

FOR INDEX OF SHEETS, SEE SHEET NO. 2.

TRAFFIC DATA

ADT = 151,000 VEHICLES (I-290)
ADT = 165,600 VEHICLES (I-355)
POSTED SPEED LIMIT = 55 MPH

PROJECT LOCATED IN THE
CITY OF ELMHURST,
VILLAGE OF ADDISON
AND VILLAGE OF ITASCA

STRUCTURE LOCATIONS

I-355 OVER US 20 (LAKE ST)
SN 022-0112 (NB)
SN 022-0111 (SB)

I-355 OVER IL 53 (ROHLWING RD)
SN 022-0137 (NB)
SN 022-0138 (SB)

I-290 EB OVER I-355
SN 022-0092

I-290 WB OVER I-290 EB & I-355
SN 022-0094

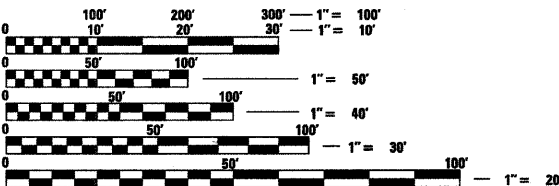
I-290 OVER ADDISON RD
SN 022-0104 (EB)
SN 022-0095 (WB)

I-290 OVER WOOD DALE RD
SN 022-0105 (EB)
SN 022-0100 (WB)

I-290 OVER IL 83 (KINGERY HWY)
SN 022-0096 (EB)
SN 022-0097 (WB)

I-290 OVER GRAND AVE
SN 022-0102 (EB)
SN 022-0101 (WB)

I-290 OVER CHURCH RD
SN 022-0099 (EB)
SN 022-0098 (WB)



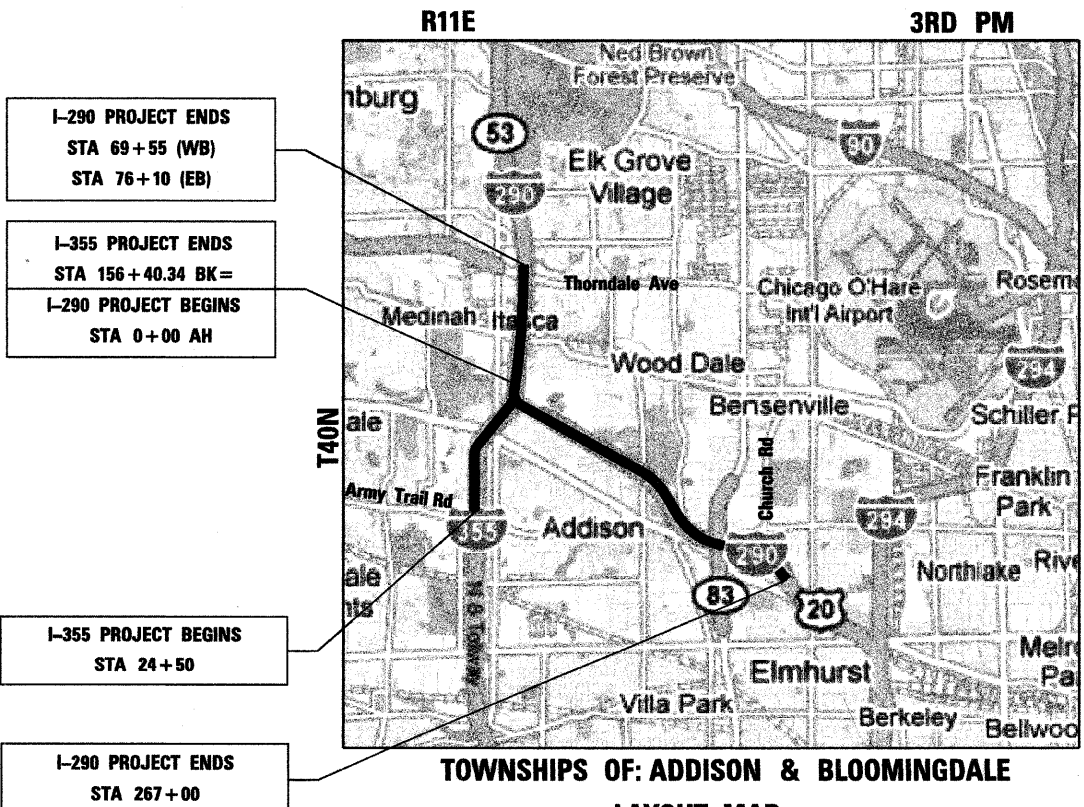
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: CRAIG BAUER (847) 705-4265
PROJECT MANAGER: LONG TRAN (847) 705-4232

CONTRACT NO. 60G51

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**
FAI-290 (EISENHOWER EXPRESSWAY) &
FAI-355 (NORTH-SOUTH TOLLWAY)
SECTION 22(1, 1-1, 2&3)RS-7
PROJECT: ACIM-0005(694)
I-290 FROM THORNDALE AVE. TO EAST OF CHURCH RD.
I-355 FROM ARMY TRAIL RD. TO I-290
RESURFACING AND ROADWAY AND STRUCTURE REPAIRS
DUPAGE COUNTY
C-91-492-09



I-290 PROJECT ENDS
STA 69+55 (WB)
STA 76+10 (EB)

I-355 PROJECT ENDS
STA 156+40.34 BK=
I-290 PROJECT BEGINS
STA 0+00 AH

I-355 PROJECT BEGINS
STA 24+50

I-290 PROJECT ENDS
STA 267+00

LAYOUT MAP
SCALE: 1 IN = 1.5 MI

GROSS LENGTH OF PROJECT = 47,500 LIN FT = 9.00 MILES
NET LENGTH OF I-290 = 34,310 LIN FT = 6.50 MILES
NET LENGTH OF I-355 = 13,190 LIN FT = 2.50 MILES

NOTE: WHEREVER IN THESE
PLANS "TOTAL SHEETS-546"
IS REFERENCED IT
SHALL MEAN 661.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22(1, 1-1, 2&3)RS-7	DUPAGE	ILLINOIS	1661	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.	60G51	
290, 355				

D-91-341-09



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED OCTOBER 7, 20 09
Diana M. O'Keefe *gc*
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
December 4, 20 09
Charles J. Ingersoll *RD*
ENGINEER OF DESIGN AND ENVIRONMENT
December 4, 20 09
Christine M. Reed *RD*
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

benesch

alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450

INDEX OF SHEETS

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1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS, GENERAL NOTES & HMA REQUIREMENTS
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22-25	SCHEDULES OF QUANTITIES
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102	GRADING PLAN I-290/I-355 PLAN
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105-219	MAINTENANCE OF TRAFFIC
220-254	PAVEMENT MARKING PLANS
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502-517	TRAFFIC SURVEILLANCE LOOP PLANS
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SPECIAL WASTE

THE PROPOSED SCOPE OF WORK INCLUDES EXCAVATION AND DISPOSAL OF BACKFILL MATERIAL FROM BEHIND THE EXISTING BRIDGE ABUTMENTS OF:

I-355 SB OVER US 20 (LAKE ST) - SN 022-0111
I-355 NB OVER US 20 (LAKE ST) - SN 022-0112
I-355 NB OVER IL 53 (ROHLWING RD) - SN 022-0137
I-355 SB OVER IL 53 (ROHLWING RD) - SN 022-0138
I-290 EB OVER CHURCH RD (W ABUTMENT ONLY) - SN 022-0099

EXCAVATED MATERIAL IS LOCATED WITHIN EXISTING ROADWAY LIMITS AND SHALL BE DISPOSED OF WITHIN IDOT RIGHT-OF-WAY AND WITHIN THE PROJECT LIMITS AS SHOWN ON THE PLANS. IN ADDITION EXCAVATED MATERIAL FROM THE ADJACENT CONTRACT 60157 WILL BE DISPOSED OF WITHIN THE CONTRACT 60G51 PROJECT LIMITS AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS DISPOSAL ACTIVITIES WITH THE CONTRACT 60157 CONTRACTOR. GRADING THE EXCAVATED MATERIAL FROM CONTRACT 60157 WILL BE INCLUDED IN CONTRACT 60G51.

THIS PROJECT HAS BEEN SIGNED OFF IN-HOUSE FOR SPECIAL WASTE. IF THE PROPOSED SCOPE OF WORK CHANGES OR IF ADDITIONAL ROW/TEMPORARY EASEMENTS ARE REQUIRED, PLEASE CONTACT THE ENVIRONMENTAL STUDIES UNIT AT EXTENSION 4101 TO DISCUSS ANY POTENTIAL IMPACTS.

COST OF GRADING AND COMPACTING EXCAVATED MATERIAL IS INCLUDED IN THE COST OF STRUCTURE EXCAVATION. SEE STRUCTURE PLANS.

IDOT STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
442001-04	CLASS A PATCHES
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
602011-01	CATCH BASIN - TYPE C
602101-02	DRAINAGE STRUCTURES TYPES 1,2 & 3
604071-04	FRAME AND GRATE TYPE 20
606001-04	COMBINATION CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
609001-05	BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
630001-08	STEEL PLATE BEAM GUARDRAIL
631026-05	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
631032-05	TRAFFIC BARRIER TERMINAL, TYPE 6A
631033-03	TRAFFIC BARRIER TERMINAL, TYPE 6B
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
637001-04	CONCRETE BARRIER, DOUBLE FACE, 815mm (32 in) HEIGHT
637006-02	CONCRETE BARRIER, DOUBLE FACE, 1065mm (42 in) HEIGHT
642001-01	SHOULDER RUMBLE STRIPS
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY

GENERAL NOTES:

- BEFORE STARTING WORK THE CONTRACTOR SHALL CALL DIGGER AT (312) 774-7000 FOR WORK WITHIN THE CHICAGO CITY LIMITS OR JULIE AT 811 OR (800) 892-0123 FOR WORK OUTSIDE CHICAGO CITY LIMITS FOR FIELD LOCATIONS OF BURIED UTILITIES. 72 HOUR ADVANCE NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH ADJACENT IDOT CONTRACT 60157 AND ILLINOIS STATE TOLL HIGHWAY AUTHORITY CONTRACT - I-355 FROM BUTTERFIELD ROAD TO ARMY TRAIL ROAD.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- VERTICAL CLEARANCES OF BRIDGES OVER I-290 SHALL BE MAINTAINED. HMA SURFACE REMOVAL AND PROPOSED HMA SURFACE THICKNESS WILL BE VARIED AS DIRECTED BY THE ENGINEER IF THE EXISTING BITUMINOUS DEPTH IS LESS THAN 2". THE CONTRACTOR SHALL VERIFY ALL BRIDGE CLEARANCES BEFORE AND AFTER CONSTRUCTION AND FURNISH RESULTS TO THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR CONSTRUCTION LAYOUT.
- WHERE ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- PATCHING, CONCRETE BARRIER REMOVAL AND REPLACEMENT, AND COMBINATION CURB & GUTTER REMOVAL & REPLACEMENT LIMITS ARE NOT SHOWN ON THE PLANS. LIMITS OF THIS WORK WILL BE DETERMINED BY THE ENGINEER.
- BUTT JOINTS WILL BE INSTALLED AT THE END OF ALL RESURFACING SECTIONS TO MATCH EXISTING PAVEMENT. SEE DISTRICT DETAIL BD400-05 - BUTT JOINT AND HMA TAPER DETAILS FOR ALL PCC AND HMA BUTT JOINTS
- CONTACT EXPRESSWAY OPERATIONS AT (847) 705-4151 TWO WEEKS BEFORE INSTALLING FINAL PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL SWEEP AND CLEAN THE PAVEMENT SURFACE, PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- TEMPORARY EDGE LINES SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC SHALL BE INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.

IDOT STANDARDS (CONTINUED)

STANDARD NO.	DESCRIPTION
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-06	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701421-02	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY FOR SPEEDS ≥ 45 MPH
701422-02	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
701446-01	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
720021-02	SIGN PANEL EXTRUDED ALUMINUM TYPE
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

DISTRICT 1 DETAILS

DETAIL	DESCRIPTION
BD600-03 (BD-8)	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD400-04 (BD-22)	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD400-05 (BD-32)	BUTT JOINT AND HMA TAPER DETAILS
BD400-06 (BD-33)	HMA TAPER AT EDGE OF P.C.C. PAVEMENT
BE-600	ELECTRIC CONNECTION TO SIGN STRUCTURE SPAN TYPE
BE-601	ELECTRIC CONNECTION TO SIGN STRUCTURE CANTILEVER TYPE
BM-21	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL
TC-8	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-9	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
TC-17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES
TC-18	PARTIAL RAMP CLOSURES
TC-25	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC-27	TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE
	SHOULDER LANE
	MILE POST MARKERS- GORE SIGNS- MAJOR GUIDE SIGN LAYOUT- ARROWS

- THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS. ALLALIGNMENTS ARE BASELINES.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD (FOR FUTURE REFERENCES), ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
- DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- VERTICAL BARRICADES WILL REMAIN IN PLACE ALONG THE EDGES OF PAVEMENT AS SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS UNTIL THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING EDGE LINES HAVE BEEN COMPLETED.
- DISPOSAL OF THE SHOULDER CUTTING AND CLEAN SWEEPING OF THE SHOULDERS SHALL BE COMPLETED PRIOR TO THE OPENING OF THE SHOULDERS AND TRAFFIC. DISPOSAL AND SWEEPING SHALL BE INCLUDED IN THE COST OF "SHOULDER RUMBLE STRIPS".
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL.

HOT-MIX ASPHALT REQUIREMENTS

MIXTURE TYPE	THICKNESS	VOIDS
MAINLINE RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
MAINLINE INSIDE SHOULDERS < 8'		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
MAINLINE OUTSIDE SHOULDERS AND INSIDE SHOULDERS > 8'		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	1-1/2"	4% @ 70 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70	2-1/4"	4% @ 70 Gyr
RAMPS AND SHOULDERS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	1 1/2"	4% @ 70 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70	2-1/4"	4% @ 70 Gyr
I-290 WB TO I-355 SB RAMP & I-290 EB OVER I-355 RAMP		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	2"	3.5% @ 80 Gyr
I-290 WB TO I-355 SB RAMP & I-290 EB OVER I-355 RAMP - SHOULDERS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	1 1/2"	4% @ 70 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	2-1/4"	4% @ 70 Gyr
PATCHING		
CLASS D PATCHES OF TYPE AND THICKNESS SPECIFIED (HMA BINDER IL-25mm)	10"	4% @ 105 Gyr
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-25mm)	3 1/4", 4" OR 4 1/2"	4% @ 105 Gyr
SHOULDER RECONSTRUCTION		
HOT-MIX ASPHALT SHOULDER, 10" (HMA BINDER IL-19mm)	10"	4% @ 70 Gyr
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	1-1/2"	4% @ 70 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	2-1/4"	4% @ 70 Gyr

UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SMA SURFACE COURSE IS 135 LBS/SQ YD/IN.
UNITS WEIGHT USED TO CALCULATE ALL OTHER HOT-MIX ASPHALT MIXTURES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR " PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

INDEX OF SHEETS, STANDARDS,
GENERAL NOTES & HMA REQUIREMENTS

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	2211, 1-1, 2&3RS-7	DUPAGE	546	2
•290,355		CONTRACT NO.	60G51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NAME =	DESIGNED - AJP	REVISED -
#FILEL#	DRAWN - TMB	REVISED -
USER NAME = #USER#	CHECKED - JMM	REVISED -
PLOT DATE = #DATE#	DATE - 10/16/09	REVISED -

SPECIALTY ITEM	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SURVEILLANCE	BRIDGE SN 022-0101 SN 022-0102	BRIDGE (See Note A)
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					CONSTRUCTION TYPE CODE			
					I000-2A	Y092-1F	X271-2A	X271-2A
	20101400	NITROGEN FERTILIZER NUTRIENT	POUND	41	41			
**	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	18	18			
	20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	41	41			
**	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	18	18			
	20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	41	41			
**	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	18	18			
	20700220	POROUS GRANULAR EMBANKMENT	CU YD	313				313
	20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	132				132
	21101606	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	371	371			
	25000350	SEEDING, CLASS 7	ACRE	0.5	0.5			
	25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5			
	25100115	MULCH, METHOD 2	ACRE	1	1			
**	25001800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.7	0.7			
**	25100630	EROSION CONTROL BLANKET	SQ YD	4540	4540			
**	20100110	TREE REMOVAL (6 TO 15 INCH DIAMETER)	UNIT	1440	1440			
	28000400	PERIMETER EROSION BARRIER	FOOT	1,100	1,100			
**	20100210	TREE REMOVAL (OVER 15 INCH DIAMETER)	UNIT	480	480			
	28000510	INLET FILTERS	EACH	25	25			
**	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	48	48			
	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	545	545			
	40600300	AGGREGATE (PRIME COAT)	TON	2,723	2,723			
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1,021	1,021			
**	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	4540	4540			
	40600895	CONSTRUCTING TEST STRIP	EACH	2	2			
**	44003800	MEDIAN SURFACE REMOVAL	SQ FT	40,850	40,850			
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	5,200	5,200			
**	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	48	48			
	40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1,500	1,500			
	40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	7,453	7,453			
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	29,597	29,597			
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	19,729	19,729			
	42001200	PAVEMENT FABRIC	SQ YD	226	226			
	42001300	PROTECTIVE COAT	SQ YD	29,415	29,415			
	42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	2,408	2,408			
	42001500	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	23	23			
	42100800	PAVEMENT REINFORCEMENT 9"	SQ YD	2,408	2,408			
	44000162	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	SQ YD	65,662	65,662			
	44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	193,845	193,845			
	44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	421,135	421,135			
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	400	400			
	44000700	APPROACH SLAB REMOVAL	SQ YD	4,641	4,641			
	44001980	CONCRETE BARRIER REMOVAL	FOOT	412.5	412.5			
	44200553	CLASS A PATCHES, TYPE II, 10 INCH	SQ YD	334	334			
	44002020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	30,300	30,300			
	44002213	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 1/4"	SQ YD	339	339			
	44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	11,155	11,155			
	44200557	CLASS A PATCHES, TYPE III, 10 INCH	SQ YD	132	132			
	44002218	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4 1/2"	SQ YD	19,416	19,416			
	44200537	CLASS A PATCHES, TYPE I, 9 INCH	SQ YD	231	231			
	44200577	CLASS A PATCHES, TYPE II, 12 INCH	SQ YD	46	46			
	44200541	CLASS A PATCHES, TYPE II, 9 INCH	SQ YD	3,972	3,972			
	44200581	CLASS A PATCHES, TYPE III, 12 INCH	SQ YD	20	20			
	44200545	CLASS A PATCHES, TYPE III, 9 INCH	SQ YD	1,332	1,332			
	44200583	CLASS A PATCHES, TYPE IV, 12 INCH	SQ YD	187	187			
	44200547	CLASS A PATCHES, TYPE IV, 9 INCH	SQ YD	23,628	23,628			
	44201740	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	231	231			
	44200549	CLASS A PATCHES, TYPE I, 10 INCH	SQ YD	335	335			
	44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	6,025	6,025			

** FOR LOCATIONS AND EXTENT OF WORK NOT SHOWN IN THE PLANS, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND CONTACT RICK WANNER, ROADSIDE DEVELOPMENT ARCHITECT, IDOT ROADSIDE DEVELOPMENT UNIT AT (847) 705-4172 AT LEAST 72 HOURS PRIOR TO STARTING WORK.

NOTE A: SN 022-0092, SN 022-0094, SN 022-0095, SN 022-0096, SN 022-0097, SN 022-0098, SN 022-0099, SN 022-0100, SN 022-0104, SN 022-0105, SN 022-0111, SN 022-0112, SN 022-0137, SN 022-0138

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#	DRAWN - TMB	REVISED -						*	221, 1-1, 2&3RS-7	DUPAGE	546	3
USER NAME = #USER#	CHECKED - JMM	REVISED -			SCALE: N.T.S.			*290,355				
PLOT DATE = #DATE#	DATE - 10/16/09	REVISED -			SHEET NO. 1 OF 4 SHEETS			CONTRACT NO. 60G51				
									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

SPECIALTY ITEM	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SURVEILLANCE	BRIDGE SN 022-0101 SN 022-0102	BRIDGE (See Note A)
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					CONSTRUCTION TYPE CODE			
					1000-2A	Y032-1F	X211-2A	X271-2A
	44201767	GLASS D PATCHES, TYPE III, 0 INCH	SQ YD	1,508	1,508			
	44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	34	34			
	44201769	GLASS D PATCHES, TYPE IV, 0 INCH	SQ YD	23,628	23,628			
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	102	102			
	44213000	PATCHING REINFORCEMENT	SQ YD	30,224	30,224			
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	102	102			
	44213200	SAW CUTS	FOOT	21,196	21,196			
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	102	102			
	44300900	STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A	FOOT	408,870	408,870			
	48203037	HOT MIX ASPHALT SHOULDERS, 10"	SQ YD	23,065	23,065			
	50102400	CONCRETE REMOVAL	CU YD	469.0			58.8	410.2
	50104650	SLOPE WALL REMOVAL	SQ YD	224				224
	50157300	PROTECTIVE SHIELD	SQ YD	21,739			2,136	19,603
	50200100	STRUCTURE EXCAVATION	CU YD	1,970				1,970
	50300225	CONCRETE STRUCTURES	CU YD	276.2			0.4	275.8
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	1540.7			58.0	1490.3
	50300280	BRIDGE DECK GROOVING	SQ YD	31,946			2,714	29,232
	50300300	PROTECTIVE COAT	SQ YD	34,775			2,921	31,854
	50501110	STRUCTURAL STEEL REMOVAL	POUND	7,910				7,910
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	363,740			10,570	353,170
	50800515	BAR SPLICERS	EACH	1,804			144	1,660
	51100100	SLOPE WALL 4 INCH	SQ YD	224				224
	51205200	TEMPORARY SHEET PILING	SQ FT	2,068				2,068
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	2,239.5			275.5	1,964
Δ	54213447	END SECTIONS 12"	EACH	9	9			
	55039700	STORM SEWERS TO BE CLEANED	FOOT	600	600			
	58700300	CONCRETE SEALER	SQ FT	71,231			10,178	61,053
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	726				726
	60100945	PIPE DRAINS 12"	FOOT	345	345			
	60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	932				932
	60208210	CATCH BASINS, TYPE C, TYPE 20 FRAME AND GRATE	EACH	2	2			
	60300205	FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	123	123			
	60247160	DRAINAGE STRUCTURES, TYPE 1 WITH TWO TYPE 20 FRAMES AND GRATES	EACH	1	1			
	60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	123	123			
	60500050	REMOVING CATCH BASINS	EACH	2	2			
	60605000	COMBINATION CURB AND GUTTER, TYPE B-6.24	FOOT	400	400			
	60500060	REMOVING INLETS	EACH	11	11			
*	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	425	425			
	63300230	REMOVAL AND REINSTALLATION OF EXISTING STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	125	125			
*	63000005	STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	125	125			
	60900115	TYPE B INLET BOX, STANDARD 609001	EACH	3	3			
	63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	550	550			
	60900215	TYPE C INLET BOX, STANDARD 609001	EACH	3	3			
	64200105	SHOULDER RUMBLE STRIP	FOOT	153,458	153,458			
	60900330	TYPE D INLET BOX, STANDARD 609001	EACH	6	6			
	67100100	MOBILIZATION	L SUM	1	1			
	60900515	CONCRETE THRUST BLOCKS	EACH	9	9			
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	48	48			
	70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	6	6			
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	180,768	180,768			
	70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	41,690	41,690			
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	41,470	41,470			

* Specialty Items
Δ - Non-participating

NOTE A: SN 022-0092, SN 022-0094, SN 022-0095, SN 022-0096, SN 022-0097, SN 022-0098, SN 022-0099, SN 022-0100, SN 022-0104, SN 022-0105, SN 022-0111, SN 022-0112, SN 022-0137, SN 022-0138

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#	DRAWN - TMB	REVISED -						*	221, 1-1, 2&3RS-7	DUPAGE	546	4
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PLOT DATE = #DATE#	DATE - 10/16/09	REVISED -			SCALE: N.T.S. SHEET NO. 2 OF 4 SHEETS STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Rev.

SPECIALTY ITEM	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	SURVEILLANCE	BRIDGE SN 022-0101 SN 022-0102	BRIDGE (See Note A)	TRAFFIC SIGNS	
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	
					CONSTRUCTION TYPE CODE					
					1000-2A	Y032-1F	X271-2A	X271-2A	Y002-1C	
	70300260	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	67,276	67,276					
*	72000105	SIGN PANEL - TYPE 1 (SPECIAL)	SQ FT	103						103
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	8,410	8,410					
*	72000205	SIGN PANEL - TYPE 2 (SPECIAL)	SQ FT	1,190						1,190
	70301600	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	163,208	163,208					
*	72000305	SIGN PANEL - TYPE 3 (SPECIAL)	SQ FT	12,605						12,605
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	24,625	24,625					
*	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	7						7
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	22,899	22,899					
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	522						522
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	653	653					
*	72000105	WOOD SIGN SUPPORT, SPECIAL	FOOT	684						684
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	171,146	171,146					
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	834	834					
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	64,416	64,416					
*	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	55						55
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	12,919	12,919					
*	X0326838	REMOVE SIGN PANEL - TYPE 1 (SPECIAL)	SQ FT	56						56
*	78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	1,362	1,362					
*	X0326839	REMOVE SIGN PANEL - TYPE 2 (SPECIAL)	SQ FT	436						436
*	78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	49,418	49,418					
*	X0326840	REMOVE SIGN PANEL - TYPE 3 (SPECIAL)	SQ FT	11,769						11,769
*	78004240	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"	FOOT	1,903	1,903					
*	78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,634	1,634					
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	5,871	5,871					
*	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	481,157	481,157					
*	78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	24,374	24,374					
*	78005120	EPOXY PAVEMENT MARKING - LINE 5"	FOOT	123,172	123,172					
*	78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	2,488	2,488					
*	78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	175,411	175,411					
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	5,377	5,377					
*	78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	218	218					
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	190	190					
*	78008250	POLYUREA PAVEMENT MARKING - TYPE I - LINE 12"	FOOT	2,317	2,317					
	70200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	2,340	2,340					
*	X0326841	REMOVE SIGN PANEL ASSEMBLY - TYPE B (SPECIAL)	EACH	54						54
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	17	17					
*	78200450	MONODIRECTIONAL GUARD RAIL REFLECTORS	EACH	300	300					
*	78300100	PAVEMENT MARKING REMOVAL	SQ FT	46,941	46,941					
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	1,970	1,970					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	5,377	5,377					
*	X0326842	MILE POST MARKER ASSEMBLY (SPECIAL)	EACH	58						58
*	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	100		100				
	X0301424	SILICONE JOINT SEALER	FOOT	128.5					128.5	
	X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SQ YD	21,341			2,792		18,549	
	X0322489	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	8,121					8,121	
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	1,639	1,639					
	X0322729	MATERIAL TRANSFER DEVICE	TON	110,089	110,089					
	X0323367	CONCRETE BARRIER REMOVAL AND REPLACEMENT	FOOT	330	330					
	X0323879	SERVICE PATROL	CAL DA	298	298					
	X0324685	TEST STRIP (STONE MATRIX ASPHALT)	EACH	2	2					
	X0325201	SHOULDER RUMBLE STRIP REMOVAL	SQ YD	674	674					
	X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	66			22		44	
	X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	595			22		573	
	X0325391	EXPANDED POLYSTYRENE FILL	CU YD	1,168					1,168	
	X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1					
	X0325737	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	22		22				
	X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	241,149	241,149					
	X0325739	HOT-MIX ASPHALT SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)	SQ YD	5,014	5,014					

*Specialty Items

NOTE A: SN 022-0092, SN 022-0094, SN 022-0095, SN 022-0096, SN 022-0097, SN 022-0098, SN 022-0099, SN 022-0100, SN 022-0104, SN 022-0105, SN 022-0111, SN 022-0112, SN 022-0137, SN 022-0138

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#	DRAWN - TMB	REVISED -						•	2211, 1-1, 2&3RS-7	DUPAGE	546	5
USER NAME = #USER#	CHECKED - JMM	REVISED -			SCALE: N.T.S. SHEET NO. 3 OF 4 SHEETS STA. TO STA.			*290,355	CONTRACT NO. 60G51			
PLOT DATE = #DATE#	DATE - 10/16/09	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

** FOR LOCATIONS AND EXTENTS OF WORK NOT SHOWN IN THE PLANS, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND CONTACT RICK WANNER, ROADSIDE DEVELOPMENT ARCHITECT, IDOT ROADSIDE DEVELOPMENT UNIT AT (847) 705-4172 AT LEAST 72 HOURS PRIOR TO STARTING WORK.

SPECIALTY ITEM	CODE NUMBER	ITEM	UNIT	URBAN TOTAL QUANTITY	ROADWAY	SURVEILLANCE	BRIDGE SN 022-0101 SN 022-0102	BRIDGE (See Note A)
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE
					1000-2A	Y032-1F	X271-2A	X271-2A
*	X0325822	CONCRETE BARRIER WALL REMOVAL AND REPLACEMENT (PARTIAL DEPTH REPAIR)	FOOT	8	8			
	X0325842	WET REFLECTIVE TEMPORARY TAPE, TYPE III, LETTERS AND SYMBOLS	SQ FT	1,634	1,634			
	X0325840	WET REFLECTIVE TEMPORARY TAPE TYPE III, 12 INCH	FOOT	8,119	8,119			
	X0325876	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 8 INCH	FOOT	67,276	67,276			
	X0326090	ERECTING STRUCTURAL STEEL	POUND	9,260				9,260
	X0326107	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5 INCH	FOOT	41,690	41,690			
	X4066580	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	60,176	60,176			
	X4066685	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	TON	49,923	49,923			
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1			
	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	149	149			
*	X8730312	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED	FOOT	11,546		11,546		
*	X8850102	INDUCTION LOOP	FOOT	3,139		3,139		
	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	99.6			28.3	71.3
	Z0003600	BEAM STRAIGHTENING	L SUM	1	1			
	Z0006220	BRIDGE DECK HYDRO-SCARIFICATION 2 1/4"	SQ YD	21,341			2,792	18,549
	Z0006225	BRIDGE DECK HYDRO-SCARIFICATION 2 1/2"	SQ YD	8,121				8,121
**	* X0322859	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	10	10			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
**	* X0036120	MULCH PLACEMENT 4"	SQ YD	3600	3600			
	Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	370.0			39.8	330.2
**	X2010300	TREE REMOVAL (UNDER 6 UNITS DIAMETER)	UNIT	960	960			
	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	894.0			55.2	838.8
**	Z0004800	SELECTIVE CLEARING	UNIT	600	600			
Δ	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	25	25			
**	* X0325222	WEED CONTROL, BASAL TREATMENT	GALLON	60	60			
	Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	8	8			
	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	1	1			
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	12	12			
**	* X0322856	WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL	GALLON	2.4	2.4			
	Z0030280	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	5	5			
**	* X0036600	MOWING CYCLES	EACH	2	2			
	Z0030270	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	2	2			
	Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	5	5			
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	16	16			
	Z0073200	TEMPORARY SHORING & CRIBBING	EACH	6				6
**	* X0326701	WEED CONTROL AND BROADLEAF IN TURF	POUND	1.4	1.4			
	Z0073351	TEMPORARY SLAB SUPPORT SYSTEM	L SUM	1				1
**	* A2012122	TREE, AESCULUS AUTUMN SPLENDOR (AUTUMN SPLENDOR BUCKEYE) 1 3/4" CALIPER, BALLED AND BURLAPPED, MATCHING HEADS	EACH	25	25			
	Z0073400	TEMPORARY SUPPORT SYSTEM	EACH	32				32
	Z0075310	TIE BARS 3/4"	EACH	18,222	18,222			
*	X0326768	CONDUIT IN TRENCH, HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	100		100		
	X0326818	CONCRETE BARRIER REMOVAL AND REPLACEMENT SINGLE FACE	FOOT	100	100			
	X0326791	NOISE ABATEMENT WALL REPAIRS	L SUM	1	1			
	X0326819	CONCRETE BARRIER REMOVAL AND REPLACEMENT DOUBLE FACE	FOOT	230	230			
	X0326792	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	1,297				1,297
**	* A2002614	TREE, CARYA CORDIFORMIS (BITTERNUT HICKORY), 1 3/4" CALIPER, BALLED AND BURLAPPED	EACH	20	20			
	X0326793	BRIDGE DECK HYDRO-SCARIFICATION 2 3/4"	SQ YD	1,297				1,297
**	* A2002914	TREE, CECTIS OCCIDENTALIS (COMMON HAWK BERRY), 1 3/4" CALIPER, BALLED AND BURLAPPED	EACH	25	25			
	X0326765	CLEANING AND PAINTING EXPOSED REBAR (SPECIAL)	SQ FT	770			69	701
**	* A2005014	TREE, GYMNOCLADUS DIDICUS (KENTUCKY COFFEE TREE), 1 3/4" CALIPER, BALLED AND BURLAPPED	EACH	45	45			
	X0326794	CLEAN & RESEAL RELIEF JOINT (AND)	FOOT	901.5			163.5	738
**	* A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1 3/4" CALIPER, BALLED AND BURLAPPED	EACH	30	30			
	X0326795	MODIFY EXISTING PIN & LINK CONNECTION (AND)	L SUM	1				1
**	* B2001664	TREE, CRATAEGUS CRUSAELLI INERMIS (THORNLESS COCKSPUR HAWTHORNE), 5' HEIGHT, SHRUB FORM BALLED AND BURLAPPED	EACH	30	30			
Δ	X0326796	CLEAN TROUGH	EACH	4				4
**	* B2006116	TREE SYRINGA PEKINENSIS MORTON (CHINA SNOW PEELING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	25	25			
	X0326797	REATTACH GUARD RAIL TO STRUCTURE	EACH	4	4			
	X0326798	PIN REPLACEMENT	EACH	32				32
Ⓢ	Z0076600	TRAINEES	HOUR	1,500	1,500			
	X0326799	CLIP EXISTING BEAM FLANGE	EACH	11				11

Ⓢ 1080

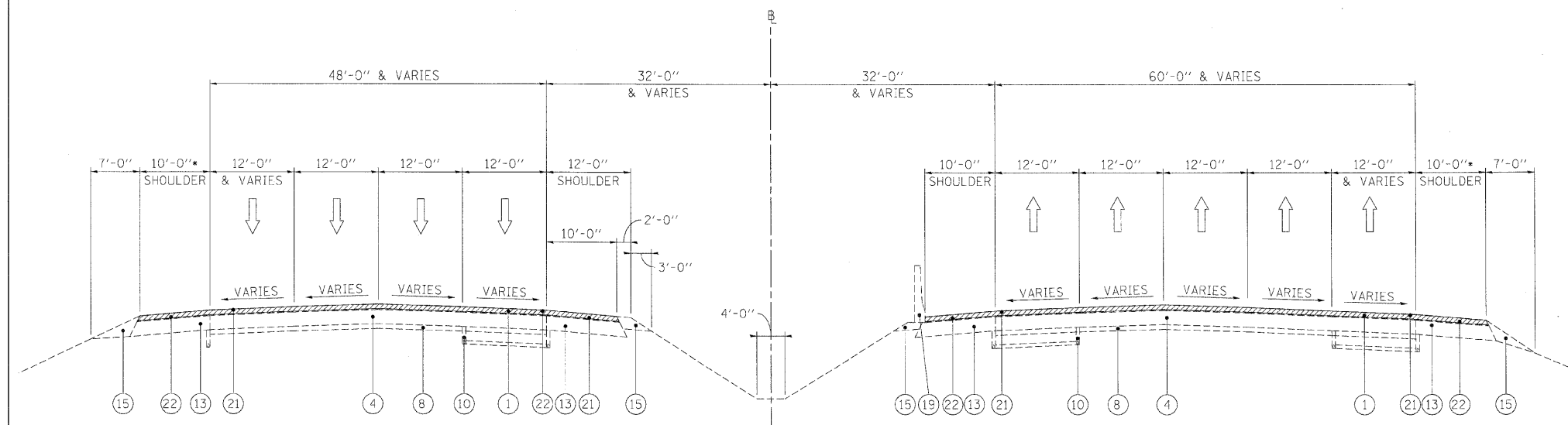
* Specialty Items

NOTE A: SN 022-0092, SN 022-0094, SN 022-0095, SN 022-0096, SN 022-0097, SN 022-0098, SN 022-0099, SN 022-0100, SN 022-0104, SN 022-0105, SN 022-0111, SN 022-0112, SN 022-0137, SN 022-0138

Δ Non-participating

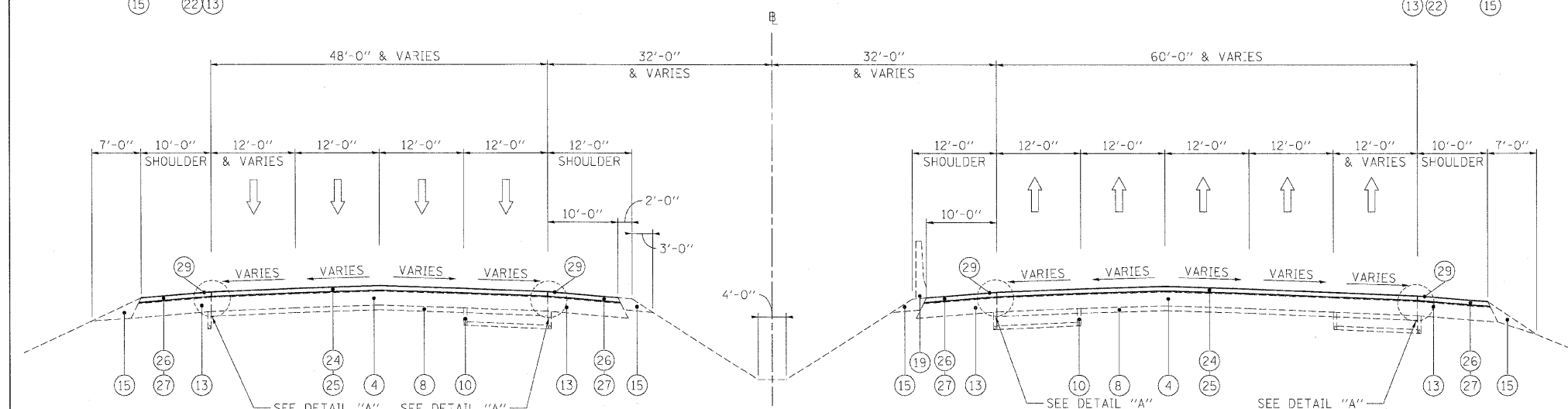
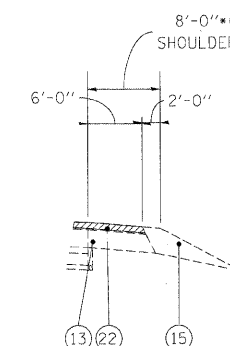
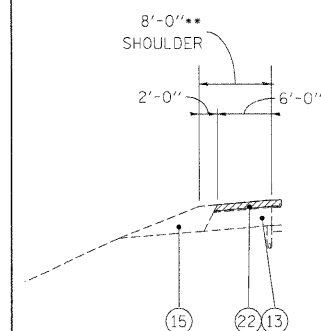
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#	DRAWN - TMB	REVISED -						*	2211, 1-1, 2&3/RS-7	DUPAGE	546	6
USER NAME = #USER#	CHECKED - JMM	REVISED -			SCALE: N.T.S. SHEET NO. 4 OF 4 SHEETS STA. TO STA.			*290,355	CONTRACT NO. 60G51			
PLOT DATE = #DATE#	DATE - 10/16/09	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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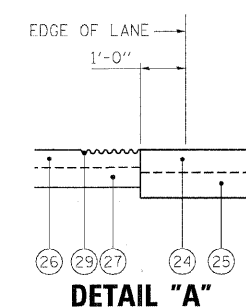
EXISTING TYPICAL SECTION

•STA 30+00 TO STA 32+50 (NB FAI 355)
•STA 30+00 TO STA 37+50 (SB FAI 355)
•STA 32+50 TO STA 47+00 (NB FAI 355)
•STA 37+50 TO STA 42+90 (SB FAI 355)



PROPOSED TYPICAL SECTION

•STA 30+00 TO STA 32+50 (NB FAI 355)
•STA 30+00 TO STA 37+50 (SB FAI 355)
•STA 32+50 TO STA 47+00 (NB FAI 355)
•STA 37+50 TO STA 42+90 (SB FAI 355)



LEGEND

- ① EXISTING HMA OVERLAY, VARIES•
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

•EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -
...\\prpln.ABC.C1.355.m1.typ.16.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

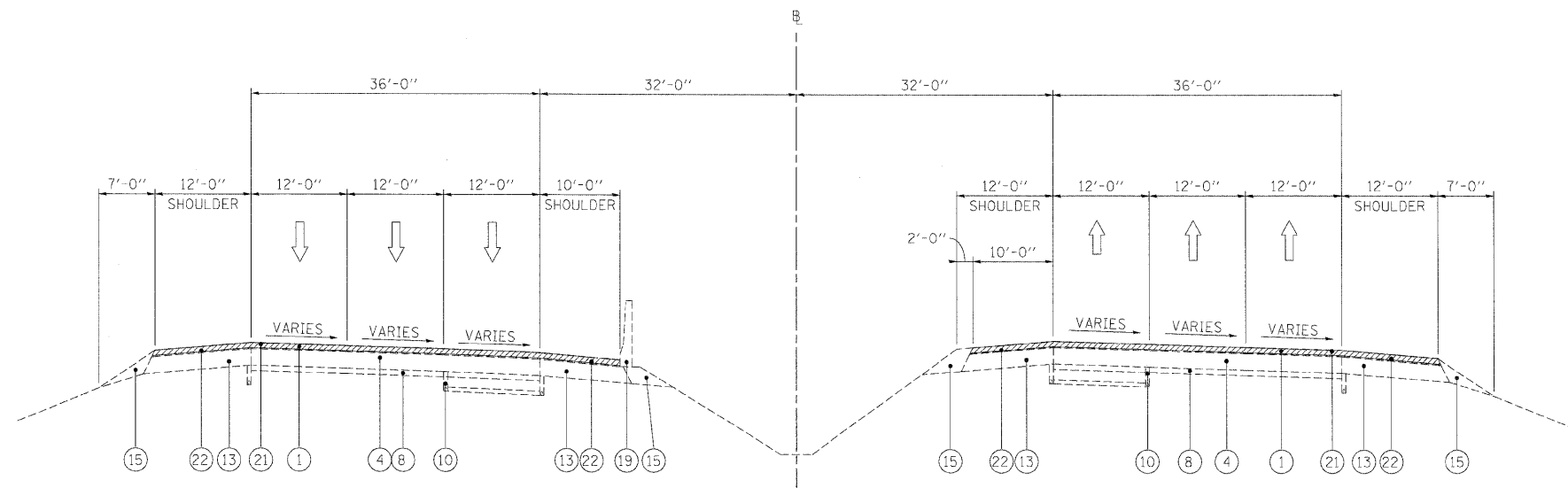
benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
I-355 MAINLINE**

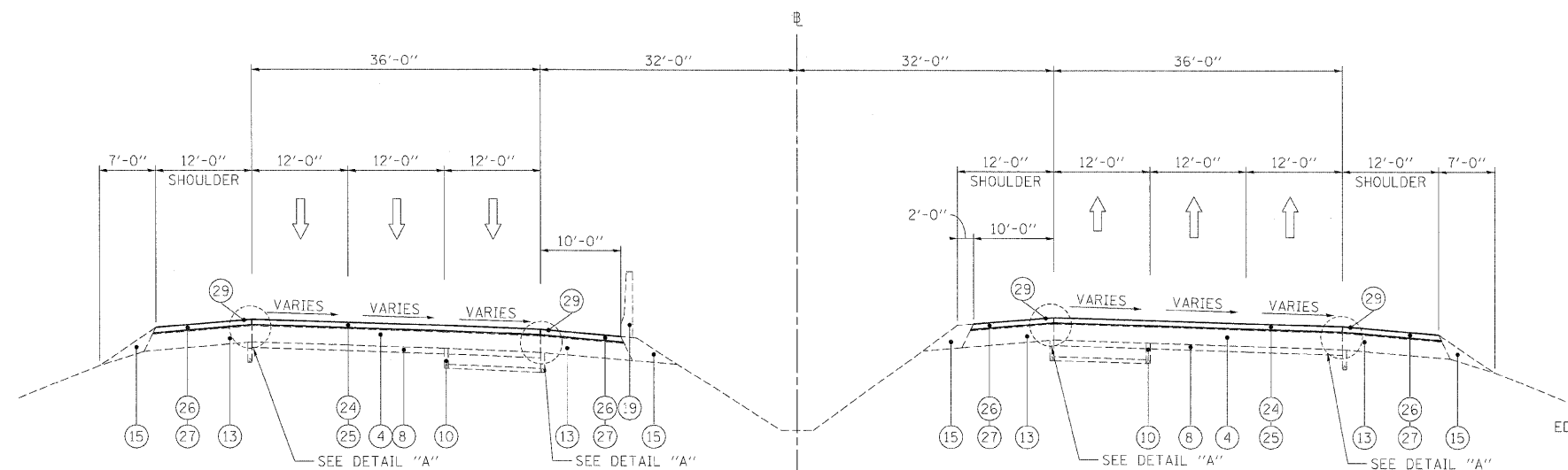
SCALE: N.T.S. SHEET NO. 1 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	2241, 1-1, 2&3RS-7	DUPAGE	546	7
•290,355		CONTRACT NO. 60051		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



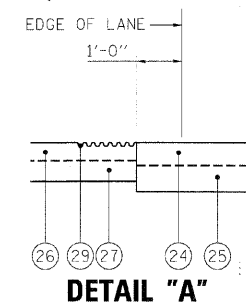
EXISTING TYPICAL SECTION

STA 83+00 TO STA 94+30 (NB FAI 355)
STA 86+30 TO STA 94+05 (SB FAI 355)



PROPOSED TYPICAL SECTION

STA 83+00 TO STA 94+30 (NB FAI 355)
STA 86+30 TO STA 94+05 (SB FAI 355)



LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

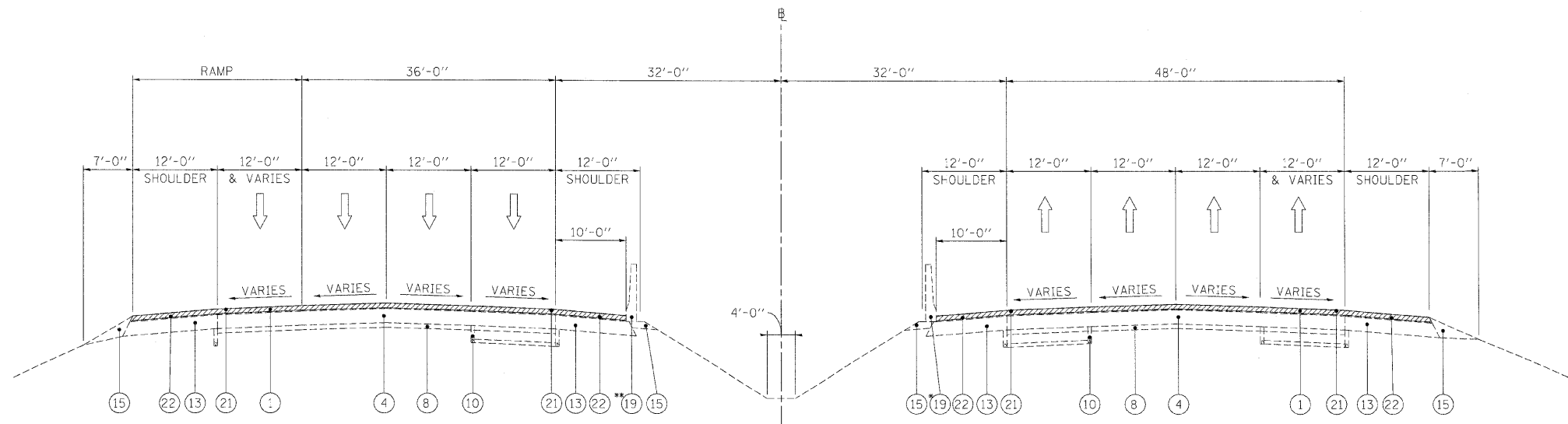
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -
...VprpIn.ABC.01.355.mil.tyo.15.dgn	DRAWN - TMB	REVISED -
USER NAME = jmsjewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

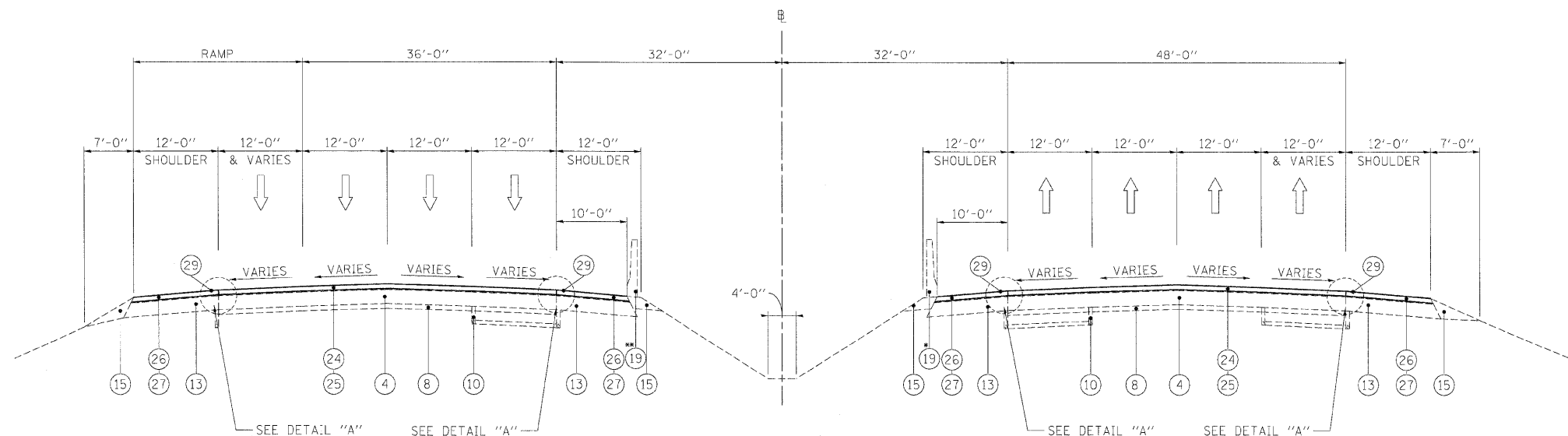
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS I-355 MAINLINE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: N.T.S.				*	2201, 1-1, 2&3RS-7	DUPAGE	546	8
SHEET NO. 2 OF 15 SHEETS				*290,355		CONTRACT NO. 60651		
STA. TO STA.				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



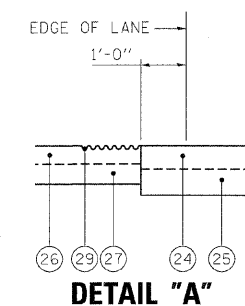
EXISTING TYPICAL SECTION

STA 47+00 TO STA 83+00 (NB FAI 355)
 STA 42+90 TO STA 86+30 (SB FAI 355)
 *STA 47+00 TO STA 54+83 (NB FAI 355)
 **STA 55+34 TO STA 86+30 (SB FAI 355)



PROPOSED TYPICAL SECTION

STA 47+00 TO STA 83+00 (NB FAI 355)
 STA 42+90 TO STA 86+30 (SB FAI 355)
 *STA 47+00 TO STA 54+83 (NB FAI 355)
 **STA 55+34 TO STA 86+30 (SB FAI 355)



LEGEND

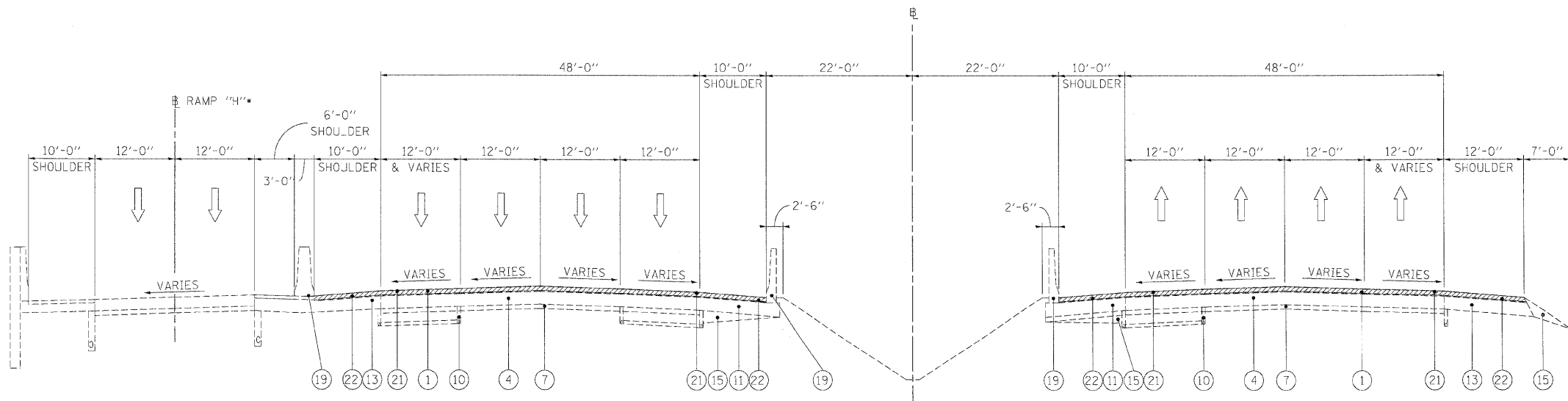
- ① EXISTING HMA OVERLAY, VARIES
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

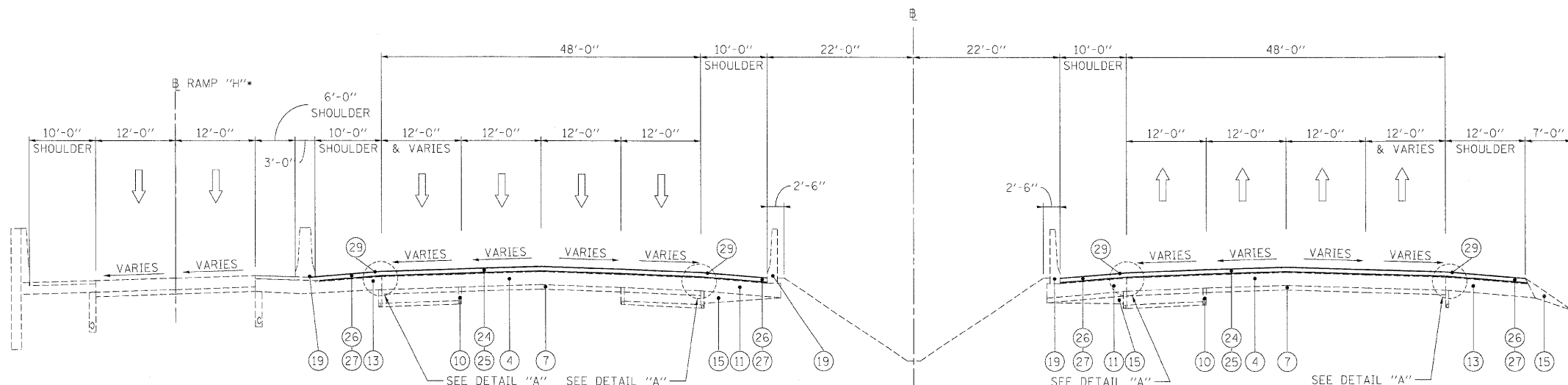
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-355 MAINLINE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\ppln-ABC-01-355.mt.tyo.18.dgn	DRAWN TMB	REVISED -						*	2201, 1-1, 2&3/RS-7	DUPAGE	546	9
USER NAME = jmajewski	CHECKED - JMM	REVISED -		SCALE: N.T.S.				*290,355		CONTRACT NO. 60651		
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -		SHEET NO. 3 OF 15 SHEETS				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



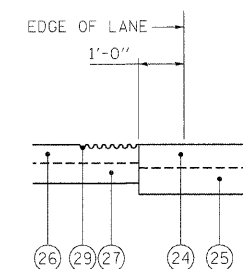
EXISTING TYPICAL SECTION

STA 96+65 TO STA 104+55 (NB FAI 355)
STA 96+95 TO STA 105+65 (SB FAI 355)



PROPOSED TYPICAL SECTION

STA 96+65 TO STA 104+55 (NB FAI 355)
STA 96+95 TO STA 105+65 (SB FAI 355)



DETAIL "A"

LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-0)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -
...\\prpln_abc\CL355.m1.tsp.10.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

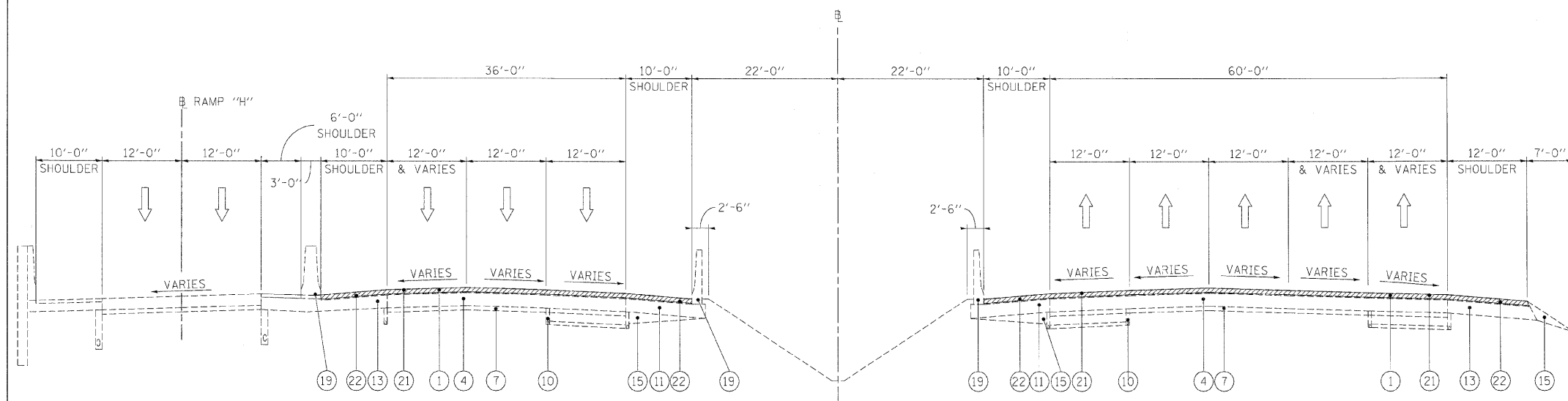
benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
I-355 MAINLINE**

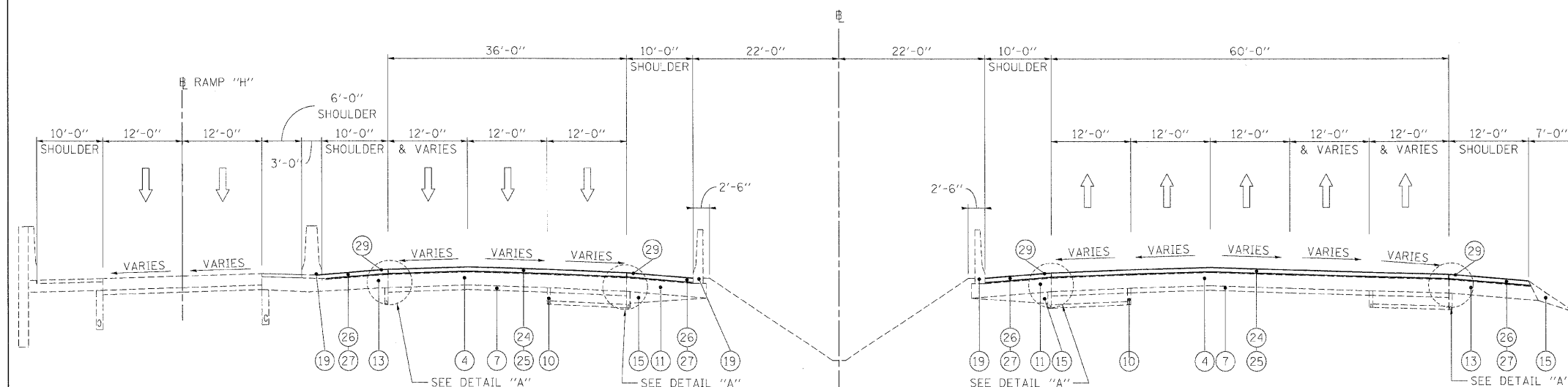
SCALE: N.T.S. SHEET NO. 4 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22K1, I-1, 2&3RS-7	DUPAGE	546	10
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



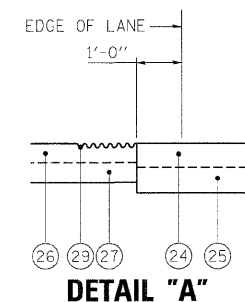
EXISTING TYPICAL SECTION

STA 107+15 TO STA 114+00 (NB FAI 355)
STA 108+25 TO STA 114+00 (SB FAI 355)



PROPOSED TYPICAL SECTION

STA 107+15 TO STA 114+00 (NB FAI 355)
STA 108+25 TO STA 114+00 (SB FAI 355)



LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

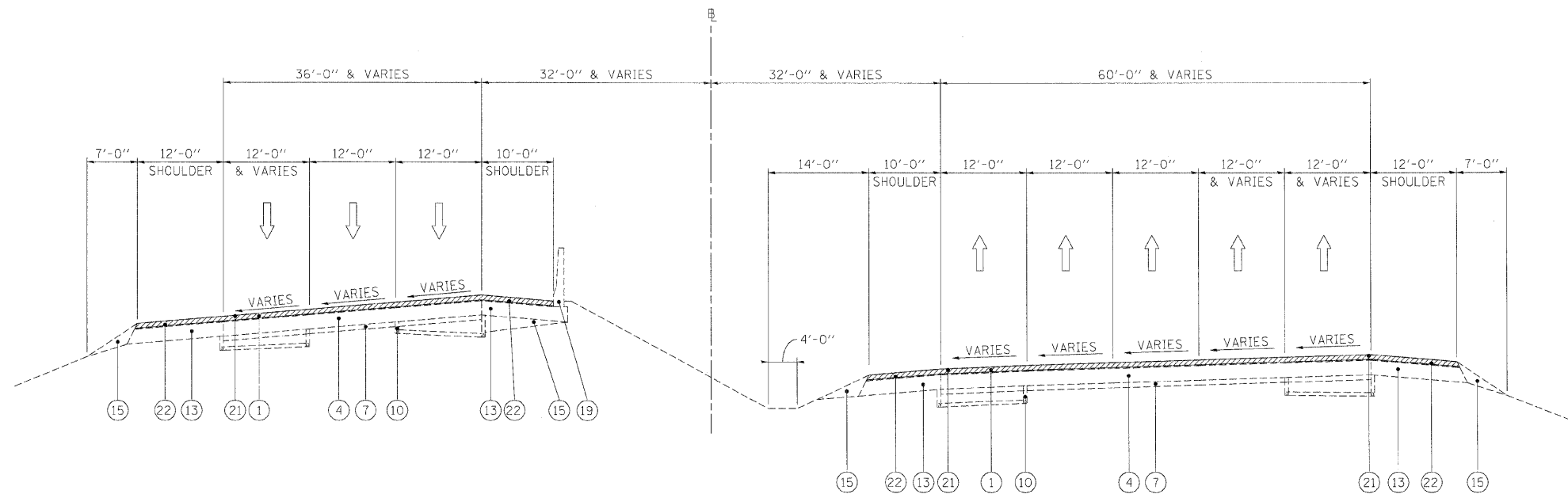
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -
...\\pnp...\\ABC\\C1.355.m...typ.09.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

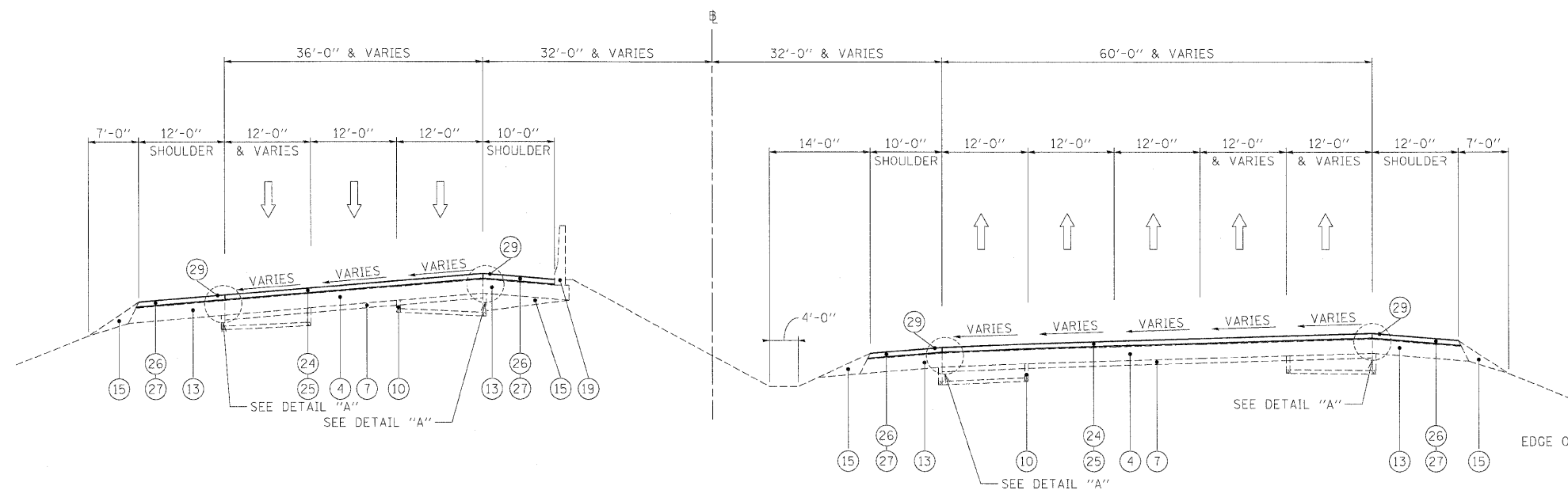
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS I-355 MAINLINE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	11
				*290,355		CONTRACT NO. 60G51		
SCALE: N.T.S.	SHEET NO. 5 OF 15 SHEETS			STA.	TO STA.			
					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 114+00 TO STA 125+20 (NB & SB FAI 355)



PROPOSED TYPICAL SECTION

STA 114+00 TO STA 125+20 (NB & SB FAI 355)

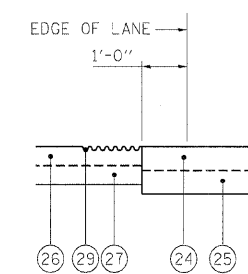
LEGEND

- ① EXISTING HMA OVERLAY, VARIES
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.



DETAIL "A"

FILE NAME =	DESIGNED - AJP	REVISED -
...\\proln_abc_c1.385.m1.tyo.08.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

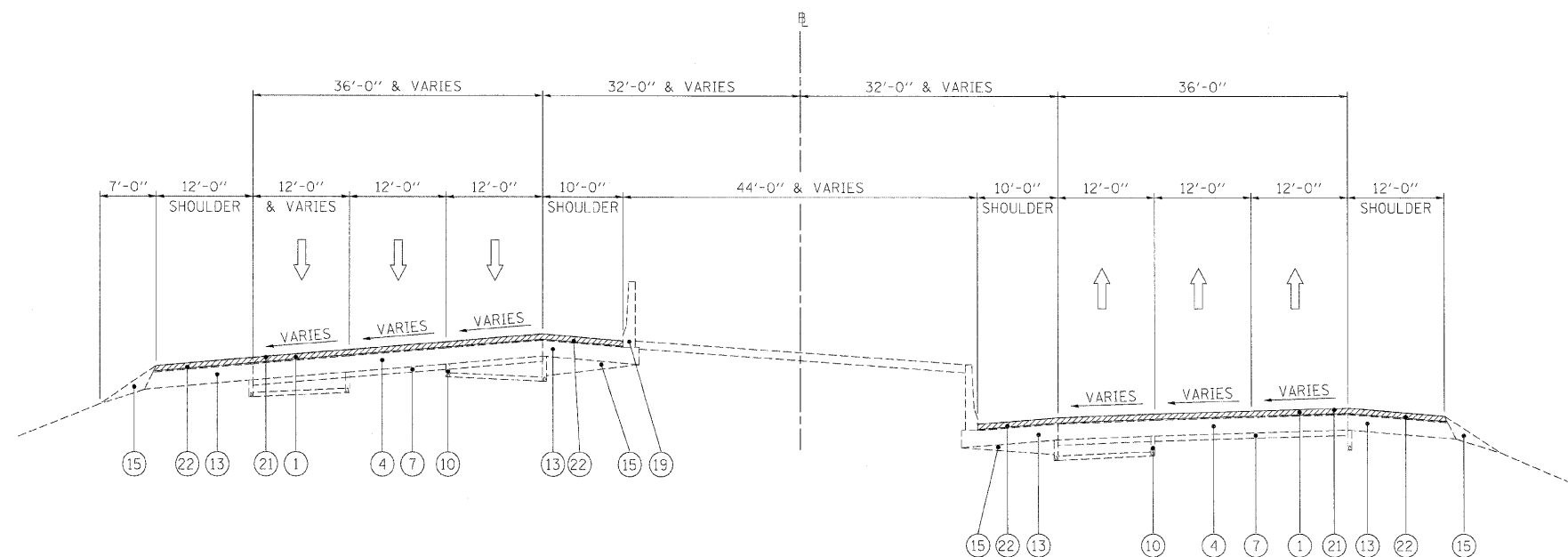
benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS I-355 MAINLINE

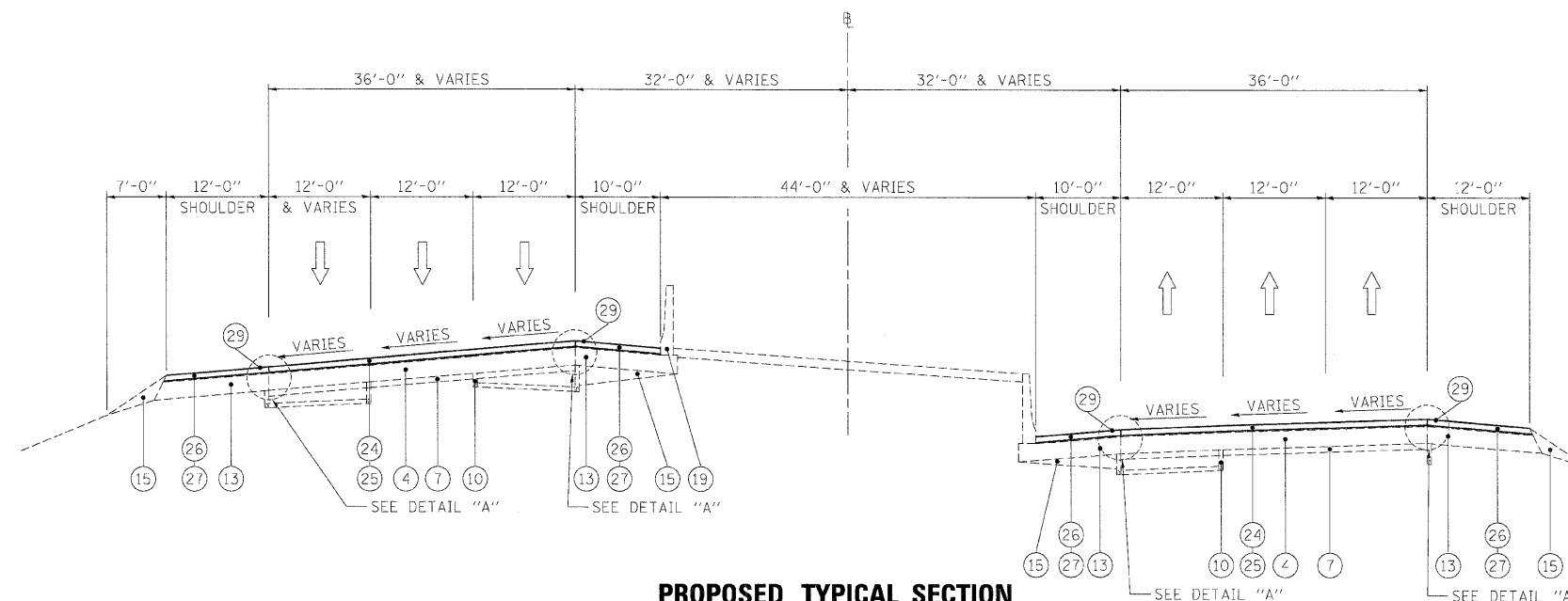
SCALE: N.T.S. SHEET NO. 6 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	224, 1-1, 283RS-7	DUPAGE	546	12
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



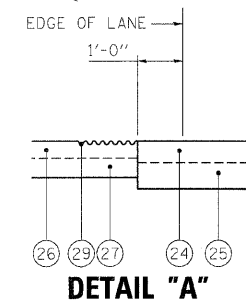
EXISTING TYPICAL SECTION

STA 125+20 TO STA 137+10 (NB & SB FAI 355)



PROPOSED TYPICAL SECTION

STA 125+20 TO STA 137+10 (NB & SB FAI 355)



LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

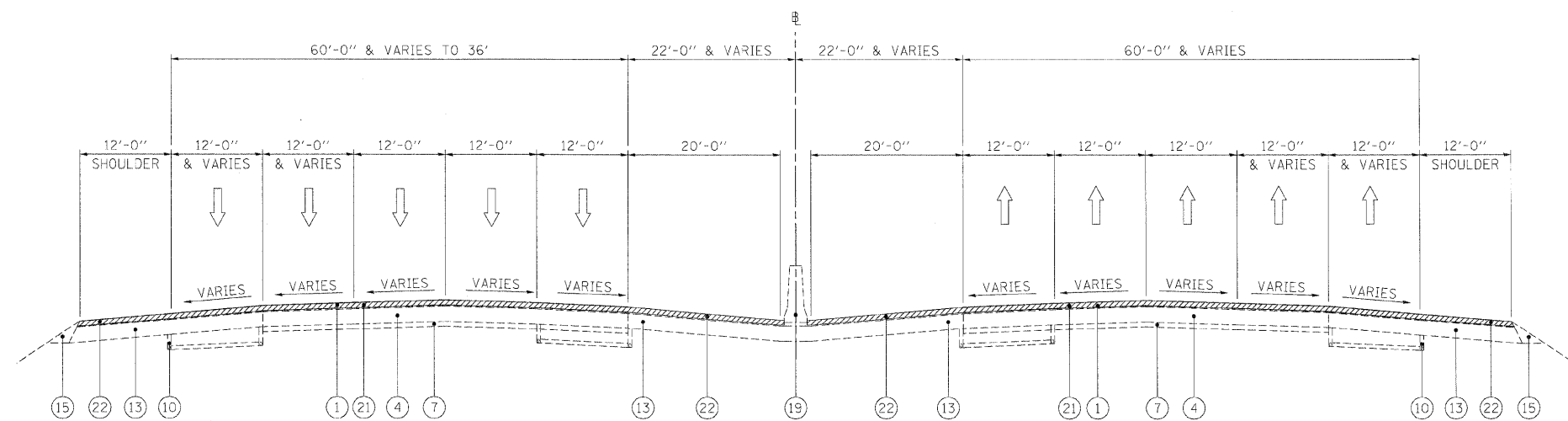
FILE NAME :	DESIGNED - AJP	REVISED -
...\\prpln-abc.c1.355.m1.tyo.07.dgn	DRAWN - TMB	REVISED -
USER NAME : jmajewski	CHECKED - JMM	REVISED -
PLOT DATE : 11/13/2009	DATE - 10/16/09	REVISED -

benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

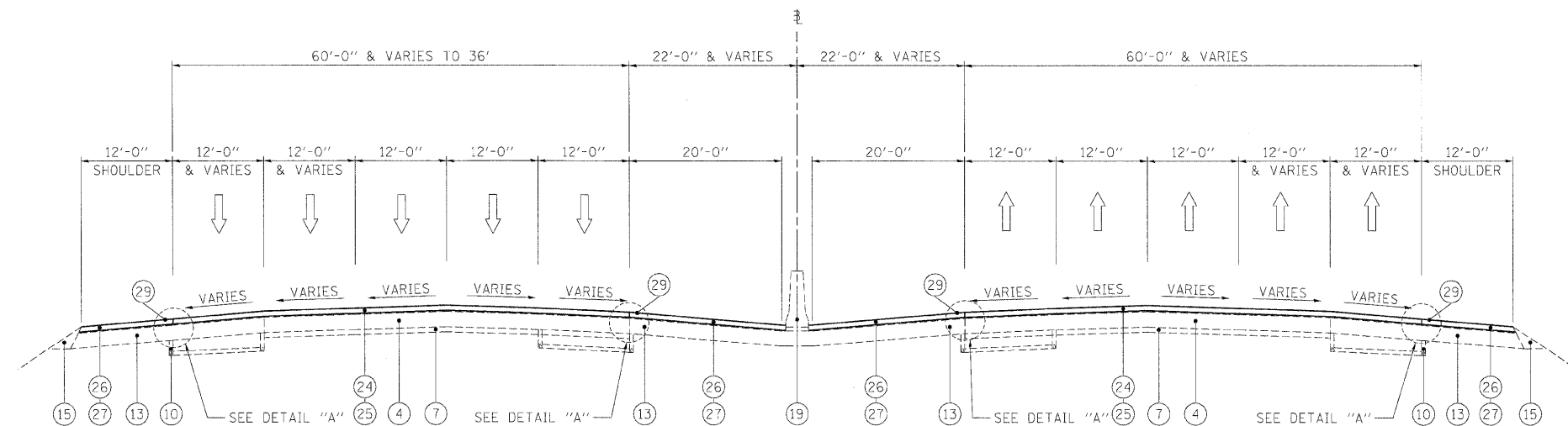
TYPICAL SECTIONS I-355 MAINLINE			
SCALE: N.T.S.	SHEET NO. 7	OF 15 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	13
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



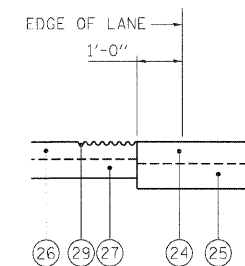
EXISTING TYPICAL SECTION

STA 137+10 TO STA 156+40.34 (FAI 355)
STA 0+00 TO 55+75 (NB FAI 355/290)
STA 0+00 TO 63+80 (SB FAI 355/290)



PROPOSED TYPICAL SECTION

STA 137+10 TO STA 156+40.34 (FAI 355)
STA 0+00 TO 55+75 (NB FAI 355/290)
STA 0+00 TO 63+80 (SB FAI 355/290)



DETAIL "A"

LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, I-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

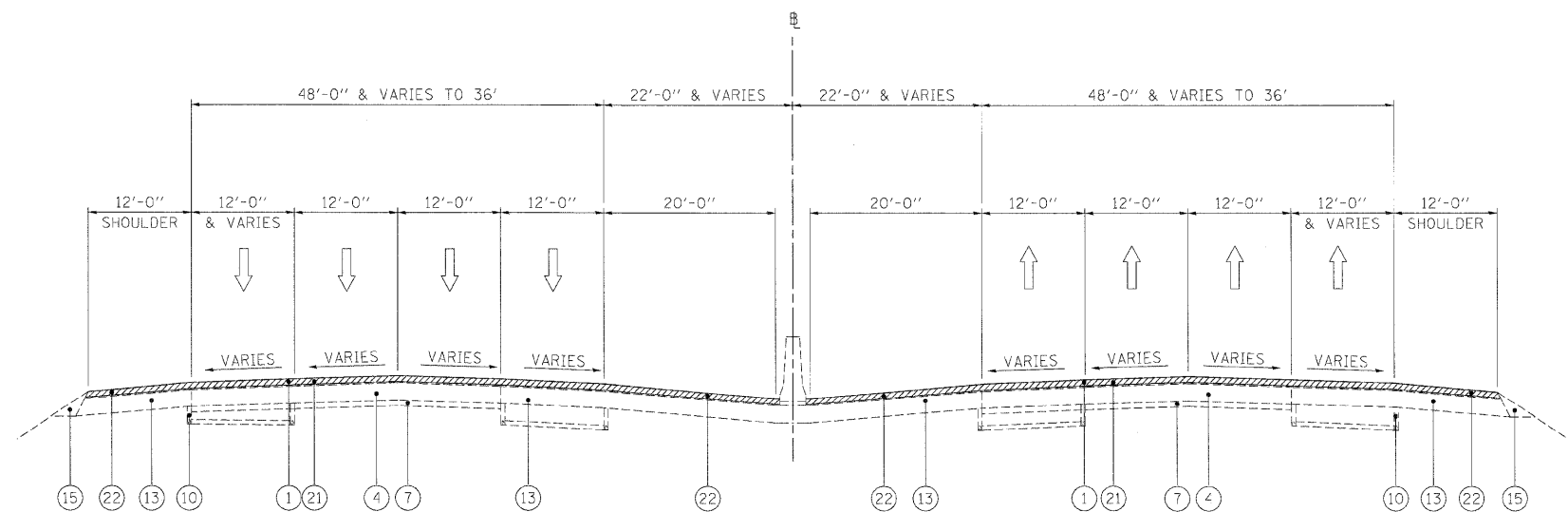
*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

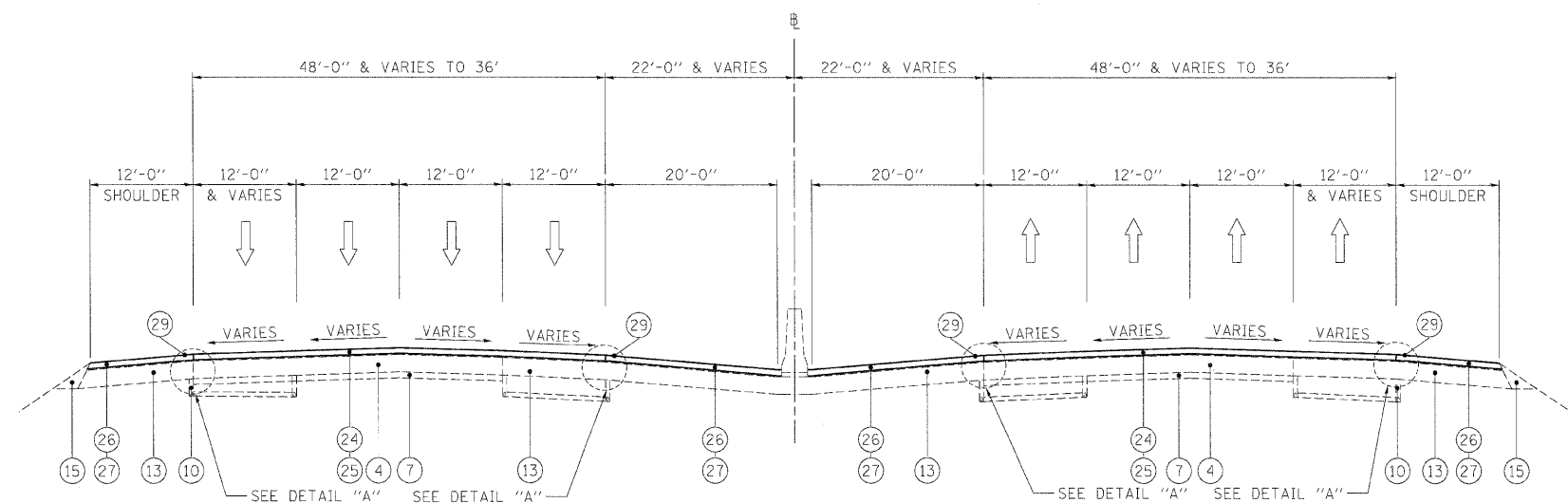
FILE NAME *	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-2901-355 MAINLINE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prph-ABC.C1.355.m1.typ.03.dgn	DRAWN - TMB	REVISED -				*	2201, I-1, 2&3RS-7	DUPAGE	546	14
USER NAME * jma.jowski	CHECKED - JMM	REVISED -				*290,355				CONTRACT NO. 60G51
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCALE: N.T.S. SHEET NO. 8 OF 15 SHEETS STA. TO STA.



EXISTING TYPICAL SECTION

STA 55+75 TO 69+55 (NB FAI 355/290)
STA 63+80 TO 76+10 (SB FAI 355/290)



PROPOSED TYPICAL SECTION

STA 55+75 TO 69+55 (NB FAI 355/290)
STA 63+80 TO 76+10 (SB FAI 355/290)

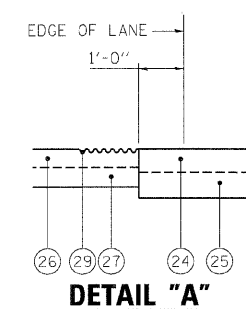
LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

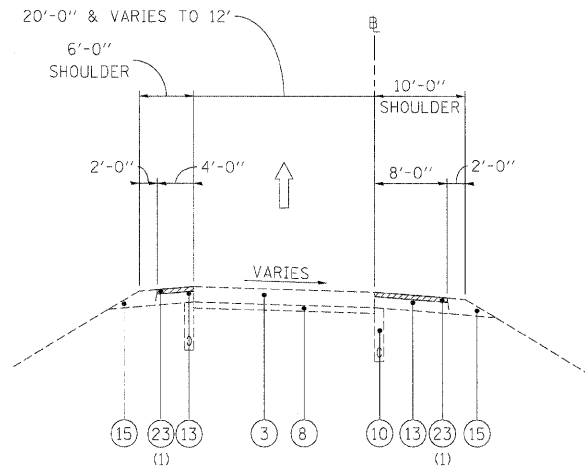
*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

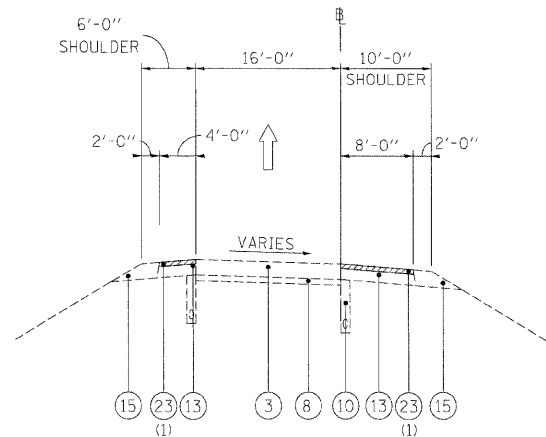


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-2904-355 MAINLINE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\proh.ABC.C1.355.m1.tsp.04.dgn	DRAWN - TMB	REVISED -					*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	15
USER NAME = jmajewski	CHECKED - JMM	REVISED -			SCALE: N.T.S.		*290,355	CONTRACT NO. 60C51			
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			SHEET NO. 9 OF 15 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



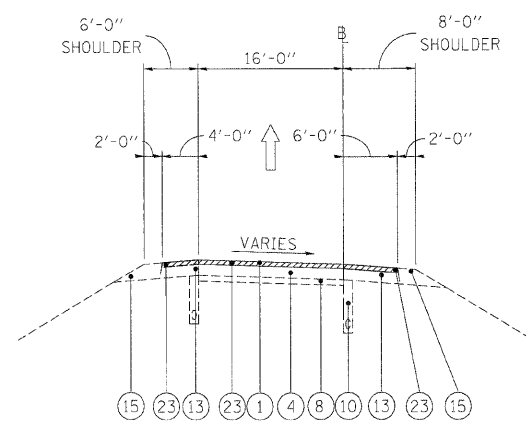
EXISTING TYPICAL SECTION

EB LAKE ST. TO NB FAI 355 ENTRANCE RAMP STA 0+00 TO STA 7+79



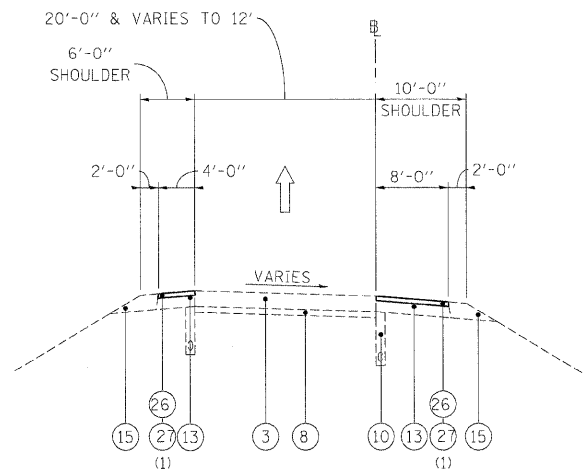
EXISTING TYPICAL SECTION

WB LAKE ST. TO NB FAI 355 ENTRANCE RAMP



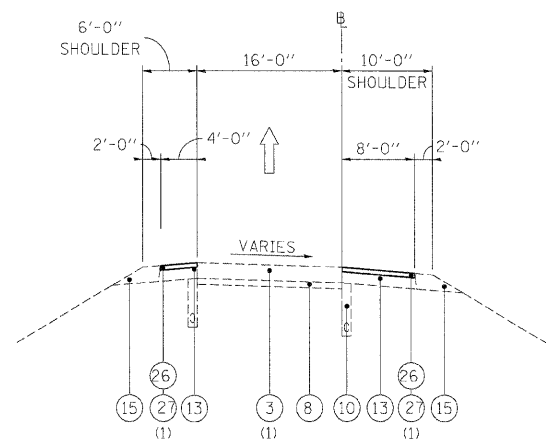
EXISTING TYPICAL SECTION

EB LAKE ST. TO SB FAI 355 ENTRANCE RAMP



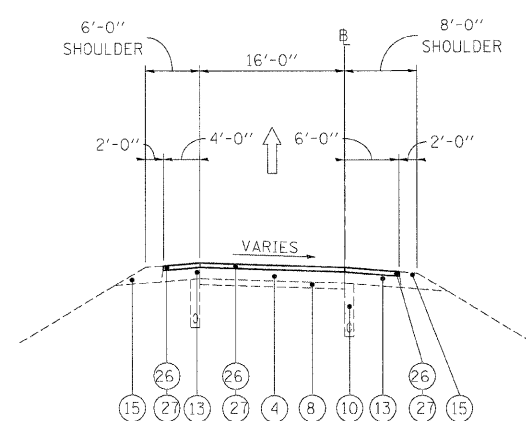
PROPOSED TYPICAL SECTION

EB LAKE ST. TO NB FAI 355 ENTRANCE RAMP STA 0+00 TO STA 7+79



PROPOSED TYPICAL SECTION

WB LAKE ST. TO NB FAI 355 ENTRANCE RAMP



PROPOSED TYPICAL SECTION

EB LAKE ST. TO SB FAI 355 ENTRANCE RAMP

LEGEND

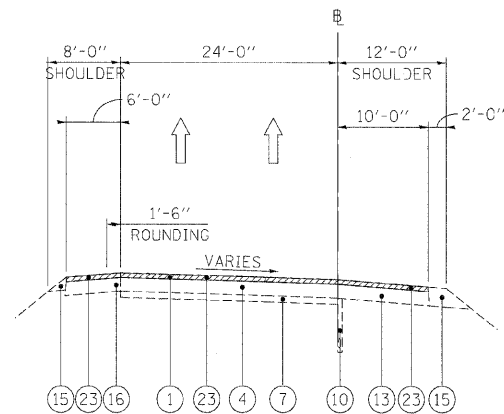
- ① EXISTING HMA OVERLAY, VARIES
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

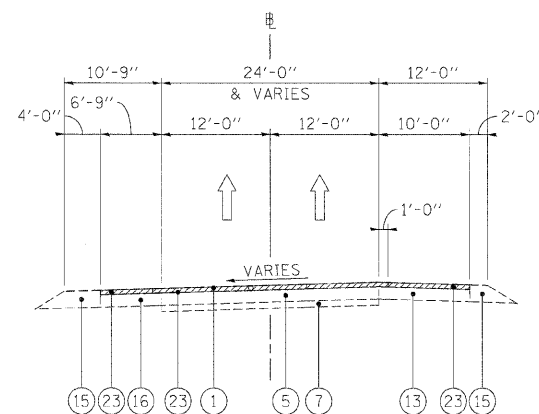
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-355 RAMPS	F.A.I. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\pplc-abc-cl-298-ramp-tp-05.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	15A	
USER NAME = jmajewski	CHECKED - JMM	REVISED -				•290,355					CONTRACT NO. 60651
PLCT DATE = 11/13/2009	DATE - 10/16/09	REVISED -									
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE: N.T.S.		SHEET NO. 5 OF 6 SHEETS		STA.	TO STA.						



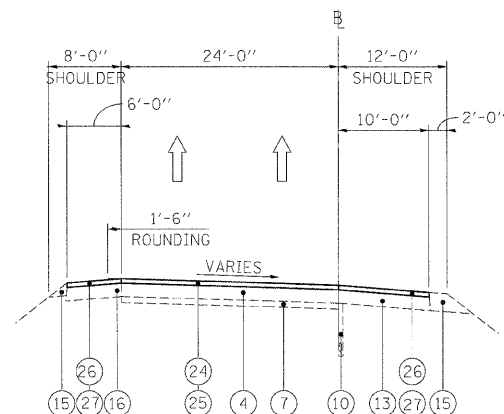
EXISTING TYPICAL SECTION

NB FAI 355 TO EB FAI 290 STA 1+64 TO STA 14+60



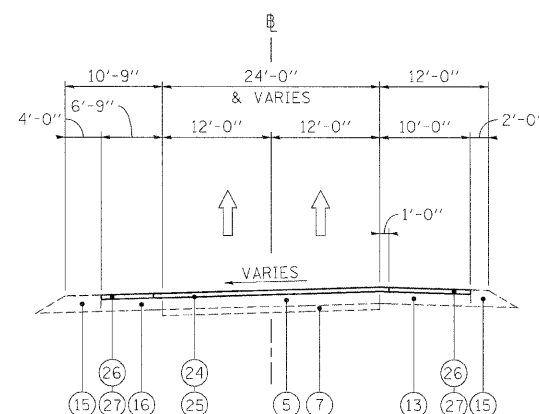
EXISTING TYPICAL SECTION

WB FAI 290 TO SB FAI 355 RAMP STA 7+64 TO STA 18+26



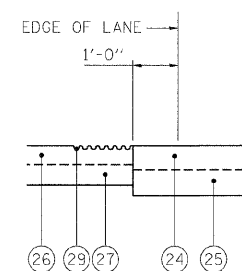
PROPOSED TYPICAL SECTION

NB FAI 355 TO EB FAI 290 STA 1+64 TO STA 14+60



PROPOSED TYPICAL SECTION

WB FAI 290 TO SB FAI 355 RAMP STA 7+64 TO STA 18+26



DETAIL "A"

LEGEND

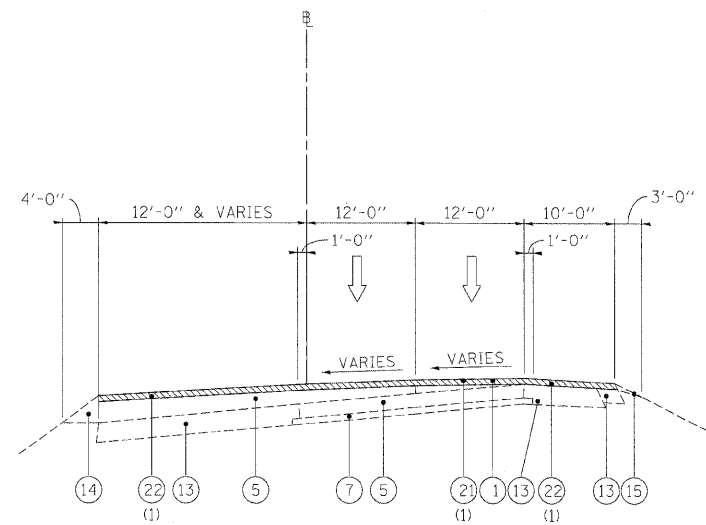
- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

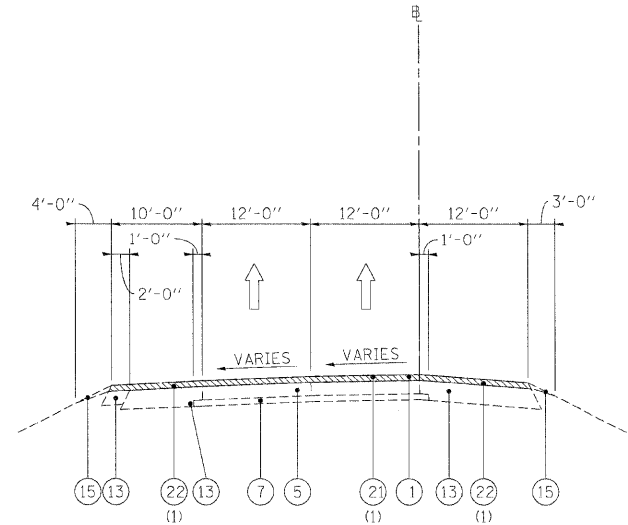
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-290 RAMPS	SCALE: N.T.S.	SHEET NO. 10 OF 15 SHEETS	STA. TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\pp1n-ABC-01-290-ramp.typ.06.dgn	DRAWN - TMB	REVISED -							*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	16
USER NAME = jnajewski	CHECKED - JMM	REVISED -							*290,355				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



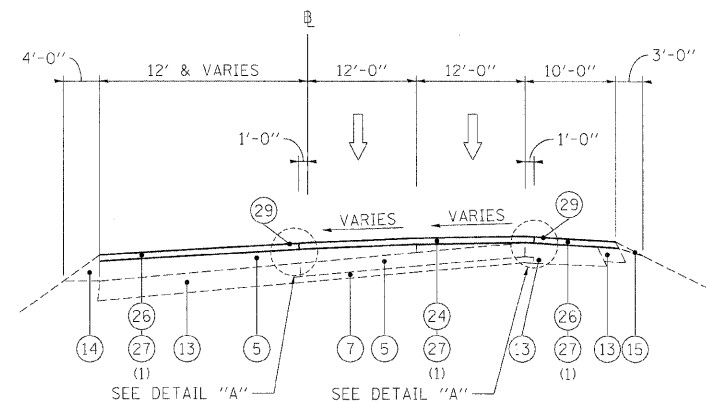
EXISTING TYPICAL SECTION

FAI 290/355 NB TO FAI 290 WB STA 0+00 TO 31+78



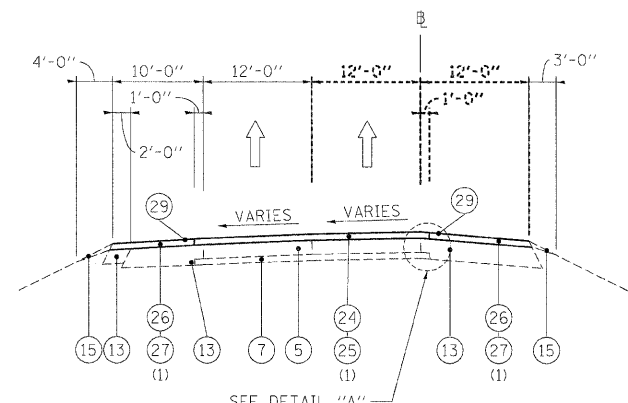
EXISTING TYPICAL SECTION

FAI 290/355 SB TO FAI 290 EB STA 0+00 TO 53+38



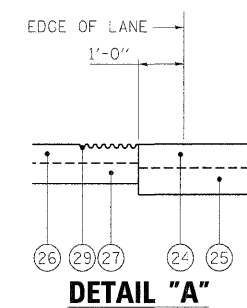
PROPOSED TYPICAL SECTION

FAI 290/355 NB TO FAI 290 WB STA 0+00 TO 31+78



PROPOSED TYPICAL SECTION

FAI 290/355 SB TO FAI 290 EB STA 0+00 TO 53+38



LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -
...\\prpln_abc_01_355.ml_typ_32.dgn	DRAWN - TMB	REVISED -
USER NAME = jmojewski	CHECKED - JMM	REVISED -
PLT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

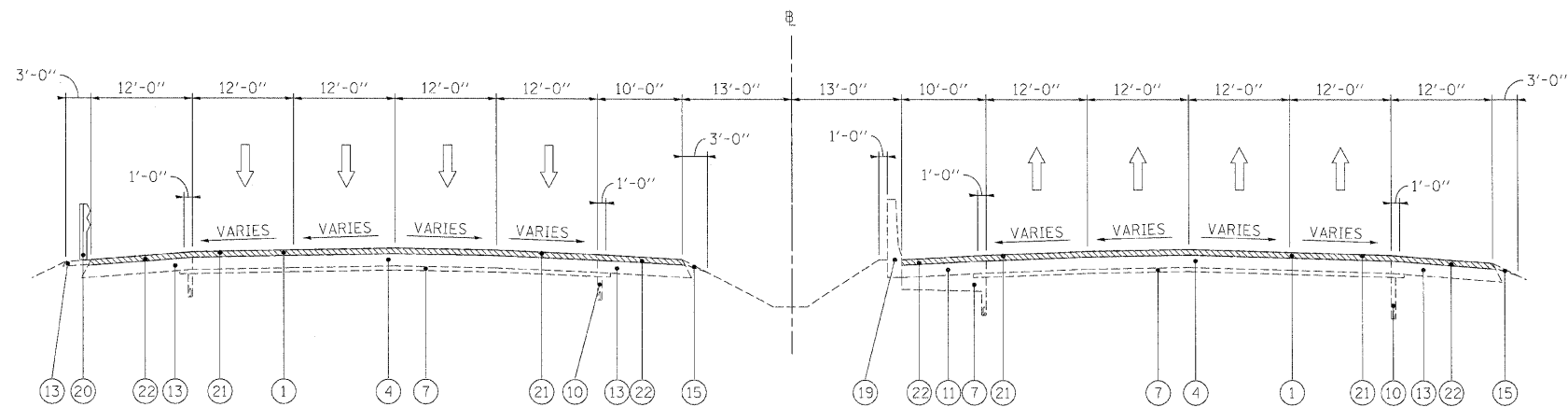
benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
I-290 MAINLINE**

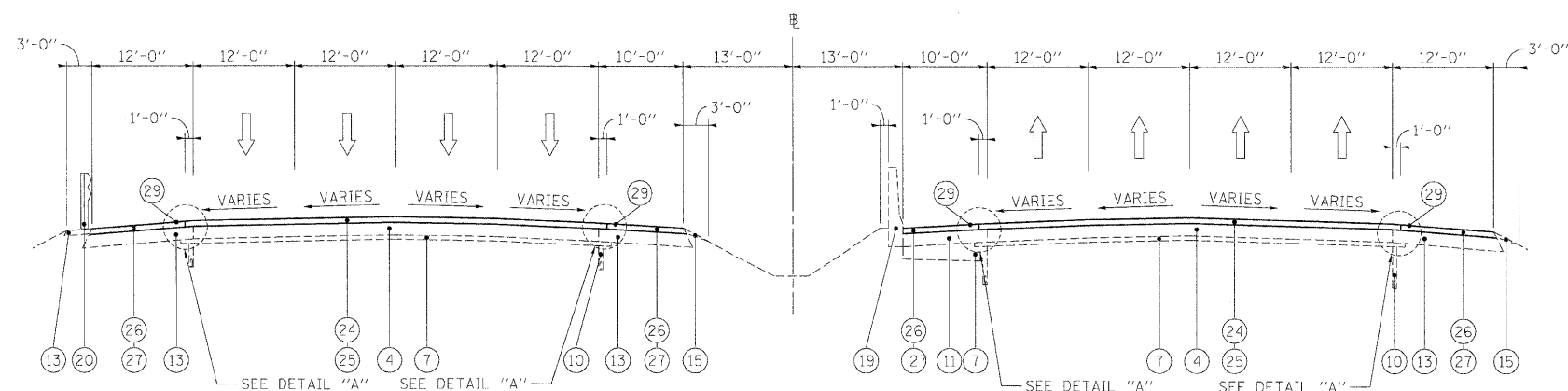
SCALE: N.T.S. SHEET NO. 11 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1), 1-1, 2&3RS-7	DUPAGE	546	17
•290,355		CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



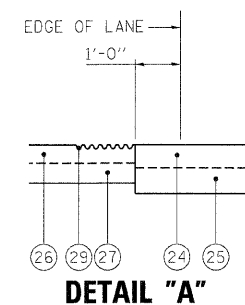
EXISTING TYPICAL SECTION

STA 14+50 TO STA 48+00 (EB)
STA 20+30 TO STA 48+00 (WB)



PROPOSED TYPICAL SECTION

STA 14+50 TO STA 48+00 (EB)
STA 20+30 TO STA 48+00 (WB)



LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

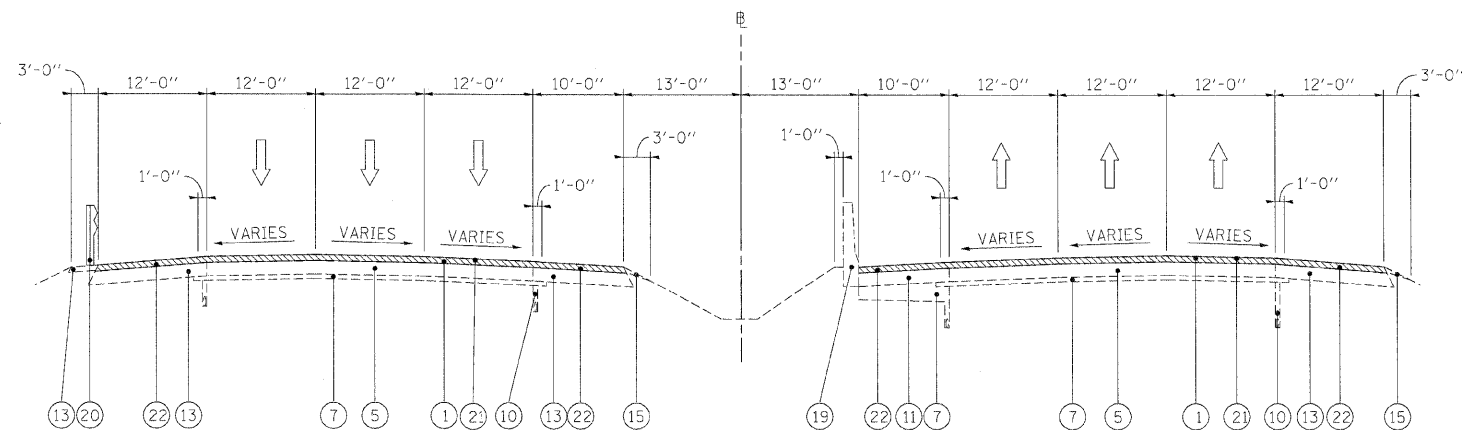
*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

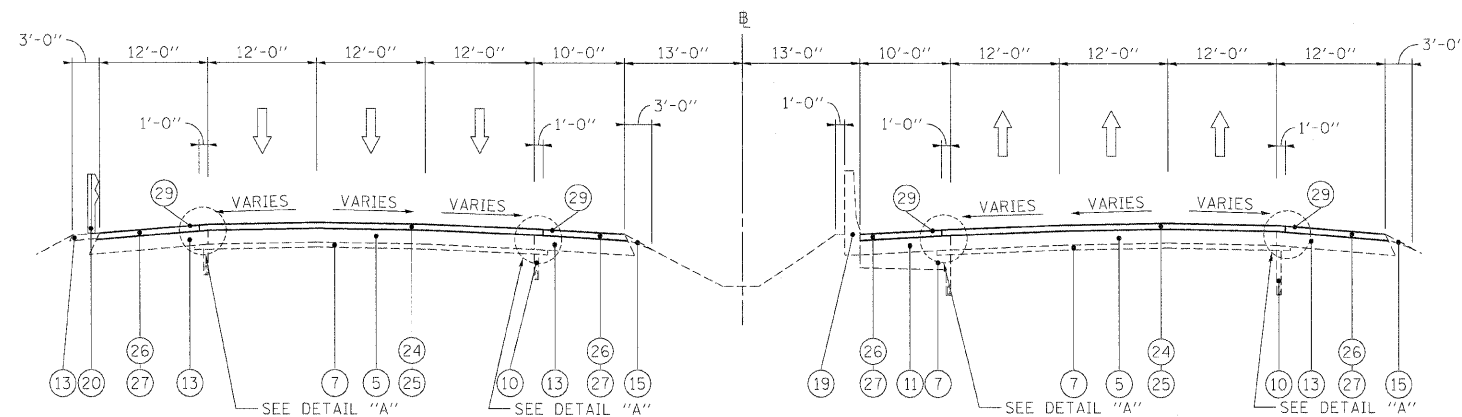
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-290 MAINLINE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
...\\prpln-ABC-C1.355.n1.typ.28.dgn	DRAWN - TMB	REVISED -					*	2201, 1-1, 2&3IRS-7	DUPAGE	546 18
USER NAME = jmajewski	CHECKED - JMM	REVISED -					*290,355		CONTRACT NO. 60651	
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

SCALE: N.T.S. SHEET NO. 12 OF 15 SHEETS STA. TO STA.



EXISTING TYPICAL SECTION

STA 48+00 TO STA 115+40
 STA 148+20 TO STA 156+60
 STA 200+50 TO STA 221+35 (EB)
 STA 200+50 TO STA 221+85 (WB)



PROPOSED TYPICAL SECTION

STA 48+00 TO STA 115+40
 STA 148+20 TO STA 156+60
 STA 200+50 TO STA 221+35 (EB)
 STA 200+50 TO STA 221+85 (WB)

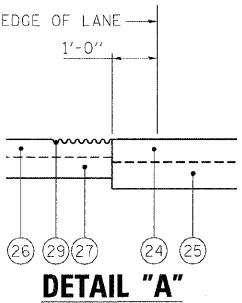
LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

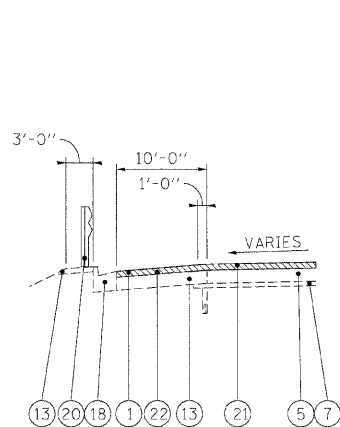
*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

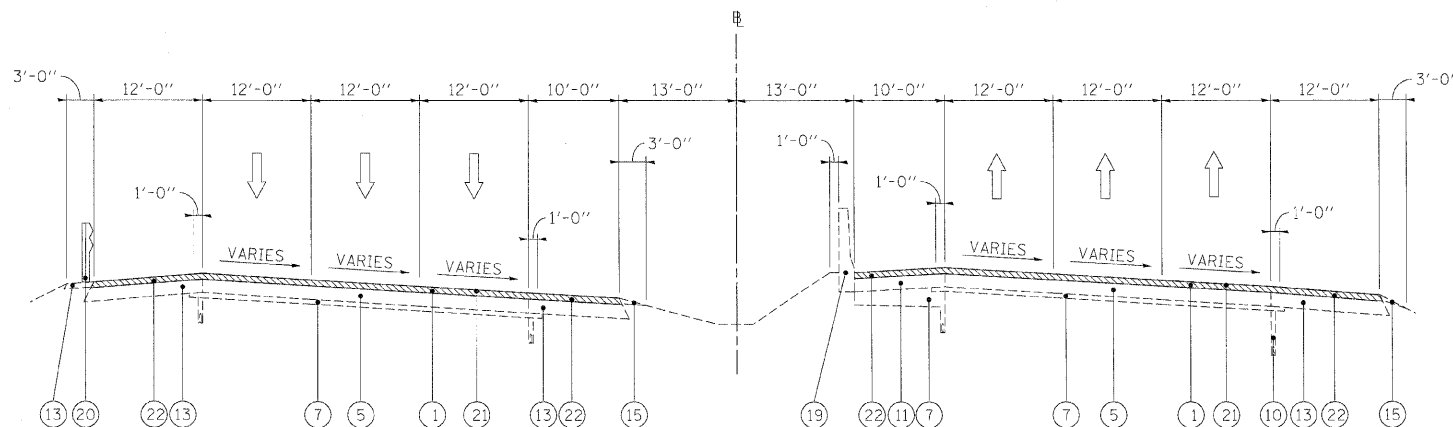


FILE NAME =	DESIGNED - AJP	REVISED -	benesch STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-290 MAINLINE SCALE: N.T.S. SHEET NO. 13 OF 15 SHEETS STA. TO STA.		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\ppln-abc-c1.355.m1.typ.27.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	19
USER NAME = jma.jewaki	CHECKED - JMM	REVISED -				*290,355				CONTRACT NO. 60651
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



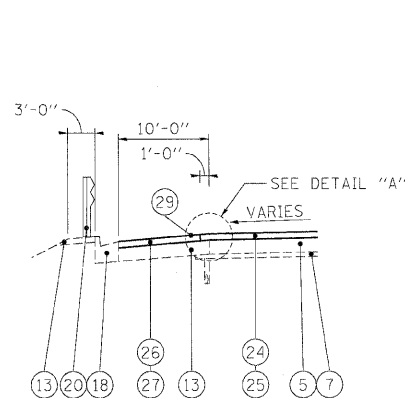
EXISTING TYPICAL SECTION

STA 123+45 TO STA 129+80 (EB)
STA 122+45 TO STA 130+60 (WB)



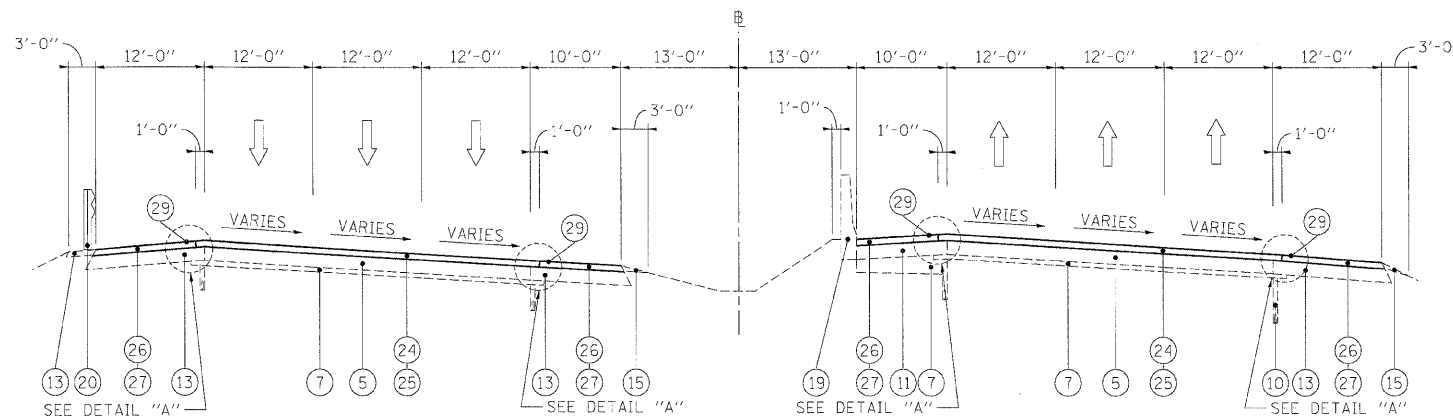
EXISTING TYPICAL SECTION

STA 115+40 TO STA 148+20
STA 156+60 TO STA 200+50



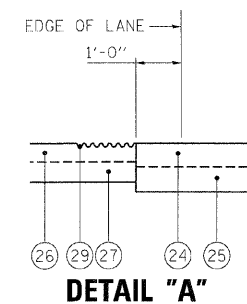
PROPOSED TYPICAL SECTION

STA 123+45 TO STA 129+80 (EB)
STA 122+45 TO STA 130+60 (WB)



PROPOSED TYPICAL SECTION

STA 115+40 TO STA 148+20
STA 156+60 TO STA 200+50



LEGEND

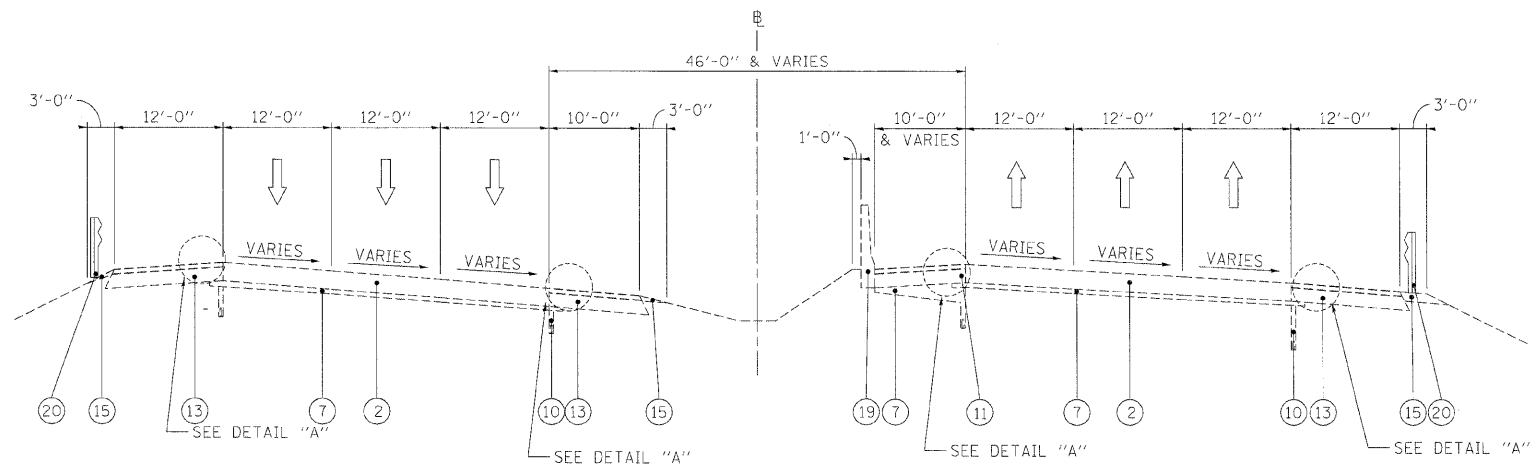
- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

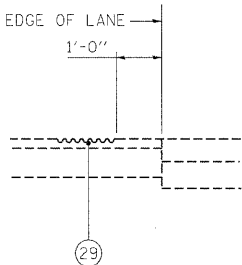
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-290 MAINLINE	SCALE: N.T.S.	SHEET NO. 14 OF 15 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\proh_abc.c1.385.m1.typ.38.dgn	DRAWN - TMB	REVISED -								*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	20
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355				
PLDT DATE = 11/13/2009	DATE = 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60G51	



EXISTING TYPICAL SECTION

STA 221+35 TO STA 267+40 (EB)
STA 221+85 TO STA 267+40 (WB)



DETAIL "A"

LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

- 1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
- 2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
- 3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
- 4. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I-290 MAINLINE	SCALE: N.T.S.	SHEET NO. 15 OF 15 SHEETS	STA. TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...prphn_ABC_01_355.mlt.tsp.26.dgn	DRAWN - TMB	REVISED -							*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	21
USER NAME = jmajowski	CHECKED - JMM	REVISED -							*290,355				
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60G51	

CONTRACT 60G51
RESURFACING SCHEDULE

LOCATION					POLYMERIZED HMA SURFACE COURSE, SMA, N80	POLYMERIZED HMA BINDER COURSE, SMA, N80	HMA SURFACE COURSE, MIX D, N70	HMA BINDER COURSE, IL-19.0, N70	HMA SURFACE REMOVAL, 3 1/4"	HMA SURFACE REMOVAL, 3 3/4"	HMA SURFACE REMOVAL, 4"
ALIGNMENT	DIRECTION	DESCRIPTION	STATION	STATION	(TON)	(TON)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)
290	EB	MAINLINE	3+05	13+78	434	360			3,211		
290	EB	OUTSIDE SHLDR	3+26	13+79					1,370		
290	WB	INSIDE SHLDR	8+99	120+62			1,055	1,582			
290	WB	INSIDE SHLDR	8+99	20+30					1,413		
290	WB	RAMP SHLDR	9+44	20+32			108	163	1,290		
290	EB	INSIDE SHLDR	9+50	13+78					467		
290	EB	INSIDE SHLDR	9+51	120+79			1,038	1,557			
355/290	WB	RAMP	9+57	20+31	412	342				3,051	
290	WB	RAMP SHLDR	9+59	20+31			49	74	585		
290	EB	INSIDE SHLDR	13+78	120+79						11,893	
290	EB	MAINLINE	13+78	120+85	6,839	5,674					50,660
290	EB	OUTSIDE SHLDR	13+80	121+11			1,102	1,653		13,117	
355	NB	RAMP SHLDR	17+85	21+88			109	164	1,300		
355	NB	RAMP	17+85	21+88			168	252	1,998		
355	NB	RAMP SHLDR	17+94	21+74			86	130	1,029		
290	WB	INSIDE SHLDR	20+30	120+62						11,145	
290	WB	MAINLINE	20+31	120+57	6,448	5,350					47,764
355	NB	OUTSIDE SHLDR	20+31	55+74			1,049	1,574	12,491		
290	WB	OUTSIDE SHLDR	20+32	120+33			1,027	1,541		12,227	
355	NB	RAMP SHLDR	22+57	31+36			67	101	800		
355	NB	RAMP SHLDR	22+69	31+31			63	95	754		
355	NB	OUTSIDE SHLDR	24+27	30+00			68	103		815	
355	NB	INSIDE SHLDR	24+48	30+00			87	130		1,035	
355	SB	INSIDE SHLDR	24+49	30+00			118	177		1,405	
355	SB	RAMP SHLDR	25+35	35+62			81	122	967		
355	SB	RAMP SHLDR	25+41	35+71			110	165	1,312		
355	SB	OUTSIDE SHLDR	28+54	30+00			15	23		182	
355	NB	OUTSIDE SHLDR	30+00	32+52			28	42		333	
355	SB	OUTSIDE SHLDR	30+00	37+60			71	106		844	
355	NB	INSIDE SHLDR	30+00	69+94			394	591		4,689	
355	SB	INSIDE SHLDR	30+00	69+95			410	615		4,883	
355	SB	MAINLINE	30+00	94+10	4,886	4,053					36,189
355	NB	MAINLINE	30+00	94+24	5,039	4,181					37,329
355	NB	RAMP SHLDR	31+31	32+52			6	9		68	
355	SB	RAMP SHLDR	31+36	32+57			11	16		130	
355	NB	OUTSIDE SHLDR	32+57	76+85			332	499		3,957	
355	SB	RAMP SHLDR	35+58	37+61			17	26		210	
355	SB	OUTSIDE SHLDR	35+71	86+54			464	697		5,530	
355	CENTER	INSIDE SHLDR	54+96	55+28			15	22		175	
355	SB	OUTSIDE SHLDR	63+80	75+56			99	148		1,176	
355	NB	INSIDE SHLDR	69+94	88+00			167	251		1,993	
355	SB	INSIDE SHLDR	69+95	88+00			187	280		2,221	
355	NB	OUTSIDE SHLDR	76+85	82+95			44	66	523		
355	NB	RAMP SHLDR	82+95	85+73			20	30	239		
355	NB	RAMP SHLDR	82+97	91+94			45	67	533		
355	NB	OUTSIDE SHLDR	83+00	91+17			98	147		1,165	
355	SB	RAMP SHLDR	86+54	93+28			56	84	663		
355	SB	RAMP	86+54	93+37			126	189	1,501		
355	SB	RAMP SHLDR	86+55	93+40			49	73	578		
355	SB	OUTSIDE SHLDR	86+56	94+03			71	107		851	
355	NB	INSIDE SHLDR	88+00	94+22			57	86		681	
355	SB	INSIDE SHLDR	88+00	94+12			63	95		753	
355	NB	RAMP SHLDR	91+19	94+00			45	67	532		
355	NB	RAMP SHLDR	91+29	93+88			33	50	396		
355	NB	RAMP SHLDR	91+29	94+37			25	37		295	
355		RAMP	94+98	95+50			24	37	291		
355	NB	INSIDE SHLDR	96+65	104+94			77	115		913	
355	NB	MAINLINE	96+65	104+85	685	568					5,072
355	NB	OUTSIDE SHLDR	96+70	101+83			43	64		510	
355	SB	INSIDE SHLDR	96+95	105+32			87	130		1,030	
355	SB	OUTSIDE SHLDR	96+96	105+87			89	134		1,064	
355	SB	MAINLINE	96+96	105+41	594	493					4,402
355		RAMP	97+54	97+60			36	55	433		
355	NB	RAMP SHLDR	97+58	101+85			26	39	312		
355	NB	RAMP SHLDR	97+66	100+60			19	28	225		
355	NB	OUTSIDE SHLDR	106+87	122+09			131	196		1,557	
355	NB	MAINLINE	107+42	69+54	10,429	8,652					77,252
355	NB	INSIDE SHLDR	107+51	135+00			258	386		3,066	
355	SB	INSIDE SHLDR	107+94	134+99			285	428		3,394	
355	SB	MAINLINE	108+03	76+11	10,248	8,502					75,914
355	SB	OUTSIDE SHLDR	108+47	116+45			82	123		973	
355	SB	OUTSIDE SHLDR	116+48	127+25			99	149		1,180	
355/290	EB	RAMP SHLDR	122+09	13+80			121	182	1,441		
355/290	EB	RAMP	122+18	13+80	514	426				3,806	
355/290	EB	RAMP SHLDR	122+18	13+79			78	117	929		

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...prpin-ABC.Cl.sch.01.dgn	DRAWN - TMB	REVISED -								*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	22
USER NAME = tblank	CHECKED - JMM	REVISED -			#290,355					CONTRACT NO. 60G51				
PLOT DATE = 11/16/2009	DATE - 10/16/09	REVISED -			SCALE: N.T.S.	SHEET NO. 1 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT					

CONTRACT 60G51
RESURFACING SCHEDULE

LOCATION					POLYMERIZED HMA SURFACE COURSE, SMA, N80	POLYMERIZED HMA BINDER COURSE, SMA, N80	HMA SURFACE COURSE, MIX D, N70	HMA BINDER COURSE, IL-19.0, N70	HMA SURFACE REMOVAL, 3 1/4"	HMA SURFACE REMOVAL, 3 3/4"	HMA SURFACE REMOVAL, 4"
ALIGNMENT	DIRECTION	DESCRIPTION	STATION	STATION	(TON)	(TON)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)
355	NB	OUTSIDE SHLDR	122+22	141+36			243	365		2,899	
290	WB	OUTSIDE SHLDR	122+31	172+38			515	773		8,136	
290	WB	MAINLINE	122+58	172+38	2,850	2,364					21,111
290	WB	INSIDE SHLDR	122+64	172+38			463	694		5,507	
290	EB	INSIDE SHLDR	122+82	172+58			464	696		5,522	
290	EB	MAINLINE	122+89	172+58	2,822	2,341					20,901
290	EB	OUTSIDE SHLDR	123+16	172+58			506	759		6,025	
355	SB	OUTSIDE SHLDR	127+31	7+09			363	545		4,327	
355	SB	INSIDE SHLDR	135+00	69+54			1,652	2,478		19,668	
355	NB	INSIDE SHLDR	135+00	69+54			1,884	2,827		22,434	
355	NB	INSIDE SHLDR	136+27	141+36			58	87	692		
355	SB	INSIDE SHLDR	138+17	7+09			235	352	2,793		
355	SB	MAINLINE	138+20	7+09	991	822			7,338		
355	SB	OUTSIDE SHLDR	138+31	63+77			844	1,267	10,054		
355	NB	MAINLINE	141+38	20+31	973	807			7,204		
290	WB	OUTSIDE SHLDR	176+45	193+66			155	232		1,845	
290	WB	MAINLINE	176+45	203+96	1,920	1,593					14,220
290	WB	INSIDE SHLDR	176+45	203+97			251	377		2,991	
290	EB	OUTSIDE SHLDR	176+58	195+89			201	302		2,398	
290	EB	INSIDE SHLDR	176+58	204+02			257	385		3,058	
290	EB	MAINLINE	176+58	204+03	1,831	1,519					13,562
290	WB	OUTSIDE SHLDR	193+70	200+19			74	111		882	
290	EB	OUTSIDE SHLDR	195+89	201+71			61	91		721	
290	WB	OUTSIDE SHLDR	200+20	203+73			23	34		273	
290	EB	OUTSIDE SHLDR	201+76	203+95			14	21		170	
290	WB	OUTSIDE SHLDR	206+81	209+28			19	28		222	
290	WB	MAINLINE	206+91	221+84	1,160	962					8,590
290	WB	INSIDE SHLDR	206+92	221+84			167	250		1,984	
290	EB	INSIDE SHLDR	206+97	221+34			119	178		1,412	
290	EB	MAINLINE	206+99	221+34	1,103	915					8,168
290	EB	OUTSIDE SHLDR	207+08	210+84			23	35		277	
290	WB	OUTSIDE SHLDR	209+34	214+74			55	83		660	
290	EB	OUTSIDE SHLDR	210+90	216+29			63	95		752	
290	WB	OUTSIDE SHLDR	214+77	221+84			73	109		864	
290	EB	OUTSIDE SHLDR	216+34	221+36			42	63		503	
TOTAL					60,176	49,923	19,729	29,597	65,662	193,845	421,135

CONTRACT 60G51
RUMBLE STRIP SCHEDULE

I-290/I-355 WESTBOUND - INSIDE SHOULDER				
	STATION TO STATION		RUMBLE STRIP LENGTH	SHOULDER SURFACE TYPE
	START	END	FOOT	
I-290	20+31	120+56	10,027	HMA
I-290	122+56	172+38	4,986	HMA
I-290	176+45	203+94	2,735	HMA
I-290	206+91	221+85	1,494	HMA
I-290	221+85	267+40	4,555	HMA
I-355	30+00	94+08	6,433	HMA
I-355	96+96	105+44	849	HMA
I-355	108+06	69+54	11,765	HMA
I-355	69+54	76+11	657	CONCRETE
TOTAL			43,501	

CONTRACT 60G51
RUMBLE STRIP SCHEDULE

I-290/I-355 WESTBOUND - OUTSIDE SHOULDER				
	STATION TO STATION		RUMBLE STRIP LENGTH	SHOULDER SURFACE TYPE
	START	END	FOOT	
I-290	30+96	120+34	8,941	HMA
I-290	122+33	172+38	5,014	HMA
I-290	176+45	190+16	1,352	HMA
I-290	193+70	200+19	641	HMA
I-290	201+71	203+87	216	HMA
I-290	209+34	214+74	540	HMA
I-290	219+62	221+85	222	HMA
I-290	221+85	267+40	4,555	HMA
I-355	30+00	37+59	759	HMA
I-355	86+56	94+00	763	HMA
I-355	96+97	105+85	891	HMA
I-355	116+47	126+55	989	HMA
I-355	133+60	7+09	2,988	HMA
I-355	20+23	58+54	3,821	HMA
I-355	63+81	72+48	867	HMA
TOTAL			32,559	

CONTRACT 60G51
RUMBLE STRIP SCHEDULE

I-290/I-355 EASTBOUND - INSIDE SHOULDER				
	STATION TO STATION		RUMBLE STRIP LENGTH	SHOULDER SURFACE TYPE
	START	END	FOOT	
I-290	13+78	120+86	10,706	HMA
I-290	122+91	172+58	4,964	HMA
I-290	176+58	204+04	2,759	HMA
I-290	206+99	221+35	1,435	HMA
I-290	221+35	267+40	4,605	CONCRETE
I-355	30+00	94+24	6,402	HMA
I-355	96+65	104+84	817	HMA
I-355	107+40	69+54	11,885	HMA
TOTAL			43,573	

CONTRACT 60G51
RUMBLE STRIP SCHEDULE

I-290/I-355 EASTBOUND - OUTSIDE SHOULDER				
	STATION TO STATION		RUMBLE STRIP LENGTH	SHOULDER SURFACE TYPE
	START	END	FOOT	
I-290	25+11	121+05	9,591	HMA
I-290	123+16	172+53	4,935	HMA
I-290	176+58	189+46	1,305	HMA
I-290	195+89	201+71	589	HMA
I-290	207+08	208+54	147	HMA
I-290	210+90	216+29	538	HMA
I-290	218+87	221+35	249	HMA
I-290	221+35	267+40	4,605	HMA
I-355	30+00	32+52	252	HMA
I-355	83+00	91+17	798	HMA
I-355	96+70	101+83	511	HMA
I-355	106+89	120+54	1,387	HMA
I-355	122+22	141+36	1,946	HMA
I-355	148+47	50+57	5,852	HMA
I-355	55+76	66+97	1,121	CONCRETE
TOTAL			33,826	

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prp\In_ABC_C1.sch.02.dgn	DRAWN - TMB	REVISED -						*	221, 1-1, 2&3/RS-7	DUPAGE	546	23
USER NAME = tblank	CHECKED - JMM	REVISED -			SCALE: N.T.S.			*290,355	CONTRACT NO. 60G51			
PLOT DATE = 11/16/2009	DATE - 10/16/09	REVISED -			SHEET NO. 2 OF 4 SHEETS STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CONTRACT 60G51
BARRIER, GUARD RAIL, & CURB SCHEDULE

LOCATION				STEEL PLATE BEAM GUARD RAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	STEEL PLATE BEAM GUARDRAIL, TYPE B	CONCRETE BARRIER REMOVAL AND REPLACEMENT, SINGLE FACE	CONCRETE BARRIER REMOVAL AND REPLACEMENT, DOUBLE FACE	COMBINATION CURB AND GUTTER REMOVAL
ALIGNMENT	DIRECTION	SIDE	STATION	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
355		Center	23+50					25	
355	SB	Center	24+80					5	
355	SB	Center	25+00					5	
355	SB	Center	28+20					5	
355	SB	Center	28+50					5	
355		Center	31+20					5	
355	SB	Center	33+40					10	
355	NB	R	34+50	125	125				
355		Center	40+00					5	
355	SB	Center	42+10	50	50				
355	NB	R	70+50	12.5		12.5			
355		Center	9+90					15	
355	NB	R	92+00	25	25				
355	NB	R	92+20	25	25				
355	NB	L	93+50	25		25			
355	NB RAMP	R							400
355	SB	Center	109+95					10	
355	SB	Center	110+20					15	
355	NB	Center	133+00					10	
355	NB	Center	133+00					10	
355		Center	153+80					10	
290	WB	Center	30+50	25	25				
290		Center	39+00					25	
290	RAMP	L	43+00	25	25				
290	WB	R	43+20				10		
290		Center	55+90					5	
290		Center	55+91					5	
290		Center	56+00					5	
290		Center	56+80					5	
290		Center	72+00					10	
290	WB	L	80+00	25	25				
290	WB	R	87+90				10		
290	WB	R	120+00				5		
290	EB	R	125+00	25		25			
290	EB	R	127+50	25	25				
290	EB	R	127+50	37.5		37.5			
290	EB	R	128+00	25		25			
290	WB	R	207+10	25	25				
290	EB	Center	208+00					15	
290	EB	Center	208+50					5	
290	WB	R	212+00				65		
290	WB	R	220+70				5		
290	WB	R	221+00				5		
290	WB	Center	225+10	25	25				
290	WB	R	228+00	25	25				
290		Center	229+30					10	
290	WB	Center	231+50	25	25				
290	WB	Center	234+50						
290		Center	247+00					5	
290		Center	286+10					5	
TOTAL				550	425	125	100	230	400

CONTRACT 60G51
TEMPORARY INFORMATION SIGNING - STAGE 1

STATION	LEGEND/DESCRIPTION	PANEL		PANEL
		COVER DIMENSIONS		COVER AREA
		WIDTH (FT)	HEIGHT (FT)	(SQ FT)
94+80	RAMP CLOSED	12.0	3.0	36.0
98+80	LEFT LANE	26.5	3.0	79.5
98+80	RIGHT LANE	11.0	3.0	33.0
110+00	COVER	2.0	2.0	4.0
110+00	RIGHT LANE	16.7	3.0	50.0
117+70	COVER	2.0	2.0	4.0
117+70	COVER	2.0	2.0	4.0
122+00	COVER	2.0	2.0	4.0
122+00	ARROW	2.0	2.0	4.0
12+40	ARROW	2.0	2.0	4.0
181+95	ARROW	14.5	2.5	36.3
28+40	COVER	2.0	2.0	4.0
14+95	COVER	2.0	2.0	4.0
22+50	COVER	2.0	2.0	4.0
32+50	COVER	2.0	2.0	4.0
N/A	290 2010 - REPAIR & - RESURFACING - THORNDALE TO DOWNTOWN - EXPECT DELAYS	17.0	9.0	612.0
N/A	355 2010 - REPAIR & - RESURFACING - ARMY TRAIL TO DOWNTOWN - EXPECT DELAYS	17.0	9.0	153.0
TOTAL				1040.0

CONTRACT 60G51
TEMPORARY INFORMATION SIGNING - STAGE 2

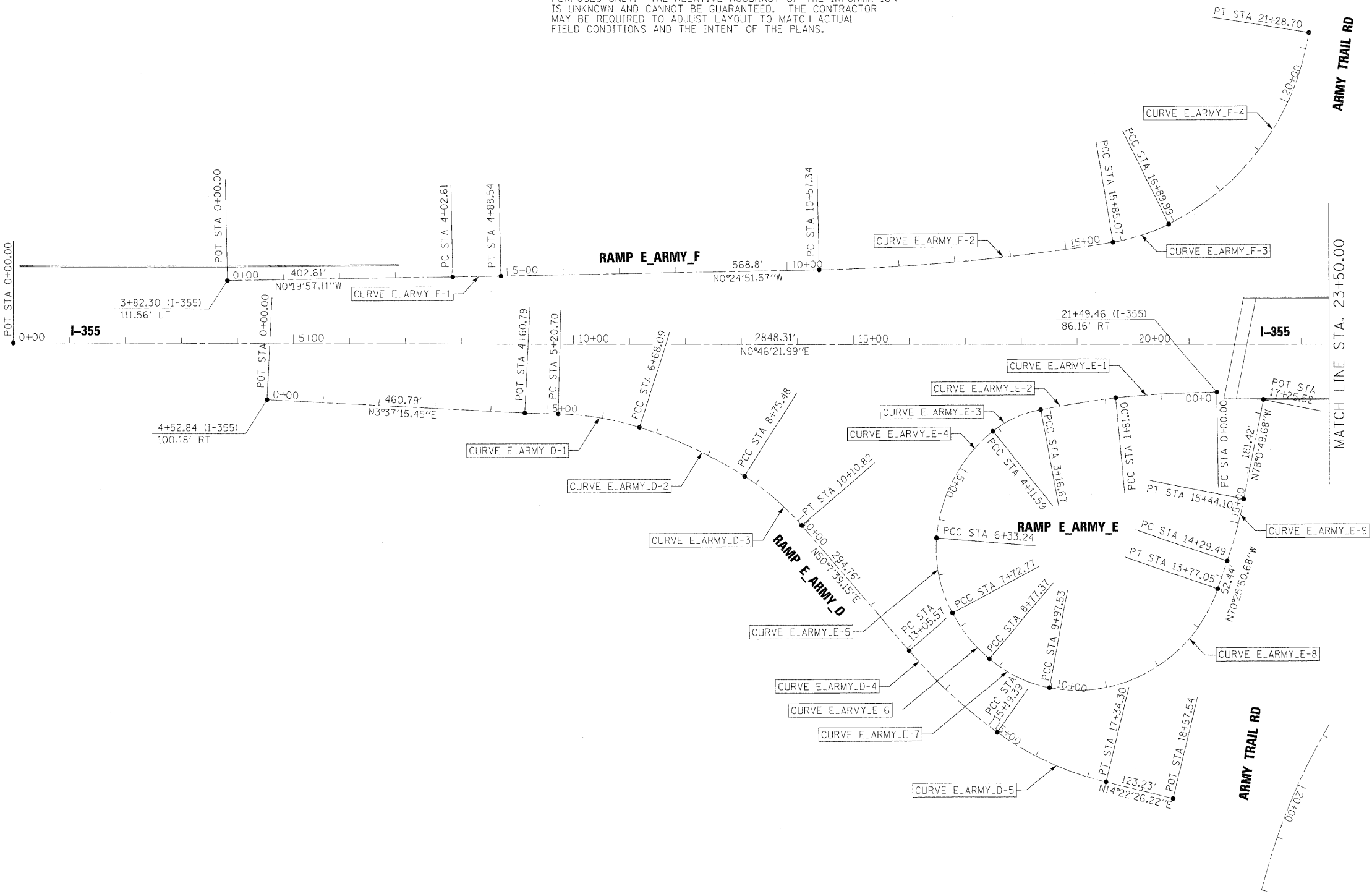
STATION	LEGEND/DESCRIPTION	PANEL		PANEL
		COVER DIMENSIONS		COVER AREA
		WIDTH (FT)	HEIGHT (FT)	(SQ FT)
98+80	RIGHT LANE	11.0	3.0	33.0
110+00	RIGHT LANE	16.7	3.0	50.1
181+95	ARROW	14.5	2.5	36.3
14+95	COVER	2.0	2.0	4.0
22+50	COVER	2.0	2.0	4.0
32+50	COVER	2.0	2.0	4.0
98+80	COVER	2.0	2.0	4.0
98+80	COVER	2.0	2.0	4.0
98+80	ARROW	2.0	2.0	4.0
110+00	COVER	2.0	2.0	4.0
117+10	COVER	2.0	2.0	4.0
162+97	IL 83 - ALL EXITS - KEEP RIGHT	13.0	10.0	130.0
179+89	IL 83 - ALL EXITS	12.5	7.5	93.8
236+82	IL 83 - ALL EXITS	12.5	7.5	93.8
256+96	IL 83 - ALL EXITS - KEEP RIGHT	13.0	10.0	130.0
TOTAL				599.0

CONTRACT 60G51
TEMPORARY PAVEMENT MARKING AND TEMPORARY IMPACT ATTENUATOR SCHEDULE

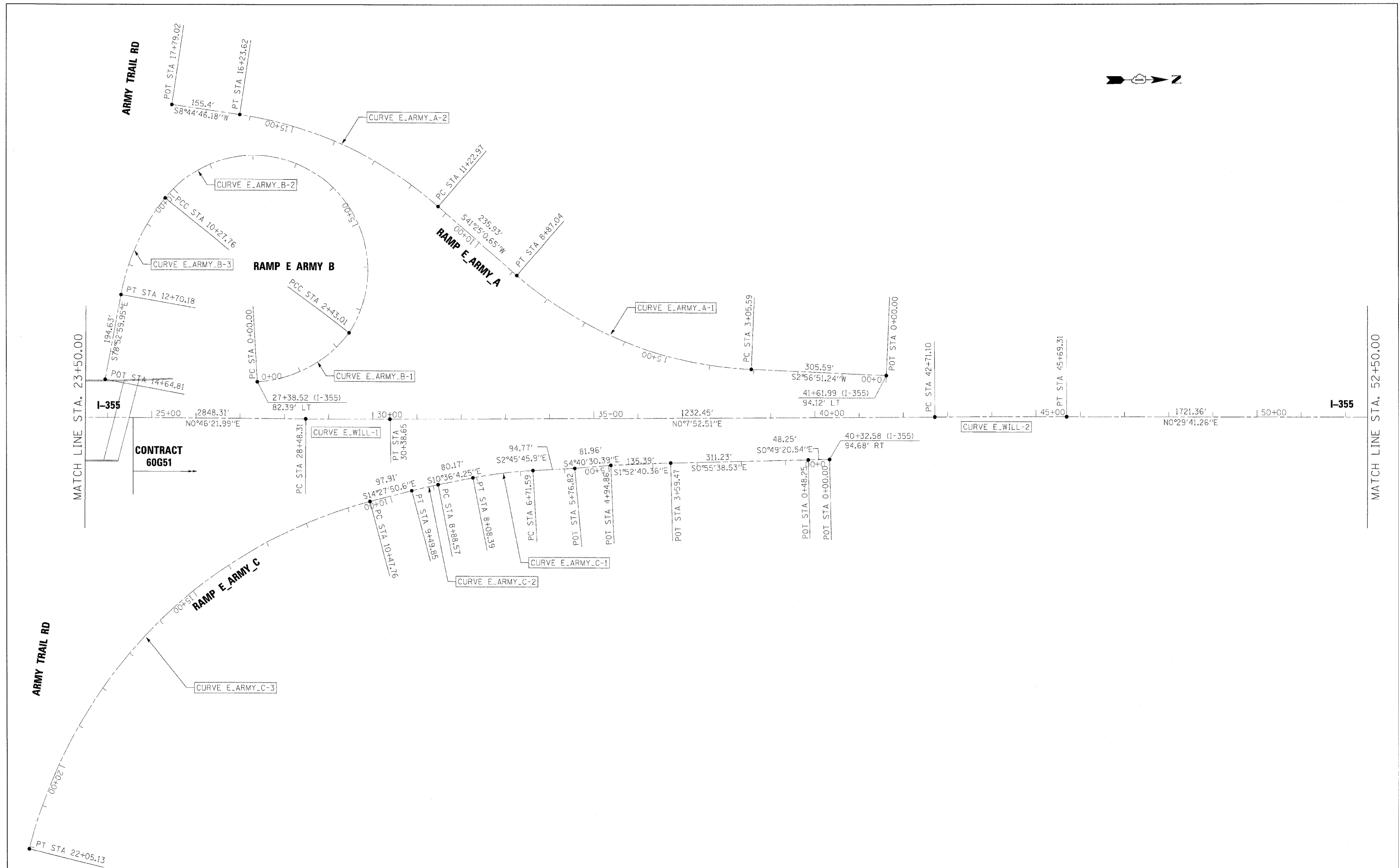
	TEMPORARY PAVEMENT MARKING - LINE 6"	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 12 INCH	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 8 INCH	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5 INCH	PAVEMENT MARKING REMOVAL	EPOXY PAVEMENT MARKING - LETTERS ANY SYMBOLS	EPOXY PAVEMENT MARKING - LINE 4"	EPOXY PAVEMENT MARKING - LINE 5"	EPOXY PAVEMENT MARKING - LINE 8"	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3
STAGE	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(SQ FT)	(SQ FT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
1	14,904	91,129	1,364	13,111	7,703	26,168					12	4	0		
2	21,213	69,751	3,060	28,444	9,543	18,905						1	2	5	10
2A	1,861	8,483													1
2B	1,923	8,546			470										1
3	1,569	3,441	1,291	10,088	2,073	1,868						0	0		4
RESURFACING		59,799	2,404	15,633	21,900		1,634	481,157	123,172	175,411					
TOTAL	41,470	241,149	8,119	67,276	41,690	46,941	1,634	481,157	123,172	175,411	12	5	2	5	16

NOTE:

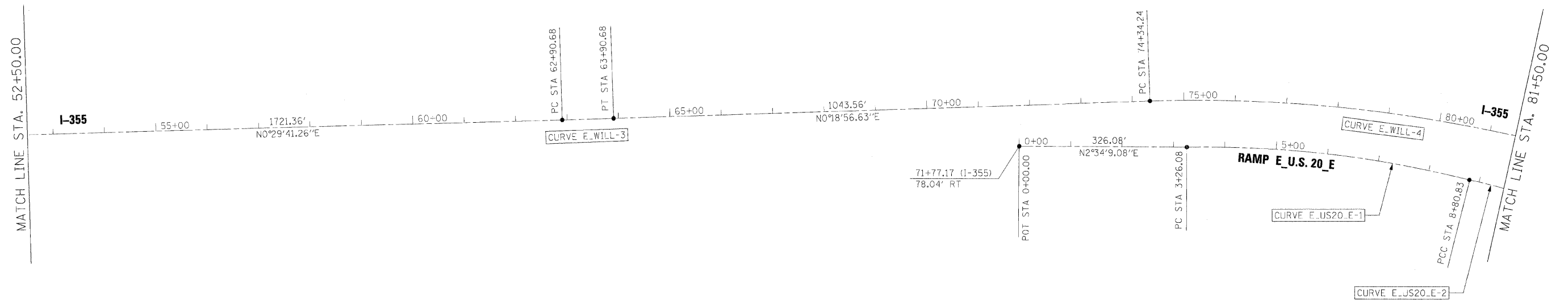
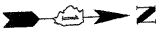
THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.



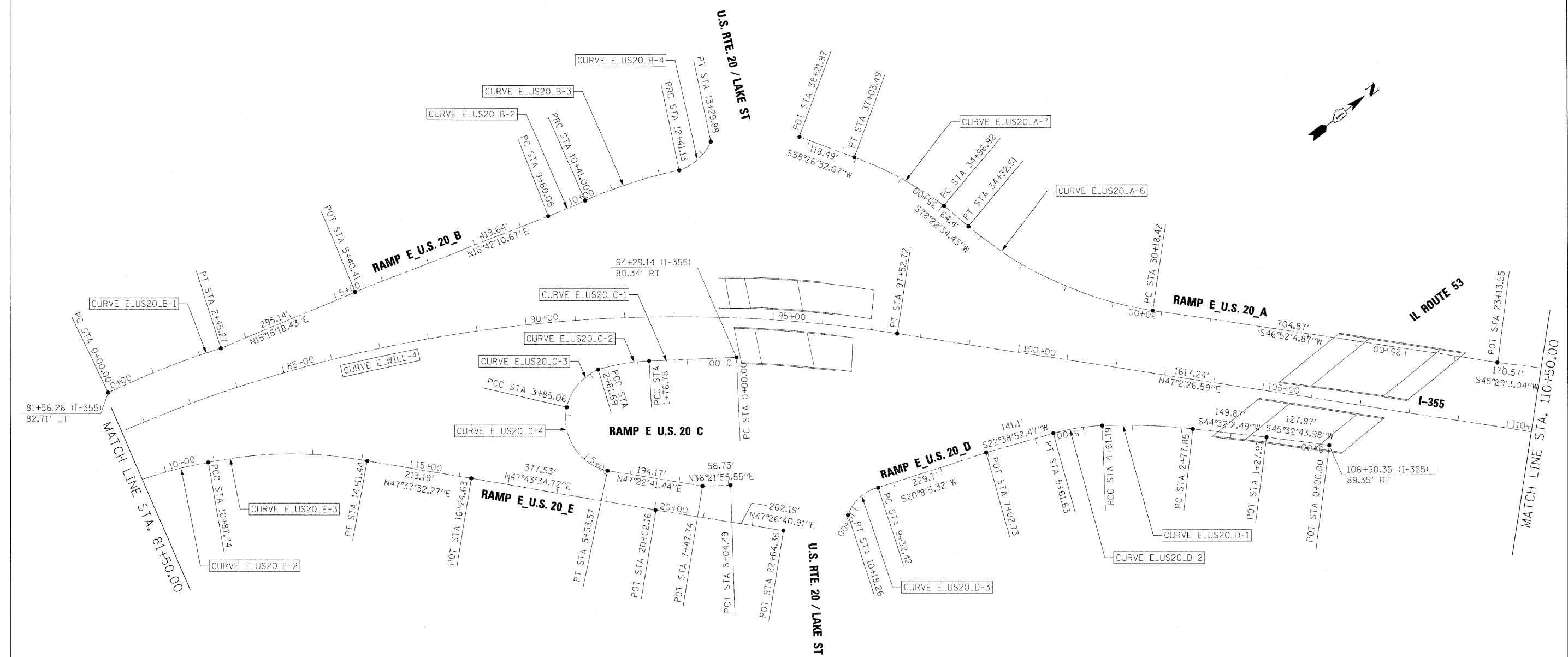
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 MAINLINE	SCALE: 1"=100'	SHEET NO. 1 OF 44 SHEETS	STA. TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\in_abc\c1_355_ML_exo\ign_01.dgn	DRAWN - TMB	REVISED -							*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	26
USER NAME = jmojewski	CHECKED - JMM	REVISED -							*290,355		CONTRACT NO. 60651		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 MAINLINE	F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.				
...\\expln_48C_01_355_ML_exalign_02.dgn	DRAWN - TMB	REVISED -				*	220, 1-1, 2&3RS-7	DUPAGE	546	27
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355 CONTRACT NO. 60G51				
PLT DATE = 11/13/2009	DATE = 10/16/09	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: 1"=100'						SHEET NO. 2	OF 44 SHEETS	STA.	TO STA.	



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 MAINLINE	F.A.I. SECTION COUNTY TOTAL SHEET					
...\\exp\in_abc\c1_355.ML_exalign_03.dgn	DRAWN - TMB	REVISED -				* 22(1, 1-1, 2&3)RS-7	DUPAGE	546	28		
USER NAME = jnajewski	CHECKED - JMM	REVISED -				*290,355	CONTRACT NO. 60651				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE: 1"=100'						SHEET NO. 3	OF 44 SHEETS	STA.	TO STA.		

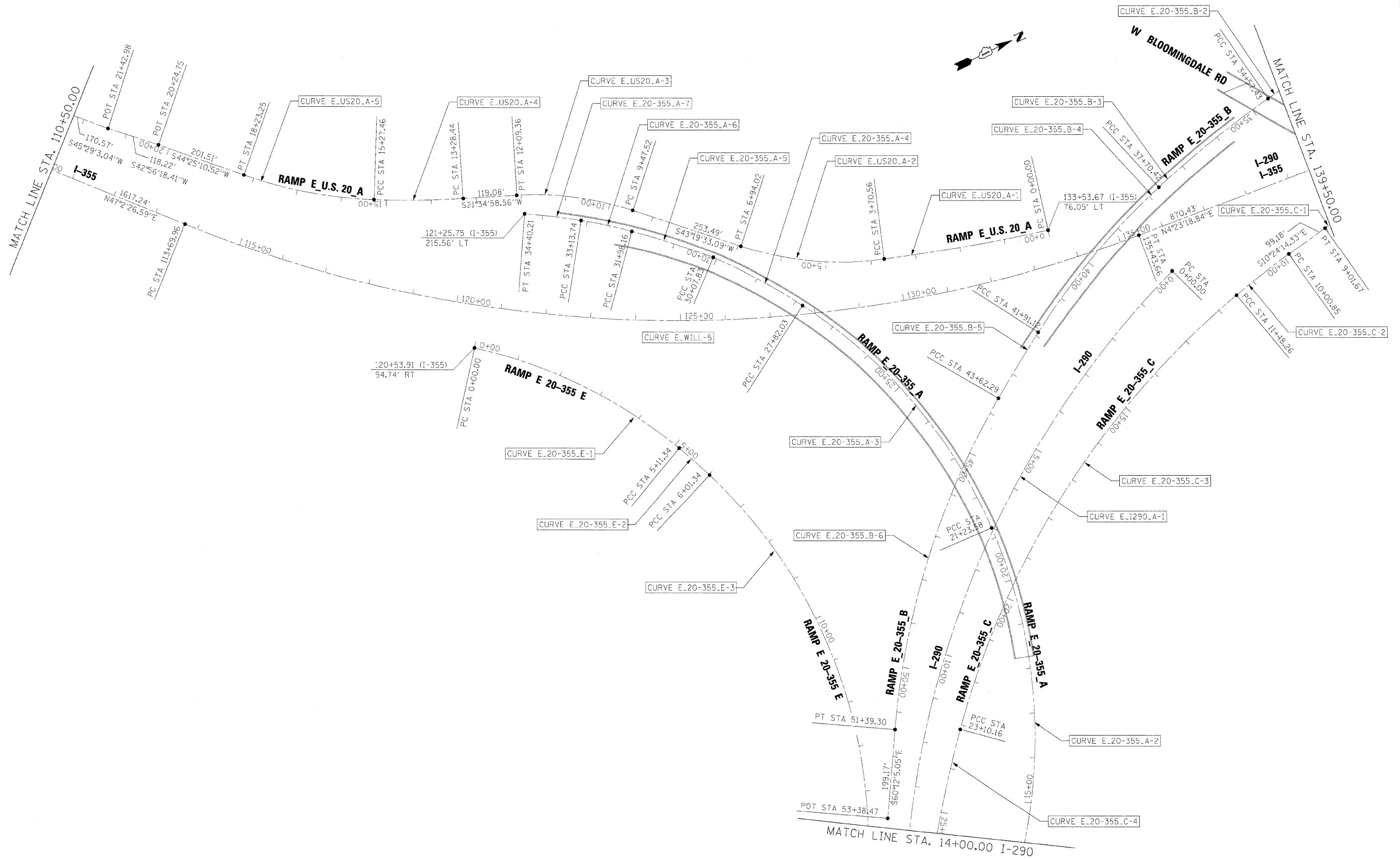


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 MAINLINE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...exp\p\ABC 01.355 MI. exalign 04.dgn	DRAWN - TMB	REVISED -					*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	29
USER NAME = jmojewski	CHECKED - JMM	REVISED -					CONTRACT NO. 60651				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: 1"=100'

SHEET NO. 4 OF 44 SHEETS

STA. TO STA.



FILE NAME =	DESIGNED - AJP	REVISED -
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USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

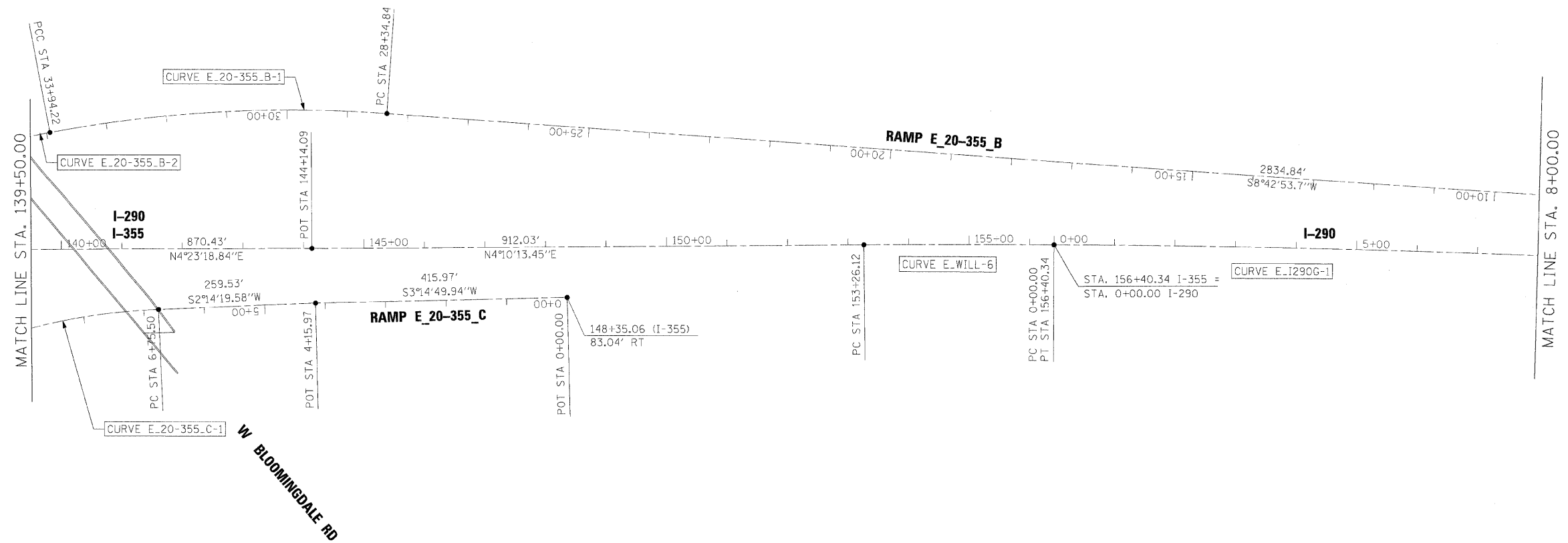
benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

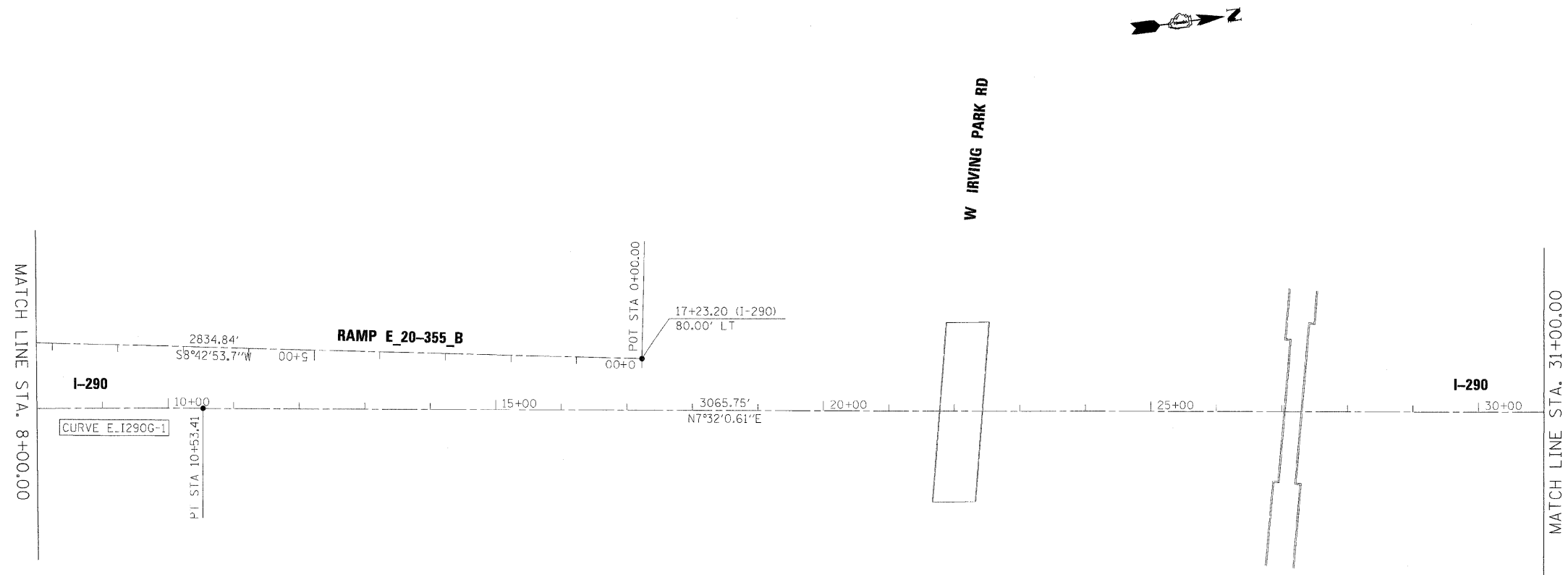
**ALIGNMENT PLAN
I-355 MAINLINE**

SCALE: 1"=100' SHEET NO. 5 OF 44 SHEETS STA. TO STA.

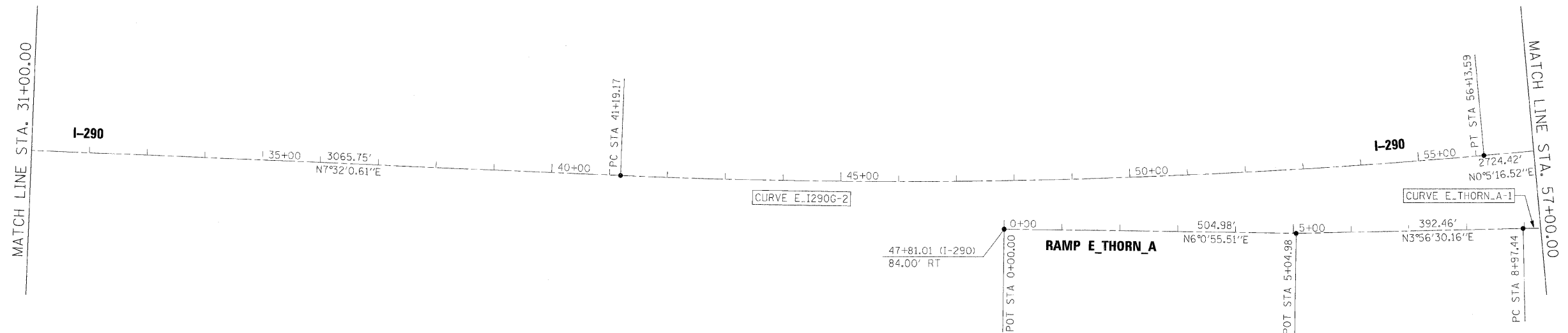
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	30
*290,355		CONTRACT NO. 60651		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



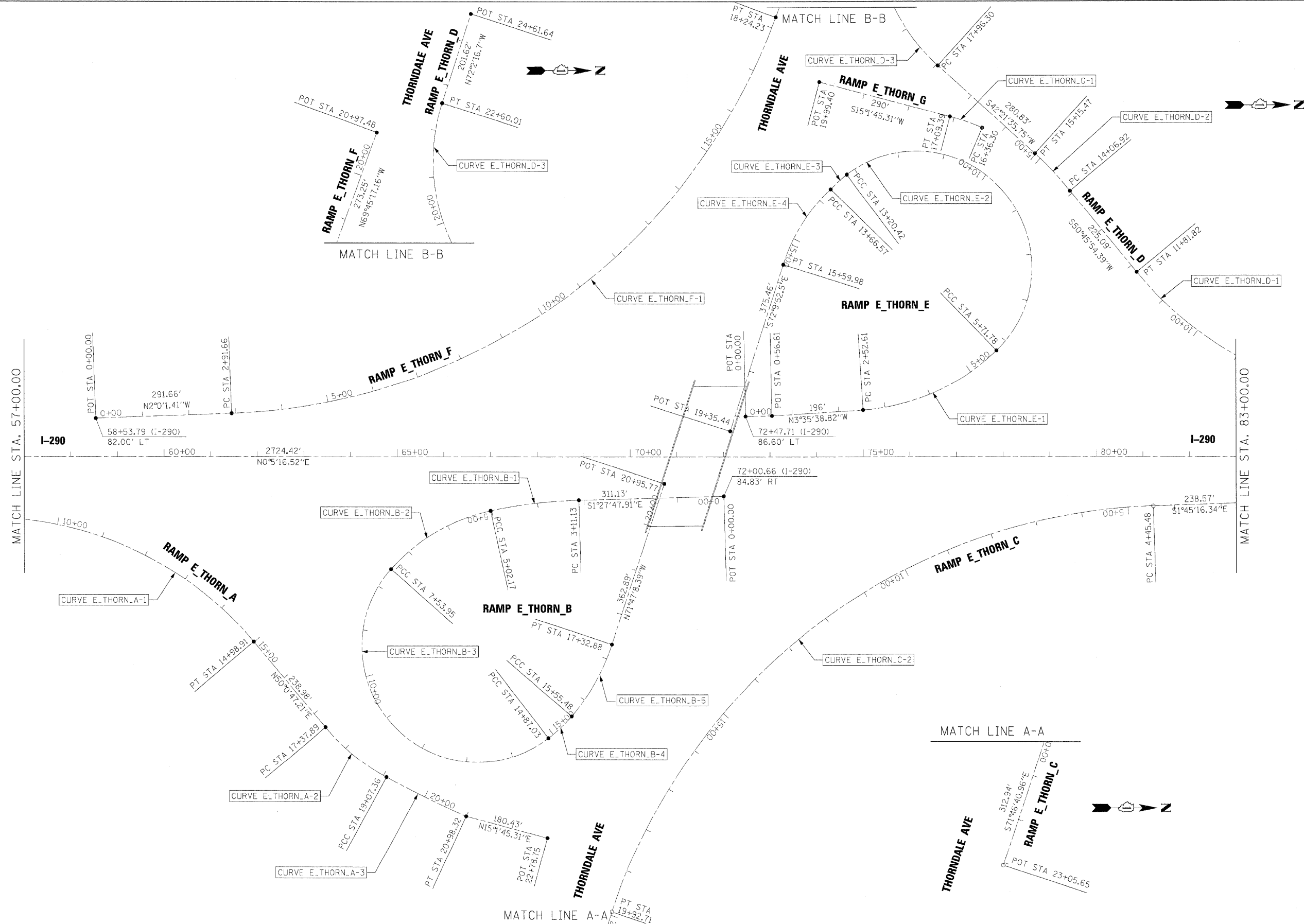
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 MAINLINE	F.A.I. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO.				
...exp_n_ABC.C1.355.ML.exalign_06.dgn	DRAWN - TMB	REVISED -				• 2201, 1-1, 2&3RS-7	DUPAGE	546	31	
USER NAME = jmajewski	CHECKED - JMM	REVISED -				• 290,355	CONTRACT NO. 60G51			
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
SCALE: 1"=100'						SHEET NO. 6	OF 44 SHEETS	STA.	TO STA.	



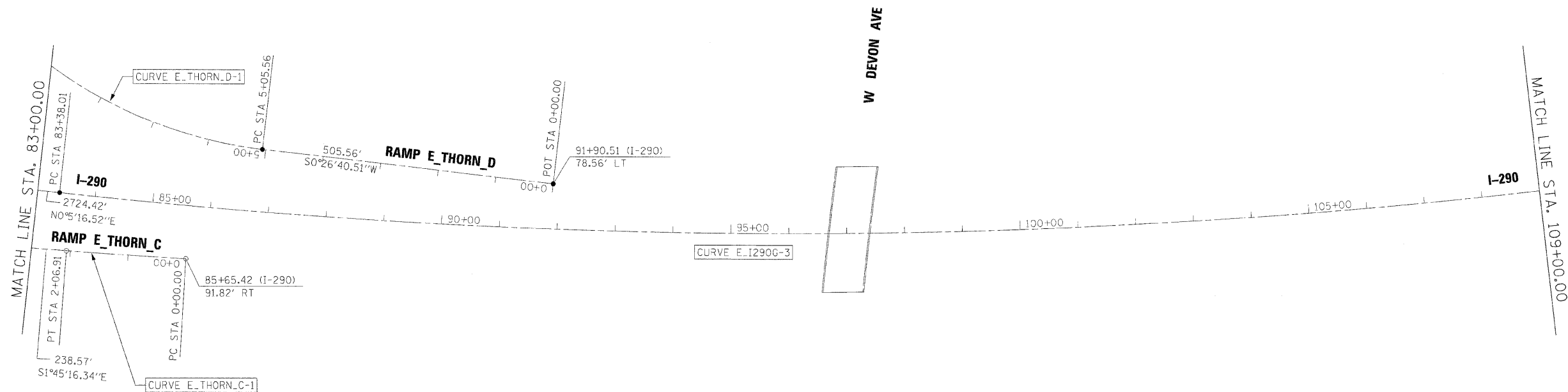
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	SCALE: 1"=100'	SHEET NO. 7 OF 44 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\in_RBC_C1.290.ML_exalign.27.dgn	DRAWN - TMB	REVISED -								*	22(1, 1-1, 283)RS-7	DUPAGE	546	32
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -											CONTRACT NO. 60651	
										FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



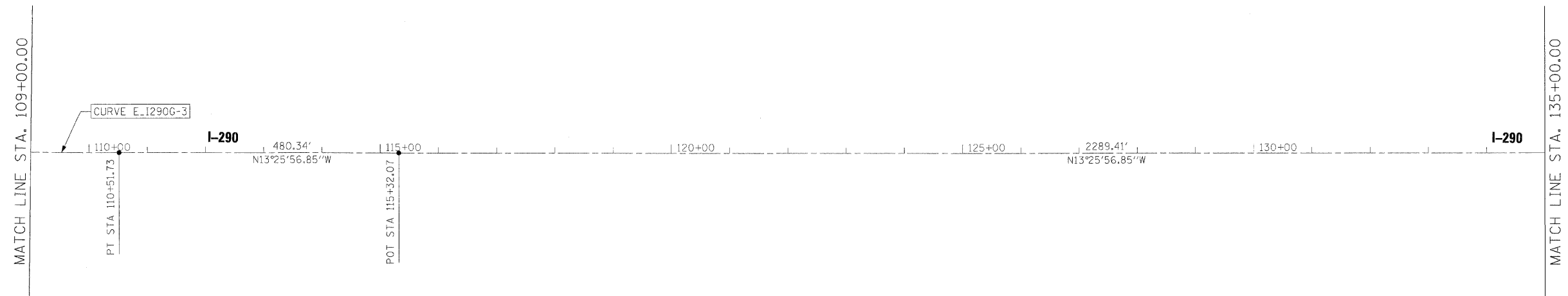
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...\\exp\in_abc\CL_290.ML_exalign_08.dgn	DRAWN - TMB	REVISED -				*	2201, 1-1, 2&3/RS-7	DUPAGE	546	33
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355			CONTRACT NO. 60651	
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SCALE: 1"=100' SHEET NO. 8 OF 44 SHEETS STA. TO STA.										



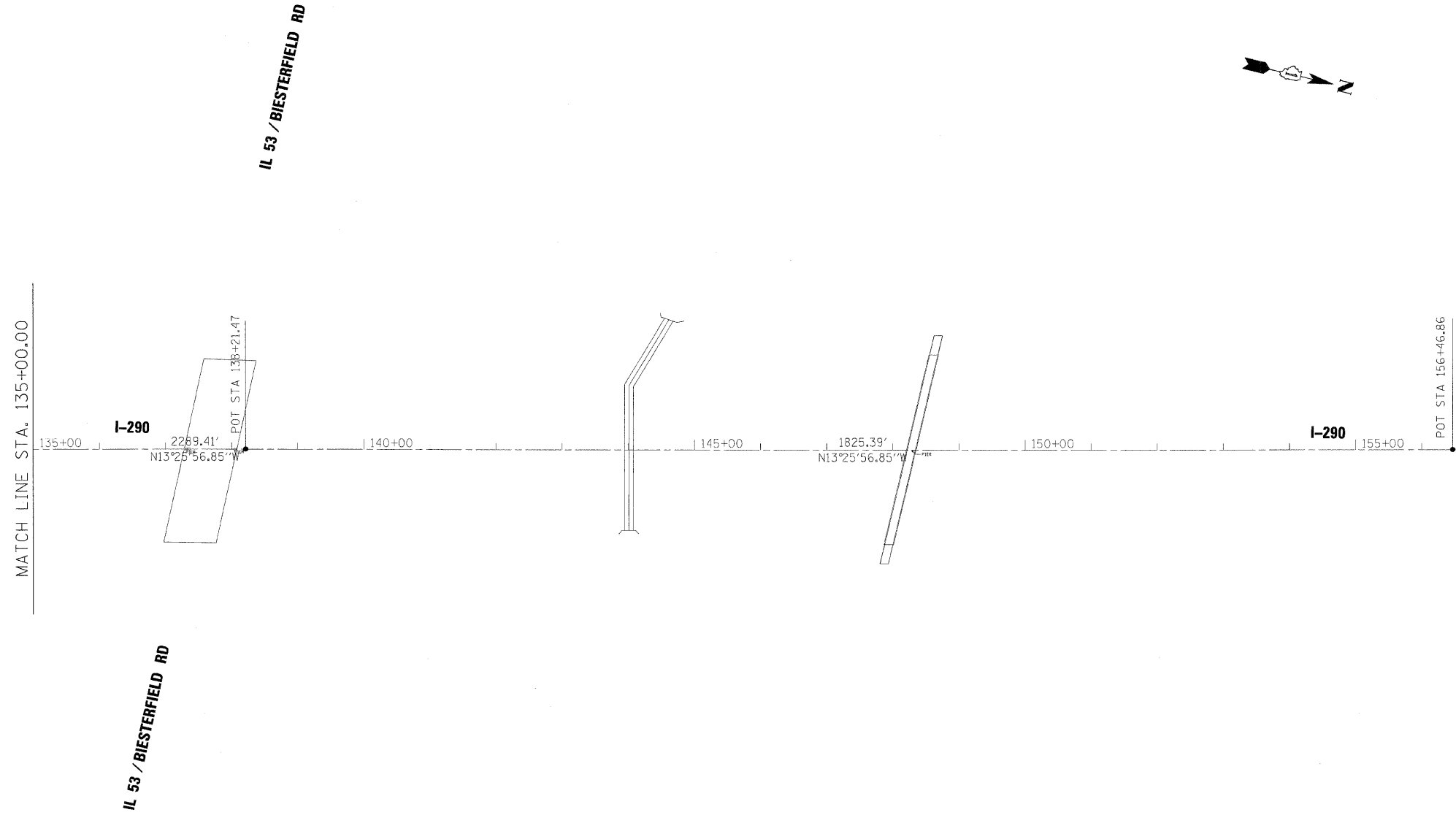
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	SCALE: 1"=100'	SHEET NO. 9 OF 44 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\explr_abc\CL\290.ML\exalign_29.dgn	DRAWN - TMB	REVISED -								*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	34
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60651	



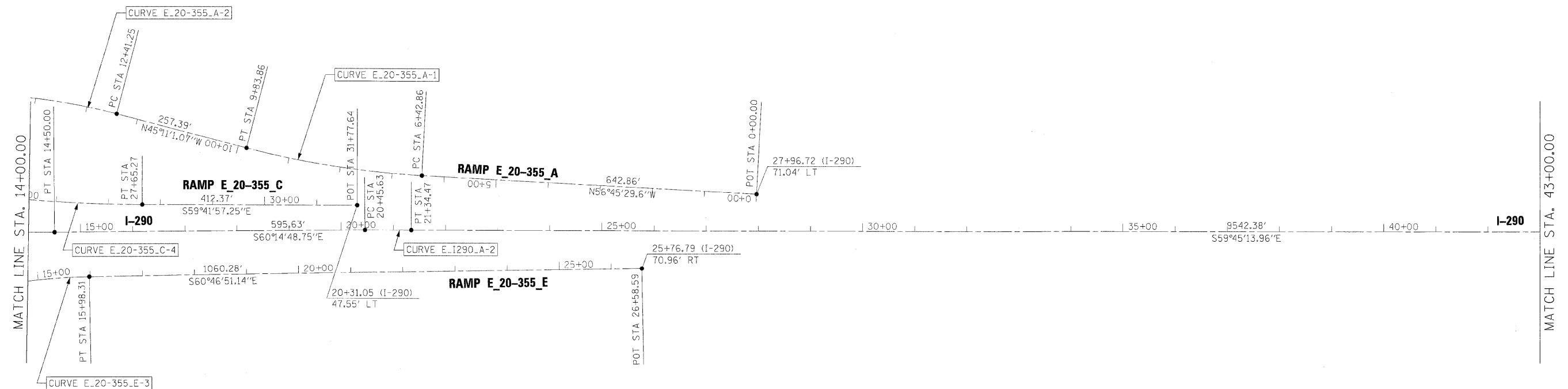
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	F.A.I. RTE.				SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
...\\expln.frc.c1.290 MI. axalign.13.dgn	DRAWN - TMB	REVISED -				•				220, 1-1, 2&3RS-7		DUPAGE	546	35
USER NAME = jma.jewski	CHECKED - JMM	REVISED -				•290,355						CONTRACT NO.	60651	
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -				SCALE: 1"=100'				SHEET NO. 10 OF 44 SHEETS		STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	SCALE: 1"=100'	SHEET NO. 11 OF 44 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\h_fbc_01.290_ML_exalign.11.dgn	DRAWN - TMB	REVISED -								•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	36
USER NAME = jmajewski	CHECKED - JMM	REVISED -								•290,355		CONTRACT NO. 60651		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\in.ABC.C1.290.ML\exalign.12.dgn	DRAWN - TMB	REVISED -							*	224, 1-1, 283RS-7	DUPAGE	546	37
USER NAME = jmajewski	CHECKED - JMM	REVISED -							*290,355		CONTRACT NO.	60651	
PLOT DATE = 1/13/2009	DATE - 10/16/09	REVISED -							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SCALE: 1"=100'					SHEET NO. 12 OF 44 SHEETS	STA.	TO STA.						



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	F.A.I. SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\in_abc\c1\290_ML_exalign.13.dgn	DRAWN - TMB	REVISED -				* 22(1, 1-1, 2&3)RS-7		DUPAGE	546	38
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO. 60651		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
SCALE: 1"=100'						SHEET NO. 13 OF 44 SHEETS STA. TO STA.				

MATCH LINE STA. 43+00.00

I-290

45+00

50+00

55+00

9542.38'
S59°45'13.96"E

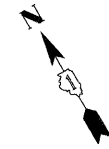
60+00

65+00

70+00

I-290

MATCH LINE STA. 72+00.00

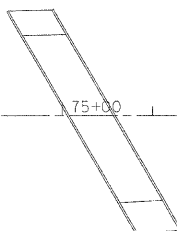


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	SCALE: 1"=100'	SHEET NO. 14 OF 44 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
...\\exp\h_RBC\01-290.ML_exalign.i4.dgn	DRAWN - TMB	REVISED -								*	221, 1-1, 2&3)RS-7	DUPAGE	546	39		
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355					CONTRACT NO. 60651	
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -								FED. ROAD DIST. NO.					ILLINOIS FED. AID PROJECT	

MATCH LINE STA. 72+00.00

I-290

MILL RD



75+00

80+00

85+00

9542.38'
S59°45'13.96"E

90+00

95+00

I-290

100+00

MATCH LINE STA. 101+00.00



FILE NAME =	DESIGNED - AJP	REVISED -
...\\exp\in-4BC\CI.290.ML...exalign.15.dgn	DRAWN - TMB	REVISED -
USER NAME = jna.jewski	CHECKED - JMM	REVISED -
PLD" DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT PLAN
I-290 MAINLINE

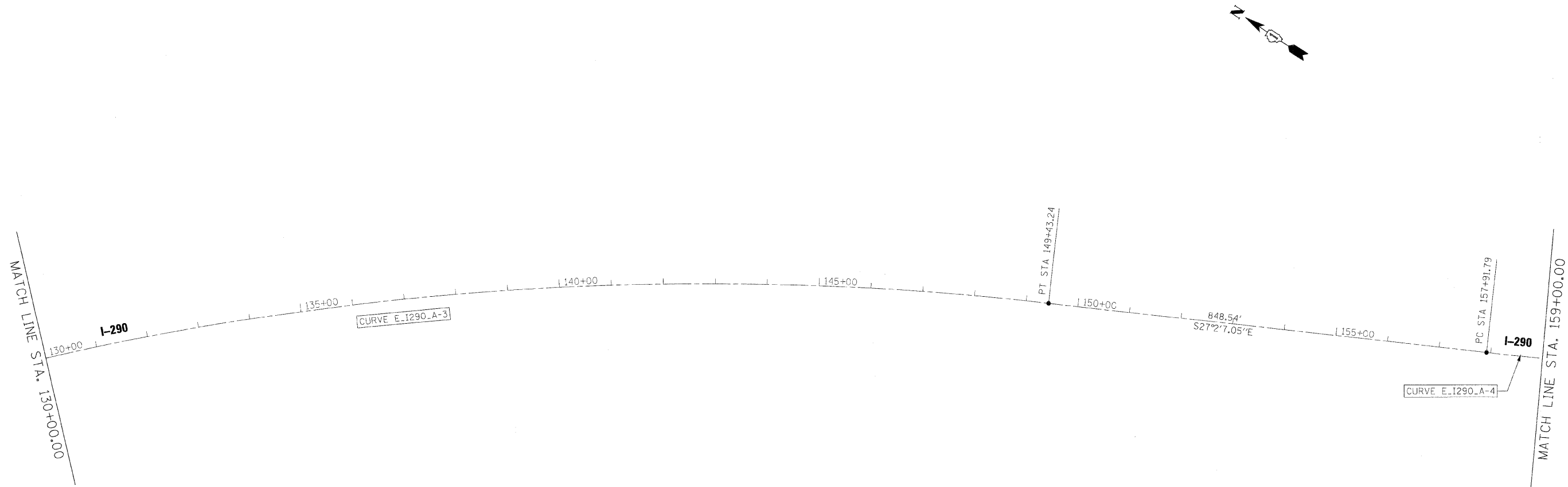
SCALE: 1"=100' SHEET NO. 15 OF 44 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2201, 1-1, 2&3/RS-7	DUPAGE	546	40
*290,355		CONTRACT NO. 60651		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

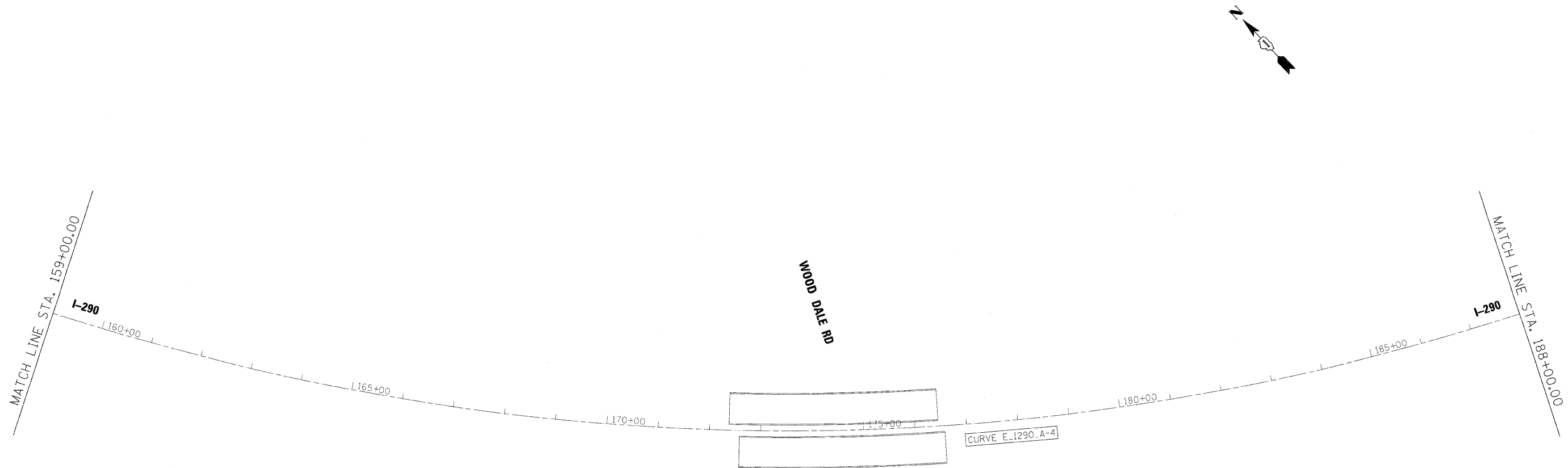


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	F.A.I. RTE.					TOTAL SHEETS	SHEET NO.
...\\explr\ABC\CL\290.ML\exalign.16.dgn	DRAWN - TMB	REVISED -				SECTION					546	41
USER NAME = jmajewski	CHECKED - JMM	REVISED -				COUNTY					DUPAGE	CONTRACT NO. 60G51
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.					ILLINOIS	FED. AID PROJECT

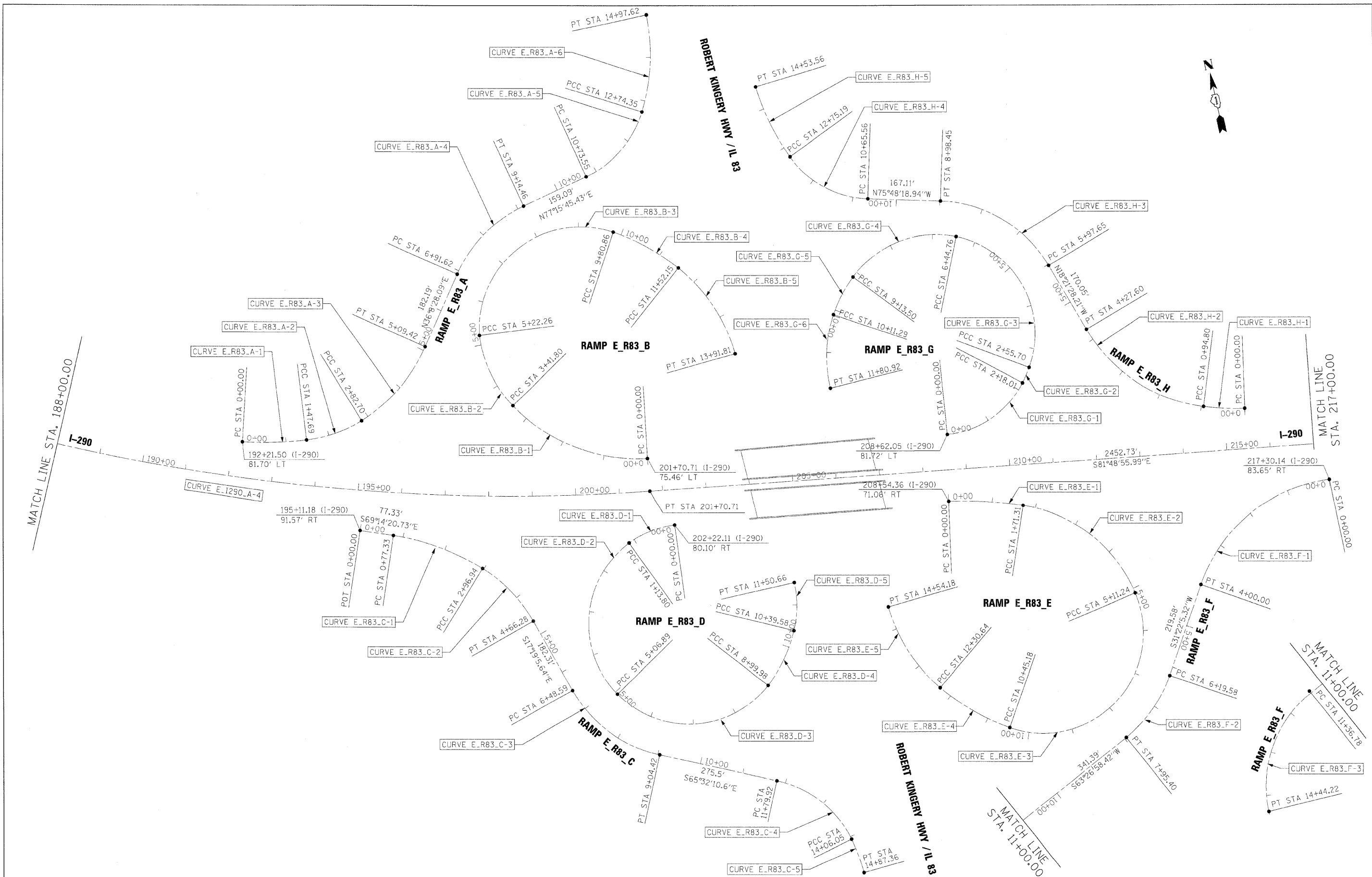
SCALE: 1"=100' SHEET NO. 16 OF 44 SHEETS STA. TO STA.



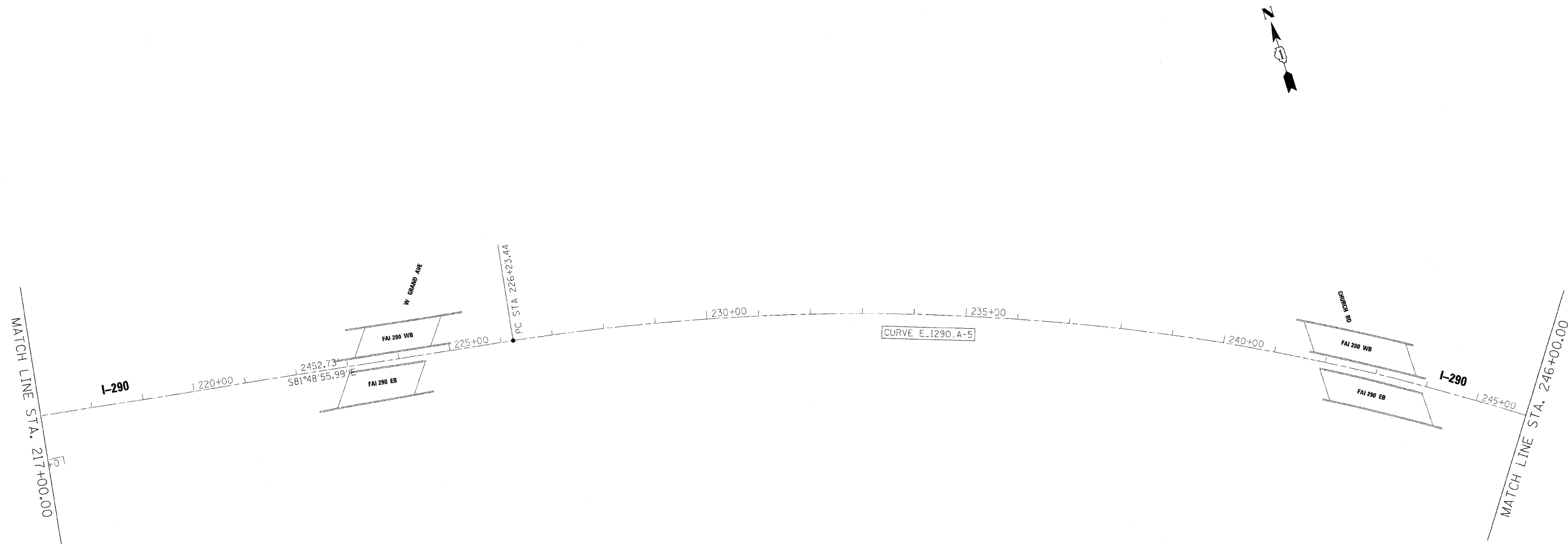
FILE NAME *	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\p\h_9BC\CL\290.ML\axa\ign_17.dgn	DRAWN - TMB	REVISED -				•	220, 1-1, 2&3)RS-7	DUPAGE	546	42
USER NAME = jma.jawak	CHECKED JMM	REVISED -				•290,355				
PLT DATE = 11/13/2029	DATE - 10/16/09	REVISED -				CONTRACT NO. 60G51				
SCALE: 1"=100'						SHEET NO. 17 OF 44 SHEETS		STA.	TO STA.	
						FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	F.A.I. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...expln-48C.D1.290.ML.exo.ign.18.dgn	DRAWN - TMB	REVISED -				*		220, 1-1, 2&3RS-7	DUPAGE	546	43
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355			CONTRACT NO. 60651		
PLDT DATE = 11/13/2009	DATE = 10/16/09	REVISED -				SCALE: 1"=100'		SHEET NO. 18 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 MAINLINE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...expln_abc.cl.290.ml.exalign.19.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	44
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355	CONTRACT NO. 60G51			
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: 1"=100'			SHEET NO. 19 OF 44 SHEETS			STA. TO STA.				



FILE NAME =	DESIGNED - AJP	REVISED -
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USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

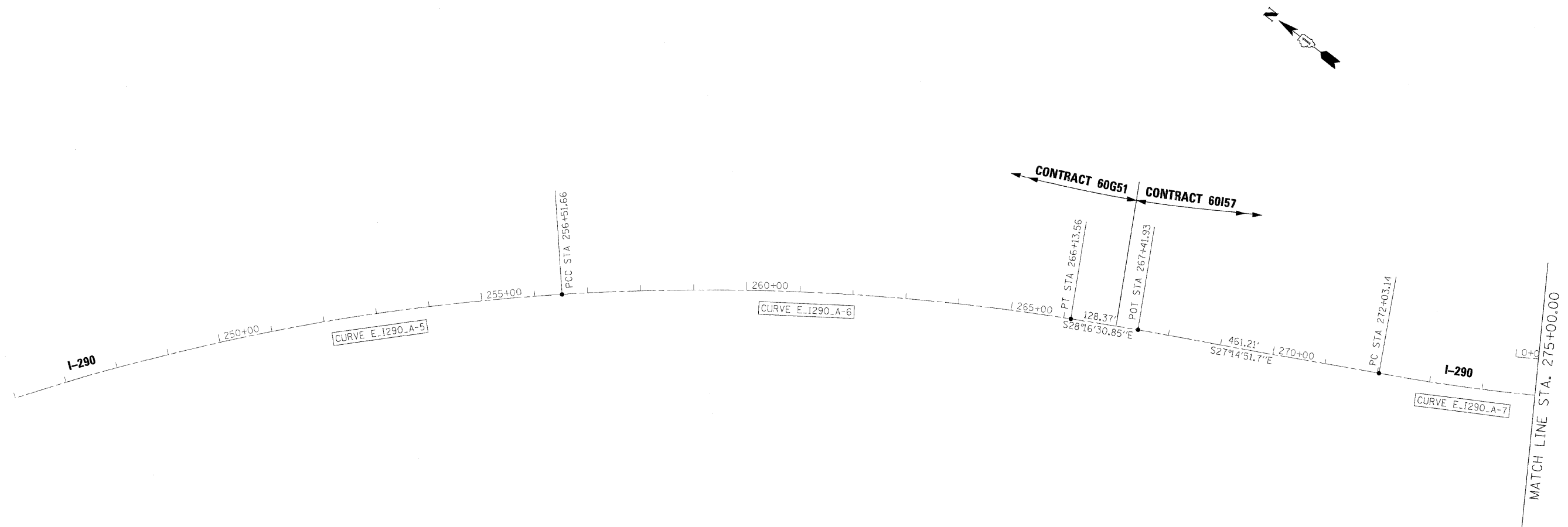
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT PLAN
I-290 MAINLINE

SCALE: 1"=100' SHEET NO. 20 OF 44 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	45
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN 1-290 MAINLINE	F.A.I. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\expln_abc_01_290_ML_oxalign.21.dgn	DRAWN - TMB	REVISED -				•		22(1, 1-1, 2&3)RS-7	DUPAGE	546	46
USER NAME = jmajewski	CHECKED - JMM	REVISED -				•290,355			CONTRACT NO. 60651		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: 1"=100'		SHEET NO. 21 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

I-355

Point 400 N 1,915,725.1232 E 1,064,665.5910 Sta 0+00.00

Course from 400 to PC E_WILL-1 N 0° 46' 21.99" E Dist 2,848.3052

Curve Data

Curve E_WILL-1
P.I. Station 29+43.48 N 1,918,668.3335 E 1,064,705.2898
Delta = 0° 38' 29.48" (LT)
Degree = 0° 20' 13.32"
Tangent = 95.1728
Length = 190.3435
Radius = 17,000.0000
External = 0.2664
Long Chord = 190.3425
Mid. Ord. = 0.2664
P.C. Station 28+48.31 N 1,918,573.1694 E 1,064,704.0062
P.T. Station 30+38.65 N 1,918,763.5060 E 1,064,705.5079
C.C. N 1,918,802.4491 E 1,047,705.5525
Back = N 0° 46' 21.99" E
Ahead = N 0° 07' 52.51" E
Chord Bear = N 0° 27' 07.25" E

Course from PT E_WILL-1 to PC E_WILL-2 N 0° 07' 52.51" E Dist 1,232.4496

Curve Data

Curve E_WILL-2
P.I. Station 44+20.21 N 1,920,145.0607 E 1,064,708.6727
Delta = 0° 21' 48.76" (RT)
Degree = 0° 07' 18.86"
Tangent = 149.1088
Length = 298.2166
Radius = 47,000.0000
External = 0.2365
Long Chord = 298.2161
Mid. Ord. = 0.2365
P.C. Station 42+71.10 N 1,919,995.9523 E 1,064,708.3311
P.T. Station 45+69.31 N 1,920,294.1640 E 1,064,709.9604
C.C. N 1,919,888.2860 E 1,111,708.2078
Back = N 0° 07' 52.51" E
Ahead = N 0° 29' 41.26" E
Chord Bear = N 0° 18' 46.88" E

Course from PT E_WILL-2 to PC E_WILL-3 N 0° 29' 41.26" E Dist 1,721.3610

Curve Data

Curve E_WILL-3
P.I. Station 63+40.68 N 1,922,065.4633 E 1,064,725.2573
Delta = 0° 10' 44.63" (LT)
Degree = 0° 10' 44.58"
Tangent = 50.0044
Length = 100.0087
Radius = 32,000.0000
External = 0.0391
Long Chord = 100.0087
Mid. Ord. = 0.0391
P.C. Station 62+90.68 N 1,922,015.4608 E 1,064,724.8255
P.T. Station 63+90.68 N 1,922,115.4670 E 1,064,725.5329
C.C. N 1,922,291.8032 E 1,032,726.0187
Back = N 0° 29' 41.26" E
Ahead = N 0° 18' 56.63" E
Chord Bear = N 0° 24' 18.95" E

Course from PT E_WILL-3 to PC E_WILL-4 N 0° 18' 56.63" E Dist 1,043.5550

I-355

Curve Data

Curve E_WILL-4
P.I. Station 86+62.31 N 1,924,387.0546 E 1,064,738.0507
Delta = 46° 43' 29.96" (RT)
Degree = 2° 00' 55.18"
Tangent = 1,228.0671
Length = 2,318.4805
Radius = 2,843.0000
External = 253.9013
Long Chord = 2,254.7666
Mid. Ord. = 233.0851
P.C. Station 74+34.24 N 1,923,159.0061 E 1,064,731.2834
P.T. Station 97+52.72 N 1,925,223.9558 E 1,065,636.7971
C.C. N 1,923,143.3398 E 1,067,574.2402
Back = N 0° 18' 56.63" E
Ahead = N 47° 02' 26.59" E
Chord Bear = N 23° 40' 41.61" E

Course from PT E_WILL-4 to PC E_WILL-5 N 47° 02' 26.59" E Dist 1,617.2363

Curve Data

Curve E_WILL-5
P.I. Station 125+09.95 N 1,927,102.9471 E 1,067,654.6419
Delta = 42° 39' 07.75" (LT)
Degree = 1° 57' 43.86"
Tangent = 1,139.9917
Length = 2,173.7078
Radius = 2,920.0000
External = 214.6421
Long Chord = 2,123.8633
Mid. Ord. = 199.9446
P.C. Station 113+69.96 N 1,926,326.0674 E 1,066,820.3525
P.T. Station 135+43.66 N 1,928,239.5964 E 1,067,741.8742
C.C. N 1,928,463.0350 E 1,064,830.4355
Back = N 47° 02' 26.59" E
Ahead = N 4° 23' 18.84" E
Chord Bear = N 25° 42' 52.72" E

Course from PT E_WILL-5 to 401 N 4° 23' 18.84" E Dist 870.4268

Point 401 N 1,929,107.4711 E 1,067,808.4793 Sta 144+14.09

Course from 401 to PC E_WILL-6 N 4° 10' 13.45" E Dist 912.0317

Curve Data

Curve E_WILL-6
P.I. Station 154+83.23 N 1,930,173.7580 E 1,067,886.5358
Delta = 0° 44' 49.25" (RT)
Degree = 0° 14' 15.87"
Tangent = 157.1086
Length = 314.2127
Radius = 24,100.0000
External = 0.5121
Long Chord = 314.2105
Mid. Ord. = 0.5121
P.C. Station 153+26.12 N 1,930,017.0880 E 1,067,874.8050
P.T. Station 156+40.34 N 1,930,330.2617 E 1,067,900.3082
C.C. N 1,928,217.6155 E 1,091,907.5306
Back = N 4° 16' 55.50" E
Ahead = N 5° 01' 44.76" E
Chord Bear = N 4° 39' 20.13" E

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA	SCALE: N.T.S.	SHEET NO. 22 OF 44 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exaln_abc\DL395.ML_Data\exalign_30.dgn	DRAWN - TMB	REVISED -								*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	47
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

RAMP E_ARMY_A

Point 970 N 1,919,887.0608 E 1,064,613.9595 Sta 0+00.00

Course from 970 to PC E ARMY A-1 S 2° 56' 51.24" W Dist 305.5932

Curve Data

Curve E ARMY A-1
P.I. Station 6+07.75 N 1,919,280.1113 E 1,064,582.7076
Delta = 38° 28' 09.41" (RT)
Degree = 6° 36' 58.11"
Tangent = 302.1603
Length = 581.4459
Radius = 866.0000
External = 51.2005
Long Chord = 570.5858
Mid. Ord. = 48.3424
P.C. Station 3+05.59 N 1,919,581.8719 E 1,064,598.2453
P.T. Station 8+87.04 N 1,919,053.5163 E 1,064,382.8188
C.C. N 1,919,626.4034 E 1,063,733.3910
Back = S 2° 56' 51.24" W
Ahead = S 41° 25' 00.65" W
Chord Bear = S 22° 10' 55.95" W

Course from PT E ARMY A-1 to PC E ARMY A-2 S 41° 25' 00.65" W Dist 235.9341

Curve Data

Curve E ARMY A-2
P.I. Station 13+80.31 N 1,918,683.6070 E 1,064,056.5065
Delta = 32° 40' 14.47" (LT)
Degree = 6° 31' 32.57"
Tangent = 257.3332
Length = 500.6453
Radius = 878.0000
External = 36.9341
Long Chord = 493.8903
Mid. Ord. = 35.4431
P.C. Station 11+22.97 N 1,918,876.5854 E 1,064,226.7407
P.T. Station 16+23.62 N 1,918,429.2662 E 1,064,017.3771
C.C. N 1,918,295.7600 E 1,064,885.1675
Back = S 41° 25' 00.65" W
Ahead = S 8° 44' 46.18" W
Chord Bear = S 25° 04' 53.42" W

Course from PT E ARMY A-2 to 971 S 8° 44' 46.18" W Dist 155.3988

Point 971 N 1,918,275.6744 E 1,063,993.7476 Sta 17+79.02

RAMP E_ARMY_B

Curve Data

Curve E ARMY B-1
P.I. Station 1+29.78 N 1,918,594.1317 E 1,064,613.8083
Delta = 49° 47' 35.60" (LT)
Degree = 20° 29' 24.37"
Tangent = 129.7782
Length = 243.0111
Radius = 279.6266
External = 28.6483
Long Chord = 235.4356
Mid. Ord. = 25.9860
P.C. Station 0+00.00 N 1,918,464.5080 E 1,064,620.1395
P.T. Station 2+43.01 N 1,918,672.9748 E 1,064,510.7250
C.C. N 1,918,450.8665 E 1,064,340.8459
Back = N 2° 47' 46.60" W
Ahead = N 52° 35' 22.20" W
Chord Bear = N 27° 41' 34.40" W

Curve Data

Curve E ARMY B-2
P.I. Station 55+44.03 N 1,921,619.1538 E 1,060,103.8150
Delta = 174° 25' 56.32" (LT)
Degree = 22° 13' 40.50"
Tangent = 5,301.0213
Length = 784.7443
Radius = 257.7650
External = 5,049.5196
Long Chord = 514.9215
Mid. Ord. = 245.2458
P.C. Station 2+43.01 N 1,918,672.9748 E 1,064,510.7250
P.T. Station 10+27.76 N 1,918,259.3084 E 1,064,204.0912
C.C. N 1,918,458.6865 E 1,064,367.4655
Back = N 56° 14' 09.02" W
Ahead = S 50° 40' 05.33" W
Chord Bear = S 36° 32' 52.82" W

Curve Data

Curve E ARMY B-3
P.I. Station 11+51.55 N 1,918,180.8475 E 1,064,299.8430
Delta = 28° 34' 50.14" (LT)
Degree = 11° 47' 21.32"
Tangent = 123.7922
Length = 242.4292
Radius = 486.0000
External = 15.5182
Long Chord = 239.9235
Mid. Ord. = 15.0380
P.C. Station 10+27.76 N 1,918,259.3084 E 1,064,204.0912
P.T. Station 12+70.18 N 1,918,157.7546 E 1,064,421.4622
C.C. N 1,918,635.2235 E 1,064,512.1234
Back = S 50° 40' 05.33" E
Ahead = S 79° 14' 55.47" E
Chord Bear = S 64° 57' 30.40" E

Course from PT E ARMY B-3 to 981 S 78° 52' 59.95" E Dist 194.6289

Point 981 N 1,918,120.2287 E 1,064,612.4392 Sta 14+64.81

RAMP E_ARMY_C

Point 990 N 1,919,757.2216 E 1,064,802.4598 Sta 0+00.00

Course from 990 to 991 S 0° 49' 20.54" E Dist 48.2451

Point 991 N 1,919,708.9815 E 1,064,803.1523 Sta 0+48.25

Course from 991 to 992 S 0° 55' 38.53" E Dist 311.2266

Point 992 N 1,919,397.7956 E 1,064,808.1895 Sta 3+59.47

Course from 992 to 993 S 1° 52' 40.36" E Dist 135.3913

Point 993 N 1,919,262.4771 E 1,064,812.6261 Sta 4+94.86

Course from 993 to 994 S 4° 40' 30.39" E Dist 81.9566

Point 994 N 1,919,180.7932 E 1,064,819.3061 Sta 5+76.82

Course from 994 to PC E ARMY C-1 S 2° 45' 45.90" E Dist 94.7687

Curve Data

Curve E ARMY C-1
P.I. Station 7+40.10 N 1,919,017.7041 E 1,064,827.1762
Delta = 7° 50' 18.36" (LT)
Degree = 5° 43' 46.48"
Tangent = 68.5101
Length = 136.8065
Radius = 1,000.0000
External = 2.3441
Long Chord = 136.6998
Mid. Ord. = 2.3386
P.C. Station 6+71.59 N 1,919,086.1346 E 1,064,823.8739
P.T. Station 8+08.39 N 1,918,950.3634 E 1,064,839.7801
C.C. N 1,919,134.3350 E 1,065,822.7116
Back = S 2° 45' 45.90" E
Ahead = S 10° 36' 04.25" E
Chord Bear = S 6° 40' 55.08" E

Course from PT E ARMY C-1 to PC E ARMY C-2 S 10° 36' 04.25" E Dist 80.1742

Curve Data

Curve E ARMY C-2
P.I. Station 9+19.22 N 1,918,841.4269 E 1,064,860.1693
Delta = 3° 51' 46.34" (LT)
Degree = 6° 18' 11.40"
Tangent = 30.6539
Length = 61.2847
Radius = 909.0000
External = 0.5167
Long Chord = 61.2730
Mid. Ord. = 0.5164
P.C. Station 8+88.57 N 1,918,871.5576 E 1,064,854.5299
P.T. Station 9+49.85 N 1,918,811.7445 E 1,064,867.8258
C.C. N 1,919,038.7878 E 1,065,748.0146
Back = S 10° 36' 04.25" E
Ahead = S 14° 27' 50.60" E
Chord Bear = S 12° 31' 57.43" E

Course from PT E ARMY C-2 to PC E ARMY C-3 S 14° 27' 50.60" E Dist 97.9104

Curve Data

Curve E ARMY C-3
P.I. Station 16+89.13 N 1,918,095.8955 E 1,065,052.4779
Delta = 61° 26' 55.16" (LT)
Degree = 5° 18' 33.69"
Tangent = 641.3705
Length = 1,157.3651
Radius = 1,079.1470
External = 176.2073
Long Chord = 1,102.6896
Mid. Ord. = 151.4740
P.C. Station 10+47.76 N 1,918,716.9374 E 1,064,892.2812
P.T. Station 22+05.13 N 1,917,939.7860 E 1,065,674.5599
C.C. N 1,918,986.4788 E 1,065,937.2241
Back = S 14° 27' 50.60" E
Ahead = S 75° 54' 45.76" E
Chord Bear = S 45° 11' 18.18" E

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\h_ABC\CL\355_R_Data\exalign_3i.dgn	DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	48
USER NAME = jmajewski	CHECKED - JMM	REVISED -			*290,355			CONTRACT NO. 60G51				
PILOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -			SCALE: N.T.S.	SHEET NO. 23 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

RAMP E_ARMY_D

Point 1000 N 1,916,176.5757 E 1,064,771.8674 Sta 0+00.00
Course from 1000 to 1001 N 3° 37' 15.45" E Dist 460.7867
Point 1001 N 1,916,636.4425 E 1,064,800.9686 Sta 4+60.79
Course from 1001 to PC E ARMY D-1 N 2° 12' 47.64" E Dist 59.9104

Curve Data

Curve E ARMY D-1
P.I. Station 5+94.89 N 1,916,770.4473 E 1,064,806.1476
Delta = 16° 12' 35.01" (RT)
Degree = 10° 59' 50.17"
Tangent = 74.1944
Length = 147.3977
Radius = 521.0000
External = 5.2564
Long Chord = 146.9066
Mid. Ord. = 5.2039
P.C. Station 5+20.70 N 1,916,696.3082 E 1,064,803.2823
P.T. Station 6+68.09 N 1,916,840.8392 E 1,064,829.5952
C.C. N 1,916,676.1880 E 1,065,323.8936
Back = N 2° 12' 47.64" E
Ahead = N 18° 25' 22.65" E
Chord Bear = N 10° 19' 05.14" E

Curve Data

Curve E ARMY D-2
P.I. Station 7+72.34 N 1,916,939.7442 E 1,064,862.5405
Delta = 14° 28' 22.80" (RT)
Degree = 6° 58' 43.61"
Tangent = 104.2478
Length = 207.3858
Radius = 821.0000
External = 6.5921
Long Chord = 206.8349
Mid. Ord. = 6.5395
P.C. Station 6+68.09 N 1,916,840.8392 E 1,064,829.5952
P.T. Station 8+75.48 N 1,917,027.2768 E 1,064,919.1591
C.C. N 1,916,581.3792 E 1,065,608.5185
Back = N 18° 25' 22.65" E
Ahead = N 32° 53' 45.45" E
Chord Bear = N 25° 39' 34.05" E

Curve Data

Curve E ARMY D-3
P.I. Station 9+43.66 N 1,917,084.5272 E 1,064,956.1903
Delta = 17° 13' 53.69" (RT)
Degree = 12° 43' 56.62"
Tangent = 68.1830
Length = 135.3365
Radius = 450.0000
External = 5.1362
Long Chord = 134.8271
Mid. Ord. = 5.0782
P.C. Station 8+75.48 N 1,917,027.2768 E 1,064,919.1591
P.T. Station 10+10.82 N 1,917,128.2380 E 1,065,008.5189
C.C. N 1,916,782.8749 E 1,065,297.0053
Back = N 32° 53' 45.45" E
Ahead = N 50° 07' 39.15" E
Chord Bear = N 41° 30' 42.30" E

Course from PT E ARMY D-3 to PC E ARMY D-4 N 50° 07' 39.15" E Dist 294.7564

RAMP E_ARMY_D

Curve Data

Curve E ARMY D-4
P.I. Station 14+13.00 N 1,917,386.0681 E 1,065,317.1818
Delta = 13° 45' 53.09" (LT)
Degree = 6° 26' 15.82"
Tangent = 107.4240
Length = 213.8138
Radius = 890.0000
External = 6.4597
Long Chord = 213.2999
Mid. Ord. = 6.4131
P.C. Station 13+05.57 N 1,917,317.2007 E 1,065,234.7367
P.T. Station 15+19.39 N 1,917,472.5745 E 1,065,380.8731
C.C. N 1,918,000.2520 E 1,064,664.1747
Back = N 50° 07' 39.15" E
Ahead = N 36° 21' 46.05" E
Chord Bear = N 43° 14' 42.60" E

Curve Data

Curve E ARMY D-5
P.I. Station 16+28.18 N 1,917,560.1859 E 1,065,445.3780
Delta = 21° 59' 19.84" (LT)
Degree = 10° 13' 53.00"
Tangent = 108.7964
Length = 214.9155
Radius = 560.0000
External = 10.4706
Long Chord = 213.5990
Mid. Ord. = 10.2784
P.C. Station 15+19.39 N 1,917,472.5745 E 1,065,380.8731
P.T. Station 17+34.30 N 1,917,665.5766 E 1,065,472.3867
C.C. N 1,917,804.5963 E 1,064,929.9168
Back = N 36° 21' 46.05" E
Ahead = N 14° 22' 26.22" E
Chord Bear = N 25° 22' 06.13" E

Course from PT E ARMY D-5 to 1002 N 14° 22' 26.22" E Dist 123.2331

Point 1002 N 1,917,784.9520 E 1,065,502.9792 Sta 18+57.54

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
...\\expln_abc\CL355-R_Data\exalign_32.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	49		
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355					CONTRACT NO. 60651	
PLDT DATE = 11/13/2009	DATE = 10/16/09	REVISED -				FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		
SCALE: N.T.S.		SHEET NO. 24 OF 44 SHEETS				STA.		TO STA.				

RAMP E_ARMY_E

Curve Data

Curve E ARMY E-1
P.I. Station 0+90.55 N 1,917,782.6745 E 1,064,780.7600
Delta = 4° 32' 07.68" (LT)
Degree = 2° 30' 20.88"
Tangent = 90.5466
Length = 180.9986
Radius = 2,286.5252
External = 1.7921
Long Chord = 180.9514
Mid. Ord. = 1.7907
P.C. Station 0+00.00 N 1,917,873.2211 E 1,064,780.7320
P.T. Station 1+81.00 N 1,917,692.4137 E 1,064,787.9481
C.C. N 1,917,873.9286 E 1,067,067.2571
Back = S 0° 01' 03.82" E
Ahead = S 4° 33' 11.50" E
Chord Bear = S 2° 17' 07.66" E

Curve Data

Curve E ARMY E-2
P.I. Station 2+48.85 N 1,917,625.0070 E 1,064,795.7317
Delta = 3° 07' 11.01" (LT)
Degree = 2° 17' 57.84"
Tangent = 67.8546
Length = 135.6757
Radius = 2,491.7717
External = 0.9237
Long Chord = 135.6589
Mid. Ord. = 0.9234
P.C. Station 1+81.00 N 1,917,692.4137 E 1,064,787.9481
P.T. Station 3+16.67 N 1,917,558.1238 E 1,064,807.1722
C.C. N 1,917,978.2460 E 1,067,263.2715
Back = S 6° 35' 12.93" E
Ahead = S 9° 42' 23.94" E
Chord Bear = S 8° 08' 48.44" E

Curve Data

Curve E ARMY E-3
P.I. Station 3+65.12 N 1,917,510.3695 E 1,064,815.3407
Delta = 28° 19' 26.05" (LT)
Degree = 29° 50' 29.59"
Tangent = 48.4478
Length = 94.9143
Radius = 192.0000
External = 6.0182
Long Chord = 93.9508
Mid. Ord. = 5.8353
P.C. Station 3+16.67 N 1,917,558.1238 E 1,064,807.1722
P.T. Station 4+11.59 N 1,917,472.2080 E 1,064,845.1885
C.C. N 1,917,590.4957 E 1,064,996.4235
Back = S 9° 42' 23.94" E
Ahead = S 38° 01' 50.00" E
Chord Bear = S 23° 52' 06.97" E

Curve Data

Curve E ARMY E-4
P.I. Station 5+28.98 N 1,917,379.7391 E 1,064,917.5126
Delta = 46° 41' 22.27" (LT)
Degree = 21° 03' 52.65"
Tangent = 117.3937
Length = 221.6489
Radius = 272.0000
External = 24.2521
Long Chord = 215.5670
Mid. Ord. = 22.2667
P.C. Station 4+11.59 N 1,917,472.2080 E 1,064,845.1885
P.T. Station 6+33.24 N 1,917,368.9363 E 1,065,034.4082
C.C. N 1,917,639.7822 E 1,065,059.4381
Back = S 38° 01' 50.00" E
Ahead = S 84° 43' 12.26" E
Chord Bear = S 61° 22' 31.13" E

RAMP E_ARMY_E

Curve Data

Curve E ARMY E-5
P.I. Station 7+05.00 N 1,917,362.3325 E 1,065,105.8680
Delta = 33° 02' 06.37" (LT)
Degree = 23° 40' 33.39"
Tangent = 71.7643
Length = 139.5303
Radius = 242.0000
External = 10.4166
Long Chord = 137.6056
Mid. Ord. = 9.9867
P.C. Station 6+33.24 N 1,917,368.9363 E 1,065,034.4082
P.T. Station 7+72.77 N 1,917,395.7527 E 1,065,169.3755
C.C. N 1,917,609.9095 E 1,065,056.6775
Back = S 84° 43' 12.26" E
Ahead = N 62° 14' 41.36" E
Chord Bear = N 78° 45' 44.55" E

Curve Data

Curve E ARMY E-6
P.I. Station 8+25.68 N 1,917,420.3918 E 1,065,216.1966
Delta = 21° 15' 08.68" (LT)
Degree = 20° 19' 03.55"
Tangent = 52.9084
Length = 104.6007
Radius = 282.0000
External = 4.9204
Long Chord = 104.0021
Mid. Ord. = 4.8360
P.C. Station 7+72.77 N 1,917,395.7527 E 1,065,169.3755
P.T. Station 8+77.37 N 1,917,460.3269 E 1,065,250.9023
C.C. N 1,917,645.3074 E 1,065,038.0497
Back = N 62° 14' 41.36" E
Ahead = N 40° 59' 32.69" E
Chord Bear = N 51° 37' 07.03" E

Curve Data

Curve E ARMY E-7
P.I. Station 9+38.83 N 1,917,506.7184 E 1,065,291.2190
Delta = 29° 40' 34.59" (LT)
Degree = 24° 41' 47.24"
Tangent = 61.4623
Length = 120.1641
Radius = 232.0000
External = 8.0034
Long Chord = 118.8254
Mid. Ord. = 7.7365
P.C. Station 8+77.37 N 1,917,460.3269 E 1,065,250.9023
P.T. Station 9+97.53 N 1,917,566.9858 E 1,065,303.2793
C.C. N 1,917,612.5094 E 1,065,075.7895
Back = N 40° 59' 32.69" E
Ahead = N 11° 18' 58.10" E
Chord Bear = N 26° 09' 15.40" E

Curve Data

Curve E ARMY E-8
P.I. Station 12+27.73 N 1,917,792.7113 E 1,065,348.4498
Delta = 81° 44' 48.79" (LT)
Degree = 21° 32' 23.16"
Tangent = 230.2007
Length = 379.5161
Radius = 266.0000
External = 85.7789
Long Chord = 348.1357
Mid. Ord. = 64.8623
P.C. Station 9+97.53 N 1,917,566.9858 E 1,065,303.2793
P.T. Station 13+77.05 N 1,917,869.8161 E 1,065,131.5461
C.C. N 1,917,619.1810 E 1,065,042.4505
Back = N 11° 18' 58.10" E
Ahead = N 70° 25' 50.68" W
Chord Bear = N 29° 33' 26.29" W

Course from PT E ARMY E-8 to PC E ARMY E-9 N 70° 25' 50.68" W Dist 52.4401

RAMP E_ARMY_E

Curve Data

Curve E ARMY E-9
P.I. Station 14+86.88 N 1,917,906.6036 E 1,065,028.0591
Delta = 7° 34' 58.99" (LT)
Degree = 6° 36' 58.11"
Tangent = 57.3910
Length = 114.6145
Radius = 866.0000
External = 1.8996
Long Chord = 114.5308
Mid. Ord. = 1.8955
P.C. Station 14+29.49 N 1,917,887.3807 E 1,065,082.1351
P.T. Station 15+44.10 N 1,917,918.5223 E 1,064,971.9194
C.C. N 1,917,071.4032 E 1,064,792.0719
Back = N 70° 25' 50.68" W
Ahead = N 78° 00' 49.68" W
Chord Bear = N 74° 13' 20.18" W

Course from PT E ARMY E-9 to 1011 N 78° 00' 49.68" W Dist 181.4162

Point 1011 N 1,917,956.1981 E 1,064,794.4585 Sta 17+25.52

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
...\\exp\in.ABC.C1.355.R.Data.exalign.33.dgn	DRAWN - TMB	REVISED -						*	2201, 1-1, 2&3RS-7	DUPAGE	546 50
USER NAME = jmajewski	CHECKED - JMM	REVISED -			•290,355			CONTRACT NO. 60651			
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			SCALE: N.T.S.	SHEET NO. 25 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

RAMP E_ARMY_F

Point 1020 N 1,916,108.8909 E 1,064,559.1936 Sta 0+00.00

Course from 1020 to PC E ARMY F-1 N 0° 19' 57.11" W Dist 402.6052

Curve Data

Curve E ARMY F-1
P.I. Station 4+45.57 N 1,916,554.4582 E 1,064,556.6076
Delta = 0° 04' 54.46" (LT)
Degree = 0° 05' 42.63"
Tangent = 42.9696
Length = 85.9392
Radius = 60,200.0000
External = 0.0153
Long Chord = 85.9392
Mid. Ord. = 0.0153
P.C. Station 4+02.61 N 1,916,511.4894 E 1,064,556.8570
P.T. Station 4+88.54 N 1,916,597.4267 E 1,064,556.2969
C.C. N 1,916,162.1047 E 1,004,357.8709
Back = N 0° 19' 57.11" W
Ahead = N 0° 24' 51.57" W
Chord Bear = N 0° 22' 24.34" W

Course from PT E ARMY F-1 to PC E ARMY F-2 N 0° 24' 51.57" W Dist 568.7965

Curve Data

Curve E ARMY F-2
P.I. Station 13+21.67 N 1,917,430.5286 E 1,064,550.2724
Delta = 8° 17' 02.67" (LT)
Degree = 1° 34' 11.09"
Tangent = 264.3271
Length = 527.7330
Radius = 3,650.0000
External = 9.5586
Long Chord = 527.2734
Mid. Ord. = 9.5336
P.C. Station 10+57.34 N 1,917,166.2084 E 1,064,552.1838
P.T. Station 15+85.07 N 1,917,691.8154 E 1,064,510.2973
C.C. N 1,917,139.8143 E 1,060,902.2792
Back = N 0° 24' 51.57" W
Ahead = N 8° 41' 54.24" W
Chord Bear = N 4° 33' 22.90" W

RAMP E_ARMY_F

Curve Data

Curve E ARMY F-3
P.I. Station 16+37.91 N 1,917,744.0416 E 1,064,502.3071
Delta = 16° 44' 39.07" (LT)
Degree = 15° 57' 35.38"
Tangent = 52.8339
Length = 104.9146
Radius = 359.0000
External = 3.8669
Long Chord = 104.5416
Mid. Ord. = 3.8257
P.C. Station 15+85.07 N 1,917,691.8154 E 1,064,510.2973
P.T. Station 16+89.99 N 1,917,791.7514 E 1,064,479.6093
C.C. N 1,917,637.5227 E 1,064,155.4265
Back = N 8° 41' 54.24" W
Ahead = N 25° 26' 33.31" W
Chord Bear = N 17° 04' 13.77" W

Curve Data

Curve E ARMY F-4
P.I. Station 19+27.62 N 1,918,006.3333 E 1,064,377.5228
Delta = 54° 36' 50.81" (LT)
Degree = 12° 26' 55.17"
Tangent = 237.6280
Length = 438.7149
Radius = 460.2567
External = 57.7233
Long Chord = 422.2938
Mid. Ord. = 51.2907
P.C. Station 16+89.99 N 1,917,791.7514 E 1,064,479.6093
P.T. Station 21+28.70 N 1,918,047.3654 E 1,064,143.4642
C.C. N 1,917,594.0222 E 1,064,063.9901
Back = N 25° 26' 33.31" W
Ahead = N 80° 03' 24.12" W
Chord Bear = N 52° 44' 58.72" W

RAMP E_U.S. 20_A

Curve Data				

Curve E US20 A-1				
P.I. Station	1+85.42	N	1,927,880.5059	E 1,067,605.6497
Delta	=	5° 26' 03.48" (RT)		
Degree	=	1° 27' 59.41"		
Tangent	=	185.4201		
Length	=	370.5622		
Radius	=	3,906.9701		
External	=	4.3974		
Long Chord	=	370.4234		
Mid. Ord.	=	4.3925		
P.C. Station	0+00.00	N	1,928,061.5056	E 1,067,645.8954
P.T. Station	3+70.56	N	1,927,704.1311	E 1,067,548.4434
C.C.		N	1,928,909.5201	E 1,063,832.0671
Back	= S	12° 32' 09.32" W		
Ahead	= S	17° 58' 12.81" W		
Chord Bear	= S	15° 15' 11.06" W		

Curve Data				

Curve E US20 A-2				
P.I. Station	5+35.18	N	1,927,546.7675	E 1,067,500.1064
Delta	=	26° 15' 02.22" (RT)		
Degree	=	8° 06' 55.98"		
Tangent	=	164.6201		
Length	=	323.4607		
Radius	=	706.0000		
External	=	18.9385		
Long Chord	=	320.6391		
Mid. Ord.	=	18.4437		
P.C. Station	3+70.56	N	1,927,704.1311	E 1,067,548.4434
P.T. Station	6+94.02	N	1,927,427.0124	E 1,067,387.1529
C.C.		N	1,927,911.4320	E 1,066,873.5639
Back	= S	17° 04' 30.87" W		
Ahead	= S	43° 19' 33.09" W		
Chord Bear	= S	30° 12' 01.98" W		

Course from PT E US20 A-2 to PC E US20 A-3 S 43° 19' 33.09" W Dist 253.4927

Curve Data				

Curve E US20 A-3				
P.I. Station	10+80.03	N	1,927,146.2048	E 1,067,122.2938
Delta	=	21° 44' 34.53" (LT)		
Degree	=	8° 18' 13.45"		
Tangent	=	132.5167		
Length	=	261.8451		
Radius	=	690.0000		
External	=	12.6099		
Long Chord	=	260.2767		
Mid. Ord.	=	12.3836		
P.C. Station	9+47.52	N	1,927,242.6058	E 1,067,213.2196
P.T. Station	12+09.36	N	1,927,022.9794	E 1,067,073.5478
C.C.		N	1,926,769.1645	E 1,067,715.1692
Back	= S	43° 19' 33.09" W		
Ahead	= S	21° 34' 58.56" W		
Chord Bear	= S	32° 27' 15.83" W		

Course from PT E US20 A-3 to PC E US20 A-4 S 21° 34' 58.56" W Dist 119.0824

Curve Data				

Curve E US20 A-4				
P.I. Station	14+28.02	N	1,926,819.6531	E 1,066,993.1153
Delta	=	5° 10' 58.89" (RT)		
Degree	=	2° 36' 15.67"		
Tangent	=	99.5748		
Length	=	199.0139		
Radius	=	2,200.0000		
External	=	2.2523		
Long Chord	=	198.9460		
Mid. Ord.	=	2.2500		
P.C. Station	13+28.44	N	1,926,912.2463	E 1,067,029.7437
P.T. Station	15+27.46	N	1,926,730.7473	E 1,066,948.2721
C.C.		N	1,927,721.5110	E 1,064,983.9943
Back	= S	21° 34' 58.56" W		
Ahead	= S	26° 45' 57.45" W		
Chord Bear	= S	24° 10' 28.01" W		

RAMP E_U.S. 20_A

Curve Data				

Curve E US20 A-5				
P.I. Station	16+76.53	N	1,926,597.6443	E 1,066,881.1361
Delta	=	17° 39' 13.07" (RT)		
Degree	=	5° 58' 05.92"		
Tangent	=	149.0760		
Length	=	295.7894		
Radius	=	960.0000		
External	=	11.5059		
Long Chord	=	294.6208		
Mid. Ord.	=	11.3696		
P.C. Station	15+27.46	N	1,926,730.7473	E 1,066,948.2721
P.T. Station	18+23.25	N	1,926,491.1693	E 1,066,776.7967
C.C.		N	1,927,163.0806	E 1,066,091.1327
Back	= S	26° 45' 57.45" W		
Ahead	= S	44° 25' 10.52" W		
Chord Bear	= S	35° 35' 33.99" W		

Course from PT E US20 A-5 to 1031 S 44° 25' 10.52" W Dist 201.5068

Point 1031 N 1,926,347.2464 E 1,066,635.7606 Sta 20+24.75

Course from 1031 to 1032 S 42° 56' 18.41" W Dist 118.2232

Point 1032 N 1,926,260.6969 E 1,066,555.2255 Sta 21+42.98

Course from 1032 to 1033 S 45° 29' 03.04" W Dist 170.5736

Point 1033 N 1,926,141.1066 E 1,066,433.5968 Sta 23+13.55

Course from 1033 to PC E US20 A-6 S 46° 52' 04.87" W Dist 704.8722

Curve Data				

Curve E US20 A-6				
P.I. Station	32+30.85	N	1,925,513.9669	E 1,065,764.1700
Delta	=	31° 30' 29.56" (RT)		
Degree	=	7° 36' 32.40"		
Tangent	=	212.4262		
Length	=	414.0913		
Radius	=	753.0000		
External	=	29.3899		
Long Chord	=	408.8932		
Mid. Ord.	=	28.2859		
P.C. Station	30+18.42	N	1,925,659.1987	E 1,065,919.1946
P.T. Station	34+32.51	N	1,925,471.1664	E 1,065,556.1003
C.C.		N	1,926,208.7236	E 1,065,404.3827
Back	= S	46° 52' 04.87" W		
Ahead	= S	78° 22' 34.43" W		
Chord Bear	= S	62° 37' 19.65" W		

Course from PT E US20 A-6 to PC E US20 A-7 S 78° 22' 34.43" W Dist 64.4024

Curve Data				

Curve E US20 A-7				
P.I. Station	36+00.88	N	1,925,430.3716	E 1,065,392.8454
Delta	=	16° 02' 14.34" (LT)		
Degree	=	7° 45' 49.16"		
Tangent	=	103.9642		
Length	=	206.5691		
Radius	=	738.0000		
External	=	7.2869		
Long Chord	=	205.8955		
Mid. Ord.	=	7.2157		
P.C. Station	34+96.92	N	1,925,458.1903	E 1,065,493.0187
P.T. Station	37+03.49	N	1,925,375.9614	E 1,065,304.2560
C.C.		N	1,924,747.1008	E 1,065,690.4922
Back	= S	74° 28' 47.02" W		
Ahead	= S	58° 26' 32.67" W		
Chord Bear	= S	66° 27' 39.84" W		

Course from PT E US20 A-7 to 1034 S 58° 26' 32.67" W Dist 118.4852

Point 1034 N 1,925,313.9515 E 1,065,203.2930 Sta 38+21.97

RAMP E_U.S. 20_B

Curve Data				

Curve E US20 B-1				
P.I. Station	1+22.84	N	1,924,013.8803	E 1,064,773.2649
Delta	=	8° 06' 50.25" (RT)		
Degree	=	3 33/64 18' 29.62"		
Tangent	=	122.8384		
Length	=	245.2661		
Radius	=	1,731.9182		
External	=	4.3508		
Long Chord	=	245.0612		
Mid. Ord.	=	4.3399		
P.C. Station	0+00.00	N	1,923,894.0010	E 1,064,746.4650
P.T. Station	2+45.27	N	1,924,128.7769	E 1,064,816.7166
C.C.		N	1,923,516.1445	E 1,066,436.6618
Back	= N	12° 36' 06.13" E		
Ahead	= N	20° 42' 56.38" E		
Chord Bear	= N	16° 39' 31.26" E		

Course from PT E US20 B-1 to 1041 N 15° 15' 18.43" E Dist 295.1404

Point 1041 N 1,924,413.5176 E 1,064,894.3732 Sta 5+40.41

Course from 1041 to PC E US20 B-2 N 16° 42' 10.67" E Dist 419.6424

Curve Data				

Curve E US20 B-2				
P.I. Station	10+00.53	N	1,924,854.2294	E 1,065,026.6179
Delta	=	2° 24' 11.85" (LT)		
Degree	=	2° 58' 07.30"		
Tangent	=	40.4832		
Length	=	80.9545		
Radius	=	1,930.0000		
External	=	0.4245		
Long Chord	=	80.9486		
Mid. Ord.	=	0.4244		
P.C. Station	9+60.05	N	1,924,815.4543	E 1,065,014.9827
P.T. Station	10+41.00	N	1,924,893.4583	E 1,065,036.6170
C.C.		N	1,925,370.1558	E 1,063,166.4139
Back	= N	16° 42' 10.67" E		
Ahead	= N	14° 17' 58.82" E		
Chord Bear	= N	15° 30' 04.75" E		

Curve Data				

Curve E US20 B-3				
P.I. Station	11+41.44	N	1,924,990.7850	E 1,065,061.4247
Delta	=	12° 08' 01.39" (RT)		
Degree	=	6° 03' 46.96"		
Tangent	=	100.4386		
Length	=	200.1258		
Radius	=	945.0000		
External	=	5.3225		
Long Chord	=	199.7521		
Mid. Ord.	=	5.2927		
P.C. Station	10+41.00	N	1,924,893.4583	E 1,065,036.6170
P.T. Station	12+41.13	N	1,925,080.7230	E 1,065,106.1356
C.C.		N	1,924,660.0495	E 1,065,952.3382
Back	= N	14° 17' 58.82" E		
Ahead	= N	26° 26' 00.22" E		
Chord Bear	= N	20° 21' 59.52" E		

Curve Data				

Curve E US20 B-4				
P.I. Station	12+88.13	N	1,925,125.0804	E 1,065,121.6735
Delta	=	46° 38' 55.77" (LT)		
Degree	=	52° 33' 45.20"		
Tangent	=	47.0000		
Length	=	88.7492		
Radius	=	109.0049		
External	=	9.7009		
Long Chord	=	86.3181		
Mid. Ord.	=	8.9081		
P.C. Station	12+41.13	N	1,925,080.7230	E 1,065,106.1356
P.T. Station	13+29.88	N	1,925,166.8288	E 1,065,100.0848
C.C.		N	1,925,116.7592	E 1,065,003.2597
Back	= N	19° 18' 17.02" E		
Ahead	= N	27° 20' 38.75" W		
Chord Bear	= N	4° 01' 10.87" W		

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\p\ABC\CL355-R.Data\exalign.35.dgn	DRAWN - TMB	REVISED -				*	220, 1-1, 2&3RS-7	DUPAGE	546	52
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO.	60651	
PI OT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 27 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

RAMP E_U.S.20_C

Curve Data

Curve E US20 C-1
P.I. Station 0+88.39 N 1,924,866.6451 E 1,065,422.3108
Delta = 0° 15' 24.54" (LT)
Degree = 0° 08' 43.00"
Tangent = 88.3878
Length = 176.7754
Radius = 39,438.6052
External = 0.0990
Long Chord = 176.7753
Mid. Ord. = 0.0990
P.C. Station 0+00.00 N 1,924,938.2634 E 1,065,474.1108
P.T. Station 1+76.78 N 1,924,794.7954 E 1,065,370.8325
C.C. 1,901,825.1705 E 1,097,430.1511
Back = S 35° 52' 38.56" W
Ahead = S 35° 37' 14.02" W
Chord Bear = S 35° 44' 56.29" W

Curve Data

Curve E US20 C-2
P.I. Station 2+29.50 N 1,924,751.9379 E 1,065,340.1263
Delta = 14° 04' 39.02" (LT)
Degree = 13° 25' 05.58"
Tangent = 52.7222
Length = 104.9134
Radius = 427.0000
External = 3.2425
Long Chord = 104.6497
Mid. Ord. = 3.2181
P.C. Station 1+76.78 N 1,924,794.7954 E 1,065,370.8325
P.T. Station 2+81.69 N 1,924,702.8988 E 1,065,320.7667
C.C. 1,924,546.1043 E 1,065,717.9373
Back = S 35° 37' 14.02" W
Ahead = S 21° 32' 35.00" W
Chord Bear = S 28° 34' 54.51" W

Curve Data

Curve E US20 C-3
P.I. Station 3+37.51 N 1,924,648.9211 E 1,065,306.5225
Delta = 53° 39' 40.63" (LT)
Degree = 51° 54' 46.33"
Tangent = 55.8256
Length = 103.3680
Radius = 110.3691
External = 13.3153
Long Chord = 99.6313
Mid. Ord. = 11.8818
P.C. Station 2+81.69 N 1,924,702.8988 E 1,065,320.7667
P.T. Station 3+85.06 N 1,924,605.4620 E 1,065,341.5625
C.C. 1,924,674.7375 E 1,065,427.4826
Back = S 14° 46' 58.12" W
Ahead = S 38° 52' 42.51" E
Chord Bear = S 12° 02' 52.19" E

Curve Data

Curve E US20 C-4
P.I. Station 4+92.60 N 1,924,522.5828 E 1,065,410.0952
Delta = 90° 23' 18.97" (LT)
Degree = 53° 38' 21.12"
Tangent = 107.5439
Length = 168.5122
Radius = 106.8170
External = 44.7599
Long Chord = 151.5735
Mid. Ord. = 31.5425
P.C. Station 3+85.06 N 1,924,605.4620 E 1,065,341.5625
P.T. Station 5+53.57 N 1,924,591.6760 E 1,065,492.5077
C.C. 1,924,673.5315 E 1,065,423.8816
Back = S 39° 35' 14.20" E
Ahead = N 50° 01' 26.82" E
Chord Bear = S 84° 46' 53.69" E

Course from PT E US20 C-4 to 1046 N 47° 22' 41.44" E Dist 194.1697

Point 1046 N 1,924,723.1592 E 1,065,635.3854 Sta 7+47.74

Course from 1046 to 1047 N 36 33/64 21' 55.55" E Dist 56.7518

Point 1047 N 1,924,768.8587 E 1,065,669.0355 Sta 8+04.49

RAMP E_U.S.20_D

Point 1050 N 1,925,770.2815 E 1,066,354.6130 Sta 0+00.00

Course from 1050 to 1051 S 45° 32' 43.98" W Dist 127.9725

Point 1051 N 1,925,680.6570 E 1,066,263.2653 Sta 1+27.97

Course from 1051 to PC E US20 D-1 S 44° 32' 02.49" W Dist 149.8733

Curve Data

Curve E US20 D-1
P.I. Station 3+69.69 N 1,925,508.3540 E 1,066,093.7424
Delta = 8° 32' 00.99" (LT)
Degree = 4° 39' 15.87"
Tangent = 91.8421
Length = 183.3446
Radius = 1,231.0000
External = 3.4213
Long Chord = 183.1752
Mid. Ord. = 3.4118
P.C. Station 2+77.85 N 1,925,573.8222 E 1,066,158.1543
P.T. Station 4+61.19 N 1,925,434.0525 E 1,066,039.7584
C.C. 1,924,710.4816 E 1,067,035.6531
Back = S 44° 32' 02.49" W
Ahead = S 36° 00' 01.50" W
Chord Bear = S 40° 16' 02.00" W

Curve Data

Curve E US20 D-2
P.I. Station 5+11.64 N 1,925,393.2380 E 1,066,010.1045
Delta = 13° 21' 09.03" (LT)
Degree = 13° 17' 37.26"
Tangent = 50.4498
Length = 100.4425
Radius = 431.0000
External = 2.9426
Long Chord = 100.2154
Mid. Ord. = 2.9226
P.C. Station 4+61.19 N 1,925,434.0525 E 1,066,039.7584
P.T. Station 5+61.63 N 1,925,346.6785 E 1,065,990.6779
C.C. 1,925,180.7146 E 1,066,388.4429
Back = S 36° 00' 01.50" W
Ahead = S 22° 38' 52.47" W
Chord Bear = S 29° 19' 26.99" W

Course from PT E US20 D-2 to 1052 S 22° 38' 52.47" W Dist 141.0952

Point 1052 N 1,925,216.4634 E 1,065,936.3468 Sta 7+02.73

Course from 1052 to PC E US20 D-3 S 20° 08' 05.32" W Dist 229.6951

Curve Data

Curve E US20 D-3
P.I. Station 9+79.50 N 1,924,958.2971 E 1,065,837.0410
Delta = 58° 29' 19.29" (LT)
Degree = 68° 08' 17.14"
Tangent = 47.0805
Length = 85.8385
Radius = 84.0877
External = 12.2830
Long Chord = 82.1596
Mid. Ord. = 10.7175
P.C. Station 9+32.42 N 1,925,000.8060 E 1,065,857.2788
P.T. Station 10+18.26 N 1,924,918.8257 E 1,065,862.7038
C.C. 1,924,964.6605 E 1,065,933.2014
Back = S 25° 27' 30.13" W
Ahead = S 33° 01' 49.16" E
Chord Bear = S 3° 47' 09.52" E

RAMP E_U.S.20_E

Point 1060 N 1,922,901.5068 E 1,064,807.9074 Sta 0+00.00

Course from 1060 to PC E US20 E-1 N 2° 34' 09.08" E Dist 326.0832

Curve Data

Curve E US20 E-1
P.I. Station 6+05.10 N 1,923,506.2257 E 1,064,828.1238
Delta = 15° 14' 15.28" (RT)
Degree = 2° 44' 48.35"
Tangent = 279.0197
Length = 554.7465
Radius = 2,085.9374
External = 18.5784
Long Chord = 553.1131
Mid. Ord. = 18.4144
P.C. Station 3+26.08 N 1,923,227.2622 E 1,064,822.5243
P.T. Station 8+80.83 N 1,923,773.9104 E 1,064,906.8443
C.C. 1,923,185.4003 E 1,066,908.0416
Back = N 1° 08' 59.72" E
Ahead = N 16° 23' 15.00" E
Chord Bear = N 8° 46' 07.36" E

Curve Data

Curve E US20 E-2
P.I. Station 9+84.86 N 1,923,874.9659 E 1,064,931.5373
Delta = 14° 41' 53.37" (RT)
Degree = 7° 06' 12.50"
Tangent = 104.0287
Length = 206.9151
Radius = 806.5885
External = 6.6808
Long Chord = 206.3482
Mid. Ord. = 6.6259
P.C. Station 8+80.83 N 1,923,773.9104 E 1,064,906.8443
P.T. Station 10+87.74 N 1,923,966.4493 E 1,064,981.0627
C.C. 1,923,582.4528 E 1,065,690.3805
Back = N 13° 43' 52.31" E
Ahead = N 28° 25' 45.67" E
Chord Bear = N 21° 04' 48.99" E

Curve Data

Curve E US20 E-3
P.I. Station 12+51.58 N 1,924,112.8214 E 1,065,054.6572
Delta = 21° 49' 27.86" (RT)
Degree = 6° 44' 32.34"
Tangent = 163.8321
Length = 323.6929
Radius = 849.7935
External = 15.6486
Long Chord = 321.7396
Mid. Ord. = 15.3656
P.C. Station 10+87.74 N 1,923,966.4493 E 1,064,981.0627
P.T. Station 14+11.44 N 1,924,221.3430 E 1,065,177.3928
C.C. 1,923,584.7162 E 1,065,740.2918
Back = N 26° 41' 34.10" E
Ahead = N 48° 31' 01.96" E
Chord Bear = N 37° 36' 18.03" E

Course from PT E US20 E-3 to 1061 N 47° 37' 32.27" E Dist 213.1913

Point 1061 N 1,924,365.0280 E 1,065,334.8894 Sta 16+24.63

Course from 1061 to 1062 N 47 ° 43' 34.72" E Dist 377.5309

Point 1062 N 1,924,618.9828 E 1,065,614.2396 Sta 20+02.16

Course from 1062 to 1063 N 47° 26' 40.91" E Dist 262.1949

Point 1063 N 1,924,796.3056 E 1,065,807.3789 Sta 22+64.35

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\expin_ABC.C1.355_R.Data.exolign.36.dgn	DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	53
USER NAME = jmajewski	CHECKED - JMM	REVISED -			SCALE: N.T.S.			*290,355			CONTRACT NO. 60G51	
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			SHEET NO. 28 OF 44 SHEETS STA. TO STA.			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

RAMP E_20-355_A

Point 1070 N 1,926,578.1598 E 1,069,967.1679 Sta 0+00.00

Course from 1070 to PC E 20-355 A-1 N 56° 45' 29.60" W Dist 642.8618

Curve Data

Curve E 20-355 A-1

P.I. Station 8+13.94 N 1,927,024.3423 E 1,069,286.4134
Delta = 11°34' 28.53" (RT)
Degree = 3° 23' 39.48"
Tangent = 171.0826
Length = 341.0008
Radius = 1,688.0000
External = 8.6477
Long Chord = 340.4213
Mid. Ord. = 8.6036
P.C. Station 6+42.86 N 1,926,930.5594 E 1,069,429.5009
P.T. Station 9+83.86 N 1,927,144.9277 E 1,069,165.0526
C.C. N 1,928,342.3432 E 1,070,354.8173
Back = N 56° 45' 29.60" W
Ahead = N 45° 11' 01.07" W
Chord Bear = N 50° 58' 15.33" W

Course from PT E 20-355 A-1 to PC E 20-355 A-2 N 45° 11' 01.07" W Dist 257.3859

Curve Data

Curve E 20-355 A-2

P.I. Station 17+04.50 N 1,927,652.8630 E 1,068,653.8510
Delta = 43° 08' 05.27" (LT)
Degree = 4° 53' 19.39"
Tangent = 463.2564
Length = 882.3334
Radius = 1,172.0000
External = 88.2343
Long Chord = 861.6437
Mid. Ord. = 82.0566
P.C. Station 12+41.25 N 1,927,326.3428 E 1,068,982.4709
P.T. Station 21+23.58 N 1,927,666.4571 E 1,068,190.7941
C.C. N 1,926,494.9619 E 1,068,156.4020
Back = N 45° 11' 01.07" W
Ahead = N 88° 19' 06.34" W
Chord Bear = N 66° 45' 03.71" W

Curve Data

Curve E 20-355 A-3

P.I. Station 24+62.78 N 1,927,676.4107 E 1,067,851.7456
Delta = 33° 55' 36.02" (LT)
Degree = 5° 09' 08.99"
Tangent = 339.1946
Length = 658.4509
Radius = 1,112.0000
External = 50.5820
Long Chord = 648.8736
Mid. Ord. = 48.3813
P.C. Station 21+23.58 N 1,927,666.4571 E 1,068,190.7941
P.T. Station 27+82.03 N 1,927,495.4361 E 1,067,564.8638
C.C. N 1,926,554.9360 E 1,068,158.1627
Back = N 88° 19' 06.34" W
Ahead = S 57° 45' 17.64" W
Chord Bear = S 74° 43' 05.65" W

Curve Data

Curve E 20-355 A-4

P.I. Station 28+95.26 N 1,927,436.5414 E 1,067,468.1619
Delta = 10° 40' 01.81" (LT)
Degree = 4° 43' 27.37"
Tangent = 113.2248
Length = 225.7951
Radius = 1,212.7963
External = 5.2738
Long Chord = 225.4691
Mid. Ord. = 5.2509
P.C. Station 27+82.03 N 1,927,495.4361 E 1,067,564.8638
P.T. Station 30+07.83 N 1,927,360.7645 E 1,067,384.0327
C.C. N 1,926,459.6229 E 1,068,195.7091
Back = S 58° 39' 25.82" W
Ahead = S 47° 59' 24.01" W
Chord Bear = S 53° 19' 24.91" W

RAMP E_20-355_A

Curve Data

Curve E 20-355 A-5

P.I. Station 31+03.06 N 1,927,294.0949 E 1,067,316.0259
Delta = 5°26' 39.52" (LT)
Degree = 2° 51' 37.79"
Tangent = 95.2353
Length = 190.3274
Radius = 2,003.0000
External = 2.2628
Long Chord = 190.2558
Mid. Ord. = 2.2602
P.C. Station 30+07.83 N 1,927,360.7645 E 1,067,384.0327
P.T. Station 31+98.16 N 1,927,221.2736 E 1,067,254.6514
C.C. N 1,925,930.4378 E 1,068,786.2362
Back = S 45° 34' 07.87" W
Ahead = S 40° 07' 28.35" W
Chord Bear = S 42° 50' 48.11" W

Curve Data

Curve E 20-355 A-6

P.I. Station 32+56.00 N 1,927,177.0404 E 1,067,217.3712
Delta = 6° 10' 18.94" (LT)
Degree = 5° 20' 23.19"
Tangent = 57.8480
Length = 115.5841
Radius = 1,073.0000
External = 1.5582
Long Chord = 115.5282
Mid. Ord. = 1.5560
P.C. Station 31+98.16 N 1,927,221.2736 E 1,067,254.6514
P.T. Station 33+13.74 N 1,927,129.0555 E 1,067,185.0627
C.C. N 1,926,529.7774 E 1,068,075.1159
Back = S 40° 07' 28.35" W
Ahead = S 33° 57' 09.41" W
Chord Bear = S 37° 02' 18.88" W

Curve Data

Curve E 20-355 A-7

P.I. Station 33+77.01 N 1,927,076.5766 E 1,067,149.7283
Delta = 4° 31' 23.42" (LT)
Degree = 3° 34' 35.76"
Tangent = 63.2657
Length = 126.4657
Radius = 1,601.9617
External = 1.2488
Long Chord = 126.4328
Mid. Ord. = 1.2478
P.C. Station 33+13.74 N 1,927,129.0555 E 1,067,185.0627
P.T. Station 34+40.21 N 1,927,021.4746 E 1,067,118.6426
C.C. N 1,926,234.3486 E 1,068,513.8895
Back = S 33° 57' 09.41" W
Ahead = S 29° 25' 45.99" W
Chord Bear = S 31° 41' 27.70" W

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\h_ABC-C1-355_R_Data_exalign_37.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	54
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290.355			CONTRACT NO. 60C51	
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 29 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

RAMP E_20-355_B

Point 1080 N 1,932,051.7623 E 1,068,024.0565 Sta 0+00.00

Course from 1080 to PC E 20-355 B-1 S 8° 42' 53.70" W Dist 2,834.8420

Curve Data

Curve E 20-355 B-1

P.I. Station 31+16.10 N 1,928,971.6427 E 1,067,551.9113
Delta = 14°47' 24.50" (LT)
Degree = 2° 38' 38.45"
Tangent = 261.2546
Length = 559.3821
Radius = 2,167.0000
External = 18.1758
Long Chord = 557.8303
Mid. Ord. = 18.0246
P.C. Station 28+34.84 N 1,929,249.6501 E 1,067,594.5264
P.T. Station 33+94.22 N 1,928,691.9678 E 1,067,581.6776
C.C. N 1,928,921.3102 E 1,069,736.5073
Back = S 8° 42' 53.70" W
Ahead = S 6° 04' 30.80" E
Chord Bear = S 1° 19' 11.45" W

Curve Data

Curve E 20-355 B-2

P.I. Station 34+25.84 N 1,928,660.5299 E 1,067,585.0235
Delta = 3° 37' 17.94" (LT)
Degree = 5° 43' 46.48"
Tangent = 31.6154
Length = 63.2097
Radius = 1,000.0000
External = 0.4996
Long Chord = 63.1992
Mid. Ord. = 0.4994
P.C. Station 33+94.22 N 1,928,691.9678 E 1,067,581.6776
P.T. Station 34+57.43 N 1,928,629.3662 E 1,067,590.3487
C.C. N 1,928,797.8018 E 1,068,576.0614
Back = S 6° 04' 30.80" E
Ahead = S 9° 41' 48.74" E
Chord Bear = S 7° 53' 09.77" E

Curve Data

Curve E 20-355 B-3

P.I. Station 36+14.18 N 1,928,474.8583 E 1,067,616.7506
Delta = 7° 57' 58.18" (LT)
Degree = 2° 32' 42.66"
Tangent = 156.7475
Length = 312.9898
Radius = 2,251.1460
External = 5.4506
Long Chord = 312.7377
Mid. Ord. = 5.4374
P.C. Station 34+57.43 N 1,928,629.3662 E 1,067,590.3487
P.T. Station 37+70.42 N 1,928,325.5003 E 1,067,664.3106
C.C. N 1,929,008.5393 E 1,069,809.3318
Back = S 9° 41' 48.74" E
Ahead = S 17° 39' 46.92" E
Chord Bear = S 13° 40' 47.83" E

RAMP E_20-355_B

Curve Data

Curve E 20-355 B-4

P.I. Station 39+81.93 N 1,928,123.9610 E 1,067,728.4868
Delta = 14°42' 23.70" (LT)
Degree = 3° 29' 44.80"
Tangent = 211.5104
Length = 420.6957
Radius = 1,639.0000
External = 13.5912
Long Chord = 419.5418
Mid. Ord. = 13.4794
P.C. Station 37+70.42 N 1,928,325.5003 E 1,067,664.3106
P.T. Station 41+91.12 N 1,927,945.3168 E 1,067,841.7250
C.C. N 1,928,822.8030 E 1,069,226.0440
Back = S 17° 39' 46.92" E
Ahead = S 32° 22' 10.62" E
Chord Bear = S 25° 00' 58.77" E

Curve Data

Curve E 20-355 B-5

P.I. Station 42+76.72 N 1,927,873.0191 E 1,067,887.5528
Delta = 2° 23' 31.44" (LT)
Degree = 1° 23' 50.85"
Tangent = 85.5988
Length = 171.1727
Radius = 4,100.0000
External = 0.8935
Long Chord = 171.1602
Mid. Ord. = 0.8933
P.C. Station 41+91.12 N 1,927,945.3168 E 1,067,841.7250
P.T. Station 43+62.29 N 1,927,802.6971 E 1,067,936.3581
C.C. N 1,930,140.3707 E 1,071,304.6340
Back = S 32° 22' 10.62" E
Ahead = S 34° 45' 42.06" E
Chord Bear = S 33° 33' 56.34" E

Curve Data

Curve E 20-355 B-6

P.I. Station 47+57.31 N 1,927,478.1785 E 1,068,161.5827
Delta = 25° 26' 22.99" (LT)
Degree = 3° 16' 26.56"
Tangent = 395.0170
Length = 777.0120
Radius = 1,750.0000
External = 44.0285
Long Chord = 770.6452
Mid. Ord. = 42.9480
P.C. Station 43+62.29 N 1,927,802.6971 E 1,067,936.3581
P.T. Station 51+39.30 N 1,927,281.8737 E 1,068,504.3696
C.C. N 1,928,800.4846 E 1,069,374.0368
Back = S 34° 45' 42.06" E
Ahead = S 60° 12' 05.05" E
Chord Bear = S 47° 28' 53.56" E

Course from PT E 20-355 B-6 to 1081 S 60° 12' 05.05" E Dist 199.1668

Point 1081 N 1,927,182.8972 E 1,068,677.2021 Sta 53+38.47

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-355 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\h_RBC\01_355_R_Data\exalign_38.dgn	DRAWN - TMB	REVISED -				*	220, 1-1, 2&3RS-7	DUPAGE	546	55
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355			CONTRACT NO. 60C51	
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 30 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

RAMP E_20-355_C					RAMP E_20-355_C					RAMP E_20-355_E				
Point 1085					Curve Data					Curve Data				
Course from 1085 to 1086 S 3° 14' 49.94" W Dist 415.9658					Curve E 20-355 C-4					Curve E 20-355 E-1				
Point 1086					P.I. Station					P.I. Station				
Course from 1086 to PC E 20-355 C-1 S 2° 14' 19.58" W Dist 259.5299					Delta =					Delta =				
					Degree =					Degree =				
					Tangent =					Tangent =				
					Length =					Length =				
					Radius =					Radius =				
					External =					External =				
					Long Chord =					Long Chord =				
					Mid. Ord. =					Mid. Ord. =				
Curve E 20-355 C-1					P.C. Station					P.C. Station				
P.I. Station					P.T. Station					P.T. Station				
Delta =					C.C.					C.C.				
Degree =					Back = S					Back = N				
Tangent =					Ahead = S					Ahead = N				
Length =					Chord Bear = S					Chord Bear = N				
Radius =														
External =														
Long Chord =														
Mid. Ord. =														
P.C. Station														
P.T. Station														
C.C.														
Back = S														
Ahead = S														
Chord Bear = S														
Course from PT E 20-355 C-1 to PC E 20-355 C-2 S 10° 24' 14.33" E Dist 99.1826														

I-290

Curve Data

Curve E.I290G-1
P.I. Station = 5+26.79 N 1,930,855.0242 E 1,067,946.4876
Delta = 2°30' 15.85" (RT)
Degree = 0° 14' 15.87"
Tangent = 526.7905
Length = 1,053.4133
Radius = 24,100.0000
External = 5.7567
Long Chord = 1,053.3294
Mid. Ord. = 5.7554
P.C. Station = 0+00.00 N 1,930,330.2617 E 1,067,900.3082
P.T. Station = 10+53.41 N 1,931,377.2677 E 1,068,015.5529
C.C. = N 1,928,217.6155 E 1,091,907.5306
Back = N 5° 01' 44.76" E
Ahead = N 7° 32' 00.61" E
Chord Bear = N 6° 16' 52.68" E

Course from PT E.I290G-1 to PC E.I290G-2 N 7° 32' 00.61" E Dist 3,065.7520

Curve Data

Curve E.I290G-2
P.I. Station = 48+67.43 N 1,935,158.3637 E 1,068,515.5931
Delta = 7° 26' 44.09" (LT)
Degree = 0° 29' 53.61"
Tangent = 748.2652
Length = 1,494.4238
Radius = 11,500.0000
External = 24.3178
Long Chord = 1,493.3725
Mid. Ord. = 24.2665
P.C. Station = 41+19.17 N 1,934,416.5573 E 1,068,417.4911
P.T. Station = 56+13.59 N 1,935,906.6280 E 1,068,516.7413
C.C. = N 1,935,924.2751 E 1,057,016.7548
Back = N 7° 32' 00.61" E
Ahead = N 0° 05' 16.52" E
Chord Bear = N 3° 48' 38.56" E

Course from PT E.I290G-2 to PC E.I290G-3 N 0° 05' 16.52" E Dist 2,724.4237

Curve Data

Curve E.I290G-3
P.I. Station = 97+01.20 N 1,939,994.2356 E 1,068,523.0139
Delta = 13° 31' 13.37" (LT)
Degree = 0° 29' 53.61"
Tangent = 1,363.1888
Length = 2,713.7145
Radius = 11,500.0000
External = 80.5131
Long Chord = 2,707.4225
Mid. Ord. = 79.9533
P.C. Station = 83+38.01 N 1,938,631.0484 E 1,068,520.9220
P.T. Station = 110+51.73 N 1,941,320.1336 E 1,068,206.3465
C.C. = N 1,938,648.6956 E 1,057,020.9356
Back = N 0° 05' 16.52" E
Ahead = N 13° 25' 56.85" W
Chord Bear = N 6° 40' 20.17" W

Course from PT E.I290G-3 to 501 N 13° 25' 56.85" W Dist 480.3379

Point 501 N 1,941,787.3316 E 1,068,094.7645 Sta 115+32.07

Course from 501 to 502 N 13° 25' 56.85" W Dist 2,289.4062

Point 502 N 1,944,014.1099 E 1,067,562.9378 Sta 138+21.47

Course from 502 to 503 N 13° 25' 56.85" W Dist 1,825.3908

Point 503 N 1,945,789.5660 E 1,067,138.9015 Sta 156+46.86

FILE NAME *	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\exopl_n_ABC.C1.290.ML_Data_exalign_4d.dgn	DRAWN - TMB	REVISED -						*	220, 1-1, 2&3)RS-7	DUPAGE	546	57	
USER NAME = jmajewski	CHECKED - JMM	REVISED -			SCALE: N.T.S.			SHEET NO. 32 OF 44 SHEETS		STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -						*290,355		CONTRACT NO. 60G51			

RAMP E_THORN_A

Point 1090 N 1,935,068.6166 E 1,068,569.1098 Sta 0+00.00

Course from 1090 to 1091 N 6° 00' 55.51" E Dist 504.9753

Point 1091 N 1,935,570.8114 E 1,068,622.0292 Sta 5+04.98

Course from 1091 to PC E THORN A-1 N 3° 56' 30.16" E Dist 392.4647

Curve Data

Curve E THORN A-1
P.I. Station 12+15.50 N 1,936,279.6528 E 1,068,670.8716
Delta = 46°04' 17.05" (RT)
Degree = 7° 39' 35.51"
Tangent = 318.0574
Length = 601.4650
Radius = 748.0000
External = 64.8127
Long Chord = 585.3917
Mid. Ord. = 59.6446
P.C. Station 8+97.44 N 1,935,962.3478 E 1,068,649.0079
P.T. Station 14+98.91 N 1,936,484.0403 E 1,068,914.5645
C.C. N 1,935,910.9290 E 1,069,395.2385
Back = N 3° 56' 30.16" E
Ahead = N 50° 00' 47.21" E
Chord Bear = N 26° 58' 38.69" E

Course from PT E THORN A-1 to PC E THORN A-2 N 50° 00' 47.21" E Dist 238.9842

Curve Data

Curve E THORN A-2
P.I. Station 18+23.64 N 1,936,692.7179 E 1,069,163.3724
Delta = 21° 34' 37.71" (LT)
Degree = 12° 43' 56.62"
Tangent = 85.7491
Length = 169.4665
Radius = 450.0000
External = 8.0970
Long Chord = 168.4668
Mid. Ord. = 7.9539
P.C. Station 17+37.89 N 1,936,637.6145 E 1,069,097.6722
P.T. Station 19+07.36 N 1,936,768.1213 E 1,069,204.2041
C.C. N 1,936,982.4007 E 1,068,808.4967
Back = N 50° 00' 47.21" E
Ahead = N 28° 26' 09.50" E
Chord Bear = N 39° 13' 28.35" E

Curve Data

Curve E THORN A-3
P.I. Station 20+02.88 N 1,936,852.1164 E 1,069,249.6882
Delta = 3° 49' 29.36" (LT)
Degree = 2° 00' 10.29"
Tangent = 95.5195
Length = 190.9681
Radius = 2,860.6995
External = 1.5943
Long Chord = 190.9327
Mid. Ord. = 1.5934
P.C. Station 19+07.36 N 1,936,768.1213 E 1,069,204.2041
P.T. Station 20+98.32 N 1,936,938.9585 E 1,069,289.4681
C.C. N 1,938,130.3188 E 1,066,688.6485
Back = N 28° 26' 09.50" E
Ahead = N 24° 36' 40.14" E
Chord Bear = N 26° 31' 24.82" E

Course from PT E THORN A-3 to 1092 N 15° 01' 45.31" E Dist 180.4305

Point 1092 N 1,937,113.2171 E 1,069,336.2559 Sta 22+78.75

RAMP E_THORN_B

Point 1100 N 1,937,493.5714 E 1,068,604.0067 Sta 0+00.00

Course from 1100 to PC E THORN B-1 S 1° 27' 47.91" E Dist 311.1294

Curve Data

Curve E THORN B-1
P.I. Station 4+06.93 N 1,937,086.7763 E 1,068,614.3983
Delta = 10°43' 51.46" (LT)
Degree = 5° 37' 02.04"
Tangent = 95.7984
Length = 191.0364
Radius = 1,020.0000
External = 4.4888
Long Chord = 190.7573
Mid. Ord. = 4.4691
P.C. Station 3+11.13 N 1,937,182.5435 E 1,068,611.9519
P.T. Station 5+02.17 N 1,936,993.1394 E 1,068,634.6335
C.C. N 1,937,208.5910 E 1,069,631.6193
Back = S 1° 27' 47.91" E
Ahead = S 12° 11' 39.37" E
Chord Bear = S 6° 49' 43.64" E

Curve Data

Curve E THORN B-2
P.I. Station 6+32.39 N 1,936,865.8563 E 1,068,662.1398
Delta = 36° 03' 56.34" (LT)
Degree = 14° 19' 26.20"
Tangent = 130.2213
Length = 251.7857
Radius = 400.0000
External = 20.6633
Long Chord = 247.6494
Mid. Ord. = 19.6483
P.C. Station 5+02.17 N 1,936,993.1394 E 1,068,634.6335
P.T. Station 7+53.95 N 1,936,779.1612 E 1,068,759.3073
C.C. N 1,937,077.6302 E 1,069,025.6083
Back = S 12° 11' 39.37" E
Ahead = S 48° 15' 35.71" E
Chord Bear = S 30° 13' 37.54" E

Curve Data

Curve E THORN B-3
P.I. Station 34+18.00 N 1,935,005.5651 E 1,070,747.1465
Delta = 169° 21' 47.38" (LT)
Degree = 23° 06' 11.29"
Tangent = 2,664.0472
Length = 733.0743
Radius = 248.0000
External = 2,427.5656
Long Chord = 493.8647
Mid. Ord. = 225.0127
P.C. Station 7+53.95 N 1,936,779.1612 E 1,068,759.3073
P.T. Station 14+87.03 N 1,937,115.6071 E 1,069,120.8408
C.C. N 1,936,964.2120 E 1,068,924.4140
Back = S 48° 15' 35.71" E
Ahead = N 37° 37' 23.09" W
Chord Bear = N 47° 03' 30.60" E

Curve Data

Curve E THORN B-4
P.I. Station 15+21.41 N 1,937,143.5263 E 1,069,100.7645
Delta = 13° 37' 04.16" (LT)
Degree = 19° 53' 38.21"
Tangent = 34.3881
Length = 68.4521
Radius = 288.0061
External = 2.0457
Long Chord = 68.2911
Mid. Ord. = 2.0313
P.C. Station 14+87.03 N 1,937,115.6071 E 1,069,120.8408
P.T. Station 15+55.48 N 1,937,165.9338 E 1,069,074.6792
C.C. N 1,936,947.4647 E 1,068,887.0126
Back = N 35° 43' 09.70" W
Ahead = N 49° 20' 13.86" W
Chord Bear = N 42° 31' 41.78" W

RAMP E_THORN_B

Curve Data

Curve E THORN B-5
P.I. Station 16+45.33 N 1,937,224.4833 E 1,069,006.5197
Delta = 22°26' 54.54" (LT)
Degree = 12° 39' 14.12"
Tangent = 89.8541
Length = 177.4033
Radius = 452.7906
External = 8.8295
Long Chord = 176.2708
Mid. Ord. = 8.6606
P.C. Station 15+55.48 N 1,937,165.9338 E 1,069,074.6792
P.T. Station 17+32.88 N 1,937,252.5692 E 1,068,921.1679
C.C. N 1,936,822.4662 E 1,068,779.6380
Back = N 49° 20' 13.86" W
Ahead = N 71° 47' 08.39" W
Chord Bear = N 60° 33' 41.12" W

Course from PT E THORN B-5 to 1101 N 71° 47' 08.39" W Dist 362.8872

Point 1101 N 1,937,365.9978 E 1,068,576.4636 Sta 20+95.77

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	SCALE: N.T.S.	SHEET NO. 33 OF 44 SHEETS	STA.	TO STA.	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\h_ABC\01_290_R_Data\exalign_41.dgn	DRAWN - TMB	REVISED -								*	2201, 1-1, 2&3)RS-7	DUPAGE	546	58
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355		CONTRACT NO.	60651	
PLCT DATE = 11/13/2009	DATE - 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

RAMP E_THORN_C

Curve Data				

Curve E THORN C-1				
P.I. Station	1+03.46	N	1,938,756.7776	E 1,068,615.6610
Delta	=	0° 55' 32.29"	(RT)	
Degree	=	0° 26' 50.51"		
Tangent	=	103.4568		
Length	=	206.9092		
Radius	=	12,807.4352		
External	=	0.4178		
Long Chord	=	206.9069		
Mid. Ord.	=	0.4178		
P.C. Station	0+00.00	N	1,938,860.1212	E 1,068,610.8233
P.T. Station	2+06.91	N	1,938,653.3692	E 1,068,618.8286
C.C.		N	1,938,261.2350	E 1,055,817.3980
Back	= S	2° 40' 48.63"	E	
Ahead	= S	1° 45' 16.34"	E	
Chord Bear	= S	2° 13' 02.49"	E	

Course from PT E THORN C-1 to PC E THORN C-2 S 1° 45' 16.34" E Dist 238.5675

Curve Data				

Curve E THORN C-2				
P.I. Station	13+32.33	N	1,937,528.4795	E 1,068,653.2863
Delta	=	70° 01' 24.62"	(LT)	
Degree	=	4° 31' 32.64"		
Tangent	=	886.8498		
Length	=	1,547.2302		
Radius	=	1,266.0000		
External	=	279.7227		
Long Chord	=	1,452.7210		
Mid. Ord.	=	229.1025		
P.C. Station	4+45.48	N	1,938,414.9136	E 1,068,626.1330
P.T. Station	19+92.71	N	1,937,251.1626	E 1,069,495.6627
C.C.		N	1,938,453.6756	E 1,069,891.5395
Back	= S	1° 45' 16.34"	E	
Ahead	= S	71° 46' 40.96"	E	
Chord Bear	= S	36° 45' 58.65"	E	

Course from PT E THORN C-2 to 1111 S 71° 46' 40.96" E Dist 312.9444

Point 1111 N 1,937,153.3052 E 1,069,792.9136 Sta 23+05.65

RAMP E_THORN_D

Point 1120	N	1,939,477.1197	E 1,068,412.2968	Sta 0+00.00
Course from 1120 to PC E THORN D-1 S 0° 26' 40.51" W Dist 505.5619				
Curve Data				

Curve E THORN D-1				
P.I. Station	8+67.24	N	1,938,609.9016	E 1,068,405.5675
Delta	=	50° 19' 13.87"	(RT)	
Degree	=	7° 26' 27.64"		
Tangent	=	361.6824		
Length	=	676.2592		
Radius	=	770.0000		
External	=	80.7139		
Long Chord	=	654.7335		
Mid. Ord.	=	73.0559		
P.C. Station	5+05.56	N	1,938,971.5731	E 1,068,408.3740
P.T. Station	11+81.82	N	1,938,381.1370	E 1,068,125.4230
C.C.		N	1,938,977.5478	E 1,067,638.3971
Back	= S	0° 26' 40.51"	W	
Ahead	= S	50° 45' 54.39"	W	
Chord Bear	= S	25° 36' 17.45"	W	

Course from PT E THORN D-1 to PC E THORN D-2 S 50° 45' 54.39" W Dist 225.0944

Curve Data				

Curve E THORN D-2				
P.I. Station	14+61.29	N	1,938,204.3718	E 1,067,908.9567
Delta	=	8° 24' 18.64"	(LT)	
Degree	=	7° 44' 33.62"		
Tangent	=	54.3758		
Length	=	108.5565		
Radius	=	740.0000		
External	=	1.9951		
Long Chord	=	108.4592		
Mid. Ord.	=	1.9897		
P.C. Station	14+06.92	N	1,938,238.7646	E 1,067,951.0740
P.T. Station	15+15.47	N	1,938,164.1921	E 1,067,872.3190
C.C.		N	1,937,665.5906	E 1,068,419.1248
Back	= S	50° 45' 54.39"	W	
Ahead	= S	42° 21' 35.75"	W	
Chord Bear	= S	46° 33' 45.07"	W	

Course from PT E THORN D-2 to PC E THORN D-3 S 42° 21' 35.75" W Dist 280.8280

Curve Data				

Curve E THORN D-3				
P.I. Station	20+57.32	N	1,937,763.8097	E 1,067,507.2328
Delta	=	65° 36' 07.55"	(RT)	
Degree	=	14° 08' 49.58"		
Tangent	=	261.0152		
Length	=	463.7139		
Radius	=	405.0000		
External	=	76.8235		
Long Chord	=	438.7961		
Mid. Ord.	=	64.5745		
P.C. Station	17+96.30	N	1,937,956.6808	E 1,067,683.1012
P.T. Station	22+60.01	N	1,937,844.3033	E 1,067,258.9392
C.C.		N	1,938,229.5640	E 1,067,383.8358
Back	= S	42° 21' 35.75"	W	
Ahead	= N	72° 02' 16.70"	W	
Chord Bear	= S	75° 09' 39.53"	W	

Course from PT E THORN D-3 to 1121 N 72° 02' 16.70" W Dist 201.6219

Point 1121 N 1,937,906.4808 E 1,067,067.1442 Sta 24+61.64

RAMP E_THORN_E

Point 1130	N	1,937,540.8806	E 1,068,432.6471	Sta 0+00.00
Course from 1130 to 1131 N 1° 06' 00.79" W Dist 56.6096				
Point 1131	N	1,937,597.4798	E 1,068,431.5601	Sta 0+56.61
Course from 1131 to PC E THORN E-1 N 3° 35' 38.82" W Dist 195.9976				
Curve Data				

Curve E THORN E-1				
P.I. Station	4+19.05	N	1,937,959.2025	E 1,068,408.8397
Delta	=	40° 06' 13.41"	(LT)	
Degree	=	12° 33' 53.51"		
Tangent	=	166.4380		
Length	=	319.1736		
Radius	=	456.0000		
External	=	29.4252		
Long Chord	=	312.6980		
Mid. Ord.	=	27.6415		
P.C. Station	2+52.61	N	1,937,793.0918	E 1,068,419.2734
P.T. Station	5+71.78	N	1,938,079.5360	E 1,068,293.8551
C.C.		N	1,937,764.5061	E 1,067,964.1703
Back	= N	3° 35' 38.82"	W	
Ahead	= N	43° 41' 52.23"	W	
Chord Bear	= N	23° 38' 45.53"	W	

Curve Data				

Curve E THORN E-2				
P.I. Station	46+03.10	N	1,940,994.1515	E 1,065,508.7980
Delta	=	172° 57' 33.81"	(LT)	
Degree	=	23° 06' 11.29"		
Tangent	=	4,031.3182		
Length	=	748.6403		
Radius	=	248.0000		
External	=	3,790.9393		
Long Chord	=	495.0641		
Mid. Ord.	=	232.7722		
P.C. Station	5+71.78	N	1,938,079.5360	E 1,068,293.8551
P.T. Station	13+20.42	N	1,937,760.1414	E 1,067,915.6019
C.C.		N	1,937,908.2040	E 1,068,114.5528
Back	= N	43° 41' 52.23"	W	
Ahead	= S	36° 39' 26.04"	W	
Chord Bear	= S	49° 49' 20.86"	W	

Curve Data				

Curve E THORN E-3				
P.I. Station	13+43.54	N	1,937,741.5964	E 1,067,929.4034
Delta	=	8° 38' 25.79"	(LT)	
Degree	=	18° 43' 26.80"		
Tangent	=	23.1170		
Length	=	46.1464		
Radius	=	306.0000		
External	=	0.8720		
Long Chord	=	46.1027		
Mid. Ord.	=	0.8695		
P.C. Station	13+20.42	N	1,937,760.1414	E 1,067,915.6019
P.T. Station	13+66.57	N	1,937,725.3354	E 1,067,945.8343
C.C.		N	1,937,942.8315	E 1,068,161.0817
Back	= S	36° 39' 26.04"	E	
Ahead	= S	45° 17' 51.83"	E	
Chord Bear	= S	40° 58' 38.94"	E	

Curve Data				

Curve E THORN E-4				
P.I. Station	14+65.42	N	1,937,653.0444	E 1,068,013.2521
Delta	=	29° 09' 44.28"	(LT)	
Degree	=	15° 04' 40.21"		
Tangent	=	98.8491		
Length	=	193.4117		
Radius	=	380.0000		
External	=	12.6463		
Long Chord	=	191.3307		
Mid. Ord.	=	12.2390		
P.C. Station	13+66.57	N	1,937,725.3354	E 1,067,945.8343
P.T. Station	15+59.98	N	1,937,622.7685	E 1,068,107.3505
C.C.		N	1,937,984.5058	E 1,068,223.7384
Back	= S	43° 00' 08.22"	E	
Ahead	= S	72° 09' 52.50"	E	
Chord Bear	= S	57° 35' 00.36"	E	

Course from PT E THORN E-4 to 1132 S 72° 09' 52.50" E Dist 375.4625

Point 1132 N 1,937,507.7705 E 1,068,464.7684 Sta 19+35.44

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\pln.ABC.C1.290.R.Date.exalign.42.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	59
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO. 60G51		
PLDT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 34 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

RAMP E_THORN_F

Point 1140 N 1,936,146.9595 E 1,068,435.1100 Sta 0+00.00

Course from 1140 to PC E THORN F-1 N 2° 00' 01.41" W Dist 291.6623

Curve Data

Curve E THORN F-1
P.I. Station 11+61.79 N 1,937,308.0408 E 1,068,394.5562
Delta = 67° 45' 15.75" (LT)
Degree = 4° 25' 15.49"
Tangent = 870.1270
Length = 1,532.5678
Radius = 1,296.0000
External = 265.0051
Long Chord = 1,444.8186
Mid. Ord. = 220.0164
P.C. Station 2+91.66 N 1,936,438.4441 E 1,068,424.9291
P.T. Station 18+24.23 N 1,937,609.1387 E 1,067,578.1855
C.C. N 1,936,393.2055 E 1,067,129.7189
Back = N 2° 00' 01.41" W
Ahead = N 69° 45' 17.16" W
Chord Bear = N 35° 52' 39.28" W

Course from PT E THORN F-1 to 1141 N 69° 45' 17.16" W Dist 273.2453

Point 1141 N 1,937,703.6923 E 1,067,321.8212 Sta 20+97.48

RAMP E_THORN_G

Curve Data

Curve E THORN G-1
P.I. Station 16+72.91 N 1,938,017.5854 E 1,067,802.4547
Delta = 8° 09' 49.36" (LT)
Degree = 11° 10' 07.56"
Tangent = 36.6090
Length = 73.0941
Radius = 513.0000
External = 1.3046
Long Chord = 73.0323
Mid. Ord. = 1.3013
P.C. Station 16+36.30 N 1,938,051.2358 E 1,067,816.8724
P.T. Station 17+09.39 N 1,937,982.2286 E 1,067,792.9616
C.C. N 1,937,849.2015 E 1,068,288.4137
Back = S 23° 11' 34.67" W
Ahead = S 15° 01' 45.31" W
Chord Bear = S 19° 06' 39.99" W

Course from PT E THORN G-1 to 1151 S 15° 01' 45.31" W Dist 290.0018

Point 1151 N 1,937,702.1468 E 1,067,717.7606 Sta 19+99.40

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exaln_abc_01.290_R_Data.exalign_43.dgn	DRAWN - TMB	REVISED -				*	2201, 1-1, 2&3RS-7	DUPAGE	546	60
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355			CONTRACT NO.	60G51
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 35 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

I-290

Curve Data

Curve E I290 A-1
P.I. Station 7+55.58 N 1,927,565.3571 E 1,068,109.2665
Delta = 39°46' 10.88" (LT)
Degree = 2° 44' 33.85"
Tangent = 755.5825
Length = 1,450.0000
Radius = 2,089.0000
External = 132.4468
Long Chord = 1,421.0666
Mid. Ord. = 124.5501
P.C. Station 0+00.00 N 1,928,273.1956 E 1,067,844.9378
P.T. Station 14+50.00 N 1,927,190.3889 E 1,068,765.2420
C.C. N 1,929,003.9997 E 1,069,801.9371
Back = S 20° 28' 37.87" E
Ahead = S 60° 14' 48.75" E
Chord Bear = S 40° 21' 43.31" E

Course from PT E I290 A-1 to PC E I290 A-2 S 60° 14' 48.75" E Dist 595.6299

Curve Data

Curve E I290 A-2
P.I. Station 20+90.05 N 1,926,872.7548 E 1,069,320.9159
Delta = 0° 29' 34.80" (RT)
Degree = 0° 33' 17.72"
Tangent = 44.4208
Length = 88.8410
Radius = 10,325.0000
External = 0.0956
Long Chord = 88.8407
Mid. Ord. = 0.0956
P.C. Station 20+45.63 N 1,926,894.7993 E 1,069,282.3510
P.T. Station 21+34.47 N 1,926,850.3794 E 1,069,359.2896
C.C. N 1,917,930.9259 E 1,064,158.4269
Back = S 60° 14' 48.75" E
Ahead = S 59° 45' 13.96" E
Chord Bear = S 60° 00' 01.36" E

Course from PT E I290 A-2 to PC E I290 A-3 S 59° 45' 13.96" E Dist 9,542.3850

Curve Data

Curve E I290 A-3
P.I. Station 133+55.93 N 1,921,197.9571 E 1,079,053.1656
Delta = 32° 43' 06.91" (RT)
Degree = 1° 00' 06.03"
Tangent = 1,679.0725
Length = 3,266.3891
Radius = 5,720.0000
External = 241.3492
Long Chord = 3,222.1883
Mid. Ord. = 231.5780
P.C. Station 116+76.86 N 1,922,043.7320 E 1,077,602.6658
P.T. Station 149+43.24 N 1,919,702.3623 E 1,079,816.3699
C.C. N 1,917,102.3979 E 1,074,721.4131
Back = S 59° 45' 13.96" E
Ahead = S 27° 02' 07.05" E
Chord Bear = S 43° 23' 40.50" E

Course from PT E I290 A-3 to PC E I290 A-4 S 27° 02' 07.05" E Dist 848.5422

I-290

Curve Data

Curve E I290 A-4
P.I. Station 181+64.83 N 1,916,832.8080 E 1,081,280.7080
Delta = 54° 46' 48.94" (LT)
Degree = 1° 15' 03.60"
Tangent = 2,373.0457
Length = 4,378.9193
Radius = 4,580.0000
External = 578.2697
Long Chord = 4,214.0291
Mid. Ord. = 513.4425
P.C. Station 157+91.79 N 1,918,946.5432 E 1,080,202.0656
P.T. Station 201+70.71 N 1,916,494.9806 E 1,083,629.5840
C.C. N 1,921,028.3329 E 1,084,281.5940
Back = S 27° 02' 07.05" E
Ahead = S 81° 48' 55.99" E
Chord Bear = S 54° 25' 31.52" E

Course from PT E I290 A-4 to PC E I290 A-5 S 81° 48' 55.99" E Dist 2,452.7307

Curve Data

Curve E I290 A-5
P.I. Station 242+04.37 N 1,915,920.7470 E 1,087,622.1652
Delta = 40° 38' 00.05" (RT)
Degree = 1° 20' 30.56"
Tangent = 1,580.9337
Length = 3,028.2229
Radius = 4,270.0000
External = 283.2682
Long Chord = 2,965.1611
Mid. Ord. = 265.6455
P.C. Station 226+23.44 N 1,916,145.8092 E 1,086,057.3334
P.T. Station 256+51.66 N 1,914,730.9056 E 1,088,663.1401
C.C. N 1,911,919.2995 E 1,085,449.4551
Back = S 81° 48' 55.99" E
Ahead = S 41° 10' 55.94" E
Chord Bear = S 61° 29' 55.96" E

Curve Data

Curve E I290 A-6
P.I. Station 261+34.65 N 1,914,367.3950 E 1,088,981.1701
Delta = 12° 54' 25.09" (RT)
Degree = 1° 20' 30.56"
Tangent = 482.9938
Length = 961.8991
Radius = 4,269.9999
External = 27.2297
Long Chord = 959.8666
Mid. Ord. = 27.0571
P.C. Station 256+51.66 N 1,914,730.9056 E 1,088,663.1401
P.T. Station 266+13.56 N 1,913,942.0310 E 1,089,209.9680
C.C. N 1,911,919.2995 E 1,085,449.4551
Back = S 41° 10' 55.94" E
Ahead = S 28° 16' 30.85" E
Chord Bear = S 34° 43' 43.40" E

Course from PT E I290 A-6 to 51 S 28° 16' 30.85" E Dist 128.3696

Point 51 N 1,913,828.9782 E 1,089,270.7776 Sta 267+41.93

Course from 51 to PC E I290 A-7 S 27° 14' 51.70" E Dist 461.2079

I-290

Curve Data

Curve E I290 A-7
P.I. Station 283+87.63 N 1,912,365.8941 E 1,090,024.2409
Delta = 34°37' 31.23" (LT)
Degree = 1° 30' 28.02"
Tangent = 1,184.4901
Length = 2,296.4396
Radius = 3,800.0000
External = 180.3287
Long Chord = 2,261.6536
Mid. Ord. = 172.1589
P.C. Station 272+03.14 N 1,913,418.9479 E 1,089,481.9362
P.T. Station 294+99.58 N 1,911,807.4935 E 1,091,068.8488
C.C. N 1,915,158.7328 E 1,092,860.2714
Back = S 27° 14' 51.70" E
Ahead = S 61° 52' 22.93" E
Chord Bear = S 44° 33' 37.31" E

Course from PT E I290 A-7 to PC E I290 A-8 S 61° 52' 22.93" E Dist 765.1205

Curve Data

Curve E I290 A-8
P.I. Station 306+73.69 N 1,911,253.9857 E 1,092,104.3037
Delta = 20° 09' 58.04" (RT)
Degree = 2° 29' 28.04"
Tangent = 408.9909
Length = 809.5200
Radius = 2,300.0000
External = 36.0808
Long Chord = 805.3480
Mid. Ord. = 35.5235
P.C. Station 302+64.70 N 1,911,446.7950 E 1,091,743.6125
P.T. Station 310+74.22 N 1,910,948.6503 E 1,092,376.4136
C.C. N 1,909,418.4133 E 1,090,659.3305
Back = S 61° 52' 22.93" E
Ahead = S 41° 42' 24.89" E
Chord Bear = S 51° 47' 23.91" E

Course from PT E I290 A-8 to PC E I290 A-9 S 41° 42' 24.89" E Dist 338.5585

Curve Data

Curve E I290 A-9
P.I. Station 318+14.48 N 1,910,396.0026 E 1,092,868.9244
Delta = 23° 52' 32.24" (LT)
Degree = 3° 00' 56.04"
Tangent = 401.7025
Length = 791.7456
Radius = 1,900.0000
External = 42.0002
Long Chord = 786.0295
Mid. Ord. = 41.0919
P.C. Station 314+12.78 N 1,910,695.8968 E 1,092,601.6635
P.T. Station 322+04.52 N 1,910,229.9460 E 1,093,234.6977
C.C. N 1,911,960.0057 E 1,094,020.1235
Back = S 41° 42' 24.89" E
Ahead = S 65° 34' 57.13" E
Chord Bear = S 53° 38' 41.01" E

Course from PT E I290 A-9 to 52 S 65° 34' 57.13" E Dist 931.4999

Point 52 N 1,909,844.8807 E 1,094,082.8821 Sta 331+36.02

Course from 52 to PC E I290 A-10 S 65° 34' 57.13" E Dist 573.0208

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\expln_RBC\CL\290_ML\Data\exalign_44.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3RS-7	DUPAGE	546	61
USER NAME = jmojewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO.	60651	
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 36 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

RAMP E_R83_A

Curve Data

Curve E R83 A-1
P.I. Station = 0+74.05 N 1,916,782.9075 E 1,082,810.0250
Delta = 10° 19' 43.82" (LT)
Degree = 6° 59' 36.15"
Tangent = 74.0480
Length = 147.6946
Radius = 819.2865
External = 3.3395
Long Chord = 147.4947
Mid. Ord. = 3.3259
P.C. Station = 0+00.00 N 1,916,802.9012 E 1,082,738.7274
P.T. Station = 1+47.69 N 1,916,776.0213 E 1,082,883.7521
C.C. = N 1,917,591.7574 E 1,082,959.9428
Back = S 74° 20' 06.51" E
Ahead = S 84° 39' 50.33" E
Chord Bear = S 79° 29' 58.42" E

Curve Data

Curve E R83 A-2
P.I. Station = 2+16.29 N 1,916,769.6420 E 1,082,952.0525
Delta = 25° 00' 38.89" (LT)
Degree = 18° 31' 30.53"
Tangent = 68.5978
Length = 135.0100
Radius = 309.2865
External = 7.5159
Long Chord = 133.9406
Mid. Ord. = 7.3376
P.C. Station = 1+47.69 N 1,916,776.0213 E 1,082,883.7521
P.T. Station = 2+82.70 N 1,916,792.7375 E 1,083,016.6455
C.C. = N 1,917,083.9675 E 1,082,912.5146
Back = S 84° 39' 50.33" E
Ahead = N 70° 19' 30.78" E
Chord Bear = N 82° 49' 50.22" E

Curve Data

Curve E R83 A-3
P.I. Station = 3+99.55 N 1,916,832.0771 E 1,083,126.6694
Delta = 34° 11' 02.69" (LT)
Degree = 15° 04' 40.21"
Tangent = 116.8455
Length = 226.7174
Radius = 380.0000
External = 17.5586
Long Chord = 223.3697
Mid. Ord. = 16.7831
P.C. Station = 2+82.70 N 1,916,792.7375 E 1,083,016.6455
P.T. Station = 5+09.42 N 1,916,926.4377 E 1,083,195.5821
C.C. = N 1,917,150.5527 E 1,082,888.7067
Back = N 70° 19' 30.78" E
Ahead = N 36° 08' 28.09" E
Chord Bear = N 53° 13' 59.43" E

Course from PT E R83 A-3 to PC E R83 A-4 N 36° 08' 28.09" E Dist 182.1936

RAMP E_R83_A

Curve Data

Curve E R83 A-4
P.I. Station = 8+08.08 N 1,917,167.6256 E 1,083,371.7247
Delta = 41° 07' 17.34" (RT)
Degree = 18° 27' 09.89"
Tangent = 116.4665
Length = 222.8475
Radius = 310.5000
External = 21.1243
Long Chord = 218.0953
Mid. Ord. = 19.7787
P.C. Station = 6+91.62 N 1,917,073.5711 E 1,083,303.0355
P.T. Station = 9+14.46 N 1,917,193.3044 E 1,083,485.3251
C.C. = N 1,916,890.4456 E 1,083,553.7850
Back = N 36° 08' 28.09" E
Ahead = N 77° 15' 45.43" E
Chord Bear = N 56° 42' 06.76" E

Course from PT E R83 A-4 to PC E R83 A-5 N 77° 15' 45.43" E Dist 159.0918

Curve Data

Curve E R83 A-5
P.I. Station = 11+80.25 N 1,917,251.9052 E 1,083,744.5683
Delta = 47° 56' 06.39" (LT)
Degree = 23° 52' 23.67"
Tangent = 106.6921
Length = 200.7901
Radius = 240.0000
External = 22.6465
Long Chord = 194.9852
Mid. Ord. = 20.6938
P.C. Station = 10+73.55 N 1,917,228.3814 E 1,083,640.5018
P.T. Station = 12+74.35 N 1,917,344.9230 E 1,083,796.8262
C.C. = N 1,917,462.4752 E 1,083,587.5860
Back = N 77° 15' 45.43" E
Ahead = N 29° 19' 39.03" E
Chord Bear = N 53° 17' 42.23" E

Curve Data

Curve E R83 A-6
P.I. Station = 13+88.38 N 1,917,444.3393 E 1,083,852.6788
Delta = 28° 41' 01.55" (LT)
Degree = 12° 50' 47.71"
Tangent = 114.0312
Length = 223.2792
Radius = 446.0000
External = 14.3467
Long Chord = 220.9549
Mid. Ord. = 13.8996
P.C. Station = 12+74.35 N 1,917,344.9230 E 1,083,796.8262
P.T. Station = 14+97.62 N 1,917,558.3633 E 1,083,853.9600
C.C. = N 1,917,563.3743 E 1,083,407.9882
Back = N 29° 19' 39.03" E
Ahead = N 0° 38' 37.48" E
Chord Bear = N 14° 59' 08.26" E

RAMP E_R83_B

Curve Data

Curve E R83 B-1
P.I. Station 1+82.12 N 1,916,598.2100 E 1,083,460.4590
Delta = 48° 57' 32.15" (RT)
Degree = 14° 19' 26.20"
Tangent = 182.1174
Length = 341.7978
Radius = 400.0000
External = 39.5074
Long Chord = 331.4937
Mid. Ord. = 35.9561
P.C. Station 0+00.00 N 1,916,569.6696 E 1,083,640.3261
P.T. Station 3+41.80 N 1,916,752.6125 E 1,083,363.8845
C.C. N 1,916,964.7272 E 1,083,703.0118
Back = N 80° 59' 01.57" W
Ahead = N 32° 01' 29.42" W
Chord Bear = N 56° 30' 15.50" W

Curve Data

Curve E R83 B-2
P.I. Station 4+35.17 N 1,916,832.2633 E 1,083,315.1672
Delta = 36° 15' 39.87" (RT)
Degree = 20° 05' 36.64"
Tangent = 93.3682
Length = 180.4616
Radius = 285.1457
External = 14.8971
Long Chord = 177.4650
Mid. Ord. = 14.1575
P.C. Station 3+41.80 N 1,916,752.6125 E 1,083,363.8845
P.T. Station 5+22.26 N 1,916,925.3027 E 1,083,322.9957
C.C. N 1,916,901.3945 E 1,083,607.1374
Back = N 31° 27' 05.16" W
Ahead = N 4° 48' 34.70" E
Chord Bear = N 13° 19' 15.23" W

Curve Data

Curve E R83 B-3
P.I. Station 8+71.08 N 1,917,270.2950 E 1,083,374.5578
Delta = 112° 17' 26.19" (RT)
Degree = 24° 29' 07.35"
Tangent = 348.8242
Length = 458.6028
Radius = 234.0000
External = 186.0409
Long Chord = 388.6520
Mid. Ord. = 103.6413
P.C. Station 5+22.26 N 1,916,925.3027 E 1,083,322.9957
P.T. Station 9+80.86 N 1,917,091.7289 E 1,083,674.2118
C.C. N 1,916,890.7136 E 1,083,554.4252
Back = N 8° 30' 01.55" E
Ahead = S 59° 12' 32.27" E
Chord Bear = N 64° 38' 44.64" E

RAMP E_R83_B

Curve Data

Curve E R83 B-4
P.I. Station 10+67.40 N 1,917,047.4286 E 1,083,748.5527
Delta = 20° 11' 35.10" (RT)
Degree = 11° 47' 21.32"
Tangent = 86.5395
Length = 171.2838
Radius = 486.0000
External = 7.6447
Long Chord = 170.3987
Mid. Ord. = 7.5263
P.C. Station 9+80.86 N 1,917,091.7289 E 1,083,674.2118
P.T. Station 11+52.15 N 1,916,980.1899 E 1,083,803.0324
C.C. N 1,916,674.2355 E 1,083,425.4243
Back = S 59° 12' 32.27" E
Ahead = S 39° 00' 57.17" E
Chord Bear = S 49° 06' 44.72" E

Curve Data

Curve E R83 B-5
P.I. Station 12+75.98 N 1,916,883.9722 E 1,083,880.9921
Delta = 35° 34' 28.63" (RT)
Degree = 14° 50' 36.48"
Tangent = 123.8367
Length = 239.6652
Radius = 386.0000
External = 19.3783
Long Chord = 235.8340
Mid. Ord. = 18.4519
P.C. Station 11+52.15 N 1,916,980.1899 E 1,083,803.0324
P.T. Station 13+91.81 N 1,916,760.3588 E 1,083,888.4254
C.C. N 1,916,737.1891 E 1,083,503.1214
Back = S 39° 00' 57.17" E
Ahead = S 3° 26' 28.53" E
Chord Bear = S 21° 13' 42.85" E

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	F.A.I. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exp\h_RBC_C1.290_R_Data_ex\align_48.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	63	
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO. 60651			
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
SCALE: N.T.S. SHEET NO. 38 OF 44 SHEETS STA. TO STA.											

RAMP E_R83_C

Point 530 N 1,916,547.6373 E 1,082,959.8713 Sta 0+00.00

Course from 530 to PC E R83 C-1 S 69° 14' 20.73" E Dist 77.3330

Curve Data

Curve E R83 C-1
P.I. Station 1+88.64 N 1,916,480.7703 E 1,083,136.2624
Delta = 23° 02' 40.95" (RT)
Degree = 10° 29' 37.44"
Tangent = 111.3068
Length = 219.6045
Radius = 546.0000
External = 11.2299
Long Chord = 218.1273
Mid. Ord. = 11.0036
P.C. Station 0+77.33 N 1,916,520.2252 E 1,083,032.1830
P.T. Station 2+96.94 N 1,916,403.7222 E 1,083,216.5917
C.C. N 1,916,009.6782 E 1,082,838.6429
Back = S 69° 14' 20.73" E
Ahead = S 46° 11' 39.78" E
Chord Bear = S 57° 43' 00.26" E

Curve Data

Curve E R83 C-2
P.I. Station 3+83.45 N 1,916,343.8401 E 1,083,279.0240
Delta = 28° 52' 34.14" (RT)
Degree = 17° 03' 08.34"
Tangent = 86.5082
Length = 169.3386
Radius = 336.0000
External = 10.9577
Long Chord = 167.5521
Mid. Ord. = 10.6117
P.C. Station 2+96.94 N 1,916,403.7222 E 1,083,216.5917
P.T. Station 4+66.28 N 1,916,261.2536 E 1,083,304.7756
C.C. N 1,916,161.2336 E 1,082,984.0078
Back = S 46° 11' 39.78" E
Ahead = S 17° 19' 05.64" E
Chord Bear = S 31° 45' 22.71" E

Course from PT E R83 C-2 to PC E R83 C-3 S 17° 19' 05.64" E Dist 182.3120

Curve Data

Curve E R83 C-3
P.I. Station 7+84.63 N 1,915,957.3307 E 1,083,399.5432
Delta = 48° 13' 04.96" (LT)
Degree = 18° 50' 50.27"
Tangent = 136.0432
Length = 255.8353
Radius = 304.0000
External = 29.0522
Long Chord = 248.3523
Mid. Ord. = 26.5180
P.C. Station 6+48.59 N 1,916,087.2065 E 1,083,359.0460
P.T. Station 9+04.42 N 1,915,900.9929 E 1,083,523.3729
C.C. N 1,916,177.7009 E 1,083,649.2645
Back = S 17° 19' 05.64" E
Ahead = S 65° 32' 10.60" E
Chord Bear = S 41° 25' 38.12" E

Course from PT E R83 C-3 to PC E R83 C-4 S 65° 32' 10.60" E Dist 275.4968

RAMP E_R83_C

Curve Data

Curve E R83 C-4
P.I. Station 13+01.38 N 1,915,736.6051 E 1,083,884.6950
Delta = 51° 49' 32.68" (RT)
Degree = 22° 55' 05.92"
Tangent = 121.4629
Length = 226.1325
Radius = 250.0000
External = 27.9447
Long Chord = 218.5019
Mid. Ord. = 25.1351
P.C. Station 11+79.92 N 1,915,786.9050 E 1,083,774.1366
P.T. Station 14+06.05 N 1,915,618.6033 E 1,083,913.4837
C.C. N 1,915,559.3491 E 1,083,670.6073
Back = S 65° 32' 10.60" E
Ahead = S 13° 42' 37.93" E
Chord Bear = S 39° 37' 24.26" E

Curve Data

Curve E R83 C-5
P.I. Station 14+46.82 N 1,915,578.9986 E 1,083,923.1460
Delta = 10° 21' 10.01" (RT)
Degree = 12° 43' 56.62"
Tangent = 40.7663
Length = 81.3106
Radius = 450.0000
External = 1.8428
Long Chord = 81.2000
Mid. Ord. = 1.8353
P.C. Station 14+06.05 N 1,915,618.6033 E 1,083,913.4837
P.T. Station 14+87.36 N 1,915,538.3024 E 1,083,925.5337
C.C. N 1,915,511.9457 E 1,083,476.3062
Back = S 13° 42' 37.93" E
Ahead = S 3° 21' 27.91" E
Chord Bear = S 8° 32' 02.92" E

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\expln.ABC.C1.290.R.Data.exalign.49.dgn	DRAWN - TMB	REVISED -				*	2211, 1-1, 2&3IRS-7	DUPAGE	546	64	
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO. 60651			
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			
SCALE: N.T.S.		SHEET NO. 39 OF 44 SHEETS				STA.		TO STA.			

RAMP E_R83_D

Curve Data

Curve E R83 D-1
P.I. Station 0+58.05 N 1,916,412.7250 E 1,083,611.1727
Delta = 27° 53' 42.38" (LT)
Degree = 24° 30' 48.24"
Tangent = 58.0489
Length = 113.7953
Radius = 233.7325
External = 7.1005
Long Chord = 112.6748
Mid. Ord. = 6.8912
P.C. Station 0+00.00 N 1,916,408.3813 E 1,083,669.0588
P.T. Station 1+13.80 N 1,916,389.4816 E 1,083,557.9805
C.C. N 1,916,175.3041 E 1,083,651.5692
Back = N 85° 42' 31.27" W
Ahead = S 66° 23' 46.35" W
Chord Bear = S 80° 20' 37.54" W

Curve Data

Curve E R83 D-2
P.I. Station 3+78.02 N 1,916,280.7595 E 1,083,317.1554
Delta = 97° 55' 25.52" (LT)
Degree = 24° 54' 40.35"
Tangent = 264.2295
Length = 393.0911
Radius = 230.0000
External = 120.3102
Long Chord = 346.9655
Mid. Ord. = 78.9910
P.C. Station 1+13.80 N 1,916,389.4816 E 1,083,557.9805
P.T. Station 5+06.89 N 1,916,057.2217 E 1,083,458.0384
C.C. N 1,916,179.8541 E 1,083,652.6182
Back = S 65° 42' 10.38" W
Ahead = S 32° 13' 15.13" E
Chord Bear = S 16° 44' 27.62" W

Curve Data

Curve E R83 D-3
P.I. Station 7+71.12 N 1,915,833.6838 E 1,083,598.9215
Delta = 97° 55' 25.52" (LT)
Degree = 24° 54' 40.35"
Tangent = 264.2295
Length = 393.0911
Radius = 230.0000
External = 120.3102
Long Chord = 346.9655
Mid. Ord. = 78.9910
P.C. Station 5+06.89 N 1,916,057.2217 E 1,083,458.0384
P.T. Station 8+99.98 N 1,916,004.0376 E 1,083,800.9036
C.C. N 1,916,179.8541 E 1,083,652.6182
Back = S 32° 13' 15.13" E
Ahead = N 49° 51' 19.35" E
Chord Bear = S 81° 10' 57.89" E

RAMP E_R83_D

Curve Data

Curve E R83 D-4
P.I. Station 9+70.75 N 1,916,050.2903 E 1,083,854.4696
Delta = 23° 1' 17.98" (LT)
Degree = 16° 36' 35.41"
Tangent = 70.7716
Length = 139.6060
Radius = 344.9509
External = 7.1851
Long Chord = 138.6552
Mid. Ord. = 7.0385
P.C. Station 8+99.98 N 1,916,004.0376 E 1,083,800.9036
P.T. Station 10+39.58 N 1,916,113.8984 E 1,083,885.4961
C.C. N 1,916,265.1257 E 1,083,575.4615
Back = N 49° 11' 25.16" E
Ahead = N 26° 00' 07.18" E
Chord Bear = N 37° 35' 46.17" E

Curve Data

Curve E R83 D-5
P.I. Station 10+96.13 N 1,916,164.7253 E 1,083,910.2882
Delta = 26° 31' 02.83" (LT)
Degree = 23° 52' 23.67"
Tangent = 56.5511
Length = 111.0761
Radius = 240.0000
External = 6.5726
Long Chord = 110.0874
Mid. Ord. = 6.3974
P.C. Station 10+39.58 N 1,916,113.8984 E 1,083,885.4961
P.T. Station 11+50.66 N 1,916,221.2741 E 1,083,909.7794
C.C. N 1,916,219.1150 E 1,083,669.7892
Back = N 26° 00' 07.18" E
Ahead = N 0° 30' 55.65" W
Chord Bear = N 12° 44' 35.77" E

RAMP E_R83_E

Curve Data				

Curve E R83 E-1				
P.I. Station	0+85.91	N	1,916,312.2934	E 1,084,380.7405
Delta	= 10° 47' 09.81"	(RT)		
Degree	= 6° 17' 46.46"			
Tangent	= 85.9086			
Length	= 171.3095			
Radius	= 910.0000			
External	= 4.0461			
Long Chord	= 171.0567			
Mid. Ord.	= 4.0282			
P.C. Station	0+00.00	N	1,916,327.3178	E 1,084,296.1559
P.T. Station	1+71.31	N	1,916,281.7050	E 1,084,461.0190
C.C.		N	1,915,431.3424	E 1,084,137.0075
Back	= S 79° 55' 40.23"	E		
Ahead	= S 69° 08' 30.43"	E		
Chord Bear	= S 74° 32' 05.33"	E		

Curve Data

Curve E R83 E-2				
P.I. Station	3+57.56	N	1,916,215.3907	E 1,084,635.0598
Delta	= 58° 10' 35.71"	(RT)		
Degree	= 17° 06' 52.05"			
Tangent	= 186.2466			
Length	= 339.9266			
Radius	= 334.7800			
External	= 48.3198			
Long Chord	= 325.5112			
Mid. Ord.	= 42.2253			
P.C. Station	1+71.31	N	1,916,281.7050	E 1,084,461.0190
P.T. Station	5+11.24	N	1,916,032.5445	E 1,084,670.4863
C.C.		N	1,915,968.8650	E 1,084,341.8184
Back	= S 69° 08' 30.43"	E		
Ahead	= S 10° 57' 54.72"	E		
Chord Bear	= S 40° 03' 12.57"	E		

Curve Data

Curve E R83 E-3				
P.I. Station	10+35.44	N	1,915,517.9103	E 1,084,770.1967
Delta	= 132° 26' 12.94"	(RT)		
Degree	= 24° 48' 12.12"			
Tangent	= 524.2046			
Length	= 533.9474			
Radius	= 231.0000			
External	= 341.8450			
Long Chord	= 422.7714			
Mid. Ord.	= 137.8492			
P.C. Station	5+11.24	N	1,916,032.5445	E 1,084,670.4863
P.T. Station	10+45.18	N	1,915,791.5859	E 1,084,323.1037
C.C.		N	1,915,988.6053	E 1,084,443.7037
Back	= S 10° 57' 54.72"	E		
Ahead	= N 58° 31' 41.77"	W		
Chord Bear	= S 55° 15' 11.76"	W		

RAMP E_R83_E

Curve Data				

Curve E R83 E-4				
P.I. Station	11+38.99	N	1,915,840.5589	E 1,084,243.0986
Delta	= 21° 15' 04.49"	(RT)		
Degree	= 11° 27' 32.96"			
Tangent	= 93.8039			
Length	= 185.4521			
Radius	= 500.0000			
External	= 8.7231			
Long Chord	= 184.3909			
Mid. Ord.	= 8.5735			
P.C. Station	10+45.18	N	1,915,791.5859	E 1,084,323.1037
P.T. Station	12+30.64	N	1,915,915.2002	E 1,084,186.2844
C.C.		N	1,916,218.0348	E 1,084,584.1426
Back	= N 58° 31' 41.77"	W		
Ahead	= N 37° 16' 37.28"	W		
Chord Bear	= N 47° 54' 09.53"	W		

Curve Data

Curve E R83 E-5				
P.I. Station	13+45.75	N	1,916,006.8018	E 1,084,116.5607
Delta	= 33° 44' 48.84"	(RT)		
Degree	= 15° 05' 47.18"			
Tangent	= 115.1185			
Length	= 223.5421			
Radius	= 379.5318			
External	= 17.0746			
Long Chord	= 220.3249			
Mid. Ord.	= 16.3395			
P.C. Station	12+30.64	N	1,915,915.2002	E 1,084,186.2844
P.T. Station	14+54.18	N	1,916,121.7019	E 1,084,109.4724
C.C.		N	1,916,145.0709	E 1,084,488.2841
Back	= N 37° 16' 37.28"	W		
Ahead	= N 3° 31' 48.44"	W		
Chord Bear	= N 20° 24' 12.86"	W		

RAMP E_R83_F

Curve Data				

Curve E R83 F-1				
P.I. Station	2+23.48	N	1,916,209.7757	E 1,084,938.6111
Delta	= 63 ° 39' 43.12"	(LT)		
Degree	= 15° 54' 55.78"			
Tangent	= 223.4791			
Length	= 400.0000			
Radius	= 360.0000			
External	= 63.7250			
Long Chord	= 379.7391			
Mid. Ord.	= 54.1413			
P.C. Station	0+00.00	N	1,916,190.1812	E 1,085,161.2295
P.T. Station	4+00.00	N	1,916,018.9602	E 1,084,822.2824
C.C.		N	1,915,831.5676	E 1,085,129.6649
Back	= N 84° 58' 11.57"	W		
Ahead	= S 31° 22' 05.32"	W		
Chord Bear	= S 63° 11' 56.88"	W		

Course from PT E R83 F-1 to PC E R83 F-2 S 31° 22' 05.32" W Dist 219.5811

Curve Data

Curve E R83 F-2				
P.I. Station	7+09.86	N	1,915,754.3887	E 1,084,660.9891
Delta	= 32° 04' 53.10"	(RT)		
Degree	= 18° 14' 49.43"			
Tangent	= 90.2795			
Length	= 175.8169			
Radius	= 314.0000			
External	= 12.7207			
Long Chord	= 173.5291			
Mid. Ord.	= 12.2254			
P.C. Station	6+19.58	N	1,915,831.4730	E 1,084,707.9827
P.T. Station	7+95.40	N	1,915,714.0351	E 1,084,580.2303
C.C.		N	1,915,994.9210	E 1,084,439.8769
Back	= S 31° 22' 05.32"	W		
Ahead	= S 63° 26' 58.42"	W		
Chord Bear	= S 47° 24' 31.87"	W		

Course from PT E R83 F-2 to PC E R83 F-3 S 63° 26' 58.42" W Dist 341.3854

Curve Data

Curve E R83 F-3				
P.I. Station	13+09.59	N	1,915,484.2002	E 1,084,120.2673
Delta	= 65° 14' 22.10"	(LT)		
Degree	= 21° 13' 14.37"			
Tangent	= 172.8033			
Length	= 307.4338			
Radius	= 270.0000			
External	= 50.5635			
Long Chord	= 291.0929			
Mid. Ord.	= 42.5880			
P.C. Station	11+36.78	N	1,915,561.4407	E 1,084,274.8470
P.T. Station	14+44.22	N	1,915,311.4812	E 1,084,125.6648
C.C.		N	1,915,319.9146	E 1,084,395.5331
Back	= S 63° 26' 58.42"	W		
Ahead	= S 1° 47' 23.68"	E		
Chord Bear	= S 30° 49' 47.37"	W		

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\exoln-ABC-CL-290_R-Data-exalign-51.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	66
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355			CONTRACT NO. 60C51	
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 41 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

RAMP E_R83_E

Curve Data

Curve E R83 E-1
P.I. Station 0+85.91 N 1,916,312.2934 E 1,084,380.7405
Delta = 10° 47' 09.81" (RT)
Degree = 6° 17' 46.46"
Tangent = 85.9086
Length = 171.3095
Radius = 910.0000
External = 4.0461
Long Chord = 171.0567
Mid. Ord. = 4.0282
P.C. Station 0+00.00 N 1,916,327.3178 E 1,084,296.1559
P.T. Station 1+71.31 N 1,916,281.7050 E 1,084,461.0190
C.C. N 1,915,431.3424 E 1,084,137.0075
Back = S 79° 55' 40.23" E
Ahead = S 69° 08' 30.43" E
Chord Bear = S 74° 32' 05.33" E

Curve Data

Curve E R83 E-2
P.I. Station 3+57.56 N 1,916,215.3907 E 1,084,635.0598
Delta = 58° 10' 35.71" (RT)
Degree = 17° 06' 52.05"
Tangent = 186.2466
Length = 339.9266
Radius = 334.7800
External = 48.3198
Long Chord = 325.5112
Mid. Ord. = 42.2253
P.C. Station 1+71.31 N 1,916,281.7050 E 1,084,461.0190
P.T. Station 5+11.24 N 1,916,032.5445 E 1,084,670.4863
C.C. N 1,915,968.8650 E 1,084,341.8184
Back = S 69° 08' 30.43" E
Ahead = S 10° 57' 54.72" E
Chord Bear = S 40° 03' 12.57" E

Curve Data

Curve E R83 E-3
P.I. Station 10+35.44 N 1,915,517.9103 E 1,084,770.1967
Delta = 132° 26' 12.94" (RT)
Degree = 24° 48' 12.12"
Tangent = 524.2046
Length = 533.9474
Radius = 231.0000
External = 341.8450
Long Chord = 422.7714
Mid. Ord. = 137.8492
P.C. Station 5+11.24 N 1,916,032.5445 E 1,084,670.4863
P.T. Station 10+45.18 N 1,915,791.5859 E 1,084,323.1037
C.C. N 1,915,988.6053 E 1,084,443.7037
Back = S 10° 57' 54.72" E
Ahead = N 58° 31' 41.77" W
Chord Bear = S 55° 15' 11.76" W

RAMP E_R83_E

Curve Data

Curve E R83 E-4
P.I. Station 11+38.99 N 1,915,840.5589 E 1,084,243.0986
Delta = 21° 15' 04.49" (RT)
Degree = 11° 27' 32.96"
Tangent = 93.8039
Length = 185.4521
Radius = 500.0000
External = 8.7231
Long Chord = 184.3909
Mid. Ord. = 8.5735
P.C. Station 10+45.18 N 1,915,791.5859 E 1,084,323.1037
P.T. Station 12+30.64 N 1,915,915.2002 E 1,084,186.2844
C.C. N 1,916,218.0348 E 1,084,584.1426
Back = N 58° 31' 41.77" W
Ahead = N 37° 16' 37.28" W
Chord Bear = N 47° 54' 09.53" W

Curve Data

Curve E R83 E-5
P.I. Station 13+45.75 N 1,916,006.8018 E 1,084,116.5607
Delta = 33° 44' 48.84" (RT)
Degree = 15° 05' 47.18"
Tangent = 115.1185
Length = 223.5421
Radius = 379.5318
External = 17.0746
Long Chord = 220.3249
Mid. Ord. = 16.3395
P.C. Station 12+30.64 N 1,915,915.2002 E 1,084,186.2844
P.T. Station 14+54.18 N 1,916,121.7019 E 1,084,109.4724
C.C. N 1,916,145.0709 E 1,084,488.2841
Back = N 37° 16' 37.28" W
Ahead = N 3° 31' 48.44" W
Chord Bear = N 20° 24' 12.86" W

RAMP E_R83_F

Curve Data

Curve E R83 F-1
P.I. Station 2+23.48 N 1,916,209.7757 E 1,084,938.6111
Delta = 63° 39' 43.12" (LT)
Degree = 15° 54' 55.78"
Tangent = 223.4791
Length = 400.0000
Radius = 360.0000
External = 63.7250
Long Chord = 379.7391
Mid. Ord. = 54.1413
P.C. Station 0+00.00 N 1,916,190.1812 E 1,085,161.2295
P.T. Station 4+00.00 N 1,916,018.9602 E 1,084,822.2824
C.C. N 1,915,831.5676 E 1,085,129.6649
Back = N 84° 58' 11.57" W
Ahead = S 31° 22' 05.32" W
Chord Bear = S 63° 11' 56.88" W

Course from PT E R83 F-1 to PC E R83 F-2 S 31° 22' 05.32" W Dist 219.5811

Curve Data

Curve E R83 F-2
P.I. Station 7+09.86 N 1,915,754.3887 E 1,084,660.9891
Delta = 32° 04' 53.10" (RT)
Degree = 18° 14' 49.43"
Tangent = 90.2795
Length = 175.8169
Radius = 314.0000
External = 12.7207
Long Chord = 173.5291
Mid. Ord. = 12.2254
P.C. Station 6+19.58 N 1,915,831.4730 E 1,084,707.9827
P.T. Station 7+95.40 N 1,915,714.0351 E 1,084,580.2303
C.C. N 1,915,994.9210 E 1,084,439.8769
Back = S 31° 22' 05.32" W
Ahead = S 63° 26' 58.42" W
Chord Bear = S 47° 24' 31.87" W

Course from PT E R83 F-2 to PC E R83 F-3 S 63° 26' 58.42" W Dist 341.3854

Curve Data

Curve E R83 F-3
P.I. Station 13+09.59 N 1,915,484.2002 E 1,084,120.2673
Delta = 65° 14' 22.10" (LT)
Degree = 21° 13' 14.37"
Tangent = 172.8033
Length = 307.4338
Radius = 270.0000
External = 50.5635
Long Chord = 291.0929
Mid. Ord. = 42.5880
P.C. Station 11+36.78 N 1,915,561.4407 E 1,084,274.8470
P.T. Station 14+44.22 N 1,915,311.4812 E 1,084,125.6648
C.C. N 1,915,319.9146 E 1,084,395.5331
Back = S 63° 26' 58.42" W
Ahead = S 1° 47' 23.68" E
Chord Bear = S 30° 49' 47.37" W

RAMP E_R83_G

Curve Data

Curve E R83 G-1
P.I. Station 1+18.90 N 1,916,464.1040 E 1,084,443.6654
Delta = 56° 46' 42.04" (LT)
Degree = 26° 02' 36.73"
Tangent = 118.8998
Length = 218.0132
Radius = 220.0000
External = 30.0743
Long Chord = 209.2015
Mid. Ord. = 26.4575
P.C. Station 0+00.00 N 1,916,477.4454 E 1,084,325.5165
P.T. Station 2+18.01 N 1,916,555.6328 E 1,084,519.5577
C.C. N 1,916,696.0560 E 1,084,350.2020
Back = S 83° 33' 26.76" E
Ahead = N 39° 39' 51.19" E
Chord Bear = N 68° 03' 12.22" E

Curve Data

Curve E R83 G-2
P.I. Station 2+36.88 N 1,916,570.1587 E 1,084,531.6019
Delta = 7° 11' 53.53" (LT)
Degree = 19° 05' 54.94"
Tangent = 18.8697
Length = 37.6897
Radius = 300.0000
External = 0.5929
Long Chord = 37.6649
Mid. Ord. = 0.5917
P.C. Station 2+18.01 N 1,916,555.6328 E 1,084,519.5577
P.T. Station 2+55.70 N 1,916,586.0792 E 1,084,541.7312
C.C. N 1,916,747.1190 E 1,084,288.6182
Back = N 39° 39' 51.19" E
Ahead = N 32° 27' 57.66" E
Chord Bear = N 36° 03' 54.43" E

Curve Data

Curve E R83 G-3
P.I. Station 5+18.61 N 1,916,807.8998 E 1,084,682.8616
Delta = 98° 38' 05.51" (LT)
Degree = 25° 21' 07.62"
Tangent = 262.9110
Length = 389.0597
Radius = 226.0000
External = 120.6961
Long Chord = 342.7664
Mid. Ord. = 78.6779
P.C. Station 2+55.70 N 1,916,586.0792 E 1,084,541.7312
P.T. Station 6+44.76 N 1,916,914.1271 E 1,084,442.3664
C.C. N 1,916,707.3959 E 1,084,351.0527
Back = N 32° 27' 57.66" E
Ahead = N 66° 10' 07.85" W
Chord Bear = N 16° 51' 05.10" W

RAMP E_R83_G

Curve Data

Curve E R83 G-4
P.I. Station 7+95.84 N 1,916,975.1684 E 1,084,304.1709
Delta = 65° 16' 53.10" (LT)
Degree = 24° 17' 31.49"
Tangent = 151.0763
Length = 268.7354
Radius = 235.8620
External = 44.2361
Long Chord = 254.4334
Mid. Ord. = 37.2498
P.C. Station 6+44.76 N 1,916,914.1271 E 1,084,442.3664
P.T. Station 9+13.50 N 1,916,875.1605 E 1,084,190.9346
C.C. N 1,916,698.3747 E 1,084,347.0681
Back = N 66° 10' 07.85" W
Ahead = S 48° 32' 59.05" W
Chord Bear = S 81° 11' 25.60" W

Curve Data

Curve E R83 G-5
P.I. Station 9+62.78 N 1,916,842.5404 E 1,084,153.9998
Delta = 17° 30' 00.01" (LT)
Degree = 17° 53' 45.70"
Tangent = 49.2772
Length = 97.7871
Radius = 320.1592
External = 3.7700
Long Chord = 97.4074
Mid. Ord. = 3.7262
P.C. Station 9+13.50 N 1,916,875.1605 E 1,084,190.9346
P.T. Station 10+11.29 N 1,916,800.3237 E 1,084,128.5835
C.C. N 1,916,635.1913 E 1,084,402.8703
Back = S 48° 32' 59.05" W
Ahead = S 31° 02' 59.04" W
Chord Bear = S 39° 47' 59.05" W

Curve Data

Curve E R83 G-6
P.I. Station 10+98.44 N 1,916,725.6556 E 1,084,083.6301
Delta = 32° 25' 49.15" (LT)
Degree = 19° 07' 04.68"
Tangent = 87.1557
Length = 169.6327
Radius = 299.6960
External = 12.4159
Long Chord = 167.3773
Mid. Ord. = 11.9220
P.C. Station 10+11.29 N 1,916,800.3237 E 1,084,128.5835
P.T. Station 11+80.92 N 1,916,638.5252 E 1,084,085.7300
C.C. N 1,916,645.7459 E 1,084,385.3390
Back = S 31° 02' 59.04" W
Ahead = S 1° 22' 50.10" E
Chord Bear = S 14° 50' 04.47" W

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN I-290 CURVE DATA	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\expln_abc\CL\290_R_Data\exalign_53.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	68
USER NAME = jmo_ewski	CHECKED - JMM	REVISED -				*290.355		CONTRACT NO. 60C51		
PLDT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: N.T.S.	SHEET NO. 43 OF 44 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

RAMP E_R83_H

Curve Data

Curve E R83 H-1
P.I. Station 0+47.50 N 1,916,398.2392 E 1,084,959.2107
Delta = 9° 01' 49.27" (RT)
Degree = 9° 31' 31.96"
Tangent = 47.4991
Length = 94.8014
Radius = 601.4961
External = 1.8725
Long Chord = 94.7033
Mid. Ord. = 1.8667
P.C. Station 0+00.00 N 1,916,389.6891 E 1,085,005.9339
P.T. Station 0+94.80 N 1,916,414.0169 E 1,084,914.4086
C.C. N 1,916,981.3601 E 1,085,114.2064
Back = N 79° 37' 47.75" W
Ahead = N 70° 35' 58.48" W
Chord Bear = N 75° 06' 53.12" W

Curve Data

Curve E R83 H-2
P.I. Station 2+73.78 N 1,916,473.4672 E 1,084,745.5943
Delta = 52° 14' 30.28" (RT)
Degree = 15° 41' 50.91"
Tangent = 178.9766
Length = 332.8035
Radius = 365.0000
External = 41.5189
Long Chord = 321.3944
Mid. Ord. = 37.2785
P.C. Station 0+94.80 N 1,916,414.0169 E 1,084,914.4086
P.T. Station 4+27.60 N 1,916,643.3353 E 1,084,689.2255
C.C. N 1,916,758.2923 E 1,085,035.6499
Back = N 70° 35' 58.48" W
Ahead = N 18° 21' 28.21" W
Chord Bear = N 44° 28' 43.34" W

Course from PT E R83 H-2 to PC E R83 H-3 N 18° 21' 28.21" W Dist 170.0467

Curve Data

Curve E R83 H-3
P.I. Station 7+62.06 N 1,916,960.7676 E 1,084,583.8892
Delta = 57° 26' 50.74" (LT)
Degree = 19° 05' 54.94"
Tangent = 164.4066
Length = 300.7940
Radius = 300.0000
External = 42.0958
Long Chord = 288.3519
Mid. Ord. = 36.9158
P.C. Station 5+97.65 N 1,916,804.7280 E 1,084,635.6692
P.T. Station 8+98.45 N 1,917,001.0831 E 1,084,424.5022
C.C. N 1,916,710.2428 E 1,084,350.9367
Back = N 18° 21' 28.21" W
Ahead = N 75° 48' 18.94" W
Chord Bear = N 47° 04' 53.57" W

Course from PT E R83 H-3 to PC E R83 H-4 N 75° 48' 18.94" W Dist 167.1146

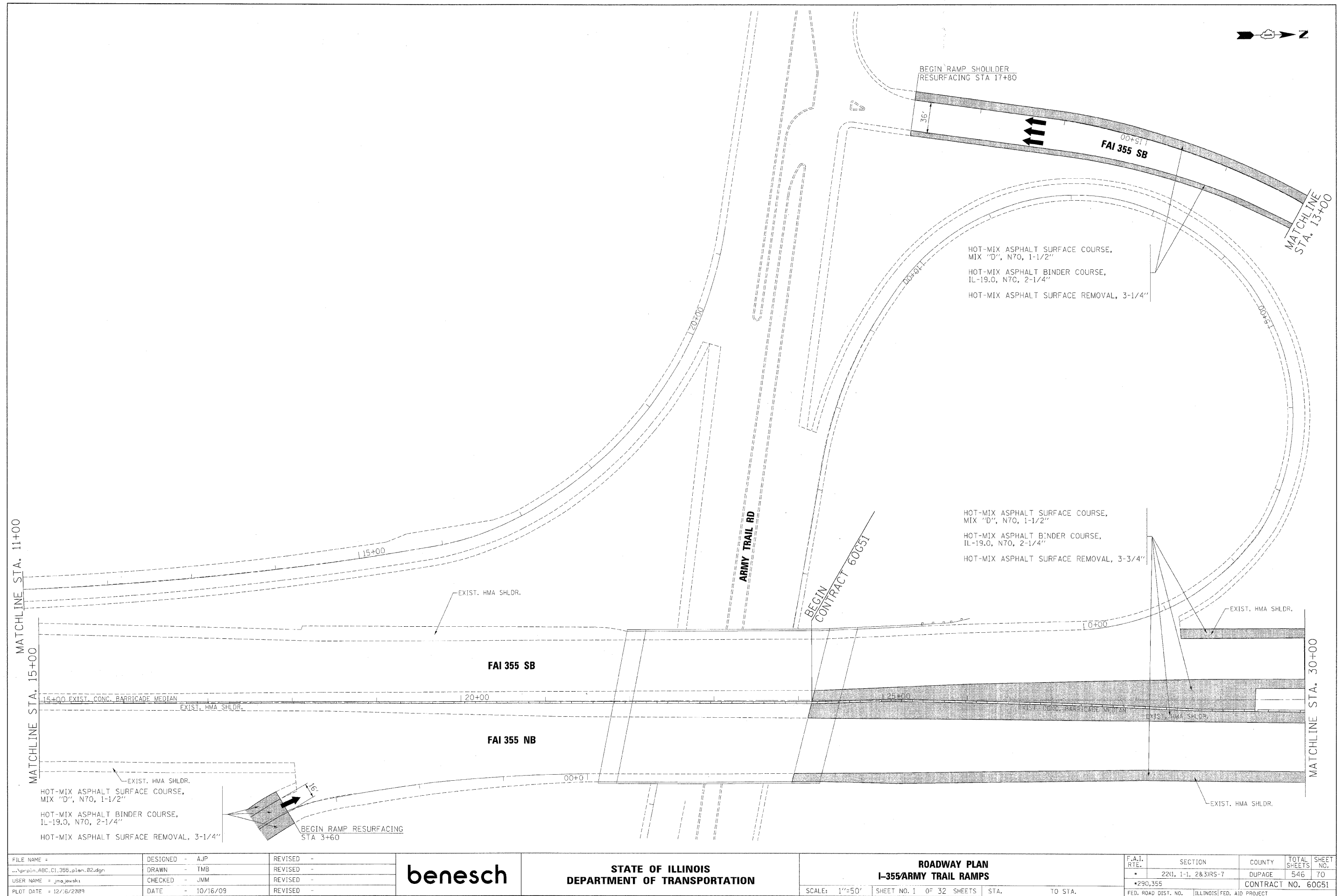
RAMP E_R83_H

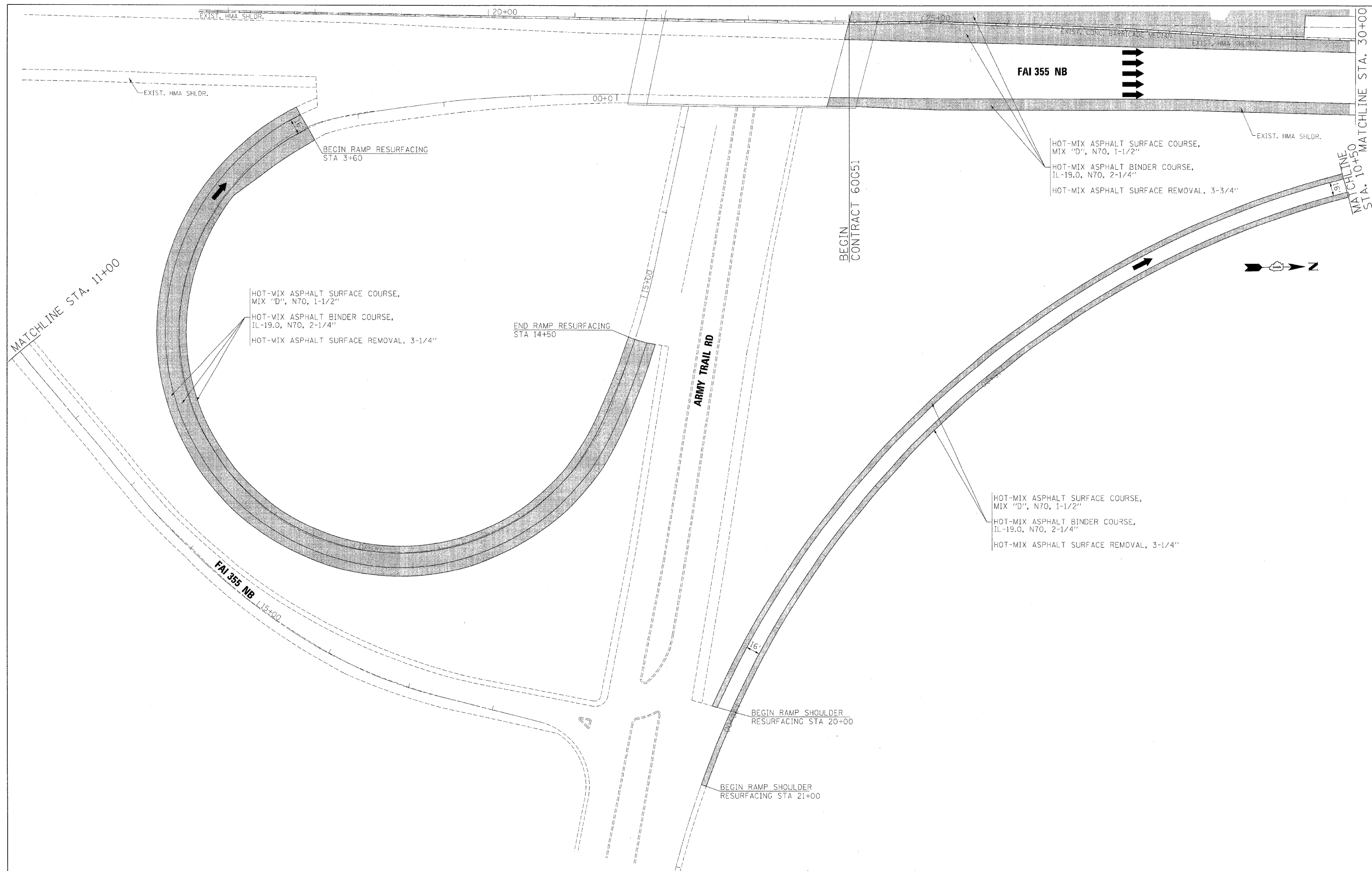
Curve Data

Curve E R83 H-4
P.I. Station 11+78.29 N 1,917,069.7061 E 1,084,153.2023
Delta = 52° 13' 17.66" (RT)
Degree = 24° 54' 40.35"
Tangent = 112.7295
Length = 209.6308
Radius = 230.0000
External = 26.1405
Long Chord = 202.4498
Mid. Ord. = 23.4727
P.C. Station 10+65.56 N 1,917,042.0627 E 1,084,262.4900
P.T. Station 12+75.19 N 1,917,173.0200 E 1,084,108.1006
C.C. N 1,917,265.0403 E 1,084,318.8902
Back = N 75° 48' 18.94" W
Ahead = N 23° 35' 01.29" W
Chord Bear = N 49° 41' 40.12" W

Curve Data

Curve E R83 H-5
P.I. Station 13+65.20 N 1,917,255.5069 E 1,084,072.0909
Delta = 18° 55' 07.88" (RT)
Degree = 10° 36' 23.48"
Tangent = 90.0043
Length = 178.3700
Radius = 540.1939
External = 7.4467
Long Chord = 177.5608
Mid. Ord. = 7.3454
P.C. Station 12+75.19 N 1,917,173.0200 E 1,084,108.1006
P.T. Station 14+53.56 N 1,917,345.2130 E 1,084,064.7712
C.C. N 1,917,389.1452 E 1,084,603.1757
Back = N 23° 35' 01.29" W
Ahead = N 4° 39' 53.40" W
Chord Bear = N 14° 07' 27.35" W



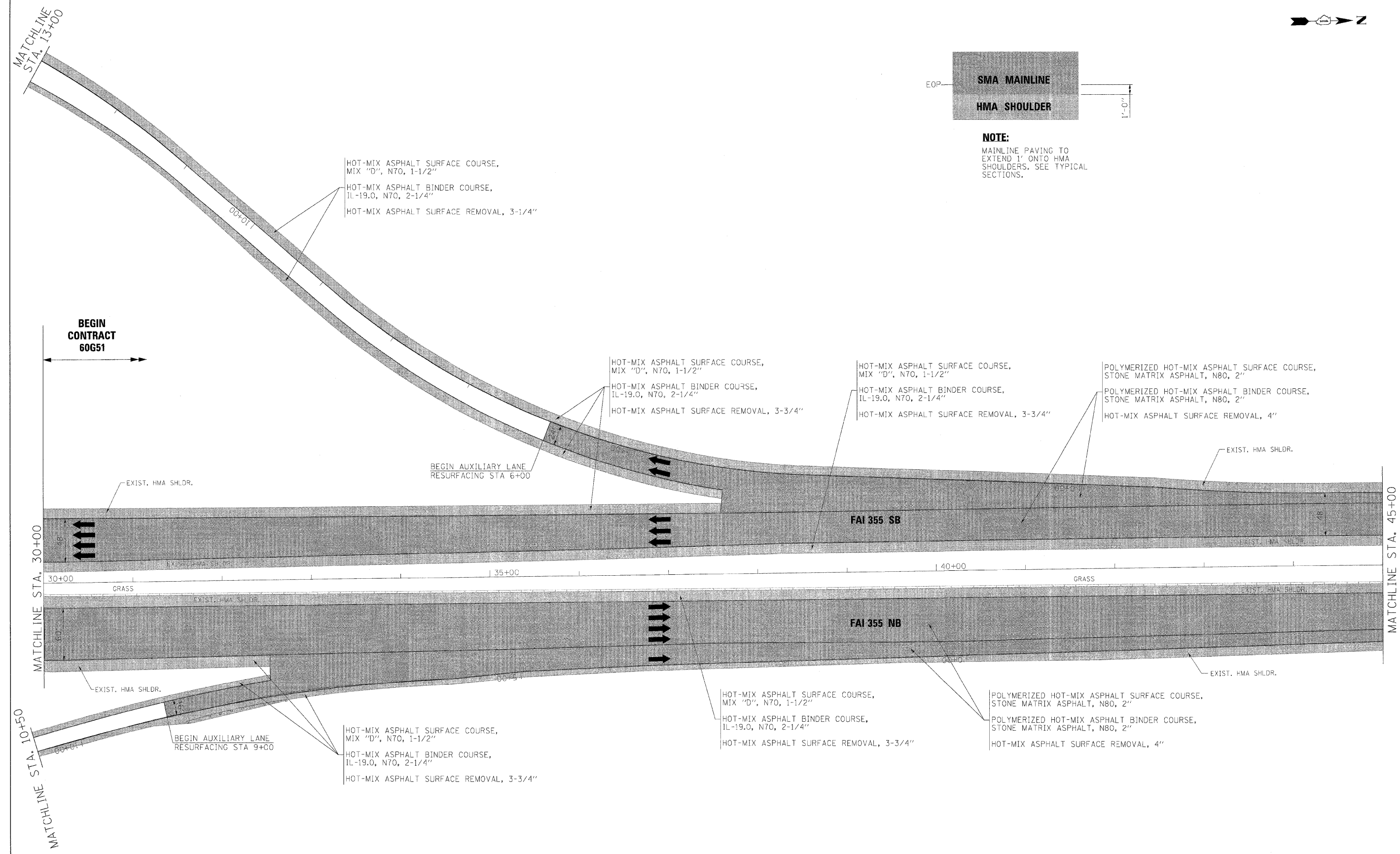
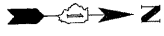


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-355/ARMY TRAIL RAMP	F.A.J. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.			
...prp\in_ABC\I-355.plan.03.dgn	DRAWN - TMB	REVISED -				• 2201, 1-1, 2&3/RS-7	DUPAGE	546	71
USER NAME = jnejewski	CHECKED - JMM	REVISED -				• 290.355	CONTRACT NO. 60C51		
PLOT DATE = 12/16/2009	DATE = 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

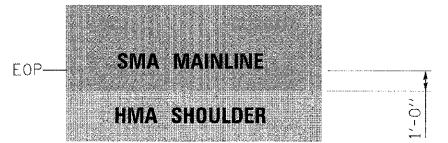
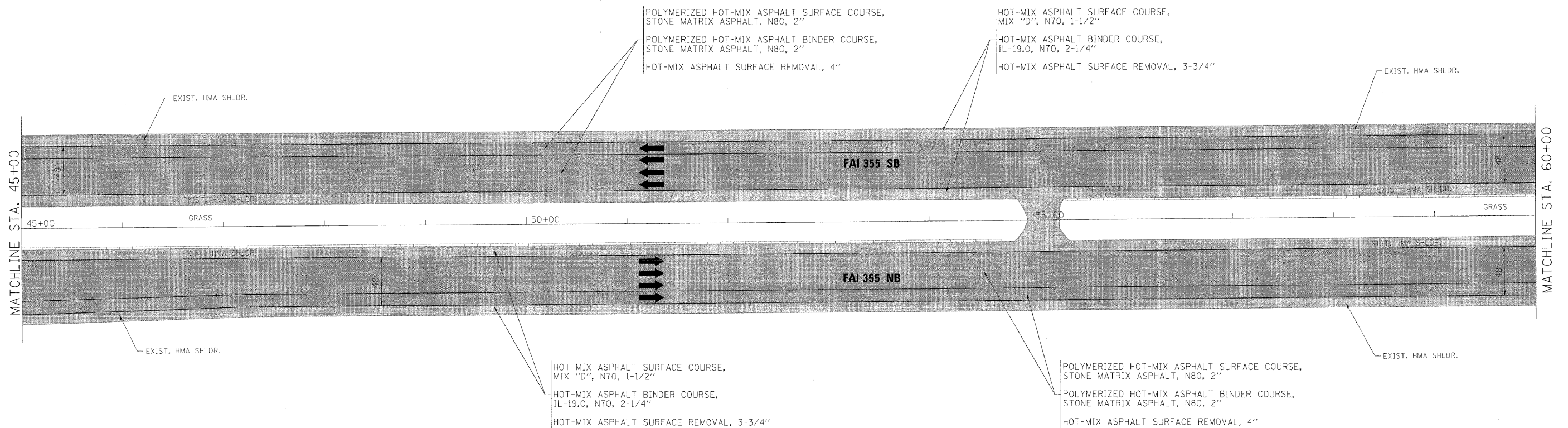
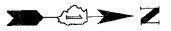
SCALE: 1"=50'

SHEET NO. 2 OF 32 SHEETS

STA. TO STA.



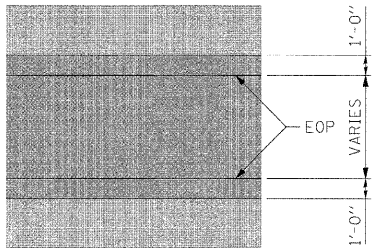
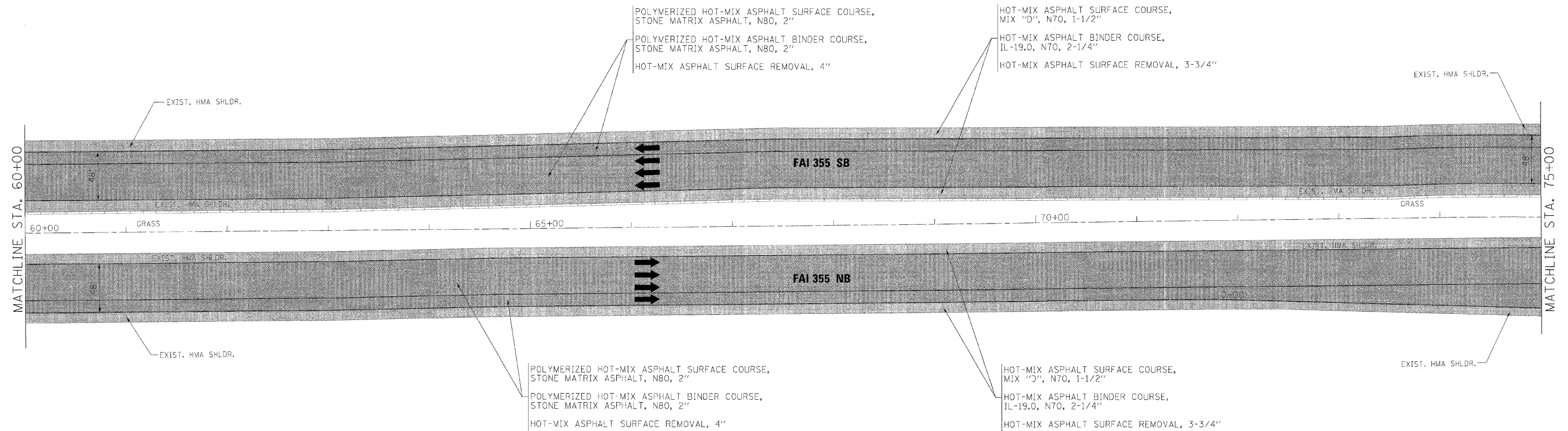
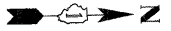
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-355 STA 30+00 TO STA 45+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\pplr-ABC-CL-355-plan_04.dgn	DRAWN - TMB	REVISED -				*	220, 1-1, 2&3RS-7	DUPAGE	546	72	
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO. 60G51			
PLCT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: 1"=50'		SHEET NO. 3 OF 32 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -
...\\ppln_480_01_355_plan_05.dgn	DRAWN - TMB	REVISED -
USER NAME = jma_ewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN				F.A.I.	SECTION	COUNTY	TOTAL	SHEET
		I-355 STA 45+00 TO STA 60+00				RTE.			SHEETS	NO.
						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	73
						*290,355		CONTRACT NO. 60G51		
		SCALE: 1"=50'	SHEET NO. 4 OF 32 SHEETS		STA.	TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO SHOULDERS.
SEE TYPICAL SECTIONS

FILE NAME =	DESIGNED - AJP	REVISED -
...prpln_4BC-D1-355.plan.06.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLDT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

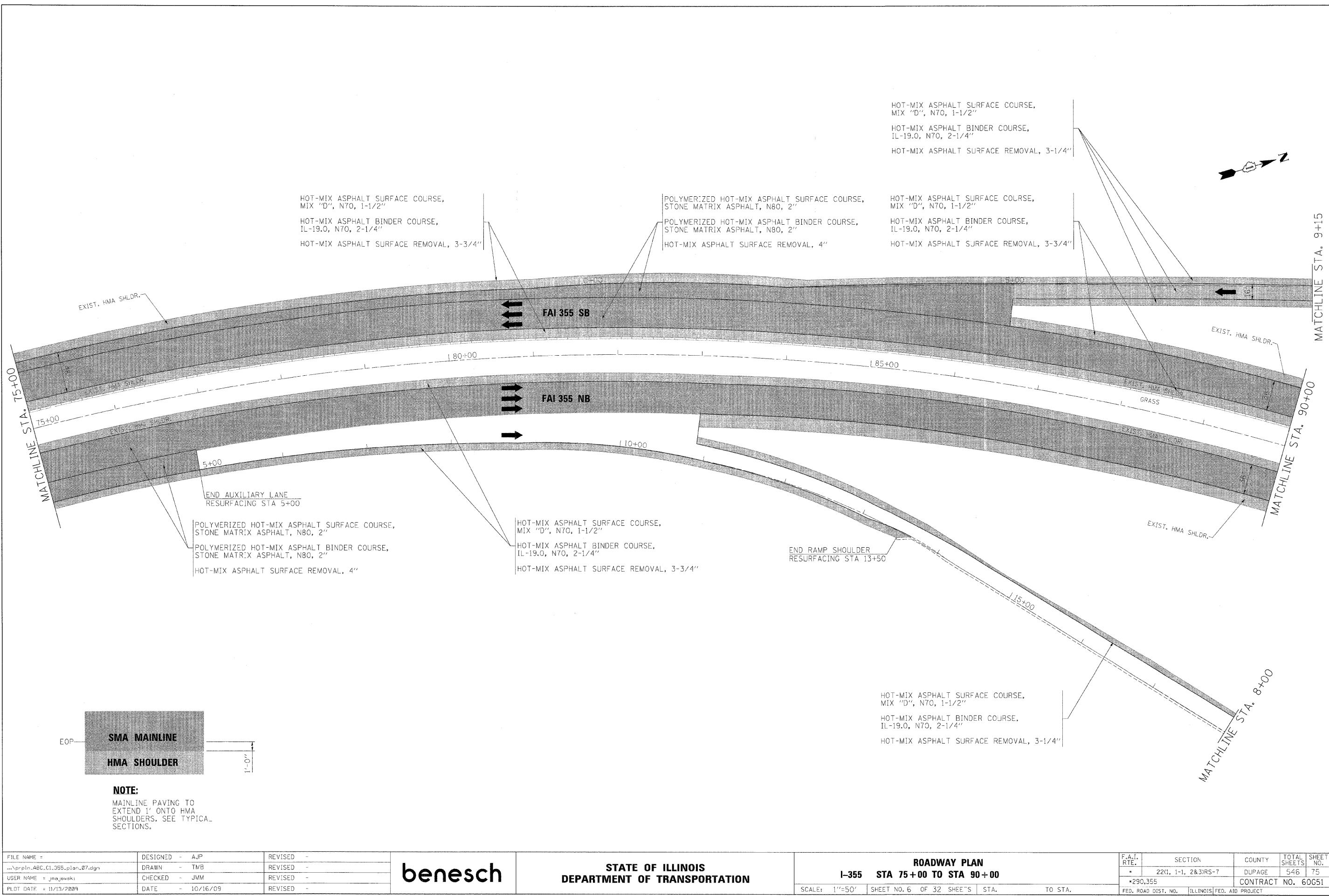
benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
I-355 STA 60+00 TO STA 75+00**

SCALE: 1"=50' SHEET NO. 5 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	221, 1-1, 2&3RS-7	DUPAGE	546	74
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



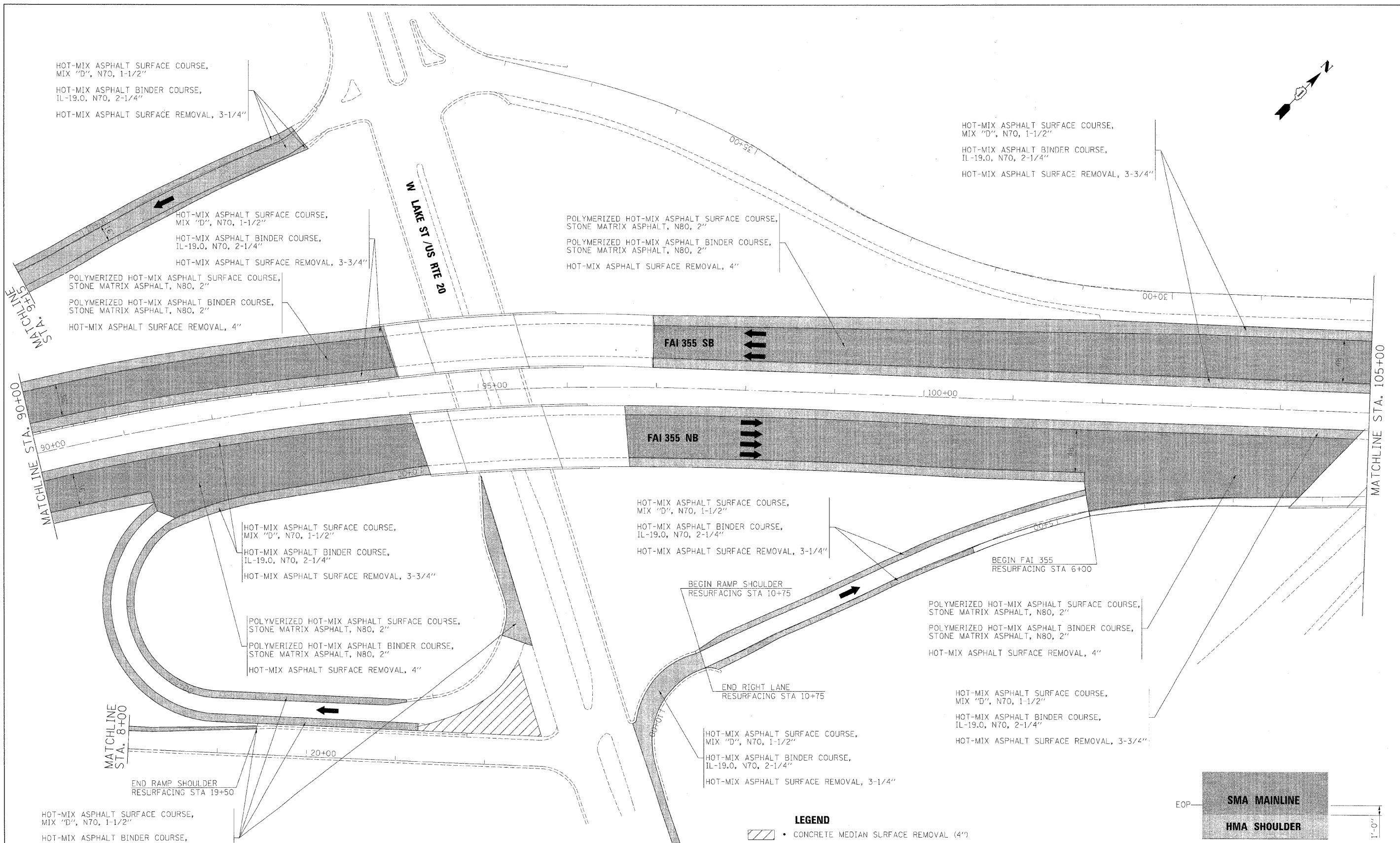
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...\\prpln_abc\01355.plan_07.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

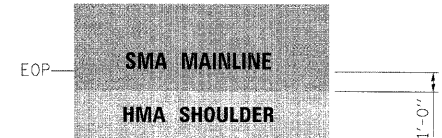
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
I-355 STA 75+00 TO STA 90+00			
SCALE: 1"=50'	SHEET NO. 6 OF 32 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	75
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

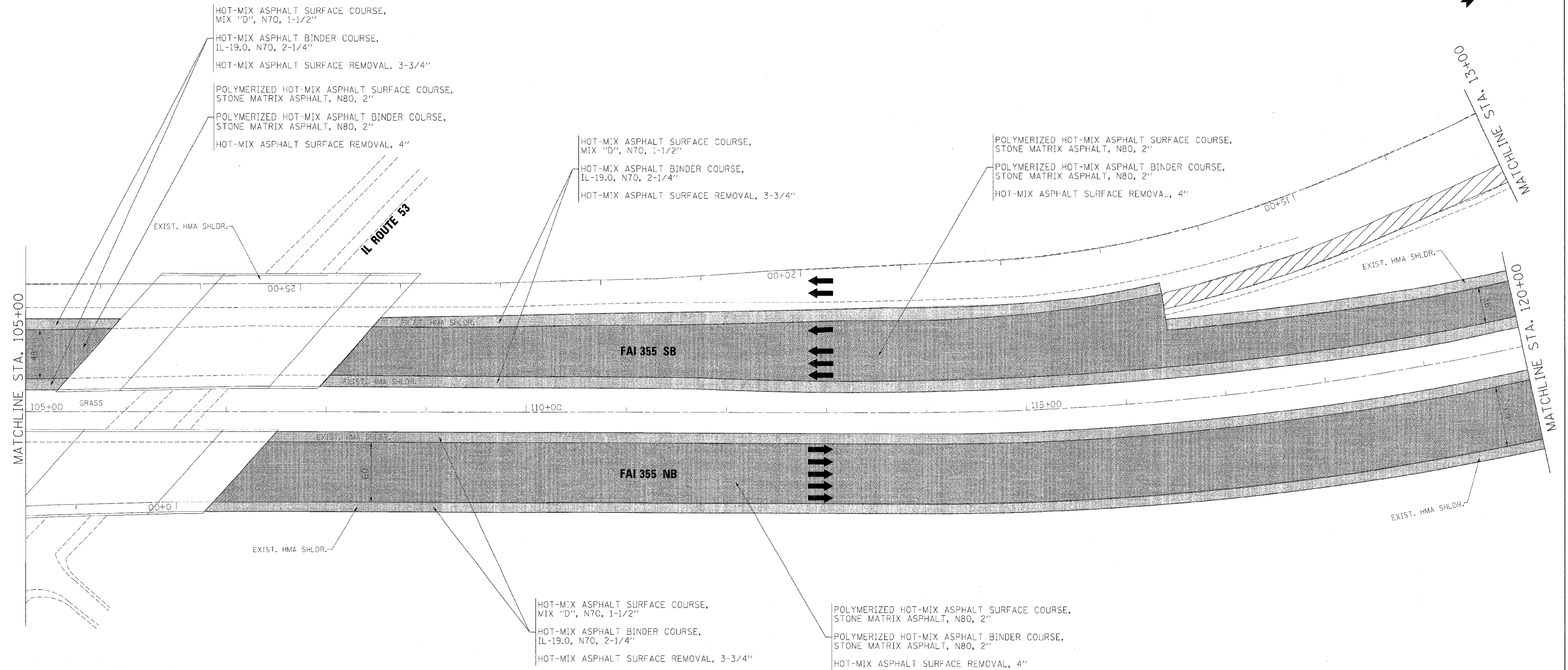
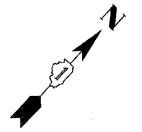


- LEGEND**
- CONCRETE MEDIAN SURFACE REMOVAL (4")
 - FURNISH AND PLACE TOPSOIL, 6"
 - SEEDING, CLASS 4 (MODIFIED)
 - EROSION CONTROL BLANKET

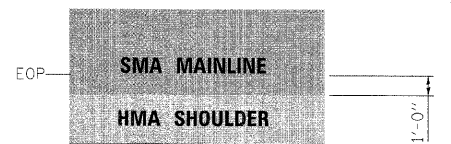


NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =			DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-355 STA 90+00 TO STA 105+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\proln\ABC\I-355.plan.08.dgn			DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	76
USER NAME = maewski			CHECKED - JMM	REVISED -			•290,355			CONTRACT NO. 60C51				
PLOT DATE = 12/16/2009			DATE = 10/16/09	REVISED -			SCALE: 1"=50'	SHEET NO. 7 OF 32 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



- LEGEND**
- CONCRETE MEDIAN SURFACE REMOVAL (4")
 - FURNISH AND PLACE TOPSOIL, 6"
 - SEEDING, CLASS 4 (MODIFIED)
 - EROSION CONTROL BLANKET



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -
...prpln-ABC.C1.355.plan.03.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

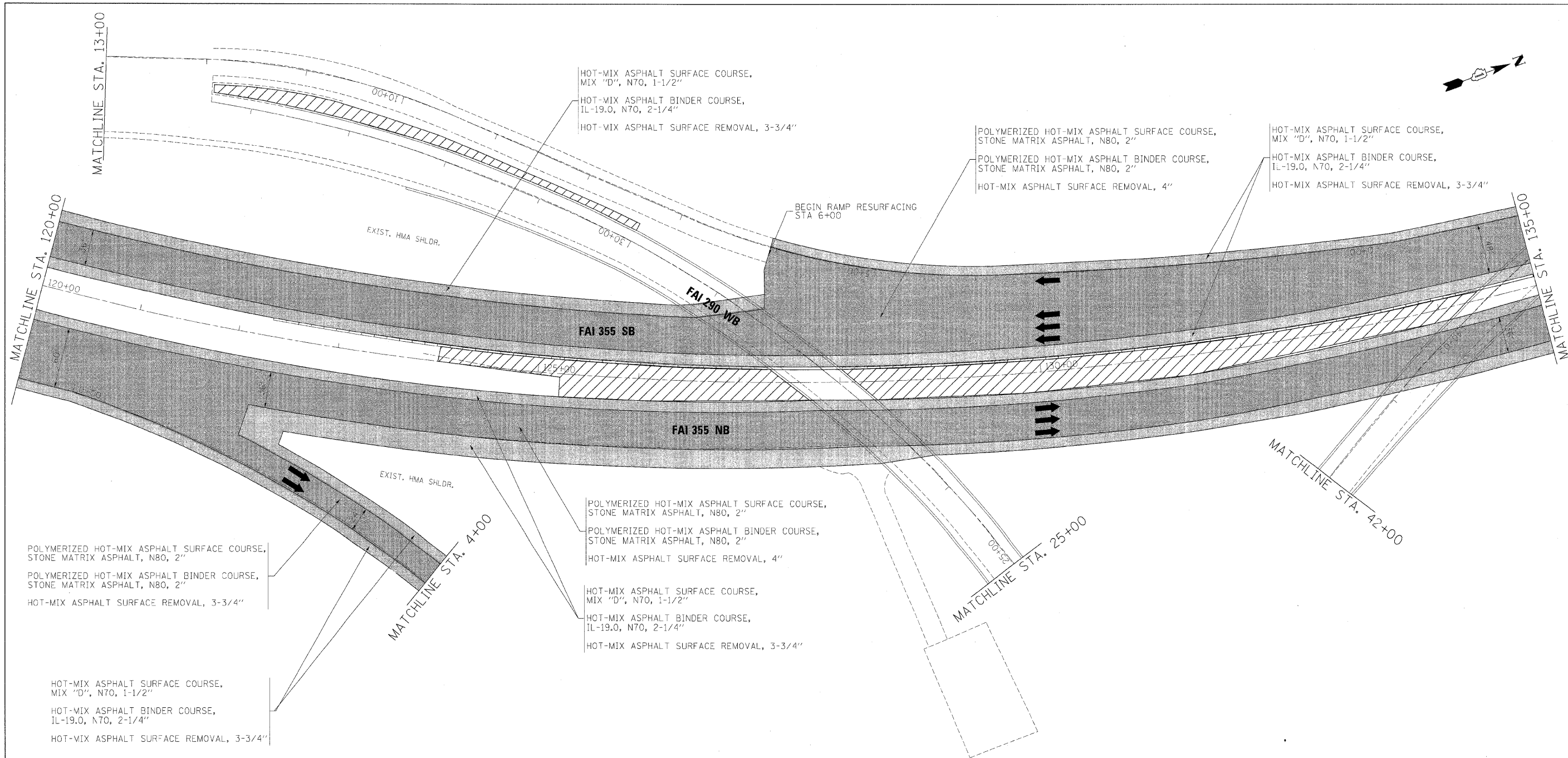
benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

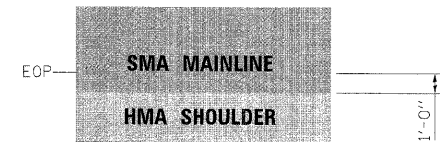
ROADWAY PLAN
I-355 STA 105+00 TO STA 120+00

SCALE: 1"=50' SHEET NO. 8 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	220, 1-1, 2&3/RS-7	DUPAGE	546	77
290,355				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60G51	



- LEGEND**
- CONCRETE MEDIAN SURFACE REMOVAL (4")
 - FURNISH AND PLACE TOPSOIL, 6"
 - SEEDING, CLASS 4 (MODIFIED)
 - EROSION CONTROL BLANKET



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-355 STA 120+00 TO STA 135+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...prpln_ABC.C1.355_plan_10.dgn	DRAWN - TMB	REVISED -				220, 1-1, 2&3RS-7	DUPAGE	546	78	
USER NAME = jmajewski	CHECKED - JMM	REVISED -				290.355	CONTRACT NO. 60G51			
PLOT DATE = 12/16/2009	DATE = 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MATCHLINE STA. 135+00

MATCHLINE STA. 13+00

MATCHLINE STA. 150+00

MATCHLINE STA. 23+50

W BLOOMINGDALE RD

FAI 290 WB

FAI 355 SB

FAI 355 SB

FAI 355 NB

HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE,
IL-19.0, N70, 2-1/4"
HOT-MIX ASPHALT SURFACE REMOVAL, 3-3/4"

HOT-MIX ASPHALT SHOULDER REMOVAL
AND REPLACEMENT (SPECIAL)
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE,
IL-19.0, N70, 2-1/4"
HOT-MIX ASPHALT SURFACE REMOVAL, 3-3/4"

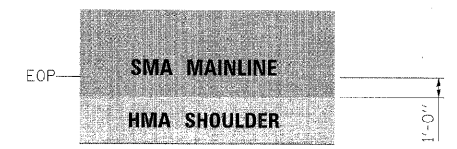
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE,
IL-19.0, N70, 2-1/4"
HOT-MIX ASPHALT SURFACE REMOVAL, 3-3/4"

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,
STONE MATRIX ASPHALT, N80, 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE,
STONE MATRIX ASPHALT, N80, 2"
HOT-MIX ASPHALT SURFACE REMOVAL, 4"

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,
STONE MATRIX ASPHALT, N80, 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE,
STONE MATRIX ASPHALT, N80, 2"
HOT-MIX ASPHALT SURFACE REMOVAL, 4"

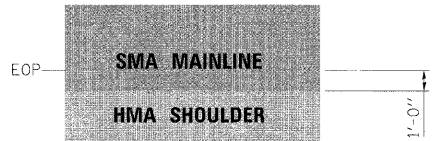
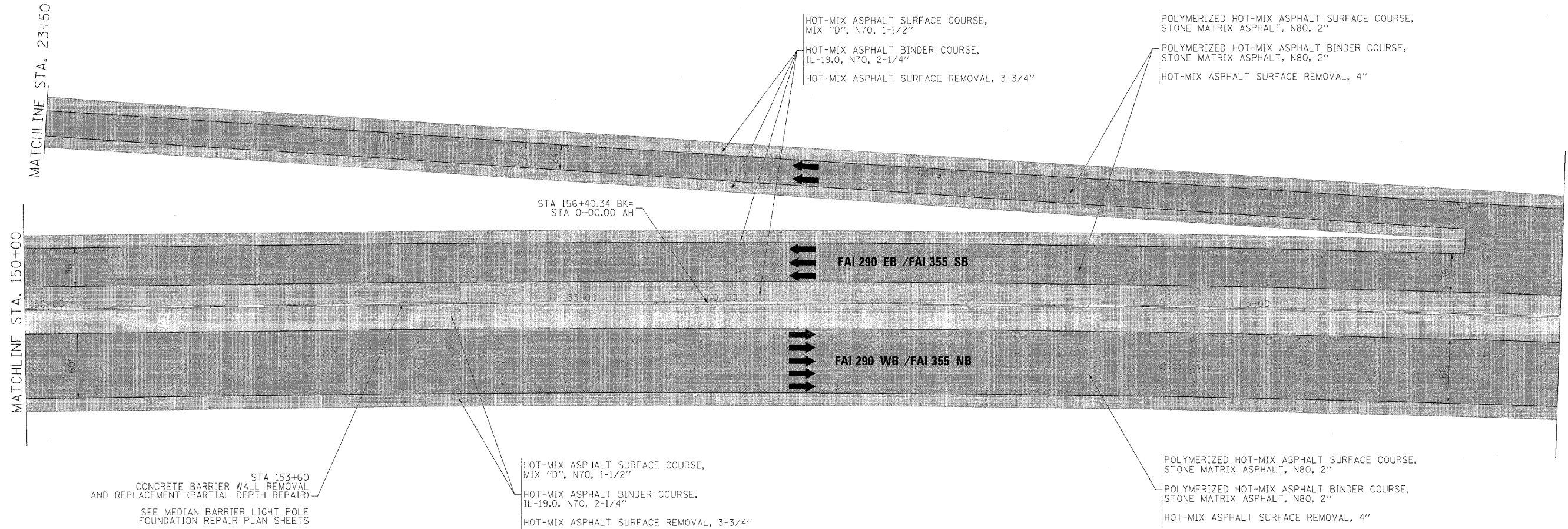
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE,
IL-19.0, N70, 2-1/4"
HOT-MIX ASPHALT SURFACE REMOVAL, 3-3/4"

- LEGEND**
- CONCRETE MEDIAN SURFACE REMOVAL (4")
 - FURNISH AND PLACE TOPSOIL, 6"
 - SEEDING, CLASS 4 (MODIFIED)
 - EROSION CONTROL BLANKET



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

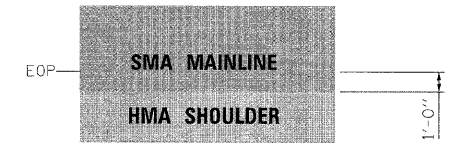
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-355 STA 135+00 TO STA 150+00	SCALE: 1"=50'	SHEET NO. 10 OF 32 SHEETS	STA. TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...prp\in-ABC\1.355-plan-11.dgn	DRAWN - TMB	REVISED -							*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	79
USER NAME = jnojewski	CHECKED - JMM	REVISED -							*290,355		CONTRACT NO. 60G51		
PLOT DATE = 12/16/2009	DATE = 10/16/09	REVISED -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



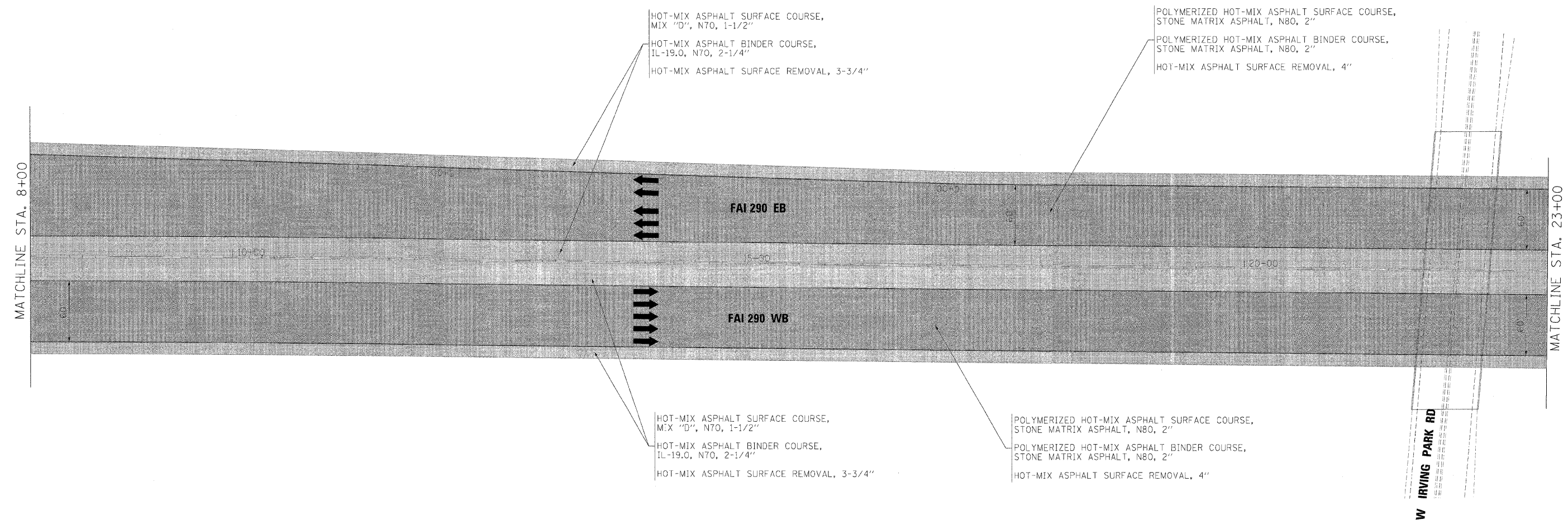
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -
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USER NAME = jmajewski	CHECKED - JVM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

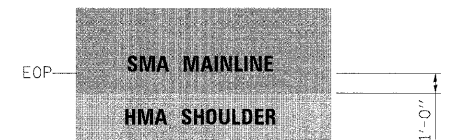
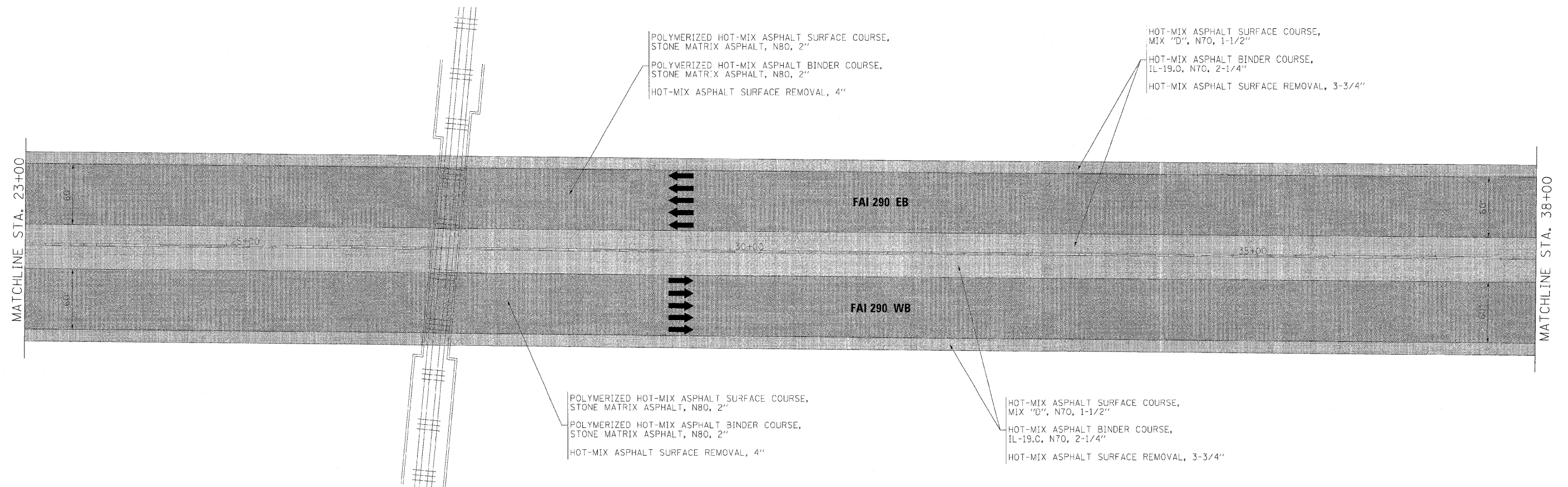
benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		I-2901-355		STA 150+00 TO STA 8+00		*	221, 1-1, 2&3)RS-7	DUPAGE	546	80
						#290,355		CONTRACT NO. 60G51		
		SCALE: 1"=50'		SHEET NO. 11 OF 32 SHEETS		STA.		TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

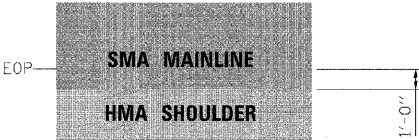
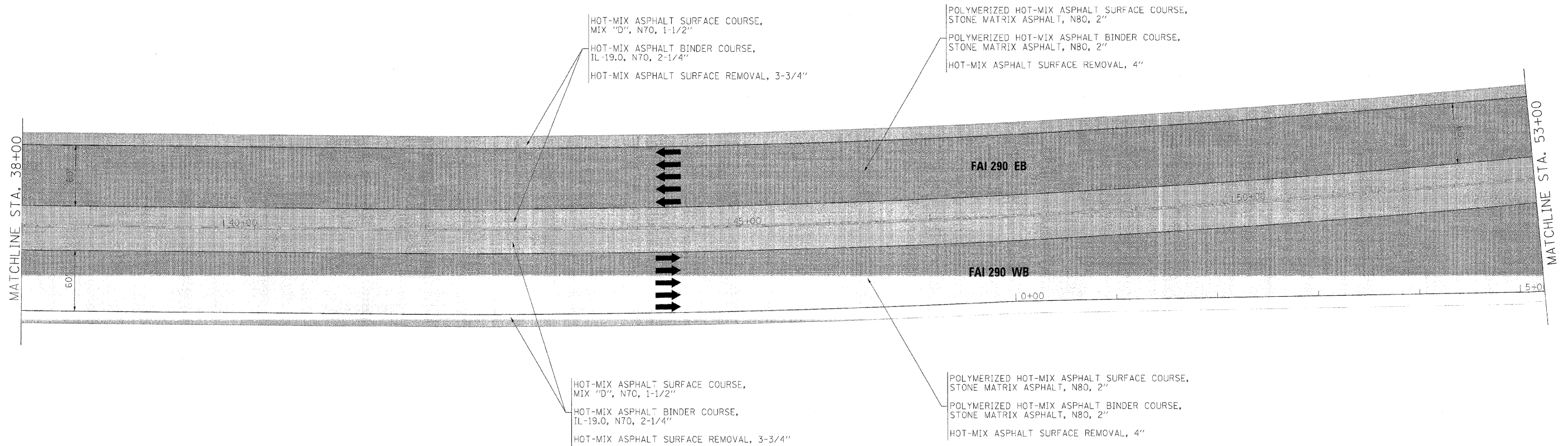


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prphn.ABC.C1.355.plan.13.dgn	DRAWN - TMB	REVISED -			I-290	STA 8+00 TO STA 23+00	*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	81		
USER NAME = jma_ewski	CHECKED - JMM	REVISED -			SCALE: 1"=50'			SHEET NO. 12 OF 32 SHEETS			CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



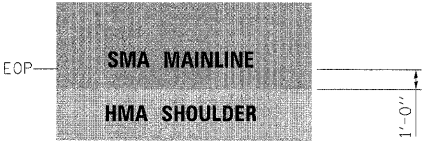
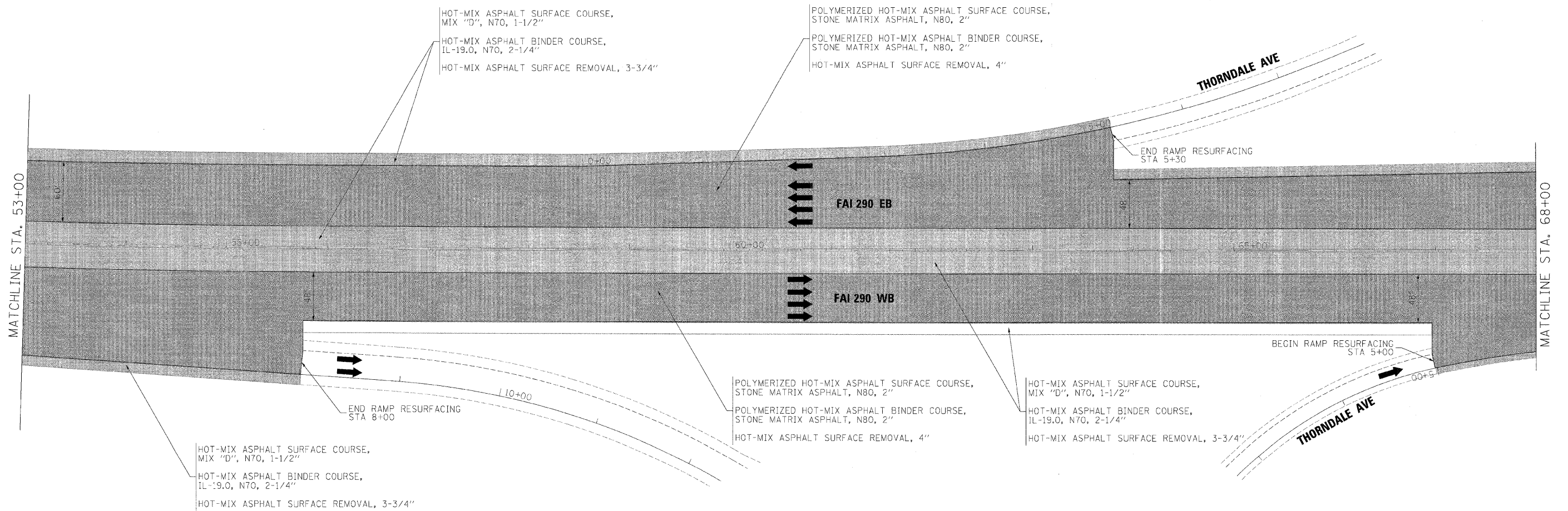
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 23+00 TO STA 38+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prpln-abc-c1-355-plan-14.dgn	DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	82
USER NAME = jmojewski	CHECKED - JWM	REVISED -			SCALE: 1"=50'			CONTRACT NO. 60G51				
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -			SHEET NO. 13 OF 32 SHEETS STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 38+00 TO STA 53+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...prpln_abc_01_355.pln.15.dgn	DRAWN - TMB	REVISED				*	2201, 1-1, 2&3RS-7	DUPAGE	546	83	
USER NAME = _majewski	CHECKED - JMM	REVISED -				*290.355					CONTRACT NO. 60651
PLDT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				SCALE: 1"=50'	SHEET NO. 14 OF 32 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS



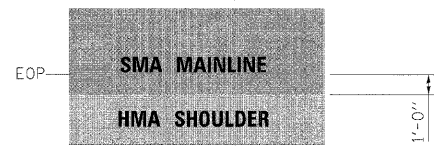
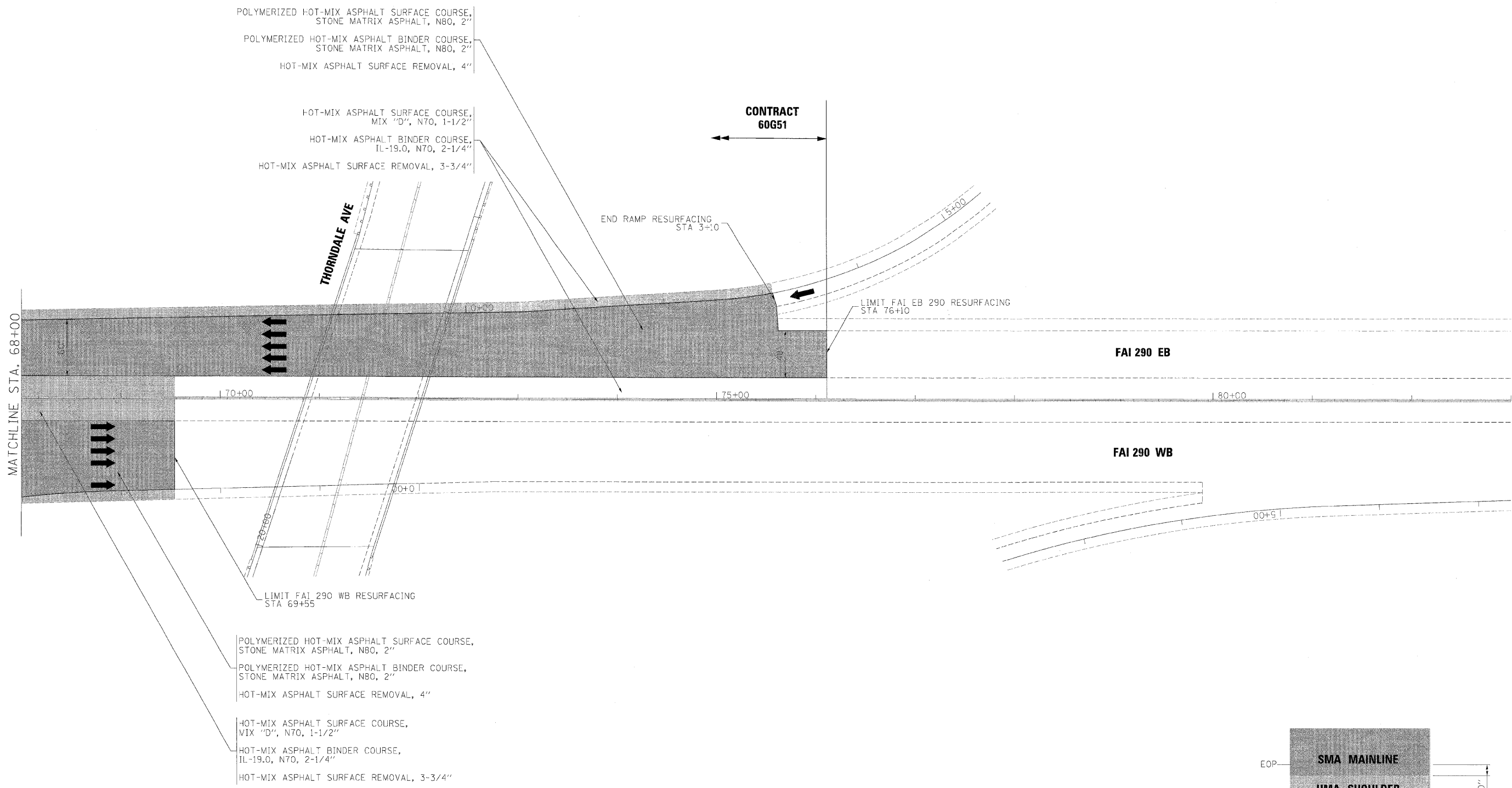
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME *	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 53+00 TO STA 68+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prpln-08C-01-385-plan-16.dgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	84
USER NAME = jmajewski	CHECKED - JMM	REVISED -				*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SCALE: 1"=50'

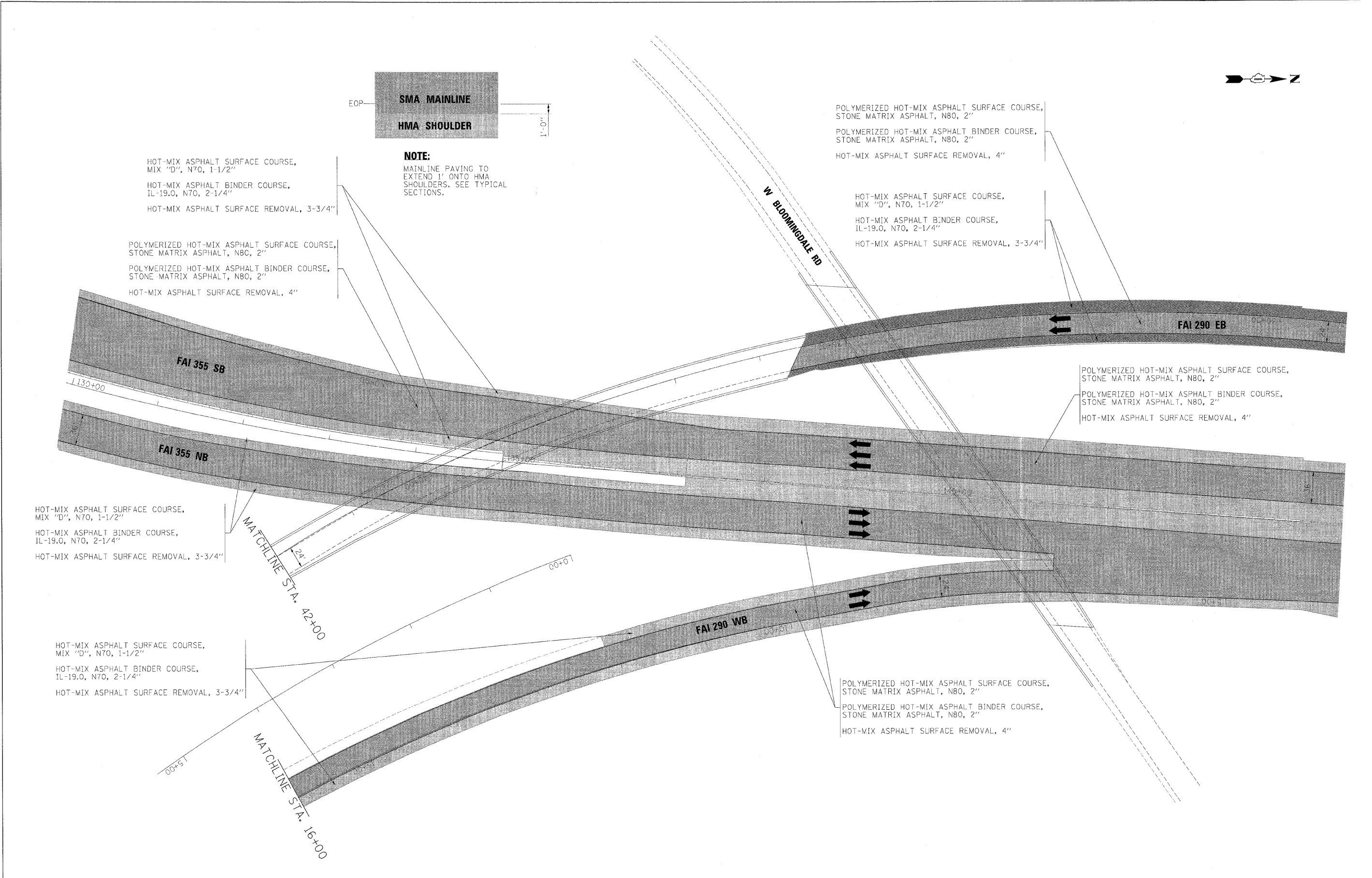
SHEET NO. 15 OF 32 SHEETS

STA. TO STA.

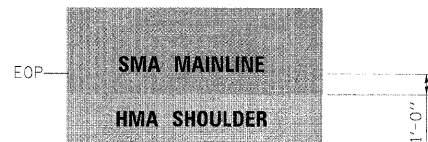


NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =			DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN I-290 STA 68+00 TO STA 83+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prpln_abc\cl\385\plan\17.dgn			DRAWN - TMB	REVISED -								*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	85
USER NAME = jmajewski			CHECKED - JMM	REVISED -								*290,355		CONTRACT NO. 60G51		
PLCT DATE = 11/13/2009			DATE - 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
									SCALE: 1"=50'	SHEET NO. 16 OF 32 SHEETS	STA.	TO STA.				

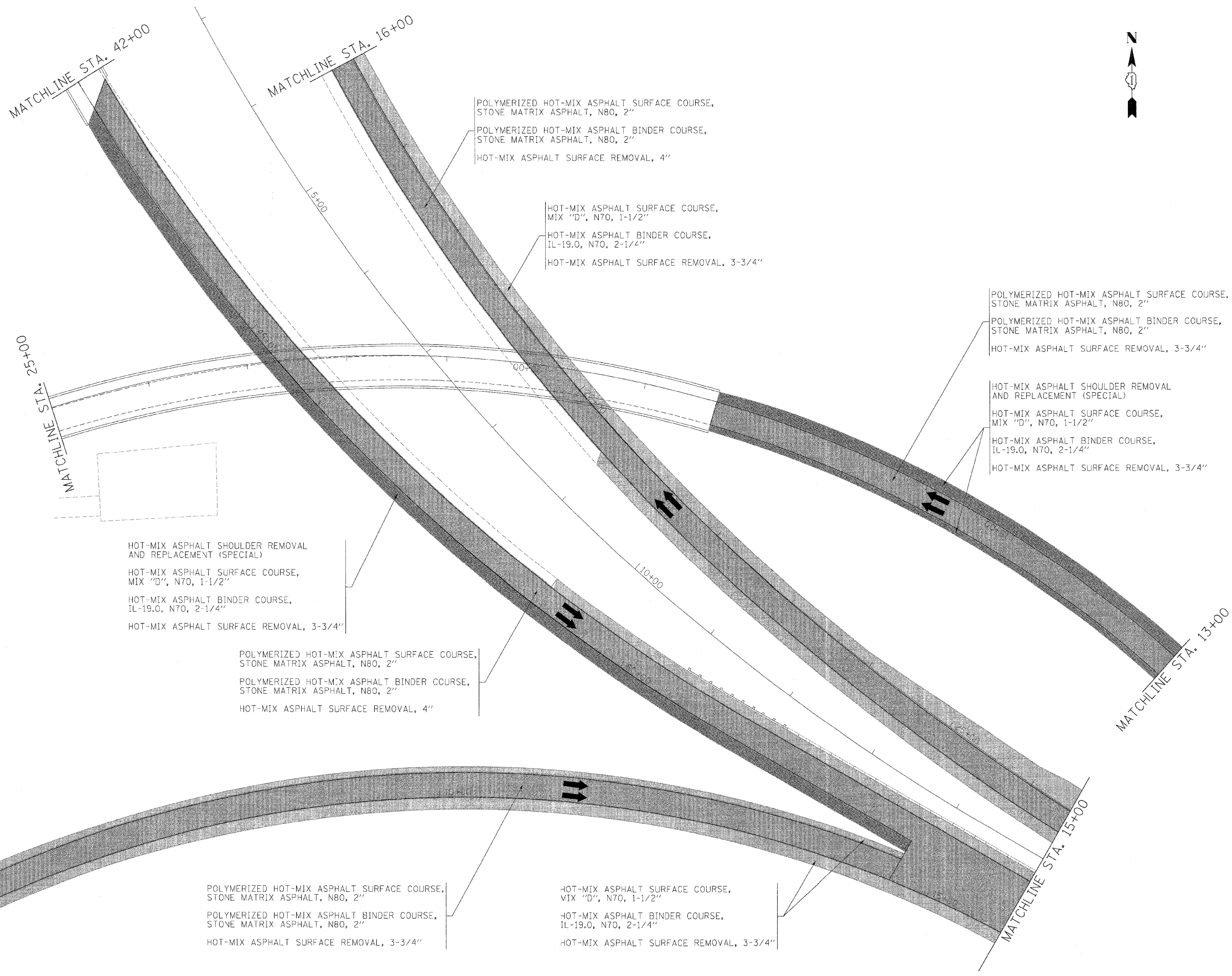


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290-355 RAMPS	SCALE: 1"=50'	SHEET NO. 17 OF 32 SHEETS	STA. TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prpln_abc\c\355_plan_23.dgn	DRAWN - TMB	REVISED -							*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	86
USER NAME = jmajewski	CHECKED - JMM	REVISED -							*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

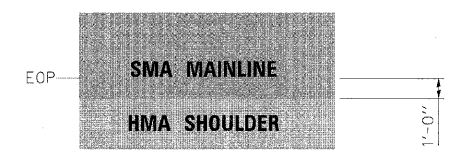
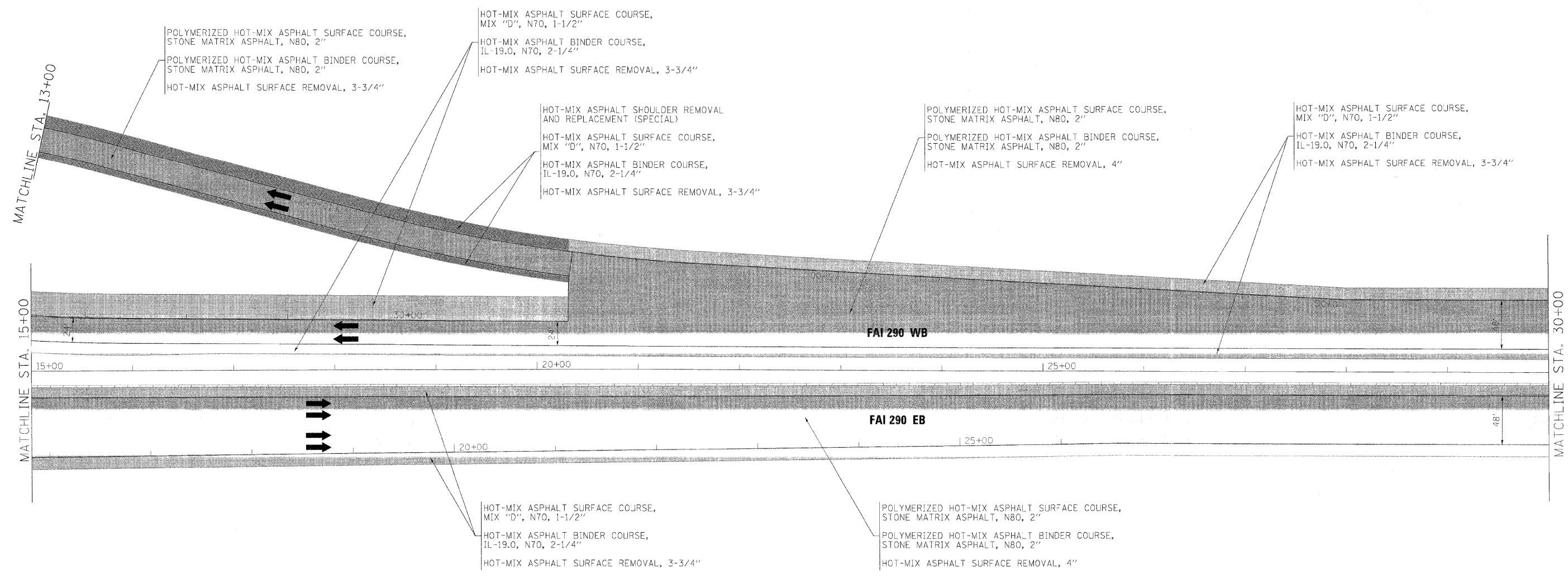
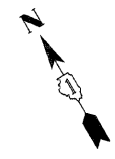


NOTE:

MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

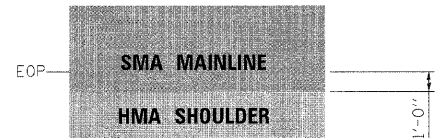
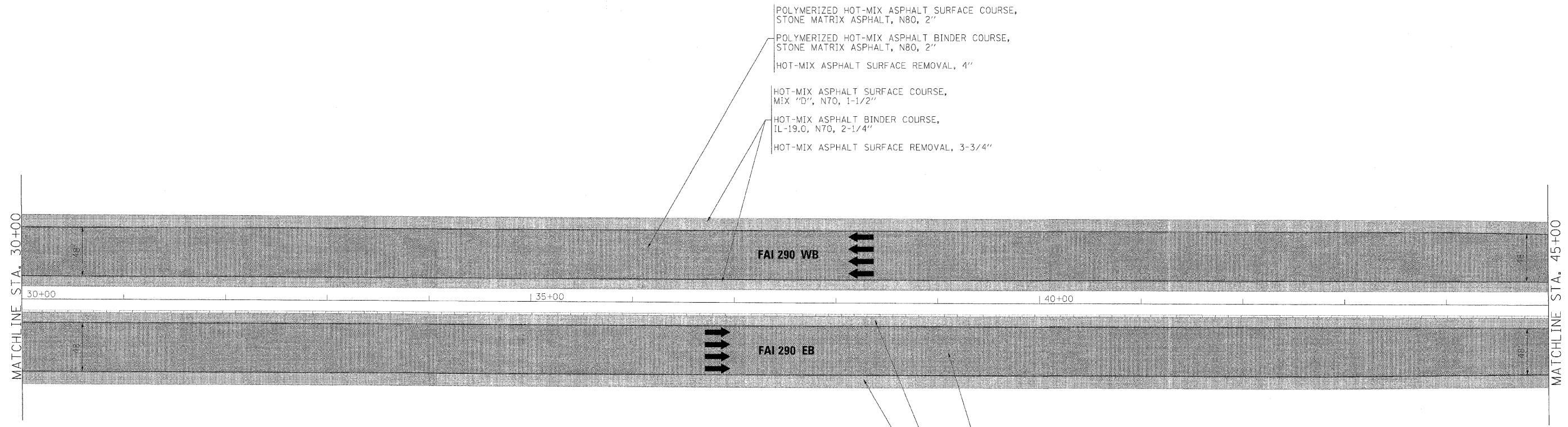
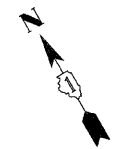


FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290-355 RAMPS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
...\\ppln_abc\c1\290.plan_24.dgn	DRAWN - TMB	REVISED -				•	220, 1-1, 2&3RS-7	DUPAGE	546	87		
USER NAME = jma_ewski	CHECKED - JMM	REVISED -				•290.355		CONTRACT NO. 60C51				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT				
						SCALE: 1"=50'		SHEET NO. 18 OF 32 SHEETS		STA. TO STA.		



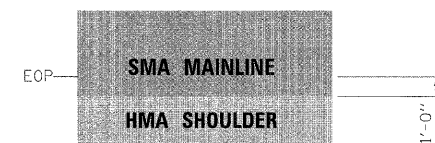
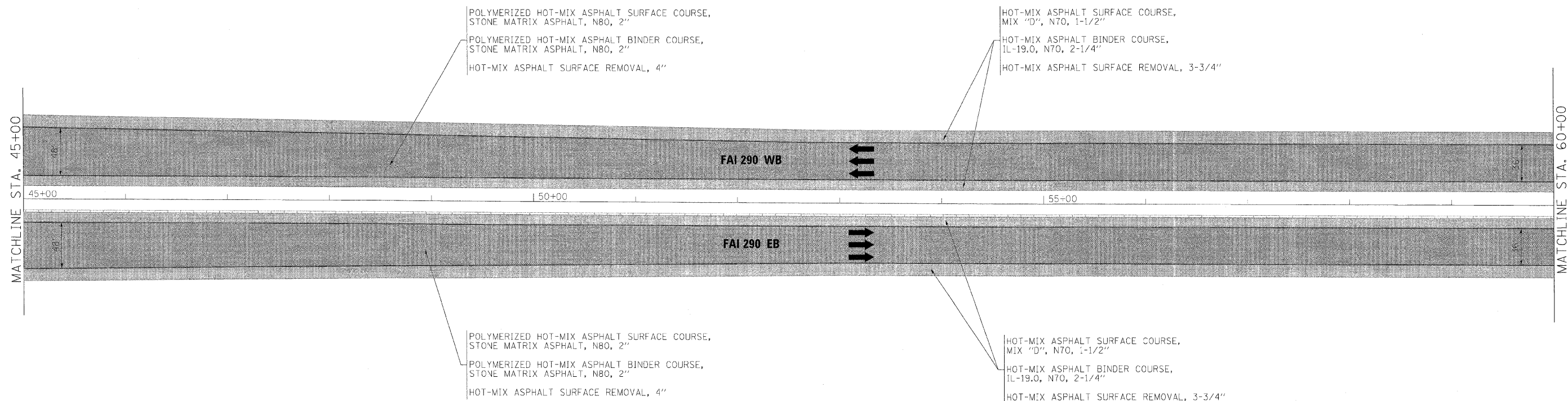
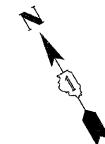
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 15+00 TO STA 30+00				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...prpln_48C.D1.290.plan.25.dgn	DRAWN - TMB	REVISED -							*	220, 1-1, 2&3RS-7	DUPAGE	546	88
USER NAME = jmajewski	CHECKED - JMM	REVISED -			SCALE: 1"=50'			*290,355	CONTRACT NO. 60G51				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			SHEET NO. 19 OF 32 SHEETS STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



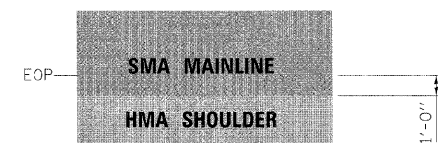
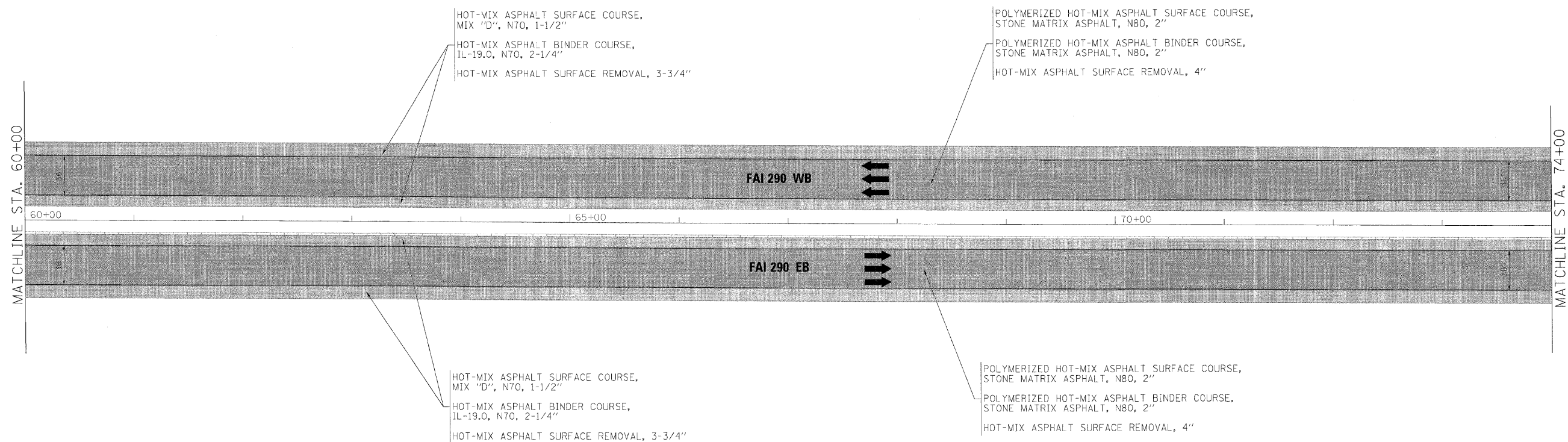
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 30+00 TO STA 45+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\projh_abc\01.298.plan.26.cgn	DRAWN - TMB	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	89
USER NAME = jmojewski	CHECKED - JMM	REVISED -				*290,355			CONTRACT NO.	60651
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SCALE: 1"=50'						SHEET NO. 20 OF 32 SHEETS STA. TO STA.				



NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

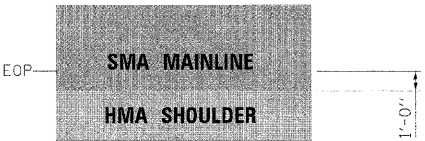
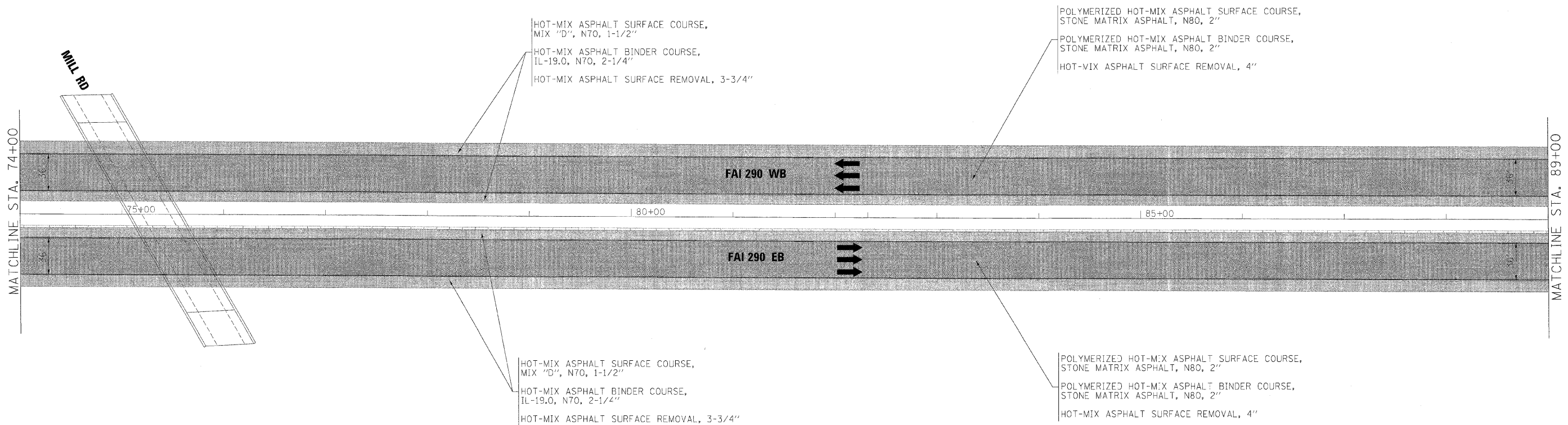
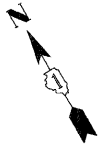
FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 45+00 TO STA 60+00	SCALE: 1"=50'	SHEET NO. 21 OF 32 SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prpln_48C.C1.290.plan.27.dgn	DRAWN - TMB	REVISED -								*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	90
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



NOTE:

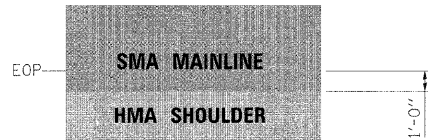
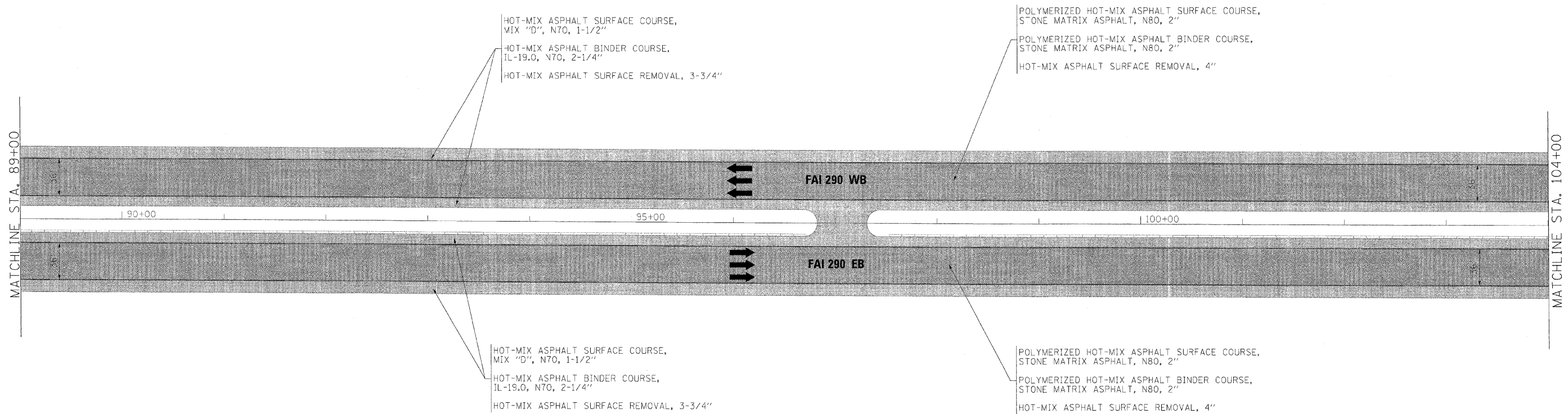
MAINLINE PAVING TO EXTEND 1' ONTO HMA SHOULDERS. SEE TYPICAL SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\proln.abc.cl.290.plan.20.dgn	DRAWN - TMB	REVISED -			I-290 STA 60+00 TO STA 74+00					*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	91	
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355	CONTRACT NO. 60G51				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			SCALE: 1"=50'					SHEET NO. 22 OF 32 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



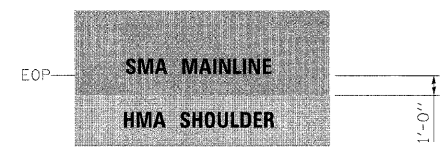
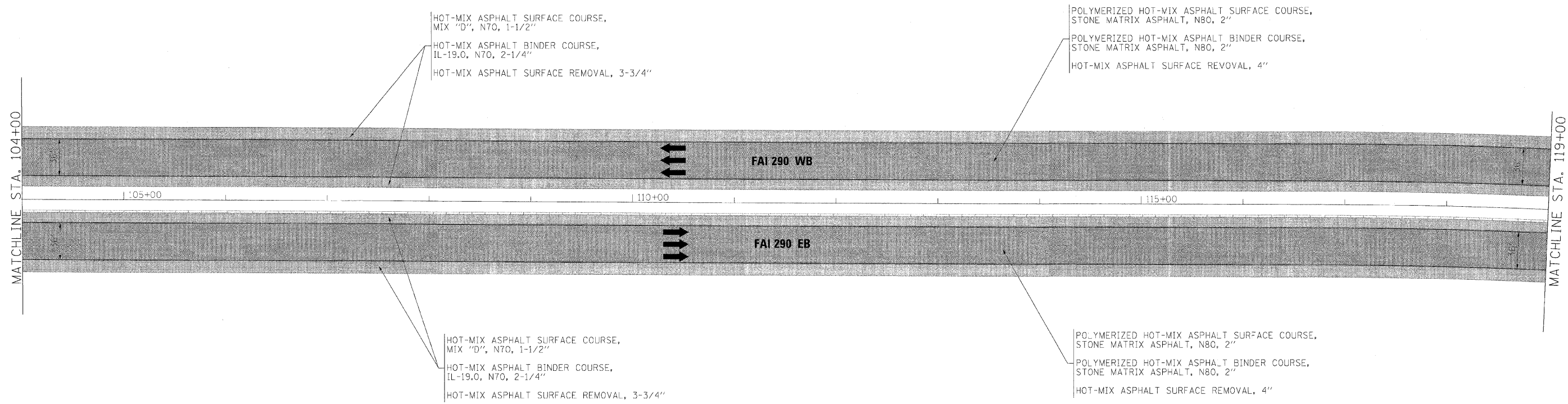
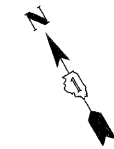
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 74+00 TO STA 89+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\praln-ABC-CL290-plan-29.dgn	DRAWN - TMB	REVISED -						*	2201, 1-1, 2&3)RS-7	DUPAGE	546	92	
USER NAME = jmajewski	CHECKED - JMM	REVISED -						*290,355					CONTRACT NO. 60C51
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -											
					SCALE: 1"=50'	SHEET NO. 23 OF 32 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



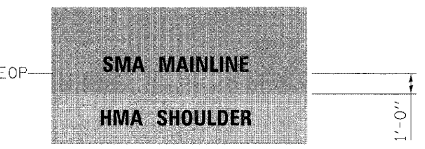
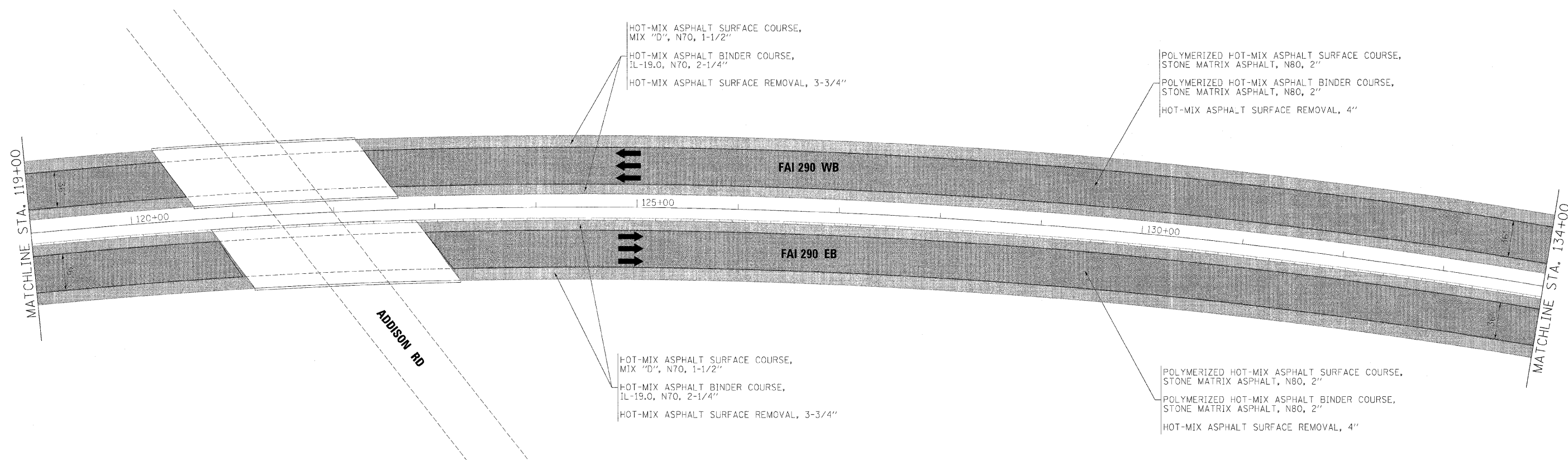
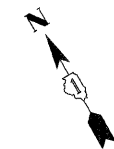
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\pnp-1-ABC-C1-290-plan-30.dgn	DRAWN - TMB	REVISED -			I-290	STA 89+00 TO STA 104+00	*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	93			
USER NAME = jmajewski	CHECKED - JMM	REVISED -						*290,355	CONTRACT NO. 60G51					
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -			SCALE: 1"=50'	SHEET NO. 24 OF 32 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



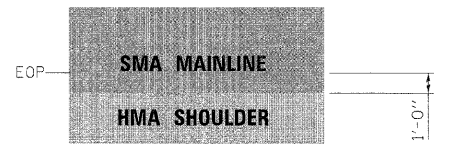
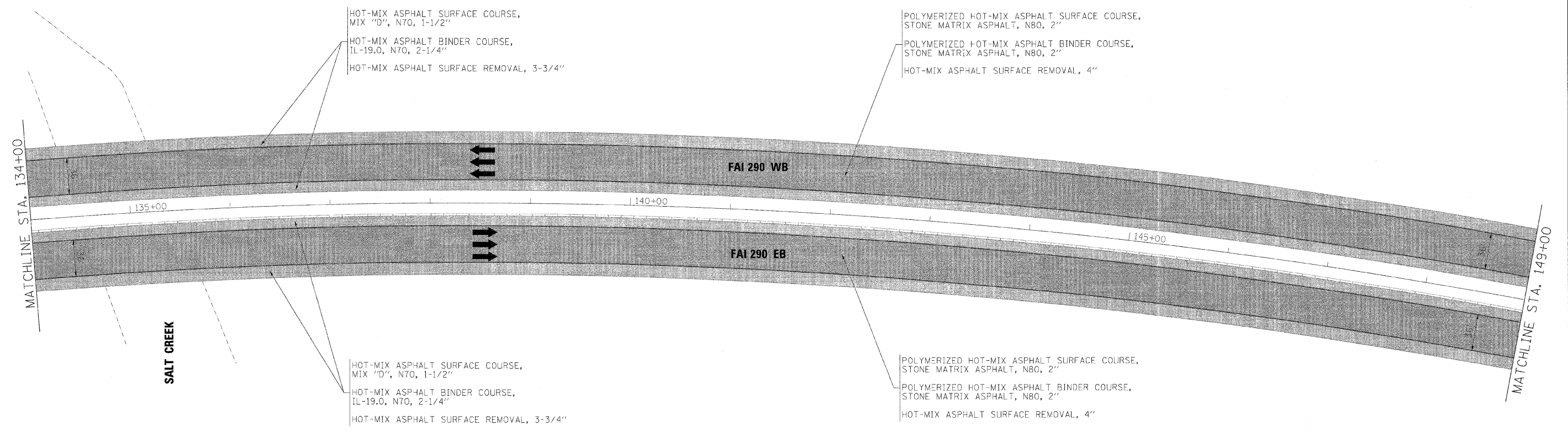
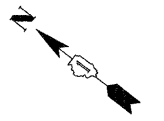
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN					F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...prpln_A90_C1_290.pln.3l.dgn	DRAWN - TMB	REVISED -			I-290	STA 104+00 TO STA 119+00	*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	94			
USER NAME = jrajewski	CHECKED - JMM	REVISED -			*290,355					CONTRACT NO. 60G51				
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			SCALE: 1"=50'	SHEET NO. 25 OF 32 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			



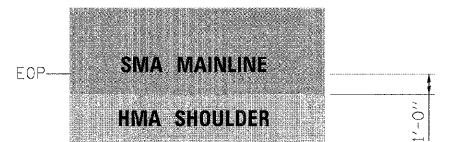
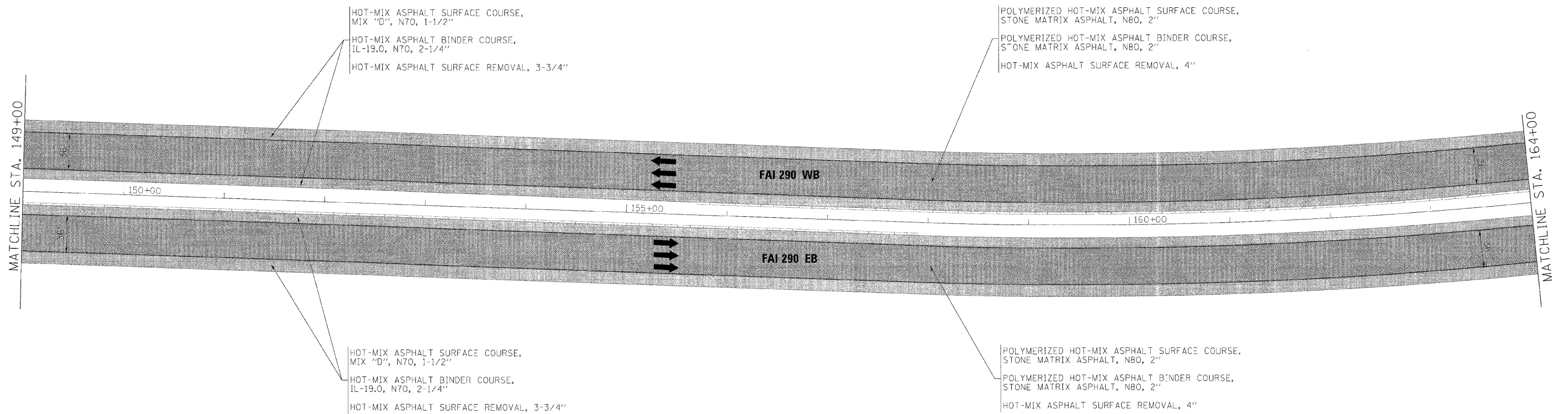
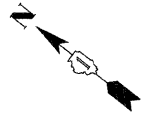
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 119+00 TO STA 134+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\ppln-ABC.C1.290.plan.32.dgn	DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	95
USER NAME = jmajewski	CHECKED - JMM	REVISED -						*290,355		CONTRACT NO. 60651		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SCALE: 1"=50'			SHEET NO. 26 OF 32 SHEETS			STA.	TO STA.					



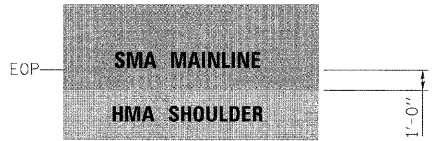
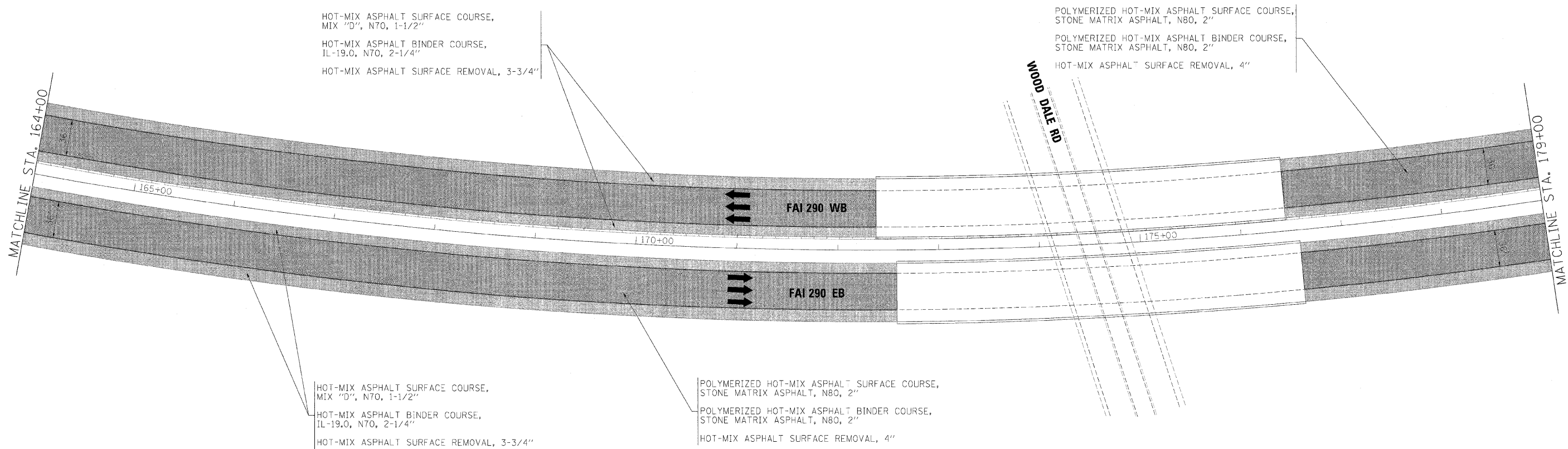
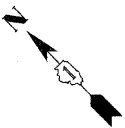
NOTE:
MAINLINE PAVING TO EXTEND 1' ONTO HMA SHOULDERS. SEE TYPICAL SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 134+00 TO STA 149+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\ppln_abc_c1.290.pln.33.dgn	DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	96
USER NAME = jmajewski	CHECKED - JMM	REVISED -						*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -						SCALE: 1"=50'		SHEET NO. 27 OF 32 SHEETS	STA.	TO STA.



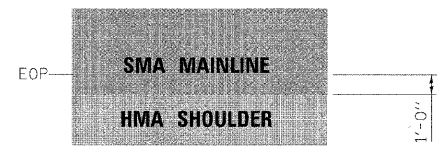
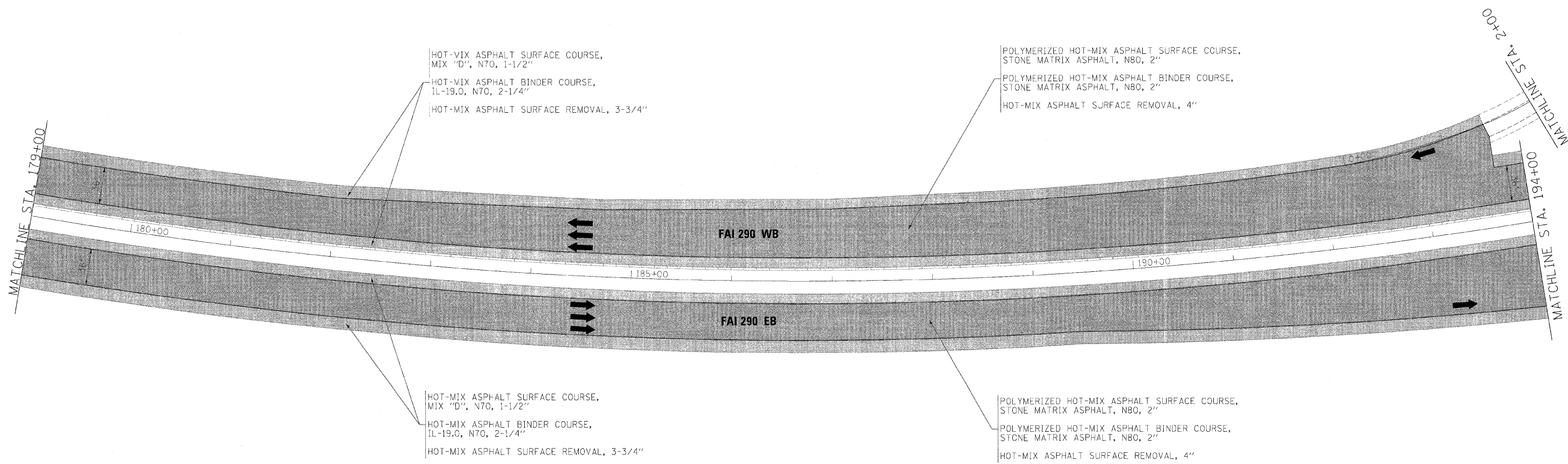
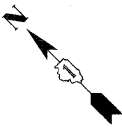
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 149+00 TO STA 164+0			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\nrc\h\ABC\CL290\plan_34.dgn	DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	97
USER NAME = jmajewski	CHECKED - JMM	REVISED -			*290,355	CONTRACT NO. 60651						
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					
					SCALE: 1"=50'	SHEET NO. 28 OF 32 SHEETS	STA.	TO STA.				



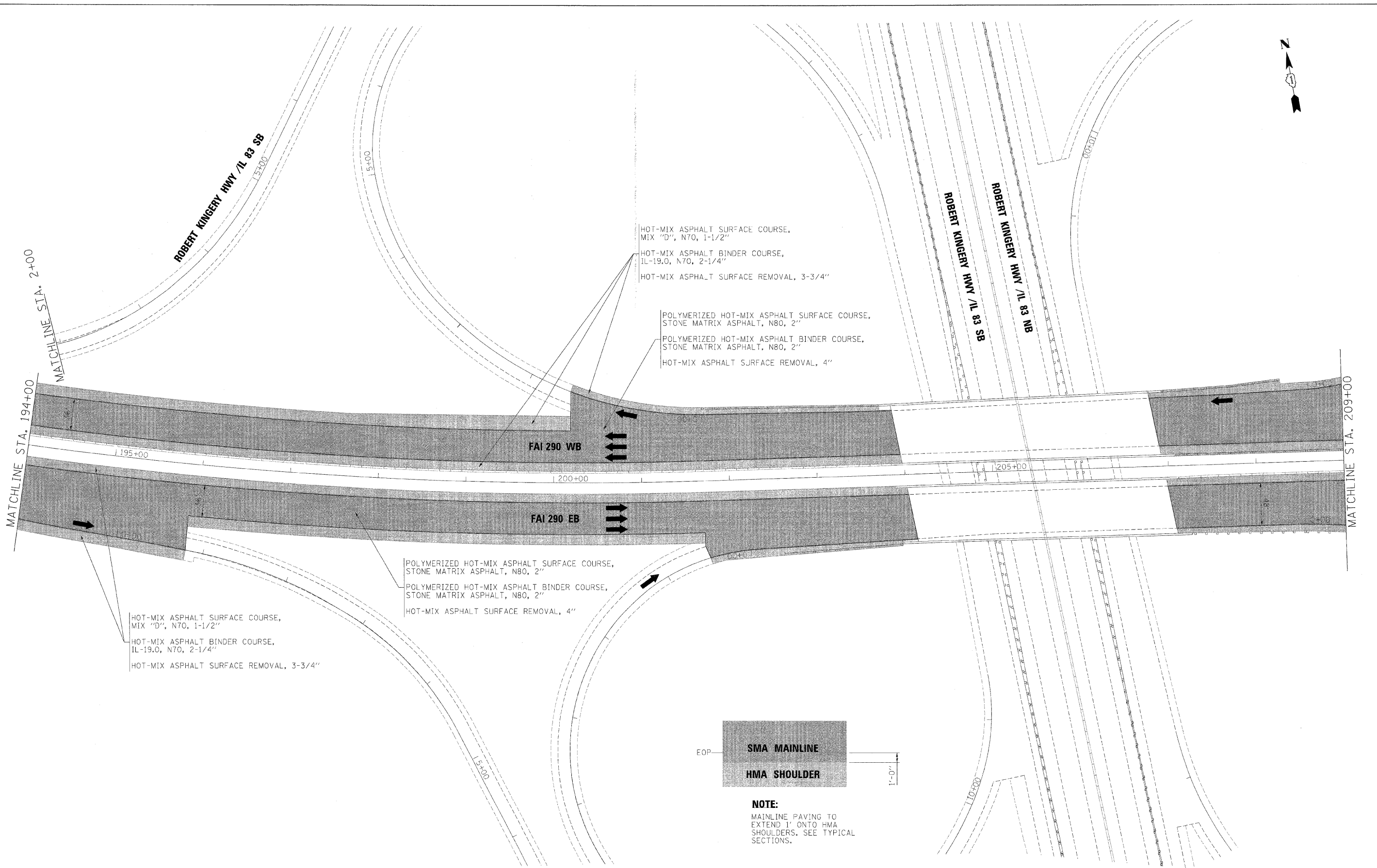
NOTE:
MAINLINE PAVING TO
EXTEND 1' ONTO HMA
SHOULDERS. SEE TYPICAL
SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 164+00 TO STA 179+00					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\proln-ABC.CI.290.plan.35.dgn	DRAWN - TMB	REVISED -								*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	98
USER NAME = jmajewski	CHECKED - JMM	REVISED -								*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE = 10/16/09	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SCALE: 1"=50'										SHEET NO. 29 OF 32 SHEETS			STA.	TO STA.



NOTE:
MAINLINE PAVING TO EXTEND 1' ONTO HMA SHOULDERS. SEE TYPICAL SECTIONS.

FILE NAME =	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN I-290 STA 179+00 TO STA 194+00			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prpln-ABC-C1-290-plan-36.dgn	DRAWN - TMB	REVISED -						*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	99
USER NAME = jmajewski	CHECKED - JMM	REVISED -						*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -						SCALE: 1"=50'		SHEET NO. 30 OF 32 SHEETS	STA.	TO STA.



FILE NAME =	DESIGNED - AJP	REVISED -
...\\prpln_abc\\C1_290\\plan_37.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
I-290	STA 194+00 TO STA 209+00		
SCALE: 1"=50'	SHEET NO. 31 OF 32 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	220, 1-1, 2&3RS-7	DUPAGE	546	100
•290,355	CONTRACT NO. 60G51			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			