

62896

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------------|--------|--------------|-----------|
| 55 | 99(1&2) WRS-1 | WILL | 227 | 1 |

233 Total Sheets

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.I. ROUTE 55 (INTERSTATE 55)
WIDENING AND RESURFACING
LIMITS: U.S. ROUTE 30 (PLAINFIELD RD.)
TO 143RD STREET

SECTION: 99(1&2) WRS-1
PROJECT NO.: IM-055-6(227)257

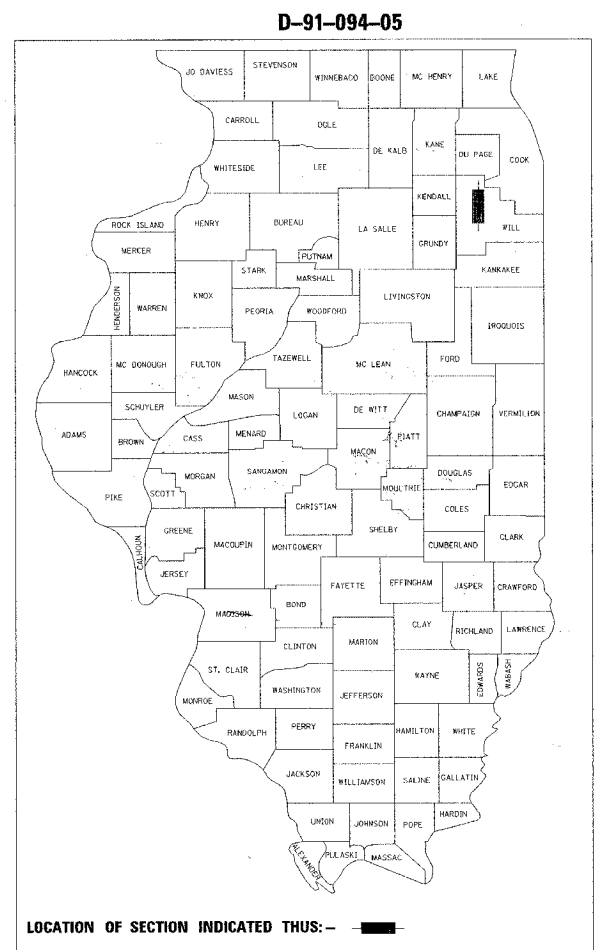
WILL COUNTY
C-91-094-05

TRAFFIC DATA - ADT (2030)

NB ADT = 51,000
SB ADT = 51,000
DESIGN SPEED = 70 MPH.

PROJECT DESCRIPTION

THE PROPOSED IMPROVEMENT CONSISTS OF WIDENING I-55 BETWEEN U.S. RTE. 30 AND 143RD STREET BY ADDING INSIDE NORTHBOUND AND SOUTHBOUND LANES WITH ADJACENT SHOULDERS SEPARATED BY A CONCRETE BARRIER WALL. ADDITIONAL WORK INCLUDES RESURFACING OF EXISTING NORTHBOUND AND SOUTHBOUND LANES, RAMP RECONSTRUCTION, OVERHEAD BRIDGE PIER MODIFICATION, MAIN DRAIN INSTALLATION, EROSION CONTROL, LIGHTING RELOCATION, TRAFFIC CONTROL AND PROTECTION, AND OTHER RELATED HIGHWAY IMPROVEMENTS.



Jamal Grainawi
JAMAL I. GRAINAWI, S.E., P.E.
LICENSE NO.: 81-5161
EXPIRES: November 30, 2008
DATE: 1/31/2007



David Skaleski
DAVID V. SKALESKI, P.E.
LICENSE NO.: 062-046611
EXPIRES: November 30, 2007
DATE: 1/31/2007

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED: Feb 6, 2007

District Engineer: [Signature]

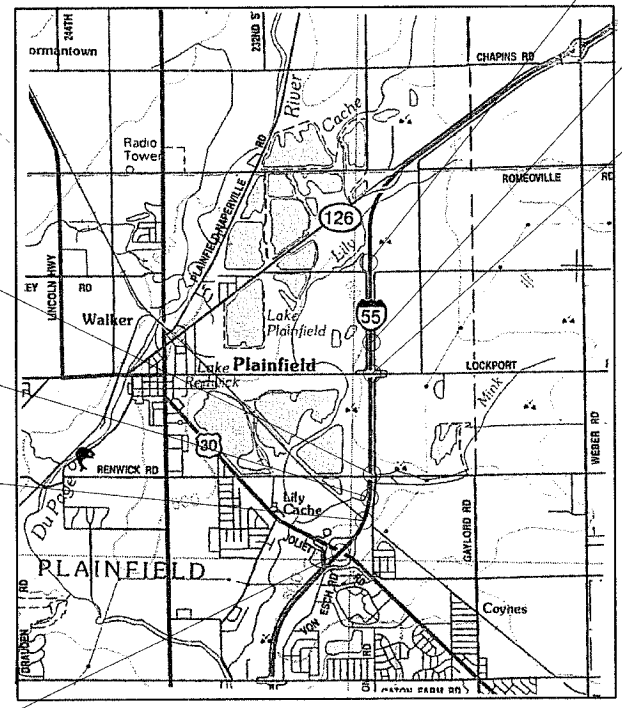
Engineer of Design and Environment: Eric F. Hamel, P.E. (May 11, 2007)

Director, Division of Highways: Milton R. Sess, P.E. (May 11, 2007)

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

February 23, 2007

FINAL



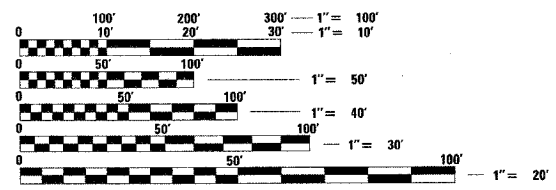
RENWICK RD. OVER F.A.I. I-55
STRUCTURE NO. 099-0212

MINK CREEK BRIDGE F.A.I. I-55
STRUCTURE NO. 099-4615 (NB)
STRUCTURE NO. 099-4616 (SB)

EJ & E R.R. BRIDGE F.A.I. I-55
STRUCTURE NO. 099-0018 (NB)
STRUCTURE NO. 099-0019 (SB)

PROJECT BEGINS:
STA. 594 + 66.34 (SOUTHBOUND)
STA. 599 + 04.53 (NORTHBOUND)

GROSS LENGTH OF PROJECT = 15,708.66 FEET (2.975 MILES)
NET LENGTH = 10,213.73 FEET (1.934 MILES)



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

CONTRACT NO.: 62896

COUNTY: WILL SECTION 99(1&2) WRS-1 F.A.I.: I-55

DISTRICT ONE DESIGN CONSULTANT SERVICES MANAGER: RAJENDRA SHAH (847) 705-4555

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|----------|------------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 2 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

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* 164 NOT USED

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- BD07 STORM SEWER CONNECTION TO EXISTING SEWER
- BD08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- BD22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- BD32 BUTT JOINT AND HMA TAPER DETAILS
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- BD37 MANHOLE TYPE A 7 FOOT DIAMETER
- BD51 BENCHING DETAIL FOR EMBANKMENT WIDENING
- TC09 TRAFFIC CONTROL DETAILS FRO FREEWAY SINGLE AND MULTI-LANE WEAVE
- TC11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
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- TC18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
- REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL
- TRAFFIC BARRIER TERMINAL, TYPE 2

STATE STANDARDS

- 000001-#STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-#TEMPORARY EROSION CONTROL SYSTEMS
- 353001-#PCC BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES
- 420001-#PAVEMENT JOINTS
- 420101-#JOINTED PCC PAVEMENT
- 420201-#ENTRANCE RAMP TERMINAL
- 420301-#EXIT RAMP TERMINAL
- 420701-#PAVEMENT FABRIC
- 420401-#BRIDGE APPROACH PAVEMENT
- 442201-#CLASS C AND D PATCHES
- 482001-#BITUMINOUS SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 482006-#BITUMINOUS SHOULDER ADJACENT TO RIGID PAVEMENT
- 482011-#BIT. SHLD. STRIPS/SHLDS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 515001-#NAME PLATE FOR BRIDGES
- 542111-#REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 1650 mm (66") THRU 2100 mm (84") DIA. AT RIGHT ANGELS WITH ROADWAYS
- 542301-#PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542311 GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)
- 542606 REINFORCED CONCRETE PIPE TEE
- 602001 CATCH BASIN, TYPE A
- 602011 CATCH BASIN, TYPE C
- 602401-#MANHOLE TYPE A
- 602601-#PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 604001-#FRAME AND LIDS TYPE 1
- 604071-#FRAME AND GRATE TYPE 20
- 604076-#FRAME AND GRATE TYPE 21
- 606001-#CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
- 609001-#BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
- 609006-#BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
- 630001-#STEEL PLATE BEAM GUARDRAIL
- 630201-#PCC/ BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 631031-#TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001 DELINEATORS
- 635006 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-#REFLECTOR MARKER AND MOUNTING DETAILS
- 637006 CONCRETE BARRIER, DOUBLE FACE, 1065 mm(42") HEIGHT
- 642001 SHOULDER RUMBLE STRIP
- 664001-#CHAIN LINK FENCE
- 701101-#OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM EDGE OF PAVEMENT
- 701106-#OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY
- 701400-#APPROACH TO LANE CLOSURE FREEWAY/EXPRESSWAY
- 701401-#LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-#LANE CLOSURE, FREEWAY/EXPRESSWAY WITH BARRIER
- 701411-#LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > OR =45 MPH
- 701446 TWO LANE CLOSURE FREEWAY/EXPRESSWAY
- 702001-#TRAFFIC CONTROL DEVICES
- 704001-#TEMPORARY CONCRETE BARRIER
- 720001 SIGN PANEL MOUNTING DETAILS
- 720006-#SIGN PANEL ERECTION DETAILS
- 720011 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 720021-#SIGN PANELS EXTRUDED ALUMINUM TYPE
- 729001 APPLICATION OF TYPES A AND B METAL POSTS

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

INDEX OF SHEETS
 AND STATE STANDARDS

SCALE: NONE
 DATE: 02-23-07

DRAWN BY RMH
 CHECKED BY DVS



FINAL

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

4. CONTRACTS 60B85, 60B86, 62895, 60B46, 62896 AND 60B47 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE SIX CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE PROJECT IN ORDER TO PROVIDE A SAFE AND EFFICIENT WORK ENVIRONMENT. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".

- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
- BARRIER WALL MARKERS, TYPE C, SHALL BE INSTALLED ON MEDIAN CONCRETE BARRIER WALL AND PARAPETS AT A HEIGHT OF 28-INCHES FROM THE TOP OF SHOULDER TO THE BOTTOM OF THE REFLECTOR AND SPACED AT 50-FEET CENTER-TO-CENTER ON CURVES AND 100-FEET CENTER-TO-CENTER ON TANGENTS OR AS DIRECTED BY THE TRAFFIC OPERATIONS FIELD ENGINEER. THE BARRIER WALL MARKERS SHALL BE INSTALLED DURING STAGE I CONSTRUCTION, PRIOR TO OPEN THE WIDENED PAVEMENT TO TRAFFIC.

7. A PAINT STRIPE SHALL BE APPLIED TO THE FACE OF BARRIER WALL ADJACENT TO ALL DRAINAGE STRUCTURES. THE STRIPE SHALL BE 4-INCHES WIDE BY 12-INCHES LONG, AND EXTEND VERTICALLY AT 90 DEGREES FROM THE TOP EDGE OF THE BARRIER. THE PAINT WILL BE SPECIFIED AS ORANGE PAINT. COST OF THE STRIPE IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF TYPE AND SIZE SPECIFIED.

8. THE LIMIT SHOWN ON THE PLANS BETWEEN PAY ITEMS "BITUMINOUS CONCRETE SHOULDER REMOVAL" IN THE MEDIAN AND "HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2" " ON THE MAINLINE PAVEMENT IS BASED ON THE THEORETICAL EDGE OF PAVEMENT LINE WHICH IS LOCATED 20' FROM THE I-55 CENTERLINE. THE EXISTING MAINLINE PAVEMENT IN BOTH THE NORTHBOUND AND SOUTHBOUND DIRECTIONS CONSISTS OF A PCC BASE COURSE WITH A BITUMINOUS OVERLAY. THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS SHOULDER TO THE EDGE OF THE EXISTING PCC BASE COURSE TO THE SATISFACTION OF THE ENGINEER. THE COST FOR THIS WORK, INCLUDING ANY ADDITIONAL SET UPS, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL". IN ADDITION, THE COST TO REPAIR ANY DAMAGE TO THE EXISTING MAINLINE PAVEMENT, INCLUDING RAVELING OF THE EXISTING BITUMINOUS OVERLAY AS A RESULT OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL".

- BUTT JOINTS WILL BE INSTALLED AT THE END OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- EXISTING PAVEMENT OR OTHER HIGHWAY FEATURES DAMAGED DURING CONSTRUCTION, BUT NOT SHOWN TO BE REMOVED ON THE PLANS, SHALL BE REPLACED OR REPAIRED AT THE CONTRACTOR'S EXPENSE. THIS WORK SHALL MEET WITH THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS AND THE APPROVAL OF THE ENGINEER.

11. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ. YD.

12. SAW CUTTING SHOWN ON THE PLANS SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE COST OF THE ADJACENT REMOVAL ITEM.

13. ANY GUARDRAIL REMOVED AND DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE NEAREST IDOT MAINTENANCE FACILITY. TEMPORARY STORAGE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "GUARDRAIL REMOVAL".

14. EARTHWORK AND GRADING NEEDED TO ADJUST ELEVATIONS ALONG THE EXISTING GRASS AREAS ADJACENT TO THE PROPOSED PAVEMENT SECTIONS SHALL BE INCLUDED IN THE COST FOR "EARTH EXCAVATION".

15. DURING 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS, THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES IN EACH DIRECTION AS DIRECTED BY THE ENGINEER. PRIOR TO TRANSFERRING TRAFFIC INTO EXISTING LANES, AS SHOWN ON A TYPICAL SECTION FOR WINTER SHUTDOWN AT THE END OF 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT. DURING 2008 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES IN EACH DIRECTION BEYOND WORK AREAS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE REFLECTIVE ELEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REPLACEMENT REFLECTOR".

GENERAL NOTES (CONT.)

16. PRIOR TO STARTING THE MILLING AND RESURFACING OF THE OUTSIDE SHOULDERS IN AREAS ADJACENT TO EXISTING GUARDRAIL, THE CONTRACTOR SHALL DETERMINE IF THE RAIL ELEMENT OF THE EXISTING GUARDRAIL WILL NEED TO BE REMOVED TO COMPLETE THIS WORK. IF DEEMED NECESSARY, AND APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE RAIL ELEMENT OF THE RESPECTIVE GUARDRAIL SECTIONS AND RE-ERECT THE RAIL ELEMENT ON THE SAME DAY IT WAS REMOVED. THE COST FOR THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH". ANY GUARDRAIL FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

17. PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF PAVEMENT WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. THE ENGINEER WILL DETERMINE THE AREAS TO BE PATCHED IN ACCORDANCE WITH DISTRICT ONE STANDARD BD-22. QUANTITIES FOR "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" ARE BASED ON THIS WORK BEING DONE AFTER MILLING OF THE MAINLINE PAVEMENT HAS BEEN COMPLETED. IF THE CONTRACTOR ELECTS TO PATCH THE PAVEMENT PRIOR TO COMPLETING THE MILLING OF THE MAINLINE PAVEMENT, THE ADDITIONAL DEPTH OF "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND THE ADDITIONAL MATERIAL FOR "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" WILL NOT BE MEASURED FOR PAYMENT.

18. IF THE OUTSIDE THROUGH LANE NEXT TO EXISTING EXIT/ENTRANCE RAMP IS MILLED, THE CONTRACTOR SHALL NOT LEAVE A GRADE DIFFERENTIAL BETWEEN MILLED LANES AND EXISTING RAMP SURFACE GREATER THAN 1" FOR SPEEDS > 45MPH AND 1-1/2" FOR SPEEDS 45MPH OR LESS. A 12" WIDE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE AS DIRECTED BY THE ENGINEER. THE LENGTH OF TEMPORARY RAMP WILL BE MEASURED AND THE AREA CALCULATED BY MULTIPLYING THE LENGTH BY ONE FOOT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT".

19. BASED ON RESULTS OF 98 PAVEMENT CORES TAKEN DURING 2005, THE AVERAGE THICKNESS OF BITUMINOUS OVERLAY IS APPROXIMATELY 7 INCHES IN BOTH DESIGN SECTIONS. FORTY NINE (49) CORES WERE TAKEN IN EACH DIRECTION OF TRAVEL STARTING AT THE I-80 INTERCHANGE TO THE WEBER ROAD INTERCHANGE. THE THICKNESS OF THE OVERLAY RANGES FROM 3-1/4" TO 13-1/2".

20. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED AND ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

21. THE VARIABLE WIDTH CONCRETE GUTTER ADJACENT TO THE DRAINAGE STRUCTURES SHALL NOT BE CONSTRUCTED UNTIL AFTER THE FRAME AND GRATES ARE ADJUSTED TO THE FINAL GRADE IN STAGE II. THE COST TO REMOVE THE H.M.A. SHOULDER PAVEMENT CONSTRUCTED DURING STAGE I IN THE AREA OF THIS VARIABLE WIDTH PORTION OF THE CONCRETE GUTTER AND THE COST OF THE ADDITIONAL WIDTH OF CONCRETE GUTTER GREATER THAN 10", AS SHOWN AT THE DRAINAGE STRUCTURES, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR "CONCRETE GUTTER".

22. THE CONTRACTOR SHALL INSTALL NEW DELINEATOR POSTS AND REFLECTORS AT THE LOCATIONS SHOWN ON THE PLANS FOR "DELINEATORS" AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS. THE CONTRACTOR SHALL REMOVE AND DISPOSE EXISTING DELINEATOR POSTS AND REFLECTORS IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE COST FOR REMOVAL AND DISPOSAL OF THE EXISTING DELINEATOR POSTS AND REFLECTORS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "DELINEATORS".

23. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

24. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER, AT (815) 485-6475.

INCIDENTAL ITEMS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|----------------|------------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 3 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |
| | | NOTES-01 OF 02 | | |

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

GENERAL NOTES

SCALE: NONE
 DATE: 02-23-07

DRAWN BY RMH
 CHECKED BY DVS



| | | | | |
|---------------------|----------------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 4 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | | NOTES-02 OF 02 | | |

DRAINAGE NOTES

1. INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS FOR EXISTING PIPES IN THE FIELD AT THE TIME OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

2. FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS, A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT IT'S EXISTING INVERT ELEVATION. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.

3. TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.

4. REMOVAL OF EXISTING UNDERDRAINS AND HEADWALLS FOR UNDERDRAINS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "EARTH EXCAVATION".

5. THE STATION AND OFFSET OF THE DRAINAGE STRUCTURES ADJACENT TO THE CONCRETE BARRIER ARE TO THE EDGE OF THE FRAME ADJACENT TO THE CONCRETE BARRIER. THE STATION AND OFFSET OF ALL OTHER DRAINAGE STRUCTURES ARE SCHEDULED TO THE CENTER OF THE FRAME.

6. FOR PROPOSED STORM SEWER OR PIPE CULVERT CONNECTIONS TO EXISTING PIPES, BOX CULVERTS OR STRUCTURES, THE CONNECTION AND REMOVAL OF CONCRETE TO MAKE NECESSARY HOLES IN THE EXISTING PIPES, BOX CULVERTS OR STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS OR PIPE CULVERTS OF THE SIZE, TYPE, CLASS AND OF THE PARTICULAR KIND OF MATERIAL WHEN SPECIFIED.

7. REMOVAL OF MANHOLES, CATCH BASINS AND ANY OTHER EXISTING DRAINAGE STRUCTURES IN THE EXISTING MEDIAN DITCH OF I-55 OR ELSEWHERE ON THE I-55 EXPRESSWAY, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE, EXCEPT FOR MEDIAN INLETS BOXES, WHICH SHALL BE PAID FOR SEPARATELY AS "MEDIAN INLET BOX REMOVAL".

8. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN ALL SURFACE DRAINAGE WITHIN THE PROJECT LIMITS. ALL STORM SEWER AND DITCH FLOWS MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

9. STATION OFFSETS AND RIM/GRATE ELEVATIONS FOR DRAINAGE STRUCTURES ADJACENT TO THE BARRIER BASE ARE BASED ON A 3 FOOT BARRIER BASE THAT IS CONSTRUCTED SYMMETRICAL ABOUT THE CENTERLINE. THE CONTRACTOR SHALL ADJUST THE ELEVATIONS AND OFFSET LOCATIONS SHOWN ON THE PLANS FOR ALL DRAINAGE STRUCTURES INSTALLED ALONG THE CONCRETE BARRIER AS NECESSARY TO ACCOMMODATE VARIABLE BARRIER BASE WIDTHS THAT ARE NEEDED TO ACCOMMODATE NORTHBOUND AND SOUTHBOUND ELEVATION DIFFERENTIALS $\frac{1}{64}$. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR THE APPLICABLE DRAINAGE STRUCTURES. FOR ADDITIONAL BARRIER BASE INFORMATION, SEE TYPICAL SECTIONS AND STANDARDS.

10. DURING STAGE I, THE FRAMES AND GRATES CONSTRUCTED ADJACENT TO THE CONCRETE BARRIER SHALL BE SET FLUSH WITH THE LEVEL OF THE BINDER COURSE AND THE GRATES SHALL BE BOLTED DOWN $\frac{1}{64}$ IMMEDIATELY PRIOR TO PLACING THE SURFACE COURSE DURING STAGE III OR AS DIRECTED BY THE ENGINEER. THE BOLTS AND ASSOCIATED HARDWARE SHALL BE REMOVED AND THE FRAMES AND GRATES SHALL BE ADJUSTED TO THE FINAL SURFACE ELEVATION IN ACCORDANCE WITH SECTION 603 "ADJUSTING FRAMES AND GRATES OF DRAINAGE AND UTILITY STRUCTURES." $\frac{1}{64}$ THE BOLTS AND ASSOCIATED HARDWARE SHALL BE DELIVERED TO THE I-55 BOLINGBROOK MAINTENANCE YARD AT 151 EAST SOUTH FRONTAGE ROAD, BOLINGBROOK, IL 60440 (PHONE # 630.739.5641). $\frac{1}{64}$ THE COST OF BOLTING THE GRATES DURING STAGE I AND THEN REMOVING THE BOLTS AND ASSOCIATED HARDWARE AND DELIVERING THEM TO THE IDOT MAINTENANCE FACILITY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR FRAMES AND GRATES OF THE TYPE SPECIFIED.

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

GENERAL NOTES

SCALE: NONE
 DATE: 02-23-07
 DRAWN BY RMH
 CHECKED BY DVS



FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 5 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | | SOQ-01 | OF 6 | |

| CODE NO. | ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION TYPE CODE | | | Non-Participating |
|----------|--|-------|----------------------|----------------------------------|----------------|----------------------------------|-------------------|
| | | | | ROADWAY | LOCKPORT | LIGHTING | |
| | | | | Sta. 594+66.34 to Sta. 751+75.00 | Sta. 684+31.15 | Sta. 594+66.34 to Sta. 751+75.00 | |
| | | | | I000-2A | SFTY-2A | Y030-1E | |
| 20200100 | EARTH EXCAVATION | CU YD | 9,650 | 9,650 | | | |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 13,425 | 13,425 | | | |
| 20700420 | POROUS GRANULAR EMBANKMENT, SUBGRADE | CU YD | 8,780 | 8,780 | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 3,754 | 3,754 | | | |
| 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | SQ YD | 26,333 | 26,333 | | | |
| 21101505 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 475 | 475 | | | |
| 21101625 | TOPSOIL FURNISH AND PLACE, 6" | SQ YD | 2,285 | 2,285 | | | |
| 25000210 | SEEDING, CLASS 2A | ACRE | 1.50 | 1.50 | | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 135 | 135 | | | |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 135 | 135 | | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 135 | 135 | | | |
| 25100630 | EROSION CONTROL BLANKET | SQ YD | 7,281 | 7,281 | | | |
| 25100115 | MULCH, METHOD 2 | ACRE | 6.50 | 6.50 | | | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 636 | 636 | | | |
| 28000300 | TEMPORARY DITCH CHECKS | EACH | 5 | 5 | | | |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 6 | 6 | | | |
| 28000510 | INLET FILTERS | EACH | 81 | 81 | | | |
| 28100105 | STONE RIPRAP, CLASS A3 | SQ YD | 40 | 40 | | | |
| 28200200 | FILTER FABRIC | SQ YD | 40 | 40 | | | |
| 31101400 | SUB-BASE GRANULAR MATERIAL, TYPE B 6" | SQ YD | 7,131 | 7,131 | | | |
| 35300510 | PORTLAND CEMENT CONCRETE BASE COURSE 10 1/2" | SQ YD | 3,810 | 3,810 | | | |
| 35501316 | HOT-MIX ASPHALT BASE COURSE, 8" | SQ YD | 36,486 | 36,486 | | | |
| 35501325 | HOT-MIX ASPHALT BASE COURSE, 10 1/4" | SQ YD | 235 | 235 | | | |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 127.1 | 127.1 | | | |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 17.9 | 17.9 | | | |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 14.0 | 14.0 | | | |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 4 | 4 | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 767 | 767 | | | |
| 40601005 | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES | TON | 588.1 | 588.1 | | | |
| 40603085 | HOT-MIX ASPHALT BINDER COURSE, IL-19, N70 | TON | 1,384 | 1,384 | | | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 2,156 | 2,156 | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 3,576 | 3,576 | | | |

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUMMARY OF QUANTITIES



SCALE: NONE
 DATE: 02-23-07

DRAWN BY AR
 CHECKED BY SV

FINAL

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|---------------------|----------------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 6 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | SOQ-02 | OF | 6 | |

| CODE NO. | ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION TYPE CODE | | | Non-Participating 100% STATE |
|----------|---|-------|----------------------|---|----------------------------|--|---------------------------------|
| | | | | ROADWAY Sta. 594+66.34 to Sta. 751+75.00 | LOCKPORT Sta. 684+31.15 | LIGHTING Sta. 594+66.34 to Sta. 751+75.00 | |
| | | | | 1000-2A | SFTY-2A | Y030-1E | |
| 44000163 | HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2" | SQ YD | 46,800 | 46,800 | | | |
| 44000198 | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | SQ YD | 19,722 | 19,722 | | | |
| 44002214 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 1/2" | SQ YD | 2,925 | 2,925 | | | |
| 44002228 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 7" | SQ YD | 23 | 23 | | | |
| 44000920 | BITUMINOUS CONCRETE SHOULDER REMOVAL | SQ YD | 11,007 | 11,007 | | | |
| 44201761 | CLASS D PATCHES, TYPE I, 10 INCH | SQ YD | 234 | 234 | | | |
| 44201765 | CLASS D PATCHES, TYPE II, 10 INCH | SQ YD | 1,521 | 1,521 | | | |
| 44201769 | CLASS D PATCHES, TYPE III, 10 INCH | SQ YD | 257 | 257 | | | |
| 44201771 | CLASS D PATCHES, TYPE IV, 10 INCH | SQ YD | 351 | 351 | | | |
| 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 53,674 | 53,674 | | | |
| 48101600 | AGGREGATE SHOULDERS, TYPE B 8" | SQ YD | 1,362 | 1,362 | | | |
| 50102400 | CONCRETE REMOVAL | CU YD | 0.9 | | 0.9 | | |
| 50104400 | CONCRETE HEADWALL REMOVAL | EACH | 3 | 3 | | | |
| 50300225 | CONCRETE STRUCTURES | CU YD | 6.6 | | 6.6 | | |
| 50300300 | PROTECTIVE COAT | SQ YD | 3052 | 3,052 | | | |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 340 | | 340 | | |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 3 | 3 | | | |
| 54213675 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30" | EACH | 1 | 1 | | | |
| 54215979 | REINFORCED CONCRETE PIPE ELBOW, 24" | EACH | 3 | 3 | | | |
| 54247130 | GRATING FOR CONCRETE FLARED END SECTION 24" | EACH | 3 | 3 | | | |
| 54247150 | GRATING FOR CONCRETE FLARED END SECTION 30" | EACH | 1 | 1 | | | |
| 55019500 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12" | FOOT | 1,176 | 1,176 | | | |
| 55019600 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 15" | FOOT | 316 | 316 | | | |
| 55019900 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 24" | FOOT | 74 | 74 | | | |
| 55021600 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 12" | FOOT | 2,041 | 2,041 | | | |
| 55021700 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 15" | FOOT | 1,473 | 1,473 | | | |
| 55021800 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 18" | FOOT | 297 | 297 | | | |
| 55021900 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 21" | FOOT | 839 | 839 | | | |
| 55022000 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 24" | FOOT | 591 | 591 | | | |
| 55022100 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 27" | FOOT | 297 | 297 | | | |
| 55022200 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 30" | FOOT | 1,039 | 1,039 | | | |
| 55034200 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 23, RISE 14 | FOOT | 1,088 | 1,088 | | | |
| 55039700 | STORM SEWERS TO BE CLEANED | FOOT | 728 | | | | 728 |

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

SUMMARY OF QUANTITIES

SCALE: NONE
 DATE: 02-23-07

DRAWN BY: AR
 CHECKED BY: SJV



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|---------------------|----------------|---------------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 7 |
| STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | S00-03 OF 6 | | |

90% FED. / 10% STATE

| CODE NO. | ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION TYPE CODE | | | Non-Participating |
|------------|--|--------|----------------------|--|---------------------------------------|---|-------------------|
| | | | | ROADWAY Sta. 594+66.34 to Sta. 751+75.00 I000-2A | LOCKPORT Sta. 684+31.15 SFTY-2A | LIGHTING Sta. 594+66.34 to Sta. 751+75.00 Y030-1E | |
| 55100900 | STORM SEWER REMOVAL 18" | FOOT | 257 | 257 | | | |
| 55101200 | STORM SEWER REMOVAL 24" | FOOT | 40 | 40 | | | |
| 59000200 | EPOXY CRACK INJECTION | FOOT | 3 | | 3 | | |
| 60107700 | PIPE UNDERDRAINS 6" | FOOT | 15,454 | 15,454 | | | |
| 60108200 | PIPE UNDERDRAINS 6" (SPECIAL) | FOOT | 300 | 300 | | | |
| 60201310 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE | EACH | 60 | 60 | | | |
| 60205010 | CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE | EACH | 20 | 20 | | | |
| 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | |
| 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | |
| 60300105 | FRAMES AND GRATES TO BE ADJUSTED | EACH | 83 | 83 | | | |
| 60500040 | REMOVING MANHOLES | EACH | 4 | 4 | | | |
| 60602200 | CONCRETE GUTTER | FOOT | 4,712.5 | 4,712.5 | | | |
| * 63000000 | STEEL PLATE BEAM GUARD RAIL, TYPE A | FOOT | 2,300.0 | 2,300.0 | | | |
| * 63100045 | TRAFFIC BARRIER TERMINAL, TYPE 2 | EACH | 1 | 1 | | | |
| * 63100085 | TRAFFIC BARRIER TERMINAL, TYPE 6 | EACH | 1 | 1 | | | |
| * 63100167 | TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT) | EACH | 2 | 2 | | | |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 918 | 918 | | | |
| 63304395 | TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 2 | EACH | 1 | 1 | | | |
| 63500105 | DELINEATORS | EACH | 225 | 225 | | | |
| 63700805 | CONCRETE BARRIER TRANSITION | FOOT | 49 | 49 | | | |
| 63700900 | CONCRETE BARRIER BASE | FOOT | 8,841 | 8,841 | | | |
| 64200105 | SHOULDER RUMBLE STRIP | FOOT | 18,174 | 18,174 | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | |
| 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 36 | 36 | | | |
| 70300520 | PAVEMENT MARKING TAPE, TYPE III 4" | FOOT | 135,443 | 135,443 | | | |
| 70300530 | PAVEMENT MARKING TAPE, TYPE III 5" | FOOT | 22,005 | 22,005 | | | |
| 70300550 | PAVEMENT MARKING TAPE, TYPE III 8" | FOOT | 5,134 | 5,134 | | | |
| 70300560 | PAVEMENT MARKING TAPE, TYPE III 12" | FOOT | 368 | 368 | | | |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 58,108 | 58,108 | | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 17,860 | 17,860 | | | |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 4,200 | 4,200 | | | |
| * 72000200 | SIGN PANEL - TYPE 2 | SQ FT | 100 | 100 | | | |

* SPECIALTY ITEMS

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

SUMMARY OF QUANTITIES

SCALE: NONE
DATE: 02-23-07

DRAWN BY AR
CHECKED BY SJV



FINAL

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|---------------------|----------------|------------------|-----------------|--------------|
| FAI RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 8 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | SOQ-04 OF 6 | |

| SUMMARY OF QUANTITIES | | | | 90% FED. / 10% STATE | | | 100% STATE Non-Participating Y002-1C |
|-----------------------|---|-------|----------------------------|---|----------------------------|--|--|
| CODE NO. | ITEM | UNIT | URBAN TOTAL QUANTITY | ROADWAY Sta. 594+66.34 to Sta. 751+75.00 | LOCKPORT Sta. 684+31.15 | LIGHTING Sta. 594+66.34 to Sta. 751+75.00 | |
| 72000300 | SIGN PANEL - TYPE 3 | SQ FT | 944 | I000-2A | SFTY-2A | Y030-1E | 944 |
| 72400100 | REMOVE SIGN PANEL ASSEMBLY - TYPE A | EACH | 2 | | | | |
| 72400200 | REMOVE SIGN PANEL ASSEMBLY - TYPE B | EACH | 7 | | | | |
| 72400330 | REMOVE SIGN PANEL - TYPE 3 | SQ FT | 889 | | | | |
| 72600100 | MILE POST MARKER ASSEMBLY | EACH | 2 | | | | |
| 72700100 | STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY | POUND | 3,894 | | | | |
| 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 32 | | | | |
| 73000100 | WOOD SIGN SUPPORT | FOOT | 103 | | | | |
| * 73302170 | OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (36" X 5'-6") | FOOT | 26 | | | | |
| 73305000 | OVERHEAD SIGN STRUCTURE WALKWAY | FOOT | 16 | | | | |
| 73400100 | CONCRETE FOUNDATIONS | CU YD | 7.0 | | | | |
| 73600200 | REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER | EACH | 1 | | | | |
| 73700100 | REMOVE GROUND-MOUNTED SIGN SUPPORT | EACH | 11 | | | | |
| 73700200 | REMOVE CONCRETE FOUNDATION - GROUND MOUNT | EACH | 11 | | | | |
| 73700300 | REMOVE CONCRETE FOUNDATION - OVERHEAD | EACH | 1 | | | | |
| 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 58,652 | | | | |
| 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 3,106 | | | | |
| 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 772 | | | | |
| 78003110 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" | FOOT | 1,133 | | | | |
| 78003120 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5" | FOOT | 55,001 | | | | |
| 78005110 | EPOXY PAVEMENT MARKING, LINE 4" | FOOT | 15,100 | | | | |
| 78005120 | EPOXY PAVEMENT MARKING, LINE 5" | FOOT | 1,888 | | | | |
| 78005150 | EPOXY PAVEMENT MARKING, LINE 12" | FOOT | 321 | | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1,469 | | | | |
| 78100300 | REPLACEMENT REFLECTOR | EACH | 251 | | | | |
| 78200100 | MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR | EACH | 3,572 | | | | |
| 78200410 | GUARDRAIL MARKERS, TYPE A | EACH | 25 | | | | |
| 78200530 | BARRIER WALL MARKERS, TYPE C | EACH | 177 | | | | |
| 78201000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 1 | | | | |
| 78300100 | PAVEMENT MARKING REMOVAL | SO FT | 52,427 | | | | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 1,469 | | | | |
| * 81018700 | CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL | FOOT | 60 | | | | 60 |

* SPECIALTY ITEMS

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

SUMMARY OF QUANTITIES

SCALE: NONE
DATE: 02-23-07

DRAWN BY AR
CHECKED BY SJV



FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 9 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | SOQ-05 OF 6 | | |

| SUMMARY OF QUANTITIES | | | | 90% FED. / 10% STATE | | | Non-Participating |
|-----------------------|--|--------|----------------------|---|---------------------------------------|--|-------------------|
| CODE NO. | ITEM | UNIT | URBAN TOTAL QUANTITY | ROADWAY Sta. 594+66.34 to Sta. 751+75.00 I000-2A | LOCKPORT Sta. 684+31.15 SFTY-2A | LIGHTING Sta. 594+66.34 to Sta. 751+75.00 Y030-1E | |
| * 81603210 | UNIT DUCT, 600V, 3-1/C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE | FOOT | 2,141 | | | 2,141 | |
| * 81900200 | TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 1,994 | | | 1,994 | |
| * 83600300 | LIGHT POLE FOUNDATION, 30" DIAMETER | FOOT | 72 | | | 72 | |
| * 83800205 | BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE | EACH | 8 | | | 8 | |
| * 84200500 | REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE | EACH | 2 | | | 2 | |
| * 84200700 | LIGHTING FOUNDATION REMOVAL | EACH | 8 | | | 8 | |
| * 84400105 | RELOCATE EXISTING LIGHTING UNIT | EACH | 8 | | | 8 | |
| X0322054 | REMOVAL OF PRECAST FLARED END SECTION | EACH | 4 | 4 | | | |
| X0322256 | TEMPORARY INFORMATION SIGNING | SQ FT | 1,300 | 1,300 | | | |
| X0322323 | WEED CONTROL, TEASEL | GALLON | 2.5 | 2.5 | | | |
| X0322729 | MATERIAL TRANSFER DEVICE | TON | 20,168 | 20,168 | | | |
| X0323426 | SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING | EACH | 27 | 27 | | | |
| * X0323574 | MAINTENANCE OF LIGHTING SYSTEM | CALMO | 18 | | | 18 | |
| X0323879 | SERVICE PATROL | CAL DA | 360 | 360 | | | |
| X0323973 | SEDIMENT CONTROL, SILT FENCE | FOOT | 3,382 | 3,382 | | | |
| X0323974 | SEDIMENT CONTROL, SILT FENCE MAINTENANCE | FOOT | 846 | 846 | | | |
| X0324045 | SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL | EACH | 6 | 6 | | | |
| * X0324181 | DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE | EACH | 1 | | | 1 | |
| X0324685 | TEST STRIP (STONE MATRIX ASPHALT) | EACH | 2 | 2 | | | |
| X0324774 | SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE | SQ YD | 1,400 | 1,400 | | | |
| X0324775 | SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE | SQ YD | 350 | 350 | | | |
| X0484300 | MEDIAN INLET BOX REMOVAL | EACH | 2 | 2 | | | |
| X4066580 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 | TON | 10,084 | 10,084 | | | |
| X4066685 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80 | TON | 10,084 | 10,084 | | | |
| X6370940 | CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | FOOT | 8,792 | 8,792 | | | |
| X6700410 | ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL) | CAL MO | 18 | 18 | | | |
| X6700600 | ENGINEER'S FIELD LABORATORY (SPECIAL) | CAL MO | 18 | 18 | | | |
| X7011015 | TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) | L SUM | 1 | 1 | | | |
| X7013820 | TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS | CAL DA | 360 | 360 | | | |
| XX002870 | AGGREGATE SHOULDERS, TYPE B (SPECIAL) | SQ YD | 5,983 | 5,983 | | | |
| Z0001050 | AGGREGATE SUBGRADE 12" | SQ YD | 39,444 | 39,444 | | | |

* SPECIALTY ITEMS



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

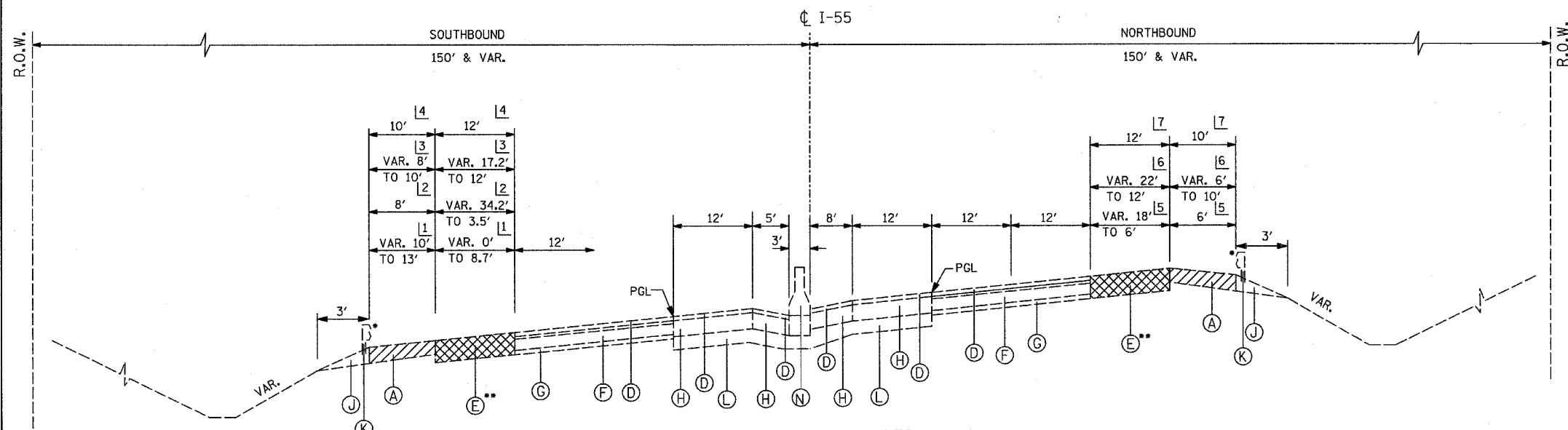
SUMMARY OF QUANTITIES

SCALE: NONE
 DATE: 02-23-07

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 CHECKED BY SJV

FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 11 |
| STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | TYP 01 OF 06 | | |



EXISTING SUPERELEVATED TYPICAL SECTION

- 1 STA. 594+66.34 TO STA. 598+87.61
- 2 STA. 598+87.61 TO STA. 600+48.66
- 3 STA. 600+48.66 TO STA. 604+33.47
- 4 STA. 604+33.47 TO STA. 606+27.41

- STA. 594+66.34 TO STA. 606+27.41 (SB)
- STA. 599+04.53 TO STA. 607+99.33 (NB)

- 5 STA. 599+04.53 TO STA. 599+92.83
- 6 STA. 599+92.83 TO STA. 602+10.20
- 7 STA. 602+10.20 TO STA. 607+99.33

* FOR GUARDRAIL LOCATIONS SEE ROADWAY PLANS.
 ** SOUTHBOUND PAVEMENT REMOVAL FROM STA. 594+66.34 TO STA. 604+33.47

* FOR GUARDRAIL LOCATIONS SEE ROADWAY PLANS.
 ** NORTHBOUND PAVEMENT REMOVAL FROM STA. 599+04.53 TO STA. 602+10.20

EXISTING

- (A) BITUMINOUS CONCRETE SHOULDER REMOVAL
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (D) POLYMERIZED BITUMINOUS CONCRETE PAVEMENT
- (E) PAVEMENT REMOVAL
- (F) P.C.C. PAVEMENT
- (G) SUB-BASE GRANULAR MATERIAL
- (H) HOT-MIX ASPHALT BASE COURSE
- (I) BITUMINOUS CONCRETE SHOULDER
- (J) AGGREGATE SHOULDER
- (K) GUARDRAIL
- (L) AGGREGATE SUBGRADE
- (M) HOT-MIX ASPHALT BINDER COURSE
- (N) CONCRETE BARRIER

PROPOSED

- 1 POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- 2 POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- 3 HOT-MIX ASPHALT BASE COURSE, 8"
- 4 HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
- 5 P.C.C. CONCRETE BASE COURSE, 10-1/2"
- 6 CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- 7 AGGREGATE SUBGRADE, 12"
- 8 SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- 9 SHOULDER RUMBLE STRIP
- 10 CONCRETE BARRIER BASE
- 11 LONGITUDINAL CONSTRUCTION JOINT AND NO. 25 EPOXY COATED DEFORMED TIE BARS (DRILL AND GROUT)
- 12 AGGREGATE SHOULDERS, TYPE B 8"
- 13 CLASS D PATCHES, 10" (SEE NOTE 1)
- 14 HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- 15 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- 16 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- 17 AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- 18 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 19 POROUS GRANULAR EMBANKMENT, SUBGRADE 12"
- 20 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

MIXTURE REQUIREMENTS

| APPLICATION (SEE TYPICAL SECTIONS) | MIXTURE TYPE | AC TYPE | AIR VOIDS |
|---|---|---------------------|-----------|
| I-55 MAINLINE NEW INSIDE LANES, INSIDE SHOULDERS AND EXIST. LANES | POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT | SBS/SBR PG 76-28/22 | 4% @ N80 |
| I-55 MAINLINE NEW INSIDE LANES, INSIDE SHOULDERS AND EXIST. LANES | POLYMERIZED HMA BINDER COURSE, STONE MATRIX ASPHALT | SBS/SBR PG 76-28/22 | 4% @ N80 |
| I-55 MAINLINE NEW INSIDE LANES AND INSIDE SHOULDERS | HMA BASE COURSE, (HMA BINDER IL-19) - (MIN LIFT 2 1/4"); 8" | PG 64-22 | 4% @ N90 |
| I-55 MAINLINE NEW INSIDE LANES AND INSIDE SHOULDERS (BOTTOM LIFT) | HMA BASE COURSE, (HMA BINDER IL-19); 2-1/2" | PG 58-22 | 4% @ N50 |
| I-55 MAINLINE EXISTING LANES AND OVER SEWER LATERALS | CLASS D PATCHES (HMA BINDER IL-25) | PG 64-22 | 4% @ N105 |
| I-55 MAINLINE EXISTING LANES AND OVER SEWER LATERALS | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-25) | PG 64-22 | 4% @ N105 |
| I-55 MAINLINE EXIST. OUTSIDE SHOULDERS, RAMPS LANES SURFACE | HOT-MIX ASPHALT SURFACE COURSE, " MIX "D", (IL-9.5mm) | PG 64-22 | 4% @ N70 |
| I-55 MAINLINE OUTSIDE NEW SHOULDERS AND RAMPS NEW SHOULDERS | HOT-MIX ASPHALT BINDER COURSE, IL-19 | PG 64-22/* | 4% @ N70 |

WEIGHT NOTE:

- 1) THE UNIT WEIGHT USED TO CALCULATE THE PLAN QUANTITY FOR STONE MATRIX HOT-MIX ASPHALT SURFACE COURSE IS 135 LBS/SQ YD/ INCH THICKNESS.
- 2) THE UNIT WEIGHT USED TO CALCULATE ALL OTHER HOT-MIX SURFACE MIXTURES OF 112 LBS/SQ YD/ INCH THICKNESS.
- 3) * WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

NOTES:

- 1. CLASS D PATCHES SHALL BE PLACED AT LOCATIONS AS APPROVED BY THE ENGINEER. THE DEPTH OF THE PATCH SHALL BE EQUAL TO THE THICKNESS OF EXISTING P.C.C. PAVEMENT AND SHALL NOT INCLUDE THE DEPTH OF THE HOT-MIX ASPHALT SURFACE REMOVAL, 3-1/2".
- 2. SEE STANDARD 637006 FOR ADDITIONAL CONCRETE BARRIER DETAILS.
- 3. ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS AND CANNOT BE MUCKED INTO PLACE.
- 4. THE FURNISHING AND PLACING OF TIE BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER BASE.
- 5. THE COST OF ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL (WHERE NEEDED) SHALL BE INCLUDED IN THE CONTRACT UNIT COST FOR "SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

TYPICAL SECTIONS

SCALE: NONE
 DATE: 02-23-07

DRAWN BY: DM
 CHECKED BY: DVS



FINAL

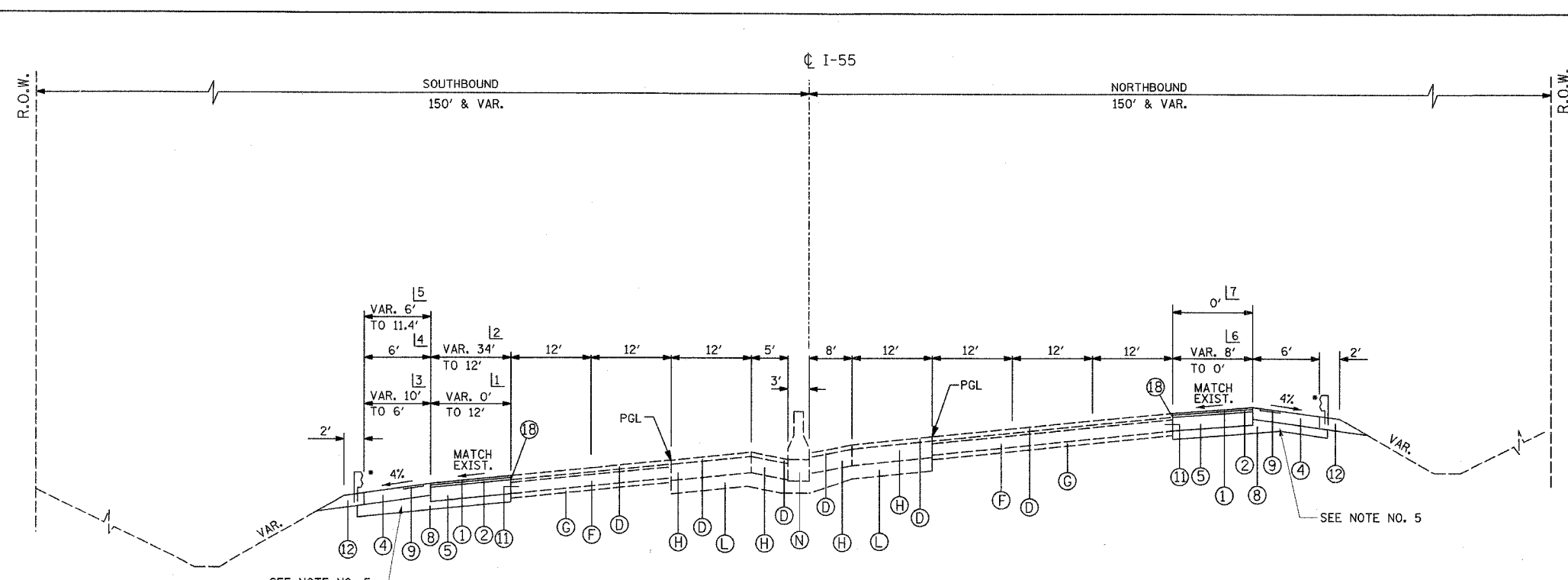
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 12 |
| STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | TYP 02 OF 06 | | |

EXISTING

- (A) BITUMINOUS CONCRETE SHOULDER REMOVAL
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (D) POLYMERIZED BITUMINOUS CONCRETE PAVEMENT
- (E) PAVEMENT REMOVAL
- (F) P.C.C. PAVEMENT
- (G) SUB-BASE GRANULAR MATERIAL
- (H) HOT-MIX ASPHALT BASE COURSE
- (I) BITUMINOUS CONCRETE SHOULDER
- (J) AGGREGATE SHOULDER
- (K) GUARDRAIL
- (L) AGGREGATE SUBGRADE
- (M) HOT-MIX ASPHALT BINDER COURSE
- (N) CONCRETE BARRIER

PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 8"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
- (5) P.C.C. CONCRETE BASE COURSE, 10-1/2"
- (6) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- (7) AGGREGATE SUBGRADE, 12"
- (8) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- (9) SHOULDER RUMBLE STRIP
- (10) CONCRETE BARRIER BASE
- (11) LONGITUDINAL CONSTRUCTION JOINT AND NO. 25 EPOXY COATED DEFORMED TIE BARS (DRILL AND GROUT)
- (12) AGGREGATE SHOULDERS, TYPE B 8"
- (13) CLASS D PATCHES, 10" (SEE NOTE 1)
- (14) HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- (15) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- (16) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- (17) AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- (18) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (19) POROUS GRANULAR EMBANKMENT, SUBGRADE 12"
- (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION



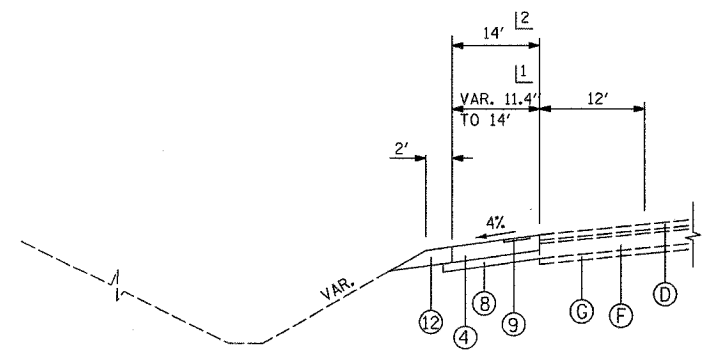
- SOUTHBOUND**
- [1] STA. 594+66.34 TO STA. 600+16.26
 - [2] STA. 600+16.26 TO STA. 604+33.47
 - [3] STA. 594+66.34 TO STA. 596+86.68
 - [4] STA. 596+86.68 TO STA. 603+82.78
 - [5] STA. 603+82.78 TO STA. 604+33.47

PROPOSED SUPERELEVATED TYPICAL SECTION

STA. 594+66.34 TO STA. 606+27.41 (SB)
 STA. 599+04.53 TO STA. 607+99.33 (NB)

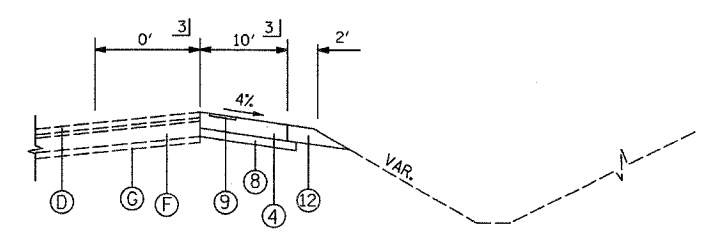
- NORTHBOUND**
- [6] STA. 602+10.20 TO STA. 605+69.32
 - [7] STA. 605+69.32 TO STA. 607+99.33

*FOR GUARDRAIL LOCATIONS SEE ROADWAY PLANS.



- SOUTHBOUND**
- [1] STA. 604+33.47 TO STA. 605+86.26
 - [2] STA. 605+86.26 TO STA. 606+27.41

CONTRACT OMISSION:
 STA. 606+27.41 TO STA. 641+00.00 (SB)
 STA. 607+99.43 TO STA. 641+00.00 (NB)



- NORTHBOUND**
- [3] STA. 599+04.53 TO STA. 602+10.20

NOTES:

1. CLASS D PATCHES SHALL BE PLACED AT LOCATIONS AS APPROVED BY THE ENGINEER. THE DEPTH OF THE PATCH SHALL BE EQUAL TO THE THICKNESS OF EXISTING P.C.C. PAVEMENT AND SHALL NOT INCLUDE THE DEPTH OF THE HOT-MIX ASPHALT SURFACE REMOVAL, 3-1/2".
2. SEE STANDARD 637006 FOR ADDITIONAL CONCRETE BARRIER DETAILS.
3. ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS AND CANNOT BE MUCKED INTO PLACE.
4. THE FURNISHING AND PLACING OF TIE BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER BASE.
5. THE COST OF ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL (WHERE NEEDED) SHALL BE INCLUDED IN THE CONTRACT UNIT COST FOR "SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

TYPICAL SECTIONS

SCALE: NONE
 DATE: 02-23-07
 DRAWN BY: DM
 CHECKED BY: DVS



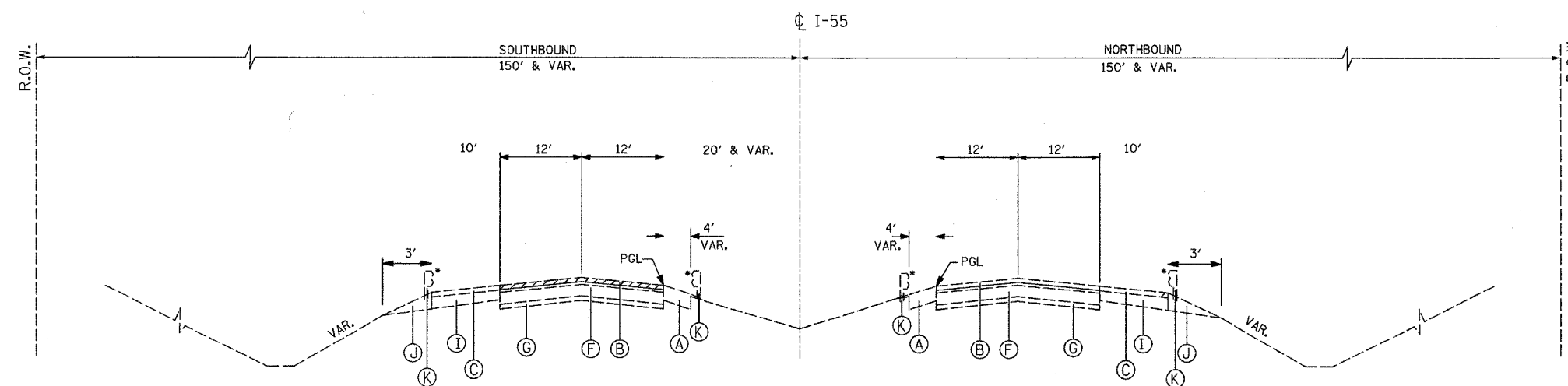
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 13 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | TYP 03 OF 06 | | |

EXISTING

- (A) BITUMINOUS CONCRETE SHOULDER REMOVAL
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (D) POLYMERIZED BITUMINOUS CONCRETE PAVEMENT
- (E) PAVEMENT REMOVAL
- (F) P.C.C. PAVEMENT
- (G) SUB-BASE GRANULAR MATERIAL
- (H) HOT-MIX ASPHALT BASE COURSE
- (I) BITUMINOUS CONCRETE SHOULDER
- (J) AGGREGATE SHOULDER
- (K) GUARDRAIL
- (L) AGGREGATE SUBGRADE
- (M) HOT-MIX ASPHALT BINDER COURSE
- (N) CONCRETE BARRIER

PROPOSED

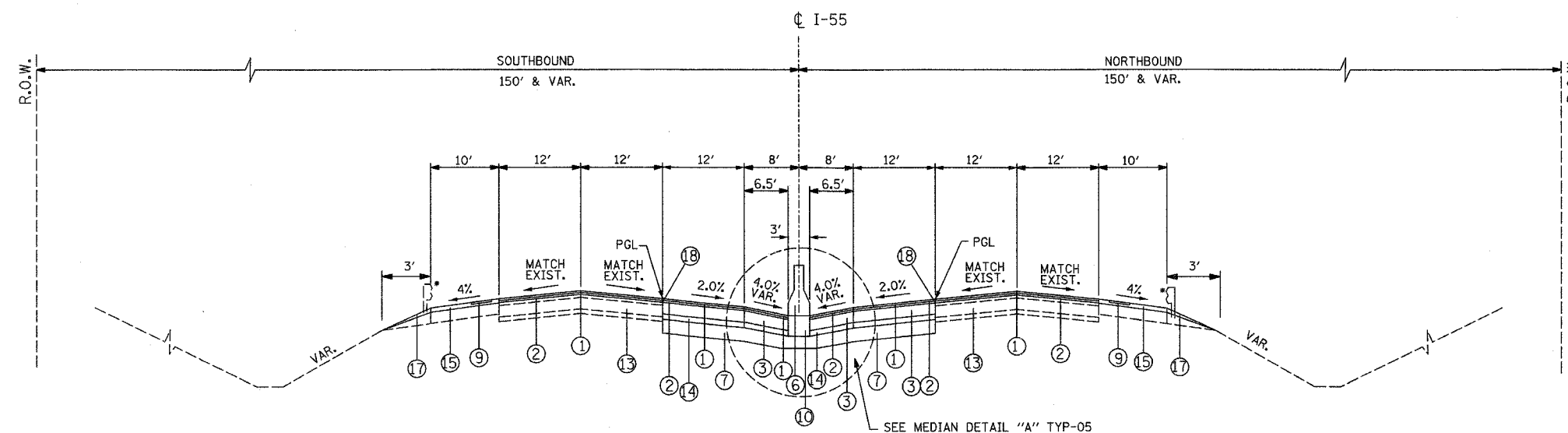
- (1) POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 8"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
- (5) P.C.C. CONCRETE BASE COURSE, 10-1/2"
- (6) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- (7) AGGREGATE SUBGRADE, 12"
- (8) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- (9) SHOULDER RUMBLE STRIP
- (10) CONCRETE BARRIER BASE
- (11) LONGITUDINAL CONSTRUCTION JOINT AND NO. 25 EPOXY COATED DEFORMED TIE BARS (DRILL AND GROUT)
- (12) AGGREGATE SHOULDERS, TYPE B 8"
- (13) CLASS D PATCHES, 10" (SEE NOTE 1)
- (14) HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- (15) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- (16) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- (17) AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- (18) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (19) POROUS GRANULAR EMBANKMENT, SUBGRADE 12"
- (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION



EXISTING TYPICAL SECTION

STA. 641+00.00 TO STA. 700+00.00
 STA. 722+00.00 TO STA. 751+75.00

* FOR GUARDRAIL LOCATIONS SEE ROADWAY PLANS.



PROPOSED TYPICAL SECTION

STA. 641+00.00 TO STA. 700+00.00
 STA. 722+00.00 TO STA. 751+75.00

* FOR GUARDRAIL LOCATIONS SEE ROADWAY PLANS.

CONTRACT OMISSION:
 STA. 700+00.00 TO STA. 722+00.00 (SB)
 STA. 700+00.00 TO STA. 722+00.00 (NB)

NOTES:

1. CLASS D PATCHES SHALL BE PLACED AT LOCATIONS AS APPROVED BY THE ENGINEER. THE DEPTH OF THE PATCH SHALL BE EQUAL TO THE THICKNESS OF EXISTING P.C.C. PAVEMENT AND SHALL NOT INCLUDE THE DEPTH OF THE HOT-MIX ASPHALT SURFACE REMOVAL, 3-1/2".
2. SEE STANDARD 637006 FOR ADDITIONAL CONCRETE BARRIER DETAILS.
3. ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS AND CANNOT BE MUCKED INTO PLACE.
4. THE FURNISHING AND PLACING OF TIE BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER BASE.
5. THE COST OF ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL (WHERE NEEDED) SHALL BE INCLUDED IN THE CONTRACT UNIT COST FOR "SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

TYPICAL SECTIONS

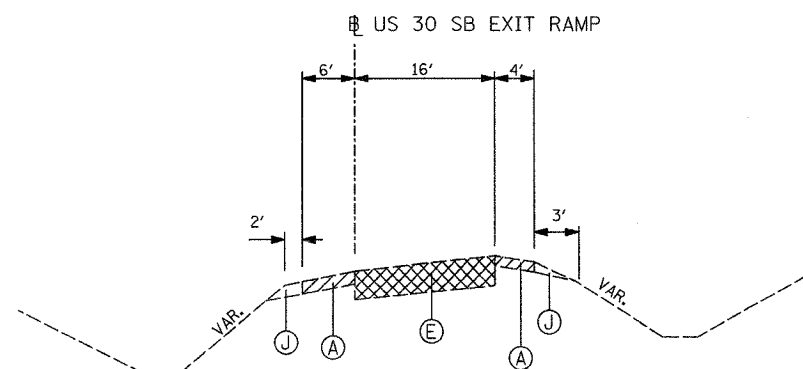
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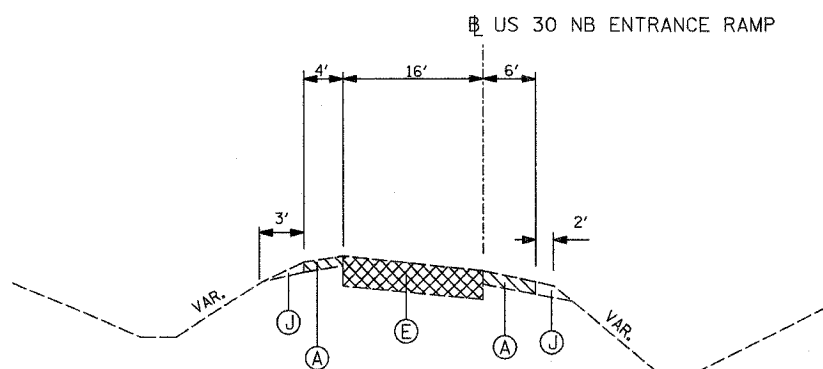


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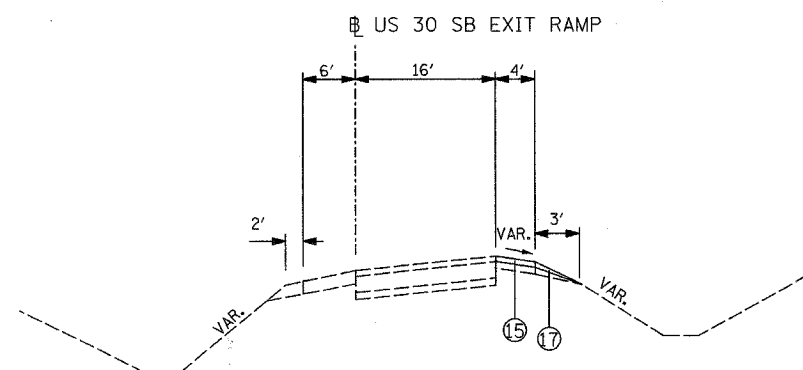
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 14 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | TYP 04 OF 06 | | |



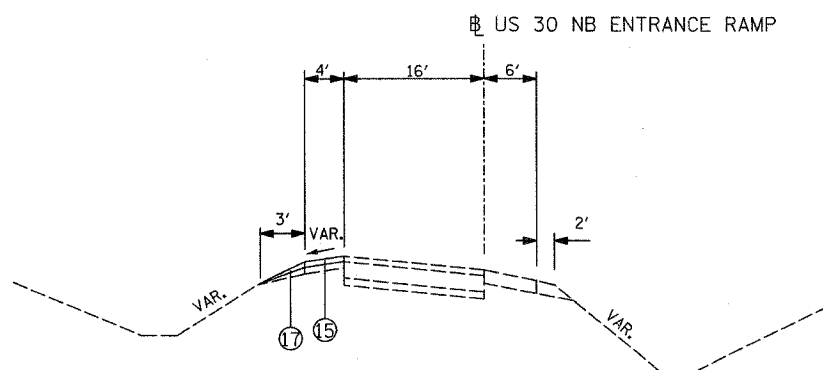
EXISTING TYPICAL SECTION
STA. 1509+23.93 TO STA. 1515+63.83



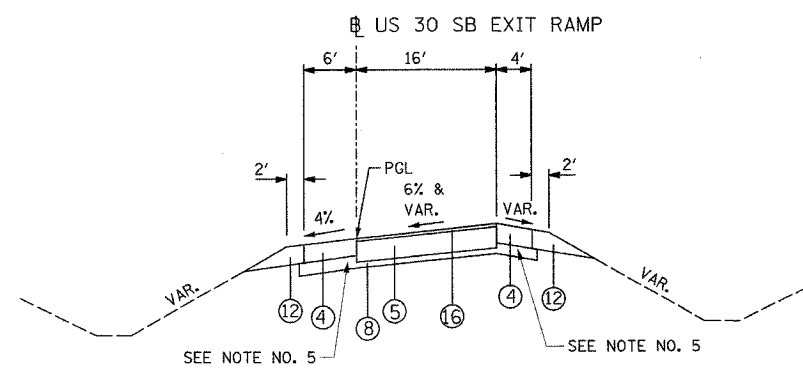
EXISTING TYPICAL SECTION
STA. 50+91.40 TO STA. 57+45.58



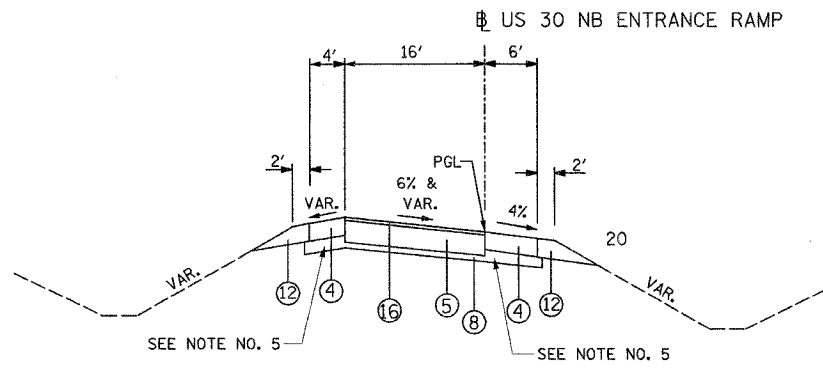
PROPOSED TYPICAL SECTION
STA. 1509+23.93 TO STA. 1510+23.93



PROPOSED TYPICAL SECTION
STA. 50+91.40 TO STA. 51+91.40



PROPOSED TYPICAL SECTION
STA. 1510+23.93 TO STA. 1515+30.92



PROPOSED TYPICAL SECTION
STA. 51+91.40 STA. 59+65.87

NOTES:

1. CLASS D PATCHES SHALL BE PLACED AT LOCATIONS AS APPROVED BY THE ENGINEER. THE DEPTH OF THE PATCH SHALL BE EQUAL TO THE THICKNESS OF EXISTING P.C.C. PAVEMENT AND SHALL NOT INCLUDE THE DEPTH OF THE HOT-MIX ASPHALT SURFACE REMOVAL, 3-1/2".
2. SEE STANDARD 637006 FOR ADDITIONAL CONCRETE BARRIER DETAILS.
3. ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS AND CANNOT BE MUCKED INTO PLACE.
4. THE FURNISHING AND PLACING OF TIE BARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER BASE.
5. THE COST OF ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL (WHERE NEEDED) SHALL BE INCLUDED IN THE CONTRACT UNIT COST FOR "SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

EXISTING

- (A) BITUMINOUS CONCRETE SHOULDER REMOVAL
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (D) POLYMERIZED BITUMINOUS CONCRETE PAVEMENT
- (E) PAVEMENT REMOVAL
- (F) P.C.C. PAVEMENT
- (G) SUB-BASE GRANULAR MATERIAL
- (H) HOT-MIX ASPHALT BASE COURSE
- (I) BITUMINOUS CONCRETE SHOULDER
- (J) AGGREGATE SHOULDER
- (K) GUARDRAIL
- (L) AGGREGATE SUBGRADE
- (M) HOT-MIX ASPHALT BINDER COURSE
- (N) CONCRETE BARRIER

PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 8"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
- (5) P.C.C. CONCRETE BASE COURSE, 10-1/2"
- (6) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- (7) AGGREGATE SUBGRADE, 12"
- (8) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- (9) SHOULDER RUMBLE STRIP
- (10) CONCRETE BARRIER BASE
- (11) LONGITUDINAL CONSTRUCTION JOINT AND NO. 25 EPOXY COATED DEFORMED TIE BARS (DRILL AND GROUT)
- (12) AGGREGATE SHOULDERS, TYPE B 8"
- (13) CLASS D PATCHES, 10" (SEE NOTE 1)
- (14) HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- (15) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- (16) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- (17) AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- (18) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (19) POROUS GRANULAR EMBANKMENT, SUBGRADE 12"
- (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

TYPICAL SECTIONS

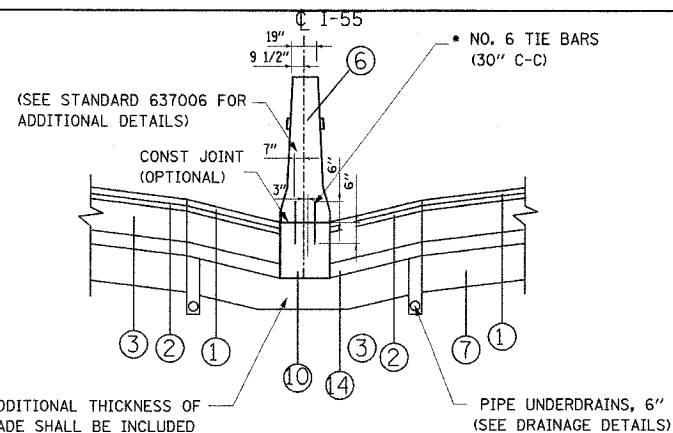
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DATE: 02-23-07

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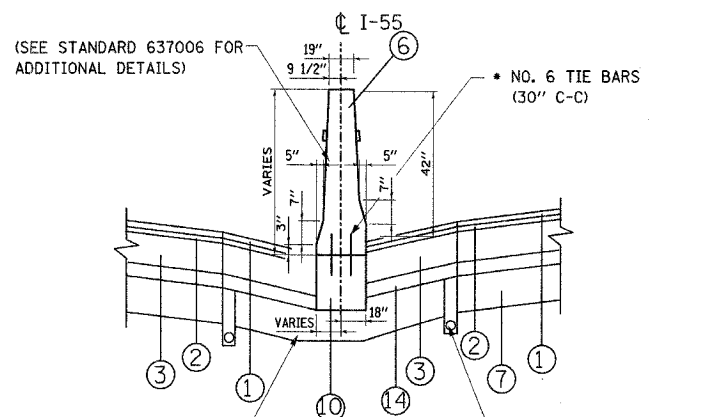
FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 15 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | TYP 05 OF 06 | | |



MEDIAN DETAIL A
TYPICAL CONCRETE BARRIER

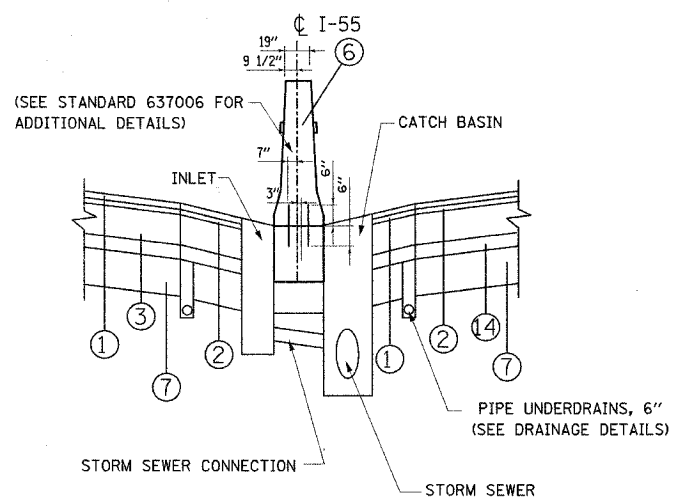
COST OF ADDITIONAL THICKNESS OF AGG SUBGRADE SHALL BE INCLUDED IN CONTRACT UNIT COST FOR "AGGREGATE SUBGRADE, 12"



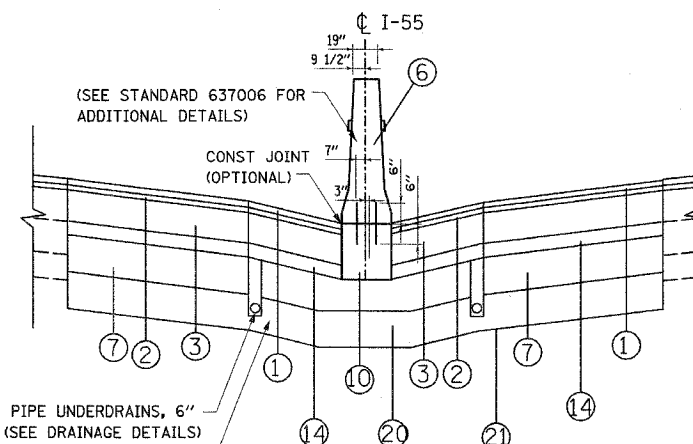
MEDIAN DETAIL B
TYPICAL CONCRETE BARRIER (VARIABLE HEIGHT)

COST OF ADDITIONAL THICKNESS OF AGG SUBGRADE SHALL BE INCLUDED IN CONTRACT UNIT COST FOR "AGGREGATE SUBGRADE, 12"

* TIE BARS ARE ONLY REQUIRED WITH OPTIONAL CONSTRUCTION JOINT. THE BARS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "CONCRETE BARRIER BASE"



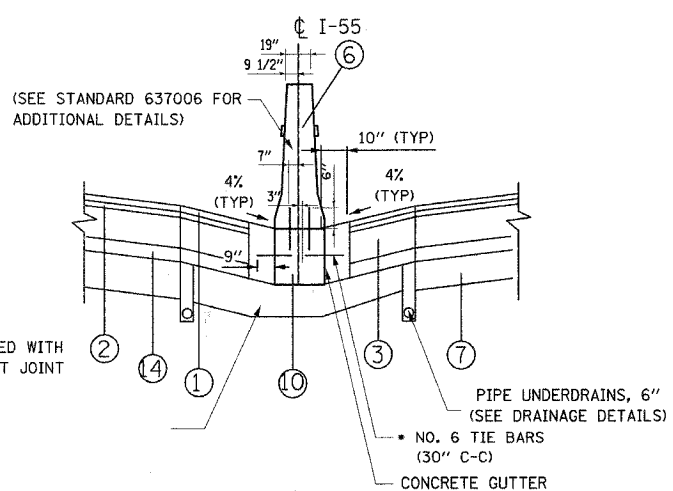
MEDIAN DETAIL C
TYPICAL CONCRETE BARRIER W/ INLET AND CATCH BASIN



MEDIAN DETAIL D
MEDIAN DETAIL WITH PROPOSED UNDERCUT

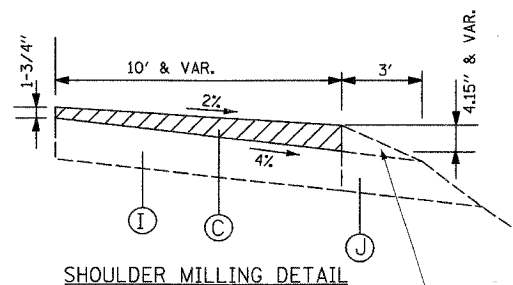
COST OF ADDITIONAL THICKNESS OF AGG SUBGRADE SHALL BE INCLUDED IN CONTRACT UNIT COST FOR "AGGREGATE SUBGRADE, 12"

STA. 744+00 TO STA. 746+50
STA. 798+00 TO STA. 803+75
STA. 821+25 TO STA. 832+00
STA. 839+50 TO STA. 848+00
STA. 854+75 TO STA. 857+50
STA. 894+50 TO STA. 895+75

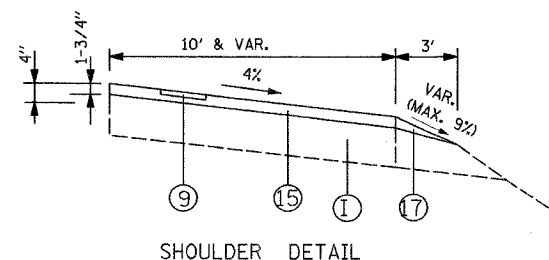


MEDIAN DETAIL E
TYPICAL CONCRETE BARRIER W/ CONCRETE GUTTER

* ONLY REQUIRED WITH OPTIONAL CONST JOINT



SHOULDER MILLING DETAIL



SHOULDER DETAIL

REMOVE EXIST AGGREGATE SHLDR THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH"

NOTES:

- SUB-BASE GRANULAR MATERIAL, TYPE B SHALL BE CONSTRUCTED IN ACCORDANCE WITH ARTICLES 311.02, 311.03, AND 311.05 OF THE STANDARD SPECIFICATIONS. HIS WORK WILL BE MEASURED AND PAID FOR AS TRENCH BACKFILL IN ACCORDANCE WITH ARTICLES 208.03 AND 208.04 OF THE STANDARD SPECIFICATIONS.

EXISTING

- (A) BITUMINOUS CONCRETE SHOULDER REMOVAL
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (D) POLYMERIZED BITUMINOUS CONCRETE PAVEMENT
- (E) PAVEMENT REMOVAL
- (F) P.C.C. PAVEMENT
- (G) SUB-BASE GRANULAR MATERIAL
- (H) HOT-MIX ASPHALT BASE COURSE
- (I) BITUMINOUS CONCRETE SHOULDER
- (J) AGGREGATE SHOULDER
- (K) GUARDRAIL
- (L) AGGREGATE SUBGRADE
- (M) HOT-MIX ASPHALT BINDER COURSE
- (N) CONCRETE BARRIER

PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPH., N80, 1-3/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 8"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
- (5) P.C.C. CONCRETE BASE COURSE, 10-1/2"
- (6) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- (7) AGGREGATE SUBGRADE, 12"
- (8) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- (9) SHOULDER RUMBLE STRIP
- (10) CONCRETE BARRIER BASE
- (11) LONGITUDINAL CONSTRUCTION JOINT AND NO. 25 EPOXY COATED DEFORMED TIE BARS (DRILL AND GROUT)
- (12) AGGREGATE SHOULDERS, TYPE B 8"
- (13) CLASS D PATCHES, 10" (SEE NOTE 1)
- (14) HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- (15) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- (16) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- (17) AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- (18) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (19) POROUS GRANULAR EMBANKMENT, SUBGRADE 12"
- (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

TYPICAL SECTIONS

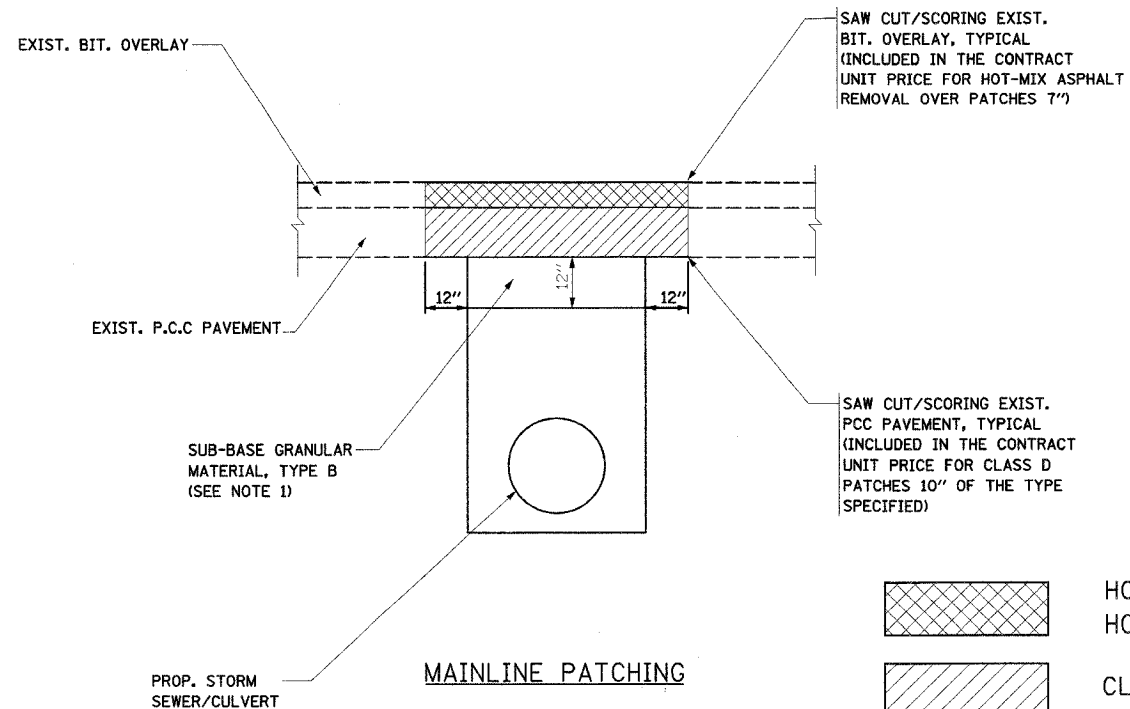
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DATE: 02-23-07

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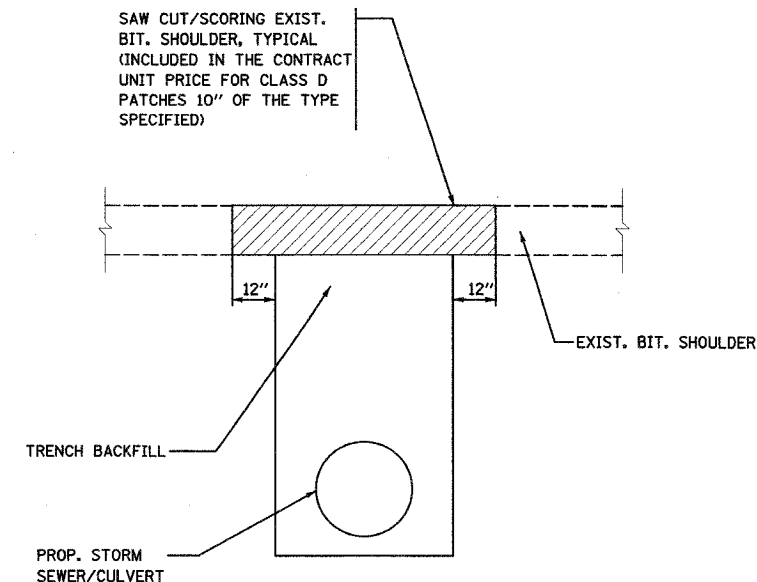
FINAL


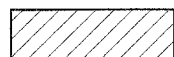
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 16 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| TYP 06 OF 06 | | | | |



NOTES:

1. SUB-BASE GRANULAR MATERIAL, TYPE B SHALL BE CONSTRUCTED IN ACCORDANCE WITH ARTICLES 311.02, 311.03 AND 311.05 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE MEASURED AND PAID FOR AS TRENCH BACKFILL IN ACCORDANCE WITH ARTICLES 208.03 AND 208.04 OF THE STANDARD SPECIFICATIONS.



 HOT MIX ASPHALT REMOVAL OVER PATCHES 7''
 HOT-MIX ASPHALT REPLACEMENT OVER PATCHES 7''
 CLASS D PATCHES 10'' OF THE TYPE SPECIFIED

PAVEMENT PATCHING FOR STORM SEWER LATERAL OUTLETS

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

TYPICAL SECTIONS

SCALE: NONE
 DATE: 02-23-07

DRAWN BY: DM
 CHECKED BY: DVS



FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 17 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | SCHED-01 OF 3 | | |

31101400 SUB-BASE GRANULAR MATERIAL, TYPE B 6"

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | SQ YD |
|-----------------|--------------|-------|--------|------------|-------|--------|-------|
| I-55 | 594+66.34 | 10.5 | LT | 596+86.68 | 10.5 | LT | 257 |
| | 596+86.68 | 10.5 | LT | 599+66.13 | 17.2 | LT | 430 |
| | 599+04.53 | 10.5 | RT | 600+15.60 | 10.5 | RT | 130 |
| | 599+66.13 | 49.7 | LT | 601+82.45 | 27.6 | LT | 929 |
| | 600+15.60 | 38.5 | RT | 602+10.20 | 26.5 | RT | 703 |
| | 601+82.45 | 27.6 | LT | 603+82.78 | 21.6 | LT | 548 |
| | 602+10.20 | 14.5 | RT | 605+69.32 | 7.5 | RT | 439 |
| | 603+82.78 | 21.6 | LT | 604+33.47 | 24.0 | LT | 128 |
| | 604+33.47 | 12.0 | LT | 605+86.26 | 14.5 | LT | 225 |
| | 605+69.32 | 7.5 | RT | 606+25.20 | 6.5 | RT | 43 |
| | 605+86.26 | 14.5 | LT | 606+27.41 | 14.5 | LT | 66 |
| | 606+25.20 | 6.5 | RT | 607+00.00 | 6.5 | RT | 54 |
| | 607+00.00 | 6.5 | RT | 607+99.33 | 6.5 | RT | 72 |
| US30 TO NB I-55 | 51+91.40 | 20.5 | RT | 55+00.00 | 20.5 | RT | 703 |
| | 51+91.40 | 6.5 | LT | 55+00.00 | 6.5 | LT | 223 |
| | 55+00.00 | 20.5 | RT | 57+68.70 | 20.5 | RT | 612 |
| | 55+00.00 | 6.5 | LT | 57+68.70 | 6.5 | LT | 194 |
| SB I-55 TO US30 | 1510+23.93 | 6.5 | LT | 1512+00.00 | 6.5 | LT | 127 |
| | 1510+23.93 | 20.5 | RT | 1512+00.00 | 20.5 | RT | 401 |
| | 1512+00.00 | 6.5 | LT | 1514+82.44 | 6.5 | LT | 204 |
| | 1512+00.00 | 20.5 | RT | 1514+82.44 | 20.5 | RT | 643 |
| TOTAL: 7,131 | | | | | | | |

35300510 PORTLAND CEMENT CONCRETE BASE COURSE 10 1/2"

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | SQ YD |
|-----------------|--------------|-------|--------|------------|-------|--------|-------|
| I-55 | 594+66.34 | 1 | LT | 600+16.26 | 12 | LT | 397 |
| | 600+16.26 | 18 | LT | 601+34.59 | 6.3 | LT | 160 |
| | 601+34.59 | 6.3 | LT | 603+44.85 | 1 | LT | 85 |
| | 602+10.20 | 8 | RT | 605+69.32 | 1 | RT | 180 |
| | 603+44.85 | 17 | LT | 604+33.47 | 12 | LT | 143 |
| US30 TO NB I-55 | 51+94.00 | 16 | LT | 55+00.00 | 16 | LT | 544 |
| | 55+00.00 | 16 | LT | 59+65.61 | 16 | LT | 828 |
| SB I-55 TO US30 | 1510+23.93 | 16 | RT | 1512+00.00 | 16 | RT | 313 |
| | 1512+00.00 | 16 | RT | 1518+52.80 | 16 | RT | 1,161 |
| TOTAL: 3,810 | | | | | | | |

35501316 HOT-MIX ASPHALT BASE COURSE, 8"

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | SQ YD |
|---------------|--------------|-------|--------|------------|-------|--------|-------|
| I-55 | 641+00.00 | 18.5 | LT | 652+00.00 | 18.5 | LT | 2,261 |
| I-55 | 641+00.00 | 18.5 | RT | 652+00.00 | 18.5 | RT | 2,261 |
| I-55 | 652+00.00 | 18.5 | LT | 667+00.00 | 18.5 | LT | 3,083 |
| I-55 | 652+00.00 | 18.5 | RT | 667+00.00 | 18.5 | RT | 3,083 |
| I-55 | 667+00.00 | 18.5 | LT | 682+00.00 | 18.5 | LT | 3,083 |
| I-55 | 667+00.00 | 18.5 | RT | 682+00.00 | 18.5 | RT | 3,083 |
| I-55 | 682+00.00 | 18.5 | LT | 697+00.00 | 18.5 | LT | 3,083 |
| I-55 | 682+00.00 | 18.5 | RT | 697+00.00 | 18.5 | RT | 3,083 |
| I-55 | 697+00.00 | 18.5 | LT | 700+00.00 | 18.5 | LT | 617 |
| I-55 | 697+00.00 | 18.5 | RT | 700+00.00 | 18.5 | RT | 617 |
| I-55 | 722+00.00 | 18.5 | LT | 727+00.00 | 18.5 | LT | 1,028 |
| I-55 | 722+00.00 | 18.5 | RT | 727+00.00 | 18.5 | RT | 1,028 |
| I-55 | 727+00.00 | 18.5 | LT | 742+00.00 | 18.5 | LT | 3,083 |
| I-55 | 727+00.00 | 18.5 | RT | 742+00.00 | 18.5 | RT | 3,083 |
| I-55 | 742+00.00 | 18.5 | LT | 751+75.00 | 18.5 | LT | 2,004 |
| I-55 | 742+00.00 | 18.5 | RT | 751+75.00 | 18.5 | RT | 2,004 |
| TOTAL: 36,486 | | | | | | | |

35501325 HOT-MIX ASPHALT BASE COURSE, 10 1/4"

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | SQ YD |
|-------------------------|--------------|-------|--------|------------|-------|--------|-------|
| US 30 SB EXIT RAMP TEMP | 1509+55.00 | 20' | RT | 1511+88.00 | 28' | RT | 120 |
| US 30 NB ENT. RAMP TEMP | 51+22.00 | 21' | LT | 53+35.00 | 28' | LT | 115 |
| TOTAL: 235 | | | | | | | |

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | SQ YD |
|-----------------|--------------|-------|--------|------------|-------|--------|-------|
| I-55 | 641+00.00 | 24.0 | LT | 641+30.00 | 24.0 | LT | 80 |
| | 641+00.00 | 24.0 | RT | 641+30.00 | 24.0 | RT | 80 |
| | 699+70.00 | 24.0 | LT | 700+00.00 | 24.0 | LT | 80 |
| | 699+70.00 | 24.0 | RT | 700+00.00 | 24.0 | RT | 80 |
| | 722+00.00 | 24.0 | LT | 722+30.00 | 24.0 | LT | 80 |
| | 722+00.00 | 24.0 | RT | 722+30.00 | 24.0 | RT | 80 |
| | 751+45.00 | 24.0 | LT | 751+75.00 | 24.0 | LT | 80 |
| | 751+45.00 | 24.0 | RT | 751+75.00 | 24.0 | RT | 80 |
| US30 TO NB I-55 | 50+91.40 | 4.0 | LT | 51+21.40 | 4.0 | LT | 13 |
| | | | | STAGING | | | 50 |
| SB I-55 TO US30 | 1509+23.93 | 4.0 | RT | 1509+53.93 | 4.0 | RT | 13 |
| | | | | STAGING | | | 50 |
| TOTAL: 767 | | | | | | | |

40603085 HOT-MIX ASPHALT BINDER COURSE, IL-19, N70

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | TON |
|--------------|--------------|-------|--------|------------|-------|--------|-----|
| RAMP | 1510+23.93 | 6 | LT | 1512+00.00 | 6 | LT | 53 |
| RAMP | 1510+23.93 | 4 | RT | 1512+00.00 | 4 | RT | 35 |
| RAMP/I-55 | 1512+00.00 | 6 | LT | 1518+90.00 | 6 | LT | 206 |
| RAMP/I-55 | 603+82.78 | 6 | LT | 604+33.47 | 11 | LT | 22 |
| RAMP/I-55 | 604+33.47 | 11 | LT | 606+27.41 | 14 | LT | 123 |
| RAMP/I-55 | 1512+00.00 | 4 | RT | 1515+31.50 | 4 | RT | 66 |
| RAMP | 50+91.40 | 4 | LT | 55+00.00 | 4 | LT | 81 |
| RAMP | 51+91.40 | 6 | RT | 55+00.00 | 6 | RT | 92 |
| RAMP/I-55 | 55+00.00 | 4 | LT | 59+65.87 | 4 | LT | 93 |
| RAMP/I-55 | 55+00.00 | 6 | RT | 64+62.00 | 6 | RT | 287 |
| I-55 | 594+66.34 | 9 | LT | 596+86.68 | 6 | LT | 82 |
| I-55 | 596+86.68 | 6 | LT | 599+66.13 | 6 | LT | 83 |
| I-55 | 599+66.13 | 12 | LT | 600+16.26 | 2 | LT | 17 |
| I-55 | 599+04.53 | 10 | RT | 600+15.60 | 10 | RT | 55 |
| I-55 | 600+15.60 | 12 | RT | 602+10.20 | 0 | RT | 58 |
| I-55 | 607+00.00 | 6 | RT | 607+99.33 | 6 | RT | 30 |
| TOTAL: 1,384 | | | | | | | |

40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | TON |
|------------------------------------|--------------|-------|--------|------------|-------|--------|-----|
| I-55 SHLDR RESURF | 641+00.00 | 10.0 | LT | 652+00.00 | 10.0 | LT | 120 |
| | 641+00.00 | 10.0 | RT | 652+00.00 | 10.0 | RT | 120 |
| | 652+00.00 | 10.0 | LT | 667+00.00 | 10.0 | LT | 163 |
| | 652+00.00 | 10.0 | RT | 667+00.00 | 10.0 | RT | 163 |
| | 667+00.00 | 10.0 | LT | 682+00.00 | 10.0 | LT | 163 |
| | 667+00.00 | 10.0 | RT | 682+00.00 | 10.0 | RT | 163 |
| | 682+00.00 | 10.0 | LT | 697+00.00 | 10.0 | LT | 163 |
| | 682+00.00 | 10.0 | RT | 697+00.00 | 10.0 | RT | 163 |
| | 697+00.00 | 10.0 | LT | 700+00.00 | 10.0 | LT | 33 |
| | 697+00.00 | 10.0 | RT | 700+00.00 | 10.0 | RT | 33 |
| | 722+00.00 | 10.0 | LT | 727+00.00 | 10.0 | LT | 54 |
| | 722+00.00 | 10.0 | RT | 727+00.00 | 10.0 | RT | 54 |
| | 727+00.00 | 10.0 | LT | 742+00.00 | 10.0 | LT | 163 |
| | 727+00.00 | 10.0 | RT | 742+00.00 | 10.0 | RT | 163 |
| | 742+00.00 | 10.0 | LT | 751+75.00 | 10.0 | LT | 106 |
| | 742+00.00 | 10.0 | RT | 751+75.00 | 10.0 | RT | 106 |
| US30 TO NB I-55 SHLDR RESURF PAVMT | 50+91.40 | 4.0 | LT | 51+91.40 | 4.0 | LT | 4 |
| | 51+91.40 | 16.0 | LT | 55+00.00 | 16.0 | LT | 46 |
| | 55+00.00 | 16.0 | LT | 59+65.87 | 16.0 | LT | 70 |
| SB I-55 TO US30 SHLDR RESURF PAVMT | 1509+23.93 | 4.0 | RT | 1510+23.93 | 4.0 | RT | 4 |
| | 1510+23.93 | 16.0 | RT | 1512+00.00 | 16.0 | RT | 26 |
| | 1512+00.00 | 16.0 | RT | 1515+31.19 | 16.0 | RT | 49 |
| US30 SB EX RAMP TEMP | 1509+55.00 | 20' | RT | 1511+88.00 | 28' | RT | 12 |
| US 30 NB ENT. RAMP TEMP PAV | 51+22.00 | 21' | LT | 53+35.00 | 28' | LT | 11 |
| TOTAL: 2,156 | | | | | | | |

44000100 PAVEMENT REMOVAL

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | SQ YD |
|-----------------|--------------|-------|--------|------------|-------|--------|-------|
| I-55 SB TO US30 | 1510+23.93 | 16 | RT | 1512+00.00 | 16 | RT | 313 |
| | 1512+00.00 | 16 | LT | 1514+09.26 | 16 | LT | 372 |
| US30 TO NB I-55 | 51+91.40 | 16 | LT | 55+00.00 | 16 | LT | 549 |
| | 55+00.00 | 16 | LT | 56+59.96 | 16 | RT | 284 |
| I-55 | 594+66.34 | 1 | LT | 598+87.61 | 8.7 | LT | 227 |
| | 598+87.61 | 49.8 | LT | 600+49.50 | 17.2 | LT | 603 |
| | 599+04.30 | 34.1 | RT | 599+73.78 | 23.4 | RT | 222 |
| | 599+73.78 | 23.4 | RT | 602+10.20 | 12 | RT | 465 |
| | 600+49.50 | 17.2 | LT | 601+52.83 | 12 | LT | 168 |
| | 601+52.83 | 12 | LT | 604+33.47 | 12 | LT | 374 |
| TOTAL: 3,576 | | | | | | | |

44000163 HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2"

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | OFFSET | SQ YD |
|---------------|--------------|-------|--------|------------|-------|--------|-------|
| I-55 | 641+00.00 | 24 | LT | 652+00.00 | 24 | LT | 2,933 |
| I-55 | 641+00.00 | 24 | RT | 652+00.00 | 24 | RT | 2,933 |
| I-55 | 652+00.00 | 24 | LT | 667+00.00 | 24 | LT | 4,000 |
| I-55 | 652+00.00 | 24 | RT | 667+00.00 | 24 | RT | 4,000 |
| I-55 | 667+00.00 | 24 | LT | 682+00.00 | 24 | LT | 4,000 |
| I-55 | 667+00.00 | 24 | RT | 682+00.00 | 24 | RT | 4,000 |
| I-55 | 682+00.00 | 24 | LT | 697+00.00 | 24 | LT | 4,000 |
| I-55 | 682+00.00 | 24 | RT | 697+00.00 | 24 | RT | 4,000 |
| I-55 | 697+00.00 | 24 | LT | 700+00.00 | 24 | LT | 800 |
| I-55 | 697+00.00 | 24 | RT | 700+00.00 | 24 | RT | 800 |
| I-55 | 723+00.00 | 24 | LT | 727+00.00 | 24 | LT | 1,067 |
| I-55 | 723+00.00 | 24 | RT | 727+00.00 | 24 | RT | 1,067 |
| I-55 | 727+00.00 | 24 | LT | 742+00.00 | 24 | LT | 4,000 |
| I-55 | 727+00.00 | 24 | RT | 742+00.00 | 24 | RT | 4,000 |
| I-55 | 742+00.00 | 24 | LT | 751+75.00 | 24 | LT | 2,600 |
| I-55 | 742+00.00 | 24 | RT | 751+75.00 | 24 | RT | 2,600 |
| TOTAL: 46,800 | | | | | | | |

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 US 30 (PLAINFIELD ROAD) TO 143RD STREET |
|-----------|------|--|
| NAME | DATE | |
| | | SCHEDULE OF QUANTITIES |
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SCALE: NONE
DATE: 02-23-07

DRAWN BY AR
CHECKED BY SV



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 18 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | SCHED-02 OF 3 | | |

44000198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

| LOCATION | FROM STATION | OFFSET | WIDTH | TO STATION | OFFSET | WIDTH | SQ YD |
|----------|--------------|--------|-------|------------|--------|-------|-------|
| I-55 | 641+00.00 | LT | 10 | 652+00.00 | LT | 10 | 1,222 |
| I-55 | 641+00.00 | RT | 10 | 652+00.00 | RT | 10 | 1,222 |
| I-55 | 652+00.00 | LT | 10 | 667+00.00 | LT | 10 | 1,667 |
| I-55 | 652+00.00 | RT | 10 | 667+00.00 | RT | 10 | 1,667 |
| I-55 | 667+00.00 | LT | 10 | 682+00.00 | LT | 10 | 1,667 |
| I-55 | 667+00.00 | RT | 10 | 682+00.00 | RT | 10 | 1,667 |
| I-55 | 682+00.00 | LT | 10 | 697+00.00 | LT | 10 | 1,667 |
| I-55 | 682+00.00 | RT | 10 | 697+00.00 | RT | 10 | 1,667 |
| I-55 | 697+00.00 | LT | 10 | 700+00.00 | LT | 10 | 333 |
| I-55 | 697+00.00 | RT | 10 | 700+00.00 | RT | 10 | 333 |
| I-55 | 722+00.00 | LT | 10 | 727+00.00 | LT | 10 | 556 |
| I-55 | 722+00.00 | RT | 10 | 727+00.00 | RT | 10 | 556 |
| I-55 | 727+00.00 | LT | 10 | 742+00.00 | LT | 10 | 1,667 |
| I-55 | 727+00.00 | RT | 10 | 742+00.00 | RT | 10 | 1,667 |
| I-55 | 742+00.00 | LT | 10 | 751+75.00 | LT | 10 | 1,083 |
| I-55 | 742+00.00 | RT | 10 | 751+75.00 | RT | 10 | 1,083 |

TOTAL: 19,722

44000920 BITUMINOUS CONCRETE SHOULDER REMOVAL

| LOCATION | STATION | WIDTH | OFFSET | STATION | WIDTH | OFFSET | SQ YD |
|-----------------|------------|-------|--------|------------|-------|--------|-------|
| I-55 SB TO US30 | 1510+23.93 | 6.0 | LT | 1512+00.00 | 6.0 | LT | 117 |
| | 1510+23.93 | 4.0 | RT | 1512+00.00 | 4.0 | RT | 78 |
| | 1512+00.00 | 6.0 | LT | 1516+63.26 | 6.0 | LT | 309 |
| | 1512+00.00 | 4.0 | RT | 1514+09.58 | 4.0 | RT | 93 |
| US30 TO NB I-55 | 51+91.40 | 4.0 | LT | 55+00.00 | 4.0 | LT | 137 |
| | 51+91.40 | 6.0 | RT | 55+00.00 | 6.0 | RT | 206 |
| | 55+00.00 | 4.0 | LT | 56+59.83 | 4.0 | LT | 71 |
| | 55+00.00 | 6.0 | RT | 57+25.22 | 6.0 | RT | 150 |
| I-55 | 594+66.34 | 10.0 | LT | 598+87.61 | 13.0 | LT | 538 |
| | 601+52.83 | 11.0 | LT | 605+86.64 | 11.0 | LT | 530 |
| | 599+74.32 | 6.0 | RT | 604+08.18 | 11.0 | RT | 410 |
| | 604+08.18 | 11.0 | RT | 607+00.00 | 11.0 | RT | 357 |
| | 607+00.00 | 11.0 | RT | 607+99.33 | 11.0 | RT | 121 |
| | 641+00.00 | 4.0 | LT | 652+00.00 | 4.0 | LT | 489 |
| | 641+00.00 | 4.0 | RT | 652+00.00 | 4.0 | RT | 489 |
| | 652+00.00 | 4.0 | LT | 667+00.00 | 4.0 | LT | 667 |
| | 652+00.00 | 4.0 | RT | 667+00.00 | 4.0 | RT | 667 |
| | 667+00.00 | 4.0 | LT | 682+00.00 | 4.0 | LT | 667 |
| | 667+00.00 | 4.0 | RT | 682+00.00 | 4.0 | RT | 667 |
| | 682+00.00 | 4.0 | LT | 700+00.00 | 4.0 | LT | 800 |
| | 682+00.00 | 4.0 | RT | 700+00.00 | 4.0 | RT | 800 |
| | 722+00.00 | 4.0 | LT | 727+00.00 | 4.0 | LT | 222 |
| | 722+00.00 | 4.0 | RT | 727+00.00 | 4.0 | RT | 222 |
| | 727+00.00 | 4.0 | LT | 742+00.00 | 4.0 | LT | 667 |
| | 727+00.00 | 4.0 | RT | 742+00.00 | 4.0 | RT | 667 |
| | 742+00.00 | 4.0 | LT | 751+75.00 | 4.0 | LT | 433 |
| | 742+00.00 | 4.0 | RT | 751+75.00 | 4.0 | RT | 433 |

TOTAL: 11,007

48101600 AGGREGATE SHOULDERS, TYPE B 8"

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | SQ YD |
|------------------|--------------|--------|------------|--------|-------|
| I-55 | 594+66.34 | LT | 599+66.13 | LT | 167 |
| | 599+66.13 | LT | 605+86.64 | LT | 207 |
| | 599+04.53 | RT | 607+99.33 | RT | 298 |
| US30 TO NB I-55 | 51+91.40 | LT | 55+00.00 | LT | 103 |
| | 51+91.40 | RT | 55+00.00 | RT | 103 |
| | 55+00.00 | LT | 57+68.52 | LT | 90 |
| | 55+00.00 | RT | 57+68.52 | RT | 90 |
| SB I-55 TO WEBER | 1510+23.93 | RT | 1512+00.00 | RT | 59 |
| | 1510+23.93 | LT | 1512+00.00 | LT | 59 |
| | 1512+00.00 | LT | 1514+82.44 | LT | 94 |
| | 1512+00.00 | RT | 1514+82.44 | RT | 94 |

TOTAL 1,362

60602200 CONCRETE GUTTER

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | FOOT |
|----------|--------------|--------|------------|--------|---------|
| I-55 | 660+00.00 | LT | 667+00.00 | LT | 700.0 |
| | 660+00.00 | RT | 667+00.00 | RT | 700.0 |
| | 667+00.00 | LT | 677+00.00 | LT | 1,000.0 |
| | 667+00.00 | RT | 677+00.00 | RT | 1,000.0 |
| | 728+00.00 | LT | 730+50.00 | LT | 250.0 |
| | 728+00.00 | RT | 730+79.00 | RT | 279.0 |
| | 734+25.00 | LT | 738+16.00 | LT | 391.0 |
| | 734+25.00 | RT | 738+16.00 | RT | 391.0 |

TOTAL: 4,712.5

63000000 STEEL PLATE BEAM GUARD RAIL, TYPE A

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | FOOT |
|-----------------|--------------|---------|------------|--------|-------|
| I-55 | 594+66.34 | 54'LT | 598+66.83 | 54'LT | 400.5 |
| US30 TO NB I-55 | 54+36.91 | 6'RT | 59+65.87 | 6'RT | 529.0 |
| SB I-55 TO US30 | 1513+59.69 | 6'LT | 1515+30.92 | 6'LT | 171.2 |
| I-55 | 602+10.36 | 70'RT | 607+00.00 | 62'RT | 489.6 |
| | 600+16.26 | 83.8'LT | 606+32.19 | 70'LT | 615.9 |
| | 607+00.00 | 62'RT | 607+90.48 | 62'RT | 90.5 |

TOTAL: 2,300.0

63200310 GUARDRAIL REMOVAL

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | FOOT |
|----------|--------------|--------|------------|--------|------|
| I-55 | 594+66.34 | LT | 596+32.37 | LT | 166 |
| I-55 | 601+52.83 | LT | 603+90.33 | LT | 238 |
| I-55 | 604+08.18 | RT | 607+00.00 | RT | 292 |
| I-55 | 607+00.00 | RT | 608+23.08 | RT | 123 |
| I-55 | 698+91.22 | RT | 699+41.22 | RT | 50 |
| I-56 | 724+94.50 | LT | 725+44.50 | LT | 50 |

TOTAL: 818

63700805 CONCRETE BARRIER TRANSITION

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | FOOT |
|----------|--------------|--------|------------|--------|------|
| I-55 | 683+90.31 | 0 | 684+14.69 | 0 | 24.4 |
| | 684+48.48 | 0 | 684+72.83 | 0 | 24.4 |

TOTAL: 49

63700900 CONCRETE BARRIER BASE

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | FOOT |
|----------|--------------|--------|------------|--------|------|
| I-55 | 641+00.00 | 0 | 652+00.00 | 0 | 1100 |
| | 652+00.00 | 0 | 667+00.00 | 0 | 1500 |
| | 667+00.00 | 0 | 682+00.00 | 0 | 1500 |
| | 682+00.00 | 0 | 684+14.69 | 0 | 215 |
| | 684+48.48 | 0 | 697+00.00 | 0 | 1252 |
| | 697+00.00 | 0 | 700+00.00 | 0 | 300 |
| | 722+00.00 | 0 | 727+00.00 | 0 | 500 |
| | 727+00.00 | 0 | 742+00.00 | 0 | 1500 |
| | 742+00.00 | 0 | 751+75.00 | 0 | 975 |

TOTAL: 8,841

70400100 TEMPORARY CONCRETE BARRIER

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | FOOT |
|----------|--------------|--------|------------|--------|-------|
| | 641+00.00 | 27' LT | 700+00.00 | 27' LT | 5,900 |
| | 641+00.00 | 27' RT | 700+00.00 | 27' RT | 5,900 |
| | 722+00.00 | 27' LT | 752+85.00 | 15' LT | 3,085 |
| | 722+00.00 | 27' RT | 751+75.00 | 27' RT | 2,975 |

TOTAL: 17,860

X4066580 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE STONE MATRIX ASPHALT, N80

| LOCATION | FROM STATION | OFFSET | WIDTH | TO STATION | OFFSET | WIDTH | TON |
|------------------|--------------|--------|-------|------------|--------|-------|-----|
| I-55 | 594+66.34 | LT | 1.0 | 600+16.26 | LT | 12.0 | 47 |
| I-55 | 600+16.26 | LT | 18.0 | 601+34.59 | LT | 6.3 | 19 |
| I-55 | 601+34.59 | LT | 6.3 | 603+44.85 | LT | 1.0 | 10 |
| I-55 | 603+44.85 | LT | 17.0 | 604+33.47 | LT | 12.0 | 17 |
| I-55 | 602+10.20 | RT | 8.0 | 605+69.32 | RT | 1.0 | 21 |
| I-55 | 641+00.00 | LT | 42.5 | 652+00.00 | LT | 42.5 | 614 |
| I-55 | 641+00.00 | RT | 42.5 | 652+00.00 | RT | 42.5 | 614 |
| I-55 | 652+00.00 | LT | 42.5 | 667+00.00 | LT | 42.5 | 837 |
| I-55 | 652+00.00 | RT | 42.5 | 667+00.00 | RT | 42.5 | 837 |
| I-55 | 667+00.00 | LT | 42.5 | 682+00.00 | LT | 42.5 | 837 |
| I-55 | 667+00.00 | RT | 42.5 | 682+00.00 | RT | 42.5 | 837 |
| I-55 | 682+00.00 | LT | 42.5 | 697+00.00 | LT | 42.5 | 837 |
| I-55 | 682+00.00 | RT | 42.5 | 697+00.00 | RT | 42.5 | 837 |
| I-55 | 697+00.00 | LT | 42.5 | 700+00.00 | LT | 42.5 | 167 |
| I-55 | 697+00.00 | RT | 42.5 | 700+00.00 | RT | 42.5 | 167 |
| I-55 | 722+00.00 | LT | 42.5 | 727+00.00 | LT | 42.5 | 279 |
| I-55 | 722+00.00 | RT | 42.5 | 727+00.00 | RT | 42.5 | 279 |
| I-55 | 727+00.00 | LT | 42.5 | 742+00.00 | LT | 42.5 | 837 |
| I-55 | 727+00.00 | RT | 42.5 | 742+00.00 | RT | 42.5 | 837 |
| I-55 | 742+00.00 | LT | 42.5 | 751+75.00 | LT | 42.5 | 544 |
| I-55 | 742+00.00 | RT | 42.5 | 751+75.00 | RT | 42.5 | 544 |
| I-55 SB TO US 30 | 1515+31.19 | RT | 16.0 | 1518+58.20 | RT | 16.0 | 69 |

TOTAL: 10,084

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: 02-23-07

DRAWN BY AR
CHECKED BY SJV



FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|----------|------------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 19 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |
| SCHED-03 OF 3 | | | | |

X406685 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80

| LOCATION | FROM STATION | OFFSET | WIDTH | TO STATION | OFFSET | WIDTH | TON |
|-----------------|--------------|--------|-------|------------|--------|-------|-------|
| I-55 | 594+66.34 | LT | 1 | 600+16.26 | LT | 12 | 39 |
| I-55 | 600+16.26 | LT | 18 | 601+34.59 | LT | 6.3 | 16 |
| I-55 | 601+34.59 | LT | 6.3 | 603+44.85 | LT | 1 | 8 |
| I-55 | 603+44.85 | LT | 17 | 604+33.47 | LT | 12 | 14 |
| I-55 | 602+10.20 | RT | 8 | 605+69.32 | RT | 1 | 18 |
| I-55 | 641+00.00 | LT | 42.5 | 652+00.00 | LT | 42.5 | 509 |
| I-55 | 641+00.00 | RT | 42.5 | 652+00.00 | RT | 42.5 | 509 |
| I-55 | 652+00.00 | LT | 42.5 | 667+00.00 | LT | 42.5 | 694 |
| I-55 | 652+00.00 | RT | 42.5 | 667+00.00 | RT | 42.5 | 694 |
| I-55 | 667+00.00 | LT | 42.5 | 682+00.00 | LT | 42.5 | 694 |
| I-55 | 667+00.00 | RT | 42.5 | 682+00.00 | RT | 42.5 | 694 |
| I-55 | 682+00.00 | LT | 42.5 | 697+00.00 | LT | 42.5 | 694 |
| I-55 | 682+00.00 | RT | 42.5 | 697+00.00 | RT | 42.5 | 694 |
| I-55 | 697+00.00 | LT | 42.5 | 700+00.00 | LT | 42.5 | 139 |
| I-55 | 697+00.00 | RT | 42.5 | 700+00.00 | RT | 42.5 | 139 |
| I-55 | 722+00.00 | LT | 42.5 | 727+00.00 | LT | 42.5 | 231 |
| I-55 | 722+00.00 | RT | 42.5 | 727+00.00 | RT | 42.5 | 231 |
| I-55 | 727+00.00 | LT | 42.5 | 742+00.00 | LT | 42.5 | 694 |
| I-55 | 727+00.00 | RT | 42.5 | 742+00.00 | RT | 42.5 | 694 |
| I-55 | 742+00.00 | LT | 42.5 | 751+75.00 | LT | 42.5 | 451 |
| I-55 | 742+00.00 | RT | 42.5 | 751+75.00 | RT | 42.5 | 451 |
| I-55 SB TO US 3 | 1515+30.92 | RT | 16 | 1518+58.20 | RT | 16 | 57 |
| TOTAL: | | | | | | | 8,366 |

X6370940 CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT

| LOCATION | FROM STATION | OFFSET | TO STATION | OFFSET | FOOT |
|----------|--------------|--------|------------|--------|-------|
| I-55 | 641+00.00 | 0 | 652+00.00 | 0 | 1100 |
| | 652+00.00 | 0 | 667+00.00 | 0 | 1500 |
| | 667+00.00 | 0 | 682+00.00 | 0 | 1500 |
| | 682+00.00 | 0 | 683+90.31 | 0 | 190 |
| | 684+72.83 | 0 | 697+00.00 | 0 | 1227 |
| | 697+00.00 | 0 | 700+00.00 | 0 | 300 |
| | 722+00.00 | 0 | 727+00.00 | 0 | 500 |
| | 727+00.00 | 0 | 742+00.00 | 0 | 1500 |
| | 742+00.00 | 0 | 751+75.00 | 0 | 975 |
| TOTAL: | | | | | 8,792 |

Z0001050 AGGREGATE SUBGRADE 12"

| LOCATION | FROM STATION | WIDTH | TO STATION | WIDTH | SQ YD |
|----------|--------------|-------|------------|-------|--------|
| I-55 | 641+00.00 | 40.0 | 652+00.00 | 40.0 | 4889 |
| | 652+00.00 | 40.0 | 667+00.00 | 40.0 | 6667 |
| | 667+00.00 | 40.0 | 682+00.00 | 40.0 | 6667 |
| | 682+00.00 | 40.0 | 697+00.00 | 40.0 | 6667 |
| | 697+00.00 | 40.0 | 700+00.00 | 40.0 | 1333 |
| | 722+00.00 | 40.0 | 727+00.00 | 40.0 | 2222 |
| | 727+00.00 | 40.0 | 742+00.00 | 40.0 | 6667 |
| | 742+00.00 | 40.0 | 751+75.00 | 40.0 | 4333 |
| TOTAL: | | | | | 39,444 |

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

| LOCATION | FROM STATION | WIDTH | OFFSET | TO STATION | WIDTH | SQ YD |
|----------|--------------|-------|--------|------------|--------|-------|
| I-55 | 641+00.00 | 18.5 | LT | 652+00.00 | 18.5 | 2261 |
| | 641+00.00 | 18.5 | RT | 652+00.00 | 18.5 | 2261 |
| | 652+00.00 | 18.5 | LT | 667+00.00 | 18.5 | 3083 |
| | 652+00.00 | 18.5 | RT | 667+00.00 | 18.5 | 3083 |
| | 667+00.00 | 18.5 | LT | 682+00.00 | 18.5 | 3083 |
| | 667+00.00 | 18.5 | RT | 682+00.00 | 18.5 | 3083 |
| | 682+00.00 | 18.5 | LT | 697+00.00 | 18.5 | 3083 |
| | 682+00.00 | 18.5 | RT | 697+00.00 | 18.5 | 3083 |
| | 697+00.00 | 18.5 | LT | 700+00.00 | 18.5 | 617 |
| | 697+00.00 | 18.5 | RT | 700+00.00 | 18.5 | 617 |
| | 722+00.00 | 18.5 | LT | 727+00.00 | 18.5 | 1028 |
| | 722+00.00 | 18.5 | RT | 727+00.00 | 18.5 | 1028 |
| | 727+00.00 | 18.5 | LT | 742+00.00 | 18.5 | 3083 |
| | 727+00.00 | 18.5 | RT | 742+00.00 | 18.5 | 3083 |
| | 742+00.00 | 18.5 | LT | 751+75.00 | 18.5 | 2004 |
| | 742+00.00 | 18.5 | RT | 751+75.00 | 18.5 | 2004 |
| TOTAL: | | | | | 36,486 | |

ADDITIONAL QUANTITIES FOR WINTER 2007 CONSTRUCTION

| CODE NO. | ITEM | UNIT | QUANTITY | BEGIN STATION | END STATION |
|----------|-------------------------------------|-------|----------|---------------|-------------|
| 70300520 | PAVEMENT MARKING TAPE , TYPE III 4" | FOOT | 15,100 | 718+00 | 755+57 |
| 70300530 | PAVEMENT MARKING TAPE , TYPE III 5" | FOOT | 1,890 | 718+00 | 755+57 |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 5,825 | 718+00 | 755+57 |
| 78005110 | EPOXY PAVEMENT MARKING , LINE 4" | FOOT | 15,100 | 718+00 | 755+57 |
| 78005120 | EPOXY PAVEMENT MARKING , LINE 5" | FOOT | 1,890 | 718+00 | 755+57 |
| 78005150 | EPOXY PAVEMENT MARKING , LINE 12" | FOOT | 321 | 722+00 | 751+75 |
| 78300100 | PAVEMENT MARKING REMOVAL | SQ FT | 5,825 | 718+00 | 755+57 |
| X0324685 | TEST STRIP (STONE MATRIX ASPHALT) | EACH | 1 | | |
| | TEMPORARY ASPHALT WEDGE | SQ YD | 2,645 | 722+00 | 751+75 |

NOTE: ABOVE QUANTITY TOTALS HAVE BEEN INCLUDED IN SUMMARY OF QUANTITIES.



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

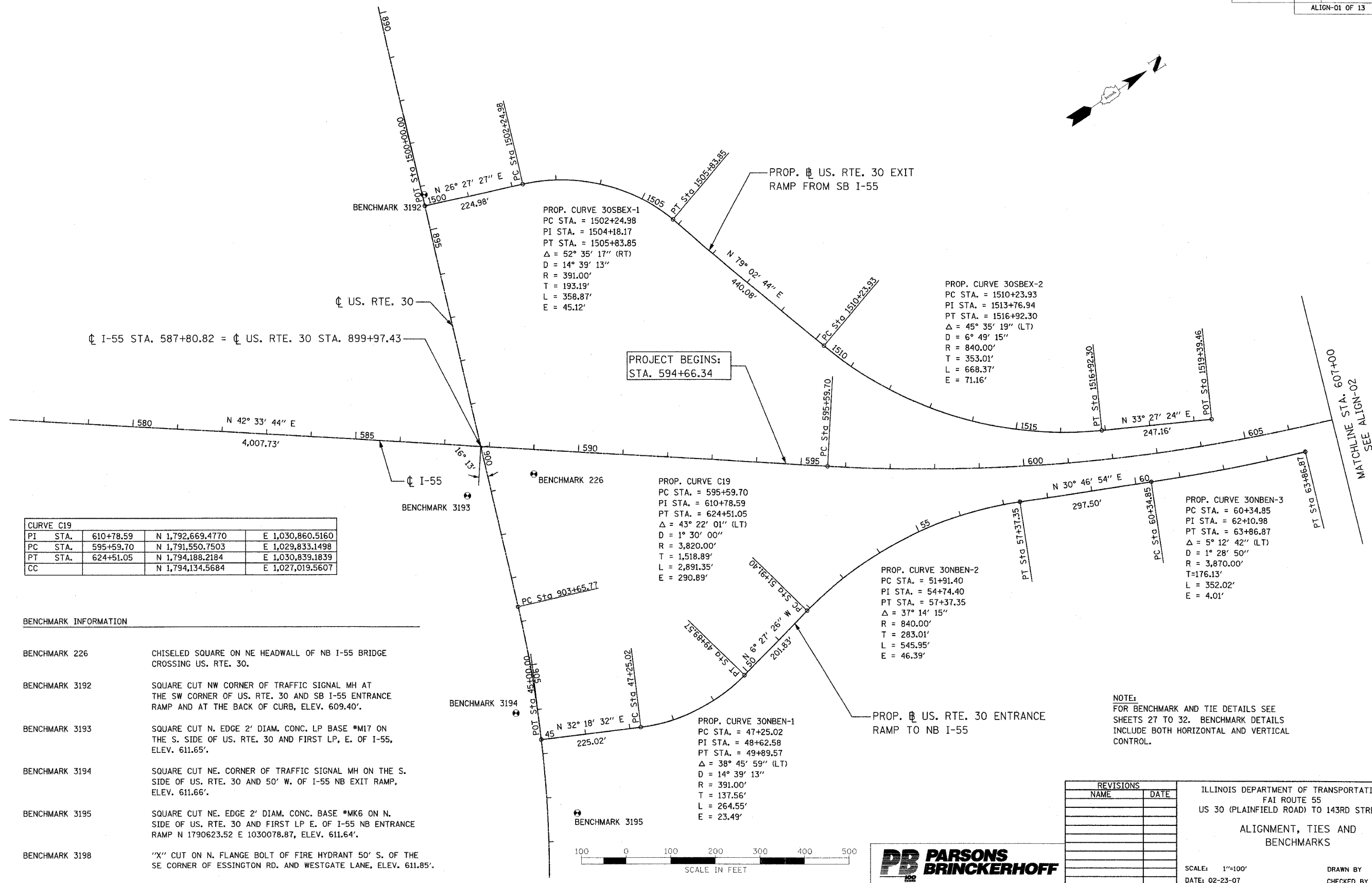
SCHEDULE OF QUANTITIES

SCALE: NONE
 DATE: 02-23-07

DRAWN BY AR
 CHECKED BY SJV

FINAL

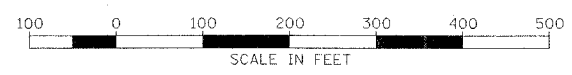
| F.A.I. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 20 |
| STA. 577+00 | | TO STA. 607+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-01 OF 13 | | | | |



| CURVE C19 | | | |
|-----------|-----------|------------------|------------------|
| PI STA. | 610+78.59 | N 1,792,669.4770 | E 1,030,860.5160 |
| PC STA. | 595+59.70 | N 1,791,550.7503 | E 1,029,833.1498 |
| PT STA. | 624+51.05 | N 1,794,188.2184 | E 1,030,839.1839 |
| CC | | N 1,794,134.5684 | E 1,027,019.5607 |

BENCHMARK INFORMATION

| | |
|----------------|---|
| BENCHMARK 226 | CHISELED SQUARE ON NE HEADWALL OF NB I-55 BRIDGE CROSSING US. RTE. 30. |
| BENCHMARK 3192 | SQUARE CUT NW CORNER OF TRAFFIC SIGNAL MH AT THE SW CORNER OF US. RTE. 30 AND SB I-55 ENTRANCE RAMP AND AT THE BACK OF CURB, ELEV. 609.40'. |
| BENCHMARK 3193 | SQUARE CUT N. EDGE 2' DIAM. CONC. LP BASE *M17 ON THE S. SIDE OF US. RTE. 30 AND FIRST LP, E. OF I-55, ELEV. 611.65'. |
| BENCHMARK 3194 | SQUARE CUT NE. CORNER OF TRAFFIC SIGNAL MH ON THE S. SIDE OF US. RTE. 30 AND 50' W. OF I-55 NB EXIT RAMP, ELEV. 611.66'. |
| BENCHMARK 3195 | SQUARE CUT NE. EDGE 2' DIAM. CONC. BASE *MK6 ON N. SIDE OF US. RTE. 30 AND FIRST LP E. OF I-55 NB ENTRANCE RAMP N 1790623.52 E 1030078.87, ELEV. 611.64'. |
| BENCHMARK 3198 | "X" CUT ON N. FLANGE BOLT OF FIRE HYDRANT 50' S. OF THE SE CORNER OF ESSINGTON RD. AND WESTGATE LANE, ELEV. 611.85'. |



| REVISIONS | |
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| NAME | DATE |
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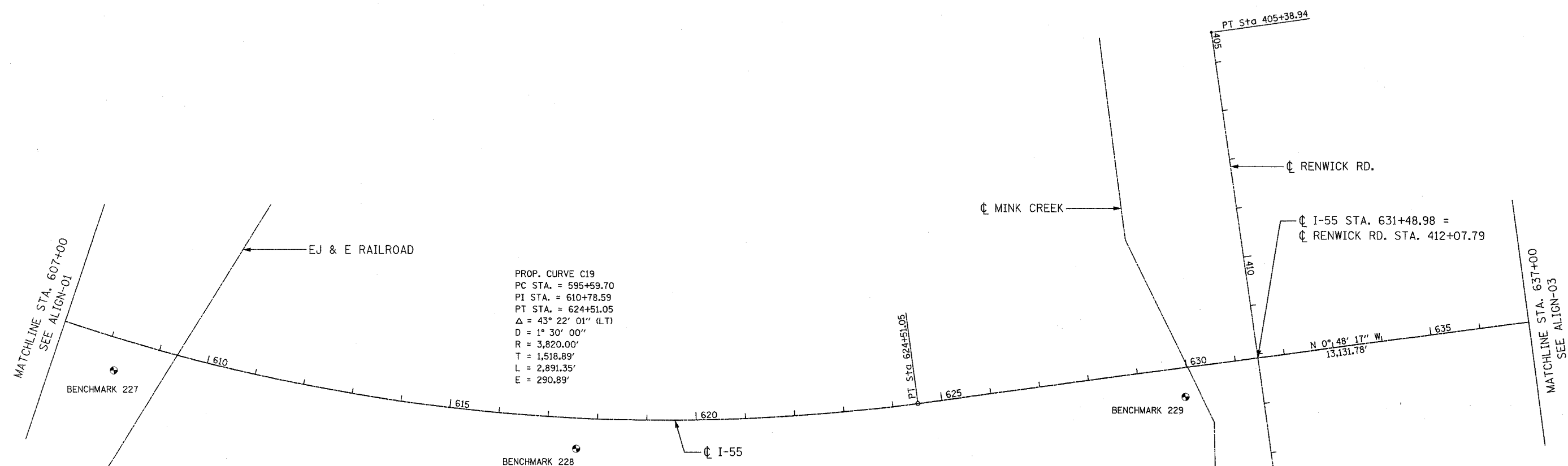
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100'
 DATE: 02-23-07

DRAWN BY ALR
 CHECKED BY RH

FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 21 |
| STA. 607+00 | | TO STA. 637+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-02 OF 13 | | | | |

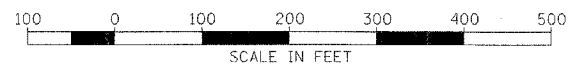


PROP. CURVE C19
 PC STA. = 595+59.70
 PI STA. = 610+78.59
 PT STA. = 624+51.05
 $\Delta = 43^\circ 22' 01''$ (LT)
 $D = 1^\circ 30' 00''$
 $R = 3,820.00'$
 $T = 1,518.89'$
 $L = 2,891.35'$
 $E = 290.89'$

| CURVE C19 | | | |
|-----------|-----------|------------------|------------------|
| PI STA. | 610+78.59 | N 1,792,669.4770 | E 1,030,860.5160 |
| PC STA. | 595+59.70 | N 1,791,550.7503 | E 1,029,833.1498 |
| PT STA. | 624+51.05 | N 1,794,188.2184 | E 1,030,839.1839 |
| CC | | N 1,794,134.5684 | E 1,027,019.5607 |

BENCHMARK INFORMATION

- BENCHMARK 227 CHISELED SQUARE ON SW HEADWALL OF NB I-55 BRIDGE CROSSING R.R. TRACKS NORTH OF US. RTE. 30 +/- 2050'.
- BENCHMARK 228 SET REBAR +/- 5' SE OF EXISTING PAVEMENT.
- BENCHMARK 229 CHISELED SQUARE ON SE HEADWALL OF NB I-55 BRIDGE OVER CREEK (+/- 120' SOUTH OF RENWICK RD.)
- BENCHMARK 3206 FD SQUARE CUT ON TO SE WING WALL OF BRIDGE OVER MINK CREEK AND 200' S. OF RENWICK RD. STA 474+41.65 STRUCTURE # 099-4615 N 1794728.35 E 1030890.54, ELEV. 606.27



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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

ALIGNMENTS, TIES AND BENCHMARKS

SCALE: 1"=100'
 DATE: 02-23-07

DRAWN BY ALR
 CHECKED BY RH

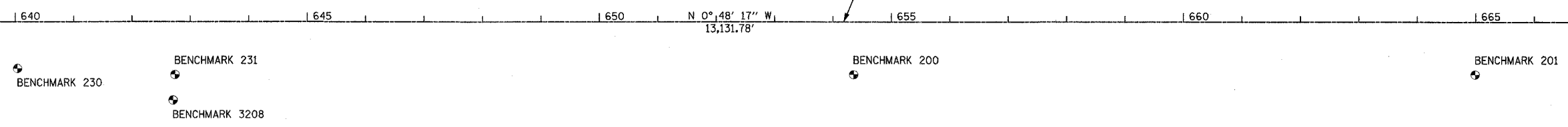
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------------------------|---------|----------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 22 |
| STA. | 637+00 | TO STA. | 667+00 | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | ALIGN-03 OF 13 | |



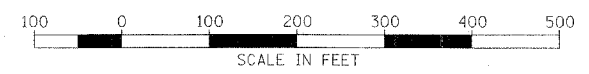
MATCHLINE STA. 637+00
SEE ALIGN-02

MATCHLINE STA. 667+00
SEE ALIGN-04



BENCHMARK DESCRIPTIONS

| | |
|----------------|--|
| BENCHMARK 200 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 201 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 230 | SET REBAR +/- 10' NW OF EXISTING FENCE LINE |
| BENCHMARK 231 | FOUND CHISELED SQUARE IN EXISTING FES. ON SOUTH END OF FES. IN I-55 R.O.W.. |
| BENCHMARK 3208 | SQUARE CUT ON S END OF A HEADWALL OF A 30" CMP UNDER E FRONTAGE RD AND ABOUT 1/4 MILE N OF RENWICK RD., ELEV. 607.15'. |



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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

ALIGNMENTS, TIES AND BENCHMARKS

SCALE: 1"=100'
 DATE: 02-23-07

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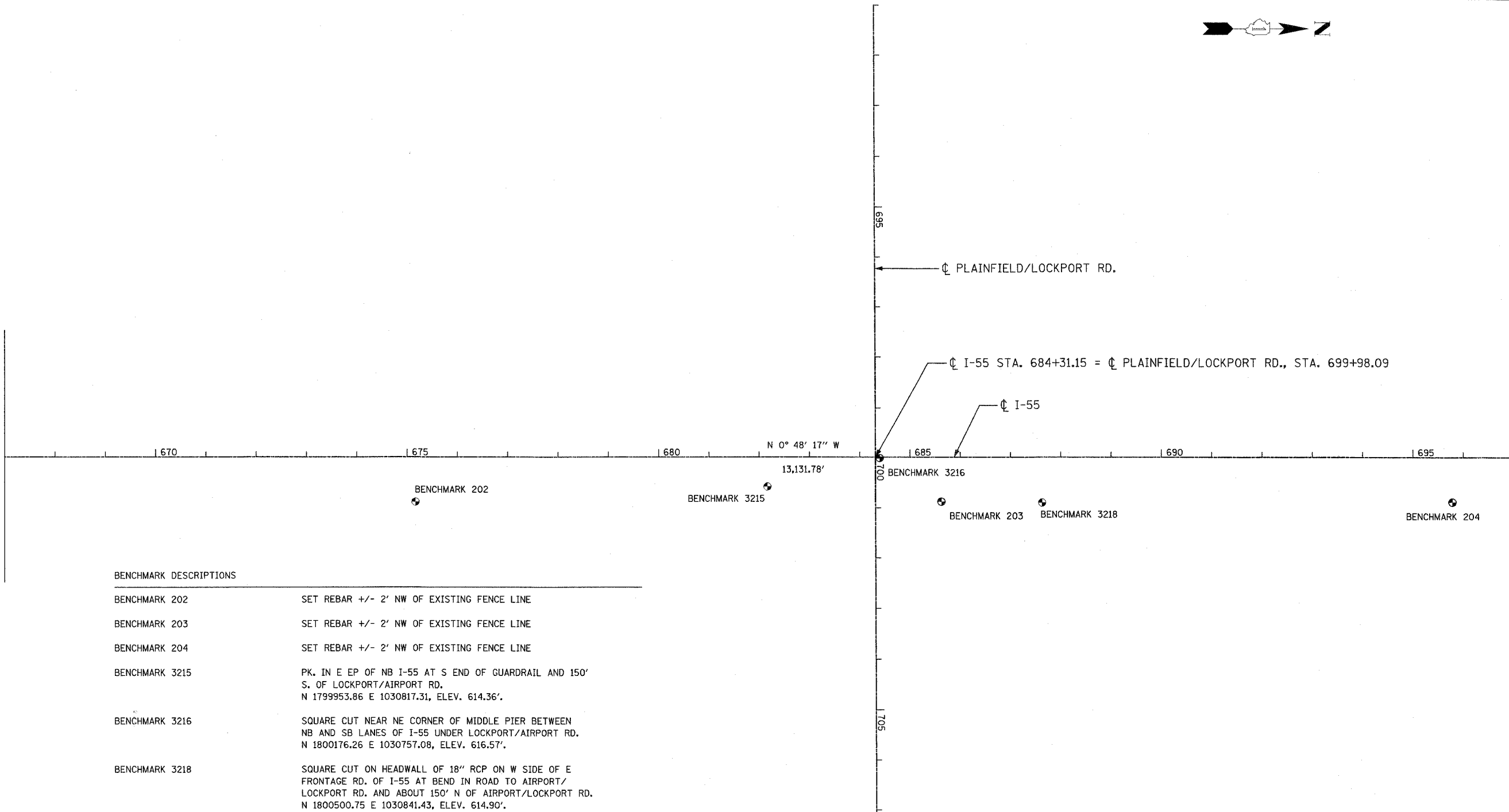
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|------------------|----------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 23 |
| STA. | 667+00 | TO STA. | 697+00 | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | ALIGN-04 OF 13 | |



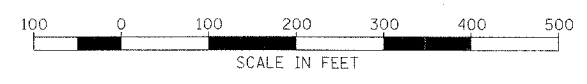
MATCHLINE STA. 667+00
SEE ALIGN-03

MATCHLINE STA. 697+00
SEE ALIGN-05



BENCHMARK DESCRIPTIONS

| | |
|----------------|---|
| BENCHMARK 202 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 203 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 204 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 3215 | PK. IN E EP OF NB I-55 AT S END OF GUARDRAIL AND 150' S. OF LOCKPORT/AIRPORT RD. N 1799953.86 E 1030817.31, ELEV. 614.36'. |
| BENCHMARK 3216 | SQUARE CUT NEAR NE CORNER OF MIDDLE PIER BETWEEN NB AND SB LANES OF I-55 UNDER LOCKPORT/AIRPORT RD. N 1800176.26 E 1030757.08, ELEV. 616.57'. |
| BENCHMARK 3218 | SQUARE CUT ON HEADWALL OF 18" RCP ON W SIDE OF E FRONTAGE RD. OF I-55 AT BEND IN ROAD TO AIRPORT/LOCKPORT RD. AND ABOUT 150' N OF AIRPORT/LOCKPORT RD. N 1800500.75 E 1030841.43, ELEV. 614.90'. |



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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

ALIGNMENT, TIES AND
BENCHMARKS

SCALE: 1"=100'
DATE: 02-23-07

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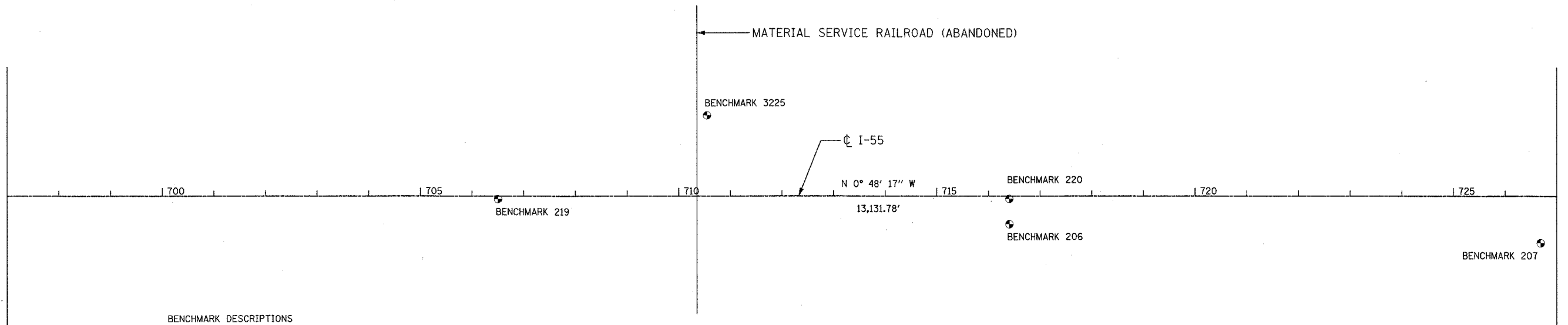
FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 24 |
| STA. 697+00 | | TO STA. 727+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | ALIGN-05 OF 13 | | |



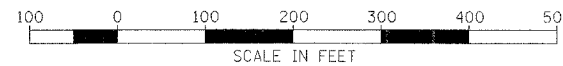
MATCHLINE STA. 697+00
SEE ALIGN-04

MATCHLINE STA. 727+00
SEE ALIGN-06



BENCHMARK DESCRIPTIONS

| | |
|----------------|--|
| BENCHMARK 205 | SET PK +/- 0.5' NW OF EXISTING GUARDRAIL |
| BENCHMARK 206 | SET PK +/- 0.5' NW OF EXISTING GUARDRAIL |
| BENCHMARK 207 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 219 | SET REBAR IN MEDIAN SOUTH OF EJ&E R.R. BRIDGE |
| BENCHMARK 220 | SET REBAR IN MEDIAN SOUTH OF EJ&E R.R. BRIDGE |
| BENCHMARK 3222 | SQUARE CUT ON HEADWALL OF 30" CMP UNDER THE E FRONTAGE RD. OF I-55 AND ON E SIDE ABOUT 600' S OF DOUBLE HIGH LINE N 1801889.01 E 1030859.56, ELEV. 617.37'. |
| BENCHMARK 3225 | SQUARE CUT IN SE CORNER OF TRIANGULAR CONC. SLAB, 2' HIGH ON THE W SIDE OF THE W FRONTAGE RD. AND ON THE N SIDE OF A GRAVEL RD. RUNNING W, AND ON W SIDE OF RR BRIDGE OF I-55 N 1802788.92 E 1030561.82, ELEV. 621.63'. |



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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100'
 DATE: 02-23-07

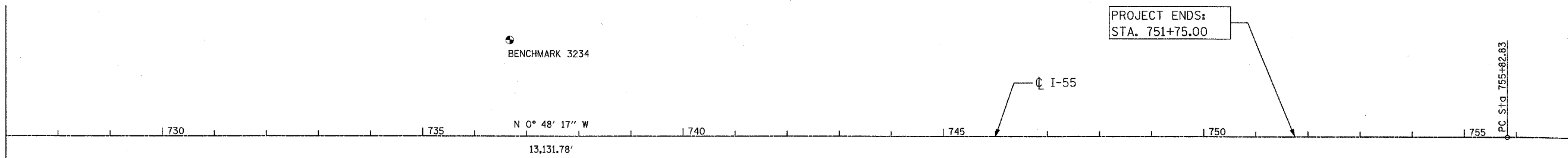
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 25 |
| STA. 727+00 | | TO STA. 757+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-06 OF 13 | | | | |

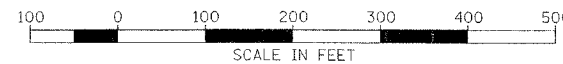


MATCHLINE STA. 727+00
SEE ALIGN-05



BENCHMARK DESCRIPTIONS

| | |
|----------------|---|
| BENCHMARK 207 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 208 | SET REBAR +/- 2' NW OF EXISTING FENCE LINE |
| BENCHMARK 3228 | SQUARE CUT ON TOP OF 36" CONC FLARE END SECTION ABOUT ON E ROW OF E FRONTAGE RD., ELEV. 618.29'. |
| BENCHMARK 3234 | "X" CUT ON TOP OF NE BOLT OF A 4'X4' SIGN BASE OF A LARGE SIGN AT THE SW CORNER OF THE W FRONTAGE RD. OF I-55 AND 143RD ST. N 1805400.67 E 1030496.13, ELEV. 624.51'. |

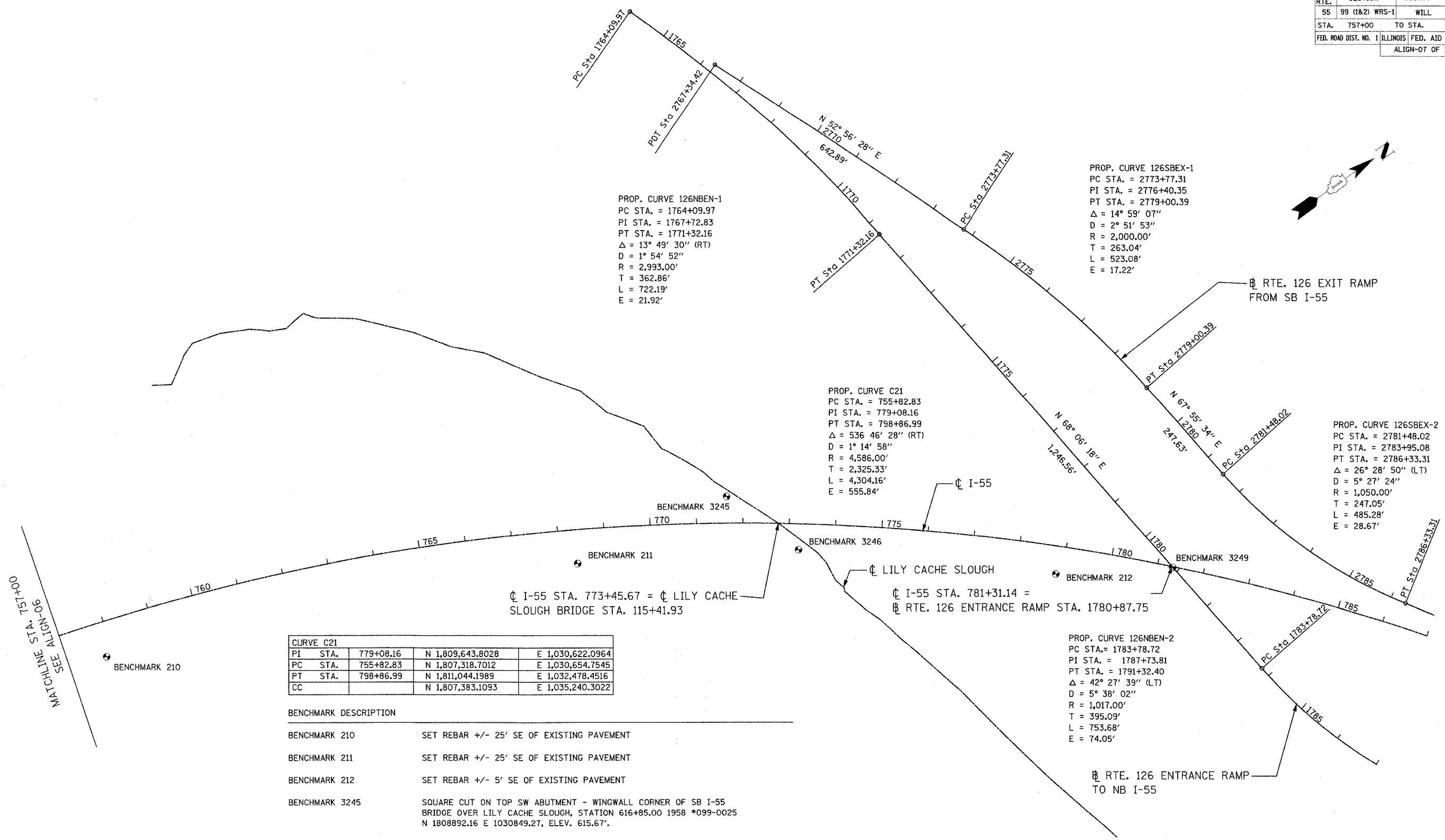


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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 ALIGNMENT, TIES AND
 BENCHMARKS
 SCALE: 1"=100'
 DATE: 02-23-07
 DRAWN BY ALR
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FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 26 |
| STA. | 757+00 | TO STA. | 787+00 | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| ALIGN-07 OF 13 | | | | |



PROP. CURVE 126NBEN-1
 PC STA. = 1764+09.97
 PI STA. = 1767+72.83
 PT STA. = 1771+32.16
 $\Delta = 13^\circ 49' 30''$ (RT)
 $D = 1^\circ 54' 52''$
 $R = 2,993.00'$
 $T = 362.86'$
 $L = 722.19'$
 $E = 21.92'$

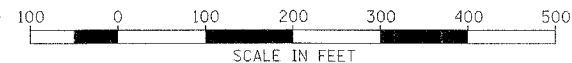
PROP. CURVE 126SBEX-1
 PC STA. = 2773+77.31
 PI STA. = 2776+40.35
 PT STA. = 2779+00.39
 $\Delta = 14^\circ 59' 07''$
 $D = 2^\circ 51' 53''$
 $R = 2,000.00'$
 $T = 263.04'$
 $L = 523.08'$
 $E = 17.22'$

PROP. CURVE C21
 PC STA. = 755+82.83
 PI STA. = 779+08.16
 PT STA. = 798+86.99
 $\Delta = 536' 46'' 28''$ (RT)
 $D = 1^\circ 14' 58''$
 $R = 4,586.00'$
 $T = 2,325.33'$
 $L = 4,304.16'$
 $E = 555.84'$

PROP. CURVE 126SBEX-2
 PC STA. = 2781+48.02
 PI STA. = 2783+95.08
 PT STA. = 2786+33.31
 $\Delta = 26^\circ 28' 50''$ (LT)
 $D = 5^\circ 27' 24''$
 $R = 1,050.00'$
 $T = 247.05'$
 $L = 485.28'$
 $E = 28.67'$

| CURVE C21 | | | |
|-----------|-----------|------------------|------------------|
| PI STA. | 779+08.16 | N 1,809,643.8028 | E 1,030,622.0964 |
| PC STA. | 755+82.83 | N 1,807,318.7012 | E 1,030,654.7545 |
| PT STA. | 798+86.99 | N 1,811,044.1989 | E 1,032,478.4516 |
| CC | | N 1,807,383.1093 | E 1,035,240.3022 |

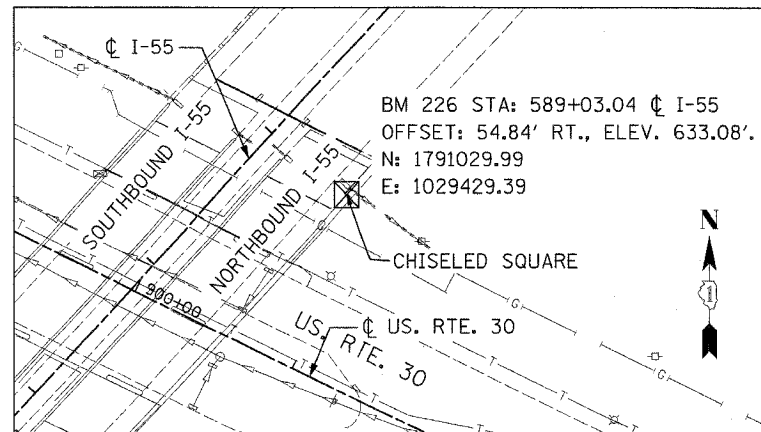
| BENCHMARK DESCRIPTION | |
|-----------------------|---|
| BENCHMARK 210 | SET REBAR +/- 25' SE OF EXISTING PAVEMENT |
| BENCHMARK 211 | SET REBAR +/- 25' SE OF EXISTING PAVEMENT |
| BENCHMARK 212 | SET REBAR +/- 5' SE OF EXISTING PAVEMENT |
| BENCHMARK 3245 | SQUARE CUT ON TOP SW ABUTMENT - WINGWALL CORNER OF SB I-55 BRIDGE OVER LILY CACHE SLOUGH, STATION 616+85.00 1958 *099-0025 N 1808892.16 E 1030849.27, ELEV. 615.67'. |
| BENCHMARK 3246 | FD SQUARE CUT ON TOP OF SE CORNER OF ABUTMENT - WINGWALL OF NB I-55 BRIDGE OVER LILY CACHE SLOUGH STATION 616+85.00 1956 *099-0024 N 1809000.07 E 1031009.38, ELEV. 615.57'. |
| BENCHMARK 3249 | SQUARE CUT ON E EDGE AND S END OF MIDDLE PIER OF RTE. 126 BRIDGE OVER I-55. N 1809747.63 E 1031312.57, ELEV. 625.30'. |



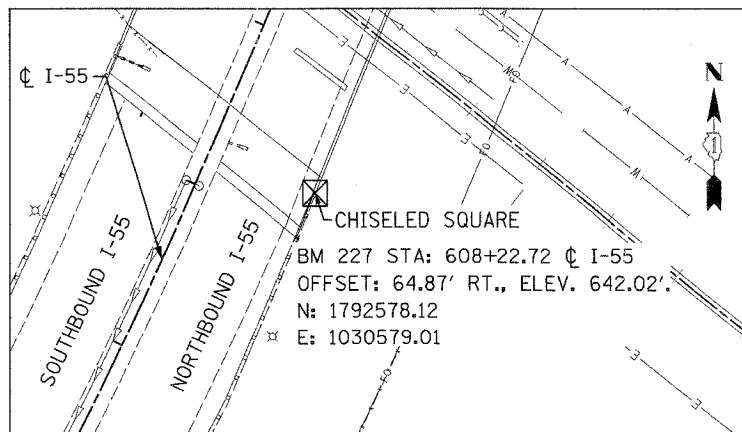
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 ALIGNMENT, TIES AND BENCHMARKS
 SCALE: 1"=100'
 DATE: 02-23-07
 DRAWN BY: ALR
 CHECKED BY: RH

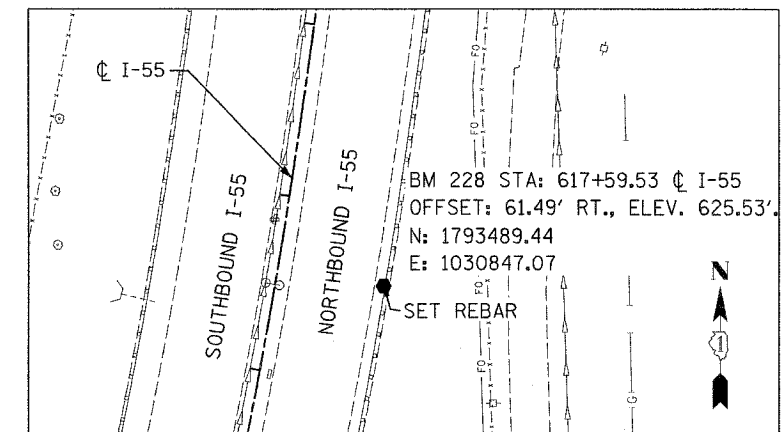
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL. | 227 | 27 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | | ALIGN-08 OF 13 | | |



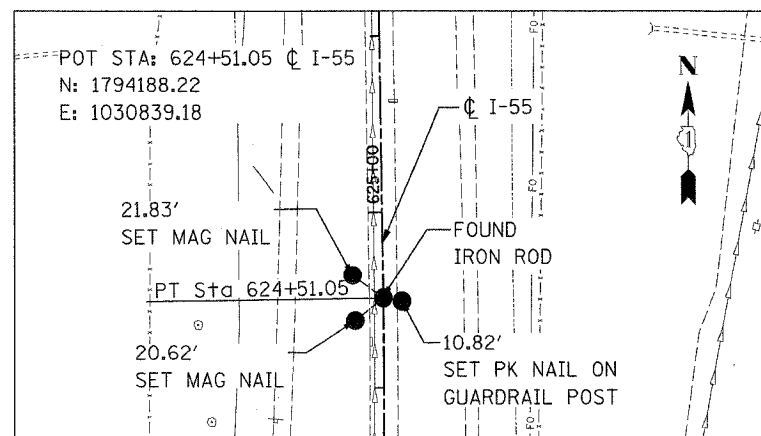
BENCHMARK 226



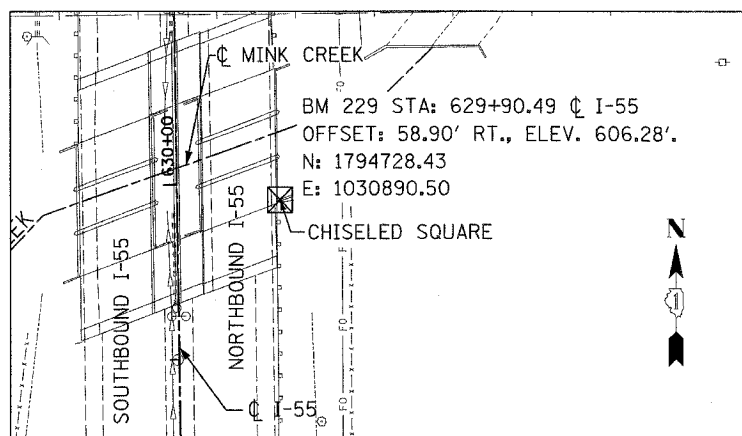
BENCHMARK 227



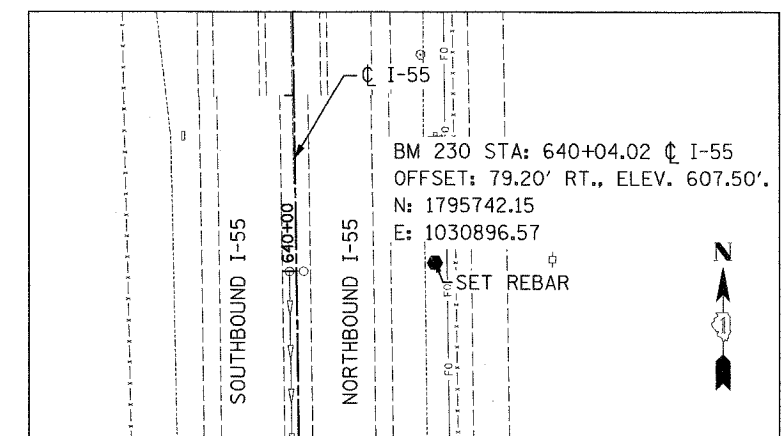
BENCHMARK 228



POT STA: 624+51.05



BENCHMARK 229



BENCHMARK 230

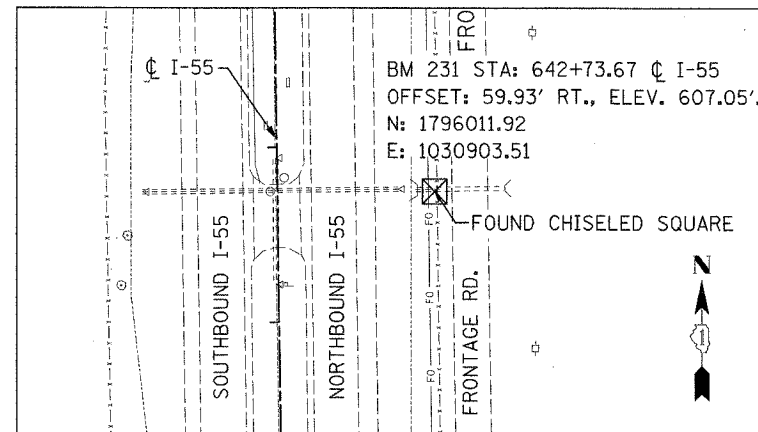
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 ALIGNMENTS, TIES, AND
 BENCHMARKS

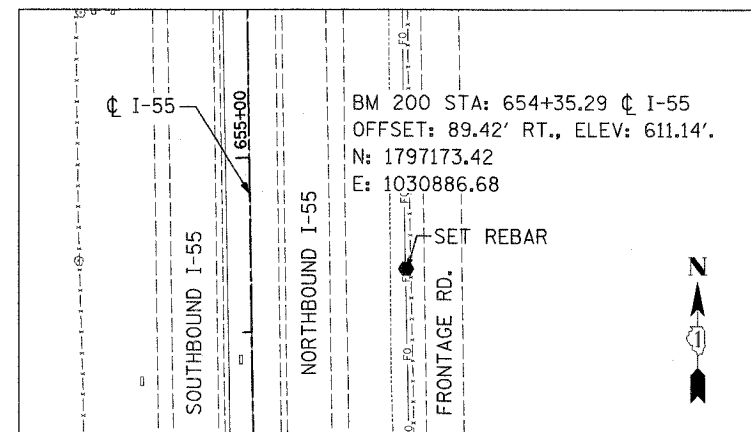
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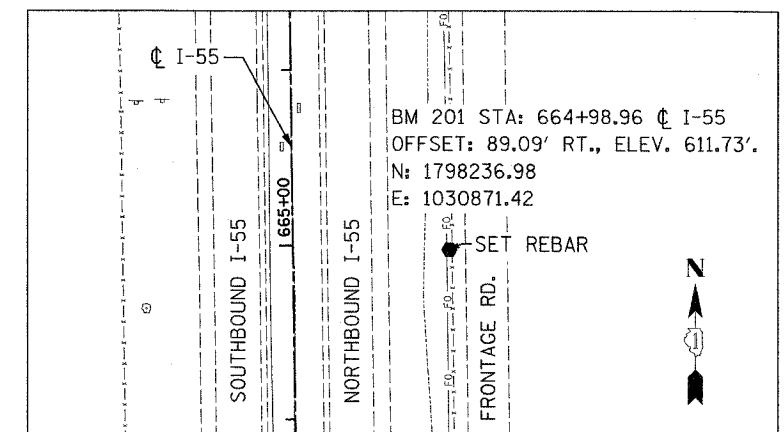
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 28 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-09 OF 13 | | | | |



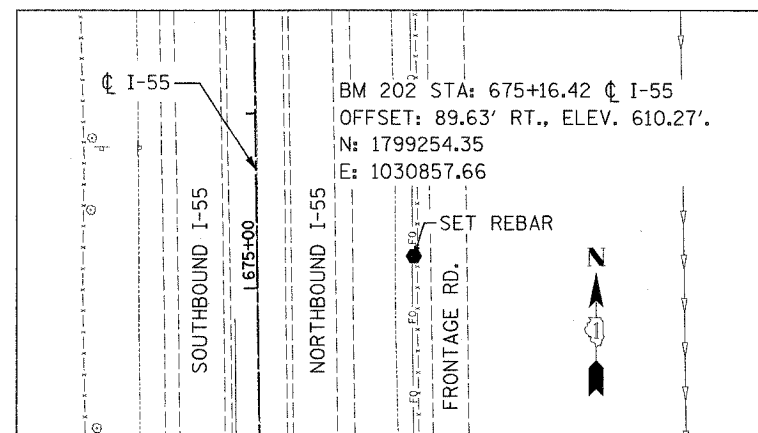
BENCHMARK 231



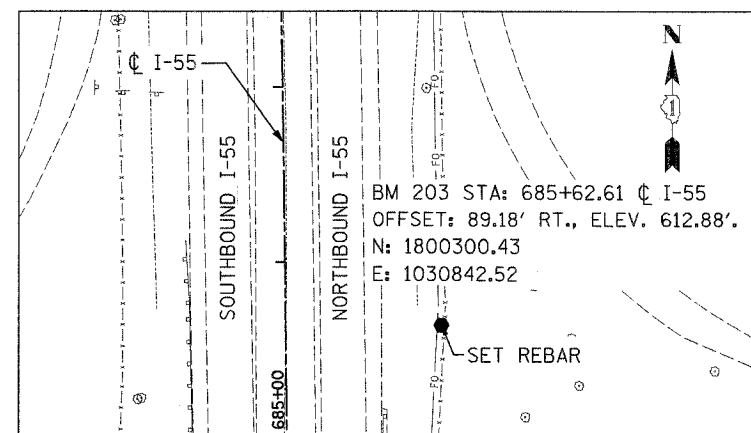
BENCHMARK 200



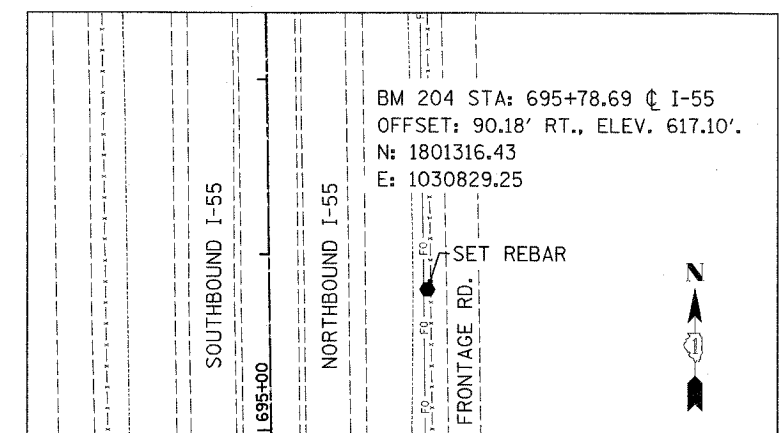
BENCHMARK 201



BENCHMARK 202



BENCHMARK 203



BENCHMARK 204

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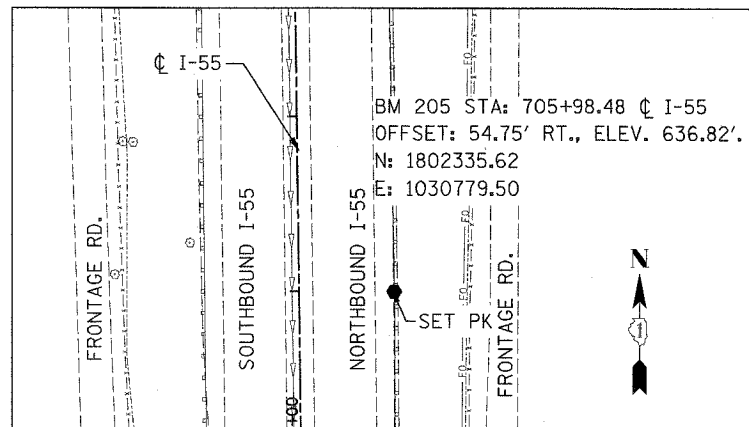
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 ALIGNMENTS, TIES, AND
 BENCHMARKS

SCALE: NONE
 DATE: 02-23-07

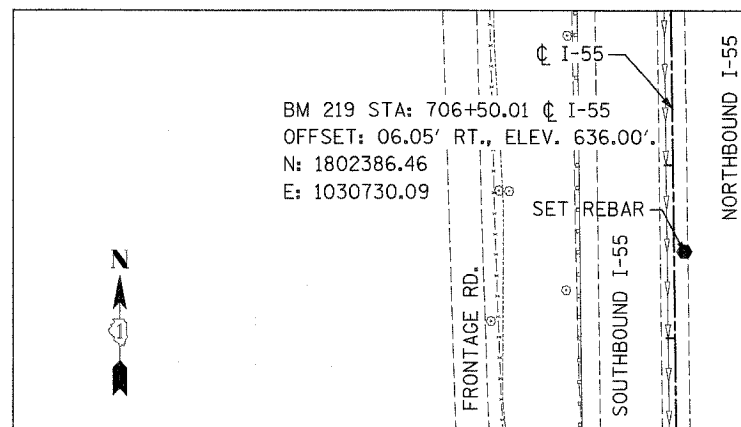
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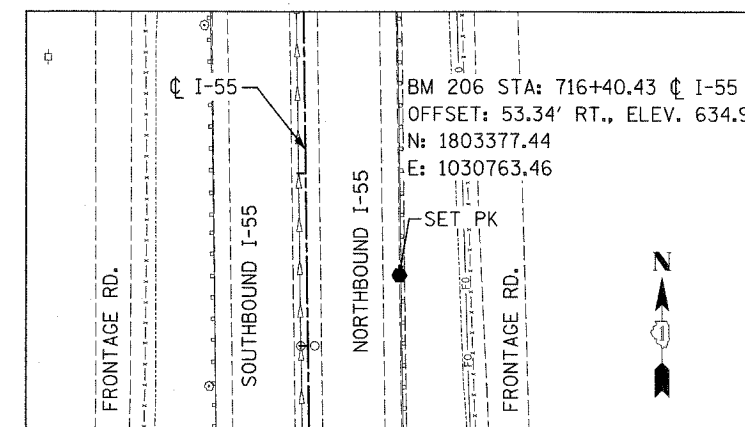
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 29 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-10 OF 13 | | | | |



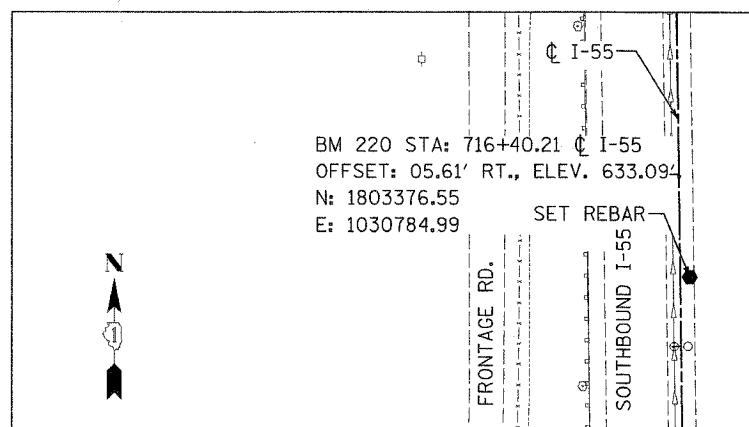
BENCHMARK 205



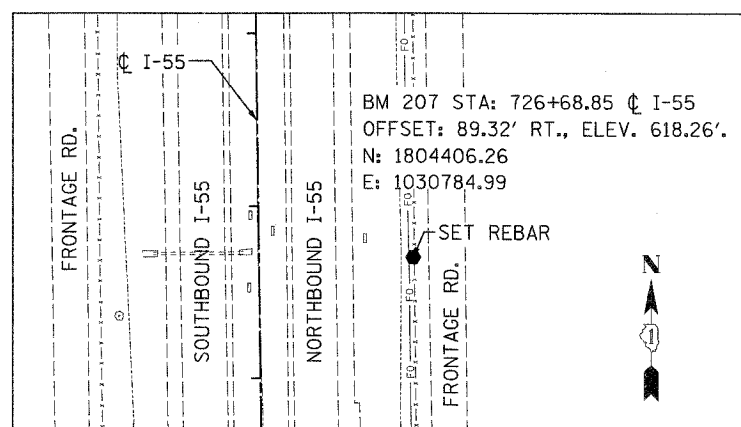
BENCHMARK 219



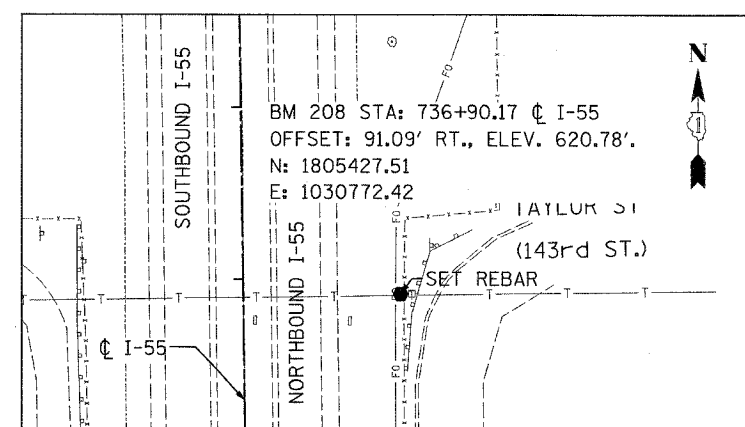
BENCHMARK 206



BENCHMARK 220



BENCHMARK 207



BENCHMARK 208

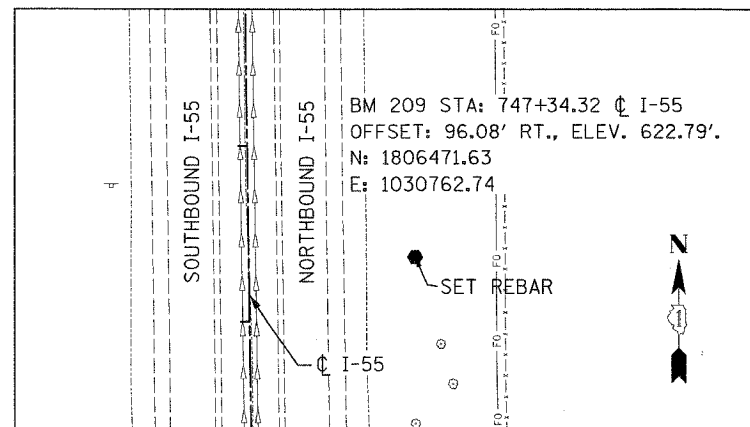
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 ALIGNMENTS, TIES, AND
 BENCHMARKS

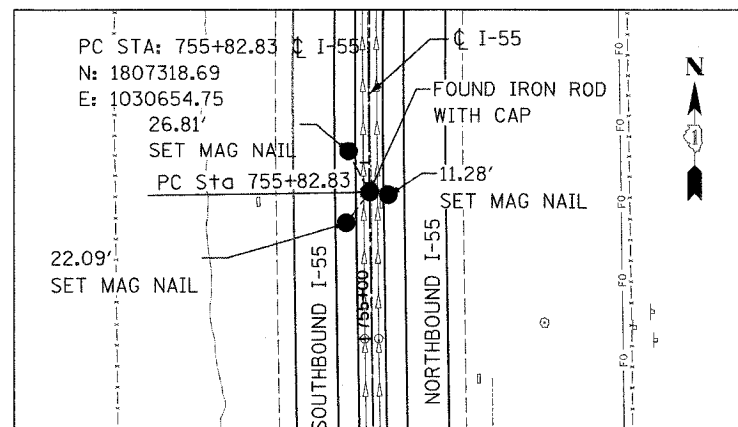
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 DATE: 02-23-07
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 CHECKED BY: RH



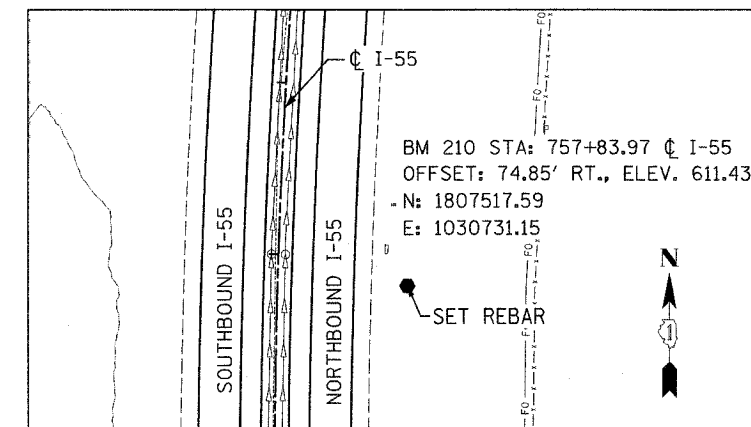
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 30 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-11 OF 13 | | | | |



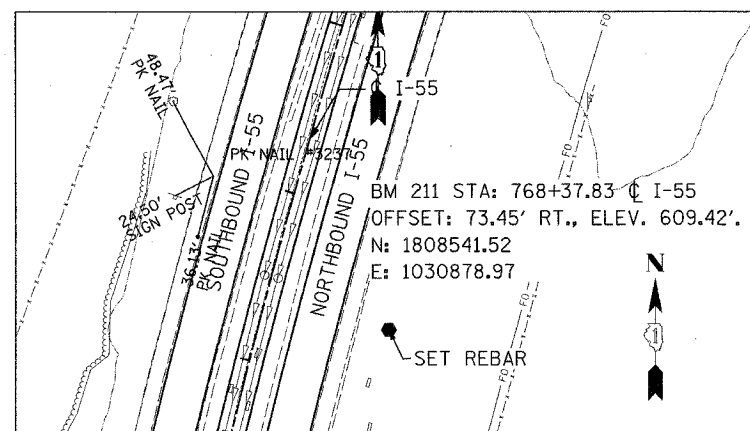
BENCHMARK 209



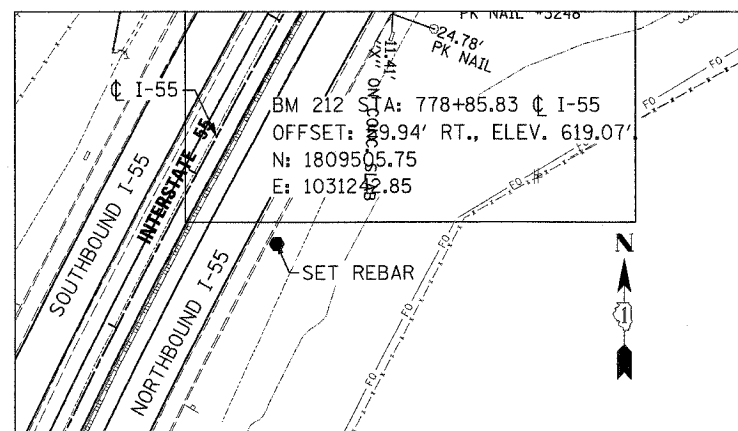
PC STA. 755+82.83



BENCHMARK 210



BENCHMARK 211



BENCHMARK 212

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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

ALIGNMENT, TIES AND
BENCHMARKS

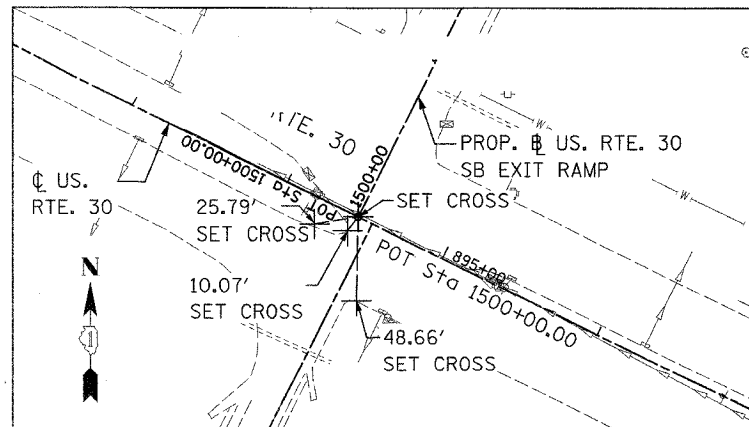
SCALE: NONE
DATE: 02-23-07

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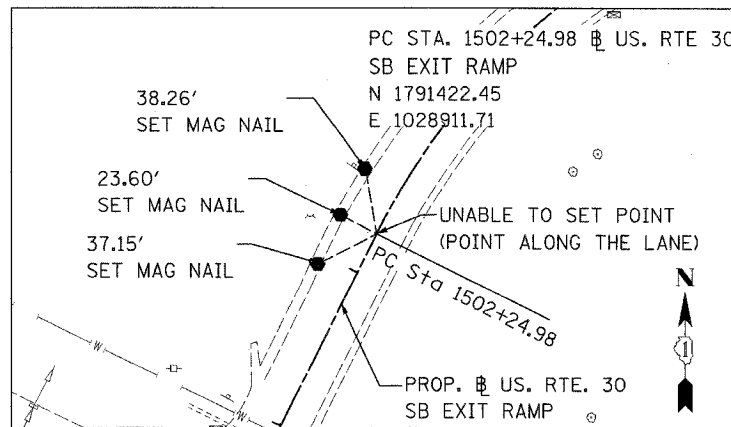


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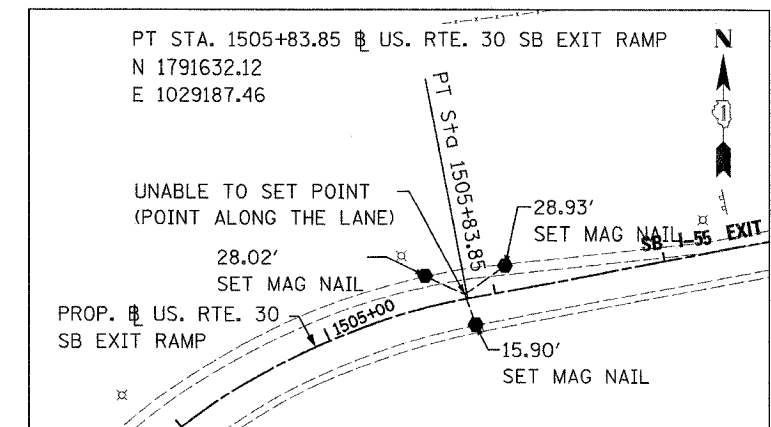
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|---------------------|----------------|---------------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 31 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-12 OF 13 | | | | |



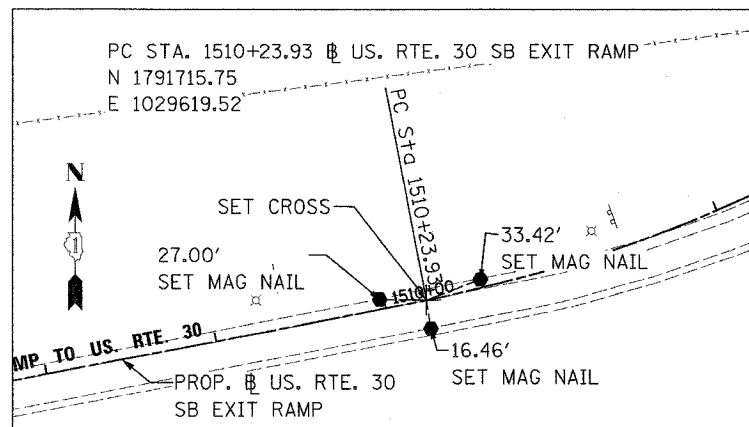
PC STA. 1500+00.00



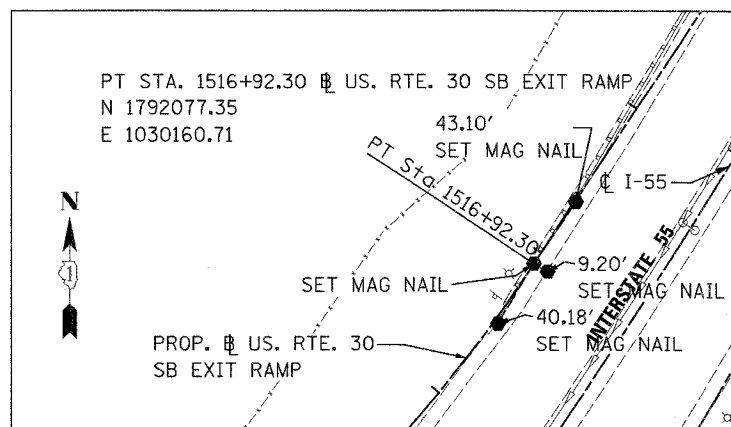
PC STA. 1502+24.98



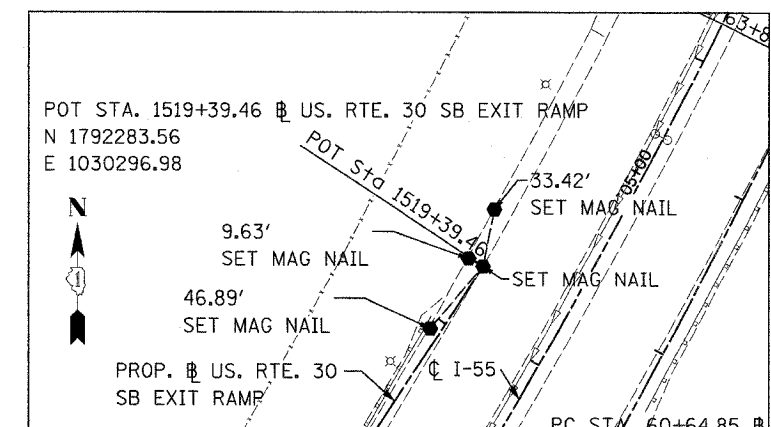
PT STA. 1505+63.85



PC STA. 1510+23.93



PT STA. 1516+92.30



POT STA. 1519+39.46

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 ALIGNMENT, TIES, AND
 BENCHMARKS

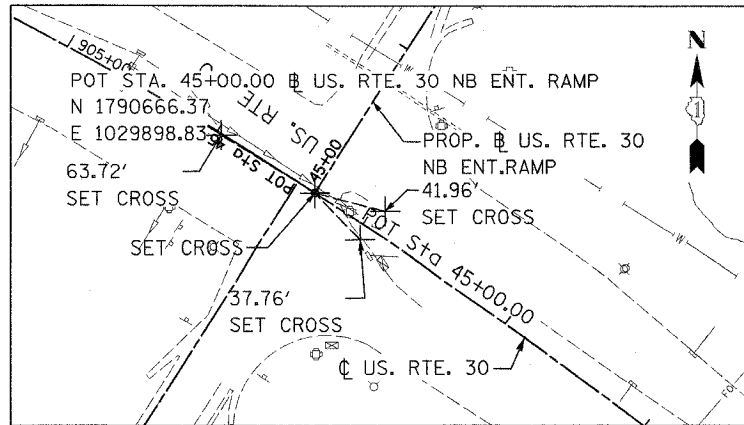
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 DATE: 02-23-07

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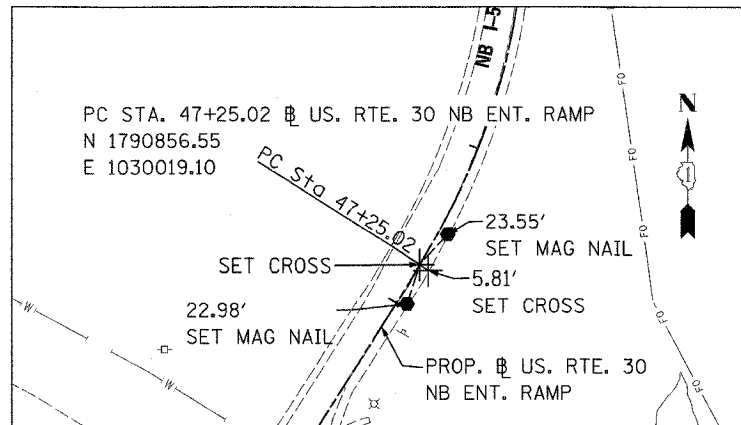


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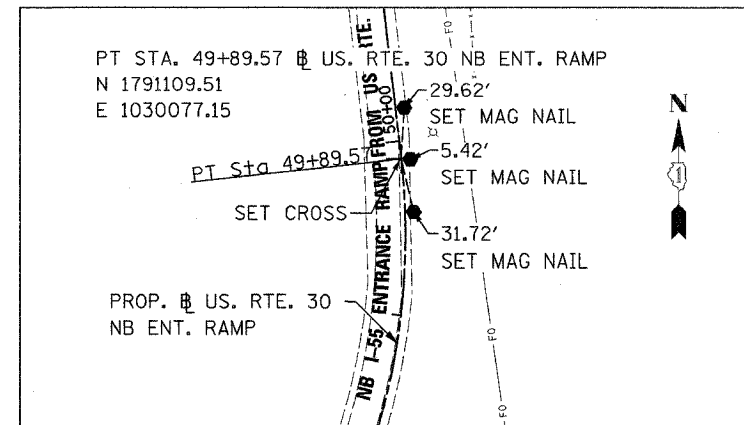
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|---------------------|----------------|---------------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 32 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| ALIGN-13 OF 13 | | | | |



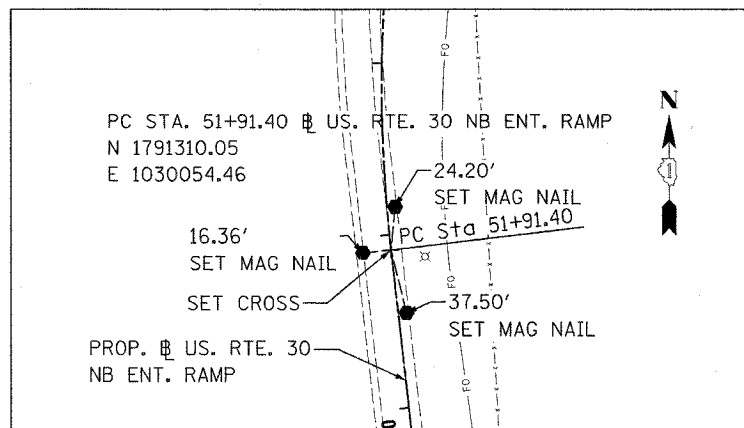
POT STA. 45+00.00



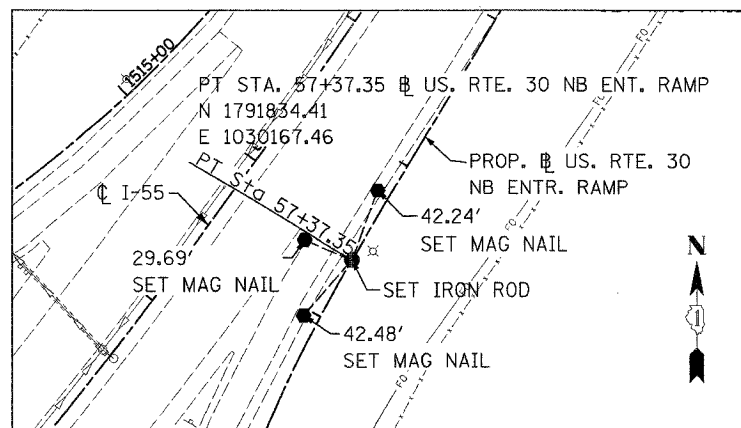
PC STA. 47+25.02



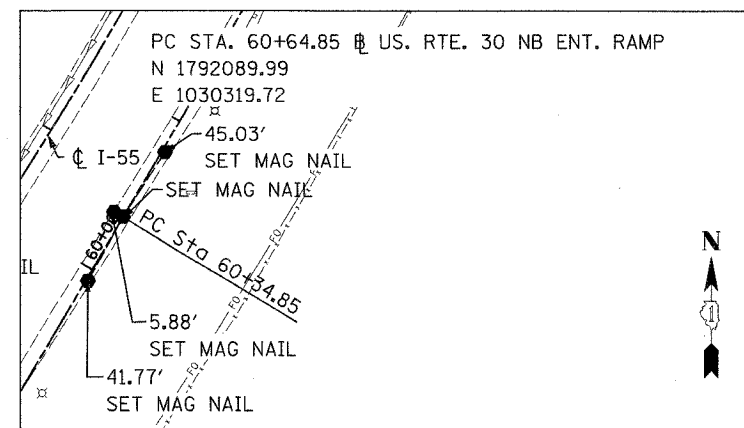
PT STA. 49+89.57



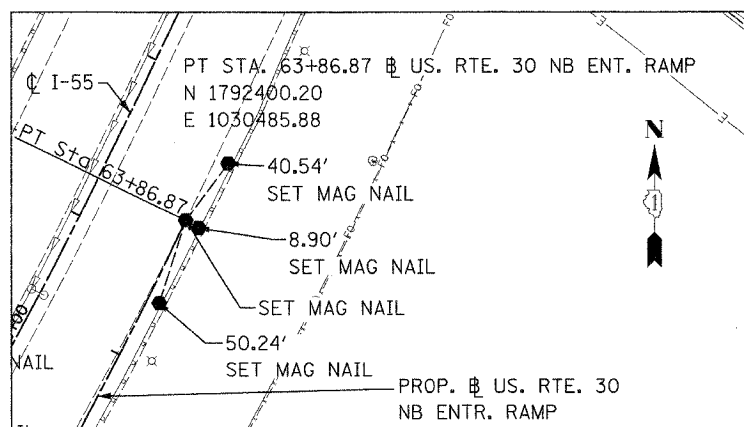
PC STA. 51+91.40



PT STA. 57+37.35



PC STA. 60+64.85



PT STA. 63+86.87

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50'
 DATE: 02-23-07

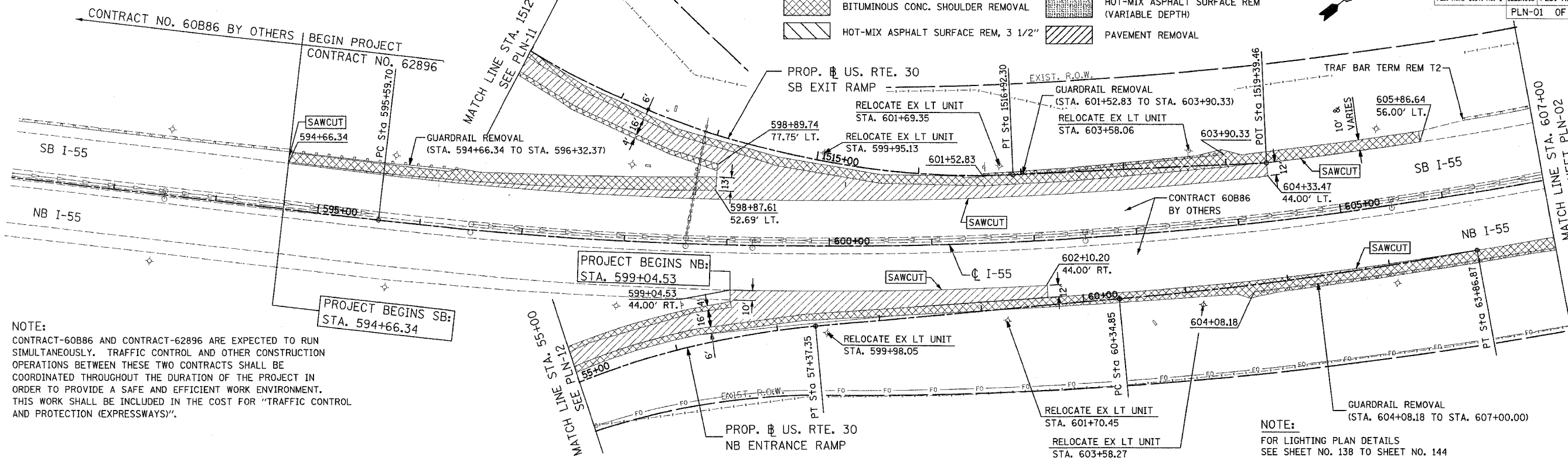
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
|---|----------------|--------|-----------------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 |
| STA. 592+00 TO STA. 607+00 | | | 33 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |
| PLN-01 OF 12 | | | |

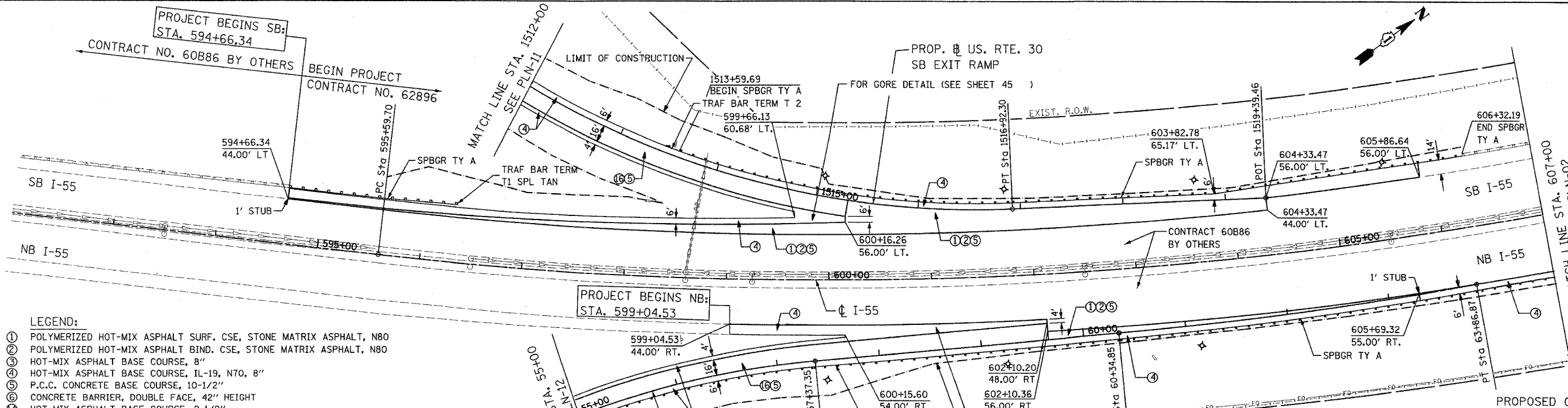
- LEGEND:**
- BITUMINOUS CONC. SHOULDER REMOVAL
 - HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH)
 - HOT-MIX ASPHALT SURFACE REM, 3 1/2"
 - PAVEMENT REMOVAL
 - HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH)



NOTE:
 CONTRACT-60B86 AND CONTRACT-62896 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE TWO CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE PROJECT IN ORDER TO PROVIDE A SAFE AND EFFICIENT WORK ENVIRONMENT. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".

NOTE:
 FOR LIGHTING PLAN DETAILS SEE SHEET NO. 138 TO SHEET NO. 144

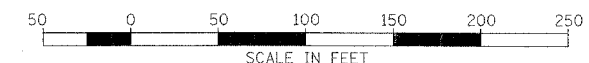
EXISTING CONDITION



- LEGEND:**
- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
 - ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
 - ③ HOT-MIX ASPHALT BASE COURSE, 8"
 - ④ HOT-MIX ASPHALT BASE COURSE, IL-19, N70, 8"
 - ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
 - ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
 - ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
 - ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
 - ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

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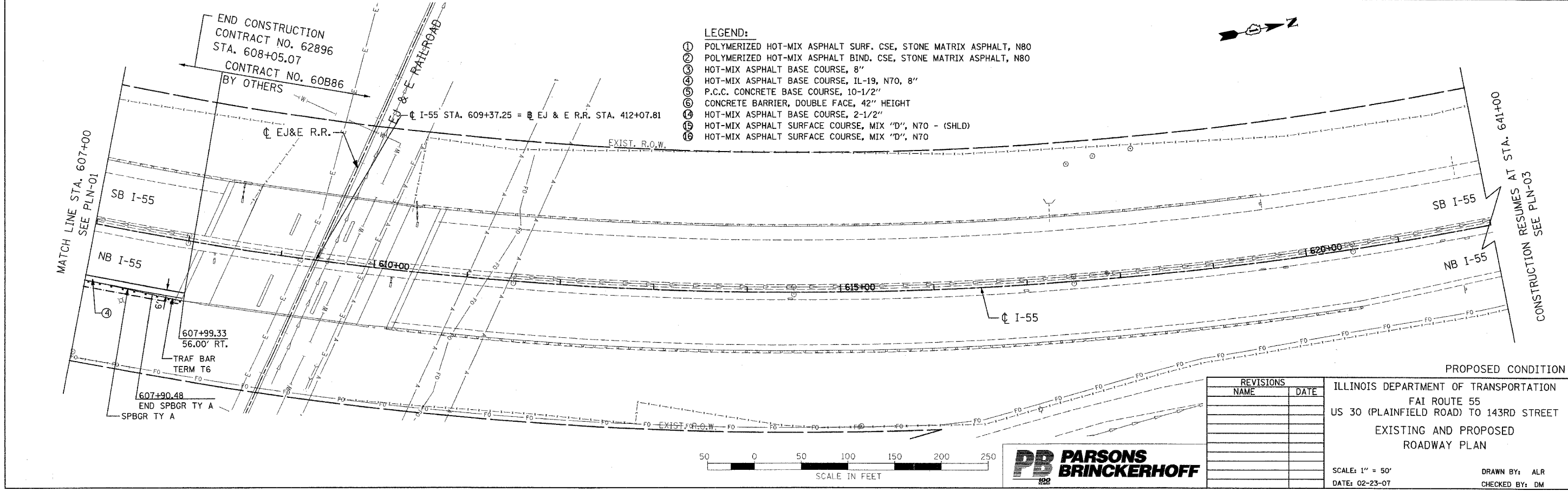
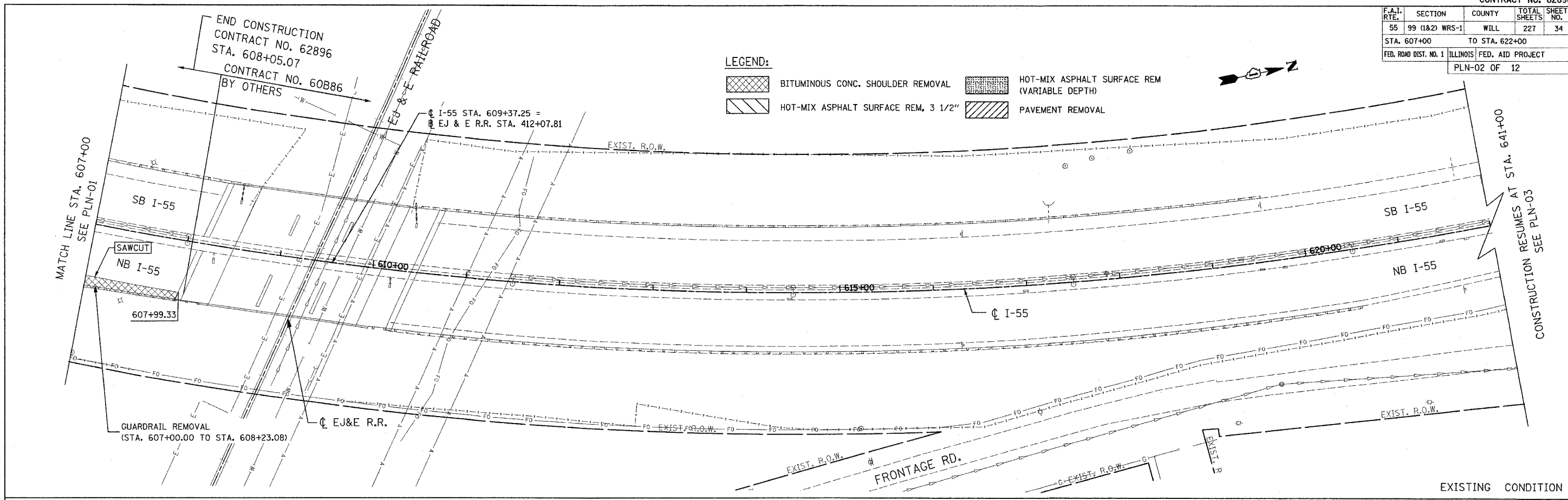
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN



SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: ALR
 CHECKED BY: DM

FINAL

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|---|----------------|----------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 34 |
| STA. 607+00 | | TO STA. 622+00 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |
| PLN-02 OF 12 | | | | |

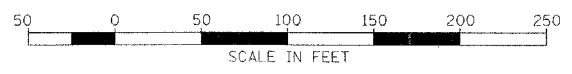


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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN

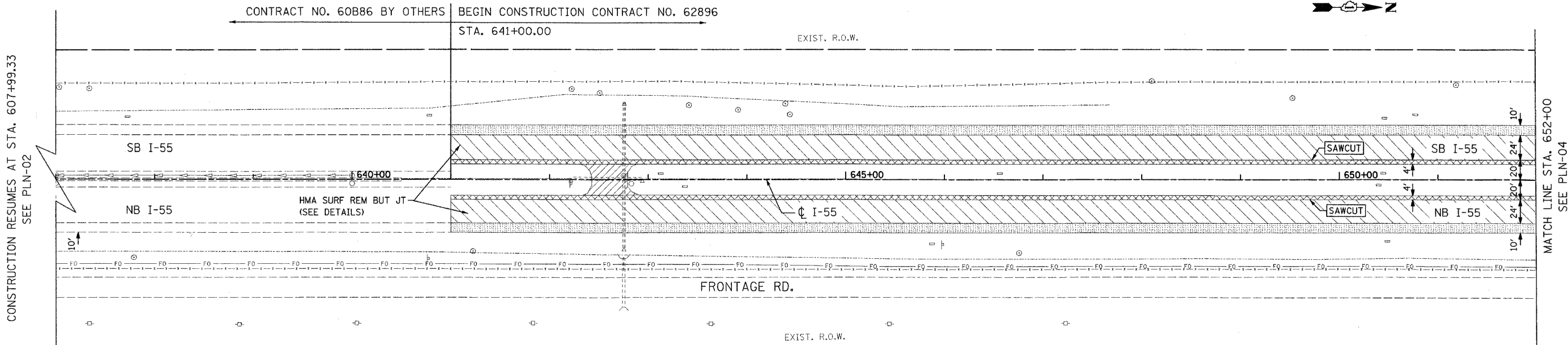
SCALE: 1" = 50'
 DATE: 02-23-07

DRAWN BY: ALR
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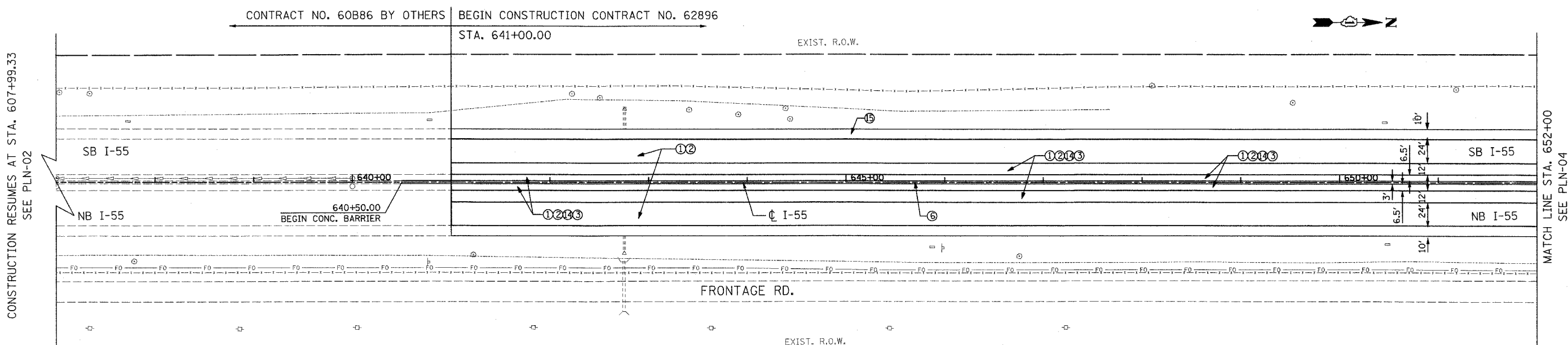
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 35 |
| STA. 637+00 TO STA. 652+00 | | | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | PLN-03 OF 12 | | |



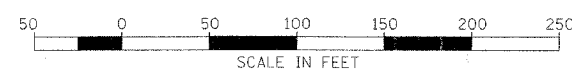
LEGEND:

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| | BITUMINOUS CONC. SHOULDER REMOVAL | | HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH) |
| | HOT-MIX ASPHALT SURFACE REM, 3 1/2" | | PAVEMENT REMOVAL |

EXISTING CONDITION



- LEGEND:**
- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
 - ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
 - ③ HOT-MIX ASPHALT BASE COURSE, 8"
 - ④ HOT-MIX ASPHALT BASE COURSE, 1L-19, N70, 8"
 - ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
 - ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
 - ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
 - ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
 - ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

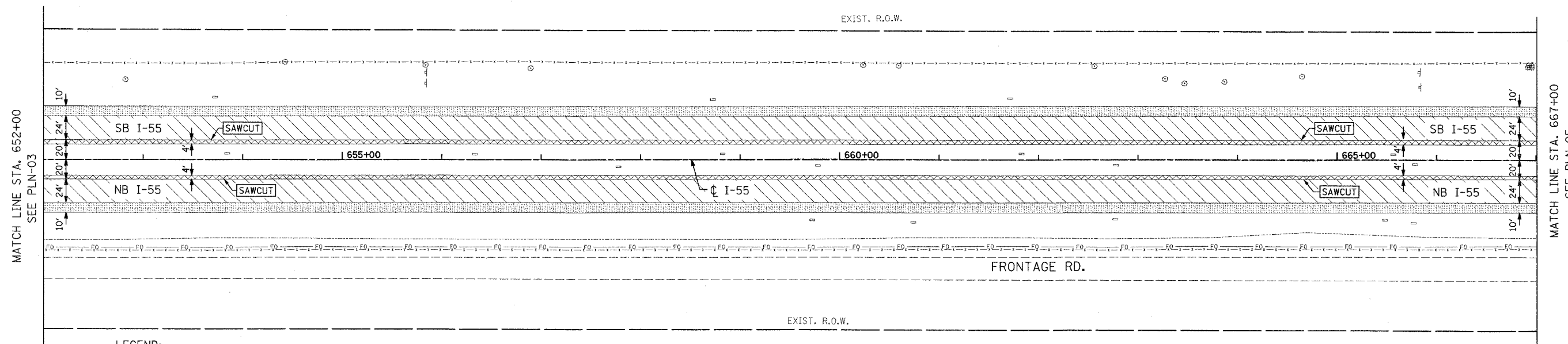


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PROPOSED CONDITION
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN
 SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: ALR
 CHECKED BY: DM

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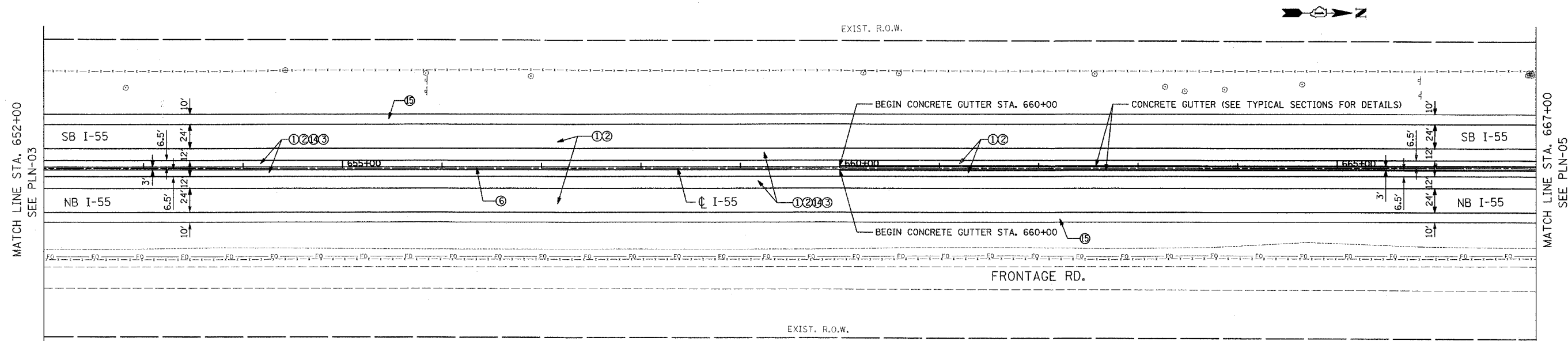
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 36 |
| STA. 652+00 | | TO STA. 667+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| PLN-04 OF 12 | | | | |



LEGEND:

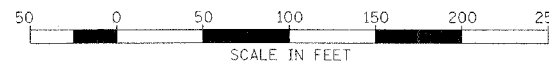
- BITUMINOUS CONC. SHOULDER REMOVAL
- HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH)
- HOT-MIX ASPHALT SURFACE REM, 3 1/2"
- PAVEMENT REMOVAL

EXISTING CONDITION



LEGEND:

- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
- ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
- ③ HOT-MIX ASPHALT BASE COURSE, 8"
- ④ HOT-MIX ASPHALT BASE COURSE, IL-19, N70, 8"
- ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
- ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70



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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN

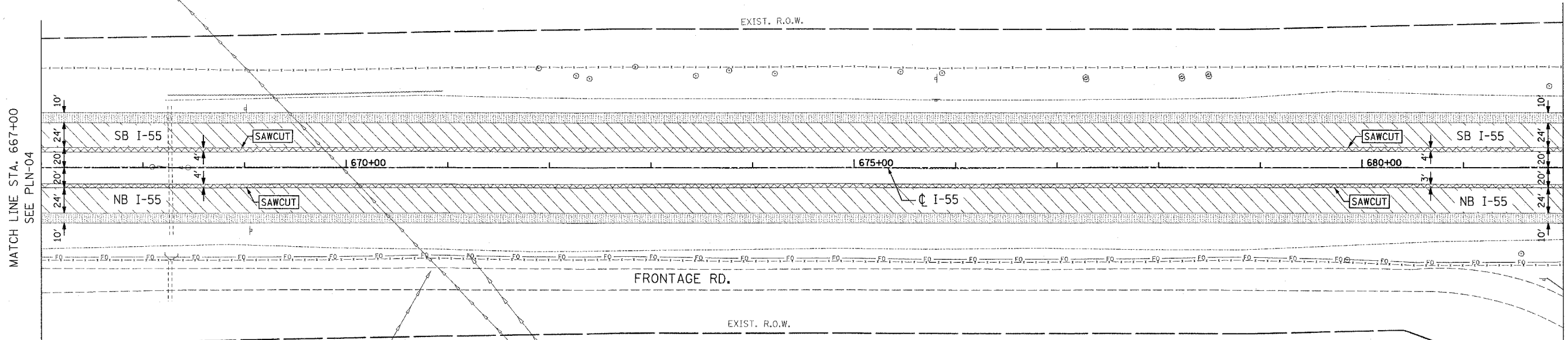
SCALE: 1" = 50'
 DATE: 02-23-07

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PROPOSED CONDITION

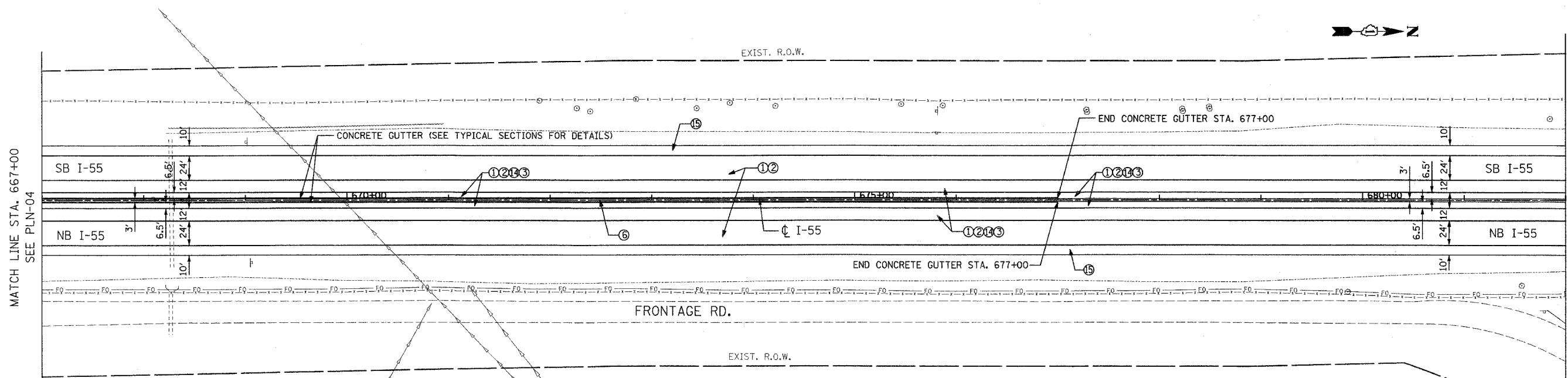
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| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 37 |
| STA. 667+00 | | TO STA. 682+00 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |
| PLN-05 OF 12 | | | | |



LEGEND:

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|--|-------------------------------------|--|--|
| | BITUMINOUS CONC. SHOULDER REMOVAL | | HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH) |
| | HOT-MIX ASPHALT SURFACE REM, 3 1/2" | | PAVEMENT REMOVAL |

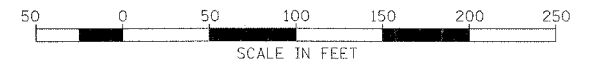
EXISTING CONDITION



LEGEND:

- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
- ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
- ③ HOT-MIX ASPHALT BASE COURSE, 8"
- ④ HOT-MIX ASPHALT BASE COURSE, IL-19, N70, 8"
- ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
- ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

PROPOSED CONDITION



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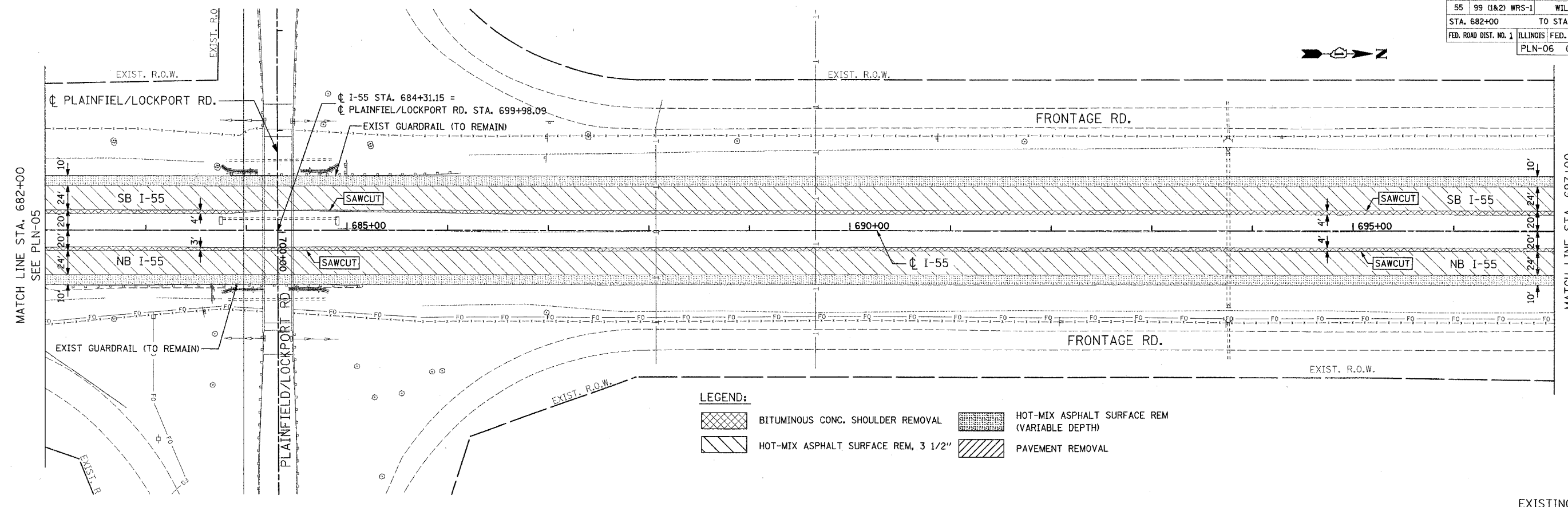
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN

SCALE: 1" = 50'
 DATE: 02-23-07

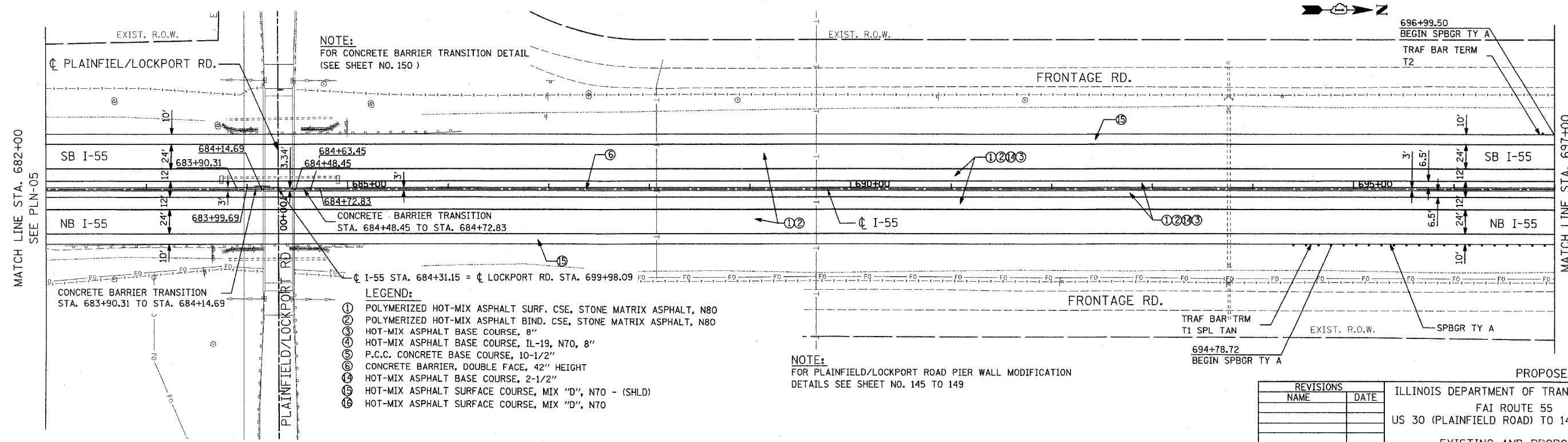
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 CHECKED BY: DM

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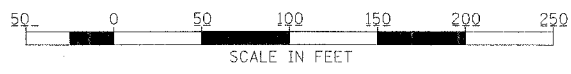
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 38 |
| STA. 682+00 | | TO STA. 697+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| PLN-06 OF 12 | | | | |



EXISTING CONDITION



PROPOSED CONDITION



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET

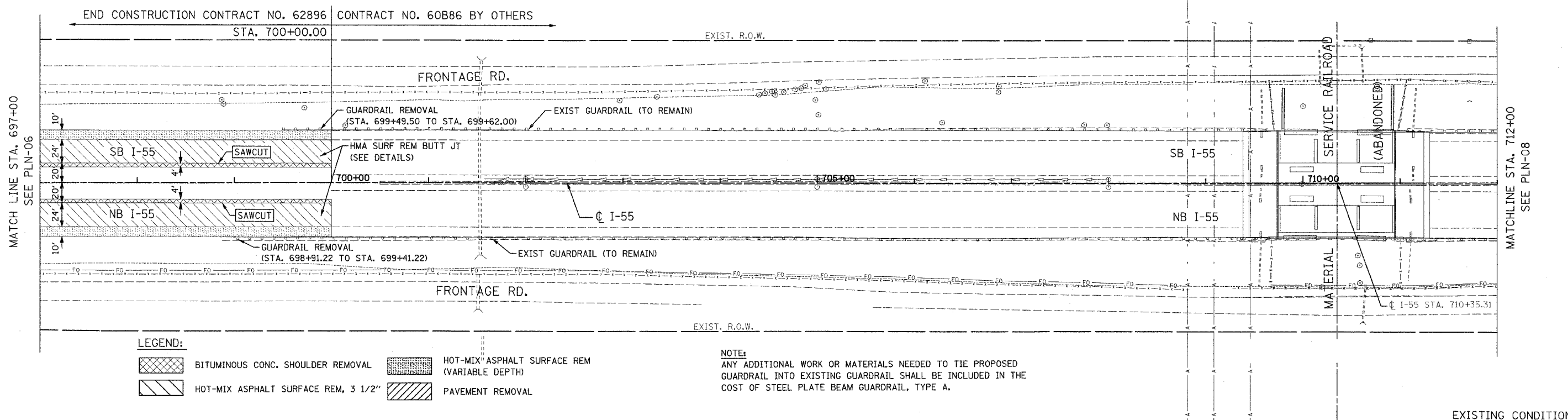
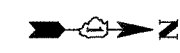
EXISTING AND PROPOSED
 ROADWAY PLAN

SCALE: 1" = 50'
 DATE: 02-23-07

DRAWN BY: ALR
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 39 |
| STA. 697+00 | | TO STA. 712+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | PLN-07 OF 12 | | |

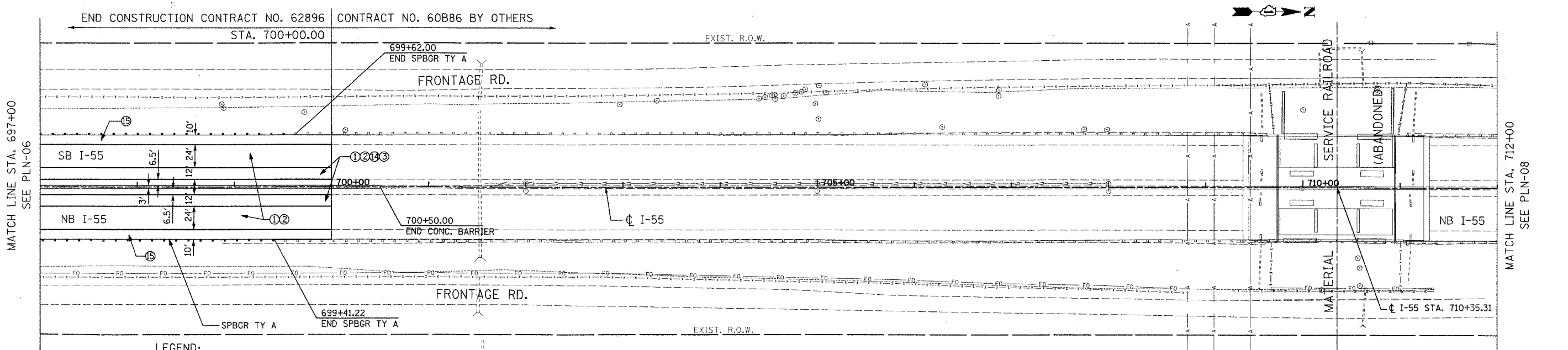


LEGEND:

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| | BITUMINOUS CONC. SHOULDER REMOVAL | | HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH) |
| | HOT-MIX ASPHALT SURFACE REM, 3 1/2" | | PAVEMENT REMOVAL |

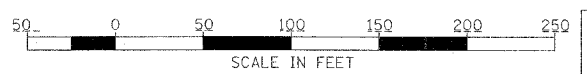
NOTE:
ANY ADDITIONAL WORK OR MATERIALS NEEDED TO TIE PROPOSED GUARDRAIL INTO EXISTING GUARDRAIL SHALL BE INCLUDED IN THE COST OF STEEL PLATE BEAM GUARDRAIL, TYPE A.

EXISTING CONDITION



LEGEND:

- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
- ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
- ③ HOT-MIX ASPHALT BASE COURSE, 8"
- ④ HOT-MIX ASPHALT BASE COURSE, IL-19, N70, 8"
- ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
- ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70



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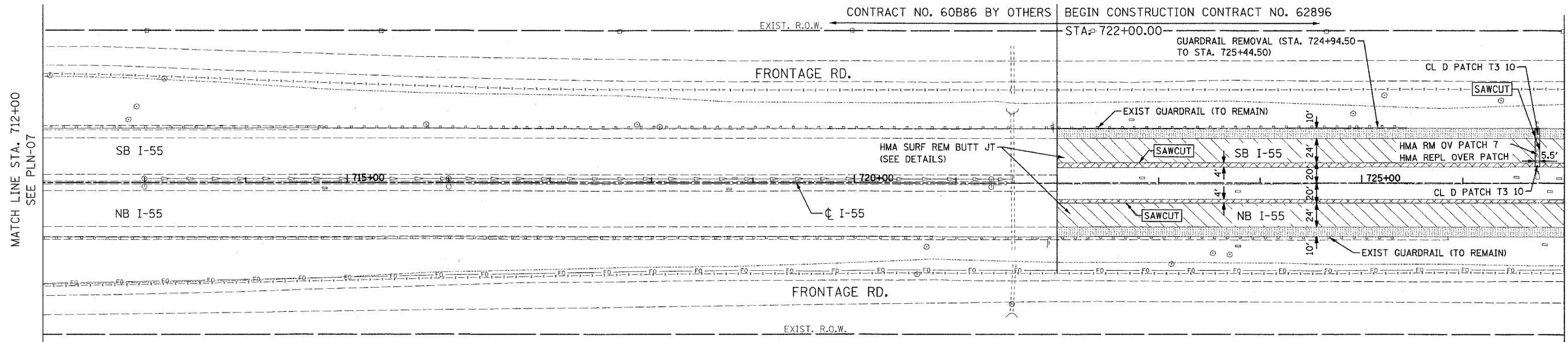
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
EXISTING AND PROPOSED
ROADWAY PLAN

SCALE: 1" = 50'
DATE: 02-23-07
DRAWN BY: ALR
CHECKED BY: DM

PROPOSED CONDITION

FINAL

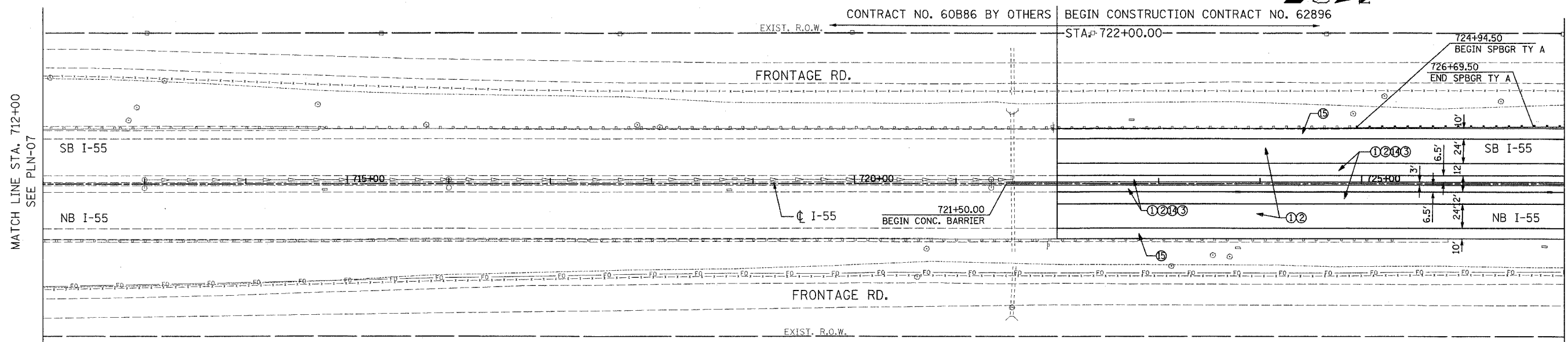
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 40 |
| STA. 712+00 TO STA. 727+00 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | PLN-08 OF 12 | |



LEGEND:

| | | | |
|--|-------------------------------------|--|--|
| | BITUMINOUS CONC. SHOULDER REMOVAL | | HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH) |
| | HOT-MIX ASPHALT SURFACE REM, 3 1/2" | | PAVEMENT REMOVAL |

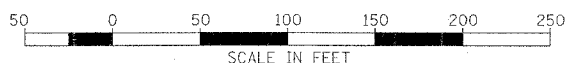
EXISTING CONDITION



LEGEND:

- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
- ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
- ③ HOT-MIX ASPHALT BASE COURSE, 8"
- ④ HOT-MIX ASPHALT BASE COURSE, IL-19, N70, 8"
- ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
- ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

PROPOSED CONDITION



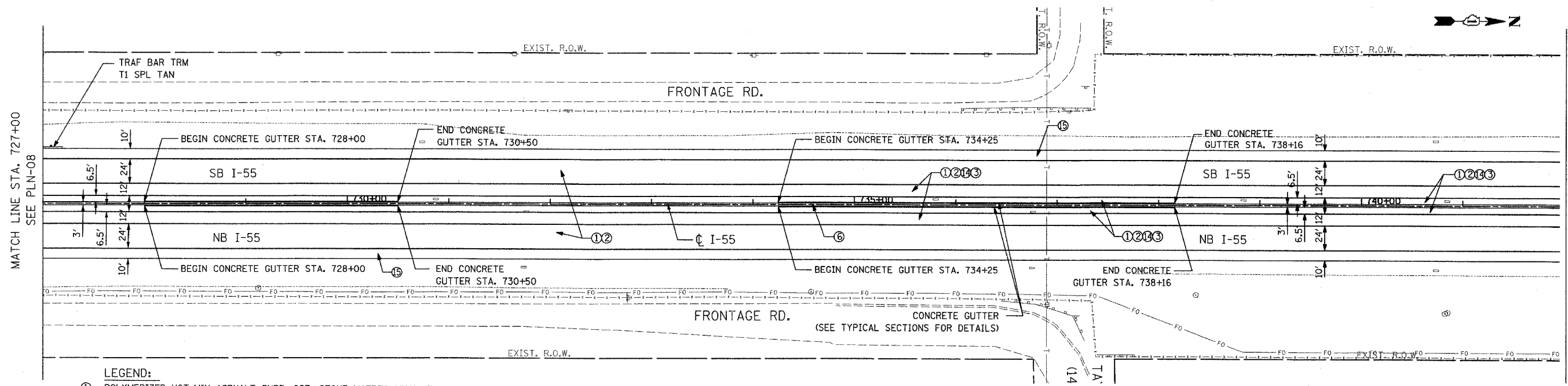
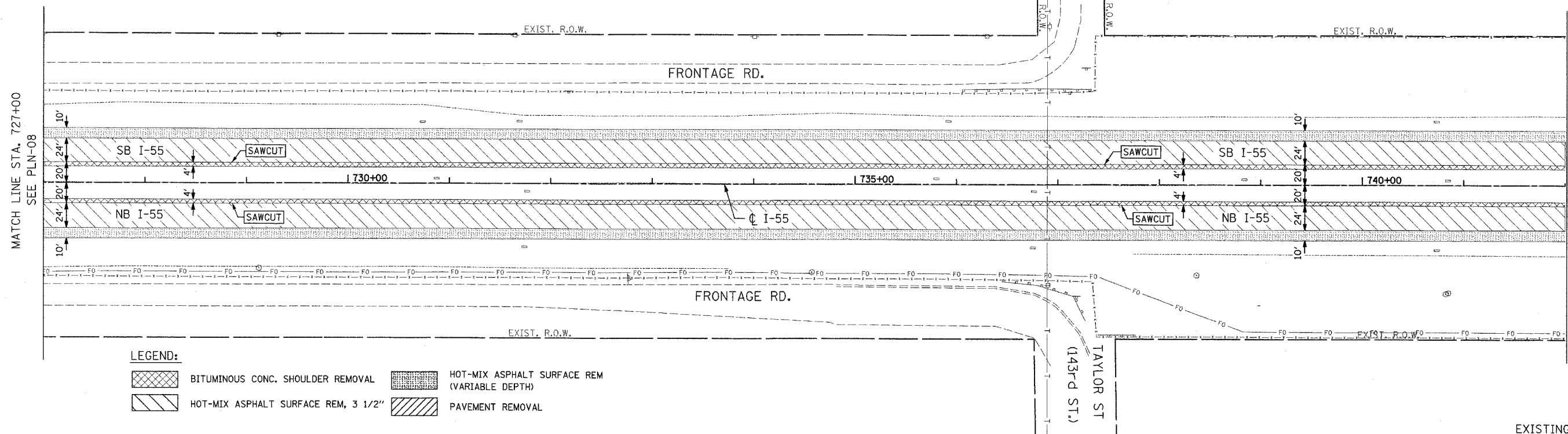
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN

SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: ALR
 CHECKED BY: DM

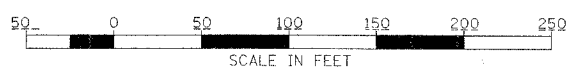
FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 41 |
| STA. 727+00 | | TO STA. 740+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | PLN-09 OF 12 | | |



MATCH LINE STA. 727+00
SEE PLN-08

MATCH LINE STA. 742+00
SEE PLN-10



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

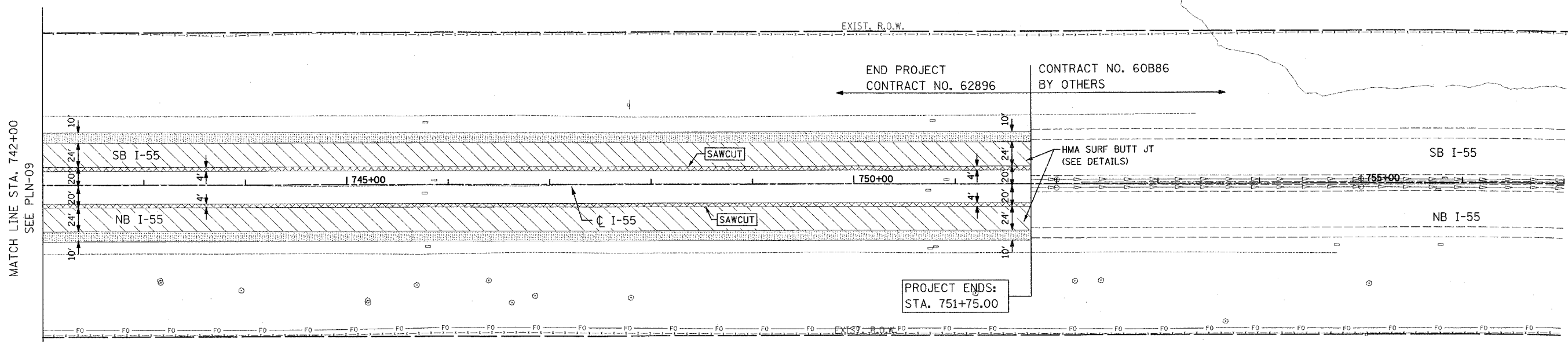
EXISTING AND PROPOSED
ROADWAY PLAN

SCALE: 1" = 50'
DATE: 02-23-07

DRAWN BY: ALR
CHECKED BY: DM

FINAL

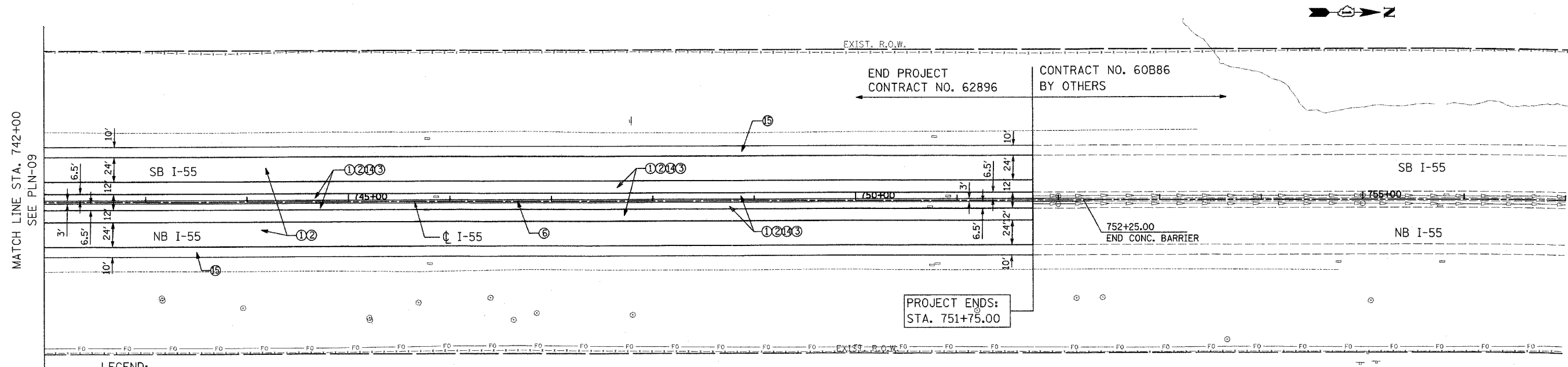
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 42 |
| STA. 742+00 | | TO STA. 757+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | PLN-10 OF 12 | | |



LEGEND:

| | | | |
|--|-------------------------------------|--|--|
| | BITUMINOUS CONC. SHOULDER REMOVAL | | HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH) |
| | HOT-MIX ASPHALT SURFACE REM, 3 1/2" | | PAVEMENT REMOVAL |

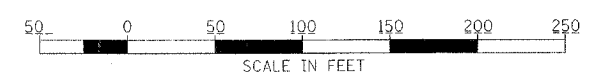
EXISTING CONDITION



LEGEND:

- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
- ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
- ③ HOT-MIX ASPHALT BASE COURSE, 8"
- ④ HOT-MIX ASPHALT BASE COURSE, IL-19, N70, 8"
- ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
- ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

PROPOSED CONDITION



| REVISIONS | |
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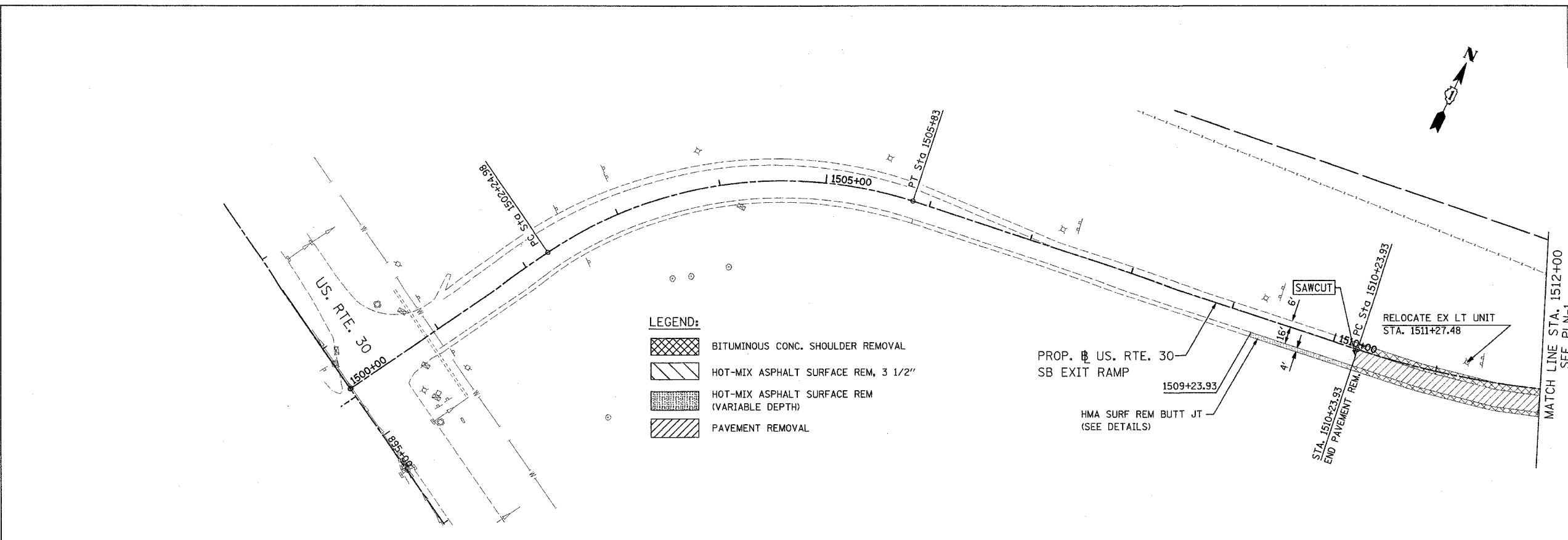
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN

SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: ALR
 CHECKED BY: RH



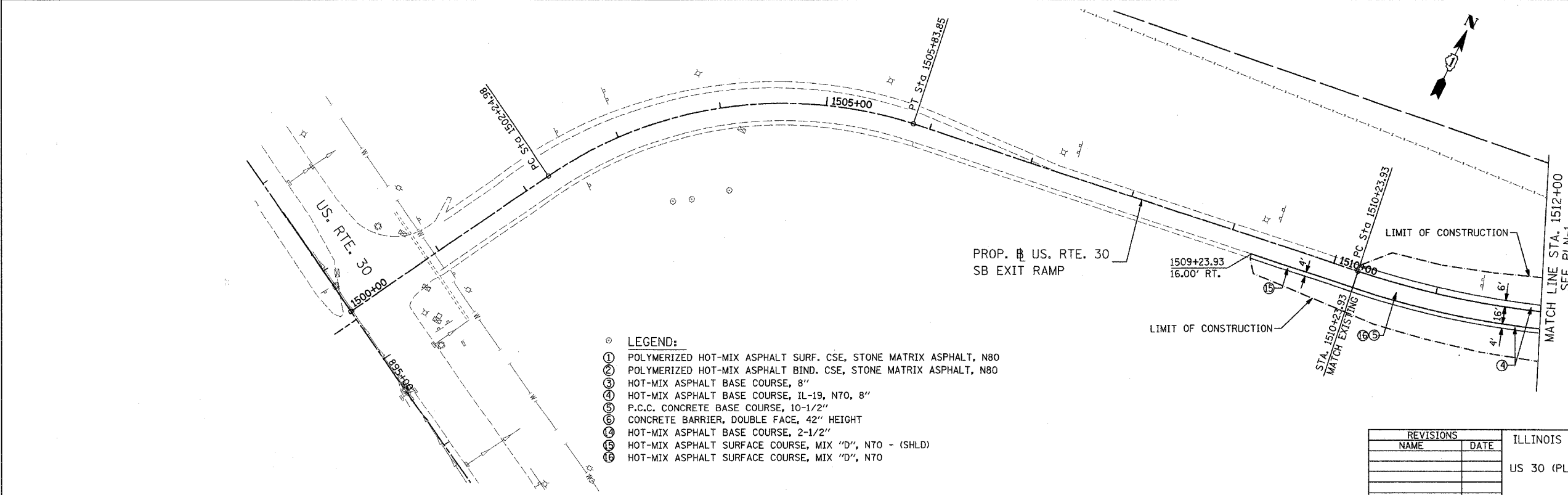
FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 43 |
| STA. 1500+00 | | TO STA. | | 1512+00 |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| PLN-11 OF 12 | | | | |



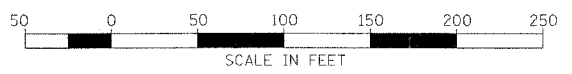
- LEGEND:**
- BITUMINOUS CONC. SHOULDER REMOVAL
 - HOT-MIX ASPHALT SURFACE REM, 3 1/2"
 - HOT-MIX ASPHALT SURFACE REM (VARIABLE DEPTH)
 - PAVEMENT REMOVAL

EXISTING CONDITION



- LEGEND:**
- ① POLYMERIZED HOT-MIX ASPHALT SURF. CSE, STONE MATRIX ASPHALT, N80
 - ② POLYMERIZED HOT-MIX ASPHALT BIND. CSE, STONE MATRIX ASPHALT, N80
 - ③ HOT-MIX ASPHALT BASE COURSE, 8"
 - ④ HOT-MIX ASPHALT BASE COURSE, IL-19, N70, 8"
 - ⑤ P.C.C. CONCRETE BASE COURSE, 10-1/2"
 - ⑥ CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
 - ⑦ HOT-MIX ASPHALT BASE COURSE, 2-1/2"
 - ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - (SHLD)
 - ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

PROPOSED CONDITION



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

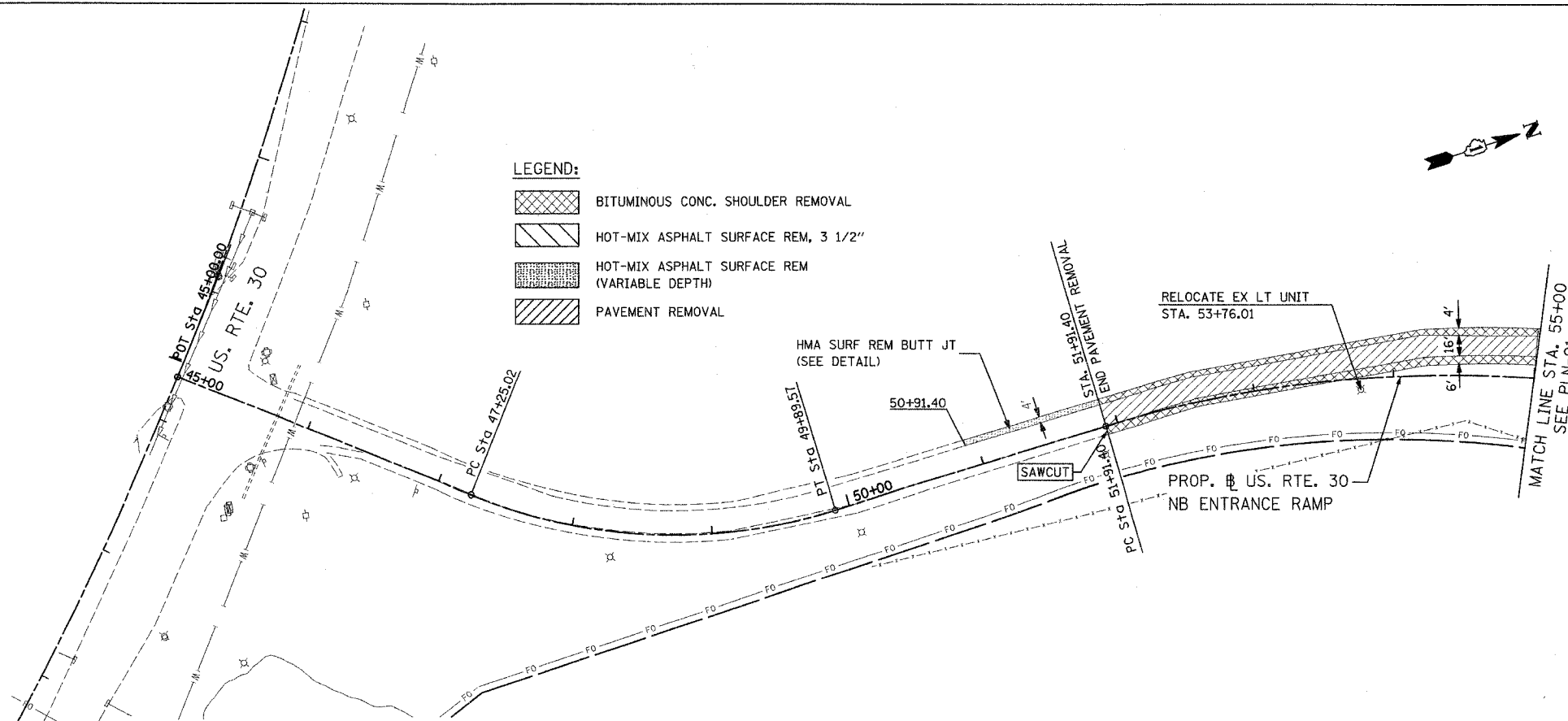
EXISTING AND PROPOSED
ROADWAY PLAN

SCALE: 1" = 50'
DATE: 02-23-07

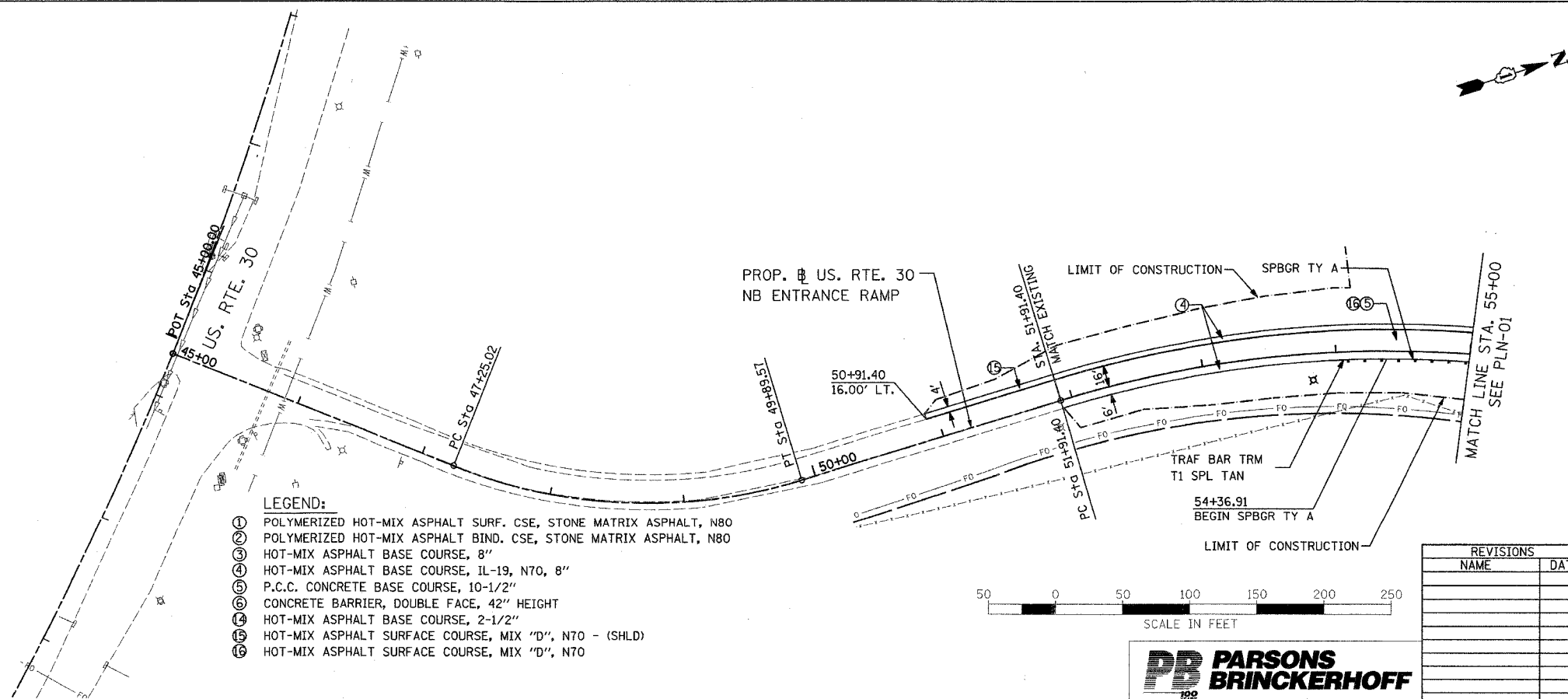
DRAWN BY: ALR
CHECKED BY: DM

FINAL

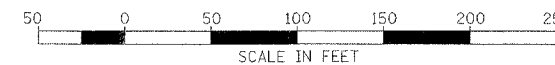
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|--------------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 44 |
| STA. 45+00 | | TO STA. | | 55+00 |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | PLN-12 OF 12 |



EXISTING CONDITION



PROPOSED CONDITION



| REVISIONS | |
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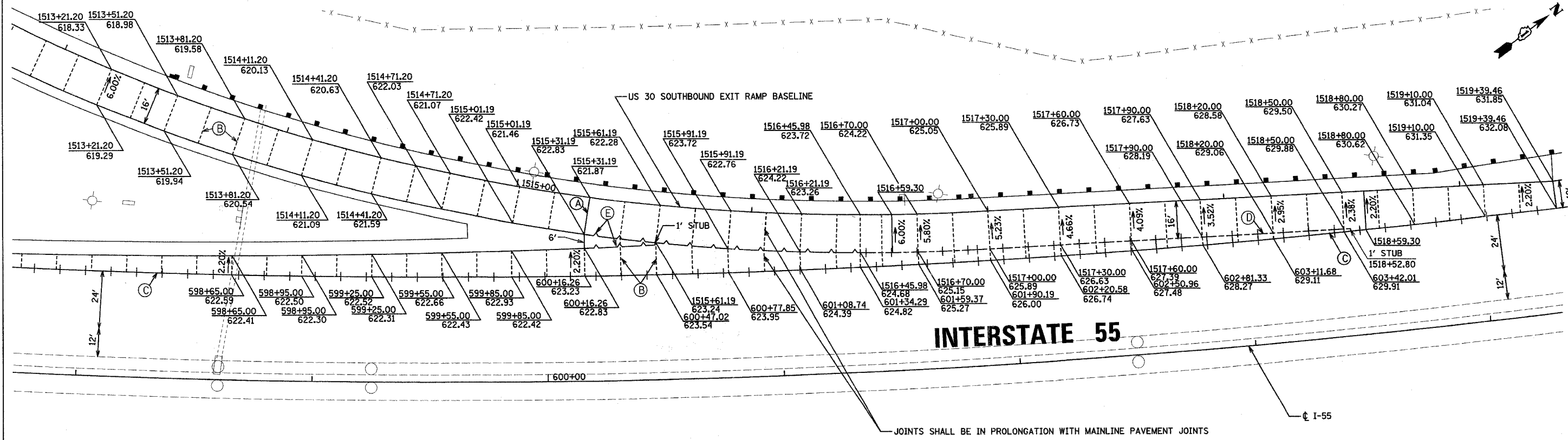
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EXISTING AND PROPOSED
 ROADWAY PLAN

SCALE: 1" = 50'
 DATE: 02-23-07

DRAWN BY: ALR
 CHECKED BY: DM

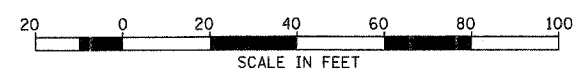
FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------|----------------|------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 45 |
| STA. TO STA. | | FED. AID PROJECT | | |
| ILLINOIS | | DET-01 OF 03 | | |



- LEGEND**
- PROP. MANHOLE
 - PROP. CATCH BASIN/INLET
 - STUB (0.6 m, UNLESS OTHERWISE NOTED)
 - (A) ——— EXPANSION JOINT (STANDARD 420001)
 - (B) - - - - SAWED TRANSVERSE CONTRACTION JOINT
 - (C) + - - + LONGITUDINAL CONSTRUCTION JOINT WITH NO. 25 TIE BARS EPOXY COATED DEFORMED TIE BARS (DRILL & GROUT)
 - (D) + - - + SAWED LONGITUDINAL CONSTRUCTION JOINT WITH NO. 25 TIE BARS
 - (E) ——— KEYED LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS

SEE SHEET PLN-01 FOR PLAN VIEW.
SEE SHEET PRO-07 FOR RAMP PROFILE



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

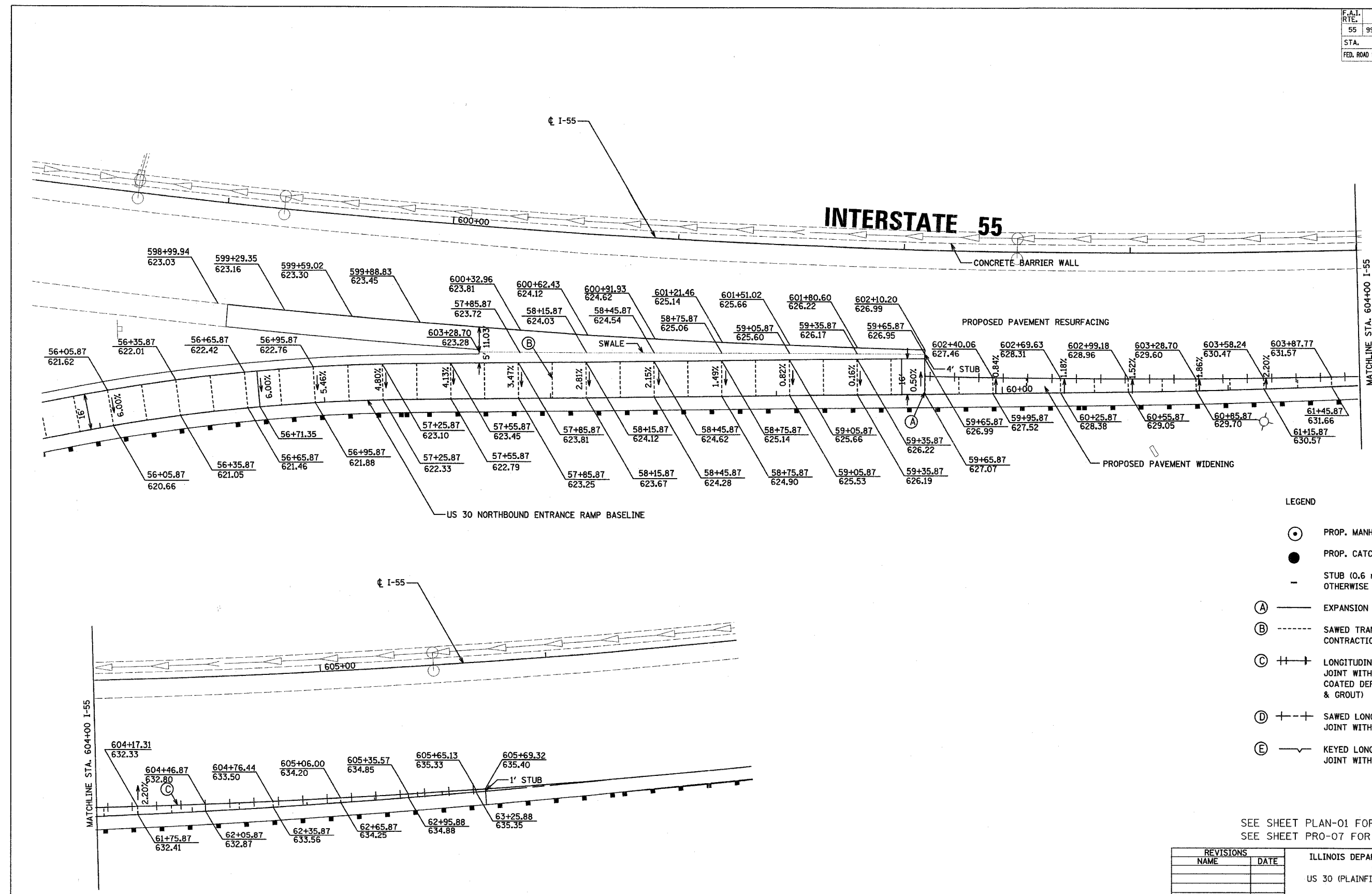
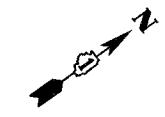
GORE DETAILS
US. RTE. 30 SB EXIT RAMP

SCALE: 1" = 20'
DATE: 02-23-07

DRAWN BY AR
CHECKED BY DM

FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 46 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| DET-02 OF 03 | | | | |



- LEGEND
- PROP. MANHOLE
 - PROP. CATCH BASIN/INLET
 - STUB (0.6 m, UNLESS OTHERWISE NOTED)
 - (A) — EXPANSION JOINT (STANDARD 420001)
 - (B) - - - SAWED TRANSVERSE CONTRACTION JOINT
 - (C) + + + LONGITUDINAL CONSTRUCTION JOINT WITH NO. 25 TIE BARS EPOXY COATED DEFORMED TIE BARS (DRILL & GROUT)
 - (D) + - - SAWED LONGITUDINAL CONSTRUCTION JOINT WITH NO. 25 TIE BARS
 - (E) - / - KEYED LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS

SEE SHEET PLAN-01 FOR PLAN VIEW.
SEE SHEET PRO-07 FOR RAMP PROFILE.

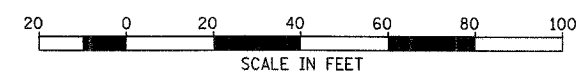
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

GORE DETAILS
US RTE 30 NB ENTRANCE RAMP

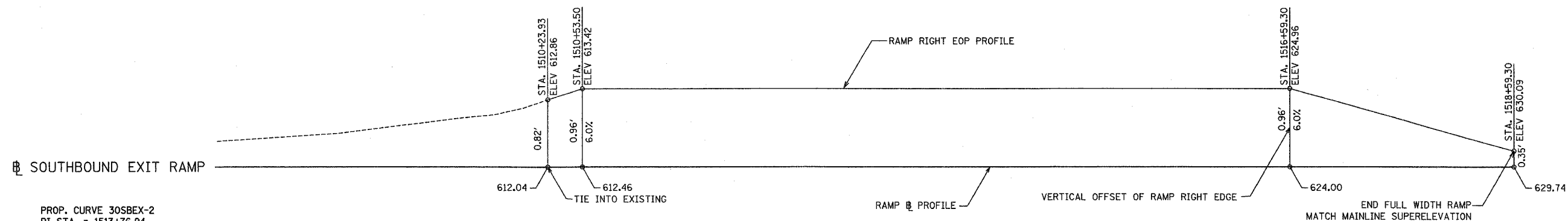
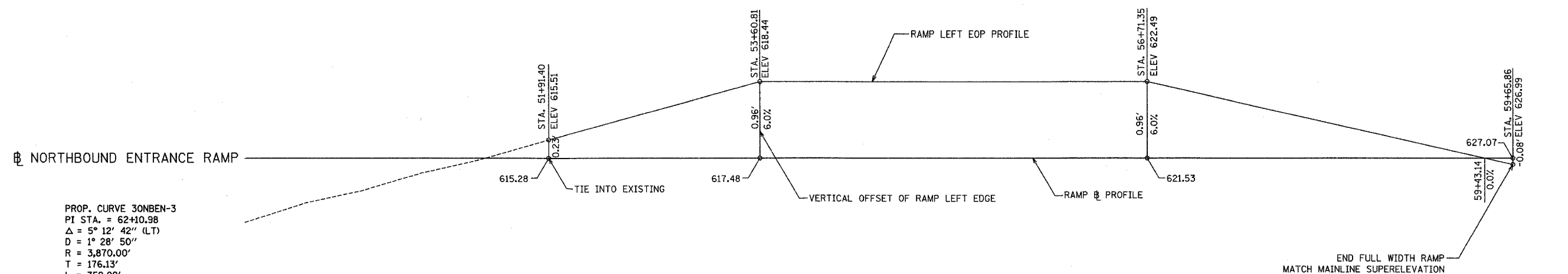
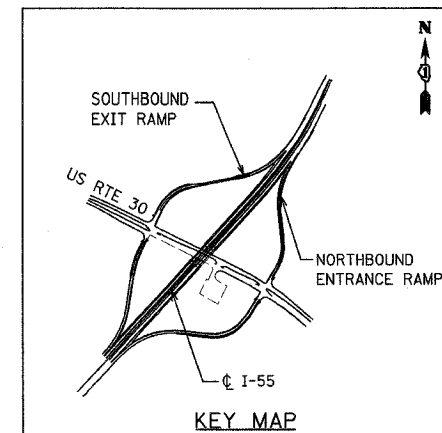
SCALE: 1" = 20'
DATE: 02-23-07

DRAWN BY: SJV
CHECKED BY: DM



FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|--------------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 47 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | DET-03 OF 03 |



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 RAMP SUPERELEVATION DETAILS



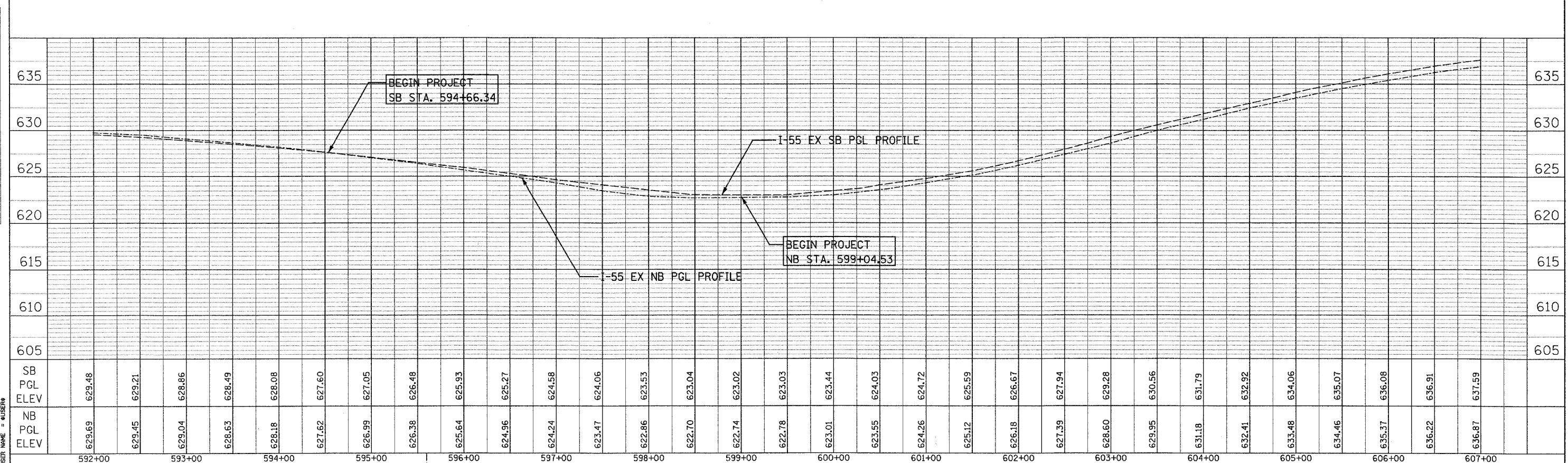
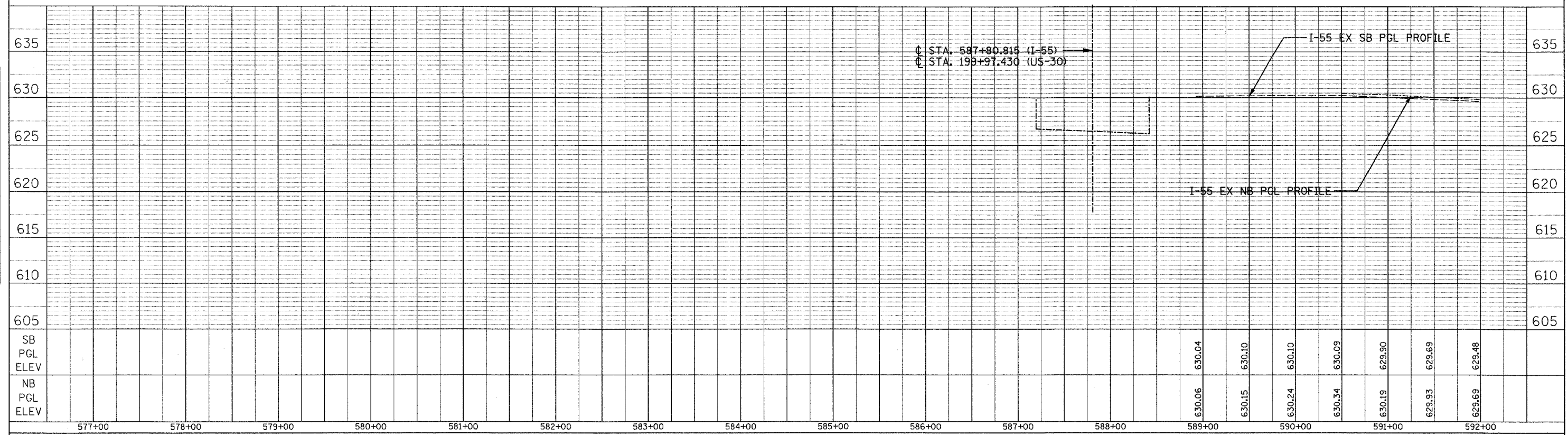
SCALE: N.T.S.
 DATE: 02-23-07
 DRAWN BY: MGH
 CHECKED BY: RMH

FINAL

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|---------------------|----------------|---------------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 48 |
| STA. 577+00 | | TO STA. 607+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| PRO-01 OF 07 | | | | |

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

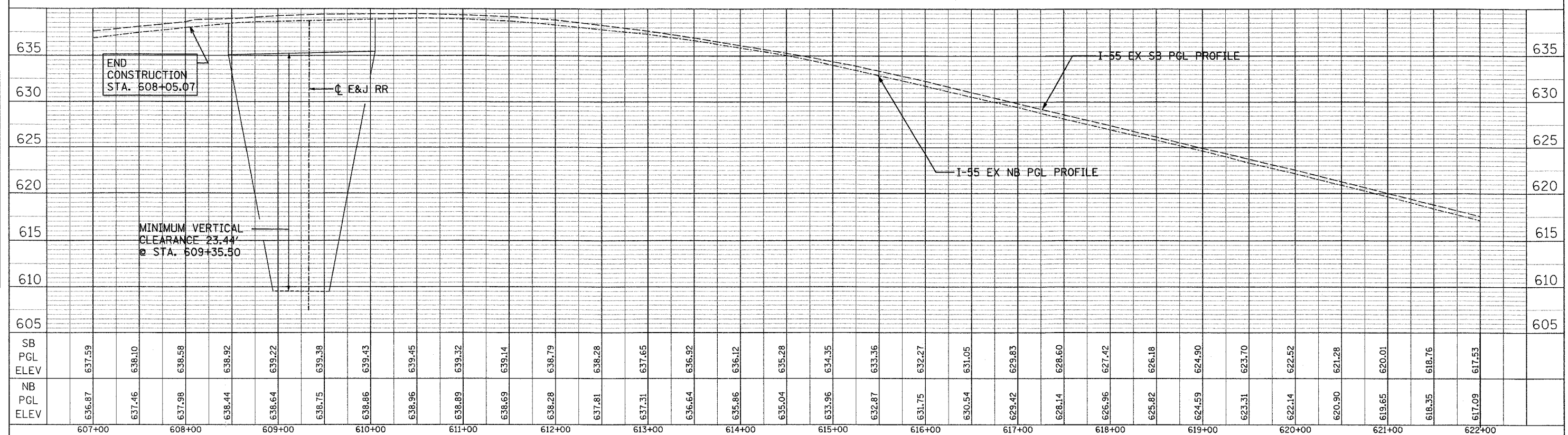
| | |
|---------|------|
| PROFILE | DATE |
| BY | |
| NO. | |
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| NO. | |



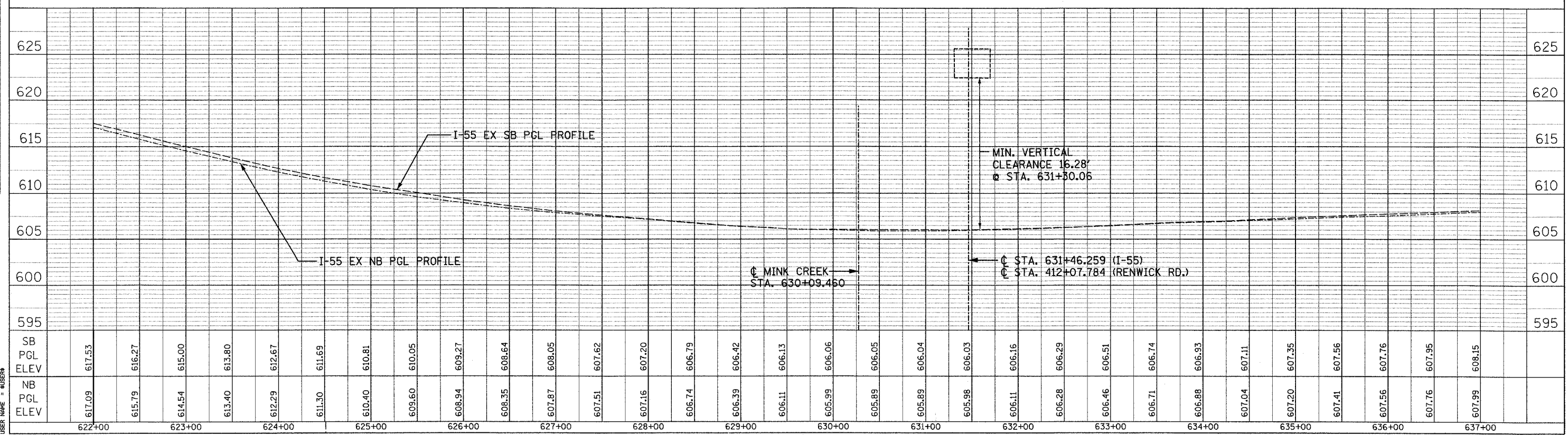
PLOT DATE = 2/28/2006
 FILE NAME = MFILE1
 PLOT SCALE = 8/SCALE
 USER NAME = RUSSELL

| | | | | |
|---------------------|----------------|------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 49 |
| STA. 607+00 | | TO STA. 637+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| PRO-02 OF 07 | | | | |

PLAN SURVEYED BY DATE
 NOTE BOOK NO. CHECKED BY
 ALIGNED CHECKED BY
 OF P.A. NO. CHECKED BY
 ROAD FILE NAME



PROFILE SURVEYED BY DATE
 NOTE BOOK NO. CHECKED BY
 GRADES CHECKED BY
 E.M. NOTED BY
 P.M. CHECKED BY
 P.M. DATE



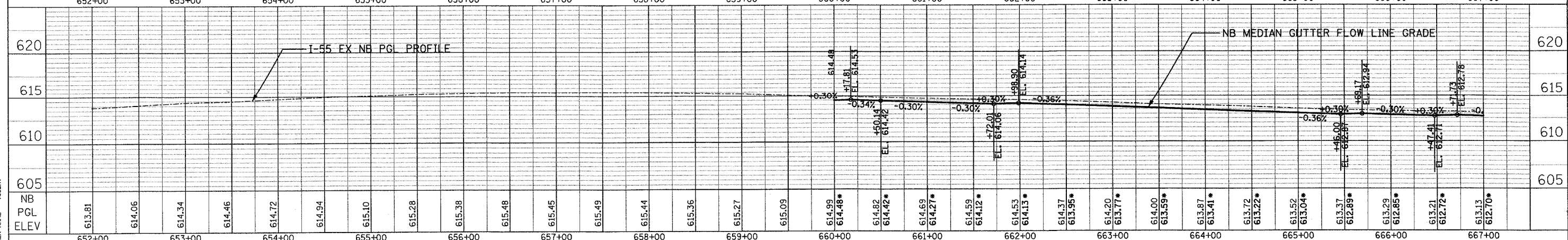
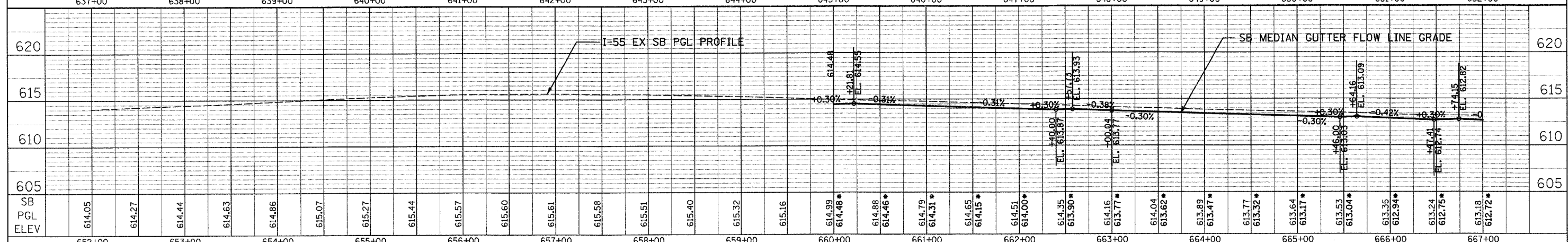
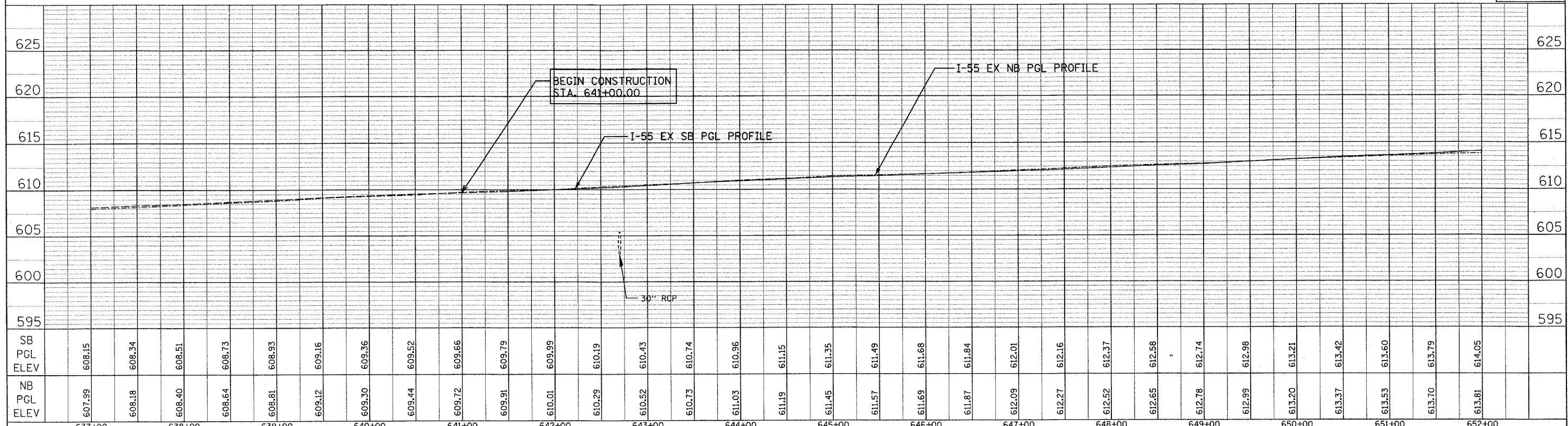
PLOT DATE = 2/28/28
 FILE NAME = #FILE#
 USER NAME = #USER#

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 50 |
| STA. 637+00 | | TO STA. 667+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

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|---------|------|
| PLAN | DATE |
| BY | |
| CHECKED | |
| NO. 1 | |

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| PROFILE | DATE |
| BY | |
| CHECKED | |
| NO. 1 | |

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|-----------|-----------|
| PLT DATE | 2/21/2007 |
| FILE NAME | 62896 |
| PLT SCALE | 1"=50' |
| USER NAME | MSURR |



• PROPOSED GUTTER FLOW LINE GRADE ELEVATION

SCALE: 1"=5' VERTICAL
1"=50' HORIZONTAL

FAI ROUTE 55
US 30 (PLAINFIELD) TO 143RD STREET

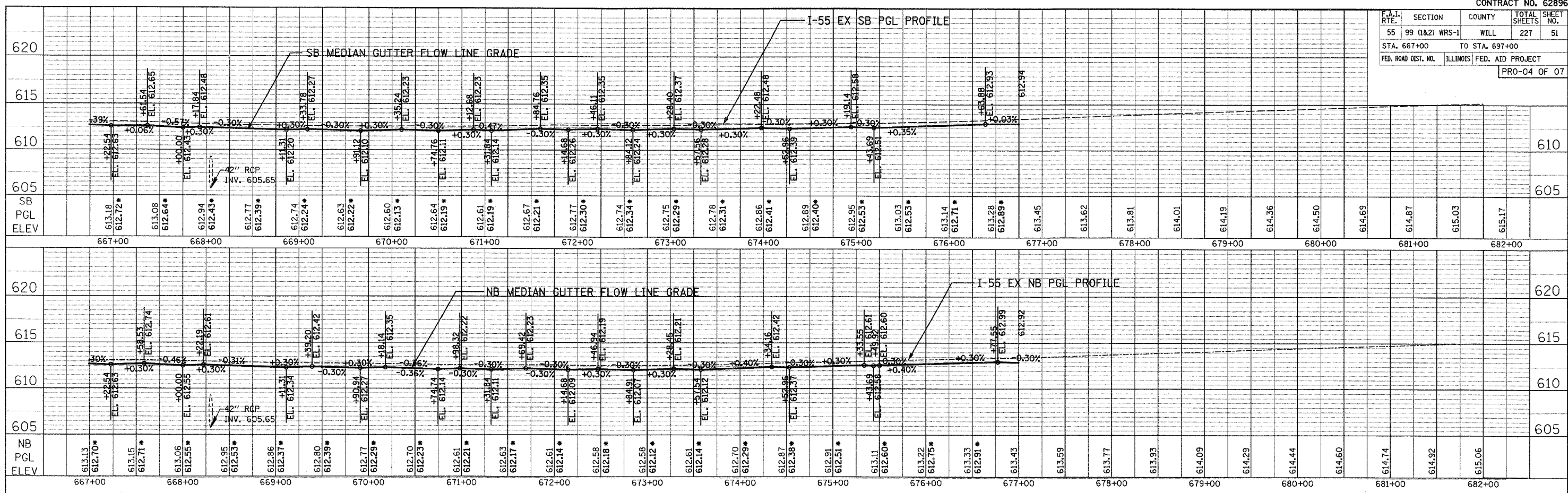
ROADWAY PROFILES FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 51 |
| STA. 667+00 | | TO STA. 697+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| PRO-04 OF 07 | | | | |

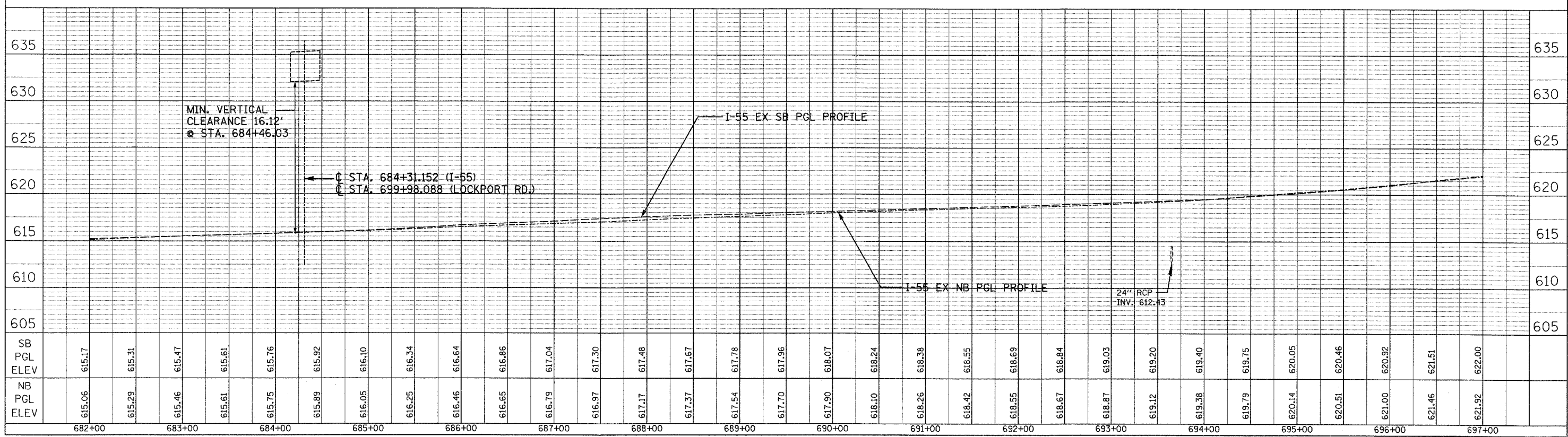
| PLAN | DATE | BY |
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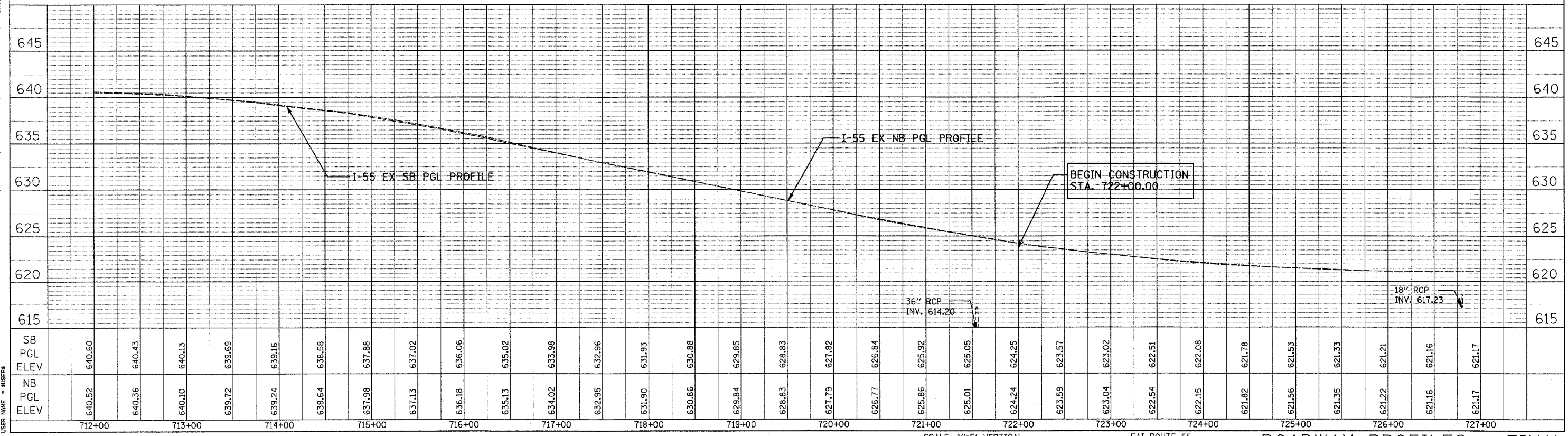
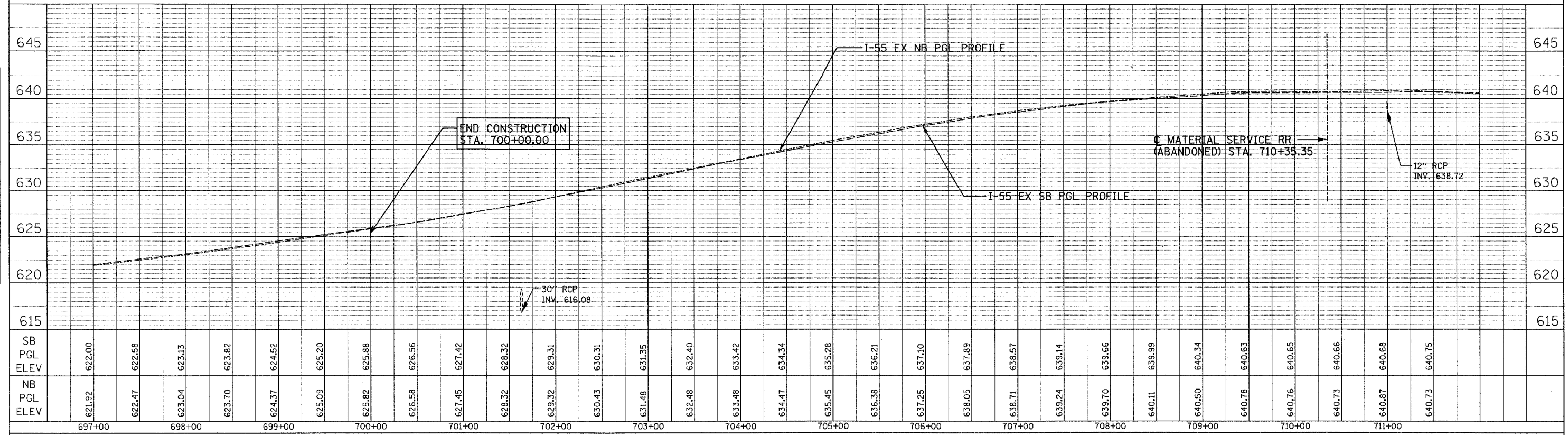
• PROPOSED GUTTER FLOW LINE GRADE ELEVATION



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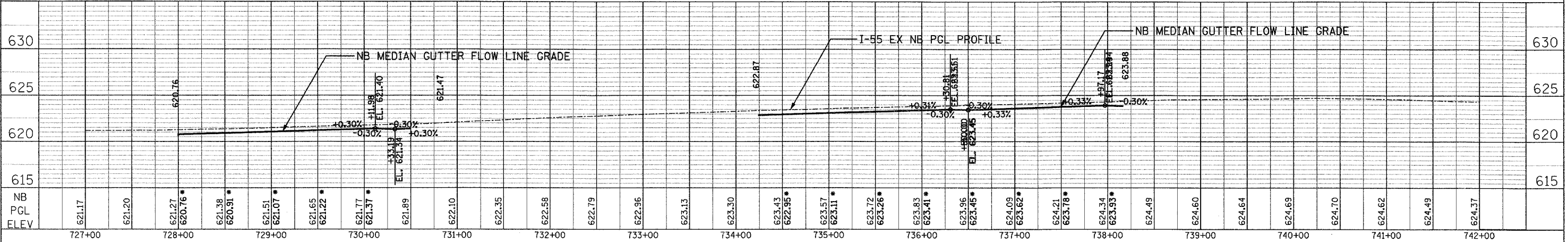
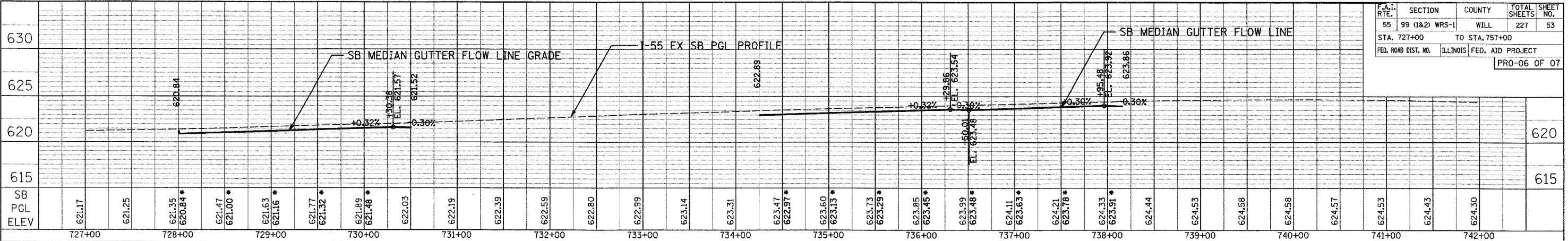
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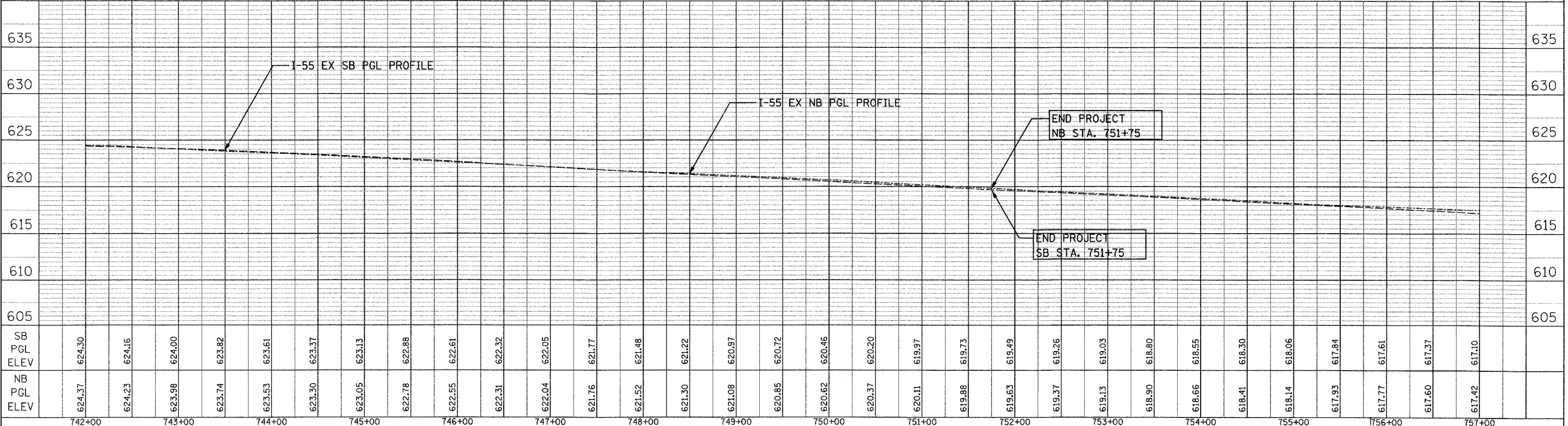
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| SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 99 (1&2) WRS-1 | WILL | 227 | 53 |
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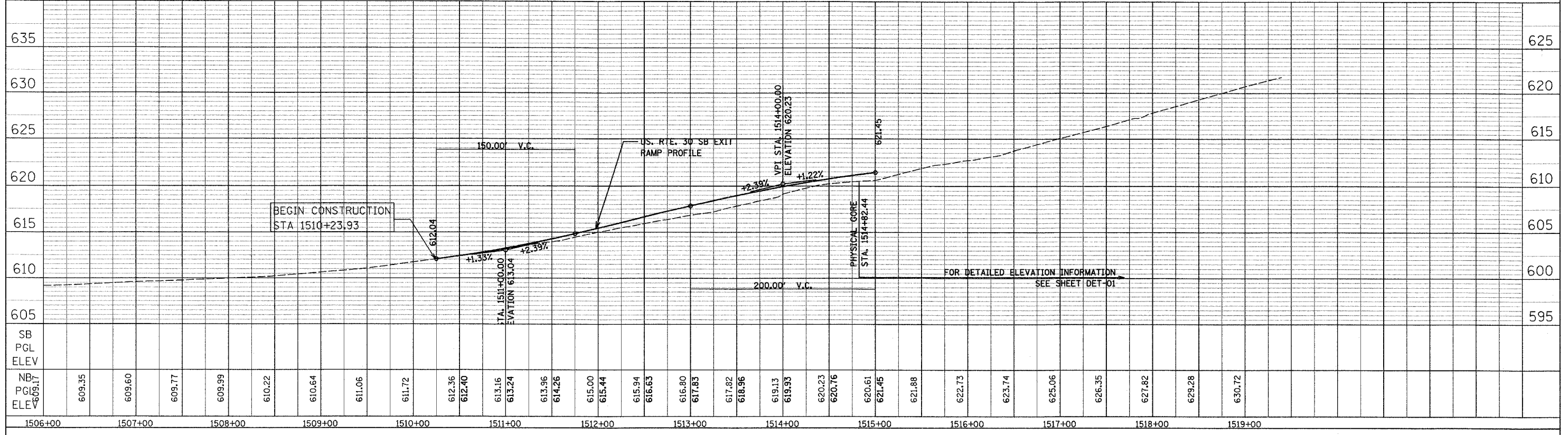


• PROPOSED GUTTER FLOW LINE GRADE ELEVATION

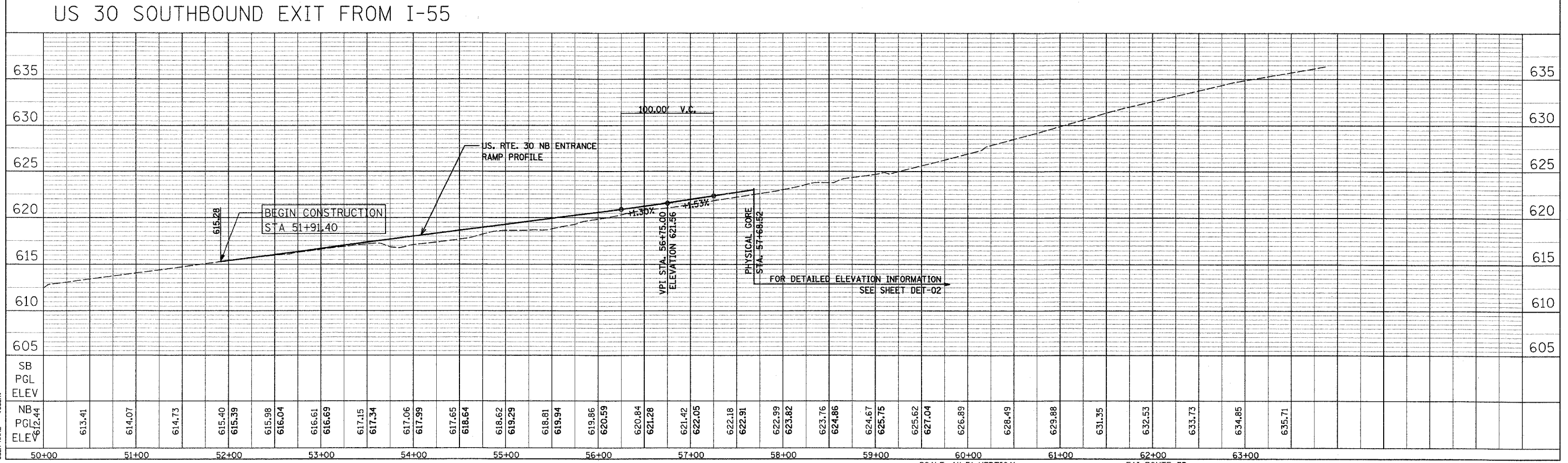


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 PLOT SCALE = 1"=40'
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|------------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 55 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |
| | | MOT-TYP-01 OF 06 | | |

SUGGESTED STAGES OF CONSTRUCTION

PRE-STAGE -2007 CONSTRUCTION

1. INSTALL "CHANGEABLE MESSAGE BOARDS" PRIOR TO THE START OF CONSTRUCTION ON FAI-55.
2. CONSTRUCT PROPOSED STORM SEWER LATERALS BENEATH EXISTING I-55 PAVEMENT AS SHOWN ON THE PLANS USING STANDARDS 701400 AND 701401 (SEE SHEET MOT-TYP-03 FOR STAGING). LANE CLOSURES WILL ONLY BE ALLOWED DURING THE OFF PEAK HOURS AS DETAILED IN THE SPECIAL PROVISION FOR "KEEPING EXPRESSWAY OPEN TO TRAFFIC". ALL STORM SEWER LATERAL WORK SHALL BE COMPLETED EACH NIGHT BEFORE OPENING LANE TO THE TRAFFIC IN THE MORNING.
3. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCES TO AND FROM WORK AREAS AS SHOWN ON THE DETAIL AND APPROVED BY THE ENGINEER WITHIN 2007 CONSTRUCTION SECTION.
4. REMOVE EXISTING PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH TEMPORARY TRAFFIC LANES. INSTALL STAGE I TEMPORARY PAVEMENT MARKINGS AS SHOWN ON MAINTENANCE OF TRAFFIC PLANS, TYPICAL SECTION, AND AS DIRECTED BY THE ENGINEER.
5. ESTABLISH STAGE I TRAFFIC CONTROL, INSTALL TEMPORARY PAVEMENT MARKINGS, TEMPORARY CONCRETE BARRIER AND SHIFT TRAFFIC TO STAGE I TEMPORARY TRAFFIC LANES AS SHOWN ON THE STAGING PLANS AND AS DIRECTED BY THE ENGINEER.

STAGE I-2007 CONSTRUCTION

COMPLETE THE FOLLOWING ITEMS OF WORK WITHIN SUGGESTED SECTION OF I-55 DURING 2007 CONSTRUCTION SEASON AS DESCRIBED IN SPECIAL PROVISIONS AND AS SHOWN ON THE STAGE I TYPICAL SECTION FOR 2007 CONSTRUCTION SEASON.

1. REMOVE BITUMINOUS SHOULDER AND EXISTING GUARDRAIL FROM THE MEDIAN AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. EXCAVATE AND CONSTRUCT EMBANKMENT WITHIN THE MEDIAN.
2. CONSTRUCT PROPOSED DRAINAGE WITHIN WORK ZONE AREA AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL FRAMES AND GRATES SHOULD BE SET FLUSH WITH THE LEVEL OF PROPOSED BINDER COURSE AS DESCRIBED IN THE DRAINAGE GENERAL NOTES AND TO THE SATISFACTION OF THE ENGINEER.
3. CONSTRUCT PROPOSED AGGREGATE SUBGRADE, CONCRETE BARRIER BASE, CONCRETE BARRIER AND BARRIER WALL MARKERS AS SHOWN ON THE PLANS.
4. CONSTRUCT THE BASE COURSE FOR NEW INSIDE LANES AND THE INSIDE SHOULDERS AS SHOWN ON THE PLANS.
5. CONSTRUCT THE TEMPORARY ASPHALT WEDGE AT THE EDGE OF THE INSIDE EXISTING LANES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
6. AFTER CONSTRUCTION IS COMPLETED THE TEMPORARY BARRIER AND OTHER TRAFFIC CONTROL DEVICES SHALL BE REMOVED.

WINTER SHUTDOWN (SEE SPECIAL PROVISIONS FOR DATES)

1. REMOVE THE PAVEMENT MARKING THAT CONFLICTS WITH THE WINTER SHUTDOWN TRAFFIC LANES. INSTALL EPOXY PAVEMENT MARKING AS SHOWN ON THE WINTER SHUTDOWN TYPICAL SECTION, INSTALL REPLACEMENT REFLECTORS IN THE CASTINGS OF THE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS, AND MAINTAIN TRAFFIC IN EXISTING LANES AS SHOWN ON THE WINTER SHUTDOWN TYPICAL SECTION.

PRE-STAGE- 2008 CONSTRUCTION

1. INSTALL "CHANGEABLE MESSAGE BOARDS" PRIOR TO THE START OF CONSTRUCTION ON FAI-55.
2. RELOCATE EXISTING LIGHTING UNITS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
3. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCES TO AND FROM WORK AREAS AS SHOWN ON THE DETAIL AND APPROVED BY THE ENGINEER.
4. REMOVE EXISTING PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH TEMPORARY TRAFFIC LANES. INSTALL STAGE I TEMPORARY PAVEMENT MARKINGS AS SHOWN ON MAINTENANCE OF TRAFFIC PLANS, TYPICAL SECTION, AND AS DIRECTED BY THE ENGINEER.
5. ESTABLISH STAGE I TRAFFIC CONTROL, INSTALL TEMPORARY PAVEMENT MARKINGS, TEMPORARY CONCRETE BARRIER AND SHIFT TRAFFIC TO STAGE I TEMPORARY TRAFFIC LANES AS SHOWN ON THE STAGING PLANS AND AS DIRECTED BY THE ENGINEER.

STAGE I-2008 CONSTRUCTION

1. REMOVE BITUMINOUS SHOULDER AND EXISTING GUARDRAIL FROM THE MEDIAN AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. EXCAVATE AND CONSTRUCT EMBANKMENT WITHIN THE MEDIAN.
2. CONSTRUCT PROPOSED DRAINAGE WITHIN WORK ZONE AREA AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. CONSTRUCT PROPOSED AGGREGATE SUBGRADE, CONCRETE BARRIER BASE, CONCRETE BARRIER AND BARRIER WALL MARKERS AS SHOWN ON THE PLANS.
4. CONSTRUCT THE BASE COURSE FOR NEW INSIDE LANES AND THE INSIDE SHOULDERS AS SHOWN ON THE PLANS.
5. CONSTRUCT THE TEMPORARY PAVEMENT ALONG THE RAMPS AS SHOWN ON STAGING PLANS OR AS DIRECTED BY THE ENGINEER.
6. ONCE CONSTRUCTION OF THE CONCRETE BARRIER AND THE BASE COURSE FOR THE NEW INSIDE LANES AND SHOULDERS IS COMPLETE, THE CONTRACTOR SHALL REMOVE ALL TEMPORARY BARRIER AND REPLACE IT WITH THE DRUMS. ALL CONSTRUCTION WORK AREA ENTRANCES WITH TEMPORARY CONCRETE BARRIER SHALL BE REPLACED WITH CONSTRUCTION WORK AREA ENTRANCES WITH THE DRUMS AS SHOWING ON THE STAGING AND TRAFFIC CONTROL DETAILS AND AS APPROVED BY THE ENGINEER.
7. MILL THE TEMPORARY ASPHALT WEDGE AND THE INSIDE 7 FEET OF THE CENTER LANES.
8. PATCH THE INSIDE 7 FEET OF THE CENTER LANES AS NEEDED. PATCHING AREAS SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL PERFORM PATCHING DURING OFF PEAK HOURS AND SHALL NOT LEAVE ANY PATCHING HOLES OPEN AFTER EACH NIGHT SHIFT.
9. CONSTRUCT THE BINDER COURSE ON THE INSIDE 7 FEET OF THE CENTER LANES, THE NEW INSIDE LANES AND THE INSIDE SHOULDERS.
10. REMOVE STAGE I TEMPORARY PAVEMENT MARKING AND INSTALL STAGE II TEMPORARY PAVEMENT MARKING AS SHOWN ON THE STAGING PLANS AND AS DIRECTED BY THE ENGINEER.
11. ESTABLISH STAGE II TRAFFIC CONTROL AND SHIFT TRAFFIC TO STAGE II TEMPORARY TRAFFIC LANES AS SHOWN ON THE STAGING PLANS AND AS DIRECTED BY THE ENGINEER.

STAGE II

1. MILL, PATCH (AS NEEDED) AND CONSTRUCT THE BINDER COURSE OF THE OUTSIDE 5 FEET OF THE CENTER LANES AND THE OUTSIDE LANES AS SHOWN ON THE PLANS. PATCHING AREAS SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL PERFORM PATCHING DURING OFF PEAK HOURS AND SHALL NOT LEAVE ANY PATCHING HOLES OPEN AFTER EACH NIGHT SHIFT.
2. MILL OR REMOVE OUTSIDE SHOULDERS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. CONSTRUCT PROPOSED AUXILIARY LANES UP TO THE BOTTOM OF THE PROPOSED SURFACE COURSE AS SHOWN ON THE PLANS, AND AS DIRECTED BY THE ENGINEER.
4. CONSTRUCT NEW OUTSIDE SHOULDERS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
5. CONSTRUCT THE SURFACE COURSE ON THE OUTSIDE LANES AND OUTSIDE SHOULDERS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. CONSTRUCT PROPOSED RAMP PAVEMENT AND SHOULDERS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
7. COMPLETE ALL GUARDRAIL WORK AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
8. REMOVE STAGE II TEMPORARY PAVEMENT MARKING AND INSTALL STAGE IIA TEMPORARY PAVEMENT MARKING AS SHOWN ON THE STAGING PLANS AND AS DIRECTED BY THE ENGINEER.
9. ESTABLISH STAGE IIA TRAFFIC CONTROL, AND SHIFT TRAFFIC TO STAGE IIA TEMPORARY TRAFFIC LANES AS SHOWN ON THE STAGING PLANS AND AS DIRECTED BY THE ENGINEER.

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF
 CONSTRUCTION AND TRAFFIC CONTROL
 GENERAL NOTES AND DETAILS

SCALE: NONE
 DATE: 02-23-07
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FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------------------------|---------|------------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 56 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | MOT-TYP-02 OF 06 | |

SUGGESTED STAGES OF CONSTRUCTION (CONTINUED)

STAGE IIA

- MILL OR REMOVE OUTSIDE SHOULDERS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED AUXILIARY LANES UP TO THE BOTTOM OF THE PROPOSED SURFACE COURSE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. CONSTRUCT NEW OUTSIDE SHOULDERS.
- CONSTRUCT PROPOSED RAMP PAVEMENT AND SHOULDERS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
- COMPLETE ALL GUARDRAIL WORK AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- REMOVE STAGE IIA TEMPORARY PAVEMENT MARKING AND INSTALL THE INSIDE EDGE LINE BETWEEN THE PROPOSED INSIDE LANE AND THE CENTER LANE AND A SKIP-DASH LINE BETWEEN THE PROPOSED CENTER LANE AND THE OUTSIDE LANE IN BOTH DIRECTIONS USING "PAVEMENT MARKING TAPE, TYPE III".
- SHIFT TRAFFIC TO STAGE III TEMPORARY LANES USING PROPOSED CENTER AND OUTSIDE LANES AS APPROVED BY THE ENGINEER.

STAGE III

- USING FREEWAY STANDARDS 701400, 701401 AND 701446 FOR ONE LANE AND TWO LANE CLOSURES DURING OFF PEAK HOURS AS DETAILED IN THE SPECIAL PROVISION FOR "KEEPING EXPRESSWAY OPEN TO TRAFFIC" PERFORM THE FOLLOWING OPERATIONS:
 - CONSTRUCT THE SURFACE COURSE IN THE FOLLOWING ORDER:
 - CENTER LANES
 - INSIDE LANES
 - INSIDE SHOULDERS
 - REMOVE EXISTING AND INSTALL PROPOSED ROADWAY SIGNS, CONSTRUCT SHOULDER RUMBLE STRIPS, INSTALL PROPOSED PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
 - OPEN ALL SIX LANES TO TRAFFIC AS SHOWN ON THE PAVEMENT MARKING PLANS.

TRAFFIC CONTROL GENERAL NOTES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING AND TRAFFIC CONTROL OPERATIONS WITH ADJACENT CONTRACTS. THE COST OF ANY ADDITIONAL TRAFFIC CONTROL AND/OR TEMPORARY CONSTRUCTION ITEMS REQUIRED FOR SUCH COORDINATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
- ONCE THE PAVEMENT IS MILLED, THE ENGINEER SHALL DETERMINE IF PATCHING IS REQUIRED. IF NEEDED, THE CONTRACTOR SHALL PATCH THE NECESSARY LOCATIONS AS DIRECTED BY THE ENGINEER. ALL PAVEMENT PATCH HOLES SHALL BE FILLED EACH NIGHT. THIS WORK SHALL BE PAID FOR AS CLASS D PATCHES OF THE TYPE REQUIRED.
- AT THE END OF EACH NIGHTLY SHIFT, THE CONTRACTOR SHALL SWEEP THE PAVEMENT SURFACE CLEAN, INSTALL TEMPORARY PAVEMENT MARKINGS AND REMOVE NIGHT TIME OPERATION TRAFFIC CONTROL.
- STRIP REFLECTIVE CRACK CONTROL TREATMENT SHALL BE INSTALLED IMMEDIATELY PRIOR OF THE BITUMINOUS SURFACE OPERATIONS IN SUCH A MANNER THAT TRAFFIC WILL NOT DISTURB IT PRIOR TO BEING COVERED BY BITUMINOUS SURFACING. ANY DISTURBED STRIP REFLECTIVE CRACK CONTROL TREATMENT WILL BE REPLACED AT THE CONTRACTOR EXPENSE.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN EMERGENCY PULLOUTS FOR DISABLED VEHICLES IN BOTH DIRECTIONS AS SHOWN ON THE DETAIL FOR EMERGENCY PULLOUT.
- THE CONTRACTOR SHALL INSTALL TEMPORARY W8-11 (SYMBOL VERSION) SIGNS ON BOTH SIDES OF THE ROADWAY IN ADVANCE OF THE AREAS WITH A GRADE DIFFERENTIAL BETWEEN LANES AND AFTER EACH ENTRANCE RAMP. SIGN LOCATIONS SHALL BE APPROVED BY THE ENGINEER. THE COST OF THE SIGNS WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)". THESE SIGNS SHALL BE 48X48".
- DURING STAGE I THE CONTRACTOR SHALL ERECT REGULATORY HIGHWAY SIGNS R4-5 (48"X60") "TRUCKS USE LEFT LANE" ON BOTH SIDES OF THE TRAVEL LANES AT 1/2 MILE AND 1 MILE IN ADVANCE OF THE WORK ZONE, AT 1/2 MILE INTERVALS ADJACENT TO THE WORK ZONE, AND AT EACH ENTRANCE RAMP TO THE PROJECT AS DIRECTED BY THE ENGINEER. THE SIGNS SHALL ONLY BE PLACED ADJACENT TO THE ROADWAY, WHICH IS LOCATED WITHIN THE WORK ZONE AREAS. THE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "TEMPORARY INFORMATION SIGNING".

TRAFFIC CONTROL GENERAL NOTES

- DRUMS SHALL NOT BE PLACED IN THE LANE WHICH IS OPEN TO TRAFFIC. DURING MILLING AND PAVING OPERATIONS, THE CONTRACTOR SHALL USE ONE FOOT VERTICAL BARRICADES WITH STEADY BURN LIGHTS ALONG THE MILLING AND PAVING OPERATIONS. THE TYPE OF VERTICAL BARRICADES SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO BEING USED ON THE PROJECT. DRUMS OR TYPE II BARRICADES SHALL BE USED TO DELINEATE ALL OPEN RAMPS THROUGHOUT THE WORK ZONE.
- SINCE THIS IS AN EXPRESSWAY FACILITY, THE CONTRACTOR MAY HAVE CREWS WORKING IN BOTH DIRECTIONS AT THE SAME TIME.
- SEE GENERAL NOTES FOR TREATMENT OF RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES.
- ALL SIGNING RELATED TO TRAFFIC CONTROL AND PROTECTION AS SHOWN ON THE ITEMS DESCRIBED IN THE TRAFFIC CONTROL PLAN SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE WORK ASSOCIATED WITH ADJUSTING THE LOCATIONS OF THE SIGNS TO ACCOMMODATE DIFFERENT STAGING OPERATIONS SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".

LIST OF TRAFFIC CONTROL STATE AND DISTRICT 1 STANDARDS

STATE

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| 701101 | OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM EDGE OF PAVEMENT |
| 701106 | OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY |
| 701400 | APPROACH TO LANE CLOSURE FREEWAY/EXPRESSWAY |
| 701401 | LANE CLOSURE, FREEWAY/EXPRESSWAY |
| 701402 | LANE CLOSURE, FREEWAY/EXPRESSWAY WITH BARRIER |
| 701411 | LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > OR = 45 MPH |
| 701446 | TWO LANE CLOSURE, FREEWAY/EXPRESSWAY |
| 702001 | TRAFFIC CONTROL DEVICES |
| 704001 | TEMPORARY TRAFFIC BARRIER |

DISTRICT 1

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| TC09 | TRAFFIC CONTROL DETAILS FRO FREEWAY SINGLE AND MULTI-LANE WEAVE |
| TC11 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |
| TC12 | MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS |
| TC13 | DISTRICT ONE TYPICAL PAVEMENT MARKINGS |
| TC17 | TRAFFIC CONTROL DETAILS FOR SHOULDER CLOSURES PARTIAL RAMP CLOSURES |
| TC18 | SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS |

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF
 CONSTRUCTION AND TRAFFIC CONTROL
 GENERAL NOTES AND DETAILS

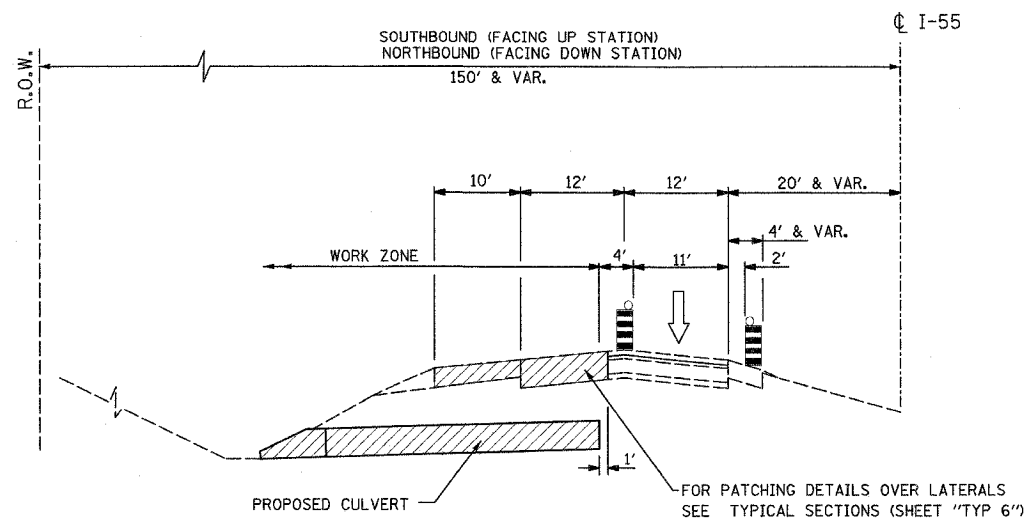
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 DATE: 02-23-07

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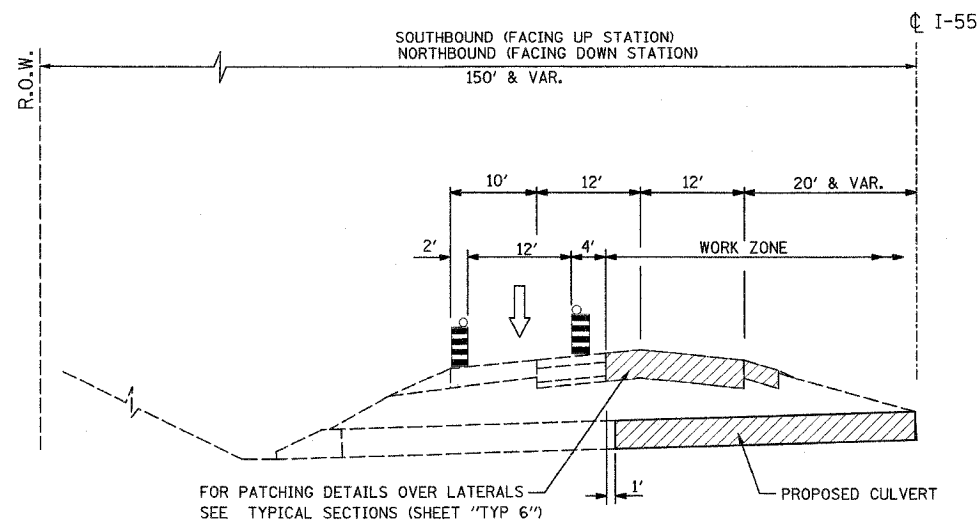


FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 57 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOT-TYP-03 OF 06 | | |



PRE-STAGE, PHASE I
STORM SEWER LATERALS CONSTRUCTION



PRE-STAGE, PHASE II
STORM SEWER LATERALS CONSTRUCTION

LEGEND

- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (30FT/10FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- ⑤ HOT-MIX ASPHALT BASE COURSE, 10-1/4"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ AGGREGATE SHOULDER, TYPE B
- ▨ VERTICAL PANELS AT 100' IN CURVES AND 200' IN TANGENTS
- ▨ DRUMS W/ STEADY BURN LIGHTS AT 50' C-C IN TAPERS AND 100' C-C IN TANGENTS
- ▨ WORK ZONE
- ↑ TRAFFIC FLOW ARROW
- ▨ TEMPORARY CONCRETE BARRIER

PRE-STAGE

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF
 CONSTRUCTION AND TRAFFIC CONTROL
 GENERAL NOTES AND DETAILS

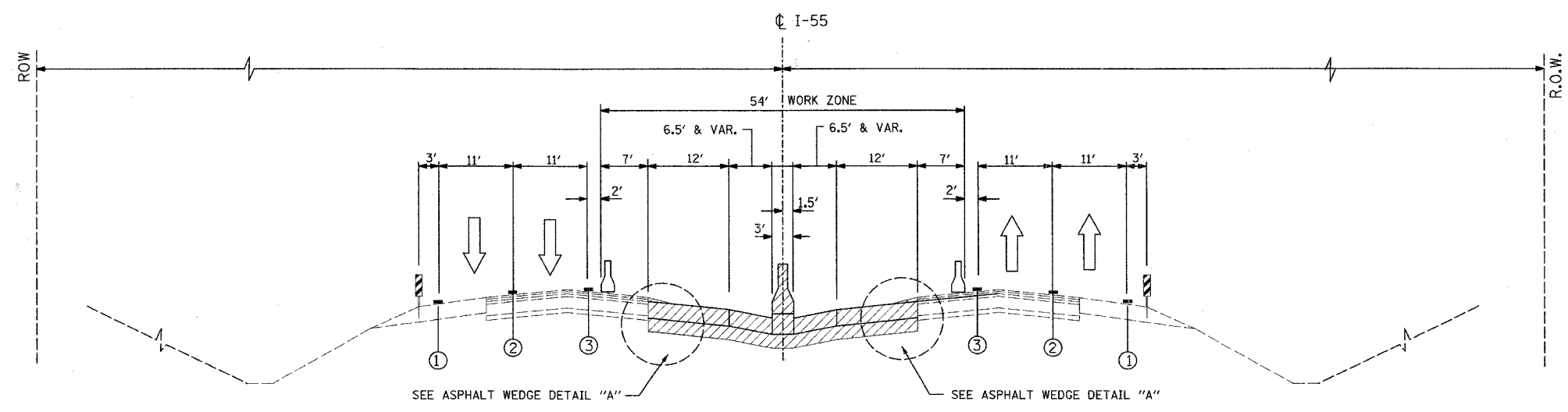
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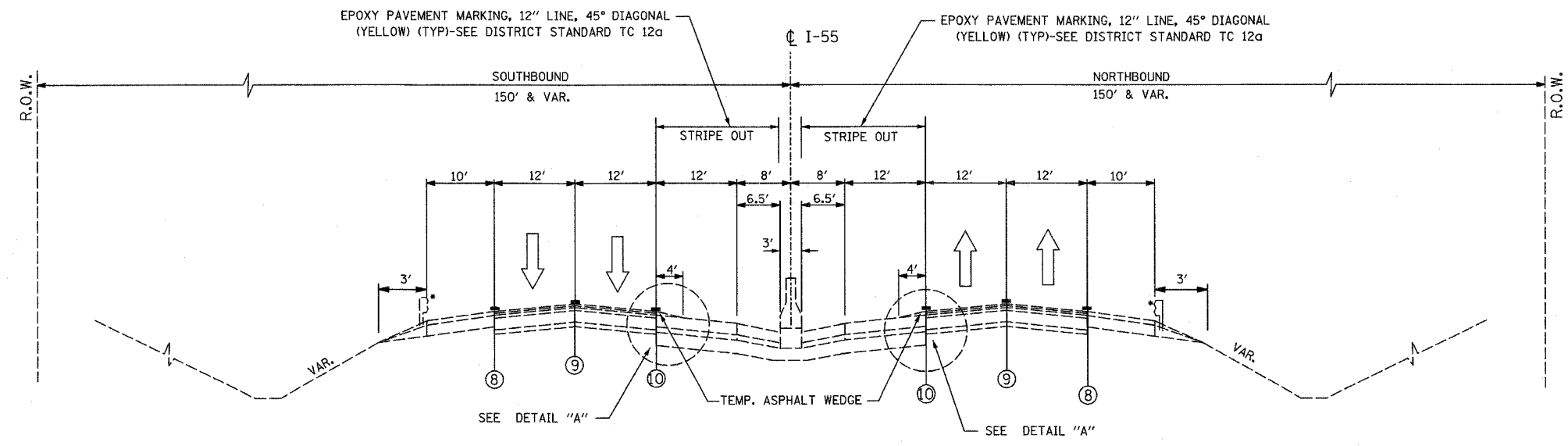


FINAL

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|---------------------|------------------|------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 58 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | MOT-TYP-04 OF 06 | | | |



**SUGGESTED TYPICAL SECTION
STAGE I - 2007 CONSTRUCTION SEASON**
STA. 722+00.00 TO STA. 751+75.00



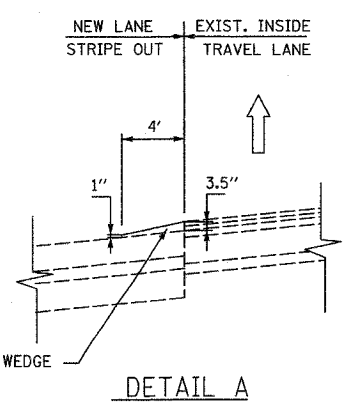
**SUGGESTED TYPICAL SECTION
WINTER SHUTDOWN**
STA. 722+00.00 TO STA. 751+75.00

LEGEND

- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (30FT/10FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- ⑤ HOT-MIX ASPHALT BASE COURSE, 10-1/4"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ AGGREGATE SHOULDER, TYPE B
- ⑧ EPOXY PAVEMENT MARKING - LINE 4" (WHITE)
- ⑨ EPOXY PAVEMENT MARKING - LINE 5" SKIP-DASH (30FT/10FT)
- ⑩ EPOXY PAVEMENT MARKING - LINE 4" (YELLOW)

LEGEND

- VERTICAL PANELS AT 100' IN CURVES AND 200' IN TANGENTS
- DRUMS W/ STEADY BURN LIGHTS AT 50' C-C IN TAPERS AND 100' C-C IN TANGENTS
- WORK ZONE
- TRAFFIC FLOW ARROW
- TEMPORARY CONCRETE BARRIER



NOTE:

•• THE COST OF TEMPORARY ASPHALT WEDGE REMOVAL WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQ YD FOR "TEMPORARY ASPHALT WEDGE"

**STAGE I-2007 CONSTRUCTION SEASON
& WINTER SHUTDOWN**

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
SUGGESTED STAGES OF
CONSTRUCTION AND TRAFFIC CONTROL
GENERAL NOTES AND DETAILS

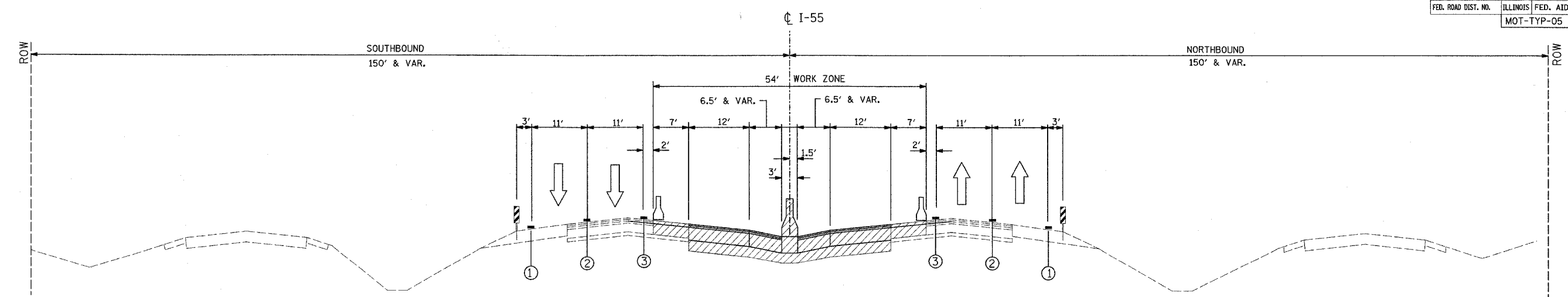
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DATE: 02-23-07

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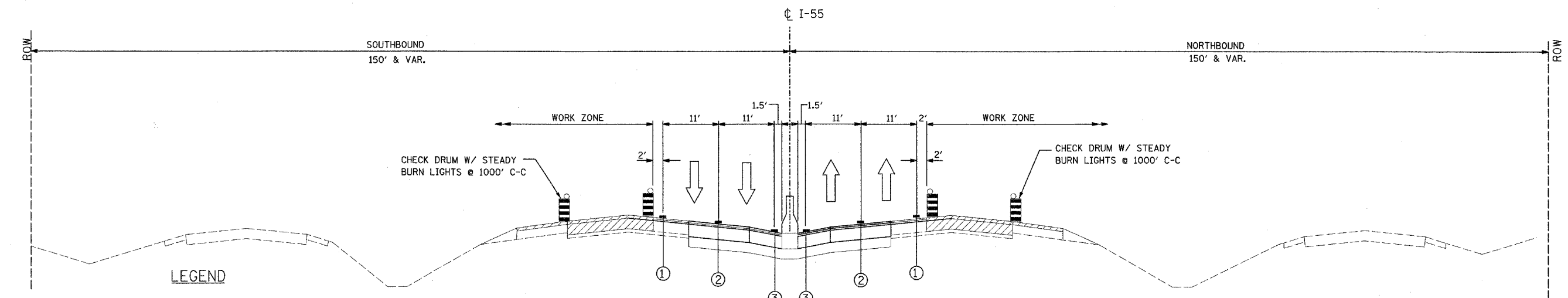


FINAL

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|---------------------|----------------|---------------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 59 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOT-TYP-05 OF 06 | | |



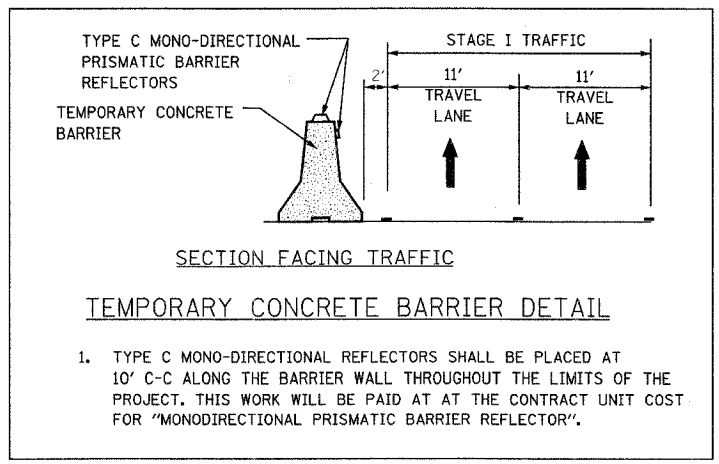
CONSTRUCTION TYPICAL SECTION
STAGE I



CONSTRUCTION TYPICAL SECTION
STAGE II

LEGEND

- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (30FT/10FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- ⑤ HOT-MIX ASPHALT BASE COURSE, 10-1/4"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ AGGREGATE SHOULDER, TYPE B
- VERTICAL PANELS AT 100' IN CURVES AND 200' IN TANGENTS
- DRUMS W/ STEADY BURN LIGHTS AT 50' C-C IN TAPERS AND 100' C-C IN TANGENTS
- WORK ZONE
- ↑ TRAFFIC FLOW ARROW
- TEMPORARY CONCRETE BARRIER



| REVISIONS | |
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| NAME | DATE |
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STAGE I & STAGE II

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

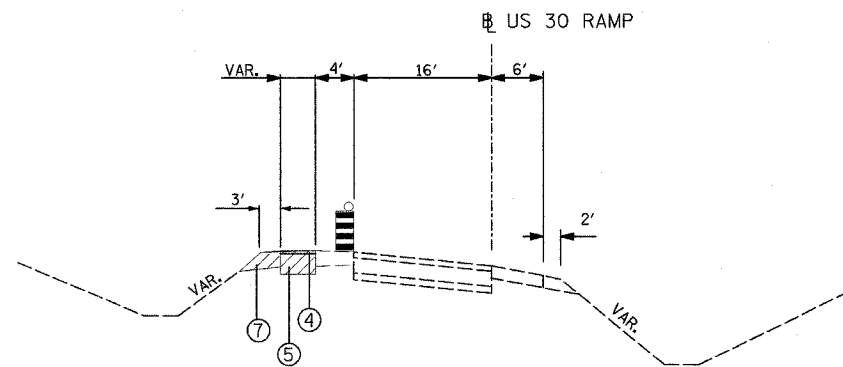
SUGGESTED STAGES OF
CONSTRUCTION AND TRAFFIC CONTROL
GENERAL NOTES AND DETAILS

SCALE: NONE
DATE: 02-23-07

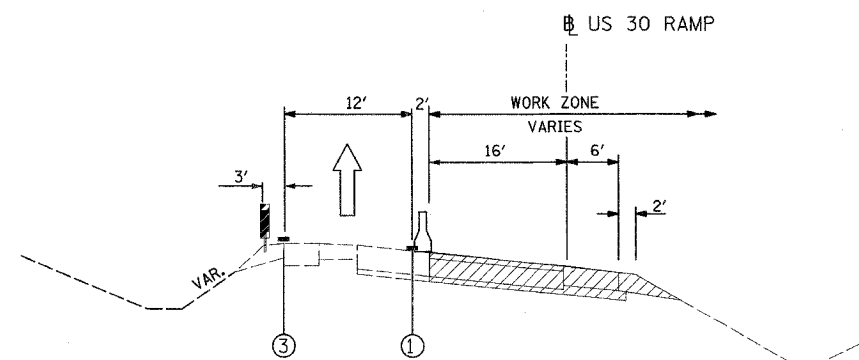
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FINAL

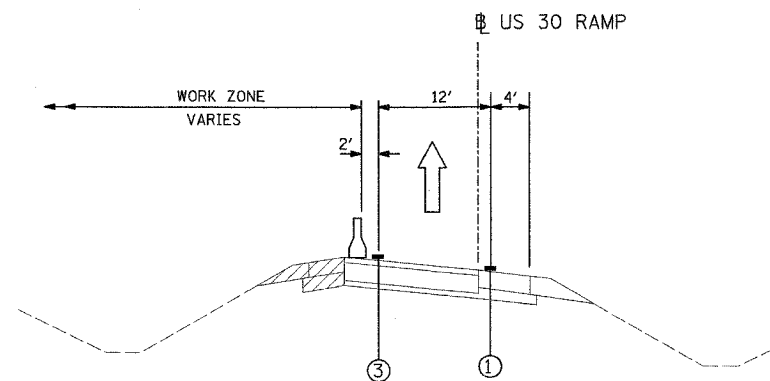
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| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 60 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOT-TYP-06 OF 06 | | |



CONSTRUCTION TYPICAL SECTION
STAGE I



CONSTRUCTION TYPICAL SECTION
STAGE II



CONSTRUCTION TYPICAL SECTION
STAGE IIA

MIXTURE REQUIREMENTS

| APPLICATION | MIXTURE TYPE | AC TYPE | AIR VOIDS |
|--|--|------------|-----------|
| US 30 RAMPS TEMPORARY PAVEMENT | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", (IL-9.5mm) | PG 64-22 | 4% e N70 |
| US 30 RAMPS TEMPORARY PAVEMENT | HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19)-MIN LIFT 2-1/4"; 10-1/4" | PG 64-22/* | 4% e N90 |
| I-55 MAINLINE EXISTING LANES AND OVER SEWER LATERALS | CLASS D PATCHES (HMA BINDER IL-25) | PG 64-22 | 4% e N105 |
| I-55 MAINLINE EXISTING LANES AND OVER SEWER LATERALS | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-25) | PG 64-22 | 4% e N105 |
| I-55 TEMPORARY ASPHALT WEDGE | HOT-MIX ASPHALT SURFACE COURSE, " MIX "D", (IL-9.5mm) | PG 64-22 | 4% e N70 |

WEIGHT NOTE:

- 1) THE UNIT WEIGHT USED TO CALCULATE THE PLAN QUANTITY FOR STONE MATRIX HOT-MIX ASPHALT SURFACE AND BINDER MIXTURES IS 135 LBS/SQ YD/ INCH THICKNESS.
- 2) THE UNIT WEIGHT OF 112 LBS/SQ YD/ INCH THICKNESS WAS USED TO CALCULATE ALL OTHER HOT-MIX ASPHALT SURFACE AND BINDER MIXTURES.
- 3) * WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

LEGEND

- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (30FT/10FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- ⑤ HOT-MIX ASPHALT BASE COURSE, 10-1/4"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ AGGREGATE SHOULDER, TYPE B
- VERTICAL PANELS AT 100' IN CURVES AND 200' IN TANGENTS
- DRUMS W/ STEADY BURN LIGHTS AT 50' C-C IN TAPERS AND 100' C-C IN TANGENTS
- WORK ZONE
- TRAFFIC FLOW ARROW
- TEMPORARY CONCRETE BARRIER

STAGE I & STAGE II & IIA

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
SUGGESTED STAGES OF
CONSTRUCTION AND TRAFFIC CONTROL
GENERAL NOTES AND DETAILS

SCALE: NONE
DATE: 02-23-07








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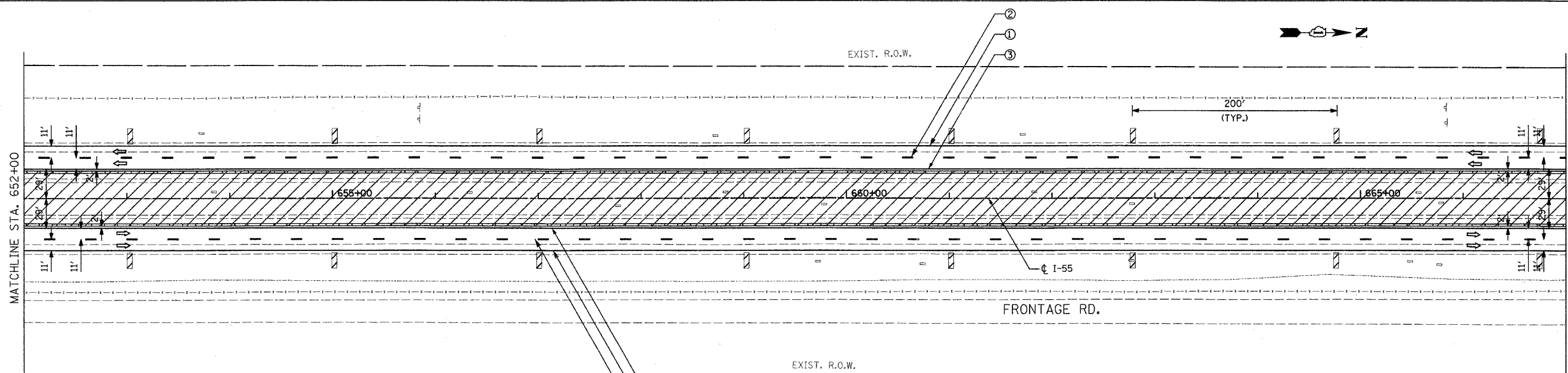
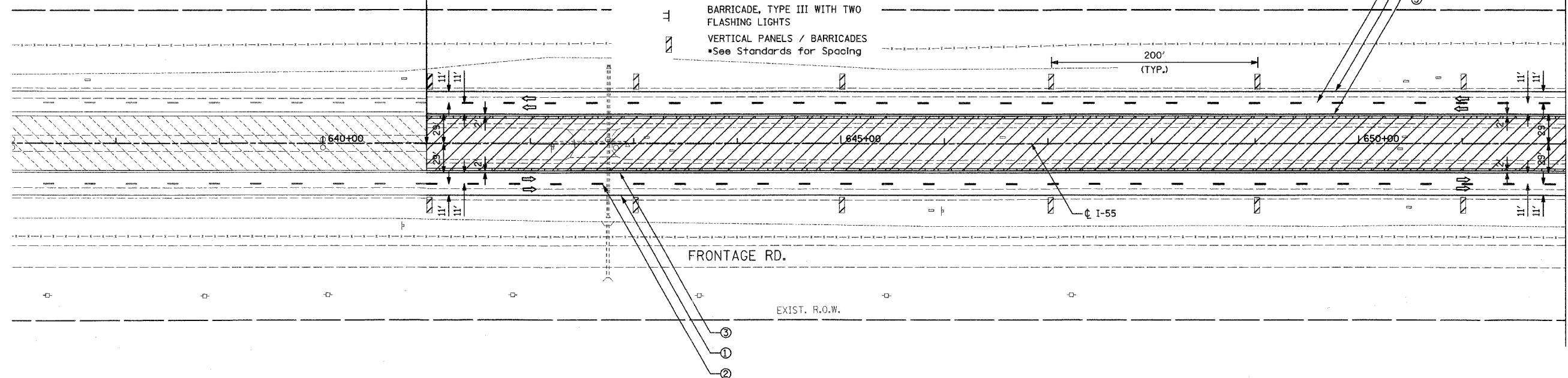
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 61 |
| STA. 637+00 | | TO STA. 667+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOTI-01 OF 05 | | |

LEGEND

-  WORK ZONE
-  WORK ZONE BY OTHERS
-  DIRECTION OF TRAVEL
-  TEMP CONCRETE BARRIER
-  DRUMS W/ STEADY BURN LIGHTS
•See Drawing For Spacing
-  BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
-  VERTICAL PANELS / BARRICADES
•See Standards for Spacing
- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)

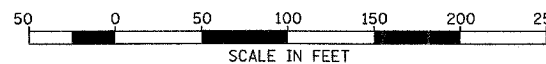
CONTRACT NO. 60B86
BY OTHERS

BEGIN CONSTRUCTION
STA. 641+00



NOTE:

THE STAGING AND TRAFFIC CONTROL SHOWN ON THE PLANS NEAR THE PROJECT LIMIT WITH CONTRACT 60B86 IS BASED ON THAT CONTRACT BEING IN CONSTRUCTION AT THE SAME TIME AS THIS CONTRACT. ADJUSTMENTS TO THE STAGING AND TRAFFIC CONTROL SHOWN MAY BE REQUIRED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING AND TRAFFIC CONTROL WORK WITH ADJOINING OR OVERLAPPING CONTRACTS, INCLUDING BARRICADE PLACEMENT NECESSARY TO PROVIDE A UNIFORM TRAFFIC PATTERN IN ACCORDANCE WITH THE STANDARDS AND DETAILS IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE COST OF ANY ADDITIONAL TRAFFIC CONTROL AND/OR TEMPORARY CONSTRUCTION ITEMS REQUIRED FOR SUCH COORDINATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
SUGGESTED STAGES OF CONSTRUCTION
AND TRAFFIC CONTROL

SCALE: 1" = 50'
DATE: 02-23-07








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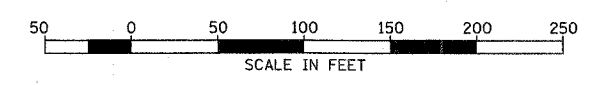
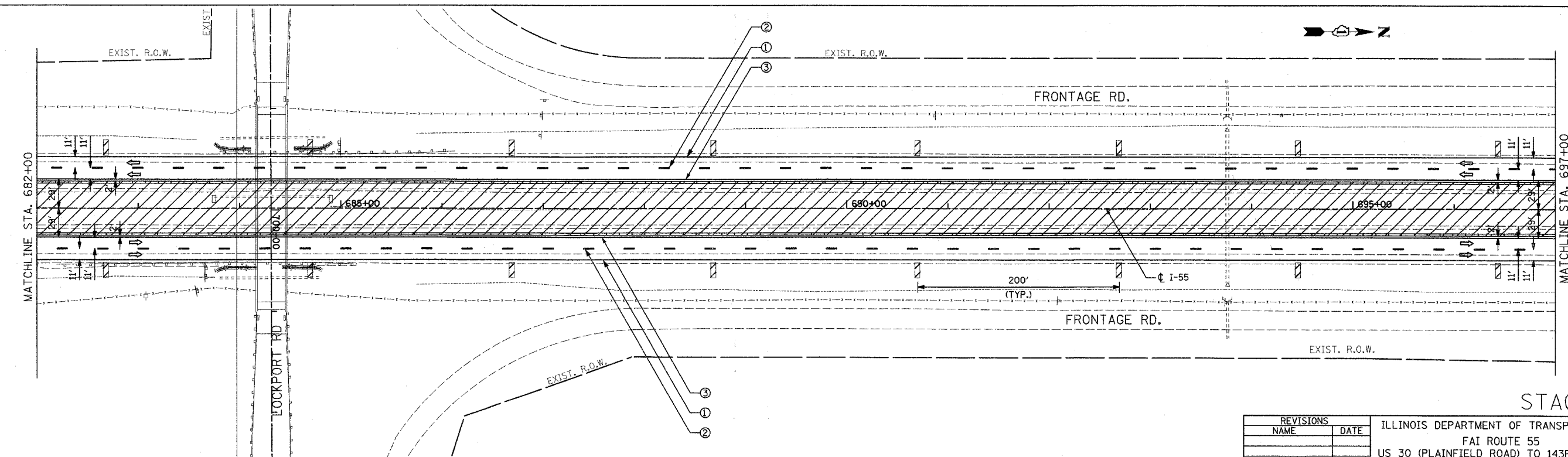
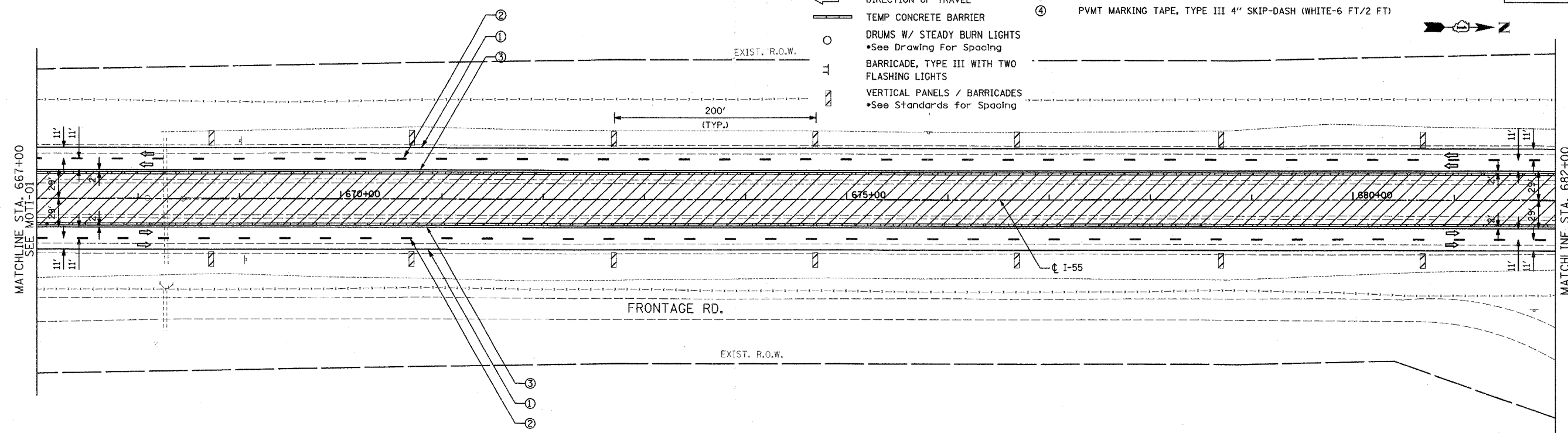
STAGE I

FINAL

| F.A.T. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 62 |
| STA. 667+00 | | TO STA. 697+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOTI-02 OF 05 | | |

LEGEND

-  WORK ZONE
-  WORK ZONE BY OTHERS
-  DIRECTION OF TRAVEL
-  TEMP CONCRETE BARRIER
-  DRUMS W/ STEADY BURN LIGHTS
•See Drawing For Spacing
-  BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
-  VERTICAL PANELS / BARRICADES
•See Standards for Spacing
- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL

SCALE: 1" = 50'
 DATE: 02-23-07








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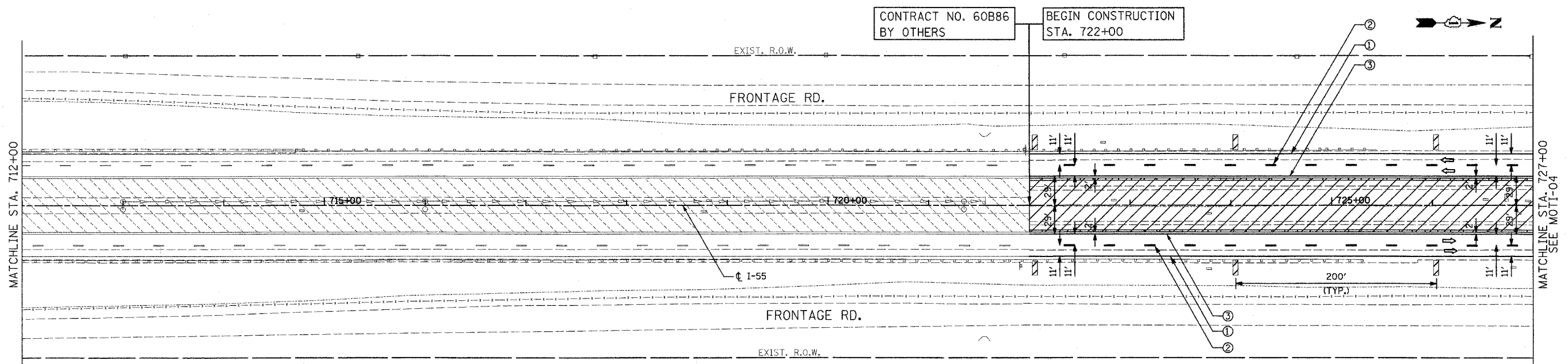
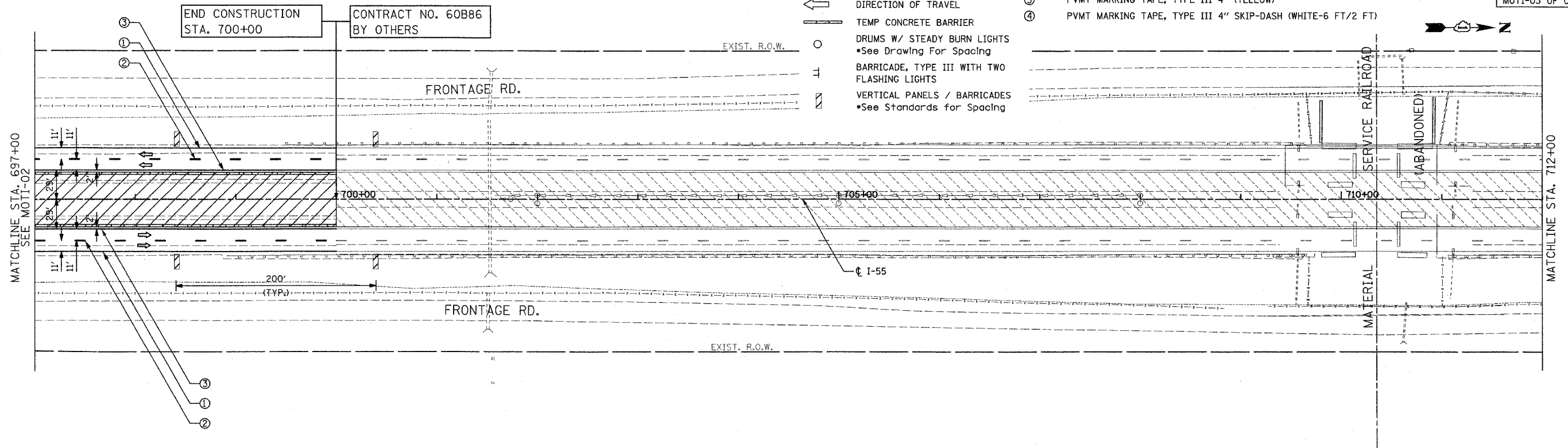
STAGE I

FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 63 |
| STA. 697+00 | | TO STA. 727+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOTI-03 OF 05 | | |

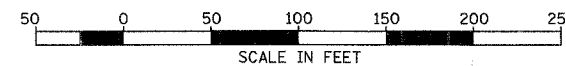
LEGEND

-  WORK ZONE
-  WORK ZONE BY OTHERS
-  DIRECTION OF TRAVEL
-  TEMP CONCRETE BARRIER
-  DRUMS W/ STEADY BURN LIGHTS
*See Drawing For Spacing
-  BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
-  VERTICAL PANELS / BARRICADES
*See Standards for Spacing
- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)



NOTE:

THE STAGING AND TRAFFIC CONTROL SHOWN ON THE PLANS NEAR THE PROJECT LIMIT WITH CONTRACT 60B86 IS BASED ON THAT CONTRACT BEING IN CONSTRUCTION AT THE SAME TIME AS THIS CONTRACT. ADJUSTMENTS TO THE STAGING AND TRAFFIC CONTROL SHOWN MAY BE REQUIRED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING AND TRAFFIC CONTROL WORK WITH ADJOINING OR OVERLAPPING CONTRACTS, INCLUDING BARRICADE PLACEMENT NECESSARY TO PROVIDE A UNIFORM TRAFFIC PATTERN IN ACCORDANCE WITH THE STANDARDS AND DETAILS IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE COST OF ANY ADDITIONAL TRAFFIC CONTROL AND/OR TEMPORARY CONSTRUCTION ITEMS REQUIRED FOR SUCH COORDINATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL

SCALE: 1" = 50'
 DATE: 02-23-07

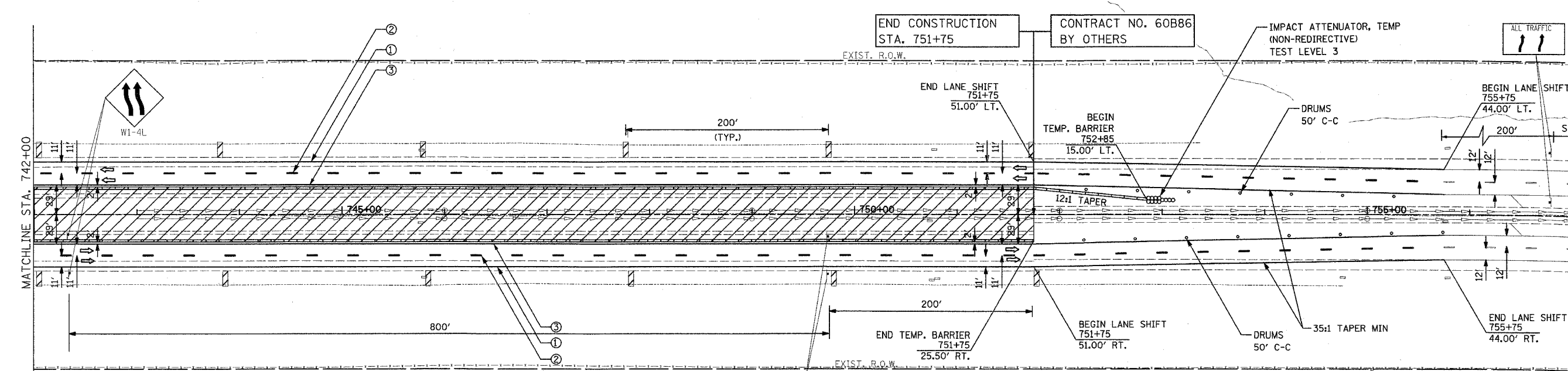
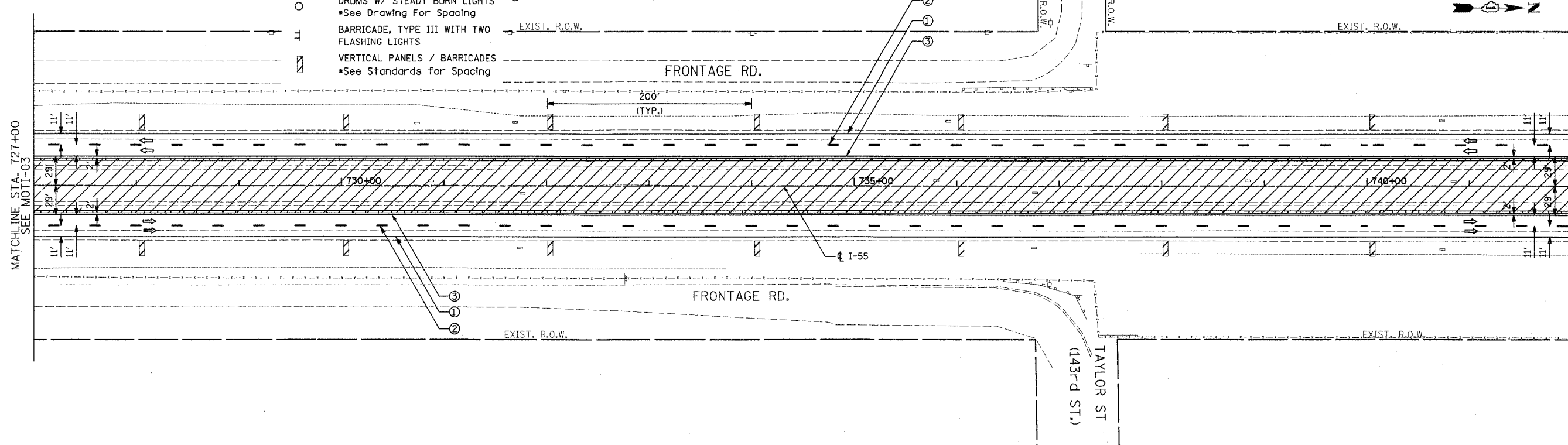
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STAGE I

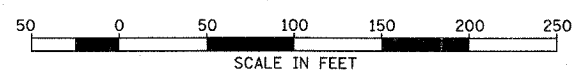
FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|---------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 64 |
| STA. | 727+00 | TO STA. | 757+00 | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | MOTI-04 OF 05 | |

- LEGEND**
- WORK ZONE
 - DIRECTION OF TRAVEL
 - TEMP CONCRETE BARRIER
 - DRUMS W/ STEADY BURN LIGHTS
*See Drawing For Spacing
 - BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
 - VERTICAL PANELS / BARRICADES
*See Standards for Spacing
 - ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
 - ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
 - ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
 - ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)



NOTE:
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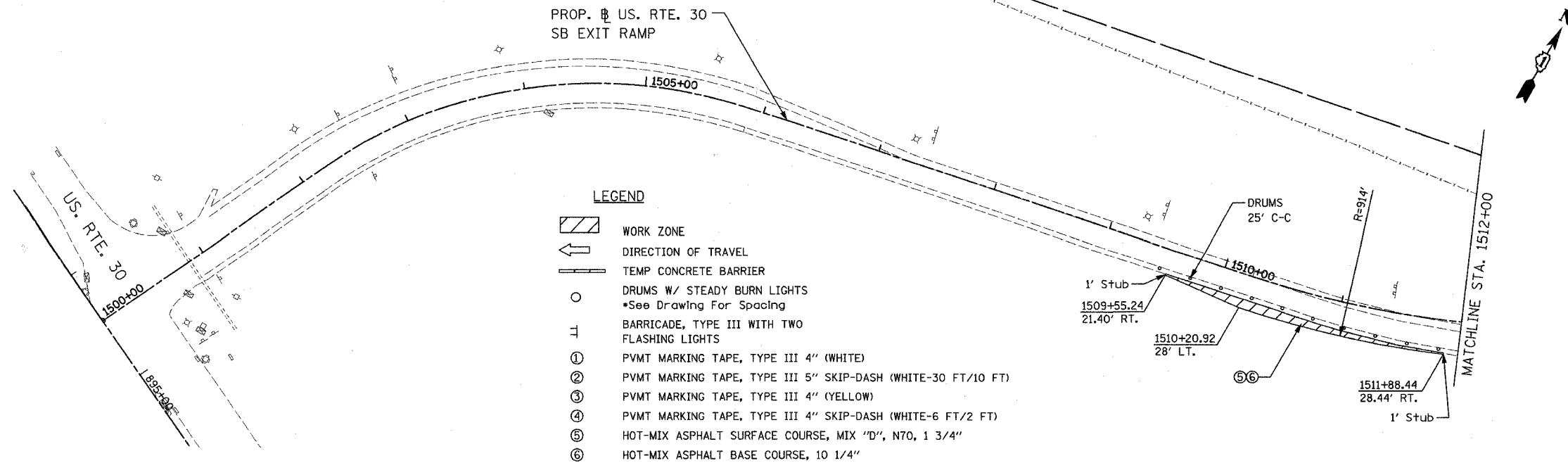
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
SUGGESTED STAGES OF CONSTRUCTION
AND TRAFFIC CONTROL
SCALE: 1" = 50'
DATE: 02-23-07
DRAWN BY: TJR
CHECKED BY: DM

STAGE I

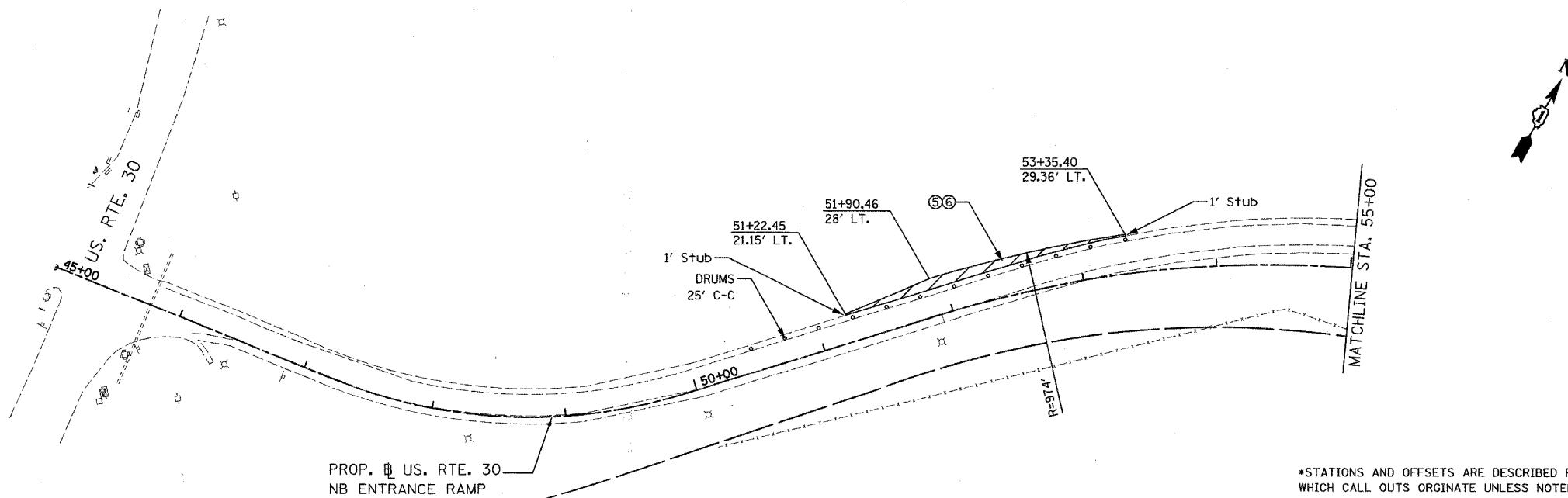
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 65 |
| STA. 1500+00/45+00 TO STA 1512+00/55+00 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |
| MOTI-05 OF 05 | | | | |

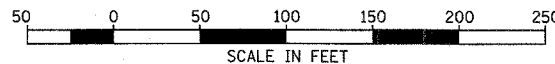


- LEGEND**
- WORK ZONE
 - DIRECTION OF TRAVEL
 - TEMP CONCRETE BARRIER
 - DRUMS W/ STEADY BURN LIGHTS
*See Drawing For Spacing
 - BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
 - PVMT MARKING TAPE, TYPE III 4" (WHITE)
 - PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
 - PVMT MARKING TAPE, TYPE III 4" (YELLOW)
 - PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"
 - HOT-MIX ASPHALT BASE COURSE, 10 1/4"

*STATIONS AND OFFSETS ARE DESCRIBED FROM RAMP @ TO WHICH CALL OUTS ORIGINATE UNLESS NOTED OTHERWISE.



*STATIONS AND OFFSETS ARE DESCRIBED FROM RAMP @ TO WHICH CALL OUTS ORIGINATE UNLESS NOTED OTHERWISE.



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL

SCALE: 1" = 50'
 DATE: 02-23-07

DRAWN BY: TJR
 CHECKED BY: DM

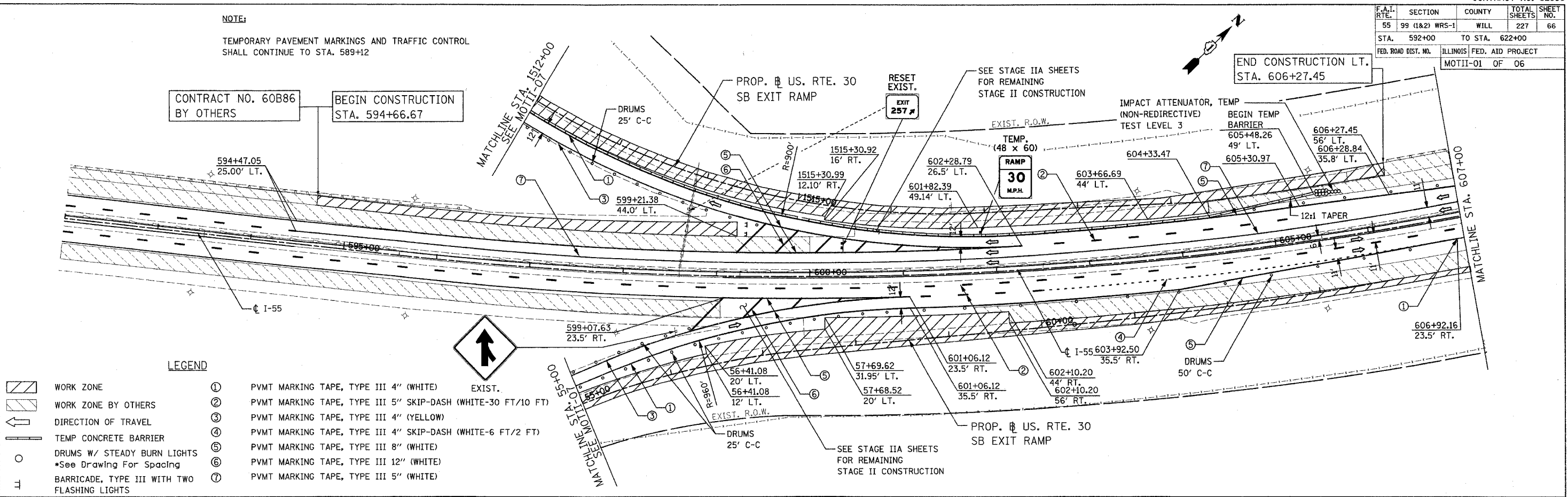
FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 66 |
| STA. 592+00 | | TO STA. 622+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOTII-01 OF 06 | | |

NOTE:
TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL SHALL CONTINUE TO STA. 589+12

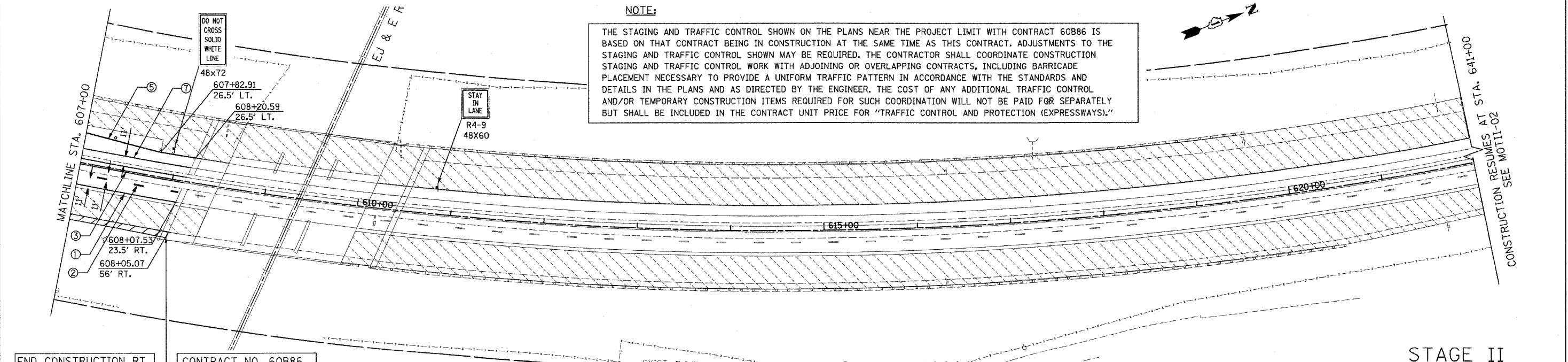
CONTRACT NO. 60B86 BY OTHERS
BEGIN CONSTRUCTION STA. 594+66.67

END CONSTRUCTION LT. STA. 606+27.45



- LEGEND**
- WORK ZONE
 - WORK ZONE BY OTHERS
 - DIRECTION OF TRAVEL
 - TEMP CONCRETE BARRIER
 - DRUMS W/ STEADY BURN LIGHTS
*See Drawing For Spacing
 - BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
 - ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
 - ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
 - ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
 - ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)
 - ⑤ PVMT MARKING TAPE, TYPE III 8" (WHITE)
 - ⑥ PVMT MARKING TAPE, TYPE III 12" (WHITE)
 - ⑦ PVMT MARKING TAPE, TYPE III 5" (WHITE)

NOTE:
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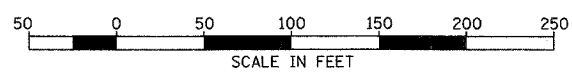


END CONSTRUCTION RT. STA. 608+05.07
CONTRACT NO. 60B86 BY OTHERS

STAGE II







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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
SCALE: 1" = 50'
DATE: 02-23-07
DRAWN BY: TJR
CHECKED BY: DM



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 67 |
| STA. 637+00 TO STA. 667+00 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOTII-02 OF 06 | | |

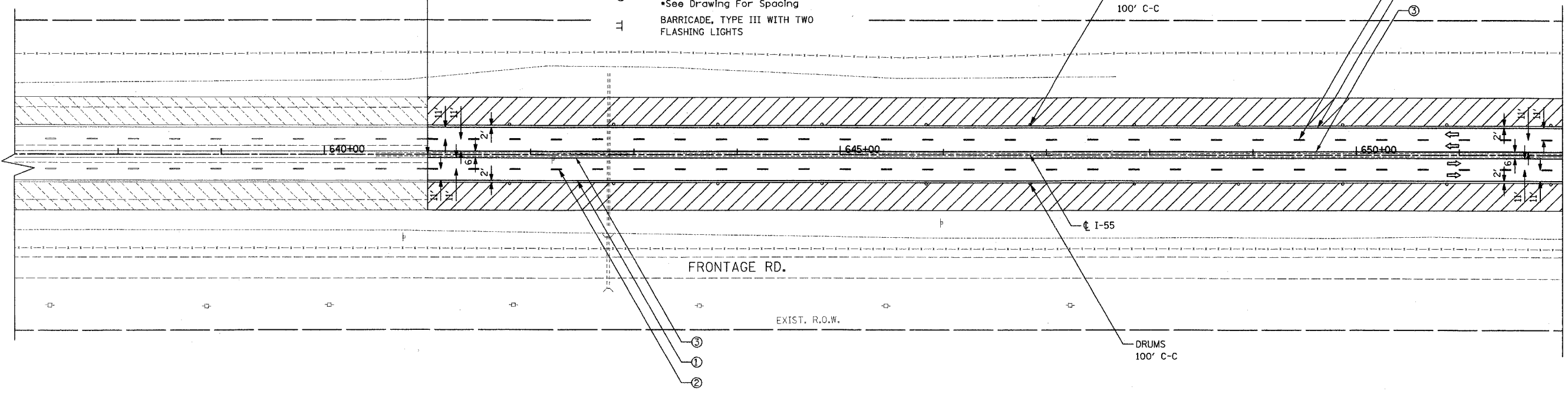
LEGEND

-  WORK ZONE
 -  WORK ZONE BY OTHERS
 -  DIRECTION OF TRAVEL
 -  TEMP CONCRETE BARRIER
 -  DRUMS W/ STEADY BURN LIGHTS
*See Drawing For Spacing
 -  BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
 - ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
 - ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
 - ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)

CONSTRUCTION RESUMES AT STA. 608+05.07
SEE MOTII-01

BY OTHERS
CONTRACT NO. 60B86

BEGIN CONSTRUCTION
STA. 641+00

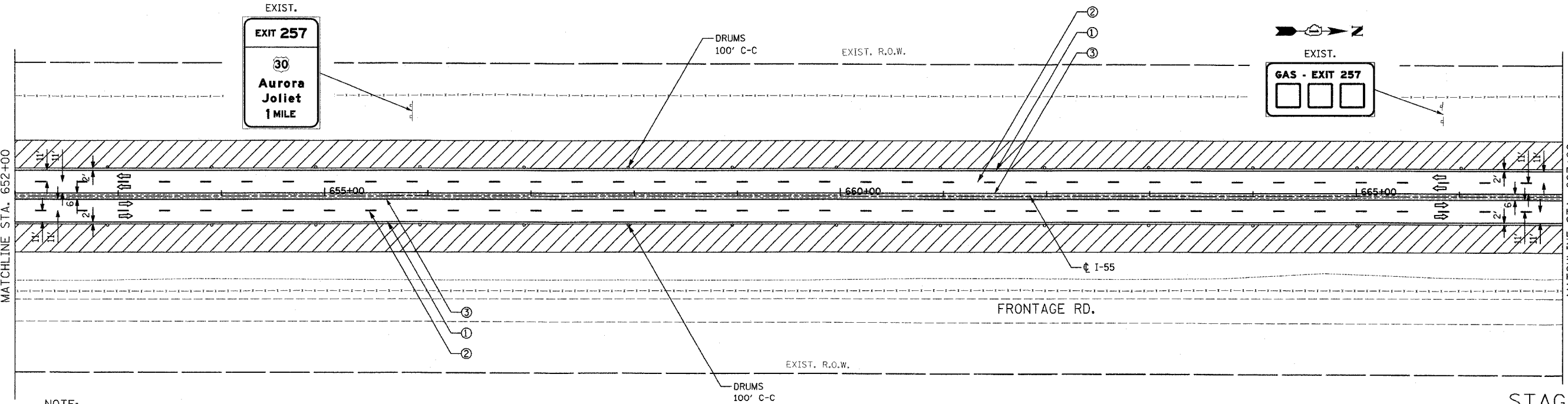


MATCHLINE STA. 652+00

EXIST.
EXIT 257
30
Aurora
Joliet
1 MILE

EXIST.
GAS - EXIT 257

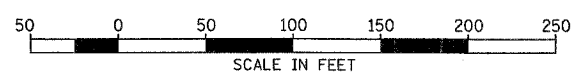
MATCHLINE STA. 652+00



MATCHLINE STA. 667+00
SEE MOTII-03

NOTE:

THE STAGING AND TRAFFIC CONTROL SHOWN ON THE PLANS NEAR THE PROJECT LIMIT WITH CONTRACT 60B86 IS BASED ON THAT CONTRACT BEING IN CONSTRUCTION AT THE SAME TIME AS THIS CONTRACT. ADJUSTMENTS TO THE STAGING AND TRAFFIC CONTROL SHOWN MAY BE REQUIRED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING AND TRAFFIC CONTROL WORK WITH ADJOINING OR OVERLAPPING CONTRACTS, INCLUDING BARRICADE PLACEMENT NECESSARY TO PROVIDE A UNIFORM TRAFFIC PATTERN IN ACCORDANCE WITH THE STANDARDS AND DETAILS IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE COST OF ANY ADDITIONAL TRAFFIC CONTROL AND/OR TEMPORARY CONSTRUCTION ITEMS REQUIRED FOR SUCH COORDINATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."



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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
SUGGESTED STAGES OF CONSTRUCTION
AND TRAFFIC CONTROL

SCALE: 1" = 50'
DATE: 02-23-07







DRAWN BY: TJR
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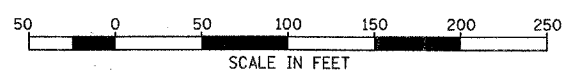
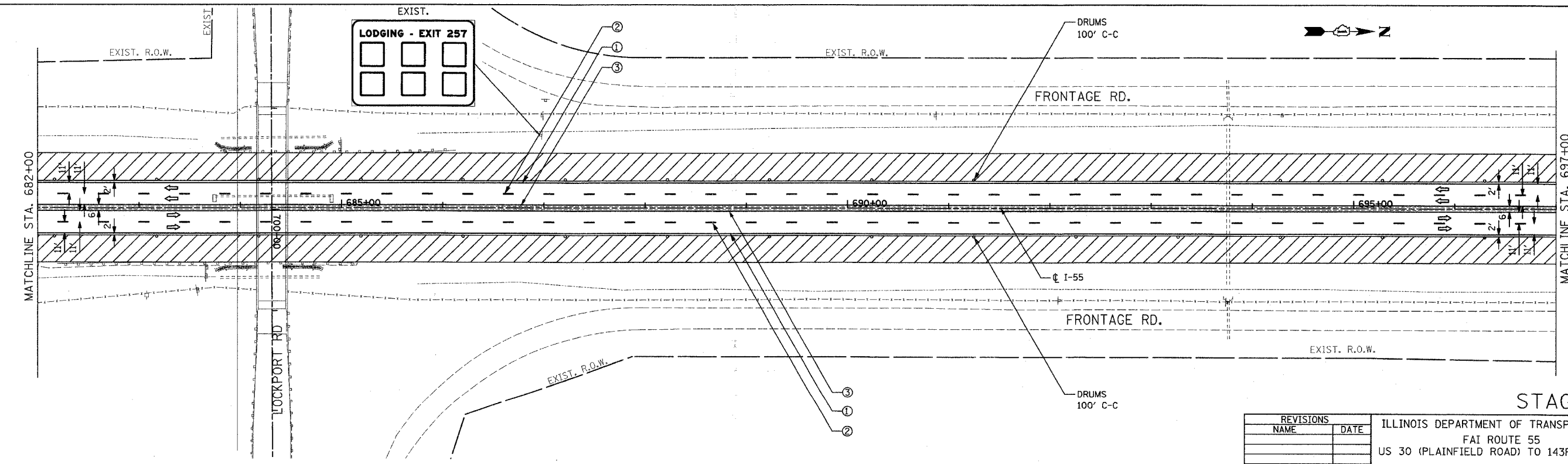
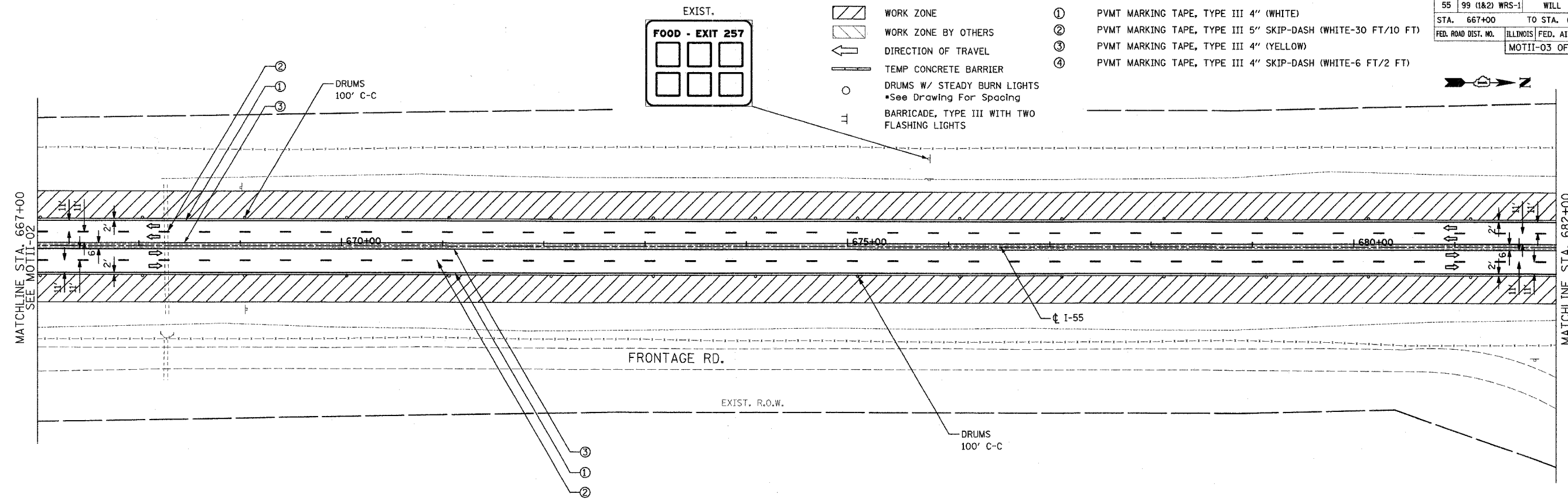
STAGE II

FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 68 |
| STA. 667+00 | | TO STA. 697+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOTII-03 OF 06 | | |

LEGEND

-  WORK ZONE
 -  WORK ZONE BY OTHERS
 -  DIRECTION OF TRAVEL
 -  TEMP CONCRETE BARRIER
 -  DRUMS W/ STEADY BURN LIGHTS
•See Drawing For Spacing
 -  BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
 - ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
 - ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
 - ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL

SCALE: 1" = 50'
 DATE: 02-23-07







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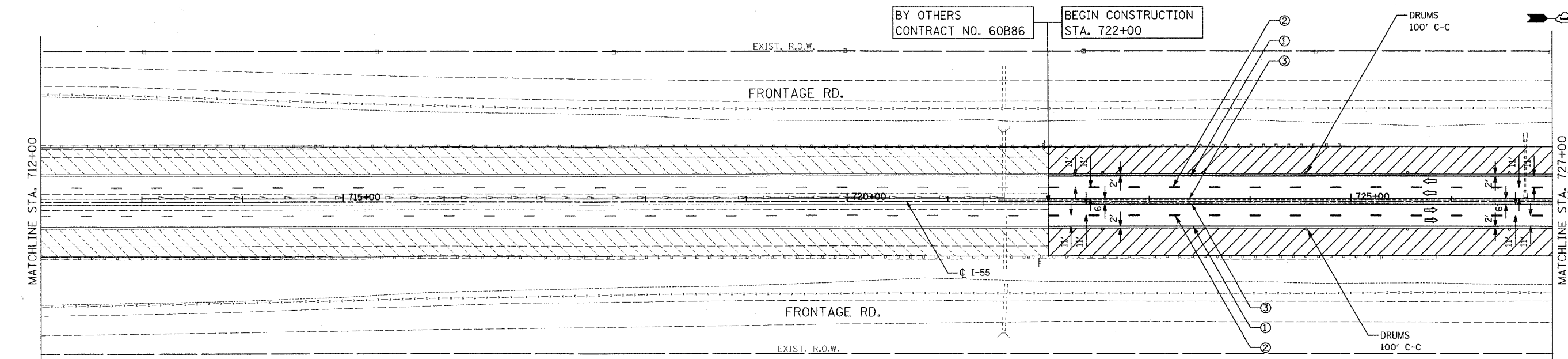
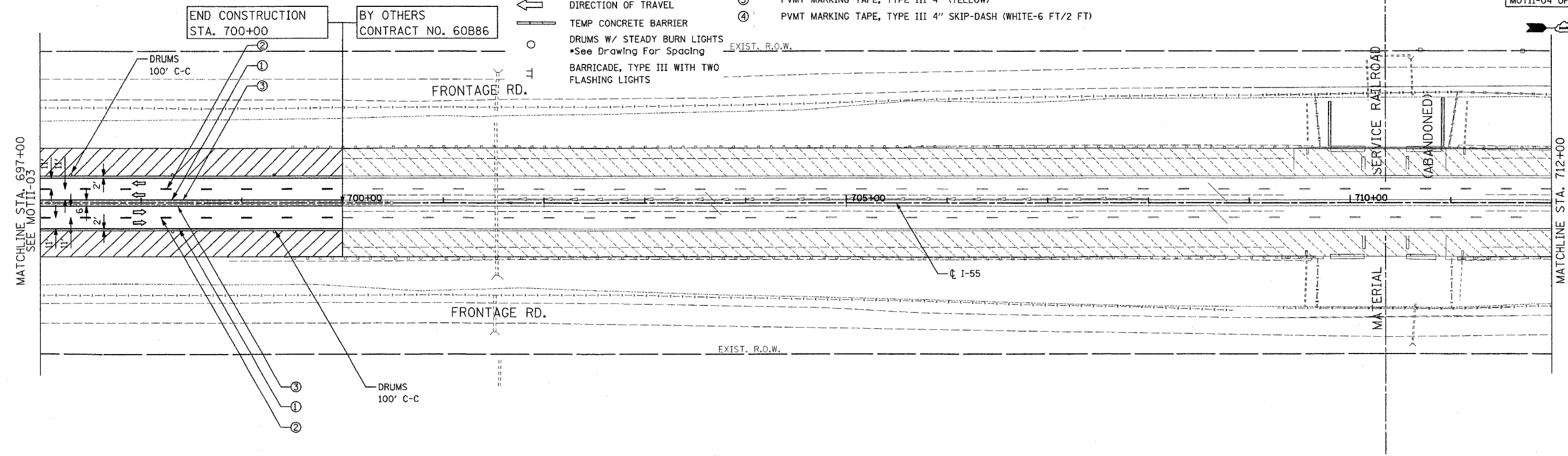
STAGE II

FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 69 |
| STA. 697+00 | | TO STA. 727+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| MOTII-04 OF 06 | | | | |

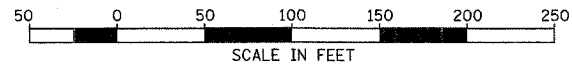
LEGEND

-  WORK ZONE
 -  WORK ZONE BY OTHERS
 -  DIRECTION OF TRAVEL
 -  TEMP CONCRETE BARRIER
 -  DRUMS W/ STEADY BURN LIGHTS
•See Drawing For Spacing
 -  BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
 - ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
 - ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
 - ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)



NOTE:

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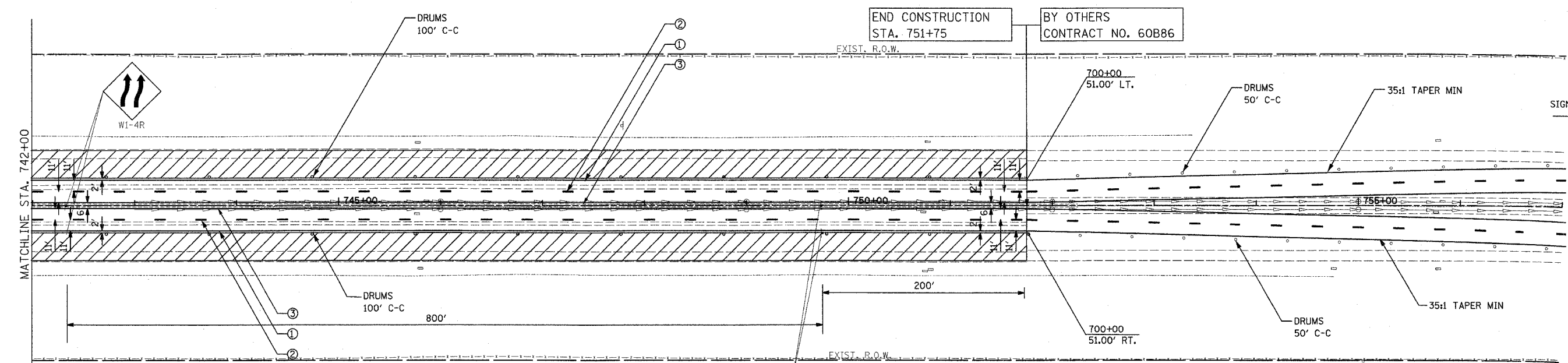
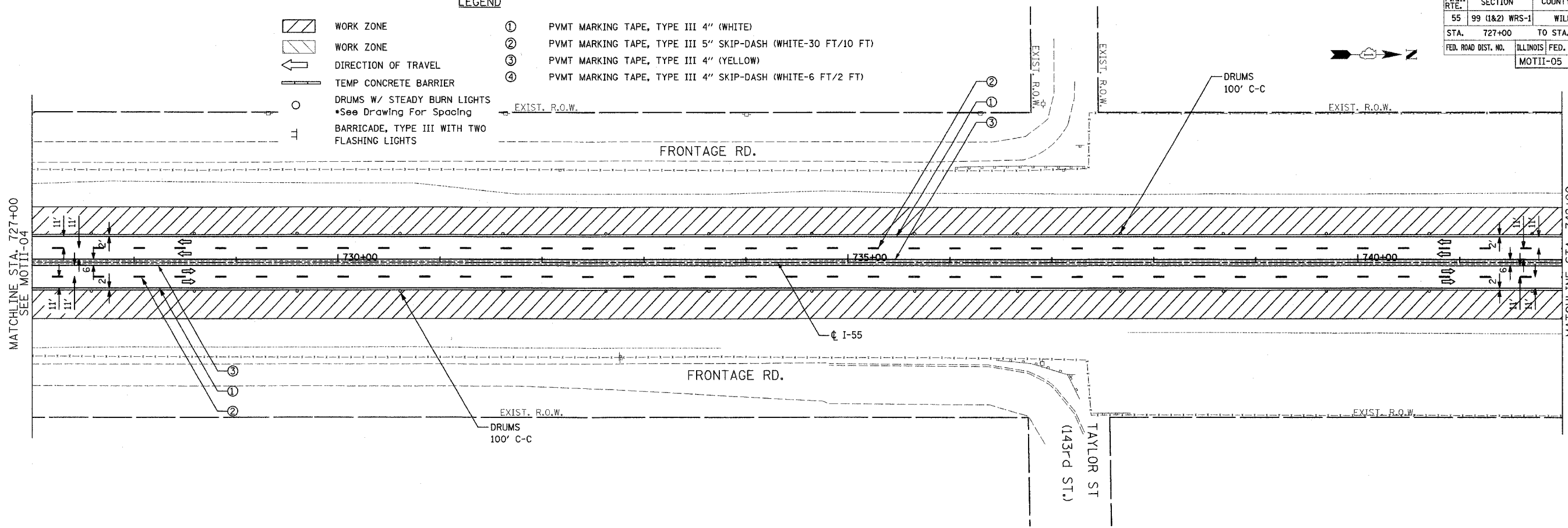
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: TJR
 CHECKED BY: DM

STAGE II

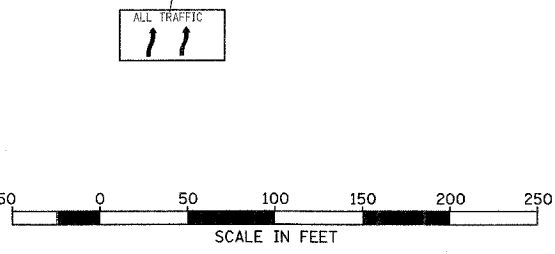
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|----------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 70 |
| STA. | 727+00 | TO STA. | 757+00 | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | MOTII-05 OF 06 | |

- LEGEND**
- WORK ZONE
 - DIRECTION OF TRAVEL
 - TEMP CONCRETE BARRIER
 - DRUMS W/ STEADY BURN LIGHTS
 - BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
 - ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
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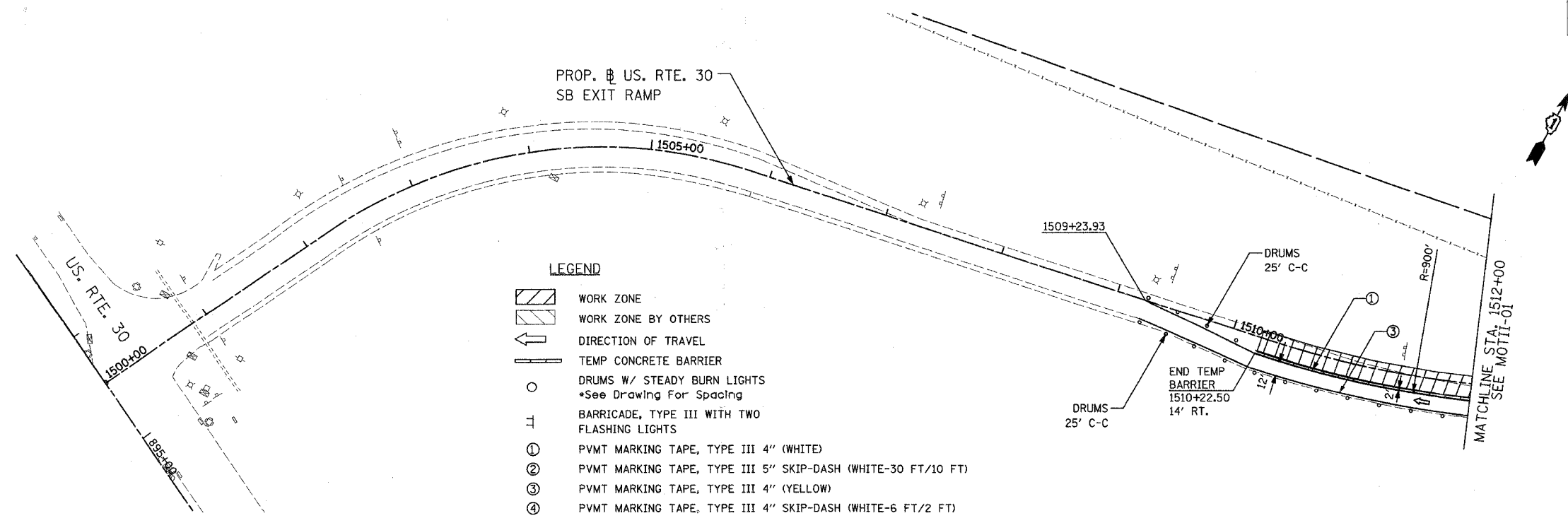
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: TJR
 CHECKED BY: DM

STAGE II

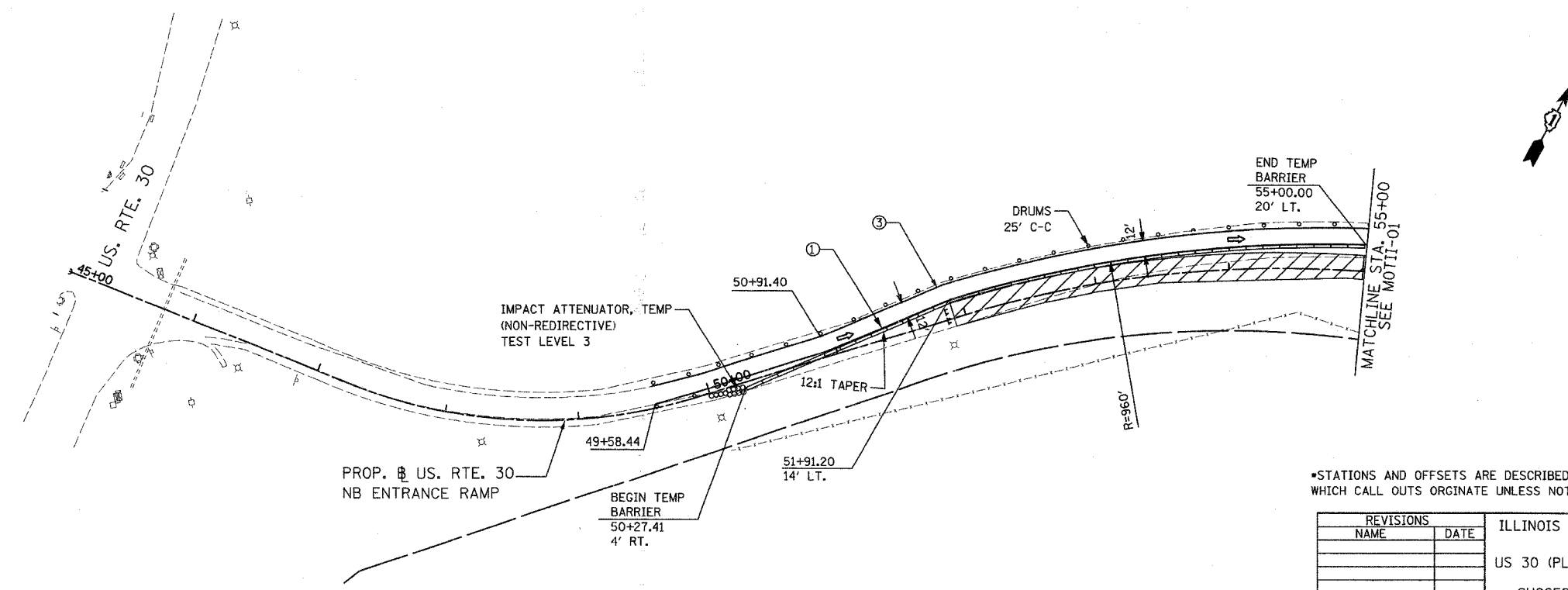
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 71 |
| STA. 1500+00/45+00 TO STA 1512+00/55+00 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |
| MOTII-06 OF 06 | | | | |

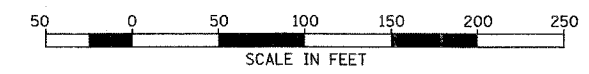


- LEGEND**
- WORK ZONE
 - WORK ZONE BY OTHERS
 - DIRECTION OF TRAVEL
 - TEMP CONCRETE BARRIER
 - DRUMS W/ STEADY BURN LIGHTS
*See Drawing For Spacing
 - BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
 - PVMT MARKING TAPE, TYPE III 4" (WHITE)
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 - PVMT MARKING TAPE, TYPE III 4" (YELLOW)
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*STATIONS AND OFFSETS ARE DESCRIBED FROM RAMP B TO WHICH CALL OUTS ORIGINATE UNLESS NOTED OTHERWISE. **STAGE II**



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL
 SCALE: 1" = 50'
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 CHECKED BY: DM

FINAL

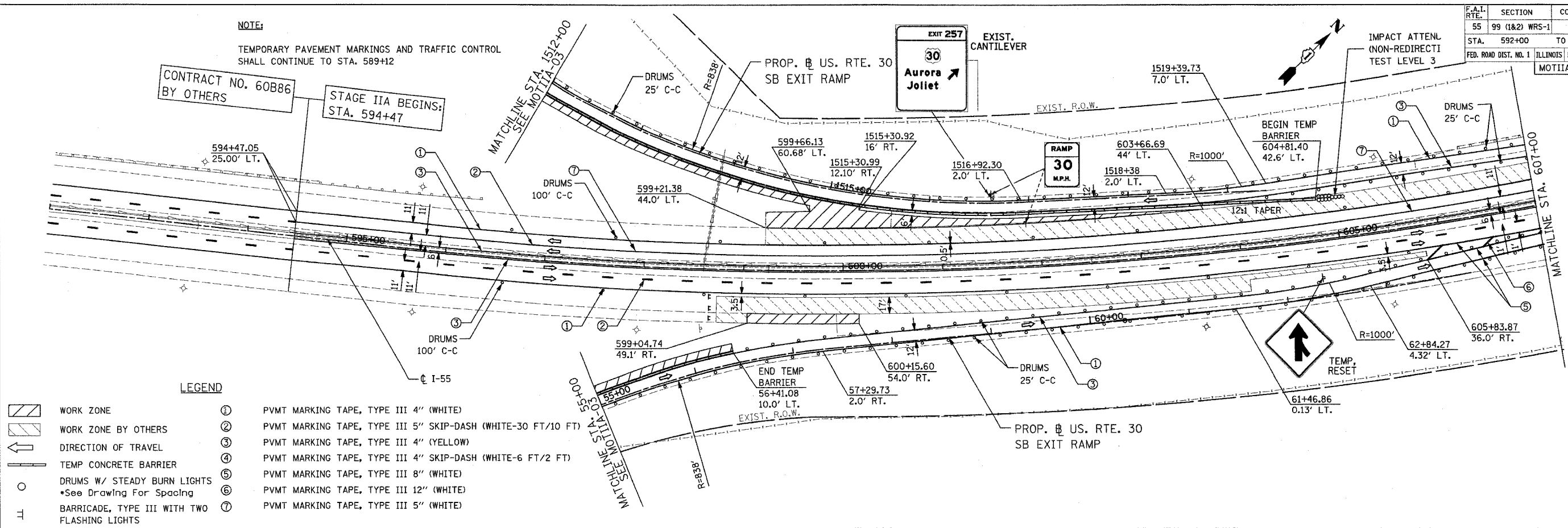
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 72 |
| STA. 592+00 | | TO STA. 622+00 | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| MOTIIA-01 OF 02 | | | | |

NOTE:

TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL SHALL CONTINUE TO STA. 589+12

CONTRACT NO. 60B86 BY OTHERS

STAGE IIA BEGINS: STA. 594+47

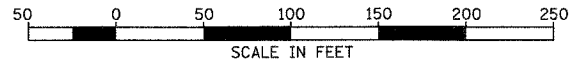
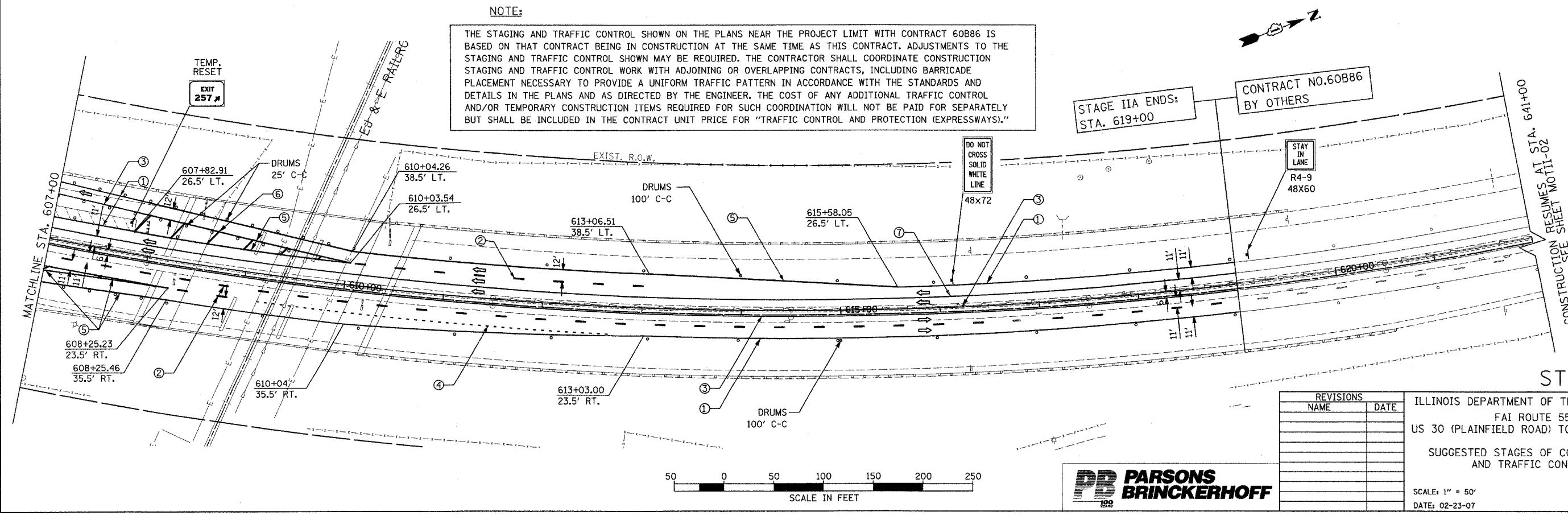


LEGEND

- WORK ZONE
- WORK ZONE BY OTHERS
- DIRECTION OF TRAVEL
- TEMP CONCRETE BARRIER
- DRUMS W/ STEADY BURN LIGHTS
*See Drawing For Spacing
- BARRICADE, TYPE III WITH TWO FLASHING LIGHTS
- ① PVMT MARKING TAPE, TYPE III 4" (WHITE)
- ② PVMT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE-30 FT/10 FT)
- ③ PVMT MARKING TAPE, TYPE III 4" (YELLOW)
- ④ PVMT MARKING TAPE, TYPE III 4" SKIP-DASH (WHITE-6 FT/2 FT)
- ⑤ PVMT MARKING TAPE, TYPE III 8" (WHITE)
- ⑥ PVMT MARKING TAPE, TYPE III 12" (WHITE)
- ⑦ PVMT MARKING TAPE, TYPE III 5" (WHITE)

NOTE:

THE STAGING AND TRAFFIC CONTROL SHOWN ON THE PLANS NEAR THE PROJECT LIMIT WITH CONTRACT 60B86 IS BASED ON THAT CONTRACT BEING IN CONSTRUCTION AT THE SAME TIME AS THIS CONTRACT. ADJUSTMENTS TO THE STAGING AND TRAFFIC CONTROL SHOWN MAY BE REQUIRED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING AND TRAFFIC CONTROL WORK WITH ADJOINING OR OVERLAPPING CONTRACTS, INCLUDING BARRICADE PLACEMENT NECESSARY TO PROVIDE A UNIFORM TRAFFIC PATTERN IN ACCORDANCE WITH THE STANDARDS AND DETAILS IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE COST OF ANY ADDITIONAL TRAFFIC CONTROL AND/OR TEMPORARY CONSTRUCTION ITEMS REQUIRED FOR SUCH COORDINATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."



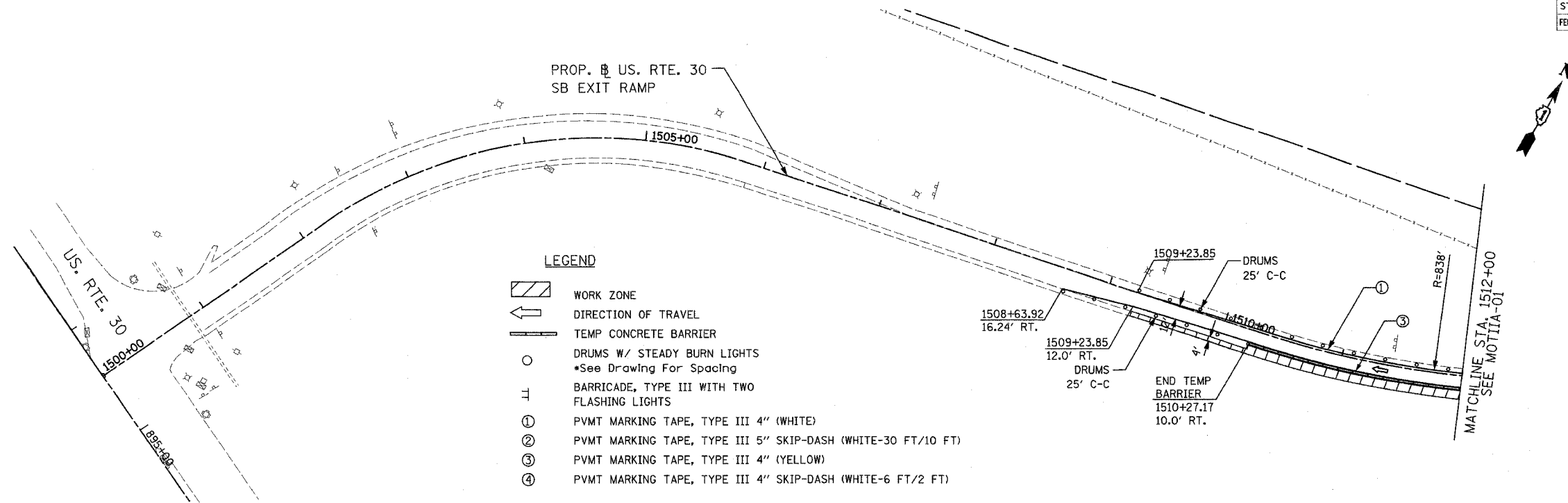
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: TJR
 CHECKED BY: DM

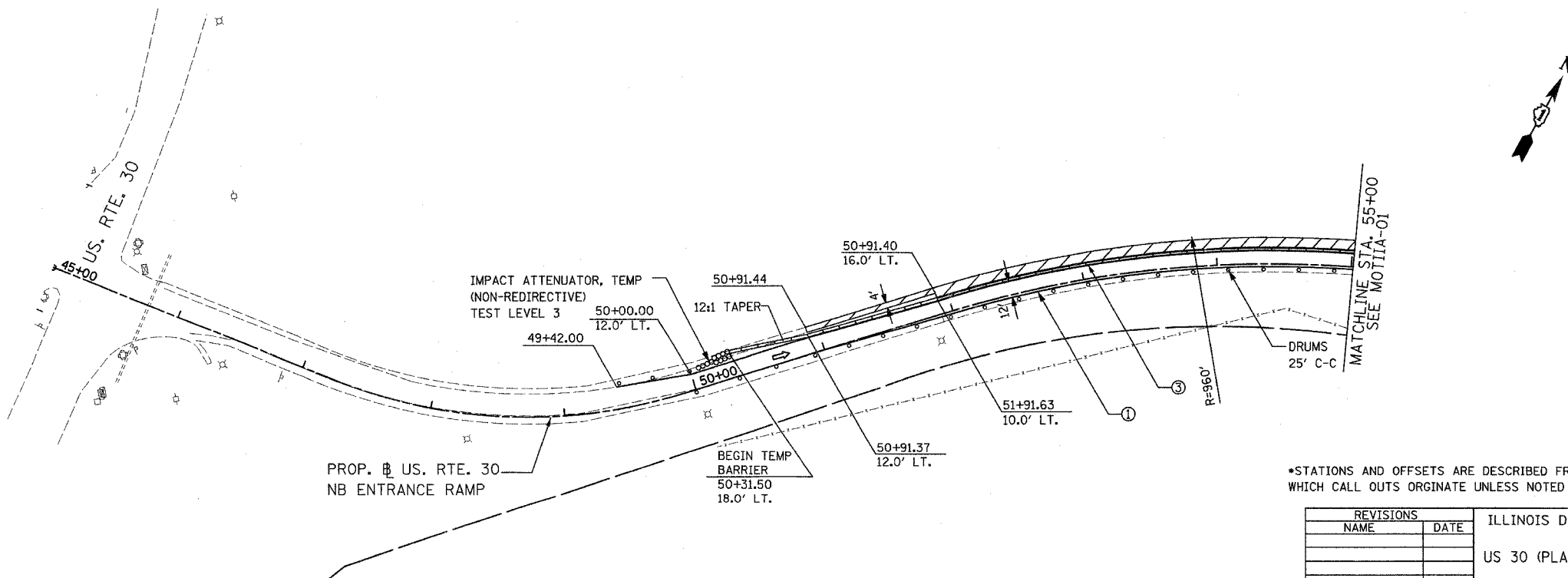
STAGE IIA

FINAL

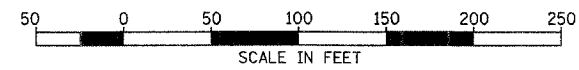
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|---------------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 73 |
| STA. 1500+00/45+00 TO STA 1512+00/55+00 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | MOTIIA-02 OF 02 | | |



*STATIONS AND OFFSETS ARE DESCRIBED FROM RAMP TO WHICH CALL OUTS ORIGINATE UNLESS NOTED OTHERWISE.



*STATIONS AND OFFSETS ARE DESCRIBED FROM RAMP TO WHICH CALL OUTS ORIGINATE UNLESS NOTED OTHERWISE. **STAGE IIA**



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL
 SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: TJR
 CHECKED BY: DM

FINAL

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 74 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

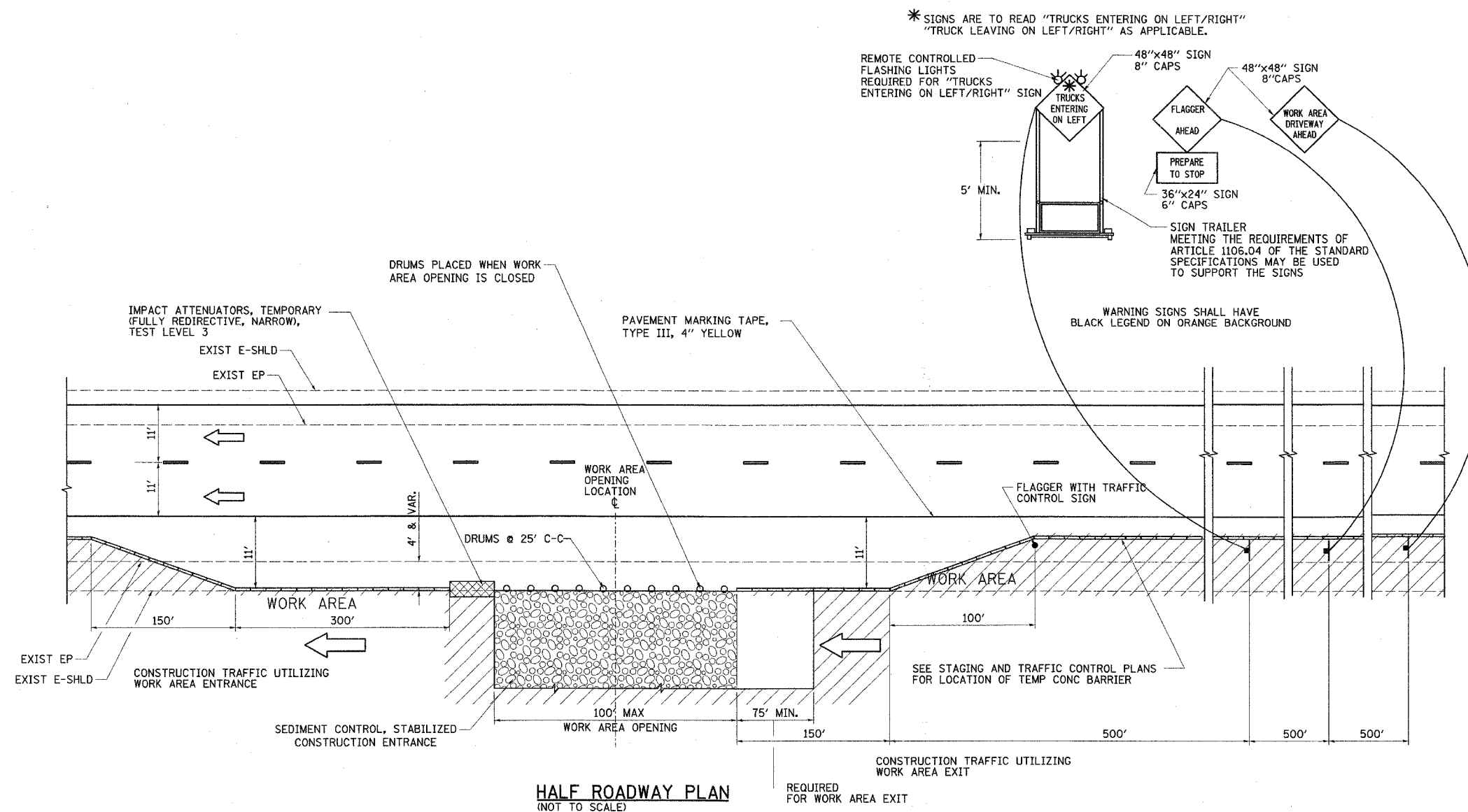


TABLE A

WORK ZONE DRIVEWAY LOCATIONS

| SUGGESTED SOUTH BOUND STATION | SUGGESTED NORTH BOUND STATION |
|-------------------------------|-------------------------------|
| STA 665+00 | STA 650+00 |
| STA 695+00 | STA 690+00 |
| STA 746+00 | STA 730+00 |
| | |
| | |
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LEGEND:

- FLAGGER WITH TRAFFIC CONTROL SIGN
- ← DIRECTION OF TRAFFIC
- ⊥ SIGN ON SUPPORT
- DRUM W/ MONODIRECTIONAL STEADY BURN LIGHT
- TBT = TRAFFIC BARRIER TERMINAL
- TCB = TEMPORARY CONCRETE BARRIER
- ▨ WORK AREA
- ▩ IMPACT ATTENUATOR

NOTES

1. THE "FLAGGER AHEAD" AND "TRUCKS ENTERING OR TRUCKS LEAVING ON LEFT/RIGHT" SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN THE FLAGGING OPERATION CEASES.
2. THE FLASHING LIGHTS SHALL MEET THE REQUIREMENTS OF ARTICLE 702.05(G) AND BE OPERATED BY THE FLAGGER REMOTELY. THE LIGHTS SHALL BE FLASHING ONLY WHEN A VEHICLE IS ENTERING THE EXPRESSWAY.
3. WORK AREA EXIT OPENINGS SHALL BE LOCATED A MINIMUM OF ONE HALF MILE APART. WORK AREA EXIT OPENINGS AND WORK AREA ENTRANCE OPENINGS SHALL BE LOCATED A MINIMUM OF 2,300' APART. WORK AREA OPENINGS MAY BE LOCATED A MINIMUM OF 3,200' BEFORE EMERGENCY PULLOUT LOCATIONS (BASED ON THE DIRECTION OF TRAFFIC) AND A MINIMUM OF 2,100' AFTER EMERGENCY PULLOUT LOCATIONS (BASED ON THE DIRECTION OF TRAFFIC). WORK AREA OPENINGS INTO THE MEDIAN FROM BOTH DIRECTIONS OF TRAFFIC SHALL NOT BE PLACED DIRECTLY ACROSS FROM EACH OTHER. THE WORK AREA OPENING LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. ALL CONSTRUCTION VEHICLES SHALL EXIT THE WORK AREA AT A WORK AREA OPENING.
5. ALL CONSTRUCTION VEHICLES SHALL ENTER THE WORK AREA AT A WORK AREA ENTRANCE OPENING AND SHALL USE THEIR TURN SIGNALS TO WARN MOTORISTS.
6. THE CONTRACTOR SHALL PLACE DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHTS, SPACED AT 10' CENTERS, ACROSS THE WORK AREA OPENING WHEN THE WORK AREA OPENING IS CLOSED. THE COSTS OF INSTALLING, MAINTAINING AND REMOVING THESE DRUMS AND SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
7. WORK AREA OPENINGS SHALL NOT BE SIMULTANEOUSLY USED AS A WORK AREA ENTRANCE AND A WORK AREA EXIT.
8. THE CONTRACTOR SHALL CLOSE THE WORK AREA OPENING WHEN REVISING THE SIGNING FROM AN ENTRANCE TO AN EXIT AND FROM AN EXIT TO AN ENTRANCE.
9. A FLAGGER IS REQUIRED AT ALL TIMES UNLESS THE WORK AREA OPENING IS CLOSED. THE COST OF THE FLAGGER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
10. SEE STAGING AND TRAFFIC CONTROL DETAIL FOR EMERGENCY PULLOUT AND EROSION AND SEDIMENT CONTROL DETAIL FOR STABILIZED CONSTRUCTION ENTRANCE.



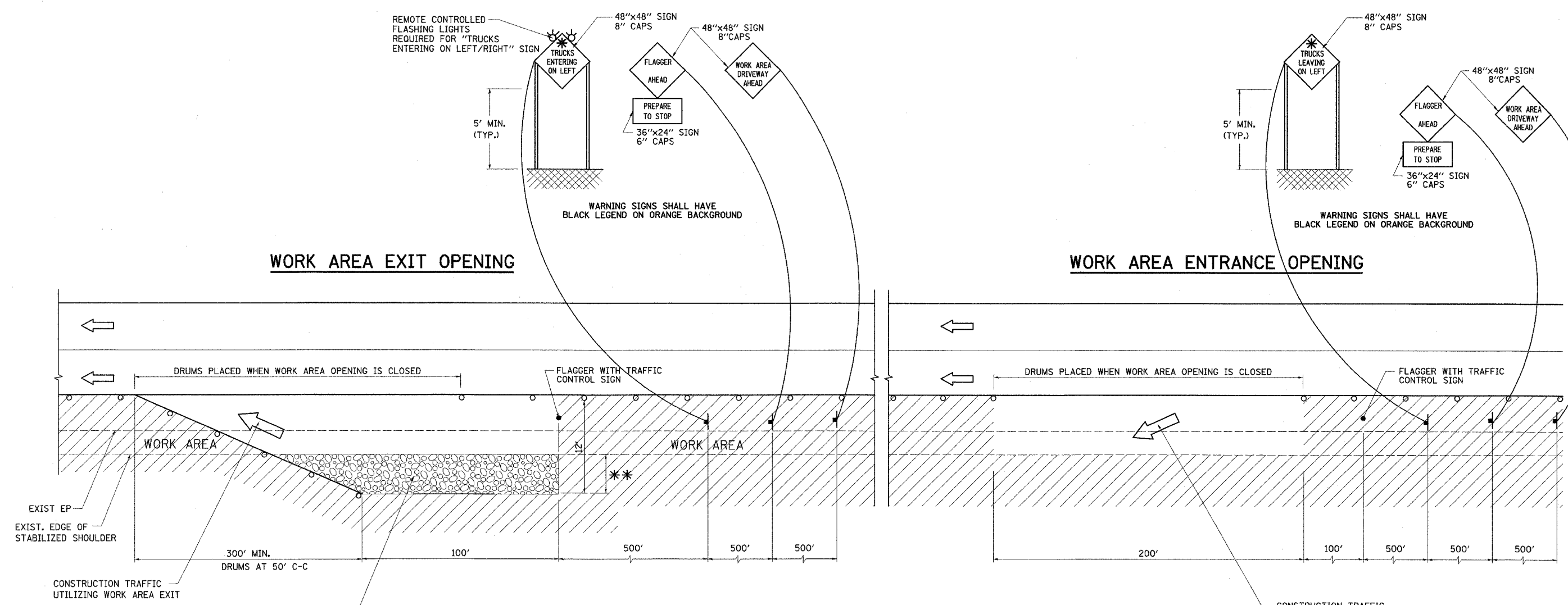
| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 US 30 (PLAINFIELD ROAD) TO 143RD STREET STAGING AND TRAFFIC CONTROL DETAIL FOR WORK AREA ENTRANCE/EXIT |
|-----------|------|---|
| NAME | DATE | |
| | | SCALE: NONE |
| | | DATE: 02-23-07 |
| | | DRAWN BY: DM |
| | | CHECKED BY: DVS |

FINAL

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|---------------------|----------------|---------------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 75 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

* SIGNS ARE TO READ "TRUCKS ENTERING ON LEFT/RIGHT"

* SIGNS ARE TO READ "TRUCKS LEAVING ON LEFT/RIGHT"



HALF ROADWAY PLAN
(NOT TO SCALE)

NOTES

1. THE "FLAGGER AHEAD" AND "TRUCKS ENTERING OR TRUCKS LEAVING ON LEFT/RIGHT" SIGNS SHALL BE REMOVED OR COVERED WHEN THE FLAGGING OPERATION CEASES.
2. THE FLASHING LIGHTS SHALL MEET THE REQUIREMENTS OF ARTICLE 702.05(G) AND BE OPERATED BY THE FLAGGER REMOTELY. THE LIGHTS SHALL BE FLASHING ONLY WHEN A VEHICLE IS ENTERING THE EXPRESSWAY.
3. WORK AREA EXIT OPENINGS SHALL BE LOCATED A MINIMUM OF ONE HALF MILE APART. WORK AREA EXIT OPENINGS AND WORK AREA ENTRANCE OPENINGS SHALL BE LOCATED A MINIMUM OF 2,300' APART. WORK AREA OPENINGS INTO THE MEDIAN FROM BOTH DIRECTIONS OF TRAFFIC SHALL NOT BE PLACED DIRECTLY ACROSS FROM EACH OTHER. THE WORK AREA OPENING LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. ALL CONSTRUCTION VEHICLES SHALL EXIT THE WORK AREA AT A WORK AREA EXIT OPENING.
5. ALL CONSTRUCTION VEHICLES SHALL ENTER THE WORK AREA AT A WORK AREA ENTRANCE OPENING AND SHALL USE THEIR TURN SIGNALS TO WARN MOTORISTS.
6. THE CONTRACTOR SHALL PLACE DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHTS, SPACED AT 50' CENTERS, ACROSS THE WORK AREA OPENING WHEN THE WORK AREA OPENING IS CLOSED. THE COSTS OF INSTALLING, MAINTAINING AND REMOVING THESE DRUMS AND SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
7. WORK AREA OPENINGS SHALL NOT BE SIMULTANEOUSLY USED AS A WORK AREA ENTRANCE AND A WORK AREA EXIT.
8. THE CONTRACTOR SHALL CLOSE THE WORK AREA OPENING WHEN REVISING THE SIGNING FROM AN ENTRANCE TO AN EXIT AND FROM AN EXIT TO AN ENTRANCE.
9. A FLAGGER IS REQUIRED AT ALL TIMES UNLESS THE WORK AREA OPENING IS CLOSED. THE COST OF THE FLAGGER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
10. SEE EROSION AND SEDIMENT CONTROL DETAIL FOR STABILIZED CONSTRUCTION ENTRANCE.

LEGEND:

- FLAGGER WITH TRAFFIC CONTROL SIGN
- ← DIRECTION OF TRAFFIC
- ⊥ SIGN ON SUPPORT
- DRUM W/ MONODIRECTIONAL STEADY BURN LIGHT
- ▨ WORK AREA

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
STAGING AND TRAFFIC CONTROL DETAIL
FOR WORK AREA ENTRANCE/EXIT

SCALE: NONE
DATE: 02-23-07

DRAWN BY: DM
CHECKED BY: DVS



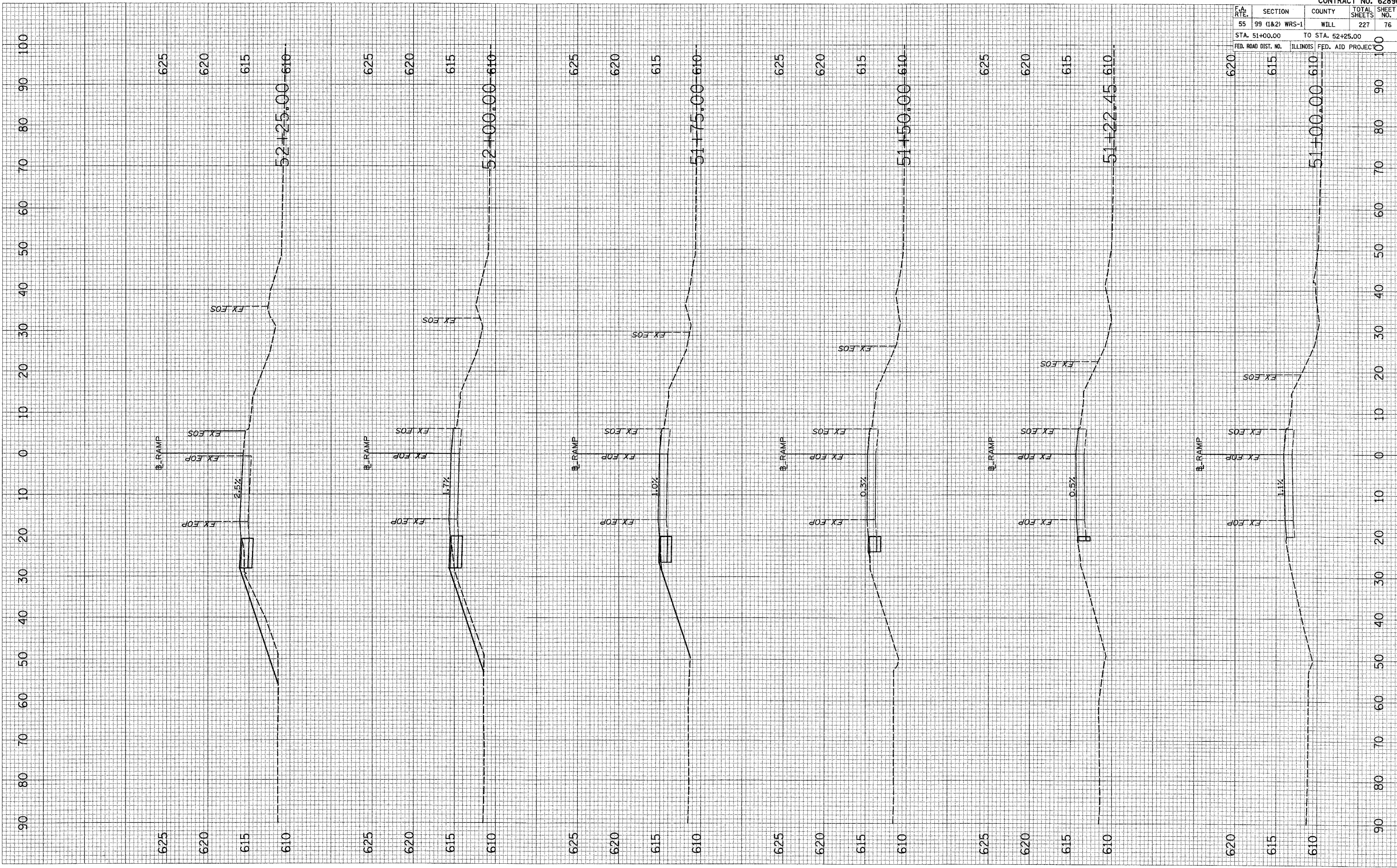
FINAL

| FA RITE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 76 |
| STA. 51+00.00 | | TO STA. 52+25.00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

FINAL SURVEY SURVEYED BY DATE
 NOTE BOOK NO. _____
 PLOTTED DATE _____
 AREAS CHECKED _____

ORIGINAL SURVEY SURVEYED BY DATE
 NOTE BOOK NO. _____
 PLOTTED DATE _____
 AREAS CHECKED _____

PLOT DATE = 2/25/97
 FILE NAME = 62896
 PLOT SCALE = 45/SCALE
 USER NAME = #USER#

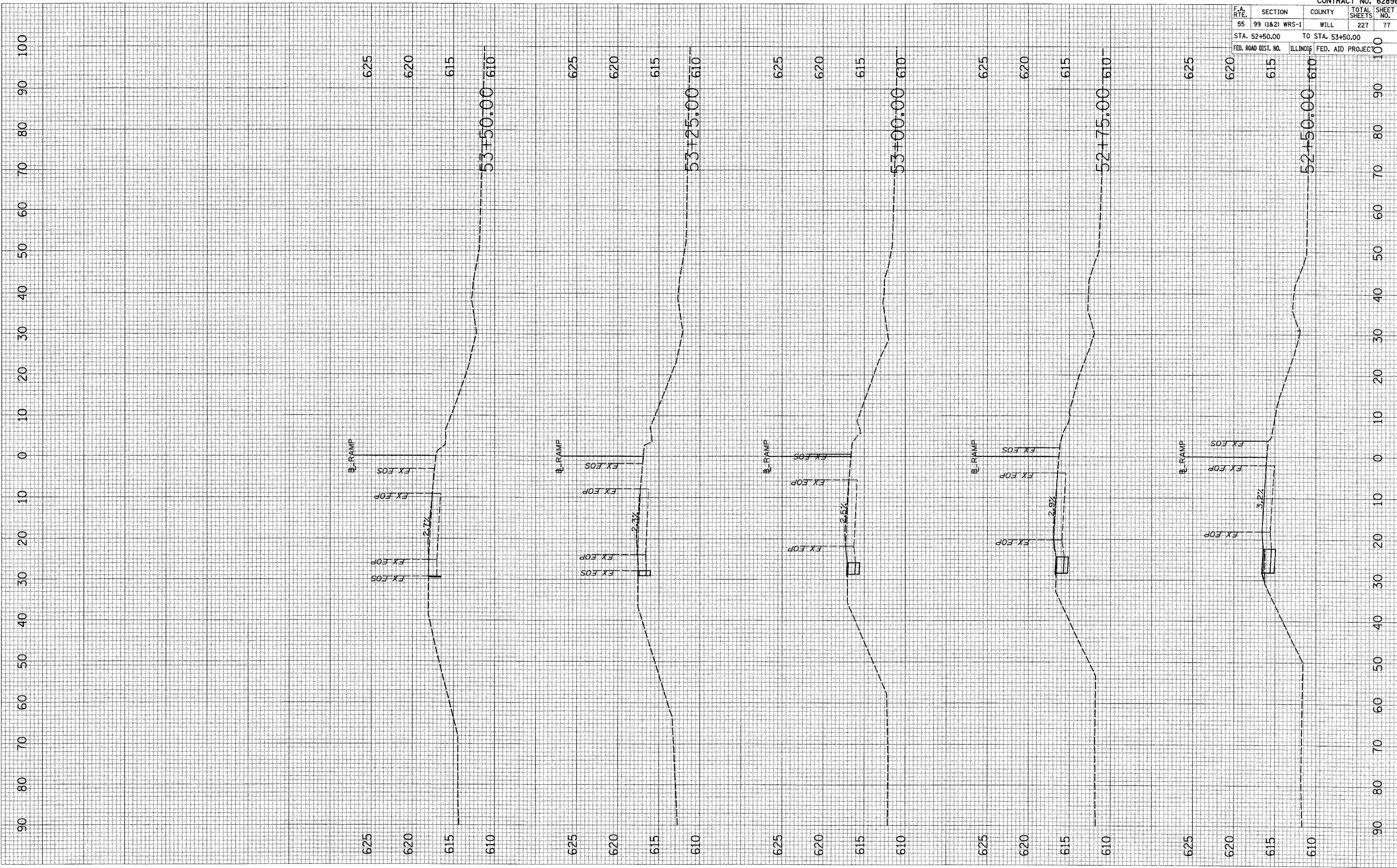


MOT - TEMP. WIDENING @ US 30 NORTHBOUND ENTRANCE TO I-55

PLOT DATE = 2/15/07
 FILE NAME = WFLS
 PLOT SCALE = 800000
 USER NAME = MUSER8

ORIGINAL SURVEYED BY DATE
 SURVEY PLOTTED
 NOTE BOOK NO.
 AREAS CHECKED

FINAL SURVEYED BY DATE
 SURVEY PLOTTED
 NOTE BOOK NO.
 AREAS CHECKED



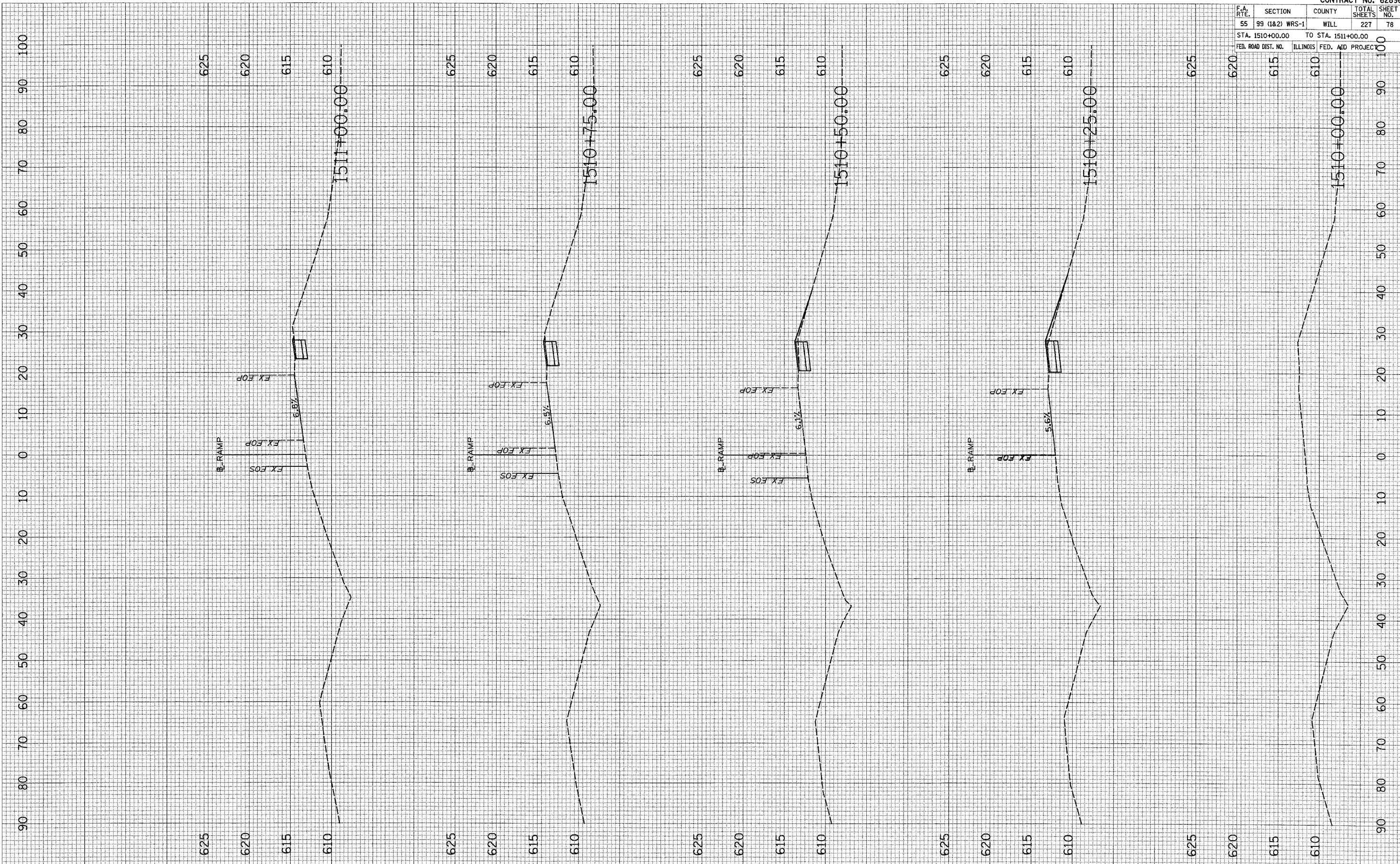
| CONTRACT NO. 62896 | | | | |
|--------------------------------|----------------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 77 |
| STA. 52+50.00 TO STA. 53+50.00 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

MOT - TEMP. WIDENING @ US 30 NORTHBOUND ENTRANCE TO I-55

FINAL SURVEY SURVEYED PLOTTED
 NOTE BOOK AREAS CHECKED
 BY: _____ DATE: _____

ORIGINAL SURVEY SURVEYED PLOTTED
 NOTE BOOK AREAS CHECKED
 BY: _____ DATE: _____

PLOT DATE = 2/15/17
 FILE NAME = 4111
 PLOT SCALE = 1"=40'
 USER NAME = JUSBERS



| CONTRACT NO. 62896 | | | | |
|---------------------|----------------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 78 |
| STA. 1510+00.00 | | TO STA. 1511+00.00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

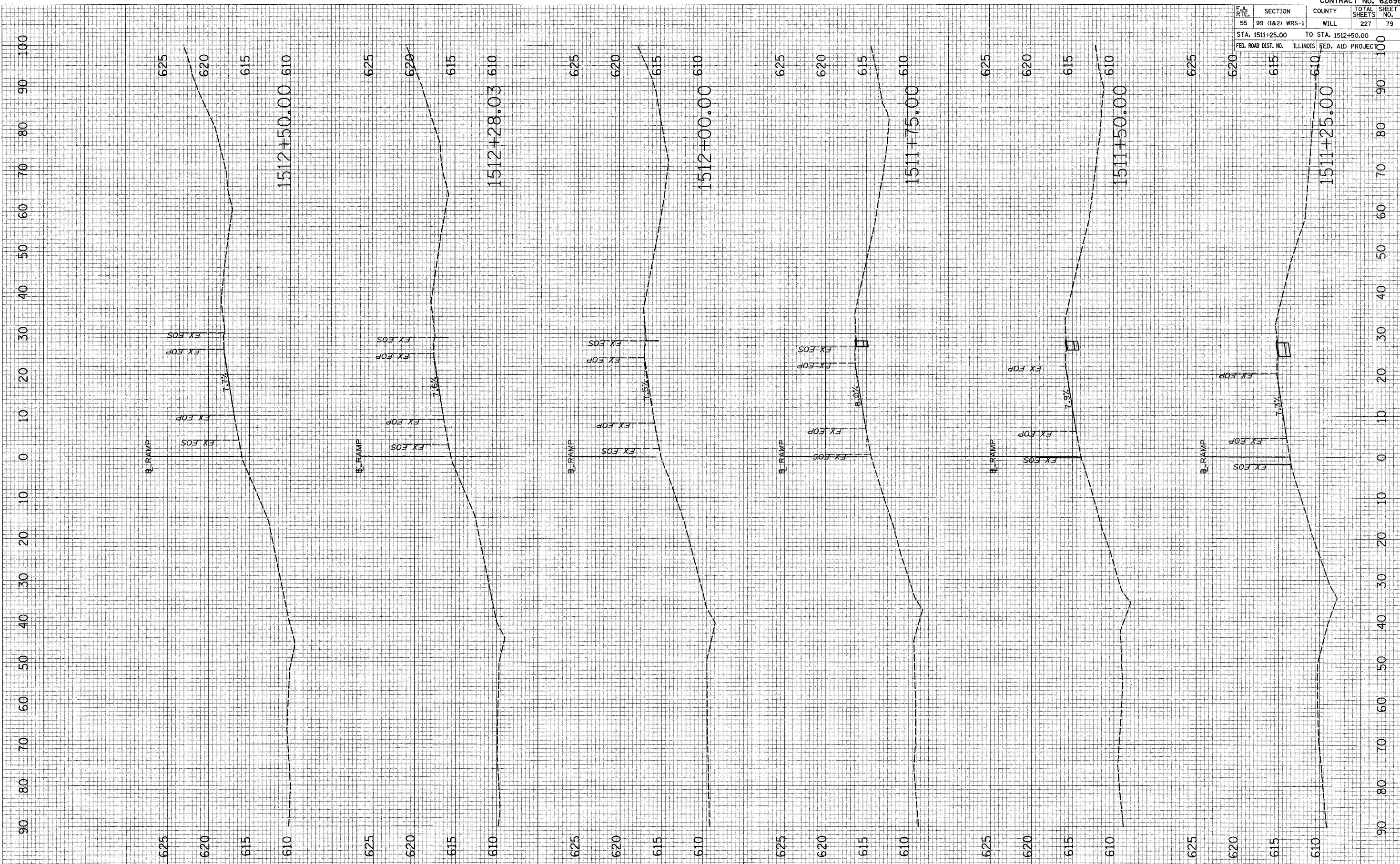
MOT - TEMP. WIDENING @ US 30 SOUTHBOUND EXIT FROM I-55

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|--------------------|-----------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 79 |
| STA. 1511+25.00 | | TO STA. 1512+50.00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJEC | |

FINAL SURVEY SURVEYED BY: _____ DATE: _____
 SURVEY PLOTTED BY: _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____

ORIGINAL SURVEY SURVEYED BY: _____ DATE: _____
 SURVEY PLOTTED BY: _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____

PLT DATE = 5/15/97
 FILE NAME = 151125
 PLOT SCALE = 1"=50'
 USER NAME = MUSERK



MOT - TEMP. WIDENING @ US 30 SOUTHBOUND EXIT FROM I-55

| | | | | |
|---------------------|----------------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 80 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| EC-01 OF 06 | | | | |

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. THE WORK DESCRIBED ON THESE DRAWINGS ARE AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN A NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
2. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT, OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS, ON DOWNSTREAM AREAS.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
4. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.
5. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
6. ALL PERMANENT SEDIMENT BASINS, PERMANENT STORM WATER CONTROL MEASURES, AND RUNOFF CONTROL MEASURES REQUIRED TO KEEP OFF-SITE RUNOFF FROM FLOWING OVER THE CONSTRUCTION AREA WILL BE INSTALLED BEFORE CLEARING AND STRIPPING OF THE SITE PROCEEDS. PRIOR TO PROCEEDING WITH GENERAL EARTHWORK ON A PROJECT THE CONTRACTOR WILL OBTAIN APPROVAL OF HIS PROPOSED EARTHWORK AND STABILIZATION SCHEDULE.
7. A MAXIMUM OF 10 ACRES MAY BE IN SOME STAGE OF GRADING AT A SINGLE TIME. ADDITIONAL AREAS (UP TO 10 ACRES) MAY BE CLEARED BUT WILL NOT BE STRIPPED OF VEGETATION UNTIL THE GRADED AREAS HAVE BEEN PROTECTED FROM EROSION THROUGH INSTALLATION OF EITHER TEMPORARY OR PERMANENT MEASURES. WHENEVER POSSIBLE, THE GRADING WILL BE COMPLETED TO THE DESIGN GRADE AND THE PERMANENT VEGETATION PLAN IMPLEMENTED PRIOR TO STARTING GRADING ACTIVITIES ON THE NEXT SITE.
 - (A) WHEN BALANCING EARTHWORK (BORROW FROM A CUT USED AS FILL AT A LOCATION DISTANT FROM THE CUT) THE ENGINEER WILL CONSIDER ALLOWING MORE THAN 10 ACRES OF GRADING AT A TIME. THE 10 ACRES LIMITATION DOES NOT INCLUDE HAUL ROADS, BRIDGE CONSTRUCTION WORK AREAS AND STORAGE AREAS.
 - (B) VARIATIONS TO THE ABOVE MAY BE CONSIDERED BY THE ENGINEER UNDER ALL THE FOLLOWING CONDITIONS:
 - IF THE CONTRACTOR FALLS BEHIND SCHEDULE THROUGH NO FAULT OF HIS OWN.
 - THE CONTRACTOR MUST PRESENT A SCHEDULE DEMONSTRATING THE NEED FOR SUCH VARIATION IN ORDER TO COMPLETE THE WORK ON TIME.
 - THE CONTRACTOR MUST COMPLY WITH ALL OTHER CONTRACT REQUIREMENTS.
8. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.
9. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10 FEET VERTICALLY OR THE FINISHED SLOPE EQUALS 30 FEET, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.

10. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH.
11. SEDIMENT TRAPS, SEDIMENT BASINS, DITCHES, SEDIMENT CONTROL, SILT FENCE, STONE OUTLET STRUCTURES, EARTH BERMS, ETC. SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. TRAPS WILL BE CLEANED WHEN THEY ARE 50% FILLED. SILT FENCE STONE OUTLET STRUCTURES SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% THE HEIGHT OF THE CONTROL DEVICE. THESE SPOILS WILL BE REMOVED TO AN APPROVED SITE.
12. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STREAMS OR WETLANDS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE AND STABILIZED IMMEDIATELY AFTER FINAL SHAPING OF THE PILE IN ACCORDANCE WITH MULCH, METHOD 2. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.
13. MATERIALS EXCAVATED FOR THE CONSTRUCTION OR CLEANOUT OF SEDIMENT TRAPS OR SEDIMENT BASINS SHALL NOT BE STOCKPILED IN THE (VICINITY) OF THE TRAP OR BASIN. IT WILL EITHER BE PLACED IN AN EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.
14. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR THE COST OF THE CONTROLS ARE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER THE DEPARTMENT WILL ASSUME THE COSTS OF THE CONTROLS.
15. SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING MEASURE PRIOR TO RELEASE FROM THE SITE.
16. WHEN THE CONTRACTOR REQUESTS A CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH PROVIDING THE FOLLOWING CONDITIONS ARE MET:
 - (A) ALL AREAS BEING STABILIZED ARE 3:1 SLOPES OR FLATTER.
 - (B) THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH STRAW MULCH.
 - (C) ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED ARE BEING MAINTAINED.
17. SEEDING USAGE
TEMPORARY EROSION CONTROL SEEDING - USED ON SHORT TERM TEMPORARY SEEDING.
CLASS 2A - SALT TOLERANT ROADSIDE MIX USED FOR NEW CONSTRUCTION OF LIMITED ACCESS ROUTES INTENDED TO BE MOWED BY IDOT.
CLASS 4 - USED IN PERMANENT 1:2 SLOPES AND 1:3 SLOPES HIGHER THAN 10 FEET.
18. TOP SOIL PLACEMENT
TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE, NOR ON TEMPORARILY STEEP SLOPES.

19. INLET FILTERS ARE REQUIRED FOR THE STRUCTURES SHOWN ON THE PLANS. STRUCTURE OPENINGS VARY SUCH THAT FIELD MEASUREMENT AND/OR CONTRACTOR DESIGN WILL BE REQUIRED. COST OF DESIGN, LABOR AND MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "INLET FILTER".
20. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
21. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE SEDIMENT CONTROL, SILT FENCE.
22. SEE EROSION AND SEDIMENT CONTROL PLANS FOR PLACEMENT OF ALL EROSION AND SEDIMENT CONTROL PAY ITEMS.
23. SEE PROPOSED DRAINAGE PLANS FOR FINAL DRAINAGE STRUCTURE, STORM SEWER AND PIPE CULVERT INFORMATION.
24. SEE EXISTING DRAINAGE AND UTILITY PLANS FOR INFORMATION CONCERNING THE REMOVAL, ADJUSTMENT, RECONSTRUCTION, ETC. OF EXISTING STRUCTURE AND PIPES.
25. THE ACTUAL NEED FOR TEMPORARY DRAINAGE FACILITIES, AS WELL AS THE STAGING OF THE PERMANENT DRAINAGE SYSTEM CONSTRUCTION, MAY BE MODIFIED BY THE RESIDENT ENGINEER, WHO SHALL BE CONSULTED BEFORE THE INSTALLATION. WHERE APPLICABLE, TEMPORARY STRUCTURE AND PIPE TABLES FOR THIS WORK ARE SHOWN ON THE EROSION CONTROL PLANS.
26. AS DETERMINED BY THE CONTRACTOR, SOME OF THE PROPOSED DRAINAGE STRUCTURES WILL BE STAGE CONSTRUCTED VERTICALLY TO FACILITATE CONSTRUCTION OPERATIONS. IF THE TOP SLAB OF THE STRUCTURE MUST BE PLACED AT AN INTERIM ELEVATION, THE TOP SLAB WILL THEN BE REMOVED AND THE REMAINING PORTION OF THE STRUCTURE ADDED AND THE TOP SLAB RE-INSTALLED IN A LATER STAGE. FOR DRAINAGE STRUCTURES COMPLETED TO FULL HEIGHT IN THIS CONTRACT, THE COST OF STAGE CONSTRUCTING THEM VERTICALLY WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE DRAINAGE STRUCTURE OF THE TYPE SPECIFIED IN THE PLANS.
27. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY WHERE INDICATED ON THE PLANS. COST OF REMOVAL SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TYPE OF MEASURE INDICATED ON THE PLANS.

EROSION CONTROL SCHEDULE

| STATION | OFFSET | INLET & PIPE PROTECTION | TEMPORARY DITCH CHECK |
|---------|--------|-------------------------|-----------------------|
| 54+06 | 159 LT | | 1 |
| 54+82 | 99 LT | | 1 |
| 598+28 | 65 RT | | 1 |
| 642+76 | 84 LT | 1 | |
| 668+28 | 64 LT | 1 | |
| 694+76 | 88 LT | 1 | |
| 701+53 | 85 LT | 1 | |
| 726+73 | 61 LT | 1 | |
| 1510+93 | 38 LT | | 1 |
| 1513+00 | 46 LT | | 1 |
| 1513+86 | 36 LT | 1 | |
| TOTAL | | 6 | 5 |

WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT GENERAL NOTES





- A. THE SOIL AND WATER CONSERVATION DISTRICT IS RESPONSIBLE FOR CONDUCTING SITE VISITS AND VERIFYING THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE SWCD THE CONTRACTOR WILL IMPLEMENT THE PRACTICES IN A TIMELY MANNER.
- B. THE WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO FINAL INSPECTION.
- C. EROSION CONTROL BLANKET SHALL BE INSTALLED TO ALL DISTURBED AREAS WITH SLOPES EQUAL TO OR GREATER THAN 5H:1V AND IN CRITICAL AREAS (I.E. DETENTION BASIN PERIMETERS, STREAMBANKS, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.
- D. SILT FENCE SHALL BE INSTALLED FOLLOWING THE COMPLETION AND STABILIZATION OF THE STORMWATER FACILITIES WILL REMAIN IN PLACE UNTIL THE CONTRIBUTING AREA IS STABILIZED.
- E. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THEN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

- F. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
- G. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.
- H. THE USE OF SANDBAGS FOR CREATING A DIVERSION CHANNEL IS PROHIBITED. THE PROPOSED BRIDGE/CULVERT CROSSINGS MUST HAVE A COFFERDAM, OR TURBIDITY CURTAIN IN PLACE CONSTRUCTED OF A WATER FILLED BLADDER OR PORTADAM TYPE STRUCTURE AT THE TIME OF CONSTRUCTION. DURING DEWATERING OPERATIONS, WATER MUST BE PUMPED INTO FILTER BAGS OR SILT TRAPS OUTSIDE OF THE EXISTING CHANNEL. DEWATERING INTO DRAIN TILES IS STRICTLY PROHIBITED.
- I. A STAMPED AND SIGNED COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES AND BE PRESENTED WHEN REQUESTED BY WILL/SOUTH COOK SWCD, U.S. ARMY CORPS OF ENGINEERS OR ANY OTHER AUTHORIZED AGENCY.

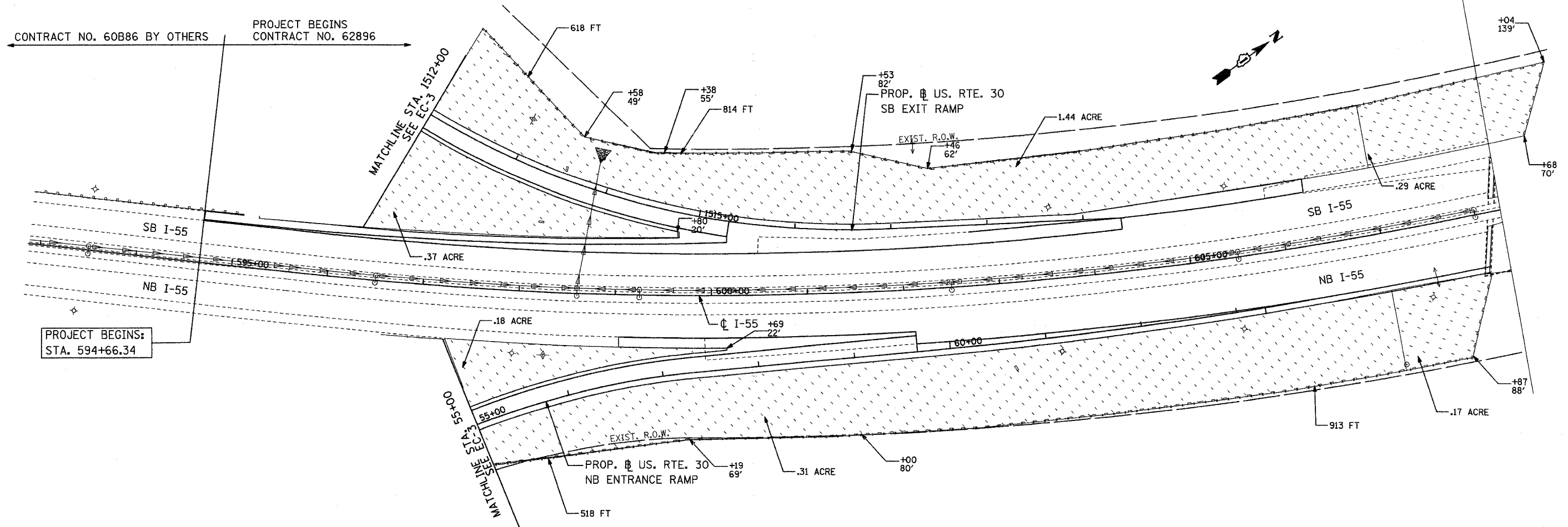
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
**EROSION AND SEDIMENT CONTROL
 GENERAL NOTES**
 SCALE: 1" = 50'
 DATE: 02/23/2007
 DRAWN BY: JPA
 CHECKED BY: TEH

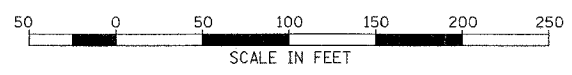
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| CONTRACT NO. 62896 | | | | |
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL. | 227 | 81 |
| STA. 589+13.80 | | TO STA. 607+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| EC-02 OF 06 | | | | |

- LEGEND**
-  TEMPORARY EROSION CONTROL SEEDING WITH MULCH METHOD 2
 -  SEDIMENT CONTROL, SILT FENCE
 -  INLET AND PIPE PROTECTION
 -  TEMPORARY DITCH CHECK

← CONTRACT NO. 60B86 BY OTHERS CONTRACT NO. 62896
 END CONSTRUCTION CONTRACT NO. 62896 CONTRACT NO. 60B86 BY OTHERS
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PROJECT BEGINS:
STA. 594+66.34



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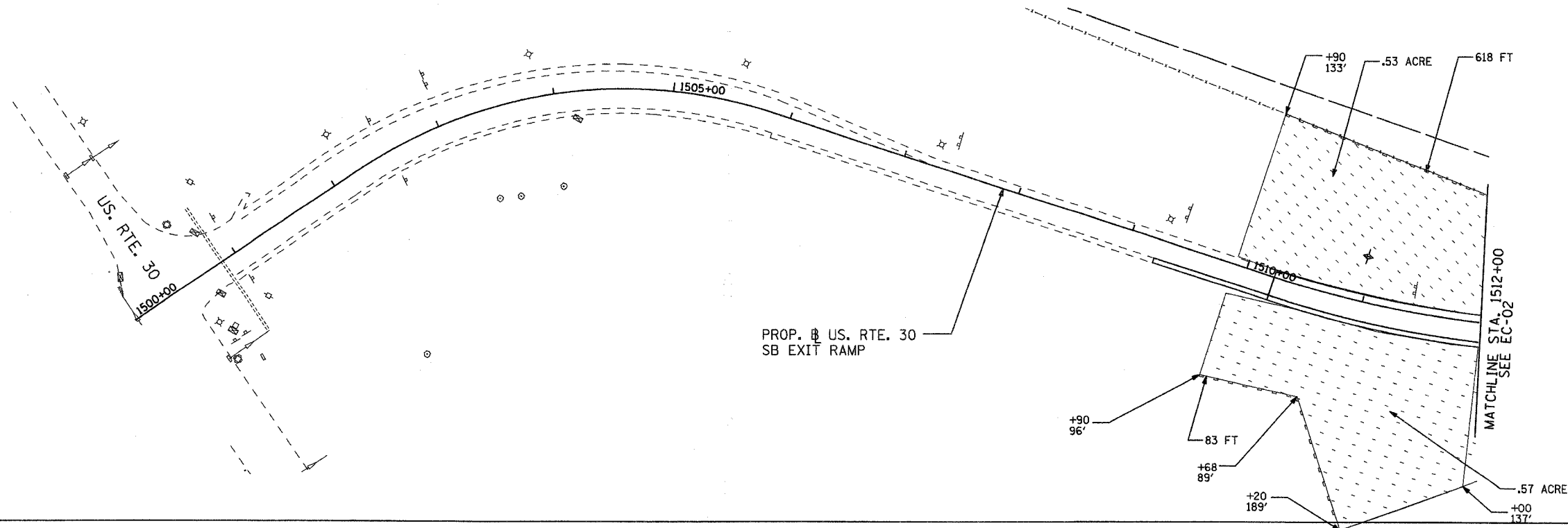
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 50'
 DATE: 02/23/2007

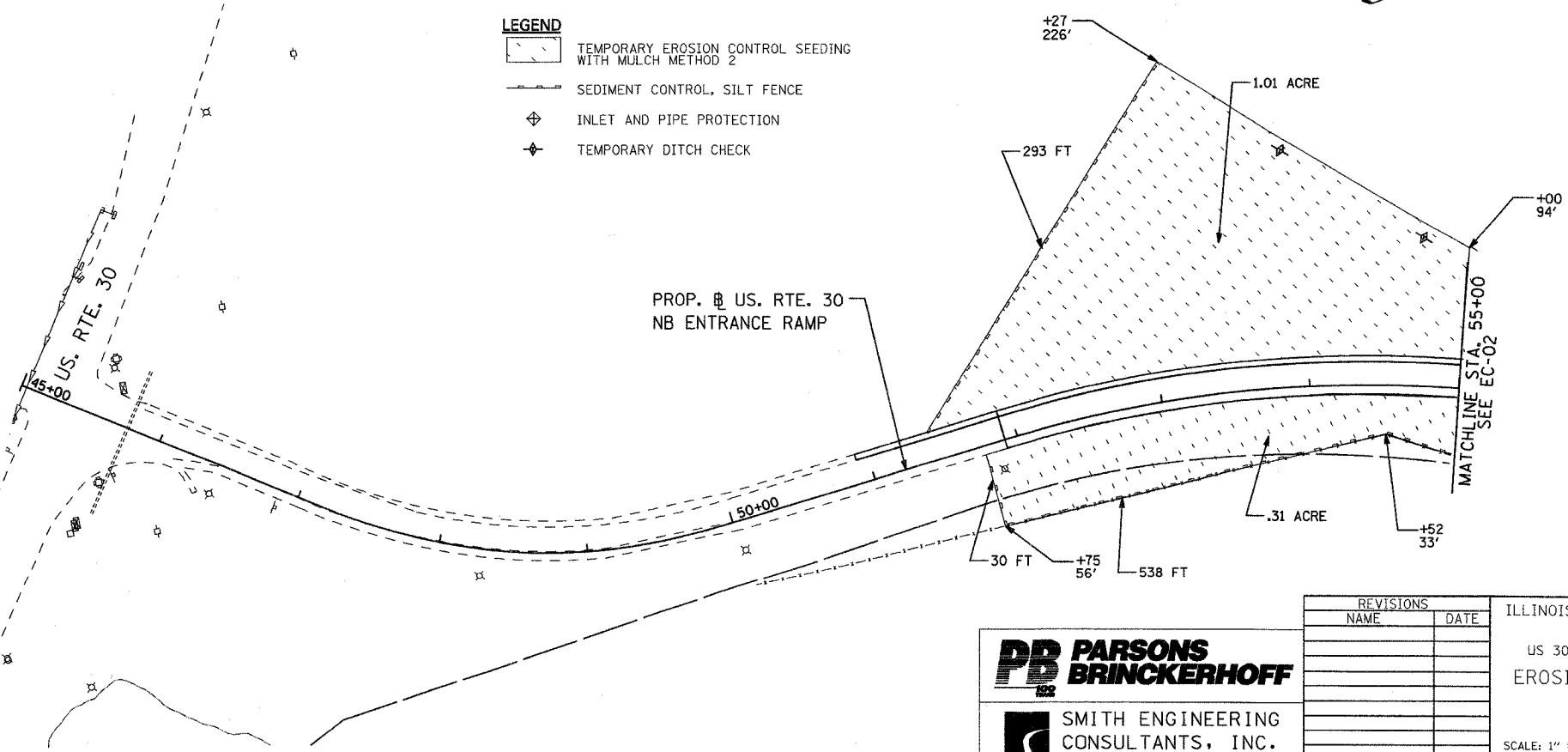
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 CHECKED BY: TEH

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 82 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| EC-03 OF 06 | | | | |



- LEGEND**
- TEMPORARY EROSION CONTROL SEEDING WITH MULCH METHOD 2
 - SEDIMENT CONTROL, SILT FENCE
 - INLET AND PIPE PROTECTION
 - TEMPORARY DITCH CHECK



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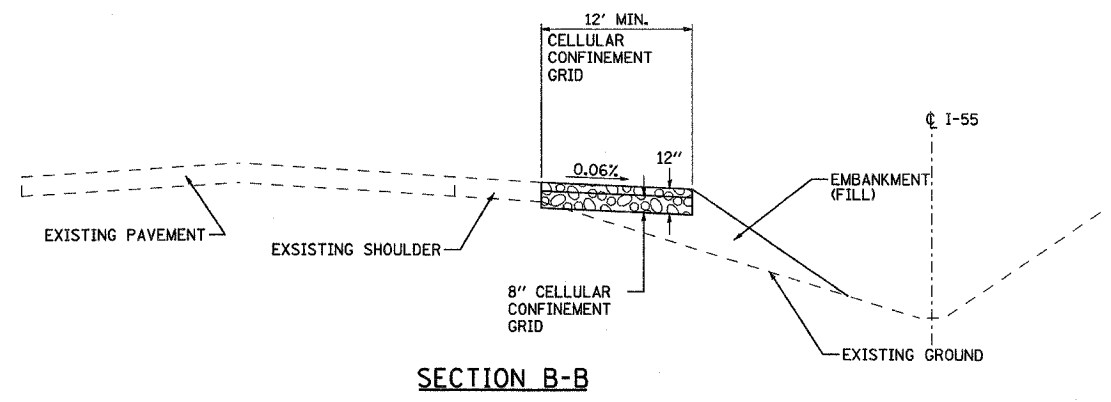
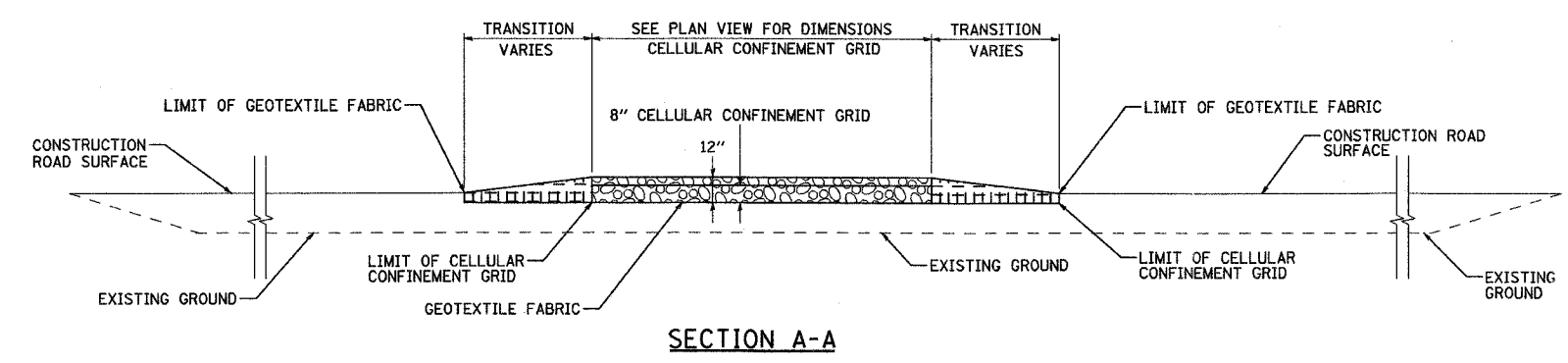
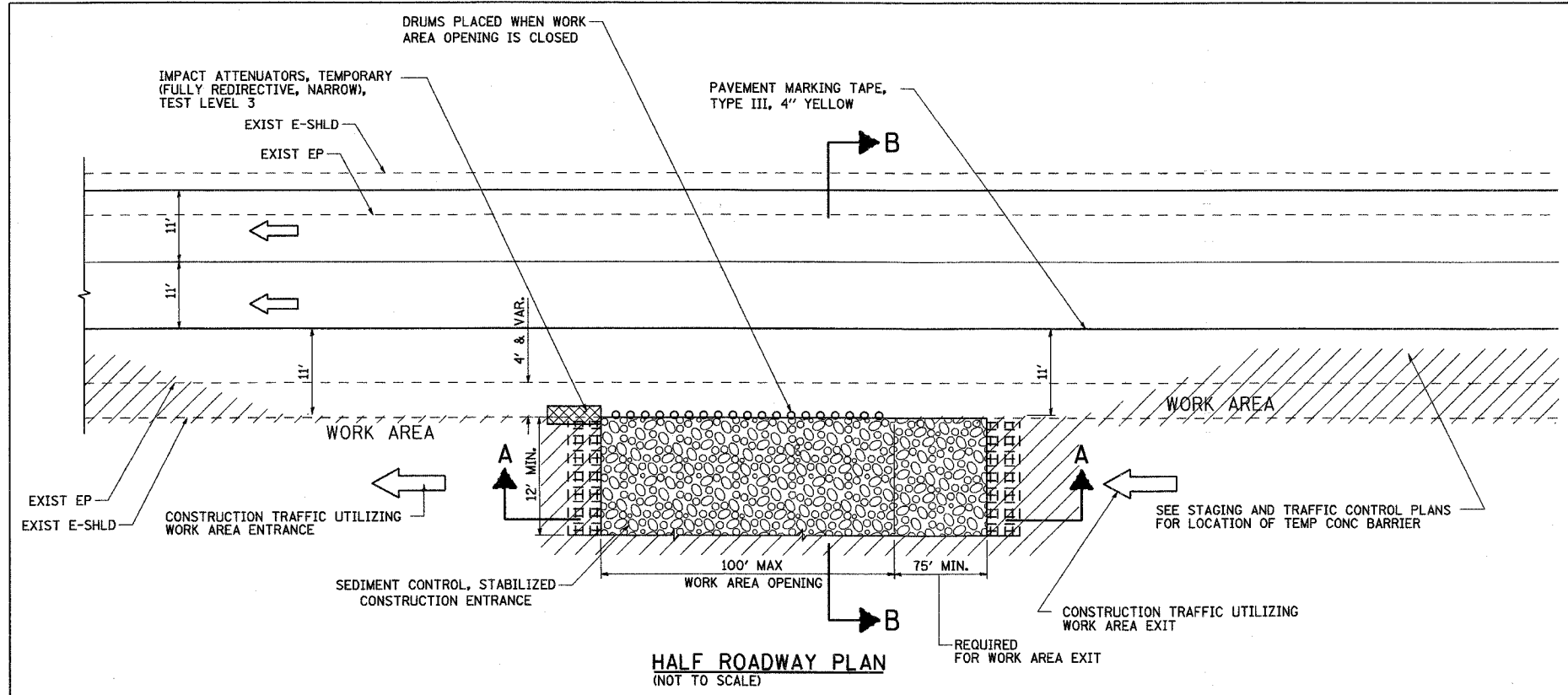
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-55 ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 EROSION AND SEDIMENT CONTROL PLAN






SCALE: 1" = 50'
 DATE: 02/23/2007

DRAWN BY: JPA
 CHECKED BY: TEH

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| CONTRACT NO. 62896 | | | |
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL. | 227 83 |
| STA. | | TO STA. | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | |
| EC-04 OF 06 | | | |



LEGEND:

-  COURSE AGGREGATE CA-3
-  SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  IMPACT ATTENUATOR

NOTES:

1. THE EXISTING BITUMINOUS SHOULDER SHALL REMAIN IN THE PLACE UNTIL THE STABILIZED CONSTRUCTION ENTRANCE IS REMOVED.
2. EXISTING DITCH DRAINAGE TO BE MAINTAINED.
3. THE COST OF ANY COURSE AGGREGATE CA-3 USED FOR TRANSITION FROM THE CONSTRUCTION ROAD TO THE STABILIZED CONSTRUCTION ENTRANCE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE".
4. SEE STAGING AND TRAFFIC CONTROL DETAIL FOR WORK AREA DRIVEWAY ENTRANCE/EXIT.
5. THE SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER.

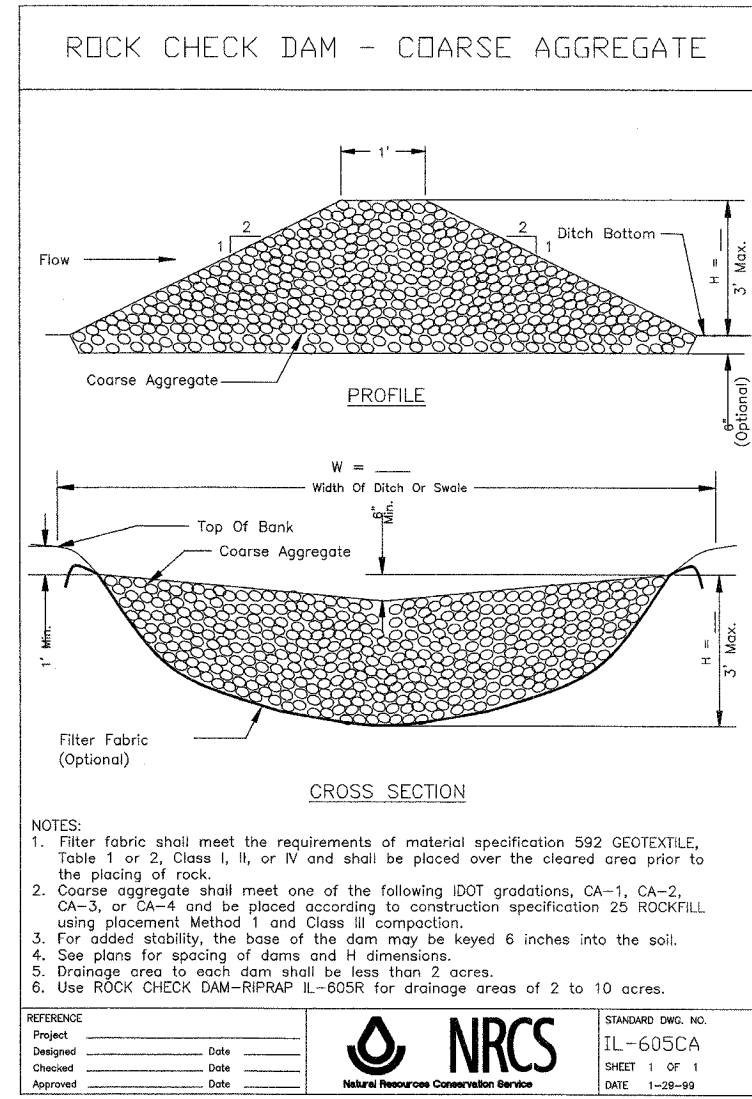
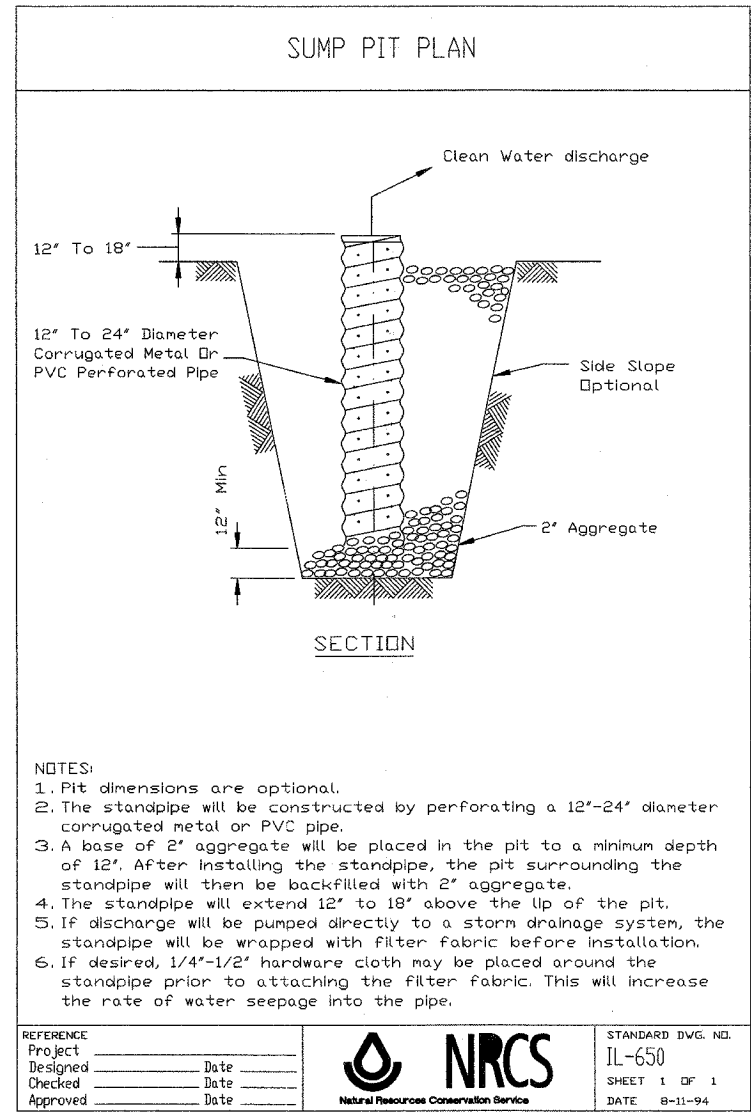
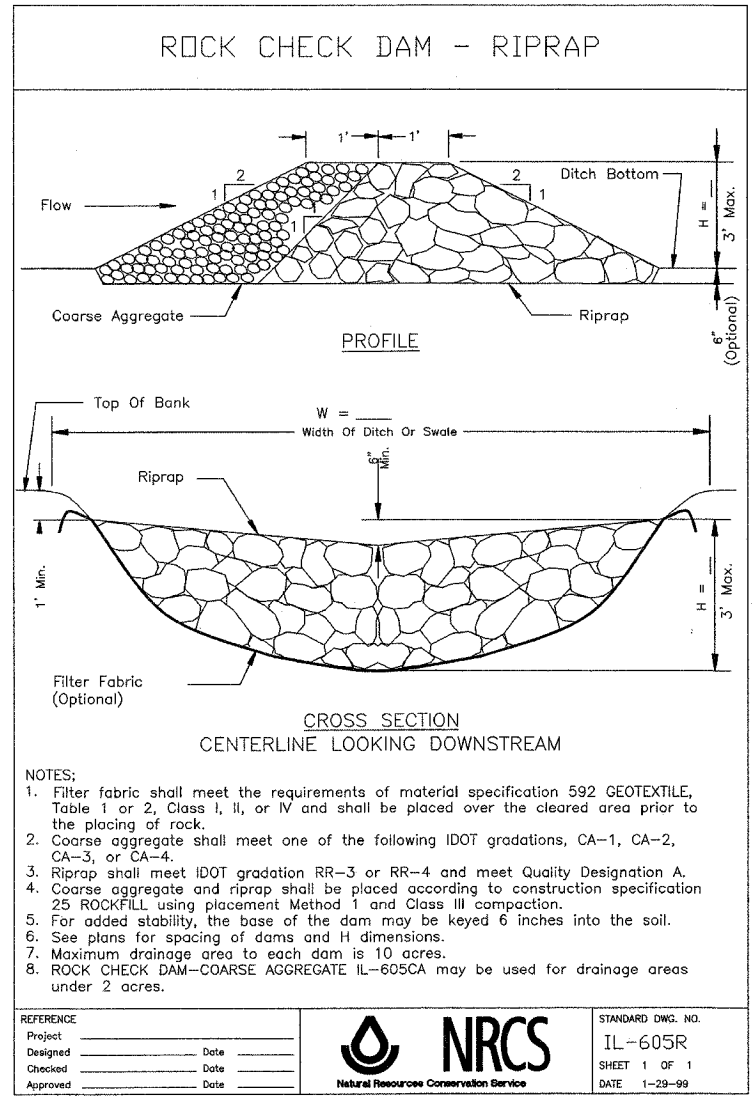
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
**EROSION AND SEDIMENT CONTROL
DETAIL - STABILIZED CONSTRUCTION
ENTRANCE**
SCALE: 1" = 50'
DATE: 02/23/2007
DRAWN BY: JPA
CHECKED BY: TEH

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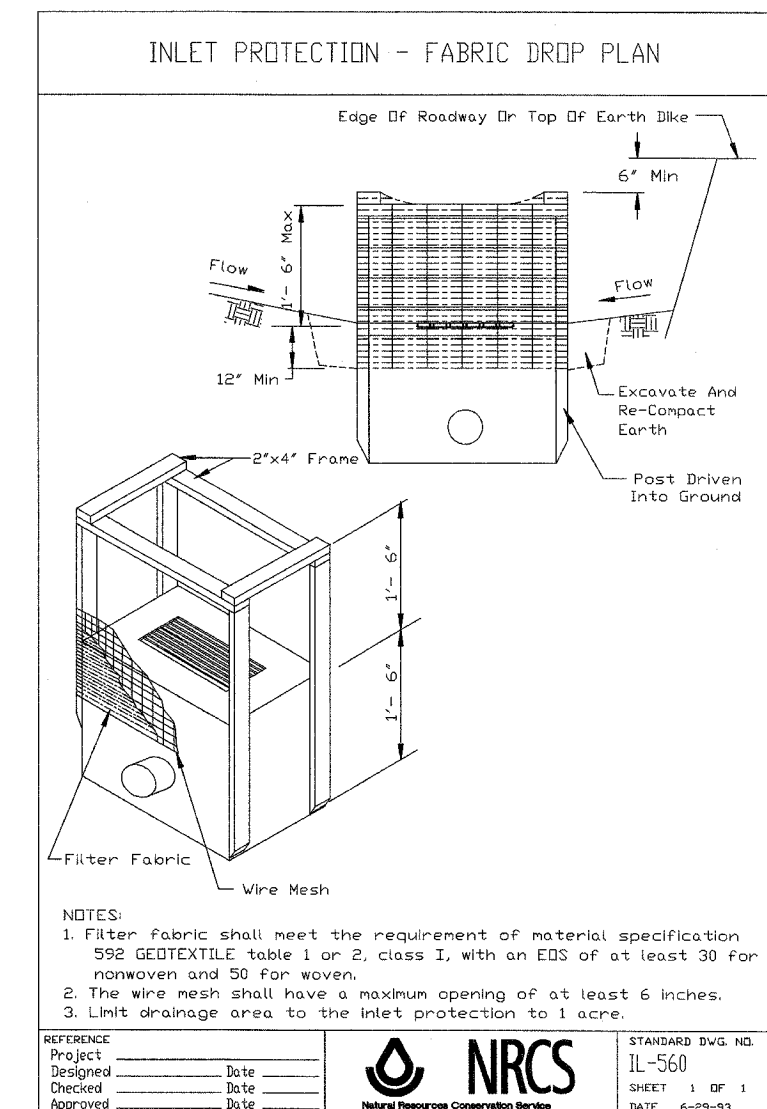
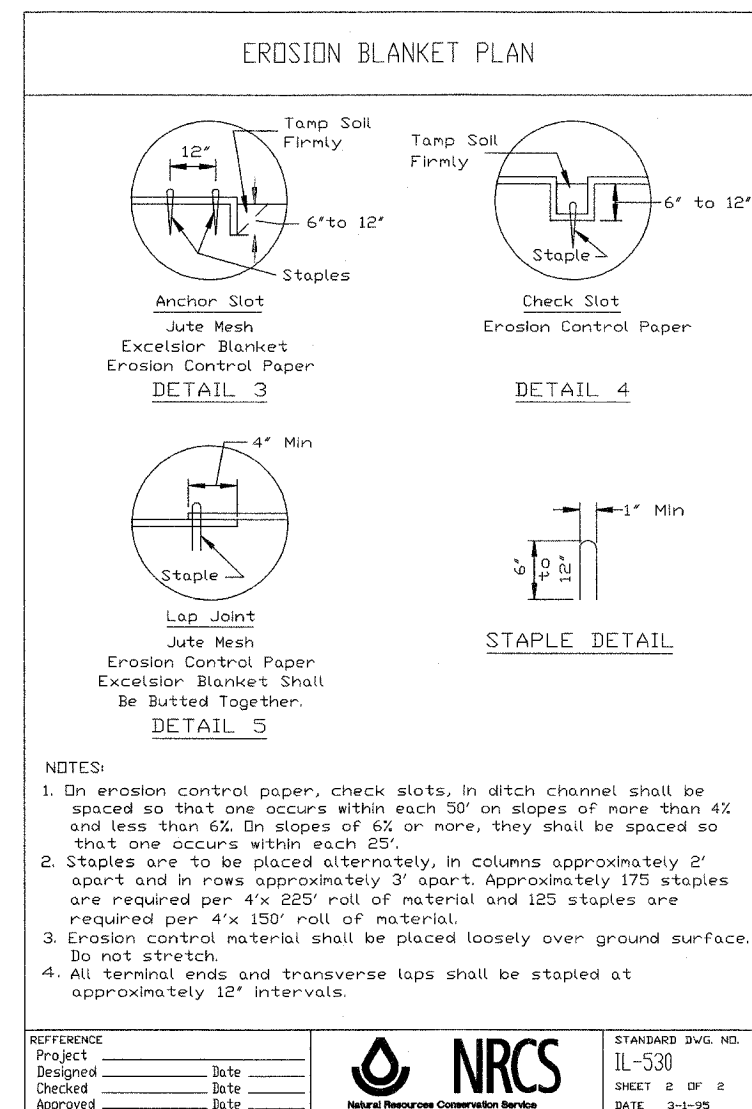
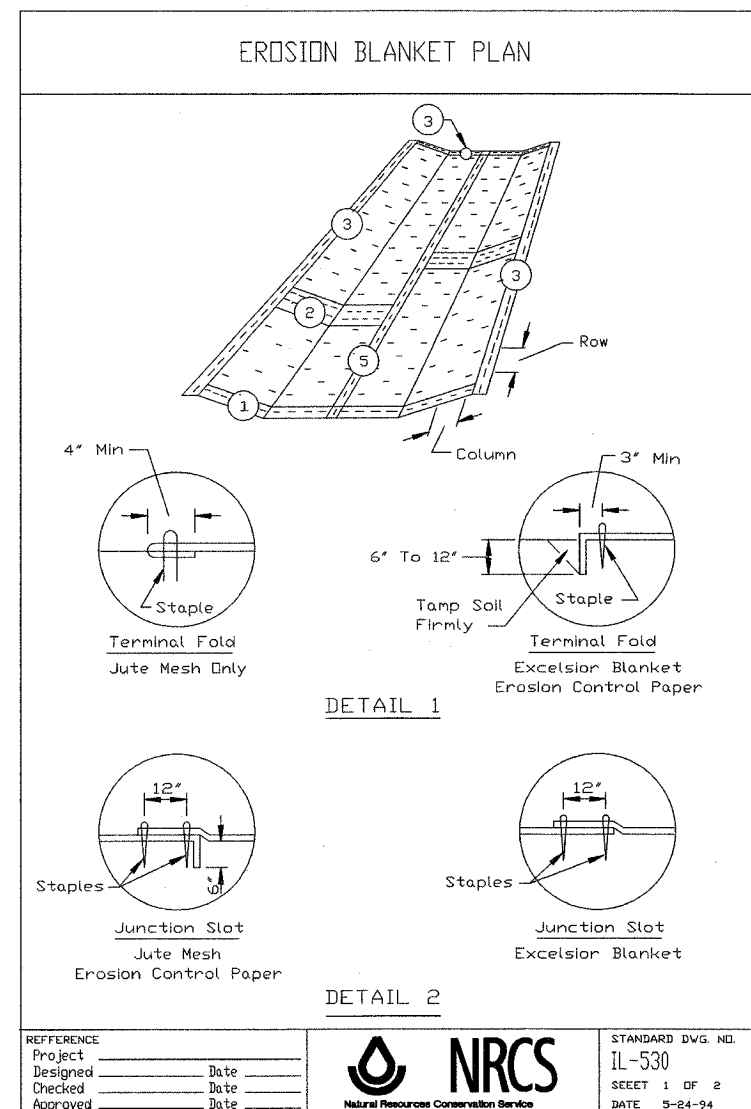
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| CONTRACT NO. 62896 | | | | |
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL. | 227 | 84 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| EC-05 OF 06 | | | | |



| | REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 80%;">NAME</th> <th>DATE</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table> | NAME | DATE | | | | | | | | | | | | | | | | | | | | | ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 US 30 (PLAINFIELD ROAD) TO 143RD STREET EROSION AND SEDIMENT CONTROL DETAILS |
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| CONTRACT NO. 62896 | | | | |
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL. | 227 | 85 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| EC-06 OF 06 | | | | |



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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 1" = 50'
DATE: 02/23/2007

DRAWN BY: JPA
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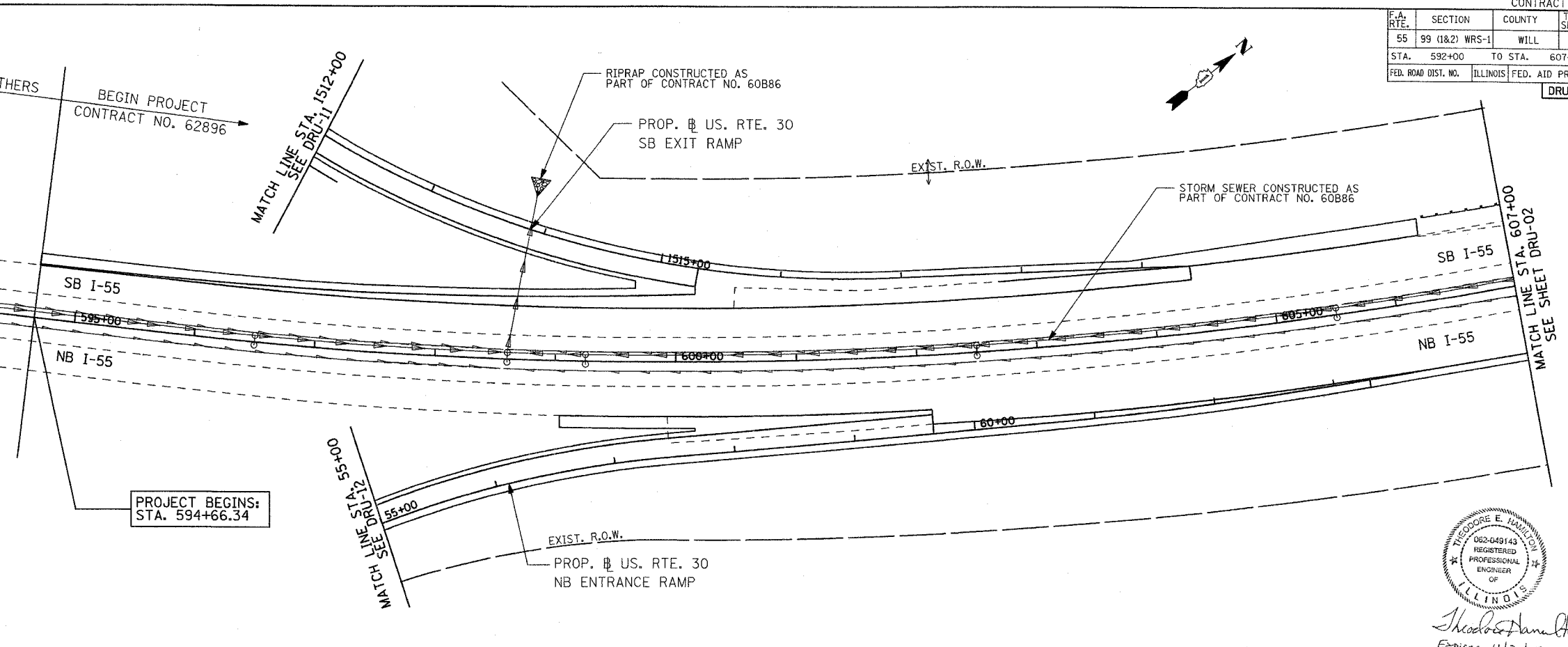
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| CONTRACT NO. 62896 | | | |
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL. | 227 86 |
| STA. 592+00 TO STA. 607+00 | | FED. AID PROJECT | |
| FED. ROAD DIST. NO. ILLINOIS | | DRU-01 OF 10 | |

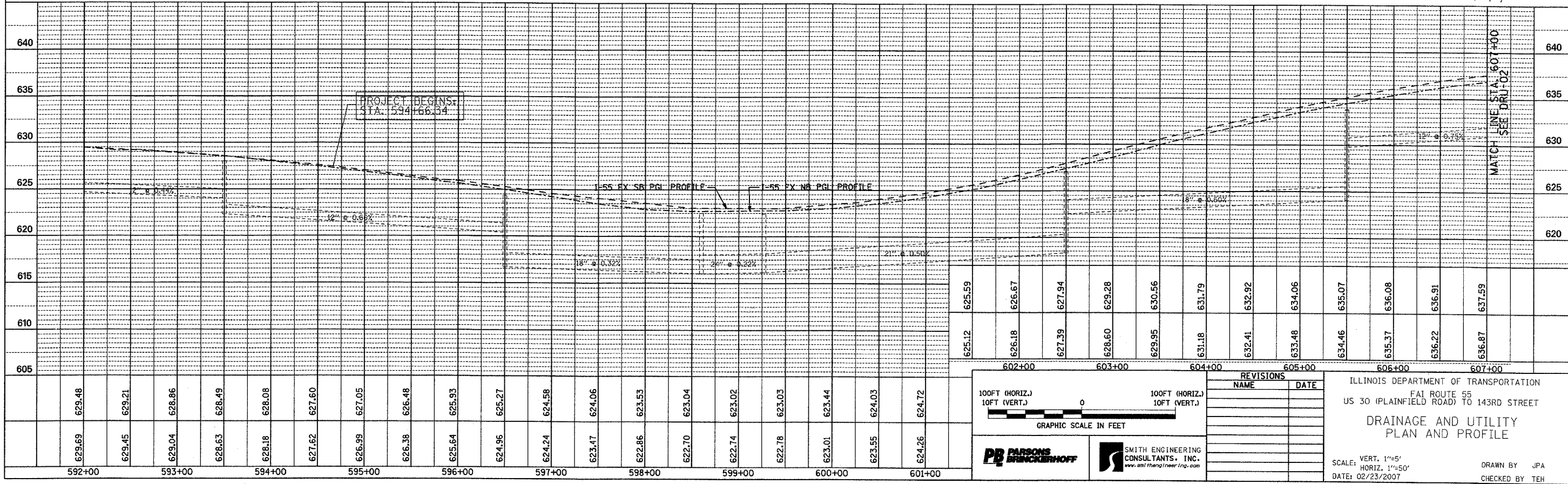
CONTRACT NO. 60B86 BY OTHERS
 BEGIN PROJECT CONTRACT NO. 62896

DRAINAGE AND UTILITY LEGEND

| | |
|---------------------------------------|-----|
| EXISTING STORM SEWER | |
| EXISTING SANITARY SEWER | |
| EXISTING CULVERT | |
| EXISTING DITCH | |
| EXISTING CATCH BASIN | |
| EXISTING INLET | |
| EXISTING MANHOLE | |
| PROPOSED STORM SEWER | |
| PROPOSED CATCH BASIN | |
| PROPOSED MANHOLE / DRAINAGE STRUCTURE | |
| PROPOSED PRECAST FLARED END SECTION | |
| PROPOSED DITCH | |
| PROPOSED UNDERDRAIN | |
| PROPOSED RIPRAP | |
| ITEM TO BE ADJUSTED | ADJ |
| STRUCTURE ITEM TO BE CLEANED | C |
| PIPE ITEM TO BE CLEANED | CLN |
| ITEM TO BE REMOVED | R |
| PROPOSED STRUCTURE | |
| PROPOSED STORM PIPE | |



NEEDORE E. HAMILTON
 062-049143
 REGISTERED
 PROFESSIONAL
 ENGINEER
 OF
 ILLINOIS
Shodor Hamilton
 Expires 11/30/07



100FT (HORIZ.)
 10FT (VERT.)

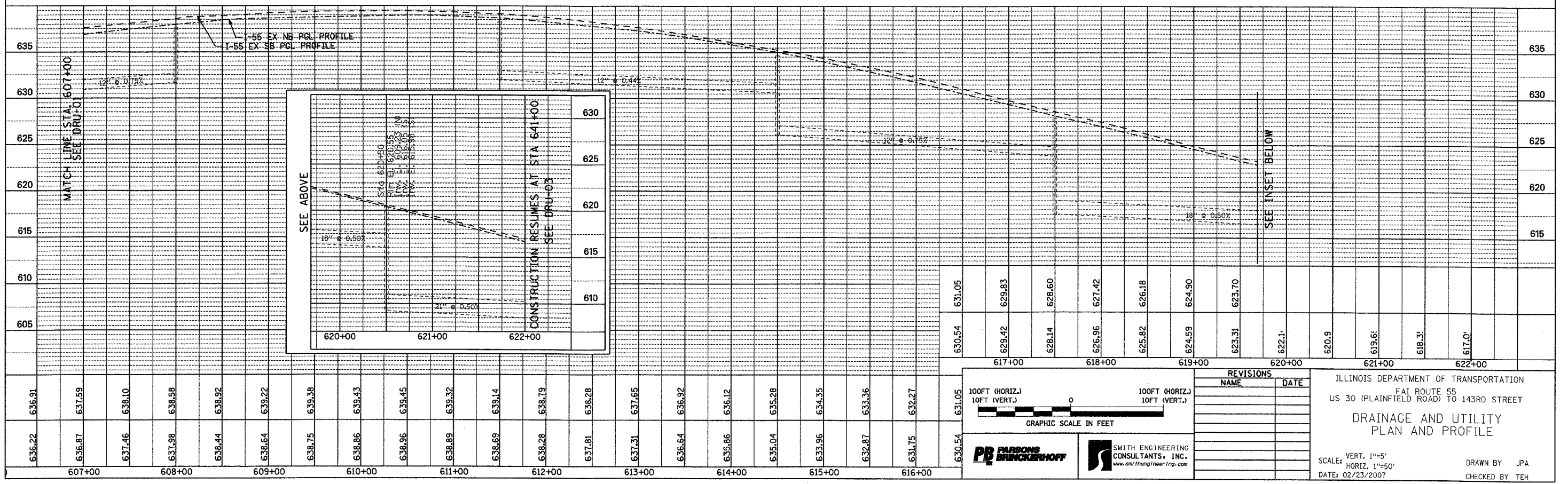
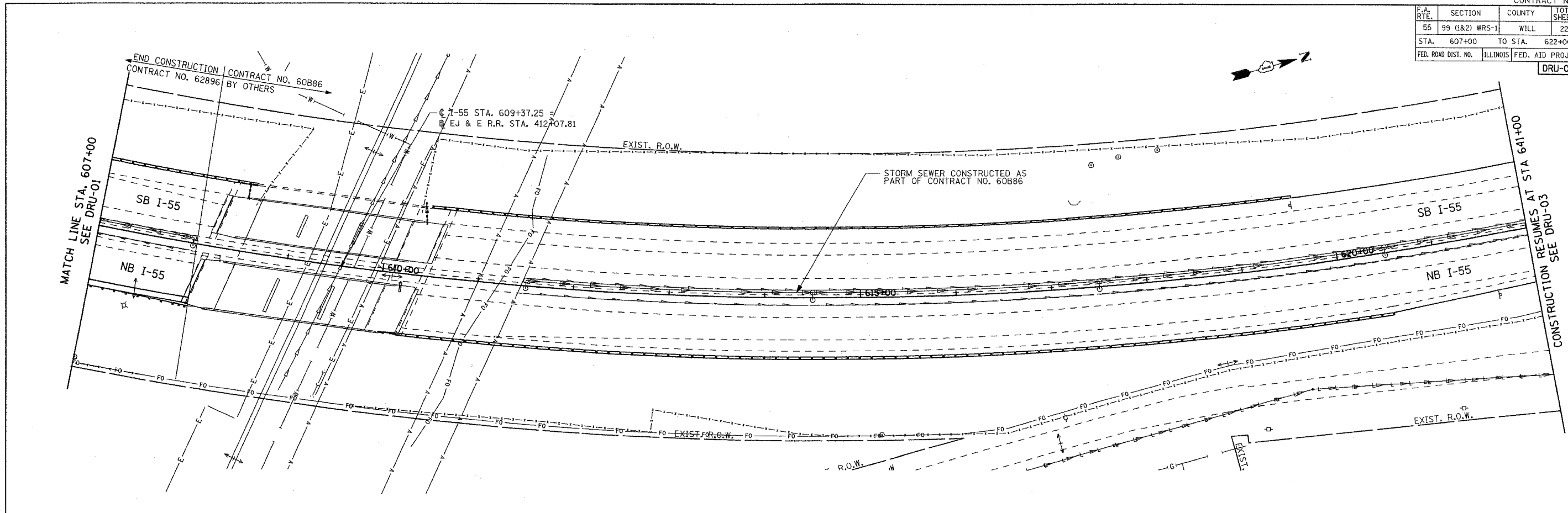
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
**DRAINAGE AND UTILITY
 PLAN AND PROFILE**
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE: 02/23/2007
 DRAWN BY: JPA
 CHECKED BY: TEH

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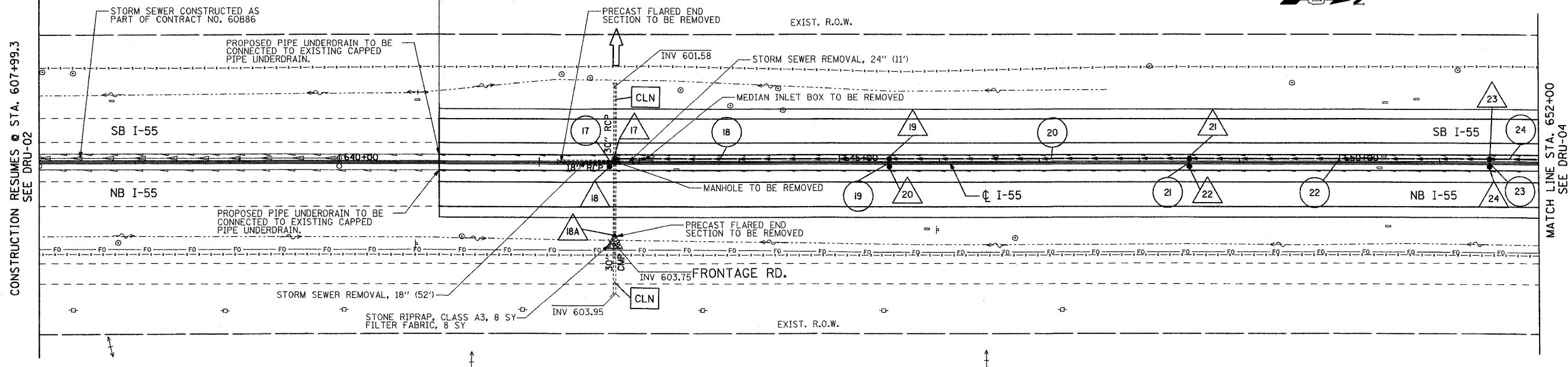
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| CONTRACT NO. 62896 | | | | |
| FAI | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&Z) WRS-1 | WILL | 227 | 87 |
| STA. 607+00 | TO STA. 622+00 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| DRU-02 OF 10 | | | | |



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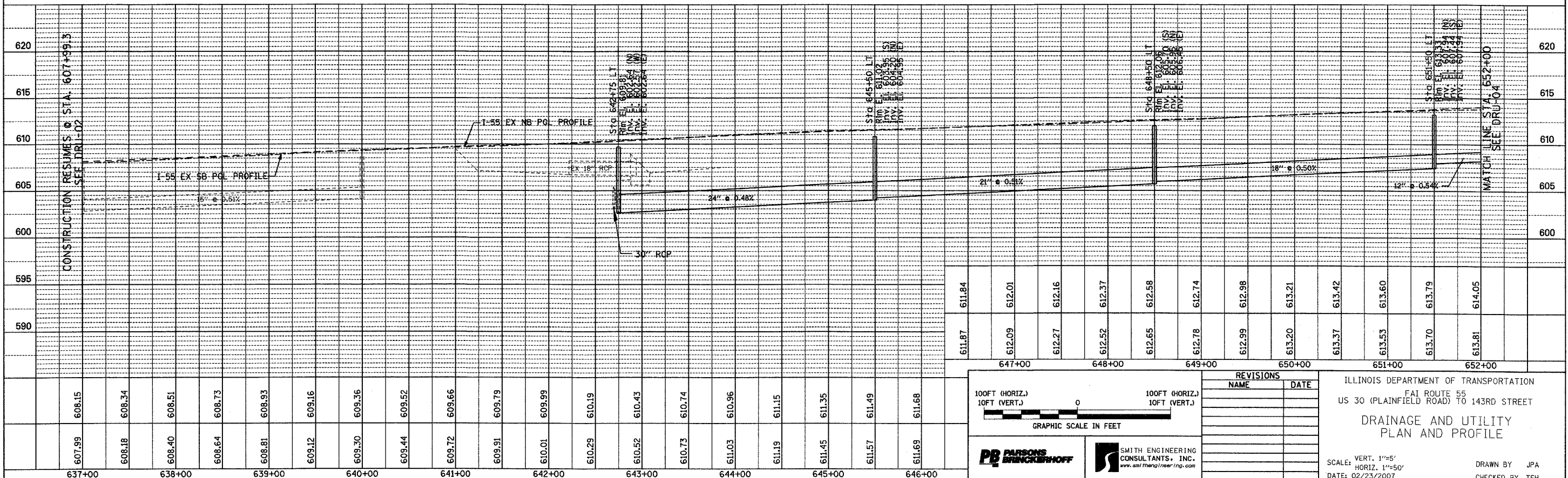
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| CONTRACT NO. 62896 | |
| F.A. RTE. | SECTION |
| 55 | 99 (I&2) WRS-1 |
| COUNTY | TOTAL SHEETS |
| WILL | 227 |
| SHEET NO. | 88 |
| STA. 637+00 | TO STA. 652+00 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | |
| DRU-03 OF 10 | |

CONTRACT NO. 60B86 BY OTHERS BEGIN CONSTRUCTION CONTRACT NO. 62896



CONSTRUCTION RESUMES @ STA. 607+99.3
SEE DRU-02

MATCH LINE STA. 652+00
SEE DRU-04



CONSTRUCTION RESUMES @ STA. 607+99.3
SEE DRU-02

MATCH LINE STA. 652+00
SEE DRU-04

100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

100FT (HORIZ.)
10FT (VERT.)

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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

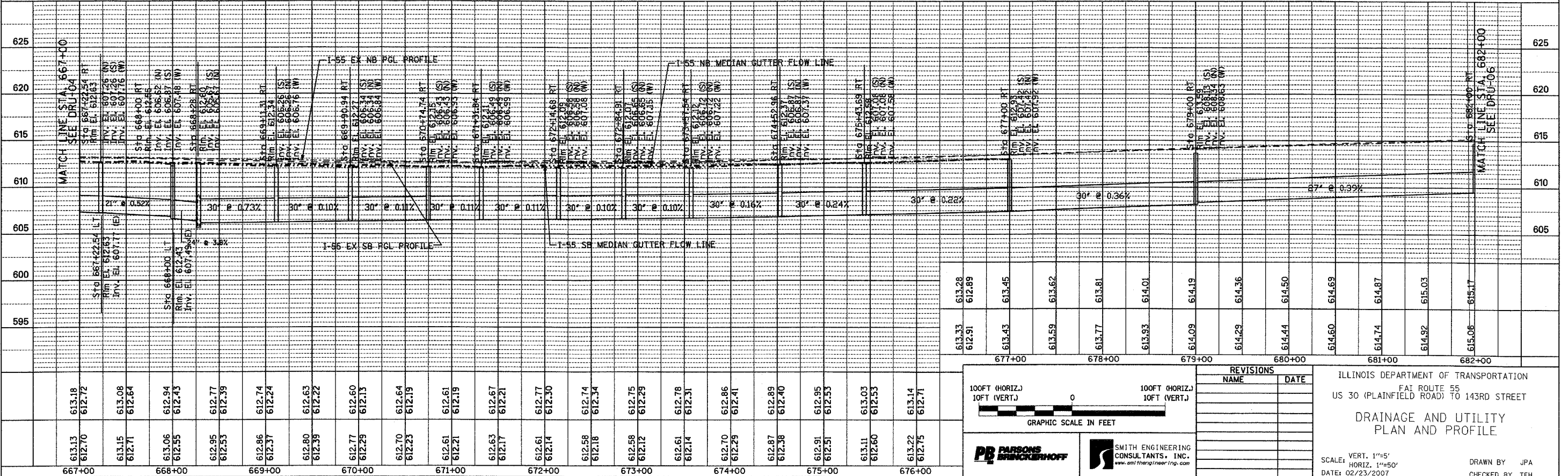
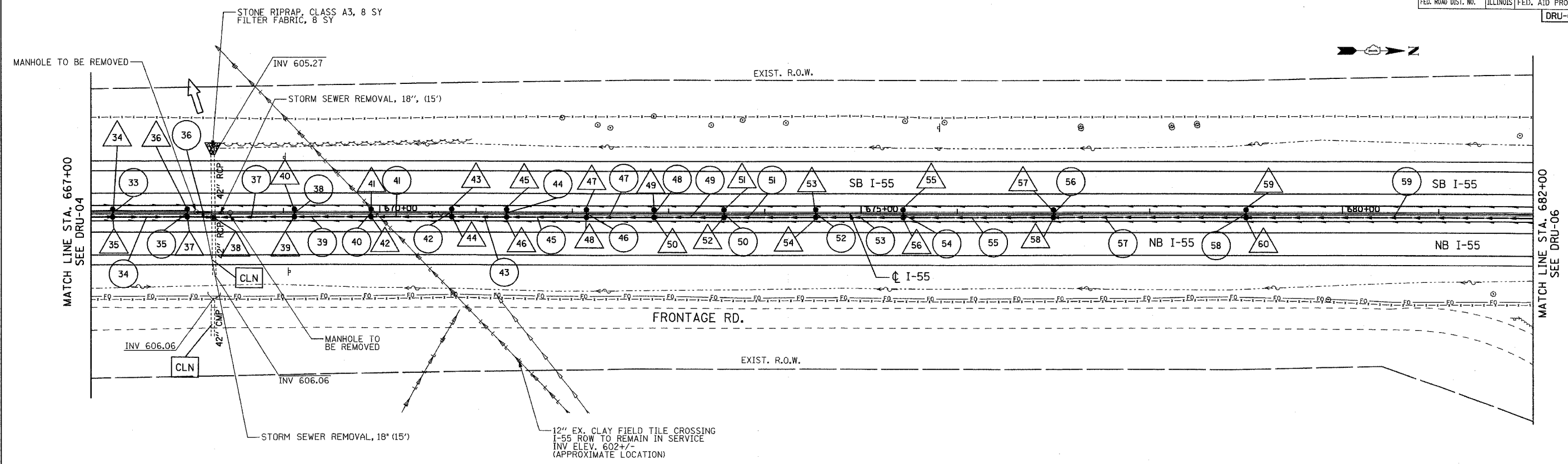
**DRAINAGE AND UTILITY
PLAN AND PROFILE**

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

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|---------------------|----------------|------------------|--------------|
| CONTRACT NO. 62896 | | | |
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 55 | 99 (I&2) WRS-1 | WILL | 227 |
| STA. 667+00 | TO STA. 682+00 | | SHEET NO. 90 |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | |
| DRU-05 OF 10 | | | |



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| 613.13 | 613.18 | 612.72 | 613.08 | 612.84 | 612.94 | 612.43 | 612.77 | 612.39 | 612.74 | 612.24 | 612.63 | 612.22 | 612.77 | 612.60 | 612.13 | 612.29 | 612.70 | 612.64 | 612.19 | 612.61 | 612.61 | 612.19 | 612.67 | 612.21 | 612.61 | 612.77 | 612.30 | 612.58 | 612.74 | 612.34 | 612.58 | 612.75 | 612.12 | 612.29 | 612.61 | 612.78 | 612.31 | 612.70 | 612.86 | 612.41 | 612.87 | 612.89 | 612.40 | 612.91 | 612.95 | 612.53 | 613.11 | 613.03 | 612.60 | 612.53 | 613.22 | 613.14 | 612.71 |
| 667+00 | 668+00 | 669+00 | 670+00 | 671+00 | 672+00 | 673+00 | 674+00 | 675+00 | 676+00 | 677+00 | 678+00 | 679+00 | 680+00 | 681+00 | 682+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

SMITH ENGINEERING CONSULTANTS, INC.
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| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAT ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

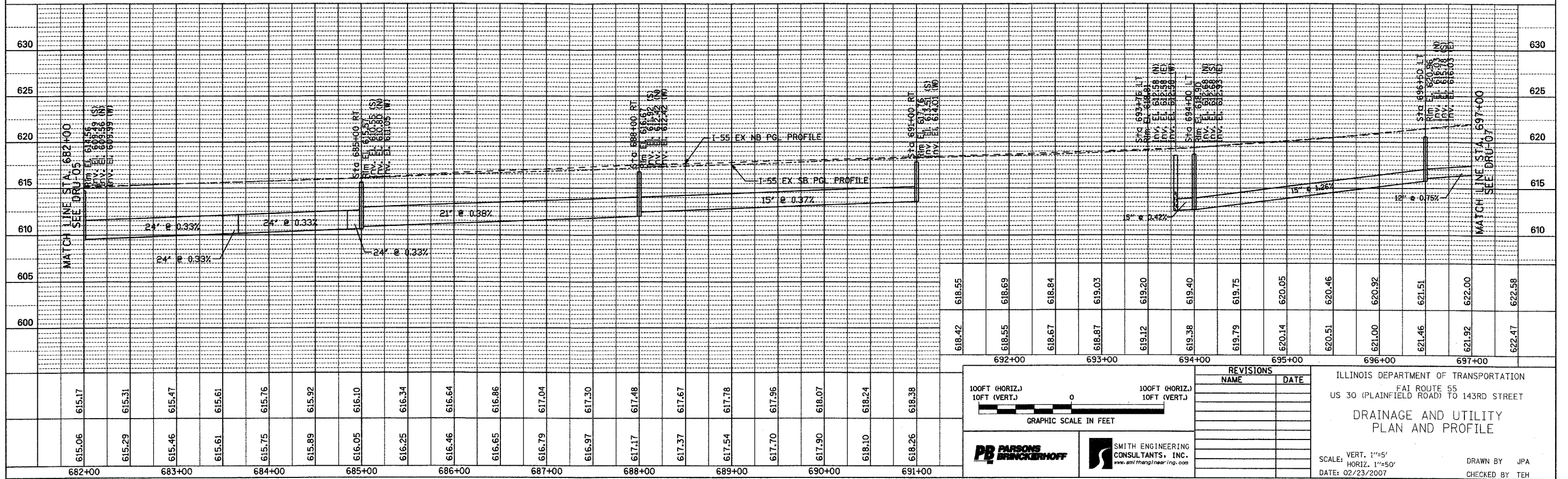
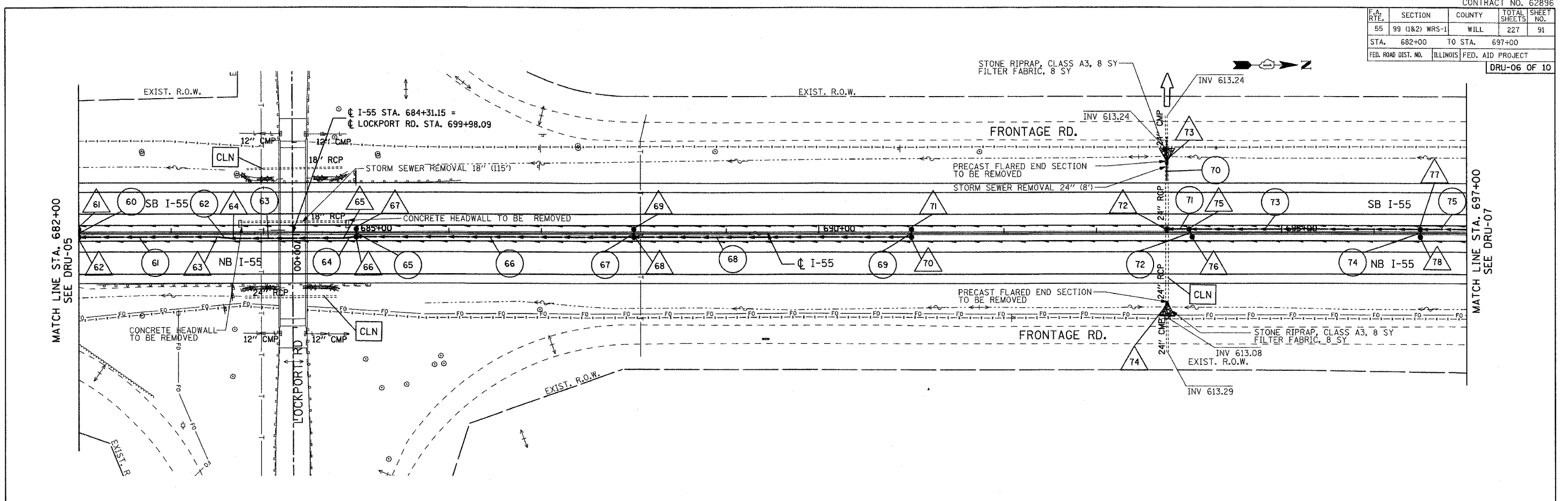
**DRAINAGE AND UTILITY
PLAN AND PROFILE**

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

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|---------------------|----------------|----------------|--|------------------|--|-----------|----|
| F.A. RTE. | | COUNTY | | TOTAL SHEETS | | SHEET NO. | |
| 55 | 99 (I&2) WRS-1 | WILL | | 227 | | 227 | 91 |
| STA. 682+00 | | TO STA. 697+00 | | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS | | FED. AID PROJECT | | | |
| DRU-06 OF 10 | | | | | | | |



100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET

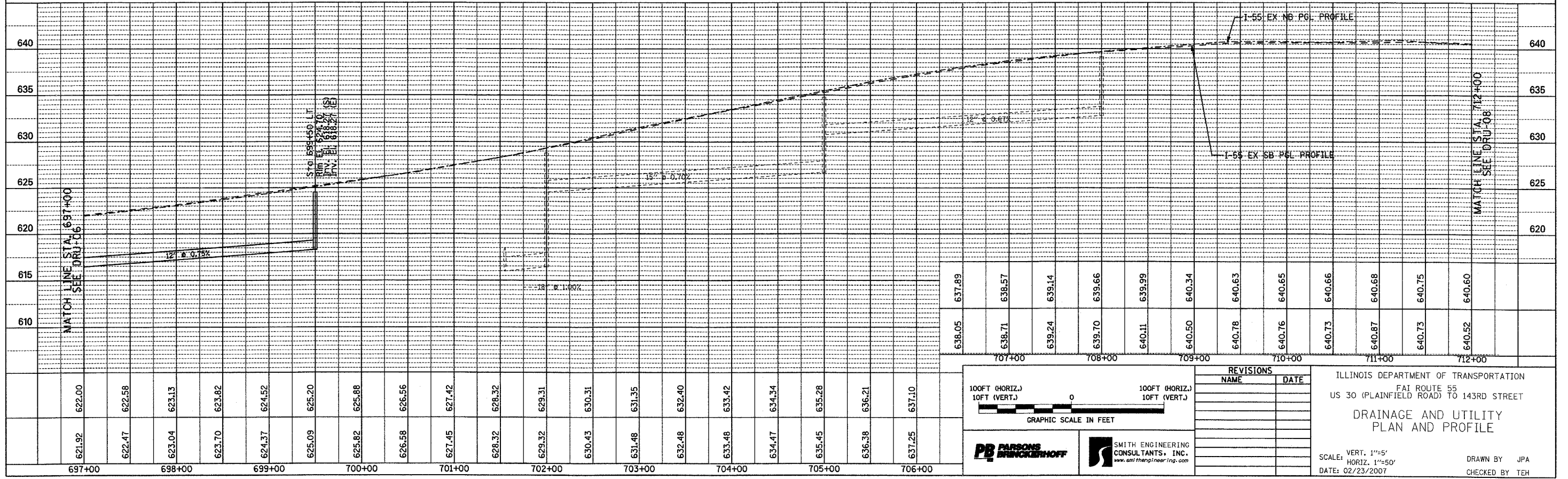
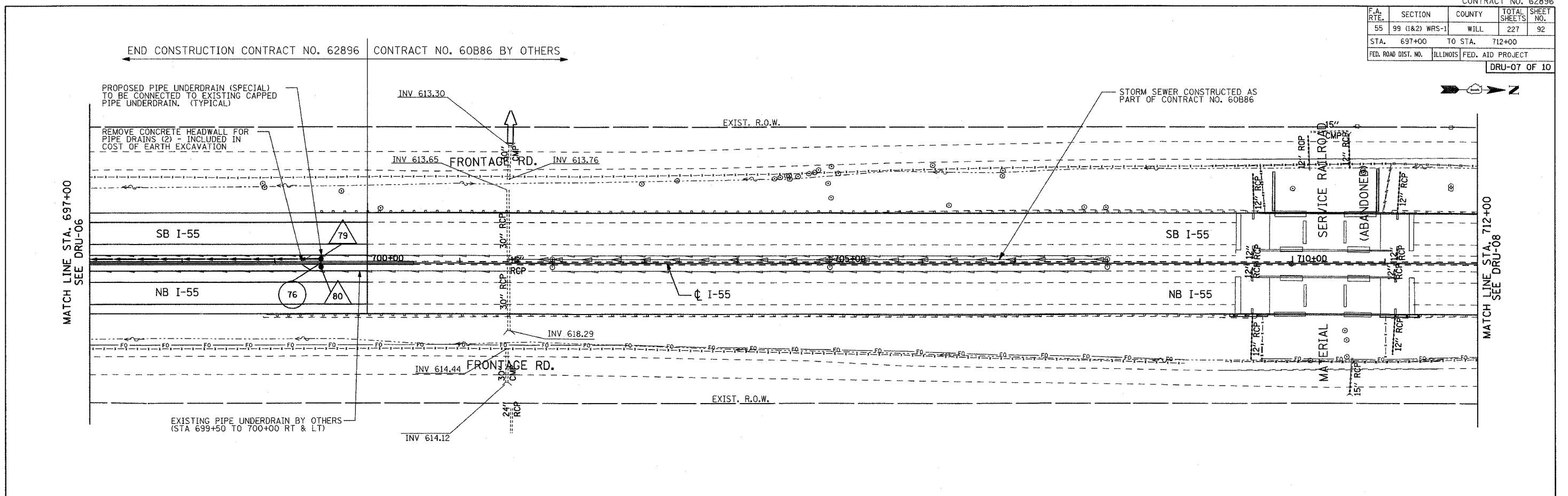
**DRAINAGE AND UTILITY
PLAN AND PROFILE**

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 02/23/2007

DRAWN BY: JPA
CHECKED BY: TEH

FINAL

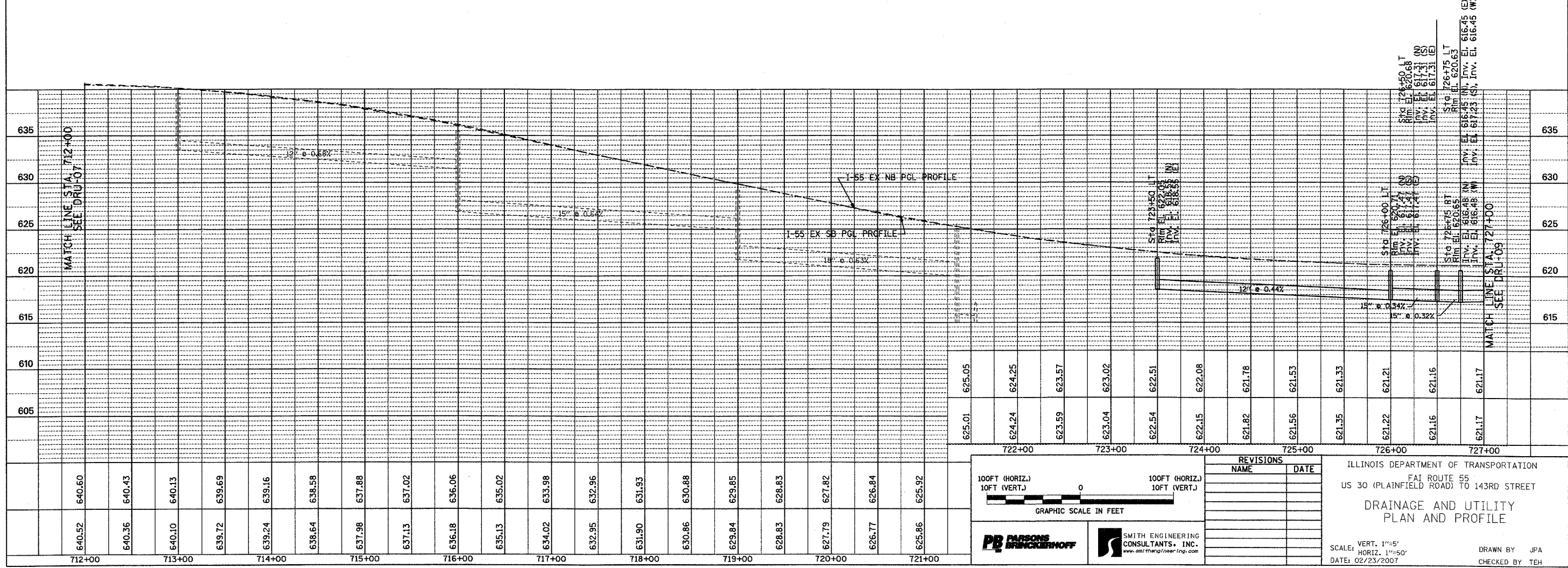
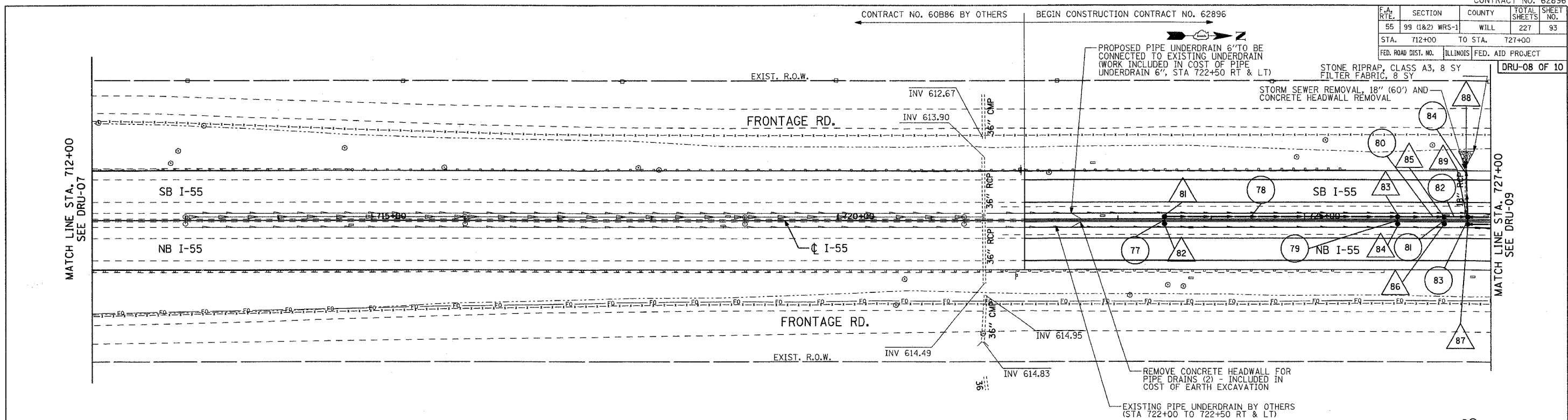
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|---------------------|----------------|------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 92 |
| STA. 697+00 | TO STA. 712+00 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| DRU-07 OF 10 | | | | |



FINAL

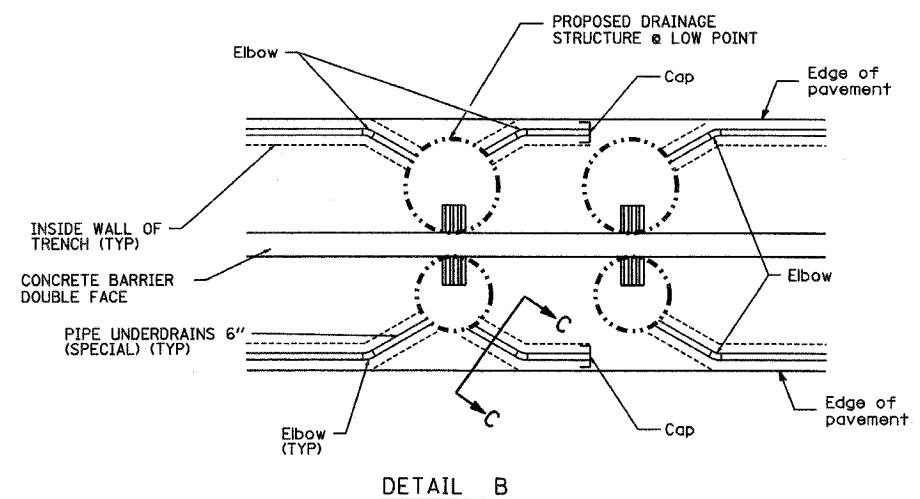
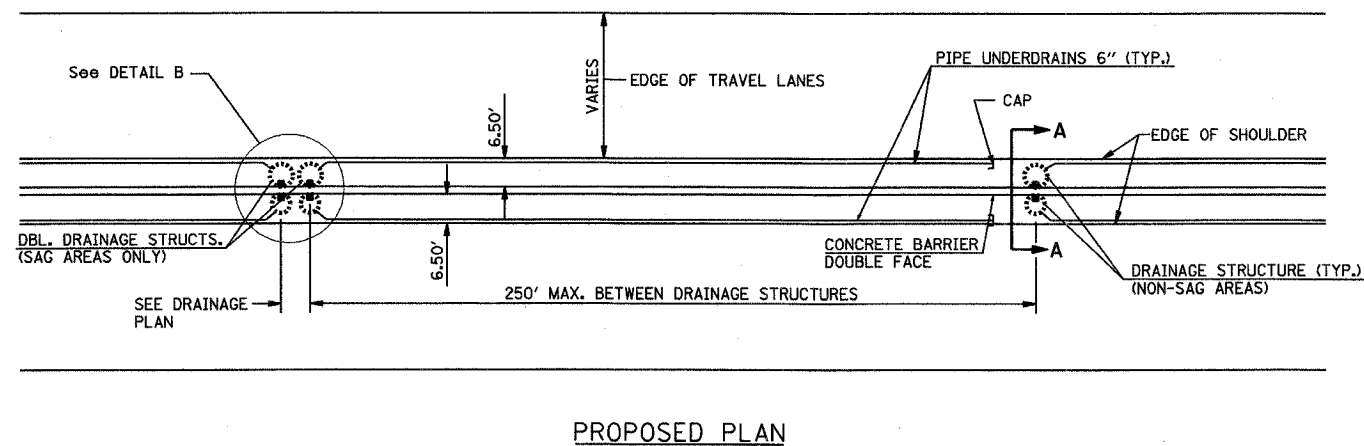
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 93 |
| STA. | 712+00 | TO STA. | 727+00 | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

DRU-08 OF 10



FINAL

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|---------------------|----------------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 97 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| DOET 2 OF 3 | | | | |



PB PARSONS BRINCKERHOFF
1922

SMITH ENGINEERING CONSULTANTS, INC.
www.smithengineering.com

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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

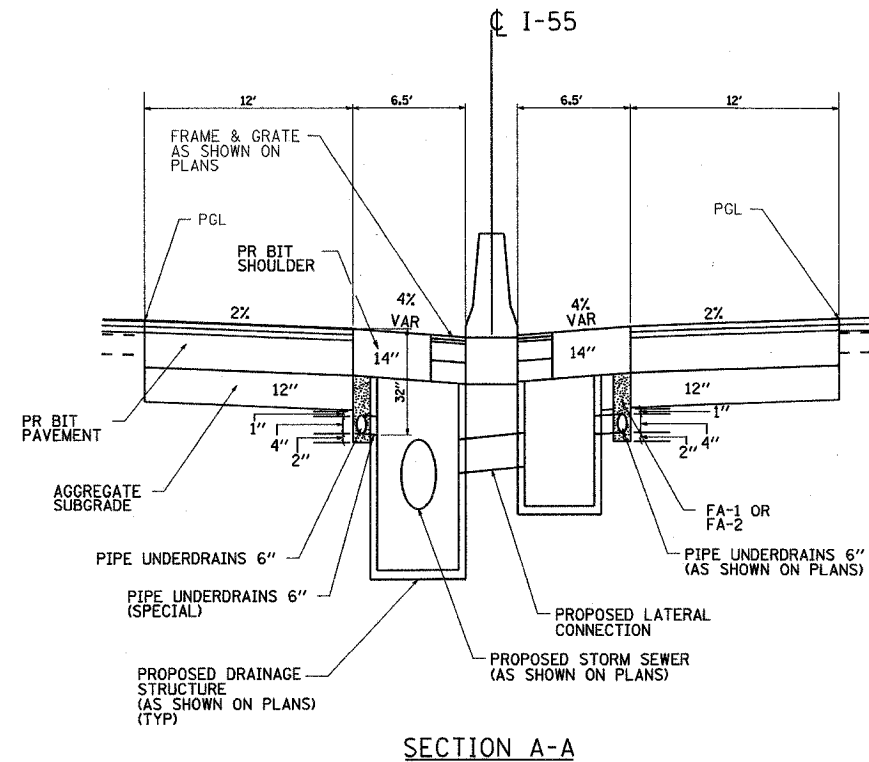
FAI ROUTE 55
US 30 (PLAINFIELD ROAD) TO 143RD STREET
DRAINAGE DETAILS
PIPE UNDERDRAINS

SHEET 1 OF 2

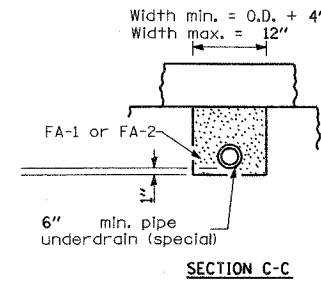
SCALE: DRAWN BY JRM
DATE: 02-23-2007 CHECKED BY TEH

FINAL

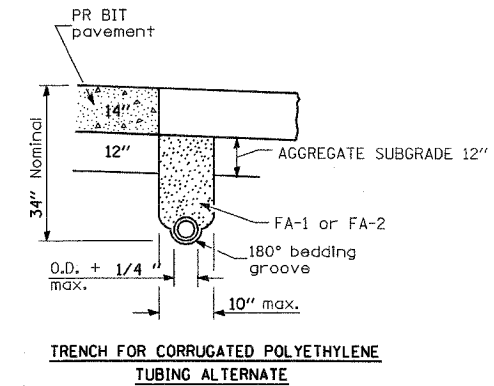
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| 55 | 99 (I&2) WRS-1 | WILL | 227 | 98 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| DDET 3 OF 3 | | | | |



SECTION A-A



SECTION C-C



TRENCH FOR CORRUGATED POLYETHYLENE TUBING ALTERNATE

GENERAL NOTES

The 24\" radius on the drainage fitting is only a minimum. Larger radii meeting the approval of the Engineer maybe substituted.

PARSONS BRINCKERHOFF
 SMITH ENGINEERING CONSULTANTS, INC.
 www.smithengineering.com

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 DRAINAGE DETAILS
 PIPE UNDERDRAINS
 SHEET 2 OF 2
 SCALE: DRAWN BY JRM
 DATE: 02-23-2007 CHECKED BY TEH

FINAL

PIPE SCHEDULE

| PIPE NUMBER | SHEET NUMBER | UPSTREAM STRUCTURE | DOWNSTREAM STRUCTURE | TRENCH BACKFILL (CU YD) | STORM SEWER (FEET) | | | | | | | | | | PIPE SLOPE | | |
|-------------|--------------|--------------------|----------------------|-------------------------|--------------------|-------|-------|--------------|--------|-------|-------|-------|-------|-------|------------|-------|-------|
| | | | | | CLASS A | | | | | | | | | | | | |
| | | | | | TYPE 1 | | | | TYPE 2 | | | | | | | | |
| | | | | | 12 In | 15 In | 24 In | 14"x23" ELL. | 12 In | 15 In | 18 In | 21 In | 24 In | 27 In | | 30 In | |
| 17 | DRU-3 | 18 | 17 | 5.0 | | | | | 6 | | | | | | | | 0.17% |
| 18 | DRU-3 | 19 | 17 | 247.9 | | | | | | | | | 272 | | | | 0.48% |
| 19 | DRU-3 | 20 | 19 | 2.0 | | | | | 3 | | | | | | | | 0.33% |
| 20 | DRU-3 | 21 | 19 | 237.6 | | | | | | | | 297 | | | | | 0.51% |
| 21 | DRU-3 | 22 | 21 | 1.8 | | | | | 3 | | | | | | | | 0.33% |
| 22 | DRU-3 | 23 | 21 | 203.2 | | | | | | | 297 | | | | | | 0.50% |
| 23 | DRU-3 | 24 | 23 | 1.7 | | | | | 3 | | | | | | | | 0.33% |
| 24 | DRU-3 | 25 | 23 | 159.4 | | | | | 297 | | | | | | | | 0.54% |
| 25 | DRU-4 | 26 | 25 | 0.9 | | | | | 3 | | | | | | | | 0.33% |
| 26 | DRU-4 | 27 | 28 | 0.5 | | | | | 3 | | | | | | | | 0.33% |
| 27 | DRU-4 | 28 | 29 | 41.1 | | | | | 169 | | | | | | | | 0.45% |
| 28 | DRU-4 | 29 | 31 | 108.8 | | | | | | 371 | | | | | | | 0.32% |
| 29 | DRU-4 | 30 | 31 | 0.9 | | | | | 3 | | | | | | | | 0.33% |
| 30 | DRU-4 | 31 | 32 | 51.0 | | | | | | | | 98 | | | | | 0.22% |
| 31 | DRU-4 | 33 | 32 | 0.9 | | | | | 3 | | | | | | | | 0.33% |
| 32 | DRU-4 | 32 | 35 | 39.3 | | | | | | | | 72 | | | | | 0.40% |
| 33 | DRU-5 | 34 | 35 | 0.9 | | | | | 3 | | | | | | | | 0.33% |
| 34 | DRU-5 | 35 | 37 | 44.3 | | | | | | | | 74 | | | | | 0.52% |
| 35 | DRU-5 | 36 | 37 | 1.5 | | | | | 3 | | | | | | | | 0.33% |
| 36 | DRU-5 | 37 | 38 | 19.3 | | | | | | | | | 25 | | | | 3.80% |
| 37 | DRU-5 | 39 | 38 | 62.3 | | | | | | | | | | 80 | | | 0.73% |
| 38 | DRU-5 | 40 | 39 | 1.8 | | | | | 3 | | | | | | | | 0.33% |
| 39 | DRU-5 | 42 | 39 | 50.8 | | | | | | | | | | 77 | | | 0.10% |
| 40 | DRU-5 | 41 | 42 | 1.7 | | | | | 3 | | | | | | | | 0.33% |
| 41 | DRU-5 | 44 | 42 | 50.3 | | | | | | | | | | 81 | | | 0.11% |
| 42 | DRU-5 | 43 | 44 | 1.6 | | | | | 3 | | | | | | | | 0.33% |
| 43 | DRU-5 | 46 | 44 | 31.8 | | | | | | | | | | 54 | | | 0.11% |
| 44 | DRU-5 | 45 | 46 | 1.6 | | | | | 3 | | | | | | | | 0.33% |
| 45 | DRU-5 | 48 | 46 | 45.0 | | | | | | | | | | 80 | | | 0.11% |
| 46 | DRU-5 | 47 | 48 | 1.6 | | | | | 3 | | | | | | | | 0.33% |
| 47 | DRU-5 | 50 | 48 | 36.4 | | | | | | | | | | 67 | | | 0.10% |
| 48 | DRU-5 | 49 | 50 | 1.5 | | | | | 3 | | | | | | | | 0.33% |
| 49 | DRU-5 | 52 | 50 | 36.8 | | | | | | | | | | 70 | | | 0.10% |
| 50 | DRU-5 | 51 | 52 | 1.0 | | | | | 3 | | | | | | | | 0.33% |
| 51 | DRU-5 | 54 | 52 | 49.7 | | | | | | | | | | 92 | | | 0.16% |
| 52 | DRU-5 | 53 | 54 | 1.5 | | | | | 3 | | | | | | | | 0.33% |
| 53 | DRU-5 | 56 | 54 | 48.2 | | | | | | | | | | 88 | | | 0.24% |
| 54 | DRU-5 | 55 | 56 | 0.9 | | | | | 3 | | | | | | | | 0.33% |
| 55 | DRU-5 | 58 | 56 | 84.3 | | | | | | | | | | 153 | | | 0.22% |
| 56 | DRU-5 | 57 | 58 | 1.5 | | | | | 3 | | | | | | | | 0.33% |
| 57 | DRU-5 | 60 | 58 | 107.5 | | | | | | | | | | 197 | | | 0.36% |
| 58 | DRU-5 | 59 | 60 | 1.5 | | | | | 3 | | | | | | | | 0.33% |
| 59 | DRU-5 | 62 | 60 | 146.9 | | | | | | | | | 297 | | | | 0.39% |
| 60 | DRU-6 | 61 | 62 | 0.8 | | | | | 3 | | | | | | | | 0.33% |
| 61 | DRU-6 | 63 | 62 | 71.4 | | | | | | | | | 147 | | | | 0.33% |
| 62 | DRU-6 | 64 | 63 | 8.7 | | | | | | | | | 17 | | | | 0.35% |
| 63 | DRU-6 | 65 | 64 | 50.5 | | | | | | | | | 99 | | | | 0.33% |
| 64 | DRU-6 | 66 | 65 | 15.4 | | | | | | | | | 31 | | | | 0.29% |
| 65 | DRU-6 | 67 | 66 | 0.8 | | | | | 3 | | | | | | | | 0.33% |
| 66 | DRU-6 | 68 | 66 | 88.5 | | | | | | | | 297 | | | | | 0.38% |
| 67 | DRU-6 | 69 | 68 | 0.8 | | | | | 3 | | | | | | | | 0.33% |
| 68 | DRU-6 | 70 | 68 | 72.0 | | | | | | 297 | | | | | | | 0.37% |
| 69 | DRU-6 | 71 | 70 | 0.6 | | | | | 3 | | | | | | | | 0.33% |
| 70 | DRU-6 | EXIST | 73 | 0.0 | | | 20 | | | | | | | | | | 3.13% |
| 71 | DRU-6 | 75 | 72 | 17.2 | | | | | | 24 | | | | | | | 0.42% |
| 72 | DRU-6 | 76 | 75 | 2.0 | | | | | 3 | | | | | | | | 0.33% |
| 73 | DRU-6 | 77 | 75 | 154.5 | | | | | | 247 | | | | | | | 1.26% |
| 74 | DRU-6 | 78 | 77 | 0.9 | | | | | 3 | | | | | | | | 0.33% |
| 75 | DRU-6 | 79 | 77 | 182.0 | | | | | 297 | | | | | | | | 0.75% |
| 76 | DRU-7 | 80 | 79 | 2.2 | | | | | 3 | | | | | | | | 0.33% |
| 77 | DRU-8 | 82 | 81 | 0.5 | | | | | 3 | | | | | | | | 0.33% |
| 78 | DRU-8 | 81 | 83 | 36.9 | 247 | | | | | | | | | | | | 0.44% |
| 79 | DRU-8 | 84 | 83 | 0.4 | 3 | | | | | | | | | | | | 0.33% |
| 80 | DRU-8 | 83 | 85 | 6.2 | | 47 | | | | | | | | | | | 0.34% |
| 81 | DRU-8 | 86 | 85 | 0.4 | 3 | | | | | | | | | | | | 0.33% |





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ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 US 30 (PLAINFIELD ROAD) TO 143RD STREET
 DRAINAGE SCHEDULE - PIPES
 (1 OF 2)
 SCALE: 1" = 50'
 DATE: 02/23/2007
 DRAWN BY: JPA
 CHECKED BY: TEH

| | | | | |
|---------------------|----------------|------------------|--------------|-----------|
| CONTRACT NO. 62896 | | | | |
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 99 (1&2) WRS-1 | WILL | 227 | 100 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| PSCH 02 OF 02 | | | | |

PIPE SCHEDULE

| PIPE NUMBER | SHEET NUMBER | UPSTREAM STRUCTURE | DOWNSTREAM STRUCTURE | TRENCH BACKFILL (CU YD) | STORM SEWER (FEET) | | | | | | | | | | PIPE SLOPE | | |
|-------------|--------------|--------------------|----------------------|-------------------------|--------------------|-------|-------|--------------|--------|-------|-------|-------|-------|-------|------------|-------|--|
| | | | | | CLASS A | | | | | | | | | | | | |
| | | | | | TYPE 1 | | | | TYPE 2 | | | | | | | | |
| | | | | | 12 in | 15 in | 24 in | 14"x23" ELL. | 12 in | 15 in | 18 in | 21 in | 24 in | 27 in | | 30 in | |
| 82 | DRU-8 | 85 | 89 | 3.6 | | 25 | | | | | | | | | | 0.32% | |
| 83 | DRU-8 | 87 | 89 | 0.7 | 3 | | | | | | | | | | | 1.00% | |
| 84 | DRU-8 | 89 | 88 | 11.6 | | | 54 | | | | | | | | | 0.11% | |
| 85 | DRU-9 | 90 | 89 | 29.1 | | 122 | | | | | | | | | | 0.11% | |
| 86 | DRU-9 | 91 | 87 | 28.4 | | 122 | | | | | | | | | | 0.10% | |
| 87 | DRU-9 | 92 | 90 | 65.6 | | | | 247 | | | | | | | | 0.11% | |
| 88 | DRU-9 | 93 | 91 | 53.2 | | | | 230 | | | | | | | | 0.22% | |
| 89 | DRU-9 | 94 | 92 | 87.1 | | | | 297 | | | | | | | | 0.37% | |
| 90 | DRU-9 | 95 | 93 | 98.4 | | | | 314 | | | | | | | | 0.02% | |
| 91 | DRU-9 | 96 | 94 | 151.5 | 297 | | | | | | | | | | | 0.05% | |
| 92 | DRU-9 | 97 | 95 | 91.3 | 297 | | | | | | | | | | | 0.67% | |
| 93 | DRU-9 | 98 | 96 | 51.6 | 163 | | | | | | | | | | | 0.44% | |
| 94 | DRU-9 | 99 | 97 | 37.6 | 163 | | | | | | | | | | | 0.44% | |
| 95 | DRU-10 | 100 | 102 | 66.5 | | | | 297 | | | | | | | | 0.45% | |
| 96 | DRU-10 | 101 | 103 | 65.3 | | | | 297 | | | | | | | | 0.49% | |
| 97 | DRU-10 | 102 | 104 | 67.5 | | | | 297 | | | | | | | | 0.57% | |
| 98 | DRU-10 | 103 | 105 | 66.3 | | | | 297 | | | | | | | | 0.53% | |
| 99 | DRU-10 | 104 | EXIST | 53.1 | | | | | 262 | | | | | | | 0.13% | |
| 100 | DRU-10 | 105 | EXIST | 79.4 | | | | | 272 | | | | | | | 0.45% | |
| TOTAL | | | | | 3754 | 1176 | 316 | 74 | 1088 | 2041 | 1473 | 297 | 839 | 591 | 297 | 1039 | |

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|   | REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 US 30 (PLAINFIELD ROAD) TO 143RD STREET DRAINAGE SCHEDULE - PIPES (2 OF 2) SCALE: 1" = 50' DATE: 02/23/2007 |
| | NAME | DATE | |
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| | | | |
| | | DRAWN BY: JPA CHECKED BY: TEH | |

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