMP TAPER | 486.5 | 2702.78 | 1228.4125 | 486.5 | 27.1 | 0.82 | 257.4 | 1.36 | 48.5 | | 257.4 | 18.5 | 2702.8 | |
| 472+66.50 | TO | 476+60.50 | MAINLINE WITH GORE | 394 | 2714.23 | 1349.45 | | 21.9 | 0.82 | 218.2 | 1.36 | 88.3 | | 218.2 | 15.0 | 2714.2 | |
| 476+60.50 | TO | 492+71.40 | MAINLINE | 1610.9 | 6801.58 | 3262.0725 | | 89.5 | 2.05 | 571.4 | 3.41 | 200.5 | 320.8 | 571.4 | 61.1 | 6801.6 | 716.0 |
| 492+71.40 | TO | 497+00.00 | MAINLINE WITH GORE | 428.6 | 2952.58 | 1467.955 | | 23.9 | 0.89 | 237.4 | 1.48 | 96.1 | | 237.4 | 16.3 | 2952.6 | |
| 497+00.00 | TO | 500+20.80 | MAINLINE EXIT RAMP TAPER | 320.9 | 1782.78 | 810.2725 | 320.9 | 17.9 | 0.54 | 169.8 | 0.9 | 32.0 | | 169.8 | 12.2 | 1782.8 | |
| 500+20.80 | TO | 533+97.54 | MAINLINE | 3376.8 | 14257.6 | 6838.02 | | 187.6 | 4.28 | 1197.7 | 7.13 | 420.3 | 672.4 | 1197.7 | 128.1 | 14257.6 | 1500.8 |
| STA. 533+97.54 BK=STA. 533+97.96 AH | | | | | | | | | | | | | | | | | |
| 533+97.96 | TO | 540+40.27 | MAINLINE | 642.4 | 2712.36 | 1300.86 | | 35.7 | 0.82 | 227.9 | 1.36 | 80.0 | 128.0 | 227.9 | 24.4 | 2712.4 | 285.5 |
| STA. 540+40.27 BK=STA. 540+41.72 AH | | | | | | | | | | | | | | | | | |
| 540+41.72 | TO | 589+70.02 | MAINLINE | 4928.3 | 20808.38 | 9979.8075 | | 273.8 | 6.25 | 1748 | 10.41 | 613.3 | 981.3 | 1748.0 | 186.9 | 20808.4 | 2190.4 |
| **WESTBOUND TOTAL** | | | | **60538** | **267903** | **125295** | **1085** | **3365** | **80.48** | **21971** | **135** | **7659** | **11527** | **21971** | **2296** | **261162** | **25728** |
| **TOTAL** | | | | **121059** | **529839** | **250929** | **2498** | **6729** | **159** | **44021** | **267** | **15326** | **22960** | **44021** | **4592** | **523098** | **51246** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | **STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION** |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 17 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# RAMP SCHEDULE

| LOCATION | | | SECTION DETAILS | | MATERIAL | LENGTH | AREA | HMA SURF REM 2" | BIT MATLS TACK CT | MIX CR JTS FLANGEWYS | MATL TRANSFER DEVICE | P HMA SC IL-9.5 D N70 2 " | P SC SMA 12.5 E N80 2 " | AGG WEDGE SHLD TYPE B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA | TO | STA | DESCRIPTION | | | FOOT | SQ YD | SQ YD | POUND | TON | TON | TON | TON | TON |
| LASALLE COUNTY (FAI 80, I-80) | | | | | | | | | | | | | | |
| 406+63. | TO | 419+85. | IL 178 SW EXIT RAMP (RAMP K) | OMISSION | CONCRETE | 1322 | | | | | | | | |
| 501+00. | TO | 513+76. | IL 178 SE ENTRANCE RAMP (RAMP L) | OMISSION | CONCRETE | 1276 | | | | | | | | |
| 9+23.57 | TO | 16+77.16 | IL 23 SW EXIT RAMP (RAMP C) | | HMA | 754 | 2595.7 | 2595.7 | 1168.0645 | 0.78 | 290.72 | 112.54 | 178.18 | 28.84 |
| 1+52.3 | TO | 9+11.2 | IL 23 SE ENTRANCE RAMP (RAMP D) | | HMA | 759 | 2614.0 | 2614.0 | 1176.295 | 0.78 | 292.77 | 113.33 | 179.44 | 29.04 |
| 200+00. | TO | 214+32. | IL 178 NW ENTRANCE RAMP (RAMP I) | OMISSION | CONCRETE | 1432 | | | | | | | | |
| 306+60. | TO | 320+00. | IL 178 NE EXIT RAMP (RAMP J) | OMISSION | CONCRETE | 1340 | | | | | | | | |
| 1+49.7 | TO | 9+73.7 | IL 23 NW ENTRANCE RAMP (RAMP A) | | HMA | 824 | 2563.6 | 2563.6 | 1153.6 | 0.77 | 287.12 | 123.05 | 164.07 | 31.53 |
| 7+00. | TO | 14+24.7 | IL 23 NE EXIT RAMP (RAMP B) | | HMA | 725 | 2496.2 | 2496.2 | 1123.285 | 0.75 | 279.57 | 108.22 | 171.35 | 27.73 |
| TOTAL | | | | | | 8432 | 10270 | 10270 | 4622 | 3 | 1151 | 458 | 694 | 118 |

# SAND MODULE SCHEDULE 1/2

| STATION | DESCRIPTION | IMP ATTEN NRD TL3 EACH | REM IMP ATTEN SM EACH |
|---|---|---|---|
| EASTBOUND | | | |
| 895+25 | MEDIAN | 1 | 17 |
| 897+30 | MEDIAN | 1 | 17 |
| 52+30 | MEDIAN | 1 | 15 |
| 105+15 | MEDIAN | 1 | 15 |
| 210+50 | MEDIAN | 1 | 15 |
| 319+10 | MEDIAN | 1 | 15 |
| 371+75 | MEDIAN | 1 | 15 |
| 425+10 | MEDIAN | 1 | 15 |
| 483+75 | MEDIAN | 1 | 15 |
| 537+00 | MEDIAN | 1 | 15 |
| EASTBOUND TOTAL | | 10 | 154 |

MATERIAL REMOVED FROM THE PCC BASES, IN PREPARATION FOR THE NEW SAND MODULE IMPACT ATTENUATORS SHALL REMAIN WITHIN PROJECT LIMITS.

# CROSSOVER SCHEDULE

| LOCATION | *AREA | HMA SURF REM 2" | BIT MATS TACK CT | P SC SMA IL 12.5 MIX E N80, 2 " | DELINEATOR DOUBLE AMBER | DELINEATOR TRIPLE AMBER |
|---|---|---|---|---|---|---|
| STATION | SQ FT | SQ YD | POUND | TON | EACH | EACH |
| LASALLE COUNTY (FAI 80,I-80) | | | | | | |
| 33+57 | 1742.93 | 193.66 | 87.147 | 21.69 | 2 | 2 |
| 164+50 | 1641.08 | 182.34 | 82.054 | 20.42 | 2 | 2 |
| 296+14 | 1700.94 | 188.99 | 85.047 | 21.17 | 2 | 2 |
| 450+74 | 1623.16 | 180.35 | 81.158 | 20.20 | 2 | 2 |
| TOTAL | | 746 | 336 | 84 | 8 | 8 |

*AREA WAS CALCULATED USING ORD.

# SAND MODULE SCHEDULE 2/2

| STATION | DESCRIPTION | IMP ATTEN NRD TL3 EACH | REM IMP ATTEN SM EACH |
|---|---|---|---|
| WESTBOUND | | | |
| 896+25 | MEDIAN | 1 | 17 |
| 897+90 | MEDIAN | 1 | 17 |
| 897+90 | OUTSIDE | 1 | 17 |
| 53+00 | MEDIAN | 1 | 15 |
| 105+50 | MEDIAN | 1 | 15 |
| 211+20 | MEDIAN | 1 | 15 |
| 319+60 | MEDIAN | 1 | 15 |
| 372+25 | MEDIAN | 1 | 15 |
| 425+50 | MEDIAN | 1 | 15 |
| 485+00 | MEDIAN | 1 | 15 |
| 537+50 | MEDIAN | 1 | 15 |
| WESTBOUND TOTAL | | 11 | 171 |
| TOTAL | | 21 | 325 |

MATERIAL REMOVED FROM THE PCC BASES, IN PREPARATION FOR THE NEW SAND MODULE IMPACT ATTENUATORS SHALL REMAIN WITHIN PROJECT LIMITS.

# SMART TRAFFIC CONTROL SCHEDULE

| DESCRIPTION | UNIT | QTY |
|---|---|---|
| REAL-TIME TRAFFIC CONTROL SENSOR UNIT | WEEK | 240 |
| CHANGEABLE MESSAGE SIGN (SPECIAL) | CAL WK | 336 |
| SMART TRAFFIC MONITORING SYSTEM | CAL WK | 48 |
| SMART TRAFFIC MONITORING DEVICE | CAL WK | 240 |
| TEMPORARY RUMBLE STRIPS (SPECIAL) | EACH | 4 |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\zagarjk\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 18 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# CLASS B PATCHING SCHEDULE (1 OF 4)

| LOCATION | LANE | PATCH LENGTH | PATCH WIDTH | PATCH AREA | CLASS B PATCHES | | | | | SAW CUTS | WELDED WIRE REINF | DOWEL BARS 1 1/2 " | TIE BARS 3/4 " |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TYPE II | | TYPE III | | TYPE IV | | | | |
| | | | | | 15 INCH | 18 INCH | 15 INCH | 18 INCH | 18 INCH | | | | |
| STATION | | FOOT | FOOT | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | SQ YD | EACH | EACH |
| EASTBOUND (FAI-80, I-80) | | | | | | | | | | | | | |
| 45+92 | PL | 10 | 12 | 13 | | 13 | | | | 56 | | 20 | |
| 57+80 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 57+80 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 66+80 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 67+30 | PL | 10 | 12 | 13 | | 13 | | | | 56 | | 20 | |
| 79+80 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 79+80 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 91+25 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 91+25 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 95+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 95+50 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 96+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 96+80 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 96+80 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 102+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 114+70 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 129+50 | PL | 8 | 12 | 11 | | 11 | | | | 52 | | 20 | |
| 139+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 139+60 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 141+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 144+80 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 144+80 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 154+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 154+50 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 158+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 158+20 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 159+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 159+20 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 160+40 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 160+40 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 164+30 | PL | 25 | 12 | 33 | | | | | 33 | 86 | | 20 | 8 |
| 164+90 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 174+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 182+80 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 188+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 192+70 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 192+70 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| EASTBOUND (1/2) | | | | 335 | 0 | 301 | 0 | 0 | 33 | 1834 | 0 | 740 | 8 |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 19 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# CLASS B PATCHING SCHEDULE (2 OF 4)

| LOCATION | LANE | PATCH LENGTH | PATCH WIDTH | PATCH AREA | CLASS B PATCHING | | | | | SAW CUTS | WELDED WIRE REINF | DOWEL BARS 1 1/2 " | TIE BARS 3/4 " |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TYPE II | | TYPE III | | TYPE IV | | | | |
| | | | | | 15 INCH | 18 INCH | 15 INCH | 18 INCH | 18 INCH | | | | |
| STATION | | FOOT | FOOT | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | SQ YD | EACH | EACH |
| EASTBOUND (FAI-80, I-80) | | | | | | | | | | | | | |
| 211+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 212+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 212+00 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 215+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 215+00 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 218+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 218+00 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 228+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 228+00 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 231+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 262+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 262+20 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 271+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 271+20 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 278+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 283+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 294+40 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 294+40 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 305+80 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 305+80 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 307+80 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 318+90 | PL | 10 | 12 | 13 | | 13 | | | | 56 | | 20 | |
| 322+90 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 377+05 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 377+05 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 390+10 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 390+10 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 390+90 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 391+90 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 404+90 | PL | 15 | 12 | 20 | | | | 20 | | 66 | | 20 | |
| 406+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 406+00 | DL | 10 | 12 | 13 | | 13 | | | | 56 | | 20 | |
| 454+80 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 454+80 | DL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 487+00 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 487+00 | DL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 528+50 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| **EASTBOUND (2/2)** | | | | **319** | **40** | **259** | **0** | **20** | **0** | **1810** | **0** | **740** | **0** |
| **EASTBOUND TOTAL** | | | | **653** | **40** | **560** | **0** | **20** | **33** | **3644** | **0** | **1480** | **8** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 20 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# CLASS B PATCHING SCHEDULE (3 OF 4)

| LOCATION | LANE | PATCH LENGTH | PATCH WIDTH | PATCH AREA | CLASS B PATCHING | | | | | SAW CUTS | WELDED WIRE REINF | DOWEL BARS 1 1/2 " | TIE BARS 3/4 " |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TYPE II | | TYPE III | | TYPE IV | | | | |
| | | | | | 15 INCH | 18 INCH | 15 INCH | 18 INCH | 18 INCH | | | | |
| STATION | | FOOT | FOOT | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | SQ YD | EACH | EACH |
| WESTBOUND (FAI-80, I-80) | | | | | | | | | | | | | |
| 38+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 39+10 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 61+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 74+95 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 74+95 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 80+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 80+30 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 81+10 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 85+25 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 85+25 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 90+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 95+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 95+60 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 110+65 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 114+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 115+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 117+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 117+60 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 119+05 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 119+05 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 121+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 156+70 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 198+50 | DL | 15 | 12 | 20 | | | | 20 | | 66 | | 20 | |
| 209+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 209+60 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 210+60 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 210+60 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 221+30 | PL | 15 | 12 | 20 | | | | 20 | | 66 | | 20 | |
| 328+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 328+20 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 334+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 337+50 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 348+70 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 374+25 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| **WESTBOUND (1/2)** | | | | **296** | **0** | **256** | **0** | **40** | **0** | **1668** | **0** | **680** | **0** |

# EXPANSION JOINT PATCHING (1 OF 1)

| EASTBOUND | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| LOCATION | WIDTH | LENGTH | AREA | CL B PATCH TYPE II | | CL B PATCH EXPAN JT | DEFORMED BARS EXP JT | DOWEL BARS 1/2 IN | SAW CUTS |
| | | | | 15 IN | 18 IN | | | | |
| STA | FT | FT | SQ YD | SQ YD | SQ YD | FOOT | EACH | EACH | FOOT |
| 888+12 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 914+52 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 45+00 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 71+40 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 97+81 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 124+21 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 150+62 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 177+02 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 203+43 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 229+83 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 256+23 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 282+65 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 309+05 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 335+47 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 361+88 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 388+29 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 414+70 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 441+09 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 467+52 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 493+92 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 520+32 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 546+75 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 573+14 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| **EASTBOUND TOTAL** | | | | **136** | **48** | **276** | **230** | **230** | **1104** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 21 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# CLASS B PATCHING SCHEDULE (4 OF 4)

| LOCATION | LANE | PATCH LENGTH | PATCH WIDTH | PATCH AREA | CLASS B PATCHING | | | | | SAW CUTS | WELDED WIRE REINF | DOWEL BARS 1 1/2 " | TIE BARS 3/4 " |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TYPE II | | TYPE III | | TYPE IV | | | | |
| STATION | | FOOT | FOOT | SQ YD | 15 INCH | 18 INCH | 15 INCH | 18 INCH | 18 INCH | FOOT | SQ YD | EACH | EACH |
| WESTBOUND (FAI-80, I-80) | | | | | | | | | | | | | |
| 374+25 | DL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 386+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 393+30 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 403+30 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 404+20 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 430+00 | PL | 6 | 12 | 8 | | 8 | | | | 48 | | 20 | |
| 464+40 | DL | 8 | 12 | 11 | 11 | | | | | 52 | | 20 | |
| 468+00 | DL | 10 | 12 | 13 | 13 | | | | | 56 | | 20 | |
| 480+15 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 480+15 | DL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 481+20 | DL | 15 | 12 | 20 | | | 20 | | | 66 | 20 | 20 | |
| 493+60 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 500+65 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 501+05 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 502+30 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 510+00 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 510+00 | DL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 513+20 | DL | 10 | 12 | 13 | 13 | | | | | 56 | | 20 | |
| 513+20 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 522+10 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 525+50 | PL | 8 | 12 | 11 | 11 | | | | | 52 | | 20 | |
| 530+20 | DL | 8 | 12 | 11 | 11 | | | | | 52 | | 20 | |
| 571+10 | PL | 10 | 12 | 13 | 13 | | | | | 56 | | 20 | |
| 575+40 | PL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| 589+00 | DL | 6 | 12 | 8 | 8 | | | | | 48 | | 20 | |
| WESTBOUND (2/2) | | | | 236 | 168 | 48 | 20 | 0 | 0 | 1254 | 20 | 500 | 0 |
| WESTBOUND TOTAL | | | | 532 | 168 | 304 | 20 | 40 | 0 | 2922 | 20 | 1180 | 0 |
| TOTAL | | | | 1185 | 208 | 864 | 20 | 60 | 33 | 6566 | 20 | 2660 | 8 |

# EXPANSION JOINT PATCHING (2 OF 2)

| WESTBOUND | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| LOCATION | WIDTH | LENGTH | AREA | CL B PATCH TYPE II | | CL B PATCH EXPAN JT | DEFORMED BARS EXP JT | DOWEL BARS 1/2 IN | SAW CUTS |
| | | | | 15 IN | 18 IN | | | | |
| STA | FT | FT | SQ YD | SQ YD | SQ YD | FOOT | EACH | EACH | FOOT |
| 888+12 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 914+52 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 45+00 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 71+40 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 97+81 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 124+21 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 150+62 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 177+02 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 203+43 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 229+83 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 256+23 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 282+65 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 309+05 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 335+47 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 361+88 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 388+29 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 414+70 | 12 | 6 | 8 | 8 | | 12 | 10 | 10 | 48 |
| 441+09 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 467+52 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 493+92 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 520+32 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 546+75 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| 573+14 | 12 | 6 | 8 | | 8 | 12 | 10 | 10 | 48 |
| EASTBOUND TOTAL | | | | 136 | 48 | 276 | 230 | 230 | 1104 |
| TOTAL | | | | 272 | 96 | 552 | 460 | 460 | 2208 |

# TEMPORARY CROSOVER CLOSURE SCHEDULE

| LOCATION | | | LENGTH | IMP ATTEN NRD TL3 | TEMP CONC BARRIER | PIN TEMP CONC BARRIER | SIGN PANEL - TYPE 1 | | TERMINAL MARKER - PM | WOOD SIGN SUPPORT | BARR WALL REF TY B | LINEAR DELIN PANEL 6 | REM IMP ATTEN SM | WOOD POSTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | R3-4 | R5-11 | | | | | | |
| STA | TO | STA | FT | EACH | FOOT | EACH | SQ FT | | EACH | FOOT | EA | EA | EACH | EACH |
| 575+12.48 | TO | 578+29.50 | 317.02 | | | | 9 | 6 | 6 | 15.5 | | | | 8 |
| 578+29.50 | TO | 581+70.50 | 341.00 | 2 | 237.5 | 6 | | | | | 3 | 3 | 34 | |
| 581+70.50 | TO | 584+87.52 | 317.02 | | | | 9 | 6 | 6 | 15.5 | | | | 3 |
| TOTAL | | | | 2 | 237.5 | 6 | 30 | | 12 | 31 | 3 | 3 | 34 | 11 |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 22 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# PAVEMENT MARKINGS SCHEDULE (1/2)

| LOCATION | | | | LENGTH | MODIFIED URETHANE PAVEMENT MKS (2 APPS) | | PREFORMED PLASTIC (TAPE) PAVEMENT MARKINGS, TYPE D | | | | | GROOVING FOR RECESSED PAVEMENT MARKINGS | | | | | SHLD RUM STRIP | SHRT TRM PAVT MKING (2 APPS) | SHRT TRM PAVT MK REM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | WHITE | YELLOW | WHITE | WHITE | CONTRAST | CONTRAST | WHITE | | | | | | | | |
| | | | | | 6 " | 6 " | 6" | 8 " | 9 " | 11" | 12 " | 7 " | 9 " | 10 " | 12 " | 13 " | 16" | | |
| STA | TO | STA | DESCRIPTION | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | SQ FT |
| LASALLE COUNTY-EASTBOUND (FAI 80, I 80) | | | | | | | | | | | | | | | | | | | |
| 880+00.00 | TO | 883+09.45 | MAINLINE WITH GORE AND CHEVRON | 309.5 | | 619 | 309.5 | 619 | 77.375 | | 352 | 928.5 | 619 | 77.375 | | 352 | 619 | 61.9 | 20.64 |
| 883+09.45 | TO | 883+59.45 | 50 FT FROM EDGE OF GORE | 50 | | 100 | | 50 | 12.5 | | | 100 | 50 | 12.5 | | | 100 | 100 | 33.34 |
| 883+59.45 | TO | 908+28.40 | MAINLINE | 2469 | 4938 | 4938 | | | 617.25 | | | 9876 | | 617.25 | | | 4938 | 493.8 | 164.6 |
| 908+28.40 | TO | 908+78.40 | 50 FT FROM EDGE OF GORE | 50 | | 100 | | 50 | 12.5 | | | 100 | 50 | 12.5 | | | 100 | 100 | 33.34 |
| 908+78.40 | TO | 914+13.06 | MAINLINE WITH GORE | 534.7 | | 1069.4 | 534.7 | 1069.4 | 133.675 | | | 1604.1 | 1069.4 | 133.675 | | | 1069.4 | 106.94 | 35.65 |
| 914+13.06 | TO | 915+00.00 | ENTRANCE RAMP TAPER FROM IL 178 INTERCHANGE | 87 | | 174 | 87 | | 21.75 | | | 261 | | 21.75 | | | 174 | 34.8 | 11.6 |
| STA. 915+00.00 BK=STA. 019+08.45 AH | | | | | | | | | | | | | | | | | | | |
| 19+08.45 | TO | 24+56.19 | ENTRANCE RAMP TAPER FROM IL 178 INTERCHANGE | 547.8 | | 1095.6 | 547.8 | | 136.95 | | | 1643.4 | | 136.95 | | | 1095.6 | 219.12 | 73.04 |
| 24+56.19 | TO | 95+38.37 | MAINLINE | 7082.2 | 14164.4 | 14164.4 | | | 1770.55 | | | 28328.8 | | 1770.55 | | | 14164.4 | 1416.44 | 472.15 |
| STA. 95+38.37 BK=STA. 95+39.60 AH | | | | | | | | | | | | | | | | | | | |
| 95+39.60 | TO | 148+00.00 | MAINLINE | 5260.4 | 10520.8 | 10520.8 | | | 1315.1 | | | 21041.6 | | 1315.1 | | | 10520.8 | 1052.08 | 350.7 |
| STA.148+00.00 BK=STA. 148+01.07 AH | | | | | | | | | | | | | | | | | | | |
| 148+01.07 | TO | 200+79.51 | MAINLINE | 5278.5 | 10557 | 10557 | | | 1319.625 | | | 21114 | | 1319.625 | | | 10557 | 1055.7 | 351.9 |
| STA. 200+79.51 BK=STA. 200+80.60 AH | | | | | | | | | | | | | | | | | | | |
| 200+80.60 | TO | 256+80.60 | MAINLINE | 5600 | 11200 | 11200 | | | 1400 | | | 22400 | | 1400 | | | 11200 | 1120 | 373.34 |
| STA. 256+80.60 BK=STA. 256+81.80 AH | | | | | | | | | | | | | | | | | | | |
| 256+81.80 | TO | 309+39.20 | MAINLINE | 5257.4 | 10514.8 | 10514.8 | | | 1314.35 | | | 21029.6 | | 1314.35 | | | 10514.8 | 1051.48 | 350.5 |
| STA. 309+38.05 BK=STA. 309+39.20 AH | | | | | | | | | | | | | | | | | | | |
| 309+39.20 | TO | 329+39.20 | MAINLINE | 2000 | 4000 | 4000 | | | 500 | | | 8000 | | 500 | | | 4000 | 400 | 133.34 |
| STA. 329+39.20 BK=STA. 329+40.20 AH | | | | | | | | | | | | | | | | | | | |
| 329+40.20 | TO | 345+00.00 | MAINLINE | 1559.8 | 3119.6 | 3119.6 | | | 389.95 | | | 6239.2 | | 389.95 | | | 3119.6 | 311.96 | 103.99 |
| STA.345+00.00 BK=STA. 345+01.05 AH | | | | | | | | | | | | | | | | | | | |
| 345+01.05 | TO | 362+05.75 | MAINLINE | 1704.7 | 3409.4 | 3409.4 | | | 426.175 | | | 6818.8 | | 426.175 | | | 3409.4 | 340.94 | 113.65 |
| STA. 362+05.75 BK=STA. 362+06.80 AH | | | | | | | | | | | | | | | | | | | |
| 362+06.80 | TO | 445+00.00 | MAINLINE | 8293.2 | 16586.4 | 16586.4 | | | 2073.3 | | | 33172.8 | | 2073.3 | | | 16586.4 | 1658.64 | 552.88 |
| STA. 445+00.00 BK=STA. 445+03.58 AH | | | | | | | | | | | | | | | | | | | |
| 445+03.58 | TO | 469+21.00 | MAINLINE | 2417.5 | 4835 | 4835 | | | 604.375 | | | 9670 | | 604.375 | | | 4835 | 483.5 | 161.17 |
| 469+21.00 | TO | 471+92.65 | EXIT RAMP TAPER TO IL 23 INTERCHANGE | 271.7 | | 543.4 | 271.7 | | 67.925 | 271.7 | | 815.1 | | 67.925 | 271.7 | | 543.4 | 108.68 | 36.23 |
| 471+92.65 | TO | 476+21.73 | MAINLINE WITH GORE AND CHEVRON | 429.1 | | 858.2 | 429.1 | 858.2 | 107.275 | | 402 | 1287.3 | 858.2 | 107.275 | | 402 | 858.2 | 85.82 | 28.61 |
| 476+21.73 | TO | 476+71.73 | 50 FT FROM EDGE OF GORE | 50 | | 100 | | 50 | 12.5 | | | 100 | 50 | 12.5 | | | 100 | 100 | 33.34 |
| 476+70.73 | TO | 492+05.86 | MAINLINE | 1535.2 | 3070.4 | 3070.4 | | | 383.8 | | | 6140.8 | | 383.8 | | | 3070.4 | 307.04 | 102.35 |
| 492+00.00 | TO | 492+50.00 | 50 FT FROM EDGE OF GORE | 50 | | 100 | | 50 | 12.5 | | | 100 | 50 | 12.5 | | | 100 | 100 | 33.34 |
| 492+50.00 | TO | 496+65.71 | MAINLINE WITH GORE | 415.8 | | 831.6 | 415.8 | 831.6 | 103.95 | | | 1247.4 | 831.6 | 103.95 | | | 831.6 | 83.16 | 27.72 |
| 496+65.71 | TO | 502+48.87 | ENTRANCE RAMP TAPER TO IL 23 INTERCHANGE | 583.2 | | 1166.4 | 583.2 | | 145.8 | | | 1749.6 | | 145.8 | | | 1166.4 | 233.28 | 77.76 |
| 502+48.87 | TO | 533+97.54 | MAINLINE | 3148.7 | 6297.4 | 6297.4 | | | 787.175 | | | 12594.8 | | 787.175 | | | 6297.4 | 629.74 | 209.92 |
| STA. 533+97.54 BK=STA. 533+97.96 AH | | | | | | | | | | | | | | | | | | | |
| 533+97.96 | TO | 540+40.27 | MAINLINE | 642.4 | 1284.8 | 1284.8 | | | 160.6 | | | 2569.6 | | 160.6 | | | 1284.8 | 128.48 | 42.83 |
| STA. 540+40.27 BK=STA. 540+41.72 AH | | | | | | | | | | | | | | | | | | | |
| 540+41.72 | TO | 589+30.00 | MAINLINE | 4888.3 | 9776.6 | 9776.6 | | | 1222.075 | | | 19553.2 | | 1222.075 | | | 9776.6 | 977.66 | 325.89 |
| **EASTBOUND TOTAL** | | | | **60517** | **114275** | **121033** | **3179** | **3579** | **15130** | **272** | **754** | **238486** | **3579** | **15130** | **272** | **754** | **121033** | **12762** | **4254** |

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | **STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION** |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 23 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\d66t48 Schedules.dgn

# PAVEMENT MARKINGS SCHEDULE (2/2)

| LOCATION | | | | LENGTH | MODIFIED URETHANE PAVEMENT MKS (2 APPS) | | PREFORMED PLASTIC (TAPE) PAVEMENT MARKINGS, TYPE D | | | | | GROOVING FOR RECESSED PAVEMENT MARKINGS | | | | | SHLD RUM STRIP | SHRT TRM PAVT MKING (2 APPS) | SHRT TRM PAVT MK REM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | WHITE | YELLOW | WHITE | WHITE | CONTRAST | CONTRAST | WHITE | | | | | | | | |
| | | | | | 6 " | 6 " | 6" | 8 " | 9 " | 11" | 12 " | 7 " | 9 " | 10 " | 12 " | 13 " | 16" | | |
| STA | TO | STA | DESCRIPTION | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | SQ FT |
| LASALLE COUNTY-WESTBOUND (FAI 80, I 80) | | | | | | | | | | | | | | | | | | | |
| 880+00.00 | TO | 883+11.00 | MAINLINE WITH GORE | 311 | | 622 | 311 | 622 | 77.75 | | | 933 | 622 | 77.75 | | | 622 | 62.2 | 20.74 |
| 883+11.00 | TO | 883+61.00 | 50 FT FROM EDGE OF GORE | 50 | | | | 50 | | | | | | | | | | 10 | |
| 883+61.00 | TO | 907+03.80 | MAINLINE | 2342.8 | 4685.6 | 4685.6 | | | 585.7 | | | 9371.2 | | 585.7 | | | 4685.6 | 468.56 | 156.19 |
| 907+03.80 | TO | 907+53.80 | MAINLINE WITH GORE | 50 | | 100 | | 50 | 12.5 | | | 100 | 50 | 12.5 | | | 100 | 10 | 3.34 |
| 907+53.80 | TO | 911+63.06 | MAINLINE WITH GORE AND CHEVRON | 409.3 | | 818.6 | 409.3 | 818.6 | 102.325 | | 323 | 1227.9 | 818.6 | 102.325 | | 323 | 818.6 | 81.86 | 27.29 |
| 911+63.06 | TO | 915+00.00 | EXIT RAMP TAPER TO IL 178 INTERCHANGE | 337 | | 674 | 337 | | 84.25 | 337 | | 1011 | | 84.25 | 337 | | 674 | 134.8 | 44.94 |
| STA. 915+00.00 BK=STA. 019+08.45 AH | | | | | | | | | | | | | | | | | | | |
| 19+08.45 | TO | 19+55.50 | EXIT RAMP TAPER TO IL 178 INTERCHANGE | 47.1 | | 94.2 | 47.1 | | 11.775 | | | 141.3 | | 11.775 | | | 94.2 | 18.84 | 6.28 |
| 19+55.50 | TO | 95+38.37 | MAINLINE | 7582.9 | 15165.8 | 15165.8 | | | 1895.725 | | | 30331.6 | | 1895.725 | | | 15165.8 | 1516.58 | 505.53 |
| STA. 95+38.37 BK=STA. 95+39.60 AH | | | | | | | | | | | | | | | | | | | |
| 95+39.60 | TO | 148+00.01 | MAINLINE | 5260.5 | 10521 | 10521 | | | 1315.125 | | | 21042 | | 1315.125 | | | 10521 | 1052.1 | 350.7 |
| STA.148+00.01 BK=STA. 148+01.08 AH | | | | | | | | | | | | | | | | | | | |
| 148+01.08 | TO | 200+79.51 | MAINLINE | 5278.5 | 10557 | 10557 | | | 1319.625 | | | 21114 | | 1319.625 | | | 10557 | 1055.7 | 351.9 |
| STA. 200+79.51 BK=STA. 200+80.60 AH | | | | | | | | | | | | | | | | | | | |
| 200+80.60 | TO | 256+80.60 | MAINLINE | 5600 | 11200 | 11200 | | | 1400 | | | 22400 | | 1400 | | | 11200 | 1120 | 373.34 |
| STA. 256+80.60 BK=STA. 256+81.80 AH | | | | | | | | | | | | | | | | | | | |
| 256+81.80 | TO | 309+39.20 | MAINLINE | 5257.4 | 10514.8 | 10514.8 | | | 1314.35 | | | 21029.6 | | 1314.35 | | | 10514.8 | 1051.48 | 350.5 |
| STA. 309+38.05 BK=STA. 309+39.20 AH | | | | | | | | | | | | | | | | | | | |
| 309+39.20 | TO | 329+39.20 | MAINLINE | 2000 | 4000 | 4000 | | | 500 | | | 8000 | | 500 | | | 4000 | 400 | 133.34 |
| STA. 329+39.20 BK=STA. 329+40.20 AH | | | | | | | | | | | | | | | | | | | |
| 329+40.20 | TO | 345+00.00 | MAINLINE | 1559.8 | 3119.6 | 3119.6 | | | 389.95 | | | 6239.2 | | 389.95 | | | 3119.6 | 311.96 | 103.99 |
| STA.345+00.00 BK=STA. 345+01.05 AH | | | | | | | | | | | | | | | | | | | |
| 345+01.05 | TO | 362+05.75 | MAINLINE | 1704.7 | 3409.4 | 3409.4 | | | 426.175 | | | 6818.8 | | 426.175 | | | 3409.4 | 340.94 | 113.65 |
| STA. 362+05.75 BK=STA. 362+06.80 AH | | | | | | | | | | | | | | | | | | | |
| 36206.8 | TO | 445+00.00 | MAINLINE | 8293.2 | 16586.4 | 16586.4 | | | 2073.3 | | | 33172.8 | | 2073.3 | | | 16586.4 | 1658.64 | 552.88 |
| STA. 445+00.00 BK=STA. 445+03.58 AH | | | | | | | | | | | | | | | | | | | |
| 445+03.58 | TO | 467+86.12 | MAINLINE | 2282.6 | 4565.2 | 4565.2 | | | 570.65 | | | 9130.4 | | 570.65 | | | 4565.2 | 456.52 | 152.18 |
| 467+86.12 | TO | 472+51.02 | ENTRANCE RAMP TAPER TO IL 23 INTERCHANGE | 464.9 | | 929.8 | 464.9 | | 116.225 | | | 1394.7 | | 116.225 | | | 929.8 | 185.96 | 61.99 |
| 472+51.02 | TO | 477+00.82 | MAINLINE WITH GORE | 449.9 | | 899.8 | 449.9 | 899.8 | 112.475 | | | 1349.7 | 899.8 | 112.475 | | | 899.8 | 89.98 | 30 |
| 477+00.82 | TO | 477+50.82 | 50 FT FROM EDGE OF GORE | 50 | | 100 | | 50 | 12.5 | | | 100 | 50 | 12.5 | | | 100 | 10 | 3.34 |
| 477+50.82 | TO | 492+32.45 | MAINLINE | 1481.7 | | | | | | | | | | | | | 2963.4 | 296.34 | |
| 492+32.45 | TO | 492+82.45 | MAINLINE WITH GORE | 50 | | 100 | | 50 | 12.5 | | | 100 | 50 | 12.5 | | | 100 | 10 | 3.34 |
| 492+83.45 | TO | 497+00.00 | MAINLINE WITH GORE AND CHEVRON | 416.6 | | 833.2 | 416.6 | 833.2 | 104.15 | | 329 | 1249.8 | 833.2 | 104.15 | | 329 | 833.2 | 83.32 | 27.78 |
| 497+00.00 | TO | 500+00.00 | EXIT RAMP TAPER TO IL 23 INTERCHANGE | 300 | | 600 | 300 | | 75 | 300 | | 900 | | 75 | 300 | | 600 | 120 | 40 |
| 500+00.00 | TO | 533+97.54 | MAINLINE | 3397.6 | 6795.2 | 6795.2 | | | 849.4 | | | 13590.4 | | 849.4 | | | 6795.2 | 679.52 | 226.51 |
| STA. 533+97.54 BK=STA. 533+97.96 AH | | | | | | | | | | | | | | | | | | | |
| 533+97.96 | TO | 540+40.27 | MAINLINE | 642.4 | 1284.8 | 1284.8 | | | 160.6 | | | 2569.6 | | 160.6 | | | 1284.8 | 128.48 | 42.83 |
| STA. 540+40.27 BK=STA. 540+41.72 AH | | | | | | | | | | | | | | | | | | | |
| 540+41.72 | TO | 589+69.00 | MAINLINE | 4927.3 | 9854.6 | 9854.6 | | | 1231.825 | | | 19709.2 | | 1231.825 | | | 9854.6 | 985.46 | 328.49 |
| **WESTBOUND TOTAL** | | | | **60548** | **112260** | **118031** | **2736** | **3374** | **14754** | **637** | **652** | **233027** | **3324** | **14754** | **637** | **652** | **120995** | **12340** | **4012** |
| **TOTAL** | | | | **121065** | **226535** | **239064** | **5915** | **6953** | **29884** | **909** | **1406** | **471513** | **6903** | **29884** | **909** | **1406** | **242028** | **25102** | **8266** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | **STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION** |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 24 |
| | | CONTRACT NO. 66T48 | | |
| | | ILLINOIS | FED. AID PROJECT | |

# RAMP PAVEMENT MARKINGS SCHEDULE (1/2)

| LOCATION | | | | LENGTH | PREFORMED PLASTIC PAVT MKNGS , TY D | | | | | | | | GROOVING FOR RECESSED PAVEMENT MARKINGS | | | | | | RAISED REFL PAVT MKS REM | RAISED REFL PAVT MKS | PVT MKG REM WTR BLAST | SHORT TRM PAVT MKING (2 APPS) | SHRT TRM PAVT MK REM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | WHITE 6 INCH | YELLOW 6 INCH | WHITE 8 INCH | WHITE 8 INCH | CONTRAST 11 INCH | WHITE 12 INCH | WHITE 24 INCH | LETTERS & SYMBOLS | 7 INCH | 9 INCH | 12 INCH | 13 INCH | 25 INCH | L & S | | | | | |
| STA | TO | STA | NOTES | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | SQ FT | FOOT | FOOT | FOOT | FOOT | FOOT | SQ FT | EACH | EACH | SQ FT | FOOT | SQ FT |
| LASALLE COUNTY-EASTBOUND (FAI 80, I 80) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | **IL 178 SW RAMP (RAMP K)-CONCRETE** | | | | | | | | | | | | | | | | | | | | |
| 406+63.00 | TO | 407+13.00 | 50 FT FROM EDGE OF GORE | 50.00 | 50.00 | | | 50.00 | | | | | 100.00 | | | | | | 3.00 | 3.00 | 58.50 | 10.00 | 4.00 |
| 407+13.00 | TO | 415+48.78 | FULL RAMP WITH 4" YL & WH EDGE LINES | 835.78 | 835.78 | 835.78 | | | | | | | 1671.56 | | | | | | 42.00 | 42.00 | 835.78 | 168.00 | 56.00 |
| 415+48.78 | TO | 417+20.60 | INCLUDE SKIPPED 8" TAPER LANE SEPARATION | 171.82 | 171.82 | 171.82 | 42.95 | | 42.95 | | | | 343.64 | 42.95 | 42.95 | 42.95 | | | 9.00 | 9.00 | 240.12 | 35.00 | 12.00 |
| 417+20.60 | TO | 418+76.45 | INCLUDE SOLID 8" LANE SEPARATION | 155.85 | 155.85 | 155.85 | 155.85 | | 155.85 | | | | 311.70 | 155.85 | 155.85 | 155.85 | | | 8.00 | 8.00 | 403.65 | 32.00 | 11.00 |
| 418+76.45 | TO | 419+85.00 | INCLUDE ISLAND & 4 TURN ARROWS | 108.55 | 108.55 | 108.55 | | | | 78.00 | 34.00 | 62.40 | 217.10 | | | | 34.00 | 62.40 | 6.00 | 6.00 | 316.55 | 22.00 | 8.00 |
| | | | **IL 178 SE RAMP (RAMP L)-CONCRETE** | | | | | | | | | | | | | | | | | | | | |
| 501+00.00 | TO | 513+26.00 | FULL RAMP WITH 4" YL & WH EDGE LINES | 1226.00 | 1226.00 | 1226.00 | | | | | | | 2452.00 | | | | | | 62.00 | 62.00 | 1226.00 | 246.00 | 82.00 |
| 513+26.00 | TO | 513+76.00 | 50 FT FROM EDGE OF GORE | 50.00 | 50.00 | | | 50.00 | | | | | 100.00 | | | | | | 3.00 | 3.00 | 58.50 | 10.00 | 4.00 |
| | | | **IL 23 SW RAMP (RAMP C)-HMA** | | | | | | | | | | | | | | | | | | | | |
| 9+23.57 | TO | 9+73.57 | 50 FT FROM EDGE OF GORE | 50.00 | 50.00 | | | 50.00 | | | | | 100.00 | | | | | | 3.00 | 3.00 | | 10.00 | 4.00 |
| 9+73.57 | TO | 15+19.70 | INCLUDE A STRAIGHT ARROW | 546.13 | 546.13 | 546.13 | | | | | | 14.80 | 1092.26 | | | | | 14.80 | 28.00 | 28.00 | | 110.00 | 37.00 |
| 15+19.70 | TO | 16+77.16 | INCLUDE 4 TURN ARROWS & SOLID 8" LANE SEP. | 157.46 | 157.46 | 157.46 | 157.46 | | 157.46 | | | 62.40 | 314.92 | 157.46 | 157.46 | 157.46 | | 62.40 | 8.00 | 8.00 | | 32.00 | 11.00 |
| | | | **IL 23 SE RAMP (RAMP D)-HMA** | | | | | | | | | | | | | | | | | | | | |
| 1+52.30 | TO | 8+61.20 | FULL RAMP WITH 4" YL & WH EDGE LINES | 708.90 | 708.90 | 708.90 | | | | | | | 1417.80 | | | | | | 36.00 | 36.00 | | 142.00 | 48.00 |
| 8+61.20 | TO | 9+11.20 | 50 FT FROM EDGE OF GORE | 50.00 | 50.00 | | | 50.00 | | | | | 100.00 | | | | | | 3.00 | 3.00 | | 10.00 | 4.00 |
| **EASTBOUND TOTAL** | | | | **4111** | **4111** | **3911** | **357** | **200** | **357** | **78** | **34** | **140** | **8221** | **357** | **357** | **357** | **34** | **140** | **211** | **211** | **3140** | **827** | **281** |

# RAMP PAVEMENT MARKINGS SCHEDULE (2/2)

| | | | | LENGTH | PREFORMED PLASTIC PAVT MKNGS , TY D | | | | | | | | GROOVING FOR RECESSED PAVEMENT MARKINGS | | | | | | RAISED REFL PAVT MKS REM | RAISED REFL PAVT MKS | PVT MKG REM WTR BLAST | SHORT TRM PAVT MKING (2 APPS) | SHRT TRM PAVT MK REM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | WHITE 6 INCH | YELLOW 6 INCH | WHITE 8 INCH | WHITE 8 INCH | CONTRAST 11 INCH | WHITE 12 INCH | WHITE 24 INCH | LETTERS & SYMBOLS | 7 INCH | 9 INCH | 12 INCH | 13 INCH | 25 INCH | L & S | | | | | |
| STA | TO | STA | NOTES | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | SQ FT | FOOT | FOOT | FOOT | FOOT | FOOT | SQ FT | EACH | EACH | SQ FT | FOOT | SQ FT |
| LASALLE COUNTY-WESTBOUND (FAI 80, I 80) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | **IL 178 NW RAMP (RAMP I)-CONCRETE** | | | | | | | | | | | | | | | | | | | | |
| 200+00.00 | TO | 213+82.00 | FULL RAMP WITH 4" YL & WH EDGE LINES | 1382.00 | 1382.00 | 1382.00 | | | | | | | 2764.00 | | | | | | 70.00 | 70.00 | 1382.00 | 277.00 | 93.00 |
| 213+82.00 | TO | 214+32.00 | LT SIDE QUANTITY INCLUDED WITH MAINLINE | 50.00 | 50.00 | 50.00 | | 50.00 | | | | | 100.00 | | | | | | 2.00 | 2.00 | 83.50 | 10.00 | 4.00 |
| | | | **IL 178 NE RAMP (RAMP J)-CONCRETE** | | | | | | | | | | | | | | | | | | | | |
| 306+60.00 | TO | 307+10.00 | LT SIDE QUANTITY INCLUDED WITH MAINLINE | 50.00 | 50.00 | 50.00 | | 50.00 | | | | | 100.00 | | | | | | 2.00 | 2.00 | 83.50 | 10.00 | 4.00 |
| 307+10.00 | TO | 313+15.40 | INCLUDE A STRAIGHT ARROW | 605.40 | 605.40 | 605.40 | | | | | | 14.80 | 1210.80 | | | | | 14.80 | 31.00 | 31.00 | 14.80 | 122.00 | 41.00 |
| 313+15.40 | TO | 315+03.01 | INCLUDE SKIPPED 8" TAPER LANE SEPARATION | 187.61 | 187.61 | 187.61 | 46.90 | | 46.90 | | | | 375.22 | 93.80 | | | | | 10.00 | 10.00 | 262.18 | 38.00 | 13.00 |
| 315+03.01 | TO | 319+18.20 | INCLUDE SOLID 8" LANE SEPARATION | 415.19 | 415.19 | 415.19 | 415.19 | | 415.19 | | | 93.60 | 830.38 | 830.38 | | | | 93.60 | 21.00 | 21.00 | 1168.94 | 84.00 | 28.00 |
| 319+18.20 | TO | 320+00.00 | INCLUDE ISLAND | 81.80 | 81.80 | 81.80 | | | | 78.00 | 34.00 | | 163.60 | | | 78.00 | 34.00 | | 5.00 | 5.00 | 227.80 | 17.00 | 6.00 |
| | | | **IL 23 NW RAMP (RAMP A)-HMA** | | | | | | | | | | | | | | | | | | | | |
| 1+49.70 | TO | 9+23.70 | FULL RAMP WITH 4" YL & WH EDGE LINES | 774.00 | 774.00 | 774.00 | | | | | | | 1548.00 | | | | | | 39.00 | 39.00 | | 155.00 | 52.00 |
| 9+23.70 | TO | 9+73.70 | LT SIDE QUANTITY INCLUDED WITH MAINLINE | 50.00 | 50.00 | 50.00 | | 50.00 | | | | | 100.00 | | | | | | 2.00 | 2.00 | | 10.00 | 4.00 |
| | | | **IL 23 NE RAMP (RAMP B)-HMA** | | | | | | | | | | | | | | | | | | | | |
| 7+00.00 | TO | 7+50.00 | LT SIDE QUANTITY INCLUDED WITH MAINLINE | 50.00 | 50.00 | 50.00 | | 50.00 | | | | | 100.00 | | | | | | 2.00 | 2.00 | | 10.00 | 4.00 |
| 7+50.00 | TO | 13+16.10 | INCLUDE A STRAIGHT ARROW | 566.10 | 566.10 | 566.10 | | | | | | 14.80 | 1132.20 | | | | | 14.80 | 29.00 | 29.00 | | 114.00 | 38.00 |
| 13+16.10 | TO | 14+24.70 | INCLUDE 4 TURN ARROWS & SOLID 8" LANE SEP. | 108.60 | 108.60 | 108.60 | 108.60 | | 108.60 | | | 62.40 | 217.20 | 217.20 | | | | 62.40 | 6.00 | 6.00 | | 22.00 | 8.00 |
| **WESTBOUND TOTAL** | | | | **4321** | **4321** | **4321** | **571** | **200** | **571** | **78** | **34** | **186** | **8642** | **1142** | | **78** | **34** | **186** | **219** | **219** | **3223** | **869** | **295** |
| **TOTAL** | | | | **8432** | **8432** | **8232** | **928** | **400** | **928** | **156** | **68** | **326** | **16863** | **1499** | **357** | **435** | **68** | **326** | **430** | **430** | **6363** | **1696** | **576** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 25 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# RAISED REFLECTIVE PAVT MARKS SCHEDULE (1/2)

| LOCATION | | | | LENGTH | RAISED REFL PAVT MARKER | RAISED REFL PAVT MK REM |
|---|---|---|---|---|---|---|
| STA | TO | STA | DESCRIPTION | FOOT | EACH | EACH |
| LASALLE COUNTY-EASTBOUND (FAI 80, I 80) | | | | | | |
| 880+00.00 | TO | 883+09.45 | MAINLINE WITH GORE AND CHEVRON | 309.5 | 39 | 39 |
| 883+09.45 | TO | 908+86.03 | MAINLINE | 2576.6 | 65 | 65 |
| 908+86.03 | TO | 914+13.06 | MAINLINE WITH GORE | 527.1 | 66 | 66 |
| 914+13.06 | TO | 915+00.00 | ENTRANCE RAMP TAPER FROM IL 178 INTERCHANGE | 87 | 7 | 7 |
| STA. 915+00.00 BK=STA. 019+08.45 AH | | | | | | |
| 19+08.45 | TO | 24+56.19 | ENTRANCE RAMP TAPER FROM IL 178 INTERCHANGE | 547.8 | 42 | 42 |
| 24+56.19 | TO | 95+38.37 | MAINLINE | 7082.2 | 178 | 178 |
| STA. 95+38.37 BK=STA. 95+39.60 AH | | | | | | |
| 95+39.60 | TO | 148+00.01 | MAINLINE | 5260.5 | 132 | 132 |
| STA.148+00.01 BK=STA. 148+01.08 AH | | | | | | |
| 148+01.08 | TO | 200+79.51 | MAINLINE | 5278.5 | 132 | 132 |
| STA. 200+79.51 BK=STA. 200+80.60 AH | | | | | | |
| 200+80.60 | TO | 256+80.60 | MAINLINE | 5600 | 140 | 140 |
| STA. 256+80.60 BK=STA. 256+81.80 AH | | | | | | |
| 256+81.80 | TO | 309+39.20 | MAINLINE | 5257.4 | 132 | 132 |
| STA. 309+38.05 BK=STA. 309+39.20 AH | | | | | | |
| 309+39.20 | TO | 329+39.20 | MAINLINE | 2000 | 50 | 50 |
| STA. 329+39.20 BK=STA. 329+40.20 AH | | | | | | |
| 329+40.20 | TO | 345+00.00 | MAINLINE | 1559.8 | 39 | 39 |
| STA.345+00.00 BK=STA. 345+01.05 AH | | | | | | |
| 345+01.05 | TO | 362+05.75 | MAINLINE | 1704.7 | 43 | 43 |
| STA. 362+05.75 BK=STA. 362+06.80 AH | | | | | | |
| 362+06.80 | TO | 445+00.00 | MAINLINE | 8293.2 | 208 | 208 |
| STA. 445+00.00 BK=STA. 445+03.58 AH | | | | | | |
| 445+03.58 | TO | 469+21.00 | MAINLINE | 2417.5 | 61 | 61 |
| 469+21.00 | TO | 471+92.65 | EXIT RAMP TAPER TO IL 23 INTERCHANGE | 271.7 | 21 | 21 |
| 471+92.65 | TO | 476+21.73 | MAINLINE WITH GORE AND CHEVRON | 429.1 | 54 | 54 |
| 476+21.73 | TO | 492+05.86 | MAINLINE | 1584.2 | | |
| 492+05.86 | TO | 496+65.71 | MAINLINE WITH GORE | 459.9 | 58 | 58 |
| 496+65.71 | TO | 502+48.87 | ENTRANCE RAMP TAPER TO IL 23 INTERCHANGE | 583.2 | 44 | 44 |
| 502+48.87 | TO | 533+97.54 | MAINLINE | 3148.7 | 79 | 79 |
| STA. 533+97.54 BK=STA. 533+97.96 AH | | | | | | |
| 533+97.96 | TO | 540+40.27 | MAINLINE | 642.4 | 17 | 17 |
| STA. 540+40.27 BK=STA. 540+41.72 AH | | | | | | |
| 540+41.72 | TO | 589+30.00 | MAINLINE | 4888.3 | 123 | 123 |
| **EASTBOUND TOTAL** | | | | **60510** | **1730** | **1730** |

# RAISED REFLECTIVE PAVT MARKS SCHEDULE (2/2)

| LOCATION | | | | LENGTH | RAISED REFL PAVT MARKER | RAISED REFL PAVT MK REM |
|---|---|---|---|---|---|---|
| STA | TO | STA | DESCRIPTION | FOOT | EACH | EACH |
| LASALLE COUNTY-WESTBOUND (FAI 80, I 80) | | | | | | |
| 880+00.00 | TO | 883+50.00 | MAINLINE WITH GORE | 350 | 44 | 44 |
| 883+50.00 | TO | 907+53.80 | MAINLINE | 2403.8 | | |
| 907+53.80 | TO | 911+63.06 | MAINLINE WITH GORE AND CHEVRON | 409.3 | 52 | 52 |
| 911+63.06 | TO | 915+00.00 | EXIT RAMP TAPER TO IL 178 INTERCHANGE | 337 | 26 | 26 |
| STA. 915+00.00 BK=STA. 019+08.45 AH | | | | | | |
| 19+08.45 | TO | 19+55.50 | EXIT RAMP TAPER TO IL 178 INTERCHANGE | 47.1 | 4 | 4 |
| 19+55.50 | TO | 95+38.37 | MAINLINE | 7582.9 | 190 | 190 |
| STA. 95+38.37 BK=STA. 95+39.60 AH | | | | | | |
| 95+39.60 | TO | 148+00.01 | MAINLINE | 5260.5 | 132 | 132 |
| STA.148+00.01 BK=STA. 148+01.08 AH | | | | | | |
| 148+01.08 | TO | 200+79.51 | MAINLINE | 5278.5 | 132 | 132 |
| STA. 200+79.51 BK=STA. 200+80.60 AH | | | | | | |
| 200+80.60 | TO | 256+80.60 | MAINLINE | 5600 | 140 | 140 |
| STA. 256+80.60 BK=STA. 256+81.80 AH | | | | | | |
| 256+81.80 | TO | 309+39.20 | MAINLINE | 5257.4 | 132 | 132 |
| STA. 309+38.05 BK=STA. 309+39.20 AH | | | | | | |
| 309+39.20 | TO | 329+39.20 | MAINLINE | 2000 | 50 | 50 |
| STA. 329+39.20 BK=STA. 329+40.20 AH | | | | | | |
| 329+40.20 | TO | 345+00.00 | MAINLINE | 1559.8 | 39 | 39 |
| STA.345+00.00 BK=STA. 345+01.05 AH | | | | | | |
| 345+01.05 | TO | 362+05.75 | MAINLINE | 1704.7 | 43 | 43 |
| STA. 362+05.75 BK=STA. 362+06.80 AH | | | | | | |
| 36206.8 | TO | 445+00.00 | MAINLINE | 8293.2 | 208 | 208 |
| STA. 445+00.00 BK=STA. 445+03.58 AH | | | | | | |
| 445+03.58 | TO | 467+86.12 | MAINLINE | 2282.6 | 58 | 58 |
| 467+86.12 | TO | 472+51.02 | ENTRANCE RAMP TAPER TO IL 23 INTERCHANGE | 464.9 | 35 | 35 |
| 472+51.02 | TO | 477+00.82 | MAINLINE WITH GORE | 449.9 | 57 | 57 |
| 477+00.82 | TO | 492+83.45 | MAINLINE | 1582.7 | | |
| 492+83.45 | TO | 497+00.00 | MAINLINE WITH GORE AND CHEVRON | 416.6 | 53 | 53 |
| 497+00.00 | TO | 500+00.00 | EXIT RAMP TAPER TO IL 23 INTERCHANGE | 300 | 23 | 23 |
| 500+00.00 | TO | 533+97.54 | MAINLINE | 3397.6 | 85 | 85 |
| STA. 533+97.54 BK=STA. 533+97.96 AH | | | | | | |
| 533+97.96 | TO | 540+40.27 | MAINLINE | 642.4 | 17 | 17 |
| STA. 540+40.27 BK=STA. 540+41.72 AH | | | | | | |
| 540+41.72 | TO | 589+69.00 | MAINLINE | 4927.3 | 124 | 124 |
| **WESTBOUND TOTAL** | | | | **60549** | **1644** | **1644** |
| **TOTAL** | | | | **121059** | **3374** | **3374** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsald1193682\66T48 Schedules.dgn

| | | | |
|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULES**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 26 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# MAINLINE DELINEATOR SCHEDULE (1/2)

| STA | | TO | STA | | COMMENTS | LENGTH | DELINEATOR SINGLE CRYST | DELINEATOR REMOVAL | CABLE GUARD MARKER |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | FT | EACH | EACH | EACH |
| **EASTBOUND MAINLINE** | | | | | | | | | |
| 880+00.00 | | TO | 883+12.25 | | EXIT RAMP TAPER | 312.25 | | | |
| 883+12.25 | | TO | 908+81.07 | | | 2568.82 | 7 | 4 | |
| 908+81.07 | | | 915+00.00 | BK | ENTRANCE RAMP TAPER | 618.93 | | | |
| 19+08.45 | AH | TO | 26+16.01 | | ENTRANCE RAMP TAPER | 707.56 | | | |
| 26+16.01 | | | 95+38.37 | BK | | 6922.36 | 18 | 12 | |
| 95+39.60 | AH | TO | 148+00.00 | BK | | 5260.40 | 14 | 9 | |
| 148+01.07 | AH | TO | 200+79.51 | BK | | 5278.44 | 14 | 9 | |
| 200+80.60 | AH | TO | 256+80.60 | BK | | 5600.00 | 14 | 9 | |
| 256+81.80 | AH | TO | 309+38.05 | BK | | 5256.25 | 14 | 9 | |
| 309+39.20 | AH | TO | 329+39.20 | BK | | 2000.00 | 5 | 3 | |
| 329+40.20 | AH | TO | 345+00.00 | BK | | 1559.80 | 4 | 3 | |
| 345+01.05 | AH | TO | 362+05.75 | BK | | 1704.70 | 5 | 3 | |
| 362+06.80 | AH | TO | 445+00.00 | BK | | 8293.20 | 21 | 13 | |
| 445+03.58 | AH | TO | 466+96.61 | | | 2193.03 | 6 | 4 | |
| 466+96.61 | | | 476+33.67 | | EXIT RAMP TAPER | 937.06 | | | |
| 476+33.67 | | | 492+54.17 | | | 1620.50 | 5 | 3 | |
| 492+54.17 | | | 502+37.71 | | ENTRANCE RAMP TAPER | 983.54 | | | |
| 502+37.71 | | | 533+97.54 | BK | | 3159.83 | 8 | 5 | |
| 533+97.96 | AH | TO | 540+40.27 | BK | | 642.31 | 2 | 1 | |
| 540+41.72 | AH | TO | 589+29.71 | | | 4887.99 | 13 | 8 | |
| **EASTBOUND TOTAL** | | | | | | **60,506.97** | **150** | **95** | |

# MAINLINE DELINEATOR SCHEDULE (2/2)

| STA | | TO | STA | | COMMENTS | LENGTH | DELINEATOR SINGLE CRYST | DELINEATOR REMOVAL | CABLE GUARD MARKER |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | FT | EACH | EACH | EACH |
| **WESTBOUND MAINLINE** | | | | | | | | | |
| 880+00.00 | | TO | 883+04.94 | | ENTRANCE RAMP TAPER | 304.94 | | | 7 |
| 883+04.94 | | TO | 908+59.67 | | | 2554.73 | 7 | 6 | 57 |
| 908+59.67 | | TO | 915+00.00 | BK | EXIT RAMP TAPER | 640.33 | | | 14 |
| 19+08.45 | AH | TO | 19+68.51 | | EXIT RAMP TAPER | 60.06 | | | 1 |
| 19+68.51 | | TO | 95+38.37 | BK | | 7569.86 | 19 | 17 | 163 |
| 95+39.60 | AH | TO | 148+00.00 | BK | | 5260.40 | 14 | 12 | 117 |
| 148+01.07 | AH | TO | 200+79.51 | BK | | 5278.44 | 14 | 12 | 112 |
| 200+80.60 | AH | TO | 256+80.60 | BK | | 5600.00 | 14 | 12 | 124 |
| 256+81.80 | AH | TO | 309+38.05 | BK | | 5256.25 | 14 | 12 | 112 |
| 309+39.20 | AH | TO | 329+39.20 | BK | | 2000.00 | 5 | 4 | 44 |
| 329+40.20 | AH | TO | 345+00.00 | BK | | 1559.80 | 4 | 4 | 35 |
| 345+01.05 | AH | TO | 362+05.75 | BK | | 1704.70 | 5 | 4 | 38 |
| 362+06.80 | AH | TO | 445+00.00 | BK | | 8293.20 | 21 | 18 | 184 |
| 445+03.58 | AH | | 466+76.08 | | | 2172.50 | 6 | 5 | 44 |
| 466+76.08 | | | 476+27.64 | | ENTRANCE RAMP TAPER | 951.56 | | | 21 |
| 476+27.64 | | | 492+85.17 | | | 1657.53 | 5 | 4 | 37 |
| 492+85.17 | | | 499+84.25 | | EXIT RAMP TAPER | 699.08 | | | 16 |
| 499+84.25 | | | 533+97.54 | BK | | 3413.29 | 9 | 8 | 76 |
| 533+97.96 | AH | | 540+40.27 | BK | | 642.31 | 2 | 2 | 14 |
| 540+41.72 | AH | | 589+70.02 | | | 4928.30 | 13 | 11 | 76 |
| **WESTBOUND TOTAL** | | | | | | **60,547.28** | **152** | **131** | **1,292** |
| **TOTAL** | | | | | | **121,054.25** | **302** | **226** | **1,292** |

# GUARDRAIL DELINEATOR SCHEDULE (1/2)

| LOCATION | | | DESCRIPTION | DELINEATORS | | GRDRAIL REF TYPE B | LIN DEL 4 IN | LIN DEL 6 IN |
|---|---|---|---|---|---|---|---|---|
| | | | | SINGLE AMB | SINGLE CRYST | | | |
| STA | TO | STA | | EA | | EA | EA | EA |
| **EASTBOUND** | | | | | | | | |
| 86+71.17 | TO | 89+35.28 | SN 050-0127 CLARK RUN CRK | | 1 | 4 | 3 | |
| 102+70.27 | TO | 105+31.40 | SN 050-0242 E 10TH RD | | 1 | 4 | 3 | |
| 209+20.43 | TO | 210+79.40 | SN 050-0261 E 12TH RD | | 1 | 4 | 2 | |
| 316+73.35 | TO | 319+25.45 | SN 050-0129 E 14TH RD | | 1 | 4 | 3 | |
| 421+45.35 | TO | 425+08.39 | SN 050-2509 E 16TH RD | | 1 | 4 | 5 | |
| 430+18.04 | TO | 436+51.85 | SN 050-0130 | | 1 | 6 | 8 | |
| 534+52.31 | TO | 537+11.45 | SN 050-0089 E 18TH RD | | 1 | 4 | 3 | |
| 585+77.89 | TO | 589+79.55 | SN 050-0011 | 1 | | 5 | 5 | |
| 586+04.89 | TO | 589+51.33 | | | 1 | 4 | 4 | 14 |
| 601+10.87 | TO | 603+42.63 | SN 050-0231 | 1 | | 4 | 3 | 14 |
| 600+98.82 | TO | 607+76.16 | | | 1 | 6 | 8 | |
| **EASTBOUND TOTAL** | | | | **11** | | **49** | **47** | **28** |

# GUARDRAIL DELINEATOR SCHEDULE (2/2)

| LOCATION | | | DESCRIPTION | DELINEATORS | | GRDRAIL REF TYPE B | LIN DEL 4 IN | LIN DEL 6 IN |
|---|---|---|---|---|---|---|---|---|
| | | | | SINGLE AMB | SINGLE CRYST | | | |
| STA | TO | STA | | EA | | EA | EA | EA |
| **WESTBOUND** | | | | | | | | |
| 89+11.19 | TO | 91+76.95 | SN 050-0127 CLARK RUN CRK | | 1 | 4 | 3 | |
| 105+38.35 | TO | 107+95.24 | SN 050-0242 E 10TH RD | | 1 | 4 | 3 | |
| 129+99.46 | TO | 132+53.30 | | | 1 | 4 | 3 | |
| 319+39.43 | TO | 321+97.10 | SN 050-0129 E 14TH RD | | 1 | 4 | 3 | |
| 425+62.48 | TO | 428+20.34 | SN 050-2509 E 16TH RD | | 1 | 4 | 3 | |
| 432+85.43 | TO | 437+96.25 | SN 050-0130 | | 1 | 5 | 6 | |
| 537+33.44 | TO | 539+85.40 | SN 050-0089 E 18TH RD | | 1 | 4 | 3 | |
| 587+31.89 | TO | 589+98.37 | SN 050-0012 | 1 | | 4 | 3 | |
| 587+52.89 | TO | 590+26.59 | | | 1 | 4 | 3 | 14 |
| 601+15.48 | TO | 603+92.70 | SN 050-0232 | 1 | | 4 | 3 | 14 |
| 601+40.25 | TO | 614+20.75 | | | 1 | 7 | 16 | |
| **WESTBOUND TOTAL** | | | | **11** | | **48** | **49** | **28** |
| **TOTAL** | | | | **22** | | **97** | **96** | **56** |

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Schedules.dgn

| | | | | | |
|---|---|---|---|---|---|
| USER NAME = stephenie.carmin | DESIGNED - | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** | **SCHEDULES** | |
| | DRAWN - | REVISED - | | | |
| | CHECKED - | REVISED - | | | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | | SCALE: SHEET OF SHEETS STA. TO STA. | |

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 27 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# RAMP DELINEATOR SCHEDULE (1/2)

**IL-178 INTERCHANGE RAMP - I**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 201+39.81 | TO | 213+82.20 | | 1242.39 | 13 | | | 13 |
| 200+88.00 | TO | 213+82.20 | | 1294.20 | | 13 | | 13 |
| 213+82.20 | TO | 216+83.00 | ENT RMP TPR | 300.80 | | | 4 | 4 |
| **RAMP - I TOTAL** | | | | | **13** | **13** | **4** | **30** |

**IL-178 INTERCHANGE RAMP - J**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 299+59.92 | TO | 306+59.84 | EXT RMP TPR | 699.92 | | | 7 | 7 |
| 306+59.84 | TO | 319+38.83 | | 1278.99 | 13 | | | 13 |
| 306+59.86 | TO | 319+10.94 | | 1251.08 | | 13 | | 13 |
| **RAMP - J** | | | | | **13** | **13** | **7** | **33** |

**IL-178 INTERCHANGE RAMP - K**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 403+49.99 | TO | 406+62.88 | EXT RMP TPR | 312.89 | | | 4 | 4 |
| 406+62.88 | TO | 419+26.80 | | 1263.92 | 13 | | | 13 |
| 406+62.82 | TO | 418+79.04 | | 1216.22 | | 13 | | 13 |
| **RAMP - K TOTAL** | | | | | **13** | **13** | **4** | **30** |

**IL-178 INTERCHANGE RAMP - L**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 501+34.46 | TO | 513+72.70 | | 1238.24 | 13 | | | 13 |
| 501+37.46 | TO | 513+72.70 | | 1235.24 | | 13 | | 13 |
| 513+72.70 | TO | 527+63.14 | EXT RMP TPR | 1390.44 | | | 14 | 14 |
| **RAMP - L TOTAL** | | | | | **13** | **13** | **14** | **40** |
| **IL-178 INTERCHANGE TOTAL** | | | | | **133** | | | **133** |

# RAMP DELINEATOR SCHEDULE (2/2)

**IL-23 INTERCHANGE RAMP - A**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 1+49.22 | TO | 9+75.04 | | 825.82 | 9 | | | 6 |
| 1+49.22 | TO | 9+73.55 | | 824.33 | | 9 | | 6 |
| 9+75.04 | TO | 19+39.27 | ENT RMP TPR | 964.23 | | | 10 | 7 |
| **RAMP - A TOTAL** | | | | | **9** | **9** | **10** | **19** |

**IL-23 INTERCHANGE RAMP - B**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 0+00.00 | TO | 6+97.48 | EXT RMP TPR | 697.48 | | | 7 | 5 |
| 6+97.48 | TO | 14+24.91 | | 727.43 | 8 | | | 6 |
| 6+98.18 | TO | 14+24.91 | | 726.73 | | 8 | | 6 |
| **RAMP - B TOTAL** | | | | | **8** | **8** | **7** | **17** |

**IL-23 INTERCHANGE RAMP - C**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 0+00.00 | TO | 9+24.85 | EXT RMP TPR | 924.85 | | | 10 | 8 |
| 9+24.85 | TO | 16+77.52 | | 752.67 | 8 | | | 6 |
| 9+25.93 | TO | 16+77.52 | | 751.59 | | 8 | | 6 |
| **RAMP - C TOTAL** | | | | | **8** | **8** | **10** | **20** |

**IL-23 INTERCHANGE RAMP - D**

| STA | TO | STA | COMMENTS | LENGTH | SINGLE CRYST | SINGLE AMB | DOUBLE CRYST | DELINEATOR REMOVAL |
|---|---|---|---|---|---|---|---|---|
| | | | | FT | EACH | EACH | EACH | EACH |
| 1+51.84 | TO | 9+07.31 | | 755.47 | 8 | | | 6 |
| 1+51.84 | TO | 9+06.16 | | 754.32 | | 8 | | 6 |
| 9+07.31 | TO | 18+87.01 | ENT RMP TPR | 979.70 | | | 10 | 8 |
| **RAMP - D TOTAL** | | | | | **8** | **8** | **10** | **20** |
| **IL-23 INTERCHANGE TOTAL** | | | | | **103** | | | **76** |
| **TOTAL** | | | | | **236** | | | **209** |

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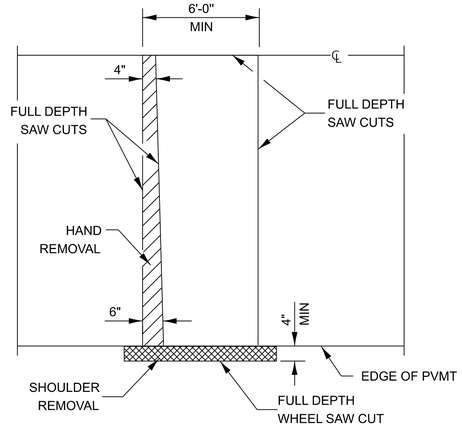
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| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/14/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULES**

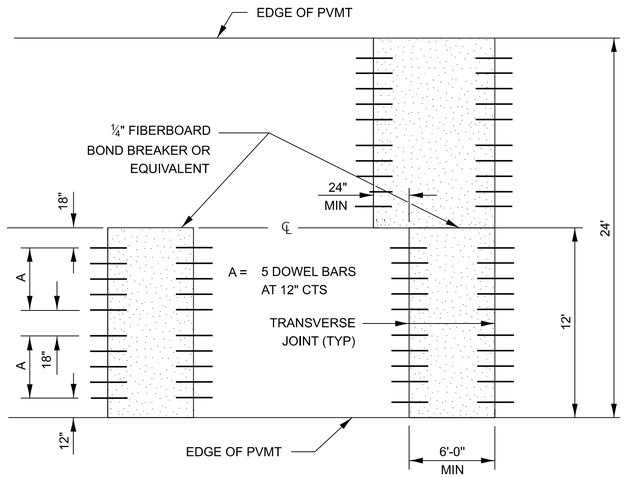
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| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
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| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

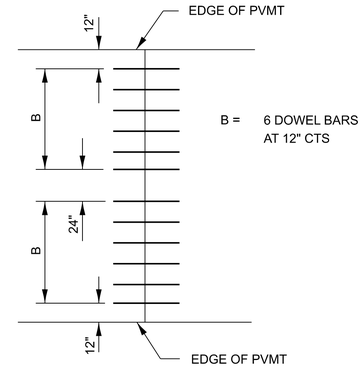



## PAVEMENT SAWING DETAIL

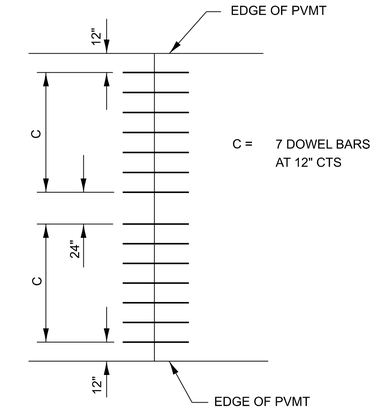
(HMA SHOULDER)



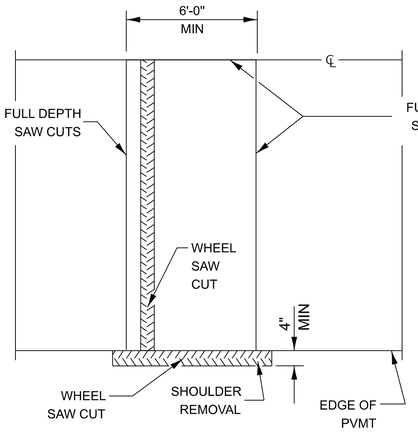

## 12' WIDE LANES

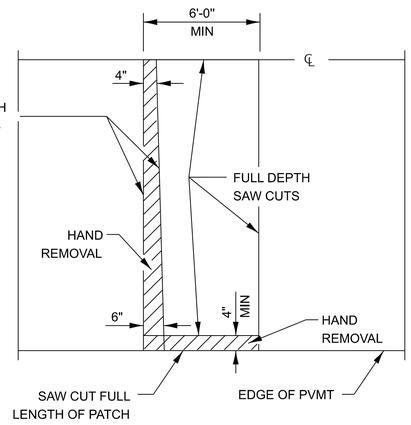



## 14' WIDE RAMP




## 16' WIDE RAMP



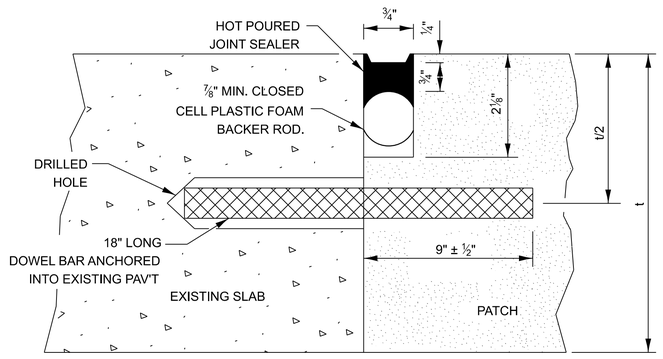




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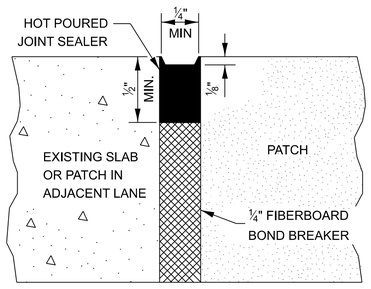
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## PAVEMENT SAWING DETAIL

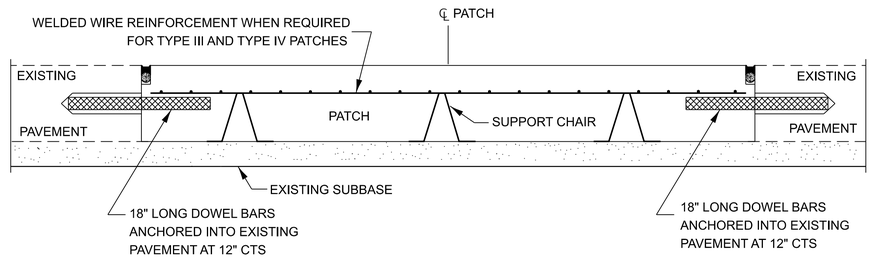
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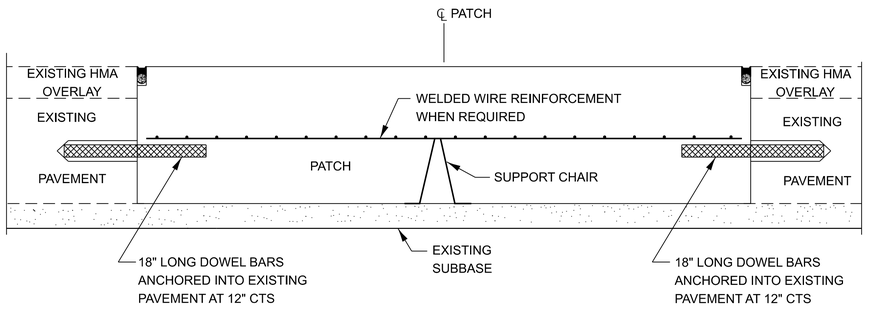

## TRANSVERSE JOINT




## CENTERLINE JOINT




## PATCHING WITHOUT HMA OVERLAY




## PATCHING WITH HMA OVERLAY

| DOWEL BAR TABLE | | |
|---|---|---|
| PAVEMENT THICKNESS | DOWEL BAR DIAMETER | HOLE DIAMETER |
| 10" OR GREATER | 1½" | 1⅝" |
| 8" THRU 9.99" | 1¼" | 1⅜" |
| LESS THAN 8" | 1" | 1⅛" |

## GENERAL NOTES

THE TRANSVERSE JOINTS FOR CLASS B PATCHES SHALL ALIGN WITH JOINTS OR CRACKS IN THE ADJACENT LANE WHENEVER POSSIBLE.

SEE STANDARD 420701 FOR DETAILS OF PAVEMENT WELDED WIRE REINFORCEMENT.



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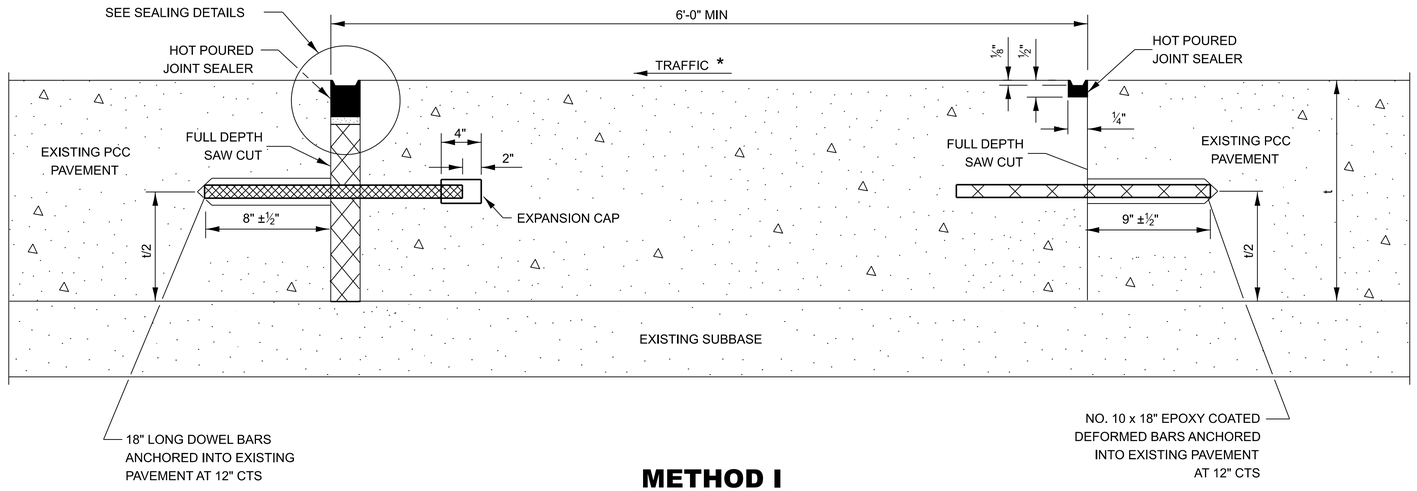
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|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**CLASS B PATCHING DETAILS**

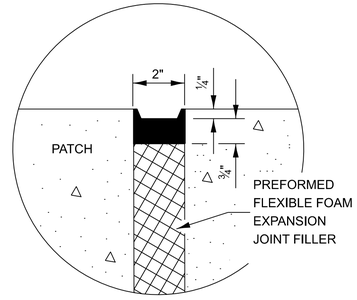
SCALE: | SHEET OF SHEETS | STA. | TO STA.

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 29 |
| | | CONTRACT NO. 66T48 | | |
| | | ILLINOIS | FED. AID PROJECT | |

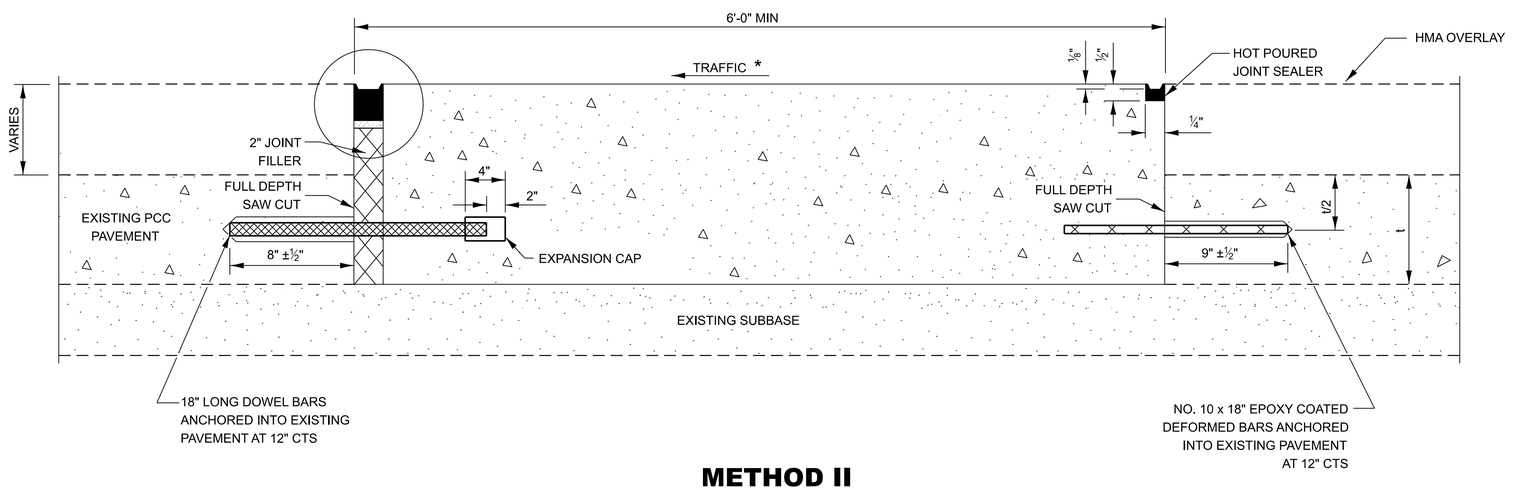



## METHOD I

(WITHOUT HMA OVERLAY)

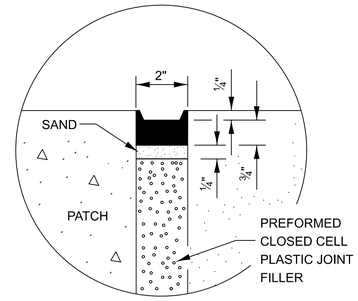



## SEALING DETAIL




## METHOD II

(WITH HMA OVERLAY)




## SEALING DETAIL

## NOTE

* WHEN RE-ESTABLISHING A TRANSVERSE EXPANSION JOINT ON A TWO-WAY ROAD, REVERSE THE ORIENTATION OF THE DOWEL BARS WITH RESPECT TO TRAFFIC FOR ONE OF THE PATCHES SUCH THAT THE JOINT WILL BE CONTINUOUS ACROSS BOTH LANES.



MODEL: Default
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| | | |
|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - |

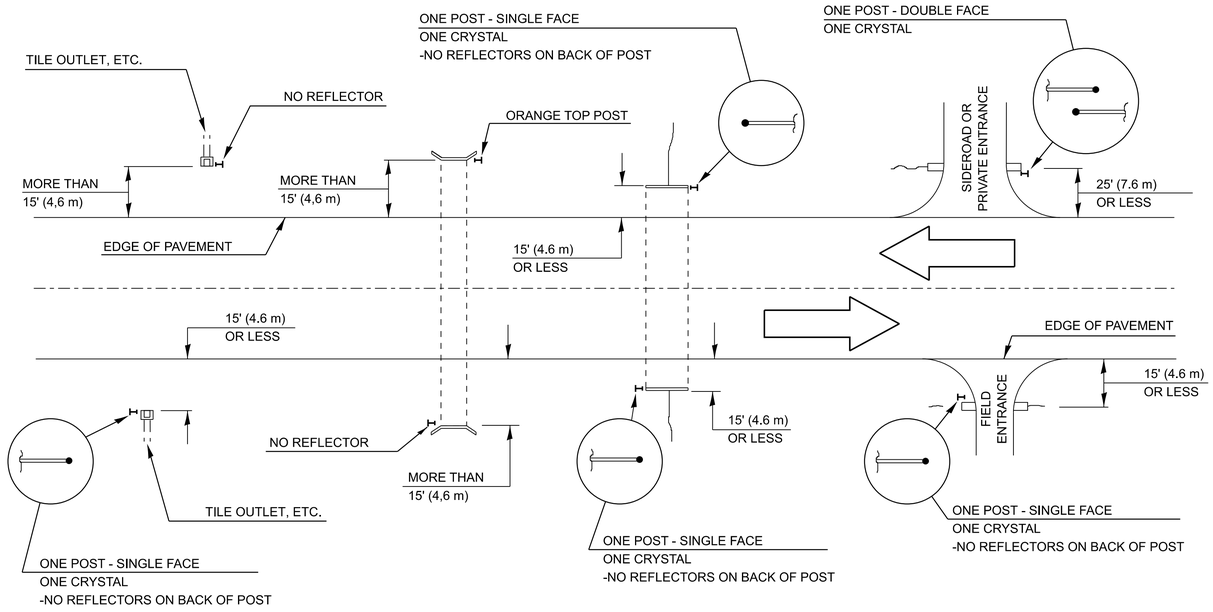
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**CLASS B PATCHING DETAILS**

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

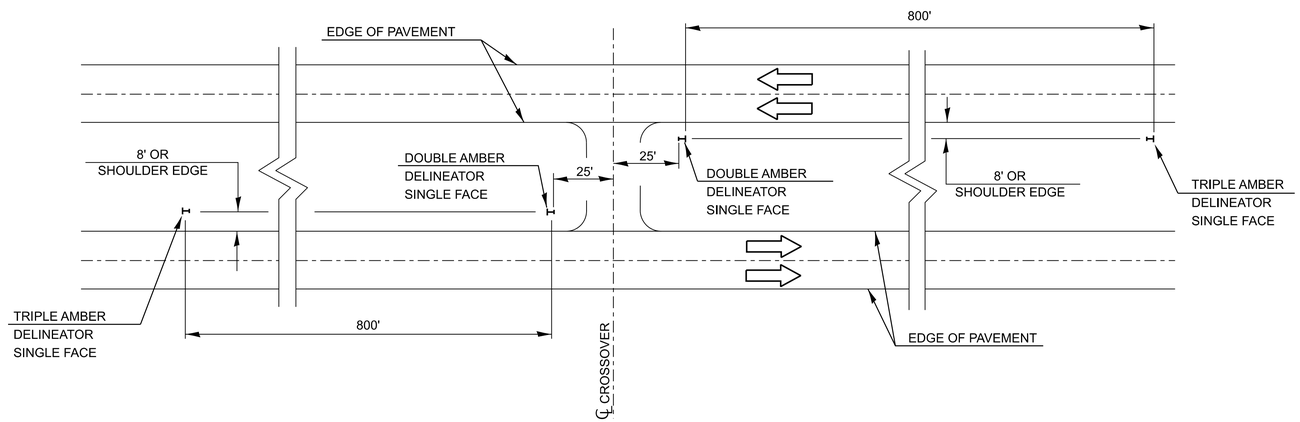
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|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 30 |
| | | CONTRACT NO. 66T48 | | |
| | | ILLINOIS | FED. AID PROJECT | |

# IDENTIFICATION OF ROADSIDE HAZARDS FOR TWO-LANE ROADWAYS




# MEDIAN DELINEATORS AT CROSSOVER

(FOR INTERSTATES, EXPRESSWAYS, DUAL HIGHWAYS)




## NOTE:

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE THERE IS NO GUARDRAIL, OR OTHER PERMANENT BARRIER, ON THE SAME SIDE OF THE ROAD AS THE HAZZARD.

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE DELINEATORS ARE NOT IN PLACE ALONG THE EDGE OF SHOULDER.

EACH POST SHALL BE CONSIDERED AS ONE DELINEATOR FOR PAYMENT, REGUARDLESS OF THE NUMBER OF DELINEATORS ATTACHED TO IT.

FOR ONE-WAY AND INTERSTATE ROADWAYS THE APPLICATION SHALL BE SIMILAR WITH DELINEATORS PLACED ON THE TRAFFIC APPROACH SIDE OF HAZARDS AND OBJECTS, ONLY SINGLE FACE DELINEATORS WILL BE REQUIRED ON ONE-WAY ROADWAYS, CRYSTAL ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE.

FOR OTHER DELINEATOR APPLICATIONS, REFER TO HIGHWAY STANDARD 635001.

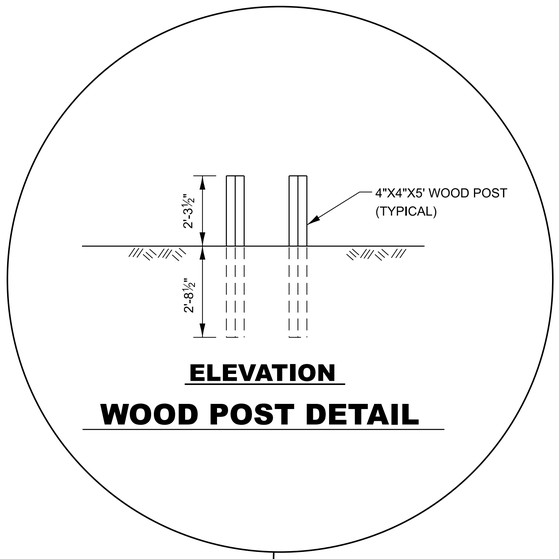
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| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | **STATE OF ILLINOIS** |
| | DRAWN - | REVISED - | **DEPARTMENT OF TRANSPORTATION** |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**DELINEATOR PLACEMENT**

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

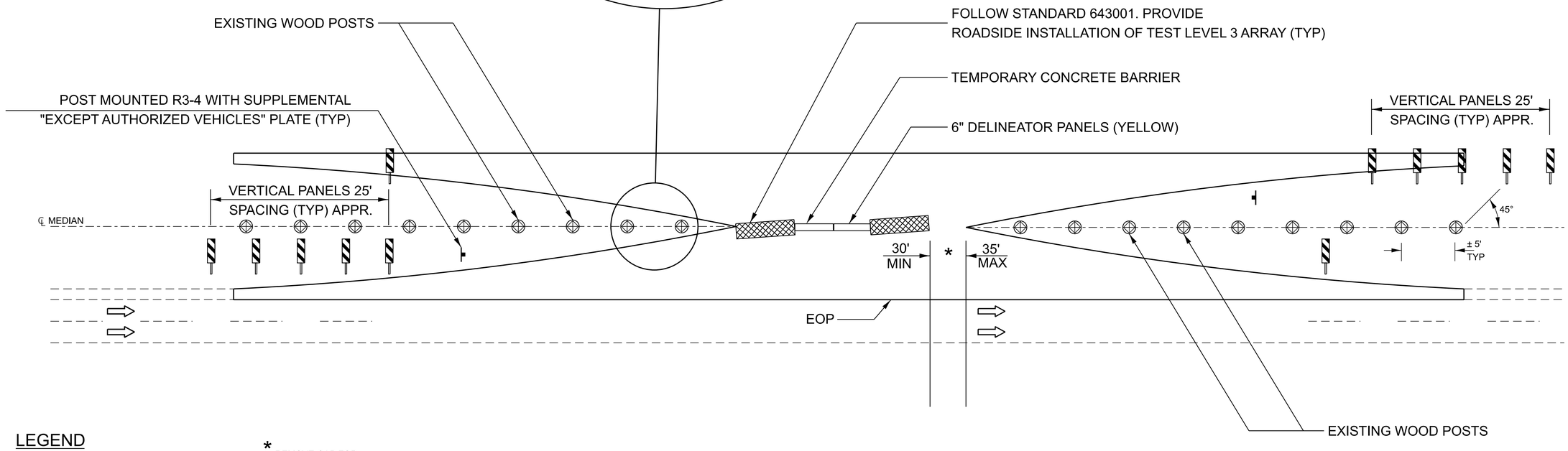
| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 31 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




**ELEVATION**

## WOOD POST DETAIL

NEAR EDGE OF VERTICAL PANELS SHALL BE PLACED AT LEAST 1' FROM THE EDGE OF SHOULDER AND THE TOP OF THE PANEL SHALL BE AT LEAST 4' ABOVE THE EDGE OF SHOULDER ELEVATION. FAR EDGE VERTICAL PANELS SHALL BE AT IN LINE WITH NEAR EDGE AND AT LEAST 1' FROM EDGE OF SHOULDER.




## LEGEND

- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- IMPACT ATTENUATOR
- BARREL W/STEADY BURNING LIGHT
- POST MOUNTED SIGN
- BARRIER WALL MARKER
- TEMPORARY CONCRETE BARRIER
- VERTICAL SIGN PANEL

* REMOVE GAP FOR FULL CLOSURE

## CROSSOVER CLOSURE-TYPICAL

## NOTE:

6 INCH DELINEATOR PANELS (YELLOW) TO BE PLACED 6 INCHES DOWN FROM THE TOP AT 80 FOOT SPACING (MINIMUM 2 PER SIDE).

NOT TO SCALE

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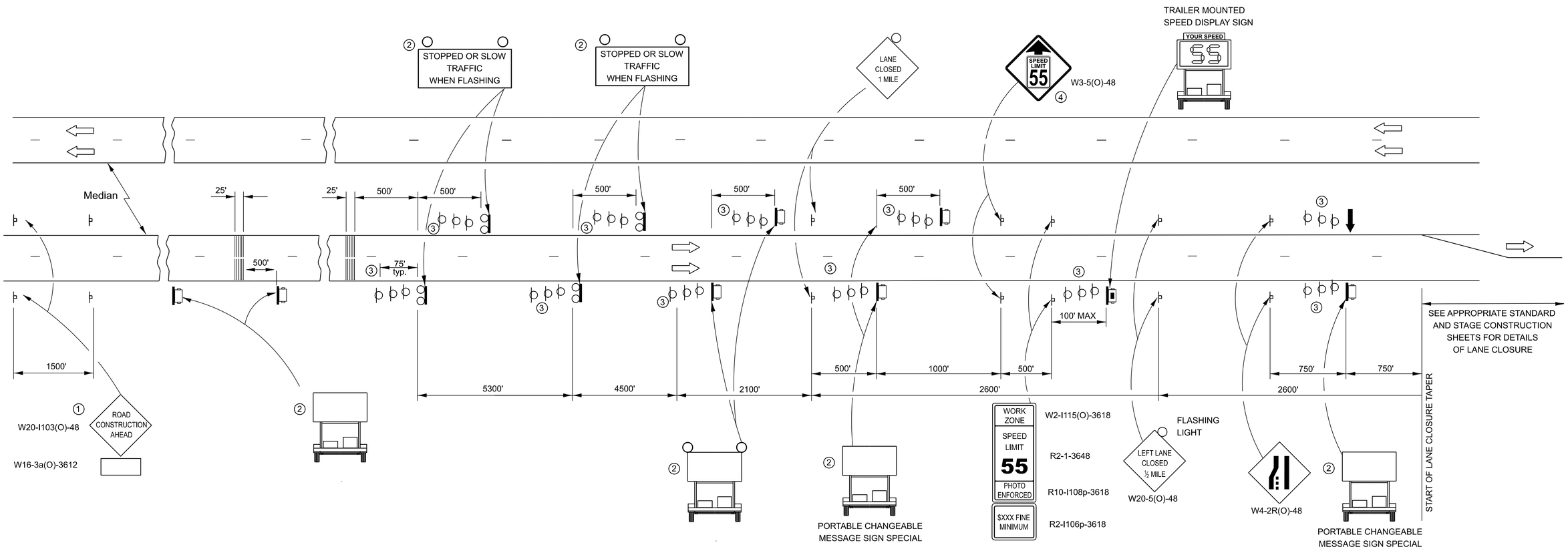
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| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**DETAILS**

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

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 32 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS FED. AID PROJECT | | | |




## NOTES:

① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 5 MILES IN ADVANCE OF THE PROJECT LIMITS.

② UNIT TO BE PAID FOR SEPARATELY. TO BE PLACED OUTSIDE OF EXISTING PAVED SHOULDER. ANY REQUIRED EARTHWORK INCLUDED IN THE COST OF THE UNIT.

③ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' CENTERS.

④ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATHER THAN 65 MPH.

⑤ WHEN SHOWN, PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL SHALL HAVE EQUIVALENT FLASHING BEACONS AS REAL TIME TRAFFIC CONTROL SIGNING. COST INCLUDED IN PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL.

## LEGEND:

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL (PCMS)
- SIGN
- REAL-TIME TRAFFIC CONTROL SIGNING
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT.
- SPEED DISPLAY TRAILER
- TEMPORARY RUMBLE STRIPS

## GENERAL NOTE:

THIS STANDARD IS USED WHERE A LANE CLOSURE IS IN PLACE LONGER THAN ONE CONSECUTIVE WEEK OR INCLUDING A WEEKEND OR HOLIDAY AS DESCRIBED IN KEEPING ROADS OPEN TO TRAFFIC.

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

SEE SPECIAL PROVISIONS FOR SMART TRAFFIC MONITORING SYSTEM, PORTABLE CHANGEABLE MESSAGE SIGN SPECIAL AND CONTROL OF WORK.

THIS DETAIL APPLIES TO APPROACHES TO THE WORK ZONE IN BOTH DIRECTIONS.

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

WHEN EXISTING SIGNS, POLES, AND OTHER ITEMS CONFLICT WITH LOCATING THE EQUIPMENT SHOWN, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DECONFLICT EQUIPMENT PLACEMENT.

ALL ORANGE SIGN SHEETING SHALL BE FLOURESCENT ORANGE MATERIAL.

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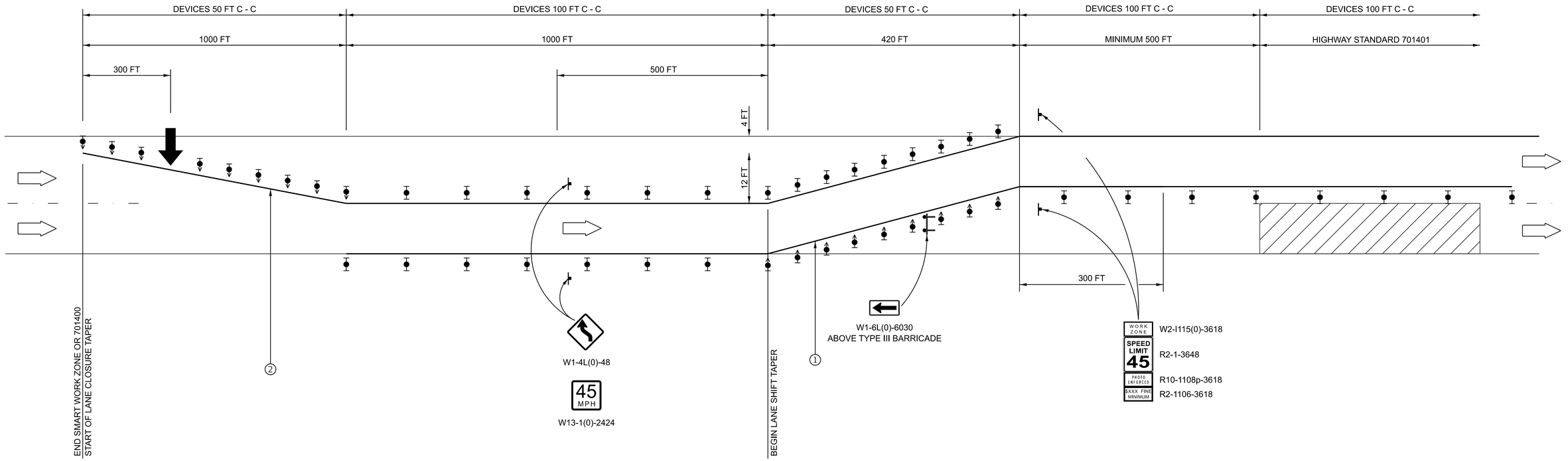
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| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SMART WORKZONE DETAIL**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 33 |
| | | CONTRACT NO. 66T48 | | |
| | | ILLINOIS | FED. AID PROJECT | |




## LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT (LIGHTS REQUIRED AT NIGHT ONLY)
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING MONO-DIRECTIONAL LIGHTS. (LIGHTS REQUIRED AT NIGHT ONLY)
- ARROW BOARD
- HMA SHOULDER FOR STAGING
- WORK AREA
- ① TEMPORARY PAVEMENT MARKING TYPE IV TAPE - WHITE *
- ② TEMPORARY PAVEMENT MARKING TYPE IV TAPE - YELLOW *

NOTES: SEE HIGHWAY STANDARD 701401 FOR DETAILS NOT SHOWN

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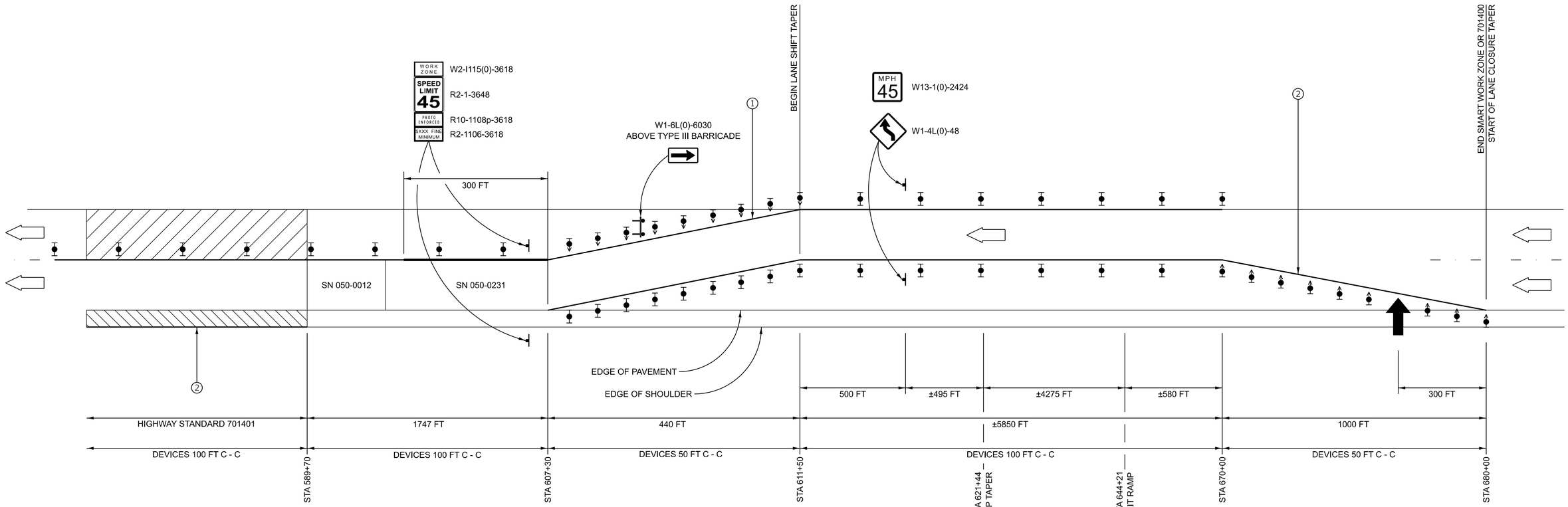
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| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 9/1/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**I-80 EASTBOUND**
**WEAVE DETAIL**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 34 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS FED. AID PROJECT | | | |




## LEGEND

- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT (LIGHTS REQUIRED AT NIGHT ONLY)
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING MONO-DIRECTIONAL LIGHTS. (LIGHTS REQUIRED AT NIGHT ONLY)
- ARROW BOARD
- HMA SHOULDER FOR STAGING
- WORK AREA
- ① TEMPORARY PAVEMENT MARKING TYPE IV TAPE - WHITE *
- ② TEMPORARY PAVEMENT MARKING TYPE IV TAPE - YELLOW *

NOTES: SEE HIGHWAY STANDARD 701401 FOR DETAILS NOT SHOWN

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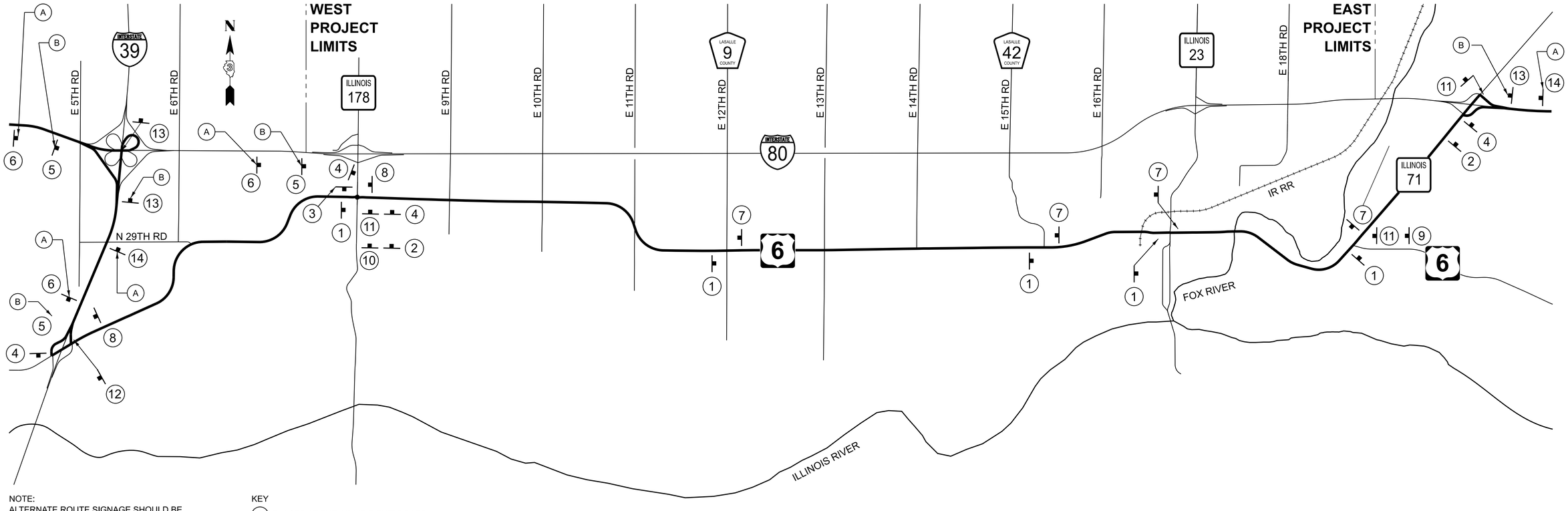
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| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 9/1/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**I-80 WESTBOUND**
**WEAVE DETAIL**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 35 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




NOTE:
ALTERNATE ROUTE SIGNAGE SHOULD BE PLACED NEXT TO ROUTE CONFIRMATION SIGNS ON THE ALTERNATE ROUTE.

KEY

(A) PLACED AT THE 1/2 MILE EXIT BOARD

(B) PLACED AT THE EXIT BOARD

(1) ALT / EAST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-3(BL) 24"X12" / M1-1 24"X24" / M6-3(O) 21"X15"

(2) ALT / EAST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-3(BL) 24"X12" / M1-1 24"X24" / M5-1(R)(O) 21"X15"

(3) ALT / EAST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-3(BL) 24"X12" / M1-1 24"X24" / M5-3 21"X15"

(4) ALT / EAST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-3(BL) 24"X12" / M1-1 24"X24" / M6-1(O) 21"X15"

(5) ALT / EAST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-3(BL) 24"X12" / M1-1 24"X24" / M6-2(O) 21"X15"

(6) ALT / EAST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-3(BL) 24"X12" / M1-1 24"X24" / M5-2(R)(O) 21"X15"

(7) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M6-3(O) 21"X15"

(8) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M5-1(R)(O) 21"X15"

(9) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M5-1(L)(O) 21"X15"

(10) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M5-3 21"X15"

(11) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M6-19O) 21"X15"

(12) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M6-1(O) 21"X15"

(13) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M6-2(O) 21"X15"

(14) ALT / WEST / INTERSTATE 80 — M4-1a(O) 24"X12" / M3-1(BL) 24"X12" / M1-1 24"X24" / M5-2(R)(O) 21"X15"

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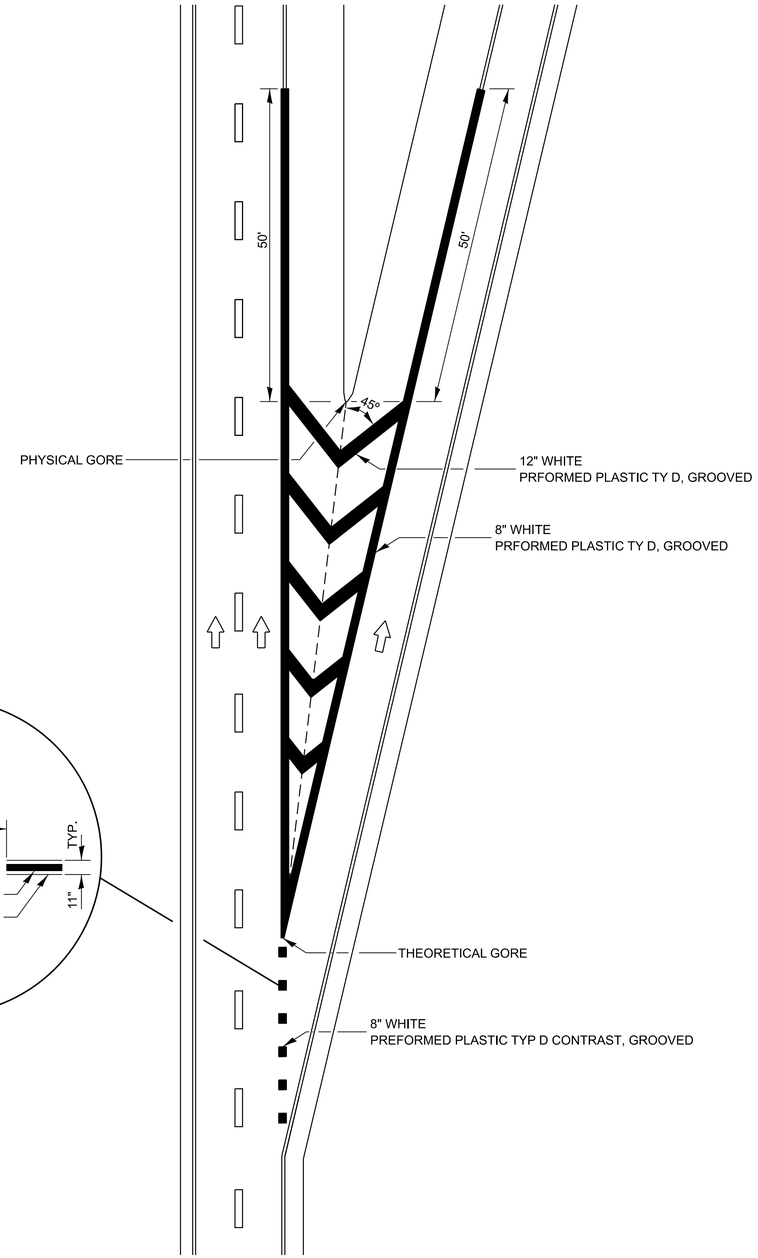
| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 7/21/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

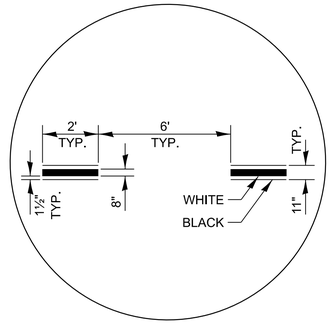
**ATERNATE ROUTE DETAIL**

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

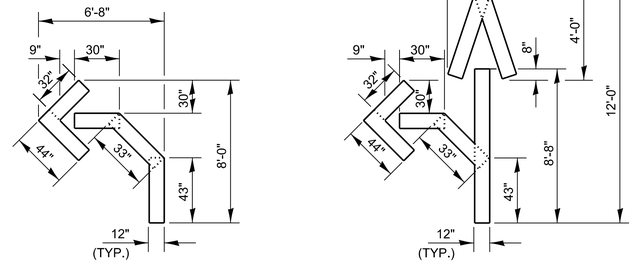
| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 36 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS FED. AID PROJECT | | | |




# EXIT RAMP GORE DETAIL




# INTERSTATE RAMP TRANSITION LINE

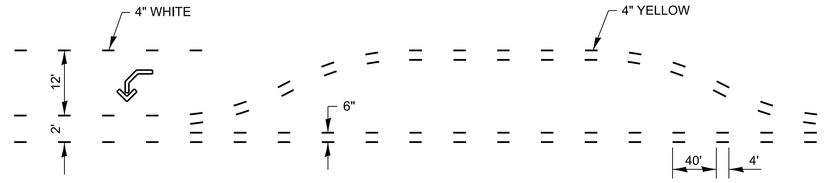



QUANTITY

12" LINE = 16 LIN FT
OR 4" LINE = 48 LIN FT

QUANTITY

12" LINE = 29 LIN FT
OR 4" LINE = 87 LIN FT




# SHORT-TERM PAVEMENT MARKING FOR MEDIANS AND ARROWS

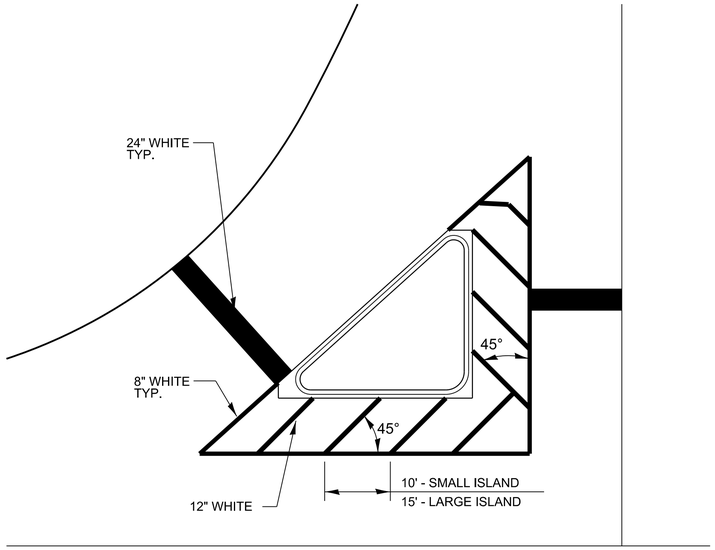
MODEL: Default
FILE NAME: c:\pw_work\pwidot\caminsad1193682\66T48 Details.dgn

| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

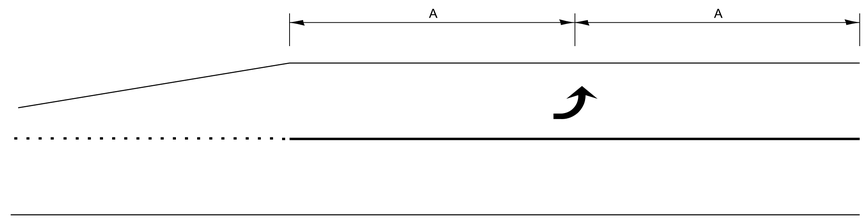
**DETAILS**

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

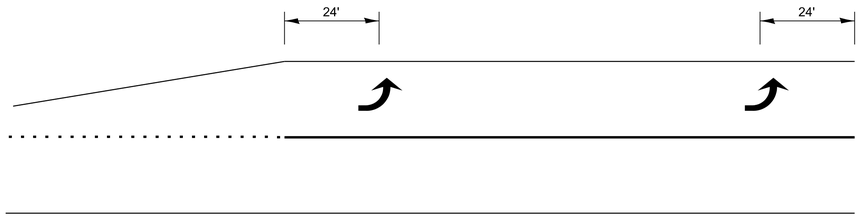
| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 37 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## TYPICAL ISLAND MARKINGS




**99' AND UNDER**

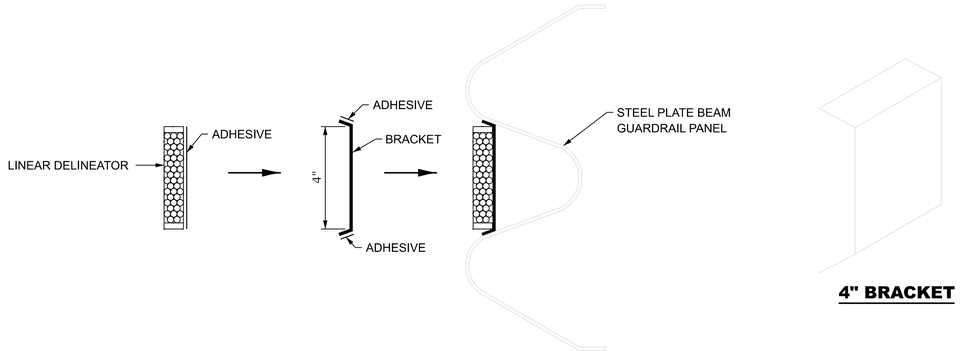



**100' TO 149'**




**150' AND LONGER**

## TYPICAL PLACEMENT OF ARROWS IN TURN LANES






**4" BRACKET**

## LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEATOR DELINEATOR SHALL BE APLLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS

MODEL: Default
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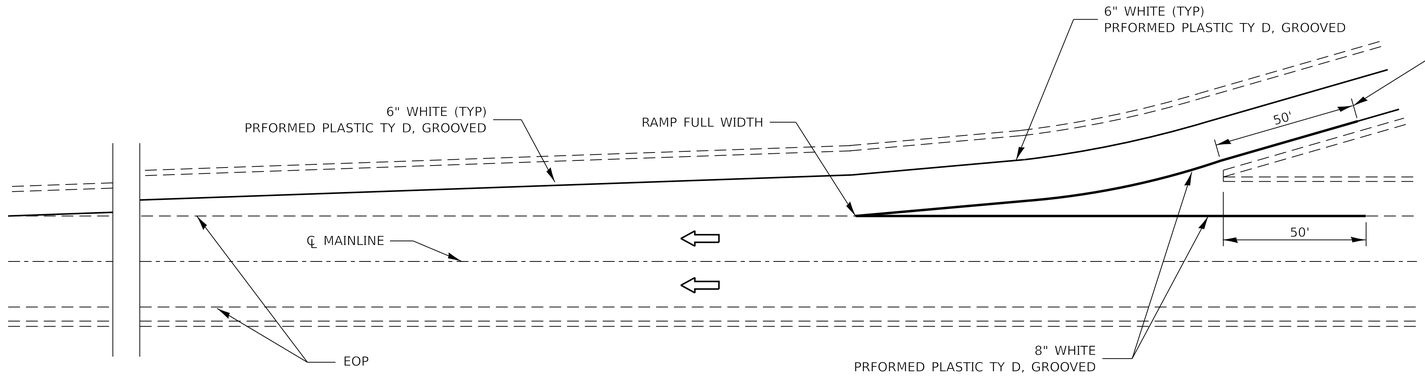
| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

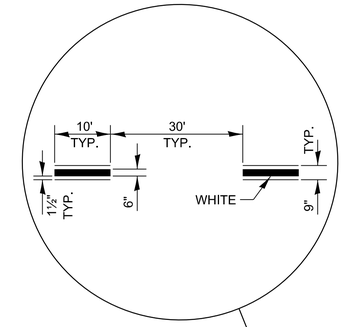
**DETAILS**

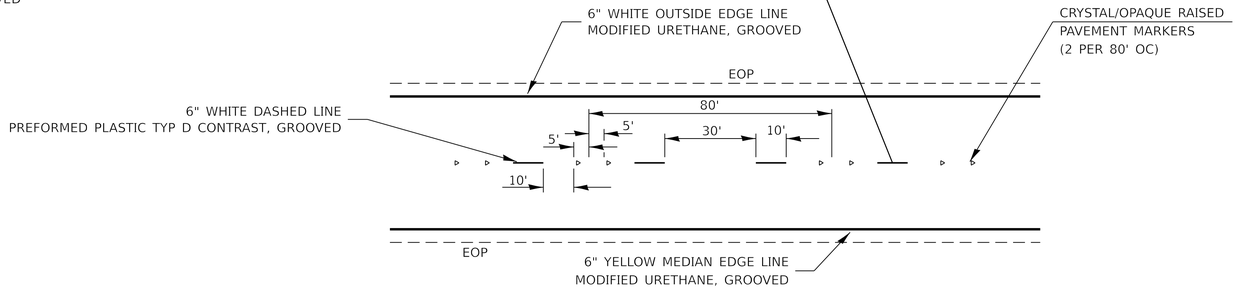
SCALE: | SHEET OF SHEETS | STA. | TO STA.

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 38 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |

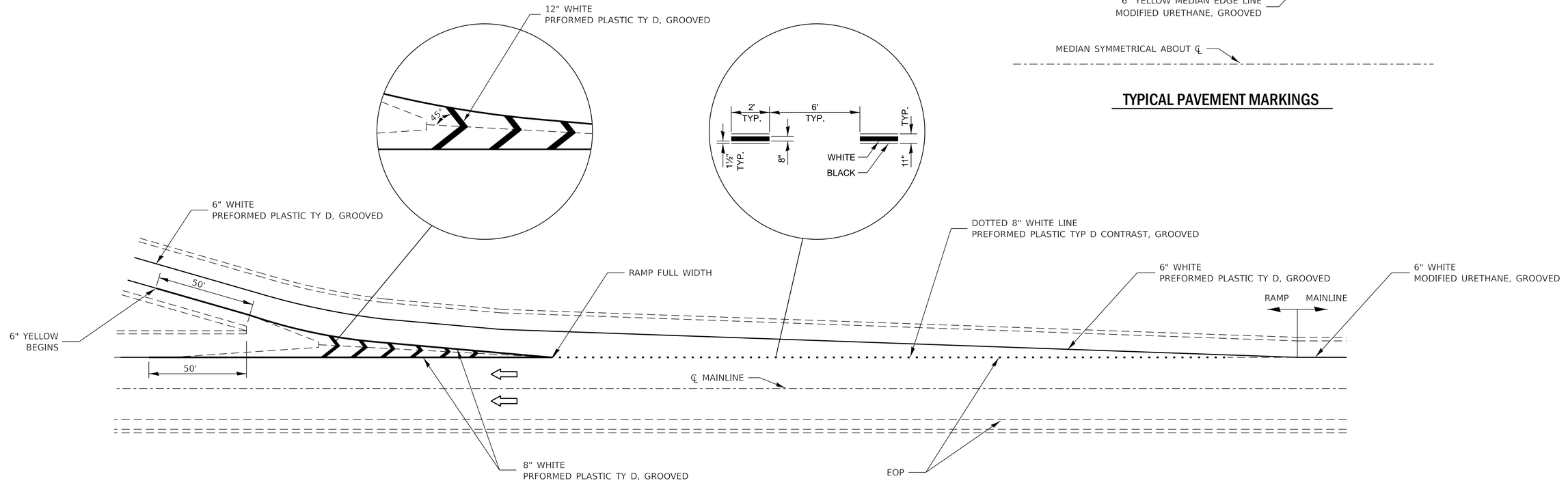



## TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS




## TYPICAL PAVEMENT MARKINGS




## TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

MODEL: Default
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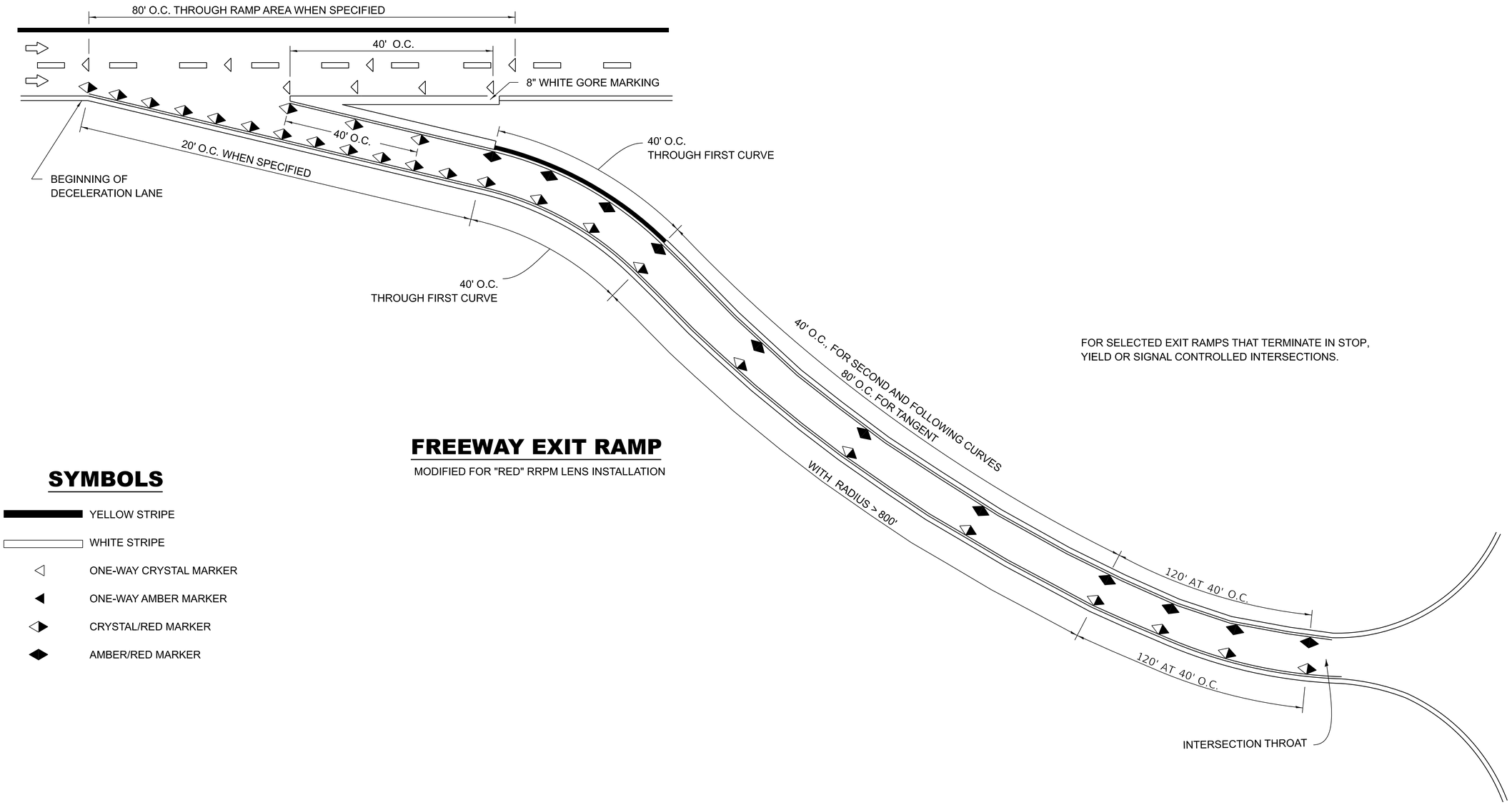
| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**INTERSTATE PAVEMENT MARKINGS**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 39 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




FOR SELECTED EXIT RAMPS THAT TERMINATE IN STOP, YIELD OR SIGNAL CONTROLLED INTERSECTIONS.

# FREEWAY EXIT RAMP

MODIFIED FOR "RED" RRPM LENS INSTALLATION

## SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY CRYSTAL MARKER
- ONE-WAY AMBER MARKER
- CRYSTAL/RED MARKER
- AMBER/RED MARKER

MODEL: Default
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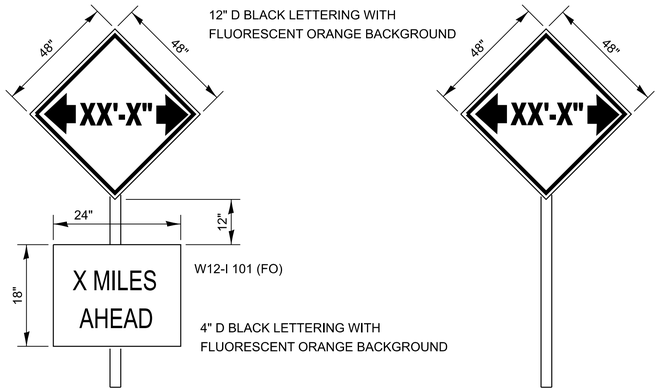
| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**DETAILS**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 40 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




12" D BLACK LETTERING WITH
FLUORESCENT ORANGE BACKGROUND

W12-I 101 (FO)

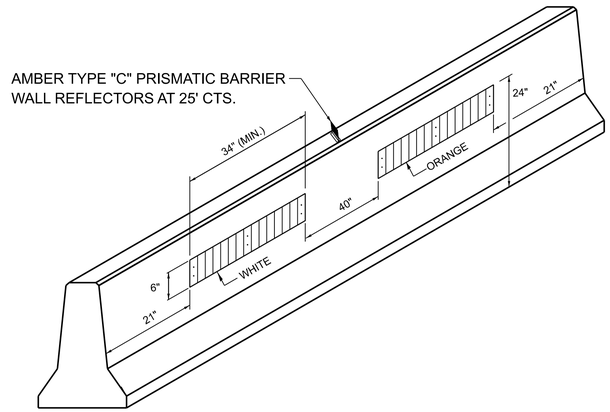
4" D BLACK LETTERING WITH
FLUORESCENT ORANGE BACKGROUND




TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

# WIDTH RESTRICTION SIGNING DETAILS




# LINEAR DELINEATOR PANELS FOR TEMPORARY CONCRETE BARRIER

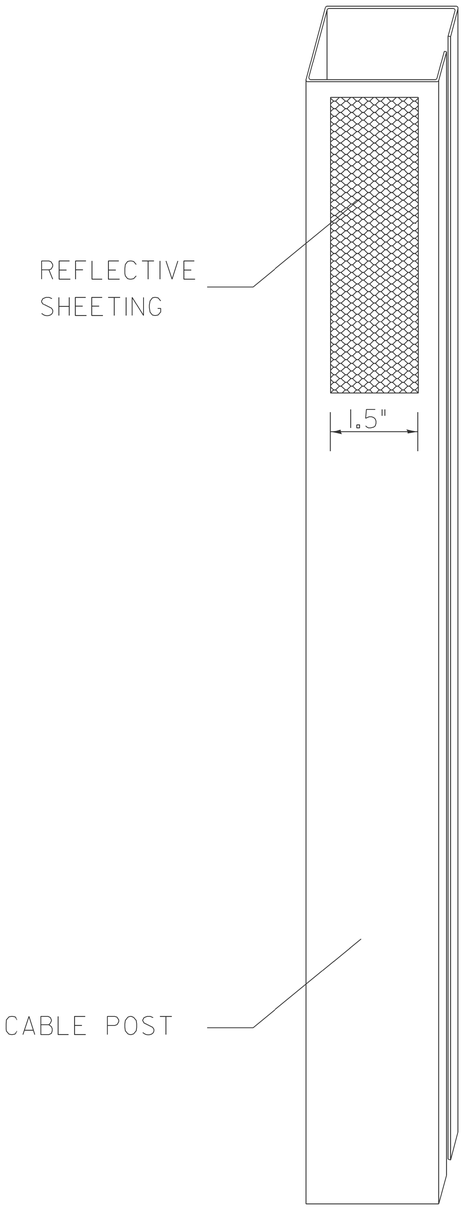
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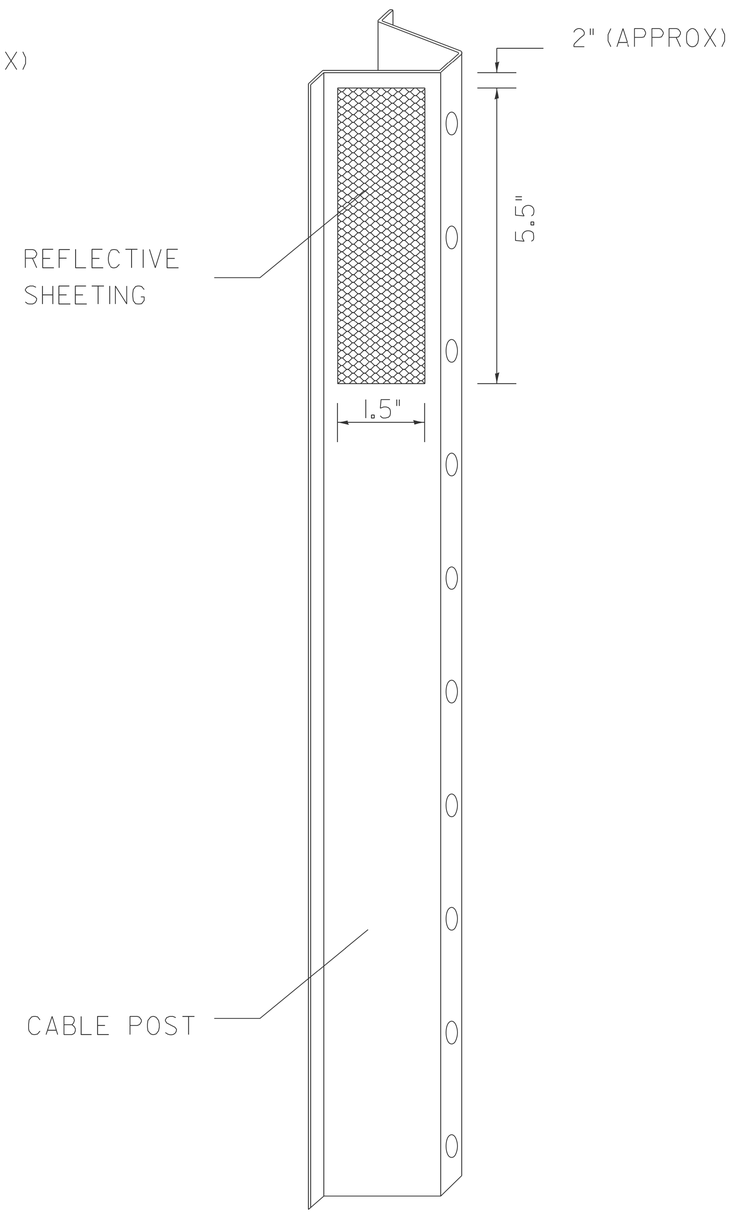
| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**DETAILS**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 41 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |




NOTES:

MATERIAL: THE MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 1090 AND 1091 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION REQUIREMENTS: THE REFLECTIVE SHEETING SHALL BE INSTALLED DIRECTLY ON THE CABLE POSTS. THE REFLECTIVE SHEETING SHALL BE INSTALLED AS SHOWN IN THE PLANS, ON EVERY OTHER POST (IN ORDER TO PROVIDE A SPACING OF 40'). THE SURFACE OF THE POST SHALL BE CLEANED OF ALL CONTAMINANTS PRIOR TO THE INSTALLATION OF THE REFLECTIVE SHEETING. THE SURFACE SHALL BE CLEANED USING A 5-8 PERCENT PHOSPHORIC ACID SOLUTION AND RINSED WITH CLEAN WATER OR AS RECOMMENDED BY THE MANUFACTURER OF THE REFLECTIVE SHEETING AND AS APPROVED BY THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR CABLE GUARD MARKER.

# REFLECTIVE SHEETING PLACEMENT FOR HTCMB POST

MODEL: Default
FILE NAME: c:\pw_work\pwidot\carminsa\d1193682\66T48 Details.dgn

| | | | |
|---|---|---|---|
| USER NAME = Joseph.Zagar | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | DRAWN - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT DATE = 8/3/2026 | DATE - | REVISED - | |

**DETAILS**

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

| F.A.I RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 80 | (50-2,3,4)RS-7 | LASALLE | 42 | 42 |
| | | CONTRACT NO. 66T48 | | |
| | ILLINOIS | FED. AID PROJECT | | |