

06-14-13 LETTING ITEM 086

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	1
		ILLINOIS	CONTRACT NO. 76D99	

FOR INDEX OF SHEETS, SEE SHEET NO. 2



James Paul Biggers
 JAMES PAUL BIGGERS, P.E.

DATE 2/22/2012
 LICENSE EXPIRES 11/30/13

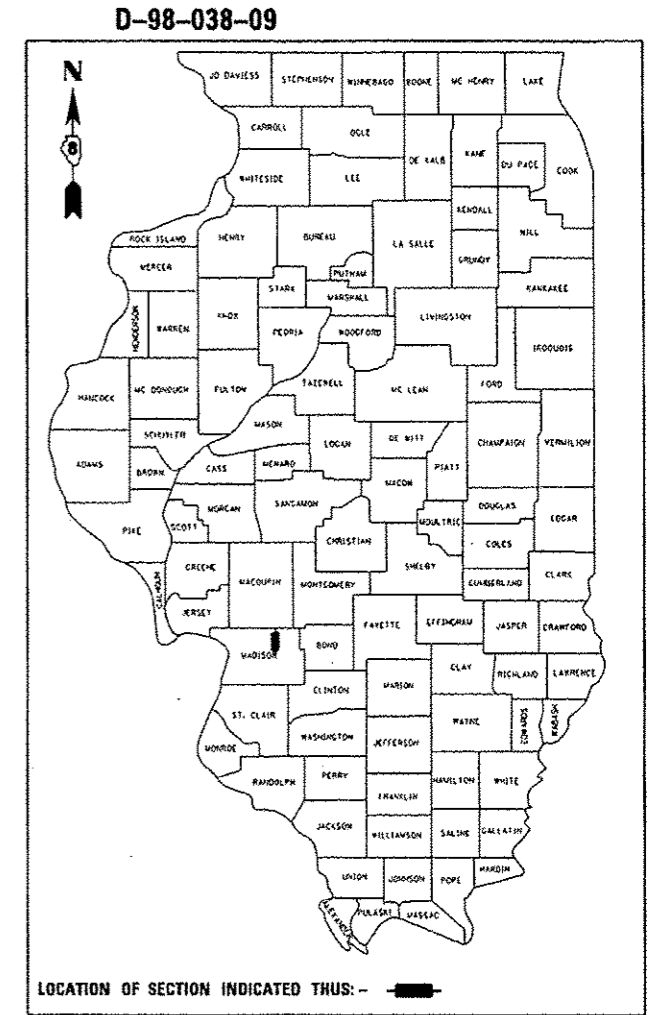
PLANS PREPARED BY:



JOHNSON, DEPP & QUISENBERRY
 CONSULTING ENGINEERS
 6450 South Sixth Street Road, Suite B Springfield, Illinois 62712
 Phone: (217) 529-4534 Fax: (217) 529-8278

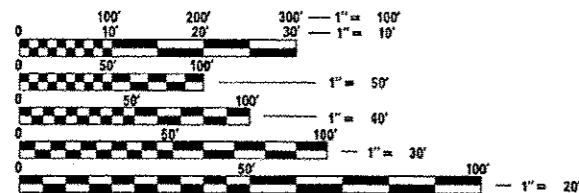
FAI ROUTE 55 (I-55)
 SECTION 60-(1,2)RS-3
 PROJECT NHPP-0055(008)
 RUBBLIZING AND RESURFACING
 MADISON COUNTY

C-98-082-10



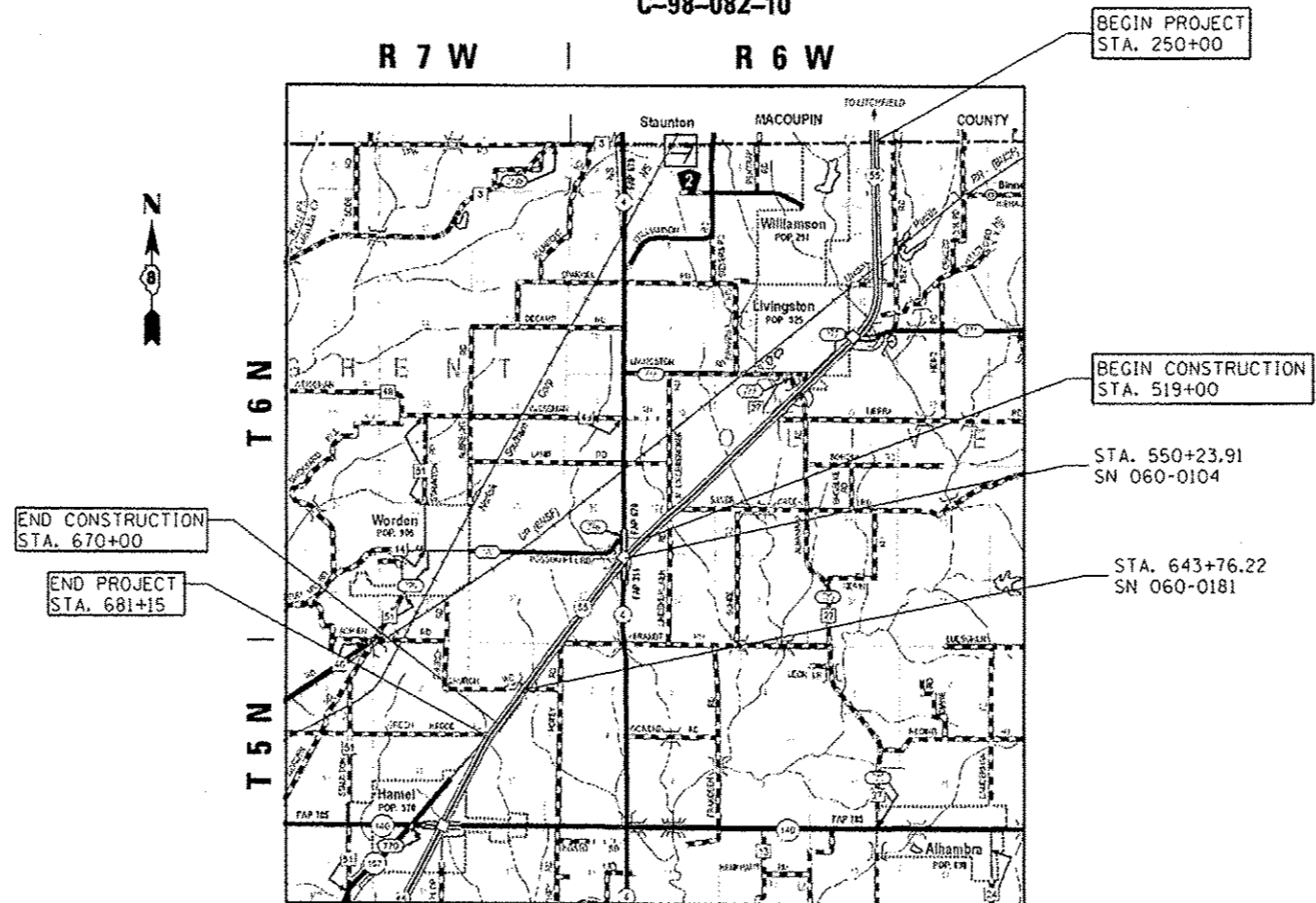
LOCATION OF SECTION INDICATED THUS: —

RURAL PRINCIPAL ARTERIAL (INTERSTATE)
 F.A.I. 55 (I-55)
 ADT (2009) = 28,100
 PV = 74.6% SU = 3.0% MU = 22.4%
 DESIGN SPEED = 70 MPH

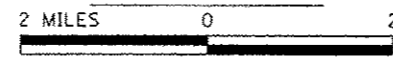


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



LOCATION MAP



GROSS LENGTH = 43,115 FT. = 8.166 MILE
 NET LENGTH = 43,115 FT. = 8.166 MILE

PROJECT ENGINEER: TIMOTHY PADGETT (618)346-3325
 PROJECT MANAGER: AARON KARLAS (618) 346-3208

CONTRACT NO. 76D99

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED December 13, 2012

John D. Baranzelli
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 22, 2013
John D. Baranzelli P.E.
 ENGINEER OF DESIGN AND ENVIRONMENT

March 22, 2013
Omer Osman P.E.
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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 OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMALS OF AN INCH AND OF A FOOT
202001-01	EARTH MEDIAN DITCH CHECK
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420701-02	PAVEMENT FABRIC
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
421101-08	24' CRC PAVEMENT
442001-04	CLASS A PATCHES
442101-07	CLASS B PATCHES
483001-04	PCC SHOULDER
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631033-04	TRAFFIC BARRIER TERMINAL, TYPE 6B
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
643001-01	SAND MODULE IMPACT ATTENUATORS
665001-02	WOVEN WIRE FENCE
701101-03	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEED ≥ 45 MPH
701400-06	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-07	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-06	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701426-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701451-01	RAMP CLOSURE FREEWAY/EXPRESSWAY
701456-02	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
782001	PRISMATIC CURB REFLECTORS

GENERAL NOTES

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

UTILITY CO.

- AMEREN ILLINOIS
- AT&T CORPORATION
- BOND MADISON WATER COMPANY
- CONSOLIDATED COMMUNICATIONS, INC
- VILLAGE OF HAMEL
- LEVEL 3 COMMUNICATIONS, LLC
- MADISON TELEPHONE COMPANY
- PAETEC
- SOUTHWESTERN ELECTRIC COOPERATIVE, INC.

TYPE

- GAS & ELECTRIC
- COMMUNICATIONS
- WATER
- COMMUNICATIONS
- SANITARY SEWER
- COMMUNICATIONS
- COMMUNICATIONS
- ELECTRIC

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

4. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT AND AT THE BEGINNING OF ALL ENTRANCE RAMP; COST TO BE INCLUDED WITH THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE AND 48" X 48". THE CONTRACTOR SHALL FURNISH AND INSTALL WOOD SIGN POST SUPPORTS IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

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

6. DROP-OFFS ADJACENT TO (A) MAINLINE EDGE OF PAVEMENT, DURING SHOULDER REMOVAL OPERATIONS OF THE PRE-STAGE CONSTRUCTION PHASE; (B) RAMP EDGE OF PAVEMENT DURING EXCAVATION FOR CONCRETE SHOULDERS; AND DROP-OFFS DUE TO RESURFACING OPERATIONS DURING THE POST-STAGE CONSTRUCTION PHASE, (C) BETWEEN MAINLINE LANES AND (D) BETWEEN MAINLINE LANE AND SHOULDER, SHOULD BE PROTECTED AS DESCRIBED IN FIGURES 55-2A AND 55-2B OF THE 1007 BOE MANUAL.

ITEMS (A) AND (B) ABOVE SHALL BE PROTECTED WITH EXTENDED-HEIGHT CHANNELIZING DEVICES WITH STEADY BURN LIGHTS AT 100' SPACING FOR (A) AND 50' SPACING FOR (B).

ITEMS (C) AND (D) ABOVE SHALL BE PROTECTED BY PLACING "UNEVEN LANE" SIGNS AT 2-MILE SPACING FOR (C) AND "LOW SHOULDER" SIGNS AT 2-MILE SPACING FOR (D).

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

MIXTURE USE	SMA SURFACE	POLY FD BINDER	FD BINDER	PATCHING/BINDER	PARTIAL DEPTH PATCH	HMA MOW STRIP
AC/PG	SBS PG 76-22	SBS PG 76-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE CONTRACT RAP
DESIGN AIR VOIDS	4.0%±Ndes=80	4.0%±Ndes=90	4.0%±Ndes=90	4.0%±Ndes=90	4.0%±Ndes=90	SPECIAL PROVISION
MIX COMPOSITION	SEE SPEC.					
(GRADATION MIXTURE)		IL 19.0 FINE GRADED	IL 19.0 FINE GRADED	IL 19.0 FINE GRADED	IL 9.5/12.5	1.5%±Ndes=30
FRICTION AGGREGATE	SMA	MIXTURE "B"	MIXTURE "B"	MIXTURE "B"	MIXTURE "C"	NMAS 3/4"

MIXTURE USE	SHOULDER ≥ 2.25"/PLUG	SHOULDER < 2.25"	BASE CSE. FOR STAGE CONSTRUCTION	LEVELING BINDER (HM)
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	See Contract RAP	See Contract RAP	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	Special Provision	Special Provision	4.0%±Ndes=90	4.0%±Ndes=90
MIX COMPOSITION	••2.0%±Ndes=30	••2.0%±Ndes=30		
(GRADATION MIXTURE)	NMAS 3/4"	NMAS 1/2"	IL 19.0 FINE GRADED	IL 9.5
FRICTION AGGREGATE			MIXTURE "B"	MIXTURE "C"

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

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

7A. BITUMINOUS MATERIALS USED FOR PRIME COAT SHALL BE RC-70 APPLIED IN ACCORDANCE WITH ARTICLE 406 OF THE STANDARD SPECIFICATION AT THE RATE OF 0.1 GAL/SQ. YD. FURNISHING AND APPLYING BITUMINOUS PRIME COAT MATERIALS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIALS (PRIME COAT).

FOR ESTIMATING CONTRACT QUANTITIES, REQUIRE PRIME BETWEEN EACH LIFT.
3 LIFTS ON THE MAINLINE
2 LIFTS ON THE I-55 RAMPS

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

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

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

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

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

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

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

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

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

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

- I-55 SOUTH OF IL 143
- IL 143 WEST OF I-55
- IL 143 EAST OF I-55
- IL 140 WEST OF I-55
- IL 140 EAST OF I-55
- IL 4 WEST OF I-55
- IL 4 EAST OF I-55

- NICHOLLS ST WEST OF I-55 AT LIVINGSTON INTERCHANGE
- NEW DOUGLAS RD EAST OF I-55 AT LIVINGSTON INTERCHANGE
- STAUNTON RD. WEST OF I-55 AT STAUNTON INTERCHANGE
- STAUNTON RD. EAST OF I-55 AT STAUNTON INTERCHANGE
- IL 138 WEST OF I-55
- IL 138 EAST OF I-55
- I-55 NORTH OF IL 138

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

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

•••I-55	I-55 RAMP
RUBBLIZE	RESURFACING
2" SMA	2" SMA
2.50" POLY BIND.	2.25" POLY BIND.
7" BIND.	2.25" - 4.25" BIND.

•••TYPICAL FULL DEPTH
DETAIL MIN. THICK.

COMMITMENTS

NONE

17. THE CONTRACTOR SHALL BE AWARE THAT THE EXISTING CONCRETE PATCHES SHALL BE MILLED AS PART OF THE PROPOSED HMA SURFACE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE MILLING OF THE CONCRETE.
18. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF SIXTEEN (16) SANDBAGS PER BARRICADE.
19. ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.
20. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.
21. THE 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 MACOUPIN 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. DURING PLACEMENT OF THE PROPOSED AGGREGATE BASE COURSE, TYPE A ON THE RUBBLIZED PAVEMENT, EXCESS AGGREGATE MATERIAL WILL BE A BY-PRODUCT OF ESTABLISHING A BASE FOR THE 1 1/2" FULL DEPTH HMA PAVEMENT. THIS EXCESS MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHOULD BE COLLECTED AND PROTECTED FOR POTENTIAL FUTURE USE. IF APPROVED BY THE ENGINEER, THIS EXCESS MATERIAL MAY BE ONE OF THE MATERIAL SOURCES FOR PROPOSED AGGREGATE SHOULDER, TYPE B. NO ADDITIONAL COMPENSATION WILL BE PERMITTED FOR COLLECTING AND PROTECTING THE EXCESS MATERIAL.
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.

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


* 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

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				90% FED 10% STATE FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	100% STATE FAI 55 ROADWAY 0021 RURAL				
20200100	EARTH EXCAVATION	CU YD	4450	4450						
20400800	FURNISHED EXCAVATION	CU YD	6525	6525						
* 25000200	SEEDING, CLASS 2	ACRE	19	19						
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1710	1710						
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1710	1710						
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1710	1710						
* 25100115	MULCH, METHOD 2	ACRE	19	19						
25100630	EROSION CONTROL BLANKET	SQ YD	484	484						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1900.0	1900						
28000305	TEMPORARY DITCH CHECKS	FOOT	406	406						
28000500	INLET AND PIPE PROTECTION	EACH	21	21						
28100207	STONE RIPRAP, CLASS A4	TON	10	10						
28100209	STONE RIPRAP, CLASS A5	TON	15	15						
28200200	FILTER FABRIC	SQ YD	30	30						

*SPECIALTY ITEM

FILE NAME * ...CAD0010876099-ah-500.00W	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
 Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE * 20.0000 "/> IN.	DRAWN -	REVISED -					55	60-0,2RS-3	MADISON	212	4
	PLOT DATE * 02/02/2012 17:10:33	CHECKED -	REVISED -		SCALE:	SHEET NO. 1 OF 12 SHEETS	STA.	TO STA.	CONTRACT NO. 76D99			
		DATE	REVISED -		ILLINOIS FED. AID PROJECT							

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				90% FED 10% STATE FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	100% STATE 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	43763	43763						
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	2840	2840						
40603153	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	2551	2551						
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90	TON	2907	2907						
40701911	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 1/2"	SQ YD	70533	70533						
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	1137	1137						

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE		100% STATE						
				FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	FAI 55 ROADWAY 0021 RURAL						
42001200	PAVEMENT FABRIC	SQ YD	7582	7582								
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	128	128								
42100340	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"	SQ YD	8667	8667								
42100615	PAVEMENT REINFORCEMENT	SQ YD	8667	8667								
42101300	PROTECTIVE COAT	SQ YD	1137	1137								
44000100	PAVEMENT REMOVAL	SQ YD	9804	9804								
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	8244	8244								
44003100	MEDIAN REMOVAL	SQ FT	610	610								
44004250	PAVED SHOULDER REMOVAL	SQ YD	24856	24856								
44022029	PARTIAL DEPTH REMOVAL 3"	SQ YD	2998	2998								
44200966	CLASS B PATCHES, TYPE I, 10 INCH	SQ YD	17	17								
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	188	188								
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	43	43								
44201043	CLASS B PATCHES, TYPE II, 16 INCH	SQ YD	19	19								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE									
				90% FED 10% STATE		100% STATE							
				FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	FAI 55 ROADWAY 0021 RURAL							
44201048	CLASS B PATCHES, TYPE IV, 16 INCH	SQ YD	32	32									
44201299	DOWEL BARS 1 1/2"	EACH	543	543									
44213100	PAVEMENT FABRIC	SQ YD	75	75									
44213200	SAW CUTS	FOOT	1571	1571									
45200300	JOINT OR CRACK FILLING	POUND	72		72								
48101200	AGGREGATE SHOULDERS, TYPE B	TON	9446	9446									
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	122	122									
48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	6100	6100									
48203100	HOT-MIX ASPHALT SHOULDERS	TON	31899	31899									
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2	2									
50105220	PIPE CULVERT REMOVAL	FOOT	1410	1410									
50300225	CONCRETE STRUCTURES	CU YD	36	36									
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6130	6130									
50800515	BAR SPLICERS	EACH	192	192									
54002020	EXPANSION BOLTS 3/4 INCH	EACH	120	120									

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE		100% STATE						
				FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	FAI 55 ROADWAY 0021 RURAL						
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	860	860								
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	52	52								
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	314	314								
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	180	180								
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	2								
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1								
54213687	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	1	1								
54248510	CONCRETE COLLAR	CU YD	4.1	4.1								
58700300	CONCRETE SEALER	SQ FT	9665	9665								
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	159	159								
60100073	SHOULDER REMOVAL AND REPLACEMENT 10"	FOOT	8920	8920								
60107700	PIPE UNDERDRAINS 6"	FOOT	68290	68290								
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	4634	4634								
60260100	INLETS TO BE ADJUSTED	EACH	1	1								

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								
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	32	32										
60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	46	46										
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	358	358										
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	762.5	762.5										
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	4300	4300										
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1										
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	5	5										
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4										
63200310	GUARDRAIL REMOVAL	FOOT	5547	5547										
63500105	DELINEATORS	EACH	148	148										
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	61599	61599										
64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4	4										
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7										
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	7	7										

*SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE		100% STATE						
				FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	FAI 55 ROADWAY 0021 RURAL						
67100100	MOBILIZATION	L SUM	1	1								
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4								
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1								
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1								
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1								
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1								
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1								
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1								
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20	20								
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	56	56								
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1								
70300100	SHORT TERM PAVEMENT MARKING	FOOT	11088	11088								
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	8015	8015								
* 70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	68042	68042								

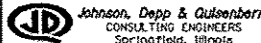
*SPECIALTY ITEM

FILE NAME ...CADD\0576099*h*S00.DGN	USER NAME #USER1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE. 55	SECTION 60-1.2)RS-3	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 10
PLOT SCALE 20,000' / 1" IN.		DRAWN -	REVISED -					SCALE:			SHEET NO. 7 OF 12 SHEETS	
PLOT DATE 02/02/2012 17:28:07		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
DATE		DATE	REVISED -									



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				90% FED 10% STATE FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	100% STATE FAI 55 ROADWAY 0021 RURAL					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1802	1802							
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2839	2839							
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1848	1848							
70400100	TEMPORARY CONCRETE BARRIER	FOOT	4750	4750							
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	4750	4750							
* 72000100	SIGN PANEL - TYPE 1	SQ FT	237.5			237.5					
* 72000200	SIGN PANEL - TYPE 2	SQ FT	144			144					
* 72000300	SIGN PANEL - TYPE 3	SQ FT	5012.25			5012.25					
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	12	12							
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	193	193							
72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	325	325							
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	3635.75	3635.75							
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	37648	37648							
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	282	282							

* SPECIALTY ITEM


FILE NAME * ...ACADD\0876099-ahc-500.DGN	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE. 55	SECTION 60-0.21RS-3	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 11
	PLOT SCALE = 28.0000' / IN.	DRAWN -	REVISED -					SCALE:	SHEET NO. 8 OF 12 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 76099
	PLOT DATE = 02/03/2012 07:23:57	CHECKED -	REVISED -									
		DATE -	REVISED -									

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				90% FED 10% STATE FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	100% STATE FAI 55 ROADWAY 0021 RURAL					
* 73000100	WOOD SIGN SUPPORT	FOOT	536	536							
* 73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	7	7							
* 73400100	CONCRETE FOUNDATIONS	CU YD	91	91							
73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	64	64							
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	56	56							
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	188995	188995							
* 78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQ FT	209	209							
* 78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	2839	2839							
* 78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	8015	8015							
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	68042	68042							
* 78004240	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"	FOOT	1802	1802							
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	873	873							
* 78200300	PRISMATIC CURB REFLECTOR	EACH	18	18							
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	29	29							

*SPECIALTY ITEM

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								
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	324	324										
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4										
78300100	PAVEMENT MARKING REMOVAL	SQ FT	29586	29586										
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	873	873										
80300100	LOCATING UNDERGROUND CABLE	FOOT	16215	16215										
X0323583	SPEED INDICATOR SIGN	CAL DA	230	230										
X0324743	SUBGRADE REINFORCEMENT	SQ YD	8667	8667										
X0325510	VIDEO TAPING OF PIPE UNDERDRAINS	FOOT	7300	7300										
+ * X0325667	WEED CONTROL MOWING STRIP (SPECIAL)	SQ YD	6666	6666										
X0326208	ALTERNATE ROUTE SIGNING	L SUM	1	1										
X0326677	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	FOOT	14750	14750										
X0326687	REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	EACH	6	6										
X2020410	EARTH EXCAVATION (SPECIAL)	CU YD	20	20										
X4400600	END SECTIONS TO BE REMOVED	EACH	2	2										
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	77997	77997										

* SPECIALTY ITEM
+ NON-PARTICIPATING 100% STATE

FILE NAME *	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...CAD0010876099-444-500.DGN		DRAWN -	REVISED -					55	60-1,2,RS-3	MADISON	212	13
 Johnson, Depp & Gulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE * 28.8000 // IN.	CHECKED -	REVISED -		SCALE:	SHEET NO. 10 OF 12 SHEETS	STA.	TO STA.	CONTRACT NO. 76D99			
	PLOT DATE * 02/02/2012 17:28:54	DATE -	REVISED -		[ILLINOIS] FED. AID PROJECT							

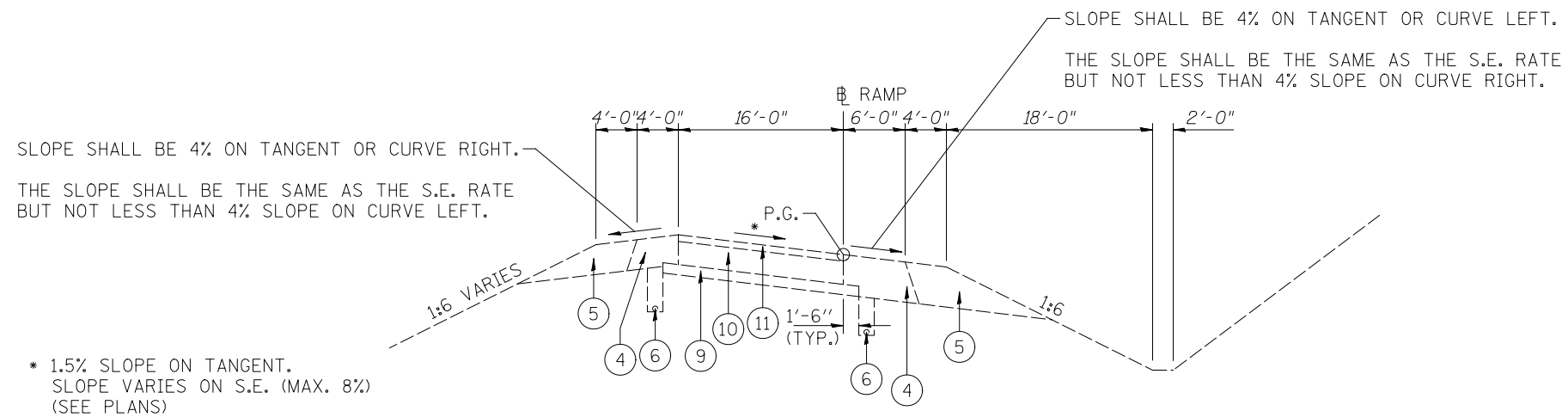
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE		100% STATE						
				FAI 55 ROADWAY 0004 RURAL	STRUCTURE 0014 SN 060-0181	FAI 55 ROADWAY 0021 RURAL						
X4421000	PARTIAL DEPTH PATCHING	TON	504	504								
X4830030	PORTLAND CEMENT CONCRETE SHOULDERS 8" (SPECIAL)	SQ YD	6445	6445								
+ X5420624	PIPE CULVERTS TO BE CLEANED 24"	FOOT	690	690								
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	9,665		9,665							
X6015000	REMOVE CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	121	121								
X6350120	DELINEATOR REMOVAL	EACH	37	37								
X7270025	REMOVE EXISTING SIGN SUPPORT	EACH	36	36								
X8570000	SMART TRAFFIC MONITORING SYSTEM	L SUM	1	1								
+ Z0005305	BOX CULVERTS TO BE CLEANED	FOOT	325	325								
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	80	80								
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	40	40								
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1								
Z0016702	DETOUR SIGNING	L SUM	1	1								
+ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	21	21								
* Z0029652	HIGH TENSION CABLE MEDIAN BARRIER	FOOT	14650	14650								

* SPECIALTY ITEM
+ NON-PARTICIPATING 100% STATE

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								
* Z0029653	HIGH TENSION CABLE MEDIAN BARRIER DEMONSTRATION	EACH	1	1										
* Z0029654	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	10	10										
X6430120	<i>REMOVE</i> IMPACT ATTENUATOR, No SALVAGE	EACH	4	4										
* 70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4										
* 70600330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	4	4										
Z0034105	MATERIAL TRANSFER DEVICE	TON	10401	10401										
Z0055605	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	SQ YD	70533	70533										
60100082	SHOULDER REMOVAL AND REPLACEMENT 11 1/2"	FOOT	33115	33115										
● Z0076600	TRAINEES	HOUR	2,500	2,500										
● Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2,500	2,500										

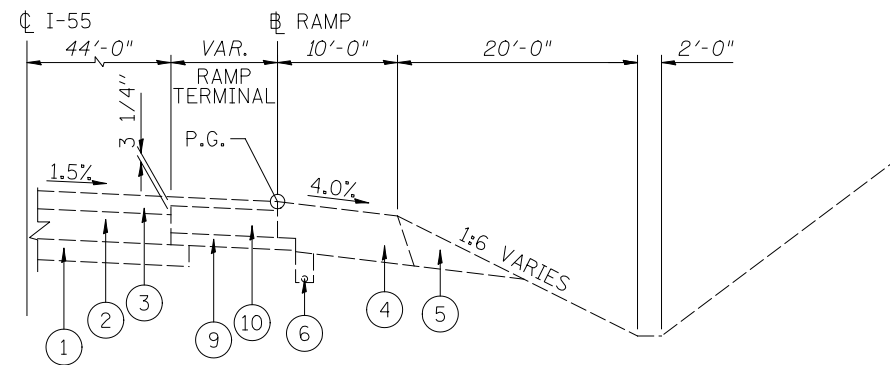
* SPECIALTY ITEM ● Q042



EXISTING 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



EXISTING 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

- ① EXISTING GRANULAR SUB-BASE 7"
- ② EXISTING P.C.C. PAVEMENT 10"
- ③ EXISTING HMA SURFACE COURSE (VARIES 3"± TO 8"±)
- ④ EXISTING HMA SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDER, TYPE A
- ⑥ EXISTING PIPE UNDERDRAINS 6"
- ⑦ EXISTING HMA SHOULDER 4" (MOW STRIP)
- ⑧ EXISTING HIGH TENSION CABLE MEDIAN BARRIER (SEE PLANS FOR LOCATIONS)
- ⑨ EXISTING STABILIZED SUB-BASE 4"
- ⑩ EXISTING P.C.C. PAVEMENT 8"
- ⑪ EXISTING HMA SURFACE COURSE (2 1/2"±)

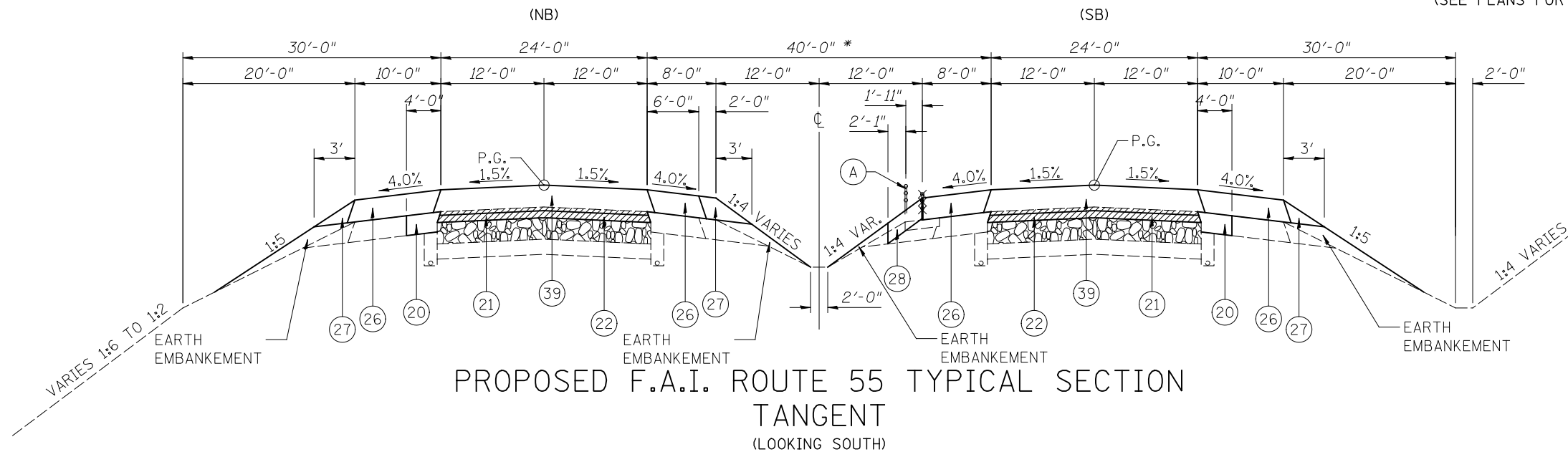
(A) SEE TYPICAL SECTION DETAIL FOR RELOCATION OF CABLE BARRIER.
(SEE PLANS FOR LOCATIONS)

* 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.)

- (20) PROPOSED HMA BASE COURSE WIDENING, 11 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) PROPOSED AGGREGATE BASE COURSE, TYPE A 4"±
- (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
- (39) PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11 1/2" (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 TANGENT
TANGENT
(LOOKING SOUTH)

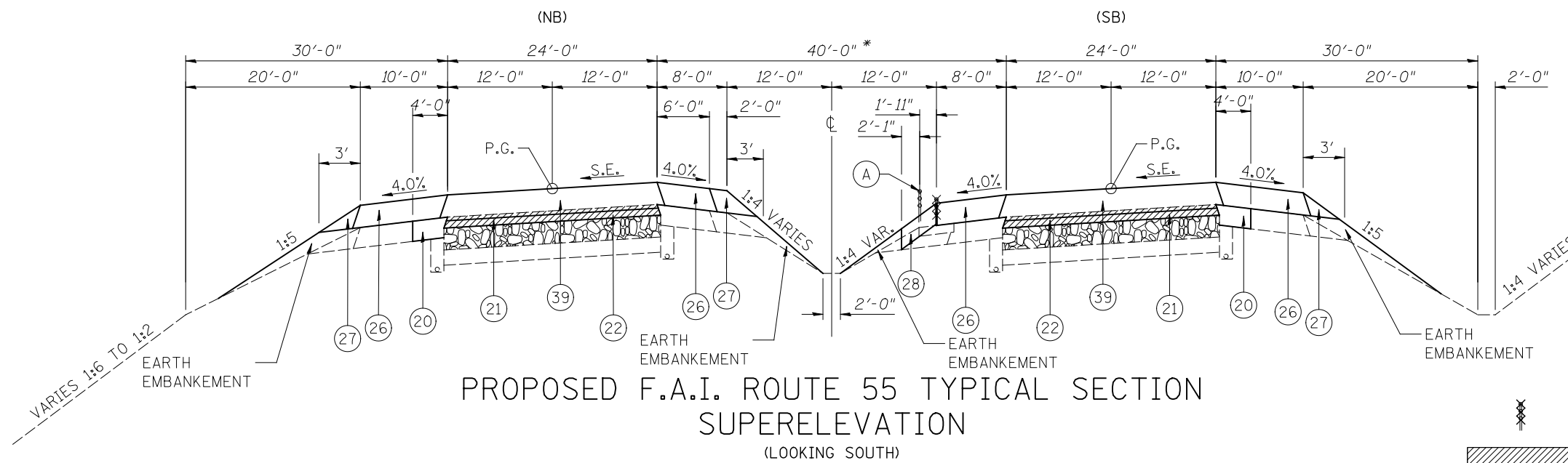
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STA. 555+00 TO STA. 640+00 NB
STA. 649+00 TO STA. 670+00 NB
STA. 519+00 TO STA. 546+00 SB
STA. 557+79 TO STA. 640+00 SB
STA. 648+50 TO STA. 670+00 SB

NOTE: ITEM (39) CONSISTS OF:

- 7" HMA BINDER COURSE, IL 19.OFG, N90
- 2.5" POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90
- 2" POLYMERIZED HMA SURFACE COURSE, SMA, N80

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.

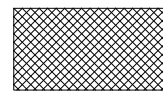


PROPOSED F.A.I. ROUTE 55 SUPERELEVATION
SUPERELEVATION
(LOOKING SOUTH)

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


FILE NAME = ...\\CADD\0876D99-Sht-Typical.dgn	USER NAME = \$(USER)	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 16.0000' / IN.	DRAWN -	REVISED -					55	60-(1,2)RS-3	MADISON	212	18
	PLOT DATE = 02/02/2012 17:24:04	CHECKED -	REVISED -		CONTRACT NO. 76D99							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

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

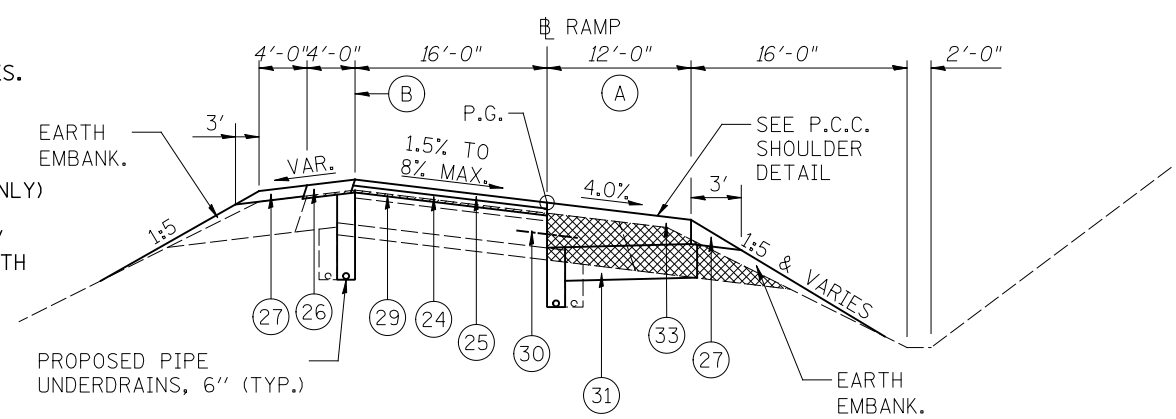
 - REMOVE EXISTING HMA SHOULDER AND AGGREGATE SHOULDER (OUTSIDE ONLY)

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

- (20) PROPOSED HMA BASE COURSE WIDENING, 1 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) PROPOSED AGGREGATE BASE COURSE, TYPE A 4"±
- (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
- (39) PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 1 1/2" (PRIME COAT INSTALLED BETWEEN LIFTS - SEE SCHEDULE)

 - 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)

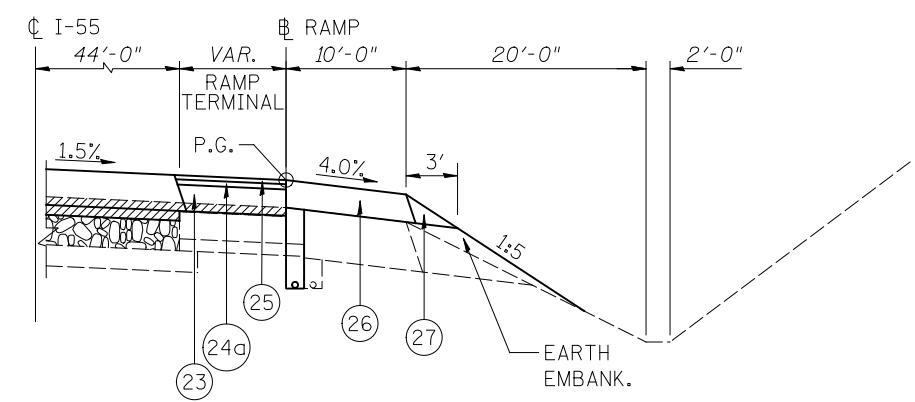


PROPOSED RAMP TYPICAL SECTION

(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

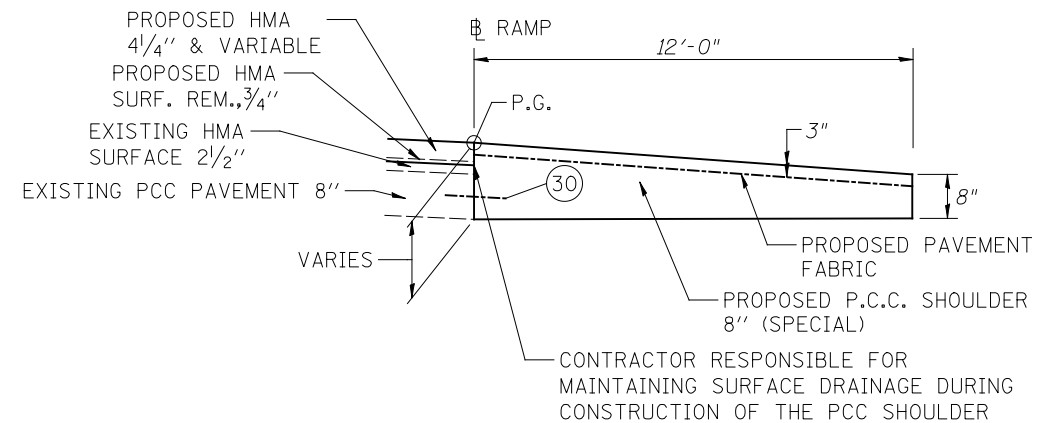
NOTE: MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL MAY BE USED IN THE PROPOSED AGGREGATE SHOULDER, TYPE B

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

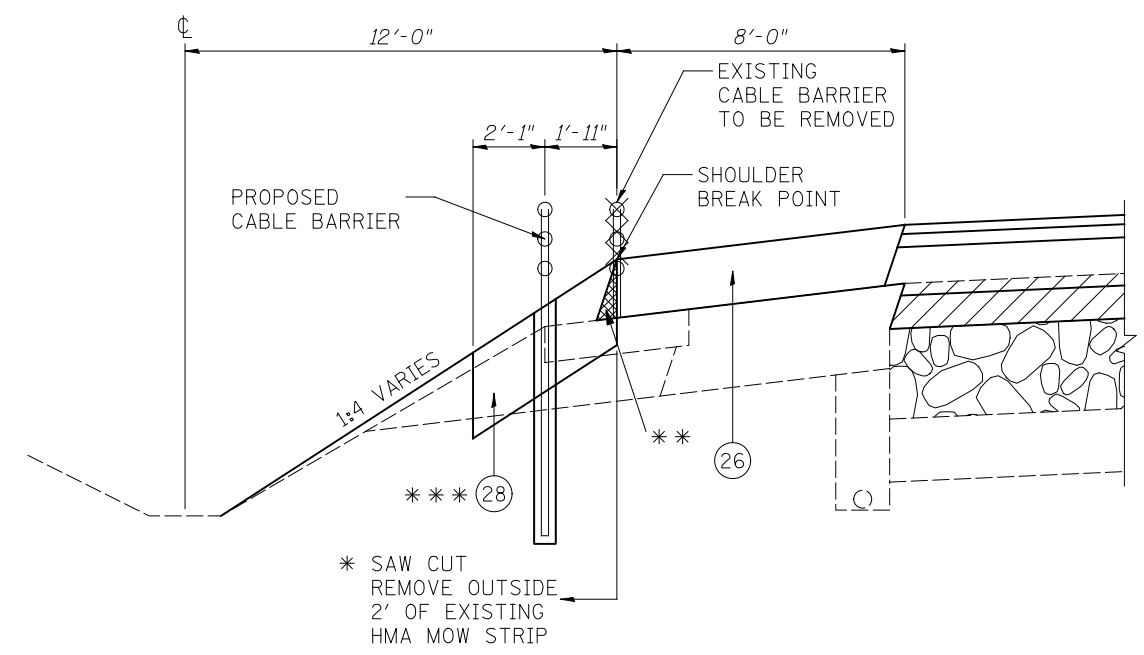


PROPOSED RAMP TERMINAL TYPICAL SECTION

(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



PROPOSED RAMP P.C.C. SHOULDER DETAIL



RELOCATION OF CABLE BARRIER TYPICAL SECTION

(SEE PLANS FOR LOCATION)

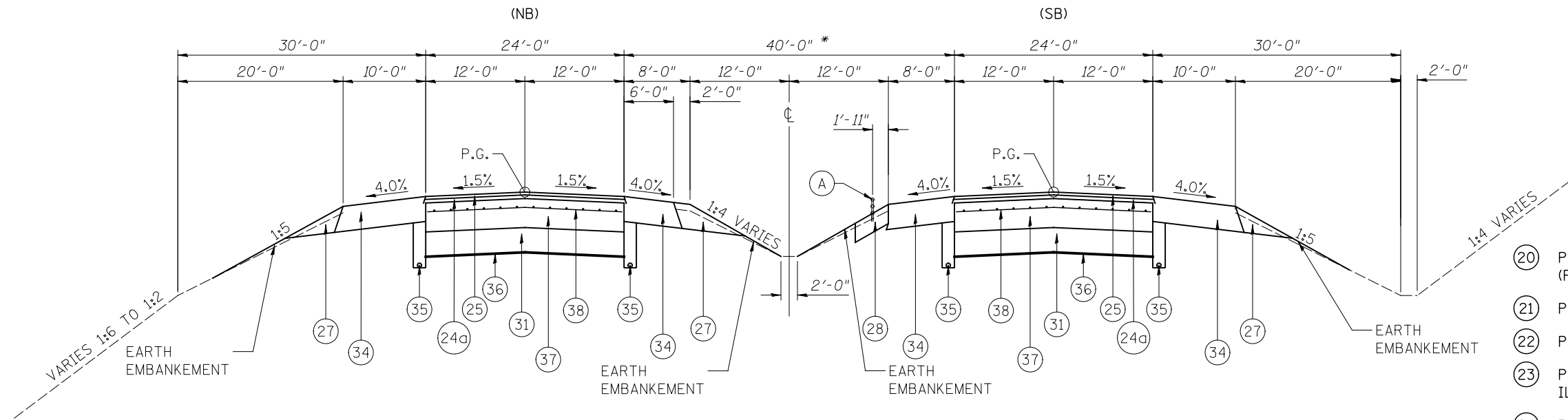
* TO BE PAID FOR AT THE CONTRACT UNIT PRICE SQ. YD. FOR PAVED SHOULDER REMOVAL INCLUDING SAW CUT.

** 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)".

(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 PAVMENT/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 WIDEING, 11 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) PROPOSED AGGREGATE BASE COURSE, TYPE A 4"±
- (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
- (39) PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11 1/2" (PRIME COAT INSTALLED BETWEEN LIFTS - SEE SCHEDULE)

FILE NAME =	USER NAME = \$(USER)	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \CADD\0876D99-Sht-Typical.dgn		DRAWN -	REVISED -					55	60-(1,2)RS-3	MADISON	212	20
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 16.0000' / IN.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 76D99				
	PLOT DATE = 02/02/2012 17:24:39	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

EARTH EXCAVATION
FURNISHED EXCAVATION

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.
FAI 55 SB STA. 519+00 TO STA. 670+00 NB STA. 519+00 TO STA. 670+00	1421* 1802*	1066 1352	3842 5028	-2776 -3676
IL 4 RAMPS RAMP 1 STA. 100+26 TO STA. 112+50	401	301	266	+35
RAMP 2 STA. 207+50 TO STA. 214+28	216	162	203	-41
RAMP 3 STA. 300+26 TO STA. 312+00	412	309	372	-63
RAMP 4 STA. 408+00 TO STA. 413+95	198	148	150	-2
TOTALS =	4,450	3,338	9,861	-6,523

* EARTH EXCAVATION QUANTITY FOR PLACEMENT OF THE CRPCC PAVEMENTS.
SHRINKAGE FACTORS: EARTH EXCAVATION - 25% ASSUMED
EARTH EXCAVATION - 4,450 CU. YDS.
FURNISHED EXCAVATION - 6,525 CU. YDS.

AGGREGATE BASE COURSE, TYPE A

LOCATION	THICKNESS TO BE PLACED	TON
SB STA. 521+50 TO STA. 546+00	6"	2,232
SB STA. 553+50 TO STA. 565+00	7"	1,222
SB STA. 565+00 TO STA. 620+00	6"	5,011
SB STA. 620+00 TO STA. 640+00	7"	2,126
SB STA. 648+50 TO STA. 659+00	7"	1,116
SB STA. 659+00 TO STA. 670+00	6"	1,002
NB STA. 521+50 TO STA. 547+50	6"	2,369
NB STA. 555+00 TO STA. 562+00	6"	638
NB STA. 562+00 TO STA. 573+00	7"	1,169
NB STA. 573+00 TO STA. 640+00	6"	6,104
NB STA. 649+00 TO STA. 670+00	6"	1,913
TOTAL =		24,902

AGGREGATE BASE COURSE, TYPE A 4"

LOCATION	SQ. YD.
IL 4 RAMPS	
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 =	1,137

AGGREGATE BASE COURSE, TYPE A 12"

LOCATION	SQ. YD.
IL 4	
SB RT. STA. 546+00 TO RT. STA. 553+50	2,000
NB LT. STA. 547+50 TO LT. STA. 555+00	2,000
CHURCH RD.	
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 RAMPS (UNDER PCC SHOULD 8" SPECIAL) (OUTSIDE SHOULDER)	
RAMP 1 STA. 100+00 TO STA. 115+28	2,037
RAMP 2 STA. 205+33 TO STA. 214+50	1,223
RAMP 3 STA. 300+00 TO STA. 315+03	2,004
RAMP 4 STA. 405+32 TO STA. 414+18	1,181
TOTAL =	15,112

HOT-MIX ASPHALT BASE COURSE WIDENING, 11 1/2"

LOCATION	WIDTH	SQ. YD.
(PRE-STAGE CONSTRUCTION)		
SB I-55 (OUTSIDE SHOULDER) (OMITTED RAMPS)		
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 RAMPS)		
LT. STA. 519+00 TO LT. STA. 532+80	4	613
LT. STA. 542+15 TO LT. STA. 563+85	4	964
LT. STA. 569+15 TO LT. STA. 670+00	4	4,482
TOTAL =		12,123

USE RC-70 PRIME

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	NO. APPL.	GALLON
I-55		
SB STA. 519+00 TO STA. 670+00	3	20,133
NB STA. 519+00 TO STA. 670+00	3	20,133
IL 4 RAMPS		
RAMP 1 STA. 101+27 TO STA. 101+37	1	42
STA. 101+37 TO STA. 113+06	2	520
STA. 113+06 TO STA. 115+28	3	111
STA. 115+28 TO STA. 124+60	3	326
RAMP 2 STA. 200+00 TO STA. 205+33	3	275
STA. 205+33 TO STA. 212+92	2	337
RAMP 3 STA. 300+26 TO STA. 301+27	1	39
STA. 301+27 TO STA. 312+80	2	512
STA. 312+80 TO STA. 315+03	3	112
STA. 315+03 TO STA. 324+50	3	331
RAMP 4 STA. 400+13 TO STA. 405+32	3	268
STA. 405+32 TO STA. 412+60	2	324
TOTAL =		43,463

AGGREGATE (PRIME COAT)

LOCATION	NO. APPL.	TON
I-55		
SB STA. 519+00 TO STA. 670+00	1	60
NB STA. 519+00 TO STA. 670+00	1	60
TOTAL =		120

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	SQ. YD.
I-55	
SB STA. 519+00 TO STA. 519+40	187
NB STA. 519+00 TO STA. 519+40	178
SB STA. 668+00 TO STA. 670+00	533
SB STA. 669+60 TO STA. 670+00 (SHOULDERS)	80
NB STA. 668+00 TO STA. 670+00	533
NB STA. 669+60 TO STA. 670+00 (SHOULDERS)	71
IL 4 RAMPS	
RAMP 1 STA. 100+25.5 TO STA. 101+07	362
RAMP 3 STA. 300+26.2 TO STA. 300+97.2	335
TOTAL =	2,279

TEMPORARY RAMP

LOCATION	SQ. YD.
I-55	
SB STA. 519+00 TO STA. 519+17	79
NB STA. 519+00 TO STA. 519+17	76
SB STA. 669+83 TO STA. 670+00	79
NB STA. 669+83 TO STA. 670+00	76
IL 4 RAMPS	
RAMP 1 STA. 100+25.5 TO STA. 100+32.5	93
RAMP 2 STA. 300+26.2 TO STA. 300+33.2	93
TOTAL =	496

HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N90

LOCATION	TON
I-55	
SB STA. 519+53 TO STA. 521+50	139.7
NB STA. 519+41 TO STA. 521+50	148.3
IL 4 RAMPS	
RAMP 1 STA. 111+00 TO STA. 113+06	105.1
STA. 113+06 TO STA. 115+28 (GORE)	160.6
STA. 115+28 TO STA. 124+60	471.9
RAMP 2 STA. 200+00 TO STA. 205+33	398.4
STA. 205+33 TO STA. 208+30	151.5
RAMP 3 STA. 310+80 TO STA. 312+80	102.0
STA. 312+80 TO STA. 315+03	161.3
STA. 315+03 TO STA. 324+50	479.5
RAMP 4 STA. 400+13 TO STA. 405+32	387.9
STA. 405+32 TO STA. 407+95	134.2
TOTAL =	2,840.4

POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90

LOCATION	TON
I-55	
SB STA. 519+00 TO STA. 521+50	93.3
NB STA. 519+00 TO STA. 521+50	93.3
SB STA. 546+00 TO STA. 553+50	280.0
NB STA. 547+50 TO STA. 555+00	280.0
SB STA. 640+00 TO STA. 648+00	317.3
NB STA. 640+00 TO STA. 649+00	336.0
IL 4 RAMPS	
RAMP 1 STA. 101+37 TO STA. 113+06	261.9
STA. 113+06 TO STA. 115+28	46.6
STA. 115+28 TO STA. 124+60	152.2
RAMP 2 STA. 200+00 TO STA. 205+33	128.5
STA. 205+33 TO STA. 212+92	170.0
RAMP 3 STA. 301+27 TO STA. 312+80	258.3
STA. 312+80 TO STA. 315+03	46.8
STA. 315+03 TO STA. 324+50	154.7
RAMP 4 STA. 400+13 TO STA. 405+32	125.1
STA. 405+32 TO STA. 412+60	163.1
TOTAL =	2,907.1

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	
NB STA. 547+50 TO STA. 555+00	224
SB STA. 640+00 TO STA. 648+00	
NB STA. 640+00 TO STA. 649+00	253.9
IL 4 RAMPS	
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	
STA. 205+33 TO STA. 212+92	102.8
RAMP 3 STA. 300+26 TO STA. 301+27	
STA. 301+27 TO STA. 312+80	68.0
STA. 312+80 TO STA. 315+03	229.6
STA. 315+03 TO STA. 324+50	41.6
RAMP 4 STA. 400+13 TO STA. 405+32	
STA. 405+32 TO STA. 412+60	123.7
TOTAL =	
	2,551

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 RAMPS					
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

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 RAMPS			
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

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	SQ. YD.
I-55	
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 (SQ. YD.)	PAVEMENT REIN. (SQ. YD.)	SUBGRADE REIN. (SQ. 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

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

HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11 1/2"

LOCATION	SQ. YD.
I-55	
SB RT. STA. 521+50 TO RT. STA. 546+00	6533
NB LT. STA. 521+50 TO LT. STA. 547+50	6933
SB RT. STA. 553+50 TO RT. STA. 640+00	23067
NB LT. STA. 555+00 TO LT. STA. 640+00	22667
SB RT. STA. 648+50 TO RT. STA. 670+00	5733
NB LT. STA. 649+00 TO LT. STA. 670+00	5600
TOTAL =	
	70,533

PAVEMENT REMOVAL	
LOCATION	SQ. 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 RAMPS	
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	SQ. YD.
SB RT. STA. 521+50 TO RT. STA. 546+00	6,533
NB LT. STA. 521+50 TO LT. STA. 547+50	6,933
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	75
SB STA. 521+50 TO STA. 546+00	4,207*
SB STA. 546+00 TO STA. 553+50	224
SB STA. 553+50 TO STA. 640+00	14,855*
SB STA. 640+00 TO STA. 648+00	254
SB STA. 648+00 TO STA. 670+00	3,692*
NB STA. 519+00 TO STA. 521+50	75
NB STA. 521+50 TO STA. 547+50	4,465*
NB STA. 547+50 TO STA. 555+00	224
NB STA. 555+00 TO STA. 640+00	14,598*
NB STA. 640+00 TO STA. 649+00	269
NB STA. 649+00 TO STA. 670+00	3,606*
TOTAL =	46,544


* HMA FULL DEPTH PAVEMENT 11 1/2" - TONNAGE BASED ON A SQ. YD. QUANTITY.

PAVED SHOULDER REMOVAL		
LOCATION	WIDTH	SQ. YD.
(PRE-STAGE CONSTRUCTION)		
SB I-55 (OUTSIDE SHOULDER) (OMITTED RAMPS)		
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 RAMPS)		
LT. STA. 519+00 TO LT. STA. 532+80	4	613
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+95 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	300
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 RAMPS (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 RAMPS (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	SQ. 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 RAMPS	
RAMP 1 STA. 113+06 TO STA. 124+60	2,276
RAMP 2 STA. 200+00 TO STA. 206+62	1,342
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 RAMPS	
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+92	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 SURFACE REMOVAL, 3/4"	
LOCATION	SQ. YD.
IL 4 RAMPS	
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

FILE NAME =	USER NAME = \$(USER)	DESIGNED -	REVISED -
... \CADD\0876D99-Sht-Schedules.dgn		DRAWN -	REVISED -
 Johnson, Depp & O'Leary CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 02/02/2012 17:27:08	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	23
CONTRACT NO. 76D99			ILLINOIS FED. AID PROJECT	

I-55 PARTIAL DEPTH PATCHING								RC-70		
LOCATION		LANE	LENGTH (FOOT)	WIDTH (FOOT)	PARTIAL DEPTH REMOVAL 3" (SQ. YD.)	PARTIAL DEPTH PATCHING (TON)	BITUMINOUS MATERIALS (PRIME COAT) (GALLON)	LEVELING BINDER (HAND METHOD) N90 (TON)		
STATION	MILE MARKER*									
SOUTHBOUND										
519+00	0.00	SB DL	30	6	20.0	3.4	2.0			
520+06	0.02	SB DL	12	12	16.0	2.7	1.6			
520+58	0.03	SB DL	16	12	21.3	3.6	2.1			
522+17	0.06	SB DL	6	12	8.0	1.3	0.8			
524+28	0.10	SB DL	12	12	16.0	2.7	1.6			
526+92	0.15	SB DL	12	6	8.0	1.3	0.8			
527+98	0.17	SB DL	40	6	26.7	4.5	2.7			
529+03	0.19	SB DL	20	12	26.7	4.5	2.7			
533+26	0.27	SB DL	6	12	8.0	1.3	0.8			
534+84	0.30	SB DL	280	12	373.3	62.7	37.3			
537+48	0.35	SB DL	6	12	8.0	1.3	0.8			
539+06	0.38	SB DL	6	12	8.0	1.3	0.8			
540+12	0.40	SB DL	6	12	8.0	1.3	0.8			
540+65	0.41	SB DL	6	12	8.0	1.3	0.8			
541+18	0.42	SB DL	6	12	8.0	1.3	0.8			
542+76	0.45	SB DL	6	12	8.0	1.3	0.8			
542+76	0.45	SB DL	6	12	8.0	1.3	0.8			
545+93	0.51	SB DL	6	12	8.0	1.3	0.8			
550+15	0.59	SB DL	6	12	8.0	1.3	0.8			
550+68	0.60	SB DL	6	12	8.0	1.3	0.8			
551+74	0.62	SB DL	6	12	8.0	1.3	0.8			
553+85	0.66	SB DL	6	12	8.0	1.3	0.8			
554+38	0.67	SB DL	12	12	16.0	2.7	1.6			
562+82	0.83	SB DL	250	6	166.7	28.0	16.7			
563+88	0.85	SB DL	12	12	16.0	2.7	1.6			
568+63	0.94	SB DL	20	12	26.7	4.5	2.7			
569+69	0.96	SB DL	25	12	33.3	5.6	3.3			
571+27	0.99	SB DL	20	12	26.7	4.5	2.7			
572+33	1.01	SB DL	12	12	16.0	2.7	1.6			
582+36	1.20	SB DL	12	12	16.0	2.7	1.6			
593+45	1.41	SB DL	12	12	16.0	2.7	1.6			
595+56	1.45	SB DL	12	12	16.0	2.7	1.6			
596+62	1.47	SB DL	25	12	33.3	5.6	3.3			
606+12	1.65	SB DL	25	12	33.3	5.6	3.3			
608+76	1.70	SB DL	25	12	33.3	5.6	3.3			
612+98	1.78	SB DL	12	12	16.0	2.7	1.6			
614+04	1.80	SB DL	12	12	16.0	2.7	1.6			
614+57	1.81	SB DL	30	12	40.0	6.7	4.0			
615+10	1.82	SB DL	6	12	8.0	1.3	0.8			
616+68	1.85	SB DL	20	12	26.7	4.5	2.7			
624+07	1.99	SB DL	12	12	16.0	2.7	1.6			
625+13	2.01	SB DL	12	12	16.0	2.7	1.6			
627+24	2.05	SB DL	20	12	26.7	4.5	2.7			
628+82	2.08	SB DL	20	12	26.7	4.5	2.7			
640+44	2.30	SB DL	20	12	26.7	4.5	2.7			
640+97	2.31	SB DL	30	12	40.0	6.7	4.0			
644+66	2.38	SB DL	20	12	26.7	4.5	2.7			
648+36	2.45	SB DL	20	12	26.7	4.5	2.7			
648+89	2.46	SB DL	12	12	16.0	2.7	1.6			
651+00	2.50	SB DL	6	12	8.0	1.3	0.8			
653+64	2.55	SB DL	20	12	26.7	4.5	2.7			
655+22	2.58	SB DL	30	12	40.0	6.7	4.0			
660+50	2.68	SB DL	12	12	16.0	2.7	1.6			
661+03	2.69	SB DL	12	12	16.0	2.7	1.6			
NORTHBOUND										
531+66	2.62	NB DL	20	12	26.7	4.5	2.7			
534+83	2.56	NB DL	12	12	16.0	2.7	1.6			
535+36	2.55	NB DL	12	12	16.0	2.7	1.6			
537+47	2.51	NB DL	12	12	16.0	2.7	1.6			
538+00	2.50	NB DL	20	12	26.7	4.5	2.7			
538+53	2.49	NB DL	20	12	26.7	4.5	2.7			
543+28	2.40	NB DL	20	12	26.7	4.5	2.7			
543+28	2.40	NB DL	20	12	26.7	4.5	2.7			
552+26	2.23	NB DL	6	12	8.0	1.3	0.8			
559+12	2.10	NB DL	12	12	16.0	2.7	1.6			
563+34	2.02	NB DL	6	12	8.0	1.3	0.8			
564+40	2.00	NB DL	6	12	8.0	1.3	0.8			
564+93	1.99	NB DL	12	12	16.0	2.7	1.6			
571+26	1.87	NB DL	12	12	16.0	2.7	1.6			
572+32	1.85	NB DL	20	12	26.7	4.5	2.7			

CONTINUES

I-55 PARTIAL DEPTH PATCHING								RC-70		
LOCATION		LANE	LENGTH (FOOT)	WIDTH (FOOT)	PARTIAL DEPTH REMOVAL 3" (SQ. YD.)	PARTIAL DEPTH PATCHING (TON)	BITUMINOUS MATERIALS (PRIME COAT) (GALLON)	LEVELING BINDER (HAND METHOD) N90 (TON)		
STATION	MILE MARKER*									
573+90	1.82	NB DL	12	12	16.0	2.7	1.6			
574+43	1.81	NB DL	12	12	16.0	2.7	1.6			
578+66	1.73	NB DL	12	12	16.0	2.7	1.6			
579+18	1.72	NB DL	6	12	8.0	1.3	0.8			
579+71	1.71	NB DL	12	12	16.0	2.7	1.6			
580+24	1.70	NB DL	12	12	16.0	2.7	1.6			
582+35	1.66	NB DL	20	12	26.7	4.5	2.7			
584+46	1.62	NB DL	8	12	10.7	1.8	1.1			
588+16	1.55	NB DL	20	12	26.7	4.5	2.7			
591+33	1.49	NB DL	20	12	26.7	4.5	2.7			
592+91	1.46	NB DL	12	12	16.0	2.7	1.6			
593+44	1.45	NB DL	12	12	16.0	2.7	1.6			
596+08	1.40	NB DL	30	6	20.0	3.4	2.0			
601+36	1.30	NB DL	12	12	16.0	2.7	1.6			
604+00	1.25	NB DL	12	12	16.0	2.7	1.6			
605+58	1.22	NB DL	12	12	16.0	2.7	1.6			
606+64	1.20	NB DL	15	12	20.0	3.4	2.0			
613+50	1.07	NB DL	15	12	20.0	3.4	2.0			
614+03	1.06	NB DL	20	12	26.7	4.5	2.7			
614+56	1.05	NB DL	20	12	26.7	4.5	2.7			
616+67	1.01	NB DL	12	12	16.0	2.7	1.6			
619+84	0.95	NB DL	12	12	16.0	2.7	1.6			
621+42	0.92	NB DL	12	12	16.0	2.7	1.6			
622+48	0.90	NB DL	12	12	16.0	2.7	1.6			
624+59	0.86	NB DL	12	12	16.0	2.7	1.6			
625+12	0.85	NB DL	8	12	10.7	1.8	1.1			
626+70	0.82	NB DL	12	12	16.0	2.7	1.6			
627+23	0.81	NB DL	12	12	16.0	2.7	1.6			
631+98	0.72	NB DL	12	12	16.0	2.7	1.6			
635+15	0.66	NB DL	30	12	40.0	6.7	4.0			
638+32	0.60	NB DL	12	12	16.0	2.7	1.6			
640+96	0.55	NB DL	12	12	16.0	2.7	1.6			
645+71	0.46	NB DL	12	12	16.0	2.7	1.6			
648+35	0.41	NB DL	12	12	16.0	2.7	1.6			
648+88	0.40	NB DL	20	12	26.7	4.5	2.7			
650+99	0.36	NB DL	30	12	40.0	6.7	4.0			
651+52	0.35	NB DL	12	12	16.0	2.7	1.6			
664+72	0.10	NB DL	12	12	16.0	2.7	1.6			
SUBTOTAL =					2498.0	419.7	249.8	30.0		
CONTINGENCY (20%) =					499.6	83.9	50.0	-		
TOTAL =					2997.6	503.6	299.8	30.0		
USE =					2998	504	300	30		

* 0 MILE MARKER LOCATION FOR THE SOUTHBOUND LANES ASSUMES STA. 519+00 GOING SOUTH
 0 MILE MARKER LOCATION FOR THE NORTHBOUND LANES ASSUMES STA. 670+00 GOING NORTH
 PATCHING LOCATIONS SHOWN ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE SPECIFIED BY THE RESIDENT ENGINEER.
 AT THE REQUEST OF THE DISTRICT 8 CONSTRUCTION DEPARTMENT, A QUANTITY OF 30 TONS LEVELING BINDER (HAND METHOD) N90 HAS BEEN INCLUDED IN THE PLANS. TO BE UTILIZED (AT THE RE'S OR RT'S DISCRETION) ON THE DRIVING LANES DURING STAGE CONSTRUCTION OF THE PASSING LANES.

I-55 CLASS B PAVEMENT PATCHING 16 INCH SCHEDULE									
LOCATION		LANE	LENGTH (FOOT)	LANE WIDTH (FOOT)	CLASS B PATCH TYPE II (SQ. YD.)	CLASS B PATCH TYPE IV (SQ. YD.)	DOWEL BARS 1 1/2 INCH (EACH)	SAWCUT (FOOT)	PAVEMENT FABRIC (SQ. YD.)
STATION	MILE MARKER*								
534+84	0.30	SB DL	6	12	8.0		20	48	
534+84	0.30	SB DL	6	12	8.0		20	48	
568+63	0.94	SB DL	20	12		26.7	20	76	26.7
SUBTOTAL =					16.0	26.7	60	172	26.7
CONTINGENCY (20%) =					3.2	5.3	12	35	5.3
TOTAL =					19.2	32.0	72	207	32.0
USE =					19	32	72	207	32

* 0 MILE MARKER LOCATION FOR THE SOUTHBOUND LANES ASSUMES STA. 519+00 GOING SOUTH
 PATCHING LOCATIONS SHOWN ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE SPECIFIED BY THE RESIDENT ENGINEER.

FILE NAME =	USER NAME = \$(USER)	DESIGNED -	REVISED -
... \CADD\0876D99-Sht-Schedules.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 02/02/2012 17:27:23	DATE -	REVISED -



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	24
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

IL. 4 RAMPS CLASS B PAVEMENT PATCHING 10 INCH SCHEDULE									
LOCATION	LANE	LENGTH (FOOT)	LANE WIDTH (FOOT)	CLASS B PATCH TYPE I (SQ. YD.)	CLASS B PATCH TYPE II (SQ. YD.)	CLASS B PATCH TYPE III (SQ. YD.)	DOWEL BARS	SAWCUT (FOOT)	PAVEMENT FABRIC (SQ. YD.)
							1 1/2 INCH (EACH)		
RAMP 1									
104+20	LT	6	8		5.3		14	36	
	RT	6	8		5.3		14	36	
106+20	LT	4	8	3.6			14	32	
	RT	4	8	3.6			14	32	
107+50	LT	6	8		5.3		14	36	
	RT	6	8		5.3		14	36	
109+65	LT	10	8		8.9		14	44	
	RT	10	8		8.9		14	44	
RAMP 2									
208+25	LT	8	8		7.1		14	40	
	RT	8	8		7.1		14	40	
210+50	LT	6	8		5.3		14	36	
	RT	6	8		5.3		14	36	
211+05	LT	6	8		5.3		14	36	
	RT	6	8		5.3		14	36	
212+00	LT	4	8	3.6			14	32	
	RT	4	8	3.6			14	32	
RAMP 3									
305+20	LT	8	8		7.1		14	40	
	RT	8	8		7.1		14	40	
308+25	LT	8	8		7.1		14	40	
	RT	8	8		7.1		14	40	
310+45	LT	6	8		5.3		14	36	
	RT	6	8		5.3		14	36	
RAMP 4									
406+50	LT	8	8		7.1		14	40	
	RT	8	8		7.1		14	40	
408+05	LT	16	8		14.2		14	56	
	RT	16	8		14.2		14	56	
410+95	LT	20	8			17.8	14	64	17.8
	RT	20	8			17.8	14	64	17.8
SUBTOTAL =				14.2	156.4	35.6	392	1,136	35.6
CONTINGENCY (20%) =				2.8	31.3	7.1	79	228	7.1
TOTAL =				17.1	187.7	42.7	471	1,364	42.7
USE =				17	188	43	471	1,364	43

PATCHING LOCATIONS SHOWN ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE SPECIFIED BY THE RESIDENT ENGINEER.

PORTLAND CEMENT CONCRETE SHOULDERS 8" (SPECIAL)	
LOCATION	SQ. YD.
IL 4 RAMPS (OUTSIDE SHOULDER)	
STA. 100+00 TO STA. 115+28	2,037
STA. 205+33 TO STA. 214+50	1,223
STA. 300+00 TO STA. 315+03	2,004
STA. 405+32 TO STA. 414+18	1,181
TOTAL =	6,445

PAVEMENT FABRIC	
LOCATION	SQ. YD.
I-55	
IL 4 RAMPS (OUTSIDE SHOULDER)	
RAMP 1 STA. 100+00 TO STA. 115+28	2037
RAMP 2 STA. 205+33 TO STA. 214+50	1223
RAMP 3 STA. 300+00 TO STA. 315+03	2004
RAMP 4 STA. 405+32 TO STA. 414+18	1181
(AREA BY MICROSTATION)	
IL 4 RAMPS (WITH PCC PAVEMENT 10")	
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 =	7,582

AGGREGATE SHOULDERS, TYPE B	
LOCATION	TON
SB STA. 519+00 TO STA. 539+00	304
SB STA. 539+00 TO STA. 561+00	401
SB STA. 561+00 TO STA. 566+50	84
SB STA. 566+50 TO STA. 637+00	2,998
SB STA. 637+00 TO STA. 644+50	251
SB STA. 644+50 TO STA. 670+00	155
NB STA. 519+00 TO STA. 530+00	468
NB STA. 530+00 TO STA. 558+00	1,339
NB STA. 558+00 TO STA. 566+00	340
NB STA. 566+00 TO STA. 643+00	1,169
NB STA. 643+00 TO STA. 670+00	1,148
IL 4 RAMPS	
RAMP 1 STA. 100+50 TO STA. 113+06	257
RAMP 2 STA. 206+60 TO STA. 212+92	130
RAMP 3 STA. 300+50 TO STA. 312+80	252
RAMP 4 STA. 405+30 TO STA. 412+60	150
TOTAL =	9,446

HOT-MIX ASPHALT SHOULDERS, 12"	
LOCATION	SQ. YD.
SB D.L. RT. STA. 546+00 TO RT. STA. 553+50	833
SB P.L. RT. STA. 546+00 TO RT. STA. 553+50	667
NB P.L. LT. STA. 547+50 TO LT. STA. 555+00	500
NB D.L. LT. STA. 547+50 TO LT. STA. 555+00	833
SB D.L. RT. STA. 640+00 TO RT. STA. 648+50	944
SB P.L. RT. STA. 640+00 TO RT. STA. 644+50	300
SB P.L. RT. STA. 644+50 TP RT. STA. 648+50	356
NB P.L. LT. STA. 640+00 TO LT. STA. 643+00	267
NB P.L. LT. STA. 643+00 TO LT. STA. 649+00	400
NB D.L. LT. STA. 640+00 TO LT. STA. 649+00	1000
TOTAL =	6,100

HOT-MIX ASPHALT SHOULDERS	
LOCATION	TON
SB STA. 519+00 TO STA. 539+00	2,128
SB STA. 539+00 TO STA. 561+00	2,834
SB STA. 561+00 TO STA. 566+50	585
SB STA. 566+50 TO STA. 644+50	7,377
SB STA. 644+50 TO STA. 670+00	2,713
NB STA. 519+00 TO STA. 530+00	1,040
NB STA. 530+00 TO STA. 558+00	3,206
NB STA. 558+00 TO STA. 566+00	757
NB STA. 566+00 TO STA. 643+00	8,193
NB STA. 643+00 TO STA. 670+00	2,554
IL 4 RAMPS	
RAMP 1	
STA. 100+50 TO STA. 110+20	103
STA. 110+20 TO STA. 113+06	56
RAMP 2	
STA. 206+60 TO STA. 209+50	50
STA. 209+50 TO STA. 212+92	36
RAMP 3	
STA. 300+50 TO STA. 310+00	101
STA. 310+00 TO STA. 312+80	55
RAMP 4	
STA. 405+30 TO STA. 409+00	73
STA. 409+00 TO STA. 412+60	38
TOTAL =	31,899

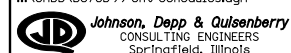
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	25
			CONTRACT NO. 76D99	
ILLINOIS FED. AID PROJECT				



PIPE CULVERT REMOVAL
 PIPE CULVERT, CLASS A, TYPE 1 12"
 PIPE CULVERT, CLASS A, TYPE 1 15"
 PIPE CULVERT, CLASS A, TYPE 1 18"
 PIPE CULVERT, CLASS A, TYPE 1 24"

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"
 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"
 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"
 CONCRETE COLLAR
 EXPANSION BOLTS 3/4 INCH

END SECTIONS TO BE REMOVED
 BOX CULVERTS TO BE CLEANED
 PIPE CULVERTS TO BE CLEANED 24"
 DRAINAGE STRUCTURES TO BE CLEANED
 INLETS TO BE ADJUSTED

LOCATION	PIPE CULVERT REMOVAL		P CUL CL A 1 12	P CUL CL A 1 15	P CUL CL A 1 18	P CUL CL A 1 24	PRC FLAR END SEC 18	PRC FLAR END SEC 36	PRC FLAR END SEC 42	CONCRETE COLLAR			EXPAN BOLTS 3/4		END SECTIONS REMOVED		BOX CUL TO BE CLEANED		PIPE CULVERT TO BE CLEANED		DRAINAGE STR CLEANED	INLETS TO BE ADJUSTED		
	SIZE/TYPE	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	SIZE	NO.	CU.YD.	SIZE	EACH	SIZE/TYPE	EACH	SIZE	FOOT	SIZE/TYPE	FOOT	EACH	EACH		
I-55																								
STA. 520+65																								
STA. 520+65 TO STA. 522+69	18" CMP	204			204							18"	1	0.18	18"	4						1		
STA. 522+69												18"	1	0.18	18"	4						1		
STA. 522+69												12"	1	0.13	12"	4						-		
STA. 522+69 TO STA. 524+73	12" CMP	204	204									12"	2	0.25	12"	8						1		
STA. 524+73												12"	2	0.25	12"	8						1		
STA. 524+73 TO STA. 526+75	12" CMP	202	202									12"	2	0.25	12"	8						1		
STA. 526+75												12"	2	0.25	12"	8						1		
STA. 526+75 TO STA. 528+77	12" CMP	202	202									12"	2	0.25	12"	8						1		
STA. 528+77												12"	2	0.25	12"	8						1		
STA. 528+77 TO STA. 530+79	12" CMP	202	202									12"	1	0.13	12"	4						1		
STA. 530+79												12"	1	0.13	12"	4						1		
STA. 548+50																						1	1	
LT. STA. 551+38 TO STA. 551+88	12" CMP	50	50																					
RT. STA. 562+28																						1		
RT. STA. 562+55	24" CMP	56				56						24"	2	0.45	24"	16								
RT. STA. 563+20	18" CMP	12			12							18"	2	0.35	18"	8								
RT. STA. 563+28																						1		
STA. 563+30																		DBL. 10' X 10'	325					
STA. 563+60	24" CMP	36				36						24"	2	0.45	24"	16						1		
STA. 563+77																						1		
LT. STA. 564+25	15" CMP	44		44																		1		
RT. STA. 580+08																						1		
STA. 580+20																						1		
LT. STA. 580+34	42" RCP	4						1									42" CONC.	1						
STA. 600+34																						1		
STA. 600+42	18" CMP	16			16							18"	2	0.35	18"	8								
STA. 611+40																						1		
STA. 611+50																			24" RCP	280				
STA. 617+75																						1		
STA. 617+83																			24" RCP	250				
STA. 617+91																						1		
STA. 635+77																						1		
RT. STA. 636+00	18" CMP	46			46		1					18"	1	0.18	18"	4								
STA. 636+22	24" CMP	88				88						24"	2	0.45	24"	16								
STA. 636+43	18" CMP	36																						
RT. STA. 636+43					36		1					18"	1	0.18	18"	4								
STA. 644+69																			24" RCP	160		1		
STA. 661+23																						1		
STA. 661+27	15" CMP	8		8								15"	2	0.3	15"	8								
IL. RTE. 4 INTERCHANGE																								
RAMP 1:																								
RT. STA. 110+10																						1		
RT. STA. 110+32																						1		
RAMP 3																								
RT. STA. 311+25								1									36" CONC.	1						
TOTALS =		1,410	860	52	314	180	2	1	1			4.08		120				2		325		690	21	1

STONE RIPRAP, CLASS A4			
STONE RIPRAP, CLASS A5			
FILTER FABRIC			
LOCATION	RIPRAP, CLASS A4 (TON)	RIPRAP, CLASS A5 (TON)	FILTER FABRIC (SQ. YD.)
FOR ENERGY DISSIPATOR BASIN			
LT. STA. 580+34	10	15	30
TOTAL =	10	15	30

PIPE UNDERDRAIN SCHEDULE - MAINLINE							
LANE	STATION TO STATION		PIPE UNDERDRAINS 6" (FOOT)	*PIPE UNDERDRAINS (SPECIAL) 6" (FOOT)	CONCRETE HEADWALL FOR PIPE DRAINS (EACH)	SHOULDER REMOVAL AND REPLACEMENT 11 1/2" (FOOT)	REMARKS
SB DL	519+00	524+92	590	36	1		OUTLET STA. 519+00, CLEANOUT STA. 524+92
SB PL	519+00	524+92	590	26	1	590	OUTLET STA. 519+00, CLEANOUT STA. 524+92
NB PL	519+00	524+92	590	26	1	590	OUTLET STA. 519+00, CLEANOUT STA. 524+92
NB DL	519+00	524+92	590	36	1		OUTLET STA. 519+00, CLEANOUT STA. 524+92
SB DL	524+92	529+50 (C)	460	36	2		OUTLET STA. 524+92, CLEANOUT STA. 529+50
SB PL	524+92	529+50 (C)	460	26	2	460	OUTLET STA. 524+92, CLEANOUT STA. 529+50
NB PL	524+92	529+50 (C)	460	26	2	460	OUTLET STA. 524+92, CLEANOUT STA. 529+50
NB DL	524+92	529+50 (C)	460	36	2		OUTLET STA. 524+92, CLEANOUT STA. 529+50
SB DL	529+50	532+50	300	36	1		CLEANOUT STA. 529+50, OUTLET STA. 532+50
SB PL	529+50	534+00	450	26	1	450	CLEANOUT STA. 529+50, OUTLET STA. 534+00
NB PL	529+50	534+00	450	26	1	450	CLEANOUT STA. 529+50, OUTLET STA. 534+00
NB DL	529+50	532+50	300	36	1		CLEANOUT STA. 529+50, OUTLET STA. 532+50
SB PL	534+00	539+00	500	26	1	500	CLEANOUT STA. 534+00, OUTLET STA. 539+00
NB PL	534+00	539+00	500	26	1	500	CLEANOUT STA. 534+00, OUTLET STA. 539+00
SB PL	539+00	544+00	500	26	1	500	CLEANOUT STA. 539+00, OUTLET STA. 544+00
NB PL	539+00	543+00	400	26	1	400	CLEANOUT STA. 539+00, OUTLET STA. 543+00
SB DL	540+33	547+00	665	36	2		CLEANOUT STA. 540+33, OUTLET STA. 547+00
NB PL	543+00	548+40	540	26	1	540	CLEANOUT STA. 543+00, OUTLET STA. 548+40
NB DL	543+72	548+50	480	36	1		CLEANOUT STA. 543+72, OUTLET STA. 548+50
SB PL	544+00	548+50	450	26	1	450	CLEANOUT STA. 544+00, OUTLET STA. 548+50
SB DL	547+00	548+50 (C)	150	36	1		OUTLET STA. 547+00, CLEANOUT STA. 548+50
SB DL	548+50	553+00	450	36	1		CLEANOUT STA. 548+50, OUTLET STA. 553+00
SB PL	548+50	551+80	330	26	1	330	CLEANOUT STA. 548+50, OUTLET STA. 551+80
NB PL	548+50	550+00 (C)	150	13	0	150	OUTLET STA. 548+50, PLUG STA. 550+00
NB PL	550+00	551+80	180	13	1	180	PLUG STA. 550+00, OUTLET STA. 551+80
NB DL	548+50	553+00	450	36	1		CLEANOUT STA. 548+50, OUTLET STA. 553+00
SB DL	553+00	555+00	200	36	1		CLEANOUT STA. 553+00, OUTLET STA. 555+00
SB PL	551+80	555+00	320	26	1	320	CLEANOUT STA. 551+80, OUTLET STA. 555+00
NB PL	551+80	555+00	320	26	1	320	CLEANOUT STA. 551+80, OUTLET STA. 555+00
SB PL	555+00	559+00	400	26	1	400	CLEANOUT STA. 555+00, OUTLET STA. 559+00
NB PL	555+00	559+00	400	26	1	400	CLEANOUT STA. 555+00, OUTLET STA. 559+00
NB DL	553+00	558+00	500	36	1		CLEANOUT STA. 553+00, OUTLET STA. 558+00
SB PL	559+00	563+77	475	26	1	475	CLEANOUT STA. 559+00, OUTLET STA. 563+77
NB PL	559+00	563+77	475	26	1	475	CLEANOUT STA. 559+00, OUTLET STA. 563+77
NB DL	558+00	561+00	300	36	1		CLEANOUT STA. 558+00, OUTLET STA. 561+00
SB PL	563+77	568+00	425	26	1	425	OUTLET STA. 563+77, CLEANOUT STA. 568+00
NB PL	563+77	569+00	525	26	1	525	OUTLET STA. 563+77, CLEANOUT STA. 569+00
SB DL	567+50	572+00	450	36	1		OUTLET STA. 567+50, CLEANOUT STA. 572+00
SB PL	568+00	573+00	500	26	1	500	OUTLET STA. 568+00, CLEANOUT STA. 573+00
NB PL	569+00	574+00	500	26	1	500	OUTLET STA. 569+00, CLEANOUT STA. 574+00
NB DL	568+00	573+00	500	36	1		OUTLET STA. 568+00, CLEANOUT STA. 573+00
SB DL	572+00	577+00	500	36	1		OUTLET STA. 572+00, CLEANOUT STA. 577+00
SB PL	573+00	578+00	500	26	1	500	OUTLET STA. 573+00, CLEANOUT STA. 578+00
NB PL	574+00	579+00	500	26	1	500	OUTLET STA. 574+00, CLEANOUT STA. 579+00
NB DL	573+00	578+00	500	36	1		OUTLET STA. 573+00, CLEANOUT STA. 578+00
SB DL	577+00	582+00	500	36	1		OUTLET STA. 577+00, CLEANOUT STA. 582+00
SB PL	578+00	583+00	500	26	1	500	OUTLET STA. 578+00, CLEANOUT STA. 583+00
NB PL	579+00	584+00	500	26	1	500	OUTLET STA. 579+00, CLEANOUT STA. 584+00
NB DL	578+00	583+00	500	36	1		OUTLET STA. 578+00, CLEANOUT STA. 583+00
SB DL	582+00	588+00 (C)	600	36	2		OUTLET STA. 582+00, CLEANOUT STA. 588+00
SB PL	583+00	588+00 (C)	500	26	2	500	OUTLET STA. 583+00, CLEANOUT STA. 588+00
NB PL	584+00	588+00 (C)	400	26	2	400	OUTLET STA. 584+00, CLEANOUT STA. 588+00
NB DL	583+00	588+00 (C)	500	36	2		OUTLET STA. 583+00, CLEANOUT STA. 588+00
SB DL	588+00	593+00	500	36	1		CLEANOUT STA. 588+00, OUTLET STA. 593+00
SB PL	588+00	593+00	500	26	1	500	CLEANOUT STA. 588+00, OUTLET STA. 593+00
NB PL	588+00	593+00	500	26	1	500	CLEANOUT STA. 588+00, OUTLET STA. 593+00
NB DL	588+00	593+00	500	36	1		CLEANOUT STA. 588+00, OUTLET STA. 593+00
SB DL	593+00	598+00	500	36	1		CLEANOUT STA. 593+00, OUTLET STA. 598+00
SB PL	593+00	598+00	500	26	1	500	CLEANOUT STA. 593+00, OUTLET STA. 598+00
NB PL	593+00	598+00	500	26	1	500	CLEANOUT STA. 593+00, OUTLET STA. 598+00
NB DL	593+00	598+00	500	36	1		CLEANOUT STA. 593+00, OUTLET STA. 598+00
SB DL	598+00	603+00	500	36	1		CLEANOUT STA. 598+00, OUTLET STA. 603+00
SB PL	598+00	603+00	500	26	1	500	CLEANOUT STA. 598+00, OUTLET STA. 603+00
NB PL	598+00	603+00	500	26	1	500	CLEANOUT STA. 598+00, OUTLET STA. 603+00
NB DL	598+00	603+00	500	36	1		CLEANOUT STA. 598+00, OUTLET STA. 603+00
SB DL	603+00	608+00	500	36	1		CLEANOUT STA. 603+00, OUTLET STA. 608+00
SB PL	603+00	608+00	500	26	1	500	CLEANOUT STA. 603+00, OUTLET STA. 608+00
NB PL	603+00	608+00	500	26	1	500	CLEANOUT STA. 603+00, OUTLET STA. 608+00
NB DL	603+00	608+00	500	36	1		CLEANOUT STA. 603+00, OUTLET STA. 608+00
SB DL	608+00	611+70	370	36	1		CLEANOUT STA. 608+00, OUTLET STA. 611+70
SB PL	608+00	611+40	340	26	1	340	CLEANOUT STA. 608+00, OUTLET STA. 611+40
NB PL	608+00	611+40	340	26	1	340	CLEANOUT STA. 608+00, OUTLET STA. 611+40
NB DL	608+00	611+00	300	36	1		CLEANOUT STA. 608+00, OUTLET STA. 611+00
SB DL	611+70	617+50	550	36	1		CLEANOUT STA. 612+00, OUTLET STA. 617+50

CONTINUES

PIPE UNDERDRAIN SCHEDULE - MAINLINE							
LANE	STATION TO STATION		PIPE UNDERDRAINS 6" (FOOT)	*PIPE UNDERDRAINS (SPECIAL) 6" (FOOT)	CONCRETE HEADWALL FOR PIPE DRAINS (EACH)	SHOULDER REMOVAL AND REPLACEMENT 11 1/2" (FOOT)	REMARKS
SB PL	611+40	617+75	635	26	1	635	CLEANOUT STA. 611+40, OUTLET STA. 617+75
NB PL	611+40	617+75	635	26	1	635	CLEANOUT STA. 611+40, OUTLET STA. 617+75
NB DL	611+30	617+80	650	36	1		CLEANOUT STA. 611+30, OUTLET STA. 617+80
SB DL	617+80	623+00	520	36	1		OUTLET STA. 617+80, CLEANOUT STA. 623+00
SB PL	617+91	623+00	510	26	1	510	OUTLET STA. 617+91, CLEANOUT STA. 623+00
NB PL	617+91	623+00	510	26	1	510	OUTLET STA. 617+91, CLEANOUT STA. 623+00
NB DL	618+10	623+00	490	36	1		OUTLET STA. 618+10, CLEANOUT STA. 623+00
SB DL	623+00	626+30 (C)	330	36	2		OUTLET STA. 623+00, CLEANOUT STA. 626+30
SB PL	623+00	626+30 (C)	330	26	2	330	OUTLET STA. 623+00, CLEANOUT STA. 626+30
NB PL	623+00	626+30 (C)	330	26	2	330	OUTLET STA. 623+00, CLEANOUT STA. 626+30
NB DL	623+00	626+30 (C)	330	36	2		OUTLET STA. 623+00, CLEANOUT STA. 626+30
SB DL	626+30	632+00	570	36	1		CLEANOUT STA. 626+30, OUTLET STA. 632+00
SB PL	626+30	632+00	570	26	1	570	CLEANOUT STA. 626+30, OUTLET STA. 632+00
NB PL	626+30	632+00	570	26	1	570	CLEANOUT STA. 626+30, OUTLET STA. 632+00
NB DL	626+30	632+00	570	36	1		CLEANOUT STA. 626+30, OUTLET STA. 632+00
SB DL	632+00	635+80	380	36	1		CLEANOUT STA. 632+00, OUTLET STA. 635+80
SB PL	632+00	635+80	375	26	1	375	CLEANOUT STA. 632+00, OUTLET STA. 635+77
NB PL	632+00	635+77	375	26	1	375	CLEANOUT STA. 632+00, OUTLET STA. 635+77
NB DL	632+00	635+80	380	36	1		CLEANOUT STA. 632+00, OUTLET STA. 635+80
SB DL	635+80	640+00	420	36	1		OUTLET STA. 635+80, CLEANOUT STA. 640+00
SB PL	635+77	640+00	425	26	1	425	OUTLET STA. 635+77, CLEANOUT STA. 640+00
NB PL	635+77	640+00	425	26	1	425	OUTLET STA. 635+77, CLEANOUT STA. 640+00
NB DL	635+80	640+00	420	36	1		OUTLET STA. 635+80, CLEANOUT STA. 640+00
SB DL	640+00	644+70	470	36	1		OUTLET STA. 640+00, CLEANOUT STA. 644+70
SB PL	640+00	644+69	470	26	1	470	OUTLET STA. 640+00, CLEANOUT STA. 644+69
NB PL	640+00	644+70	470	26	1	470	OUTLET STA. 640+00, CLEANOUT STA. 644+70
NB DL	644+70	650+00 (C)	530	36	2		OUTLET STA. 644+70, CLEANOUT STA. 650+00
SB PL	644+69	650+00 (C)	530	26	2	530	OUTLET STA. 644+69, CLEANOUT STA. 650+00
NB PL	644+69	650+00 (C)	530	26	2	530	OUTLET STA. 644+69, CLEANOUT STA. 650+00
NB DL	644+70	650+00 (C)	530	36	2		OUTLET STA. 644+70, CLEANOUT STA. 650+00
SB DL	650+00	655+00	500	36	1		CLEANOUT STA. 650+00, OUTLET STA. 655+00
SB PL	650+00	655+00	500	26	1	500	CLEANOUT STA. 650+00, OUTLET STA. 655+00
NB PL	650+00	655+00	500	26	1	500	CLEANOUT STA. 650+00, OUTLET STA. 655+00
NB DL	650+00	655+00	500	36	1		CLEANOUT STA. 650+00, OUTLET STA. 655+00
SB DL	655+00	660+00	500	36	1		CLEANOUT STA. 655+00, OUTLET STA. 660+00
SB PL	655+00	660+00	500	26	1	500	CLEANOUT STA. 655+00, OUTLET STA. 660+00
NB PL	655+00	660+00	500	26	1	500	CLEANOUT STA. 655+00, OUTLET STA. 660+00
NB DL	655+00	660+00	500	36	1		CLEANOUT STA. 655+00, OUTLET STA. 660+00
SB DL	660+00	665+00	500	36	1		CLEANOUT STA. 660+00, OUTLET STA. 665+00
SB PL	660+00	665+00	500	26	1	500	CLEANOUT STA. 660+00, OUTLET STA. 665+00
NB PL	660+00	665+00	500	26	1	500	CLEANOUT STA. 660+00, OUTLET STA. 665+00
NB DL	660+00	665+00	500	36	1		CLEANOUT STA. 660+00, OUTLET STA. 665+00
SB DL	665+00	670+00	500	36	1		CLEANOUT STA. 665+00, OUTLET STA. 670+00
SB PL	665+00	670+00	500	26	1	500	CLEANOUT STA. 665+00, OUTLET STA. 670+00
NB PL	665+00	670+00	500	26	1	500	CLEANOUT STA. 665+00, OUTLET STA. 670+00
NB DL	665+00	670+00	500	18	1		CLEANOUT STA. 665+00, OUTLET STA. 670+00
TOTALS =			56,415	3,662	131	30,160	

* INCLUDES TWO PIPES PER LOCATION (SEE SUB-SURFACE DRAIN DETAILS)
(C) CREST LOCATION (REQUIRES HEADWALL FOR CLEANOUT)

VIDEO TAPING OF PIPE UNDERDRAINS	
LOCATION	VIDEO TAPING (FOOT)
SECTION 60-(1,2)RS-3	7300
TOTALS =	7,300

NOTE: ASSUME 10% OF PIPE UNDERDRAINS TO BE VIDEO TAPED.
FINAL QUANTITY TO BE DETERMINED BY THE ENGINEER. (SEE SPECIAL PROVISION)

PIPE UNDERDRAIN SCHEDULE - IL 4									
LANE	STATION TO STATION	PIPE UNDERDRAINS 6" (FOOT)	*PIPE UNDERDRAINS (SPECIAL) 6" (FOOT)	CONCRETE HEADWALL FOR PIPE DRAINS (EACH)	SHOULDER REMOVAL AND REPLACEMENT 10" (FOOT)	SHOULDER REMOVAL AND REPLACEMENT 11 1/2" (FOOT)	REMARKS		
RAMP 1 LT	100+70 105+00	(C) 430	40	2	430		CLEANOUT STA. 100+70, OUTLET STA. 105+00		
RAMP 1 RT	100+30 105+00	(C) 470	40	2	470		CLEANOUT STA. 100+30, OUTLET STA. 105+00		
RAMP 1 LT	105+00 109+70	470	40	1	470		CLEANOUT STA. 105+00, OUTLET STA. 109+70		
RAMP 1 RT	105+00 110+10	510	40	1	510		CLEANOUT STA. 105+00, OUTLET STA. 110+10		
RAMP 1 LT	109+70 114+00	430	20		430		OUTLET STA. 109+70, PLUG STA. 114+00		
RAMP 1 RT	110+32 115+25	495	40	1	495		OUTLET STA. 110+32, CLEANOUT STA. 115+25		
RAMP 1 RT	115+25 120+00	475	36	1		475	OUTLET STA. 115+25, CLEANOUT STA. 120+00		
RAMP 1 RT	120+00 124+60	460	36	1		460	OUTLET STA. 120+00, CLEANOUT STA. 124+60		
RAMP 2 RT	200+00 205+25	525	36	1		525	CLEANOUT STA. 200+00, OUTLET STA. 205+25		
RAMP 2 RT	205+25 210+00	475	40		475		OUTLET STA. 205+25, CLEANOUT STA. 210+00		
RAMP 2 LT	205+30 208+20	290	20	1	290		PLUG STA. 205+30, OUTLET STA. 208+20		
RAMP 2 LT	208+20 210+30	210	40		210		OUTLET STA. 208+20, CLEANOUT STA. 210+30		
RAMP 2 RT	210+00 214+00	(C) 400	40	2	400		OUTLET STA. 210+00, CLEANOUT STA. 214+00		
RAMP 2 LT	210+30 214+20	(C) 390	40	2	390		OUTLET STA. 210+30, CLEANOUT STA. 214+20		
RAMP 3 LT	300+60 305+50	(C) 490	40	2	490		CLEANOUT STA. 300+60, OUTLET STA. 305+50		
RAMP 3 RT	300+40 305+50	(C) 510	40	2	510		CLEANOUT STA. 300+40, OUTLET STA. 305+50		
RAMP 3 LT	305+50 310+70	520	40	1	520		CLEANOUT STA. 305+50, OUTLET STA. 310+70		
RAMP 3 RT	305+50 311+00	550	40	1	550		CLEANOUT STA. 305+50, OUTLET STA. 311+00		
RAMP 3 LT	310+70 314+00	330	20		330		OUTLET STA. 310+70, PLUG STA. 314+00		
RAMP 3 RT	311+00 315+00	400	36	1	400		CLEANOUT STA. 311+00, OUTLET STA. 315+00		
RAMP 3 RT	315+00 320+00	500	36	1		500	CLEANOUT STA. 315+00, OUTLET STA. 320+00		
RAMP 3 RT	320+00 324+50	450	36			450	OUTLET STA. 320+00, CLEANOUT STA. 324+50		
RAMP 4 RT	400+15 405+60	545	36	1		545	CLEANOUT STA. 400+15, OUTLET STA. 405+60		
RAMP 4 LT	406+50 409+00	250	20	1	250		PLUG STA. 406+50, OUTLET STA. 409+00		
RAMP 4 RT	405+60 409+00	340	40	1	340		CLEANOUT STA. 405+60, OUTLET STA. 409+00		
RAMP 4 LT	409+00 413+80	(C) 480	40	1	480		OUTLET STA. 409+00, CLEANOUT STA. 413+80		
RAMP 4 RT	409+00 413+80	(C) 480	40	1	480		OUTLET STA. 409+00, CLEANOUT STA. 413+80		
TOTALS =		11,875	972	28	8,920	2,955			

* INCLUDES TWO PIPES PER LOCATION - WHERE REQUIRED (SEE SUB-SURFACE DRAIN DETAILS)
(C) CREST LOCATIION (REQUIRES HEADWALL FOR CLEANOUT)

DELINEATORS	
LOCATION	EACH
SB RT. STA. 519+00 TO RT. STA. 532+50	4
NB LT. STA. 519+00 TO LT. STA. 532+80	4
SB RT. STA. 567+40 TO RT. STA. 670+00	26
NB LT. STA. 569+15 TO LT. STA. 670+00	26
IL 4 RAMPS	
RAMP 1 RT. STA. 106+50 TO RT. STA. 124+60	18
LT. STA. 101+50 TO LT. STA. 113+00	12
RAMP 2 RT. STA. 200+00 TO RT. STA. 206+50	7
LT. STA. 207+00 TO LT. STA. 214+00	7
RAMP 3 RT. STA. 306+60 TO RT. STA. 324+50	18
LT. STA. 301+00 TO LT. STA. 312+50	12
RAMP 4 RT. STA. 400+13 TO RT. STA. 406+50	7
LT STA. 407+00 TO LT. STA. 413+50	7
TOTAL =	148

SHOULDER RUMBLE STRIPS, 16 INCH	
LOCATION	FOOT
SB D.L. SHOULDER RT. STA. 519+00 TO RT. STA. 532+50	1,350
SB D.L. SHOULDER RT. STA. 539+00 TO RT. STA. 555+70	1,670
SB D.L. SHOULDER RT. STA. 567+40 TO RT. STA. 670+00	10,260
SB P.L. SHOULDER RT. STA. 519+00 TO RT. STA. 670+00	15,100
NB P.L. SHOULDER LT. STA. 519+00 TO LT. STA. 670+00	15,100
NB D.L. SHOULDER LT. STA. 519+00 TO LT. STA. 532+80	1,380
NB D.L. SHOULDER LT. STA. 544+40 TO LT. STA. 652+60	1,820
NB D.L. SHOULDER LT. STA. 569+15 TO LT. STA. 670+00	10,085
IL 4 RAMPS	
RAMP 1 STA. 100+00 TO STA. 115+28 (OUTSIDE PCC SHOULDER)	1,528
RAMP 2 STA. 205+33 TO STA. 214+50 (OUTSIDE PCC SHOULDER)	917
RAMP 3 STA. 300+00 TO STA. 315+03 (OUTSIDE PCC SHOULDER)	1,503
RAMP 4 STA. 405+32 TO STA. 414+18 (OUTSIDE PCC SHOULDER)	886
TOTAL =	61,599

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS STEEL PLATE BEAM GAURDRAIL, TYPE A, 9 FOOT POSTS TRAFFIC BARRIER TERMINAL, TYPE 2 TRAFFIC BARRIER TERMINAL, TYPE 6B TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT GUARDRAIL MARKERS, TYPE A TERMINAL MARKER - DIRECT APPLIED							
LOCATION	SPBGR TYPE A 6' POST (FOOT)	SPBGR TYPE A 9' POST (FOOT)	TBT TYPE 2 (EACH)	TBT TYPE 6B (EACH)	TBT TYPE 1 (SPECIAL) TANGENT (EACH)	GUARDRAIL MARKER TYPE A (EACH)	TERM. MRK. DIRECT APPLIED (EACH)
SB D.L. STA. 545+74 TO STA. 549+17	250			1	1	4	1
NB D.L. STA. 551+30 TO STA. 554+73	250			1	1	4	1
SB D.L. STA. 636+50 TO STA. 643+93		650		1	1	5	1
SB D.L. STA. 644+07 TO STA. 681+14.79		3,650	1	1		12	
NB D.L. STA. 643+62 TO STA. 647+17.5	262.5			1	1	4	1
TOTALS =	762.5	4,300	1	5	4	29	4

GUARDRAIL REMOVAL	
LOCATION	FOOT
SB D.L. RT. STA. 546+30 TO RT. STA. 550+08	378
NB D.L. LT. STA. 550+38 TO LT. STA. 554+18	380
SB D.L. RT. STA. 636+45 TO RT. STA. 681+15	4470
NB D.L. LT. STA. 643+46 TO LT. STA. 646+65	319
TOTAL =	5,547

(APPLY TO FINAL POLY. BINDER AND FINAL HMA SURFACE COURSE)

SHORT TERM PAVEMENT MARKING	
LOCATION	FOOT
I-55	
SB (OUTSIDE) STA. 519+00 TO STA. 532+50 (WHITE)	108
SB (OUTSIDE) STA. 535+50 TO STA. 561+00 (WHITE)	204
SB (OUTSIDE) STA. 567+50 TO STA. 670+00 (WHITE)	820
SB (CENTERLINE) STA. 519+00 TO STA. 670+00 (WHITE SKIP DASH)	2744
SB (INSIDE) STA. 519+00 TO STA. 670+00 (YELLOW)	1208
NB (OUTSIDE) STA. 519+00 TO STA. 532+80 (WHITE)	112
NB (OUTSIDE) STA. 539+00 TO STA. 566+50 (WHITE)	220
NB (OUTSIDE) STA. 569+20 TO STA. 670+00 (WHITE)	808
NB (CENTERLINE) STA. 519+00 TO STA. 670+00 (WHITE SKIP DASH)	2744
NB (INSIDE) STA. 519+00 TO STA. 670+00 (YELLOW)	1208
IL 4 RAMPS	
RAMP 1 STA. 100+50 TO STA. 113+00 (YELLOW)	100
STA. 100+50 TO STA. 124+50 (WHITE)	192
RAMP 2 STA. 200+00 TO STA. 214+00 (WHITE)	112
STA. 207+00 TO STA. 214+00 (YELLOW)	56
RAMP 3 STA. 300+50 TO STA. 312+50 (YELLOW)	96
STA. 300+50 TO STA. 324+50 (WHITE)	192
RAMP 4 STA. 400+15 TO STA. 413+75 (WHITE)	108
STA. 407+00 TO STA. 413+75 (YELLOW)	56
TOTAL =	11,088


TEMPORARY PAVEMENT MARKING - LINE 4''	
LOCATION	FOOT
IL 4 RAMPS	
RAMP 1	
STA. 101+25.10 TO STA. 112+56.16 (YELLOW EDGELINE) LT	1131
STA. 101+25.10 TO STA. 112+56.16 (WHITE EDGELINE) RT	1131
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	166
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	79
RAMP 2	
STA. 207+11.25 TO STA. 212+92.14 (YELLOW EDGELINE) LT	581
STA. 207+11.25 TO STA. 212+92.14 (WHITE EDGELINE) RT	581
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	206
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	140
ISLAND AT INTERSECTION WITH IL. RTE. 4 (WHITE EDGELINE)	31
ISLAND AT INTERSECTION WITH IL. RTE. 4 (YELLOW EDGELINE)	19
RAMP 3	
STA. 301+17.61 TO STA. 312+29.68 (YELLOW EDGELINE) LT	1112
STA. 301+17.61 TO STA. 312+29.68 (WHITE EDGELINE) RT	1112
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	162
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	77
RAMP 4	
STA. 407+32.69 TO STA. 412+60.17 (YELLOW EDGELINE) LT	527
STA. 407+32.69 TO STA. 412+60.17 (WHITE EDGELINE) RT	527
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	218
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	136
ISLAND AT INTERSECTION WITH IL. RTE. 4 (WHITE EDGELINE)	48
ISLAND AT INTERSECTION WITH IL. RTE. 4 (YELLOW EDGELINE)	31
TOTAL =	8,015

TEMPORARY PAVEMENT MARKING - LINE 6''	
LOCATION	FOOT
I-55	
STA. 519+00.00 TO STA. 670+00.00 (YELLOW EDGELINE) LT & RT	30200
STA. 519+00.00 TO STA. 670+00.00 (WHITE SKIP DASH) LT & RT	7550
STA. 519+00.00 TO STA. 532+82.32 (WHITE EDGELINE) LT	1382
STA. 519+00.00 TO STA. 532+48.89 (WHITE EDGELINE) RT	1349
STA. 539+68.00 TO STA. 555+69.64 (WHITE EDGELINE) RT	1602
STA. 544+42.25 TO STA. 562+04.57 (WHITE EDGELINE) LT	1762
STA. 567+41.54 TO STA. 670+00.00 (WHITE EDGELINE) RT	10258
STA. 569+15.97 TO STA. 670+00.00 (WHITE EDGELINE) LT	10084
IL 4 RAMPS	
RAMP 1	
STA. 112+56.16 TO STA. 124+59.72 (WHITE EDGELINE) RT	1204
RAMP 2	
STA. 200+00.21 TO STA. 207+11.25 (WHITE EDGELINE) RT	711
RAMP 3	
STA. 312+29.68 TO STA. 324+50.13 (WHITE EDGELINE) RT	1220
RAMP 4	
STA. 400+13.09 TO STA. 407+32.69 (WHITE EDGELINE) RT	720
TOTAL =	68,042

TEMPORARY PAVEMENT MARKING - LINE 8''	
LOCATION	FOOT
I-55	
STA. 537+66.07 TO STA. 539+68.00 (WHITE EDGELINE) RT	215
STA. 542+15.33 TO STA. 544+42.25 (WHITE EDGELINE) LT	233
STA. 555+69.64 TO STA. 557+97.25 (WHITE EDGELINE) RT	234
STA. 562+04.57 TO STA. 563+84.59 (WHITE EDGELINE) LT	193
IL 4 RAMPS	
RAMP 1	
STA. 112+56.16 TO STA. 115+28.59 (WHITE EDGELINE) LT	272
RAMP 2	
STA. 205+32.07 TO STA. 207+11.25 (WHITE EDGELINE) LT	179
RAMP 3	
STA. 312+29.68 TO STA. 315+03.56 (WHITE EDGELINE) LT	274
RAMP 4	
STA. 405+30.92 TO STA. 407+32.69 (WHITE EDGELINE) LT	202
TOTAL =	1,802

TEMPORARY PAVEMENT MARKING - LINE 12''	
LOCATION	FOOT
IL 4 RAMPS	
RAMP 1	
IL. RTE. 4 TO STA. 115+28.59 (WHITE EDGELINE) RT	884
RAMP 2	
STA. 205+32.07 TO IL. RTE. 4 (WHITE EDGELINE) RT	544
RAMP 3	
IL. RTE. 4 TO STA. 315+03.56 (WHITE EDGELINE) RT	867
RAMP 4	
STA. 405+30.92 TO IL. RTE. 4 (WHITE EDGELINE) RT	544
TOTAL =	2,839

WORK ZONE PAVEMENT MARKING REMOVAL	
LOCATION	SQ. FT.
SHORT-TERM PAVEMENT MARKING (ONLY SURFACE APPLICATION)	1848
TOTALS =	1,848

FILE NAME =	USER NAME = \$(USER)	DESIGNED -	REVISED -
... \CADD\0876D99-Sht-Schedules.dgn		DRAWN -	REVISED -
 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 02/02/2012 17:28:32	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	29
			CONTRACT NO. 76D99	
			ILLINOIS FED. AID PROJECT	

TEMPORARY CONCRETE BARRIER			
STAGE	LOCATION	WORK AREA	FOOT
STAGE I	RT. STA. 542+25 TO RT. STA. 553+50	S.B. P.L.	1,125
STAGE I	RT. STA. 636+25 TO RT. STA. 648+50	S.B. P.L.	1,225
STAGE III	LT. STA. 547+50 TO LT. STA. 558+75	N.B. P.L.	1,125
STAGE III	LT. STA. 640+00 TO LT. STA. 652+75	N.B. P.L.	1,275
TOTAL =			4,750

RELOCATE TEMPORARY CONCRETE BARRIER			
STAGE	LOCATION	WORK AREA	FOOT
STAGE II	RT. STA. 542+25 TO RT. STA. 553+50	S.B. D.L.	1,125
STAGE II	RT. STA. 636+25 TO RT. STA. 648+50	S.B. D.L.	1,225
STAGE IV	LT. STA. 547+50 TO LT. STA. 558+75	N.B. D.L.	1,125
STAGE IV	LT. STA. 640+00 TO LT. STA. 652+75	N.B. D.L.	1,275
TOTAL =			4,750

BARRIER WALL MARKERS, TYPE C			
STAGE	LOCATION	WORK AREA	EACH
STAGE I	RT. STA. 544+05 TO RT. STA. 553+55	S.B. P.L.	76
STAGE I	RT. STA. 638+05 TO RT. STA. 648+55	S.B. P.L.	84
STAGE III	LT. STA. 545+55 TO LT. STA. 555+05	N.B. P.L.	76
STAGE III	LT. STA. 638+05 TO LT. STA. 649+05	N.B. P.L.	88
TOTAL =			324

SIGN PANEL - TYPE 1 TELESCOPING STEEL SIGN SUPPORT		
LOCATION	SIGN PANEL - TYPE 1 (SQ. FT.)	SIGN SUPPORT (FOOT)
IL 4 RAMPS - "NO PARKING" SIGNS		
RAMP 1		
STA. 103+00	5	12
STA. 106+00	5	12
STA. 109+00	5	12
STA. 112+00	5	12
STA. 115+00	5	12
RAMP 2		
STA. 206+00	5	12
STA. 209+00	5	12
STA. 212+00	5	12
RAMP 3		
STA. 302+50	5	12
STA. 305+50	5	12
STA. 308+50	5	12
STA. 311+50	5	12
STA. 314+50	5	12
RAMP 4		
STA. 406+00	5	12
STA. 409+00	5	12
STA. 412+00	5	12
TOTAL =		
	80	192

PAINT PAVEMENT MARKING - LINE 4''		
LOCATION	COLOR	FOOT
PRE-STAGE (REPLACE STRIPING DURING PIPE UNDERDRAIN INSTALLATION)		
I-55		
SB D.L. STA. 519+00 TO STA. 532+50	WHITE	1350
SB D.L. STA. 535+30 TO STA. 560+90	WHITE	2560
SB D.L. STA. 567+40 TO STA. 670+00	WHITE	10260
SB P.L. STA. 519+00 TO STA. 670+00	YELLOW	15100
NB P.L. STA. 519+00 TO STA. 670+00		
NB D.L. STA. 519+00 TO STA. 532+80	YELLOW	15100
NB D.L. STA. 539+00 TO STA. 566+40	WHITE	1380
NB D.L. STA. 569+00 TO STA. 670+00	WHITE	2740
NB D.L. STA. 569+00 TO STA. 670+00	WHITE	10100
IL 4 INTERCHANGE		
RAMP 1 LT. STA. 100+70 TO LT. STA. 113+00	YELLOW	1230
STA. 100+30 TO STA. 124+60	WHITE	2430
RAMP 2 STA. 200+00 TO STA. 214+00		
LT. STA. 207+00 TO LT. STA. 214+30	WHITE	1400
	YELLOW	730
RAMP 3 LT. STA. 300+50 TO LT. STA. 312+70		
STA. 300+30 TO STA. 324+50	YELLOW	1220
	WHITE	2420
RAMP 4 STA. 400+15 TO STA. 413+50		
LT. STA. 407+00 TO LT. STA. 413+80	WHITE	1335
	YELLOW	680
SUBTOTAL =		
		70,035
TO BE USED TO MARK LANES DURING STAGING WORK.		
	WHITE - FOOT	YELLOW - FOOT
STAGE I		
SB D.L. STA. 519+00 TO STA. 670+00	15100	15100
OMIT RAMP 4 GAP STA. 532+50 TO STA. 535+50	-300	
OMIT RAMP 3 GAP STA. 561+00 TO STA. 567+50	-650	
SUBTOTAL STAGE I		
	14150	15100
STAGE II		
SB P.L. STA. 519+00 TO STA. 670+00	15100	15100
SUBTOTAL STAGE II		
	15100	15100
STAGE III		
NB D.L. STA. 519+00 TO STA. 670+00	15100	15100
OMIT RAMP 1 GAP STA. 532+80 TO STA. 539+00	-620	
OMIT RAMP 2 GAP STA. 566+50 TO STA. 569+20	-270	
SUBTOTAL STAGE III		
	14210	15100
STAGE IV		
NB P.L. STA. 519+00 TO STA. 670+00	15100	15100
SUBTOTAL STAGE IV		
	15100	15100
TOTAL =		
		188,995

PAVEMENT MARKING REMOVAL		
LOCATION	WHITE (SQ. FT.)	YELLOW (SQ. FT.)
SB D.L. STAGE I STA. 519+00 TO STA. 670+00	4717	---
SB P.L. STAGE II STA. 519+00 TO STA. 670+00 (UPON COMPLETION OF STAGE II)	5033	5033
NB D.L. STAGE III STA. 519+00 TO STA. 670+00	4737	---
NB P.L. STAGE IV STA. 519+00 TO STA. 670+00 (UPON COMPLETION OF STAGE IV)	5033	5033
TOTAL =		
		29,586

GREENBOARD SIGN REMOVAL QUANTITIES

REMOVE SIGN PANEL ASSEMBLY - TYPE B REMOVE SIGN PANEL - TYPE 2 REMOVE SIGN PANEL - TYPE 3 REMOVE GROUND MOUNTED SIGN SUPPORT REMOVE CONCRETE FOUNDATION - GROUND MOUNT					
LOCATION	SIGN ASSEM. TYPE B (EACH)	SIGN PANEL TYPE 2 (SQ. FT.)	SIGN PANEL TYPE 3 (SQ. FT.)	GRND. MNTD. SIGN SUPP. (EACH)	CONC. FND. GRND. MNTD. (EACH)
MAINLINE STATIONS					
SB STA. 290+12, 107' RT.	1	17	153	2	2
SB STA. 316+54, 106' RT.	1	17	136	2	2
NB STA. 326+58, 107' LT.	-	-	127.5	2	2
SB STA. 342+69, 106' RT.	1	17	170	2	2
SB STA. 355+60, GORE	-	-	30	2	-
RAMP STA. 358+46, 544' LT.	-	-	172.5	2	2
RAMP STA. 360+38, 490' LT.	-	-	81	2	2
RAMP STA. 362+97, 755' RT.	-	-	74.75	2	2
RAMP STA. 364+14, 736' LT.	-	-	74.75	2	2
RAMP STA. 366+34, 518' RT.	-	-	96	2	2
NB STA. 367+04, GORE	-	-	30	2	-
RAMP STA. 368+19, 548' RT.	-	-	201.25	2	2
NB STA. 381+00, 106' LT.	1	18	170	2	2
SB STA. 400+24, 108' RT.	-	-	142.5	2	2
NB STA. 404+13, 106' LT.	1	18	136	2	2
NB STA. 433+83, 104' LT.	1	18	153	2	2
SB STA. 479+98, 106' RT.	1	18	156.25	2	2
SB STA. 490+13, 101 RT.	-	-	45	2	2
SB STA. 517+91, 80' RT.	1	18	150	2	2
SB STA. 532+34, 82 RT.	1	18	156.25	2	2
SB STA. 539+16, GORE	-	-	30	2	-
RAMP STA. 542+75, 259' RT.	-	-	40.5	2	2
RAMP STA. 544+65, 580' RT.	-	-	159.5	2	2
RAMP STA. 545+28, 375' RT.	-	-	79.75	2	2
RAMP STA. 555+53, 365' LT.	-	-	68.75	2	2
RAMP STA. 556+31, 560' LT.	-	-	159.5	2	2
RAMP STA. 557+91, 306' LT.	-	-	40.5	2	2
NB STA. 562+14, GORE	-	-	30	2	-
NB STA. 569+17, 82' LT.	1	18	156.25	2	2
NB STA. 589+00, 80' LT.	1	18	150	2	2
NB STA. 608+00, 77' LT.	1	18	156.25	2	2
NB STA. 617+00, 81' LT.	-	-	45	2	2
TOTAL =					
	12	213	3571.75	64	56

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS

LOCATION	SQ. FT.
PIPE UNDERDRAIN OUTLETS	209
TOTAL =	209

NOTE: 12 INCH STRIPE TO BE SURFACE APPLIED AND GROOVING WILL NOT BE REQUIRED.

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"

LOCATION	FOOT
IL 4 RAMPS	
RAMP 1	
IL. RTE. 4 TO STA. 115+28.59 (WHITE EDGELINE) RT	884
RAMP 2	
STA. 205+32.07 TO IL. RTE. 4 (WHITE EDGELINE) RT	544
RAMP 3	
IL. RTE. 4 TO STA. 315+03.56 (WHITE EDGELINE) RT	867
RAMP 4	
STA. 405+30.92 TO IL. RTE. 4 (WHITE EDGELINE) RT	544
TOTAL =	2,839

PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"

LOCATION	FOOT
IL 4 RAMPS	
RAMP 1	
STA. 101+25.10 TO STA. 112+56.16 (YELLOW EDGELINE) LT	1131
STA. 101+25.10 TO STA. 112+56.16 (WHITE EDGELINE) RT	1131
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	166
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	79
RAMP 2	
STA. 207+11.25 TO STA. 212+92.14 (YELLOW EDGELINE) LT	581
STA. 207+11.25 TO STA. 212+92.14 (WHITE EDGELINE) RT	581
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	206
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	140
ISLAND AT INTERSECTION WITH IL. RTE. 4 (WHITE EDGELINE)	31
ISLAND AT INTERSECTION WITH IL. RTE. 4 (YELLOW EDGELINE)	19
RAMP 3	
STA. 301+17.61 TO STA. 312+29.68 (YELLOW EDGELINE) LT	1112
STA. 301+17.61 TO STA. 312+29.68 (WHITE EDGELINE) RT	1112
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	162
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	77
RAMP 4	
STA. 407+32.69 TO STA. 412+60.17 (YELLOW EDGELINE) LT	527
STA. 407+32.69 TO STA. 412+60.17 (WHITE EDGELINE) RT	527
INTERSECTION WITH IL. RTE 4 (WHITE EDGELINE) RT	218
INTERSECTION WITH IL. RTE 4 (YELLOW EDGELINE) LT	136
ISLAND AT INTERSECTION WITH IL. RTE. 4 (WHITE EDGELINE)	48
ISLAND AT INTERSECTION WITH IL. RTE. 4 (YELLOW EDGELINE)	31
TOTAL =	8,015

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

LOCATION	FOOT
I55	
STA. 519+00.00 TO STA. 670+00.00 (YELLOW EDGELINE) LT & RT	30200
STA. 519+00.00 TO STA. 670+00.00 (WHITE SKIP DASH) LT & RT	7550
STA. 519+00.00 TO STA. 532+82.32 (WHITE EDGELINE) LT	1382
STA. 519+00.00 TO STA. 532+48.89 (WHITE EDGELINE) RT	1349
STA. 539+68.00 TO STA. 555+69.64 (WHITE EDGELINE) RT	1602
STA. 544+42.25 TO STA. 562+04.57 (WHITE EDGELINE) LT	1762
STA. 567+41.54 TO STA. 670+00.00 (WHITE EDGELINE) RT	10258
STA. 569+15.97 TO STA. 670+00.00 (WHITE EDGELINE) LT	10084
IL 4 RAMPS	
RAMP 1	
STA. 112+56.16 TO STA. 124+59.72 (WHITE EDGELINE) RT	1204
RAMP 2	
STA. 200+00.21 TO STA. 207+11.25 (WHITE EDGELINE) RT	711
RAMP3	
STA. 312+29.68 TO STA. 324+50.13 (WHITE EDGELINE) RT	1220
RAMP 4	
STA. 400+13.09 TO STA. 407+32.69 (WHITE EDGELINE) RT	720
TOTAL =	68,042

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

LOCATION	FOOT
I55	
STA. 537+66.07 TO STA. 539+68.00 (WHITE EDGELINE) RT	215
STA. 542+15.33 TO STA. 544+42.25 (WHITE EDGELINE) LT	233
STA. 555+69.64 TO STA. 557+97.25 (WHITE EDGELINE) RT	234
STA. 562+04.57 TO STA. 563+84.59 (WHITE EDGELINE) LT	193
IL 4 RAMPS	
RAMP 1	
STA. 112+56.16 TO STA. 115+28.59 (WHITE EDGELINE) LT	272
RAMP 2	
STA. 205+32.07 TO STA. 207+11.25 (WHITE EDGELINE) LT	179
RAMP 3	
STA. 312+29.68 TO STA. 315+03.56 (WHITE EDGELINE) LT	274
RAMP 4	
STA. 405+30.92 TO STA. 407+32.69 (WHITE EDGELINE) LT	202
TOTAL =	1,802

RAISED REFLECTIVE PAVEMENT MARKER	
LOCATION	EACH
I55	
STA. 519+00.00 TO STA. 670+00.00 (NB & SB LANES)	756
STA. 537+66.07 TO STA. 539+68.00 (WHITE EDGELINE) RT	5
STA. 542+15.33 TO STA. 544+42.25 (WHITE EDGELINE) LT	6
STA. 555+69.64 TO STA. 557+97.25 (WHITE EDGELINE) RT	6
STA. 562+04.57 TO STA. 563+84.59 (WHITE EDGELINE) LT	5
IL 4 RAMPS	
RAMP 1	
STA. 112+56.16 TO STA. 115+28.59 (WHITE EDGELINE) LT	7
RAMP 2	
STA. 205+32.07 TO STA. 207+11.25 (WHITE EDGELINE) LT	4
STA. 200+00.21 TO STA. 207+11.25 (WHITE EDGELINE) RT	36
RAMP 3	
STA. 312+29.68 TO STA. 315+03.56 (WHITE EDGELINE) LT	7
RAMP 4	
STA. 405+30.92 TO STA. 407+32.69 (WHITE EDGELINE) LT	5
STA. 400+13.09 TO STA. 407+32.69 (WHITE EDGELINE) RT	36
TOTAL =	873

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	EACH
I55	
STA. 519+00.00 TO STA. 670+00.00 (NB & SB LANES)	756
STA. 537+66.07 TO STA. 539+68.00 (WHITE EDGELINE) RT	5
STA. 542+15.33 TO STA. 544+42.25 (WHITE EDGELINE) LT	6
STA. 555+69.64 TO STA. 557+97.25 (WHITE EDGELINE) RT	6
STA. 562+04.57 TO STA. 563+84.59 (WHITE EDGELINE) LT	5
IL 4 RAMPS	
RAMP 1	
STA. 112+56.16 TO STA. 115+28.59 (WHITE EDGELINE) LT	7
RAMP 2	
STA. 205+32.07 TO STA. 207+11.25 (WHITE EDGELINE) LT	4
STA. 200+00.21 TO STA. 207+11.25 (WHITE EDGELINE) RT	36
RAMP 3	
STA. 312+29.68 TO STA. 315+03.56 (WHITE EDGELINE) LT	7
RAMP 4	
STA. 405+30.92 TO STA. 407+32.69 (WHITE EDGELINE) LT	5
STA. 400+13.09 TO STA. 407+32.69 (WHITE EDGELINE) RT	36
TOTAL =	873

HIGH TENSION CABLE MEDIAN BARRIER DEMONSTRATION	
LOCATION	EACH
SECTION 60-(1,2)RS-3	1
TOTAL =	1

HIGH TENSION CABLE MEDIAN BARRIER	
LOCATION	FOOT
RT. STA. 519+50 TO RT. STA. 565+95	4,645
LT. STA. 566+45 TO LT. STA. 604+00	3,755
LT. STA. 604+50 TO LT. STA. 642+50	3,800
RT. STA. 645+00 TO RT. STA. 609+50	2,450
TOTAL =	14,650

HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	
LOCATION	EACH
RT. STA. 519+00 TO RT. STA. 519+50	2
RT. STA. 565+95 TO RT. STA. 566+45	1
LT. STA. 565+95 TO LT. STA. 566+45	1
LT. STA. 604+00 TO LT. STA. 604+50	2
LT. STA. 642+50 TO LT. STA. 643+00	1
RT. STA. 644+50 TO RT. STA. 645+00	1
RT. STA. 669+50 TO RT. STA. 670+00	2
TOTAL =	10

WEED CONTROL MOWING STRIP (SPECIAL)	
LOCATION	SQ YD
RT. STA. 519+00 TO RT. STA. 566+45	2109
LT. STA. 565+95 TO LT. STA. 643+00	3424
RT. STA. 644+50 TO RT. STA. 670+00	1133
TOTAL =	6,666

REMOVE HIGH TENSION CABLE MEDIAN BARRIER	
LOCATION	FOOT
RT. STA. 519+00 TO RT. STA. 565+95	4,695
LT. STA. 566+45 TO LT. STA. 642+50	7,605
RT. STA. 645+00 TO RT. STA. 668+00	2,300
RT. STA. 668+50 TO RT. STA. 670+00	150
TOTAL =	14,750

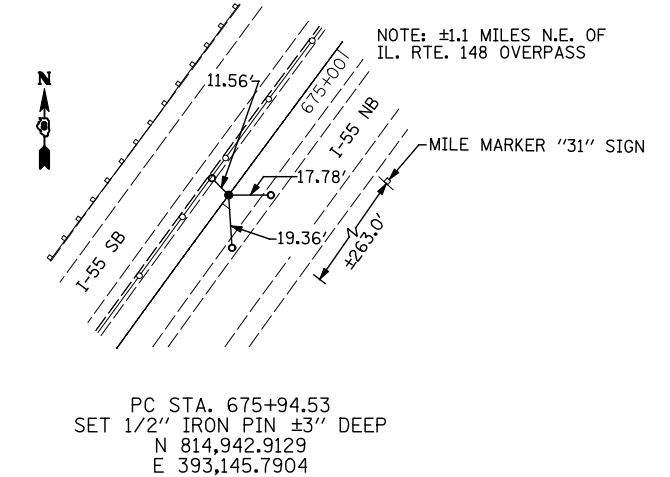
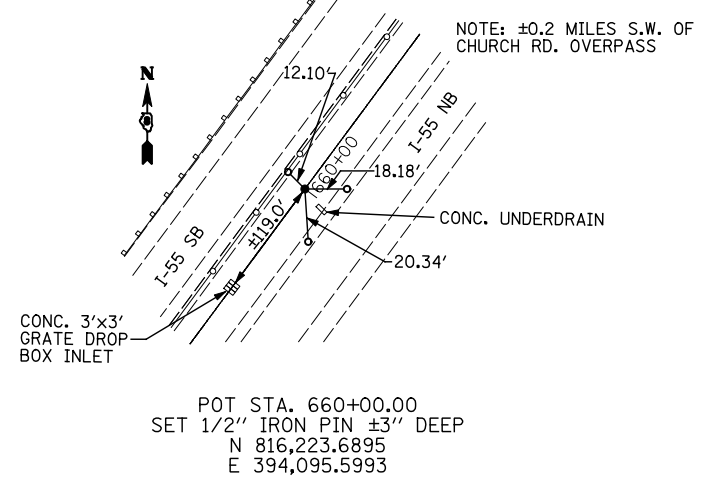
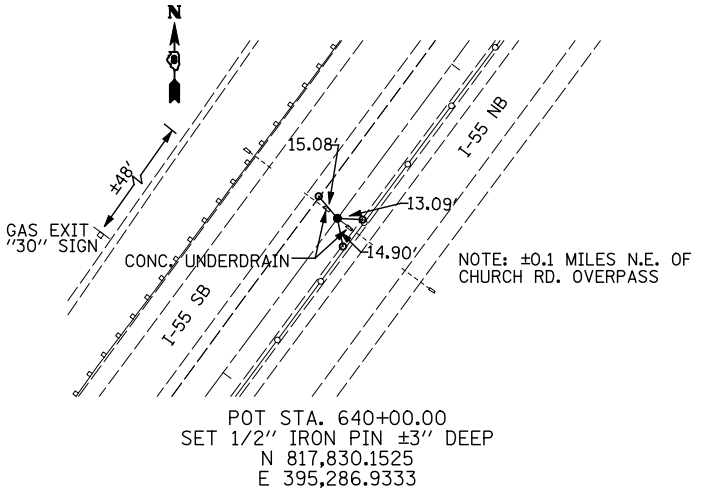
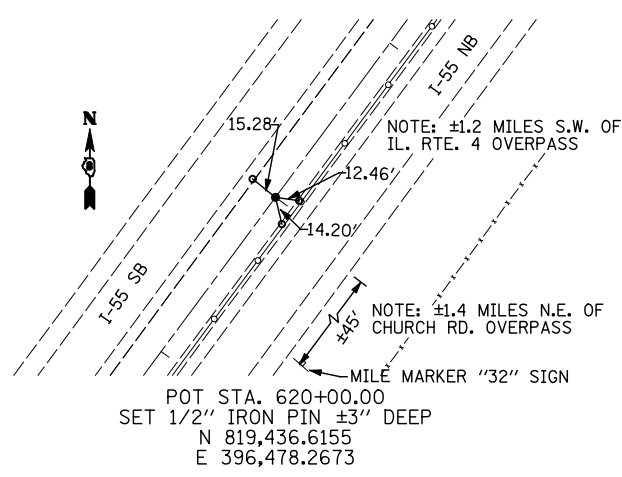
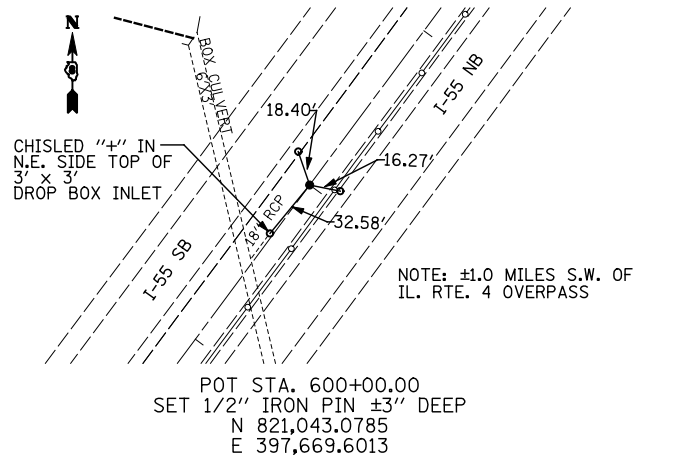
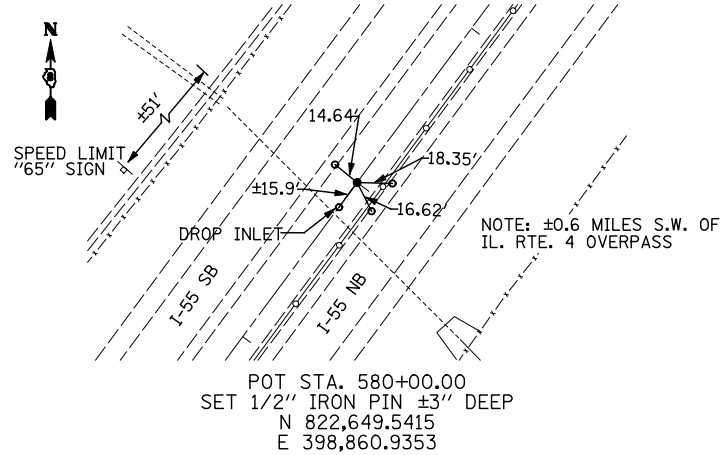
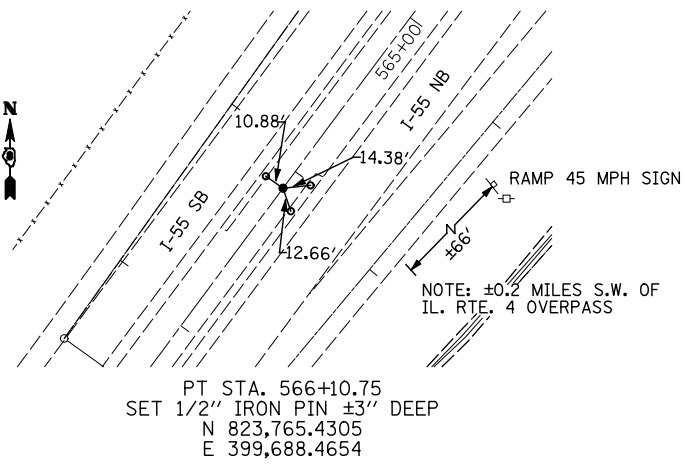
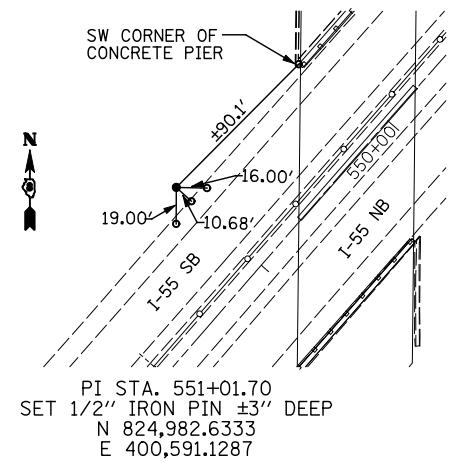
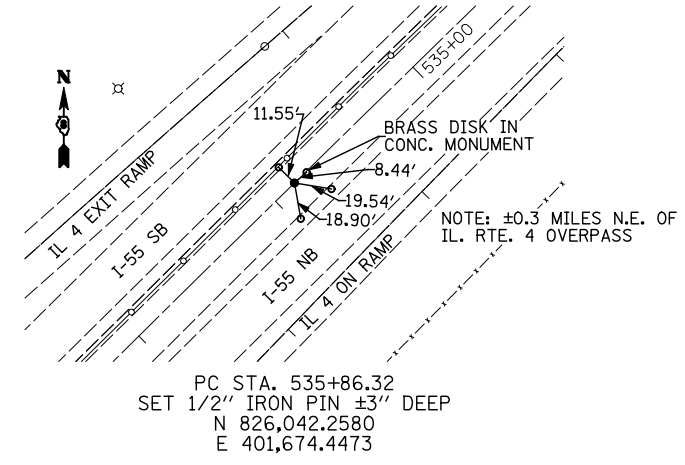
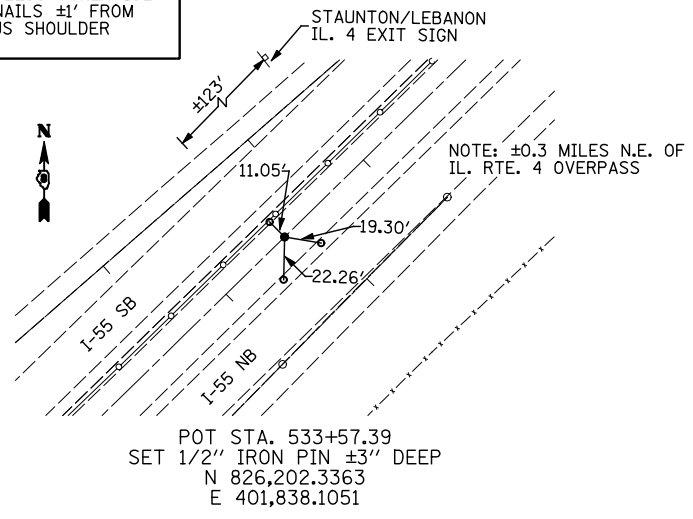
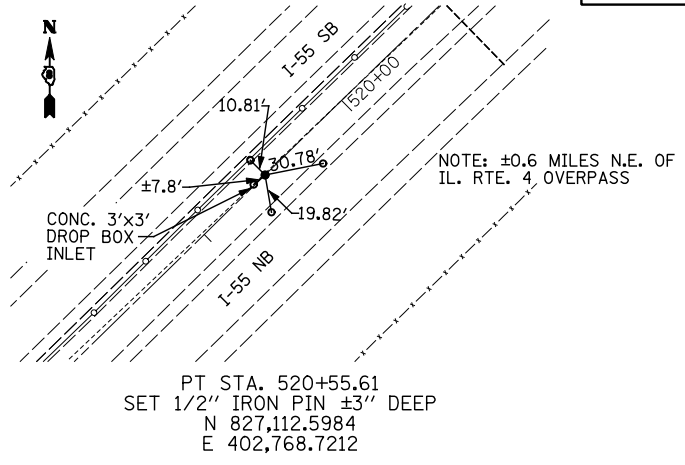
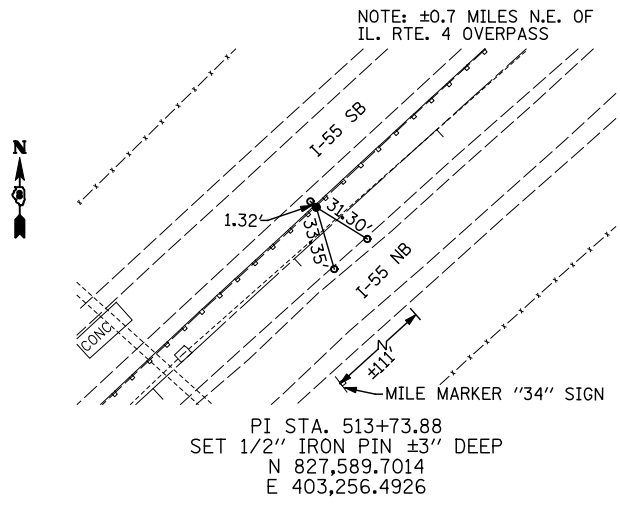
REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	
LOCATION	EACH
RT. STA. 565+95 TO RT. STA. 566+45	1
LT. STA. 565+95 TO LT. STA. 566+45	1
LT. STA. 642+50 TO LT. STA. 643+00	1
RT. STA. 644+50 TO RT. STA. 645+00	1
RT. STA. 668+00 TO RT. STA. 668+50	2
TOTAL =	6

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3			
STAGE	LOCATION	WORK AREA	EACH
STAGE II	RT. STA. 542+25	S.B. D.L.	1
STAGE II	RT. STA. 636+25	S.B. D.L.	1
STAGE IV	LT. STA. 558+75	N.B. D.L.	1
STAGE IV	LT. STA. 652+75	N.B. D.L.	1
TOTAL =			4

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3			
STAGE	LOCATION	WORK AREA	EACH
STAGE I	RT. STA. 542+25	S.B. P.L.	1
STAGE I	RT. STA. 636+25	S.B. P.L.	1
STAGE III	LT. STA. 558+75	N.B. P.L.	1
STAGE III	LT. STA. 652+75	N.B. P.L.	1
TOTAL =			4

IMPACT ATTENUATOR REMOVAL IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3		
LOCATION	ATTEN. REM. (EACH)	ATTEN. (N-R) TL 3 (EACH)
STA. 549+65	1	1
STA. 550+80	1	1
STA. 643+57	1	1
STA. 644+00	1	1
TOTAL =	4	4

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



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

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

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

BM 16: VOID DISTURBED

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

FILE NAME =	USER NAME = \$(USER)	DESIGNED -	REVISED -
...\\CADD\876D99-ah-t-ATB.dgn		DRAWN - HMM	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 02/02/2012 17:31:09	DATE - NOVEMBER 2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENTS, TIES AND BENCHMARKS

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	33
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

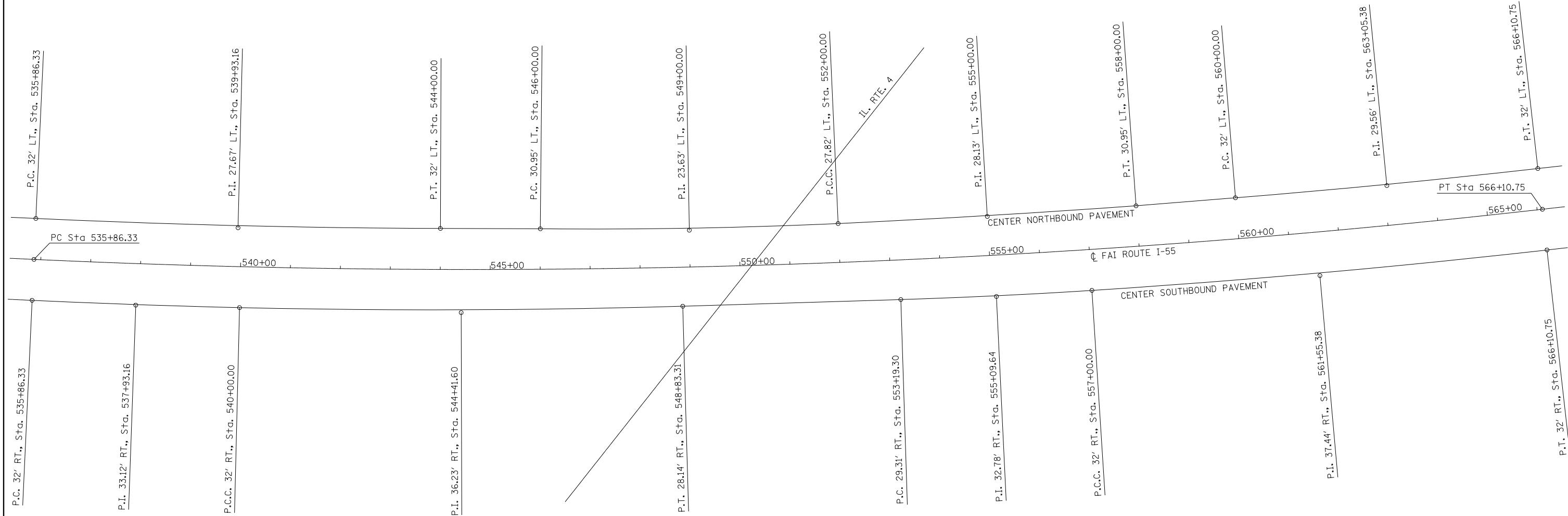


CURVE DATA FOR NORTHBOUND PAVEMENT
 P.I. 27.67' LT., STA. 539+93.16
 $\Delta = 2^{\circ}26'28''$ (LT.)
 D = 0'18'02"
 R = 19,066.60'
 T = 406.22'
 L = 812.31'
 E = 4.33'
 SE = N.C.

CURVE DATA FOR NORTHBOUND PAVEMENT
 P.I. 23.63' LT., STA. 549+00.00
 $\Delta = 3^{\circ}06'11''$ (LT.)
 D = 0'31'04"
 R = 11,063.06'
 T = 299.64'
 L = 599.13'
 E = 4.06'
 S.E. = 0.019'/FT.
 S.E. ATTAINED STA. 545+20 TO STA. 546+22
 S.E. REMOVED STA. 551+83 TO STA. 552+85

CURVE DATA FOR NORTHBOUND PAVEMENT
 P.I. 28.13' LT., STA. 555+00.00
 $\Delta = 1^{\circ}22'47''$ (LT.)
 D = 0'13'49"
 R = 24,877.02'
 T = 299.55'
 L = 599.08'
 E = 1.80'
 S.E. = N.C.

CURVE DATA FOR NORTHBOUND PAVEMENT
 P.I. 29.56' LT., STA. 563+05.38
 $\Delta = 1^{\circ}49'56''$ (LT.)
 D = 0'18'02"
 R = 19,066.60'
 T = 304.89'
 L = 609.73'
 E = 2.44'
 S.E. = N.C.



CURVE DATA FOR SOUTHBOUND PAVEMENT
 P.I. 33.12' RT., STA. 537+93.16
 $\Delta = 1^{\circ}14'28''$ (LT.)
 D = 0'17'58"
 R = 19,130.60'
 T = 207.19'
 L = 414.37'
 E = 1.12'
 SE = N.C.

CURVE DATA FOR SOUTHBOUND PAVEMENT
 P.I. 36.23' RT., STA. 544+41.60
 $\Delta = 2^{\circ}55'18''$ (LT.)
 D = 0'19'49"
 R = 17,350.39'
 T = 442.46'
 L = 884.73'
 E = 5.64'
 SE = N.C.

CURVE DATA FOR SOUTHBOUND PAVEMENT
 P.I. 32.78' RT., STA. 555+09.64
 $\Delta = 1^{\circ}50'56''$ (LT.)
 D = 0'29'06"
 R = 11,816.95'
 T = 190.68'
 L = 381.34'
 E = 1.54'
 SE = 0.018'/FT.
 S.E. ATTAINED STA. 552+36 TO STA. 553+35
 S.E. REMOVED STA. 556+80 TO STA. 557+79

CURVE DATA FOR SOUTHBOUND PAVEMENT
 P.I. 37.44' RT., STA. 561+55.38
 $\Delta = 2^{\circ}43'56''$ (LT.)
 D = 0'17'58"
 R = 19,130.60'
 T = 456.23'
 L = 912.28'
 E = 5.44'
 SE = N.C.

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	PLOT SCALE = 200.00' / IN.	DRAWN -	REVISED -
	PLOT DATE = 02/02/2012 17:31:28	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

HORIZONTAL ALIGNMENT FOR NARROW MEDIAN			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	34
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

BEGIN PROJECT
STA. 250+00

① STA. 520+65 TO STA. 522+69
REMOVE EXIST. 18" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE 1 18" X 204"
CONNECT TO EXIST. INLETS AT
STA. 520+65 AND STA. 522+69 W/COLLAR (2)

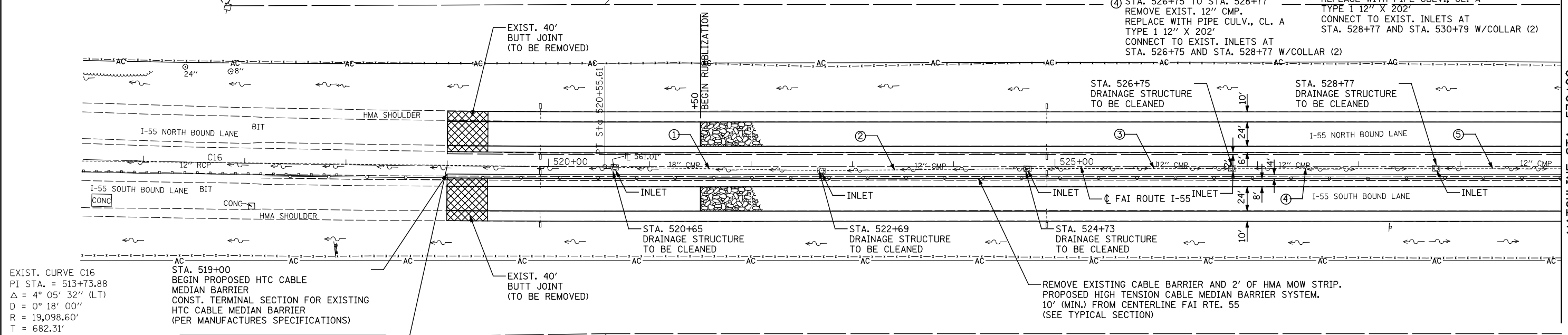
② STA. 522+69 TO STA. 524+73
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE 1 12" X 202"
CONNECT TO EXIST. INLETS AT
STA. 522+69 AND STA. 524+73 W/COLLAR (2)

③ STA. 524+73 TO STA. 526+75
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE 1 12" X 202"
CONNECT TO EXIST. INLETS AT
STA. 524+73 AND STA. 526+75 W/COLLAR (2)

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

④ STA. 526+75 TO STA. 528+77
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE 1 12" X 202"
CONNECT TO EXIST. INLETS AT
STA. 526+75 AND STA. 528+77 W/COLLAR (2)

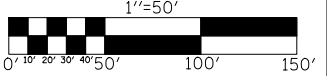
⑤ STA. 528+77 TO STA. 530+79
REMOVE EXIST. 12" CMP.
REPLACE WITH PIPE CULV., CL. A
TYPE 1 12" X 202"
CONNECT TO EXIST. INLETS AT
STA. 528+77 AND STA. 530+79 W/COLLAR (2)



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

BEGIN CONSTRUCTION
STA. 519+00

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



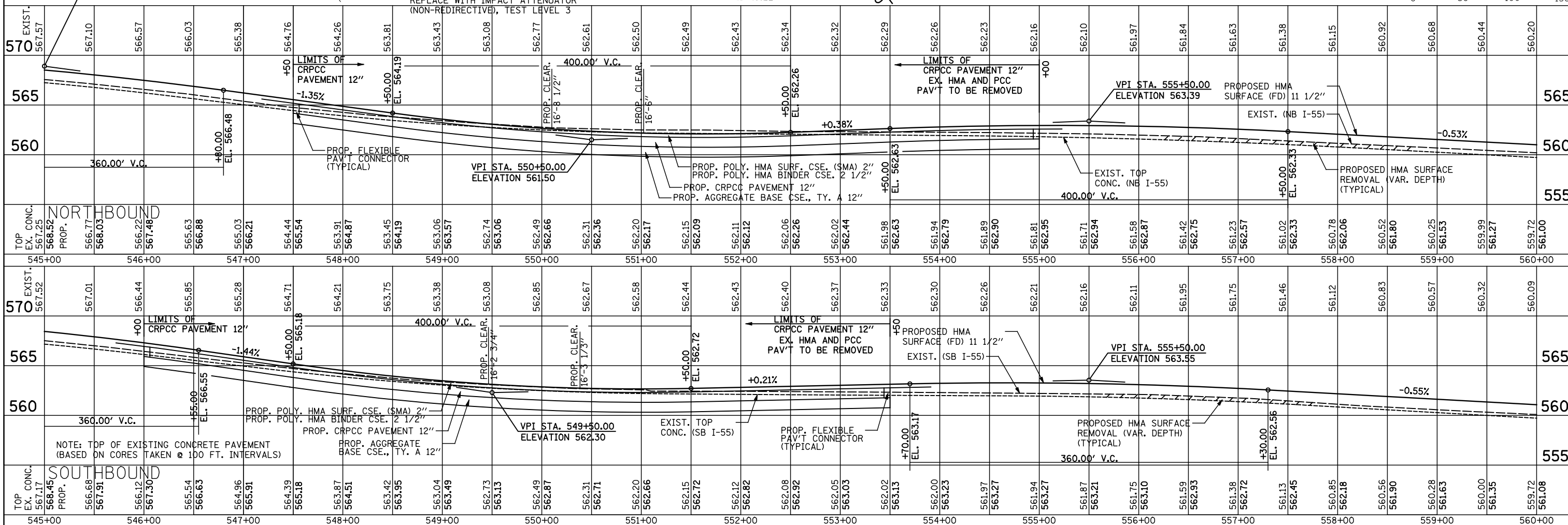
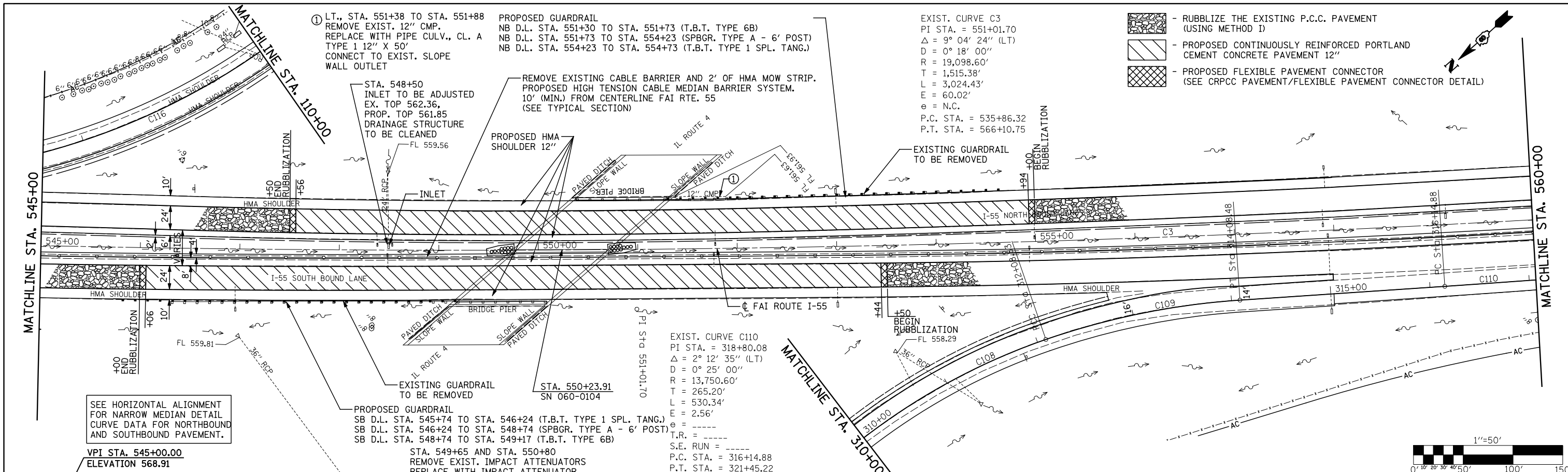
NORTHBOUND		SOUTHBOUND	
EXIST.	PROF.	EXIST.	PROF.
575		575	
570		570	
565		565	
574.51		570.74	
574.83		571.16	
572.37		571.59	
572.87		571.95	
573.27		572.29	
573.60		572.47	
573.77		572.63	
573.89		572.67	
573.93		572.69	
573.97		572.76	
574.03		572.84	
574.08		572.92	
574.14		573.00	
574.20		573.07	
574.26		573.13	
574.32		573.12	
574.38		573.10	
574.44		573.12	
574.45		573.15	
574.45		573.17	
574.41		573.19	
574.37		573.15	
574.21		573.09	
		573.78	
		575.06	

DATE	
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PLAN	
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PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	DATE		
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	FILE NAME		

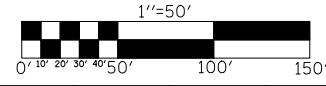
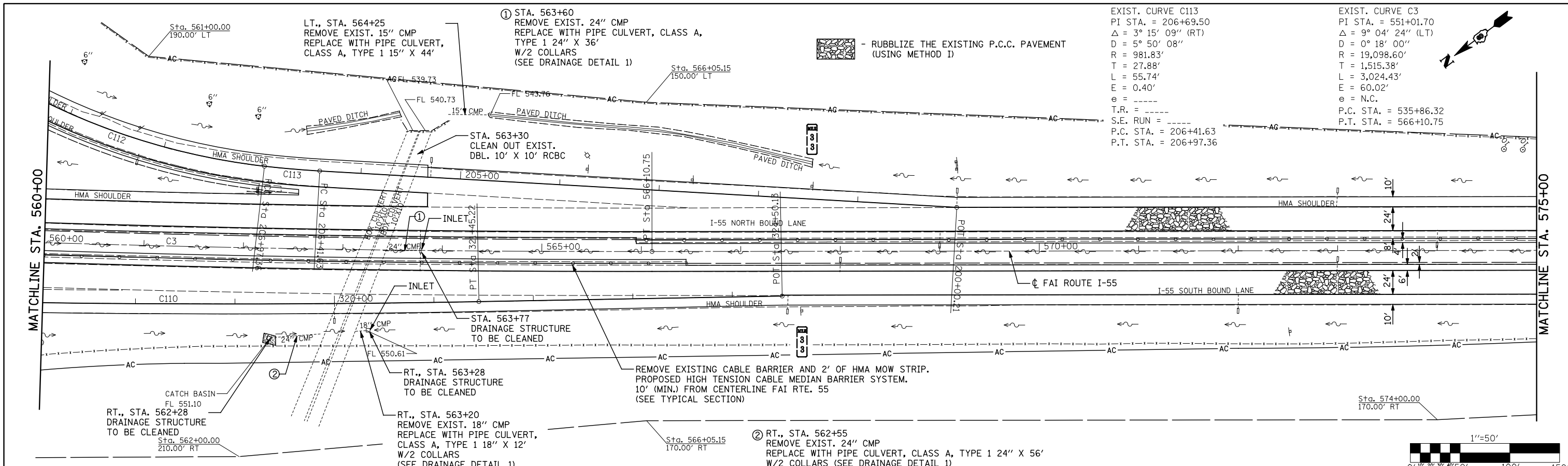
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	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NO.		
	FILE NAME		



FILE NAME =	USER NAME = \$USER	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 55 (I-55)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	
...\\eadd\0876099-Sht-P1nprf3.dgn		CHECKED -	REVISED -			55	60-(1,2)RS-3	MADISON	212	37
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			CONTRACT NO. 76D99				
	PLOT DATE = 02/02/2012 17:34:31	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NOTED	
	FILE NAME	

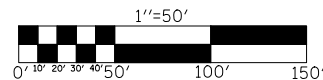
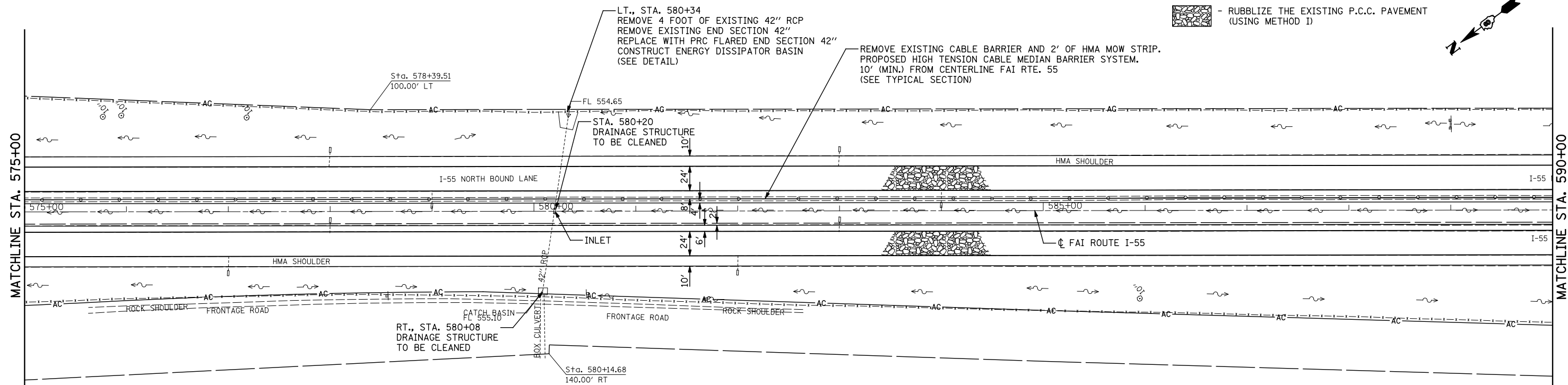
PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	STRUCTURE NOTATIONS OK'D	



STATION	EXIST. ELEV.	PROF. ELEV.	PROF. ELEV.	PROF. ELEV.
560+00	560.20	561.00	560.09	561.08
561+00	559.95	559.46	559.84	559.72
562+00	559.70	559.19	559.57	559.18
563+00	559.46	558.93	559.31	558.91
564+00	559.22	558.66	559.07	558.65
565+00	558.94	558.40	558.82	558.39
566+00	558.65	558.18	558.56	558.17
567+00	558.59	558.05	558.42	558.04
568+00	558.53	558.01	558.42	558.00
569+00	558.59	558.06	558.50	558.06
570+00	558.68	558.20	558.70	558.20
571+00	558.95	558.43	558.97	558.43
572+00	559.26	558.71	559.30	558.71
573+00	559.57	560.01	559.57	559.97
574+00	559.89	560.26	559.80	560.26
575+00	560.16	560.57	560.07	560.52
	560.40	560.85	560.37	560.80
	560.66	561.14	560.65	561.07
	560.92	561.42	560.93	561.34
	561.19	561.70	561.21	561.62
	561.45	561.98	561.49	561.89
	561.72	562.26	561.75	562.16
	562.02	562.55	562.00	562.44
	562.31	562.83	562.27	562.71
	562.58	563.11	562.56	563.00
	562.86	563.39	562.84	563.26
	563.14	563.68	563.11	563.53
	563.43	563.96	563.39	563.81
	563.71	564.24	563.65	564.08
	563.99	564.52	563.92	564.35
	564.28	564.80	564.22	564.63
		565.09	564.90	564.90

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NOTE BOOK NO.			

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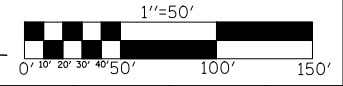
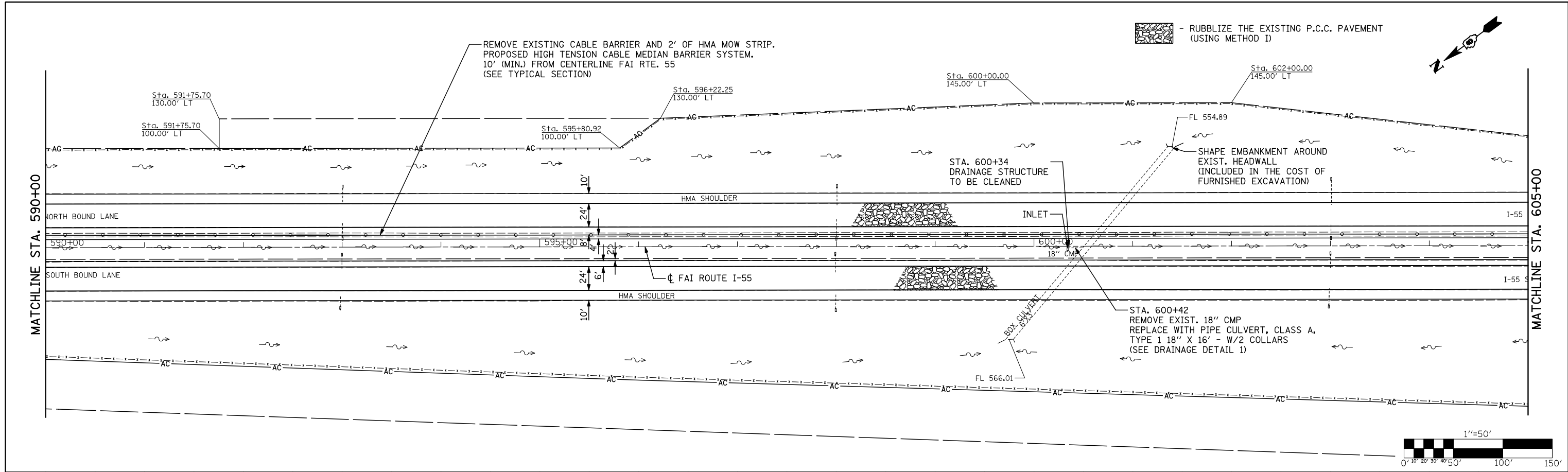
STATION	EXIST. ELEV.	PROPOSED ELEV.	REMARKS
575+00	564.28	565.09	
576+00	564.57	565.18	
577+00	564.85	565.37	
578+00	565.13	565.48	
579+00	565.41	565.76	
580+00	565.70	566.05	
581+00	566.00	566.33	
582+00	566.30	566.62	
583+00	566.60	566.90	
584+00	566.89	567.18	
585+00	567.18	567.46	
586+00	567.38	567.74	
587+00	567.59	567.95	
588+00	567.81	568.17	
589+00	568.02	568.38	
590+00	568.20	568.56	

STATION	EXIST. ELEV.	PROPOSED ELEV.	REMARKS
575+00	564.22	564.90	
576+00	564.51	565.18	
577+00	564.76	565.45	
578+00	565.03	565.72	
579+00	565.32	566.00	
580+00	565.61	566.27	
581+00	565.91	566.54	
582+00	566.22	566.82	
583+00	566.51	567.09	
584+00	566.80	567.36	
585+00	567.07	567.63	
586+00	567.31	567.88	
587+00	567.54	568.12	
588+00	567.74	568.35	
589+00	567.92	568.55	
590+00	568.09	568.75	

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...\\eadd\0876D99-Sht-P1nprf5.dgn		CHECKED -	REVISED -			55	60-(1,2)RS-3	MADISON	212	39	
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois		DRAWN -	REVISED -			CONTRACT NO. 76D99					
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					

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PROFILE	SURVEYED	DATE
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	ATTEMPT	
	FILE NAME	
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STATION	EXIST. SURFACE ELEVATION	PROPOSED HMA SURFACE (FD) 11 1/2\"/>
590+00	569.57	570.37
591+00	569.47	568.99
592+00	569.41	570.21
593+00	569.34	568.90
594+00	569.26	568.80
595+00	569.19	570.08
596+00	569.10	568.71
597+00	569.00	569.99
598+00	568.90	568.61
599+00	568.78	569.89
600+00	568.66	568.14
601+00	568.55	569.51
602+00	568.47	568.33
603+00	568.38	569.61
604+00	568.30	568.23
605+00	568.20	569.51

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...\\eadd\0876D99-Sht-P1nprf6.dgn		CHECKED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FAI ROUTE 55 (I-55)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	40
CONTRACT NO. 76D99				

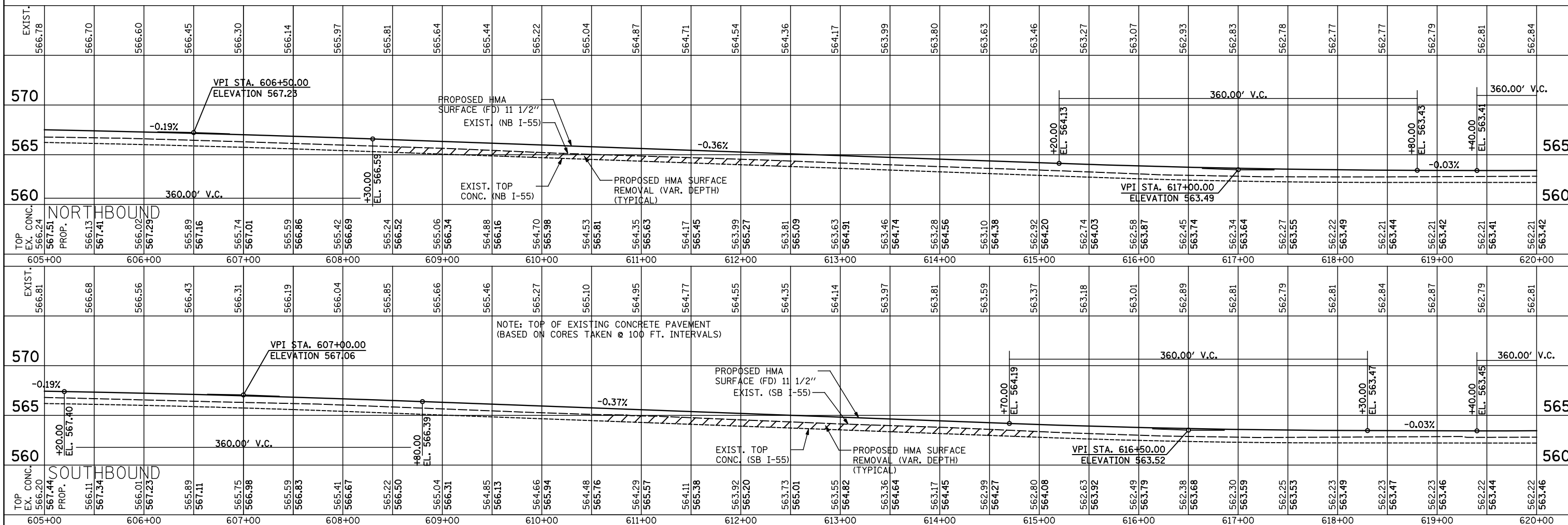
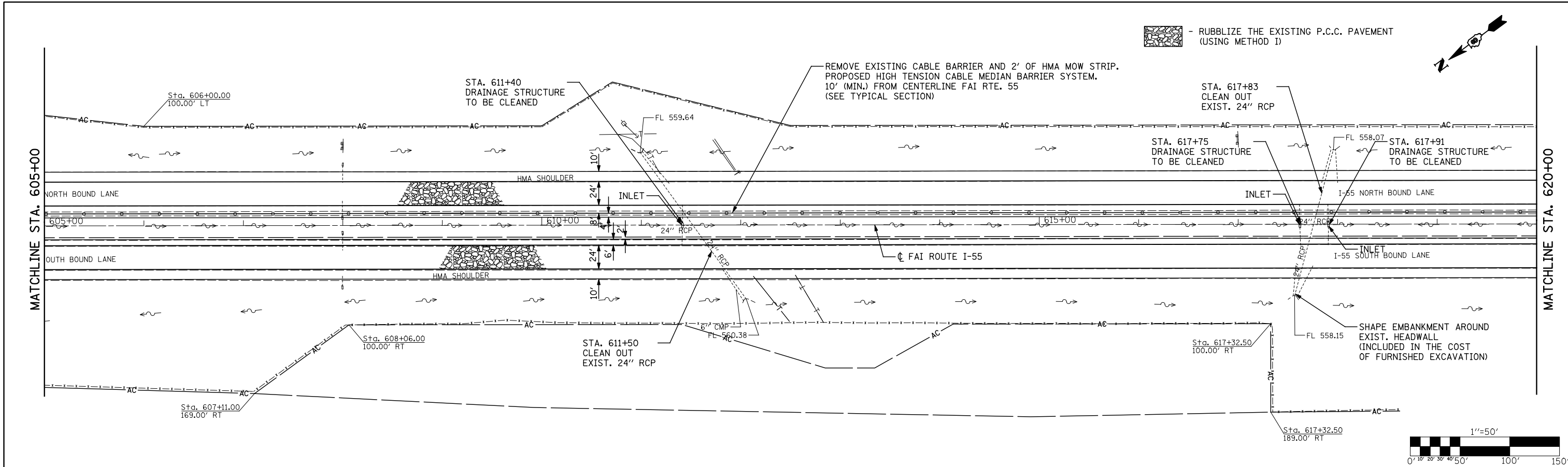
Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

PLOT SCALE = 1/8" = 1' / IN.
PLOT DATE = 02/02/2012 17:35:50

ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
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	GRADES CHECKED	BY
	STRUCTURE	
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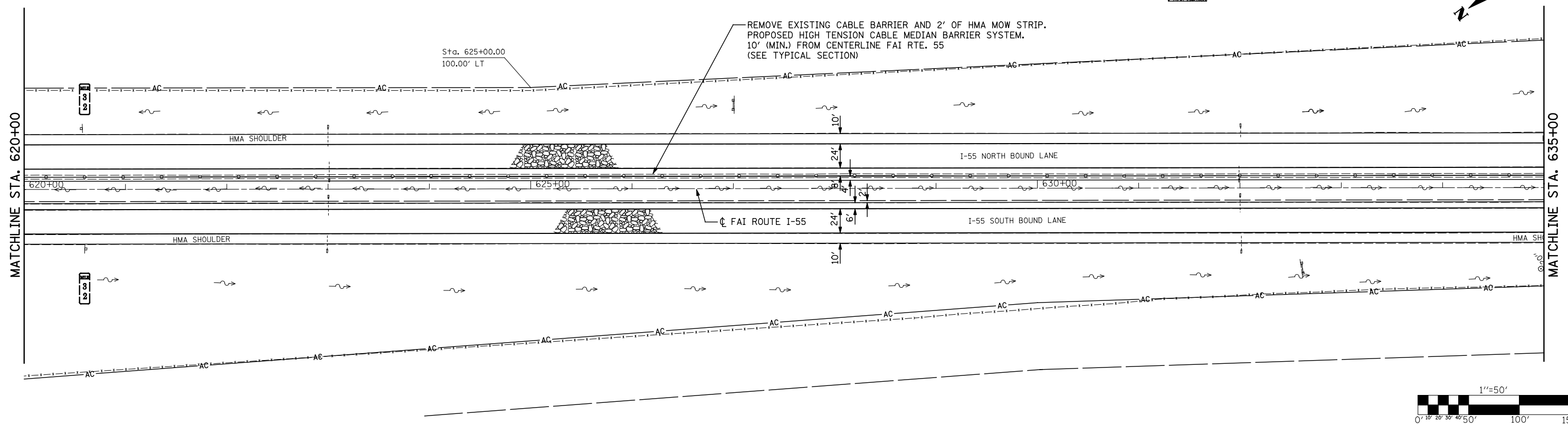
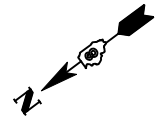


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...\\eadd\0876D99-Sht-P1nprf7.dgn		CHECKED -	REVISED -			55	60-(1,2)RS-3	MADISON	212	41	
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	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CHECKED	
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PROFILE	SURVEYED	DATE
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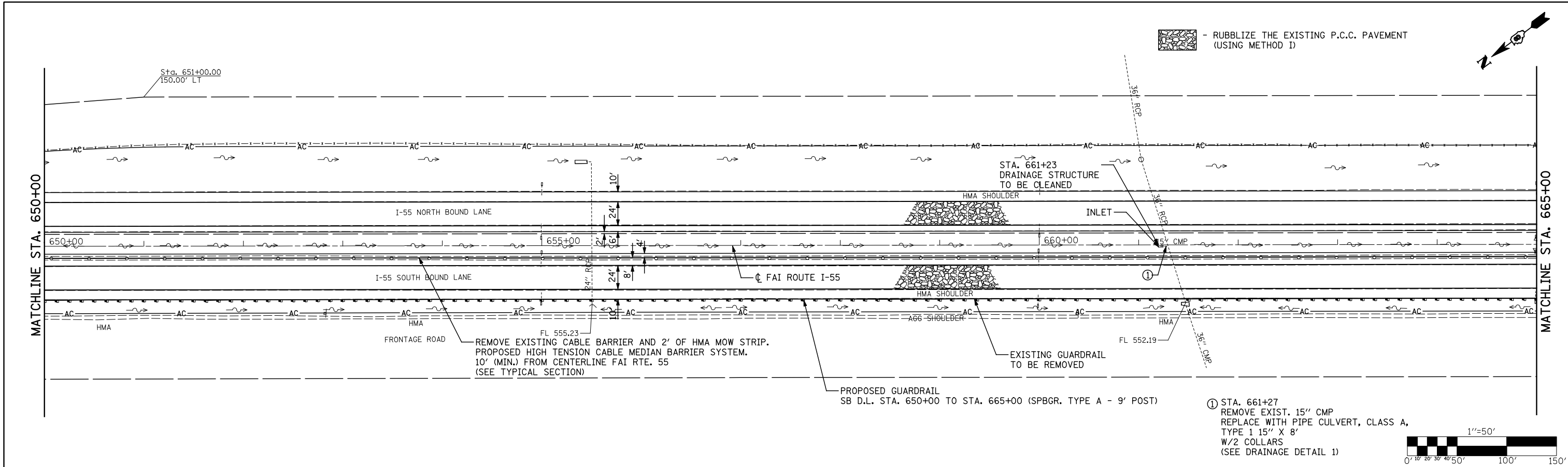
 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)



STATION	EXIST. ELEV.	PROPOSED HMA SURFACE (FD) 11 1/2" EXIST. (NB I-55)	PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)	EXIST. TOP CONC. (NB I-55)	EXIST. ELEV.	PROPOSED HMA SURFACE (SB) 11 1/2" EXIST. (SB I-55)	PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)	EXIST. TOP CONC. (SB I-55)	EXIST. ELEV.
620+00	562.84				562.81				562.81
621+00	562.87				562.79				562.79
622+00	562.91				562.80				562.80
623+00	562.96				562.88				562.88
624+00	563.17				563.09				563.09
625+00	563.40				563.31				563.31
626+00	563.65				563.57				563.57
627+00	563.89				563.82				563.82
628+00	564.10				564.01				564.01
629+00	564.30				564.20				564.20
630+00	564.42				564.34				564.34
631+00	564.50				564.47				564.47
632+00	564.55				564.51				564.51
633+00	564.56				564.55				564.55
634+00	564.53				564.48				564.48
635+00	564.45				564.40				564.40
636+00	564.33				564.19				564.19
637+00	564.16				563.98				563.98
638+00	563.96				563.81				563.81
639+00	563.70				563.64				563.64
640+00	563.40				563.30				563.30
641+00	563.04				562.96				562.96
642+00	562.63				562.54				562.54
643+00	562.17				562.06				562.06
644+00	561.64				561.49				561.49
645+00	561.06				560.87				560.87
646+00	560.45				560.27				560.27
647+00	559.83				559.70				559.70
648+00	559.33				559.20				559.20
649+00	558.91				558.80				558.80
650+00	558.65				558.47				558.47

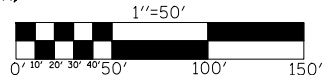
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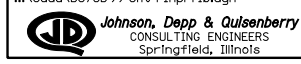



- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)

① STA. 661+27
REMOVE EXIST. 15" CMP
REPLACE WITH PIPE CULVERT, CLASS A,
TYPE 1 15" X 8"
W/2 COLLARS
(SEE DRAINAGE DETAIL 1)



STATION	EXIST. ELEV.	PROPOSED ELEV.	REMARKS
650+00	562.17	562.17	
651+00	562.13	562.13	
652+00	562.00	562.00	
653+00	561.88	561.88	
654+00	561.78	561.78	
655+00	561.67	561.67	
656+00	561.54	561.54	
657+00	561.40	561.40	
658+00	561.24	561.24	
659+00	561.12	561.12	
660+00	561.03	561.03	
661+00	560.93	560.93	
662+00	560.82	560.82	
663+00	560.72	560.72	
664+00	560.63	560.63	
665+00	560.54	560.54	
666+00	560.47	560.47	
667+00	560.38	560.38	
668+00	560.30	560.30	
669+00	560.19	560.19	
670+00	560.07	560.07	
671+00	559.96	559.96	
672+00	559.86	559.86	
673+00	559.77	559.77	
674+00	559.69	559.69	
675+00	559.58	559.58	
676+00	559.46	559.46	
677+00	559.38	559.38	
678+00	559.31	559.31	
679+00	559.21	559.21	
680+00	559.11	559.11	



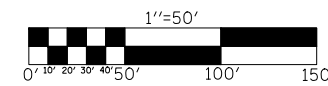
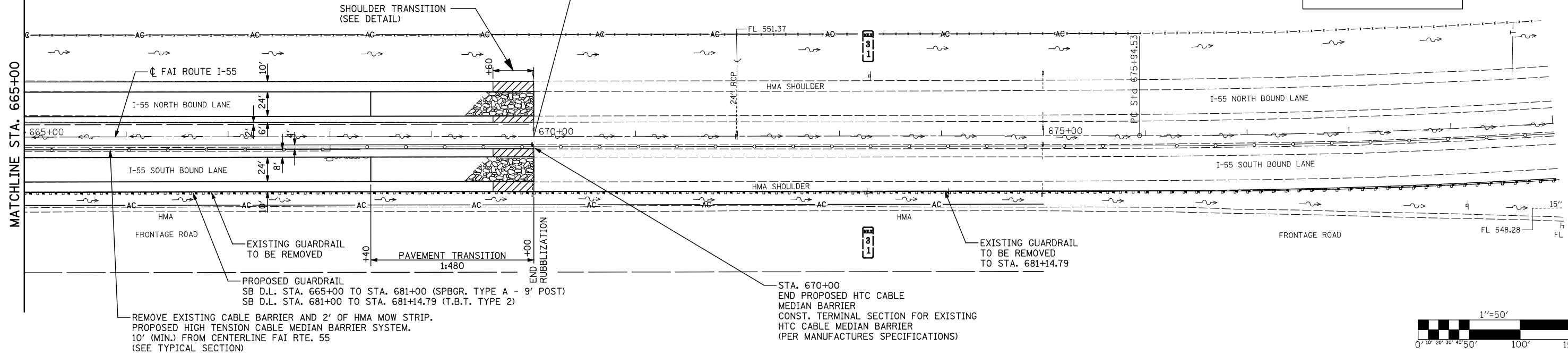
 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1)

END CONSTRUCTION STA. 670+00

Sta. 675+89.03
150.00' LT

END PROJECT STA. 681+15

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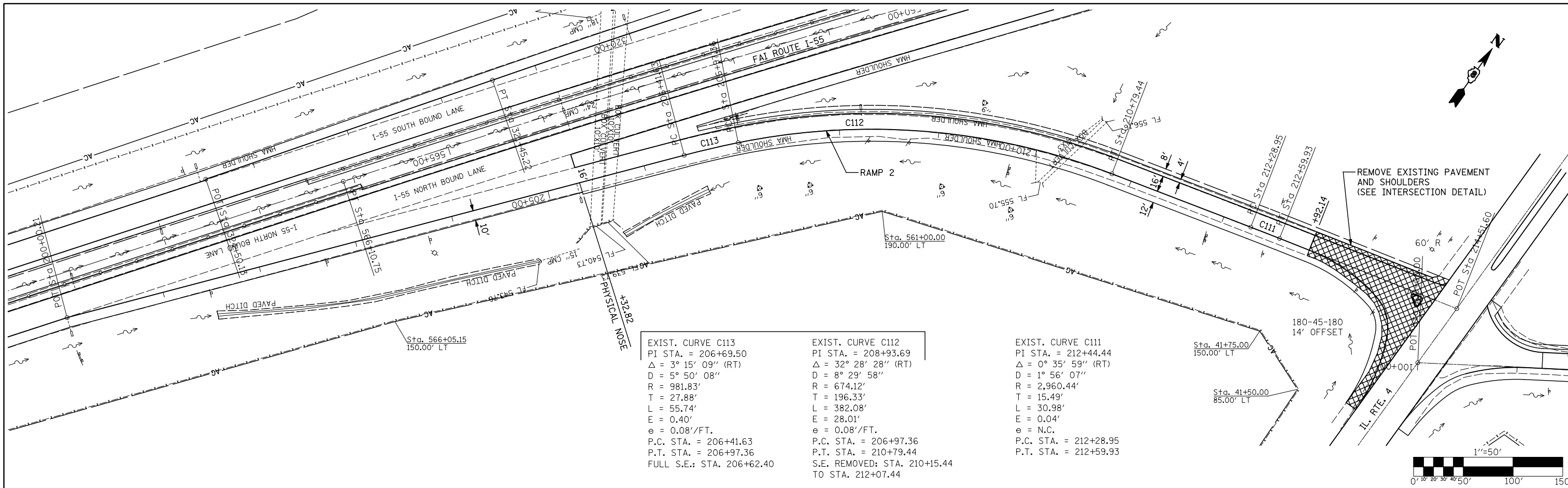


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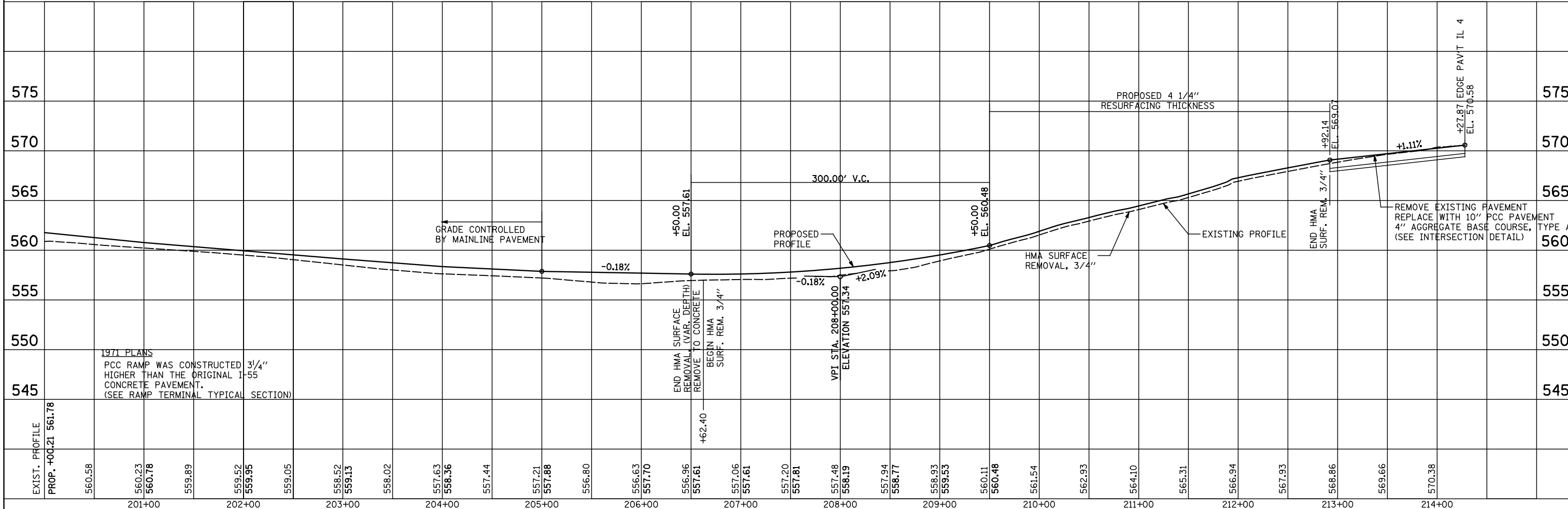
EXIST. STA.	EXIST. ELEV.	PROF. STA.	PROF. ELEV.	REMARKS	EXIST. STA.	EXIST. ELEV.	PROF. STA.	PROF. ELEV.	REMARKS
559.11	559.04	665+00	558.50		559.14	559.01	665+00	558.72	
	559.97	666+00	559.69	1,000.00' V.C.		558.90	666+00	559.89	
558.87	558.76	667+00	559.43	PROPOSED HMA SURFACE (FD) 11 1/2" EXIST. (NB I-55)	558.86	558.78	667+00	559.57	PROPOSED HMA SURFACE (FD) 11 1/2" EXIST. (SB I-55)
558.66	558.58	668+00	559.34	PAVEMENT TRANSITION 1:480	558.68	558.57	668+00	559.47	PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)
558.57	558.57	669+00	558.99	PREVIOUS RUBBLIZATION PROJECT 11 1/2" HMA	558.58	558.58	669+00	559.02	REMOVE EXISTING BUTT JOINT
558.57	558.57	670+00	558.78	END RUBBLIZATION	558.59	558.60	670+00	558.81	NOTE: TOP OF EXISTING CONCRETE PAVEMENT (BASED ON CORES TAKEN @ 100 FT. INTERVALS)
558.57	558.57		558.57		558.60	558.60		558.60	

PLAN	SURVEYED	BY	DATE
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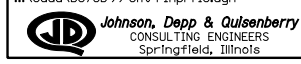
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	PLOTTED		
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	AT		
	FILE NAME		
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<p>EXIST. CURVE C113 PI STA. = 206+69.50 $\Delta = 3^\circ 15' 09''$ (RT) $D = 5^\circ 50' 08''$ $R = 981.83'$ $T = 27.88'$ $L = 55.74'$ $E = 0.40'$ $e = 0.08'/FT.$ P.C. STA. = 206+41.63 P.T. STA. = 206+97.36 FULL S.E.: STA. 206+62.40</p>	<p>EXIST. CURVE C112 PI STA. = 208+93.69 $\Delta = 32^\circ 28' 28''$ (RT) $D = 8^\circ 29' 58''$ $R = 674.12'$ $T = 196.33'$ $L = 382.08'$ $E = 28.01'$ $e = 0.08'/FT.$ P.C. STA. = 206+97.36 P.T. STA. = 210+79.44 S.E. REMOVED: STA. 210+15.44 TO STA. 212+07.44</p>	<p>EXIST. CURVE C111 PI STA. = 212+44.44 $\Delta = 0^\circ 35' 59''$ (RT) $D = 1^\circ 56' 07''$ $R = 2,960.44'$ $T = 15.49'$ $L = 30.98'$ $E = 0.04'$ $e = N.C.$ P.C. STA. = 212+28.95 P.T. STA. = 212+59.93</p>
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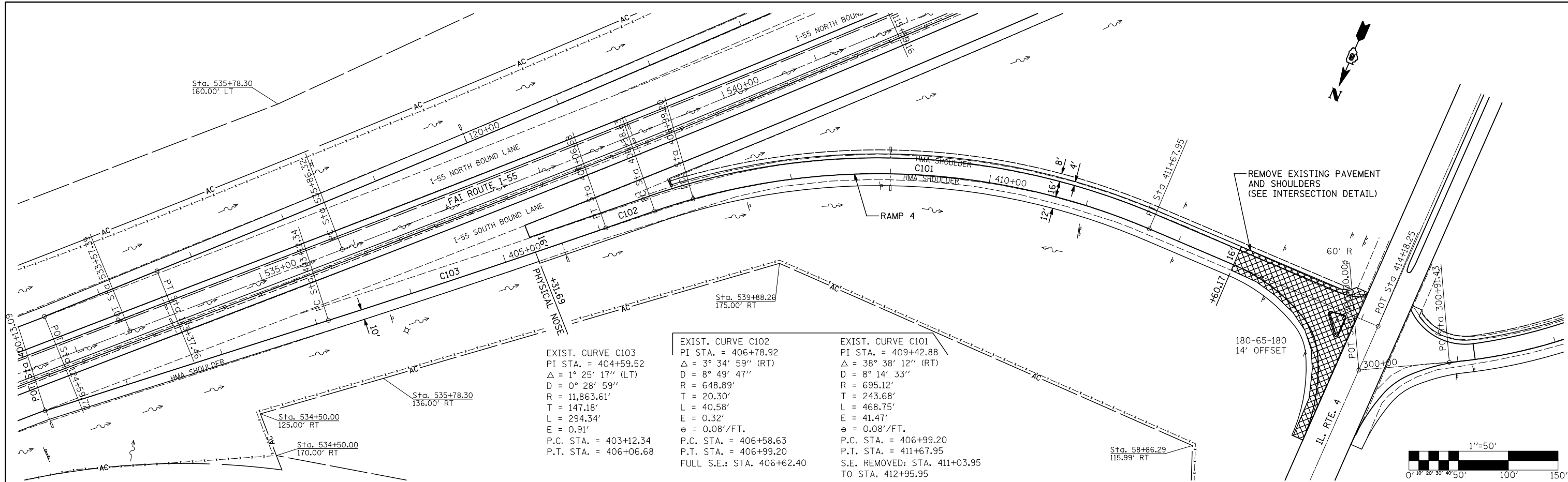


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...\\eadd\876D99-Sht-P1nprf13.dgn		DRAWN -	REVISED -			55	601,2RS-3	MADISON	212	47
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PLOT DATE = 02/02/2012 17:39:23		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				



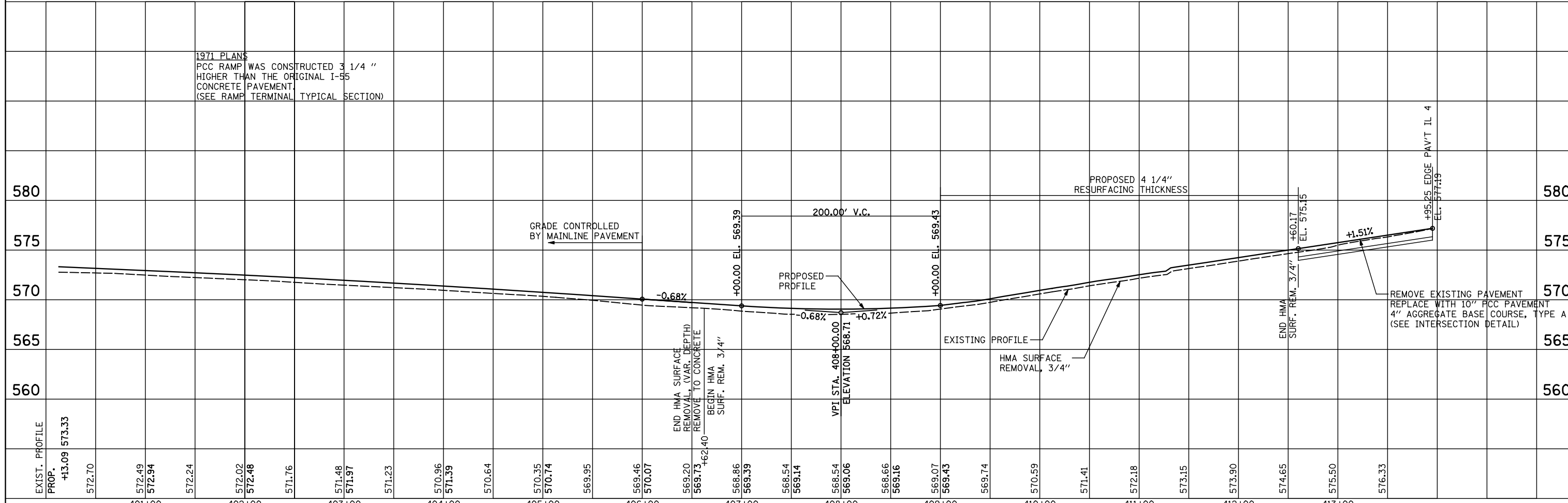
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PROFILE	SURVEYED	BY	DATE
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	NOTATION		



EXIST. CURVE C103		EXIST. CURVE C101	
PI STA. = 404+59.52	PI STA. = 409+42.88	PI STA. = 409+42.88	PI STA. = 409+42.88
$\Delta = 1^\circ 25' 17''$ (LT)	$\Delta = 3^\circ 34' 59''$ (RT)	$\Delta = 38^\circ 38' 12''$ (RT)	$\Delta = 38^\circ 38' 12''$ (RT)
D = 0° 28' 59"	D = 8° 49' 47"	D = 8° 14' 33"	D = 8° 14' 33"
R = 11,863.61'	R = 648.89'	R = 695.12'	R = 695.12'
T = 147.18'	T = 20.30'	T = 243.68'	T = 243.68'
L = 294.34'	L = 40.58'	L = 468.75'	L = 468.75'
E = 0.91'	E = 0.32'	E = 41.47'	E = 41.47'
e = 0.08'/FT.	e = 0.08'/FT.	e = 0.08'/FT.	e = 0.08'/FT.
P.C. STA. = 403+12.34	P.C. STA. = 406+58.63	P.C. STA. = 406+99.20	P.C. STA. = 406+99.20
P.T. STA. = 406+06.68	P.T. STA. = 406+99.20	P.T. STA. = 411+67.95	P.T. STA. = 411+67.95
	FULL S.E.: STA. 406+62.40	S.E. REMOVED: STA. 411+03.95	TO STA. 412+95.95

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



FILE NAME =	USER NAME = \$(USER)	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	S.B. EXIT RAMP 4 (IL 4)	F.A.I. RTE. 55	SECTION 601,2RS-3	COUNTY MADISON	TOTAL SHEETS 212	SHEET NO. 49	
...\\eadd\876D99-Sht-P1nprf15.dgn	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. 400+00 TO STA. 414+18.25	CONTRACT NO. 76D99		
Johanson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT DATE = 02/02/2012 17:40:06	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
		DATE -	REVISED -								

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 PPC PAVEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE, TYPE A AND TRIM TO PLAN GRADES.
4. CONSTRUCT HMA BINDER COURSE AND 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 IL 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 PPC PAVEMENT (MAINLINE ONLY).
3. CONSTRUCT AGGREGATE BASE COURSE, TYPE A AND TRIM TO PLAN GRADES.
4. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE 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 PPC PAVEMENT.
3. CONSTRUCT AGGREGATE BASE COURSE, TYPE A AND TRIM TO PLAN GRADES.
4. CONSTRUCT HMA BINDER COURSE AND 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 IL 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 PPC PAVEMENT (MAINLINE ONLY).
3. CONSTRUCT AGGREGATE BASE COURSE, TYPE A AND TRIM TO PLAN GRADES.
4. CONSTRUCT HMA BINDER COURSE AND POLY HMA BINDER COURSE FOR DRIVING LANE AND ADJACENT RAMP TERMINALS AND CONSTRUCT ADJACENT HMA SHOULDER TO THE SAME LEVEL.
5. REMOVE 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

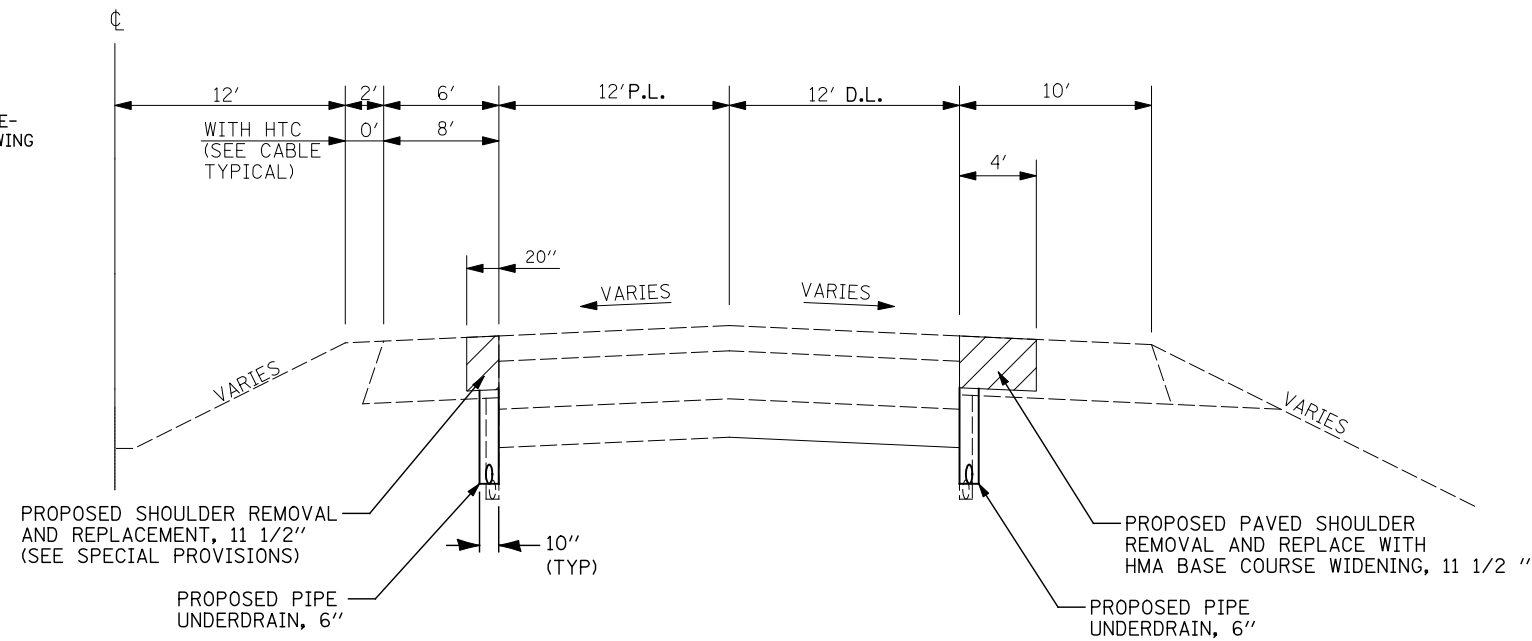
THE FINAL 2" HMA SURFACE COURSE FOR THE MAINLINE AND THE FINAL 2" OF MAINLINE HMA SHOULDERS SHALL BE CONSTRUCTED UNDER TRAFFIC AFTER THE COMPLETION OF RUBBLIZATION RECONSTRUCTION, CONSTRUCTION OF THE CRPCC PAVEMENT AND PLACEMENT OF HMA BINDER COURSES AND POLY HMA BINDER COURSE ON ALL SOUTHBOUND AND NORTHBOUND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

COMPLETE FINAL PAVEMENT MARKINGS DURING PLACEMENT OF FINAL SURFACE COURSE.

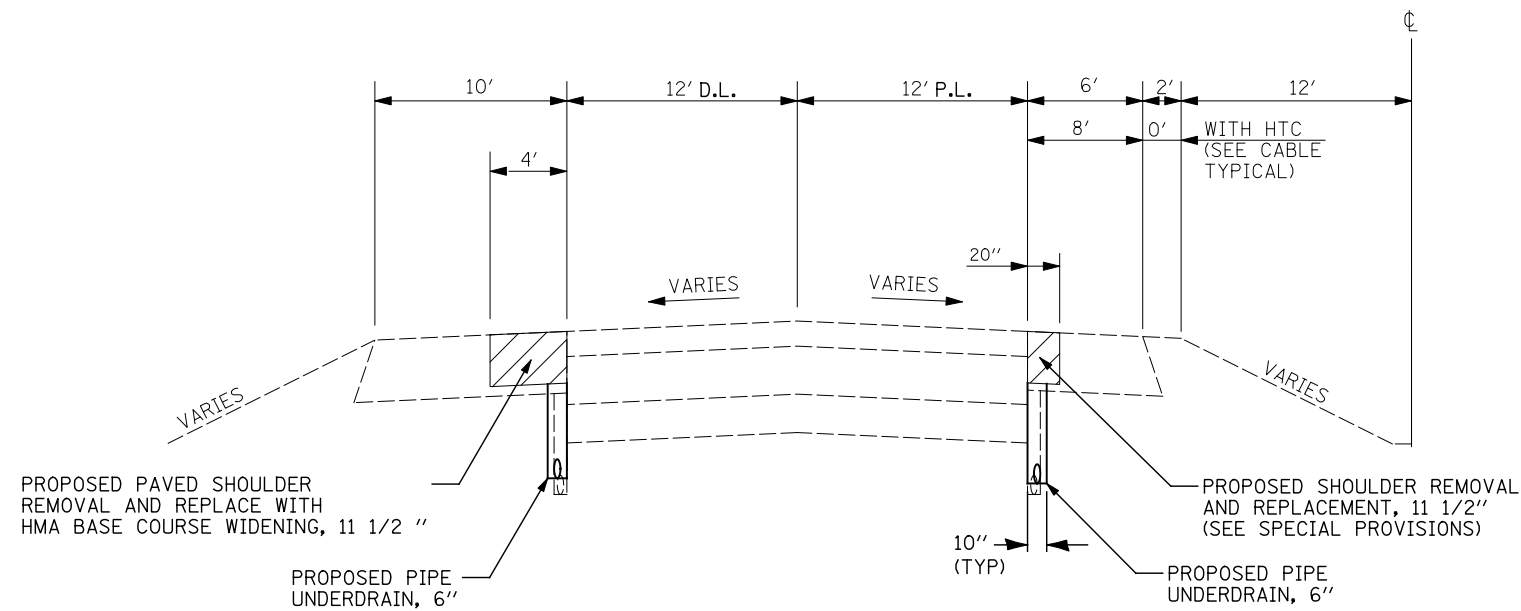
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...\\DB76D99-sht-construction-sequence-plan.dgn		DRAWN -	REVISED -					55	60-(1,2)RS-3	MADISON	212	50
 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76D99							
	PLOT DATE = 02/02/2012 17:43:12	DATE -	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

NOTE: TO PROVIDE ADEQUATE DRAINAGE FOR THE PIPE UNDERDRAINS INTO THE MEDIAN DITCH, PLACE THE FLOWLINES OF THE PASSING-LANE-SHOULDER PIPE UNDERDRAINS AT THE DEPTHS SHOWN FOR THE FOLLOWING LOCATIONS. AT ALL OTHER LOCATIONS, THE DEPTHS SHOULD BE 24". DEPTHS ARE MEASURED FROM EXISTING PAVEMENT.

STA. TO STA.	DEPTH
STA. 525+00 TO STA. 534+00	18"
STA. 539+00 TO STA. 548+50	18"
STA. 548+50 TO STA. 555+00	12"
STA. 555+00 TO STA. 558+00	18"



S.B. F.A.I. ROUTE 55 PRE-STAGE CONSTRUCTION TYPICAL SECTION
STA. 519+00.00 TO 670+00.00
(LOOKING SOUTH)



NOTE: TO PROVIDE ADEQUATE DRAINAGE FOR THE PIPE UNDERDRAINS INTO THE MEDIAN DITCH, PLACE THE FLOWLINES OF THE PASSING-LANE-SHOULDER PIPE UNDERDRAINS AT THE DEPTHS SHOWN FOR THE FOLLOWING LOCATIONS. AT ALL OTHER LOCATIONS, THE DEPTHS SHOULD BE 24". DEPTHS ARE MEASURED FROM EXISTING PAVEMENT.

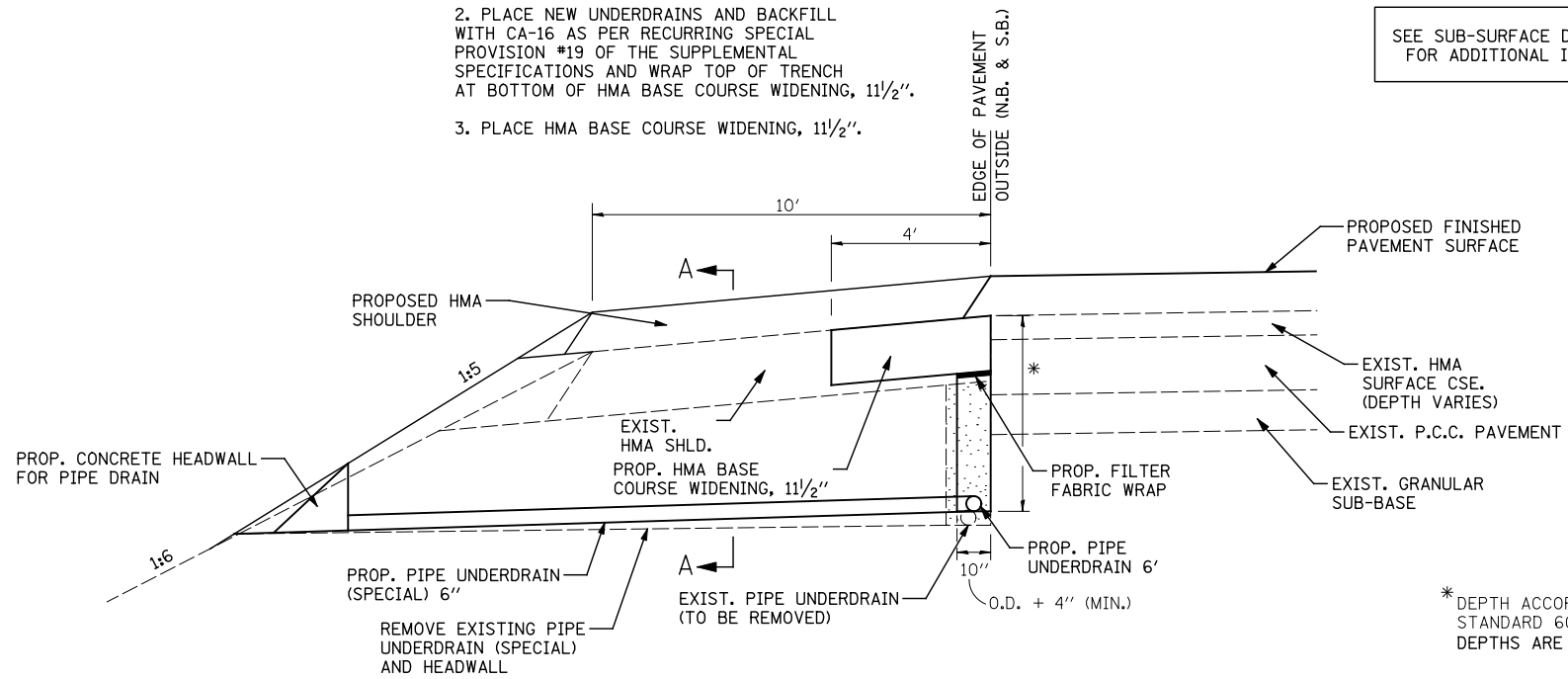
STA. TO STA.	DEPTH
STA. 539+00 TO STA. 544+00	18"
STA. 548+50 TO STA. 550+24	12"
STA. 550+24 TO STA. 555+00	12"
STA. 555+00 TO STA. 558+00	18"

N.B. F.A.I. ROUTE 55 PRE-STAGE CONSTRUCTION TYPICAL SECTION
STA. 519+00.00 TO 670+00.00
(LOOKING SOUTH)

SUGGESTED PRE-STAGE CONSTRUCTION

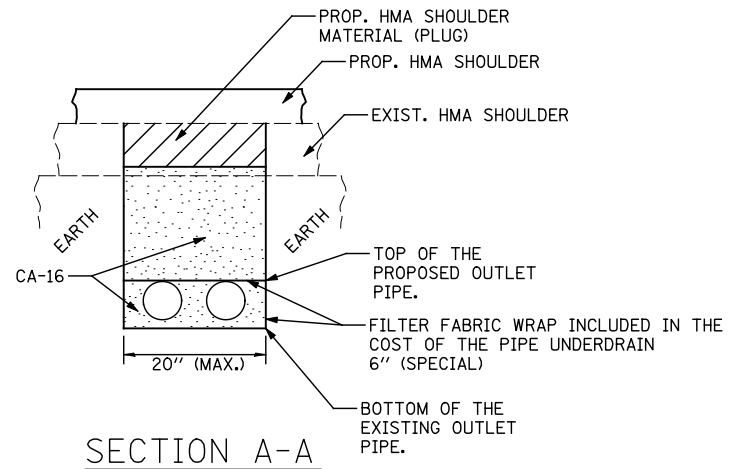
1. REMOVE 4 FOOT X 11/2 INCH SECTION OF PAVED SHOULDER. PAID FOR AS PAVED SHOULDER REMOVAL.
2. PLACE NEW UNDERDRAINS AND BACKFILL WITH CA-16 AS PER RECURRING SPECIAL PROVISION #19 OF THE SUPPLEMENTAL SPECIFICATIONS AND WRAP TOP OF TRENCH AT BOTTOM OF HMA BASE COURSE WIDENING, 11/2".
3. PLACE HMA BASE COURSE WIDENING, 11/2".

SEE SUB-SURFACE DRAIN DETAILS FOR ADDITIONAL INFORMATION.



OUTSIDE EDGE DETAIL AND PIPE UNDERDRAIN OUTLET DETAIL

* DEPTH ACCORDING TO STANDARD 601001 DEPTHS ARE MEASURED FROM EXISTING PAVEMENT.

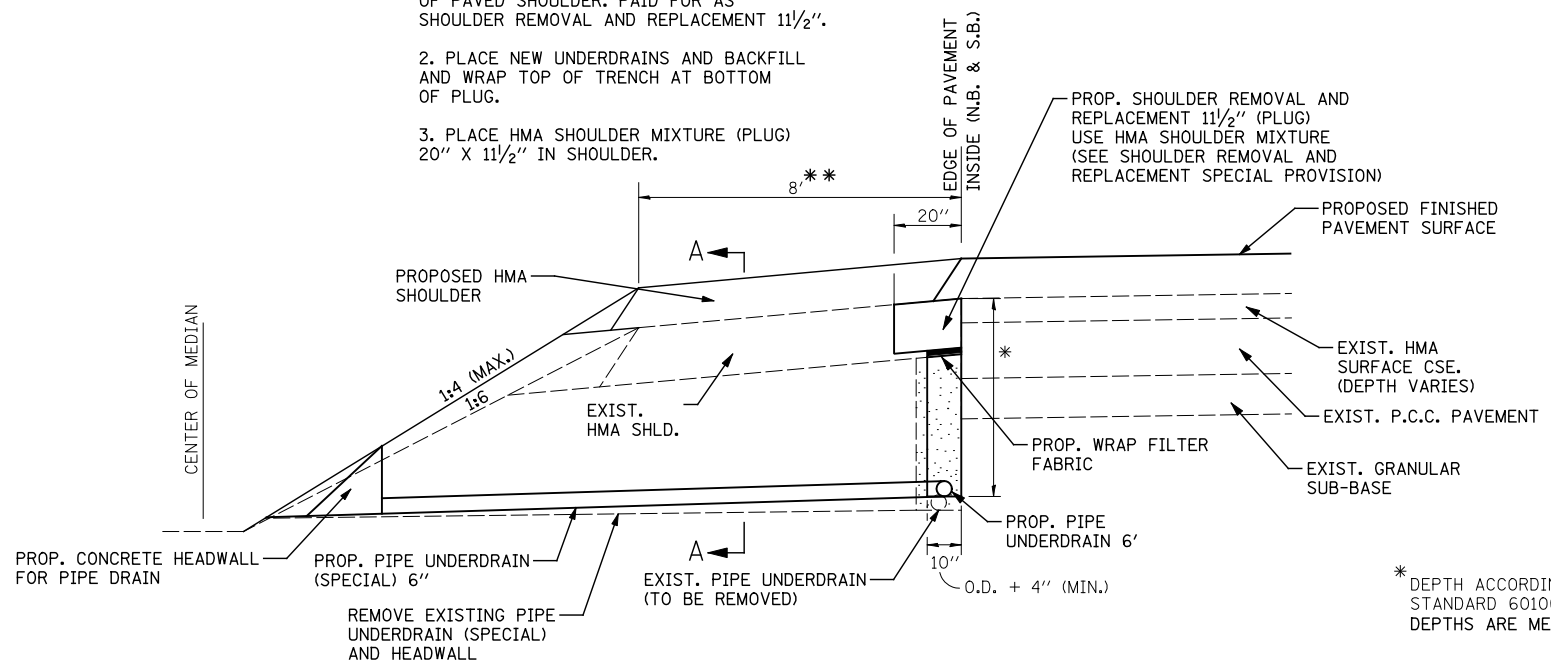


SECTION A-A

SUGGESTED PRE-STAGE CONSTRUCTION

1. REMOVE NOMINAL 20" X 12" SECTION OF PAVED SHOULDER. PAID FOR AS SHOULDER REMOVAL AND REPLACEMENT 11/2".
2. PLACE NEW UNDERDRAINS AND BACKFILL AND WRAP TOP OF TRENCH AT BOTTOM OF PLUG.
3. PLACE HMA SHOULDER MIXTURE (PLUG) 20" X 11/2" IN SHOULDER.

** 8' HMA SHOULDER WHEN HTC PRESENT. 6' HMA SHOULDER & 2' AGG. SHOULDER (NORMAL CONDITIONS)



INSIDE EDGE DETAIL AND PIPE UNDERDRAIN OUTLET DETAIL

* DEPTH ACCORDING TO STANDARD 601001 DEPTHS ARE MEASURED FROM EXISTING PAVEMENT.

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...load\d876d99-shr-staging.dgn		DRAWN -	REVISED -
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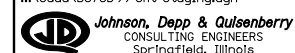
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DATE -	REVISED -

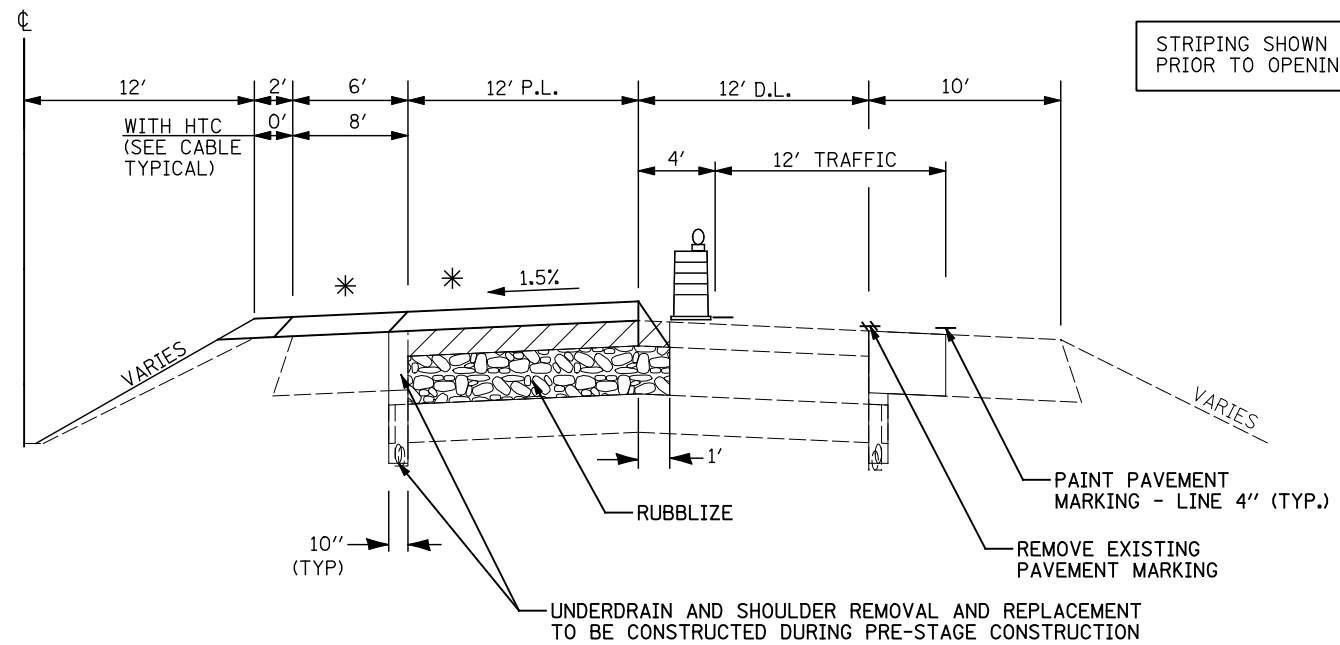
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EDGE DETAILS AND PIPE UNDERDRAIN OUTLET DETAILS

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

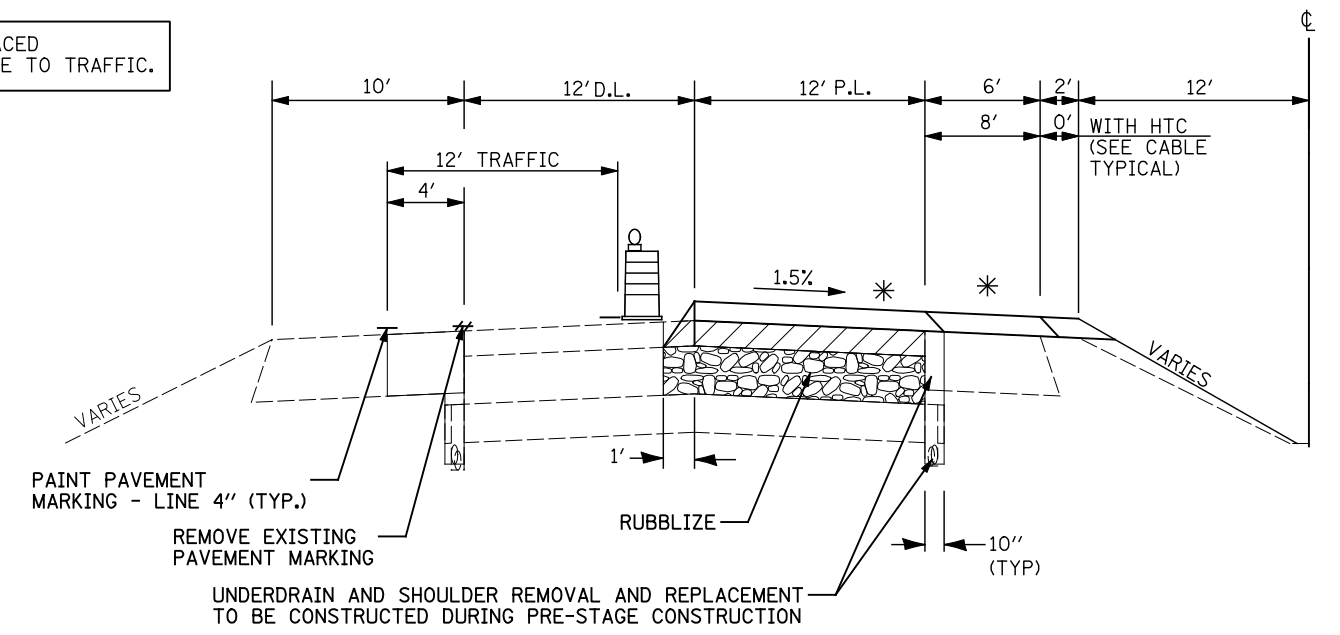
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	52
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				





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

STA. 519+00.00 TO STA. 670+00.00
(LOOKING SOUTH)



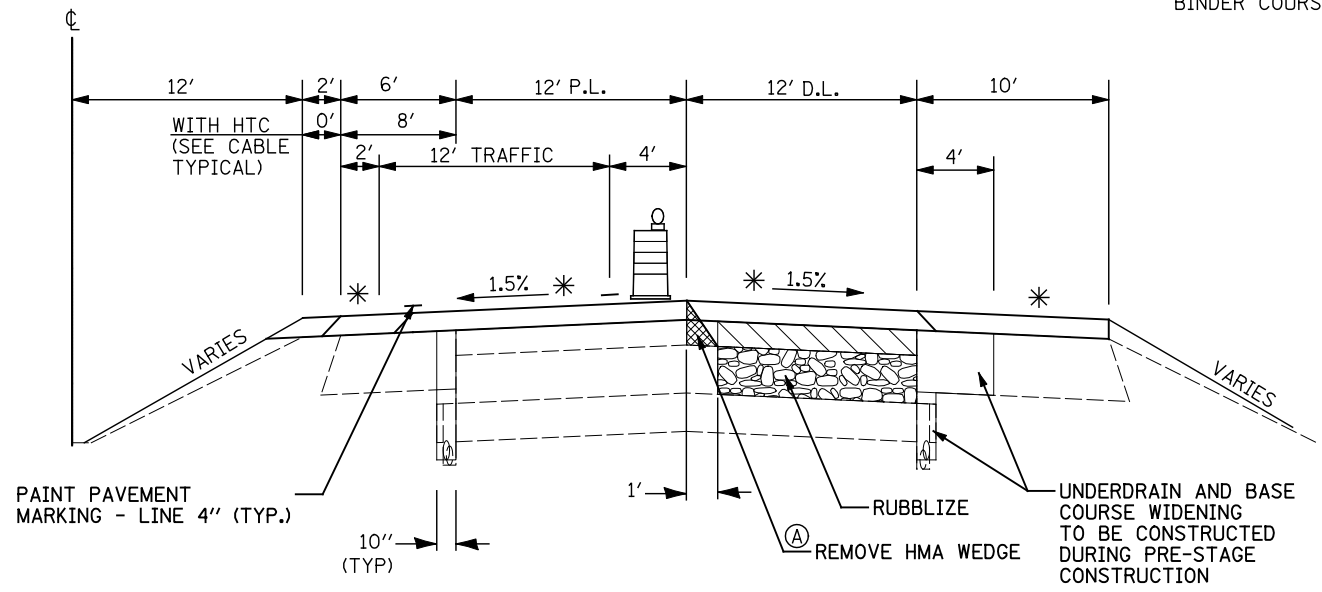
N.B. F.A.I. ROUTE 55 STAGE III TYPICAL SECTION

STA. 519+00.00 TO STA. 670+00.00
(LOOKING SOUTH)

EXISTING HMA TO BE REMOVED

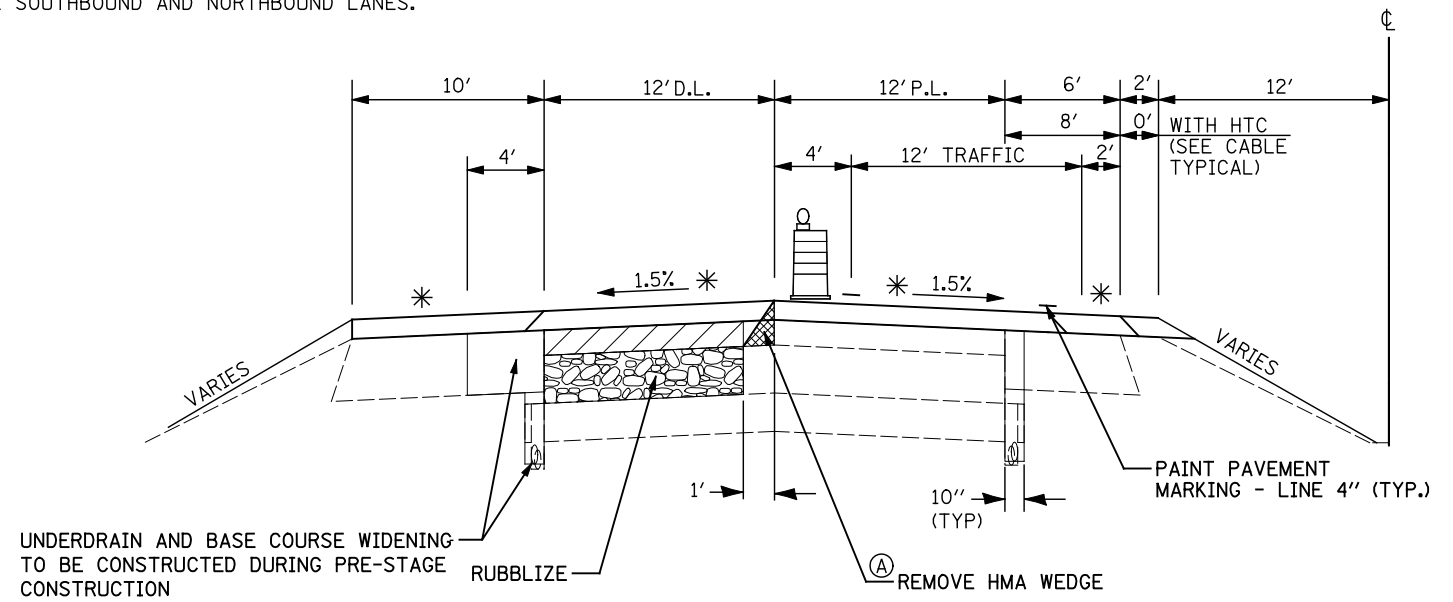
(A) HMA WEDGE REMOVAL TO THE CENTERLINE TO BE INCLUDED IN THE COST OF THE SURFACE REMOVAL (VARIABLE DEPTH). HMA BINDER USED TO REPLACE WEDGE TO BE INCLUDED IN THE COST OF THE FULL DEPTH HMA BINDER COURSE.

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



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

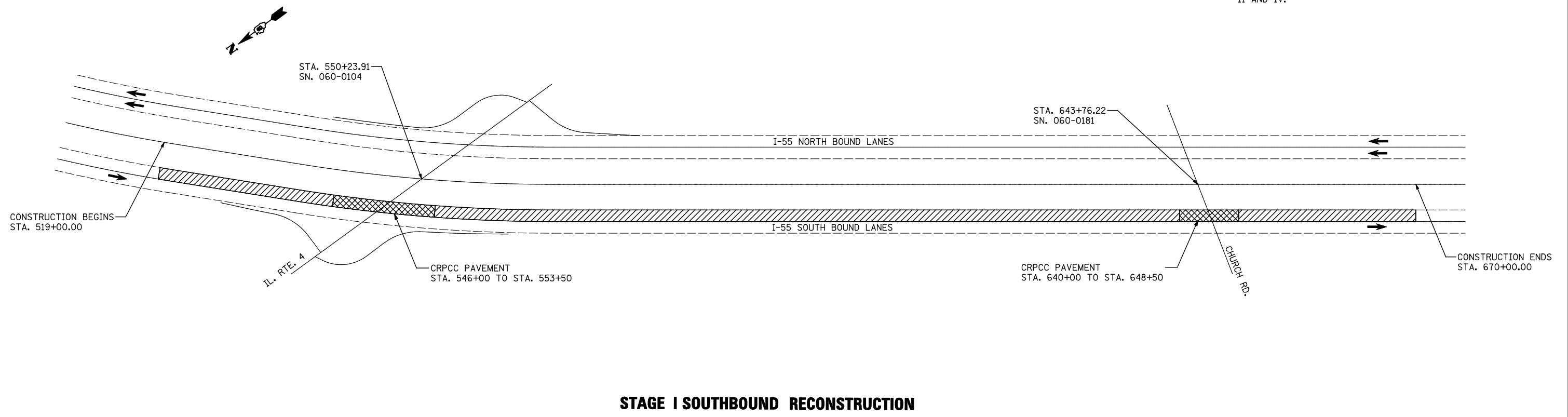
STA. 519+00.00 TO STA. 670+00.00
(LOOKING SOUTH)



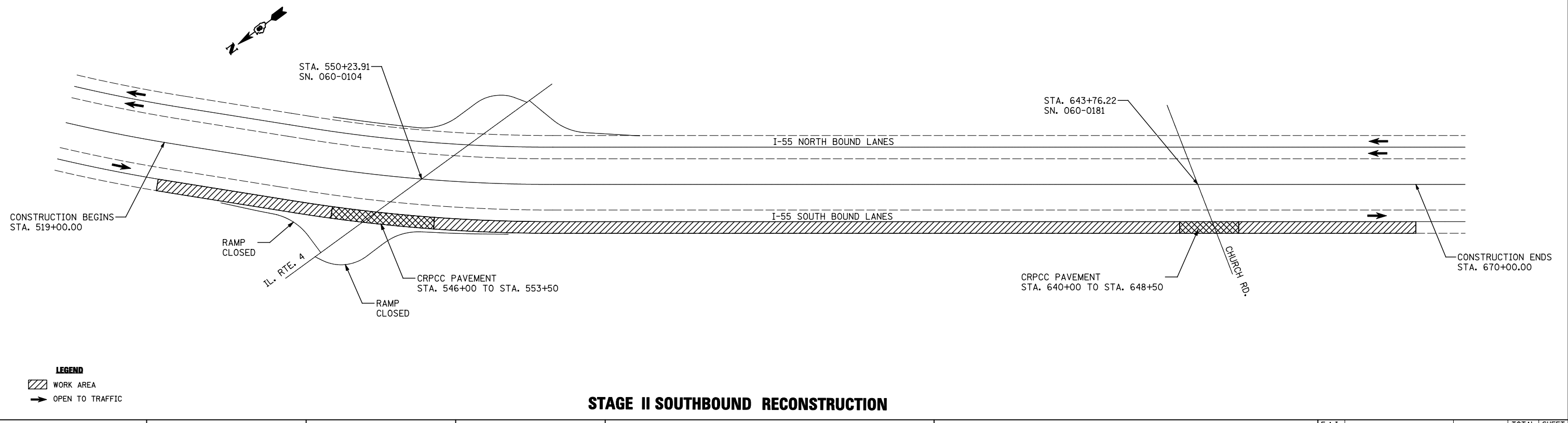
N.B. F.A.I. ROUTE 55 STAGE IV TYPICAL SECTION

STA. 519+00.00 TO STA. 670+00.00
(LOOKING SOUTH)

NOTE: THE CONTRACTOR HAS THE OPTION OF WORKING ON BOTH THE S.B. AND N.B. PAVEMENTS SIMULTANEOUSLY, LEAVING ONLY ONE LANE OPEN TO TRAFFIC IN EACH DIRECTION. IF THAT OPTION IS EXERCISED, STAGING WORK SHALL BE COMPLETED ON STAGES I AND III BEFORE WORK WILL BE ALLOWED TO COMMENCE ON STAGES II AND IV.



STAGE I SOUTHBOUND RECONSTRUCTION



STAGE II SOUTHBOUND RECONSTRUCTION

LEGEND
 WORK AREA
 OPEN TO TRAFFIC

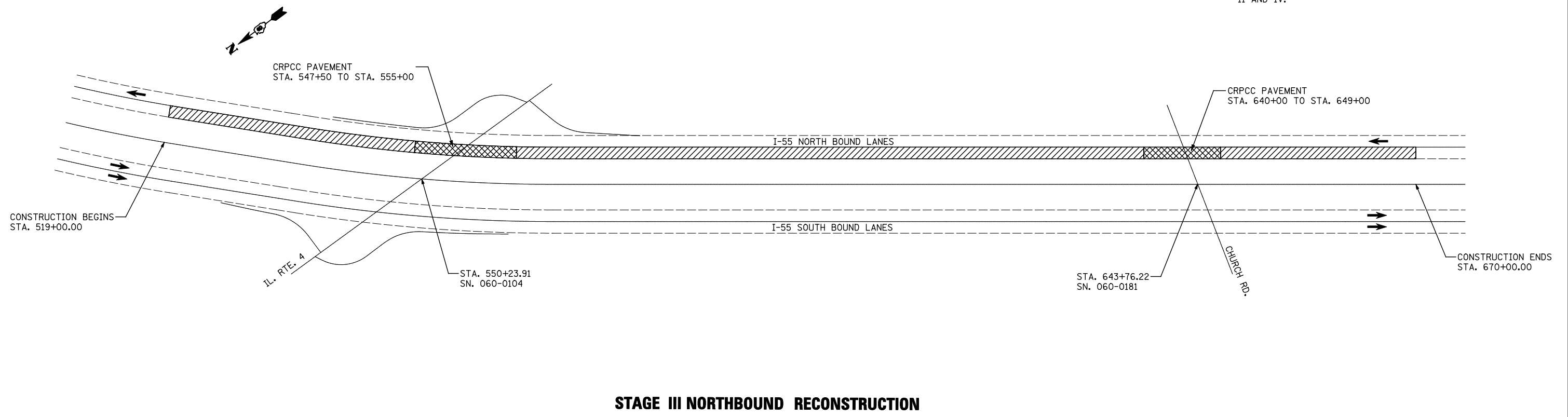
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

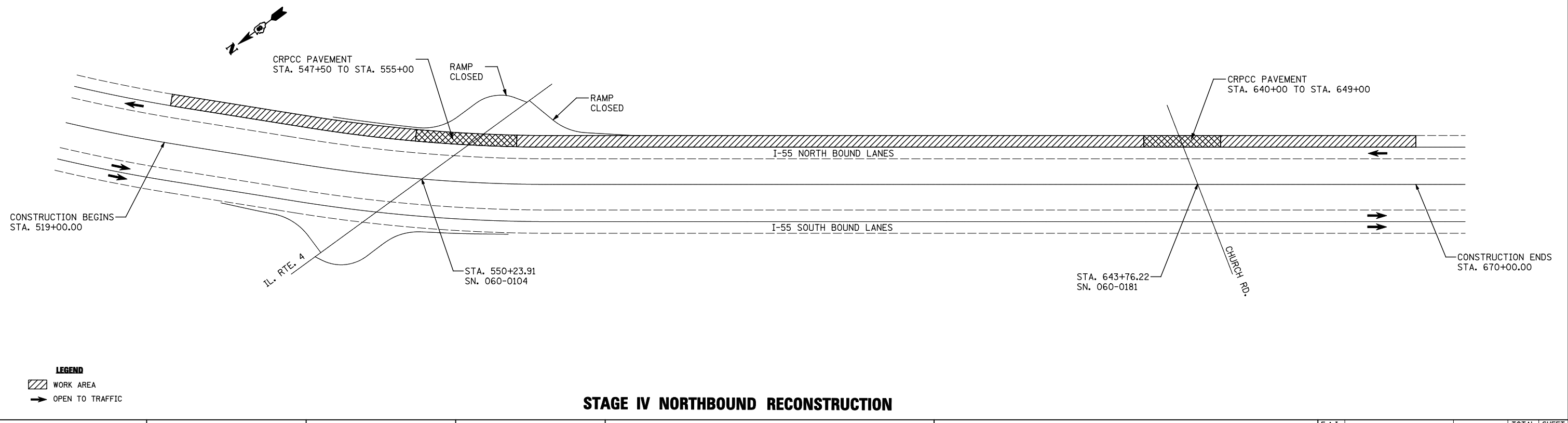
I-55 TRAFFIC CONTROL AND STAGING			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	54
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

NOTE: THE CONTRACTOR HAS THE OPTION OF WORKING ON BOTH THE S.B. AND N.B. PAVEMENTS SIMULTANEOUSLY, LEAVING ONLY ONE LANE OPEN TO TRAFFIC IN EACH DIRECTION. IF THAT OPTION IS EXERCISED, STAGING WORK SHALL BE COMPLETED ON STAGES I AND III BEFORE WORK WILL BE ALLOWED TO COMMENCE ON STAGES II AND IV.



STAGE III NORTHBOUND RECONSTRUCTION



STAGE IV NORTHBOUND RECONSTRUCTION

LEGEND
 WORK AREA
 OPEN TO TRAFFIC

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PLOT DATE = 02/02/2012 17:45:02	DATE -	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-55 TRAFFIC CONTROL AND STAGING			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

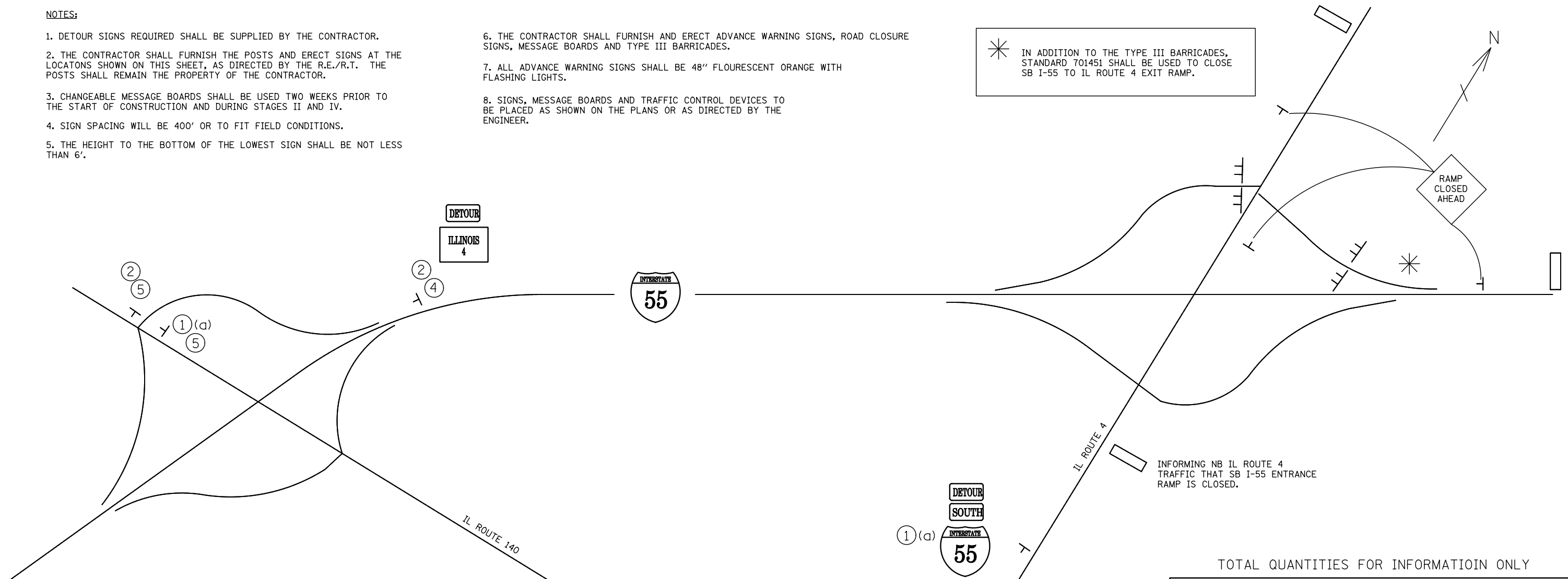
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	55
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

NOTES:

1. DETOUR SIGNS REQUIRED SHALL BE SUPPLIED BY THE CONTRACTOR.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. CHANGEABLE MESSAGE BOARDS SHALL BE USED TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND DURING STAGES II AND IV.
4. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
5. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL BE NOT LESS THAN 6'.

6. THE CONTRACTOR SHALL FURNISH AND ERECT ADVANCE WARNING SIGNS, ROAD CLOSURE SIGNS, MESSAGE BOARDS AND TYPE III BARRICADES.
7. ALL ADVANCE WARNING SIGNS SHALL BE 48" FLOURESCENT ORANGE WITH FLASHING LIGHTS.
8. SIGNS, MESSAGE BOARDS AND TRAFFIC CONTROL DEVICES TO BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

* IN ADDITION TO THE TYPE III BARRICADES, STANDARD 701451 SHALL BE USED TO CLOSE SB I-55 TO IL ROUTE 4 EXIT RAMP.



QUANTITIES FOR INFORMATION ONLY

STAGE II SIGNING

①(a)		4 EACH
②		3 EACH
③		3 EACH
④		1 EACH
⑤		2 EACH
⑥		1 EACH

- SIGN ARRAY
- TYPE III BARRICADE
- MESSAGE BOARD

NOT TO SCALE

TOTAL QUANTITIES FOR INFORMATION ONLY

SIGNS TO BE PROVIDED BY CONTRACTOR

	8 EACH
	6 EACH
	4 EACH
	6 EACH
	3 EACH
	3 EACH
	1 EACH
	2 EACH
	3 EACH

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE II DETOUR SIGNING
FOR SOUTHBOUND RAMP CLOSURES**

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

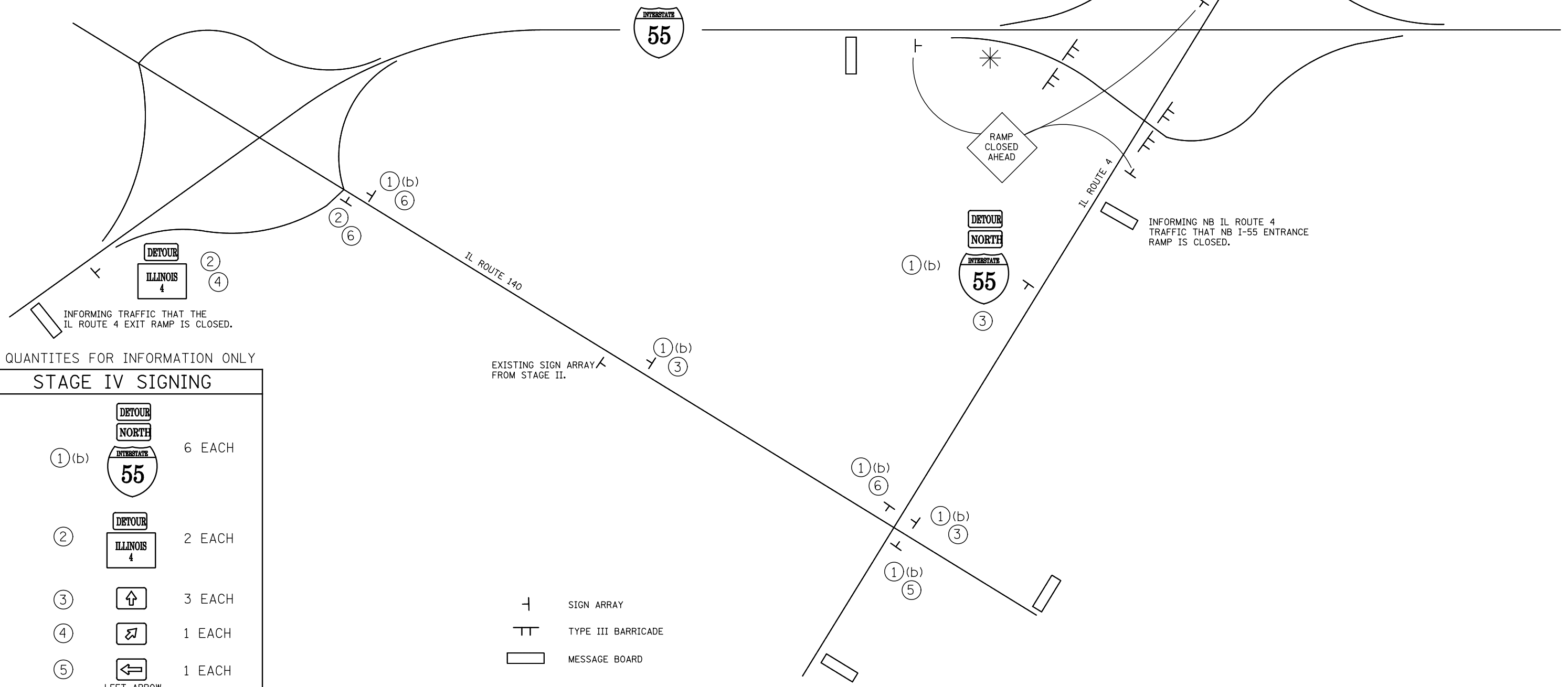
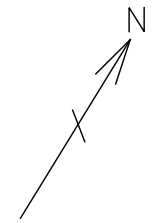
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-1,21R5-3	MADISON	212	56
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

NOTES:

1. DETOUR SIGNS REQUIRED SHALL BE SUPPLIED BY THE CONTRACTOR.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. CHANGEABLE MESSAGE BOARDS SHALL BE USED TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND DURING STAGES II AND IV.
4. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
5. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL BE NOT LESS THAN 6'.

6. THE CONTRACTOR SHALL FURNISH AND ERECT ADVANCE WARNING SIGNS, ROAD CLOSURE SIGNS, MESSAGE BOARDS AND TYPE III BARRICADES.
7. ALL ADVANCE WARNING SIGNS SHALL BE 48" FLOURESCENT ORANGE WITH FLASHING LIGHTS.
8. SIGNS, MESSAGE BOARDS AND TRAFFIC CONTROL DEVICES TO BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

* IN ADDITION TO THE TYPE III BARRICADES, STANDARD 701451 SHALL BE USED TO CLOSE NB I-55 TO IL ROUTE 4 EXIT RAMP.



QUANTITIES FOR INFORMATION ONLY

STAGE IV SIGNING

①(b)		6 EACH
②		2 EACH
③		3 EACH
④		1 EACH
⑤		1 EACH
⑥		3 EACH

EXISTING SIGN ARRAY FROM STAGE II.

- SIGN ARRAY
- TYPE III BARRICADE
- MESSAGE BOARD

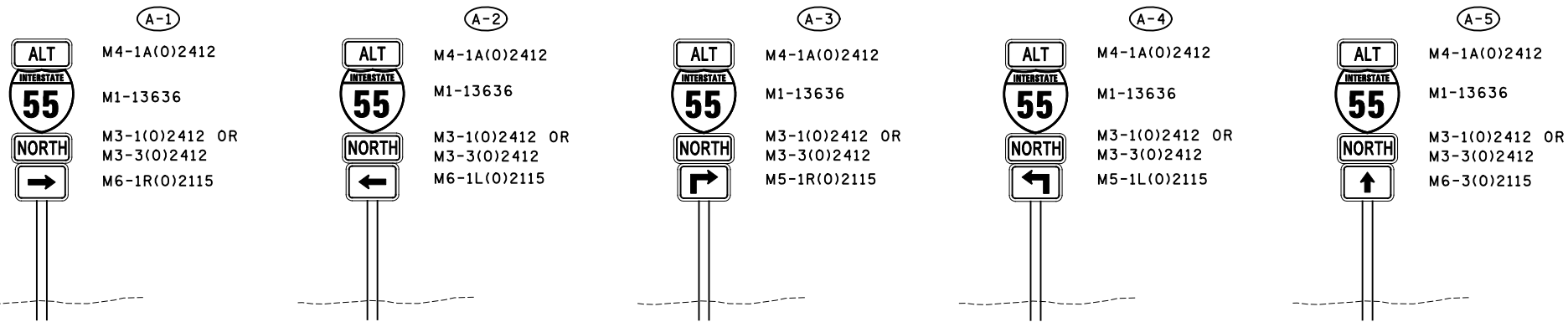
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE IV DETOUR SIGNING FOR NORTHBOUND RAMP CLOSURES			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	57
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



SIGN ASSEMBLY DETAILS
("NORTH" CARDINAL AUXILIARY DIRECTION SIGN SHOWN)

BILL OF MATERIALS

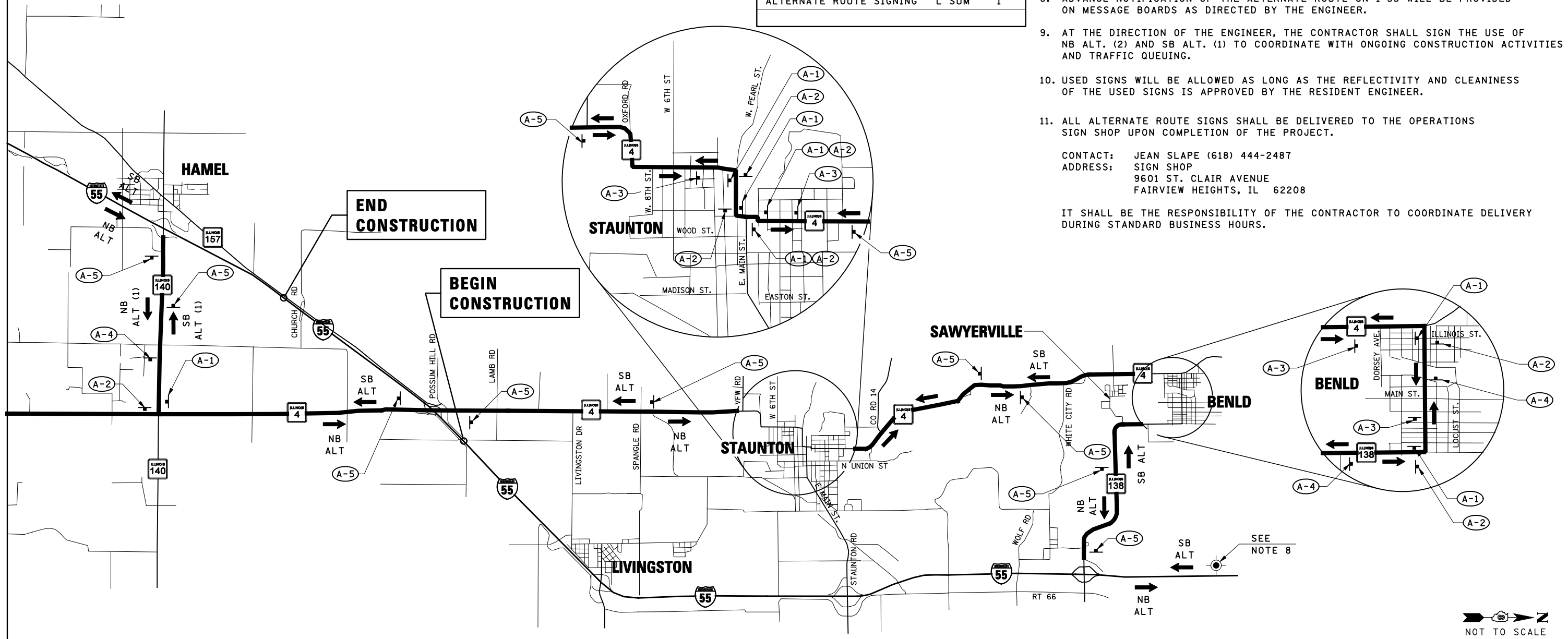
ITEM	UNIT	TOTAL
ALTERNATE ROUTE SIGNING	L SUM	1

NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING METAL POSTS INSTEAD OF WOOD. PAYMENT FOR POST AND REQUIRED HARDWARE SHALL BE INCLUDED IN THE COST OF "ALTERNATE ROUTE SIGNING".
2. ALL SIGNS SHALL BE BLACK ON ORANGE. THE POSTS SHALL BE PLACED 12 FEET FROM THE EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
3. WITH PRIOR APPROVAL, SIGNS SHALL BE REMOVED ON COMPLETION OF THE CONTRACT AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 724 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE ITEMS IDENTIFIED IN NOTE 1.
4. THE MAINTENANCE OR REPLACEMENT OF ALTERNATE SIGNING SHALL BE INCLUDED IN THE COST OF THE ITEMS IDENTIFIED IN NOTE 1.
5. EXACT ALTERNATE SIGNING PLACEMENT WILL BE DETERMINED BY THE ENGINEER.
6. THE DISTRICT 8 OPERATIONS ENGINEER SHALL BE CONTACTED 10 DAYS PRIOR TO THE ERECTION OF SIGNS.
7. SIGNS SHALL BE PLACED SO THEY DO NOT INTERFERE WITH EXISTING SIGNS AND AS DIRECTED BY THE ENGINEER.
8. ADVANCE NOTIFICATION OF THE ALTERNATE ROUTE ON I-55 WILL BE PROVIDED ON MESSAGE BOARDS AS DIRECTED BY THE ENGINEER.
9. AT THE DIRECTION OF THE ENGINEER, THE CONTRACTOR SHALL SIGN THE USE OF NB ALT. (2) AND SB ALT. (1) TO COORDINATE WITH ONGOING CONSTRUCTION ACTIVITIES AND TRAFFIC QUEUING.
10. USED SIGNS WILL BE ALLOWED AS LONG AS THE REFLECTIVITY AND CLEANNESS OF THE USED SIGNS IS APPROVED BY THE RESIDENT ENGINEER.
11. ALL ALTERNATE ROUTE SIGNS SHALL BE DELIVERED TO THE OPERATIONS SIGN SHOP UPON COMPLETION OF THE PROJECT.

CONTACT: JEAN SLAPE (618) 444-2487
ADDRESS: SIGN SHOP
9601 ST. CLAIR AVENUE
FAIRVIEW HEIGHTS, IL 62208

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE DELIVERY DURING STANDARD BUSINESS HOURS.

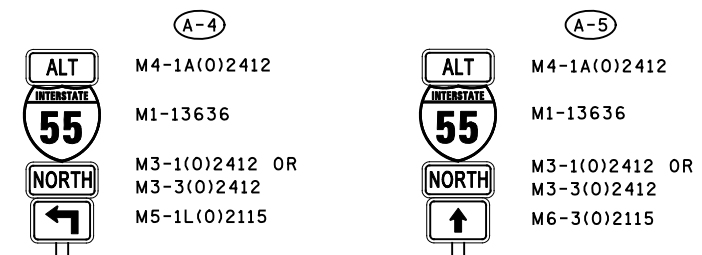
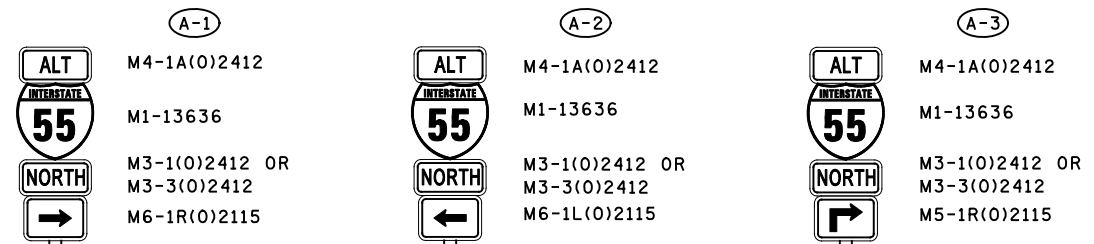
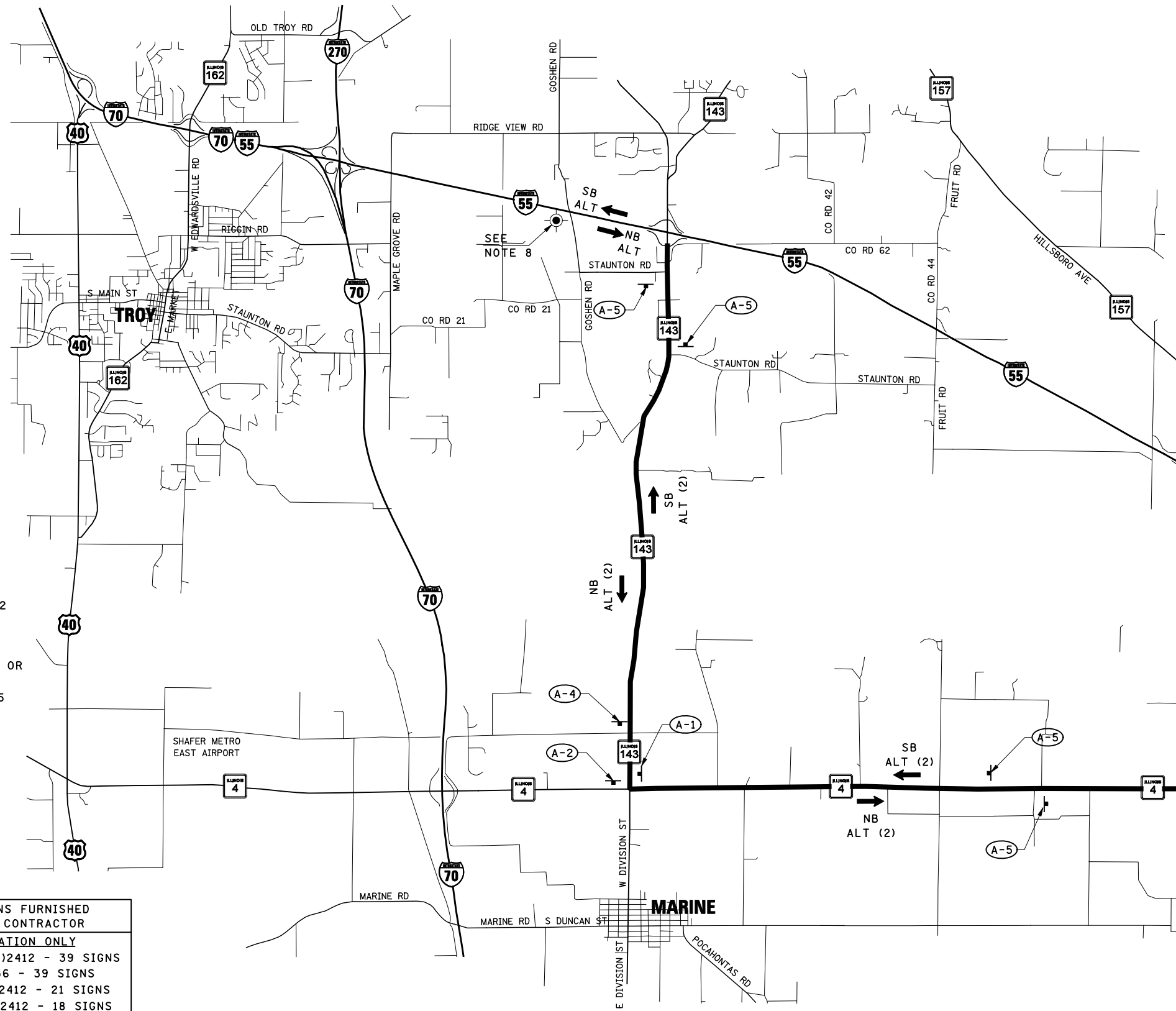


NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING METAL POSTS INSTEAD OF WOOD. PAYMENT FOR POST AND REQUIRED HARDWARE SHALL BE INCLUDED IN THE COST OF "ALTERNATE ROUTE SIGNING".
2. ALL SIGNS SHALL BE BLACK ON ORANGE. THE POSTS SHALL BE PLACED 12 FEET FROM THE EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
3. WITH PRIOR APPROVAL, SIGNS SHALL BE REMOVED ON COMPLETION OF THE CONTRACT AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 724 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE ITEMS IDENTIFIED IN NOTE 1.
4. THE MAINTENANCE OR REPLACEMENT OF ALTERNATE SIGNING SHALL BE INCLUDED IN THE COST OF THE ITEMS IDENTIFIED IN NOTE 1.
5. EXACT ALTERNATE SIGNING PLACEMENT WILL BE DETERMINED BY THE ENGINEER.
6. THE DISTRICT 8 OPERATIONS ENGINEER SHALL BE CONTACTED 10 DAYS PRIOR TO THE ERECTION OF SIGNS.
7. SIGNS SHALL BE PLACED SO THEY DO NOT INTERFERE WITH EXISTING SIGNS AND AS DIRECTED BY THE ENGINEER.
8. ADVANCE NOTIFICATION OF THE ALTERNATE ROUTE ON I-55 WILL BE PROVIDED ON MESSAGE BOARDS AS DIRECTED BY THE ENGINEER.
9. AT THE DIRECTION OF THE ENGINEER, THE CONTRACTOR SHALL SIGN THE USE OF NB ALT. (2) AND SB ALT. (1) TO COORDINATE WITH ONGOING CONSTRUCTION ACTIVITIES AND TRAFFIC QUEUING.
10. USED SIGNS WILL BE ALLOWED AS LONG AS THE REFLECTIVITY AND CLEANLINESS OF THE USED SIGNS IS APPROVED BY THE RESIDENT ENGINEER.
11. ALL ALTERNATE ROUTE SIGNS SHALL BE DELIVERED TO THE OPERATIONS SIGN SHOP UPON COMPLETION OF THE PROJECT.

CONTACT: JEAN SLAPE (618) 444-2487
 ADDRESS: SIGN SHOP
 9601 ST. CLAIR AVENUE
 FAIRVIEW HEIGHTS, IL 62208

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE DELIVERY DURING STANDARD BUSINESS HOURS.



SIGN ASSEMBLY DETAILS

("NORTH" CARDINAL AUXILIARY DIRECTION SIGN SHOWN)

SIGNS FURNISHED BY CONTRACTOR	
INFORMATION ONLY	
M4-1A(0)2412	- 39 SIGNS
M1-13636	- 39 SIGNS
M3-1(0)2412	- 21 SIGNS
M3-3(0)2412	- 18 SIGNS
M6-1R(0)2115	- 8 SIGNS
M6-1L(0)2115	- 8 SIGNS
M5-1R(0)2115	- 4 SIGNS
M5-1L(0)2115	- 4 SIGNS
M6-3(0)2115	- 15 SIGNS

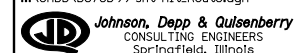
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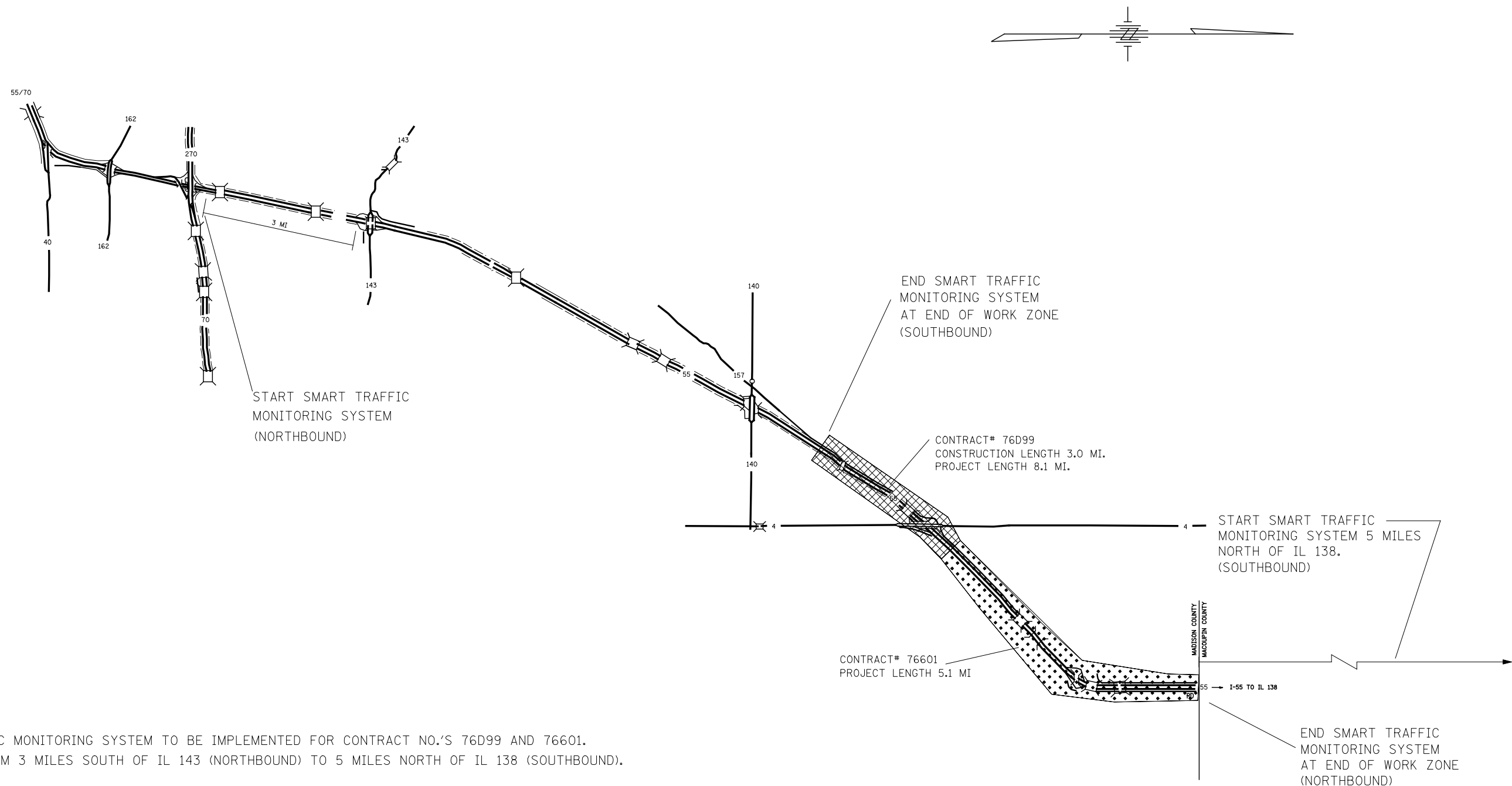
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAI ROUTE 55 (I-55)
 SUGGESTED ALTERNATE ROUTE SIGNING DETAILS**

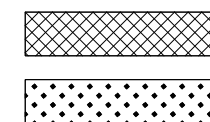
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1.2)RS-3	MADISON	212	59
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				





SMART TRAFFIC MONITORING SYSTEM TO BE IMPLEMENTED FOR CONTRACT NO.'S 76D99 AND 76601. INCLUDING FROM 3 MILES SOUTH OF IL 143 (NORTHBOUND) TO 5 MILES NORTH OF IL 138 (SOUTHBOUND).



CONTRACT#76D99

CONTRACT#76601

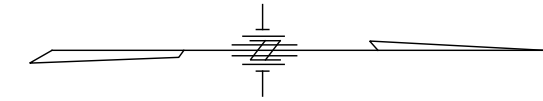
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	CHECKED -	REVISIED -	REVISIED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

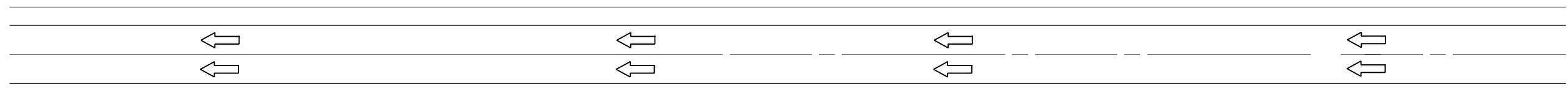
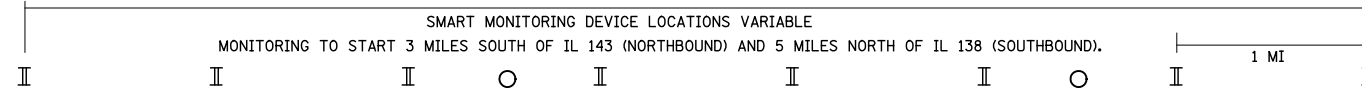
SMART TRAFFIC MONITORING SYSTEM CONTRACT NO.'S 76D99 AND 76601			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	60
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

TYPICAL SMART TRAFFIC MONITORING SYSTEM TO BE PLACED IN EACH DIRECTION



CHANGEABLE MESSAGE SIGN EVERY MILE FOR BOTH CONTRACTS.
CHANGEABLE MESSAGE SIGNS TO START 3 MILES SOUTH OF IL 143 (NORTHBOUND) AND 5 MILES NORTH OF IL 138 (SOUTHBOUND).



(SOUTHBOUND LANES ILLUSTRATED)

NOTES:

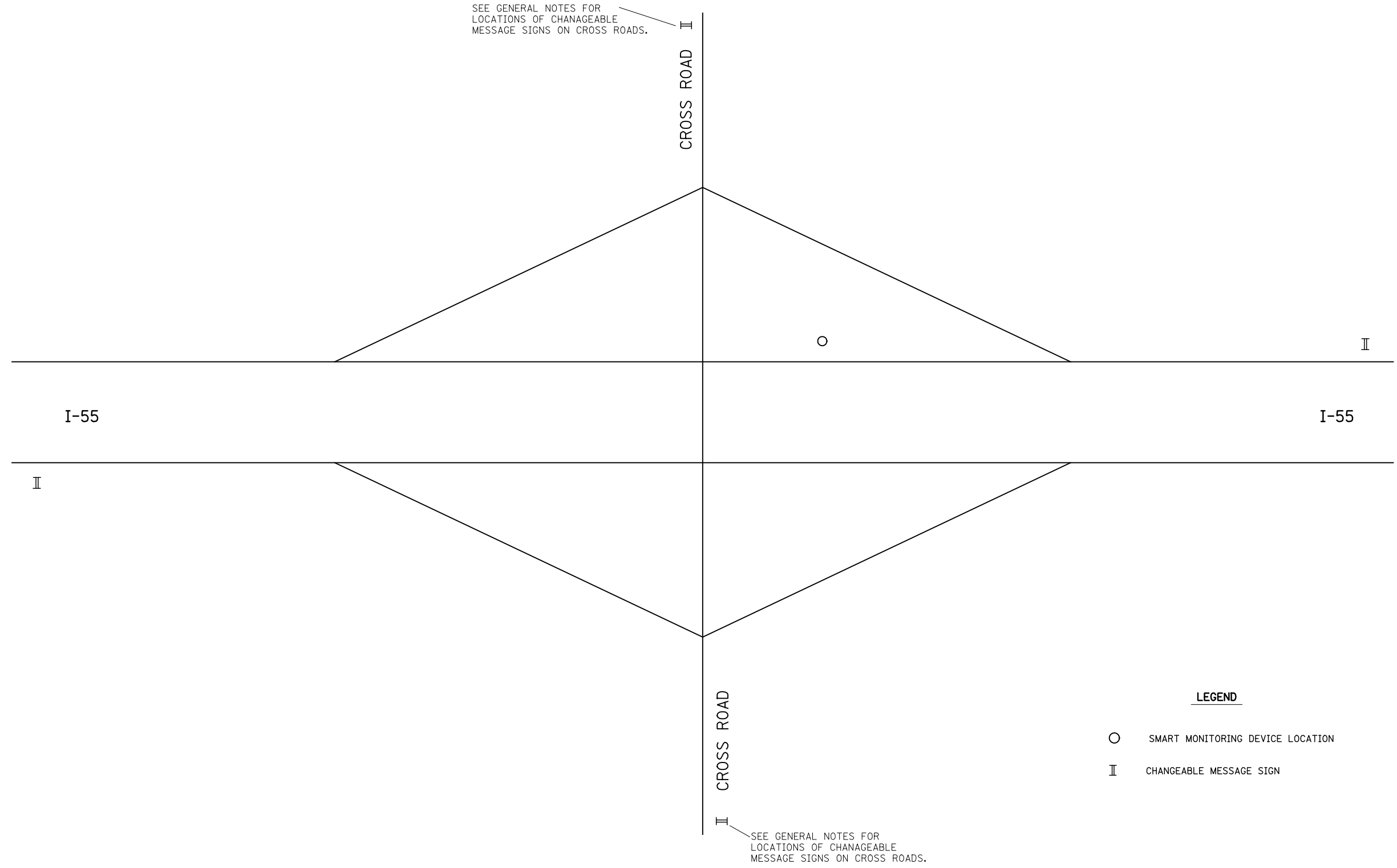
1. CONTRACT NO.'S 76D99 AND 76601.
2. TYPICAL DRAWING SHOWN ABOVE REPRESENTS BOTH NORTHBOUND AND SOUTHBOUND. LUMP SUM PAY ITEM REPRESENTS BOTH DIRECTIONS.
3. ACTUAL LOCATION OF SMART MONITORING DEVICES BASED ON MANUFACTURER'S SPECIFICATION AND "SMART TRAFFIC MONITORING SYSTEM" SPECIAL PROVISION.
4. MESSAGE BOARDS SHOULD NOT BE PLACED IN THE MEDIAN.

LEGEND

- SMART MONITORING DEVICE LOCATION
- ▮ CHANGEABLE MESSAGE SIGN

FILE NAME = ... \DB76D99-Sht-SmartMonit_System.dgn	USER NAME = \$(USER)	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMART TRAFFIC MONITORING SYSTEM CONTRACT NO.'S 76D99 AND 76601	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			55	60-(1,2)RS-3	MADISON	212	61	
	PLOT DATE = 02/02/2012 17:51:40	CHECKED -	REVISED -			CONTRACT NO. 76D99			ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	

TYPICAL SMART TRAFFIC MONITORING SYSTEM (RAMPS)



LEGEND

- SMART MONITORING DEVICE LOCATION
- II CHANGEABLE MESSAGE SIGN

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SMART TRAFFIC MONITORING SYSTEM (RAMPS)			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	62
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

TEMPORARY DITCH CHECKS	
LOCATION	FOOT
STA. 519+00	14
STA. 536+50	14
STA. 539+50	14
STA. 542+50	14
STA. 545+50	14
STA. 546+50	14
STA. 547+50	14
STA. 554+80	14
STA. 557+80	14
STA. 560+80	14
STA. 566+80	14
STA. 569+80	14
STA. 572+80	14
STA. 575+80	14
STA. 585+20	14
STA. 592+30	14
STA. 603+40	14
STA. 613+75	14
STA. 620+40	14
STA. 623+10	14
STA. 629+80	14
STA. 630+80	14
STA. 631+80	14
STA. 632+80	14
STA. 633+80	14
STA. 634+80	14
STA. 640+80	14
STA. 654+20	14
STA. 670+00	14
TOTAL =	406

SEEDING, CLASS 2	
LOCATION	ACRE
STA. 519+00 TO STA. 670+00	17.3
IL 4 RAMPS:	
RAMP 1 - STA. 100+27 TO STA. 113+10	0.6
RAMP 2 - STA. 207+00 TO STA. 214+28	0.3
RAMP 3 - STA. 300+26 TO STA. 312+70	0.6
RAMP 4 - STA. 406+90 TO STA. 413+95	0.3
TOTAL =	19.1
	(USE 19)

NITROGEN FERTILIZER NUTRIENT		
LOCATION	ACRE	POUND
SEE SEEDING, CLASS 2	19	1,710
TOTAL =		1,710

PHOSPHORUS FERTILIZER NUTRIENT		
LOCATION	ACRE	POUND
SEE SEEDING, CLASS 2	19	1,710
TOTAL =		1,710

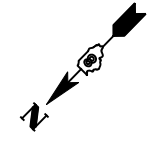
POTASSIUM FERTILIZER NUTRIENT		
LOCATION	ACRE	POUND
SEE SEEDING, CLASS 2	19	1,710
TOTAL =		1,710

MULCH, METHOD 2	
LOCATION	ACRE
STA. 519+00 TO STA. 670+00	17.3
IL 4 RAMPS:	
RAMP 1 - STA. 100+27 TO STA. 113+10	0.6
RAMP 2 - STA. 207+00 TO STA. 214+28	0.3
RAMP 3 - STA. 300+26 TO STA. 312+70	0.6
RAMP 4 - STA. 406+90 TO STA. 413+95	0.3
TOTAL =	19.1
	(USE 19)

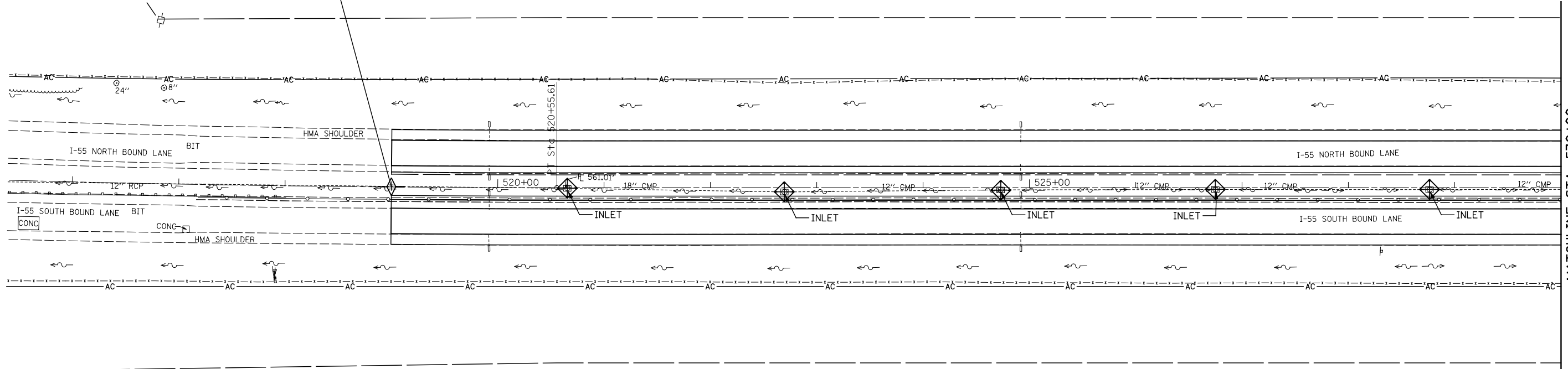
TEMPORARY EROSION CONTROL SEEDING		
LOCATION	ACRE	POUND
SEE SEEDING, CLASS 2	19	1,900
TOTAL =		1,900

EROSION CONTROL BLANKET	
LOCATION	SQ. YD.
PIPE UNDERDRAIN OUTLETS	484
TOTAL =	484

INLET AND PIPE PROTECTION	
LOCATION	EACH
STA. 520+65	1
STA. 522+69	1
STA. 524+73	1
STA. 526+75	1
STA. 528+77	1
STA. 530+77	1
STA. 548+50	1
RT. STA. 562+28	1
RT. STA. 563+28	1
STA. 563+77	1
RT. STA. 580+08	1
STA. 580+20	1
STA. 603+34	1
STA. 611+40	1
STA. 617+75	1
STA. 617+91	1
STA. 635+77	1
STA. 644+69	1
STA. 661+23	1
IL 4 RAMPS:	
RT. STA. 110+10	1
RT. STA. 110+32	1
TOTAL =	21



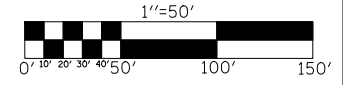
BEGIN CONSTRUCTION
STA. 519+00



MATCHLINE STA. 530+00

LEGEND

- TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
- PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION



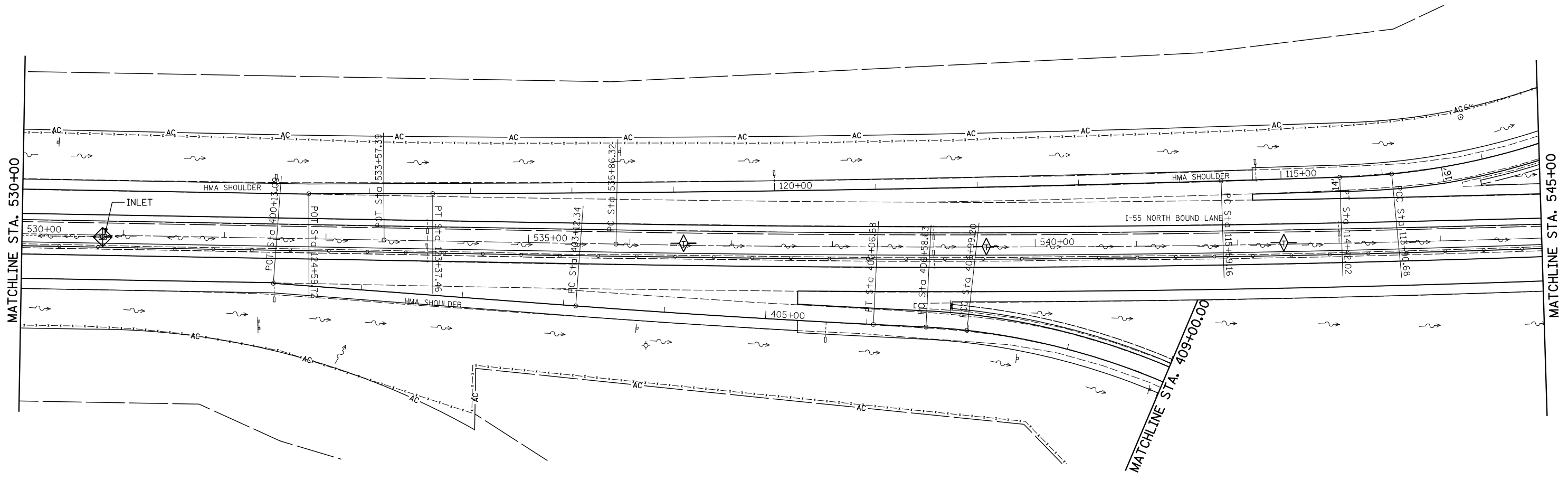
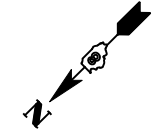
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


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

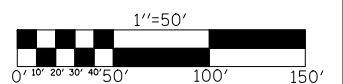
EROSION CONTROL PLAN


SCALE: SHEET NO. OF SHEETS STA. 515+00 TO STA. 530+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	64
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



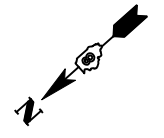
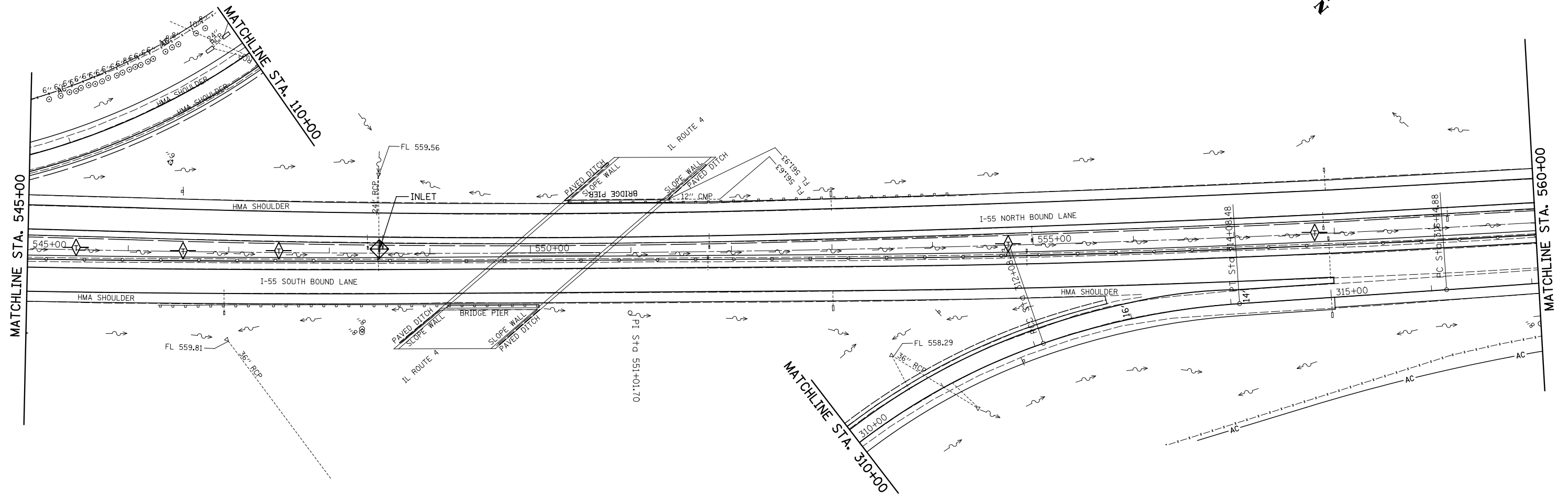
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

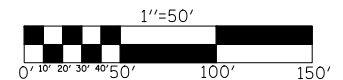
SCALE: SHEET NO. OF SHEETS STA. 530+00 TO STA. 545+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	65
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



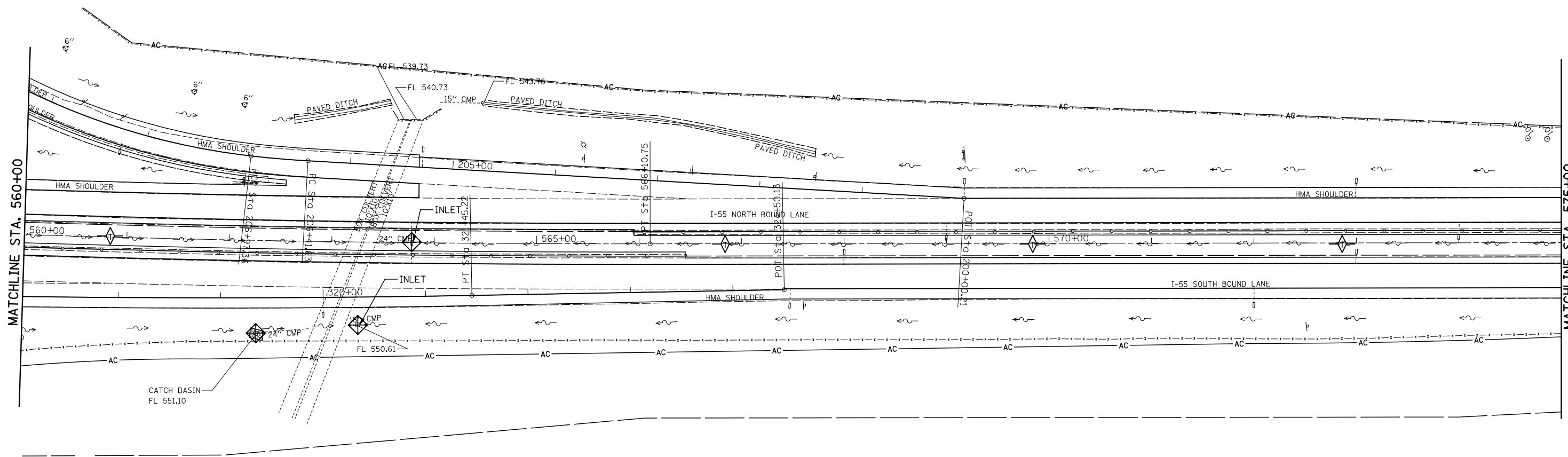
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

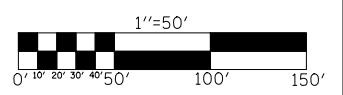
SCALE: SHEET NO. OF SHEETS STA. 545+00 TO STA. 560+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	66
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



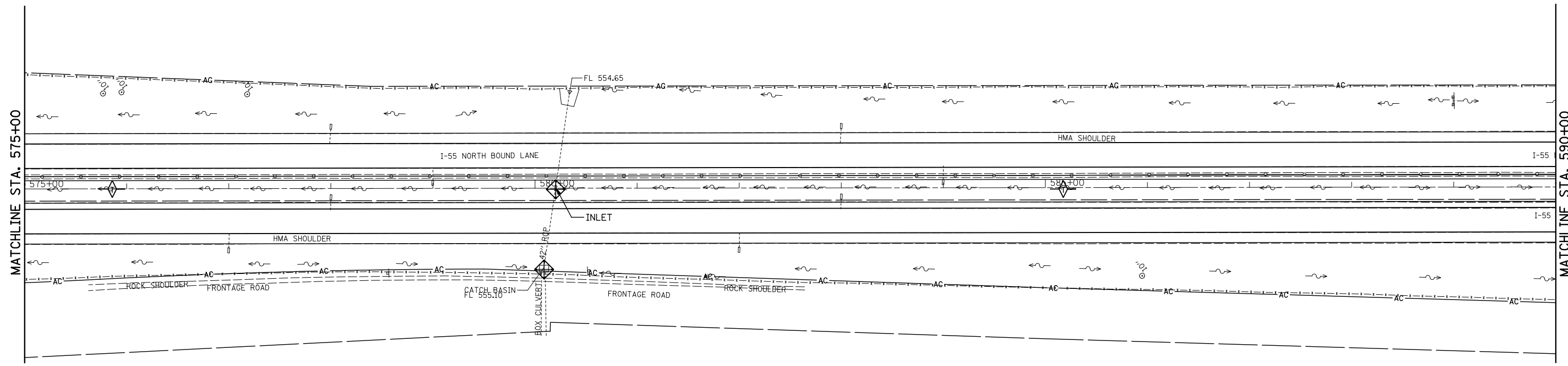
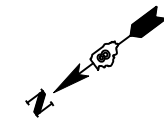
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

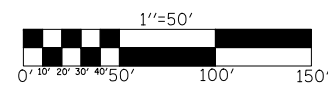
SCALE: SHEET NO. OF SHEETS STA. 560+00 TO STA. 575+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	67
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



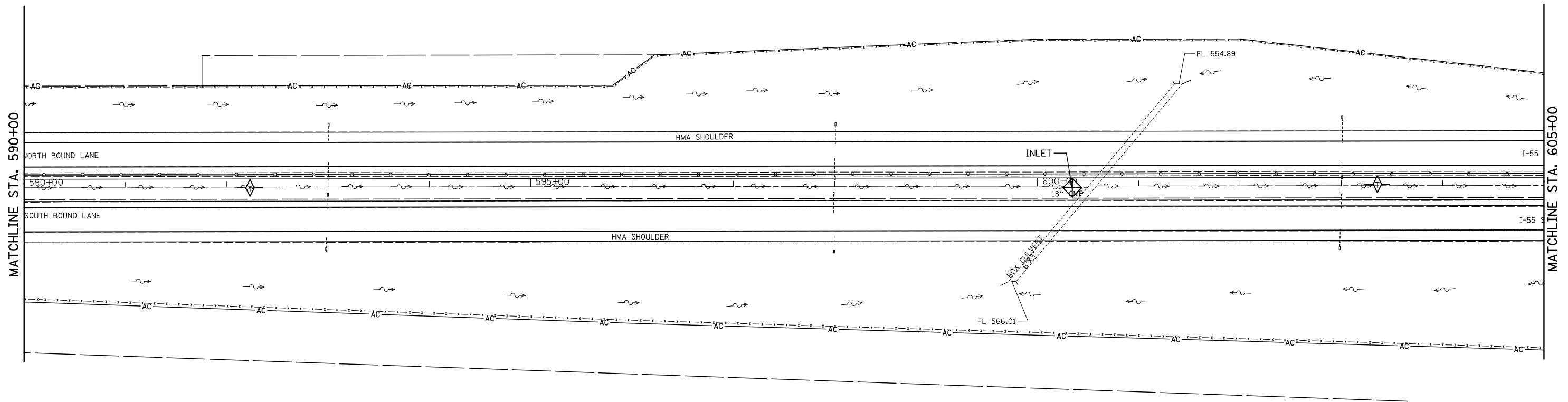
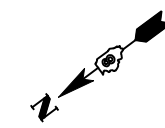
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

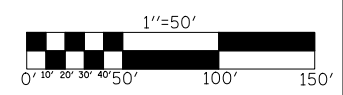
SCALE: SHEET NO. OF SHEETS STA. 575+00 TO STA. 590+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	68
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



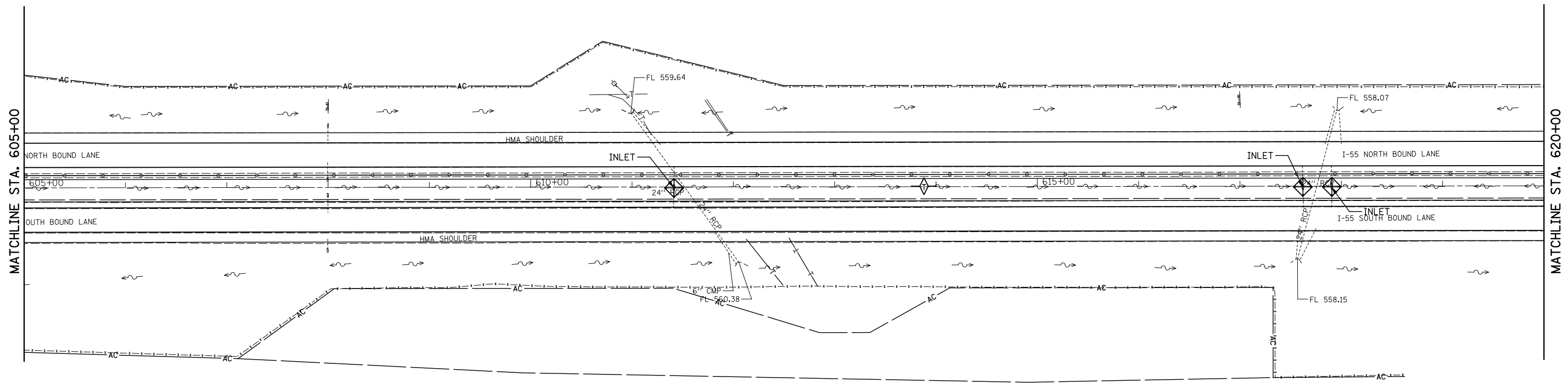
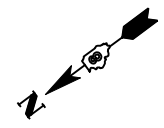
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

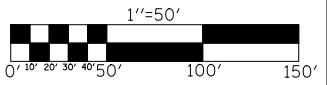
SCALE: SHEET NO. OF SHEETS STA. 590+00 TO STA. 605+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	69
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



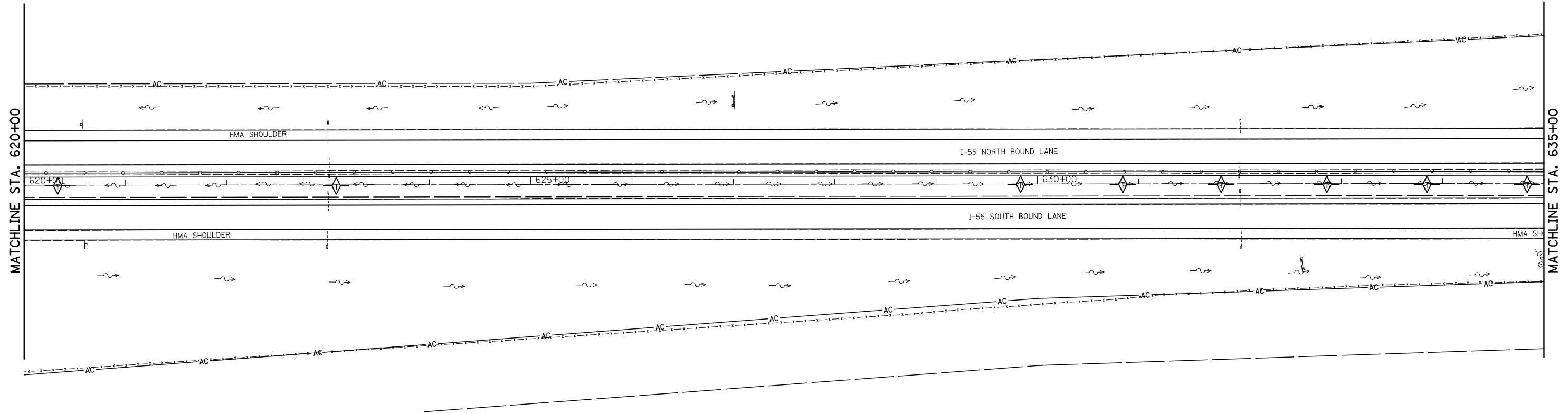
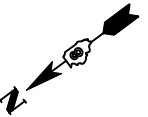
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 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

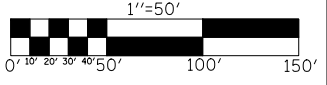
SCALE: SHEET NO. OF SHEETS STA. 605+00 TO STA. 620+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	70
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



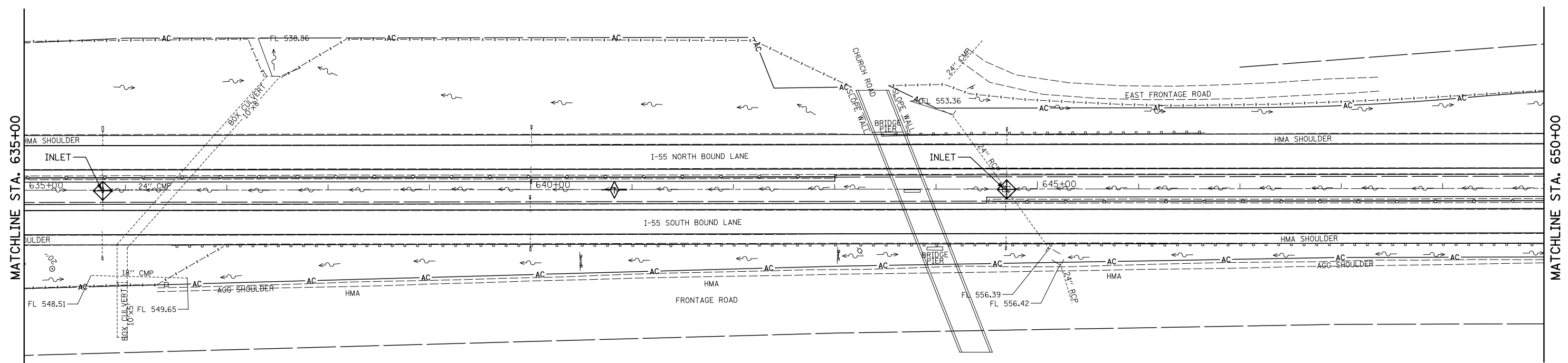
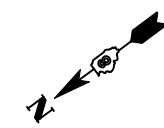
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

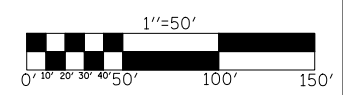
SCALE: SHEET NO. OF SHEETS STA. 620+00 TO STA. 635+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	71
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION

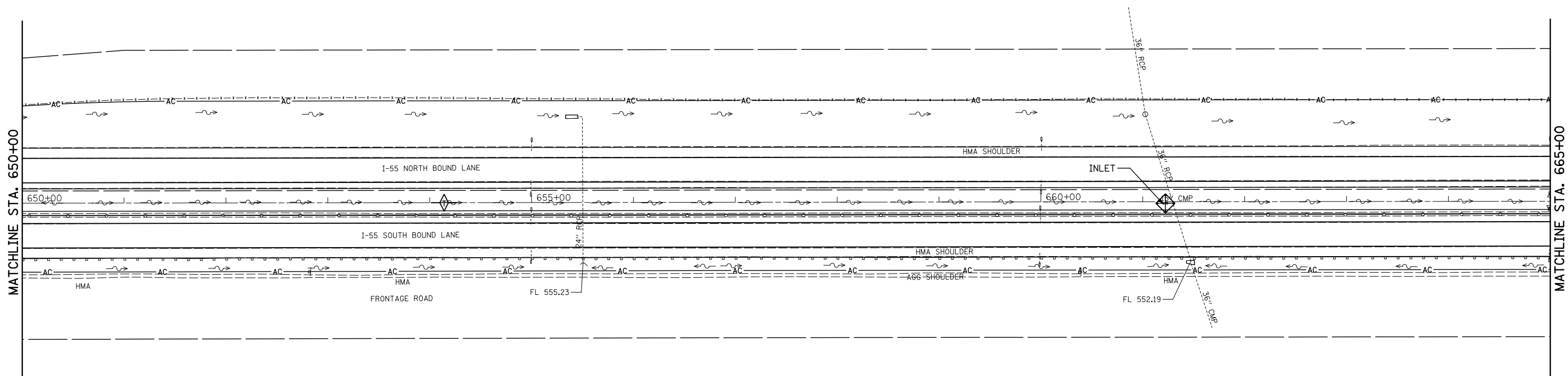
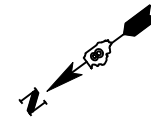


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		DATE -	REVISED -




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

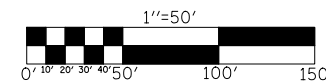
EROSION CONTROL PLAN			
SCALE:	SHEET NO.	OF SHEETS	STA. 635+00 TO STA. 650+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	72
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



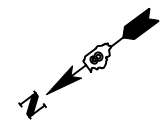
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

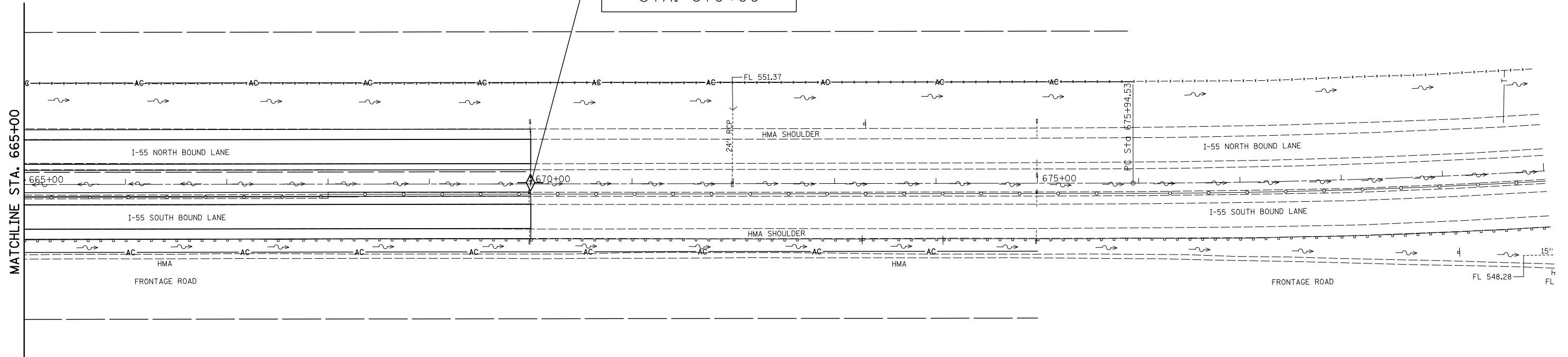
EROSION CONTROL PLAN

SCALE: SHEET NO. OF SHEETS STA. 650+00 TO STA. 665+00




F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	73
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				

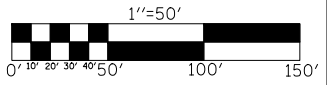



END CONSTRUCTION
STA. 670+00



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



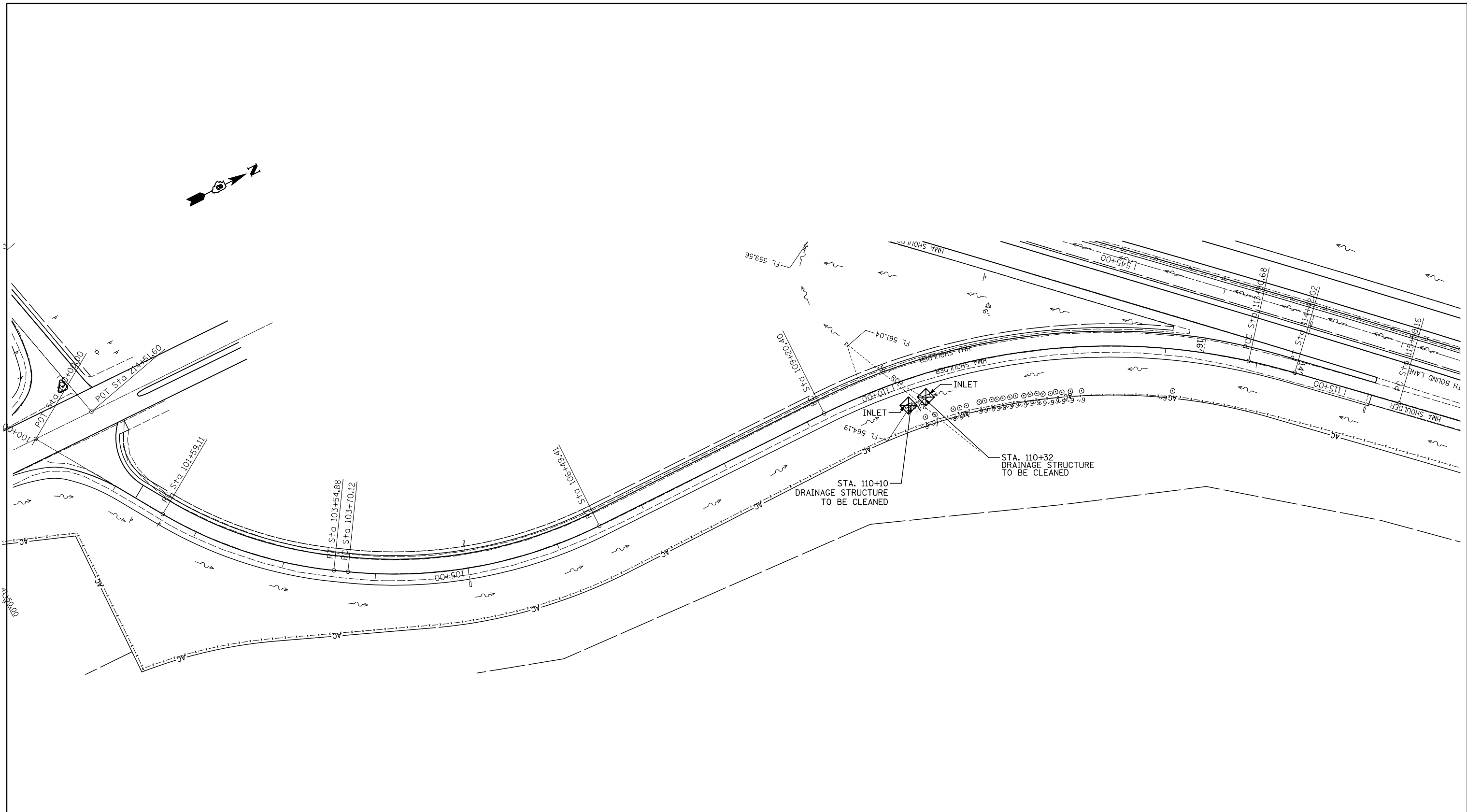
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 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

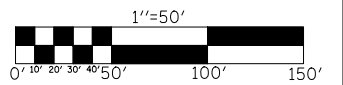
SCALE: SHEET NO. OF SHEETS STA. 665+00 TO STA. 680+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	74
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



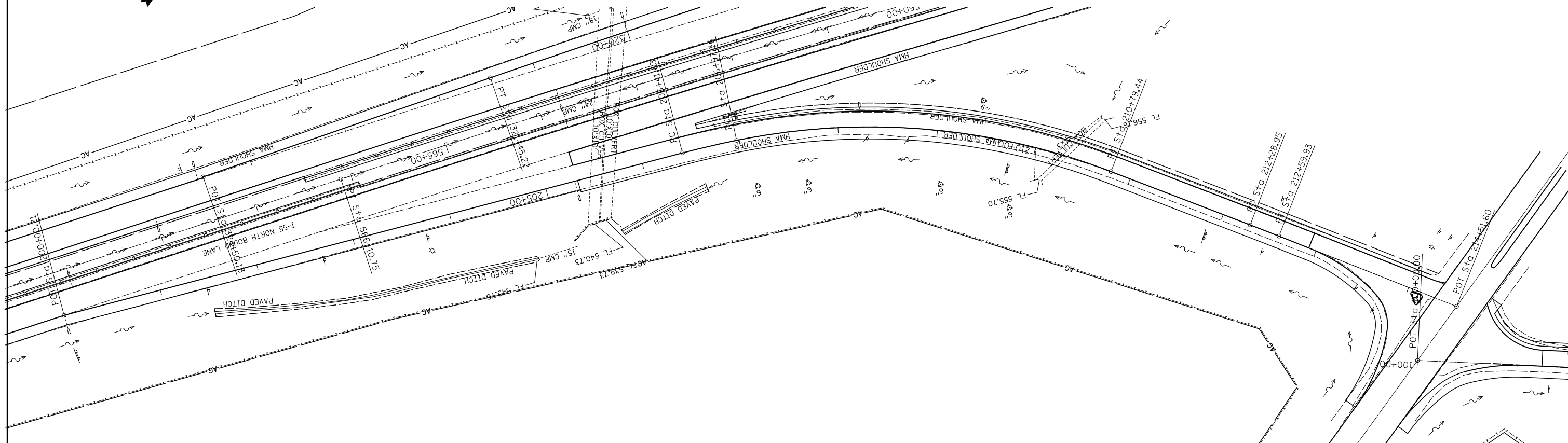
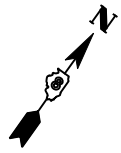
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 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 02/02/2012 18:02:34	DATE -	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




EROSION CONTROL PLAN

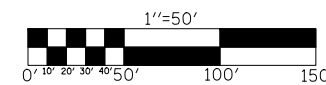
SCALE: SHEET NO. OF SHEETS STA. 100+00 TO STA. 116+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	75
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



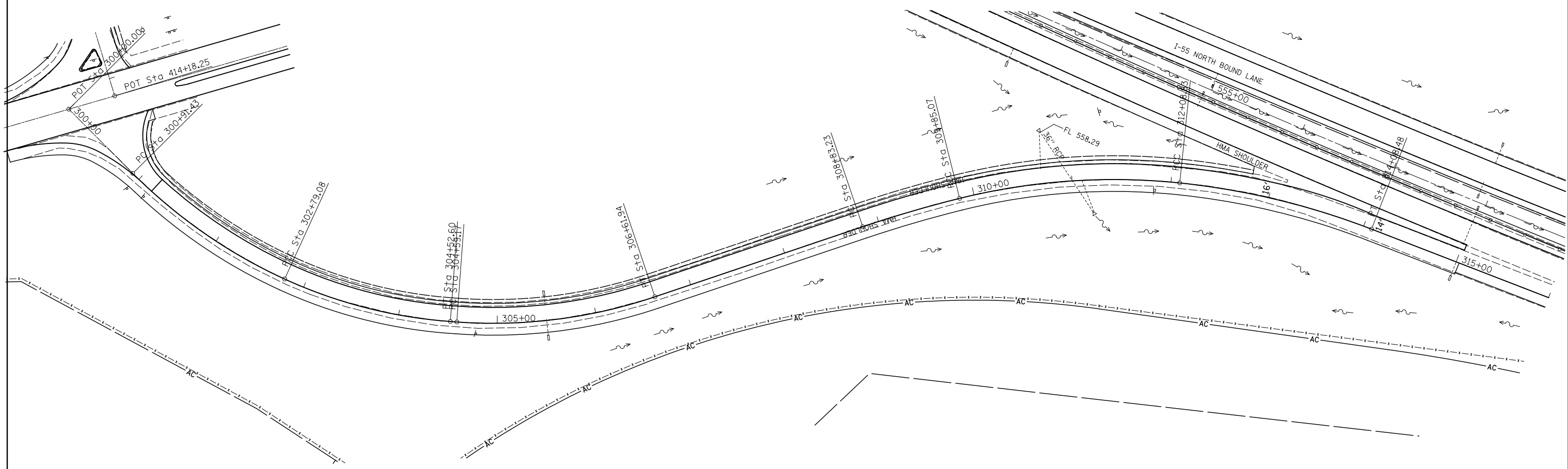
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

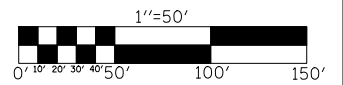
SCALE: SHEET NO. OF SHEETS STA. 200+00 TO STA. 214+51.60

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	76
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

- TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
- PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION

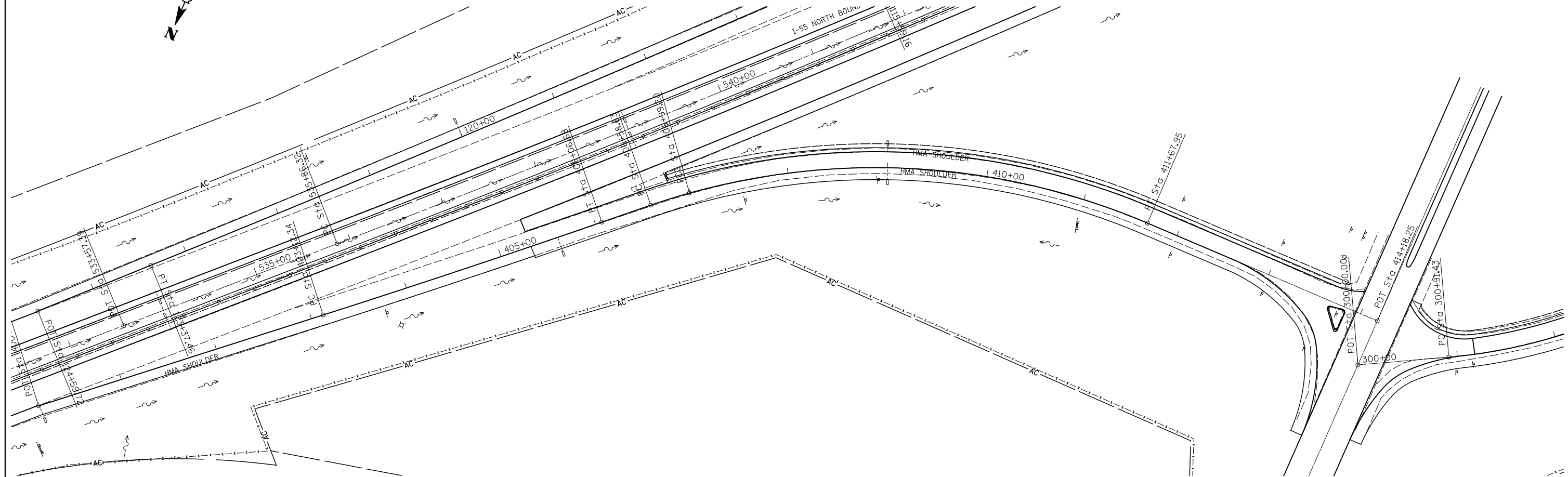


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


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

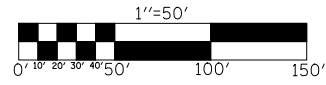
EROSION CONTROL PLAN			
SCALE:	SHEET NO.	OF SHEETS	STA. 300+00 TO STA. 316+00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	77
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION



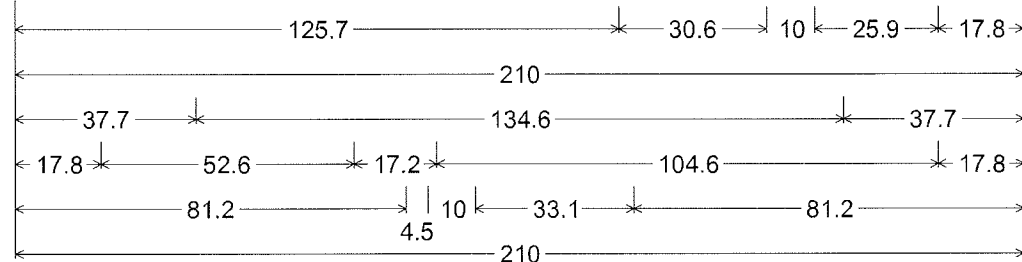
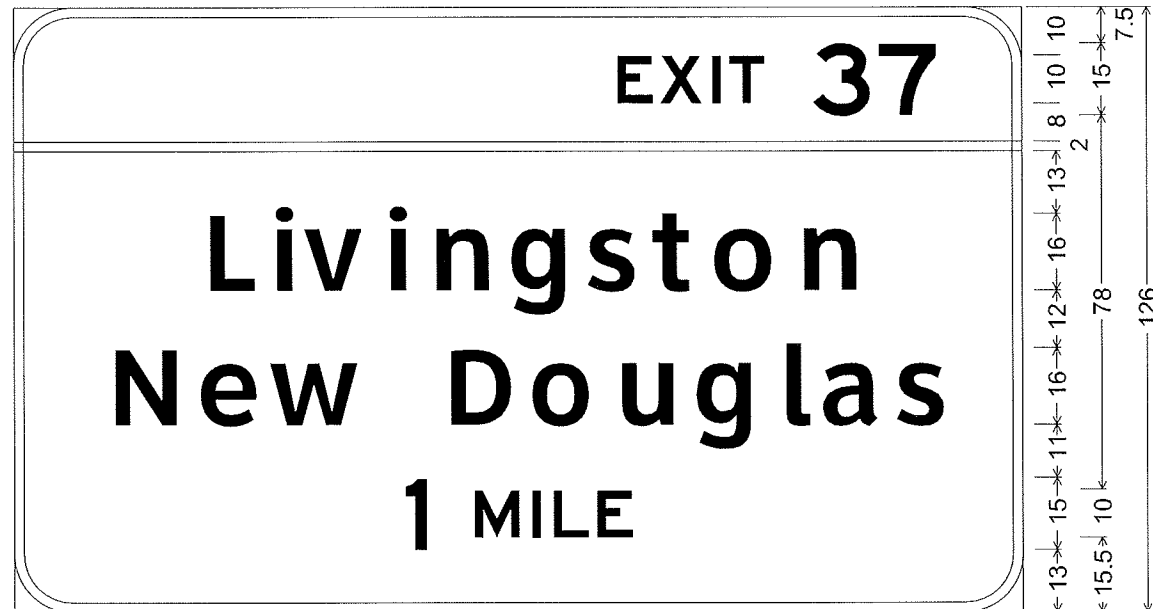
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

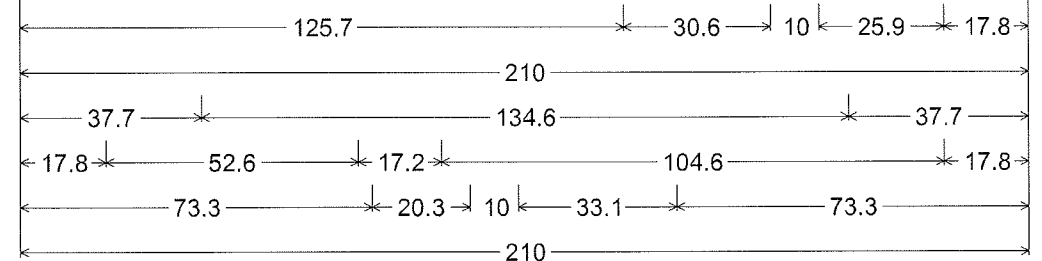
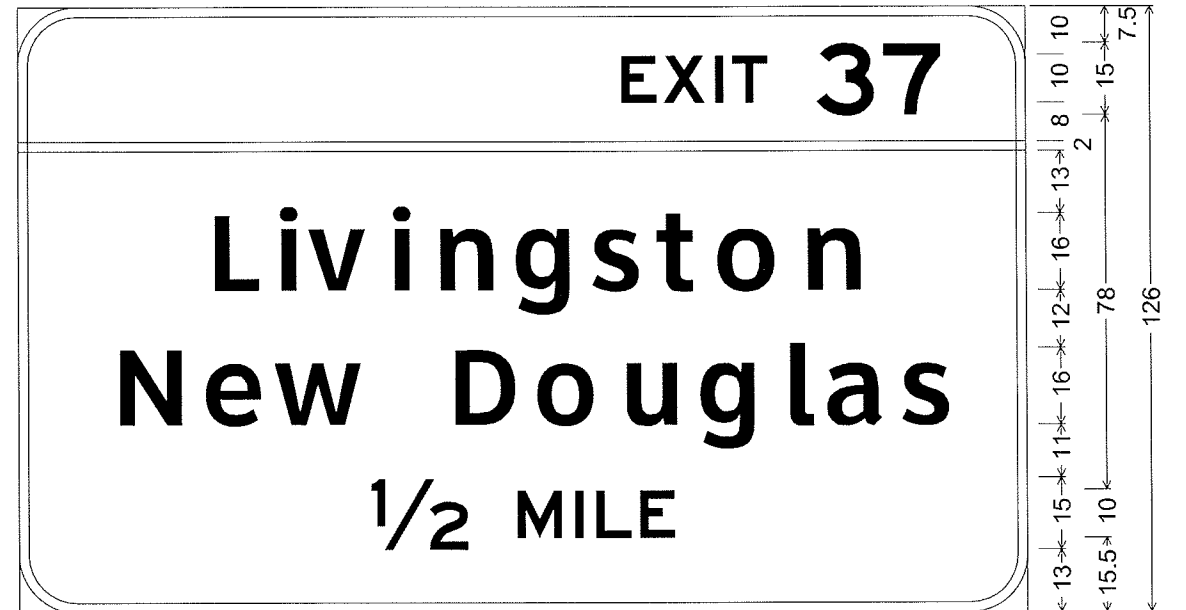
EROSION CONTROL PLAN

SCALE: SHEET NO. OF SHEETS STA. 400+00 TO STA. 414+18.25

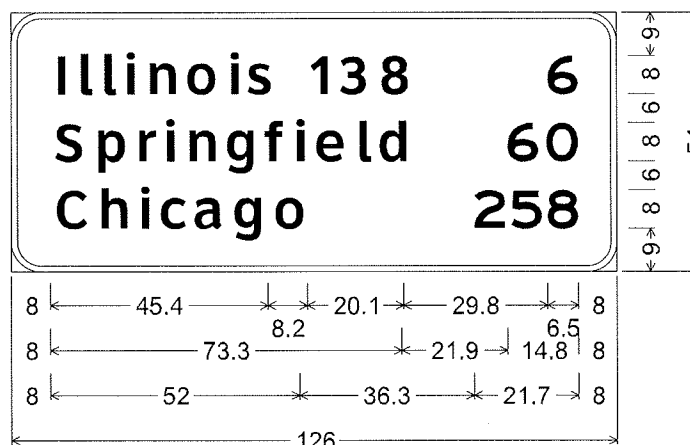
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	78
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 37] E 2K; [Livingston] ClearviewHwy-5-W;
 [New Douglas] ClearviewHwy-5-W; [1 MILE] E 2K;
STA 290 + 12 RT
STA 433 + 83 LT



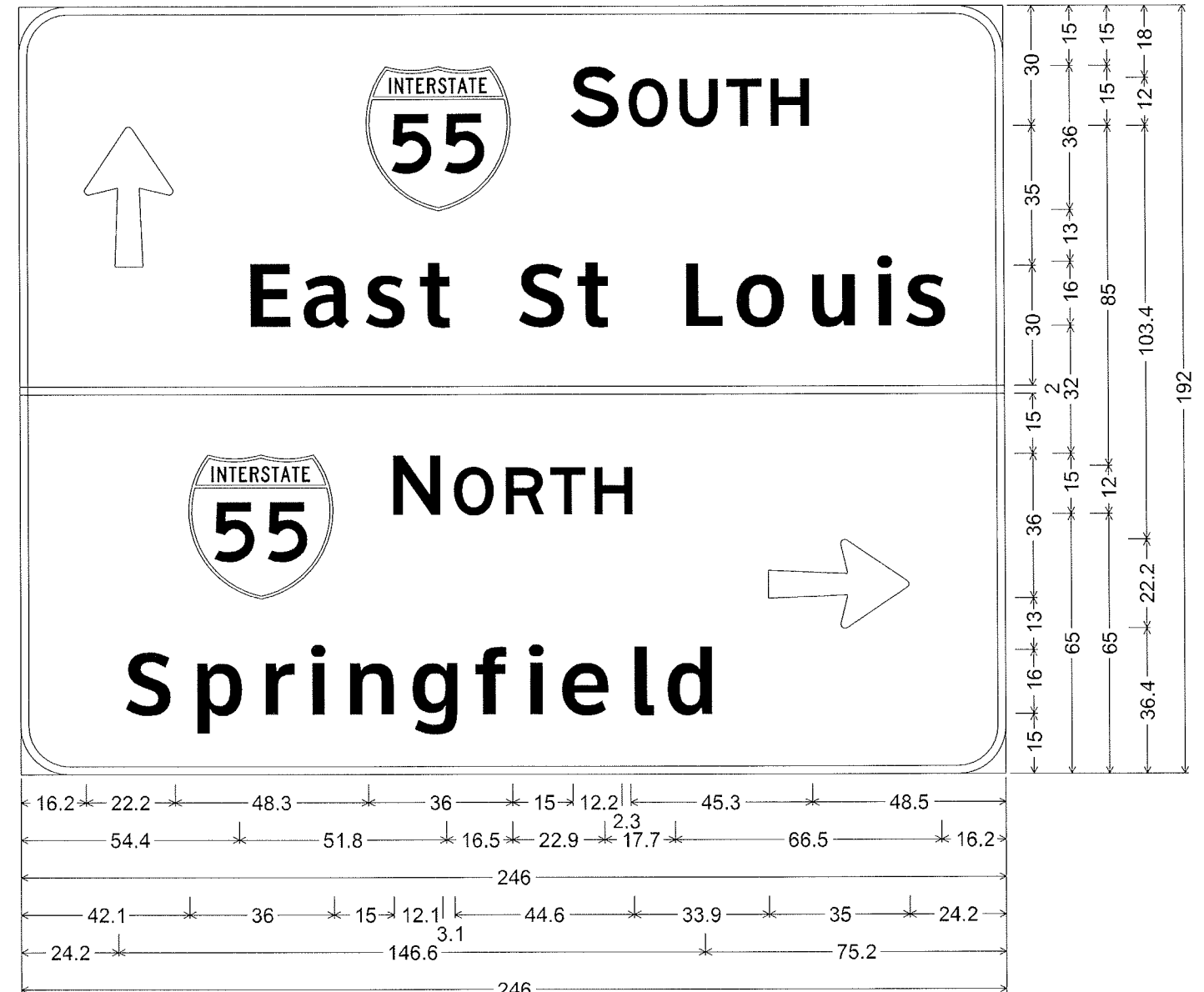
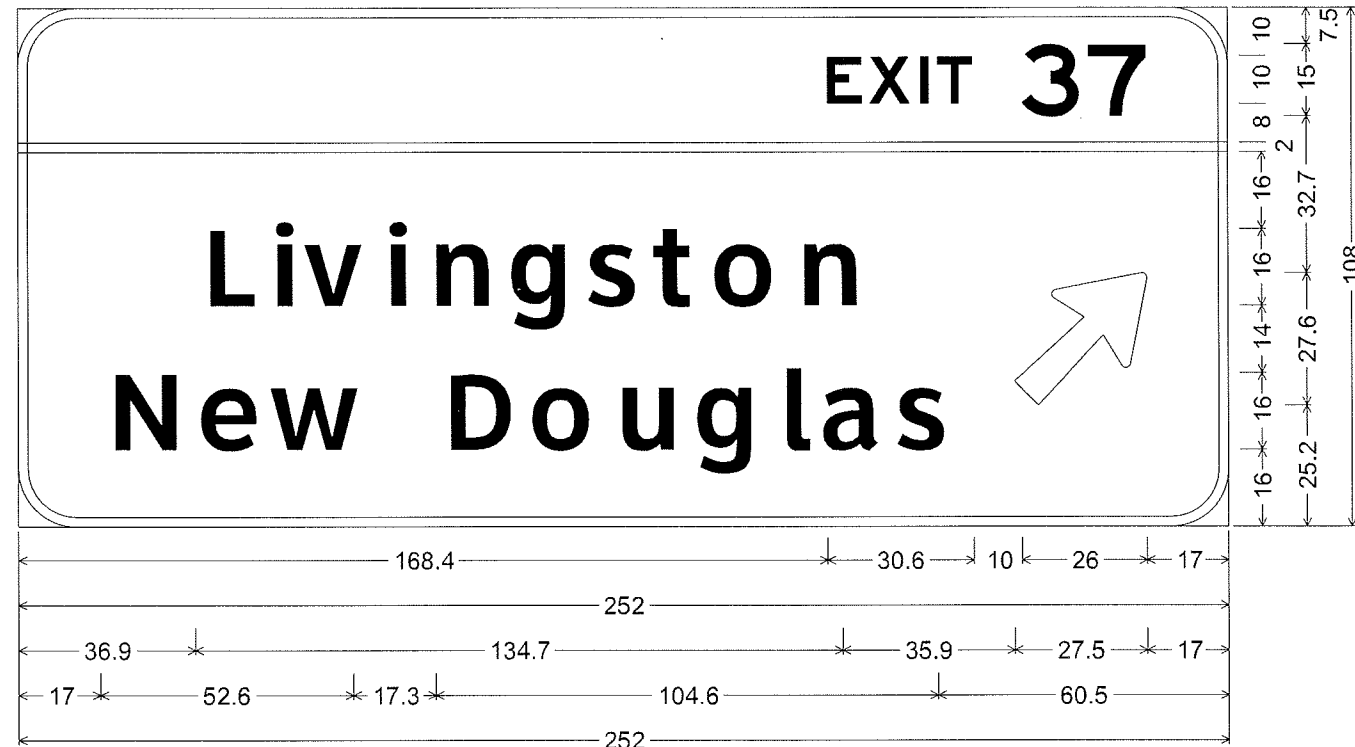
12.0" Radius, 2.0" Border, White on Green;
 [EXIT 37] E 2K; [Livingston] ClearviewHwy-5-W;
 [New Douglas] ClearviewHwy-5-W; [1/2 MILE] E 2K;
STA 316 + 54 RT
STA 404 + 13 LT



6.0" Radius, 1.3" Border, White on Green;
 [Illinois 138] ClearviewHwy-5-W; [6] E 2K;
 [Springfield] ClearviewHwy-5-W; [60] E 2K;
 [Chicago] ClearviewHwy-5-W; [258] E 2K;

STA 326 + 58 LT

FILE NAME =	USER NAME = eifordb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76D99			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLDT DATE = 2/2/2012	DATE -	REVISED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			

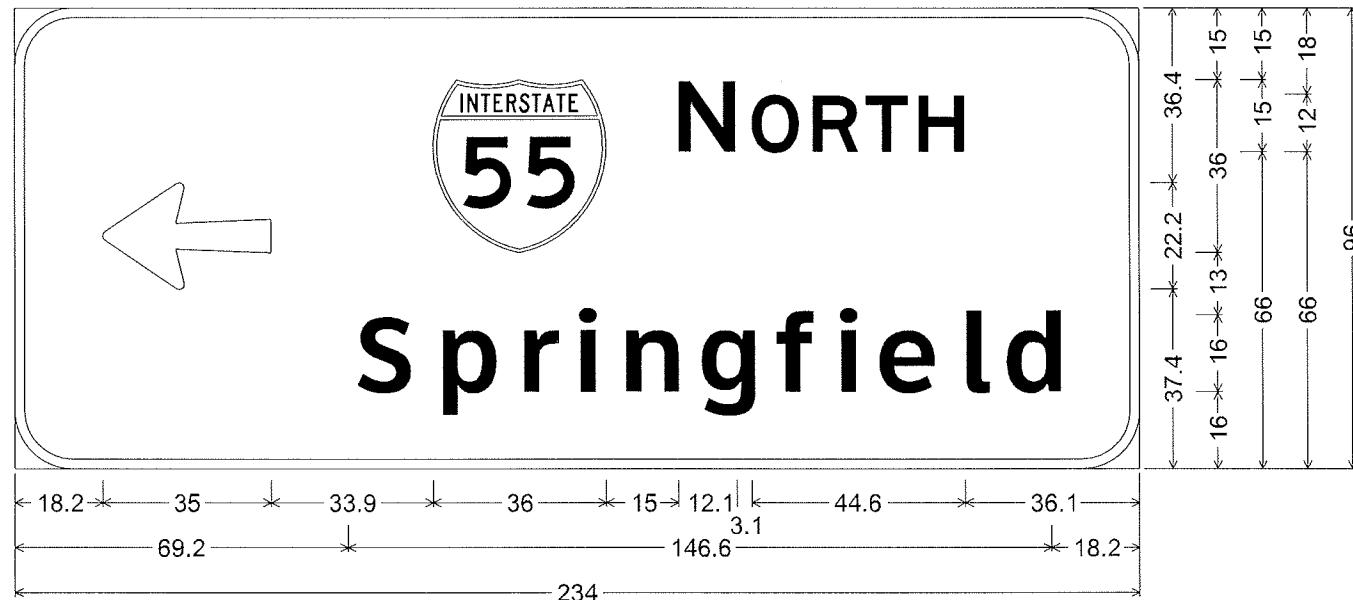


FILE NAME =	USER NAME = elfordb	DESIGNED -	REVISED -
ot\pw\work\pwidot\elfordb\d0181912\d07689-shr-sign.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 2/2/2012	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

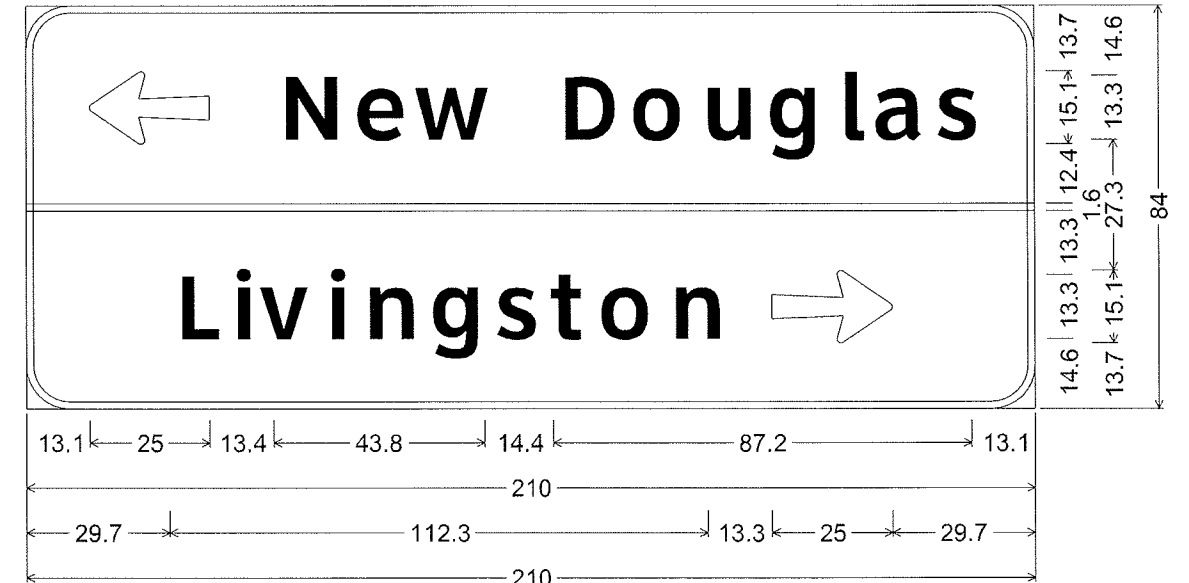
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-11,2)RS-3	MADISON	212	81
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76D99	



12.0" Radius, 2.0" Border, White on Green;
 Arrow 160 - 35.0" 180°; [NORTH] E 2K; [Springfield] ClearviewHwy-5-W;

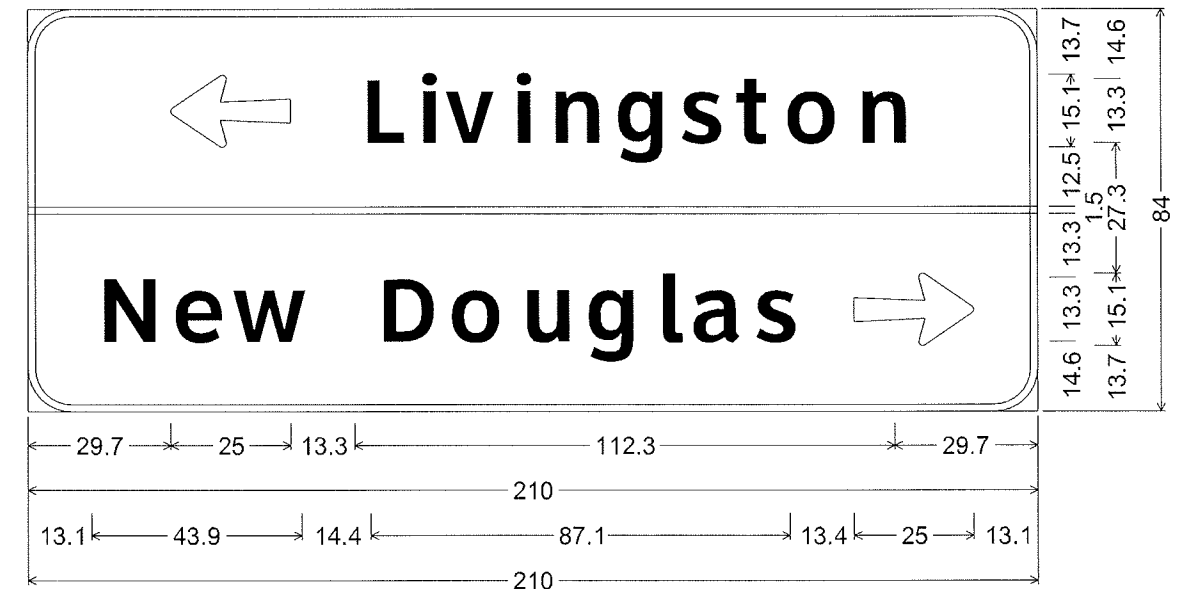
STA 360 + 38 LT

STA 555 + 53 LT



9.0" Radius, 1.5" Border, White on Green;
 Arrow 80 - 25.0" 180°; [New Douglas] ClearviewHwy-5-W;
 [Livingston] ClearviewHwy-5-W; Arrow 80 - 25.0" 0°;

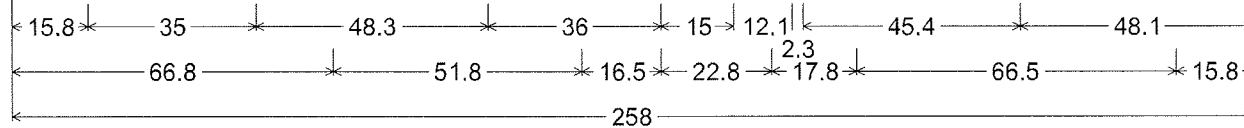
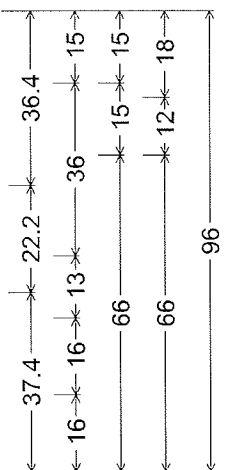
STA 362 + 97 LT



9.0" Radius, 1.5" Border, White on Green;
 Arrow 80 - 25.0" 180°; [Livingston] ClearviewHwy-5-W;
 [New Douglas] ClearviewHwy-5-W; Arrow 80 - 25.0" 0°;

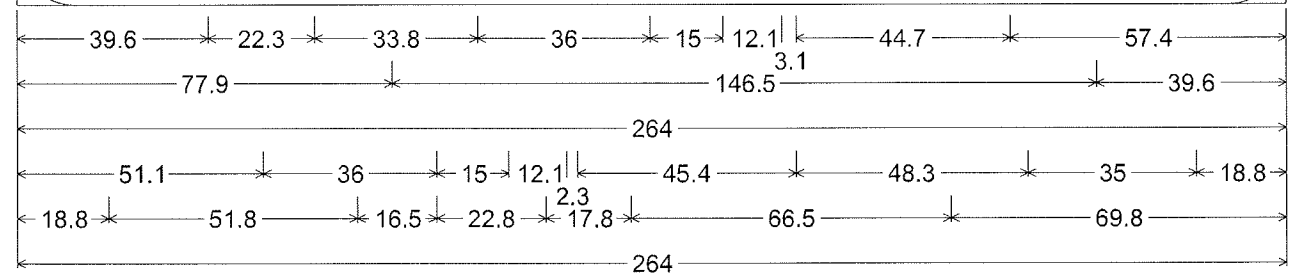
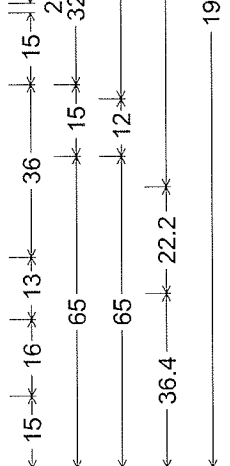
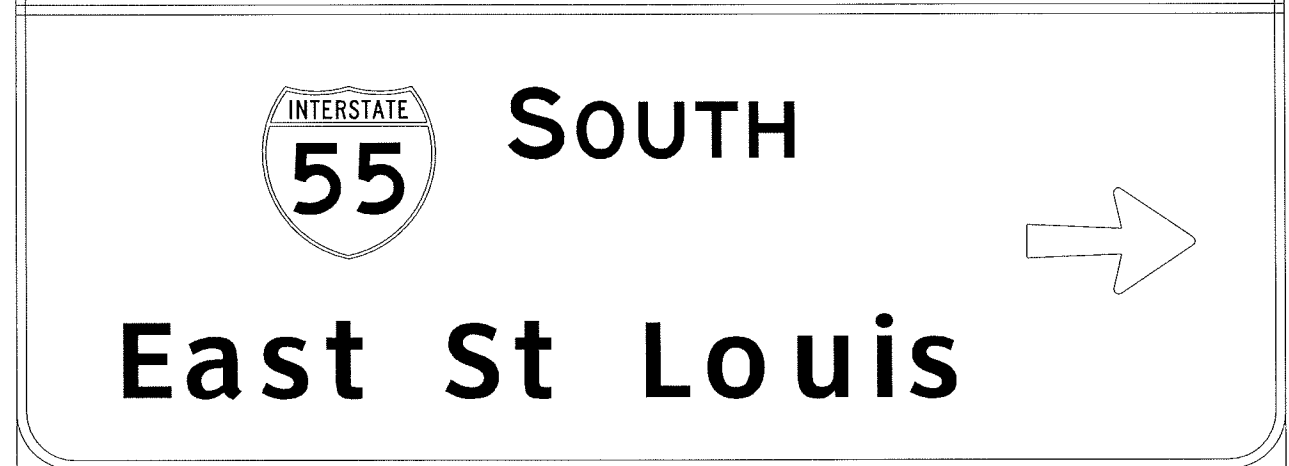
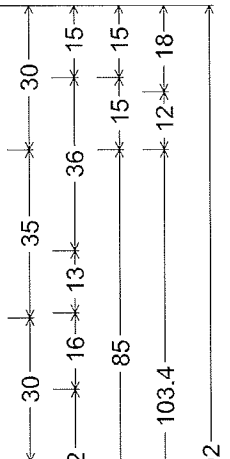
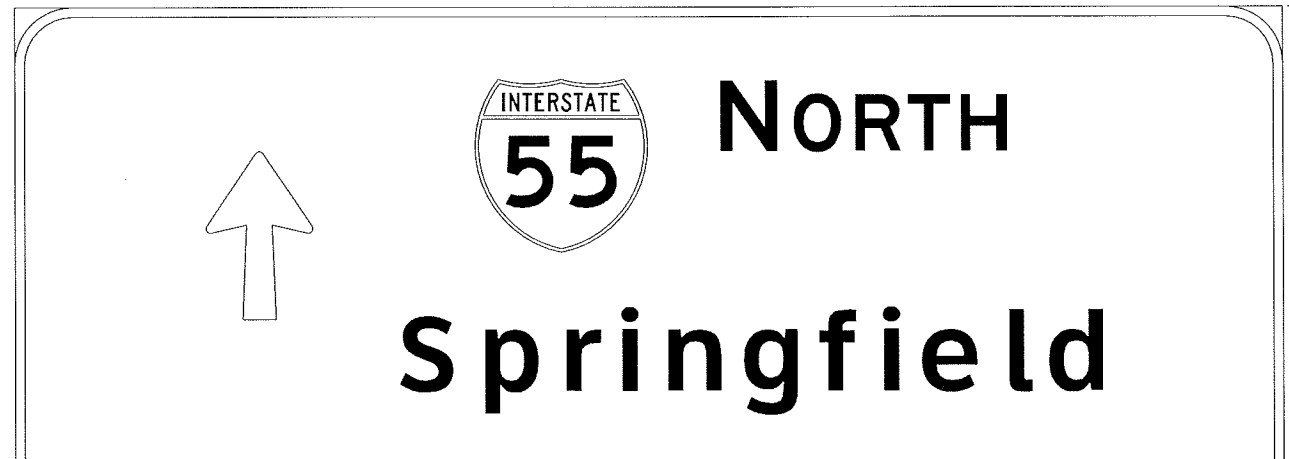
STA 364 + 14 LT

FILE NAME :	USER NAME : alfordb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\p\work\p\idot\alfordb\d0101912\d0876d89-shr-sign.dgn	DRAWN -	REVISED -	REVISED -					55	60-(1,2)RS-3	MADISON	212	82
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76D99			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PLOT DATE = 2/2/2012	DATE -	REVISED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			



12.0" Radius, 2.0" Border, White on Green;
 Arrow 160 - 35.0" 180°; [SOUTH] E 2K; [East St Louis] ClearviewHwy-5-W;

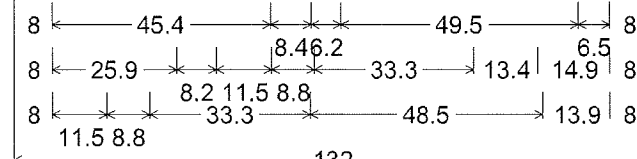
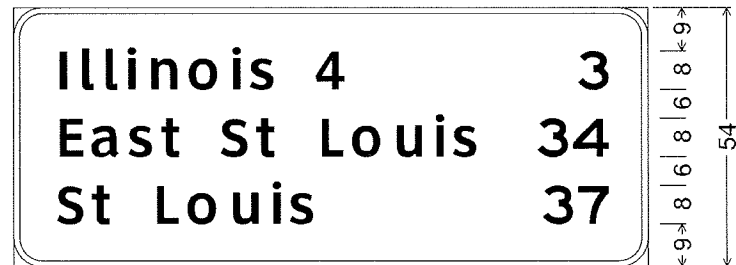
STA 366 + 34 RT
 STA 545 + 28 RT



12.0" Radius, 2.0" Border, White on Green;
 Arrow 160 - 35.0" 90°; [NORTH] E 2K; [Springfield] ClearviewHwy-5-W; [SOUTH] E 2K;
 [East St Louis] ClearviewHwy-5-W; Arrow 160 - 35.0" 0°;

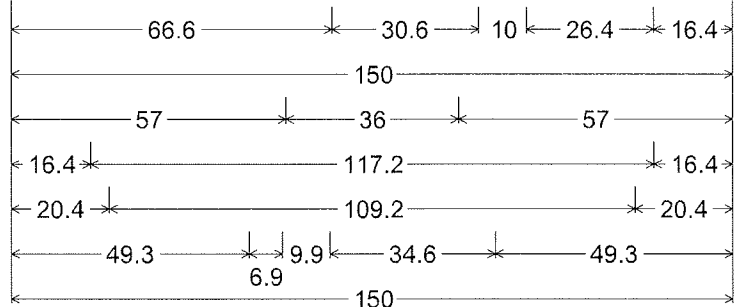
STA 368 + 19 RT
 STA 544 + 65 RT

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	DRAWN -	REVISED -	55					60-(1,2)RS-3	MADISON	212	83		
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 76D99		
	PLOT DATE = 2/2/2012	DATE -	REVISED -		SHEET NO.	OF	SHEETS	STA.	TO	STA.			



6.0" Radius, 1.3" Border, White on Green;
 [Illinois 4] ClearviewHwy-5-W; [3] E 2K;
 [East St Louis] ClearviewHwy-5-W; [34] E 2K;
 [St Louis] ClearviewHwy-5-W; [37] E 2K;

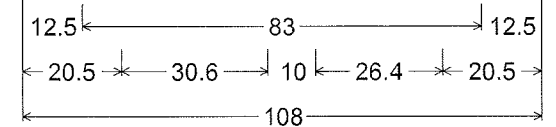
STA 400 + 24 RT



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 33] E 2K; [Staunton] ClearviewHwy-5-W;
 [Lebanon] ClearviewHwy-5-W;
 [1 MILE] ClearviewHwy-5-W;

STA 479 + 98 RT

STA 608 + 00LT

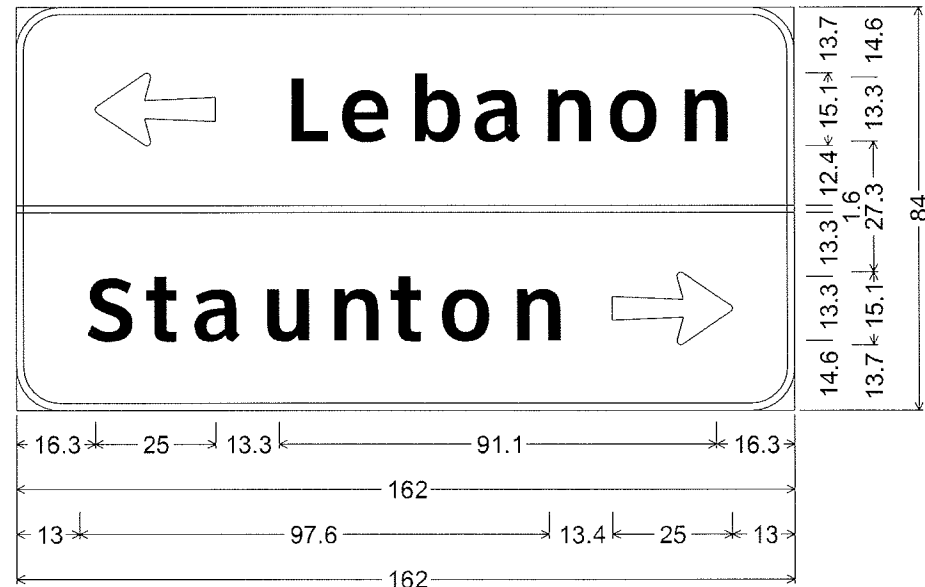


6.0" Radius, 1.3" Border, White on Green;
 [Worden] ClearviewHwy-5-W;
 [EXIT 33] E 2K;

STA 490 + 13 RT

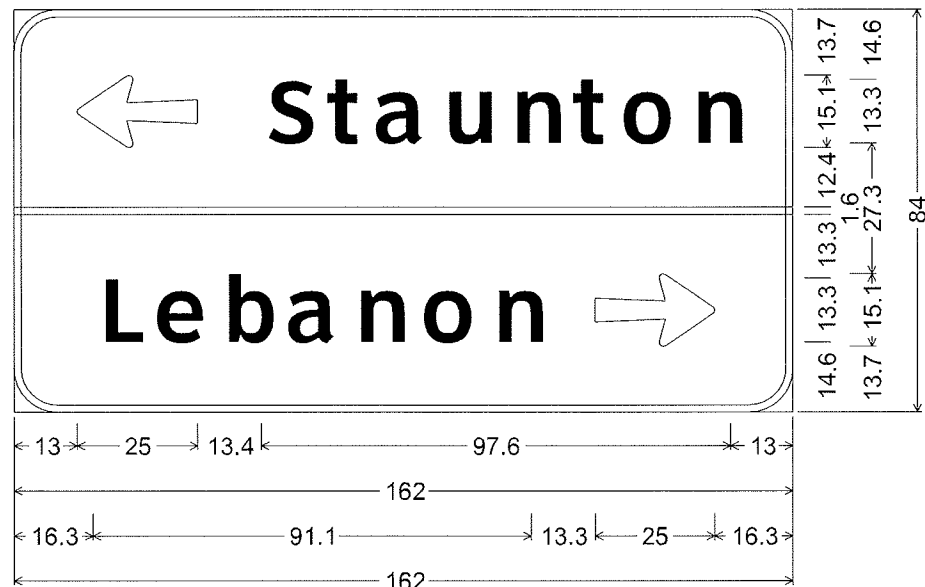
STA 617 + 00 LT

FILE NAME : c:\pwwork\pwwork\elfordb\0181912\0876299-shd-sign.dgn	USER NAME : elfordb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : 100.0000' / 1"	DRAWN -	REVISED -					55	60-(1,2)RS-3	MADISON	212	84
PLOT DATE : 2/2/2012	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 76D99			
	DATE -	REVISED -										



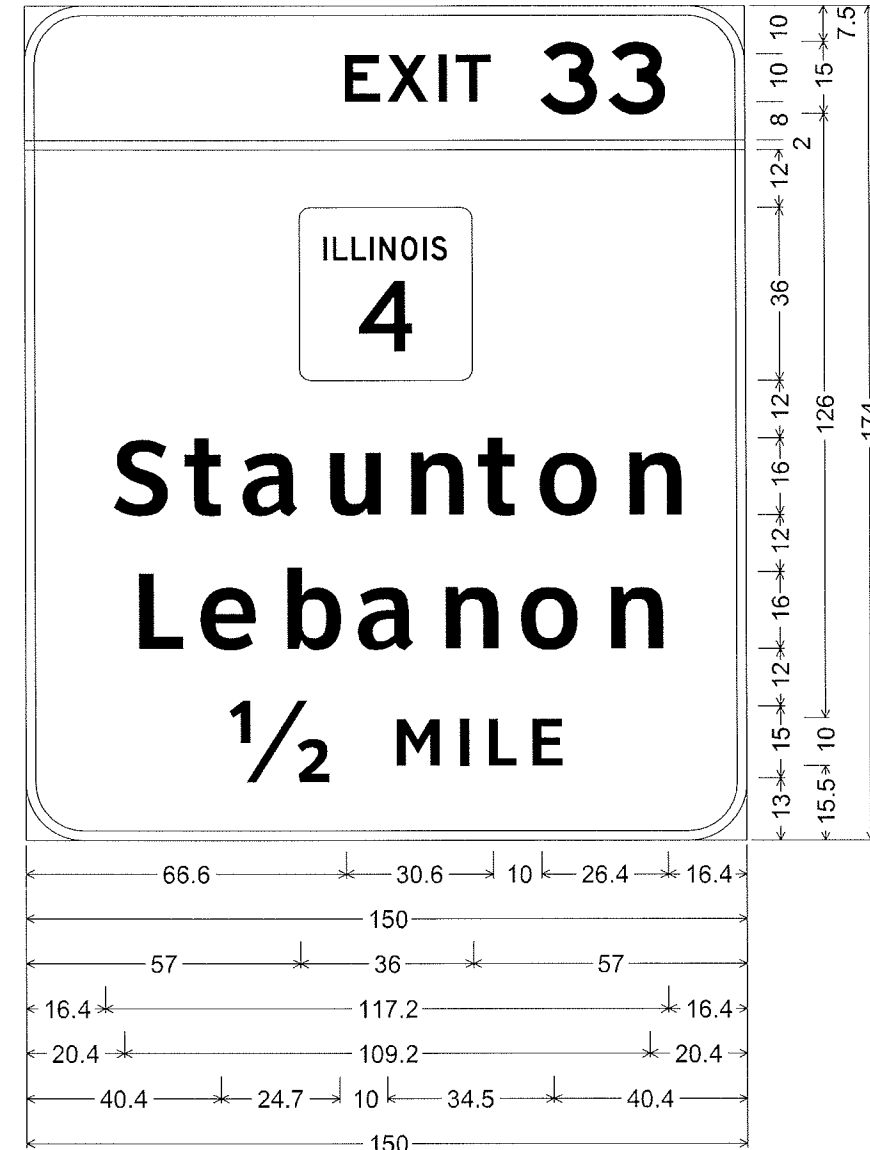
9.0" Radius, 1.5" Border, White on Green;
 Arrow 80 - 25.0" 180°; [Lebanon] ClearviewHwy-5-W;
 [Staunton] ClearviewHwy-5-W; Arrow 80 - 25.0" 0°;

STA 542 + 75 RT



9.0" Radius, 1.5" Border, White on Green;
 Arrow 80 - 25.0" 180°; [Staunton] ClearviewHwy-5-W;
 [Lebanon] ClearviewHwy-5-W; Arrow 80 - 25.0" 0°;

STA 557 + 91 RT



12.0" Radius, 2.0" Border, White on Green;
 [EXIT 33] E 2K; [Staunton] ClearviewHwy-5-W;
 [Lebanon] ClearviewHwy-5-W;
 [1/2 MILE] ClearviewHwy-5-W;

STA 589 + 00 LT

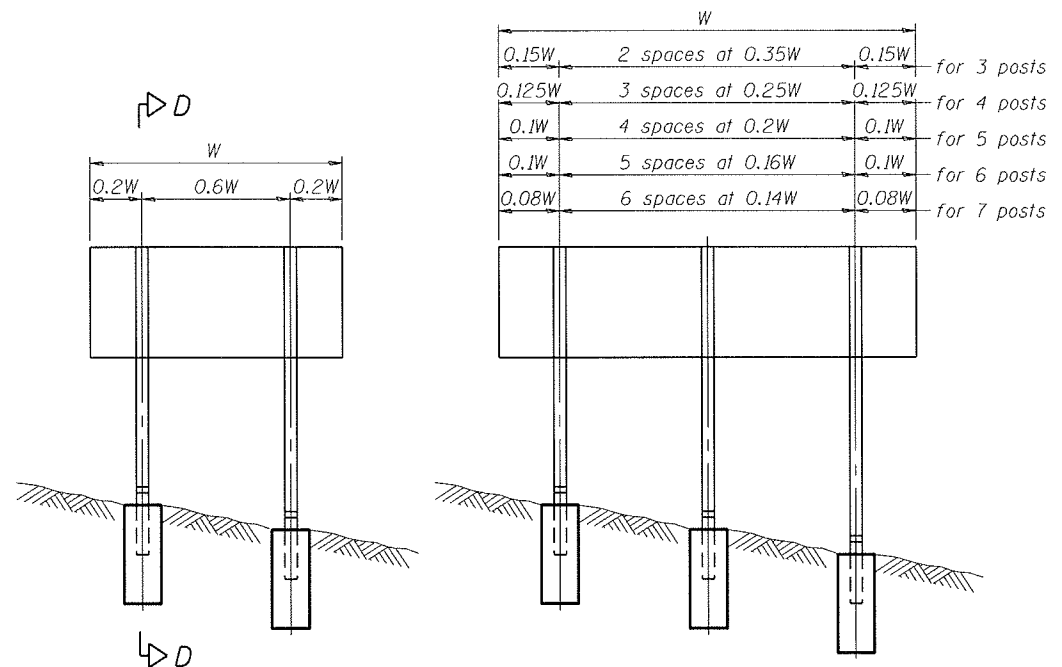
FILE NAME =	USER NAME = aifordb	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 2/2/2012	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

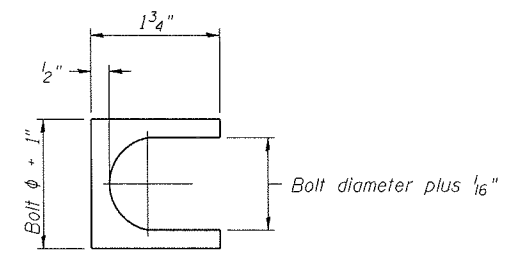
SIGN DETAILS

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

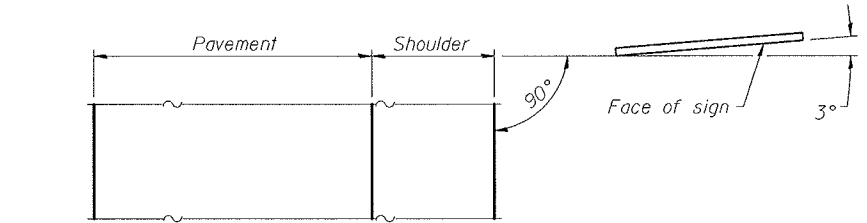
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	86
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 76D99	



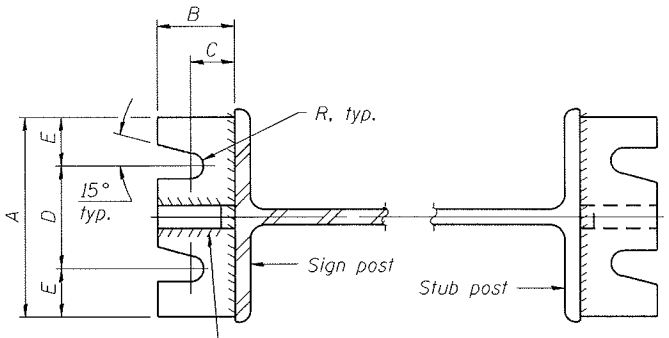
ELEVATION



SHIM DETAIL
Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

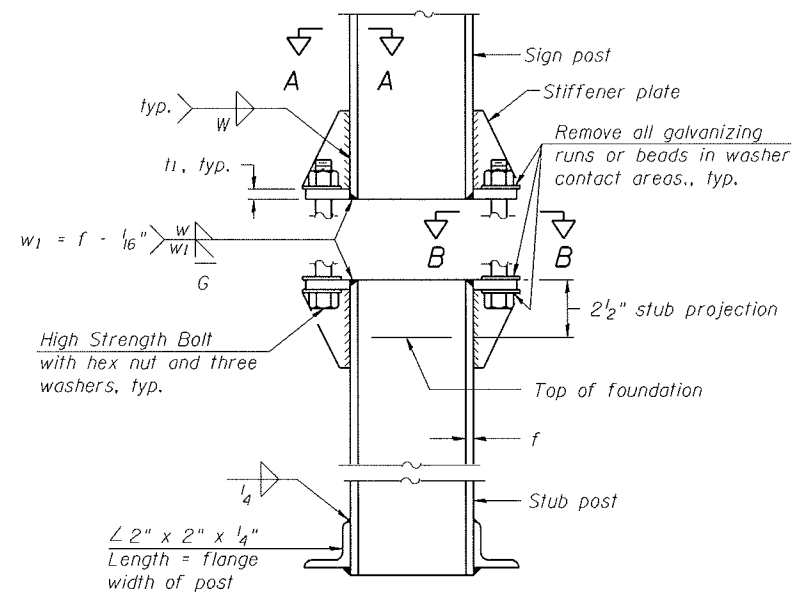


LOCATION SKETCH

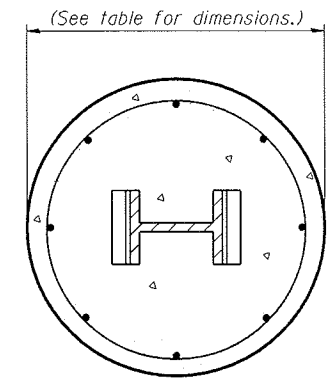


SECTION A-A

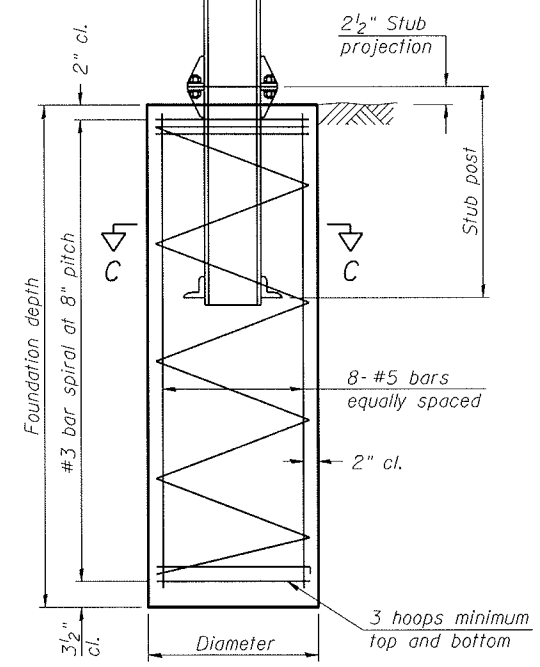
SECTION B-B



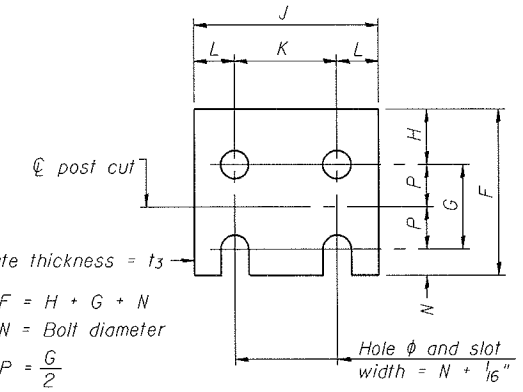
ELEVATION SIGN POST & STUB POST



SECTION C-C

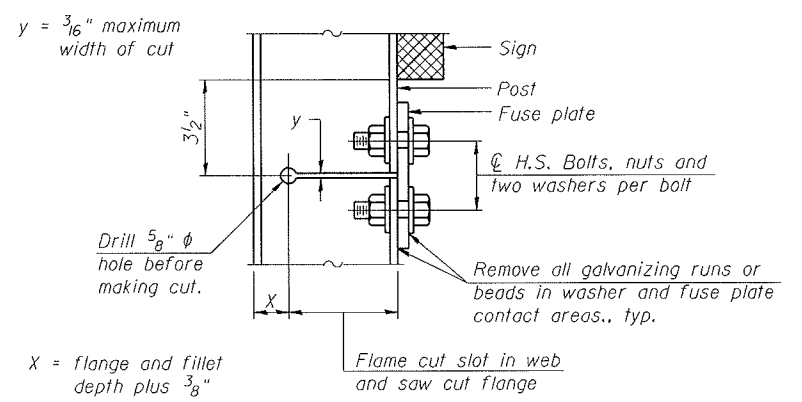


SECTION D-D

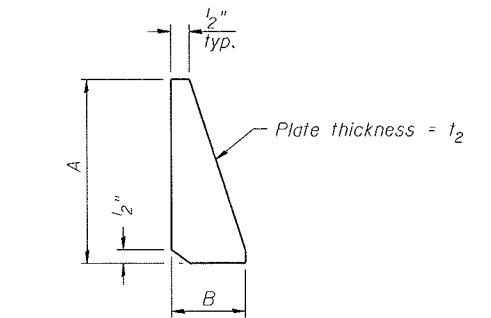


FUSE PLATE DETAIL
(Install with notches down.)

FUSE PLATE DATA		
N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"



DETAIL H



STIFFENER PLATE DETAIL

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1

1-20-11

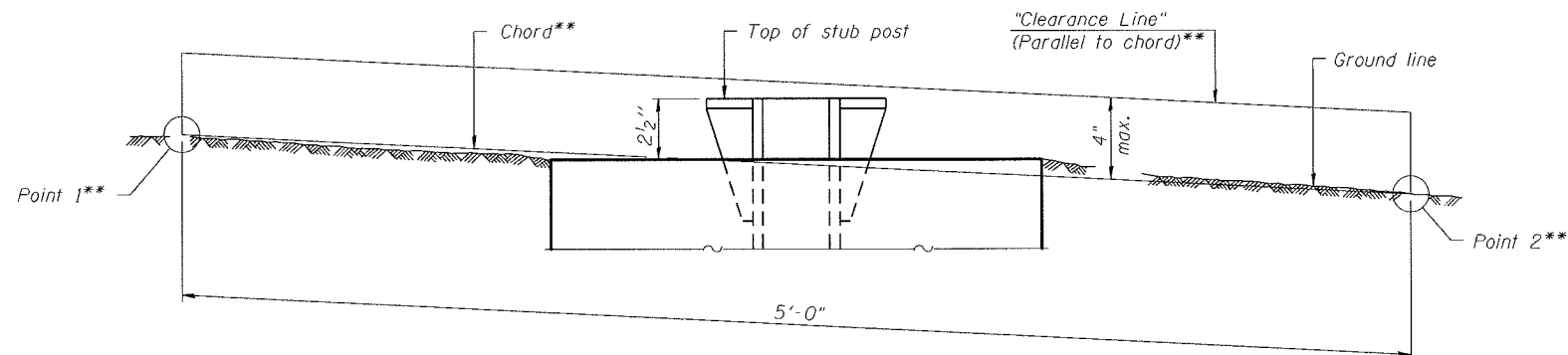
(Sheet 1 of 2)

FILE NAME =	USER NAME = alfordb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
as\pvc\work\pvc\dot\alfordb\08181912\d076899-sht-sign.dgn		DRAWN -	REVISED -			55	60-(1,2)RS-3	MADISON	212	87
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -			CONTRACT NO. 76D99				
PLOT DATE = 2/2/2012		DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA				
	Foundation			Reinforcement			Stub Post Length	Bolt Size	A	B	C	D	E	t ₁	t ₂	R	W	J	K	L	t ₃	
	Diameter	* Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Length																lbs. (2)
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/2"	1/4"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/2"	1/4"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/2"	1/4"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/2"	1/4"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/2"	1/4"	6 3/4"	3 1/2"	1 5/8"	1/2"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/2"	1/4"	6 3/4"	3 1/2"	1 5/8"	1/2"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/2"	1/4"	7"	3 1/2"	1 3/4"	1/2"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE																				
	Sign Height																				
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	---
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---	---	---	
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	
W12x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	
W14x38	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W16x45	---	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"



**ELEVATION
GROUND LINE & STUB POST**

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

- (1) Quantity includes all concrete necessary for one foundation.
- (2) Includes reinforcement bars and spiral hooping for one foundation.

BAW-A-2

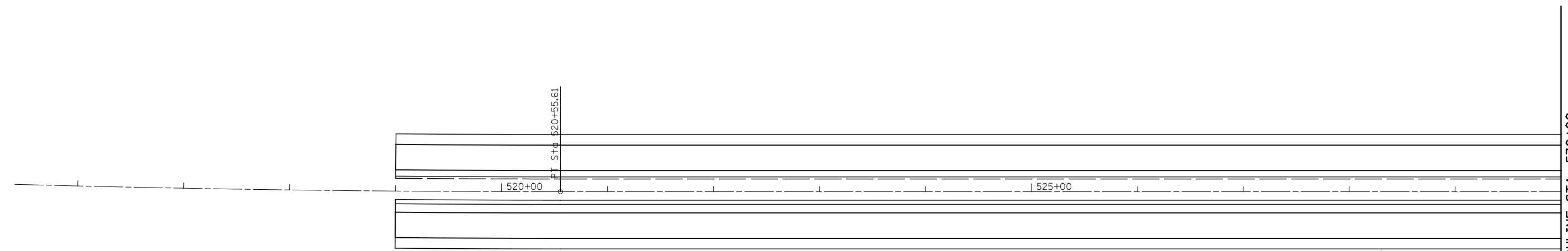
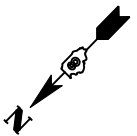
1-20-11

(Sheet 2 of 2)

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST TABLES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\sp\dot\alford\181912\181912-11-shr-sign.dgn	alford	DRAWN :	REVISED :			55	60-(1,2)RS-3	MADISON	212	88
PLOT SCALE = 100.0000' / 1"		CHECKED :	REVISED :			CONTRACT NO. 76D99				
PLOT DATE = 2/2/2012		DATE :	REVISED :			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

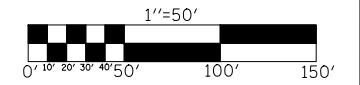
STATION	OFFSET	DESCRIPTION	SIGN DESIGNATION	EXIST.SIGN SIZE (IN x IN)	PROP. SIGN SIZE (IN x IN)	REMOVE SIGN PANEL			SIGN PANEL			BASE FOR TELESCOPING STEEL SIGN SUPPORT (EACH)	TELESCOPING STEEL SIGN SUPPORT (FT)	WOOD SIGN SUPPORT (FT)	REMOVE SIGN SUPPORT (EACH)
						TYPE 1 (SQ FT)	TYPE 2 (SQ FT)	TYPE 3 (SQ FT)	TYPE 1 (SQ FT)	TYPE 2 (SQ FT)	TYPE 3 (SQ FT)				
528+30	60' RT.	SOUTH INTERSTATE 55	(M3-3) (M1-1)	30x15 36x36	36x18 36x36	3.13 9.00			3.75 9.00			1	18		1
530+34	91' LT.	SPEED LIMIT 65 MINIMUM 45	(R2-4a)	48x96	48x96			32.00			32.00			20	1
535+88	91' LT.	NORTH INTERSTATE 55	(M3-3) (M1-1)	30x15 36x36	36x18 36x36	3.13 9.00			3.75 9.00					18	1
536+08	83' RT.	RAMP 45 M.P.H.	(W13-3)	48x60	48x60		20.00			20.00				22	1
546+53	60' LT.	MERGE RIGHT	(W4-1R)	48x48	48x48		16.00			16.00				18	1
554+05	65' RT.	MERGE RIGHT	(W4-1R)	48x48	48x48		16.00			16.00				18	1
565+45	83' RT.	RAMP 45 M.P.H.	(W13-3)	48x60	48x60		20.00			20.00				22	1
566+51	72' LT.	NO PARKING	(R8-3a)	24x30	24x30	5.00			--						1
567+61	60' RT.	MILE MARKER 33	(D10-2)	12x36	12x36	3.00			3.00			1	12		1
567+72	65' LT.	MILE MARKER 33	(D10-2)	12x36	12x36	3.00			3.00			1	12		1
572+52	81' RT.	SOUTH INTERSTATE 55	(M3-3) (M1-1)	30x15 36x36	36x18 36x36	3.13 9.00			3.75 9.00					18	1
580+52	81' RT.	SPEED LIMIT 65 MINIMUM 45	(R2-4a)	48x96	48x96			32.00			32.00			24	1
620+56	60' LT.	MILE MARKER 32	(D10-2)	12x36	12x36	3.00			3.00			1	12		1
620+61	59' RT.	MILE MARKER 32	(D10-2)	12x36	12x36	3.00			3.00			1	12		1
RAMP 1															
101+33	23' RT.	USE PROHIBITED/BUCKLE UP	(R5-10a)	48x60	48x60		20.00			20.00				18	1
101+61	11' RT.	NO PARKING	(R8-3a)	24x30	24x30	5.00			--						1
RAMP 2															
208+29	12' RT.	STOP AHEAD	(W3-1)	36x36	48x48	9.00				16.00				18	1
208+70	12' RT.	NO PARKING SYMBOL WRONG WAY	(R8-3) (R5-1a)	18x18 36x24	24x30 36x24	2.25 6.00									1
212+50	21' RT.	NO PARKING SYMBOL	(R8-3)	18x18	24x30	2.25			6.00						1
212+50	36' LT.	WRONG WAY	(R5-1a)	36x24	36x24	6.00			6.00					16	1
213+49	36' LT.	WORDEN EXIT DO NOT ENTER	(D1-1) (R5-1)	12x42 36x36	18x42 36x36	3.50 9.00			5.25 9.00					18	1
213+51	20' RT.	DO NOT ENTER	(R5-1)	36x36	36x36	9.00			9.00					18	1
213+75	35' RT.	STOP	(R1-1)	30x30	36x36	6.25			9.00					16	1
214+11	6' RT.	STOP ONE WAY	(R1-1) (R6-1)	36x36 36x12	36x36 36x12	9.00 3.00			9.00 3.00			1	12		1
RAMP 3															
300+98	15' RT.	USE PROHIBITED/BUCKLE UP	(R5-10a)	48x60	48x60		20.00			20.00				18	1
301+15	9' RT.	NO PARKING	(R8-3a)	24x30	24x30	5.00			--						1
304+79	11' LT.	NO PARKING SYMBOL	(R8-3)	18x18	24x30	2.25			--						1
311+84	10' RT.	NO PARKING SYMBOL	(R8-3)	18x18	24x30	2.25			--						1
RAMP 4															
407+53	20' RT.	STOP AHEAD	(W3-1)	36x36	48x48	9.00				16.00				18	1
408+91	12' RT.	NO PARKING SYMBOL	(R8-3)	18x18	24x30	2.25			--						1
411+92	36' LT.	WRONG WAY	(R5-1a)	36x24	36x24	6.00			6.00					16	1
412+02	20' RT.	WRONG WAY	(R5-1a)	36x24	36x24	6.00			6.00					16	1
413+01	35' LT.	DO NOT ENTER	(R5-1)	36x36	36x36	9.00			9.00					18	1
413+01	20' RT.	DO NOT ENTER	(R5-1)	36x36	36x36	9.00			9.00					18	1
413+62	54' RT.	STOP	(R1-1)	30x30	36x36	6.25			9.00			1	12		1
413+78	10' RT.	STOP ONE WAY	(R1-1) (R6-1)	36x36 36x12	36x36 36x12	9.00 3.00			9.00 3.00					16	1
TOTAL						192.64	112.00	64.00	157.50	144.00	64.00	7	90.0	400.0	36

"NO PARKING" SIGNS SHOWN FOR REMOVAL ONLY.
(SEE DETAIL AND SCHEDULE FOR REPLACEMENT INFORMATION.)

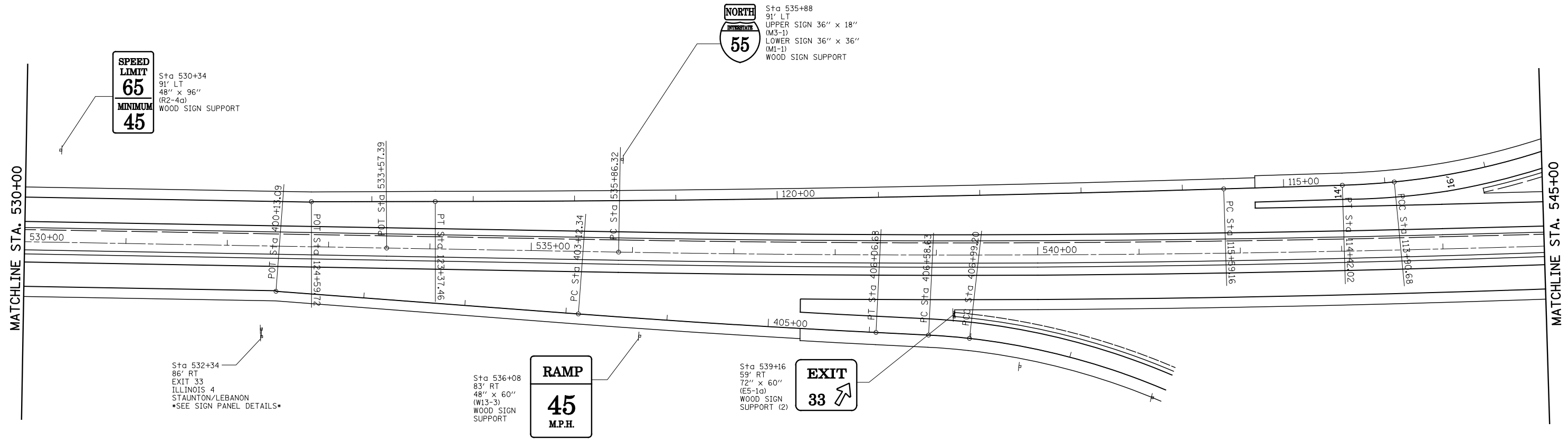
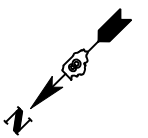


Sta 517+91
 84' RT
 EXIT 33
 ILLINOIS 4
 STAUNTON/LEBANON
 1/4 MILE
 SEE SIGN PANEL DETAILS

Sta 528+30
 60' RT
 UPPER SIGN 36" x 18"
 (M3-3)
 LOWER SIGN 36" x 36"
 (M1-1)
 TELESCOPING STEEL
 SIGN SUPPORT



FILE NAME = ...\\oadd\0876D99-Sht-Sign1.dgn	USER NAME = \$(USER)	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN PLAN			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -					55	60-(1,2)RS-3	MADISON	212	90
PLOT DATE = 02/02/2012 18:10:01	CHECKED -	REVISED -	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 515+00 TO STA. 530+00				CONTRACT NO. 76D99					
	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



SPEED LIMIT
65
 MINIMUM
45

Sta 530+34
 91' LT
 48" x 96"
 (R2-4a)
 WOOD SIGN SUPPORT

NORTH
INTERSTATE
55

Sta 535+88
 91' LT
 UPPER SIGN 36" x 18"
 (M3-1)
 LOWER SIGN 36" x 36"
 (M1-1)
 WOOD SIGN SUPPORT

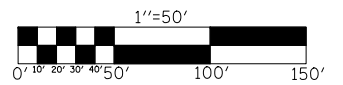
Sta 532+34
 86' RT
 EXIT 33
 ILLINOIS 4
 STAUNTON/LEBANON
 SEE SIGN PANEL DETAILS

RAMP
45
 M.P.H.

Sta 536+08
 83' RT
 48" x 60"
 (W13-3)
 WOOD SIGN SUPPORT

EXIT
33

Sta 539+16
 59' RT
 72" x 60"
 (E5-1a)
 WOOD SIGN SUPPORT (2)



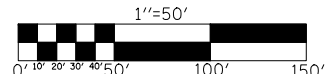
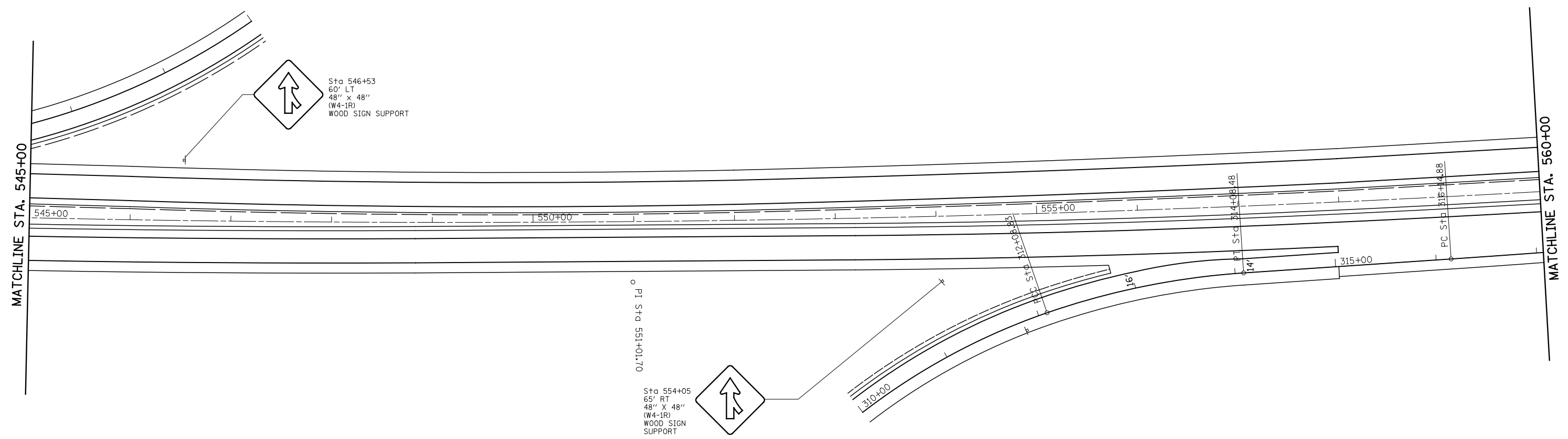
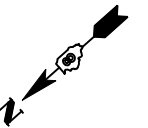
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 530+00 TO STA. 545+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	91
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



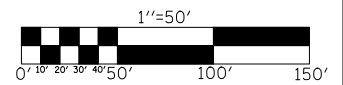
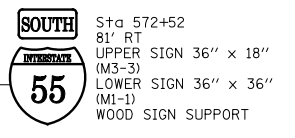
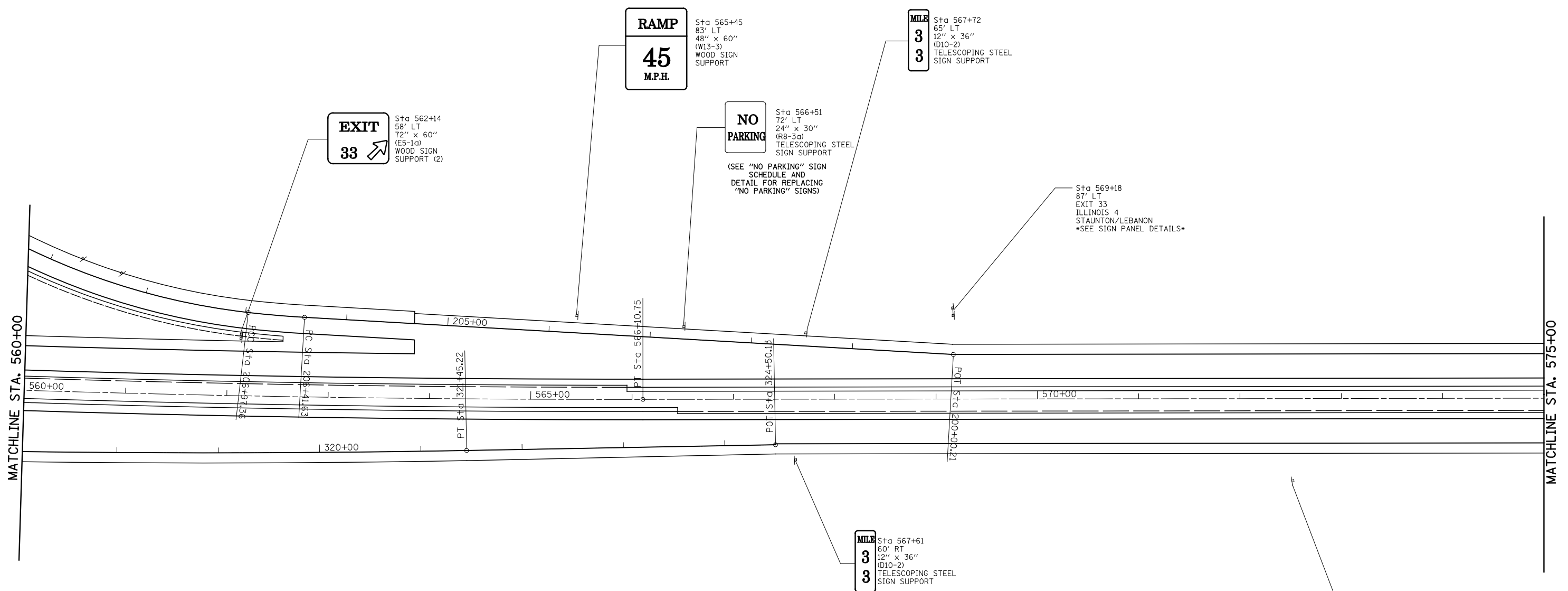
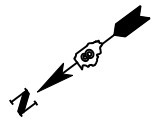
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

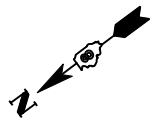
SIGN PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 545+00 TO STA. 560+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	92
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



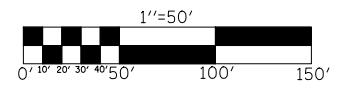
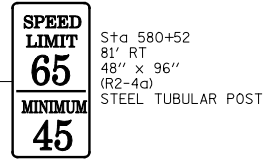
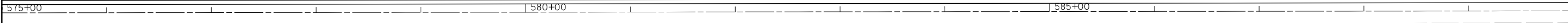
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		DRAWN -	REVISED -		SCALE: 1" = 50'	SHEET NO.	OF	SHEETS	STA. 560+00 TO STA. 575+00	55	60-(1,2)RS-3	MADISON	212	93
		PLOT SCALE = 100.0000' / IN.	CHECKED -		REVISED -				CONTRACT NO. 76D99					
		PLOT DATE = 02/02/2012 18:12:21	DATE -		REVISED -	ILLINOIS FED. AID PROJECT								



Sta 589+01
 85' LT
 EXIT 33
 ILLINOIS 4
 STAUNTON/LEBANON
 1/2 MILE
 SEE SIGN PANEL DETAIL

MATCHLINE STA. 575+00

MATCHLINE STA. 590+00

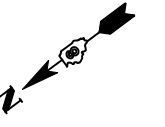


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

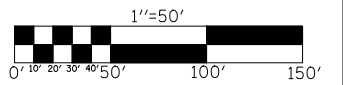
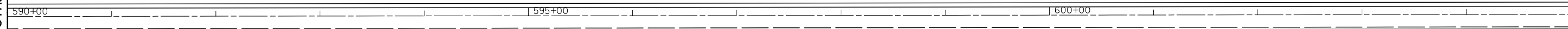
SIGN PLAN			
SCALE: 1" = 50'	SHEET NO.	OF	SHEETS
STA. 575+00 TO STA. 590+00			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	94
CONTRACT NO. 76D99				
ILLINOIS FED. AID PROJECT				



MATCHLINE STA. 590+00

MATCHLINE STA. 605+00



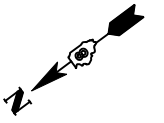
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	PLOT DATE = 02/02/2012 18:13:09	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN PLAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	95
CONTRACT NO. 76D99			ILLINOIS FED. AID PROJECT	



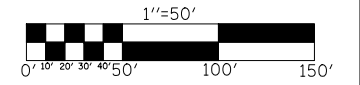
Sta 617+00
85' LT
EXIT 33
ILLNOIS 4
STAUNTON/LEBANON
1 MILE
SEE SIGN PANEL DETAIL

Sta 608+00
80' LT
WORDEN
EXIT 33
SEE SIGN PANEL DETAIL

MATCHLINE STA. 605+00

MATCHLINE STA. 620+00

605+00 | 610+00 | 615+00



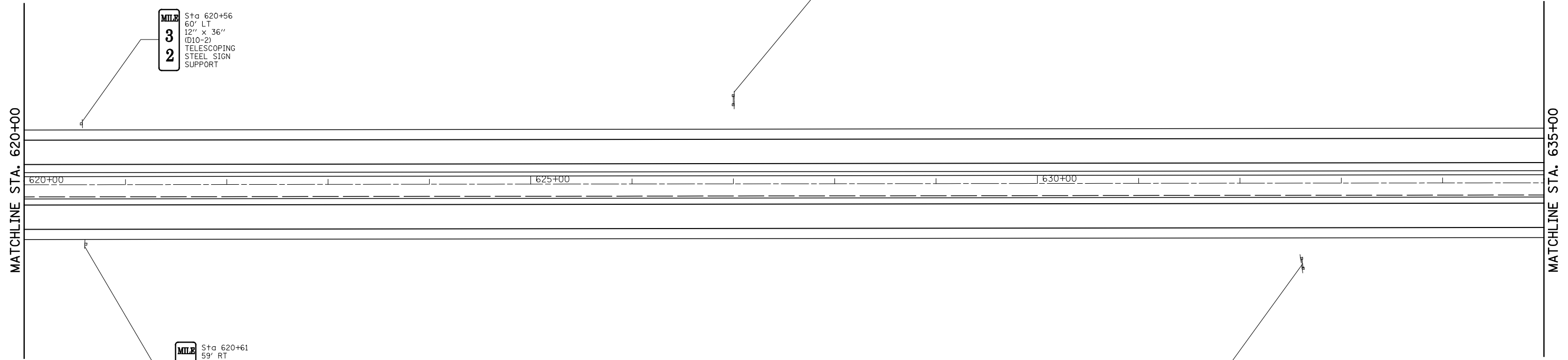
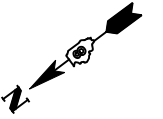
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 605+00 TO STA. 620+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	96
				CONTRACT NO. 76D99
ILLINOIS FED. AID PROJECT				



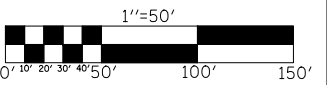
MILE
3
2
 Sta 620+56
 60' LT
 12" x 36"
 (D10-2)
 TELESCOPING
 STEEL SIGN
 SUPPORT

GAS - EXIT 38
 Sta 627+01
 83' LT
 180" x 72"
 (D9-7) GAS
 STRUCTURAL STEEL
 SIGN SUPPORT-BREAKAWAY

MILE
3
2
 Sta 620+61
 59' RT
 12" X 36"
 (D10-2)
 TELESCOPING
 STEEL SIGN
 SUPPORT

Sta 632+61
 80' RT
 180" x 72"
 (D9-8) FOOD
 (D9-9) LODGING
 STRUCTURAL STEEL
 SIGN SUPPORT-BREAKAWAY

FOOD - EXIT 30
LODGING - EXIT 30

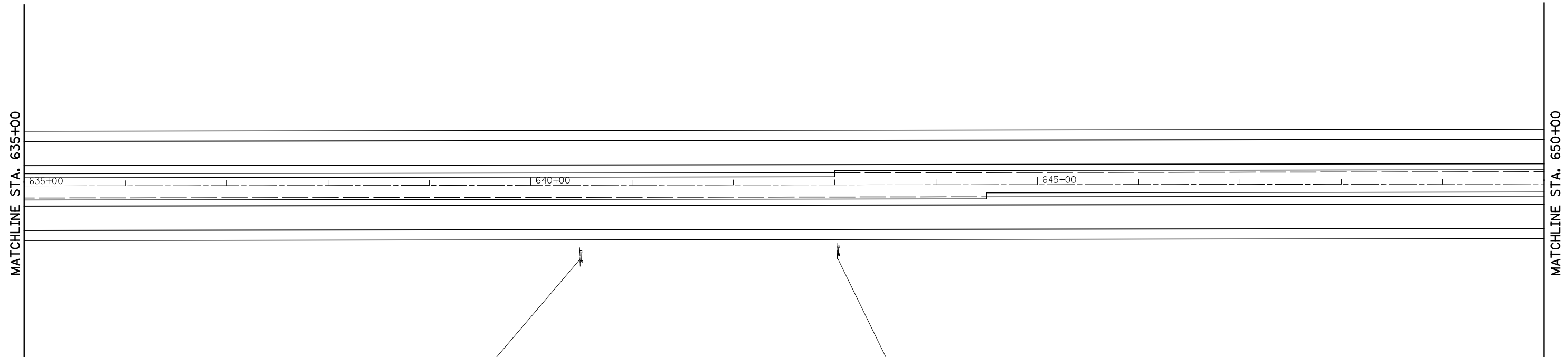


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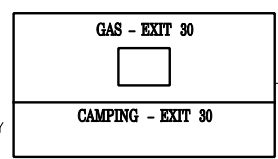
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

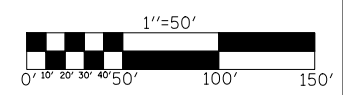
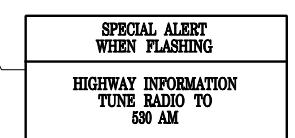
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	97
				CONTRACT NO. 76D99
ILLINOIS FED. AID PROJECT				



Sta 640+49
72' RT
180" x 72"
(D9-7) GAS
(D9-3) CAMPING
STRUCTURAL STEEL
SIGN SUPPORT-BREAKAWAY



Sta 643+03
65' RT
180" x 72"
(D9-10) TOURIST INFORMATION
STRUCTURAL STEEL
SIGN SUPPORT-BREAKAWAY



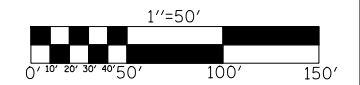
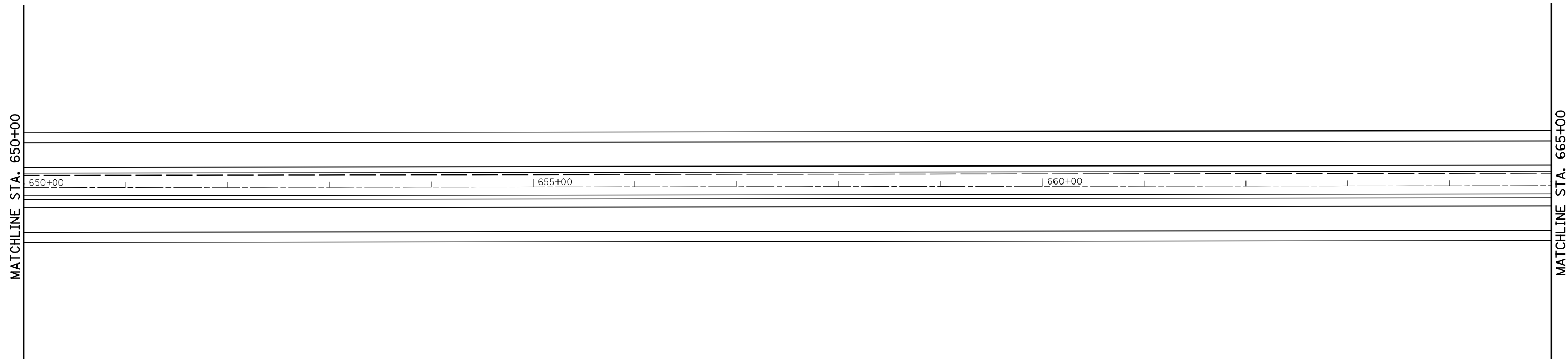
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 635+00 TO STA. 650+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	98
				CONTRACT NO. 76D99
ILLINOIS FED. AID PROJECT				



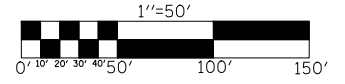
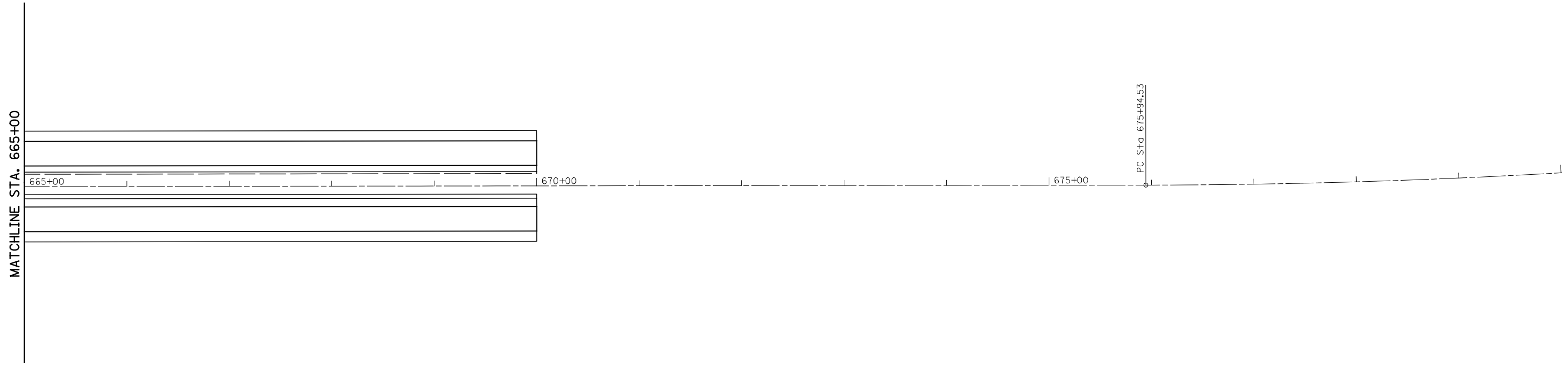
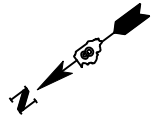
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 650+00 TO STA. 665+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	99
CONTRACT NO. 76D99			ILLINOIS FED. AID PROJECT	



FILE NAME = ...\\oadd\0876D99-Shit-Sign11.dgn	USER NAME = \$(USER)	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGN PLAN

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 665+00 TO STA. 680+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	100
				CONTRACT NO. 76D99
ILLINOIS FED. AID PROJECT				