FOR INDEX OF SHEETS, SEE SHEET NO. 2

09–20–2024 LETTING ITEM 003

VICTORIA L. JANACHIONE 062-06956 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

5/20/2024
VICTORIA L. JANACHIONE DATE
LICENSE EXPIRES 11 /30 /2025
SHEET RANGE 1–69, 131–222, 232–246, 313, 322, 329, 354–550

NADER MOSTAFA 062-069678 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

5/20/2024
NADER MOSTAFA DATE
LICENSE EXPIRES 11 /30 /2025
SHEET RANGE 70–130

STATE OF ILLINOIS ANNA M. DUKES 081-005598 CHICAGO, ILLINOIS LICENSED STRUCTURAL ENGINEER

5/20/2024
ANNA M. DUKES DATE
LICENSE EXPIRES 11 /30 /2024
SHEET RANGE 223–231, 308–312, 314–321, 323–328, 330–353

LICENSED PROFESSIONAL ENGINEER PATRICK T. JORDAN 062-072087 OF ILLINOIS

5/20/2024
PATRICK T. JORDAN DATE
LICENSE EXPIRES 11 /30 /2025
SHEET RANGE 247–263

STATE OF ILLINOIS MOUSSA A. ISSA 081-005738 CHICAGO, ILLINOIS LICENSED STRUCTURAL ENGINEER

05/20/2024
MOUSSA A. ISSA DATE
LICENSE EXPIRES 11 /30 /2024
SHEET RANGE 264–300

GREGORY R. REILLY 062-06128I LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

5/20/2024
GREGORY R. REILLY DATE
LICENSE EXPIRES 11 /30 /2025
SHEET RANGE 301–307

PROJECT LOCATED IN THE CITY OF JOLIET AND THE VILLAGE OF ROCKDALE

100′ 200′ 300′ — 1″= 100′
0 10′ 20′ 30′ — 1″= 10′
0 50′ 100′ — 1″= 50′
0 50′ 100′ — 1″= 40′
0 50′ 100′ — 1″= 30′
0 50′ 100′ — 1″= 20′

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: KENNETH PARK, PE
PROJECT MANAGER: SULEYMAN TULGAR, PE

CONTRACT NO. 62R25

DESIGN DESIGNATION

I-80(HOUBOLT RD TO CENTER ST)
14,400(35) INTERSTATE 135 (CRC-20)

LARKIN RAMPS
1,968(35) INTERSTATE RAMPS 18.87 (PCC-20)

TRAFFIC DATA

LARKIN RAMP A
EXISTING ADT: 1,900 (2017)
DESIGN ADT: 2,900 (2040)
DESIGN SPEED LIMIT: 30 MPH
POSTED SPEED LIMIT: 30 MPH

LARKIN RAMP B
EXISTING ADT: 1,990 (2017)
DESIGN ADT: 5,700 (2040)
DESIGN SPEED LIMIT: 50 MPH
POSTED SPEED LIMIT: 50 MPH

LARKIN RAMP C
EXISTING ADT: 11,680 (2017)
DESIGN ADT: 16,100 (2040)
DESIGN SPEED LIMIT: 35 MPH
POSTED SPEED LIMIT: 35 MPH

LARKIN RAMP D
EXISTING ADT: 3,600 (2017)
DESIGN ADT: 4,300 (2040)
DESIGN SPEED LIMIT: 50 MPH
POSTED SPEED LIMIT: 50 MPH

I-80 (LARKIN AVE TO CENTER ST)
EXISTING ADT: 83,640 (2017)
DESIGN ADT: 118,200 (2040)
DESIGN SPEED LIMIT: 70 MPH
POSTED SPEED LIMIT: 65 MPH

I-80(HOUBOLT RD TO LARKIN AVE)
EXISTING ADT: 67,430 (2019)
DESIGN ADT: 90,100 (2040)
DESIGN SPEED LIMIT: 70 MPH
POSTED SPEED LIMIT: 65 MPH

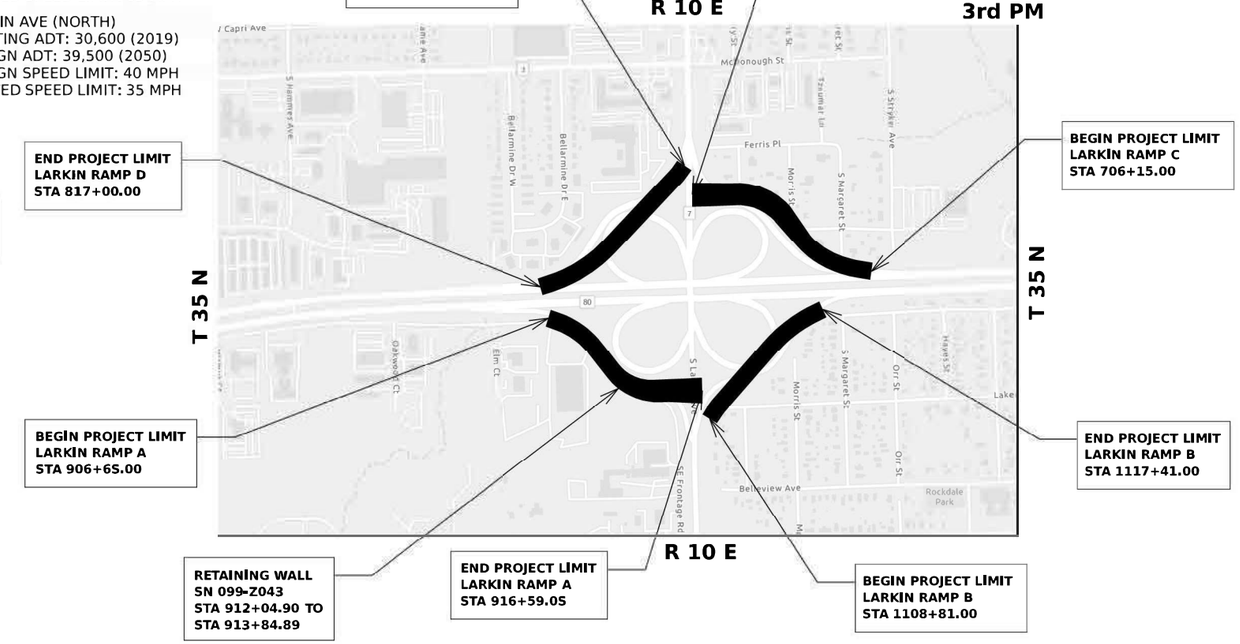
LARKIN AVE (NORTH)
EXISTING ADT: 30,600 (2019)
DESIGN ADT: 39,500 (2050)
DESIGN SPEED LIMIT: 40 MPH
POSTED SPEED LIMIT: 35 MPH

LARKIN AVE (SOUTH)
EXISTING ADT: 13,800 (2019)
DESIGN ADT: 24,900 (2050)
DESIGN SPEED LIMIT: 40 MPH
POSTED SPEED LIMIT: 35 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 80 (I–80) AT ILL 7 (LARKIN AVE)
SECTION FAI 80 21 STRUCTURE 4
PROJECT NHPP–C09W(797)
INTERCHANGE RECONSTRUCTION AND RETAINING WALL
WILL COUNTY
C–91–112–22

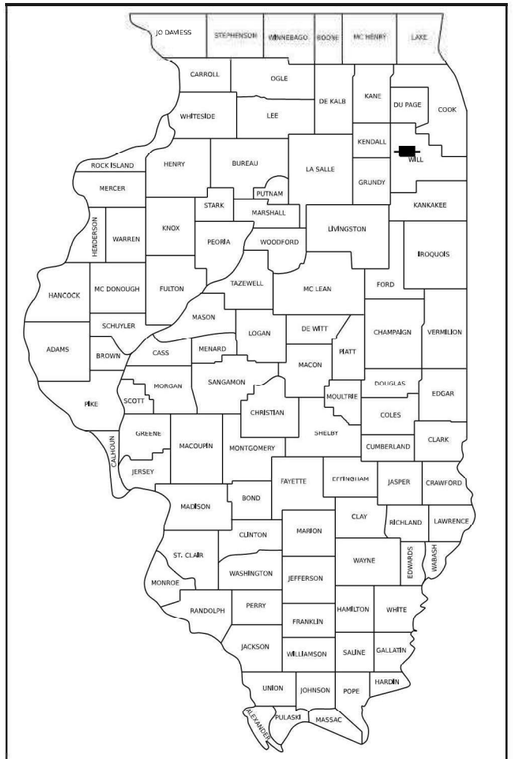


NOT TO SCALE

GROSS LENGTH = 4,049.00 FT. = 0.767 MILE
NET LENGTH = 4,049.00 FT. = 0.767 MILE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 4	WILL	551	1
	ILLINOIS	CONTRACT NO. 62R25		

D–91–207–19



LOCATION OF SECTION INDICATED THUS: –

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, IL 60173
PHONE: (847) 605-9600
FAX: (847) 463-0565

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED May 29 2024 IR
REGIONAL ENGINEER

August 16, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

August 16, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV SEP

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS AND STANDARDS
3	GENERAL NOTES
4-16A	SUMMARY OF QUANTITIES
17-22	TYPICAL SECTIONS
23-28	ROADWAY SCHEDULES
29-35	ALIGNMENT, TIES AND BENCHMARKS
36	KEY PLAN
37-42	REMOVAL PLAN
43-48	ROADWAY PLAN
49-50	ROADWAY PROFILE
51-61	JOINTING AND SUPERELEVATION PLANS
62-64	SUPERELEVATION DETAILS
65-69	INTERSECTION GRADING PLANS
70	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - GENERAL NOTES
71	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - NARRATIVE
72-88	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - TYPICAL SECTIONS
89	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGING SCHEDULE
90-93	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN STAGING DETAILS - TEMPORARY PAVEMENT
94	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL - TEMPORARY INFORMATION SIGNING
95-98	DETOUR PLANS
99-102	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL OVERVIEW
103-109	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 1A
110-116	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 1B
117-123	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 1C
124-130	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 1D
131-157	EROSION AND SEDIMENTATION CONTROL PLANS
158-160	DRAINAGE AND UTILITIES SCHEDULES
161-166	EXISTING DRAINAGE AND UTILITIES PLANS
167-172	PROPOSED DRAINAGE AND UTILITIES PLANS
173-174	DRAINAGE AND UTILITIES PROFILE
175-177	DRAINAGE DETAILS
178-179	GRADING PLANS
180-188	UTILITY LOCATION PLANS
189	RIGHT OF WAY PLAT
190-196	PAVEMENT MARKING PLANS
197-199	SIGNING SCHEDULE
200-205	SIGNING PLANS
206-216	SIGN PANEL DETAILS
217-220	SIGN MOUNTING DETAILS
221-222	GROUND MOUNTED SIGN STRUCTURE DETAILS
223-231	OVERHEAD SIGN STRUCTURE DETAILS (STANDARD)
232-238	LANDSCAPING PLANS
239-246	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
247-258	TRAFFIC SIGNAL PLANS
259-263	PROPOSED INTERCONNECT PLANS
264	IDOT ELECTRICAL SYMBOLS
265	LIGHTING ABBREVIATIONS, QUANTITIES, LEGEND
266-279	EXISTING/TEMPORARY LIGHTING PLAN
280-286	PROPOSED LIGHTING PLAN
287-288	PROPOSED INTERSECTION LIGHTING COMBINATION PLANS
289-292	WIRING DIAGRAM AND DETAILS
293-300	BE DETAILS
301-307	PROPOSED RETAINING WALL (SN 099-Z043)
308-332	NOISE ABATEMENT WALLS
333-353	ANCHORAGE SLABS
354-371	DISTRICT 1 STANDARD DETAILS
372-416	STAGE 1A CROSS SECTIONS
417-463	STAGE 1B CROSS SECTIONS
464-516	STAGE 1C CROSS SECTIONS
517-545	STAGE 1D CROSS SECTIONS
546-550	LARKIN AVE CROSS SECTIONS

IDOT HIGHWAY STANDARDS

STD NO.	DESCRIPTION
000001 - 08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001 - 02	AREAS OF REINFORCEMENT BARS
001006 -	DECIMAL OF AN INCH AND OF A FOOT
280001 - 07	TEMPORARY EROSION CONTROL SYSTEMS
420001 - 10	PAVEMENT JOINTS
420101 - 07	24' (7.2m) JOINTED PCC PAVEMENT
420106 - 07	36' (10.8m) JOINTED PCC PAVEMENT
420111 - 04	PCC PAVEMENT ROUNDOUTS
420701 - 03	PAVEMENT WELDED WIRE REINFORCEMENT
442201 - 03	CLASS C AND D PATCHES
483001 - 06	PCC SHOULDER
542301 - 03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306 - 03	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
601001 - 05	PIPE UNDERDRAINS
602001 - 02	CATCH BASIN, TYPE A
602011 - 02	CATCH BASIN, TYPE C
602301 - 04	INLET - TYPE A
602401 - 07	PRECAST MANHOLE TYPE A 4' (1,22m) DIAMETER
602402 - 03	PRECAST MANHOLE TYPE A 5' (1,52m) DIAMETER
602406 - 11	PRECAST MANHOLE TYPE A 6' (1.83m) DIAMETER
602411 - 09	PRECAST MANHOLE TYPE A 7' (2,13m) DIAMETER
602601 - 06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701 - 02	MANHOLE STEPS
604001 - 05	FRAME AND LIDS TYPE 1
604036 - 03	GRATE TYPE 8
604046 - 03	FRAME AND GRATE TYPE 10
604071 - 07	FRAME AND GRATE TYPE 20
606201 - 04	TYPE B GUTTER (INLET, OUTLET & ENTRANCE)
606301 - 04	PC CONCRETE ISLANDS AND MEDIANS
630001 - 13	STEEL PLATE BEAM GUARDRAIL
630201 - 07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301 - 09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011 - 10	TRAFFIC BARRIER TERMINAL, TYPE 2
631026 - 06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031 - 18	TRAFFIC BARRIER TERMINAL, TYPE 6
635001 - 02	DELINEATORS
664001 - 02	CHAIN LINK FENCE
701001 - 02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006 - 05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 m) FROM PAVEMENT EDGE
701011 - 04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701106 - 02	OFF-ROAD OPERATION, MULTILANE, MORE THAN 15' (4.5m) AWAY
701311 - 03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701400 - 12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401 - 13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411 - 09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701423 - 10	LANE CLOSURE, MULTILANE WITH BARRIER, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426 - 09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701428 - 01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/ EXPRESSWAY
701601 - 09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606 - 10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801 - 06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901 - 09	TRAFFIC CONTROL DEVICES
704001 - 08	TEMPORARY CONCRETE BARRIER
720001 - 01	SIGN PANEL MOUNTING DETAILS
720006 - 04	SIGN PANEL ERECTION DETAILS
720011 - 01	METAL POSTS FOR SIGNS MARKERS AND DELINEATORS
725001 - 01	OBJECT AND TERMINAL MARKERS
728001 - 01	TELESCOPING STEEL SIGN SUPPORT
729001 - 01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGN & MARKERS)
731001 - 01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001 - 05	TYPICAL PAVEMENT MARKINGS
781001 - 04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006 - 01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
814001 - 03	HANDHOLES
814006 - 03	DOUBLE HANDHOLES
857001 - 01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001 - 01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001 - 02	TRAFFIC SIGNAL GROUNDING & BONDING
877001 - 08	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877006 - 06	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
877011 - 10	STEEL COMB. MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001 - 11	CONCRETE FOUNDATION DETAILS
880006 - 01	TRAFFIC SIGNAL MOUNTING DETAILS

DISTRICT DETAILS

D1 STD NO.	DESCRIPTION
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BD-48	PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER
BD-49	DETAIL FOR CENTERLINE SAW CUT 16' (4.9m) AND VARIABLE JOINT PCC PAVEMENT FOR RAMPS
BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC-08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-09	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (2 SHEETS)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-27	MILE POST MARKERS - GORE SIGNS - MAJOR GUIDE SIGN LAYOUT - ARROWS
TS-02	MAST ARM MOUNTED STREET NAME SIGNS
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED		
	DRAWN - AMK	REVISED -		
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -		
PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS AND HIGHWAY STANDARDS

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	2
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

1. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), UNLESS OTHERWISE NOTED. HORIZONTAL DATUM IS REFERENCED TO ILLINOIS STATE PLAN COORDINATE SYSTEM, EAST ZONE, NAD83 (2011) UNLESS OTHERWISE NOTED.

2. A MINIMUM OF SEVENTY-TWO (72) HOURS BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800-892-0123) OR 811 TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.

3. TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, THE ENGINEER SHALL CONTACT THE ARTERIAL TRAFFIC FIELD ENGINEER ERIC CAMPOS AT ERIC.CAMPOS@ILLINOIS.GOV FOR ARTERIAL ROADWAYS, AND THE EXPRSSWAY TRAFFIC FIELD ENGINEER REGINA COOPER AT REGINA.COOPER2@ILLINOIS.GOV FOR EXPRESSWAYS OR CALL THE BUREAU OF TRAFFIC AT (847) 705-4151.

4. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 FOR EXPRESSWAYS AND (847) 705-4470 FOR ARTERIALS A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

5. THE CONTRACTOR SHALL CONTACT MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENENCE CONTRACTOR TO LOCATE IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672

6. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK. CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES.

7. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

8. ALL ROADWAY WIDTHS AND RADII SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

9. THE LOCATIONS AND/OR DEPTHS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLAN ARE APPROXIMATE AND THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES. THE CONTRACTOR SHALL REPORT ANY ENCOUNTERED DISCREPANCIES TO THE ENGINEER AT ONCE. THE CONTRACTOR SHALL TAKE DUE CARE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

10. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

11. THE PAVEMENT ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

12. THE ACTUAL LOCATION OF PROPOSED LANDSCAPING WILL BE ADJUSTED IN THE FIELD TO AVOID UTILITIES.

13. DRAINAGE

A) THE OFFSETS AND TOP OF FRAME OR LID ELEVATIONS FOR DRAINAGE STRUCTURES WERE DETERMINED USING THE CRITERIA LISTED BELOW UNLESS OTHERWISE NOTED:

I. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN ROADWAYS WITH BARRIER WALL ARE TO THE FLOWLINE. SEE DRAINAGE DETAILS SHEET NO. 175 FOR ADDITIONAL INFORMATION. STRUCTURES SHALL BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD UNLESS OTHERWISE NOTED ON THE PLANS.

II. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN CURBED ROADWAYS ARE TO THE FLOWLINE. STRUCTURES LOCATED IN THE GUTTER SHALL BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD UNLESS OTHERWISE NOTED ON THE PLANS

III. THE OFFSETS TO MANHOLES, STRUCTURES IN GORE AREAS, AND STRUCTURES IN INFIELD AREAS ARE TO THE CENTER OF THE STRUCTURE. STRUCTURES LOCATED SHALL BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD UNLESS OTHERWISE NOTED ON THE PLANS.

IV. THE OFFSETS TO INLETS AND CATCH BASINS IN CONCRETE GUTTERS BEHIND BARRIER WALLS ARE TO BE THE FLOWLINE. SEE DRAINAGE DETAILS SHEET NO. 175 FOR ADDITIONAL INFORMATION. STRUCTURES LOCATED SHALL BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD UNLESS OTHERWISENOTED ON THE PLANS.

B) DRAINAGE GRADES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.

C) DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER

D) STORM SEWER CONSTRUCTED UNDER THE ROADWAY SHALL BE BACKFILLED ACCORDING TO METHOD 1 OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.

E) THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.

F) THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.

G) 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

H) THE CONTRACTOR SHALL VERIFY THE EXISTING OUTLET STRUCTURE LOCATIONS AND INVERTS PRIOR TO STARTING UPSTREAM STORM SEWER CONNECTION AND CONSTRUCTION.

I) PROPOSED RIM AND INVERT ELEVATIONS ARE BASED ON EXISTING THEORETICAL GRADES. ACTUAL FINAL GRADES ARE SUBJECT TO NOMINAL VARIATIONS. ADJUSTMENTS OF PROPOSED CASTINGS TO FINAL GRADES IS INCLUDED IN THE COST OF THE RELATED DRAINAGE STRUCTURE. ADJUSTMENT OF THE PROPOSED PIPE INVERTS TO FINAL GRADES IS INCLUDED IN THE COST OF THE RELATED DRAINAGE PIPE.

J) REMOVAL OF EXISTING PIPE UNDERDRAIN AND PIPE UNDERDRAIN OUTFALL STRUCTURES ARE INCLUDED IN THE PRICE OF EARTH EXCAVATION.

K) PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED A MINIMUM OF 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.

L) BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b, c) OF THE SSRBC WILL NOT BE ALLOWED.

14. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

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

16. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS PRIOR TO WORKING IN BWU AREAS. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

17. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AIR TRAFFIC AND ADJOINING RESIDENTIAL AND COMMERCIAL AREAS.

18. CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 AT LEAST 2 WEEKS PRIOR TO WEED CONTROL AND FORESTRY WORK TO IDENTIFY AND MARK TREES TO SAVE WITHIN TREE REMOVAL AND CLEARING AREAS.

19. THE "ARTERIAL ROAD INFORMATION SIGN (TC-22)" IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS/TOLLWAYS

20. IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR, AS OF THE LETTING DATE, CONTACT MEADE ELECTRIC COMPANY AT 773-287-7672.

21. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLAN)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

22. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.

23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.

24. THE CONTRACTOR WILL NOT BE ALLOWED TO PROCEED WITH ANY PLANTING WORK UNTIL ALL UTILITY OWNERS FIELD LOCATE THEIR FACILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS.

25. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

26. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

27. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

28. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.

29. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.

COMMITMENTS

1. TO AVOID AND MINIMIZE IMPACTS TO THE INDIANA BAT AND NORTHERN LONG-EARED BAT, NO TREE CLEARING SHALL OCCUR FROM APRIL 1 TO OCTOBER 31. SEE REMOVAL PLANS.

2. THE CONTRACTOR SHALL IMPLEMENT A STANDARD DUST CONTROL PLAN TO MINIMIZE DUST FROM THE CONSTRUCTION SITE AND ACTIVITIES. REFER TO DUST CONTROL WATERING AND STANDARD SPECIFICATION ARTICLE 107.36 FOR DETAILS.

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
				90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
				10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
				0004	0004	0044	0020	0021	0021	0021
				RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
20101000	TEMPORARY FENCE	FOOT	660	660						
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	12	12						
20100500	TREE REMOVAL, ACRES	ACRE	1.00	1.00						
20101100	TREE TRUNK PROTECTION	EACH	46	46						
20101200	TREE ROOT PRUNING	EACH	46	46						
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	26	26						
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	20	20						
20200100	EARTH EXCAVATION	CU YD	101,840	101,840						
20200200	ROCK EXCAVATION	CU YD	100	100						
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	960	960						
20400800	FURNISHED EXCAVATION	CU YD	44,610	44,610						
20800150	TRENCH BACKFILL	CU YD	2,706.0	2,706.0						
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	3,080	3,080						
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	15,820	15,820						
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	35,995	35,995						
21101805	COMPOST FURNISH AND PLACE, 2"	SQ YD	472	472						
25000115	SEEDING, CLASS 1B	ACRE	0.75	0.75						
25000210	SEEDING, CLASS 2A	ACRE	7.25	7.25						
25000310	SEEDING, CLASS 4	ACRE	17.50	17.50						
25000314	SEEDING, CLASS 4B	ACRE	1.75	1.75						
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	734	734						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED
	DRAWN - AMK	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 1 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	4
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
				90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
				10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
				0004	0004	0044	0020	0021	0021	0021
				RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	734	734						
25003312	INTERSEEDING, CLASS 4A	ACRE	5.00	5.00						
25100115	MULCH, METHOD 2	ACRE	18.00	18.00						
25100630	EROSION CONTROL BLANKET	SQ YD	131,890	131,890						
25200200	SUPPLEMENTAL WATERING	UNIT	2.8	2.8						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	4,022	4,022						
28000305	TEMPORARY DITCH CHECKS	FOOT	1,424	1,424						
28000400	PERIMETER EROSION BARRIER	FOOT	2,183	2,183						
28000500	INLET AND PIPE PROTECTION	EACH	48	48						
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	175,255	175,255						
28001200	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	19,044	19,044						
28100105	STONE RIPRAP, CLASS A3	SQ YD	154	154						
28100107	STONE RIPRAP, CLASS A4	SQ YD	57	57						
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	960	960						
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	22,160	22,160						
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2,484	2,484						
31102100	SUBBASE GRANULAR MATERIAL, TYPE C 4"	SQ YD	9,408	9,408						
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	12,515	12,515						
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	207	207						
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	60	60						
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	757	757						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

TRANSYSTEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 2 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	5
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
				90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
				10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
				0004	0004	0044	0020	0021	0021	0021
				RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 ¼" (JOINTED)	SQ YD	10,491	10,491						
42001300	PROTECTIVE COAT	SQ YD	19,380	19,380						
44000100	PAVEMENT REMOVAL	SQ YD	15,419	15,419						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	742	742						
44004000	PAVED DITCH REMOVAL	FOOT	482	482						
44004250	PAVED SHOULDER REMOVAL	SQ YD	11,705	11,705						
44003100	MEDIAN REMOVAL	SQ FT	176	176						
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	100	100						
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	2,060	2,060						
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	516	516						
48300505	PORTLAND CEMENT CONCRETE SHOULDERS 10 ¼"	SQ YD	7,252	7,252						
50105220	PIPE CULVERT REMOVAL	FOOT	278	278						
50200100	STRUCTURE EXCAVATION	CU YD	753			753				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,023.9	996.9		27.0				
50300300	PROTECTIVE COAT	SQ YD	2,348	2,253		95				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	246,330	212,170		34,160				
51500100	NAME PLATES	EACH	5			1	4			
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	332	332						
52200900	CONCRETE STRUCTURES (RETAINING WALL)	CU YD	192.4			192.4				
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	56	56						
542A0253	PIPE CULVERTS, CLASS A, TYPE 1 48"	FOOT	84	84						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 3 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	6
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
				90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
				10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
				0004	0004	0044	0020	0021	0021	0021
				RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	7	7						
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1						
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	2						
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1						
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2						
54213693	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48"	EACH	2	2						
54214521	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36"	EACH	1	1						
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	345	345						
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	54	54						
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	45	45						
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	197	197						
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	200	200						
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	670	670						
550A0750	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	337	337						
550A4500	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 36"	FOOT	19	19						
550A5300	STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 36"	FOOT	215	215						
55100500	STORM SEWER REMOVAL 12"	FOOT	91	91						
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	133			133				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	406			90	316			
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	13	12		1				
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	361	361						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 4 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	7
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
	60108206	PIPE UNDERDRAINS, TYPE 2, 6"	FOOT	5,140	5,140						
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	2,166			192	1,974			
	60146305	PIPE UNDERDRAINS FOR STRUCTURES (SPECIAL) 4"	FOOT	16			16				
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1						
	60201310	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	4	4						
	60205010	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	4	4						
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	8						
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
	60224440	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	1	1						
	60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
	60236700	INLETS, TYPE A, TYPE 10 FRAME AND GRATE	EACH	4	4						
	60237420	INLETS, TYPE A, TYPE 20 FRAME AND GRATE	EACH	2	2						
	60500040	REMOVING MANHOLES	EACH	2	2						
	60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	211	211						
	60622800	CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	1,096	1,096						
	60623200	CONCRETE MEDIAN, TYPE SM-6.24	SQ FT	415	415						
	60920024	PIPE CULVERTS TO BE CLEANED 24"	FOOT	135		135					
	60920030	PIPE CULVERTS TO BE CLEANED 30"	FOOT	134		134					
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1,075.0	1,075.0						
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2						
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4						
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5	5						
	63200310	GUARDRAIL REMOVAL	FOOT	270	270						
	63500105	DELINEATORS	EACH	74	74						
	66400105	CHAIN LINK FENCE, 4'	FOOT	3,388	3,388						
	66400705	CHAIN LINK GATES, 4' X 4' SINGLE	EACH	3	3						
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	97,440	97,440						
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	15	15						
*	66901000	BACKFILL PLUGS	CU YD	234	234						
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1						
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1						
*	66901005	ENGINEERED BARRIER	SQ YD	3,200	3,200						
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	110	110						
	67100100	MOBILIZATION	L SUM	1	1						
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	330	330						
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	660	660						
	70301100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY	SQ FT	946	946						
	70301120	TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY	FOOT	70,443	70,443						
	70301130	TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY	FOOT	6,838	6,838						
	70301140	TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY	FOOT	22,931	22,931						
	70301160	TEMPORARY PAVEMENT MARKING - LINE 12"- EPOXY	FOOT	2,189	2,189						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 6 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	9
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
	70301210	TEMPORARY PAVEMENT MARKING - LINE 24"- EPOXY	FOOT	467	467						
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	6,837.5	6,837.5						
	70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	1,311	1,311						
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	11,687.5	11,687.5						
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	7	7						
	70600270	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	2	2						
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	11	11						
*	72000100	SIGN PANEL - TYPE 1	SQ FT	298	298						
*	72000200	SIGN PANEL - TYPE 2	SQ FT	556	500				56		
*	72000300	SIGN PANEL - TYPE 3	SQ FT	1,107	1,107						
*	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2						
*	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	63	63						
*	72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	135	135						
*	72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	1,168	1,168						
*	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	30	30						
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	5	5						
*	72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	9,332	9,332						
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	156	156						
*	73000100	WOOD SIGN SUPPORT	FOOT	428	428						
*	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	4	4						
*	73302170	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (36" X 5'-6")	FOOT	58	58						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

TRANSYSTEMS

USER NAME = vjanachione	DESIGNED - VLJ	REVISED
	DRAWN - AMK	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -
PLOT DATE = 6/18/2024	DATE - 6/18/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 7 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	10
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
*	73400100	CONCRETE FOUNDATIONS	CU YD	26	26						
*	73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	14	14						
*	73500010	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	2	2						
*	73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	20	20						
	73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	20	20						
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	350	350						
*	78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	FOOT	4,657	4,657						
*	78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	11,126	11,126						
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	2,257	2,257						
*	78004640	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 8"	FOOT	1,361	1,361						
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	706	706						
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	5,420	5,420						
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2,263	2,263						
*	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	502	502						
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	998	998						
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	205	205						
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	178	178						
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	2,205	2,205						
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	30	30						
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	14	14						
*	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	49,854	49,854						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

MODEL: SOQ-08
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/03-Schedules/D162R25-SHT-SOQ.dgn

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 8 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	11
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
*	80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	5					5		
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	3,125					3,125		
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	293					293		
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	2,471					2,471		
*	81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	650							650
*	81100605	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	274					274		
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	735							735
*	81300830	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	1							1
*	81300945	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 8"	EACH	2					2		
*	81400100	HANDHOLE	EACH	1					1		
*	81400200	HEAVY-DUTY HANDHOLE	EACH	21					21		
*	81400300	DOUBLE HANDHOLE	EACH	4					4		
*	81603090	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 ¼" DIA. POLYETHYLENE	FOOT	9,955							9,955
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,850							1,850
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	945							945
*	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	2,580							2,580
*	81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	6,570							6,570
*	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	6							6
*	82110009	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION I	EACH	44							44
*	83050710	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 6 FT. MAST ARM	EACH	2							2
*	83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	42							42

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

TRANSYSTEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 9 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	12
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
*	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	273							273
*	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	39							39
*	84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	14							14
*	84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	64							64
*	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2							2
*	84200804	REMOVAL OF POLE FOUNDATION	EACH	62							62
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3					3		
*	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	9,717					9,717		
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,469					1,469		
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	9,489					9,489		
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4,521					4,521		
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	484					484		
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,757					1,757		
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4					4		
*	87700150	STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.	EACH	1					1		
*	87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	1					1		
*	87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1					1		
*	87702870	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 28 FT.	EACH	1					1		
*	87702880	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	3					3		
*	87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1					1		
*	87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1					1		

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

TRANSYSTEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 10 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	13
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	36					36		
*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	8					8		
*	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	20					20		
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	90					90		
*	87900200	DRILL EXISTING HANDHOLE	EACH	6					6		
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	22					22		
*	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	10					10		
*	88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	22					22		
*	88500100	INDUCTIVE LOOP DETECTOR	EACH	16					16		
*	88600100	DETECTOR LOOP, TYPE I	FOOT	321					321		
*	88700200	LIGHT DETECTOR	EACH	6						6	
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	2						2	
*	89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	3					3		
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3					3		
	E20210G1	VINE-PARTHENOCISSUS QUINQUEFOLIA ENGEL MANNII (ENGELMANNII VIRGINIA CREEPER), 1-GALLON POT	EACH	2,117	2,117						
	K1003660	MOWING CYCLES	EACH	7	7						
	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1						
	X0301423	NOISE ABATEMENT WALL, GROUND MOUNTED	SQ FT	37,436				37,436			
	X0324013	NOISE ABATEMENT WALL, STRUCTURE MOUNTED	SQ FT	9,811				9,811			
	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	1,469						1,469	
	X0324097	COARSE SAND PLACEMENT, 2"	SQ YD	93,170	93,170						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

TRANSYSTEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 11 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	14
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
	X0324587	NOISE ABATEMENT WALL ANCHOR ROD ASSEMBLY	EACH	91				91			
*	X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	3,711					3,466		245
	X0325222	WEED CONTROL, BASAL TREATMENT	GALLON	50	50						
*	X0325815	REMOVE EXISTING CABLE	FOOT	4,191					3,466		725
*	X0325922	CELLULAR MODEM	EACH	1					1		
	X0327120	WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	ACRE	9.25	9.25						
*	X1400216	LAYER II (DATALINK) SWITCH	EACH	4					4		
*	X1400217	TERMINATE FIBER IN CABINET	EACH	72					72		
*	X1400219	SPLICE FIBER IN CABINET	EACH	24					24		
*	X1400460	LAYER III (NETWORK) SWITCH	EACH	1					1		
*	X1400514	TACTICS LICENSE EXPANSION	EACH	5					5		
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	4.25	4.25						
	X2503110	MOWING (SPECIAL)	ACRE	5.00	5.00						
	X5427602	REMOVE EXISTING FLARED END SECTION	EACH	16	16						
	X5509900	ABANDON AND FILL EXISTING STORM SEWER	FOOT	451	451						
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	158		158					
	X6640104	FENCE REMOVAL	FOOT	4,285	4,285						
	X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	11	11						
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1						
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1						
	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	330	330						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

MODEL: SOO-12
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/03-Sheet-Iles/D162R25-SHT-SOQ.dgn

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 12 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	15
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	232	232						
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	232	232						
*	X8100863	INTERCEPT EXISTING CONDUIT	EACH	3					3		
*	X8211008	TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	14							14
*	X8250091	COMBINATION LIGHTING CONTROLLER	EACH	2							2
*	X8301802	REMOVE TEMPORARY WOOD POLE	EACH	10							10
*	X8302161	TEMPORARY WOOD POLE, 60 FT., CLASS 4	EACH	10							10
*	X8302163	TEMPORARY WOOD POLE, 60 FT., CLASS 4, 15 FT. MAST ARM	EACH	14							14
*	X8410122	DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE	EACH	2							2
*	X8570233	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	3					3		
*	X8570235	FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET (SPECIAL)	EACH	2					2		
*	X8620200	UNINTERRUPTABLE POWER SUPPLY (SPECIAL)	EACH	5					5		
*	X8710029	FIBER OPTIC CABLE 24 FIBERS, SINGLE MODE	FOOT	10,307					10,307		
*	X8710070	FIBER OPTIC INTERCONNECT CENTER, 24 PORT	EACH	4					4		
*	X8710094	FIBER OPTIC INTERCONNECT CENTER, 48 PORT	EACH	1					1		
*	X8780402	MODIFY EXISTING TYPE "D" FOUNDATION	EACH	3					3		
*	X8809005	LED SIGNAL FACE, LENS COVER	EACH	96					96		
*	X8860107	PREFORMED DETECTOR LOOP	FOOT	659					659		
*	X8951011	REMOVE AERIAL CABLE	FOOT	210							210
*	X8950510	REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	3,471					3,471		
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	1,000	1,000						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

TRANSYSTEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 13 OF 14 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	16
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY RECONSTRUCTION	ROADWAY RECONSTRUCTION	RETAINING WALL	NOISE ABATEMENT WALLS (1)	TRAFFIC SIGNALS	TRAFFIC SIGNALS	LIGHTING
					90% FED	100% STATE	90% FED	90% FED	90% FED	100% JOLIET	90% FED
					10% STATE		10% STATE	10% STATE	10% STATE		10% STATE
					0004	0004	0044	0020	0021	0021	0021
					RURAL	RURAL	099-Z043	RURAL	RURAL	RURAL	RURAL
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1						
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	1,009	1,009						
	Z0030910	TRANSFER SERVICE SIGN	EACH	28	28						
*	Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	50							50
*	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	11							11
*	Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1					1		
	Z0038121	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2"	SQ YD	460	460						
	Z0062456	TEMPORARY PAVEMENT	SQ YD	6,186	6,186						
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	7	7						
	X0325280	EXPRESSWAY SWEEPING CYCLES	EACH	5	5						
*	87702312	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 24 FT. AND 40 FT.	EACH	1					1		
Ø	Z0076600	TRAINEES	HOUR	500	500						
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500						

* DENOTES SPECIALTY ITEM

(1) SN 099-N1017, SN 099-N1018, SN 099-N1019 & SN 099-N1030

Ø 0042

MODEL: SOQ-14
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH4011/40118000202-TranSystems/CAD/62R25/Sheets/03-Schedules/D162R25-SHT-SOQ.dgn

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/18/2024	DATE - 6/18/24	REVISED -	

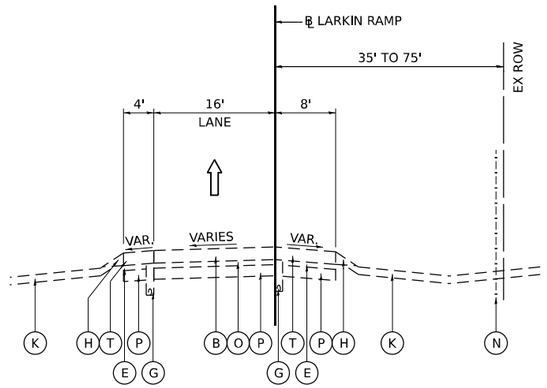
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 14 OF 14 SHEETS | STA. | TO STA.

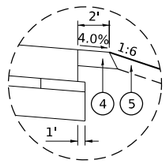
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	16A
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

REV-SEP



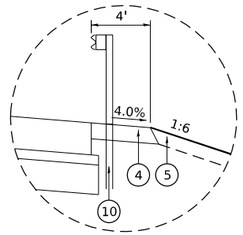
EXISTING TYPICAL SECTION

PR ℄ LARKIN RAMP
STA 906+65.00 TO STA 916+59.05 (PR ℄ LARKIN RAMP A)
STA 706+15.00 TO STA 717+54.85 (PR ℄ LARKIN RAMP C)



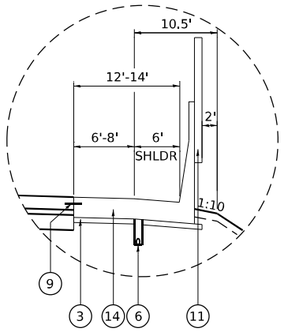
DETAIL A

AGGREGATE SHOULDER
ALL TYPICAL SECTIONS



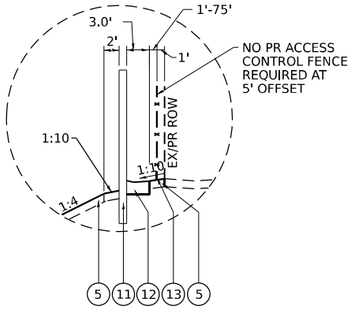
DETAIL B

STEEL PLATE BEAM GUARDRAIL
RAMP C STA 713+70.11 TO STA 713+95.11
RAMP A STA 911+05.93 TO STA 911+79.93
RAMP A STA 914+10.00 TO STA 914+47.50



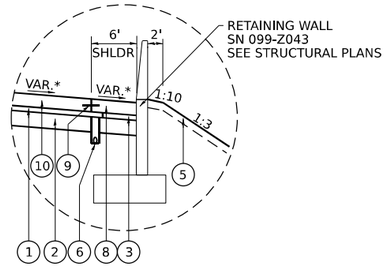
DETAIL C

STRUCTURE MOUNTED
NOISE ABATEMENT WALL
I-80 ALONG RAMP C
STA 706+15.00 TO
STA 713+49.00 RT



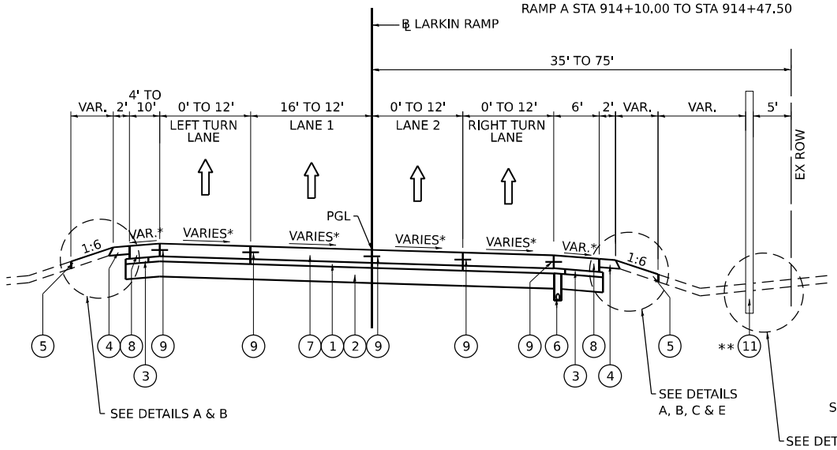
DETAIL D

NOISE ABATEMENT WALL
AT ROW
ADJACENT PROPERTY
DRAINING TO I-80 ROW
RAMP C
STA 712+57.00 TO
STA 716+97.35 RT



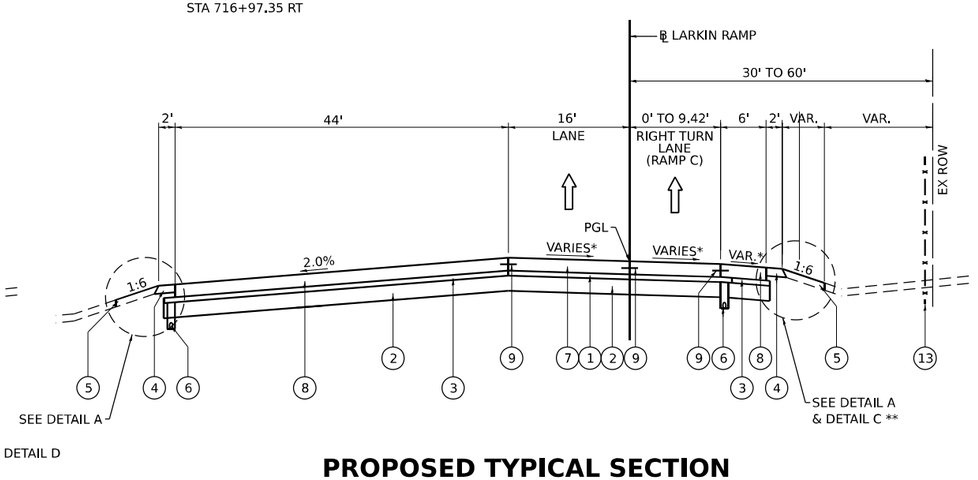
DETAIL E

RETAINING WALL
ALONG RAMP A
STA 912+05.00 TO
STA 913+85.00 RT



PROPOSED TYPICAL SECTION

PR ℄ LARKIN RAMP
STA 906+65.00 TO STA 907+98.23 AND STA 909+46.98 TO STA 916+59.05 (PR ℄ LARKIN RAMP A)
**STA 706+15.00 TO STA 709+53.40 AND STA 711+04.97 TO STA 717+54.85 (PR ℄ LARKIN RAMP C)



PROPOSED TYPICAL SECTION

CRASH INVESTIGATION SITES
PR ℄ LARKIN RAMP
STA 907+98.23 TO STA 909+46.98 (PR ℄ LARKIN RAMP A)
** STA 709+53.40 TO STA 711+05.97 (PR ℄ LARKIN RAMP C)

EXISTING

- (A) CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 8"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (10" AND VARIES)
- (C) STONE MATRIX ASPHALT, SURFACE COURSE, 2"
- (D) STONE MATRIX ASPHALT, BINDER COURSE, 2"
- (E) SUB-BASE GRANULAR MATERIAL, 4" TO 6"
- (F) HOT-MIX ASPHALT SHOULDER, 8"
- (G) PIPE UNDERDRAIN
- (H) AGGREGATE SHOULDER
- (I) EXISTING 3" HOT-MIX ASPHALT OVERLAY
- (J) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C" N50, 2"
- (K) GROUND SURFACE (ASSUMED EXISTING 6" TOPSOIL DEPTH)
- (L) GUARDRAIL
- (M) CABLE BARRIER
- (N) EXISTING FENCE
- (O) STABILIZED SUB-BASE (4" AND VARIES)
- (P) AGGREGATE SUBGRADE (12" AND VARIES)
- (Q) BIT. CONC. SURFACE CSE., MIX E, CLASS 1, TY. 2, 2"
- (R) BIT. CONC. BINDER CSE., MIX B, TY. 2, 1.5"
- (S) BITUMINOUS SHOULDER, 10"
- (T) PORTLAND CEMENT CONCRETE SHOULDER, 10"
- (U) BRIDGE PIER
- (V) SOLID MEDIAN TY. SB-6.12
- (W) NON-REINFORCED PCC PAVEMENT 9.8" (JOINTED)

PROPOSED

- (1) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- (2) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (3) SUBBASE GRANULAR MATERIAL, TYPE C 4"
- (4) AGGREGATE SHOULDERS, TYPE B 6" (SEE DETAIL A)
- (5) TOPSOIL EXCAVATION AND PLACEMENT AND SEEDING (SEE LANDSCAPING PLANS FOR DETAILS AND PAY ITEMS)
- (6) PIPE UNDERDRAINS, TYPE 2, 6"
- (7) PORTLAND CEMENT CONCRETE PAVEMENT 10 ¼" (JOINTED)
- (8) PORTLAND CEMENT CONCRETE SHOULDERS 10 ¼"
- (9) TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF PCC PAVEMENT, PCC BASE COURSE AND PCC SHOULDERS OF THICKNESS SPECIFIED) SEE JOINTING PLANS FOR ADDITIONAL INFORMATION
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (11) NOISE ABATEMENT WALL (SEE STRUCTURAL PLANS)
- (12) CONCRETE GUTTER, TYPE A
- (13) CHAIN LINK FENCE, 4'
- (14) ANCHORAGE SLAB (SEE STRUCTURAL PLANS)
- (15) PORTLAND CEMENT CONCRETE SHOULDERS 10"
- (16) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- (17) DRILL AND GROUT TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF CONCRETE MEDIAN AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (18) CONCRETE MEDIAN, TYPE SB-6.12

NOTES:

1. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
2. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS SEE JOINTING AND SUPERELEVATION PLAN.
* 3. SEE SUPERELEVATION AND JOINTING PLAN SHEETS FOR TRANSITION CROSS SLOPE INFORMATION.
** 4. NOISE ABATEMENT WALL PROPOSED ALONG ENTIRE LENGTH OF RAMP

MODEL: TYP-01
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/02-Typ Sec/D162R25-SHT-TYP

TRANSYSTEMS

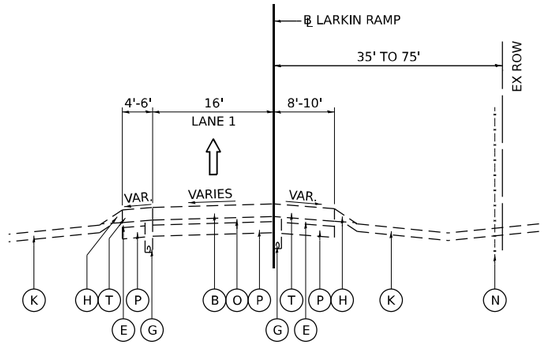
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
LARKIN INTERCHANGE RAMPS

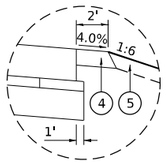
SCALE: NONE | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	17
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



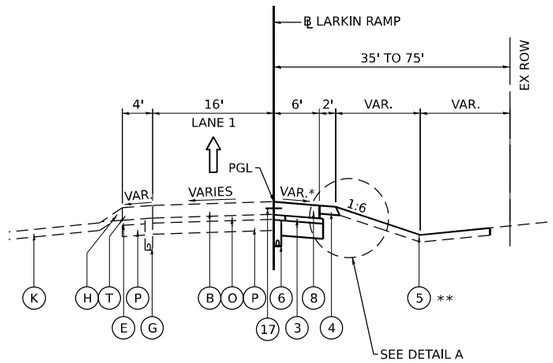
EXISTING TYPICAL SECTION

PR ℄ LARKIN RAMP
STA 1108+81.00 TO STA 1117+41.00 (PR ℄ LARKIN RAMP B)
STA 0+00.05 TO STA 11+26.28 (PR ℄ LARKIN RAMP BB)
STA 806+45.00 TO STA 817+00.00 (PR ℄ LARKIN RAMP D)
STA 3+45.15 TO STA 14+74.54 (PR ℄ LARKIN RAMP DD)



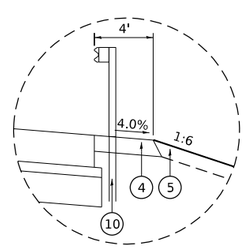
DETAIL A

AGGREGATE SHOULDER
ALL TYPICAL SECTIONS



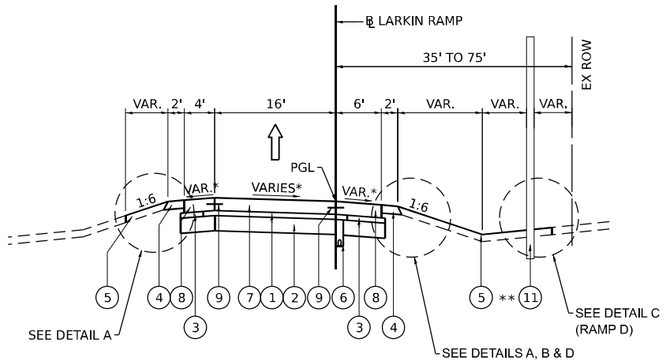
PROPOSED TYPICAL SECTION

PR ℄ LARKIN RAMP
STA 1104+40.00 TO STA 1108+81.00 (PR ℄ LARKIN RAMP B)**
STA 804+90.00 TO STA 806+45.00 (PR ℄ LARKIN RAMP D)**



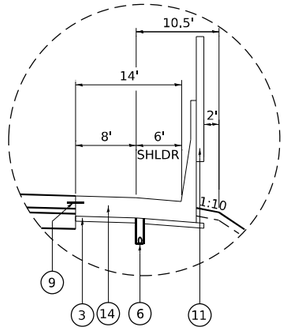
DETAIL D

STEEL PLATE BEAM GUARDRAIL
RAMP B STA 1113+62.50 TO STA 1115+00.00
RAMP D STA 814+00.00 TO STA 817+00.00



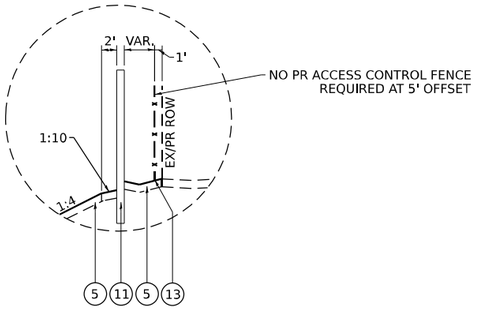
PROPOSED TYPICAL SECTION

PR ℄ LARKIN RAMP
STA 1108+81.00 TO STA 1117+41.00 (PR ℄ LARKIN RAMP B)
STA 806+45.00 TO STA 817+00.00 (PR ℄ LARKIN RAMP D)**



DETAIL B

STRUCTURE MOUNTED
NOISE ABATEMENT WALL
I-80 LARKIN AND RAMP B
STA 1115+00.00 TO
STA 1117+41.00 RT



DETAIL C

NOISE ABATEMENT WALL
AT ROW
ADJACENT PROPERTY
DRAINING TO I-80 ROW
I-80 RAMP D
STA 808+00.00 TO
STA 821+05.82 RT

EXISTING

- (A) CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 8"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (10" AND VARIES)
- (C) STONE MATRIX ASPHALT, SURFACE COURSE, 2"
- (D) STONE MATRIX ASPHALT, BINDER COURSE, 2"
- (E) SUB-BASE GRANULAR MATERIAL, 4" TO 6"
- (F) HOT-MIX ASPHALT SHOULDER, 8"
- (G) PIPE UNDERDRAIN
- (H) AGGREGATE SHOULDER
- (I) EXISTING 3" HOT-MIX ASPHALT OVERLAY
- (J) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C" N50, 2"
- (K) GROUND SURFACE (ASSUMED EXISTING 6" TOPSOIL DEPTH)
- (L) GUARDRAIL
- (M) CABLE BARRIER
- (N) EXISTING FENCE
- (O) STABILIZED SUB-BASE (4" AND VARIES)
- (P) AGGREGATE SUBGRADE (12" AND VARIES)
- (Q) BIT. CONC. SURFACE CSE., MIX E, CLASS 1, TY. 2, 2"
- (R) BIT. CONC. BINDER CSE., MIX B, TY. 2, 1.5"
- (S) BITUMINOUS SHOULDER, 10"
- (T) PORTLAND CEMENT CONCRETE SHOULDER, 10"
- (U) BRIDGE PIER
- (V) SOLID MEDIAN TY. SB-6.12
- (W) NON-REINFORCED PCC PAVEMENT 9.8" (JOINTED)

PROPOSED

1. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
2. AGGREGATE SUBGRADE IMPROVEMENT 12"
3. SUBBASE GRANULAR MATERIAL, TYPE C 4"
4. AGGREGATE SHOULDERS, TYPE B 6" (SEE DETAIL A)
5. TOPSOIL EXCAVATION AND PLACEMENT AND SEEDING (SEE LANDSCAPING PLANS FOR DETAILS AND PAY ITEMS)
6. PIPE UNDERDRAINS, TYPE 2, 6"
7. PORTLAND CEMENT CONCRETE PAVEMENT 10 ¼" (JOINTED)
8. PORTLAND CEMENT CONCRETE SHOULDERS 10 ¼"
9. TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF PCC PAVEMENT, PCC BASE COURSE AND PCC SHOULDERS OF THICKNESS SPECIFIED) SEE JOINTING PLANS FOR ADDITIONAL INFORMATION
10. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
11. NOISE ABATEMENT WALL (SEE STRUCTURAL PLANS)
12. CONCRETE GUTTER, TYPE A
13. CHAIN LINK FENCE, 4'
14. ANCHORAGE SLAB (SEE STRUCTURAL PLANS)
15. PORTLAND CEMENT CONCRETE SHOULDERS 10"
16. PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
17. DRILL AND GROUT TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF CONCRETE MEDIAN AND PCC SHOULDERS OF THICKNESS SPECIFIED)
18. CONCRETE MEDIAN, TYPE SB-6.12

NOTES:

1. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
2. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS SEE JOINTING AND SUPERELEVATION PLAN.
* 3. SEE SUPERELEVATION AND JOINTING PLAN SHEETS FOR TRANSITION CROSS SLOPE INFORMATION.
** 4. NOISE ABATEMENT WALL PROPOSED ALONG RAMP D FROM STA 808+00.00 TO STA 821+05.82

MODEL: TYP-02
FILE NAME: pw://transystems@pw.bentley.com:transystemspw1-hosted/Documents/Projects_2018/CH401/401180022/02-TransSystems/CAD/62R25/Sheets/02-Typ Sec/D162R25-SHT-TYP

TRANSYSTEMS

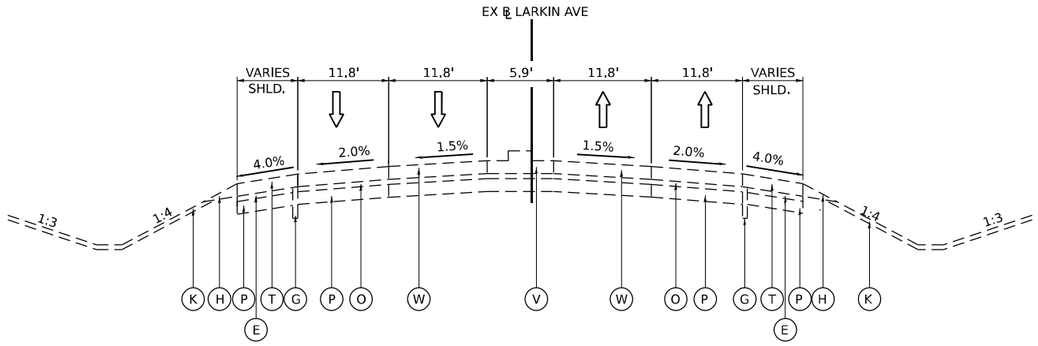
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
LARKIN INTERCHANGE RAMPS

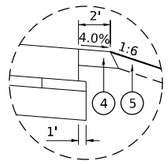
SCALE: NONE | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	18
		CONTRACT NO. 62R25		
		ILLINOIS FED. AID PROJECT		



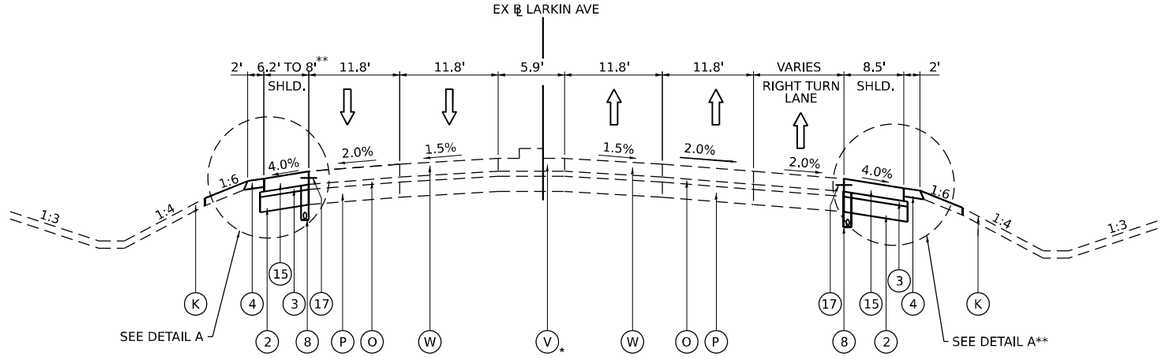
EXISTING TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 53+25.07 TO STA 59+30.57
STA 74+12.37 TO STA 79+83.13



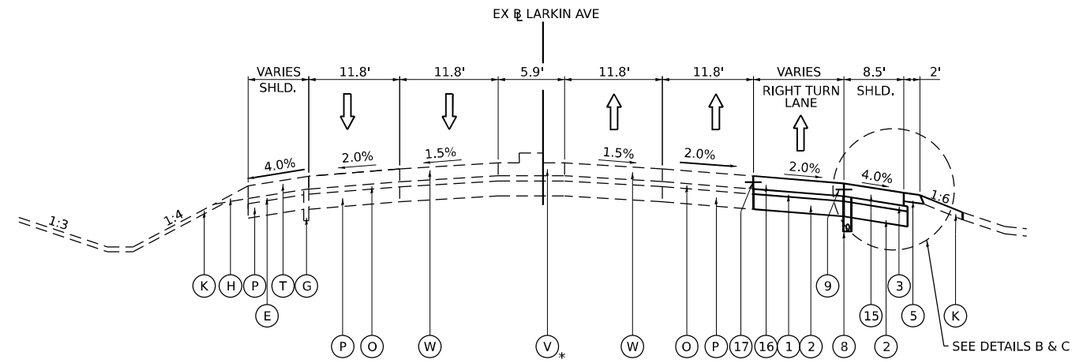
DETAIL A

AGGREGATE SHOULDER
ALL TYPICAL SECTIONS



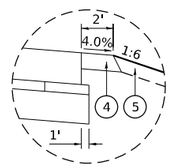
LARKIN PROPOSED TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 53+25.07 TO STA 59+30.57



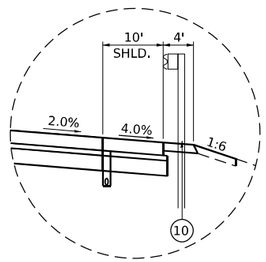
LARKIN PROPOSED TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 62+42.97 TO STA 65+01.64



DETAIL B

AGGREGATE SHOULDER
ALL TYPICAL SECTIONS



DETAIL C

AGGREGATE SHOULDER
STA 63+96.81 TO STA 65+21.74

EXISTING

- (A) CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 8"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (10" AND VARIES)
- (C) STONE MATRIX ASPHALT, SURFACE COURSE, 2"
- (D) STONE MATRIX ASPHALT, BINDER COURSE, 2"
- (E) SUB-BASE GRANULAR MATERIAL, 4" TO 6"
- (F) HOT-MIX ASPHALT SHOULDER, 8"
- (G) PIPE UNDERDRAIN
- (H) AGGREGATE SHOULDER
- (I) EXISTING 3" HOT-MIX ASPHALT OVERLAY
- (J) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C" N50, 2"
- (K) GROUND SURFACE (ASSUMED EXISTING 6" TOPSOIL DEPTH)
- (L) GUARDRAIL
- (M) CABLE BARRIER
- (N) EXISTING FENCE
- (O) STABILIZED SUB-BASE (4" AND VARIES)
- (P) AGGREGATE SUBGRADE (12" AND VARIES)
- (Q) BIT. CONC. SURFACE CSE., MIX E, CLASS 1, TY. 2, 2"
- (R) BIT. CONC. BINDER CSE., MIX B, TY. 2, 1.5"
- (S) BITUMINOUS SHOULDER, 10"
- (T) PORTLAND CEMENT CONCRETE SHOULDER, 10"
- (U) BRIDGE PIER
- (V) SOLID MEDIAN TY. SB-6.12
- (W) NON-REINFORCED PCC PAVEMENT 9.8" (JOINTED)

PROPOSED

1. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
2. AGGREGATE SUBGRADE IMPROVEMENT 12"
3. SUBBASE GRANULAR MATERIAL, TYPE C 4"
4. AGGREGATE SHOULDERS, TYPE B 6" (SEE DETAIL A)
5. TOPSOIL EXCAVATION AND PLACEMENT AND SEEDING (SEE LANDSCAPING PLANS FOR DETAILS AND PAY ITEMS)
6. PIPE UNDERDRAINS, TYPE 2, 6"
7. PORTLAND CEMENT CONCRETE PAVEMENT 10 ¼" (JOINTED)
8. PORTLAND CEMENT CONCRETE SHOULDERS 10 ¼"
9. TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF PCC PAVEMENT, PCC BASE COURSE AND PCC SHOULDERS OF THICKNESS SPECIFIED) SEE JOINTING PLANS FOR ADDITIONAL INFORMATION
10. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
11. NOISE ABATEMENT WALL (SEE STRUCTURAL PLANS)
12. CONCRETE GUTTER, TYPE A
13. CHAIN LINK FENCE, 4'
14. ANCHORAGE SLAB (SEE STRUCTURAL PLANS)
15. PORTLAND CEMENT CONCRETE SHOULDERS 10"
16. PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
17. DRILL AND GROUT TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF CONCRETE MEDIAN AND PCC SHOULDERS OF THICKNESS SPECIFIED)
18. CONCRETE MEDIAN, TYPE SB-6.12

NOTES:

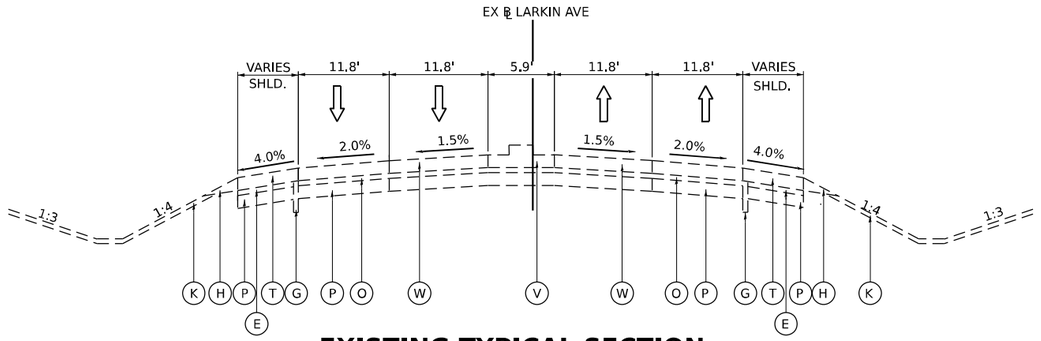
1. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
2. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS SEE JOINTING AND SUPERELEVATION PLAN.

∗ 3. SEE SHEET 20 FOR LARKIN AVE. MEDIAN TYPICAL SECTIONS.

∗∗ 4. NORTHBOUND LARKIN AVE. SHOULDER BEGINS AT STA 55+07.14

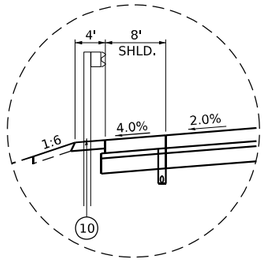
TRANSYSTEMS	USER NAME = vljanachione	DESIGNED - VLJ	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS LARKIN AVENUE
		DRAWN - AMK	REVISED -		
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -		SCALE: NONE | SHEET 3 OF 6 SHEETS | STA. | TO STA.
	PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	19
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



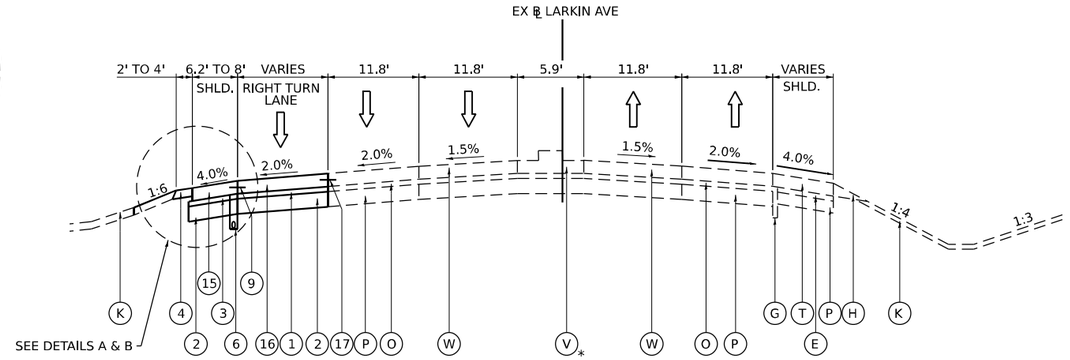
EXISTING TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 60+65.27 TO STA 62+42
STA 70+81.03 TO STA 72+74.82



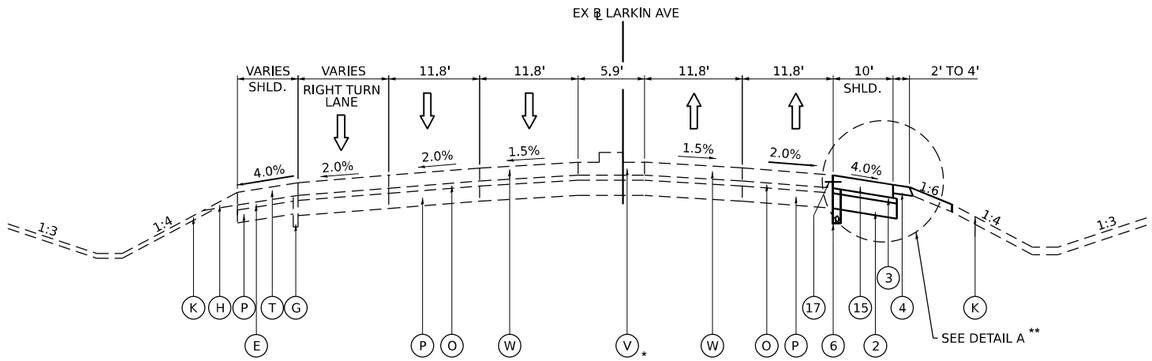
DETAIL B

AGGREGATE SHOULDER
STA 68+09.16 TO STA 70+88.71



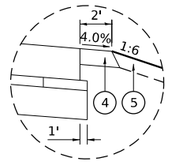
LARKIN PROPOSED TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 68+13.49 TO STA 70+72.15



LARKIN PROPOSED TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 75+44.60 TO STA 79+83.13



DETAIL A

AGGREGATE SHOULDER
ALL TYPICAL SECTIONS

EXISTING

- (A) CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 8"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (10" AND VARIES)
- (C) STONE MATRIX ASPHALT, SURFACE COURSE, 2"
- (D) STONE MATRIX ASPHALT, BINDER COURSE, 2"
- (E) SUB-BASE GRANULAR MATERIAL, 4" TO 6"
- (F) HOT-MIX ASPHALT SHOULDER, 8"
- (G) PIPE UNDERDRAIN
- (H) AGGREGATE SHOULDER
- (I) EXISTING 3" HOT-MIX ASPHALT OVERLAY
- (J) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C" N50, 2"
- (K) GROUND SURFACE (ASSUMED EXISTING 6" TOPSOIL DEPTH)
- (L) GUARDRAIL
- (M) CABLE BARRIER
- (N) EXISTING FENCE
- (O) STABILIZED SUB-BASE (4" AND VARIES)
- (P) AGGREGATE SUBGRADE (12" AND VARIES)
- (Q) BIT. CONC. SURFACE CSE., MIX E, CLASS 1, TY. 2, 2"
- (R) BIT. CONC. BINDER CSE., MIX B, TY. 2, 1.5"
- (S) BITUMINOUS SHOULDER, 10"
- (T) PORTLAND CEMENT CONCRETE SHOULDER, 10"
- (U) BRIDGE PIER
- (V) SOLID MEDIAN TY. SB-6.12
- (W) NON-REINFORCED PCC PAVEMENT 9.8" (JOINTED)

PROPOSED

1. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
2. AGGREGATE SUBGRADE IMPROVEMENT 12"
3. SUBBASE GRANULAR MATERIAL, TYPE C 4"
4. AGGREGATE SHOULDERS, TYPE B 6" (SEE DETAIL A)
5. TOPSOIL EXCAVATION AND PLACEMENT AND SEEDING (SEE LANDSCAPING PLANS FOR DETAILS AND PAY ITEMS)
6. PIPE UNDERDRAINS, TYPE 2, 6"
7. PORTLAND CEMENT CONCRETE PAVEMENT 10 ¼" (JOINTED)
8. PORTLAND CEMENT CONCRETE SHOULDERS 10 ¼"
9. TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF PCC PAVEMENT, PCC BASE COURSE AND PCC SHOULDERS OF THICKNESS SPECIFIED) SEE JOINTING PLANS FOR ADDITIONAL INFORMATION
10. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
11. NOISE ABATEMENT WALL (SEE STRUCTURAL PLANS)
12. CONCRETE GUTTER, TYPE A
13. CHAIN LINK FENCE, 4'
14. ANCHORAGE SLAB (SEE STRUCTURAL PLANS)
15. PORTLAND CEMENT CONCRETE SHOULDERS 10"
16. PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
17. DRILL AND GROUT TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF CONCRETE MEDIAN AND PCC SHOULDERS OF THICKNESS SPECIFIED)
18. CONCRETE MEDIAN, TYPE SB-6.12

NOTES:

1. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
2. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS SEE JOINTING AND SUPERELEVATION PLAN.

* 3. SEE 21 PR LARKIN PAVEMENT AND SHOULDER IMPROVEMENT TYPICAL SECTIONS.

MODEL: TYP-04
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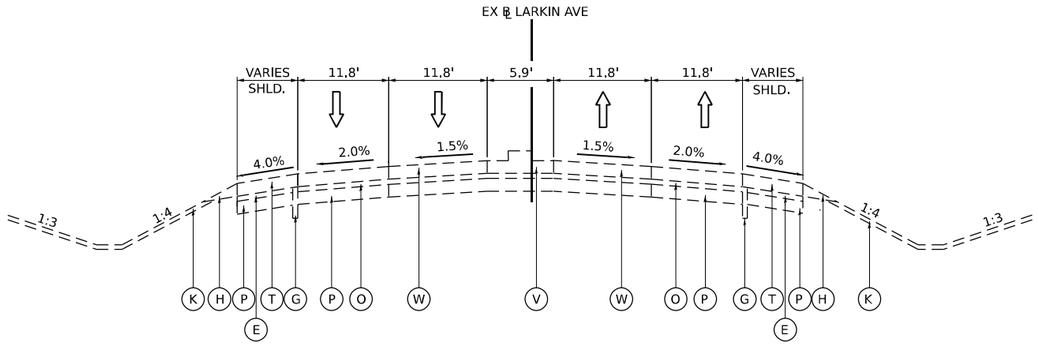
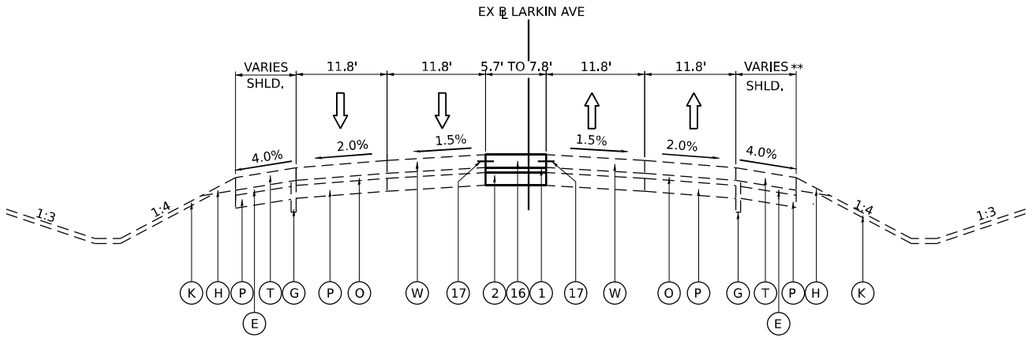
TRANSYSTEMS	USER NAME = vljanachlone	DESIGNED - VLJ	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS LARKIN AVENUE
		DRAWN - AMK	REVISED -		
	PLOT SCALE = 0.16666633 ' / In.	CHECKED - JMG	REVISED -		SCALE: NONE | SHEET 4 OF 6 SHEETS | STA. | TO STA.
	PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	20
		CONTRACT NO. 62R25		
		ILLINOIS FED. AID PROJECT		



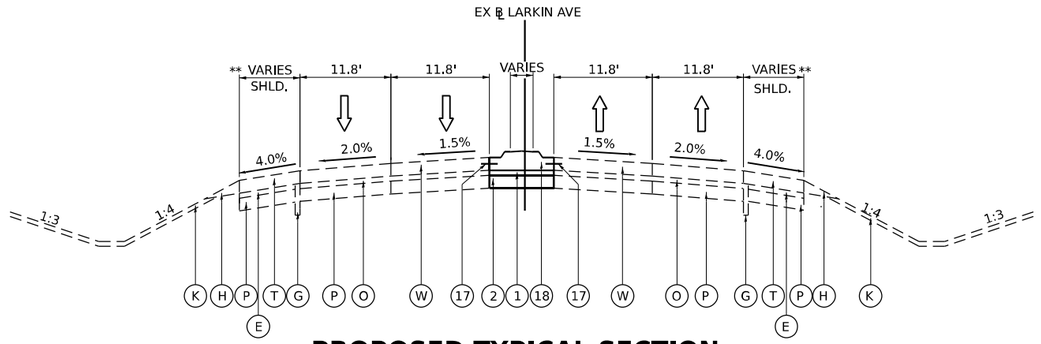
EXISTING TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 62+26.38 TO STA 65+21.74
STA 67+96.9 TO STA 70+88.71



PROPOSED TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 60+95.22 TO STA 62+30.58
STA 70+93.23 TO STA 72+40.75



PROPOSED TYPICAL SECTION

EX ℄ LARKIN AVENUE
STA 60+65.27 TO STA 60+95.22
STA. 62+30.58 TO STA. 62+42.00
STA. 70+81.03 TO STA. 70+93.23
STA. 72+40.75 TO STA. 72+74.72

EXISTING

- (A) CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 8"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (10" AND VARIES)
- (C) STONE MATRIX ASPHALT, SURFACE COURSE, 2"
- (D) STONE MATRIX ASPHALT, BINDER COURSE, 2"
- (E) SUB-BASE GRANULAR MATERIAL, 4" TO 6"
- (F) HOT-MIX ASPHALT SHOULDER, 8"
- (G) PIPE UNDERDRAIN
- (H) AGGREGATE SHOULDER
- (I) EXISTING 3" HOT-MIX ASPHALT OVERLAY
- (J) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C" N50, 2"
- (K) GROUND SURFACE (ASSUMED EXISTING 6" TOPSOIL DEPTH)
- (L) GUARDRAIL
- (M) CABLE BARRIER
- (N) EXISTING FENCE
- (O) STABILIZED SUB-BASE (4" AND VARIES)
- (P) AGGREGATE SUBGRADE (12" AND VARIES)
- (Q) BIT. CONC. SURFACE CSE., MIX E, CLASS 1, TY. 2, 2"
- (R) BIT. CONC. BINDER CSE., MIX B, TY. 2, 1.5"
- (S) BITUMINOUS SHOULDER, 10"
- (T) PORTLAND CEMENT CONCRETE SHOULDER, 10"
- (U) BRIDGE PIER
- (V) SOLID MEDIAN TY. SB-6.12
- (W) NON-REINFORCED PCC PAVEMENT 9.8" (JOINTED)

PROPOSED

- (1) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- (2) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (3) SUBBASE GRANULAR MATERIAL, TYPE C 4"
- (4) AGGREGATE SHOULDERS, TYPE B 6" (SEE DETAIL A)
- (5) TOPSOIL EXCAVATION AND PLACEMENT AND SEEDING (SEE LANDSCAPING PLANS FOR DETAILS AND PAY ITEMS)
- (6) PIPE UNDERDRAINS, TYPE 2, 6"
- (7) PORTLAND CEMENT CONCRETE PAVEMENT 10 ¼" (JOINTED)
- (8) PORTLAND CEMENT CONCRETE SHOULDERS 10 ¼"
- (9) TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF PCC PAVEMENT, PCC BASE COURSE AND PCC SHOULDERS OF THICKNESS SPECIFIED) SEE JOINTING PLANS FOR ADDITIONAL INFORMATION
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (11) NOISE ABATEMENT WALL (SEE STRUCTURAL PLANS)
- (12) CONCRETE GUTTER, TYPE A
- (13) CHAIN LINK FENCE, 4'
- (14) ANCHORAGE SLAB (SEE STRUCTURAL PLANS)
- (15) PORTLAND CEMENT CONCRETE SHOULDERS 10"
- (16) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- (17) DRILL AND GROUT TIE BARS PER STANDARD 420001-10 (INCLUDED IN THE COST OF CONCRETE MEDIAN AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (18) CONCRETE MEDIAN, TYPE SB-6.12

NOTES:

1. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
2. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS SEE JOINTING AND SUPERELEVATION PLAN.
* 3. SEE SHEET 20 FOR MEDIAN TYPICAL SECTIONS.

MODEL: TYP-05
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TRANSYSTEMS

USER NAME = vljanachlone	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

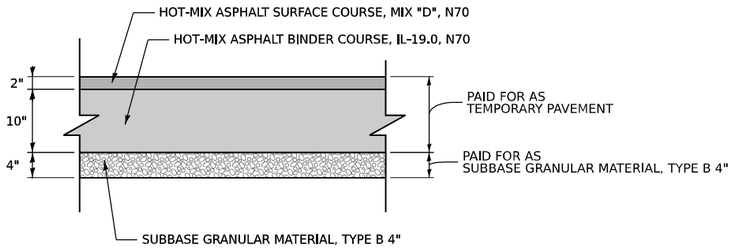
TYPICAL SECTIONS
LARKIN AVENUE

SCALE: NONE | SHEET 5 OF 6 SHEETS | STA. | TO STA.

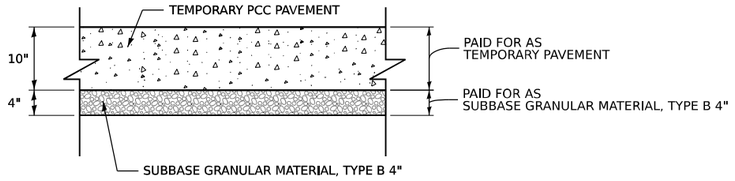
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	21
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

TEMPORARY PAVEMENT DETAILS:

DETAIL A: FULL DEPTH TEMPORARY HMA PAVEMENT FOR RAMPS



DETAIL B: TEMPORARY PCC PAVEMENT FOR RAMPS



TEMPORARY PAVEMENT GENERAL NOTES

1. THE CONTRACTOR SHALL HAVE THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT, UNLESS OTHERWISE SHOWN ON THE PLANS.
2. TEMPORARY HMA PAVEMENT SHALL CONSIST OF TWO ITEMS: HMA BINDER COURSE AND HMA SURFACE COURSE.
3. PORTLAND CEMENT CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.

HOT MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) @NDES	QMP
PAVEMENT RECONSTRUCTION - LARKIN RAMPS		
STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (HMA BINDER IL-19.0)	3% @ 50 GYR	QC/QA
TEMPORARY PAVEMENT (IF HMA OPTION IS SELECTED BY CONTRACTOR)		
TEMPORARY PAVEMENT - LARKIN RAMPS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5): 2"	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 10"	4% @ 70 GYR	QC/QA
SHOULDER RESURFACING (MOT)		
HOT-MIX ASPHALT SURFACE COURSE, IL-9,5, MIX "D", N70: 2"	4% @ 70 GYR	QC/QA
RAMP PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0)	4% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)		

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE AC TYPE SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS

AGGREGATE SUBGRADE IMPROVEMENT

ALIGNMENT	AGGREGATE SUBGRADE IMPROVEMENT (CU YD)	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (SQ YD)
ALLOWANCE FOR OTHER AREAS (25% OF TOTAL PAVEMENT AREA ASSUMED)	960	3,080
TOTAL	960	3,080

NOTES:

1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) SHALL BE USED TO REPLACE ANY UNSUITABLE SOILS BELOW THE BOTTOM OF THE IMPROVED SUBGRADE LAYER THAT ARE ENCOUNTERED IN THE FIELD DURING CONSTRUCTION. THE NEED FOR REMOVAL AND REPLACEMENT SHALL BE DETERMINED BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. ANY MATERIAL NOT NEEDED FOR UNDERCUT REPLACEMENT AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.
2. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
3. QUANTITIES FOR GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE BASED ON THE ROADWAY GEOTECHNICAL REPORT RECOMMENDATIONS FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
4. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
5. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR1.

MODEL: TYP-06
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TRANSYSTEMS

USER NAME = vjanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
TEMPORARY PAVEMENT DETAILS, HMA TABLE AND UNDERCUT TABLE

SCALE: | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	22
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

REMOVAL SCHEDULE

LOCATION	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL, ACRES	TREE TRUNK PROTECTION	TREE ROOT PRUNING	TREE PRUNING (1 TO 10 INCH DIAMETER)	TREE PRUNING (OVER 10 INCH DIAMETER)	SUPPLEMENTAL WATERING	PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	PAVED DITCH REMOVAL	PAVED SHOULDER REMOVAL	MEDIAN REMOVAL	GUARDRAIL REMOVAL	WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	TREE REMOVAL, ACRES (SPECIAL)	FENCE REMOVAL
	UNIT	ACRE	EACH	EACH	EACH	EACH	UNIT	SQ YD	FOOT	FOOT	SQ YD	SQ FT	FOOT	ACRE	ACRE	FOOT
NW QUAD - RAMP D & RAMP DD REMOVAL	-	-	1	1	-	1	0.1	3,382	-	70	2,787	-	-	1.25	1.25	624
NE QUAD - RAMP C & RAMP CC	6	0.75	13	13	9	4	0.8	2,054	-	-	1,808	-	148	2.75	0.25	1,016
SW QUAD - RAMP A & RAMP AA	-	-	1	1	1	-	0.1	1,687	-	152	1,415	-	-	3.25	0.75	704
SE QUAD - RAMP B & RAMP BB REMOVAL	-	-	8	8	-	8	0.5	3,048	-	-	2,935	-	122	1.00	1.00	878
SOUTH LARKIN	-	-	23	23	16	7	1.3	1,167	354	260	1,694	75	-	0.50	0.50	728
NORTH LARKIN	6	0.25	-	-	-	-	-	1,048	388	-	1,066	101	-	0.50	0.50	335
TOTAL	12	1.00	46	46	26	20	2.8	12,386	742	482	11,705	176	270	9.25	4.25	4,285

ROADWAY SCHEDULE

LOCATION	AGGREGATE SUBGRADE IMPROVEMENT 12"	SUBBASE GRANULAR MATERIAL, TYPE C 4"	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	PORTLAND CEMENT CONCRETE PAVEMENT 10 ¾" (JOINTED)	AGGREGATE SHOULDERS, TYPE B 6"	PORTLAND CEMENT CONCRETE SHOULDERS 10"	PORTLAND CEMENT CONCRETE SHOULDERS 10 ¾"	CONCRETE MEDIAN, TYPE SB-6.12	CONCRETE MEDIAN, TYPE SM-6.12	CONCRETE MEDIAN, TYPE SM-6.24	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 5	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	DELINEATORS	CHAIN LINK FENCE, 4'	CHAIN LINK GATES, 4' X 4' SINGLE	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE C
	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ FT	SQ FT	SQ FT	FOOT	EACH	EACH	EACH	EACH	EACH	FOOT	EACH	EACH	EACH	EACH
NW QUAD - RAMP D & RAMP DD REMOVAL	3,298	1,060	2,239	-	1,885	550	-	1,177	-	-	-	337.5	-	-	-	1	19	146	1	2	5	-
NE QUAD - RAMP C & RAMP CC	6,221	3,091	3,126	294	2,613	395	228	1,520	12	-	208	212.5	1	1	1	1	19	626	1	-	8	10
SW QUAD - RAMP A & RAMP AA	4,788	1,911	2,801	302	2,213	487	288	1,714	17	-	207	387.5	1	1	2	2	17	893	-	2	13	-
SE QUAD - RAMP B & RAMP BB REMOVAL	2,488	1,091	1,422	-	1,198	335	-	722	-	-	-	137.5	-	-	1	1	13	802	-	1	4	4
SOUTH LARKIN	2,938	1,330	1,514	67	1,347	211	-	1,251	77	548	-	-	-	-	-	-	4	732	-	-	-	-
NORTH LARKIN	2,427	925	1,413	94	1,235	82	-	868	105	548	-	-	-	-	-	-	2	189	1	-	-	-
TOTAL	22,160	9,408	12,515	757	10,491	2,060	516	7,252	211	1,096	415	1,075.0	2	2	4	5	74	3,388	3	5	30	14

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY SCHEDULES

SCALE: NONE | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	23
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE

PROJECT AREA	EARTH EXCAVATION	EARTH EXCAVATION (ADJUSTED 15% FOR SHRINKAGE) (SEE NOTE 1)	ROCK EXCAVATION (SEE NOTE 7)	EMBANKMENT (SEE NOTE 1)	EARTHWORK BALANCE WASTE (+), SHORTAGE (-) (SEE NOTE 1)	NON-SPECIAL WASTE DISPOSAL (SEE NOTE 10)	FURNISHED EXCAVATION	TOPSOIL EXCAVATION AND PLACEMENT (SEE NOTE 2)	TOPSOIL PLACEMENT (SEE NOTE 1)	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-) (SEE NOTE 1 & 5)	TOPSOIL FURNISH AND PLACE, 4"	AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 8)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (SEE NOTE 8)
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	SQ YD	CU YD	CU YD (UNDERCUT)
ROADWAY													
STAGE 1A													
RAMP A	4,422	3,758		4,488	-730		730	1,398	1,037	361			
RAMP B	3	3		352	-349		349	121		121			
RAMP C	19	16		264	-248		248	227		227			
RAMP D	4,352	3,699		2,434	1,265			1,486		1,486			
STAGE 1A TOTAL	8,796	7,476		7,538	-62		1,327	3,232	1,037	2,195			
STAGE 1B													
RAMP B	765	650		52	598			265	261	4			
RAMP C	3,944	3,352		274	3,078			1,178	653	525			
RAMP D	98	83		197	-114		114		41	-41	369		
SB LARKIN AVE SHOULDER	281	239		533	-294		294	1,327	806	521			
STAGE 1B TOTAL	4,323	3,675		1,004	2,671		408	2,505	1,500	1,005	369		
STAGE 1C													
RAMP B	5,653	4,805		676	4,129			1,433	865	568			
RAMP C	3,587	3,049		455	2,594			780	430	350			
RAMP D	7,925	6,736		1,487	5,249			347	1,972	-1,625	14,625		
STAGE 1C TOTAL	17,165	14,590		2,618	11,972			2,560	3,267	-707	14,625		
STAGE 1D													
RAMP B	1,327	1,128		2,559	-1,431		1,431	81	944	-863	7,767		
RAMP C	1,527	1,298		138	1,160				619	-619	5,571		
NB LARKIN AVE SHOULDER	1,060	901		17	884			91	346	-255	2,295		
STAGE 1D TOTAL	3,914	3,327		2,714	613		1,431	172	1,909	-1,737	15,633		
LARKIN INFIELDS													
RAMP A INFIELD - STAGE 1A	5,656	4,807		996	3,812			1,158	772	386			
RAMP D INFIELD - STAGE 1A	30,463	25,894		7,538	18,356			3,858	4,454	-596	5,363		
RAMP B INFIELD - STAGE 1C	25,092	21,328		2,632	18,696			3,578	2,626	952			
RAMP C INFIELD - STAGE 1C	6,429	5,465		1,028	4,437			1,317	878	439			
ALLOWANCE (SEE NOTES 7 AND 8)			100									960	960
NON-REUSABLE NON-SPECIAL WASTE DISPOSAL (SEE NOTE 9)							41,440						
TOTALS	101,839	86,562	100	26,067	60,495	97,440	44,606	15,820	16,443	-623	35,990	960	960
ROUNDED TOTALS	101,840	86,565	100	26,070	60,495	97,440	44,610	15,820	16,443	-623	35,995	960	960

NOTES

1. NOT A PAY ITEM
2. "TOPSOIL EXCAVATION AND PLACEMENT" WILL BE MEASURED FOR PAYMENT BASED ON THE TOTAL VOLUME OF TOPSOIL EXCAVATED. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF WASTE TOPSOIL FROM THE PROJECT SITE. THE COST TO REMOVE AND DISPOSE OF THIS MATERIAL SHALL BE INCLUDED IN THE BID UNIT PRICE PER CUBIC YARD FOR "TOPSOIL EXCAVATION AND PLACEMENT".
3. TOPSOIL BALANCE VALUES ARE INCLUDED FOR INFORMATION PURPOSES ONLY.
4. TOPSOIL IS ASSUMED TO HAVE 0% SHRINKAGE AFTER BEING EXCAVATED
5. TOPSOIL QUANTITIES WERE MEASURED CONTRACT WIDE AND NOT BROKEN UP BY RAMP SECTIONS
6. ASSUMED WORK IN STAGE 1A WOULD BE CONCURRENT ACROSS RAMPS, THUS FURNISHED EXCAVATION IS REQUIRED FOR WORK IN STAGE 1A.
7. A NOMINAL QUANTITY OF 100 CU YD FOR ROCK EXCAVATION HAS BEEN ADDED FOR NECESSARY WORK AT UNKNOWN ROCK LOCATIONS DISCOVERED IN THE FIELD.
8. AN UNDERCUT ALLOWANCE OF 25% OF THE TOTAL PAVEMENT AREA HAS BEEN ADDED FOR AGGREGATE SUBGRADE IMPROVEMENT AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL BASED ON THE EXISTING SOIL CONDITIONS DISCOVERED IN THE FIELD.
9. A QUANTITY OF 41,440 CY WAS ADDED TO THE FURNISHED EXCAVATION QUANTITY. THIS ACCOUNTS FOR THE SOILS CLASSIFIED ACCORDING TO ARTICLE 669.05(a)(5) IN THE PSI REPORT. IF TESTING DETERMINES THAT SOME OF THE NON-SPECIAL WASTE MATERIALS CAN BE REUSED ON SITE AS EMBANKMENT, THE EXCESS FURNISHED EXCAVATION SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER PRIOR TO PLACING FURNISHED EXCAVATION.
10. NON-SPECIAL WASTE DISPOSAL QUANTITY PROVIDED FROM PSI REPORT. SEE SPECIAL PROVISION FOR REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES FOR DETAILS.

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
RAMP A				
906+50.00	0.0	0.0		
906+65.00	61.9	1.6	5.2	6.6
907+00.00	68.9	2.1	14.2	10.7
907+50.00	66.7	2.5	13.2	10.2
908+00.00	73.7	14.7	23.6	9.0
908+50.00	100.7	3.7	24.8	6.0
909+00.00	146.1	0.0	26.4	7.0
909+50.00	105.1	2.9	17.2	8.3
910+00.00	86.7	0.0	10.2	9.5
910+50.00	118.1	15.0	38.1	36.8
911+00.00	133.3	2.1	32.5	29.4
911+50.00	136.9	0.4	29.0	24.8
912+00.00	137.4	9.6	29.3	24.9
912+50.00	122.7	0.0	29.1	23.4
913+00.00	111.5	6.7	29.7	21.6
913+50.00	83.0	11.0	34.4	23.8
914+00.00	47.6	45.5	43.7	29.2
914+50.00	92.4	93.2	49.0	35.4
915+00.00	231.3	289.1	77.1	66.8
915+50.00	327.3	633.1	99.3	89.1
916+00.00	116.5	1291.1	135.4	93.2
916+50.00	141.8	2.5	0.0	0.0
RAMP B				
1108+00.00	0.0	0.0	0.0	0.0
1108+50.00	0.9	1.8	8.7	0.0
1109+00.00	0.2	64.1	15.1	0.0
1109+50.00	0.3	65.6	16.7	0.0
1110+00.00	0.3	46.4	15.5	0.0
1110+50.00	0.3	12.4	9.6	0.0
1111+00.00	0.0	0.0	0.0	0.0
1111+50.00	0.0	0.0	0.0	0.0

RAMP A EW NOTES:

EARTHWORK QUANTITIES FOR THE RAMP INFIELD AREAS WERE CALCULATED USING A SURFACE TO SURFACE VOLUME CALCUATION. THE LIMITS OF THE VOLUME CALCULATION IS FROM 905+50-910+00 LT OF THE INSIDE AGGREGATE SHOULDER. SEE EARTHWORK SUMMARY SCHEDULE FOR INFIELD VOLUMES.

RAMP D EW NOTES:

EARTHWORK QUANTITIES FOR THE RAMP INFIELD AREAS WERE CALCULATED USING A SURFACE TO SURFACE VOLUME CALCUATION. THE LIMITS OF THE VOLUME CALCULATION IS FROM 804+00-818+00 LT OF THE INSIDE AGGREGATE SHOULDER. SEE EARTHWORK SUMMARY SCHEDULE FOR INFIELD VOLUMES.

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
RAMP C				
706+15.00	0.0	0.0	0.0	0.0
706+50.00	0.0	0.0	0.0	0.0
707+00.00	0.0	0.0	0.0	0.0
707+50.00	0.6	7.1	6.8	0.0
708+00.00	0.6	6.0	6.2	0.0
708+50.00	0.5	8.4	6.8	0.0
709+00.00	1.1	2.6	5.5	0.0
709+50.00	0.4	13.7	8.4	0.0
710+00.00	0.6	7.4	8.0	0.0
710+50.00	0.3	19.2	10.7	0.0
711+00.00	0.5	11.7	8.6	0.0
711+50.00	0.5	10.1	7.9	0.0
712+00.00	0.5	12.6	8.7	0.0
712+50.00	1.5	3.5	8.2	0.0
713+00.00	1.1	4.8	8.3	0.0
713+50.00	0.5	8.9	8.3	0.0
714+00.00	0.4	9.7	6.9	0.0
714+50.00	0.4	8.9	6.6	0.0
715+00.00	0.5	4.9	4.3	0.0
715+50.00	0.4	2.7	2.7	0.0
716+00.00	0.0	0.0	0.0	0.0
716+50.00	0.0	0.0	0.0	0.0
717+00.00	0.0	0.0	0.0	0.0
717+50.00	0.0	0.0	0.0	0.0
RAMP D				
804+50.00	0.0	0.0	0.0	0.0
805+00.00	0.4	0.3	4.4	0.0
805+50.00	2.2	0.2	6.0	0.0
806+00.00	12.4	0.0	11.4	0.0
806+50.00	9.6	6.5	16.1	0.0
807+00.00	1.9	32.8	18.3	0.0
807+50.00	1.8	19.0	15.3	0.0
808+00.00	1.1	6.2	8.9	0.0
808+50.00	0.0	0.0	0.0	0.0
808+59.00	0.0	117.5	24.3	0.0
809+00.00	1.4	142.1	33.2	0.0
809+50.00	23.1	52.4	41.2	0.0
810+00.00	107.6	63.5	36.1	0.0
810+50.00	134.9	77.0	52.5	0.0
811+00.00	135.4	45.5	59.6	0.0
811+50.00	121.3	38.0	61.3	0.0
812+00.00	92.3	33.4	56.3	0.0
812+50.00	120.7	133.5	48.8	0.0
813+00.00	169.0	51.8	38.2	0.0
813+50.00	341.2	12.8	52.9	0.0
814+00.00	469.9	3.3	44.2	0.0
814+50.00	371.7	0.9	36.9	0.0
815+00.00	161.7	22.1	26.9	0.0
815+50.00	10.1	198.1	33.8	0.0
816+00.00	25.5	193.7	29.6	0.0
816+50.00	40.9	81.4	29.6	0.0
817+00.00	1.0	29.9	24.1	0.0
817+50.00	1.4	33.0	0.0	0.0

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED			
	DRAWN - AMK	REVISED -			
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -			
PLOT DATE = 6/18/2024	DATE - 6/18/24	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EARTHWORK END AREA TABLE
62R25 STAGE 1A

SCALE: NONE | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	25
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
RAMP B				
1104+50.00	15.1	0.1	19.3	19.6
1105+00.00	61.8	0.5	19.3	19.4
1105+50.00	65.8	1.1	19.5	19.4
1106+00.00	71.6	0.5	22.1	21.5
1106+50.00	69.7	0.2	20.0	19.7
1107+00.00	64.6	0.1	18.3	17.1
1107+50.00	33.6	6.1	15.7	14.5
1108+00.00	27.4	11.6	12.8	12.8
1108+50.00	23.2	17.5	13.3	13.8
RAMP C				
706+15.00	57.7	0.9	16.1	7.5
706+50.00	48.7	5.8	16.1	6.9
707+00.00	56.6	9.3	20.4	8.7
707+50.00	57.9	10.4	21.9	9.1
708+00.00	67.7	9.2	24.6	10.7
708+50.00	121.9	5.0	27.8	13.1
709+00.00	94.4	6.8	22.8	9.6
709+50.00	97.0	2.4	22.4	9.3
710+00.00	92.6	1.0	21.0	8.3
710+50.00	85.9	1.1	19.7	6.4
711+00.00	90.7	1.0	18.8	5.0
711+50.00	76.4	1.9	21.8	6.1
712+00.00	90.7	2.2	23.3	9.2
712+50.00	110.4	1.4	25.1	10.5
713+00.00	120.0	3.3	29.6	13.8
713+50.00	152.2	0.8	29.2	11.9
714+00.00	181.5	3.5	30.2	15.6
714+50.00	177.2	20.9	32.2	22.0
715+00.00	124.8	22.5	36.5	21.3
715+50.00	124.1	24.9	41.3	27.8
716+00.00	145.2	15.3	45.1	44.5
716+50.00	2.5	0.1	49.0	42.5
717+00.00	0.0	0.0	52.9	40.1
717+50.00	0.0	0.0	0.0	0.0

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
RAMP D				
804+50.00	0.0	0.0	0.0	0.0
805+00.00	0.0	0.0	0.0	0.0
805+50.00	0.0	0.0	0.0	0.0
806+00.00	0.0	0.0	0.0	0.0
806+50.00	21.5	0.2	0.0	0.8
807+00.00	13.5	1.7	0.0	0.0
807+50.00	14.8	3.7	0.0	3.0
808+00.00	0.0	42.8	0.0	8.8
808+50.00	1.2	58.0	0.0	8.4
808+57.00	31.6	2.5	0.0	5.9
809+00.00	0.0	0.0	0.0	0.0
809+50.00	0.0	0.0	0.0	0.0
810+00.00	0.0	0.0	0.0	0.0
810+50.00	0.0	0.0	0.0	0.0
811+00.00	0.0	0.0	0.0	0.0
811+50.00	0.0	0.0	0.0	0.0
812+00.00	0.0	0.0	0.0	0.0
812+50.00	0.0	0.0	0.0	0.0
813+00.00	0.0	0.0	0.0	0.0
813+50.00	0.0	0.0	0.0	0.0
814+00.00	0.0	0.0	0.0	0.0
814+50.00	0.0	0.0	0.0	0.0
815+00.00	0.0	0.0	0.0	0.0
815+50.00	0.0	0.0	0.0	0.0
816+00.00	0.0	0.0	0.0	0.0
816+50.00	0.0	0.0	0.0	0.0
817+00.00	0.0	0.0	0.0	0.0
SB LARKIN SH				
53+00.00	0.0	0.0	2.0	0.0
53+50.00	2.9	0.4	3.0	2.5
54+00.00	3.2	0.3	6.0	2.1
54+50.00	1.9	0.3	8.0	2.8
55+00.00	2.0	0.2	2.0	3.9
55+50.00	2.6	0.9	6.0	4.9
56+00.00	2.9	1.4	5.0	5.8
56+50.00	3.0	1.7	8.0	6.7
57+00.00	5.5	2.4	9.0	7.3
57+50.00	7.1	3.8	8.7	8.0
58+00.00	8.6	5.7	9.6	8.2
58+50.00	37.2	9.6	9.8	5.8
59+00.00	148.2	12.7	10.0	5.4

MODEL: SCH04
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH4401/401180022/02-TranSystems/CAD/62R25/Sheets/03-Schedules/D162R25-SHT-SCHEDULES.dgn

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/18/2024	DATE - 6/18/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EARTHWORK END AREA TABLE
62R25 STAGE 1B

SCALE: NONE | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	26
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
RAMP B				
1108+00.00				
1108+50.00	0.0	0.0	0.0	0.0
1108+81.00	19.5	0.0	0.0	0.0
1109+00.00	4.7	0.6	1.1	0.0
1109+50.00	5.0	0.8	1.6	0.0
1110+00.00	4.1	3.2	5.6	0.0
1110+50.00	11.1	19.2	14.0	0.0
1111+00.00	17.4	49.8	27.1	7.9
1111+50.00	197.8	0.0	46.2	19.9
1112+00.00	337.6	1.5	37.2	31.6
1112+50.00	328.0	0.0	61.4	42.3
1113+00.00	343.7	0.6	73.7	48.5
1113+50.00	347.4	10.8	76.3	51.2
1114+00.00	249.2	31.5	73.1	50.5
1114+50.00	135.4	60.0	67.3	47.3
1115+00.00	4.5	118.1	55.7	43.7
1115+50.00	48.7	43.3	59.2	38.5
1116+00.00	324.7	16.0	62.5	32.2
1116+50.00	324.0	9.4	53.5	25.6
1117+00.00	276.9	0.0	43.6	19.4
1117+41.00	212.0	0.0	36.8	22.1
1117+50.00	0.0	0.0	0.0	0.0
RAMP C				
706+15.00	15.5	0.0		
706+50.00	14.4	0.1		
707+00.00	13.9	0.1		
707+50.00	15.4	0.0		
708+00.00	18.1	0.0		
708+50.00	22.4	0.0		
709+00.00	27.8	0.0		
709+50.00	106.8	0.0		
710+00.00	175.1	0.3		
710+50.00	177.1	0.9		
711+00.00	157.5	0.6		
711+50.00	169.5	0.0	27.0	20.6
712+00.00	139.0	0.0	18.4	14.0
712+50.00	114.9	0.0	16.3	11.7
713+00.00	135.8	0.0	15.6	10.6
713+50.00	134.6	0.0	15.6	10.4
714+00.00	133.8	0.0	17.1	10.9
714+50.00	110.9	0.1	22.1	11.5
715+00.00	84.6	4.1	31.1	12.5
715+50.00	57.6	20.0	45.1	14.1
716+00.00	39.7	41.6	64.1	28.4
716+50.00	43.2	56.7	94.1	27.2
717+00.00	41.0	121.7	54.9	60.3

REFER TO RAMP C INFIELD QUANTITIES

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
RAMP D				
804+50.00	0.0	0.0		0.0
805+00.00	18.2	0.1		0.7
805+50.00	15.4	0.4		5.1
806+00.00	10.0	1.7		1.2
806+50.00	1.8	0.7		18.7
807+00.00	63.1	6.5		17.4
807+50.00	77.6	7.0		21.4
808+00.00	113.8	43.6		31.8
808+50.00	182.7	32.2		32.5
809+00.00	219.3	68.9		37.0
809+50.00	236.0	43.3	8.0	52.4
810+00.00	270.3	24.4	8.6	64.4
810+50.00	272.5	55.2	8.2	74.8
811+00.00	235.9	98.6	8.0	79.7
811+50.00	226.3	100.9	8.1	81.1
812+00.00	222.9	67.8	8.3	77.4
812+50.00	251.9	56.6	9.4	72.4
813+00.00	272.0	20.3	9.0	66.8
813+50.00	226.2	17.6	9.0	59.2
814+00.00	268.4	0.0	9.3	51.1
814+50.00	266.6	0.0	7.7	42.2
815+00.00	234.0	20.4	7.0	34.8
815+50.00	243.7	25.4	28.5	50.3
816+00.00	176.6	27.8	22.7	40.8
816+50.00	123.4	51.0	23.9	35.5
817+00.00	99.8	67.0	23.4	32.2

TOPSOIL STRIPPED IN STAGE 1A

RAMP B EW NOTES:

EARTHWORK QUANTITIES FOR THE RAMP INFIELD AREAS WERE CALCULATED USING A SURFACE TO SURFACE VOLUME CALCUATION. THE LIMITS OF THE VOLUME CALCULATION IS FROM 1108+50-1117+00 LT OF THE INSIDE AGGREGATE SHOULDER. SEE EARTHWORK SUMMARY SCHEDULE FOR INFIELD VOLUMES.

RAMP C EW NOTES:

EARTHWORK QUANTITIES FOR THE RAMP INFIELD AREAS WERE CALCULATED USING A SURFACE TO SURFACE VOLUME CALCUATION. THE LIMITS OF THE VOLUME CALCULATION IS FROM 706+15-711+50 LT OF THE INSIDE AGGREGATE SHOULDER. SEE EARTHWORK SUMMARY SCHEDULE FOR INFIELD VOLUMES.

MODEL: SCHD5
FILE NAME: pw:\transystems-pw.bentley.com:transystems-pw1-hosted\Documents\Projects_2018\CH401\401180022\02-TranSystems\CAD\62R25\Sheets\03-Schedules\D162R25-SHT-SCHEDULES.dgn

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/18/2024	DATE - 6/18/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EARTHWORK END AREA TABLE
62R25 STAGE 1C

SCALE: NONE | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	27
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
RAMP B				
1108+00.00	33.8	11.6	0.0	0.0
1108+50.00	20.2	17.4	0.0	11.6
1108+82.00	35.8	2.1	0.0	18.1
1109+00.00	64.1	1.7	0.0	11.9
1109+50.00	50.8	1.8	0.0	10.0
1110+00.00	85.8	2.0	0.0	9.9
1110+50.00	191.9	0.3	10.8	19.3
1111+00.00	250.8	0.6	0.9	16.7
1111+50.00	10.2	0.0	1.1	8.5
1112+00.00	2.1	82.7	0.0	33.0
1112+50.00	1.8	133.0	0.0	37.3
1113+00.00	2.3	165.0	0.0	44.5
1113+50.00	2.2	163.6	0.0	42.6
1114+00.00	3.6	164.5	6.2	49.2
1114+50.00	2.0	159.5	0.0	43.2
1115+00.00	6.4	141.3	6.0	42.8
1115+50.00	5.0	127.7	6.0	40.3
1116+00.00	3.5	118.0	6.0	39.2
1116+50.00	4.2	86.4	6.0	33.0
1117+00.00	1.8	10.2	0.0	14.5
1117+50.00	0.0	0.0	0.0	0.0
RAMP C				
706+15.00	0.0	0.0	STAGE 1D WORK ALONG OUTSIDE OF RAMP C ASSUMED TO BE ACCOUNTED FOR IN STAGE 1B	0.0
706+50.00	0.0	0.0		0.0
707+00.00	0.0	0.0		0.0
707+50.00	0.0	0.0		0.0
708+00.00	0.0	0.0		0.0
708+50.00	0.0	0.0		0.0
709+00.00	0.0	0.0		0.0
709+50.00	0.0	0.0		0.0
710+00.00	0.0	0.0		0.0
710+50.00	0.0	0.0		0.0
711+00.00	0.0	0.0		0.0
711+50.00	0.0	0.0		0.0
712+00.00	0.0	0.0		0.0
712+50.00	0.0	0.0		0.0
713+00.00	0.0	0.0		0.0
713+50.00	0.0	0.0		0.0
714+00.00	0.0	0.0		0.0
714+50.00	0.0	0.0		0.0
715+00.00	90.5	13.2		30.5
715+50.00	126.3	0.1		49.5
716+00.00	187.5	8.2		68.5
716+50.00	214.7	37.5		90.3
717+00.00	205.4	15.8		95.6
717+50.00	0.0	0.0		0.0

STATION	EARTH EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	TOPSOIL STRIPPING (SQ FT)	PROPOSED TOPSOIL (SQ FT)
NB LARKIN SH				
74+00.00	171.1	0.5	STAGE 1D WORK ALONG OUTSIDE OF RAMP C ASSUMED TO BE ACCOUNTED FOR IN STAGE 1B	76.4
74+50.00	110.6	0.0		52.9
75+00.00	89.6	0.0		36.3
75+50.00	101.7	5.8		17.2
76+00.00	75.0	1.1	17.2	16.8
76+50.00	55.2	5.0	10.8	15.3
77+00.00	38.3	0.2	11.2	16.8
77+50.00	33.8	0.0	3.1	7.8
78+00.00	28.3	0.0	4.0	7.4
78+50.00	34.2	0.0	8.4	8.4
79+00.00	29.8	0.0	7.4	9.8
79+50.00	41.8	0.0	10.2	12.3
80+00.00	0.0	0.0	0.0	0.0

MODEL: SCH06
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/03-Schedules/D162R25-SHT-SCHEDULES.dgn

TRANSYSTEMS

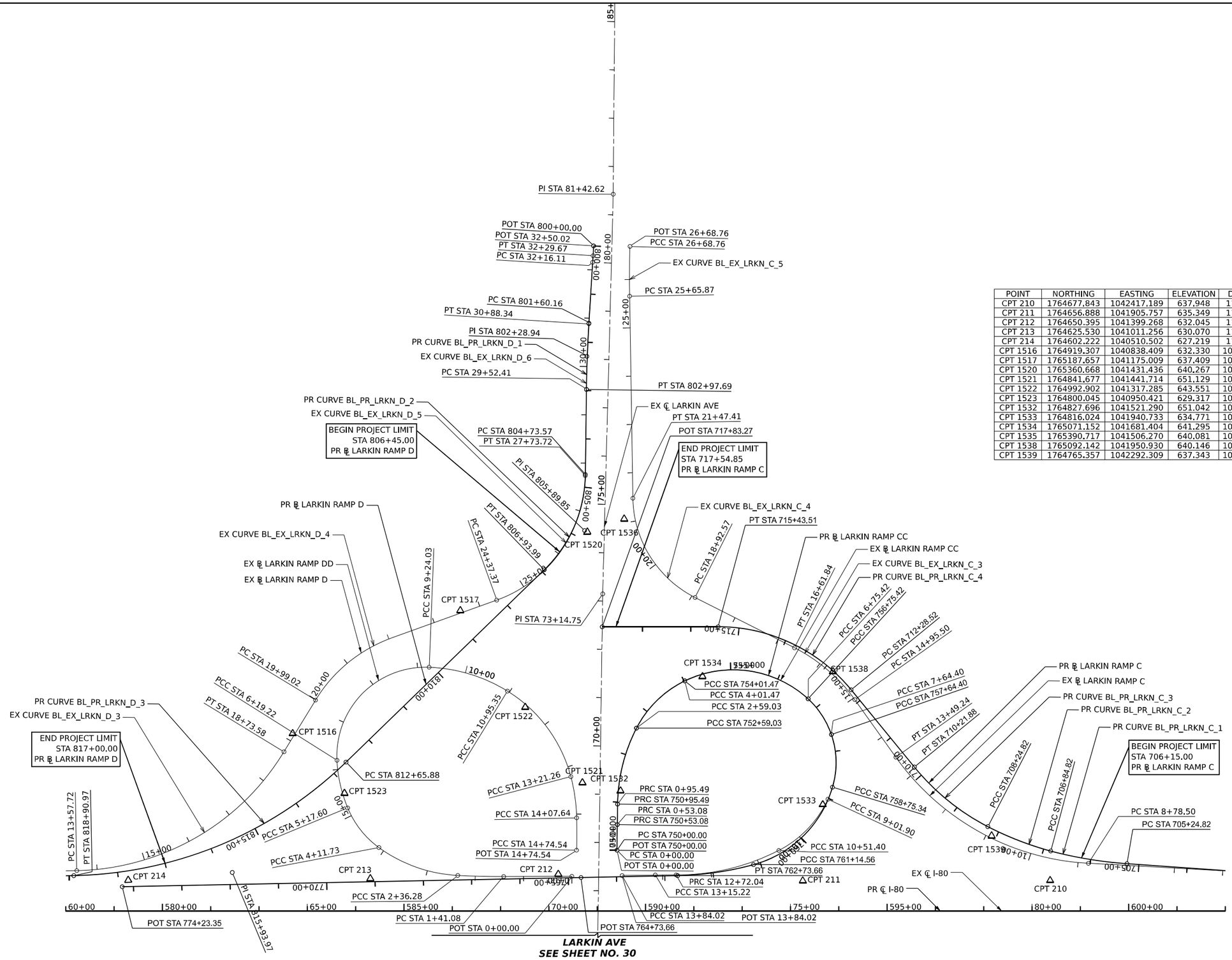
USER NAME = vljanachione		DESIGNED - VLJ	REVISED	
		DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.		CHECKED - JMG	REVISED -	
PLOT DATE = 6/18/2024		DATE - 6/18/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EARTHWORK END AREA TABLE
62R25 STAGE 1D

SCALE: NONE | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	28
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CPT 210	1764677.843	1042417.189	637.948	112/MAG NAIL
CPT 211	1764656.888	1041905.757	635.349	112/MAG NAIL
CPT 212	1764650.395	1041399.268	632.045	112/MAG NAIL
CPT 213	1764625.530	1041011.256	630.070	112/MAG NAIL
CPT 214	1764602.222	1040510.502	627.219	112/MAG NAIL
CPT 1516	1764919.307	1040838.409	632.330	105/CUT CROSS
CPT 1517	1765187.657	1041175.009	637.409	105/CUT CROSS
CPT 1520	1765360.668	1041431.436	640.267	105/CUT CROSS
CPT 1521	1764841.677	1041441.714	651.129	105/CUT CROSS
CPT 1522	1764992.902	1041317.285	643.551	105/CUT CROSS
CPT 1523	1764800.045	1040950.421	629.317	105/CUT CROSS
CPT 1532	1764827.696	1041521.290	651.042	105/CUT CROSS
CPT 1533	1764816.024	1041940.733	634.771	105/CUT CROSS
CPT 1534	1765071.152	1041681.404	641.295	105/CUT CROSS
CPT 1535	1765390.717	1041506.270	640.081	105/CUT CROSS
CPT 1538	1765092.142	1041950.930	640.146	105/CUT CROSS
CPT 1539	1764765.357	1042292.309	637.343	105/CUT CROSS

MODEL: BL_PR_I80_W - Plan 1 [Sheet]
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw2-hosted/Documents/Projects_2018/CH401180022/02-TransSystems/CAD/62R25/Sheets/04-Illgn & Ties/D162R25-xTB-Sheets.dgn

TRANSYSTEMS

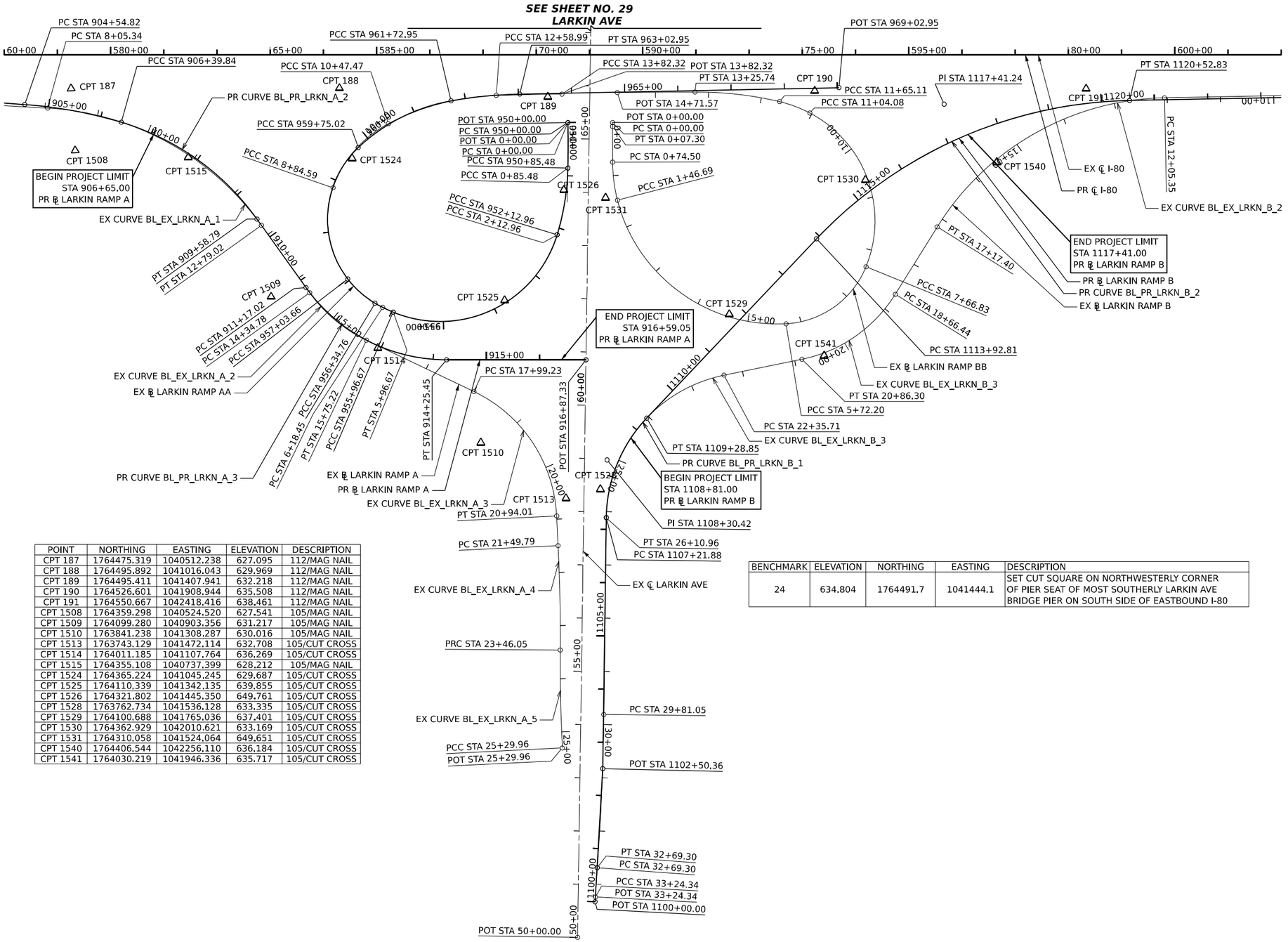
USER NAME = vjanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100' | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	29
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CPT 187	1764475.319	1040512.238	627.095	112/MAG NAIL
CPT 188	1764495.892	1041016.043	629.969	112/MAG NAIL
CPT 189	1764495.411	1041407.941	632.218	112/MAG NAIL
CPT 190	1764526.601	1041908.944	635.508	112/MAG NAIL
CPT 191	1764550.667	1042418.416	638.461	112/MAG NAIL
CPT 1508	1764359.298	1040524.520	627.541	105/MAG NAIL
CPT 1509	1764099.280	1040903.356	631.217	105/MAG NAIL
CPT 1510	1763841.238	1041308.287	630.016	105/MAG NAIL
CPT 1513	1763743.129	1041472.114	632.708	105/CUT CROSS
CPT 1514	1764011.185	1041107.764	636.269	105/CUT CROSS
CPT 1515	1764355.108	1040737.399	628.212	105/MAG NAIL
CPT 1524	1764365.224	1041045.245	629.687	105/CUT CROSS
CPT 1525	1764110.339	1041342.135	639.855	105/CUT CROSS
CPT 1526	1764321.802	1041445.350	649.761	105/CUT CROSS
CPT 1528	1763762.734	1041536.128	633.335	105/CUT CROSS
CPT 1529	1764100.688	1041765.036	637.401	105/CUT CROSS
CPT 1530	1764362.929	1042010.621	633.169	105/CUT CROSS
CPT 1531	1764310.058	1041524.064	649.651	105/CUT CROSS
CPT 1540	1764406.544	1042256.110	636.184	105/CUT CROSS
CPT 1541	1764030.219	1041946.336	635.717	105/CUT CROSS

BENCHMARK	ELEVATION	NORTHING	EASTING	DESCRIPTION
24	634.804	1764491.7	1041444.1	SET CUT SQUARE ON NORTHWESTERLY CORNER OF PIER SEAT OF MOST SOUTHERLY LARKIN AVE BRIDGE PIER ON SOUTH SIDE OF EASTBOUND I-80

MODEL: BL_PR_I80_W • Plan 2 [Sheet]
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-Hosted/Documents/Projects_2018/CH401/401180022/02-TransSystems/CAD/62R25/Sheets/04-Hgn & Ties/D162R25-xTB-Sheets.dgn

TRANSYSTEMS

USER NAME = vjanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100' | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	30
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

EXISTING CURVE DATA

EXISTING I-80 (BL_EX_I80)

EX CURVE BL_EX_I80_1	EX CURVE BL_EX_I80_2	EX CURVE BL_EX_I80_3
PI STA = 69+94.82	PI STA = 184+67.47	PI STA = 297+47.72
Δ = 46°06'50" (LT)	Δ = 45°35'36" (RT)	Δ = 18°59'26" (LT)
D = 01°00'01"	D = 00°40'00"	D = 03°00'21"
R = 5,727.40'	R = 8,595.18'	R = 1,906.24'
T = 2,437.86'	T = 3,612.50'	T = 318.83'
L = 4609.64'	L = 6839.66'	L = 631.82'
E = 497.25'	E = 728.30'	E = 26.48'
PC STA = 45+56.96	PC STA = 148+54.97	PC STA = 294+28.88
PT STA = 91+66.60	PT STA = 216+94.63	PT STA = 300+60.70

EXISTING LARKIN RAMP A (BL_EX_LRKN_A)

EX CURVE BL_EX_LRKN_A_1	EX CURVE BL_EX_LRKN_A_2	EX CURVE BL_EX_LRKN_A_3	EX CURVE BL_EX_LRKN_A_4	EX CURVE BL_EX_LRKN_A_5
PI STA = 10+59.37	PI STA = 15+06.52	PI STA = 19+62.76	PI STA = 22+47.94	PI STA = 24+38.03
Δ = 51°17'06" (RT)	Δ = 28°51'50" (LT)	Δ = 61°44'20" (RT)	Δ = 03°07'28" (RT)	Δ = 03°11'18" (LT)
D = 10°49'37"	D = 20°33'08"	D = 20°56'38"	D = 01°35'31"	D = 01°44'01"
R = 529.19'	R = 278.78'	R = 273.57'	R = 3,598.98'	R = 3,305.19'
T = 254.03'	T = 71.74'	T = 163.53'	T = 98.15'	T = 91.98'
L = 473.68'	L = 140.44'	L = 294.78'	L = 196.26'	L = 183.92'
E = 57.81'	E = 9.08'	E = 45.15'	E = 1.34'	E = 1.28'
PC STA = 8+05.34	PC STA = 14+34.78	PC STA = 17+99.23	PC STA = 21+49.79	PC STA = 23+46.05
PT STA = 12+79.02	PT STA = 15+75.22	PT STA = 20+94.01	PT STA = 23+46.05	PT STA = 25+29.96

EXISTING LARKIN RAMP AA (BL_EX_LRKN_AA)

EX CURVE BL_EX_LRKN_AA_1	EX CURVE BL_EX_LRKN_AA_2	EX CURVE BL_EX_LRKN_AA_3	EX CURVE BL_EX_LRKN_AA_4	EX CURVE BL_EX_LRKN_AA_5	EX CURVE BL_EX_LRKN_AA_6	EX CURVE BL_EX_LRKN_AA_7
PI STA = 0+42.75	PI STA = 1+49.62	PI STA = 4+66.64	PI STA = 7+81.22	PI STA = 9+70.14	PI STA = 11+55.06	PI STA = 13+20.66
Δ = 02°26'32" (RT)	Δ = 15°38'44" (RT)	Δ = 95°37'51" (RT)	Δ = 83°15'07" (RT)	Δ = 43°18'23" (RT)	Δ = 25°48'51" (RT)	Δ = 01°20'02" (RT)
D = 02°51'25"	D = 12°16'23"	D = 24°55'22"	D = 31°16'51"	D = 26°35'19"	D = 12°12'15"	D = 01°04'53"
R = 2,005.53'	R = 466.84'	R = 229.89'	R = 183.17'	R = 215.49'	R = 469.48'	R = 5,297.97'
T = 42.75'	T = 64.14'	T = 253.67'	T = 162.77'	T = 85.55'	T = 107.59'	T = 61.67'
L = 85.48'	L = 127.48'	L = 383.71'	L = 266.14'	L = 162.87'	L = 211.52'	L = 123.33'
E = 0.46'	E = 4.39'	E = 112.45'	E = 61.87'	E = 16.36'	E = 12.17'	E = 0.36'
PC STA = 0+00.00	PC STA = 0+85.48	PC STA = 2+12.96	PC STA = 6+18.45	PC STA = 8+84.59	PC STA = 10+47.47	PC STA = 12+58.99
PT STA = 0+85.48	PT STA = 2+12.96	PT STA = 5+96.67	PT STA = 8+84.59	PT STA = 10+47.47	PT STA = 12+58.99	PT STA = 13+82.32

EXISTING LARKIN RAMP B (BL_EX_LRKN_B)

EX CURVE BL_EX_LRKN_B_1	EX CURVE BL_EX_LRKN_B_2	EX CURVE BL_EX_LRKN_B_3	EX CURVE BL_EX_LRKN_B_4	EX CURVE BL_EX_LRKN_B_5	EX CURVE BL_EX_LRKN_B_6
PI STA = 2+50.13	PI STA = 14+84.82	PI STA = 19+82.86	PI STA = 24+58.69	PI STA = 31+25.22	PI STA = 32+96.82
Δ = 00°11'12" (RT)	Δ = 57°00'34" (LT)	Δ = 46°35'20" (RT)	Δ = 77°47'04" (LT)	Δ = 03°31'43" (RT)	Δ = 01°15'58" (LT)
D = 00°02'14"	D = 11°08'00"	D = 21°11'24"	D = 20°43'43"	D = 01°13'27"	D = 02°18'01"
R = 153,586.02'	R = 514.63'	R = 270.39'	R = 276.41'	R = 4,680.39'	R = 2,490.78'
T = 250.13'	T = 279.48'	T = 116.42'	T = 222.97'	T = 144.17'	T = 27.52'
L = 500.25'	L = 512.06'	L = 219.86'	L = 375.25'	L = 288.25'	L = 55.04'
E = 0.20'	E = 70.99'	E = 24.00'	E = 78.72'	E = 2.22'	E = 0.15'
PC STA = 0+00.00	PC STA = 12+05.35	PC STA = 18+66.44	PC STA = 22+35.71	PC STA = 29+81.05	PC STA = 32+69.30
PT STA = 5+00.25	PT STA = 17+17.40	PT STA = 20+86.30	PT STA = 26+10.96	PT STA = 32+69.30	PT STA = 33+24.34

EXISTING LARKIN RAMP BB (BL_EX_LRKN_BB)

EX CURVE BL_EX_LRKN_BB_1	EX CURVE BL_EX_LRKN_BB_2	EX CURVE BL_EX_LRKN_BB_3	EX CURVE BL_EX_LRKN_BB_4	EX CURVE BL_EX_LRKN_BB_5	EX CURVE BL_EX_LRKN_BB_6	EX CURVE BL_EX_LRKN_BB_7
PI STA = 0+03.65	PI STA = 1+10.78	PI STA = 4+00.65	PI STA = 6+81.39	PI STA = 9+74.43	PI STA = 11+34.76	PI STA = 12+45.81
Δ = 00°04'11" (LT)	Δ = 14°18'12" (LT)	Δ = 78°40'14" (LT)	Δ = 64°44'18" (LT)	Δ = 84°24'18" (LT)	Δ = 14°26'59" (LT)	Δ = 13°39'36" (LT)
D = 00°57'18"	D = 19°48'48"	D = 18°29'18"	D = 33°15'40"	D = 25°01'41"	D = 23°40'21"	D = 08°30'16"
R = 5,999.10'	R = 289.18'	R = 309.90'	R = 172.26'	R = 228.93'	R = 242.03'	R = 673.72'
T = 3.65'	T = 36.28'	T = 253.97'	T = 109.19'	T = 207.60'	T = 30.68'	T = 80.69'
L = 7.30'	L = 72.19'	L = 425.51'	L = 194.64'	L = 337.24'	L = 61.04'	L = 160.62'
E = 0.00'	E = 2.27'	E = 90.77'	E = 31.69'	E = 80.11'	E = 1.94'	E = 4.82'
PC STA = 0+00.00	PC STA = 0+74.50	PC STA = 1+46.69	PC STA = 5+72.20	PC STA = 7+66.83	PC STA = 11+04.08	PC STA = 11+65.11
PT STA = 0+07.30	PT STA = 1+46.69	PT STA = 5+72.20	PT STA = 7+66.83	PT STA = 11+04.08	PT STA = 11+65.11	PT STA = 13+25.74

NOTES:

1. FOR PROPOSED SUPERELEVATION RATES AND TRANSITION LENGTHS, SEE PAVEMENT ELEVATION AND SUPERELEVATION DETAILS ON SHEETS 51 TO 61

EXISTING CURVE DATA

EXISTING LARKIN RAMP C (BL_EX_LRKN_C)

EX CURVE BL_EX_LRKN_C_1
PI STA = 1+79.03
Δ = 01°37'57" (RT)
D = 03°17'47"
R = 1,738.16'
T = 24.76'
L = 49.52'
E = 0.18'
PC STA = 1+54.27
PT STA = 2+03.79

EX CURVE BL_EX_LRKN_C_2
PI STA = 11+31.03
Δ = 51°23'02" (RT)
D = 10°54'56"
R = 524.90'
T = 252.52'
L = 470.74'
E = 57.59'
PC STA = 8+78.50
PT STA = 13+49.24

EX CURVE BL_EX_LRKN_C_3
PI STA = 15+80.34
Δ = 27°43'57" (LT)
D = 16°40'19"
R = 343.67'
T = 84.83'
L = 166.34'
E = 10.32'
PC STA = 14+95.50
PT STA = 16+61.84

EX CURVE BL_EX_LRKN_C_4
PI STA = 20+34.21
Δ = 62°15'42" (RT)
D = 24°25'57"
R = 234.51'
T = 141.64'
L = 254.83'
E = 39.45'
PC STA = 18+92.57
PT STA = 21+47.41

EX CURVE BL_EX_LRKN_C_5
PI STA = 26+17.33
Δ = 02°35'46" (RT)
D = 02°31'23"
R = 2,270.84'
T = 51.45'
L = 102.89'
E = 0.58'
PC STA = 25+65.87
PT STA = 26+68.76

EXISTING LARKIN RAMP CC (BL_EX_LRKN_CC)

EX CURVE BL_EX_LRKN_CC_1
PI STA = 0+26.54
Δ = 00°32'04" (RT)
D = 01°00'25"
R = 5,689.42'
T = 26.54'
L = 53.08'
E = 0.06'
PC STA = 0+00.00
PT STA = 0+53.08

EX CURVE BL_EX_LRKN_CC_2
PI STA = 0+74.29
Δ = 00°22'17" (LT)
D = 00°52'32"
R = 6,544.84'
T = 21.21'
L = 42.41'
E = 0.03'
PC STA = 0+53.08
PT STA = 0+95.49

EX CURVE BL_EX_LRKN_CC_3
PI STA = 1+78.75
Δ = 26°29'24" (RT)
D = 16°11'52"
R = 353.72'
T = 83.26'
L = 163.54'
E = 9.67'
PC STA = 0+95.49
PT STA = 2+59.03

EX CURVE BL_EX_LRKN_CC_4
PI STA = 3+32.84
Δ = 37°00'57" (RT)
D = 25°59'13"
R = 220.48'
T = 73.81'
L = 142.44'
E = 12.03'
PC STA = 2+59.03
PT STA = 4+01.47

EX CURVE BL_EX_LRKN_CC_5
PI STA = 5+57.35
Δ = 68°17'24" (RT)
D = 24°55'42"
R = 229.84'
T = 155.88'
L = 273.94'
E = 47.87'
PC STA = 4+01.47
PT STA = 6+75.42

EX CURVE BL_EX_LRKN_CC_6
PI STA = 7+20.87
Δ = 28°47'49" (RT)
D = 32°21'42"
R = 177.05'
T = 45.45'
L = 88.98'
E = 5.74'
PC STA = 6+75.42
PT STA = 7+64.40

EX CURVE BL_EX_LRKN_CC_7
PI STA = 8+36.67
Δ = 43°35'09" (RT)
D = 31°42'00"
R = 180.74'
T = 72.27'
L = 137.49'
E = 13.91'
PC STA = 7+64.40
PT STA = 9+01.90

EX CURVE BL_EX_LRKN_CC_8
PI STA = 9+79.51
Δ = 37°56'55" (RT)
D = 25°22'58"
R = 225.73'
T = 77.61'
L = 149.51'
E = 12.97'
PC STA = 9+01.90
PT STA = 10+51.40

EX CURVE BL_EX_LRKN_CC_9
PI STA = 11+63.89
Δ = 27°30'12" (RT)
D = 12°27'56"
R = 459.63'
T = 112.49'
L = 220.64'
E = 13.56'
PC STA = 10+51.40
PT STA = 12+72.04

EX CURVE BL_EX_LRKN_CC_10
PI STA = 12+93.63
Δ = 01°03'12" (LT)
D = 02°26'23"
R = 2,348.44'
T = 21.59'
L = 43.18'
E = 0.10'
PC STA = 12+72.04
PT STA = 13+15.22

EX CURVE BL_EX_LRKN_CC_11
PI STA = 13+49.62
Δ = 00°08'06" (LT)
D = 00°11'47"
R = 29,177.45'
T = 34.40'
L = 68.80'
E = 0.02'
PC STA = 13+15.22
PT STA = 13+84.02

EXISTING LARKIN RAMP D (BL_EX_LRKN_D)

EX CURVE BL_EX_LRKN_D_1
PI STA = 0+54.93
Δ = 00°50'39" (LT)
D = 00°46'06"
R = 7,457.75'
T = 54.93'
L = 109.87'
E = 0.20'
PC STA = 0+00.00
PT STA = 1+09.87

EX CURVE BL_EX_LRKN_D_2
PI STA = 2+94.31
Δ = 03°23'47" (RT)
D = 00°55'16"
R = 6,221.04'
T = 184.44'
L = 368.77'
E = 2.73'
PC STA = 1+09.87
PT STA = 4+78.64

EX CURVE BL_EX_LRKN_D_3
PI STA = 16+39.79
Δ = 57°34'09" (LT)
D = 11°09'35"
R = 513.41'
T = 282.07'
L = 515.86'
E = 72.38'
PC STA = 13+57.72
PT STA = 18+73.58

EX CURVE BL_EX_LRKN_D_4
PI STA = 21+06.63
Δ = 38°47'30" (RT)
D = 18°44'49"
R = 305.63'
T = 107.60'
L = 206.92'
E = 18.39'
PC STA = 19+99.02
PT STA = 22+05.95

EX CURVE BL_EX_LRKN_D_5
PI STA = 26+29.66
Δ = 69°24'48" (LT)
D = 20°38'12"
R = 277.64'
T = 192.29'
L = 336.36'
E = 60.09'
PC STA = 24+37.37
PT STA = 27+73.72

EX CURVE BL_EX_LRKN_D_6
PI STA = 30+20.39
Δ = 02°43'02" (RT)
D = 01°59'56"
R = 2,866.25'
T = 67.98'
L = 135.93'
E = 0.81'
PC STA = 29+52.41
PT STA = 30+88.34

EX CURVE BL_EX_LRKN_D_7
PI STA = 32+22.89
Δ = 00°10'59" (RT)
D = 01°20'55"
R = 4,248.56'
T = 6.78'
L = 13.56'
E = 0.01'
PC STA = 32+16.11
PT STA = 32+29.67

EXISTING LARKIN RAMP DD (BL_EX_LRKN_DD)

EX CURVE BL_EX_LRKN_DD_1
PI STA = 1+88.69
Δ = 03°14'14" (RT)
D = 03°24'01"
R = 1,685.00'
T = 47.62'
L = 95.21'
E = 0.67'
PC STA = 1+41.08
PT STA = 2+36.28

EX CURVE BL_EX_LRKN_DD_2
PI STA = 3+26.51
Δ = 32°59'23" (RT)
D = 18°48'11"
R = 304.72'
T = 90.23'
L = 175.45'
E = 13.08'
PC STA = 2+36.28
PT STA = 4+11.73

EX CURVE BL_EX_LRKN_DD_3
PI STA = 4+66.04
Δ = 31°30'27" (RT)
D = 29°45'41"
R = 192.52'
T = 54.31'
L = 105.87'
E = 7.51'
PC STA = 4+11.73
PT STA = 5+17.60

EX CURVE BL_EX_LRKN_DD_4
PI STA = 5+68.92
Δ = 19°45'47" (RT)
D = 19°26'52"
R = 294.61'
T = 51.32'
L = 101.62'
E = 4.44'
PC STA = 5+17.60
PT STA = 6+19.22

EX CURVE BL_EX_LRKN_DD_5
PI STA = 8+19.81
Δ = 94°58'38" (RT)
D = 31°09'35"
R = 183.88'
T = 200.59'
L = 304.81'
E = 88.24'
PC STA = 6+19.22
PT STA = 9+24.03

EX CURVE BL_EX_LRKN_DD_6
PI STA = 10+11.62
Δ = 29°24'56" (RT)
D = 17°10'11"
R = 333.70'
T = 87.59'
L = 171.32'
E = 11.30'
PC STA = 9+24.03
PT STA = 10+95.35

EX CURVE BL_EX_LRKN_DD_7
PI STA = 12+14.10
Δ = 43°38'07" (RT)
D = 19°18'56"
R = 296.63'
T = 118.75'
L = 225.91'
E = 22.89'
PC STA = 10+95.35
PT STA = 13+21.26

EX CURVE BL_EX_LRKN_DD_8
PI STA = 13+64.65
Δ = 13°33'38" (RT)
D = 15°41'55"
R = 364.97'
T = 43.39'
L = 86.38'
E = 2.57'
PC STA = 13+21.26
PT STA = 14+07.64

EX CURVE BL_EX_LRKN_DD_9
PI STA = 14+41.09
Δ = 02°26'41" (RT)
D = 03°39'15"
R = 1,567.92'
T = 33.46'
L = 66.90'
E = 0.36'
PC STA = 14+07.64
PT STA = 14+74.54

NOTES:

1. FOR PROPOSED SUPERELEVATION RATES AND TRANSITION LENGTHS, SEE PAVEMENT ELEVATION AND SUPERELEVATION DETAILS ON SHEETS 51 TO 61

EXISTING ALIGNMENT INFORMATION

EX I-80				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		0+00.00	1,755,433.3950	1,021,060.6330
PC	BL_EX I80_1	45+56.96	1,755,573.6240	1,025,615.4360
PI	BL_EX I80_1	69+94.82	1,755,648.6430	1,028,052.1430
PT	BL_EX I80_1	91+66.60	1,757,456.8310	1,029,687.2650
PC	BL_EX I80_2	148+54.97	1,761,675.9550	1,033,502.5650
PI	BL_EX I80_2	184+67.47	1,764,355.3860	1,035,925.5410
PT	BL_EX I80_2	216+94.63	1,764,499.3500	1,039,535.1720
PC	BL_EX I80_3	294+28.88	1,764,807.5720	1,047,263.2780
PI	BL_EX I80_3	297+47.72	1,764,820.2780	1,047,581.8580
PT	BL_EX I80_3	300+60.70	1,764,935.9620	1,047,878.9640
POT		310+67.18	1,765,301.1490	1,048,816.8550

EX LARKIN RAMP A				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		0+00.00	1,764,448.0040	1,039,664.6220
PC	BL_EX_LRKN_A_1	8+05.34	1,764,436.6730	1,040,469.8840
PI	BL_EX_LRKN_A_1	10+59.37	1,764,433.0990	1,040,723.8890
PT	BL_EX_LRKN_A_1	12+79.02	1,764,232.6710	1,040,879.9670
PC	BL_EX_LRKN_A_2	14+34.78	1,764,109.7780	1,040,975.6670
PI	BL_EX_LRKN_A_2	15+06.52	1,764,053.1720	1,041,019.7470
PT	BL_EX_LRKN_A_2	15+75.22	1,764,024.8780	1,041,085.6770
PC	BL_EX_LRKN_A_3	17+99.23	1,763,936.5330	1,041,291.5290
PI	BL_EX_LRKN_A_3	19+62.76	1,763,872.0400	1,041,441.8030
PT	BL_EX_LRKN_A_3	20+94.01	1,763,709.1430	1,041,456.1520
PC	BL_EX_LRKN_A_4	21+49.79	1,763,653.5820	1,041,461.0460
PI	BL_EX_LRKN_A_4	22+47.94	1,763,555.8070	1,041,469.6580
PCC	BL_EX_LRKN_A_4/BL_EX_LRKN_A_5	23+46.05	1,763,457.7090	1,041,472.9290
PI	BL_EX_LRKN_A_5	24+38.03	1,763,365.7780	1,041,475.9940
PT	BL_EX_LRKN_A_5	25+29.96	1,763,274.1590	1,041,484.1670

EX LARKIN RAMP AA				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BL_EX_LRKN_AA_1	0+00.00	1,764,448.5650	1,041,447.8100
PI	BL_EX_LRKN_AA_1	0+42.75	1,764,405.8940	1,041,450.3690
PCC	BL_EX_LRKN_AA_1/BL_EX_LRKN_AA_2	0+85.48	1,764,363.1520	1,041,451.1070
PI	BL_EX_LRKN_AA_2	1+49.62	1,764,299.0240	1,041,452.2150
PCC	BL_EX_LRKN_AA_2/BL_EX_LRKN_AA_3	2+12.96	1,764,236.9730	1,041,435.9880
PI	BL_EX_LRKN_AA_3	4+66.64	1,763,991.5520	1,041,371.8060
PT	BL_EX_LRKN_AA_3	5+96.67	1,764,079.5040	1,041,133.8670
PC	BL_EX_LRKN_AA_4	6+18.45	1,764,087.6390	1,041,113.6720
PI	BL_EX_LRKN_AA_4	7+81.22	1,764,152.7800	1,040,964.5040
PCC	BL_EX_LRKN_AA_4/BL_EX_LRKN_AA_5	8+84.60	1,764,308.5690	1,041,011.6670
PI	BL_EX_LRKN_AA_5	9+70.14	1,764,390.4480	1,041,036.4550
PCC	BL_EX_LRKN_AA_5/BL_EX_LRKN_AA_6	10+47.47	1,764,433.0300	1,041,110.6540
PI	BL_EX_LRKN_AA_6	11+55.06	1,764,486.5810	1,041,203.9670
PCC	BL_EX_LRKN_AA_6/BL_EX_LRKN_AA_7	12+58.99	1,764,494.1540	1,041,311.2870
PI	BL_EX_LRKN_AA_7	13+20.66	1,764,498.4950	1,041,372.8030
PT	BL_EX_LRKN_AA_7	13+82.32	1,764,501.4030	1,041,434.4040

EX LARKIN RAMP B				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BL_EX_LRKN_B_1	0+00.00	1,764,611.5720	1,043,769.3720
PI	BL_EX_LRKN_B_1	2+50.13	1,764,596.0120	1,043,519.7290
PT	BL_EX_LRKN_B_1	5+00.25	1,764,581.2660	1,043,270.0370
PC	BL_EX_LRKN_B_2	12+05.35	1,764,539.6980	1,042,566.1710
PI	BL_EX_LRKN_B_2	14+84.82	1,764,523.2220	1,042,287.1820
PT	BL_EX_LRKN_B_2	17+17.40	1,764,280.2450	1,042,149.0920
PC	BL_EX_LRKN_B_3	18+66.44	1,764,150.6730	1,042,075.4530
PI	BL_EX_LRKN_B_3	19+82.86	1,764,049.4600	1,042,017.9310
PT	BL_EX_LRKN_B_3	20+86.30	1,764,021.6900	1,041,904.8740
PC	BL_EX_LRKN_B_4	22+35.72	1,763,986.0490	1,041,759.7730
PI	BL_EX_LRKN_B_4	24+58.69	1,763,932.8610	1,041,543.2380
PT	BL_EX_LRKN_B_4	26+10.96	1,763,709.9750	1,041,549.4050
PC	BL_EX_LRKN_B_5	29+81.05	1,763,340.0310	1,041,559.6410
PI	BL_EX_LRKN_B_5	31+25.22	1,763,195.9160	1,041,563.6280
PT	BL_EX_LRKN_B_5	32+69.30	1,763,051.8300	1,041,558.7380
PC	BL_EX_LRKN_B_6	32+69.30	1,763,051.8260	1,041,558.7380
PI	BL_EX_LRKN_B_6	32+96.82	1,763,024.3210	1,041,557.8040
PT	BL_EX_LRKN_B_6	33+24.34	1,762,996.8020	1,041,557.4790

EX LARKIN RAMP BB				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BL_EX_LRKN_BB_1	0+00.00	1,764,451.9600	1,041,531.5440
PI	BL_EX_LRKN_BB_1	0+03.65	1,764,448.3120	1,041,531.6940
PT	BL_EX_LRKN_BB_1	0+07.30	1,764,444.6650	1,041,531.8480
PC	BL_EX_LRKN_BB_2	0+74.50	1,764,377.5310	1,041,534.6840
PI	BL_EX_LRKN_BB_2	1+10.78	1,764,341.2790	1,041,536.2150
PCC	BL_EX_LRKN_BB_2/BL_EX_LRKN_BB_3	1+46.69	1,764,306.5300	1,041,546.6550
PI	BL_EX_LRKN_BB_3	4+00.66	1,764,063.3010	1,041,619.7300
PCC	BL_EX_LRKN_BB_3/BL_EX_LRKN_BB_4	5+72.20	1,764,087.1690	1,041,872.5750
PI	BL_EX_LRKN_BB_4	6+81.39	1,764,097.4310	1,041,981.2820
PCC	BL_EX_LRKN_BB_4/BL_EX_LRKN_BB_5	7+66.83	1,764,200.1210	1,042,018.3920
PI	BL_EX_LRKN_BB_5	9+74.43	1,764,395.3590	1,042,088.9470
PCC	BL_EX_LRKN_BB_5/BL_EX_LRKN_BB_6	11+04.08	1,764,484.6130	1,041,901.5190
PI	BL_EX_LRKN_BB_6	11+34.76	1,764,497.8050	1,041,873.8170
PCC	BL_EX_LRKN_BB_6/BL_EX_LRKN_BB_7	11+65.12	1,764,503.6670	1,041,843.6990
PI	BL_EX_LRKN_BB_7	12+45.81	1,764,519.0840	1,041,764.4920
PT	BL_EX_LRKN_BB_7	13+25.74	1,764,515.3590	1,041,683.8850

EX LARKIN RAMP C				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		0+00.00	1,764,707.9620	1,043,373.4130
PC	BL_EX_LRKN_C_1	1+54.27	1,764,705.9500	1,043,219.1580
PI	BL_EX_LRKN_C_1	1+79.03	1,764,705.6270	1,043,194.3970
PT	BL_EX_LRKN_C_1	2+03.79	1,764,706.0100	1,043,169.6370
PC	BL_EX_LRKN_C_2	8+78.50	1,764,716.4330	1,042,495.0060
PI	BL_EX_LRKN_C_2	11+31.03	1,764,720.3340	1,042,242.5120
PT	BL_EX_LRKN_C_2	13+49.24	1,764,920.0530	1,042,087.9790
PC	BL_EX_LRKN_C_3	14+95.50	1,765,035.7320	1,041,998.4720
PI	BL_EX_LRKN_C_3	15+80.34	1,765,102.8260	1,041,946.5570
PT	BL_EX_LRKN_C_3	16+61.84	1,765,138.0560	1,041,869.3840
PC	BL_EX_LRKN_C_4	18+92.57	1,765,233.8710	1,041,659.4900
PI	BL_EX_LRKN_C_4	20+34.21	1,765,292.6880	1,041,530.6440
PT	BL_EX_LRKN_C_4	21+47.41	1,765,434.1030	1,041,522.7320
PC	BL_EX_LRKN_C_5	25+65.87	1,765,851.9160	1,041,499.3570
PI	BL_EX_LRKN_C_5	26+17.33	1,765,903.2890	1,041,496.4830
PT	BL_EX_LRKN_C_5	26+68.76	1,765,954.7400	1,041,495.9390

EX LARKIN RAMP CC				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BL_EX_LRKN_CC_1	0+00.00	1,764,704.5790	1,041,518.8220
PI	BL_EX_LRKN_CC_1	0+26.54	1,764,731.1070	1,041,517.9960
PCC	BL_EX_LRKN_CC_1/BL_EX_LRKN_CC_2	0+53.08	1,764,757.6410	1,041,517.4180
PI	BL_EX_LRKN_CC_2	0+74.29	1,764,778.8420	1,041,516.9560
PCC	BL_EX_LRKN_CC_2/BL_EX_LRKN_CC_3	0+95.49	1,764,800.0400	1,041,516.3570
PI	BL_EX_LRKN_CC_3	1+78.75	1,764,883.2660	1,041,514.0030
PCC	BL_EX_LRKN_CC_3/BL_EX_LRKN_CC_4	2+59.03	1,764,958.8030	1,041,549.0190
PI	BL_EX_LRKN_CC_4	3+32.84	1,765,025.7640	1,041,580.0590
PCC	BL_EX_LRKN_CC_4/BL_EX_LRKN_CC_5	4+01.48	1,765,060.5430	1,041,645.1570
PI	BL_EX_LRKN_CC_5	5+57.35	1,765,133.9960	1,041,782.6430
PCC	BL_EX_LRKN_CC_5/BL_EX_LRKN_CC_6	6+75.42	1,765,033.4330	1,041,901.7440
PI	BL_EX_LRKN_CC_6	7+20.87	1,765,004.1100	1,041,936.4730
PCC	BL_EX_LRKN_CC_6/BL_EX_LRKN_CC_7	7+64.40	1,764,961.6830	1,041,952.7820
PI	BL_EX_LRKN_CC_7	8+36.67	1,764,894.2280	1,041,978.7120
PCC	BL_EX_LRKN_CC_7/BL_EX_LRKN_CC_8	9+01.90	1,764,827.4910	1,041,950.9880
PI	BL_EX_LRKN_CC_8	9+79.51	1,764,755.8190	1,041,921.2140
PCC	BL_EX_LRKN_CC_8/BL_EX_LRKN_CC_9	10+51.40	1,764,717.6100	1,041,853.6600
PI	BL_EX_LRKN_CC_9	11+63.89	1,764,662.2320	1,041,755.7500
PCC	BL_EX_LRKN_CC_9/BL_EX_LRKN_CC_10	12+72.04	1,764,658.3270	1,041,643.3310
PI	BL_EX_LRKN_CC_10	12+93.63	1,764,657.5780	1,041,621.7560
PCC	BL_EX_LRKN_CC_10/BL_EX_LRKN_CC_11	13+15.22	1,764,656.4320	1,041,600.1970
PT	BL_EX_LRKN_CC_11	13+49.62	1,764,654.6060	1,041,565.8430
PT	BL_EX_LRKN_CC_11	13+84.02	1,764,652.6990	1,041,531.4940

EX LARKIN RAMP D				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BL_EX_LRKN_D_1	0+00.00	1,764,522.2800	1,039,049.2650
PI	BL_EX_LRKN_D_1	0+54.93	1,764,527.9170	1,039,103.9090
PCC	BL_EX_LRKN_D_1/BL_EX_LRKN_D_2	1+09.87	1,764,534.3580	1,039,158.4640
PI	BL_EX_LRKN_D_2	2+94.31	1,764,555.9840	1,039,341.6320
PT	BL_EX_LRKN_D_2	4+78.64	1,764,566.7210	1,039,525.7600
PC	BL_EX_LRKN_D_3	13+57.72	1,764,617.8950	1,040,403.3470
PI	BL_EX_LRKN_D_3	16+39.79	1,764,634.3150	1,040,684.9400
PT	BL_EX_LRKN_D_3	18+73.58	1,764,880.7970	1,040,822.0930
PC	BL_EX_LRKN_D_4	19+99.02	1,764,990.4150	1,040,883.0890
PI	BL_EX_LRKN_D_4	21+06.63	1,765,084.4420	1,040,935.4100
PT	BL_EX_LRKN_D_4	22+05.95	1,765,124.9520	1,041,035.0980
PC	BL_EX_LRKN_D_5	24+37.37	1,765,212.0730	1,041,249.4920
PI	BL_EX_LRKN_D_5	26+29.66	1,765,284.4640	1,041,427.6390
PT	BL_EX_LRKN_D_5	27+73.73	1,765,476.6900	1,041,422.5110
PC	BL_EX_LRKN_D_6	29+52.41	1,765,655.3100	1,041,417.7460
PI	BL_EX_LRKN_D_6	30+20.39	1,765,723.2650	1,041,415.9330
PT	BL_EX_LRKN_D_6	30+88.34	1,765,791.2280	1,041,417.3440
PC	BL_EX_LRKN_D_7	32+16.11	1,765,918.9700	1,041,419.9960
PI	BL_EX_LRKN_D_7	32+22.89	1,765,925.7510	1,041,420.1360
PT	BL_EX_LRKN_D_7	32+29.67	1,765,932.5310	1,041,420.2990
POT		32+50.02	1,765,952.8720	1,041,420.7860

EX LARKIN RAMP DD				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		0+00.00	1,764,647.0730	1,041,427.7280
PC	BL_EX_LRKN_DD_1	1+41.08	1,764,640.8560	1,041,286.7890
PI	BL_EX_LRKN_DD_1	1+88.69	1,764,638.7580	1,041,239.2190
PCC	BL_EX_LRKN_DD_1/BL_EX_LRKN_DD_2	2+36.28	1,764,639.3490	1,041,191.6070
PI	BL_EX_LRKN_DD_2	3+26.51	1,764,640.4700	1,041,101.3820
PCC	BL_EX_LRKN_DD_2/BL_EX_LRKN_DD_3	4+11.73	1,764,690.5360	1,041,026.3150
PI	BL_EX_LRKN_DD_3	4+66.04	1,764,720.6700	1,040,981.1330
PCC	BL_EX_LRKN_DD_3/BL_EX_LRKN_DD_4	5+17.60	1,764,769.9740	1,040,958.3610
PI	BL_EX_LRKN_DD_4	5+68.92	1,764,816.5650	1,040,936.8420
PCC	BL_EX_LRKN_DD_4/BL_EX_LRKN_DD_5	6+19.22	1,764,867.6880	1,040,932.3440
PI	BL_EX_LRKN_DD_5	8+19.81	1,765,067.5040	1,040,914.7640
PCC	BL_EX_LRKN_DD_5/BL_EX_LRKN_DD_6	9+24.03	1,765,067.6810	1,041,115.3520
PI	BL_EX_LRKN_DD_6	10+11.62	1,765,067.7580	1,041,202.9460
PCC	BL_EX_LRKN_DD_6/BL_EX_LRKN_DD_7	10+95.35	1,765,024.8050	1,041,279.2850
PI	BL_EX_LRKN_DD_7	12+14.10	1,764,966.5740	1,041,382.7760
PCC	BL_EX_LRKN_DD_7/BL_EX_LRKN_DD_8	13+21.26	1,764,853.0140	1,041,417.4950
PI	BL_EX_LRKN_DD_8	13+64.65	1,764,811.5170	1,041,430.1820
PCC	BL_EX_LRKN_DD_8/BL_EX_LRKN_DD_9	14+07.64	1,764,768.2030	1,041,432.7850
PI	BL_EX_LRKN_DD_9	14+41.09	1,764,734.8060	1,041,434.7920
PT	BL_EX_LRKN_DD_9	14+74.54	1,764,701.3540	1,041,435.3730

EX LARKIN				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		50+00.00	1,762,919.6600	1,041,527.0030
PI		73+14.75	1,765,233.6680	1,041,468.2240
PI		81+42.62	1,766,061.4620	1,041,456.9510
POT		90+29.95	1,766,948.3430	1,041,428.7510

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	33
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

PROPOSED CURVE DATA

PROPOSED I-80 (CL_PR_I80_W)

PR CURVE CL_PR_I80_W_2
PI STA = 537+23.60
Δ = 45°35'36" (RT)
D = 00°39'58"
R = 8,600.00'
T = 3,614.53'
L = 6843.50
E = 728.71'
e = 2.40%
TR (PC) = 103'
TR (PT) = 129'
SE RUN (PC) = 144'
SE RUN (PT) = 180'
PC STA = 501+09.07
PT STA = 569+52.57
DESIGN SPEED = 70 MPH

PR CURVE CL_PR_I80_W_3
PI STA = 13+44.34
Δ = 16°55'07" (LT)
D = 01°42'37"
R = 3,350.00'
T = 498.23'
L = 989.20'
E = 36.85'
e = -6.00%
TR (WB) = 117'
TR (EB) = 90'
SE RUN (WB) = 585'
SE RUN (EB) = 450'
PC STA = 8+46.11
PT STA = 18+35.31
DESIGN SPEED = 70 MPH

PROPOSED LARKIN RAMP A (BL_PR_LRKN_A)

PR CURVE PR_BL_LRKN_A_1
PI STA = 905+47.71
Δ = 12°41'44" (RT)
D = 06°51'42"
R = 835.00'
T = 92.89'
L = 185.02
E = 5.15'
e = 6.00%
TR = 0'
SE RUN = 128'
PC STA = 904+54.82
PT STA = 906+39.84
DESIGN SPEED = 50MPH

PR CURVE PR_BL_LRKN_A_2
PI STA = 908+05.32
Δ = 37°40'47" (RT)
D = 11°48'49"
R = 485.00'
T = 165.48'
L = 318.95
E = 27.45'
e = 6.00%
TR = 0'
SE RUN = 166'
PC STA = 906+39.84
PT STA = 909+58.79
DESIGN SPEED = 40MPH

PR CURVE PR_BL_LRKN_A_3
PI STA = 912+83.96
Δ = 54°22'31" (LT)
D = 17°37'46"
R = 325.00'
T = 166.94'
L = 308.43'
E = 40.37'
e = -5.80%
TR (PC) = 0'
TR (PT) = 55'
SE RUN (PC) = 106'
SE RUN (PT) = 159'
PC STA = 911+17.02
PT STA = 914+25.45
DESIGN SPEED = 30MPH

NOTES:

1. FOR PROPOSED SUPERELEVATION RATES AND TRANSITION LENGTHS, SEE PAVEMENT ELEVATION AND SUPERELEVATION DETAILS ON SHEETS 51 TO 61

PROPOSED LARKIN RAMP AA (BL_PR_LRKN_AA)

PR CURVE BL_PR_LRKN_AA_1
PI STA = 950+42.75
Δ = 02°26'32" (RT)
D = 02°51'25"
R = 2,005.53'
T = 42.75'
L = 85.48
E = 0.46'
PC STA = 950+00.00
PT STA = 950+85.48

PR CURVE BL_PR_LRKN_AA_2
PI STA = 951+49.62
Δ = 15°38'44" (RT)
D = 12°16'23"
R = 466.84'
T = 64.14'
L = 127.48
E = 4.39'
PC STA = 950+85.48
PT STA = 952+12.96

PR CURVE BL_PR_LRKN_AA_3
PI STA = 954+66.63
Δ = 95°37'51" (RT)
D = 24°55'22"
R = 229.89'
T = 253.67'
L = 383.71
E = 112.45'
PC STA = 952+12.96
PT STA = 955+96.67

PR CURVE BL_PR_LRKN_AA_4
PI STA = 956+15.73
Δ = 05°46'59" (RT)
D = 15°10'59"
R = 377.37'
T = 19.06'
L = 38.09
E = 0.48'
PC STA = 955+96.67
PT STA = 956+34.76

PR CURVE BL_PR_LRKN_AA_5
PI STA = 956+69.62
Δ = 21°33'10" (RT)
D = 31°16'51"
R = 183.17'
T = 34.86'
L = 68.90
E = 3.29'
PC STA = 956+34.76
PT STA = 957+03.66

PR CURVE BL_PR_LRKN_AA_6
PI STA = 958+70.36
Δ = 84°02'32" (RT)
D = 30°58'14"
R = 185.00'
T = 166.70'
L = 271.36
E = 64.02'
e = 6.00%
TR = 0'
SE RUN = 10'
PC STA = 957+03.66
PT STA = 959+75.02
DESIGN SPEED = 25MPH

PR CURVE BL_PR_LRKN_AA_7
PI STA = 960+76.88
Δ = 33°21'19" (RT)
D = 16°51'06"
R = 340.00'
T = 101.86'
L = 197.93
E = 14.93'
e = 6.00%
TR = 0'
SE RUN = 0'
PC STA = 959+75.02
PT STA = 961+72.95
DESIGN SPEED = 35MPH

PR CURVE BL_PR_LRKN_AA_8
PI STA = 962+38.09
Δ = 08°55'13" (RT)
D = 06°51'42"
R = 835.00'
T = 65.13'
L = 130.00
E = 2.54'
e = 6.00%
TR = 0'
SE RUN = 128'
PC STA = 961+72.95
PT STA = 963+02.95
DESIGN SPEED = 50MPH

PROPOSED LARKIN RAMP B (BL_PR_LRKN_B)

PR CURVE BL_PR_LRKN_B_1
PI STA = 1108+30.42
Δ = 42°39'21" (RT)
D = 20°36'36"
R = 278.00'
T = 108.54'
L = 206.97
E = 20.44'
e = 5.90%
TR = 0'
SE RUN = 95'
PC STA = 1107+21.88
PT STA = 1109+28.85
DESIGN SPEED = 30 MPH

PR CURVE BL_PR_LRKN_B_2
PI STA = 1117+41.24
Δ = 45°23'50" (RT)
D = 06°52'42"
R = 833.00'
T = 348.43'
L = 660.01
E = 69.93'
e = 6.00%
TR = 0'
SE RUN = 128'
PC STA = 1113+92.81
PT STA = 1120+52.83
DESIGN SPEED = 50 MPH

PROPOSED LARKIN RAMP C (BL_PR_LRKN_C)

PR CURVE BL_PR_LRKN_C_1
PI STA = 706+05.07
Δ = 10°58'44" (RT)
D = 06°51'42"
R = 835.00'
T = 80.25'
L = 160.00
E = 3.85'
e = 6.00%
TR = 0'
SE RUN = 128'
PC STA = 705+24.82
PT STA = 706+84.82
DESIGN SPEED = 50MPH

PR CURVE BL_PR_LRKN_C_2
PI STA = 707+55.10
Δ = 12°26'11" (RT)
D = 08°52'59"
R = 645.00'
T = 70.28'
L = 140.00
E = 3.82'
e = 6.00%
TR = 0'
SE RUN = 0'
PC STA = 706+84.82
PT STA = 708+24.82
DESIGN SPEED = 45MPH

PR CURVE BL_PR_LRKN_C_3
PI STA = 709+24.73
Δ = 23°16'48" (RT)
D = 11°48'49"
R = 485.00'
T = 99.91'
L = 197.06
E = 10.18'
e = 6.00%
TR = 0'
SE RUN = 166'
PC STA = 708+24.82
PT STA = 710+21.88
DESIGN SPEED = 40MPH

PR CURVE BL_PR_LRKN_C_4
PI STA = 713+97.16
Δ = 50°41'42" (LT)
D = 16°05'40"
R = 356.00'
T = 168.64'
L = 314.99'
E = 37.92'
e = -6.00%
TR = 58'
SE RUN = 174'
PC STA = 712+28.52
PT STA = 715+43.51
DESIGN SPEED = 35MPH

PROPOSED LARKIN RAMP CC (BL_PR_LRKN_CC)

PR CURVE BL_PR_LRKN_CC_1
PI STA = 750+26.54
Δ = 00°32'04" (RT)
D = 01°00'25"
R = 5,689.44'
T = 26.54'
L = 53.08
E = 0.06'
PC STA = 750+00.00
PT STA = 750+53.08

PR CURVE BL_PR_LRKN_CC_2
PI STA = 750+74.29
Δ = 00°22'17" (LT)
D = 00°52'32"
R = 6,544.85'
T = 21.21'
L = 42.41'
E = 0.03'
PC STA = 750+53.08
PT STA = 750+95.49

PR CURVE BL_PR_LRKN_CC_3
PI STA = 751+78.75
Δ = 26°29'24" (RT)
D = 16°11'52"
R = 353.72'
T = 83.26'
L = 163.54
E = 9.67'
PC STA = 750+95.49
PT STA = 752+59.03

PR CURVE BL_PR_LRKN_CC_4
PI STA = 753+32.84
Δ = 37°00'57" (RT)
D = 25°59'13"
R = 220.48'
T = 73.81'
L = 142.44
E = 12.03'
PC STA = 752+59.03
PT STA = 754+01.47

PR CURVE BL_PR_LRKN_CC_5
PI STA = 755+57.35
Δ = 68°17'24" (RT)
D = 24°55'42"
R = 229.84'
T = 155.88'
L = 273.94
E = 47.87'
PC STA = 754+01.47
PT STA = 756+75.42

PR CURVE BL_PR_LRKN_CC_6
PI STA = 757+20.87
Δ = 28°47'49" (RT)
D = 32°21'42"
R = 177.05'
T = 45.45'
L = 88.98
E = 5.74'
PC STA = 756+75.42
PT STA = 757+64.40

PR CURVE BL_PR_LRKN_CC_7
PI STA = 758+21.77
Δ = 35°58'50" (RT)
D = 32°25'57"
R = 176.66'
T = 57.37'
L = 110.94
E = 9.08'
PC STA = 757+64.40
PT STA = 758+75.34

PR CURVE BL_PR_LRKN_CC_8
PI STA = 760+06.47
Δ = 58°19'24" (RT)
D = 24°22'52"
R = 235.00'
T = 131.13'
L = 239.21
E = 34.11'
e = 6.00%
TR = 0'
SE RUN = 11'
PC STA = 758+75.34
PT STA = 761+14.56
DESIGN SPEED = 30MPH

PR CURVE BL_PR_LRKN_CC_9
PI STA = 761+94.51
Δ = 14°07'59" (RT)
D = 08°52'59"
R = 645.00'
T = 79.96'
L = 159.10
E = 4.94'
e = 6.00%
TR = 0'
SE RUN = 118'
PC STA = 761+14.56
PT STA = 762+73.66
DESIGN SPEED = 45MPH

PROPOSED LARKIN RAMP D (BL_PR_LRKN_D)

PR CURVE BL_PR_LRKN_D_1
PI STA = 802+28.94
Δ = 02°44'58" (LT)
D = 01°59'57"
R = 2,866.00'
T = 68.78'
L = 137.53'
E = 0.83'
PC STA = 801+60.16
PT STA = 802+97.69

PR CURVE BL_PR_LRKN_D_2
PI STA = 805+89.85
Δ = 45°06'16" (RT)
D = 20°27'46"
R = 280.00'
T = 116.28'
L = 220.42
E = 23.18'
e = 6.03%
TR = 0'
SE RUN = 98'
PC STA = 804+73.57
PT STA = 806+93.99
DESIGN SPEED = 30 MPH

PR CURVE BL_PR_LRKN_D_3
PI STA = 815+93.97
Δ = 42°59'44" (RT)
D = 06°52'42"
R = 833.00'
T = 328.09'
L = 625.09
E = 62.28'
e = 6.00%
TR = 64'
SE RUN = 192'
PC STA = 812+65.88
PT STA = 818+90.97
DESIGN SPEED = 50 MPH

PROPOSED ALIGNMENT INFORMATION

PR I-80				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		352+57.18	1,755,433.3950	1,021,060.6330
PC	BL_PR_I80_W_1	398+04.52	1,755,573.3280	1,025,605.8210
PI	BL_PR_I80_W_1	422+52.00	1,755,648.6430	1,028,052.1430
PT	BL_PR_I80_W_1	444+32.35	1,757,463.9660	1,029,693.7170
PC	BL_PR_I80_W_2	501+09.07	1,761,674.4520	1,033,501.2070
PI	BL_PR_I80_W_2	537+23.60	1,764,355.3860	1,035,925.5410
PT	BL_PR_I80_W_2	569+52.57	1,764,499.4310	1,039,537.1960
PC	BL_PR_I80_W_3	8+46.11	1,764,791.5320	1,046,861.1130
PI	BL_PR_I80_W_3	13+44.34	1,764,811.3870	1,047,358.9430
PT	BL_PR_I80_W_3	18+35.31	1,764,975.2570	1,047,829.4490
POT		23+29.13	1,765,137.6770	1,048,295.7910

PR LARKIN RAMP A				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		900+00.00	1,764,455.2150	1,039,971.8080
PC	BL_PR_LRKN_A_1	904+54.82	1,764,441.5950	1,040,426.4240
PI	BL_PR_LRKN_A_1	905+47.71	1,764,438.8130	1,040,519.2720
PCC	BL_PR_LRKN_A_1/BL_PR_LRKN_A_2	906+39.84	1,764,415.6940	1,040,609.2390
PI	BL_PR_LRKN_A_2	908+05.32	1,764,374.5080	1,040,769.5150
PT	BL_PR_LRKN_A_2	909+58.79	1,764,243.9430	1,040,871.1890
PC	BL_PR_LRKN_A_3	911+17.02	1,764,119.1020	1,040,968.4060
PI	BL_PR_LRKN_A_3	912+83.96	1,763,987.3890	1,041,070.9740
PT	BL_PR_LRKN_A_3	914+25.45	1,763,994.0420	1,041,237.7800
POT		916+87.33	1,764,004.4780	1,041,499.4470

PR LARKIN RAMP AA				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BL_PR_LRKN_AA_1	950+00.00	1,764,448.5650	1,041,447.8100
PI	BL_PR_LRKN_AA_1	950+42.75	1,764,405.8940	1,041,450.3690
PCC	BL_PR_LRKN_AA_1/BL_PR_LRKN_AA_2	950+85.48	1,764,363.1520	1,041,451.1070
PI	BL_PR_LRKN_AA_2	951+49.62	1,764,299.0240	1,041,452.2150
PCC	BL_PR_LRKN_AA_2/BL_PR_LRKN_AA_3	952+12.96	1,764,236.9730	1,041,435.9880
PI	BL_PR_LRKN_AA_3	954+66.64	1,763,991.5520	1,041,371.8060
PCC	BL_PR_LRKN_AA_3/BL_PR_LRKN_AA_4	955+96.67	1,764,079.5040	1,041,133.8670
PI	BL_PR_LRKN_AA_4	956+15.73	1,764,086.2890	1,041,116.0540
PCC	BL_PR_LRKN_AA_4/BL_PR_LRKN_AA_5	956+34.76	1,764,094.8330	1,041,099.0160
PI	BL_PR_LRKN_AA_5	956+69.62	1,764,111.5740	1,041,068.4360
PCC	BL_PR_LRKN_AA_5/BL_PR_LRKN_AA_6	957+03.66	1,764,138.3790	1,041,046.1450
PI	BL_PR_LRKN_AA_6	958+70.36	1,764,266.5480	1,040,939.5570
PCC	BL_PR_LRKN_AA_6/BL_PR_LRKN_AA_7	959+75.02	1,764,385.8640	1,041,055.9710
PI	BL_PR_LRKN_AA_7	960+76.88	1,764,458.7710	1,041,127.1050
PCC	BL_PR_LRKN_AA_7/BL_PR_LRKN_AA_8	961+72.95	1,764,480.5570	1,041,226.6080
PI	BL_PR_LRKN_AA_8	962+38.09	1,764,494.4880	1,041,290.2320
PT	BL_PR_LRKN_AA_8	963+02.95	1,764,498.3840	1,041,355.2470
POT		969+02.95	1,764,534.2790	1,041,954.1720

PR LARKIN RAMP B				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		1100+00.00	1,762,987.8140	1,041,557.1670
PC	BL_PR_LRKN_B_1	1107+21.88	1,763,709.4970	1,041,549.3410
PI	BL_PR_LRKN_B_1	1108+30.42	1,763,818.0050	1,041,546.5320
PT	BL_PR_LRKN_B_1	1109+28.85	1,763,899.7090	1,041,617.9910
PC	BL_PR_LRKN_B_2	1113+92.81	1,764,248.9480	1,041,923.4360
PI	BL_PR_LRKN_B_2	1117+41.24	1,764,511.2190	1,042,152.8190
PT	BL_PR_LRKN_B_2	1120+52.83	1,764,532.0620	1,042,500.6240
POT		1132+02.71	1,764,600.8510	1,043,648.4440

PR LARKIN RAMP C				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		700+00.00	1,764,703.0420	1,043,099.1660
PC	BL_PR_LRKN_C_1	705+24.82	1,764,718.7590	1,042,574.5810
PI	BL_PR_LRKN_C_1	706+05.07	1,764,721.1620	1,042,494.3720
PCC	BL_PR_LRKN_C_1/BL_PR_LRKN_C_2	706+84.82	1,764,738.7970	1,042,416.0880
PI	BL_PR_LRKN_C_2	707+55.10	1,764,754.2410	1,042,347.5290
PCC	BL_PR_LRKN_C_2/BL_PR_LRKN_C_3	708+24.82	1,764,784.0860	1,042,283.9060
PI	BL_PR_LRKN_C_3	709+24.73	1,764,826.5170	1,042,193.4550
PT	BL_PR_LRKN_C_3	710+21.88	1,764,901.2410	1,042,127.1370
PC	BL_PR_LRKN_C_4	712+28.52	1,765,055.7910	1,041,989.9750
PI	BL_PR_LRKN_C_4	713+97.16	1,765,181.9220	1,041,878.0340
PT	BL_PR_LRKN_C_4	715+43.51	1,765,175.2020	1,041,709.5260
POT		717+83.27	1,765,165.6470	1,041,469.9510

PR LARKIN RAMP CC				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
PC	BL_PR_LRKN_CC_1	750+00.00	1,764,704.5790	1,041,518.8220
PI	BL_PR_LRKN_CC_1	750+26.54	1,764,731.1070	1,041,517.9960
PCC	BL_PR_LRKN_CC_1/BL_PR_LRKN_CC_2	750+53.08	1,764,757.6410	1,041,517.4180
PI	BL_PR_LRKN_CC_2	750+74.29	1,764,778.8420	1,041,516.9560
PCC	BL_PR_LRKN_CC_2/BL_PR_LRKN_CC_3	750+95.49	1,764,800.0400	1,041,516.3570
PI	BL_PR_LRKN_CC_3	751+78.75	1,764,883.2660	1,041,514.0030
PCC	BL_PR_LRKN_CC_3/BL_PR_LRKN_CC_4	752+59.03	1,764,958.8030	1,041,549.0190
PI	BL_PR_LRKN_CC_4	753+32.84	1,765,025.7640	1,041,580.0590
PCC	BL_PR_LRKN_CC_4/BL_PR_LRKN_CC_5	754+01.48	1,765,060.5430	1,041,645.1570
PI	BL_PR_LRKN_CC_5	755+57.35	1,765,133.9960	1,041,782.6430
PCC	BL_PR_LRKN_CC_5/BL_PR_LRKN_CC_6	756+75.42	1,765,033.4330	1,041,901.7440
PI	BL_PR_LRKN_CC_6	757+20.87	1,765,004.1100	1,041,936.4730
PCC	BL_PR_LRKN_CC_6/BL_PR_LRKN_CC_7	757+64.40	1,764,961.6830	1,041,952.7820
PI	BL_PR_LRKN_CC_7	758+21.77	1,764,908.2870	1,041,973.7580
PCC	BL_PR_LRKN_CC_7/BL_PR_LRKN_CC_8	758+75.34	1,764,852.7550	1,041,959.3610
PI	BL_PR_LRKN_CC_8	760+06.48	1,764,725.5830	1,041,927.3850
PCC	BL_PR_LRKN_CC_8/BL_PR_LRKN_CC_9	761+14.56	1,764,686.0140	1,041,802.3660
PI	BL_PR_LRKN_CC_9	761+94.51	1,764,661.8880	1,041,726.1370
PT	BL_PR_LRKN_CC_9	762+73.66	1,764,657.1050	1,041,646.3250
POT		774+23.35	1,764,588.3180	1,040,498.6940

PR LARKIN RAMP D				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		800+00.00	1,765,952.8720	1,041,420.7860
PC	BL_PR_LRKN_D_1	801+60.16	1,765,792.7490	1,041,417.3760
PI	BL_PR_LRKN_D_1	802+28.94	1,765,723.9850	1,041,415.9120
PT	BL_PR_LRKN_D_1	802+97.69	1,765,655.2300	1,041,417.7480
PC	BL_PR_LRKN_D_2	804+73.57	1,765,479.4160	1,041,422.4430
PI	BL_PR_LRKN_D_2	805+89.85	1,765,363.1790	1,041,425.5470
PT	BL_PR_LRKN_D_2	806+93.99	1,765,278.9380	1,041,345.3960
PC	BL_PR_LRKN_D_3	812+65.88	1,764,864.6190	1,040,951.1920
PI	BL_PR_LRKN_D_3	815+93.97	1,764,626.9260	1,040,725.0390
PT	BL_PR_LRKN_D_3	818+90.97	1,764,607.2990	1,040,397.5380
POT		824+90.33	1,764,571.4070	1,039,798.6520

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	35
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

N

0 200 400

SCALE: 1" = 200'

REMOVAL PLAN SHEET NO. 42
ROADWAY PLAN SHEET NO. 48
EXISTING DRAINAGE AND UTILITIES PLAN SHEET NO. 166
PROPOSED DRAINAGE AND UTILITIES PLAN SHEET NO. 172

REMOVAL PLAN SHEET NO. 37
ROADWAY PLAN SHEET NO. 43
EXISTING DRAINAGE AND UTILITIES PLAN SHEET NO. 161
PROPOSED DRAINAGE AND UTILITIES PLAN SHEET NO. 167

REMOVAL PLAN SHEET NO. 38
ROADWAY PLAN SHEET NO. 44
EXISTING DRAINAGE AND UTILITIES PLAN SHEET NO. 162
PROPOSED DRAINAGE AND UTILITIES PLAN SHEET NO. 168

REMOVAL PLAN SHEET NO. 39
ROADWAY PLAN SHEET NO. 45
EXISTING DRAINAGE AND UTILITIES PLAN SHEET NO. 163
PROPOSED DRAINAGE AND UTILITIES PLAN SHEET NO. 169

REMOVAL PLAN SHEET NO. 40
ROADWAY PLAN SHEET NO. 46
EXISTING DRAINAGE AND UTILITIES PLAN SHEET NO. 164
PROPOSED DRAINAGE AND UTILITIES PLAN SHEET NO. 170

REMOVAL PLAN SHEET NO. 41
ROADWAY PLAN SHEET NO. 47
EXISTING DRAINAGE AND UTILITIES PLAN SHEET NO. 165
PROPOSED DRAINAGE AND UTILITIES PLAN SHEET NO. 171

LARKIN AVE
LARKIN RAMP C
LARKIN RAMP D
LARKIN RAMP B
LARKIN RAMP A
MIDLAND AVE
WB I-80
EB I-80

1 2 3 4 5 6

MODEL: KEY-01
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/04-Align & Tiles/D162R25-KeyPlan.dgn

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 99.99980000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY KEY PLAN

SCALE: 1"=200' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	36
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

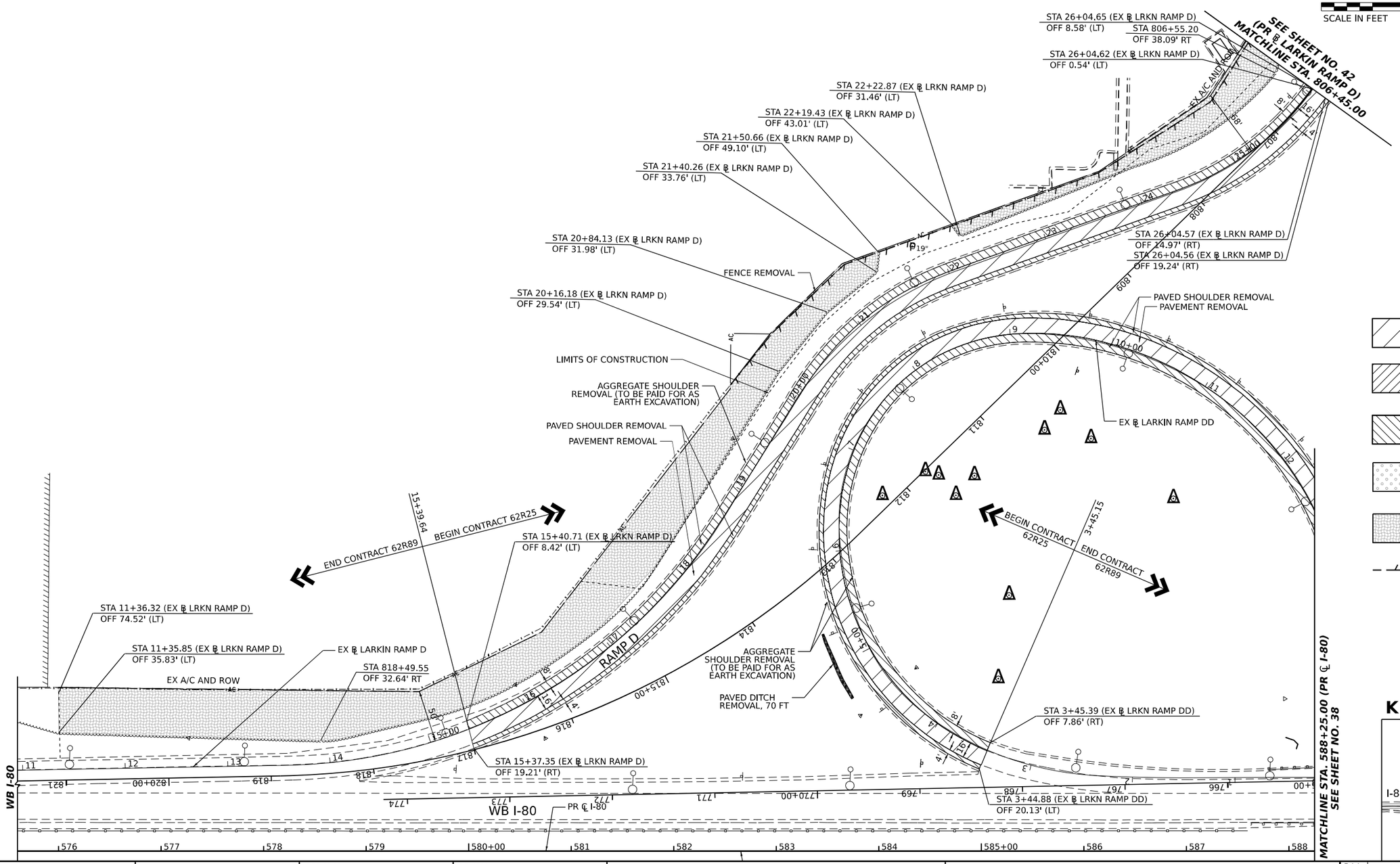
NOTES

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. ALL STATION AND OFFSETS ARE MEASURED FROM PR ℄ I-80 UNLESS OTHERWISE NOTED.
3. SEE EROSION CONTROL PLANS FOR TEMPORARY FENCE BETWEEN TREE REMOVAL, ACRES AND TREE REMOVAL, ACRES (SPECIAL)
4. ALL EXISTING SURFACES ARE ASSUMED TO BE PORTLAND CEMENT CONCRETE UNLESS OTHERWISE NOTED

N

0 50 100 150

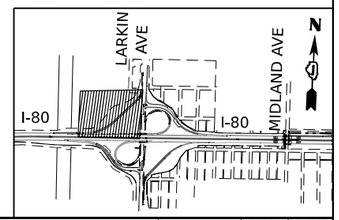
SCALE IN FEET



LEGEND

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- TREE REMOVAL, ACRES
- TREE REMOVAL, ACRES (SPECIAL) WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING & TREE PRUNING
- TREE REMOVAL BY CONTRACT 62U61

KEY PLAN



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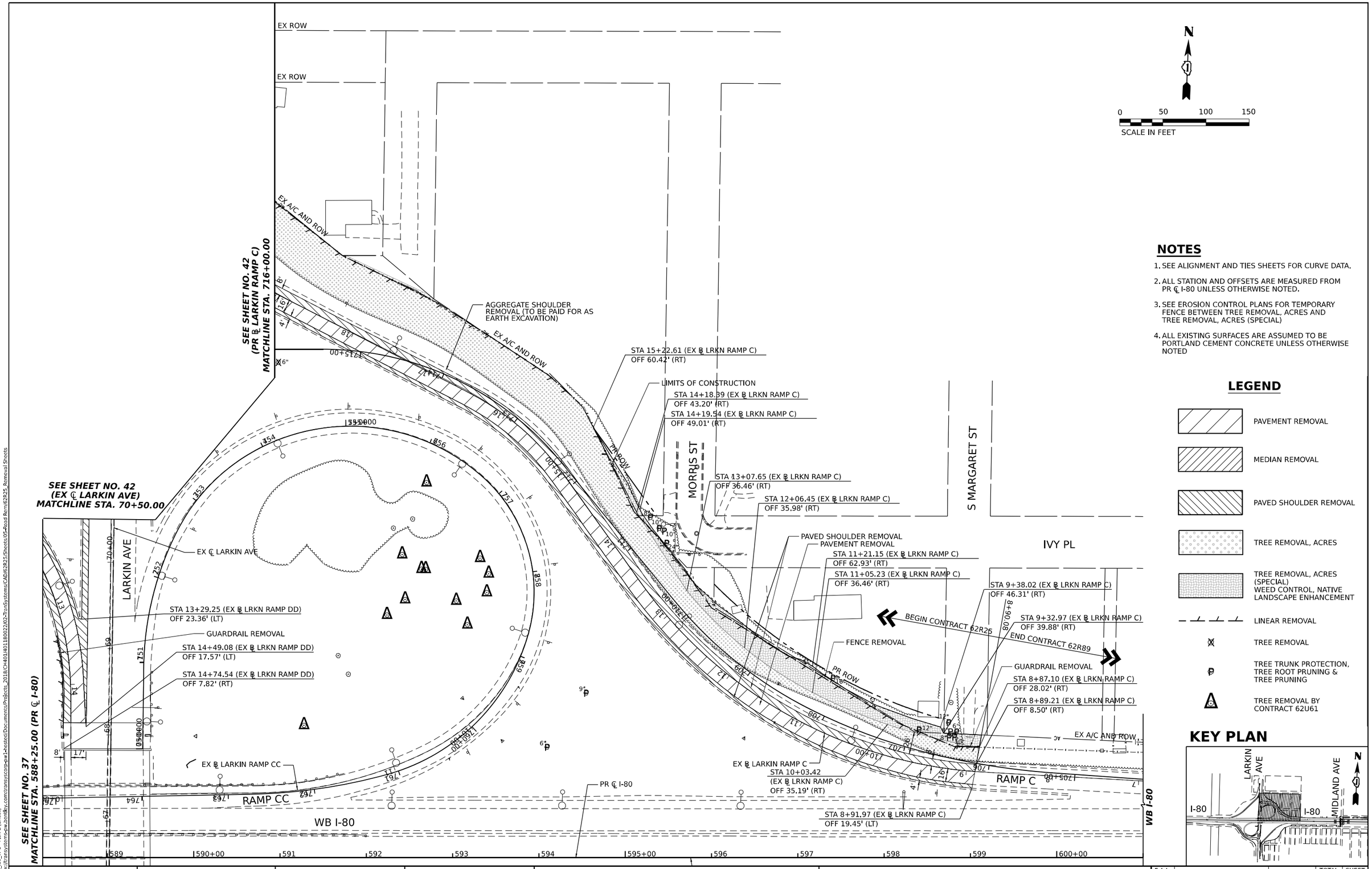
TRANSYSTEMS	USER NAME = vljanachione	DESIGNED - VLJ	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - AMK	REVISED -	
	PLOT SCALE = 0.16666633 ' / In.	CHECKED - JMG	REVISED -	
	PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

REMOVAL PLAN

SCALE: 1"=50' | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	37
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



NOTES

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. ALL STATION AND OFFSETS ARE MEASURED FROM PR ℄ I-80 UNLESS OTHERWISE NOTED.
3. SEE EROSION CONTROL PLANS FOR TEMPORARY FENCE BETWEEN TREE REMOVAL, ACRES AND TREE REMOVAL, ACRES (SPECIAL)
4. ALL EXISTING SURFACES ARE ASSUMED TO BE PORTLAND CEMENT CONCRETE UNLESS OTHERWISE NOTED

LEGEND

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- TREE REMOVAL, ACRES
- TREE REMOVAL, ACRES (SPECIAL) WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING & TREE PRUNING
- TREE REMOVAL BY CONTRACT 62U61

KEY PLAN

MODEL: BL_PR_I80_Vo1 - Plan 2 [Sheet]
FILE NAME: pw://transystems-pw.zionkey.com:transystemspw1-hosted/Documents/Projects_2018/CH401401180022/02-TransSystems/CAD/62R25/Sheets/03-Road Rem/62R25_Removal Sheets

TRANSYSTEMS

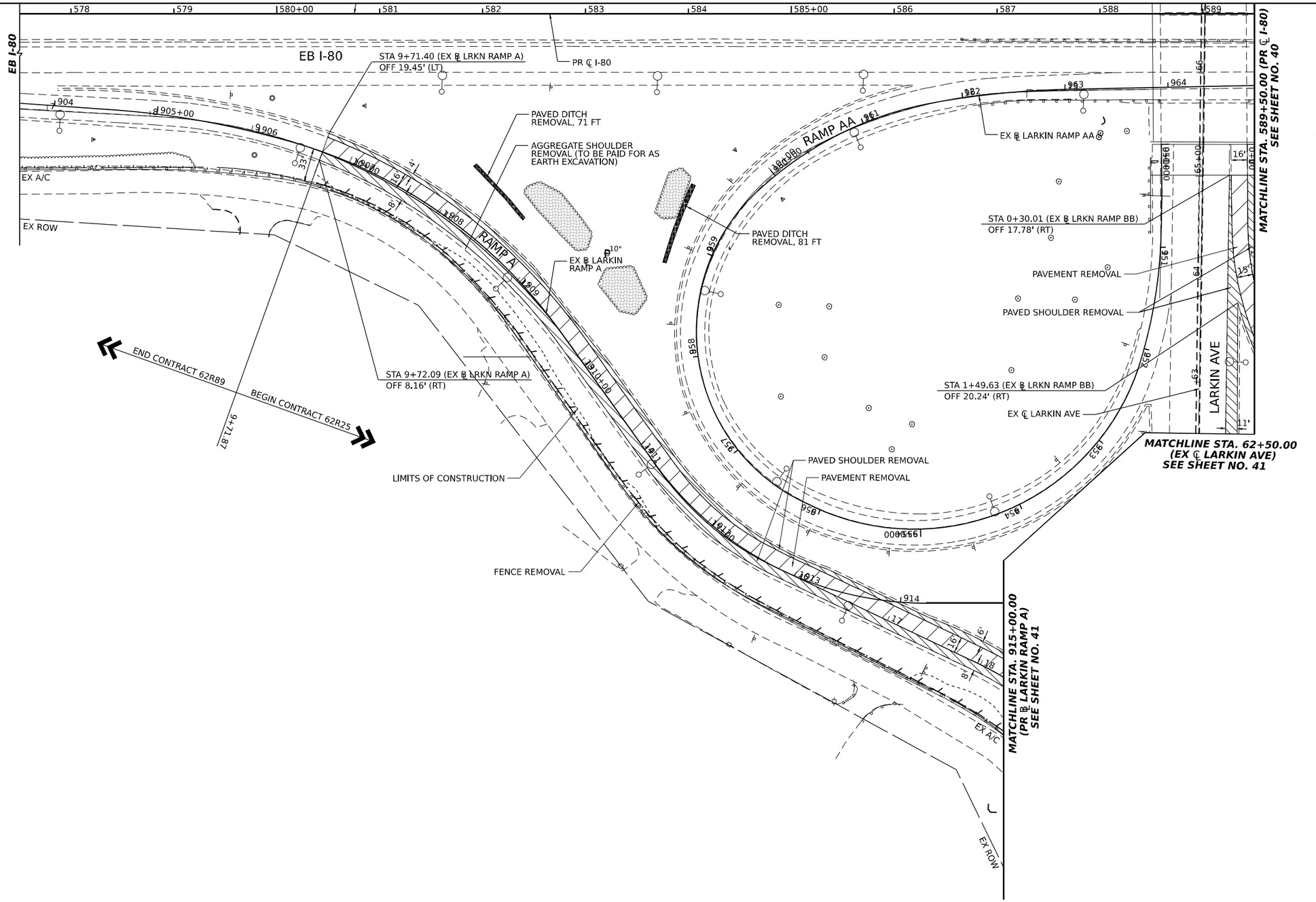
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1"=50' | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	38
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



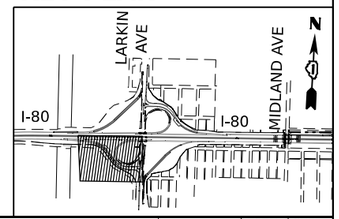
NOTES

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. ALL STATION AND OFFSETS ARE MEASURED FROM PR ℄ I-80 UNLESS OTHERWISE NOTED.
3. SEE EROSION CONTROL PLANS FOR TEMPORARY FENCE BETWEEN TREE REMOVAL, ACRES AND TREE REMOVAL, ACRES (SPECIAL)
4. ALL EXISTING SURFACES ARE ASSUMED TO BE PORTLAND CEMENT CONCRETE UNLESS OTHERWISE NOTED

LEGEND

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- TREE REMOVAL, ACRES
- TREE REMOVAL, ACRES (SPECIAL) WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING & TREE PRUNING
- TREE REMOVAL BY CONTRACT 62U61

KEY PLAN



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TRANSYSTEMS

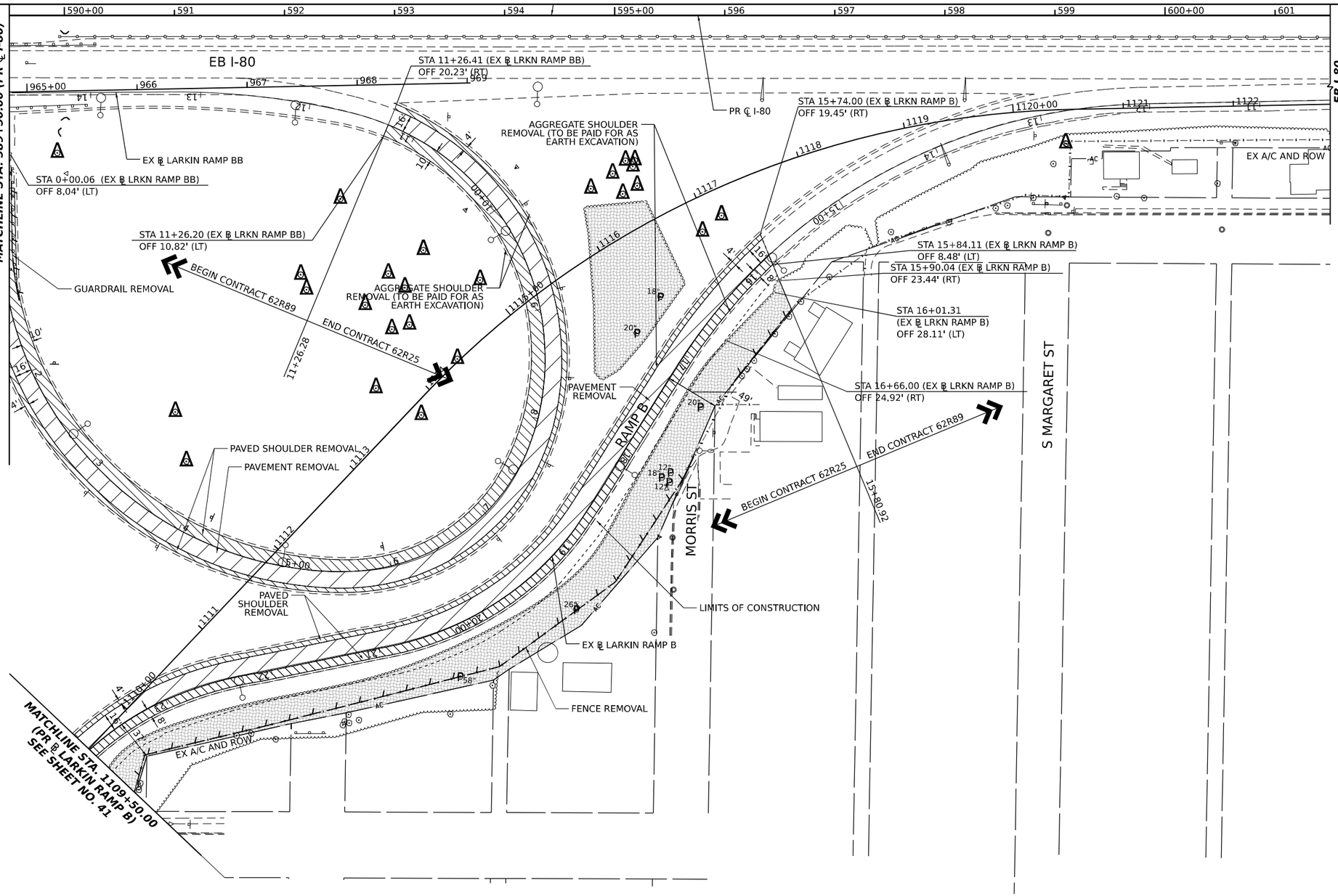
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

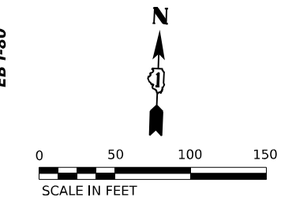
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1"=50' | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	39
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		





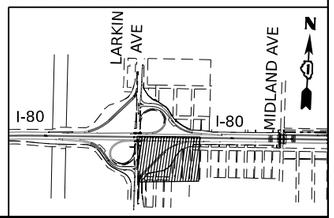
NOTES

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. ALL STATION AND OFFSETS ARE MEASURED FROM PR ℄ I-80 UNLESS OTHERWISE NOTED.
3. SEE EROSION CONTROL PLANS FOR TEMPORARY FENCE BETWEEN TREE REMOVAL, ACRES AND TREE REMOVAL, ACRES (SPECIAL)
4. ALL EXISTING SURFACES ARE ASSUMED TO BE PORTLAND CEMENT CONCRETE UNLESS OTHERWISE NOTED

LEGEND

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- TREE REMOVAL, ACRES
- TREE REMOVAL, ACRES (SPECIAL) WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING & TREE PRUNING
- TREE REMOVAL BY CONTRACT 62U61

KEY PLAN



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TRANSYSTEMS

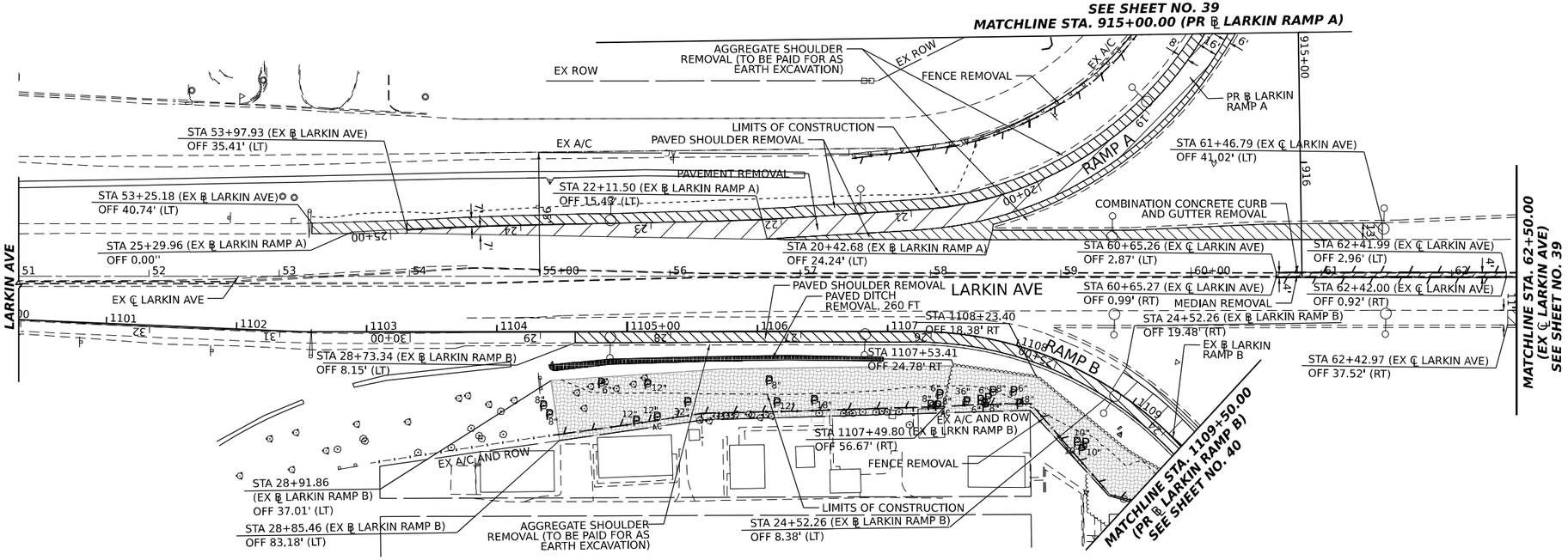
USER NAME = vljanachione		DESIGNED - VLJ	REVISED		
		DRAWN - AMK	REVISED -		
PLOT SCALE = 0.16666633 ' / in.		CHECKED - JMG	REVISED -		
PLOT DATE = 6/3/2024		DATE - 6/4/24	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1"=50' | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	40
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



N

0 50 100 150

SCALE IN FEET

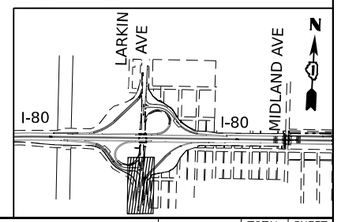
NOTES

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. ALL STATION AND OFFSETS ARE MEASURED FROM PR ℄ I-80 UNLESS OTHERWISE NOTED.
3. SEE EROSION CONTROL PLANS FOR TEMPORARY FENCE BETWEEN TREE REMOVAL, ACRES AND TREE REMOVAL, ACRES (SPECIAL).
4. COMBINATION CURB & GUTTER REMOVAL AND MEDIAN REMOVAL LIMITS SHALL BE TO NEAREST EXISTING JOINT ALONG LARKIN AVE.
5. ALL EXISTING SURFACES ARE ASSUMED TO BE PORTLAND CEMENT CONCRETE UNLESS OTHERWISE NOTED
6. SEE INTERSECTION GRADING DETAILS FOR MEDIAN LAYOUT INFORMATION.

LEGEND

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- TREE REMOVAL, ACRES
- TREE REMOVAL, ACRES (SPECIAL) WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING & TREE PRUNING
- TREE REMOVAL BY CONTRACT 62U61

KEY PLAN



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TRANSYSTEMS

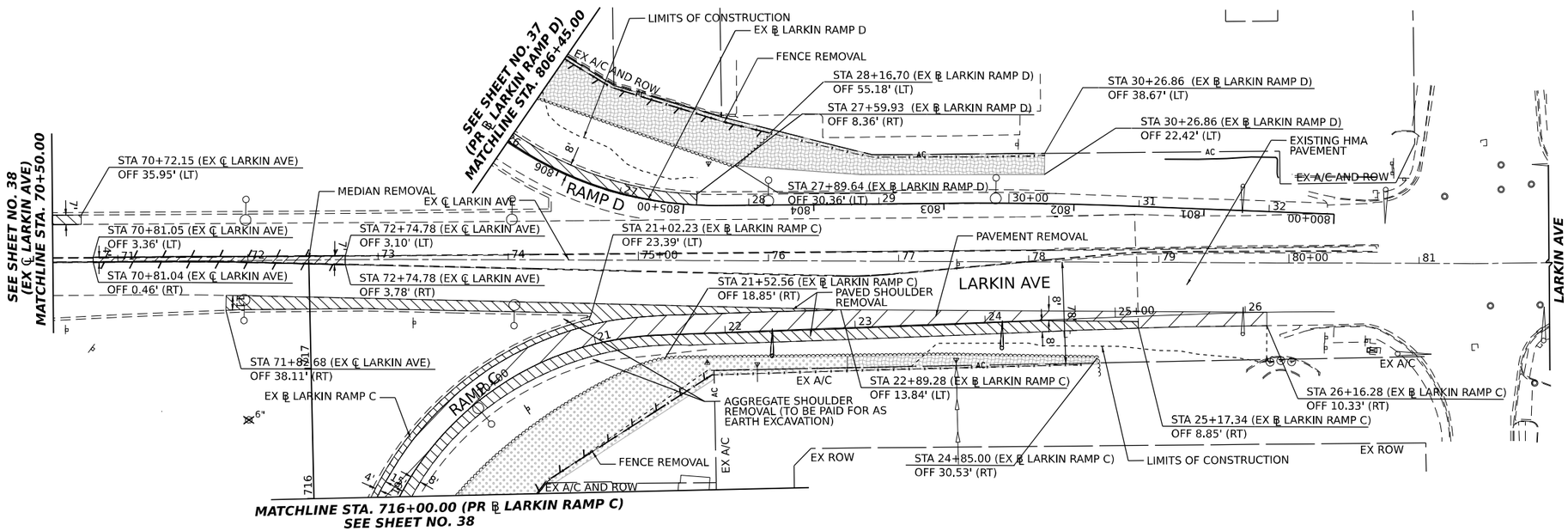
USER NAME = vljanachione	DESIGNED - VLJ	REVISED			
	DRAWN - AMK	REVISED -			
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -			
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1"=50' | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	41
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



0 50 100 150

SCALE IN FEET

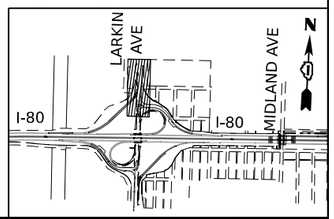
NOTES

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. ALL STATION AND OFFSETS ARE MEASURED FROM PR ℄ I-80 UNLESS OTHERWISE NOTED.
3. SEE EROSION CONTROL PLANS FOR TEMPORARY FENCE BETWEEN TREE REMOVAL, ACRES AND TREE REMOVAL, ACRES (SPECIAL).
4. COMBINATION CURB & GUTTER REMOVAL AND MEDIAN REMOVAL LIMITS SHALL BE TO NEAREST EXISTING JOINT ALONG LARKIN AVE.
5. ALL EXISTING SURFACES ARE ASSUMED TO BE PORTLAND CEMENT CONCRETE UNLESS OTHERWISE NOTED
6. SEE INTERSECTION GRADING DETAILS FOR MEDIAN LAYOUT INFORMATION.

LEGEND

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- TREE REMOVAL, ACRES
- TREE REMOVAL, ACRES (SPECIAL) WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING & TREE PRUNING
- TREE REMOVAL BY CONTRACT 62U61

KEY PLAN



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TRANSYSTEMS

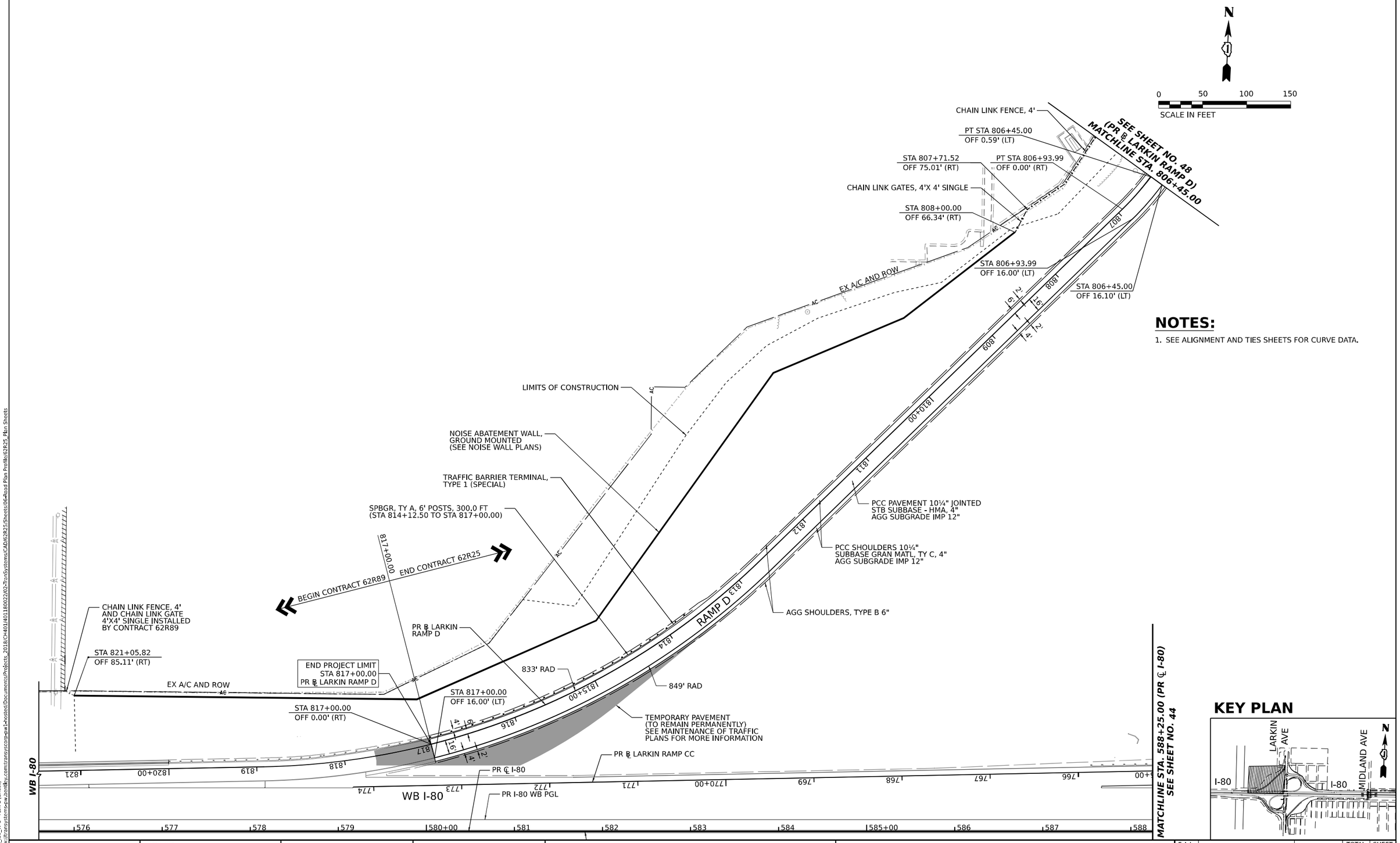
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1"=50' | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	42
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.

KEY PLAN

MODEL: BL_PR_I80_W-1 - Plan 1 [Sheet]
FILE NAME: pw://transystems-pw.bentley.com/transystemspw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/06-Road Plan Profile/62R25_Plan Sheets

TRANSYSTEMS

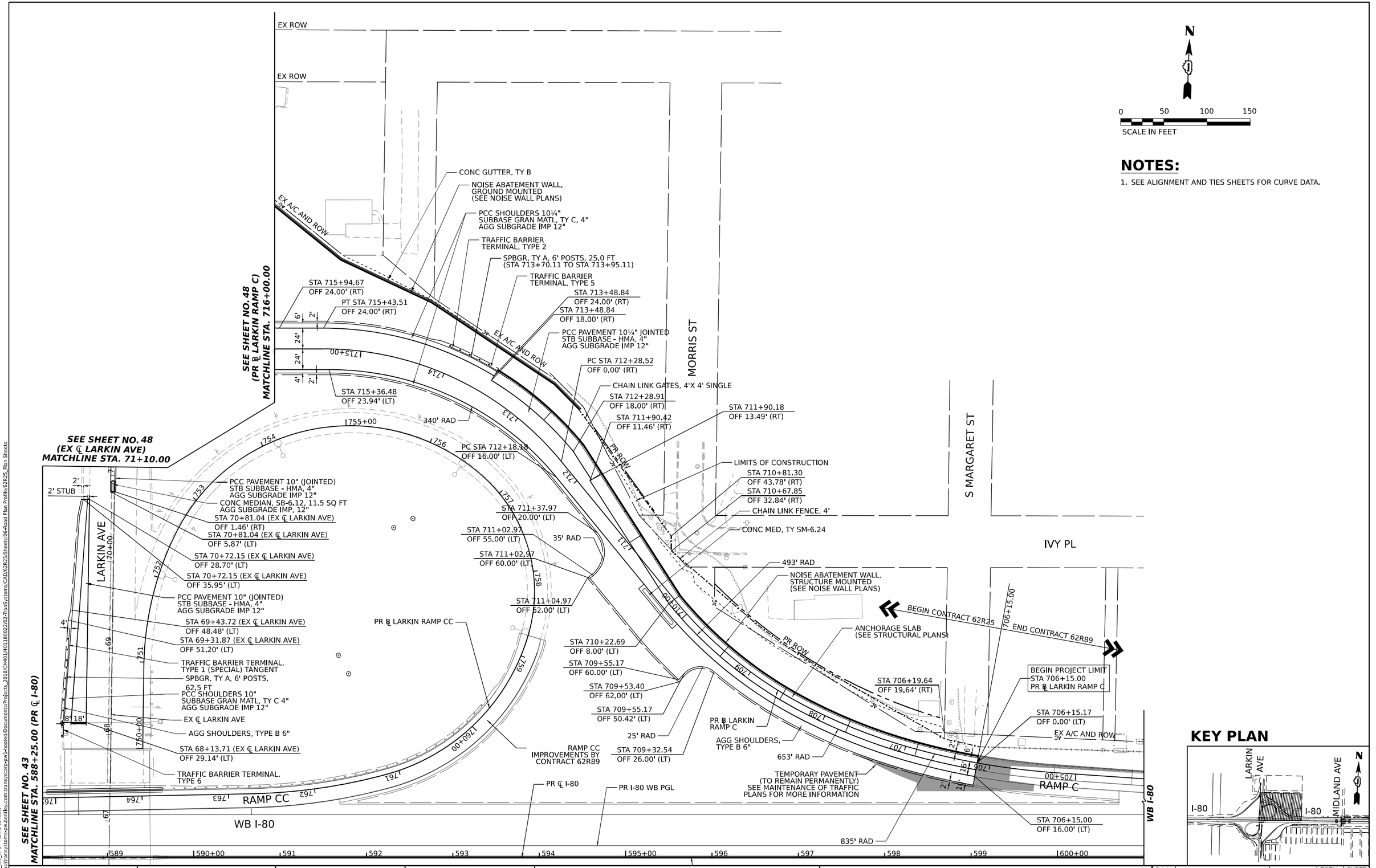
USER NAME = vljanachione	DESIGNED -	REVISED	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN

SCALE: 1"=50' | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	43
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.

KEY PLAN

MODEL: BL_PR_I80_W1 - Plan 2 [Sheet]
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TRANSYSTEMS

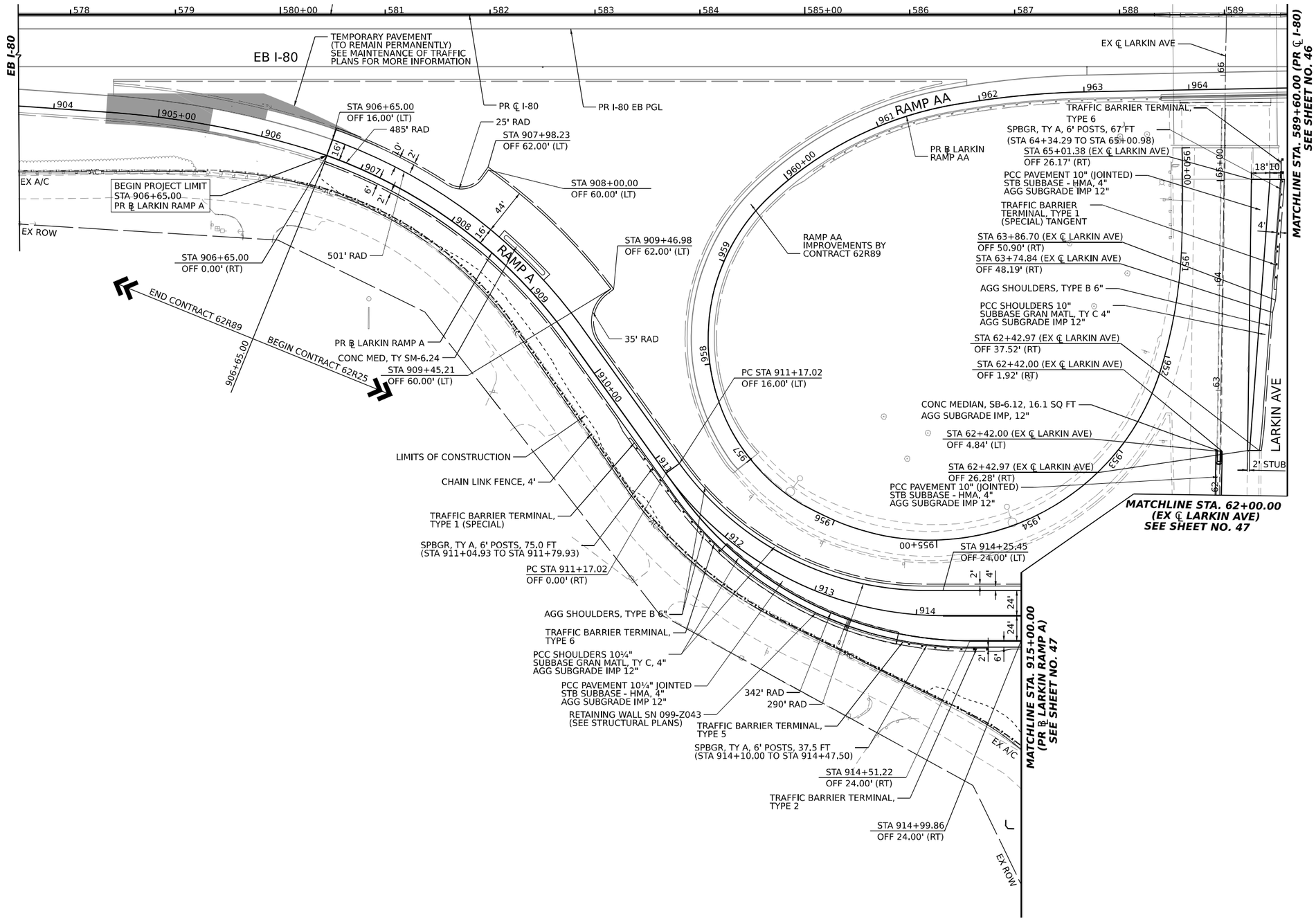
USER NAME = vljanachione	DESIGNED -	REVISED	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN

SCALE: 1"=50' | SHEET 2 OF 6 SHEETS | STA. | TO STA.

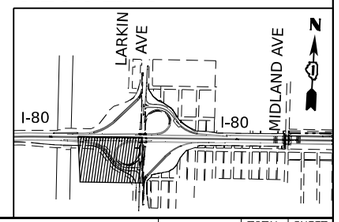
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	44
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.

KEY PLAN



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TRANSYSTEMS

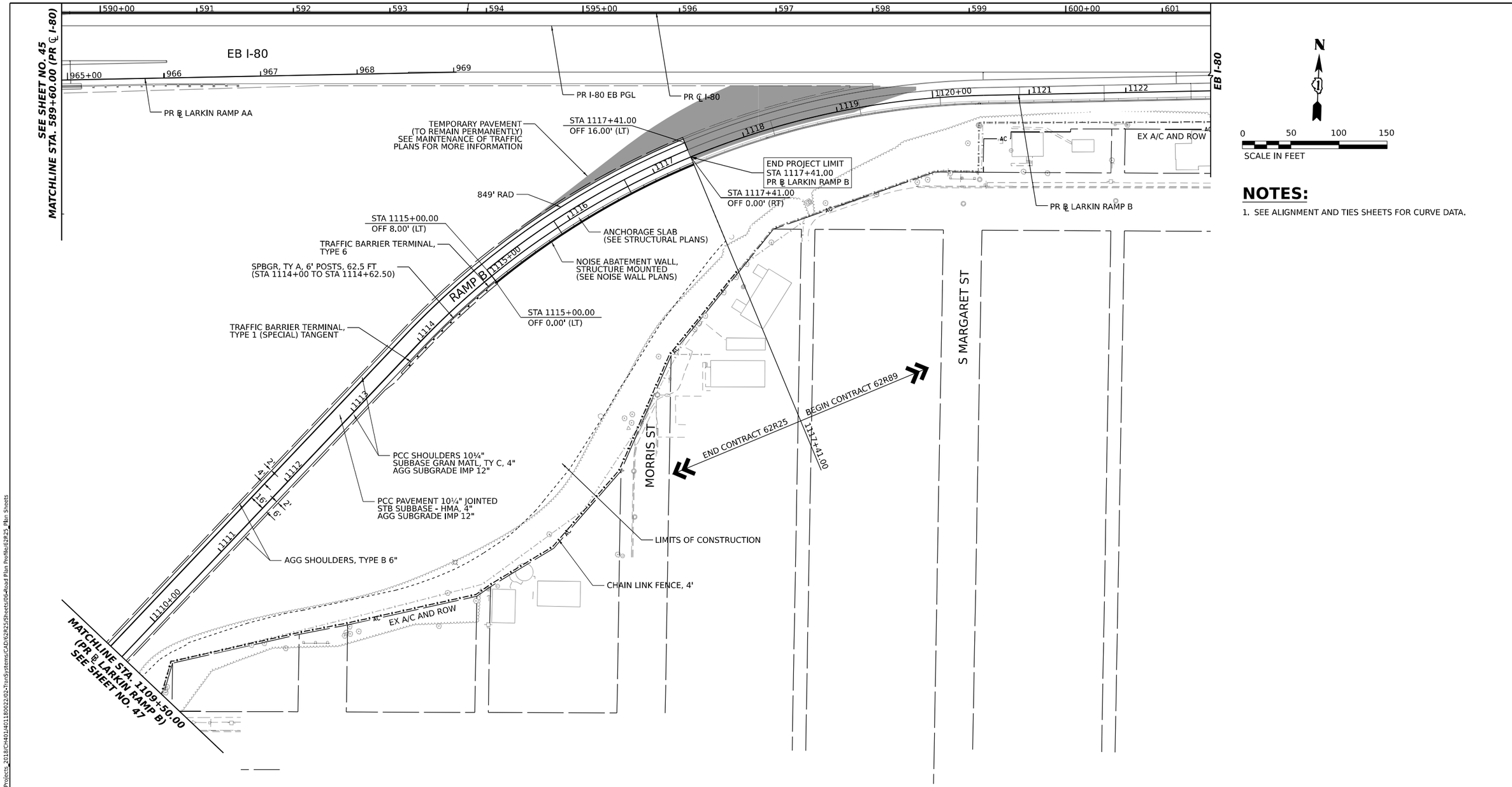
USER NAME = vlanachione	DESIGNED -	REVISED	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN

SCALE: 1"=50' | SHEET 3 OF 6 SHEETS | STA. | TO STA.

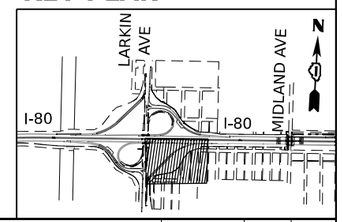
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	45
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.

KEY PLAN



MODEL: BL_PR_I80_W-1 - Plan 4 [Sheet]
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TRANSYSTEMS

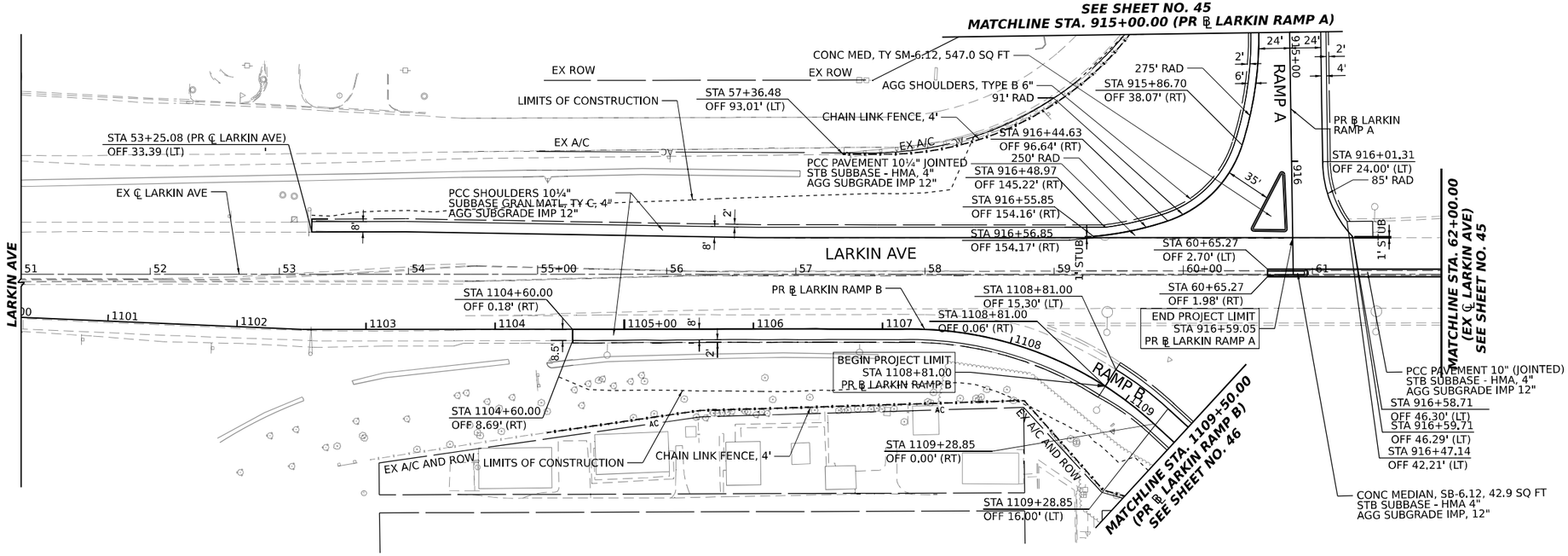
USER NAME = vjanachione	DESIGNED -	REVISED	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN

SCALE: 1"=50' | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	46
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



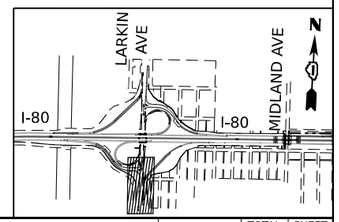
0 50 100 150

SCALE IN FEET

NOTES:

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. SEE INTERSECTION GRADING DETAILS FOR MEDIAN LAYOUT INFORMATION.

KEY PLAN



MODEL: BL_PR_I80_W-1 - Plan 5 [Sheet]
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TRANSYSTEMS

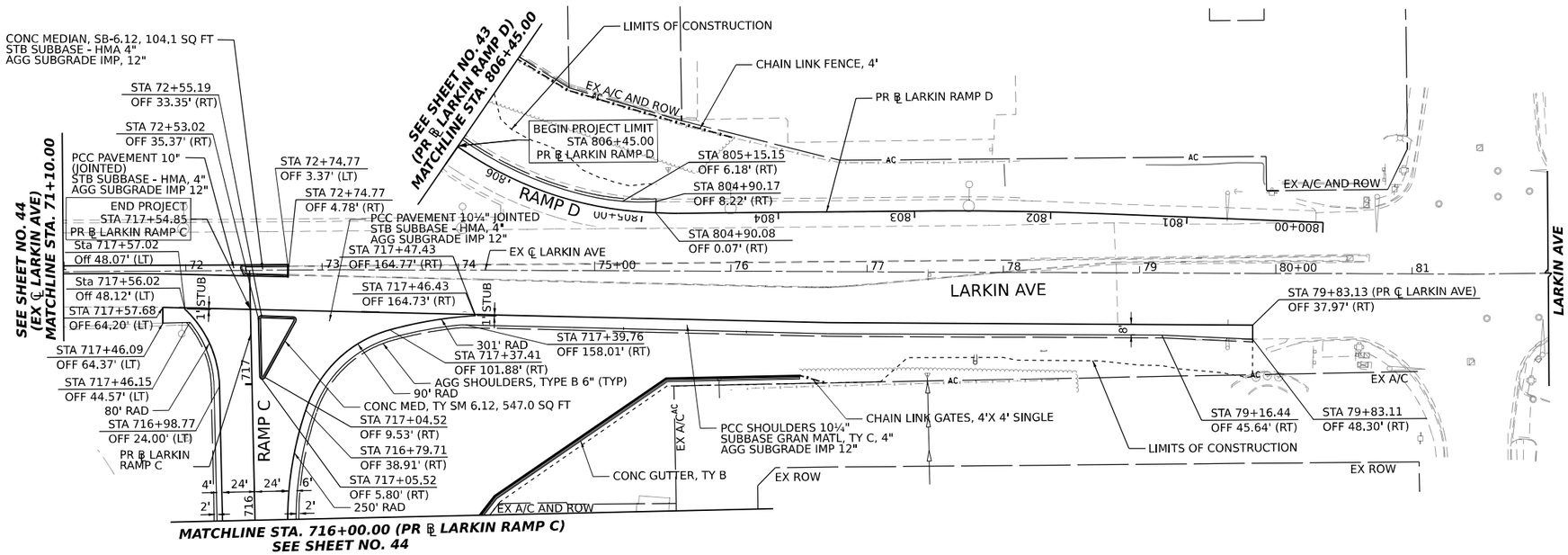
USER NAME = vlanachione	DESIGNED -	REVISED	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN

SCALE: 1"=50' | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	47
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



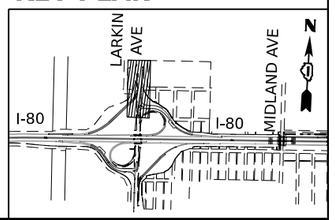
0 50 100 150

SCALE IN FEET

NOTES:

1. SEE ALIGNMENT AND TIES SHEETS FOR CURVE DATA.
2. SEE INTERSECTION GRADING DETAILS FOR MEDIAN LAYOUT INFORMATION.

KEY PLAN



MODEL: BL_PR_I80_W-1 - Plan 6 [Sheet]
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TRANSYSTEMS

USER NAME = vjanachione	DESIGNED -	REVISED	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

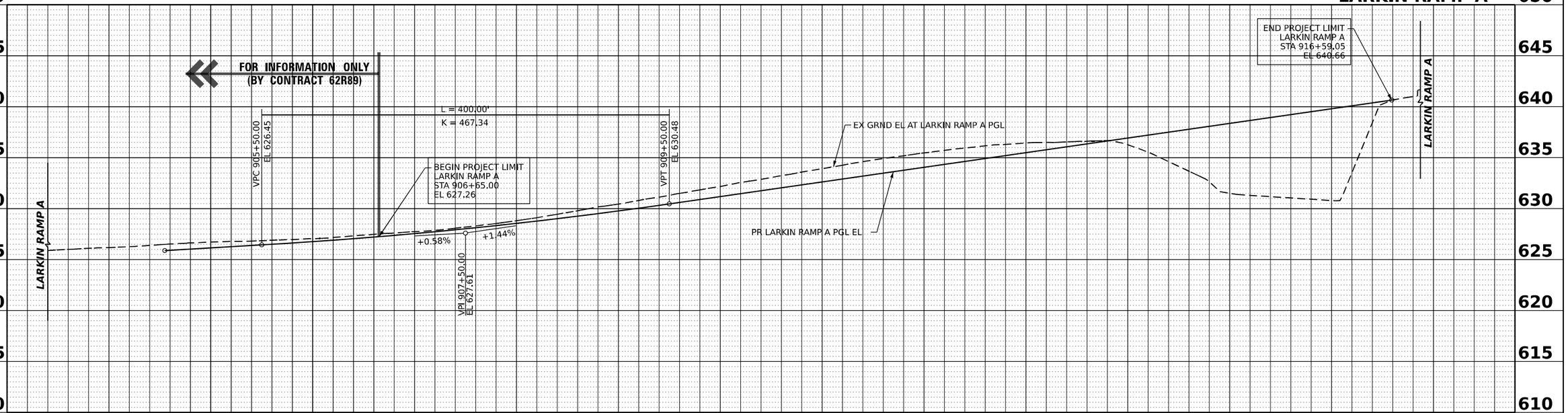
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN

SCALE: 1"=50' | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	48
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

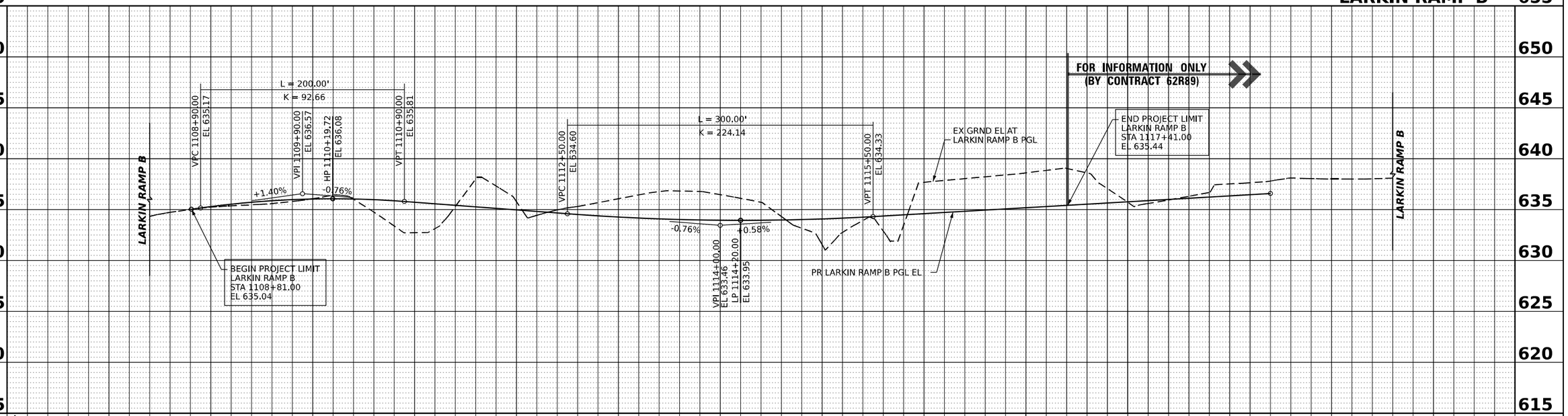
LARKIN RAMP A



	904+00	905+00	906+00	907+00	908+00	909+00	910+00	911+00	912+00	913+00	914+00	915+00	916+00
EX PGL EL	625.96	626.20	626.47	626.73	626.87	627.07	627.42	627.75	628.20	628.83	629.63	630.45	631.31
PR PGL EL			**625.90**	**626.16**	**626.45**	**626.77**	**627.14**	**627.56**	**628.04**	**628.57**	**629.15**	**629.79**	**630.48**

	632.18	633.06	633.93	634.77	635.48	636.06	636.45	636.60	636.27	634.15	631.52	631.13	630.80	640.27
PR PGL EL	**631.20**	**631.92**	**632.63**	**633.35**	**634.07**	**634.79**	**635.51**	**636.22**	**636.94**	**637.66**	**638.38**	**639.09**	**639.81**	**640.53**

LARKIN RAMP B



	1109+00	1110+00	1111+00	1112+00	1113+00	1114+00	1115+00	1116+00	1117+00	1118+00	1119+00	1120+00
EX PGL EL	634.56	635.25	635.47	635.62	636.19	635.03	633.18	637.19	634.27	633.68	633.51	632.56
PR PGL EL		**635.30**	**635.81**	**636.05**	**636.03**	**635.73**	**635.35**	**634.97**	**634.60**	**634.27**	**634.06**	**633.96**

	633.22	633.74	635.63	634.45	636.56	636.98	636.59	636.23	635.84	635.31	635.25	635.74	637.15
PR PGL EL	**633.97**	**634.09**	**634.33**	**634.62**	**634.91**	**635.20**	**635.49**	**635.78**	**636.07**	**636.36**	**636.59**		

MODEL: PR_LRKN_A - Profile 1 (Sheet)
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TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED -	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

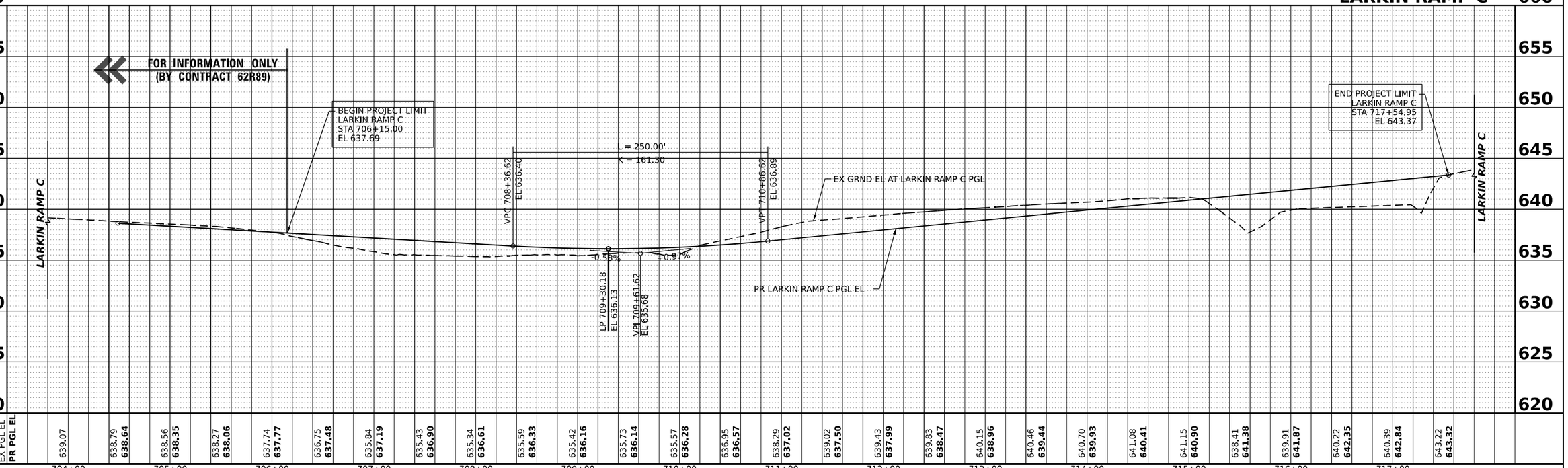
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE

SCALE: HORIZ: 1"=50' VERT: 1"=5' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	49
		CONTRACT NO. 62R25		
		ILLINOIS	FED. AID PROJECT	

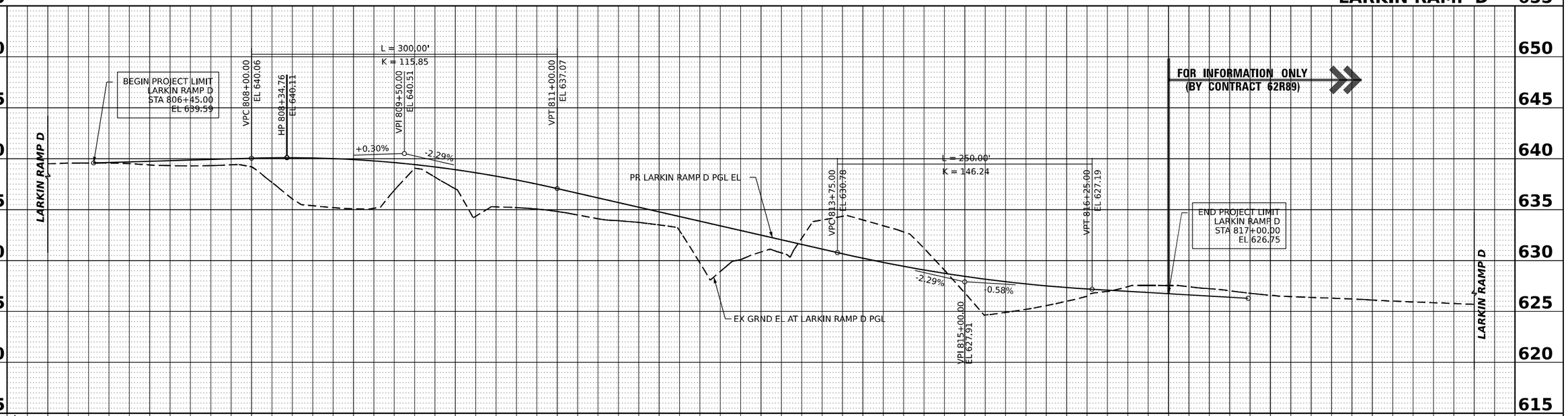
LARKIN RAMP C



EX PGL EL / PR PGL EL	704+00	705+00	706+00	707+00	708+00	709+00	710+00	711+00	712+00	713+00	714+00	715+00	716+00	717+00
EX PGL EL	639.07	638.79	638.56	638.27	637.74	636.75	635.84	635.43	635.34	635.59	635.42	635.73	635.57	636.95
PR PGL EL		**638.64**	**638.35**	**638.06**	**637.77**	**637.48**	**637.19**	**636.90**	**636.61**	**636.33**	**636.16**	**636.14**	**636.28**	**636.57**

EX PGL EL / PR PGL EL	717+00	718+00	719+00	720+00	721+00	722+00	723+00	724+00	725+00	726+00	727+00	728+00	729+00	730+00
EX PGL EL	638.29	639.02	639.43	639.83	640.15	640.46	640.70	641.08	641.15	638.41	639.91	640.22	640.39	643.22
PR PGL EL	**637.02**	**637.50**	**637.99**	**638.47**	**638.96**	**639.44**	**639.93**	**640.41**	**640.90**	**641.38**	**641.87**	**642.35**	**642.84**	**643.32**

LARKIN RAMP D



EX PGL EL / PR PGL EL	806+00	807+00	808+00	809+00	810+00	811+00	812+00	813+00	814+00	815+00	816+00	817+00	818+00	819+00	820+00
EX PGL EL	639.50	639.59	639.38	639.10	639.10	636.81	635.00	635.74	637.60	633.43	634.35	633.53	629.07	631.75	632.12
PR PGL EL		**639.61**	**639.76**	**639.91**	**640.06**	**640.10**	**639.92**	**639.53**	**638.93**	**638.11**	**637.07**	**635.93**	**634.78**	**633.64**	**632.49**

EX PGL EL / PR PGL EL	819+00	820+00	821+00	822+00	823+00	824+00	825+00	826+00	827+00	828+00	829+00	830+00	831+00	832+00
EX PGL EL	632.68	628.98	629.29	630.23	629.66	628.54	627.53	626.65	626.09	**626.30**	625.83	625.94	625.94	625.80	625.60
PR PGL EL	**631.35**	**630.22**	**629.25**	**628.45**	**627.82**	**627.36**	**627.04**	**626.75**	**626.46**						

MODEL: PR_LARK_C - Profile 1 [Sheet]
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TRANSYSTEMS

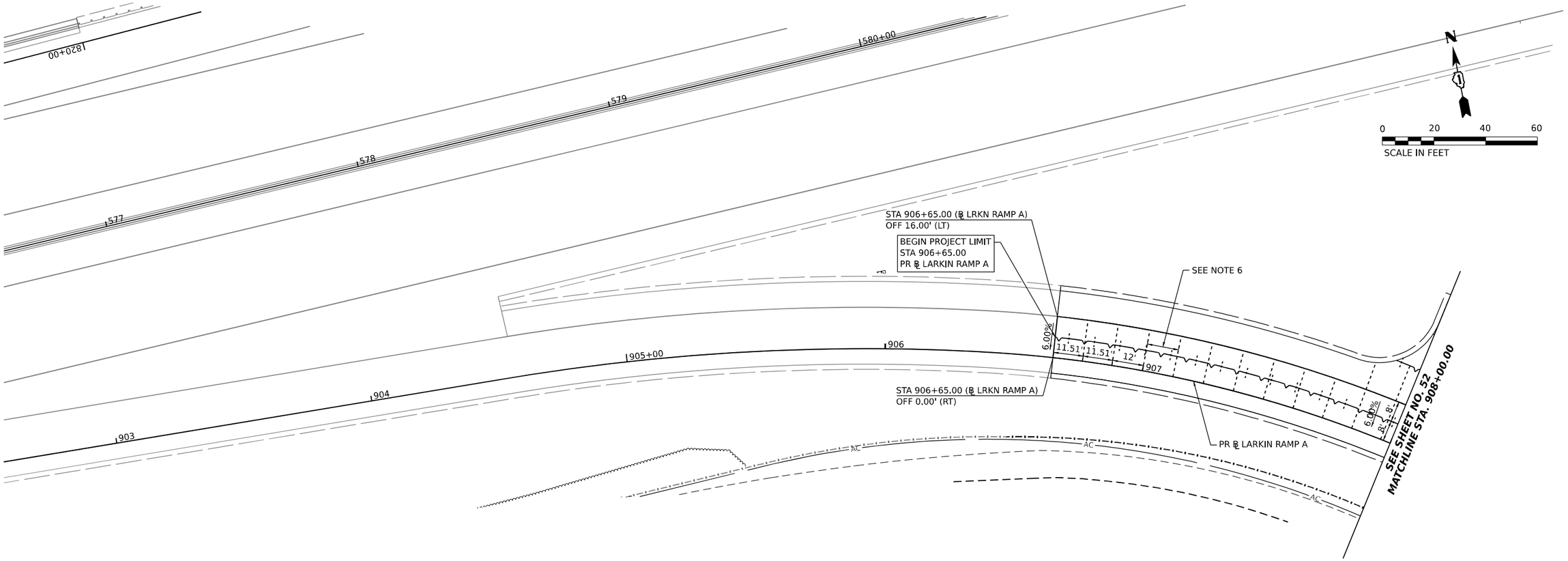
USER NAME = vjanachione	DESIGNED - VLJ	REVISED -	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE

SCALE: HORIZ: 1"=50' VERT: 1"=5' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	50
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
    1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
    2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

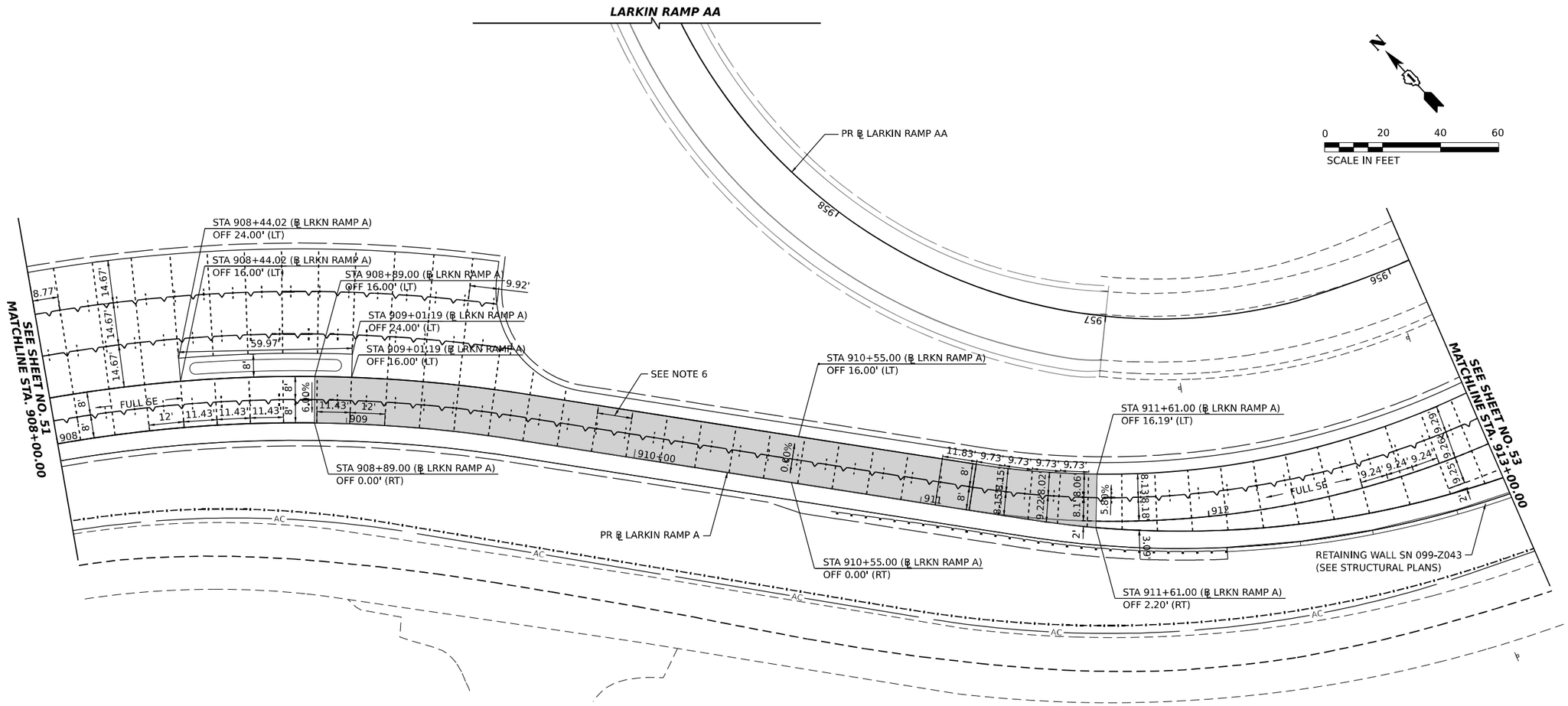
NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

MODEL: PR_BL_LRKN - Plan 1 [Sheet]
FILE NAME: pw:\\transystems\ew.bentley.com:transyscorp-pw1-4\ooted\Documents\Projects_2018\CH401\401180022\02-TranSystems\CAD\62R25\Sheets\08-Zone and Super\D162R25SHTJOINTING.dgn

TRANSYSTEMS	USER NAME = vljanachione	DESIGNED - VLJ	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINTING AND SUPERELEVATION PLAN
		DRAWN - AMK	REVISED -		
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -		SCALE: 1"=20' SHEET 1 OF 11 SHEETS STA. TO STA.
	PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	51
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
  1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
  2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

MODEL: PR_BL_LRKN - Plan 2 [Sheet]
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TRANSYSTEMS

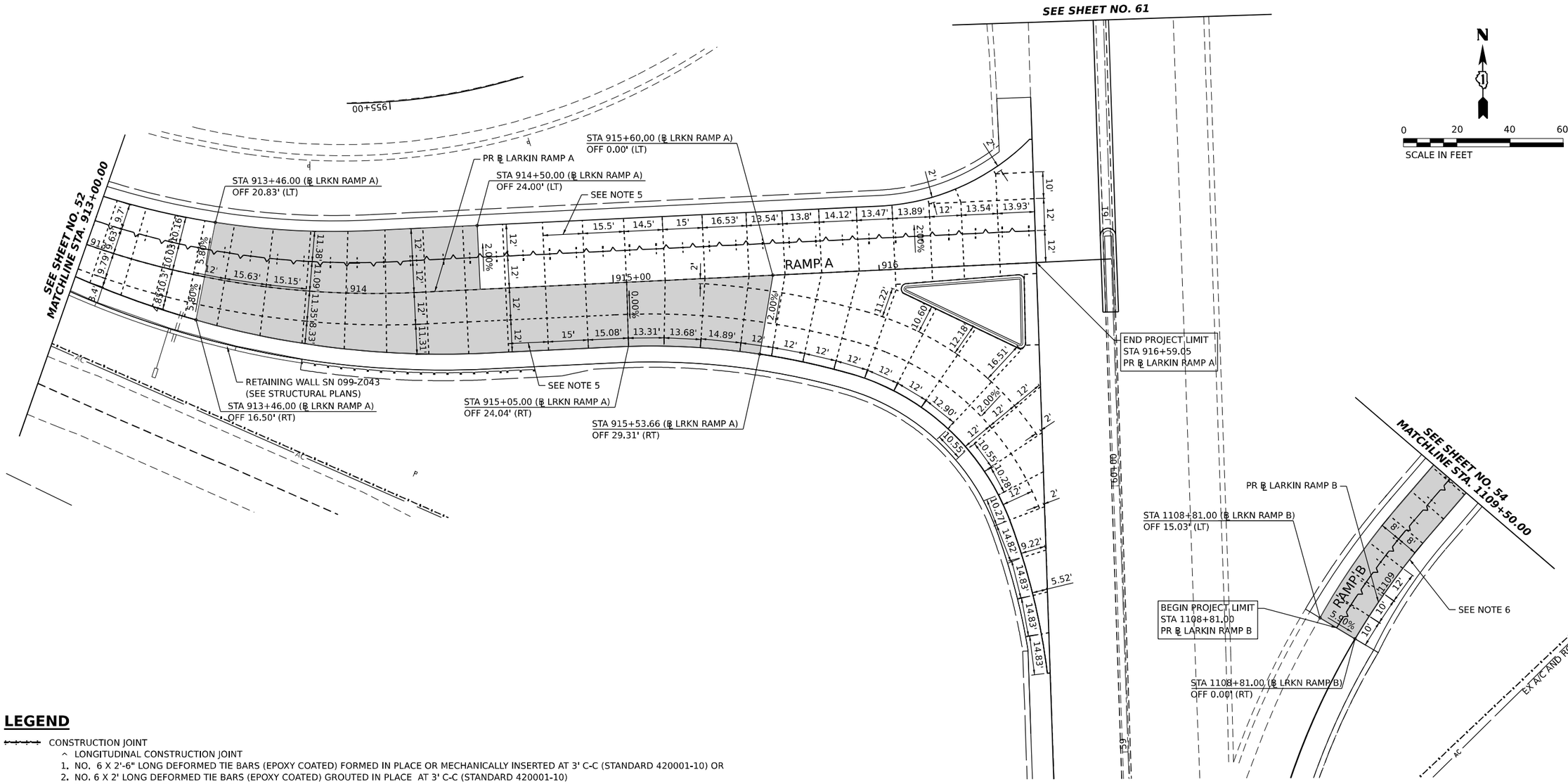
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 2 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	52
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
  1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
  2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

MODEL: PR_BL_LRKN - Plan 3 [Sheet]
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TRANSYSTEMS

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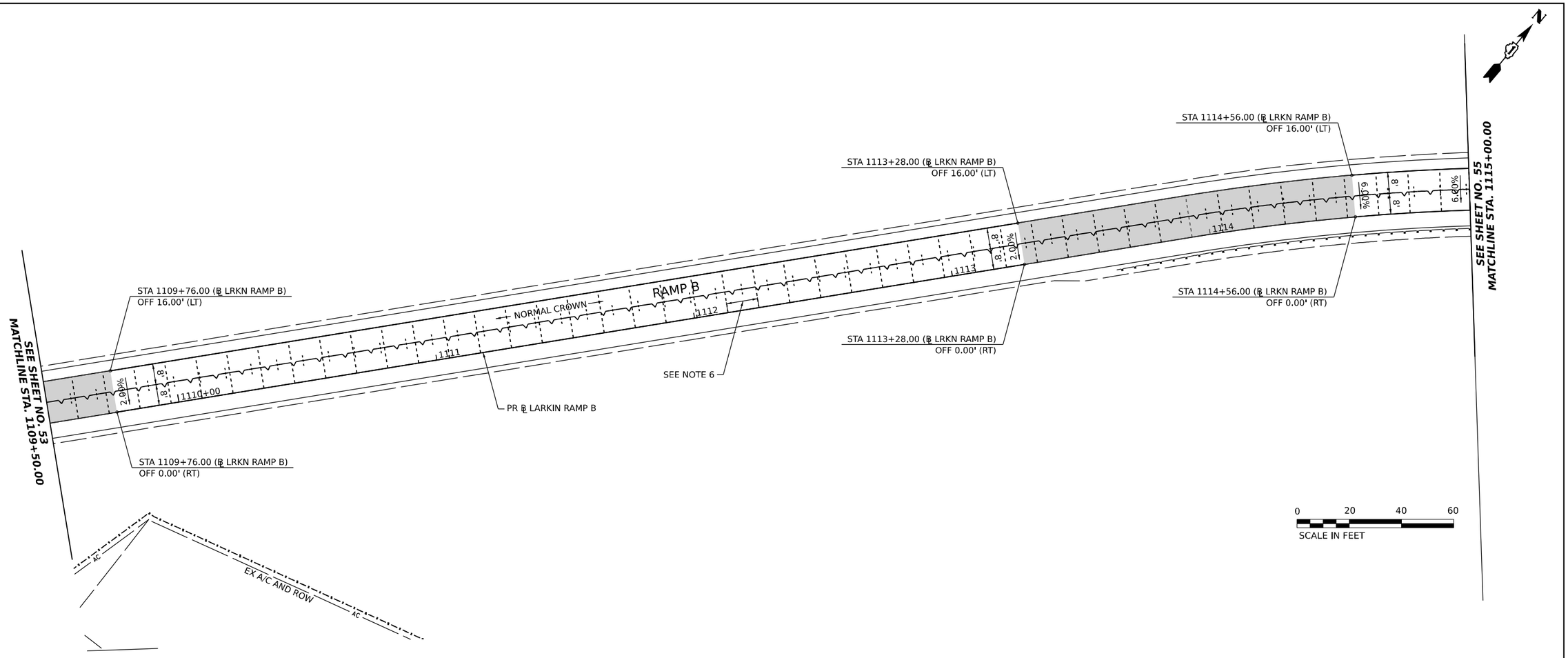
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 3 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	53
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
    1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
    2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

MODEL: PR_BL_LRKN - Plan 5 [Sheet]
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TRANSYSTEMS

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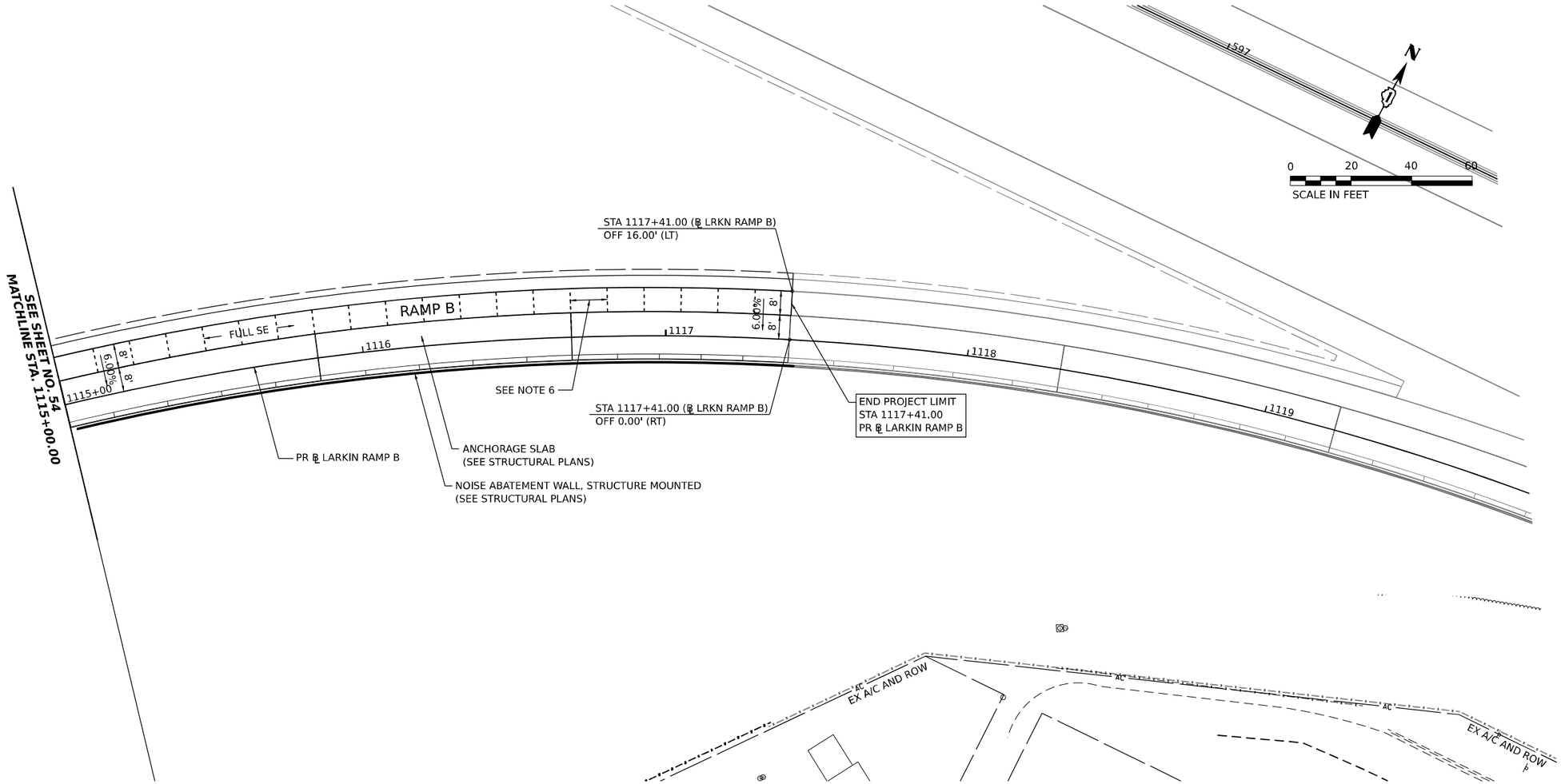
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 4 OF 11 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	54
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
  - 1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
  - 2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

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TRANSYSTEMS

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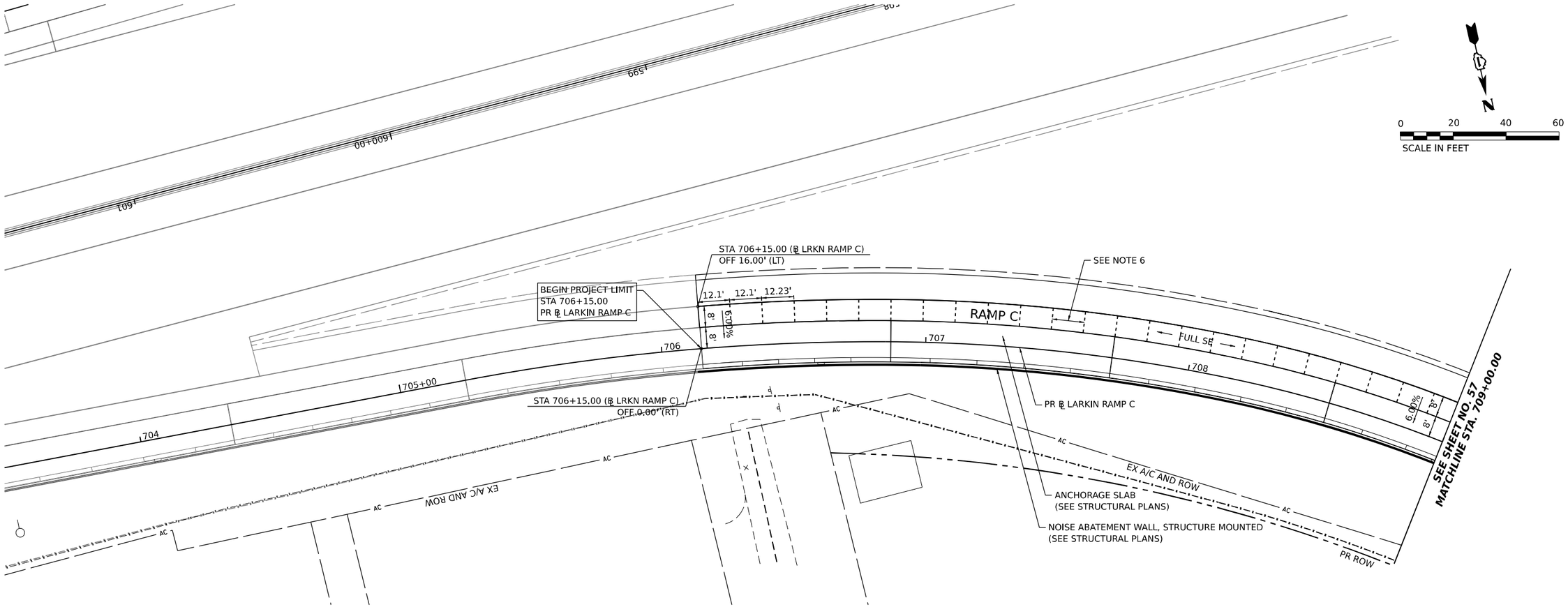
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 5 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	55
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
  1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
  2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

MODEL: PR_BL_LRKN - Plan 7 [Sheet]
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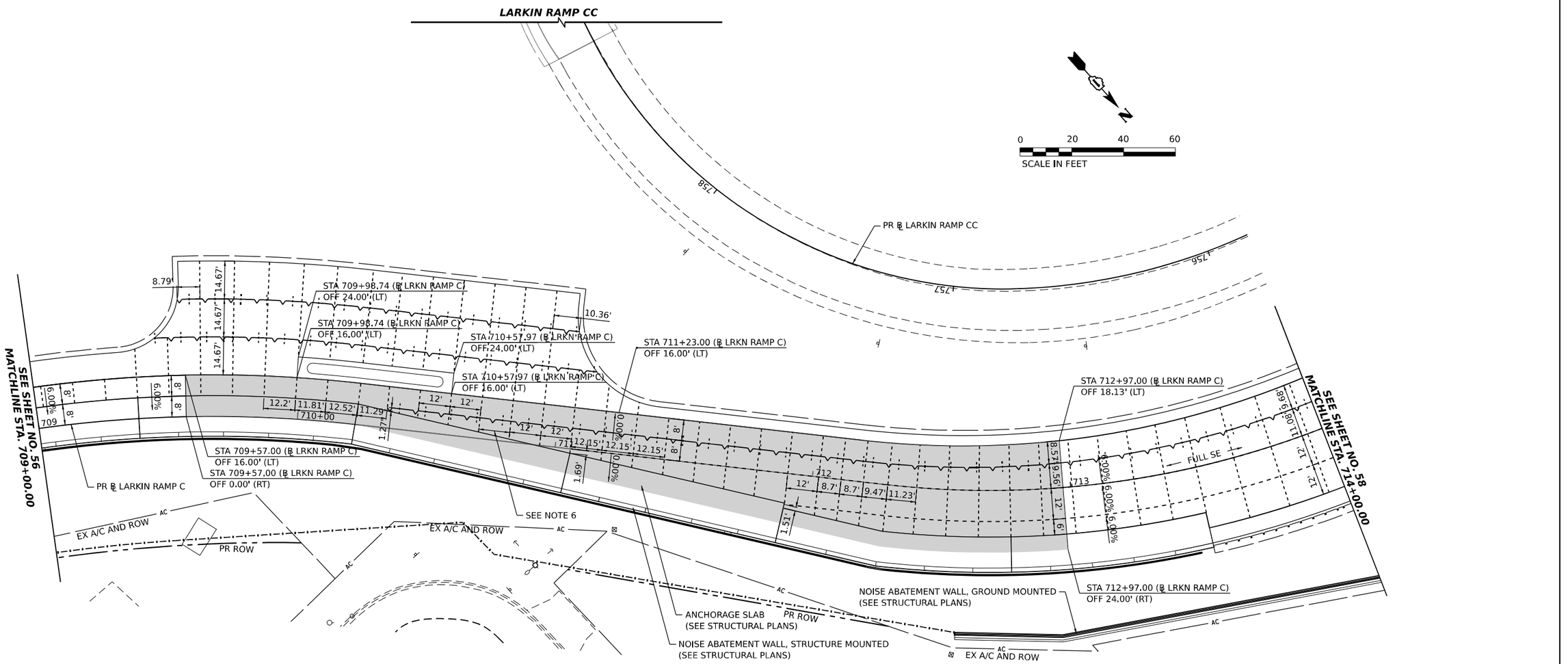
	PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	56
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
    1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
    2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
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6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

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TRANSYSTEMS

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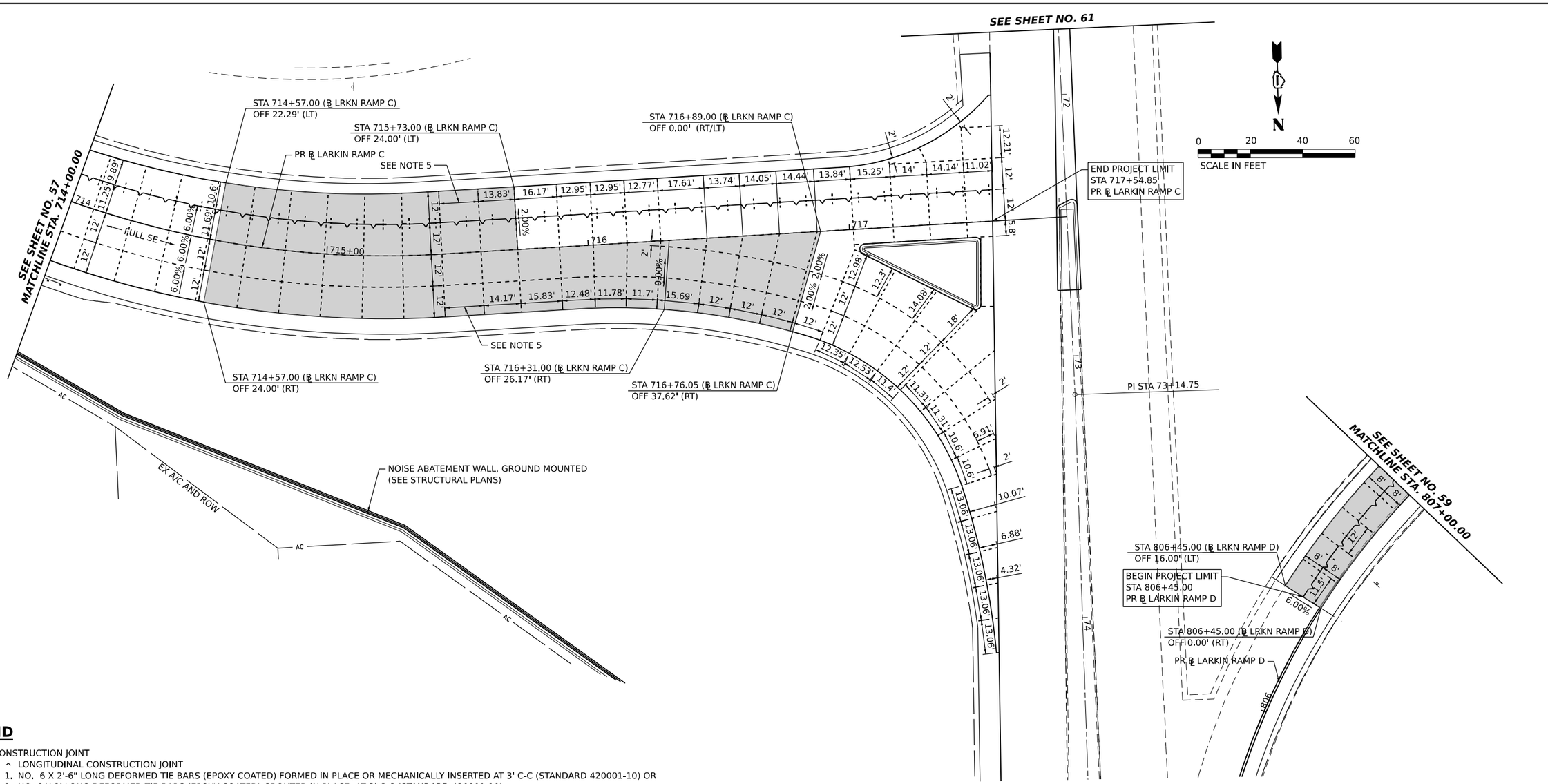
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 7 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	57
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
    1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
    2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
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6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

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TRANSYSTEMS

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		DRAWN - AMK	REVISED -		
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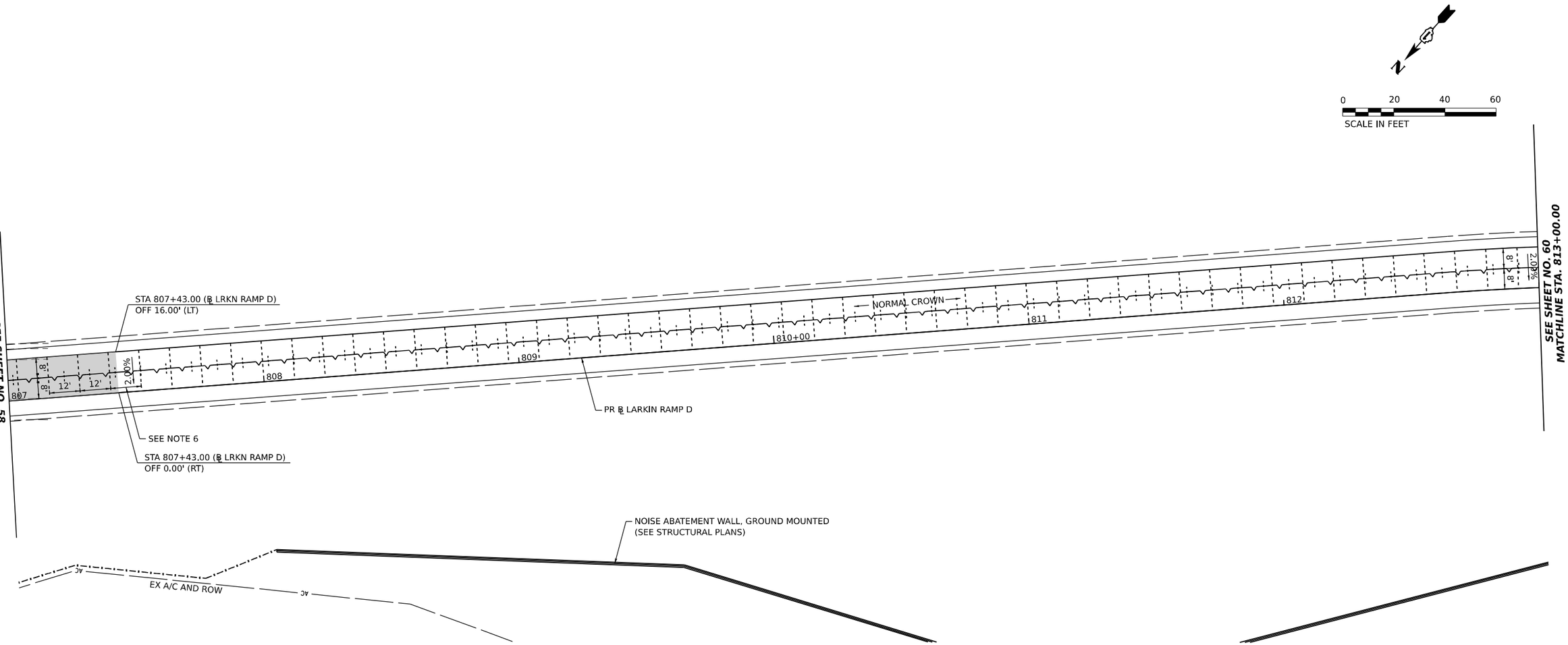
PLOT DATE = 6/3/2024		DATE - 6/4/24	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 8 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	58
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
  1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
  2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

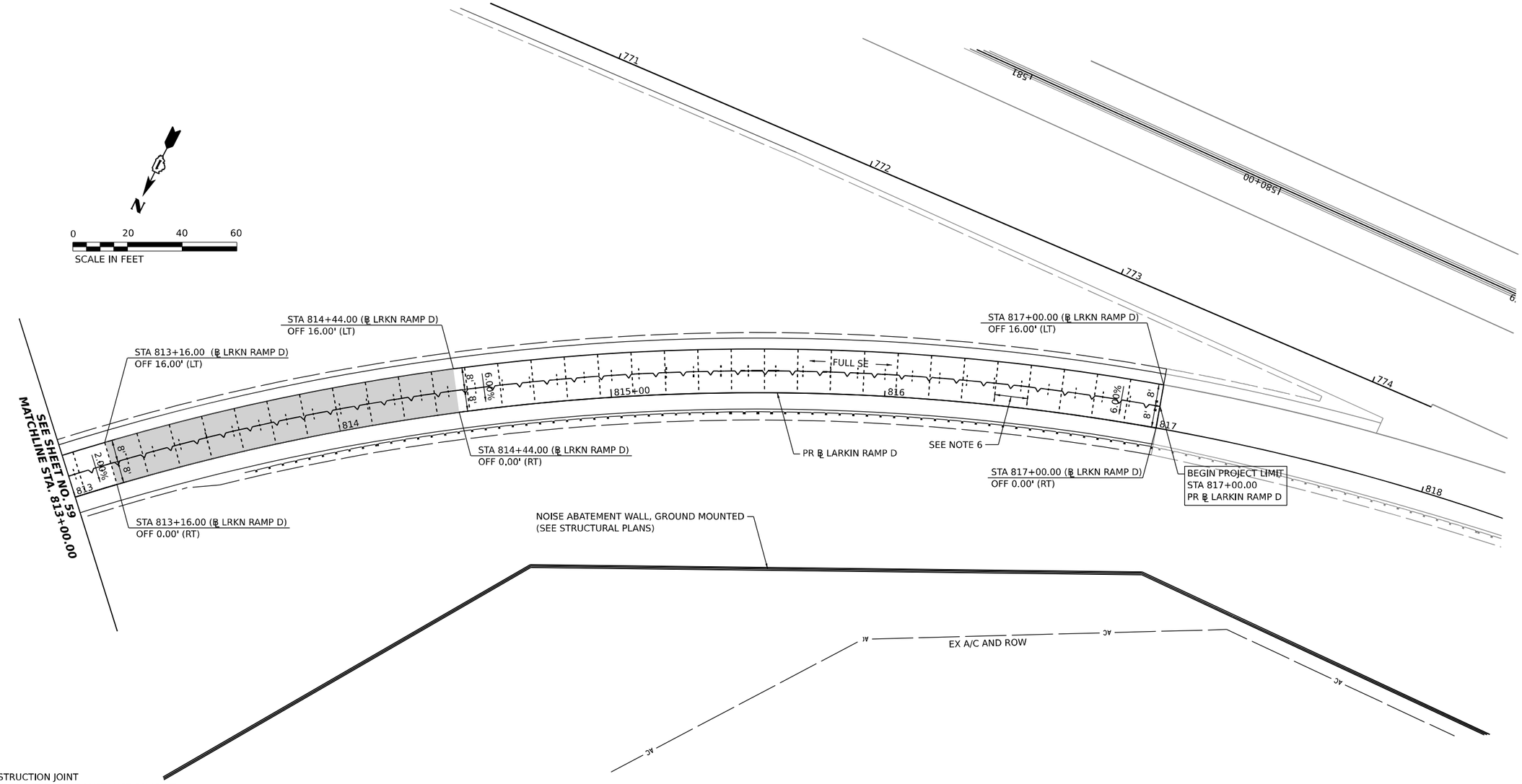
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 9 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	59
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MODEL: PR_BL_LRKN - Plan 11 [Sheet]
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/08-Core and Super/D162R25-SHT-JOINTING.dgn



LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
  1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-10) OR
  2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONSTRUCTION JOINT
    1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-07)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-10)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT
    NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT
    1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-10)
- KEYED JOINT
  - ^ LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONS AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET FOR 12'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE STANDARD 420101-07 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.0 FEET FOR 16'-0" LANE WIDTHS UNLESS OTHERWISE NOTED. SEE DISTRICT DETAIL BD-49 FOR ADDITIONAL INFORMATION REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-10 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-04.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.

MODEL: PR_BL_LRKN - Plan 12 [Sheet]
FILE NAME: pw://transystems-pw.bentley.com:transystemspw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/08-Core and Super/D162R25-SHT-JOINTING.dgn

TRANSYSTEMS

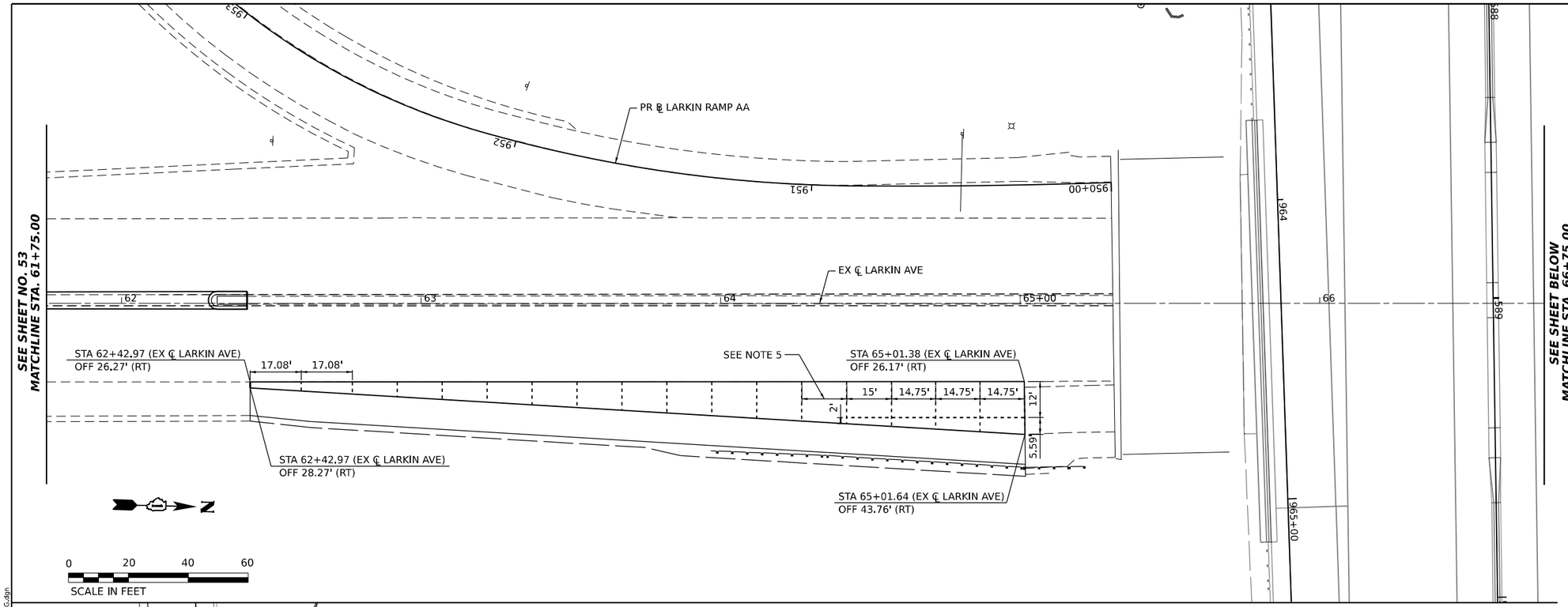
USER NAME = vljanachione	DESIGNED - VLJ	REVISED		
	DRAWN - AMK	REVISED -		
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -		
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' | SHEET 10 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	60
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONING AND OFFSETS ARE TAKEN FROM PR CL I-80.
2. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 43 TO 48.
3. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
4. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
5. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET UNLESS OTHERWISE NOTED. SEE STANDARD 420101-05 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
6. SEE STANDARD 420001-08 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
7. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-03.
8. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
9. SEE STANDARD 420206-13 FOR ENTRANCE RAMP TERMINAL JOINTING INFORMATION AND 420306-11 FOR EXIT RAMP TERMINAL JOINTING INFORMATION.
10. SEE SHEET 67 FOR LARKIN SHOULDER CROSS SLOPES AND ELEVATIONS.

LEGEND

- CONSTRUCTION JOINT
  - ^ LONGITUDINAL CONSTRUCTION JOINT
    1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 3' C-C (STANDARD 420001-08) OR
    2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 3' C-C (STANDARD 420001-08)
  - ^ TRANSVERSE CONSTRUCTION JOINT 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-05)
- SAWED JOINT (MAINLINE)
  - ^ LONGITUDINAL SAWED JOINT NO. 6 X 2-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 3' C-C (STANDARD 420001-08)
  - ^ TRANSVERSE CONTRACTION JOINT 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-08)
- SAWED JOINT (RAMPS)
  - ^ LONGITUDINAL SAWED JOINT NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
  - ^ TRANSVERSE CONTRACTION JOINT 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
  - ^ 1'-6" LONG DOWEL BARS, 1½" DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 42001-08)
- KEYED JOINT
  LONGITUDINAL KEYED JOINT WITHOUT TIE BARS

PAVEMENT CROSS SLOPE TRANSITIONS

MODEL: PR_BL_LRKN_A - Plan 13 [Sheet]
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TRANSYSTEMS

USER NAME	= vljanachilone	DESIGNED -	VLJ	REVISED -	
		DRAWN -	AMK	REVISED -	
PLOT SCALE	= 0.16666633 ' / in.	CHECKED -	JMG	REVISED -	
PLOT DATE	= 6/3/2024	DATE -	6/4/24	REVISED -	

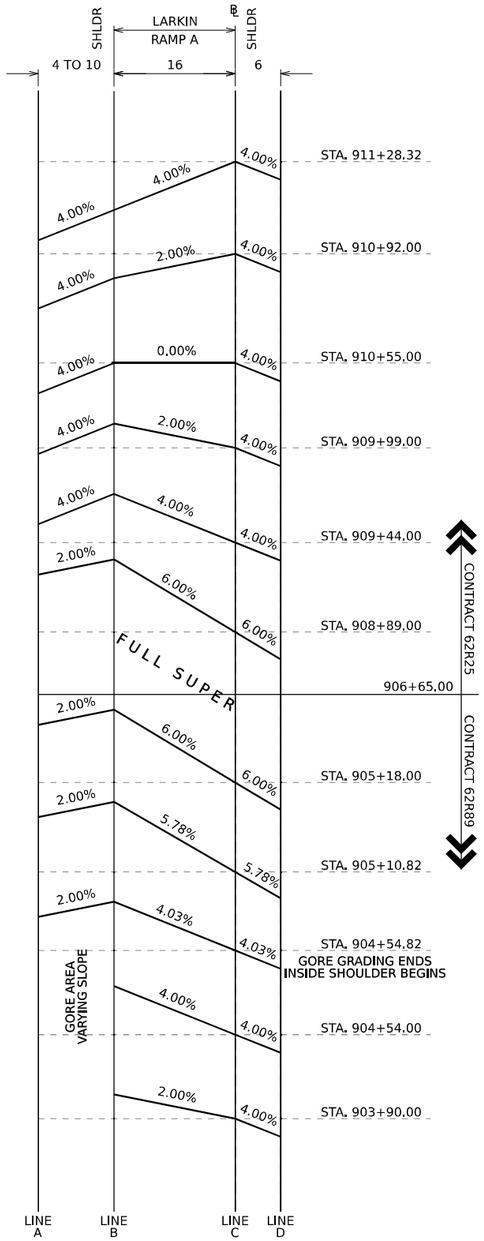
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING AND SUPERELEVATION PLAN

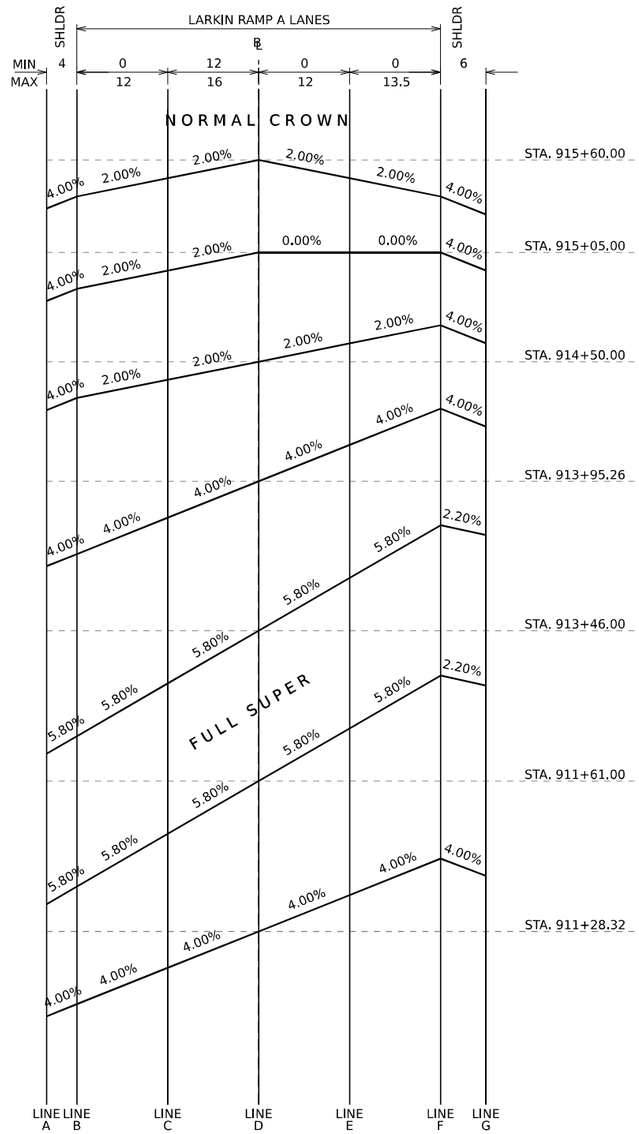
SCALE: 1"=20' | SHEET 11 OF 11 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	61
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

SINGLE LANE CONFIGURATION



MULTI-LANE CONFIGURATION



S.E. TRANSITION SECTIONS
LARKIN RAMP A
SINGLE LANE CONFIGURATION

S.E. TRANSITION SECTIONS
LARKIN RAMP A
MULTI-LANE CONFIGURATION

SUPERELEVATION TRANSITIONS - RAMP A				
STATION	ELEVATIONS AT LOCATIONS			
	A	B	C	D
906+65.00	628.02	628.22	627.26	626.90
907+00.00	628.32	628.52	627.56	627.20
908+00.00	628.65	629.53	628.57	628.21
908+89.00	629.73	630.61	629.65	629.29
909+00.00	629.63	630.69	629.79	629.45
909+25.00	629.42	630.88	630.13	629.85
909+44.00	629.28	631.04	630.40	630.16
909+50.00	630.29	631.09	630.48	630.24
909+99.00	631.35	631.51	631.19	630.95
910+25.00	631.57	631.73	631.56	631.32
910+55.00	631.83	631.99	631.99	631.75
910+75.00	631.94	632.10	632.28	632.04
910+92.00	632.04	632.20	632.52	632.28
911+00.00	632.08	632.24	632.63	632.39
911+25.00	632.22	632.38	632.99	632.75
911+28.32	632.24	632.40	633.04	632.80

SUPERELEVATION TRANSITIONS - RAMP A							
STATION	ELEVATIONS AT LOCATIONS						
	A	B	C	D	E	F	G
911+28.32	632.24	632.40	632.72	633.04	633.05	633.05	632.81
911+50.00	632.31	632.52	632.93	633.35	633.43	633.43	633.26
911+61.00	632.34	632.57	633.04	633.51	633.64	633.64	633.51
911+75.00	632.53	632.76	633.24	633.71	633.89	633.89	633.76
912+00.00	632.87	633.10	633.59	634.07	634.36	634.36	634.23
912+50.00	633.53	633.76	634.27	634.79	635.29	635.29	635.16
913+00.00	634.16	634.39	634.95	635.51	636.07	636.24	636.11
913+25.00	634.47	634.70	635.29	635.86	636.46	636.72	636.59
913+46.00	634.72	634.96	635.57	636.17	636.78	637.12	636.99
913+75.00	635.36	635.55	636.07	636.58	637.11	637.48	637.28
913+95.26	635.79	635.95	636.42	636.87	637.33	637.70	637.46
914+00.00	635.89	636.05	636.50	636.94	637.39	637.74	637.50
914+25.00	636.44	636.60	636.95	637.30	637.65	637.97	637.73
914+50.00	637.02	637.18	637.42	637.66	637.90	638.14	637.90
914+75.00	637.38	637.54	637.78	638.02	638.15	638.28	638.04
915+00.00	637.74	637.90	638.14	638.38	638.40	638.42	638.18
915+05.00	637.81	637.97	638.21	638.45	638.45	638.45	638.21
915+25.00	638.10	638.26	638.50	638.74	638.64	638.55	638.31
915+60.00	638.60	638.76	639.00	639.24	638.88	638.64	638.40

MODEL: Larkin Ramp A
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TRANSYSTEMS

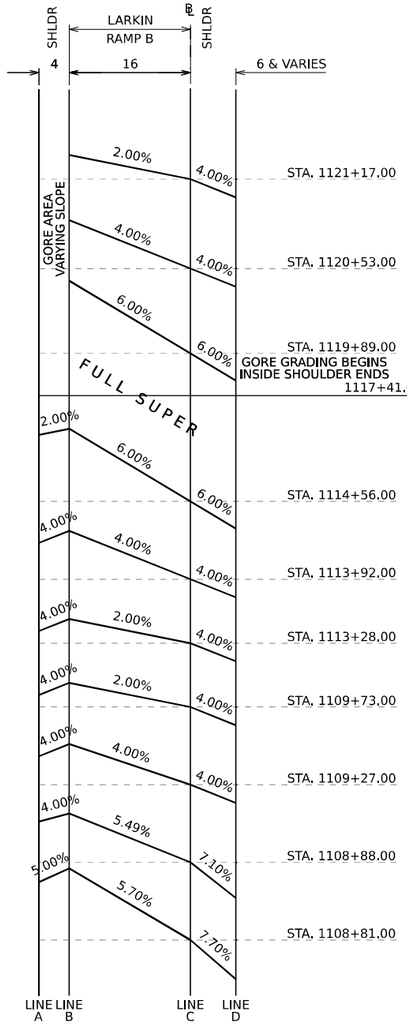
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 19.99996000 '/ in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

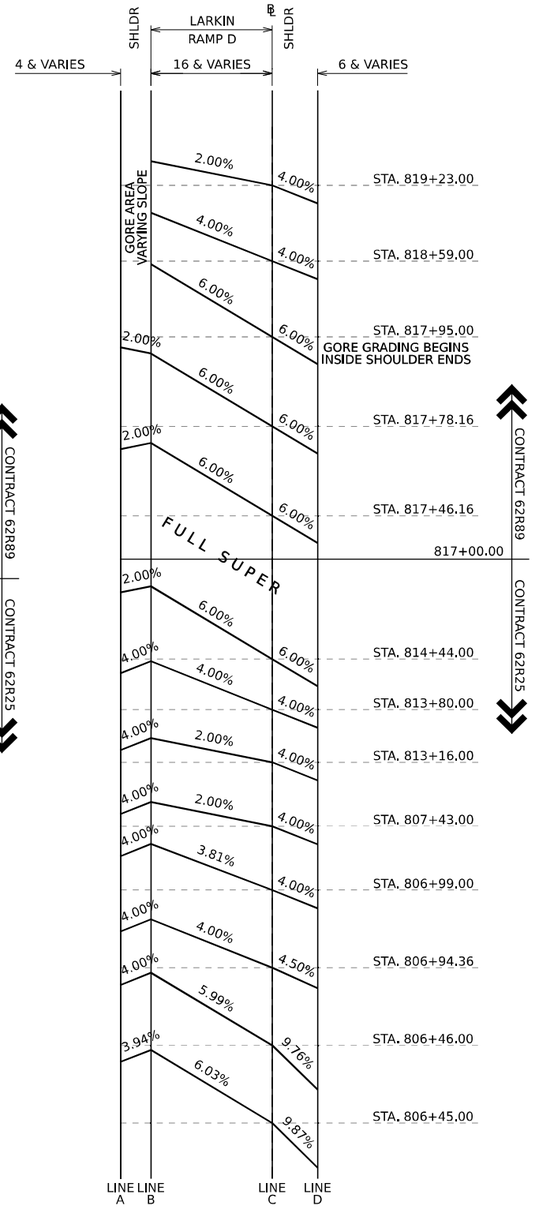
SUPERELEVATION TRANSITION DIAGRAMS
LARKIN RAMP A

SCALE: NONE | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	62
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



S.E. TRANSITION SECTIONS
LARKIN RAMP B
SINGLE LANE CONFIGURATION



S.E. TRANSITION SECTIONS
LARKIN RAMP D
SINGLE LANE CONFIGURATION

SUPERELEVATION TRANSITIONS - RAMP B				
STATION	ELEVATIONS AT LOCATIONS			
	A	B	C	D
1108+81.00	635.69	635.91	635.04	634.51
1108+88.00	635.99	636.16	635.30	634.81
1109+00.00	635.92	636.08	635.30	634.88
1109+25.00	636.07	636.22	635.59	635.34
1109+27.00	636.07	636.23	635.61	635.37
1109+43.00	636.11	636.27	635.76	635.52
1109+50.00	636.12	636.28	635.81	635.57
1109+73.00	636.13	636.29	635.97	635.73
1110+00.00	636.21	636.37	636.05	635.81
1111+00.00	635.89	636.05	635.73	635.49
1112+00.00	635.13	635.29	634.97	634.73
1113+00.00	634.43	634.59	634.27	634.03
1113+28.00	634.30	634.46	634.14	633.90
1113+50.00	634.33	634.49	634.06	633.82
1113+75.00	634.39	634.55	634.00	633.76
1113+92.00	634.45	634.61	633.97	633.73
1114+00.00	634.49	634.64	633.96	633.70
1114+25.00	634.64	634.76	633.95	633.65
1114+56.00	634.86	634.94	633.98	633.62
1114+75.00	634.90	634.98	634.02	633.66
1115+00.00	634.97	635.05	634.09	633.73

SUPERELEVATION TRANSITIONS - RAMP D				
STATION	ELEVATIONS AT LOCATIONS			
	A	B	C	D
806+45.00	640.39	640.56	639.59	639.06
806+46.00	640.39	640.56	639.59	639.06
806+75.00	640.29	640.45	639.68	639.29
806+94.36	640.22	640.38	639.74	639.47
806+99.00	640.20	640.36	639.75	639.51
807+00.00	640.20	640.36	639.76	639.52
807+25.00	640.11	640.27	639.83	639.59
807+43.00	640.05	640.21	639.89	639.65
808+00.00	640.22	640.38	640.06	639.82
809+00.00	640.08	640.24	639.92	639.68
810+00.00	639.09	639.25	638.93	638.69
811+00.00	637.23	637.39	637.07	636.83
812+00.00	634.94	635.10	634.78	634.54
813+00.00	632.65	632.81	632.49	632.25
813+16.00	632.29	632.45	632.13	631.89
813+50.00	631.68	631.84	631.35	631.11
813+80.00	631.14	631.30	630.66	630.42
814+00.00	630.83	630.97	630.23	629.95
814+25.00	630.48	630.58	629.72	629.39
814+44.00	630.24	630.32	629.36	629.00
815+00.00	629.33	629.41	628.45	628.09

MODEL: Larkin Ramps B + D
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TRANSYSTEMS

USER NAME = vjanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 19.99996000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

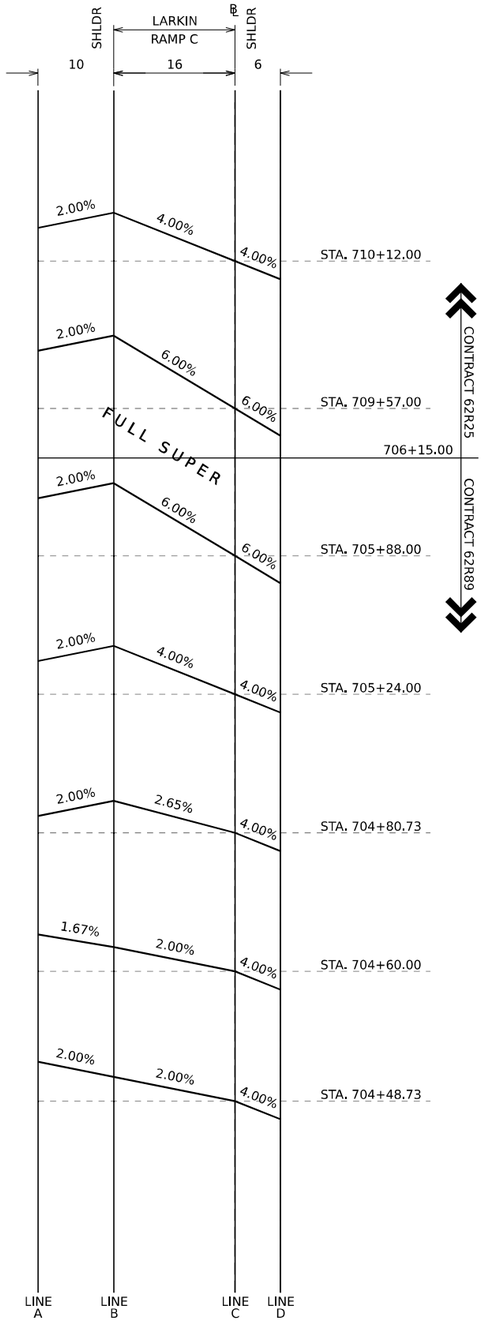
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION TRANSITION DIAGRAMS
LARKIN RAMPS B & D

SCALE: NONE | SHEET 2 OF 3 SHEETS | STA. | TO STA.

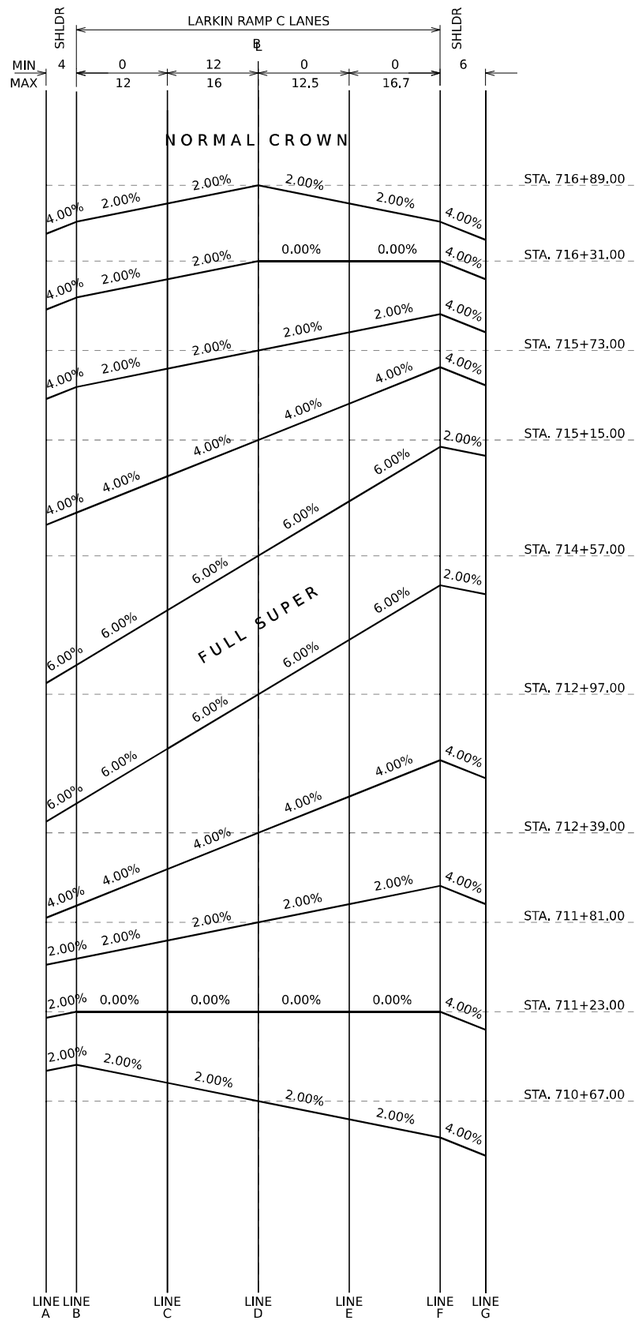
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	63
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

SINGLE LANE CONFIGURATION



S.E. TRANSITION SECTIONS
LARKIN RAMP C
SINGLE LANE CONFIGURATION

MULTI-LANE CONFIGURATION



S.E. TRANSITION SECTIONS
LARKIN RAMP C
MULTI-LANE CONFIGURATION

STATION	SUPERELEVATION TRANSITIONS - RAMP C ELEVATIONS AT LOCATIONS			
	A	B	C	D
706+15.00	638.45	638.65	637.69	637.33
707+00.00	637.95	638.15	637.19	636.83
707+50.00	637.66	637.86	636.90	636.54
708+00.00	637.37	637.57	636.61	636.25
708+50.00	637.09	637.29	636.33	635.97
709+00.00	636.92	637.12	636.16	635.80
709+57.00	636.23	637.11	636.15	635.79
709+75.00	636.17	637.05	636.19	635.87
710+00.00	636.11	636.99	636.28	636.01
710+12.00	636.10	636.98	636.34	636.10

STATION	SUPERELEVATION TRANSITIONS - RAMP C ELEVATIONS AT LOCATIONS						
	A	B	C	D	E	F	G
710+67.00	636,15	637,03	637,03	636,71	636,60	636,60	636,36
710+75.00	636.17	637.05	637.05	636.78	636.67	636.67	636.43
711+00.00	636.27	637.15	637.15	637.02	636.94	636.94	636.70
711+23.00	637.09	637.24	637.24	637.24	637.24	637.24	637.00
711+50.00	637.27	637.35	637.35	637.50	637.61	637.64	637.40
711+81.00	637.40	637.48	637.48	637.80	638.04	638.17	637.93
712+00.00	637.46	637.56	637.56	637.99	638.31	638.54	638.30
712+39.00	637.55	637.71	637.73	638.37	638.85	639.33	639.09
712+50.00	637.56	637.74	637.77	638.47	639.00	639.52	639.31
712+97.00	637,60	637,84	637,97	638,93	639,65	640,37	640,25
713+00.00	637.62	637.86	638.00	638.96	639.68	640.40	640.28
713+50.00	638,03	638,27	638,48	639,44	640,16	640,88	640,76
714+00.00	638.43	638.67	638.97	639.93	640.65	641.37	641.25
714+57.00	638.90	639.14	639.52	640.48	641.20	641.92	641.80
715+00.00	639.67	639.85	640.23	640.90	641.44	641.98	641.77
715+15.00	639.94	640.10	640.48	641.04	641.52	642.00	641.76
715+50.00	640.55	640.71	641.04	641.38	641.72	642.05	641.81
715+73.00	640.97	641.13	641.37	641.61	641.85	642.09	641.85
716+00.00	641.23	641.39	641.63	641.87	642.00	642.12	641.88
716+31.00	641.53	641.69	641.93	642.17	642.17	642.17	641.93
716+50.00	641.71	641.87	642.11	642.35	642.27	642.19	641.95
716+89.00	642.09	642.25	642.49	642.73	642.49	642.25	642.01

MODEL: Larkin Ramp C
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw-1-hosted/Documents/Projects_2018/CH401/401180022/02-TransSystems/CAD/62R25/Sheets/03-Gore and Super/D162R25-SHT-SUPERDIAGRAM

TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 19.99996000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

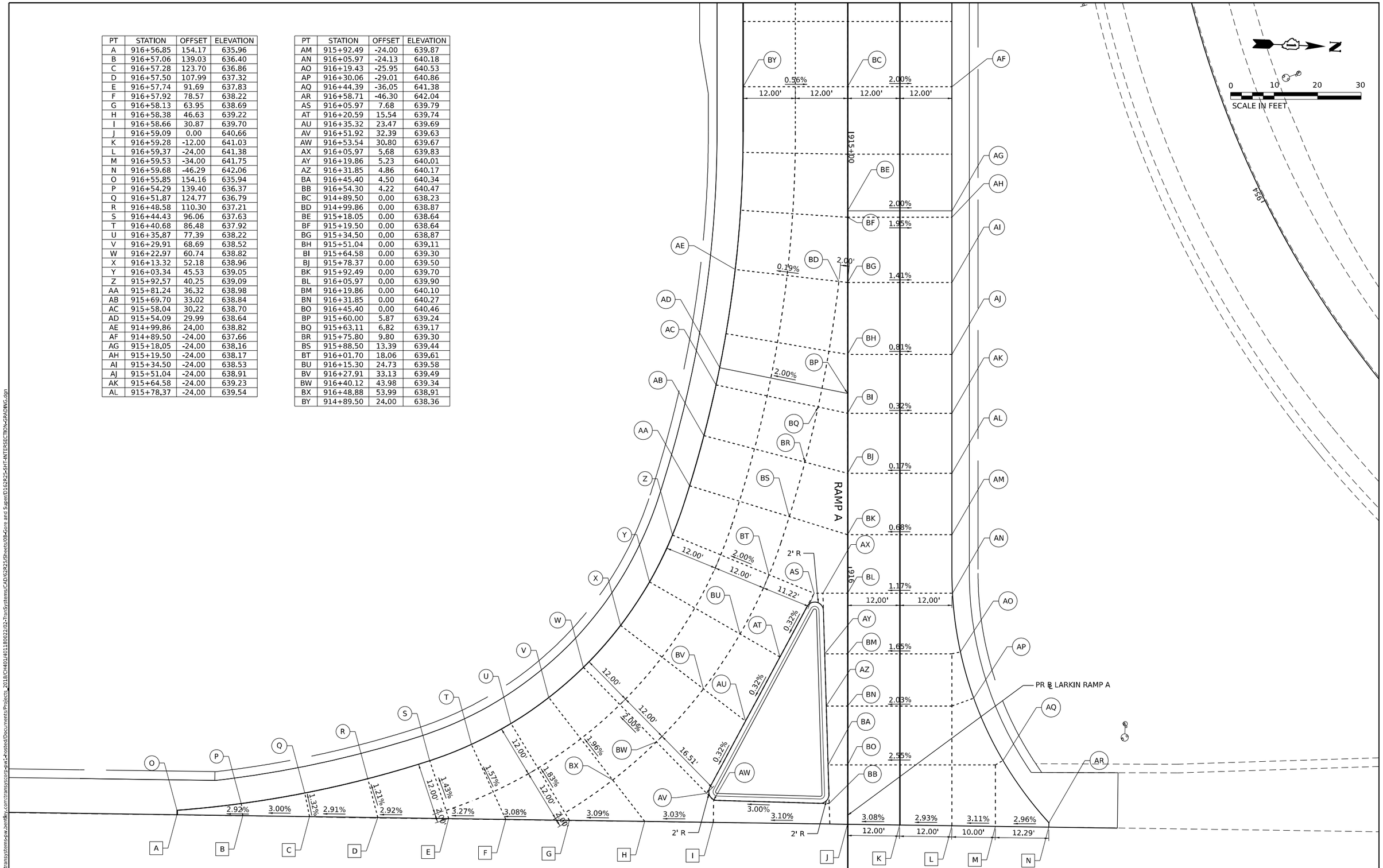
SUPERELEVATION TRANSITION DIAGRAMS
LARKIN RAMP C

SCALE: NONE | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	64
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

PT	STATION	OFFSET	ELEVATION
A	916+56.85	154.17	635.96
B	916+57.06	139.03	636.40
C	916+57.28	123.70	636.86
D	916+57.50	107.99	637.32
E	916+57.74	91.69	637.83
F	916+57.92	78.57	638.22
G	916+58.13	63.95	638.69
H	916+58.38	46.63	639.22
I	916+58.66	30.87	639.70
J	916+59.09	0.00	640.66
K	916+59.28	-12.00	641.03
L	916+59.37	-24.00	641.38
M	916+59.53	-34.00	641.75
N	916+59.68	-46.29	642.06
O	916+55.85	154.16	635.94
P	916+54.29	139.40	636.37
Q	916+51.87	124.77	636.79
R	916+48.58	110.30	637.21
S	916+44.43	96.06	637.63
T	916+40.68	86.48	637.92
U	916+35.87	77.39	638.22
V	916+29.91	68.69	638.52
W	916+22.97	60.74	638.82
X	916+13.32	52.18	638.96
Y	916+03.34	45.53	639.05
Z	915+92.57	40.25	639.09
AA	915+81.24	36.32	638.98
AB	915+69.70	33.02	638.84
AC	915+58.04	30.22	638.70
AD	915+54.09	29.99	638.64
AE	914+99.86	24.00	638.82
AF	914+89.50	-24.00	637.66
AG	915+18.05	-24.00	638.16
AH	915+19.50	-24.00	638.17
AI	915+34.50	-24.00	638.53
AJ	915+51.04	-24.00	638.91
AK	915+64.58	-24.00	639.23
AL	915+78.37	-24.00	639.54

PT	STATION	OFFSET	ELEVATION
AM	915+92.49	-24.00	639.87
AN	916+05.97	-24.13	640.18
AO	916+19.43	-25.95	640.53
AP	916+30.06	-29.01	640.86
AQ	916+44.39	-36.05	641.38
AR	916+58.71	-46.30	642.04
AS	916+05.97	7.68	639.79
AT	916+20.59	15.54	639.74
AU	916+35.32	23.47	639.69
AV	916+51.92	32.39	639.63
AW	916+53.54	30.80	639.67
AX	916+05.97	5.68	639.83
AY	916+19.86	5.23	640.01
AZ	916+31.85	4.86	640.17
BA	916+45.40	4.50	640.34
BB	916+54.30	4.22	640.47
BC	914+89.50	0.00	638.23
BD	914+99.86	0.00	638.87
BE	915+18.05	0.00	638.64
BF	915+19.50	0.00	638.64
BG	915+34.50	0.00	638.87
BH	915+51.04	0.00	639.11
BI	915+64.58	0.00	639.30
BJ	915+78.37	0.00	639.50
BK	915+92.49	0.00	639.70
BL	916+05.97	0.00	639.90
BM	916+19.86	0.00	640.10
BN	916+31.85	0.00	640.27
BO	916+45.40	0.00	640.46
BP	915+60.00	5.87	639.24
BQ	915+63.11	6.82	639.17
BR	915+75.80	9.80	639.30
BS	915+88.50	13.39	639.44
BT	916+01.70	18.06	639.61
BU	916+15.30	24.73	639.58
BV	916+27.91	33.13	639.49
BW	916+40.12	43.98	639.34
BX	916+48.88	53.99	638.91
BY	914+89.50	24.00	638.36



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TRANSYSTEMS

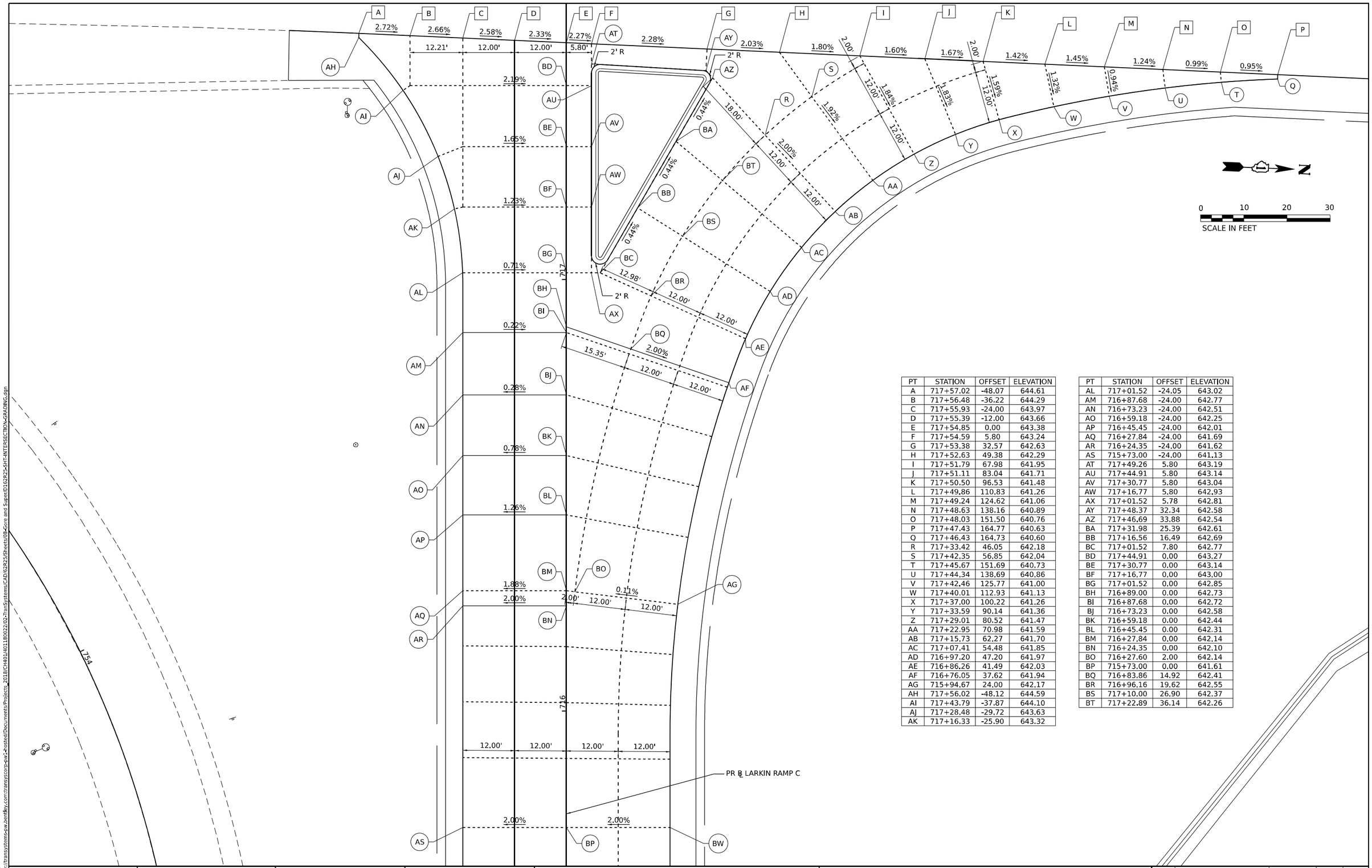
USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION GRADING PLANS

SCALE: 1"=10' | SHEET 1 OF 5 SHEETS | STA. STAFROM | TO STA. STATO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	65
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



PT	STATION	OFFSET	ELEVATION
A	717+57.02	-48.07	644.61
B	717+56.48	-36.22	644.29
C	717+55.93	-24.00	643.97
D	717+55.39	-12.00	643.66
E	717+54,85	0.00	643.38
F	717+54.59	5.80	643.24
G	717+53.38	32.57	642.63
H	717+52.63	49.38	642.29
I	717+51.79	67.98	641.95
J	717+51.11	83.04	641.71
K	717+50.50	96.53	641.48
L	717+49,86	110,83	641,26
M	717+49.24	124,62	641.06
N	717+48.63	138.16	640.89
O	717+48.03	151,50	640,76
P	717+47.43	164,77	640.63
Q	717+46,43	164,73	640,60
R	717+33.42	46.05	642,18
S	717+42,35	56,85	642,04
T	717+45.67	151.69	640.73
U	717+44,34	138,69	640,86
V	717+42,46	125.77	641.00
W	717+40.01	112.93	641.13
X	717+37.00	100,22	641,26
Y	717+33.59	90,14	641.36
Z	717+29.01	80.52	641.47
AA	717+22.95	70.98	641.59
AB	717+15,73	62,27	641,70
AC	717+07.41	54,48	641,85
AD	716+97.20	47.20	641.97
AE	716+86,26	41.49	642,03
AF	716+76.05	37.62	641.94
AG	715+94.67	24.00	642,17
AH	717+56.02	-48.12	644,59
AI	717+43.79	-37.87	644.10
AJ	717+28.48	-29.72	643,63
AK	717+16.33	-25.90	643.32

PT	STATION	OFFSET	ELEVATION
AL	717+01.52	-24.05	643.02
AM	716+87.68	-24.00	642.77
AN	716+73.23	-24,00	642,51
AO	716+59.18	-24,00	642.25
AP	716+45.45	-24.00	642,01
AQ	716+27.84	-24.00	641.69
AR	716+24.35	-24,00	641,62
AS	715+73.00	-24.00	641,13
AT	717+49.26	5.80	643.19
AU	717+44.91	5.80	643.14
AV	717+30.77	5.80	643.04
AW	717+16,77	5,80	642,93
AX	717+01.52	5.78	642.81
AY	717+48.37	32.34	642.58
AZ	717+46,69	33,88	642.54
BA	717+31.98	25.39	642.61
BB	717+16,56	16,49	642.69
BC	717+01.52	7.80	642.77
BD	717+44,91	0,00	643.27
BE	717+30.77	0.00	643,14
BF	717+16,77	0,00	643,00
BG	717+01.52	0.00	642.85
BH	716+89.00	0.00	642.73
BI	716+87,68	0,00	642.72
BJ	716+73.23	0.00	642.58
BK	716+59.18	0.00	642.44
BL	716+45.45	0.00	642.31
BM	716+27,84	0,00	642,14
BN	716+24.35	0.00	642,10
BO	716+27.60	2.00	642.14
BP	715+73.00	0.00	641,61
BQ	716+83.86	14,92	642.41
BR	716+96,16	19,62	642,55
BS	717+10.00	26,90	642.37
BT	717+22.89	36.14	642.26

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TRANSYSTEMS

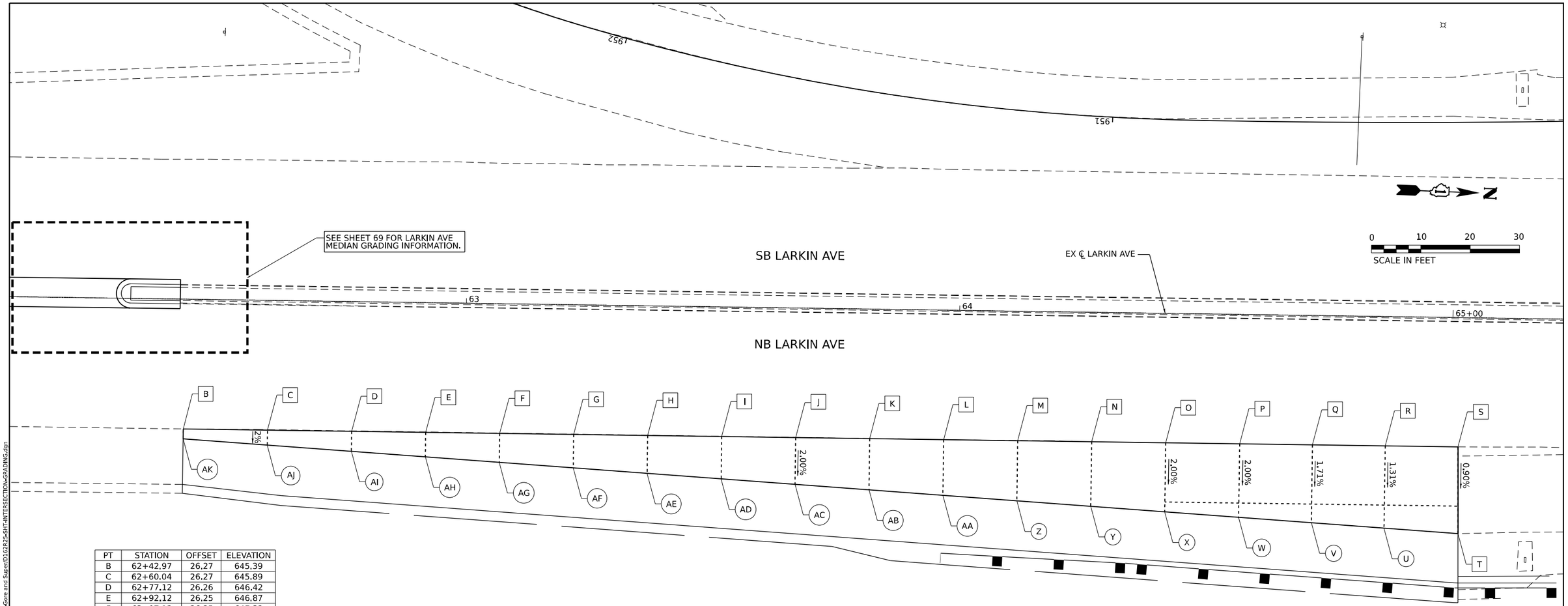
USER NAME	= vljanachione	DESIGNED	- VLJ	REVISED	
		DRAWN	- AMK	REVISED	-
PLOT SCALE	= 0.16666633 ' / in.	CHECKED	- JMG	REVISED	-
PLOT DATE	= 6/3/2024	DATE	- 6/4/24	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION GRADING PLANS

SCALE: 1"=10' | SHEET 2 OF 5 SHEETS | STA. STAFROM | TO STA. STATO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	66
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



PT	STATION	OFFSET	ELEVATION
B	62+42.97	26.27	645.39
C	62+60.04	26.27	645.89
D	62+77.12	26.26	646.42
E	62+92.12	26.25	646.87
F	63+07.12	26.25	647.32
G	63+22.12	26.24	647.79
H	63+37.12	26.24	648.26
I	63+52.12	26.23	648.67
J	63+67.12	26.22	649.12
K	63+82.12	26.22	649.55
L	63+97.12	26.21	650.00
M	64+12.12	26.21	650.41
N	64+27.12	26.20	650.79
O	64+42.12	26.20	651.16
P	64+57.12	26.19	651.52
Q	64+71.87	26.18	651.82
R	64+86.63	26.18	652.14
S	65+01.38	26.17	652.48
T	65+01.64	43.76	652.32
U	64+86.63	42.86	651.92
V	64+71.88	41.98	651.55
W	64+57.12	41.09	651.22
X	64+42.12	40.20	650.88
Y	64+27.12	39.30	650.53
Z	64+12.12	38.40	650.16
AA	63+97.12	37.50	649.77
AB	63+82.12	36.60	649.34
AC	63+67.12	35.71	648.93
AD	63+52.12	34.81	648.50
AE	63+37.12	33.91	648.10
AF	63+22.12	33.01	647.65
AG	63+07.12	32.11	647.21
AH	62+93.11	31.27	646.77
AI	62+77.12	30.32	646.34
AJ	62+60.04	29.29	645.83
AK	62+42.97	28.27	645.35

MODEL: INT-03
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TRANSYSTEMS

USER NAME = vljanachione	DESIGNED - VLJ	REVISED	
	DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION GRADING PLANS

SCALE: 1"=10' | SHEET 3 OF 5 SHEETS | STA. STAFROM | TO STA. STATO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	67
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

PT	STATION	OFFSET	ELEVATION
B	70+72.15	-28.70	647.70
C	70+55.43	-28.70	648.11
D	70+38.72	-28.70	648.52
E	70+23.72	-28.70	648.90
F	70+08.72	-28.70	649.25
G	69+93.72	-28.70	649.61
H	69+78.72	-28.70	650.00
I	69+63.72	-28.70	650.37
J	69+48.72	-28.70	650.74
K	69+33.72	-28.69	651.08
L	69+18.72	-28.69	651.40
M	69+03.72	-28.69	651.71
N	68+88.72	-28.69	652.00
O	68+73.72	-28.69	652.30
P	68+58.72	-28.69	652.59
Q	68+43.72	-28.69	652.85
R	68+28.72	-28.69	653.15
S	68+13.71	-28.69	653.38
T	68+13.49	-46.39	653.29
U	68+28.72	-45.41	653.00
V	68+43.72	-44.50	652.64
W	68+58.72	-43.60	652.33
X	68+73.72	-42.69	652.02
Y	68+88.75	-41.91	651.74
Z	69+03.72	-40.88	651.47
AA	69+18.72	-39.97	651.18
AB	69+33.72	-39.07	650.87
AC	69+48.72	-38.16	650.55
AD	69+63.72	-37.25	650.20
AE	69+78.72	-36.35	649.85
AF	69+93.72	-35.44	649.48
AG	70+08.72	34.53	649.13
AH	70+23.72	-33.63	648.80
AI	70+38.72	-32.72	648.44
AJ	70+55.43	-31.71	648.05
AK	70+72.15	-30.70	647.66

N

0 10 20 30

SCALE IN FEET

0.50% 0.92% 1.33% 1.75% 2.00% 2.00% 2%

T U V W X Y Z AA AB AC AD AE AF AG AH AI AJ AK

S R Q P O N M L K J I H G F E D C B

SB LARKIN AVE

EX ℄ LARKIN AVE

SEE SHEET 69 FOR LARKIN AVE MEDIAN GRADING INFORMATION.

68 69 70+00

NB LARKIN AVE

0+00 751 752

MODEL: INT-04
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TRANSYSTEMS

USER NAME = vjanachione	DESIGNED - VLJ	REVISED		
	DRAWN - AMK	REVISED -		
PLOT SCALE = 0.16666633 ' / in.	CHECKED - JMG	REVISED -		
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -		

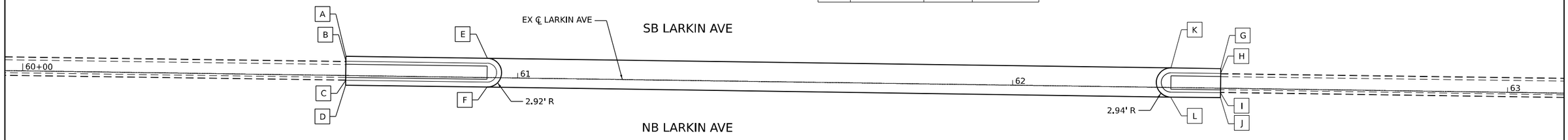
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

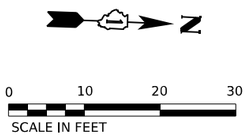
INTERSECTION GRADING PLANS

SCALE: 1"=10' | SHEET 4 OF 5 SHEETS | STA. STAFROM | TO STA. STATO

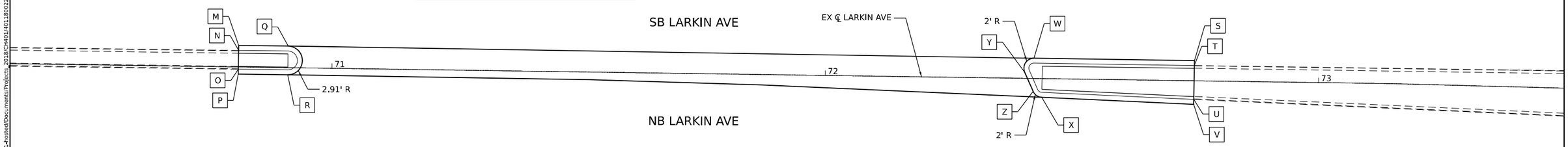
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	68
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

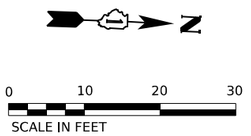
PT	STATION	OFFSET	ELEVATION
A	60+65.27	-3.87	640.43
B	60+65.27	-2.87	640.44
C	60+65.27	0.98	640.56
D	60+65.27	1.98	640.52
E	60+93.83	-3.90	641.31
F	60+93.83	1.93	641.38
G	62+42.00	-3.96	645.76
H	62+42.00	-2.96	645.78
I	62+42.00	0.92	645.82
J	62+42.00	1.92	645.80
K	62+31.96	-3.95	645.46
L	62+31.96	1.93	645.49





PT	STATION	OFFSET	ELEVATION
M	70+81.04	-4.36	647.98
N	70+81.04	-3.36	648.00
O	70+81.04	0.46	648.00
P	70+81.04	1.46	647.98
Q	70+91.05	-4.37	647.73
R	70+91.05	1.45	647.73
S	72+74.77	-4.10	643.30
T	72+74.77	-3.10	643.32
U	72+74.77	3.78	643.29
V	72+74.77	4.78	643.27
W	72+42.23	-4.10	644.03
X	72+43.93	3.80	643.95
Y	72+40.41	-1.28	644.65
Z	72+42.17	2.63	644.54





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TRANSYSTEMS

USER NAME = vljanachione		DESIGNED - VLJ	REVISED	
		DRAWN - AMK	REVISED -	
PLOT SCALE = 0.16666633 ' / in.		CHECKED - JMG	REVISED -	
PLOT DATE = 6/3/2024		DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION GRADING PLANS

SCALE: 1"=10' | SHEET 5 OF 5 SHEETS | STA. STAFROM | TO STA. STATO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	69
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. FOR SAFETY AND DROP OFF CONSIDERATIONS REFER TO THE LATEST IDOT SAFETY ENGINEERING POLICY MEMORANDUM.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING A SUFFICIENT NUMBER OF ACCESS POINTS TO SAFELY INGRESS/EGRESS ALL WORK ZONES. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS AND EROSION CONTROL MEASURES DURING STAGE CONSTRUCTION THROUGHOUT THE DURATION OF THE CONTRACT. SEE EROSION CONTROL PLANS.
4. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON THE JOB SITE DURING CONSTRUCTION.
5. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR MARKING REPLACEMENT BEYOND THE FIRST REPLACEMENT.
6. TEMPORARY PAVEMENT CROSS SLOPES SHALL MATCH THE CROSS SLOPE OF THE ADJACENT EXISTING OR PROPOSED PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AS OTHERWISE SHOWN ON THE PLANS.
7. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOT.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP, AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON A WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
8. THE CONTRACTOR IS DIRECTED TO THE FACT THAT OTHER SEPARATE CONTRACTS ARE, OR MAY BE, IN FORCE THAT INTERSECT THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTORS IN THE PHASING AND PERFORMANCE OF THIS WORK SO AS NOT TO DELAY, INTERRUPT, OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS. THE CONTRACTOR SHALL TAKE INTO CONSIDERATION THE REQUIREMENTS OUTLINED IN THE SPECIAL PROVISION "COOPERATION BETWEEN CONTRACTORS" WHEN WORKING WITH OTHER CONTRACTORS AND THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS, NOR FOR ANY DELAYS OR INCONVENIENCES RESULTING FROM THE ACTIVITIES OF OTHER CONTRACTORS. SHOULD A CONFLICT ARISE BETWEEN THE CONTRACTORS WITH RESPECT TO SEQUENCE OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC REQUIREMENTS, SAID CONFLICTS SHALL BE RESOLVED BY, OR AT THE DIRECTION OF THE ENGINEER.
9. THE CONTRACTOR SHALL REMOVE AND REPLACE ALL REFLECTORS FROM EXISTING RAISED REFLECTIVE PAVEMENT MARKERS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLANS. THIS WORK SHALL BE PAID FOR AS RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL AND RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT.
10. PROVISIONAL QUANTITY FOR CLASS D PATCHES, TYPE III, 12 INCH HAS BEEN INCLUDED AS PART OF THE CONTRACT. CONTRACTOR MUST SEEK APPROVAL AND CONCURRENCE FROM THE ENGINEER FOR LOCATIONS, SIZE, DEPTH, AND MATERIAL OF PATCH BEFORE PROCEEDING. PAYMENT SHALL NOT BE MADE WITHOUT ENGINEER'S PRIOR APPROVAL.
11. THE CONTRACTOR SHALL PERFORM PAVEMENT PATCHING AND REPAIRS ON THE DESIGNATED DETOUR ROUTES BEFORE DETOURS ARE IN SERVICE. THE LOCATION AND QUANTITIES SHALL BE DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REFER TO THE DETOUR PLANS FOR THE DESIGNATED DETOUR ROUTES. NOMINAL QUANTITIES OF THIS WORK HAVE BEEN INCLUDED AS PART OF THE CONTRACT.
12. IDOT FORM OPER 2410 MUST BE FILED AT LEAST 21 DAYS IN ADVANCE OF PLACING ANY WIDTH RESTRICTIONS ON RAMPS OR CLOSING ANY RAMPS.
13. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
14. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
15. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.

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	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN GENERAL NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	70
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

STAGE 1A

MAINTENANCE OF TRAFFIC

LARKIN AVENUE

1. CLOSE NORTHBOUND AND SOUTHBOUND LARKIN AVENUE INSIDE LANES WITHIN LIMITS SHOWN ON PLANS.
2. MAINTAIN OUTSIDE LANE IN EACH DIRECTION WITHIN LIMITS SHOWN ON PLANS.

LARKIN RAMPS

1. TEMPORARILY CLOSE RAMP A, PERMANENTLY CLOSE RAMP DD, IMPLEMENT DETOURS FOR RAMPS A AND DD (RAMP AA CLOSURE AND DETOUR BY CONTRACT 62R89).
2. MAINTAIN RAMP B, BB, C, CC, AND D TRAFFIC ON EXISTING PAVEMENT.

CONSTRUCTION

LARKIN AVENUE

1. REMOVE EXISTING MEDIAN AND INSTALL PERMANENT PAVEMENT AT THE LOCATIONS SHOWN IN THE PLANS.
2. BEGIN INSTALLATION OF LIGHTING, LIGHTING CONDUIT, TRAFFIC SIGNAL FOUNDATIONS, AND TRAFFIC SIGNAL CONDUIT.

LARKIN RAMPS

1. BEGIN CONSTRUCTION OF RAMPS A, B, C, AND D. (RAMP AA CONSTRUCTION BY CONTRACT 62R89).
2. BEGIN REMOVAL OF RAMP DD.
3. CONSTRUCT TEMPORARY PAVEMENT ALONG LARKIN INTERCHANGE RAMPS AS SHOWN IN THE PLANS.

STAGE 1B

MAINTENANCE OF TRAFFIC

LARKIN AVENUE

1. CLOSE SOUTHBOUND LARKIN AVENUE OUTSIDE LANE WITHIN LIMITS SHOWN ON PLANS.
2. MAINTAIN TWO NORTHBOUND LANES.

LARKIN RAMPS

1. MAINTAIN CLOSURE AND DETOURS OF RAMPS A, AA AND DD (RAMP AA BY CONTRACT 62R89).
2. MAINTAIN TRAFFIC ON RAMPS B, BB, C, CC, AND D; SHIFT TRAFFIC ON EXISTING SHOULDER AND TEMPORARY PAVEMENT AS SHOWN IN PLANS.

CONSTRUCTION

LARKIN AVENUE

1. COMPLETE CONSTRUCTION OF RAMP A PAVEMENT AND ALL RAMP A TRAFFIC SIGNAL WORK.
2. DIRECTIONAL BORE TRAFFIC SIGNAL CONDUIT AT THE LOCATIONS SHOWN IN THE PLANS.
3. CONTINUE INSTALLATION OF LIGHTING, LIGHTING CONDUIT, TRAFFIC SIGNAL FOUNDATIONS, AND TRAFFIC SIGNAL CONDUIT.

LARKIN RAMPS

1. COMPLETE REMOVAL OF RAMP DD.
2. COMPLETE CONSTRUCTION OF RAMP A AND D.
3. CONTINUE CONSTRUCTION OF RAMPS B AND C. (RAMP AA CONSTRUCTION BY CONTRACT 62R89).
4. CONSTRUCT TEMPORARY PAVEMENT ALONG LARKIN INTERCHANGE RAMPS AS SHOWN IN THE PLANS.

NOTES:

1. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.
2. UTILIZE STANDARD DAYTIME LANE CLOSURES FOR PROPOSED LIGHTING TO BE INSTALLED OUTSIDE OF THE MAINTENANCE OF TRAFFIC LIMITS.
3. SEE LIGHTING PLANS FOR STAGED LIGHTING INFORMATION.
4. REFER TO CONTRACT SPECIAL PROVISIONS FOR FURTHER INFORMATION ON THE OPENING OF ALL RAMP CLOSURES.

STAGE 1C

MAINTENANCE OF TRAFFIC

LARKIN AVENUE

1. CLOSE NORTHBOUND AND SOUTHBOUND LARKIN AVENUE OUTSIDE LANES WITHIN LIMITS SHOWN ON PLANS.
2. MAINTAIN INSIDE LANE IN EACH DIRECTION WITHIN LIMITS SHOWN ON PLANS.

LARKIN RAMPS

1. OPEN RAMP A TO TRAFFIC AND REMOVE DETOUR.
2. OPEN RAMP AA TO TRAFFIC AND REMOVE DETOUR (BY CONTRACT 62R89).
3. PERMANENTLY CLOSE RAMP BB. RAMP BB TRAFFIC CAN NOW RUN THROUGH RAMP A.
4. RAMP BB MUST BE CLOSED PRIOR TO OPENING RAMP AA. COORDINATE WITH CONTRACT 62R89.
5. MAINTAIN CLOSURE AND DETOUR OF RAMP DD.
6. MAINTAIN TRAFFIC ON RAMPS B, C, CC, AND D; SHIFT TRAFFIC ONTO PROPOSED AND TEMPORARY PAVEMENT CONSTRUCTED IN STAGE 1B.

CONSTRUCTION

LARKIN AVENUE

1. COMPLETE CONSTRUCTION OF RAMP C PAVEMENT AND ALL RAMP C TRAFFIC SIGNAL WORK.
2. DIRECTIONAL BORE TRAFFIC SIGNAL CONDUIT AT THE LOCATIONS SHOWN IN THE PLANS.
3. CONTINUE INSTALLATION OF LIGHTING, LIGHTING CONDUIT, TRAFFIC SIGNAL FOUNDATIONS, AND TRAFFIC SIGNAL CONDUIT.
4. COMPLETE SHOULDER PAVEMENT WORK ALONG SOUTHBOUND LARKIN.
5. COMPLETE SHOULDER PAVEMENT WORK ALONG NORTHBOUND LARKIN NEAR RAMP BB.

LARKIN RAMPS

1. COMPLETE REMOVAL OF EXISTING RAMP BB PAVEMENT.
2. COMPLETE REMOVAL OF EXISTING RAMP D PAVEMENT.
3. COMPLETE CONSTRUCTION OF RAMP B PAVEMENT.
4. COMPLETE CONSTRUCTION OF RAMP C PAVEMENT.

STAGE 1D

MAINTENANCE OF TRAFFIC

LARKIN AVENUE

1. CLOSE NORTHBOUND LARKIN AVENUE OUTSIDE LANE WITHIN LIMITS SHOWN ON PLANS.
2. MAINTAIN TWO SOUTHBOUND LANES.
3. IMPLEMENT ALTERNATE ROUTE FOR RAMP C. SEE DETOUR PLANS.

LARKIN RAMPS

1. OPEN ALL RAMPS TO TRAFFIC; SHIFT RAMP TRAFFIC ONTO PROPOSED PAVEMENT CONSTRUCTED IN PREVIOUS STAGES.
2. REMOVE DETOUR FOR RAMP DD; RAMP DD TRAFFIC CAN NOW RUN THROUGH RAMP C.

CONSTRUCTION

LARKIN AVENUE

1. COMPLETE ANY REMAINING PROPOSED PAVEMENT WORK.

LARKIN RAMPS

1. COMPLETE ANY REMAINING PROPOSED PAVEMENT WORK.
2. REMOVE ANY REMAINING EXISTING RAMP/TEMPORARY PAVEMENT AS SHOWN IN THE PLANS.

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PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -
PLOT DATE = 6/3/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
SUGGESTED SEQUENCE OF OPERATIONS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	71
		CONTRACT NO. 62R25		
		ILLINOIS	FED. AID PROJECT	

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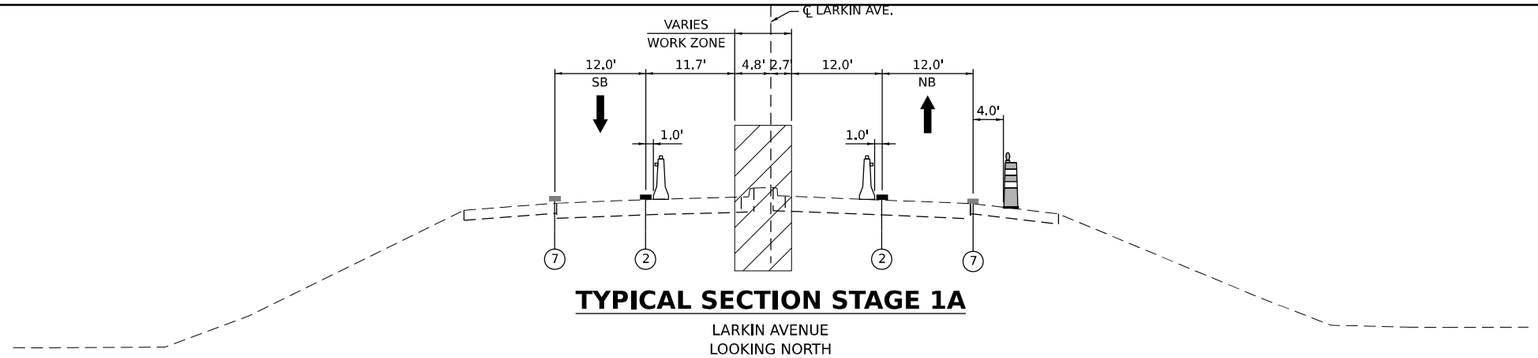
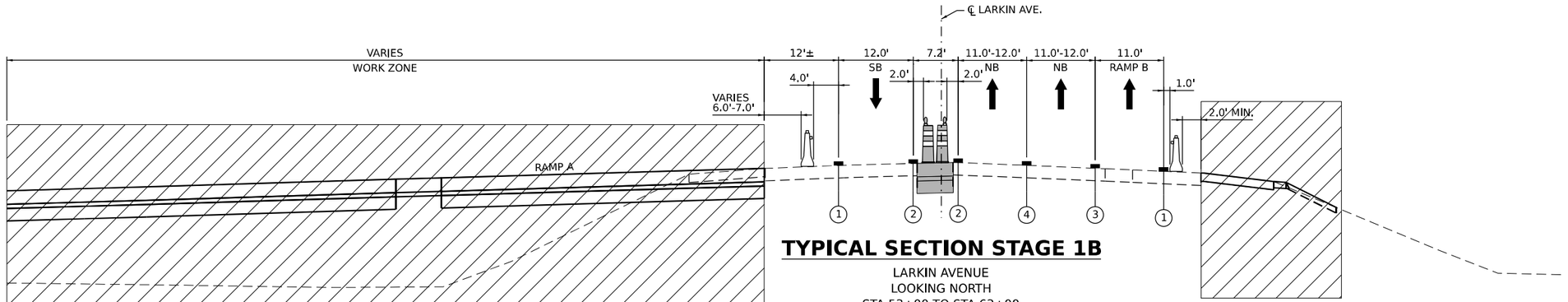


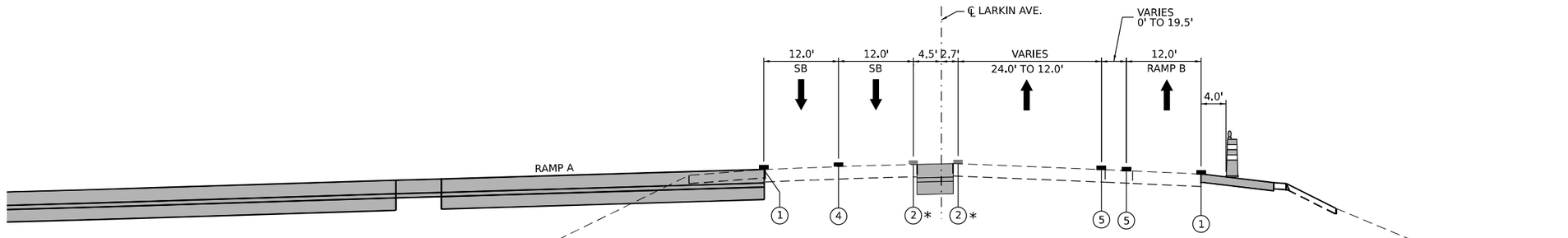
TYPICAL SECTION STAGE 1A

LARKIN AVENUE
LOOKING NORTH
STA 58+00 TO STA 75+00
WORK ZONES:
STA 60+65 TO STA 62+40
STA 70+80 TO STA 72+75



TYPICAL SECTION STAGE 1B

LARKIN AVENUE
LOOKING NORTH
STA 53+00 TO STA 63+00
RAMP A STA 59+00 TO STA 61+50
RAMP B STA 55+00 TO STA 58+50



TYPICAL SECTION STAGE 1C

LARKIN AVENUE
LOOKING NORTH
STA 53+00 TO STA 63+00
RAMP A STA 59+00 TO STA 61+50

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE

SCALE: NONE | SHEET 1 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	72
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

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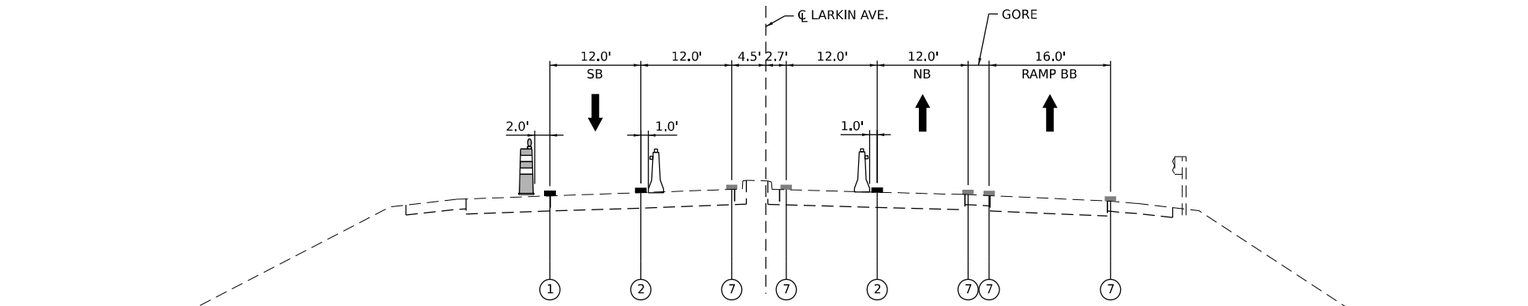
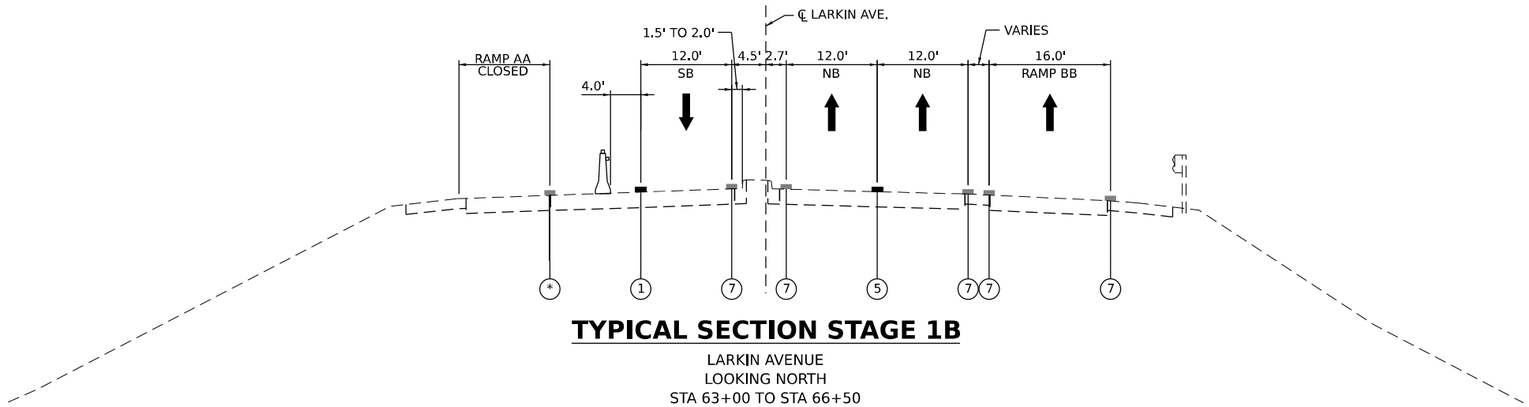


TYPICAL SECTION STAGE 1A

LARKIN AVENUE
LOOKING NORTH
STA 63+00 TO STA 66+50



TYPICAL SECTION STAGE 1B

LARKIN AVENUE
LOOKING NORTH
STA 63+00 TO STA 66+50

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

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PLOT SCALE	= 20.000 ' / in.	CHECKED	- SPF	REVISED	-
PLOT DATE	= 6/3/2024	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE

SCALE: NONE | SHEET 2 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	73
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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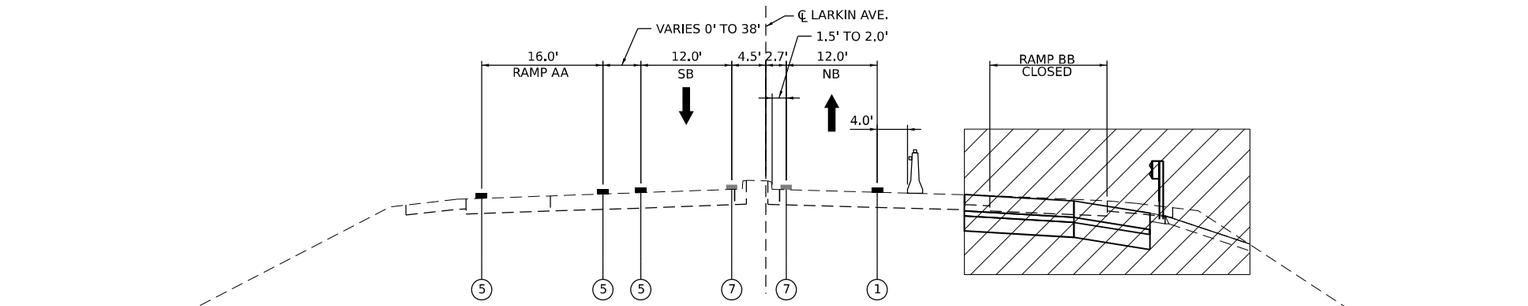
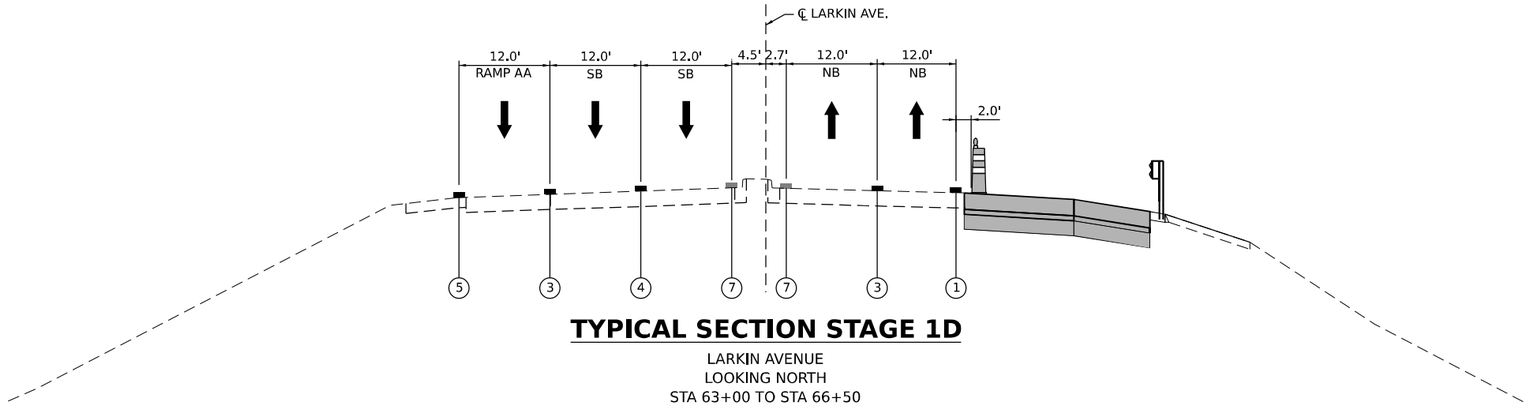


TYPICAL SECTION STAGE 1C

LARKIN AVENUE
LOOKING NORTH
STA 63+00 TO STA 66+50



TYPICAL SECTION STAGE 1D

LARKIN AVENUE
LOOKING NORTH
STA 63+00 TO STA 66+50

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE

SCALE: NONE | SHEET 3 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	74
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

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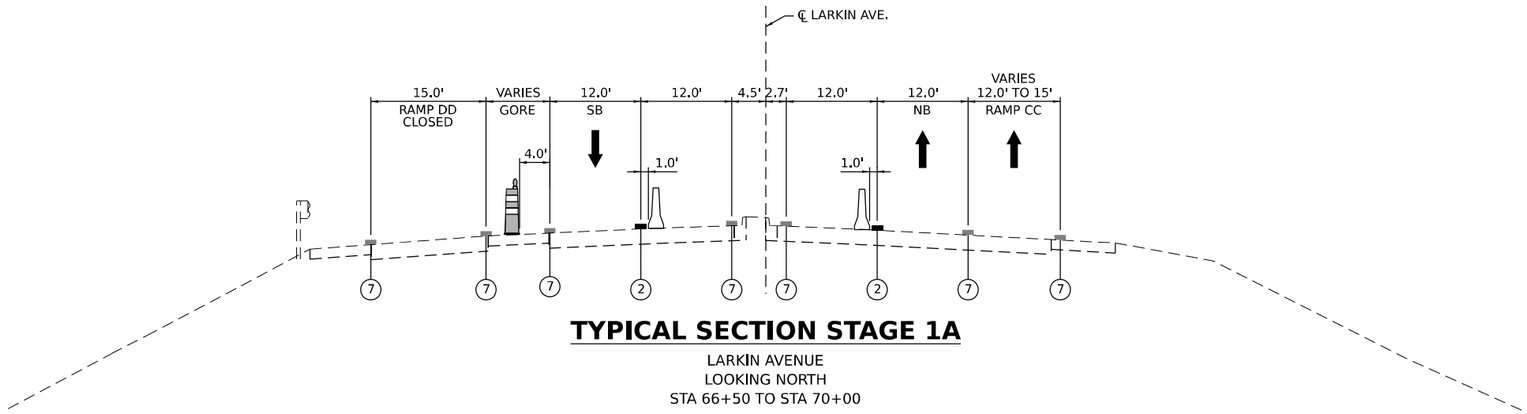
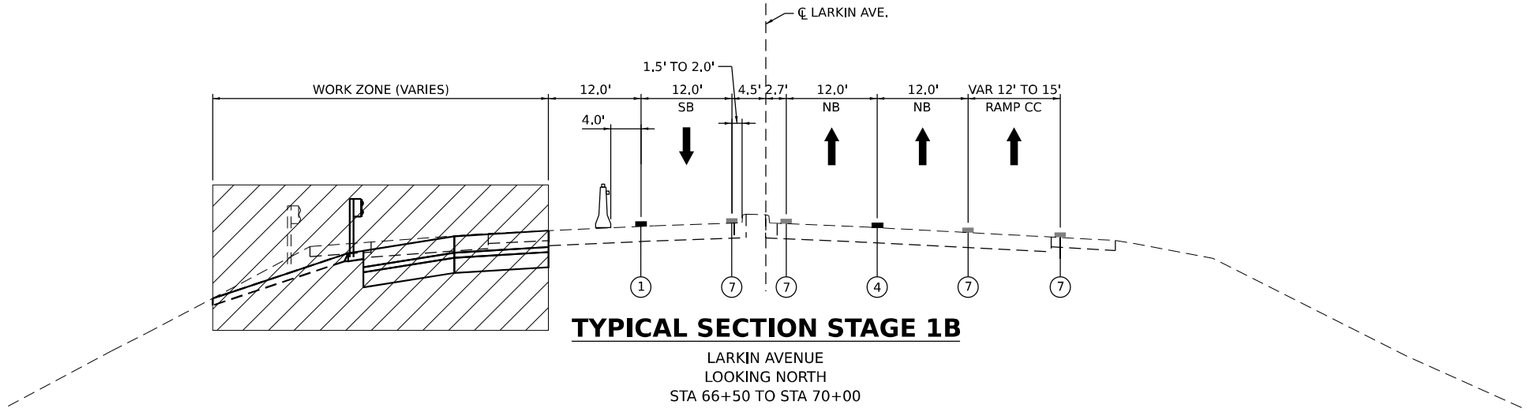


TYPICAL SECTION STAGE 1A

LARKIN AVENUE
LOOKING NORTH
STA 66+50 TO STA 70+00



TYPICAL SECTION STAGE 1B

LARKIN AVENUE
LOOKING NORTH
STA 66+50 TO STA 70+00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

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PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE

SCALE: NONE | SHEET 4 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	75
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

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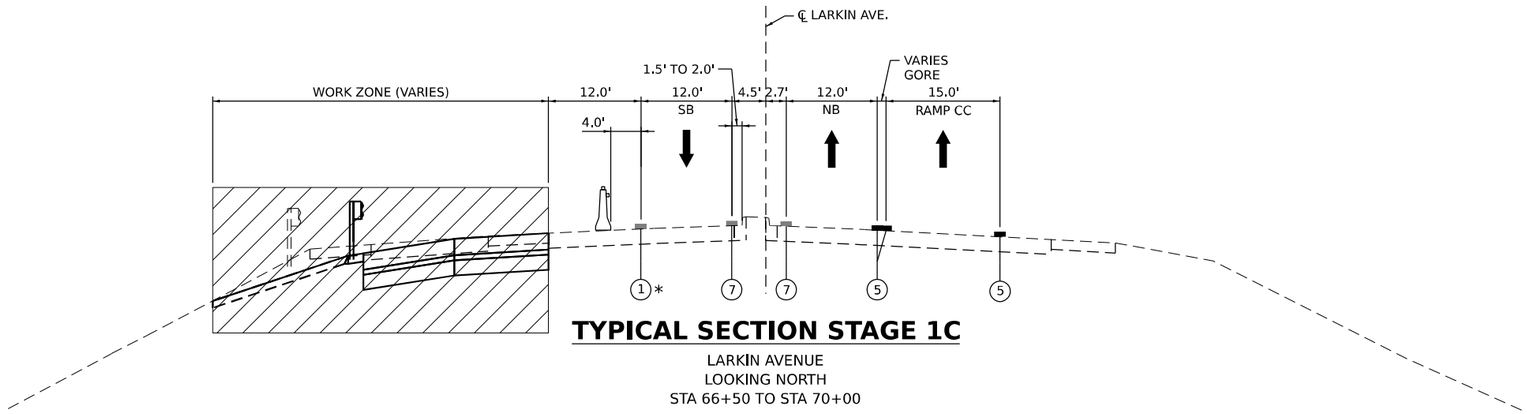
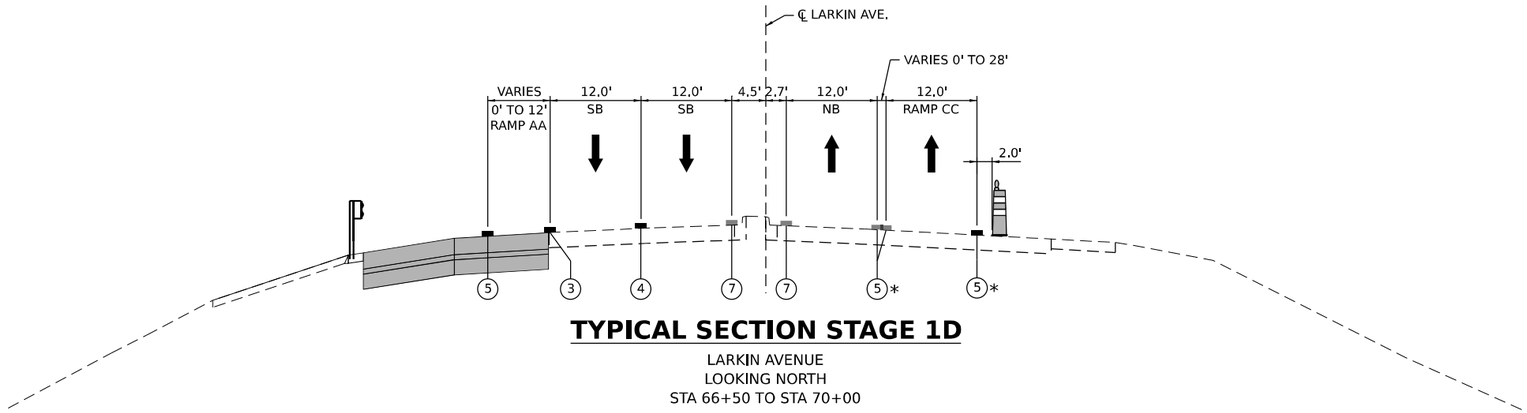


TYPICAL SECTION STAGE 1C

LARKIN AVENUE
LOOKING NORTH
STA 66+50 TO STA 70+00



TYPICAL SECTION STAGE 1D

LARKIN AVENUE
LOOKING NORTH
STA 66+50 TO STA 70+00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME	= vjanachione	DESIGNED	- NWM	REVISED	-
		DRAWN	- PP	REVISED	-
PLOT SCALE	= 20.000 ' / in.	CHECKED	- SPF	REVISED	-
PLOT DATE	= 6/3/2024	DATE	-	REVISED	-

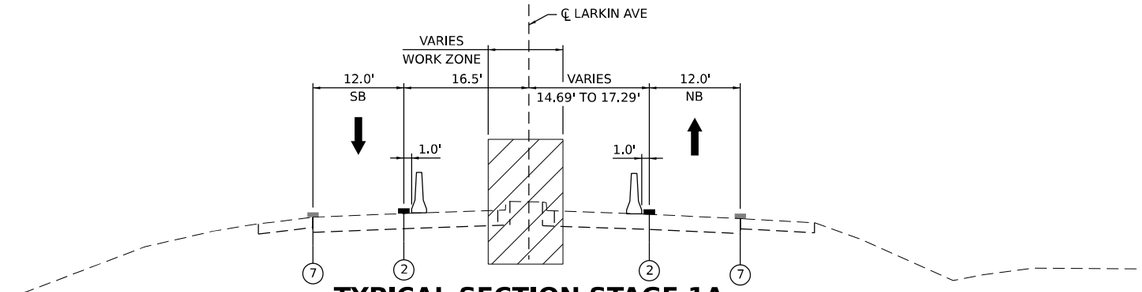
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE

SCALE: NONE | SHEET 5 OF 17 SHEETS | STA. | TO STA.

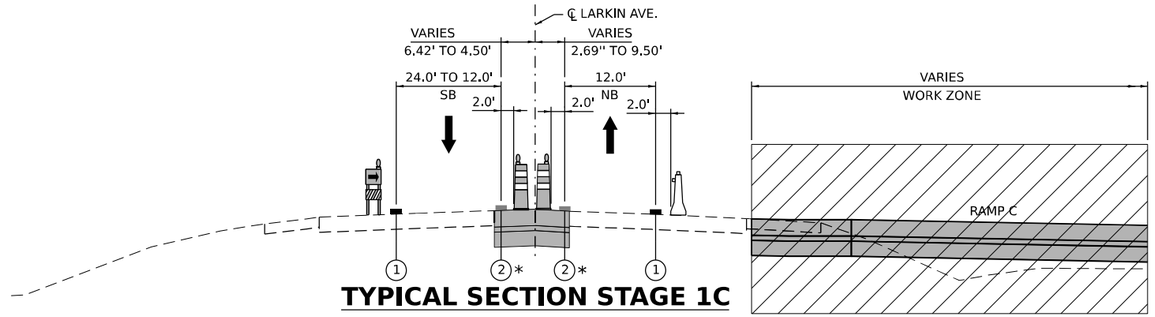
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	76
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystemspw1-4\Hosted\Documents\Projects_2018\CH401\401180022\02-TranSystems\CAD\62R25\Sheets\09-MOT\02-Notes and Typical Section Sheets\D162R25-SHT-MOT-TYP-LARKIN-02.dgn



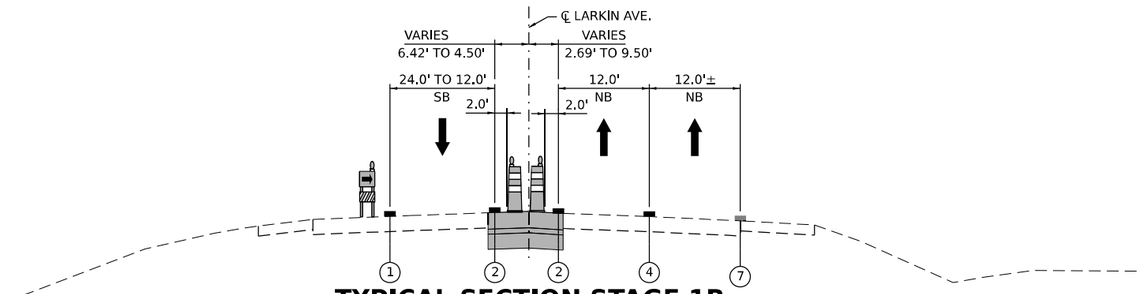
TYPICAL SECTION STAGE 1A

LARKIN AVENUE
LOOKING NORTH
STA 70+00 TO STA 75+00
RAMP C STA 71+80 TO STA 74+00



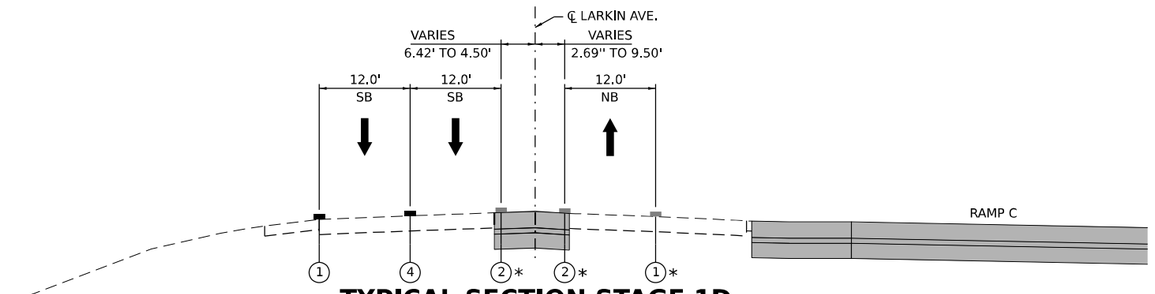
TYPICAL SECTION STAGE 1C

LARKIN AVENUE
LOOKING NORTH
STA 70+00 TO STA 75+00
RAMP C STA 71+80 TO STA 74+00



TYPICAL SECTION STAGE 1B

LARKIN AVENUE
LOOKING NORTH
STA 70+00 TO STA 75+00
RAMP C STA 71+80 TO STA 74+00



TYPICAL SECTION STAGE 1D

LARKIN AVENUE
LOOKING NORTH
STA 70+00 TO STA 75+00
RAMP C STA 71+80 TO STA 74+00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

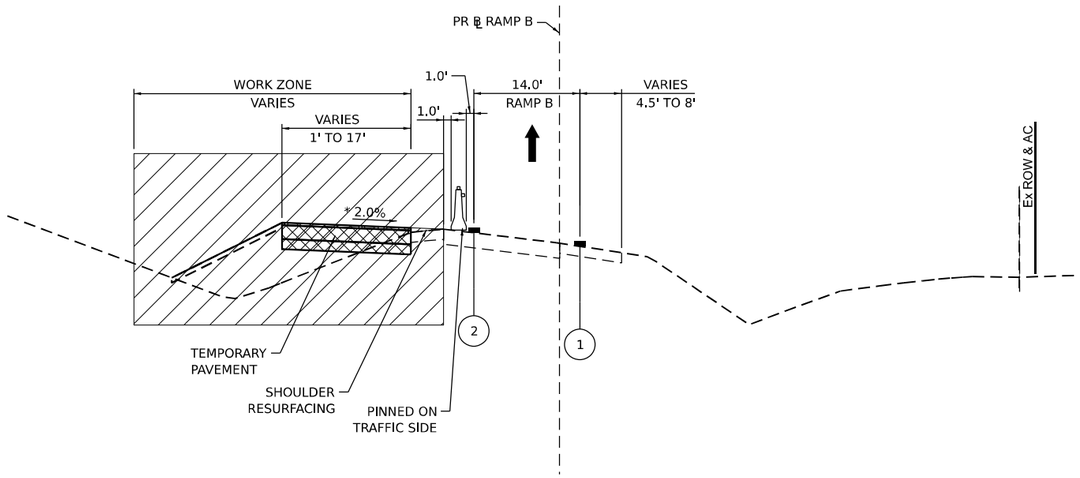
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE

SCALE: NONE | SHEET 6 OF 17 SHEETS | STA. | TO STA.

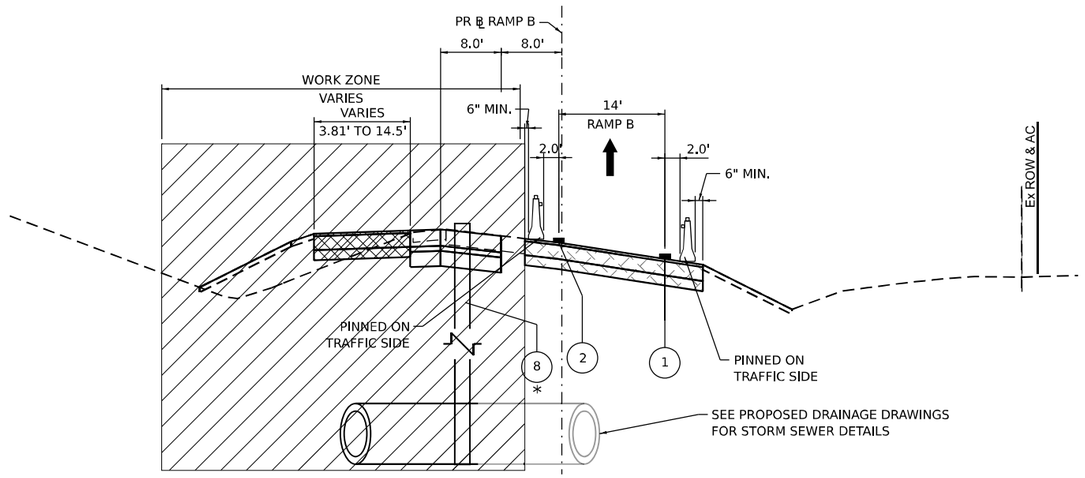
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	77
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-nosted/Documents/Projects_2018/CH401\401180022\02-TranSystems\CAD\62R25\Sheets\03-MOT\02-Notes and Typical Section Sheets\D162R25-SHT-MOT-TYP-LARKIN-06.dgn



TYPICAL SECTION RAMP B STAGE 1A

STA 1109+00.00
* SEE NOTE 1



TYPICAL SECTION RAMP B STAGE 1C

STA 1109+00.00

TYPICAL SECTION RAMP B STAGE 1B

STA 1109+00.00

TYPICAL SECTION RAMP B STAGE 1D

STA 1109+00.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

NOTES:

1. NOMINAL CROSS SLOPE FOR SHOULDER RESURFACING IS 2%, SHOULDER RESURFACING WITHIN SUPERELEVATED SECTIONS SHALL MATCH THE ADJACENT SUPERELEVATED CROSS SLOPE.

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vlanachione	DESIGNED - NWM	REVISED -
	DRAWN - PP	REVISED -
PLOT SCALE = 20.000 ' / In.	CHECKED - SPF	REVISED -
PLOT DATE = 6/3/2024	DATE -	REVISED -

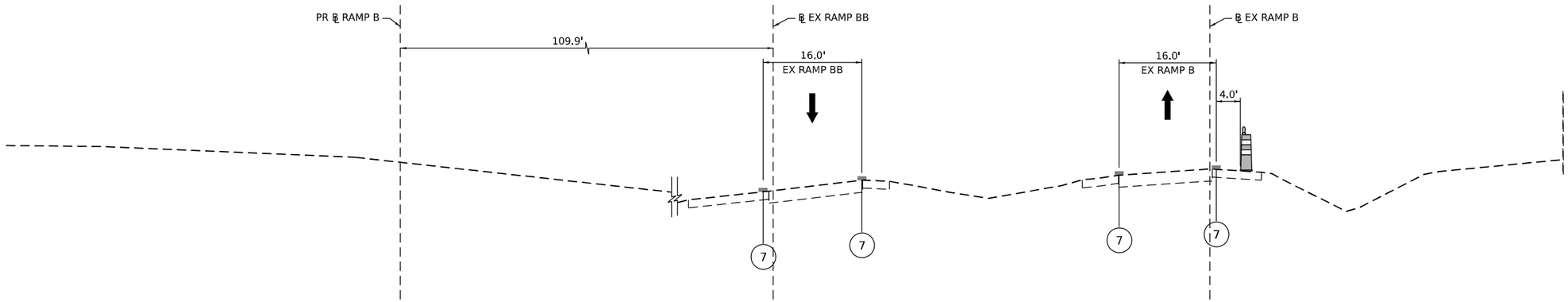
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 7 OF 17 SHEETS | STA. | TO STA.

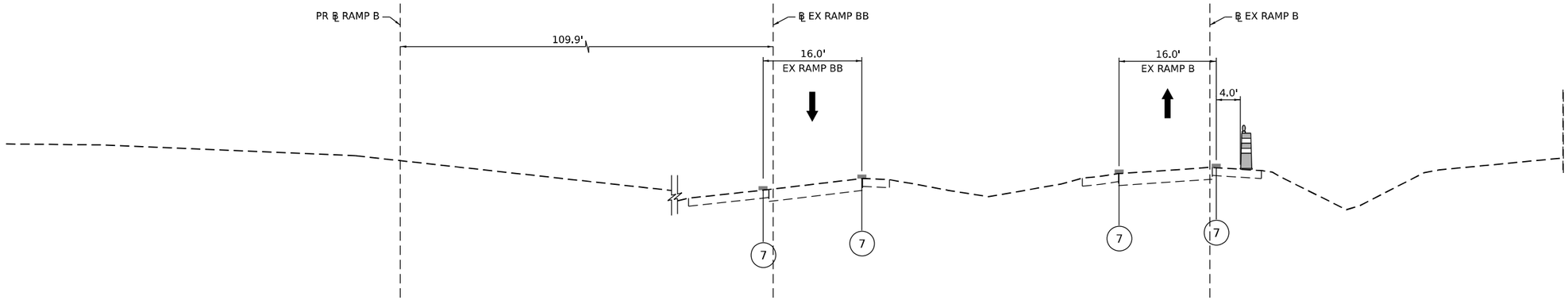
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	78
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw3-Hosted/Documents/Projects_2018/CH4011401180022/02-TranSystems/CAD/62R25/Sheets/09-MOT/02-Notes and Typical Section Sheets/D162R25-SHT-MOT-TYP-RAMP-01.dgn



TYPICAL SECTION RAMP B STAGE 1A

STA 1114+00.00



TYPICAL SECTION RAMP B STAGE 1B

STA 1114+00.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

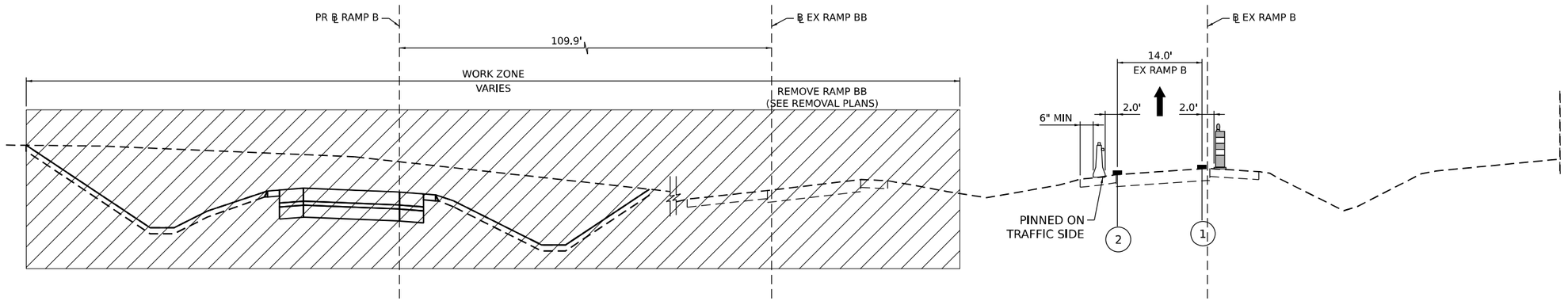
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 8 OF 17 SHEETS | STA. | TO STA.

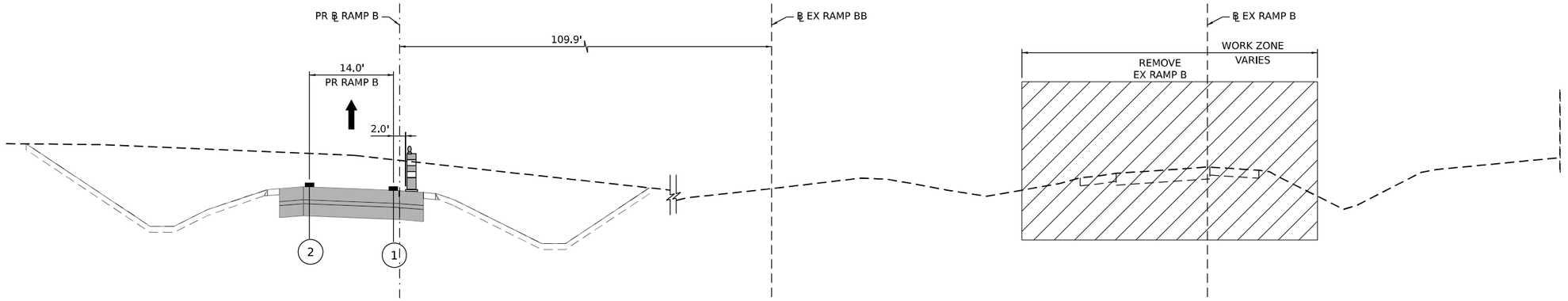
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	79
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-nosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/09-MOT02-Notes and Typical Section Sheets/01-MOT-TYP-RAMP-02.dgn



TYPICAL SECTION RAMP B STAGE 1C

STA 1114+00.00



TYPICAL SECTION RAMP B STAGE 1D

STA 1114+00.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

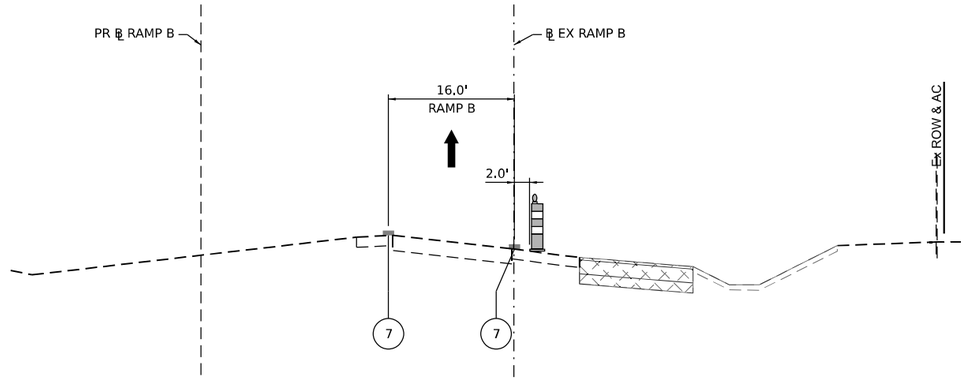
USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

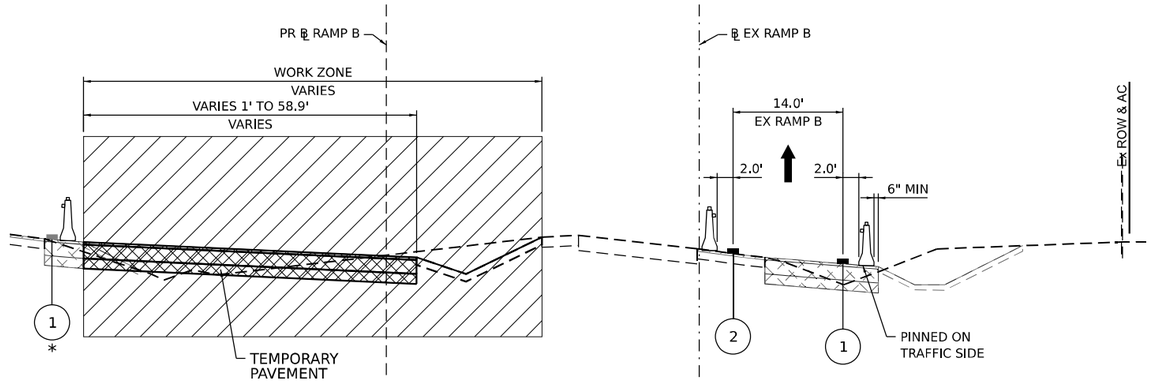
SCALE: NONE | SHEET 9 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	80
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



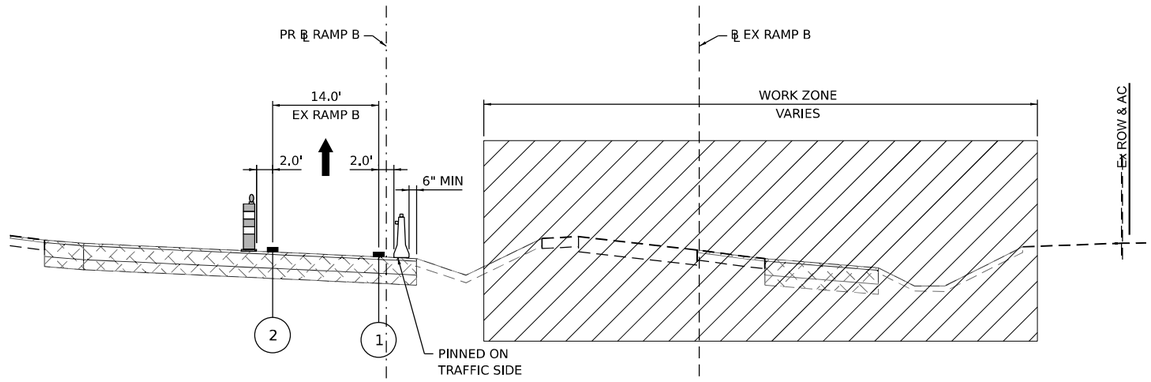
TYPICAL SECTION RAMP B STAGE 1A AND 1B

STA 1118+50.00



TYPICAL SECTION RAMP B STAGE 1C

STA 1118+50.00



TYPICAL SECTION RAMP B STAGE 1D

STA 1118+50.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

NOTES:

1. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

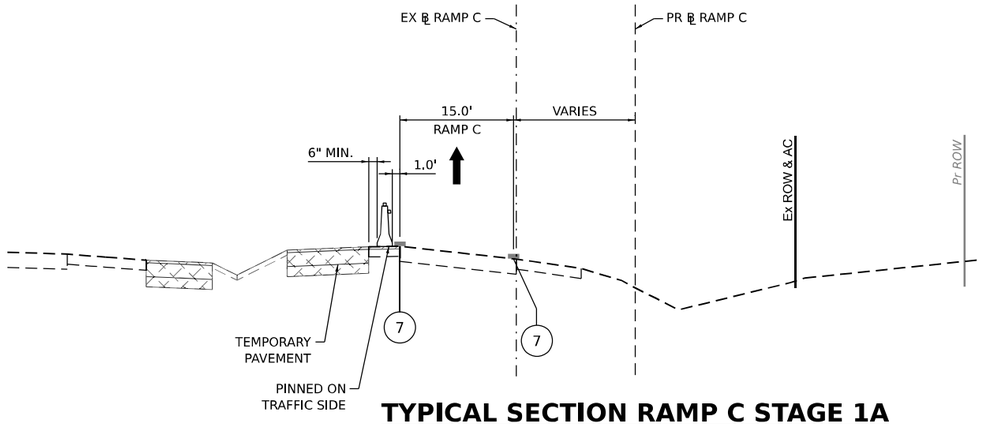
USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

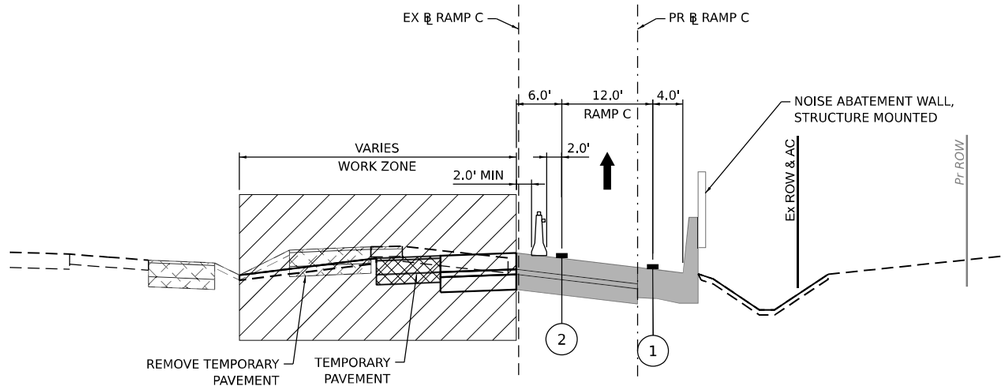
SCALE: NONE | SHEET 10 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	81
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		



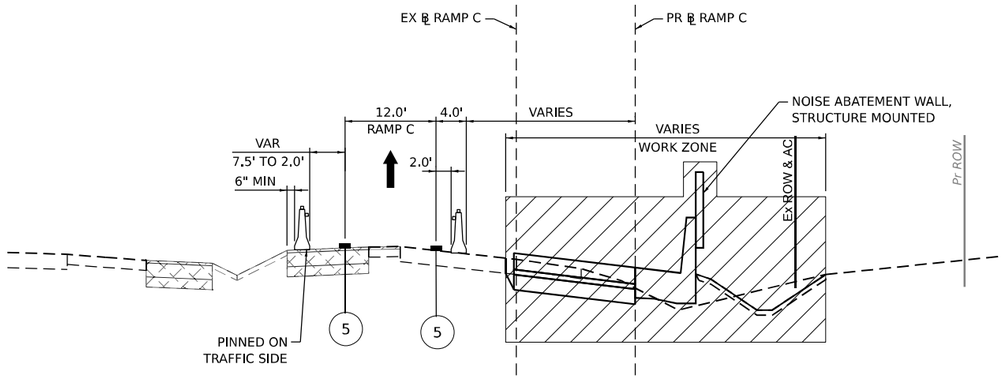
TYPICAL SECTION RAMP C STAGE 1A

STA 707+00.00



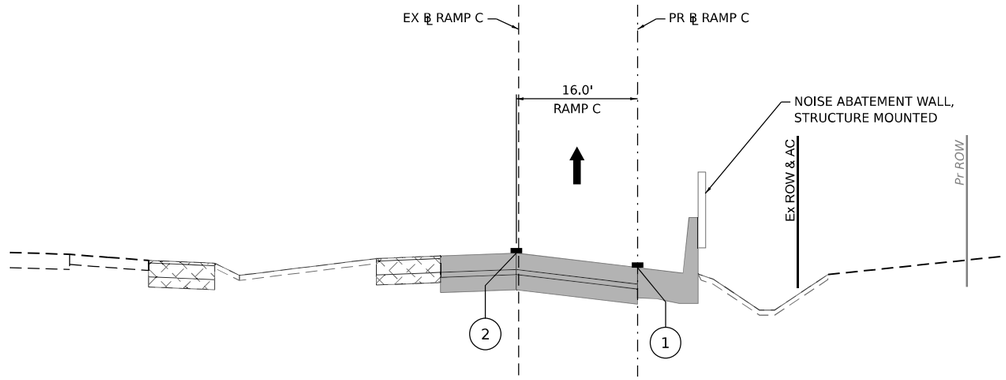
TYPICAL SECTION RAMP C STAGE 1C

STA 707+00.00



TYPICAL SECTION RAMP C STAGE 1B

STA 707+00.00



TYPICAL SECTION RAMP C STAGE 1D

STA 707+00.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

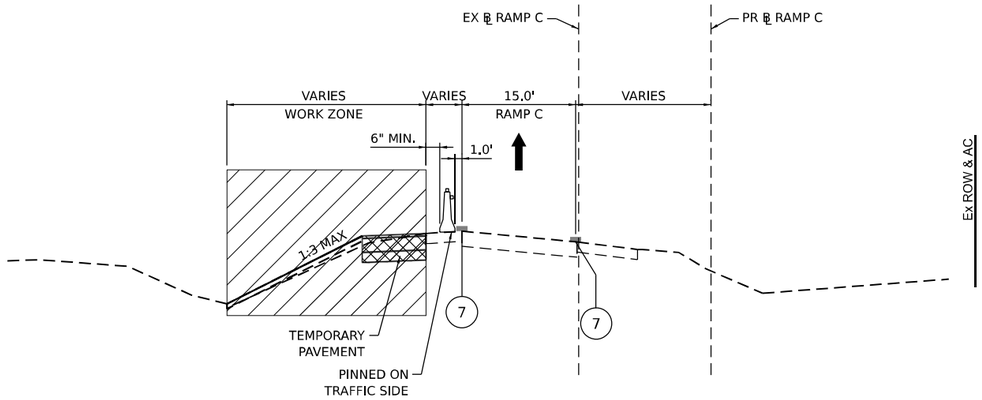
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 11 OF 17 SHEETS | STA. | TO STA.

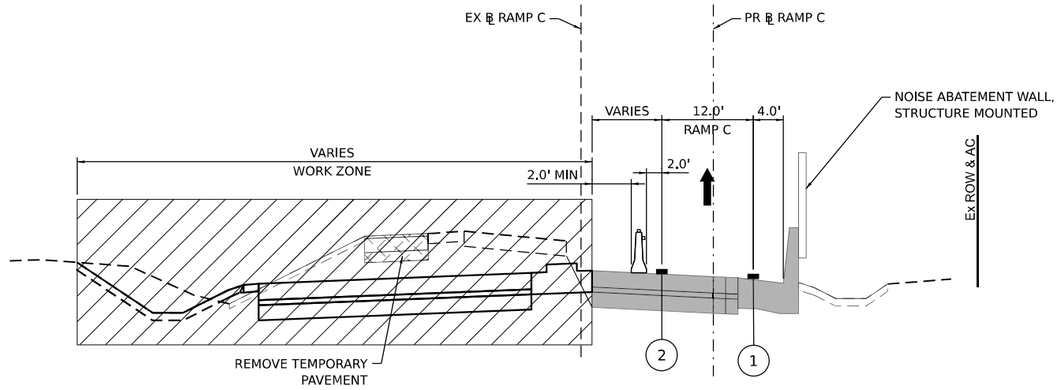
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	82
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/09-40T702-Notes and Typical Section Sheets/01



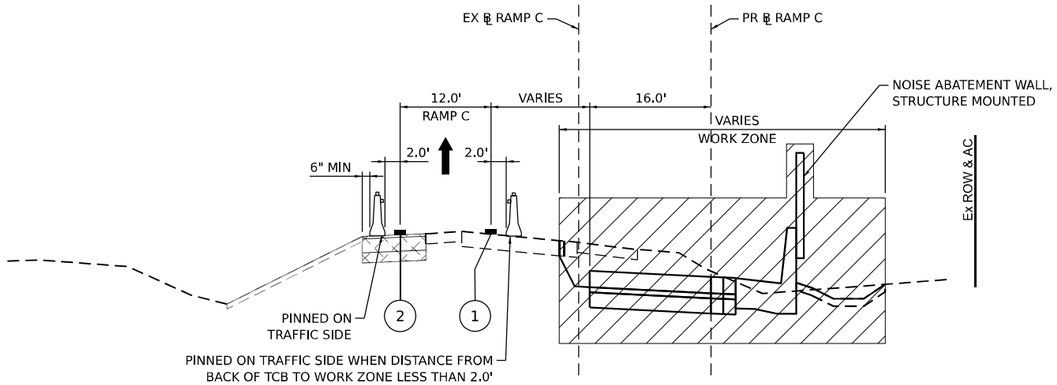
TYPICAL SECTION RAMP C STAGE 1A

STA 710+50.00



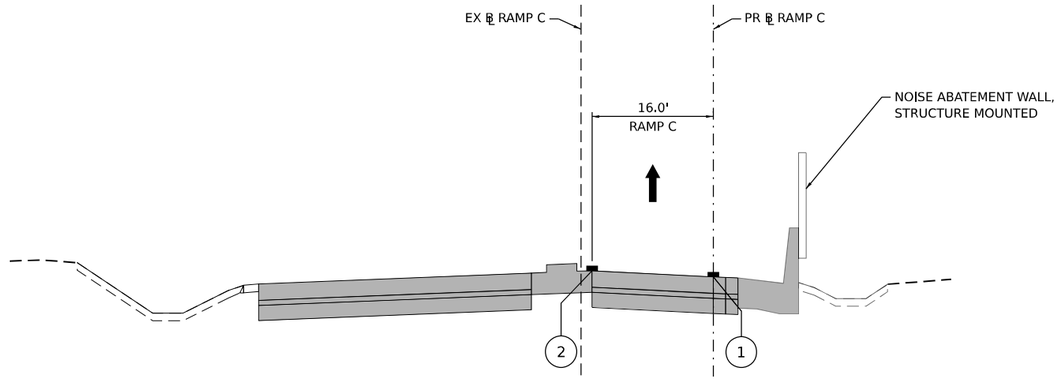
TYPICAL SECTION RAMP C STAGE 1C

STA 710+50.00



TYPICAL SECTION RAMP C STAGE 1B

STA 710+50.00



TYPICAL SECTION RAMP C STAGE 1D

STA 710+50.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

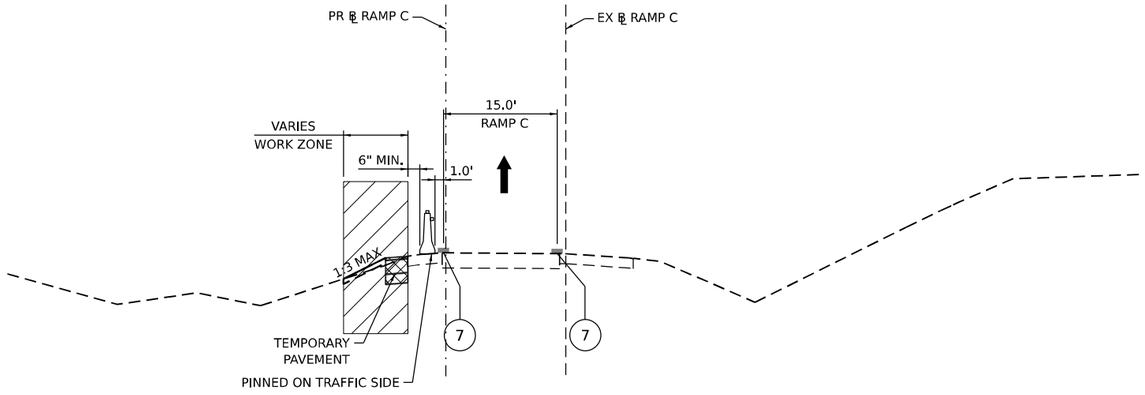
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 12 OF 17 SHEETS | STA. | TO STA.

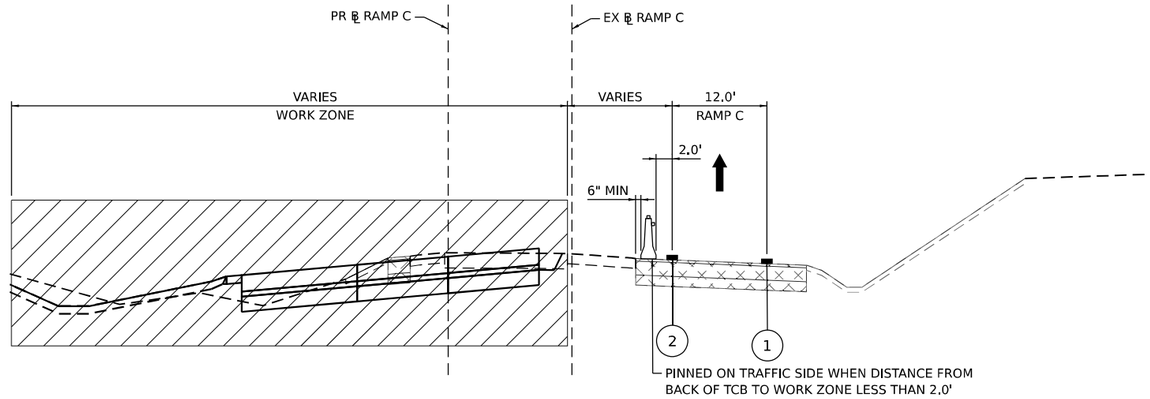
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	83
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transsys/com-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/09-40T702-Notes and Typical Section Sheets/01-40T702-TYP-RAMP-07.dgn



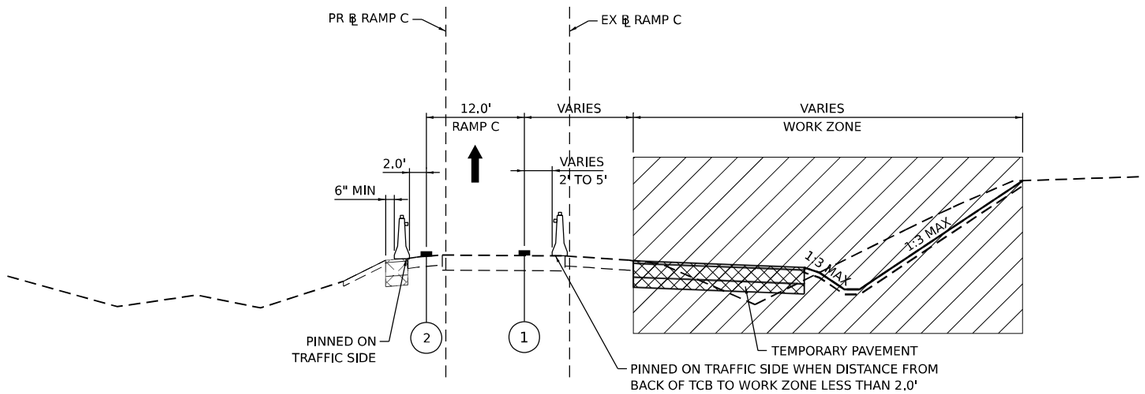
TYPICAL SECTION RAMP C STAGE 1A

STA 715+00.00



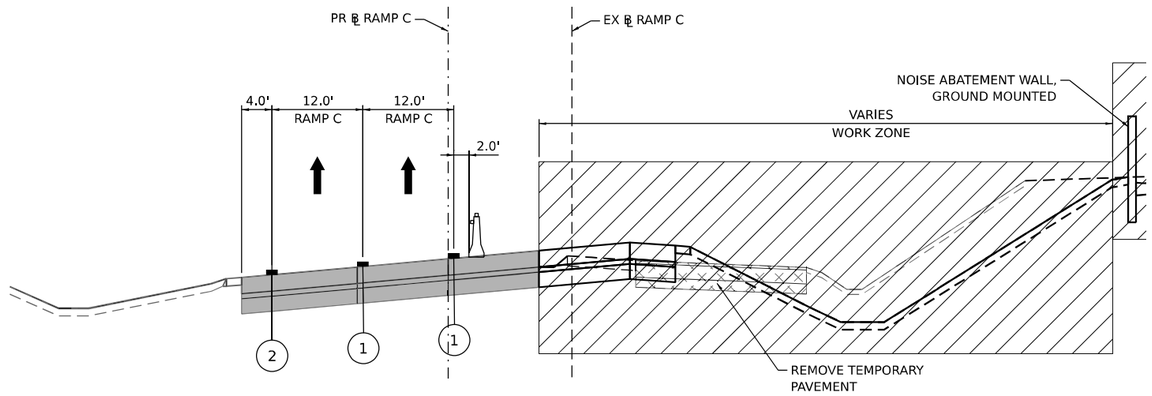
TYPICAL SECTION RAMP C STAGE 1C

STA 715+00.00



TYPICAL SECTION RAMP C STAGE 1B

STA 715+00.00



TYPICAL SECTION RAMP C STAGE 1D

STA 715+00.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -
	DRAWN - PP	REVISED -
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -
PLOT DATE = 6/3/2024	DATE -	REVISED -

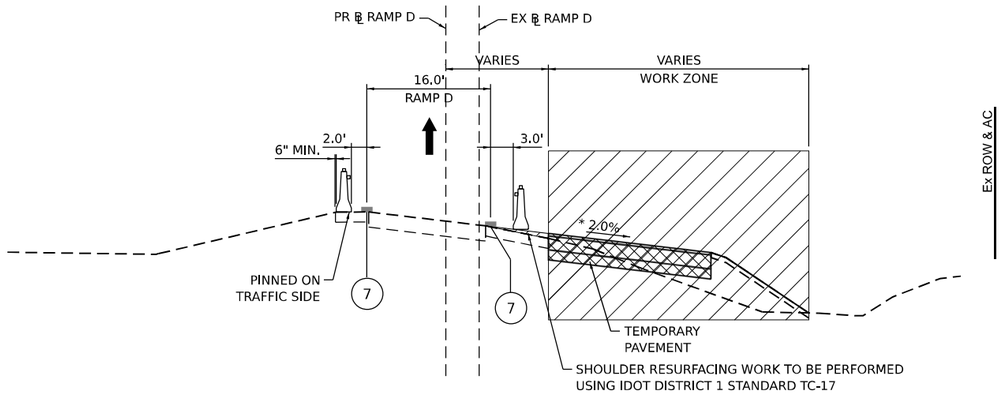
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 13 OF 17 SHEETS | STA. | TO STA.

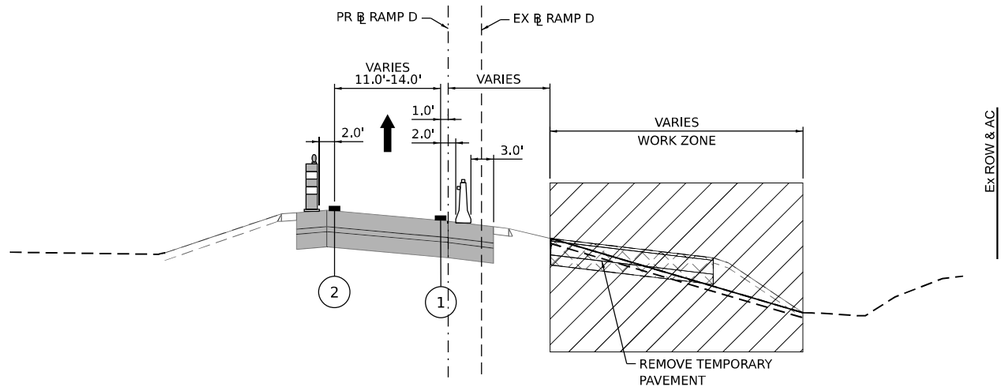
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	84
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transsyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/09-40OT02-Notes and Typical Section Sheets/01



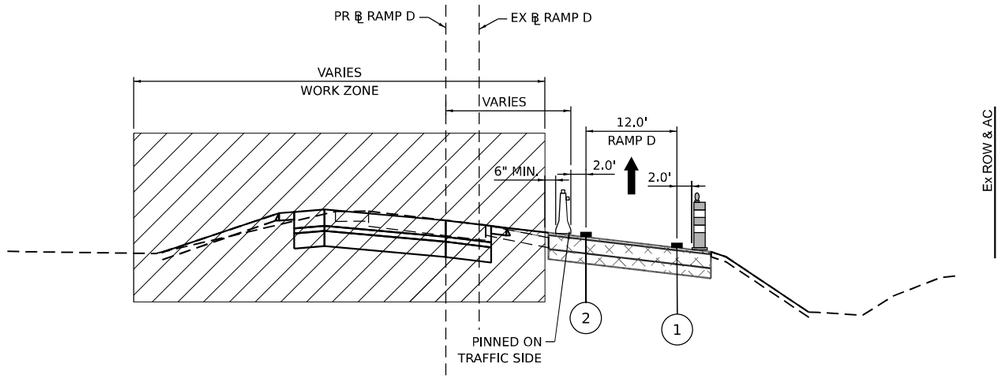
TYPICAL SECTION RAMP D STAGE 1A

STA 807+50.00
* SEE NOTE 1



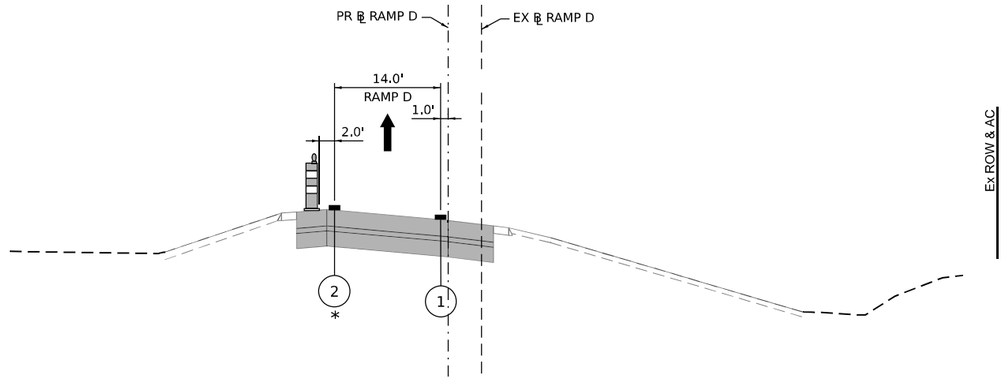
TYPICAL SECTION RAMP D STAGE 1C

STA 807+50.00



TYPICAL SECTION RAMP D STAGE 1B

STA 807+50.00



TYPICAL SECTION RAMP D STAGE 1D

STA 807+50.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

NOTES:

1. NOMINAL CROSS SLOPE FOR SHOULDER RESURFACING IS 2%, SHOULDER RESURFACING WITHIN SUPERELEVATED SECTIONS SHALL MATCH THE ADJACENT SUPERELEVATED CROSS SLOPE.

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

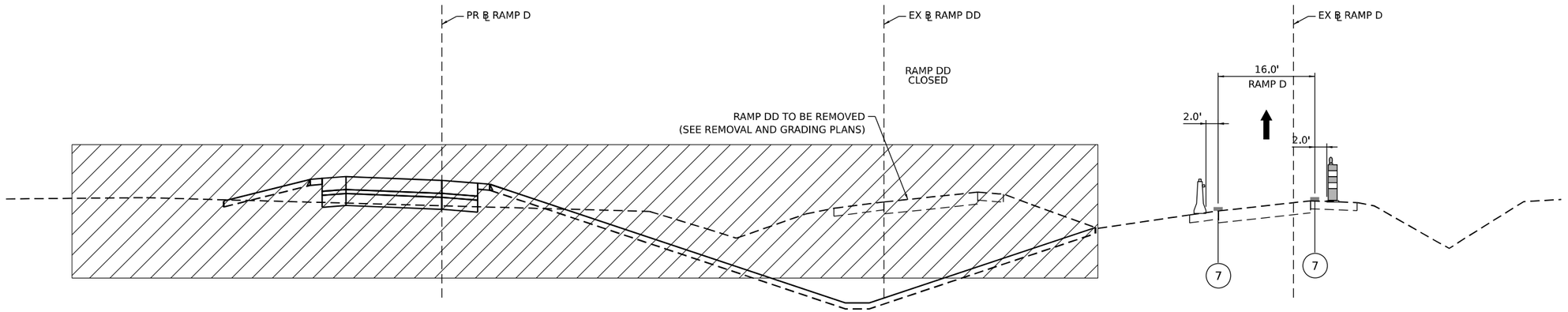
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 14 OF 17 SHEETS | STA. | TO STA.

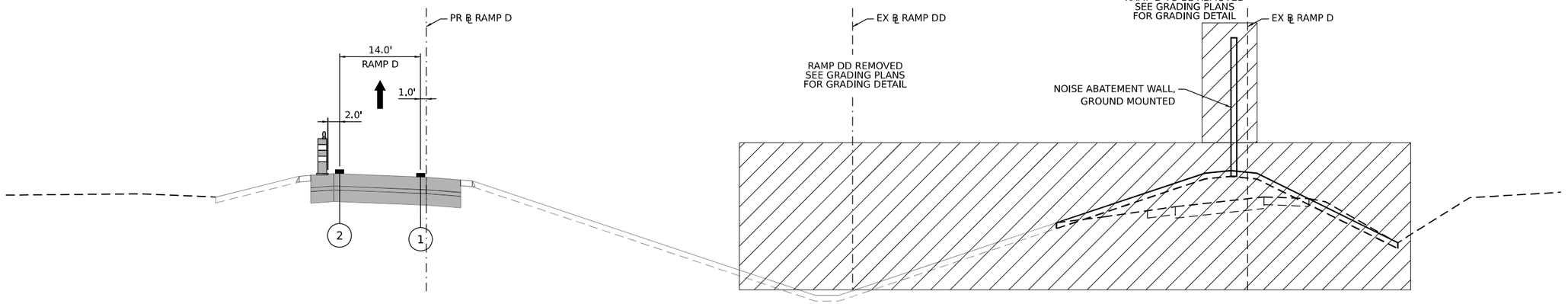
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	85
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-nosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/09-MOT02-Notes and Typical Section Sheets/01



TYPICAL SECTION RAMP D AND RAMP DD STAGE 1A AND 1B

STA 811+00.00



TYPICAL SECTION RAMP D AND RAMP DD STAGE 1C

STA 811+00.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vlanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

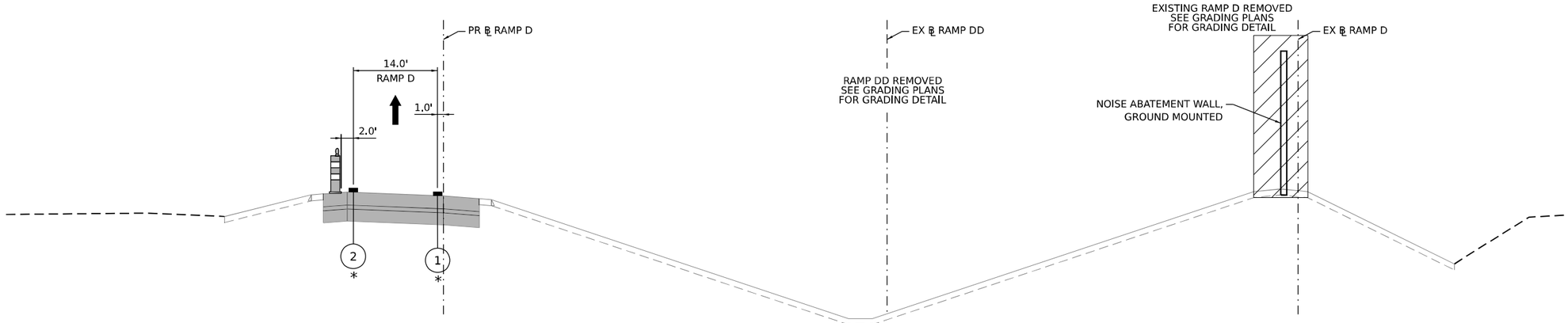
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 15 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	86
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\transystems-sw.bentley.cc:transyscom-pw1-hosted\Documents\Projects_2018\CH401\401180022\02-TranSystems\CAD\62R25\Sheets\09-MOT\02-Notes and Typical Section Sheets\D162R25-SHT-MOT-TYP-ARAMP-10.dgn



TYPICAL SECTION RAMP D AND RAMP DD STAGE 1D

STA 811+00.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

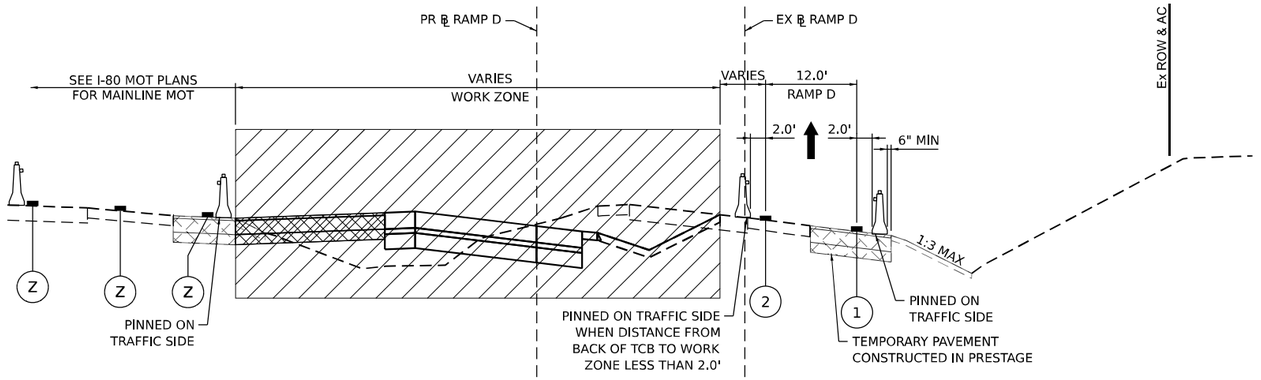
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 16 OF 17 SHEETS | STA. | TO STA.

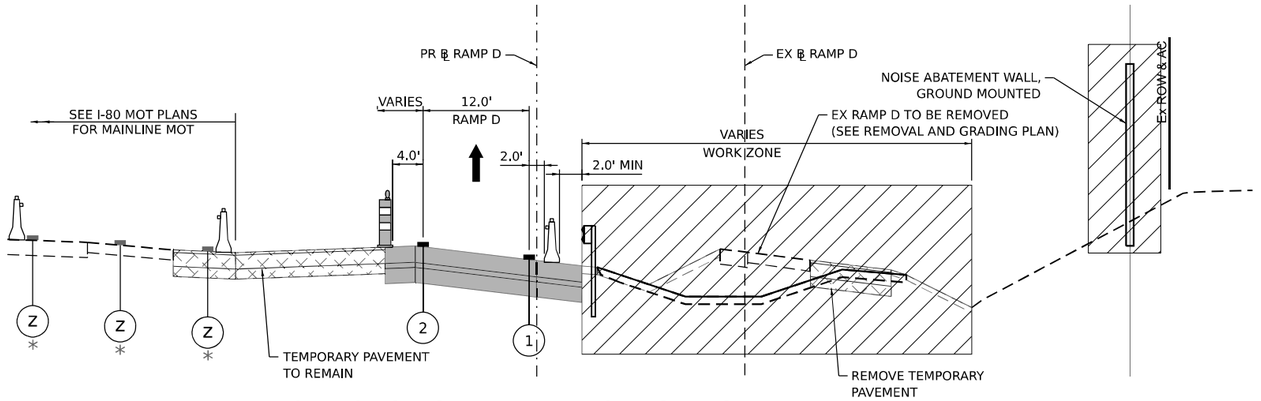
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	87
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw-02/Documents/Projects_2018/CH401401180022/02-TranSystems/CAD/62R25/Sheets/03-MOT/02-Notes and Typical Section Sheets/D162R25-SHT-MOT-TYP-RAMP-11.dgn



TYPICAL SECTION RAMP D STAGE 1A AND 1B

STA 816+50.00



TYPICAL SECTION RAMP D STAGE 1C AND 1D

STA 816+50.00

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAVEL FLOW
- TYPE II BARRICADES OR DRUMS
- * FROM PREVIOUS STAGE TO REMAIN
- (1) TEMP PVT MK L4 EPOXY (SOLID WHITE)
- (2) TEMP PVT MK L4 EPOXY (SOLID YELLOW)
- (3) TEMP PVT MK L4 EPOXY (2' DASH 6' SKIP, WHITE)
- (4) TEMP PVT MK L4 EPOXY (10' DASH 30' SKIP, WHITE)
- (5) TEMP PVT MK L8 EPOXY (SOLID WHITE)
- (7) EXISTING PAVEMENT MARKING
- (8) TEMP SOIL RETEN SYSTM
- (Z) TEMP PVT MK BY OTHERS

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TYPICAL SECTIONS – LARKIN AVENUE RAMPS

SCALE: NONE | SHEET 17 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	88
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/09-MOT02-Notes and Typical Section Sheets/01-TYP-RAMP-12.dgn

	31101200	40600290	40604062	44000100	52200020	70400100	70400200	70600260	70600270	70600332	Z0038121	Z0013797	Z0062456
	SUBBASE GRANULAR MATERIAL, TYPE B 4"	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	PAVEMENT REMOVAL	TEMPORARY SOIL RETENTION SYSTEM	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE) TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2"	STABILIZED CONSTRUCTION ENTRANCE	TEMPORARY PAVEMENT
	SQ YD	POUND	TON	SQ YD	FOOT	FOOT	FOOT	EACH	EACH	EACH	SQ YD	SQ YD	SQ YD
STAGE 1A	1,671	207	60	1,671	332	6,625.0	0.0	6	1	0	460	0	1,671
STAGE 1B	2,413	0	0	833	0	212.5	5,212.5	0	0	4	0	0	2,413
STAGE 1C	2,102	0	0	527	0	0.0	5,212.5	1	1	4	0	0	2,102
STAGE 1D	0	0	0	0	0	0.0	1,262.5	0	0	3	0	0	0
CONTRACTOR ACCESS	0	0	0	0	0	0.0	0.0	0	0	0	0	1,000	0
TOTAL:	6,186	207	60	3,032	332	6,837.5	11,687.5	7	2	11	460	1,000	6,186

PINNING TEMPORARY CONCRETE BARRIER (70400125)

STAGE	BASELINE ALIGNMENT	START STATION	END STATION	TEMPORARY CONCRETE BARRIER LOCATION	# OF PINS
STAGE 1A	EX RAMP B	25+11.00	22+41.00	INSIDE SHOULDER	63
STAGE 1A	EX RAMP C	08+96.49	18+94.38	INSIDE SHOULDER	237
STAGE 1A	EX RAMP C	20+78.56	23+24.46	OUTSIDE SHOULDER	54
STAGE 1A	EX RAMP D	18+56.28	26+52.36	INSIDE SHOULDER	186
STAGE 1A	EX RAMP D	15+42.25	17+86.82	OUTSIDE SHOULDER	54
STAGE 1B	EX RAMP B	22+40.59	24+95.94	INSIDE SHOULDER	63
STAGE 1B	EX RAMP B	23+92.64	24+61.84	OUTSIDE SHOULDER	12
STAGE 1B	EX RAMP C	09+54.89	18+99.00	INSIDE SHOULDER	225
STAGE 1B	EX RAMP C	18+98.84	20+78.56	OUTSIDE SHOULDER	39
STAGE 1B	EX RAMP D	23+66.23	26+05.02	INSIDE SHOULDER	51
STAGE 1C	EX RAMP B	22+63.86	26+00.69	OUTSIDE SHOULDER	72
STAGE 1C	EX RAMP B	15+86.13	17+02.26	OUTSIDE SHOULDER	51
STAGE 1C	EX RAMP B	15+78.79	24+52.26	INSIDE SHOULDER	204
				TOTAL:	1,311

TEMPORARY INFORMATION SIGNING (Z0030850)

SIGN ID	#	WIDTH (IN)	HEIGHT (IN)	SQ FT
EX-OH-SB-200	1	120	24	20
EX-GM-SB-300	1	120	24	20
PR-OH-SB-202	1	138	96	92
PR-GM-SB-301	1	150	84	87.5
PR-OH-SB-202	1	120	24	20
PR-GM-SB-301	1	120	24	20
MOT-GM-NB-500	1	150	96	100
MOT-GM-NB-501	1	150	96	100
MOT-GM-NB-500	2	18	52	13
MOT-GM-NB-501	2	18	52	13
PR-OH-NB-203	1	174	108	130.5
MOT-GM-NB-200	1	126	120	105
MOT-GM-NB-201	2	144	144	288
			TOTAL:	1,009

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

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	DRAWN - PP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

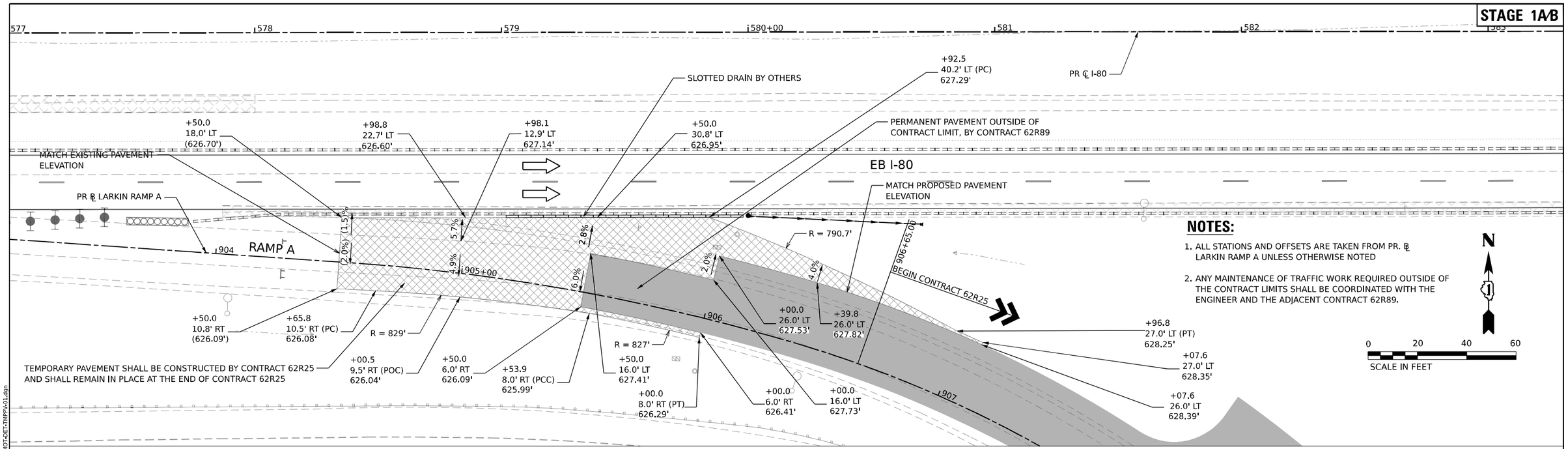
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
SCHEDULE OF QUANTITIES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	89
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-sw.bentley.com:transys-pw1-hosted/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/09-MOT-02-Notes and Typical Section Sheets/D162R25-SHT-MOT-SCH-01.dgn

STAGE 1A/B



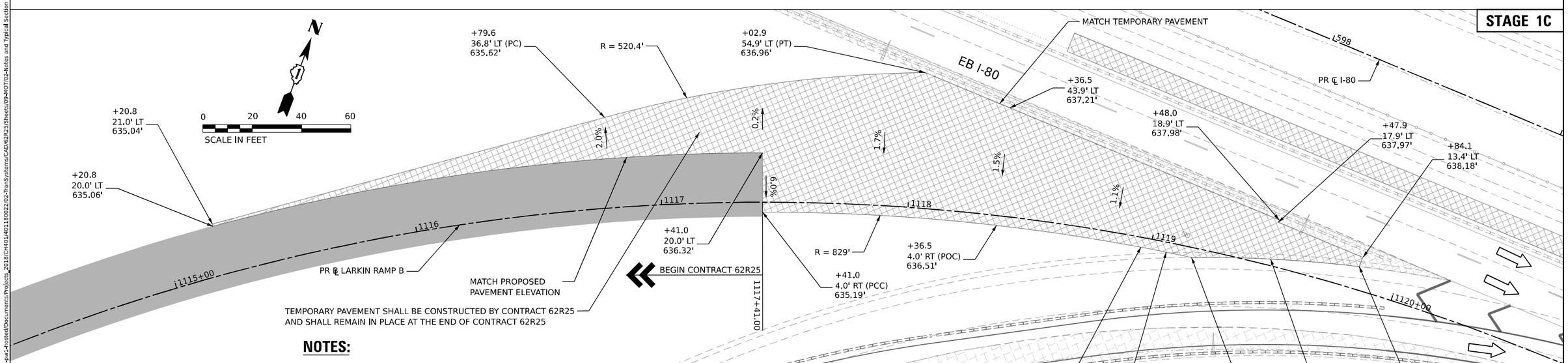
NOTES:

1. ALL STATIONS AND OFFSETS ARE TAKEN FROM PR. ℄ LARKIN RAMP A UNLESS OTHERWISE NOTED
2. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.

N

0 20 40 60
SCALE IN FEET

STAGE 1C



NOTES:

1. ALL STATIONS AND OFFSETS ARE TAKEN FROM PR. ℄ LARKIN RAMP B UNLESS OTHERWISE NOTED
2. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- SHOULDER RESURFACING
- DIRECTION OF TRAFFIC FLOW

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vlanachione	DESIGNED - KWM	REVISED	
	DRAWN - KWM	REVISED -	
PLOT SCALE = 39.99992 ' / in.	CHECKED - NWM	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

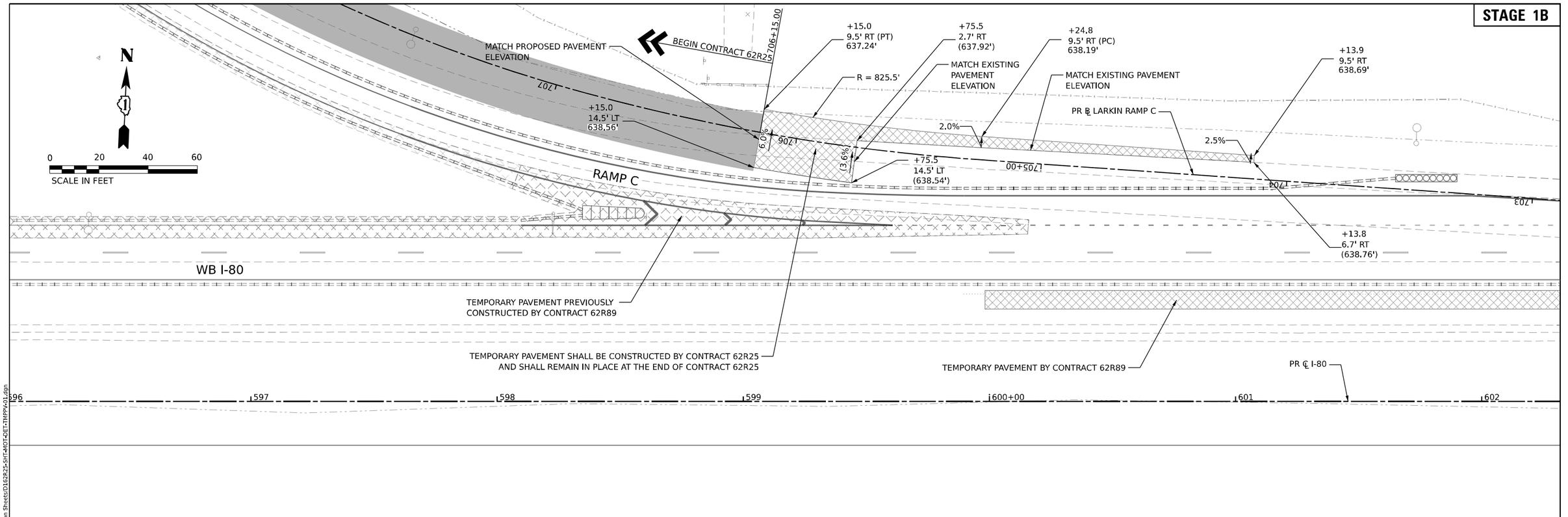
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
STAGING DETAILS – TEMPORARY PAVEMENT

SCALE: 1"=20' | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	90
		CONTRACT NO. 62R25		
		ILLINOIS	FED. AID PROJECT	

MODEL: Sheet 1
FILE NAME: pw:\transystems-pw.bentley.com:transyscorp-pw1-Hosted\Documents\Projects_2018\CH401\401180022\02-TranSystems\CAD\62R25\Sheets\09-MOT\02-Notes and Typical Section Sheets\D162R25-SHT-MOT-DET-TMPPV-01.dgn

STAGE 1B



STAGE 1C

NOTES:

1. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.
2. ALL STATIONS AND OFFSETS ARE TAKEN FROM PR ℄ LARKIN RAMP C UNLESS OTHERWISE NOTED

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- SHOULDER RESURFACING
- DIRECTION OF TRAFFIC FLOW

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vlanachione	DESIGNED - KWM	REVISED	
	DRAWN - KWM	REVISED -	
PLOT SCALE = 39.99992 ' / in.	CHECKED - NWM	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
STAGING DETAILS – TEMPORARY PAVEMENT

SCALE: 1"=20' | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	91
		CONTRACT NO. 62R25		
		ILLINOIS	FED. AID PROJECT	

MODEL: Sheet 2
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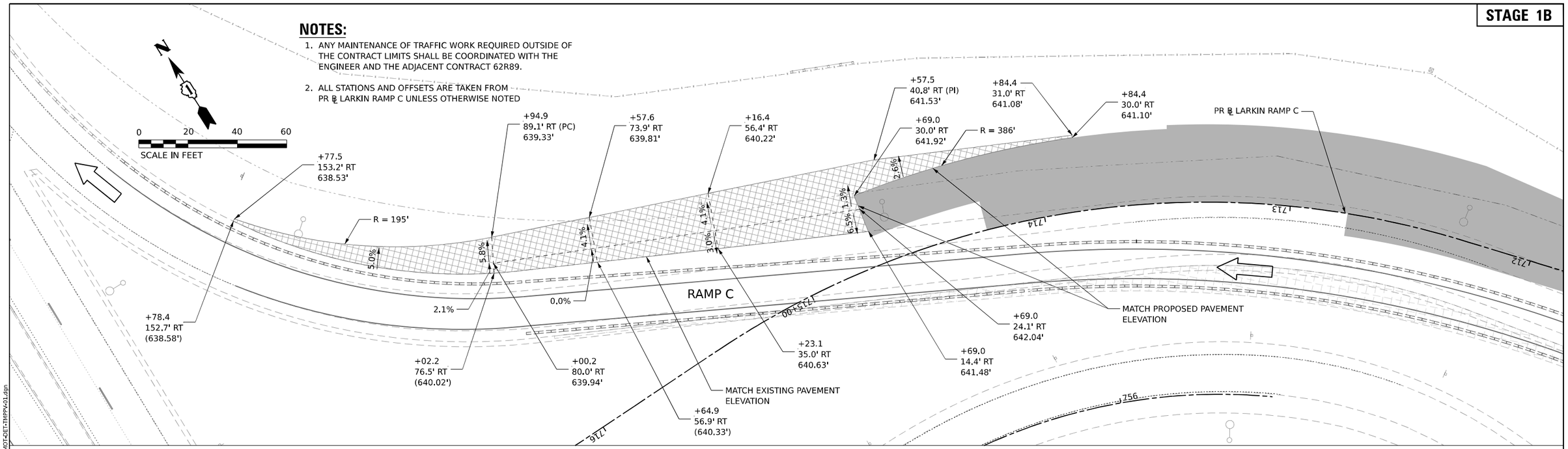
STAGE 1B

NOTES:

1. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.
2. ALL STATIONS AND OFFSETS ARE TAKEN FROM PR ℄ LARKIN RAMP C UNLESS OTHERWISE NOTED



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- SHOULDER RESURFACING
- DIRECTION OF TRAFFIC FLOW

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vjanachione	DESIGNED - KWM	REVISED	
	DRAWN - KWM	REVISED -	
PLOT SCALE = 39.99992 ' / in.	CHECKED - NWM	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
STAGING DETAILS – TEMPORARY PAVEMENT

SCALE: 1"=20' | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	92
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

MODEL: Sheet 3
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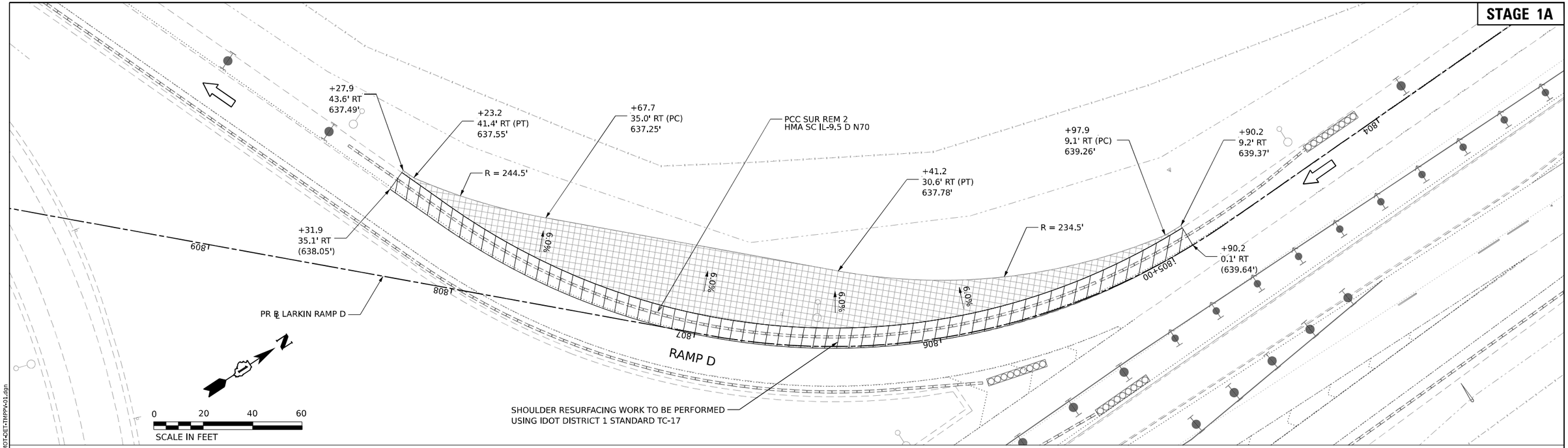
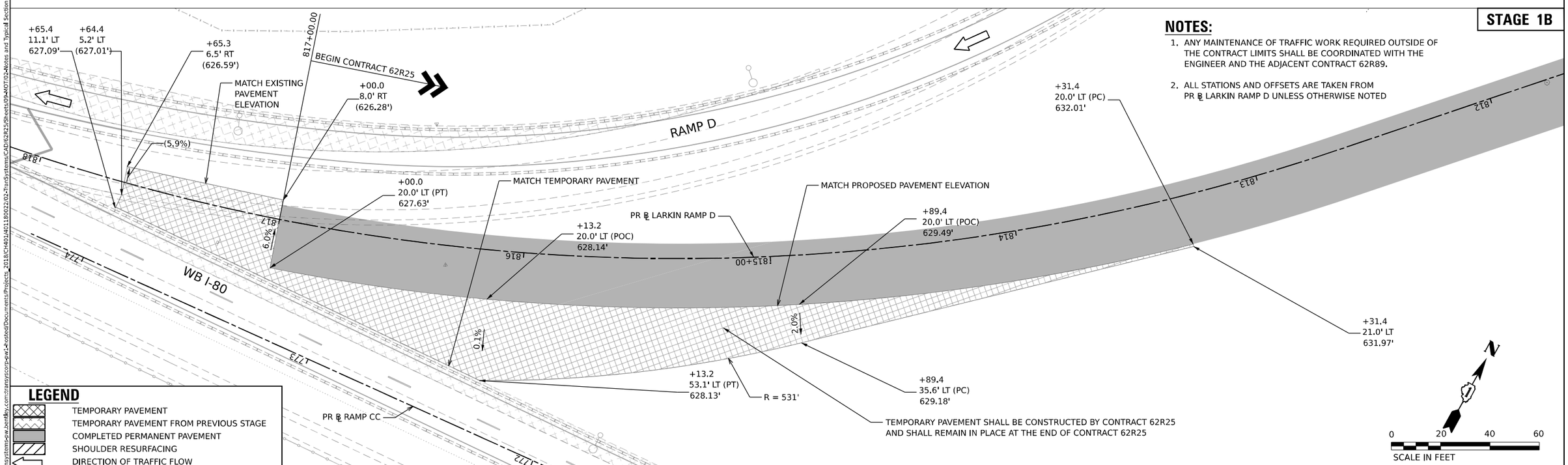
STAGE 1A



STAGE 1B



NOTES:

1. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.
2. ALL STATIONS AND OFFSETS ARE TAKEN FROM PR ℄ LARKIN RAMP D UNLESS OTHERWISE NOTED

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGE
- COMPLETED PERMANENT PAVEMENT
- SHOULDER RESURFACING
- DIRECTION OF TRAFFIC FLOW

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

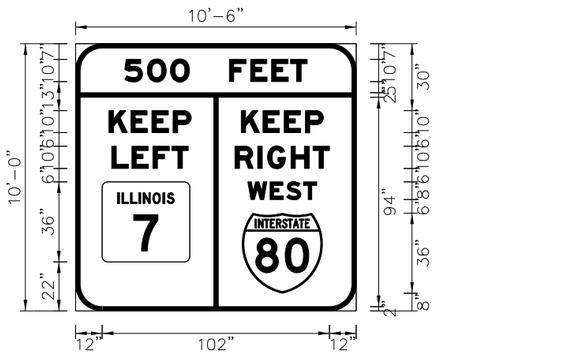
USER NAME = vlanachione	DESIGNED - KWM	REVISED	
	DRAWN - KWM	REVISED -	
PLOT SCALE = 39.99992 ' / in.	CHECKED - NWM	REVISED -	
PLOT DATE = 6/3/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
STAGING DETAILS – TEMPORARY PAVEMENT

SCALE: 1"=20' | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	93
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			



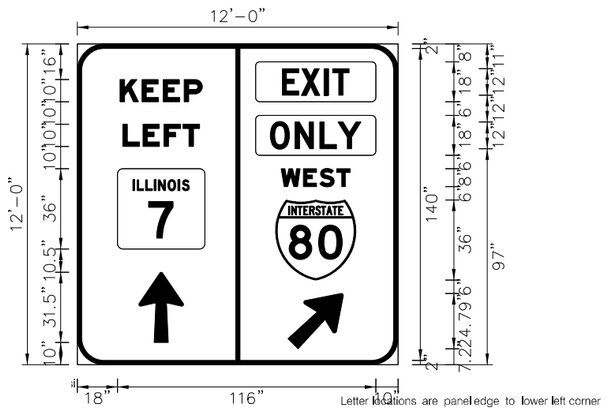
Letter locations are panel edge to lower left corner

SIGN NUMBER	MOT–GM–NB–101
WIDTH x HGHT.	10'–6" x 10'–0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective ZZ
	COLOR: Green, Yellow
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
M1400-5-22-10D	0	12	22	39.2	36
M1_1	0	74.8	8	36	36

LETTER POSITIONS (X)

																					LENGTH	SERIES-SIZE
S	O	O	F	E	E	T																EM 2000
22.1	32.3	42.7	69.1	76.5	88.1	96.5															81.9	10
K	E	E	P																			EM 2000
15	24.8	34.3	43.8																		36.9	10
K	E	E	P																			EM 2000
74.4	84.2	90.7	103.2																		36.9	10
-	E	F	T																			EM 2000
16.2	25.2	34.7	43.2																		34.4	10
R	I	G	H	T																		EM 2000
71.6	81.8	86.2	96.7	106.5																	42.4	10
W	E	S	T																			EM 2000
77.4	87.3	94.6	102.3																		30.9	8



Letter locations are panel edge to lower left corner

SIGN NUMBER	MOT–GM–NB–200 *
WIDTH x HGHT.	12'–0" x 12'–0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective ZZ
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

*SAME AS MOT–GM–NB–201

SYMBOL	ROT	X	Y	WID	HT
M1400-5-22-10D	0	18	52	38.3	36
M1_1	0	88	38	36	36
AR_Type A	0	27.6	10	23	31.5
AR_Type A	315	94.6	7.2	23	31.5

LETTER POSITIONS (X)

																					LENGTH	SERIES-SIZE
E	K	I	T																			D 2000
92	100.6	110.9	114.5																		36	12
K	E	E	P																			EM 2000
15.2	29	33.5	48																		36.9	10
L	E	F	T																			EM 2000
20.4	28.4	38.8	47.4																		34.4	10
O	N	L	Y																			D 2000
86.7	97.6	108.9	117																		40.7	12
W	E	S	T																			EM 2000
94.6	104.5	108.8	116.5																		30.9	8

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = vlanachione	DESIGNED - ED	REVISED -
	DRAWN - ED	REVISED -
PLOT SCALE = 100.000 ' / in.	CHECKED - NWM	REVISED -
PLOT DATE = 6/3/2024	DATE - 6/4/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
TEMPORARY INFORMATION SIGNING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	94
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

NOTES

1. ALL DETOUR SIGNS SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND EACH RAMP IS REOPENED TO TRAFFIC.
2. IF DEEMED NECESSARY BY THE ENGINEER, A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY EACH DETOUR IS TO BE IN EFFECT. RAMPS SHALL NOT BE CLOSED UNTIL ALL DETOUR SIGNAGE IS IN PLACE.
3. ANY EXISTING SIGNS THAT CONTRADICT THE DETOUR SIGNAGE AS SHOWN ON THE PLANS SHALL BE COVERED PRIOR TO OPENING THE DETOUR ROUTE. THIS WORK SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" AND WILL NOT BE PAID FOR SEPARATELY. THE SIGN COVERS SHALL BE REMOVED AT THE SAME TIME AS THE DETOUR ROUTE SIGNS ARE REMOVED OR COVERED.
4. THE SIGNAGE SHOWN ON THE PLANS IS DEEMED TO BE THE MINIMUM REQUIRED. ADDITIONAL DETOUR SIGNAGE DEEMED NECESSARY BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" AND WILL NOT BE PAID FOR SEPARATELY.
5. SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION.
6. DETOUR SIGNAGE SHALL BE CONSIDERED INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)", UNLESS NOTED OTHERWISE.
7. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
8. FOLLOW DISTRICT ONE DETAIL TC-21 FOR TYPICAL SIGN SPACING, UNLESS NOTED OTHERWISE.
9. THE CONTRACTOR SHALL PLACE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AS DIRECTED AND AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM THE MOTORISTS OF THE UPCOMING CLOSURES. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED A MINIMUM OF FOURTEEN DAYS IN ADVANCE OF THE RAMP CLOSURES AT LARKIN AVENUE. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" AND WILL NOT BE PAID FOR SEPARATELY.

STAGED DETOURS AND ALTERNATE ROUTES

RAMP DETOUR	MOVEMENT	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 1D	ARROW SYMBOL	SHEET NUMBER
RAMP A	EB I-80 TO SB LARKIN	X	X			⇨	96
RAMP AA*	SB LARKIN TO EB I-80	X	X			➡	BY OTHERS (CONTRACT 62R89)
RAMP C**	WB I-80 TO NB LARKIN				X	➡	98
RAMP DD	WB I-80 TO SB LARKIN	X	X	X		⇨	97

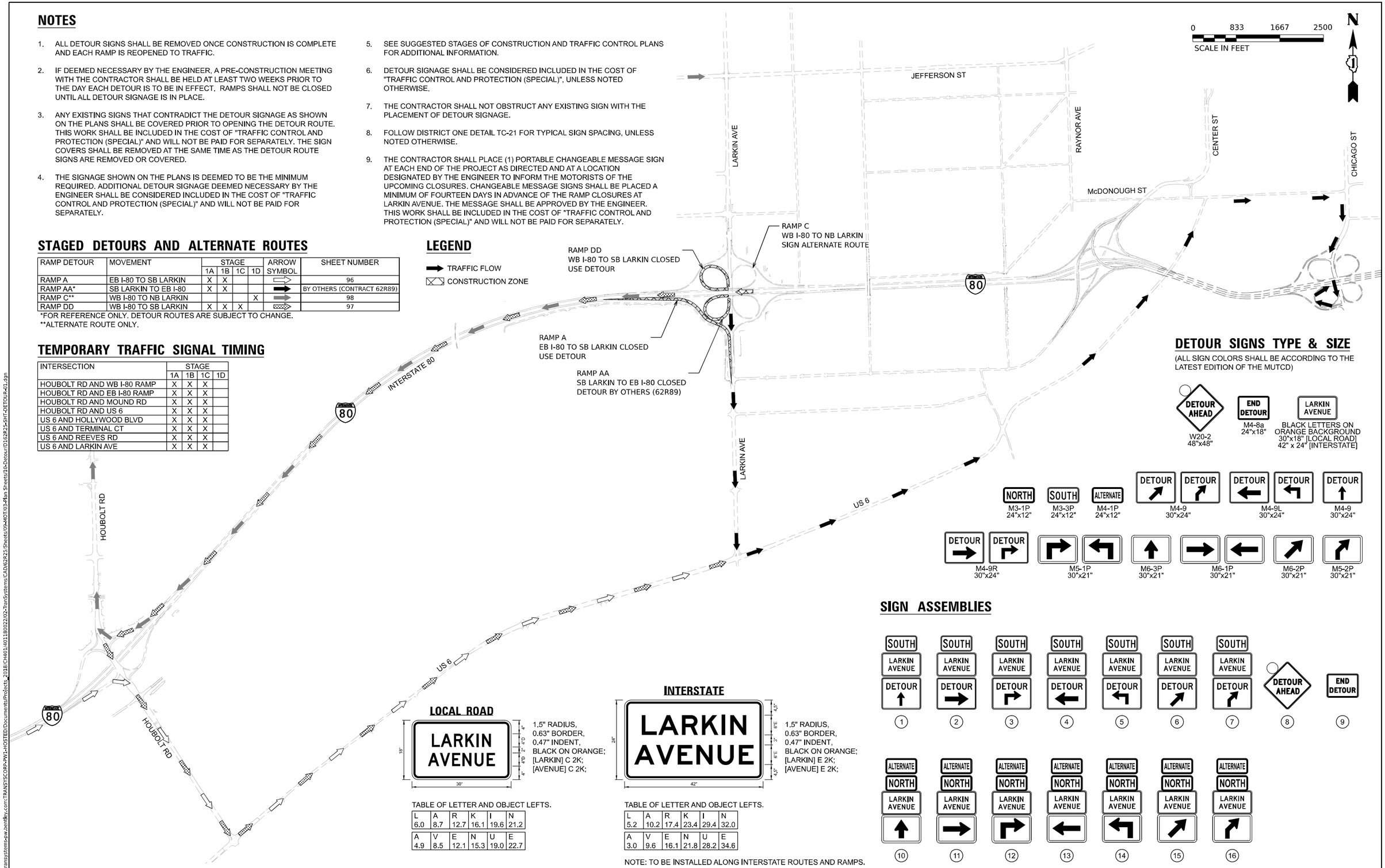
*FOR REFERENCE ONLY. DETOUR ROUTES ARE SUBJECT TO CHANGE.
**ALTERNATE ROUTE ONLY.

TEMPORARY TRAFFIC SIGNAL TIMING

INTERSECTION	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 1D
HOUBOLT RD AND WB I-80 RAMP	X	X	X	
HOUBOLT RD AND EB I-80 RAMP	X	X	X	
HOUBOLT RD AND MOUND RD	X	X	X	
HOUBOLT RD AND US 6	X	X	X	
US 6 AND HOLLYWOOD BLVD	X	X	X	
US 6 AND TERMINAL CT	X	X	X	
US 6 AND REEVES RD	X	X	X	
US 6 AND LARKIN AVE	X	X	X	

LEGEND

- TRAFFIC FLOW
- CONSTRUCTION ZONE



DETOUR SIGNS TYPE & SIZE

(ALL SIGN COLORS SHALL BE ACCORDING TO THE LATEST EDITION OF THE MUTCD)

LOCAL ROAD

1.5" RADIUS,
0.63" BORDER,
0.47" INDENT,
BLACK ON ORANGE;
[LARKIN] C 2K;
[AVENUE] C 2K;

TABLE OF LETTER AND OBJECT LEFTS.

L	A	R	K	I	N	
6.0	8.7	12.7	16.1	19.6	21.2	
A	V	E	N	U	E	
4.9	8.5	12.1	15.3	19.0	22.7	

INTERSTATE

1.5" RADIUS,
0.63" BORDER,
0.47" INDENT,
BLACK ON ORANGE;
[LARKIN] E 2K;
[AVENUE] E 2K;

TABLE OF LETTER AND OBJECT LEFTS.

L	A	R	K	I	N	
5.2	10.2	17.4	23.4	29.4	32.0	
A	V	E	N	U	E	
3.0	9.6	16.1	21.8	28.2	34.6	

NOTE: TO BE INSTALLED ALONG INTERSTATE ROUTES AND RAMPS.

SIGN ASSEMBLIES

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = patrick.jordan	DESIGNED - NWM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR PLAN OVERVIEW	
	DRAWN - PP	REVISED -			
PLOT SCALE = 1666.663 ' / in.	CHECKED - SPF	REVISED -			
PLOT DATE = 5/31/2024	DATE - 6/4/24	REVISED -		SCALE: NONE	SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	95
		CONTRACT NO. 62R25		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw://transystems-sw.bentley.com:TRANSYSCORP-PW1-HOSTED/Documents/Projects_2018/CH401/401180022/02-TranSystems/CAD/62R25/Sheets/03-MOT/03-Plan Sheets/10-Detour/D162R25-SHT-DETOUR-01.dgn

LEGEND

- SIGN POST
- TYPE III BARRICADE W/ TYPE A FLASHERS
- TRAFFIC FLOW
- CONSTRUCTION ZONE
- DETOUR ROUTE

NOTES

1. FOR ALL DETOUR SIGNS AND ASSEMBLIES, SEE SHEET95
2. SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION AND ADVANCED RAMP CLOSURE SIGNING.
3. INSTALL SUPPLEMENTARY SIGNS ON TEMPORARY GROUND MOUNTED SIGN. TEMPORARY GROUND MOUNTED SIGN TO BE INSTALLED BY CONTRACT 62R27.
4. INSTALL PORTABLE CHANGEABLE MESSAGE SIGN A MINIMUM OF ½ MILE IN ADVANCE OF THE HOUBOLT ROAD EXIT TO PROVIDE ADVANCE NOTICE OF THE SOUTHBOUND LARKIN AVENUE DETOUR ROUTE. DISPLAY " SOUTH LARKIN CLOSED | USE HOUBOLT" OR SIMILAR MESSAGE.

N

HOUBOLT RD

INTERSTATE 80

80

1500' 1000' 1000' 500'

8 7 6 A 3 2 1

SEE NOTE 4

MOUND RD

HOUBOLT RD

DETOUR M4-8P 30"x15"
SOUTH M3-3P 36"x18"
LARKIN AVENUE
TEMPORARY INFORMATION SIGNING (SEE SHEET 95) 42" x 24"

EXIT 127

Houbolt Rd

SEE NOTE 3

A

5 4 350'

1

US 6

INTERSTATE 80

80

LARKIN AVE

RAMP A
EB I-80 TO SB LARKIN CLOSED
USE DETOUR

TERMINAL CT

1

LARKIN AVE

9

US 6

MODEL: Default
FILE NAME: pw://transystems=ew.bentley.com:TRANSYSCORP-PW1-HOSTED/Documents/Projects_2018/CH401401180222/02-TransSystems/CAD/62R25/Sheets/09-MOT/03-Plan Sheets/10-Detour/D162R25-SHT-DETOUR-02.dgn

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6000

USER NAME = patrick.jordan	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 999.998 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN – LARKIN RAMP A
EASTBOUND I–80 TO SOUTHBOUND LARKIN

SCALE: NONE | SHEET 2 OF 4 SHEETS | STA. | TO STA.

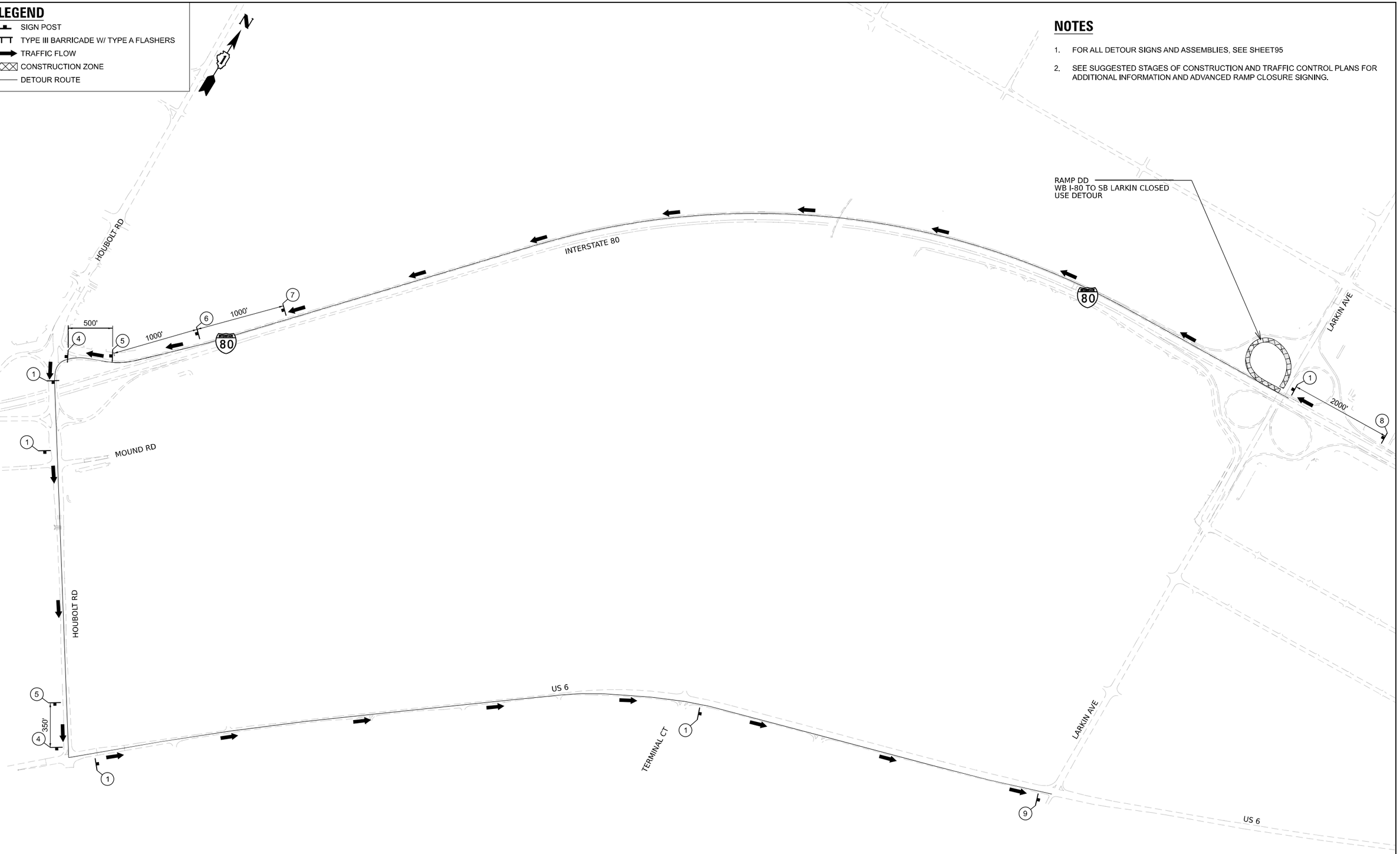
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	96
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

LEGEND

- SIGN POST
- TYPE III BARRICADE W/ TYPE A FLASHERS
- TRAFFIC FLOW
- CONSTRUCTION ZONE
- DETOUR ROUTE

NOTES

1. FOR ALL DETOUR SIGNS AND ASSEMBLIES, SEE SHEET95
2. SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION AND ADVANCED RAMP CLOSURE SIGNING.



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AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = patrick.jordan	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 999.998 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

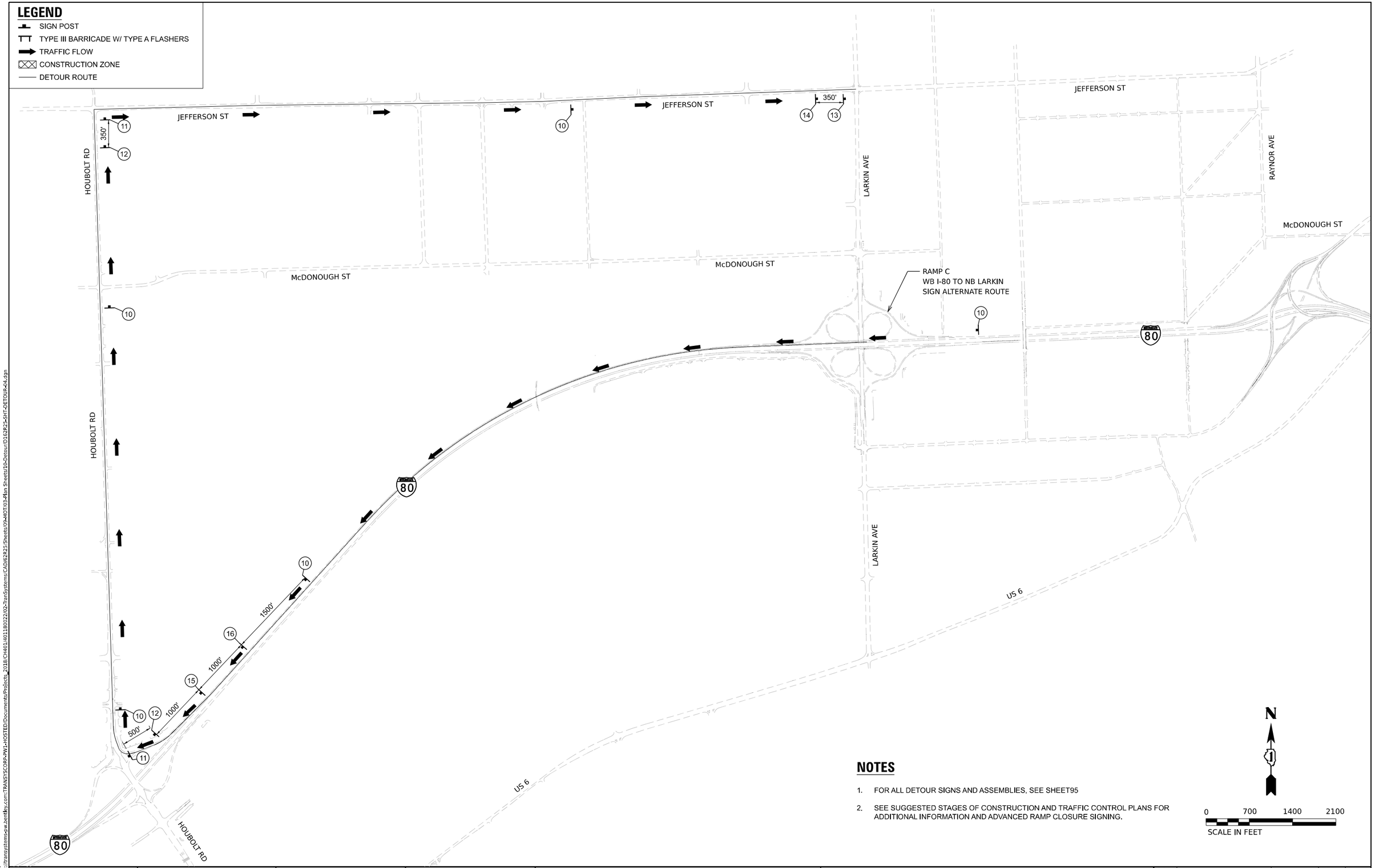
DETOUR PLAN – LARKIN RAMP DD
WESTBOUND I–80 TO SOUTHBOUND LARKIN

SCALE: NONE | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	97
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- SIGN POST
- TYPE III BARRICADE W/ TYPE A FLASHERS
- TRAFFIC FLOW
- CONSTRUCTION ZONE
- DETOUR ROUTE



NOTES

1. FOR ALL DETOUR SIGNS AND ASSEMBLIES, SEE SHEET95
2. SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION AND ADVANCED RAMP CLOSURE SIGNING.

N

0 700 1400 2100

SCALE IN FEET

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

USER NAME = patrick.jordan	DESIGNED - NWM	REVISED -	
	DRAWN - PP	REVISED -	
PLOT SCALE = 1399.997 ' / in.	CHECKED - SPF	REVISED -	
PLOT DATE = 5/31/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALTERNATE ROUTE PLAN – LARKIN RAMP C
WESTBOUND I–80 TO NB LARKIN

SCALE: NONE | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	98
		CONTRACT NO. 62R25		
	ILLINOIS FED. AID PROJECT			

N

0 120 240 360

SCALE IN FEET

I-80

I-80

LARKIN AVE

MORRIS ST

S MARGARET ST

IVY PL

FRONTAGE RD

RAMP A

RAMP AA

RAMP B

RAMP BB

RAMP C

RAMP CC

RAMP D

RAMP DD

RAMP CLOSURE BY OTHERS

END CONTRACT 62R89 | BEGIN CONTRACT 62R25

906+65.00

817+00.00

BEGIN CONTRACT 62R25 | END CONTRACT 62R89

706+15.00

END CONTRACT 62R25 | BEGIN CONTRACT 62R89

1117+41.00

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
- PERMANENT PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
- WORK ZONE
- WORK ZONE (BY OTHERS)
- RAMP CLOSED
- TEMPORARY CONCRETE BARRIER WALL
- TEMPORARY ATTENUATOR (NARROW) TEST LEVEL 3
- TEMPORARY ATTENUATOR (WIDE) TEST LEVEL 3
- DIRECTION OF TRAFFIC FLOW
- TEMPORARY SOIL RETENTION SYSTEM

NOTES:

1. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6000

USER NAME = vljanachione	DESIGNED - PP	REVISED	
	DRAWN - KWM	REVISED -	
PLOT SCALE = 240.000 ' / in.	CHECKED - NWM	REVISED -	
PLOT DATE = 6/4/24	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
LARKIN INTERCHANGE STAGING OVERVIEW – STAGE 1A

SCALE: 1"=120' | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	99
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transystems-pw2-Hosted/Documents/Projects_2018/CH4011401180022\02-TranSystems\CAD\62R25\Sheets\09-MOT\02-Notes and Typical Sections\D162R25-SHT-INT-STAGE 1A

N

0 120 240 360
SCALE IN FEET

RAMP D
RAMP DD
RAMP CC
RAMP C
RAMP A
RAMP AA
RAMP BB
RAMP B
LARKIN AVE
MORRIS ST
S MARGARET ST
IVY PL
FRONTAGE RD
I-80
RAMP CLOSURE BY OTHERS
817+00.00 END CONTRACT 62R89 BEGIN CONTRACT 62R25
906+65.00 END CONTRACT 62R89 BEGIN CONTRACT 62R25
706+15.00 BEGIN CONTRACT 62R25 END CONTRACT 62R89
1117+41.00 END CONTRACT 62R25 BEGIN CONTRACT 62R89

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
- PERMANENT PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
- WORK ZONE
- WORK ZONE (BY OTHERS)
- RAMP CLOSED
- TEMPORARY CONCRETE BARRIER WALL
- TEMPORARY ATTENUATOR (NARROW) TEST LEVEL 3
- TEMPORARY ATTENUATOR (WIDE) TEST LEVEL 3
- DIRECTION OF TRAFFIC FLOW
- TEMPORARY SOIL RETENTION SYSTEM

NOTES:

1. ANY MAINTENANCE OF TRAFFIC WORK REQUIRED OUTSIDE OF THE CONTRACT LIMITS SHALL BE COORDINATED WITH THE ENGINEER AND THE ADJACENT CONTRACT 62R89.

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6000

USER NAME = vljanachione	DESIGNED - PP	REVISED	
	DRAWN - KWM	REVISED -	
PLOT SCALE = 240.000 ' / in.	CHECKED - NWM	REVISED -	
PLOT DATE = 6/4/2024	DATE - 6/4/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
LARKIN INTERCHANGE STAGING OVERVIEW – STAGE 1B

SCALE: 1"=120' | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 4	WILL	550	100
		CONTRACT NO. 62R25		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://transystems+pw.bentley.com:transyscorp-pw2-hosted/Documents/Projects_2018/CH401401180022I02-TranSystems/CAD/62R25/Sheets/09-MOT702-Notes and Typical Sections/D162R25-SHT-INT-STAGE 1B