

17. THE CONTRACTOR SHALL BE AWARE THAT THE EXISTING CONCRETE PATCHES SHALL BE MILLED AS PART OF THE PROPOSED HMA SURFACE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE MILLING OF THE CONCRETE.

18. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF SIXTEEN (16) SANDBAGS PER BARRICADE.

19. ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.

20. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.

21. THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4" WIDE, 5" HIGH, AND 5/8" DEEP. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

22. THE CONTRACTOR SHALL SURVEY ALL GORE AREAS TO DETERMINE DRAINAGE PATTERNS. THE PROPOSED HMA SURFACING SHALL BE PLACED TO PROVIDE FOR POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER.

23. SHORT-TERM PAVEMENT MARKINGS SHALL BE APPLIED TO THE FINAL POLY BINDER AND FINAL HMA SURFACE COURSES. ONLY THE QUANTITY REMOVED FROM THE FINAL SURFACE COURSE SHALL BE PAID FOR (WORK ZONE PAVEMENT MARKING REMOVAL). A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN ADDED TO THE PLANS.

24. THE CONTRACTOR SHOULD BE AWARE THAT THE INTENT OF THE TEMPORARY PAVEMENT MARKINGS SHOWN IN THE PLANS IS FOR IT TO BE PLACED ON THE HMA POLY BINDER COURSE WHEN BOTH LANES ARE OPENED TO TRAFFIC FOR STAGES I & II AND STAGES III & IV.

25. THE CONTRACTOR SHOULD BE AWARE THAT ANY EXISTING PIPE UNDERDRAINS ENCOUNTERED DURING THE INSTALLATION OF NEW PIPE UNDERDRAINS SHALL BE REMOVED AND ALL EXCAVATED MATERIAL FROM THIS OPERATION REMOVED FROM THE JOB SITE. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS 6".

26. ALL EXCAVATION, REQUIRED FOR THIS PROJECT, OTHER THAN THAT REQUIRED FOR PIPE UNDERDRAIN REMOVAL, SHALL BE USED OR PROPERLY DISPOSED OF WITHIN THE PROJECT RIGHT OF WAY AND SHALL MEET THE REQUIREMENTS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

27. ALL MARKERS USED TO DEFINE THE SURVEY CENTERLINE CONTROL POINTS (P.C.'s, P.T.'s, P.I.'s, P.O.T.'s) SHALL BE PRESERVED AS DIRECTED BY THE ENGINEER.

28. FOR INTERSTATES AND EXPRESSWAYS WITH POSTED SPEED LIMITS OF 55 MPH OR GREATER, TEMPORARY RAMPS SHALL BE CONSTRUCTED OF HMA MATERIAL MEETING THE APPROVAL OF THE ENGINEER, AND SHALL HAVE A MINIMUM TAPER RATE OF 1:100 (V/H). TEMPORARY RAMPS FOR OTHER ROADWAYS SHALL HAVE A MINIMUM TAPER RATE OF 1:40 (V/H). COLD-MILLED HMA TAILINGS WILL NOT BE PERMITTED FOR RAMPS.

29. WHEN IT IS NECESSARY TO MAINTAIN ACCESS TO THE ENTRANCE AND EXIT RAMPS, TRAFFIC CONTROL AND PROTECTION STANDARD 701411 SHALL BE USED SIMULTANEOUSLY WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701401. SETUPS ON EACH RAMP, REGARDLESS OF THE NUMBER REQUIRED, SHALL BE CONSIDERED ONE EACH.

30. THE CONTRACTOR IS TO BE AWARE THAT ADDITIONAL PROJECTS MAY BE UNDER CONSTRUCTION ADJACENT TO THIS PROJECT, INCLUDING CONTRACT 76601 (RESURFACING, BRIDGE REPAIR AND DECK OVERLAYS) 0.5 MILES NORTH OF IL. 4 TO MACOUPI COUNTY LINE. THE CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH THE CONTRACTORS OF CONTRACT 76601 TO MINIMIZE ANY POSSIBLE CONFLICTS. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER FIVE (5) WORKING DAYS IN ADVANCE OF ANY WORK THAT MAY AFFECT CONTACT 76601.

31. THE EXISTING HIGH TENSION CABLE MEDIAN BARRIER SHALL NOT BE REMOVED UNTIL 10 DAYS PRIOR TO STARTING EACH STAGE CONSTRUCTION PHASE.

32. TO PROVIDE A DURABLE RIDING SURFACE DURING THE TIME THAT INCREASED TRAFFIC VOLUMES WILL BE PLACED ON A SINGLE LANE DURING STAGE CONSTRUCTION, PROVISIONS HAVE BEEN MADE TO ASSURE THAT APPROPRIATE PAVEMENT PATCHING IS IN PLACE FOR THE NB AND SB DRIVING LANES JUST PRIOR TO BEGINNING STAGE CONSTRUCTION.

33. THE CONTRACTOR SHOULD BE AWARE THAT A SIGNIFICANT DROP-OFF WILL OCCUR DURING RESURFACING BECAUSE OF THE THICKNESS OF THE PROPOSED HMA PAVEMENT IN ONE LANE AND THE RESULTANT DEPTH OF THE ADJACENT LANE TRENCH (I.E., THE TOP OF THE EXPOSED AND RUBBLIZED EXISTING CONCRETE PAVEMENT). THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN EFFECTIVE METHOD FOR PLACING AGGREGATE AND HMA MATERIALS IN THESE AREAS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

34. TO PROVIDE ADEQUATE DRAINAGE FOR THE PROPOSED PIPE UNDERDRAINS INTO THE MEDIAN DITCH, THE CONTRACTOR SHALL VARY THE DEPTH OF SOME PASSING-LANE-SHOULDER UNDERDRAINS, AS SHOWN ON THE PRE-STAGE CONSTRUCTION TYPICAL SECTIONS. THE CONTRACTOR SHOULD BE AWARE THAT SOME ADJUSTMENTS WILL CAUSE THE PROPOSED PIPE UNDERDRAIN TO BE PLACED IN CLOSE PROXIMITY TO THE RUBBLIZATION OPERATIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ADJUSTMENTS.

35. OMITTED

36. THE ILLINOIS DEPARTMENT OF TRANSPORTATION STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. PLEASE CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.

37. THE CONTRACTOR WILL BE ALLOWED TO USE HIGH-EARLY STRENGTH CONCRETE IN THE CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (CRPCCP). HOWEVER, IF THE CONTRACTOR ELECTS TO USE THIS OPTION, THE COST SHALL BE INCLUDED IN THE CRPCCP PAY ITEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

COMMITMENTS

NONE

NORTHBOUND 1-LANE RESTRICTIONS SCHEDULE *

SUNDAY				MONDAY				TUESDAY				WEDNESDAY				THURSDAY				FRIDAY				SATURDAY																							
LANE RESTRICT. PERMITTED				NO LANE RESTRICT. PERMITTED				LANE RESTRICT. PERMITTED				NO LANE RESTRICT. PERMITTED				LANE RESTRICT. PERMITTED				NO LANE RESTRICT. PERMITTED				LANE RESTRICT. PERMITTED																							
12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P

* DOES NOT APPLY TO THE STAGE CONSTRUCTION PHASE.

SOUTHBOUND 1-LANE RESTRICTIONS SCHEDULE *

SUNDAY				MONDAY				TUESDAY				WEDNESDAY				THURSDAY				FRIDAY				SATURDAY																							
LANE RESTRICT. PERMITTED				NO LANE RESTRICT. PERMITTED				LANE RESTRICT. PERMITTED				NO LANE RESTRICT. PERMITTED				LANE RESTRICT. PERMITTED				NO LANE RESTRICT. PERMITTED				LANE RESTRICT. PERMITTED																							
12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P

REVISION 6-6-13

FILE NAME: WILEY	USER NAME: WISEP	DESIGNED: DRAM	REVISED: WISEP	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, LANE RESTRICTIONS AND COMMITMENTS	P.L. 95	SECTION 60-1.2RS-3	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 3
PLOT SCALE: AS SHOWN	CHECKED: DATE	REVISED: WISEP	REVISED: WISEP			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 76079	FIG. 9000 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

CONSTRUCTION CODE

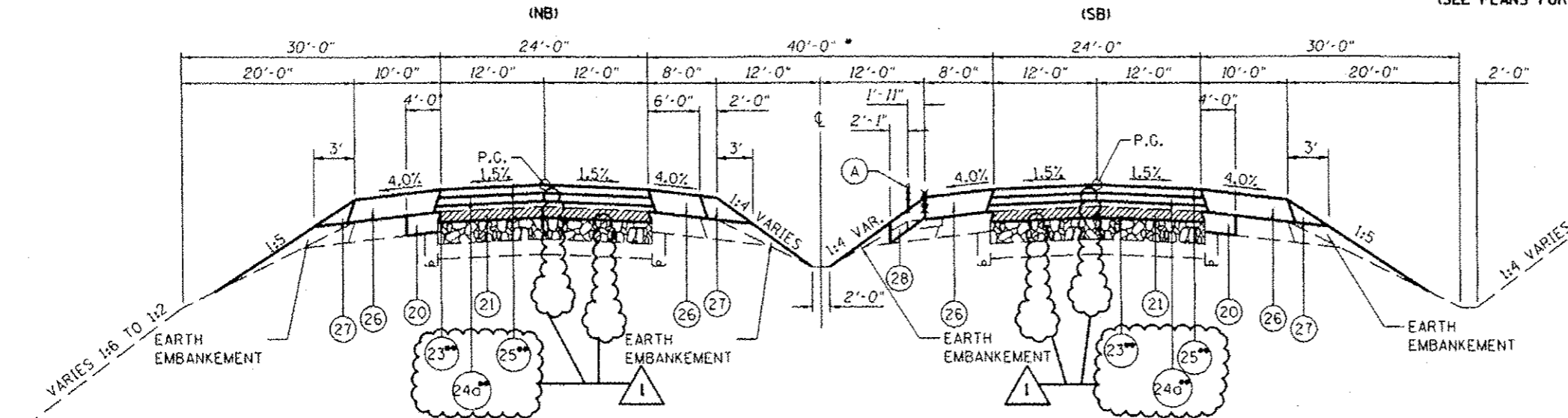
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE		100% STATE		CONSTRUCTION CODE						
				FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	FAI 55 ROADWAY 0021 RURAL								
35100100	AGGREGATE BASE COURSE, TYPE A	TON	24902	24902										
35100300	AGGREGATE BASE COURSE, TYPE A 4"	SQ YD	1137	1137										
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SQ YD	15112	15112										
35600722	HOT-MIX ASPHALT BASE COURSE WIDENING, 11 1/2"	SQ YD	12123	12123										
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	57,362	57,362										
40600300	AGGREGATE (PRIME COAT)	TON	120	120										
40600545	LEVELING BINDER (HAND METHOD), N90	TON	30	30										
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2279	2279										
40600990	TEMPORARY RAMP	SQ YD	496	496										
40603092	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N90	TON	45,097	45,097										
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	10,451	10,451										
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90	TON	12,782	12,782										
40701911	HOT MIX ASPHALT PAVEMENT (FULL DEPTH), 11 1/2"	SQ YD	70533	70533										
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	1137	1137										

REVISSED 6-6-13

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

* MEDIAN WIDTH VARIES
(SEE PLANS)

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



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

STA. 519+00 TO STA. 545+20 NB
STA. 555+00 TO STA. 640+00 NB
STA. 649+00 TO STA. 670+00 NB
STA. 519+00 TO STA. 546+00 SB
STA. 557+79 TO STA. 640+00 SB
STA. 648+50 TO STA. 670+00 SB

NOTE: MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL
MAY BE USED IN THE PROPOSED AGGREGATE SHOULDER, TYPE B
MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL SHALL
NOT BE USED IN THE EARTH EMBANKMENT.

OMITTED

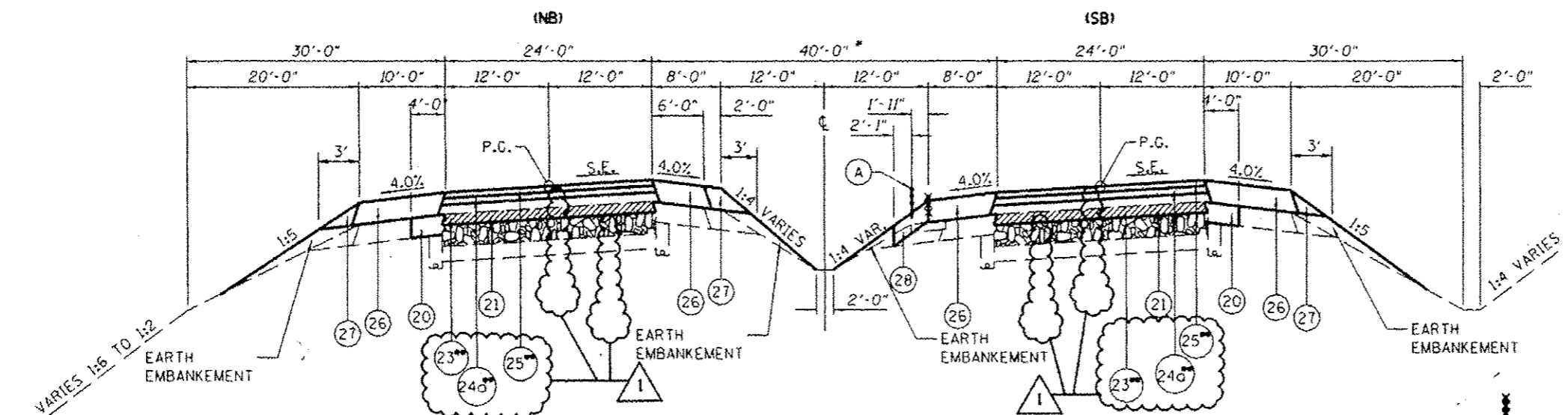
- (20) PROPOSED HMA BASE COURSE WIDENING, 11 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) OMITTED
- (23) PROPOSED HMA BINDER COURSE, IL 19.OFG, N90 (VAR. DEPTH)
- (24) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.25"
- (24a) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.50"
- (25) PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA, N80 2"
- (26) PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- (27) PROPOSED AGGREGATE SHOULDER, TYPE B
- (28) CONTRACTOR MATERIAL OPTION (4" PCC OR 5" HMA) SEE SPECIAL PROVISION - WEED CONTROL MOWING STRIP (SPECIAL)
- (29) PROPOSED HMA SURFACE REMOVAL, 3/4" (SLOPE CORRECTIONS)
- (30) PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001) TIE BARS SHALL BE INCLUDED IN THE COST OF P.C.C. SHOULDERS 8" (SPECIAL).
- (31) PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- (32) NOT USED
- (33) PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- (34) PROPOSED HMA SHOULDER 12"
- (35) PROPOSED PIPE UNDERDRAINS 6"
- (36) PROPOSED SUBGRADE REINFORCEMENT
- (37) PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"
- (38) PROPOSED PAVEMENT REINFORCEMENT

** PRIME COAT INSTALLED BETWEEN LIFTS - SEE SCHEDULE

- EXISTING HTC TO BE REMOVED

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

- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1 AS DESCRIBED IN THE SPECIAL PROVISIONS)



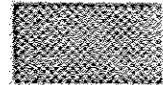
**PROPOSED F.A.I. ROUTE 55 TYPICAL SECTION
SUPERELEVATION
(LOOKING SOUTH)**

STA. 545+20 TO STA. 547+50 (S.E.-0.019'/FT) NB
STA. 553+50 TO STA. 557+79 (S.E.-0.018'/FT) SB

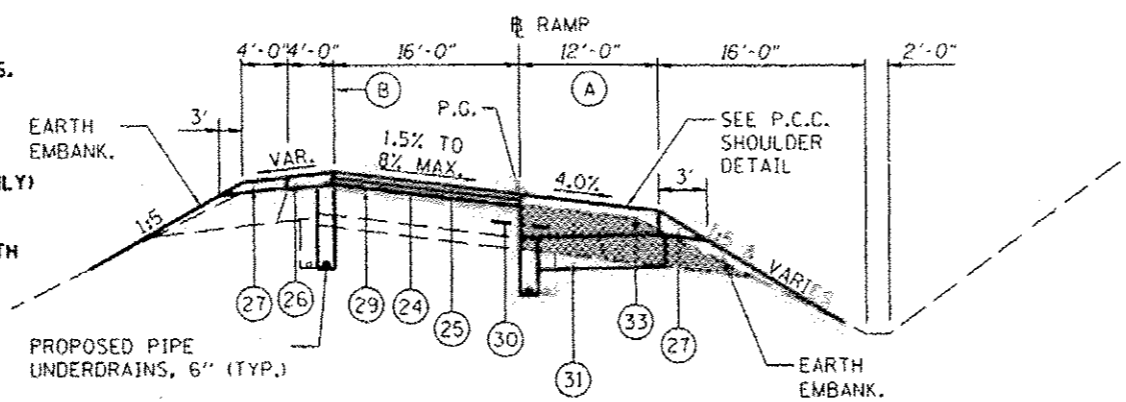
REVISION 6-6-13

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT	DATE	CHECKED	REVISED		50	60-1.285-3	WABASH	712	18	
SCALE	DATE	DATE	DATE		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 760799	ILLINOIS TURNPIKE PROJECT
DESIGNED BY	DATE	DATE	DATE							

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

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

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



PROPOSED RAMP TYPICAL SECTION


(IL 4 INTERCHANGE)


(IL 4)
 STA. 100+27.50 TO STA. 115+28.37
 STA. 205+32.82 TO STA. 214+27.87
 STA. 300+26.23 TO STA. 315+03.26
 STA. 405+31.69 TO STA. 413+95.25


NOTE: MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL MAY BE USED IN THE PROPOSED AGGREGATE SHOULDER, TYPE B

MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL SHALL NOT BE USED IN THE EARTH EMBANKMENT.

- Ⓒ PROPOSED HMA BASE COURSE WIDENING, 1 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- Ⓓ PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- Ⓔ OMITTED
- Ⓕ PROPOSED HMA BINDER COURSE, IL 19.OFG, N90 (VAR. DEPTH)
- Ⓖ PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.25"
- Ⓖ PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.50"
- Ⓗ PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA, N80 2"
- Ⓙ PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- Ⓚ PROPOSED AGGREGATE SHOULDER, TYPE B
- Ⓛ CONTRACTOR MATERIAL OPTION (4" PCC OR 5" HMA) SEE SPECIAL PROVISION - WEED CONTROL MOWING STRIP (SPECIAL)
- Ⓜ PROPOSED HMA SURFACE REMOVAL, 3/4" (SLOPE CORRECTIONS)
- Ⓝ PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001) TIE BARS SHALL BE INCLUDED IN THE COST OF P.C.C. SHOULDERS 8" (SPECIAL).
- Ⓟ PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- Ⓠ NOT USED
- Ⓡ PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- Ⓢ PROPOSED HMA SHOULDER 12"
- Ⓣ PROPOSED PIPE UNDERDRAINS 6"
- Ⓤ PROPOSED SUBGRADE REINFORCEMENT
- Ⓡ PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"
- Ⓢ PROPOSED PAVEMENT REINFORCEMENT

 OMITTED

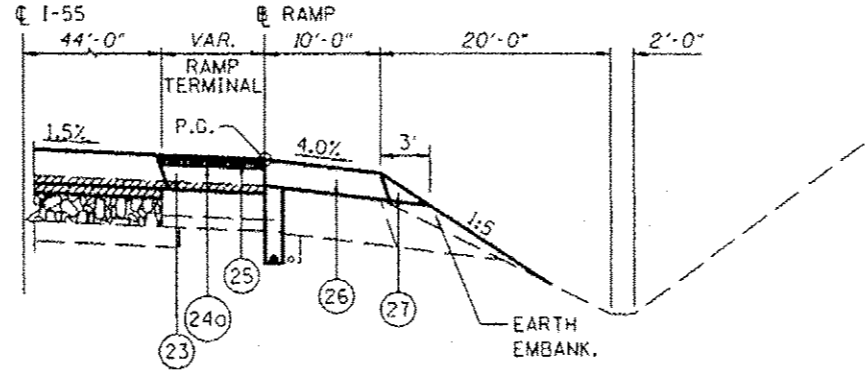
 - PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (VARIES 3"± TO 8"±)

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1 AS DESCRIBED IN THE SPECIAL PROVISIONS)

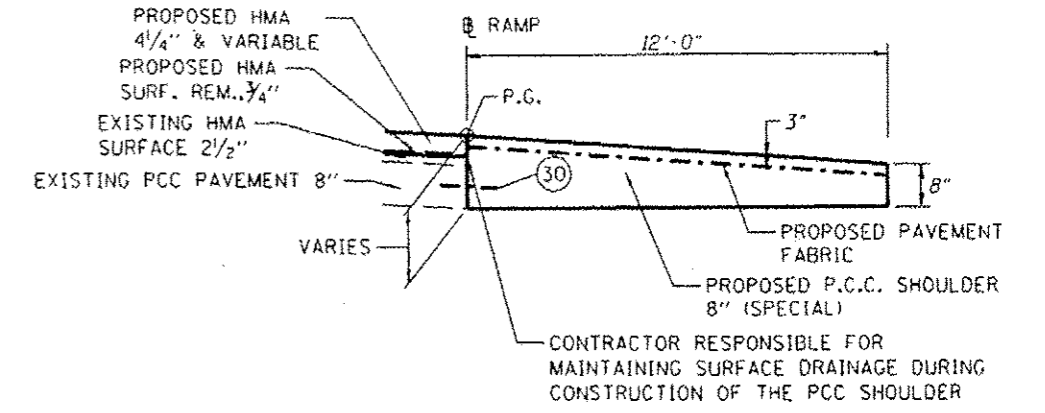
PROPOSED RAMP TERMINAL TYPICAL SECTION

(IL 4 INTERCHANGE)

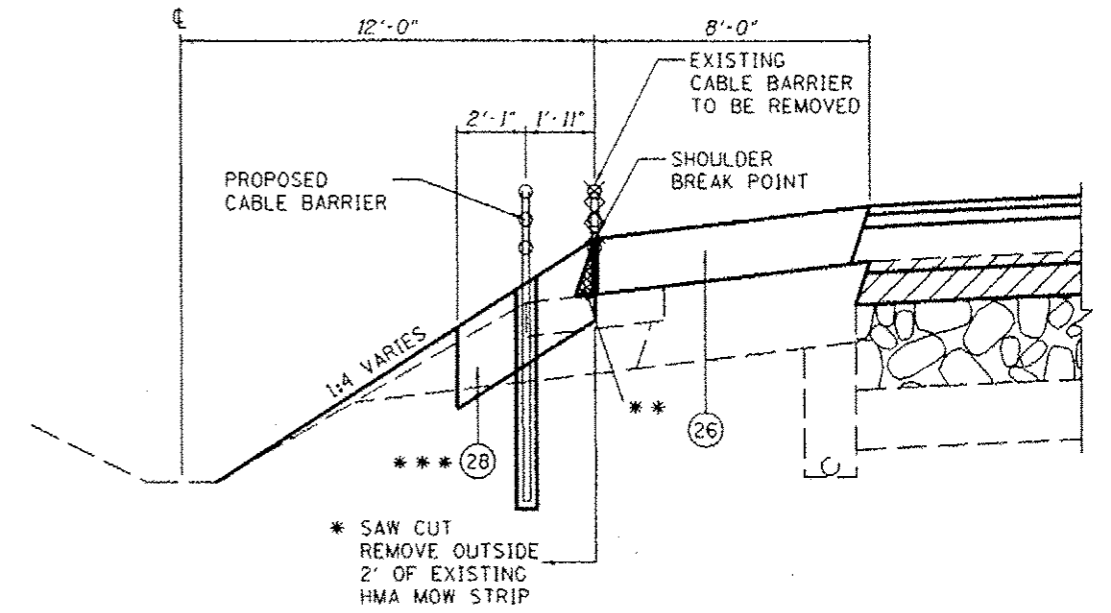
(IL 4)
 STA. 115+28.37 TO STA. 124+59.72
 STA. 200+00.21 TO STA. 205+32.82
 STA. 315+03.26 TO STA. 324+50.13
 STA. 400+13.09 TO STA. 405+31.69



REVISÉ 6-6-13



PROPOSED RAMP P.C.C. SHOULDER DETAIL



RELOCATION OF CABLE BARRIER TYPICAL SECTION

(SEE PLANS FOR LOCATION)

* TO BE PAID FOR AT THE CONTRACT UNIT PRICE 50. YD. FOR PAVED SHOULDER REMOVAL INCLUDING SAW CUT.

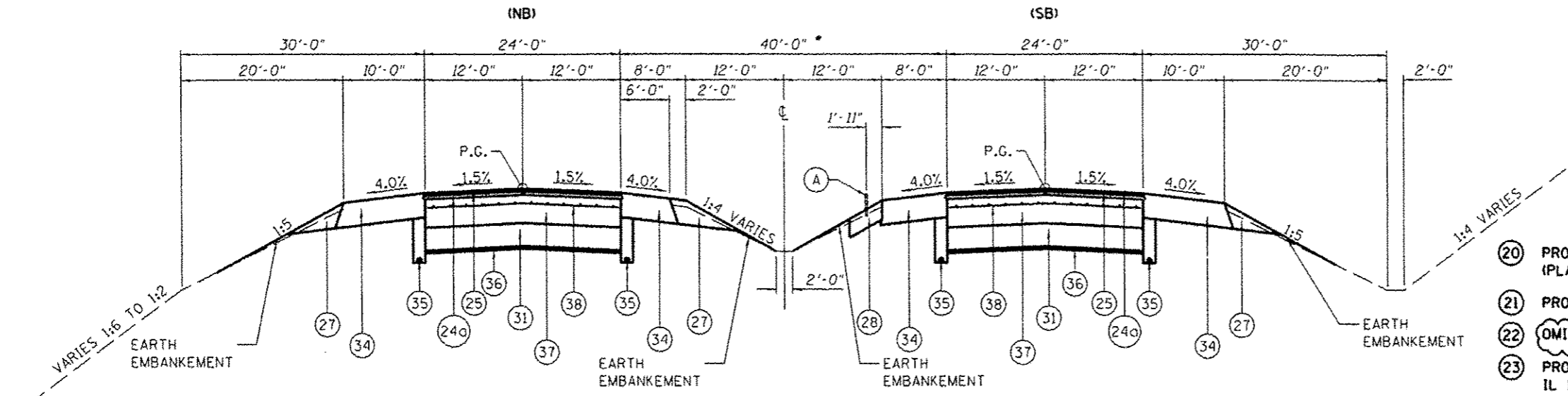
** THE OUTSIDE FACE OF THE PROPOSED HMA SHOULDER VARIABLE DEPTH SHALL BE CLEANED AND SQUARED TO THE SATISFACTION OF THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST OF "WEED CONTROL MOWING STRIP (SPECIAL)".

*** THE CONTRACTOR SHALL HAVE THE OPTION TO USE 4" PORTLAND CEMENT CONCRETE (SECTION 424 OF THE STANDARD SPECIFICATIONS) OR 5" HOT-MIX ASPHALT (SECTION 482 OF THE STANDARD SPECIFICATIONS). SEE SPECIAL PROVISION "WEED CONTROL MOWING STRIP (SPECIAL)".

FILE NAME	USER NAME	DESIGNED	REVISÉ	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
DATE	DATE	DATE	DATE			55	MADISON	212	13	
PLOT SCALE	PLOT DATE	CHECKED	REVISÉ			CONTRACT NO. 16099				
PLOT DATE	DATE	DATE	DATE			SCALE: SHEET NO. OF SHEETS STA. TO STA.				

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

• (SEE EXISTING TYPICAL SECTION)



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

NOTE: MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL MAY BE USED IN THE PROPOSED AGGREGATE SHOULDER, TYPE B

MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL SHALL NOT BE USED IN THE EARTH EMBANKMENT.

STA. 547+50 TO STA. 552+82 (S.E.-0.019'/FT) NB
 STA. 552+85 TO STA. 555+00 NB
 STA. 640+00 TO STA. 649+00 NB
 STA. 546+00 TO STA. 552+36 SB
 STA. 552+36 TO STA. 553+50 (S.E.-0.018'/FT) SB
 STA. 640+00 TO STA. 648+50 SB

NOTES: SEE CRPCC PAVEMENT/FLEXIBLE CONNECTOR DETAIL FOR TYING TO PROPOSED HMA PAVEMENT.

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

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

- (20) PROPOSED HMA BASE COURSE WIDENING, 1 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) OMITTED
- (23) PROPOSED HMA BINDER COURSE, IL 19.OFG, N90 (VAR. DEPTH)
- (24) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.25"
- (24a) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.50"
- (25) PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA, N80 2"
- (26) PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- (27) PROPOSED AGGREGATE SHOULDER, TYPE B
- (28) CONTRACTOR MATERIAL OPTION (4" PCC OR 5" HMA) SEE SPECIAL PROVISION - WEED CONTROL MOWING STRIP (SPECIAL)
- (29) PROPOSED HMA SURFACE REMOVAL, 3/4" (SLOPE CORRECTIONS)
- (30) PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001) TIE BARS SHALL BE INCLUDED IN THE COST OF P.C.C. SHOULDERS 8" (SPECIAL).
- (31) PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- (32) NOT USED
- (33) PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- (34) PROPOSED HMA SHOULDER 12"
- (35) PROPOSED PIPE UNDERDRAINS 6"
- (36) PROPOSED SUBGRADE REINFORCEMENT
- (37) PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"
- (38) PROPOSED PAVEMENT REINFORCEMENT

REVISION: 6-6-13

FILE NAME J.D. Johnson, Dan & Oubenshery CONSULTING ENGINEERS Springfield, Illinois	USER NAME • USERS	DESIGNED -	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS	F.A.I. RTE. 55	SECTION 60:11:285:1	COUNTY MADISON	TOTAL SHEETS	SHEET NO.
	PLOT SCALE • SCALES PLOT DATE • DATES	DRAWN -	REVISOR -						212	20
	CHECKED - DATE	REVISOR -	REVISOR -						CONTRACT NO. 16099	ILLINOIS/FED. AID PROJECT

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80

LOCATION	TON
I-55	
SB STA. 519+00 TO STA. 521+50	74.7
NB STA. 519+00 TO STA. 521+50	74.7
SB STA. 546+00 TO STA. 553+50	224
NB STA. 547+50 TO STA. 555+00	224
SB STA. 640+00 TO STA. 648+00	253.9
NB STA. 640+00 TO STA. 649+00	268.8
IL 4 RAMP	
RAMP 1 STA. 100+27 TO STA. 101+37	73.0
STA. 101+37 TO STA. 113+06	232.8
STA. 113+06 TO STA. 115+28	41.4
STA. 115+28 TO STA. 124+60	121.8
RAMP 2 STA. 200+00 TO STA. 205+33	102.8
STA. 205+33 TO STA. 212+92	151.1
RAMP 3 STA. 300+26 TO STA. 301+27	68.0
STA. 301+27 TO STA. 312+80	229.6
STA. 312+80 TO STA. 315+03	41.6
STA. 315+03 TO STA. 324+50	123.7
RAMP 4 STA. 400+13 TO STA. 405+32	100.1
STA. 405+32 TO STA. 412+60	145.0
TOTAL =	2,551

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	SO. YD.
SB RT. STA. 546+00 TO RT. STA. 546+06	16
NB LT. STA. 547+50 TO LT. STA. 547+56	16
SB RT. STA. 553+44 TO RT. STA. 553+50	16
NB LT. STA. 554+94 TO LT. STA. 555+00	16
SB RT. STA. 640+00 TO RT. STA. 640+06	16
NB LT. STA. 640+00 TO LT. STA. 640+06	16
SB RT. STA. 648+44 TO RT. STA. 648+50	16
NB LT. STA. 648+94 TO LT. STA. 649+00	16
TOTAL =	128

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12" PAVEMENT REINFORCEMENT SUBGRADE REINFORCEMENT

LOCATION	CRPCC (SO. YD.)	PAVEMENT REIN. (SO. YD.)	SUBGRADE REIN. (SO. YD.)
IL 4			
SB RT. STA. 546+00 TO RT. STA. 553+50	2,000	2,000	2,000
NB LT. STA. 547+50 TO LT. STA. 555+00	2,000	2,000	2,000
CHURCH RD			
SB RT. STA. 640+00 TO RT. STA. 648+50	2,267	2,267	2,267
NB LT. STA. 640+00 TO LT. STA. 649+00	2,400	2,400	2,400
TOTAL =	8,667	8,667	8,667

MEDIAN REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 CONCRETE MEDIAN SURFACE, 4 INCH PRISMATIC CURB REFLECTOR

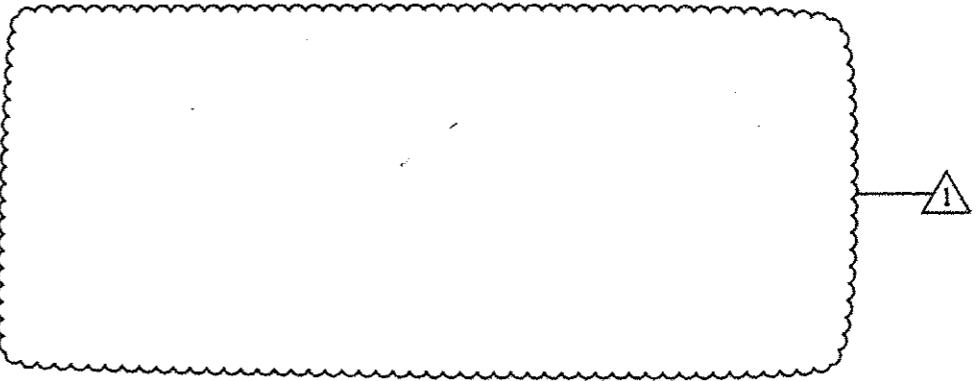
LOCATION	MEDIAN REMOVAL (SQ. FT.)	CC&G M-6.06 (FOOT)	CC&G M-6.24 (FOOT)	CONC. MED. SURF., 4" (SQ. FT.)	CURB REFLECTOR (EACH)
IL 4 RAMP					
RAMP 2					
RT. STA. 214+10	174	10	14	94	8
RAMP 4					
RT. STA. 413+75	436	22	32	264	10
TOTAL =	610	32	46	358	18

CONCRETE STRUCTURES REINFORCEMENT BARS, EPOXY COATED BAR SPLICERS

LOCATION	CONCRETE (CU. YD.)	REIN. BARS (POUND)	SPLICERS (EACH)
SB RT. STA. 546+03 TO RT. STA. 546+09	4.5	766.25	24
NB LT. STA. 547+53 TO LT. STA. 547+59	4.5	766.25	24
SB RT. STA. 553+41 TO RT. STA. 553+47	4.5	766.25	24
NB LT. STA. 554+91 TO LT. STA. 554+97	4.5	766.25	24
SB RT. STA. 640+03 TO RT. STA. 640+09	4.5	766.25	24
NB LT. STA. 640+03 TO LT. STA. 640+09	4.5	766.25	24
SB RT. STA. 648+41 TO RT. STA. 648+47	4.5	766.25	24
NB LT. STA. 648+91 TO LT. STA. 648+97	4.5	766.25	24
TOTAL =	36.0	6,130	192

PORTLAND CEMENT CONCRETE PAVEMENT 10" PROTECTIVE COAT HOT-MIX ASPHALT SHOULDERS, 8"

LOCATION	PCC PAVEMENT 10" (SQ. YD.)	PROT. COAT (SQ. YD.)	HMA SHOULDERS 8" (SQ. YD.)
IL 4 RAMP			
RAMP 2			
STA. 212+95.14 TO STA. 214+27.87	567	567	62
RAMP 4			
STA. 412+60.17 TO STA. 413+95.25	570	570	60
TOTAL =	1,137	1,137	122



REVISD 6-6-13

PAVEMENT REMOVAL	
LOCATION	SO. YD.
SB RT. STA. 546+00 TO RT. STA. 553+50	2,000
NB LT. STA. 547+50 TO LT. STA. 555+00	2,000
SB RT. STA. 640+00 TO RT. STA. 648+50	2,267
NB LT. STA. 640+00 TO LT. STA. 649+00	2,400
IL 4 RAMP	
RAMP 2 STA. 212+95.14 TO STA. 214+27.87	567
RAMP 4 STA. 412+60.17 TO STA. 413+95.25	570
TOTAL *	9,804

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	
LOCATION	SO. YD.
SB RT. STA. 521+50 TO RT. STA. 546+00	6,533
NB LT. STA. 521+50 TO LT. STA. 547+50	6,935
SB RT. STA. 553+50 TO RT. STA. 640+00	23,067
NB LT. STA. 555+00 TO LT. STA. 640+00	22,667
SB RT. STA. 648+50 TO RT. STA. 670+00	5,733
NB LT. STA. 649+00 TO LT. STA. 670+00	5,600
TOTAL *	70,533

NOT A PAY ITEM - FOR INFORMATION ONLY

PAY FOR PERFORMANCE (MAINLINE SURFACE AND BINDER COURSES ONLY)	
LOCATION	EST. QTY. (TON)
I-55	
SB STA. 519+00 TO STA. 521+50	168
SB STA. 521+50 TO STA. 546+00	5,517
SB STA. 546+00 TO STA. 553+50	504
SB STA. 553+50 TO STA. 640+00	19,505
SB STA. 640+00 TO STA. 648+00	571
SB STA. 648+00 TO STA. 670+00	4,935
NB STA. 519+00 TO STA. 521+50	
NB STA. 521+50 TO STA. 547+50	5,886
NB STA. 547+50 TO STA. 555+00	504
NB STA. 555+00 TO STA. 640+00	13,497
NB STA. 640+00 TO STA. 649+00	605
NB STA. 649+00 TO STA. 670+00	4,691
TOTAL *	62,501

PAVED SHOULDER REMOVAL		
LOCATION	WIDTH	SO. YD.
(PRE-STAGE CONSTRUCTION)		
SB I-55 (OUTSIDE SHOULDER) (OMITTED RAMP)		
RT. STA. 519+00 TO RT. STA. 532+50	4	600
RT. STA. 537+66 TO RT. STA. 558+00	4	904
RT. STA. 567+40 TO RT. STA. 670+00	4	4,560
NB I-55 (OUTSIDE SHOULDER) (OMITTED RAMP)		
LT. STA. 519+00 TO LT. STA. 532+80	4	615
LT. STA. 542+15 TO LT. STA. 563+85	4	964
LT. STA. 569+15 TO LT. STA. 670+00	4	4,482
SUBTOTAL *		12,123
(REMOVAL OF EXISTING MOW STRIP-HTC)		
SB I-55 RT. STA. 519+00 TO RT. STA. 566+45	2	1,054
NB I-55 LT. STA. 565+92 TO LT. STA. 643+00	2	1,712
SB I-55 RT. STA. 644+50 TO RT. STA. 668+00	2	522
SUBTOTAL *		3,288
IL 4 INTERCHANGE (REPLACE WITH THE CRPCC PAVEMENT)		
SB I-55 D.L. RT. STA. 546+00 TO RT. STA. 553+50	10	833
SB I-55 P.L. RT. STA. 546+00 TO RT. STA. 553+50	8	667
NB I-55 P.L. LT. STA. 547+50 TO LT. STA. 555+00	6	500
NB I-55 D.L. LT. STA. 547+50 TO LT. STA. 555+00	10	833
CHURCH RD (REPLACE WITH THE CRPCC PAVEMENT)		
SB I-55 D.L. RT. STA. 640+00 TO RT. STA. 648+50	10	944
SB I-55 P.L. RT. STA. 640+00 TO RT. STA. 644+50	6	500
SB I-55 P.L. RT. STA. 644+50 TO RT. STA. 648+50	8	356
NB I-55 P.L. LT. STA. 640+00 TO LT. STA. 643+00	8	267
NB I-55 P.L. LT. STA. 643+00 TO LT. STA. 649+00	6	400
NB I-55 D.L. LT. STA. 640+00 TO LT. STA. 649+00	10	1,000
SUBTOTAL *		6,100
IL 4 RAMP (OUTSIDE SHOULDER)		
RAMP 1 STA. 100+00 TO STA. 115+28	6	1,019
RAMP 2 STA. 205+33 TO STA. 214+50	6	611
RAMP 3 STA. 300+00 TO STA. 315+03	6	1,002
RAMP 4 STA. 405+32 TO STA. 414+18	6	591
IL 4 RAMP (INSIDE SHOULDER)		
RAMP 2 STA. 212+92 TO STA. 214+32	4	62
RAMP 4 STA. 412+60 TO STA. 413+95	4	60
SUBTOTAL *		3,345
TOTAL *		24,856

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	
LOCATION	SO. YD.
LT. STA. 519+40 TO LT. STA. 547+50	7,493
RT. STA. 519+40 TO RT. STA. 546+00	7,093
LT. STA. 555+00 TO LT. STA. 640+00	22,667
RT. STA. 553+50 TO RT. STA. 640+00	23,067
LT. STA. 649+00 TO LT. STA. 668+00	5,067
RT. STA. 648+50 TO RT. STA. 668+00	5,200
IL 4 RAMP	
RAMP 1 STA. 113+06 TO STA. 124+60	2,276
RAMP 2 STA. 200+00 TO STA. 206+62	1,542
RAMP 3 STA. 312+80 TO STA. 324+50	2,490
RAMP 4 STA. 400+13 TO STA. 406+62	1,302
TOTAL *	77,997

MATERIAL TRANSFER DEVICE	
LOCATION	TON
ONLY POLYMERIZED HMA BINDER & SURFACE COURSE	
SB STA. 519+00 TO STA. 670+00	4,510
NB STA. 519+00 TO STA. 670+00	4,510
IL 4 RAMP	
RAMP 1	
STA. 100+27 TO STA. 115+28	321
STA. 115+28 TO STA. 124+60	122
RAMP 2	
STA. 200+00 TO STA. 205+33	103
STA. 205+33 TO STA. 212+32	151
RAMP 3	
STA. 300+26 TO STA. 315+03	315
STA. 315+03 TO STA. 324+50	124
RAMP 4	
STA. 400+13 TO STA. 405+32	100
STA. 405+32 TO STA. 412+60	145
TOTAL *	10,401

HOT-MIX ASPHALT RESURFACING SCHEDULE						
LOCATION	HMA SURFACE BINDER COURSE IL-19.0, FG. N90		POLY. HMA BINDER COURSE IL-19.0, FG. N90	POLY. HMA SURFACE CRS. STONE MATRIX ASPHALT. N80		VAR. DEPTH
	(TON)	2 1/2 IN	(TON)	2 IN	(TON)	
SB						
521+50 TO 546+50	3,871	915			732	
553+50 TO 640+50	13,892	3,229			2,583	
648+50 TO 670+00	3,490	803			642	
NB						
521+50 TO 547+50	4,139	971			777	
555+00 TO 640+00	13,785	3,173			2,539	
649+00 TO 670+00	3,280	784			627	
TOTAL	42,267	9,875			7,900	

HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	
LOCATION	SO. YD.
IL 4 RAMP	
RAMP 1 STA. 101+07 TO STA. 113+06	2,664
RAMP 2 STA. 206+62 TO STA. 213+92	1,622
RAMP 3 STA. 300+97 TO STA. 312+80	2,629
RAMP 4 STA. 406+62 TO STA. 412+60	1,329
TOTAL *	8,244

REVISOR 6-6-13

BEGIN PROJECT
STA. 250+00

① STA. 520+65 TO STA. 522+69
REMOVE EXIST. 18" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE I 18" X 20"
CONNECT TO EXIST. INLETS AT
STA. 520+65 AND STA. 522+69 W/COLLAR (2)

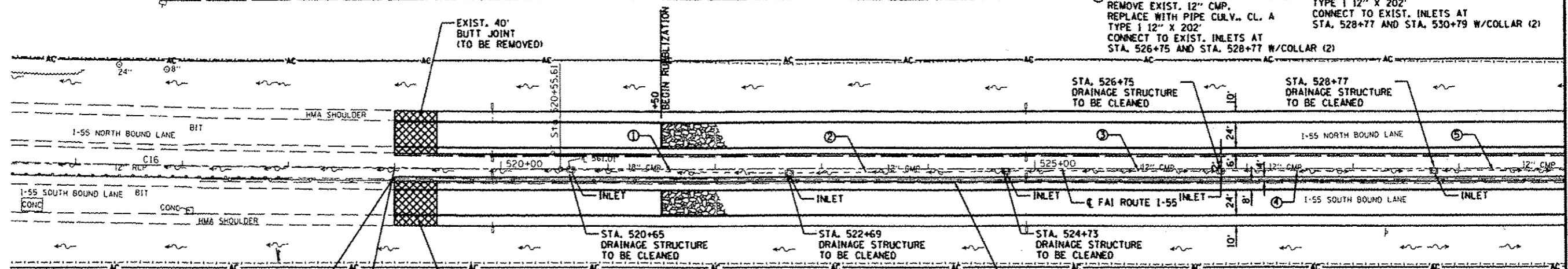
② STA. 522+69 TO STA. 524+73
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE I 12" X 20"
CONNECT TO EXIST. INLETS AT
STA. 522+69 AND STA. 524+73 W/COLLAR (2)

③ STA. 524+73 TO STA. 526+75
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE I 12" X 20"
CONNECT TO EXIST. INLETS AT
STA. 524+73 AND STA. 526+75 W/COLLAR (2)

④ STA. 526+75 TO STA. 528+77
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE I 12" X 20"
CONNECT TO EXIST. INLETS AT
STA. 526+75 AND STA. 528+77 W/COLLAR (2)

⑤ STA. 528+77 TO STA. 530+79
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE I 12" X 20"
CONNECT TO EXIST. INLETS AT
STA. 528+77 AND STA. 530+79 W/COLLAR (2)

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

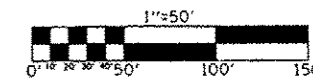


EXIST. CURVE C16
PI STA. = 513+73.88
Δ = 4° 05' 32" (LT)
D = 0° 18' 00"
R = 19,098.60'
T = 682.31'
L = 1,364.04'
E = 12.18'
e = N.C.
P.C. STA. = 506+91.57
P.T. STA. = 520+55.61

STA. 519+00
BEGIN PROPOSED HTC CABLE
MEDIAN BARRIER
CONST. TERMINAL SECTION FOR EXISTING
HTC CABLE MEDIAN BARRIER
(PER MANUFACTURER'S SPECIFICATIONS)

BEGIN CONSTRUCTION
STA. 519+00

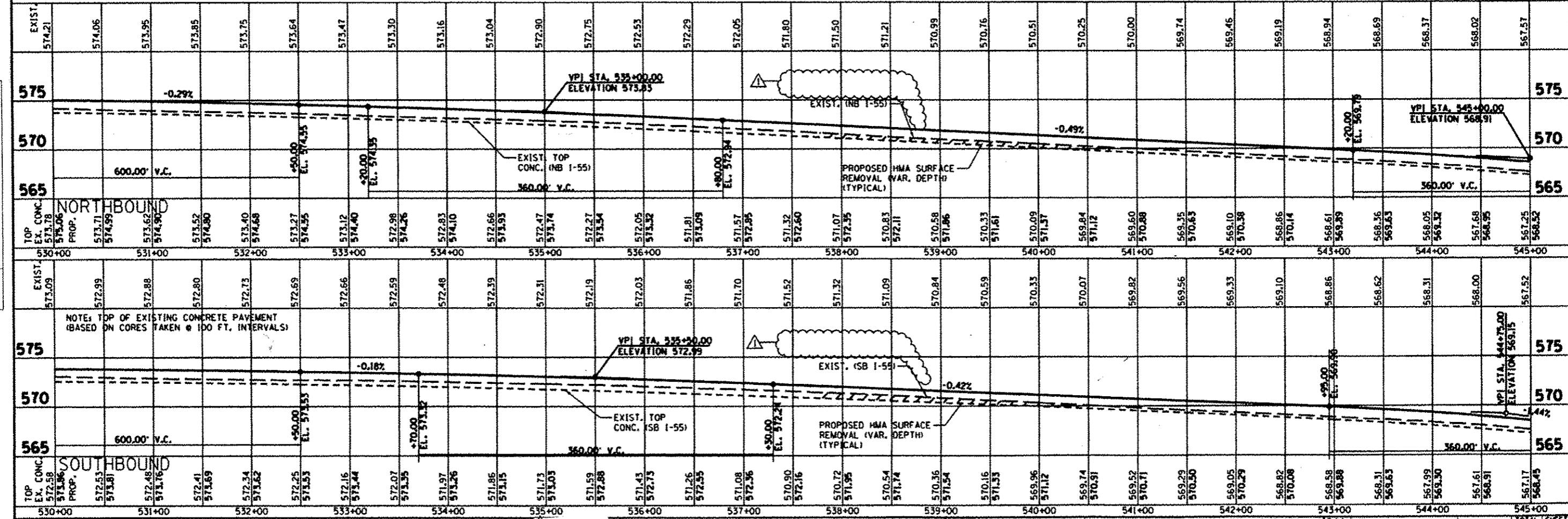
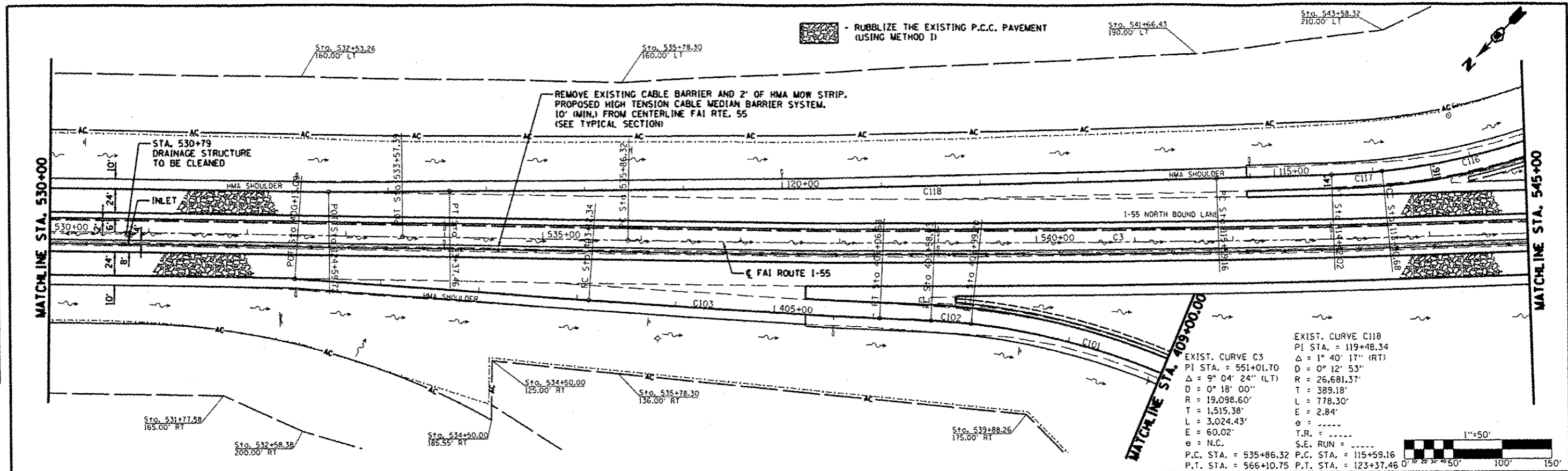
NOTE:
PROFILE GRADES ARE SHOWN ALONG CENTERLINE OF N.B. & S.B. LANES



NORTHBOUND		SOUTHBOUND	
EXIST.	PROP.	EXIST.	PROP.
575		575	
570		570	
565		565	
571.51	571.03	570.74	570.39
571.83	571.51	571.16	570.74
572.37	571.83	571.59	571.16
572.87	572.34	571.95	571.45
573.27	572.67	572.29	571.73
573.50	573.64	572.47	572.68
573.77	574.00	572.63	573.00
573.89	574.29	572.67	573.13
573.93	574.51	572.69	573.25
573.97	574.40	572.76	573.45
574.03	574.66	572.84	573.57
574.08	574.79	572.92	573.70
574.14	574.85	573.00	573.82
574.20	574.90	573.07	573.94
574.26	574.96	573.13	574.06
574.32	575.02	573.12	574.18
574.38	575.07	573.10	574.30
574.44	575.12	573.12	574.42
574.45	575.15	573.15	574.54
574.45	575.17	573.17	574.66
574.45	575.18	573.17	574.78
574.41	575.16	573.19	574.90
574.37	575.15	573.15	575.02
574.21	575.11	573.09	575.14
574.21	575.06	573.09	575.26

DATE	
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FAI ROUTE 55 (I-55)

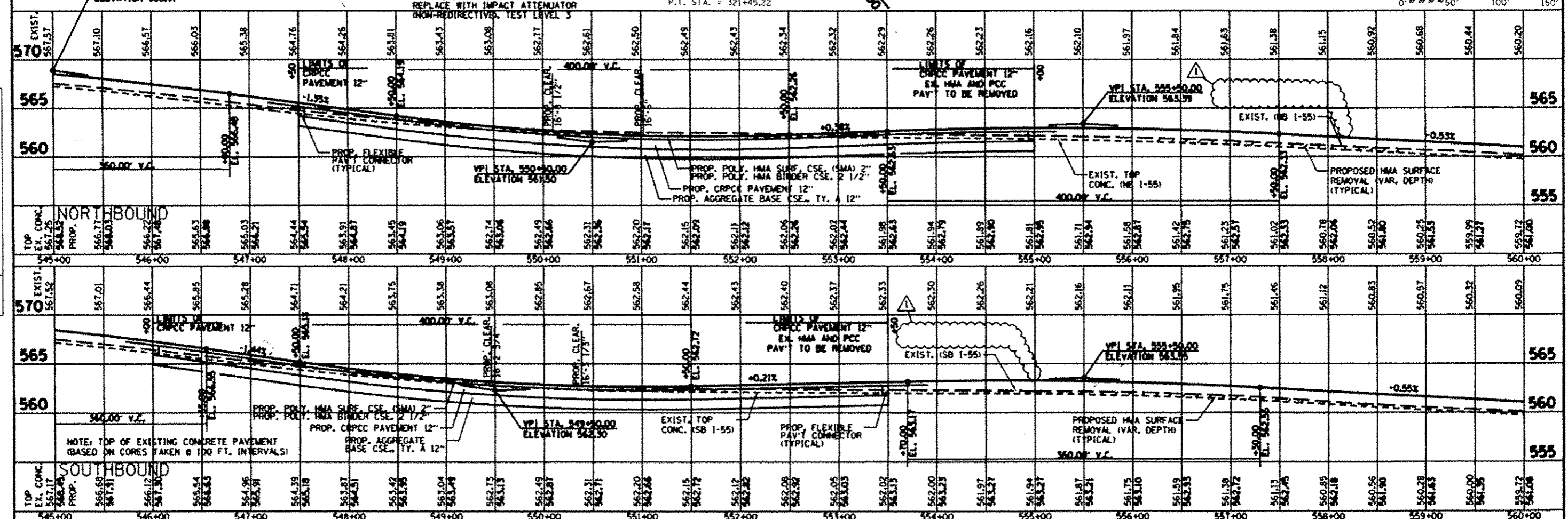
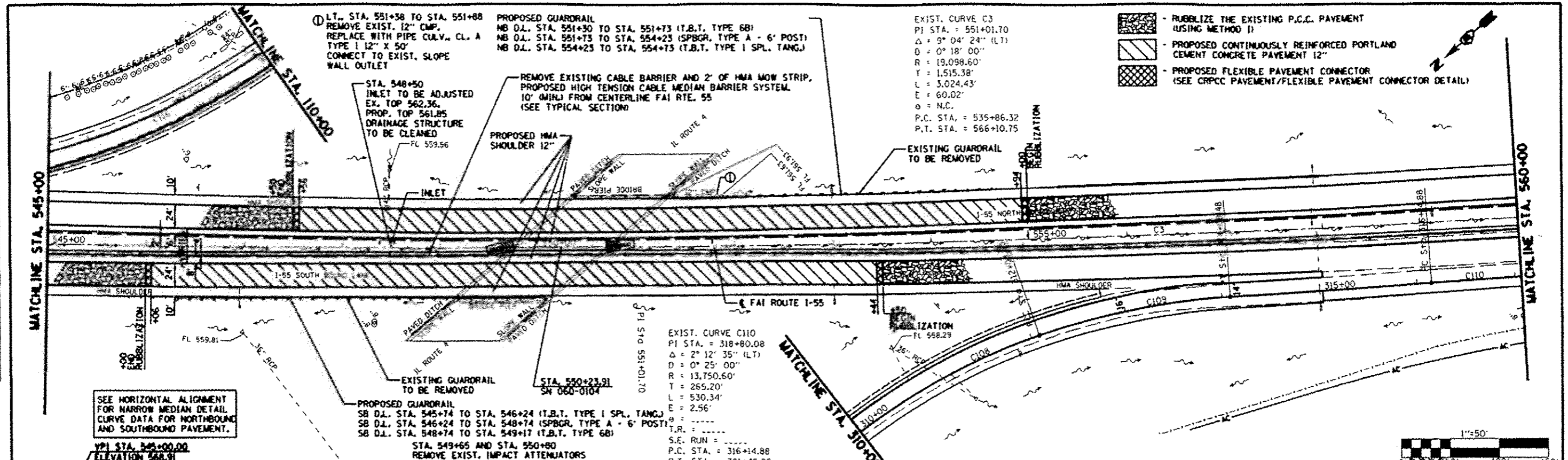
SECTION: 60-11.2MS-3 COUNTY: MADISON TOTAL SHEETS: 212 SHEET NO.: 36

SCALE: 1" = 50' CONTRACT NO. 76099

DESIGNED: [Signature] CHECKED: [Signature] DRAWN: [Signature] CHECKED: [Signature]

DATE	
BY	
PROJECT	
PROJ. NO.	
NOT. BOOK	
PLAN NO.	
FILE NAME	

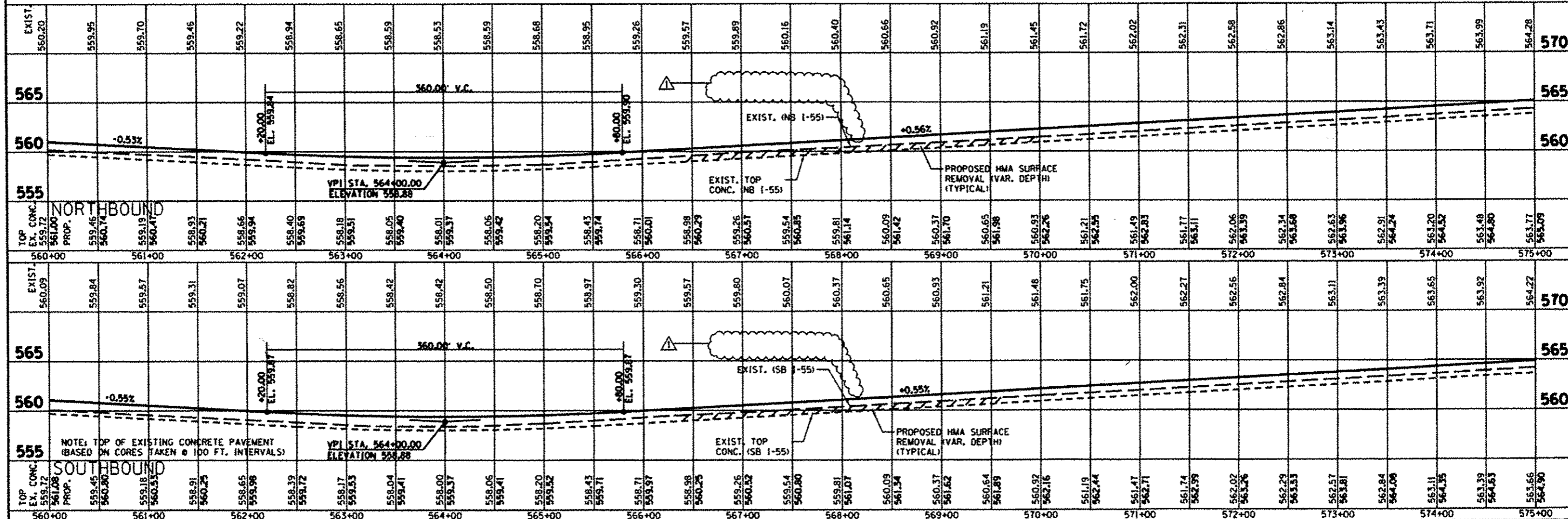
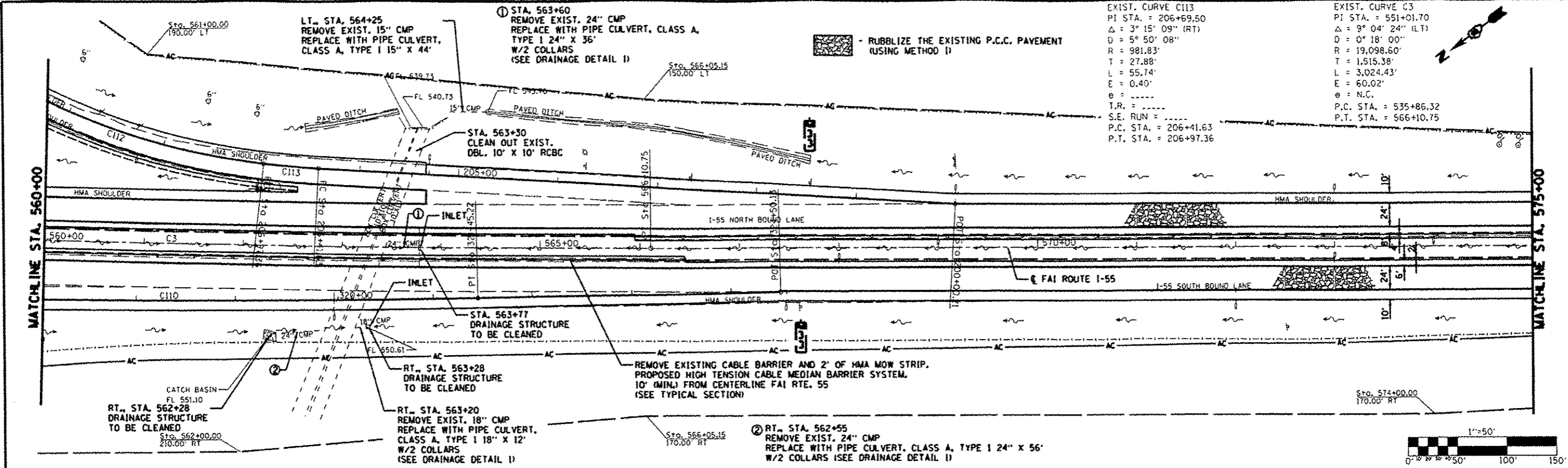
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PROJECT	
PROJ. NO.	
NOT. BOOK	
PROFILE NO.	
FILE NAME	



DESIGNED	REVISION	6-6-13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	SECTION 60-112RS-3	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 37
CHECKED	REVISION							
DRAWN	REVISION							
CHECKED	REVISION							
CHECKED	REVISION							

DATE	
BY	
PLAN	
REVISED	
ALIGNED	
NOTED	
NO.	

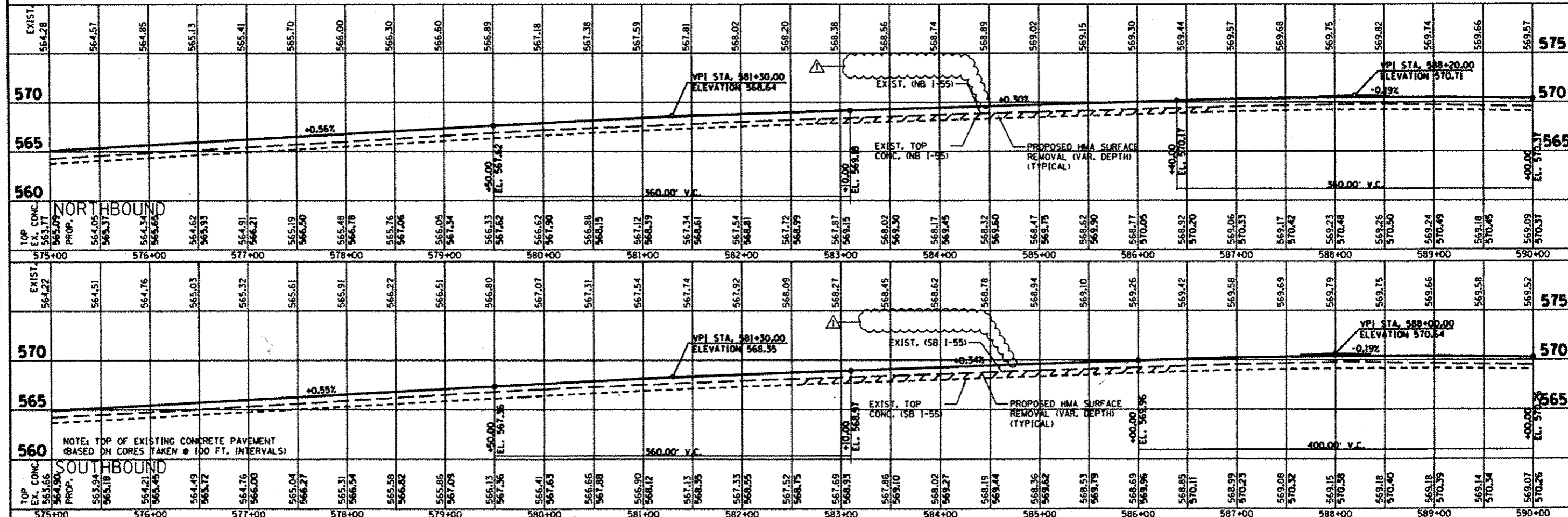
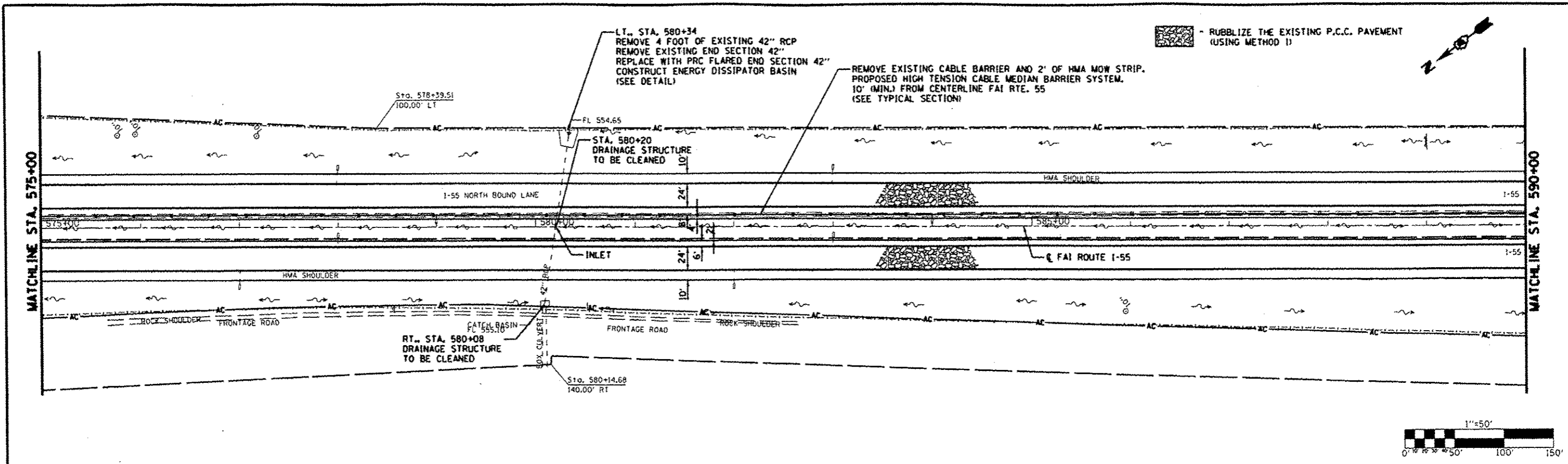
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PROFILE	
REVISED	
ALIGNED	
NOTED	
NO.	



FILE NAME	USER NAME	DESIGNED	REVISION	STATE OF ILLINOIS	FAI ROUTE 55 (I-55)	P.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED	REVISION	DEPARTMENT OF TRANSPORTATION		55	60-11.2RS-3	MADISON	212	38
		DRAWN	REVISION							
		CHECKED	REVISION							
				SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. 560+00 TO STA. 575+00		CONTRACT NO. 76099		

DATE	
BY	
REVISIONS	
PLANNED	
DESIGNED	
CHECKED	
DRAWN	
DATE	
BY	
NO.	

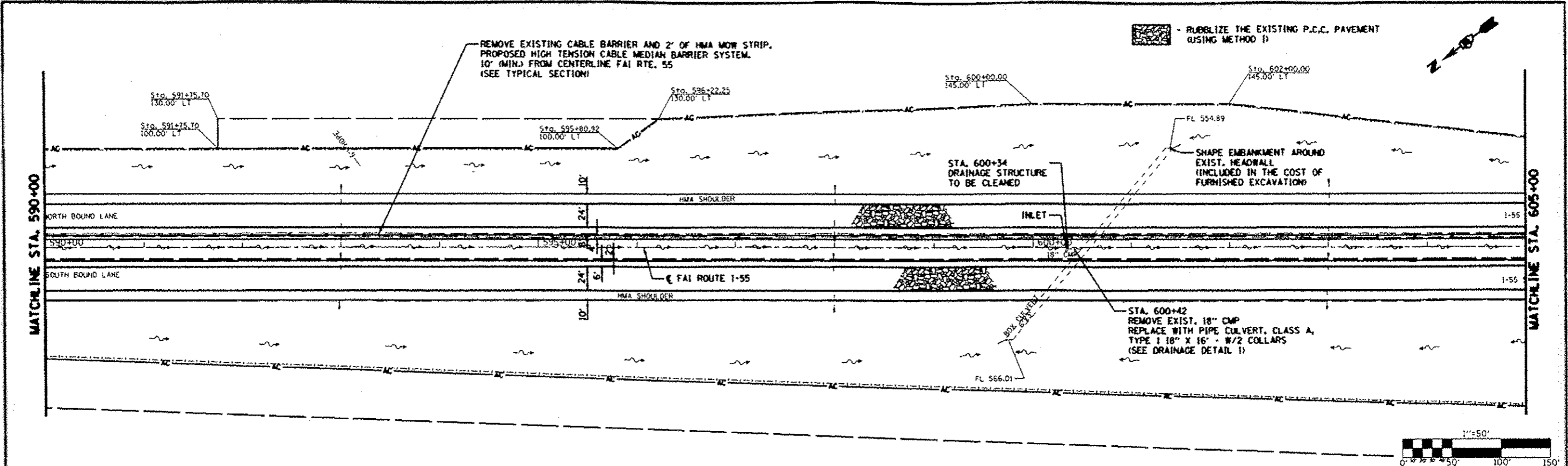
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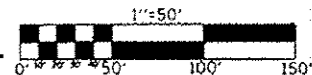
FILE NAME	USER NAME	DESIGNED	REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	F.A.I. RTE. 55	SECTION 60-1.2(RS-3)	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 39	CONTRACT NO. T6099
PROJECT	DATE	CHECKED	REVISIONS	SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. 575+00 TO STA. 590+00	(ILLINOIS) FED. AID PROJECT				

DATE	
BY	
REVISIONS	
NO.	DESCRIPTION
1	AS SHOWN
2	AS SHOWN
3	AS SHOWN
4	AS SHOWN
5	AS SHOWN
6	AS SHOWN
7	AS SHOWN
8	AS SHOWN
9	AS SHOWN
10	AS SHOWN

DATE	
BY	
REVISIONS	
NO.	DESCRIPTION
1	AS SHOWN
2	AS SHOWN
3	AS SHOWN
4	AS SHOWN
5	AS SHOWN
6	AS SHOWN
7	AS SHOWN
8	AS SHOWN
9	AS SHOWN
10	AS SHOWN



EXIST. ELEV.	569.57	569.47	569.41	569.34	569.26	569.19	569.10	569.00	568.90	568.78	568.66	568.55	568.47	568.38	568.30	568.20	568.09	567.97	567.86	567.75	567.65	567.54	567.48	567.43	567.35	567.26	567.17	567.08	566.98	566.88	566.78		
570																																	570
565																																	565
TOP EX. CONC. (NB 1-55)	569.37	569.30	569.22	569.14	569.07	568.97	568.86	568.74	568.61	568.53	568.47	568.36	568.25	568.15	568.06	567.97	567.87	567.76	567.65	567.57	567.47	567.38	567.28	567.18	567.08	566.98	566.88	566.78	566.68	566.58	566.48	566.38	
PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)																																	
EXIST. TOP CONC. (SB 1-55)	569.52	569.45	569.37	569.29	569.21	569.14	569.07	568.97	568.86	568.74	568.61	568.53	568.47	568.36	568.25	568.15	568.06	567.97	567.87	567.76	567.65	567.57	567.47	567.38	567.28	567.18	567.08	566.98	566.88	566.78	566.68	566.58	566.48
PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)																																	
TOP EX. CONC. (SB 1-55)	569.07	569.00	568.92	568.84	568.76	568.68	568.60	568.52	568.44	568.36	568.28	568.20	568.12	568.04	567.96	567.88	567.80	567.72	567.64	567.56	567.48	567.40	567.32	567.24	567.16	567.08	567.00	566.92	566.84	566.76	566.68	566.60	566.52
PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)																																	
TOP EX. CONC. (SB 1-55)	569.07	569.00	568.92	568.84	568.76	568.68	568.60	568.52	568.44	568.36	568.28	568.20	568.12	568.04	567.96	567.88	567.80	567.72	567.64	567.56	567.48	567.40	567.32	567.24	567.16	567.08	567.00	566.92	566.84	566.76	566.68	566.60	566.52
PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)																																	

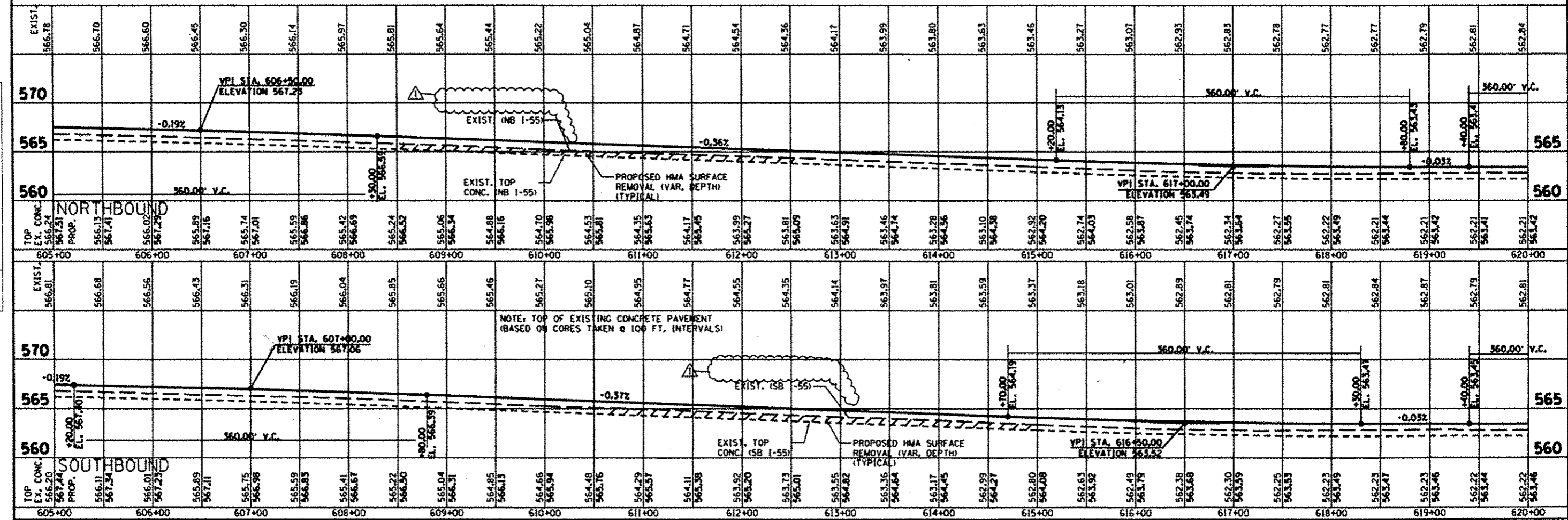
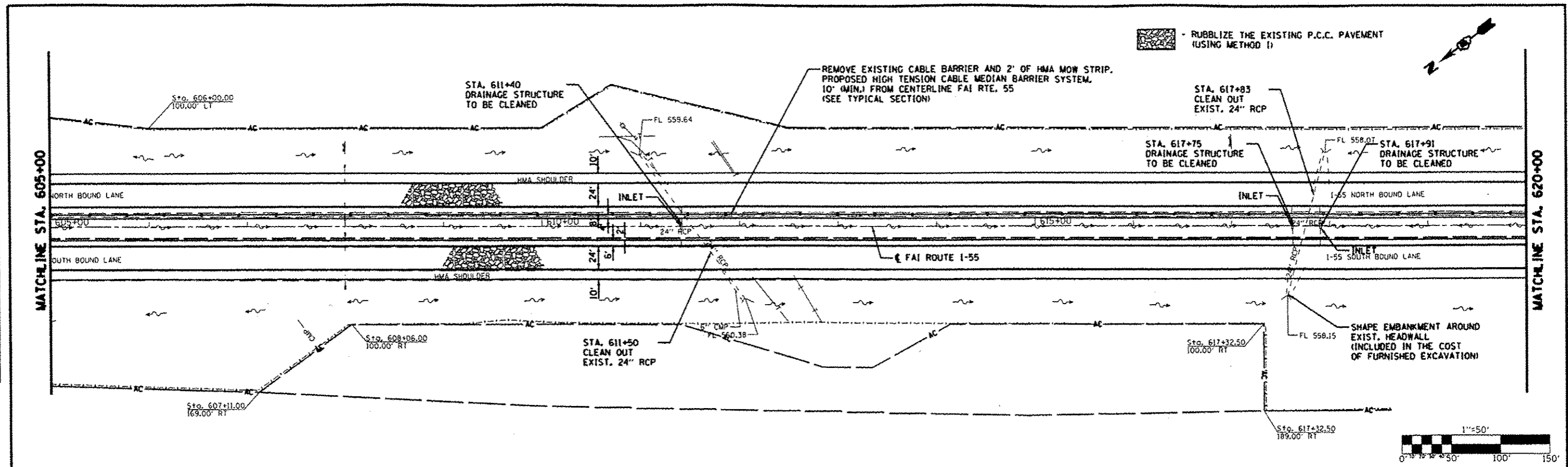


FILE NAME	USER NAME - MGRSR	DESIGNED	REVISIONS	STATE OF ILLINOIS	FAI ROUTE 55 (I-55)	SECTION	COUNTY
FILE NO.		CHECKED	REVISIONS	DEPARTMENT OF TRANSPORTATION		60-(L)2RS-3	MADISON
DATE		DRAWN	REVISIONS				212
		CHECKED	REVISIONS				40
							CONTRACT NO. 76099

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 590+00 TO STA. 605+00

DATE	
BY	
REVISION	
NO.	
DATE	
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REVISION	
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DATE	
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REVISION	
NO.	

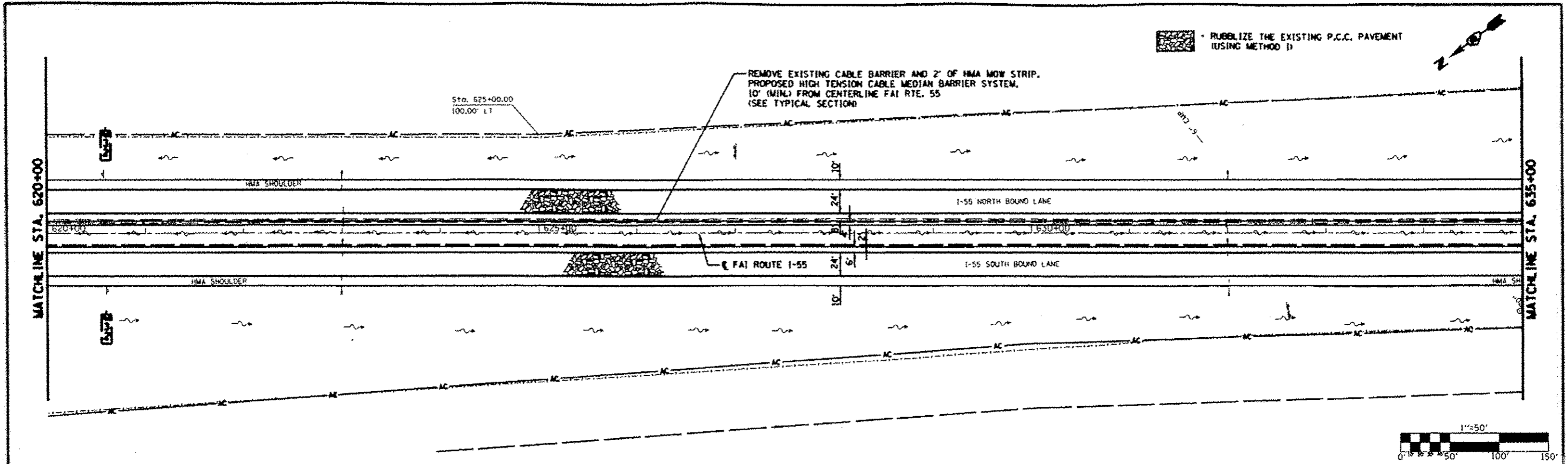


FILE NAME	USER NAME	DESIGNED	REVISION	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 605+00 TO STA. 620+00	COUNTY MADISON	SECTION 60-II-2RS-3	TOTAL SHEETS 212	CONTRACT NO. 76099
#FILES		CHECKED	6-6-13							
		DRAWN								
		CHECKED								

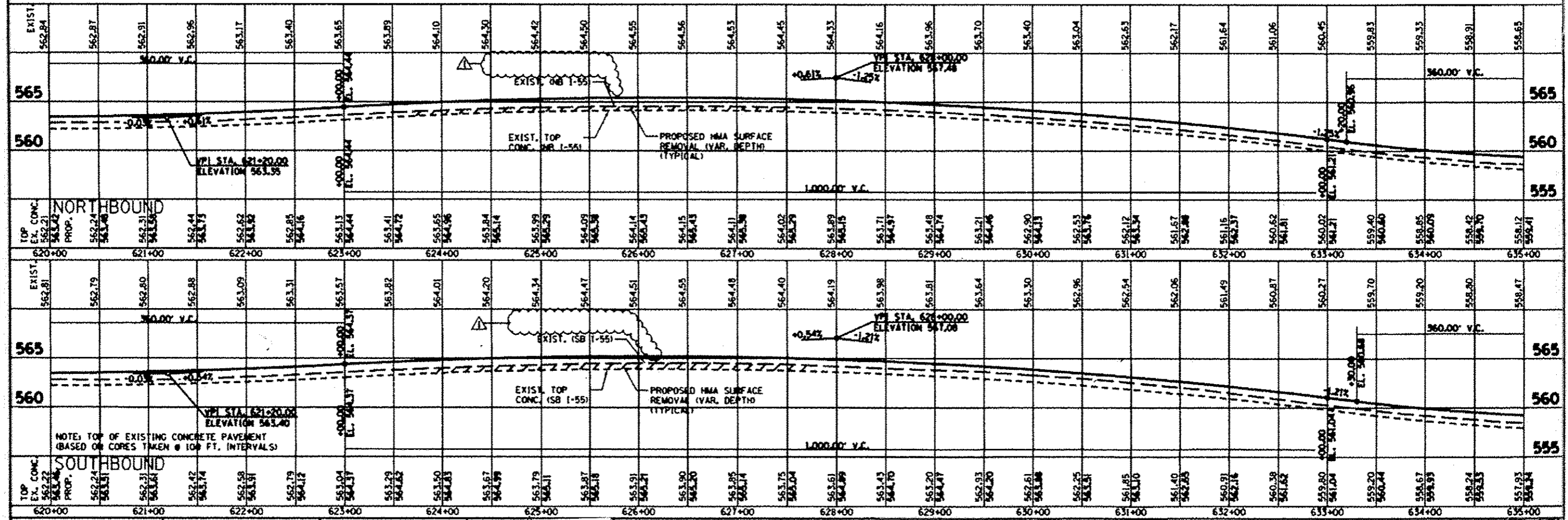
JD Johnson, Deas & O'Leary
CONSULTING ENGINEERS
Springfield, Illinois

ILLINOIS FED. AID PROJECT

DATE	
BY	
PROJECT	
NO.	
DATE	
BY	
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DATE	
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PROJECT	
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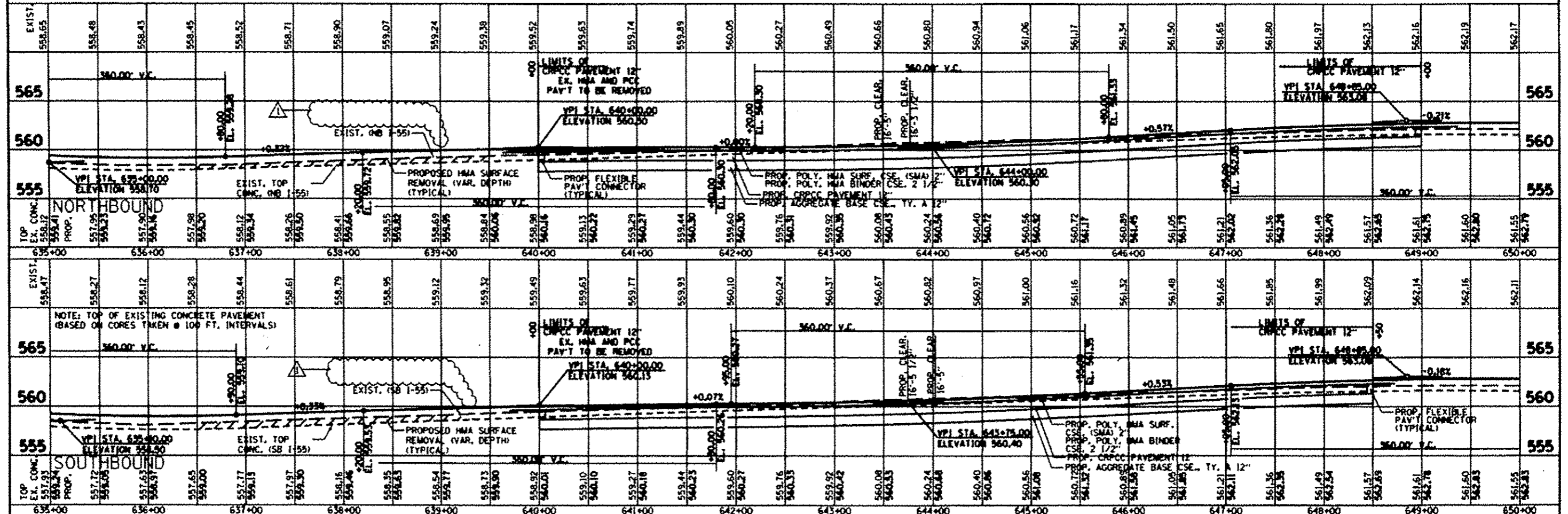
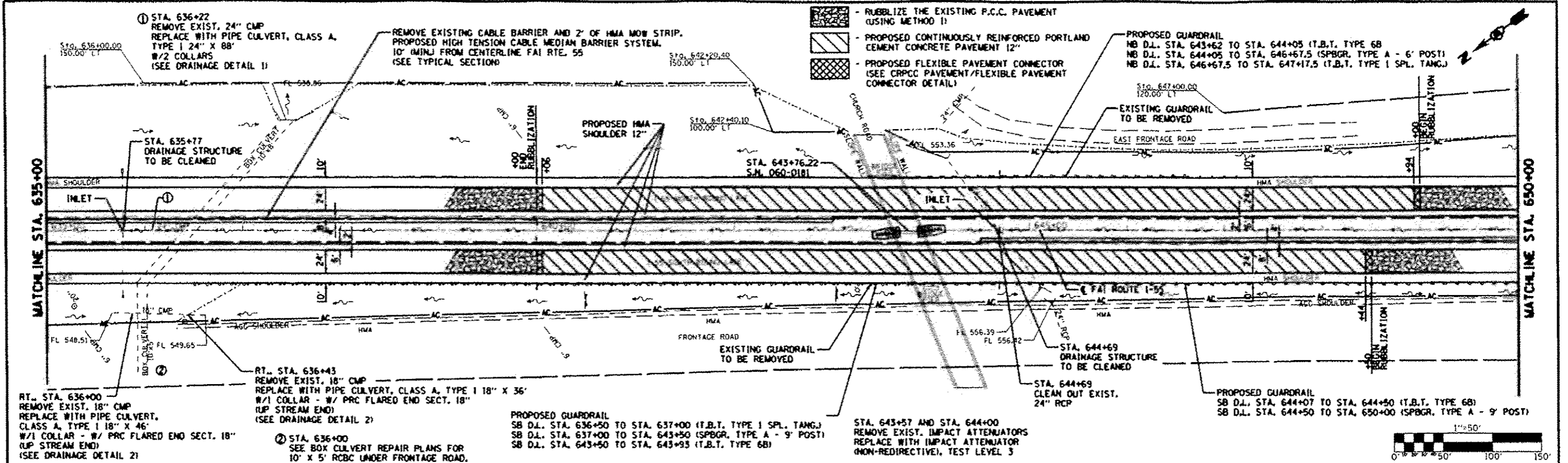


FILE NAME	USER NAME	DESIGNED	REVISION	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED	REVISION		60-1L295-3	MADISON	212	42
		DRAWN	REVISION					
		CHECKED	REVISION					

CONTRACT NO. 76099
 SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 620+00 TO STA. 635+00

PLAN	DATE
REVISED	BY
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

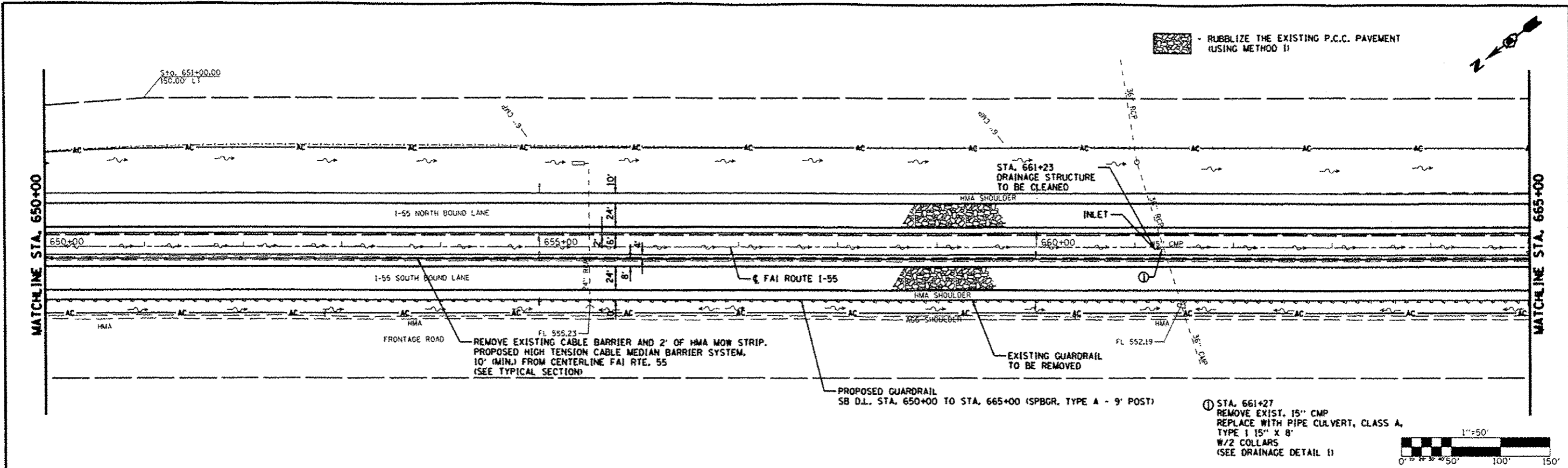
PROFILE	DATE
REVISED	BY
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	



FILE NAME	DESIGNED	REVISOR	STATE OF ILLINOIS	SECTION	COUNTY	TOTAL SHEETS
66-13	66-13	66-13	DEPARTMENT OF TRANSPORTATION	60-1293-3	MADISON	212
SCALE: 1" = 50'	CHECKED	REVISOR	FAI ROUTE 55 (I-55)	60-1293-3	MADISON	45
	66-13	66-13	SCALE: 1" = 50'	SECTION	COUNTY	TOTAL SHEETS
	66-13	66-13	SHEET NO. OF SHEETS	60-1293-3	MADISON	212
	66-13	66-13	STA. 635+00 TO STA. 650+00	CONTRACT NO. 76099		

DATE	
BY	
PROJECT	
PROJ. NO.	
NOTE BOOK	
NO.	
DATE	
BY	
PROJECT	
PROJ. NO.	
NOTE BOOK	
NO.	

DATE	
BY	
PROJECT	
PROJ. NO.	
NOTE BOOK	
NO.	
DATE	
BY	
PROJECT	
PROJ. NO.	
NOTE BOOK	
NO.	

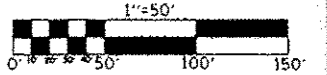
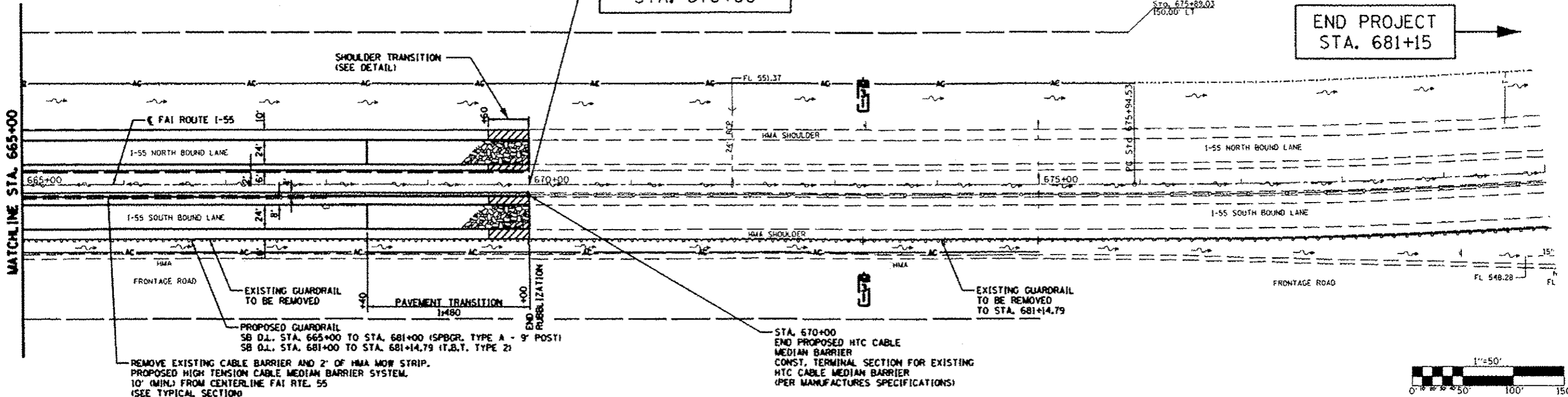


EXIST. EL.	562.17	562.13	562.00	561.88	561.78	561.67	561.54	561.40	561.24	561.12	561.03	560.93	560.82	560.72	560.63	560.54	560.47	560.38	560.30	560.19	560.07	559.96	559.86	559.77	559.69	559.58	559.46	559.38	559.31	559.21	559.11						
565																																					
560																																					
555																																					
TOP EX. CONC. PROP.	562.79	561.46	561.36	561.26	561.16	561.05	560.95	560.84	560.74	560.63	560.52	560.41	560.30	560.19	560.08	559.98	559.87	559.76	559.66	559.56	559.46	559.36	559.26	559.16	559.06	558.96	558.87	558.77	558.68	558.59	558.50						
650+00	651+00	652+00	653+00	654+00	655+00	656+00	657+00	658+00	659+00	660+00	661+00	662+00	663+00	664+00	665+00																						
EXIST. EL.	562.11	562.04	561.94	561.85	561.74	561.62	561.51	561.39	561.29	561.20	561.08	560.96	560.85	560.75	560.66	560.57	560.50	560.43	560.35	560.26	560.15	560.04	559.92	559.81	559.71	559.62	559.53	559.44	559.34	559.25	559.14						
565																																					
560																																					
555																																					
TOP EX. CONC. PROP.	562.83	561.46	561.36	561.26	561.16	561.06	560.96	560.86	560.77	560.68	560.60	560.51	560.43	560.34	560.26	560.17	560.08	559.99	559.90	559.81	559.71	559.62	559.52	559.43	559.33	559.23	559.13	559.03	558.93	558.82	558.72	558.62					
650+00	651+00	652+00	653+00	654+00	655+00	656+00	657+00	658+00	659+00	660+00	661+00	662+00	663+00	664+00	665+00																						

FILE NAME	USER NAME	DESIGNED	REVISION	STATE OF ILLINOIS	SECTION	COUNTY	TOTAL SHEETS
		CHECKED	6-6-13	DEPARTMENT OF TRANSPORTATION	60-112RS-3	MADISON	212 44
PROJECT	PLLOT SCALE	DRAWN	REVISION	SCALE: 1" = 50'	SHEET NO. OF SHEETS	CONTRACT NO.	
		CHECKED			STA. 650+00 TO STA. 665+00	76099	

END CONSTRUCTION
STA. 670+00

END PROJECT
STA. 681+15



NORTHBOUND				SOUTHBOUND			
EXIST. ELEV.	PROF. ELEV.	STATION	TYPE	EXIST. ELEV.	PROF. ELEV.	STATION	TYPE
559.11	559.04	665+00	EXIST. CONC.	559.14	559.01	665+00	EXIST. CONC.
558.87	559.32	666+00	EXIST. CONC.	558.86	559.51	666+00	EXIST. CONC.
558.76	559.15	667+00	EXIST. CONC.	558.78	559.29	667+00	EXIST. CONC.
558.66	559.06	668+00	EXIST. CONC.	558.68	559.19	668+00	EXIST. CONC.
558.58	558.97	669+00	EXIST. CONC.	558.57	559.10	669+00	EXIST. CONC.
558.57	558.90	670+00	EXIST. CONC.	558.58	559.02	670+00	EXIST. CONC.

NOTE: TOP OF EXISTING CONCRETE PAVEMENT (BASED ON CORES TAKEN @ 100 FT. INTERVALS)

PLAN
DATE
BY
CHECKED
SCALE
DATE
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CHECKED

PROFILE
DATE
BY
CHECKED
SCALE
DATE
BY
CHECKED

USER NAME: MUGER CHECKED: [Signature] DRAWN: [Signature] CHECKED: [Signature]	DESIGNED: [Signature] REVISED: [Signature] REVISED: [Signature] 6-6-13 REVISED: [Signature]	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55) SECTION 60-1(2)-R5-3 COUNTY MADISON CONTRACT NO. T6099
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SUGGESTED STAGE CONSTRUCTION PLAN

PRE-STAGE CONSTRUCTION WORK TO BE DONE PRIOR TO BEGINNING RECONSTRUCTION WORK
 USE TRAFFIC CONTROL STD. 701400 AND STD. 701401 DURING PRE-STAGE CONSTRUCTION WORK.

REMOVE 4 FEET OF EXISTING NB & SB DRIVING LANE SHOULDERS AND CONSTRUCT HMA BASE COURSE WIDENING, 11 1/2" AS SHOWN ON THE PRE-STAGE CONSTRUCTION TYPICAL SECTIONS. CONSTRUCT PIPE UNDERDRAIN, 6" PRIOR TO PLACEMENT OF HMA BASE COURSE WIDENING.

REMOVE 20" OF EXISTING NB & SB PASSING LANE SHOULDERS AND CONSTRUCT SHOULDER REMOVAL AND REPLACEMENT, 20" X 11 1/2" AS SHOWN ON THE PRE-STAGE CONSTRUCTION TYPICAL SECTIONS. CONSTRUCT PIPE UNDERDRAINS, 6" PRIOR TO PLACEMENT OF SHOULDER REMOVAL AND REPLACEMENT.

CONSTRUCT PATCHING IN BOTH NB AND SB DRIVING LANES.

PLACE HMA LEVELING BINDER IN BOTH NB AND SB DRIVING LANES AS DIRECTED BY THE ENGINEER.

TO REPLACE EDGELINES DISTURBED BY WIDENING AND PIPE UNDERDRAIN OPERATIONS, PLACE 4" PAINT PAVEMENT MARKING ON BOTH EDGES OF PAVEMENT FOR BOTH THE NB AND SB PAVEMENTS AS DIRECTED BY THE ENGINEER.

STAGE I
 (SOUTHBOUND I-55 STA. 519+00 TO STA. 670+00)

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

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING SOUTHBOUND PASSING LANE:

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING MAINLINE PCC PAVEMENT.
2. RUBBLIZE PCC PAVEMENT
3. CONSTRUCT HMA BINDER COURSE TO PLAN GRADES.
4. CONSTRUCT POLY HMA BINDER COURSE FOR PASSING LANE AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE EXISTING PAVEMENT MARKING ON THE DRIVING LANE AND PLACE TEMPORARY PAVEMENT MARKING FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12" AND FLEXIBLE CONNECTOR (SEE CRPCC PAVEMENT/FLEXIBLE CONNECTOR DETAIL).
5. CONSTRUCT POLYMERIZED HMA BINDER COURSE 2 1/2".
6. CONSTRUCT HMA SHOULDER 12".
7. PLACE TEMPORARY PAVEMENT MARKING FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

STAGE II
 (SOUTHBOUND I-55 STA. 519+00 TO STA. 670+00)

SET UP TRAFFIC CONTROL FOR CLOSING THE SOUTHBOUND DRIVING LANE AND I-4 INTERCHANGE SOUTHBOUND EXIT AND ENTRANCE RAMP, USING STD. 701400, STD. 701401 AND STD. 701451 AND AS SHOWN IN THE PLAN DETAILS. OPEN PASSING LANE TO TRAFFIC.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING SOUTHBOUND DRIVING LANE:

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING PCC PAVEMENT AND ADJACENT RAMP TERMINALS.
2. RUBBLIZE PCC PAVEMENT (MAINLINE ONLY)
3. CONSTRUCT HMA BINDER COURSE TO PLAN GRADES.
4. CONSTRUCT POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE TEMPORARY PAVEMENT MARKING FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH SOUTHBOUND LANES TO TRAFFIC.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12" AND FLEXIBLE CONNECTOR (SEE CRPCC PAVEMENT/FLEXIBLE CONNECTOR DETAIL).
5. CONSTRUCT POLYMERIZED HMA BINDER COURSE 2 1/2".
6. CONSTRUCT HMA SHOULDER 12".
7. REMOVE TEMPORARY PAVEMENT MARKING FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH SOUTHBOUND LANES AND RAMP TO TRAFFIC.

STAGE III
 (NORTHBOUND I-55 STA. 519+00 TO STA. 670+00)

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

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING NORTHBOUND PASSING LANE:

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING PCC PAVEMENT.
2. RUBBLIZE PCC PAVEMENT
3. CONSTRUCT HMA BINDER COURSE TO PLAN GRADES.
4. CONSTRUCT POLY HMA BINDER COURSE FOR PASSING LANE AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE EXISTING PAVEMENT MARKINGS ON THE DRIVING LANE AND PLACE TEMPORARY PAVEMENT MARKING FOR A 12' LANE UTILIZING A PORTION OF THE ADJACENT SHOULDER.

CRPCCP WORK AREA

1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12" AND FLEXIBLE CONNECTOR (SEE CRPCC PAVEMENT/FLEXIBLE CONNECTOR DETAIL).
5. CONSTRUCT POLYMERIZED HMA BINDER COURSE 2 1/2".
6. CONSTRUCT HMA SHOULDER 12".
7. PLACE TEMPORARY PAVEMENT MARKING FOR A 12' LANE, UTILIZING A PORTION OF THE ADJACENT SHOULDER.

STAGE IV
 (NORTHBOUND I-55 STA. 519+00 TO STA. 670+00)

SET UP TRAFFIC CONTROL FOR CLOSING THE NORTHBOUND DRIVING LANE AND I-4 INTERCHANGE NORTHBOUND EXIT AND ENTRANCE RAMP, USING STD. 701400, STD. 701401 AND STD. 701451 AND AS SHOWN IN THE PLAN DETAILS. OPEN PASSING LANE TO TRAFFIC.

SEQUENCE OF OPERATIONS FOR RECONSTRUCTING NORTHBOUND DRIVING LANE:

HMA WORK AREA

1. REMOVE EXISTING HMA SURFACE DOWN TO EXISTING MAINLINE PCC PAVEMENT AND ADJACENT RAMP TERMINALS.
2. RUBBLIZE PCC PAVEMENT (MAINLINE ONLY)
3. CONSTRUCT HMA BINDER COURSE TO PLAN GRADES.
4. CONSTRUCT POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE TEMPORARY PAVEMENT MARKING FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH NORTHBOUND LANES TO TRAFFIC.

CRPCCP WORK AREA

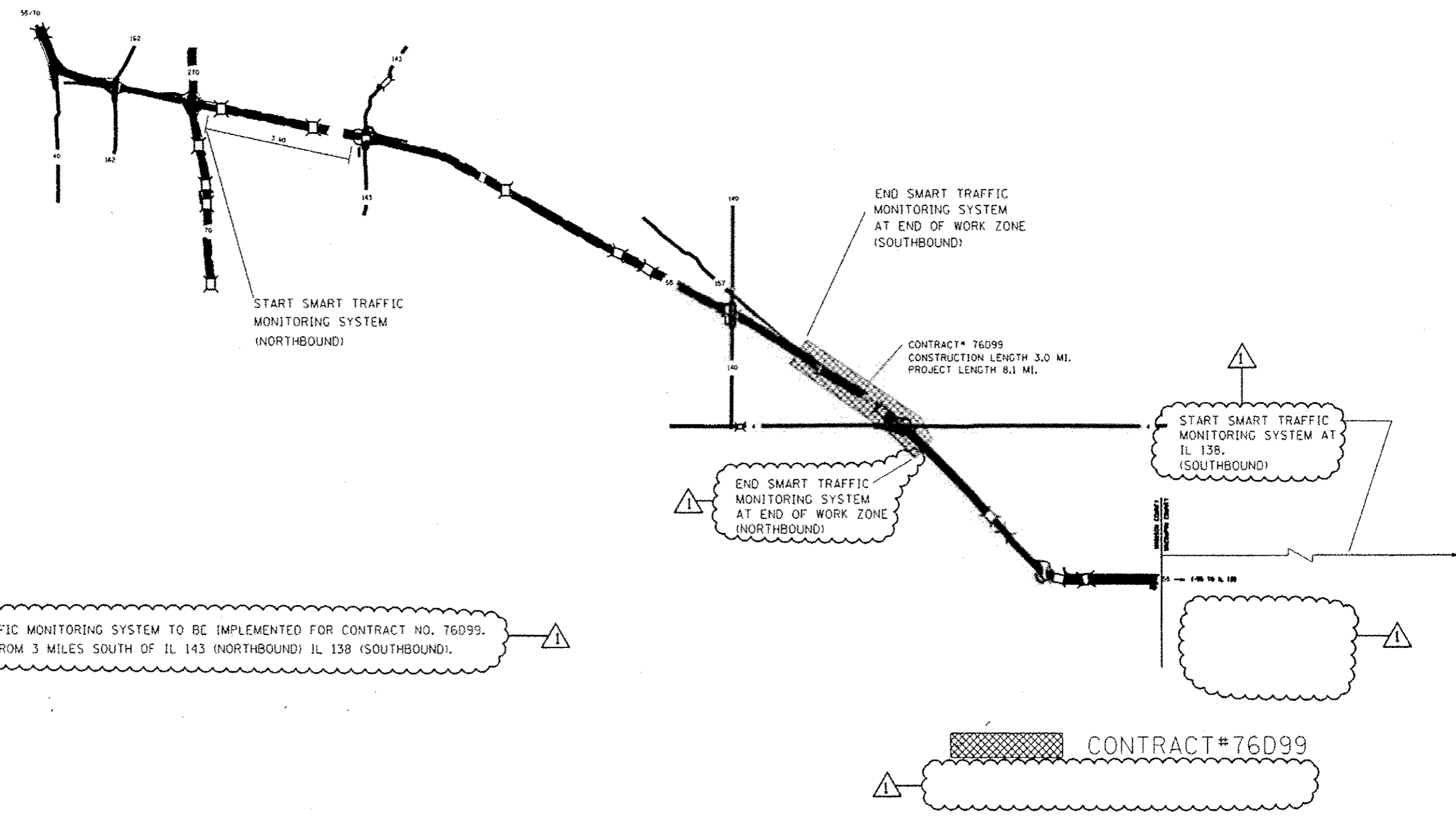
1. REMOVE EXISTING PAVEMENT AND ADJACENT SHOULDER.
2. CONSTRUCT SUBGRADE REINFORCEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE TYPE A 12".
4. CONSTRUCT CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12" AND FLEXIBLE CONNECTOR (SEE CRPCC PAVEMENT/FLEXIBLE CONNECTOR DETAIL).
5. CONSTRUCT POLYMERIZED HMA BINDER COURSE 2 1/2".
6. CONSTRUCT HMA SHOULDER 12".
7. REMOVE TEMPORARY PAVEMENT MARKING FOR LANE SHIFT AND COMPLETE THE TEMPORARY PAVEMENT MARKING TO OPEN BOTH NORTHBOUND LANES TO TRAFFIC.

***FINAL MAINLINE SURFACING**

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

COMPLETE FINAL PAVEMENT MARKINGS DURING PLACEMENT OF FINAL SURFACE COURSE.

FILE NAME	USER NAME	DESIGNED	REVISOR	STATE OF ILLINOIS	SECTION	COUNTY	DATE
FILE #	05G89A	DRAWN	REVISOR	DEPARTMENT OF TRANSPORTATION	60-11295-3	MADISON	212 90
PROJECT	PLLOT SCALE	CHECKED	REVISOR	SUGGESTED STAGE CONSTRUCTION PLAN	SCALE: 1"=50'	CONTRACT NO. T6099	
100 Johnson, Owsen & Owsen CONSULTING ENGINEERS	PLLOT DATE	DATE	REVISOR	SHEET NO. 1 OF 1 SHEETS	STA. _____ TO STA. _____		

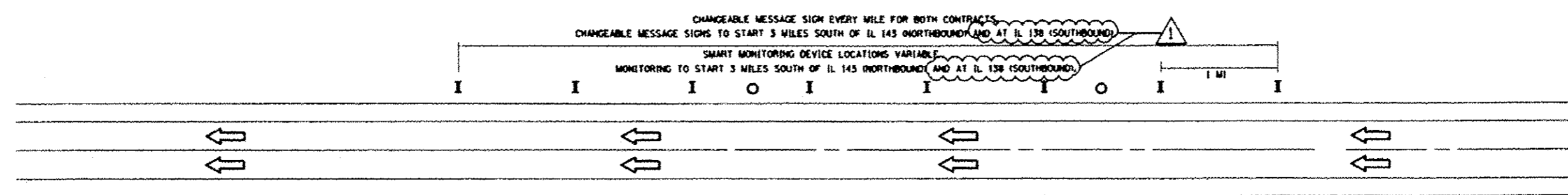


SMART TRAFFIC MONITORING SYSTEM TO BE IMPLEMENTED FOR CONTRACT NO. 76D99. INCLUDING FROM 3 MILES SOUTH OF IL 143 (NORTHBOUND) IL 138 (SOUTHBOUND).

CONTRACT #76D99

FILE NAME USER NAME DESIGNED DRAWN CHECKED DATE	USER NAME USER#	DESIGNED DATE	REVISED REVISION DATE 6-6-13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMART TRAFFIC MONITORING SYSTEM CONTRACT 76D99	P.L. RT#	SECTION 40-1285-3	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 40
	FILE#	PLOT SCALE PLOT DATE	CHECKED DATE			SCALE SHEET NO. OF SHEETS 37A TO 51A	CONTRACT NO. 76D99	ILLINOIS DEPT. OF TRANSPORTATION		
	AMERICAN CORP & ASSOCIATES CONSULTING ENGINEERS	DATE	DATE			TO STA.	ILLINOIS DEPT. OF TRANSPORTATION			
	ILLINOIS DEPT. OF TRANSPORTATION	ILLINOIS DEPT. OF TRANSPORTATION	ILLINOIS DEPT. OF TRANSPORTATION			ILLINOIS DEPT. OF TRANSPORTATION				

TYPICAL SMART TRAFFIC MONITORING SYSTEM TO BE PLACED IN EACH DIRECTION



(SOUTHBOUND LANES ILLUSTRATED)

- NOTES:**
1. CONTRACT NO. 76099
 2. TYPICAL DRAWING SHOWN ABOVE REPRESENTS BOTH NORTHBOUND AND SOUTHBOUND. LUMP SUM PAY ITEM REPRESENTS BOTH DIRECTIONS.
 3. ACTUAL LOCATION OF SMART MONITORING DEVICES BASED ON MANUFACTURER'S SPECIFICATION AND "SMART TRAFFIC MONITORING SYSTEM" SPECIAL PROVISION.
 4. MESSAGE BOARDS SHOULD NOT BE PLACED IN THE MEDIAN.

LEGEND

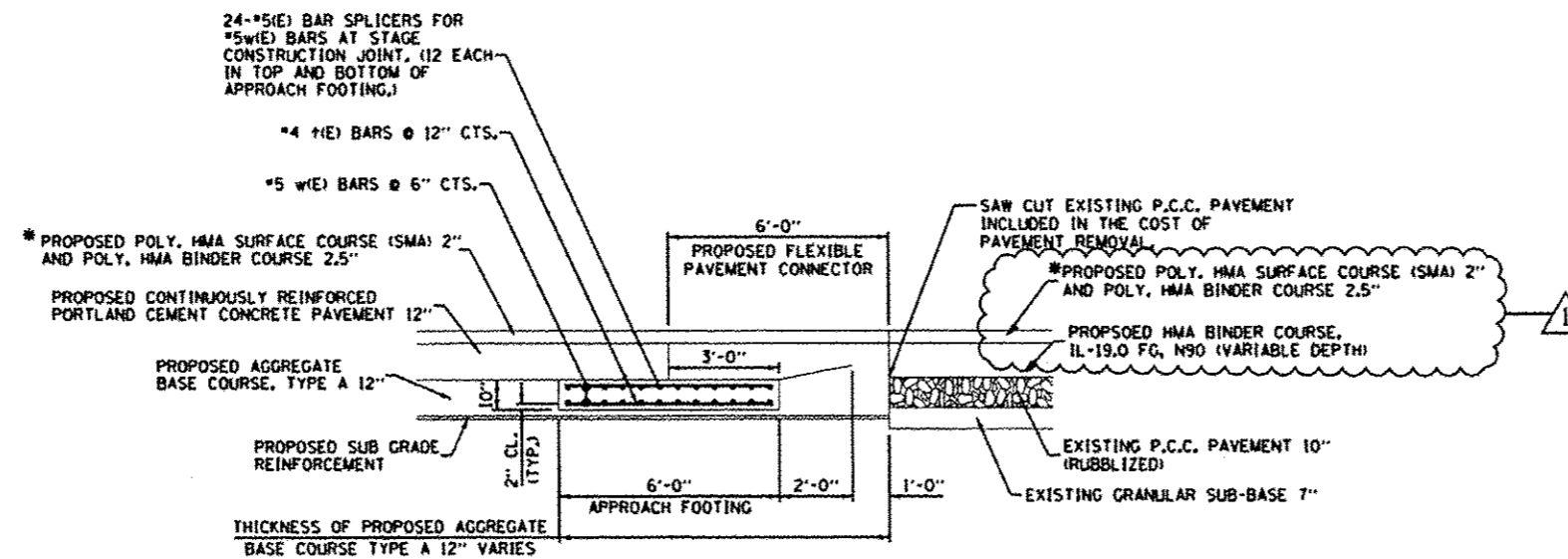
- SMART MONITORING DEVICE LOCATION
- I CHANGEABLE MESSAGE SIGN

FILE NAME	USER NAME - RUSRN	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMART TRAFFIC MONITORING SYSTEM CONTRACT 76099	SECTION	COUNTY	TOTAL SHEETS
#FILES		DRAWN	6-6-13			60-11-783-3	MONROE	212
	PLLOT SCALE - #SCALE#	CHECKED			SCALE: _____			CONTRACT NO. 76099
	PLLOT DATE - #DATE#	DATE			SHEET NO. OF SHEETS STA. TO STA.			

PAVEMENT CONNECTION DETAIL NOTES

EXCAVATION WILL BE PAID FOR AS EARTH EXCAVATION.
 EXISTING PAVEMENT TO BE REMOVED WILL BE PAID FOR AS PAVEMENT REMOVAL.
 APPROACH FOOTING CONCRETE WILL BE PAID FOR AS CONCRETE STRUCTURES.
 REINFORCEMENT WILL BE PAID FOR AS REINFORCEMENT BARS, EPOXY COATED.
 UPON THE ENGINEER'S APPROVAL OF THE CONSTRUCTION AND INSTALLATION METHOD, A PRECAST APPROACH FOOTING MAY BE USED IN LIEU OF THE CAST-IN-PLACE FOOTING. THE WIDTH OF THE PRECAST FOOTING SHALL BE NOT LESS THAN 6 FEET.

SEE BAR SPLICER DETAILS ON FOLLOWING SHEET.



* NOTE: THROUGHOUT THE PROJECT THE FINAL 2" POLY HMA SURFACE COURSE (SMA) SHALL BE CONSTRUCTED AFTER THE COMPLETION OF RUBBLIZATION, PLACEMENT OF HMA BINDER COURSES, POLY HMA BINDER COURSE, CONSTRUCTION OF THE CRPCC PAVEMENT AND FLEXIBLE CONNECTOR ON ALL SOUTHBOUND AND NORTHBOUND LANES.

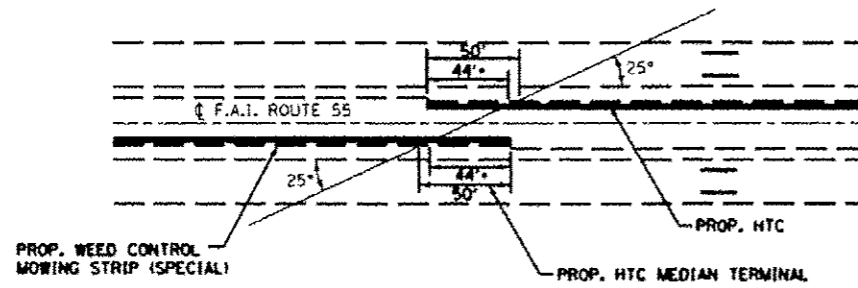
CRPCC PAVEMENT/FLEXIBLE CONNECTOR DETAIL

(IL 4 INTERCHANGE AND CHURCH ROAD)

**BILL OF MATERIAL
(8 APPROACH FOOTINGS)**

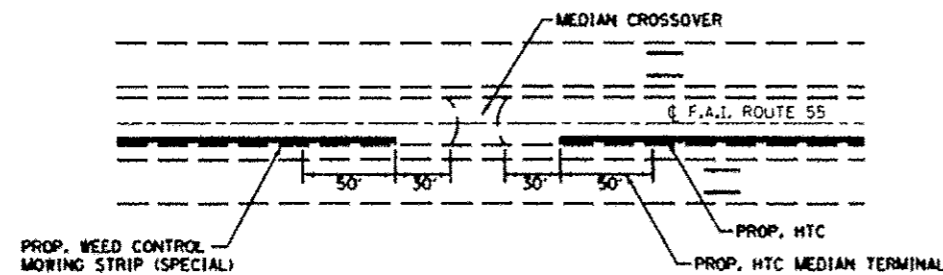
Bar	No.	Size	Length	Shape	
#4(E)	384	#4	5'-8"	-----	
#5(E)	384	#5	11'-8"	-----	
Concrete Structures				Cu. Yd.	36
Reinforcement Bars, Epoxy Coated				Pound	6130
Bar Splicers				Each	192

FILE NAME: * #FILE#	USER NAME: *USER#	DESIGNED: _____	REVISION: 6-6-13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CRPCC PAVEMENT/FLEXIBLE CONNECTOR DETAIL	F.A.I. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
JOHNSON, DEMP & O'NEILL CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE: *SCALE#	CHECKED: _____	REVISION: _____	SCALE: _____	SHEET NO. 1 OF 2 SHEETS	59	60:11-RBS-1	MAISON	212	113
	PLOT DATE: *DATE#	DATE: _____	REVISION: _____		STA. _____ TO STA. _____				CONTRACT NO. 16099	
ILLINOIS FED. AID PROJECT										



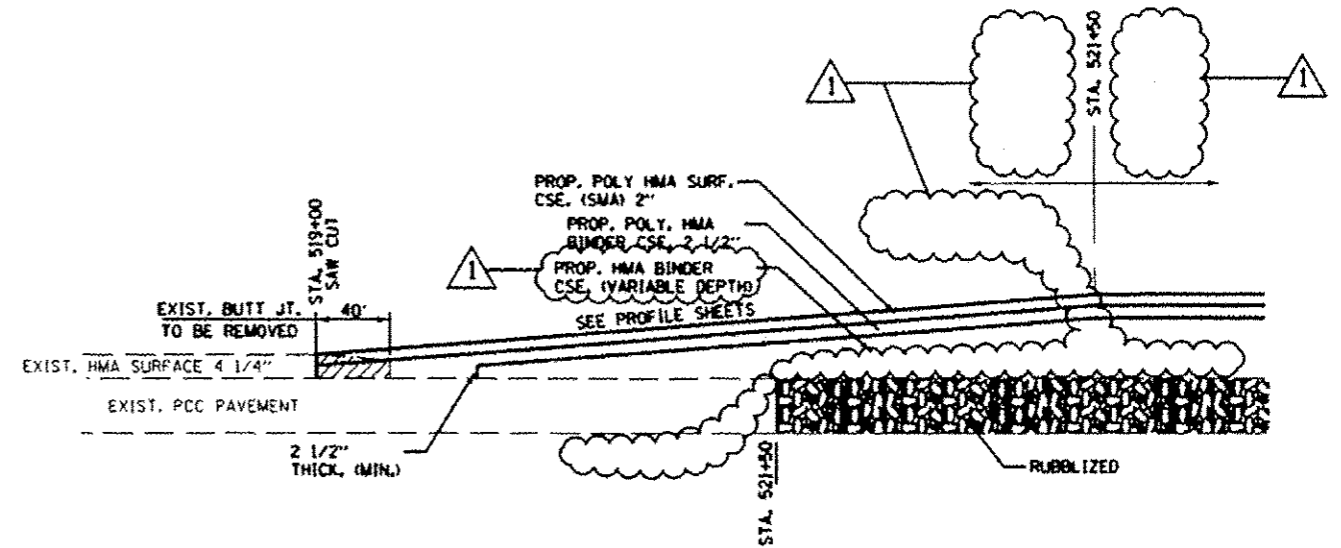
• FOR PURPOSES OF HTC LAYOUT SHOWN IN PLANS, 44' FOR LENGTH OF NEED POINT WAS USED. ACTUAL LON POINT WILL VARY DEPENDING ON HTC SYSTEM USED.

PAY LENGTH FOR HTC MEDIAN BARRIER TERMINAL IS 50' REGARDLESS OF LON POINT.



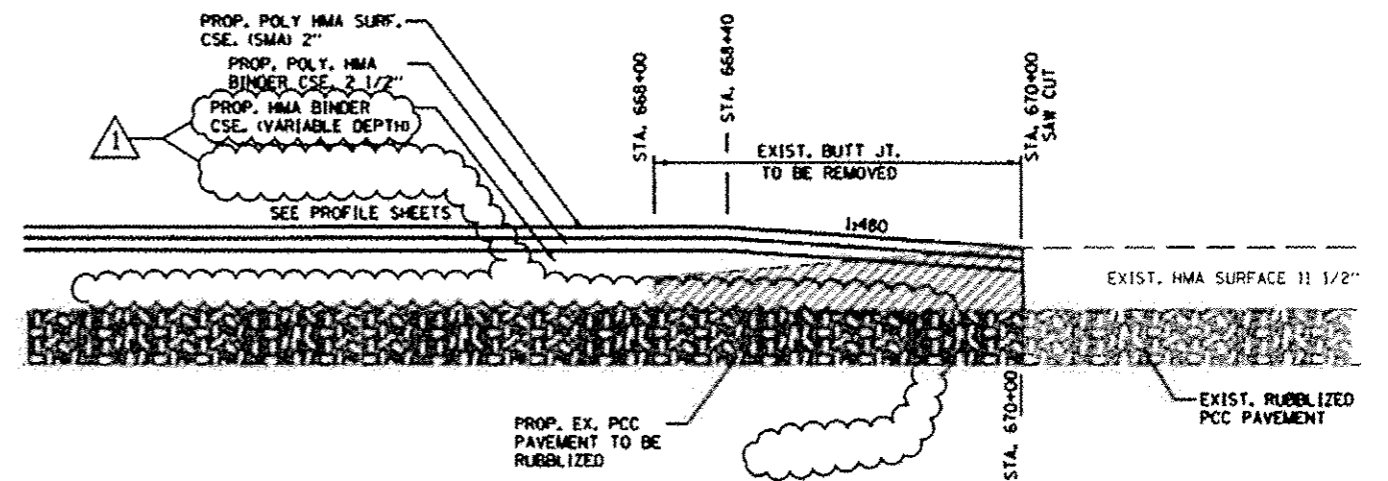
HTC DETAIL

(SEE TYPICAL SECTION FOR CABLE BARRIER LAYOUT)



I-55 PAVEMENT THICKNESS TRANSITIONS NORTH END OF PROJECT

NOTE: EXISTING HMA HAS BEEN REMOVED EXCEPT WHERE SHOWN



I-55 PAVEMENT THICKNESS TRANSITIONS SOUTH END OF PROJECT

NOTE: EXISTING HMA HAS BEEN REMOVED EXCEPT WHERE SHOWN

FILE NAME 041114	USER NAME MUSEPH	DESIGNED DRAWN	REVISIONS REVISION REVISION REVISION	DATE 6-6-13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGH TENSION CABLE GUARDRAIL DETAILS PAVEMENT THICKNESS TRANSITIONS DETAILS	SECTION 60-1.285-3	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 113
CONTRACTOR James, Dale & O'Leary CONSULTING ENGINEERS	PLOT SCALE #SCALE#	CHECKED DATE	REVISIONS REVISION	DATE			SCALE	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 75079