

60A69

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	1

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

F.A.I. ROUTE 55 (INTERSTATE 55)  
SHOULDER MILLING AND RESURFACING  
LIMITS: U.S. ROUTE 30 TO WEBER ROAD

SECTION 100 (1&2) I-9  
PROJECT NO.: *IM-055-6(219)258*

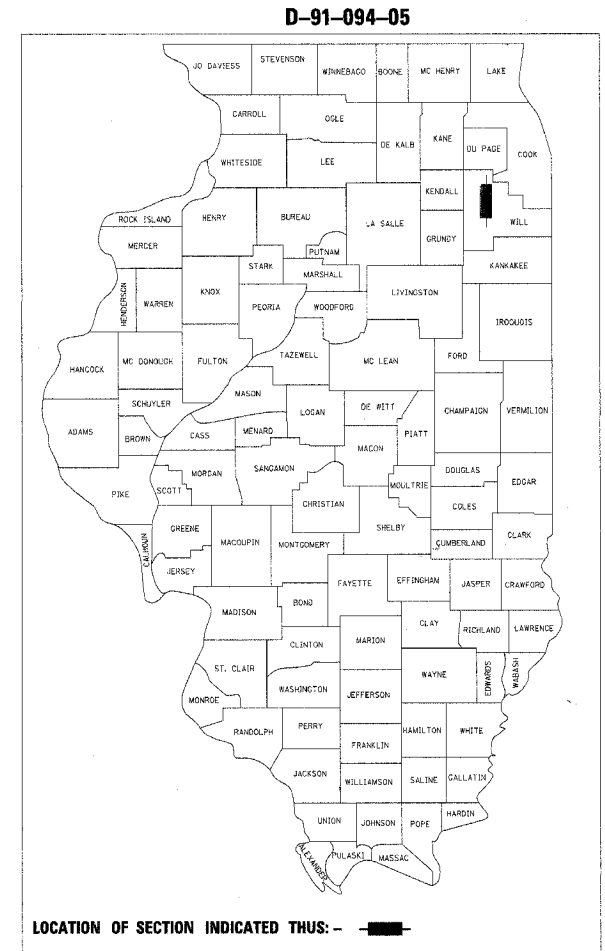
WILL COUNTY  
C-91-097-06

TRAFFIC DATA - ADT (2030)

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

PROJECT DESCRIPTION:

THE PROPOSED IMPROVEMENT CONSISTS OF MILLING, PATCHING AND RESURFACING OF THE OUTSIDE NORTHBOUND AND SOUTHBOUND SHOULDERS. OTHER WORK INCLUDES TRAFFIC CONTROL, PAVEMENT MARKINGS AND OTHER RELATED ROADWAY ITEMS. THE WORK WILL BE COMPLETED DURING OFF-PEAK NIGHT TIME HOURS.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED *March 3 2006*  
*Diane M. O'Keefe/cal* DISTRICT ENGINEER

*May 5 2006*  
*Mike Hini* ENGINEER OF DESIGN AND ENVIRONMENT

*May 5 2006*  
*Milton R. Sees P.E.* DIRECTOR, DIVISION OF HIGHWAYS

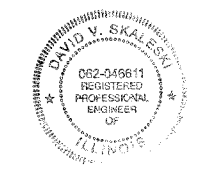
PROJECT ENDS:  
STA. 918 + 12.73 (NORTHBOUND)  
STA. 921 + 11.03 (SOUTHBOUND)

WEBER RD. BRIDGE OVER F.A.I. I-55  
STRUCTURE NO. 099-0281

IL RTE. 126 OVER F.A.I. I-55  
STRUCTURE NO. 099-0031

LILY CACHE SLOUGH BRIDGE F.A.I. I-55  
STRUCTURE NO. 099-0024 (NB)  
STRUCTURE NO. 099-0025 (SB)

MATERIAL SERVICE R.R. BRIDGE F.A.I. I-55  
STRUCTURE NO. 099-0022 (NB)  
STRUCTURE NO. 099-0023 (SB)



*David Skaleski*  
DATE: *02-28-06*  
LICENSE EXPIRES: *11-30-07*

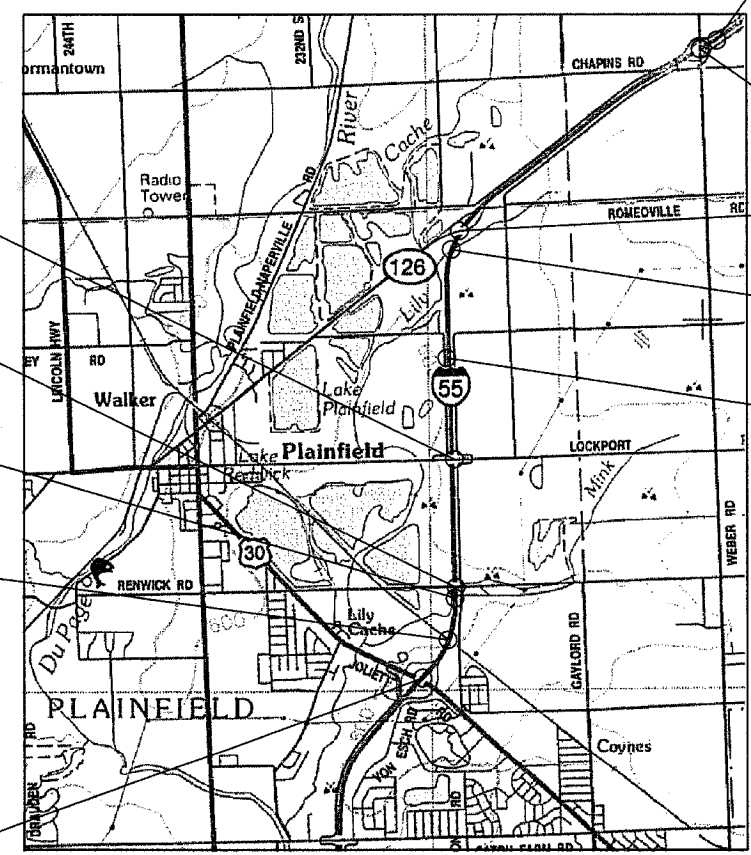
PLAINFIELD/LOCKPORT RD. OVER F.A.I. I-55  
STRUCTURE NO. 099-0176

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

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

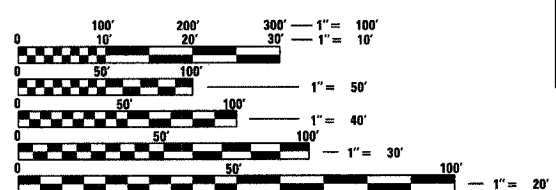
EJ & E R.R. BRIDGE F.A.I. I-55  
STRUCTURE NO. 099-0018 (NB)  
STRUCTURE NO. 099-0019 (SB)

PROJECT BEGINS:  
STA. 589 + 25.00 (NORTHBOUND)  
STA. 588 + 99.43 (SOUTHBOUND)



LOCATION MAP  
NOT TO SCALE

GROSS AND NET LENGTH OF PROJECT = 32,888 FEET (6.23 MILES) NORTHBOUND  
= 32,212 FEET (6.29 MILES) SOUTHBOUND



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

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

CONTRACT NO.: 60A69

COUNTY: WILL SECTION 100 (1&2) I-9 F.A.I.: I-55

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

March 15, 2006

FINAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
GEN-01 OF 02				

### INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS AND STATE STANDARDS (GEN- 01 OF 02)
- 3 GENERAL NOTES (GEN - 02 OF 02)
- 4 SUMMARY OF QUANTITIES (SOQ - 01 OF 01)
- 5-6 TYPICAL SECTIONS (TYP- 01 TO 02)
- 7-9 SCHEDULE OF QUANTITIES (SCHED- 01 TO 03)
- 10-11 ALIGNMENT AND TIES (ALI-01 TO 02)
- 12-38 ROADWAY PLANS (PLN-01 TO 27)
- 39-50 PROFILE SHEETS (PRO- 01 TO 12)
- 51-52 SUGGESTED MAINTENANCE OF TRAFFIC CONTROL AND PROTECTION GENERAL NOTES AND DETAILS (MOT - 01 TO 02)
- 53-54 TC-12 MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
- 55 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 56 TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
- 57 TC-22 TEMPORARY INFORMATION SIGNING
- 58 BUTT JOINT DETAIL (DET- 01 OF 02)
- 59 BITUMINOUS SHOUDERS DETAIL (DET-02 OF 02)
- HIGHWAY STANDARDS

### STATE STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 442201-01 CLASS C AND D PATCHES
- 701101-01 OFF-ROAD OPERATIONS, MULTILANE, 4.5m (15') TO 600mm (24") FROM PAVEMENT EDGE
- 701400-02 APPROACH TO LANE CLOSURE FREEWAY/EXPRESSWAY
- 701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701411-03 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
- 702001-06 TRAFFIC CONTROL DEVICES

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 INDEX OF SHEETS  
 AND STATE STANDARDS



SCALE: NONE  
 DATE: 03-15-06

DRAWN BY: ALR  
 CHECKED BY: DVS

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		GEN-02 OF 02		

## GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON THE PLANS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
2. PRIOR TO STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 AND THE AFFECTED MUNICIPALITIES FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).

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| 3. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN ALL SURFACE DRAINAGE WITHIN THE PROJECT LIMITS. ALL STORM SEWER AND DITCH FLOW MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. |
| 4. ANY EXISTING DRAINAGE FACILITIES DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS/HER EXPENSE. THIS WORK SHALL MEET WITH THE SATISFACTION OF THE ENGINEER.   |
| 5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.   |

6. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL.
7. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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| 8. WHEN USING HEAVY EQUIPMENT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUATE PROTECTION OF ALL EXISTING SEWER LINES, SEWER STRUCTURES, AND BENCH MONUMENTS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. |
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| 9. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN AND PROTECT ALL ELECTRICAL SYSTEMS WITHIN THE PROJECT LIMITS, UNLESS OTHERWISE SHOWN ON PLANS OR DIRECTED BY THE ENGINEER TO BE REMOVED. ANY DAMAGED ELECTRICAL SYSTEMS OR UNITS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AS APPROVED OF BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. |
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|---|
| 10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND AFFECTED MUNICIPALITIES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. |
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11. EXISTING PAVEMENT DAMAGED DURING CONSTRUCTION, BUT NOT SHOWN TO BE REMOVED ON THE PLANS, SHALL BE REPLACED OR REPAIRED AT THE CONTRACTOR'S EXPENSE. THIS WORK SHALL MEET WITH THE APPROVAL OF THE ENGINEER.
12. SHOULDER PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF SHOULDERS, WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. ONCE THE SHOULDER HAS BEEN MILLED, THE ENGINEER SHALL DETERMINE THE AREAS TO BE PATCHED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD, FOR CLASS D PATCHES, OF THE TYPE SPECIFIED.

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| 13. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ YD. |
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|--|
| 14. SAW CUTTING SHALL BE INCLUDED IN THE COST FOR BITUMINOUS SURFACE REMOVAL-BUTT JOINT. |
|--|

15. FOR BITUMINOUS SURFACE REMOVAL-BUTT JOINT SEE BUTT JOINT DETAIL.

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|---|
| 16. THE CONTRACTOR SHALL PRIME THE VERTICAL SURFACES OF THE EXPOSED PAVEMENT IN ORDER TO PROVIDE A BETTER BONDING REACTION. |
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- |  |
|--|
| 17. IN LOCATIONS WHERE THERE IS EXISTING GUARDRAIL AT THE EDGE OF THE SHOULDER, THE CONTRACTOR SHALL PAVE AND COMPACT THE SHOULDER TO WITHIN 2 INCHES OF THE FACE OF THE GUARDRAIL. THE CONTRACTOR MAY CHOOSE TO REMOVE AND RE-ERECT THE RAIL ELEMENT OF THE EXISTING GUARDRAIL IN ORDER TO MEET THIS REQUIREMENT. THE COST TO REMOVE AND RE-ERECT THE RAIL ELEMENT OF THE EXISTING GUARDRAIL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)". THE RAIL ELEMENT MUST BE RE-ERECTED PRIOR TO OPENING THE ADJACENT LANE OF TRAFFIC. ANY GUARDRAIL FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE. |
|--|

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 GENERAL NOTES

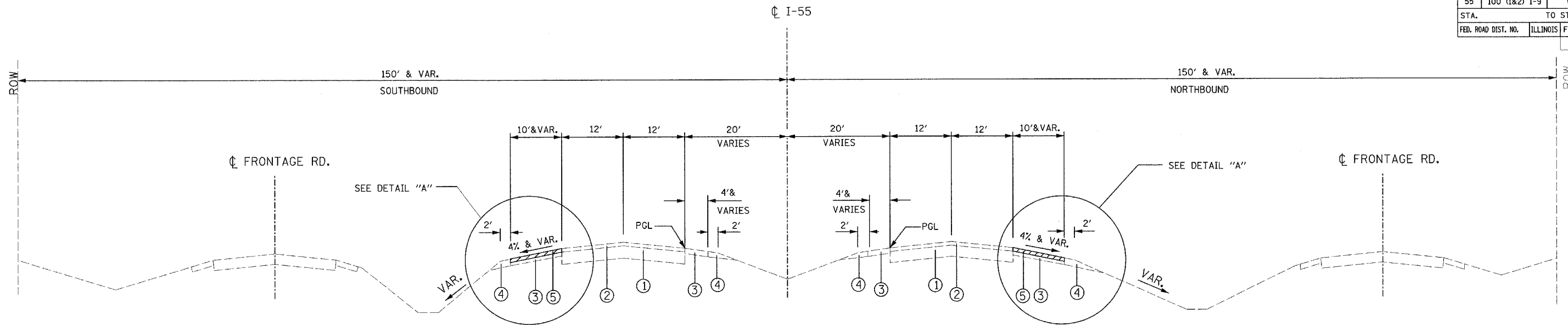


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 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DVS

FINAL





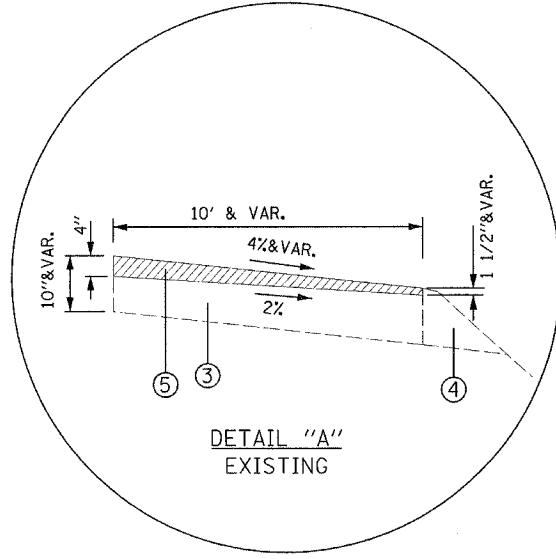


**EXISTING TYPICAL SECTION**

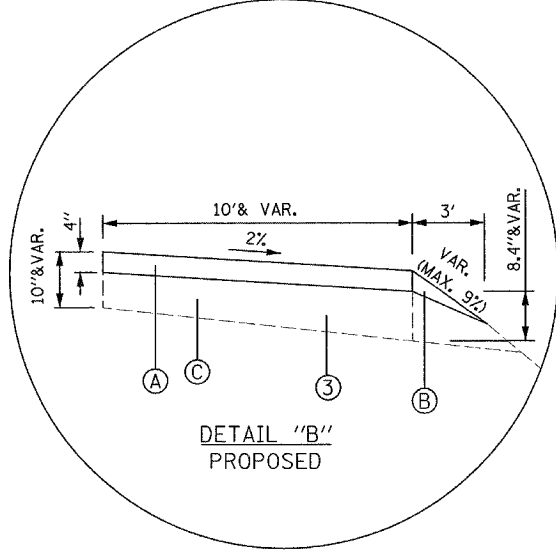
STA. 588+99.43 TO STA. 921+11.03 (SB)  
 STA. 589+25.00 TO STA. 918+12.73 (NB)

**BRIDGE OMISSIONS:**

STA. 608+27.00 TO STA. 610+63.00 (SB)    STA. 607+98.00 TO STA. 610+23.00 (NB)  
 STA. 629+18.00 TO STA. 630+55.00 (SB)    STA. 629+51.00 TO STA. 631+01.00 (NB)  
 STA. 709+39.00 TO STA. 711+31.00 (SB)    STA. 709+39.00 TO STA. 711+31.00 (NB)  
 STA. 771+47.00 TO STA. 772+41.00 (SB)    STA. 772+80.00 TO STA. 773+88.00 (NB)



**DETAIL "A" EXISTING**



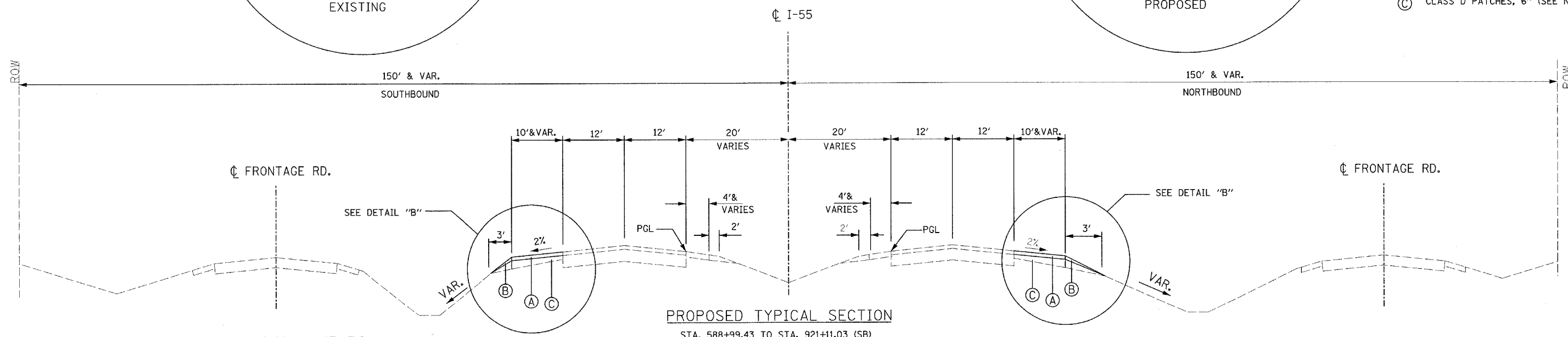
**DETAIL "B" PROPOSED**

**EXISTING LEGEND**

- ① P.C.C. PAVEMENT
- ② BITUMINOUS SURFACE
- ③ BITUMINOUS SHOULDER
- ④ AGGREGATE SHOULDER
- ⑤ BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

**PROPOSED LEGEND**

- (A) BITUMINOUS BASE COURSE, 4"
- (B) AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- (C) CLASS D PATCHES, 6" (SEE NOTE 1)



**PROPOSED TYPICAL SECTION**

STA. 588+99.43 TO STA. 921+11.03 (SB)  
 STA. 589+25.00 TO STA. 918+12.73 (NB)

**MIXTURE REQUIREMENTS**

MIXTURE TYPE	AC TYPE	RAP %	AIR VOIDS
BITUMINOUS BASE COURSE SUPERPAVE 4" (BINDER IL-19MM)	PG 64-22	15	4% @ 70
CLASS D PATCH 6" (BINDER IL-19MM)	PG 64-22	15	4% @ 70

WEIGHT NOTE:  
 THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 lbs/sqyd/lr"

**NOTES:**

1. CLASS D PATCHES SHALL BE PLACED AT LOCATIONS AS APPROVED OF BY THE ENGINEER. THE DEPTH OF THE PATCH SHALL BE MEASURED AT THE INSIDE EDGE OF THE SHOULDER ADJACENT TO THE MAINLINE PAVEMENT AND SHALL NOT INCLUDE THE DEPTH OF THE BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD

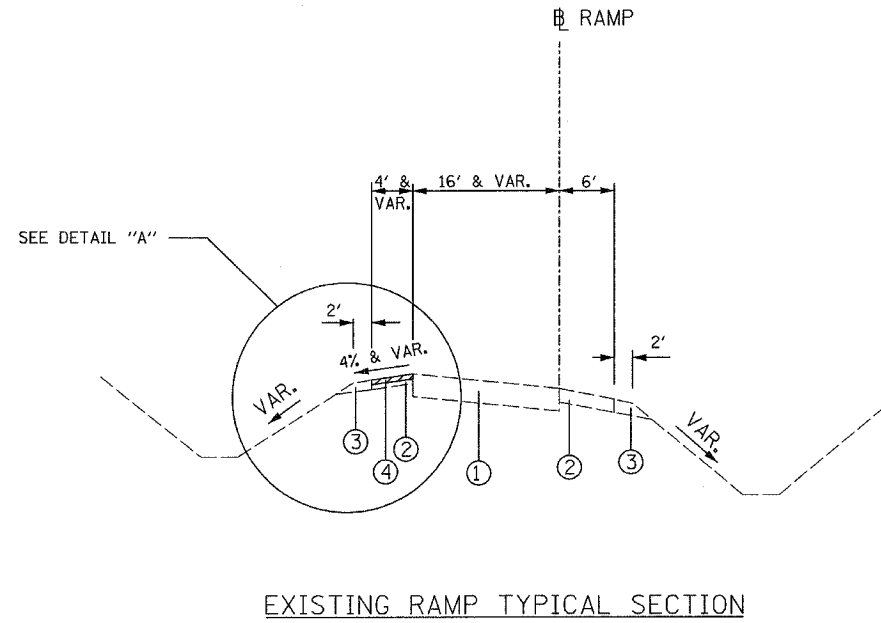
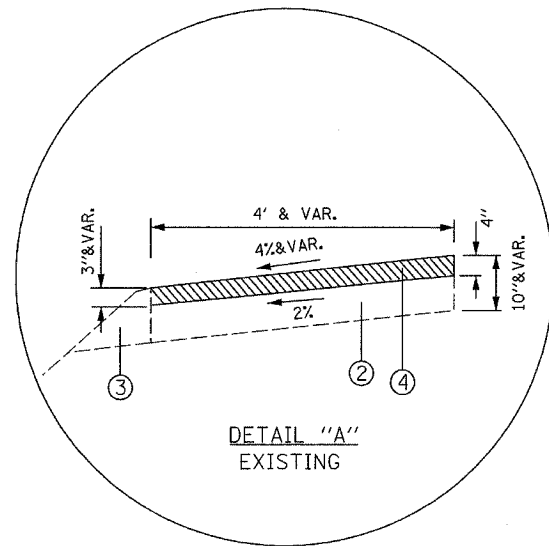
TYPICAL SECTIONS

SCALE: NONE  
 DATE: 03-15-06

DRAWN BY: DM  
 CHECKED BY: DVS

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		TYP-02 OF 02		



**EXISTING LEGEND**

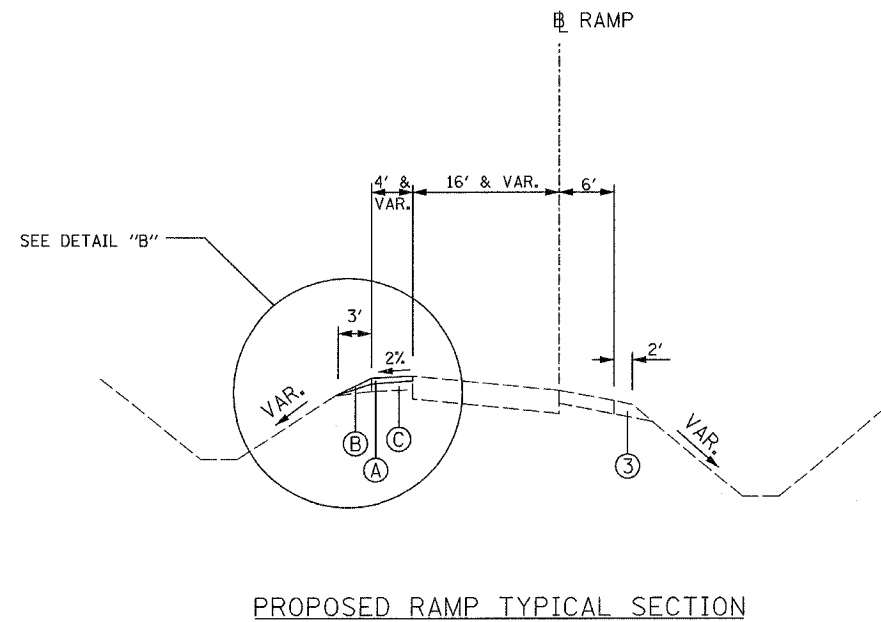
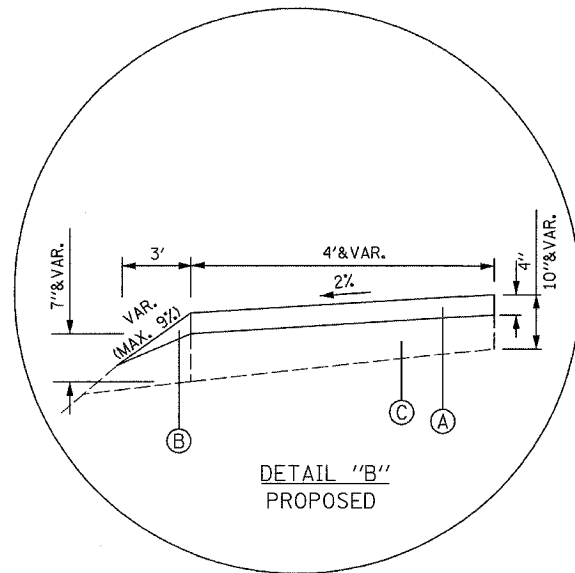
- ① P.C.C. PAVEMENT
- ② BITUMINOUS SHOULDER
- ③ AGGREGATE SHOULDER
- ④ BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

**PROPOSED LEGEND**

- Ⓐ BITUMINOUS BASE COURSE, 4"
- Ⓑ AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- Ⓒ CLASS D PATCHES, 6" (SEE NOTE 1)

**NOTES:**

1. CLASS D PATCHES SHALL BE AT LOCATIONS AS DIRECTED BY THE ENGINEER. THE DEPTH OF THE PATCH SHALL BE MEASURED AT THE INSIDE EDGE OF THE SHOULDER ADJACENT TO THE MAINLINE PAVEMENT AND SHALL NOT INCLUDE THE DEPTH OF THE BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH).



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 TYPICAL SECTIONS



SCALE: NONE  
 DATE: 03-15-06

DRAWN BY: DM  
 CHECKED BY: DVS

FINAL

35500100 BITUMINOUS BASE COURSE 4"

LOCATION	FROM STATION	OFFSET	WIDTH	TO STATION	OFFSET	WIDTH	SQ YD
I-55	589+29.00	LT	8	592+00.00	LT	8	241
	589+55.00	RT	10		RT	10	272
	592+00.00	LT	8	596+32.39	LT	8	384
	592+00.00	RT	10	599+04.47	RT	10	783
	596+32.39	LT	10	598+87.47	LT	20	425
	598+87.47	LT	32	600+48.74	LT	2	305
	599+04.47	RT	18	599+92.43	RT	6	117
	600+25.90	RT	10	604+07.85	RT	10	424
	601+53.87	LT	8	603+93.61	LT	8	213
	603+93.61	LT	10	606+45.13	LT	10	279
	604+07.85	RT	8	607+00.00	RT	8	260
	606+45.13	LT	8	607+00.00	LT	8	49
	607+00.00	RT	8	607+68.74	RT	6	53
	607+00.00	LT	8	607+95.10	LT	8	85
	610+55.56	RT	8	620+00.37	RT	8	840
	610+91.19	LT	8	619+70.68	LT	8	782
	619+70.68	LT	10	622+00.00	LT	10	255
	620+00.37	RT	10	622+00.00	RT	10	222
	622+00.00	RT	10	627+55.49	RT	10	617
	622+00.00	LT	10	628+91.86	LT	10	769
	627+55.49	RT	8	629+17.76	RT	8	144
	630+88.05	LT	8	633+69.64	LT	8	250
	631+26.93	RT	8	631+74.99	RT	8	43
	631+74.99	RT	10	637+00.00	RT	10	583
	633+69.64	LT	10	637+00.00	LT	10	367
	637+00.00	RT	10	652+00.00	RT	10	1,667
	637+00.00	LT	10	652+00.00	LT	10	1,667
	652+00.00	RT	10	667+00.00	RT	10	1,667
	652+00.00	LT	10	667+00.00	LT	10	1,667
	667+00.00	RT	10	682+00.00	RT	10	1,667
	667+00.00	LT	10	682+00.00	LT	10	1,667
	682+00.00	RT	10	682+19.39	RT	10	22
	682+00.00	LT	10	683+83.94	LT	10	204
	682+19.39	RT	8	685+12.32	RT	8	260
	683+83.94	LT	8	686+12.76	LT	8	203
	685+12.32	RT	10	697+00.00	RT	10	1,320
	686+12.76	LT	10	697+00.00	LT	10	1,208
	697+00.00	RT	10	698+91.36	RT	10	213
	697+00.00	LT	10	699+49.57	LT	10	277
	698+91.36	RT	8	709+07.74	RT	8	903
	699+49.57	LT	8	709+09.15	LT	8	853
	711+61.25	LT	8	725+44.49	LT	8	1,230
	711+62.32	RT	8	725+31.29	RT	8	1,217
	725+31.29	RT	10	727+00.00	RT	10	187
	725+44.49	LT	10	727+00.00	LT	10	173
	727+00.00	RT	10	742+00.00	RT	10	1,667
	727+00.00	LT	10	742+00.00	LT	10	1,667
	742+00.00	RT	10	757+00.00	RT	10	1,667
	742+00.00	LT	10	757+00.00	LT	10	1,667
	757+00.00	RT	10	771+08.50	RT	10	1,565
	757+00.00	LT	10	771+16.87	LT	10	1,574
	771+08.50	RT	8	772+39.06	RT	8	116
	772+39.06	LT	8	774+93.34	LT	8	188
	774+93.34	RT	8	774+73.11	RT	8	58
	774+73.11	RT	10	780+38.22	RT	10	628
	774+93.34	LT	10	779+77.44	LT	10	538
	779+77.44	LT	8	781+63.60	LT	8	165
	780+38.22	RT	8	780+80.50	RT	8	38
	780+80.50	RT	8	781+99.96	RT	4	80
	781+63.60	LT	10	784+90.58	LT	10	363
	781+99.96	RT	4	782+27.07	RT	4	12
	782+27.07	RT	4	783+76.04	RT	8	99
	783+76.04	RT	10	787+00.00	RT	10	360
	784+90.58	LT	29	787+32.70	LT	1	404
	787+00.00	RT	10	797+84.18	RT	10	1,205
	787+45.32	LT	10	787+77.56	LT	10	36
	787+77.56	LT	8	791+40.16	LT	8	322
	791+40.16	LT	10	802+00.00	LT	10	1,178
	797+84.18	RT	6	798+84.78	RT	10	89
	798+84.78	RT	10	802+00.00	RT	10	350
	802+00.00	RT	10	817+00.00	RT	10	1,667
	802+00.00	LT	10	817+00.00	LT	10	1,667
	817+00.00	RT	10	832+00.00	RT	10	1,667
	817+00.00	LT	10	832+00.00	LT	10	1,667
	832+00.00	RT	10	847+00.00	RT	10	1,667
	832+00.00	LT	10	847+00.00	LT	10	1,667
	847+00.00	RT	10	862+00.00	RT	10	1,667
	847+00.00	LT	10	862+00.00	LT	10	1,667
	862+00.00	RT	10	877+00.00	RT	10	1,667
	862+00.00	LT	10	877+00.00	LT	10	1,667

35500100 BITUMINOUS BASE COURSE 4"(CON'T)

LOCATION	FROM STATION	OFFSET	WIDTH	TO STATION	OFFSET	WIDTH	SQ YD
I-55	877+00.00	RT	10	885+04.10	RT	10	893
	877+00.00	LT	10	886+58.60	LT	10	1,065
	877+00.00	RT	10	885+04.10	RT	10	893
	885+04.10	RT	10	887+62.03	RT	6	229
	887+62.03	RT	6	891+32.09	RT	6	247
	888+67.85	RT	5	891+67.04	RT	14	316
	886+58.60	LT	10	892+00.00	LT	7	511
	891+67.04	RT	10	892+00.00	RT	10	37
	892+00.00	LT	7	894+01.18	LT	6	145
	892+00.00	RT	10	907+00.00	RT	10	1,667
	894+01.18	LT	6	894+99.67	LT	6	66
	895+04.85	LT	2	895+72.27	LT	15	64
	895+72.27	LT	10	907+00.00	LT	10	1,253
	907+00.00	RT	10	912+15.99	RT	10	573
	907+00.00	LT	10	919+16.08	LT	10	1,351
	912+15.99	RT	10	915+22.29	RT	16	442
	915+22.29	RT	19	918+12.73	RT	10	468
	919+16.08	LT	17	921+11.03	LT	6	249
RAMP							
WEBER TO NB I-55	4907+15.20	LT	4	4914+20.26	LT	4	313
I-55 SB TO WEBER	1905+93.80	RT	4	1911+74.92	RT	4	258
IL 126 TO I-55 NB	1795+42.63	LT	6	1797+85.64	LT	6	162
I-55 SB TO IL 126	2783+96.67	RT	4	2784+88.20	RT	4	41
US 30 TO I-55 NB	50+91.40	LT	4	56+62.30	LT	4	254
I-55 SB TO US 30	1509+23.93	RT	4	1514+09.78	RT	4	216
I-55							
BUTT JOINTS	588+99.00	LT	8	589+29.00	LT		27
	589+25.00	RT	10	589+55.00	RT		33
	599+64.00	RT	6	599+94.00	RT		20
	600+19.00	LT	6	600+49.00	LT		20
	600+26.00	RT	6	600+56.00	RT		20
	601+54.00	LT	8	601+84.00	LT		27
	607+68.74	RT	8	607+98.74	RT		27
	607+95.10	LT	8	608+25.10	LT		27
	610+25.56	RT	8	610+55.56	RT		27
	610+61.19	LT	8	610+91.19	LT		27
	628+91.86	LT	10	629+21.86	LT		33
	630+58.05	LT	8	630+88.05	LT		27
	629+17.76	RT	8	629+47.76	RT		27
	630+96.93	RT	8	631+26.93	RT		27
	709+09.15	LT	8	709+39.15	LT		27
	711+31.25	LT	8	711+61.25	LT		27
	709+07.74	RT	8	709+37.74	RT		27
	711+32.32	RT	8	711+62.32	RT		27
	771+16.87	LT	10	771+46.87	LT		33
	772+51.62	LT	8	772+81.62	LT		27
	772+39.06	RT	8	772+69.06	RT		27
	773+78.14	RT	8	774+08.14	RT		27
	784+62.00	LT	22	784+92.00	LT		73
	787+45.00	LT	10	787+75.00	LT		33
	797+23.00	RT	10	797+53.00	RT		33
	797+88.00	RT	6	798+18.00	RT		20
	888+68.00	RT	6	888+98.00	RT		20
	895+05.00	LT	4	895+35.00	LT		13
	920+81.00	LT	8	921+11.00	LT		27
	917+83.00	RT	10	918+13.00	RT		33
RAMP							
I-55 SB TO US 30		RT	4		RT		13
US 30 TO I-55 NB		LT	4		LT		13
I-55 NB TO WEBER		RT	6		RT		20
WEBER TO SB I-55		RT	6		RT		20
WEBER TO SB I-55		LT	4		LT		13
WEBER TO NB I-55		LT	4		LT		13
I-55 SB TO WEBER		LT	4		LT		13
TOTAL: 72,395							

40600980 BITUMINOUS SURFACE REMOVAL - BUTT JOINT

LOCATION	FROM STATION	OFFSET	WIDTH	TO STATION	OFFSET	LENGTH	SQ YD
I-55	588+99.00	LT	8	589+29.00	LT	30	27
	589+25.00	RT	10	589+55.00	RT	30	33
	599+64.00	RT	6	599+94.00	RT	30	20
	600+19.00	LT	6	600+49.00	LT	30	20
	600+26.00	RT	6	600+56.00	RT	30	20
	601+54.00	LT	8	601+84.00	LT	30	27
	607+68.74	RT	8	607+98.74	RT	30	27
	607+95.10	LT	8	608+25.10	LT	30	27
	610+25.56	RT	8	610+55.56	RT	30	27
	610+61.19	LT	8	610+91.19	LT	30	27
	628+91.86	LT	10	629+21.86	LT	30	33
	630+58.05	LT	8	630+88.05	LT	30	27
	629+17.76	RT	8	629+47.76	RT	30	27
	630+96.93	RT	8	631+26.93	RT	30	27
	709+09.15	LT	8	709+39.15	LT	30	27
	711+31.25	LT	8	711+61.25	LT	30	27
	709+07.74	RT	8	709+37.74	RT	30	27
	711+32.32	RT	8	711+62.32	RT	30	27
	771+16.87	LT	10	771+46.87	LT	30	33
	772+51.62	LT	8	772+81.62	LT	30	27
	772+39.06	RT	8	772+69.06	RT	30	27
	773+78.14	RT	8	774+08.14	RT	30	27
	784+62.00	LT	22	784+92.00	LT	30	73
	787+45.00	LT	10	787+75.00	LT	30	33
	797+23.00	RT	10	797+53.00	RT	30	33
	797+88.00	RT</					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCHED-2 OF 3

44000030 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

LOCATION	FROM STATION	OFFSET	WIDTH	TO STATION	OFFSET	WIDTH	SQ YD
I-55	589+29.00	LT	8	592+00.00	LT	8	241
	589+55.00	RT	10	592+00.00	RT	10	272
	592+00.00	LT	8	596+32.39	LT	8	384
	592+00.00	RT	10	599+04.47	RT	10	783
	596+32.39	LT	10	598+87.47	LT	20	425
	598+87.47	LT	32	600+48.74	LT	2	305
	599+04.47	RT	18	599+92.43	RT	6	117
	600+25.90	RT	10	604+07.85	RT	10	424
	601+53.87	LT	8	603+93.61	LT	8	213
	603+93.61	LT	10	606+45.13	LT	10	279
	604+07.85	RT	8	607+00.00	RT	8	260
	606+45.13	LT	8	607+00.00	LT	8	49
	607+00.00	RT	8	607+68.74	RT	6	53
	607+00.00	LT	8	607+95.10	LT	8	85
	610+55.56	RT	8	620+00.37	RT	8	840
	610+91.19	LT	8	619+70.68	LT	8	782
	619+70.68	LT	10	622+00.00	LT	10	255
	620+00.37	RT	10	622+00.00	RT	10	222
	622+00.00	RT	10	627+55.49	RT	10	617
	622+00.00	LT	10	628+91.86	LT	10	769
	627+55.49	RT	8	629+17.76	RT	8	144
	630+88.05	LT	8	633+69.64	LT	8	250
	631+26.93	RT	8	631+74.99	RT	8	43
	631+74.99	RT	10	637+00.00	RT	10	583
	633+69.64	LT	10	637+00.00	LT	10	367
	637+00.00	RT	10	652+00.00	RT	10	1,667
	637+00.00	LT	10	652+00.00	LT	10	1,667
	652+00.00	RT	10	667+00.00	RT	10	1,667
	652+00.00	LT	10	667+00.00	LT	10	1,667
	667+00.00	RT	10	682+00.00	RT	10	1,667
	667+00.00	LT	10	682+00.00	LT	10	1,667
	682+00.00	RT	10	682+19.39	RT	10	22
	682+00.00	LT	10	683+83.94	LT	10	204
	682+19.39	RT	8	685+12.32	RT	8	260
	683+83.94	LT	8	686+12.76	LT	8	203
	685+12.32	RT	10	697+00.00	RT	10	1,320
	686+12.76	LT	10	697+00.00	LT	10	1,208
	697+00.00	RT	10	698+91.36	RT	10	213
	697+00.00	LT	10	699+49.57	LT	10	277
	698+91.36	RT	8	709+07.74	RT	8	903
	699+49.57	LT	8	709+09.15	LT	8	853
	711+61.25	LT	8	725+44.49	LT	8	1,230
	711+62.32	RT	8	725+31.29	RT	8	1,217
	725+31.29	RT	10	727+00.00	RT	10	187
	725+44.49	LT	10	727+00.00	LT	10	173
	727+00.00	RT	10	742+00.00	RT	10	1,667
	727+00.00	LT	10	742+00.00	LT	10	1,667
	742+00.00	RT	10	757+00.00	RT	10	1,667
	742+00.00	LT	10	757+00.00	LT	10	1,667
	757+00.00	RT	10	771+08.50	RT	10	1,565
	757+00.00	LT	10	771+16.87	LT	10	1,574
	771+08.50	RT	8	772+39.06	RT	8	116
	772+81.62	LT	8	774+93.34	LT	8	188
	774+08.14	RT	8	774+73.11	RT	8	58
	774+73.11	RT	10	780+38.22	RT	10	628
	774+93.34	LT	10	779+77.44	LT	10	538
	779+77.44	LT	8	781+63.60	LT	8	165
	780+38.22	RT	8	780+80.50	RT	8	38
	780+80.50	RT	8	781+99.96	RT	4	80
	781+63.60	LT	10	784+90.58	LT	10	363
	781+99.96	RT	4	782+27.07	RT	4	12
	782+27.07	RT	4	783+76.04	RT	8	99
	783+76.04	RT	10	787+00.00	RT	10	360
	784+90.58	LT	29	787+32.70	LT	1	404
	787+00.00	RT	10	797+84.18	RT	10	1,205
	787+45.32	LT	10	787+77.56	LT	10	36
	787+77.56	LT	8	791+40.16	LT	8	322
	791+40.16	LT	10	802+00.00	LT	10	1,178
	797+84.18	RT	6	798+84.78	RT	10	89
	798+84.78	RT	10	802+00.00	RT	10	350
	802+00.00	RT	10	817+00.00	RT	10	1,667
	802+00.00	LT	10	817+00.00	LT	10	1,667
	817+00.00	RT	10	832+00.00	RT	10	1,667
	817+00.00	LT	10	832+00.00	LT	10	1,667

44000030 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH) (CON'T) SQ YD

LOCATION	FROM STATION	OFFSET	WIDTH	TO STATION	OFFSET	WIDTH	UNIT
I-55	832+00.00	RT	10	847+00.00	RT	10	1,667
	832+00.00	LT	10	847+00.00	LT	10	1,667
	847+00.00	RT	10	862+00.00	RT	10	1,667
	847+00.00	LT	10	862+00.00	LT	10	1,667
	862+00.00	RT	10	877+00.00	RT	10	1,667
	862+00.00	LT	10	877+00.00	LT	10	1,667
	877+00.00	RT	10	885+04.10	RT	10	893
	877+00.00	LT	10	886+58.60	LT	10	1,065
	877+00.00	RT	10	885+04.10	RT	10	893
	885+04.10	RT	10	887+62.03	RT	6	229
	887+62.03	RT	6	891+32.09	RT	6	247
	888+67.85	RT	5	891+67.04	RT	14	316
	886+58.60	LT	10	892+00.00	LT	7	511
	891+67.04	RT	10	892+00.00	RT	10	37
	892+00.00	LT	7	894+01.18	LT	6	145
	892+00.00	RT	10	907+00.00	RT	10	1,667
	894+01.18	LT	6	894+99.67	LT	6	66
	895+04.85	LT	2	895+72.27	LT	15	64
	895+72.27	LT	10	907+00.00	LT	10	1,253
	907+00.00	RT	10	912+15.99	RT	10	573
	907+00.00	LT	10	919+16.08	LT	10	1,351
	912+15.99	RT	10	915+22.29	RT	16	442
	915+22.29	RT	19	918+12.73	RT	10	468
	919+16.08	LT	17	921+11.03	LT	6	249
RAMPS							
WEBER TO NB I-55	4907+15.20	LT	4	4914+20.26	LT	4	313
I-55 SB TO WEBER	1905+93.80	RT	4	1911+74.92	RT	4	258
IL 126 TO I-55 NB	1795+42.63	LT	6	1797+85.64	LT	6	162
I-55 SB TO IL 126	2783+96.67	RT	4	2784+88.20	RT	4	41
US 30 TO I-55 NB	50+91.40	LT	4	56+62.30	LT	4	254
I-55 SB TO US 30	1509+23.93	RT	4	1514+09.78	RT	4	216

TOTAL: 71,448

78005110 EPOXY PAVEMENT MARKING - LINE 4"

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	FOOT
I-55 SOLID LINE	588+99.00	LT	592+00.00	LT	301
	589+25.00	RT	592+00.00	RT	275
	592+00.00	LT	598+85.00	LT	685
	601+53.00	LT	607+00.00	LT	547
	592+00.00	RT	599+05.00	RT	705
	600+61.00	RT	607+00.00	RT	639
	607+00.00	LT&RT	622+00.00	LT&RT	3,000
	622+00.00	LT&RT	637+00.00	LT&RT	3,000
	637+00.00	LT&RT	652+00.00	LT&RT	3,000
	652+00.00	LT&RT	667+00.00	LT&RT	3,000
	667+00.00	LT&RT	682+00.00	LT&RT	3,000
	682+00.00	LT&RT	697+00.00	LT&RT	3,000
	697+00.00	LT&RT	712+00.00	LT&RT	3,000
	712+00.00	LT&RT	727+00.00	LT&RT	3,000
	727+00.00	LT&RT	742+00.00	LT&RT	3,000
	742+00.00	LT&RT	757+00.00	LT&RT	3,000
	757+00.00	LT&RT	772+00.00	LT&RT	3,000
	772+00.00	LT	784+90.00	LT	1,290
	772+00.00	RT	787+00.00	RT	1,500
	787+45.00	LT	802+00.00	LT	1,455
	787+00.00	RT	797+52.00	RT	1,052
	797+88.00	RT	802+00.00	RT	412
	802+00.00	LT&RT	817+00.00	LT&RT	3,000
	817+00.00	LT&RT	832+00.00	LT&RT	3,000
	832+00.00	LT&RT	847+00.00	LT&RT	3,000
	847+00.00	LT&RT	862+00.00	LT&RT	3,000
	862+00.00	LT&RT	877+00.00	LT&RT	3,000
	877+00.00	LT	892+00.00	LT	1,500
	877+00.00	RT	885+04.00	RT	804
	891+69.00	RT	892+00.00	RT	31
	892+00.00	LT	895+05.00	LT	305
	895+73.00	LT	907+00.00	LT	1,127
	892+00.00	RT	907+00.00	RT	1,500
	907+00.00	LT	919+15.00	LT	1,215
	907+00.00	RT	915+21.00	RT	821

TOTAL: 64,164

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 SCHEDULE OF QUANTITIES  
 SCALE: NONE  
 DATE: 03-15-06  
 DRAWN BY: DM  
 CHECKED BY: DVS



FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	SCHED-3 OF 3	

78005140 EPOXY PAVEMENT MARKING - LINE 8"

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	FOOT
RAMPS					
US 30 SB EXIT	598+85.00	LT	600+63.00	LT	178
	1514+09.00	LT	1515+78.00	LT	169
US30 NB ENTR	599+05.00	RT	601+34.00	RT	229
	56+60.00	LT	58+89.00	LT	229
IL 126 SB EXIT	784+90.00	LT	787+45.00	LT	255
	2784+88.00	CL	2787+45.00	CL	257
IL 126 NB ENTR	797+52.00	RT	798+37.00	RT	85
	1797+67.00	LT	1798+35.00	LT	68
WEBER SB ENTR	895+05.00	LT	895+73.00	LT	68
	2895+05.00	CL	2895+73.00	CL	68
WEBER NB EXIT	888+04.00	RT	891+68.00	RT	364
	3888+04.00	CL	3891+68.00	CL	364
WEBER SB EXIT	919+15.00	LT	921+11.00	LT	196
	1911+74.00	RT	1913+70.00	RT	196
WEBER NB ENTR	915+21.00	RT	918+13.00	RT	292
	4914+19.00	LT	4917+09.00	LT	290

TOTAL: 3,308

78005150 EPOXY PAVEMENT MARKING - LINE 12"

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	FOOT
RAMPS					
US 30 SB EXIT		GORE		GORE	315
US30 NB ENTR		GORE		GORE	70
IL 126 SB EXIT		GORE		GORE	440
IL 126 NB ENTR		GORE		GORE	35
WEBER SB ENTR		GORE		GORE	40
WEBER NB EXIT		GORE		GORE	135
WEBER SB EXIT		GORE		GORE	495
WEBER NB ENTR		GORE		GORE	170

TOTAL: 1,700

X0322256 TEMPORARY INFORMATION SIGNING

LOCATION	FROM STATION	OFFSET	TO STATION	OFFSET	EACH	SQ FT
TEMPORARY INFORMATION SIGN-DETAIL TC-22						
I-55 SB (BOP)					1	25.7
WEBER RD TO I-55 SB					1	25.7
US 30 TO I-55 NB					1	25.7
IL-126 TO I-55 NB					1	25.7
R4-5 (48"x60") "TRUCKS USE LEFT LANE"						
I-55 SB (BOP)	EVERY 1/2 MILE FOR 3 MILE CONST.		ZONE-BOTH SIDES OF ROADWAY		12	240.0
I-55 NB (BOP)	EVERY 1/2 MILE FOR 3 MILE CONST.		ZONE-BOTH SIDES OF ROADWAY		12	240.0
2 MILE CONSTRUCTION GAP						
I-55 NB	EVERY 1/2 MILE FOR 1.23 MILE CONST.		ZONE-BOTH SIDES OF ROADWAY		3	60.0
I-55 SB	EVERY 1/2 MILE FOR 1.29 MILE CONST.		ZONE-BOTH SIDES OF ROADWAY		3	60.0
WEBER RD TO I-55 SB					1	20.0
IL-126 TO I-55 NB					1	20.0
US 30 TO I-55 NB					1	20.0

TOTAL: 762.8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 SCHEDULE OF  
 QUANTITIES

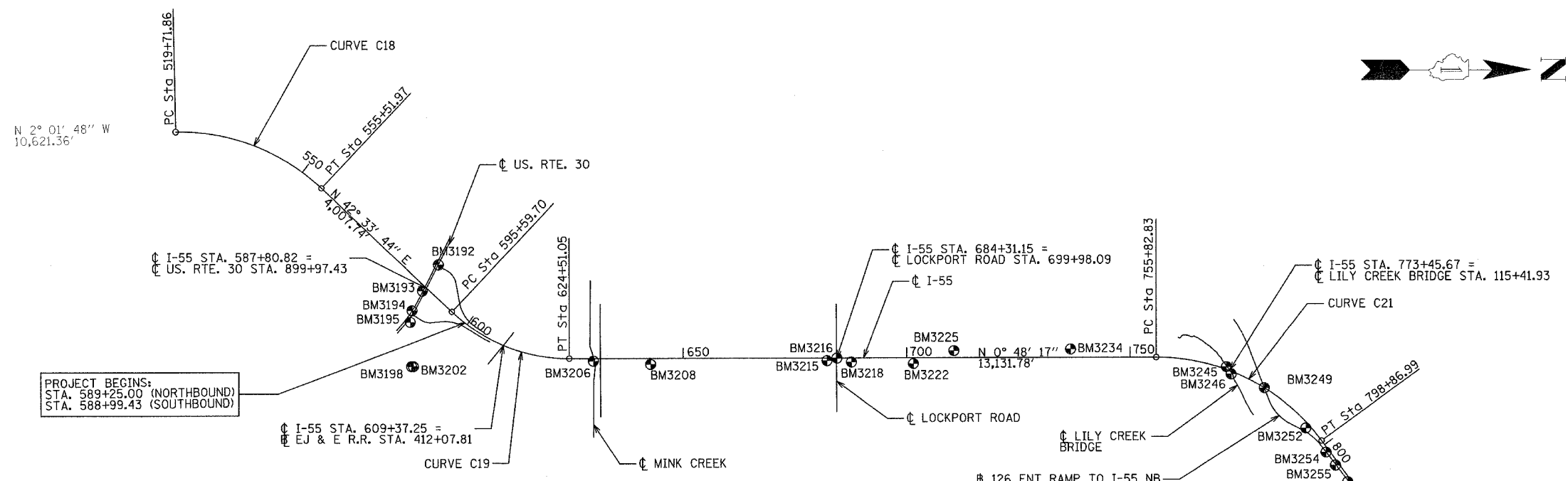


SCALE: NONE  
 DATE: 03-15-06

DRAWN BY: DM  
 CHECKED BY: DVS

FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL.	59	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
ALT-01 OF 02				



**I-55 HORIZONTAL CURVE STATIONING AND COORDINATES**

<b>Curve C18</b>					
P.I. Station	538+58.11	N	1,787,209.5940	E	1,025,846.5130
P.C. Station	519+71.86	N	1,785,324.5340	E	1,025,913.3325
P.T. Station	555+51.97	N	1,788,598.8912	E	1,027,122.3536
C.C.		N	1,785,487.4872	E	1,030,510.4453
<b>Curve C19</b>					
P.I. Station	610+78.59	N	1,792,669.4770	E	1,030,860.5160
P.C. Station	595+59.70	N	1,791,550.7503	E	1,029,833.1498
P.T. Station	624+51.05	N	1,794,188.2184	E	1,030,839.1839
C.C.		N	1,794,134.5684	E	1,027,019.5607
<b>Curve C21</b>					
P.I. Station	779+08.16	N	1,809,643.8028	E	1,030,622.0964
P.C. Station	755+82.83	N	1,807,318.7012	E	1,030,654.7545
P.T. Station	798+86.99	N	1,811,044.1989	E	1,032,478.4516
C.C.		N	1,807,383.1093	E	1,035,240.3022
<b>Curve C22</b>					
P.I. Station	876+59.44	N	1,815,725.0390	E	1,038,683.3400
P.C. Station	868+86.37	N	1,815,259.4686	E	1,038,066.1831
P.T. Station	884+30.18	N	1,816,103.8189	E	1,039,357.2571
C.C.		N	1,806,078.8034	E	1,044,991.8879
<b>Curve C23A</b>					
P.I. Station	913+53.27	N	1,817,536.0353	E	1,041,905.4262
P.C. Station	905+68.87	N	1,817,151.7072	E	1,041,221.6378
P.T. Station	921+36.43	N	1,817,984.8204	E	1,042,548.7508
C.C.		N	1,831,230.3159	E	1,033,308.6562
Point	3024 Sta 985+58.31	N	1,821,659.0478	E	1,047,815.6842

**I-55 HORIZONTAL CURVE DATA (I-55 ML)**

CURVE C18	CURVE C19	CURVE C21	CURVE C22	CURVE C23A
PI STA. = 538+58.11	PI STA. = 610+78.59	PI STA. = 779+08.16	PI STA. = 876+59.44	PI STA. = 913+53.27
Δ = 44° 35' 33" (RT)	Δ = 43° 22' 01" (LT)	Δ = 53° 46' 28" (RT)	Δ = 7° 41' 30" (RT)	Δ = 5° 33' 41" (LT)
D = 1° 14' 44"	D = 1° 30' 00"	D = 1° 14' 58"	D = 0° 29' 54"	D = 0° 21' 17"
R = 4,600.00'	R = 3,820.00'	R = 4,586.00'	R = 11,500.00'	R = 16,150.00'
T = 1,886.24'	T = 1,518.89'	T = 2,325.33'	T = 773.07'	T = 784.39'
L = 3,580.11'	L = 2,891.35'	L = 4,304.16'	L = 1,543.82'	L = 1,567.56'
E = 371.71'	E = 290.89'	E = 555.84'	E = 25.95'	E = 19.04'

**BENCHMARK INFORMATION**

- BM3192 SQUARE CUT NW CORNER OF TRAFFIC SIGNAL MH AT THE SW CORNER OF US RT 30 AND SB I-55 ENTRANCE RAMP AND AT THE BACK OF CURB ELEV. 609.40
- BM3193 SQUARE CUT N EDGE 2' DIAM. CONC. LP BASE \*M17 ON THE S SIDE OF US RT 30 AND FIRST LP, E OF I-55 ELEV. 611.65
- BM3194 SQUARE CUT NE CORNER OF TRAFFIC SIGNAL MH ON THE S SIDE OF US RT 30 AND 50' W OF I-55 NB EXIT RAMP ELEV. 611.66
- BM3195 SQUARE CUT NE EDGE 2' DIAM. CONC. BASE \*MK6 ON N. SIDE OF US RT 30 AND FIRST LP E OF I-55 NB ENTRANCE RAMP N 1790623.52 E 1030078.87 ELEV. 611.64
- BM3198 X CUT ON N FLANGE BOLT OF FIRE HYDRANT 50' S OF THE SE CORNER OF ESSINGTON RD AND WESTGATE LANE ELEV. 611.85
- BM3202 FD X ON SE FLANGE BOLT OF FIRE HYDRANT AT THE SE CORNER OF ESSINGTON RD AND E FRONTAGE RD ELEV. 611.21
- BM3206 FD SQUARE CUT ON TOP SE WING WALL OF BRIDGE OVER MINK CREEK AND 200' S OF RENWICK RD STATION 474+41.65 STRUCTURE \*099-4615 N 1794728.35 E 1030890.54 ELEV. 606.27
- BM3208 SQUARE CUT ON S END OF A HEADWALL OF A 30" CMP UNDER E FRONTAGE RD AND ABOUT 1/4 MILE N OF RENWICK RD ELEV. 607.15
- BM3212 FD SQUARE CUT ON E HEADWALL OF A 42" CMP ON E SIDE OF E FRONTAGE RD AND ABOUT 1/4 MILE S OF AIRPORT ROAD ELEV 610.86
- BM3215 PK IN E EP OF NB I-55 AT S END OF GUARDRAIL AND 150' S OF AIRPORT ROAD N 1799953.86 E 1030817.31 ELEV. 614.36
- BM3216 SQUARE CUT NEAR NE CORNER OF MIDDLE PIER BETWEEN NB AND SB LANES OF I-55 UNDER AIRPORT ROAD (ALSO LOCKPORT-PLAINFIELD RD) N 1800176.26 E 1030757.08 ELEV. 616.57
- BM3218 SQUARE CUT ON HEADWALL OF 18" RCP ON W SIDE OF E FRONTAGE RD OF I-55 AT BEND IN ROAD TO AIRPORT RD AND ABOUT 150' N OF AIRPORT ROAD N 1800500.75 E 1030841.43 ELEV. 614.90
- BM3222 SQUARE CUT ON HEADWALL OF 30" CMP UNDER THE E FRONTAGE RD AND ON E SIDE ABOUT 600' S OF DOUBLE HIGH LINE N 1801889.01 E 1030859.56 ELEV. 617.37
- BM3225 SQUARE CUT IN SE CORNER OF TRIANGULAR CONC SLAB, 2' HIGH ON THE W SIDE OF THE W FRONTAGE ROAD AND ON THE N SIDE OF A GRAVEL RD RUNNING W, AND ON W SIDE OF RR BRIDGE OF I-55 N 1802788.92 E 1030561.82 ELEV. 621.63
- BM3228 SQUARE CUT ON TOP OF 36" CONC FLARE END SECTION ABOUT ON E ROW OF E FRONTAGE RD ELEV. 618.29
- BM3234 X CUT ON TOP OF NE BOLT OF A 4'X4' SIGN BASE OF A LARGE SIGN AT THE SW CORNER OF THE W FRONTAGE RD OF I-55 AND 143RD ST N 1805400.67 E 1030496.13 ELEV. 624.51

- BM3245 SQUARE CUT ON TOP SW ABUTMENT - WINGWALL CORNER OF SB I-55 BRIDGE OVER LILY CACHE SLOUGH, STATION 616+85 1958 \*099-0025 N 1808892.16 E 1030849.27 ELEV. 615.67
- BM3246 FD SQUARE CUT ON TOP OF SE CORNER OF ABUTMENT - WINGWALL OF NB I-55 BRIDGE OVER LILY CACHE SLOUGH STATION 616+85 1956 \*099-0024 N 1809000.07 E 1031009.38 ELEV. 615.57
- BM3249 SQUARE CUT ON E EDGE AND S END OF MIDDLE PIER OF RT 126 BRIDGE OVER I-55 N 1809747.63 E 1031312.57 ELEV. 625.30
- BM3252 SQUARE CUT ON W EDGE OF 4' DIAM TALL LP BASE \*6-LGH1 NEAR THE NB I-55 GORE AND RT 126 ENTRANCE RAMP ON THE EAST SIDE OF I-55 AND 2ND TALL LP N OF RT 126 BRIDGE N 1810687.16 E 1032199.75 ELEV. 627.21
- BM3254 SQUARE CUT ON W EDGE OF 2' DIAM CONC LP BASE \*LG3 AND FIRST SHORT LP ON EAST SIDE I-55 N OF RT 126 BRIDGE N 1811146.87 E 1032738.54 ELEV. 623.54
- BM3255 SQUARE CUT ON E EDGE OF 2' DIAM CONC LP BASE 3 LG4 AND 3RD SHORT LP N OF RT 126 BRIDGE AND NEAR BEND OF E FRONTAGE ROAD N 1811362.57 E 1033027.06 ELEV. 623.01
- BM3256 SQUARE CUT IN N END OF CONC DRIVEWAY AT 13400 BUDLER (DALE COYNE RACING) AT BEND OF E FRONTAGE RD ELEV. 621.81
- BM3265 SQUARE CUT ON TOP OF W HEADWALL OF A 24" BY 36" BOX CULVERT ON W SIDE OF E FRONTAGE RD AND 400' NE OF BUDLER RD N 1811640.74 E 1033392.32 ELEV 623.69
- BM3272 SQUARE CUT ON TOP OF E HEADWALL OF 2-24" CMP UNDER THE E FRONTAGE RD ABOUT 100' S OF "EXIT 263 WEBER RD 1 MILE" SIGN N 1813977.53 E 1036513.68 ELEV. 618.00
- BM3282 SQUARE CUT ON TOP OF FLARED END SECTION ON E SIDE OF E FRONTAGE RD AND AT MM 263 ELEV. 653.10
- BM3285 FD X ON S HEADWALL OF A 4'X10' BOX CULVERT ON S SIDE OF FRONTAGE ROAD AND ABOUT 800' W OF WEBER RD ELEV 638.02
- BM3286 X CUT ON NW TAG BOLT OF FIRE HYDRANT ON THE N SIDE OF FRONTAGE RD AND ON W SIDE OF "GAS CITY" DRIVEWAY ELEV. 644.37
- BM3287 SQUARE CUT SW CORNER OF A 4'X6' CONC. BASE FOR AN IDOT TRAFFIC SIGNAL CONTROL BOX AT THE NW CORNER OF WEBER RD AND SE FRONTAGE RD (NORMANTOWN RD) ELEV. 642.98
- BM3288 SQUARE CUT N EDGE OF 2' DIAM CONC TRAFFIC SIGNAL AND MAST ARM BASE AT THE NE CORNER OF WEBER RD AND FRONTAGE RD (NORMANTOWN RD) ELEV. 642.81
- BM3289 SQUARE CUT ON S EDGE OF 2' DIAM CONC LP BASE NEAR THE SE CORNER OF THE BURGER KING PROPERTY ELEV. 641.56

**NOTES:**

- 1. FOR ALIGNMENTS SOUTH OF US. RTE. 30 SEE ADJACENT CONTRACT NO. C-60A68

REVISIONS	
NAME	DATE

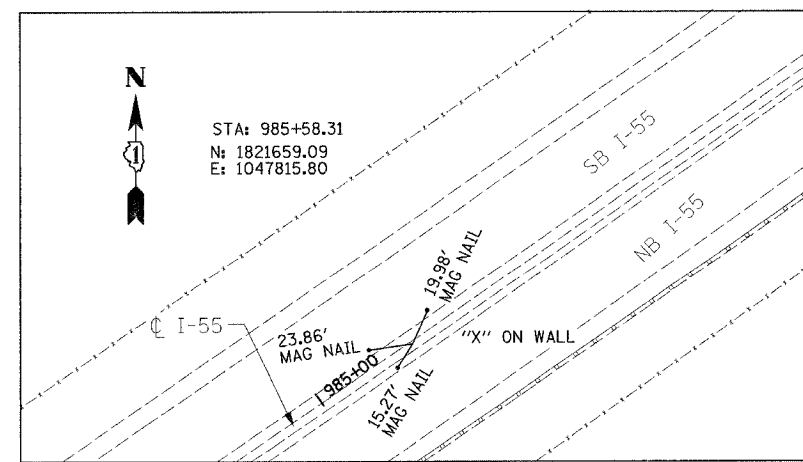
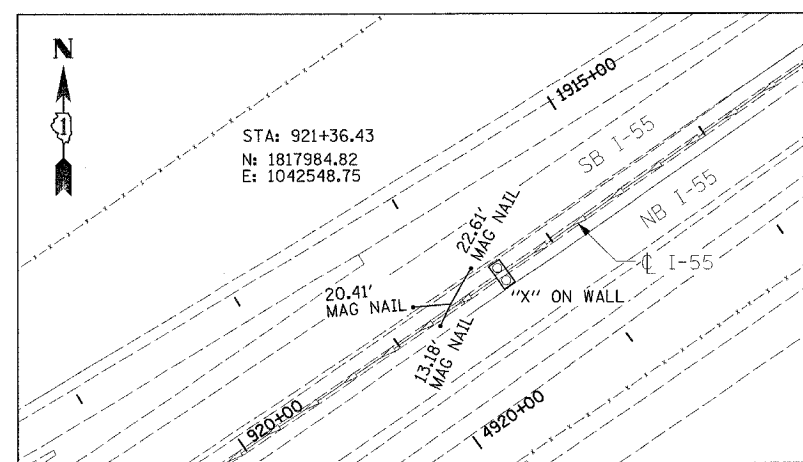
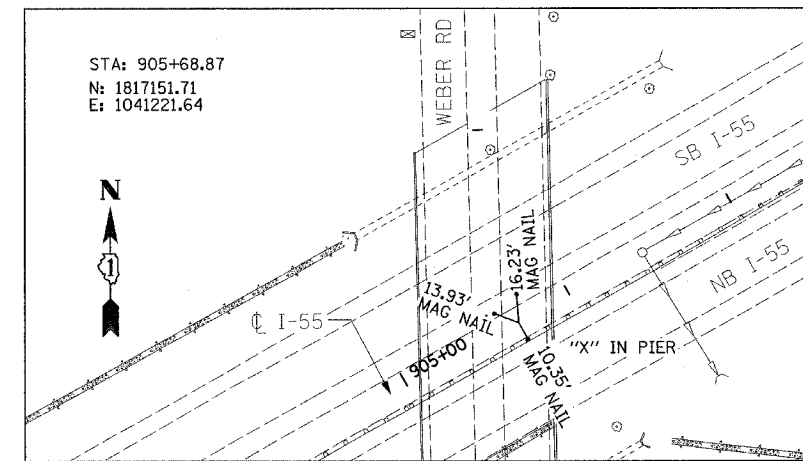
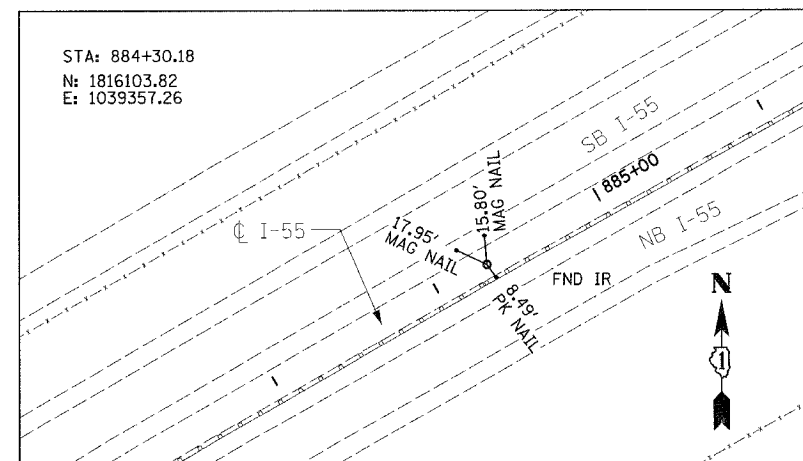
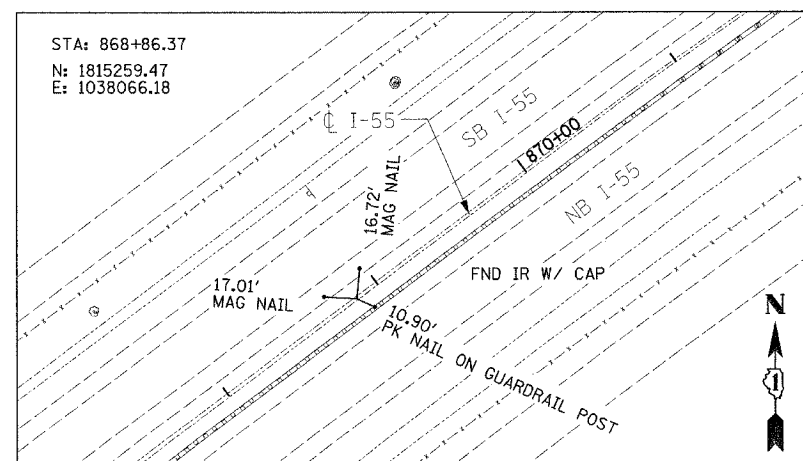
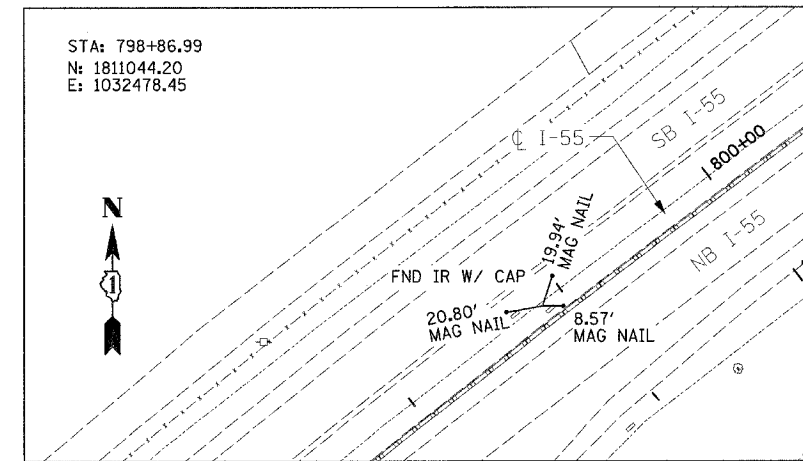
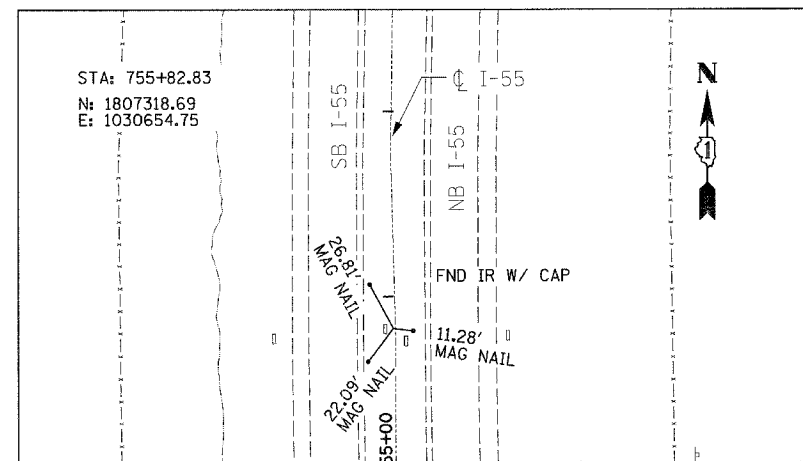
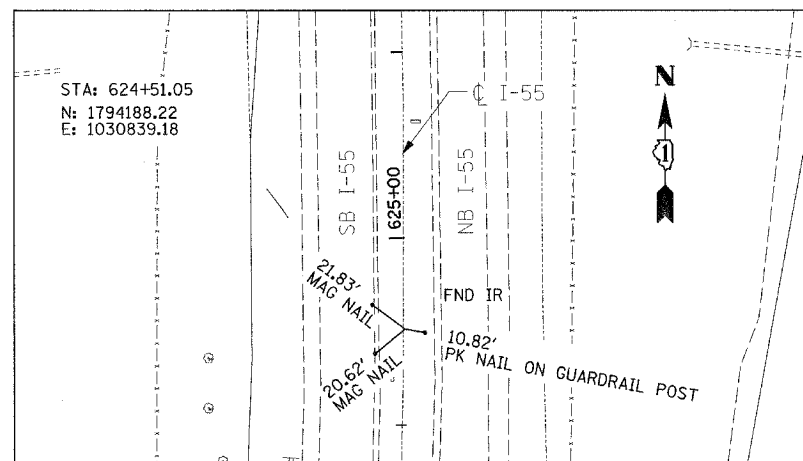
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 ALIGNMENT, TIES AND  
 BENCHMARKS

SCALE: 1"=1500'  
 DATE: 03-15-06  
 DRAWN BY: RH  
 CHECKED BY: DVS



FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
ALI-02 OF 02				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55  
US RTE. 30 TO WEBER ROAD  
ALIGNMENT, TIES AND  
BENCHMARKS

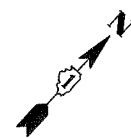
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CHECKED BY: DM



FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) 1-9	WILL	59	12
STA. 577+00		TO STA. 592+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
PLN-01 OF 27				

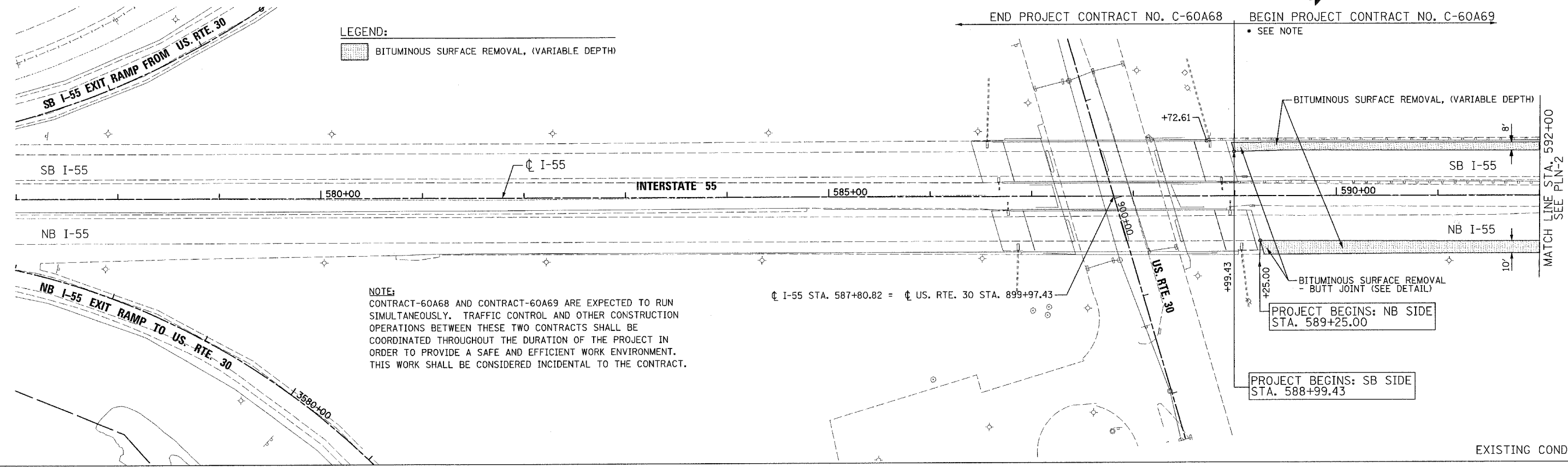


**LEGEND:**  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

**NOTE:**  
 CONTRACT-60A68 AND CONTRACT-60A69 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE TWO CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE PROJECT IN ORDER TO PROVIDE A SAFE AND EFFICIENT WORK ENVIRONMENT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

☉ I-55 STA. 587+80.82 = ☉ US. RTE. 30 STA. 899+97.43

END PROJECT CONTRACT NO. C-60A68      BEGIN PROJECT CONTRACT NO. C-60A69  
 • SEE NOTE

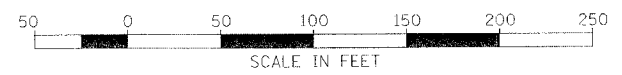


EXISTING CONDITION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

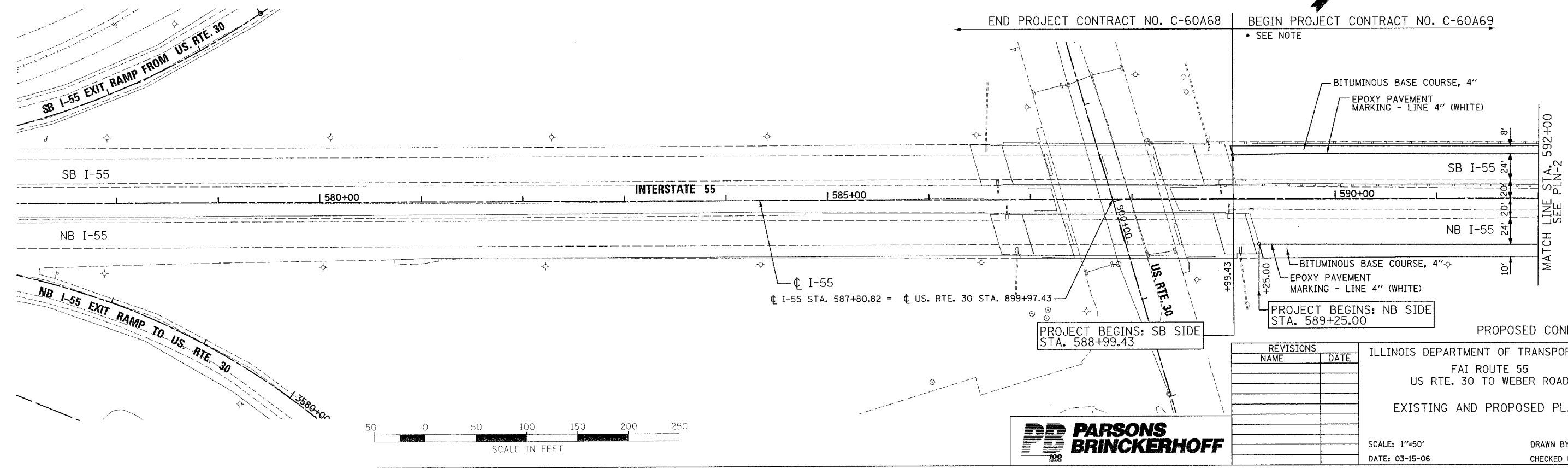
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 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM



END PROJECT CONTRACT NO. C-60A68      BEGIN PROJECT CONTRACT NO. C-60A69  
 • SEE NOTE

PROJECT BEGINS: SB SIDE  
 STA. 588+99.43

PROJECT BEGINS: NB SIDE  
 STA. 589+25.00

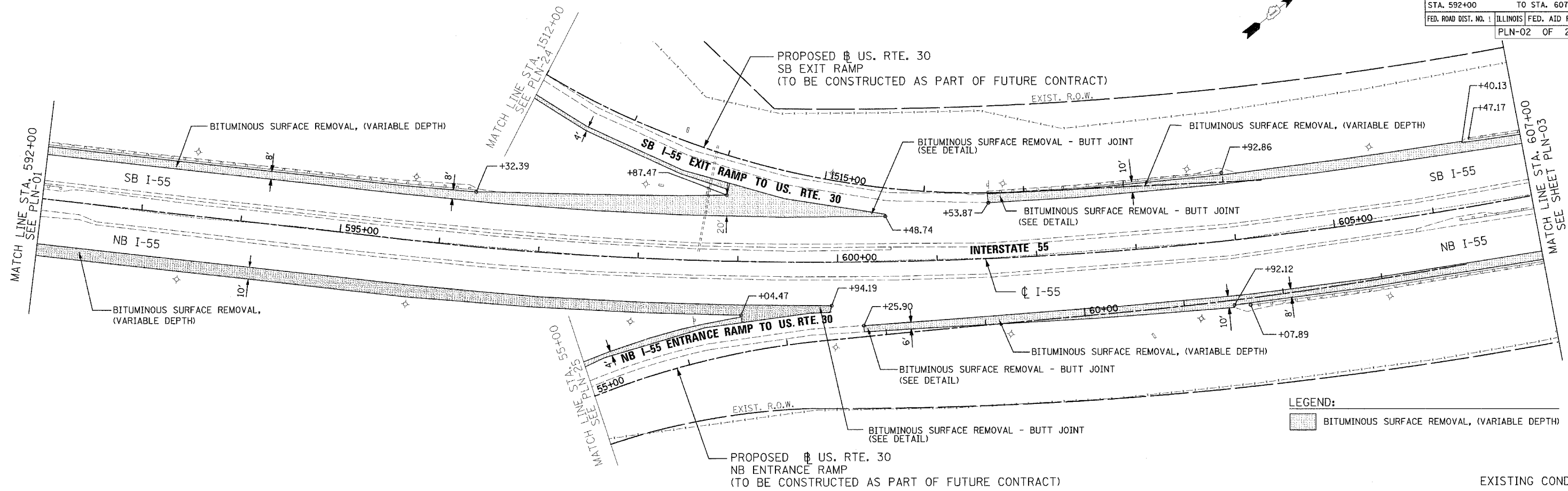


PROPOSED CONDITION

FINAL

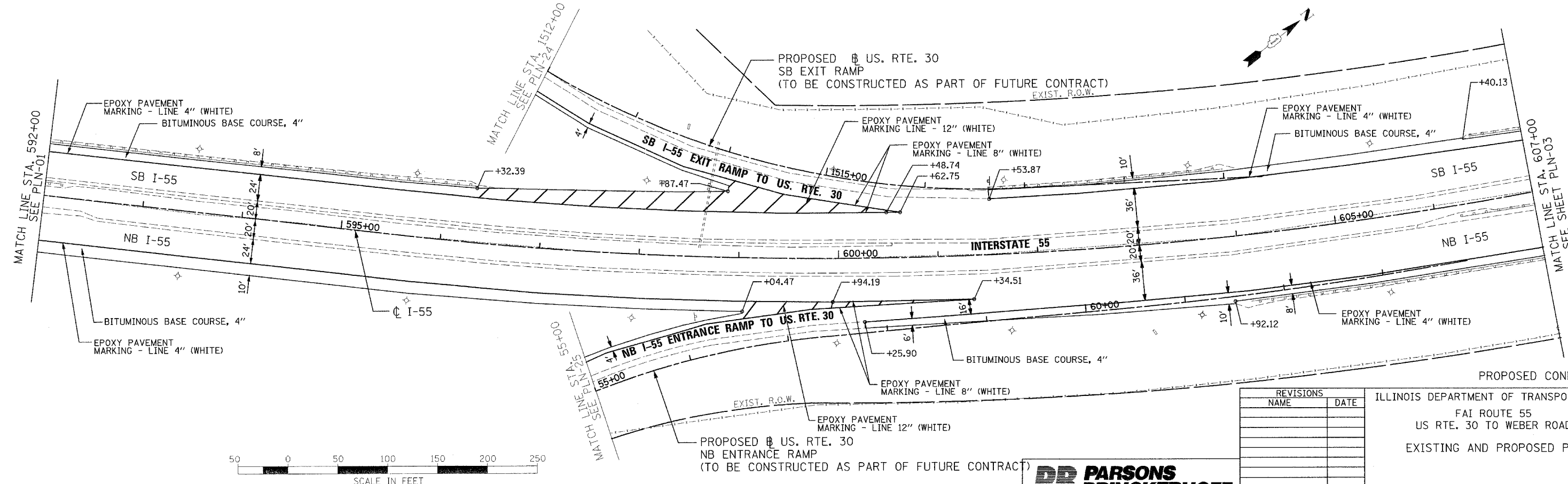


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	13
STA. 592+00		TO STA. 607+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-02 OF 27				



LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

EXISTING CONDITION



PROPOSED CONDITION



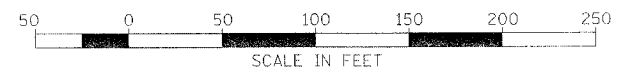
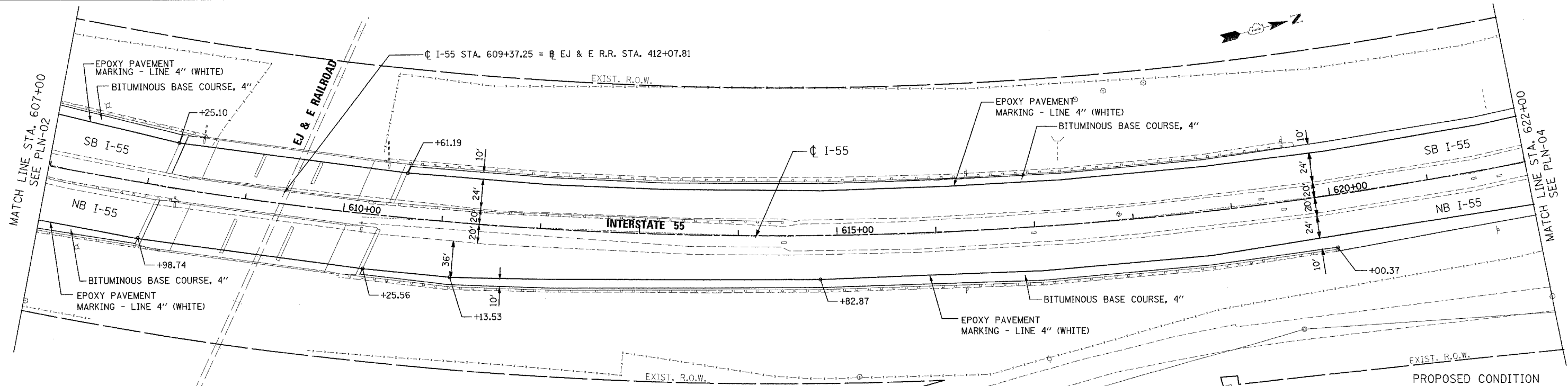
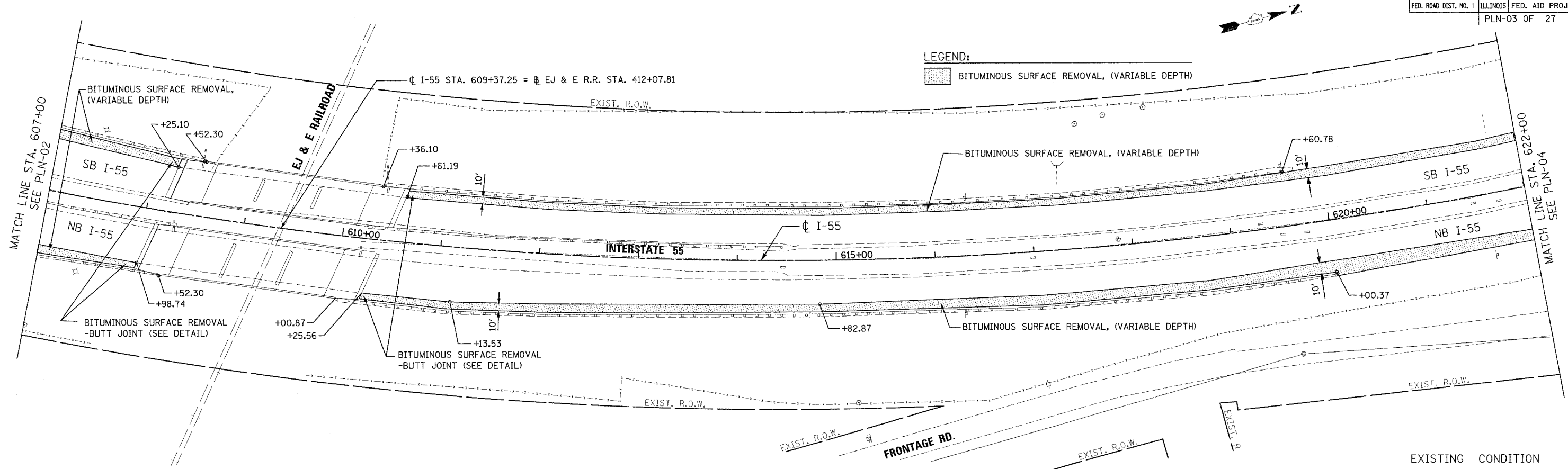
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM



FINAL



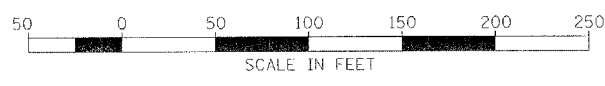
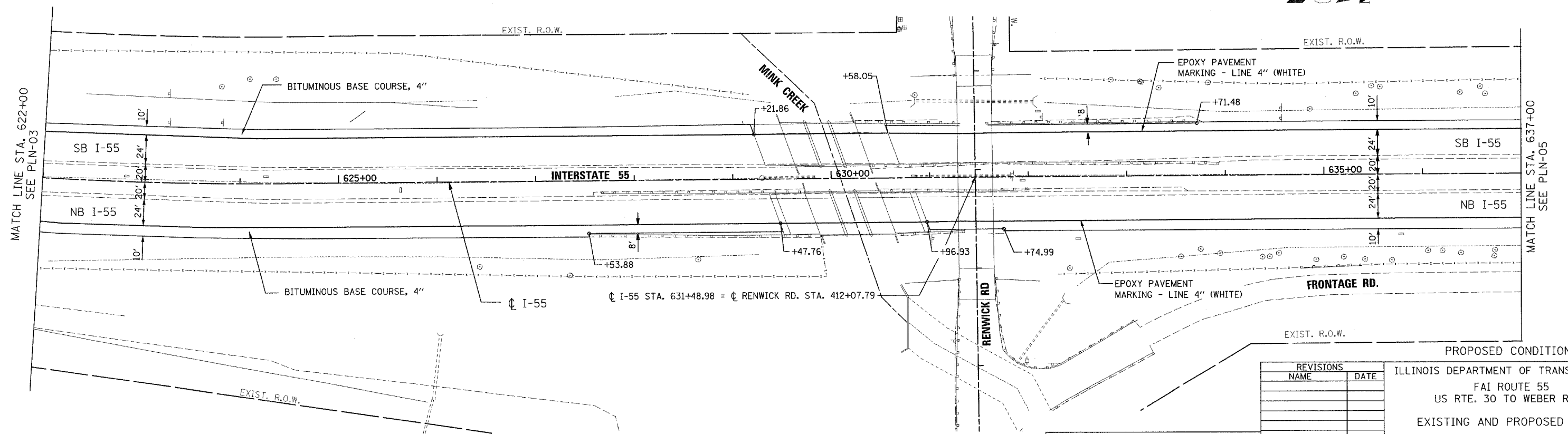
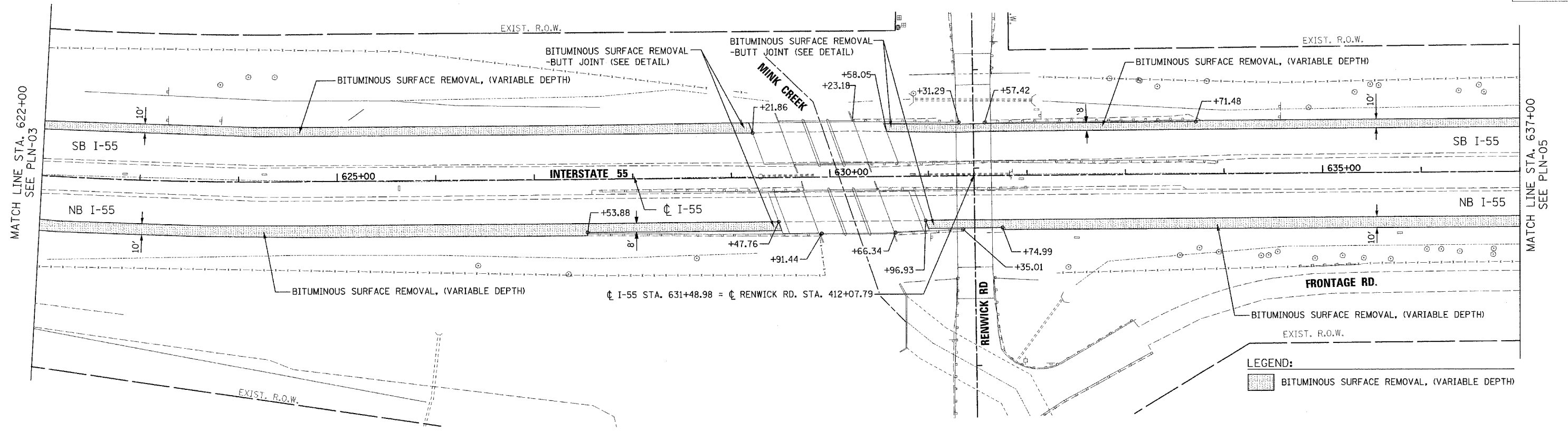
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	15
STA. 622+00		TO STA. 637+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
PLN-04 OF 27				



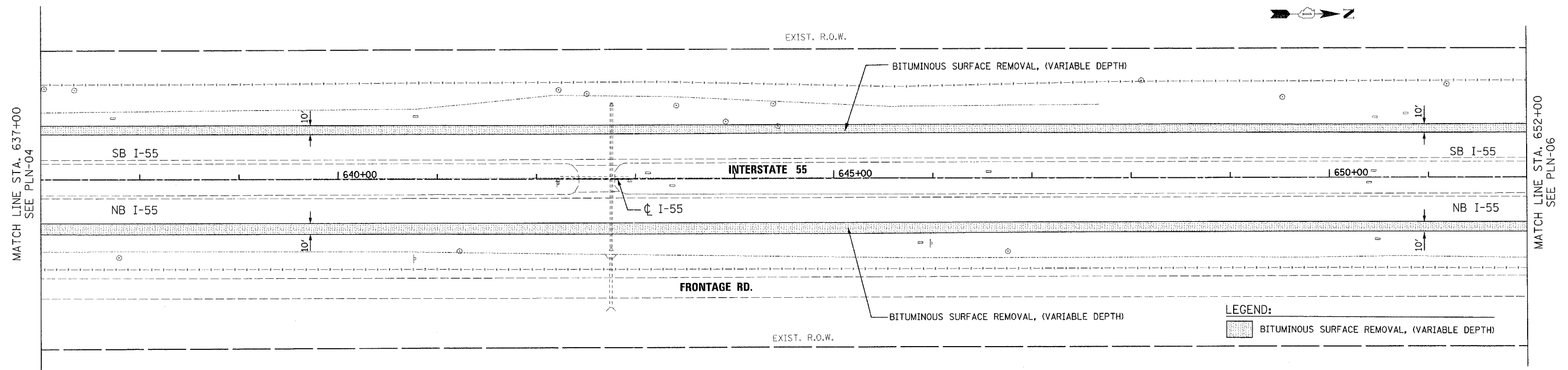
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55  
US RTE. 30 TO WEBER ROAD  
EXISTING AND PROPOSED PLAN

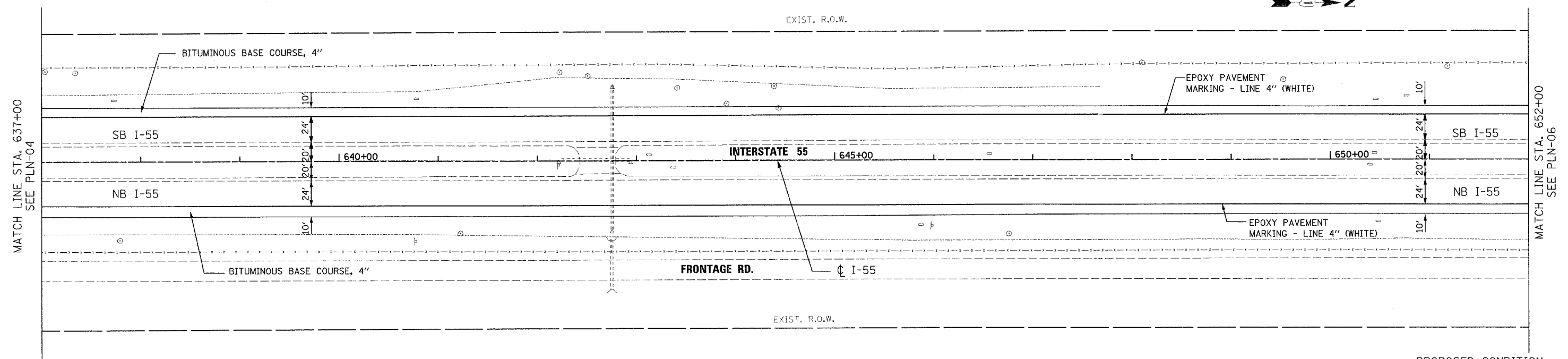
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DATE: 03-15-06  
DRAWN BY: ALR  
CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	16
STA. 637+00		TO STA. 652+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-05 OF 27				



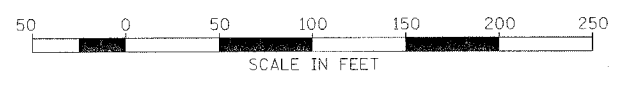
EXISTING CONDITION



PROPOSED CONDITION

REVISIONS	
NAME	DATE

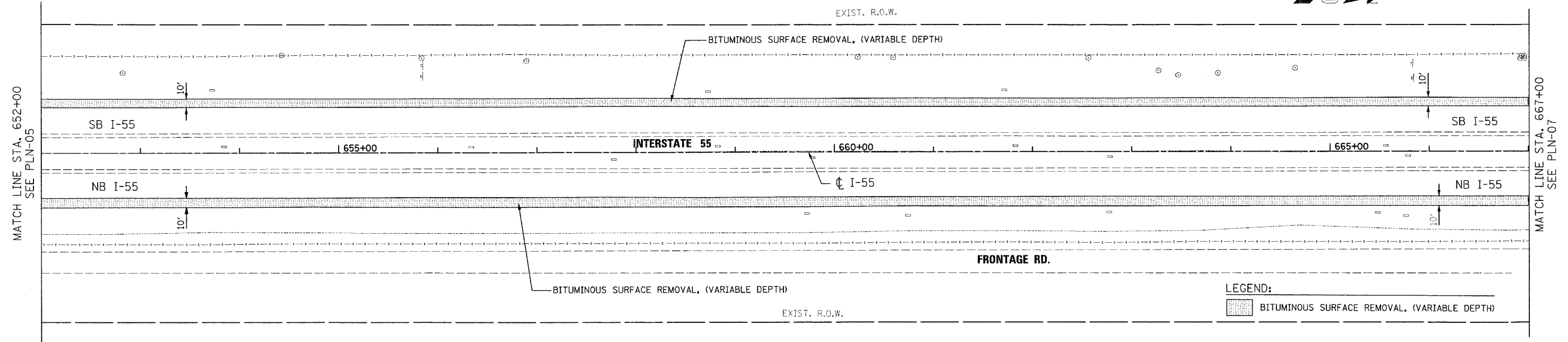
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN



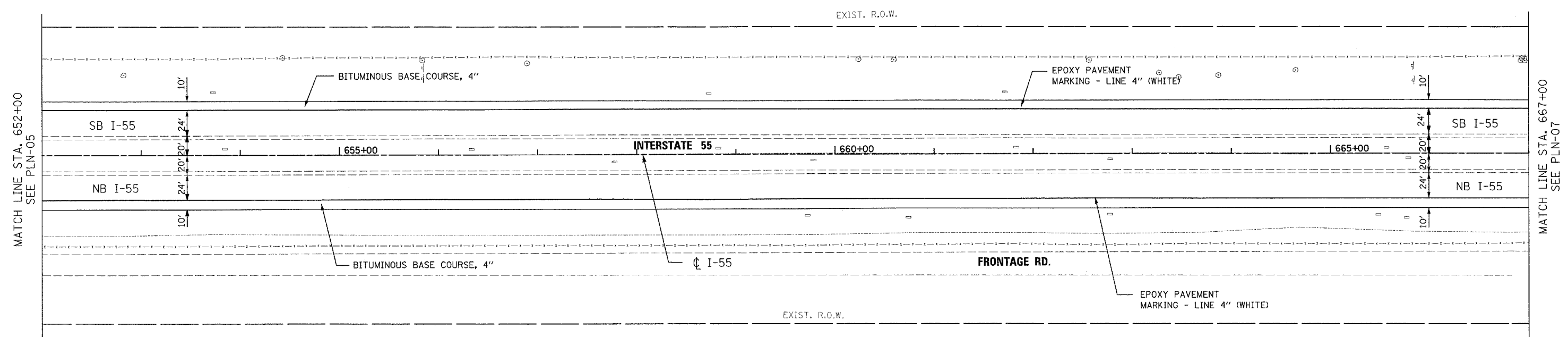
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 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	17
STA. 652+00		TO STA. 667+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
		PLN-06 OF 27		



EXISTING CONDITION



PROPOSED CONDITION

REVISIONS	
NAME	DATE

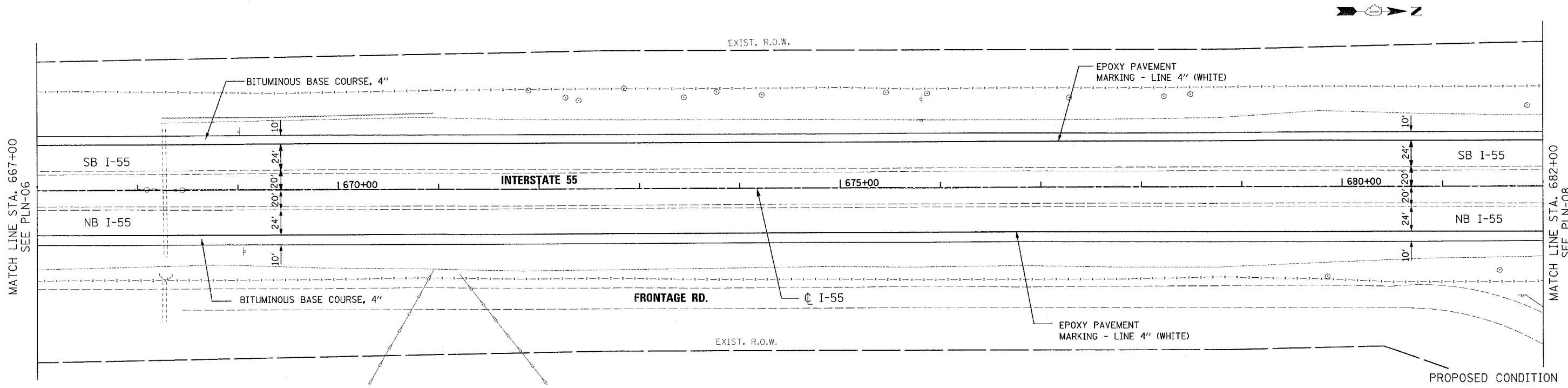
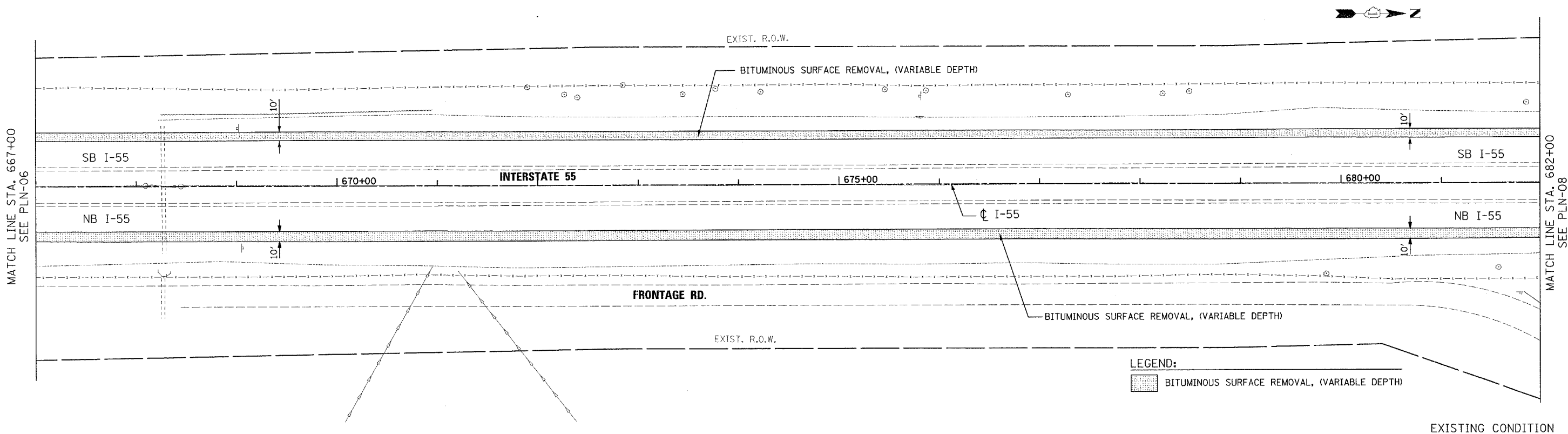
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN



SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	18
STA. 667+00		TO STA. 682+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
PLN-07 OF 27				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAI ROUTE 55

US RTE. 30 TO WEBER ROAD

EXISTING AND PROPOSED PLAN

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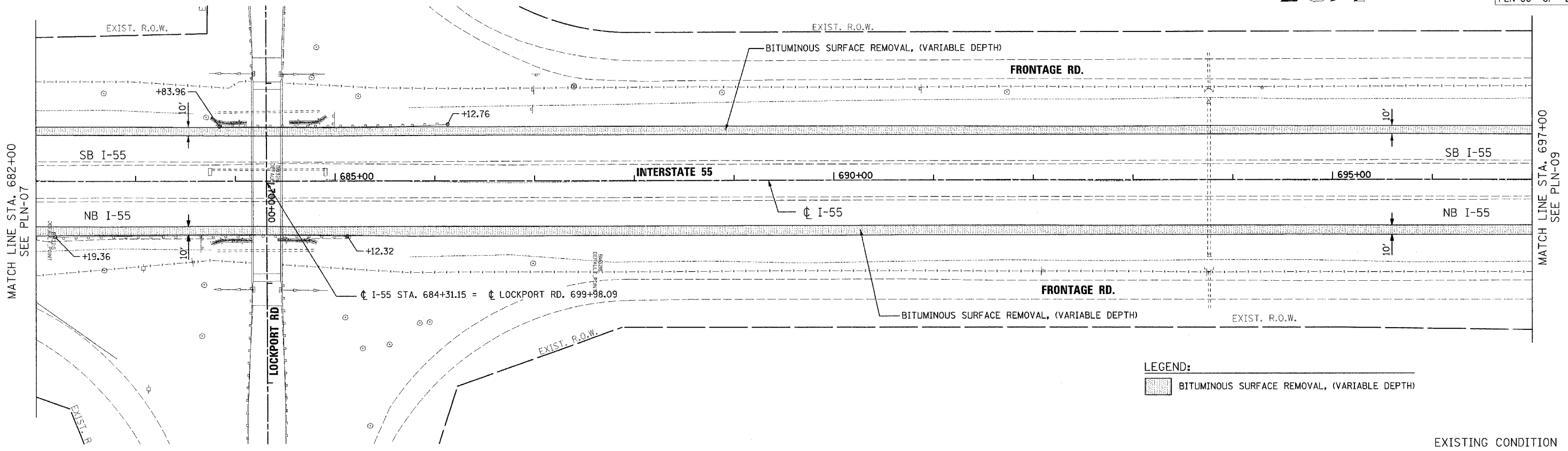
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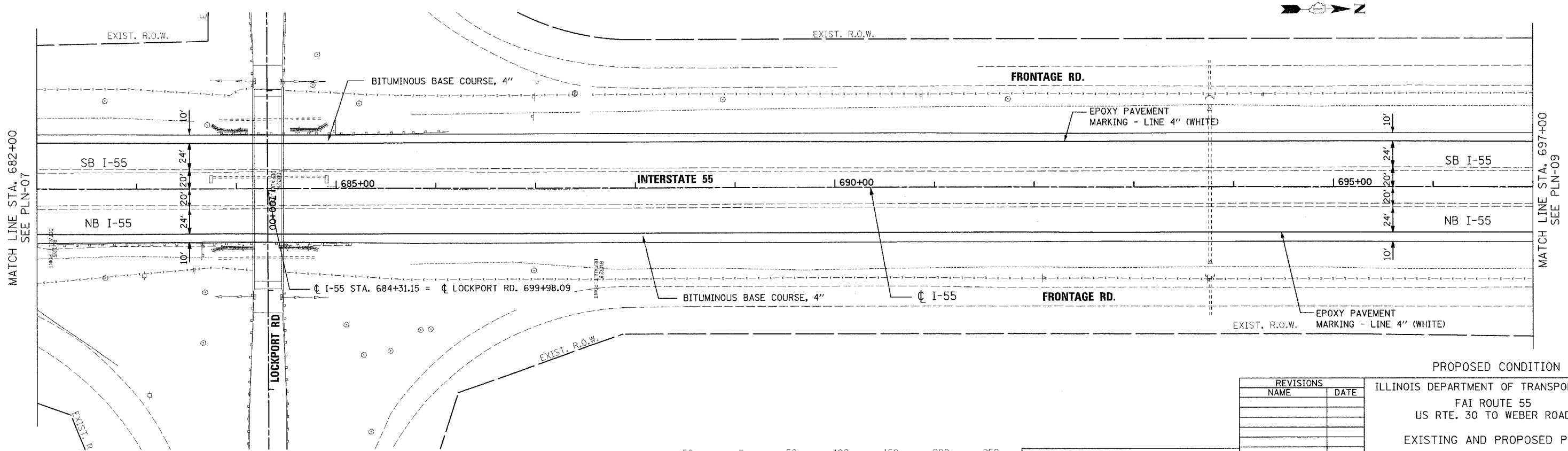
FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	19
STA. 682+00		TO STA. 697+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-08 OF 27				

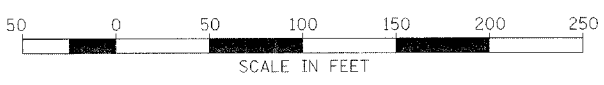


LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

EXISTING CONDITION



PROPOSED CONDITION



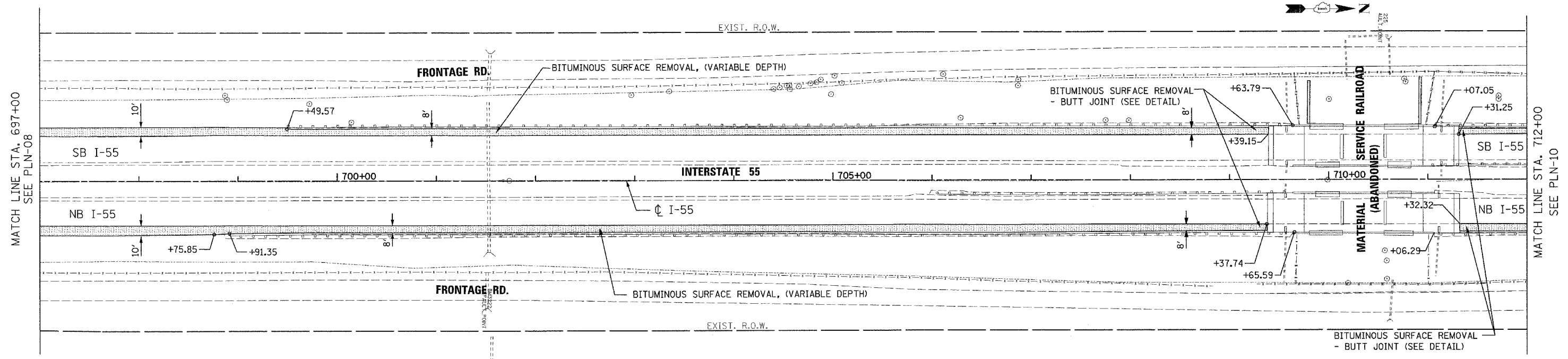
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

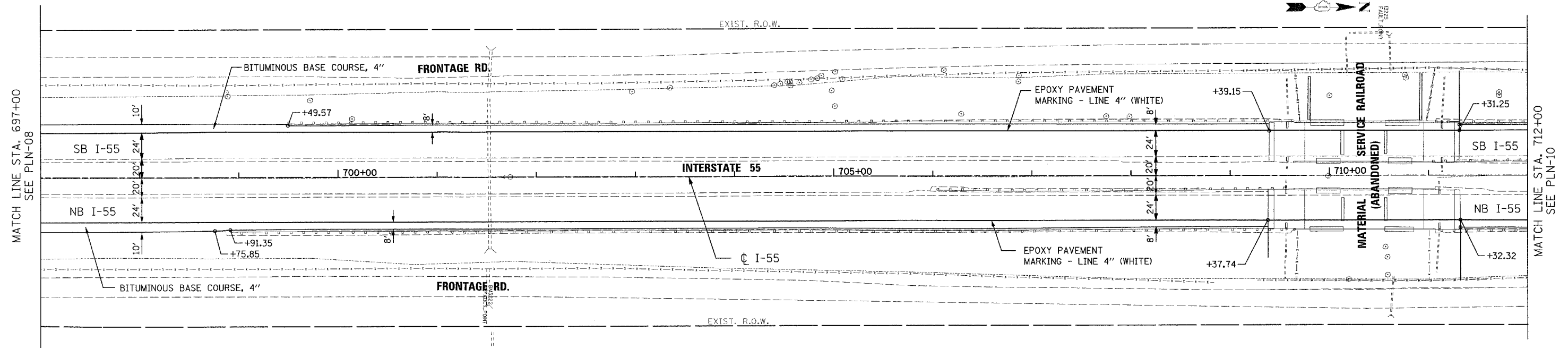
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 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	20
STA. 697+00		TO STA. 712+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
PLN-09 OF 27				

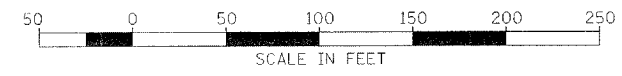


LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)  
 EXISTING CONDITION



PROPOSED CONDITION  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

REVISIONS	
NAME	DATE

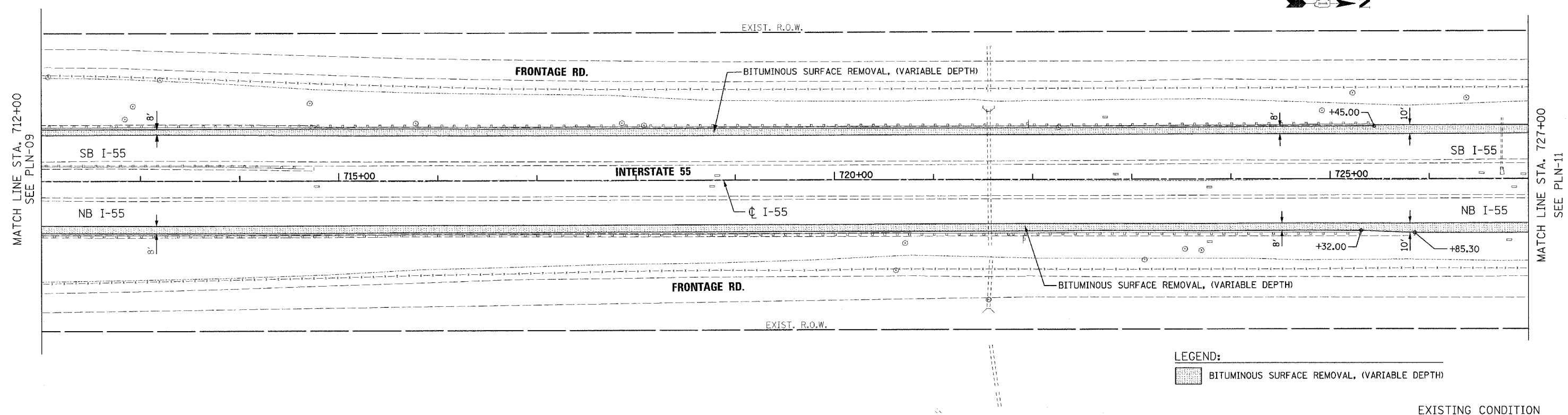


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FINAL

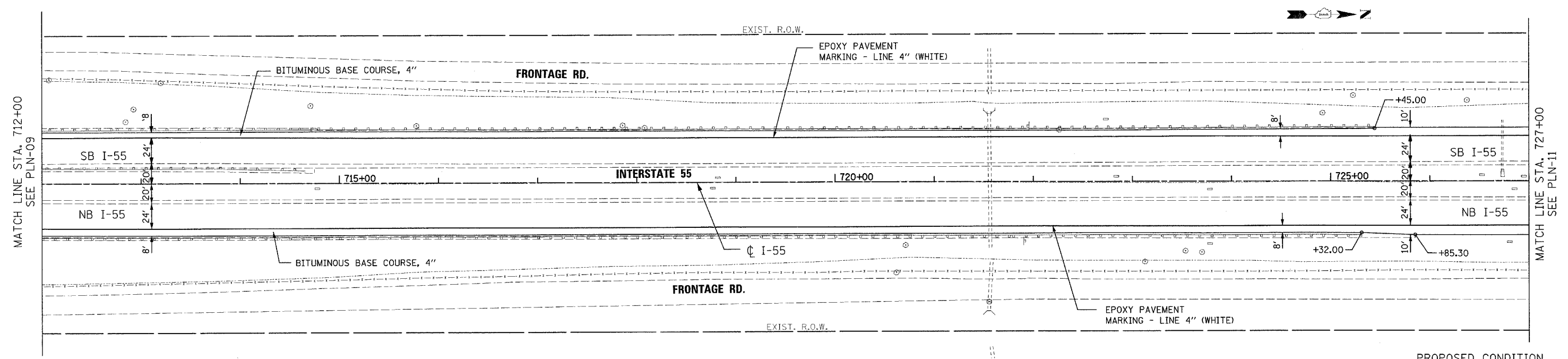


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	21
STA. 712+00		TO STA. 727+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
PLN-10 OF 27				

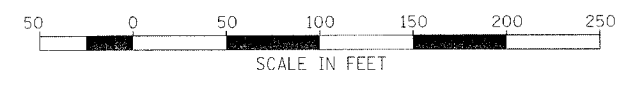


LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

EXISTING CONDITION



PROPOSED CONDITION



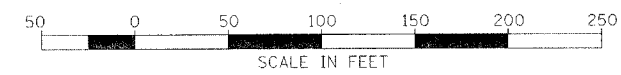
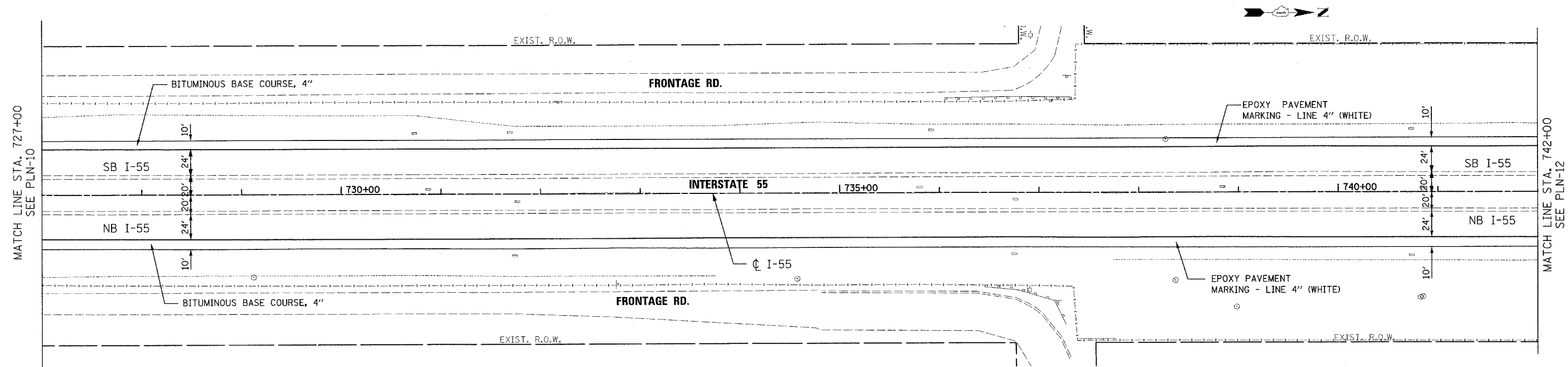
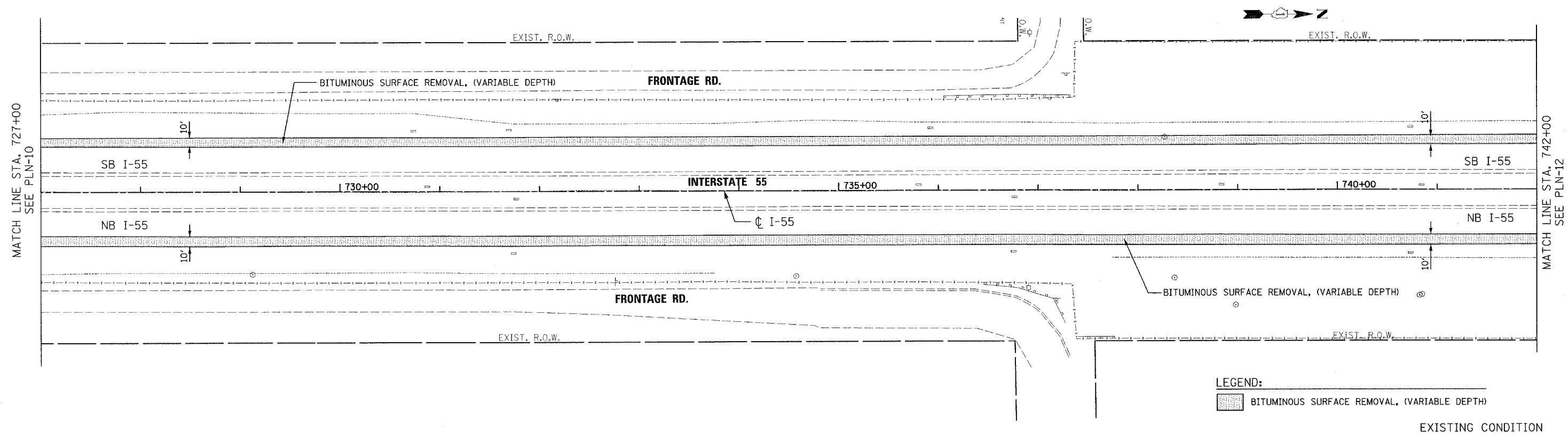
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	22
STA. 727+00		TO STA. 742+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-11 OF 27				



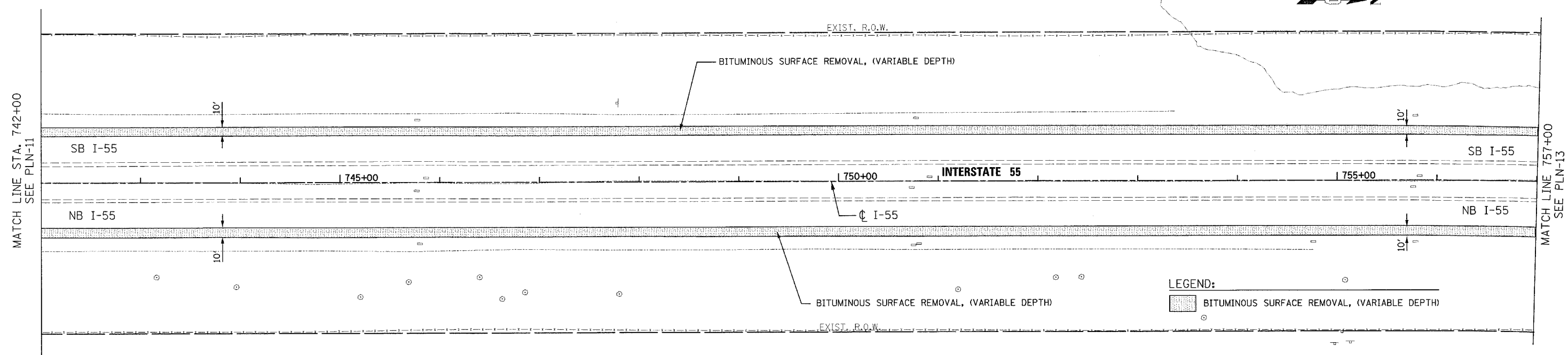
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

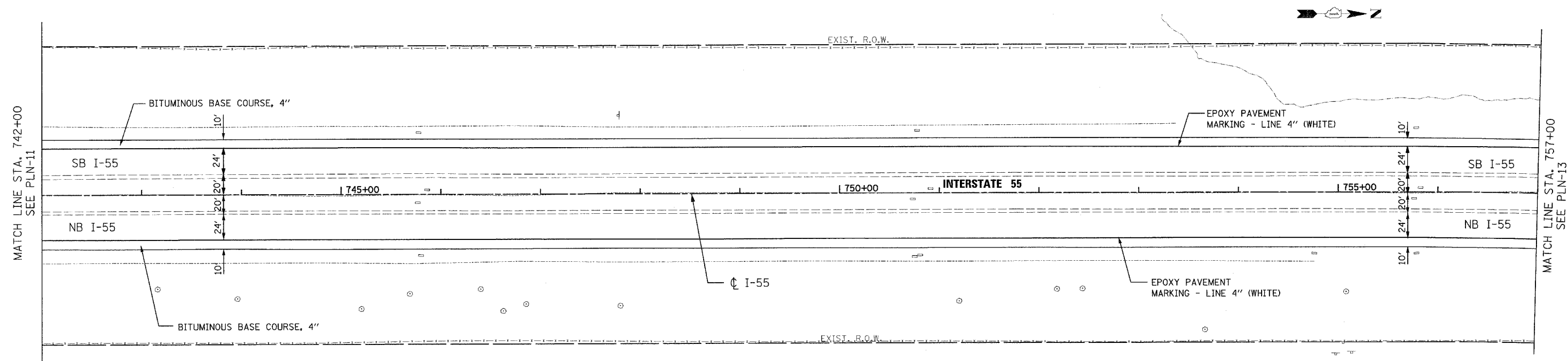
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 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

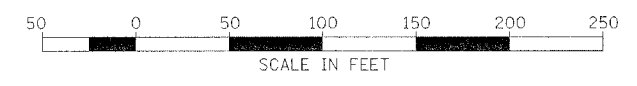
F.A.P. RTE. 55	SECTION 100 (1&2) I-9	COUNTY WILL	TOTAL SHEETS 59	SHEET NO. 23
STA. 742+00		TO STA. 757+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-12 OF 27				



EXISTING CONDITION



PROPOSED CONDITION



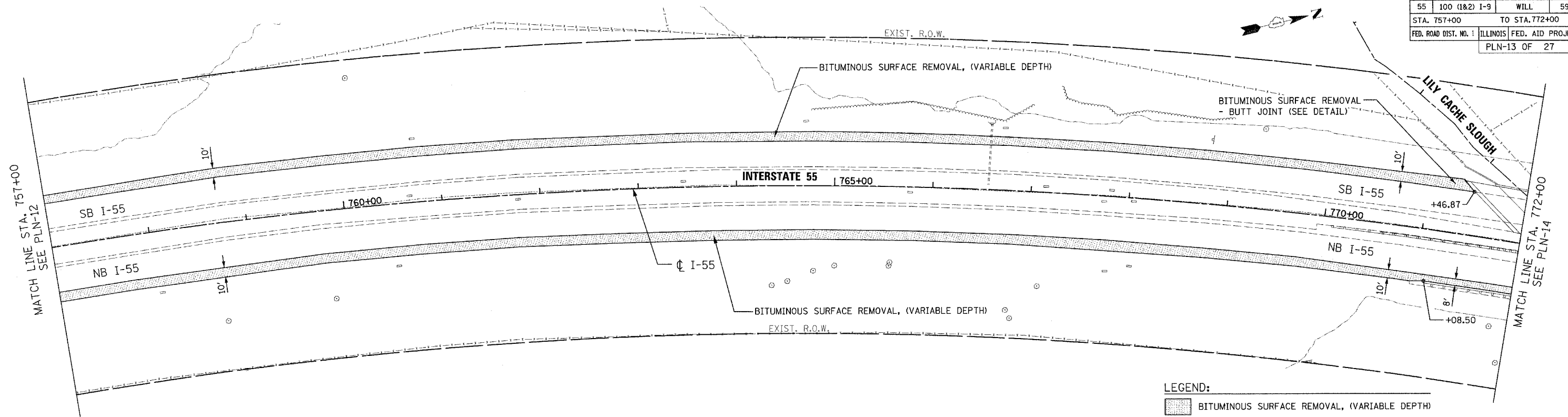
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN  
 SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM



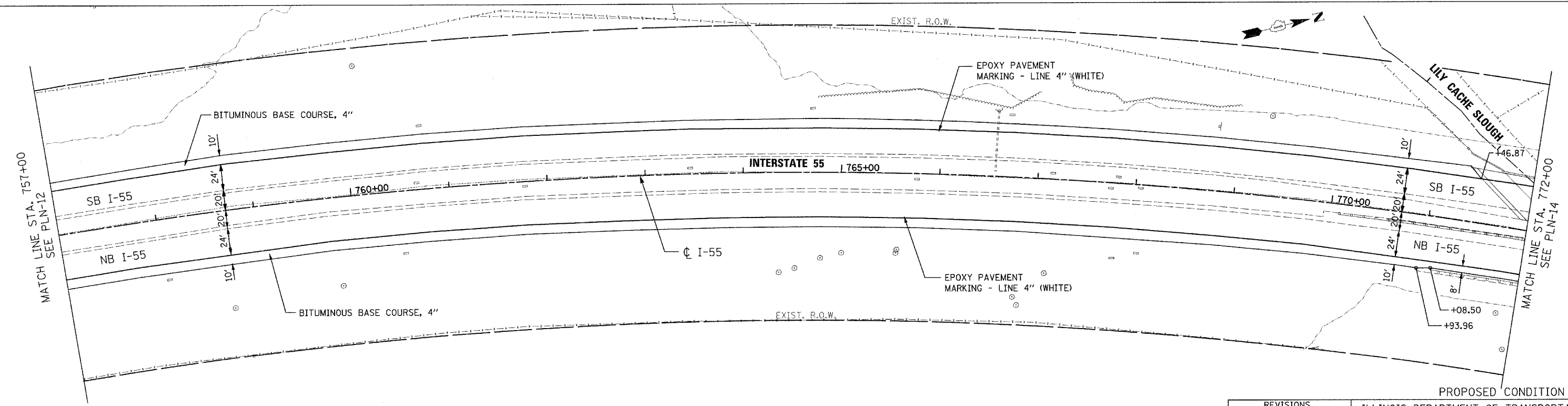
FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	24
STA. 757+00		TO STA. 772+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-13 OF 27				

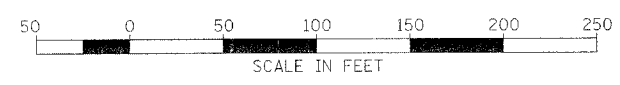


LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

EXISTING CONDITION



PROPOSED CONDITION



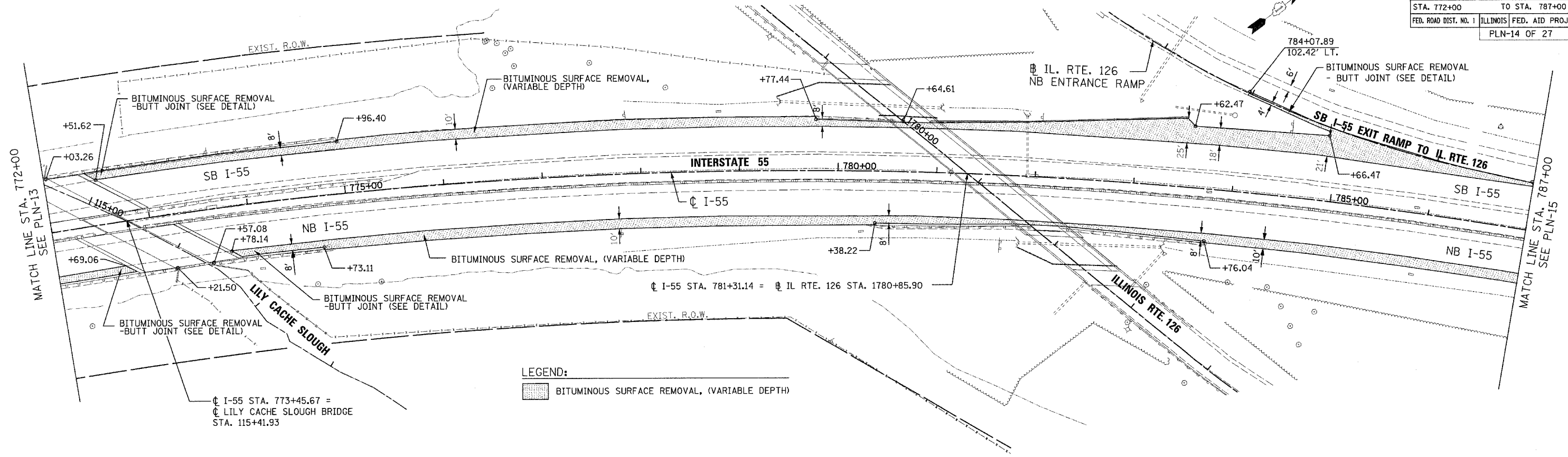
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

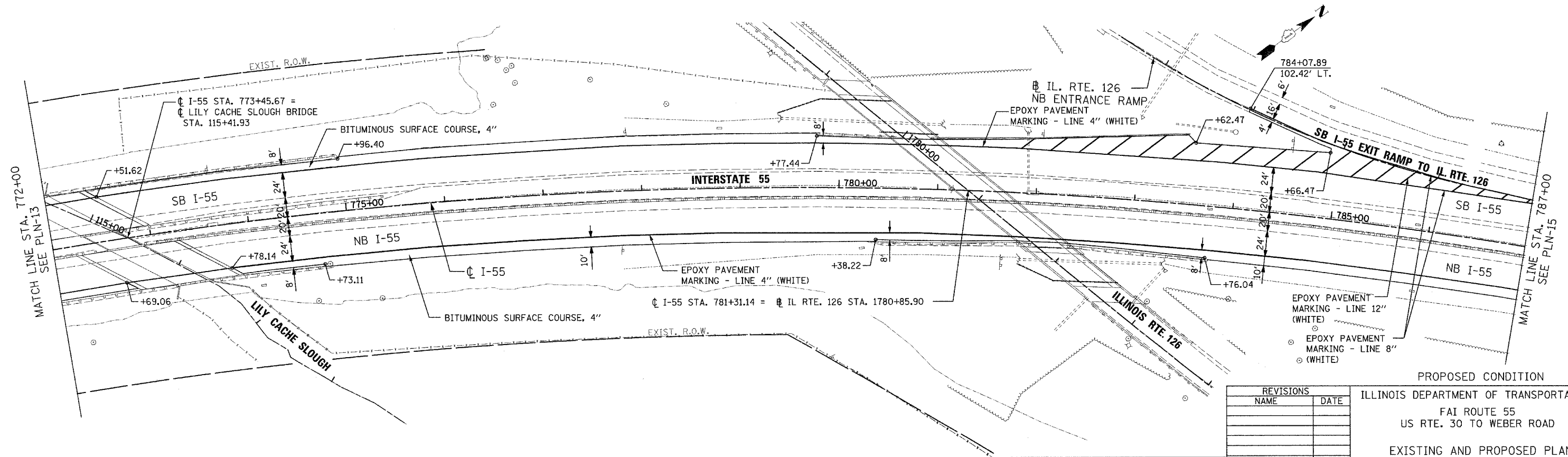
SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

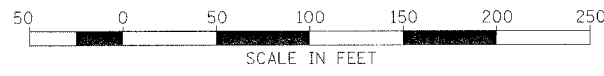
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	25
STA. 772+00		TO STA. 787+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-14 OF 27				



EXISTING CONDITION



PROPOSED CONDITION



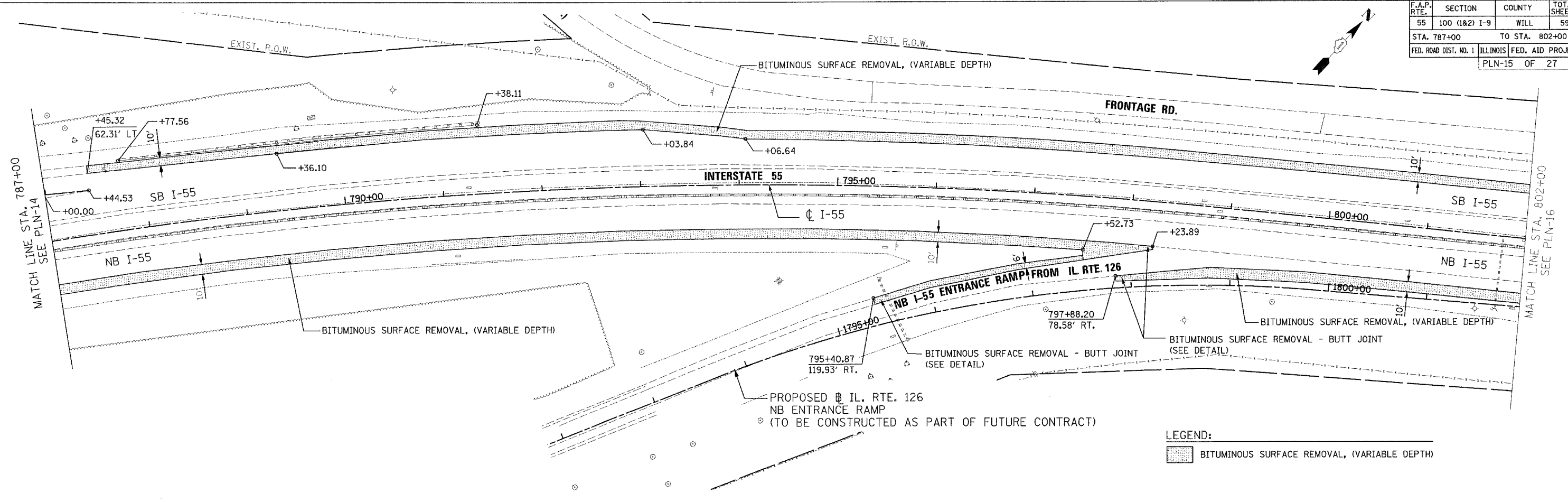
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

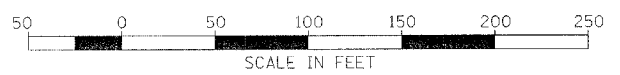
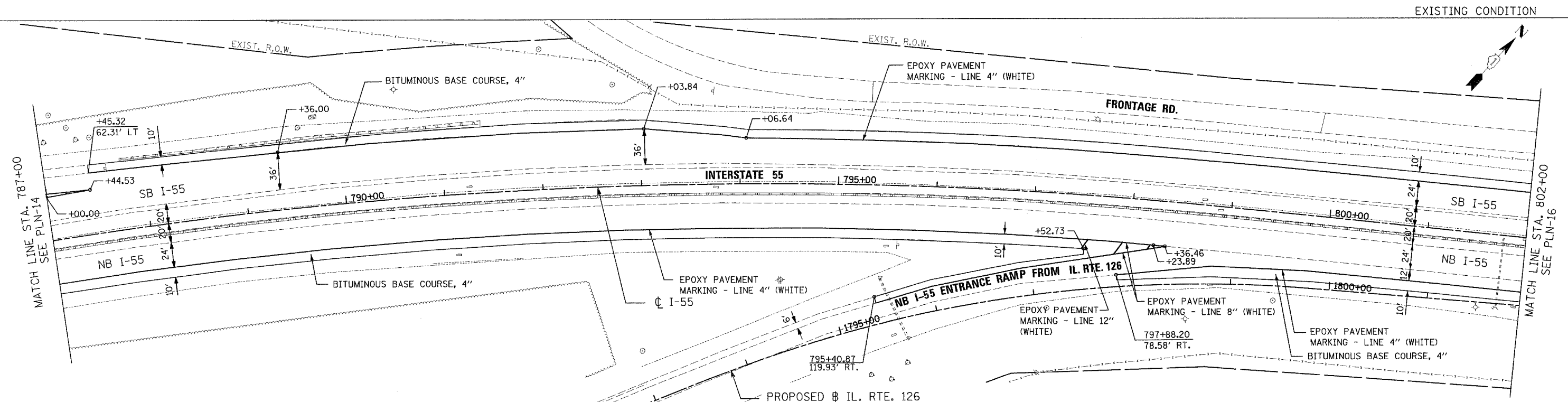
SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	26
STA. 787+00		TO STA. 802+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-15 OF 27				



LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)



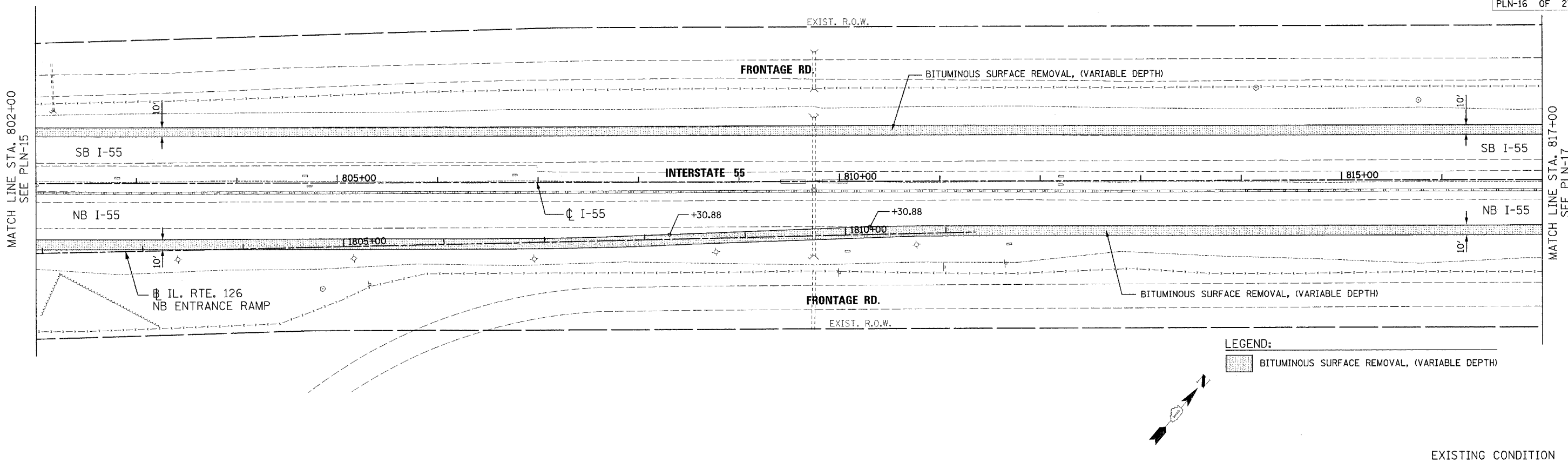
**PB PARSONS BRINCKERHOFF**

REVISIONS	
NAME	DATE

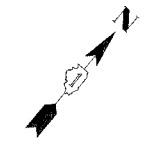
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN  
 SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

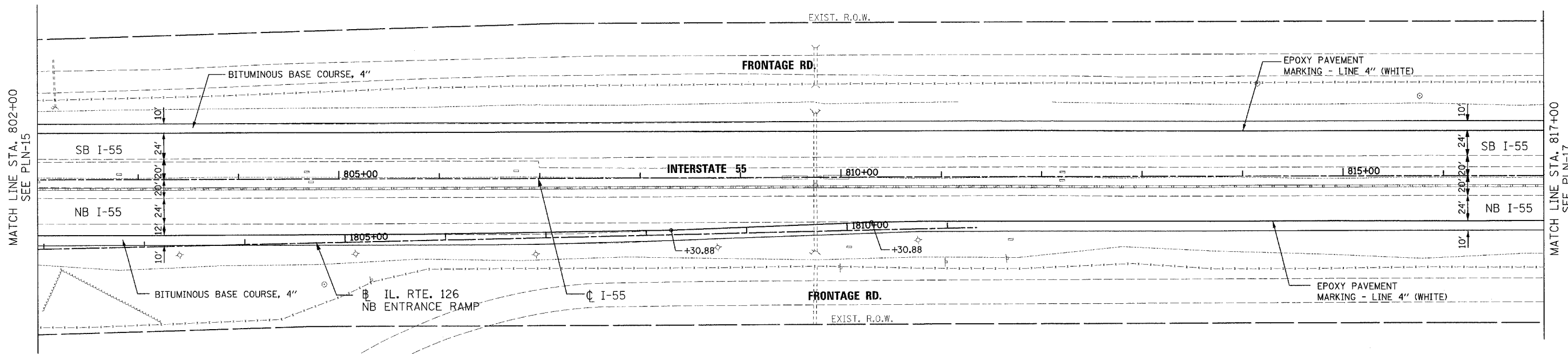
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	27
STA. 802+00		TO STA. 817+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		PLN-16 OF 27		



**LEGEND:**  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)



EXISTING CONDITION



REVISIONS	
NAME	DATE

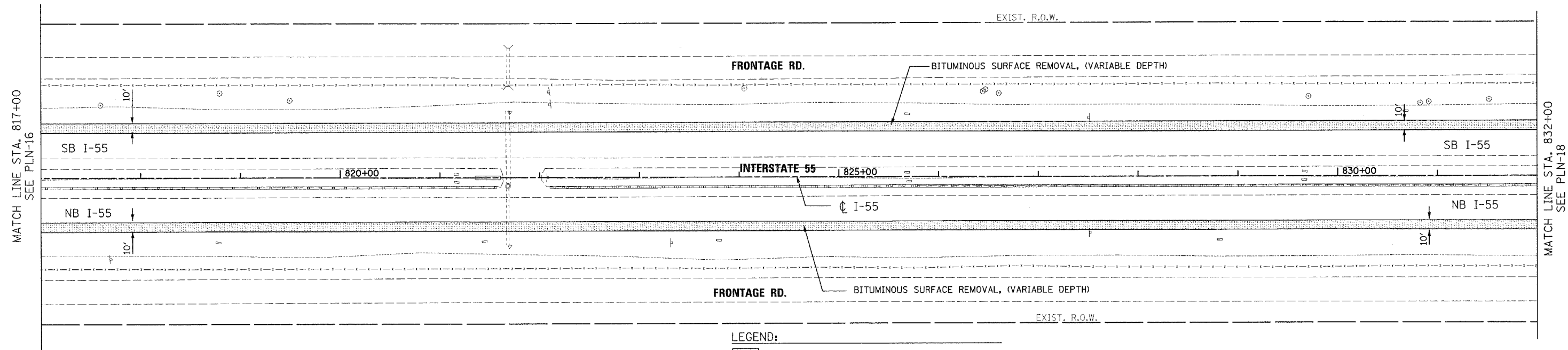
PROPOSED CONDITION  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN



SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

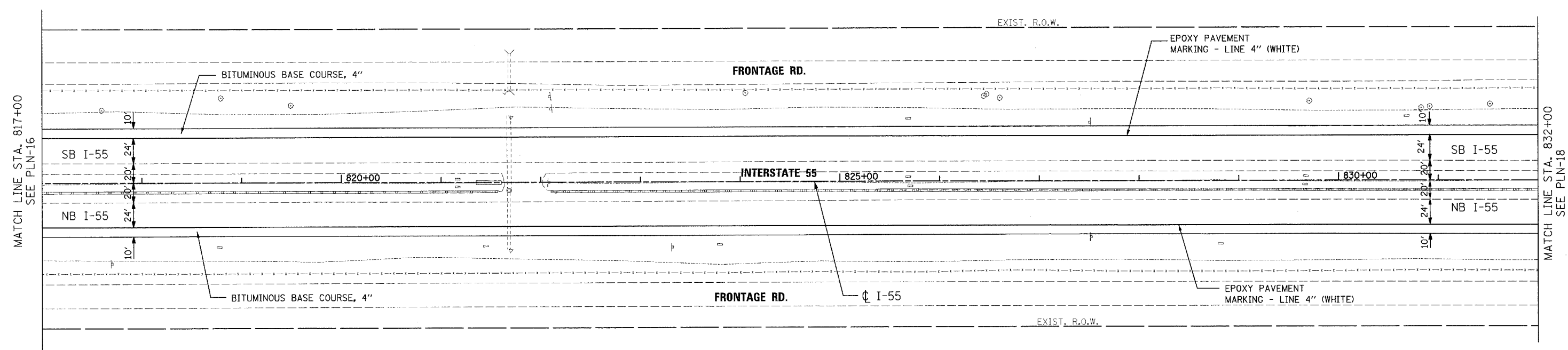
FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	28
STA. 817+00		TO STA. 832+00		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
PLN-17 OF 27				



LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

EXISTING CONDITION



PROPOSED CONDITION



REVISIONS	
NAME	DATE

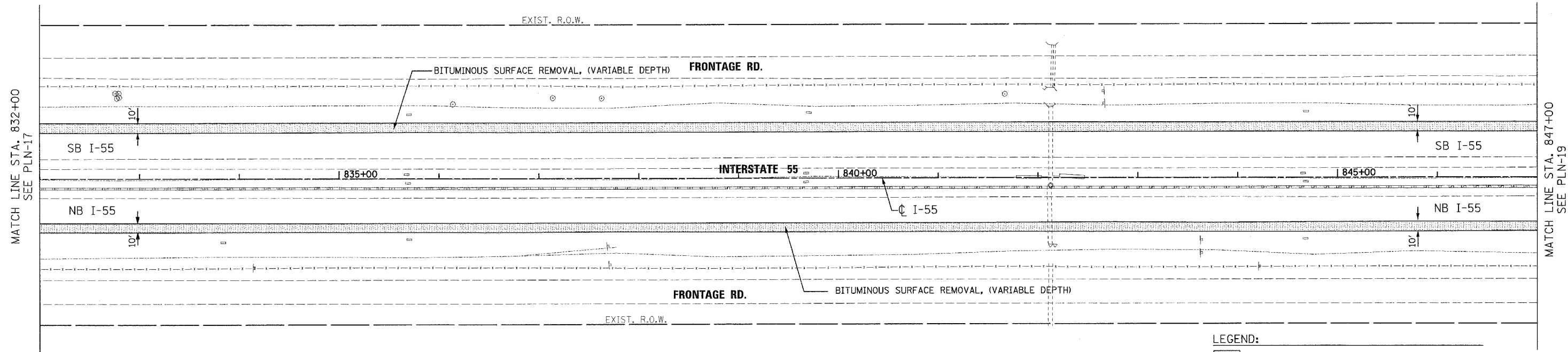
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

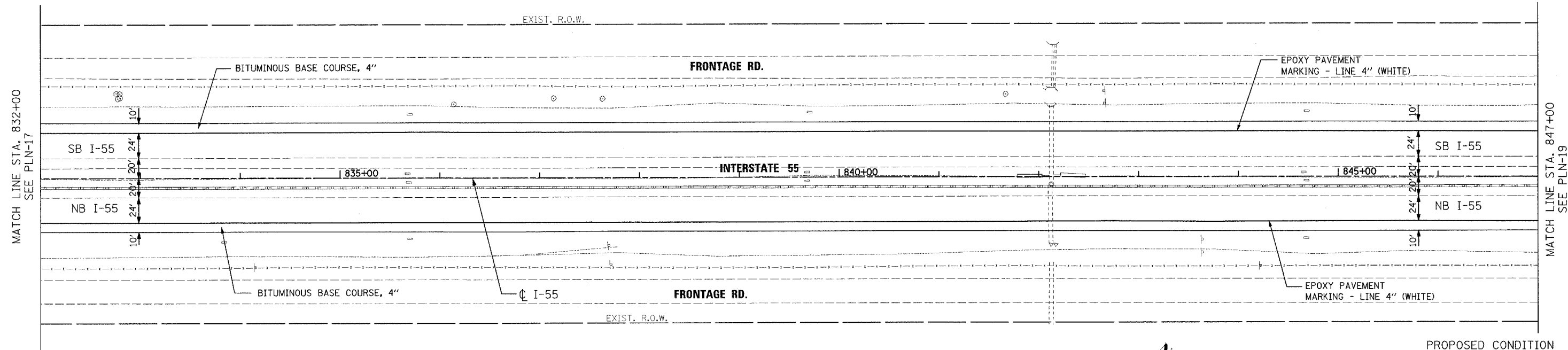


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	29
STA. 832+00		TO STA. 847+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-18 OF 27				

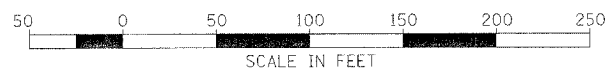


**LEGEND:**  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

EXISTING CONDITION



PROPOSED CONDITION



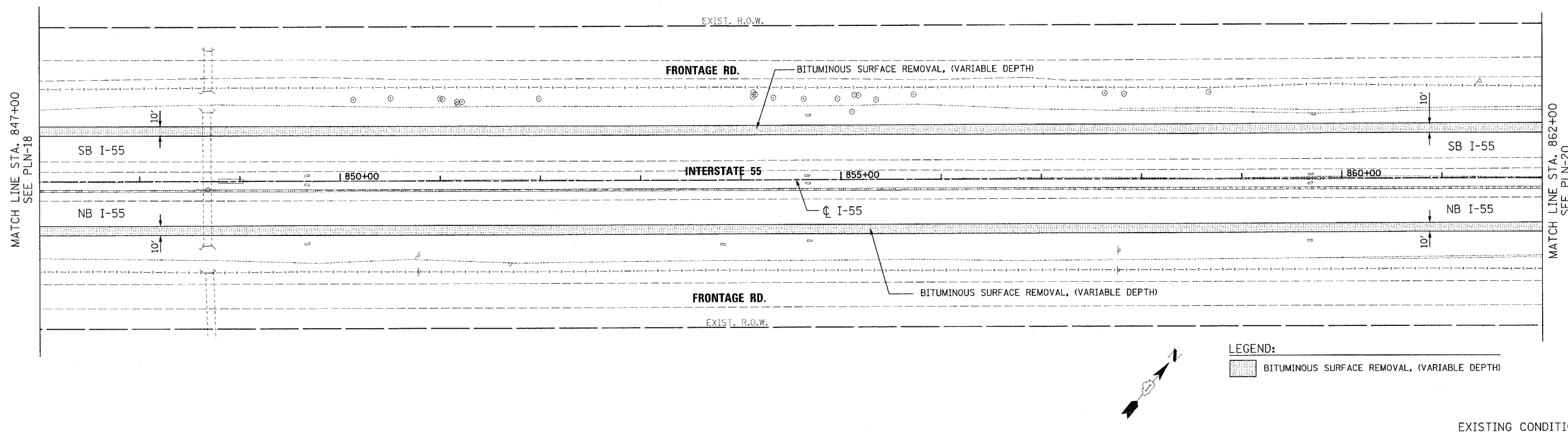
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

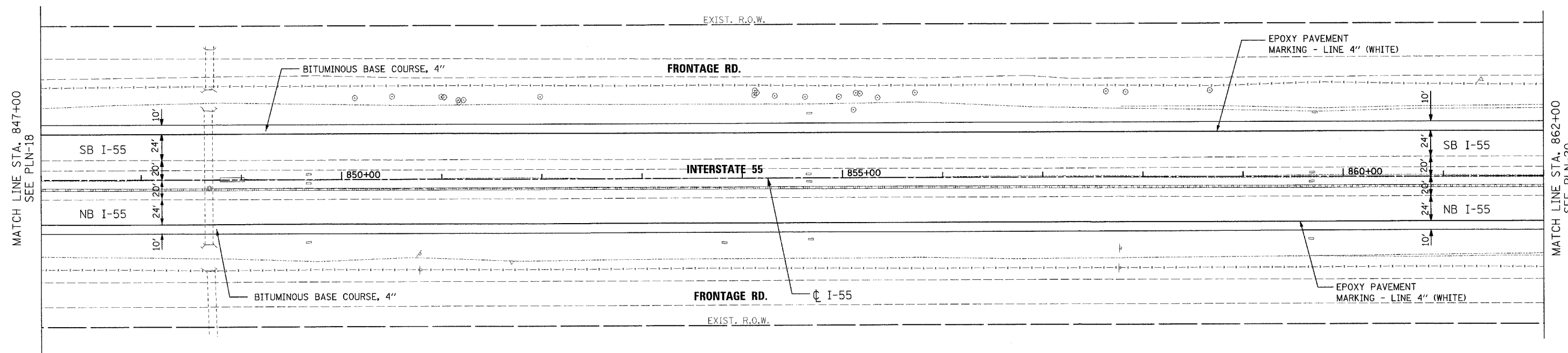
SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

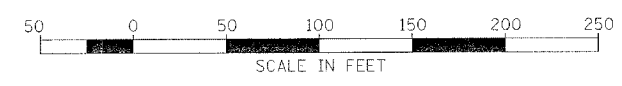
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	30
STA. 847+00		TO STA. 862+00		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
PLN-19 OF 27				



EXISTING CONDITION



PROPOSED CONDITION



REVISIONS	
NAME	DATE

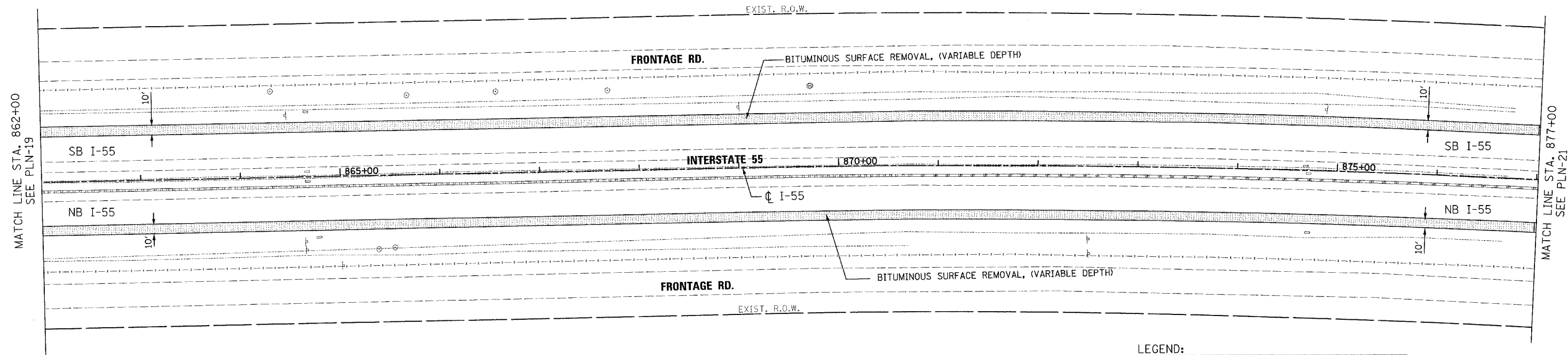
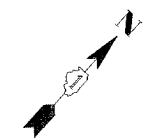
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING TO PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06

DRAWN BY: ALR  
 CHECKED BY: DM

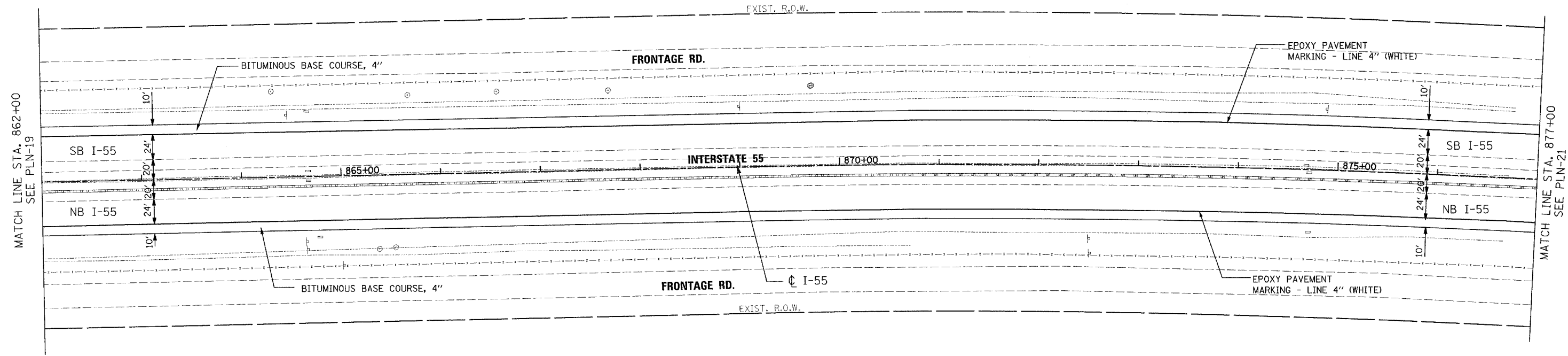
FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	31
STA. 862+00		TO STA. 877+00		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
PLN-20 OF 27				

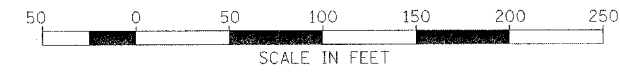


**LEGEND:**  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

EXISTING CONDITION



PROPOSED CONDITION



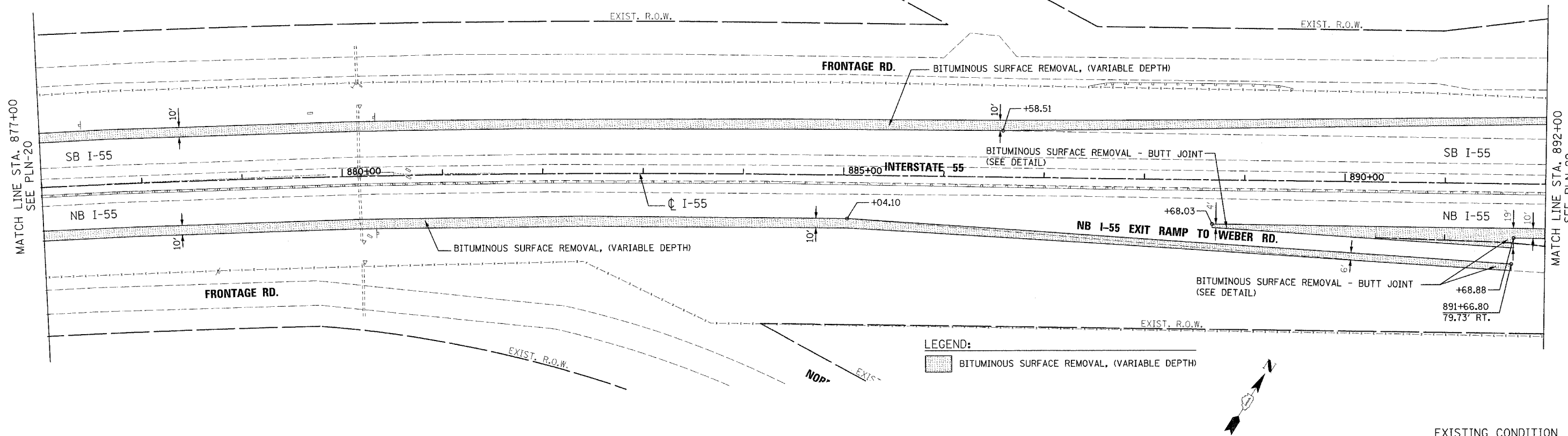
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

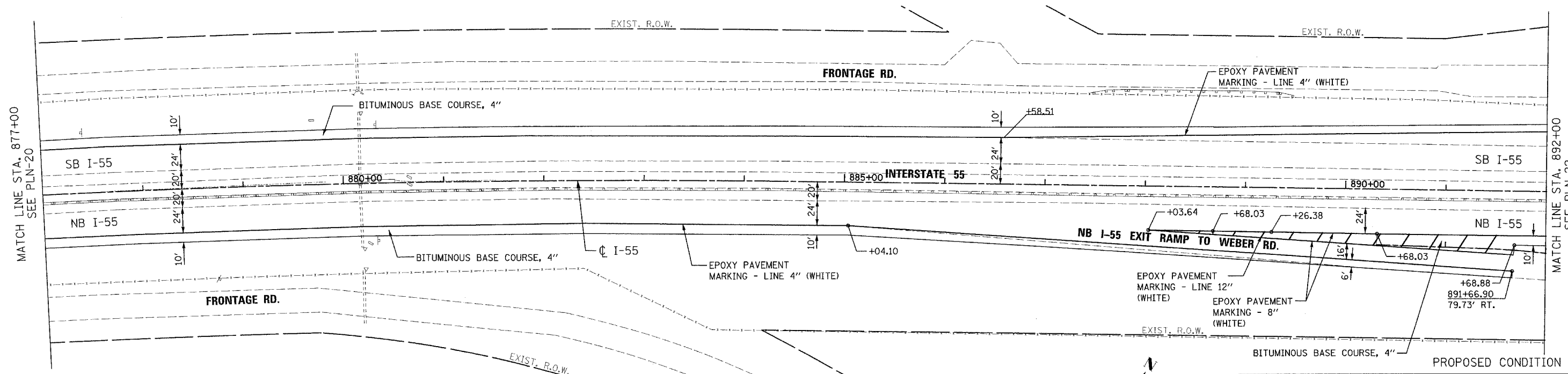
SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	32
STA. 877+00		TO STA. 892+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-21 OF 27				



EXISTING CONDITION



PROPOSED CONDITION



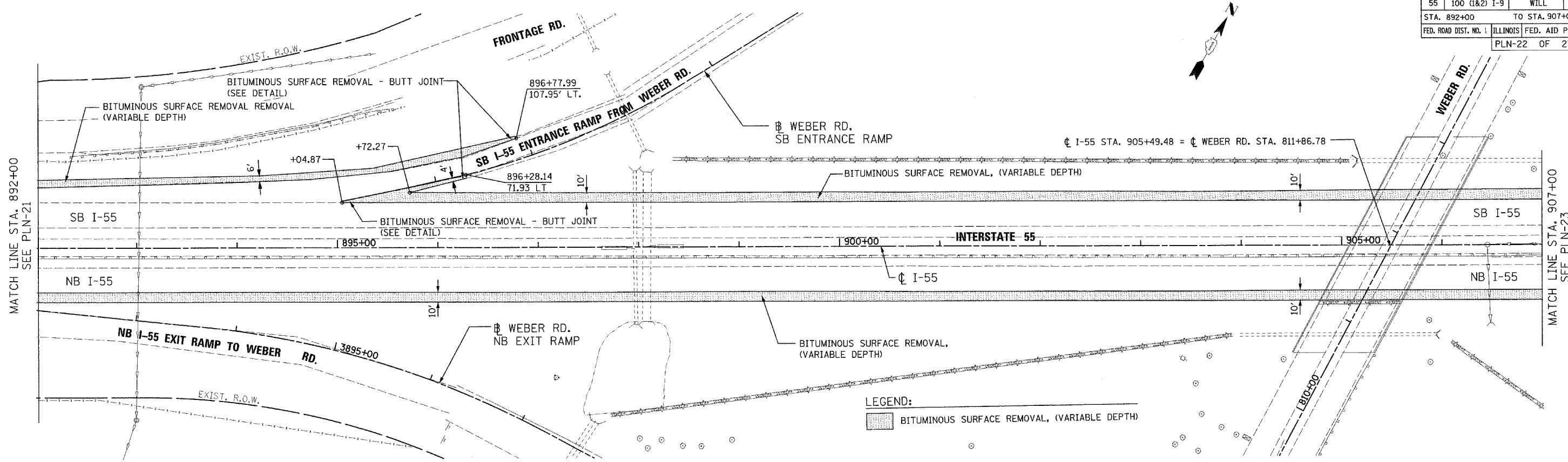
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

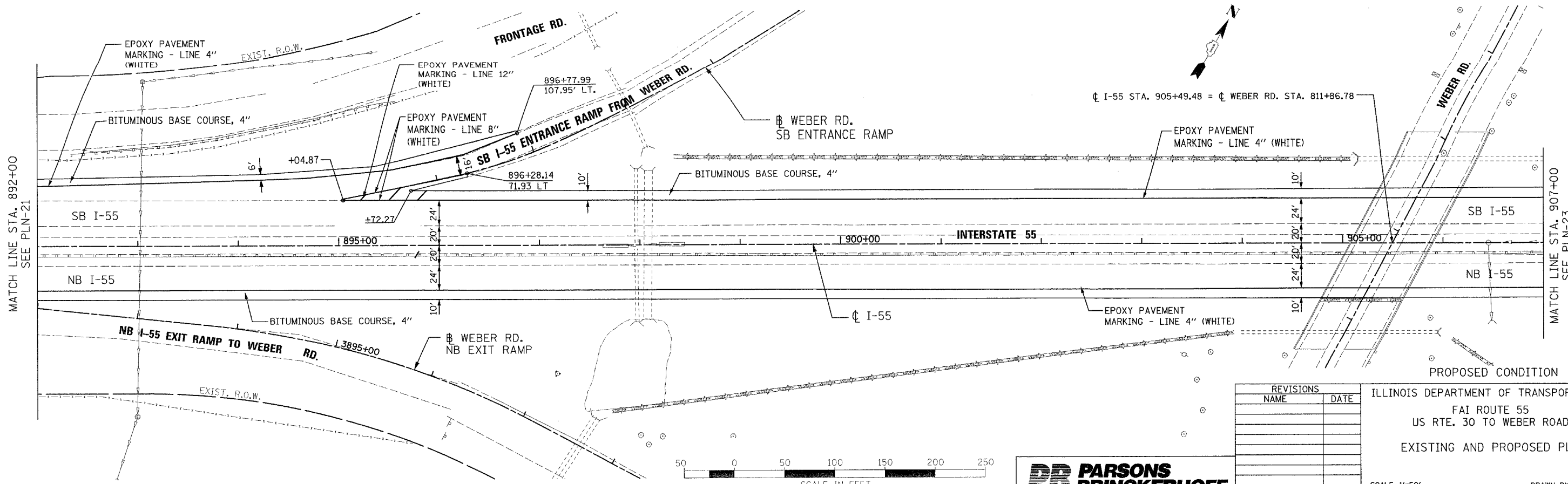
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 DATE: 03-15-06  
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 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	33
STA. 892+00		TO STA. 907+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		PLN-22 OF 27		



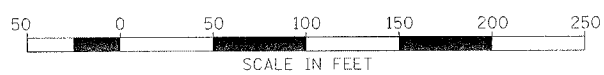
EXISTING CONDITION



PROPOSED CONDITION

REVISIONS	
NAME	DATE

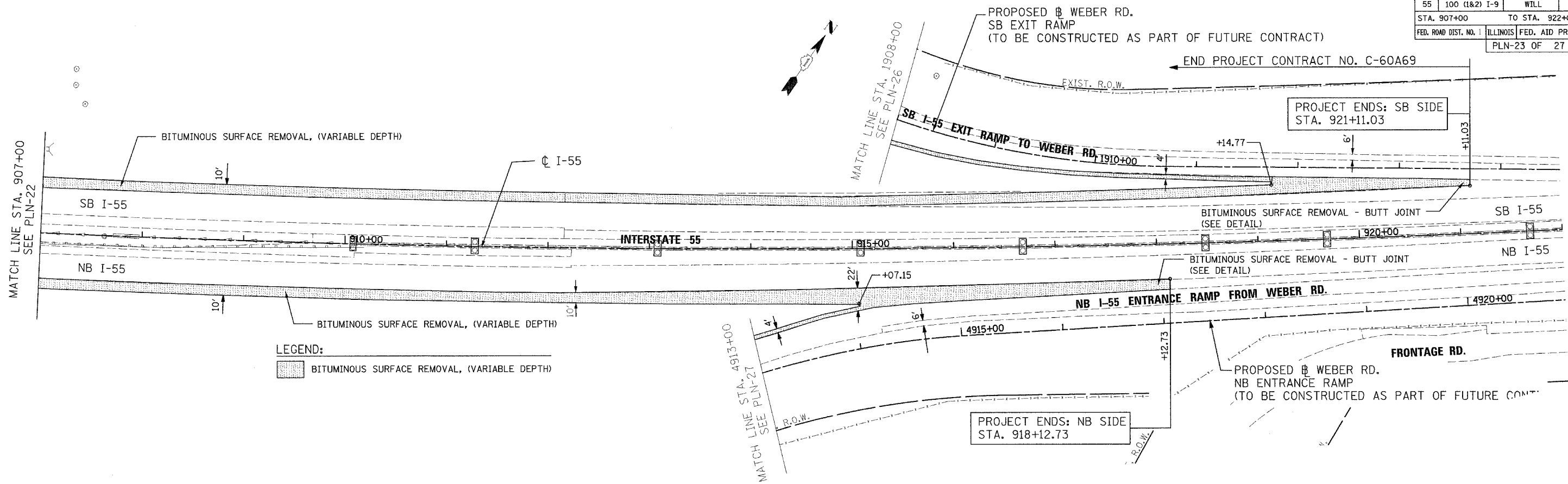
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN



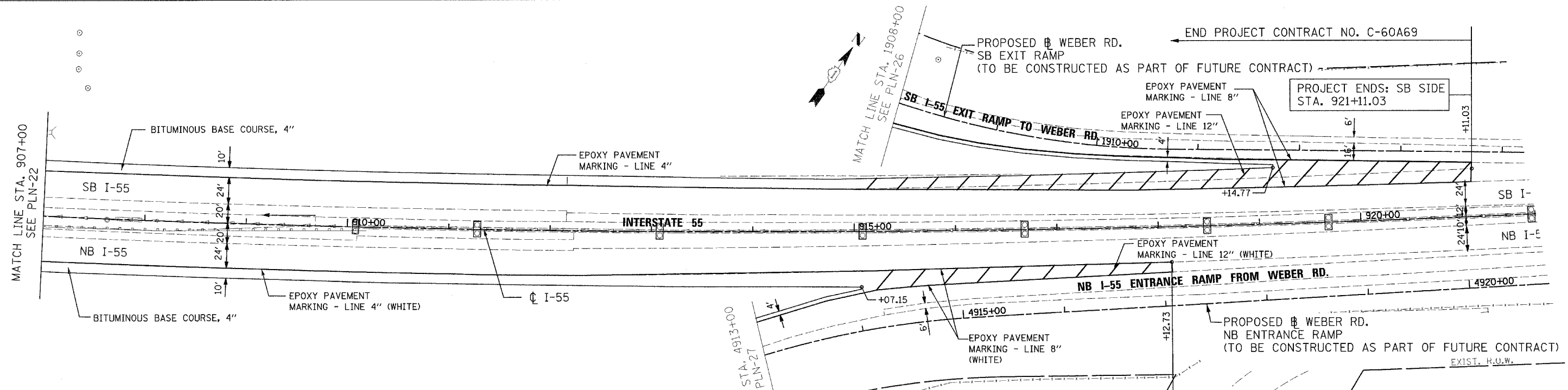
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 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

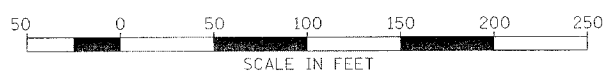
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	34
STA. 907+00		TO STA. 922+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	PLN-23 OF 27



EXISTING CONDITION



PROPOSED CONDITION



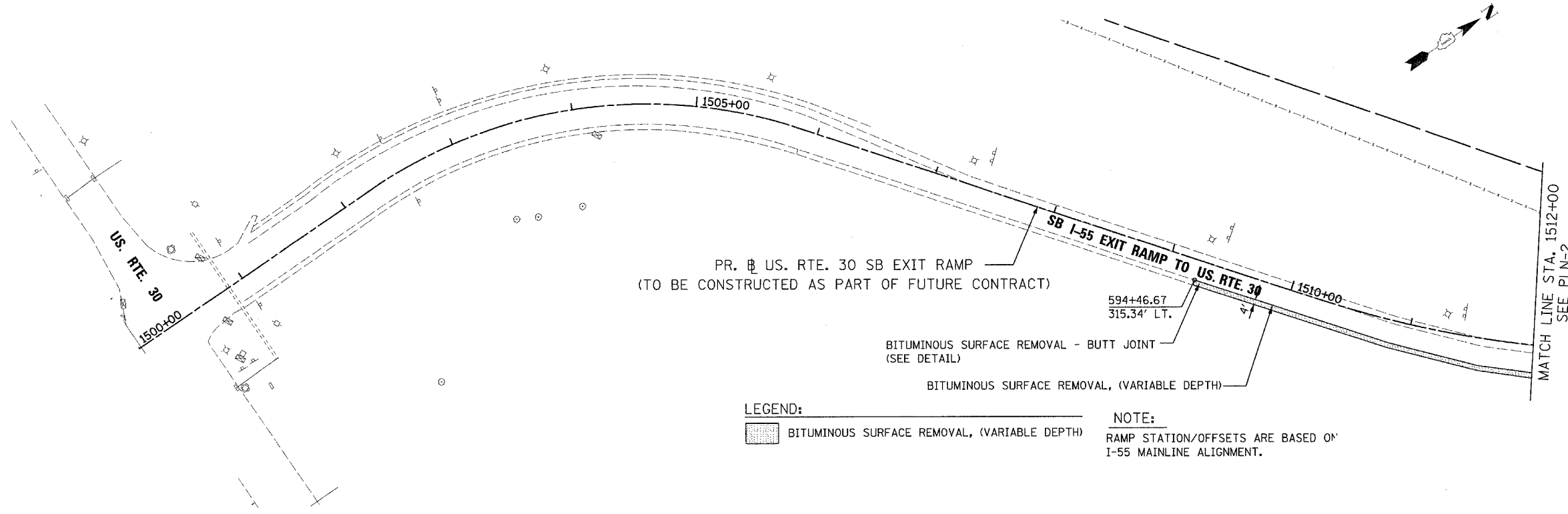
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

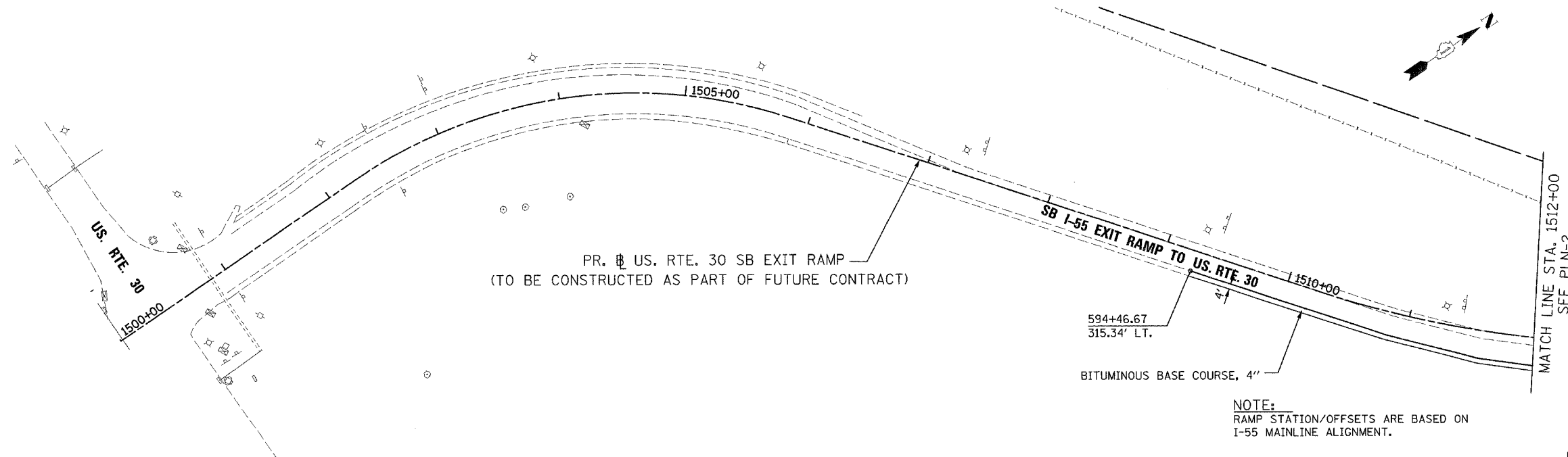
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FINAL

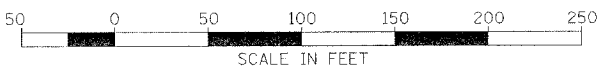
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	35
STA. 1500+00		TO STA. 1512+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-24 OF 27				



EXISTING CONDITION



PROPOSED CONDITION



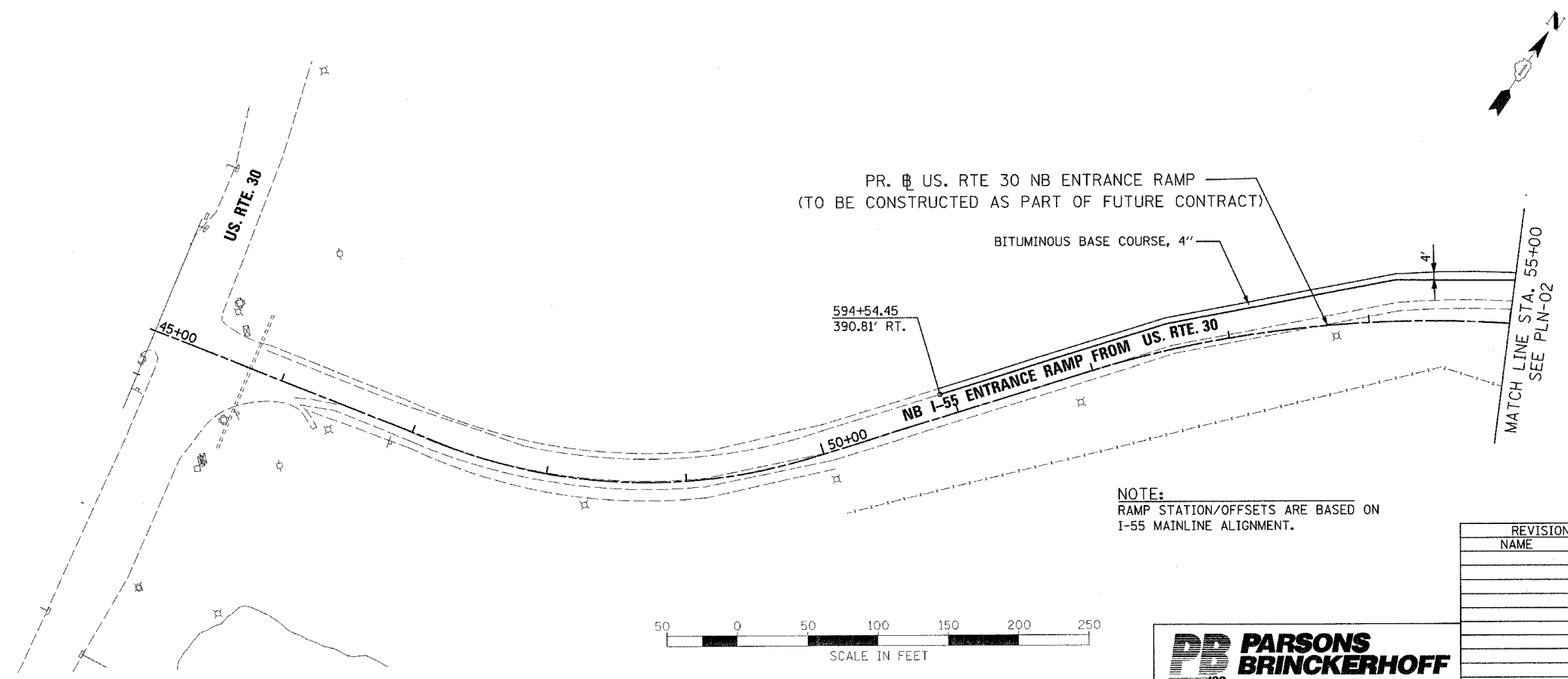
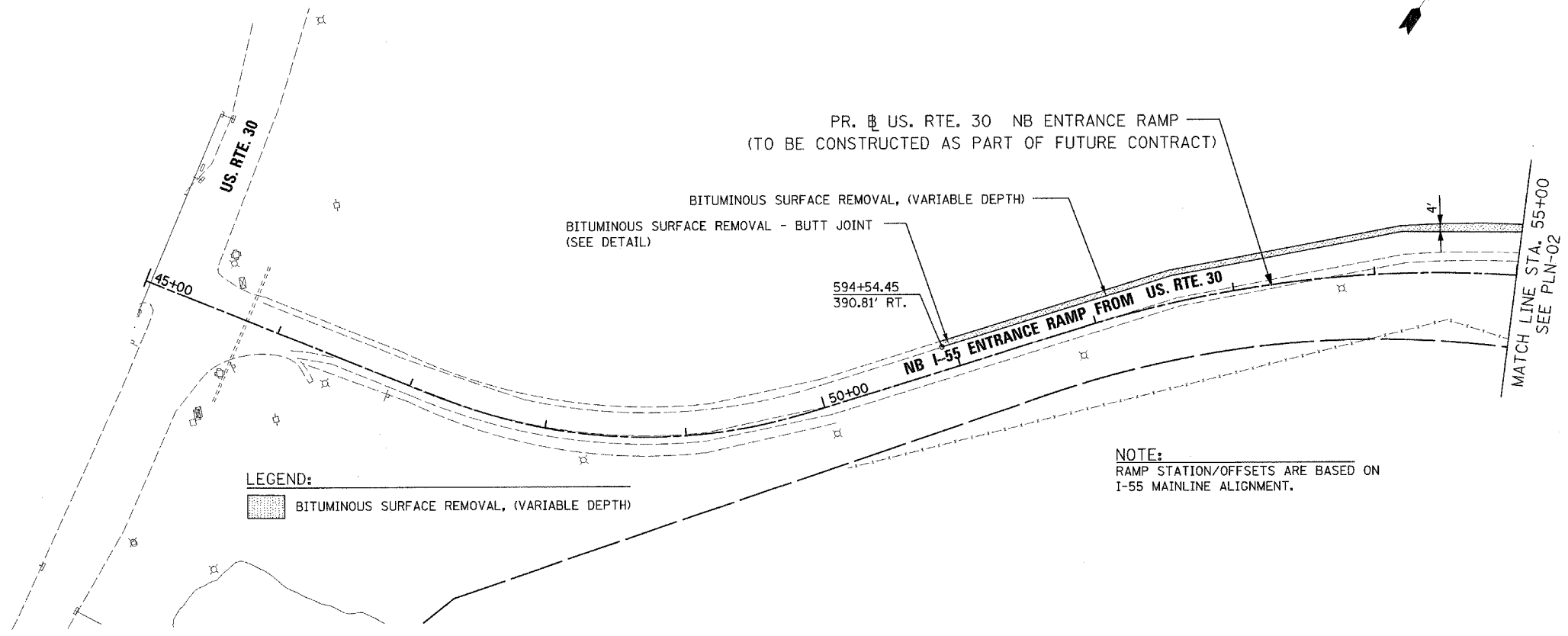
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	36
STA. 45+00		TO STA. 55+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
PLN-25 OF 27				



REVISIONS	
NAME	DATE

PROPOSED CONDITION

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAI ROUTE 55  
US RTE. 30 TO WEBER ROAD

EXISTING AND PROPOSED PLAN

SCALE: 1"=50'

DATE: 03-15-06

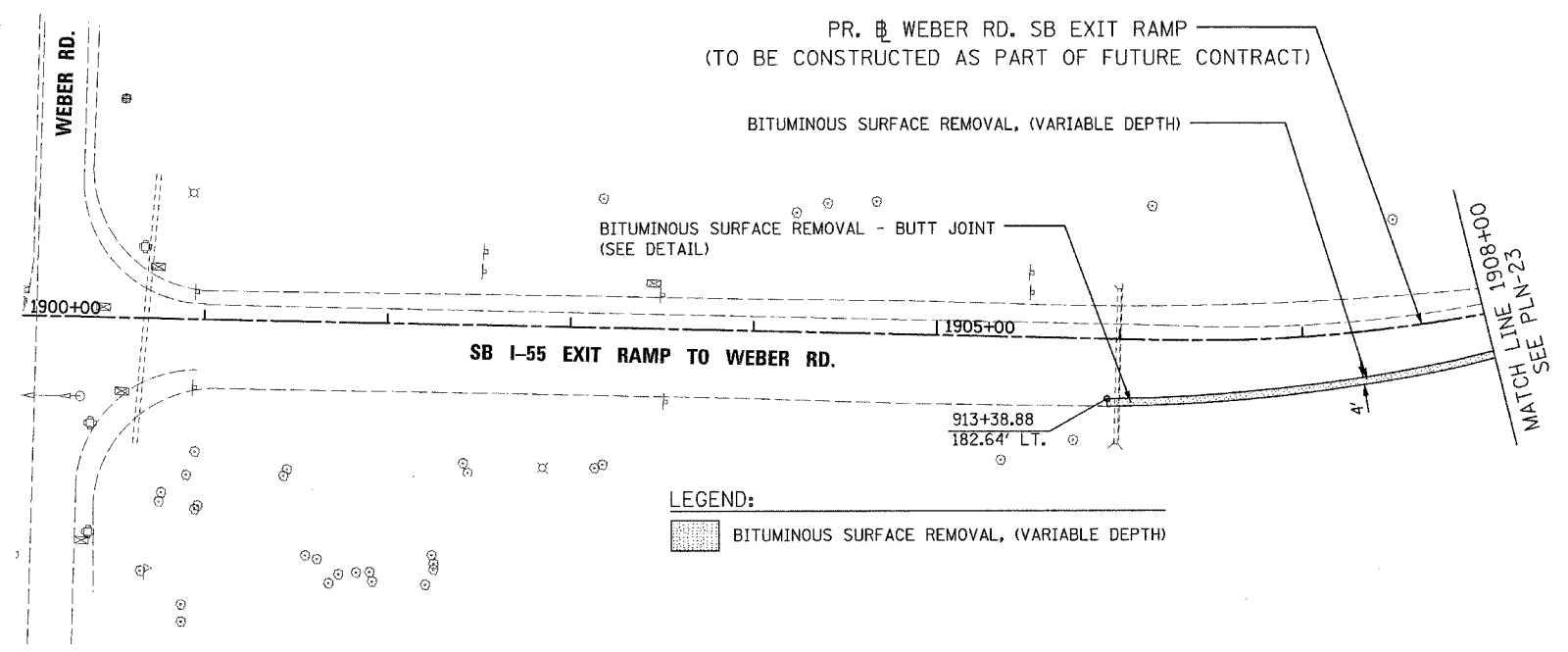
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


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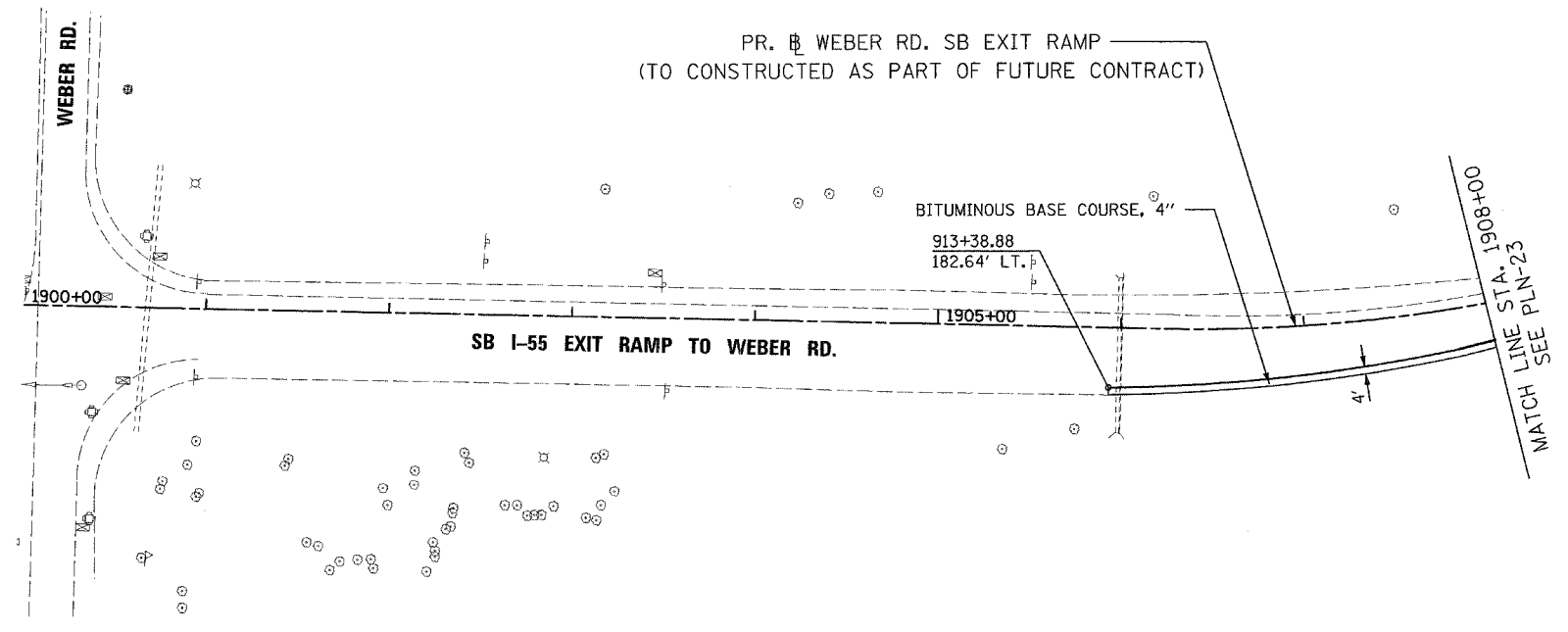
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	37
STA. 1900+00		TO STA. 1908+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-26 OF 27				



LEGEND:  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

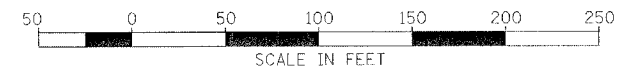
NOTE:  
 RAMP STATION/OFFSETS ARE BASED ON I-55 MAINLINE ALIGNMENT.

EXISTING CONDITION



NOTE:  
 RAMP STATION/OFFSETS ARE BASED ON I-55 MAINLINE ALIGNMENT.

PROPOSED CONDITION



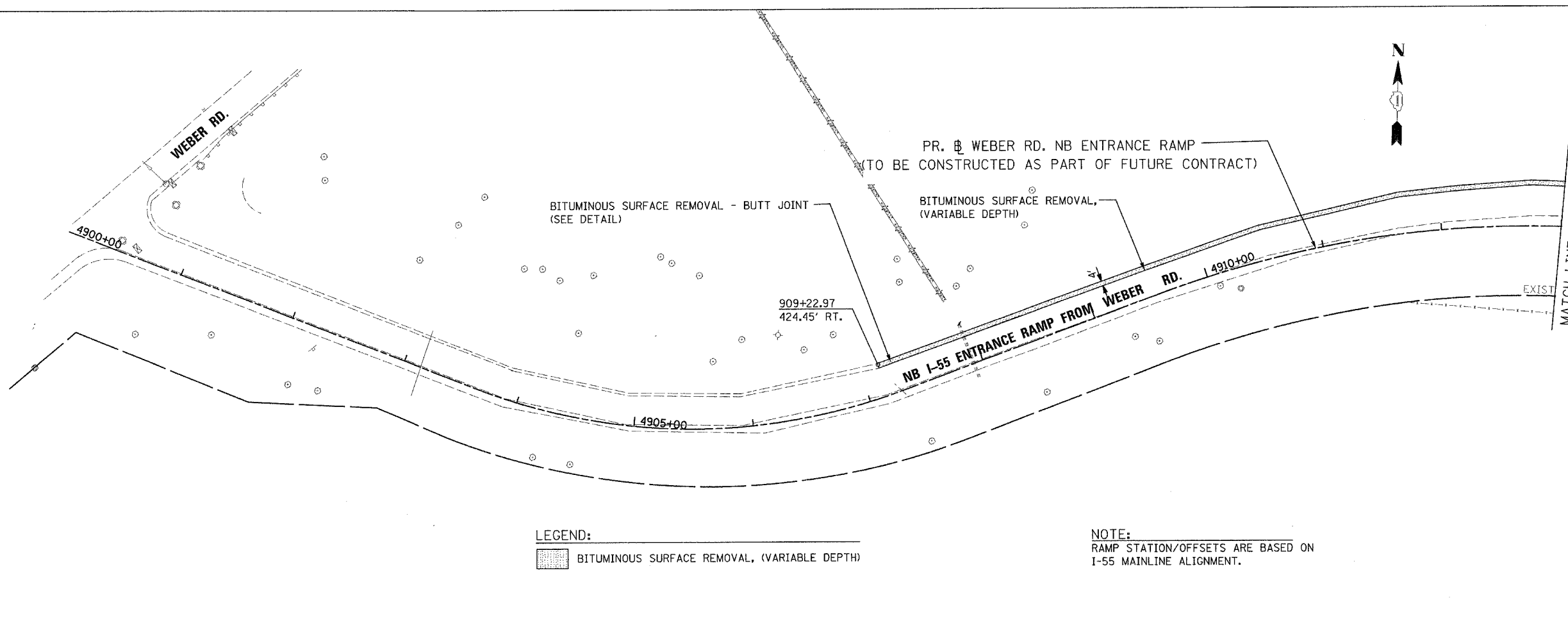
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

FINAL

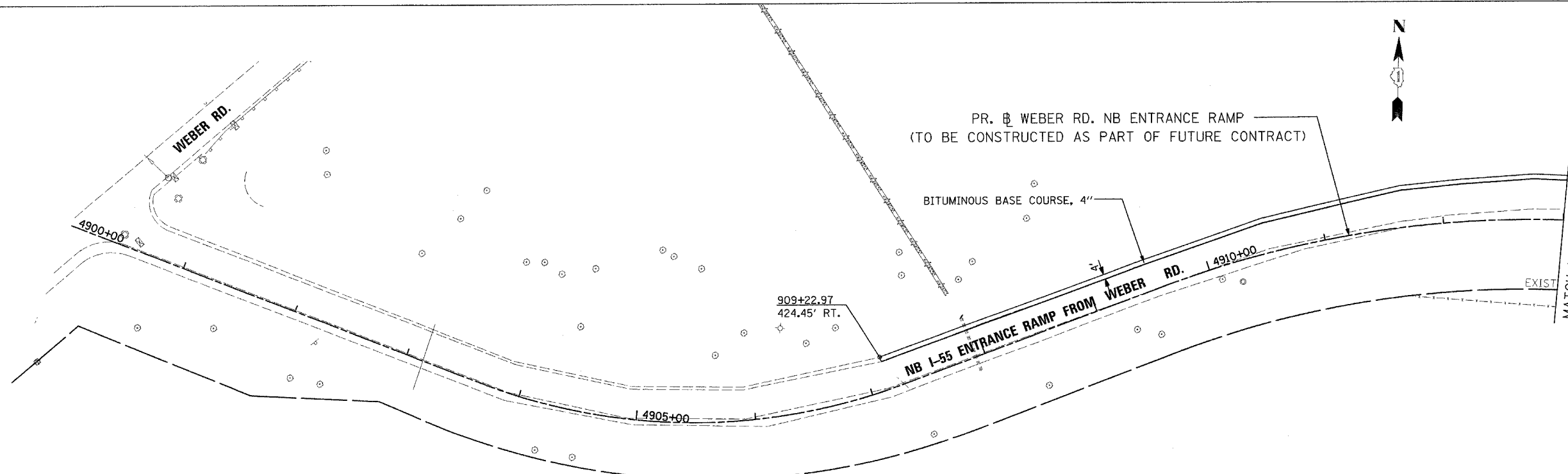
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	38
STA. 4900+00		TO STA. 4913+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
PLN-27 OF 27				



**LEGEND:**  
 BITUMINOUS SURFACE REMOVAL, (VARIABLE DEPTH)

**NOTE:**  
 RAMP STATION/OFFSETS ARE BASED ON I-55 MAINLINE ALIGNMENT.

EXISTING CONDITION



PROPOSED CONDITION



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 EXISTING AND PROPOSED PLAN

SCALE: 1"=50'  
 DATE: 03-15-06  
 DRAWN BY: ALR  
 CHECKED BY: DM

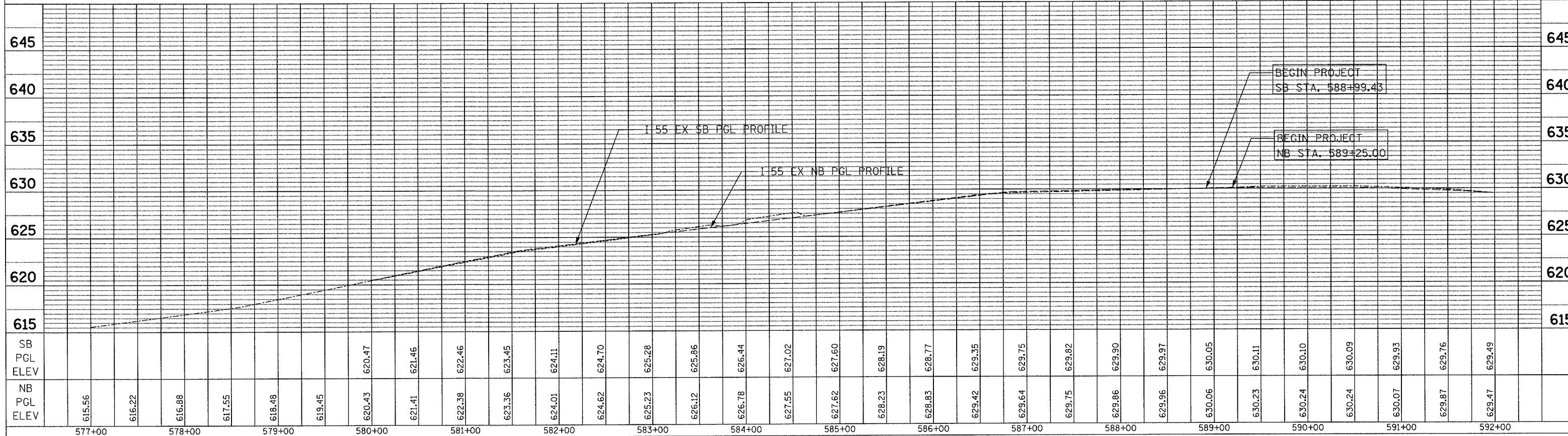
FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	39

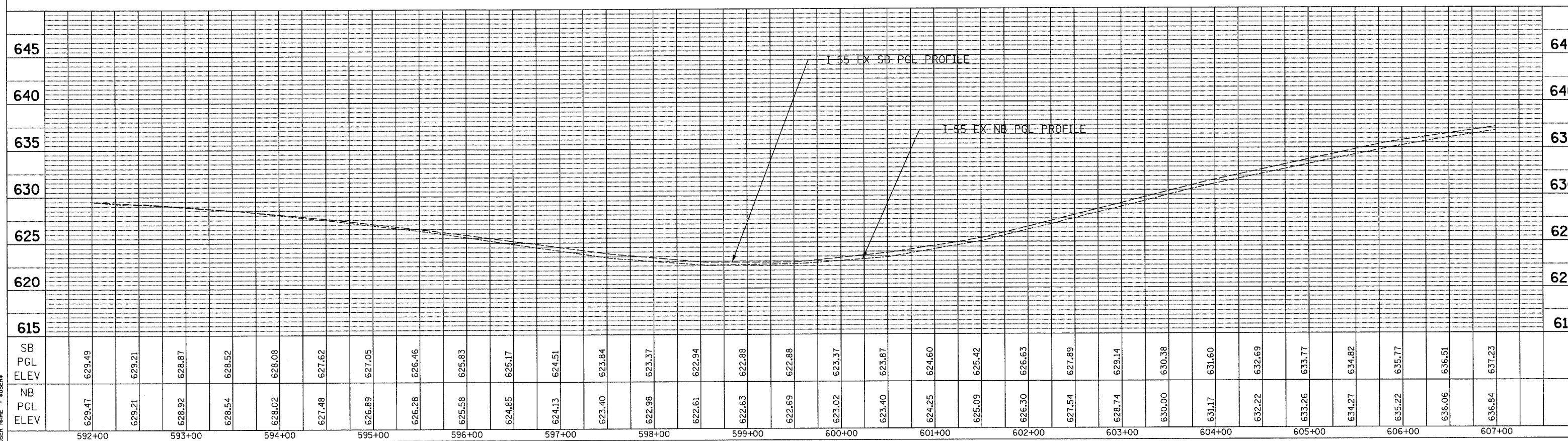
STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	



PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	



PLOT DATE = 3/13/2006  
 FILE NAME = I55EX.P  
 USER NAME = JUSER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	59	40

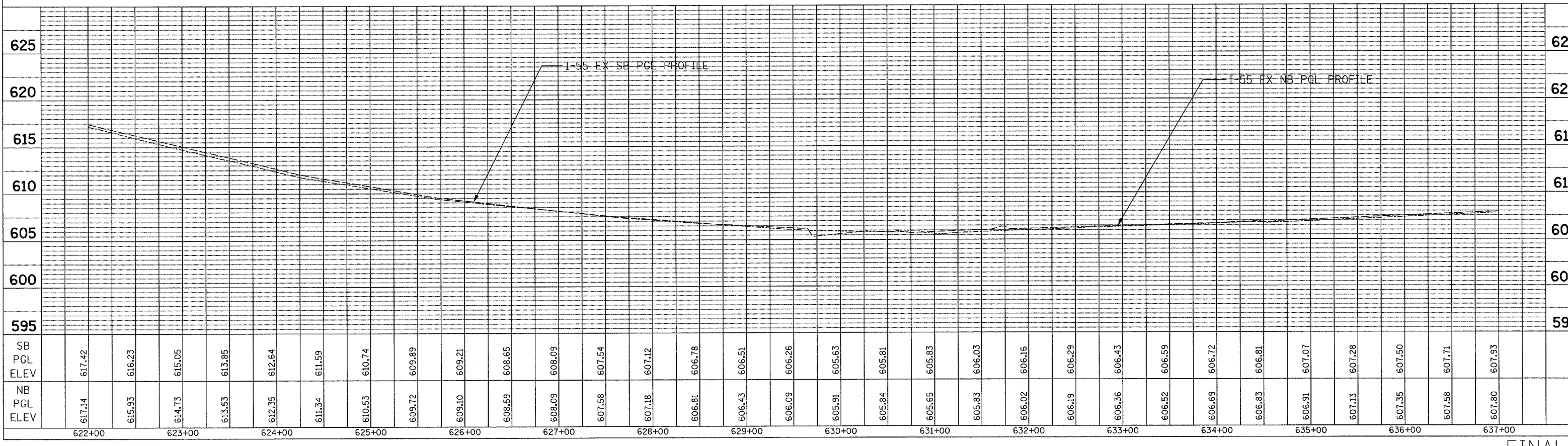
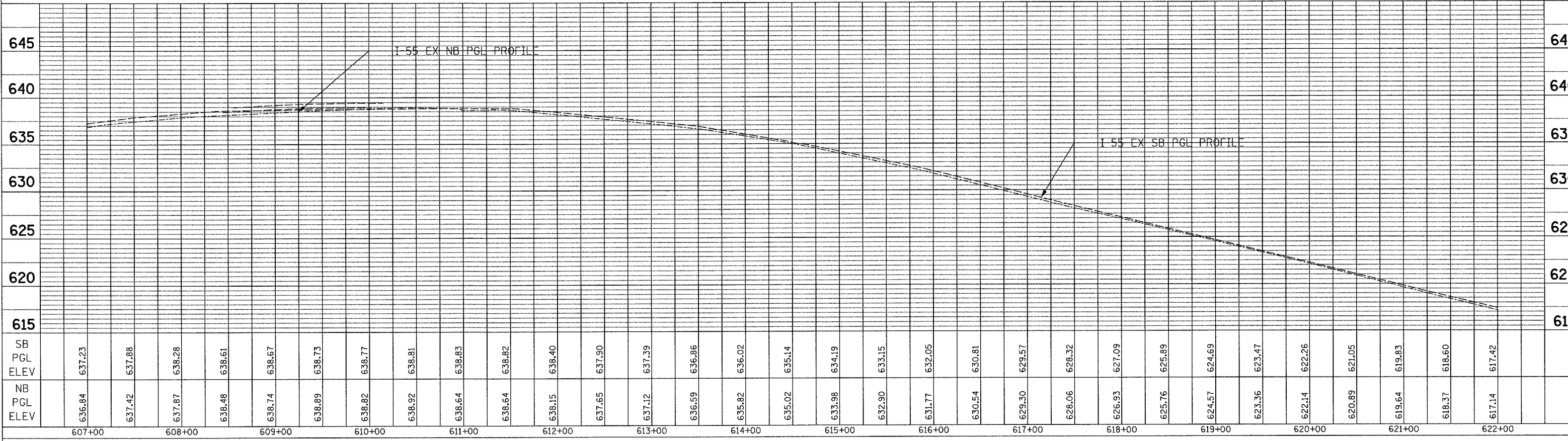
STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	
	POD FILE NAME	

FILE	SURVEYED	DATE
NOTE BOOK NO.	PODS CHECKED	
	S.M. NOTED	
	STRUCTURE NOTATIONS CRD	

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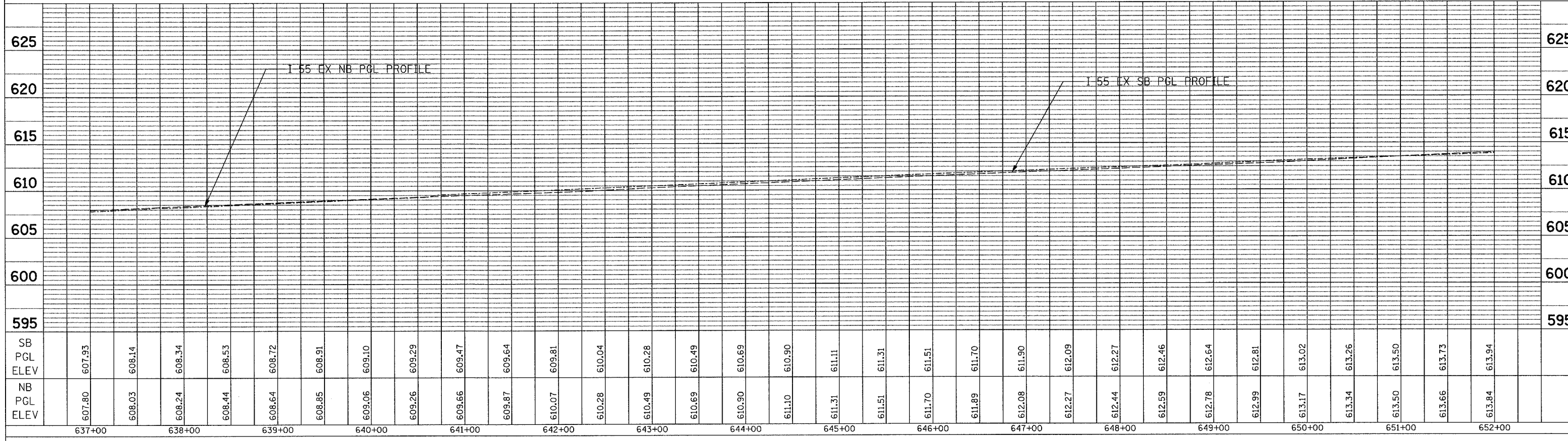


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55	100 (I&2) I-9	WILL	59	41

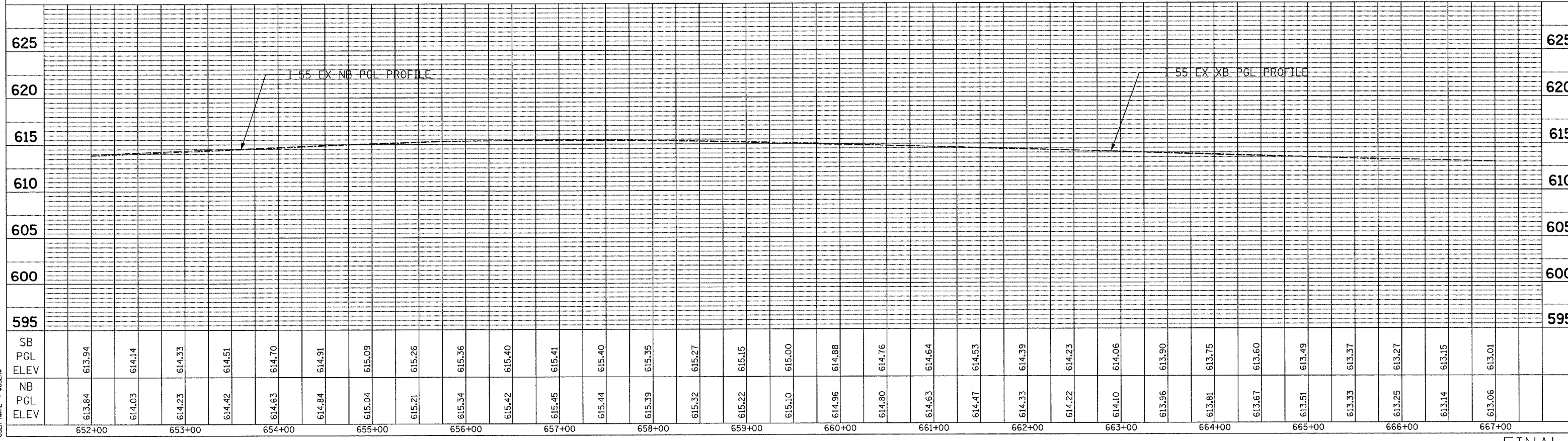
STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

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	PLOTTED	
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	BY	
	NO. OF MAY CHECKED	
	FILE NAME	



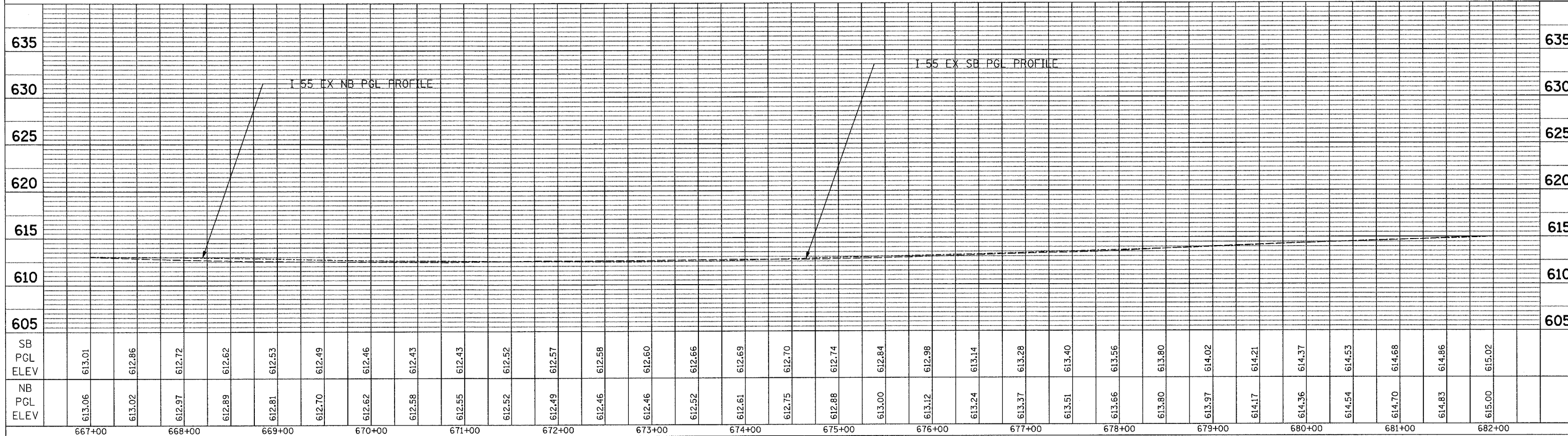
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	PLOTTED	
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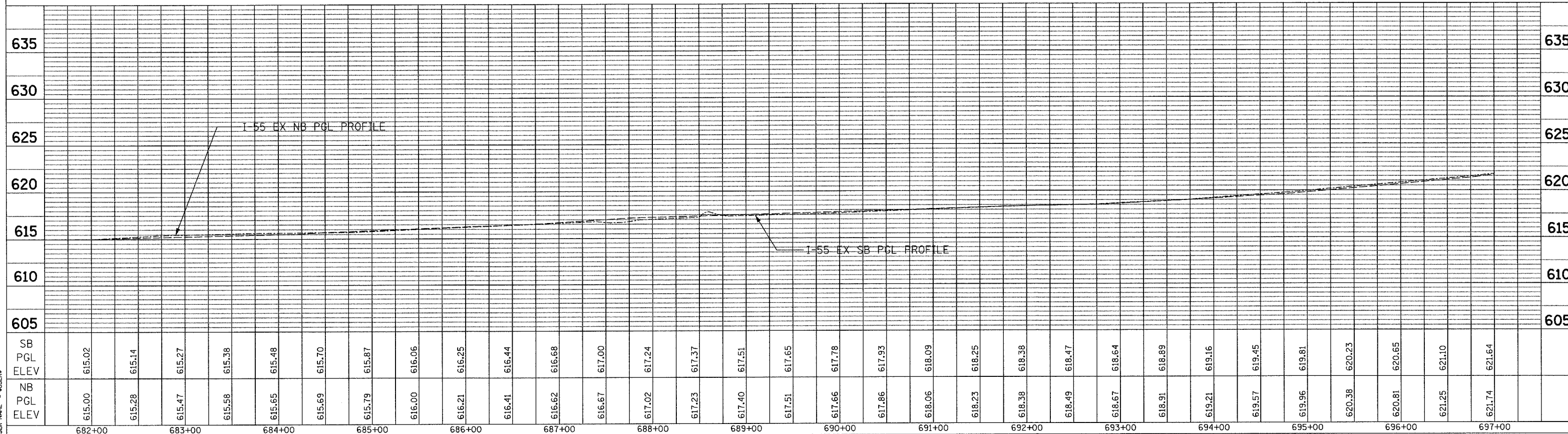
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55	100 (1&2) I-9	WILL	59	42
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	DATE
SURVEYED	BY
NOTE BOOK	NO.
ALIGNED	CHECKED
RT. OF WAY	CHECKED
ADD FILE NAME	



PROFILE	DATE
SURVEYED	BY
NOTE BOOK	NO.
GRADES	CHECKED
STRUCTURE	NOTATIONS
CHFD	

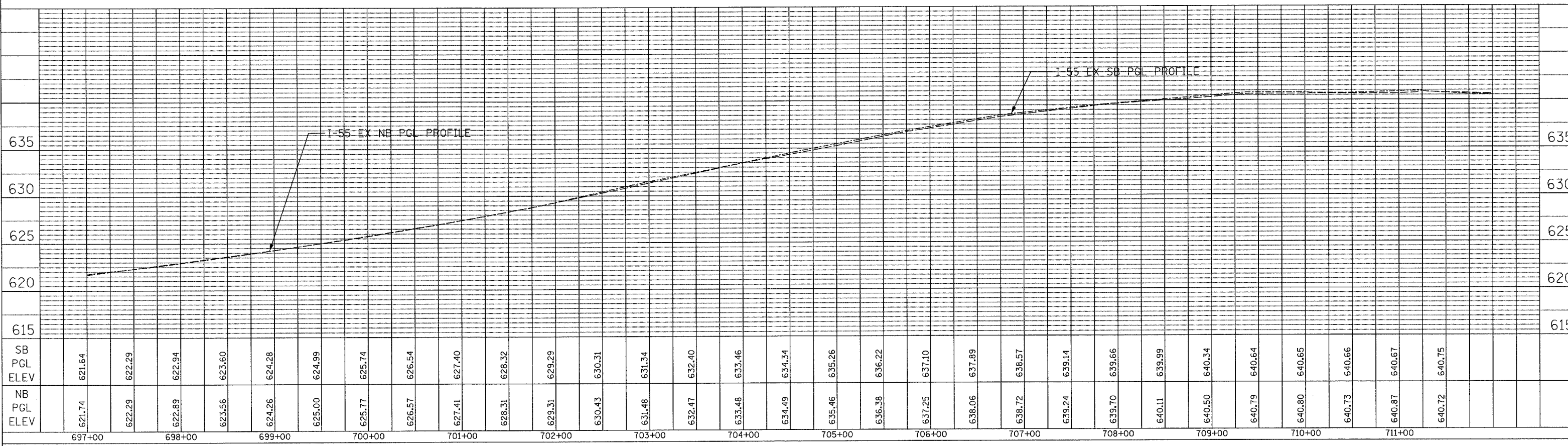


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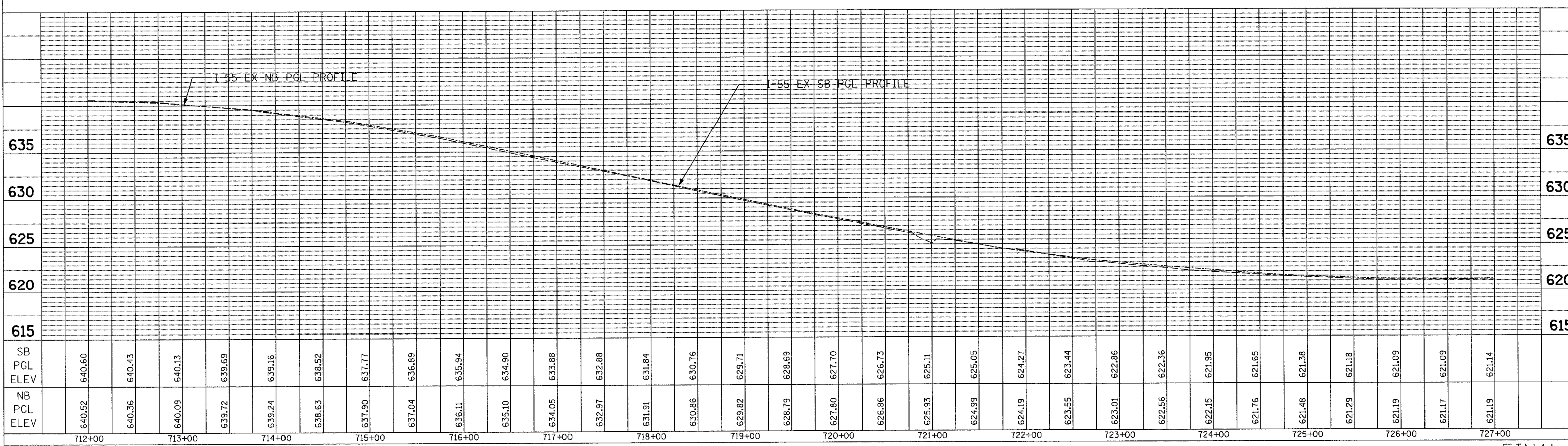


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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED CHECKED	BY
	RT. OF WAY CHECKED	
	POD FILE NAME	



OFF FILE	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED CHECKED	BY
	RT. OF WAY CHECKED	
	STRUCTURE NOTATIONS CHRD	

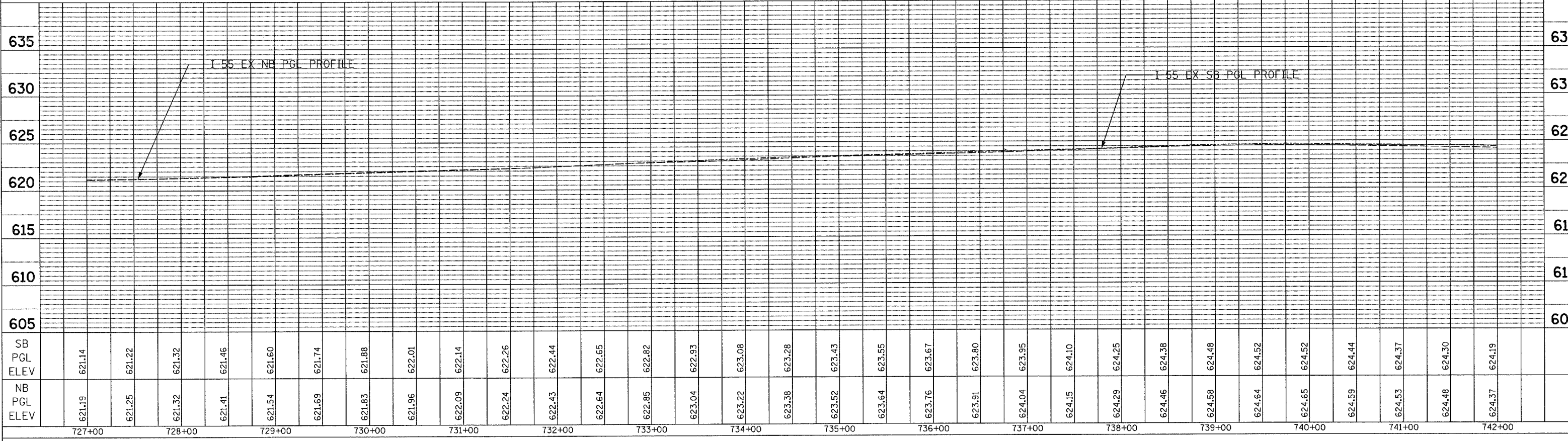


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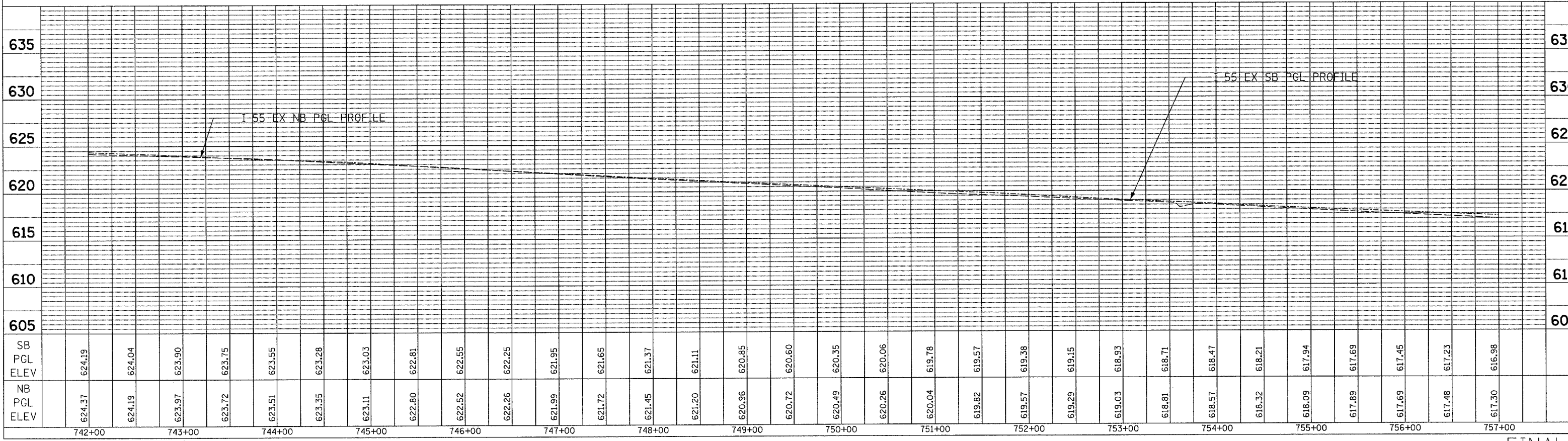
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55	100 (1&2) I-9	WILL.	59	44

STA.	TO STA.
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED CHECKED	BY
	RT. OF WAY CHECKED	
	ROAD FILE NAME	



PROFILE	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED CHECKED	BY
	RT. OF WAY CHECKED	
	ROAD FILE NAME	

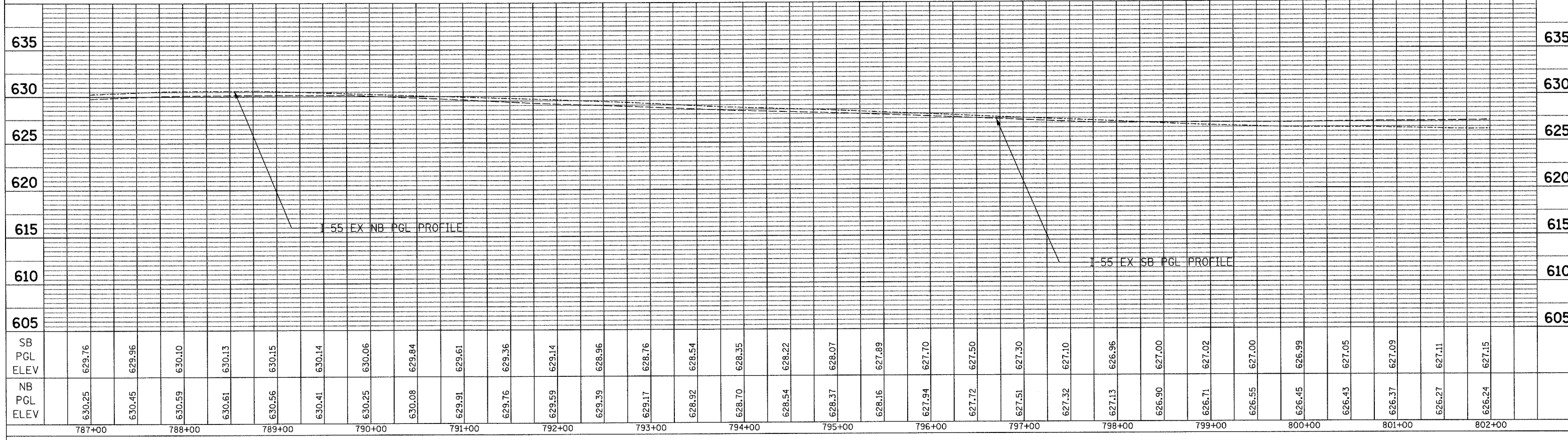


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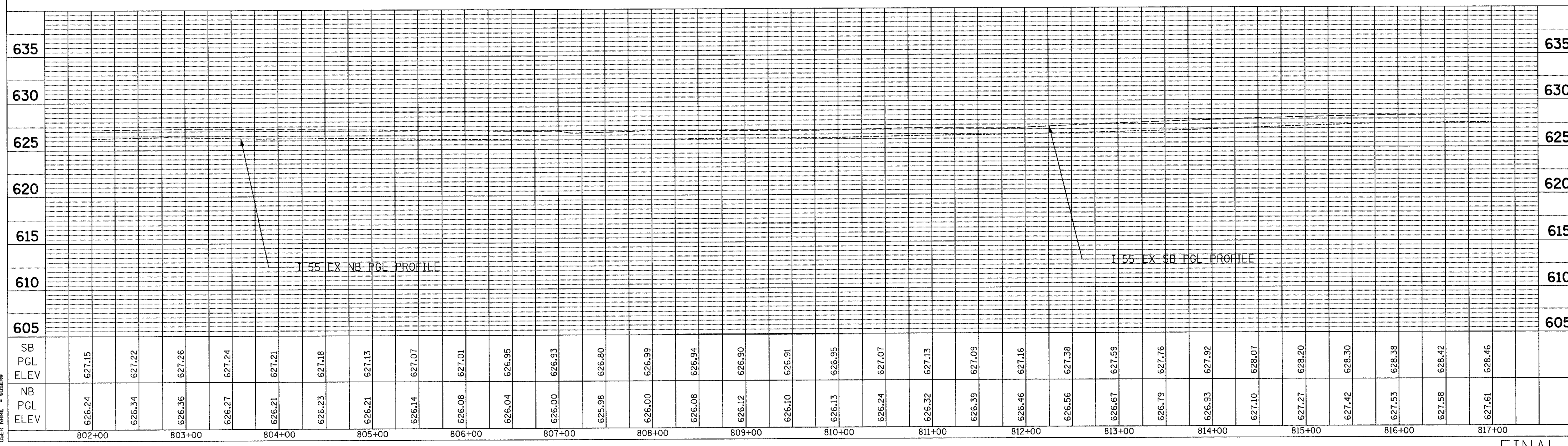




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NOTE BOOK NO.	PLOTTED	BY
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PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
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	USER NAME	



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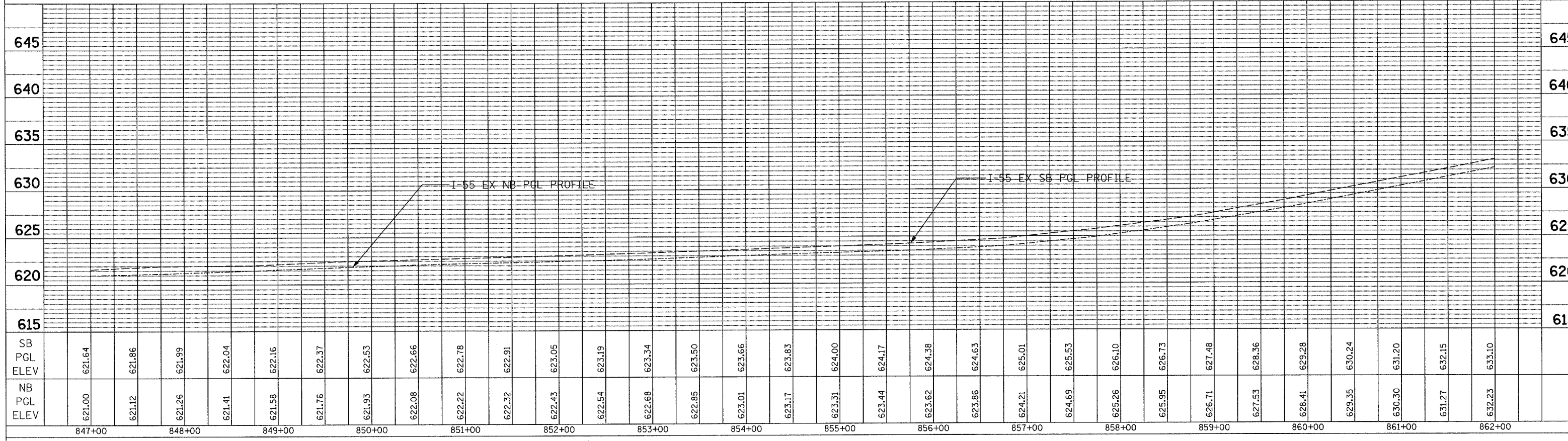


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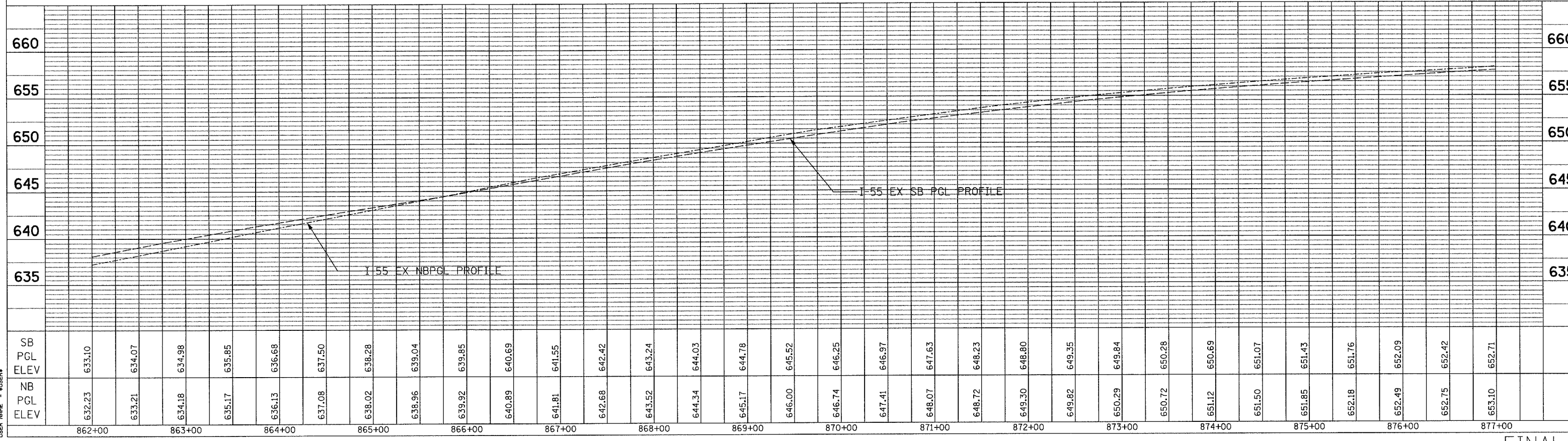
STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	USER NAME	



PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	USER NAME	



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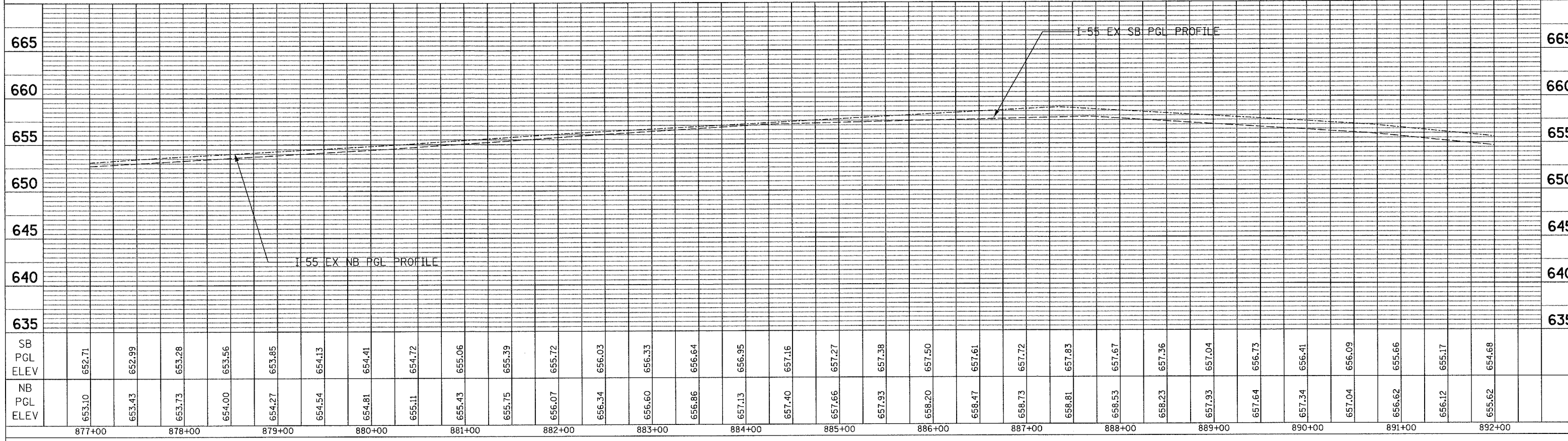


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	49

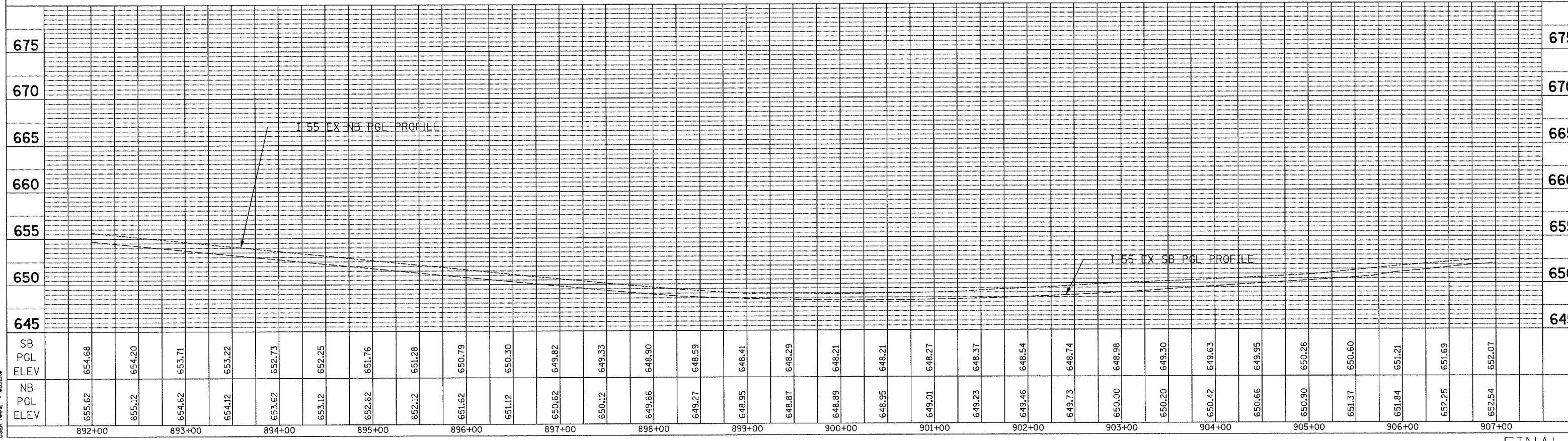
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

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	GRADES CHECKED		
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	NOTE BOOK NO.		
	DATE		



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	NOTE BOOK NO.		
	DATE		

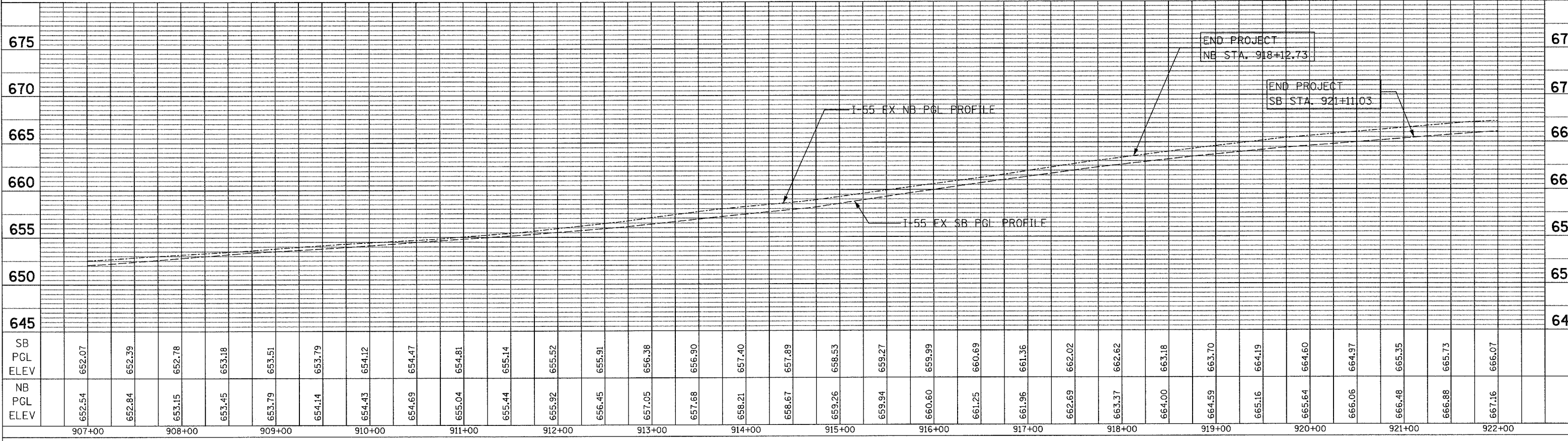


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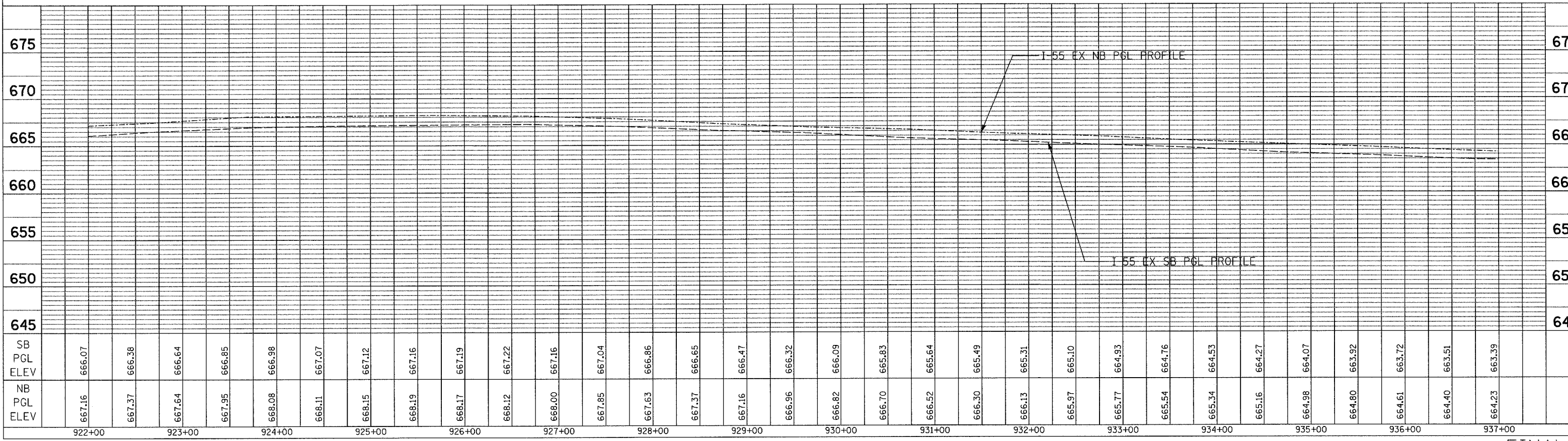
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STA. TO STA.  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PLAN  
SURVEYED BY DATE  
NOTE BOOK NO.  
ALTIMETER CHECKED  
RT. OF WAY CHECKED  
FOD FILE NAME



PROFILE  
SURVEYED BY DATE  
NOTE BOOK NO.  
PROFILES CHECKED  
S.M. NOTED  
STRUCTURE NOTATIONS CHECKED  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	59	51
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		MOT-01 OF 02		

## SUGGESTED STAGES OF CONSTRUCTION

### PRE-STAGE

1. INSTALL "CHANGEABLE MESSAGE BOARDS" PRIOR TO THE START OF CONSTRUCTION ACTIVITY ON FAI - 55.
2. REMOVE EXISTING PAVEMENT MARKING AND INSTALL TEMPORARY PAVEMENT MARKING AS SHOWN ON THE STAGED TYPICAL SECTIONS.

### STAGE I

1. ESTABLISH TRAFFIC CONTROL AS SHOWN ON STAGE I TYPICAL SECTION (NIGHT TIME ONLY-OPERATION). THIS WORK SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
2. MILL, PATCH, AND RESURFACE THE OUTSIDE SHOULDERS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. INSTALL PERMANENT PAVEMENT MARKING AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, AND REOPEN ALL LANES TO TRAFFIC.

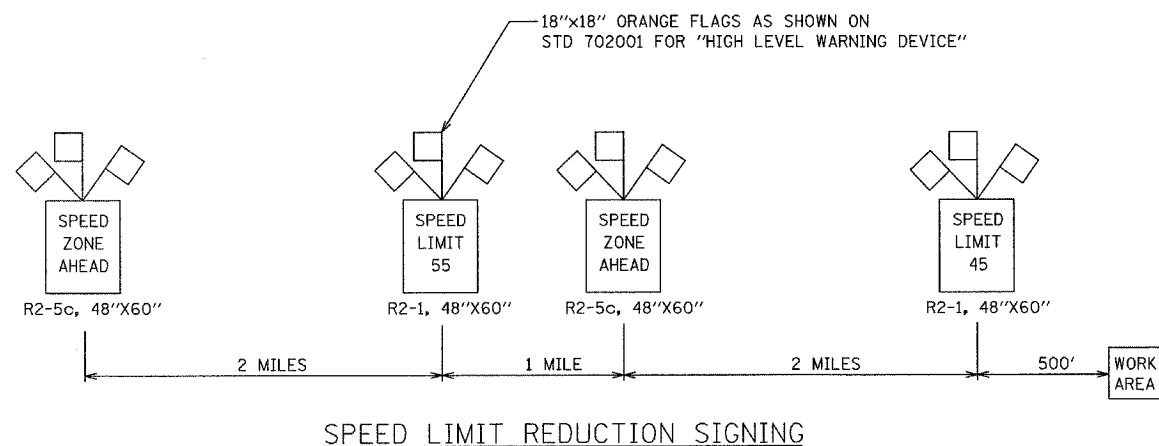
## LIST OF TRAFFIC CONTROL STATE AND DISTRICT 1 STANDARDS

### STATE

- 701101 OFF-ROAD OPERATIONS, MULTILANE, 4.5m (15') TO 600mm (24") FROM PAVEMENT EDGE
- 701400 APPROACH TO LANE CLOSURE FREEWAY/EXPRESSWAY
- 701401 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701411 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS  $\geq$  45MPH
- 702001 TRAFFIC CONTROL DEVICES

### DISTRICT 1

- TC12 MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
- TC13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC18 SIGNING FOR FLAGGING OPERATIONS AT WORK AREA OPENINGS
- TC22 TEMPORARY INFORMATION SIGNING



## TRAFFIC CONTROL - GENERAL NOTES

1. ONCE THE OUTSIDE SHOULDER IS MILLED, THE CONTRACTOR SHALL PATCH THE SHOULDER AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FILL ALL PATCH HOLES BEFORE OPENING THE ADJACENT LANE CLOSURE TO TRAFFIC. THIS WORK SHALL BE PAID FOR AS CLASS D PATCHES OF THE TYPE REQUIRED.

2. AT THE END OF EACH NIGHTLY SHIFT, THE CONTRACTOR SHALL SWEEP THE PAVEMENT SURFACE CLEAN AND THEN OPEN THE OUTSIDE LANE TO TRAFFIC BY THE TIME SPECIFIED IN THE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC". SHOULDERS WHICH HAVE BEEN MILLED SHALL REMAIN CLOSED FROM THE START OF SHOULDER MILLING OPERATIONS UNTIL THE SHOULDER RESURFACING IS COMPLETED, OR AS DIRECTED BY THE ENGINEER.

3. THE REGULATORY SPEED LIMIT SHALL BE REDUCED TO 45 MPH IN THE DIRECTION OF TRAFFIC ADJACENT TO THE WORK AREA AS FOLLOWS:

A. IN CONJUNCTION WITH IMPLEMENTING A LANE OR SHOULDER CLOSURE, THE CONTRACTOR SHALL:

- SIMULTANEOUSLY COVER THE EXISTING REGULATORY SPEED LIMIT SIGNS AND ERECT 45 MPH REGULATORY SPEED LIMIT SIGNS (R2-1, 48" X 60") ADJACENT TO ALL EXISTING SPEED LIMIT SIGNS WITHIN THE WORK AREA LIMITS AS DIRECTED BY THE ENGINEER.

- SIMULTANEOUSLY ERECT SIGNS AS SHOWN IN THE "SPEED LIMIT REDUCTION SIGNING" DIAGRAM ON BOTH SIDES OF THE TRAVELED WAY AND COVER THE EXISTING REGULATORY SPEED LIMIT SIGNS WITHIN THE LIMITS OF THE "SPEED LIMIT REDUCTION SIGNING".

B. THE EXISTING SPEED LIMIT SIGNING OUTSIDE OF THE WORK AREA LIMITS AND BEYOND THE "SPEED LIMIT REDUCTION SIGNING" SHALL BE MAINTAINED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

C. THE CONTRACTOR SHALL COVER THE 45 MPH REGULATORY SPEED LIMIT SIGNS DURING THE LABOR DAY HOLIDAY PERIOD BETWEEN FRIDAY, SEPTEMBER 1, 2006 AND MONDAY, SEPTEMBER 4, 2006. THE CONTRACTOR SHALL UNCOVER THE EXISTING SPEED LIMIT SIGNS SO THAT THESE SIGNS WILL BE VISIBLE TO THE MOTORING PUBLIC DURING THIS PERIOD. ONCE THE LABOR DAY HOLIDAY PERIOD IS OVER, THE CONTRACTOR SHALL COVER THE EXISTING SPEED LIMIT SIGNS AND UNCOVER THE WORK AREA REGULATORY 45 MPH SPEED LIMIT SIGNS AS DIRECTED BY THE ENGINEER.

D. THE CONTRACTOR SHALL UNCOVER THE EXISTING SPEED LIMIT SIGNS AND REMOVE THE 45 MPH REGULATORY SPEED LIMIT SIGNS SIMULTANEOUS WITH THE REMOVAL OF TRAFFIC CONTROL DEVICES IN ANY SEGMENT OF ROADWAY WHERE TRAFFIC CONTROL IS NO LONGER NEEDED.

E. THE "WORK ZONE SPEED LIMIT 55 RESUMES" SIGNING SHOWN ON STANDARD 701401 SHALL NOT BE ERECTED.

F. THE COST OF THIS WORK (NOTE 3) SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".

4. THE CONTRACTOR SHALL ERECT REGULATORY HIGHWAY SIGNS R4-5 (48"X60") "TRUCKS USE LEFT LANE" AS FOLLOWS:

- 1/2 MILE AND 1 MILE ON BOTH SIDES OF THE TRAFFIC LANES IN ADVANCE OF THE WORK AREA.

- 1/2 MILE INTERVALS ON BOTH SIDES OF THE TRAFFIC LANES ADJACENT TO THE WORK AREA AND AT EACH ENTRANCE RAMP.

- THE PLACEMENT OF THE SIGNS SHALL BE AS DIRECTED BY THE ENGINEER AND THE COST OF THIS WORK WILL BE PAID FOR AS "TEMPORARY INFORMATION SIGNING"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 SUGGESTED MAINTENANCE OF  
 TRAFFIC CONTROL AND PROTECTION  
 GENERAL NOTES AND DETAILS

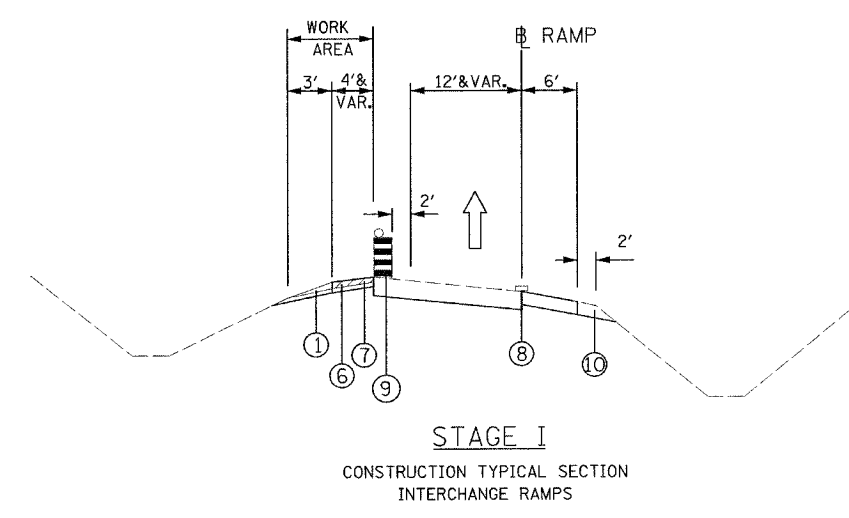
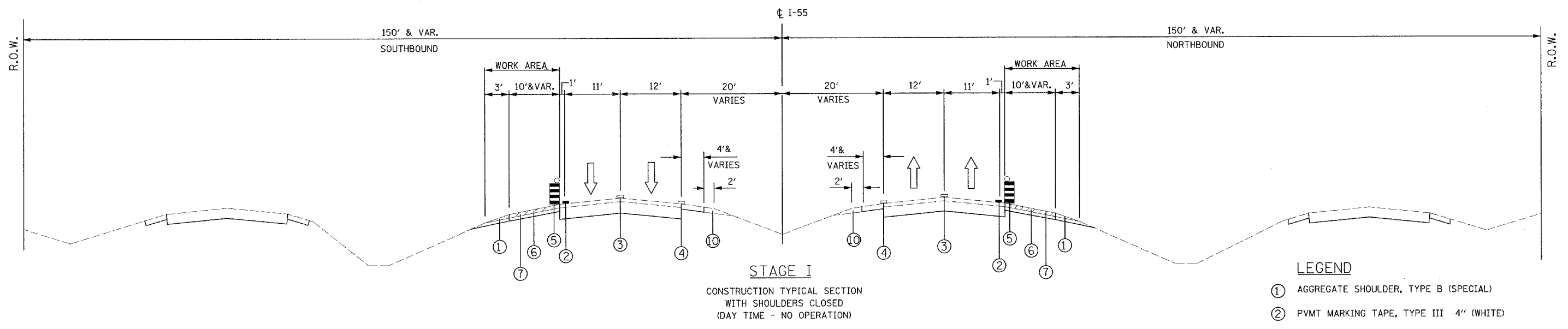
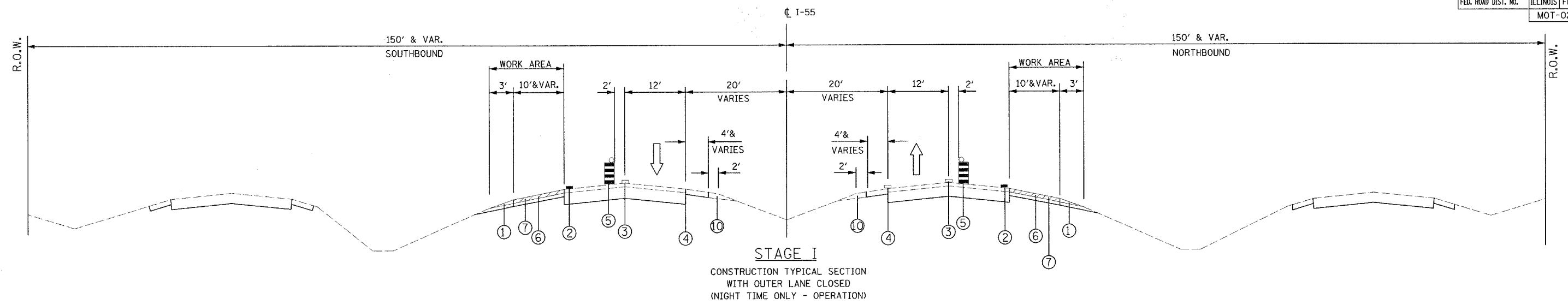
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 CHECKED BY: DVS



FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) 1-9	WILL	59	52
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	MOT-02 OF 02			



- LEGEND**
- ① AGGREGATE SHOULDER, TYPE B (SPECIAL)
  - ② PVMT MARKING TAPE, TYPE III 4" (WHITE)
  - ③ EXISTING SKIP-DASH 30FT./10FT. PVMT MARKING (WHITE)
  - ④ EXISTING SOLID PVMT MARKING (YELLOW)
  - ⑤ DRUMS W/ STEADY BURN LIGHTS AT 50' C-C
  - ⑥ BITUMINOUS SURFACE REMOVAL, 4" (VARIABLE DEPTH)
  - ⑦ BITUMINOUS BASE COURSE, 4"
  - ⑧ EXISTING SOLID PAVMT MARKING (WHITE)
  - ⑨ DRUMS W/ STEADY BURN LIGHTS AT 25' C-C
  - ⑩ EXISTING AGGREGATE SHOULDERS
- ▨ WORK AREA
- ↑ DIRECTION OF TRAFFIC

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55  
US RTE. 30 TO WEBER ROAD  
SUGGESTED MAINTENANCE OF  
TRAFFIC CONTROL AND PROTECTION  
GENERAL NOTES AND DETAILS

SCALE: NONE  
DATE: 03-15-06

DRAWN BY: DM  
CHECKED BY: DVS

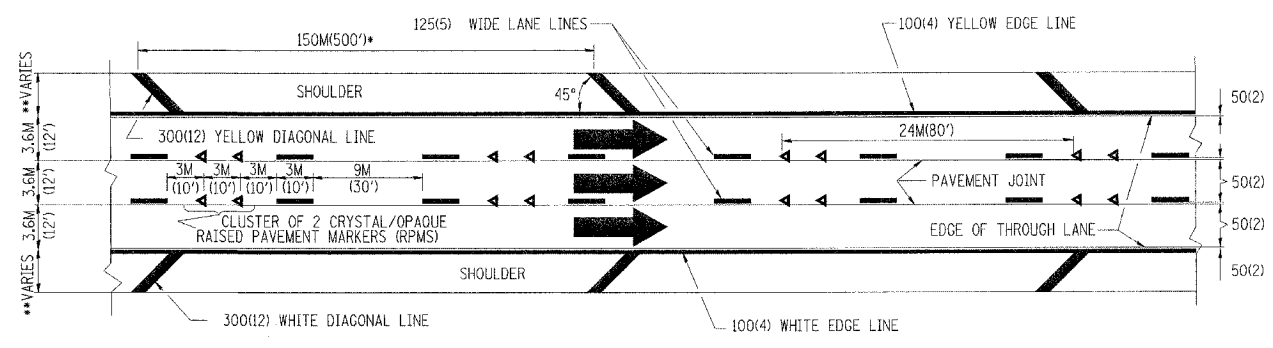


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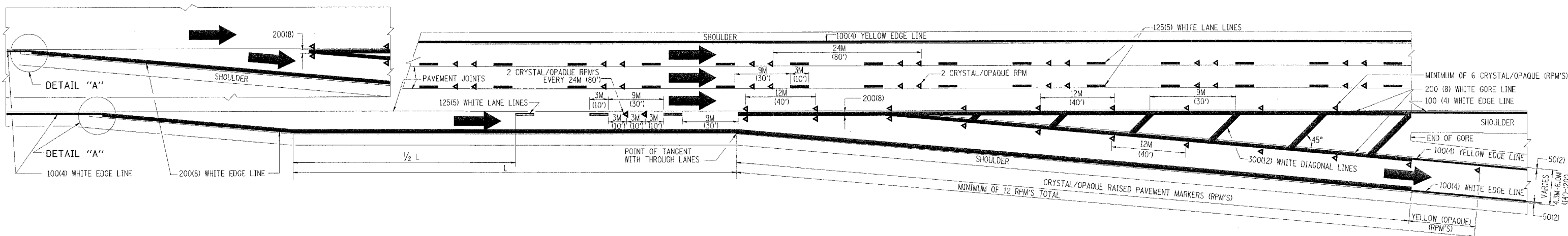
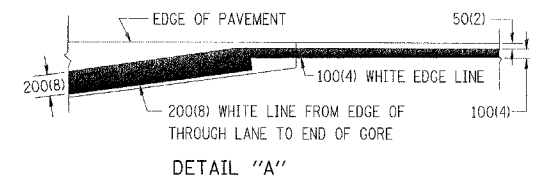
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			59	53
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

- THE DIAGONAL LINES SHALL BE SPACED AT 12M (40') C-C ACROSS ALL STRUCTURES WHICH ARE 150M (500') OR LESS IN LENGTH
- THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 1.8M (6') OR LESS IN WIDTH

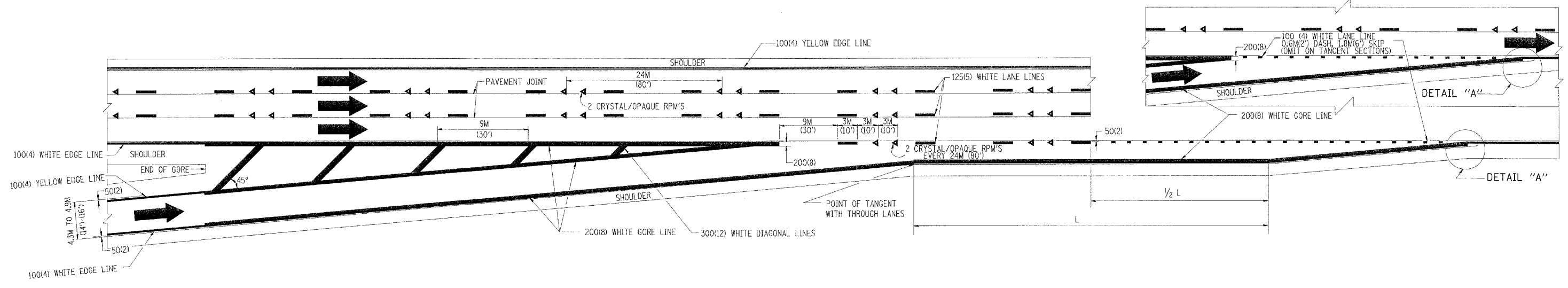


**TYPICAL EDGE LINES & LANE LINES**

- NOTES:
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
  2. PREFORMED PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES
  3. PREFORMED PLASTIC PAVEMENT MARKING LINE SHALL BE USED ON PCC PAVEMENT.



**TYPICAL EXIT RAMP PAVEMENT MARKINGS**



**TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS**

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91
AH	3/96
DWS	7/96

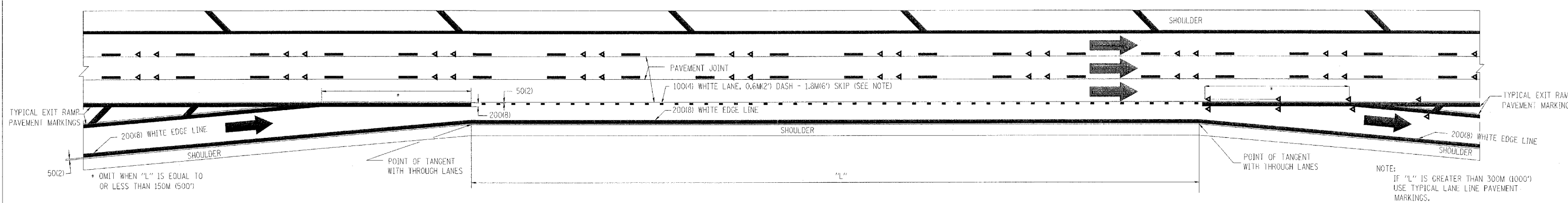
ILLINOIS DEPARTMENT OF TRANSPORTATION

**MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS**

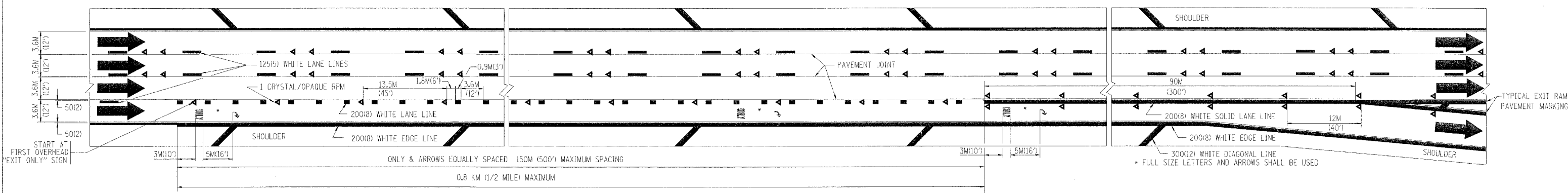
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CHECKED BY: TC12  
SHEET 1 OF 2  
REVISION DATE: 01/01/96

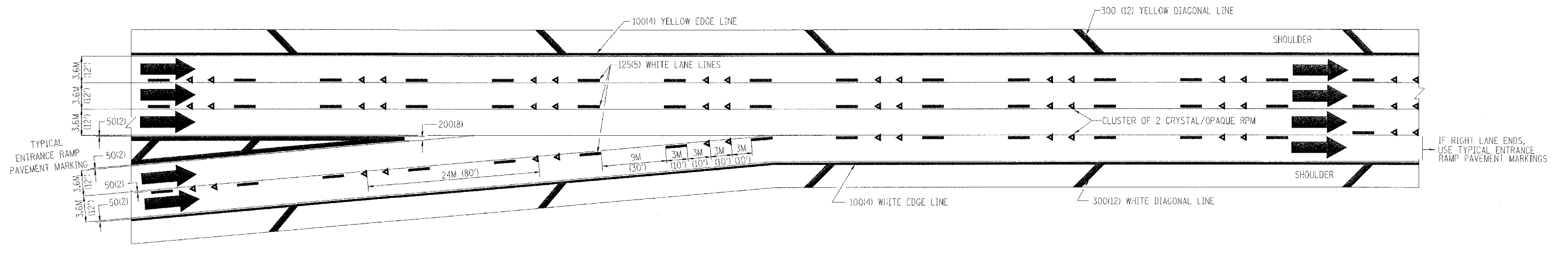
\*DATE-TIME\*  
\*DGN-SPEC\*  
VI-T012



**TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS**



**TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS**



**TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS**

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91

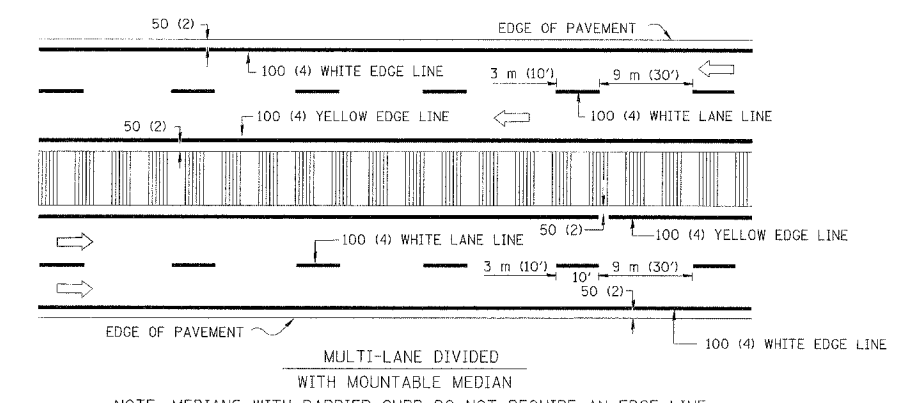
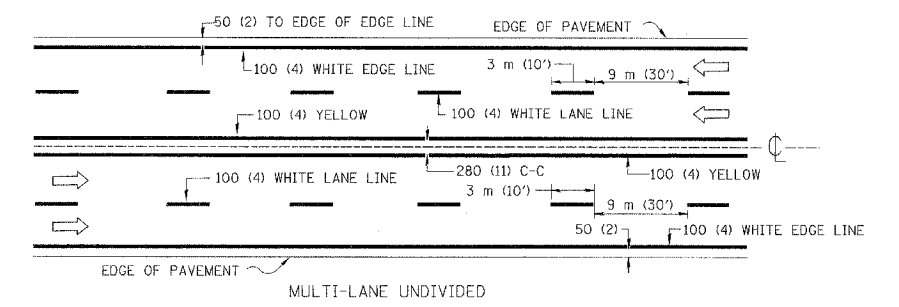
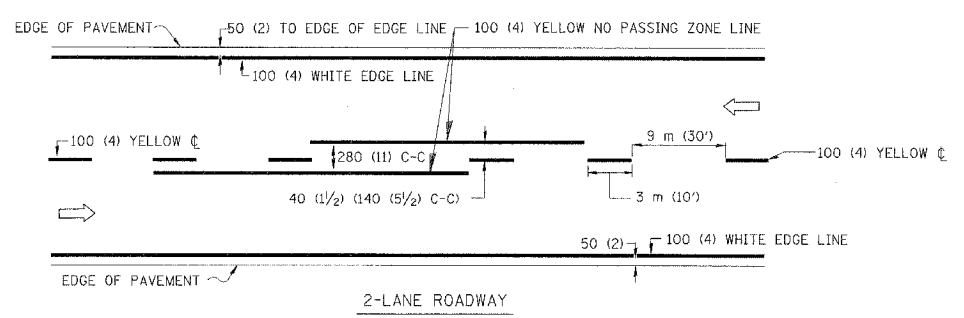
ILLINOIS DEPARTMENT OF TRANSPORTATION

**MULTI-LANE FREEWAY  
PAVEMENT MARKING  
DETAILS**

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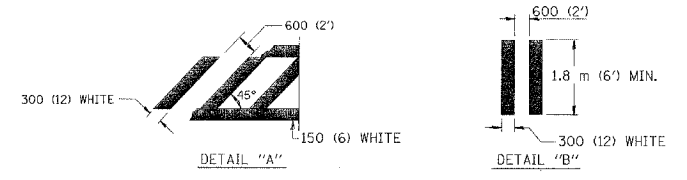
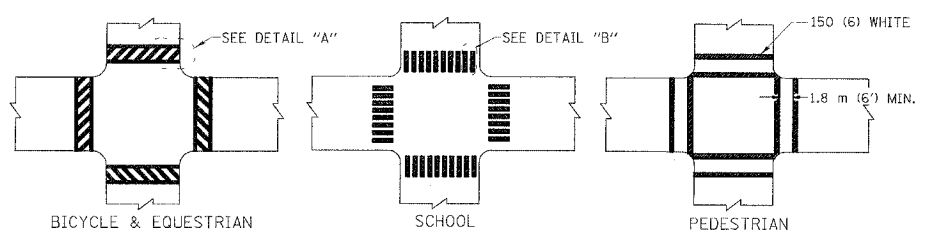
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CHECKED BY  
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REVISION DATE: 01/01/96

\*DATE-TIME\*  
\*DGN-SPEC\*  
VHTC12

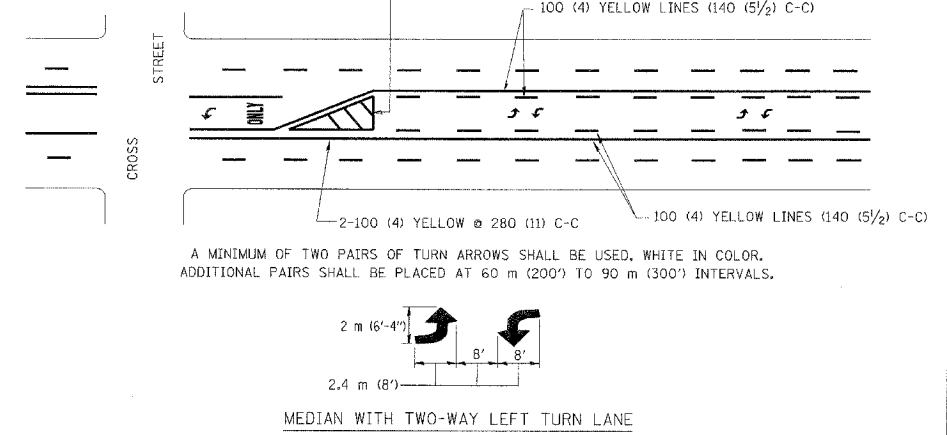
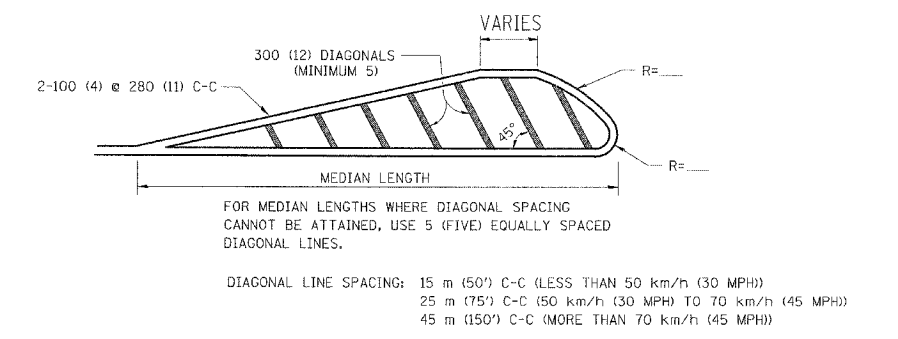
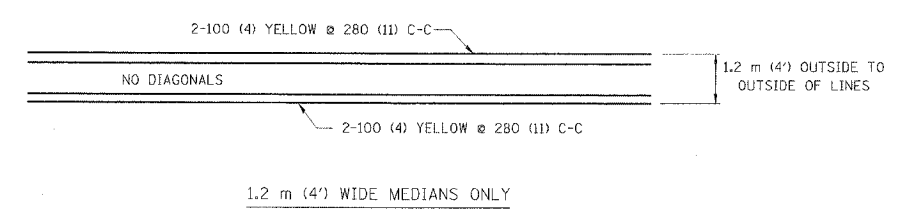


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

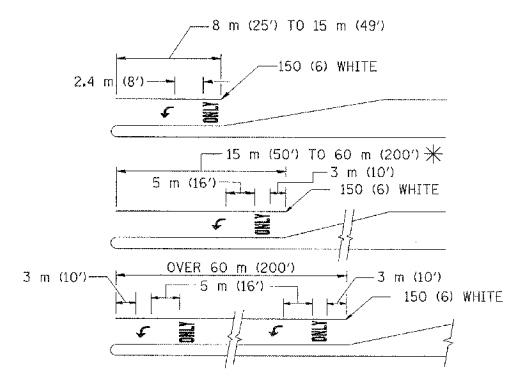
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



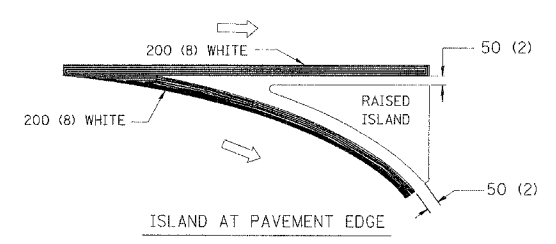
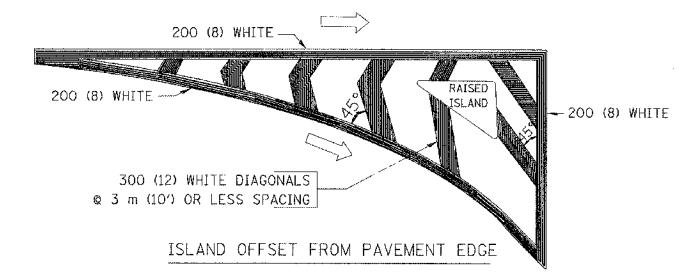
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED. AREA = 1.5 m<sup>2</sup> (15.6 SQ. FT.) ONLY AREA = 1.9 m<sup>2</sup> (20.8 SQ. FT.)

\* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m <sup>2</sup> (3.6 SQ. FT.) EACH "X"=5.0 m <sup>2</sup> (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

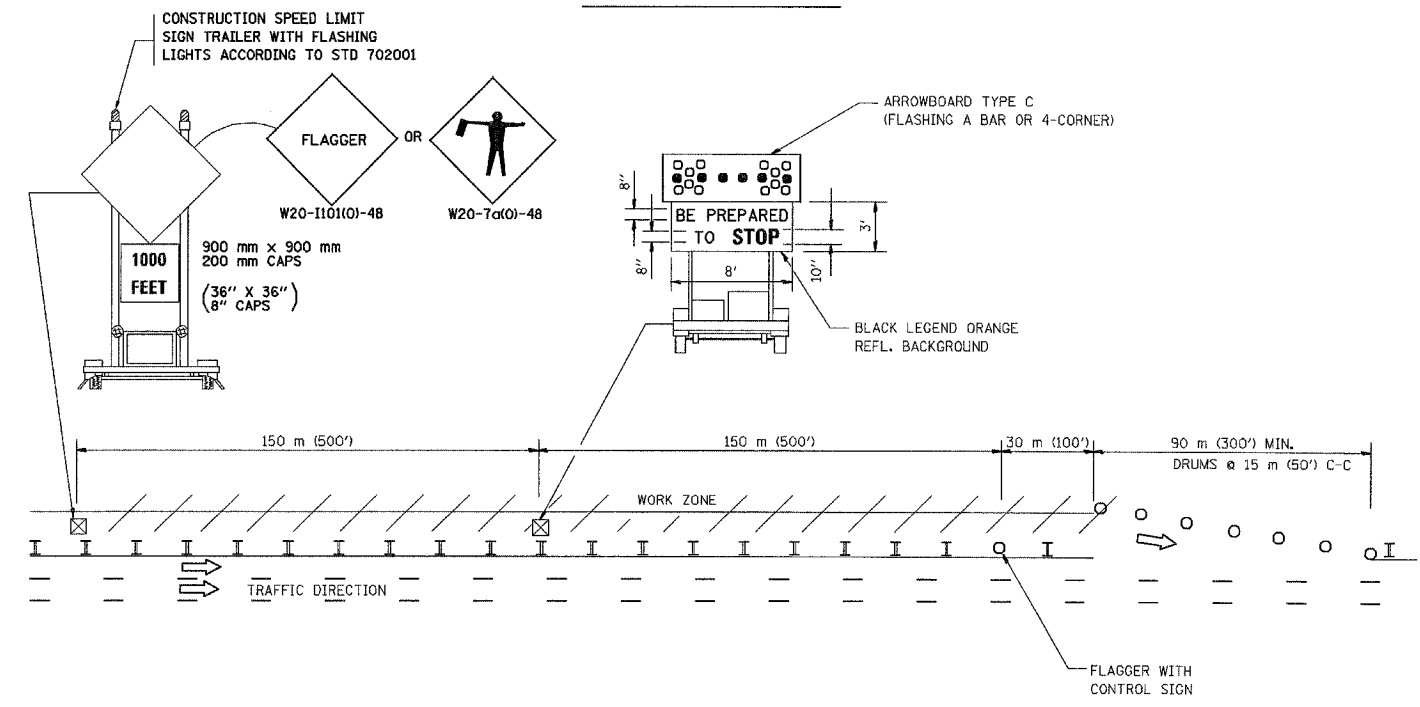
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

SCALE: NONE  
DATE 10/18/2002  
DRAWN BY CADD  
CHECKED BY  
TC-13  
REVISION DATE: 01/06/00

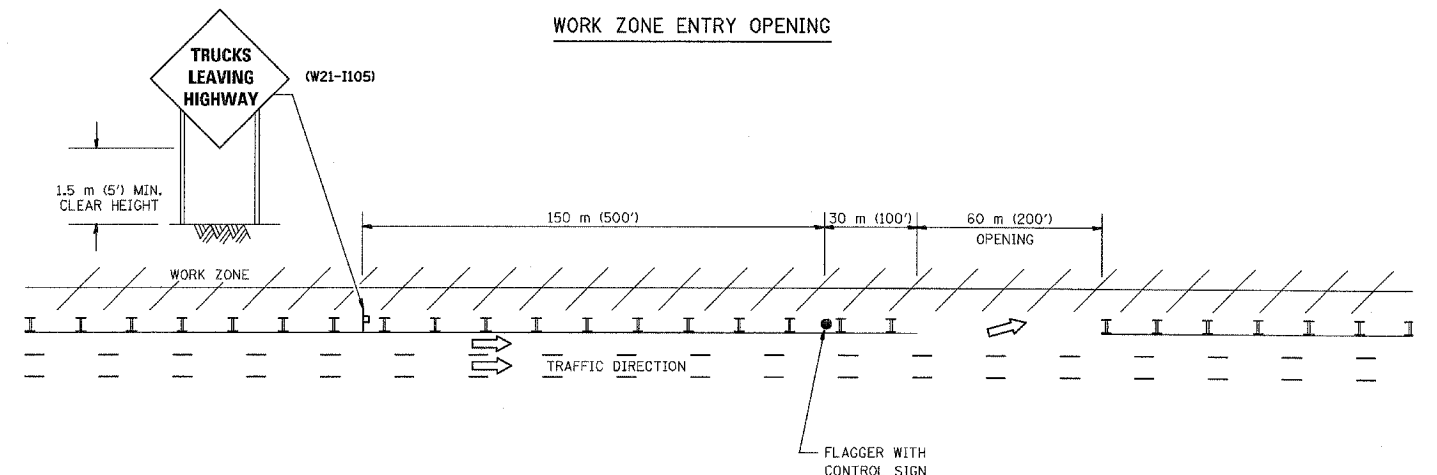
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			59	56
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

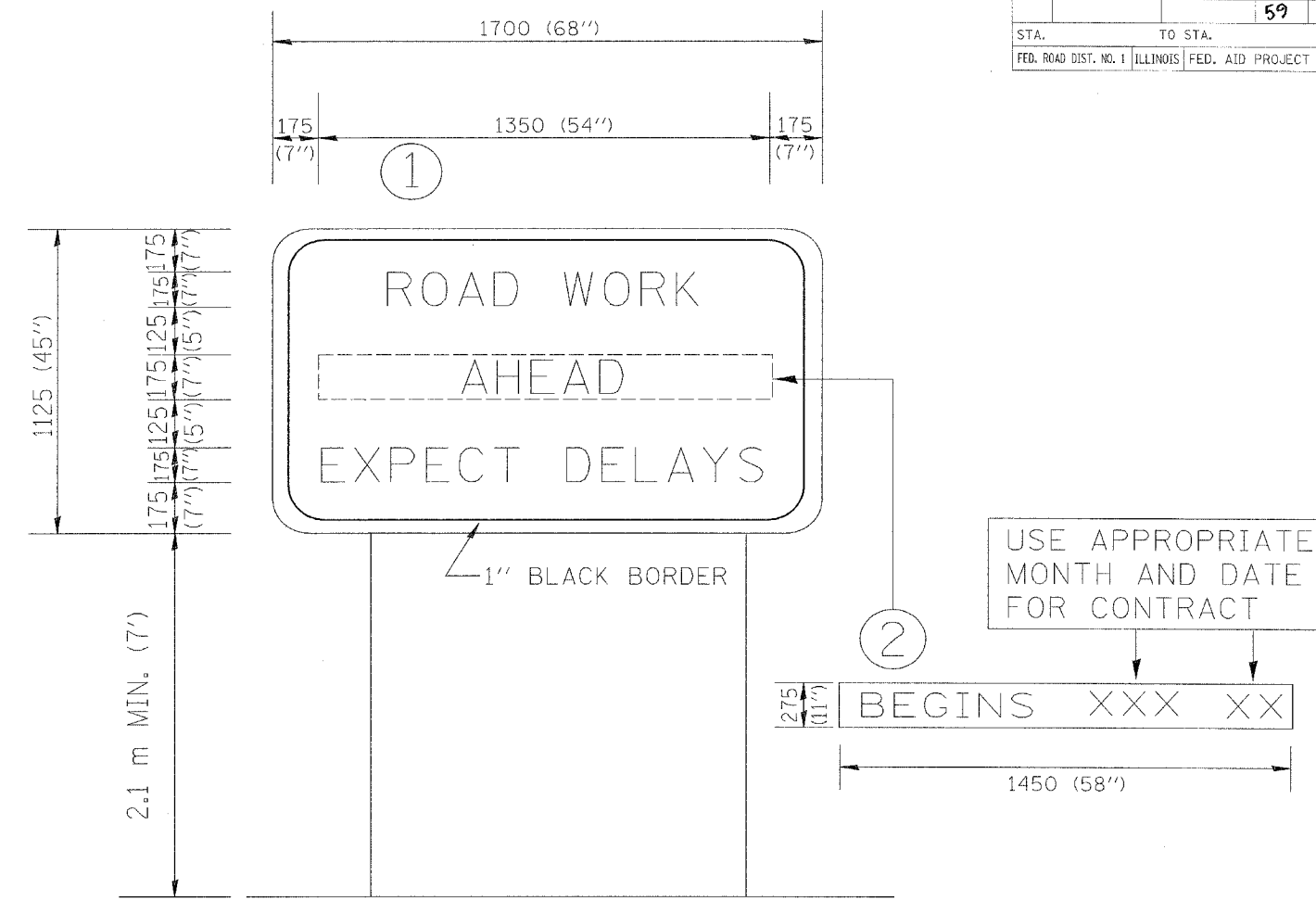
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

SCALE: NONE  
 DATE 05/06/2003  
 DRAWN BY CADD  
 CHECKED BY TC-18



NOTES:

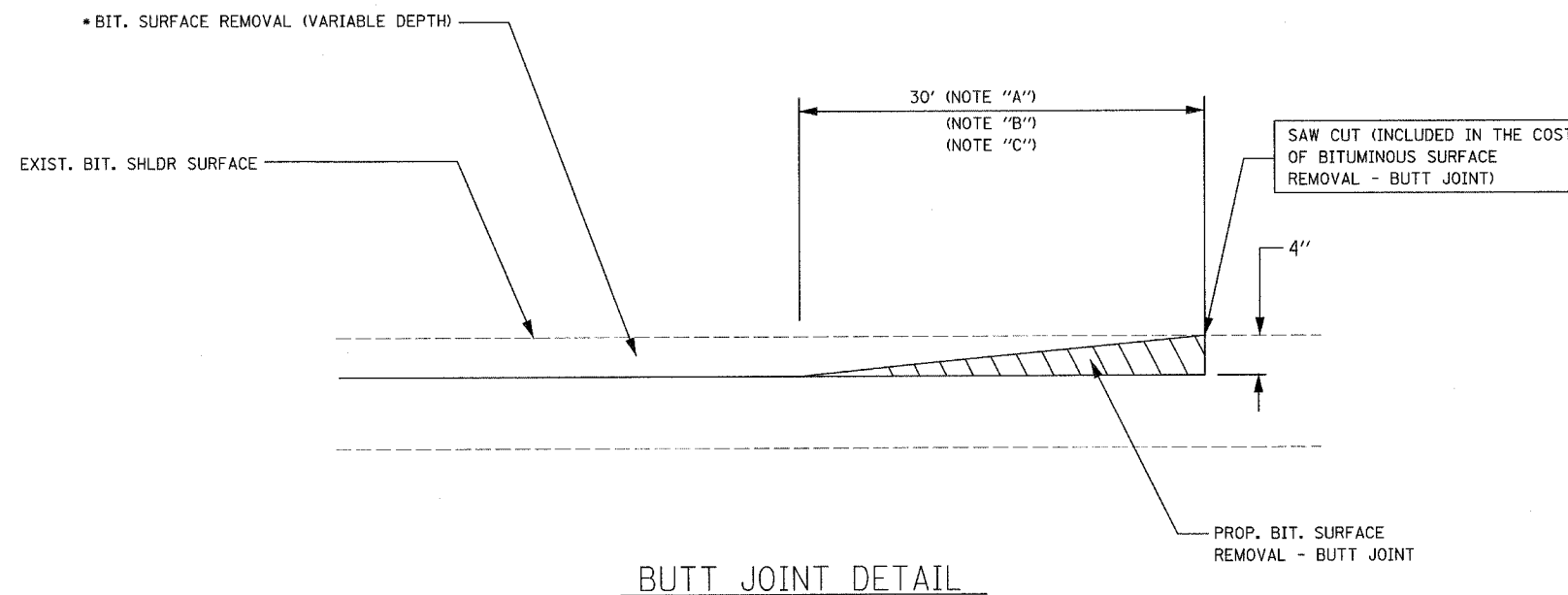
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 2.3 SQ. M. (25.70 SQ. FT.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TEMPORARY INFORMATION SIGNING  
 SCALE: DATE 10/18/2002  
 DRAWN BY: BUR. OF DESIGN  
 CHECKED BY:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) 1-9	WILL	59	58
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		DET-01 OF 02		



BUTT JOINT DETAIL

NOTES

- (A) MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- (B) THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
- (C) SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT."
- (D) \*SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE YARD. AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT"

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 BUTT JOINT DETAIL

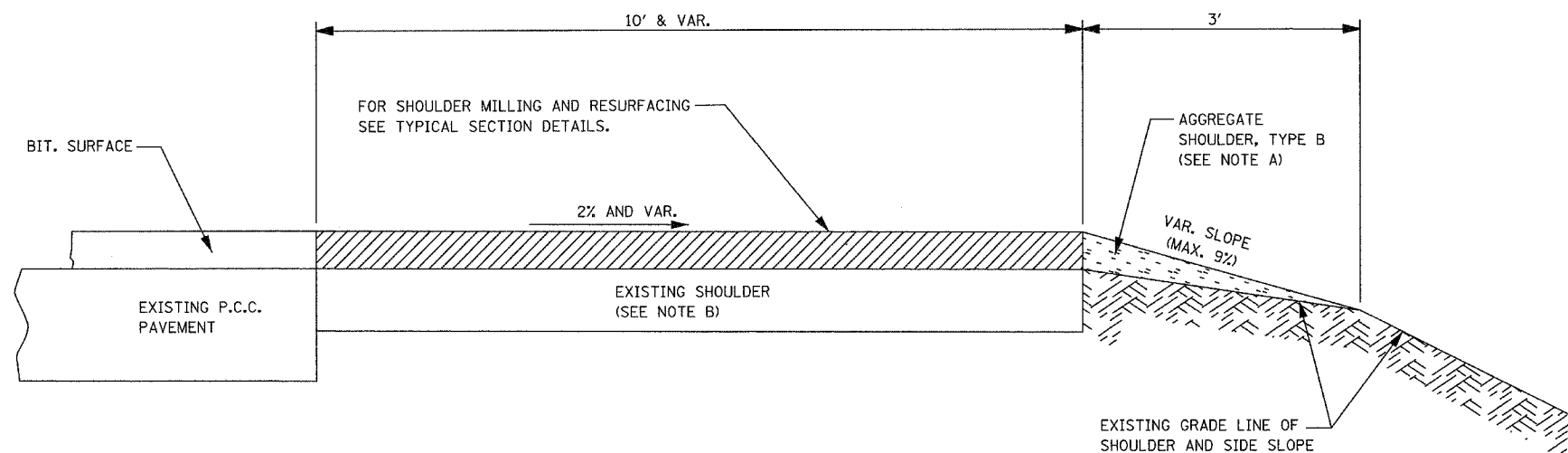


SCALE: NONE  
 DATE: 03-15-06

DRAWN BY: DM  
 CHECKED BY: DVS

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) 1-9	WILL	59	59
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		DET-02 OF 02		



BITUMINOUS SHOULDERS DETAIL

NOTES:

- (A) TO BE PAID FOR AS AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- (B) SHOULDER PATCHING WILL BE PROVIDED ONLY AS DIRECTED AND APPROVED OF BY THE ENGINEER

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US RTE. 30 TO WEBER ROAD  
 BITUMINOUS SHOULDERS DETAIL



SCALE: NONE  
 DATE: 03-15-06

DRAWN BY: ALR  
 CHECKED BY: DM

FINAL