

1-20-2012 LETTING ITEM 167

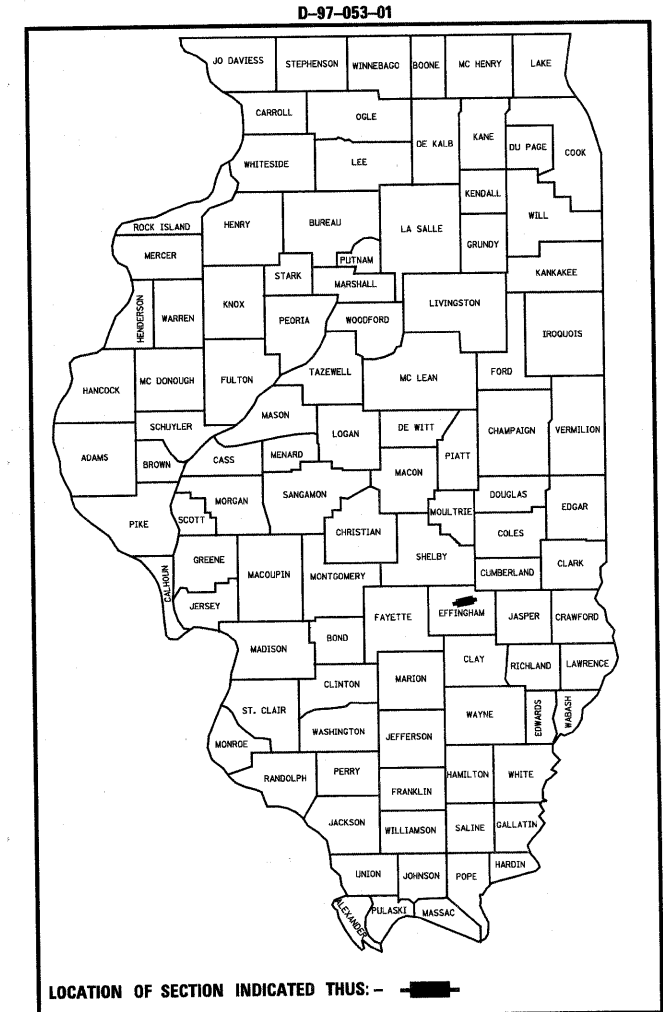
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED HIGHWAY IMPROVEMENT

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FAI ROUTE 57/70 (I-57/70)
SECTION (25-3,4)R AND (25-3)PB
PROJECT ACIM-000S(855)159
EFFINGHAM COUNTY

MAINLINE AND INTERCHANGE RECONSTRUCTION
BIKE TRAIL BRIDGE AND
HIGHWAY LIGHTING
C-97-046-08

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R AND (25-3)PB	EFFINGHAM	1098	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 74299	

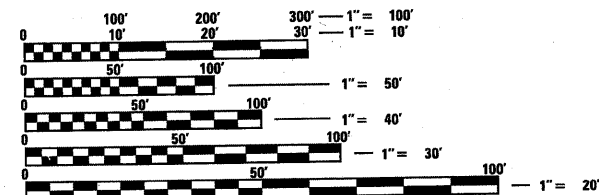


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 22, 2011
Rogan J. D. [Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

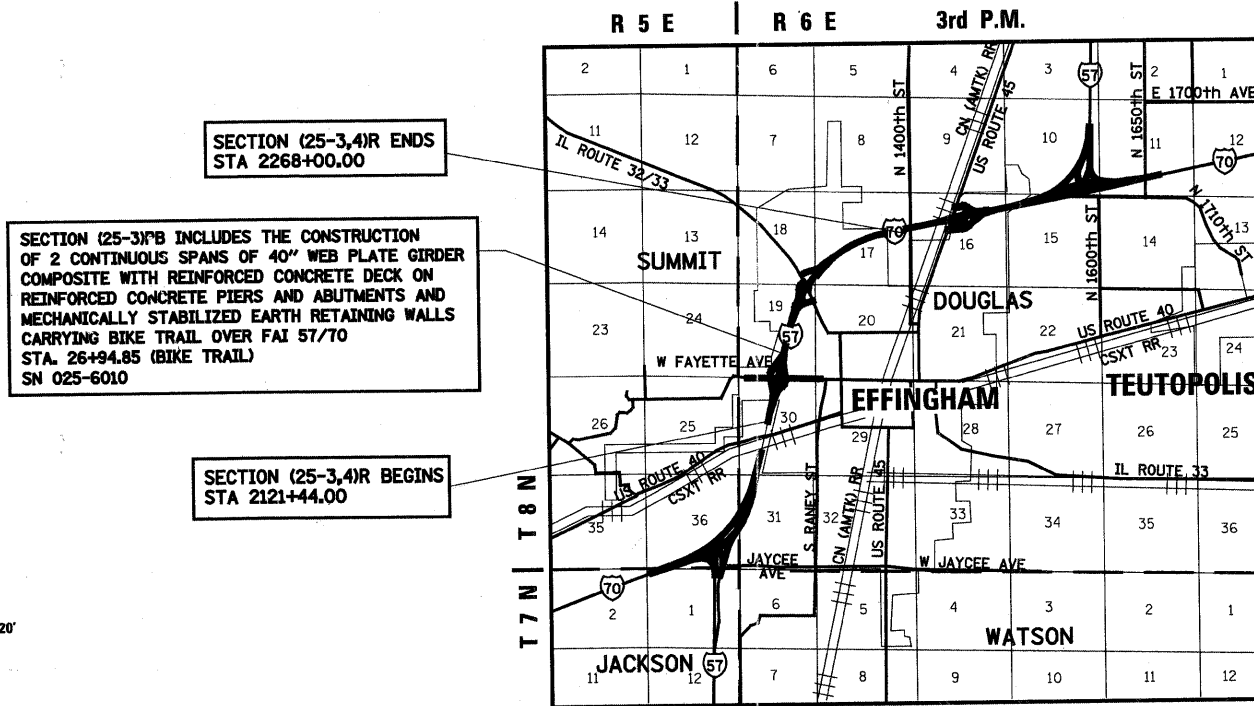
August 19, 2011
Scott E. Stett, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

August 19, 2011
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



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



SECTION (25-3,4)R ENDS
STA 2268+00.00

SECTION (25-3)PB INCLUDES THE CONSTRUCTION OF 2 CONTINUOUS SPANS OF 40' WEB PLATE GIRDER COMPOSITE WITH REINFORCED CONCRETE DECK ON REINFORCED CONCRETE PIERS AND ABUTMENTS AND MECHANICALLY STABILIZED EARTH RETAINING WALLS CARRYING BIKE TRAIL OVER FAI 57/70 STA. 26+94.85 (BIKE TRAIL) SN 025-6010

SECTION (25-3,4)R BEGINS
STA 2121+44.00

DESIGN DESIGNATION

7070(30) PRINCIPAL ARTERIAL INTERSTATE 131.10 (CRCP-20)

ADT 15,400 (2010) FAI 57/70
45% TRUCKS

LOCATION MAP

DOUGLAS TOWNSHIP



Brian R. Mueller
ILLINOIS PROFESSIONAL ENGINEER NO. 062-052018 DATE 03-21-11
EXP. 11-30-2011



BERNARDIN * LOCHMUELLER & ASSOCIATES, INC.
3 OAK DRIVE
MARYVILLE, ILLINOIS 62062
PHONE (618) 288-4666
FAX (618) 288-4666

PROJECT ENGINEER: TOM RONAN (217)342-8320

GROSS SECTION LENGTH = 14,656.00 FEET = 2.776 MILES
NET SECTION LENGTH = 14,656.00 FEET = 2.776 MILES

CONTRACT NO. 74299

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

1. THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007; THE SUPPLEMENTAL SPECIFICATIONS AND THE RECURRING SPECIAL PROVISIONS, AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.
2. THE PROPOSED PROJECT IS LOCATED ON FAI-57/70 IN EFFINGHAM COUNTY.
3. THE WORK INCLUDED IN SECTION (25-3,4)R CONSISTS OF 2.8 MILES OF PAVEMENT RECONSTRUCTION OPERATIONS TO FACILITATE THE INTERSTATE RECONSTRUCTION ON FAI ROUTES 57/70 FROM EAST OF US ROUTE 40 TO JUST WEST OF 4th STREET.
4. WHERE SMALL QUANTITIES OF MODIFIED SOIL ARE SHOWN IN THE PLANS, SUB-BASE GRANULAR MATERIAL, TYPE B CRUSHED STONE MAY BE SUBSTITUTED AND CONSTRUCTED ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 311 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE DEPTH OF THE SUB-BASE GRANULAR MATERIAL, TYPE B SHALL BE THE SAME AS THE DEPTH OF THE MODIFIED SOIL. THIS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PROCESSING MODIFIED SOILS OF THE DEPTH SPECIFIED, INCLUDING ALL NECESSARY MATERIAL, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
6. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
7. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY ALSO BE OBTAINED BY CALLING J.U.L.I.E. AND FOR NON-J.U.L.I.E. MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS.
 - AMEREN / CIPS GAS / ELECTRIC•
 - ILLINOIS CONSOLIDATED TELEPHONE
 - CITY OF EFFINGHAM WATER / SEWER

(MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY •
NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)
9. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED INSIDE THE CONSTRUCTION LIMITS SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTORS EXPENSE.
10. ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED WITH CLASS 2, 3 AND 7 SEEDING AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS. ANY SEEDING REQUIRED OUTSIDE THE CONSTRUCTION LIMITS OR RIGHT OF WAY FOR THIS CONTRACT SECTION WILL NOT BE PAID FOR SEPARATELY AND CONSIDERED AS A CONTRACTOR'S EXPENSE.
11. MULCH SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS. MULCH, UNLESS OTHERWISE PERMITTED BY THE ENGINEER, SHALL CONFORM TO METHOD 2, PROCEDURE 1 AS SPECIFIED IN ARTICLE 251.03.
12. IN ADDITION TO SURVEYS, SOME OF THE PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING CONDITIONS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
13. ANY EXCAVATION ADJACENT TO EDGE OF PAVEMENTS SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND APPROPRIATE LIGHTS.
14. FULL DEPTH SAW CUTTING AT THE EDGE OF PAVEMENT WILL BE REQUIRED IN ORDER TO REMOVE EXISTING PAVEMENTS AND SHOULDERS. THIS SAW CUTTING WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED AS INCLUDED IN THE COST OF THE RESPECTIVE REMOVAL ITEMS.
15. ANY FACILITIES OR APPURTENANCES WHICH ARE THE PROPERTY OF ANY PUBLIC UTILITY LOCATED WITHIN THE LIMITS OF CONSTRUCTION, SHALL BE RELOCATED OR ADJUSTED BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE OWNERS OF SUCH FACILITIES IN THEIR REMOVAL AND REARRANGEMENT OPERATIONS IN ORDER THAT THESE OPERATIONS AND THE CONSTRUCTION OF THIS PROJECT MAY PROGRESS IN A REASONABLE MANNER.
16. THE REMOVAL OF MISCELLANEOUS BITUMINOUS SURFACES PLACED ON SHOULDERS OR OTHER AREAS FOR MAINTENANCE OPERATIONS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED FOR PAYMENT AS EARTH EXCAVATION.
17. ALL CONFLICTING GROUND MOUNTED SIGNS AND SIGN SUPPORTS ARE TO BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 724 OF THE STANDARD SPECIFICATIONS EXCEPT THAT IT WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED AS INCLUDED IN THE VARIOUS ITEMS OF WORK. SIGNS SHALL BE STORED AS DIRECTED BY THE ENGINEER AND CAREFULLY PROTECTED BY THE CONTRACTOR.
18. THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.
19. ON ROADWAY OR RAMPS CARRYING STAGE CONSTRUCTION TRAFFIC, SHOULDER RUMBLE STRIPS SHALL NOT BE INSTALLED UNTIL STAGED TRAFFIC IS NO LONGER ON SHOULDER.
20. CONNECTION OF PROPOSED STORM SEWERS, PIPE DRAINS, AND/OR PIPE UNDERDRAINS TO DRAINAGE STRUCTURES OR CULVERTS SHALL BE DONE IN A MANNER MEETING THE APPROVAL OF THE ENGINEER AND SHALL CONFORM TO SECTION 501, 551 AND 601 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS CONNECTION WILL NOT BE PAID FOR SEPARATELY, BUT CONSIDERED AS INCLUDED IN THE COST OF THE PROPOSED STORM SEWER, PIPE DRAINS, AND/OR PIPE UNDERDRAINS.
21. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
22. THE CONTRACTOR SHALL EXERCISE CARE IN TREE REMOVAL OPERATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO REMOVE ONLY THOSE TREES NECESSARY TO THE CONSTRUCTION OF THIS PROJECT AS DIRECTED BY THE ENGINEER.
23. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
24. STATION/OFFSETS FOR PROPOSED DRAINAGE STRUCTURES IS TO THE CENTER OF THE STRUCTURE. GRATE ELEVATIONS ARE TO THE FLOW LINE OF THE PROPOSED GRATE OR LID AS INDICATED ON THE MISCELLANEOUS DETAIL SHEET.
25. SOME EXISTING STORM SEWER AND DRAINAGE STRUCTURE INFORMATION USED ON THESE PLANS WERE DEVELOPED FROM OFFICE RECORDS OR OTHERWISE HISTORICAL DATA. FINAL ELEVATIONS FOR INCORPORATING EXISTING DRAINAGE FACILITIES INTO THE PROPOSED SYSTEM SHALL BE DETERMINED BY THE ENGINEER. ALL SIZES AND DIMENSIONS OF THE EXISTING FACILITIES SHALL BE VERIFIED BEFORE ORDERING NEW MATERIALS.
26. EXISTING PRECAST END SECTIONS OR CAST-IN PLACE CONCRETE HEADWALLS MAY EXIST AT LOCATIONS WHERE PIPE CULVERTS OR STORM SEWERS ARE TO BE REMOVED. PAYMENT FOR THE REMOVAL OF END SECTIONS OR HEADWALLS WILL NOT BE MADE SEPARATELY BUT CONSIDERED AS INCLUDED IN THE COST OF REMOVING THE PIPE CULVERT OR STORM SEWER.
27. EXISTING STORM SEWERS AND PIPE CULVERTS THAT ARE NOT BEING REMOVED UNDER THIS CONTRACT AND ARE NO LONGER REQUIRED OR IT IS INDICATED ON THE PLANS TO BE ABANDONED, SHALL BE FILLED WITH A CONTROLLED LOW STRENGTH MIXTURE AND THE ENDS PLUGGED. SEE SPECIAL PROVISIONS.
28. PROTECTIVE COAT SHALL ALSO BE APPLIED TO ALL CONCRETE CURB AND GUTTERS, MEDIANS, MEDIAN SURFACES AND CONCRETE BARRIERS.
29. DELINEATOR REMOVAL IS INCLUDED IN COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR.
30. THE EXCAVATION AND BEDDING REQUIRED FOR STONE RIPRAP AS DESCRIBED IN ARTICLE 281.04 OF THE STANDARD SPECIFICATIONS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE PAY ITEM STONE RIPRAP, OF THE CLASS INDICATED.
31. ANY REFERENCES TO STEEL PLATE BEAM GUARD RAIL, TYPE A SHOWN ON THE PLANS SHOULD BE INTERPRETED TO MEAN STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS.
32. CONTACT MIKE WORTHY OF IDOT THREE WORKING DAYS PRIOR TO CONSTRUCTION AT 217-342-8284 TO HAVE UNDERGROUND WIRING LOCATED FOR HIGHWAY LIGHTING/SIGN LIGHTING. IF DAMAGE OCCURS TO THE UNDERGROUND WIRING CAUSED BY THIS INSTALLATION, THE REPAIRS SHALL BE COMPLETED TO THE SATISFACTION OF THE DISTRICT. PLEASE CONTACT JOSH PORTER OF IDOT AT 217-342-8382 PRIOR TO CONSTRUCTION TO HAVE UNDERGROUND WIRING LOCATED FOR EXISTING TRAFFIC SIGNALS.
33. THE CONTRACTOR SHALL USE EITHER RC-70, SS1H OR SS1HP, APPLIED AT THE RATE DIRECTED BY THE ENGINEER, FOR THE PAY ITEM BITUMINOUS MATERIALS (PRIME COAT).
34. THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS TO 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.
35. THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR ALL HOT-MIX ASPHALT RESURFACING LIFTS.
36. THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HMA PLANT QUALITY CONTROL LAB SO THAT HMA PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT ITEMS.
37. ALL EXISTING PIPE UNDERDRAINS AND HEADWALLS SHALL BE REMOVED. PIPE UNDERDRAIN REMOVAL AND PIPE UNDERDRAIN HEADWALL REMOVAL SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
38. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED AT THE END OF ALL RECONSTRUCTED PAVEMENTS TIEING THEM TO EXISTING PAVEMENTS. THE EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH HIGHWAY STANDARD 420001 WITH THE DOWEL BARS EMBEDDED INTO THE EXISTING PAVEMENT. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS PAVEMENTS AND/OR SHOULDERS.

FILE NAME = S:\Projects\102-0000\75-70\102-0000-1011.dwg	USER NAME = betsy	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100.0000' / IN.	DRAWN - PDB	REVISED -			57/70	(25-3,4)R AND (25-3)PB	EFFINGHAM	1098	3	
	PLOT DATE = 3/21/2011	CHECKED - BRM	REVISED -			CONTRACT NO. 74299					
		DATE - 5-7-08	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				
						SCALE:	SHEET NO. 2 OF 3 SHEETS		STA.	TO STA.	

GENERAL NOTES

39. THE AREA OF DITCH RECONSTRUCTION LEFT STATION 2162+00.00 TO STATION 2195+00.00 MAY CONTAIN REMMANTS OF PAVED DITCHES, GABIONS OR OTHER RUBBLE. THIS MATERIAL SHALL BE CONSIDERED AS UNSUITABLE FOR EMBANKMENT CONSTRUCTION AND SHALL BE REMOVED AND DISPOSED OF OFF RIGHT OF WAY. REMOVAL AND DISPOSAL OF THIS UNSUITABLE MATERIAL WILL NOT BE PAID FOR SEPARATELY BUT, CONSIDERED AS INCLUDED IN THE COSTS OF THE CLEARING AND EARTHWORK FOR THIS PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
40. REMOVAL OF UNSUITABLE MATERIALS FROM LEFT STATION 2162+00.00 TO STATION 2175+00.00 AT A DEPTH OF 1' FOR THE LIMITS INDICATED ON THE CROSS SECTIONS. ESTIMATED QUANTITY OF 2715 CUBIC YARDS HAS BEEN INCLUDED.
41. EXISTING SUBBASE GRANULAR MATERIAL AS DEPICTED ON EXISTING TYPICAL SECTIONS SHALL BE REMOVED AND COST IS INCLUDED IN PAVEMENT REMOVAL. THIS MATERIAL MAY BE USED IN EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH ARTICLE 205.04 OR AS OTHERWISE DIRECTED BY THE ENGINEER.
42. THE BALD CYPRESS AND EASTERN WHITE PINE TREES LISTED IN THE PLANS WILL BE DELIVERED TO THE EFFINGHAM WEST MAINTENANCE YARD LOCATED ON US ROUTE 40, WEST OF EFFINGHAM. THE BALD CYPRESS AND EASTERN WHITE PINE TREES WILL BE PLANTED OFF SITE BY STATE MAINTENANCE PERSONNEL. THE REMAINING TREES AND SHRUBS LISTED IN THE PLANS SHALL BE APPROVED AND HAND PLANTED BY THE CONTRACTOR AT LOCATIONS AS DIRECTED BY THE DISTRICT ROADSIDE MAINTENANCE TECHNICIAN, PHIL NOSBISCH, (217)342-8281. THE CONTRACTOR SHALL BE REQUIRED TO GIVE FOURTEEN CALENDAR DAYS NOTICE TO SCHEDULE A TIME FOR THE LOCATIONS TO BE STAKED AND ON THE SAME DAY THE TREES SHALL BE DELIVERED TO THE JOB SITE FOR ACCEPTANCE OF THE PLANTING MATERIAL BY THE DISTRICT ROADSIDE MAINTENANCE TECHNICIAN. APPROXIMATELY HALF OF THE TREES TO BE PLANTED BY THE CONTRACTOR WILL BE PLANTED ON THE PROJECT SITE WITH THE OTHER HALF BEING PLANTED ON AN ADJACENT PROJECT TO THE SOUTH AND WEST OF THIS PROJECT. THE TREES TO BE PLANTED OFF SITE BY THE CONTRACTOR WILL BE PLANTED WITHIN THREE MILES OF THE SOUTH LIMITS OF THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE PLANTING OF TREES OFF SITE.
43. AT LOCATIONS WHERE THE COVER OVER THE TOP OF THE EXISTING AND PROPOSED CULVERTS, STORM SEWERS AND DRAINAGE STRUCTURES AND THE BOTTOM OF THE PROPOSED PAVEMENT IS LESS THAN 18" THE CONTRACTOR WILL CEASE HIS/HER LIME STABILIZATION OPERATIONS 10' FROM THE CENTERLINE OF THE DRAINAGE PIPE OR STRUCTURE, OR AS DIRECTED BY THE ENGINEER, AND SUBSTITUTE AGGREGATE BASE COURSE, TYPE A FOR THE LIME STABILIZATION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR PROCESSING MODIFIED SOIL 12", WITH NO ADDITIONAL COMPENSATION BEING ALLOWED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO THESE CULVERTS AS DETERMINED BY THE ENGINEER.
44. PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH INCLUDED IN THIS CONTRACT FOR CONSTRUCTION OF THE BIKE TRAIL SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 424.06 OF THE STANDARD SPECIFICATIONS EXCEPT ALL TRANSVERSE GROOVES $\frac{3}{16} \times \frac{3}{4}$ INCH SHALL BE SAW CUT AND SEALED WITH A HOT POURED SEALER MEETING THE APPROVAL OF THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SAWCUTTING AND SEALING OF JOINTS.
45. AN ESTIMATED QUANTITY OF 200 FOOT PIPE DRAIN 6" (SPECIAL) HAS BEEN INCLUDED IN THESE PLANS FOR THE PURPOSE OF CONNECTING EXISTING BRIDGE DRAINAGE SYSTEMS TO THE PROPOSED ROADWAY DRAINAGE SYSTEM. SEE SPECIAL PROVISIONS.
46. THE CONTRACTOR SHALL BE REQUIRED TO NOTIFY JOSH PORTER, (217) 342-8291, FOURTEEN (14) DAYS PRIOR TO ACTUAL FULL CLOSURE OF ANY MAINLINE, FAI-57/70, PAVEMENTS. THE NOTIFICATION TIME PERIOD WILL ALLOW FOR ANY RETIMING OF TRAFFIC SIGNALS ALONG THE DETOUR ROUTES.

COMMITMENT - NONE

FILE NAME = <small>S:\Projects\465-80072-57-70\Drawings\Kalle\generalnotes.dwg</small>	USER NAME = lunde PLOT SCALE = 1000.0000' / IN. PLOT DATE = 11/22/2011	DESIGNED - JWS DRAWN - PDB CHECKED - BRM DATE - 5-7-08	REVISED - 10-20-11 REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I RTE. 57/70	SECTION (25-3,4)R AND (25-3)PB	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 4	CONTRACT NO. 74299 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
				SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.			TO STA.		

CODED NO.	DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE		
				(25-3,4)R		(25-3)PB
				ROADWAY 0003		BRIDGE SN 025-6010 0008
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	875	875		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	460	460		
20100500	TREE REMOVAL, ACRES	ACRE	8.75	8.75		
20200100	EARTH EXCAVATION	CU YD	111235	111235		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2789	2789		
20400800	FURNISHED EXCAVATION	CU YD	16680	16680		
20800150	TRENCH BACKFILL	CU YD	5895	5895		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	149290	149290		
* 25000200	SEEDING, CLASS 2	ACRE	38	38		
* 25000300	SEEDING, CLASS 3	ACRE	1.25	1.25		
* 25000350	SEEDING, CLASS 7	ACRE	51	51		
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3533	3533		
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3533	3533		
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	3533	3533		
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	2.5	2.5		
* 25000750	MOWING	ACRE	39.25	39.25		
* 25100115	MULCH, METHOD 2	ACRE	39.25	39.25		
* 25100630	EROSION CONTROL BLANKET	SQ YD	15274	15274		
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	120	120		
28000305	TEMPORARY DITCH CHECKS	FOOT	5249	5249		
28000400	PERIMETER EROSION BARRIER	FOOT	10570	10570		
28000500	INLET AND PIPE PROTECTION	EACH	172	172		
28001000	AGGREGATE (EROSION CONTROL)	TON	18	18		
28100105	STONE RIPRAP, CLASS A3	SQ YD	388	388		
28100107	STONE RIPRAP, CLASS A4	SQ YD	10002	10002		
28100109	STONE RIPRAP, CLASS A5	SQ YD	7058	7058		
28200200	FILTER FABRIC	SQ YD	17060	17060		
30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	223633	223633		
30201250	PROCESSING MODIFIED SOIL 24"	SQ YD	28901	28901		
30201500	LIME	TON	7091	7091		
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	252420	252420		
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	3472	3153		319
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	88	88		
40600300	AGGREGATE (PRIME COAT)	TON	2	2		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	415	415		
40603550	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105	TON	70	70		
42000100	PORTLAND CEMENT CONCRETE PAVEMENT 6"	SQ YD	319			319
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	SQ YD	14726	14726		
42000511	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)	SQ YD	6147	6147		
42000540	PORTLAND CEMENT CONCRETE PAVEMENT 12"	SQ YD	37057	37057		
42001200	PAVEMENT FABRIC	SQ YD	55052	54733		319
42001300	PROTECTIVE COAT	SQ YD	92806	92806		
42100360	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 13"	SQ YD	202070	202070		

CODED NO.	DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE		
				(25-3,4)R		(25-3)PB
				ROADWAY 0003		BRIDGE SN 025-6010 0008
42100615	PAVEMENT REINFORCEMENT	SQ YD	202070	202070		
42101300	PROTECTIVE COAT	SQ YD	202070	202070		
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	20269	20269		
44000100	PAVEMENT REMOVAL	SQ YD	110808	110808		
44001980	CONCRETE BARRIER REMOVAL	FOOT	826	826		
44004000	PAVED DITCH REMOVAL	FOOT	568	568		
44004250	PAVED SHOULDER REMOVAL	SQ YD	47725	47725		
44201839	CLASS D PATCHES, TYPE II, 16 INCH	SQ YD	11	11		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	100	100		
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	2902	2902		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	40	40		
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	689	689		
48300800	PORTLAND CEMENT CONCRETE SHOULDERS 13"	SQ YD	17676	17676		
50102400	CONCRETE REMOVAL	CU YD	19.2	19.2		
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4		
50105220	PIPE CULVERT REMOVAL	FOOT	1070	1070		
50200100	STRUCTURE EXCAVATION	CU YD	1886			1886
50300225	CONCRETE STRUCTURES	CU YD	115			115
50300255	CONCRETE SUPERSTRUCTURE	CU YD	455.1			455.1
50300300	PROTECTIVE COAT	SQ YD	1253.3			1253.3
50300285	FORM LINER TEXTURED SURFACE	SQ FT	3198			3198
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			1
50500505	STUD SHEAR CONNECTORS	EACH	954			954
50800105	REINFORCEMENT BARS	POUND	18100	18100		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	90320	620		89700
50800515	BAR SPLICERS	EACH	46			46
51100100	SLOPE WALL 4 INCH	SQ YD	144	130		14
51201800	FURNISHING STEEL PILES HP14X73	FOOT	384			384
51202305	DRIVING PILES	FOOT	248			248
51203800	TEST PILE STEEL HP14X73	EACH	2			2
51204650	PILE SHOES	EACH	10			10
51500100	NAME PLATES	EACH	1			1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	30			30
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6			6
52100520	ANCHOR BOLTS, 1"	EACH	18			18
54001001	BOX CULVERT END SECTION, CULVERT NO. 1	EACH	2	2		
54001002	BOX CULVERT END SECTION, CULVERT NO. 2	EACH	2	2		
54001003	BOX CULVERT END SECTION, CULVERT NO. 3	EACH	2	2		
54001004	BOX CULVERT END SECTION, CULVERT NO. 4	EACH	2	2		
54002020	EXPANSION BOLTS 3/4 INCH	EACH	46	46		
54003000	CONCRETE BOX CULVERTS	CU YD	82.1	82.1		
54010402	PRECAST CONCRETE BOX CULVERT 4' X 2'	FOOT	53	53		
54010403	PRECAST CONCRETE BOX CULVERT 4' X 3'	FOOT	88	88		

† NON-PARTICIPATING (100% STATE)

* SPECIALTY ITEM

FILE NAME =
S:\Project\MS 77-70\Map\I_101a\summary.dgn

USER NAME = betaj
PLOT SCALE = 100.0000' / IN.
PLOT DATE = 3/24/2011

DESIGNED - ESW	REVISED - 3-24-11
DRAWN - ESW	REVISED -
CHECKED - BRM	REVISED -
DATE - 5-12-08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES, FAI ROUTE 57/70

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R AND (25-3)PB	EFFINGHAM	1098	5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74299	

90% FED.
10% STATE

SUMMARY OF QUANTITIES

90% FED.
10% STATE

CODED NO.	DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE		BRIDGE SN 025-6010 0008
				(25-3,4)R	(25-3)PB	
54010502	PRECAST CONCRETE BOX CULVERT 5' X 2'	FOOT	55	55		
54010804	PRECAST CONCRETE BOX CULVERT 8' X 4'	FOOT	8	8		
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	138	138		
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	132	132		
542A0277	PIPE CULVERTS, CLASS A, TYPE 1 72"	FOOT	12	12		
542A1087	PIPE CULVERTS, CLASS A, TYPE 2 42"	FOOT	39	39		
542A1129	PIPE CULVERTS, CLASS A, TYPE 2 84"	FOOT	21	21		
542A5485	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 30"	FOOT	10	10		
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	43	43		
5421D015	PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)	FOOT	457	457		
5421D024	PIPE CULVERTS, CLASS D, TYPE 1 24" (TEMPORARY)	FOOT	50	50		
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	5	5		
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	4	4		
54213717	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 72"	EACH	2	2		
54213729	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 84"	EACH	2	2		
54215550	METAL END SECTIONS 15"	EACH	3	3		
54215559	METAL END SECTIONS 24"	EACH	4	4		
54248510	CONCRETE COLLAR	CU YD	15	15		
54390330	INSERTION CULVERT LINER 72"	FOOT	237	237		
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	731	731		
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	971	971		
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	12712	12712		
58700300	CONCRETE SEALER	SQ FT	1109			1109
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	76	76		
60100915	PIPE DRAINS 6"	FOOT	304			304
60100955	PIPE DRAINS 15"	FOOT	57	57		
60100985	PIPE DRAINS 24"	FOOT	142	142		
60107600	PIPE UNDERDRAINS 4"	FOOT	8137	8137		
60107700	PIPE UNDERDRAINS 6"	FOOT	55673	55673		
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	218	218		
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	868	868		
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	9	9		
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	6	6		
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1		
60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	5	5		
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1		
60270055	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAME AND GRATES	EACH	68	68		
60404910	FRAMES AND GRATES, TYPE 20	EACH	7			7
60500040	REMOVING MANHOLES	EACH	3	3		
60500060	REMOVING INLETS	EACH	20	20		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1355	1355		
60618320	CONCRETE MEDIAN SURFACE, 6 INCH	SQ FT	647	647		
60900515	CONCRETE THRUST BLOCKS	EACH	5	5		

CODED NO.	DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE		BRIDGE SN 025-6010 0008
				(25-3,4)R	(25-3)PB	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	4100	4100		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	10	10		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	11	11		
63200310	GUARDRAIL REMOVAL	FOOT	6341	6341		
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	2772	2772		
63500105	DELINEATORS	EACH	184	184		
63500310	REMOVE AND REINSTALL DELINEATORS	EACH	7	7		
63700175	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT	FOOT	1097	1097		
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	14215	14215		
63700900	CONCRETE BARRIER BASE	FOOT	16467	16467		
64200105	SHOULDER RUMBLE STRIPS	FOOT	65507	65507		
66500105	WOVEN WIRE FENCE, 4'	FOOT	1794	1794		
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	48	48		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	27	27		
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	27	27		
67100100	MOBILIZATION	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	820	820		
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	352	352		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	43608	43608		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	54273	54273		
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	8687	8687		
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1468	1468		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	49283	49283		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	29750	29750		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	31600	31600		
* 72000100	SIGN PANEL - TYPE 1	SQ FT	54	54		
* 72000200	SIGN PANEL - TYPE 2	SQ FT	64	64		
* 72000300	SIGN PANEL - TYPE 3	SQ FT	6080	6080		
72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	20	20		
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	4083	4083		
* 72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	29782	29782		
* 72700200	TUBULAR STEEL SIGN SUPPORT - BREAKAWAY	POUND	401	401		
* 73000100	WOOD SIGN SUPPORT	FOOT	144	144		
* 73300100	OVERHEAD SIGN STRUCTURE - SPAN, TYPE I-A (4'-0" X 4'-6")	FOOT	413	413		
* 73302170	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (36" x 5'-6")	FOOT	90	90		
* 73301810	OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	FOOT	332	332		
73400100	CONCRETE FOUNDATIONS	CU YD	89.8	89.8		
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	170.7	170.7		
73600100	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	5	5		
73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	55	55		
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	55	55		
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	10	10		

* SPECIALTY ITEM

90% FED.
10% STATE

SUMMARY OF QUANTITIES

90% FED.
10% STATE

CODED NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				(25-3,4R)	(25-3)PB
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1746	1746	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	49	49	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	11	11	
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	2	2	
* 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	970	970	
* 81026000	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	385	385	
* 81021350	CONDUIT PUSHED, 2" DIA., PVC	FOOT	585	585	
* 81021350	CONDUIT PUSHED, 3" DIA., PVC	FOOT	290	290	
* 81018370	UNDERGROUND CONDUIT PVC, 3" DIA.	FOOT	220	220	
* 81100605	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	30	30	
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	13260	13260	
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4	4	
* 81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	376	376	
* 81603030	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	5605	5605	
* 81603040	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	5770	5770	
* 81603100	UNIT DUCT, 600V, 4-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	600	600	
* 81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	8200	8200	
* 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	16364	16364	
* 81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	31208	31208	
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	9230	9230	
* 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	126	126	
* 82103900	LUMINAIRE, SODIUM VAPOR, MULTI-MOUNT, 250 WATT	EACH	21	21	
* 82107300	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	10	10	
* 82109105	SIGN LIGHTING (HIGH PRESSURE SODIUM)	EACH	18	18	
* 82500360	LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 100AMP	EACH	1	1	
* 82500380	LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 200AMP	EACH	1	1	
* 83004600	LIGHT POLE, ALUMINUM, 50 FT. M.H., 15 FT. DAVIT ARM	EACH	8	8	
* 83600357	LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 8"	EACH	29	29	
* 83062730	LIGHT POLE, WEATHERING STEEL, 45 FT. M.H., TENON MOUNT	EACH	21	21	
* 83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	116	116	
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	24	24	
84200804	REMOVAL OF POLE FOUNDATION	EACH	19	19	
84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	2	2	
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	2	2	
84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	2	2	
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	4	4	
X0322054	REMOVAL OF PRECAST FLARED END SECTION	EACH	9	9	
X0325571	TRAFFIC CONTROL SUPERVISOR	CAL DA	820	820	
X0326003	TEMPORARY MANHOLE	EACH	1	1	
X0326650	FILLING EXISTING RUMBLE STRIP	FOOT	1298	1298	
X0358300	REMOVE AND RELAY END SECTIONS	EACH	7	7	
X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	29919	29919	
X5041800	CONCRETE ANCHORS	EACH	13	13	

*SPECIALTY ITEM

CODED NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				(25-3,4R)	(25-3)PB
X5080600	MECHANICAL SPLICERS	EACH	112		112
X5091730	BRIDGE FENCE RAILING (SPECIAL)	FOOT	520		520
X5510100	STORM SEWER REMOVAL	FOOT	1890	1890	
X6011705	PIPE DRAINS 6" (SPECIAL)	FOOT	200	200	
X6340205	GUARD POSTS REMOVAL	EACH	79	79	
X6370250	CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT	FOOT	1155	1155	
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	1803	1803	
X6650206	WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED	FOOT	63	63	
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
X7010238	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL MO	675	675	
X7011058	TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE SIGNING	CAL MO	27	27	
* X7800605	URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	352	352	
* X7800610	URETHANE PAVEMENT MARKING - LINE 4"	FOOT	43608	43608	
* X7800630	URETHANE PAVEMENT MARKING - LINE 6"	FOOT	54273	54273	
* X7800640	URETHANE PAVEMENT MARKING - LINE 8"	FOOT	8687	8687	
* X7800650	URETHANE PAVEMENT MARKING - LINE 12"	FOOT	1468	1468	
* X7830068	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	SQ FT	228	228	
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	38413	38413	
* X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	46369	46369	
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	8687	8687	
* X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	1122	1122	
* X8360120	LIGHT POLE FOUNDATION, SPECIAL	EACH	47	47	
X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1	1	
* X8950130	MODIFY EXISTING LIGHTING CONTROLLER	EACH	1	1	
XX001249	ORNAMENTAL FENCE	FOOT	501		501
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0016702	DETOUR SIGNING	L SUM	1	1	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	11	11	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	6	6	
Z0034210	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	9175		9175
Z0050000	REMOVAL AND REINSTALLATION OF EXISTING IMPACT ATTENUATORS	EACH	2	2	
Z0054505	ROCK FILL - REPLACEMENT	TON	155	155	
Z0065000	SETTING PILES IN ROCK	EACH	8		8
Z0076502	TRAFFIC MANAGEMENT SYSTEM	CAL MO	27	27	
Z0076504	TRAFFIC MANAGEMENT SYSTEM INSTALLATION	L SUM	1	1	
+ Z0076600	TRAINEES	HOUR	1500	1500	
Z0078000	WOOD RAIL	FOOT	2091	2091	
* A2C07063	TREE, TAXODIUM DISTICHUM (BALD CYPRESS), CONTAINER GROWN, 3-GALLON	EACH	260	260	
* A2001016	TREE, ACER REBRUM (RED MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	50	50	
* A2001716	TREE, ACER SACCHARUM (SUGAR MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	50	50	
* A2006514	TREE, QUERCLUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	50	50	
* B2000264	TREE, ACER GINNALA (AMUR MAPLE), 5' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	50	50	

+0042

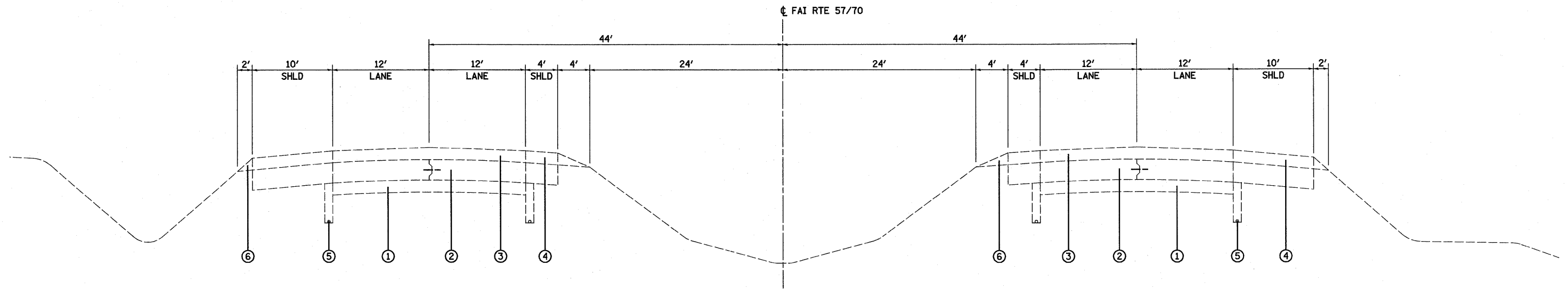
FILE NAME =	USER NAME = betasy	DESIGNED - ESW	REVISED - 3-24-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES, FAI ROUTE 57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\5770\5770.dwg	PLOT SCALE = 1/8" = 100.0000' / IN.	DRAWN - ESW	REVISED -			57/70	(25-3,4)R AND (25-3)PB	EFFINGHAM	1098	7	
	PLOT DATE = 3/24/2011	CHECKED - BRM	REVISED -			CONTRACT NO. 74299					
		DATE - 5-12-08	REVISED -			SCALE:	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

90% FED.
10% STATE

SUMMARY OF QUANTITIES

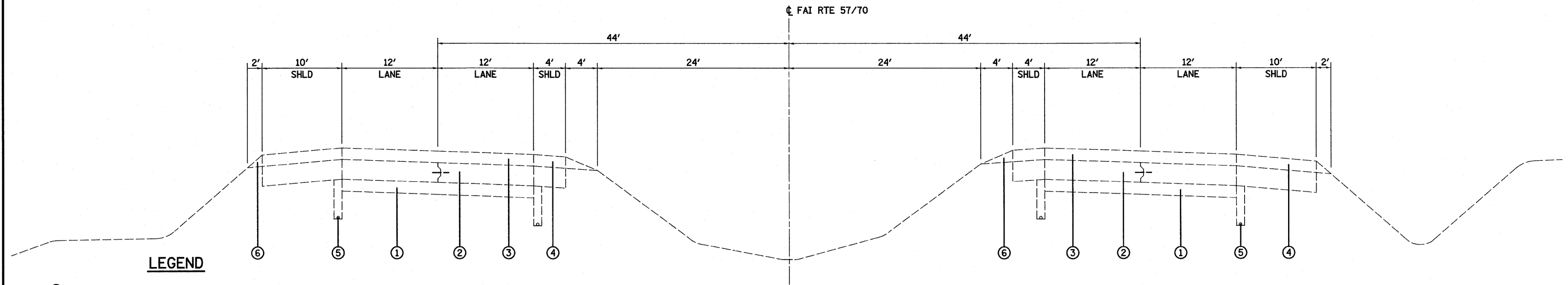
CODED NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		BRIDGE SN 025-6010 0008
				(25-3,4)R	(25-3)PB	
* B2000564	TREE, AMELANCHIER CANADENSIS (SHADBLOW SERVICEBERRY), 5' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	50	50		
* B2001116	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	50	50		
* B2001464	TREE, CORNUS MAS (CORNELIAN CHERRY DOG WOOD), 5' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	105	105		
* B2006316	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	25	25		
* C2002536	SHRUB, EUONYMUS ALTA (WINGED EUONYMUS), 3' HEIGHT, CONTAINER	EACH	50	50		
* C2005936	SHRUB, RHUS GLABRA (SMOOTH SUMAC), 3' HEIGHT, BALLED AND BURLAPPED	EACH	50	50		
* D2001772	EVERGREEN, PICEA ABIES (NORWAY SPRUCE), 6' HEIGHT, BALLED AND BURLAPPED	EACH	80	80		
* D2002972	EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 6' HEIGHT, BALLED AND BURLAPPED	EACH	630	630		
X5428872	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24" (SPECIAL)	EACH	2	2		
X5428875	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 36" (SPECIAL)	EACH	2	2		
* E0078002	WOOD RAIL (SPECIAL)	FOOT	48	48		
* B1300986	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 8" X 24" X 10"	EACH	11	11		
* B3003350	LIGHT POLE, ALUMINUM, 45 FT. M.H., 8 FT. DAVIT ARM - TWIN	EACH	59	59		
* XX002954	LIGHT POLE FOUNDATION, INTEGRAL WITH BARRIER WALL	EACH	12	12		
* X0210502	LUMINAIRE, SODIUM VAPOR, POST TOP MOUNT, DECORATIVE, 50 WATT	EACH	10	10		
X0327272	MAINTENANCE OF EXISTING TRAFFIC CONTROL	CAL MO	27	27		
X0327271	TRAFFIC CONTROL FOR ROAD CLOSURE	EACH	9	9		
Z0004810	HOT-MIX ASPHALT FOR PATCHING	TON	70	70		
Z0037310	PAVEMENT PATCHING (FULL DEPTH)	SQ YD	50	50		
Z0037320	PAVEMENT PATCHING (PARTIAL DEPTH)	SQ YD	200	200		

* SPECIALTY ITEMS



EXISTING MAINLINE TANGENT SECTION

STA 2121+44.00 TO STA 2177+57.30 (FAI RTE 57/70)
 STA 2255+37.63 TO STA 2268+00.00 (FAI RTE 57/70)



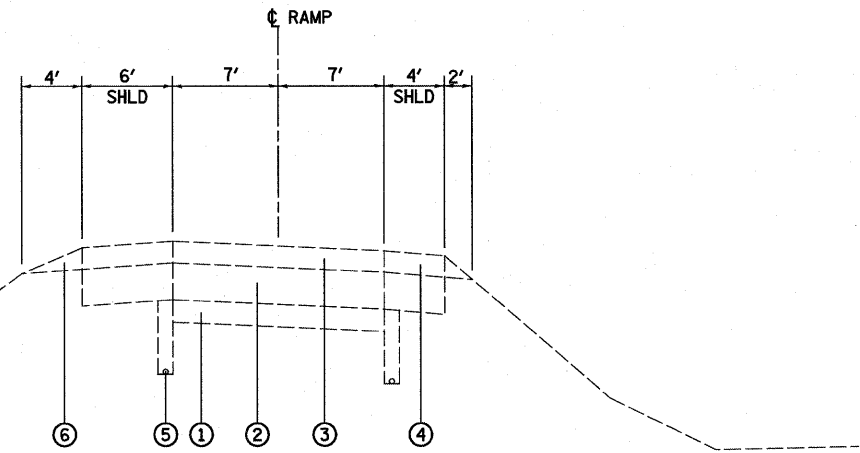
EXISTING MAINLINE SUPERELEVATED SECTION

STA 2177+57.30 TO STA 2255+37.63 (FAI RTE 57/70)

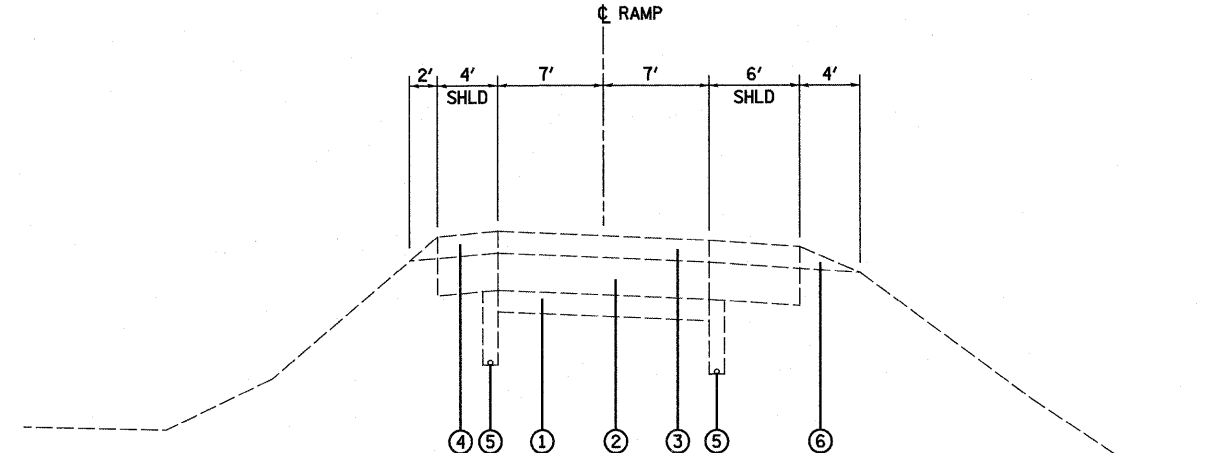
LEGEND

- ① EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 6"
- ② EXISTING PCC PAVEMENT 10" (w/LONG METAL JT & PAVT FABRIC)
- ③ EXISTING ASPHALT RESURFACING 6"±
- ④ EXISTING PAVED SHOULDER
- ⑤ EXISTING PIPE UNDERDRAINS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ EXISTING CURB OR CURB & GUTTER
- ⑧ EXISTING STABILIZED SUB-BASE 4"
- ⑨ EXISTING PCC PAVEMENT 9 1/4" (HINGE JOINTED)

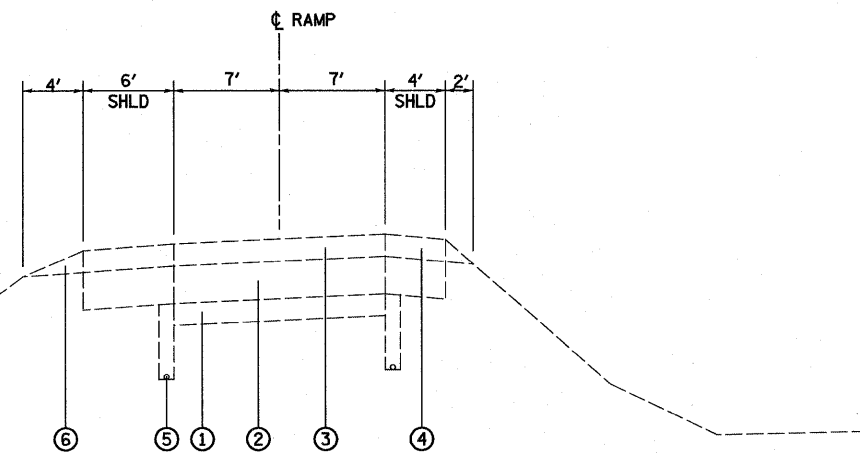
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	PLOT DATE = 3/17/2011	CHECKED - BRM	REVISED -								
		DATE - 6-12-08	REVISED -								



RAMP A (FAYETTE AVENUE)
EXISTING SUPERELEVATED SECTION
 STA 10+65.00 TO STA 15+48.83



RAMP C (FAYETTE AVE)
EXISTING SUPERELEVATED SECTION
 STA 8+59.79 TO STA 11+00.00

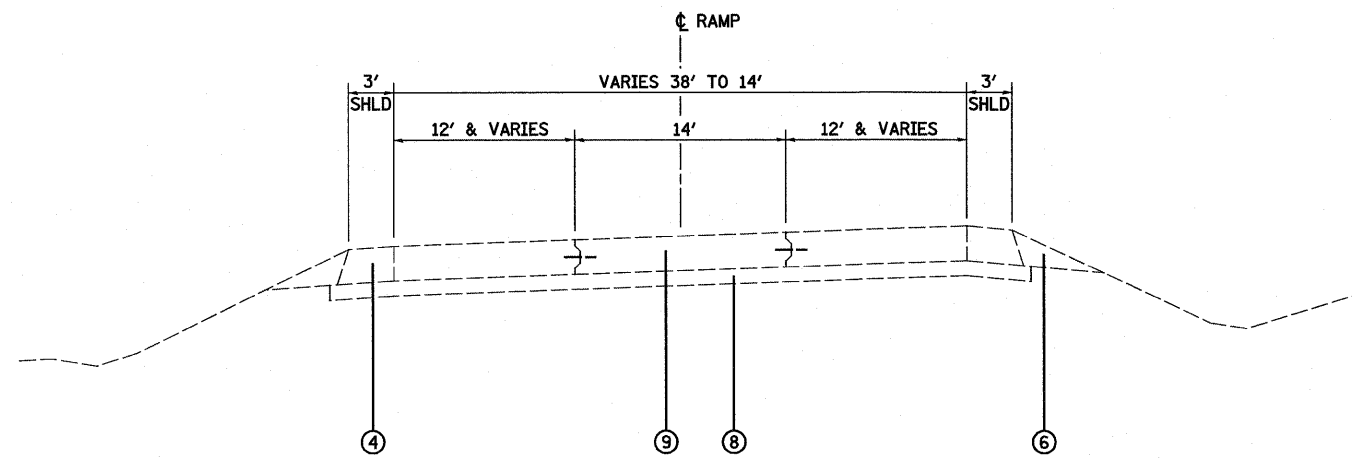


RAMP B (FAYETTE AVENUE)
EXISTING SUPERELEVATED SECTION
 STA 0+00.00 TO STA 5+60.00

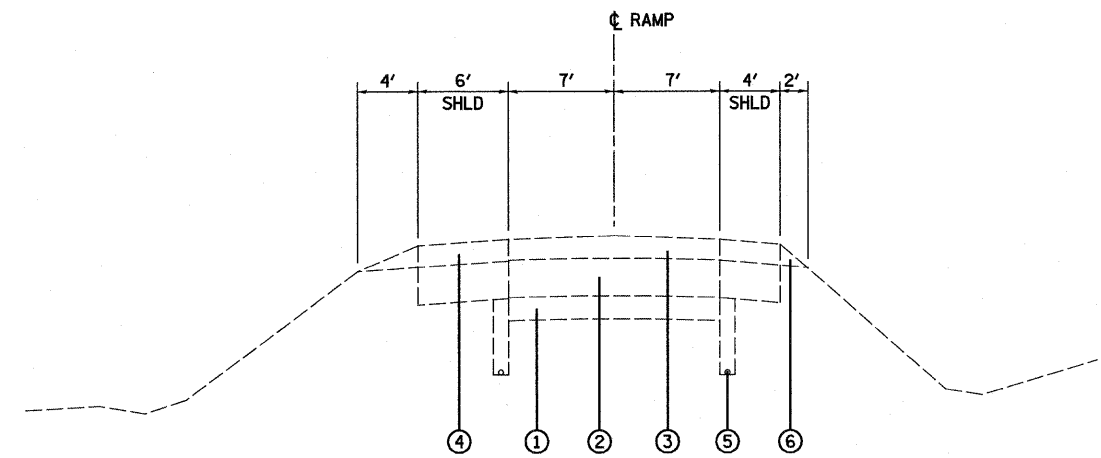
LEGEND

- ① EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 6"
- ② EXISTING PCC PAVEMENT 10" (w/LONG METAL JT & PAVT FABRIC)
- ③ EXISTING ASPHALT RESURFACING 6"±
- ④ EXISTING PAVED SHOULDER
- ⑤ EXISTING PIPE UNDERDRAINS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ EXISTING CURB OR CURB & GUTTER
- ⑧ EXISTING STABILIZED SUB-BASE 4"
- ⑨ EXISTING PCC PAVEMENT 9 1/4 " (HINGE JOINTED)

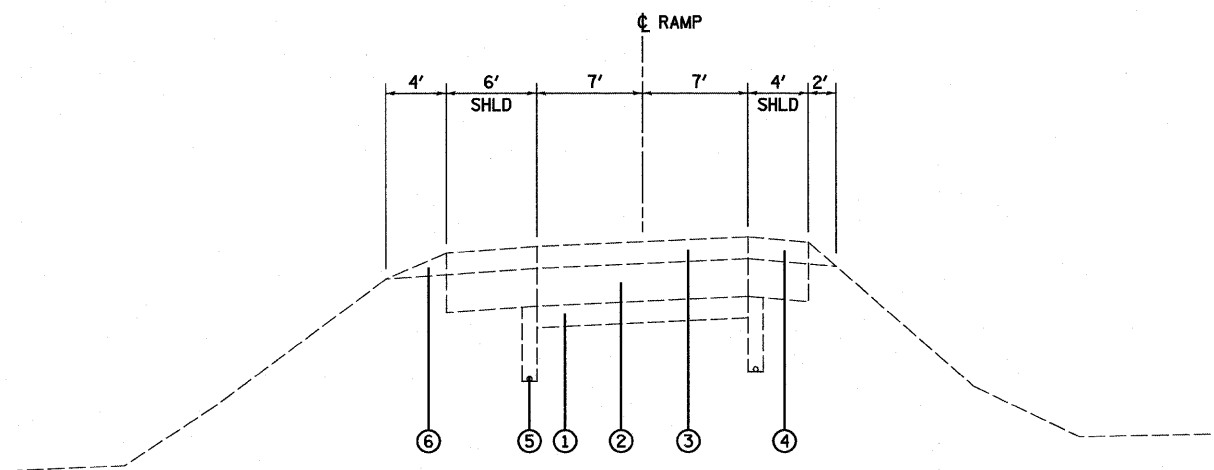
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	PLOT DATE = 3/17/2011	CHECKED - BRM	REVISED -		SCALE: 1"=50'	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 74299			
		DATE - 6-12-08	REVISED -		<small>FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT</small>							



**RAMP A (KELLER DRIVE)
EXISTING TANGENT SECTION**
STA 2+90.66 TO STA 4+96.21



**RAMP A (KELLER DRIVE)
EXISTING TANGENT SECTION**
STA 6+28.10 TO STA 9+24.13

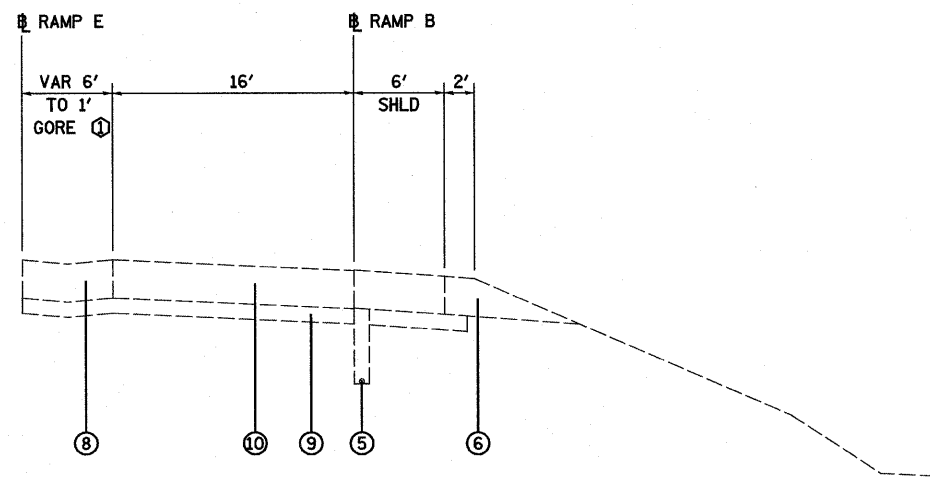


**RAMP A (KELLER DRIVE)
EXISTING SUPERELEVATED SECTION**
STA 4+96.21 TO STA 6+28.10
STA 9+24.13 TO STA 12+81.23

LEGEND

- ① EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 6"
- ② EXISTING PCC PAVEMENT 10" (w/LONG METAL JT & PAVT FABRIC)
- ③ EXISTING ASPHALT RESURFACING 6"±
- ④ EXISTING PAVED SHOULDER
- ⑤ EXISTING PIPE UNDERDRAINS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ EXISTING CURB OR CURB & GUTTER
- ⑧ EXISTING STABILIZED SUB-BASE 4"
- ⑨ EXISTING PCC PAVEMENT 9 1/4 " (HINGE JOINTED)

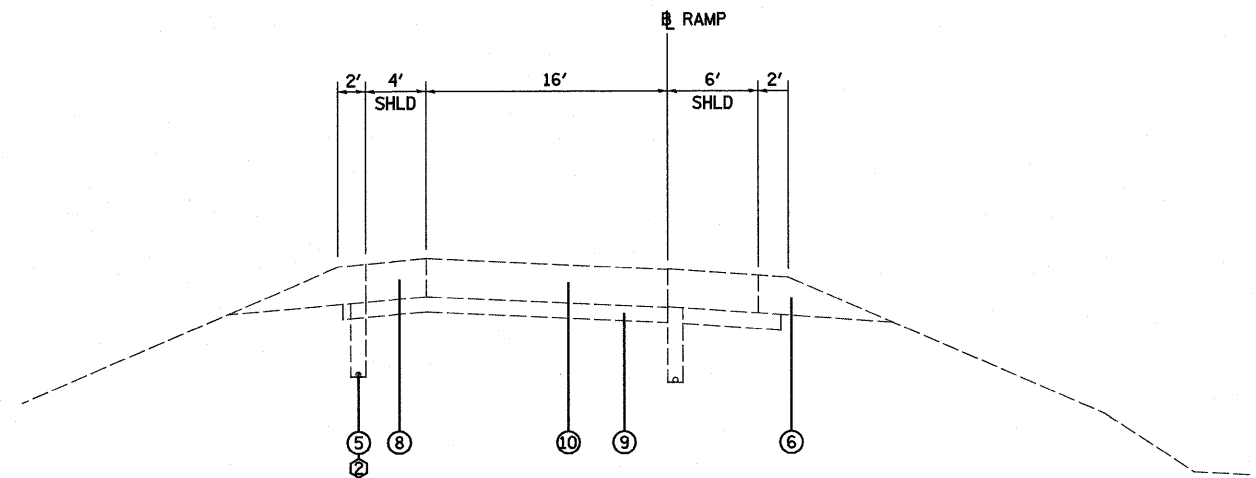
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	PLOT SCALE = 100.0000' / IN.	DRAWN - RCB	REVISED -				57/70	(25-3,4R)	EFFINGHAM	1098	11
PLOT DATE = 3/17/2011	DATE - 6-12-08	CHECKED - BRM	REVISED -	SCALE: 1"=50'	SHEET NO. 3 OF 5 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
							CONTRACT NO. 74299				



RAMP B (KELLER DRIVE)
EXISTING SUPERELEVATED SECTION

STA 18+50.00 TO STA 29+00.35

① END GORE LT STA 21+86.49



RAMP C (KELLER DRIVE)
EXISTING SUPERELEVATED SECTION

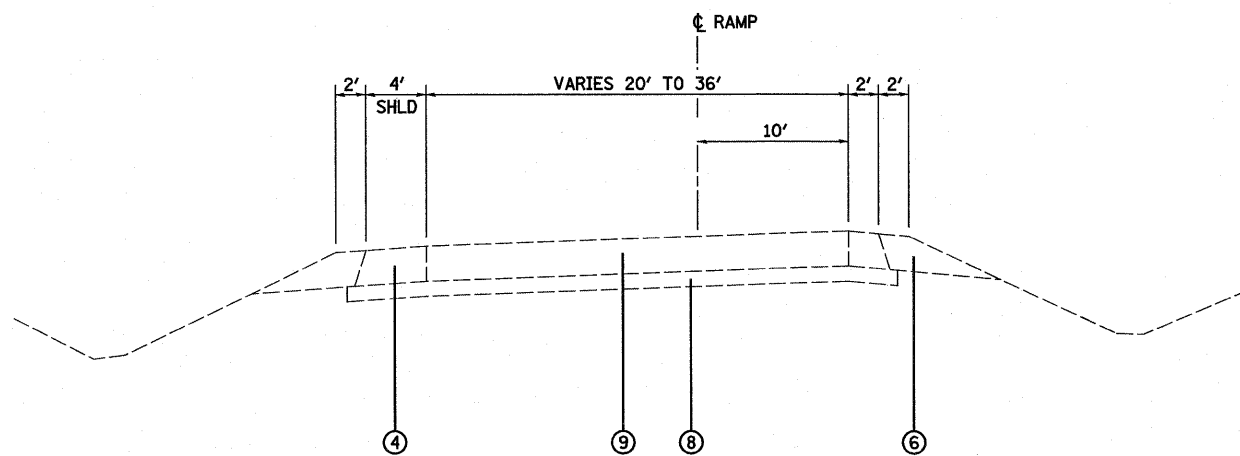
STA 496+43.87 TO STA 508+20.45

② BEGIN UNDERDRAINS LT STA 500+00.00

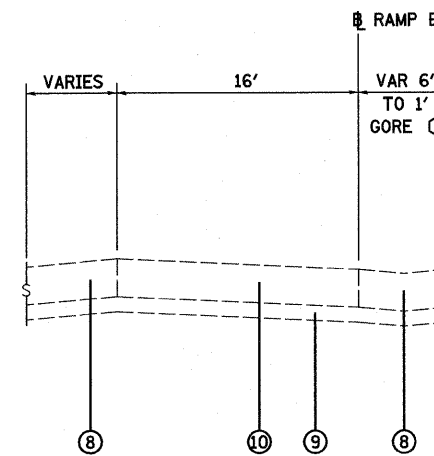
LEGEND

- ① EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 6"
- ② EXISTING PCC PAVEMENT 10" (w/LONG METAL JT & PAVT FABRIC)
- ③ EXISTING ASPHALT RESURFACING 6"±
- ④ EXISTING PAVED SHOULDER
- ⑤ EXISTING PIPE UNDERDRAINS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ EXISTING CURB OR CURB & GUTTER
- ⑧ EXISTING STABILIZED SUB-BASE 4"
- ⑨ EXISTING PCC PAVEMENT 9 1/4 " (HINGE JOINTED)

FILE NAME =	USER NAME = lnda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS - KELLER DRIVE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE = 100.0000 ' / IN.	DRAWN - RCB	REVISED -				57/70	(25-3,4R)	EFFINGHAM	1098	12	
	PLOT DATE = 3/17/2011	CHECKED - BRM	REVISED -		SCALE: 1"=50'	SHEET NO. 4 OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 74299			
		DATE - 6-12-08	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

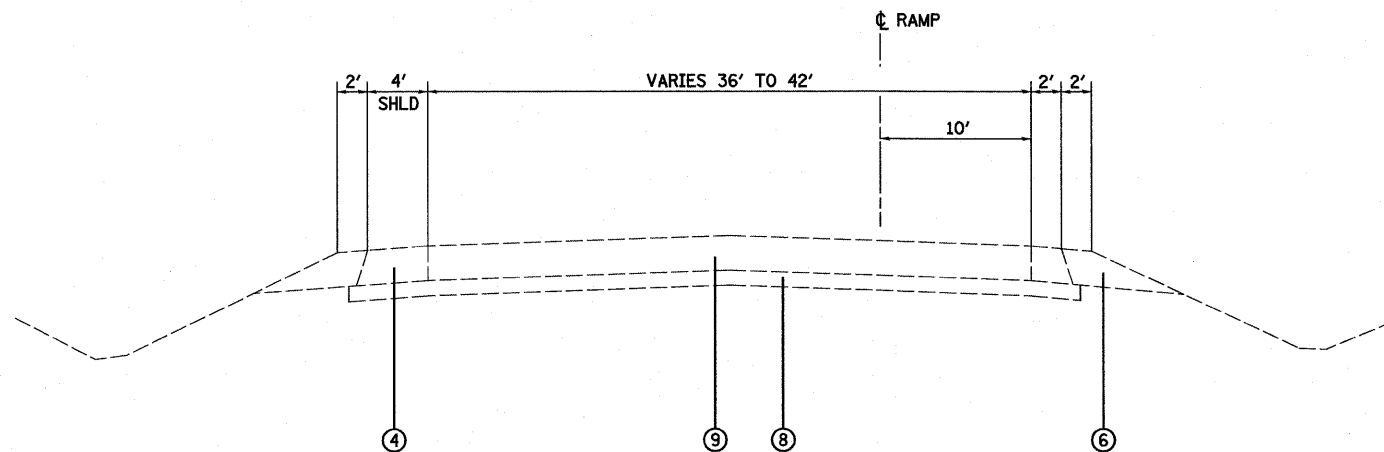


RAMP D (KELLER DRIVE)
EXISTING SUPERELEVATED SECTION
 STA 0+00.00 TO STA 5+10.00



RAMP E (KELLER DRIVE)
EXISTING SUPERELEVATED SECTION
 STA 617+55.41 TO STA 621+18.13

① END GORE RT STA 620+92.00

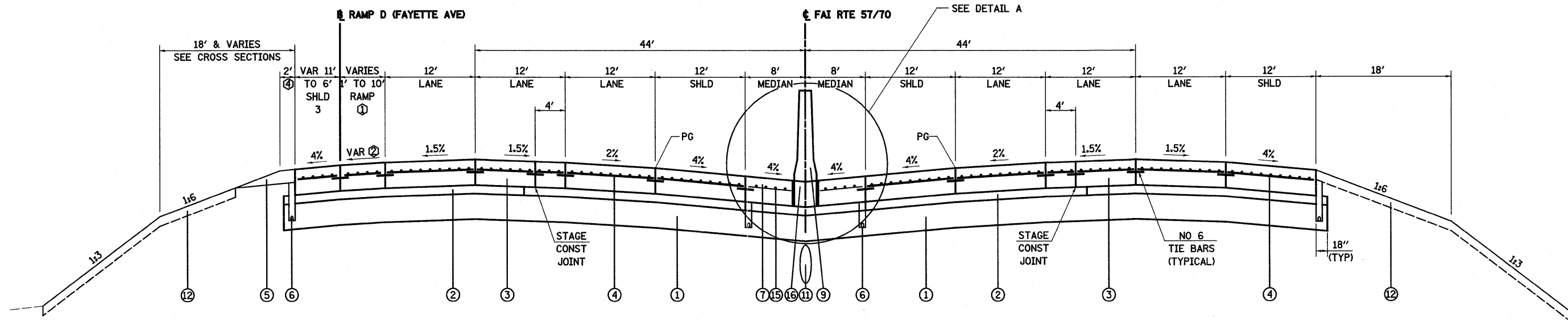


RAMP D (KELLER DRIVE)
EXISTING TANGENT SECTION
 STA 5+10.00 TO STA 6+66.41

LEGEND

- ① EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 6"
- ② EXISTING PCC PAVEMENT 10" (w/LONG METAL JT & PAVT FABRIC)
- ③ EXISTING ASPHALT RESURFACING 6"±
- ④ EXISTING PAVED SHOULDER
- ⑤ EXISTING PIPE UNDERDRAINS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ EXISTING CURB OR CURB & GUTTER
- ⑧ EXISTING STABILIZED SUB-BASE 4"
- ⑨ EXISTING PCC PAVEMENT 9 1/4 " (HINGE JOINTED)

FILE NAME =	USER NAME = lnda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS - KELLER DRIVE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE = 100.0000' / IN.	DRAWN - RCB	REVISED -			57/70	(25-3,4R)	EFFINGHAM	1098	13	
	PLOT DATE = 3/17/2011	CHECKED - BRM	REVISED -			CONTRACT NO. 74299					
		DATE - 6-12-08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE: 1"=50'		SHEET NO. 5 OF 5 SHEETS		STA.		TO STA.	



PROPOSED MAINLINE TANGENT SECTION

STA 2124+23.58 TO STA 2128+71.16 (FAI RTE 57/70)

STATION EQUATION - STA 2124+23.58, FAI 57/70 = STA 31+84.73, RAMP D

- ① BEGIN RAMP D, LT STA 2124+23.58, 1' STUB
- ② SLOPE VARIES - SEE PAVEMENT ELEVATION DETAIL
- ③ BEGIN 6' SHLD LT STA 2126+71.25
- ④ AGGREGATE SHOULDER BEGINS, LT STA 2125+72.14

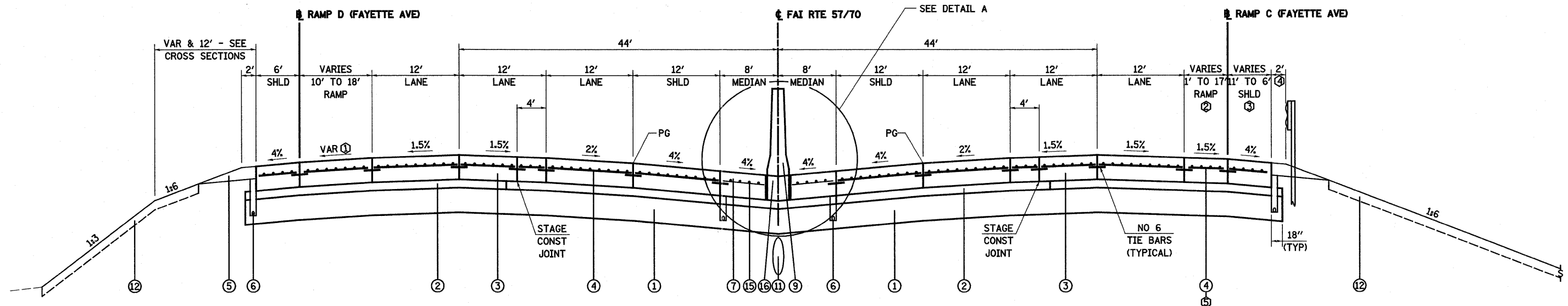
LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
| ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 | ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4" |
| ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" |
| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70		F.A.I. RTE. 57/70	SECTION (25-3,4R)	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 15
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	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -								
		DATE - 6-12-08	REVISED -								



PROPOSED MAINLINE TANGENT SECTION

STA 2128+71.16 TO STA 2132+72.66 (FAI RTE 57/70)
 STATION EQUATION - STA 2128+71.16, FAI 57/70 = STA 1+99.92, RAMP C

① SLOPE VARIES - SEE CROSS SECTIONS

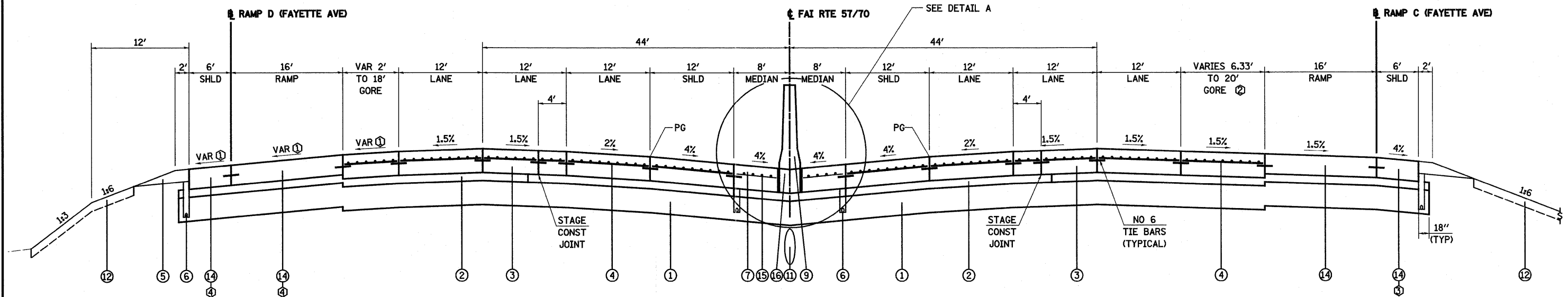
- ② BEGIN RAMP C, RT STA 2128+71.16, 1' STUB, 1' RAMP C GORE, RT STA 2131+71.16
- ③ BEGIN 6' SHLD RT STA 2129+64.61
- ④ AGGREGATE SHOULDER BEGINS, RT STA 2129+27.11
- ⑤ JOINTED PAVEMENT BEGINS, RT STA 2132+71.16 (RAMP C STA 5+99.63)

LEGEND

- ① PROPOSED PROCESSING MODIFIED SOIL 12"
 - ② PROPOSED STABILIZED SUB-BASE 4"
 - ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
 - ④ PROPOSED PAVEMENT REINFORCEMENT 13"
 - ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
 - ⑥ PROPOSED PIPE UNDERDRAINS 6"
 - ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
 - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑪ PROPOSED STORM SEWERS, CLASS A
 - ⑫ PROPOSED TOPSOIL 4"
 - ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
 - ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED)
 - ⑮ PROPOSED PAVEMENT FABRIC
 - ⑯ PROPOSED CONCRETE BARRIER BASE
 - ⑰ PROPOSED PIPE UNDERDRAINS 4"
 - ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4"
 - ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
 - ⑳ PROPOSED AGGREGATE SHOULDER TYPE B
 - ㉑ PROPOSED PROCESSING MODIFIED SOIL 24"
- SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
 PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS
 LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70		F.A.I. RTE. 57/70	SECTION (25-3,4R)	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 16
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	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -								
		DATE - 6-12-08	REVISED -								



PROPOSED MAINLINE TANGENT SECTION

STA 2132+72.66 TO STA 2136+83.15 (FAI RTE 57/70)

- ① SLOPE VARIES - SEE PAVEMENT ELEVATION DETAILS
- ④ JOINTED PAVEMENT ENDS LT STA 2133+73.00 (RAMP D STA 22+35.46)

- ② END GORE RT STA 2135+31.16
- ③ JOINTED PAVEMENT ENDS RT STA 2137+69.32 (RAMP C STA 11+00.00)

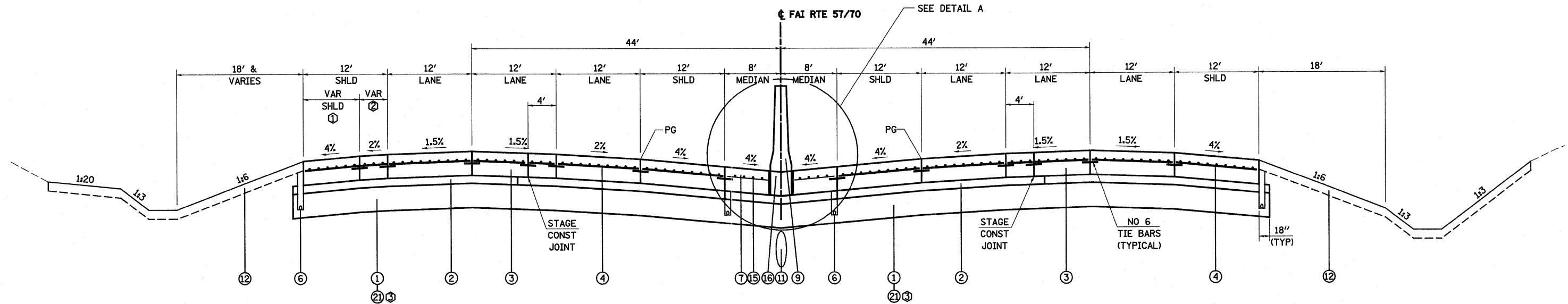
LEGEND

- ① PROPOSED PROCESSING MODIFIED SOIL 12"
 - ② PROPOSED STABILIZED SUB-BASE 4"
 - ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
 - ④ PROPOSED PAVEMENT REINFORCEMENT 13"
 - ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
 - ⑥ PROPOSED PIPE UNDERDRAINS 6"
 - ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
 - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑪ PROPOSED STORM SEWERS, CLASS A
 - ⑫ PROPOSED TOPSOIL 4"
 - ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
 - ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED)
 - ⑮ PROPOSED PAVEMENT FABRIC
 - ⑯ PROPOSED CONCRETE BARRIER BASE
 - ⑰ PROPOSED PIPE UNDERDRAINS 4"
 - ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4"
 - ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
 - ⑲ PROPOSED AGGREGATE SHOULDER TYPE B
 - ⑲ PROPOSED PROCESSING MODIFIED SOIL 24"
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70		F.A.I. RTE. 57/70	SECTION (25-3,4R)	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 17	
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	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -									
		DATE - 6-12-08	REVISED -									

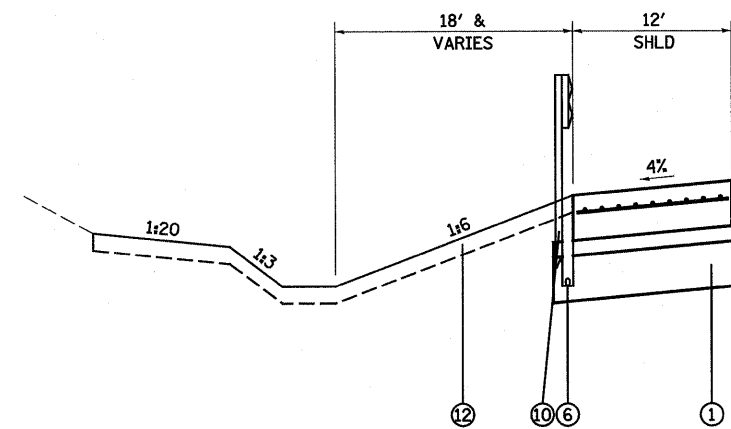


PROPOSED MAINLINE TANGENT SECTION

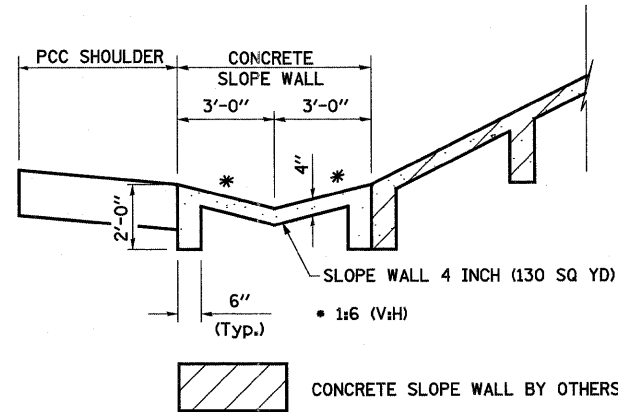
STA 2136+83.15 TO STA 2155+46.46 (FAI RTE 57/70)

- ① SHOULDER VARIES 11', LT STA 2152+99.65 TO 6', STA 2155+77.64
- ② RAMP RECOVERY AREA VARIES, 1' STUB, LT STA 2152+99.65 TO 5.52', STA 2155+46.46

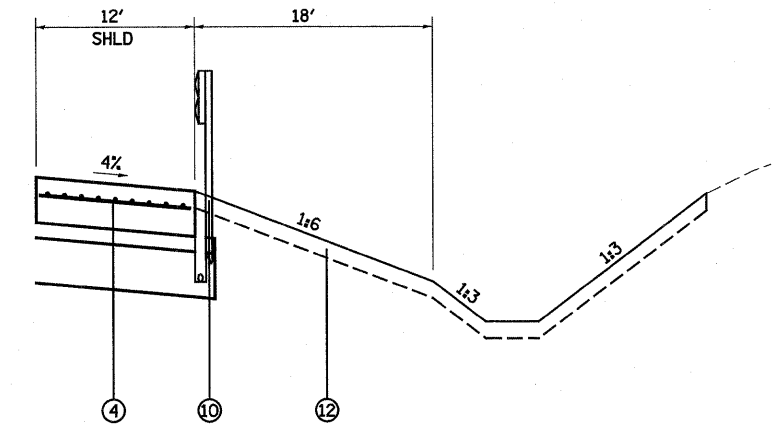
- ③ PROPOSED PROCESSING MODIFIED SOIL 24" STARTS STA 2146+00.00 AND ENDS STA 2155+00.00



TYPICAL GUARD RAIL APPLICATION LT



TYPICAL SLOPE WALL APPLICATION
LT STA 2145+77.60 TO STA 2146+74.08
RT STA 2146+09.35 TO STA 2147+05.03



TYPICAL GUARD RAIL APPLICATION RT

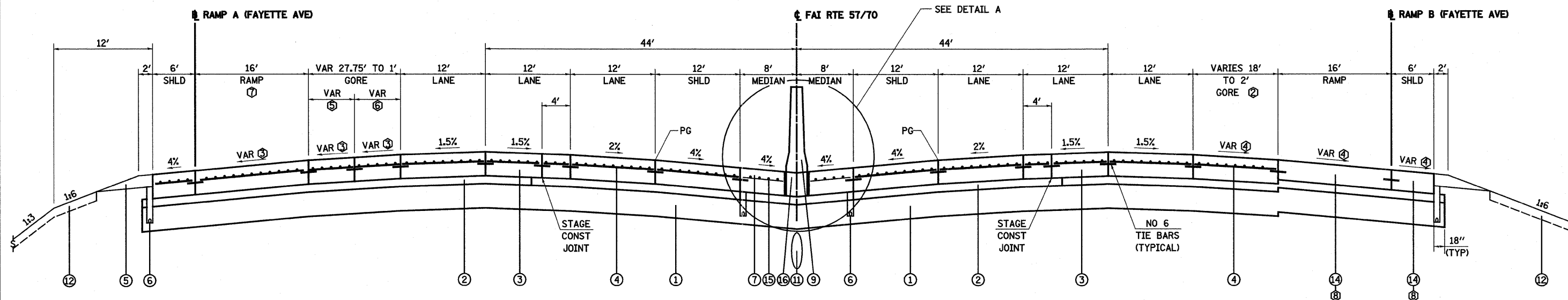
LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
| ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 | ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4" |
| ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" |
| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = paul	DESIGNED - JWS	REVISED - 4-27-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 4/28/2011	DATE - 6-12-08	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



PROPOSED MAINLINE TANGENT SECTION

STA 2155+46.46 TO STA 2161+64.82 (FAI RTE 57/70)

STATION EQUATION - STA 2161+64.82, FAI 57/70 = STA 5+45.18, RAMP A

- ① GORE, LT STA 2157+09.99 TO STA 2160+92.76
- ③ SLOPE VARIES - SEE PAVEMENT ELEVATION DETAILS
- ⑤ SHOULDER, 6' & VARIES (18.89' TO 6' GORE,) LT STA 2157+09.99 TO STA 2158+49.65
- ⑥ RAMP RECOVERY AREA, VARIES 5.52' TO 18' TO 1' GORE, LT STA 2155+46.46 TO STA 2160+92.76
- ⑦ JOINTED PAVEMENT BEGINS LT STA 2158+49.65 (RAMP A STA 8+60.00)

- ② END GORE RT STA 2159+61.51
- ④ SLOPE VARIES - SEE PAVEMENT ELEVATION DETAILS
- ⑧ JOINTED PAVEMENT ENDS RT STA 2158+57.67 (RAMP B STA 21+90.43)

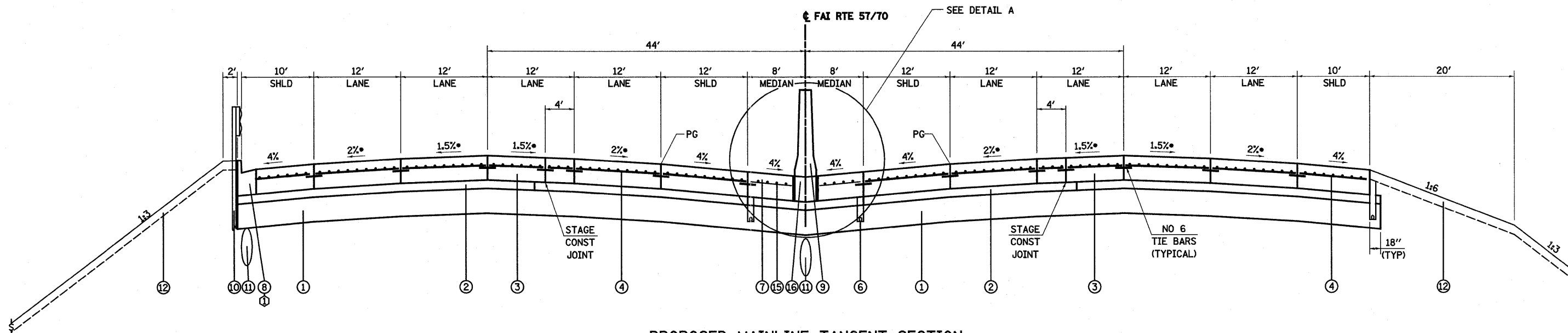
LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
| ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 | ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4" |
| ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" |
| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	PLOT SCALE = 100.0000' / IN.	DRAWN - RCB	REVISED -					57/70	(25-3,4R)	EFFINGHAM	1098	19
	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -		SCALE: 1"=50'	SHEET NO. 6 OF 17 SHEETS	STA. 2155+46.46 TO STA. 2161+64.82	CONTRACT NO. 74299				
		DATE - 6-12-08	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



PROPOSED MAINLINE TANGENT SECTION

STA 2161+64.82 TO STA 2177+57.30 (FAI RTE 57/70)

STATION EQUATION - STA 2162+72.98, FAI 57/70 = STA 26+05.43, RAMP B

• PAVEMENT CROSS SLOPES VARIES
STA 2174+62.30 TO STA 2178+29.80

① CURB & GUTTER, LT STA 2161+75.00 TO STA 2175+25.00

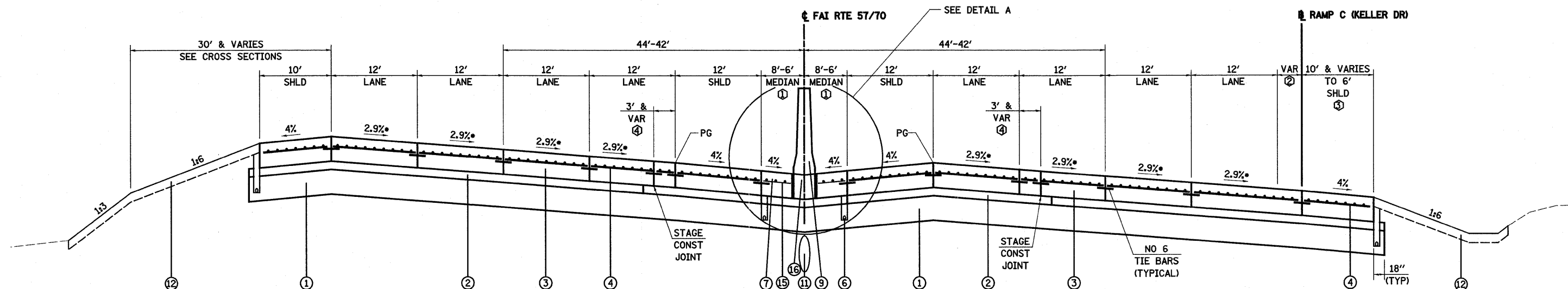
LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
| ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 | ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4" |
| ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" |
| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
PROPOSED SIDE SLOPES/DITCHES
VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL
VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 100.0000' / IN.	DRAWN - RCB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	20	
	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -			SCALE: 1"=50'		SHEET NO. 7 OF 17 SHEETS		STA. 2161+64.82 TO STA. 2177+57.30	
		DATE - 6-12-08	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74299	



PROPOSED MAINLINE SUPERELEVATED SECTION

STA 2177+57.30 TO STA 2181+92.70 (FAI RTE 57/70)

STATION EQUATION - STA 2179+67.69, FAI 57/70 = STA 10+00.00, RAMP C

① MEDIAN WIDTH VARIES 8' TO 6', STA 2177+57.30 TO STA 2179+57.30

② RAMP C VARIES, 0', RT STA 2179+67.69 TO 5.81', STA 2181+92.70

③ VARIES RT STA 2179+67.69 TO STA 2181+34.02

④ STAGE CONSTRUCTION JOINT VARIES 4' TO 3'

STA 2177+57.30 TO STA 2179+57.30

• PAVEMENT CROSS SLOPES VARIES
STA 2174+62.30 TO STA 2178+29.80

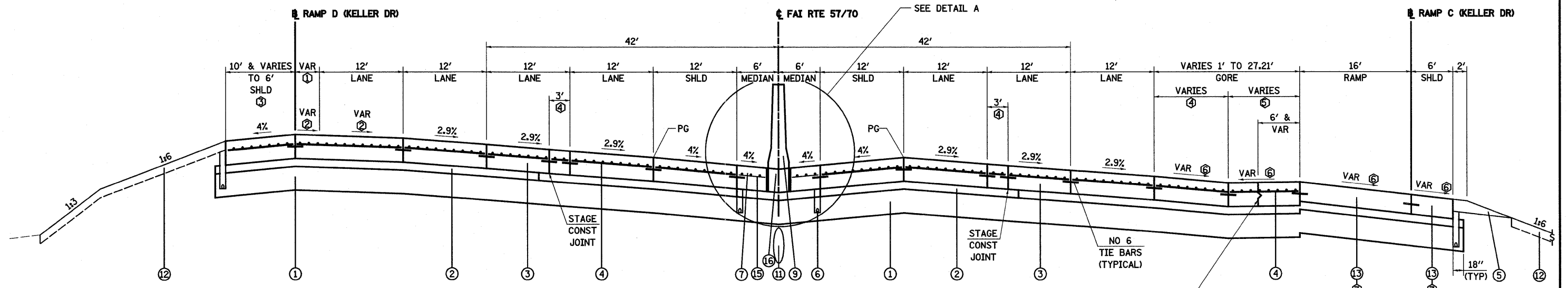
LEGEND

- ① PROPOSED PROCESSING MODIFIED SOIL 12"
 - ② PROPOSED STABILIZED SUB-BASE 4"
 - ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
 - ④ PROPOSED PAVEMENT REINFORCEMENT 13"
 - ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
 - ⑥ PROPOSED PIPE UNDERDRAINS 6"
 - ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
 - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑪ PROPOSED STORM SEWERS, CLASS A
 - ⑫ PROPOSED TOPSOIL 4"
 - ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
 - ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED)
 - ⑮ PROPOSED PAVEMENT FABRIC
 - ⑯ PROPOSED CONCRETE BARRIER BASE
 - ⑰ PROPOSED PIPE UNDERDRAINS 4"
 - ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4"
 - ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
 - ⑳ PROPOSED AGGREGATE SHOULDER TYPE B
 - ㉑ PROPOSED PROCESSING MODIFIED SOIL 24"
- SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
PROPOSED SIDE SLOPES/DITCHES
VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL
VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 100.0000' / IN.	DRAWN - RCB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	21	
	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -			SCALE: 1"=50'			SHEET NO. 8 OF 17 SHEETS		
		DATE - 6-12-08	REVISED -			STA. 2177+57.30 TO STA. 2181+92.70			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		
CONTRACT NO. 74299											



PROPOSED MAINLINE SUPERELEVATED SECTION

STA 2181+92.70 TO STA 2186+33.64 (FAI RTE 57/70)
 STATION EQUATION - STA 2184+97.77, FAI 57/70 = STA 28+47.18, RAMP D

- ① RAMP D VARIES, 1' STUB, LT STA 2185+40.62 TO 4.10', STA 2186+33.64
- ② SLOPE VARIES - SEE PAVEMENT ELEVATION DETAILS
- ③ SHOULDER VARIES, LT STA 2184+97.77 TO STA 2186+31.00

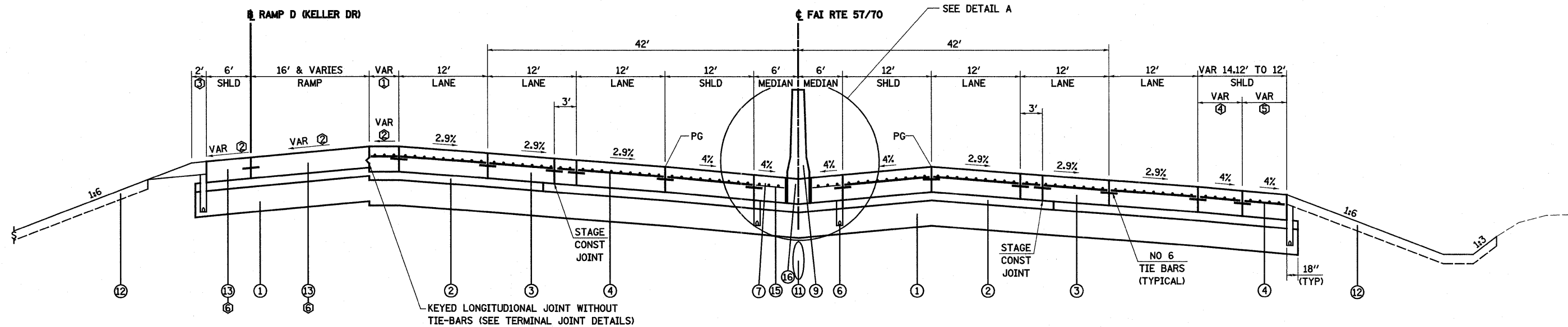
- ④ RAMP RECOVERY AREA, VARIES 1' GORE TO 18' TO 8.12', RT STA 2181+92.70 TO STA 2186+33.64
- ⑤ SHOULDER, VARIES 6' GORE TO 19.09', RT STA 2184+37.73 TO STA 2186+33.64
- ⑥ SLOPE VARIES - SEE PAVEMENT ELEVATION DETAILS
- ⑦ JOINTED PAVEMENT BEGINS RT STA 2182+93.49 (RAMP C STA 13+21.69)

LEGEND

- ① PROPOSED PROCESSING MODIFIED SOIL 12"
 - ② PROPOSED STABILIZED SUB-BASE 4"
 - ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
 - ④ PROPOSED PAVEMENT REINFORCEMENT 13"
 - ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
 - ⑥ PROPOSED PIPE UNDERDRAINS 6"
 - ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
 - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑪ PROPOSED STORM SEWERS, CLASS A
 - ⑫ PROPOSED TOPSOIL 4"
 - ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
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 - ⑯ PROPOSED CONCRETE BARRIER BASE
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 - ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
 - ⑲ PROPOSED AGGREGATE SHOULDER TYPE B
 - ⑲ PROPOSED PROCESSING MODIFIED SOIL 24"
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
 PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS
 LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -		SCALE: 1"=50'		SHEET NO. 9 OF 17 SHEETS		STA. 2181+92.70 TO STA. 2186+33.64		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
		DATE - 6-12-08	REVISED -		CONTRACT NO. 74299							



PROPOSED MAINLINE SUPERELEVATED SECTION

STA 2186+33.64 TO STA 2192+06.78 (FAI RTE 57/70)

- ① GORE AREA, VARIES 2' STUB, LT STA 2186+77.77 TO 18', STA 2192+06.78
- ② SLOPE VARIES - SEE CROSS SECTIONS
- ③ AGGREGATE SHOULDER BEGINS, LT STA 2185+74.94
- ⑥ JOINTED PAVEMENT ENDS LT STA 2187+76.99 (RAMP D STA 25+64.96)

- ④ RAMP RECOVERY AREA, VARIES 8.12' TO 1' STUB, RT STA 2186+33.64 TO STA 2189+92.67
- ⑤ SHOULDER, VARIES 6' TO 11', RT STA 2186+33.64 TO STA 2189+92.67, 12' TO STA 2192+06.78

LEGEND

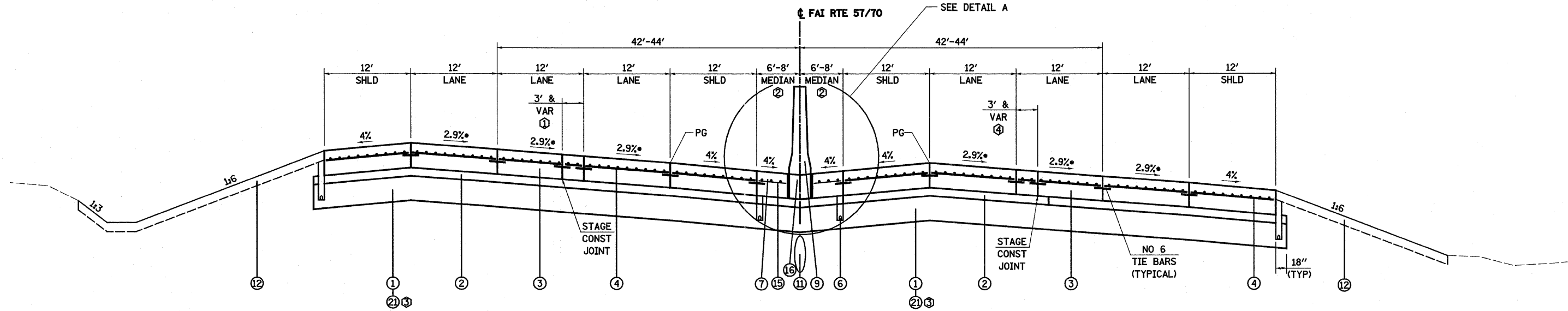
- ① PROPOSED PROCESSING MODIFIED SOIL 12"
- ② PROPOSED STABILIZED SUB-BASE 4"
- ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
- ④ PROPOSED PAVEMENT REINFORCEMENT 13"
- ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
- ⑥ PROPOSED PIPE UNDERDRAINS 6"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
- ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
- ⑪ PROPOSED STORM SEWERS, CLASS A
- ⑫ PROPOSED TOPSOIL 4"
- ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
- ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED)
- ⑮ PROPOSED PAVEMENT FABRIC
- ⑯ PROPOSED CONCRETE BARRIER BASE
- ⑰ PROPOSED PIPE UNDERDRAINS 4"
- ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4"
- ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
- ⑳ PROPOSED AGGREGATE SHOULDER TYPE B
- ㉑ PROPOSED PROCESSING MODIFIED SOIL 24"

SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
 PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

 LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -			SCALE: 1"=50'		SHEET NO. 10 OF 17 SHEETS		STA. 2186+33.64 TO STA. 2192+06.78	
		DATE - 6-12-08	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74299	

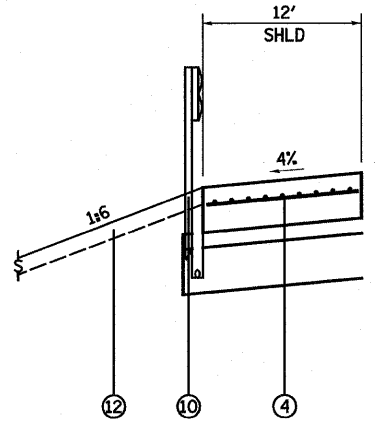


PROPOSED MAINLINE SUPERELEVATED SECTION

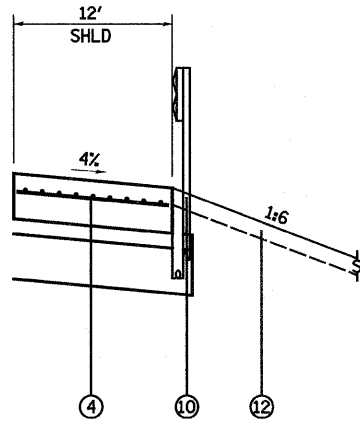
STA 2192+06.78 TO STA 2206+74.03 (FAI RTE 57/70)
 STA 2227+42.36 TO STA 2255+37.63 (FAI RTE 57/70)

- ① STAGE CONSTRUCTION JOINT VARIES 3' TO 4'
- ② MEDIAN WIDTH VARIES 6' TO 8', STA 2253+37.84 TO STA 2255+37.63
- PAVEMENT CROSS SLOPES VARIES
 STA 2254+79.63 TO STA 2257+73.63

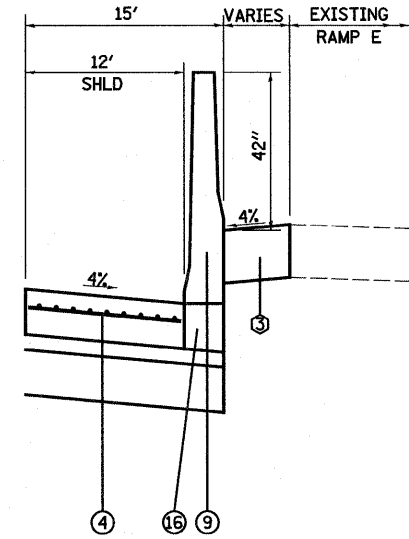
③ PROPOSED PROCESSING MODIFIED SOIL 24"
 STARTS STA 2235+00.00 AND ENDS
 STA 2245+00.00



TYPICAL GUARD RAIL APPLICATION LT



TYPICAL GUARD RAIL APPLICATION RT



CONCRETE BARRIER, RT STA 2196+75 TO STA 2209+75.79 (FAI RTE 57/70)

③ PORTLAND CEMENT CONCRETE SHOULDERS 10"

LEGEND

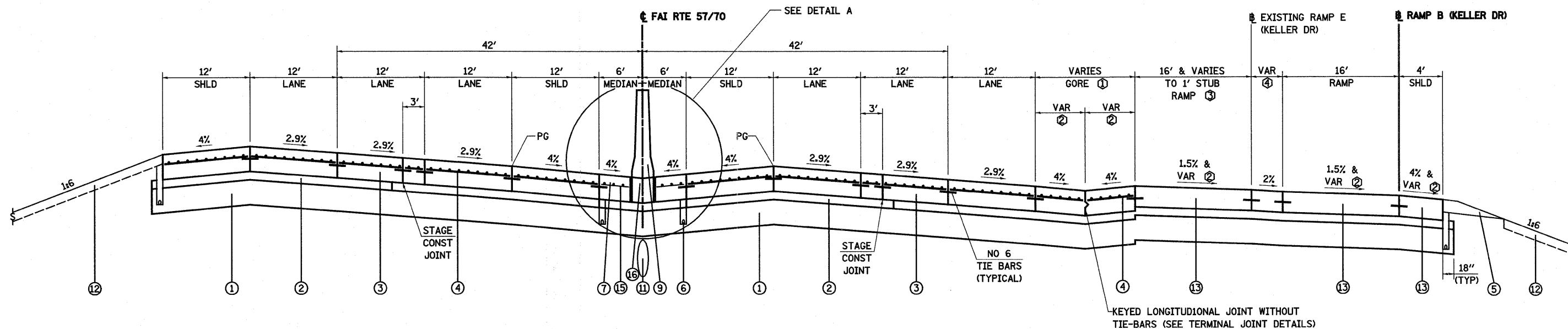
- ① PROPOSED PROCESSING MODIFIED SOIL 12"
- ② PROPOSED STABILIZED SUB-BASE 4"
- ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
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- ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
- ⑪ PROPOSED STORM SEWERS, CLASS A
- ⑫ PROPOSED TOPSOIL 4"
- ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
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- ⑯ PROPOSED CONCRETE BARRIER BASE
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- ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
- ⑳ PROPOSED AGGREGATE SHOULDER TYPE B
- ㉑ PROPOSED PROCESSING MODIFIED SOIL 24"

SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
 PROPOSED SIDE SLOPES/DITCHES
 VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL
 VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70		F.A.I. RTE. 57/70	SECTION (25-3,4)R	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 24	
#FILEL#	PLOT SCALE = 100,0000' / IN.	DRAWN - RCB	REVISED -		SCALE: 1"=50'	SHEET NO. 11 OF 17 SHEETS	STA. 2192+06.78 TO STA. 2255+37.63	CONTRACT NO. 74299				
	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -									
		DATE - 6-12-08	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



PROPOSED MAINLINE SUPERELEVATED SECTION

STA 2206+74.03 TO STA 2215+99.98 (FAI RTE 57/70)
 STATION EQUATION - STA 2210+41.46, FAI 57/70 = STA 621+18.13, RAMP E

- ① GORE AREA, VARIES 20.08' TO 7.57', RT STA 2206+74.03 TO STA 2215+99.98
- ② SLOPE VARIES - SEE RAMP TERMINAL DETAILS
- ③ VARIES, RT STA 2206+74.03 TO STA 2214+97.92
- ④ GORE AREA, VARIES 6.31' TO 1', RT STA 2206+74.03 TO STA 2210+20.01

• SEE PREVIOUS SHEET FOR CONCRETE BARRIER DETAILS AND LIMITS

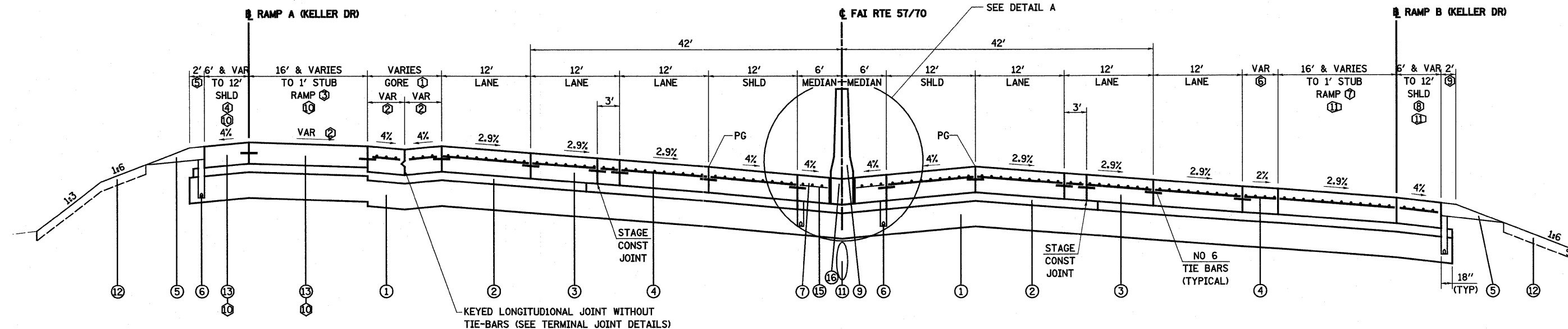
LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
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| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
 PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - RCB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	25	
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	PLOT DATE = 3/19/2011	DATE - 6-12-08	REVISED -			SHEET NO. 12 OF 17 SHEETS		STA. 2206+74.03 TO STA. 2215+99.98			



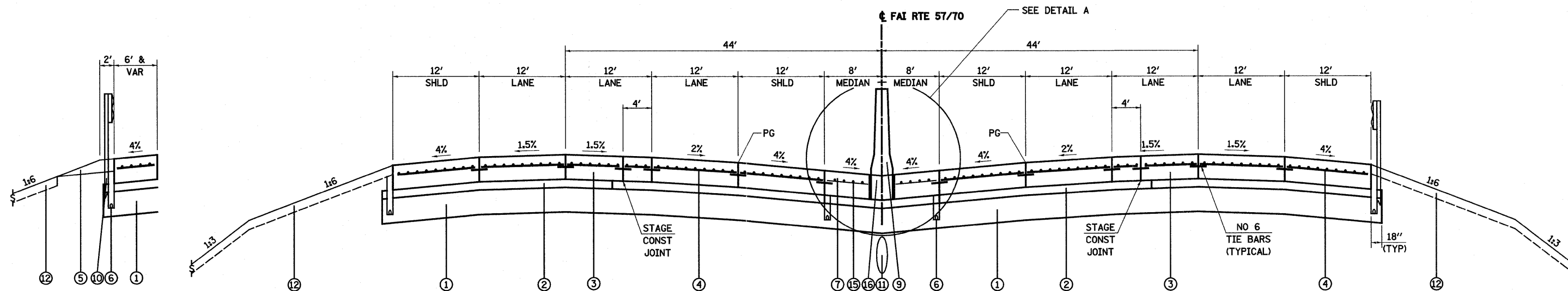
- ① GORE AREA, VARIES 20.22' TO 1', LT STA 2215+99.98 TO STA 2219+57.21
- ② WIDTH & SLOPE VARIES - SEE PAVEMENT ELEVATION AND JOINT DETAILS
- ③ VARIES, LT STA 2219+57.21 TO STA 2222+54.84
- ④ VARIES, LT STA 2221+69.72 TO STA 2222+54.84
- ⑤ AGGREGATE SHOULDER ENDS LT STA 2222+03.74
- ⑩ JOINTED PAVEMENT ENDS LT STA 2218+57.99 (RAMP A STA 14+00.29)

PROPOSED MAINLINE SUPERELEVATED SECTION

STA 2215+99.98 TO STA 2227+42.36 (FAI RTE 57/70)

STATION EQUATION - STA 2222+54.84, FAI 57/70 = STA 10+00.00, RAMP A
 STATION EQUATION - STA 2227+42.36, FAI 57/70 = STA 38+95.47, RAMP B

- ⑥ GORE AREA, VARIES 7.57' TO 2', RT STA 2215+99.98 TO STA 2218+84.28
- ⑦ VARIES, RT STA 2218+84.28 TO STA 2227+42.36
- ⑧ VARIES, RT STA 2224+18.09 TO STA 2227+42.36
- ⑨ AGGREGATE SHOULDER ENDS RT STA 2225+38.16
- ⑪ JOINTED PAVEMENT ENDS RT STA 2217+83.49 (RAMP B STA 29+45.47)



TYPICAL GUARD RAIL APPLICATION LT

LEGEND

- ① PROPOSED PROCESSING MODIFIED SOIL 12"
 - ② PROPOSED STABILIZED SUB-BASE 4"
 - ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
 - ④ PROPOSED PAVEMENT REINFORCEMENT 13"
 - ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
 - ⑥ PROPOSED PIPE UNDERDRAINS 6"
 - ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
 - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑪ PROPOSED STORM SEWERS, CLASS A
 - ⑫ PROPOSED TOPSOIL 4"
 - ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
 - ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED)
 - ⑮ PROPOSED PAVEMENT FABRIC
 - ⑯ PROPOSED CONCRETE BARRIER BASE
 - ⑰ PROPOSED PIPE UNDERDRAINS 4"
 - ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4"
 - ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
 - ⑳ PROPOSED AGGREGATE SHOULDER TYPE B
 - ㉑ PROPOSED PROCESSING MODIFIED SOIL 24"
- SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

PROPOSED MAINLINE TANGENT SECTION

STA 2255+37.63 TO STA 2268+00.00 (FAI RTE 57/70)

NOTES
 PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - I-57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 100.0000' / IN.	DRAWN - RCB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	26	
	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -			CONTRACT NO. 74299					
		DATE - 6-12-08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE: 1"=50'		SHEET NO. 13 OF 17 SHEETS		STA. 2215+99.98 TO STA. 2268+00.00			

STRUCTURAL DESIGN INFORMATION
FAYETTE RAMPS A, B, C, AND D

ROAD CLASSIFICATION: CLASS I

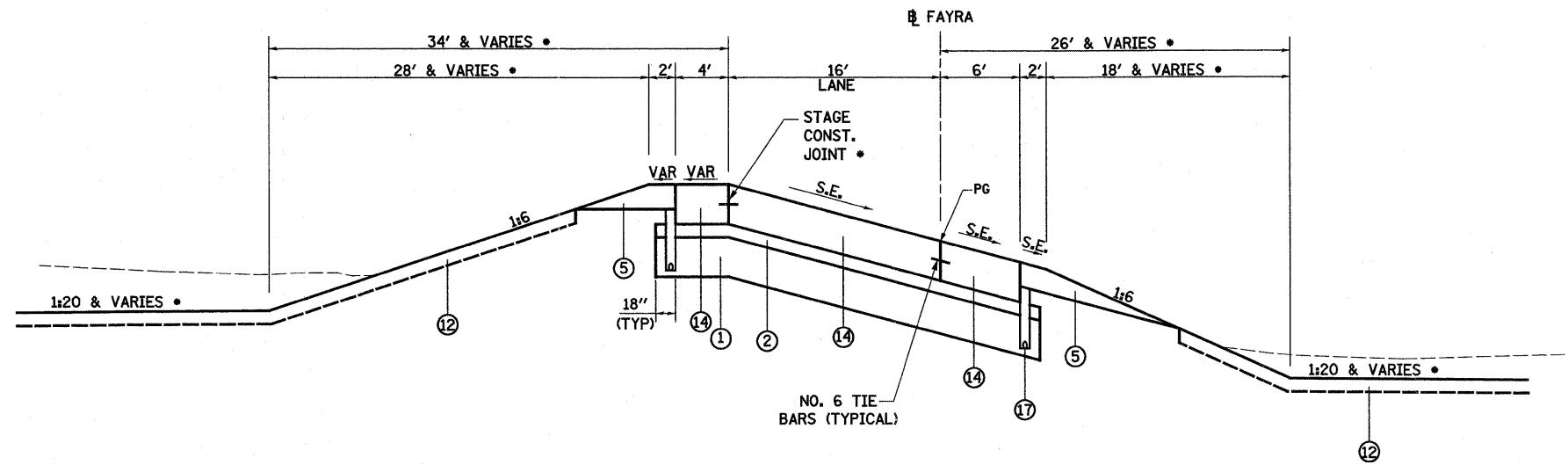
STRUCTURAL DESIGN TRAFFIC: 2030
 PV = 3,594 SU = 266 MU = 1,930

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 P = 100% S = 100% M = 100%

MINIMUM SUBGRADE SUPPORT RATING: POOR

RIGID PAVEMENT DESIGN: MINIMUM $T_F = 13.40$
 ACTUAL $T_F = 27.66$

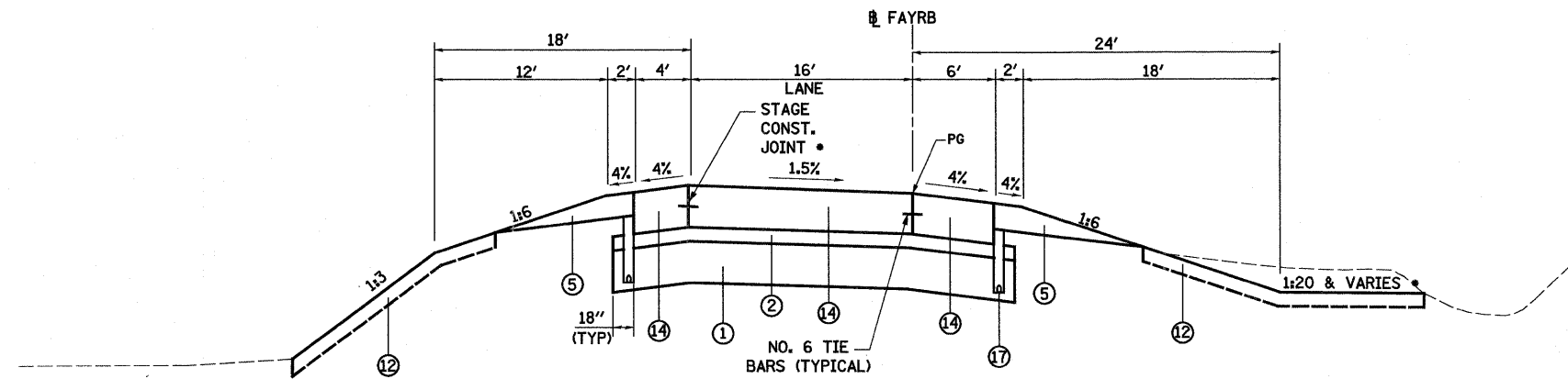
SELECTED DESIGN 10.5 JRPC



RAMP A (FAYETTE AVE)
PROPOSED SUPERELEVATED SECTION

STA 9-99.72 TO STA 12+40.00

• STAGE CONSTRUCTION JOINT
 FROM STA 11+50.00 TO STA 12+40.00



RAMP B (FAYETTE AVE)
PROPOSED TANGENT SECTION

STA 13+15.00 TO STA 13+75.00

• STAGE CONSTRUCTION JOINT
 FROM STA 13+15.00 TO STA 13+75.00

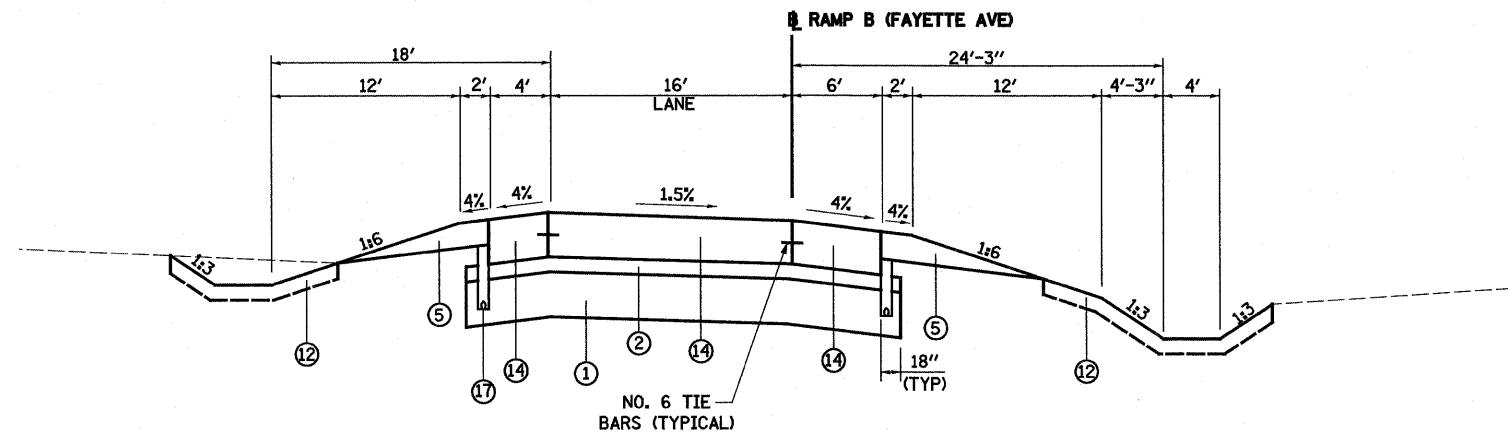
LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
| ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 | ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4" |
| ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" |
| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

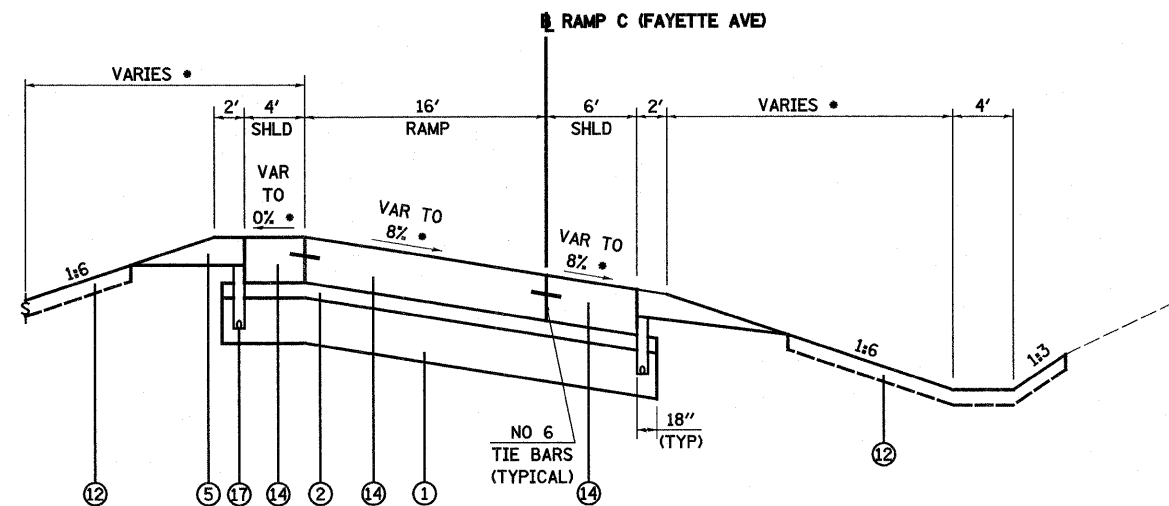
NOTES
 PROPOSED SIDE SLOPES/DITCHES
 VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL
 VARIES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = John	DRAWN - MAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - FAYETTE AVE, RAMP A & B	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL\$	PLOT SCALE = 100.0000' / IN.	CHECKED - BRM	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	27
	PLOT DATE = 3/19/2011	DATE - 6-12-08	REVISED -			SCALE: 1"=50'		SHEET NO. 14 OF 17 SHEETS		STA. 8+60.00 TO STA. 11+00.00
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**RAMP B (FAYETTE AVE)
PROPOSED TANGENT SECTION**
STA 13+75.00 TO STA 15+82.36

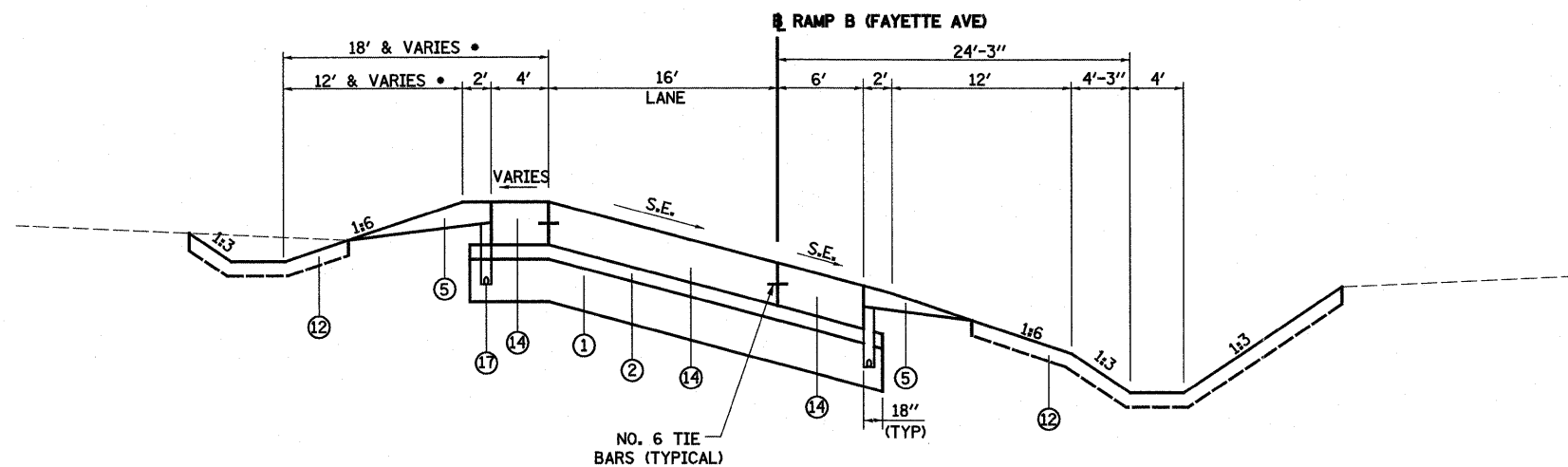


**RAMP C (FAYETTE AVENUE)
PROPOSED SUPERELEVATED SECTION**
STA 8+60.00 TO STA 11+00.00

• SEE PAVEMENT ELEVATION DETAILS

LEGEND

- ① PROPOSED PROCESSING MODIFIED SOIL 12"
 - ② PROPOSED STABILIZED SUB-BASE 4"
 - ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
 - ④ PROPOSED PAVEMENT REINFORCEMENT 13"
 - ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
 - ⑥ PROPOSED PIPE UNDERDRAINS 6"
 - ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
 - ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑪ PROPOSED STORM SEWERS, CLASS A
 - ⑫ PROPOSED TOPSOIL 4"
 - ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
 - ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED)
 - ⑮ PROPOSED PAVEMENT FABRIC
 - ⑯ PROPOSED CONCRETE BARRIER BASE
 - ⑰ PROPOSED PIPE UNDERDRAINS 4"
 - ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4"
 - ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
 - ⑳ PROPOSED AGGREGATE SHOULDER TYPE B
 - ㉑ PROPOSED PROCESSING MODIFIED SOIL 24"
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES



**RAMP B (FAYETTE AVE)
PROPOSED SUPERELEVATED SECTION**
STA 15+82.36 TO STA 18+81.49

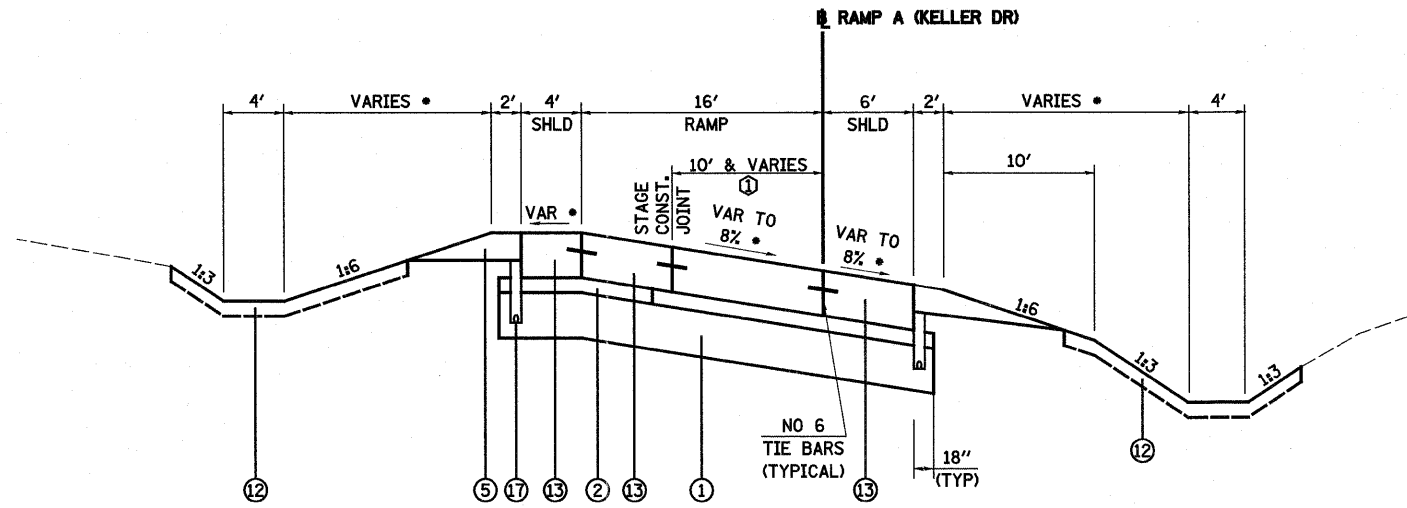
NOTES
PROPOSED SIDE SLOPES/DITCHES
VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL
VARIABLES - SEE CROSS SECTIONS

FILE NAME =	USER NAME = jinda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - FAYETTE AVE, RAMP B & C		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE = 100.0000' / IN.	DRAWN - MAB	REVISED -				57/70	(25-3,4)R	EFFINGHAM	1098	28	
	PLOT DATE = 3/17/2011	CHECKED - BRM	REVISED -		SCALE: 1"=50'	SHEET NO. 15 OF 17 SHEETS	STA. 8+60.00 TO STA. 11+00.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE - 6-12-08	REVISED -		CONTRACT NO. 74299							

**STRUCTURAL DESIGN INFORMATION
KELLER DRIVE RAMPS**

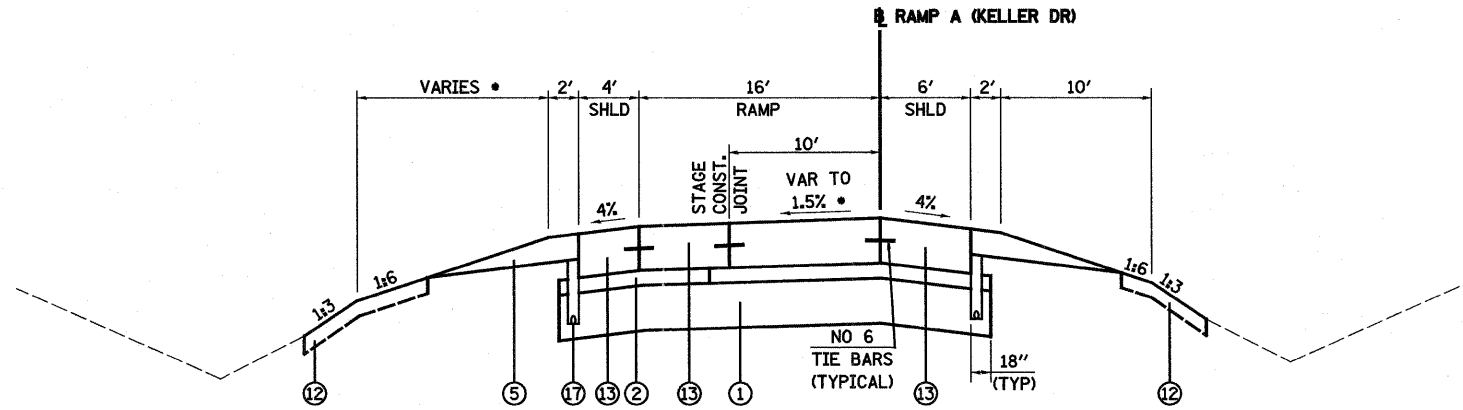
ROAD CLASSIFICATION: CLASS I
 STRUCTURAL DESIGN TRAFFIC: 2030
 PV = 3,725 SU = 273 MU = 1,606
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 P = 100% S = 100% M = 100%
 MINIMUM SUBGRADE SUPPORT RATING: POOR
 RIGID PAVEMENT DESIGN: MINIMUM $T_F = 13.40$
 ACTUAL $T_F = 23.17$
 SELECTED DESIGN 10.25 JRCP



**RAMP A (KELLER DRIVE)
PROPOSED SUPERELEVATED SECTION**

STA 16+61.67 TO STA 23+28.26

• SEE CROSS SECTIONS AND SUPERELEVATION TABLES
 ① SEE TERMINAL JOINT DETAIL



**RAMP A (KELLER DRIVE)
PROPOSED TANGENT SECTION**

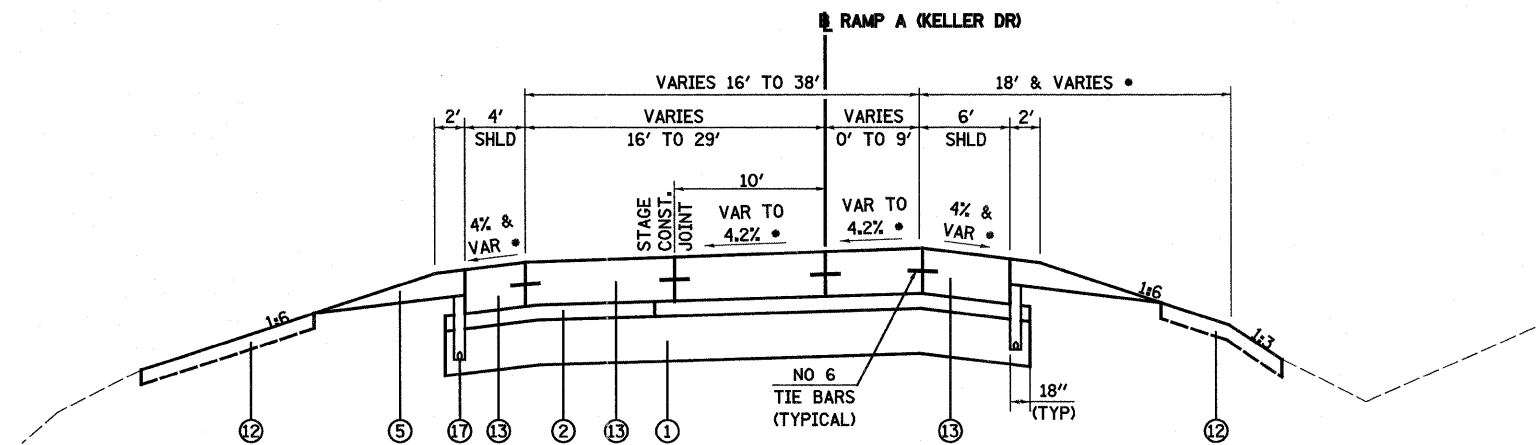
STA 23+28.26 TO STA 24+51.69

• SEE CROSS SECTIONS AND SUPERELEVATION TABLES

LEGEND

- ① PROPOSED PROCESSING MODIFIED SOIL 12"
- ② PROPOSED STABILIZED SUB-BASE 4"
- ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13"
- ④ PROPOSED PAVEMENT REINFORCEMENT 13"
- ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
- ⑥ PROPOSED PIPE UNDERDRAINS 6"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13"
- ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
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- ⑫ PROPOSED TOPSOIL 4"
- ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED)
- ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED)
- ⑮ PROPOSED PAVEMENT FABRIC
- ⑯ PROPOSED CONCRETE BARRIER BASE
- ⑰ PROPOSED PIPE UNDERDRAINS 4"
- ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4"
- ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
- ⑲ PROPOSED AGGREGATE SHOULDER TYPE B
- ⑲ PROPOSED PROCESSING MODIFIED SOIL 24"

SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES



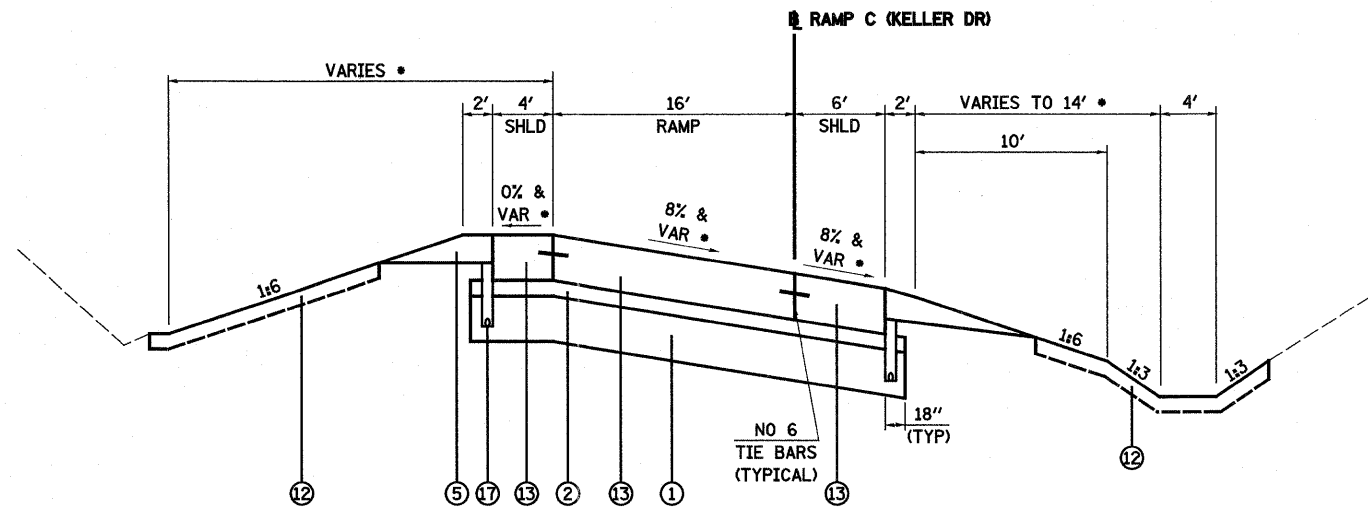
**RAMP A (KELLER DRIVE)
PROPOSED TANGENT SECTION**

STA 24+51.69 TO STA 27+56.47

NOTES
 PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL Varies - SEE CROSS SECTIONS

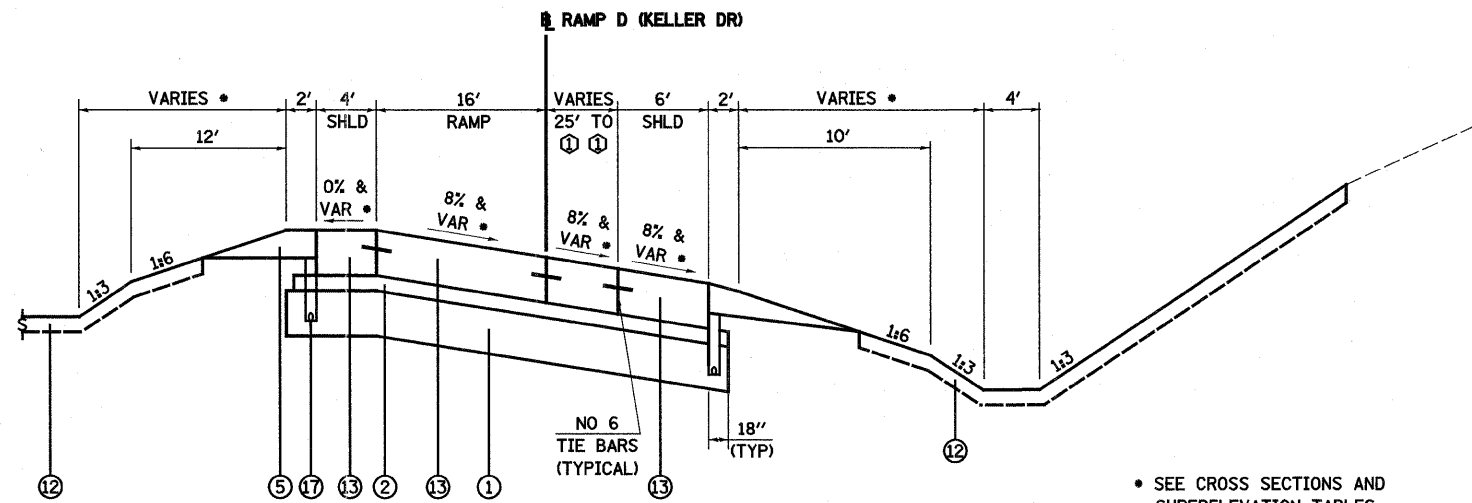
FILE NAME =	USER NAME = linda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - KELLER DR, RAMP A	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 100,0000' / IN.	DRAWN - MAB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	29	
	PLOT DATE = 3/17/2011	CHECKED - BRM	REVISED -			SCALE: 1"=50'		SHEET NO. 16 OF 17 SHEETS		STA. 16+61.67 TO STA. 27+56.47	
		DATE - 6-12-08	REVISED -			FED. ROAD DIST. NO.		(ILLINOIS) FED. AID PROJECT		CONTRACT NO. 74299	



**RAMP C (KELLER DRIVE)
PROPOSED SUPERELEVATED SECTION**

STA 16+57.28 TO STA 23+03.36

• SEE CROSS SECTIONS AND SUPERELEVATION TABLES



**RAMP D (KELLER DRIVE)
PROPOSED SUPERELEVATED SECTION**

STA 16+03.00 TO STA 21+33.17

• SEE CROSS SECTIONS AND SUPERELEVATION TABLES

① 1' STUB, RT STA 22+51.37

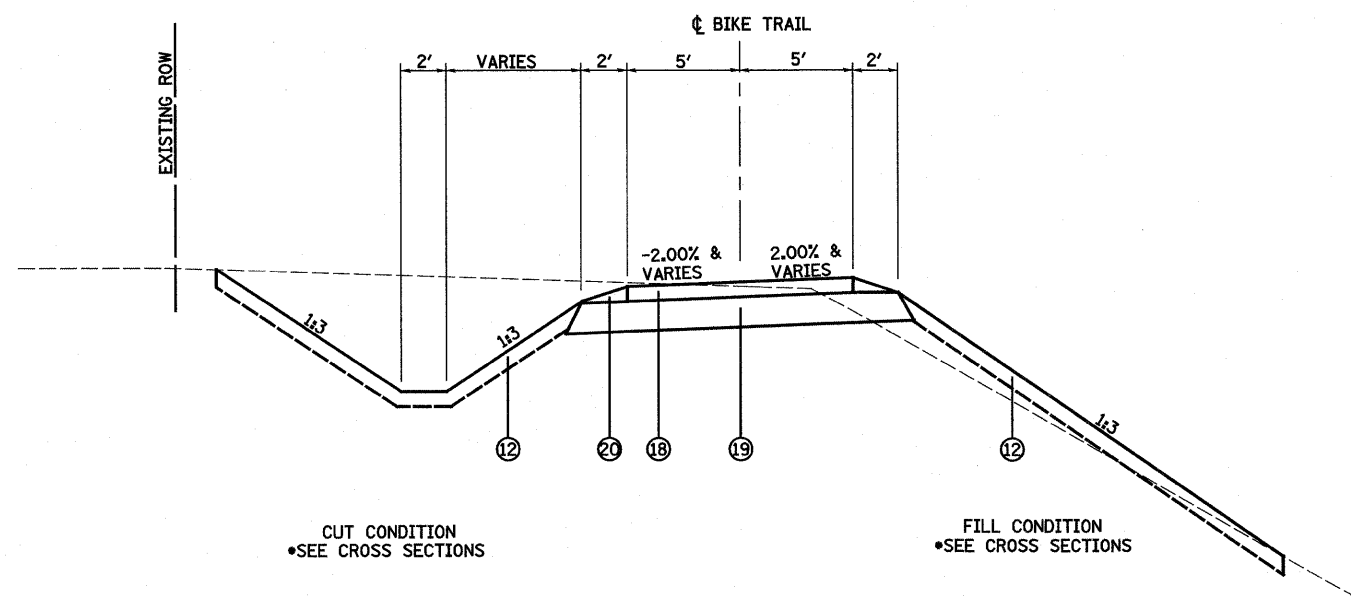
LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
| ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 | ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4" |
| ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" |
| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③ - ④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES

NOTES
PROPOSED SIDE SLOPES/DITCHES VARY - SEE CROSS SECTIONS

LIMITS OF PROPOSED TOPSOIL Varies - SEE CROSS SECTIONS

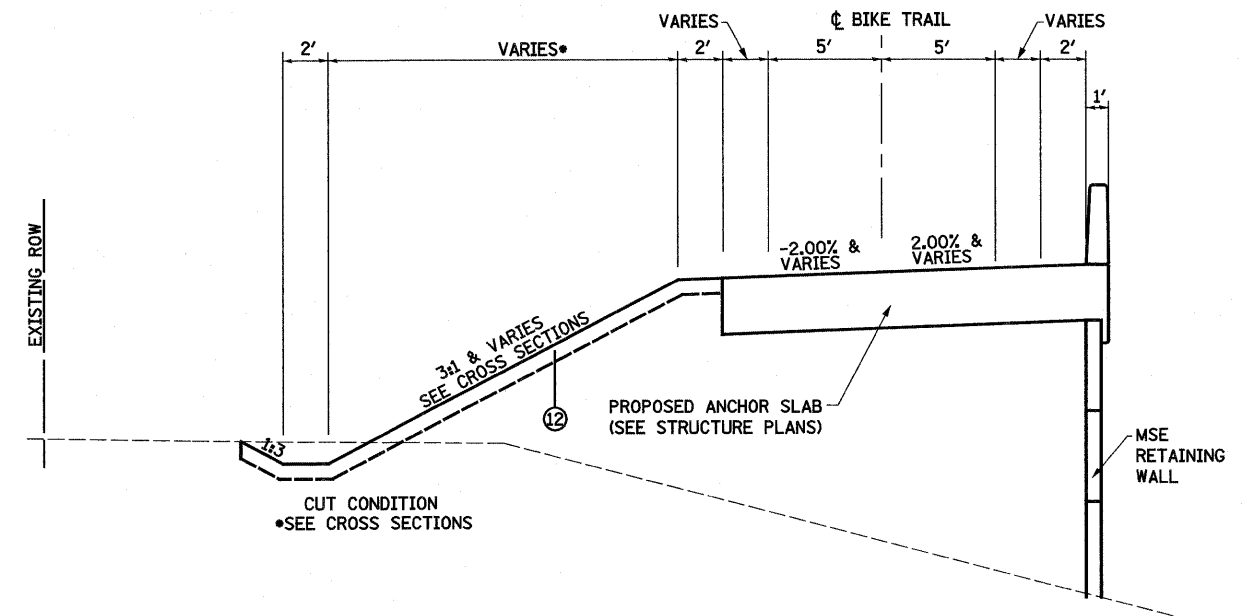
FILE NAME =	USER NAME = linda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS - KELLER DR, RAMPS C & D			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	PLOT SCALE = 100.0000' / IN.	DRAWN - MAB	REVISED -					57/70	(25-3,4R)	EFFINGHAM	1098	30
	PLOT DATE = 3/17/2011	CHECKED - BRM	REVISED -		SCALE: 1"=50'	SHEET NO. 17 OF 17 SHEETS	STA. 16+57.58 TO STA. 23+03.36	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299		
		DATE - 6-12-08	REVISED -									



PROPOSED TYPICAL SECTION

STA 11+50.00 TO STA 24+10.00
STA 30+83.15 TO STA 38+50.00

BIKE TRAIL OMISSION STA 7+82.60 TO STA 11+50.00 AND
STA 38+50.00 TO STA 49+40.20

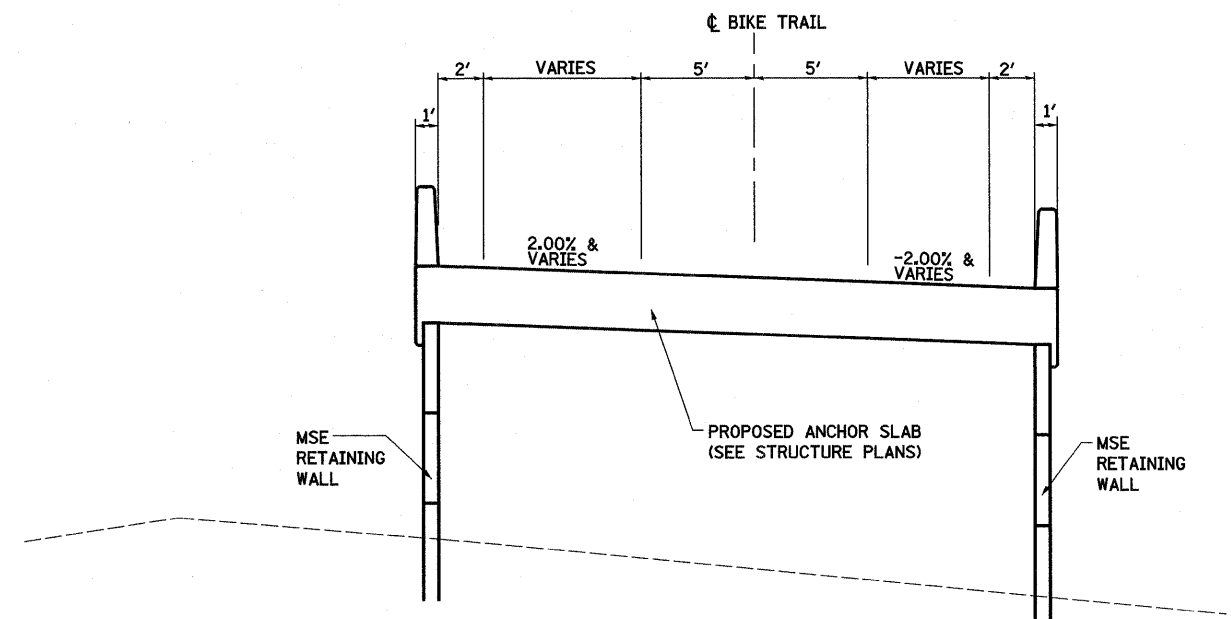


TYPICAL SECTION - FOR INFORMATION ONLY

STA 24+10.00 TO STA 25+31.64
STA 28+61.77 TO STA 30+83.15

LEGEND

- | | |
|--|---|
| ① PROPOSED PROCESSING MODIFIED SOIL 12" | ⑪ PROPOSED STORM SEWERS, CLASS A |
| ② PROPOSED STABILIZED SUB-BASE 4" | ⑫ PROPOSED TOPSOIL 4" |
| ③ PROPOSED CONTINUOUSLY REINFORCED PCC PAVEMENT 13" | ⑬ PROPOSED PCC PAVEMENT 10 1/4" (JOINTED) |
| ④ PROPOSED PAVEMENT REINFORCEMENT 13" | ⑭ PROPOSED PCC PAVEMENT 10 1/2" (JOINTED) |
| ⑤ PROPOSED AGGREGATE SHOULDERS, TYPE B 6" | ⑮ PROPOSED PAVEMENT FABRIC |
| ⑥ PROPOSED PIPE UNDERDRAINS 6" | ⑯ PROPOSED CONCRETE BARRIER BASE |
| ⑦ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 13" | ⑰ PROPOSED PIPE UNDERDRAINS 4" |
| ⑧ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 | ⑱ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4" |
| ⑨ PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT | ⑲ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8" |
| ⑩ PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A | ⑳ PROPOSED AGGREGATE SHOULDER TYPE B |
| | ㉑ PROPOSED PROCESSING MODIFIED SOIL 24" |
- SEE LEGEND NOS. ③-④ FOR PAVEMENT COMPOSITION OF SHOULDERS AND DRIVING LANES



TYPICAL SECTION - FOR INFORMATION ONLY

STA 25+31.64 TO STA 25+64.85
STA 28+24.85 TO STA 28+61.77
BRIDGE OMISSION STA 25+64.85 TO STA 28+24.85

FILE NAME = S:\projects\107-00072.51-70\p\keller\typical.dgn	USER NAME = Linda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION, BIKE TRAIL		F.A.I. RTE. 57/70	SECTION (25-3,4)R	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 31	
PLOT SCALE = 100.0000' / IN.	CHECKED - BRM	DATE - 11-25-09	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 74299				
PLOT DATE = 3/17/2011	DATE - 11-25-09	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION (CU YD)	FOR INFORMATION ONLY				FURNISHED EXCAVATION (CU YD)	REMARKS
		EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25% (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	EXCESS EXCAVATION (CU YD)		
PRE-STAGE 1							
KELLER RAMP A	24	18	11	8	0		PLACE 8 CY AS EMBANKMENT ON MAINLINE
I-57/70 STA 2121+44 TO 2134+50	76	57	936	-880	0	880	
I-57/70 STA 2160+75 TO 2286+00	444	333	5446	-5113	0	5105	OBTAIN 8 CY FROM KELLER RAMP A
SUBTOTAL PRE-STAGE 1	544	408	6393	-5985	0	5985	
STAGE 1							
I-57/70 STA 2121+44 TO 2153+58	4138	3104	3142	-38	0		OBTAIN 23 CY FROM MAINLINE, 15 CY FROM BIKE TRAIL WEST SIDE
I-57/70 STA 2153+58 TO 2193+59	6969	5227	5204	23	0		PLACE 23 CY AS EMBANKMENT ON MAINLINE
I-57/70 STA 2193+59 TO 2215+11	3766	2825	2782	43	0		PLACE 43 CY AS EMBANKMENT ON MAINLINE
I-57/70 STA 2215+11 TO 2280+10	2465	1850	15899	-14049	0	9697	OBTAIN 43 CY FROM MAINLINE, 2231 CY FROM BIKE TRAIL WEST SIDE, 2078 CY FROM BIKE TRAIL EAST SIDE
SUBTOTAL STAGE 1	17338	13006	27027	-14021	0	9697	
PRE-STAGE 2A							
I-57/70 STA 2134+15 TO 2139+90	128	96	202	-106	0	106	
I-57/70 STA 2149+10 TO 2159+45	435	326	244	82	0		PLACE 82 CY AS EMBANKMENT ON MAINLINE STA 2208+65 TO 2217+40
I-57/70 STA 2185+35 TO 2194+85	134	101	593	-493	0	493	
I-57/70 STA 2208+65 TO 2217+40	82	61	542	-481	0	399	OBTAIN 82 CY FROM MAINLINE STA 2149+10 TO 2159+45
SUBTOTAL PRE-STAGE 2A	779	584	1581	-997	0	998	
PRE-STAGE 2B							
KELLER RAMP A	100	75	385	-310	0		OBTAIN 30 CY FROM KELLER RAMP D, 35 CY FROM MAINLINE STA 2206+74 TO 2215+00, 245 CY FROM MAINLINE STA 2150+73 TO 2157+11
KELLER RAMP C	31	24	243	-220	0		OBTAIN 137 CY FROM FAYETTE RAMP B CONNECTOR, 41 CY FROM MAINLINE STA 2206+74 TO 2215+00, 42 CY FROM MAINLINE STA 2186+85 TO 2193+36
KELLER RAMP D	48	36	6	30	0		PLACE 30 CY AS EMBANKMENT ON KELLER RAMP A
FAYETTE RAMP A	11	8	216	-208	0		OBTAIN 208 CY FROM FAYETTE RAMP B CONNECTOR
FAYETTE RAMP B CONNECTOR	1212	909	214	695	223		PLACE EXCESS AS EMBANKMENT: 137 CY ON KELLER RAMP C, 208 CY ON FAYETTE RAMP A, 127 CY ON FAYETTE RAMP D CONNECTOR
FAYETTE RAMP C	10	8	88	-80	0		OBTAIN 80 CY FROM MAINLINE STA 2136+25 TO 2138+85
FAYETTE RAMP D CONNECTOR	9	7	134	-127	0		OBTAIN 127 CY FROM FAYETTE RAMP B CONNECTOR
I-57/70 STA 2136+25 TO 2138+85	213	160	13	147	67		PLACE 80 CY AS EMBANKMENT ON FAYETTE RAMP C
I-57/70 STA 2150+73 TO 2157+10	502	376	55	321	76		PLACE 245 CY AS EMBANKMENT ON KELLER RAMP A
I-57/70 STA 2186+85 TO 2193+36	316	237	195	42	0		PLACE 42 CY AS EMBANKMENT ON KELLER RAMP C
I-57/70 STA 2206+74 TO 2215+00	265	199	123	76	0		PLACE EXCESS AS EMBANKMENT: 41 CY ON KELLER RAMP C, 35 CY ON KELLER RAMP A
SUBTOTAL PRE-STAGE 2B	2717	2039	1672	367	366	0	
STAGE 2							
KELLER RAMP A	647	485	2224	-1739	0		OBTAIN 2 CY FROM KELLER RAMP C, 360 CY FROM KELLER RAMP D, 1377 CY FROM FAYETTE RAMP B
KELLER RAMP C	2243	1682	98	1584	37		PLACE EXCESS AS EMBANKMENT: 2 CY ON KELLER RAMP A, 19 CY ON MAINLINE, 5 CY ON MAINLINE, 1521 CY ON MAINLINE
KELLER RAMP D	1305	979	619	360	0		PLACE 360 CY AS EMBANKMENT ON KELLER RAMP A
FAYETTE RAMP A	1114	836	566	270	270		
FAYETTE RAMP B	7190	5392	1033	4360	1812		PLACE EXCESS AS EMBANKMENT: 44 CY ON FAYETTE RAMP C, 1051 CY ON FAYETTE RAMP B CONNECTOR
FAYETTE RAMP C	801	601	645	-44	0		STAGE 3, 1377 CY ON KELLER RAMP A, 76 CY ON MAINLINE STAGE 4
BIKE TRAIL EAST SIDE	4351	3264	1185	2078	0		OBTAIN 44 CY FROM FAYETTE RAMP B
BIKE TRAIL WEST SIDE	3558	2669	439	2231	0		PLACE 2078 CY AS EMBANKMENT ON MAINLINE STAGE 1
I-57/70 STA 2122+00 TO 2161+00	13027	9771	9790	-19	0		PLACE 2264 CY AS EMBANKMENT ON MAINLINE STAGE 1
I-57/70 STA 2161+00 TO 2178+02	29031	21774	21778	-5	0		OBTAIN 19 CY FROM KELLER RAMP C
I-57/70 STA 2178+02 TO 2225+22	14656	10993	10955	38	38		OBTAIN 5 CY FROM KELLER RAMP C
I-57/70 STA 2225+22 TO 2258+33	8585	6439	6291	148	148		
I-57/70 STA 2258+33 TO 2270+50	1295	971	2492	-1521	0		OBTAIN 1521 CY FROM KELLER RAMP C
SUBTOTAL STAGE 2	87803	65856	58115	7741	2305	0	
STAGE 3							
KELLER RAMP A	329	247	740	-493	0		OBTAIN 209 CY FROM KELLER RAMP C, 93 CY FROM MAINLINE STA 2189+00 TO 2189+18, 15 CY FROM MAINLINE STA 2192+86 TO 2194+02, 91 CY FROM RAMP D CONNECTOR, 3 CY FROM MAINLINE STA 2154+98
KELLER RAMP C	510	383	29	354	22		TO 2155+52, 82 CY FROM MAINLINE STA 2268+00 TO 2270+51
KELLER RAMP D	211	158	281	-123	0		PLACE EXCESS AS EMBANKMENT: 209 CY ON KELLER RAMP A, 123 CY ON KELLER RAMP D
FAYETTE RAMP A	67	50	25	25	25		OBTAIN 123 CY FROM KELLER RAMP C
FAYETTE RAMP B CONNECTOR	214	161	1212	-1051	0		OBTAIN 1051 CY FROM FAYETTE RAMP B STAGE 2
FAYETTE RAMP C	88	66	10	56	56		
FAYETTE RAMP D CONNECTOR	134	101	9	91	0		PLACE 91 CY AS EMBANKMENT ON KELLER RAMP A
I-57/70 STA 2150+64 TO 2151+54	5	4	80	-76	0		OBTAIN 76 CY FROM FAYETTE RAMP B STAGE 2
I-57/70 STA 2154+98 TO 2155+52	32	24	1	23	20		PLACE 3 CY AS EMBANKMENT ON KELLER RAMP A
I-57/70 STA 2189+00 TO 2189+18	124	93	0	93	0		PLACE 93 CY AS EMBANKMENT ON KELLER RAMP A
I-57/70 STA 2192+86 TO 2194+02	23	17	2	15	0		PLACE 15 CY AS EMBANKMENT ON KELLER RAMP A
I-57/70 STA 2268+00 TO 2270+50	314	236	114	122	40		PLACE 82 CY AS EMBANKMENT ON KELLER RAMP A
SUBTOTAL STAGE 3	2051	1540	2503	-963	163	0	
SUBTOTAL	111232	83433	97291	-13858	2834	16680	
TOTAL	111235	83435	97295	-13860	2835	16680	DISPOSE EXCESS IN ACCORDANCE WITH 202.03

NOTE: END AREAS FOR I-57/70, KELLER DRIVE RAMP A, RAMP C AND RAMP D, AND TEMPORARY CONNECTORS CAN BE FOUND ON THE MAINTENANCE OF TRAFFIC CROSS SECTION SHEETS. END AREAS FOR FAYETTE RAMP A, RAMP B, RAMP C AND RAMP D AND BIKE TRAIL CAN BE FOUND ON THE CROSS SECTION SHEETS.

TREE REMOVAL UNITS SCHEDULE

LOCATION	TREE REMOVAL (6 TO 15 UNITS DIAMETER)		TREE REMOVAL (OVER 15 UNITS DIAMETER)
	STATION	OFFSET	SIDE
I-57/70			
2128+05	100	RT	14
2131+02	126	RT	23
2131+03	137	RT	22
2131+09	127	RT	16
2175+40	122	RT	16
2176+69	137	RT	23
2177+20	131	RT	20
2177+30	118	RT	20
2177+42	103	RT	19
2177+59	114	RT	29
BIKE TRAIL			
13+73	22	LT	13
28+28	1	RT	25
28+37	81	LT	13
28+42	27	LT	10
28+43	18	LT	13
28+44	135	LT	9
28+44	95	LT	7
28+44	116	LT	8
28+44	107	LT	15
28+44	129	LT	17
28+45	62	LT	6
28+45	115	LT	10
28+45	96	LT	7
28+47	60	LT	7
28+47	107	LT	9
28+49	74	LT	7
28+51	14	LT	14
28+51	69	LT	7
28+51	72	LT	25
28+54	49	LT	7
28+54	44	LT	7
28+55	47	LT	7
28+59	29	LT	8
28+59	70	LT	33
28+63	23	LT	11
28+64	60	LT	10
28+67	46	LT	30
28+70	38	LT	12
28+73	26	LT	6
28+79	8	LT	9
28+81	14	LT	10
28+83	15	LT	10
28+89	2	LT	6
28+90	9	LT	12
28+95	6	RT	6
29+08	13	RT	6
29+12	6	LT	10
29+13	19	RT	9
29+18	4	LT	9
29+19	20	RT	10
29+24	9	RT	7
29+24	19	RT	8
29+28	1	LT	6
29+30	7	RT	6
29+34	15	RT	8
29+36	9	RT	7
29+44	11	RT	8
29+50	3	RT	6
29+58	5	RT	9
SUBTOTAL			399
TOTAL			318

LOCATION	STATION	OFFSET	SIDE	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)
				(UNIT)	(UNIT)
BIKE TRAIL					
29+63	7	RT		10	
29+70	36	RT			22
29+73	35	RT		14	
29+76	4	RT			27
29+78	37	RT		10	
29+91	8	RT		8	
30+00	12	RT		12	
30+01	13	RT		8	
30+02	55	RT		15	
30+03	13	RT		8	
30+06	16	RT		10	
30+11	16	RT		6	
30+15	35	RT		9	
30+21	18	RT		7	
30+23	39	RT		10	
30+29	22	RT		8	
30+30	2	RT		10	
30+33	40	RT		9	
30+36	6	RT		15	
30+37	15	RT		7	
30+41	41	RT		6	
30+43	9	RT		6	
30+45	41	RT		12	
30+50	46	RT		6	
30+57	43	RT		7	
30+58	12	RT		6	
30+59	21	RT		7	
30+61	12	RT		9	
30+61	21	RT		8	
30+64	46	RT		7	
30+66	17	RT		6	
30+66	38	RT		8	
30+70	10	RT		6	
30+77	3	RT			20
30+82	42	RT		11	
30+82	37	RT		11	
30+84	23	RT		8	
30+85	38	RT		10	
30+87	25	RT		6	
30+93	24	RT		8	
30+96	18	RT		8	
31+01	12	RT		6	
31+05	18	RT		10	
31+09	14	RT		6	
31+12	9	RT		6	
31+15	20	RT		6	
31+15	14	RT		9	
31+17	18	RT		7	
31+20	19	RT		9	
31+24	10	RT		9	
31+32	23	RT		15	
31+33	7	RT			19
31+40	8	RT		12	
31+42	27	RT		13	
31+58	24	RT		13	
31+63	8	RT		15	
31+67	24	RT		8	
31+77	18	RT			19
32+83	9	RT			18
32+93	8	RT			17
SUBTOTAL				476	142
TOTAL				875	460

PIPE CULVERTS SCHEDULE

LOCATION		PIPE CULVERTS, CLASS A, TYPE 1 24"	PIPE CULVERTS, CLASS A, TYPE 1 36"	PIPE CULVERTS, CLASS A, TYPE 1 72"	PIPE CULVERTS, CLASS A, TYPE 2 42"	PIPE CULVERTS, CLASS A, TYPE 2 84"	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 30"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 72"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 84"	INSERTION CULVERT LINER 72"	CONCRETE COLLAR (CU YD)	CONCRETE THRUST BLOCKS (EACH)	REMOVE AND RELAY END SECTIONS (EACH)	CONCRETE ANCHORS (EACH)	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24" (SPECIAL) (EACH)	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 36" (SPECIAL) (EACH)
STATION	SIDE	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(CU YD)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
I-57/70																		
2128+25.69	LT/RT			12						2			1.8					
2129+04.63	LT	2											0.4		1			
2142+05.34	RT	2											0.8		1			
2158+25.00	LT							1										
2160+00.00 TO 2160+50.00	RT													2		5		
2160+75.00	LT								1									
2161+35.19 TO 2161+89.65	LT													2		4		
2162+03.42	LT/RT					21						237	2.2					
2177+18.85	LT	6											0.8		1			
2195+50.00	LT												0.4					
2213+99.75	LT/RT				39								1.2		2			
2221+50.00	RT								1									
2238+00.00	LT												0.4					
2248+00.00	RT								1									
2254+00.00	CENTER												0.4					
2269+05.00	RT								1									
FAYETTE RAMP A																		
10+00.24	RT																	
12+02.00	LT/RT	128																
FAYETTE RAMP B																		
18+81.50	RT								1									
KELLER RAMP C																		
16+55.31	RT								1									
18+44.43	LT/RT		132															2
KELLER RAMP D																		
19+64.88	LT/RT						10						1		2			
21+34.09	RT																	
TOTAL		138	132	12	39	21	10	5	4	2	2	237**	9.4*	4*	7	9*	2	2

* NOT A TOTAL QUANTITY
** SEE SHEET 417 FOR CULVERT DETAILS.

DRAINAGE REMOVAL SCHEDULE

LOCATION	PIPE CULVERT REMOVAL (FOOT)	CONCRETE HEADWALL REMOVAL (EACH)	REMOVING MANHOLES (EACH)	REMOVING INLETS (EACH)	STORM SEWER REMOVAL (FOOT)	REMOVAL OF PRECAST FLARED END SECTION (EACH)
STATION TO STATION	OFFSET	SIDE	(FOOT)	(EACH)	(FOOT)	(EACH)
I-57/70						
2123+71.17 TO 2124+96.25	0.0	CENTER			125	
2123+72.00	0.0	CENTER		1		
2128+25.69	VAR.	LT/RT	2			
2129+04.62	0.0	CENTER		1		
2142+05.34	0.0	CENTER		1		
2156+85.40	0.0	CENTER	14	1		
2162+03.41	VAR.	LT/RT	2			
2177+18.85	0.0	CENTER		1		
2195+49.39	0.0	CENTER		1		
2197+01.17 TO 2198+57.57	VAR.	RT			155	
2197+03.98	67.5	RT		1		
2198+57.57	69.2	RT		1		
2198+57.57 TO 2200+73.71	VAR.	RT			214	
2199+07.18 TO 2202+83.89	0.0	CENTER	377			2
2200+73.71 TO 2201+10.85	VAR.	RT			35	
2200+75.00	72.6	RT		1		
2201+10.85	69.1	RT		1		
2201+10.85 TO 2203+64.45	VAR.	RT			252	
2203+64.45	69.2	RT		1		
2203+64.45 TO 2206+70.97	VAR.	RT			304	
2206+70.97	66.2	RT		1		
2206+70.97 TO 2212+28.67	VAR.	RT			556	
2213+99.75	0.0	CENTER	8	1		
2221+98.98	7.6	RT		1		1
2237+99.19	0.0	CENTER		1		
2247+61.22 TO 2250+30.63	0.0	CENTER	270			
2247+99.61 TO 2249+52.87	0.0	RT	151			
2254+00.06	0.0	CENTER		1		
FAYETTE RAMP A						
11+54.86	VAR.	RT	6	1		1
EX FAYETTE RAMP B						
2+45.81	VAR.	LT/RT	45	1		1
KELLER RAMP C						
12+82.23	9.7	LT		1	48	
13+82.39	16.8	LT		1	55	
14+31.65	16.0	LT		1	51	
15+81.97	14.5	LT		1	52	
17+65.65	12.1	LT		1	43	
18+53.05		LT	99			2
18+61.02		LT	100			2
TOTAL			1070	4	3	20
					1890	9

TEMPORARY DRAINAGE SCHEDULE

LOCATION	PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY) (FOOT)	PIPE CULVERTS, CLASS D, TYPE 1 24" (TEMPORARY) (FOOT)	TEMPORARY MANHOLE (EACH)
STATION	ROADWAY	(FOOT)	(FOOT)
0+95	FAY RAMP A CONNECTOR	62	
1+18	FAY RAMP A CONNECTOR		45
1+20	FAY RAMP A CONNECTOR		5
1+22	FAY RAMP A CONNECTOR		1
1+00	FAY RAMP B CONNECTOR	50	
1+40	FAY RAMP C CONNECTOR	85	
1+40	FAY RAMP D CONNECTOR	60	
1+00	KEL RAMP A CONNECTOR	80	
0+85	KEL RAMP C CONNECTOR	55	
0+75	KEL RAMP D CONNECTOR	65	
TOTAL		457	50

PIPE DRAINS SCHEDULE

LOCATION	PIPE CULVERTS, CLASS D, TYPE 1 15"	PIPE DRAINS 15" (FOOT)	PIPE DRAINS 24" (FOOT)	CONCRETE THRUST BLOCKS (EACH)	CONCRETE ANCHORS (EACH)	METAL END SECTIONS 15" (EACH)	METAL END SECTIONS 24" (EACH)
STATION	SIDE	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)
I-57/70							
2160+00.00 TO 2160+50.00	RT		79				2
2161+35.19 TO 2161+89.65	LT		63				2
BIKE TRAIL							
13+65	LT/RT	43				2	
24+06	RT		57	1	4	1	
TOTAL		43	57	1*	4*	3	4

* NOT A TOTAL QUANTITY

TEMPORARY PAVEMENT SCHEDULE

LOCATION	PORTLAND CEMENT CONCRETE PAVEMENT 12" (SQ YD)	PROTECTIVE COAT (SQ YD)	PAVEMENT FABRIC (SQ YD)	PAVEMENT REMOVAL (SPECIAL) (SQ YD)	CLASS D PATCHES, TYPE II, 16 INCH (SQ YD)
STATION TO STATION	ROADWAY	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)
PRE-STAGE 1					
STA 2121+44.00 TO STA 2268+00.00	I-57/70	23012	23012	23012	23012
STA 2268+00.00 TO STA 2286+00.00	I-57/70	3873	3873	3873	
STA 2269+05.00	I-57/70				11
STAGE 1					
STA 2204+96.43 TO STA 2206+73.95	I-57/70	177	177	177	
STA 2268+00.00 TO STA 2280+95.00	I-57/70	3088	3088	3088	
PRE-STAGE 2A					
STA 2134+15.00 TO STA 2217+40.00	I-57/70	3679	3679	3679	
PRE-STAGE 2B					
STA 2137+88.06 TO STA 2213+88.31	I-57/70	1792	1792	1792	
STA 19+65.55 TO STA 26+61.72	KELLER RAMP A	1078	1078	1078	
STA 19+98.39 TO STA 24+86.40	KELLER RAMP C	358	358	358	
TOTAL		37057	37057*	37057*	29919

*NOT A TOTAL QUANTITY

RIPRAP SCHEDULE

LOCATION	STONE RIPRAP CLASS A3 (SQ YD)	STONE RIPRAP CLASS A4 (SQ YD)	STONE RIPRAP CLASS A5 (SQ YD)	FILTER FABRIC (SQ YD)
STATION TO STATION	SIDE	(SQ YD)	(SQ YD)	(SQ YD)
I-57/70				
2128+21.03 TO 2128+31.03	LT		28	28
2156+42.12 TO 2157+18.57	RT		191	191
2159+25.00 TO 2161+36.42	LT		484	484
2160+46.20 TO 2160+60.30	RT		11	11
2161+79.04 TO 2175+50.00	LT			7058
2162+50.00 TO 2163+50.00	RT		178	178
2163+50.00 TO 2163+75.00	RT	37		
2166+75.00 TO 2169+10.00	RT		547	547
2169+50.00 TO 2174+00.00	RT		3518	3518
2174+23.00 TO 2174+50.00	RT		36	36
2174+50.00 TO 2174+75.00	RT	34		
2175+50.00 TO 2192+00.00	LT		3698	3698
2193+25.00 TO 2193+85.00	LT	141		
2193+85.00 TO 2194+05.00	LT		46	46
2198+05.87 TO 2198+36.56	LT		97	97
2213+86.76 TO 2214+08.29	RT		58	58
2244+07.73 TO 2244+23.00	RT		75	75
FAYETTE RAMP B				
16+75.00 TO 17+70.00	RT	176		
KELLER RAMP C				
17+74.00 TO 19+76.00	RT		361	361
KELLER RAMP D				
18+00.00 TO 21+32.63	RT		674	674
TOTAL		388	10002	7058
				17060

FENCE SCHEDULE

LOCATION	WOVEN WIRE FENCE, 4' (FT)	WOVEN WIRE FENCE REMOVAL (FT)	WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED (FT)	WOOD RAIL (FT)	WOOD RAIL (SPECIAL) (FT)
STATION	SIDE	(FT)	(FT)	(FT)	(FT)
I-57/70					
2128+14	RT			12	
2128+15	LT			18	
2128+36	LT			21	
2128+37	RT			12	
2151+20.36 TO 2158+00	RT	714	73		

DRAINAGE STRUCTURES SCHEDULE

LOCATION					MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID (EACH)	INLETS, TYPE A, TYPE 1 FRAME OPEN LID (EACH)	INLETS, TYPE A, TYPE 24 FRAME AND GRATE (EACH)	INLETS, TYPE B, TYPE 3 FRAME AND GRATE (EACH)	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAME AND GRATES (EACH)	MANHOLES TO BE ADJUSTED (EACH)
STATION	STRUCTURE	ROADWAY	OFFSET	SIDE						
2123+72.00	1	I-57/70	0.0	CENTER				1		
2126+50.00	2	I-57/70	0.0	CENTER				1		
2129+04.62	3	I-57/70	0.0	CENTER				1		
2130+65.00	4	I-57/70	0.0	CENTER				1		
2133+15.00	5	I-57/70	0.0	CENTER				1		
2135+65.00	6	I-57/70	0.0	CENTER				1		
2138+15.00	7	I-57/70	0.0	CENTER				1		
2140+65.00	8	I-57/70	0.0	CENTER				1		
2142+05.34	8A	I-57/70	0.0	CENTER				1		
2143+15.00	9	I-57/70	0.0	CENTER				1		
2145+30.00	10	I-57/70	0.0	CENTER				1		
2145+77.00	11	I-57/70	12.0	RT	1					
2147+18.00	12	I-57/70	12.0	RT	1					
2147+50.00	13	I-57/70	0.0	CENTER				1		
2149+35.00	14	I-57/70	0.0	CENTER				1		
2151+85.00	15	I-57/70	0.0	CENTER				1		
2154+35.00	16	I-57/70	0.0	CENTER				1		
2155+75.00	16A	I-57/70	0.0	CENTER				1		
2156+12.00	16B	I-57/70	12.0	RT	1					
2156+85.40	17A	I-57/70	12.0	RT	1					
2158+25.00	82	I-57/70	73.6	LT		1				
2158+25.00	18	I-57/70	0.0	CENTER				1		
2160+75.00	19A	I-57/70	78.2	LT	1					
2160+75.00	19	I-57/70	0.0	CENTER				1		
2163+25.00	20	I-57/70	78.2	LT			1			
2163+25.00	21	I-57/70	0.0	CENTER				1		
2165+75.00	22	I-57/70	78.2	LT			1			
2165+75.00	23	I-57/70	0.0	CENTER				1		
2168+25.00	24	I-57/70	78.2	LT			1			
2168+25.00	25	I-57/70	0.0	CENTER				1		
2170+75.00	26	I-57/70	78.2	LT			1			
2170+75.00	27	I-57/70	0.0	CENTER				1		
2173+25.00	28	I-57/70	78.2	LT			1			
2173+25.00	29	I-57/70	0.0	CENTER				1		
2175+75.00	30	I-57/70	0.0	CENTER				1		
2177+18.85	31	I-57/70	0.0	CENTER				1		
2179+65.00	32	I-57/70	0.0	CENTER				1		
2182+15.00	33	I-57/70	0.0	CENTER				1		
2184+65.00	34	I-57/70	0.0	CENTER				1		
2186+32.00	69	I-57/70	72.7	RT		1				
2187+15.00	35	I-57/70	0.0	CENTER				1		
2189+65.00	36	I-57/70	0.0	CENTER				1		
2192+06.00	70	I-57/70	67.0	LT		1				
2192+15.00	37	I-57/70	0.0	CENTER				1		
2194+65.00	38	I-57/70	0.0	CENTER				1		
2195+49.39	39	I-57/70	0.0	CENTER				1		
2195+49.79	39A	I-57/70	95.4	RT					1	
2197+03.98	71	I-57/70	67.5	RT				1		
2198+00.00	40	I-57/70	0.0	CENTER				1		
2199+50.00	72	I-57/70	67.5	RT				1		
2199+72.00	41	I-57/70	0.0	CENTER				1		
2199+75.00	73	I-57/70	72.6	RT	1					
2199+84.00	42	I-57/70	12.0	RT	1					
2200+75.00	74	I-57/70	72.6	RT	1					
2201+60.81	75	I-57/70	67.5	RT				1		
2201+88.00	43	I-57/70	12.0	RT	1					
2202+00.00	44	I-57/70	0.0	CENTER				1		
2202+50.00	76	I-57/70	67.5	RT				1		
2204+50.00	45	I-57/70	0.0	CENTER				1		
2205+00.00	77	I-57/70	67.5	RT				1		
2207+00.00	46	I-57/70	0.0	CENTER				1		
2207+50.00	78	I-57/70	67.5	RT				1		
2209+50.00	47	I-57/70	0.0	CENTER				1		
2209+85.00	79	I-57/70	66.0	RT		1				
2212+00.00	48	I-57/70	0.0	CENTER				1		
2213+99.75	49	I-57/70	0.0	CENTER				1		
2216+50.00	50	I-57/70	0.0	CENTER				1		
2219+00.00	51	I-57/70	0.0	CENTER				1		
2221+50.00	52	I-57/70	0.0	CENTER				1		
2227+50.00	53	I-57/70	0.0	CENTER				1		
2230+00.00	54	I-57/70	0.0	CENTER				1		
2232+50.00	55	I-57/70	0.0	CENTER				1		
2235+00.00	56	I-57/70	0.0	CENTER				1		
2237+50.00	57	I-57/70	0.0	CENTER				1		
2237+99.19	80	I-57/70	0.0	CENTER				1		
2240+00.00	58	I-57/70	0.0	CENTER				1		
2242+50.00	59	I-57/70	0.0	CENTER				1		
2248+00.00	60	I-57/70	0.0	CENTER				1		
2250+50.00	61	I-57/70	0.0	CENTER				1		
2253+00.00	62	I-57/70	0.0	CENTER				1		
2254+00.06	81	I-57/70	0.0	CENTER				1		
2255+50.00	63	I-57/70	0.0	CENTER				1		
2258+00.00	64	I-57/70	0.0	CENTER				1		
2263+00.00	65	I-57/70	0.0	CENTER				1		
2265+50.00	66	I-57/70	0.0	CENTER				1		
2268+00.00	67	I-57/70	0.0	CENTER				1		
2269+05.00	68	I-57/70	0.0	CENTER				1		
10+00.24	83	FAYETTE RAMP A	24.4	LT		1				
18+81.50	84	FAYETTE RAMP B	21.0	LT		1				
24+06.00	85	BIKE TRAIL	6.3	RT						
TOTAL					9	6	1	5	68	1

STORM SEWERS SCHEDULE

LOCATION				TRENCH BACKFILL (CU YD)	STORM SEWERS, CLASS A, TYPE 1 15" (FOOT)	STORM SEWERS, CLASS A, TYPE 2 15" (FOOT)	STORM SEWERS, CLASS A, TYPE 2 24" (FOOT)
STATION TO STATION	STRUCTURE TO	OFFSET	SIDE				
I-57/70							
2123+72.00 TO 2126+50.00	1 TO 2	0.0	CENTER	98.0			273
2126+50.00 TO 2129+04.62	2 TO 3	0.0	CENTER	58.8			250
2130+65.00 TO 2133+15.00	4 TO 5	0.0	CENTER	206.3			245
2133+15.00 TO 2135+65.00	5 TO 6	0.0	CENTER	143.2			245
2135+65.00 TO 2138+15.00	6 TO 7	0.0	CENTER	88.0			245
2138+15.00 TO 2140+65.00	7 TO 8	0.0	CENTER	88.0			245
2140+65.00 TO 2142+05.34	8 TO 8A	0.0	CENTER	48.8			136
2142+05.34	8A TO PIPE	VAR.	RT	3.6			10
2143+15.00 TO 2145+30.00	9 TO 10	0.0	CENTER	75.7			210
2145+30.00 TO 2145+77.00	10 TO 11	VAR.	RT	17.6			45
2145+77.00 TO 2147+18.00	11 TO 12	12.0	RT	65.9			137
2147+18.00 TO 2147+50.00	12 TO 13	VAR.	RT	12.1			31
2147+50.00 TO 2149+35.00	13 TO 14	0.0	CENTER	64.4			180
2149+35.00 TO 2151+85.00	14 TO 15	0.0	CENTER	88.0			245
2151+85.00 TO 2154+35.00	15 TO 16	0.0	CENTER	88.0			245
2154+35.00 TO 2155+75.00	16 TO 16A	0.0	CENTER	48.7			135
2155+75.00 TO 2156+12.00	16A TO 16B	VAR.	RT	13.9			35
2156+12.00 TO 2156+85.40	16B TO 17A	12.0	RT	39.5			69
2158+25.00 TO 2160+75.00	18 TO 19	0.0	CENTER	190.7			245
2158+25.00	82 TO OUTLET	VAR.	LT	2.5	42		
2160+75.00	19 TO 19A	VAR.	LT	96.4			75
2160+75.00	19A TO OUTLET	VAR.	LT				35
2160+75.00 TO 2163+25.00	19 TO 21	0.0	CENTER	221.1			245
2160+75.00 TO 2163+25.00	19A TO 20	78.2	LT	89.2		247	
2163+25.00 TO 2165+75.00	20 TO 22	78.2	LT	61.4		247	
2163+25.00 TO 2165+75.00	21 TO 23	0.0	CENTER	170.3			245
2165+75.00 TO 2168+25.00	22 TO 24	78.2	LT	45.2		247	
2165+75.00 TO 2168+25.00	23 TO 25	0.0	CENTER	95.6			245
2168+25.00 TO 2170+75.00	24 TO 26	78.2	LT	39.5	247		
2168+25.00 TO 2170+75.00	25 TO 27	0.0	CENTER	88.0			245
2170+75.00 TO 2173+25.00	26 TO 28	77.9	LT	39.5	247		
2170+75.00 TO 2173+25.00	27 TO 29	0.0	CENTER	88.0			245
2173+25.00 TO 2175+75.00	29 TO 30	0.0	CENTER	88.0			245
2177+18.85 TO 2179+65.00	31 TO 32	0.0	CENTER	86.9			242
2177+18.85	31 TO PIPE	VAR.	LT	1.9			6
2179+65.00 TO 2182+15.00	32 TO 33	0.0	CENTER	88.0			245
2182+15.00 TO 2184+65.00	33 TO 34	0.0	CENTER	88.0			245
2184+65.00 TO 2187+15.00	34 TO 35	0.0	CENTER	88.0			245
2187+15.00 TO 2189+65.00	35 TO 36	0.0	CENTER	88.0			245
2189+65.00 TO 2192+15.00	36 TO 37	0.0	CENTER	88.0			245
2192+15.00 TO 2194+65.00	37 TO 38	0.0	CENTER	88.0			245
2194+65.00	2195+49.39	39 TO PIPE	VAR.	RT	2.1		6
2195+49.39 TO 2198+00.00	39 TO 40	0.0	CENTER	88.3			246
2197+03.68 TO 2199+50.00	71 TO 72	67.5	RT	159.3			239
2198+00.00 TO 2199+72.00	40 TO 41	0.0	CENTER	60.2			167
2199+50.00 TO 2199+75.00	72 TO 73	67.5	RT	17.1			21
2199+72.00 TO 2199+84.00	41 TO 42	VAR.	CENTER	5.1			13
2199+75.00 TO 2200+75.00	73 TO 74	67.5	RT	91.2			96
2199+84.00 TO 2201+88.00	42 TO 43	12.0	CENTER	93.9			200
2200+75.00 TO 2201+60.81	74 TO 75	67.5	RT	71.3			81
2201+60.81 TO 2202+50.00	75 TO 76	67.5	RT	67.3			84
2201+88.00 TO 2202+00.00	43 TO 44	VAR.	CENTER	5.1			13
2202+00.00 TO 2204+50.00	44 TO 45	0.0	CENTER	88.0			245
2202+50.00 TO 2205+00.00	76 TO 77	67.5	CENTER	193.1			243
2204+50.00 TO 2207+00.00	45 TO 46	0.0	CENTER	88.0			245
2205+00.00 TO 2207+50.00	77 TO 78	67.5	RT	179.2			243
2207+00.00 TO 2209+50.00	46 TO 47	0.0	CENTER	88.0			245
2207+50.00 TO 2209+85.00	78 TO 79	66.0	RT	57.2		230	
2209+50.00 TO 2212+00.00	47 TO 48	0.0	CENTER	88.0			245
2213+99.75 TO 2216+50.00	49 TO 50	0.0	CENTER	88.3			246
2216+50.00 TO 2219+00.00	50 TO 51	0.0	CENTER	88.0			245
2219+00.00	2221+50.00	52 TO OUT					

PIPE DRAINS AND UNDERDRAINS SCHEDULE

LOCATION		CONCRETE HEADWALL FOR PIPE DRAINS (EACH)	PIPE UNDERDRAINS 4" (FOOT)	PIPE UNDERDRAINS 4" (SPECIAL) (FOOT)	PIPE UNDERDRAINS 6" (FOOT)	PIPE UNDERDRAINS 6" (SPECIAL) (FOOT)	REMARKS*
STATION TO STATION	SIDE						
I-57/70 WESTBOUND							
STA 2121+44.00 TO STA 2124+44.00	LT	1			270.0	10.0	PLUG AT STA 2121+44.00
STA 2124+44.00 TO STA 2126+50.10	RT				506.1	5.0	PLUG AT STA 2124+44.00; OUTLET AT STRUCTURE
STA 2126+50.10 TO STA 2128+82.10	LT	1			267.1	10.0	PLUG AT STA 2124+44.00
STA 2128+82.10 TO STA 2129+04.70	RT				253.6	5.0	PLUG AT STA 2126+51.10; OUTLET AT STRUCTURE
STA 2129+04.70 TO STA 2131+82.00	LT	1			498.9	10.0	PLUG AT STA 2126+51.10
STA 2131+82.00 TO STA 2133+15.10	RT				409.4	5.0	PLUG AT STA 2129+05.70; OUTLET AT STRUCTURE
STA 2133+15.10 TO STA 2138+15.10	LT				499.0	5.0	PLUG AT STA 2133+16.10; OUTLET AT STRUCTURE
STA 2138+15.10 TO STA 2140+79.00	RT	1			395.8	10.0	PLUG AT STA 2136+83.20
STA 2140+79.00 TO STA 2143+15.10	LT				499.0	5.0	PLUG AT STA 2138+16.10
STA 2143+15.10 TO STA 2147+50.10	RT	1			434.0	5.0	PLUG AT STA 2140+80.00
STA 2147+50.10 TO STA 2151+85.10	LT				499.0	10.0	PLUG AT STA 2143+16.10; OUTLET AT STRUCTURE
STA 2151+85.10 TO STA 2155+79.00	RT	1			499.0	10.0	PLUG AT STA 2145+80.00
STA 2155+79.00 TO STA 2157+10.00	LT				434.0	5.0	PLUG AT STA 2147+51.10; OUTLET AT STRUCTURE
STA 2157+10.00 TO STA 2160+75.10	RT	1			499.0	10.0	PLUG AT STA 2150+80.00
STA 2160+75.10 TO STA 2165+74.10	LT				388.9	5.0	PLUG AT STA 2147+51.10; OUTLET AT STRUCTURE
STA 2165+74.10 TO STA 2170+75.00	RT	1			130.0	5.0	PLUG AT STA 2155+80.00; OUTLET AT STRUCTURE
STA 2170+75.00 TO STA 2175+75.00	LT				499.0	5.0	PLUG AT STA 2155+76.10; OUTLET AT STRUCTURE
STA 2175+75.00 TO STA 2180+20.00	RT	1			463.2	10.0	PLUG AT STA 2157+12.90
STA 2180+20.00 TO STA 2184+64.10	LT				498.0	5.0	PLUG AT STA 2160+76.10; OUTLET AT STRUCTURE
STA 2184+64.10 TO STA 2189+64.10	RT	1			498.9	5.0	PLUG AT STA 2170+75.00
STA 2189+64.10 TO STA 2194+64.10	LT				499.0	5.0	PLUG AT STA 2175+75.00; OUTLET STRUCTURE
STA 2194+64.10 TO STA 2199+99.10	RT	1			495.0	10.0	PLUG AT STA 2180+20.00
STA 2199+99.10 TO STA 2204+99.00	LT				388.1	5.0	PLUG AT STA 2179+64.10; OUTLET AT STRUCTURE
STA 2204+99.00 TO STA 2209+99.00	RT	1			498.9	5.0	PLUG AT STA 2184+64.00; OUTLET AT STRUCTURE
STA 2209+99.00 TO STA 2214+99.00	LT				494.0	10.0	PLUG AT STA 2185+15.00
STA 2214+99.00 TO STA 2219+99.10	RT	1			499.1	5.0	PLUG AT STA 2189+64.10; OUTLET AT STRUCTURE
STA 2219+99.10 TO STA 2224+99.50	LT				499.0	5.0	PLUG AT STA 2194+64.10; OUTLET AT STRUCTURE
STA 2224+99.50 TO STA 2229+99.00	RT	1			298.2	5.0	PLUG AT STA 2195+05.00; OUTLET AT STRUCTURE
STA 2229+99.00 TO STA 2234+99.50	LT				334.0	5.0	PLUG AT STA 2197+99.10; OUTLET AT STRUCTURE
STA 2234+99.50 TO STA 2239+99.50	RT	1			394.0	10.0	PLUG AT STA 2200+00.00
STA 2239+99.50 TO STA 2244+99.50	LT				399.0	5.0	PLUG AT STA 2201+99.10; OUTLET AT STRUCTURE
STA 2244+99.50 TO STA 2249+99.50	RT	1			494.0	10.0	PLUG AT STA 2204+99.00
STA 2249+99.50 TO STA 2254+99.50	LT				498.9	5.0	PLUG AT STA 2206+99.00; OUTLET AT STRUCTURE
STA 2254+99.50 TO STA 2259+99.50	RT	1			494.0	10.0	PLUG AT STA 2209+99.00
STA 2259+99.50 TO STA 2264+99.50	LT				408.0	10.0	PLUG AT STA 2211+99.00; OUTLET AT STRUCTURE
STA 2264+99.50 TO STA 2269+99.50	RT	1			449.0	5.0	PLUG AT STA 2213+99.00
STA 2269+99.50 TO STA 2274+99.50	LT				200.0	10.0	PLUG AT STA 2216+99.00
STA 2274+99.50 TO STA 2279+99.50	RT	1			499.1	5.0	PLUG AT STA 2219+99.10; OUTLET AT STRUCTURE
STA 2279+99.50 TO STA 2284+99.50	LT				474.2	10.0	PLUG AT STA 2221+99.20; OUTLET AT STRUCTURE
STA 2284+99.50 TO STA 2289+99.50	RT	1			299.3	5.0	PLUG AT STA 2224+99.50; OUTLET AT STRUCTURE
STA 2289+99.50 TO STA 2294+99.50	LT				348.9	10.0	PLUG AT STA 2224+51.10
STA 2294+99.50 TO STA 2299+99.50	RT	1			298.9	5.0	PLUG AT STA 2224+51.10; OUTLET AT STRUCTURE
STA 2299+99.50 TO STA 2304+99.50	LT				249.0	5.0	PLUG AT STA 2227+51.00; OUTLET AT STRUCTURE
STA 2304+99.50 TO STA 2309+99.50	RT	1			349.0	10.0	PLUG AT STA 2228+01.00
STA 2309+99.50 TO STA 2314+99.50	LT				498.5	5.0	PLUG AT STA 2230+01.00; OUTLET AT STRUCTURE
STA 2314+99.50 TO STA 2319+99.50	RT	1			348.5	10.0	PLUG AT STA 2231+51.00
STA 2319+99.50 TO STA 2324+99.50	LT				349.5	5.0	PLUG AT STA 2238+50.00
STA 2324+99.50 TO STA 2329+99.50	RT	1			499.5	10.0	PLUG AT STA 2240+00.00; OUTLET AT STRUCTURE
STA 2329+99.50 TO STA 2334+99.50	LT				349.0	10.0	PLUG AT STA 2242+00.00
STA 2334+99.50 TO STA 2339+99.50	RT	1			498.5	5.0	PLUG AT STA 2244+99.50; OUTLET AT STRUCTURE
STA 2339+99.50 TO STA 2344+99.50	LT				298.5	10.0	PLUG AT STA 2244+99.50
STA 2344+99.50 TO STA 2349+99.50	RT	1			399.5	10.0	PLUG AT STA 2245+00.50
STA 2349+99.50 TO STA 2354+99.50	LT				299.4	5.0	PLUG AT STA 2245+00.50; OUTLET AT STRUCTURE
STA 2354+99.50 TO STA 2359+99.50	RT	1			498.6	5.0	PLUG AT STA 2248+00.90; OUTLET AT STRUCTURE
STA 2359+99.50 TO STA 2364+99.50	LT				398.5	10.0	PLUG AT STA 2249+01.00
STA 2364+99.50 TO STA 2369+99.50	RT	1			349.5	5.0	PLUG AT STA 2252+99.50
STA 2369+99.50 TO STA 2374+99.50	LT				498.5	10.0	PLUG AT STA 2256+50.00
STA 2374+99.50 TO STA 2379+99.50	RT	1			348.5	10.0	PLUG AT STA 2257+99.00; OUTLET AT STRUCTURE
STA 2379+99.50 TO STA 2384+99.50	LT				199.5	5.0	PLUG AT STA 2259+99.50
STA 2384+99.50 TO STA 2389+99.50	RT	1			299.5	10.0	PLUG AT STA 2260+00.50
STA 2389+99.50 TO STA 2394+99.50	LT				299.5	5.0	PLUG AT STA 2263+00.00
STA 2394+99.50 TO STA 2399+99.50	RT	1			498.5	10.0	PLUG AT STA 2263+01.00
STA 2399+99.50 TO STA 2404+99.50	LT				498.5	5.0	PLUG AT STA 2263+01.00; OUTLET AT STRUCTURE
I-57/70 EASTBOUND							
STA 2121+44.00 TO STA 2125+79.00	RT	1			435.0	10.0	PLUG AT STA 2121+44.00
STA 2125+79.00 TO STA 2126+50.10	LT				506.1	5.0	PLUG AT STA 2121+44.00; OUTLET AT STRUCTURE
STA 2126+50.10 TO STA 2129+04.70	RT	1			499.0	10.0	PLUG AT STA 2125+80.00
STA 2129+04.70 TO STA 2131+82.00	LT				253.6	5.0	PLUG AT STA 2126+51.10; OUTLET AT STRUCTURE
STA 2131+82.00 TO STA 2133+15.10	RT	1			409.4	5.0	PLUG AT STA 2129+05.70; OUTLET AT STRUCTURE
STA 2133+15.10 TO STA 2138+15.10	LT				499.0	5.0	PLUG AT STA 2133+16.10; OUTLET AT STRUCTURE
STA 2138+15.10 TO STA 2140+79.00	RT	1			317.8	10.0	PLUG AT STA 2135+31.20
STA 2140+79.00 TO STA 2143+15.10	LT				499.0	5.0	PLUG AT STA 2138+16.10; OUTLET AT STRUCTURE
STA 2143+15.10 TO STA 2147+50.10	RT	1			229.0	10.0	PLUG AT STA 2138+16.10; OUTLET AT STRUCTURE
STA 2147+50.10 TO STA 2151+85.10	LT				499.0	10.0	PLUG AT STA 2140+80.00
STA 2151+85.10 TO STA 2155+79.00	RT	1			434.0	5.0	PLUG AT STA 2143+16.10; OUTLET AT STRUCTURE
STA 2155+79.00 TO STA 2157+10.00	LT				499.0	10.0	PLUG AT STA 2145+80.00
STA 2157+10.00 TO STA 2160+75.10	RT	1			434.0	5.0	PLUG AT STA 2147+51.10; OUTLET AT STRUCTURE
STA 2160+75.10 TO STA 2165+74.10	LT				466.5	5.0	PLUG AT STA 2150+80.00; OUTLET AT STRUCTURE
STA 2165+74.10 TO STA 2170+75.00	RT	1			388.9	5.0	PLUG AT STA 2151+86.10; OUTLET AT STRUCTURE
STA 2170+75.00 TO STA 2175+75.00	LT				499.0	5.0	PLUG AT STA 2155+76.10; OUTLET AT STRUCTURE
STA 2175+75.00 TO STA 2180+20.00	RT	1			498.0	5.0	PLUG AT STA 2160+76.10; OUTLET AT STRUCTURE
STA 2180+20.00 TO STA 2184+64.10	LT				495.6	10.0	PLUG AT STA 2160+76.10; OUTLET AT STRUCTURE
STA 2184+64.10 TO STA 2189+64.10	RT	1			498.4	5.0	PLUG AT STA 2160+76.10; OUTLET AT STRUCTURE
STA 2189+64.10 TO STA 2194+64.10	LT				498.9	5.0	PLUG AT STA 2170+75.00
STA 2194+64.10 TO STA 2199+99.10	RT	1			499.0	10.0	PLUG AT STA 2170+75.00; OUTLET AT STRUCTURE
STA 2199+99.10 TO STA 2204+99.00	LT				499.0	10.0	PLUG AT STA 2175+75.00
SUBTOTAL		34	0	0	35689.7	545.0	

* FOR TYPICAL APPLICATION OF OUTLETS TO STRUCTURE, SEE MISCELLANEOUS DETAIL SHEETS.

PIPE DRAINS AND UNDERDRAINS SCHEDULE

LOCATION		CONCRETE HEADWALL FOR PIPE DRAINS (EACH)	PIPE UNDERDRAINS 4" (FOOT)	PIPE UNDERDRAINS 4" (SPECIAL) (FOOT)	PIPE UNDERDRAINS 6" (FOOT)	PIPE UNDERDRAINS 6" (SPECIAL) (FOOT)	REMARKS*
STATION TO STATION	SIDE						
I-57/70 EASTBOUND							
STA 2170+76.00 TO STA 2175+75.00	LT				499.0	5.0	PLUG AT STA 2175+75.00; OUTLET AT STRUCTURE
STA 2175+75.00 TO STA 2180+20.00	RT	1			444.0	10.0	PLUG AT STA 2180+20.00
STA 2180+20.00 TO STA 2184+64.10	LT				388.1	5.0	PLUG AT STA 2179+64.10; OUTLET AT STRUCTURE
STA 2184+64.10 TO STA 2189+64.10	RT	1			498.9	5.0	PLUG AT STA 2184+64.00; OUTLET AT STRUCTURE
STA 2189+64.10 TO STA 2194+64.10	LT				499.1	5.0	PLUG AT STA 2189+64.10; OUTLET AT STRUCTURE
STA 2194+64.10 TO STA 2199+99.10	RT	1			376.3	4.0	PLUG AT STA 2190+10.00; OUTLET AT STRUCTURE
STA 2199+99.10 TO STA 2204+99.00	LT				499.0	5.0	PLUG AT STA 2194+64.10; OUTLET AT STRUCTURE
STA 2204+99.00 TO STA 2209+99.00	RT	1			494.0	10.0	PLUG AT STA 2195+05.00
STA 2209+99.00 TO STA 2214+99.00	LT				334.0	5.0	PLUG AT STA 2197+99.10; OUTLET AT STRUCTURE
STA 2214+99.00 TO STA 2219+99.10	RT	1			443.2	10.0	PLUG AT STA 2199+49.20
STA 2219+99.10 TO STA 2224+99.50	LT				399.0	5.0	PLUG AT STA 2201+99.10; OUTLET AT STRUCTURE
STA 2224+99.50 TO STA 2229+99.50	RT	1			299.0	2.0	PLUG AT STA 2202+49.20; OUTLET AT STRUCTURE
STA 2229+99.50 TO STA 2234+99.50	LT				498.9	5.0	PLUG AT STA 2206+99.00; OUTLET AT STRUCTURE
STA 2234+99.50 TO STA 2239+99.50	RT	1			423.9	2.0	PLUG AT STA 2206+74.10; OUTLET AT STRUCTURE
STA 2239+99.50 TO STA 2244+99.50	LT				499.0	5.0	PLUG AT STA 2211+99.00; OUTLET AT STRUCTURE
STA 2244+99.50 TO STA 2249+99.50	RT	1			449.0	5.0	PLUG AT STA 2216+49.10; OUTLET AT STRUCTURE
STA 2249+99.50 TO STA 2254+99.50	LT				499.1	5.0	PLUG AT STA 2221+49.20; OUTLET AT STRUCTURE
STA 2254+99.50 TO STA 2259+99.50	RT	1			468.5	10.0	PLUG AT STA 2224+49.50
STA 2259+99.50 TO STA 2264+99.50	LT				299.3	5.0	PLUG AT STA 2224+49.50; OUTLET AT STRUCTURE
STA 2264+99.50 TO STA 2269+99.50	RT	1			349.5	10.0	PLUG AT STA 2224+50.50
STA 2269+99.50 TO STA 2274+99.50	LT				299.5	5.0	PLUG AT STA 2224+50.50; OUTLET AT STRUCTURE
STA 2274+99.50 TO STA 2279+99.50	RT	1			249.0	5.0	PLUG AT STA 2227+51.00; OUTLET AT STRUCTURE
STA 2279+99.50 TO STA 2284+99.50	LT				349.0	10.0	PLUG AT STA 2228+01.00
STA 2284+99.50 TO STA 2289+99.50	RT	1			498.5	5.0	PLUG AT STA 2230+01.00; OUTLET AT STRUCTURE
STA 2289+99.50 TO STA 2294+99.50	LT				348.5	10.0	PLUG AT STA

PAVEMENT MARKING SCHEDULE

LOCATION	RAISED REFLECTIVE PAVEMENT MARKER		URETHANE PAVEMENT MARKING - LINE 4"	URETHANE PAVEMENT MARKING - LINE 6"		URETHANE PAVEMENT MARKING - LINE 8"		URETHANE PAVEMENT MARKING - LINE 12"		GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS (SQ FT)	GROOVING FOR RECESSED PAVEMENT MARKING 5" (FOOT)	GROOVING FOR RECESSED PAVEMENT MARKING 7" (FOOT)	GROOVING FOR RECESSED PAVEMENT MARKING 9" (FOOT)	GROOVING FOR RECESSED PAVEMENT MARKING 13" (FOOT)		
	ONE-WAY CRYSTAL (EACH)	ONE-WAY AMBER		SOLID YELLOW (FOOT)	SKIP DASH WHITE (FOOT)	SOLID WHITE (FOOT)	SKIP DASH WHITE (FOOT)	SOLID YELLOW (FOOT)	SOLID WHITE (FOOT)						SOLID YELLOW (FOOT)	
I-57/70																
2095+64.00 TO 2286+00.00*	1643		352		28090	18205	36068	4204	1122	346	228	22895	46369	4204	1122	
FAYETTE RAMP A																
5+45.16 TO 16+00.00	10	12		600				383				1655		383		
FAYETTE RAMP B																
13+15.00 TO 26+05.43				567			1290	415				1857		415		
FAYETTE RAMP C																
1+99.92 TO 11+00.00	9	7		240			900	361				1140		361		
FAYETTE RAMP D																
19+27.63 TO 31+84.73							1257	410				1257		410		
BIKE TRAIL																
11+50.00 TO 38+50.00					675							675		0		
KELLER RAMP A																
10+00.00 TO 27+56.47	9	28		1095			1756	362				2851		362		
KELLER RAMP B																
18+48.85 TO 38+95.47				300			2047	1582				2347		1582		
KELLER RAMP C																
10+00.00 TO 23+03.36	11	17		658			1304	436				1962		436		
KELLER RAMP D																
16+03.00 TO 28+47.18				530			1244	534				1774		534		
SUBTOTAL	1682	64	352	3990	675	38943	18205	36068	8687	1122	346	228	38413	46369	8687	1122
TOTAL	1746		352	43608		54273		8687	1468			228	38413	46369	8687	1122

* RAISED REFLECTIVE PAVEMENT MARKERS AND PAVEMENT MARKING GROOVING STOP AT STATION 2255+00.00.

DELINEATOR SCHEDULE

LOCATION	DELINEATORS	REMOVE AND REINSTALL DELINEATORS
STATION TO STATION	SIDE (EACH)	(EACH)
I-57/70 WB		
2121+44.00 TO 2268+00.00	LT 24	
I-57/70 EB		
2121+44.00 TO 2266+69.59	RT 27	
FAYETTE RAMP A		
6+08.63 TO 16+50.00	LT/RT 20	
FAYETTE RAMP B		
15+00.00 TO 26+05.43	LT/RT 16	
FAYETTE RAMP C		
4+96.49 TO 11+00.00	LT/RT 4	4
FAYETTE RAMP D		
19+27.63 TO 31+84.73	RT 9	3
KELLER RAMP A		
13+06.86 TO 25+52.68	LT/RT 22	
KELLER RAMP B		
18+48.85 TO 38+95.47	RT 21	
KELLER RAMP C		
10+00.00 TO 23+03.36	LT/RT 23	
KELLER RAMP D		
16+03.00 TO 28+47.18	LT/RT 18	
TOTAL	184	7

TEMPORARY PAVEMENT MARKING SCHEDULE

LOCATION	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS (SQ FT)	TEMPORARY PAVEMENT MARKING - LINE 4"		TEMPORARY PAVEMENT MARKING - LINE 6"		TEMPORARY PAVEMENT MARKING - LINE 8"		TEMPORARY PAVEMENT MARKING - LINE 12"		WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)
		SOLID YELLOW (FOOT)	SKIP DASH WHITE (FOOT)	SOLID WHITE (FOOT)	SOLID WHITE (FOOT)	SOLID YELLOW (FOOT)	SOLID WHITE (FOOT)	SOLID WHITE (FOOT)	SOLID YELLOW (FOOT)	
I-57/70										
2095+64.00 TO 2286+00.00	352			28090	18205	36068	4204	1122	346	41121
FAYETTE RAMP A										
5+45.18 TO 16+00.00		600		1055			383			807
FAYETTE RAMP B										
13+15.00 TO 26+05.43		567		1290			415			896
FAYETTE RAMP C										
1+99.92 TO 11+00.00		240		900			361			620
FAYETTE RAMP D										
19+27.63 TO 31+84.73				1257			410			693
BIKE TRAIL										
11+50.00 TO 38+50.00			675							225
KELLER RAMP A										
10+00.00 TO 27+56.47		1095		1756			362			1192
KELLER RAMP B										
18+48.85 TO 38+95.47		300		2047			1582			1837
KELLER RAMP C										
10+00.00 TO 23+03.36		658		1304			436			944
KELLER RAMP D										
16+03.00 TO 28+47.18		530		1244			534			948
SUBTOTAL	352	3990	675	38943	18205	36068	8687	1122	346	49283
TOTAL	352	43608		54273		8687	1468			49283

TRAFFIC CONTROL SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	TCB* TO REMAIN IN PLACE (FOOT)	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 (EACH)	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3 (EACH)
STATION TO STATION	ROADWAY				
STAGE 1					
2118+73 TO 2268+00	I-57/70 EB	14662.5		1	
2121+44 TO 2270+61	I-57/70 WB	14737.5		1	
2145+41 TO 2147+18	I-57/70 EB	175.0		1	
2145+65 TO 2147+42	I-57/70 WB	175.0		1	
PRE-STAGE 2A					
2118+79 TO 2268+00	I-57/70 EB	14662.5			1
2121+44 TO 2270+68	I-57/70 WB	14737.5			1
2145+41 TO 2147+18	I-57/70 EB		175.0		
2145+65 TO 2147+42	I-57/70 WB		175.0		
PRE-STAGE 2B					
2118+79 TO 2268+00	I-57/70 EB		14662.5		
2121+44 TO 2270+68	I-57/70 WB		14737.5		
2145+41 TO 2147+18	I-57/70 EB		175.0		
2145+65 TO 2147+42	I-57/70 WB		175.0		
STAGE 2					
2116+52 TO 2121+19	I-57/70 EB	437.5			1
2121+19 TO 2136+00	I-57/70 EB		1462.5		
2137+98 TO 2151+17	I-57/70 EB		1275.0		1
2154+05 TO 2186+85	I-57/70 EB	50.0	3187.5	1	
2188+65 TO 2209+92	I-57/70 EB		2062.5	1	
2195+85 TO 2209+93	I-57/70/KEL RAMP E	1350.0		1	
2214+21 TO 2268+00	I-57/70 EB		5262.5	1	
2121+44 TO 2135+76	I-57/70 WB	50.0	1337.5		1
2138+65 TO 2155+51	I-57/70 WB		1637.5	1	
2157+45 TO 2190+44	I-57/70 WB	50.0	3187.5	1	
2193+30 TO 2213+87	I-57/70 WB	25.0	1987.5	1	
2215+87 TO 2268+00	I-57/70 WB		5162.5		
2268+00 TO 2270+67	I-57/70 WB	237.5			1
PAY TOTAL		29750.0	31600.0	11	6

* FOR INFORMATION ONLY

GUARDRAIL SCHEDULE

LOCATION		STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 2 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT) (EACH)	GUARDRAIL REMOVAL (FOOT)	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL (FOOT)	GUARDRAIL MARKERS, TYPE A (EACH)	TERMINAL MARKER - DIRECT APPLIED (EACH)
STATION	SIDE								
I-57/70									
2128+54.35 TO 2131+66.85	RT	250	1		1			4	1
2130+86.79 TO 2134+36.77	RT					350			
2131+86.20 TO 2135+17.69	RT					332			
2135+26.24 TO 213863.64	LT					338			
2142+88.54 TO 2147+13.54	RT	362.5	1		1			4	1
2145+53.26 TO 2150+03.26	LT	387.5	1		1			4	1
2155+06.23 TO 2158+43.62	RT					337			
2159+33.20 TO 2162+70.74	LT					338			
2159+33.20 TO 2177+07.56	LT					1775			
2161+02.12 TO 2181+39.62	LT	1975	1		1			9	1
2162+68.25 TO 2165+18.25	RT	187.5	1		1			4	1
2163+08.18 TO 2177+07.56	LT						1400		
2173+49.25 TO 2175+99.25	RT	187.5	1		1			4	1
2198+60.56 TO 2201+70.64	RT					309			
2200+30.93 TO 2202+60.88	LT					231			
2200+69.90 TO 2205+87.22	LT					523			
2201+59.86 TO 2205+87.22	LT						432		
2201+59.87 TO 2204+66.12	LT	212.5		1	1			4	1
2214+38.03 TO 2216+92.31	RT					254			
2216+15.80 TO 2219+02.99	LT					291			
2216+58.76 TO 2219+97.16	LT					340			
2219+51.65 TO 2222+64.15	LT	250	1		1			4	1
2245+17.59 TO 2248+54.80	RT					336			
2246+08.00 TO 2248+56.16	RT					248			
2247+05.89 TO 2249+33.11	RT	162.5	1		1			4	1
2249+43.98 TO 2252+81.34	LT					339			
2268+12.64 TO 2271+16.06	RT						304		
2268+66.01 TO 2270+31.80	RT						166		
2269+95.37 TO 2272+98.68	LT						304		
2270+78.70 TO 2272+44.61	LT						166		
KELLER RAMP A									
25+52.67 TO 26+90.25	LT	75.0	1		1			4	1
25+83.40 TO 26+95.90	RT	50.0	1		1			4	1
		4100.0	10	1	11	6341	2772	49	11
		TOTAL	4100.0	10	11	6341	2772	49	11

REMOVAL SCHEDULE

LOCATION		PAVEMENT REMOVAL (SQ YD)	PAVED DITCH REMOVAL (FOOT)	PAVED SHOULDER REMOVAL (SQ YD)	REMOVE EXISTING DOUBLE HANDHOLE (EACH)
STATION TO STATION	SIDE				
I-57/70					
2121+44.00 TO 2145+00.00	LT/RT	20469	37	3344	
2145+00.00 TO 2161+75.00	LT/RT	13974	77	1782	
2161+75.00 TO 2177+57.30	LT/RT	8671	64	4888	
2177+57.30 TO 2195+00.00	LT/RT	11708		4056	
2195+00.00 TO 2230+00.00	LT/RT	24318	205	9599	
2230+00.00 TO 2255+37.63	LT/RT	13408		8001	
2255+37.63 TO 2268+00.00	LT/RT	6687		3837	
2268+00.00 TO 2286+00.00	LT/RT		96	4072	
2269+31	LT/RT				2
2269+50	LT				1
2269+52	RT				1
FAYETTE RAMP A					
10+65.00 TO 15+48.83	LT/RT	905		492	
FAYETTE RAMP B					
0+00.00 TO 14+14.76	LT/RT	1023		488	
FAYETTE RAMP C					
0+00.00 TO 1+66.96	LT/RT	249		187	
KELLER RAMP A					
2+90.66 TO 12+81.23	LT/RT	1863		1245	
KELLER RAMP B/E					
607+87.39 TO 29+00.23	LT/RT	2972		3352	
EX KELLER RAMP C					
493+76.09 TO 508+20.45	LT/RT	2405	89	1864	
EX KELLER RAMP D					
0+01.67 TO 6+66.21	LT/RT	2156		518	
		TOTAL	110808	568	47725

EROSION CONTROL SCHEDULE

LOCATION		EROSION CONTROL BLANKET (SQ YD)	EARTH EXCAVATION FOR EROSION CONTROL (CU YD)	AGGREGATE (EROSION CONTROL) (TON)	PERIMETER EROSION BARRIER (FOOT)
STATION	SIDE				
I-57/70					
2121+36	RT		3	0.6	
2121+36	LT		3	0.6	
2121+50 TO 2130+00	RT				826
2121+50 TO 2132+00	LT				1032
2129+34	LT		3	0.6	
2137+19	LT		3	0.6	
2157+09	RT		2	0.6	
2157+28 TO 2178+00	LT	13658			
2160+50 TO 2163+13	RT				386
2160+62	RT		2	0.6	
2161+50 TO 2176+63	LT			5.6	3256
2162+02	LT		59	5.6	
2164+50 TO 2167+30	RT				505
2167+77 TO 2169+50	RT				173
2174+75 TO 2179+00	RT				846
2182+15 TO 2185+50	LT				527
2206+62	RT		3	0.6	
2214+02	RT		15	2.8	
2243+00 TO 2247+50	LT				440
2244+22	RT		15	2.8	
BIKE TRAIL					
21+30 TO 24+00	RT				476
25+12 TO 25+46	LT		88		
28+17 TO 29+00	LT		826		
30+19	LT		3	0.6	
35+53	LT		3	0.6	
FAYETTE RAMP B					
14+50 TO 19+00	RT				676
KELLER RAMP A					
27+96	LT		3	0.6	
KELLER RAMP C					
15+50 TO 19+25	RT		702		360
20+75 TO 21+75	RT				97
KELLER RAMP D					
19+00 TO 24+00	RT				970
		SUBTOTAL	15274	117	10570
		TOTAL	15274	120	10570

GUARD POSTS REMOVAL

LOCATION		GUARD POSTS REMOVAL (EACH)
STATION	SIDE	
I-57/70		
2133+53	LT	1
2133+61	LT	1
2133+67	LT	1
2133+73	LT	1
2133+78	LT	1
2133+83	LT	1
2135+80	RT	1
2135+85	RT	1
2135+90	RT	1
2135+95	RT	1
2135+99	RT	1
2136+05	RT	1
2136+09	RT	1
2136+15	RT	1
2157+35	LT	1
2157+40	LT	1
2157+46	LT	1
2157+50	LT	1
2157+60	LT	1
2157+65	LT	1
2157+71	LT	1
2157+75	LT	1
2157+80	LT	1
2157+85	LT	1
2157+91	LT	1
2159+82	RT	1
2159+87	RT	1
2159+93	RT	1
2159+97	RT	1
2160+02	RT	1
2160+07	RT	1
2160+12	RT	1
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2199+45	LT	1
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2202+10	RT	1
2202+15	RT	1
2202+20	RT	1
2202+25	RT	1
2202+30	RT	1
2202+35	RT	1
2214+86	LT	1
2214+90	LT	1
2214+95	LT	1
2215+00	LT	1
2215+05	LT	1
2215+11	LT	1
2215+15	LT	1
2217+06	RT	1
2217+11	RT	1
2217+16	RT	1
2217+21	RT	1
2217+26	RT	1
2217+31	RT	1
2217+36	RT	1
2217+41	RT	1
2217+46	RT	1
2247+66	LT	1
2247+72	LT	1
2247+77	LT	1
2249+97	RT	1
2250+02	RT	1
2250+07	RT	1
2250+12	RT	1
2250+17	RT	1
2250+21	RT	1
2250+26	RT	1
	SUBTOTAL	79
	TOTAL	79

SURVEY MARKERS SCHEDULE

LOCATION		PERMANENT SURVEY MARKERS, TYPE I (EACH)
STATION	DESCRIPTION	
I-57/70		
2127+60.17	POT	1
2137+00.00	POT	1
2147+00.00	POT	1
2154+54.32	POT	1
2165+00.00	POT	1
2177+57.30	PC	1
2190+00.00	POC	1
2200+00.00	POC	1
2210+00.00	POC	1
2220+00.00	POC	1
2230+00.00	POC	1
2240+00.00	POC	1
2248+00.00	POC	1
2255+37.63	PT	1
2265+00.00	POT	1
FAYETTE RAMP A		
5+45.18	POT	1
10+00.00	PC	1
FAYETTE RAMP B		
17+04.36	PC	1
19+90.43	PT	1
26+05.43	POT	1
FAYETTE RAMP C		
1+99.92	POT	1
10+00.00	PC	1
FAYETTE RAMP D		
20+34.73	PT	1
31+84.73	POT	1
KELLER RAMP A		
10+00.00	POT	1
10+38.64	PC	1
12+97.19	PT	1
14+06.79	PC	1
15+98.53	PT	1
18+01.59	PC	1
21+58.26	PT	1
25+05.25	PC	1
27+56.47	PT	1
KELLER RAMP B		
22+87.95	PC	1
29+45.47	PT	1
30+46.04	PC	1
38+47.02	PT	1
38+95.47	POT	1
KELLER RAMP C		
10+00.00	POT	1
10+56.89	PC	1
12+78.53	PT	1
16+04.79	PC	1
23+03.36	PT	1
KELLER RAMP D		
20+04.15	PC	1
22+25.70	PT	1
25+41.68	PC	

TEMPORARY DITCH CHECKS SCHEDULE

LOCATION			TEMPORARY DITCH CHECKS (FOOT)
STATION	SIDE	OFFSET	
I-57/70			
2130+73	RT	129	17
2132+25	RT	140	23
2132+75	RT	114	10
2133+75	LT	145	23
2134+25	LT	112	17
2135+50	LT	111	17
2136+49	RT	73	10
2136+50	LT	113	17
2137+25	RT	79	11
2137+70	LT	80	16
2138+20	LT	88	29
2138+28	RT	85	22
2138+66	RT	88	26
2138+70	LT	93	29
2139+04	RT	93	26
2139+75	RT	95	18
2140+00	LT	86	23
2141+25	RT	97	17
2141+50	LT	88	22
2142+75	RT	97	17
2143+00	LT	88	22
2144+25	RT	92	20
2144+50	LT	93	23
2147+82	RT	88	23
2149+00	LT	87	25
2149+32	RT	88	23
2150+50	LT	88	23
2150+82	RT	87	23
2152+00	LT	89	23
2152+32	RT	88	23
2153+00	RT	90	46
2153+50	LT	89	23
2154+30	RT	79	23
2156+46	RT	120	17
2156+50	LT	76	10
2156+52	RT	124	17
2156+59	RT	128	18
2156+65	RT	132	18
2156+71	RT	135	18
2156+78	RT	139	18
2157+99	LT	132	18
2158+00	RT	105	23
2158+87	LT	119	18
2159+22	RT	103	18
2159+56	RT	102	17
2159+68	LT	114	18
2159+86	RT	105	17
2159+94	LT	116	18
2160+20	LT	119	18
2160+46	LT	123	18
2160+72	LT	126	18
2160+98	LT	129	18
2161+24	LT	133	18
2162+60	RT	177	25
2162+70	RT	173	25
2162+80	RT	168	25
2162+90	RT	163	25
2163+00	RT	159	25
2163+10	RT	147	25
2163+24	RT	132	25
2163+38	RT	116	25
2163+50	LT	181	33
2163+50	RT	102	10
2164+50	RT	106	23
2165+00	LT	176	33
2166+20	RT	115	17
2166+50	LT	173	33
2166+70	RT	119	17
2167+20	RT	127	17
2167+28	LT	170	33
2167+30	RT	128	17
2167+40	RT	129	17
2167+50	RT	130	17
2167+60	RT	138	17
2167+70	RT	146	17
2167+80	RT	154	20
2167+90	RT	162	25
2168+00	RT	171	25
2168+03	LT	166	28
2168+24	RT	166	25
2168+50	RT	160	25
SUBTOTAL			1712

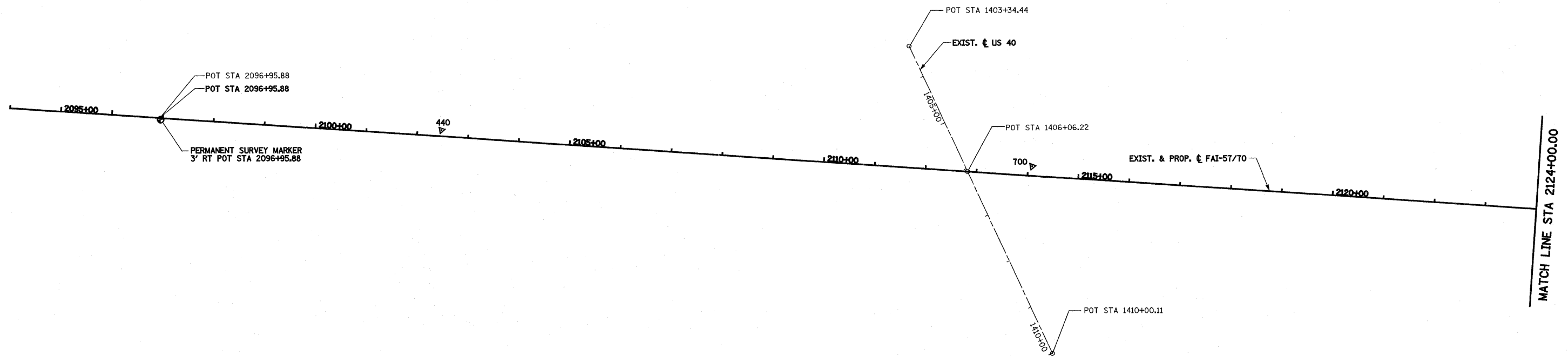
LOCATION			TEMPORARY DITCH CHECKS (FOOT)
STATION	SIDE	OFFSET	
2168+70	RT	164	25
2168+78	LT	162	23
2169+53	LT	160	23
2170+28	LT	157	23
2172+00	LT	154	23
2173+50	LT	153	23
2174+00	LT	154	23
2174+28	RT	113	13
2174+30	LT	150	23
2174+42	RT	107	13
2174+50	RT	104	13
2174+60	LT	148	23
2174+90	LT	145	20
2175+20	LT	141	20
2175+50	LT	138	17
2175+80	LT	135	17
2176+00	RT	98	23
2176+10	LT	131	17
2176+40	LT	127	17
2176+70	LT	124	17
2177+00	LT	120	17
2177+26	LT	116	20
2177+50	LT	114	23
2177+50	RT	97	23
2178+00	LT	109	18
2178+75	LT	105	15
2179+00	RT	96	9
2180+50	LT	104	16
2180+50	RT	98	14
2182+00	RT	97	17
2182+00	LT	105	17
2183+50	LT	107	23
2183+50	RT	110	17
2185+00	LT	109	23
2185+00	RT	121	17
2186+50	LT	111	23
2188+00	LT	112	23
2189+50	LT	115	23
2190+00	RT	100	17
2191+00	LT	115	23
2191+50	RT	96	12
2193+00	RT	93	20
2194+50	RT	98	23
2195+00	RT	92	23
2195+30	LT	99	21
2195+50	RT	84	35
2196+00	RT	85	26
2196+80	LT	99	23
2198+30	LT	95	23
2199+80	LT	87	23
2203+69	LT	82	21
2205+19	LT	86	23
2206+69	LT	87	17
2208+19	LT	86	18
2209+69	LT	86	21
2211+00	RT	128	27
2211+19	LT	86	23
2212+49	RT	131	26
2212+69	LT	89	37
2213+08	LT	83	29
2213+83	LT	78	16
2215+50	RT	134	22
2216+14	LT	129	17
2217+00	RT	133	25
2217+50	LT	124	17
2218+50	RT	127	25
2219+00	LT	116	17
2220+00	RT	122	25
2220+50	LT	108	17
2221+50	RT	118	25
2222+00	LT	100	14
2222+75	LT	100	11
2223+00	RT	108	24
2223+50	LT	102	11
2224+50	RT	102	23
2225+00	LT	97	11
2226+00	RT	90	10
2226+50	LT	96	13
2227+50	RT	88	10
2228+00	LT	93	12
2229+00	RT	86	12
2229+50	LT	90	13
SUBTOTAL			1615

LOCATION			TEMPORARY DITCH CHECKS (FOOT)
STATION	SIDE	OFFSET	
2230+65	RT	86	12
2231+00	LT	89	20
2232+15	RT	86	12
2233+65	RT	88	10
2235+15	RT	92	14
2236+65	RT	93	10
2241+50	LT	101	23
2243+06	LT	103	12
2245+31	LT	108	17
2246+81	LT	106	17
2248+00	RT	102	15
2248+31	LT	103	17
2249+00	RT	101	17
2249+81	LT	103	17
2251+31	LT	100	17
2252+81	LT	97	17
2254+31	LT	97	17
2255+50	RT	92	25
2255+81	LT	97	17
2256+00	RT	94	23
2257+31	LT	94	17
2257+50	RT	98	23
2258+81	LT	101	23
2259+00	RT	99	23
2260+31	LT	96	23
2260+50	RT	101	23
2261+81	LT	93	23
2262+00	RT	91	19
2264+00	RT	88	31
2264+15	LT	91	21
2265+50	RT	89	34
2265+65	LT	92	23
2267+00	RT	89	34
2267+15	LT	95	23
2268+25	RT	92	13
2268+65	LT	98	23
FAYETTE RAMP B			
13+70	RT	41	33
14+07	RT	24	28
14+44	RT	24	19
14+60	LT	42	12
14+81	RT	24	19
14+97	LT	42	23
15+18	RT	24	19
15+34	LT	42	23
15+55	RT	24	19
15+63	LT	42	23
15+92	RT	24	19
15+92	LT	48	23
16+21	LT	48	33
16+55	RT	24	19
16+89	RT	24	17
17+04	RT	25	17
17+19	RT	30	17
17+60	RT	30	17
18+60	RT	39	17
FAYETTE RAMP C			
9+07	RT	56	23
10+61	RT	46	23
BIKE TRAIL			
15+00	LT	14	15
17+25	LT	14	15
19+50	LT	14	15
20+65	LT	14	15
22+15	LT	14	15
22+90	LT	14	15
35+93	LT	48	13
36+15	LT	41	10
36+49	LT	39	10
KELLER RAMP A			
18+00	RT	33	13
19+49	RT	34	13
20+24	RT	31	14
21+00	LT	37	10
21+00	RT	25	14
22+50	LT	38	10
22+50	RT	28	15
24+00	RT	38	15
25+00	LT	56	15
25+50	RT	43	15
SUBTOTAL			1405

LOCATION			TEMPORARY DITCH CHECKS (FOOT)
STATION	SIDE	OFFSET	
KELLER RAMP B			
19+24	RT	28	23
20+71	RT	25	30
KELLER RAMP C			
16+50	RT	31	17
17+68	LT	32	22
18+00	RT	32	17
18+25	LT	44	23
18+50	RT	32	17
18+99	RT	28	17
19+14	LT	44	19
19+50	RT	24	19
19+75	LT	44	29
20+25	RT	26	19
21+00	RT	28	19
21+75	RT	23	19
22+00	RT	24	19
22+50	RT	22	20
KELLER RAMP D			
16+74	RT	51	10
17+00	LT	41	10
17+00	RT	51	10
17+50	RT	49	10
18+00	RT	46	28
18+75	RT	41	23
19+01	RT	40	21
19+50	RT	36	17
19+77	LT	40	23
19+93	LT	38	19
21+01	RT	33	17
SUBTOTAL			517
TOTAL			5249

INLET AND PIPE PROTECTION SCHEDULE

LOCATION			INLET AND PIPE PROTECTION (EACH)
STATION	SIDE	OFFSET	
I-57/70			
2123+72	LT	4.5	1
2123+72	RT	4.5	1
2126+50	LT	4.5	1
2126+50	RT	4.5	1
2128+25	RT	95.5	1
2129+05	LT	4.5	1
2129+05	RT	4.5	1
2130+65	LT	4.5	1
2130+65	RT	4.5	1
2133+15	LT	4.5	1
2133+15	RT	4.5	1
2135+65	LT	4.5	1
2135+65	RT	4.5	1
2138+15	LT	4.5	1
2138+15	RT	4.5	1
2140+65	LT	4.5	1
2140+65	RT	4.5	1
2142+05	LT	4.5	1
2142+05	RT	4.5	1
2143+15	LT	4.5	1
2143+15	RT	4.5	1
2145+16	LT	98.5	1
2145+63	RT	96.5	1
2145+30	LT	4.5	1
2145+30	RT	4.5	1
2147+50	LT	4.5	1
2147+50	RT	4.5	1
2149+35	LT	4.5	1
2149+35	RT	4.5	1
2151+85	LT	4.5	1
2151+85	RT	4.5	1
2154+35	LT	4.5	1
2154+35	RT	4.5	1
2155+75	LT	4.5	1
2155+75	RT	4.5	1
2156+12	RT	12.0	1
2156+85	RT	12.0	1
2158+25	LT	4.5	1
2158+25	RT	4.5	1
2158+25	LT	73.5	1
2159+98	RT	110.5	1
2160+75	LT	4.5</	



BENCHMARK 2097:

CHISELED SQUARE WEST EDGE OF CONCRETE SHOULDER OF SOUTHBOUND LANE I-70/I-57
STA 2097+00, 57' LT
ELEV 602.32

BENCHMARK 2104:

CHISELED SQUARE TOP CENTER OF CONCRETE CRASH WALL IN MEDIAN ALONG I-57/I-70
STA 2104+00
ELEV 611.21

BENCHMARK 102:

CHISELED SQUARE ON S.W. CORNER OF BRIDGE ON I-57/70 WEST BRIDGE OVER RT. 40
STA 2110+71, 62.0' LT

BENCHMARK 101:

CHISELED SQUARE IN TOP CENTER OF CONCRETE MEDIAN WALL ALONG I-57/I-70 AT NORTH END OF BRIDGE OVER US RT. 40
STA 2114+00.00
ELEV 613.57

BENCHMARK 2122

CHISELED SQUARE IN TOP CENTER OF CONCRETE MEDIAN WALL AT NORTH END ALONG I-57/I-70
STA 2121+50
ELEV 610.16

**EXISTING & PROPOSED
FAI-57/70**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 2096+95.88	888862.21	916326.55

EXISTING US ROUTE 40

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 1403+34.44	890333.07	916442.99
POT STA 1406+06.22	890402.84	916705.66
POT STA 1410+00.11	890503.96	917086.35

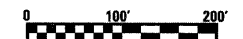
CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
440	889400.35	916446.27
700	890529.32	916717.52

**GROUND COORDINATES FOR
PERMANENT SURVEY MARKERS**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
I-57/70 POT STA 2096+95.88	888862.21	916326.55

PERMANENT SURVEY MARKER



FILE NAME = S:\Projects\403-00072-57-70\dgn\ML_Keller\horz_alk.dgn	USER NAME = Linda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL CONTROL, FAI ROUTES 57/70			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
PLOT SCALE = 2000.0000' / IN.	PLOT DATE = 3/17/2011	DRAWN - PDB	REVISED -					57/70	(25-3,4)R	EFFINGHAM	1098	40		
CHECKED - BRM	DATE - 5-07-08	REVISIED -	REVISED -		SCALE: 1"=100'			SHEET NO. 1 OF 13 SHEETS			STA 2094+00.00 TO STA 2124+00.00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
												CONTRACT NO. 74299		



**PROP. FAYETTE RAMP A
CURVE C53**
 PI STA = 12+14.41
 $\Delta = 31^\circ 30' 34''$ (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 214.41'
 L = 417.96'
 E = 29.67'
 $e = 8.00\%$
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 10+00.00
 P.T. STA = 14+17.96
 SE ATTAINED STA 8+60.00
 TO STA 10+70.00 (2.00% TO 8.00%)
 SE REMOVED STA 13+32.96
 TO STA 15+90.50 (8.00% TO 0.0%)

**PROP. FAYETTE RAMP A
CURVE C54**
 PI STA = 18+64.45
 $\Delta = 48^\circ 09' 41''$ (LT)
 D = 16° 22' 13"
 R = 350.00'
 T = 156.42'
 L = 294.20'
 E = 33.36'
 $e = 8.00\%$
 T.R. = 38.00'
 S.E. RUN = 205.00'
 P.C. STA = 17+08.03
 P.T. STA = 20+02.23
 SE ATTAINED STA 15+90.50
 TO STA 17+98.03 (0.0% TO 8.00%)
 SE REMOVED STA 19+22.23
 TO STA 21+65.23 (8.00% TO 1.50%)

**PROP. FAYETTE RAMP B
CURVE E1**
 PI STA = 18+49.11
 $\Delta = 21^\circ 34' 00''$ (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 144.75'
 L = 285.07'
 E = 13.66'
 $e = 8.00\%$
 T.R. = N/A
 S.E. RUN = 207.00'
 P.C. STA = 17+04.36
 P.T. STA = 19+90.43
 SE ATTAINED STA 15+82.36
 TO STA 17+89.36 (1.50% TO 8.00%)
 SE REMOVED STA 18+60.43
 TO STA 21+90.42 (8.00% TO 3.26%)

**PROP. FAYETTE RAMP C
CURVE C51**
 PI STA = 11+88.04
 $\Delta = 27^\circ 47' 40''$ (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 188.04'
 L = 368.68'
 E = 22.92'
 $e = 8.00\%$
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 10+00.00
 P.T. STA = 13+68.68
 SE ATTAINED STA 8+60.00
 TO STA 10+70.00 (1.50% TO 8.00%)
 SE REMOVED STA 12+83.68
 TO STA 15+42.70 (8.00% TO 0.0%)

**PROP. FAYETTE RAMP C
CURVE C29**
 PI STA = 17+86.90
 $\Delta = 33^\circ 27' 19''$ (LT)
 D = 16° 22' 13"
 R = 350.00'
 T = 105.19'
 L = 204.37'
 E = 15.47'
 $e = 8.00\%$
 T.R. = 38.00'
 S.E. RUN = 205.00'
 P.C. STA = 16+81.71
 P.T. STA = 18+86.08
 SE ATTAINED STA 15+42.70
 TO STA 17+51.71 (0.0% TO 8.00%)
 SE REMOVED STA 18+06.08
 TO STA 19+73.08 (8.00% TO 1.50%)

**PROP. FAYETTE RAMP D
CURVE C50**
 PI STA = 18+94.07
 $\Delta = 21^\circ 27' 44''$ (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 144.03'
 L = 284.69'
 E = 13.53'
 $e = 8.00\%$
 T.R. = N/A
 S.E. RUN = 207.00'
 P.C. STA = 17+50.04
 P.T. STA = 20+34.73
 SE ATTAINED STA 15+83.37
 TO STA 17+90.37 (1.50% TO 8.00%)
 SE REMOVED STA 19+04.73
 TO STA 22+35.45 (8.00% TO 3.26%)

PROP. CURVE BIKE3A-2
 PI STA = 16+53.55
 $\Delta = 61^\circ 43' 23''$ (RT)
 D = 14° 41' 28"
 R = 390.00'
 T = 233.05'
 L = 420.14'
 E = 64.33'
 $e = 2.0\%$
 S.E. RUN = 20.75'/35.50'
 P.C. STA = 14+20.50
 P.T. STA = 18+40.63
 SE ATTAINED
 STA 13+88.38 TO STA 14+09.13
 SE REMOVED
 STA 20+64.39 TO STA 20+99.89

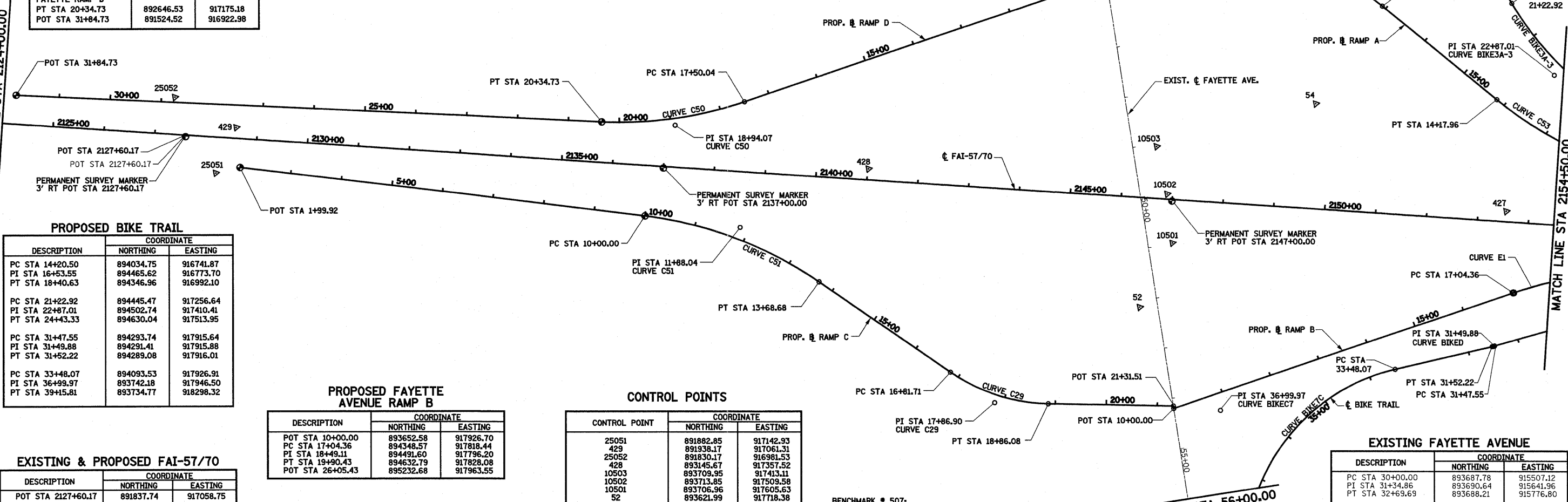
PROP. CURVE BIKE3A-3
 PI STA = 22+87.01
 $\Delta = 30^\circ 26' 59''$ (LT)
 D = 9° 30' 12"
 R = 602.91'
 T = 164.09'
 L = 320.41'
 E = 21.53'
 $e = 2.0\%$
 S.E. RUN = 35.50'/42.80'
 P.C. STA = 21+22.92
 P.T. STA = 24+43.33
 SE ATTAINED
 STA 20+99.89 TO STA 21+35.39
 SE REMOVED
 STA 24+05.20 TO STA 24+48.00

PROP. CURVE BIKE4
 PI STA = 31+49.88
 $\Delta = 2^\circ 40' 37''$ (RT)
 D = 57° 17' 45"
 R = 100.00'
 T = 2.34'
 L = 4.67'
 E = 0.03'
 $e = 2.0\%$
 S.E. RUN = 72.33'/38.00'
 P.C. STA = 31+47.55
 P.T. STA = 31+52.22
 SE ATTAINED
 STA 30+75.22 TO STA 31+47.55
 SE REMOVED
 STA 32+86.36 TO STA 33+24.36

PROP. CURVE BIKE5C
 PI STA = 36+99.97
 $\Delta = 85^\circ 36' 09''$ (LT)
 D = 15° 04' 40"
 R = 380.00'
 T = 351.90'
 L = 567.74'
 E = 137.91'
 $e = 2.0\%$
 S.E. RUN = 38.00'
 P.C. STA = 33+48.07
 P.T. STA = 39+15.81
 SE ATTAINED
 STA 33+24.36 TO STA 33+62.36
 SE REMOVED
 STA 39+01.52 TO STA 39+39.52

GROUND COORDINATES FOR PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
I-57/70		
POT STA 2127+60.17	891837.02	917061.67
POT STA 2137+00.00	892749.68	917286.00
POT STA 2147+00.00	893720.78	917524.70
FAYETTE RAMP C		
POT STA 1+99.92	891931.91	917140.60
PC STA 10+00.00	892697.57	917372.74
FAYETTE RAMP D		
PT STA 20+34.73	892646.53	917175.18
POT STA 31+84.73	891524.52	916922.98



PROPOSED BIKE TRAIL

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 14+20.50	894034.75	916741.87
PI STA 16+53.55	894465.62	916773.70
PT STA 18+40.63	894346.96	916992.10
PC STA 21+22.92	894445.47	917256.64
PI STA 22+87.01	894502.74	917410.41
PT STA 24+43.33	894630.04	917513.95
PC STA 31+47.55	894293.74	917915.64
PI STA 31+49.88	894291.41	917915.88
PT STA 31+52.22	894289.08	917916.01
PC STA 33+48.07	894093.53	917926.91
PI STA 36+99.97	893742.18	917946.50
PT STA 39+15.81	893734.77	918298.32

PROPOSED FAYETTE AVENUE RAMP B

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	893652.58	917926.70
PC STA 17+04.36	894348.57	917818.44
PI STA 18+49.11	894491.60	917796.20
PT STA 19+90.43	894632.79	917828.08
POT STA 26+05.43	895232.68	917963.55

CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
25051	891882.85	917142.93
429	891938.17	917061.31
25052	891830.17	916981.53
428	893145.67	917357.52
10503	893709.95	917413.11
10502	893713.85	917509.58
10501	893706.96	917605.63
52	893621.99	917718.38
54	894032.27	917384.42
427	894362.78	917658.37

EXISTING & PROPOSED FAI-57/70

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 2127+60.17	891837.74	917058.75

PROPOSED FAYETTE AVENUE RAMP A

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 5+45.18	895160.17	917805.64
PC STA 10+00.00	894727.19	917666.38
PI STA 12+14.41	894523.08	917600.73
PT STA 14+17.96	894383.38	917438.09
PC STA 17+08.03	894194.37	917218.04
PI STA 18+64.45	894092.45	917099.38
PT STA 20+02.23	893936.06	917096.17
POT STA 22+68.17	893670.18	917090.70

PROPOSED FAYETTE AVENUE RAMP C

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 1+99.92	891931.91	917140.60
PC STA 10+00.00	892697.57	917372.74
PI STA 11+88.04	892877.53	917427.30
PT STA 13+68.68	893011.28	917559.48
PC STA 16+81.71	893233.92	917779.52
PI STA 17+86.90	893308.74	917853.46
PT STA 18+86.08	893411.93	917873.90
POT STA 21+31.51	893652.68	917921.60

PROPOSED FAYETTE AVENUE RAMP D

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	893670.61	917070.07
PC STA 17+50.04	892929.39	917184.74
PI STA 18+94.07	892787.05	917206.76
PT STA 20+34.73	892646.53	917175.18
POT STA 31+84.73	891524.52	916922.98

EXISTING FAYETTE AVENUE

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 30+00.00	893687.78	915507.12
PI STA 31+34.86	893690.64	915641.96
PT STA 32+69.69	893688.21	915776.80
PC STA 33+17.67	893687.35	915824.77
PI STA 33+92.69	893686.00	915899.78
PRC STA 34+67.66	893689.05	915974.73
PI STA 35+42.65	893692.10	916049.65
PT STA 36+17.58	893690.52	916124.61
PC STA 66+94.74	893625.74	919201.10
PI STA 70+80.60	893617.62	919586.87
PT STA 74+66.41	893600.51	919972.34
PC STA 75+35.53	893597.44	920041.38
PI STA 78+65.14	893582.82	920370.67
PT STA 81+94.68	893580.96	920700.28
POT STA 85+16.09	893579.15	921021.69

BENCHMARK * 507:
 CHISELED SQUARE ON EAST SIGN POST BASE
 SIGN SAYS "EFFINGHAM EXIT 159"
 STA 2134+75.00 102.6' RT.
 ELEV 591.10

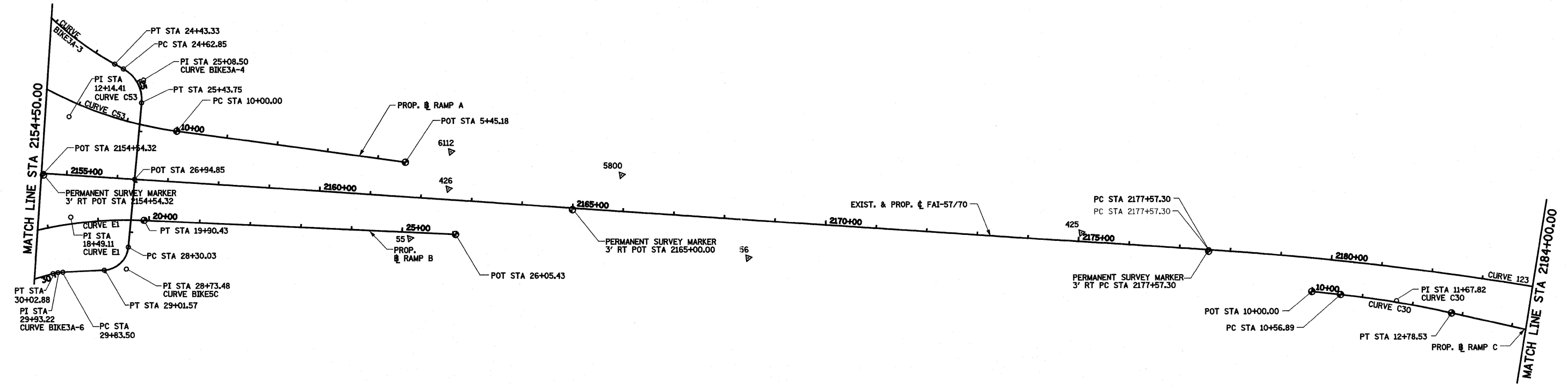
BENCHMARK * 506:
 CHISELED SQUARE ON EAST CRASH WALL UNDER FAYETTE
 AVENUE OVERPASS ON NORTH BOUND I-57/70
 STA 2146+48.00, 66.5' RT.
 ELEV 583.44

BENCHMARK * 2127
 TOP OF BOLT MEDIAN CONCRETE PIPE END SECTION W/GRATE
 BOLT SECURE GRATE ONTO END SECTION (ONLY BOLT @ END SECTION)
 STA 2127+40.00
 ELEV 598.21





PROP. CURVE BIKE3A-3 PI STA = 22+87.01 Δ = 30° 26' 59" (LT) D = 9° 30' 12" R = 602.91' T = 164.09' L = 320.41' E = 21.93' e = 2.0% S.E. RUN = 35.50'/42.80' P.C. STA = 21+22.92 P.T. STA = 24+43.33 SE ATTAINED STA 20+99.89 TO STA 21+35.39 SE REMOVED STA 24+05.20 TO STA 24+48.00	PROP. CURVE BIKE3A-4 PI STA = 25+08.50 Δ = 66° 12' 45" (RT) D = 81° 51' 04" R = 70.00' T = 45.64' L = 80.89' E = 13.57' e = 2.0% S.E. RUN = 42.80'/27.51' P.C. STA = 24+62.85 P.T. STA = 25+43.75 SE ATTAINED STA 24+48.00 TO STA 24+90.80 SE REMOVED STA 25+22.34 TO STA 25+49.85	PROP. CURVE BIKE3-5C PI STA = 28+73.48 Δ = 81° 59' 02" (RT) D = 114° 35' 30" R = 50.00' T = 43.45' L = 71.54' E = 16.24' e = 2.0% S.E. RUN = 11.52'/60.55' P.C. STA = 28+30.03 P.T. STA = 29+01.57 SE ATTAINED STA 28+39.91 TO STA 28+51.43 SE REMOVED STA 28+78.30 TO STA 29+38.85	PROP. CURVE BIKE3A-6 PI STA = 29+93.22 Δ = 11° 06' 19" (LT) D = 57° 17' 45" R = 100.00' T = 9.72' L = 19.38' E = 0.47' e = 2.0% S.E. RUN = 60.55'/72.34' P.C. STA = 29+83.50 P.T. STA = 30+02.88 SE ATTAINED STA 29+38.85 TO STA 29+99.40 SE REMOVED STA 30+02.88 TO STA 30+75.22	EXIST. & PROP. FAI-57/70 CURVE C23 PI STA = 2221+23.36 Δ = 64° 49' 07" (RT) D = 0° 49' 59" R = 6,877.35' T = 4,366.06' L = 7,780.33' E = 1,268.84' e = 2.90% S.E. RUN = 112.50'/90.00' P.C. STA = 2174+62.30 P.T. STA = 2255+37.63 SE ATTAINED STA 2174+62.30 TO STA 2178+29.80 (2.00% TO 2.90%) SE REMOVED STA 2254+79.63 TO STA 2257+73.63 (2.90% TO 2.00%)	PROP. FAYETTE RAMP A CURVE C53 PI STA = 12+14.41 Δ = 31° 30' 34" (RT) D = 7° 32' 20" R = 760.00' T = 214.41' L = 417.96' E = 29.67' e = 8.00% T.R. = 48.00' S.E. RUN = 255.00' P.C. STA = 10+00.00 P.T. STA = 14+17.96 SE ATTAINED STA 8+60.00 TO STA 10+70.00 (2.00% TO 8.00%) SE REMOVED STA 13+32.96 TO STA 15+90.50 (8.00% TO 0.0%)	PROP. FAYETTE RAMP B CURVE E1 PI STA = 18+49.11 Δ = 21° 34' 00" (RT) D = 7° 32' 20" R = 760.00' T = 144.75' L = 286.07' E = 13.66' e = 8.00% T.R. = N/A S.E. RUN = 207.00' P.C. STA = 17+04.36 P.T. STA = 19+90.43 SE ATTAINED STA 15+90.36 TO STA 17+89.36 (1.50% TO 8.00%) SE REMOVED STA 18+60.43 TO STA 21+90.42 (8.00% TO 3.26%)	PROP. KELLER DRIVE RAMP C CURVE C30 PI STA = 11+67.82 Δ = 6° 11' 41" (RT) D = 2° 47' 42" R = 2,050.00' T = 110.93' L = 221.64' E = 3.00' P.C. STA = 10+56.89 P.T. STA = 12+78.53
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BENCHMARK * 805
NORTH EAST BOLT ON SIGN BASE IN MEDIAN OF I-57/70 SIGN SAYS "SOUTH MEMPHIS, WEST ST. LOUIS 2 MILES" STA 2158+86.00, 0.60' RT. ELEV 570.18

BENCHMARK * 2161
CHISELED "X" LIGHT POLE * 21 TOP OF NORTHEAST FOUNDATION BOLT WEST SIDE OF I-57/70 STA 2161+20.00, 75' LT. ELEV 570.53

BENCHMARK * 2165
CHISELED SQUARE EAST CONCRETE FOUNDATION OF ROAD SIGN (GAS & LODGING EXIT 159) WEST SIDE OF I-57/70 STA 2165+75.00, 78' LT. ELEV 566.02

BENCHMARK * 2172
CHISELED SQUARE EAST CONCRETE FOUNDATION OF ROAD SIGN (FOOD EXIT 159) WEST SIDE OF I-57/70 STA 2172+30.00, 78' LT. ELEV 567.41

BENCHMARK * 2179
CHISELED SQUARE EAST EDGE OF CONCRETE SIGN FOUNDATION WEST SIDE OF I-57/70. EXIT 159 FAYETTE AVENUE 1/4 MILE. STA 2179+00.00, 105' LT. ELEV 570.13

EXISTING & PROPOSED FAI-57/70

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 2154+54.32	894454.01	917701.84
PC STA 2177+57.30	896690.22	918252.33
PI STA 2221+23.36	900929.72	919295.98
PT STA 2255+37.63	901789.10	923576.63

PROPOSED FAYETTE AVENUE RAMP A

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 5+45.18	895160.17	917805.64
PC STA 10+00.00	894727.19	917666.38
PI STA 12+14.41	894523.08	917600.73
PT STA 14+17.96	894383.38	917438.09

PROPOSED FAYETTE AVENUE RAMP B

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 17+04.36	894348.57	917818.44
PI STA 18+49.11	894491.60	917796.20
PT STA 19+90.43	894632.79	917828.08
POT STA 26+05.43	895232.68	917963.55

PROPOSED BIKE TRAIL

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 21+22.92	894445.47	917256.64
PI STA 22+87.01	894502.74	917410.41
PT STA 24+43.33	894630.04	917513.95
PC STA 24+62.85	894645.18	917526.26
PI STA 25+08.50	894680.59	917555.07
PT STA 25+43.75	894668.52	917599.08
POT STA 26+94.85	894628.55	917744.80
PC STA 28+30.03	894592.80	917875.17
PI STA 28+73.48	894581.31	917917.07
PT STA 29+01.57	894536.21	917911.54
PC STA 29+83.50	894456.95	917901.10
PI STA 29+93.22	894447.31	917895.86
PT STA 30+02.88	894437.61	917900.50

PROPOSED KELLER DRIVE RAMP C

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	896875.99	918369.31
PC STA 10+56.89	896930.60	918385.27
PI STA 11+67.82	897037.07	918416.38
PT STA 12+78.53	897139.57	918458.80
PC STA 16+04.79	897441.03	918583.57
PI STA 19+80.94	897758.59	918721.41
PT STA 23+03.36	897885.01	919090.98
POT STA 27+49.68	897999.41	919522.40

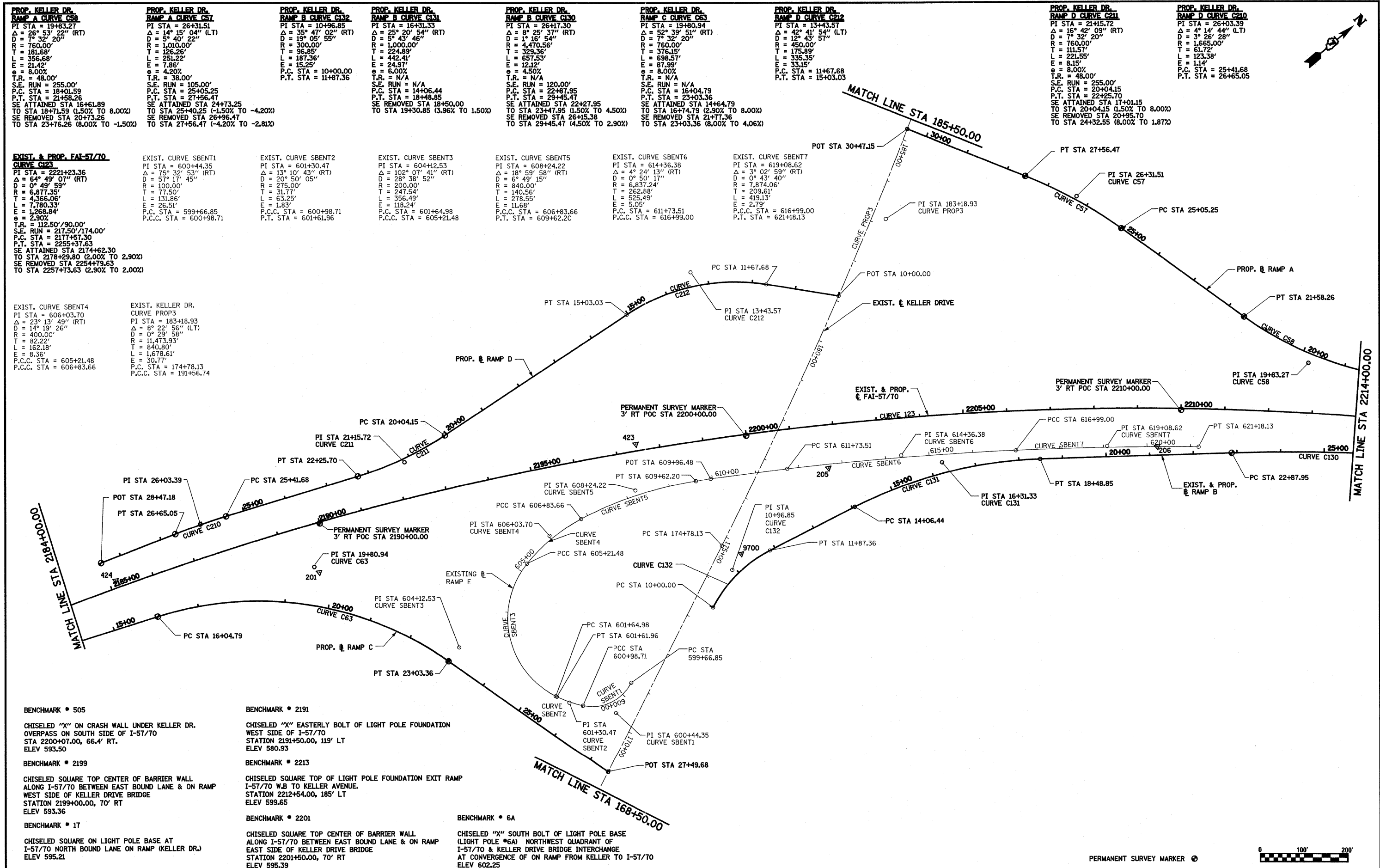
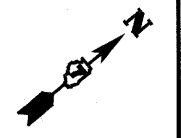
GROUND COORDINATES FOR PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
I-57/50		
POT STA 2154+54.32	894453.29	917704.75
POT STA 2165+00.00	895468.66	917954.70
PC STA 2177+57.30	896689.51	918255.25
FAYETTE RAMP A		
POT STA 5+45.18	895160.17	917805.64
PC STA 10+00.00	894727.19	917666.38
FAYETTE RAMP B		
PT STA 19+90.43	894632.79	917828.08
POT STA 26+05.43	895232.68	917963.55
KELLER RAMP C		
POT STA 10+00.00	896875.99	918369.31
PC STA 10+56.89	896930.60	918385.27
PT STA 12+78.53	897139.57	918458.80

CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
55	895142.72	917955.71
426	895234.80	917872.41
6112	895252.40	917800.89
5800	895576.05	917904.05
56	895793.12	918109.28
425	896448.84	918174.79





PROP. KELLER DR. RAMP A CURVE C58
 PI STA = 19+83.27
 $\Delta = 26^\circ 53' 22''$ (RT)
 D = 7' 32' 20"
 R = 760.00'
 T = 181.68'
 L = 356.68'
 E = 21.42'
 $\theta = 8.00\%$
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 18+01.59
 P.T. STA = 21+58.26
 SE ATTAINED STA 16+61.89
 TO STA 18+71.59 (1.50% TO 8.00%)
 SE REMOVED STA 20+73.26
 TO STA 23+76.26 (8.00% TO -1.50%)

PROP. KELLER DR. RAMP A CURVE C57
 PI STA = 26+31.51
 $\Delta = 14^\circ 15' 04''$ (LT)
 D = 5' 40' 22"
 R = 1,010.00'
 T = 126.26'
 L = 251.22'
 E = 7.86'
 $\theta = 4.20\%$
 T.R. = 38.00'
 S.E. RUN = 105.00'
 P.C. STA = 25+05.25
 P.T. STA = 27+56.47
 SE ATTAINED STA 24+73.25
 TO STA 25+40.25 (-1.50% TO -4.20%)
 SE REMOVED STA 26+96.47
 TO STA 27+56.47 (-4.20% TO -2.81%)

PROP. KELLER DR. RAMP B CURVE C32
 PI STA = 10+96.85
 $\Delta = 35^\circ 47' 02''$ (RT)
 D = 19' 05' 55"
 R = 300.00'
 T = 96.85'
 L = 187.36'
 E = 15.25'
 $\theta = 6.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 10+00.00
 P.T. STA = 11+87.36
 SE REMOVED STA 18+50.00
 TO STA 19+30.85 (3.96% TO 1.50%)

PROP. KELLER DR. RAMP B CURVE C31
 PI STA = 16+31.33
 $\Delta = 25^\circ 20' 54''$ (RT)
 D = 5' 43' 46"
 R = 1,000.00'
 T = 224.89'
 L = 442.41'
 E = 24.97'
 $\theta = 6.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 14+06.44
 P.T. STA = 18+48.85
 SE REMOVED STA 18+50.00
 TO STA 19+30.85 (3.96% TO 1.50%)

PROP. KELLER DR. RAMP B CURVE C30
 PI STA = 26+17.30
 $\Delta = 8^\circ 25' 37''$ (RT)
 D = 1' 16' 54"
 R = 4,470.56'
 T = 329.36'
 L = 657.53'
 E = 12.12'
 $\theta = 4.50\%$
 T.R. = N/A
 S.E. RUN = 120.00'
 P.C. STA = 22+87.95
 P.T. STA = 29+45.47
 SE ATTAINED STA 22+27.95
 TO STA 23+47.95 (1.50% TO 4.50%)
 SE REMOVED STA 26+15.38
 TO STA 29+45.47 (4.50% TO 2.90%)

PROP. KELLER DR. RAMP C CURVE C63
 PI STA = 19+80.94
 $\Delta = 52^\circ 39' 51''$ (RT)
 D = 7' 32' 20"
 R = 760.00'
 T = 175.89'
 L = 698.57'
 E = 87.99'
 $\theta = 8.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 16+04.79
 P.T. STA = 23+03.36
 SE ATTAINED STA 14+64.79
 TO STA 16+74.79 (2.90% TO 8.00%)
 SE REMOVED STA 21+77.36
 TO STA 23+03.36 (8.00% TO 4.06%)

PROP. KELLER DR. RAMP D CURVE C22
 PI STA = 13+43.57
 $\Delta = 42^\circ 41' 54''$ (LT)
 D = 12' 43' 57"
 R = 450.00'
 T = 111.57'
 L = 175.89'
 E = 33.15'
 $\theta = 8.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 11+67.68
 P.T. STA = 15+03.03

PROP. KELLER DR. RAMP D CURVE C21
 PI STA = 21+15.72
 $\Delta = 16^\circ 42' 09''$ (RT)
 D = 7' 32' 20"
 R = 760.00'
 T = 111.57'
 L = 221.55'
 E = 8.15'
 $\theta = 8.00\%$
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 20+04.15
 P.T. STA = 22+25.70
 SE ATTAINED STA 17+01.15
 TO STA 20+04.15 (1.50% TO 8.00%)
 SE REMOVED STA 20+95.70
 TO STA 24+32.55 (8.00% TO 1.87%)

PROP. KELLER DR. RAMP D CURVE C20
 PI STA = 26+03.39
 $\Delta = 4^\circ 14' 44''$ (LT)
 D = 3' 26' 28"
 R = 1,665.00'
 T = 61.72'
 L = 123.38'
 E = 1.14'
 $\theta = 8.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 25+41.68
 P.T. STA = 26+65.05

EXIST. & PROP. FAI-57/70 CURVE C123
 PI STA = 2221+23.36
 $\Delta = 64^\circ 49' 07''$ (RT)
 D = 0' 49' 59"
 R = 6,877.35'
 T = 4,366.06'
 L = 7,780.33'
 E = 1,268.84'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT1
 PI STA = 600+44.35
 $\Delta = 75^\circ 32' 53''$ (RT)
 D = 5' 17' 45"
 R = 100.00'
 T = 77.50'
 L = 131.86'
 E = 26.51'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT2
 PI STA = 601+30.47
 $\Delta = 13^\circ 10' 43''$ (RT)
 D = 20' 50' 05"
 R = 275.00'
 T = 31.77'
 L = 63.25'
 E = 1.83'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT3
 PI STA = 604+12.53
 $\Delta = 102^\circ 07' 41''$ (RT)
 D = 28' 38' 52"
 R = 200.00'
 T = 247.54'
 L = 356.49'
 E = 11.68'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT5
 PI STA = 608+24.22
 $\Delta = 18^\circ 59' 58''$ (RT)
 D = 6' 49' 15"
 R = 840.00'
 T = 140.56'
 L = 278.55'
 E = 11.68'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT6
 PI STA = 614+36.38
 $\Delta = 4^\circ 24' 13''$ (RT)
 D = 0' 50' 17"
 R = 6,837.24'
 T = 262.88'
 L = 525.49'
 E = 5.05'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT7
 PI STA = 619+08.62
 $\Delta = 3^\circ 02' 59''$ (RT)
 D = 0' 43' 40"
 R = 7,874.06'
 T = 209.61'
 L = 419.13'
 E = 2.79'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT4
 PI STA = 606+03.70
 $\Delta = 23^\circ 13' 49''$ (RT)
 D = 14' 19' 26"
 R = 400.00'
 T = 82.22'
 L = 162.18'
 E = 8.36'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. KELLER DR. CURVE PROP3
 PI STA = 183+18.93
 $\Delta = 8^\circ 22' 56''$ (LT)
 D = 0' 29' 58"
 R = 11,473.93'
 T = 840.80'
 L = 1,678.61'
 E = 30.77'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT1
 PI STA = 600+44.35
 $\Delta = 75^\circ 32' 53''$ (RT)
 D = 5' 17' 45"
 R = 100.00'
 T = 77.50'
 L = 131.86'
 E = 26.51'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT2
 PI STA = 601+30.47
 $\Delta = 13^\circ 10' 43''$ (RT)
 D = 20' 50' 05"
 R = 275.00'
 T = 31.77'
 L = 63.25'
 E = 1.83'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT3
 PI STA = 604+12.53
 $\Delta = 102^\circ 07' 41''$ (RT)
 D = 28' 38' 52"
 R = 200.00'
 T = 247.54'
 L = 356.49'
 E = 11.68'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT5
 PI STA = 608+24.22
 $\Delta = 18^\circ 59' 58''$ (RT)
 D = 6' 49' 15"
 R = 840.00'
 T = 140.56'
 L = 278.55'
 E = 11.68'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

EXIST. CURVE SBENT6
 PI STA = 614+36.38
 $\Delta = 4^\circ 24' 13''$ (RT)
 D = 0' 50' 17"
 R = 6,837.24'
 T = 262.88'
 L = 525.49'
 E = 5.05'
 $\theta = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

BENCHMARK * 505
 CHISELED "X" ON CRASH WALL UNDER KELLER DR. OVERPASS ON SOUTH SIDE OF I-57/70
 STA 2200+07.00, 66.4' RT.
 ELEV 593.50

BENCHMARK * 2199
 CHISELED SQUARE TOP CENTER OF BARRIER WALL ALONG I-57/70 BETWEEN EAST BOUND LANE & ON RAMP WEST SIDE OF KELLER DRIVE BRIDGE
 STATION 2199+00.00, 70' RT
 ELEV 593.36

BENCHMARK * 17
 CHISELED SQUARE ON LIGHT POLE BASE AT I-57/70 NORTH BOUND LANE ON RAMP (KELLER DR.)
 ELEV 595.21

BENCHMARK * 2191
 CHISELED "X" EASTERLY BOLT OF LIGHT POLE FOUNDATION WEST SIDE OF I-57/70
 STATION 2191+50.00, 119' LT
 ELEV 580.93

BENCHMARK * 2213
 CHISELED SQUARE TOP OF LIGHT POLE FOUNDATION EXIT RAMP I-57/70 W.B TO KELLER AVENUE.
 STATION 2212+54.00, 185' LT
 ELEV 599.65

BENCHMARK * 2201
 CHISELED SQUARE TOP CENTER OF BARRIER WALL ALONG I-57/70 BETWEEN EAST BOUND LANE & ON RAMP EAST SIDE OF KELLER DRIVE BRIDGE
 STATION 2201+50.00, 70' RT
 ELEV 595.39

BENCHMARK * 6A
 CHISELED "X" SOUTH BOLT OF LIGHT POLE BASE (LIGHT POLE *6A) NORTHWEST QUADRANT OF I-57/70 & KELLER DRIVE BRIDGE INTERCHANGE AT CONVERGENCE OF ON RAMP FROM KELLER TO I-57/70
 ELEV 602.25



FILE NAME =	USER NAME = lunde	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL CONTROL, FAI ROUTES 57/70			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA\Projects\403-00072-57-70\dwg\ML_Keller\hor_msk.dgn		DRAWN - PDB	REVISED -					57/70	(25-3,4)R	EFFINGHAM	1098	43
PLOT SCALE = 2000.0000' / IN.		CHECKED - BRM	REVISED -					CONTRACT NO. 74299				
PLOT DATE = 3/17/2011		DATE - 5-07-08	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

GROUND COORDINATES FOR PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
I-57/70		
POC STA 2190+00.00	897862.35	918659.23
POC STA 2200+00.00	898741.27	919133.43
POC STA 2210+00.00	899542.21	919729.98
KELLER RAMP C		
PC STA 16+04.79	897441.03	918583.57
PT STA 23+03.36	897885.01	919090.98
KELLER RAMP D		
PC STA 20+04.15	898212.56	918688.80
PT STA 22+25.70	897999.06	918632.60
PC STA 25+41.68	897708.42	918508.65
PT STA 26+65.05	897593.25	918464.49
POT STA 28+47.18	897420.89	918405.64
KELLER RAMP A		
PT STA 21+58.26	899790.68	919658.37
PC STA 25+05.25	899706.18	919321.83
PT STA 27+56.47	899615.48	919088.25
KELLER RAMP B		
PC STA 22+87.95	899567.26	919879.76

CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
424	897420.82	918458.06
201	897789.29	918744.12
423	898535.04	918985.46
9700	898557.66	919333.61
205	898837.90	919311.71
206	899445.60	919759.22

PROPOSED KELLER DRIVE RAMP A

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	900456.46	920595.85
PC STA 10+38.64	900433.98	920564.43
PI STA 11+67.94	900358.74	920459.26
PT STA 12+97.19	900278.17	920358.13
PC STA 14+06.79	900209.88	920272.40
PI STA 15+02.68	900150.14	920197.41
PT STA 15+98.53	900087.25	920125.03
PC STA 18+01.59	899954.08	919971.74
PI STA 19+83.27	899834.92	919834.59
PT STA 21+58.26	899790.68	919658.37
PC STA 25+05.25	899706.18	919321.83
PI STA 26+31.51	899675.43	919199.37
PT STA 27+56.47	899615.48	919088.25
POT STA 30+47.15	899477.47	918832.42

EXISTING & PROPOSED KELLER DRIVE RAMP B

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 10+00.00	898429.16	919386.22
PI STA 10+96.85	898518.37	919348.52
PT STA 11+87.36	898612.79	919370.09
PC STA 14+06.44	898826.36	919418.89
PI STA 16+31.33	899045.60	919486.98
PT STA 18+48.85	899222.28	919608.11
PC STA 22+87.95	899567.26	919879.76
PI STA 26+17.30	899826.02	920083.53
PT STA 29+45.47	900052.12	920323.01
PC STA 30+46.04	900121.16	920396.14

PROPOSED KELLER DRIVE RAMP C

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	896875.99	918369.31
PC STA 10+56.89	896930.60	918385.27
PI STA 11+67.82	897037.07	918416.38
PT STA 12+78.53	897139.57	918458.80
PC STA 16+04.79	897441.03	918583.57
PI STA 19+80.94	897788.59	918727.41
PT STA 23+03.36	897885.01	919090.98
POT STA 27+49.68	897999.41	919522.40

EXISTING & PROPOSED FAI-57/70

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 2177+57.30	896690.22	918252.33
PI STA 2221+23.36	900829.72	919295.98
PT STA 2255+37.63	901789.10	923576.63

EXISTING KELLER DRIVE RAMP E

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 599+66.85	898173.86	919397.75
PI STA 600+44.35	898102.64	919428.30
PCC STA 600+98.71	898055.28	919366.96
PCC STA 600+98.71	898055.28	919366.96
PI STA 601+30.47	898035.87	919341.81
PT STA 601+61.96	898022.70	919312.91
PC STA 601+64.98	898021.51	919310.12
PI STA 604+12.53	897924.10	919082.55
PCC STA 605+21.48	898167.06	919035.13
PCC STA 605+21.48	898167.06	919035.13
PI STA 606+03.70	898247.76	919019.38
PCC STA 606+83.66	898328.12	919036.74
PCC STA 606+83.66	898328.12	919036.74
PI STA 608+24.22	898465.52	919066.41
PT STA 609+62.20	898585.77	919139.19
POT STA 609+96.48	898615.09	919156.94
PC STA 611+73.51	898764.32	919252.18
PI STA 614+36.38	898984.18	919396.28
PCC STA 616+99.00	899192.33	919556.83
PCC STA 616+99.00	899192.33	919556.83
PI STA 619+08.62	899358.73	919684.31
PT STA 621+18.13	899518.10	919820.46

EXISTING KELLER DRIVE

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 156+28.26	896828.91	920004.11
PC STA 160+06.47	897176.19	919854.29
PI STA 161+43.17	897301.70	919800.15
PT STA 162+79.80	897429.67	919752.11
PC STA 164+50.48	897589.45	919692.13
PI STA 165+87.17	897717.43	919644.09
PT STA 167+23.81	897842.93	919589.93
PC STA 174+78.13	898535.51	919291.04
PI STA 183+18.93	899307.49	918957.87
PCC STA 191+56.74	900022.65	918515.73
PCC STA 191+56.74	900022.65	918515.73
PI STA 196+81.47	900468.98	918239.80
PT STA 202+05.29	900884.83	917919.78

EXISTING & PROPOSED KELLER DRIVE RAMP D

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	899110.34	919023.88
PC STA 11+67.68	899000.54	918897.16
PI STA 13+43.57	898885.36	918764.22
PT STA 15+03.03	898710.56	918744.62
PC STA 20+04.15	898212.56	918688.80
PI STA 21+15.72	898101.69	918676.37
PT STA 22+25.70	897999.06	918632.60
PC STA 25+41.68	897708.42	918508.65
PI STA 26+03.39	897651.66	918484.43
PT STA 26+65.05	897593.25	918464.49
POT STA 28+47.18	897420.89	918405.64

**EXIST. & PROP. FAI-57/70
CURVE C123**
 PI STA = 2221+23.36
 $\Delta = 64^\circ 49' 07''$ (RT)
 $D = 0^\circ 49' 59''$
 $R = 6,877.35'$
 $T = 4,366.06'$
 $L = 7,780.33'$
 $E = 1,268.84'$
 $\theta = 2.90\%$
 $T.R. = 112.50' / 90.00'$
 $S.E. RUN = 217.50' / 174.00'$
 $P.C. STA = 2177+57.30$
 $P.T. STA = 2255+37.63$
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+79.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

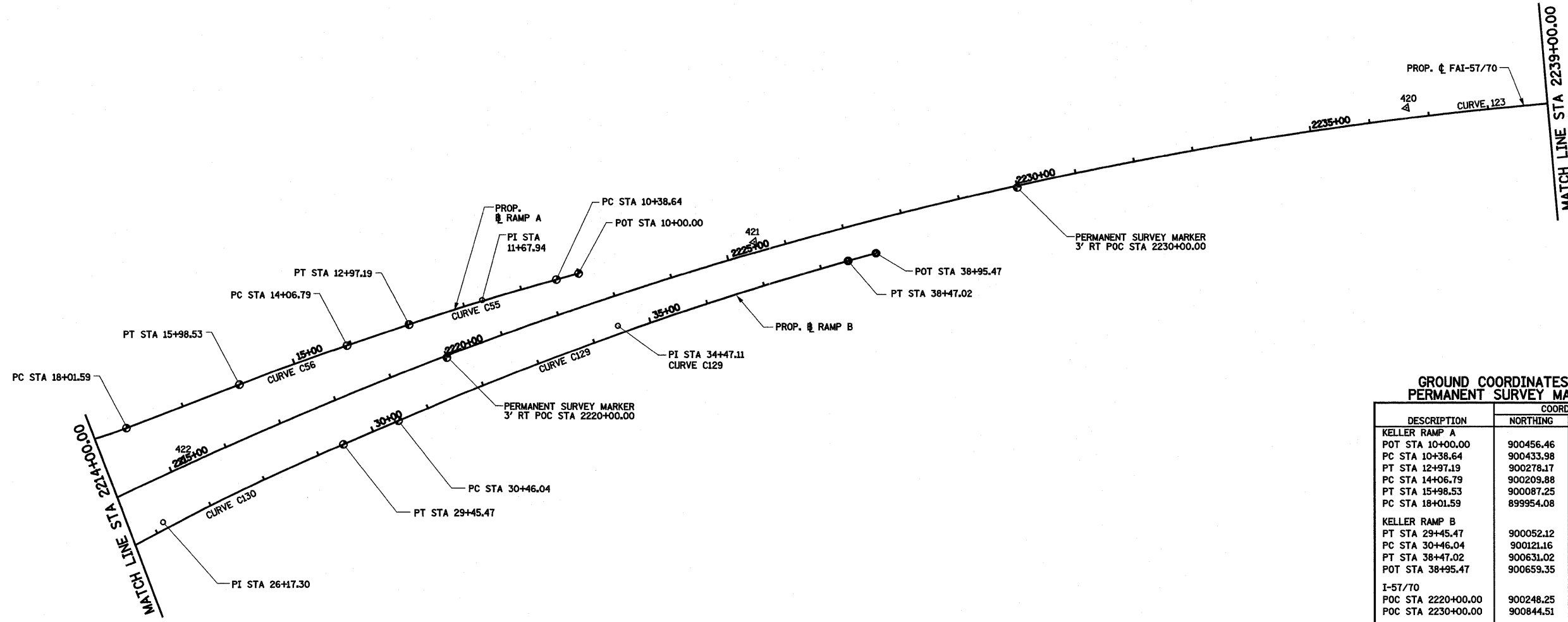
**PROP. KELLER DR.
RAMP A CURVE C55**
 PI STA = 11+67.94
 $\Delta = 2^\circ 57' 46''$ (LT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 129.30'$
 $L = 258.55'$
 $E = 1.67'$
 $\theta = 8.00\%$
 $P.C. STA = 10+38.64$
 $P.T. STA = 12+97.19$

**PROP. KELLER DR.
RAMP A CURVE C56**
 PI STA = 15+02.68
 $\Delta = 2^\circ 26' 29''$ (LT)
 $D = 1^\circ 16' 24''$
 $R = 4,500.00'$
 $T = 95.88'$
 $L = 191.74'$
 $E = 1.02'$
 $\theta = 8.00\%$
 $P.C. STA = 14+06.79$
 $P.T. STA = 15+98.53$

**PROP. KELLER DR.
RAMP A CURVE C58**
 PI STA = 19+83.27
 $\Delta = 26^\circ 53' 22''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 181.68'$
 $L = 356.68'$
 $E = 21.42'$
 $\theta = 8.00\%$
 $T.R. = 48.00'$
 $S.E. RUN = 255.00'$
 $P.C. STA = 18+01.59$
 $P.T. STA = 21+58.26$
 SE ATTAINED STA 16+61.89
 TO STA 18+71.59 (1.50% TO 8.00%)
 SE REMOVED STA 20+73.26
 TO STA 23+76.26 (8.00% TO -1.50%)

**PROP. KELLER DR.
RAMP B CURVE C120**
 PI STA = 26+17.30
 $\Delta = 8^\circ 25' 37''$ (RT)
 $D = 1^\circ 16' 54''$
 $R = 4,470.56'$
 $T = 329.38'$
 $L = 657.53'$
 $E = 12.12'$
 $\theta = 4.50\%$
 $T.R. = N/A$
 $S.E. RUN = 120.00'$
 $P.C. STA = 22+87.95$
 $P.T. STA = 29+45.47$
 SE ATTAINED STA 22+27.95
 TO STA 23+47.95 (1.50% TO 4.50%)
 SE REMOVED STA 26+15.38
 TO STA 29+45.47 (4.50% TO 2.90%)

**PROP. KELLER DR.
RAMP B CURVE C129**
 PI STA = 34+47.11
 $\Delta = 7^\circ 34' 12''$ (RT)
 $D = 0^\circ 56' 42''$
 $R = 6,062.53'$
 $T = 401.07'$
 $L = 800.98'$
 $E = 13.25'$
 $\theta = 2.90\%$
 $P.C. STA = 30+46.04$
 $P.T. STA = 38+47.02$



**GROUND COORDINATES FOR
PERMANENT SURVEY MARKERS**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
KELLER RAMP A		
POT STA 10+00.00	900456.46	920595.85
PC STA 10+38.64	900433.98	920564.43
PT STA 12+97.19	900278.17	920358.13
PC STA 14+06.79	900209.88	920272.40
PT STA 15+98.53	900087.25	920125.03
PC STA 18+01.59	899954.08	919971.74
KELLER RAMP B		
PT STA 29+45.47	900052.12	920323.01
PC STA 30+46.04	900121.16	920396.14
PT STA 38+47.02	900631.02	921013.13
POT STA 38+95.47	900659.35	921052.43
I-57/70		
POC STA 2220+00.00	900248.25	920436.29
POC STA 2230+00.00	900844.51	921237.44

**PROPOSED KELLER
DRIVE RAMP A**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	900456.46	920595.85
PC STA 10+38.64	900433.98	920564.43
PI STA 11+67.94	900358.74	920459.26
PT STA 12+97.19	900278.17	920358.13
PC STA 14+06.79	900209.88	920272.40
PI STA 15+02.68	900150.14	920197.41
PT STA 15+98.53	900087.25	920125.03
PC STA 18+01.59	899954.08	919971.74
PI STA 19+83.27	899834.92	919834.59
PT STA 21+58.26	899790.68	919658.37
PC STA 25+05.25	899706.18	919321.83
PI STA 26+17.30	899675.43	919199.37
PT STA 27+56.47	899615.48	919088.25
POT STA 30+47.15	899477.47	918832.42

**PROPOSED KELLER
DRIVE RAMP B**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 22+87.95	899567.26	919879.76
PI STA 26+17.30	899826.02	920083.53
PT STA 29+45.47	900052.12	920323.01
PC STA 30+46.04	900121.16	920396.14
PI STA 34+47.11	900396.50	920687.77
PT STA 38+47.02	900631.02	921013.13
POT STA 38+95.47	900659.35	921052.43

PROPOSED FAI-57/70

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 2177+57.30	89690.22	918252.33
PI STA 2221+23.36	900929.72	919295.98
PT STA 2255+37.63	901789.10	923576.63

CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
422	899935.70	920077.87
421	900607.61	920854.02
420	901192.11	921804.61

BENCHMARK * 18

CHISELED SQUARE ON CONCRETE HEADWALL
OF MEDIAN INLET
STA 2221+93.00, 9.7' RT.
ELEV 599.14

BENCHMARK * 19

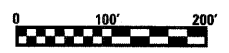
CHISELED SQUARE ON CONCRETE HEADWALL
OF MEDIAN INLET
STA 2238+03.00, 9.3' RT.
ELEV 598.88

BENCHMARK * 2215

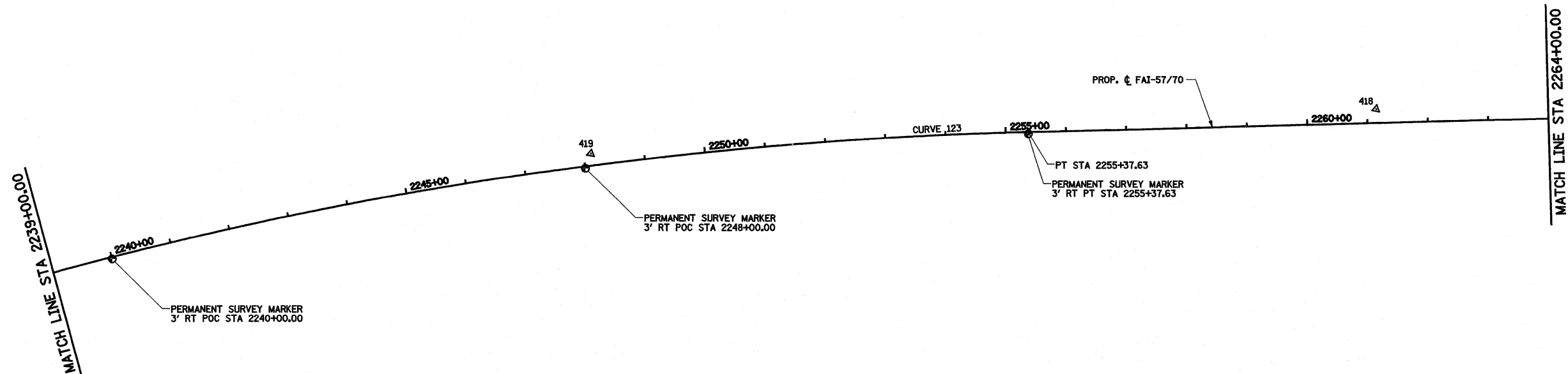
CHISELED SQUARE TOP OF OVERHEAD SIGN
TRUSS FOUNDATION IN MEDIAN I-57/70
STATION 2216+14.00
ELEV 601.11

BENCHMARK * 2227

CHISELED SQUARE TOP SIGN FOUNDATION
"LAKE SHELBYVILLE EXIT 160" NORTH SIDE I-57/70
STATION 2227+10.00, 95' LT
ELEV 599.26



EXIST. & PROP. FAI-57/70
 CURVE 123
 PI STA = 2221+23.36
 $\Delta = 64^{\circ} 49' 07''$ (RT)
 $D = 0^{\circ} 49' 59''$
 $R = 6,877.35'$
 $T = 4,366.06'$
 $L = 7,780.33'$
 $E = 1,268.84'$
 $e = 2.90\%$
 $T.R. = 112.50' / 90.00'$
 $S.E. RUN = 217.50' / 174.00'$
 $P.C. STA = 2177+57.30$
 $P.T. STA = 2255+37.63$
 $SE ATTAINED STA 2174+62.30$
 $TO STA 2178+29.80$ (2.00% TO 2.90%)
 $SE REMOVED STA 2254+79.63$
 $TO STA 2257+73.63$ (2.90% TO 2.00%)



BENCHMARK * 2242

CHISELED SQUARE TOP BLUE INFO SIGN FOUNDATION
 "LODGING EXIT 162" SOUTH SIDE I-57/70.
 STA 2242+90.00, 90' RT.
 ELEV 597.50

BENCHMARK * 21

CHISELED SQUARE ON SIGN POST BASE IN MEDIAN OF
 I-57/70 SIGN SAYS "N. CHICAGO, E INDIANAPOLIS"
 STA 2248+93.00, 0.7' LT.
 ELEV 600.99

BENCHMARK * 2257

CHISELED SQUARE TOP BLUE INFO SIGN FOUNDATION
 "FOOD EXIT 162" SOUTH SIDE I-57/70.
 STA 2257+05.00, 90' RT.
 ELEV 599.19

CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
419	901628.36	922868.12
418	901925.44	924138.12

PROPOSED FAI-57/70

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 2177+57.30	896690.22	918252.33
PI STA 2221+23.36	900929.72	919295.98
PT STA 2255+37.63	901789.10	923576.63

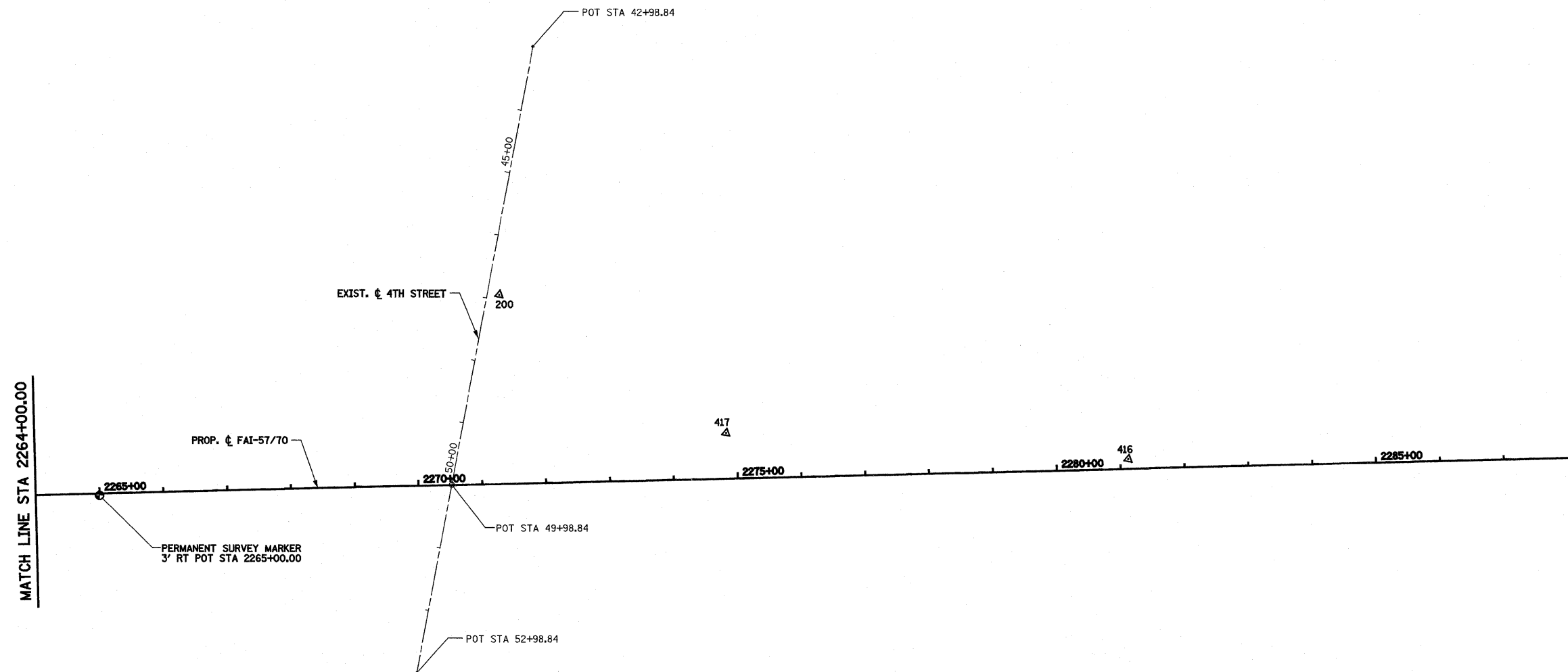
GROUND COORDINATES FOR PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
I-57/70		
POT STA 2240+00.00	901318.40	922116.53
POT STA 2248+00.00	901602.58	922863.50
PT STA 2255+37.63	901786.16	923577.22

PERMANENT SURVEY MARKER



FILE NAME =	USER NAME = jinda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL CONTROL, FAI ROUTES 57/70	FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
SA\Projects\403-00072-57-70\dwg\UL_keller\hor_28k.dgn	PLOT SCALE = 200.0000' / IN.	DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	46	
PLOT DATE = 3/17/2011	DATE - 5-07-08	CHECKED - BRM	REVISED -			SCALE: 1"=100'	SHEET NO. 7 OF 13 SHEETS	STA 2239+00.00 TO STA 2264+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299
		DATE - 5-07-08	REVISED -								



CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
200	902394.78	925082.99
417	902242.16	925470.55
416	902310.90	926097.90

EXISTING 4TH STREET

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 42+98.84	902787.14	925068.12
POT STA 49+98.84	902087.17	925061.35
POT STA 52+98.84	901787.18	925058.45

BENCHMARK • 4TH

CHISELED SQUARE WEST END OF 36" CONCRETE PIPE UNDER SOUTH ABUTMENT 4TH STREET OVER I-57/70 STA 2269+71.00 92' RT ELEV 599.82

BENCHMARK • 22

CHISELED SQUARE ON CRASH WALL UNDER 4TH STREET OVERPASS ON N. SIDE OF I-57/70 STA 2270+67.00 67' LT ELEV 603.83

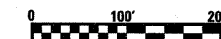
BENCHMARK • 2280

CHISELED SQUARE TOP SIGN FOUNDATION "SIGEL U.S. 45" SOUTH SIDE I-57/70 STATION 2280+00.00, 92' RT ELEV 607.07

GROUND COORDINATES FOR PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
I-57/70 POT STA 2265+00.00	901975.58	924520.77

PERMANENT SURVEY MARKER



FILE NAME =	USER NAME = lnda	DESIGNED - JWS	REVISED -
S:\Projects\403-00072-57-70\ dgn\ML_Keller\hot.mlk.dgn		DRAWN - PDB	REVISED -
	PLOT SCALE = 200.0000' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 3/17/2011	DATE - 5-07-08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HORIZONTAL CONTROL, FAI ROUTES 57/70

SCALE: 1"=100' SHEET NO. 8 OF 13 SHEETS STA 2264+00.00 TO STA 2288+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	47
CONTRACT NO. 74299				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PROP. CURVE FAY1

PI STA. = 33+92.69
 $\Delta = 3^\circ 21' 50''$ (LT)
 $D = 2^\circ 14' 34''$
 $R = 2,554.74'$
 $T = 75.02'$
 $L = 149.99'$
 $E = 1.10'$
 $\theta = 2.00\%$
 $T.R. = 39'$
 $S.E. RUN = 39'$
 $P.C. STA. = 33+17.67$
 $P.T. STA. = 34+67.66$

PROP. CURVE FAY2

PI STA. = 35+42.65
 $\Delta = 3^\circ 32' 20''$ (RT)
 $D = 2^\circ 21' 38''$
 $R = 2,427.09'$
 $T = 74.98'$
 $L = 149.91'$
 $E = 1.16'$
 $\theta = 2.00\%$
 $T.R. = 43'$
 $S.E. RUN = 43'$
 $P.C. STA. = 34+67.67$
 $P.T. STA. = 36+17.58$

PROP. CURVE BIKE3A-1

PI STA. = 8+13.24
 $\Delta = 3^\circ 57' 12''$ (RT)
 $D = 5^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 34.51'$
 $L = 69.00'$
 $E = 0.60'$
 $\theta = 2.0\%$
 $S.E. RUN = 48.5'$
 $P.C. STA. = 7+78.72$
 $P.T. STA. = 8+47.72$
 SE ATTAINED
 STA 10+05.58 TO STA 10+54.08
 SE REMOVED
 STA 9+57.08 TO STA 10+05.58

PROP. CURVE BIKE3A-0

PI STA. = 11+45.18
 $\Delta = 93^\circ 50' 36''$ (LT)
 $D = 54^\circ 34' 03''$
 $R = 105.00'$
 $T = 112.29'$
 $L = 171.98'$
 $E = 48.73'$
 $\theta = 2.0\%$
 $S.E. RUN = 48.5'/55.51'$
 $P.C. STA. = 10+32.89$
 $P.T. STA. = 12+04.87$
 SE ATTAINED
 STA 10+05.58 TO STA 10+54.08
 SE REMOVED
 STA 11+40.25 TO STA 11+95.76

PROP. CURVE BIKE3-0

PI STA. = 12+65.38
 $\Delta = 41^\circ 04' 53''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 37.47'$
 $L = 71.70'$
 $E = 6.79'$
 $\theta = 2.0\%$
 $S.E. RUN = 55.50'/32.69'$
 $P.C. STA. = 12+27.91$
 $P.T. STA. = 12+99.61$
 SE ATTAINED
 STA 11+95.76 TO STA 12+51.26
 SE REMOVED
 STA 12+77.26 TO STA 13+09.95

PROP. CURVE BIKE3-1

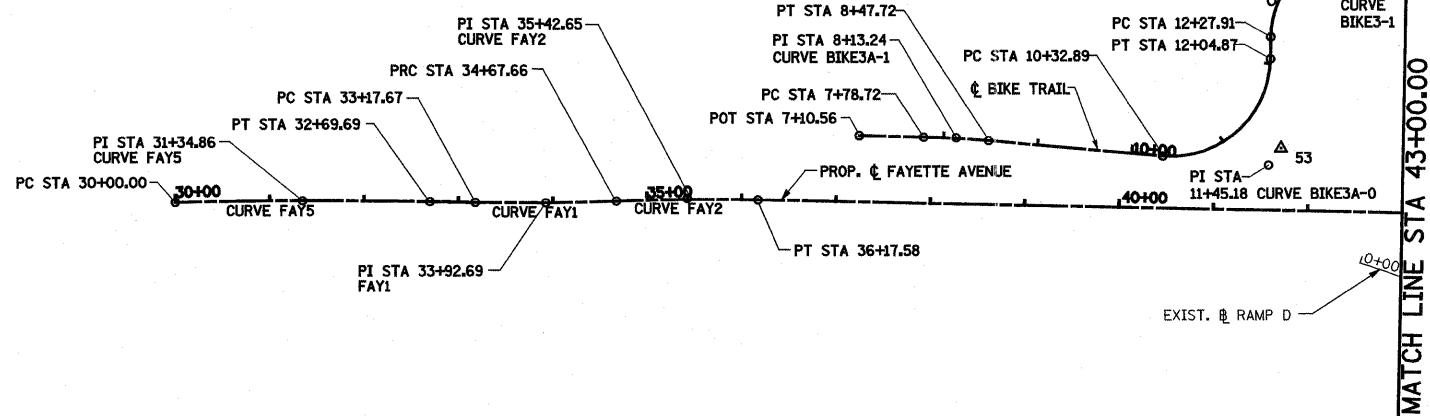
PI STA. = 13+57.02
 $\Delta = 34^\circ 26' 13''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 30.99'$
 $L = 60.10'$
 $E = 4.69'$
 $\theta = 2.0\%$
 $S.E. RUN = 32.68'/20.75'$
 $P.C. STA. = 13+26.03$
 $P.T. STA. = 13+86.13$
 SE ATTAINED
 STA 13+09.95 TO STA 13+42.63
 SE REMOVED
 STA 13+67.63 TO STA 13+88.38

PROP. CURVE BIKE3A-2

PI STA. = 16+53.55
 $\Delta = 61^\circ 43' 23''$ (RT)
 $D = 14^\circ 41' 28''$
 $R = 390.00'$
 $T = 233.05'$
 $L = 420.14'$
 $E = 64.33'$
 $\theta = 2.0\%$
 $S.E. RUN = 20.75'/35.50'$
 $P.C. STA. = 14+20.50$
 $P.T. STA. = 18+40.63$
 SE ATTAINED
 STA 13+88.38 TO STA 14+09.13
 SE REMOVED
 STA 20+64.39 TO STA 20+99.89

PROP. CURVE FAYS

PI STA. = 31+34.86
 $\Delta = 2^\circ 14' 39''$ (RT)
 $D = 0^\circ 49' 56''$
 $R = 6,885.78'$
 $T = 134.86'$
 $L = 269.69'$
 $E = 1.32'$
 $P.C. STA. = 30+00.00$
 $P.T. STA. = 32+69.69$



CONTROL POINTS		
CONTROL POINT	COORDINATE	
	NORTHING	EASTING
53	893745.04	916678.81
51	893621.99	918128.64
50	893686.72	919043.31

PROPOSED BIKE TRAIL

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 7+10.56	893758.54	916232.13
PC STA 7+78.72	893756.93	916300.28
PI STA 8+13.24	893756.27	916334.78
PT STA 8+47.72	893753.23	916369.16
PC STA 10+32.89	893736.93	916553.61
PI STA 11+45.18	893727.05	916665.46
PT STA 12+04.87	893639.32	916667.83
PC STA 12+27.91	893862.36	916668.31
PI STA 12+65.38	893899.82	916669.10
PT STA 12+99.61	893927.54	916694.31
PC STA 13+26.03	893947.08	916712.09
PI STA 13+57.02	893970.01	916732.94
PT STA 13+86.13	894000.71	916737.17
PC STA 14+20.50	894034.75	916741.87
PI STA 16+53.55	894265.62	916773.70
PT STA 18+40.63	894346.96	916992.10

PROP. CURVE FAY3

PI STA. = 70+80.60
 $\Delta = 1^\circ 20' 08''$ (RT)
 $D = 0^\circ 10' 23''$
 $R = 33,106.43'$
 $T = 385.85'$
 $L = 771.67'$
 $E = 2.25'$
 $P.C. STA. = 66+94.74$
 $P.T. STA. = 74+66.41$

PROP. CURVE FAY4

PI STA. = 78+65.14
 $\Delta = 2^\circ 13' 05''$ (LT)
 $D = 0^\circ 20' 11''$
 $R = 17,026.56'$
 $T = 329.62'$
 $L = 659.15'$
 $E = 3.19'$
 $P.C. STA. = 75+35.53$
 $P.T. STA. = 81+94.68$

PROPOSED BIKE TRAIL

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 33+48.07	894093.53	917926.91
PI STA 36+99.97	893742.18	917946.50
PT STA 39+15.81	893734.77	918298.32
PC STA 47+32.29	893717.58	919114.63
PI STA 47+55.69	893717.09	919138.02
PT STA 47+78.25	893706.27	919158.76
PC STA 48+47.39	893674.30	919220.07
PI STA 48+70.55	893663.60	919240.60
PT STA 48+92.90	893663.01	919263.74
POT STA 50+49.43	893659.00	919420.23

PROP. CURVE BIKE3C

PI STA. = 36+99.97
 $\Delta = 85^\circ 36' 09''$ (LT)
 $D = 15^\circ 04' 40''$
 $R = 380.00'$
 $T = 351.90'$
 $L = 567.74'$
 $E = 137.91'$
 $\theta = 2.0\%$
 $S.E. RUN = 38.00'$
 $P.C. STA. = 33+48.07$
 $P.T. STA. = 39+15.81$
 SE ATTAINED
 STA 33+24.36 TO STA 33+62.36
 SE REMOVED
 STA 39+01.52 TO STA 39+39.52

PROP. CURVE BIKE3-8

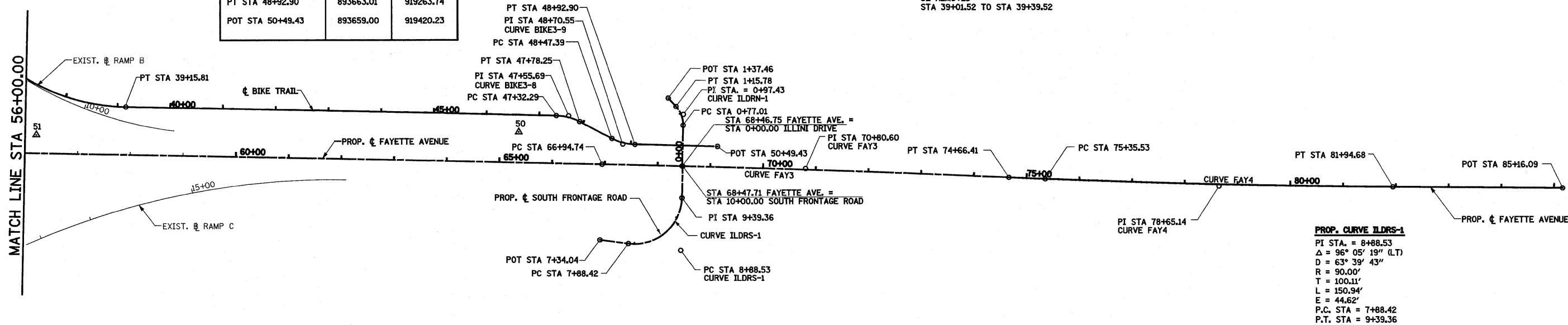
PI STA. = 47+55.69
 $\Delta = 26^\circ 20' 02.9''$ (RT)
 $D = 57^\circ 17' 44.8''$
 $R = 100.00'$
 $T = 23.39'$
 $L = 45.96'$
 $E = 2.70'$
 $\theta = 2.0\%$
 $P.C. STA. = 47+32.29$
 $P.T. STA. = 47+78.25$

PROP. CURVE BIKE3-9

PI STA. = 48+70.55
 $\Delta = 26^\circ 04' 21.3''$ (LT)
 $D = 57^\circ 17' 44.8''$
 $R = 100.00'$
 $T = 23.15'$
 $L = 45.51'$
 $E = 2.65'$
 $P.C. STA. = 48+47.39$
 $P.T. STA. = 48+92.90$

PROP. CURVE ILDRN-1

PI STA. = 0+97.43
 $\Delta = 44^\circ 25' 18''$ (LT)
 $D = 114^\circ 35' 30''$
 $R = 50.00'$
 $T = 20.42'$
 $L = 38.77'$
 $E = 4.01'$
 $P.C. STA. = 0+77.01$
 $P.T. STA. = 1+15.78$



BENCHMARK DJH1

BENCHMARK DAS1

BENCHMARK DAS2

BENCHMARK DAS3

BENCHMARK FH1

CHISELED "X" ON NW BOLT OF 3RD LIGHT POLE WEST OF I-57/70 OVERPASS SOUTH SIDE OF FAYETTE AVENUE
 STA 37+68.00, 30' RT.
 ELEV 585.36

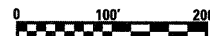
CHISELED SQUARE TOP OF NW WINGWALL FAYETTE AVENUE BRIDGE OVER I-57/70
 STA 48+62.00, 33' LT.
 ELEV 603.33

RAILROAD SPIKE IN POWER POLE NORTH FOUNDATION NORTH SIDE FAYETTE AVENUE EAST OF I-57/70 INTERCHANGE
 STA 62+60.00, 107' LT.
 ELEV 586.33

CHISELED "X" SOUTHERLY BOLT OF LIGHT POLE FOUNDATION NORTH SIDE FAYETTE AVENUE AND NE QUADRANT I-57/70 INTERCHANGE
 STA 56+50.00, 43' LT.
 ELEV 595.95

CHISELED "X" ON TOP BOLT OF FIRE HYDRANT IN FRONT OF NIEMERG'S STEAK HOUSE ON FAYETTE AVENUE.
 STA 72+54.00, 62' LT.
 ELEV 584.96

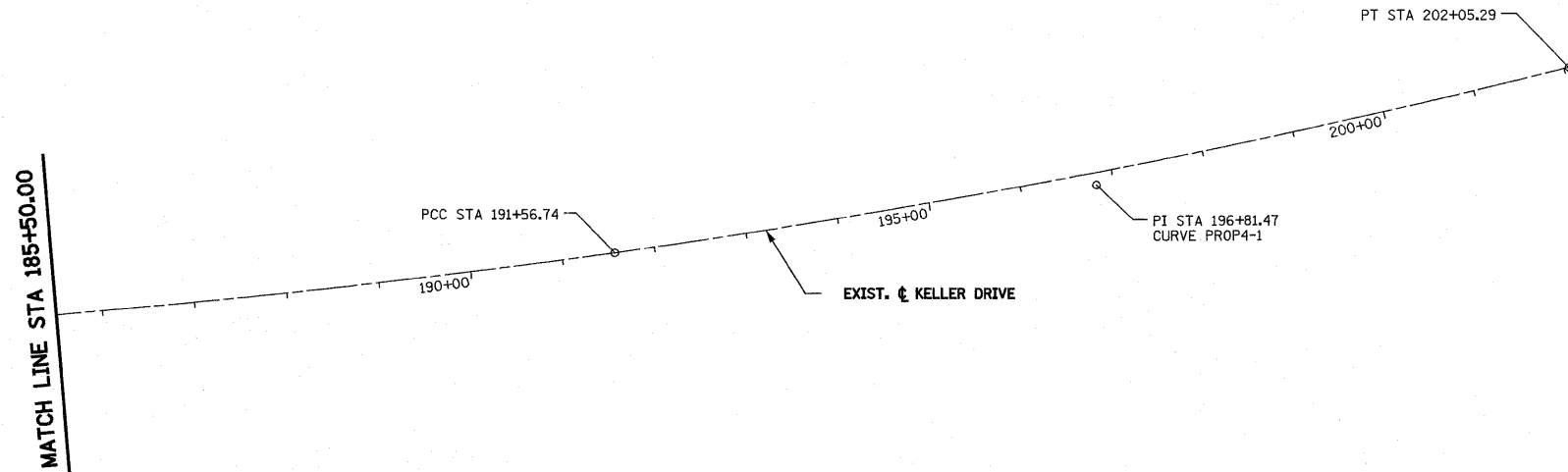
PERMANENT SURVEY MARKER



FILE NAME =	USER NAME = lnda	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL CONTROL, FAYETTE AVENUE	F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
6:\Projects\403-00072-57-70\dwg\ML_kaller\hor_mls.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	48	
PLOT SCALE = 200.0000' / IN.		CHECKED - BRM	REVISED -			SCALE: 1"=100'		SHEET NO. 9 OF 13 SHEETS		STA 33+17.70 TO STA 85+16.09	
PLOT DATE = 3/17/2011		DATE - 5-07-08	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74299	

EXIST. KELLER DR.
CURVE PROP3
PI STA = 183+18.93
 $\Delta = 8^\circ 22' 56''$ (LT)
D = $0^\circ 29' 58''$
R = 11,473.93'
T = 840.80'
L = 1,678.61'
E = 30.77'
P.C. STA = 174+78.13
P.C.C. STA = 191+56.74

EXIST. KELLER DR.
CURVE PROP4-1
PI STA = 196+81.47
 $\Delta = 5^\circ 51' 13''$ (LT)
D = $0^\circ 33' 30''$
R = 10,263.16'
T = 524.73'
L = 1,048.56'
E = 13.41'
P.C.C. STA = 191+56.74
P.T. STA = 202+05.29

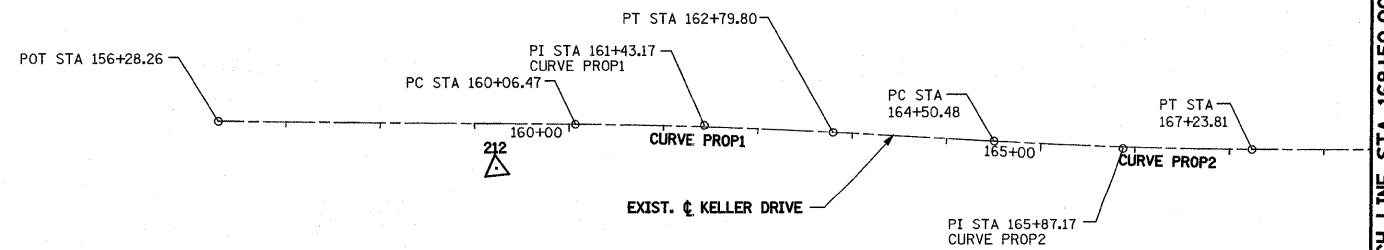


EXISTING KELLER DRIVE

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 156+28.26	896828.91	920004.11
PC STA 160+06.47	897176.19	919854.29
PI STA 161+43.17	897301.70	919800.15
PT STA 162+79.80	897429.67	919752.11
PC STA 164+50.48	897589.45	919692.13
PI STA 165+87.17	897717.43	919644.09
PT STA 167+23.81	897842.93	919589.93
PC STA 174+78.13	898535.51	919291.04
PI STA 183+18.93	899307.49	918957.87
PCC STA 191+56.74	900022.65	918515.73
PCC STA 191+56.74	900022.65	918515.73
PI STA 196+81.47	900468.98	918239.80
PT STA 202+05.29	900884.83	917919.78

EXIST. KELLER DR.
CURVE PROP1
PI STA = 161+43.17
 $\Delta = 2^\circ 45' 39''$ (RT)
D = $1^\circ 00' 36''$
R = 5,672.33'
T = 136.69'
L = 273.33'
E = 1.65'
P.C. STA = 160+06.47
P.T. STA = 162+79.80

EXIST. KELLER DR.
CURVE PROP2
PI STA = 165+87.17
 $\Delta = 2^\circ 46' 08''$ (LT)
D = $1^\circ 00' 47''$
R = 5,655.84'
T = 136.69'
L = 273.33'
E = 1.65'
P.C. STA = 164+50.48
P.T. STA = 167+23.81



EXISTING KELLER DRIVE

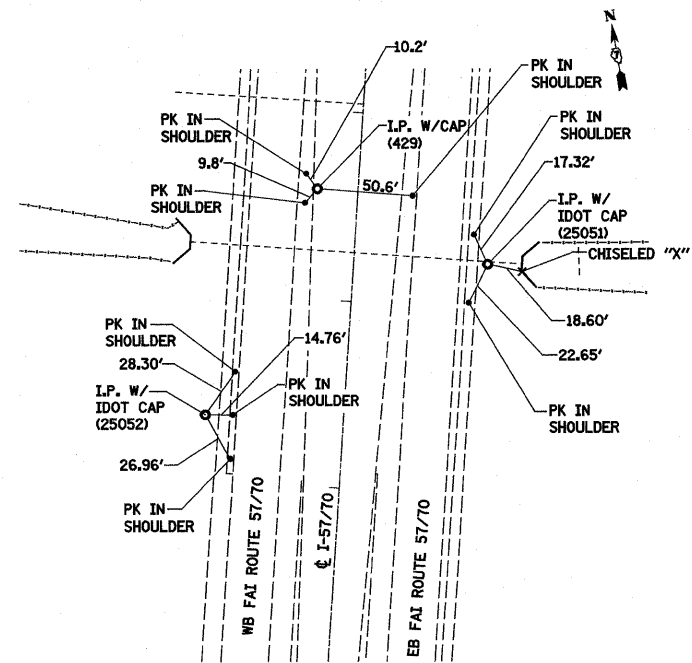
DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 156+28.26	896828.91	920004.11
PC STA 160+06.47	897176.19	919854.29
PI STA 161+43.17	897301.70	919800.15
PT STA 162+79.80	897429.67	919752.11
PC STA 164+50.48	897589.45	919692.13
PI STA 165+87.17	897717.43	919644.09
PT STA 167+23.81	897842.93	919589.93
PC STA 174+78.13	898535.51	919291.04
PI STA 183+18.93	899307.49	918957.87
PCC STA 191+56.74	900022.65	918515.73
PCC STA 191+56.74	900022.65	918515.73
PI STA 196+81.47	900468.98	918239.80
PT STA 202+05.29	900884.83	917919.78

CONTROL POINTS

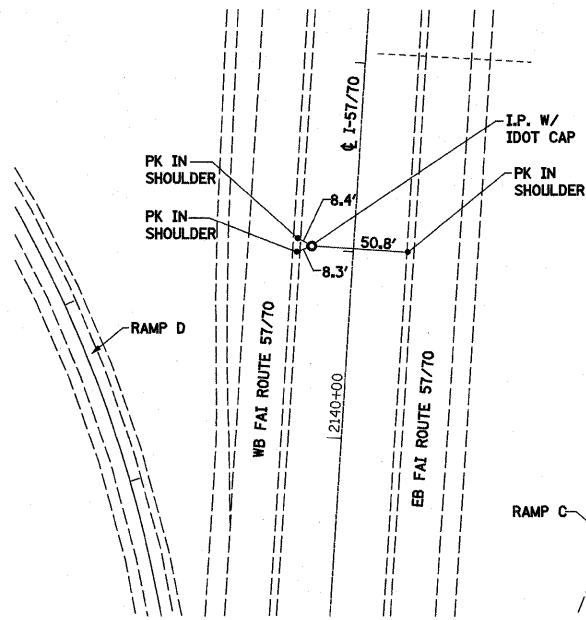
CONTROL POINT	COORDINATE	
	NORTHING	EASTING
212	897114.16	919920.88



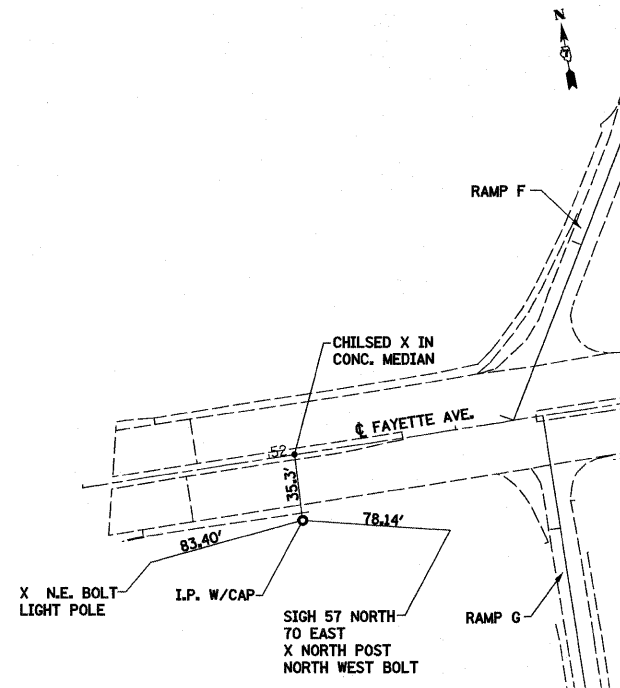
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S:\Projects\403-00072-57-70\dgn\Keller\hor_ill.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	49
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PLOT DATE = 3/17/2011		DATE - 5-07-08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE: 1"=100'		SHEET NO. 10 OF 13 SHEETS		STA 156+28.26 TO STA 202+05.29		



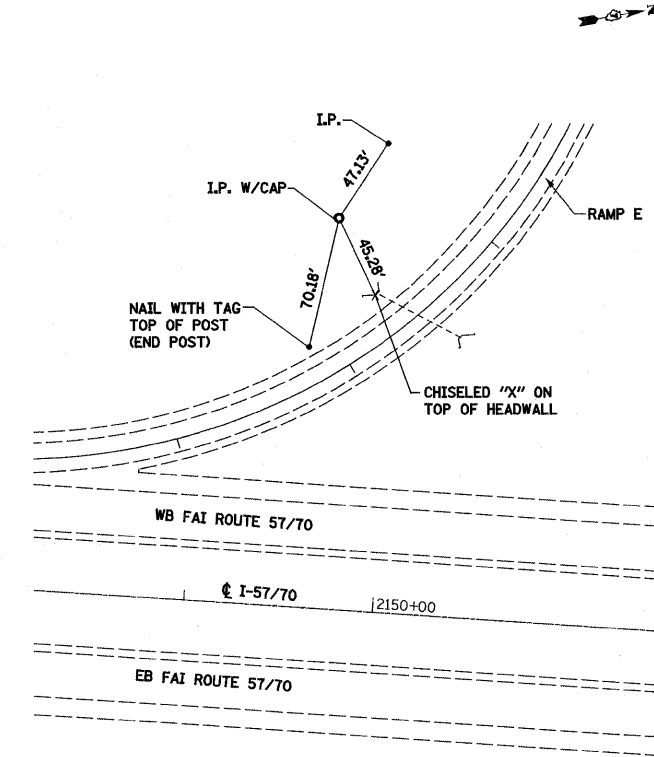
TRaverse/P.O.T. NUMBER 25052
 STA 2127+28.00
 TRaverse/P.O.T. NUMBER 25051
 STA 2128+17.00
 TRaverse/P.O.T. NUMBER 429
 STA 2128+50.00



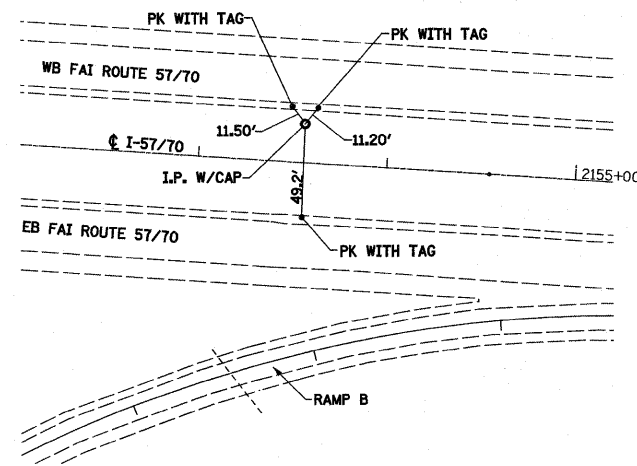
TRaverse/P.O.T. NUMBER 428
 STA 2141+01.61



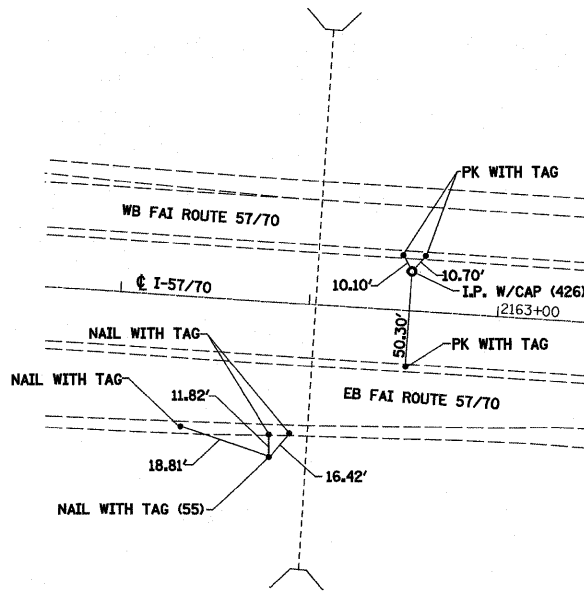
TRaverse/P.O.T. NUMBER 52
 STA 52+12.44



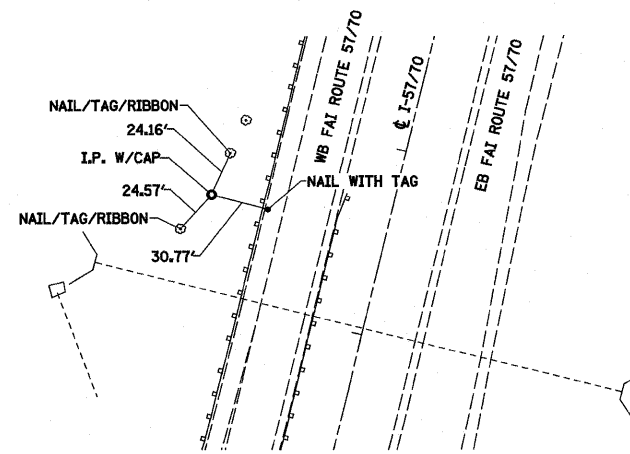
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 STA 11+53.80



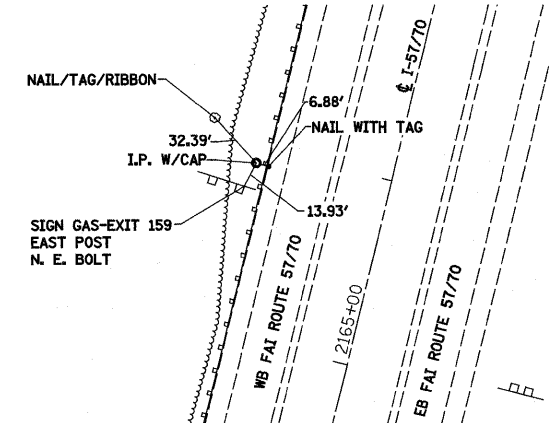
TRaverse/P.O.T. NUMBER 427
 STA 2153+55.35



TRaverse/P.O.T. NUMBER 55
 STA 2161+83.75
 TRaverse/P.O.T. NUMBER 426
 STA 2162+53.25



TRaverse/P.O.T. NUMBER 6112
 STA 2162+53.24



TRaverse/P.O.T. NUMBER 5800
 STA 2165+92.17

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USER NAME = lrcda
 PLOT SCALE = 200.0000' / IN.
 PLOT DATE = 3/17/2011

DESIGNED - JWS
 DRAWN - PDB
 CHECKED - BRM
 DATE - 1-27-09

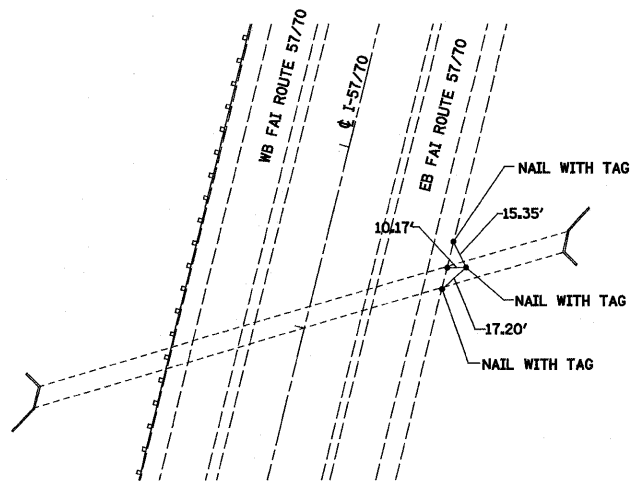
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 REVISED -
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

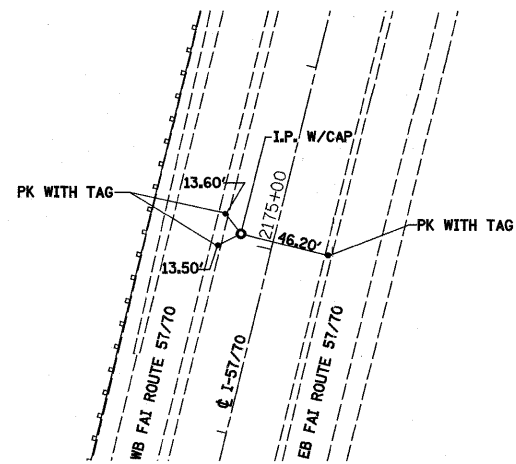
TIE POINTS, FAI ROUTES 57/70

SCALE: 1"=100' SHEET NO. 11 OF 13 SHEETS STA TO STA

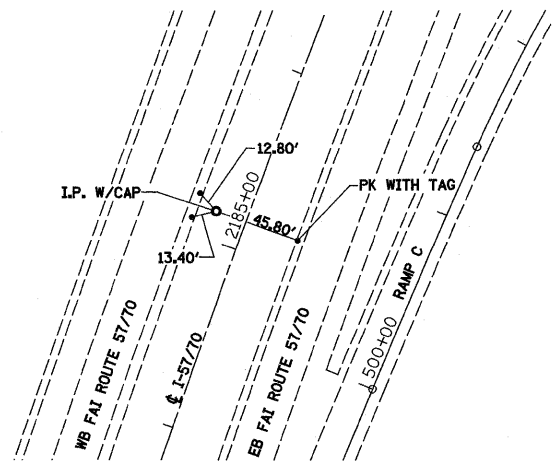
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	50
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74299	



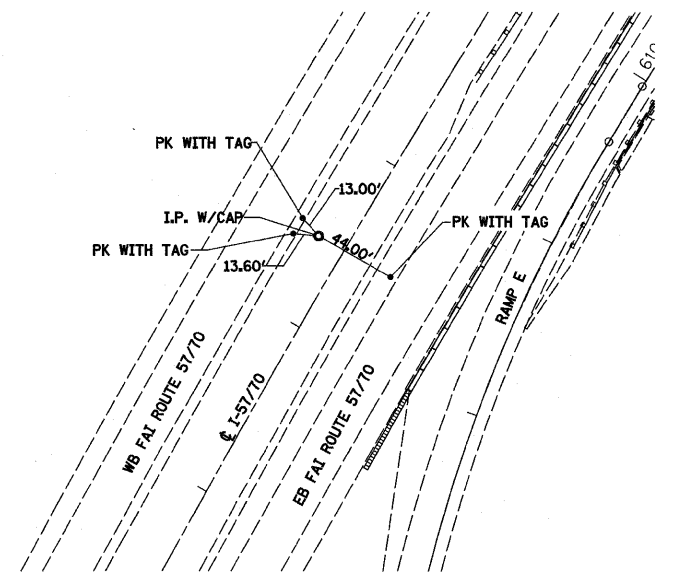
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STA 2168+52.00



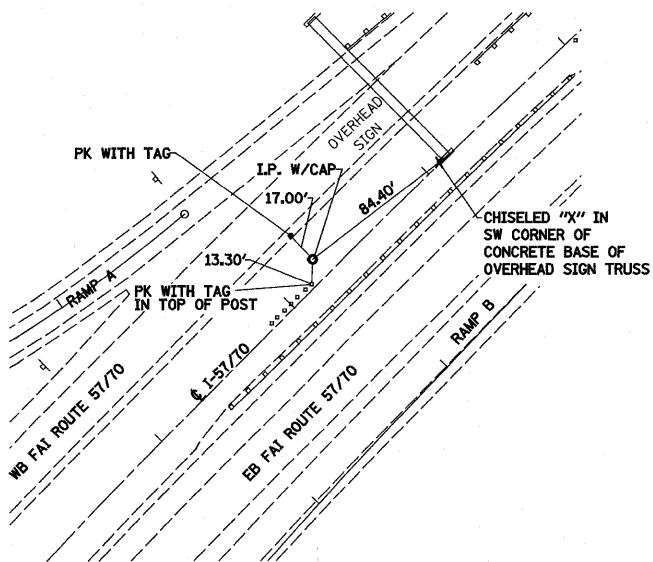
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STA 2175+04.37



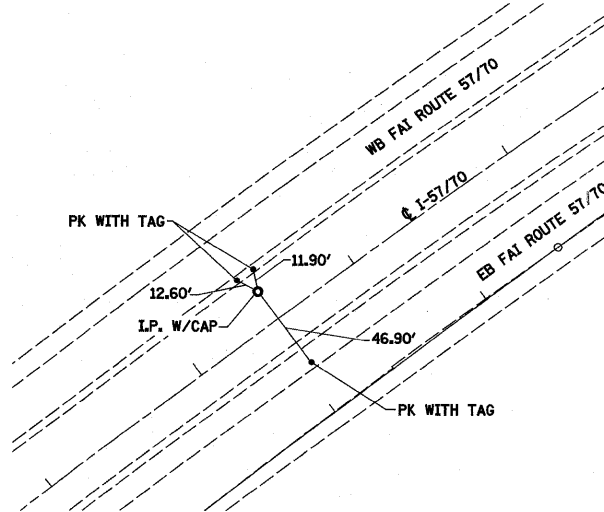
TRAVERSE/P.O.T. NUMBER 424
STA 2185+15.58



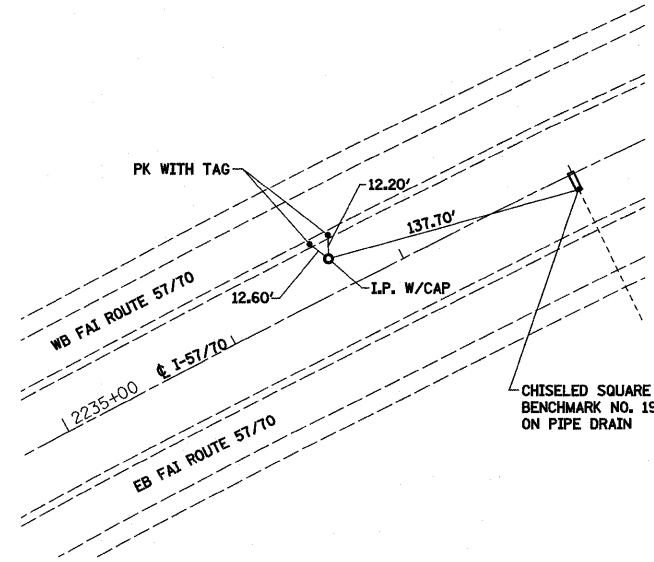
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STA 2197+47.07



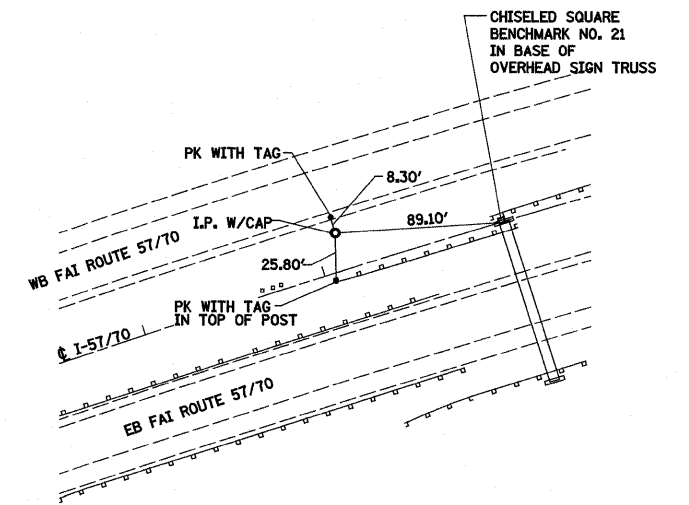
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STA 2215+24.84



TRAVERSE/P.O.T. NUMBER 421
STA 2225+50.19



TRAVERSE/P.O.T. NUMBER 420
STA 2236+64.44



TRAVERSE/P.O.T. NUMBER 419
STA 2248+12.12

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USER NAME = lunde
PLOT SCALE = 200.0000' / IN.
PLOT DATE = 3/17/2011

DESIGNED - JWS
DRAWN - PDB
CHECKED - BRM
DATE - 1-27-09

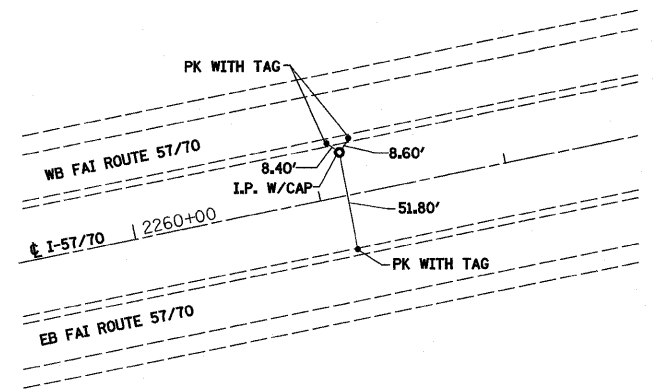
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REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

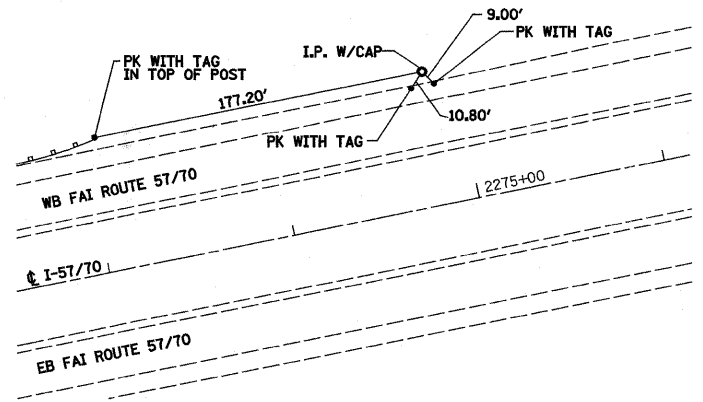
TIE POINTS, FAI ROUTES 57/70

SCALE: 1"=100' SHEET NO. 12 OF 13 SHEETS STA TO STA

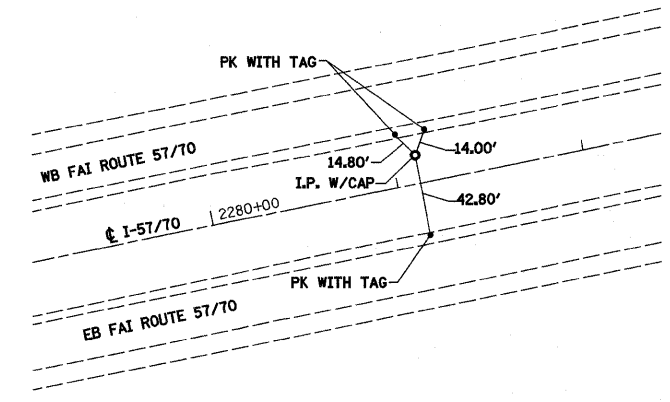
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	51
CONTRACT NO. 74299				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



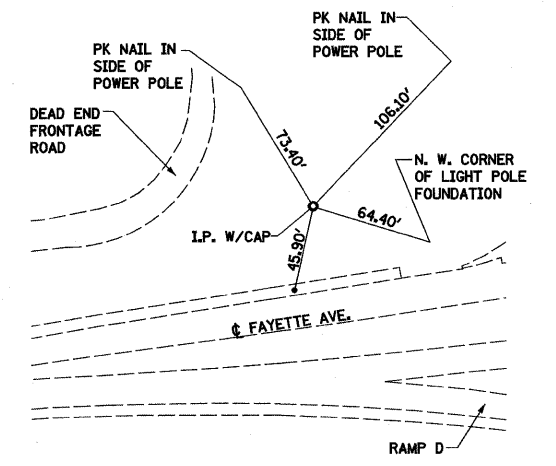
TRAVERSE/P.O.T. NUMBER 418
STA 2261+14.97



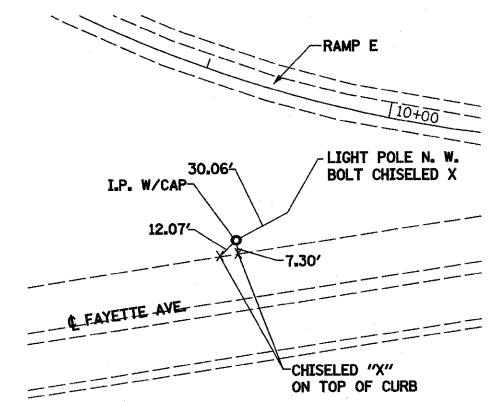
TRAVERSE/P.O.T. NUMBER 417
STA 2274+83.68



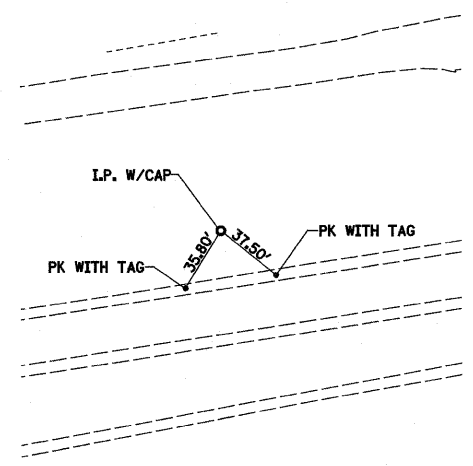
TRAVERSE/P.O.T. NUMBER 416
STA 2281+12.28



TRAVERSE/P.O.T. NUMBER 53
STA 41+70.51



TRAVERSE/P.O.T. NUMBER 51
STA 56+21.32



TRAVERSE/P.O.T. NUMBER 50
STA 65+35.71

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PLOT SCALE = 200.0000' / IN.
PLOT DATE = 3/17/2011

DESIGNED - JWS
DRAWN - PDB
CHECKED - BRM
DATE - 1-27-09

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TIE POINTS, FAI ROUTES 57/70

SCALE: 1"=100' SHEET NO. 13 OF 13 SHEETS STA TO STA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	52
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74299	

WB, FAI ROUTE 57/70
CURVE C123

STATION	AUX. LANE	SLOPE %	OUTSIDE LANE LINE	SLOPE %	CROWN	SLOPE %	LANE LINE	SLOPE %	MEDIAN EDGE
2173+75.00	570.57	-2.00	570.81	-1.50	570.99	1.50	570.81	2.00	570.57
2174+00.00	570.70	-2.00	570.94	-1.50	571.12	1.50	570.94	2.00	570.70
2174+25.00	570.84	-2.00	571.08	-1.50	571.26	1.50	571.08	2.00	570.84
2174+50.00	570.98	-2.00	571.22	-1.50	571.40	1.50	571.22	2.00	570.98
2174+62.30	571.05	-2.00	571.29	-1.50	571.47	1.50	571.29	2.00	571.05
2174+75.00	571.14	-1.83	571.36	-1.50	571.54	1.50	571.36	2.00	571.14
2175+00.00	571.33	-1.50	571.51	-1.50	571.69	1.50	571.51	2.00	571.27
2175+25.00	571.56	-1.17	571.70	-1.17	571.84	1.50	571.66	2.00	571.42
2175+50.00	571.80	-0.83	571.90	-0.83	572.00	1.50	571.82	2.00	571.58
2175+75.00	572.04	-0.50	572.10	-0.50	572.16	1.50	571.98	2.00	571.74
2176+00.00	572.28	-0.17	572.30	-0.17	572.32	1.50	572.14	2.00	571.90
2176+25.00	572.53	0.17	572.51	0.17	572.49	1.50	572.31	2.00	572.07
2176+50.00	572.78	0.50	572.72	0.50	572.66	1.50	572.48	2.00	572.24
2176+75.00	573.04	0.83	572.94	0.83	572.84	1.50	572.66	2.00	572.42
2177+00.00	573.30	1.17	573.16	1.17	573.02	1.50	572.84	2.00	572.60
2177+25.00	573.56	1.50	573.38	1.50	573.20	1.50	573.02	2.00	572.78
2177+50.00	573.87	1.83	573.65	1.83	573.43	1.83	573.21	2.00	572.97
2177+75.00	574.20	2.17	573.94	2.17	573.68	2.17	573.43	2.17	573.17
2178+00.00	574.56	2.50	574.26	2.50	573.96	2.50	573.66	2.50	573.36
2178+25.00	574.92	2.83	574.58	2.83	574.24	2.83	573.90	2.83	573.57
2178+29.80	574.99	2.90	574.64	2.90	574.30	2.90	573.95	2.90	573.60
2178+50.00	575.16	2.90	574.81	2.90	574.46	2.90	574.12	2.90	573.77
2178+75.00	575.37	2.90	575.02	2.90	574.67	2.90	574.33	2.90	573.98
2179+00.00	575.58	2.90	575.24	2.90	574.89	2.90	574.54	2.90	574.19
2179+25.00	575.80	2.90	575.45	2.90	575.11	2.90	574.76	2.90	574.41
FULL SUPERELEVATION									
2254+00.00			604.01	2.90	603.66	2.90	603.32	2.90	602.97
2254+25.00			604.03	2.90	603.69	2.90	603.34	2.90	602.99
2254+50.00			604.06	2.90	603.71	2.90	603.36	2.90	603.01
2254+75.00			604.09	2.90	603.74	2.90	603.39	2.90	603.05
2254+79.63			604.10	2.90	603.75	2.90	603.40	2.90	603.05
2255+00.00			604.00	2.56	603.69	2.56	603.39	2.56	603.08
2255+25.00			603.89	2.14	603.64	2.14	603.38	2.14	603.12
2255+50.00			603.82	1.73	603.61	1.73	603.41	2.00	603.17
2255+75.00			603.79	1.31	603.64	1.50	603.46	2.00	603.22
2256+00.00			603.80	0.90	603.69	1.50	603.51	2.00	603.27
2256+25.00			603.81	0.48	603.75	1.50	603.57	2.00	603.33
2256+50.00			603.82	0.06	603.81	1.50	603.63	2.00	603.39
2256+75.00			603.84	-0.36	603.88	1.50	603.70	2.00	603.46
2257+00.00			603.86	-0.77	603.95	1.50	603.77	2.00	603.53
2257+25.00			603.88	-1.19	604.02	1.50	603.84	2.00	603.60
2257+50.00			603.91	-1.50	604.09	1.50	603.91	2.00	603.67
2257+73.63			603.96	-1.50	604.14	1.50	603.96	2.00	603.72
2257+75.00			603.97	-1.50	604.15	1.50	603.97	2.00	603.73
2258+00.00			604.02	-1.50	604.20	1.50	604.02	2.00	603.78
2258+25.00			604.07	-1.50	604.25	1.50	604.07	2.00	603.83
2258+50.00			604.11	-1.50	604.29	1.50	604.11	2.00	603.87

EB, FAI ROUTE 57/70
CURVE C123

STATION	MEDIAN EDGE	SLOPE %	LANE LINE	SLOPE %	CROWN	SLOPE %	OUTSIDE LANE LINE	SLOPE %	AUX. LANE
2173+75.00	570.57	2.00	570.81	1.50	570.99	-1.50	570.81	-2.00	570.57
2174+00.00	570.70	2.00	570.94	1.50	571.12	-1.50	570.94	-2.00	570.70
2174+25.00	570.84	2.00	571.08	1.50	571.26	-1.50	571.08	-2.00	570.84
2174+50.00	570.98	2.00	571.22	1.50	571.40	-1.50	571.22	-2.00	570.98
2174+62.30	571.05	2.00	571.29	1.50	571.47	-1.50	571.29	-2.00	571.05
2174+75.00	571.14	1.83	571.34	1.50	571.52	-1.50	571.34	-2.00	571.10
2175+00.00	571.27	1.46	571.44	1.50	571.62	-1.50	571.44	-2.00	571.20
2175+25.00	571.42	1.17	571.56	1.17	571.70	-1.50	571.52	-2.00	571.28
2175+50.00	571.58	0.83	571.67	0.83	571.77	-1.50	571.59	-2.00	571.35
2175+75.00	571.74	0.50	571.80	0.50	571.86	-1.50	571.68	-2.00	571.44
2176+00.00	571.90	0.16	571.92	0.16	571.94	-1.50	571.76	-2.00	571.51
2176+25.00	572.07	-0.17	572.05	-0.17	572.03	-1.50	571.85	-2.00	571.61
2176+50.00	572.24	-0.51	572.18	-0.51	572.12	-1.50	571.94	-2.00	571.68
2176+75.00	572.42	-0.84	572.32	-0.84	572.22	-1.50	572.04	-2.00	571.80
2177+00.00	572.60	-1.17	572.46	-1.17	572.32	-1.50	572.14	-2.00	571.88
2177+25.00	572.78	-1.51	572.60	-1.51	572.42	-1.50	572.24	-2.00	572.00
2177+50.00	572.97	-1.84	572.75	-1.84	572.53	-1.84	572.31	-2.00	572.05
2177+75.00	573.16	-2.17	572.90	-2.17	572.64	-2.17	572.38	-2.17	572.12
2178+00.00	573.36	-2.51	573.06	-2.51	572.76	-2.51	572.46	-2.51	572.14
2178+25.00	573.56	-2.84	573.22	-2.84	572.88	-2.84	572.54	-2.84	572.20
2178+29.80	573.60	-2.90	573.25	-2.90	572.91	-2.90	572.56	-2.90	572.21
2178+50.00	573.77	-2.90	573.42	-2.90	573.07	-2.90	572.72	-2.90	572.36
2178+75.00	573.97	-2.90	573.63	-2.90	573.28	-2.90	572.93	-2.90	572.58
2179+00.00	574.19	-2.90	573.84	-2.90	573.49	-2.90	573.14	-2.90	572.78
2179+25.00	574.40	-2.90	574.05	-2.90	573.71	-2.90	573.36	-2.90	573.01
FULL SUPERELEVATION									
2254+00.00	602.97	-2.90	602.62	-2.90	602.27	-2.90	601.92		
2254+25.00	602.99	-2.90	602.64	-2.90	602.29	-2.90	601.95		
2254+50.00	603.01	-2.90	602.67	-2.90	602.32	-2.90	601.97		
2254+75.00	603.04	-2.90	602.70	-2.90	602.35	-2.90	602.00		
2254+79.63	603.05	-2.90	602.70	-2.90	602.36	-2.90	602.01		
2255+00.00	603.08	-2.56	602.77	-2.56	602.47	-2.56	602.16		
2255+25.00	603.12	-2.14	602.86	-2.14	602.61	-2.14	602.35		
2255+50.00	603.16	-1.73	602.96	-1.73	602.75	-1.73	602.54		
2255+75.00	603.21	-1.31	603.06	-1.31	602.90	-1.50	602.72		
2256+00.00	603.27	-0.90	603.16	-0.90	603.05	-1.50	602.87		
2256+25.00	603.33	-0.48	603.27	-0.48	603.21	-1.50	603.03		
2256+50.00	603.39	-0.06	603.38	-0.06	603.37	-1.50	603.19		
2256+75.00	603.46	0.36	603.50	0.36	603.54	-1.50	603.36		
2257+00.00	603.53	0.77	603.62	0.77	603.71	-1.50	603.53		
2257+25.00	603.60	1.19	603.74	1.19	603.89	-1.50	603.71		
2257+50.00	603.67	1.61	603.86	1.50	604.04	-1.50	603.86		
2257+73.63	603.72	2.00	603.96	1.50	604.14	-1.50	603.96		
2257+75.00	603.73	2.00	603.97	1.50	604.15	-1.50	603.97		
2258+00.00	603.78	2.00	604.02	1.50	604.20	-1.50	604.02		
2258+25.00	603.83	2.00	604.07	1.50	604.25	-1.50	604.07		
2258+50.00	603.87	2.00	604.11	1.50	604.29	-1.50	604.11		

KELLER ROAD RAMP A
CURVES C58 AND C57

STATION	LEFT EDGE	SLOPE %	BASELINE	SLOPE %	RIGHT EDGE
15+75.00	604.09	0.44	604.02		
16+00.00	604.02	0.75	603.90		
16+25.00	603.95	1.05	603.78		
16+50.00	603.88	1.36	603.67		
16+61.89	603.85	1.50	603.61		
16+75.00	603.81	1.91	603.51		
17+00.00	603.74	2.69	603.31		
17+25.00	603.66	3.46	603.11		
17+50.00	603.59	4.24	602.91		
17+75.00	603.51	5.01	602.71		
18+00.00	603.44	5.78	602.51		
18+25.00	603.36	6.56	602.31		
18+50.00	603.28	7.33	602.11		
18+71.59	603.22	8.00	601.94		
18+75.00	603.19	8.00	601.91		
19+00.00	602.99	8.00	601.71		
19+25.00	602.80	8.00	601.52		
19+50.00	602.60	8.00	601.32		
19+75.00	602.40	8.00	601.12		
20+00.00	602.20	8.00	600.92		
20+25.00	602.00	8.00	600.72		
20+50.00	601.86	8.00	600.58		
20+73.26	601.79	8.00	600.51		
20+75.00	601.78	7.95	600.51		
21+00.00	601.64	7.17	600.49		
21+25.00	601.57	6.39	600.55		
21+50.00	601.56	5.62	600.67		
21+75.00	601.62	4.83	600.85		
22+00.00	601.74	4.04	601.09		
22+25.00	601.93	3.26	601.41		
22+50.00	602.18	2.47	601.78		
22+75.00	602.49	1.68	602.22		
23+00.00	602.87	0.89	602.73		
23+25.00	603.31	0.11	603.29		
23+50.00	603.76	-0.68	603.87		
23+75.00	604.21	-1.46	604.45		

FAYETTE AVENUE RAMP A
CURVES C53 AND C54

STATION	LEFT EDGE	SLOPE %	BASELINE	SLOPE %	RIGHT EDGE
7+75.00	569.83	2.00	569.51		
8+00.00	569.90	2.00	569.58		
8+25.00	569.98	2.00	569.65		
8+50.00	570.06	2.00	569.73		
8+60.00	570.09	2.00	569.76		
8+75.00	570.18	2.43	569.80		
9+00.00	570.34	3.14	569.84		
9+25.00	570.50	3.86	569.88		
9+50.00	570.66	4.57	569.93		
9+75.00	570.86	5.28	570.01		
9+92.72	571.11	5.99	570.15		
10+00.00	571.12	6.00	570.16		
10+25.00	571.43	6.71	570.35		
10+50.00	571.79	7.43	570.60		
10+70.00	572.12	8.00	570.84		
10+75.00	572.19	8.00	570.91		
11+00.00	572.55	8.00	571.27		
11+25.00	572.97	8.00	571.69		
11+50.00	573.43	8.00	572.15		
11+75.00	573.96	8.00	572.68		
12+00.00	574.54	8.00	573.26		
12+25.00	575.16	8.00	573.88		
12+50.00	575.79	8.00	574.51		
12+75.00	576.42	8.00	575.14		
13+00.00	577.05	8.00	575.77		
13+25.00	577.68	8.00	576.40		
13+32.96	577.89	8.00	576.61		
13+50.00	578.23	7.47	577.03		
13+75.00	578.74	6.70	577.67		
14+00.00	579.24	5.92	578.30		
14+25.00	579.75	5.14	578.93		
14+50.00	580.25	4.35	579.56		
14+75.00	580.76	3.56	580.19		
15+00.00	581.26	2.76	580.82		
15+25.00	581.77	1.97	581.45		
15+50.00	582.27	1.20	582.08		
15+75.00	582.79	0.46	582.71		
15+90.50	583.10	0.00	583.10		
16+00.00	583.29	-0.34	583.34		
16+25.00	583.77	-1.25	583.97		
16+50.00	584.22	-2.41	584.60		
16+75.00	584.65	-3.68	585.23		
17+00.00	585.07	-4.95	585.87		
17+25.00	585.56	-5.86	586.50		
17+50.00	586.07	-6.59	587.13		
17+75.00	586.59	-7.32	587.76		
17+98.03	587.06	-8.00	588.34		
18+00.00	587.11	-8.00	588.39		
18+25.00	587.74	-8.00	589.02		
18+50.00	588.37	-8.00	589.65		
18+75.00	589.00	-8.00	590.28		
19+00.00	589.63	-8.00	590.91		
19+22.23	590.19	-8.00	591.47	8.00	591.55
19+25.00	590.28	-7.91	591.54	7.91	591.63
19+50.00	591.04	-7.06	592.17	7.06	592.33
19+75.00	591.78	-6.21	592.77	6.21	593.02
20+00.00	592.49	-5.37	593.35	5.37	593.67
20+25.00	593.21	-4.29	593.89	4.29	594.22
20+50.00	593.89	-3.18	594.40	3.18	594.66
20+75.00	594.55	-2.08	594.88	2.08	595.05
21+00.00	595.17	-1.05	595.34	1.05	595.42
21+25.00	595.77	-0.09	595.78	0.09	595.79
21+50.00	596.37	0.88	596.23	-0.88	596.16
21+65.23	596.73	1.46	596.50	-1.46	596.38

FAYETTE AVENUE RAMP B
CURVE E1

STATION	LEFT EDGE	SLOPE %	BASELINE
15+00.00	580.36	1.50	580.12
15+25.00	579.35	1.50	579.11
15+50.00	578.39	1.50	578.15
15+75.00	577.49	1.50	577.25
15+82.36	577.23	1.50	576.99
16+00.00	576.73	2.06	576.40
16+25.00	576.07	2.85	575.62
16+50.00	575.47	3.64	574.89
16+75.00	574.93	4.43	574.22
17+00.00	574.44	5.22	573.60
17+25.00	574.00	6.00	573.04
17+50.00	573.63	6.78	572.54
17+75.00	573.31	7.56	572.10
17+89.36	573.15	8.00	571.87
18+00.00	572.99	8.00	571.71
18+25.00	572.66	8.00	571.38
18+50.00	572.39	8.00	571.11
18+60.43	572.29	8.00	571.01
18+75.00	572.14	7.76	570.90
18+81.49	572.07	7.65	570.85
19+00.00	571.91	7.33	570.74
19+25.00	571.74	6.91	570.63
19+50.00	571.57	6.49	570.54
19+75.00	571.41	6.07	570.44
20+00.00	571.26	5.69	570.35
20+25.00	571.12	5.38	570.26
20+50.00	570.99	5.06	570.18
20+75.00	570.86	4.74	570.10
21+00.00	570.74	4.42	570.03
21+25.00	570.62	4.10	569.96
21+50.00	570.51	3.79	569.90
21+75.00	570.39	3.46	569.84
21+90.42	570.33	3.27	569.80
22+00.00	570.29	3.22	569.77
22+25.00	570.18	3.09	569.69
22+50.00	570.08	2.97	569.61
22+75.00	569.99	2.85	569.53

FAYETTE AVENUE RAMP C
CURVES C51 AND C29

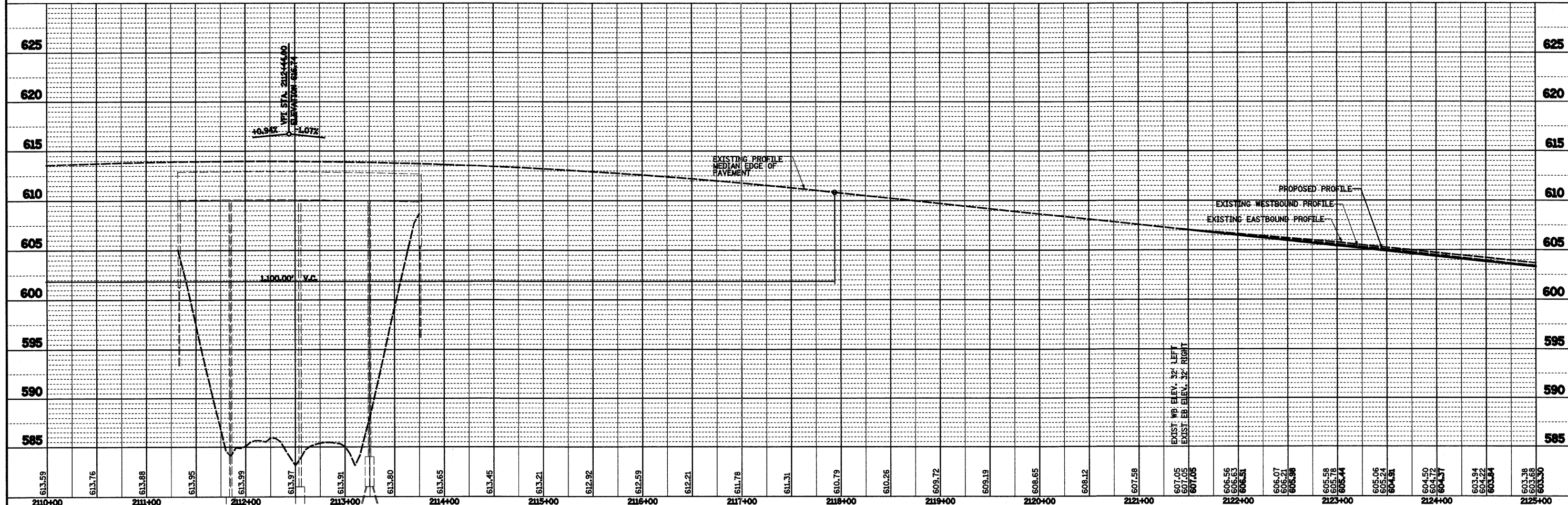
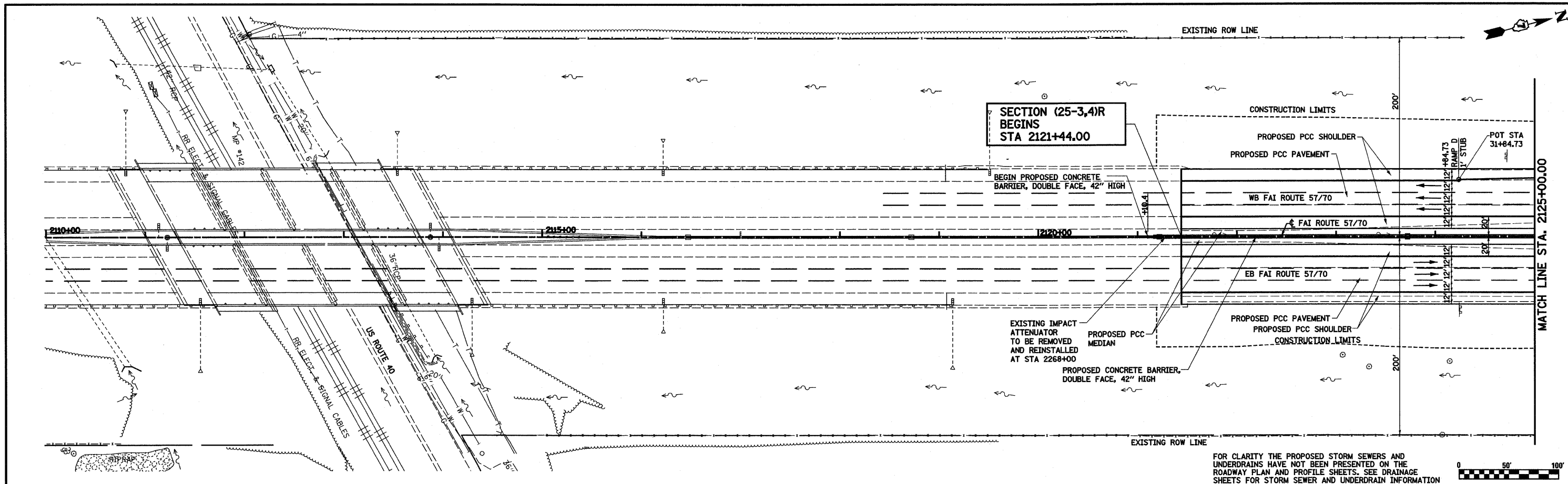
STATION	LEFT EDGE	SLOPE %	BASELINE	SLOPE %	RIGHT EDGE
7+75.00	593.18	1.50	592.95		
8+00.00	592.89	1.50	592.66		
8+25.00	592.61	1.50	592.38		
8+50.00	592.32	1.50	592.09		
8+60.00	592.20	1.50	591.97		
8+75.00	592.14	1.96	591.82		
9+00.00	592.01	2.74	591.57		
9+25.00	591.87	3.51	591.31		
9+50.00	591.69	4.29	591.01		
9+75.00	591.47	5.06	590.66		
10+00.00	591.21	5.84	590.28		
10+25.00	590.91	6.61	589.85		
10+50.00	590.56	7.38	589.38		
10+70.00	590.25	8.00	588.97		
10+75.00	590.15	8.00	588.87		
11+00.00	589.63	8.00	588.35		
11+25.00	589.11	8.00	587.83		
11+50.00	588.63	8.00	587.35		
11+75.00	588.22	8.00	586.94		
12+00.00	587.87	8.00	586.59		
12+25.00	587.59	8.00	586.31		
12+50.00	587.37	8.00	586.09		
12+75.00	587.21	8.00	585.93		
12+83.68	587.17	8.00	585.89		
13+00.00	587.03	7.49	585.83		
13+25.00	586.87	6.72	585.80		
13+50.00	586.78	5.94	585.83		
13+75.00	586.75	5.16	585.92		
14+00.00	586.77	4.37	586.08		
14+25.00	586.87	3.58	586.30		
14+50.00	587.02	2.79	586.58		
14+75.00	587.24	2.00	586.92		
15+00.00	587.53	1.23	587.33		
15+25.00	587.88	0.51	587.80		
15+42.70	588.15	0.00	588.15		
15+50.00	588.25	-0.25	588.29		
15+75.00	588.60	-1.13	588.78		
16+00.00	588.94	-2.06	589.27		
16+25.00	589.27	-3.05	589.76		
16+50.00	589.61	-4.04	590.25		
16+75.00	589.94	-5.03	590.74		
17+00.00	590.27	-6.00	591.23	6.00	591.28
17+25.00	590.61	-6.97	591.72	6.97	591.91
17+50.00	590.95	-7.93	592.21	7.93	592.55
17+51.71	590.97	-8.00	592.25	8.00	592.59
17+75.00	591.42	-8.00	592.70	8.00	593.14
18+00.00	591.91	-8.00	593.19	8.00	593.72
18+06.08	592.03	-8.00	593.31	8.00	593.85
18+25.00	592.51	-7.36	593.69	7.36	594.22
18+50.00	593.13	-6.51	594.18	6.51	594.68
18+75.00	593.76	-5.67	594.67	5.67	595.12
19+00.00	594.41	-4.68	595.16	4.68	595.53
19+25.00	595.08	-3.57	595.65	3.57	595.93
19+50.00	595.74	-2.47	596.14	2.47	596.33
19+73.08	596.36	-1.46	596.59	1.46	596.71
19+75.00	596.41	-1.39	596.63	1.39	596.74
20+00.00	597.05	-0.43	597.12	0.43	597.15

FAYETTE AVENUE RAMP D
CURVE C50

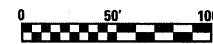
STATION	LEFT EDGE	SLOPE %	BASELINE
15+00.00	588.49	1.50	588.25
15+25.00	588.17	1.50	587.93
15+50.00	587.90	1.50	587.66
15+75.00	587.69	1.50	587.45
15+83.37	587.63	1.50	587.39
16+00.00	587.61	2.03	587.28
16+25.00	587.63	2.82	587.17
16+50.00	587.69	3.61	587.12
16+75.00	587.81	4.40	587.11
17+00.00	587.99	5.19	587.16
17+25.00	588.21	5.97	587.25
17+50.00	588.48	6.75	587.40
17+75.00	588.81	7.52	587.61
17+90.37	589.04	8.00	587.76
18+00.00	589.14	8.00	587.86
18+25.00	589.45	8.00	588.17
18+50.00	589.78	8.00	588.50
18+75.00	590.11	8.00	588.83
19+00.00	590.44	8.00	589.16
19+04.73	590.50	8.00	589.22
19+25.00	590.72	7.66	589.49
19+27.63	590.74	7.61	589.53
19+50.00	590.98	7.24	589.82
19+75.00	591.25	6.82	590.16
20+00.00	591.51	6.39	590.49
20+25.00	591.78	5.97	590.82
20+50.00	592.06	5.62	591.16
20+75.00	592.34	5.30	591.49
21+00.00	592.62	4.98	591.82
21+25.00	592.89	4.66	592.15
21+50.00	593.17	4.35	592.48
21+75.00	593.45	4.03	592.80
22+00.00	593.73	3.71	593.13
22+25.00	594.00	3.37	593.46
22+35.45	594.12	3.26	593.60
22+50.00	594.28	3.09	593.78
22+75.00	594.56	2.84	594.10
23+00.00	594.84	2.58	594.42
23+25.00	595.11	2.33	594.74

PLAN
 SURVEYED
 PLOTTED
 GRADES CHECKED
 STRUCTURE NOTATIONS OK'D
 NO. _____ DATE _____
 BY _____
 NOTE BOOK NO. _____
 CADD FILE NAME _____

PROFILE
 SURVEYED
 PLOTTED
 GRADES CHECKED
 STRUCTURE NOTATIONS OK'D
 NO. _____ DATE _____
 BY _____
 NOTE BOOK NO. _____
 CADD FILE NAME _____



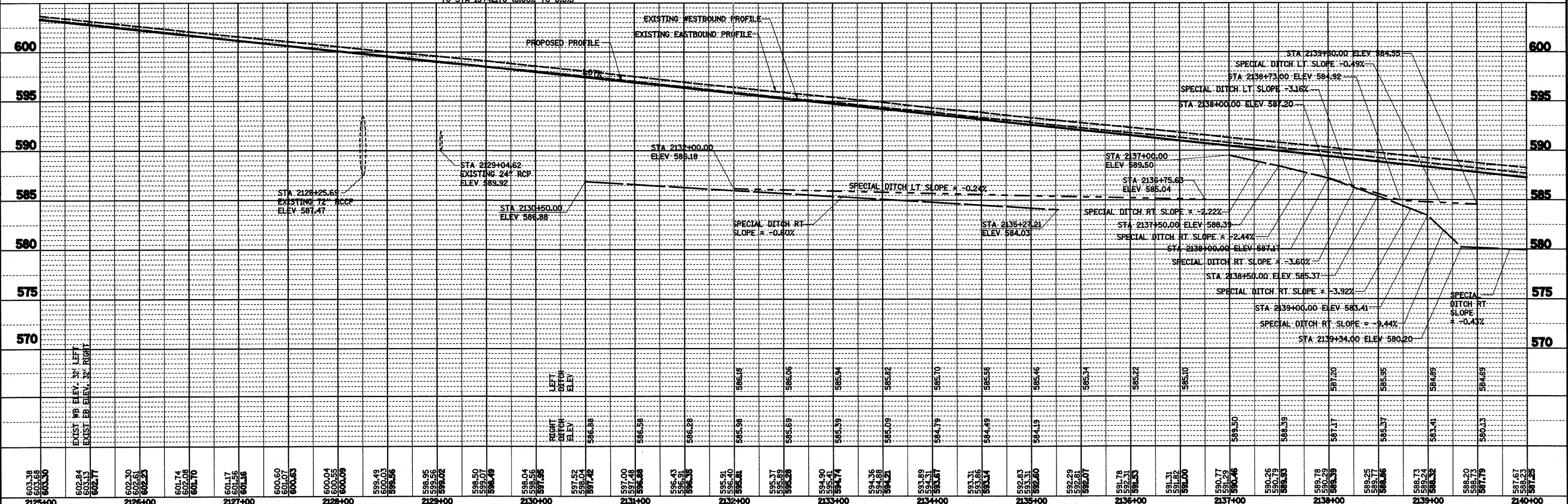
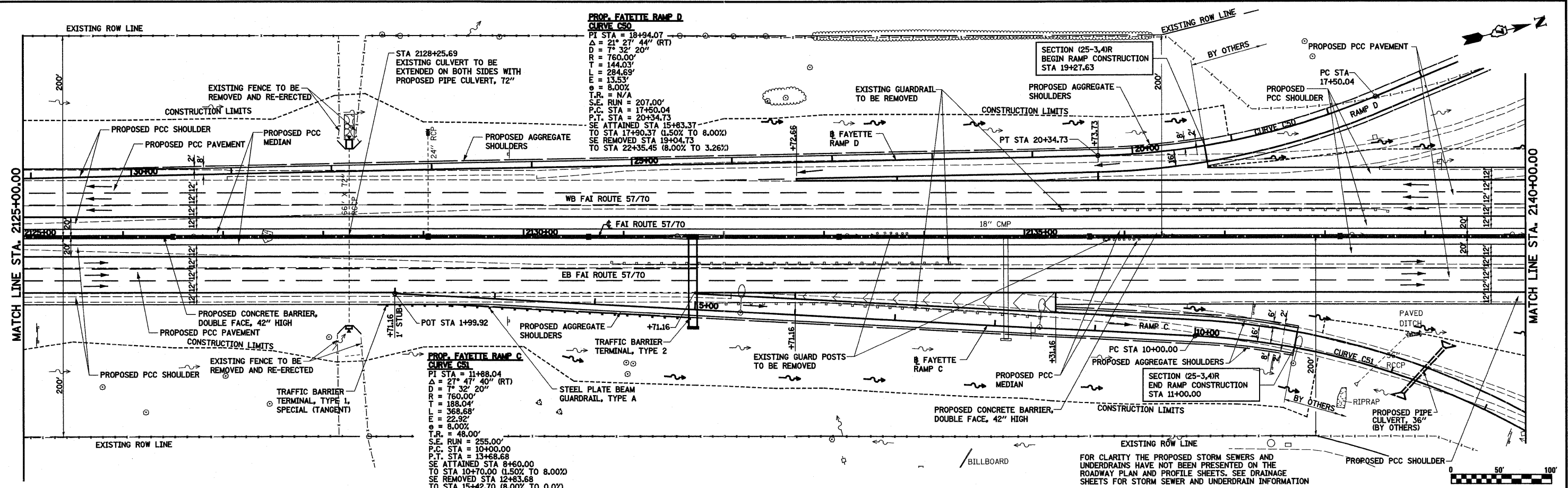
FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, FAI ROUTE 57/70		F.A.I. RTE. 57/70	SECTION (25-3,4)R	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 55	
Plot Scale = 100.0000' / IN.	CHECKED - BRM	REVISOR -	SCALE: 1"=50'		SHEET NO. 1 OF 11 SHEETS		STA. 2110+00.00 TO STA. 2125+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299		
Plot Date = 3/19/2011	DATE - 6-5-08	REVISOR -										

PLAN
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 CHECKED BY: _____
 NO. _____
 FILE NAME: _____

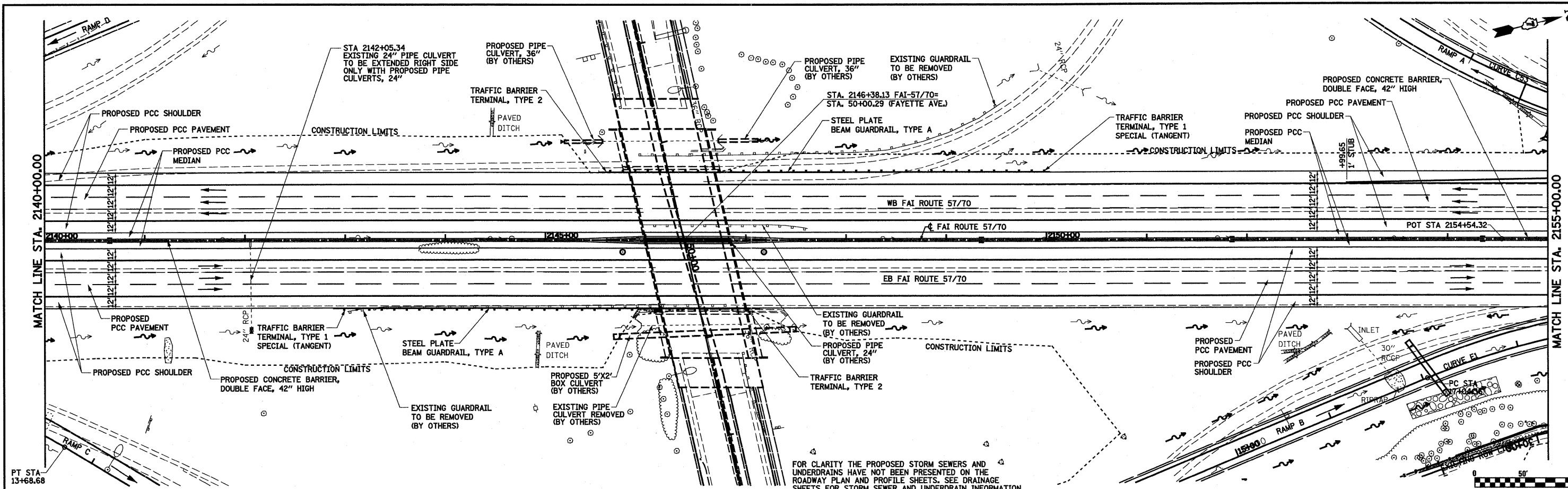
PROFILE
 SURVEYED BY: _____ DATE: _____
 PLOTTED BY: _____
 CHECKED BY: _____
 NO. _____
 FILE NAME: _____



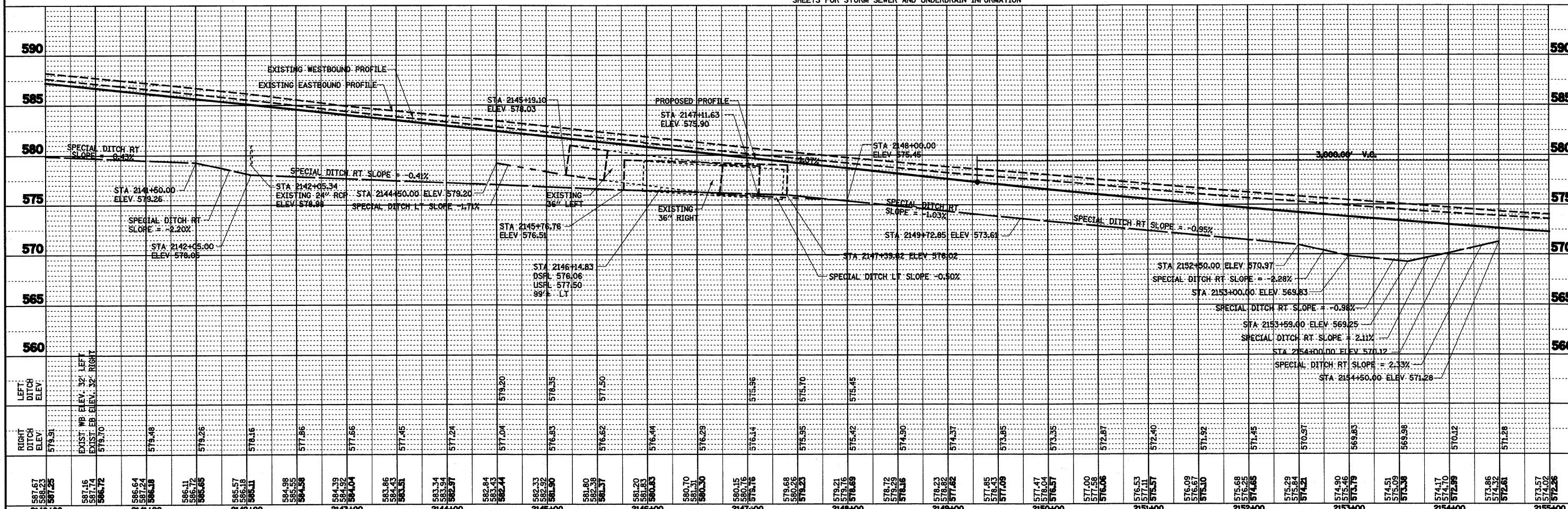
FILE NAME: svr\projects\103-00072-51-70\vdgn\ML_Keller_VP_5770.dgn	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, FAI ROUTE 57/70		F.A.I. RTE. 57/70	SECTION (25-3,4)R	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 56
PLOT SCALE = 100.0000" / IN.	PLOT DATE = 3/19/2011	DRAWN - PDB	REVISED -		SCALE: 1"=50'	SHEET NO. 2 OF 11 SHEETS	STA. 2125+00.00 TO STA. 2140+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299	
		CHECKED - BRM	REVISED -								
		DATE - 6-5-08	REVISED -								

DATE	BY
REVISIONS	PLANNED
NOTED	ALIGNED
CHECKED	CHECKED
NO.	NO.
FILE NAME	

DATE	BY
REVISIONS	PLANNED
NOTED	ALIGNED
CHECKED	CHECKED
NO.	NO.
FILE NAME	



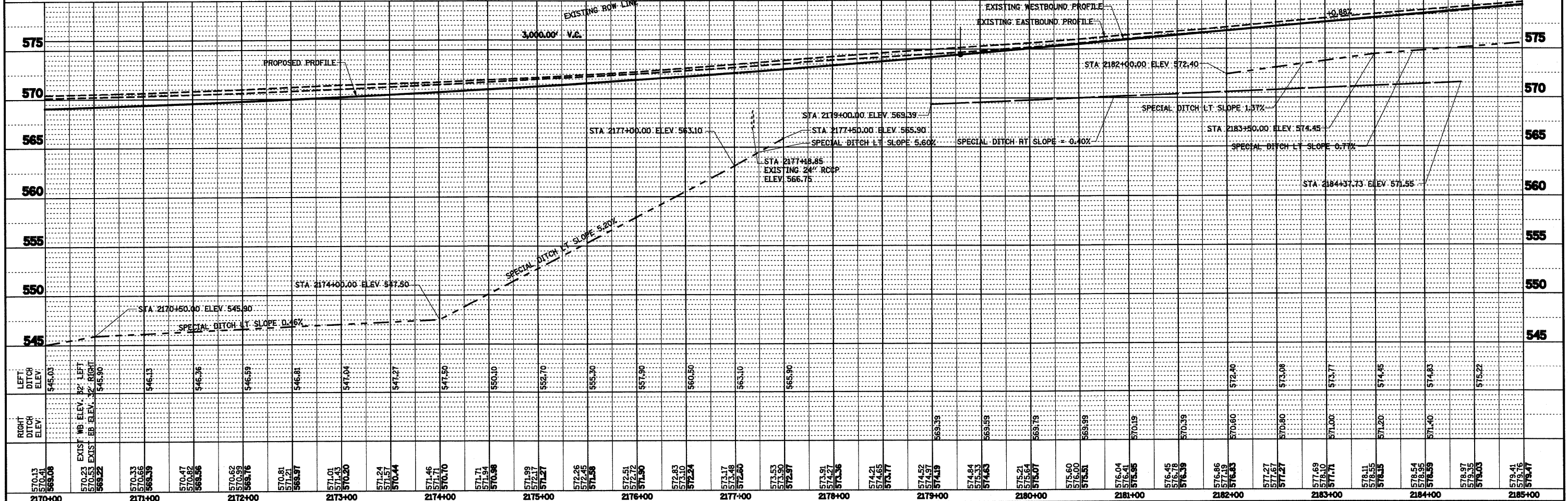
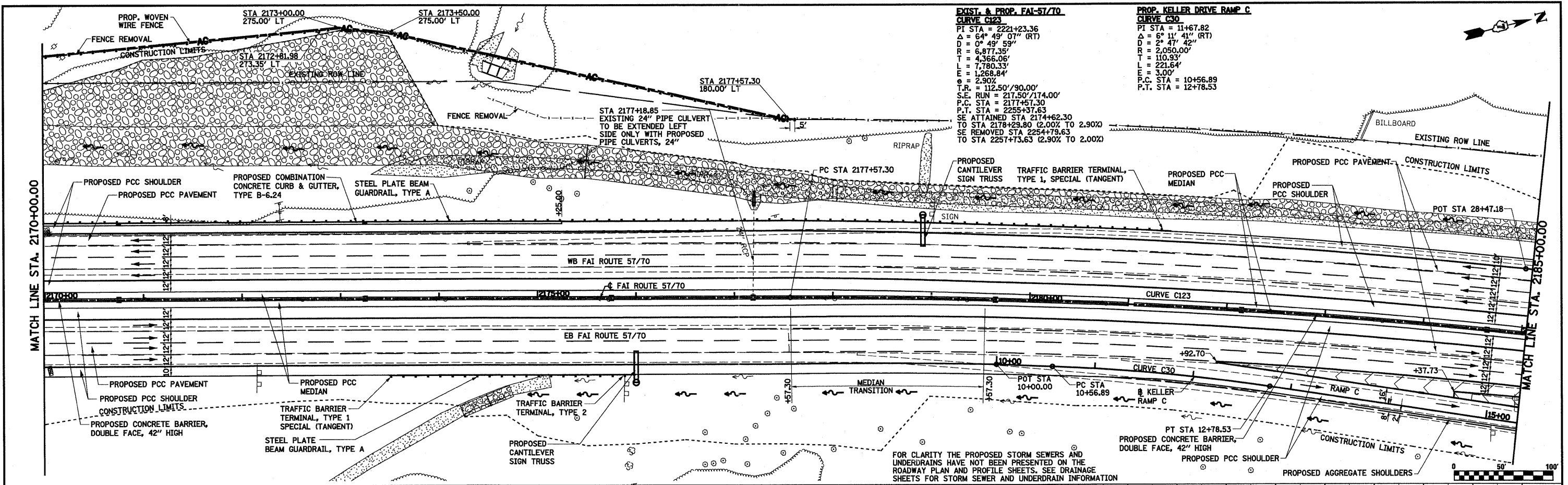
FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



FILE NAME	USER NAME = paul	DESIGNED - JWS	REVISED - 4-27-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, FAI ROUTE 57/70		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\403-00072-57-70\Drawn\M_Keller\Main Revs 4-29-11.dgn	INVP-570_Revs 4-29-11.dgn	DRAWN - PDB	REVISED -		57/70	(25-3,4R)	EFFINGHAM	1098	57		
PLOT SCALE = 1/8" = 100.0000' / 1"		CHECKED - BRM	REVISED -		SCALE: 1"=50'	SHEET NO. 3 OF 11 SHEETS	STA. 2140+00.00 TO STA. 2155+00.00	CONTRACT NO. 74299			
PLOT DATE = 4/28/2011		DATE - 5-8-08	REVISED -				ILLINOIS FED. AID PROJECT				

DATE	BY

DATE	BY



FILE NAME =	USER NAME = paul	DESIGNED - JWS	REVISED - 4-27-11
S:\Projects\403-00072-57-70\dm\ML_Keller\Misc_Revs 4-29-11\PP-5770_Revs 4-29-11.dgn	DRAWN - PDB	CHECKED - BRM	REVISOR -
PLOT SCALE = 1/8"=1'-0"	DATE - 6-5-08		
PLOT DATE = 4/29/2011			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE, FAI ROUTE 57/70

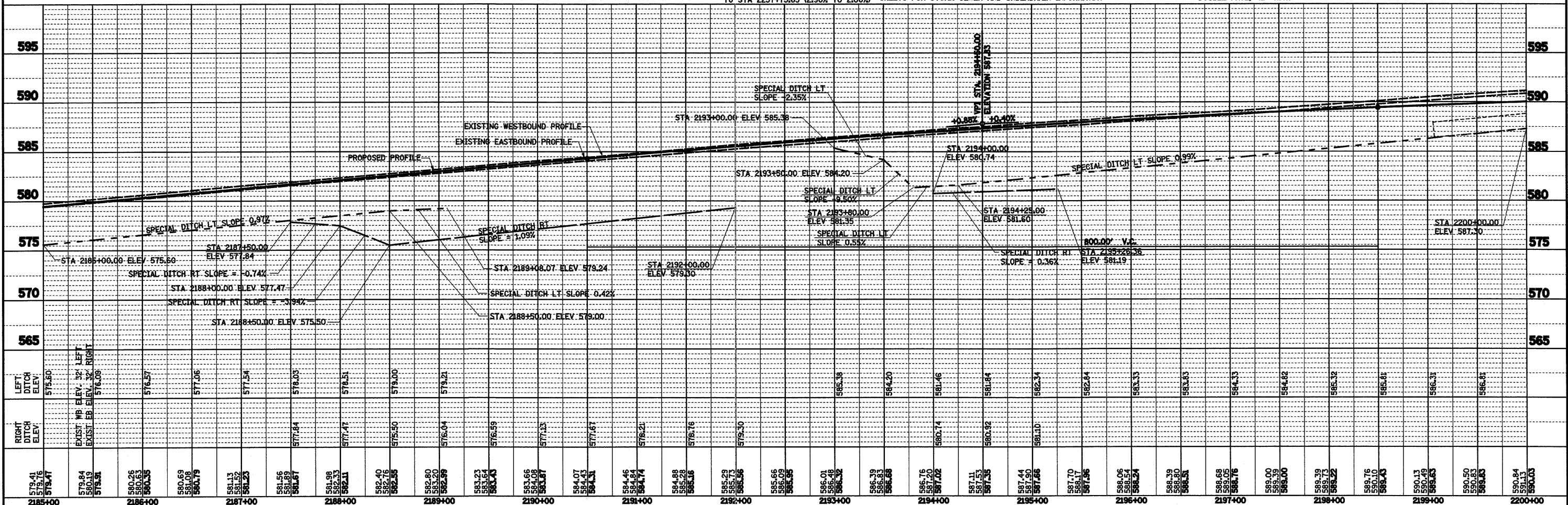
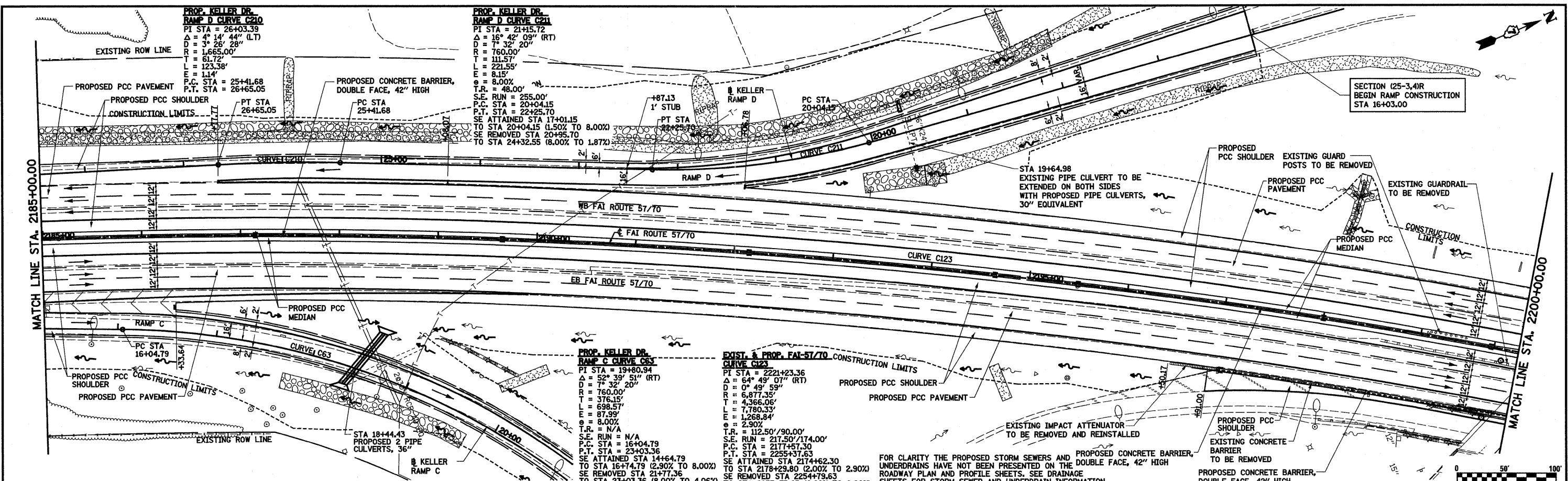
SCALE: 1"=50'	SHEET NO. 5 OF 11 SHEETS	STA. 2170+00.00 TO STA. 2185+00.00
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F.A.I. RTE. 57/70	SECTION 25-3,4R	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 59
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 74299

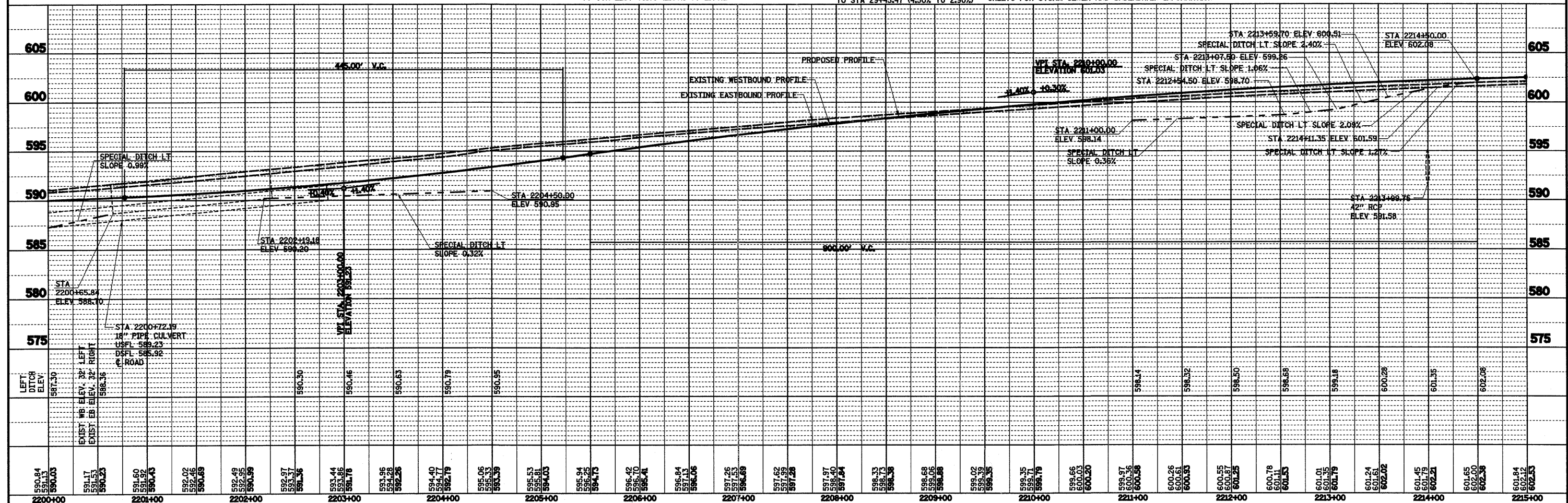
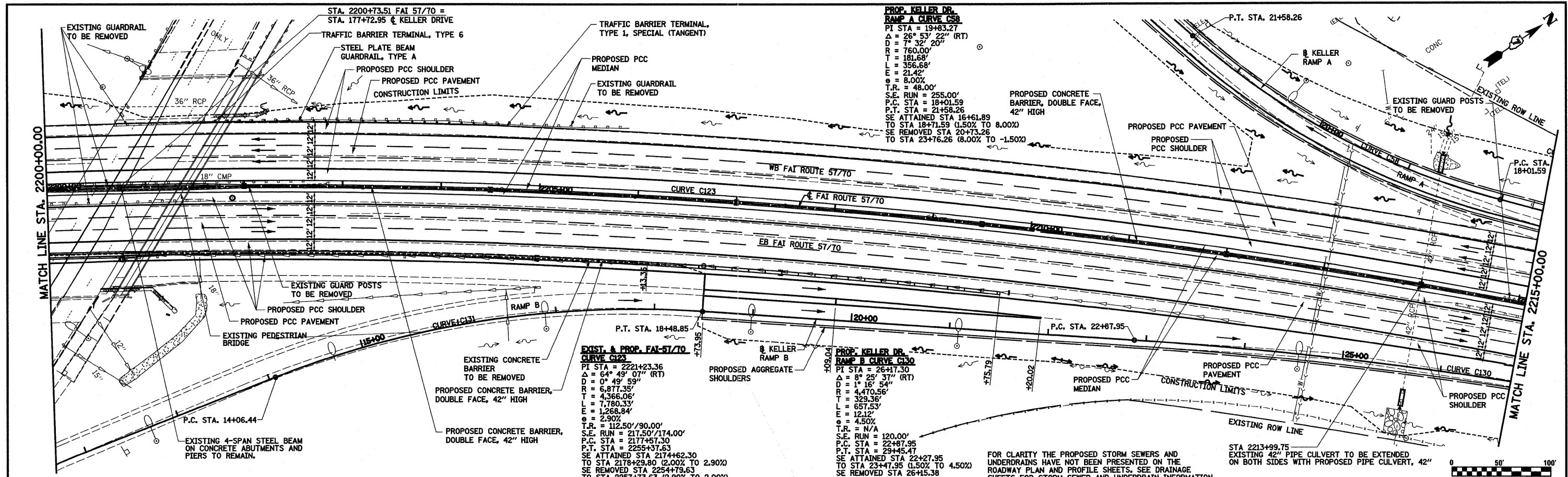
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	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NO. _____	
	BY _____	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NO. _____	
	BY _____	



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NO. _____		
	ADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
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	ADD FILE NAME		



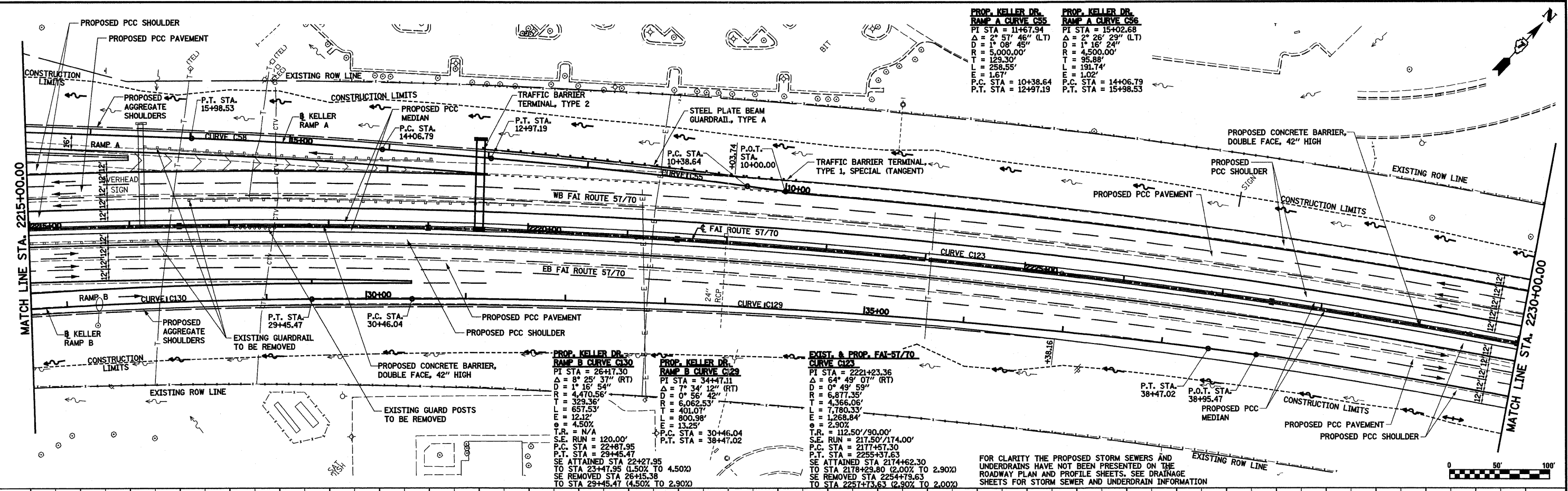
FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, FAI ROUTE 57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PROJECT =		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	61	
PLOT SCALE = 1/8" = 100.0000' / IN.		CHECKED - BRM	REVISED -			CONTRACT NO. 74299					
PLOT DATE = 3/19/2011		DATE - 6-5-08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
NO.	NOTE BOOK	
	CAD FILE NAME	

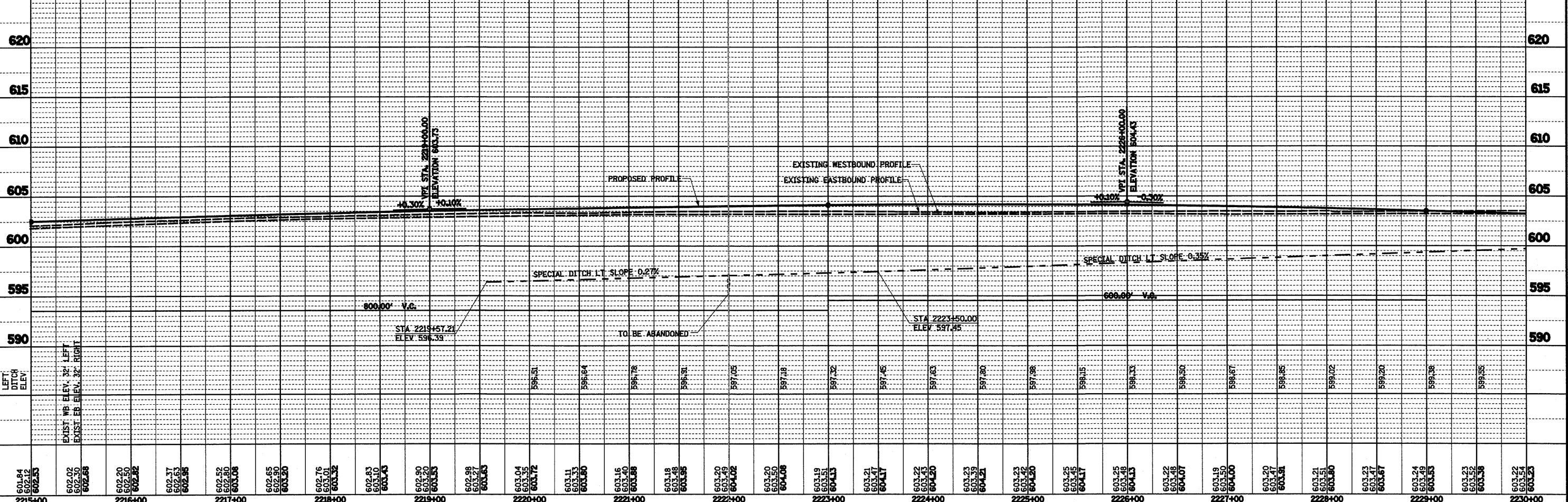
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
NO.	NOTE BOOK	
	CAD FILE NAME	

PROP. KELLER DR. RAMP A CURVE C55
 PI STA = 11+67.94
 $\Delta = 2^\circ 57' 46''$ (LT)
 D = 1' 08' 45"
 R = 5,000.00'
 T = 129.30'
 L = 258.55'
 E = 1.67'
 P.C. STA = 10+38.64
 P.T. STA = 12+97.19

PROP. KELLER DR. RAMP A CURVE C56
 PI STA = 15+02.68
 $\Delta = 2^\circ 26' 29''$ (LT)
 D = 1' 16' 24"
 R = 4,500.00'
 T = 95.88'
 L = 191.74'
 E = 1.02'
 P.C. STA = 14+06.79
 P.T. STA = 15+98.53



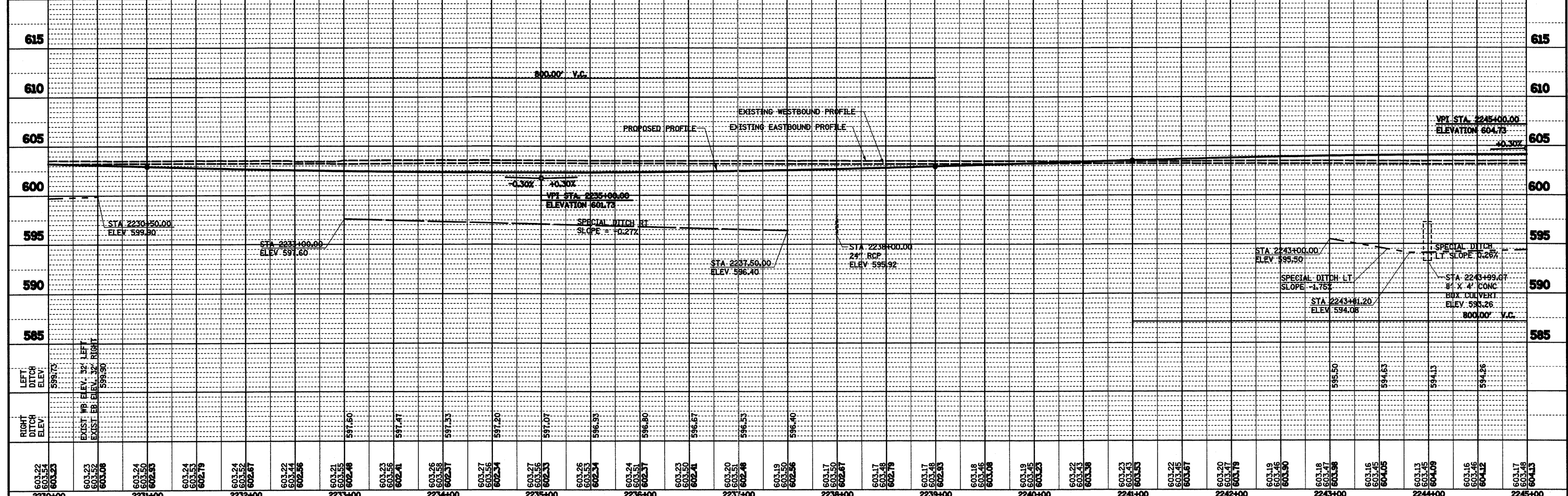
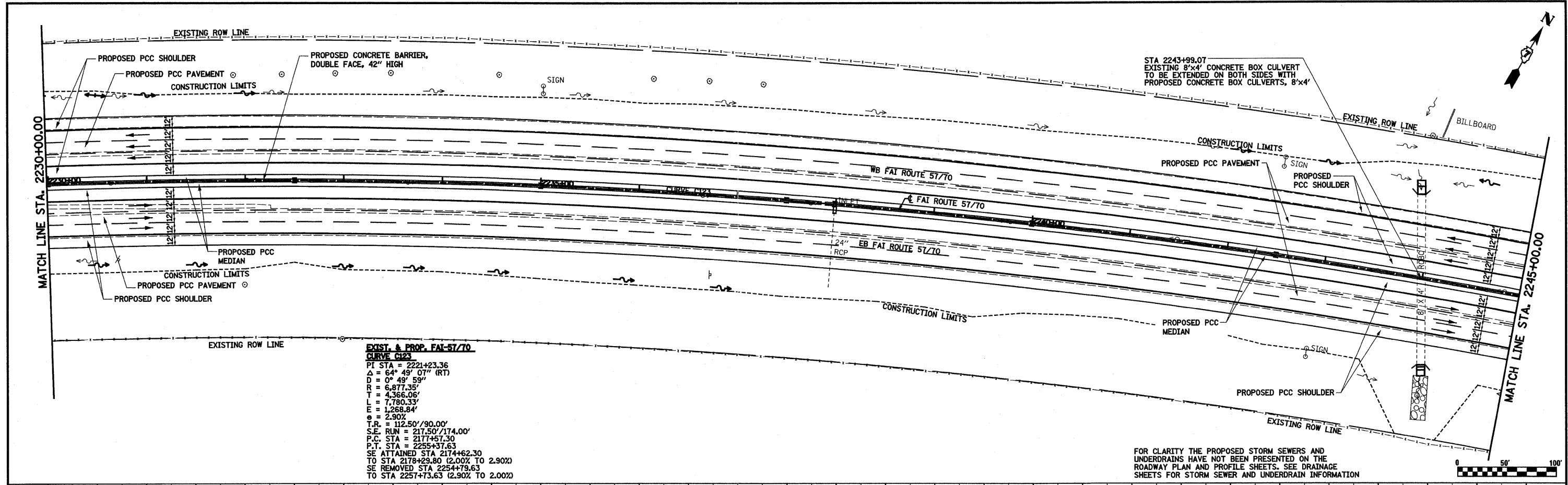
FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



FILE NAME = S:\Projects\403-0002\57-70\dm\keller\VP_5770.dgn	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE, FAI ROUTE 57/70	F.A.I. RTE. = 57/70	SECTION = (25-3,4R)	COUNTY = EFFINGHAM	TOTAL SHEETS = 1098	SHEET NO. = 62
PLOT SCALE = 100.0000' / IN.	CHECKED - BRM	REVISIONS	REVISIONS		SCALE: 1"=50'	SHEET NO. 8 OF 11 SHEETS	STA. 2215+00.00 TO STA. 2230+00.00	FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT	CONTRACT NO. 74299
PLOT DATE = 3/19/2011	DATE = 6-5-08	REVISIONS	REVISIONS						

PLAN	SURVEYED	DATE
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	BY	
	NO.	
	FILE NAME	

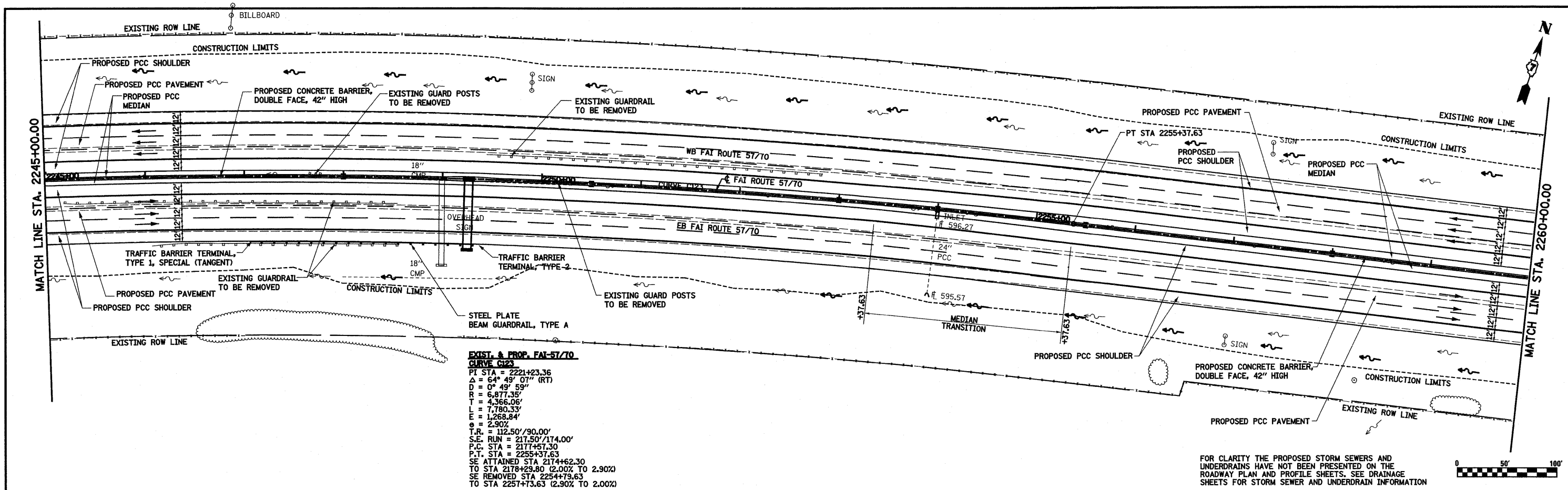
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	PLOTTED	
	CHECKED	
	BY	
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	FILE NAME	



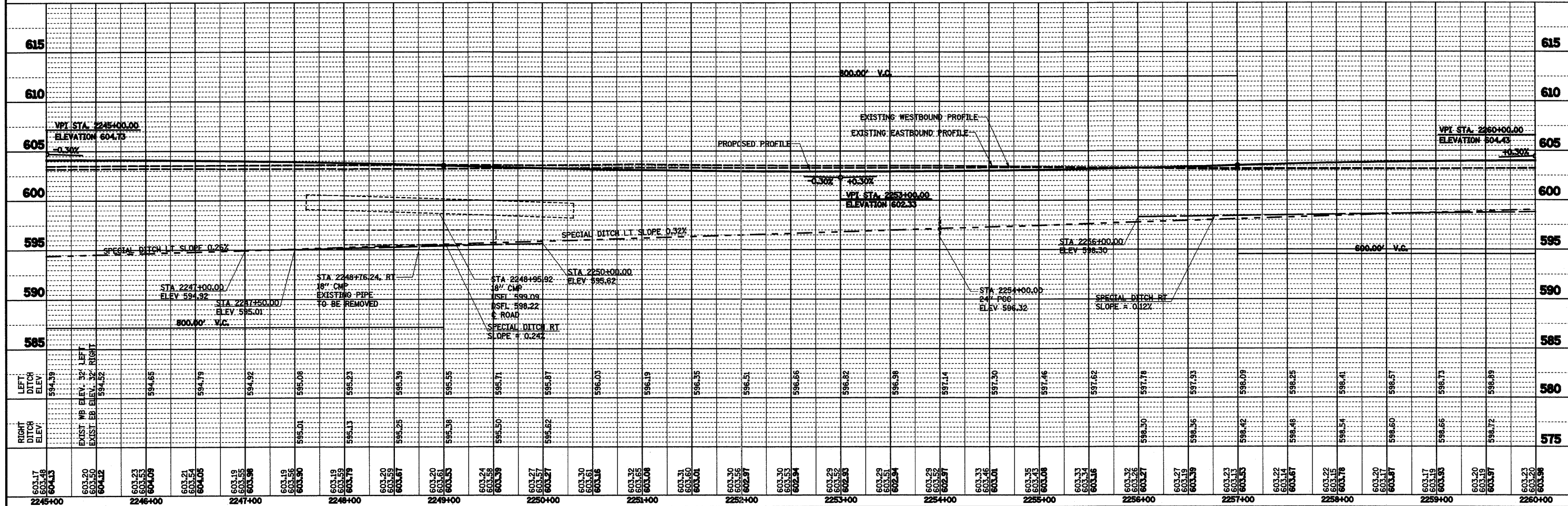
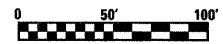
FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, FAI ROUTE 57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
SAVProject\403-00072-57-70\plan\Keller_VP_5770.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	63	
		CHECKED - BRM	REVISED -			SCALE: 1"=50'	SHEET NO. 9 OF 11 SHEETS	STA. 2230+00.00 TO STA. 2245+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299
		DATE - 6-5-08	REVISED -								

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	NO. OF WAY CHECKED		
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	ADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
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	ADD FILE NAME		



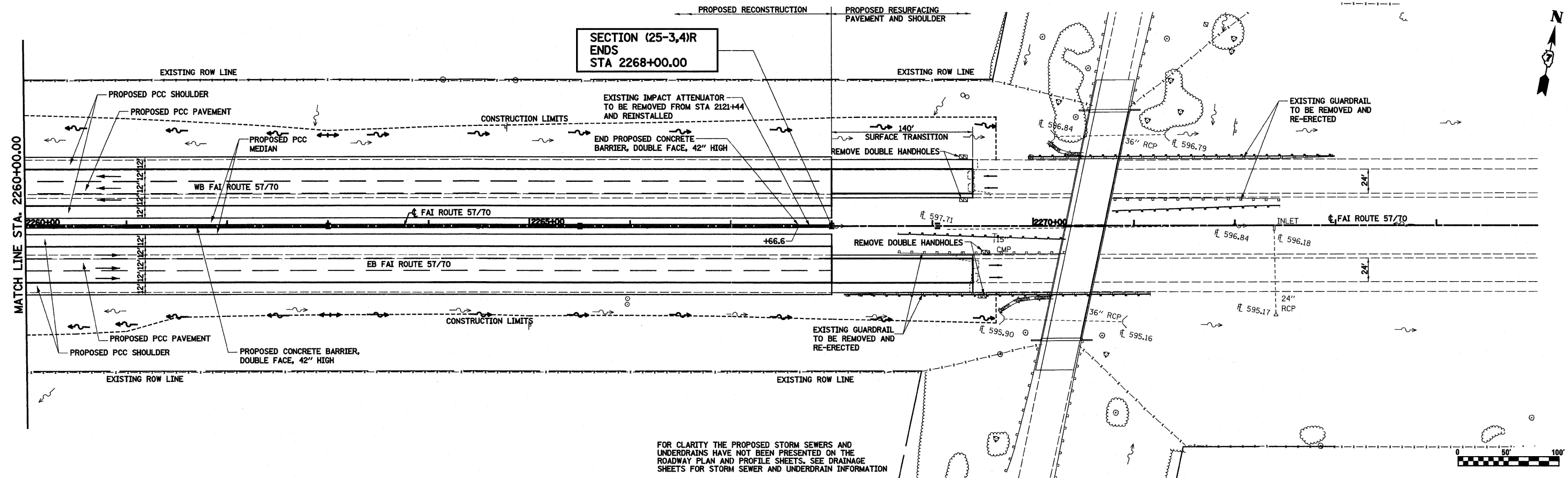
FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



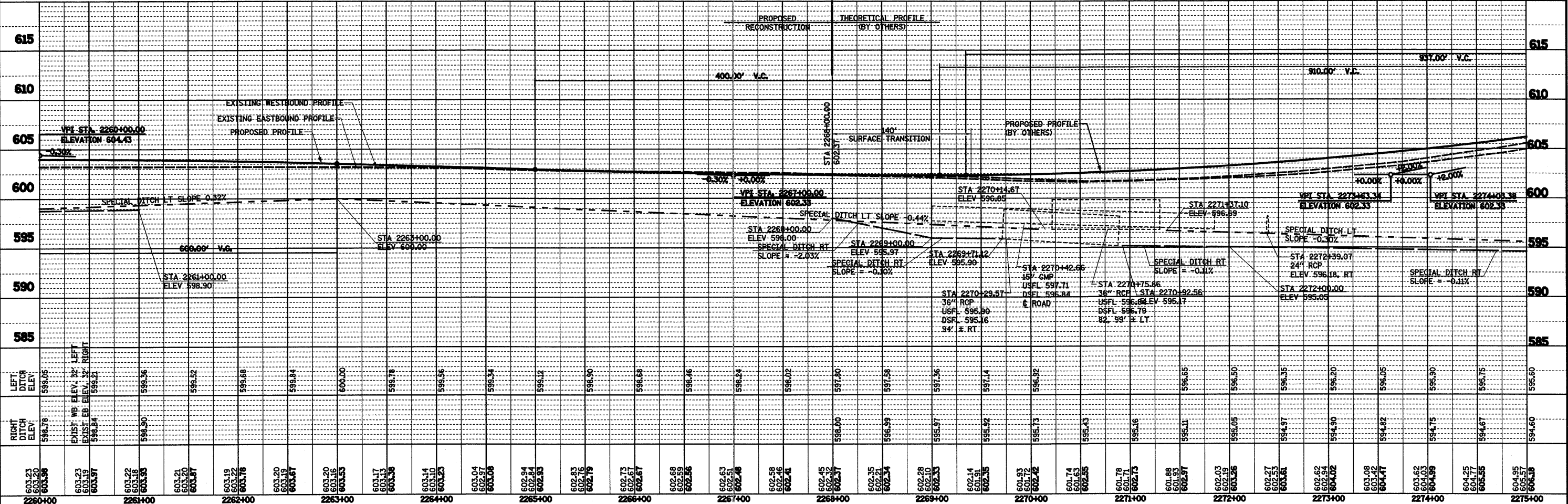
FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, FAI ROUTE 57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
SA:\projects\403-00172-57-70\plan\keller\VP-57170.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	64	
		CHECKED - BRM	REVISED -			SCALE: 1"=50'	SHEET NO. 10 OF 11 SHEETS	STA. 2245+00.00 TO STA. 2260+00.00	FED. ROAD DIST. NO.	(ILLINOIS) FED. AID PROJECT	CONTRACT NO. 74299
		DATE - 6-5-08	REVISED -								

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	RT. OF WAY CHECKED		
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	STRUCTURE NOTATIONS CHKD		
	NO. _____		
	CADD FILE NAME		

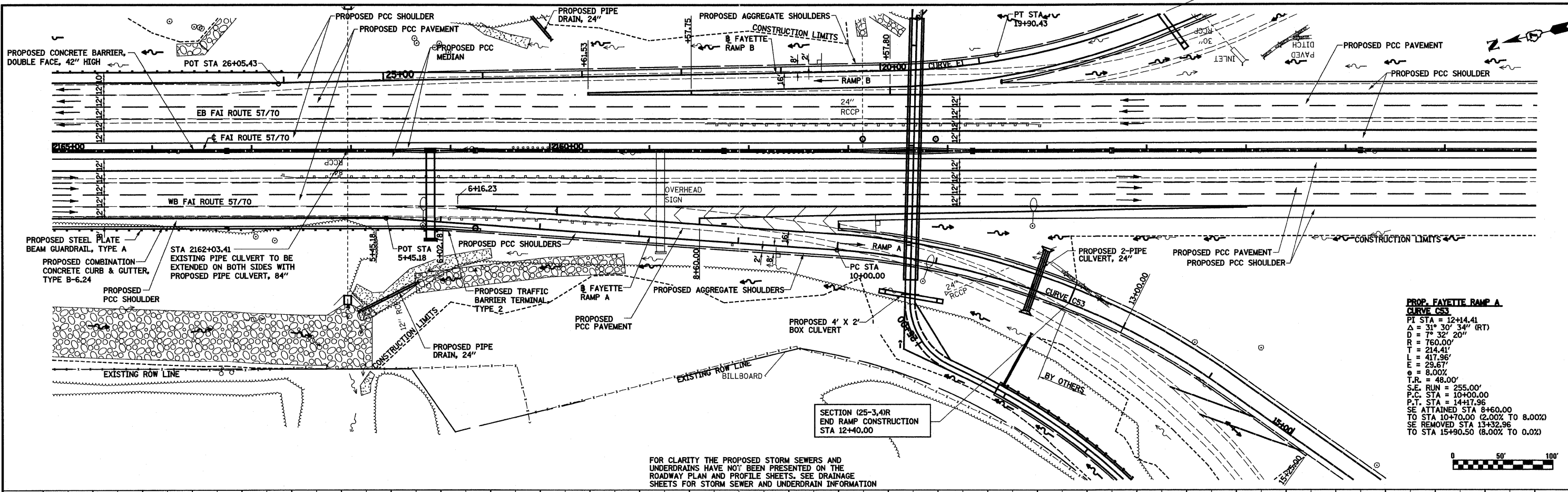
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	PLOTTED		
	GRADES CHECKED		
	RT. OF WAY CHECKED		
	NO. _____		
	STRUCTURE NOTATIONS CHKD		
	NO. _____		



FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



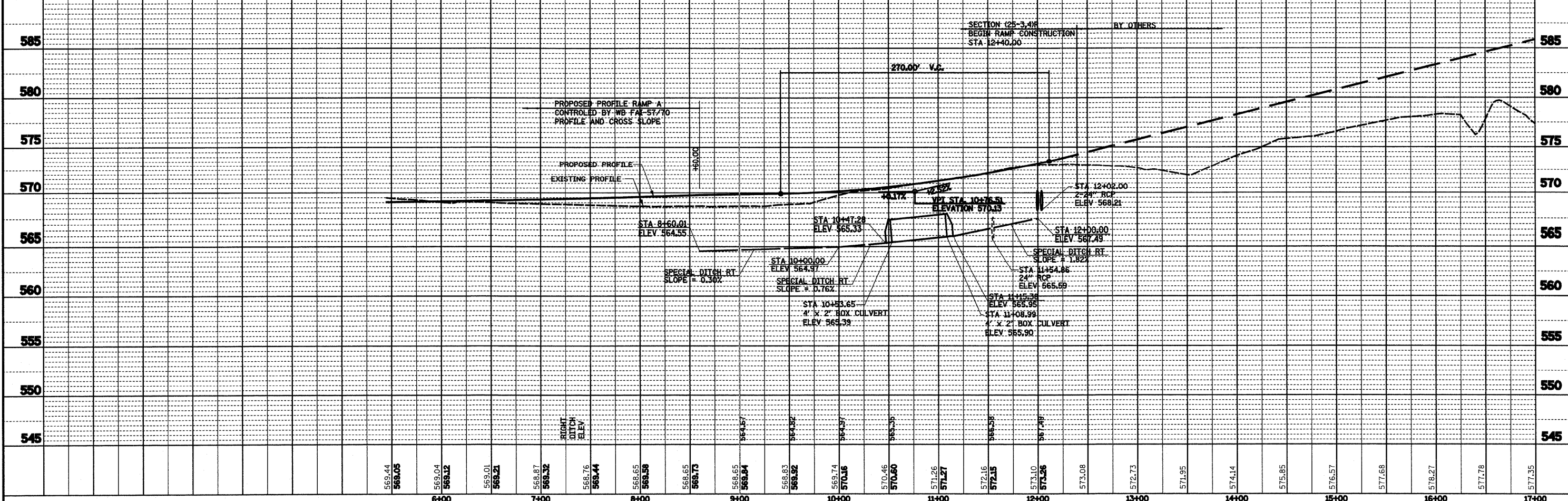
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SA\Projects\403-00072-57-70\dm\ML_Keller\VP_5770.dgn		DRAWN - PDB	REVISED -		
		CHECKED - BRM	REVISED -		
		DATE - 6-5-08	REVISED -		
PLOT SCALE = 1/8"=50' / 1"		SCALE: 1"=50'		SHEET NO. 11 OF 11 SHEETS	
PLOT DATE = 3/19/2011				STA. 2260+00.00 TO STA. 2275+00.00	
				F.A.I. RTE. 57/70	
				ILLINOIS FED. AID PROJECT	



**PROP. FAYETTE RAMP A
 CURVE C53**
 P.T. STA = 12+14.41
 Δ = 31° 30' 34" (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 214.41'
 L = 417.96'
 E = 29.67'
 e = 8.00%
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 10+00.00
 P.T. STA = 14+17.96
 SE ATTAINED STA 8+60.00
 TO STA 10+70.00 (2.00% TO 8.00%)
 SE REMOVED STA 13+32.96
 TO STA 15+90.50 (8.00% TO 0.0%)

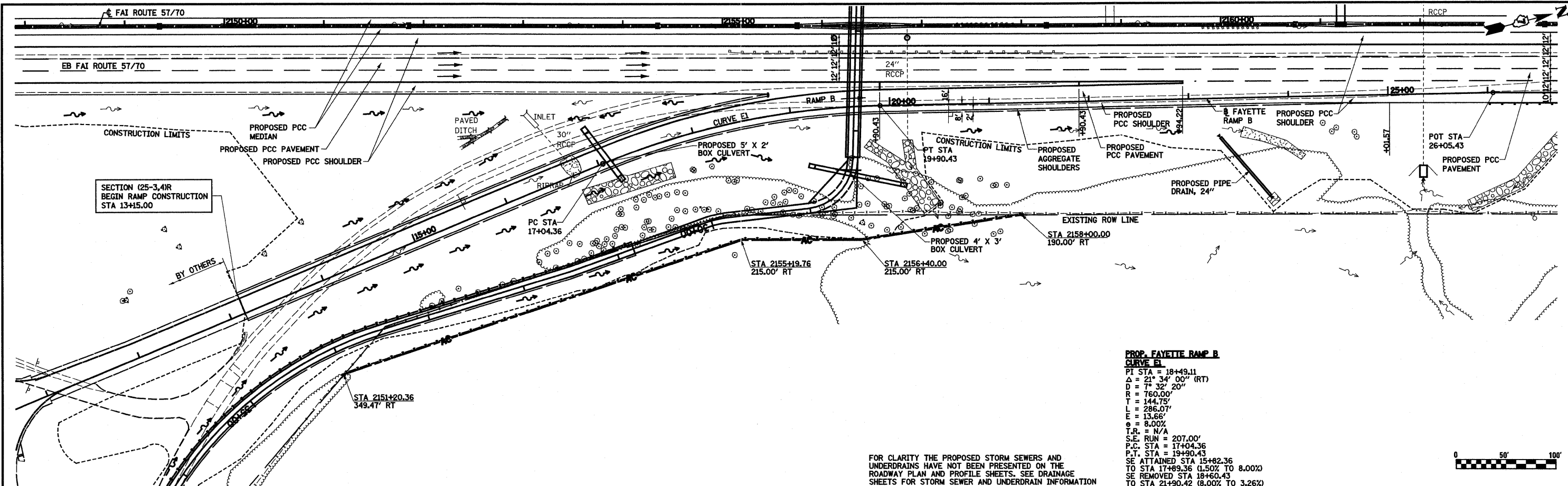
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	PLOTTED	
	GRADED	
	STRUCTURE	
NOTE BOOK NO.	CHECKED	NOTATION CHD

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADED	
	STRUCTURE	
NOTE BOOK NO.	CHECKED	NOTATION CHD



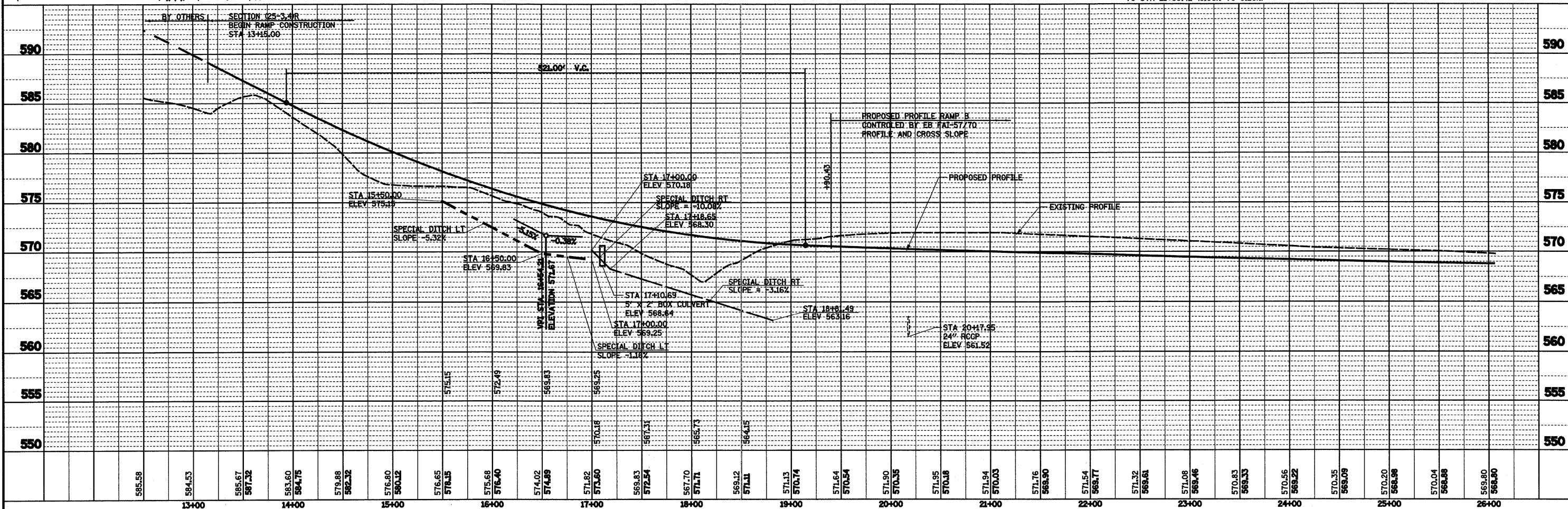
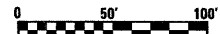
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	NOTE BOOK	
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	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	



**PROP. FAYETTE RAMP B
CURVE E1**
 PT STA = 18+49.11
 $\Delta = 21^\circ 34' 00''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 144.75'$
 $L = 286.07'$
 $E = 13.66'$
 $e = 8.00\%$
 $T.R. = N/A$
 $S.E. RUN = 207.00'$
 $P.C. STA = 17+04.36$
 $P.T. STA = 19+90.43$
 $SE ATTAINED STA 15+82.36$
 TO STA 17+89.36 (1.50% TO 8.00%)
 $SE REMOVED STA 18+60.43$
 TO STA 21+90.42 (8.00% TO 3.26%)

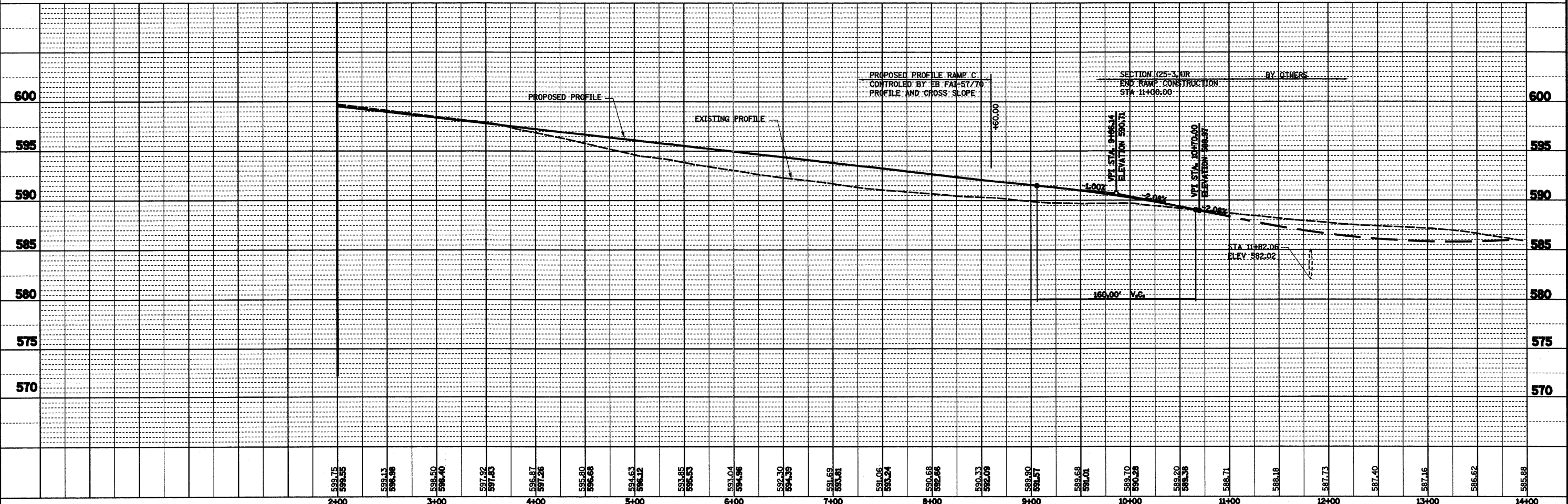
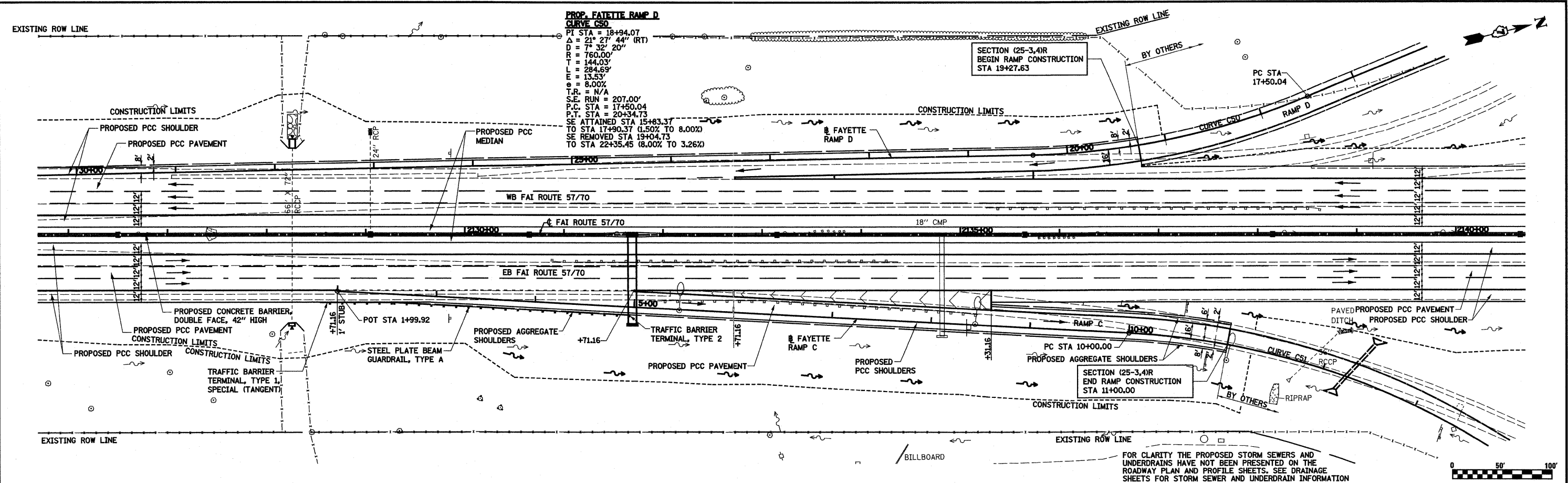
FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS, SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, RAMP B, FAYETTE AVENUE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\403-00072-57-70\dwg\ML_Keller_PP_5770.dgn	PLOT SCALE = 100.0000' / IN.	DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	67	
PLOT DATE = 3/19/2011	DATE - 6-5-08	CHECKED - BRM	REVISED -			SCALE: 1"=50'	SHEET NO. 2 OF 4 SHEETS	STA. 2155+00.00 TO STA. 2170+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299
		REVISIONS	REVISED -								

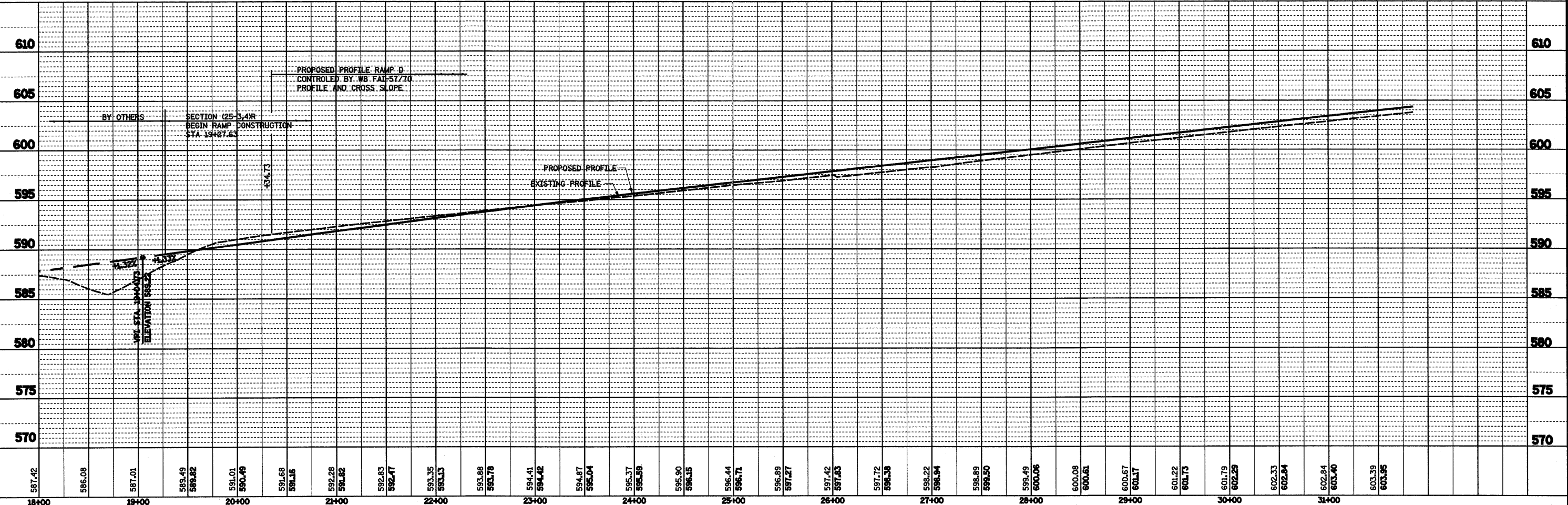
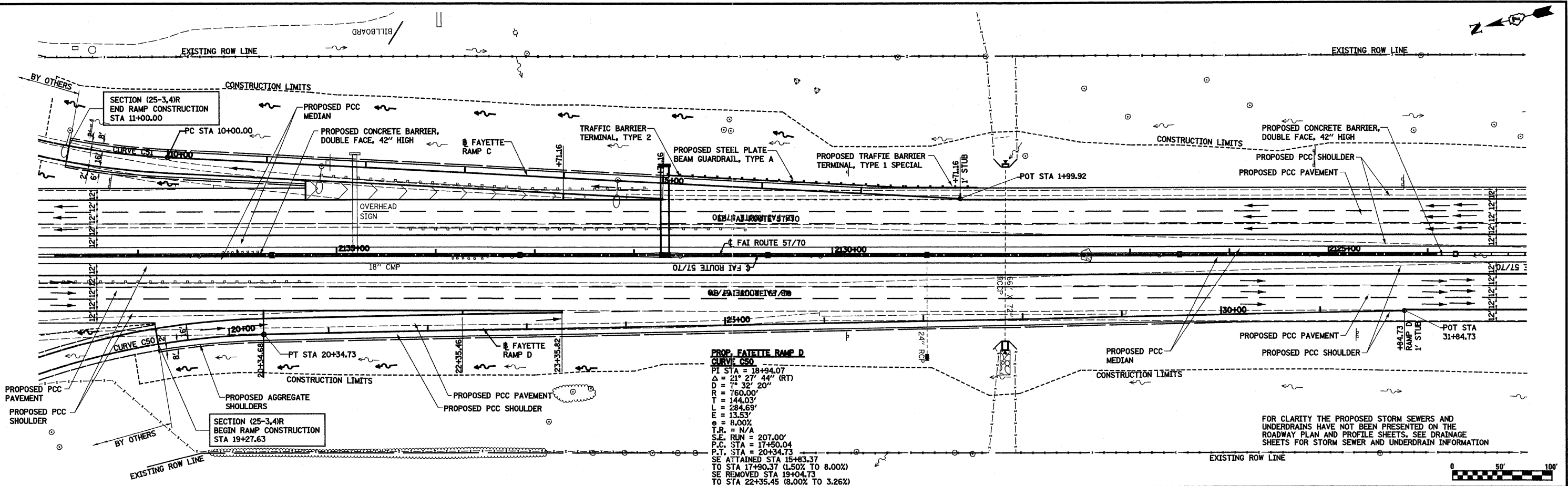
PLAN SURVEYED BY DATE
 PLOTTED BY
 GRADES CHECKED BY
 STRUCTURE NOTATIONS CHECKED BY
 NOTE BOOK NO.
 CAD FILE NAME

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



PLAN
 SURVEYED
 PLOTTED
 GRADES CHECKED
 STRUCTURE NOTATION OK'D

PROFILE
 SURVEYED
 PLOTTED
 GRADES CHECKED
 STRUCTURE NOTATION OK'D



FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -
SnProjecte\403-00072_51-70\dm\Keller_VP_5770.dgn		DRAWN - PDB	REVISED -
PLOT SCALE = 100,00000 / IN.		CHECKED - BRM	REVISED -
PLOT DATE = 3/19/2011		DATE - 6-5-08	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

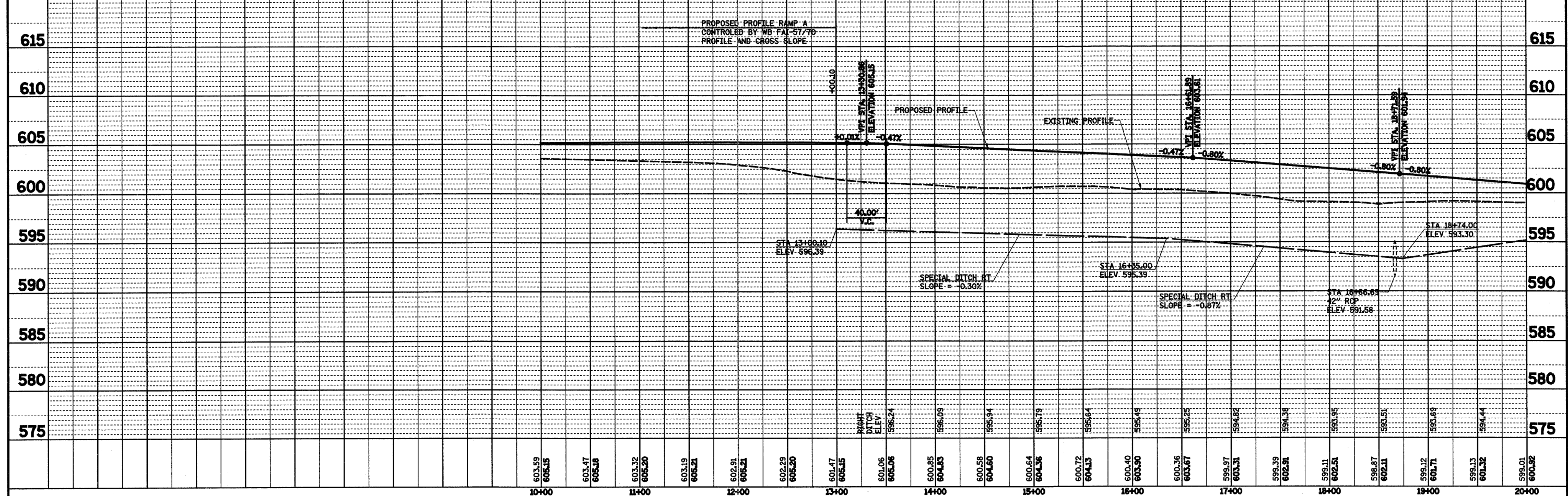
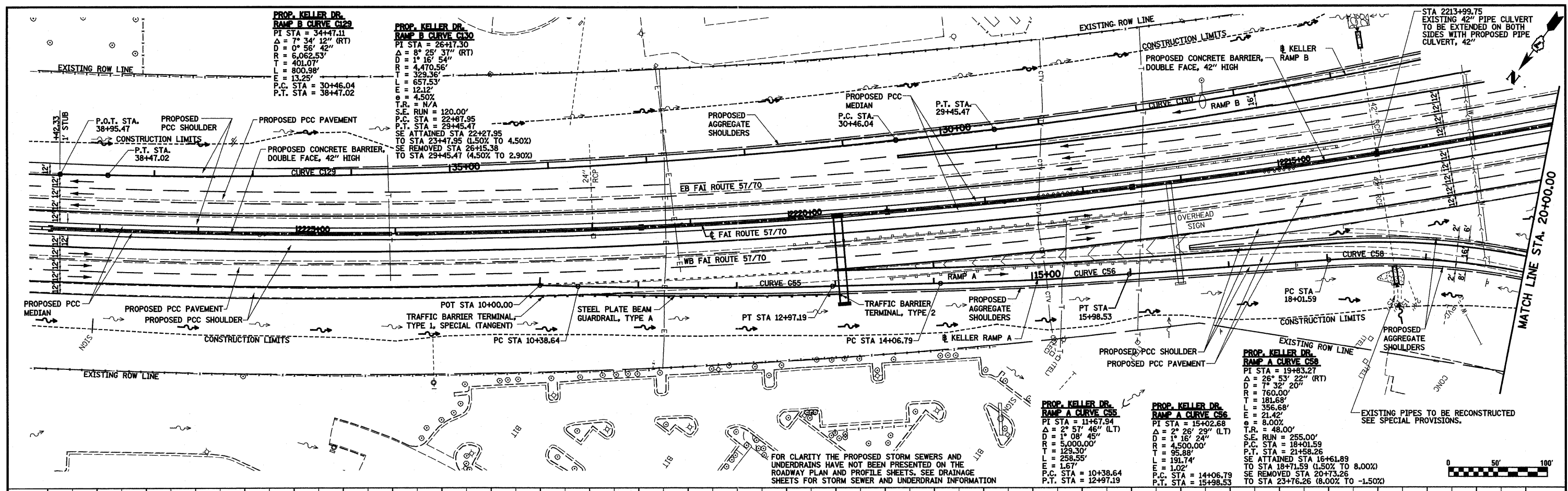
PLAN AND PROFILE, RAMP D, FAYETTE AVENUE

SCALE: 1"=50'
 SHEET NO. 4 OF 4 SHEETS
 STA. 2125+00.00 TO STA. 2140+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	69
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299		

PLAN
 SURVEYED
 PLOTTED
 GRADES CHECKED
 STRUCTURE NOTATIONS OK'D
 NO. _____
 DATE _____

PROFILE
 SURVEYED
 PLOTTED
 GRADES CHECKED
 STRUCTURE NOTATIONS OK'D
 NO. _____
 DATE _____



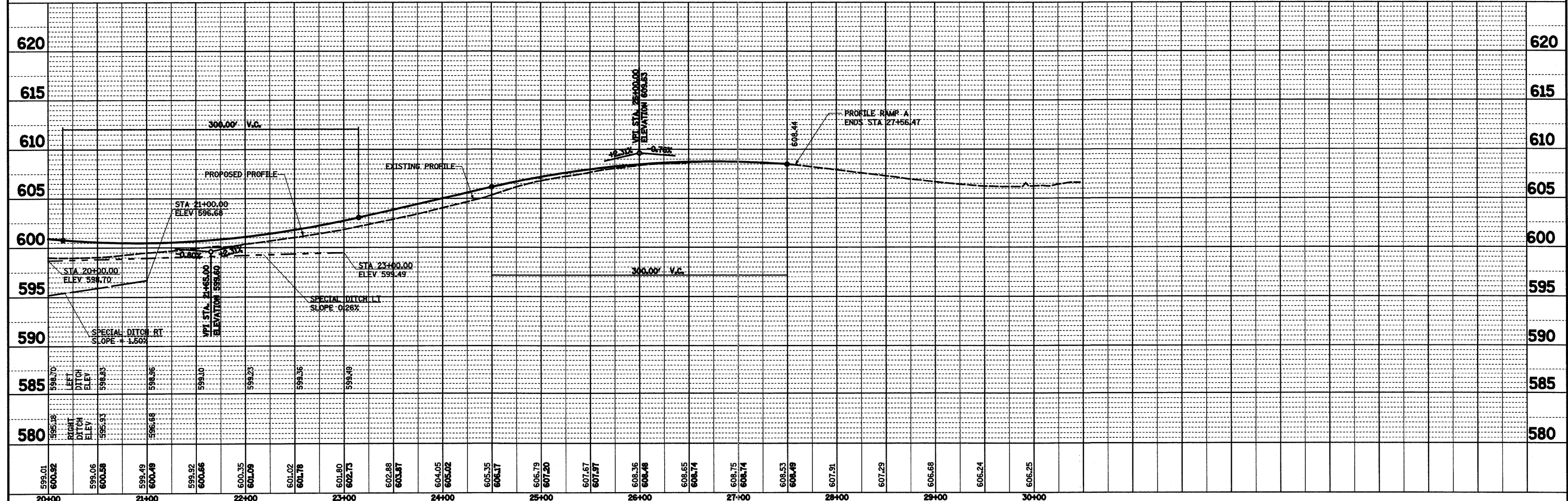
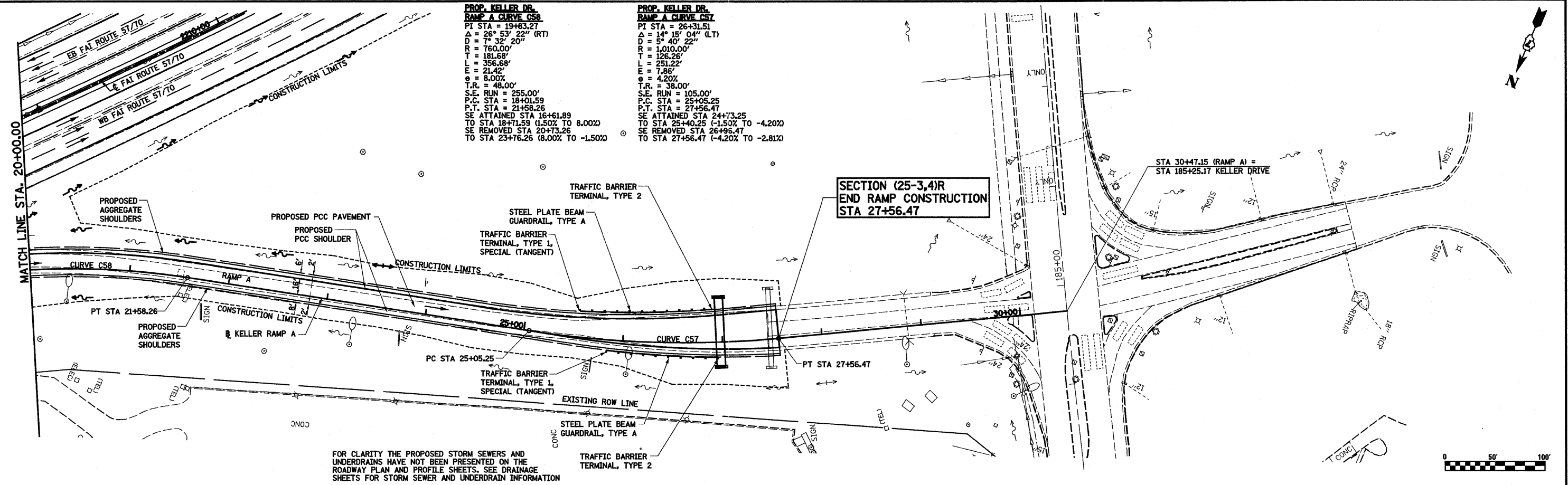
FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, RAMP A, KELLER DRIVE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	TOTAL SHEET NO.	
sv:\projects\403-00072-51-70\dgn\keller\pp_5770.dgn	PLOT SCALE = 100,0000' / IN.	DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	70	
PLOT DATE = 3/19/2011	DATE = 6-5-08	CHECKED - BRM	REVISED -			SCALE: 1"=50'	SHEET NO. 1 OF 8 SHEETS	STA. 10+00.00 TO STA. 20+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299
		DATE - 6-5-08	REVISED -								

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		
	NO.		
	NO.		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		
	NO.		
	NO.		
	NO.		

PROP. KELLER DR. RAMP A CURVE C58
 PI STA = 19+83.27
 Δ = 26° 53' 22" (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 181.68'
 L = 356.68'
 E = 21.42'
 e = 8.00%
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 18+01.59
 P.T. STA = 21+58.26
 SE ATTAINED STA 18+61.89
 TO STA 18+71.59 (1.50% TO 8.00%)
 SE REMOVED STA 20+73.26
 TO STA 23+76.26 (8.00% TO -1.50%)

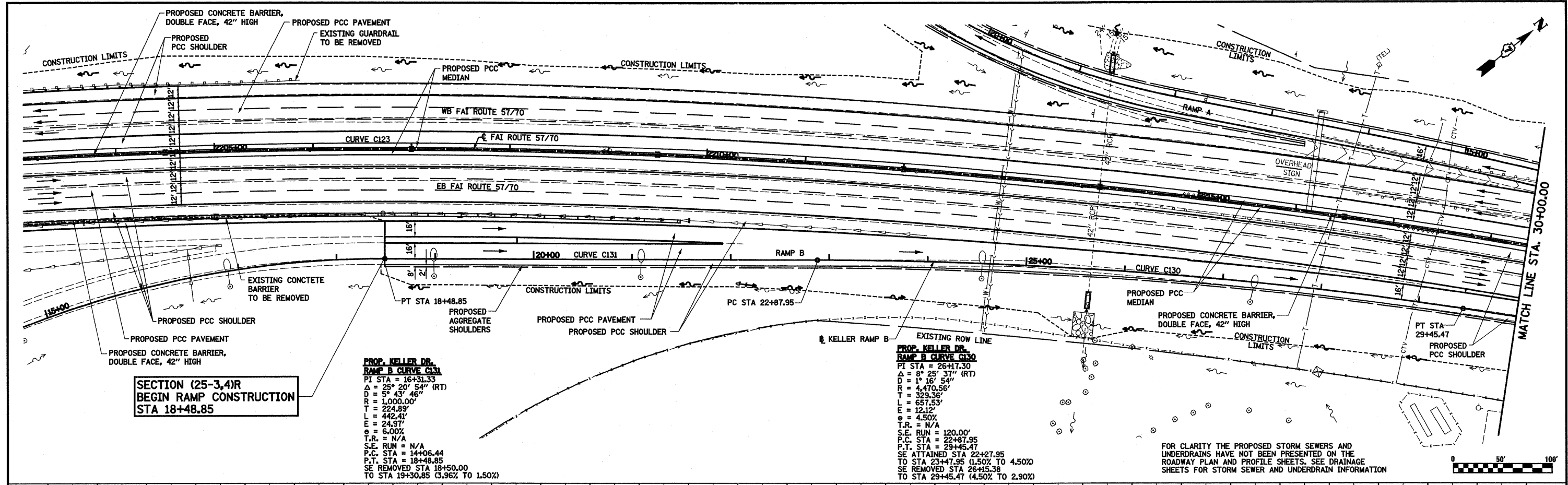
PROP. KELLER DR. RAMP A CURVE C57
 PI STA = 26+31.51
 Δ = 14° 15' 04" (LT)
 D = 5° 40' 22"
 R = 1,010.00'
 T = 126.26'
 L = 251.22'
 E = 7.86'
 e = 4.20%
 T.R. = 38.00'
 S.E. RUN = 105.00'
 P.C. STA = 25+05.25
 P.T. STA = 27+56.47
 SE ATTAINED STA 24+73.25
 TO STA 25+40.25 (-1.50% TO -4.20%)
 SE REMOVED STA 26+88.47
 TO STA 27+56.47 (-4.20% TO -2.81%)



FILE NAME =	USER NAME = bseibel	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, RAMP A, KELLER DRIVE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\403-00072-57-70.dgn\Keller_VP_5770.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	71	
		CHECKED - BRM	REVISED -			SCALE: 1"=50'		SHEET NO. 2 OF 8 SHEETS		STA. 20+00.00 TO STA. 27+56.47	
		DATE - 6-5-08	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74299	

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

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

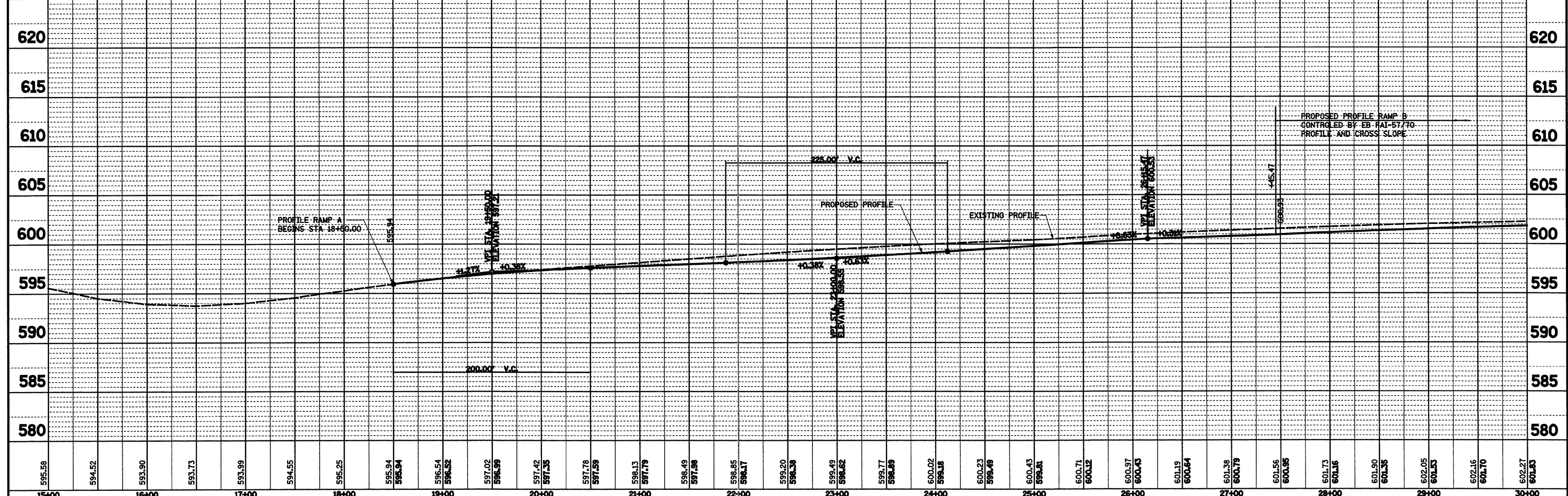
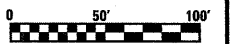


**SECTION (25-3,4)R
BEGIN RAMP CONSTRUCTION
STA 18+48.85**

**PROP. KELLER DR.
RAMP B CURVE C131**
 PI STA = 16+31.33
 $\Delta = 25^\circ 20' 54''$ (RT)
 $D = 5^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 224.89'$
 $L = 442.41'$
 $E = 24.97'$
 $\theta = 6.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 14+06.44
 P.T. STA = 18+48.85
 SE REMOVED STA 18+50.00
 TO STA 19+30.85 (3.96% TO 1.50%)

**PROP. KELLER DR.
RAMP B CURVE C130**
 PI STA = 26+17.30
 $\Delta = 8^\circ 25' 37''$ (RT)
 $D = 1^\circ 16' 54''$
 $R = 4,470.56'$
 $T = 329.36'$
 $L = 657.53'$
 $E = 12.12'$
 $\theta = 4.50\%$
 T.R. = N/A
 S.E. RUN = 120.00'
 P.C. STA = 22+87.95
 P.T. STA = 29+45.47
 SE ATTAINED STA 22+27.85
 TO STA 23+47.85 (1.50% TO 4.50%)
 SE REMOVED STA 26+15.38
 TO STA 29+45.47 (4.50% TO 2.90%)

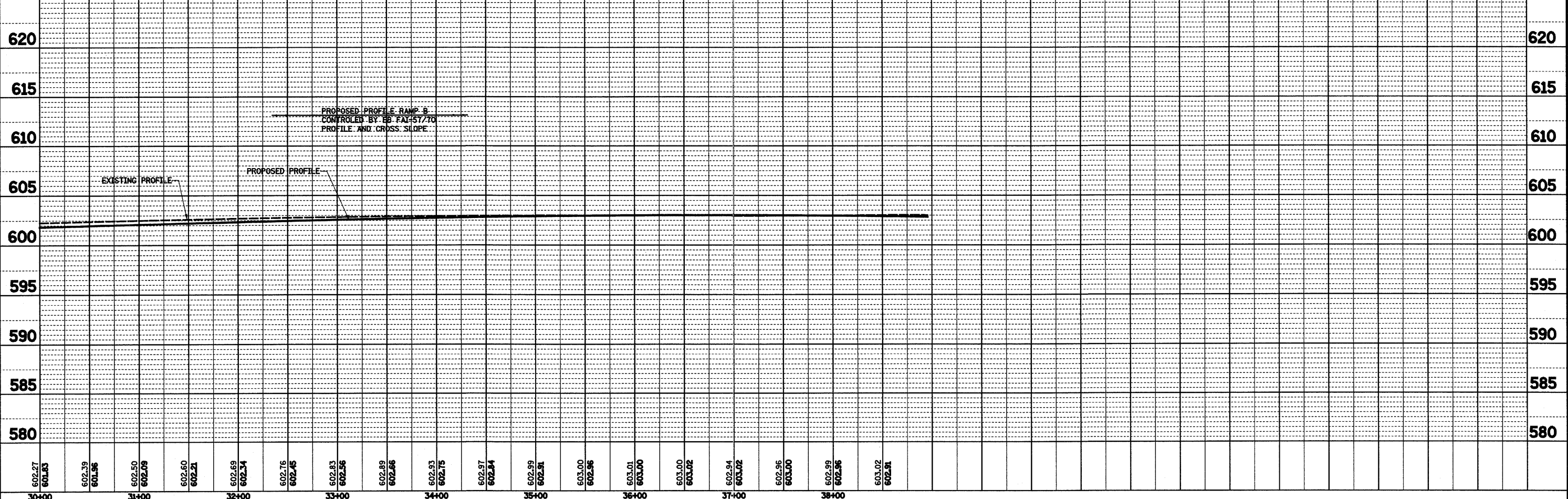
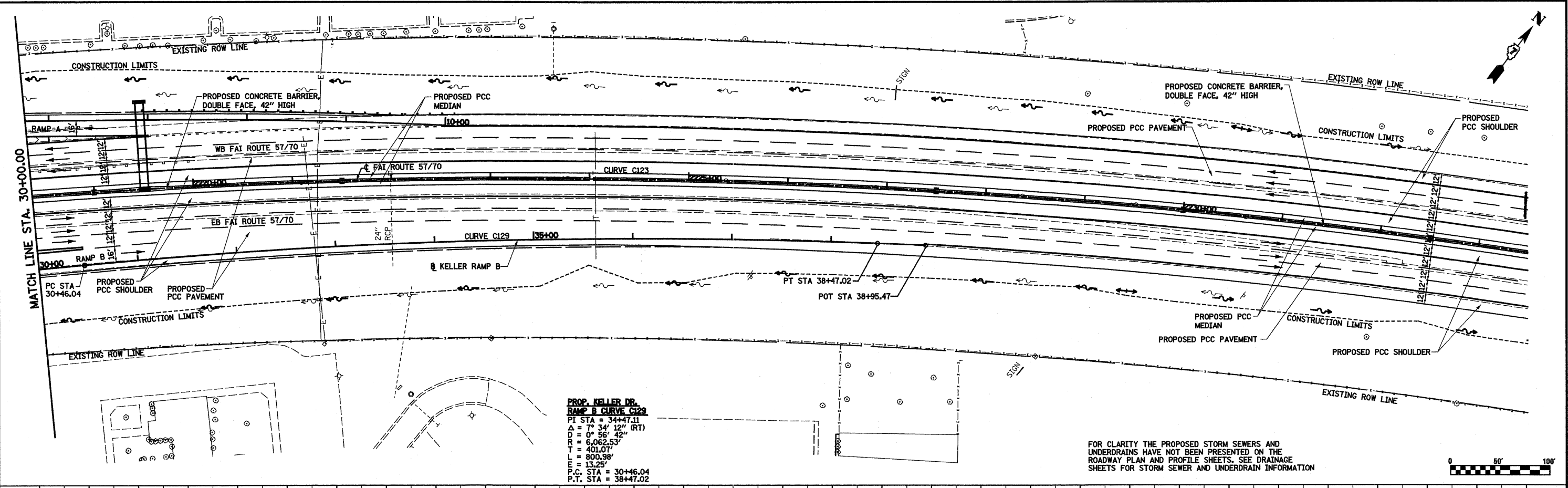
FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, RAMP B, KELLER DRIVE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
SA:\projects\403-00072-57-70\dgn\keller_VP_5770.dgn	PLOT SCALE = 100.0000' / IN.	DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	72	
	PLOT DATE = 3/19/2011	CHECKED - BRM	REVISED -			SCALE: 1"=50'	SHEET NO. 3 OF 8 SHEETS	STA. 18+50.00 TO STA. 30+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299
		DATE - 6-5-08	REVISED -								

PLAN
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 DATE _____
 BY _____
 NOTE BOOK NO. _____
 CADD FILE NAME _____

PROFILE
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 DATE _____
 BY _____
 NOTE BOOK NO. _____
 CADD FILE NAME _____



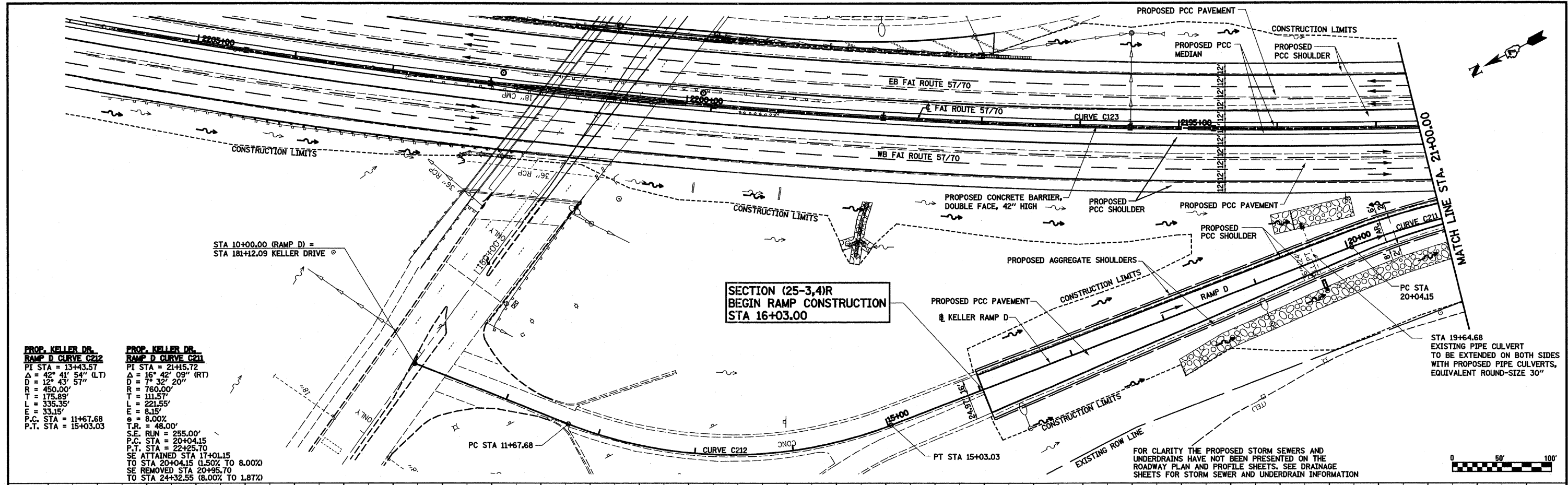
FILE NAME = Sv\Projects\403-00072-57-70\dgn\Keller_VP_5770.dgn	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, RAMP B, KELLER DRIVE	F.A.I. RTE. 57/70	SECTION (25-3,4)R	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 73		
PLOT SCALE = 100.0000' / IN.	CHECKED - BRM	REVISOR -	SCALE: 1"=50'			SHEET NO. 4 OF 8 SHEETS	STA. 30+00.00 TO STA. 38+95.47	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 3/19/2011	DATE - 6-5-08	REVISOR -										

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	FILE NAME	

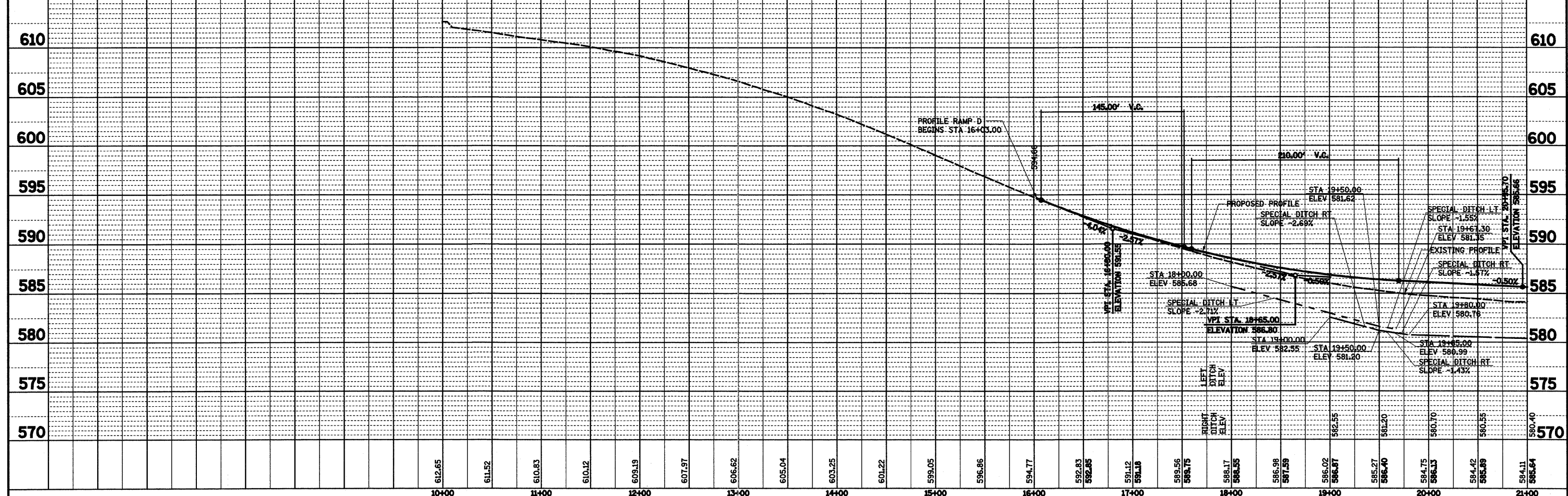
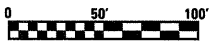
PROP. KELLER DR. RAMP D CURVE C212
 PI STA = 13+43.57
 Δ = 42° 41' 54" (L.T.)
 D = 12° 43' 57"
 R = 450.00'
 T = 175.89'
 L = 335.35'
 E = 33.15'
 P.C. STA = 11+67.68
 P.T. STA = 15+03.03

PROP. KELLER DR. RAMP D CURVE C211
 PI STA = 21+45.72
 Δ = 16° 42' 03" (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 111.57'
 L = 221.55'
 E = 8.15'
 P.C. STA = 20+04.15
 P.T. STA = 22+25.70
 SE ATTAINED STA 17+04.15 TO STA 20+04.15 (1.50% TO 8.00%)
 SE REMOVED STA 20+95.70 TO STA 24+32.55 (8.00% TO 1.87%)



**SECTION (25-3,4)R
 BEGIN RAMP CONSTRUCTION
 STA 16+03.00**

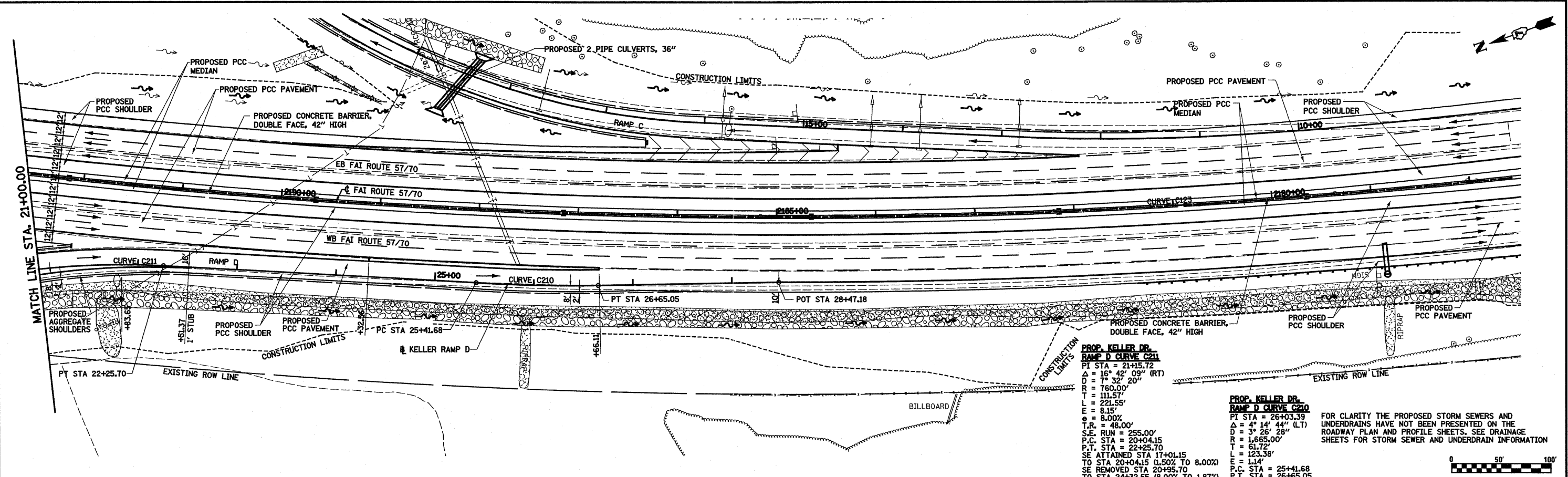
FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, RAMP D, KELLER DRIVE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
S:\projects\403-00072-57-70\dgn\keller\VP-5770.dgn		DRAWN - PDB	REVISED -				57/70	(25-3,4)R	EFFINGHAM	1098	76		
		CHECKED - BRM	REVISED -				CONTRACT NO. 74299						
		DATE - 6-5-08	REVISED -				FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT						

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	RT. OF WAY CHECKED		
	NO. _____		
	STRUCTURE NOTATIONS CHKD		
	NO. _____		

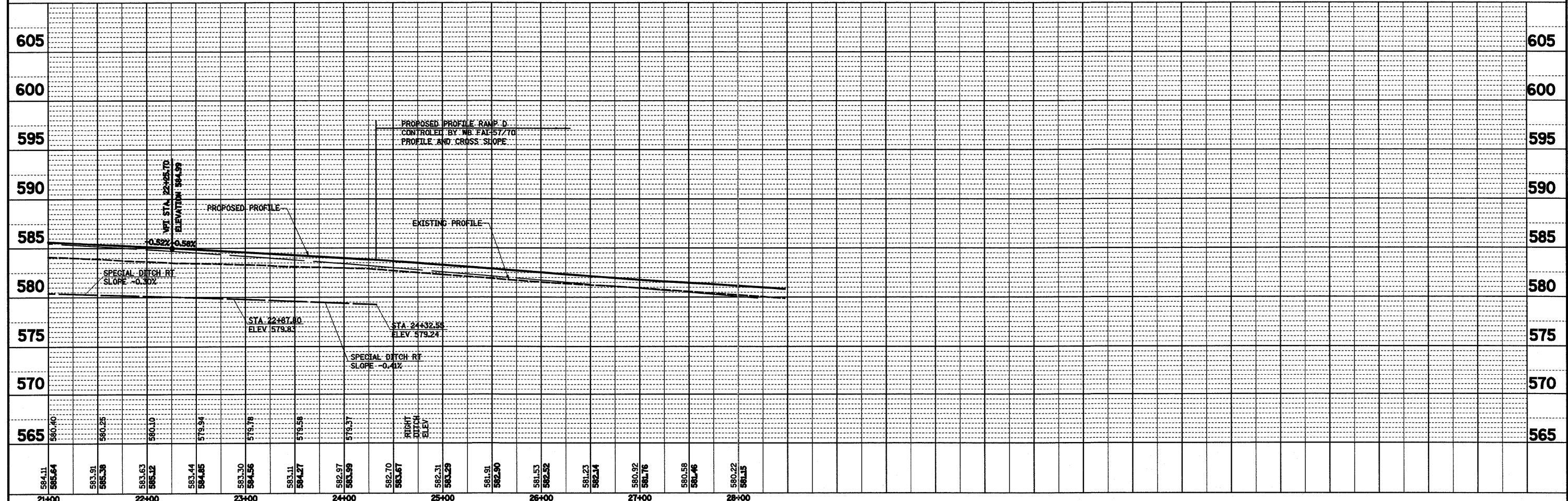
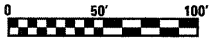
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NO. _____		



PROP. KELLER DR. RAMP D CURVE C211
 PI STA = 21+15.72
 $\Delta = 16^\circ 42' 09''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 111.57'$
 $L = 221.55'$
 $E = 8.15'$
 $\theta = 8.00\%$
 $T.R. = 48.00'$
 $S.E. RUN = 255.00'$
 $P.C. STA = 20+04.15$
 $P.T. STA = 22+25.70$
 $SE ATTAINED STA 17+01.15$
 $TO STA 20+04.15$ (1.50% TO 8.00%)
 $SE REMOVED STA 20+95.70$
 $TO STA 24+32.55$ (8.00% TO 1.87%)

PROP. KELLER DR. RAMP D CURVE C210
 PI STA = 26+03.39
 $\Delta = 4^\circ 14' 44''$ (LT)
 $D = 3^\circ 26' 28''$
 $R = 1,665.00'$
 $T = 61.72'$
 $L = 123.38'$
 $E = 1.14'$
 $P.C. STA = 25+41.68$
 $P.T. STA = 26+65.05$

FOR CLARITY THE PROPOSED STORM SEWERS AND UNDERDRAINS HAVE NOT BEEN PRESENTED ON THE ROADWAY PLAN AND PROFILE SHEETS. SEE DRAINAGE SHEETS FOR STORM SEWER AND UNDERDRAIN INFORMATION



FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, RAMP D, KELLER DRIVE	F.A.I. RTE. 57/70	SECTION (25-3,4R)	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 77
svr\projects\403-00072-57-70\dgn\keller-ramp-pp-5770.dgn	PLOT SCALE = 100.0000' / IN.	DRAWN - PDB	REVISED -							
PLOT DATE = 3/19/2011	DATE - 6-5-08	CHECKED - BRM	REVISED -							
		REVISIONS	REVISED -							

SCALE: 1"=50' SHEET NO. 8 OF 8 SHEETS STA. 21+00.00 TO STA. 28+47.18 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 74299

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

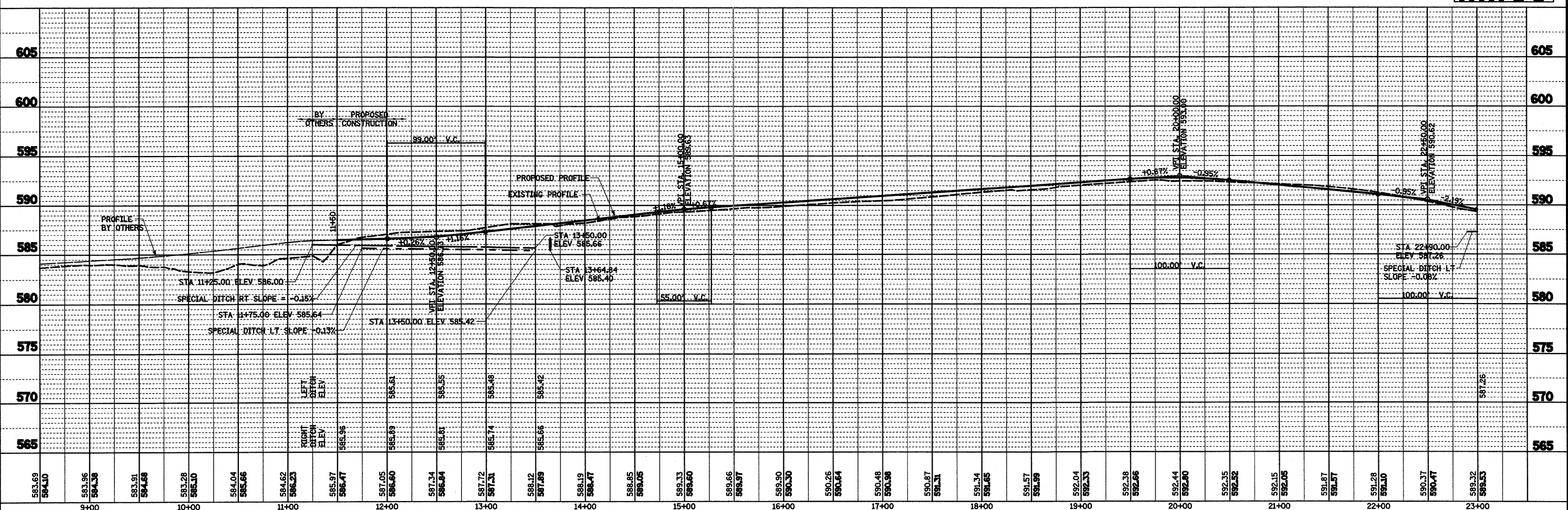
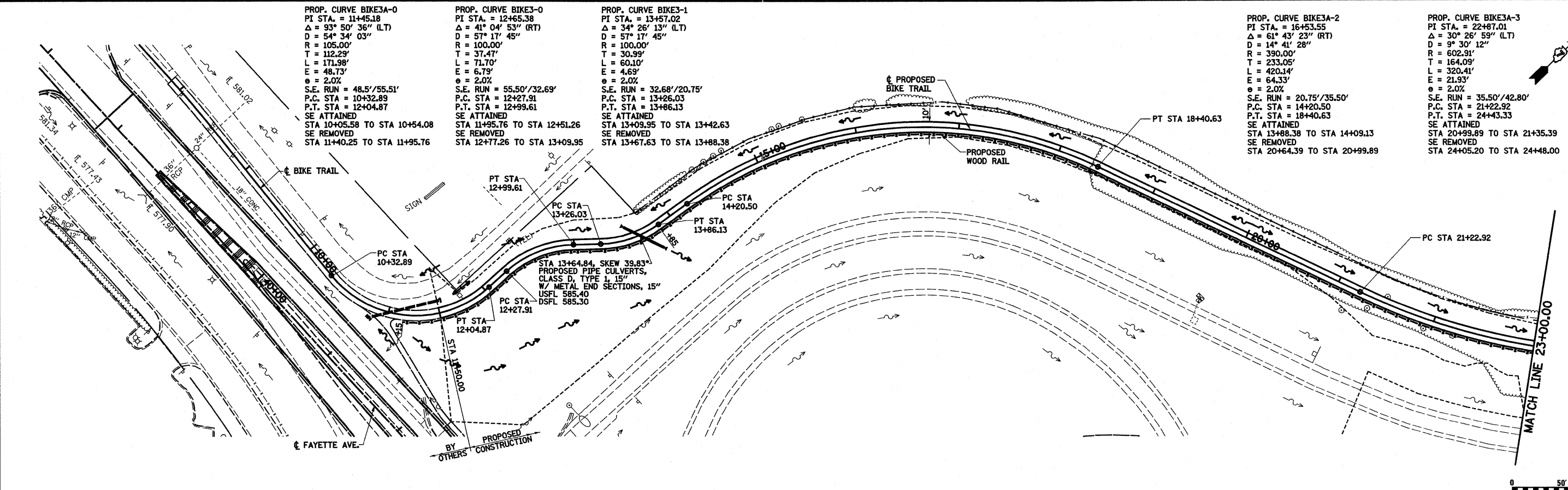
PROP. CURVE BIKE3A-0
 PI STA. = 11+45.18
 $\Delta = 93^\circ 50' 36''$ (LT)
 $D = 54^\circ 34' 03''$
 $R = 105.00'$
 $T = 112.29'$
 $L = 171.98'$
 $E = 48.73'$
 $\theta = 2.0\%$
 S.E. RUN = 48.5'/55.51'
 P.C. STA = 10+32.89
 P.T. STA = 12+04.87
 SE ATTAINED
 STA 10+05.58 TO STA 10+54.08
 SE REMOVED
 STA 11+40.25 TO STA 11+95.76

PROP. CURVE BIKE3-0
 PI STA. = 12+65.38
 $\Delta = 41^\circ 04' 53''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 37.47'$
 $L = 71.70'$
 $E = 6.79'$
 $\theta = 2.0\%$
 S.E. RUN = 55.50'/32.69'
 P.C. STA = 12+27.91
 P.T. STA = 12+99.61
 SE ATTAINED
 STA 11+95.76 TO STA 12+51.26
 SE REMOVED
 STA 12+77.26 TO STA 13+09.95

PROP. CURVE BIKE3-1
 PI STA. = 13+57.02
 $\Delta = 34^\circ 26' 13''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 30.99'$
 $L = 60.10'$
 $E = 4.69'$
 $\theta = 2.0\%$
 S.E. RUN = 32.68'/20.75'
 P.C. STA = 13+26.03
 P.T. STA = 13+86.13
 SE ATTAINED
 STA 13+09.95 TO STA 13+42.63
 SE REMOVED
 STA 13+67.63 TO STA 13+88.38

PROP. CURVE BIKE3A-2
 PI STA. = 16+53.55
 $\Delta = 61^\circ 43' 23''$ (RT)
 $D = 14^\circ 41' 28''$
 $R = 390.00'$
 $T = 233.05'$
 $L = 420.14'$
 $E = 64.33'$
 $\theta = 2.0\%$
 S.E. RUN = 20.75'/35.50'
 P.C. STA = 14+20.50
 P.T. STA = 18+40.63
 SE ATTAINED
 STA 13+88.38 TO STA 14+09.13
 SE REMOVED
 STA 20+64.39 TO STA 20+99.89

PROP. CURVE BIKE3A-3
 PI STA. = 22+87.01
 $\Delta = 30^\circ 26' 59''$ (LT)
 $D = 9^\circ 30' 12''$
 $R = 602.91'$
 $T = 164.09'$
 $L = 320.41'$
 $E = 21.93'$
 $\theta = 2.0\%$
 S.E. RUN = 35.50'/42.80'
 P.C. STA = 21+22.92
 P.T. STA = 24+43.33
 SE ATTAINED
 STA 20+99.89 TO STA 21+35.39
 SE REMOVED
 STA 24+05.20 TO STA 24+48.00



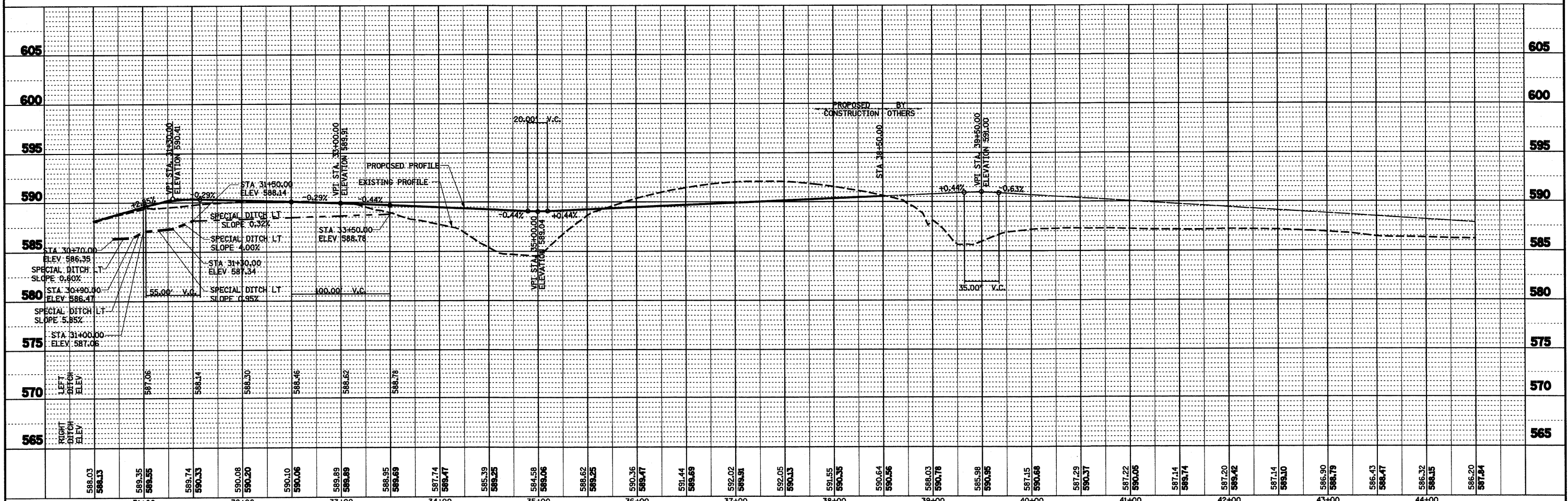
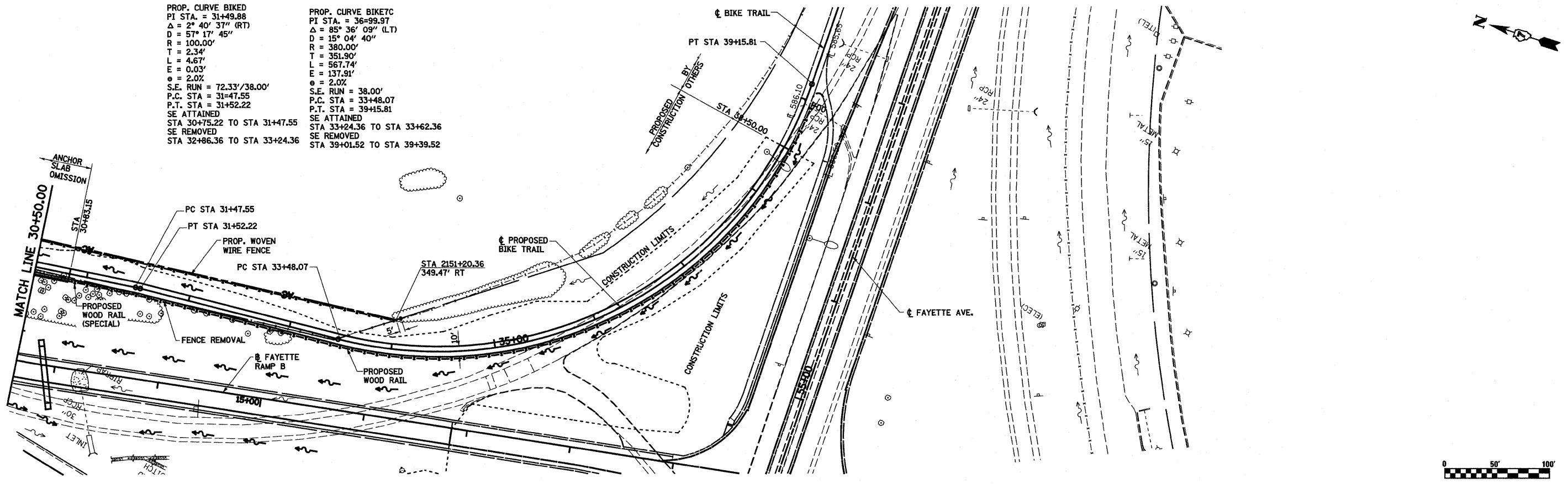
FILE NAME =	USER NAME = John	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, BIKE TRAIL	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\403-00072_51-70\vdgm\keller\VP_Bike.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4R)	EFFINGHAM	1098	78	
		CHECKED - BRM	REVISED -			SCALE: 1"=50'		SHEET NO. 1 OF 3 SHEETS		STA. 8+50.00 TO STA. 23+00.00	
		DATE - 6-5-08	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74299	

DATE	
BY	
PLAN	
NO. OF SHEETS	
NO.	
DATE	
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PROFILE	
NO. OF SHEETS	
NO.	
DATE	
BY	

DATE	
BY	
PROFILE	
NO. OF SHEETS	
NO.	
DATE	
BY	

PROP. CURVE BIKED
 PI STA. = 31+49.88
 $\Delta = 2^\circ 40' 37''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 2.34'$
 $L = 4.67'$
 $E = 0.03'$
 $\theta = 2.0\%$
 S.E. RUN = 72.33'/38.00'
 P.C. STA = 31+47.55
 P.T. STA = 31+52.22
 SE ATTAINED
 STA 30+75.22 TO STA 31+47.55
 SE REMOVED
 STA 32+86.36 TO STA 33+24.36

PROP. CURVE BIKETC
 PI STA. = 36+99.97
 $\Delta = 85^\circ 36' 09''$ (LT)
 $D = 15^\circ 04' 40''$
 $R = 380.00'$
 $T = 351.90'$
 $L = 567.74'$
 $E = 137.91'$
 $\theta = 2.0\%$
 S.E. RUN = 38.00'
 P.C. STA = 33+48.07
 P.T. STA = 39+15.81
 SE ATTAINED
 STA 33+24.36 TO STA 33+62.36
 SE REMOVED
 STA 39+01.52 TO STA 39+39.52



FILE NAME =	USER NAME = pswl	DESIGNED - JWS	REVISED - 4-27-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, BIKE TRAIL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5:\Projects\403-00072-57-70\dgn\ML_Keller\Mso_Revs 4-29-11.dgn		DRAWN - PDB	REVISED -		57/70	(25-3,4R)	EFFINGHAM	1098	80			
PLOT SCALE = 1/8"=50' / IN.		CHECKED - BRM	REVISED -		CONTRACT NO. 74299							
PLOT DATE = 4/28/2011		DATE - 6-5-08	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

FAI ROUTE 57/70 SEQUENCE OF CONSTRUCTION

PRE-STAGE 1:

1. MAINTAIN TRAFFIC ON EXISTING ROADWAYS, INTERCHANGES AND RAMPS UNTIL SUCH TIME AS STAGE CONSTRUCTION OPERATIONS FOR THIS PROJECT ARE TO COMMENCE.
2. INSTALL APPROPRIATE TRAFFIC CONTROL AND PROTECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. SHIFT OR ADJUST TRAFFIC TO THE PRE-STAGE 1 TRAFFIC PATTERNS. ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED DURING WORKING HOURS. DURING NON-WORKING HOURS TRAFFIC CONTROL DEVICES SHALL BE PULLED BACK TO THE SHOULDER AREA AND EXISTING TRAFFIC PATTERNS MAINTAINED AT ALL TIMES. BEGIN PRE-STAGE 1 CONSTRUCTION OPERATIONS AS FOLLOWS:
3. CONSTRUCT WIDENING WITH CONCRETE PAVEMENT ALONG OUTSIDE EDGES OF THE MAINLINE PAVEMENTS AND RAMPS AS SHOWN ON THE PLANS. CONSTRUCTION OPERATIONS ARE RESTRICTED DURING THIS STAGE. SEE SPECIAL PROVISIONS.
 - ADJUST ANY EXISTING GUARDRAIL INSTALLATIONS AS INDICATED.

STAGE 1:

1. SHIFT TRAFFIC TO THE STAGE 1 TRAFFIC PATTERN AS INDICATED WITH TWO LANES OF TRAFFIC IN EACH DIRECTION ON THE EXISTING MAINLINE PAVEMENT AND ONE LANE OF TRAFFIC ON ALL RAMPS AT THE VARIOUS INTERCHANGES THROUGHOUT THIS CONSTRUCTION SECTION.
2. BEGIN STAGE 1 CONSTRUCTION OPERATIONS AS FOLLOWS:
 - CONSTRUCT PROPOSED EMBANKMENTS AND GRADING OPERATIONS, DRAINAGE STRUCTURES AND STORM SEWERS, PAVEMENT SHOULDERS, CONCRETE MEDIAN BARRIER AND CONCRETE MEDIAN SURFACE AS SHOWN ON PLANS.
 - CONSTRUCT TEMPORARY CONCRETE PAVEMENT IN THE RAMPS B AND E GORE OF THE KELLER DRIVE INTERCHANGE AS SHOWN ON PLANS.
 - CONSTRUCT CENTER PIER AT BIKE TRAIL STRUCTURE (SEE BRIDGE PLANS FOR DETAILS).

PRE-STAGE 2A:

1. ADJUST TRAFFIC CONTROL AND PROTECTION TO SHIFT MAINLINE TRAFFIC TO THE MEDIAN PAVEMENT AND SHOULDERS CONSTRUCTED IN STAGE 1. RAMP TRAFFIC FOR THE FAYETTE AVENUE AND IL ROUTES 32/33 (KELLER DRIVE) INTERCHANGES WILL BE MAINTAINED ON THE OUTSIDE STAGE 1 PATTERN OF THE MAINLINE PAVEMENT. THIS LANE WILL FUNCTION AS A COLLECTOR DISTRIBUTOR LANE AND WILL BE MAINTAINED DURING THIS STAGE THROUGHOUT THE LIMITS OF THIS CONSTRUCTION SECTION.
2. BEGIN THE PRE-STAGE 2A CONSTRUCTION OPERATIONS AS FOLLOWS:
 - REMOVE THE EXISTING INSIDE MAINLINE PAVEMENT AT THE INTERCHANGE RAMPS AS INDICATED.
 - CONSTRUCT TEMPORARY TRANSITION PAVEMENT AND THE PROPOSED PERMANENT PCC PAVEMENTS AT THE INTERCHANGE RAMPS AS SHOWN ON PLANS.

PRE-STAGE 2B:

- ADJUST THE TRAFFIC CONTROL AND PROTECTION AND SHIFT THE TEMPORARY COLLECTOR DISTRIBUTOR LANE ESTABLISHED IN PRE-STAGE 2A TO THE INSIDE ON THE TEMPORARY TRANSITION PAVEMENT AND PERMANENT PAVEMENT CONSTRUCTED IN PRE-STAGE 2A AT THE INTERCHANGE RAMPS AS SHOWN ON THE PLANS.
- CONSTRUCT THE PROPOSED PERMANENT PCC PAVEMENT ADJACENT TO THE MAINLINE PAVEMENT CONSTRUCTED IN PRE-STAGE 2A AND AT RAMP E OF THE IL ROUTE 32/33 (KELLER DRIVE) INTERCHANGE AS SHOWN ON PLANS.
- CONSTRUCT TEMPORARY DRAINAGE AND TEMPORARY CONNECTORS AT FAYETTE AND KELLER RAMPS.

STAGE 2:

1. ADJUST TRAFFIC CONTROL AND SHIFT ALL TRAFFIC ONTO NEWLY CONSTRUCTED PROPOSED PAVEMENT AND SHOULDERS ESTABLISHED IN PRE-STAGES 2A AND 2B, THE TEMPORARY RAMP CONNECTOR PAVEMENTS AND EXISTING RAMP PAVEMENTS AS SHOWN ON THE PLANS.
2. BEGIN STAGE 2 CONSTRUCTION OPERATIONS AS FOLLOWS:
 - REMOVE EXISTING PAVEMENT AND SHOULDERS FOR THE STAGE 2 CONSTRUCTION OPERATIONS.
 - CONSTRUCT PROPOSED EMBANKMENT, PERFORM GRADING OPERATIONS, AND COMPLETE CONSTRUCTION OF THE PROPOSED DRAINAGE ON THE STAGE 2 SIDE OF THE MAINLINE, FAYETTE RAMPS A AND B, RAMPS AT THE IL 32/33 (KELLER DRIVE) INTERCHANGE AND BIKE TRAIL AS SHOWN ON PLANS.
 - CONSTRUCT STAGE 2 PORTION OF CULVERT AT FAYETTE RAMP A.
 - CONSTRUCT BIKE TRAIL STRUCTURE (SEE BRIDGE PLANS FOR DETAILS).
 - CONSTRUCT THE HMA SURFACE TRANSITION AT STATION 2268+00.00

STAGE 3:

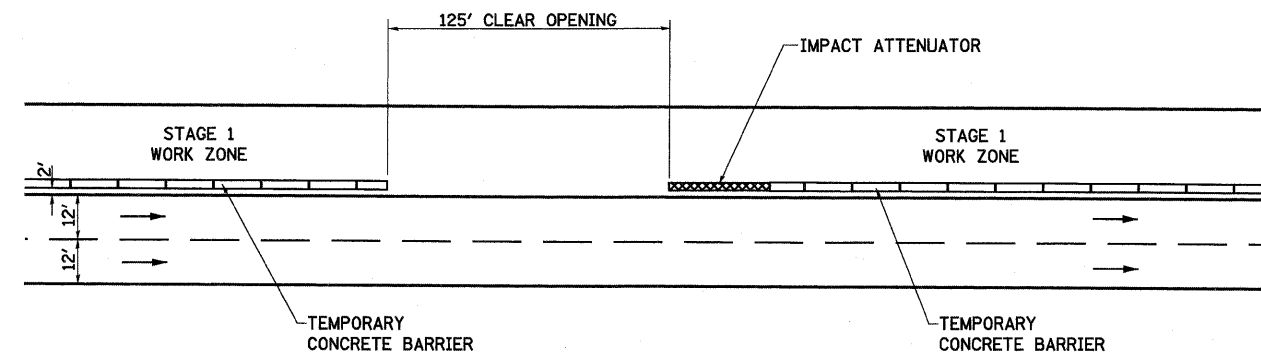
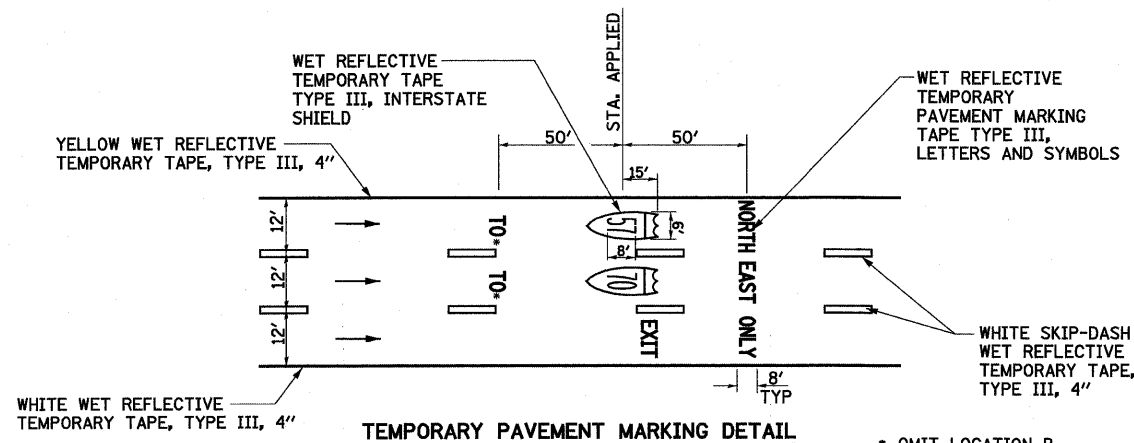
1. ADJUST TRAFFIC CONTROL AND PROTECTION AND SHIFT THE MAINLINE FAI 57/70 AND FAYETTE AVENUE INTERCHANGE TRAFFIC TO THE ULTIMATE TRAFFIC PATTERN. SHIFT THE RAMPS AT THE IL 32/33 (KELLER DRIVE) INTERCHANGE TO THE STAGE 3 TRAFFIC PATTERN.
2. BEGIN STAGE 3 CONSTRUCTION OPERATIONS AS FOLLOWS:
 - CONSTRUCT THE REMAINING PORTION OF THE PROPOSED PAVEMENT AND SHOULDERS OF THE RAMP ROADWAYS.
 - REMOVE TEMPORARY CONNECTORS AT FAYETTE AND KELLER RAMPS.
 - CONSTRUCT STAGE 3 PORTION OF CULVERT AT FAYETTE RAMP A.
3. ADJUST THE RAMP TRAFFIC CONTROL AND PROTECTION AND SHIFT ALL IL 32/33 (KELLER DRIVE) INTERCHANGE TO THE ULTIMATE TRAFFIC PATTERN.
4. COMPLETE ALL REMAINING ITEMS OF WORK

GENERAL STAGING NOTES:

1. CONSTRUCTION OPERATIONS FOR THIS PROJECT ARE SUBJECT TO STAGE CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS AND AS OUTLINED IN THE SEQUENCE OF CONSTRUCTION.
2. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC PATTERNS THROUGHOUT OR AROUND THE PROJECT BY MEANS OF THE EXISTING PAVEMENT, TEMPORARY PAVEMENTS, TRANSITION PAVEMENTS, CONNECTOR PAVEMENTS, AND THE PROPOSED PAVEMENTS AS SHOWN ON THE PLANS.
3. DURING THE PRE-STAGE 1 CONSTRUCTION OPERATIONS FOR THIS PROJECT, THE CONTRACTOR MAY RESTRICT THE MAINLINE TRAFFIC TO ONE LANE IN EACH DIRECTION DURING WORKING HOURS ONLY. AT ALL OTHER TIMES, TWO LANES OF TRAFFIC MUST BE MAINTAINED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
4. ADEQUATE DRAINAGE SHALL BE MAINTAINED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. A FLAGMAN SHALL BE REQUIRED IN ADVANCE OF ANY WORK AREA WHERE CONSTRUCTION VEHICLES ARE FREQUENTLY ENTERING OR LEAVING THE WORK SITE AND AT LOCATIONS DESIGNATED BY THE ENGINEER. COST OF THE FLAGMAN IS INCLUDED IN THE ASSOCIATED TRAFFIC CONTROL PAY ITEM.
6. THE STAGE CONSTRUCTION DRAWINGS PROVIDE FOR TEMPORARY SIGNS. IT MAY BE NECESSARY TO RELOCATE AND/OR REINSTALL TEMPORARY OR EXISTING SIGNS AS DIRECTED BY THE ENGINEER. COST INCLUDED IN THE ASSOCIATED TRAFFIC CONTROL PAY ITEM.
7. CONSTRUCTION SIGNS INDICATED FOR STAGE CONSTRUCTION SHALL BE INSTALLED ON MAINLINE OR CROSSING ROADWAYS HAVING DIRECT ACCESS WHEN CONSTRUCTION OPERATIONS ARE INITIATED AND SHALL BE PROPERLY MAINTAINED THROUGHOUT EACH CONSTRUCTION STAGE.
8. ALL STATIONS AND OFFSETS SHOWN ARE TO PROPOSED ALIGNMENTS UNLESS OTHERWISE INDICATED.
9. ALL SIGNS TO BE INSTALLED ON HARD SURFACES SHALL BE MOUNTED ON PORTABLE SKIDS OR TRIPODS MEETING THE APPROVAL OF THE ENGINEER.
10. ANY PREPARATION NEEDED TO CROSS INTO WORK ZONE WILL BE AT CONTRACTOR'S EXPENSE.
11. FLOW LINES OF ALL TEMPORARY DRAINAGE ITEMS SHALL BE AS DIRECTED BY THE ENGINEER.
12. THE FIRST TWO WARNING SIGNS ON EACH APPROACH TO THE WORK INVOLVING NIGHTTIME LANE CLOSURE SHALL HAVE FLASHING MONODIRECTIONAL LIGHTS IN ACCORDANCE WITH ARTICLE 701.16.
13. ALL TEMPORARY PAVEMENTS ARE PORTLAND CEMENT CONCRETE PAVEMENT 12" WITH PAVEMENT FABRIC.
14. FOR TRAFFIC CONTROL DETAILS NOT SPECIFICALLY SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS, SEE THE APPROPRIATE HIGHWAY STANDARD.
15. ANY REFERENCE TO TEMPORARY PAVEMENT MARKING IN THE MAINTENANCE OF TRAFFIC PLANS SHALL MEAN WET REFLECTIVE TEMPORARY TAPE, TYPE III.
16. ANY REFERENCE TO IMPACT ATTENUATOR IN THE MAINTENANCE OF TRAFFIC PLANS SHALL MEAN IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 OR IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3 AS SHOWN ON THE SCHEDULE.
17. ANY TRAFFIC CONTROL SIGNS FOR ANY TRAFFIC OPERATION FOR THIS PROJECT IN ACCORDANCE WITH ARTICLE 701.04 THAT DO NOT APPLY TO THE SPECIFIC TRAFFIC CONDITION SHALL BE REMOVED, COVERED OR TURNED FROM VIEW OF MOTORISTS. THIS ALSO APPLIES TO TRAFFIC CONTROL TO BE MAINTAINED UNDER THIS PROJECT.
18. A QUANTITY OF 200 SQ YD OF PAVEMENT PATCHING (PARTIAL DEPTH), 70 TONS OF HOT-MIX ASPHALT FOR PATCHING, AND 50 SQ YD OF PAVEMENT PATCHING (FULL DEPTH) AS BEEN INCLUDED IN THE CONTRACT FOR PATCHING OPERATIONS, WHEN DIRECTED BY THE ENGINEER, FOR STAGE CONSTRUCTION OPERATIONS.

INDEX OF SHEETS

81	SEQUENCE OF CONSTRUCTION, GENERAL STAGING NOTES, AND INDEX OF SHEETS
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91-100	MAINTENANCE OF TRAFFIC AND PRE-STAGE 1 CONSTRUCTION DETAILS
101-110	MAINTENANCE OF TRAFFIC AND STAGE 1 CONSTRUCTION DETAILS
111-124	MAINTENANCE OF TRAFFIC AND PRE-STAGE 2A CONSTRUCTION DETAILS
125-136	MAINTENANCE OF TRAFFIC AND PRE-STAGE 2B CONSTRUCTION DETAILS
137-146	MAINTENANCE OF TRAFFIC AND STAGE 2 CONSTRUCTION DETAILS
147-150	MAINTENANCE OF TRAFFIC AND STAGE 3 CONSTRUCTION DETAILS
711-1044	MOT CROSS SECTIONS - FAI-57/70
1045-1051	MOT CROSS SECTIONS - TEMPORARY CONNECTOR FAYETTE RAMP B
1052-1054	MOT CROSS SECTIONS - TEMPORARY CONNECTOR FAYETTE RAMP D
1055-1076	MOT CROSS SECTIONS - KELLER DRIVE RAMP A
1077-1088	MOT CROSS SECTIONS - KELLER DRIVE RAMP C
1089-1098	MOT CROSS SECTIONS - KELLER DRIVE RAMP D



CONTRACTOR ACCESS OPENING TYPICAL APPLICATION

SEE SPECIAL PROVISIONS

FILE NAME =	USER NAME = bctaj	DESIGNED - JWS	REVISED - 10-20-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 57/70, SEQUENCE OF CONSTRUCTION			F.A.I. RTE. 57/70	SECTION (25-3,4R)	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 81
SA\Projects\403-00072-57-70\dgn\ML_Keller\seq_constr.dgn	PLOT SCALE = 1/8" = 100.0000' / IN.	DRAWN - PDB	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 74299				
PLOT DATE = 11/22/2011	DATE - 4-21-09	CHECKED - BRM	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 4-21-09	REVISED -									

FOR INFORMATION ONLY

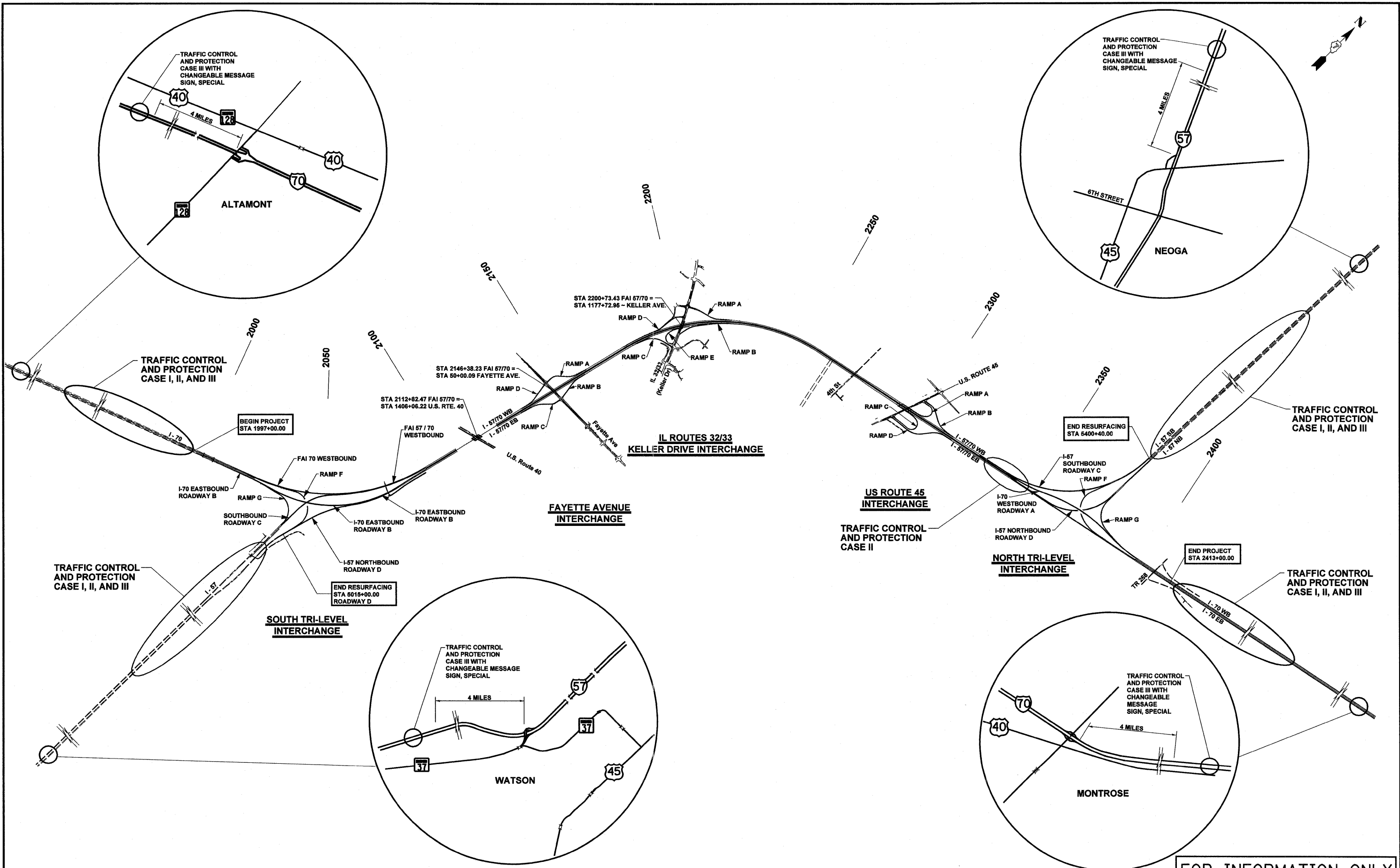
LOCATION	TRAFFIC CONTROL AND PROTECTION, CASE I	TRAFFIC CONTROL AND PROTECTION, CASE II	TRAFFIC CONTROL AND PROTECTION, CASE III	CHANGEABLE MESSAGE SIGN, SPECIAL
SOUTH TRI-LEVEL				
I-57 SOUTH APPROACH (ROADWAY D)	3	2	3	4
I-70 WEST APPROACH	3	2	3	4
NORTH TRI-LEVEL				
I-57 NORTH APPROACH	3	2	3	4
I-70 EAST APPROACH	3	2	3	4
I-57/70 WEST APPROACH, WB LANES		1		1
TOTAL	12	9	12	17*

* NOT A TOTAL QUANTITY

GENERAL NOTES
APPROACH TO LANE CLOSURE

1. TEMPORARY RUMBLE STRIPS SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 701901 AND SECTION 701.
2. SIGNS MOUNTED ON TYPE III BARRICADES SHALL MEET NCHRP 350. IF SUCH SIGN PANELS ARE NOT AVAILABLE, THE SIGN MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT.
3. THE APPROACH SIGNING DETAIL PLANS INDICATE THE MINIMUM REQUIREMENTS FOR TRAFFIC CONTROL AND PROTECTION FOR EACH CASE I, II OR III OF APPROACH TO LANE CLOSURE.
4. APPROACH TO LANE CLOSURE CASE NO III WITH A CHANGEABLE MESSAGE SIGN, SPECIAL WILL ALSO BE REQUIRED IN ADVANCE OF THE FIRST INTERCHANGE ON ALL FOUR APPROACHING ROADWAYS TO THE OVERALL PROJECT AREA AS INDICATED.

FILE NAME =	USER NAME = lunde	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	APPROACH TO LANE CLOSURE SOUTH TRI-LEVEL		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT: I-57/70 WB APPROACH SIGN LANE CLOSURE ON INTERCHANGE		DRAWN - PDB	REVISED -		57/70	(25-3,4R)	EFFINGHAM	1098	82		
PLOT SCALE = 100,0000 / IN.		CHECKED - BRM	REVISED -		SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 74299		
PLOT DATE = 3/17/2011		DATE - 10-19-10	REVISED -								

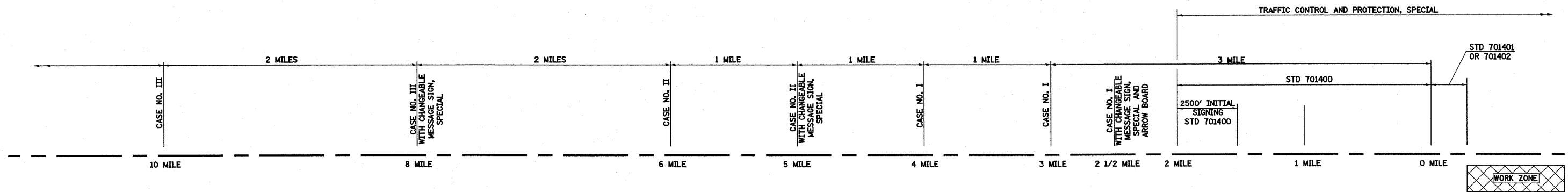


FOR INFORMATION ONLY

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		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = 1/8" = 1'-0"			
PLOT DATE = 3/17/2011			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

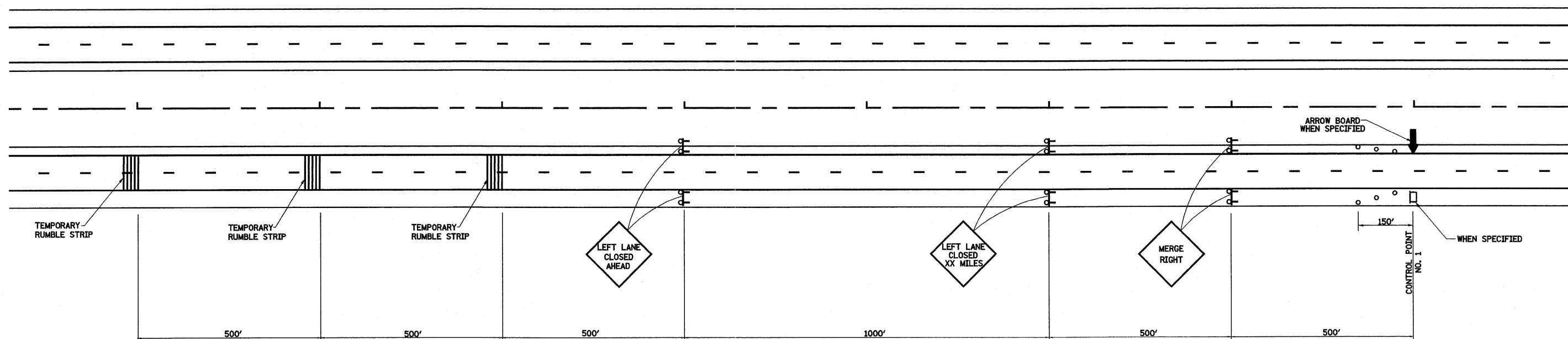
APPROACH TO LANE CLOSURE SOUTH TRI-LEVEL		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		57/70	(25-3,4)R	EFFINGHAM	1098	83
SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.		CONTRACT NO. 74299	
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



APPROACH TO LANE CLOSURE DETAIL

LOCATION	STATION
SOUTH TRI-LEVEL	
I-57 ROADWAY D	5015+00
I-70 WEST APPROACH	1997+00
NORTH TRI-LEVEL	
I-57 NORTH APPROACH	5400+40
I-70 EAST APPROACH	2413+00

SEE SCHEDULES FOR ROADWAY AND STATION CONTROL



LEGEND

- ↑ ARROW BOARD
- ⊕ TYPE III BARRICADE WITH 2 HIGH INTENSITY FLASHING LIGHTS
- CHANGEABLE MESSAGE SIGN, SPECIAL
- TYPE I OR II BARRICADE WITH MONODIRECTIONAL FLASHING LIGHTS

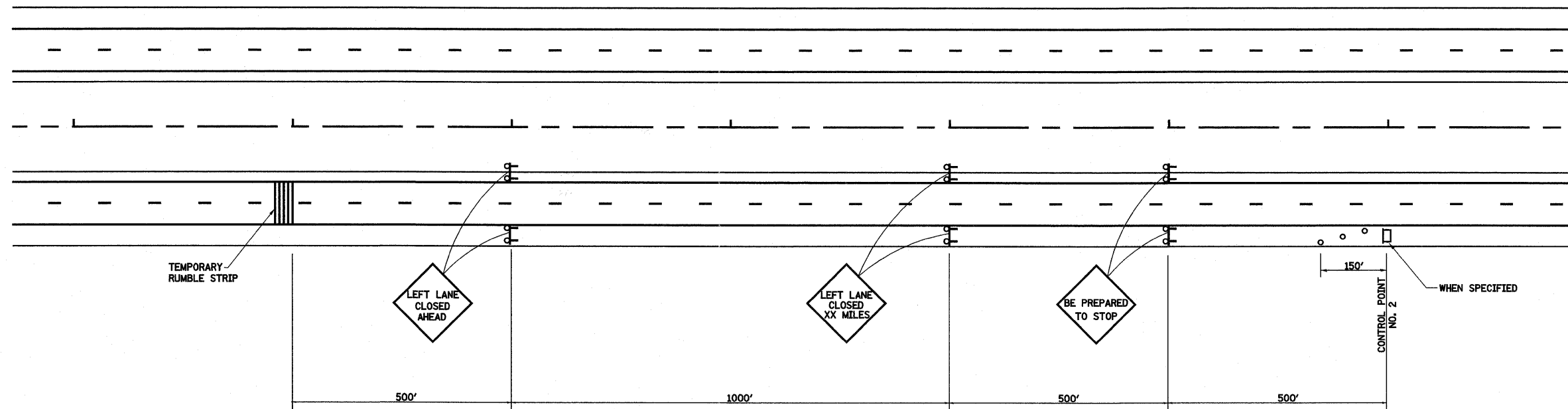
TRAFFIC CONTROL AND PROTECTION CASE NO. I

GENERAL NOTES

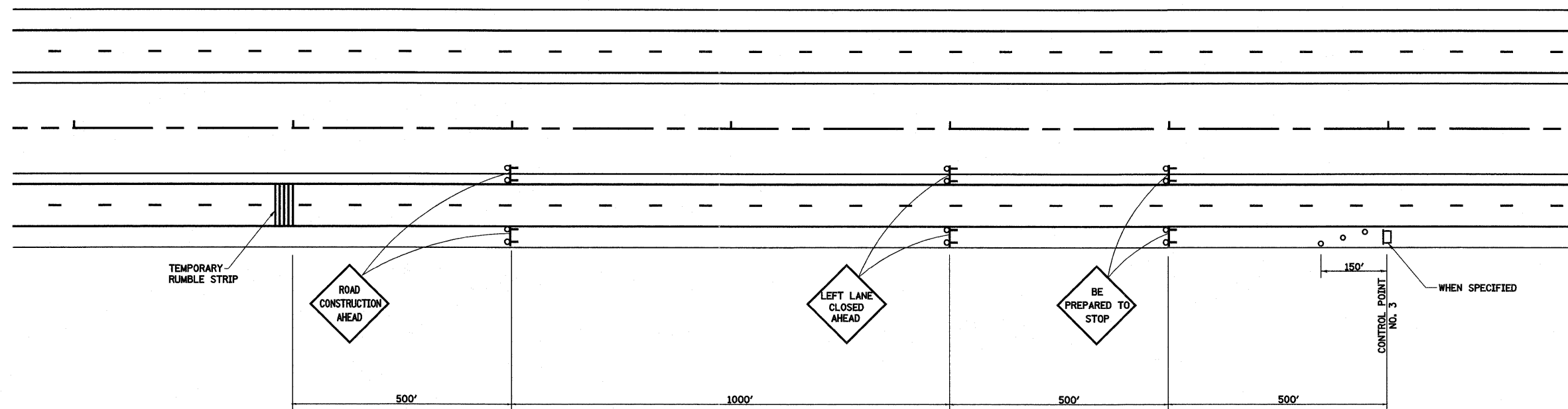
APPROACH TO LANE CLOSURE IS TO BE USED WHERE A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY FOR AN EXTENDED DURATION DURING STAGE CONSTRUCTION. WHEN THE RIGHT LANE IS CLOSED, RIGHT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE LEFT LANE CLOSED SIGNS.

FOR INFORMATION ONLY

FILE NAME =	USER NAME = linds	DESIGNED = JWS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	APPROACH TO LANE CLOSURE FAI ROUTE 57/70		F.A.I. RTE. = 57/70	SECTION = (25-3,4)R	COUNTY = EFFINGHAM	TOTAL SHEETS = 1098	SHEET NO. = 84	
SA\Projects\403-00072-57-70\dgn\ML_Keller\Approach Sign Lane Closure.dgn		DRAWN = PDB	REVISED =		SCALE:	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. =	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299		
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PLOT DATE = 3/17/2011		DATE = 10-19-10	REVISED =									



**TRAFFIC CONTROL AND PROTECTION
CASE NO. II**



**TRAFFIC CONTROL AND PROTECTION
CASE NO. III**

LEGEND

- ↑ ARROW BOARD
- ☐ TYPE III BARRICADE WITH 2 HIGH INTENSITY FLASHING LIGHTS
- ☐ CHANGEABLE MESSAGE SIGN, SPECIAL
- TYPE I OR II BARRICADE WITH MONODIRECTIONAL FLASHING LIGHTS

FOR INFORMATION ONLY

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




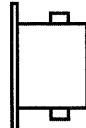
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH TO LANE CLOSURE
FAI ROUTE 57/70**

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

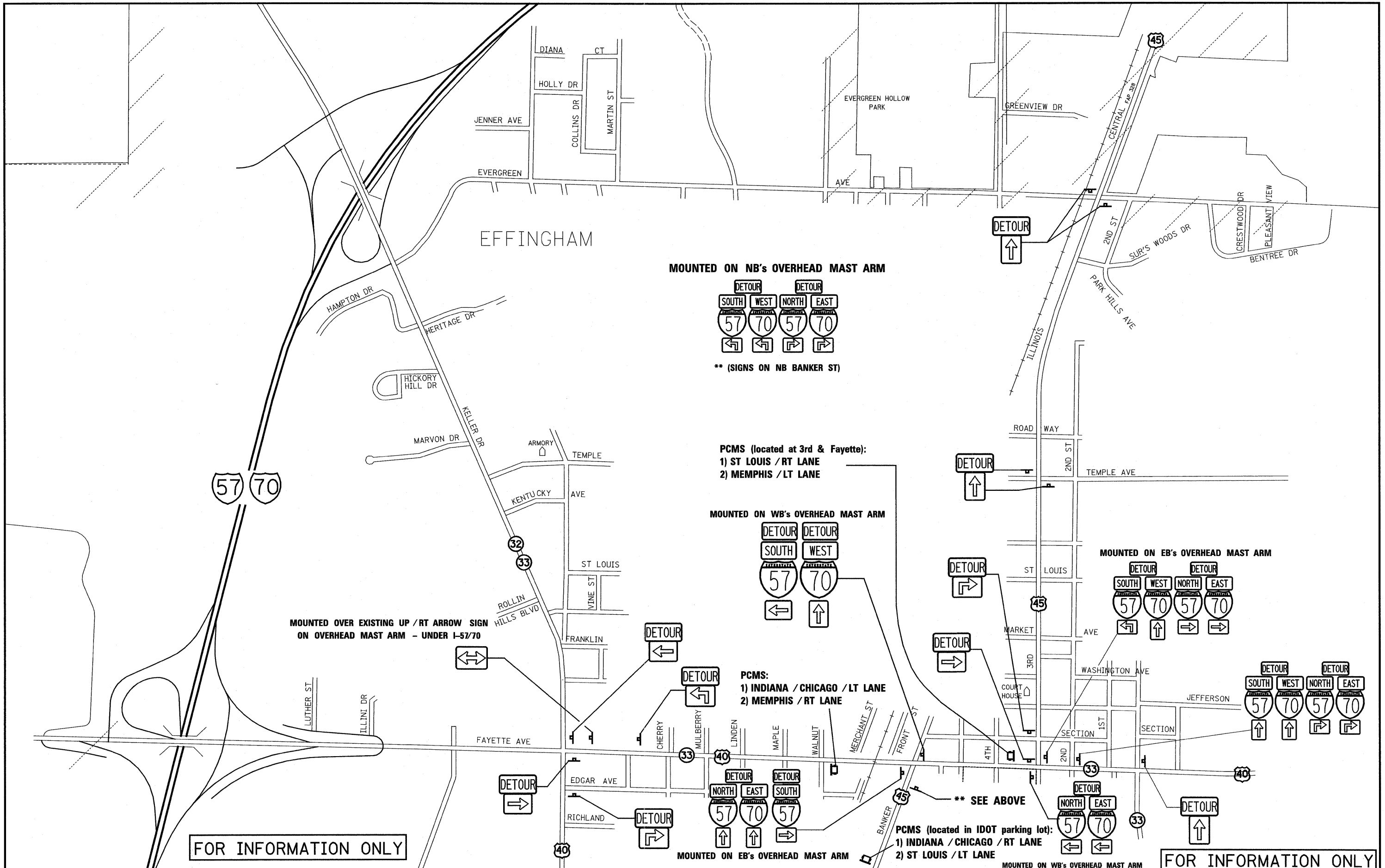
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74299	

LEGEND

52 EACH		M4-8(0)-2412
5 EACH		M3-1-2412
6 EACH		M3-3-2412
6 EACH		M3-2-2412
5 EACH		M3-4-2412
4 EACH		M4-6(0)-2412
6 EACH		W16-3A(0)-3612
21 EACH		M6-1(0)-2115
23 EACH		M6-3(0)-2115
1 EACH		M6-4(0)-2115
7 EACH		M5-1R(0)-2115
6 EACH		M5-1L(0)-2115
11 EACH		M1-1-36
11 EACH		M1-1-36
3 EACH		Portable changeable message sign

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	PLOT DATE = 3/17/2011	CHECKED -	REVISED -							
		DATE -	REVISED -							



FOR INFORMATION ONLY

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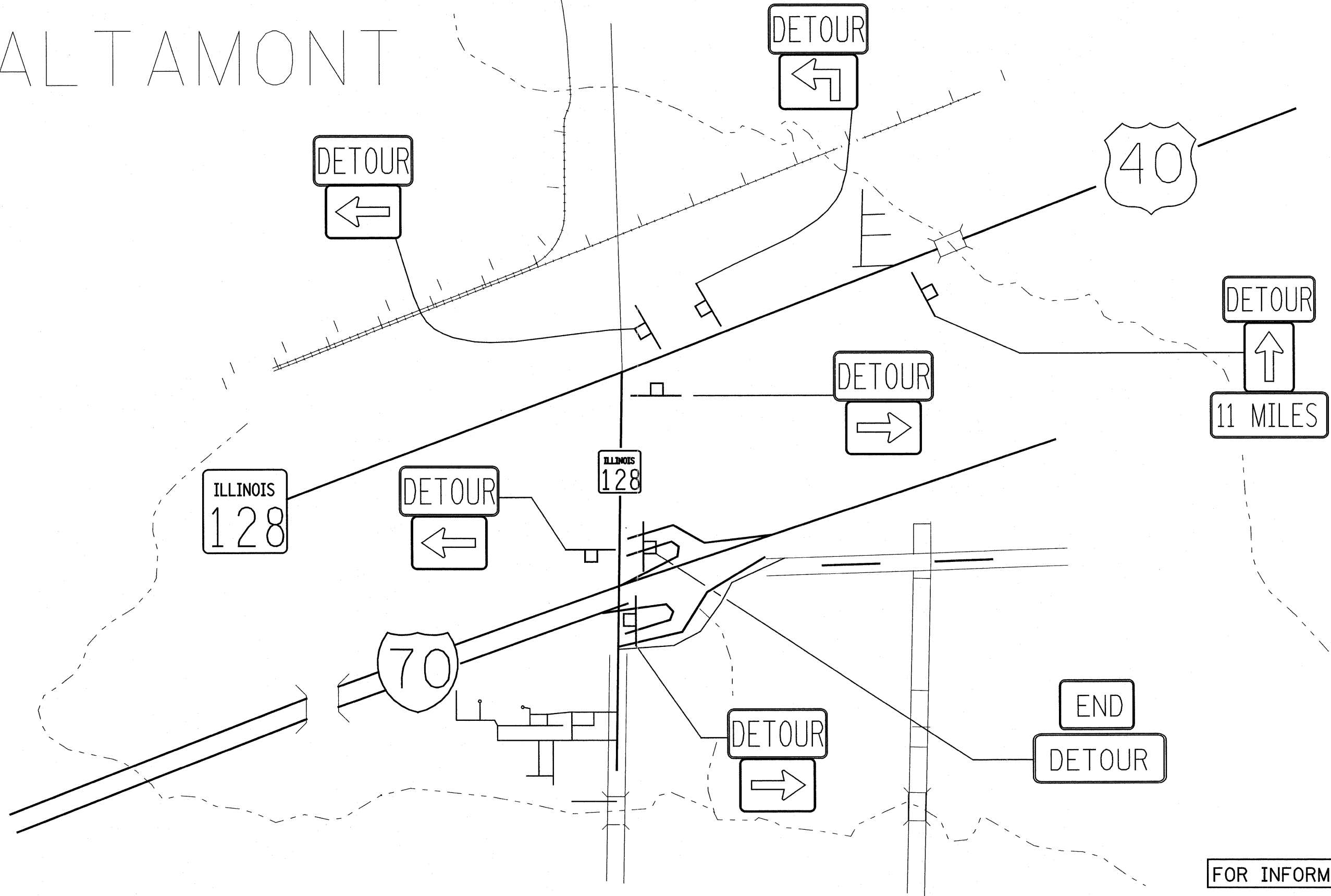
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

OVERALL DETOUR

SCALE: SHEET NO. 2 OF 5 SHEETS STA. TO STA.

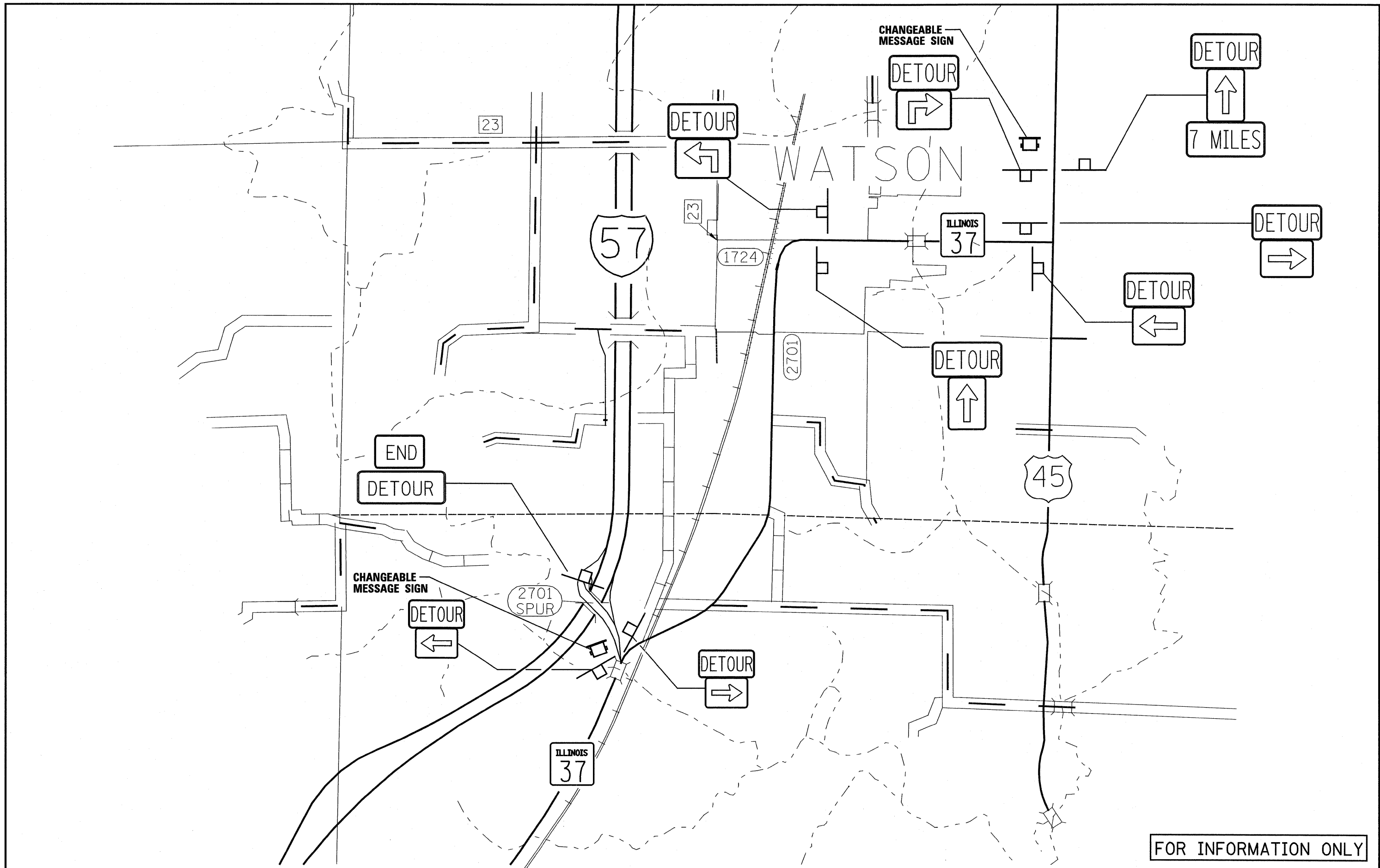
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CONTRACT NO. 74299 ILLINOIS FED. AID PROJECT				

ALTAMONT



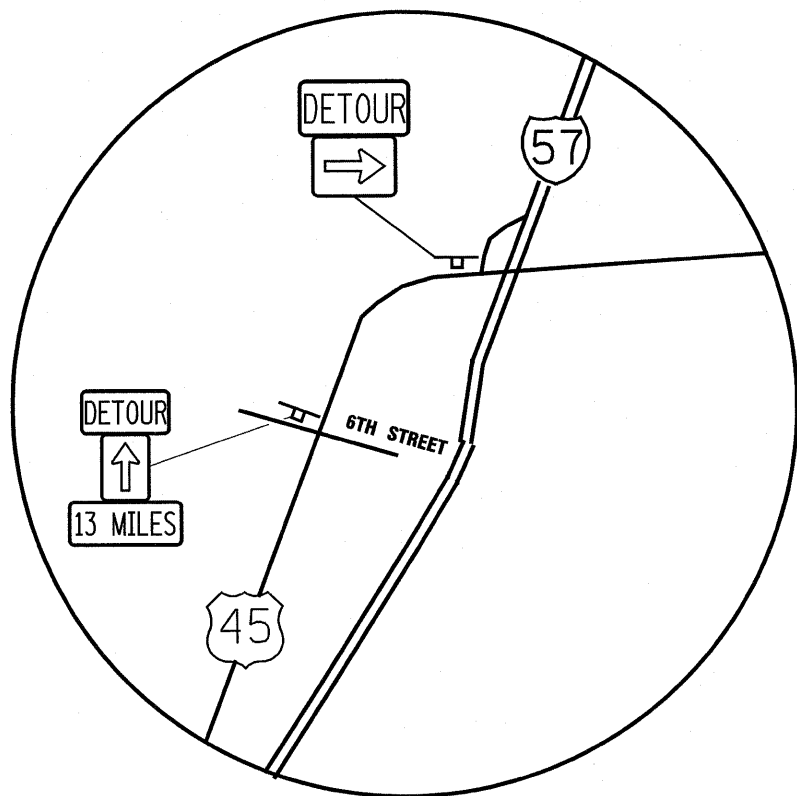
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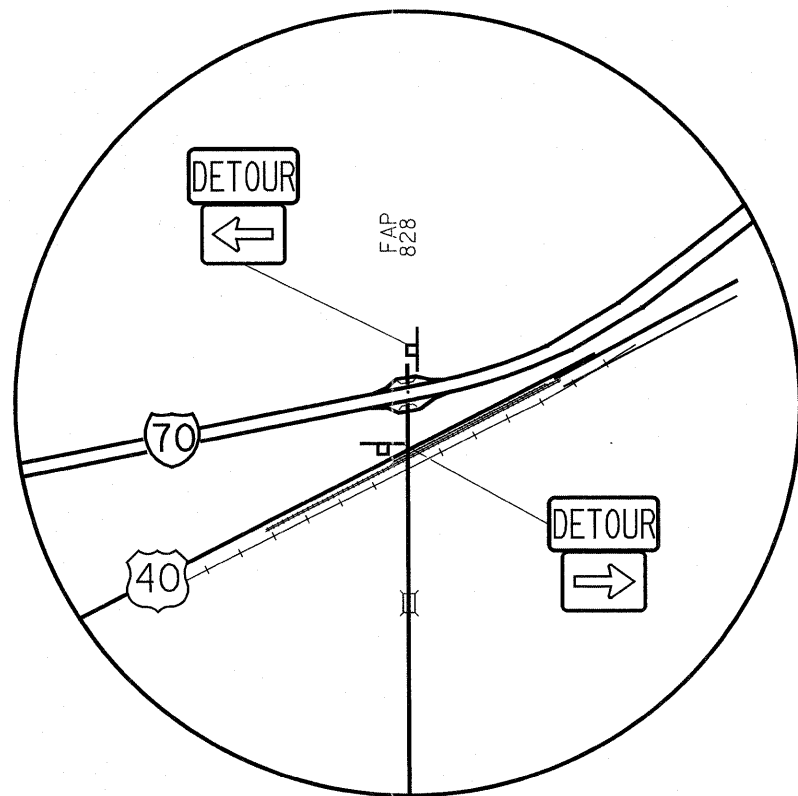


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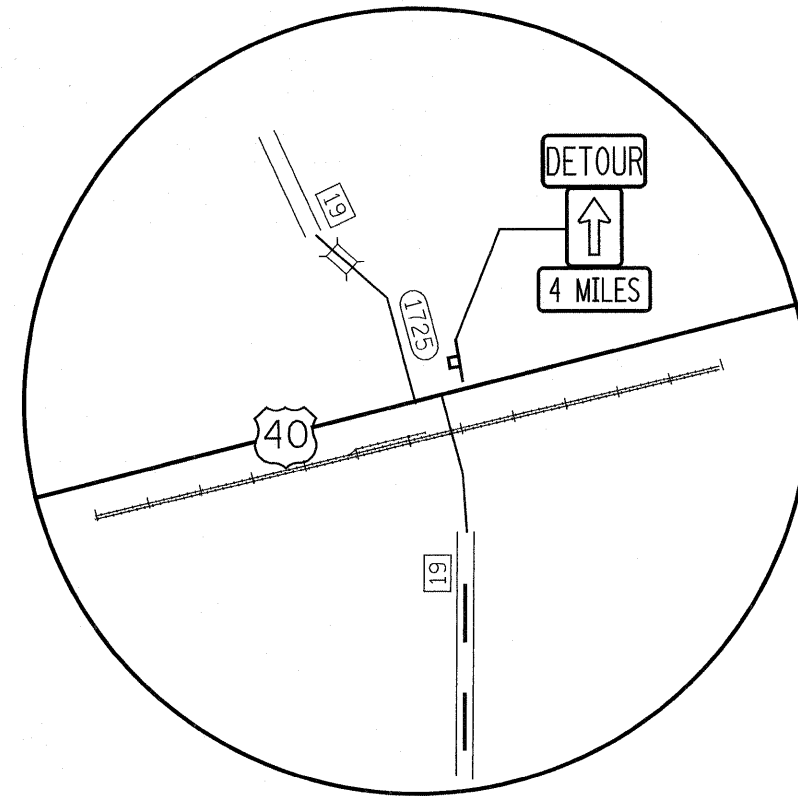
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		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



NEOGA

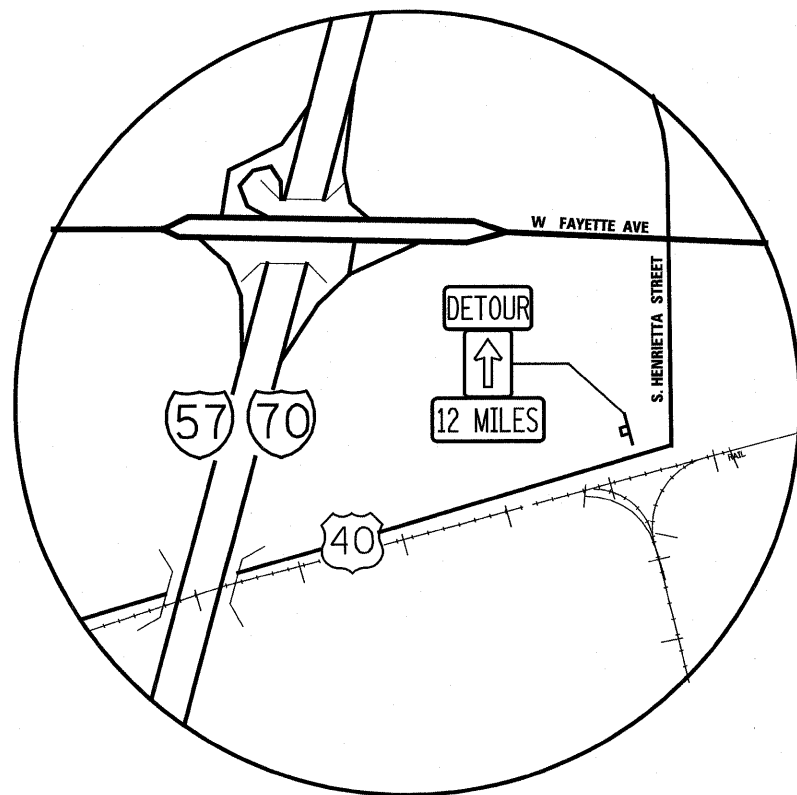


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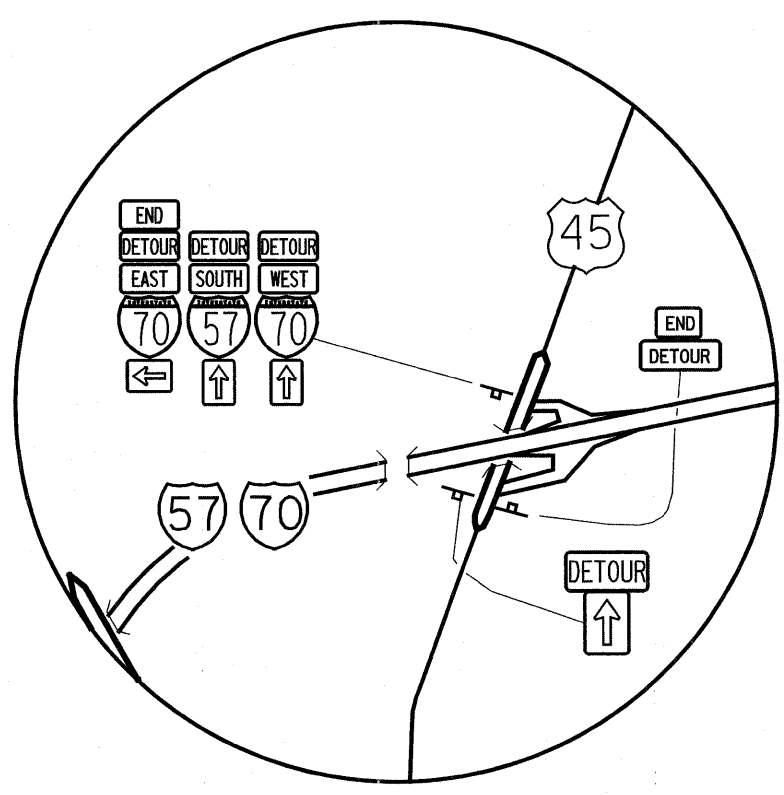


TEUTOPOPOLIS

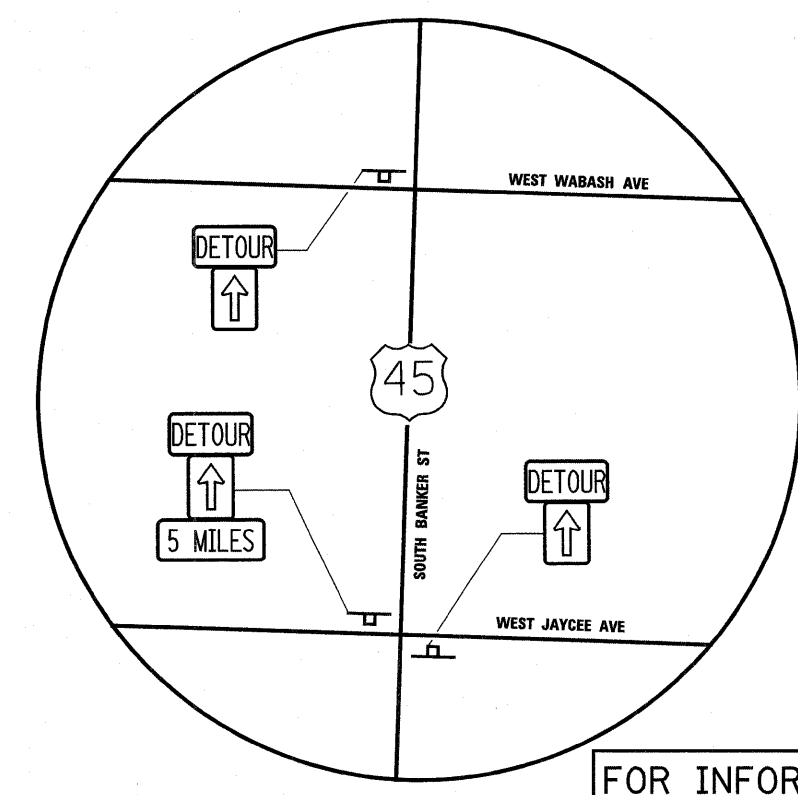
EFFINGHAM - US40



EFFINGHAM
US 45 INTERCHANGE

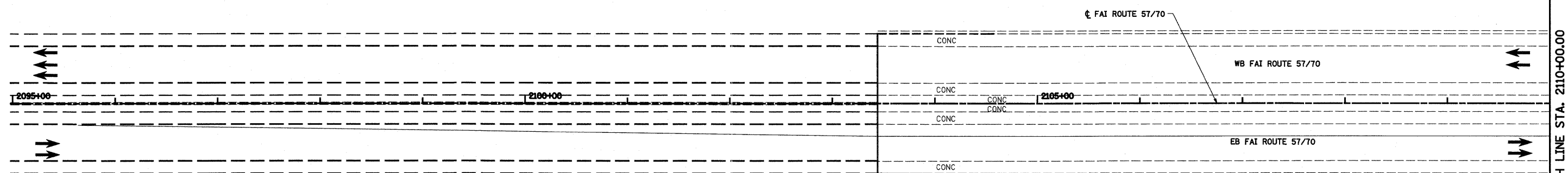


EFFINGHAM - US45



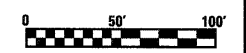
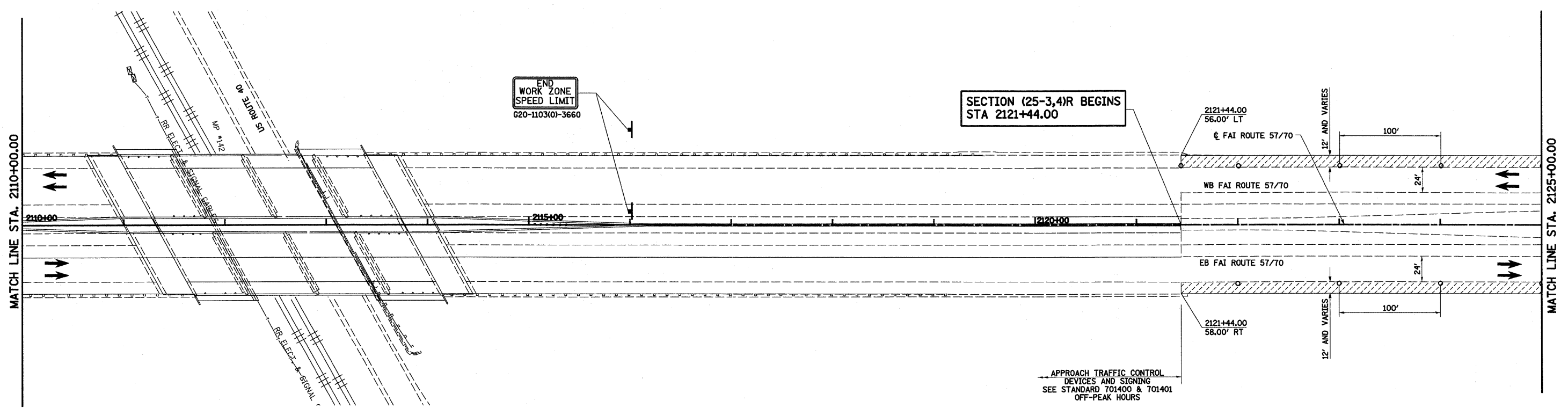
FOR INFORMATION ONLY

FILE NAME =	USER NAME = lmrds	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERALL DETOUR		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE = 1000.0020' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 5 SHEETS	STA.	57/70	(25-3,4)R	EFFINGHAM	1098	90
	PLOT DATE = 3/17/2011	CHECKED -	REVISED -				TO STA.					
		DATE -	REVISED -									
											ILLINOIS FED. AID PROJECT	
											CONTRACT NO. 74299	

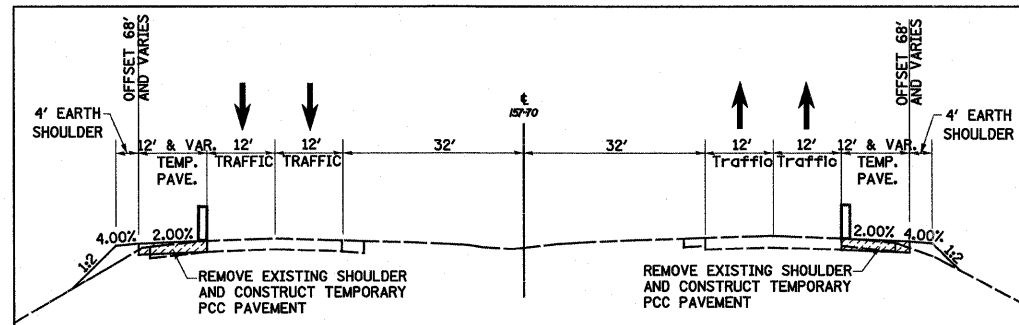


- LEGEND**
- TEMPORARY PCC PAVEMENT
 - SIGN
 - DIRECTION OF TRAFFIC
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
 - VERTICAL PANEL
 - TYPE III BARRICADE WITH FLASHING LIGHTS

- NOTES: PRE-STAGE 1**
1. MAINTAIN TRAFFIC ON EXISTING PAVEMENT. ONE LANE OF TRAFFIC IN EACH DIRECTION MAY BE CLOSED FOR WIDENING OPERATIONS DURING OFF-PEAK HOURS ONLY. ALL TRAFFIC CONTROL DEVICES SHALL BE PULLED BACK TO THE SHOULDER AREA AT ALL OTHER TIMES.
 2. INSTALL APPROPRIATE TRAFFIC CONTROL AND PROTECTION AS DIRECTED BY THE ENGINEER.
 3. CONSTRUCT WIDENING WITH TEMPORARY PAVEMENT AS INDICATED.
 4. REMOVE AND REINSTALL EXISTING GUARDRAIL WHERE INDICATED.
 5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.

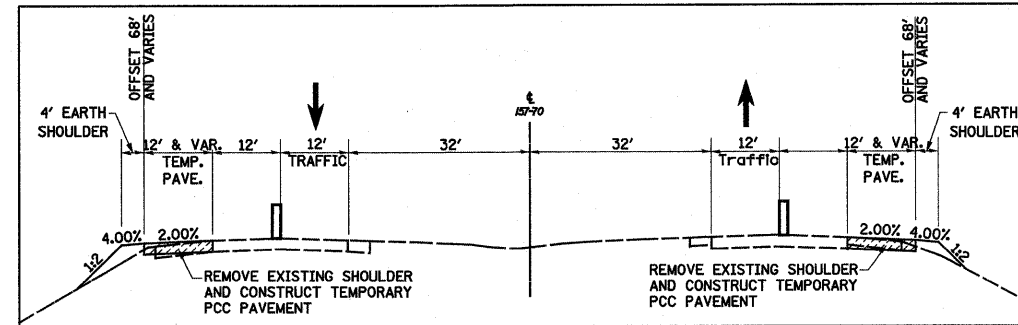


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PLOT SCALE = 1/80,000" / IN.	CHECKED - BRM	REVISED -	SCALE: 1"=50'			SHEET NO. 1 OF 10 SHEETS	STA. 2121+44.00 TO STA. 2125+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299		
PLOT DATE = 3/18/2011	DATE - 4-28-08	REVISED -										



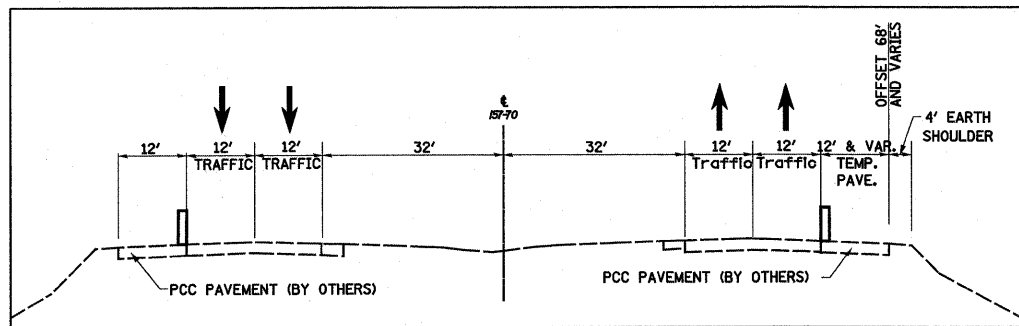
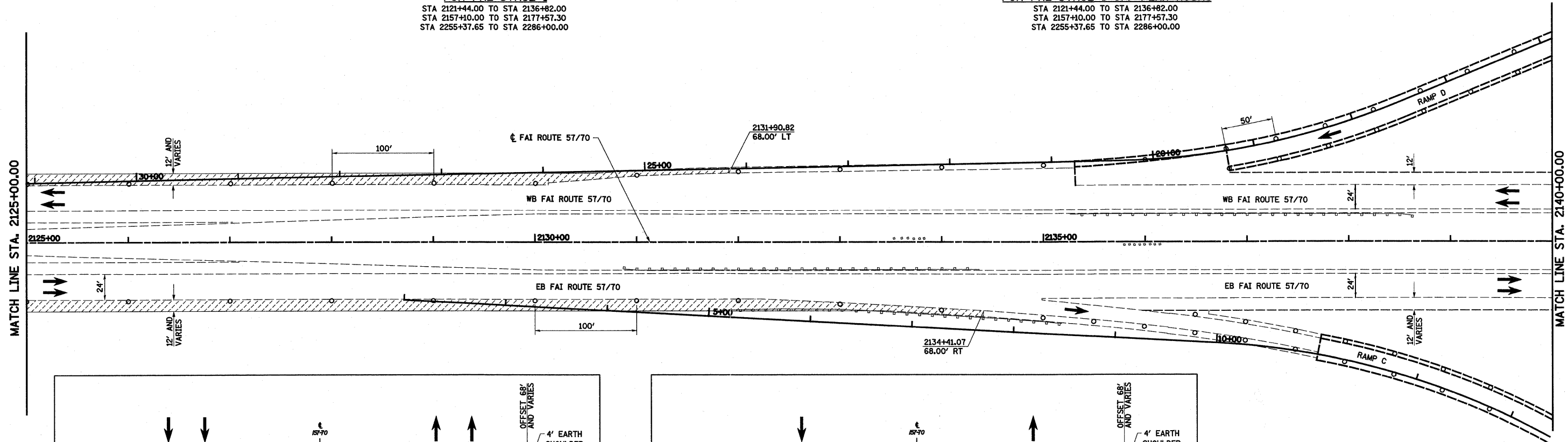
TYPICAL TRAFFIC PATTERN FOR PRE-STAGE 1

STA 2121+44.00 TO STA 2136+82.00
 STA 2157+10.00 TO STA 2177+57.30
 STA 2255+37.65 TO STA 2286+00.00



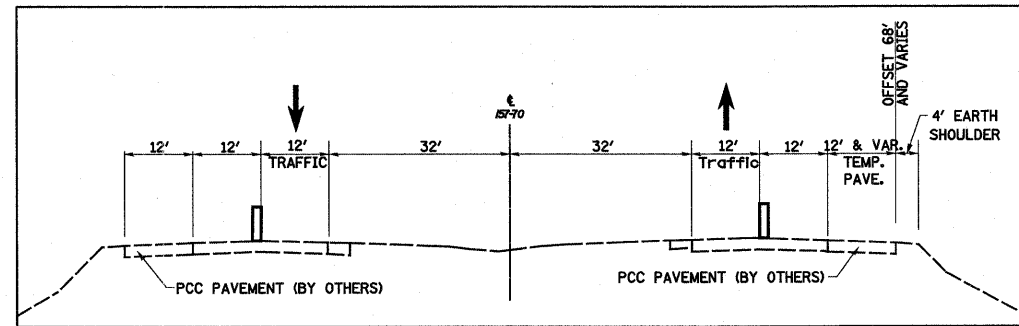
TYPICAL TRAFFIC PATTERN FOR PRE-STAGE 1 OFF-PEAK HOURS

STA 2121+44.00 TO STA 2136+82.00
 STA 2157+10.00 TO STA 2177+57.30
 STA 2255+37.65 TO STA 2286+00.00



TYPICAL TRAFFIC PATTERN FOR PRE-STAGE 1

STA 2136+82.00 TO STA 2157+10.00



TYPICAL TRAFFIC PATTERN FOR PRE-STAGE 1 OFF-PEAK HOURS

STA 2136+82.00 TO STA 2157+10.00

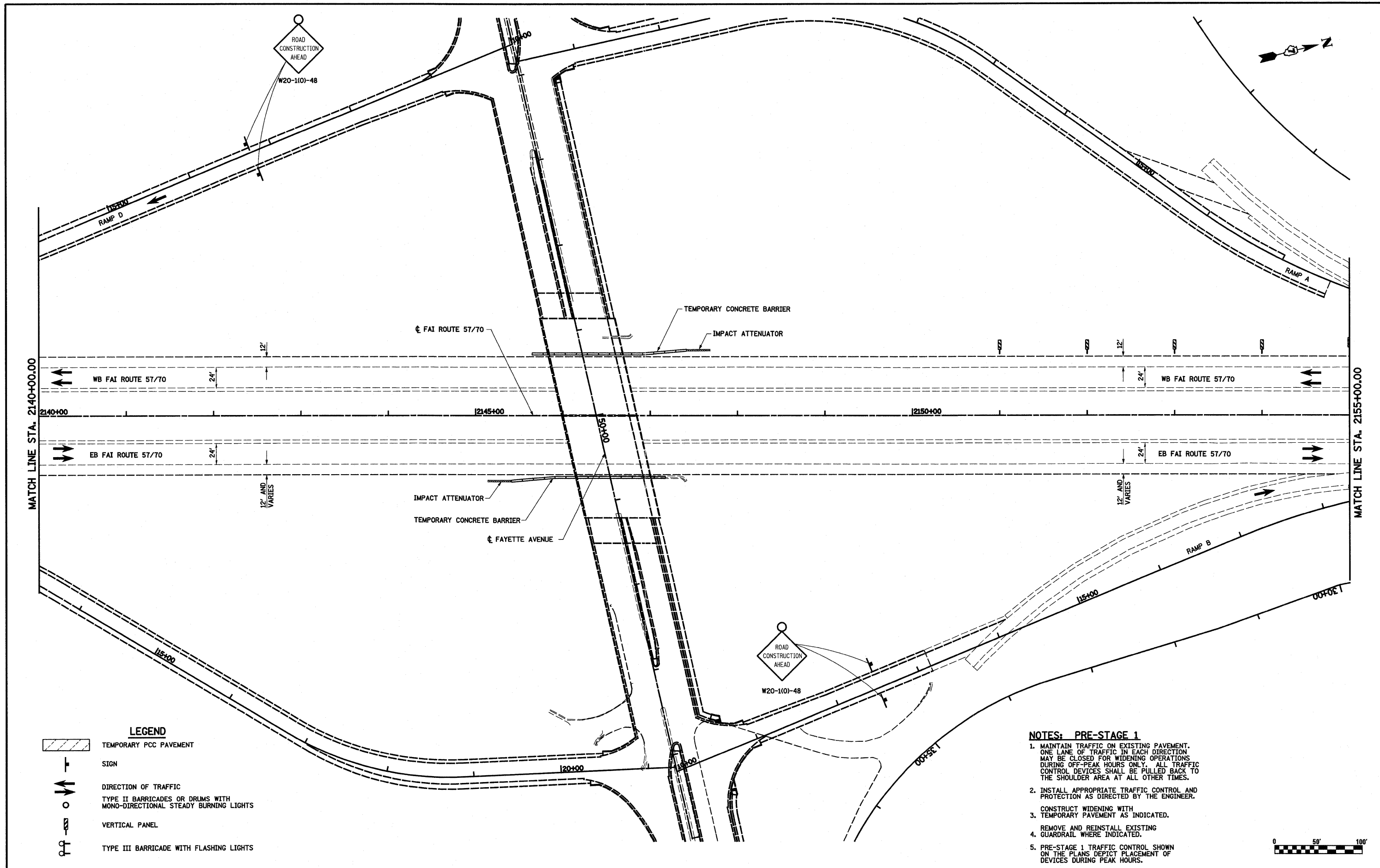
- LEGEND**
- TEMPORARY PCC PAVEMENT
 - SIGN
 - DIRECTION OF TRAFFIC
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
 - VERTICAL PANEL
 - TYPE III BARRICADE WITH FLASHING LIGHTS

NOTES: PRE-STAGE 1







1. MAINTAIN TRAFFIC ON EXISTING PAVEMENT. ONE LANE OF TRAFFIC IN EACH DIRECTION MAY BE CLOSED FOR WIDENING OPERATIONS DURING OFF-PEAK HOURS ONLY. ALL TRAFFIC CONTROL DEVICES SHALL BE PULLED BACK TO THE SHOULDER AREA AT ALL OTHER TIMES.
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3. CONSTRUCT WIDENING WITH TEMPORARY PAVEMENT AS INDICATED.
4. REMOVE AND REINSTALL EXISTING GUARDRAIL WHERE INDICATED.
5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.



FILE NAME =	USER NAME = John	DESIGNED - ESW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE 1, FAI ROUTE 57/70	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 3/28/2011	DATE - 4-28-08	CHECKED - BRM	REVISED -			CONTRACT NO. 74299					
		DATE - 4-28-08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

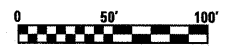


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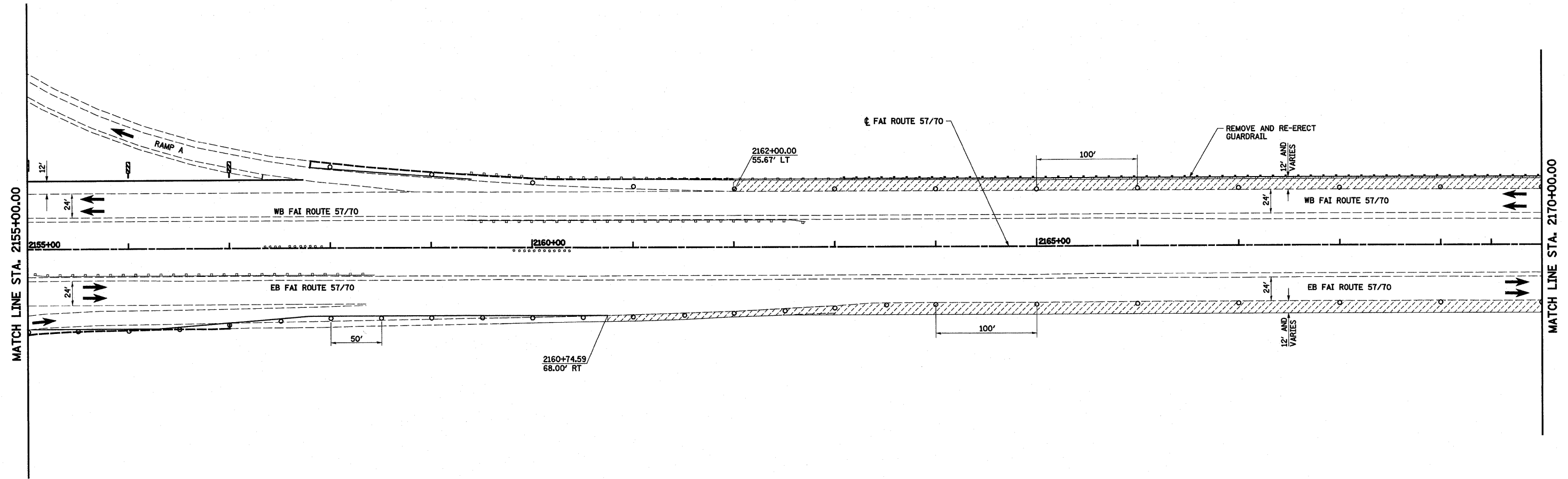
-  TEMPORARY PCC PAVEMENT
-  SIGN
-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS

NOTES: PRE-STAGE 1

1. MAINTAIN TRAFFIC ON EXISTING PAVEMENT. ONE LANE OF TRAFFIC IN EACH DIRECTION MAY BE CLOSED FOR WIDENING OPERATIONS DURING OFF-PEAK HOURS ONLY. ALL TRAFFIC CONTROL DEVICES SHALL BE PULLED BACK TO THE SHOULDER AREA AT ALL OTHER TIMES.
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5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.



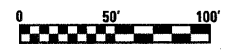
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Si\Projects\403-00072-57-70\dgn\ML_Keller\mof_15.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	93
PLOT SCALE = 1/8" = 100' / IN.		CHECKED - BRM	REVISED -			CONTRACT NO. 74299				
PLOT DATE = 3/18/2011		DATE - 4-28-08	REVISED -	SCALE: 1"=50'		SHEET NO. 3 OF 10 SHEETS		STA. 2140+00.00 TO STA. 2155+00.00		
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LEGEND

	TEMPORARY PCC PAVEMENT
	SIGN
	DIRECTION OF TRAFFIC
	TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
	VERTICAL PANEL
	TYPE III BARRICADE WITH FLASHING LIGHTS

- NOTES: PRE-STAGE 1**
1. MAINTAIN TRAFFIC ON EXISTING PAVEMENT. ONE LANE OF TRAFFIC IN EACH DIRECTION MAY BE CLOSED FOR WIDENING OPERATIONS DURING OFF-PEAK HOURS ONLY. ALL TRAFFIC CONTROL DEVICES SHALL BE PULLED BACK TO THE SHOULDER AREA AT ALL OTHER TIMES.
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 5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.



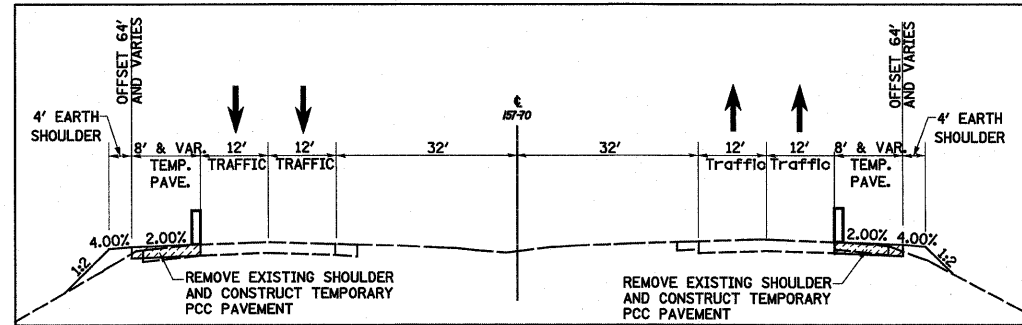
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	PLOT DATE = 3/18/2011	DATE - 4-28-08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

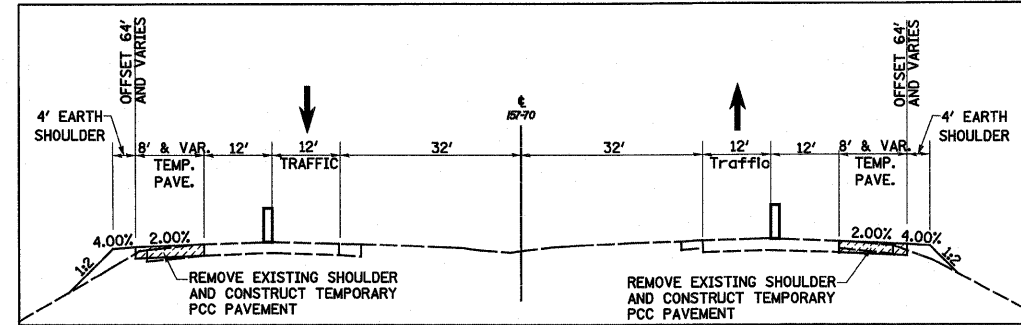
MAINTENANCE OF TRAFFIC, PRE-STAGE 1, FAI ROUTE 57/70

SCALE: 1"=50' SHEET NO. 4 OF 10 SHEETS STA. 2155+00.00 TO STA. 2170+00.00

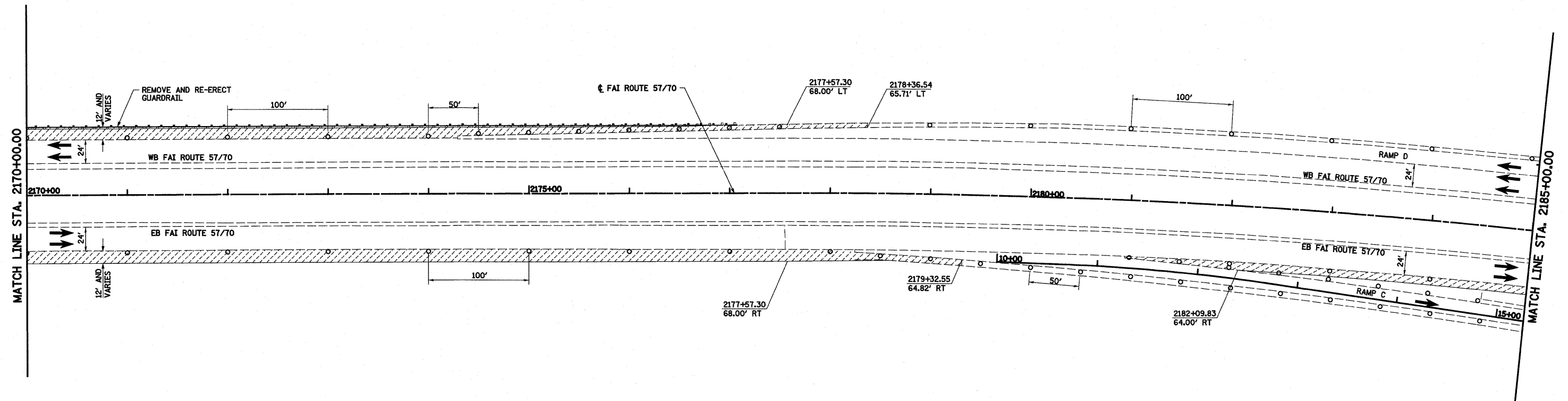
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	94
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 74299				



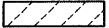





TYPICAL TRAFFIC PATTERN
FOR PRE-STAGE 1
STA 2177+57.30 TO STA 2255+37.65



TYPICAL TRAFFIC PATTERN
FOR PRE-STAGE 1 OFF-PEAK HOURS
STA 2177+57.30 TO STA 2255+37.65

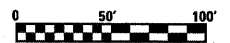


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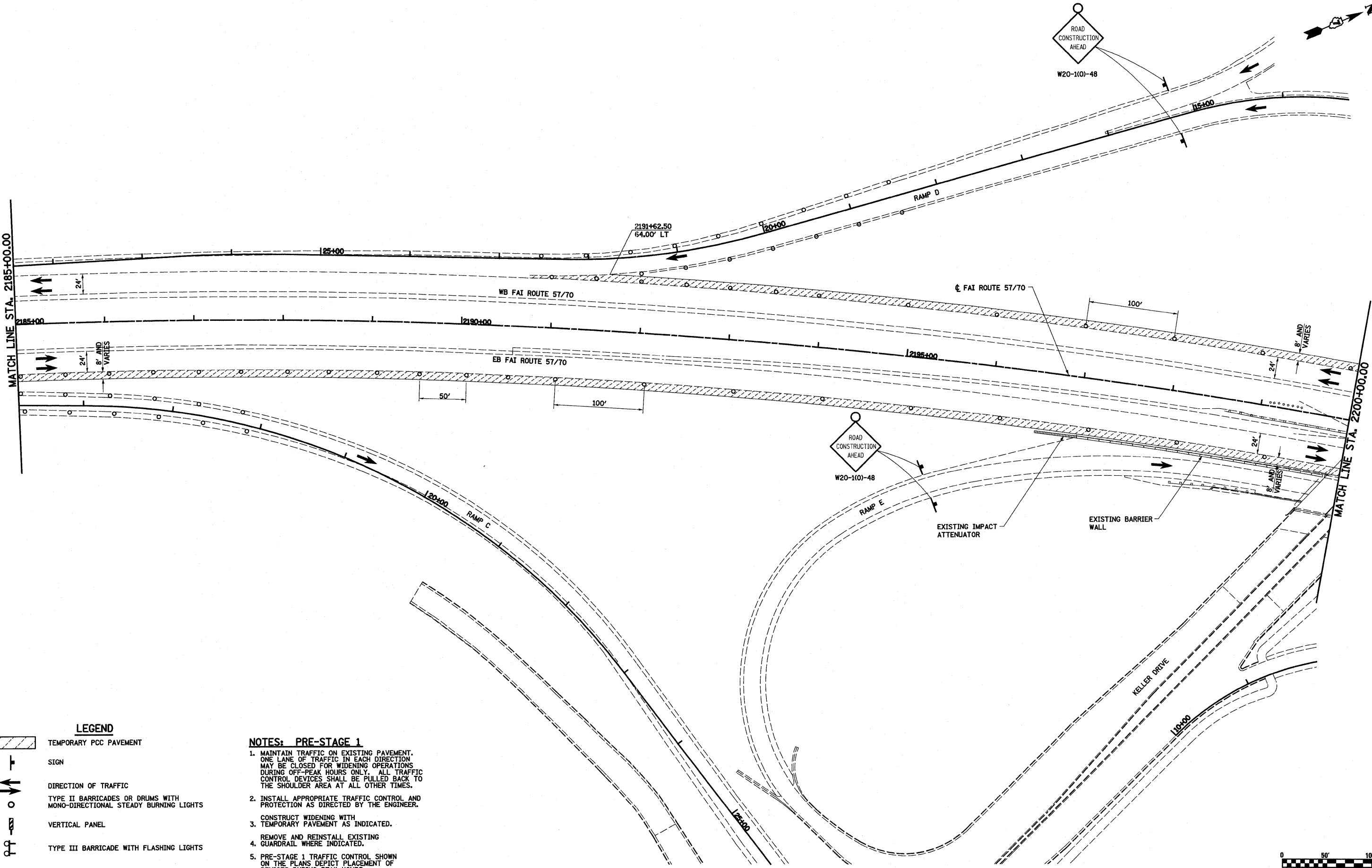
-  TEMPORARY PCC PAVEMENT
-  SIGN
-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS

NOTES: PRE-STAGE 1

1. MAINTAIN TRAFFIC ON EXISTING PAVEMENT. ONE LANE OF TRAFFIC IN EACH DIRECTION MAY BE CLOSED FOR WIDENING OPERATIONS DURING OFF-PEAK HOURS ONLY. ALL TRAFFIC CONTROL DEVICES SHALL BE PULLED BACK TO THE SHOULDER AREA AT ALL OTHER TIMES.
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4. REMOVE AND REINSTALL EXISTING GUARDRAIL WHERE INDICATED.
5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.



FILE NAME =	USER NAME = John	DESIGNED - ESW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE 1, FAI ROUTE 57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA\Projects\403-00072-57-70\ dgn\ML_Keller\mot_P5.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	95
PLOT SCALE = 1/80,000 ' / IN.		CHECKED - BRM	REVISED -			CONTRACT NO. 74299				
PLOT DATE = 3/28/2011		DATE - 4-28-08	REVISED -			FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				
				SCALE: 1"=50'		SHEET NO. 5 OF 10 SHEETS		STA. 2155+00.00 TO STA. 2185+00.00		



LEGEND

- TEMPORARY PCC PAVEMENT
- SIGN
- DIRECTION OF TRAFFIC
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- VERTICAL PANEL
- TYPE III BARRICADE WITH FLASHING LIGHTS

NOTES: PRE-STAGE 1

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4. REMOVE AND REINSTALL EXISTING GUARDRAIL WHERE INDICATED.
5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.

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USER NAME = boesbe1
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 PLOT DATE = 3/18/2011

DESIGNED - ESW
 DRAWN - PDB
 CHECKED - BRM
 DATE - 4-28-08

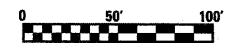
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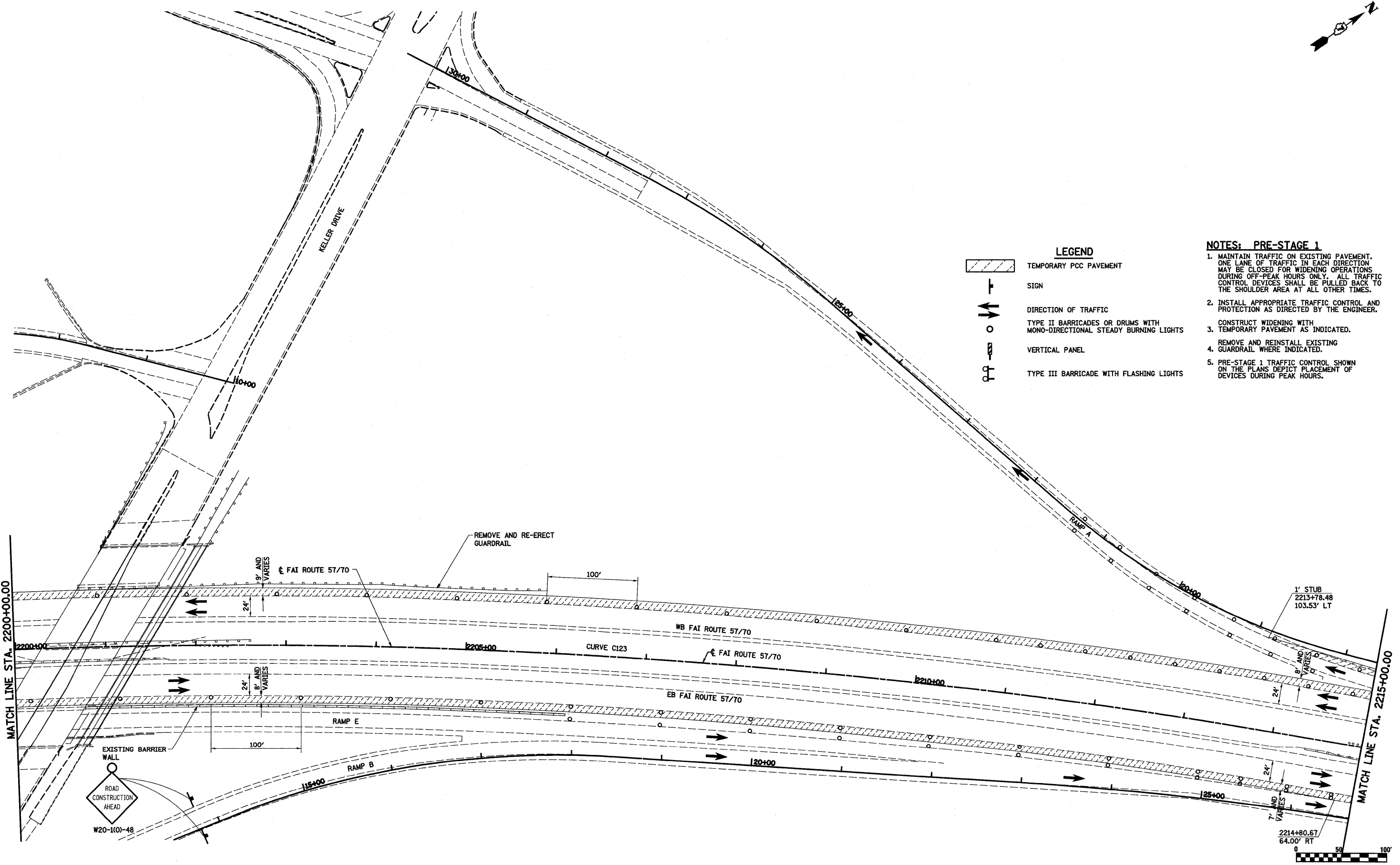
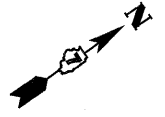
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC, PRE-STAGE 1, FAI ROUTE 57/70







SCALE: 1"=50' SHEET NO. 6 OF 10 SHEETS STA. 2185+00.00 TO STA. 2200+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	96
CONTRACT NO. 74299				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



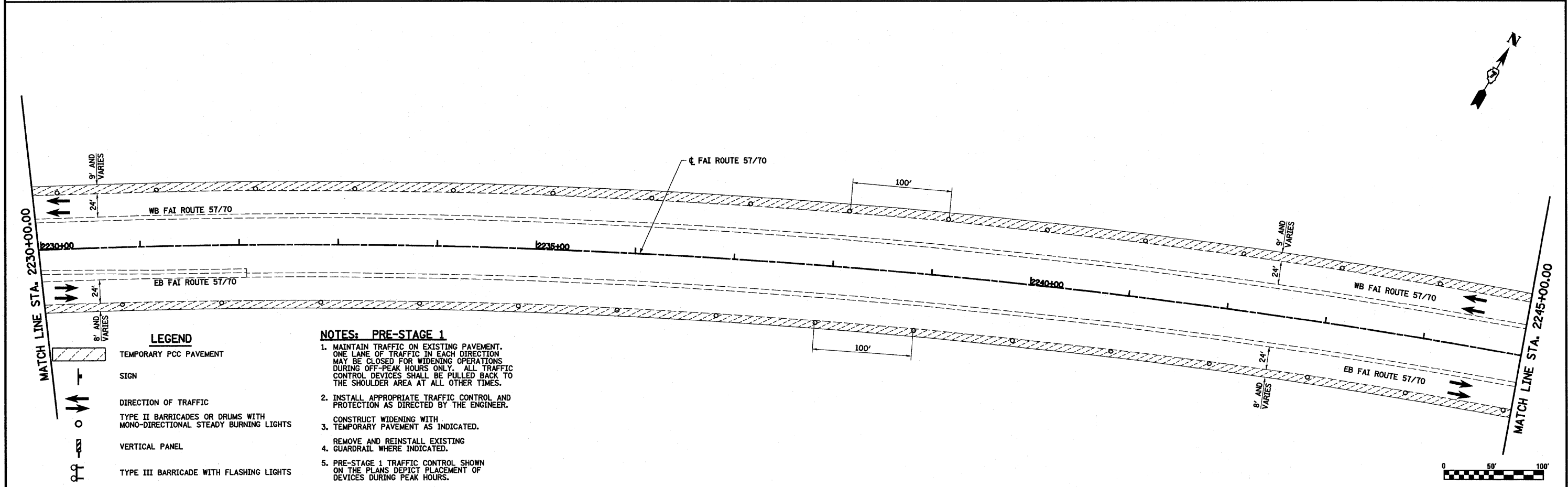
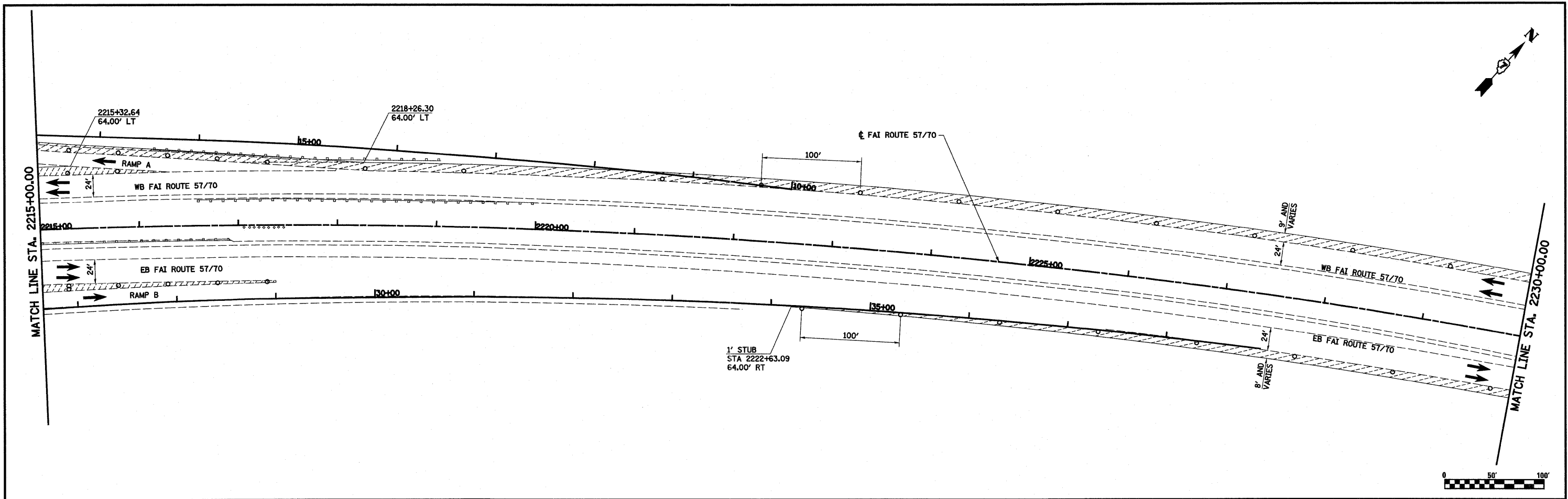


LEGEND

-  TEMPORARY PCC PAVEMENT
-  SIGN
-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS

- NOTES: PRE-STAGE 1**
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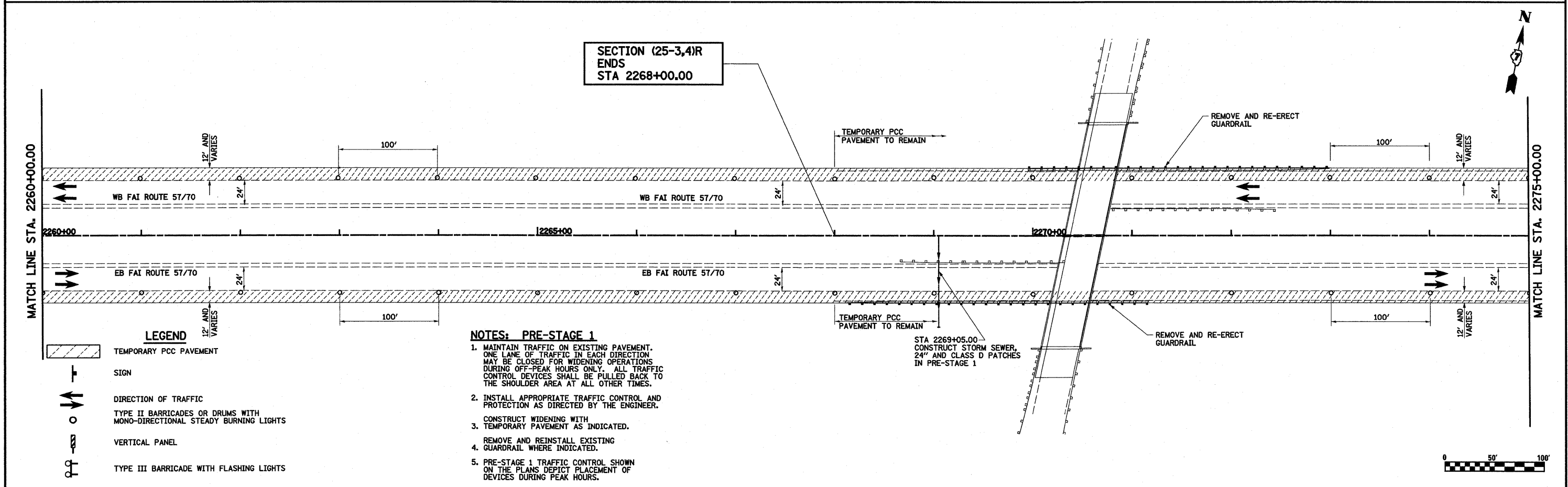
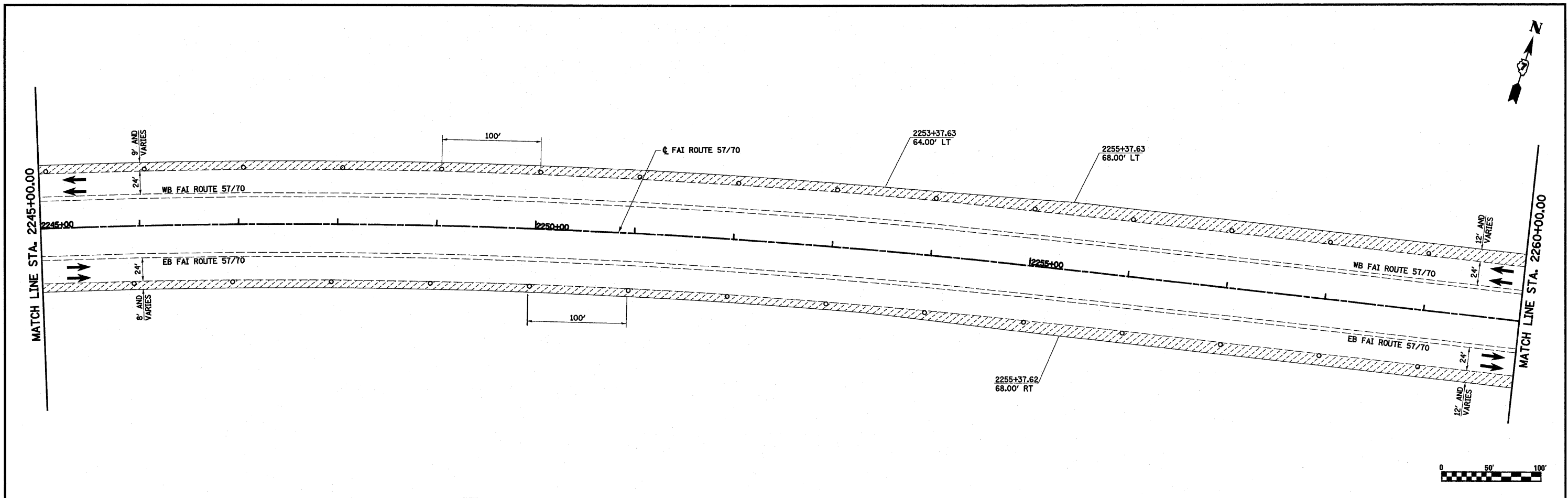
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PLOT DATE = 3/18/2011		DATE - 4-28-08	REVISED -		FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT						



- LEGEND**
- TEMPORARY PCC PAVEMENT
 - SIGN
 - DIRECTION OF TRAFFIC
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
 - VERTICAL PANEL
 - TYPE III BARRICADE WITH FLASHING LIGHTS







- NOTES: PRE-STAGE 1**
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FILE NAME = S:\Projects\403-00072-57-70\dgn\ML_Keller\mof_75.dgn	USER NAME = baebe1	DESIGNED - ESW	REvised -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE 1, FAI ROUTE 57/70		F.A.I. RTE. 57/70	SECTION (25-3,4)R	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 98	
PLOT SCALE = 100.00000 ' / IN.	PLOT DATE = 3/18/2011	DRAWN - PDB	REvised -		SCALE: 1"=50'	SHEET NO. 8 OF 10 SHEETS	STA. 2215+00.00 TO STA. 2245+00.00	CONTRACT NO. 74299				
		CHECKED - BRM	REvised -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 4-28-08	REvised -									



SECTION (25-3,4)R
ENDS
STA 2268+00.00

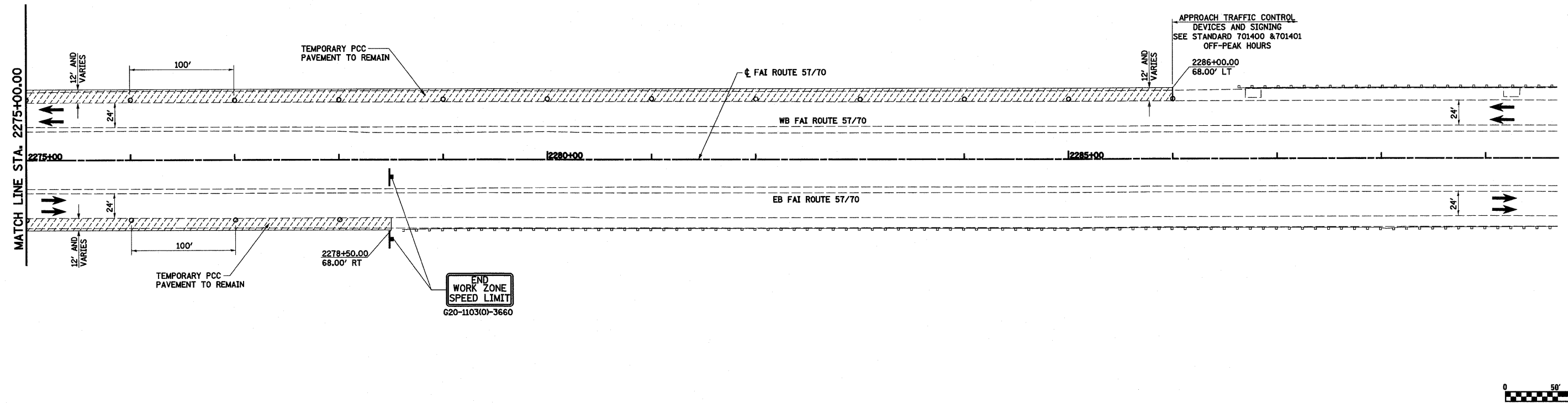
LEGEND

-  TEMPORARY PCC PAVEMENT
-  SIGN
-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS







NOTES: PRE-STAGE 1

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4. REMOVE AND REINSTALL EXISTING GUARDRAIL WHERE INDICATED.
5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.

FILE NAME =	USER NAME = John	DESIGNED - ESW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE 1, FAI ROUTE 57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFEINGHAM	1098	99
		CHECKED - BRM	REVISED -			CONTRACT NO. 74299				
		DATE - 4-28-08	REVISED -	SCALE: 1"=50'		SHEET NO. 9 OF 10 SHEETS		STA. 2245+00.00 TO STA. 2275+00.00		
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY PCC PAVEMENT
-  SIGN
-  DIRECTION OF TRAFFIC
-  TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
-  VERTICAL PANEL
-  TYPE III BARRICADE WITH FLASHING LIGHTS

NOTES: PRE-STAGE 1

1. MAINTAIN TRAFFIC ON EXISTING PAVEMENT. ONE LANE OF TRAFFIC IN EACH DIRECTION MAY BE CLOSED FOR WIDENING OPERATIONS DURING OFF-PEAK HOURS ONLY. ALL TRAFFIC CONTROL DEVICES SHALL BE PULLED BACK TO THE SHOULDER AREA AT ALL OTHER TIMES.
2. INSTALL APPROPRIATE TRAFFIC CONTROL AND PROTECTION AS DIRECTED BY THE ENGINEER.
3. CONSTRUCT WIDENING WITH TEMPORARY PAVEMENT AS INDICATED.
4. REMOVE AND REINSTALL EXISTING GUARDRAIL WHERE INDICATED.
5. PRE-STAGE 1 TRAFFIC CONTROL SHOWN ON THE PLANS DEPICT PLACEMENT OF DEVICES DURING PEAK HOURS.

FILE NAME = S:\Projects\403-00072-57-70\dgn\ML_Keller\sof_PS.dgn	USER NAME = bsoebel	DESIGNED - ESW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE 1, FAI ROUTE 57/70		F.A.I. RTE. 57/70	SECTION (25-3,4)R	COUNTY EFFEINGHAM	TOTAL SHEETS 1098	SHEET NO. 100	
PLOT SCALE = 1/8"=20' / IN.		DRAWN - PDB	REVISED -				SCALE: 1"=50'		SHEET NO. 10 OF 10 SHEETS		STA. 2275+00.00 TO STA. 2289+00.00	
PLOT DATE = 3/18/2011		CHECKED - BRM	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					
		DATE - 4-28-08	REVISED -									