

★ 115+3=118

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.	70251	

*CHAMPAIGN & DOUGLAS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.I ROUTE 57 (I 57)
SECTION (21-28,21-10-29,10-30)RS-1
PROJECT IM-057-5(194)212
CHAMPAIGN & DOUGLAS COUNTY(S)

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 5-9

STRUCTURE PAVING OMISSIONS

NB SN 021-2008 STA. 552+92.12 TO STA. 556+91.12
SB SN 021-2009 STA. 552+92.12 TO STA. 556+91.12
NB SN 021-2010 STA. 560+45.13 TO STA. 563+05.65
SB SN 021-2011 STA. 560+95.93 TO STA. 563+55.29
NB SN 010-0200 STA. 938+49.13 TO STA. 942+86.00
SB SN 010-0201 STA. 937+82.50 TO STA. 942+18.30
NB SN 010-0198 STA. 117+83.61 TO STA. 119+05.37
SB SN 010-0199 STA. 117+91.34 TO STA. 119+13.10

STRUCTURE REPAIRS

NB SN 021-2010 STA. 562+00.00 (A)
SB SN 021-2011 STA. 562+00.00 (A)
NB SN 010-0198 STA. 118+50.00 (B)
SB SN 010-0199 STA. 118+50.00 (B)

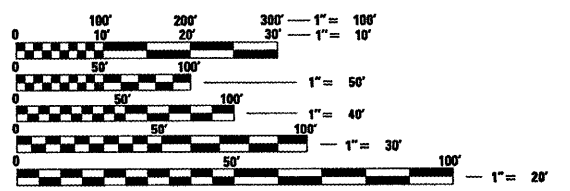
SEE GENERAL NOTES FOR ADDITIONAL STRUCTURE INFORMATION

CURRENT TRAFFIC DATA

F. A. I. ROUTE 57

2009 ADT =	20,350
PC % =	64.9
SU % =	4.9
MU % =	30.2

DESIGN DESIGNATION
INTERSTATE



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 (BLOOMINGTON TOWNSHIP)

PROJECT ENGINEER: KEVIN TRAPP
SQUAD LEADER: JEFF SHERER
PHONE: (217)465-4181
CONTRACT NO. 70251

C-95-093-02

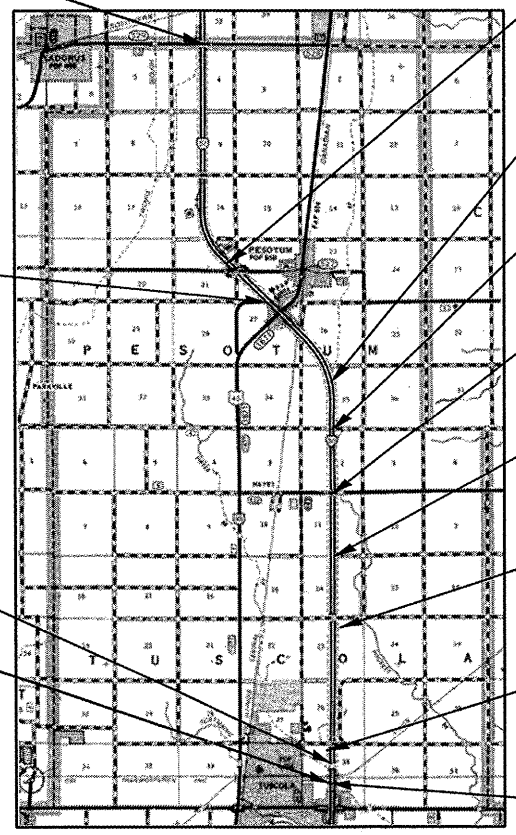
**0.3 MI N OF US 36 TO SADORUS RD
RESURFACING (INT-2ND) BRIDGE REPAIR**

SECTION (21-28, 21-10-29, 10-30)RS-1
ENDS STA. 350+00.00

CHAMPAIGN COUNTY
DOUGLAS COUNTY STA. 848+62.49

SECTION (21-28, 21-10-29, 10-30)RS-1
BEGINS STA. 547+00.00

N
T 17 N
T 16 N
A



STATION EQUATION
STA. 945+52.78 (BK) =
STA. 104+50.00 (AH)

STATION EQUATION
STA. 881+68.05 (BK) =
STA. 881+68.75 (AH)

STATION EQUATION
STA. 843+84.01 (BK) =
STA. 843+85.95 (AH)

STATION EQUATION
STA. 791+00.00 (BK) =
STA. 791+02.19 (AH)

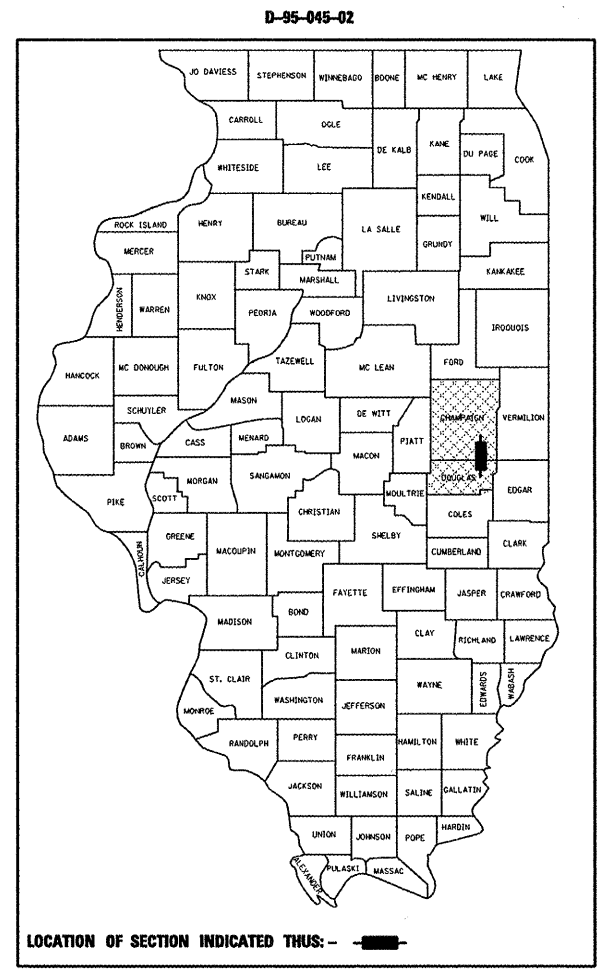
STATION EQUATION
STA. 736+24.61 (BK) =
STA. 736+26.44 (AH)

STATION EQUATION
STA. 687+00.00 (BK) =
STA. 687+03.30 (AH)

STATION EQUATION
STA. 575+43.68 (BK) =
STA. 575+43.98 (AH)

STATION EQUATION
STA. 547+00.00 (BK) =
STA. 547+01.25 (AH)

TOTAL LENGTH OF SECTION & PROJECT = 64,391.27 FEET = 12.195 MILES
NET LENGTH OF SECTION & PROJECT = 63,173.12 FEET = 11.965 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/16 20 09

Joseph E. Couvillion
DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER

Scott E. Still P.E. / *Christine M. Reed*
ENGINEER OF DESIGN AND ENVIRONMENT
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
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HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2m) JOINTED PCC PAVEMENT
442001-04	CLASS A PATCHES
442101-07	CLASS B PATCHES
482001-02	HMA SHOULDERS ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
642001-01	SHOULDER RUMBLE STRIPS
701101-02	OFF-RD MOVING OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD MOVING OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY FOR SPEEDS 45 MPH
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/ EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/ EXPRESSWAY
701402-07	LANE CLOSURE, FREEWAY/ EXPRESSWAY + BARRIER
701406-05	LANE CLOSURE, FREEWAY/ EXPRESSWAY, DAY OPERATIONS ONLY
701411-06	LANE CLOSURE, MULTILANE, AT ENTRANCE RAMP OR EXIT RAMP FOR SPEEDS 45 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720021-02	SIGN PANEL-EXTRUDED ALUMINUM TYPE
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

* CHAMPAIGN & DOUGLAS

FILE NAME = c:\pwork\PMIDOT\SHERRJM\d0134546.DS	USER NAME = sherrjm 0251-ah1-gennote.dgn	DESIGNED - JMS DRAWN - JMS	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS/HIGHWAY STANDARDS	F.A.I. RTE. 57	SECTION (21-28,21-10-29,10-30)RS-1	COUNTY •	TOTAL SHEETS 115	SHEET NO. 2	
PLOT SCALE = 100.0000 / IN.						CHECKED -	REVISED -	CONTRACT NO. 70251			
PLOT DATE = 11/28/2009						DATE - 02-20-2009	REVISED -	ILLINOIS FED. AID PROJECT			

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

G.N.-100

ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-406

THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406.05b

ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-406.10

FOR MULTILANE RESURFACING

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES, THE WORK WILL BE CONFINED TO THE INSIDE TRAFFIC LANE (PASSING LANE) FIRST. THE WORK WILL REMAIN ON THE INSIDE LANE UNTIL THE MIX HAS BEEN ADJUSTED AND APPROVED BY THE ENGINEER BEFORE ANY RESURFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANE(S).

ANY DELAYS OR INCONVENIENCES CAUSED THE CONTRACTOR IN COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS HOT-MIX ASPHALT PAY ITEMS, AS SHOWN IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N. -406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location	I-57	I-57	I-57	US 45 RAMPS
Mixture Use	Poly Surface	Poly Binder	Poly Binder Fine Graded (FG)	Polymer Level Binder
AC/PG	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22
RAP % (Max)	10	10	10	10
Design Air Voids	4.0% @ Ndes=105	4.0% @ Ndes=105	4.0% @ Ndes=105	4.0% @ Ndes=105
Mix Comp(Gradation)	IL 9.5	IL 19.0	IL 19.0 FG	IL 9.5
Friction Aggregate	Mix D	N. A.	N. A.	Mix C

Location	I-57	CROSS-OVERS
Mixture Use	HMA Shoulder	Incidental
AC/PG	PG 58-22	PG 64-22
RAP % (Max)	30	15
Design Air Voids	4.0% @ Ndes=30	4.0% @ Ndes=50
Mix Comp(Gradation)	IL 9.5L	IL 9.5
Friction Aggregate	Mix C	Mix C

G.N.-442B -- PATCHING SCHEDULES

THE PATCHING SCHEDULES INCLUDED IN THE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AT THE TIME OF COMPLETION OF THE PLANS FOR LETTING. VARIATIONS IN LOCATION AND SIZES OF BOTH FULL-DEPTH AND PARTIAL-DEPTH PATCHES MAY OCCUR.

G.N.-482

ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 - 98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO IL 9.5L GRADATION SHOULDER MIXES AND OTHER MIXES (BOTTOM LIFT OF SHOULDERS). THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L MIXES AND OTHER MIXES USING STANDARD CORRELATION PROCEDURES.

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\p\p\DOT\SHERERJM\d0134546\0510251-sh1-genote.dgn	DRAWN - JMS	REVISED -	57			(21-28,21-10-29,10-30)RS-1	•	115	3	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 70251							
PLOT DATE = 12/1/2009	DATE - 02-20-2009	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. 1 OF 2 SHEETS		STA.	TO STA.	

G.N.-667

THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.

G.N.-703A

SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781A

DOUBLE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED ON ALL MULTI-LANE DIVIDED HIGHWAYS. THE LOCATION OF THE REFLECTIVE PAVEMENT MARKERS WILL BE IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N.-1004.01

COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

THERE ARE NO COMMITMENTS FOR THIS CONTRACT

BASED ON STRUCTURAL ANALYSIS THE FOLLOWING SHOULD BE NOTED WITH REGARDS TO MTD DEVICES TRAVELING OVER EXISTING STRUCTURES

AN EMPTY OR LOADED MTD MAY PASS OVER THE FOLLOWING STRUCTURES:

010-0200	021-0010	021-2010
010-0201	021-2008	021-2011
021-0009	021-2009	

ONLY AN EMPTY MTD MAY PASS OVER THE FOLLOWING STRUCTURES:

010-0198	010-8302	010-8305	010-0840
010-0199	010-8303	010-8338	010-0841
010-8300	010-8304	010-8339	010-8345
010-8000	010-8003	010-8006	
010-8001	010-8004	010-8007	
010-8002	010-8005	010-8008	
010-8346	021-8007	021-8010	
010-8347	021-8008	021-8302	
021-8006	021-8009		

NO MTD SHALL BE ALLOWED TO PASS OVER THE FOLLOWING STRUCTURES:

010-8301

STRUCTURE HMA RESURFACING

SN 010-8000	SN 010-8305
SN 010-8001	SN 010-8338
SN 010-8002	SN 010-8339
SN 010-8003	SN 010-8340
SN 010-8004	SN 010-8341
SN 010-8005	SN 010-8345
SN 010-8006	SN 010-8346
SN 010-8007	SN 010-8347
SN 010-8008	SN 021-8006
SN 010-8300	SN 021-8007
SN 010-8301	SN 021-8008
SN 010-8302	SN 021-8009
SN 010-8303	SN 021-8010
SN 010-8304	SN 021-8302

STRUCTURE OMISSIONS

SN 010-0124
SN 010-0145
SN 010-0181
SN 021-0034
SN 021-0043
SN 021-0044

• CHAMPAIGN & DOUGLAS

FILE NAME : c:\pwork\p\WID01\SHERRJH\d0134546\05	USER NAME : sherrj	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	0251-sherrj-gennote.dgn	DRAWN - JMS	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	4	
	PLOT SCALE = 100,0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 70251					
	PLOT DATE = 12/8/2009	DATE - 02-20-2009	REVISED -			ILLINOIS FED. AID PROJECT					

LOCATION OF WORK:

DOUGLAS CO. RURAL RDWY IMPRVMNTS FAI-57 STA. 547+00.00 TO STA. 848+62.49 90% FED 10% STATE	CHAMPAIGN CO. RURAL RDWY IMPRVMNTS FAI-57 STA. 848+62.49 TO STA. 350+00.00 90% FED 10% STATE	DOUGLAS CO. RURAL MINOR STR. REPAIRS FAI-57 SN 021-2010 SN 021-2011 90% FED 10% STATE X081-2A	CHAMPAIGN CO. RURAL MINOR STR. REPAIRS FAI-57 SN 010-0198 SN 010-0199 90% FED 10% STATE X271-2A
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CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	DOUGLAS CO. 1000	CHAMPAIGN CO. 1000
20400800	FURNISHED EXCAVATION	CU YD	460.0	230.0	230.0
31100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	960.0	660.0	300.0
35101400	AGGREGATE BASE COURSE, TYPE B	TON	59.0	46.0	13.0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	67,843.0	34,198.5	33,644.5
40600300	AGGREGATE (PRIME COAT)	TON	1,357.0	683.9	673.1
40600855	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N105	TON	297.0		297.0
40600895	CONSTRUCTING TEST STRIP	EACH	3.0	1.5	1.5
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	4,620.0	886.7	3,733.3
40600990	TEMPORARY RAMP	SQ YD	4,406.0	1,631.7	2,774.3
40603245	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	25,320.0		25,320.0
40603550	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105	TON	31,743.0	15,010.1	16,732.9
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	76.0	35.5	40.5
40800030	AGGREGATE (PRIME COAT)	TON	2.0	0.7	1.3
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	153.0	74.5	78.5
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	4,899.0	2,943.0	1,956.0
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	63,609.0		63,609.0
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	4,121.0		4,121.0
44000162	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	SQ YD	175,555.0	83,752.4	91,802.6
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	3,045.0		3,045.0
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	92,698.0	70,078.1	22,619.9
44200547	CLASS A PATCHES, TYPE IV, 9 INCH	SQ YD	3,668.0	3,668.0	
44200561	CLASS A PATCHES, TYPE I, 11 INCH	SQ YD	239.0	239.0	

* SPECIALTY ITEM(S)

CONT'D NEXT SHEET

* CHAMPAIGN & DOUGLAS

FILE NAME = c:\pw\work\PWID01\SHERERJM\0134546\05	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0251-sh1-500.dgn	DRAWN - JMS	REVISED -					57	(21-28,21-10-29,10-30)RS-1	*	115	5
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -		SCALE: SHEET NO. 1 OF 5 SHEETS STA. TO STA.			CONTRACT NO. 70251				
	PLOT DATE = 12/14/2009	DATE - 111309	REVISED -		ILLINOIS FED. AID PROJECT							

LOCATION OF WORK:

CONSTRUCTION TYPE CODE:

DOUGLAS CO.
RURAL RDWY
IMPRVMNTS
FAI-57
STA. 547+00.00 TO
STA. 848+62.49
90% FED
10% STATE

CHAMPAIGN CO.
RURAL RDWY
IMPRVMNTS
FAI-57
STA. 848+62.49 TO
STA. 350+00.00
90% FED
10% STATE

DOUGLAS CO.
RURAL MINOR
STR. REPAIRS
FAI-57
SN 021-2010
SN 021-2011
90% FED
10% STATE

CHAMPAIGN CO.
RURAL MINOR
STR. REPAIRS
FAI-57
SN 010-0198
SN 010-0199
90% FED
10% STATE

CODE NO	ITEM	UNIT	TOTAL QUANTITY	DOUGLAS CO. 1000	CHAMPAIGN CO. 1000	DOUGLAS CO. X081-2A	CHAMPAIGN CO. X271-2A
44200565	CLASS A PATCHES, TYPE II, 11 INCH	SQ YD	559.0	559.0			
44200569	CLASS A PATCHES, TYPE III, 11 INCH	SQ YD	95.0	95.0			
44200571	CLASS A PATCHES, TYPE IV, 11 INCH	SQ YD	96.0	96.0			
44200988	CLASS B PATCHES, TYPE IV, 11 INCH	SQ YD	2,933.0		2,933.0		
44201007	CLASS B PATCHES, TYPE II, 13 INCH	SQ YD	456.0		456.0		
44201011	CLASS B PATCHES, TYPE III, 13 INCH	SQ YD	19.0		19.0		
44201013	CLASS B PATCHES, TYPE IV, 13 INCH	SQ YD	27.0		27.0		
44201811	CLASS D PATCHES, TYPE I, 14 INCH	SQ YD	16.0		16.0		
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	23.0		23.0		
44213000	PATCHING REINFORCEMENT	SQ YD	4,655.0	4,655.0			
44213100	PAVEMENT FABRIC	SQ YD	2,978.0		2,978.0		
44213200	SAW CUTS	FOOT	19,826.0	12,432.0	7,394.0		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	6,237.0	2,311.9	3,925.1		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	19,552.0	9,354.5	10,197.5		
50102400	CONCRETE REMOVAL	CU YD	28.0			28.0	
50104650	SLOPE WALL REMOVAL	SQ YD	53.3			53.3	
50104830	REMOVAL OF EXISTING CONCRETE I-BEAM	EACH	1.0			1.0	
50300100	FLOOR DRAINS	EACH	5.0			5.0	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	28.0			28.0	
50300260	BRIDGE DECK GROOVING	SQ YD	49.0			49.0	
50300300	PROTECTIVE COAT	SQ YD	85.0			85.0	

* SPECIALTY ITEM(S)

CONT'D NEXT SHEET

* CHAMPAIGN & DOUGLAS

FILE NAME = c:\pwork\PWIDOT\SHERERJM\0134546\05	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	0251-sh1-500.dgn	DRAWN - JMS	REVISED -		SCALE:	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.	57	(21-28,21-10-29,10-30)RS-1	*	115	6
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 70251								
	PLOT DATE = 12/14/2009	DATE - 111309	REVISED -		ILLINOIS FED. AID PROJECT								

CODE NO	ITEM	UNIT	TOTAL QUANTITY	DOUGLAS CO.		CHAMPAIGN CO.		DOUGLAS CO.		CHAMPAIGN CO.	
				RURAL RDWY IMPRVMENTS	FAI-57	RURAL RDWY IMPRVMENTS	FAI-57	RURAL MINOR STR. REPAIRS	FAI-57	RURAL MINOR STR. REPAIRS	FAI-57
CONSTRUCTION TYPE CODE:				STA. 547+00.00 TO STA. 848+62.49	90% FED 10% STATE	STA. 848+62.49 TO STA. 350+00.00	90% FED 10% STATE	SN 021-2010	90% FED 10% STATE	SN 010-0198	90% FED 10% STATE
				1000		1000		X081-2A		X271-2A	
50300530	FLOOR DRAIN EXTENSION	EACH	56.0					56.0			
50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	73.0					73.0			
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	3,150.0							3,150.0	
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	28.0							28.0	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6,190.0					6,190.0			
51100100	SLOPE WALL 4 INCH	SQ YD	53.3					53.3			
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	28.0							28.0	
52100520	ANCHOR BOLTS, 1"	EACH	56.0							56.0	
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	16.0	12.0		4.0					
60260100	INLETS TO BE ADJUSTED	EACH	7.0			7.0					
63400105	GUARD POSTS	EACH	150.0	90.0		60.0					
63400205	GUARD POSTS REMOVAL	EACH	150.0	90.0		60.0					
64200105	SHOULDER RUMBLE STRIP	FOOT	241,024.0	118,488.6		122,535.4					
66410300	CHAIN LINK FENCE REMOVAL	FOOT	56.0					56.0			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8.0	8.0							
67100100	MOBILIZATION	L SUM	1.0	0.5		0.5					
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	10.0	2.0		8.0					
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	0.5		0.5					
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0	0.5		0.5					
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1.0	0.5		0.5					
70100805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	L SUM	1.0	0.5		0.5					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60.0	20.0		40.0					

* SPECIALTY ITEM(S)

CONT'D NEXT SHEET

* CHAMPAIGN & DOUGLAS

FILE NAME *	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\PWIDOT\SHERERJM\d0134546\05	0251-sh1-S00.dgn	DRAWN - JMS	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	7			
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -					CONTRACT NO. 70251				
	PLOT DATE = 12/14/2009	DATE - 111309	REVISED -		SCALE:	SHEET NO. 3 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

LOCATION OF WORK:

DOUGLAS CO.
RURAL RDWY
IMPRVMNTS
FAI-57
STA. 547+00.00 TO
STA. 848+62.49
90% FED
10% STATE

CHAMPAIGN CO.
RURAL RDWY
IMPRVMNTS
FAI-57
STA. 848+62.49 TO
STA. 350+00.00
90% FED
10% STATE

DOUGLAS CO.
RURAL MINOR
STR. REPAIRS
FAI-57
SN 021-2010
SN 021-2011
90% FED
10% STATE
X081-2A

CHAMPAIGN CO.
RURAL MINOR
STR. REPAIRS
FAI-57
SN 010-0198
SN 010-0199
90% FED
10% STATE
X271-2A

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	DOUGLAS CO.	CHAMPAIGN CO.	DOUGLAS CO.	CHAMPAIGN CO.
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	530,504.0	57,221.1	473,282.9		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	58,356.0	6,294.3	52,061.7		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	525.0		525.0		
72000300	SIGN PANEL - TYPE 3	SQ FT	168.0		168.0		
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	162.0		162.0		
73302170	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE II-C-A (36" X 5'-6")	FOOT	30.0		30.0		
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	9.0		9.0		
73600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	1.0		1.0		
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	1.0		1.0		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	261,473.0	118,965.1	142,507.9		
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	235.0		235.0		
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	7,080.0		7,080.0		
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	101.0		101.0		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	72.0		72.0		
* 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	35,142.0	14,334.2	20,807.8		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	3,871	1,404	2,467		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	3,871	1,404	2,467		
81603035	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	515.0		515.0		
X0301424	SILICONE JOINT SEALER	FOOT	175.0				175.0
* X0301741	AERIAL SPEED CHECK MARKING	FOOT	144.0	144.0			
X0320887	POLYMER CONCRETE	CU FT	0.5			0.5	
X0322729	MATERIAL TRANSFER DEVICE	TON	69,693.0	30,279.3	39,413.7		

* SPECIALTY ITEM(S) Y002-1C & 100% STATE

Y002-1C 90/10
FED. ST.

CONT'D NEXT SHEET

• CHAMPAIGN & DOUGLAS

FILE NAME :	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\shererjm\0134546\05	0251-shr-S00.dgn	DRAWN - JMS	REVISED -		SCALE:	SHEET NO. 4 OF 5 SHEETS	STA.	TO STA.	57	(21-28,21-10-29,10-30)RS-1	*	115	8
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 70251								
	PLOT DATE = 12/14/2009	DATE - 111309	REVISED -		ILLINOIS FED. AID PROJECT								

LOCATION OF WORK:

DOUGLAS CO.
RURAL RDWY
IMPRVMNTS
FAI-57
STA. 547+00.00 TO
STA. 848+62.49
90% FED
10% STATE

CHAMPAIGN CO.
RURAL RDWY
IMPRVMNTS
FAI-57
STA. 848+62.49 TO
STA. 350+00.00
90% FED
10% STATE

DOUGLAS CO.
RURAL MINOR
STR. REPAIRS
FAI-57
SN 021-2010
SN 021-2011
90% FED
10% STATE

CHAMPAIGN CO.
RURAL MINOR
STR. REPAIRS
FAI-57
SN 010-0198
SN 010-0199
90% FED
10% STATE

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	DOUGLAS CO. 1000	CHAMPAIGN CO. 1000	DOUGLAS CO. X081-2A	CHAMPAIGN CO. X271-2A
X0322932	SILICONE JOINT SEALER, 1.5"	FOOT	192.0			192.0	
X0323583	SPEED INDICATOR SIGN	CAL DA	125.0	42.0	83.0		
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	103.3			103.3	
X4401705	PARTIAL DEPTH REMOVAL	SQ YD	42.0	42.0			
X4421000	PARTIAL DEPTH PATCHING	TON	15.0	15.0			
X5080600	MECHANICAL SPLICERS	EACH	245.0			245.0	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28.0	14.0	14.0		
X8040310	ELECTRICAL SERVICE DISCONNECT	EACH	2.0		2.0		
Z0003600	BEAM STRAIGHTENING	L SUM	1.0				1.0
Z0017100	DOWEL BARS	EACH	2,702.0		2,702.0		
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	1.0		1.0		
Z0050100	REMOVE AND RE-ERECT EXISTING HANDRAIL	FOOT	76.0			76.0	
Z0075300	TIE BARS	EACH	2,612.0	1,498.0	1,114.0		
T9990710	REMOVE AND REINSTALL WALKWAY	FOOT	20.0		20.0		
T9997700	FURNISH AND INSTALL SAFETY CHAIN	EACH	2.0		2.0		
T9998815	REPAIR HANDRAIL LOCKING PIN CONNECTION	EACH	3.0		3.0		
40603244	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, FG, N105	TON	17007.0	15269.2	1737.8		

* SPECIALTY ITEM(S)

Y002-1C

* CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cc:\p\work\K\FWIDOT\SHERERJM\0134546\050251-shr-500.dgn	DRAWN - JMS	REVISED -	57					(21-28,21-10-29,10-30)RS-1	*	115	9	
PLOT SCALE = 100.0000 / IN.	CHECKED -	REVISED -	CONTRACT NO. 70251									
PLOT DATE = 12/14/2009	DATE - 111309	REVISED -	SCALE:		SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

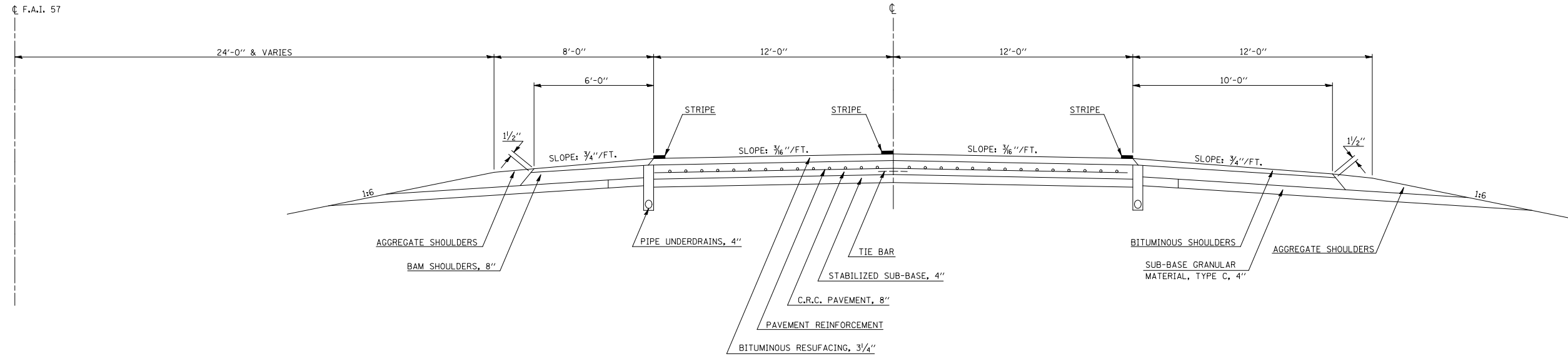
EXISTING TYPICAL SECTION

F.A.I. 57

STATION	TO	STATION	
547+01.25 AH.		575+43.68 BK.	(N. B. & S. B.)
575+43.98 AH.		687+00.00 BK.	(N. B. & S. B.)
687+03.30 AH.		736+24.61 BK.	(N. B. & S. B.)
736+26.41 AH.		791+00.00 BK.	(N. B. & S. B.)
791+02.19 AH.		843+84.01 BK.	(N. B. & S. B.)
843+85.95 AH.		881+68.05 BK.	(N. B. & S. B.)
927+43.92		945+52.78	(N. B. & S. B.)

PAVING OMISSIONS:

NB SN 021-2008 STA.	552+92.12 TO STA.	556+91.12
SB SN 021-2009 STA.	552+92.12 TO STA.	556+91.12
NB SN 021-0010 STA.	560+45.13 TO STA.	563+05.65
SB SN 021-0011 STA.	560+95.13 TO STA.	563+55.29
NB SN 021-0200 STA.	938+49.13 TO STA.	942+86.00
SB SN 021-0201 STA.	937+82.50 TO STA.	942+18.30



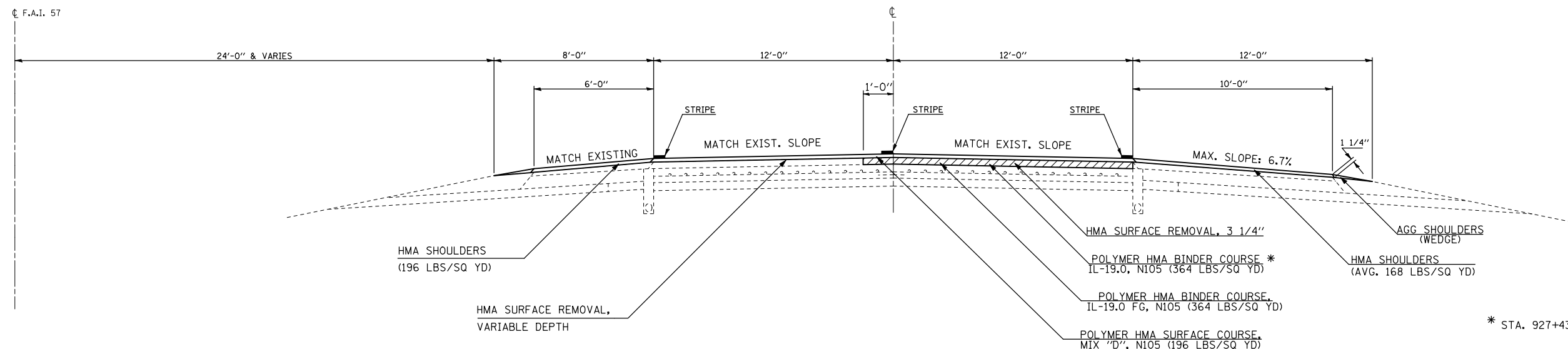
1 PROPOSED TYPICAL SECTION

F.A.I. 57

STATION	TO	STATION	
547+01.25 AH.		575+43.68 BK.	(N. B. & S. B.)
575+43.98 AH.		687+00.00 BK.	(N. B. & S. B.)
687+03.30 AH.		736+24.61 BK.	(N. B. & S. B.)
736+26.41 AH.		791+00.00 BK.	(N. B. & S. B.)
791+02.19 AH.		843+84.01 BK.	(N. B. & S. B.)
843+85.95 AH.		881+68.05 BK.	(N. B. & S. B.)
927+43.92		945+52.78 BK.	(N. B. & S. B.)

PAVING OMISSIONS:

NB SN 021-2008 STA.	552+92.12 TO STA.	556+91.12
SB SN 021-2009 STA.	552+92.12 TO STA.	556+91.12
NB SN 021-0010 STA.	560+45.13 TO STA.	563+05.65
SB SN 021-0011 STA.	560+95.13 TO STA.	563+55.29
NB SN 021-0200 STA.	938+49.13 TO STA.	942+86.00
SB SN 021-0201 STA.	937+82.50 TO STA.	942+18.30



* STA. 927+43.92 TO STA. 945+52.78

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
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PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/28/2009		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: SHEET NO. 1 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	10

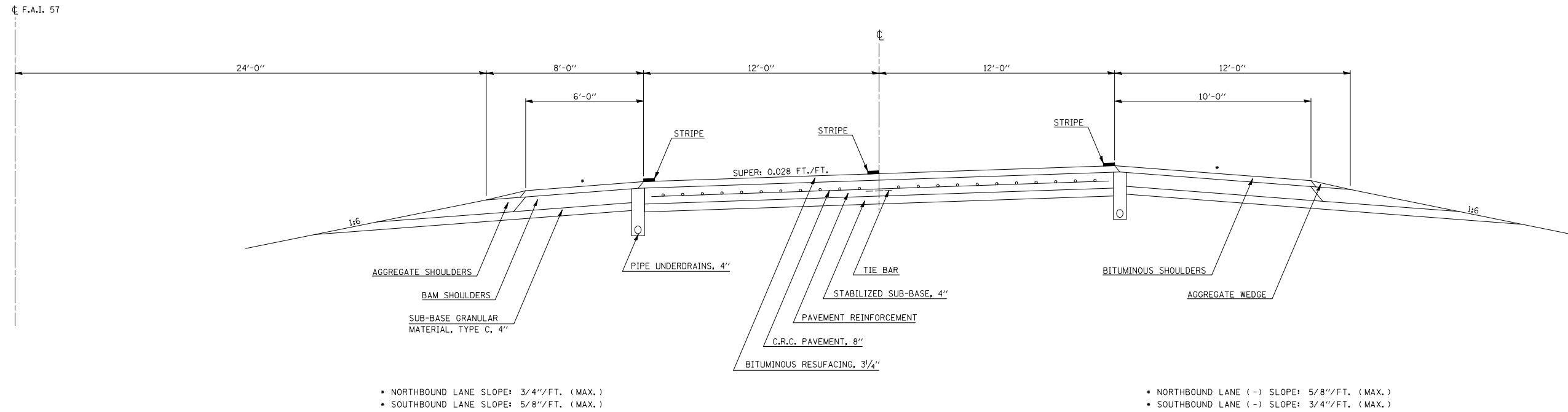
CONTRACT NO. 70251

*DOUGLAS AND CHAMPAIGN COUNTIES
ILLINOIS FED. AID PROJECT

EXISTING TYPICAL SECTION

F.A.I. 57

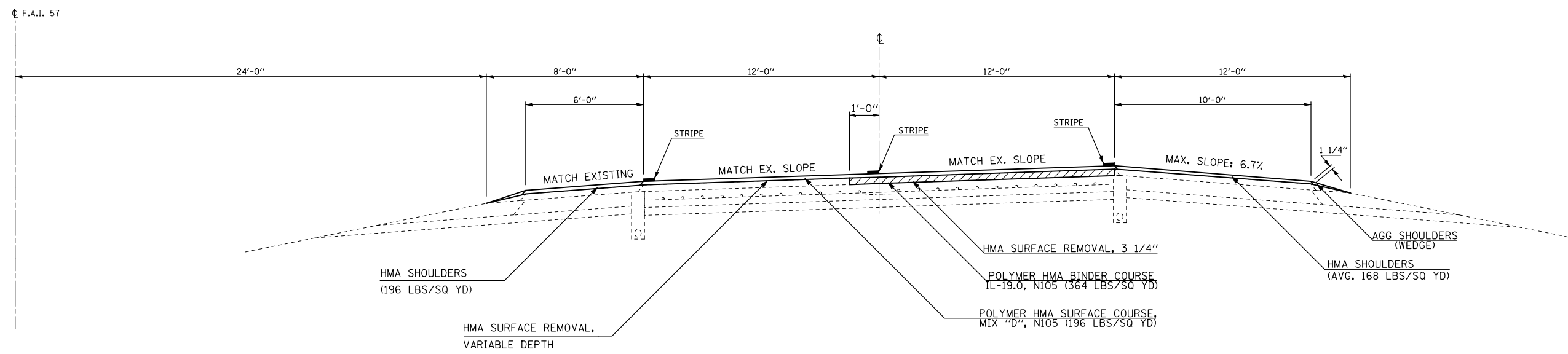
STATION 881+68.75 AH. TO STATION 927+43.92 (N.B. & S.B.)



2 PROPOSED TYPICAL SECTION

F.A.I. 57

STATION 881+68.75 AH. TO STATION 927+43.92 (N.B. & S.B.)



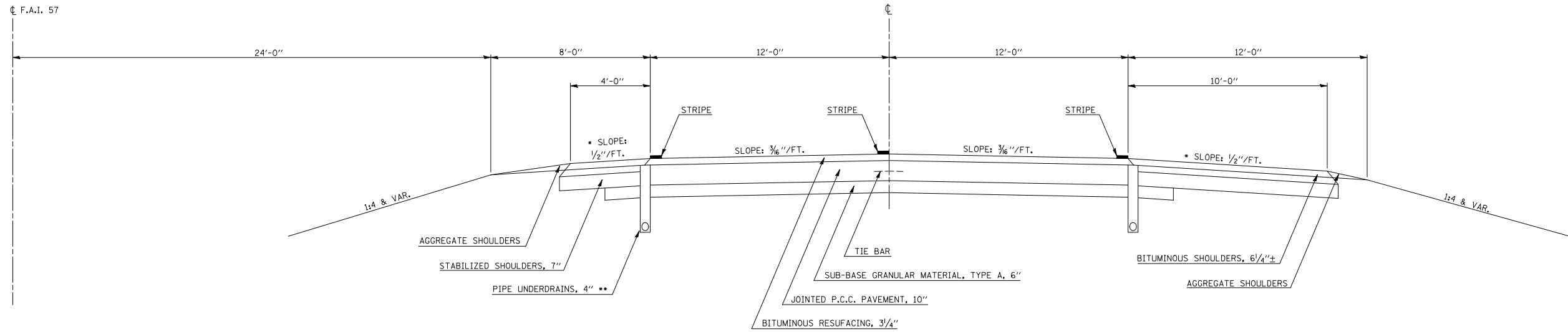
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				TYPICAL CROSS SECTIONS				*DOUGLAS AND CHAMPAIGN COUNTIES				
FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	SCALE: SHEET NO. 2 OF 10 SHEETS STA. TO STA.				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwwork\pwwid\shererjm\d0134546\d0251-shr-typical.dgn		DRAWN -	REVISED -					57	(21-28,21-10-29,10-30)RS-1	*	115	11
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 70251				
PLOT DATE = 11/28/2009		DATE -	REVISED -	ILLINOIS FED. AID PROJECT								

EXISTING TYPICAL SECTION

F.A.I. 57

STATION	TO	STATION
104+50.00 AH.		185+30.87 (N.B. & S.B.)
230+69.79		350+00.00 (S.B.)
230+69.79		284+74.00 (N.B.)
305+82.00		312+00.00 (N.B.)

PAVING OMISSIONS:
 NB SN 010-0198 STA. 117+83.61 TO 119+05.37
 SB SN 010-0199 STA. 117+91.34 TO 119+13.10



- STA. 104+50.00 TO STA. 137+43.36 (N.B. & S.B.) - 3/4 "/>FT. SLOPE
- ** STA. 270+95.00 TO STA. 276+95.00 (N.B.) - NO UNDERDRAINS

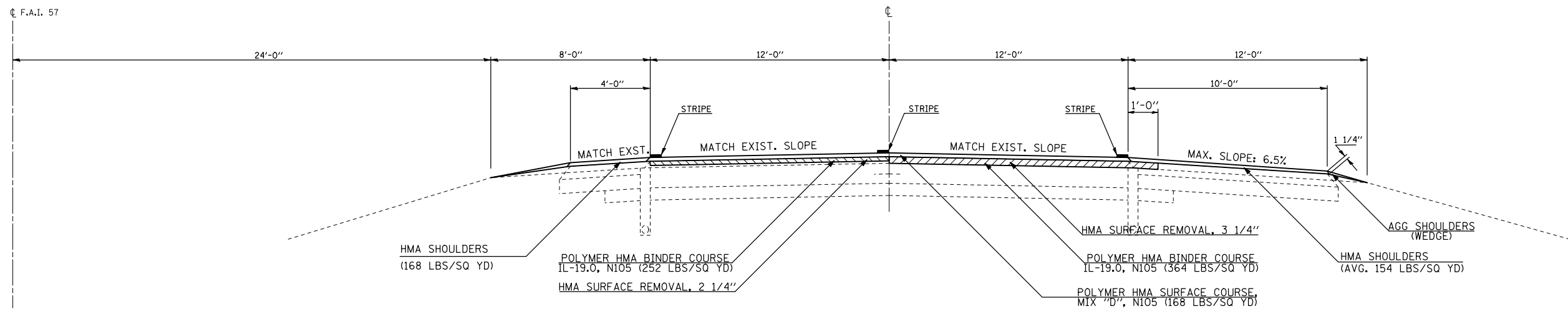
3

PROPOSED TYPICAL SECTION

F.A.I. 57

STATION	TO	STATION
① 104+50.00 AH.		④ 185+30.87 (N.B. & S.B.)
② 230+69.79		⑤ 350+00.00 (S.B.)
③ 230+69.79		⑥ 284+74.00 (N.B.)
⑦ 305+82.00		⑧ 312+00.00 (N.B.)

PAVING OMISSIONS:
 NB SN 010-0198 STA. 117+83.61 TO 119+05.37
 SB SN 010-0199 STA. 117+91.34 TO 119+13.10

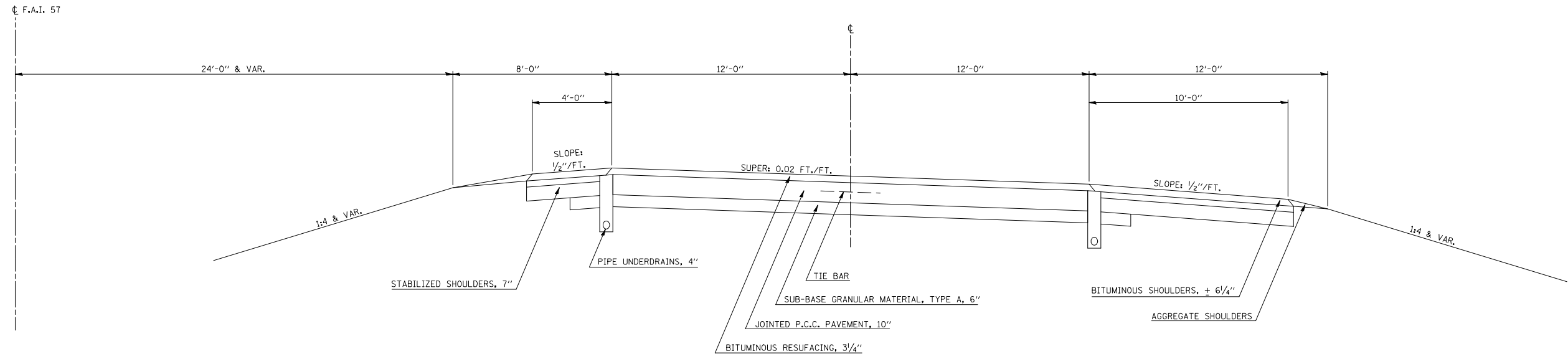


FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 70251					
PLOT DATE = 11/28/2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

EXISTING TYPICAL SECTION

F.A.I. 57

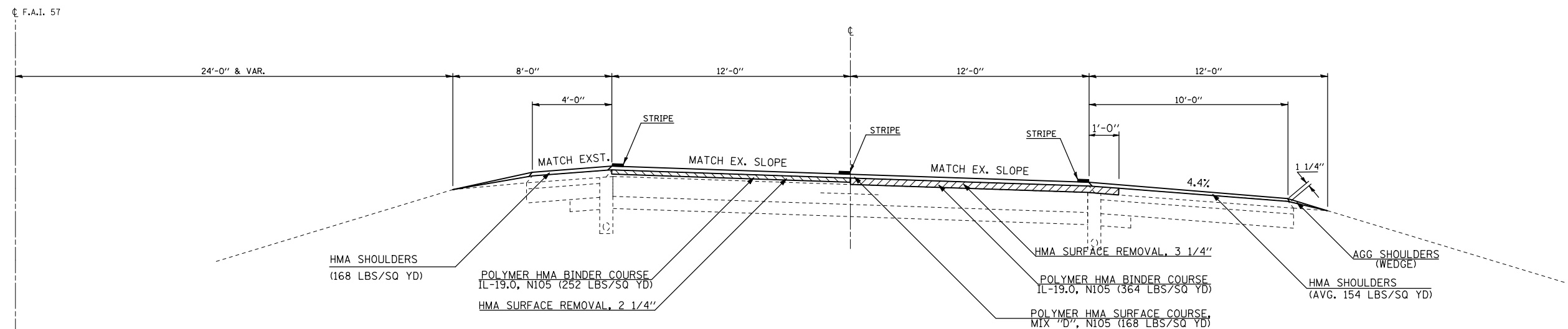
STATION 185+30.87 TO STATION 230+69.79 (N.B. & S.B.)



4 PROPOSED TYPICAL SECTION

F.A.I. 57

STATION 185+30.87 TO STATION 230+69.79 (N.B. & S.B.)



FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\d0570251-shr-typico1.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

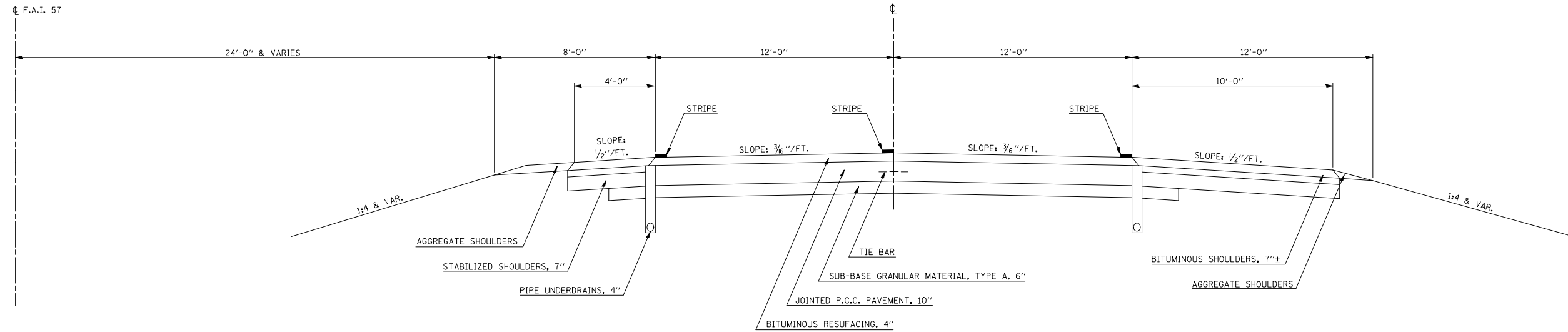
SCALE: SHEET NO. 4 OF 10 SHEETS STA. TO STA.

*DOUGLAS AND CHAMPAIGN COUNTIES			
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
57	(21-28,21-10-29,10-30)RS-1	*	115
			SHEET NO. 13
CONTRACT NO. 70251			
ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL SECTION

F.A.I. 57

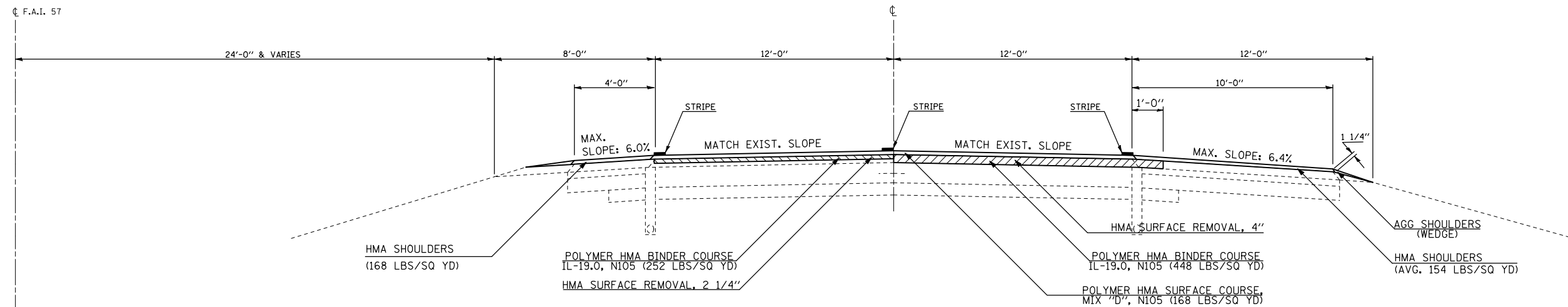
STATION 284+74.00 TO STATION 305+82.00 (N. B.)



5 PROPOSED TYPICAL SECTION

F.A.I. 57

STATION 284+74.00 TO STATION 305+82.00 (N. B.)

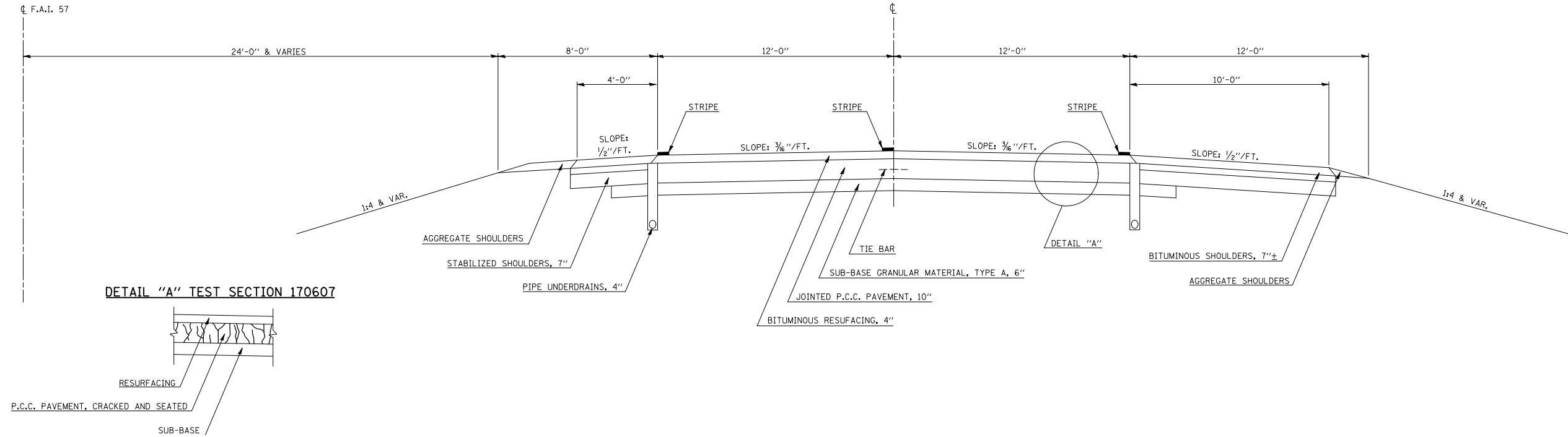


FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS	F.A.I. RTE. 57	SECTION (21-28,21-10-29,10-30)RS-1	COUNTY *	TOTAL SHEETS 115	SHEET NO. 14
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PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -							
PLOT DATE = 11/28/2009		DATE -	REVISED -							
						SCALE:	SHEET NO. 5 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 70251
										*DOUGLAS AND CHAMPAIGN COUNTIES ILLINOIS FED. AID PROJECT

EXISTING TYPICAL SECTION

F.A.I. 57

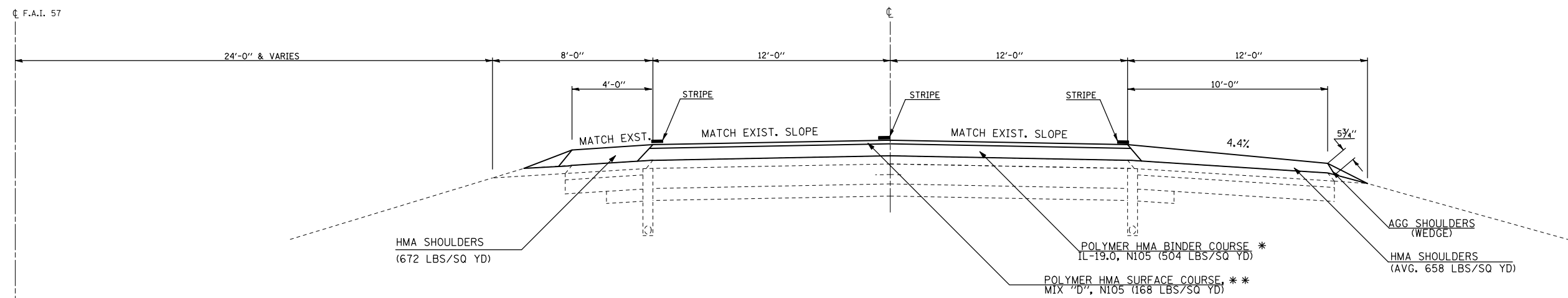
STATION 312+00.00 TO STATION 323+95.00 (N. B.)



6 PROPOSED TYPICAL SECTION

F.A.I. 57

STATION 312+00.00 TO STATION 323+95.00 (N. B.)



** MTD TO BE USED ON SURFACE COURSE ONLY.

* BINDER SHALL BE PLACED IN MULTIPLE LIFTS.
2/4" LIFT THICKNESS.

*DOUGLAS AND CHAMPAIGN COUNTIES

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\d0251-shr-typical.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

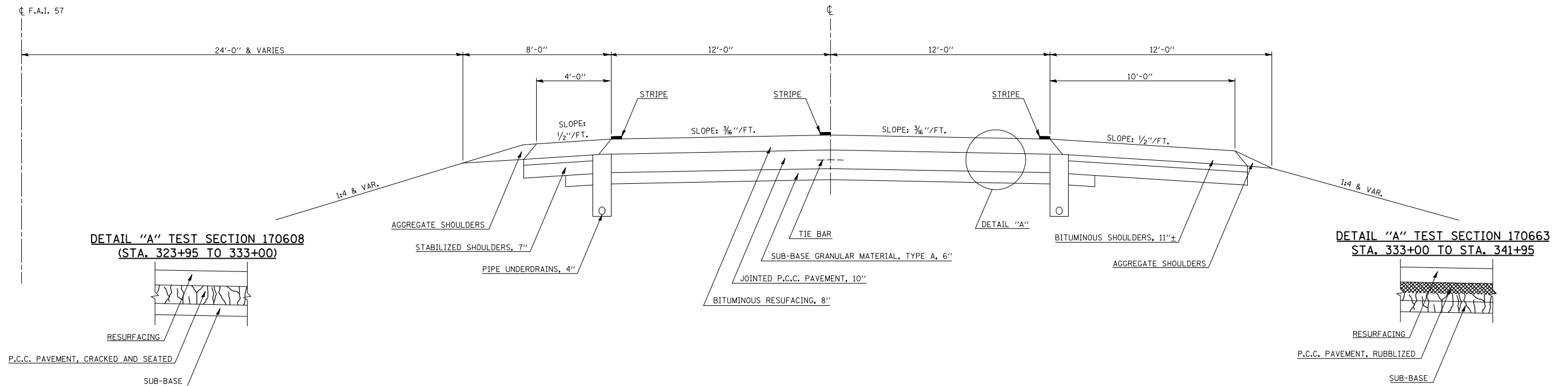
SCALE: SHEET NO. 6 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	15
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

EXISTING TYPICAL SECTION

F.A.I. 57

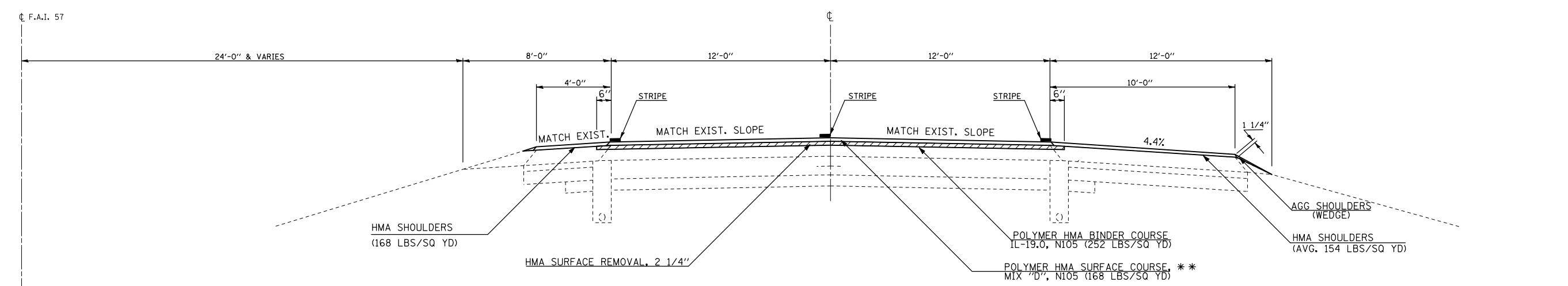
STATION 323+95.00 TO STATION 341+95.00 (N. B.)



7 PROPOSED TYPICAL SECTION

F.A.I. 57

STATION 323+95.00 TO STATION 341+95.00 (N. B.)



** MTD TO BE USED ON SURFACE COURSE ONLY.

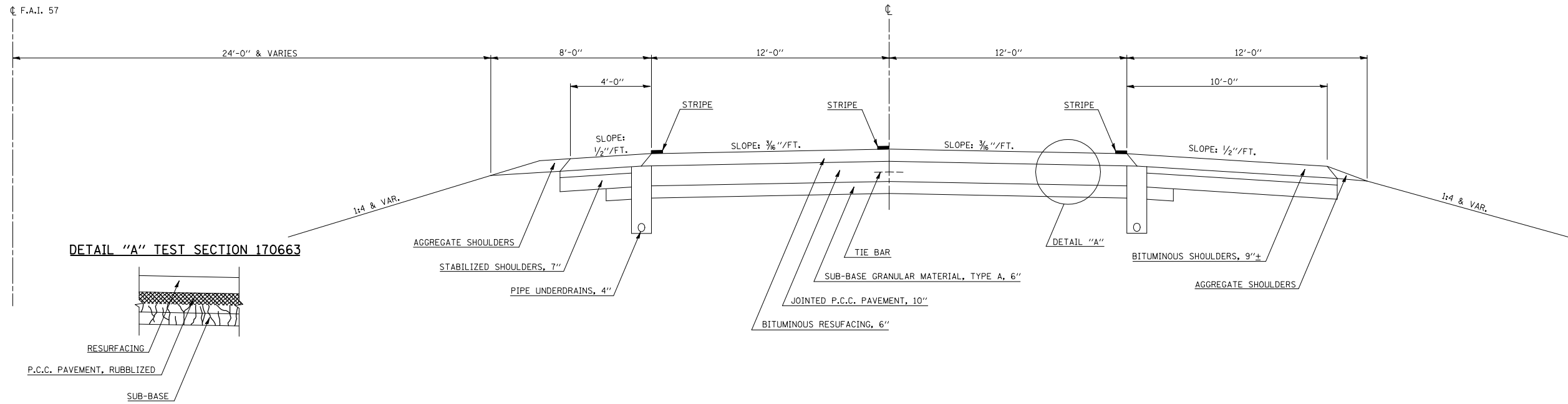
FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS			F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-typical.dgn		DRAWN -	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	16			
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. 7 OF 10 SHEETS STA. TO STA.			CONTRACT NO. 70251				
PLOT DATE = 12/3/2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

*DOUGLAS AND CHAMPAIGN COUNTIES

EXISTING TYPICAL SECTION

F.A.I. 57

STATION TO STATION
341+95.00 TO 350+00.00 (N. B.)

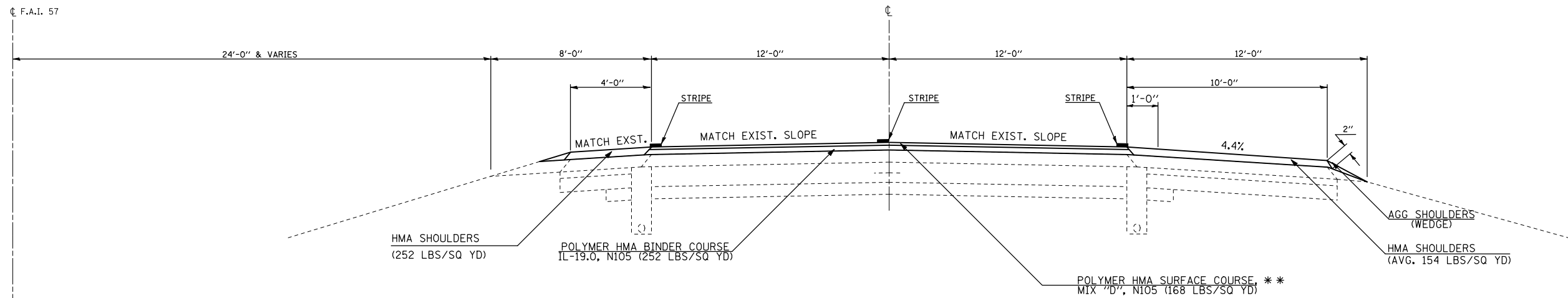


8

PROPOSED TYPICAL SECTION

F.A.I. 57

STATION TO STATION
341+95.00 TO 350+00.00 (N. B.)

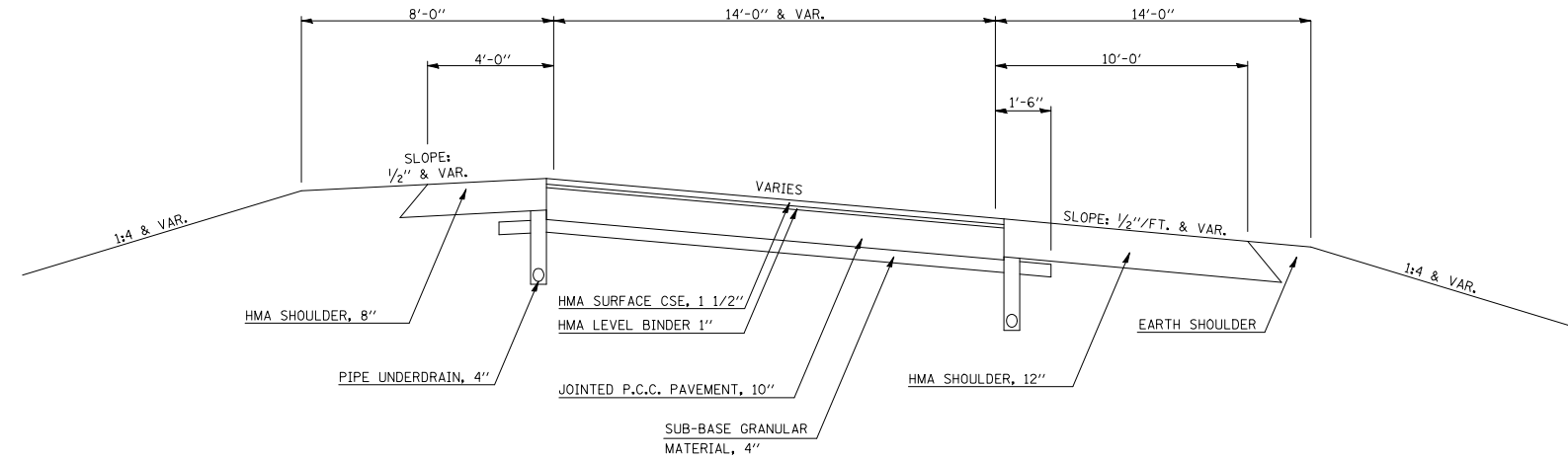


** MTD TO BE USED ON SURFACE COURSE ONLY.

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS	F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\PWIDOT\SHERRERJM\d0134546\d0570251-shr-typical.dgn	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	17	
PLOT DATE = 11/28/2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 70251					
						ILLINOIS FED. AID PROJECT					

EXISTING TYPICAL SECTION F.A.I. 57 & U.S. RTE. 45 INTERCHANGE RAMPS

STATION	TO	STATION
(RAMP CB) 20+00.00		30+44.39 (BK)
(RAMP CB) 0+00.00 (AH)		9+49.95
(RAMP BD) 0+00.00		6+72.59 (BK)
(RAMP BD) 46+72.59 (AH)		55+48.22
(RAMP AC) 0+00.00		15+48.22
(RAMP DA) 60+00.00		70+30.33 (BK)
(RAMP DA) 0+00.00 (AH)		9+49.95



STATION EQUATIONS

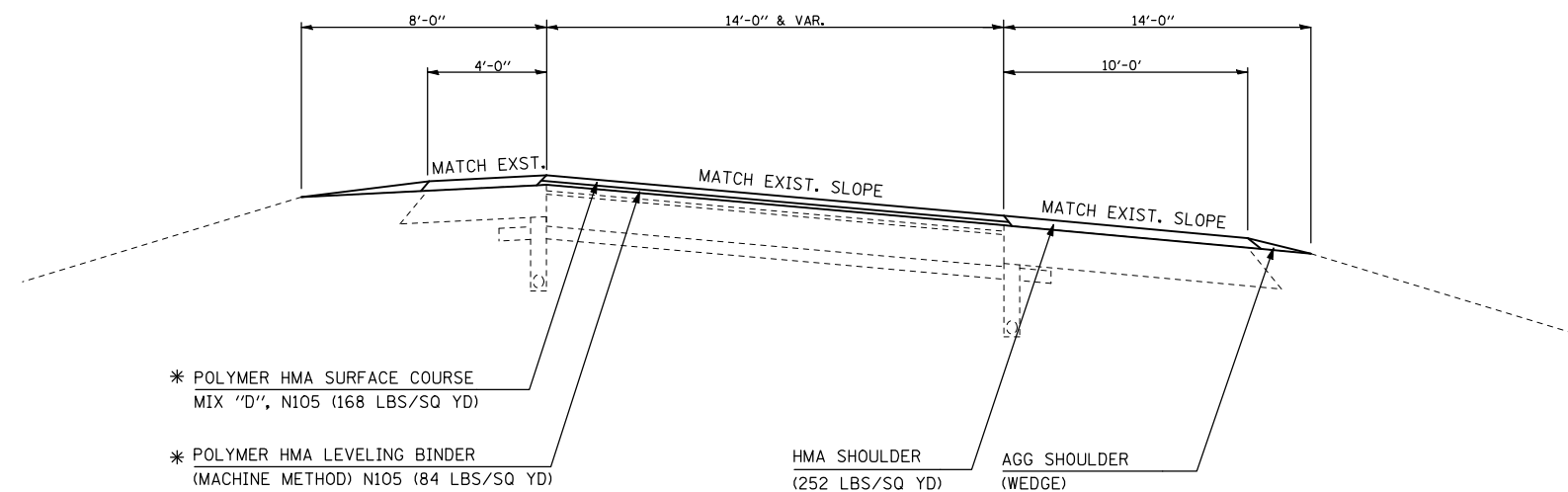
RAMP CB - STA. 30+44.39(BK) =
STA. 0+00.00(AH)

RAMP BD - STA. 6+72.59(BK) =
STA. 46+72.59(AH)

RAMP DA - STA. 70+30.33(BK) =
STA. 0+00.00(AH)

9 PROPOSED TYPICAL SECTION F.A.I. 57 & U.S. RTE. 45 INTERCHANGE RAMPS

STATION	TO	STATION
(RAMP CB) 20+00.00		30+44.39 (BK)
(RAMP CB) 0+00.00 (AH)		9+49.95
(RAMP BD) 0+00.00		6+72.59 (BK)
(RAMP BD) 46+72.59 (AH)		55+48.22
(RAMP AC) 0+00.00		15+48.22
(RAMP DA) 60+00.00		70+30.33 (BK)
(RAMP DA) 0+00.00 (AH)		9+49.95



- * HMA SURFACE REMOVAL, 2 1/2 "
- RAMP CB STA. 8+14.67 TO STA. 29+85.03
- RAMP BD STA. 0+00.00 TO STA. 6+79.71
- RAMP DA STA. 69+06.41 TO STA. 9+49.95
- RAMP AC 0+00.00 TO STA. STA. 6+72.59
- * POLY HMA BC, IL19.0, N105 (280 LBS/SQ YD)
- RAMP CB STA. 8+14.67 TO STA. 29+85.03
- RAMP BD STA. 0+00.00 TO STA. 6+79.71
- RAMP DA STA. 69+06.41 TO STA. 9+49.95
- RAMP AC 0+00.00 TO STA. STA. 6+72.59
- * POLY HMA SC "D" N105 (168 LBS/SQ YD)
- RAMP CB STA. 8+14.67 TO STA. 29+85.03
- RAMP BD STA. 0+00.00 TO STA. 6+79.71
- RAMP DA STA. 69+06.41 TO STA. 9+49.95
- RAMP AC 0+00.00 TO STA. STA. 6+72.59

STATION EQUATIONS

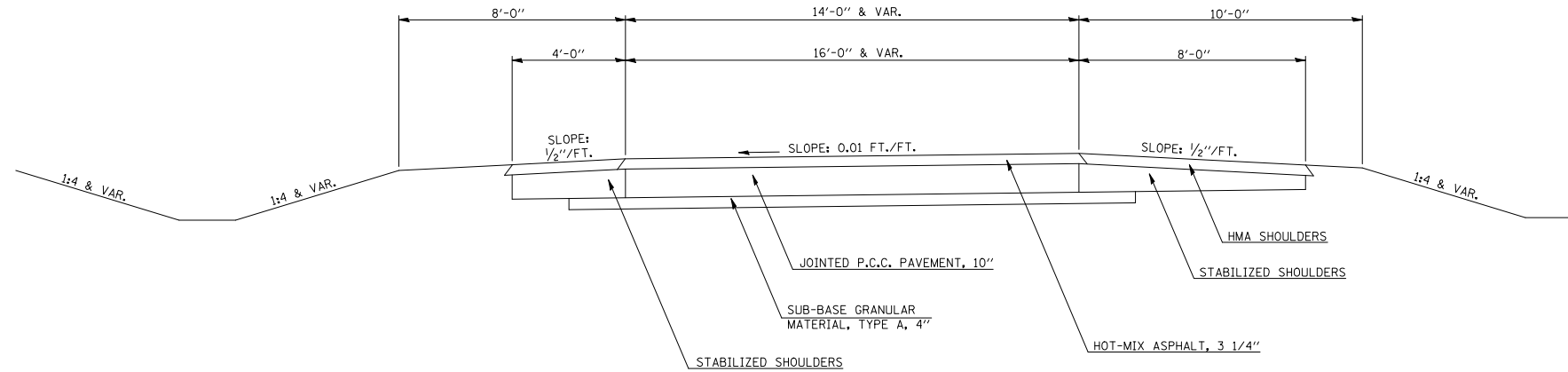
RAMP CB - STA. 30+44.39(BK) =
STA. 0+00.00(AH)

RAMP BD - STA. 6+72.59(BK) =
STA. 46+72.59(AH)

RAMP DA - STA. 70+30.33(BK) =
STA. 0+00.00(AH)

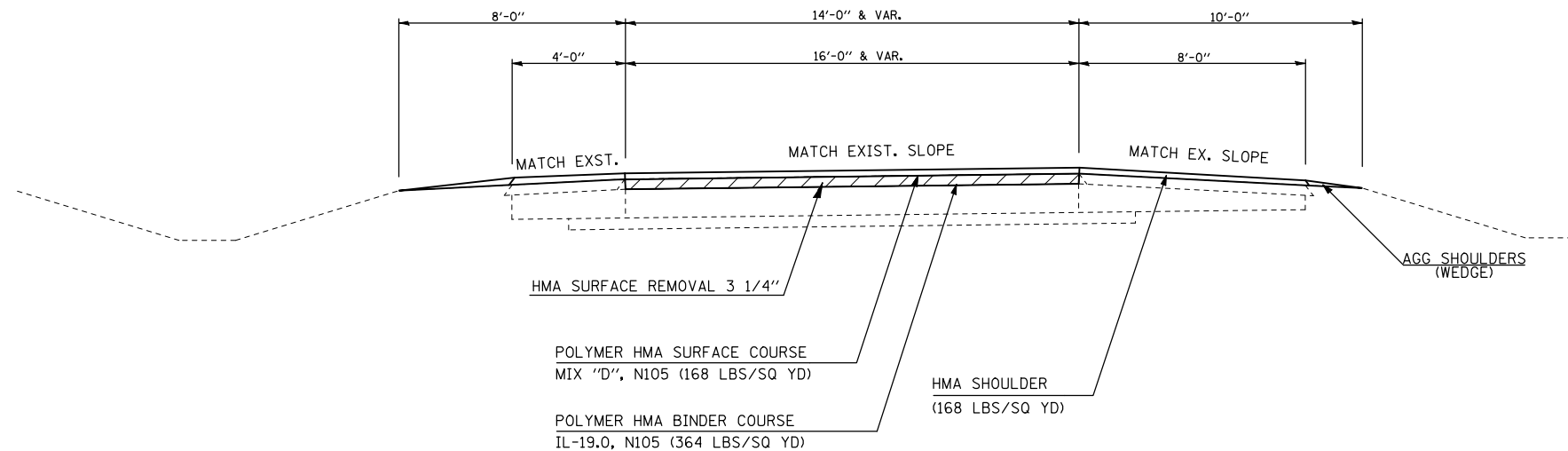
EXISTING TYPICAL SECTION F.A.I. 57 NB/SB REST AREA RAMPS

EXIT AND ENTRANCE RAMPS



10 PROPOSED TYPICAL SECTION F.A.I. 57 NB/SB REST AREA RAMPS

	STATION	TO	STATION
(NB ENTR RMP)	184+27.52		191+73.60
(NB EXIT RMP)	208+27.29		220+28.13
(SB EXIT RMP)	118+75.85		132+10.35
(SB ENTR RMP)	147+69.00		155+00.00



FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-typical.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/28/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL CROSS SECTIONS

SCALE: SHEET NO. 10 OF 10 SHEETS STA. TO STA.

*DOUGLAS AND CHAMPAIGN COUNTIES				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	19
			CONTRACT NO. 70251	
ILLINOIS FED. AID PROJECT				

		STATION	IQ	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 MAINLINE (DOUGLAS)							
	SB	LT		547+00.00			
			LT	547+52.50	52.5	10.0	58.3
	SB	RT		547+00.00			
			RT	547+52.50	52.5	6.0	35.0
	NB	LT		547+00.00			
			LT	547+52.50	52.5	6.0	35.0
	NB	RT		320+10.98			
			RT	320+63.48	52.5	6.0	35.0
	SB	LT		553+39.62			
			LT	553+92.12	52.5	10.0	58.3
	SB	RT		553+39.62			
			RT	553+92.12	52.5	6.0	35.0
	NB	LT		553+39.62			
			LT	553+92.12	52.5	6.0	35.0
	NB	RT		326+50.60			
			RT	327+03.10	52.5	6.0	35.0
	SB	LT		556+91.12			
			LT	557+43.62	52.5	10.0	58.3
	SB	RT		556+91.12			
			RT	557+43.62	52.5	6.0	35.0
	NB	LT		556+91.12			
			LT	557+43.62	52.5	6.0	35.0
	NB	RT		556+91.12			
			RT	557+43.62	52.5	10.0	58.3
	SB	LT		560+43.43			
			LT	560+95.93	52.5	10.0	58.3
	SB	RT		560+43.43			
			RT	560+95.93	52.5	6.0	35.0
	NB	LT		559+92.63			
			LT	560+45.13	52.5	6.0	35.0
	NB	RT		559+92.63			
			RT	560+45.13	52.5	10.0	58.3
	SB	LT		563+55.29			
			LT	564+07.79	52.5	10.0	58.3
	SB	RT		563+55.29			
			RT	564+07.79	52.5	6.0	35.0
	NB	LT		563+05.65			
			LT	563+58.15	52.5	6.0	35.0
	NB	RT		563+05.65			
			RT	563+58.15	52.5	10.0	58.3
SUB-TOTAL =							886.7

		STATION	IQ	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 MAINLINE (DOUGLAS)							
	SB	LT		547+00.00			
			LT	547+52.50	52.5	13.0	75.8
	SB	RT		547+00.00			
			RT	547+52.50	30.0	11.0	36.7
	NB	LT		547+00.00			
			LT	547+52.50	30.0	11.0	36.7
	NB	RT		320+10.98			
			RT	320+63.48	52.5	13.0	75.8
	SB	LT		553+39.62			
			LT	553+92.12	52.5	13.0	75.8
	SB	RT		553+39.62			
			RT	553+92.12	30.0	11.0	36.7
	NB	LT		553+39.62			
			LT	553+92.12	30.0	11.0	36.7
	NB	RT		326+50.60			
			RT	327+03.10	52.5	13.0	75.8
	SB	LT		556+91.12			
			LT	557+43.62	52.5	13.0	75.8
	SB	RT		556+91.12			
			RT	557+43.62	30.0	11.0	36.7
	NB	LT		556+91.12			
			LT	557+43.62	30.0	11.0	36.7
	NB	RT		556+91.12			
			RT	557+43.62	52.5	13.0	75.8
	SB	LT		560+43.43			
			LT	560+95.93	52.5	13.0	75.8
	SB	RT		560+43.43			
			RT	560+95.93	30.0	11.0	36.7
	NB	LT		559+92.63			
			LT	560+45.13	30.0	11.0	36.7
	NB	RT		559+92.63			
			RT	560+45.13	52.5	13.0	75.8
	SB	LT		563+55.29			
			LT	564+07.79	52.5	13.0	75.8
	SB	RT		563+55.29			
			RT	564+07.79	30.0	11.0	36.7
	NB	LT		563+05.65			
			LT	563+58.15	30.0	11.0	36.7
	NB	RT		563+05.65			
			RT	563+58.15	52.5	13.0	75.8
SUB-TOTAL =							1,125.0

		STATION	IQ	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 MAINLINE (CHAMPAIGN)							
	SB	LT		937+30.00			
			LT	937+82.50	52.5	10.0	58.3
	SB	RT		937+30.00			
			RT	937+82.50	52.5	6.0	35.0
	NB	LT		937+96.63			
			LT	938+49.13	52.5	6.0	35.0
	NB	RT		937+96.63			
			RT	938+49.13	52.5	10.0	58.3
	SB	LT		7+62.16			
			LT	8+14.67	52.5	10.0	58.3
	SB	RT		942+18.30			
			RT	942+70.80	52.5	6.0	35.0
	NB	LT		942+86.00			
			LT	943+38.50	52.5	6.0	35.0
	NB	RT		942+86.00			
			RT	943+38.50	52.5	10.0	58.3
	SB	LT		117+38.84			
			LT	117+91.34	52.5	10.0	58.3
	SB	RT		117+38.84			
			RT	117+91.34	52.5	6.0	35.0
	NB	LT		117+31.11			
			LT	117+83.61	52.5	6.0	35.0
	NB	RT		117+31.11			
			RT	117+83.61	52.5	10.0	58.3
	SB	LT		119+13.10			
			LT	119+65.60	52.5	10.0	58.3
	SB	RT		119+13.10			
			RT	119+65.60	52.5	6.0	35.0
	NB	LT		119+05.37			
			LT	119+57.87	52.5	6.0	35.0
	NB	RT		119+05.37			
			RT	119+57.87	52.5	10.0	58.3
	NB			312+00.00	135.0	38.0	570.0
	SB	LT		349+47.50			
			LT	350+00.00	52.5	10.0	58.3
	SB	RT		349+47.50			
			RT	350+00.00	52.5	6.0	35.0
	NB			349+47.50			
			LT	350+00.00	52.5	24.0	140.0
	NB	LT		349+47.50			
			LT	350+00.00	52.5	10.0	58.3
	NB	RT		349+47.50			
			RT	350+00.00	52.5	6.0	35.0
SUB-TOTAL =							1,643.3

		STATION	IQ	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 MAINLINE (CHAMPAIGN)							
	SB	LT		937+30.00			
			LT	937+82.50	52.5	13.0	75.8
	SB	RT		937+30.00			
			RT	937+82.50	30.0	11.0	36.7
	NB	LT		937+96.63			
			LT	938+49.13	30.0	11.0	36.7
	NB	RT		937+96.63			
			RT	938+49.13	52.5	13.0	75.8
	SB	LT		7+62.16			
			LT	8+14.67	52.5	13.0	75.8
	SB	RT		942+18.30			
			RT	942+70.80	30.0	11.0	36.7
	NB	LT		942+86.00			
			LT	943+38.50	30.0	11.0	36.7
	NB	RT		942+86.00			
			RT	943+38.50	52.5	13.0	75.8
	SB	LT		117+38.84			
			LT	117+91.34	52.5	13.0	75.8
	SB	RT		117+38.84			
			RT	117+91.34	30.0	11.0	36.7
	NB	LT		117+31.11			
			LT	117+83.61	30.0	11.0	36.7
	NB	RT		117+31.11			
			RT	117+83.61	52.5	13.0	75.8
	SB	LT		119+13.10			
			LT	119+65.60	52.5	13.0	75.8
	SB	RT		119+13.10			
			RT	119+65.60	30.0	11.0	36.7
	NB	LT		119+05.37			
			LT	119+57.87	30.0	11.0	36.7
	NB	RT		119+05.37			
			RT	119+57.87	52.5	13.0	75.8
	SB	LT		349+47.50			
			LT	350+00.00	52.5	13.0	75.8
	SB	RT		349+47.50			
			RT	350+00.00	30.0	11.0	36.7
	NB			312+00.00			
			LT	313+35.00	90.0	38.0	380.0
	NB	LT		349+47.50			
			LT	350+00.00	30.0	11.0	36.7
	NB	RT		349+47.50			
			RT	350+00.00	52.5	13.0	75.8
SUB-TOTAL =							1,505.0

		STATION	IQ	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57/ US 45 INTERCHANGE (CHAMPAIGN)							
	RAMP	CB		20+11.22			
				20+56.16	44.9	VAR	366.1
	RAMP	AC		14+87.42			

40600990 TEMPORARY RAMP (CONT'D)

	STATION	TO	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 MAINLINE SHOULDER (CHAMPAIGN)						
SB LT	937+30.00		LT 937+82.50	30.0	10.0	33.3
SB RT	937+30.00		RT 937+82.50	30.0	6.0	20.0
NB LT	937+96.63		LT 938+49.13	30.0	6.0	20.0
NB RT	937+96.63		RT 938+49.13	30.0	10.0	33.3
SB LT	7+62.16		LT 8+14.67	30.0	10.0	33.3
SB RT	942+18.30		RT 942+70.80	30.0	6.0	20.0
NB LT	942+86.00		LT 943+38.50	30.0	6.0	20.0
NB RT	942+86.00		RT 943+38.50	30.0	10.0	33.3
SB LT	117+38.84		LT 117+91.34	30.0	10.0	33.3
SB RT	117+38.84		RT 117+91.34	30.0	6.0	20.0
NB LT	117+31.11		LT 117+83.61	30.0	6.0	20.0
NB RT	117+31.11		RT 117+83.61	30.0	10.0	33.3
SB LT	119+13.10		LT 119+65.60	30.0	10.0	33.3
SB RT	119+13.10		RT 119+65.60	30.0	6.0	20.0
NB LT	119+05.37		LT 119+57.87	30.0	6.0	20.0
NB RT	119+05.37		RT 119+57.87	30.0	10.0	33.3
SB LT	349+47.50		LT 350+00.00	30.0	10.0	33.3
SB RT	349+47.50		RT 350+00.00	30.0	6.0	20.0
NB LT	349+47.50		LT 350+00.00	30.0	10.0	33.3
NB RT	349+47.50		RT 350+00.00	30.0	6.0	20.0
SUB-TOTAL =						533.3

	STATION	TO	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57/ US 45 INTERCHANGE (CHAMPAIGN)						
RAMP CB	20+11.22		20+56.16	100.0	5.0	55.6
RAMP AC	14+87.42		15+35.38	100.0	5.0	55.6
RAMP BD	53+87.60		54+35.44	100.0	5.0	55.6
RAMP DA	60+13.19		60+62.79	100.0	5.0	55.6
SUB-TOTAL =						222.2

	STATION	TO	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 REST AREA RAMPS (CHAMPAIGN)						
NB	191+21.10		191+73.60	52.5	14.0	81.7
NB	208+48.70		209+01.20	52.5	14.0	81.7
SB	131+57.85		132+10.35	52.5	14.0	81.7
SB	147+69.00		148+21.50	52.5	14.0	81.7
SUB-TOTAL =						326.7

	STATION	TO	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 REST AREA RAMP SHOULDERS (CHAMPAIGN)						
NB LT	191+21.10		LT 191+73.60	30.0	4.0	13.3
NB RT	191+21.10		RT 191+73.60	30.0	10.0	33.3
NB RT	208+27.79		RT 208+80.29	30.0	4.0	13.3
NB LT	208+48.70		LT 209+01.20	30.0	10.0	33.3
SB LT	130+14.56		LT 130+67.06	30.0	10.0	33.3
SB RT	131+57.85		RT 132+10.35	30.0	4.0	13.3
SB LT	147+69.00		LT 148+21.50	30.0	10.0	33.3
SB RT	147+69.00		RT 148+21.50	30.0	4.0	13.3
SUB-TOTAL =						186.7
TOTAL =						4,405.6
USE =						4,406.0

44000155 HMA SURFACE REMOVAL, 1 1/2"

	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
I-57 MAINLINE (DOUGLAS)						
SB	581+22.18		SB 583+97.18	275.0	24	733.3
SB	791+67.85		SB 794+42.85	275.0	24	733.3
NB	791+67.85		NB 794+42.85	275.0	24	733.3
SUB-TOTAL =						2,200.0

	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
I-57 MAINLINE (CHAMPAIGN)						
SB	169+44.19		SB 172+19.19	275.0	24	733.3
SB	168+50.79		SB 171+25.79	275.0	24	733.3
SB	257+45.32		SB 260+18.32	273.0	24	728.0
NB	257+45.32		NB 260+18.32	273.0	24	728.0
SUB-TOTAL =						2,922.7

	STATION	TO	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 MAINLINE SHOULDERS (DOUGLAS)						
SB LT	581+22.18		SB LT 583+97.18	275.0	10	305.6
SB RT	581+22.18		SB RT 583+97.18	275.0	6	183.3
NB LT	581+22.18		NB LT 583+97.18	275.0	6	183.3
NB RT	581+22.18		NB RT 583+97.18	275.0	10	305.6
SB LT	686+68.32		SB LT 689+46.05	277.7	10	308.6
SB RT	686+68.32		SB RT 689+46.05	277.7	6	185.2
NB LT	686+68.32		NB LT 689+46.05	277.7	6	185.2
NB RT	686+68.32		NB RT 689+46.05	277.7	10	308.6
SB LT	791+67.85		SB LT 794+42.85	275.0	10	305.6
SB RT	791+67.85		SB RT 794+42.85	275.0	6	183.3
NB LT	791+67.85		NB LT 794+42.85	275.0	6	183.3
NB RT	791+67.85		NB RT 794+42.85	275.0	10	305.6
SUB-TOTAL =						2,943.0

	STATION	TO	STATION	LENGTH FT.	WIDTH FT.	AREA SQ YD.
I-57 MAINLINE SHOULDERS (CHAMPAIGN)						
SB LT	169+44.19		SB LT 172+19.19	275.0	10	305.6
SB RT	169+44.19		SB RT 172+19.19	275.0	6	183.3
NB LT	168+50.79		NB LT 171+25.79	275.0	6	183.3
NB RT	168+50.79		NB RT 171+25.79	275.0	10	305.6
SB LT	257+43.32		SB LT 260+18.32	275.0	10	305.6
SB RT	257+43.32		SB RT 260+18.32	275.0	6	183.3
NB LT	257+43.32		NB LT 260+18.32	275.0	6	183.3
NB RT	257+43.32		NB RT 260+18.32	275.0	10	305.6
SUB-TOTAL =						1,955.6

TOTAL = 10,021.3
USE = 10,022.0

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\050251-shr-schedules.dgn	DRAWN - N/A	REVISIED -	57					(21-28,21-10-29,10-30)RS-1	*	115	21	
PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISIED -	CONTRACT NO. 70251									
PLOT DATE = 11/28/2009	DATE - 110509	REVISIED -	SCALE: N/A		SHEET NO. 2 OF 16 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

44000162 HMA SURFACE REMOVAL 3 1/4"

Table with columns: STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD). Rows include I-57 MAINLINE DRIVING LANE (DOUGLAS) and I-57 MAINLINE DRIVING LANE (CHAMPAIGN).

44000158 HMA SURFACE REMOVAL 2 1/4"

Table with columns: STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD). Rows include I-57 MAINLINE PASSING LANE (CHAMPAIGN) and 44000159 HMA SURFACE REMOVAL 2 1/2".

44000198 HMA SURFACE REMOVAL VARIABLE DEPTH

Table with columns: STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD). Rows include I-57 MAINLINE PASSING LANE (DOUGLAS) and I-57 MAINLINE PASSING LANE (CHAMPAIGN).

I-57 MAINLINE DRIVING LANE (CHAMPAIGN)

Table with columns: STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD). Rows include I-57 MAINLINE DRIVING LANE (CHAMPAIGN).

I-57/ US 45 INTERCHANGE RAMPS (CHAMPAIGN)

Table with columns: STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD). Rows include RAMP CB, RAMP BD, RAMP DA, RAMP AC.

44000165 HMA SURFACE REMOVAL 4"

Table with columns: STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD). Rows include I-57 MAINLINE DRIVING LANE (CHAMPAIGN).

I-57 MAINLINE PASSING LANE (CHAMPAIGN)

Table with columns: STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD). Rows include I-57 MAINLINE PASSING LANE (CHAMPAIGN).

I-57 REST AREA RAMPS (CHAMPAIGN)

Table with columns: NB ENTR, NB EXIT, SB EXIT, SB ENTR, STATION TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ YD).

CROSSOVERS

Table with columns: STATION, AREA (SQ YD), HMA THICKNESS (INCHES), FURNISHED EXCAVATION (CU YD), 20400800 BIT MATLS PR CT (GALLON), 40800010 AGG PR CT (TON), 40800030 INCID HMA SURFACE (TONS), 40800050 AGG BSE CSE, TYPE B (TON). Rows include I-57 (DOUGLAS) and I-57 (CHAMPAIGN).

NOTE: FURNISHED EXCAVATION IS AN ESTIMATE. ENGINEER SHOULD USE BEFORE AND AFTER CROSS-SECTIONS FOR FINAL MEASUREMENTS

CHAMPAIGN & DOUGLAS

Project information table including FILE NAME, USER NAME, DESIGNED, REVISED, F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., PLOT SCALE, CHECKED, DATE, SCALE, SHEET NO., STA., TO STA., ILLINOIS FED. AID PROJECT, CONTRACT NO. 70251.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

HOT-MIX ASPHALT CALCULATIONS

STATION		IQ	STATION		LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	HMA LB THICKNESS (INCHES)	HMA SC THICKNESS (INCHES)	HMA BC THICKNESS (INCHES)	40600855 P LEV BIND MM N 105 (TONS)	40603550 P HMA SC MIX "D" N105 (TONS)	P HMA BC IL 19.0, FG N105 (TONS)	40603245 P HMA BC IL 19.0 N105 (TONS)	40600100 BIT MATLS PR CT (GAL)	40600300 AGG PR CT (TONS)	X0322729 MATERIAL TRANSFER DEVICE (TON)
I-57 MAINLINE (DOUGLAS)																	
DL	SB	547+01.25	DL	SB	553+92.12	690.9	13	997.9		3.25			181.6		99.8	2.0	181.6
PL/DL	SB	547+01.25	PL/DL	SB	553+92.12	690.9	24	1842.3		1.75		180.5			184.2	3.7	180.5
DL	NB	547+01.25	DL	NB	553+92.12	690.9	13	997.9		3.25			181.6		99.8	2.0	181.6
PL/DL	NB	547+01.25	PL/DL	NB	553+92.12	690.9	24	1842.3		1.75		180.5			184.2	3.7	180.5
DL	NB	320+10.98	DL	EB	327+03.10	692.1	VAR	932.8		3.25			169.8		93.3	1.9	169.8
DL	SB	556+91.12	DL	SB	560+95.93	404.8	13	584.7		3.25			106.4		58.5	1.2	106.4
PL/DL	SB	556+91.12	PL/DL	SB	560+95.93	404.8	24	1079.5		1.75		105.8			107.9	2.2	105.8
DL	NB	556+91.12	DL	NB	560+45.13	354.0	13	511.3		3.25			93.1		51.1	1.0	93.1
PL/DL	NB	556+91.12	PL/DL	NB	560+45.13	354.0	24	944.0		1.75		92.5			94.4	1.9	92.5
DL	SB	563+55.29	DL	SB	575+43.68	1188.4	13	1716.6		3.25			312.4		171.7	3.4	312.4
PL/DL	SB	563+55.29	PL/DL	SB	575+43.68	1188.4	24	3169.0		1.75		310.6			316.9	6.3	310.6
DL	SB	575+43.98	DL	SB	581+22.18	578.2	13	835.2		3.25			152.0		83.5	1.7	152.0
PL/DL	SB	575+43.98	PL/DL	SB	581+22.18	578.2	24	1541.9		1.75		151.1			154.2	3.1	151.1
DL	NB	563+05.65	DL	NB	575+43.68	1238.0	13	1788.3		3.25			325.5		178.8	3.6	325.5
PL/DL	NB	563+05.65	PL/DL	NB	575+43.68	1238.0	24	3301.4		1.75		323.5			330.1	6.6	323.5
DL	NB	575+43.98	DL	NB	580+22.18	478.2	13	690.7		3.25			125.7		69.1	1.4	125.7
PL/DL	NB	575+43.98	PL/DL	NB	580+22.18	478.2	24	1275.2		1.75		125.0			127.5	2.6	125.0
DL	SB	583+97.18	DL	SB	686+68.32	10271.1	13	14836.1		3.25			2700.2		1483.6	29.7	2700.2
PL/DL	SB	583+97.18	PL/DL	SB	686+68.32	10271.1	24	27389.7		1.75		2684.2			2739.0	54.8	2684.2
DL	NB	583+97.18	DL	NB	686+68.32	10271.1	13	14836.1		3.25			2700.2		1483.6	29.7	2700.2
PL/DL	NB	583+97.18	PL/DL	NB	686+68.32	10271.1	24	27389.7		1.75		2684.2			2739.0	54.8	2684.2
DL	SB	689+46.05	DL	SB	736+24.61	4678.6	13	6757.9		3.25			1229.9		675.8	13.5	1229.9
PL/DL	SB	689+46.05	PL/DL	SB	736+24.61	4678.6	24	12476.2		1.75		1222.7			1247.6	25.0	1222.7
DL	SB	736+26.44	DL	SB	791+00.00	5473.6	13	7906.3		3.25			1438.9		790.6	15.8	1438.9
PL/DL	SB	736+26.44	PL/DL	SB	791+00.00	5473.6	24	14596.2		1.75		1430.4			1459.6	29.2	1430.4
DL	SB	791+02.19	DL	SB	791+67.85	65.7	13	94.8		3.25			17.3		9.5	0.2	17.3
PL/DL	SB	791+02.19	PL/DL	SB	791+67.85	65.7	24	175.1		1.75		17.2			17.5	0.4	17.2
DL	NB	689+46.05	DL	NB	736+24.61	4678.6	13	6757.9		3.25			1229.9		675.8	13.5	1229.9
PL/DL	NB	689+46.05	PL/DL	NB	736+24.61	4678.6	24	12476.2		1.75		1222.7			1247.6	25.0	1222.7
DL	NB	736+26.44	DL	NB	791+00.00	5473.6	13	7906.3		3.25			1438.9		790.6	15.8	1438.9
PL/DL	NB	736+26.44	PL/DL	NB	791+00.00	5473.6	24	14596.2		1.75		1430.4			1459.6	29.2	1430.4
DL	NB	791+02.19	DL	NB	791+67.85	65.7	13	94.8		3.25			17.3		9.5	0.2	17.3
PL/DL	NB	791+02.19	PL/DL	NB	791+67.85	65.7	24	175.1		1.75		17.2			17.5	0.4	17.2
DL	SB	794+42.85	DL	SB	843+84.01	4941.2	13	7137.2		3.25			1299.0		713.7	14.3	1299.0
PL/DL	SB	794+42.85	PL/DL	SB	843+84.01	4941.2	24	13176.4		1.75		1291.3			1317.6	26.4	1291.3
DL	SB	843+85.95	DL	SB	848+62.49	476.5	13	688.3		3.25			125.3		68.8	1.4	125.3
PL/DL	SB	843+85.95	PL/DL	SB	848+62.49	476.5	24	1270.8		1.75		124.5			127.1	2.5	124.5
DL	NB	794+42.85	DL	NB	843+84.01	4941.2	13	7137.2		3.25			1299.0		713.7	14.3	1299.0
PL/DL	NB	794+42.85	PL/DL	NB	843+84.01	4941.2	24	13176.4		1.75		1291.3			1317.6	26.4	1291.3
DL	NB	843+85.95	DL	NB	848+62.49	476.5	13	688.3		3.25			125.3		68.8	1.4	125.3
PL/DL	NB	843+85.95	PL/DL	NB	848+62.49	476.5	24	1270.8		1.75		124.5			127.1	2.5	124.5
SUB-TOTAL =											0.0	15,010.1	15,269.2	0.0	23,706.1	474.1	30,279.3

(CONTD NEXT SHEET)

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERRERJM\d0134546\0570251-shr-schedules.dgn		DRAWN - N/A	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	23			
		CHECKED - N/A	REVISED -		CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT				
		DATE - 11/05/09	REVISED -		SCALE: N/A	SHEET NO. 4 OF 16 SHEETS	STA.	TO STA.				

HOT-MIX ASPHALT CALCULATIONS (CONTD)

STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	HMA LB THICKNESS (INCHES)	HMA SC THICKNESS (INCHES)	HMA BC THICKNESS (INCHES)	40600855 P LEV BIND MM N 105 (TONS)	40603550 P HMA SC MIX "D" N105 (TONS)	P HMA BC IL 19.0, FG N105 (TONS)	40603245 P HMA BC IL 19.0 N105 (TONS)	40600100 BIT MATLS PR CT (GAL)	40600300 AGG PR CT (TONS)	X0322729 MATERIAL TRANSFER DEVICE (TON)
I-57 MAINLINE (CHAMPAIGN)															
DL SB	848+62.49	DL SB	881+68.05	13	4774.7			3.25			869.0		477.5	9.5	869.0
PL/DL SB	848+62.49	PL/DL SB	881+68.05	24	8814.8		1.75			863.9			881.5	17.6	863.9
DL NB	848+62.49	DL NB	881+68.05	13	4774.7			3.25			869.0		477.5	9.5	869.0
PL/DL NB	848+62.49	PL/DL NB	881+68.05	24	8814.8		1.75			863.9			881.5	17.6	863.9
DL SB	881+68.75	DL SB	927+43.92	13	6608.6			3.25				1202.8	660.9	13.2	1202.8
PL/DL SB	881+68.75	PL/DL SB	927+43.92	24	12200.5		1.75			1195.6			1220.0	24.4	1195.6
DL NB	881+68.75	DL NB	927+43.92	13	6608.6			3.25				1202.8	660.9	13.2	1202.8
PL/DL NB	881+68.75	PL/DL NB	927+43.92	24	12200.5		1.75			1195.6			1220.0	24.4	1195.6
DL SB	927+43.92	DL SB	937+82.50	13	1500.2			3.25				273.0	150.0	3.0	273.0
PL/DL SB	927+43.92	PL/DL SB	937+82.50	24	2769.5		1.75			271.4			277.0	5.5	271.4
DL NB	927+43.92	DL NB	937+82.50	13	1500.2			3.25				273.0	150.0	3.0	273.0
PL/DL NB	927+43.92	PL/DL NB	937+82.50	24	2947.2		1.75			288.8			294.7	5.9	288.8
DL SB	942+18.30	DL SB	945+52.78	13	334.5			3.25				87.9	48.3	1.0	87.9
PL/DL SB	942+18.30	PL/DL SB	945+52.78	24	891.9		1.75			87.4			89.2	1.8	87.4
DL NB	942+18.30	DL NB	945+52.78	13	392.6			3.25				71.4	39.3	0.8	71.4
PL/DL NB	942+18.30	PL/DL NB	945+52.78	24	711.4		1.75			69.7			71.1	1.4	69.7
DL SB	104+50.00	DL SB	117+83.61	13	1937.5		1.5	3.25		150.2		352.6	193.7	3.9	502.9
PL SB	104+50.00	PL SB	117+83.61	12	1788.5		1.5	2.25		150.2		225.3	178.8	3.6	375.6
DL NB	104+50.00	DL NB	117+83.61	13	1937.5		1.5	3.25		149.4		350.6	192.6	3.9	500.0
PL NB	104+50.00	PL NB	117+83.61	12	1778.1		1.5	2.25		149.4		224.0	177.8	3.6	373.4
DL SB	119+13.10	DL SB	169+44.19	13	7267.1		1.5	3.25		563.5		1322.6	726.7	14.5	1886.1
PL SB	119+13.10	PL SB	169+44.19	12	6708.1		1.5	2.25		563.5		845.2	670.8	13.4	1408.7
DL NB	119+05.37	DL NB	167+50.79	13	6998.9		1.5	3.25		542.7		1273.8	699.9	14.0	1816.5
PL NB	119+05.37	PL NB	167+50.79	12	6593.9		1.5	2.25		553.9		830.8	659.4	13.2	1384.7
DL SB	172+19.19	DL SB	185+30.87	13	1894.6		1.5	3.25		148.9		344.8	189.5	3.8	491.7
PL SB	172+19.19	PL SB	185+30.87	12	1748.9		1.5	2.25		146.9		220.4	174.9	3.5	367.3
DL NB	171+25.79	DL NB	185+30.87	13	2029.6		1.5	3.25		157.4		369.4	203.0	4.1	526.7
PL NB	171+25.79	PL NB	185+30.87	12	1873.4		1.5	2.25		157.4		236.1	187.3	3.7	393.4
DL SB	185+30.87	DL SB	230+69.79	13	6556.2		1.5	3.25		508.4		1193.2	655.6	13.1	1701.6
PL SB	185+30.87	PL SB	230+69.79	12	6051.9		1.5	2.25		508.4		762.5	605.2	12.1	1270.9
DL NB	185+30.87	DL NB	230+69.79	13	6556.2		1.5	3.25		508.4		1193.2	655.6	13.1	1701.6
PL NB	185+30.87	PL NB	230+69.79	12	6051.9		1.5	2.25		508.4		762.5	605.2	12.1	1270.9
DL SB	230+69.79	DL SB	257+43.32	13	3861.8		1.5	3.25		299.4		702.8	386.2	7.7	1002.3
PL SB	230+69.79	PL SB	257+43.32	12	3564.7		1.5	2.25		299.4		449.2	356.5	7.1	748.6
DL NB	230+69.79	DL NB	257+43.32	13	3861.8		1.5	3.25		299.4		702.8	386.2	7.7	1002.3
PL NB	230+69.79	PL NB	257+43.32	12	3564.7		1.5	2.25		299.4		449.2	356.5	7.1	748.6
DL SB	280+18.32	DL SB	350+00.00	13	12973.5		1.5	3.25		1005.9		2361.2	1297.4	25.9	3367.1
PL SB	280+18.32	PL SB	350+00.00	12	11975.6		1.5	2.25		1005.9		1508.9	1197.6	24.0	2514.9
DL NB	280+18.32	DL NB	284+74.00	13	3547.1		1.5	3.25		275.0		645.6	354.7	7.1	920.6
PL NB	280+18.32	PL NB	284+74.00	12	3274.2		1.5	2.25		275.0		412.6	327.4	6.5	687.6
DL NB	284+74.00	DL NB	305+82.00	13	3044.9		1.5	4.00		236.1		682.1	304.5	6.1	918.2
PL NB	284+74.00	PL NB	305+82.00	12	2810.7		1.5	2.25		236.1		354.1	281.1	5.6	590.2
DL NB	305+82.00	DL NB	312+00.00	13	618.0		1.5	3.25		69.2		162.5	89.3	1.8	231.7
PL NB	305+82.00	PL NB	312+00.00	12	624.0		1.5	2.25		69.2		103.8	82.4	1.6	173.0
PL/DL NB	312+00.00	PL/DL NB	323+95.00	24	3186.7		1.5	4.50		267.7		803.0	318.7	6.4	267.7
PL/DL NB	323+95.00	PL/DL NB	341+95.00	24	4800.0		1.5	2.25		403.2		604.8	480.0	9.6	403.2
PL/DL NB	341+95.00	PL/DL NB	350+00.00	24	2146.7		1.5	2.25		180.3		270.5	214.7	4.3	180.3
SUB-TOTAL =									0.0	15,522.6	1,738.0	23,831.2	20,808.4	416.2	39,413.5

* DL SURFACE CALCULATED USING 12' LANE WIDTH

(CONTD NEXT SHEET)

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\034546\050251-shr-schedules.dgn		DRAWN - N/A	REVISED -					57	(21-28,21-10-29,10-30)RS-1	*	115	24
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISED -		CONTRACT NO. 70251							
	PLOT DATE = 12/14/2009	DATE - 110509	REVISED -		SCALE: N/A	SHEET NO. 5 OF 16 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

HOT-MIX ASPHALT CALCULATIONS (CONTD)

STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	HMA LB THICKNESS (INCHES)	HMA SC THICKNESS (INCHES)	HMA BC THICKNESS (INCHES)	40600855 P LEV BIND MM N 105 (TONS)	40603550 P HMA SC MIX "D" N105 (TONS)	P HMA BC IL 19.0, FG N105 (TONS)	40603245 P HMA BC IL 19.0 N105 (TONS)	40600100 BIT MATLS PR CT (GAL)	40600300 AGG PR CT (TONS)	X0322729 MATERIAL TRANSFER DEVICE (TON)
I-57/ US 45 INTERCHANGE RAMPS (CHAMPAIGN)															
RAMP CB	29+19.11	8+14.67	895.6	VAR	1252.3		1.5	2.5		105.2		175.3	125.2	2.5	
RAMP CB	20+11.22	29+08.90	897.7	VAR	1762.5	0.75	1.5		74.0	148.1			176.3	3.5	
RAMP BD	0+00.00	6+79.71	679.7	VAR	889.8		1.5	2.5		74.7		124.6	89.0	1.8	
RAMP BD	46+79.71	54+35.44	755.7	VAR	1677.4	0.75	1.5		70.5	140.9			167.7	3.4	
RAMP DA	9+49.95	70+06.41	973.9	VAR	1128.9		1.5	2.5		94.8		158.0	112.9	2.3	
RAMP DA	60+13.19	69+06.41	893.2	VAR	1840.3	0.75	1.5		77.3	154.6			184.0	3.7	
RAMP AC	0+00.00	6+72.59	672.6	VAR	849.4		1.5	2.5		71.3		118.9	84.9	1.7	
RAMP AC	6+72.59	15+35.38	862.8	VAR	1786.5	0.75	1.5		75.0				178.7	3.6	
SUB-TOTAL =									296.8	789.7	0.0	576.9	1,118.7	22.4	0.0
I-57 REST AREA RAMPS (CHAMPAIGN)															
NB	184+27.52	NB	191+73.60	746.1	VAR	917.2		1.5	3.25	77.0		166.9	91.7	1.8	
NB	208+27.79	NB	220+28.13	1200.3	VAR	1456.2		1.5	3.25	122.3		265.0	145.6	2.9	
SB	118+75.88	SB	132+10.35	1334.5	VAR	1557.0		1.5	3.25	130.8		283.4	155.7	3.1	
SB	147+89.00	SB	155+00.00	731.0	VAR	1077.6		1.5	3.25	90.5		196.1	107.8	2.2	
SUB-TOTAL =									0.0	420.7	0.0	911.5	500.8	10.0	0.0
TOTAL =									296.8	31,743.0	17,007.2	25,319.6	46,134.0	922.7	69,692.9
USE =									297.0	31,743.0	17,007.0	25,320.0	46,134.0	923.0	69,693.0

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\034546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISED -	57					(21-28,21-10-29,10-30)RS-1	*	115	25	
PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISED -	CONTRACT NO. 70251									
PLOT DATE = 12/14/2009	DATE - 110509	REVISED -	SCALE: N/A		SHEET NO. 6 OF 16 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

48203100 HOT MIX ASPHALT SHOULDERS

				LENGTH	WIDTH	AREA	SHOULDER	48203100	40600100	40600300
				(FOOT)	(FOOT)	(SQ YD)	THICKNESS	HMA SHLD	BIT MATLS	AGG PR CT
STATION	TO	STATION					(INCHES)	(TON)	(GAL)	(TONS)
I-57 MAINLINE (DOUGLAS)										
LT SB	547+01.25	LT SB	553+92.12	690.9	10	767.6	1.5	64.5	76.8	1.5
RT SB	547+01.25	RT SB	553+92.12	690.9	6	460.6	1.75	45.1	46.1	0.9
LT NB	547+01.25	LT NB	553+92.12	690.9	6	460.6	1.75	45.1	46.1	0.9
RT NB	320+10.98	RT NB	327+03.10	692.1	6	461.4	1.5	38.8	46.1	0.9
LT SB	556+91.12	LT SB	560+95.93	404.8	10	449.8	1.5	37.8	45.0	0.9
RT SB	556+91.12	RT SB	560+95.93	404.8	6	269.9	1.75	26.4	27.0	0.5
LT NB	556+91.12	LT NB	560+45.13	354.0	6	236.0	1.75	23.1	23.6	0.5
RT NB	556+91.12	RT NB	560+45.13	354.0	10	393.3	1.5	33.0	39.3	0.8
LT SB	563+55.29	LT SB	575+43.68	1188.4	10	1320.4	1.5	110.9	132.0	2.6
RT SB	563+55.29	RT SB	575+43.68	1188.4	6	792.3	1.75	77.6	79.2	1.6
LT SB	575+43.98	LT SB	580+22.18	478.2	10	531.3	1.5	44.6	53.1	1.1
RT SB	575+43.98	RT SB	580+22.18	478.2	6	318.8	1.75	31.2	31.9	0.6
LT SB	580+22.18	LT SB	583+97.18	375.0	10	416.7	1.5	35.0	41.7	0.8
RT SB	580+22.18	RT SB	583+97.18	375.0	6	250.0	1.5	21.0	25.0	0.5
LT NB	563+05.65	LT NB	575+43.68	1238.0	6	825.4	1.75	80.9	82.5	1.7
RT NB	563+05.65	RT NB	575+43.68	1238.0	10	1375.6	1.5	115.5	137.6	2.8
LT NB	575+43.98	LT NB	580+22.18	478.2	6	318.8	1.75	31.2	31.9	0.6
LT NB	580+22.18	LT NB	583+97.18	375.0	6	250.0	1.5	21.0	25.0	0.5
RT NB	575+43.98	RT NB	580+22.18	478.2	10	531.3	1.5	44.6	53.1	1.1
RT NB	580+22.18	RT NB	583+97.18	375.0	10	416.7	1.5	35.0	41.7	0.8
LT SB	583+97.18	LT SB	686+68.32	10271.1	10	11412.4	1.5	958.6	1141.2	22.8
LT SB	686+68.32	LT SB	689+46.05	277.7	10	308.6	1.5	25.9	30.9	0.6
RT SB	583+97.18	RT SB	686+68.32	10271.1	6	684.7	1.75	671.0	684.7	13.7
RT SB	686+68.32	RT SB	689+46.05	277.7	6	185.2	1.5	15.6	18.5	0.4
LT NB	583+97.18	LT NB	686+68.32	10271.1	6	684.7	1.75	671.0	684.7	13.7
LT NB	686+68.32	LT NB	689+46.05	277.7	6	185.2	1.5	15.6	18.5	0.4
RT NB	583+97.18	RT NB	686+68.32	10271.1	10	11412.4	1.5	958.6	1141.2	22.8
RT NB	686+68.32	RT NB	689+46.05	277.7	10	308.6	1.5	25.9	30.9	0.6
LT SB	689+46.05	LT SB	736+24.61	4678.6	10	5198.4	1.5	436.7	519.8	10.4
RT SB	689+46.05	RT SB	736+24.61	4678.6	6	3119.0	1.75	305.7	311.9	6.2
LT SB	736+26.44	LT SB	791+00.00	5473.6	10	6081.7	1.5	510.9	608.2	12.2
RT SB	736+26.44	RT SB	791+00.00	5473.6	6	3649.0	1.75	357.6	364.9	7.3
LT SB	791+02.19	LT SB	791+67.85	65.7	10	73.0	1.5	6.1	7.3	0.1
LT SB	791+67.85	LT SB	794+42.85	275.0	10	305.6	1.5	25.7	30.6	0.6
RT SB	791+02.19	RT SB	791+67.85	65.7	6	43.8	1.75	4.3	4.4	0.1
RT SB	791+67.85	RT SB	794+42.85	275.0	6	183.3	1.5	15.4	18.3	0.4
LT NB	689+46.05	LT NB	736+24.61	4678.6	6	3119.0	1.75	305.7	311.9	6.2
RT NB	689+46.05	RT NB	736+24.61	4678.6	10	5198.4	1.5	436.7	519.8	10.4
LT NB	736+26.44	LT NB	791+00.00	5473.6	6	3649.0	1.75	357.6	364.9	7.3
RT NB	736+26.44	RT NB	791+00.00	5473.6	10	6081.7	1.5	510.9	608.2	12.2
LT NB	791+02.19	LT NB	791+67.85	65.7	6	43.8	1.75	4.3	4.4	0.1
LT NB	791+67.85	LT NB	794+42.85	275.0	6	183.3	1.5	15.4	18.3	0.4
RT NB	791+02.19	RT NB	791+67.85	65.7	10	73.0	1.5	6.1	7.3	0.1
RT NB	791+67.85	RT NB	794+42.85	275.0	10	305.6	1.5	25.7	30.6	0.6
LT SB	794+42.85	LT SB	843+84.01	4941.2	10	5490.2	1.5	461.2	549.0	11.0
RT SB	794+42.85	RT SB	843+84.01	4941.2	6	3294.1	1.75	322.8	329.4	6.6
LT SB	843+85.95	LT SB	848+62.49	476.5	10	529.5	1.5	44.5	52.9	1.1
RT SB	843+85.95	RT SB	848+62.49	476.5	6	317.7	1.75	31.1	31.8	0.6
LT NB	794+42.85	LT NB	843+84.01	4941.2	6	3294.1	1.75	322.8	329.4	6.6
RT NB	794+42.85	RT NB	843+84.01	4941.2	10	5490.2	1.5	461.2	549.0	11.0
LT NB	843+85.95	LT NB	848+62.49	476.5	6	317.7	1.75	31.1	31.8	0.6
RT NB	843+85.95	RT NB	848+62.49	476.5	10	529.5	1.5	44.5	52.9	1.1

SUB-TOTAL = 9,348.8 10,492.4 209.8

(CONTD NEXT SHEET)

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	26	CONTRACT NO. 70251		
PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISED -			SCALE: N/A	SHEET NO. 7 OF 16 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			
PLOT DATE = 12/4/2009	DATE - 110509	REVISED -										

48203100 HOT MIX ASPHALT SHOULDERS (CONTD)

		STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	SHOULDER THICKNESS (INCHES)	48203100 HMA SHLD (TON)	40600100 BIT MATLS PR CT (GAL)	40600300 AGG PR CT (TONS)
I-57/ US 45 INTERCHANGE (CHAMPAIGN)											
RAMP CB	LT	0+00.00		LT 8+14.67	814.67	10	905.2	2.25	114.1	90.5	1.8
RAMP CB	LT	20+11.22		LT 30+44.39	1033.17	10	1148.0	2.25	144.6	114.8	2.3
RAMP CB	RT	20+11.22		RT 29+19.10	907.88	4	403.5	2.25	50.8	40.4	0.8
RAMP BD	RT	0+00.00		RT 6+72.59	672.59	10	747.3	2.25	94.2	74.7	1.5
RAMP BD	RT	46+72.59		RT 55+35.44	862.85	10	958.7	2.25	120.8	95.9	1.9
RAMP BD	LT	46+79.71		LT 55+35.44	855.73	4	380.3	2.25	47.9	38.0	0.8
RAMP AC	LT	0+00.00		LT 15+35.38	1535.38	10	1708.0	2.25	215.0	170.6	3.4
RAMP AC	RT	6+72.59		RT 15+35.38	862.79	4	383.5	2.25	48.3	38.3	0.8
RAMP DA	LT	60+13.19		LT 69+06.41	893.22	4	397.0	2.25	50.0	39.7	0.8
RAMP DA	RT	60+13.19		RT 70+30.33	1017.14	10	1130.2	2.25	142.4	113.0	2.3
RAMP DA	RT	0+00.00		RT 9+49.95	949.95	10	1055.5	2.25	133.0	105.6	2.1
SUB-TOTAL =									1,161.1	921.5	18.4
I-57 REST AREA RAMPS (CHAMPAIGN)											
NB ENTR RMP	RT	184+27.52		RT 191+73.60	746.08	10	829.0	1.50	69.6	82.9	1.7
NB EXIT RMP	RT	208+27.29		RT 220+28.13	1200.84	10	1334.3	1.50	112.1	133.4	2.7
SB EXIT RMP	LT	118+75.85		RT 132+10.35	1334.50	10	1482.8	1.50	124.6	148.3	3.0
SB ENTR RMP	LT	147+69.00		LT 155+00.00	731.00	10	812.2	1.50	68.2	81.2	1.6
SUB-TOTAL =									374.5	445.8	8.9
TOTAL =									19,551.8	21,708.6	434.2
USE =									19,552.0	21,709.0	434.0

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISIED -						57	(21-28,21-10-29,10-30)RS-1	*	115	28	
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISIED -		SCALE: N/A			SHEET NO. 9 OF 16 SHEETS		STA.	TO STA.	CONTRACT NO. 70251	
	PLOT DATE = 12/4/2009	DATE - 110509	REVISIED -		ILLINOIS FED. AID PROJECT								

48101200 AGGREGATE SHOULDERS, TYPE B

48101200 AGGREGATE SHOULDERS, TYPE B (CONT'D)

Table with 9 columns: STATION, TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ.YD), SHOULDER THICKNESS (INCHES), 4.8E+07 AGG SHLD (TON). Includes data for I-57 MAINLINE (DOUGLAS) with rows for LT SB, RT SB, LT NB, RT NB segments from station 547+01.25 to 843+85.95.

SUB-TOTAL = 2311.9

Table with 9 columns: STATION, TO, STATION, LENGTH (FOOT), WIDTH (FOOT), AREA (SQ.YD), SHOULDER THICKNESS (INCHES), 4.8E+07 HMA SHLD (TON). Includes data for I-57 MAINLINE (CHAMPAIGN) with rows for LT SB, RT SB, LT NB, RT NB segments from station 848+62.49 to 341+95.00.

SUB-TOTAL = 3,289.1

(CONT'D NEXT SHEET)

* CHAMPAIGN & DOUGLAS

Footer section containing project details: FILE NAME, USER NAME, DESIGNED (JMS), REVISIONS, STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, SCHEDULES OF QUANTITIES, SCALE: N/A, SHEET NO. 10 OF 16 SHEETS, STA. TO STA., CONTRACT NO. 70251, ILLINOIS FED. AID PROJECT.

48101200 AGGREGATE SHOULDERS, TYPE B (CONT'D)

STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	SHOULDER THICKNESS (INCHES)	4.8E+07 HMA SHLD (TON)		
I-57/ US 45 INTERCHANGE (CHAMPAIGN)									
RAMP CB	LT	0+00.00	LT	8+14.67	814.67	4	362.1	2.25	44.1
RAMP CB	LT	20+11.22	LT	30+44.39	1033.17	4	459.2	2.25	56.0
RAMP CB	RT	20+11.22	RT	29+19.10	907.88	4	403.5	2.25	49.2
RAMP BD	RT	0+00.00	RT	6+72.59	672.59	4	298.9	2.25	36.4
RAMP BD	RT	46+72.59	RT	55+35.44	862.85	4	383.5	2.25	46.7
RAMP BD	LT	46+79.71	LT	55+35.44	855.73	4	380.3	2.25	46.4
RAMP AC	LT	0+00.00	LT	15+35.38	1535.38	4	682.4	2.25	83.2
RAMP AC	RT	6+72.59	RT	15+35.38	862.79	4	383.5	2.25	46.7
RAMP DA	LT	60+13.19	LT	69+06.41	893.22	4	397.0	2.25	48.4
RAMP DA	RT	60+13.19	RT	70+30.33	1017.14	4	452.1	2.25	55.1
RAMP DA	RT	0+00.00	RT	9+49.95	949.95	4	422.2	2.25	51.5
SUB-TOTAL =							563.6		

I-57 REST AREA RAMPS (CHAMPAIGN)									
NB ENTR RMP	RT	184+27.52	RT	191+73.60	746.08	2	165.8	1.50	13.5
NB EXIT RMP	RT	208+27.29	RT	220+28.13	1200.84	2	266.9	1.50	21.7
SB EXIT RMP	LT	118+75.85	RT	132+10.35	1334.50	2	296.6	1.50	24.1
SB ENTR RMP	LT	147+69.00	LT	155+00.00	731.00	2	162.4	1.50	13.2
SUB-TOTAL =							72.4		

TOTAL = 6,237.1

USE = 6,237.0

GUARD POSTS

60280100 INLETS TO BE ADJUSTED	STATION	63400105 GUARD POST (EACH)	63400205 GUARD POST REMOVAL (EACH)
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I-57 /US 45 RAMPS (CHAMPAIGN)

STATION	EACH
106+36	RT 1.0
111+00	RT 1.0
112+61	LT 1.0
933+24	LT 1.0
106+67	LT 1.0
128+00	LT 1.0
128+00	RT 1.0
TOTAL = 7.0	

I-57 MAINLINE (DOUGLAS)

615+00.00	6.0	6.0
625+00.00	6.0	6.0
635+00.00	6.0	6.0
647+00.00	6.0	6.0
658+00.00	6.0	6.0
671+00.00	6.0	6.0
683+00.00	6.0	6.0
703+00.00	6.0	6.0
730+00.00	6.0	6.0
755+00.00	6.0	6.0
764+00.00	6.0	6.0
774+00.00	6.0	6.0
802+00.00	6.0	6.0
827+00.00	6.0	6.0
840+00.00	6.0	6.0
SUB-TOTAL = 90.0 90.0		

I-57 MAINLINE (CHAMPAIGN)

861+00.00	6.0	6.0
874+00.00	6.0	6.0
886+00.00	6.0	6.0
898+00.00	6.0	6.0
910+00.00	6.0	6.0
923+00.00	6.0	6.0
106+00.00	6.0	6.0
133+00.00	6.0	6.0
139+00.00	6.0	6.0
251+00.00	6.0	6.0
SUB-TOTAL = 60.0 60.0		
TOTAL = 150.0 150.0		

64200105 SHOULDER RUMBLE STRIP

STATION	TO	STATION	LENGTH (FOOT)	
I-57 MAINLINE (DOUGLAS)				
LT SB	547+01.25	LT SB	553+92.12	690.9
RT SB	547+01.25	RT SB	553+92.12	690.9
LT NB	547+01.25	LT NB	553+92.12	690.9
RT NB	320+10.98	RT NB	327+03.10	692.1
LT SB	556+91.12	LT SB	560+95.93	404.8
RT SB	556+91.12	RT SB	560+95.93	404.8
LT NB	556+91.12	LT NB	560+45.13	354.0
RT NB	556+91.12	RT NB	560+45.13	354.0
LT SB	563+55.29	LT SB	575+43.68	1188.4
RT SB	563+55.29	RT SB	575+43.68	1188.4
LT SB	575+43.98	LT SB	580+22.18	478.2
LT SB	580+22.18	LT SB	583+97.18	375.0
RT SB	575+43.98	RT SB	580+22.18	478.2
RT SB	575+43.98	RT SB	580+22.18	478.2
LT NB	563+05.65	LT NB	575+43.68	1238.0
RT NB	563+05.65	RT NB	575+43.68	1238.0
LT NB	575+43.98	LT NB	580+22.18	478.2
LT NB	580+22.18	LT NB	583+97.18	375.0
LT SB	583+97.18	LT SB	686+68.32	10271.1
LT SB	686+68.32	LT SB	689+46.05	277.7
RT SB	583+97.18	RT SB	686+68.32	10271.1
RT SB	686+68.32	RT SB	689+46.05	277.7
LT NB	583+97.18	LT NB	686+68.32	10271.1
LT NB	686+68.32	LT NB	689+46.05	277.7
RT NB	583+97.18	RT NB	686+68.32	10271.1
RT NB	686+68.32	RT NB	689+46.05	277.7
LT SB	689+46.05	LT SB	736+24.61	4678.6
RT SB	689+46.05	RT SB	736+24.61	4678.6
LT SB	736+26.44	LT SB	791+00.00	5473.6
RT SB	736+26.44	RT SB	791+00.00	5473.6
LT SB	791+02.19	LT SB	791+67.85	65.7
LT SB	791+67.85	LT SB	794+42.85	275.0
RT SB	791+02.19	RT SB	791+67.85	65.7
RT SB	791+67.85	RT SB	794+42.85	275.0
LT NB	689+46.05	LT NB	736+24.61	4678.6
RT NB	689+46.05	RT NB	736+24.61	4678.6
LT NB	736+26.44	LT NB	791+00.00	5473.6
RT NB	736+26.44	RT NB	791+00.00	5473.6
LT NB	791+02.19	LT NB	791+67.85	65.7
LT NB	791+67.85	LT NB	794+42.85	275.0
RT NB	791+02.19	RT NB	791+67.85	65.7
RT NB	791+67.85	RT NB	794+42.85	275.0
LT SB	794+42.85	LT SB	843+84.01	4941.2
RT SB	794+42.85	RT SB	843+84.01	4941.2
LT SB	843+85.95	LT SB	848+62.49	476.5
RT SB	843+85.95	RT SB	848+62.49	476.5
LT NB	794+42.85	LT NB	843+84.01	4941.2
RT NB	794+42.85	RT NB	843+84.01	4941.2
LT NB	843+85.95	LT NB	848+62.49	476.5
RT NB	843+85.95	RT NB	848+62.49	476.5
SUB-TOTAL = 118488.6				

64200105 SHOULDER RUMBLE STRIP (CONT'D)

STATION	STATION	LENGTH (FOOT)		
I-57 MAINLINE (CHAMPAIGN)				
LT SB	848+62.49	LT SB	881+68.05	3305.6
RT SB	848+62.49	RT SB	881+68.05	3305.6
LT NB	848+62.49	LT NB	881+68.05	3305.6
RT NB	848+62.49	RT NB	881+68.05	3305.6
LT SB	881+68.75	LT SB	927+43.92	4575.17
RT SB	881+68.75	RT SB	927+43.92	4575.17
LT NB	881+68.75	LT NB	927+43.92	4575.17
RT NB	881+68.75	RT NB	927+43.92	4575.17
LT SB	927+43.92	LT SB	937+82.50	1038.58
RT SB	927+43.92	RT SB	937+82.50	1038.58
LT NB	927+43.92	LT NB	938+49.13	1105.21
RT NB	927+43.92	RT NB	938+49.13	1105.21
LT SB	942+18.30	LT SB	945+52.78	334.48
RT SB	942+18.30	RT SB	945+52.78	334.48
LT NB	942+18.30	LT NB	945+52.78	286.78
RT NB	942+18.30	RT NB	945+52.78	286.78
RT SB	104+50.00	RT SB	117+91.34	1341.34
LT SB	110+43.56	LT SB	117+91.34	747.78
LT NB	104+50.00	LT NB	117+83.61	1333.61
RT NB	110+20.08	RT NB	117+83.61	763.53
LT SB	119+13.10	LT SB	126+85.14	772.04
RT SB	119+13.10	RT SB	169+44.19	5031.09
LT NB	119+05.37	LT NB	168+50.79	4945.42
RT NB	119+05.37	RT NB	126+67.80	762.43
LT SB	169+44.19	LT SB	172+19.19	275.00
RT SB	169+44.19	RT SB	172+19.19	275.00
LT NB	168+50.79	LT NB	171+25.79	275.00
RT NB	168+50.79	RT NB	171+25.79	275.00
LT SB	172+19.19	LT SB	185+30.87	1311.68
RT SB	172+19.19	RT SB	185+30.87	1311.68
LT NB	171+25.79	LT NB	185+30.87	1405.08
RT NB	171+25.79	RT NB	185+30.87	1405.08
LT SB	185+30.87	LT SB	226+75.65	4144.78
RT SB	185+30.87	RT SB	230+69.79	4538.92
LT NB	185+30.87	LT NB	230+69.79	4538.92
RT NB	185+30.87	RT NB	204+89.47	1408.68
LT SB	216+97.06	LT SB	230+69.79	1372.73
RT SB	231+21.10	RT SB	245+24.48	1403.38
LT SB	249+06.15	LT SB	257+43.32	837.17
RT SB	230+69.79	RT SB	257+43.32	2673.53
LT NB	230+69.79	LT NB	257+43.32	2673.53
RT NB	230+69.79	RT NB	257+43.32	2673.53
LT SB	257+43.32	LT SB	260+18.32	275.00
RT SB	257+43.32	RT SB	260+18.32	275.00
LT NB	257+43.32	LT NB	260+18.32	275.00
RT NB	257+43.32	RT NB	260+18.32	275.00
LT SB	280+18.32	LT SB	350+00.00	8981.68
RT SB	280+18.32	RT SB	350+00.00	8981.68
LT NB	284+74.00	LT NB	284+74.00	2455.68
RT NB	280+18.32	RT NB	284+74.00	2455.68
LT NB	284+74.00	LT NB	305+82.00	2108.00
RT NB	284+74.00	RT NB	305+82.00	2108.00
LT NB	305+82.00	LT NB	312+00.00	618.00
RT NB	305+82.00	RT NB	312+00.00	618.00
LT NB	312+00.00	LT NB	323+95.00	1195.00
RT NB	312+00.00	RT NB	323+95.00	1195.00
LT NB	323+95.00	LT NB	341+95.00	1800.00
RT NB	323+95.00	RT NB	341+95.00	1800.00
LT NB	341+95.00	LT NB	350+00.00	805.00
RT NB	341+95.00	RT NB	350+00.00	805.00

SUB-TOTAL = 122,535.7

TOTAL = 241,024.3

USE = 241,024.0

CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ct:\pwk\work\PWIDOT\SHERERJM\d0134546\05	0251-shr-schedules.dgn	DRAWN - N/A	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISED -
	PLOT DATE = 11/28/2009	DATE - 110509	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: N/A SHEET NO. 11 OF 16 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	30
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				

78000200 THERMOPLASTIC PAVEMENT MARKING LINE-4" (WHITE)

78000200 THERMOPLASTIC PAVEMENT MARKING LINE-4" (WHITE)

78000200 THERMOPLASTIC PAVEMENT MARKING LINE-4" (YELLOW) (CONT'D)

		STATION	TO	STATION	LENGTH (FOOT)
I-57 MAINLINE (DOUGLAS)					
LT	SB	547+01.25		LT SB 553+92.12	690.9
RT	NB	320+10.98		RT NB 327+03.10	692.1
LT	SB	556+91.12		LT SB 560+95.93	404.8
RT	NB	556+91.12		RT NB 560+45.13	354.0
LT	SB	563+55.29		LT SB 575+43.68	1188.4
LT	SB	575+43.98		LT SB 580+22.18	478.2
LT	SB	580+22.18		LT SB 583+97.18	375.0
RT	NB	563+05.65		RT NB 575+43.68	1238.0
RT	NB	575+43.98		RT NB 580+22.18	478.2
RT	NB	580+22.18		RT NB 583+97.18	375.0
LT	SB	583+97.18		LT SB 686+68.32	10271.1
LT	SB	686+68.32		LT SB 689+46.05	277.7
RT	NB	583+97.18		RT NB 686+68.32	10271.1
RT	NB	686+68.32		RT NB 689+46.05	277.7
LT	SB	689+46.05		LT SB 736+24.61	4678.6
LT	SB	736+24.44		LT SB 791+00.00	5473.6
LT	SB	791+02.19		LT SB 791+67.85	65.7
LT	SB	791+67.85		LT SB 794+42.85	275.0
RT	NB	689+46.05		RT NB 736+24.61	4678.6
RT	NB	736+24.44		RT NB 791+00.00	5473.6
RT	NB	791+02.19		RT NB 791+67.85	65.7
RT	NB	791+67.85		RT NB 794+42.85	275.0
LT	SB	794+42.85		LT SB 843+84.01	4941.2
LT	SB	843+85.95		LT SB 848+62.49	476.5
RT	NB	794+42.85		RT NB 843+84.01	4941.2
RT	NB	843+85.95		RT NB 848+62.49	476.5
				SUB-TOTAL = 59,193.3	

I-57 MAINLINE (CHAMPAIGN)					
LT	SB	848+62.49		LT SB 881+68.05	3305.6
RT	NB	848+62.49		RT NB 881+68.05	3305.6
LT	SB	881+68.75		LT SB 927+43.92	4575.17
RT	NB	881+68.75		RT NB 927+43.92	4575.17
LT	SB	927+43.92		LT SB 937+82.50	1038.58
RT	NB	927+43.92		RT NB 938+49.13	1105.21
LT	SB	942+18.30		LT SB 945+52.78	334.48
LT	NB	942+86.00		LT NB 945+52.78	266.78
RT	NB	104+50.00		RT NB 945+52.78	266.78
LT	SB	110+43.56		LT SB 117+91.34	747.78
RT	NB	110+20.08		RT NB 117+83.61	763.53
LT	SB	119+13.10		LT SB 126+85.14	772.04
RT	NB	119+05.37		RT NB 126+67.80	762.43
LT	SB	169+44.19		LT SB 172+19.19	275.00
RT	NB	168+50.79		RT NB 171+25.79	275.00
LT	SB	172+19.19		LT SB 185+30.87	1311.68
RT	NB	171+25.79		RT NB 185+30.87	1405.08
LT	SB	185+30.87		LT SB 226+75.65	4144.78
RT	NB	190+80.79		RT NB 204+89.47	1408.68
RT	NB	216+97.06		RT NB 230+69.79	1372.73
LT	SB	231+21.10		LT SB 245+24.48	1403.38
LT	SB	249+06.15		LT SB 257+43.32	837.17
RT	NB	230+69.79		RT NB 257+43.32	2673.53
LT	SB	257+43.32		LT SB 260+18.32	275.00
RT	NB	257+43.32		RT NB 260+18.32	275.00
LT	SB	260+18.32		LT NB 350+00.00	8981.68
RT	NB	260+18.32		RT NB 284+74.00	2455.68
RT	NB	284+74.00		RT NB 305+82.00	2108.00
RT	NB	305+82.00		RT NB 312+00.00	618.00
RT	NB	312+00.00		RT NB 323+95.00	1195.00
RT	NB	323+95.00		RT NB 341+95.00	1800.00
RT	NB	341+95.00		RT NB 350+00.00	805.00
				SUB-TOTAL = 56,780.8	

		STATION	TO	STATION	LENGTH (FOOT)
I-57/ US 45 INTERCHANGE (CHAMPAIGN)					
RAMP CB	LT	0+00.00		LT 8+14.67	814.67
RAMP CB	LT	20+11.22		LT 30+44.39	1033.17
RAMP BD	RT	0+00.00		RT 6+72.59	672.59
RAMP BD	RT	46+72.59		RT 55+35.44	862.85
RAMP AC	LT	0+00.00		LT 15+35.38	1535.38
RAMP DA	LT	60+13.19		LT 69+06.41	893.22
RAMP DA	RT	60+13.19		RT 70+30.33	1017.14
RAMP DA	RT	0+00.00		RT 9+49.95	949.95
				SUB-TOTAL = 7,779.0	
I-57 REST AREA RAMPS (CHAMPAIGN)					
NB ENTR RMP	RT	184+27.52		RT 191+73.60	746.08
NB EXIT RMP	RT	208+27.29		RT 220+28.13	1200.84
SB EXIT RMP	LT	118+75.85		RT 132+10.35	1334.50
SB ENTR RMP	LT	147+69.00		LT 155+00.00	731.00
				SUB-TOTAL = 4,012.4	
				TOTAL = 127,765.5	
				USE = 127,766.0	

78000200 THERMOPLASTIC PAVEMENT MARKING LINE-4" (YELLOW)					
		STATION	TO	STATION	LENGTH (FOOT)
I-57 MAINLINE (DOUGLAS)					
RT	SB	547+01.25		RT SB 553+92.12	690.9
LT	NB	547+01.25		LT NB 553+92.12	690.9
RT	SB	556+91.12		RT SB 560+95.93	404.8
LT	NB	556+91.12		LT NB 560+45.13	354.0
RT	SB	563+55.29		RT SB 575+43.68	1188.4
RT	SB	575+43.98		RT SB 580+22.18	478.2
RT	SB	575+43.98		RT SB 580+22.18	478.2
LT	NB	563+05.65		LT NB 575+43.68	1238.0
LT	NB	575+43.98		LT NB 580+22.18	478.2
LT	NB	580+22.18		LT NB 583+97.18	375.0
RT	SB	583+97.18		RT SB 686+68.32	10271.1
RT	SB	686+68.32		RT SB 689+46.05	277.7
LT	NB	583+97.18		LT NB 686+68.32	10271.1
LT	NB	686+68.32		LT NB 689+46.05	277.7
RT	SB	689+46.05		RT SB 736+24.61	4678.6
RT	SB	736+24.44		RT SB 791+00.00	5473.6
RT	SB	791+02.19		RT SB 791+67.85	65.7
RT	SB	791+67.85		RT SB 794+42.85	275.0
LT	NB	689+46.05		LT NB 736+24.61	4678.6
LT	NB	736+24.44		LT NB 791+00.00	5473.6
LT	NB	791+02.19		LT NB 791+67.85	65.7
LT	NB	791+67.85		LT NB 794+42.85	275.0
RT	SB	794+42.85		RT SB 843+84.01	4941.2
LT	SB	843+85.95		LT SB 848+62.49	476.5
RT	SB	843+85.95		RT SB 848+62.49	476.5
LT	NB	794+42.85		LT NB 843+84.01	4941.2
LT	NB	843+85.95		LT NB 848+62.49	476.5
				SUB-TOTAL = 59,771.8	

		STATION	TO	STATION	LENGTH (FOOT)
I-57 MAINLINE (CHAMPAIGN)					
RT	SB	848+62.49		RT SB 881+68.05	3305.6
LT	NB	848+62.49		LT NB 881+68.05	3305.6
RT	SB	881+68.75		RT SB 927+43.92	4575.17
LT	NB	881+68.75		LT NB 927+43.92	4575.17
RT	SB	927+43.92		RT SB 937+82.50	1038.58
LT	NB	927+43.92		LT NB 938+49.13	1105.21
LT	SB	942+18.30		LT SB 945+52.78	334.48
RT	SB	942+18.30		RT SB 945+52.78	334.48
LT	NB	942+86.00		LT NB 945+52.78	266.78
RT	SB	104+50.00		RT SB 117+91.34	1341.34
LT	NB	104+50.00		LT NB 117+83.61	1333.61
RT	SB	119+13.10		RT SB 169+44.19	5031.09
LT	NB	119+05.37		LT NB 168+50.79	4945.42
RT	SB	169+44.19		RT SB 172+19.19	275.00
LT	NB	168+50.79		LT NB 171+25.79	275.00
RT	SB	172+19.19		RT SB 185+30.87	1311.68
LT	NB	171+25.79		LT NB 185+30.87	1405.08
RT	SB	185+30.87		RT SB 230+69.79	4538.92
LT	NB	185+30.87		LT NB 230+69.79	4538.92
RT	NB	216+97.06		RT NB 230+69.79	1372.73
RT	SB	230+69.79		RT SB 257+43.32	2673.53
LT	NB	230+69.79		LT NB 257+43.32	2673.53
RT	SB	257+43.32		RT SB 260+18.32	275.00
LT	NB	257+43.32		LT NB 260+18.32	275.00
RT	SB	260+18.32		RT SB 350+00.00	8981.68
LT	NB	260+18.32		LT NB 284+74.00	2455.68
LT	NB	284+74.00		LT NB 305+82.00	2108.00
LT	NB	305+82.00		LT NB 312+00.00	618.00
LT	NB	312+00.00		LT NB 323+95.00	1195.00
LT	NB	323+95.00		LT NB 341+95.00	1800.00
LT	NB	341+95.00		LT NB 350+00.00	805.00
				SUB-TOTAL = 69,070.2	

I-57/ US 45 INTERCHANGE (CHAMPAIGN)					
RAMP CB	RT	20+11.22		RT 29+19.10	907.88
RAMP BD	RT	0+00.00		RT 6+72.59	672.59
RAMP BD	LT	46+79.71		LT 55+35.44	855.73
RAMP AC	LT	0+00.00		LT 15+35.38	1535.38
RAMP DA	LT	60+13.19		LT 69+06.41	893.22
				SUB-TOTAL = 4,864.8	
				TOTAL = 133,706.8	
				USE = 133,707.0	

78000400 THERMOPLASTIC PAVEMENT MARKING LINE-6" (WHITE)		
	LOCATION	LENGTH (FOOT)
	RAMP AC	120
	RAMP BD	115
		TOTAL = 235.0

78100100 RAISED REFLECTIVE PAVEMENT MARKERS (CONTD)

I-57 US 45 INTERCHANGE (CHAMPAIGN)				78300200 RRPM REMOVAL EACH			
STATION	IQ	STATION		FOOT	EACH	EACH	
RAMP CB	RT	28+51.51	RT	29+19.10	287.59	7	7
RAMP CB	LT	0+00.00	LT	8+14.67	814.67	20	20
RAMP CB	LT	29+19.10	LT	30+44.39	125.29	3	3
RAMP BD	RT	0+00.00	RT	6+72.59	672.59	17	17
RAMP BD	LT	48+79.71	LT	49+29.94	250.23	6	6
RAMP AC	LT	0+00.00	LT	6+72.59	672.59	17	17
RAMP AC	RT	6+72.59	RT	9+29.94	257.35	6	6
RAMP DA	LT	67+93.39	LT	69+06.41	113.02	3	3
RAMP DA	RT	89+06.41	RT	70+30.33	123.92	3	3
RAMP DA	RT	0+00.00	RT	9+49.95	949.95	24	24
SUB-TOTAL =				106		106	
NB ENTR RMP	RT	184+27.52	RT	190+88.99	661.47	17	17
NB ENTR RMP	LT	190+88.99	LT	191+73.80	84.81	2	2
NB EXIT RMP	RT	208+27.29	RT	220+28.13	1200.84	30	30
SB EXIT RMP	LT	118+75.85	RT	130+67.06	1191.21	30	30
SB EXIT RMP	RT	130+67.06	RT	132+10.35	143.29	4	4
SB ENTR RMP	LT	147+69.00	LT	155+00.00	731.00	18	18
SB ENTR RMP	RT	14769	RT	14864.91	95.91	2	2
SUB-TOTAL =				103		103	
TOTAL =				3,871		3,871	

X0301741 AERIAL SPEED CHECK MARKING

STATION	LENGTH FOOT
LT 596+33.0	24
LT 603+00.0	24
LT&RT 814+30.0	48
LT&RT 819+07.0	48
TOTAL	144

70300100 SHORT-TERM PAVEMENT MARKING

I-57 MAINLINE CL SKIP DASH (DOUGLAS)				MILLING FOOT	BINDER FOOT	SURFACE FOOT	TOTAL FOOT	70301000 WK ZN PVT MK REM SQ.FT
STATION	IQ	STATION						
SB 547+01.25		SB 553+92.12		172.7	172.7	172.7	518.2	57.0
NB 547+01.25		NB 553+92.12		172.7	172.7	172.7	518.2	57.0
SB 556+91.12		SB 560+95.93		101.2	101.2	101.2	303.6	33.4
NB 556+91.12		NB 560+45.13		88.5	88.5	88.5	265.5	29.2
SB 563+55.29		SB 575+43.68		297.1	297.1	297.1	891.3	98.0
SB 575+43.98		SB 580+22.18		119.5	119.5	119.5	358.6	39.5
NB 563+05.65		NB 575+43.68		309.5	309.5	309.5	928.5	102.1
NB 575+43.98		NB 580+22.18		119.5	119.5	119.5	358.6	39.5
SB 583+97.18		SB 686+68.32		2567.8	2567.8	2567.8	7703.4	847.4
NB 583+97.18		NB 686+68.32		2567.8	2567.8	2567.8	7703.4	847.4
SB 689+46.05		SB 736+24.61		1169.6	1169.6	1169.6	3508.9	386.0
SB 736+26.44		SB 791+00.00		1368.4	1368.4	1368.4	4105.2	451.6
SB 791+02.19		SB 791+67.85		16.4	16.4	16.4	49.2	5.4
NB 689+46.05		NB 736+24.61		1169.6	1169.6	1169.6	3508.9	386.0
NB 736+26.44		NB 791+00.00		1368.4	1368.4	1368.4	4105.2	451.6
NB 791+02.19		NB 791+67.85		16.4	16.4	16.4	49.2	5.4
SB 794+42.85		SB 843+84.01		1235.3	1235.3	1235.3	3705.9	407.6
SB 843+85.95		SB 848+62.49		119.1	119.1	119.1	357.4	39.3
NB 794+42.85		NB 843+84.01		1235.3	1235.3	1235.3	3705.9	407.6
NB 843+85.95		NB 848+62.49		119.1	119.1	119.1	357.4	39.3
SUB-TOTAL =				43,002.5		43,002.5	4,730.3	

I-57 MAINLINE CL SKIP DASH (CHAMPAIGN)

SB 848+62.49		SB 881+68.05		826.4	826.4	826.4	2479.2	272.7
NB 848+62.49		NB 881+68.05		826.4	826.4	826.4	2479.2	272.7
SB 881+68.75		SB 927+43.92		1143.8	1143.8	1143.8	3431.4	377.5
NB 881+68.75		NB 927+43.92		1143.8	1143.8	1143.8	3431.4	377.5
SB 848+62.49		SB 881+68.05		826.4	826.4	826.4	2479.2	272.7
NB 848+62.49		NB 881+68.05		826.4	826.4	826.4	2479.2	272.7
SB 881+68.75		SB 927+43.92		1143.8	1143.8	1143.8	3431.4	377.5
NB 881+68.75		NB 927+43.92		1143.8	1143.8	1143.8	3431.4	377.5
SB 927+43.92		SB 937+82.50		259.6	259.6	259.6	778.9	85.7
NB 927+43.92		NB 938+49.13		276.3	276.3	276.3	828.9	91.2
SB 942+18.30		SB 945+52.78		83.6	83.6	83.6	250.9	27.8
NB 942+18.30		NB 945+52.78		66.7	66.7	66.7	200.1	22.0
SB 104+50.00		SB 117+91.34		335.3	335.3	335.3	1006.0	110.7
NB 104+50.00		NB 117+83.61		333.4	333.4	333.4	1000.2	110.0
SB 119+13.10		SB 168+44.19		1232.8	1232.8	1232.8	3698.3	406.8
NB 119+05.37		NB 167+50.79		1211.4	1211.4	1211.4	3634.1	399.7
SB 172+19.19		SB 185+30.87		327.9	327.9	327.9	983.8	108.2
NB 171+25.79		NB 185+30.87		351.3	351.3	351.3	1053.8	115.9
NB 171+25.79		NB 185+30.87		351.3	351.3	351.3	1053.8	115.9
SB 185+30.87		SB 230+69.79		1134.7	1134.7	1134.7	3404.2	374.5
NB 185+30.87		NB 230+69.79		1134.7	1134.7	1134.7	3404.2	374.5
SB 230+69.79		SB 257+43.32		668.4	668.4	668.4	2005.1	220.6
NB 230+69.79		NB 257+43.32		668.4	668.4	668.4	2005.1	220.6
SB 260+18.32		SB 350+00.00		2245.4	2245.4	2245.4	6736.3	741.0
NB 260+18.32		NB 284+74.00		613.9	613.9	613.9	1841.8	202.6
NB 284+74.00		NB 305+82.00		527.0	527.0	527.0	1581.0	173.9
NB 305+82.00		NB 312+00.00		154.5	154.5	154.5	463.5	51.0
NB 312+00.00		NB 323+95.00		298.8	298.8	298.8	896.3	98.6
NB 323+95.00		NB 341+95.00		450.0	450.0	450.0	1350.0	148.5
NB 341+95.00		NB 350+00.00		201.3	201.3	201.3	603.8	66.4
SUB-TOTAL =				62,422.1		62,422.1	6,866.4	

FILE NAME = c:\pwwork\VPWIDOT\SHERRERJM\d8134546\05	USER NAME = sherrerm	DESIGNED - JMS	REVISED - JMS 010510	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SCHEDULES OF QUANTITIES				F.A.I. RTE. 57	SECTION (21-28,21-10-29,10-30RS-1	COUNTY *	TOTAL SHEETS 115	SHEET NO. 33		
	0251-sht-schedules.dgn	DRAWN - N/A	REVISED -			SCALE: N/A	SHEET NO. 14 OF 16 SHEETS	STA.	TO STA.	CONTRACT NO. 70251						
	PLOT SCALE = 100,0000 / IN.	CHECKED - N/A	REVISED -			ILLINOIS FED. AID PROJECT										
	PLOT DATE = 1/5/2010	DATE - 110509	REVISED -													

* CHAMPAIGN & DOUGLAS

70300100 SHORT-TERM PAVEMENT MARKING (CONTD)

70301000
WK ZN
PVT MK
REM
SQ FT

STATION	TO	STATION	MILLING FOOT	BINDER FOOT	SURFACE FOOT	TOTAL FOOT	REM SQ FT
I-57/ US 45 INTERCHANGE SHOULDERS (CHAMPAIGN)							
RAMP CB	LT	0+00.00	814.67	814.7	814.7	2444.0	288.8
RAMP CB	LT	20+11.22	1033.17	1033.2	1033.2	3099.5	340.9
RAMP CB	RT	20+11.22	907.88	907.9	907.9	2723.6	299.6
RAMP BD	RT	0+00.00	672.59	672.6	672.6	2017.8	222.0
RAMP BD	RT	46+72.59	862.85	862.8	862.8	2588.6	284.7
RAMP BD	LT	46+79.71	855.73	855.7	855.7	2567.2	282.4
RAMP AC	LT	0+00.00	1535.38	1535.4	1535.4	4606.1	506.7
RAMP AC	RT	6+72.59	862.79	862.8	862.8	2588.4	284.7
RAMP DA	LT	60+13.19	893.22	893.2	893.2	2679.7	294.8
RAMP DA	RT	60+13.19	1017.14	1017.1	1017.1	3051.4	335.7
RAMP DA	RT	0+00.00	949.95	950.0	950.0	2849.9	313.5
SUB-TOTAL =						31,216.1	3,433.8
I-57 REST AREA RAMP SHOULDERS (CHAMPAIGN)							
NB ENTR RMP	RT	184+27.52	746.08	746.1	746.1	2238.2	246.2
NB EXIT RMP	RT	208+27.29	1200.84	1200.8	1200.8	3602.5	396.3
SB EXIT RMP	LT	118+75.85	1334.50	1334.5	1334.5	4003.5	440.4
SB ENTR RMP	LT	147+69.00	731.00	731.0	731.0	2193.0	241.2
SUB-TOTAL =						12,037.3	1,324.1
TOTAL =						530,503.6	58,355.4
USE =						530,504.0	58,356.0

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn		DRAWN - N/A	REVISED -					57	(21-28,21-10-29,10-30)RS-1	*	115	35	
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISED -		SCALE: N/A			SHEET NO. 16 OF 16 SHEETS		STA.	TO STA.	CONTRACT NO. 70251	
	PLOT DATE = 11/28/2009	DATE - 110509	REVISED -		ILLINOIS FED. AID PROJECT								

SCHEDULE OF CLASS A PATCHING

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	44200561 TYPE I 11.0" (sq. yd)	44200565 TYPE II 11.0" (sq. yd)	44200569 TYPE III 11.0" (sq. yd)	44200571 TYPE IV 11.0" (sq. yd)	44213200 SAW CUTS (ft)	Z0075300 TIE BARS (each)	44213000 PATCHING REINFORCEMENT (sq. yd)
I-57 MAINLINE (DOUGLAS)											
547+93.00	NB	PL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
547+93.00	NB	DL GORE	6	5	3.3	0.0	0.0	0.0	32.0	0.0	3.3
548+35.00	NB	DL RAMP	10	3	3.3	0.0	0.0	0.0	32.0	0.0	3.3
548+50.00	NB	DL GORE	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
551+84.00	NB	DL RAMP	18	8	0.0	0.0	16.0	0.0	68.0	0.0	16.0
560+39.00	NB	PL SHDR	40	6.5	0.0	0.0	0.0	28.9	106.0	20.0	28.9
563+63.00	NB	DL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
563+70.00	NB	PL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
572+26.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
585+63.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
586+06.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
595+91.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
615+00.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
633+71.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
635+50.00	NB	DL	16	12	0.0	0.0	21.3	0.0	80.0	0.0	21.3
644+27.00	NB	DL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
646+10.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
647+92.00	NB	DL	16	6	0.0	10.7	0.0	0.0	56.0	0.0	10.7
648+26.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
657+58.00	NB	DL	16	6	0.0	10.7	0.0	0.0	56.0	0.0	10.7
662+00.00	NB	PL	50	6	0.0	0.0	0.0	33.3	124.0	25.0	33.3
664+25.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
665+60.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
666+45.00	NB	PL	8	6	0.0	5.3	0.0	0.0	40.0	0.0	5.3
669+28.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
669+43.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
669+93.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
670+36.00	NB	PL	50	6	0.0	0.0	0.0	33.3	124.0	25.0	33.3
SUB-TOTAL =					38.7	110.7	37.3	95.6	1558.0	70.0	282.2

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISIONS -	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	36			
PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISIONS -	REVISED -		CONTRACT NO. 70251							
PLOT DATE = 12/11/2009	DATE - 110509	REVISIONS -	REVISED -		SCALE: N/A	SHEET NO. 1 OF 9 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

SCHEDULE OF CLASS A PATCHING (CONT'D)

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	44200561 TYPE I 11.0" (sq. yd)	44200565 TYPE II 11.0" (sq. yd)	44200569 TYPE III 11.0" (sq. yd)	44200571 TYPE IV 11.0" (sq. yd)	44213200 SAW CUTS (ft)	Z0075300 TIE BARS (each)	44213000 PATCHING REINFORCEMENT (sq. yd)
I-57 MAINLINE (DOUGLAS)											
671+76.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
674+81.00	NB	DL	8	6	0.0	5.3	0.0	0.0	40.0	0.0	5.3
677+62.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
679+08.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
691+25.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
691+78.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
692+73.00	NB	DL	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
702+36.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
708+87.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
709+39.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
709+68.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
710+56.00	NB	DL	20	6	0.0	13.3	0.0	0.0	64.0	10.0	13.3
714+88.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
719+16.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
723+65.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
727+36.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
727+50.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
727+81.00	NB	DL	8	6	0.0	5.3	0.0	0.0	40.0	0.0	5.3
727+99.00	NB	DL	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
728+43.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
728+63.00	NB	DL	14	6	0.0	9.3	0.0	0.0	52.0	0.0	9.3
729+21.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
729+47.00	NB	DL	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
729+77.00	NB	DL	30	6	0.0	0.0	20.0	0.0	84.0	15.0	20.0
731+50.00	NB	DL	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
733+04.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
733+76.00	NB	DL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
734+02.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
734+81.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
735+00.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
SUB-TOTAL =					56.0	121.3	20.0	0.0	1368.0	25.0	197.3

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERRJ\034546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISD -			57	(21-28,21-10-29,10-30)RS-1	*	115	37			
PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISD -			CONTRACT NO. 70251							
PLOT DATE = 12/11/2009	DATE - 110509	REVISD -			SCALE: N/A	SHEET NO. 2 OF 9 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

SCHEDULE OF CLASS A PATCHING (CONT'D)

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	44200561 TYPE I 11.0" (sq. yd)	44200565 TYPE II 11.0" (sq. yd)	44200569 TYPE III 11.0" (sq. yd)	44200571 TYPE IV 11.0" (sq. yd)	44213200 SAW CUTS (ft)	Z0075300 TIE BARS (each)	44213000 PATCHING REINFORCEMENT (sq. yd)
I-57 MAINLINE (DOUGLAS)											
735+87.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
741+12.00	NB	DL	16	6	0.0	10.7	0.0	0.0	56.0	0.0	10.7
742+57.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
743+51.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
745+51.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
745+51.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
746+32.00	NB	DL	18	6	0.0	12.0	0.0	0.0	60.0	0.0	12.0
746+70.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
747+00.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
747+60.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
748+63.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
749+40.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
749+97.00	NB	PL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
750+60.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
750+90.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
751+37.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
751+48.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
752+41.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
756+17.00	NB	DL	8	6	0.0	5.3	0.0	0.0	40.0	0.0	5.3
756+49.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
756+80.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
757+30.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
757+62.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
758+85.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
761+24.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
764+00.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
764+58.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
765+80.00	NB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
766+06.00	NB	DL	14	6	0.0	9.3	0.0	0.0	52.0	0.0	9.3
769+60.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
SUB-TOTAL =					72.0	94.7	0.0	0.0	1256.0	0.0	166.7

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn	DRAWN - N/A	CHECKED - N/A	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	38			
PLOT SCALE = 100.0000' / IN.	DATE - 110509	REVISOR -	SCALE: N/A		SHEET NO. 3 OF 9 SHEETS	STA.	TO STA.	CONTRACT NO. 70251				
PLOT DATE = 12/11/2009	DATE - 110509	REVISOR -	ILLINOIS FED. AID PROJECT									

SCHEDULE OF CLASS A PATCHING (CONT'D)

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	44200561 TYPE I 11.0" (sq. yd)	44200565 TYPE II 11.0" (sq. yd)	44200569 TYPE III 11.0" (sq. yd)	44200571 TYPE IV 11.0" (sq. yd)	44213200 SAW CUTS (ft)	Z0075300 TIE BARS (each)	44213000 PATCHING REINFORCEMENT (sq. yd)
I-57 MAINLINE (DOUGLAS)											
775+55.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
799+10.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
799+10.00	NB	PL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
802+01.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
839+83.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
839+83.00	NB	PL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
861+80.00	NB	DL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0
861+93.00	NB	DL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
864+61.00	NB	DL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
864+61.00	NB	PL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
883+40.00	NB	DL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
932+50.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
932+61.00	NB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
932+80.00	NB	PL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
874+82.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
848+01.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
842+42.00	SB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
792+50.00	SB	DL	25	6	0.0	0.0	16.7	0.0	74.0	13.0	16.7
754+12.00	SB	PL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7
733+03.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
732+84.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
732+06.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
731+55.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
730+55.00	SB	DL	14	6	0.0	9.3	0.0	0.0	52.0	0.0	9.3
729+08.00	SB	DL	14	6	0.0	9.3	0.0	0.0	52.0	0.0	9.3
728+80.00	SB	DL	10	6	0.0	6.7	0.0	0.0	44.0	0.0	6.7
722+75.00	SB	DL	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
722+44.00	SB	DL	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
722+02.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0
721+90.00	SB	DL	12	6	0.0	8.0	0.0	0.0	48.0	0.0	8.0
SUB-TOTAL =					40.0	165.3	16.7	0.0	1510.0	13.0	222.0

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn		DRAWN - N/A	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	39			
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISED -		SCALE: N/A			SHEET NO. 4 OF 9 SHEETS	STA.	TO STA.	CONTRACT NO. 70251	
	PLOT DATE = 12/11/2009	DATE - 110509	REVISED -		ILLINOIS FED. AID PROJECT							

SCHEDULE OF CLASS A PATCHING (CONT'D)

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	44200561	44200565	44200569	44200571	44213200	Z0075300	44213000	
					TYPE I 11.0" (sq. yd)	TYPE II 11.0" (sq. yd)	TYPE III 11.0" (sq. yd)	TYPE IV 11.0" (sq. yd)	SAW CUTS (ft)	TIE BARS (each)	PATCHING REINFORCEMENT (sq. yd)	
I-57 MAINLINE (DOUGLAS)												
712+00.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
710+93.00	SB	DL	16	6	0.0	10.7	0.0	0.0	56.0	0.0	10.7	
707+44.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
706+67.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
703+69.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
703+53.00	SB	DL	20	6	0.0	13.3	0.0	0.0	64.0	10.0	13.3	
703+35.00	SB	DL	8	6	0.0	5.3	0.0	0.0	40.0	0.0	5.3	
686+55.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
645+98.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
633+60.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
624+64.00	SB	DL	6	6	4.0	0.0	0.0	0.0	36.0	0.0	4.0	
564+10.00	SB	PL	6	12	0.0	8.0	0.0	0.0	60.0	0.0	8.0	
563+96.00	SB	DL	16	12	0.0	0.0	21.3	0.0	80.0	0.0	21.3	
560+56.00	SB	PL	8	12	0.0	10.7	0.0	0.0	64.0	0.0	10.7	
560+27.00	SB	DL	10	12	0.0	13.3	0.0	0.0	68.0	0.0	13.3	
548+47.00	SB	DL	8	6	0.0	5.3	0.0	0.0	40.0	0.0	5.3	
SUB-TOTAL =					32.0	66.7	21.3	0.0	760.0	10.0	120.0	
TOTAL =					238.7	558.7	95.3	95.6	6452.0	118.0	988.2	
USE =					239.0	559.0	95.0	96.0	6452.0	118.0	988.0	

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISOR -	REVISOR -					57	(21-28,21-10-29,10-30)RS-1	*	115	40
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISOR -		SCALE: N/A			SHEET NO. 5 OF 9 SHEETS			STA.	TO STA.
	PLOT DATE = 12/11/2009	DATE - 110509	REVISOR -		CONTRACT NO. 70251							

ILLINOIS FED. AID PROJECT

SCHEDULE OF CLASS B PATCHING

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	PATCH AREA							
					44201007 TYPE II 13.0" (sq. yd)	44201011 TYPE III 13.0" (sq. yd)	44201013 TYPE IV 13.0" (sq. yd)	Z0017100 DOWEL BARS (each)	44213200 SAW CUTS (ft)	Z0075300 TIE BARS (each)	44213100 PAVEMENT FABRIC (sq. yd)	
I-57 MAINLINE (CHAMPAIGN)												
108+52.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
110+79.00	NB	DL	10	12	13.3	0.0	0.0	20	56.0	0.0	0.0	
110+79.00	NB	PL	10	12	13.3	0.0	0.0	20	56.0	0.0	0.0	
111+55.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
111+55.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
111+91.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
120+01.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
120+46.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
120+69.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
120+69.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
132+75.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
132+75.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
133+10.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
135+24.00	NB	DL	10	12	13.3	0.0	0.0	20	56.0	0.0	0.0	
137+44.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
137+70.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
138+07.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
138+40.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
138+70.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
138+80.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
139+11.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
139+40.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
139+71.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
140+71.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
140+71.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
151+80.00	NB	DL	20	12	0.0	0.0	26.7	30	76.0	10.0	26.7	
151+96.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
152+19.00	NB	DL	8	12	10.7	0.0	0.0	20	52.0	0.0	0.0	
154+00.00	NB	DL	8	12	10.7	0.0	0.0	20	52.0	0.0	0.0	
154+00.00	NB	PL	8	12	10.7	0.0	0.0	20	52.0	0.0	0.0	
179+91.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
179+91.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
SUB-TOTAL =					272.0	0.0	26.7	650.0	1600.0	10.0	26.7	

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERRJ\034546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISIED -						57	(21-28,21-10-29,10-30)RS-1	*	115	41
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISIED -		SCALE: N/A			SHEET NO. 6 OF 9 SHEETS		STA.	TO STA.	
	PLOT DATE = 12/11/2009	DATE - 110509	REVISIED -		CONTRACT NO. 70251 ILLINOIS FED. AID PROJECT							

SCHEDULE OF CLASS B PATCHING (CONTD)

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	PATCH AREA							
					44201007 TYPE II 13.0" (sq. yd)	44201011 TYPE III 13.0" (sq. yd)	44201013 TYPE IV 13.0" (sq. yd)	Z0017100 DOWEL BARS (each)	44213200 SAW CUTS (ft)	Z0075300 TIE BARS (each)	44213100 PAVEMENT FABRIC (sq. yd)	
I-57 MAINLINE (CHAMPAIGN)												
180+88.00	NB	DL	8	12	10.7	0.0	0.0	20	52.0	0.0	0.0	
180+88.00	NB	PL	8	12	10.7	0.0	0.0	20	52.0	0.0	0.0	
185+73.00	NB	DL	8	12	10.7	0.0	0.0	20	52.0	0.0	0.0	
189+71.00	NB	RA RAMP	6	16	10.7	0.0	0.0	28	60.0	0.0	0.0	
190+72.00	NB	RA RAMP	8	16	14.2	0.0	0.0	28	64.0	0.0	0.0	
193+74.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
203+71.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
203+71.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
221+00.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
223+53.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
226+94.00	NB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
226+94.00	NB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
342+18.00	SB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
342+18.00	SB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
253+95.00	SB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
138+34.00	SB	PL	14	12	0.0	18.7	0.0	20	64.0	0.0	18.7	
117+25.00	SB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
117+25.00	SB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
117+10.00	SB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
104+41.00	SB	DL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
104+41.00	SB	PL	6	12	8.0	0.0	0.0	20	48.0	0.0	0.0	
104+41.00	SB	RAMP	6	10	6.7	0.0	0.0	16	42.0	0.0	0.0	
SUB-TOTAL =					183.6	18.7	0.0	452.0	1106.0	0.0	18.7	
TOTAL =					455.6	18.7	26.7	1102.0	2706.0	10.0	45.3	
USE =					456.0	19.0	27.0	1102.0	2706.0	10.0	45.0	

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISIED -	57					(21-28,21-10-29,10-30)RS-1	*	115	42	
	PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISED -		CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 12/11/2009	DATE - 110509	REVISED -		SCALE: N/A	SHEET NO. 7 OF 9 SHEETS	STA.	TO STA.				

SCHEDULE OF CLASS D PATCHING

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	PATCH AREA	
					44201811 TYPE I 14.0" (sq.yd)	44201815 TYPE II 14.0" (sq.yd)
I-57 MAINLINE (CHAMPAIGN)						
313+40.00	NB	DL	6	6	4.0	0.0
314+00.00	NB	DL	6	12	0.0	8.0
314+00.00	NB	PL	6	12	0.0	8.0
318+24.00	NB	DL	6	6	4.0	0.0
322+59.00	NB	DL	10	6	0.0	6.7
323+35.00	NB	DL	6	6	4.0	0.0
323+50.00	NB	DL	6	6	4.0	0.0
TOTAL =					16.0	22.7
USE =					16.0	23.0

SCHEDULE OF PARTIAL DEPTH PATCHING

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	EXISTING	X4401705	X4421000
					HMA OVERLAY THICKNESS (4 3/4" or less) (inch)	PARTIAL DEPTH REMOVAL (sq.yd)	PARTIAL DEPTH PATCHING (tons)
I-57 MAINLINE (DOUGLAS)							
554+06.00	NB	DL	4	12	3.25	5.3	1.9
554+06.00	NB	PL	4	12	3.25	5.3	1.9
560+19.00	NB	DL	8	12	3.25	10.7	3.7
560+19.00	NB	PL	8	12	3.25	10.7	3.7
563+07.00	NB	DL	4	12	3.25	5.3	1.9
563+07.00	NB	PL	4	12	3.25	5.3	1.9
TOTAL =						42.7	14.9
USE =						42.0	15.0

• CHAMPAIGN & DOUGLAS

SCHEDULE OF CLASS A PATCHING AT OVERHEAD STRUCTURES




STATION	TO	STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	31100100 SUB-BSE GRAN MAT, TYPE A 6" DEPTH ION	44200535 9" CLASS A TYPE IV 8.0" (sq_yd)	44213200 SAW CUTS (ft)	Z0075300 TIE BARS (each)	44213000 PATCHING REINFORCEMENT (sq_yd)
I-57 MAINLINE (DOUGLAS)											
581+22.18		583+97.19	NB	PL	275.0	12.0	110.0	366.7	598.0	138.0	366.7
581+22.18		583+97.19	NB	DL	275.0	12.0	110.0	366.7	598.0	138.0	366.7
686+71.05		689+46.05	NB	PL	275.0	12.0	110.0	366.7	598.0	138.0	366.7
686+71.05		689+46.05	NB	DL	275.0	12.0	110.0	366.7	598.0	138.0	366.7
686+71.05		689+46.05	SB	PL	275.0	12.0	110.0	366.7	598.0	138.0	366.7
686+71.05		689+46.05	SB	DL	275.0	12.0	110.0	366.7	598.0	138.0	366.7
790+67.85		794+42.85	SB	DL	375.0	12.0	150.0	366.7	598.0	138.0	366.7
790+67.85		794+42.85	SB	PL	375.0	12.0	150.0	366.7	598.0	138.0	366.7
790+67.85		794+42.85	NB	DL	375.0	12.0	150.0	366.7	598.0	138.0	366.7
790+67.85		794+42.85	NB	PL	375.0	12.0	150.0	366.7	598.0	138.0	366.7
TOTAL =							1280.0	3666.7	5980.0	1380.0	3666.7
USE =							1280.0	3666.0	5980.0	1380.0	3667.0

SCHEDULE OF CLASS B PATCHING AT OVERHEAD STRUCTURES

STATION	TO	STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	31100100 SUB-BSE GRAN MAT, TYPE A 6" DEPTH ION	44200988 CLASS B 11" TYPE IV (sq_yd)	DOWEL BARS Z0017100 (each)	SAW CUTS 44213200 (ft)	TIE BARS Z0075300 (each)	PAVEMENT FABRIC 44213100 (sq_yd)
I-57 MAINLINE (CHAMPAIGN)												
167+50.79		171+25.79	NB	PL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
167+50.79		171+25.79	NB	DL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
168+44.18		172+19.19	SB	DL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
168+44.18		172+19.19	SB	PL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
257+43.32		260+18.32	SB	DL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
257+43.32		260+18.32	SB	PL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
257+43.32		260+18.32	NB	DL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
257+43.32		260+18.32	NB	PL	375.0	12.0	150.0	366.7	200.0	586.0	138.0	366.7
TOTAL =							1200.0	2933.3	1600.0	4688.0	1104.0	2933.3
USE =							1200.0	2933.0	1600.0	4688.0	1104.0	2933.0

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF PATCHING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-schedules.dgn	DRAWN - N/A	REVISIED -	57					(21-28,21-10-29,10-30)RS-1	*	115	44	
PLOT SCALE = 100.0000' / IN.	CHECKED - N/A	REVISIED -	CONTRACT NO. 70251									
PLOT DATE = 12/14/2009	DATE - 110509	REVISIED -	SCALE: N/A		SHEET NO. 9 OF 9 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

-  HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)
-  MILLING TRANS 5" - 3/4" (SEE DESIGN DETAILS)
-  MILLING TRANS 1 3/4" - VAR DPTH (SEE DESIGN DETAILS)



PAVING OMISSIONS
 NB SN 021-2008 STA. 553+92.12 TO STA. 556+91.12
 SB SN 021-2009 STA. 553+92.12 TO STA. 556+91.12
 NB SN 021-0010 STA. 560+45.13 TO STA. 563+05.65
 SB SN 021-0011 STA. 560+95.93 TO STA. 563+55.29

SEE STRUCTURE REPAIR PLANS

DUAL BRIDGES SN 021-2010, 021-2011
 REINFORCED CONCRETE DECK ON
 CONTINUOUS STEEL I-BEAMS, 3 SPANS
 SKEWED 0°-30" STATION 562+00.00
 MINOR STRUCTURE REPAIRS

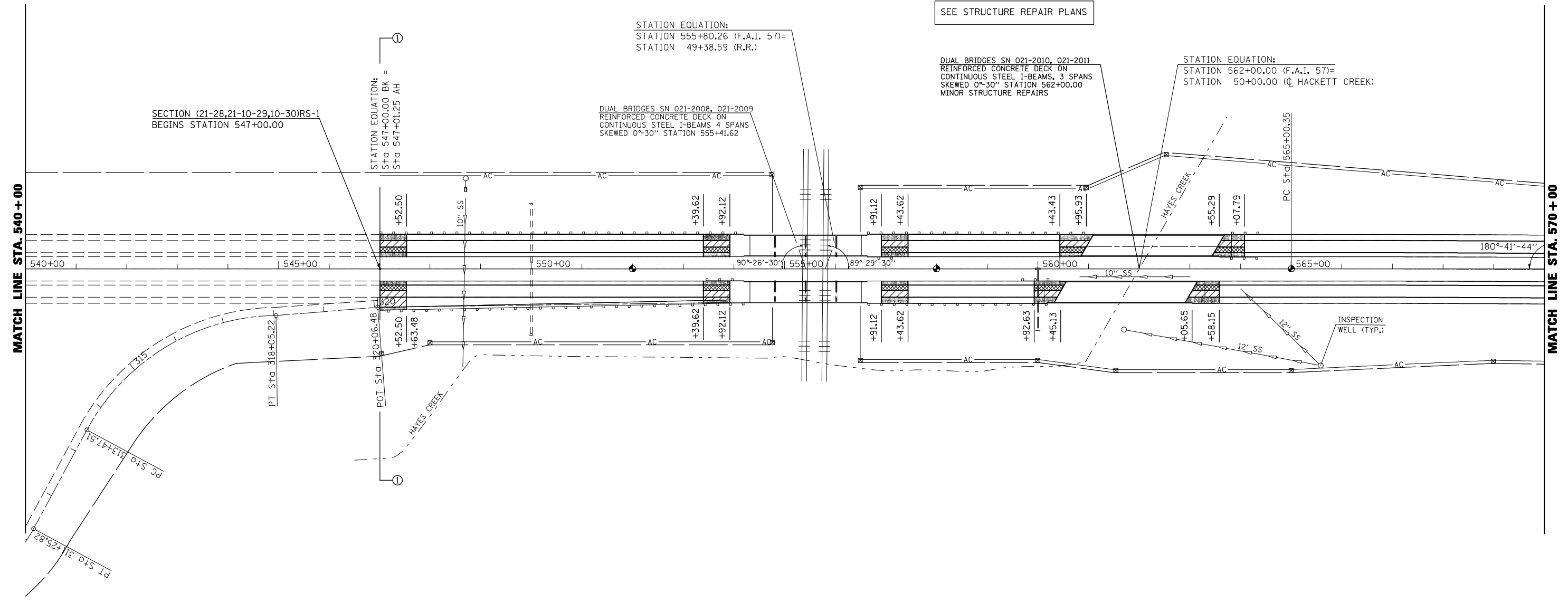
STATION EQUATION:
 STATION 562+00.00 (F.A.I. 57)=
 STATION 50+00.00 (C HACKETT CREEK)

STATION EQUATION:
 STATION 555+80.26 (F.A.I. 57)=
 STATION 49+38.59 (R.R.)

DUAL BRIDGES SN 021-2008, 021-2009
 REINFORCED CONCRETE DECK ON
 CONTINUOUS STEEL I-BEAMS 4 SPANS
 SKEWED 0°-30" STATION 555+41.62

SECTION (21-28,21-10-29,10-30)RS-1
 BEGINS STATION 547+00.00

STATION EQUATION:
 Sta 547+00.00 BK =
 Sta 547+01.25 AH






FILE NAME = c:\pwwork\pwwid\DOT\SHERERJM\d0134546\d570251-shr-plan_100.dgn	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW			F.A.I. RTE. = 57	SECTION (21-28,21-10-29,10-30)RS-1	COUNTY *	TOTAL SHEETS 115	SHEET NO. 45
	PLOT SCALE = 200.0000' / IN.	CHECKED -	REVISED -		SCALE: 1" = 100'	SHEET NO. 1 OF 22 SHEETS	STA. 540+00.00 TO STA. 570+00.00	CONTRACT NO. 70251		ILLINOIS FED. AID PROJECT		
PLOT DATE = 11/28/2009	DATE = 110309	REVISED -	REVISED -									

SEC. 35, T. 16 N., R. 8 E., 3RD P.M.

SEC. 26, T. 16 N., R. 8 E., 3RD P.M.



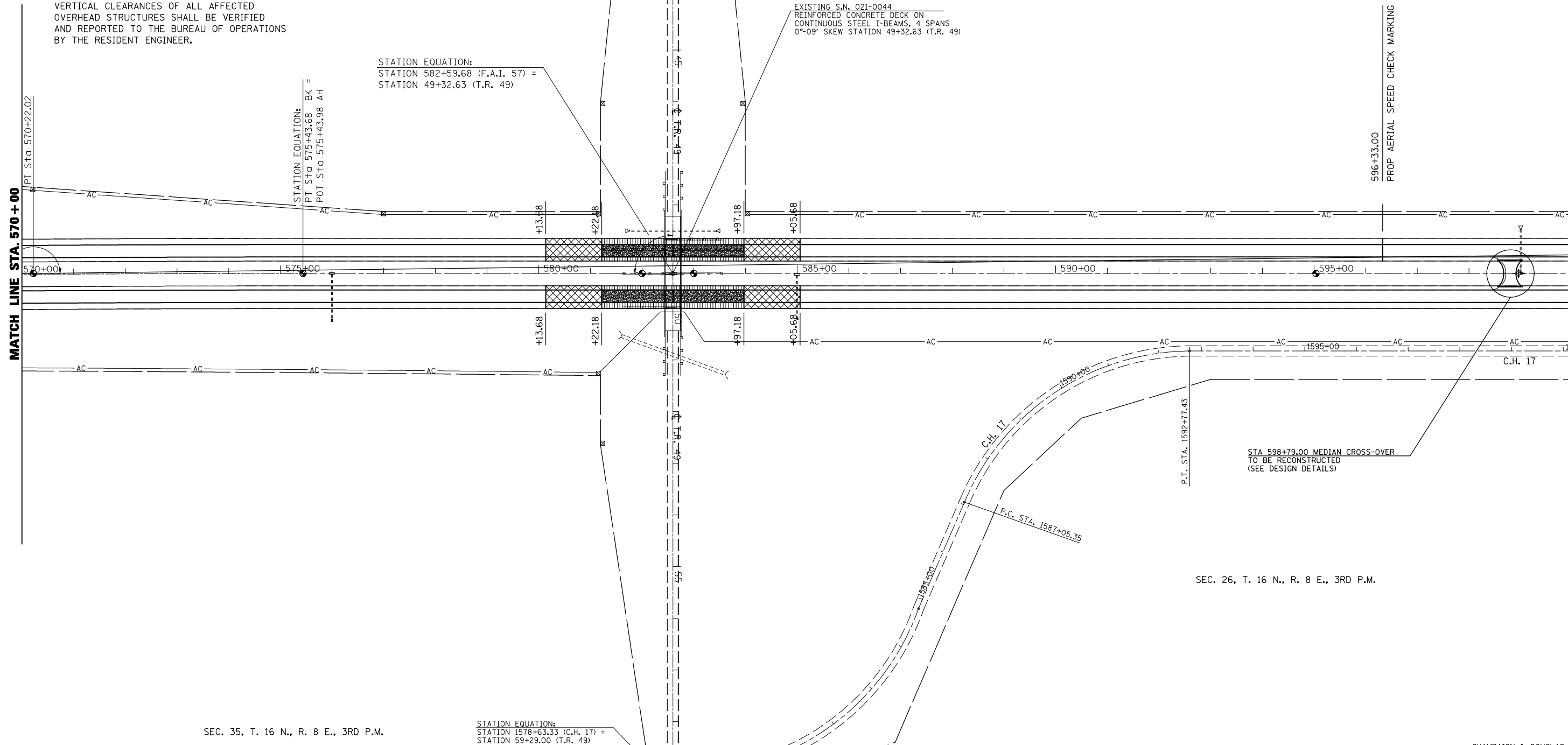
-  MILLING/PAVING TRANS AREA (SEE DESIGN DETAILS)
-  HMA SURF REM 1 1/2" (SEE DESIGN DETAILS)
-  CLASS B PATCH T4 10" (SEE DESIGN DETAILS)

UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.

STATION EQUATION:
 STATION 582+59.68 (F.A.I. 57) =
 STATION 49+32.63 (T.R. 49)

EXISTING S.N. 021-0044
 REINFORCED CONCRETE DECK ON
 CONTINUOUS STEEL I-BEAMS, 4 SPANS
 0°-09' SKEW STATION 49+32.63 (T.R. 49)

STATION EQUATION:
 P.T. STA. 575+43.68 BK =
 POT. STA. 575+43.98 AH



SEC. 35, T. 16 N., R. 8 E., 3RD P.M.

STATION EQUATION:
 STATION 1578+63.33 (C.H. 17) =
 STATION 59+29.00 (T.R. 49)

SEC. 26, T. 16 N., R. 8 E., 3RD P.M.

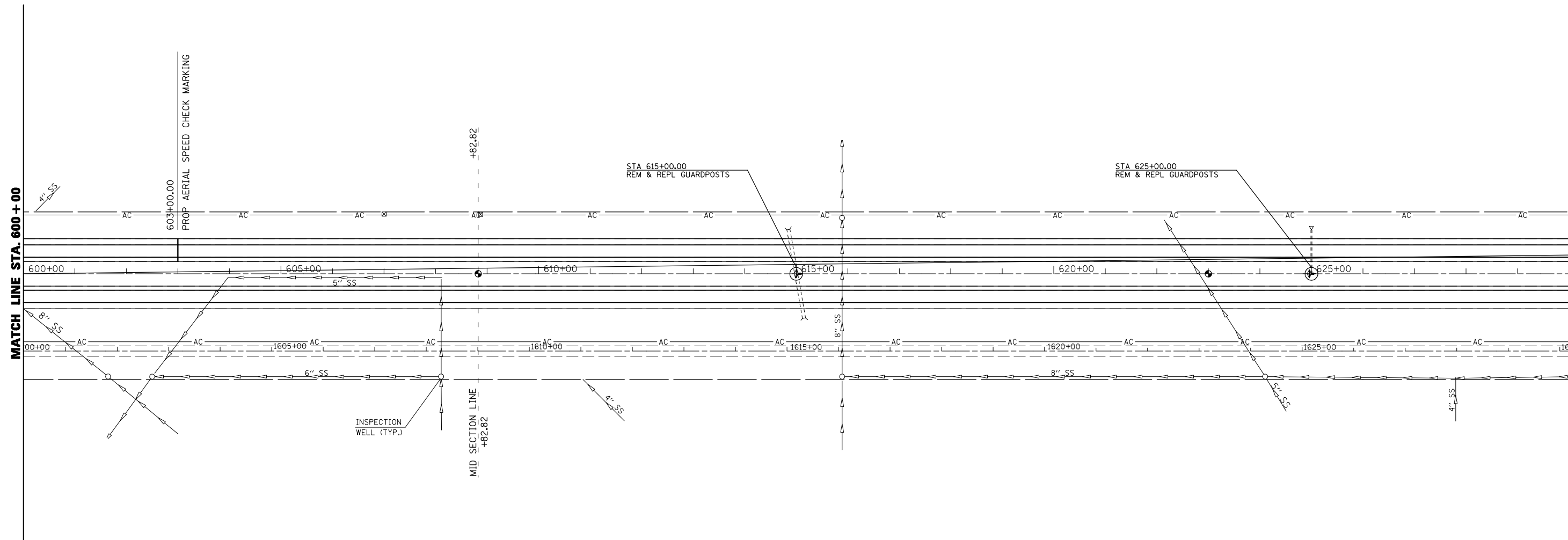
*CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ct:\pw\work\PWID01\SHERERJM\d0134546\d570251-sht-plan_100.dgn		DRAWN - JMS	REVISED -
		CHECKED -	REVISED -
		DATE - 110309	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW	
SCALE: 1" = 100'	SHEET NO. 2 OF 22 SHEETS
STA. 570+00.00 TO STA. 600+00.00	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	46
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

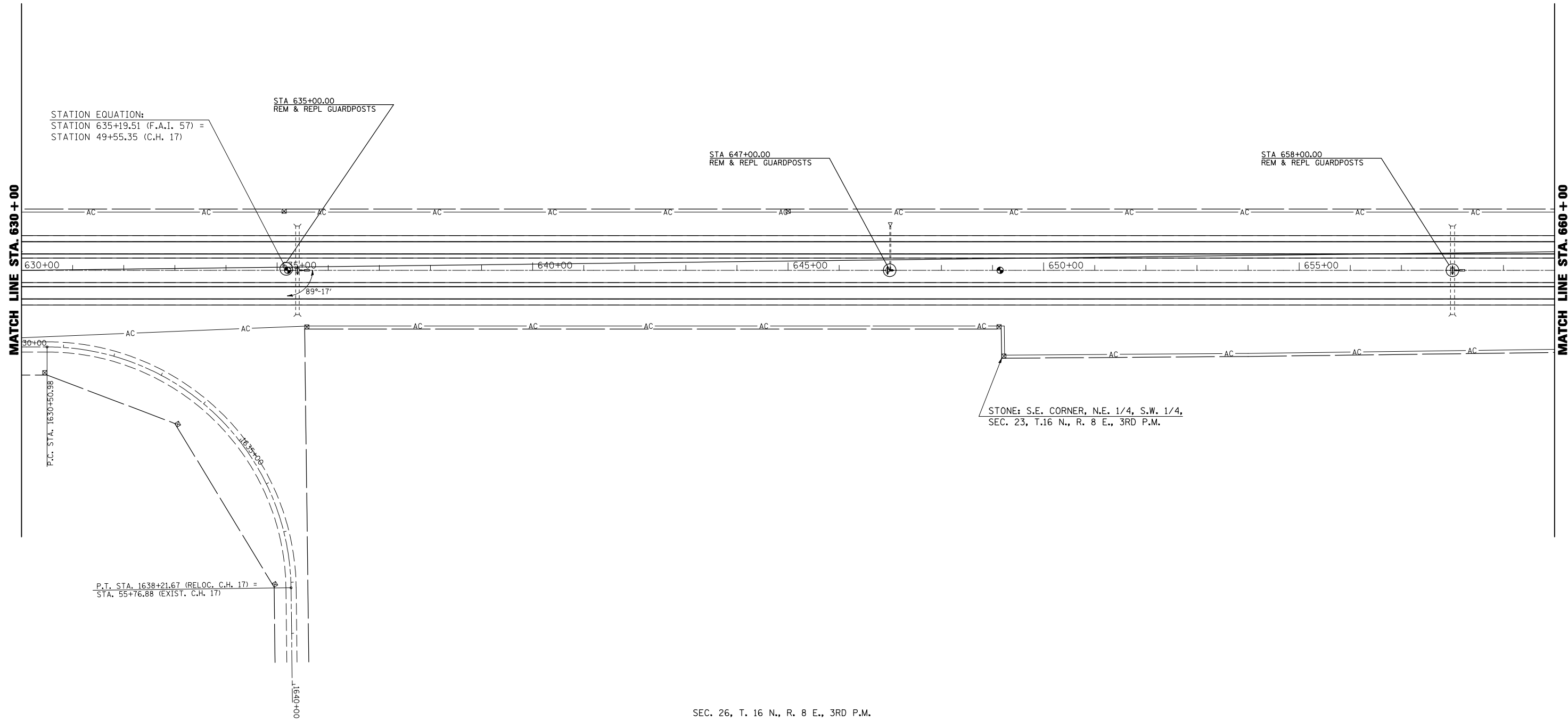


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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW		
SCALE: 1" = 100'	SHEET NO. 3 OF 22 SHEETS	STA. 600+00.00 TO STA. 630+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	47
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				



*CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
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	PLOT SCALE = 200.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
SCALE: 1" = 100' SHEET NO. 4 OF 22 SHEETS STA. 630+00.00 TO STA. 660+00.00

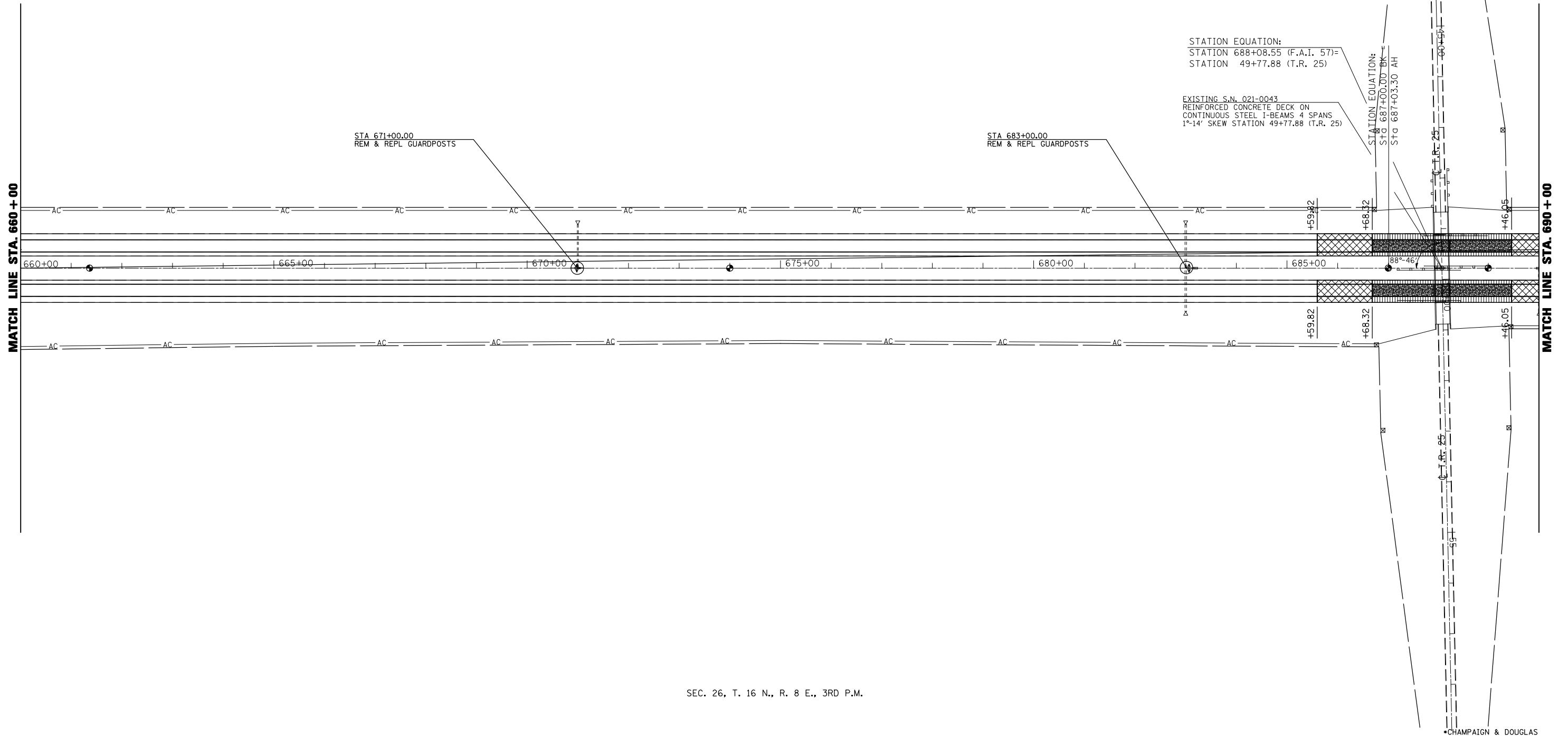
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	48
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

SEC. 26, T. 16 N., R. 8 E., 3RD P.M.



- MILLING/PAVING TRANS AREA (SEE DESIGN DETAILS)
- HMA SURF REM 1/2" (SEE DESIGN DETAILS)
- CLASS B PATCH T4 10" (SEE DESIGN DETAILS)

UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.



SEC. 26, T. 16 N., R. 8 E., 3RD P.M.

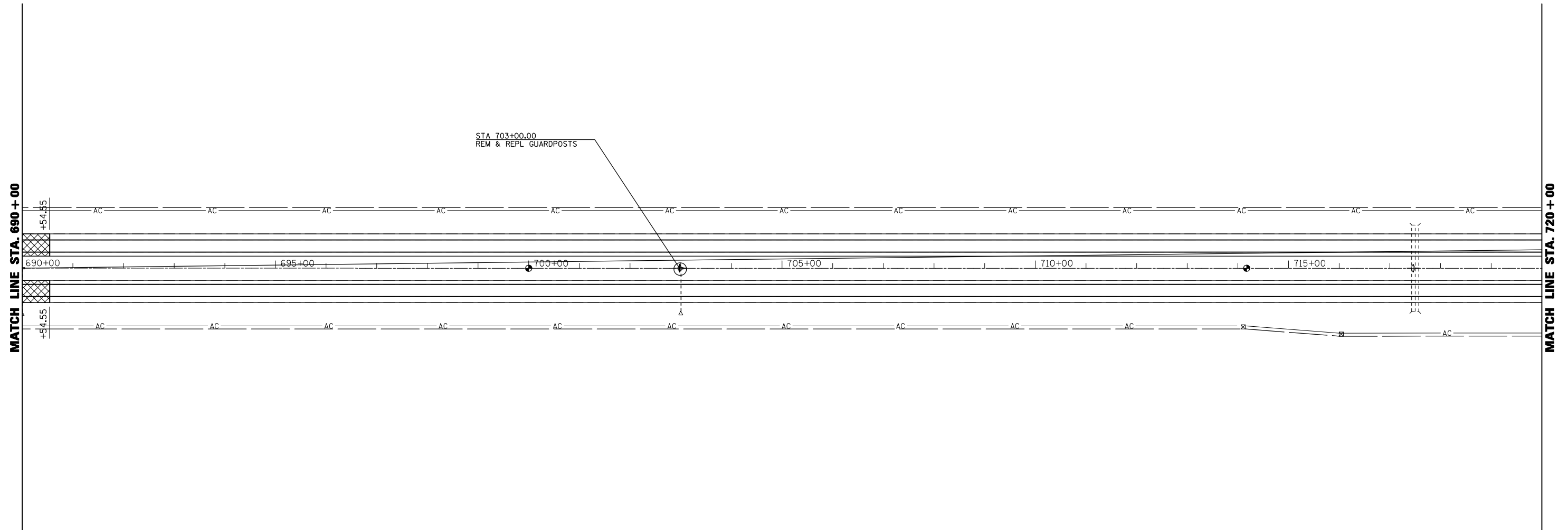
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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW		
SCALE: 1" = 100'	SHEET NO. 5 OF 22 SHEETS	STA. 660+00.00 TO STA. 690+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	49
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

SEC. 14, T. 16 N., R. 8 E., 3RD P.M.



SEC. 14, T. 16 N., R. 8 E., 3RD P.M.

•CHAMPAIGN & DOUGLAS

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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

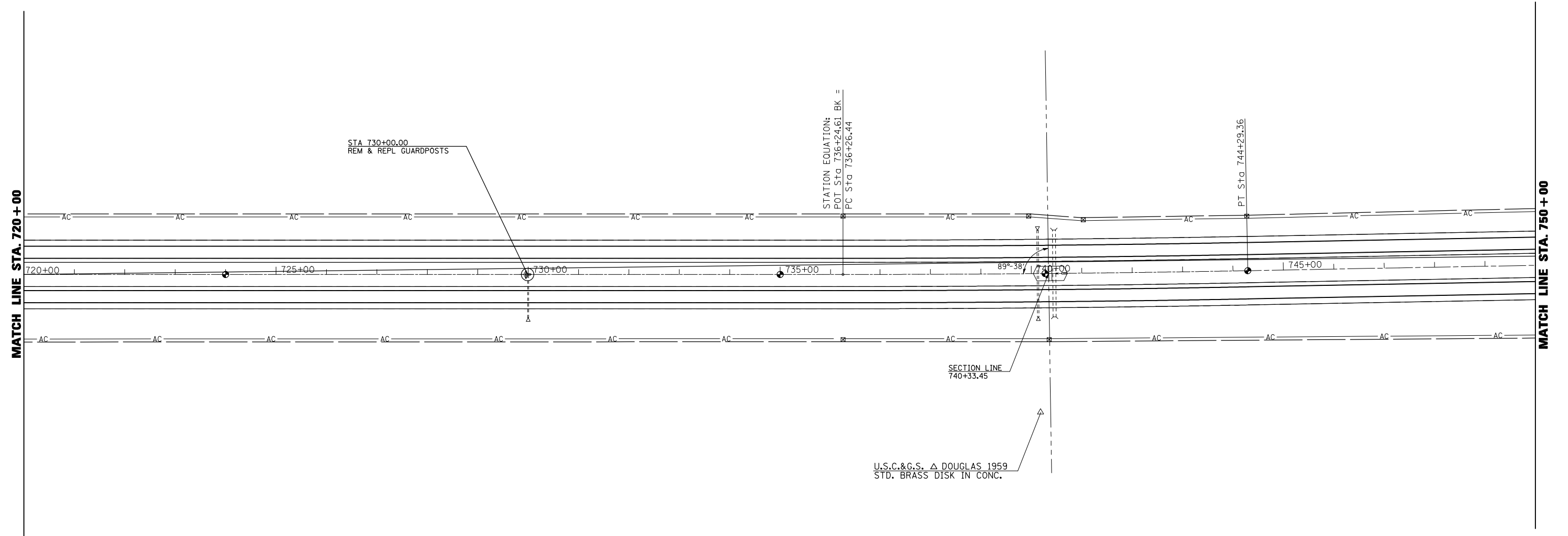
PLAN VIEW

SCALE: 1" = 100' SHEET NO. 6 OF 22 SHEETS STA. 690+00.00 TO STA. 720+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	50
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70251	

SEC. 14, T. 16 N., R. 8 E., 3RD P.M.

SEC. 11, T. 16 N., R. 8 E., 3RD P.M.



SEC. 14, T. 16 N., R. 8 E., 3RD P.M.

SEC. 11, T. 16 N., R. 8 E., 3RD P.M.

*CHAMPAIGN & DOUGLAS

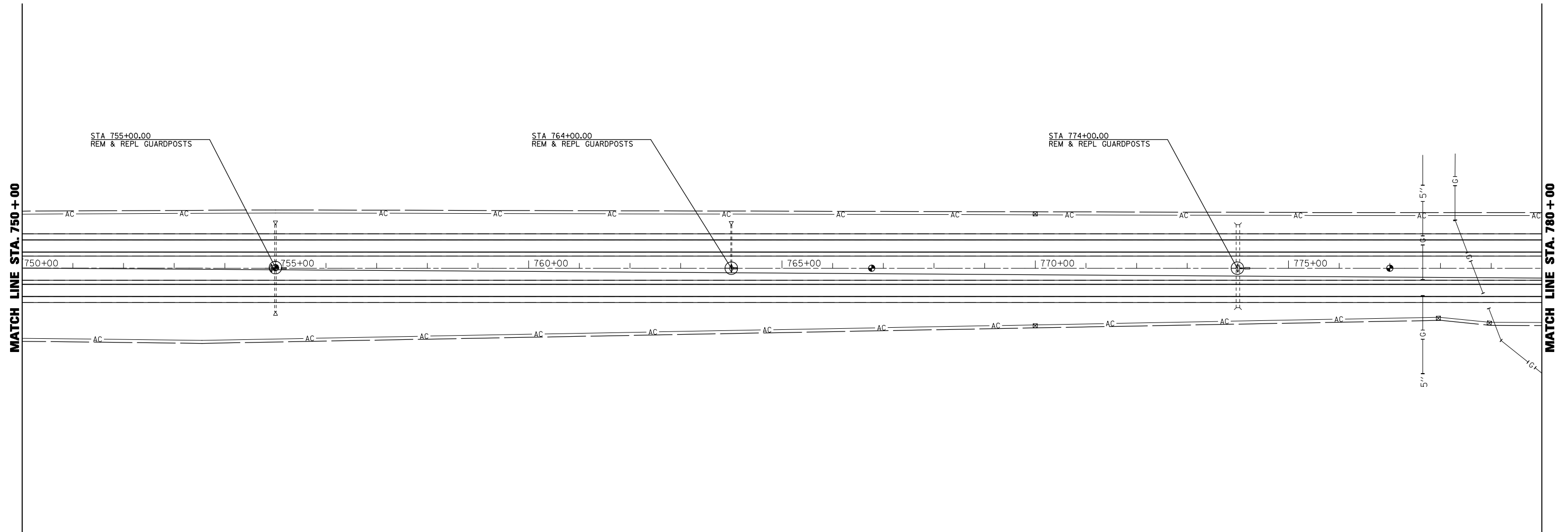
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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW

SCALE: 1" = 100' SHEET NO. 7 OF 22 SHEETS STA. 720+00.00 TO STA. 750+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	51
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	



FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
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	PLOT SCALE = 200.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW

SCALE: 1" = 100' SHEET NO. 8 OF 22 SHEETS STA. 750+00.00 TO STA. 780+00.00


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	52
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	


SEC. 11, T. 16 N., R. 8 E., 3RD P.M.

SEC. 2, T. 16 N., R. 8 E., 3RD P.M.

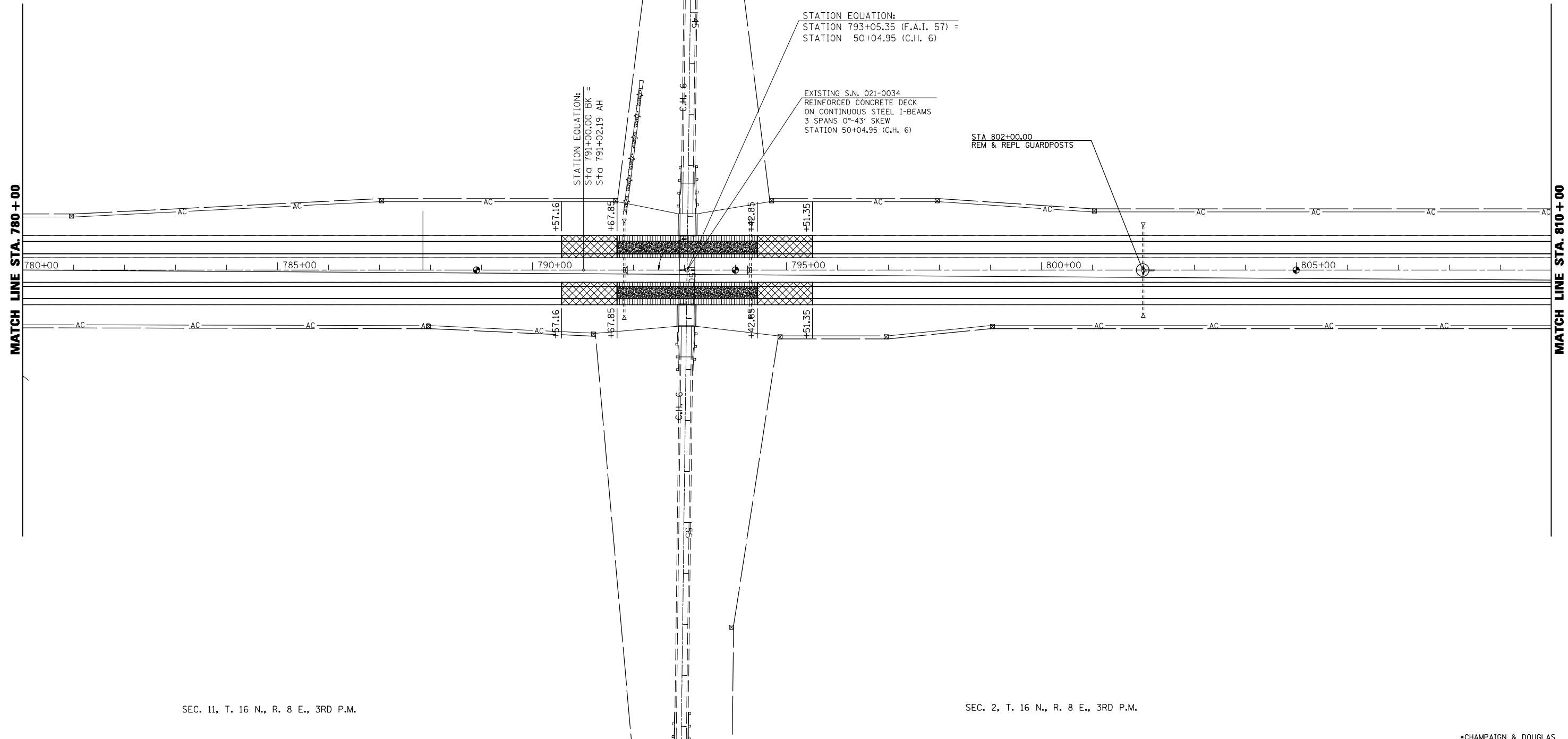


 MILLING/PAVING TRANS AREA (SEE DESIGN DETAILS)

 HMA SURF REM 1 1/2" (SEE DESIGN DETAILS)

 CLASS B PATCH T4 10" (SEE DESIGN DETAILS)

UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.



SEC. 11, T. 16 N., R. 8 E., 3RD P.M.

SEC. 2, T. 16 N., R. 8 E., 3RD P.M.

•CHAMPAIGN & DOUGLAS

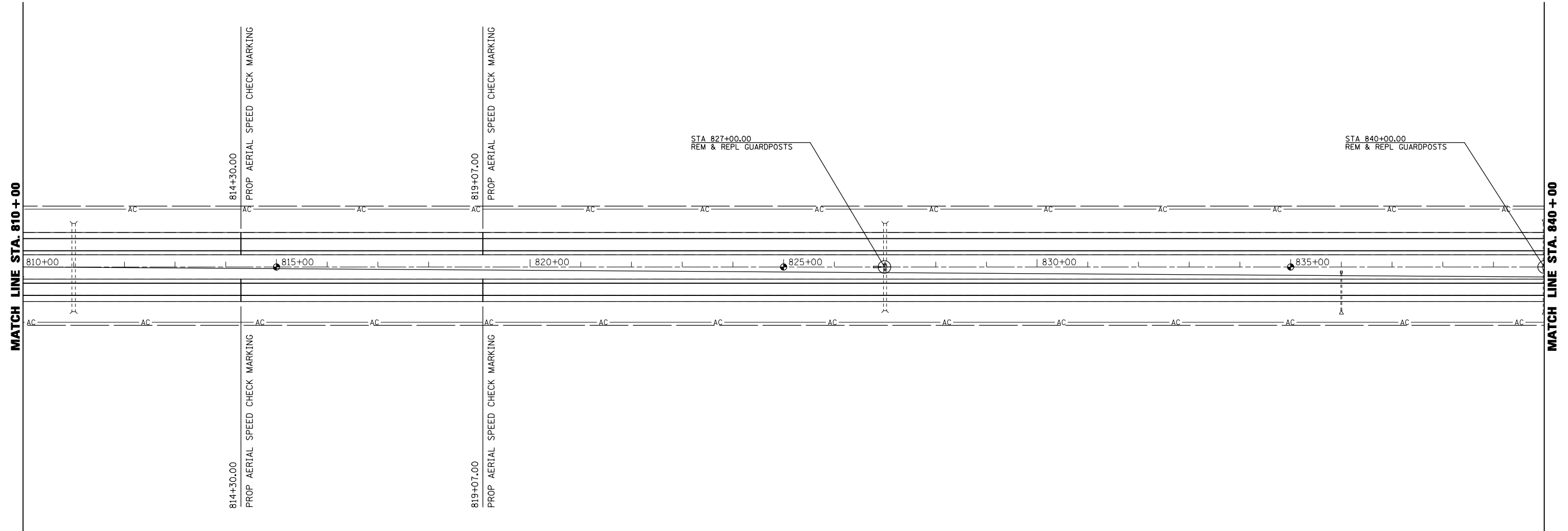
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	PLOT DATE = 12/14/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW

SCALE: 1" = 100' SHEET NO. 9 OF 22 SHEETS STA. 780+00.00 TO STA. 810+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	53
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

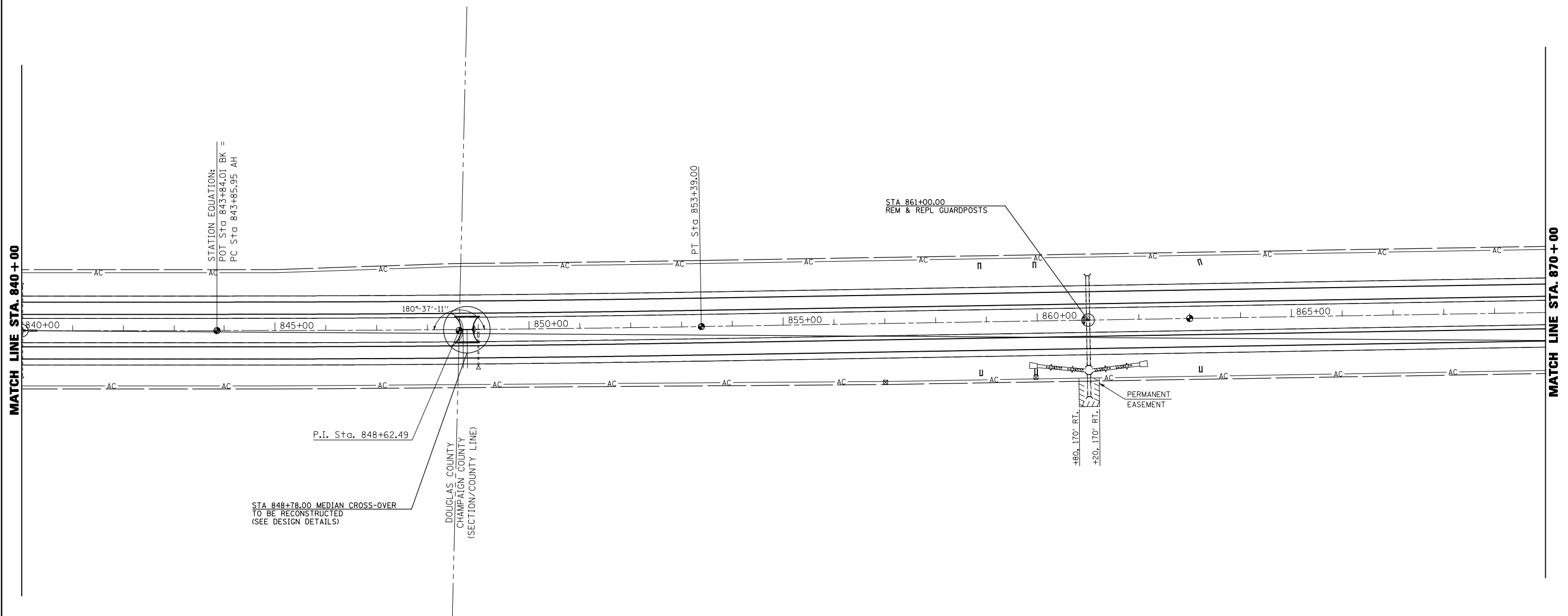


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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
SCALE: 1" = 100' SHEET NO. 10 OF 22 SHEETS STA. 810+00.00 TO STA. 840+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	54
				CONTRACT NO. 70251
ILLINOIS FED. AID PROJECT				



SEC. 2, T. 16 N., R. 8 E., 3RD P.M.

SEC. 35, T. 17 N., R. 8 E., 3RD P.M.

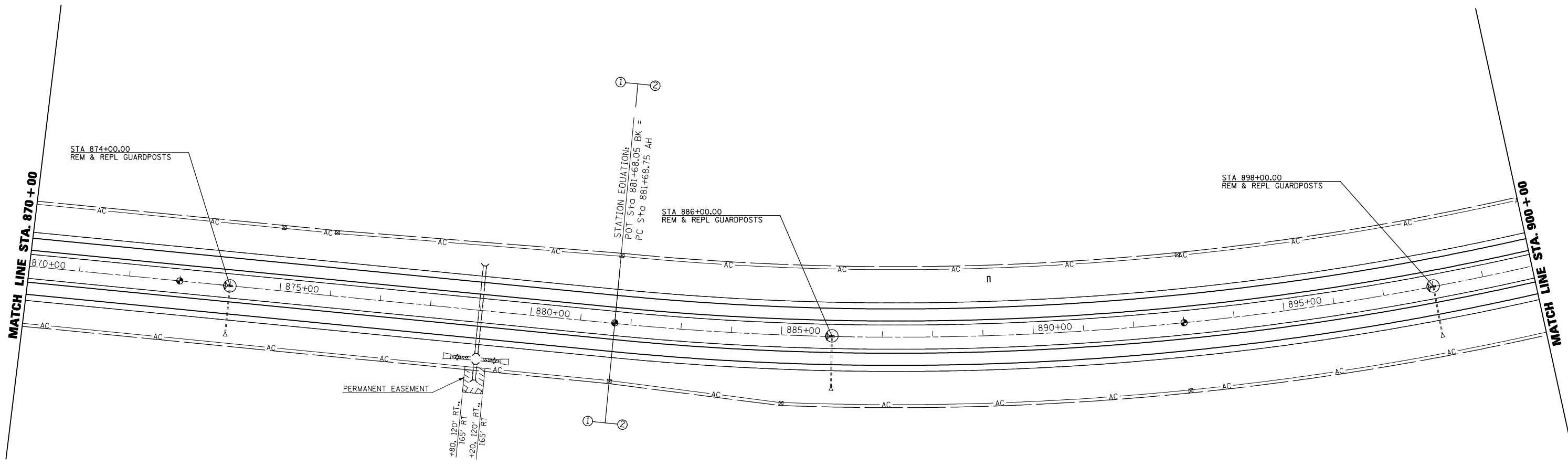
•CHAMPAIGN & DOUGLAS

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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
SCALE: 1" = 100' SHEET NO. 11 OF 22 SHEETS STA. 840+00.00 TO STA. 870+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	55
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	



SEC. 35, T. 17 N., R. 8 E., 3RD P.M.

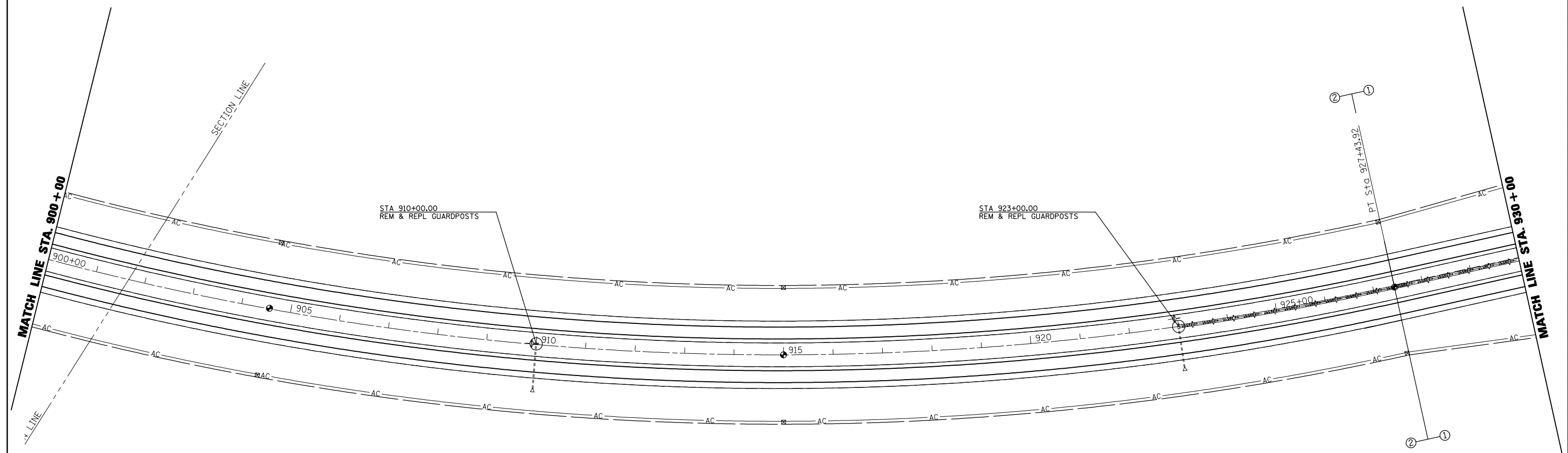
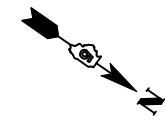
•CHAMPAIGN & DOUGLAS

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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
SCALE: 1" = 100' SHEET NO. 12 OF 22 SHEETS STA. 870+00.00 TO STA. 900+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	56
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	



SEC. 26, T. 17 N., R.8 E., 3 RD P.M.


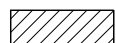


*CHAMPAIGN & DOUGLAS

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	PLOT DATE = 11/28/2009	DATE - 110309	REVISED -

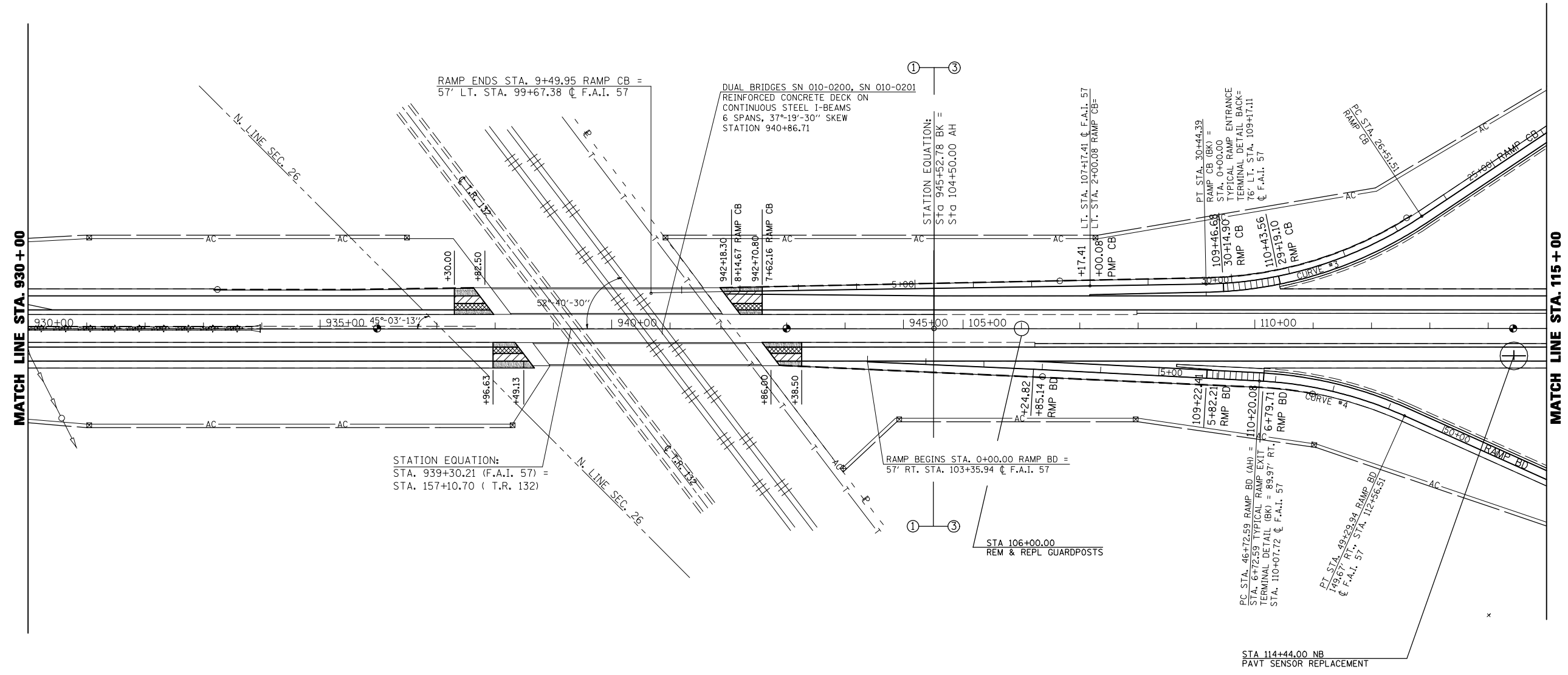
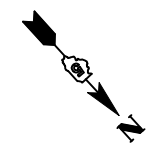
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
SCALE: 1" = 100' SHEET NO. 13 OF 22 SHEETS STA. 900+00.00 TO STA. 930+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	57
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70251	

-  HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)
-  MILLING TRANS 5" - 3/4" (SEE DESIGN DETAILS)
-  MILLING TRANS 1 3/4" - VAR DPTH (SEE DESIGN DETAILS)
-  MILLING TRANS 3 1/4 " - 0" (SEE DESIGN DETAILS)

PAVING OMISSIONS
 NB SN 010-0200 STA. 938+49.13 TO STA. 942+86.00
 SB SN 010-0201 STA. 937+82.50 TO STA. 942+18.30



SEC. 26, T. 17 N., R. 8 E., 3RD P.M.

SEC. 27, T. 17 N., R. 8 E., 3RD P.M.

•CHAMPAIGN & DOUGLAS


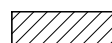


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

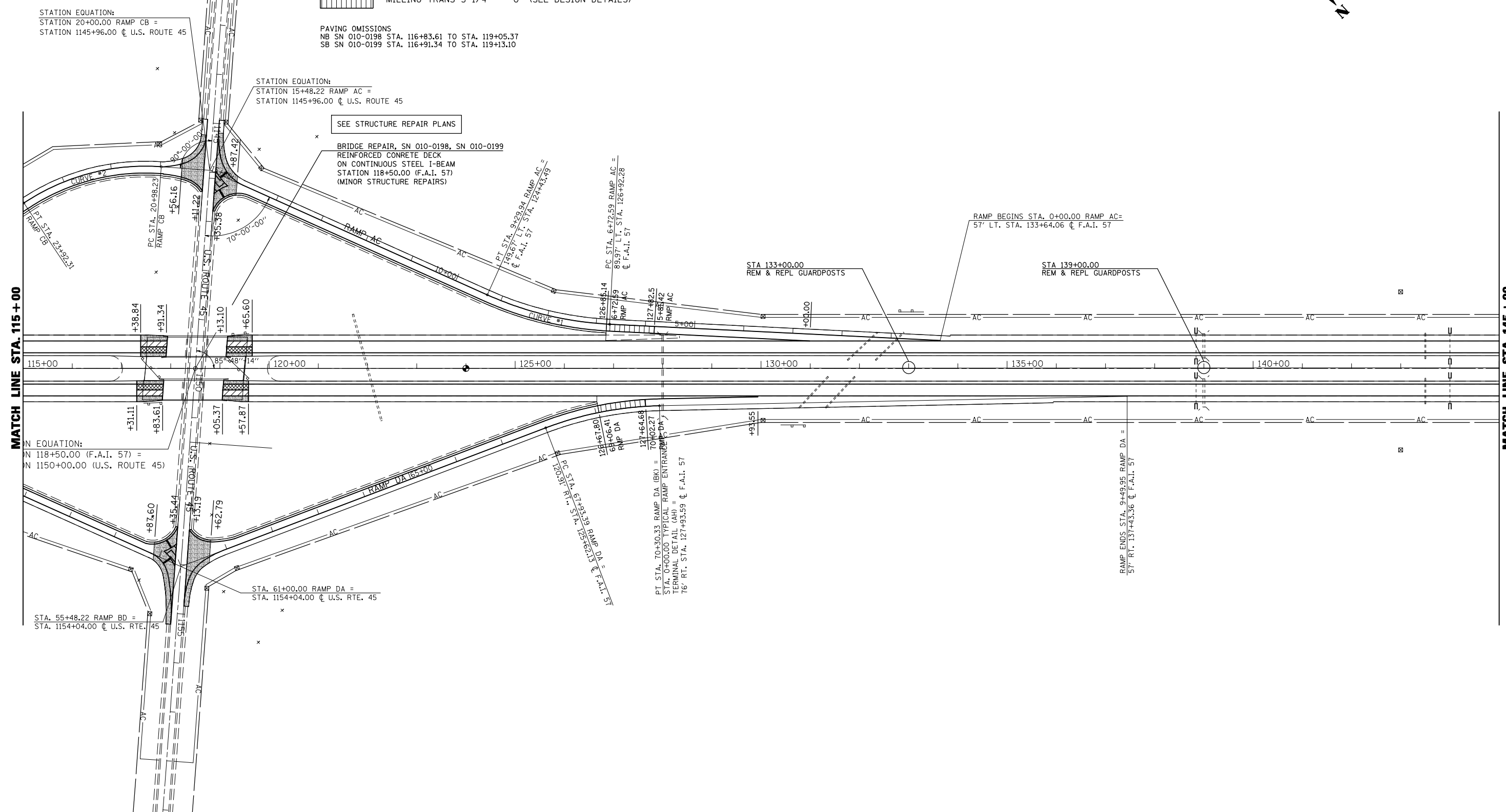
PLAN VIEW

SCALE: 1" = 100' SHEET NO. 14 OF 22 SHEETS STA. 930+00.00 TO STA. 115+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	58
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

-  HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)
-  MILLING TRANS 4 3/4" - 3 1/4" (SEE DESIGN DETAILS)
-  MILLING TRANS 3 3/4" - 2 1/4" (SEE DESIGN DETAILS)
-  MILLING TRANS 3 1/4" - 0" (SEE DESIGN DETAILS)

PAVING OMISSIONS
 NB SN 010-0198 STA. 116+83.61 TO STA. 119+05.37
 SB SN 010-0199 STA. 116+91.34 TO STA. 119+13.10






MATCH LINE STA. 115 + 00

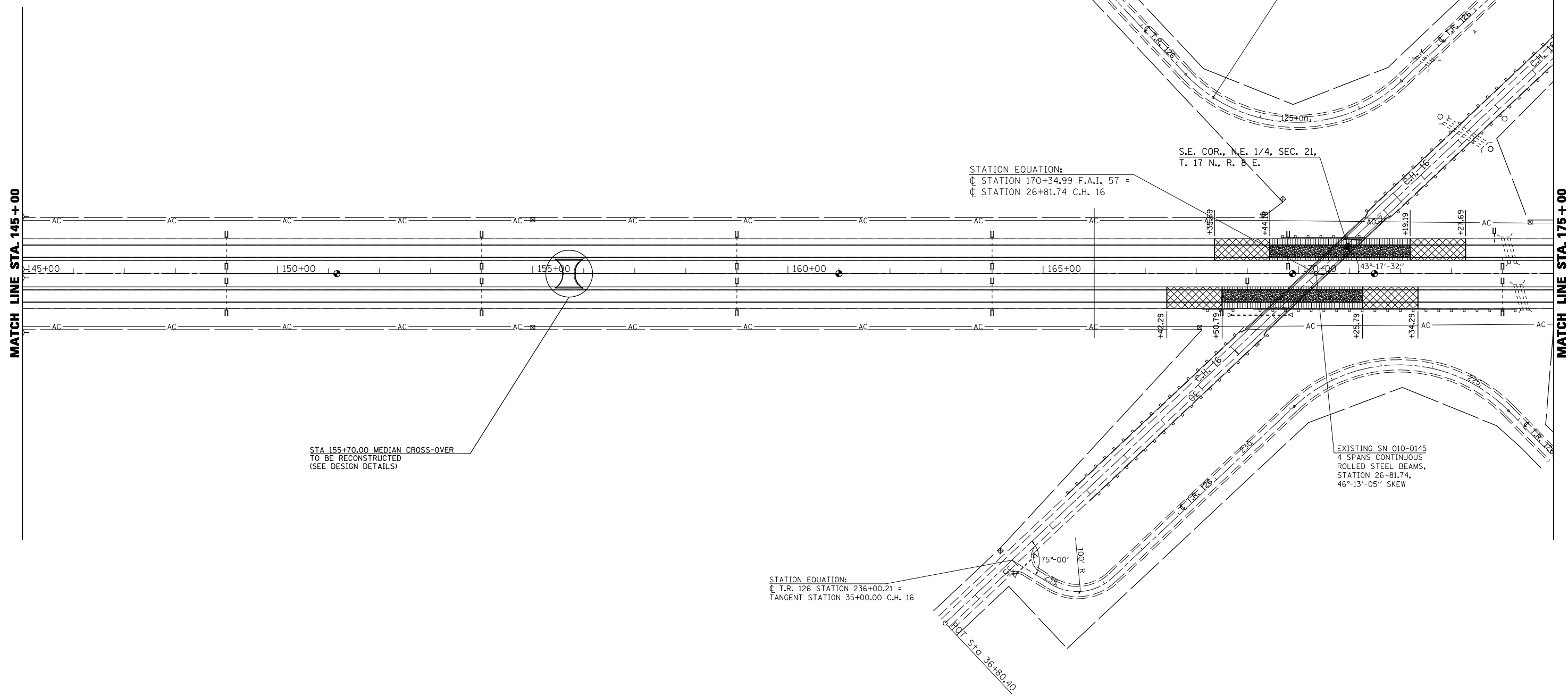
MATCH LINE STA. 145 + 00

*CHAMPAIGN & DOUGLAS

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PLOT SCALE = 200.0000' / IN.	CHECKED -	REVISED -	SCALE: 1" = 100'			SHEET NO. 15 OF 22 SHEETS	STA. 115+00.00 TO STA. 145+00.00	CONTRACT NO. 70251		ILLINOIS FED. AID PROJECT	
PLOT DATE = 12/3/2009	DATE - 110309	REVISED -									

-  MILLING/PAVING TRANS AREA (SEE DESIGN DETAILS)
-  HMA SURF REM 1 1/2" (SEE DESIGN DETAILS)
-  CLASS B PATCH T4 10" (SEE DESIGN DETAILS)

UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.



SEC. 27, T. 17 N., R. 8 E.

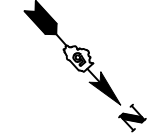
*CHAMPAIGN & DOUGLAS

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

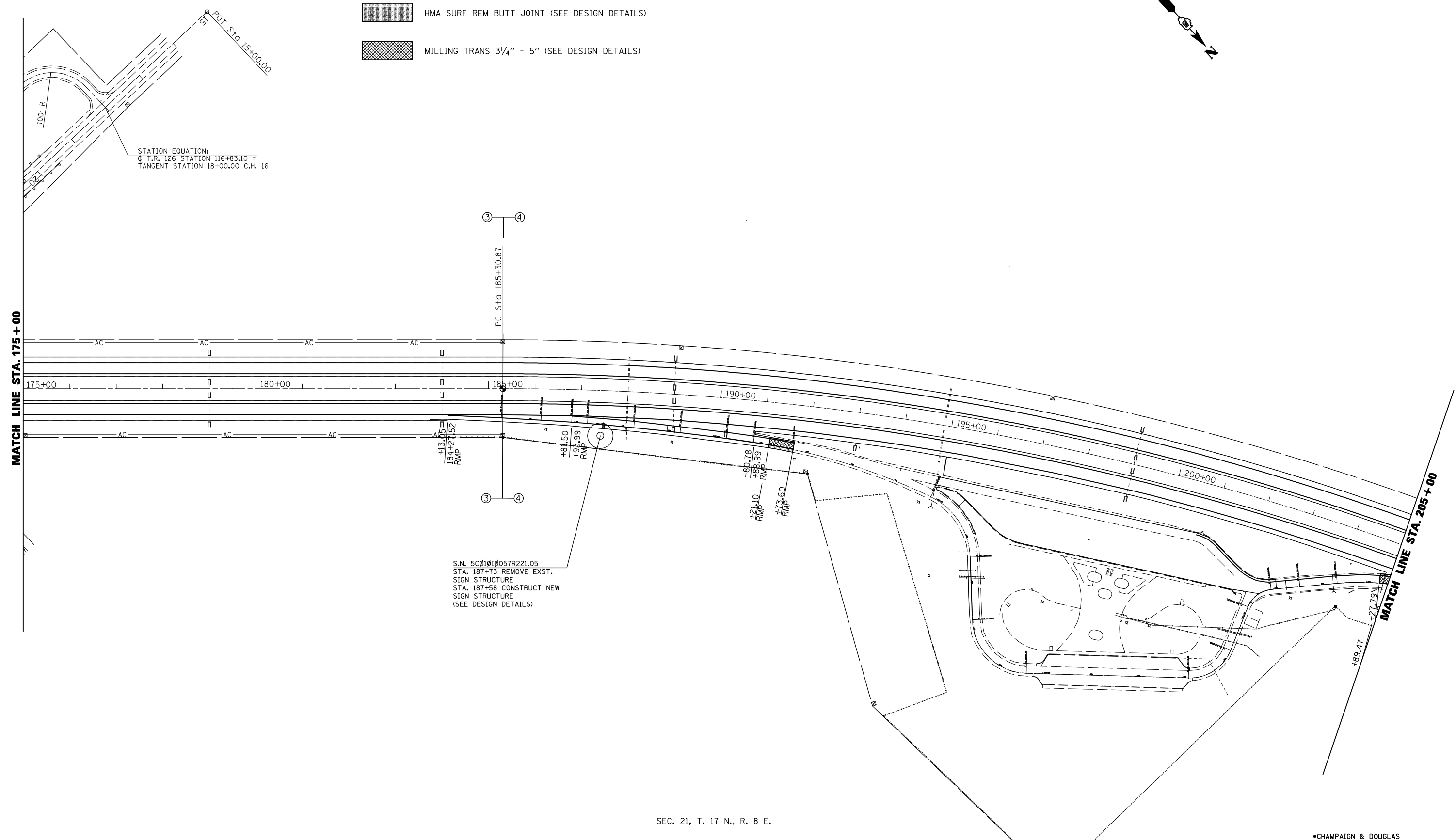
PLAN VIEW
 SCALE: 1" = 100' SHEET NO. 16 OF 22 SHEETS STA. 145+00.00 TO STA. 175+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	60
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				



- HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)
- MILLING TRANS 3/4" - 5" (SEE DESIGN DETAILS)

STATION EQUATION:
 C.T.R. 126 STATION 116+83.10 =
 TANGENT STATION 18+00.00 C.H. 16



S.N. 5C01010057R221.05
 STA. 187+73 REMOVE EXST.
 SIGN STRUCTURE
 STA. 187+58 CONSTRUCT NEW
 SIGN STRUCTURE
 (SEE DESIGN DETAILS)



FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
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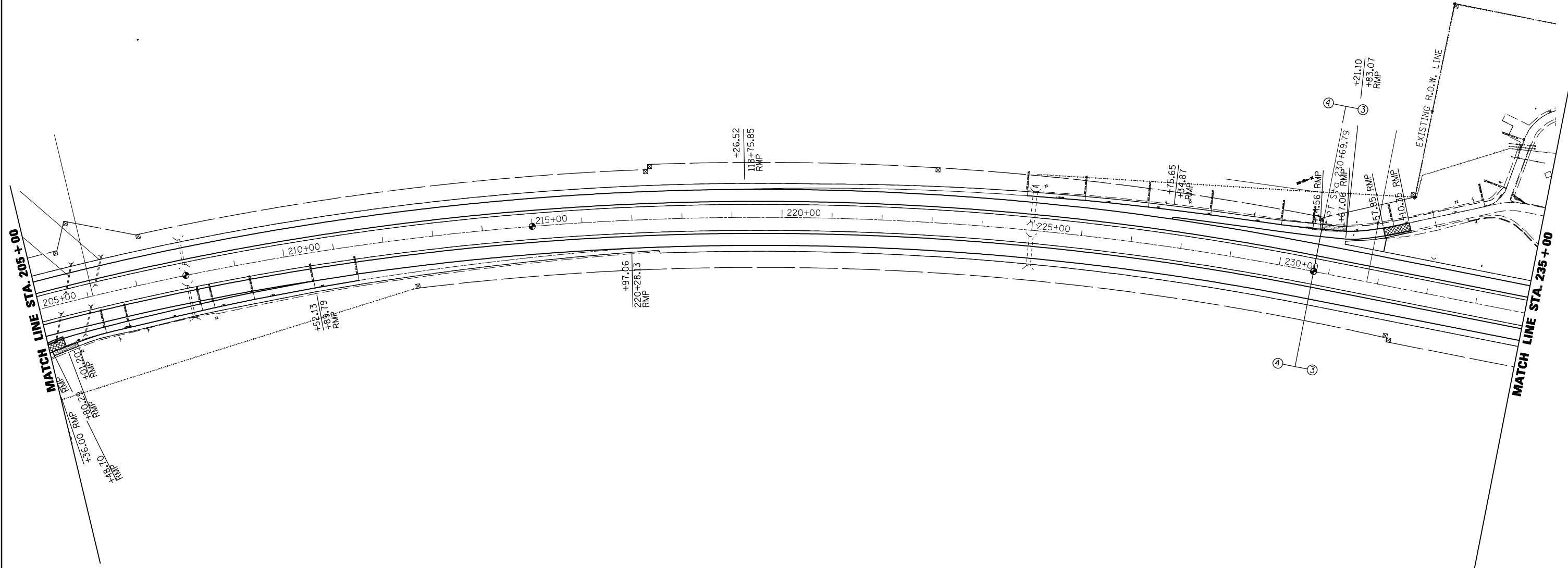
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
 SCALE: 1" = 100' SHEET NO. 17 OF 22 SHEETS STA. 175+00.00 TO STA. 205+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	61
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				

SEC. 21, T. 17 N., R. 8 E.

-  HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)
-  MILLING TRANS 3/4" - 5" (SEE DESIGN DETAILS)








•CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
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	PLOT DATE = 12/15/2009	DATE - 110309	REVISED -

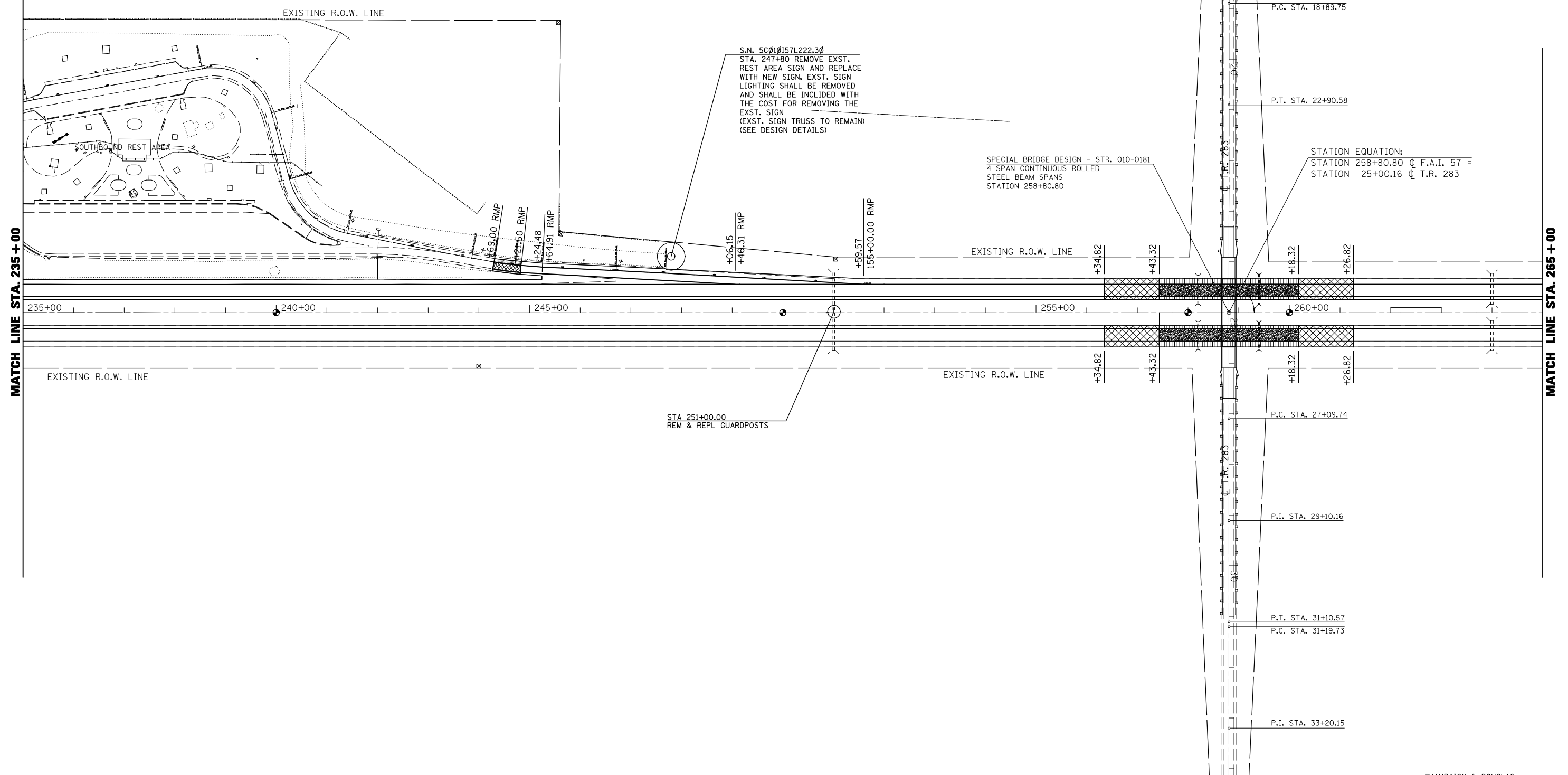
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW		
SCALE:	SHEET NO. 18 OF 22 SHEETS	STA. 205+00.00 TO STA. 235+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	62
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

-  HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)
-  MILLING TRANS 3/4" - 5" (SEE DESIGN DETAILS)
-  MILLING/PAVING TRANS AREA (SEE DESIGN DETAILS)
-  HMA SURF REM 1/2" (SEE DESIGN DETAILS)
-  CLASS B PATCH T4 10" (SEE DESIGN DETAILS)

UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.



FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

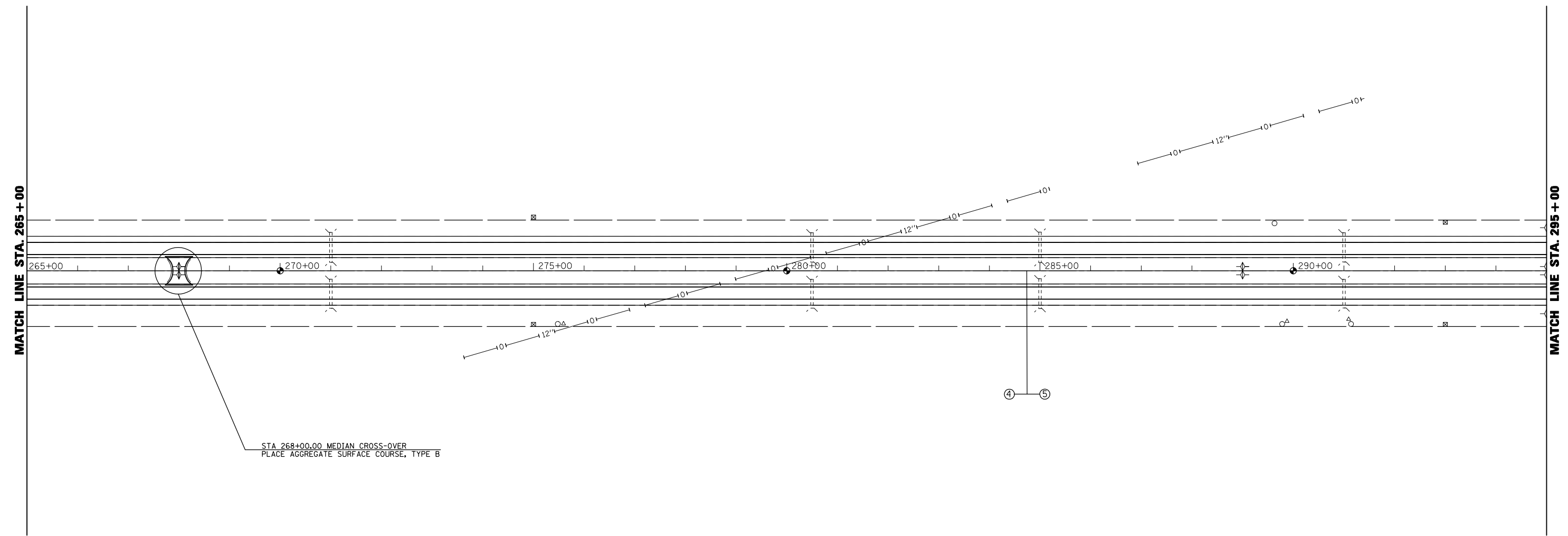
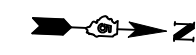
PLAN VIEW

SCALE: SHEET NO. 19 OF 22 SHEETS STA. 235+00.00 TO STA. 265+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	63
			CONTRACT NO. 70251	
ILLINOIS FED. AID PROJECT				

*CHAMPAIGN & DOUGLAS

SEC. 9 T. 17 N., R. 8 E.



STA 268+00.00 MEDIAN CROSS-OVER
PLACE AGGREGATE SURFACE COURSE, TYPE B

SEC. 9, T. 17 N., R. 8 E.

•CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\d570251-shr-plan_100.dgn		DRAWN - JMS	REVISED -
	PLOT SCALE = 200.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/15/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
SCALE: SHEET NO. 20 OF 22 SHEETS STA. 265+00.00 TO STA. 295+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	64
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

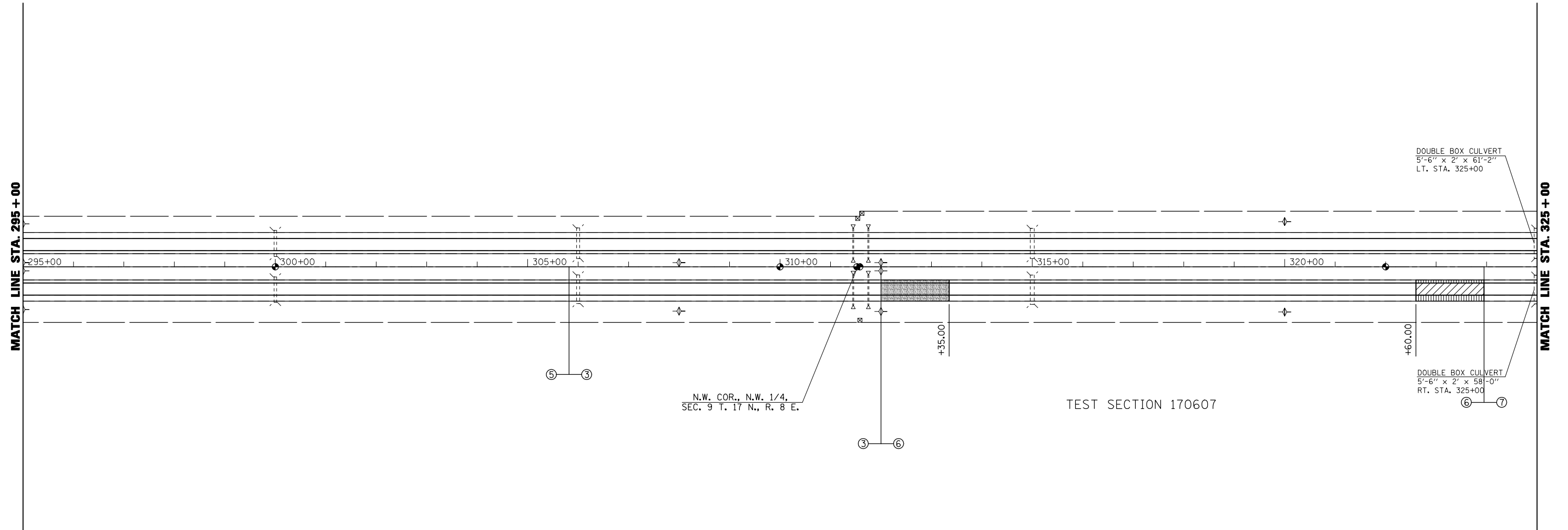
HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)

SEC. 9 T. 17 N., R. 8 E.

MILLING TRANS 0" - 2 1/4" (SEE DESIGN DETAILS)

SHOULDER TRANS 6" - 1 1/2" PL, 5 3/4" - 1 1/2" DL

SEC. 4 T. 17 N., R. 8 E.



SEC. 4 T. 17 N., R. 8 E.

SEC. 9 T. 17 N., R. 8 E.


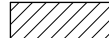



*CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\d570251-shr-plan_100.dgn		DRAWN - JMS	REVISED -
	PLOT SCALE = 200.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/15/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW
SCALE: SHEET NO. 21 OF 22 SHEETS STA. 295+00.00 TO STA. 325+00.00

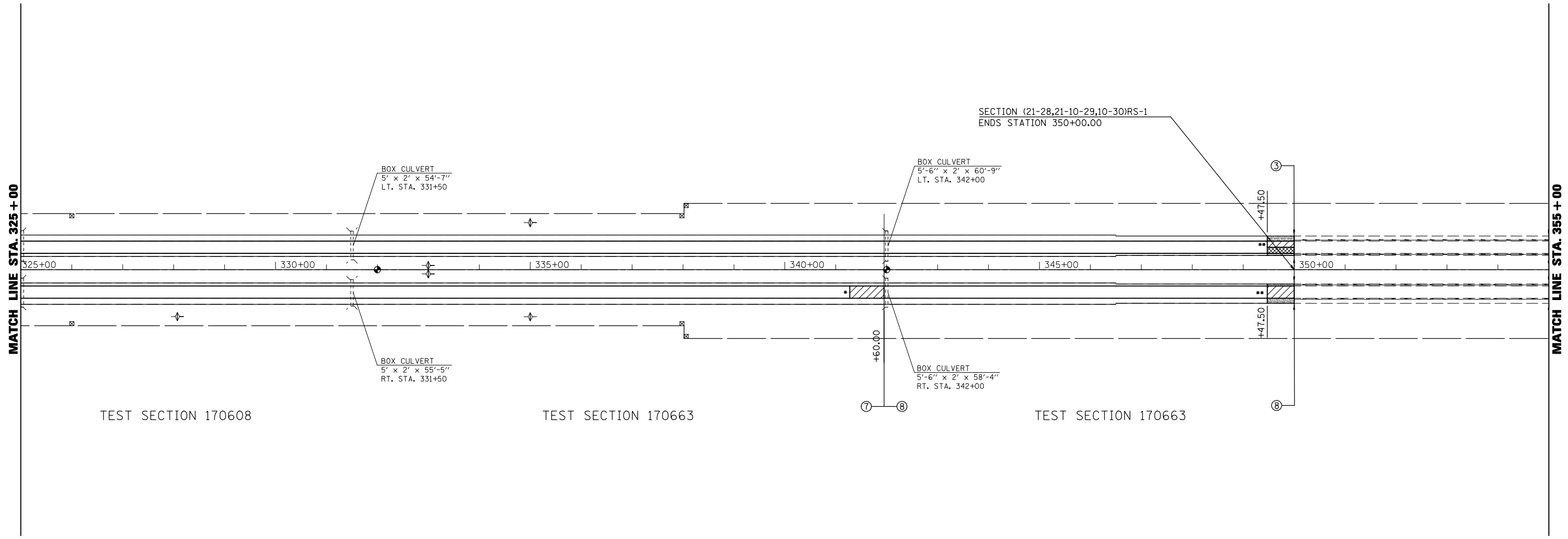
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	65
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

-  HMA SURF REM BUTT JOINT (SEE DESIGN DETAILS)
-  * MILLING TRANS 2 1/4" - 0" NB (SEE DESIGN DETAILS)
-  ** MILLING TRANS 2 1/4" - 3 3/4" (SEE DESIGN DETAILS)
-  MILLING TRANS 3 1/4" - 4 3/4" (SEE DESIGN DETAILS)
-  MILLING TRANS 6" - 7 1/2" (SEE DESIGN DETAILS)

SEC. 4, T. 17 N., R. 8 E.



SECTION (21-28,21-10-29,10-30)RS-1
ENDS STATION 350+00.00



SEC. 4, T. 17 N., R. 8 E.

*CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\d570251-shr-plan_100.dgn		DRAWN - JMS	REVISED -
	PLOT SCALE = 200.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/15/2009	DATE - 110309	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

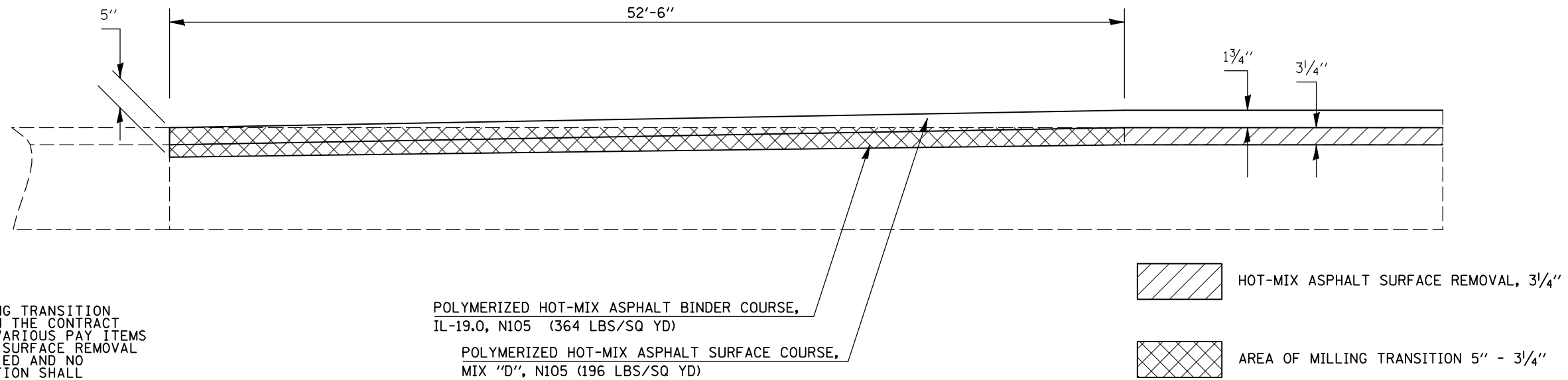
PLAN VIEW

SCALE: SHEET NO. 22 OF 22 SHEETS STA. 325+00.00 TO STA. 355+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	66
			CONTRACT NO. 70251	
ILLINOIS FED. AID PROJECT				

DETAIL FOR DRIVING LANE MILLING/PAVING TRANSITION AT BEGINNING OF PROJECT/MAINLINE STRUCTURES

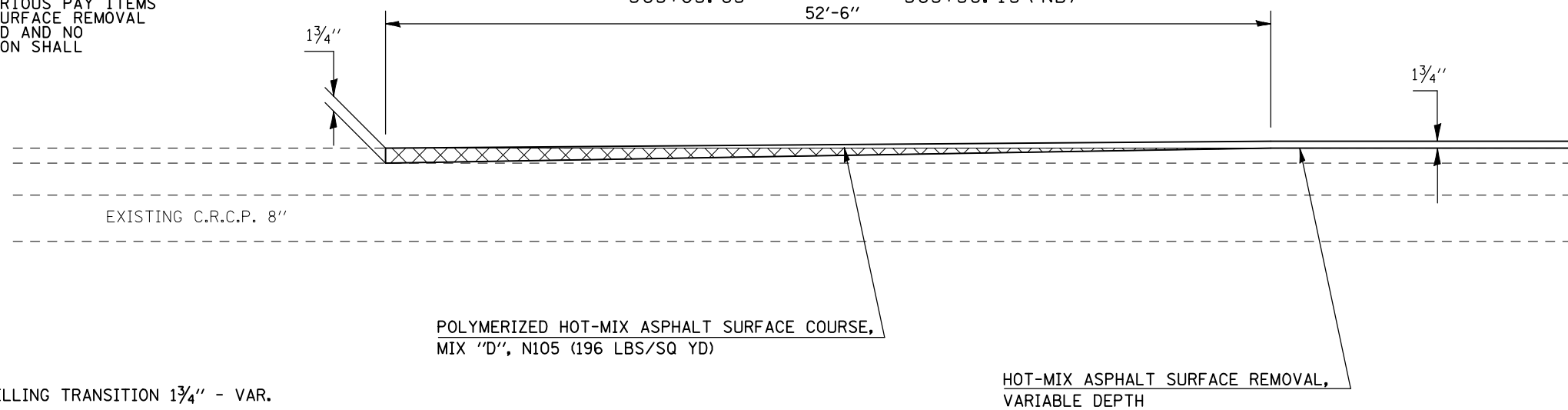
STATION	TO	STATION	STATION	TO	STATION	STATION	TO	STATION
547+00.00		547+52.50 (SB)	553+39.62		553+92.12 (SB & NB)	937+30.00		937+82.50 (SB)
547+00.00		547+52.50 (NB)	556+91.12		557+43.62 (SB & NB)	937+96.63		938+49.13 (NB)
547+00.00		547+52.50 (RAMP D NB)	560+43.43		560+95.93 (SB)	942+18.30		942+70.80 (SB)
			559+92.63		560+45.13 (NB)	942+86.00		943+38.50 (NB)
			563+55.29		564+07.79 (SB)			
			563+05.65		563+58.15 (NB)			



DETAIL FOR PASSING LANE MILLING/PAVING TRANSITION AT BEGINNING OF PROJECT/MAINLINE STRUCTURES

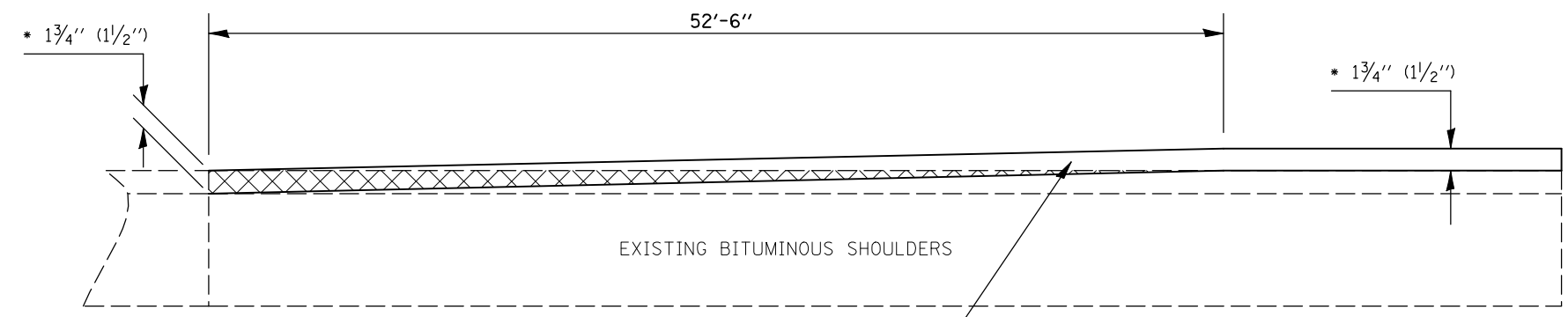
STATION	TO	STATION	STATION	TO	STATION	STATION	TO	STATION
547+00.00		547+52.50 (SB)	553+39.62		553+92.12 (SB & NB)	937+30.00		937+82.50 (SB)
547+00.00		547+52.50 (NB)	556+91.12		557+43.62 (SB & NB)	937+96.63		938+49.13 (NB)
			560+43.43		560+95.93 (SB)	942+18.30		942+70.80 (SB)
			559+92.63		560+45.13 (NB)	942+86.00		943+38.50 (NB)
			563+55.29		564+07.79 (SB)			
			563+05.65		563+58.15 (NB)			

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.



DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT AT SHOULDERS

STATION	TO	STATION	TO	STATION	TO	STATION	TO
* LT/RT 547+00.00		547+52.50 (SB)		* LT/RT 556+91.12		* LT/RT 937+30.00	
* LT 547+00.00		547+52.50 (NB)		* LT/RT 556+91.12		* LT/RT 937+96.63	
* RT 320+10.98		320+63.48 (NB RAMP A)		* LT/RT 560+43.43		* LT/RT 942+18.30	
* LT/RT 553+39.62		553+39.12 (SB)		* LT/RT 559+92.63		* LT/RT 942+86.00	
* LT 553+39.62		553+39.12 (NB)		* LT/RT 563+55.29		** LT/RT 117+38.84	
* RT 326+50.60		327+03.10 (NB)		* LT/RT 563+05.65		** LT/RT 117+31.11	
						** LT/RT 119+13.10	
						** LT/RT 119+05.37	
						937+82.50 (SB)	
						938+49.13 (NB)	
						943+70.80 (SB)	
						943+38.50 (NB)	
						117+91.34 (SB)	
						117+83.61 (NB)	
						119+65.60 (SB)	
						119+57.87 (NB)	



HMA SURFACE REMOVAL - BUTT JOINT

HOT-MIX ASPHALT SHOULDERS
 *(196 LBS/SQ YD) INSIDE SHLD
 *(168 LBS/SQ YD) OUTSIDE SHLD
 **(154 LBS/SQ YD) OUTSIDE SHLD (168 LBS/SQ YD) INSIDE SHLD

NOT TO SCALE

NOTE(S):

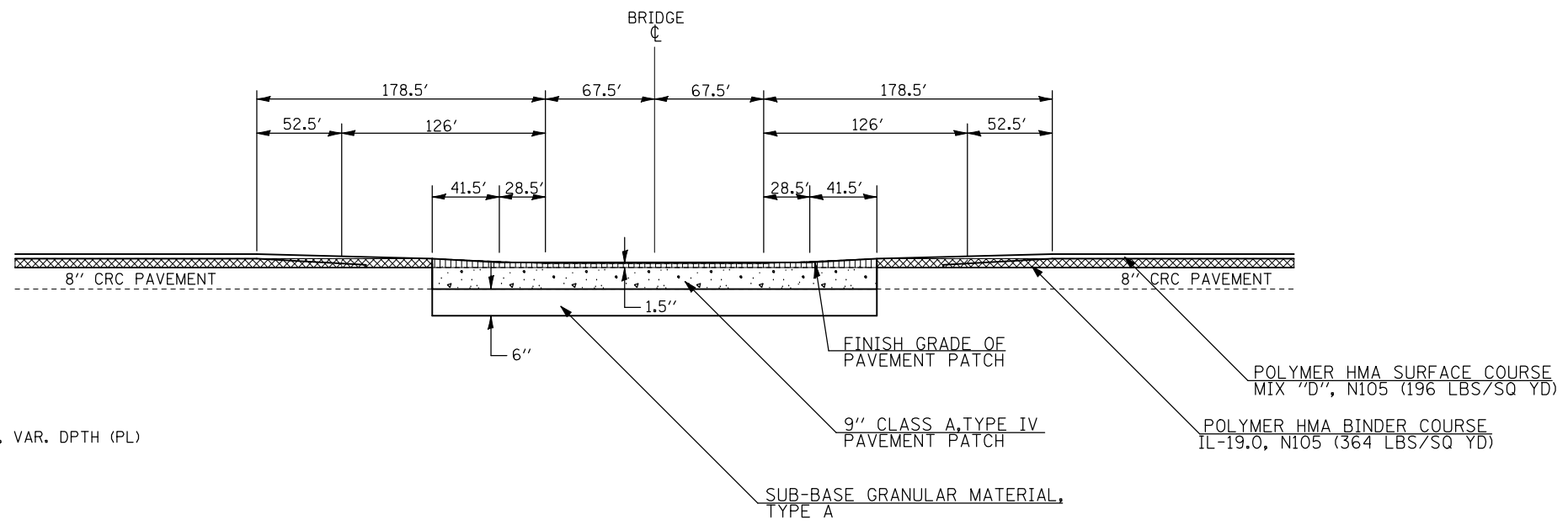
HMA SHOULDER TRANSITION SHALL FOLLOW THE SAME TAPER LENGTHS AS THE MAINLINE PAVEMENT WITH RESPECT TO THE PATCHING, MILLING, AND PAVING.

AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

PAVEMENT JOINTS SHALL CONFORM TO HIGHWAY STANDARDS 420001-07 & 420101-04 AND JOINT SPACING SHALL NOT EXCEED 15' AT ANY LOCATION.

DETAIL OF RUNDOWN UNDER OVERHEAD STRUCTURE

DRIVING LANE
 S.N. 021-0044 (NB & SB)
 S.N. 021-0043 (NB & SB)
 S.N. 021-0034 (NB & SB)



HMA SURFACE REMOVAL, 3 1/4" (DL), VAR. DPTH (PL)

HMA SURFACE REMOVAL (INCLUDED WITH PATCH)

NOT TO SCALE

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING & PAVING TRANSITION DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PIWIDOT\SHERERJM\d0134546\0570251-shit-Details.dgn		DRAWN - JMS	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	68			
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -		SCALE: NO SCALE SHEET NO. 2 OF 10 SHEETS STA. TO STA.			CONTRACT NO. 70251				
PLOT DATE = 12/14/2009		DATE - 6/03/2008	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

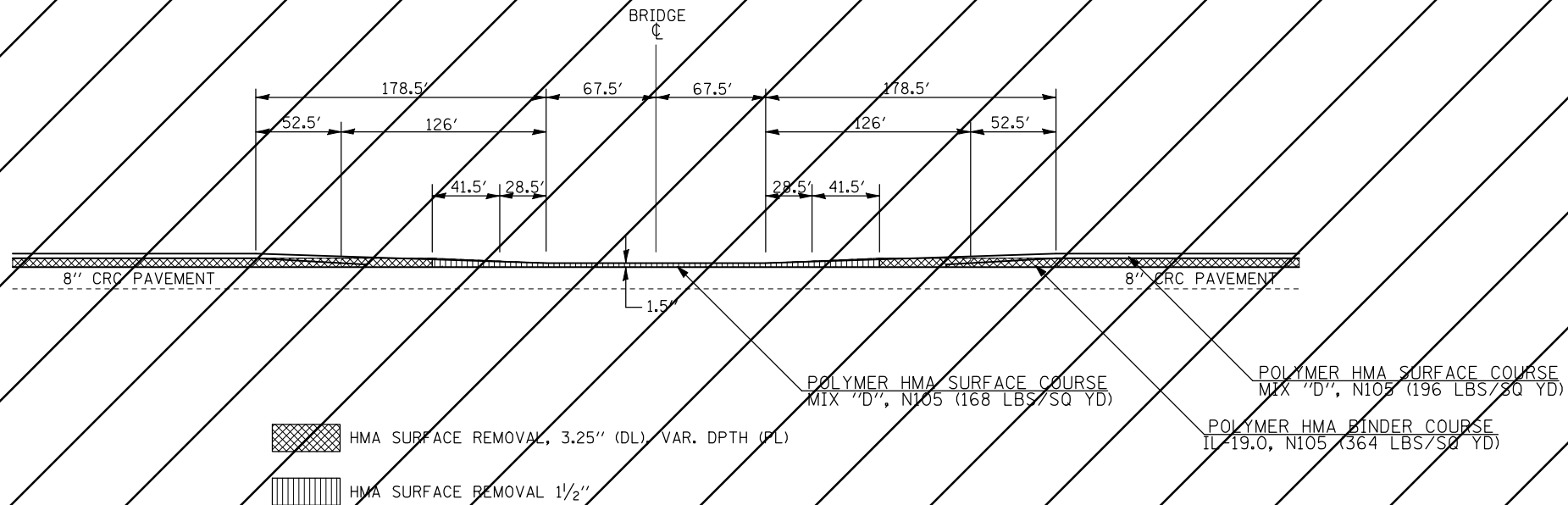
NOTE(S):

HMA SHOULDER TRANSITION SHALL FOLLOW THE SAME TAPER LENGTHS AS THE MAINLINE PAVEMENT WITH RESPECT TO THE PATCHING, MILLING, AND PAVING.

AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

DETAIL OF RUNDOWN UNDER OVERHEAD STRUCTURE

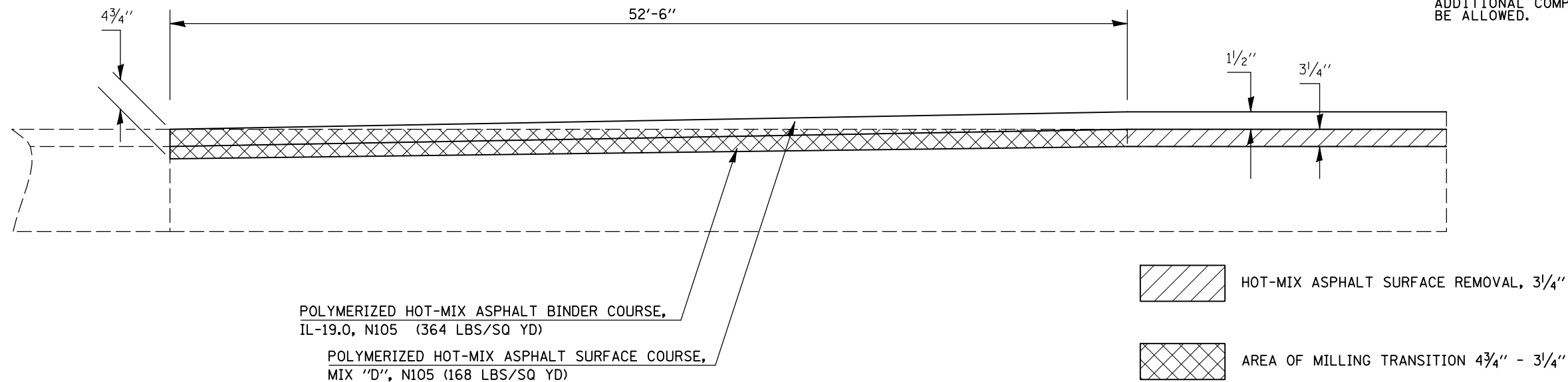
DRIVING LANE
S.N. 021-0044 (SB)
S.N. 021-0034 (NB & SB)



DETAIL FOR DRIVING LANE MILLING/PAVING TRANSITION AT MAINLINE STRUCTURES OVER US 45

STATION	TO	STATION
117+38.84		117+91.34 (SB)
117+31.11		117+83.61 (NB)
119+13.10		119+65.60 (SB)
119+05.37		119+57.87 (NB)

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.



• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ce:\pwork\p\WIDOT\SHERRERJM\d0134546\0570251-shr-Detail.dgn		DRAWN - JMS	REVISED -
		CHECKED -	REVISED -
		DATE - 6/03/2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MILLING & PAVING TRANSITION DETAILS

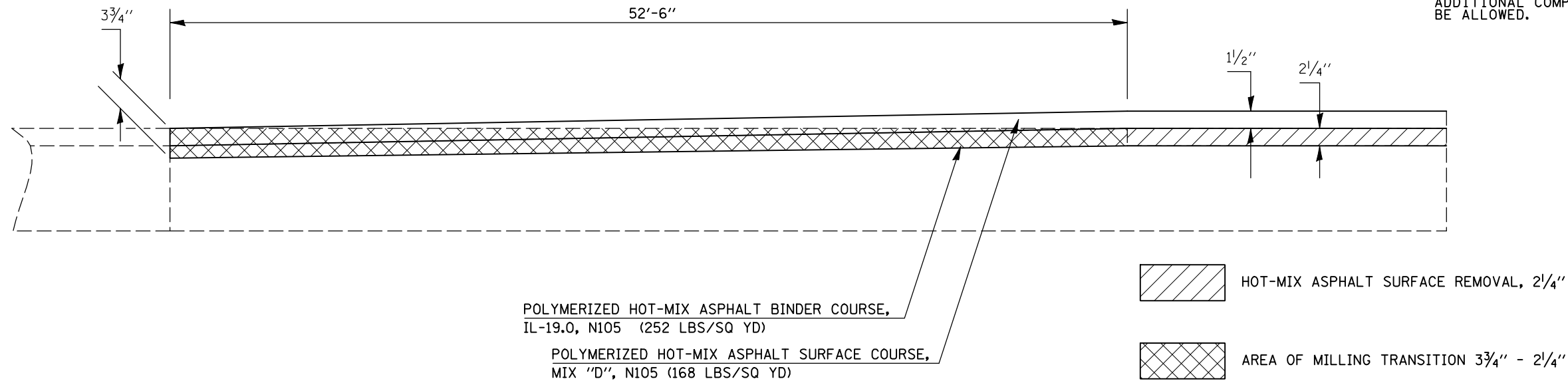
SCALE: NO SCALE SHEET NO. 3 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	69
CONTRACT NO. 70251				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

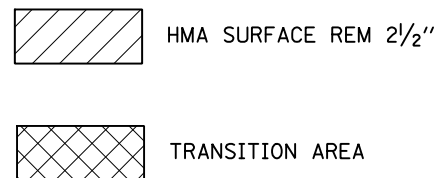
DETAIL FOR PASSING LANE MILLING/PAVING TRANSITION AT MAINLINE STRUCTURES OVER US 45

STATION	TO	STATION
117+38.84		117+91.34 (SB)
117+31.11		117+83.61 (NB)
119+13.10		119+65.60 (SB)
119+05.37		119+57.87 (NB)

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

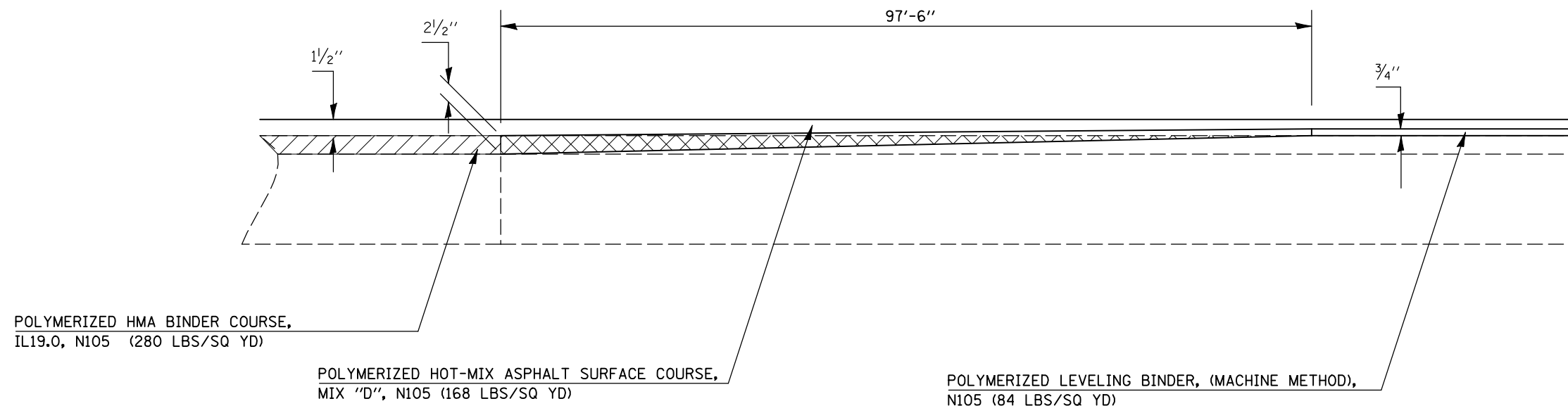


DETAIL FOR MILLING TRANSITION AT I-57/US 45 INTERCHANGE RAMP



	STATION	TO	STATION
(RAMP CB)	30+14.90		29+19.10
(RAMP BD)	5+82.21		6+79.71
(RAMP AC)	5+81.42		6+72.59
(RAMP DA)	70+02.27		69+06.41

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.



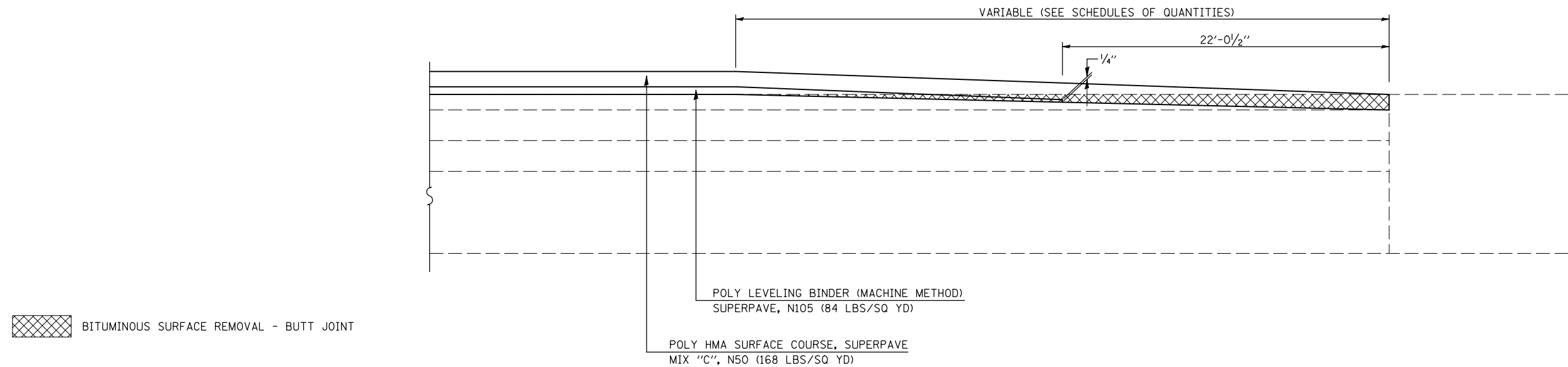
NOT TO SCALE

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING & PAVING TRANSITION DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\pwork\PWIDOT\SHERERJM\d0134546\0570251-shr-Detail.dgn		DRAWN - JMS	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	70
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -		SCALE: NO SCALE	SHEET NO. 4 OF 10 SHEETS		STA.	TO STA.	
PLOT DATE = 12/3/2009		DATE - 6/03/2008	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 70251

DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT AT US 45 RAMPS

STATION	TO	STATION	
20+11.22		20+56.16	RAMP CB
54+87.60		55+35.44	RAMP BD
14+87.42		15+35.38	RAMP AC
60+13.19		60+62.79	RAMP DA



NOT TO SCALE

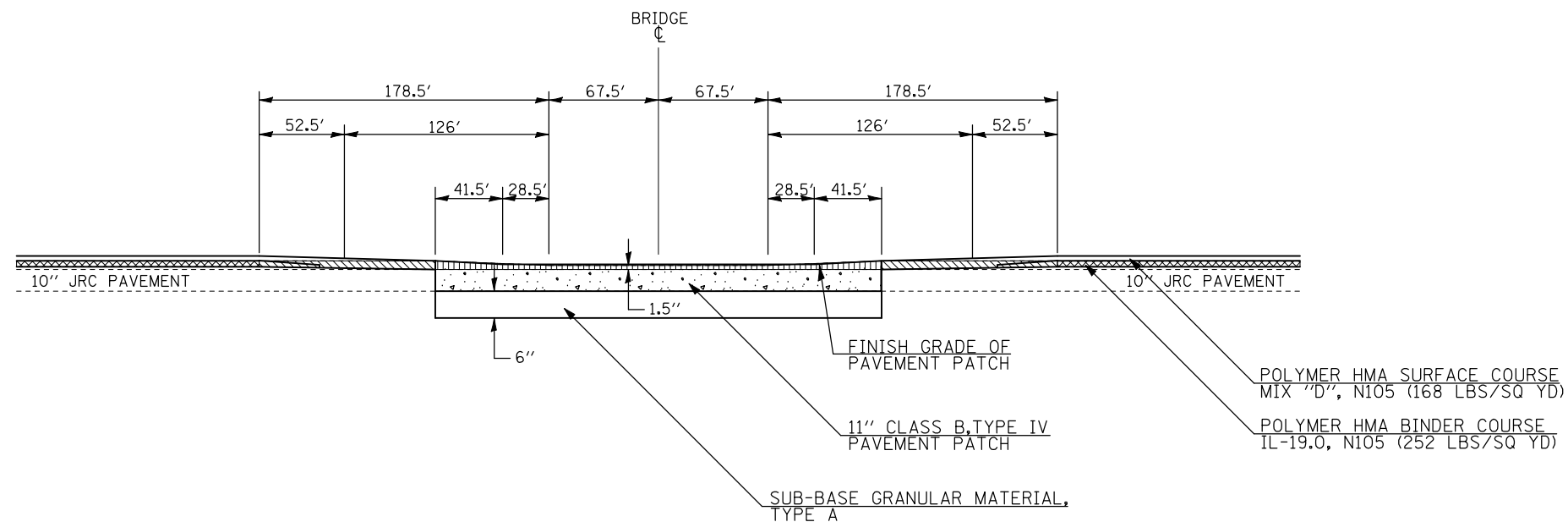
NOTE(S):

HMA SHOULDER TRANSITION SHALL FOLLOW THE SAME TAPER LENGTHS AS THE MAINLINE PAVEMENT WITH RESPECT TO THE PATCHING, MILLING, AND PAVING.

AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

PAVEMENT JOINTS SHALL CONFORM TO HIGHWAY STANDARDS 420001-07 & 420101-04 AND JOINT SPACING SHALL NOT EXCEED 15' AT ANY LOCATION.

DETAIL OF RUNDOWN UNDER OVERHEAD STRUCTURE
DRIVING LANE
S.N. 010-0145 (NB & SB)
S.N. 010-0181 (NB & SB)



NOT TO SCALE

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ct:\pwork\pwork\WIDOT\SHERERJM\d0134546\0510251-shr-Detail.dgn		DRAWN - JMS	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/14/2009		DATE - 6/03/2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MILLING & PAVING TRANSITION DETAILS

SCALE: NO SCALE SHEET NO. 5 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	71
CONTRACT NO. 70251				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

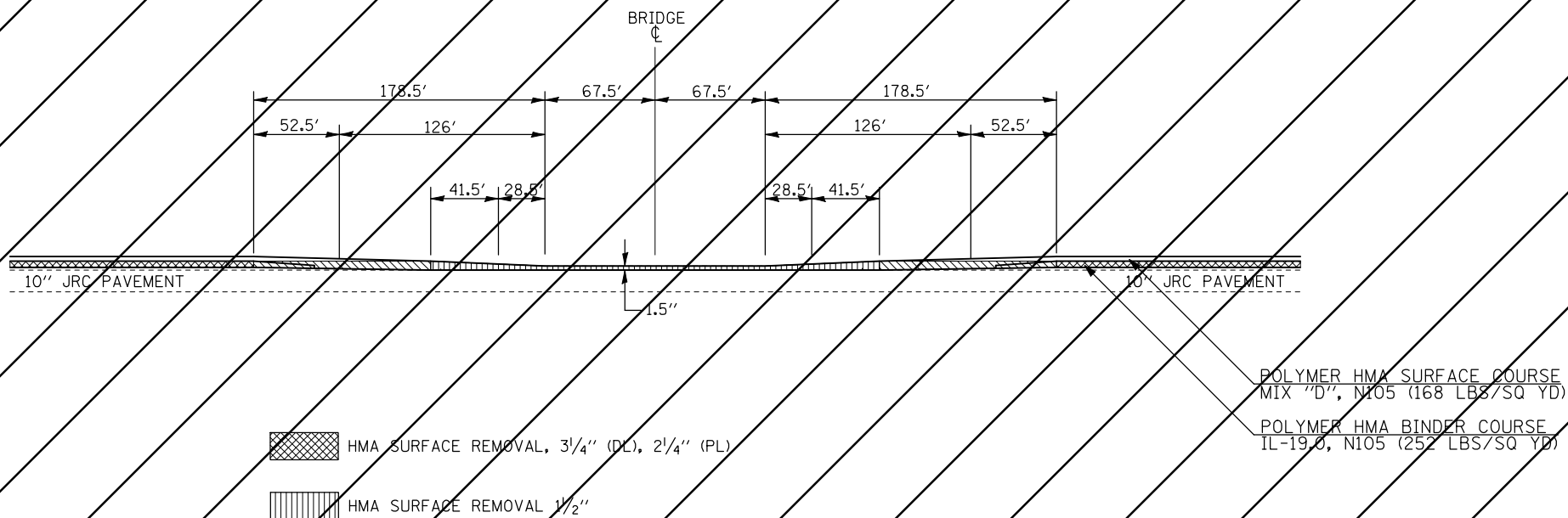
NOTE(S):

HMA SHOULDER TRANSITION SHALL FOLLOW THE SAME TAPER LENGTHS AS THE MAINLINE PAVEMENT WITH RESPECT TO THE PATCHING, MILLING, AND PAVING.

AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

DETAIL OF RUNDOWN UNDER OVERHEAD STRUCTURE

PASSING LANE
S.N. 010-0145 (SB)
S.N. 010-0181 (NB & SB)

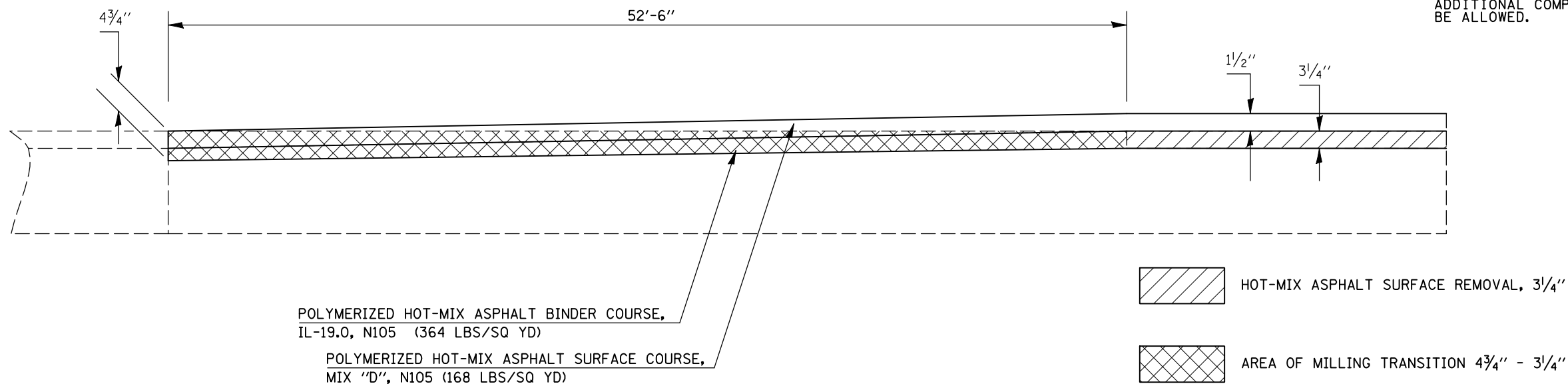


NOT TO SCALE

DETAIL FOR MILLING/PAVING TRANSITION AT I-57 REST AREA RAMPS

	STATION	TO	STATION
(NB ENTR RMP)	191+21.10		191+73.60
(NB EXIT RMP)	208+48.70		209+01.20
(SB EXIT RMP)	131+57.85		132+10.35
(NB ENTR RMP)	147+69.00		148+21.50

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.



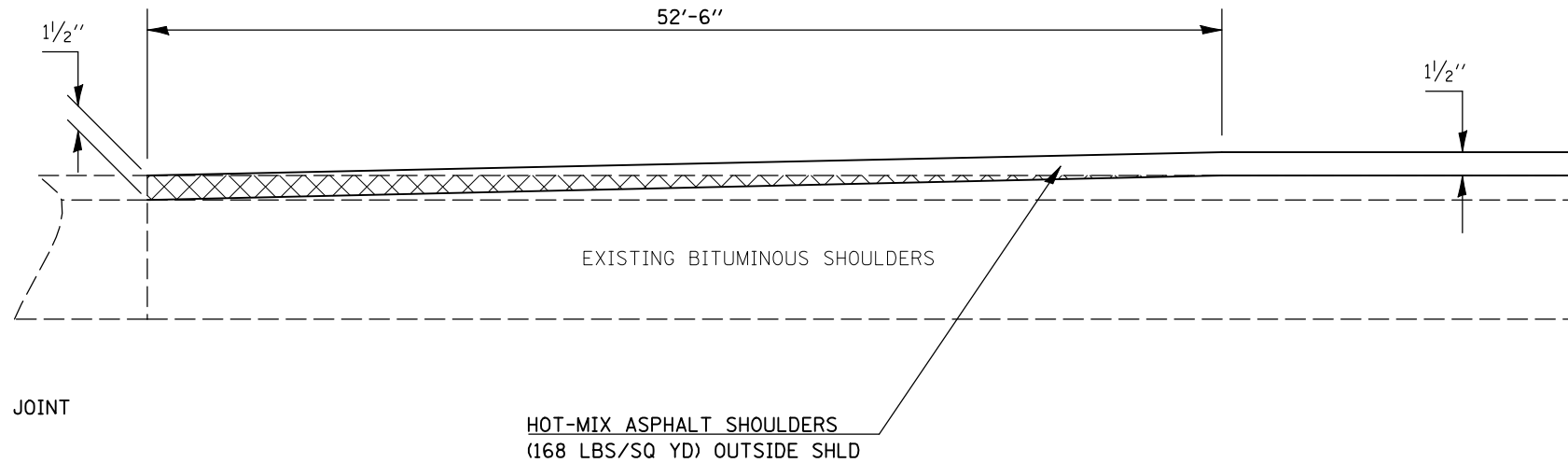
NOT TO SCALE

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING & PAVING TRANSITION DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwwork\PIWIDOT\SHERERJM\d0134546\0570251-sht-Details.dgn	DRAWN - JMS	REVISED -	57					(21-28,21-10-29,10-30)RS-1	*	115	72	
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 70251									
PLOT DATE = 12/14/2009	DATE - 6/03/2008	REVISED -	SCALE: NO SCALE		SHEET NO. 6 OF 10 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT AT REST AREA SHOULDERS

	<u>STATION</u>	<u>TO</u>	<u>STATION</u>
(LT/RT NB ENTR RMP)	191+21.10		191+73.60
(LT NB EXIT RMP)	208+48.70		209+01.20
(RT NB EXIT RMP)	208+27.79		208+80.29
(LT SB EXIT RMP)	130+14.56		130+67.06
(RT SB EXIT RMP)	131+57.85		132+10.35
(LT/RT SB ENTR RMP)	147+69.00		148+16.50



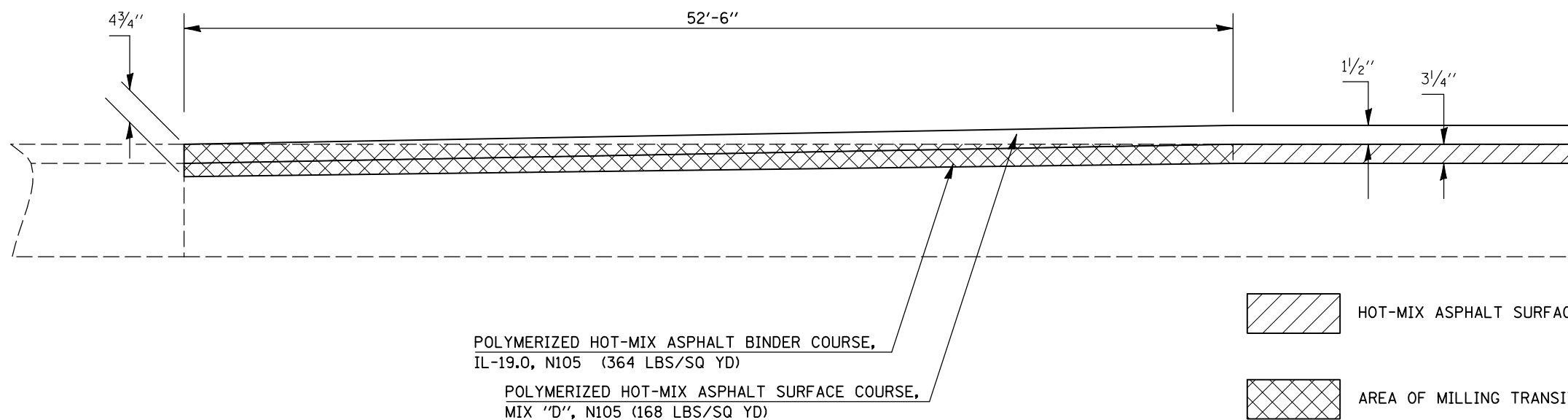
HMA SURFACE REMOVAL - BUTT JOINT

NOT TO SCALE

DETAIL FOR SB DRIVING LANE MILLING/PAVING TRANSITION AT END OF PROJECT

<u>STATION</u>	<u>TO</u>	<u>STATION</u>
349+47.50		350+00.00 (SB)

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.



NOT TO SCALE

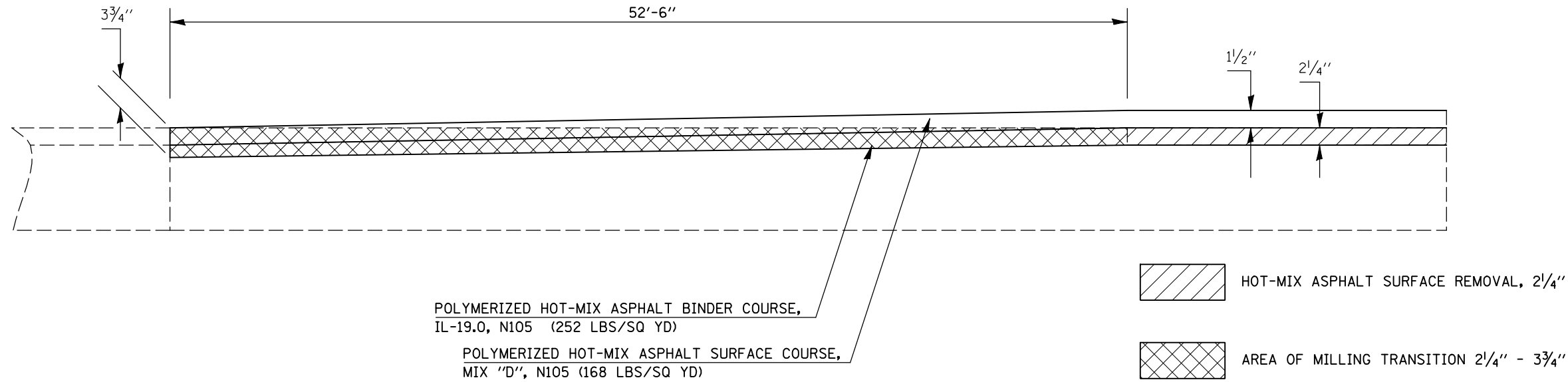
• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING & PAVING TRANSITION DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-Details.dgn		DRAWN - JMS	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	73			
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -		SCALE: NO SCALE SHEET NO. 7 OF 10 SHEETS STA. TO STA.			CONTRACT NO. 70251				
PLOT DATE = 11/28/2009		DATE - 6/03/2008	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

DETAIL FOR SB PASSING LANE MILLING/PAVING TRANSITION AT END OF PROJECT

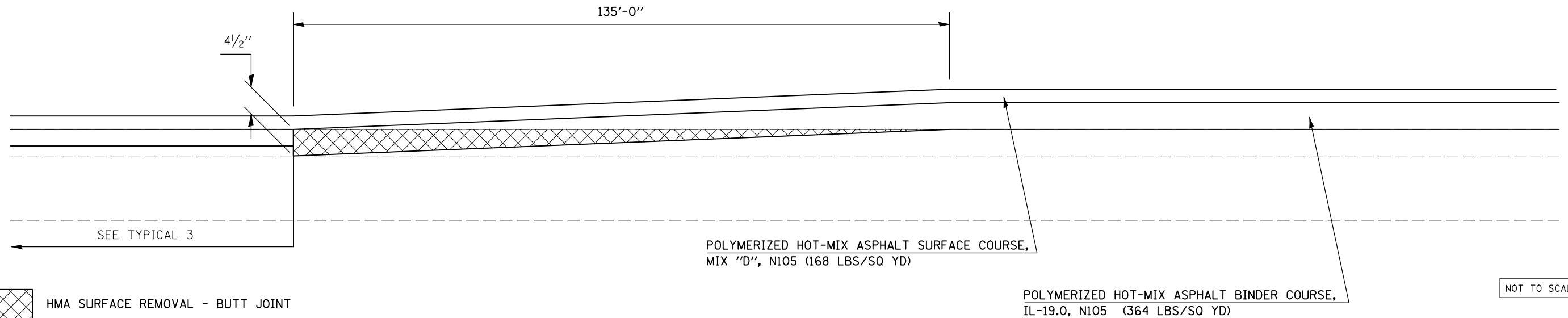
NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

STATION TO STATION
349+47.50 350+00.00 (SB)



DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT AT TEST SECTION 170607

STATION TO STATION
312+00.00 313+35.00 NORTHBOUND

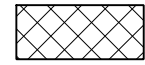


FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING & PAVING TRANSITION DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\WIDOT\SHERERJM\d0134546\0570251-shr-Detail.dgn		DRAWN - JMS	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	74
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	REVISED -		SCALE: NO SCALE	SHEET NO. 8 OF 10 SHEETS		STA.	TO STA.	
PLOT DATE = 11/28/2009		DATE - 6/03/2008	REVISED -						CONTRACT NO. 70251	
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

• CHAMPAIGN & DOUGLAS

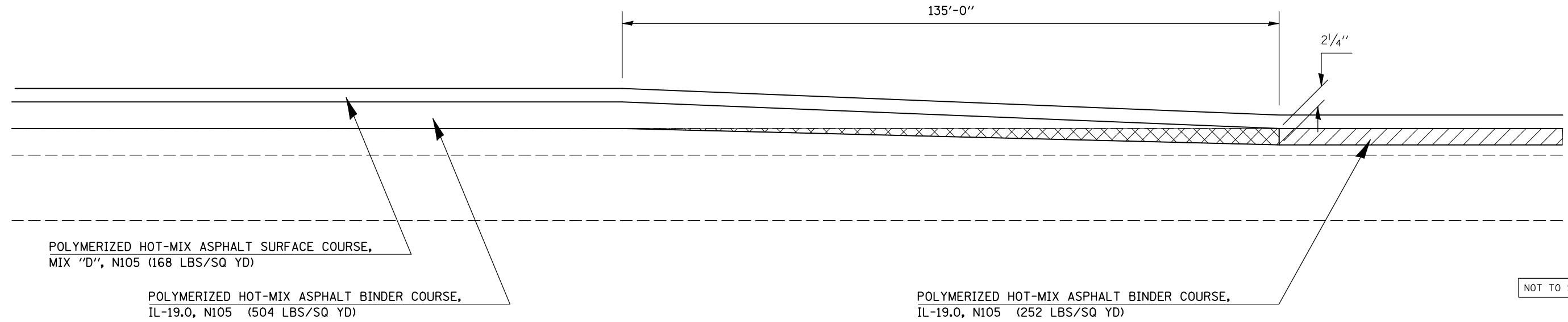
DETAIL FOR MILLING/PAVING TRANSITION FROM TEST SECTION 170607 TO 170608

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

 HMA SURFACE REMOVAL - BUTT JOINT

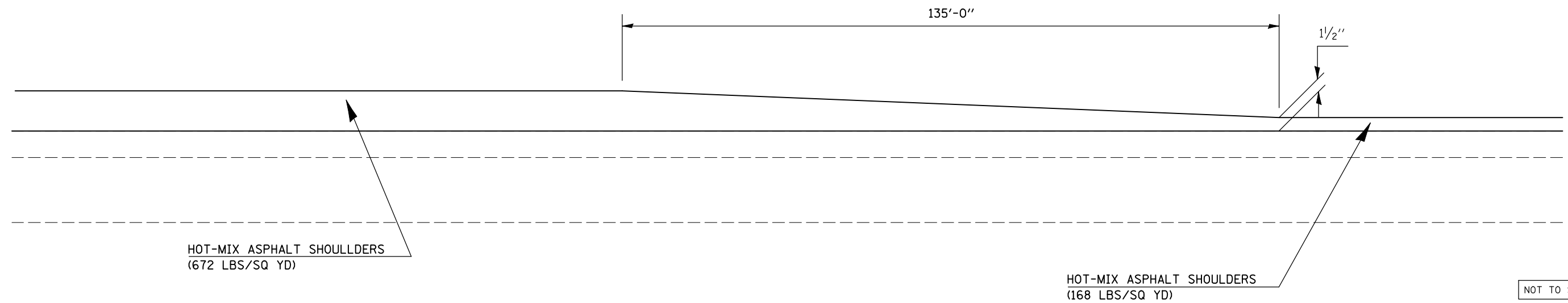
 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

STATION TO STATION
322+60.00 323+95.00 NORTHBOUND



DETAIL FOR HMA SHOULDER PAVING TRANSITION FROM TEST SECTION 170607 TO 170608

STATION TO STATION
322+60.00 323+95.00 NORTHBOUND

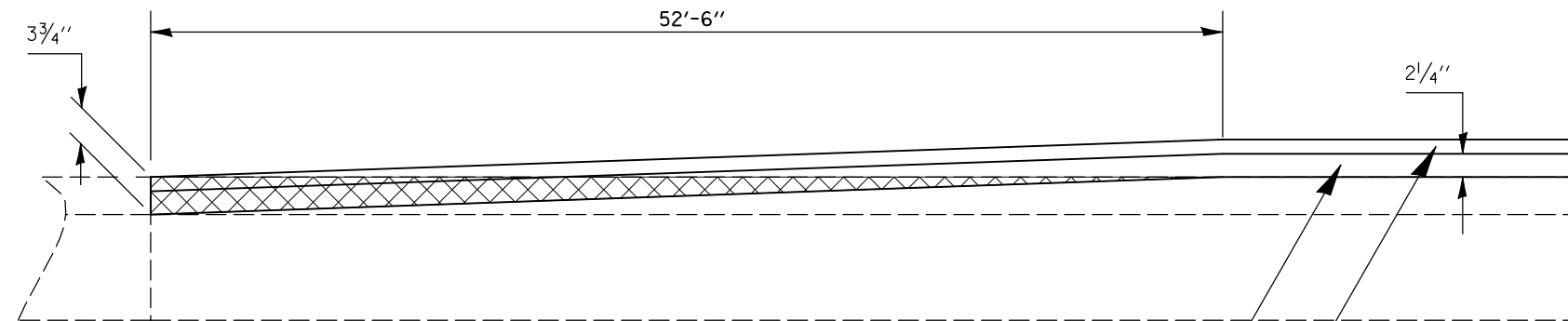


• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING & PAVING TRANSITION DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwork\pwork\PWIDOT\SHERERJM\d0134546\0570251-shr-Details.dgn		DRAWN - JMS	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	75	
		CHECKED -	REVISED -			CONTRACT NO. 70251					
		DATE - 6/03/2008	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE: NO SCALE SHEET NO. 9 OF 10 SHEETS STA. TO STA.							

DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT AT NB MAINLINE END OF PROJECT

STATION TO STATION
 349+47.50 350+00.00 (NB)

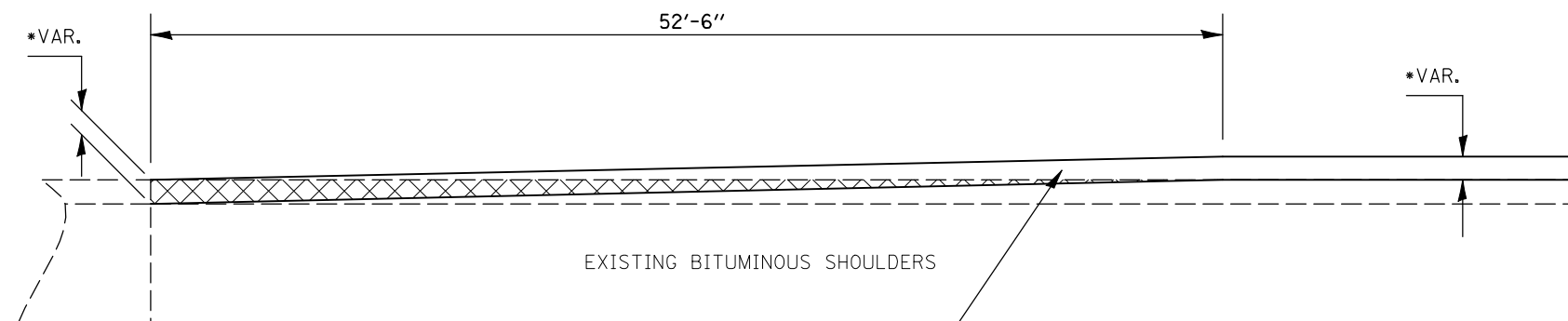


HMA SURFACE REMOVAL - BUTT JOINT

POLYMERIZED HOT-MIX ASPHALT BINDER COURSE,
 IL-19.0, N105 (252 LBS/SQ YD)
 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,
 MIX "D", N105 (168 LBS/SQ YD)

DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT AT SHOULDERS

STATION TO STATION
 349+47.50 350+00.00 (SB)
 349+47.50 350+00.00 (NB)



HMA SURFACE REMOVAL - BUTT JOINT

HOT-MIX ASPHALT SHOULDERS
 *(168 LBS/SQ YD) INSIDE SHLD
 *(154 LBS/SQ YD) OUTSIDE SHLD

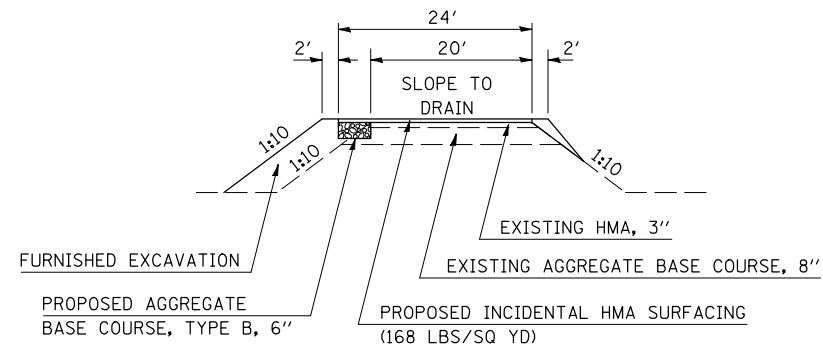
NOT TO SCALE

• CHAMPAIGN & DOUGLAS

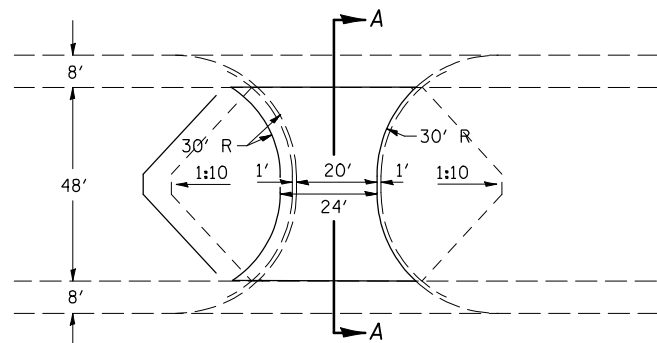
FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING & PAVING TRANSITION DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\WIDOT\SHERERJM\034546\0570251-shd-Details.dgn		DRAWN - JMS	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	76
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -		SCALE: NO SCALE	SHEET NO. 10 OF 10 SHEETS		STA.	TO STA.	
	PLOT DATE = 11/28/2009	DATE - 6/03/2008	REVISED -				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	
						CONTRACT NO. 70251				

**DETAIL OF MEDIAN CROSSOVER
TO BE RECONSTRUCTED**

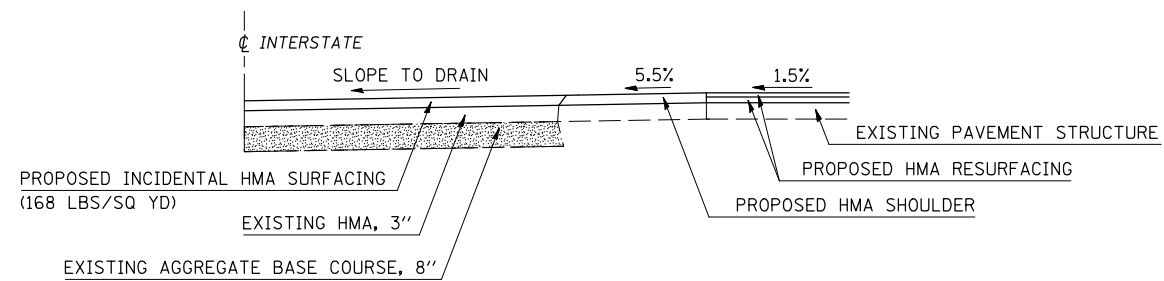
STATION 293+93



ELEVATION



PLAN

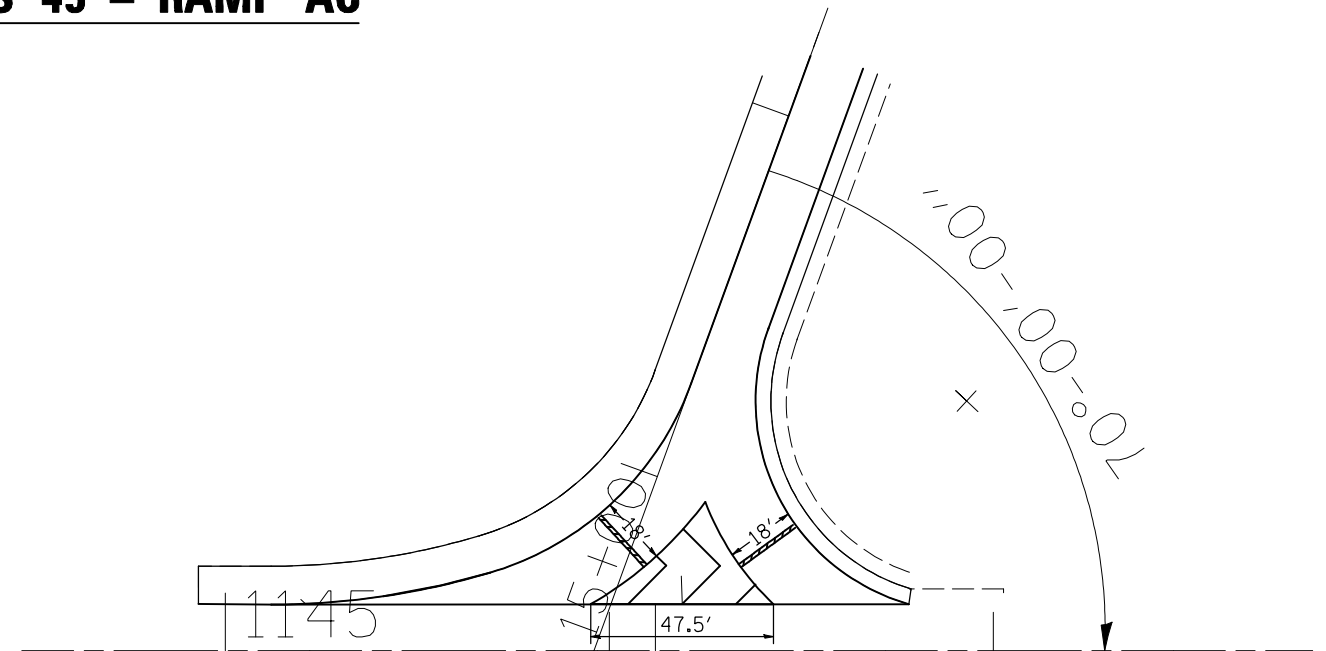


**SECTION A-A
SYMMETRICAL ABOUT CENTERLINE**

NOTES

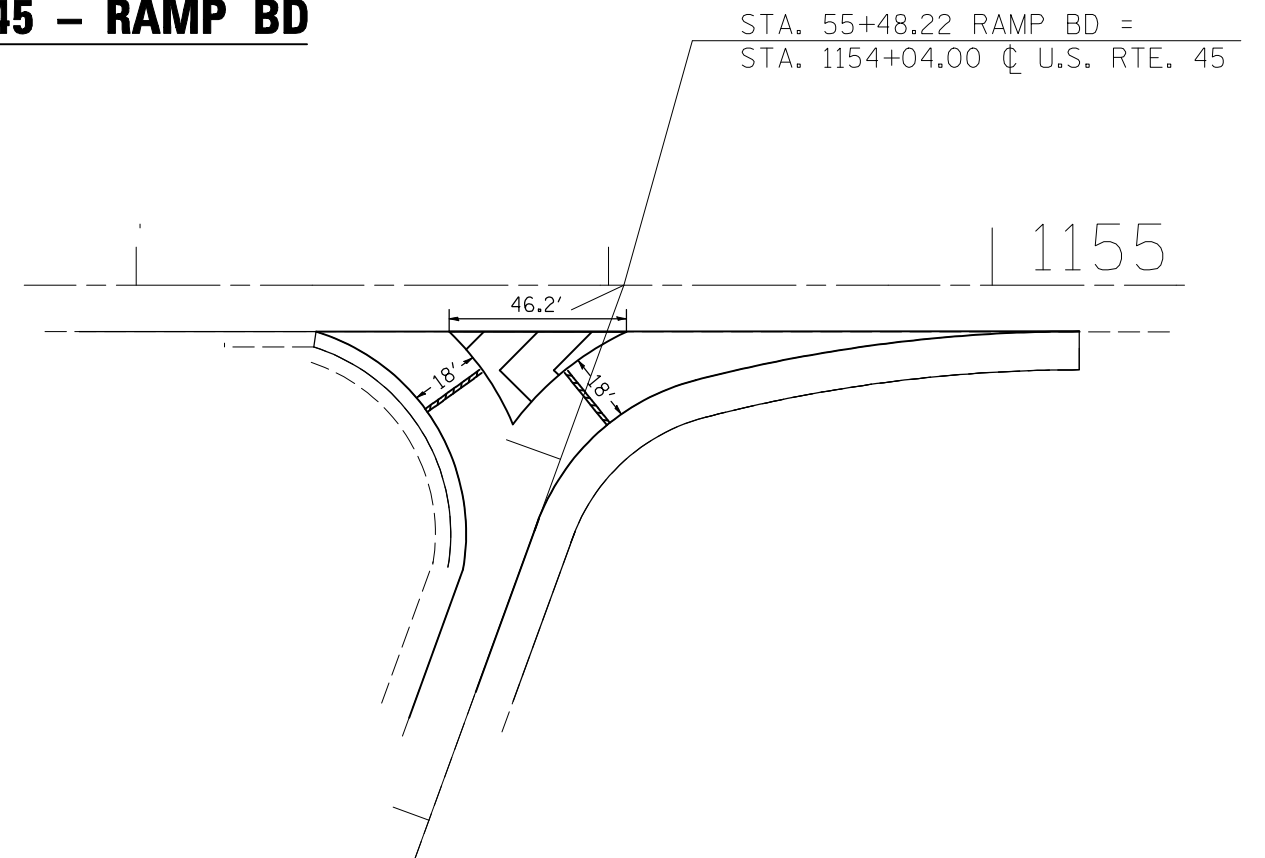
1. OMIT RUMBLE STRIPS ON SHOULDERS THROUGHOUT MEDIAN CROSSOVER.
2. REMOVAL OF EXISTING AGGREGATE SHOULDERS IS INCIDENTAL TO THE COST OF PROPOSED 6" AGGREGATE BASE COURSE.
3. AREAS OF FURNISHED EXCAVATION SHALL BE SEEDED WITH CLASS 7 SEED AND MULCHED ACCORDING TO THE APPLICABLE PORTIONS OF ARTICLE(S) 250 & 251. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE WORK INVOLVED WITH THE MEDIAN CROSSOVER TO BE RECONSTRUCTED.

US 45 – RAMP AC



STATION EQUATION:
STATION 15+48.22 RAMP AC =
STATION 1145+96.00 \oslash U.S. ROUTE 45

US 45 – RAMP BD



STA. 55+48.22 RAMP BD =
STA. 1154+04.00 \oslash U.S. RTE. 45

• CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
ct:\pw\work\PIWIDOT\SHERERJM\d0134546\d0570251-shr-Details.dgn		DRAWN - JMS	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/28/2009	DATE - 6/03/2008	REVISED -

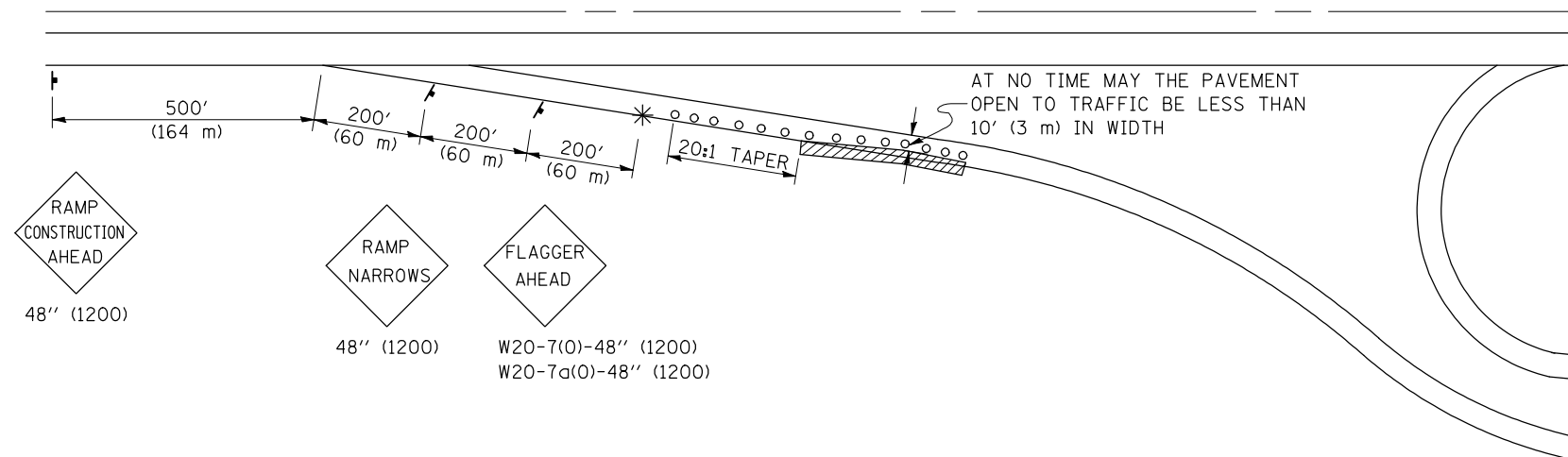
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS ROADWAY DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	77
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70251	

**APPLICATION NO. 1
DAY OPERATION ONLY
PARTIAL RAMP CLOSURE**



SYMBOLS

- (APPLICATION NO. 1) TYPE I OR II BARRICADES OR DRUMS @ 50' (15 m) CTS.
- ⊗ (APPLICATION NO. 2) TYPE I OR II BARRICADES OR DRUMS @ 25' (7.5 m) CTS. W/STEADY BURNING LIGHTS
- * (APPLICATION NO. 1) FLAGGER PLACED AS DIRECTED BY THE ENGINEER
- † SIGN ON PORTABLE OR PERMANENT SUPPORT
- ▨ WORK AREA

TYPICAL APPLICATIONS

- PAVEMENT PATCHING
- PIPE UNDERDRAINS
- HMA RESURFACING

GENERAL NOTES

CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 10' (3 m) OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.

WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.

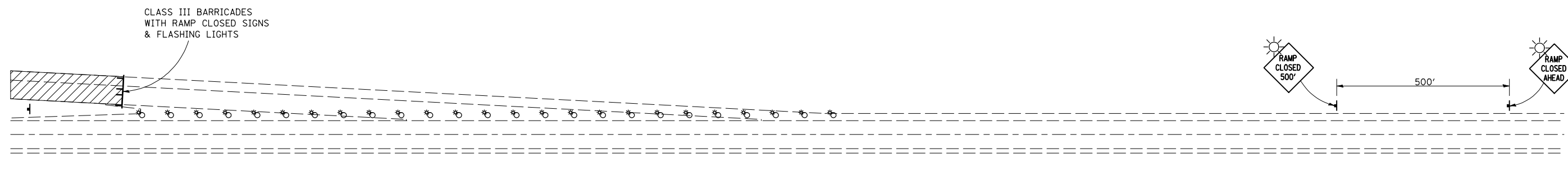
ALL SIGNS SHALL BE POST MOUNTED IF WORK IN THE AREA EXCEEDS FOUR DAYS OF DAYTIME OPERATIONS.

LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE DISTRICT ENGINEER.

Traffic Control for all ramps shall be in accordance with the appropriate application of plan detail TRAFFIC CONTROL FOR RAMPS and will not be paid for separately, but shall be included in the contract lump sum prices for Traffic Control and Protection, Standard 701401 and Traffic Control and Protection, Standard 701406.

**APPLICATION NO. 2
RAMP CLOSURE**



GENERAL NOTES

STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

CONTACT THE DISTRICT TRAFFIC OPERATIONS ENGINEER AT 217-465-4181, ONE WEEK PRIOR TO CLOSING THE RAMP.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

• CHAMPAIGN & DOUGLAS

DISTRICT 5 DETAIL NO. 70103710

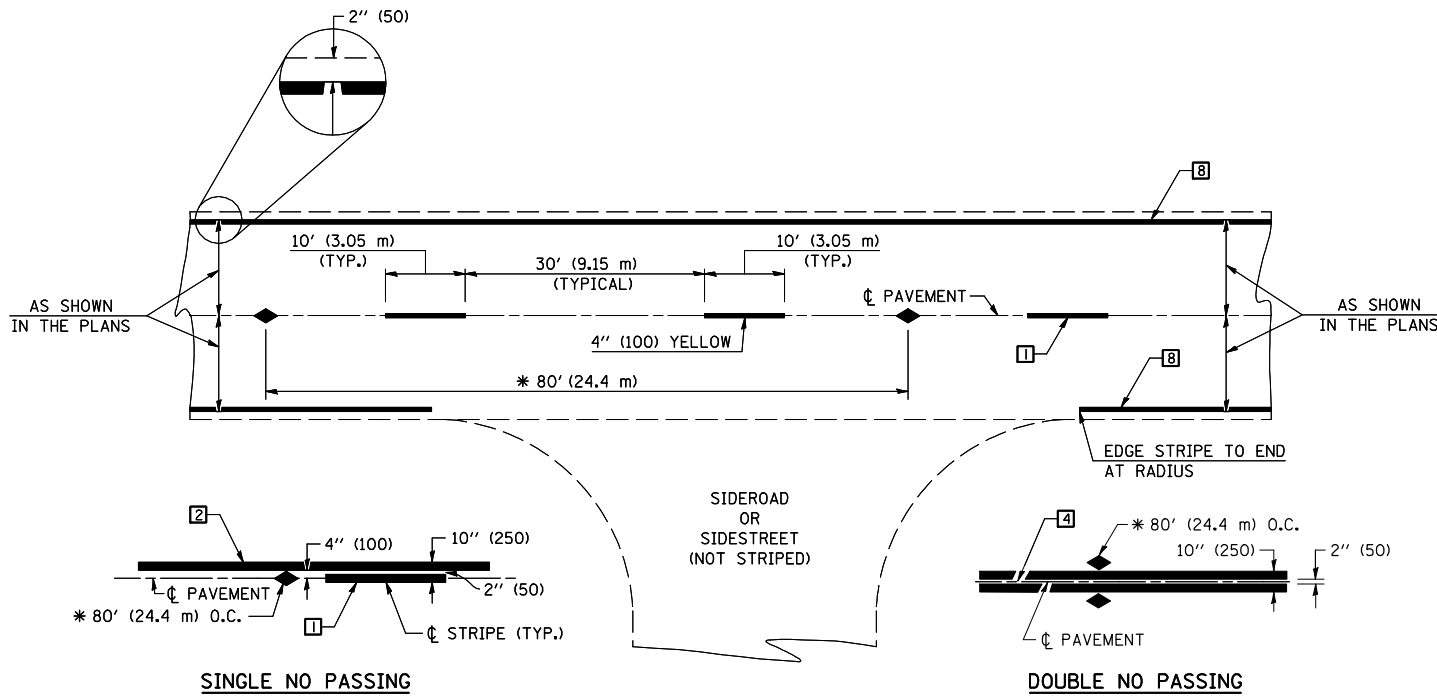
FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/28/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL FOR RAMPS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	78
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70251	



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

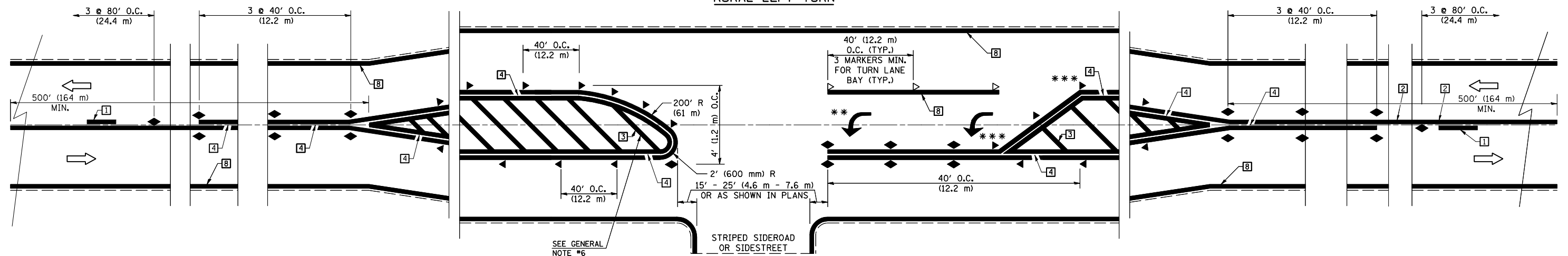
TYPICAL PAVEMENT MARKING LEGEND

- 1 4'' (100) SKIP-DASH (YELLOW)
- 2 4'' (100) SOLID (YELLOW)
- 3 12'' (300) DIAGONAL (YELLOW)
- 4 4'' (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4'' (100) SKIP-DASH (WHITE)
- 8 4'' (100) SOLID (WHITE)
- 9 12'' (300) DIAGONAL (WHITE)
- 10 6'' (150) SOLID (WHITE)
- 11 24'' (600) STOP BAR (WHITE)
- 12 8'' (200) SOLID (WHITE)
- 13 4'' (100) LANE LINE EXTENSIONS (WHITE)
- 14 4'' (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-Details.dgn		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/28/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

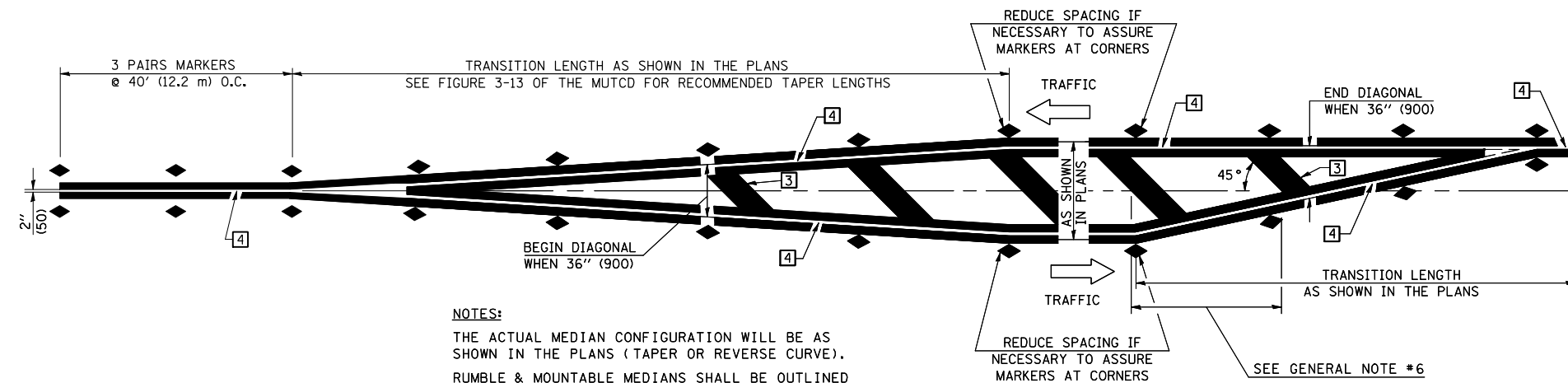
**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

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

• CHAMPAIGN & DOUGLAS

DISTRICT 5 DETAIL NO. 7800AAA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	79
CONTRACT NO. 70251				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

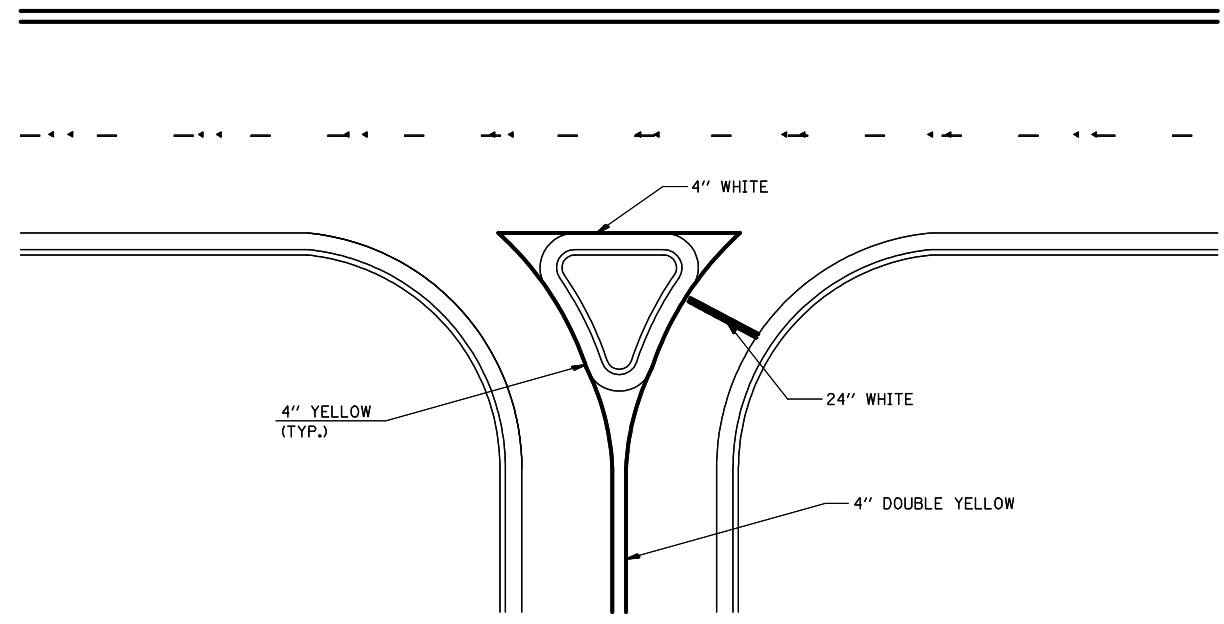


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

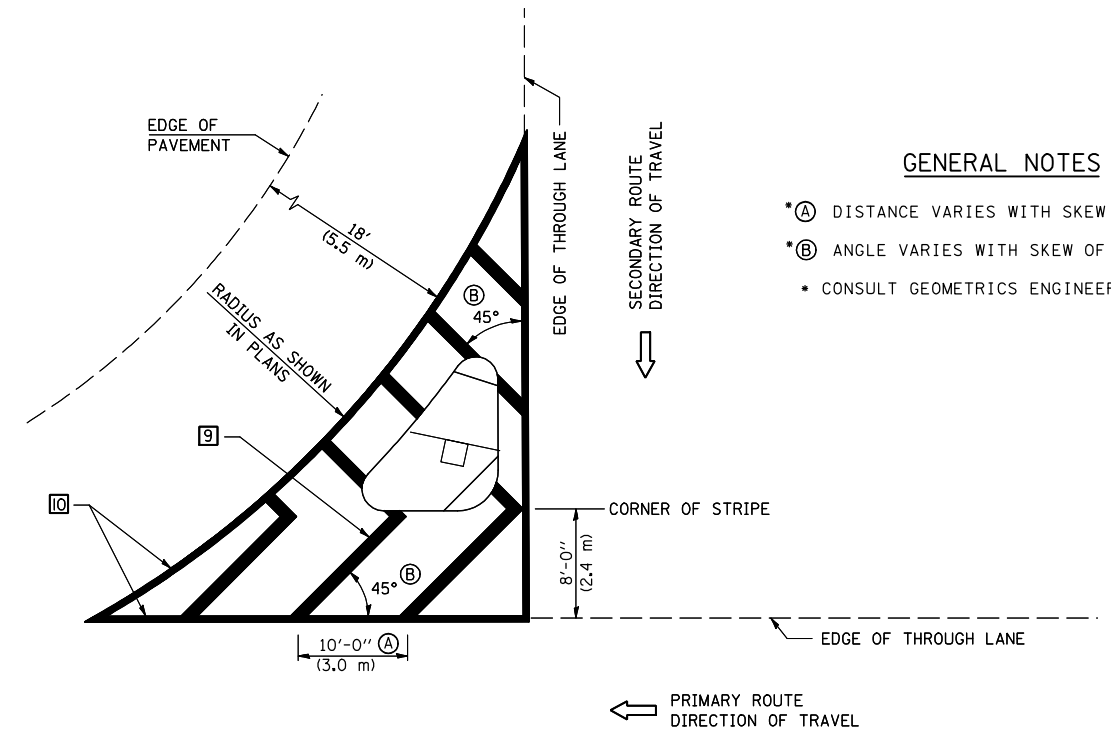
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

- *A DISTANCE VARIES WITH SKEW OF INTERSECTION.
- *B ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

ISLAND

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

• CHAMPAIGN & DOUGLAS

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
ct:\pw\work\PWID01\SHERERJM\d0134546\0570251-shr-Detail.dgn		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/28/2009	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

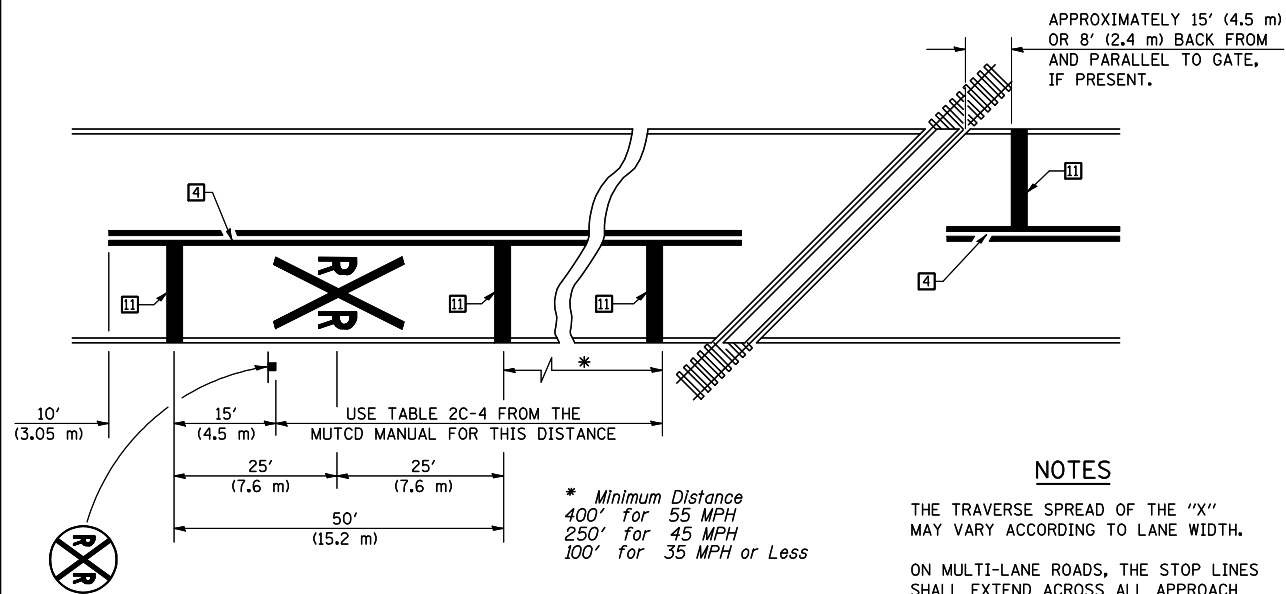
**PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	81
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70251	

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

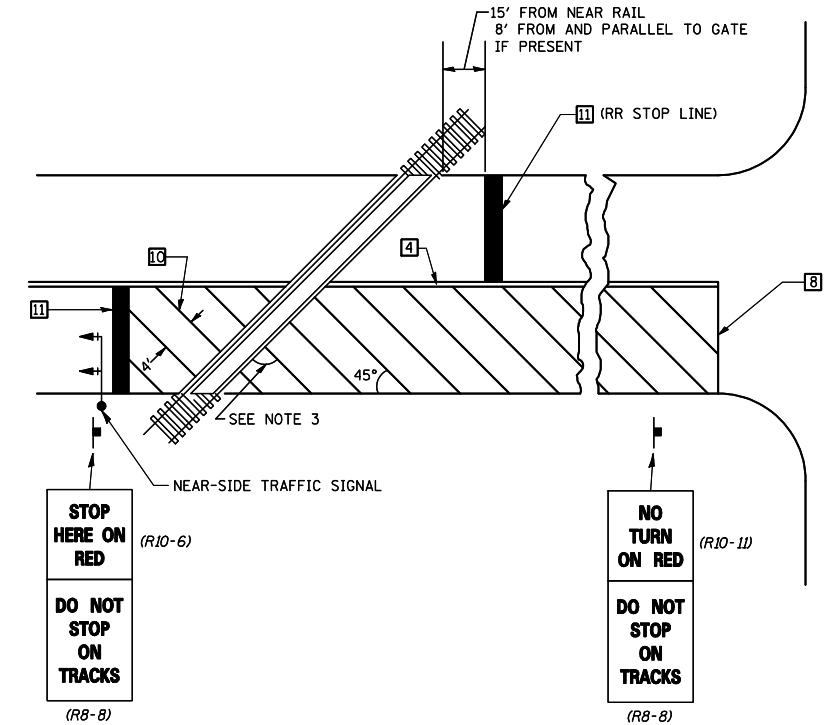
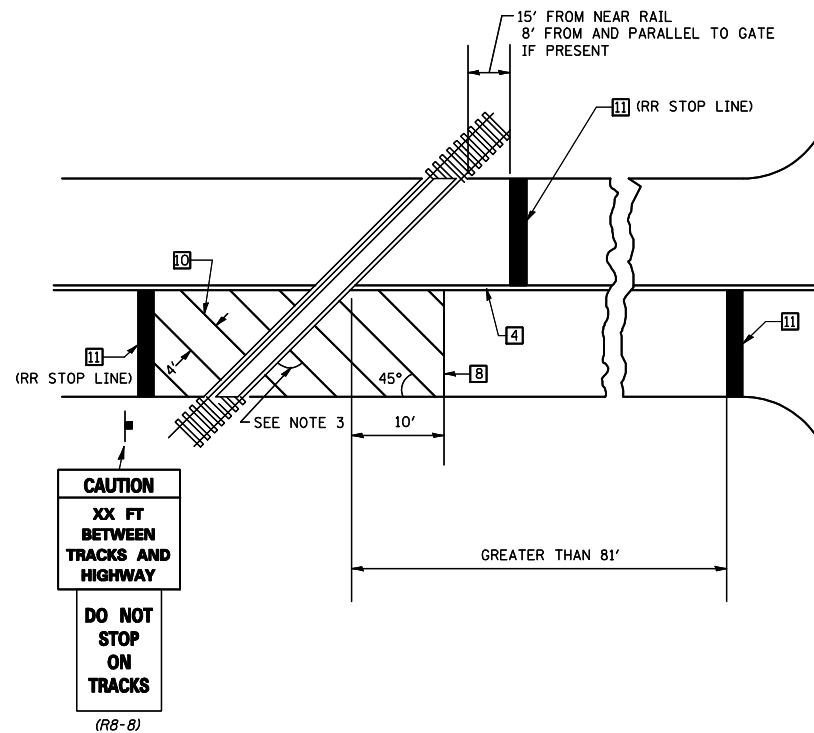
APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

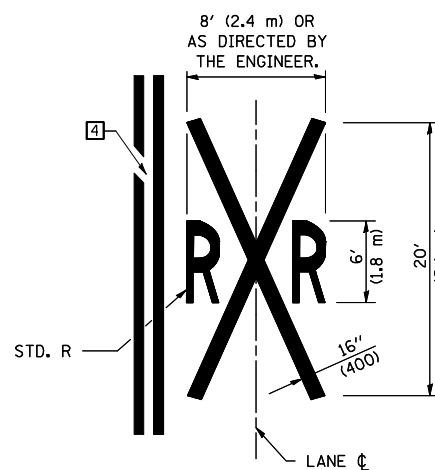
* Minimum Distance
400' for 55 MPH
250' for 45 MPH
100' for 35 MPH or Less



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

• CHAMPAIGN & DOUGLAS

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
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	PLOT DATE = 11/28/2009	DATE -	REVISED -

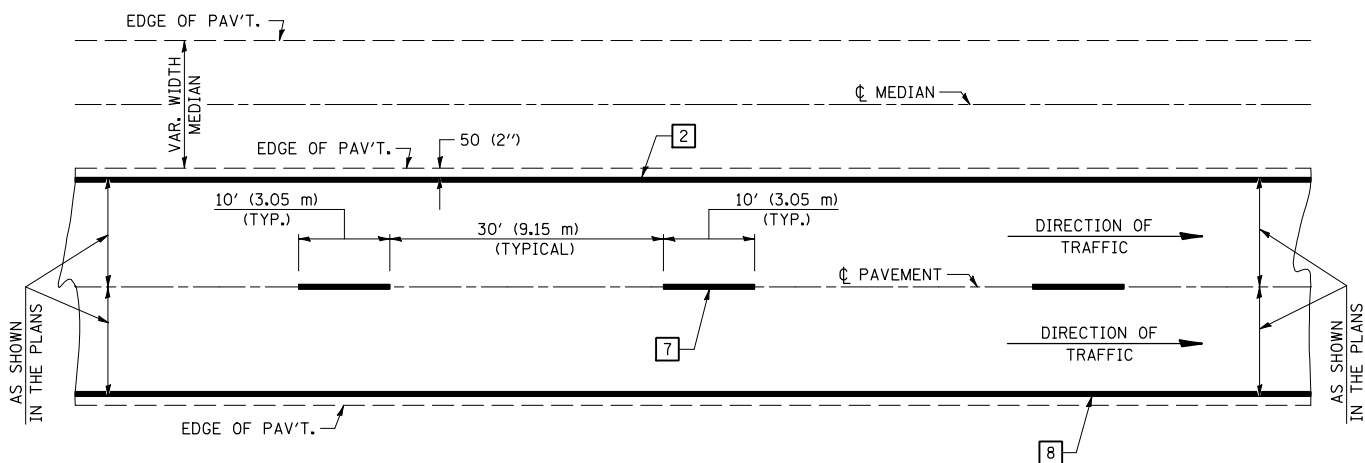
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28.21-10-29,10-30)RS-1	*	115	82
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70251	

CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

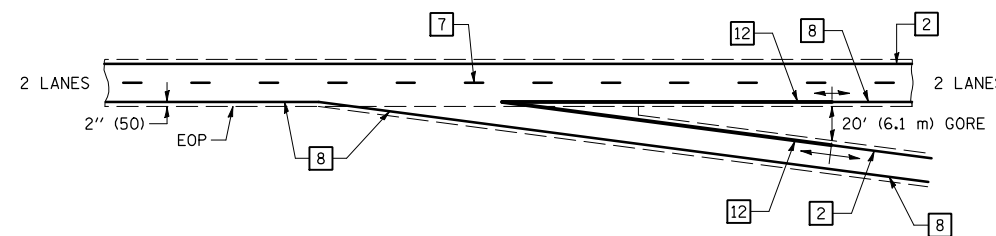


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

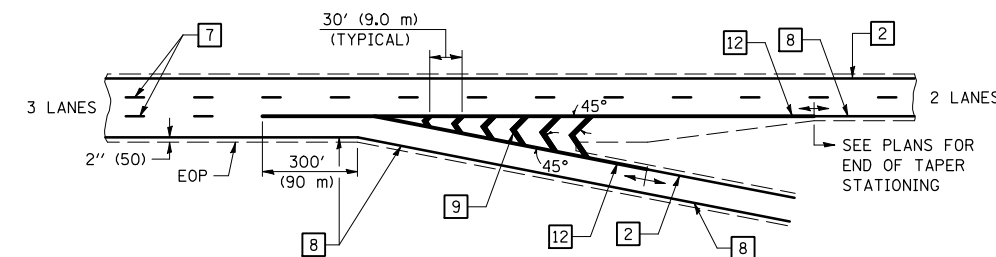
NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.

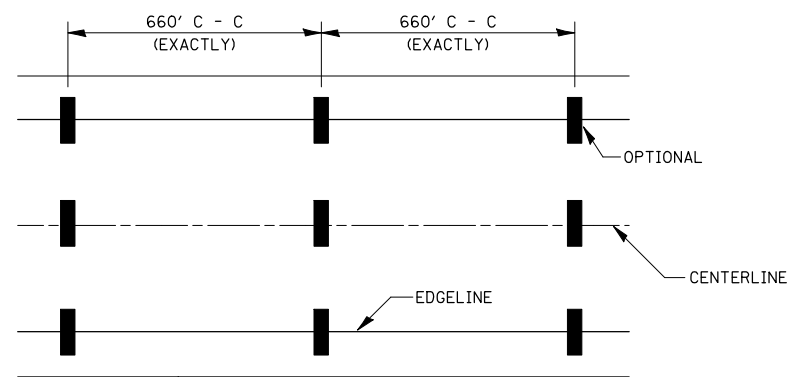
TYPICAL EXIT RAMP TERMINAL



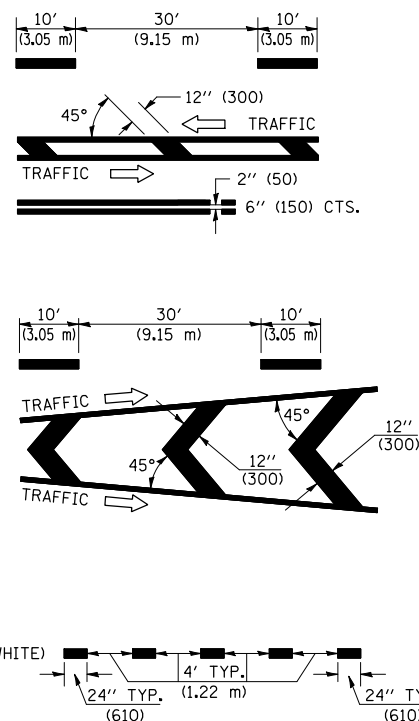
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



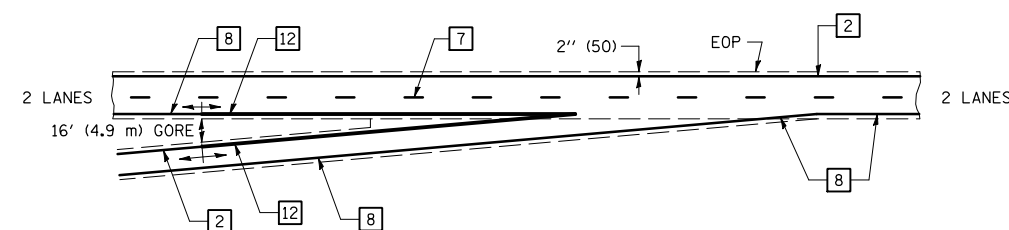
TYPICAL PAVEMENT MARKING LEGEND



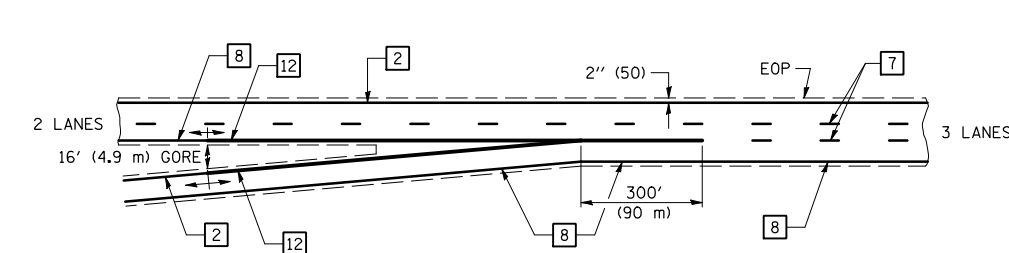
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)



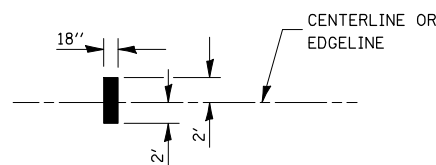
TYPICAL ENTRANCE RAMP TERMINAL



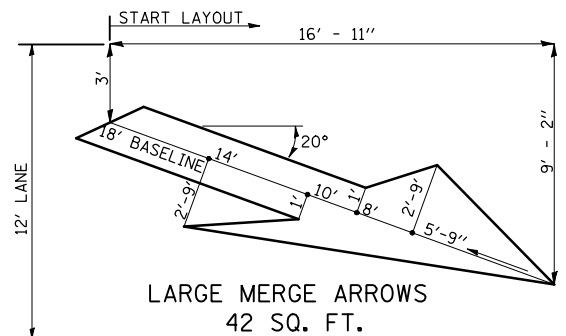
ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.



AERIAL SPEED CHECK ZONES



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

• CHAMPAIGN & DOUGLAS

DISTRICT 5 DETAIL NO. 7800BBBB

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
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PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/28/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

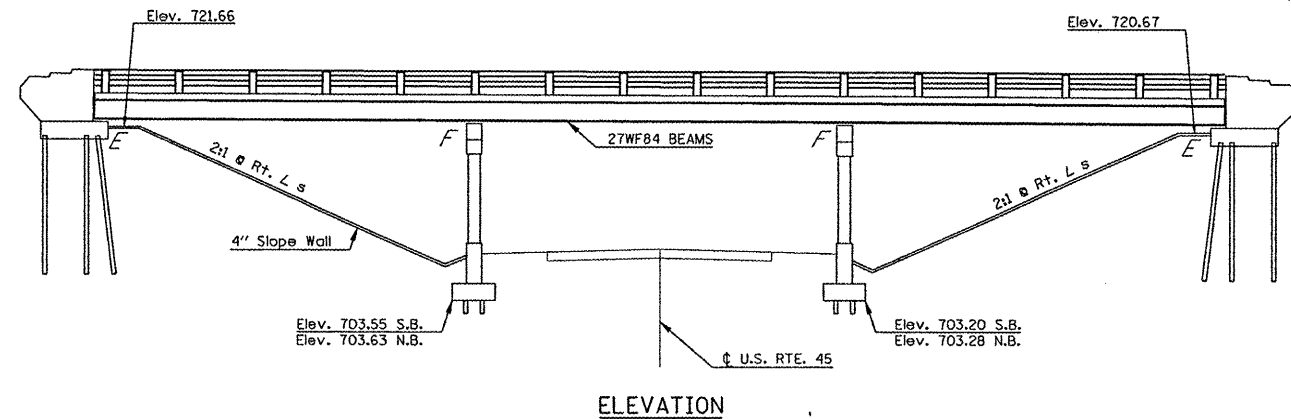
PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)

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

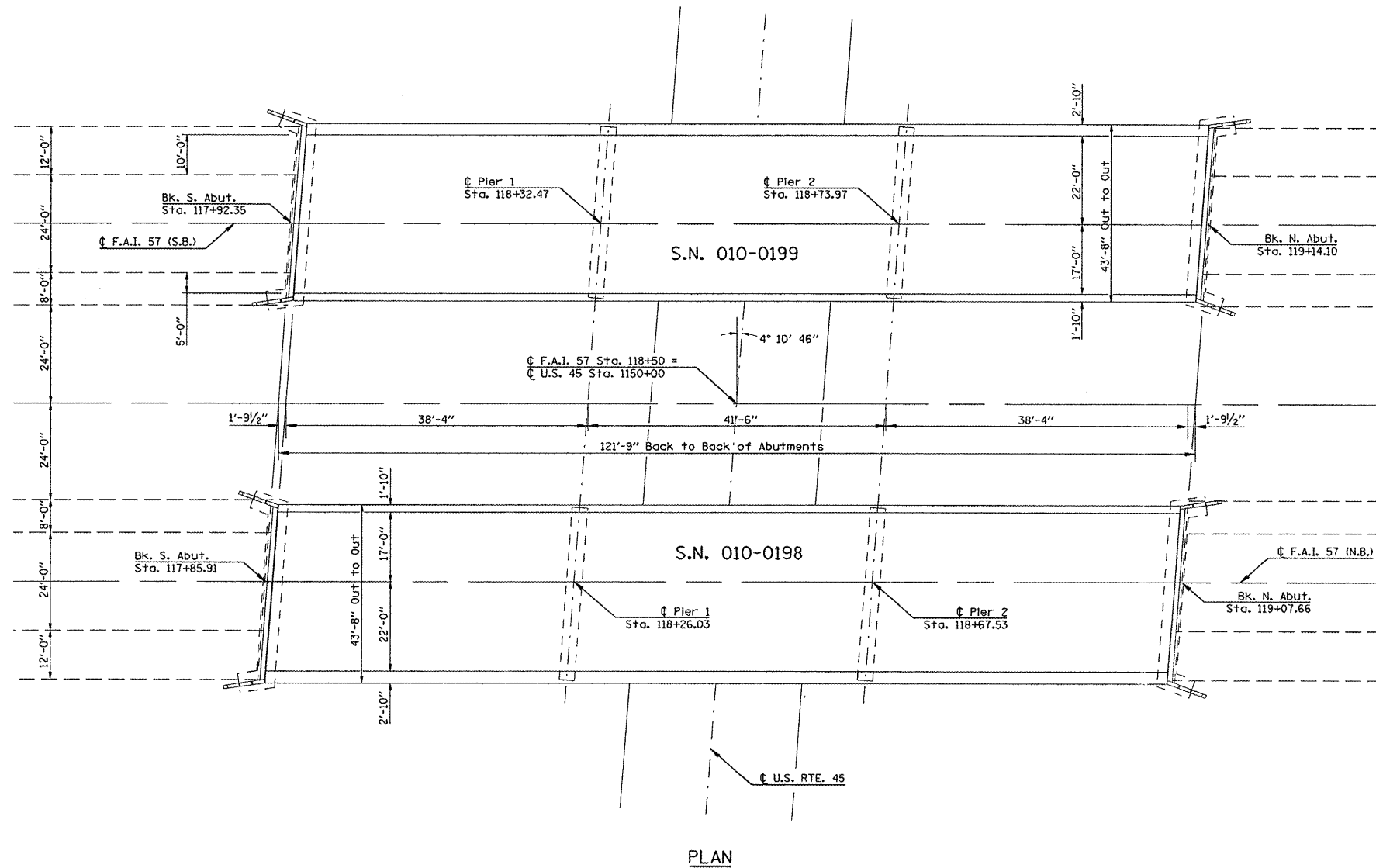
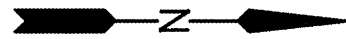
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	83
CONTRACT NO. 70251				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

GENERAL PLAN & ELEVATION

S.N. 010-0198 & 010-0199



ELEVATION



PLAN

THE EXISTING DUAL MAINLINE STRUCTURES WERE BUILT IN 1963 BY THE STATE OF ILLINOIS AS F.A.I. ROUTE 57, SECTION 10-30 HB AT STATION 118+50 IN CHAMPAIGN COUNTY. THE STRUCTURES WERE REHABILITATED WITH FULL AND PARTIAL-DEPTH PATCHING, SHEAR STUD CONNECTORS, 1/4" HYDRO-SCARIFICATION, A MICROSILICA CONCRETE WEARING SURFACE AND PREFORMED JOINT SEALS IN 1990 WITH F.A.I. ROUTE 57, SECTION (21-28,21,10-29,10-30)RS.

THE SUPERSTRUCTURE CONSISTS OF A 7" R.C. SLAB WITH A 2" MICROSILICA CONCRETE WEARING SURFACE AND SEVEN 27WF84 BEAMS SUPPORTED BY TWO PIERS ON SPREAD FOOTINGS AND STUB ABUTMENTS ON CONCRETE PILES. THE STRUCTURE MEASURES 121'-9" FROM BACK TO BACK OF ABUTMENT. THE DECK HAS A CLEAR WIDTH OF 39'-0" AND AN OUT-TO-OUT WIDTH OF 43'-8".

METHOD OF CONSTRUCTION: STAGE CONSTRUCTION

SEE PROPOSED IMPROVEMENTS ON THIS SHEET.

PROPOSED WORK

1. REPAIR IMPACT DAMAGE ON EAST FASCIA BEAM, S.N. 010-0198.
2. REPLACE PREFORMED JOINT SEALS WITH SILICONE JOINT SEALER.
3. REPLACE EXISTING ROCKERS WITH ELASTOMERIC BEARINGS.

TOTAL BILL OF MATERIALS (TWO STRUCTURES)

Item	Unit	Super.	Sub.	Total
BEAM STRAIGHTENING	L SUM	1.0	--	1.0
JACK AND REMOVE EXISTING BEARINGS	EACH	28.0	--	28.0
ELASTOMERIC BEARING ASSY., TY 1	EACH	28.0	--	28.0
FURNISH & ERECT STRUCTURAL STEEL	POUND	3150.0	--	3150.0
ANCHOR BOLTS, 1" DIA.	EACH	56.0	--	56.0
SILICONE JOINT SEALER	FOOT	175.0	--	175.0

GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

EXISTING STRUCTURAL STEEL THAT WILL BE IN CONTACT WITH NEW STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED PRIOR TO ERECTION AS REQUIRED BY THE SPECIAL PROVISION "CLEANING AND PAINTING CONTACT SURFACE AREAS OF EXISTING STEEL STRUCTURES".

ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH THE ORGANIC ZINC RICH PRIMER PER AASHTO M300, TYPE 1. COST INCLUDED WITH FURNISHING AND ERECTING STRUCTURAL STEEL.

THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD. THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD ON THIS PROJECT.

ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR. 36, UNLESS OTHERWISE NOTED.

FILE NAME :
c:\pwwork\FWIDOT\SHERRERJM\0134546\DS

USER NAME : sherrerm
0251-shr-structures.dgn
PLOT SCALE : 40,000' / IN.
PLOT DATE : 12/9/2009

DESIGNED - GMS
DRAWN - GMS
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
S.N. 010-0198 & 010-0199**

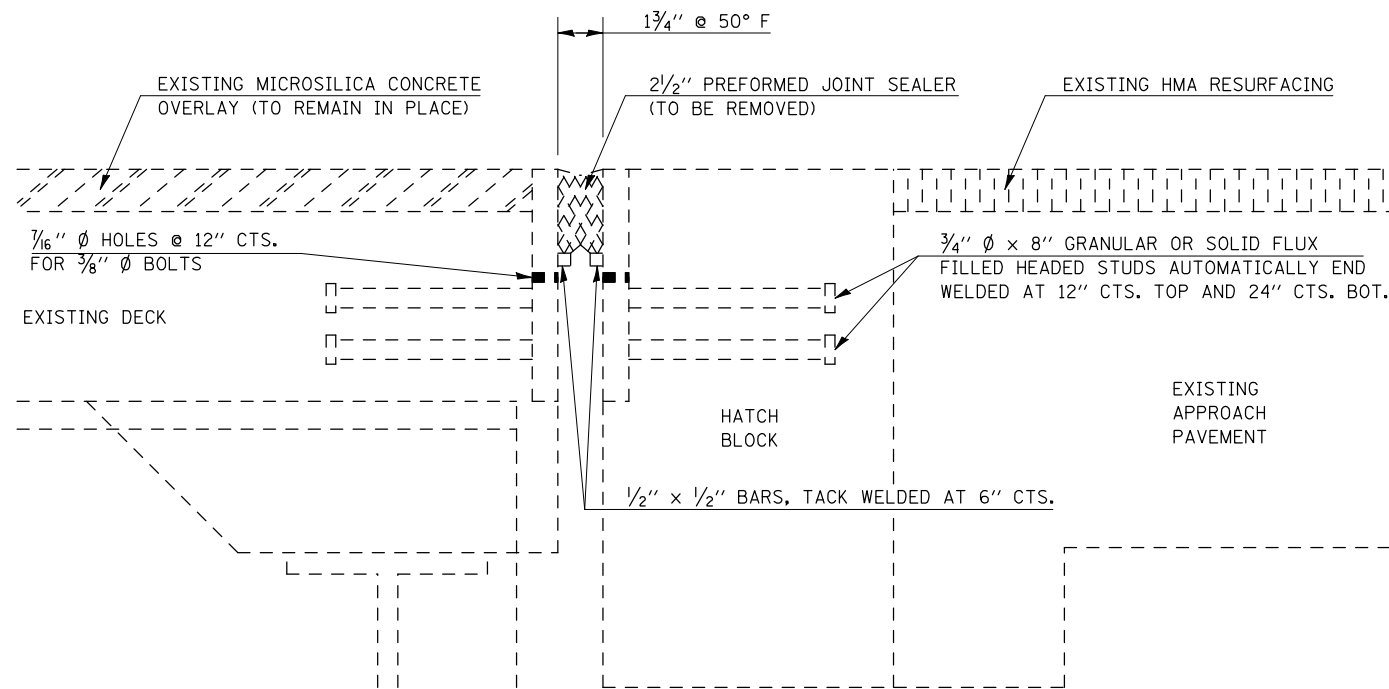
SCALE: SHEET NO. 1 OF 5 SHEETS STA. TO STA.

* CHAMPAIGN & DOUGLAS

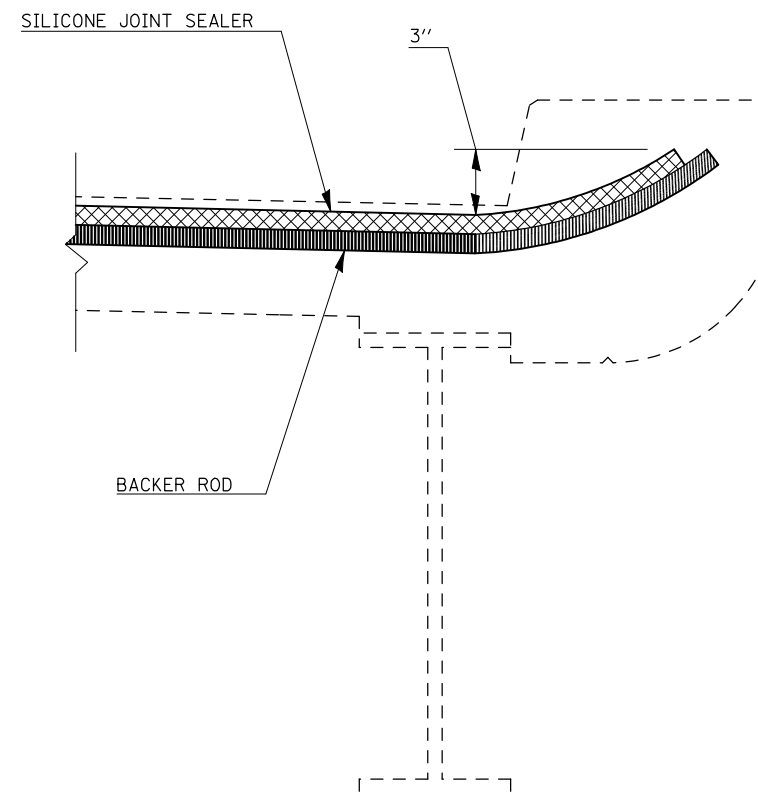
F.A.I. RTE. 57	SECTION (21-28,21-10-29,10-30)RS-1	COUNTY	TOTAL SHEETS 115	SHEET NO. 84
				CONTRACT NO. 70251
ILLINOIS FED. AID PROJECT				

JOINT REPAIR DETAILS

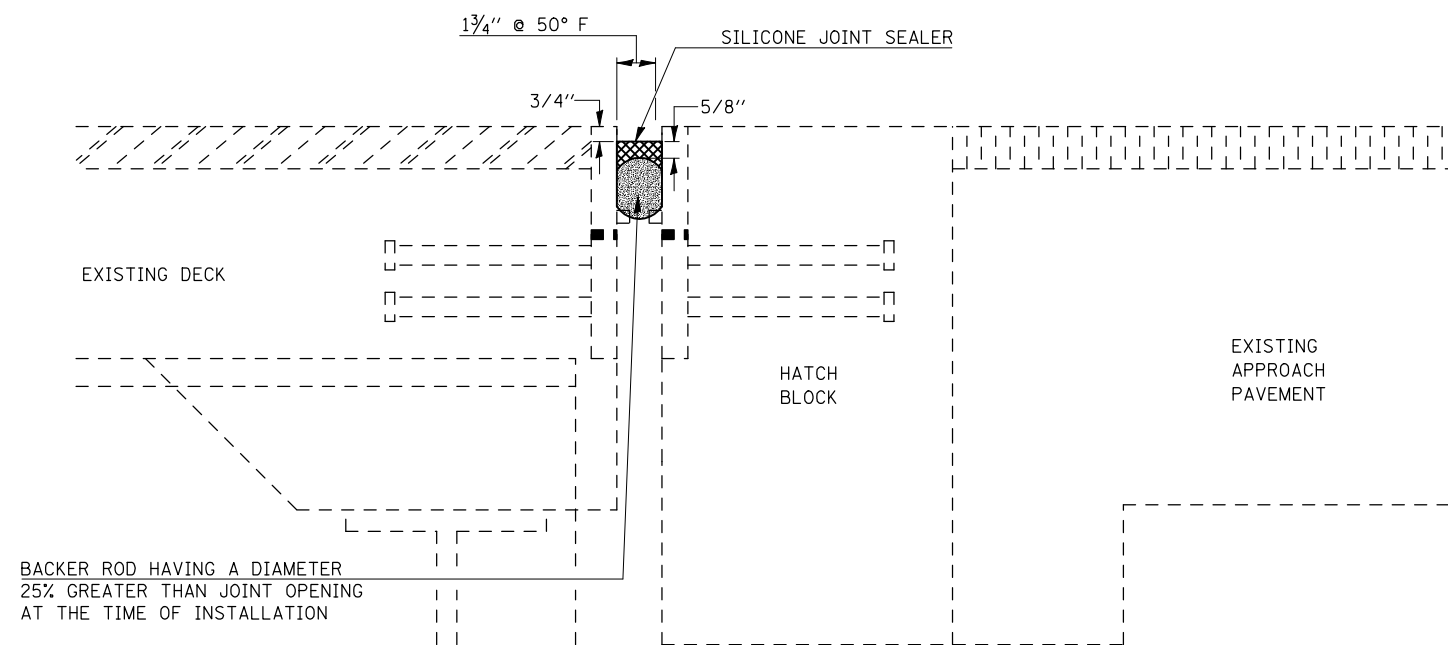
S.N. 010-0198 & 010-0199



SECTION AT EXISTING JOINT



SECTION AT CURB



SECTION AT PROPOSED JOINT

NOTE:

THE EXISTING JOINT MATERIAL SHALL BE REMOVED AND STEEL ARMORING SHALL BE CLEANED PRIOR TO INSTALLING THE SILICONE JOINT SEALER. COST TO BE INCLUDED WITH SILICONE JOINT SEALER.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
SILICONE JOINT SEALER	FOOT	175.0

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0510251-shr-structures.dgn		DRAWN - GMS	REVISED -
PLOT SCALE = 40.0001' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/9/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

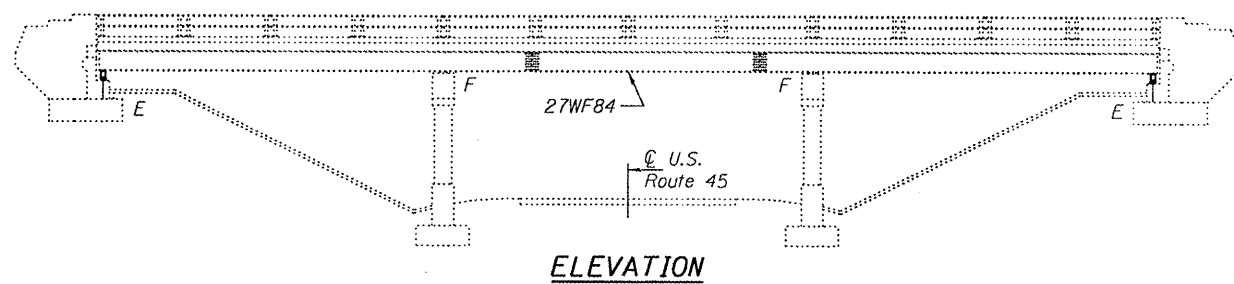
**JOINT REPAIR DETAILS
S.N. 010-0198 & 010-0199**

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

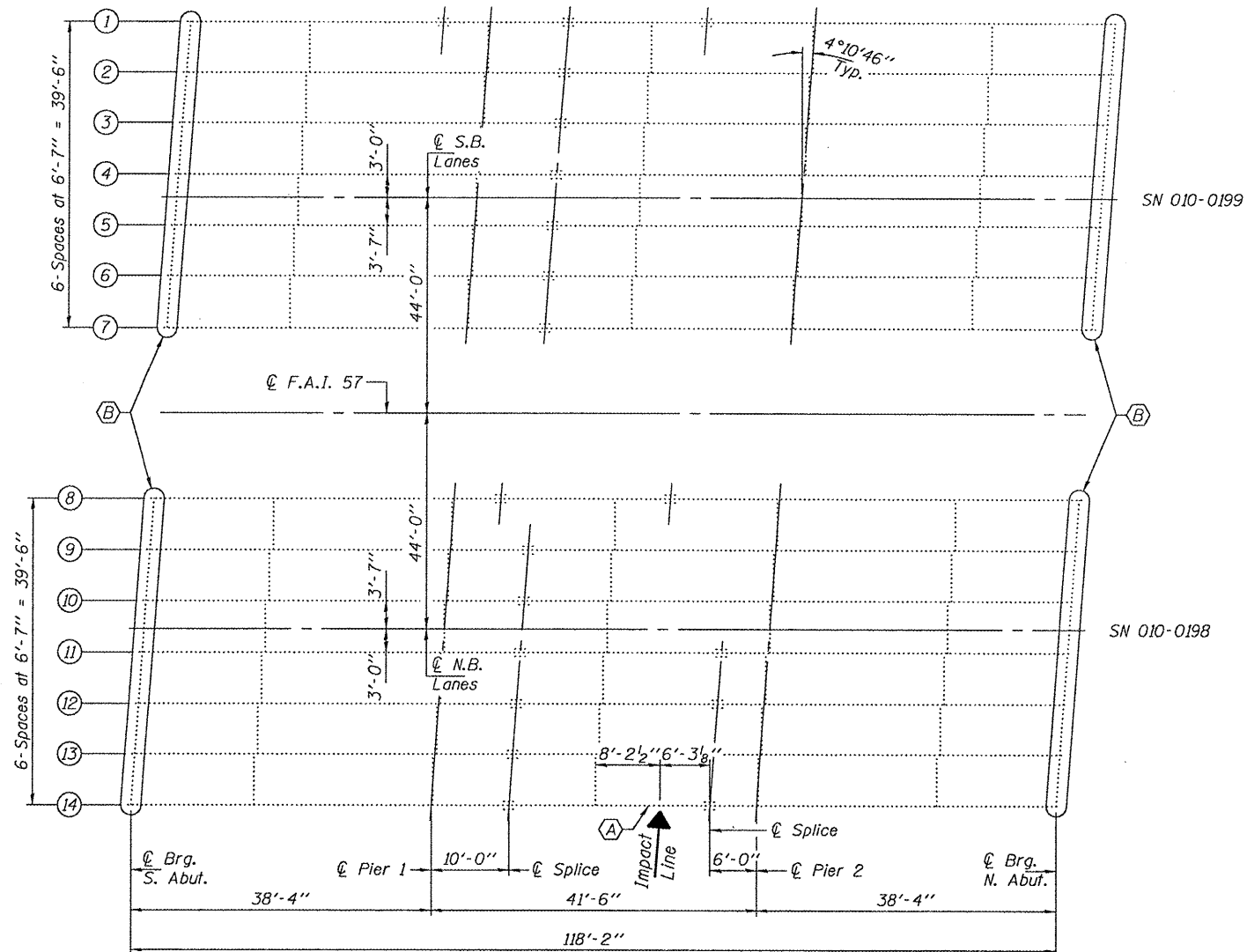
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	85
CONTRACT NO. 70251			ILLINOIS FED. AID PROJECT	

* CHAMPAIGN & DOUGLAS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



FRAMING PLAN

- (A) - Existing Beam to be Straightened
- (B) - Remove Existing Bearings and Install Elastomeric Bearings

NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type I. Cost included with Furnishing and Erecting Structural Steel.

Cost of removal and/or re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included in the cost of Beam Straightening.

After the new beam is in its final position and/or beam straightening operations have been completed, the Engineer in the field shall check to see that the top flange is tight against the slab. If not, the Contractor shall inject epoxy between the existing concrete deck and the top flange of the beam. See Special Provision "Epoxy Injection".

BILL OF MATERIAL

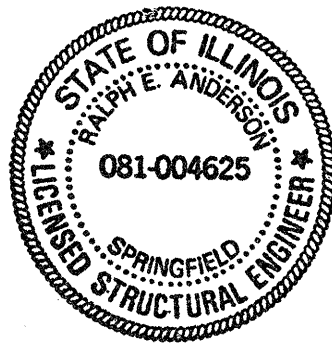
ITEM	UNIT	TOTAL
Furnishing & Erecting Structural Steel	Pound	3150
Anchor Bolts, 1"φ	Each	56
Elastomeric Bearing Assembly, Type I	Each	28
Jack and Remove Existing Bearings	Each	28
Beam Straightening	L.S.	1

PLAN & ELEVATION

I-57 OVER US-45

SN 010-0198 & 0199

DESIGNED <i>Adrian J. Holloway</i>	JANUARY 15, 2010
CHECKED <i>[Signature]</i>	EXAMINED <i>[Signature]</i>
DRAWN Kyle M. Steffen	PASSED <i>[Signature]</i>
CHECKED <i>[Signature]</i> <i>ATH</i>	ENGINEER OF BRIDGES AND STRUCTURES

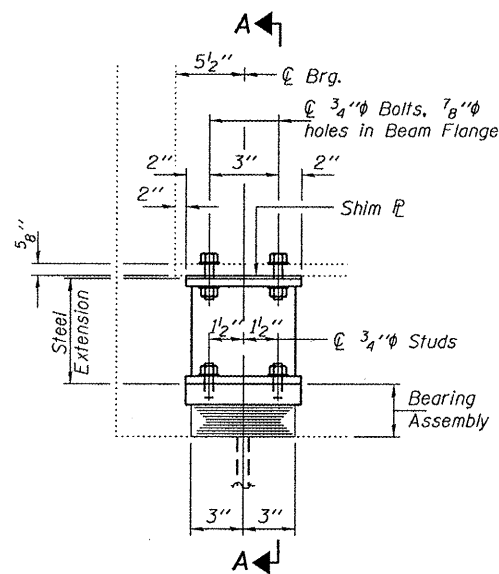


Expires: November 30, 2010

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(21-28,21-10-29,10-30)RS-1	CHAMPAIGN	115	85A
3 SHEETS					
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 70251					

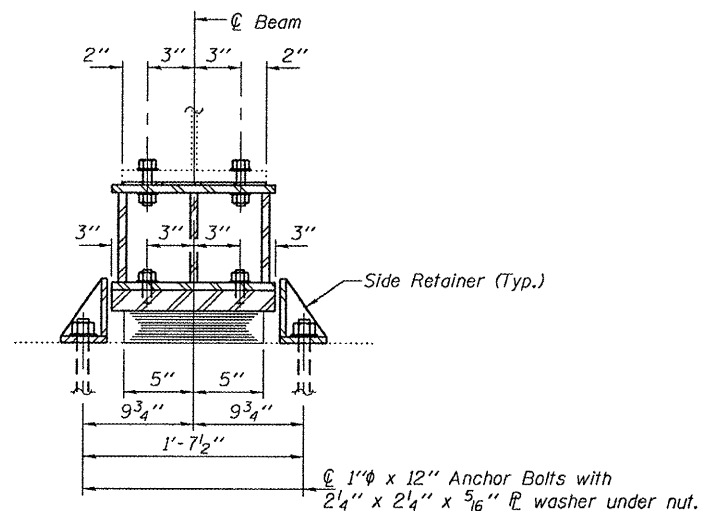
85A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION AT ABUTMENT

TYPE I ELASTOMERIC EXP. BRG.

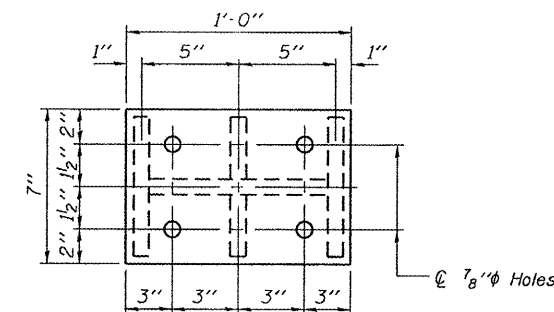


SECTION A-A

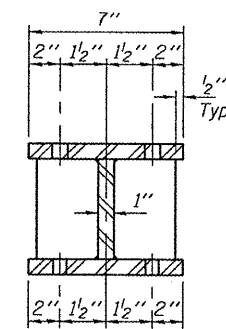
BEAM REACTIONS

R _L	(K)	14.2
R _R	(K)	30.6
Imp.	(K)	9.2
R (Total)	(K)	54.0

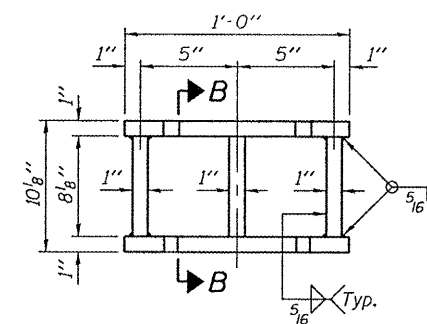
Notes:
Diaphragm removal and installation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 30 Tons.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (F_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.



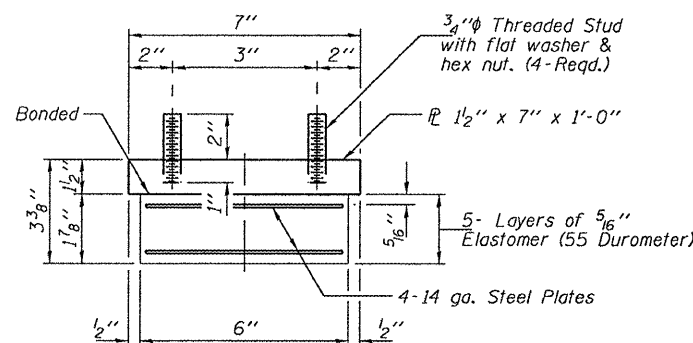
PLAN TOP AND BOTTOM PLATE



SECTION B-B

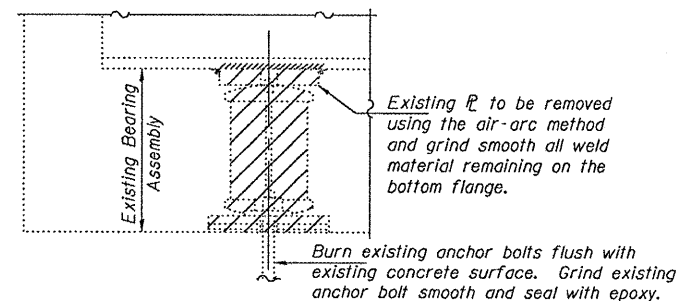


STEEL EXTENSION DETAIL



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

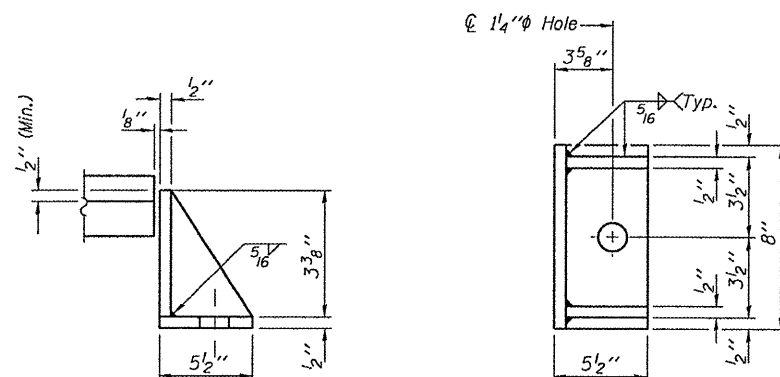


EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	28
Jack and Remove Existing Bearings	Each	28
Furnishing and Erecting Structural Steel	Pound	3150
Anchor Bolts 1"φ	Each	56



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

DESIGNED	ATH
CHECKED	GGE
DRAWN	Kyle M. Steffen
CHECKED	ATH GGE

JANUARY 15, 2010
EXAMINED *Carl Proyer*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

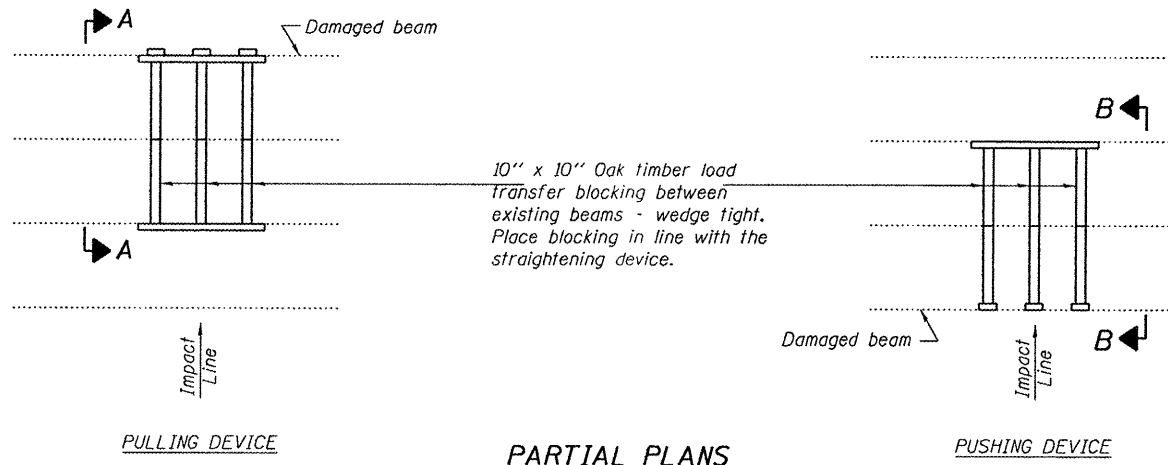
TYI/REPS 12-03-2008

ELASTOMERIC BEARING
ASSEMBLY DETAILS
I-57 OVER US-45
SN 010-0198 & 0199

SHEET NO. 2 3 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(21-28,21-10-29,10-30)RS-1	CHAMPAIGN	115	85B
			CONTRACT NO. 70251		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

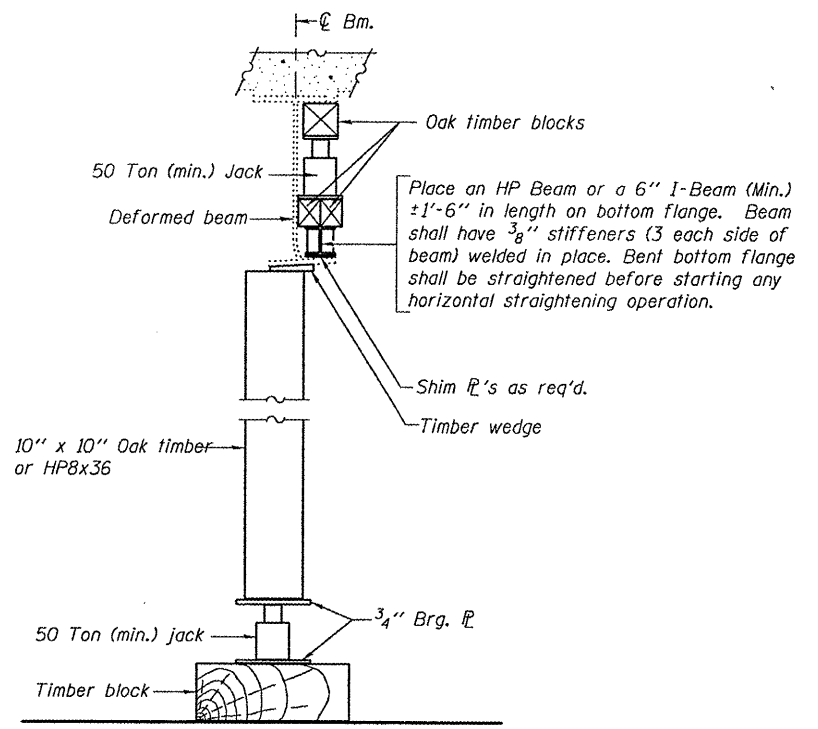
85B

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

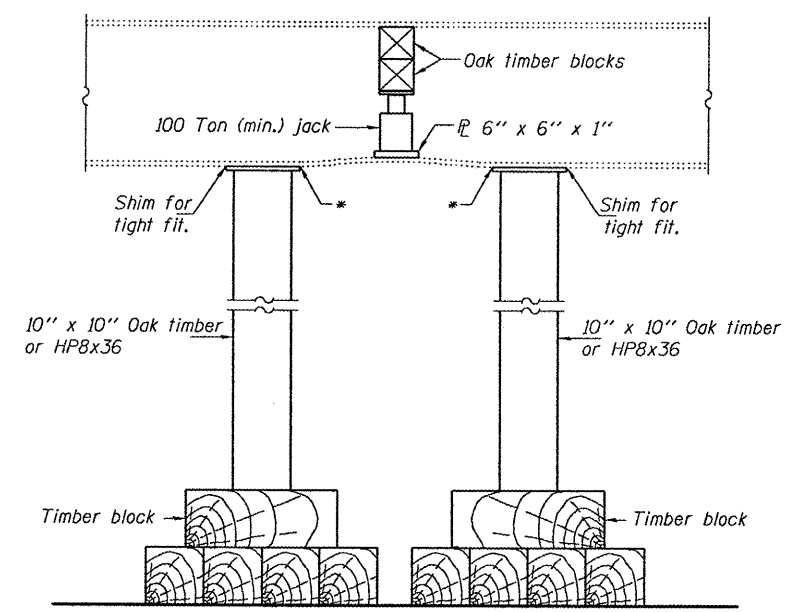


PARTIAL PLANS
SUGGESTED BEAM STRAIGHTENING METHODS

Straightening force shall be maintained on all load transfer blocking during beam straightening.



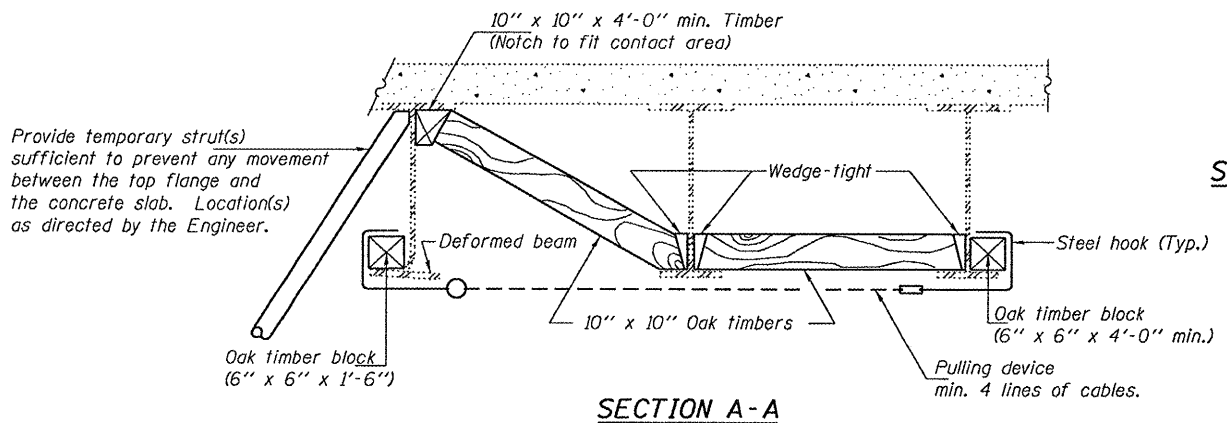
SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct flange rotation.)



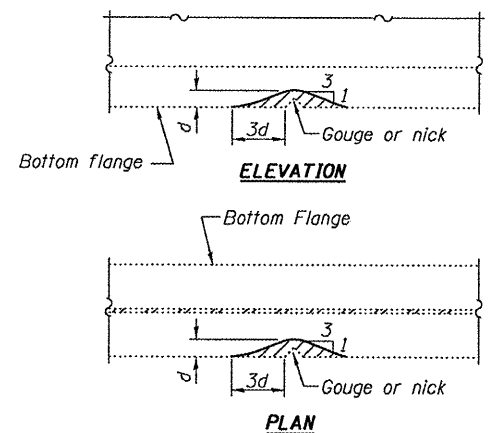
SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct localized vertical flange deformations.)

* Edge of plate shall line up with edge of deformation.

Note:
Braces and jack assembly shall be placed on same side of web.
Bent bottom flange shall be straightened before starting any horizontal straightening operations.

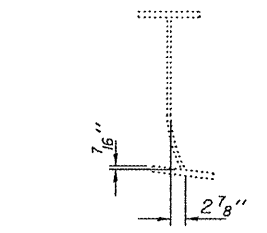


SECTION A-A



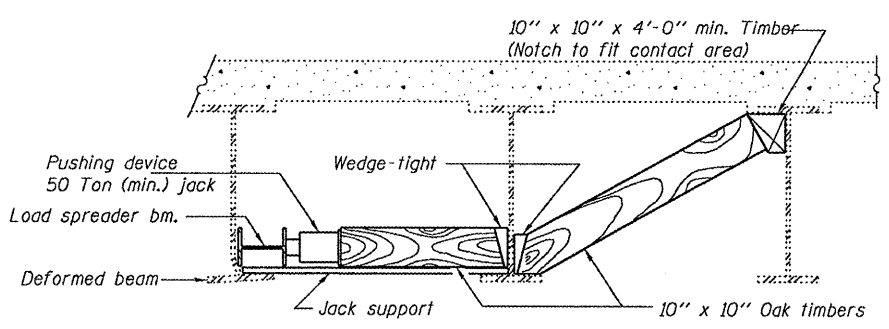
GRINDING DETAIL

Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Ground surfaces shall be inspected for cracks using magnetic particle testing prior to initiating any beam straightening operations. Any cracks that cannot be removed by grinding approximately 1/4\"/>



EXISTING DEFORMATION TO BE STRAIGHTENED

(Looking South)
(Approximate max. deflections)
Deflected length of beam to be straightened is approximately 41'-6\"/>



SECTION B-B

DESIGNED	ATH
CHECKED	GGE
DRAWN	Kyle M. Steffen
CHECKED	ATH / GGE

JANUARY 15, 2010
EXAMINED *Carl Perry*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

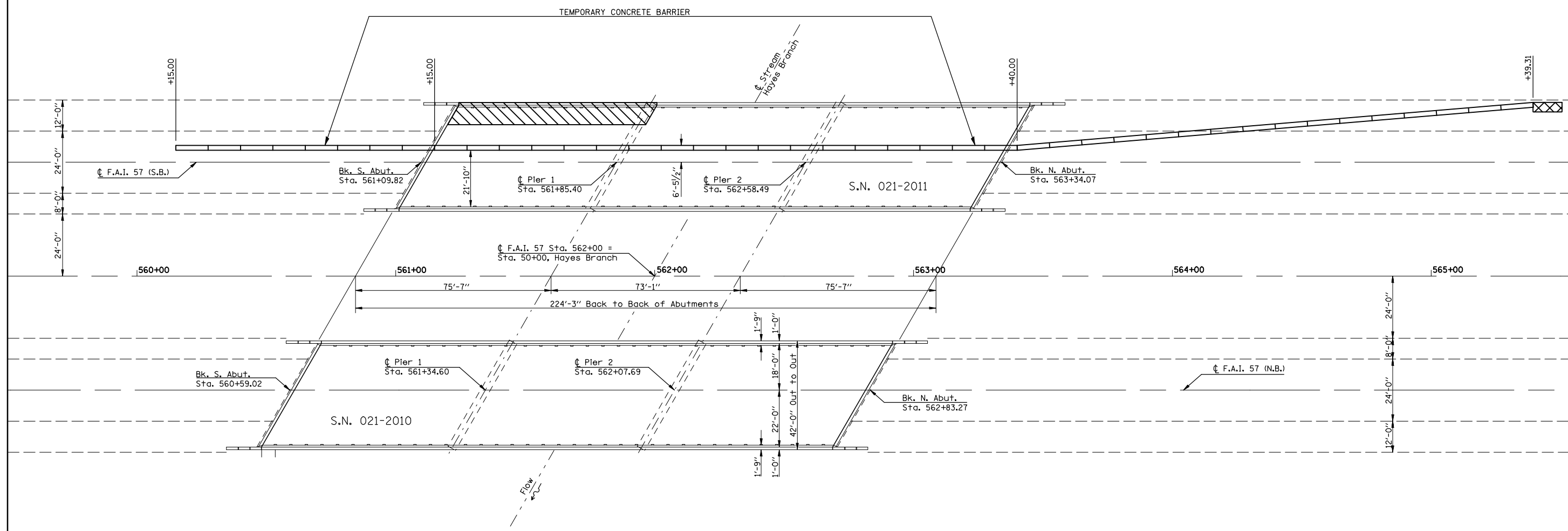
BEAM STRAIGHTENING DETAILS
I-57 OVER US-45
SN 010-0198

SHEET NO. 3 3 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(21-28,21-10-29,10-30)RS-1	CHAMPAIGN	115	85C
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 70251					

85C

TEMPORARY CONCRETE BARRIER LAYOUT S.N. 021-2011

70400100 TEMPORARY CONCRETE BARRIER			
	STATION TO STATION	FOOT	
SN 021-2011	560+15.00	565+39.31	525.0



NOTES:

FOUR (4) VERTICAL PANELS SHALL BE PLACED ALONG BARRIER WALL TAPER AT 25 FT. CENTERS, BEGINNING AT THE PINCH POINT. PANELS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS TRAFFIC CONTROL PAY ITEMS.

TRAFFIC CONTROL DETAILS NOT SHOWN SHALL CONFORM TO STANDARD 701402. TEMPORARY CONCRETE BARRIER SHALL CONFORM TO STANDARD 704001.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER 3 WEEKS PRIOR TO SETTING THE TEMPORARY CONCRETE BARRIER. THE ENGINEER SHALL THEN CONTACT THE DISTRICT CONTRACT SUPPORT TECHNICIAN TO INITIATE A ROAD INFORMATION MAILBOX NOTIFICATION WITH RESPECT TO THE MINIMUM WIDTH OF 21'-10". NO WIDTH RESTRICTION SIGNING IS REQUIRED.

LEGEND		
	WORK AREA	
	TEMPORARY CONCRETE BARRIER	
	IMPACT ATTENUATOR	

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ct:\pw\work\PWID01\SHERERJM\d0134546\0570251-shr-structures.dgn		DRAWN - GMS	REVISED -
PLOT SCALE = 40.0001' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/9/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TEMPORARY CONCRETE BARRIER LAYOUT S.N. 021-2011			
SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	86
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				

* CHAMPAIGN & DOUGLAS

GENERAL PLAN & ELEVATION

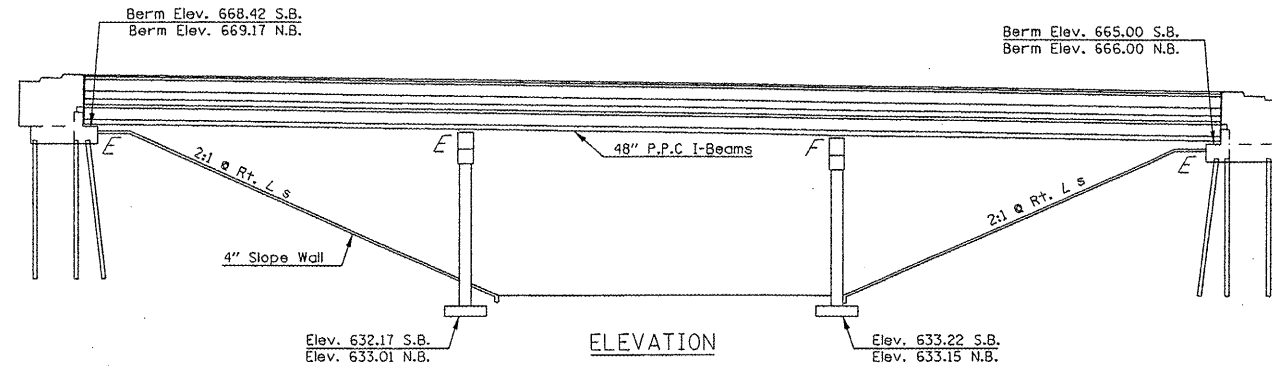
S.N. 021-2010 & 021-2011

BENCHMARK IS A CHISELED SQUARE IN THE TOP N.E. CORNER OF THE WEST ABUTMENT OF CSX & UP RR BRIDGE, ELEV. 645.96.

THE EXISTING DUAL MAINLINE STRUCTURES WERE BUILT IN 1969 BY THE STATE OF ILLINOIS AS F.A.I. ROUTE 57, SECTION 21-28 B AT STATION 562+00 IN DOUGLAS COUNTY. THE STRUCTURES WERE REHABILITATED WITH FULL-DEPTH PATCHING, HYDRO-SCARIFICATION, A MICROSILICA CONCRETE WEARING SURFACE AND SILICONE JOINT SEALER IN 2003 WITH F.A.I. ROUTE 57, SECTION (21-28B)1.

THE SUPERSTRUCTURE CONSISTS OF A 6 1/2" R.C. SLAB WITH A 2 1/4" MICROSILICA CONCRETE WEARING SURFACE AND SIX 48" P.P.C. I-BEAMS SUPPORTED BY TWO PIERS ON SPREAD FOOTINGS AND STUB ABUTMENTS ON CONCRETE PILES. THE STRUCTURE MEASURES 224'-3" FROM BACK TO BACK OF ABUTMENT. THE DECK HAS A CLEAR WIDTH OF 38'-6" AND AN OUT-TO-OUT WIDTH OF 42'-0".

METHOD OF CONSTRUCTION: STAGE CONSTRUCTION
SEE PROPOSED IMPROVEMENTS ON THIS SHEET.



PROPOSED WORK

1. REPLACE FASCIA BEAM, WEST SIDE, SOUTH SPAN - S.N. 021-2011.
2. EXTEND FLOOR DRAINS - S.N. 021-2010 & 021-2011.
3. REPLACE SILICONE JOINT SEALER - S.N. 021-2010 & 021-2011.
4. STRUCTURAL REPAIR OF CONCRETE AT SOUTHWEST BACKWALL/WINGWALL - S.N. 021-2011.
5. SLOPE WALL REPAIR, S.N. 021-2011.
6. REMOVE RESEARCH SPECIMEN STORAGE AREA - 021-2011.

TOTAL BILL OF MATERIALS (TWO STRUCTURES)

Item	Unit	Super.	Sub.	Total
REMOVE EXISTING CONCRETE I-BEAM	EACH	1.0	--	1.0
FURNISH & ERECT P.P.C. I-BEAM, 48"	FOOT	73.0	--	73.0
CONCRETE REMOVAL	CU YD	28.0	--	28.0
CONCRETE SUPERSTRUCTURE	CU YD	28.0	--	28.0
BRIDGE DECK GROOVING	SQ YD	49.0	--	49.0
PROTECTIVE COAT	SQ YD	85.0	--	85.0
REINFORCEMENT BARS, EPOXY COATED	POUND	6190.0	--	6190.0
REMOVE & RE-ERECT EXISTING HANDRAIL	FOOT	76.0	--	76.0
MECHANICAL SPLICERS	EACH	245.0	--	245.0
FLOOR DRAINS	EACH	5.0	--	5.0
FLOOR DRAIN EXTENSION	EACH	56.0	--	56.0
POLYMER CONCRETE	CU FT	0.5	--	0.5
SILICONE JOINT SEALER, 1.5"	FOOT	192.0	--	192.0
STRUCTURAL REPAIR OF CONCRETE, DEPTH EQUAL TO OR LESS THAN 5"	SQ FT	103.3	--	103.3
SLOPE WALL REMOVAL	SQ YD	53.3	--	53.3
SLOPE WALL, 4"	SQ YD	53.3	--	53.3
CHAIN LINK FENCE REMOVAL	FOOT	--	56.0	56.0

QUANTITIES FOR TEMPORARY CONCRETE BARRIER ARE INCLUDED IN ROADWAY PLANS.

GENERAL NOTES

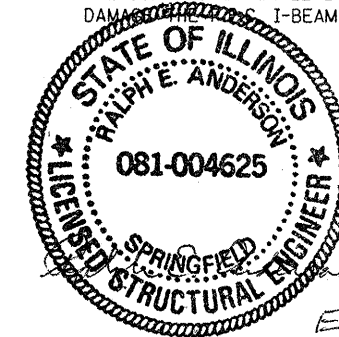
PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

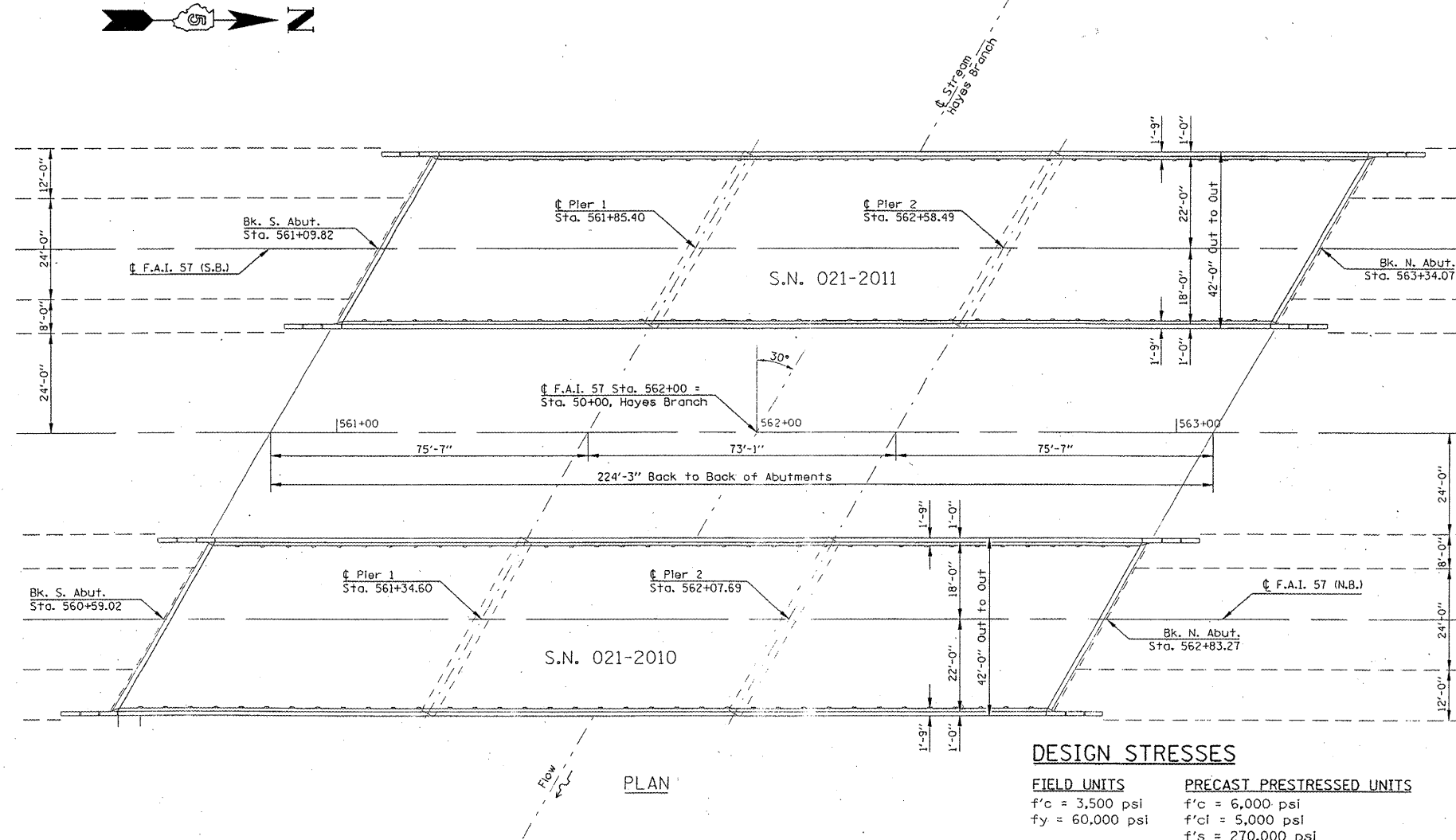
REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 GR 60. SEE SPECIAL PROVISIONS.

EXISTING REINFORCEMENT BARS EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCLUDED WITH CONCRETE REMOVAL.

THE CONTRACTOR SHALL USE EXTREME CARE DURING CONCRETE REMOVAL SO AS NOT TO DAMAGE EXISTING I-BEAM.



Expires Nov. 30, 2010



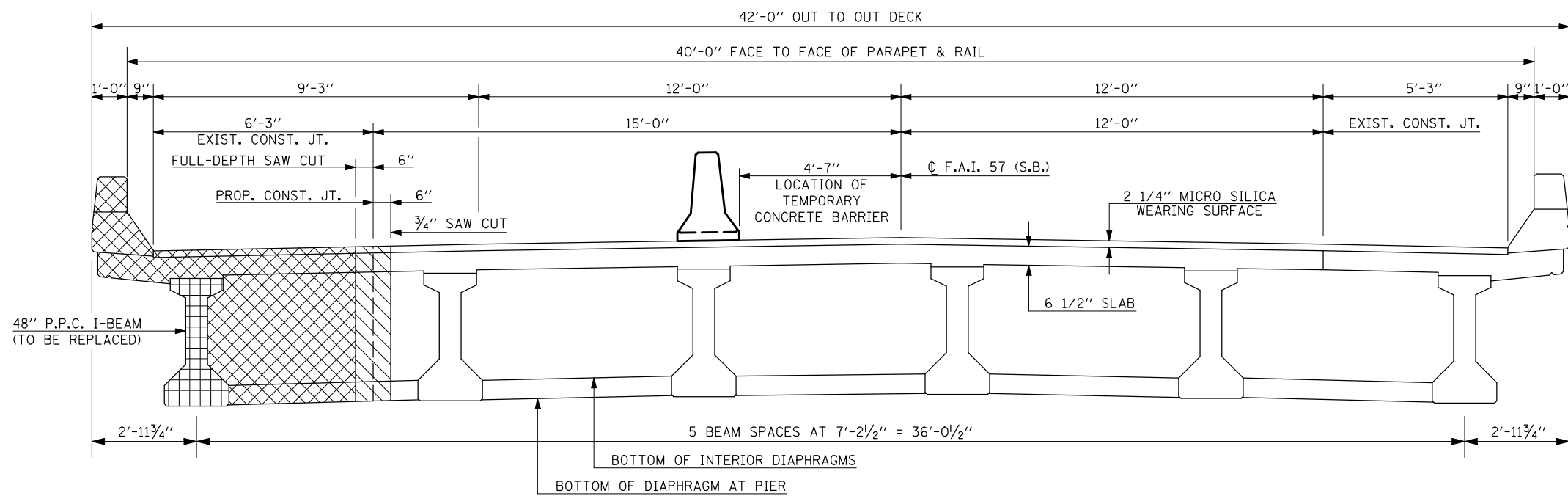
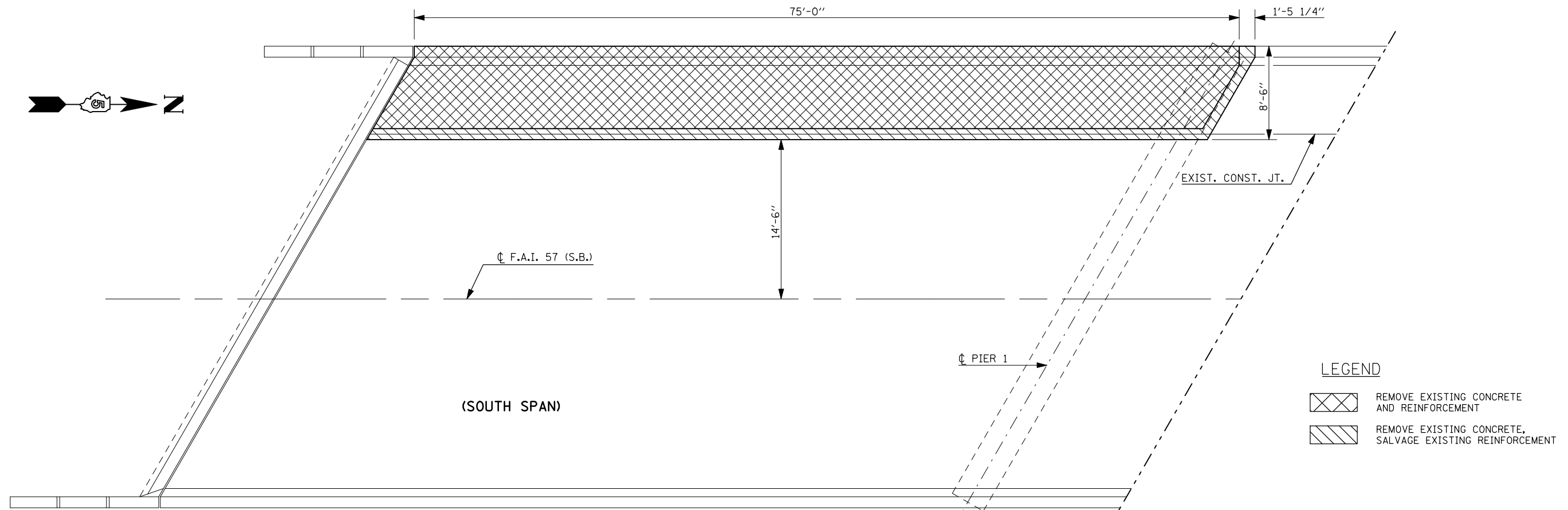
DESIGN STRESSES

FIELD UNITS	PRECAST PRESTRESSED UNITS
f'c = 3,500 psi	f'c = 6,000 psi
f'y = 60,000 psi	f'cl = 5,000 psi
	f's = 270,000 psi
	f'si = 201,960 psi

FILE NAME: es:\pwork\PMIDOT\SHERERJH\0134546\05	USER NAME: shererjm	DESIGNED: GMS	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION S.N. 021-2010 & 021-2011	F.A.I. RTE: 57	SECTION: (21-28.21-10-29.10-30)RS-1	COUNTY: *	TOTAL SHEETS: 115	SHEET NO.: 07	
PLDT SCALE: 40,000' / IN.	CHECKED:	REVISED:	SCALE:			SHEET NO. 1 OF 18 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 70251		
PLDT DATE: 12/9/2009	DATE:	REVISED:									

• CHAMPAIGN & DOUGLAS

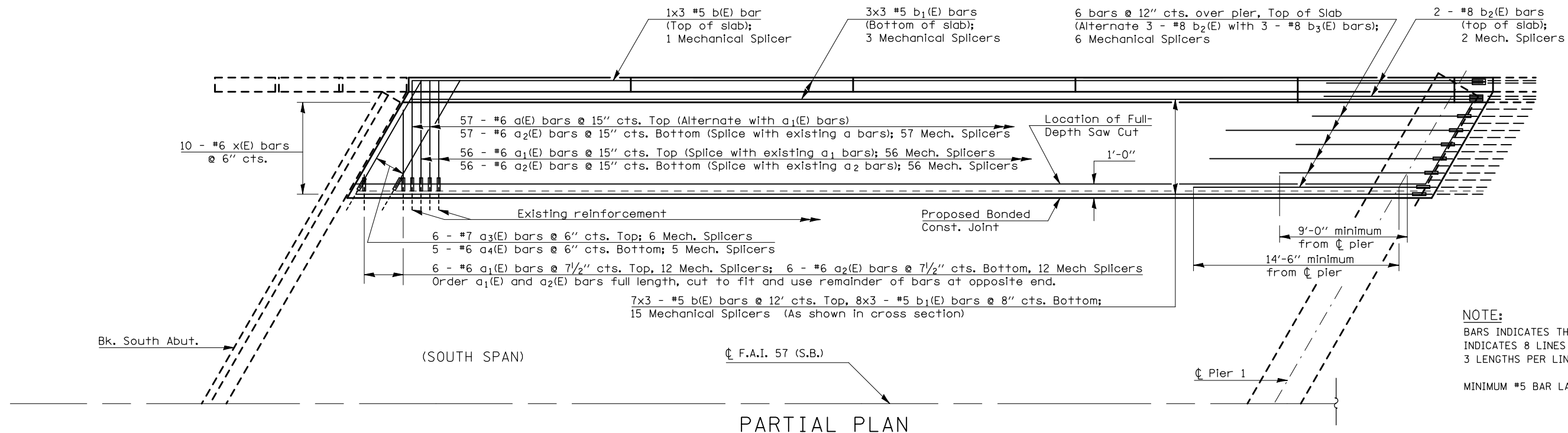
CONCRETE REMOVAL PLAN S.N. 021-2011



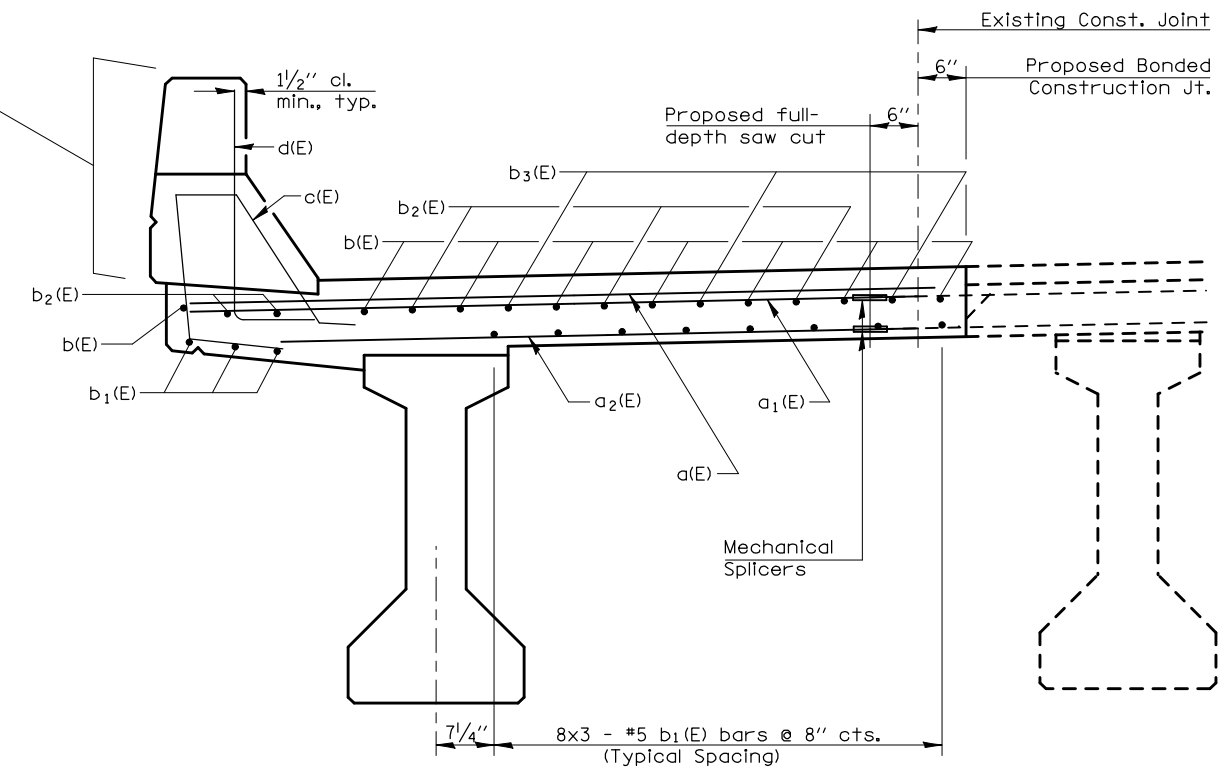
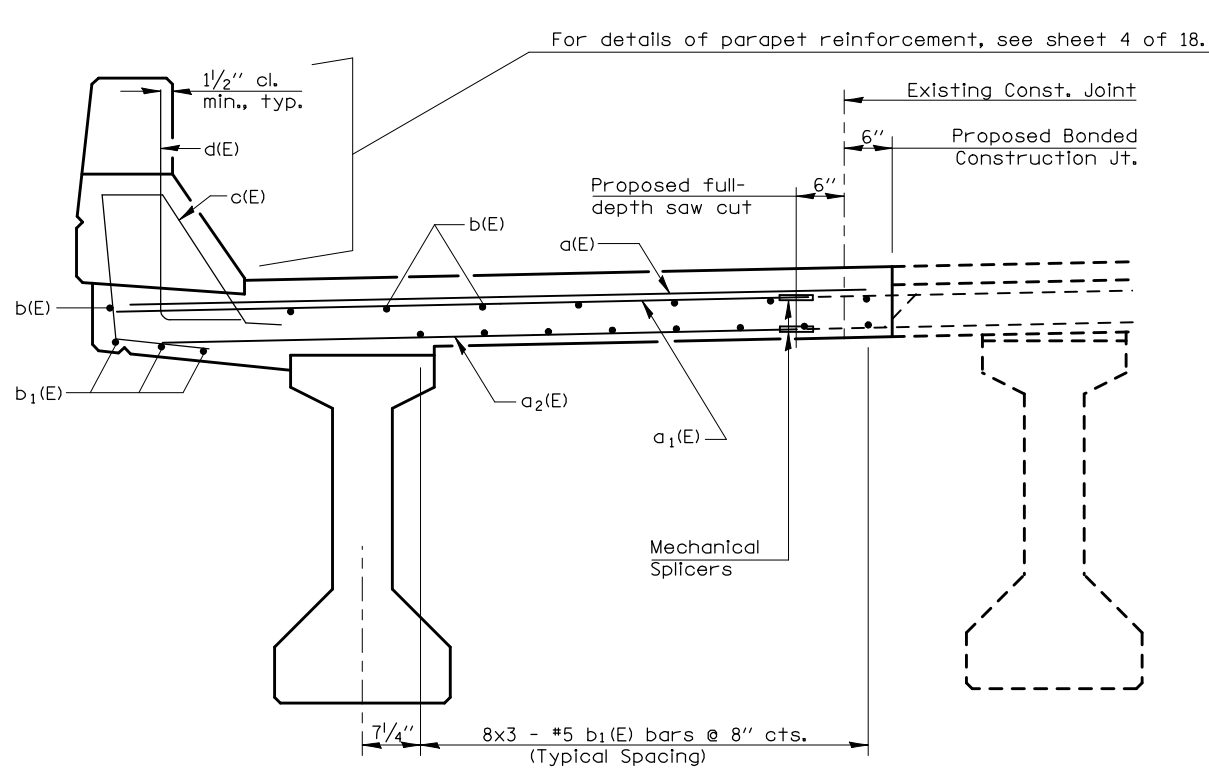
* CHAMPAIGN & DOUGLAS			
FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ct:\pw\work\PWIDOT\SHERERJM\d0134546\d0570251-shr-structures.dgn		DRAWN - GMS	REVISED -
PLOT SCALE = 40.0001' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/9/2009		DATE -	REVISED -
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CONCRETE REMOVAL PLAN S.N. 021-2011	
SCALE:	SHEET NO. 2 OF 18 SHEETS	STA.	TO STA.
		CONTRACT NO. 70251	
ILLINOIS FED. AID PROJECT			

DECK REINFORCEMENT DETAILS

S.N. 021-2011

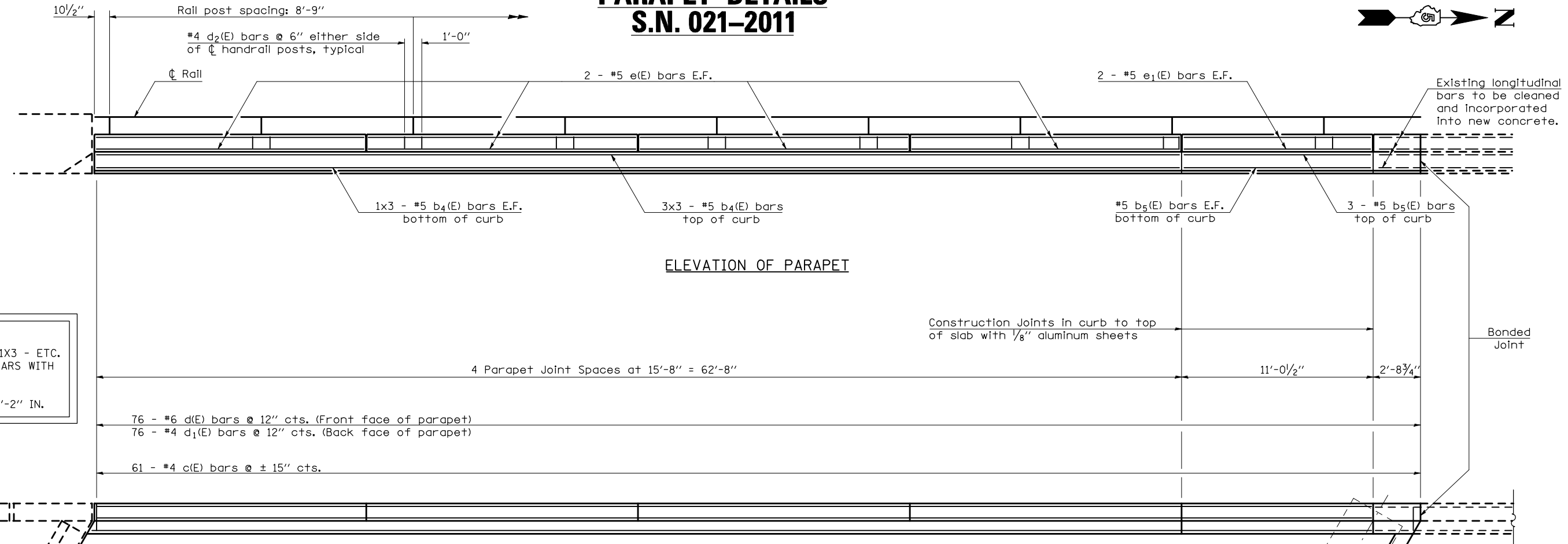


NOTE:
 BARS INDICATES THUS 8X3 - ETC.
 INDICATES 8 LINES OF BARS WITH
 3 LENGTHS PER LINE.
 MINIMUM #5 BAR LAPS = 1'-8".



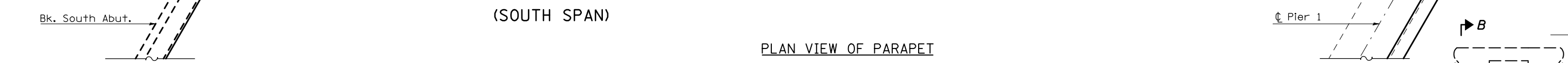
FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK REINFORCEMENT DETAILS S.N. 021-2011			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\PWIDOT\SHERERJM\d0134546\057	0251-shr-structures.dgn	DRAWN - GMS	REVISED -		57	(21-28,21-10-29,10-30)RS-1	*	115	89			
	PLOT SCALE = 40.0001' / IN.	CHECKED -	REVISED -		SCALE: SHEET NO. 3 OF 18 SHEETS STA. TO STA.			CONTRACT NO. 70251				
	PLOT DATE = 12/9/2009	DATE -	REVISED -		* CHAMPAIGN & DOUGLAS ILLINOIS FED. AID PROJECT							

PARAPET DETAILS S.N. 021-2011

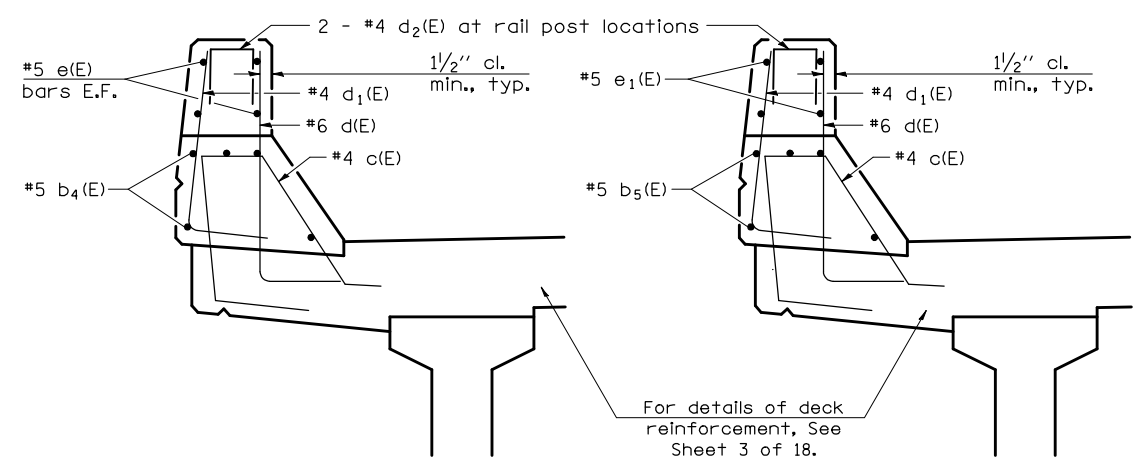


ELEVATION OF PARAPET

NOTE:
BARS INDICATES THUS 1X3 - ETC. INDICATES 1 LINE OF BARS WITH 3 LENGTHS PER LINE.
MINIMUM BAR LAPS = 2'-2" IN.

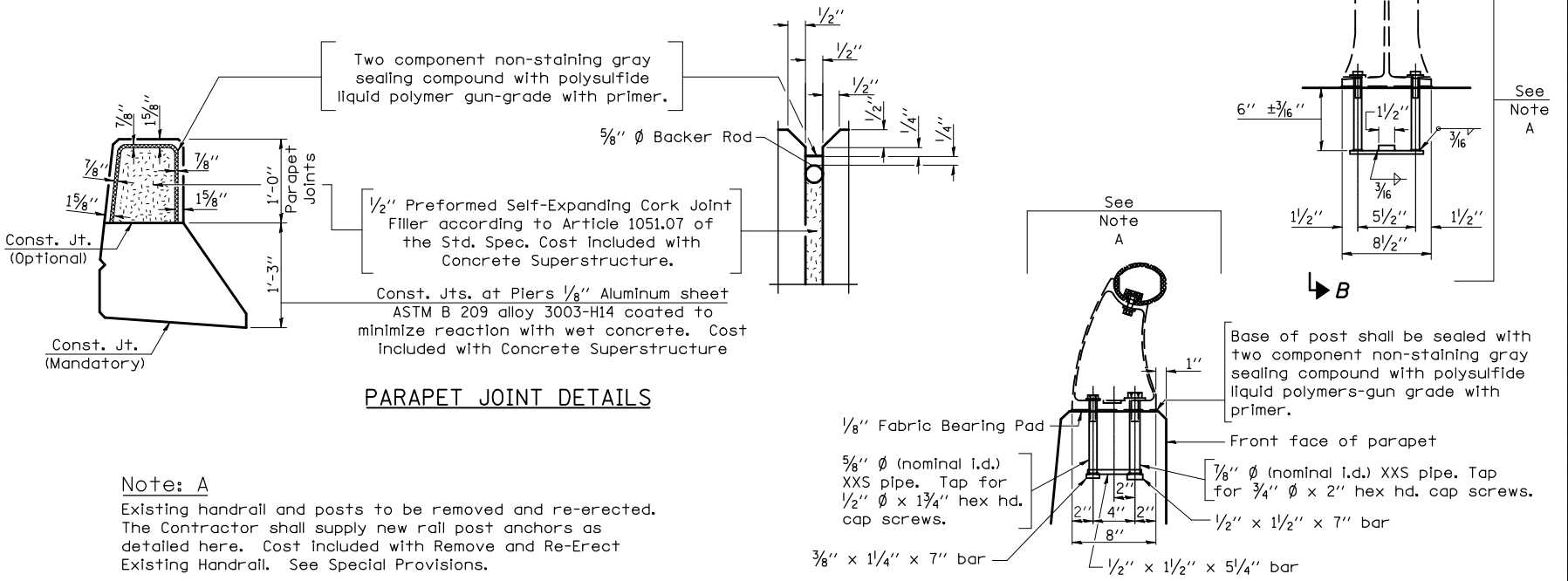


PLAN VIEW OF PARAPET



NEAR MIDSPAN

NEAR PIER



PARAPET JOINT DETAILS

Note: A
Existing handrail and posts to be removed and re-erected. The Contractor shall supply new rail post anchors as detailed here. Cost included with Remove and Re-Erect Existing Handrail. See Special Provisions.

VIEW B-B

* CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ca:\pwwork\PIWIDOT\SHERERJM\d0134546\0570251-shr-structures.dgn		DRAWN - GMS	REVISED -
	PLOT SCALE = 40.0001' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/9/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET DETAILS
S.N. 021-2011

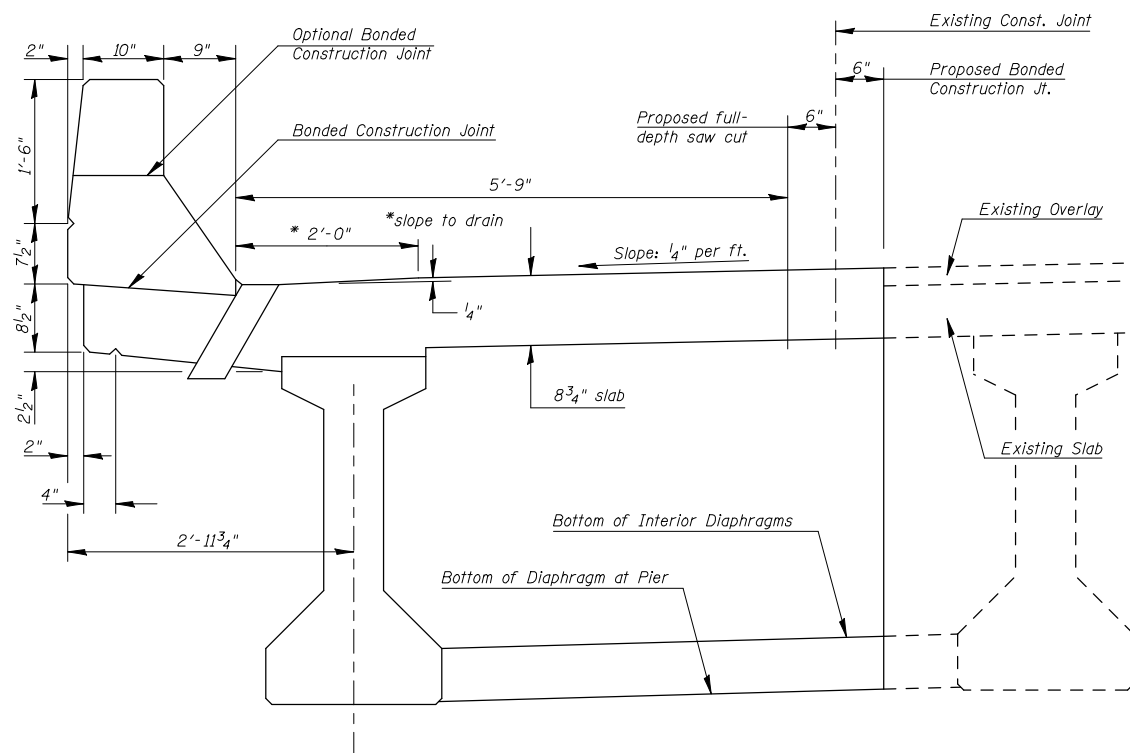
SCALE: SHEET NO. 4 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70251				

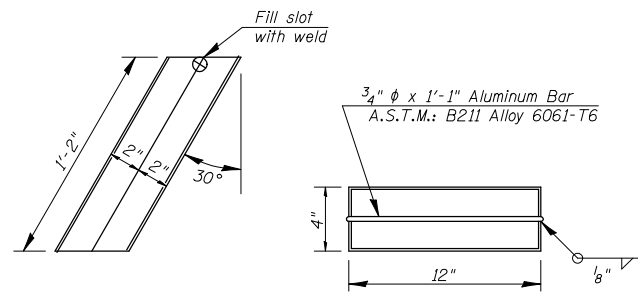
ILLINOIS FED. AID PROJECT

SUPERSTRUCTURE DETAILS

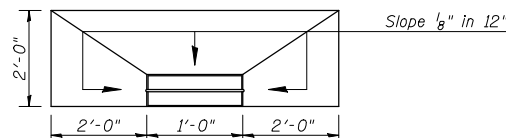
S.N. 021-2011



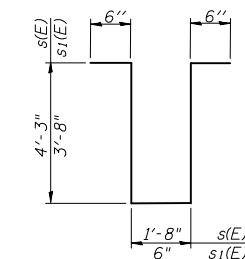
SECTION AT REPAIR AREA



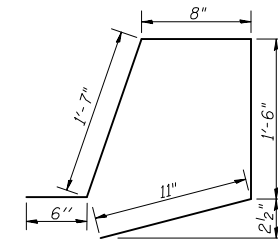
FLOOR DRAIN
(outside dimensions shown)



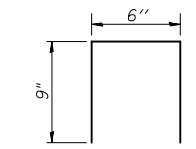
SLOPING DETAIL AT DRAIN



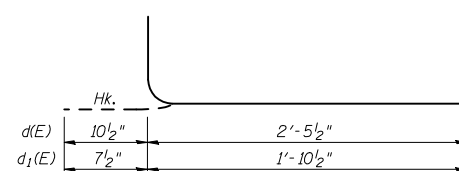
BARS s(E) & s1(E)



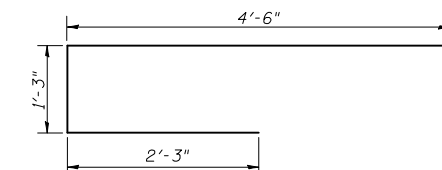
BAR c(E)



BAR d2(E)



BARS d(E) & d1(E)



BAR x(E)

SUPERSTRUCTURE BILL OF MATERIAL

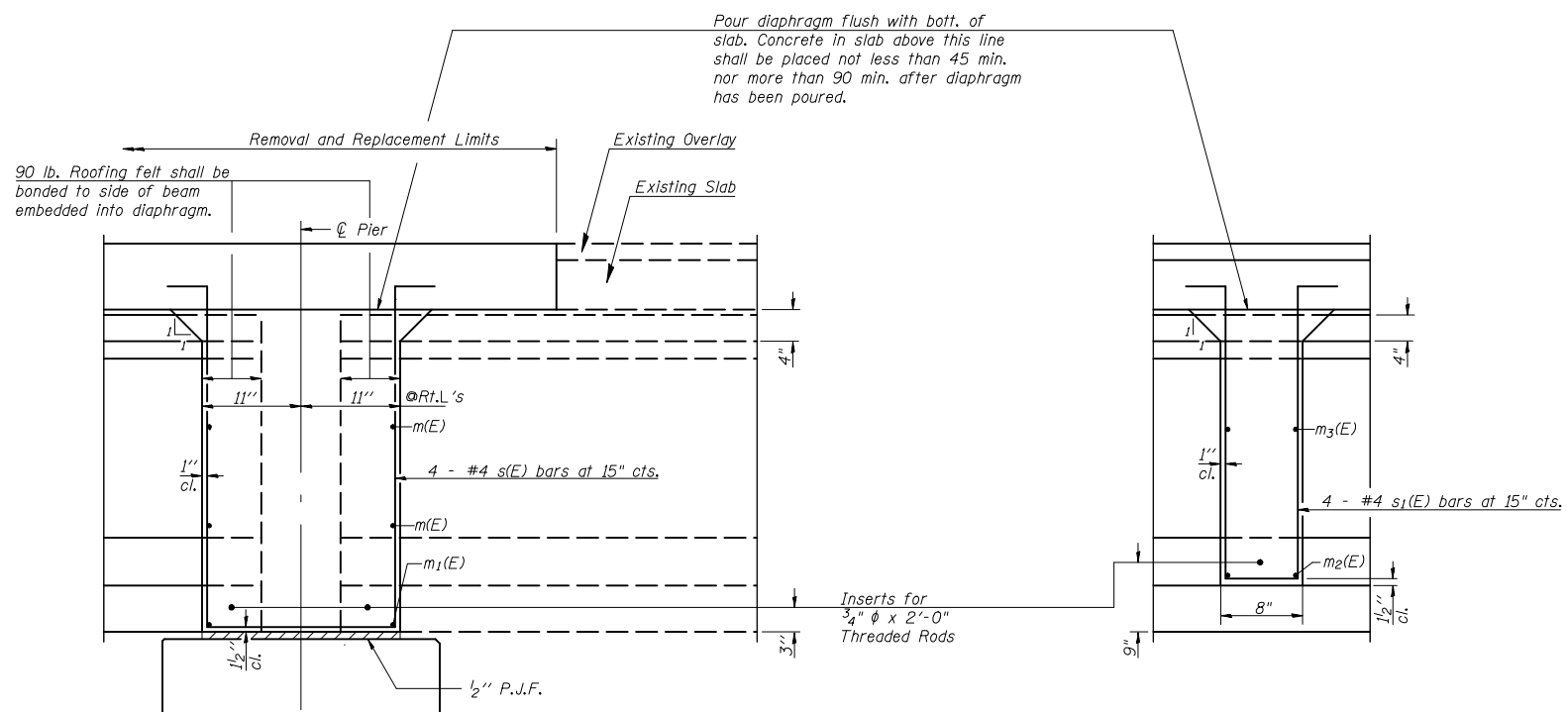
Bar	No.	Size	Length	Shape
a(E)	57	#6	7'-6"	—
a1(E)	62	#6	7'-1"	—
a2(E)	119	#6	6'-7"	—
a3(E)	6	#7	8'-6"	—
a4(E)	5	#6	4'-9"	—
b(E)	24	#5	26'-8"	—
b1(E)	33	#5	26'-8"	—
b2(E)	5	#8	10'-9"	—
b3(E)	3	#8	16'-3"	—
b4(E)	15	#5	22'-3"	—
b5(E)	5	#5	10'-9"	—
c(E)	61	#4	5'-2"	└
d(E)	76	#6	3'-4"	└
d1(E)	76	#4	2'-6"	└
d2(E)	18	#4	2'-0"	└
e(E)	16	#5	15'-5"	—
e1(E)	4	#5	10'-9"	—
m(E)	4	#4	4'-8"	—
m1(E)	2	#6	4'-0"	—
m2(E)	4	#4	3'-7"	—
m3(E)	4	#4	4'-0"	—
s(E)	4	#4	11'-2"	└
s1(E)	8	#4	8'-10"	└
x(E)	10	#6	8'-0"	└
Reinforcement Bars, Epoxy Coated		Pound	6190	
Concrete Removal		Cu. Yds.	28.0	
Concrete Superstructure		Cu. Yds.	28.0	
Mechanical Splicers		Each	245.0	

Notes:
The s(E), s1(E) and x(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

Cost of 90 Lb. roofing felt and 1/2" P.J.F. is included with Concrete Superstructure.

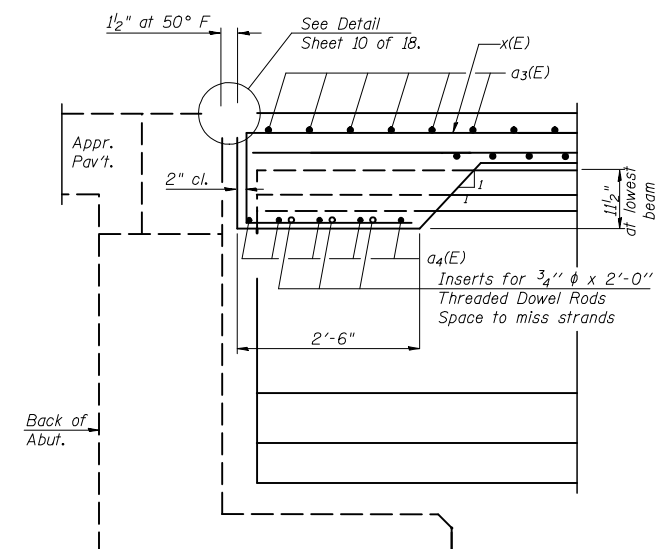
Quantities for Floor Drains included on sheet 8 of 18.

* CHAMPAIGN & DOUGLAS



DIAPHRAGM SECTION AT PIER

INTERIOR DIAPHRAGM SECTION (2 LOCATIONS)



SECTION AT ABUTMENT
(at Rt. Ls)

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ca:\pwork\pwork\PWID01\SHERERJM\d0134546\d0251-sht-structures.dgn		DRAWN - GMS	REVISED -
	PLOT SCALE = 40.0001' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/9/2009	DATE -	REVISED -

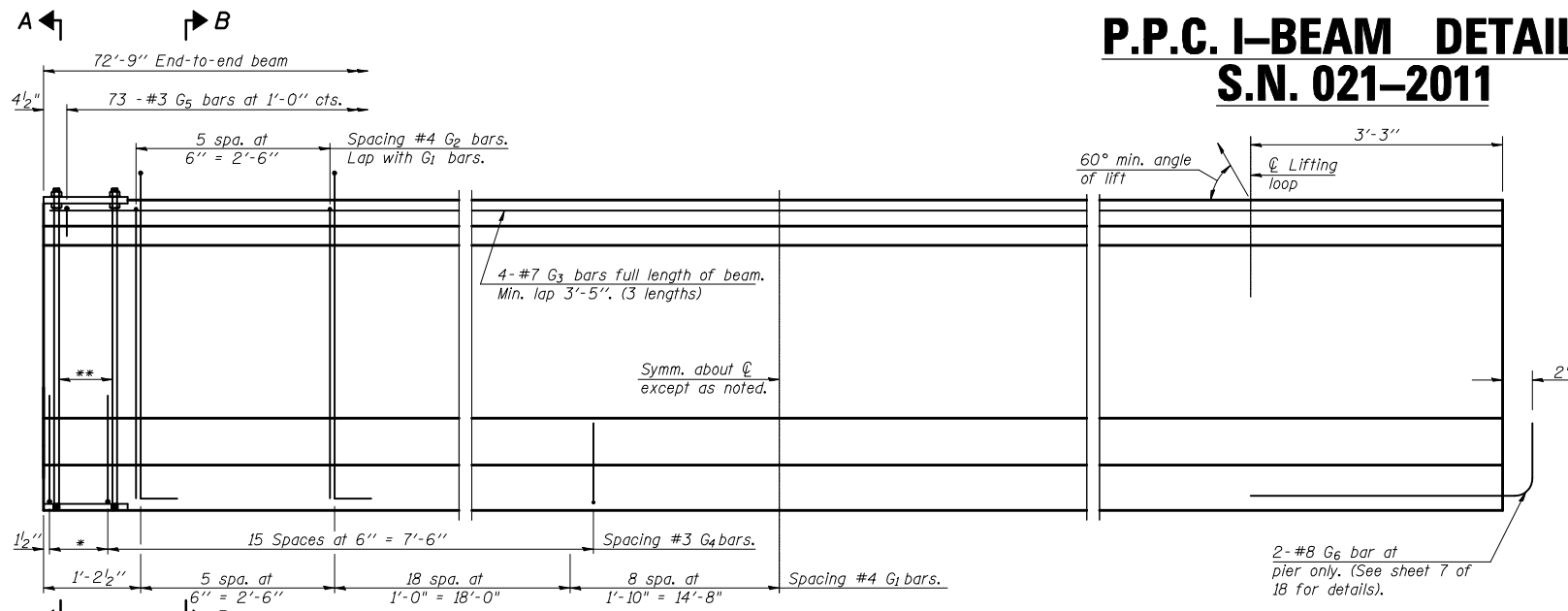
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
S.N. 021-2011**

SCALE: SHEET NO. 5 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	91
				CONTRACT NO. 70251
ILLINOIS FED. AID PROJECT				

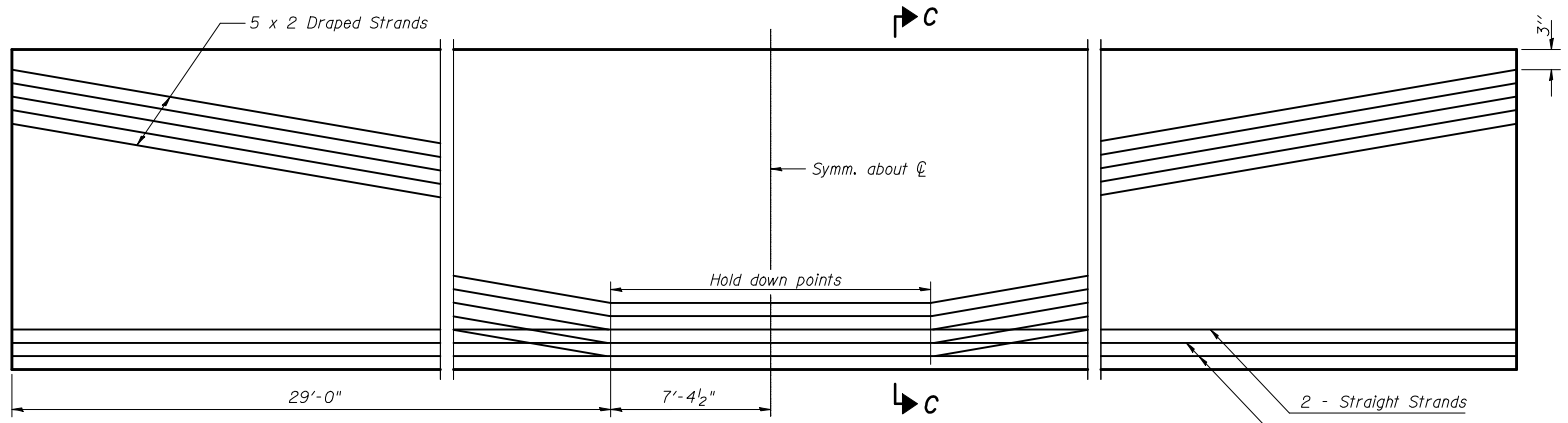
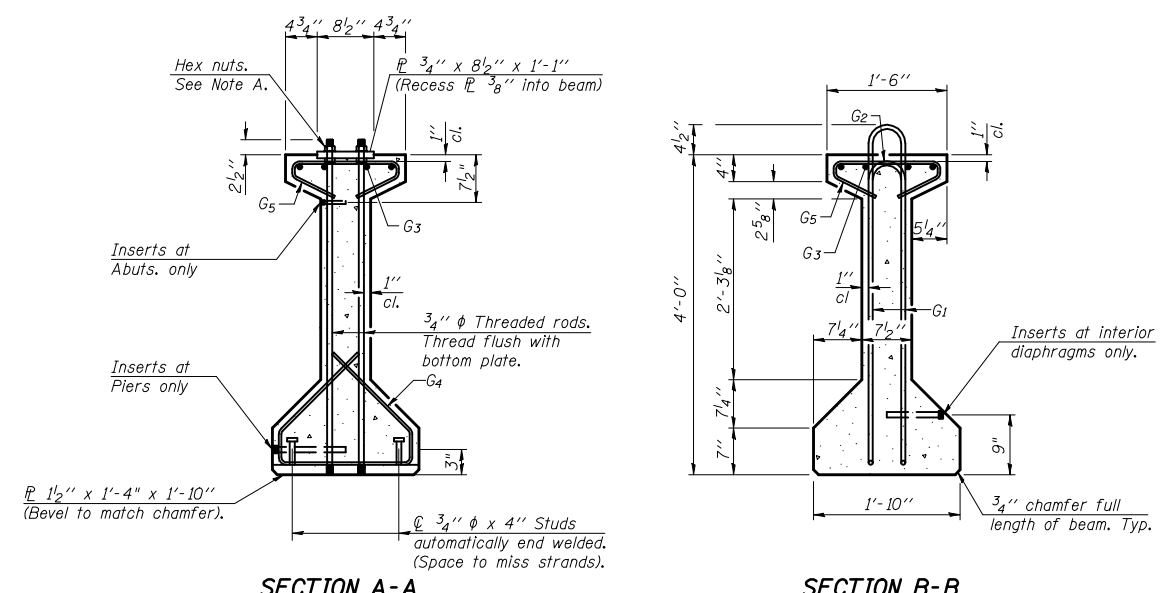
P.P.C. I-BEAM DETAILS S.N. 021-2011



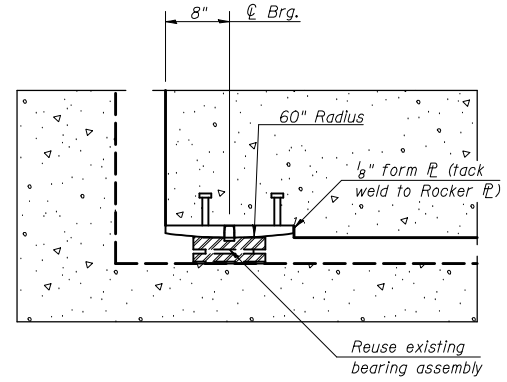
* 3 spaces at 3" = 9".
** 4-3/4" φ threaded dowel rods at 3" cts., Each Face.

ELEVATION OF BEAM
(Showing reinforcement & dimensions)

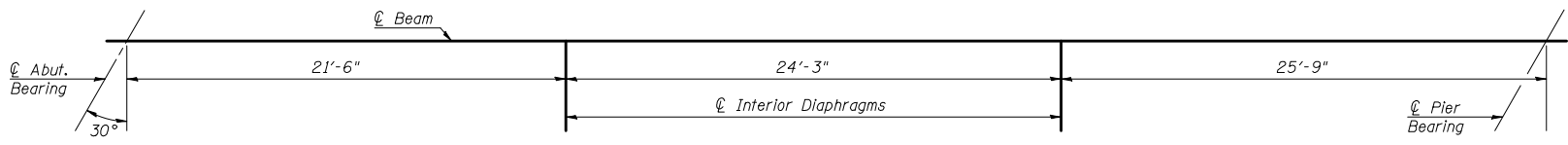
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



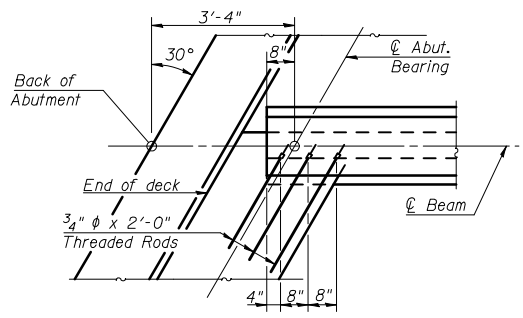
ELEVATION OF BEAM
(Showing prestressing steel)



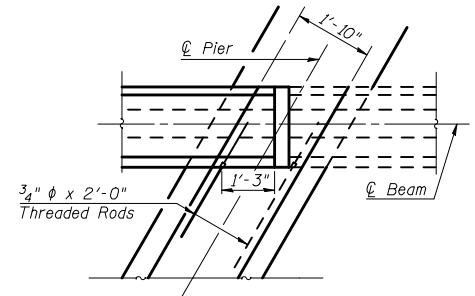
SECTION AT ABUTMENT



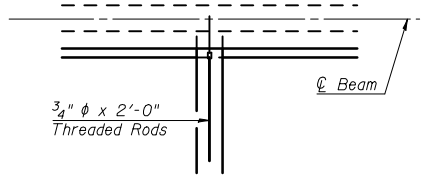
PARTIAL FRAMING PLAN
(Showing locations of interior diaphragms)



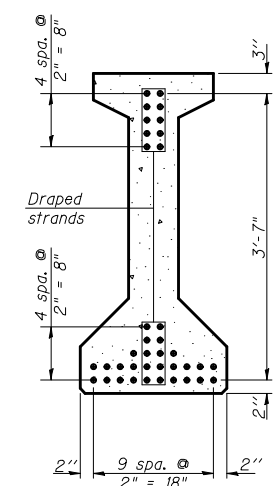
DETAIL OF ABUTMENT DIAPHRAGM
Showing placement of inserts for 3/4" φ rods at abutment



DETAIL OF PIER DIAPHRAGM
Showing placement of inserts for 3/4" φ rods at pier



DETAIL OF INTERIOR DIAPHRAGM
Showing placement of inserts for 3/4" φ rod at interior diaphragms



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	63	#4	9'-6"	⊔
G ₂	12	#4	7'-11"	⊔
G ₃	12	#7	26'-6"	⊔
G ₄	38	#3	5'-3"	⊔
G ₅	73	#3	2'-9"	⊔
G ₆	2	#8	5'-6"	⊔

***For information only

Notes:
See sheet 7 of 18 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5,000 psi.

**48" PPC I-BEAM
STRUCTURE NO. 021-2011**

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ca:\pwork\pwork\PWID01\SHERERJM\d0134546\d0251-shr-structures.dgn		DRAWN - GMS	REVISED -
	PLOT SCALE = 40.0001' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/9/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**P.P.C. I-BEAM DETAILS
S.N. 021-2011**

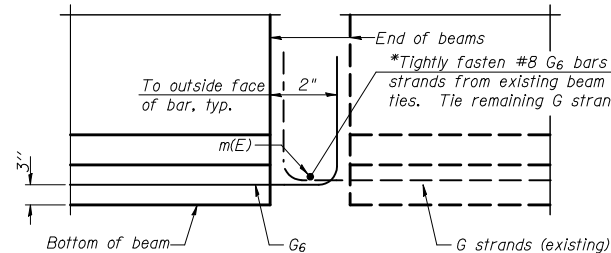
SCALE: SHEET NO. 6 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	92
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				

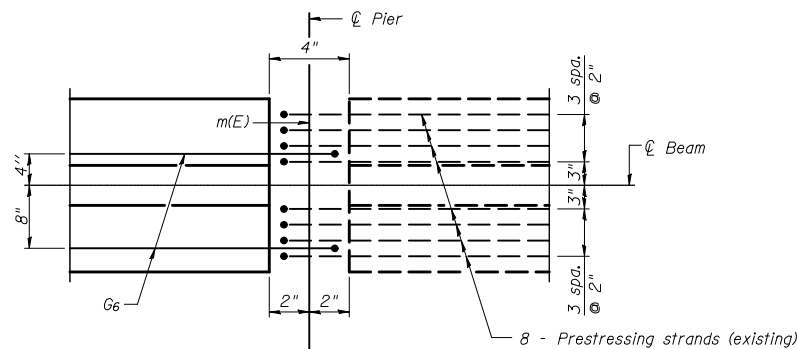
* CHAMPAIGN & DOUGLAS

P.P.C. I-BEAM DETAILS S.N. 021-2011

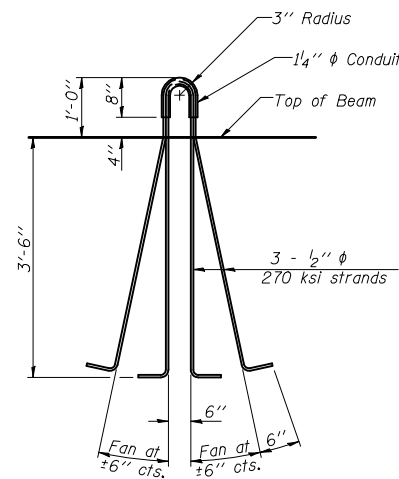
*Prestressing strands from existing beam shall be cleaned, straightened and incorporated into new construction. Any strands that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



ELEVATION OF BEAM AT PIER



PLAN OF BEAM AT PIER



LIFTING LOOP DETAIL

NOTES

Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.

Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).

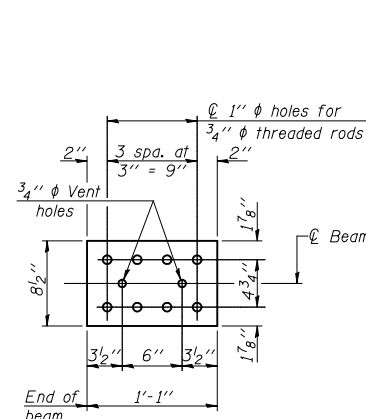
A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.

Tilt G6 bars when necessary to maintain 1/2" clearance.

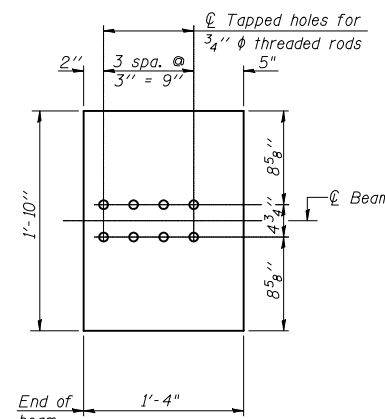
The top and bottom plates shall be AASHTO M270 Grade 50.

The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.

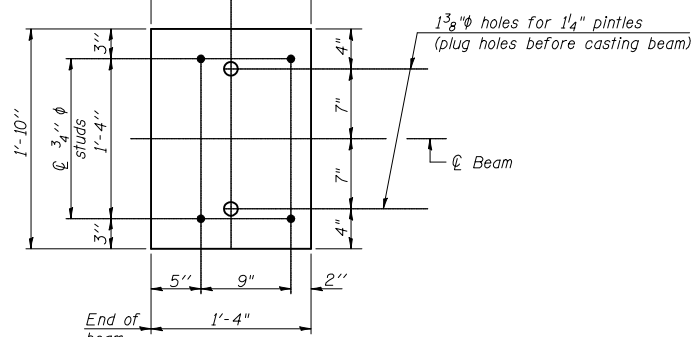
Threaded rods shall be ASTM F1554 Grade 55.



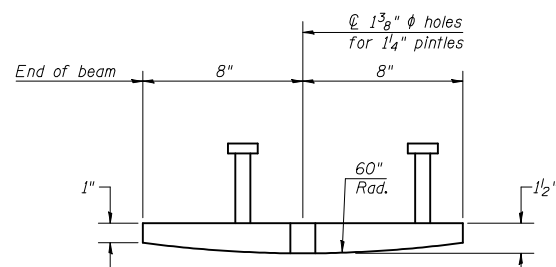
TOP PLATE



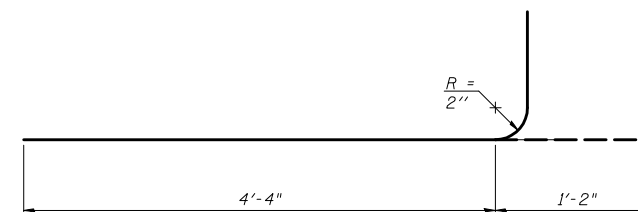
ROCKER/BOTTOM PLATE
(Showing threaded rods)



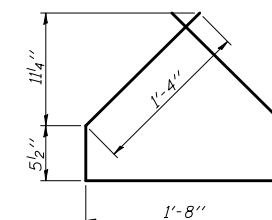
ROCKER/BOTTOM PLATE
(Showing studs and pintle locations)



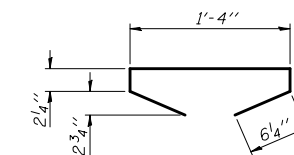
ROCKER PLATE - SIDE ELEVATION



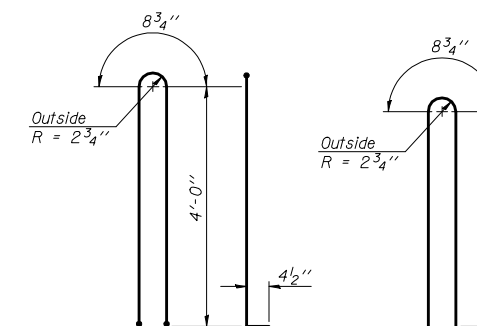
BAR G6



BAR G4



BAR G5



BAR G1

BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	73.0

48" PPC I-BEAM DETAILS STRUCTURE NO. 021-2011

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ca:\pwwork\pwwid01\shererjm\d0134546\d01251-shr-structures.dgn		DRAWN - GMS	REVISED -
	PLOT SCALE = 40.0001' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/9/2009	DATE -	REVISED -

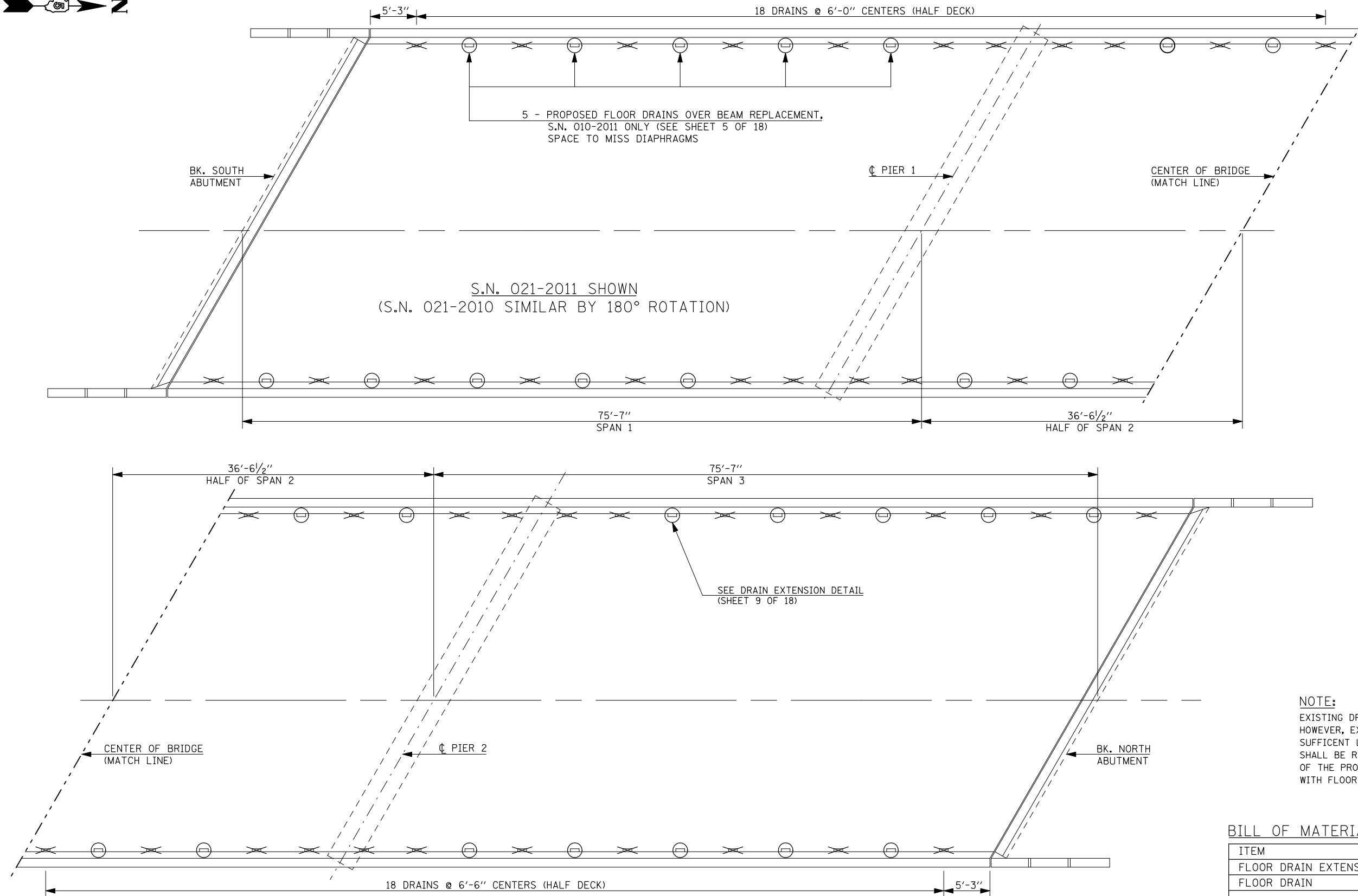
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**P.P.C. I-BEAM DETAILS
S.N. 021-2011**

SCALE: SHEET NO. 7 OF 18 SHEETS STA. TO STA.

* CHAMPAIGN & DOUGLAS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*			115	93
					CONTRACT NO. 70251	
ILLINOIS FED. AID PROJECT						

DRAIN REPAIR PLAN S.N. 021-2010 & 021-2011



LEGEND

- PREVIOUSLY PLUGGED DECK DRAIN
- REMOVE & REPLACE DRAIN EXTENSION

NOTE:

EXISTING DRAINS HAVE BEEN EXTENDED. HOWEVER, EXISTING EXTENSIONS ARE NOT OF SUFFICIENT LENGTH. THE EXISTING EXTENSIONS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE PROPOSED. (COST TO BE INCLUDED WITH FLOOR DRAIN EXTENSION)

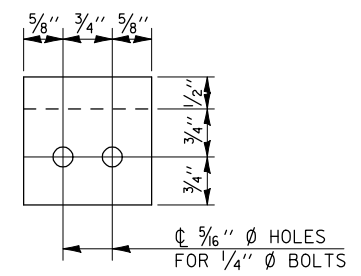
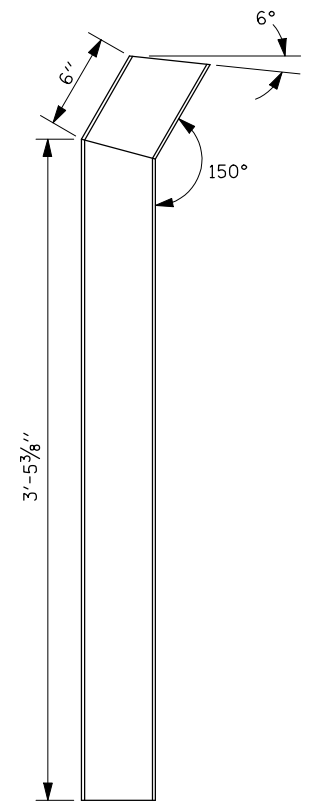
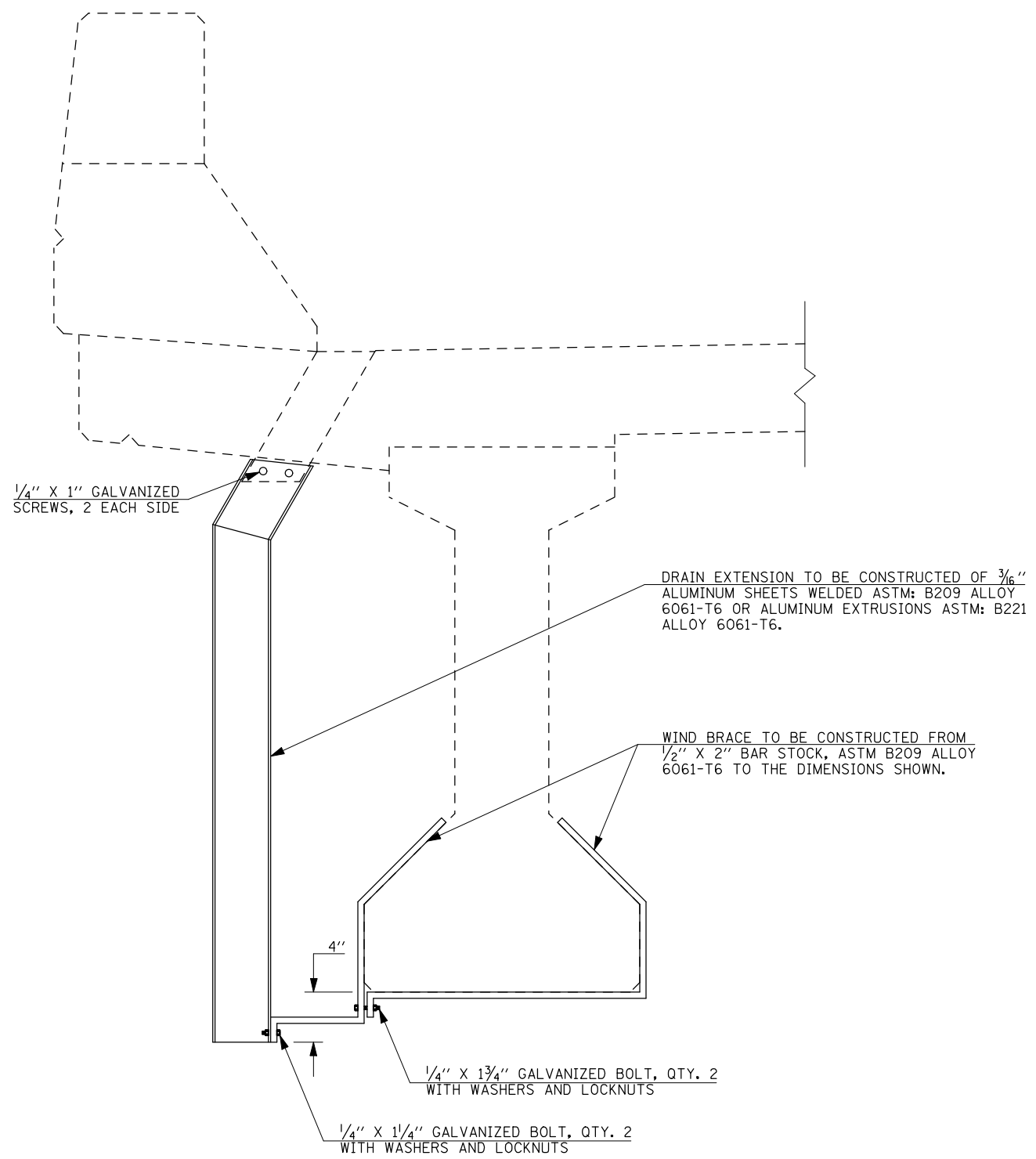
BILL OF MATERIALS

ITEM	UNIT	TOTAL
FLOOR DRAIN EXTENSION	EACH	56.0
FLOOR DRAIN	EACH	5.0

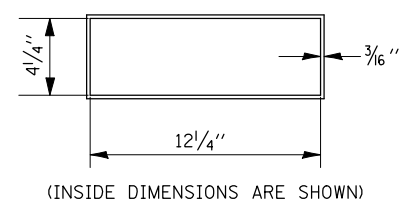
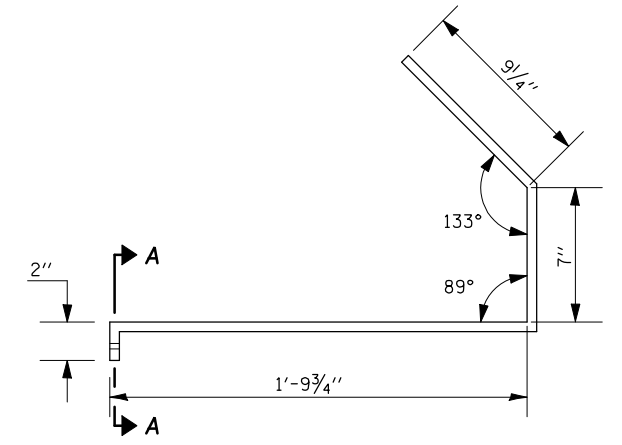
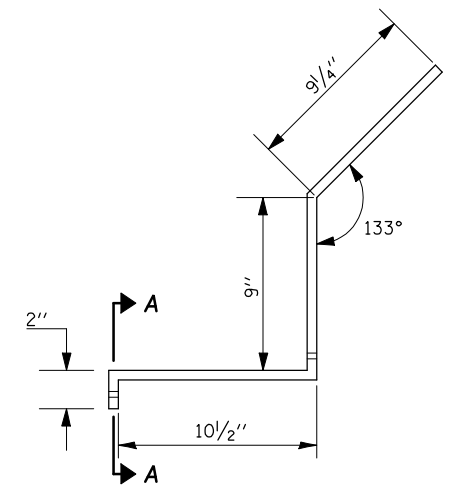
* CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAIN REPAIR PLAN S.N. 021-2010 & 021-2011	F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\PWIDOT\SHERERJM\d0134546\0570251-shr-structures.dgn		DRAWN - GMS	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	94	
PLOT SCALE = 40.0001' / IN.		CHECKED -	REVISED -			CONTRACT NO. 70251					
PLOT DATE = 12/9/2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET NO. 8 OF 18 SHEETS	STA.	TO STA.				

DETAIL OF DRAIN EXTENSION S.N. 021-2010 & 021-2011



SECTION A-A

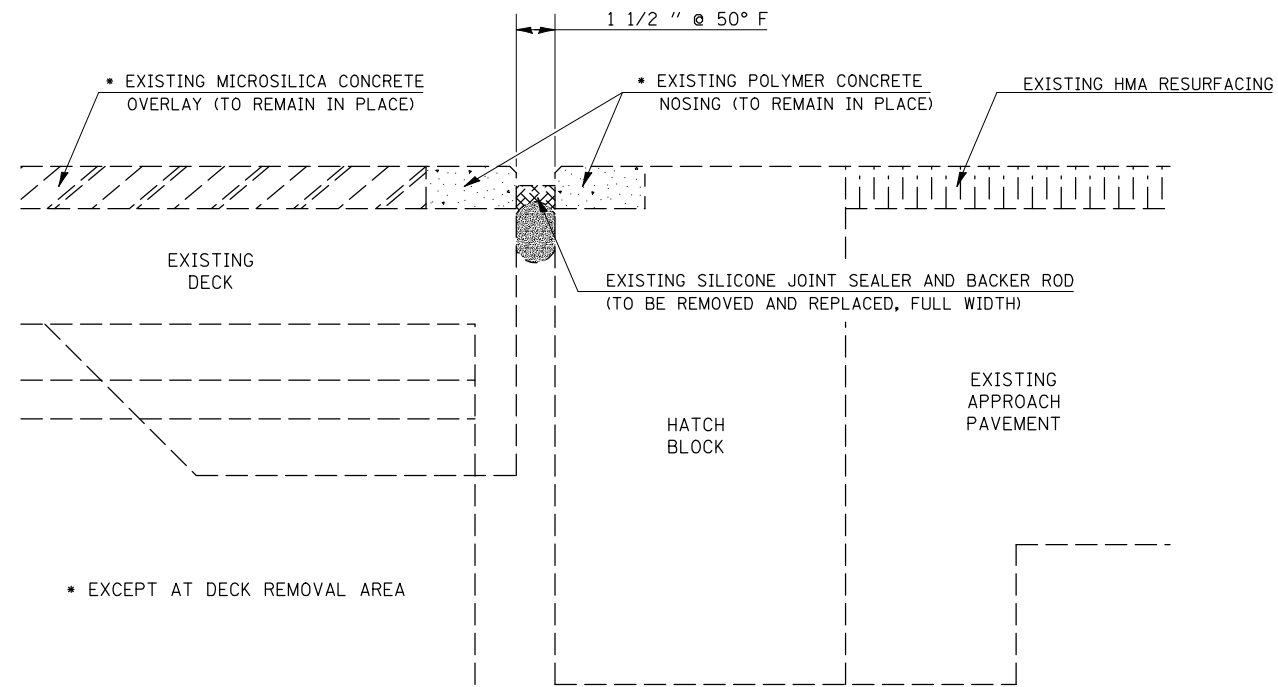


EXTENSION DETAILS

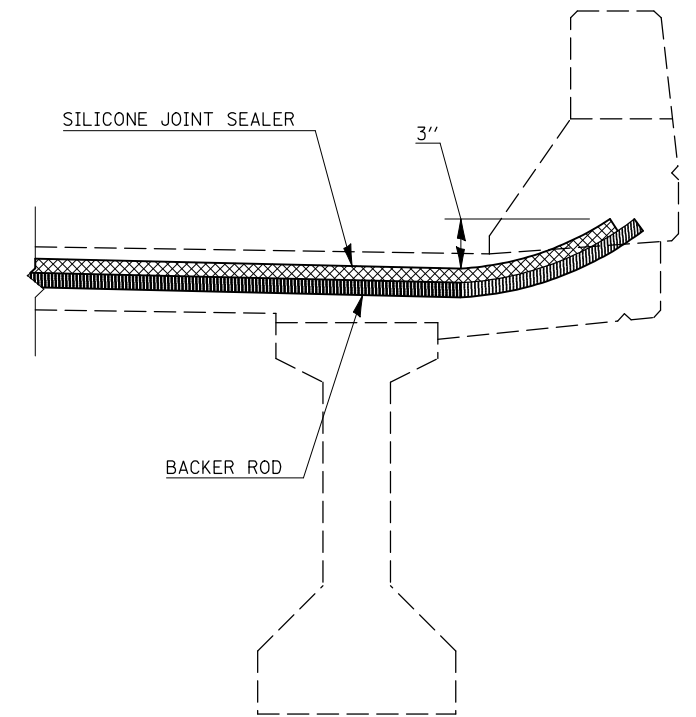
WIND BRACE DETAILS

<p style="text-align: right;">* CHAMPAIGN & DOUGLAS</p> <p style="text-align: center;">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>				<p>DETAIL OF DRAIN EXTENSION S.N. 021-2010 & 021-2011</p>			<p>F.A.I. SECTION COUNTY TOTAL SHEETS SHEET NO. 57 (21-28,21-10-29,10-30)RS-1 * 115 95</p>	
FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -	SCALE:	SHEET NO. 9 OF 18 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT
ct:\pw\work\PWIDOT\SHERERJM\d0134546\d0251-sht-structures.dgn		DRAWN - GMS	REVISED -					CONTRACT NO. 70251
PLOT SCALE = 40.0001' / IN.		CHECKED -	REVISED -					
PLOT DATE = 12/9/2009		DATE -	REVISED -					

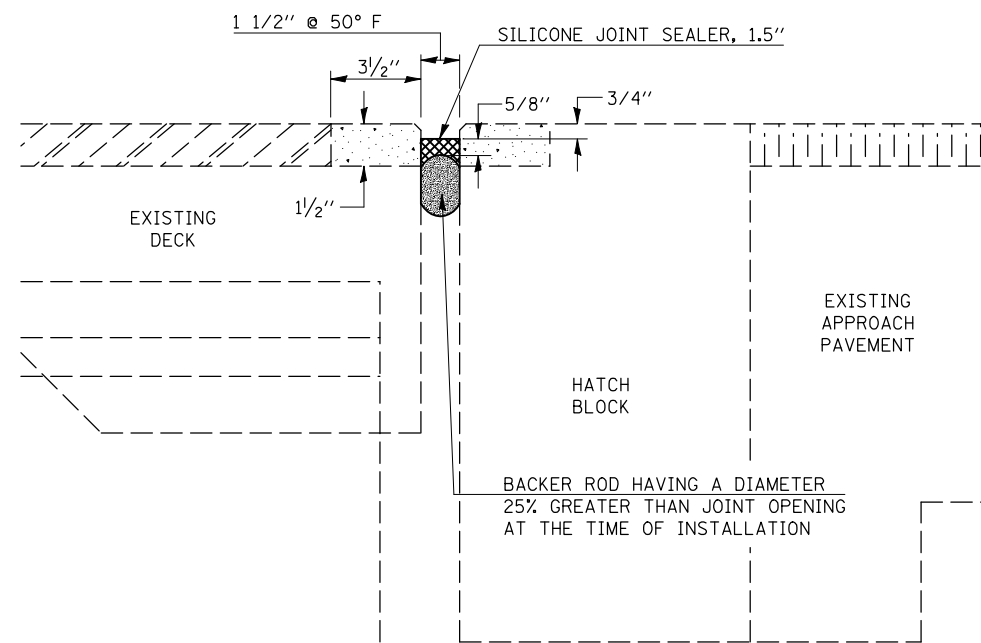
JOINT REPAIR DETAILS S.N. 021-2010 & 021-2011



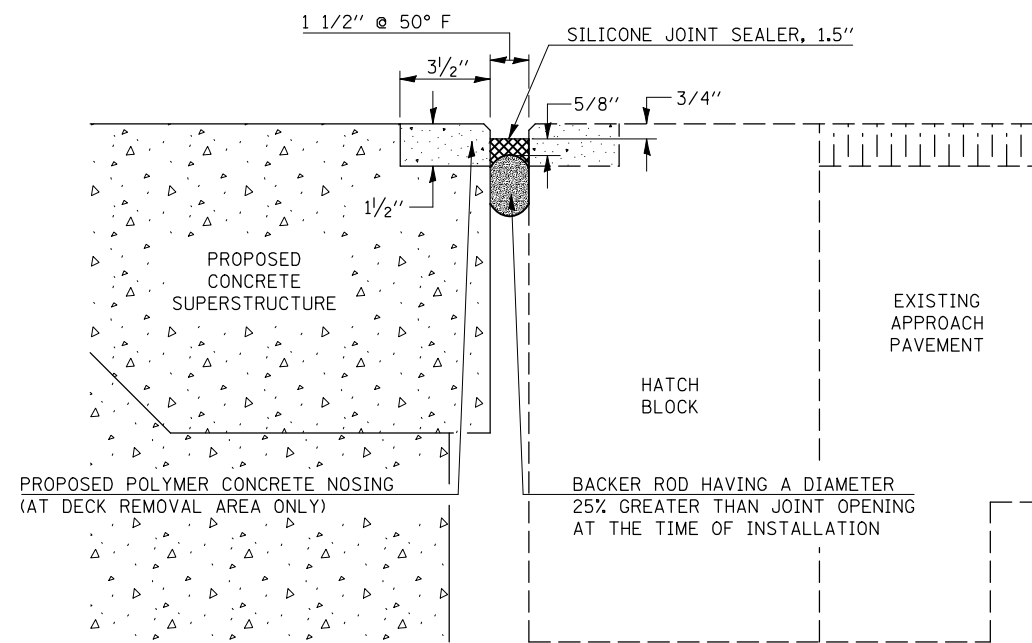
SECTION AT EXISTING JOINT



TYPICAL SECTION AT PARAPET



SECTION AT PROPOSED JOINT
(TYPICAL)



SECTION AT PROPOSED JOINT
(AT DECK REMOVAL AREA)

NOTES:

THE EXISTING POLYMER CONCRETE NOSING SHALL REMAIN IN PLACE. THE SILICONE JOINT SEALER AND BACKER ROD IS TO BE REMOVED. THE POLYMER CONCRETE NOSING SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER PRIOR TO THE INSTALLATION OF THE PROPOSED SILICONE JOINT SEALER. (COST TO BE INCLUDED WITH SILICONE JOINT SEALER, 1.5")

SOME AREAS OF THE EXISTING POLYMER CONCRETE NOSING HAVE BEEN PREVIOUSLY DAMAGED. EXTRA QUANTITY OF POLYMER CONCRETE NOSING (0.2 CU. FT.) HAS BEEN INCLUDED AND MAY BE USED AT THE ENGINEER'S DISCRETION TO REPAIR THESE AREAS.

ANY DAMAGES INCURRED DURING CONSTRUCTION TO THE EXISTING POLYMER CONCRETE NOSING SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
SILICONE JOINT SEALER, 1.5"	FOOT	192.0
POLYMER CONCRETE	CU FT	0.5

* CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ct:\pw\work\PWID01\SHERERJM\d0134546\d010251-shr-structures.dgn		DRAWN - GMS	REVISED -
	PLOT SCALE = 40.0001' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/9/2009	DATE -	REVISED -

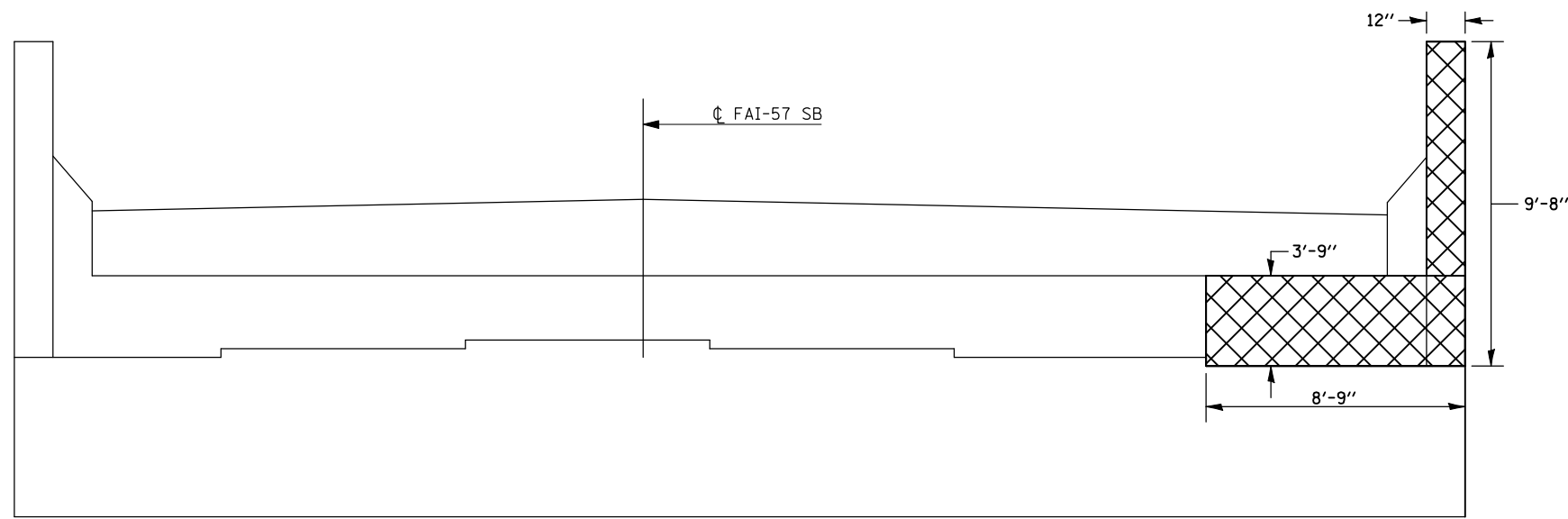
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT REPAIR DETAILS
S.N. 021-2010 & 021-2011**

SCALE: SHEET NO. 10 OF 18 SHEETS STA. TO STA.

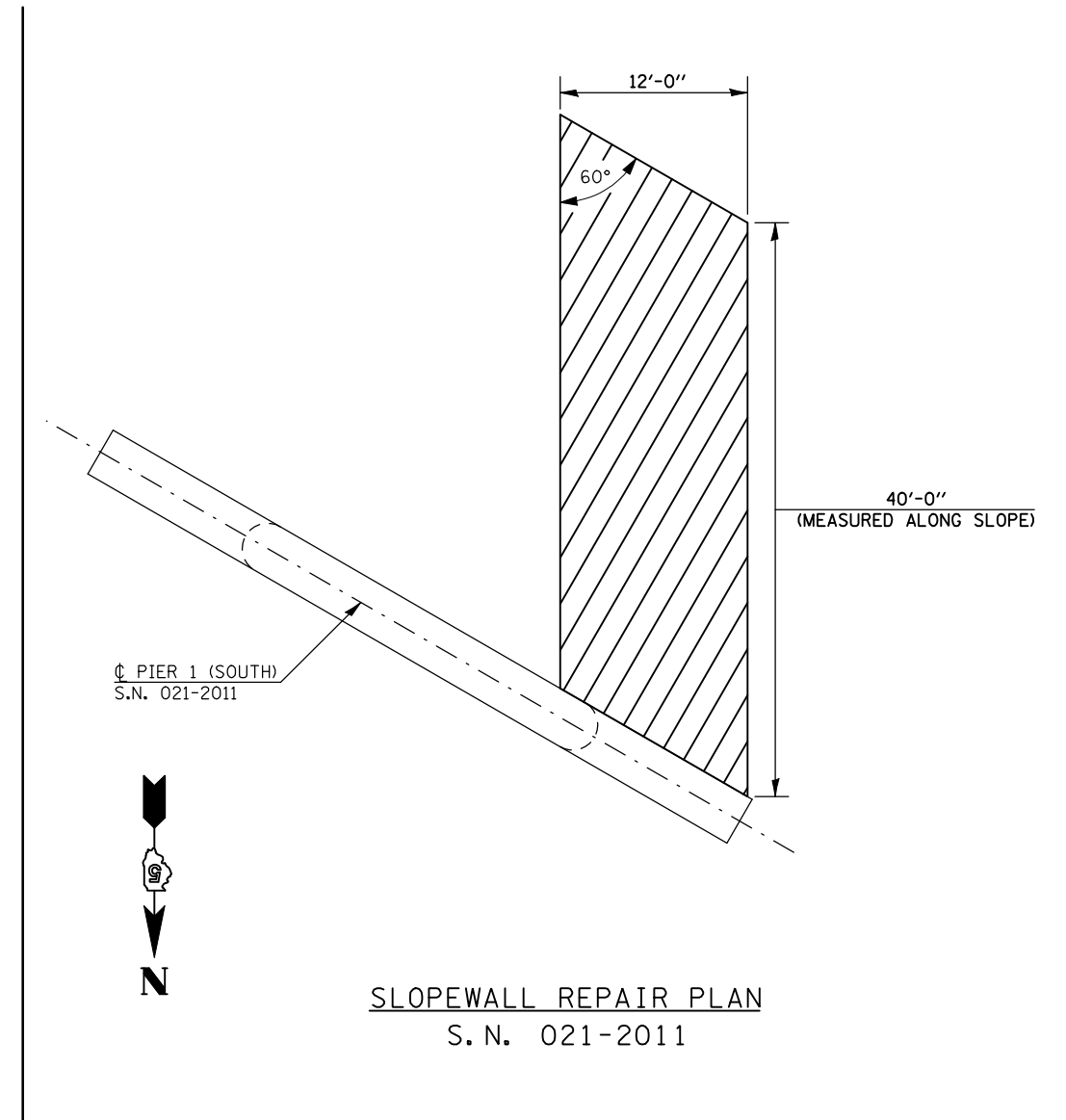
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1	*	115	96
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				

SUBSTRUCTURE REPAIR DETAILS S.N. 021-2011 ONLY

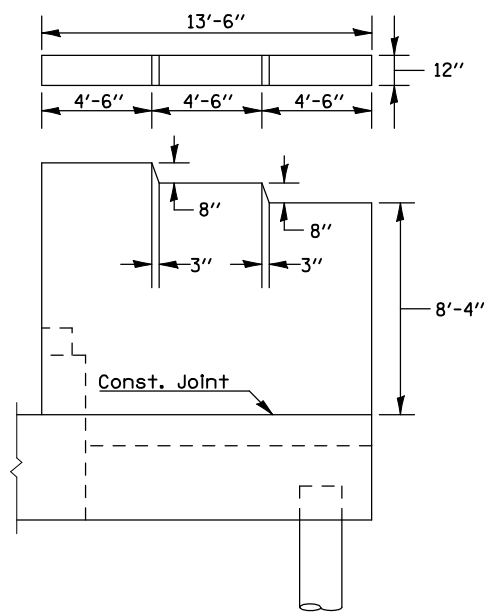


ELEVATION AT SOUTH ABUTMENT
(LOOKING SOUTH)

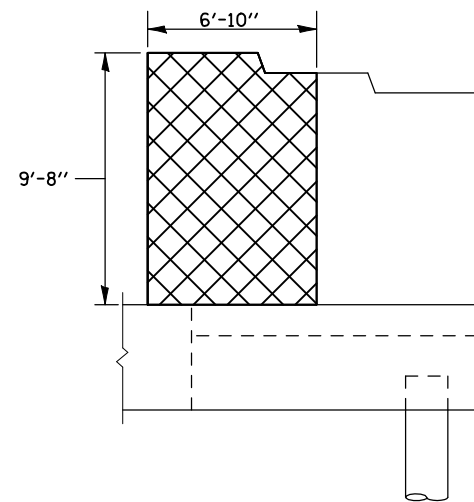
NOTE:
SEE SPECIAL PROVISION FOR STRUCTURAL REPAIR OF CONCRETE.



SLOPEWALL REPAIR PLAN
S. N. 021-2011



TYPICAL WINGWALL ELEVATION



ELEVATION - PLAN OF REPAIR
(SOUTHWEST WINGWALL ONLY)

LEGEND

- STRUCTURAL REPAIR OF CONCRETE, DEPTH EQUAL TO OR LESS THAN 5"
- SLOPE WALL REMOVAL AND SLOPE WALL, 4"

BILL OF MATERIALS

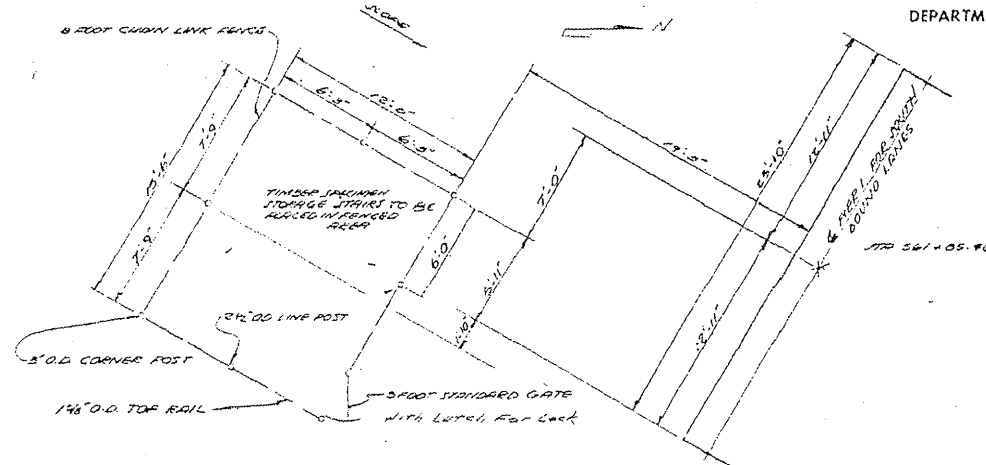
ITEM	UNIT	TOTAL
STRUCTURAL REPAIR OF CONCRETE, DEPTH EQUAL TO OR LESS THAN 5"	SQ FT	103.3
SLOPE WALL REMOVAL	SQ YD	53.3
SLOPE WALL, 4 INCH	SQ YD	53.3

* CHAMPAIGN & DOUGLAS

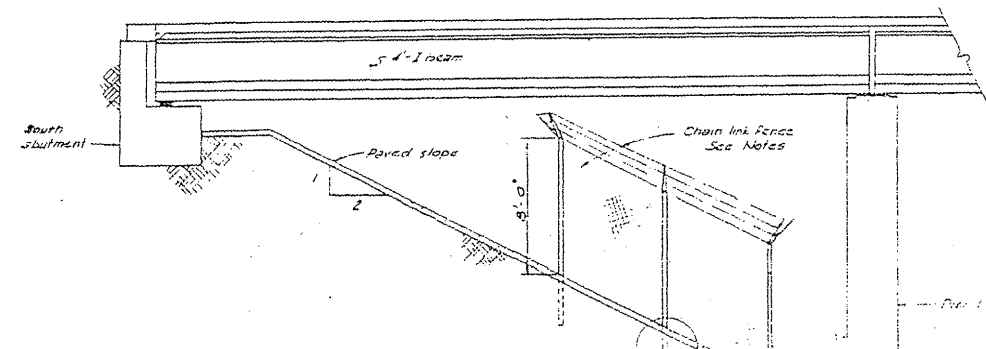
DETAIL FOR REMOVAL OF RESEARCH SPECIMEN STORAGE AREA

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

SHEET NO. 12	OF 18 SHEETS	DATE	DRAWN	CHECKED	DESIGNED
12	18	11/7/2029	GMS	GMS	GMS

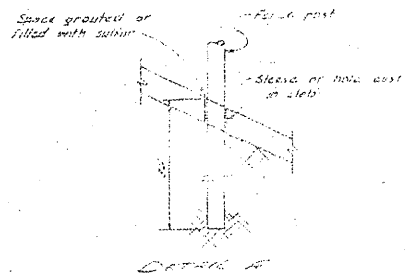


PLAN
FENCE

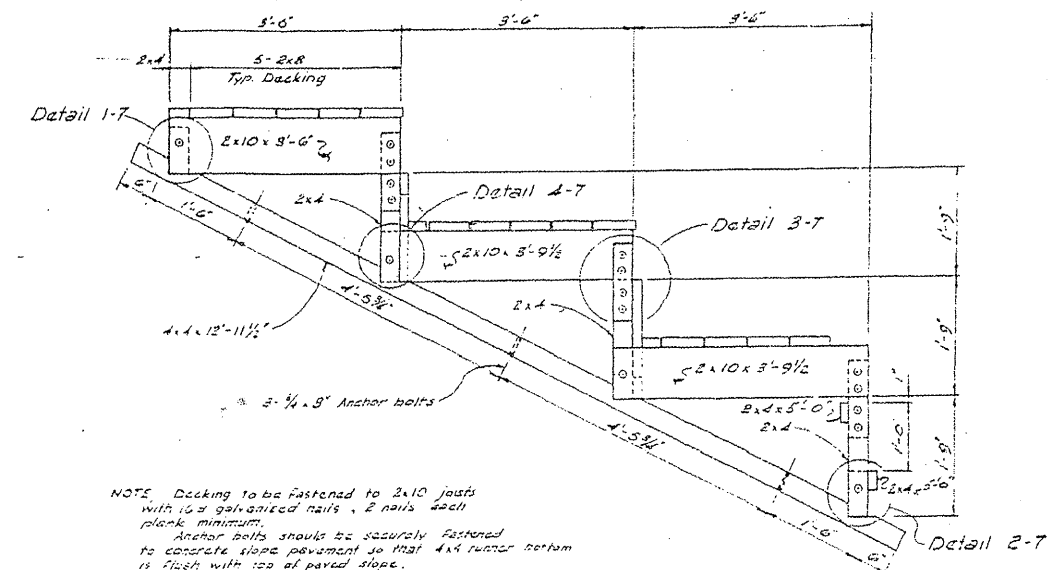


ELEVATION
FENCE

NOTES:
Chain link fence shall be 2-gage, 2x2 mesh, and be 8'-0\"/>

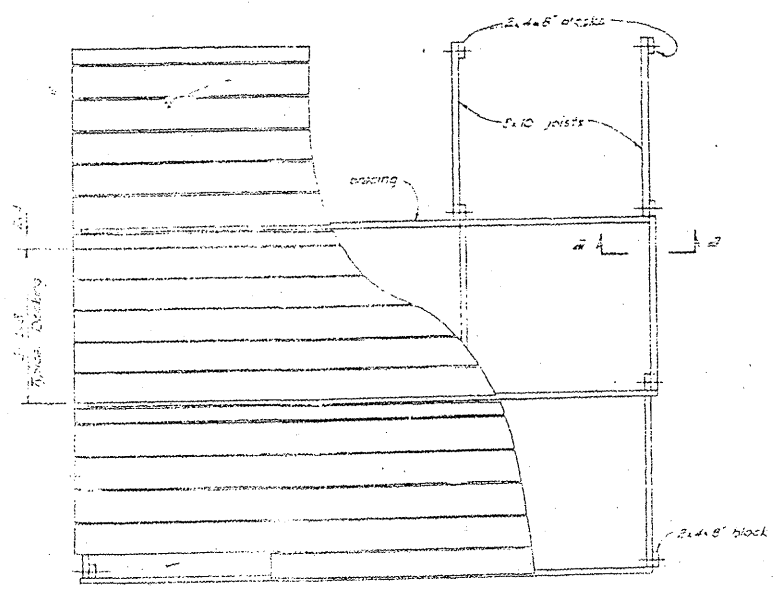


DETAIL A

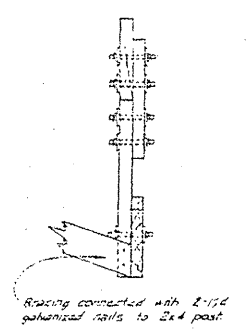


ELEVATION
STORAGE STAIRS

NOTE: Decking to be fastened to 2x10 joists with 16d galvanized nails, 2 nails each plank minimum.
Anchor bolts should be securely fastened to concrete slope pavement so that 4x4 runner bottom is flush with top of paved slope.



PLAN
STORAGE STAIRS



SECTION A-A

SPECIMEN STORAGE AREA
F.A.I. BY 57- SEC 21-22E
DOUGLAS COUNTY
JPA 567-00

WITH THE ORIGINAL CONSTRUCTION SECTION IN 1969, STRUCTURE 021-2011 WAS SELECTED FOR A RESEARCH TEST PROJECT. THE STRUCTURE WAS EQUIPPED WITH SENSORS AND MONITORED BY STRAIN GAUGES AND OTHER DEVICES. AS A RESULT, A CATWALK WAS CONSTRUCTED UNDER THE INNER BAYS OF THE CENTER SPAN AND A STORAGE AREA WAS CONSTRUCTED ON THE SOUTH SLOPE WALL.

THE PLAN IMAGE ON THIS SHEET IS FROM THE ORIGINAL PLANS AND IS INCLUDED TO PROVIDE INFORMATION ONLY. ITEMS TO BE REMOVED INCLUDE THE TIMBER STORAGE STAIRS, THE CHAIN LINK FENCE AND THE TEST SPECIMENS, WHICH CONSIST OF THREE 48\"/>

CARE SHOULD BE TAKEN BY THE CONTRACTOR TO PREVENT DAMAGE TO THE CONCRETE SLOPE WALL DURING THE REMOVAL PROCESS. THE FENCE POSTS AND ANCHOR BOLTS MAY BE CUT OFF FLUSH WITH THE SURFACE OF THE SLOPE WALL, BUT ALL HOLES SHALL BE FILLED WITH NON SHRINK GROUT (COST TO BE INCLUDED WITH CHAIN LINK FENCE REMOVAL).

ALL MATERIALS HERE SPECIFIED SHALL BE DISPOSED OF ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECS.

THE COST OF REMOVAL AND DISPOSAL OF THE EXISTING TIMBER MEMBERS, PPC I BEAM SECTIONS TEST SPECIMENS AND CHAIN LINK FENCE IS INCLUDED IN THE COST OF CHAIN LINK FENCE REMOVAL.

NO SALVAGE.

BILL OF MATERIALS

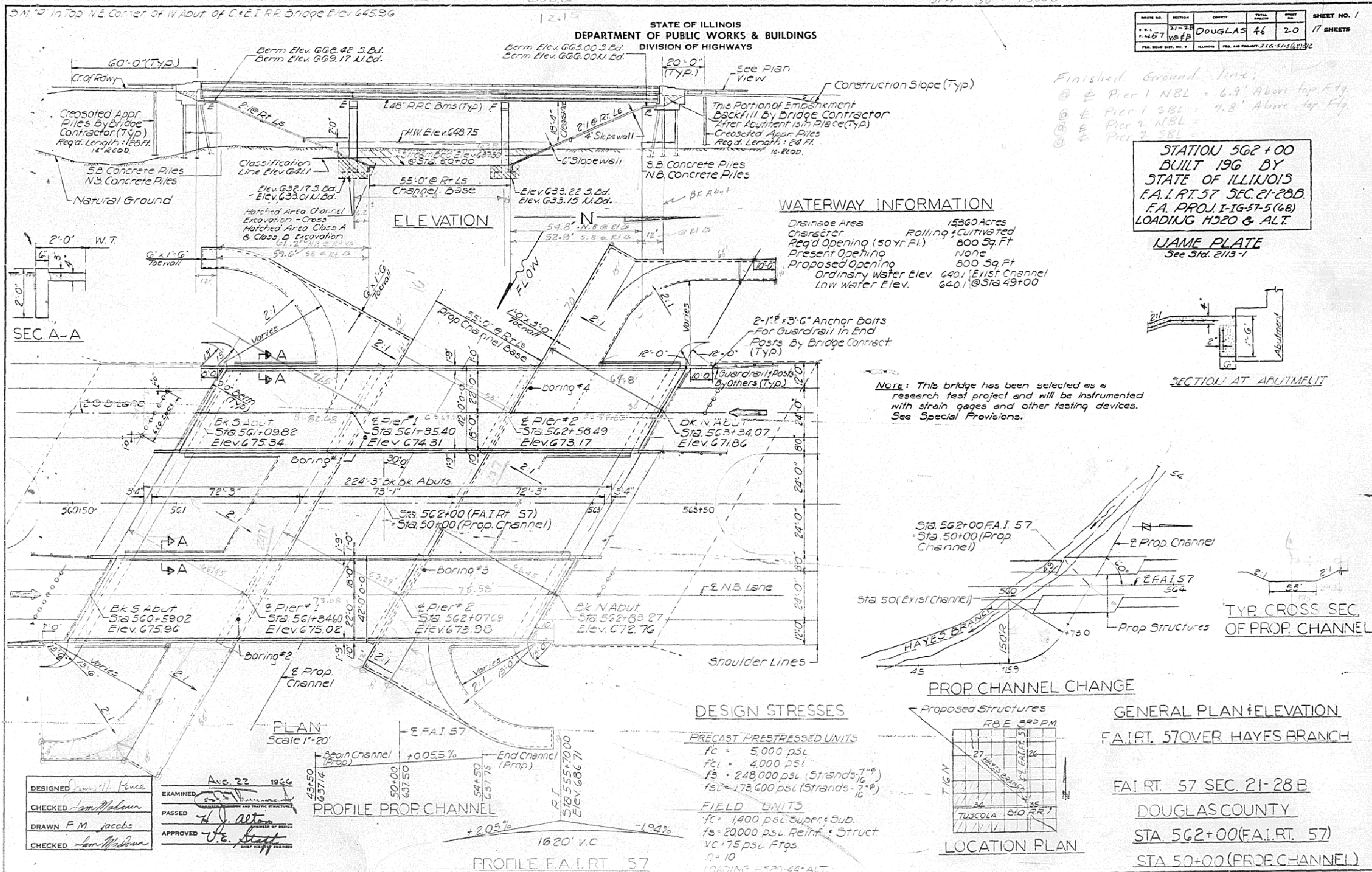
ITEM	UNIT	TOTAL
CHAIN LINK FENCE REMOVAL	FOOT	56.0

DESIGNED: <i>[Signature]</i>	EXAMINED: <i>[Signature]</i>
CHECKED: <i>[Signature]</i>	PASSED: <i>[Signature]</i>
DRAWN: <i>[Signature]</i>	APPROVED: <i>[Signature]</i>
CHECKED: <i>[Signature]</i>	

AS-BUILT PLANS FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-457	1B-1B	DOUGLAS	46	20

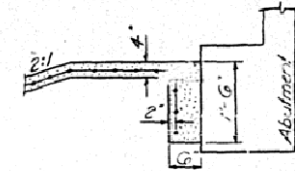
17 SHEETS



Finished Ground Line:
 @ Pier 1 NBL = 6.9' Above top Fly.
 @ Pier 1 SBL = 7.8' Above top Fly.
 @ Pier 2 NBL =
 @ Pier 2 SBL =

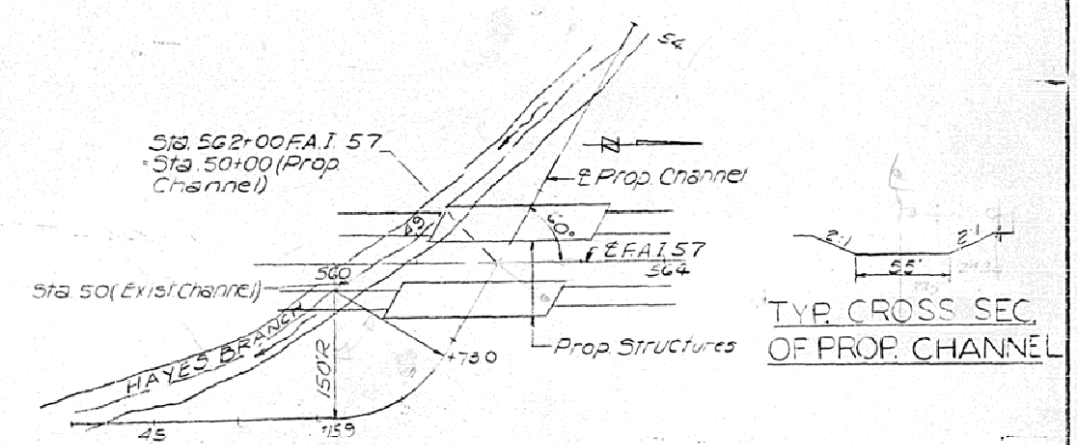
**STATION 562+00
BUILT 196 BY
STATE OF ILLINOIS
FA.I.R.T. 57 SEC. 21-28 B
LOADING HS 20 & ALT.**

NAME PLATE
See Std. 2113-1



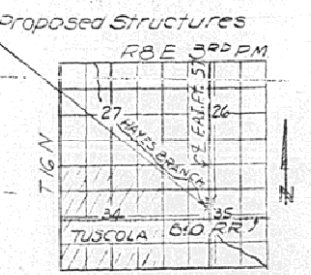
SECTION AT ABUTMENT

NOTE: This bridge has been selected as a research test project and will be instrumented with strain gages and other testing devices. See Special Provisions.



TYP. CROSS SEC. OF PROP. CHANNEL

PROP CHANNEL CHANGE



LOCATION PLAN

**GENERAL PLAN & ELEVATION
FA.I.R.T. 57 OVER HAYES BRANCH**

**FA.I.R.T. 57 SEC. 21-28 B
DOUGLAS COUNTY
STA. 562+00 (FA.I.R.T. 57)
STA. 50+00 (PROP. CHANNEL)**

DESIGNED	Aug. 22 1966
CHECKED	
DRAWN	
CHECKED	

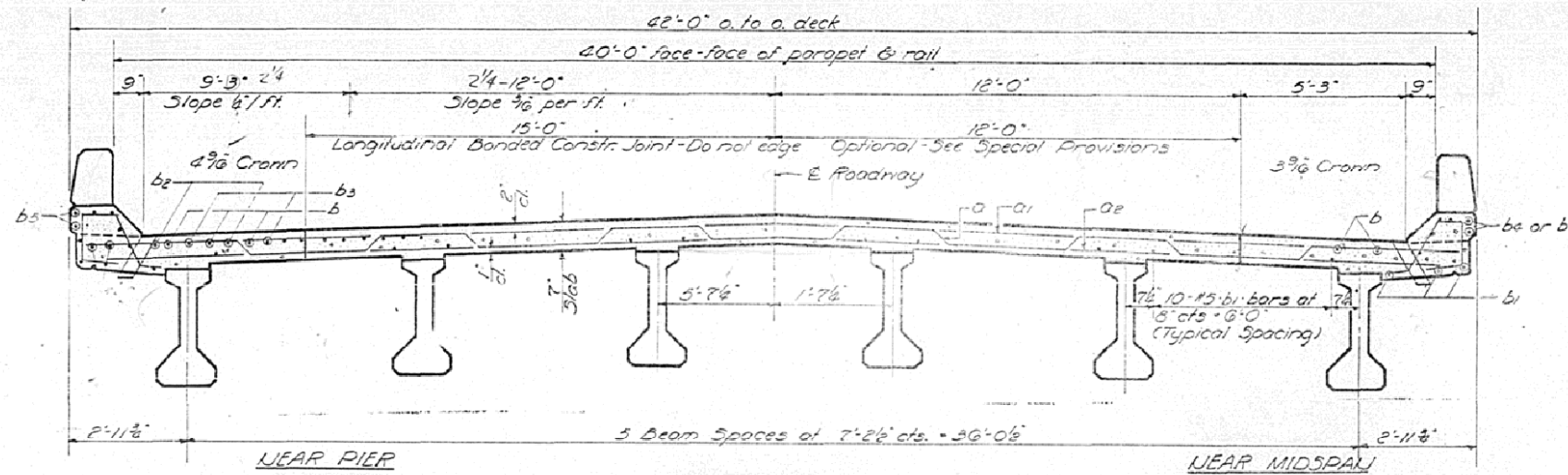
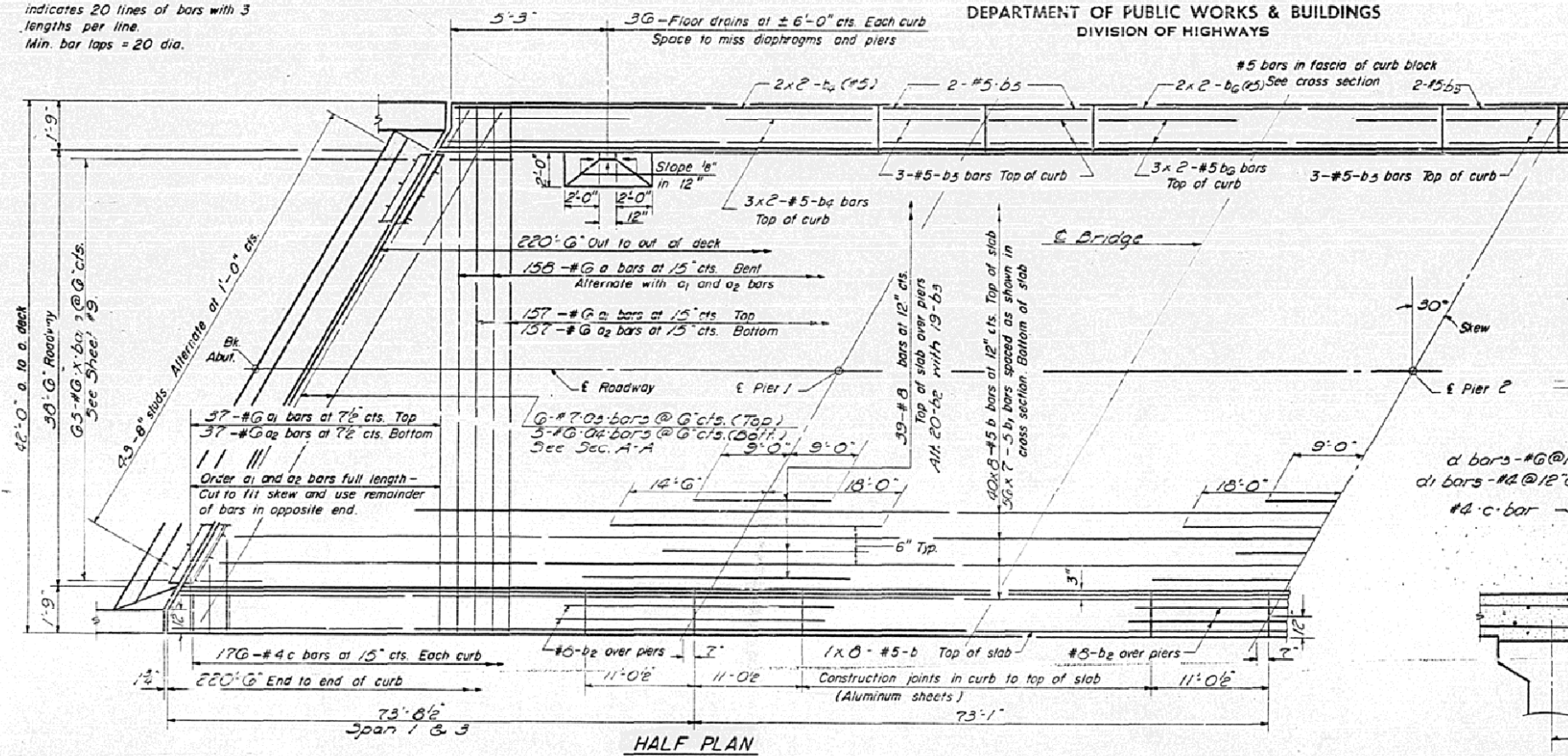
EXAMINED	
PASSED	
APPROVED	

AS-BUILT PLANS FOR INFORMATION ONLY

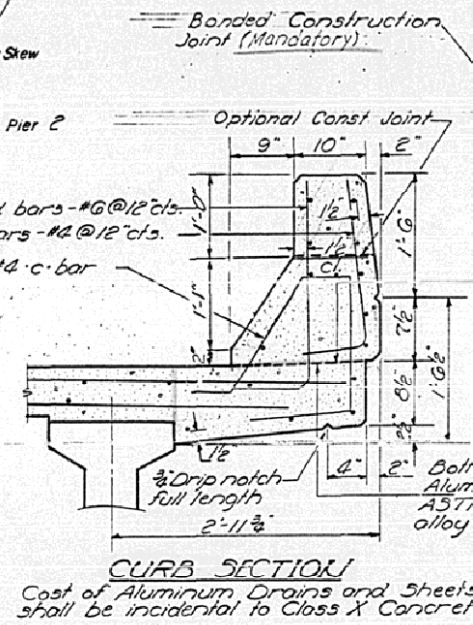
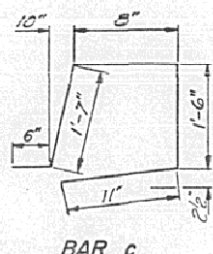
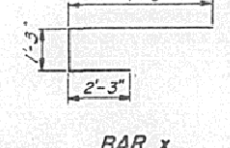
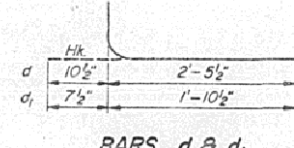
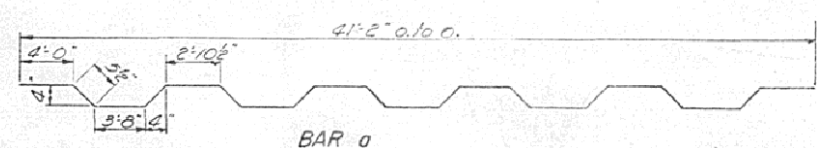
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

SHEET NO. 3	TOTAL SHEETS 17
SECTION 21-25	COUNT 46
F.A.I. RT. 57	COUNT 22
COUNT 17	SHEETS

Note:
Bars indicated thus 20x3-#5 etc.
indicates 20 lines of bars with 3
lengths per line.
Min. bar laps = 20 dia.

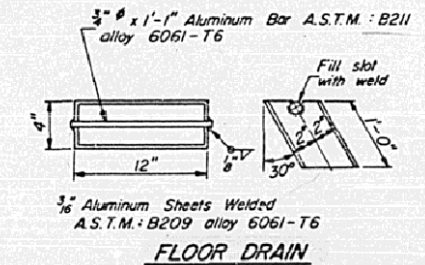


DESIGNED James D. Rence	EXAMINED <i>[Signature]</i> AUG 23 1966	
CHECKED SFM	PASSED H. J. Alton	
DRAWN James R. Carman	APPROVED <i>[Signature]</i>	
CHECKED SFM		



STANDARD FILLET DETAIL

To determine "f" - After all Precast Prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet #225. These elevations subtracted algebraically from "Grade Elevations Adjusted for Dead Load Deflections" shown on sheet #445, minus slab thickness, equals the fillet heights "f". A positive value of "f" equals the fillet height above the top of the beam. A negative value of "f", not to exceed "z", equals the embedment of the beam above the theoretical bottom of slab elevation.



*Includes one additional bar to be furnished to the project staff for the research test project. The quantity for each additional bar is not included in the total weight and the cost of each additional bar is included in the Lump Sum price for "Research Specimens and Facilities." See Special Provisions.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	316	#6	42'-5"	~
a1	300	#6	41'-3"	~
*a2	369	#6	39'-9"	~
*a3	2	#7	47'-3"	~
a4	100	#6	7'-0"	~
b	672	#5	28'-6"	~
b1	784	#5	32'-6"	~
b2	96	#5	32'-6"	~
*b3	77	#5	18'-0"	~
b4	80	#5	32'-3"	~
b5	80	#5	10'-9"	~
*b6	41	#5	26'-0"	~
c	704	#4	5'-2"	D
d	884	#6	3'-2"	~
d1	884	#4	2'-6"	~
*m	81	#4	7'-3"	~
m1	40	#6	5'-11"	~
m2	120	#4	3'-3"	~
m3	120	#4	6'-3"	~
s	120	#4	11'-2"	~
s1	300	#4	8'-10"	~
x	220	#5	3'-0"	~
Reinforcement Bars	lbs.	129 700		
Structural Steel	lbs.	9 220		
Class X Concrete	Cu. Yds.	573.6		

For locations and details of bars m, m1, m2, m3, s and s1 see sheets 9.
The quantities of longitudinal reinforcement and concrete in parapets are billed separately on sheet G.

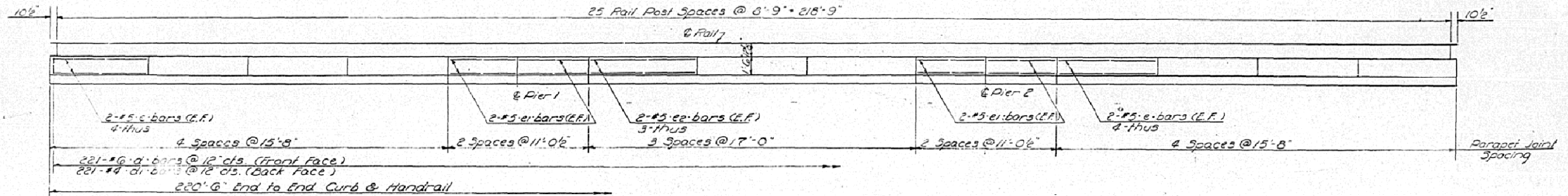
**2 BRIDGES
SUPERSTRUCTURES
F.A.I. RT. 57 - SEC. 21-25B
DOUGLAS COUNTY
STA. 562 + 00**

* CHAMPAIGN & DOUGLAS

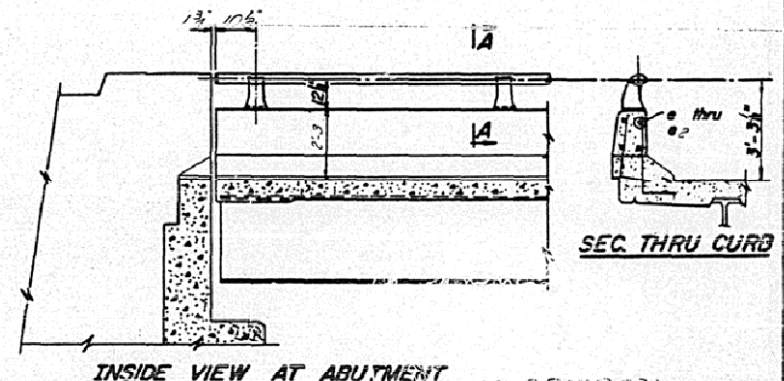
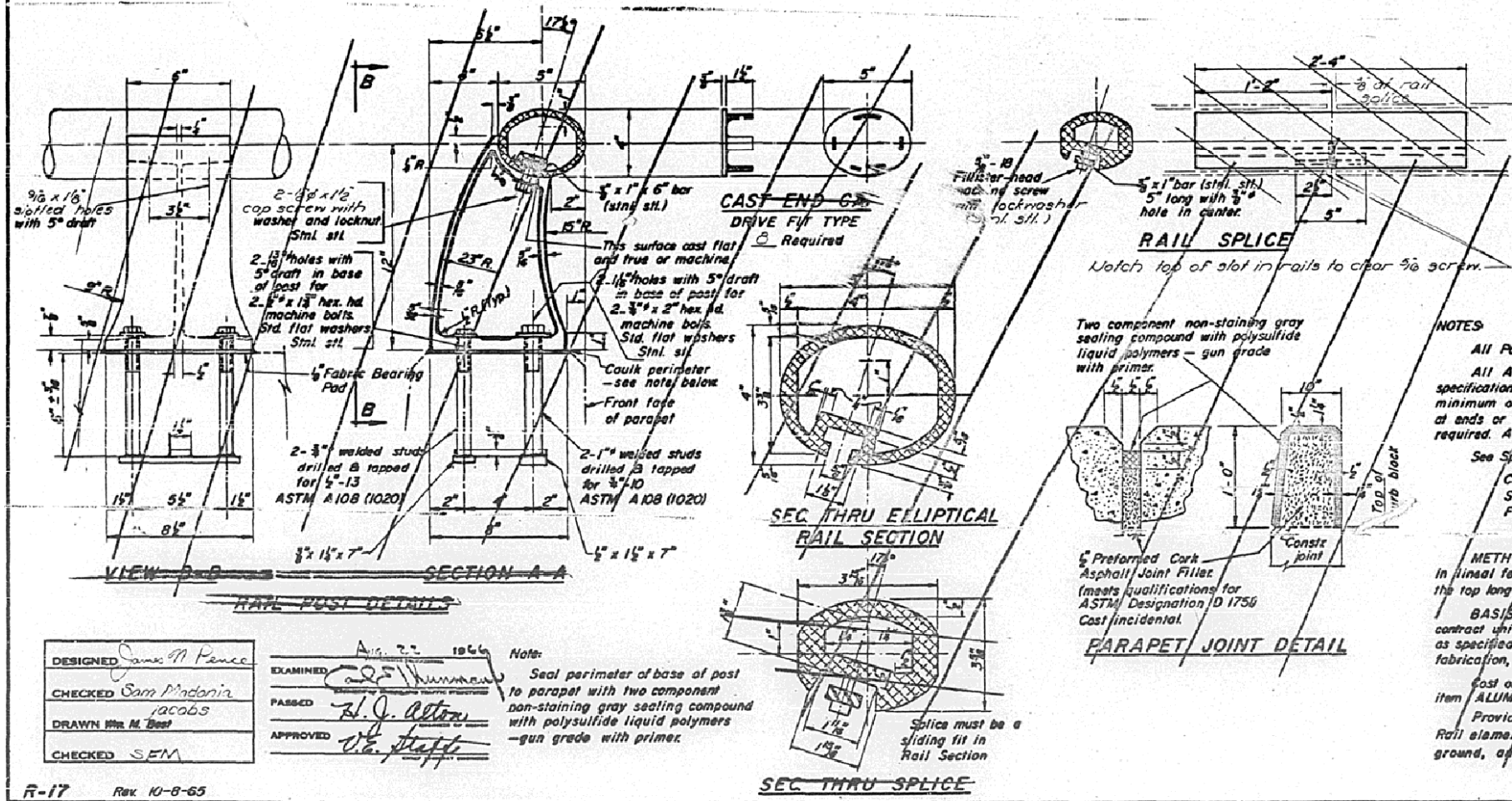
AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

SHEET NO.	PROJECT	COUNTY	SECTION	SHEET NO.	TOTAL SHEETS
57	21-28 V.B. & P.	DOUGLAS	46	25	17 SHEETS



See Sheet 6a for Rail Details



NOTES

All Posts shall be normal to parapet.

All Aluminum Alloy Extruded Rail shall conform to ASTM specification B-221 alloy 6061-T6, or 6062-T6, and shall extend a minimum of 2 panel lengths (attached to minimum of 3 posts) except at ends or at open joints where a minimum of 1 panel length is required. All joints in railing must be spliced per details.

See Special Provisions for following Material Specifications:
Cast Aluminum Alloy Bridge Post— Alloy A344-T4.
Stainless Steel Welded Stud/Bolts, Washers, and Locknuts.
Fabric Bearing Pad

METHOD OF MEASUREMENT: Aluminum handrail shall be measured in lineal feet. The length paid for shall be the over all length along the top longitudinal railing member thru all posts and gaps.

BASIS OF PAYMENT: Aluminum handrail shall be paid for at the contract unit price per lineal foot for ALUMINUM HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation, and erection.

Cost of rail splice, end caps, and hardware to be incidental to item ALUMINUM HANDRAIL.

Provide 1- $\frac{1}{2}$ " and 2- $\frac{1}{2}$ " Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade— high spots shall be ground, and low spots shimmed.

**PARAPETS & RAILS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	128	#5	13'-3"	—
ay	64	#5	10'-9"	—
az	48	#5	10'-5"	—
Class X Concrete			Cu. Yds.	22.0
Reinforcement Bars			Lbs.	3620
Aluminum Handrail			Lin. Ft.	222

ALUMINUM HANDRAIL
F.A.I. RT. 57 SEC. 21-28B
DOUGLAS COUNTY
57A.562+00

DESIGNED *James M. Pence*
CHECKED *Sam Macedonia*
DRAWN *Wm. M. Best*
CHECKED *SEM*

EXAMINED *[Signature]*
PASSED *[Signature]*
APPROVED *[Signature]*

DATE: *Aug. 22, 1966*

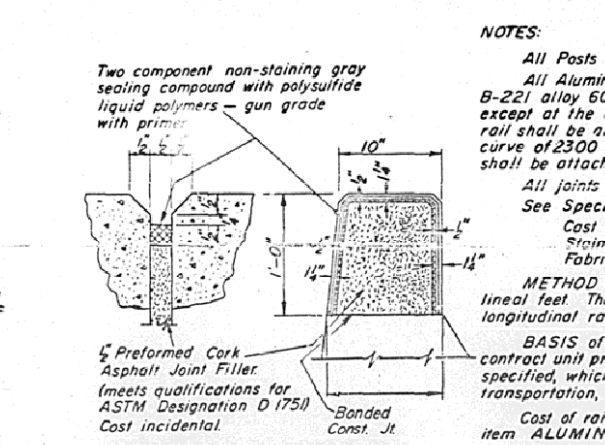
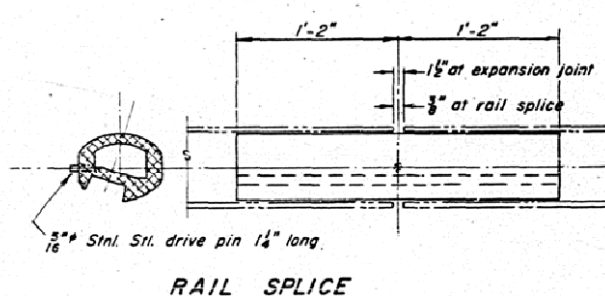
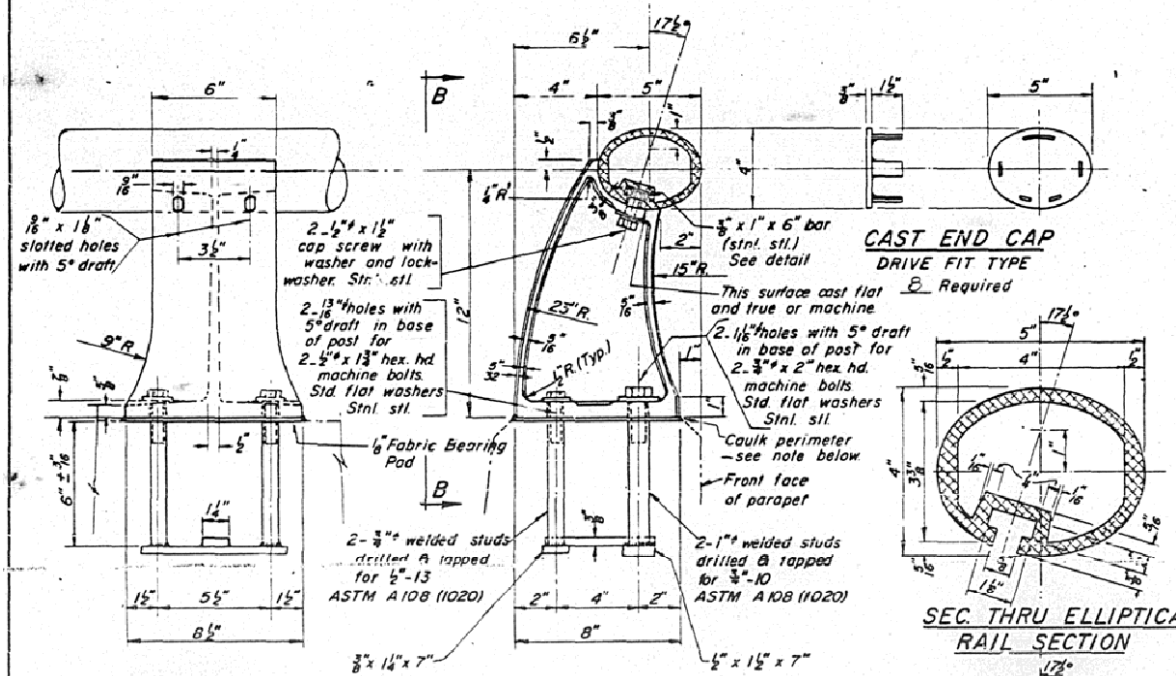
Note: Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers—gun grade with primer.

AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

SHEET NO.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.	SHEET NO.
57	RTE 57	Douglas	46	252	17 SHEETS
PROJECT NAME: CHAMPAIGN & DOUGLAS					

SEE SHEET #6 FOR PARAPET ELEVATION



NOTES:

All Posts shall be normal to parapet.

All Aluminum Alloy Extruded Rail shall conform to ASTM specification B-221 alloy 6061-T6 and shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.

All joints in rail shall be spliced per detail.

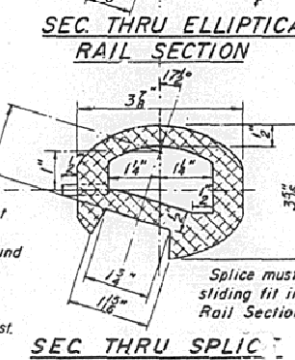
See Special Provisions for following Material Specifications:
Cast Aluminum Alloy Bridge Post—Alloy A344-T4
Stainless Steel Bars, Cap Screws, Washers and Lockwashers
Fabric Bearing Pad.

METHOD of MEASUREMENT: Aluminum handrail shall be measured in lineal feet. The length paid for shall be the over all length along the top longitudinal railing member thru all posts and gaps.

BASIS of PAYMENT: Aluminum handrail shall be paid for at the contract unit price per lineal foot for ALUMINUM HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation, and erection.

Cost of rail splice, end caps, and hardware to be incidental to item ALUMINUM HANDRAIL.

Provide 1-1/8" and 2-1/8" Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade—high spots shall be ground, and low spots shimmed.



**PARAPETS & RAILS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
e		#5		
e1		#5		
e2		#5		
e3		#5		
e4		#5		
Class X Concrete Cu. Yds.				
Reinforcement Bars Lbs.				
Aluminum Handrail Lin. Ft.				

ALUMINUM HANDRAIL
F.A.I. RT. 57 SEC. 21-28B
DOUGLAS COUNTY
STA. 562+00

DESIGNED <i>John W. Clark Jr.</i>	EXAMINED _____	19
CHECKED _____	PASSED _____	
DRAWN <i>Wm M. Best</i>	APPROVED _____	
CHECKED _____		

Note:
Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers—gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

R-17 1-18-68

* CHAMPAIGN & DOUGLAS

FILE NAME =	USER NAME = shererjm	DESIGNED - GMS	REVISED -
ca:\pw\work\PWIDOT\SHERERJM\d0134546\d0251-sht-structures.dgn		DRAWN - GMS	REVISED -
PLOT SCALE = 40.0001' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/9/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

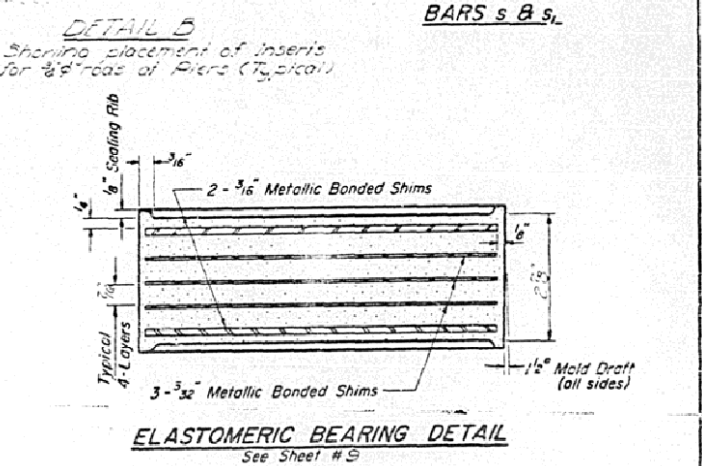
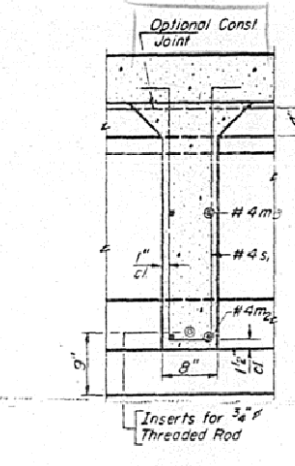
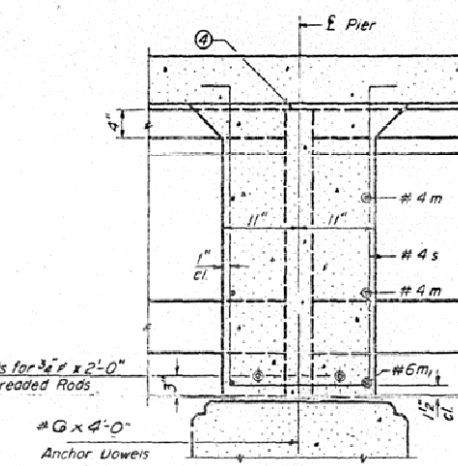
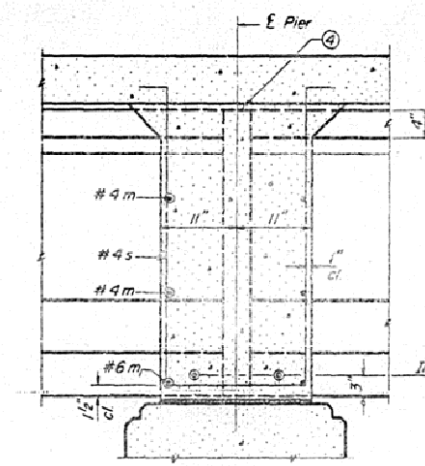
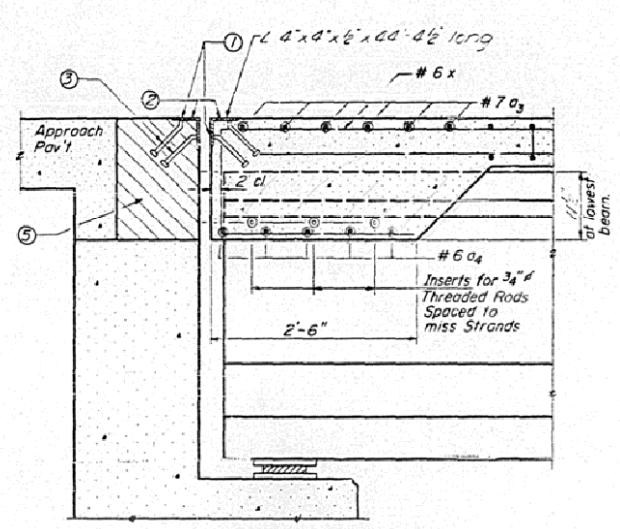
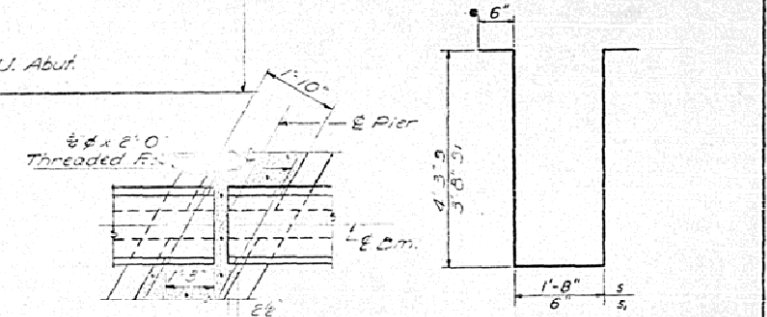
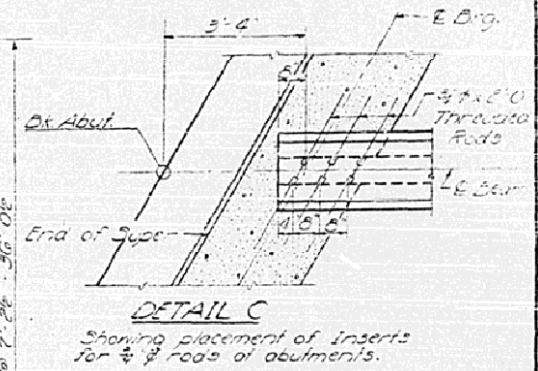
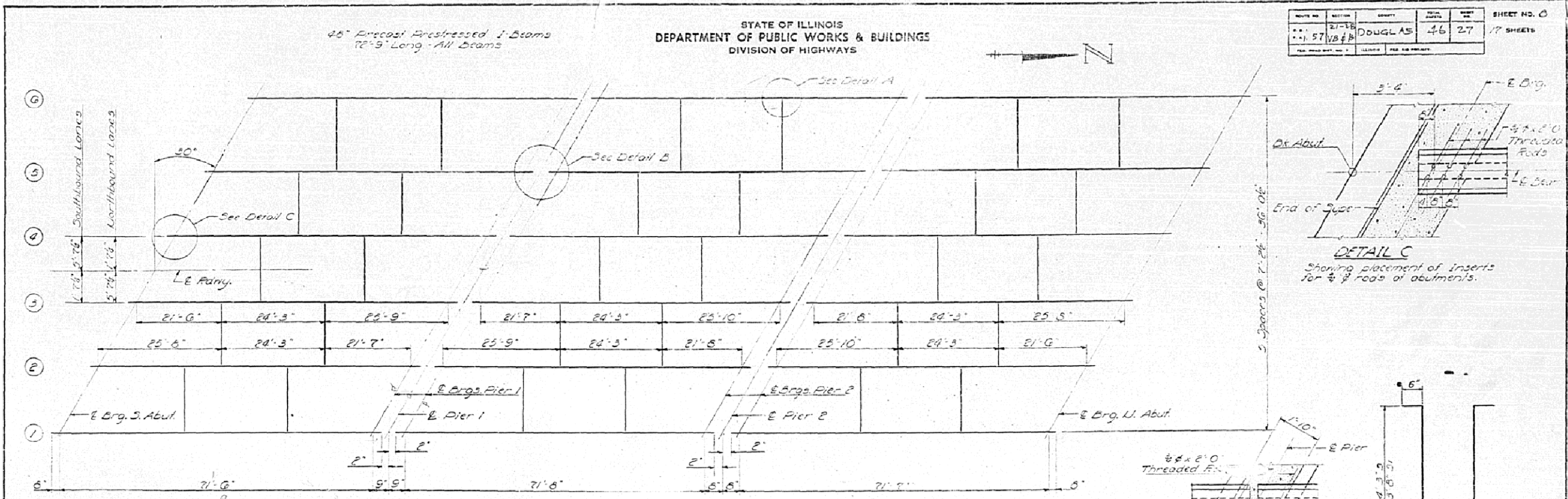
AS-BUILT PLANS FOR INFORMATION ONLY			
SCALE:	SHEET NO. 16 OF 18 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-28,21-10-29,10-30)RS-1		115	102
CONTRACT NO. 70251				
ILLINOIS FED. AID PROJECT				

AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	VB#8	DOUGLAS	46	27
17 SHEETS				



DESIGNED	James M. Pence	EXAMINED	Aug. 22 1966
CHECKED	S.F.M.	PASSED	H. J. Allen
DRAWN	Wenless Jacobs	APPROVED	V. G. Staff
CHECKED	S.F.M.		

PI-2J 1-27-66

- 1) 1/16" holes at 12" cts for 3/8" bolts set on normal gage line. All bolts shall be burned, sawed or chipped off flush with the back of angles after forms are removed.
- 2) 1/16" vent holes at 12" cts set on 1/8" gage line.
- 3) 3/8" x 8" CR 1020 STL granular or solid flux filled headed studs - automatically and welded (alternate at 1'-0" cts).
- 4) Pour diaphragm flush with top of beam. Concrete in slab above this line shall be placed not less than 45 minutes nor more than 90 minutes after diaphragm has been poured.
- 5) Hatched area to be poured after Superstructure forms have been removed. Quality of Class X Concrete included with Superstructure.

Bars $a_3, a_4, m_1, m_2, m_3, s, b, s_1$ are included in Bill of Material on Sheet # 9.

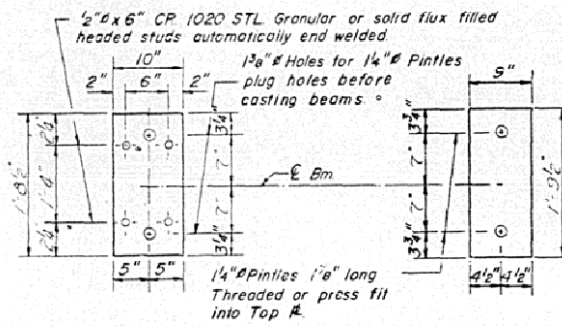
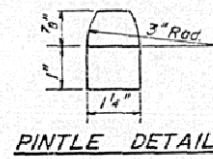
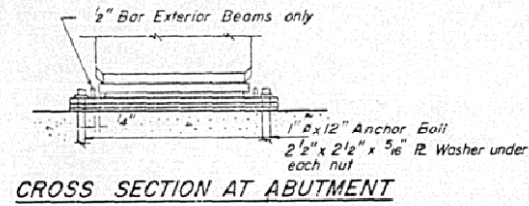
DETAIL A
Showing placement of Inserts for 3/4" rods of Interior Diaphragms (Typ.)

FRAMING DETAILS
FAIRF. 57-SEC 21-85
DOUGLAS COUNTY
Sta. 5681.00

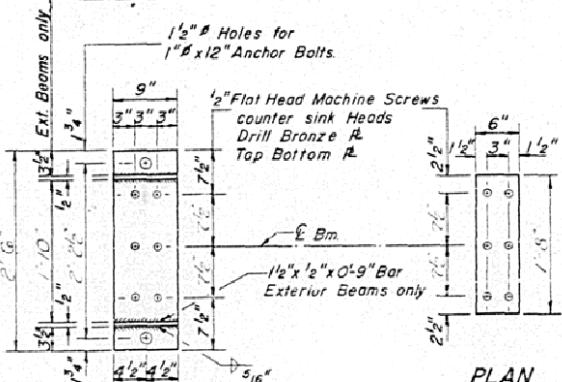
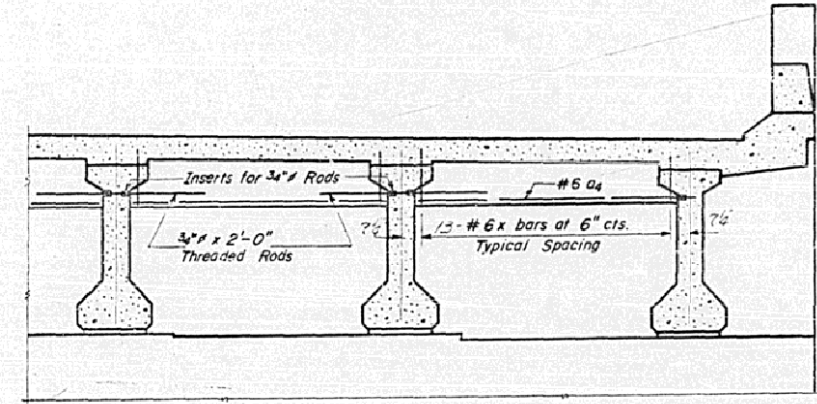
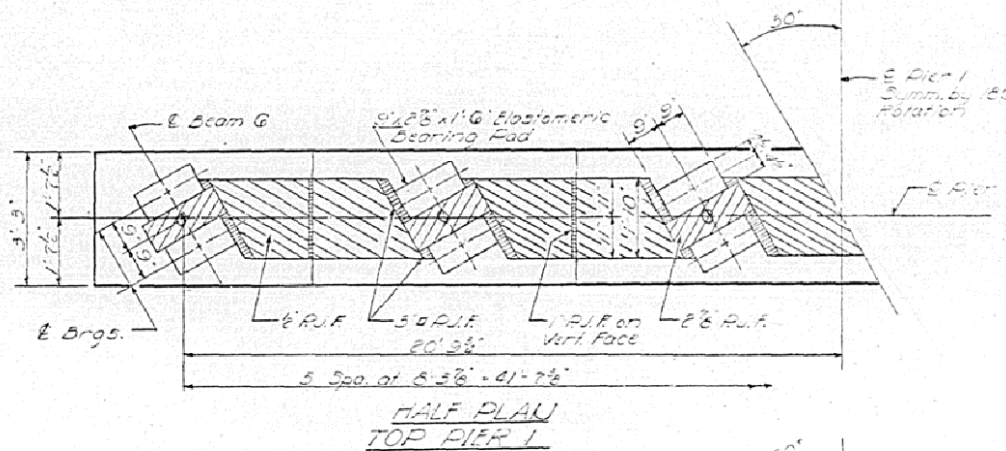
AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

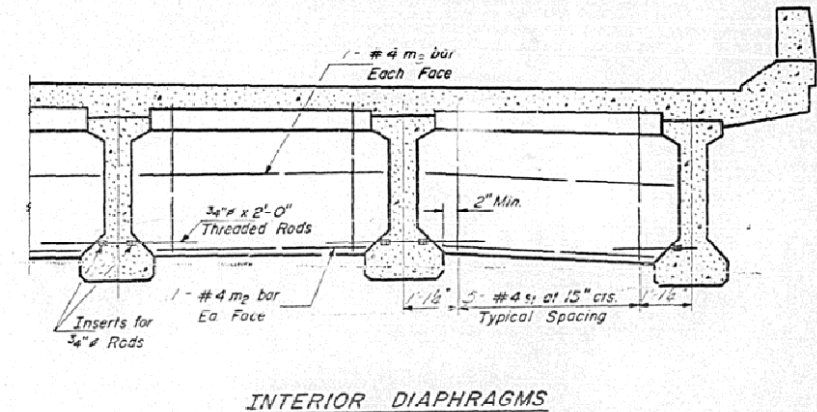
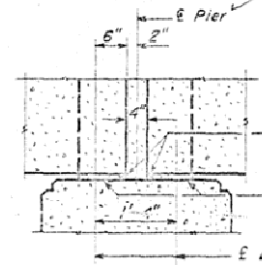
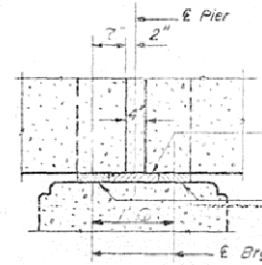
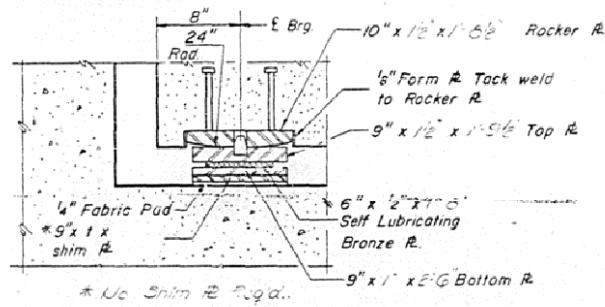
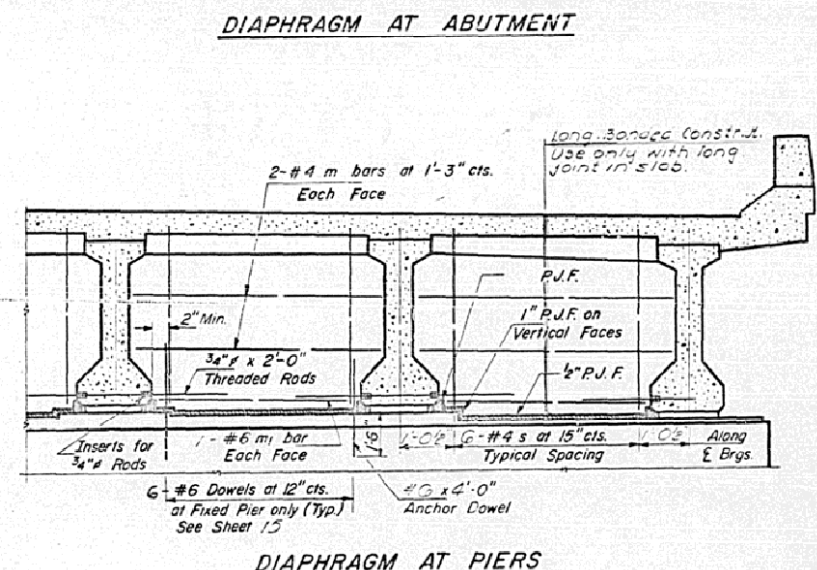
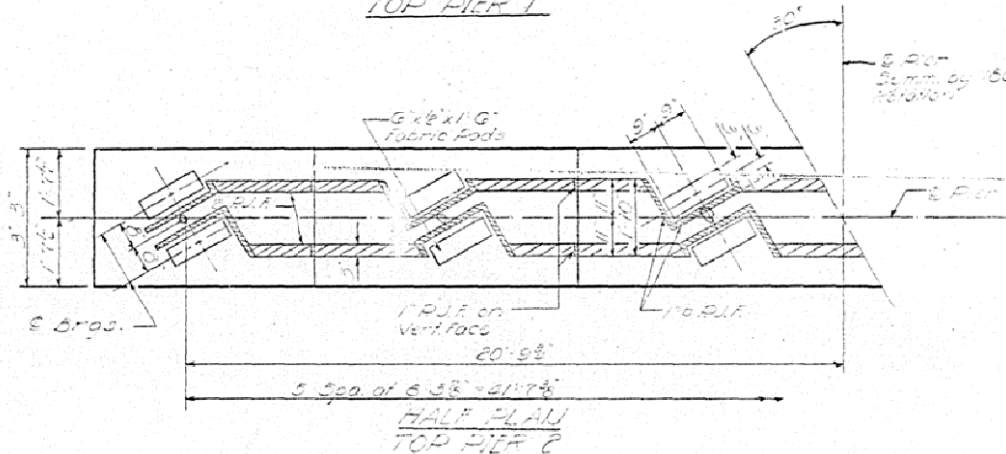
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
57	Y&B	DOUGLAS	46	28	17 SHEETS



PLAN TOP R



PLAN BOTTOM R



DESIGNED: <i>James H. Force</i>	EXAMINED: <i>[Signature]</i>
CHECKED: <i>S.F.A.</i>	PASSED: <i>[Signature]</i>
DRAWN: <i>T.B. Fuller</i>	APPROVED: <i>[Signature]</i>
CHECKER: <i>S.F.A.</i>	

PI-3 8-1-63 Rev. 1-2-64 Rev. 1-27-66

Note:
Weight of Armor Angles and Studs; Top Plates, Bottom Plates, Bronze Plates and Shim Plates of Bearing Assemblies is included in the weight of Structural Steel on Sheet 3.
Cost of Rocker R cast into beam is included in the cost of "Furnishing and Erecting Precast Prestressed Concrete I-Beams."

BEARING DETAILS
FAI RT 57-5FC 21-28B
DOUGLAS COUNTY
STA 562+00
Rev. by R. G. 3/18/14

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL - 5CΦ1ΦIΦ57R221.Φ5

ITEM	UNIT	TOTAL
REMOVE OVERHEAD SIGN STRUCTURE-CANTILEVER	EACH	1.0
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A (36" X 5'-6")	FOOT	30.0
DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	9.0
REMOVE CONCRETE FOUNDATION OVERHEAD	EACH	1.0
ELECTRICAL SERVICE DISCONNECT	EACH	1.0
UD, 600V, 2-1C NO. 6, 1/CNO. 6 GRND, XLP USE, 1" PE	FOOT	260.0
SIGN PANEL - TYPE 3	SQ FT	84.0
REMOVE SIGN PANEL - TYPE 3	SQ FT	78.0
REMOVE AND REINSTALL WALKWAY	FOOT	20.0
FURNISH AND INSTALL SAFETY CHAIN	EACH	2.0
REPAIR HANDRAIL LOCKING PIN CONNECTION	EACH	3.0

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:
Field Units
f'c = 3,500 p.s.i.
fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specifications.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer. The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

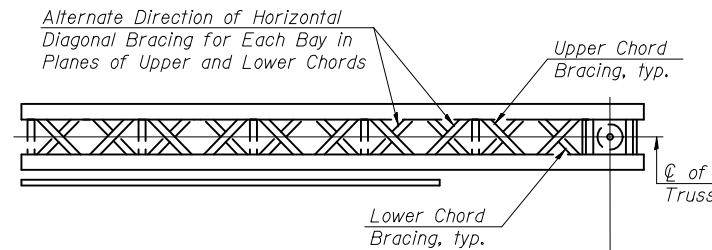
GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to AASHTO M314 Gr. 105 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F.

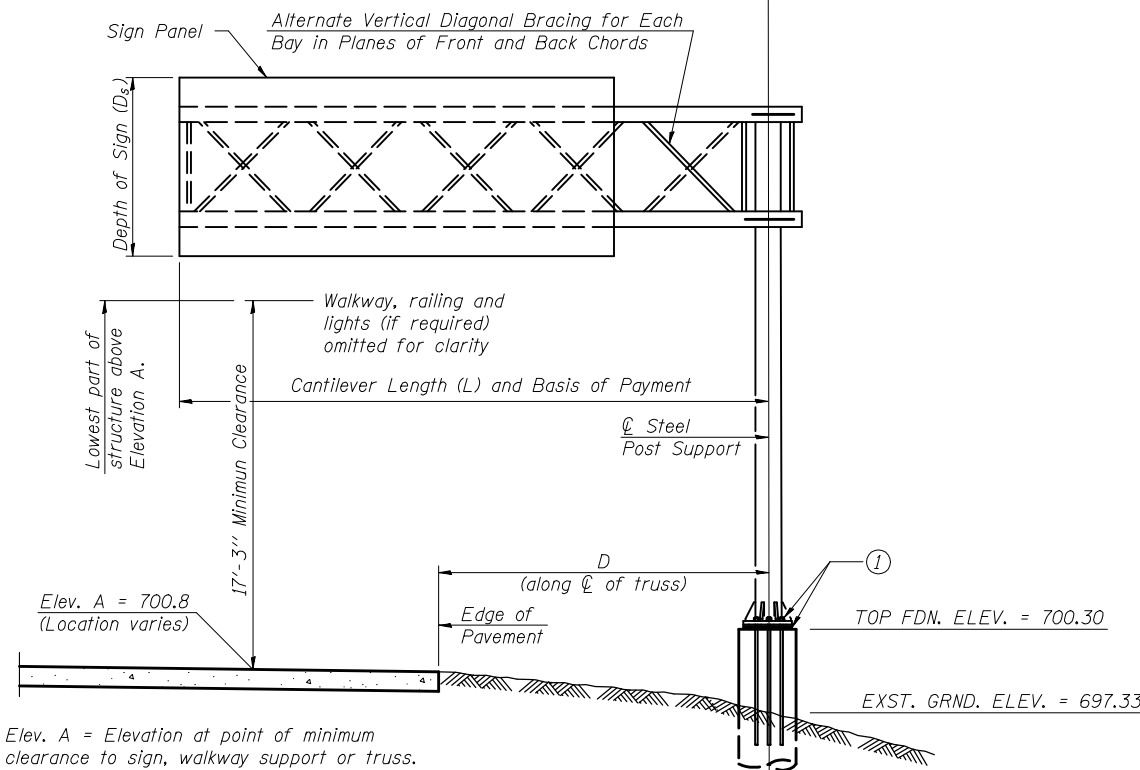
CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seat Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.



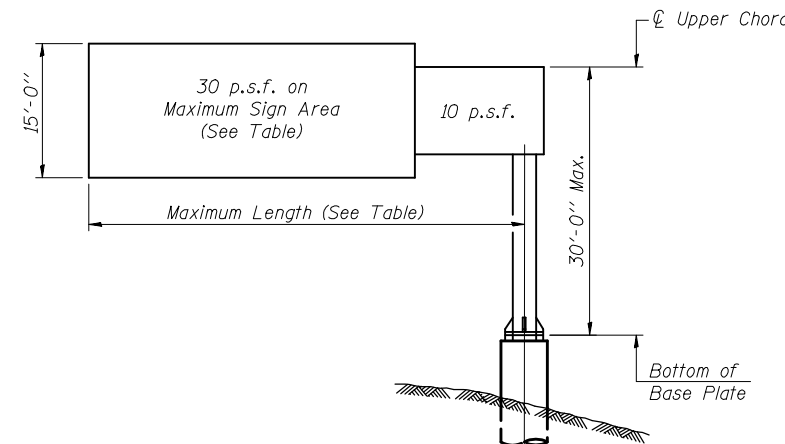
TYPICAL PLAN
(Walkway not shown)



TYPICAL ELEVATION

Looking in Direction of Traffic

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards
Installations not within dimensional limits shown
require special analysis for all components.

- ① After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.

Note:

Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	Ds	Total Sign Area
5CΦ1ΦIΦ57R221.Φ5	188+58 *	II-C-A	30'-0"	700.8	20'-0"	7'-0"	84.0

* MOVE TRUSS 15' SOUTH OF EXISTING LOCATION

CANTILEVER SIGN STRUCTURES
GENERAL PLAN & ELEVATION
ALUMINUM TRUSS & STEEL POST

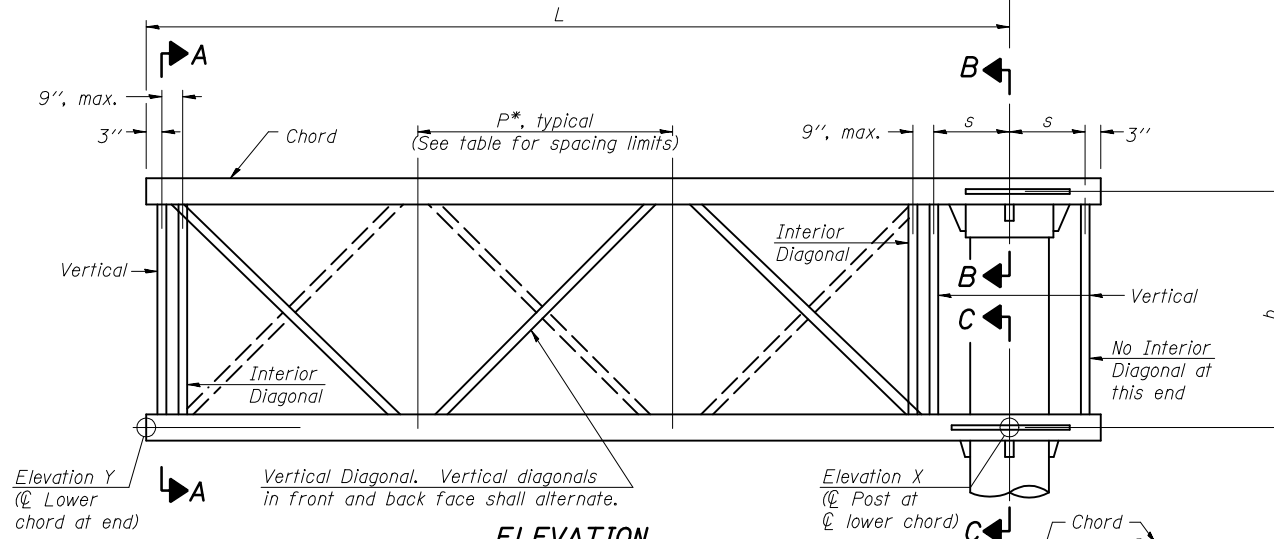
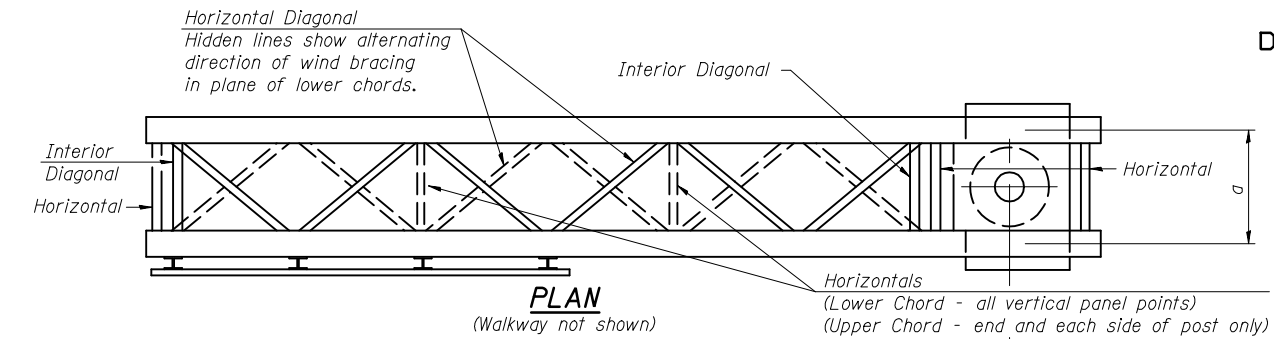
*CHAMPAIGN & DOUGLAS

SHEET NO. 1 8 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(21-28,21-10-29,10-30)RS-1	*	115	105
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 70251					

OSC-A-1

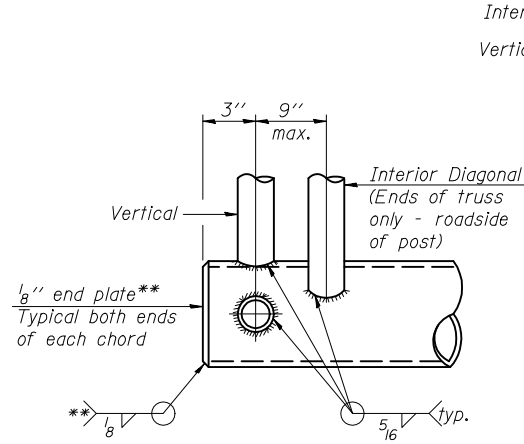
12-1-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPICAL TRUSS UNIT
For Section B-B and Section C-C, see Base Sheet OSC-A-3.

Note:
There are twice as many horizontal diagonals as there are vertical diagonals.



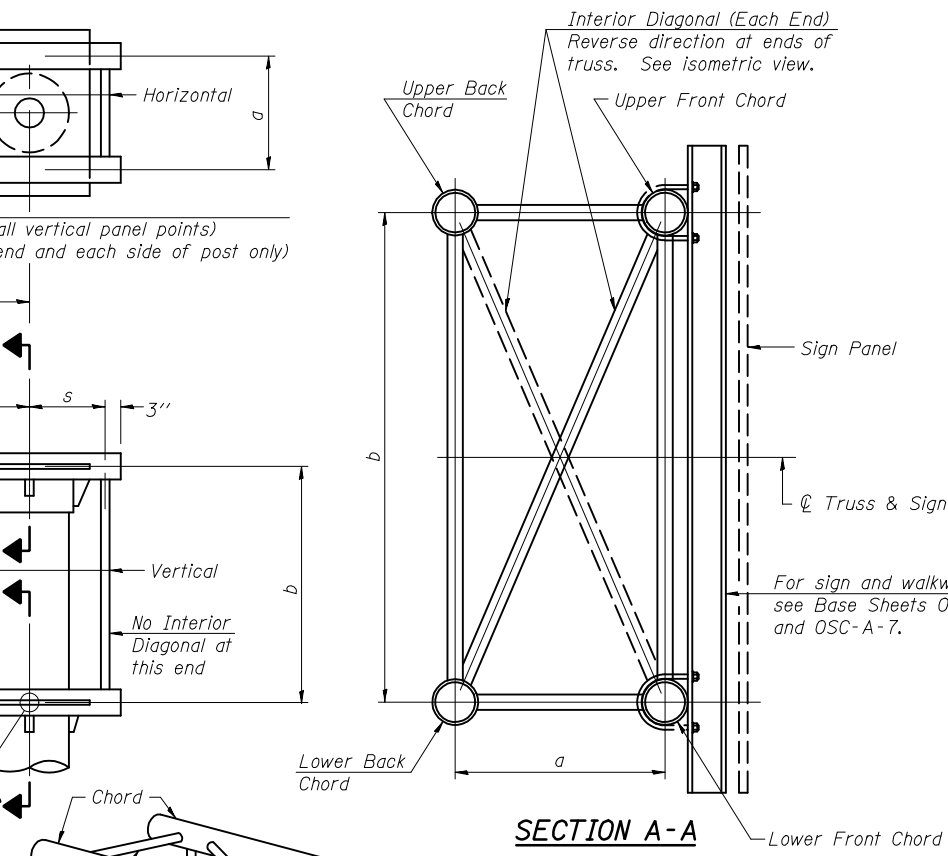
CANTILEVER END JOINT DETAIL
** Contractor may alternatively use standard aluminum drive-fit cap to close ends.

DESIGNED -	200
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	

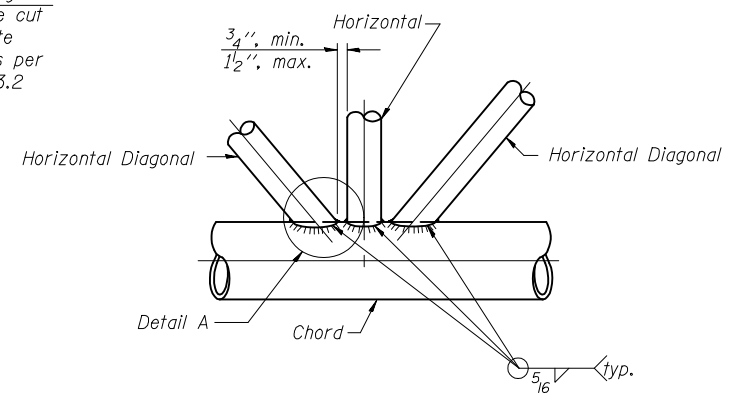
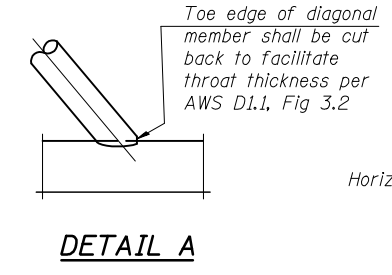
OSC-A-2 12-1-08

SHOP CAMBER TABLE

Unit Length (L)	Shop Camber at End
15'	1 1/2"
16'-17'	1 3/4"
18'-20'	2"
21'-22'	2 1/4"
23'-25'	2 1/2"
26'-27'	2 3/4"
28'-30'	3"
31'-32'	3 1/4"
33'-35'	3 1/2"
36'-37'	4"
38'-40'	4 1/2"



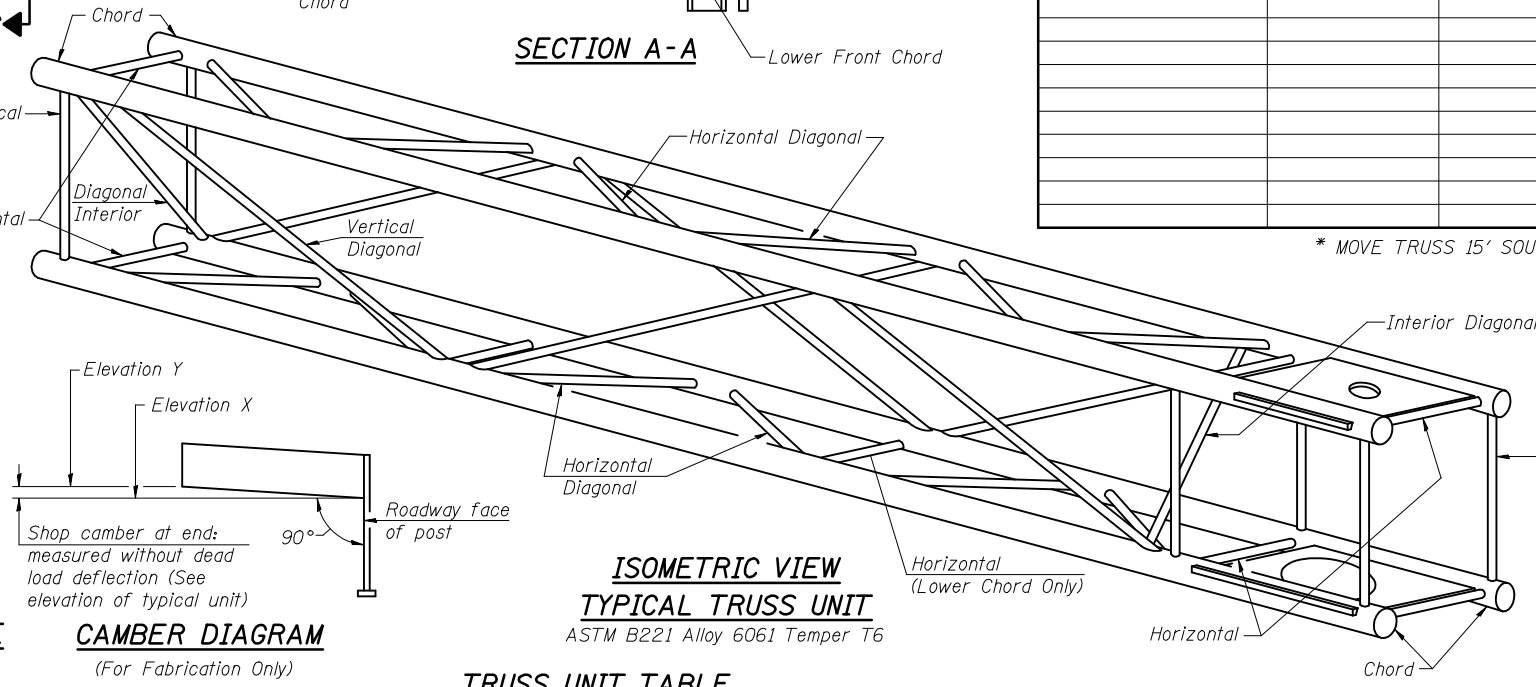
SECTION A-A



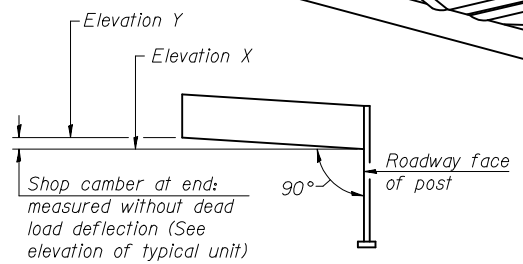
TRUSS INTERIOR JOINT DETAIL

Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
5CØ1Ø1Ø57R221Ø5	188+58 *	II-C-A	30'-0"	7	4'-0"

* MOVE TRUSS 15' SOUTH OF EXISTING LOCATION



ISOMETRIC VIEW
TYPICAL TRUSS UNIT
ASTM B221 Alloy 6061 Temper T6



CAMBER DIAGRAM
(For Fabrication Only)

TRUSS UNIT TABLE

Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals	
					O.D.	Wall	O.D.	Wall
I-C-A	24"	54"	16"	36" min. to 48" max.	5"	5/16"	2 1/2"	5/16"
II-C-A	36"	66"	21"	42" min. to 54" max.	6 1/2"	5/16"	3 1/4"	5/16"
III-C-A (35' Max.)	36"	84"	21"	48" min. to 66" max.	7"	3/8"	3 1/2"	3/8"
III-C-A (>35' to 40')	36"	84"	21"	48" min. to 66" max.	8"	3/8"	3 1/2"	3/8"

*P = (L - s - 3") / # Panels

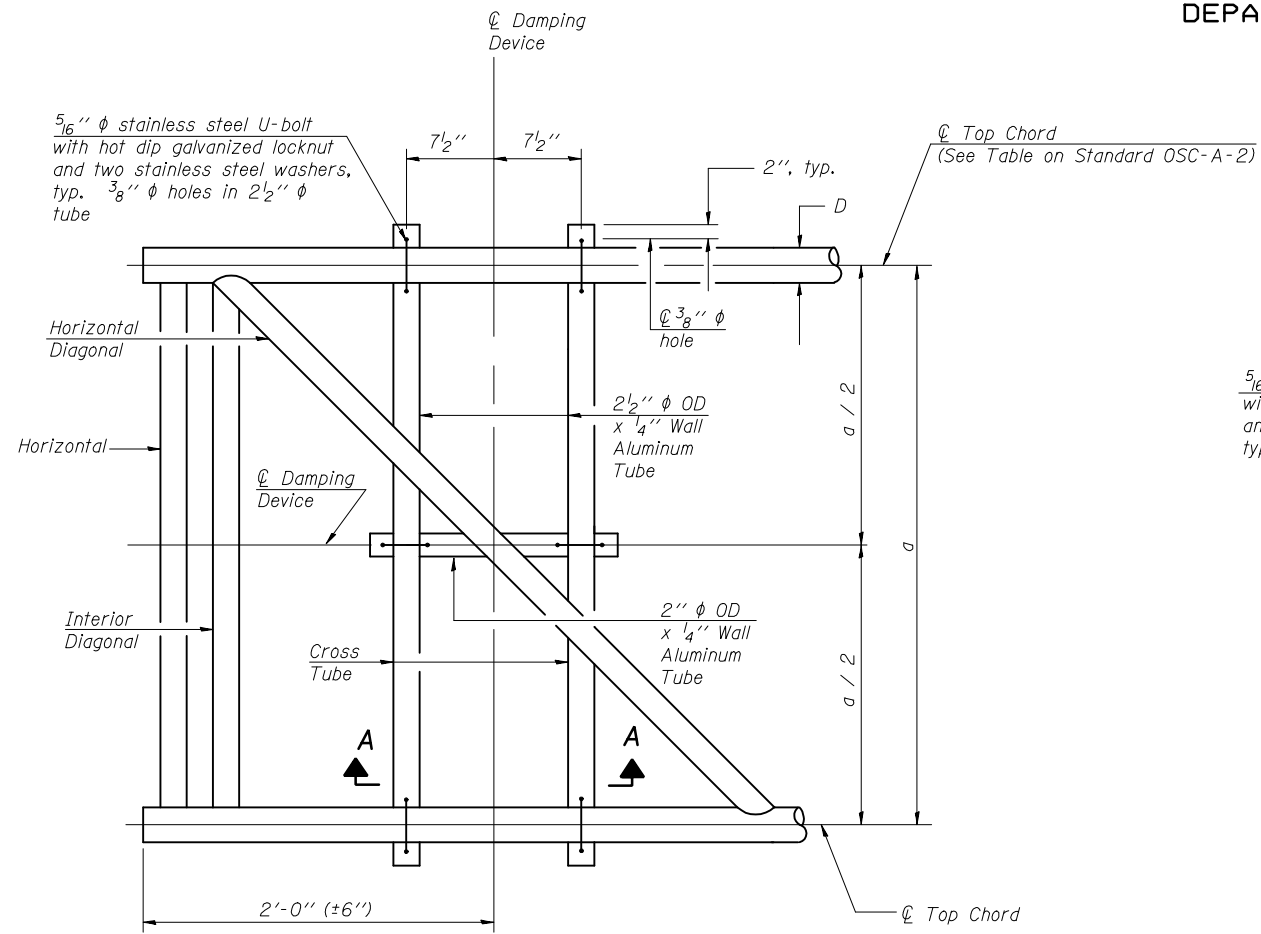
NUMBER	REVISION	DATE

CANTILEVER SIGN STRUCTURES TRUSS DETAILS ALUMINUM TRUSS & STEEL POST

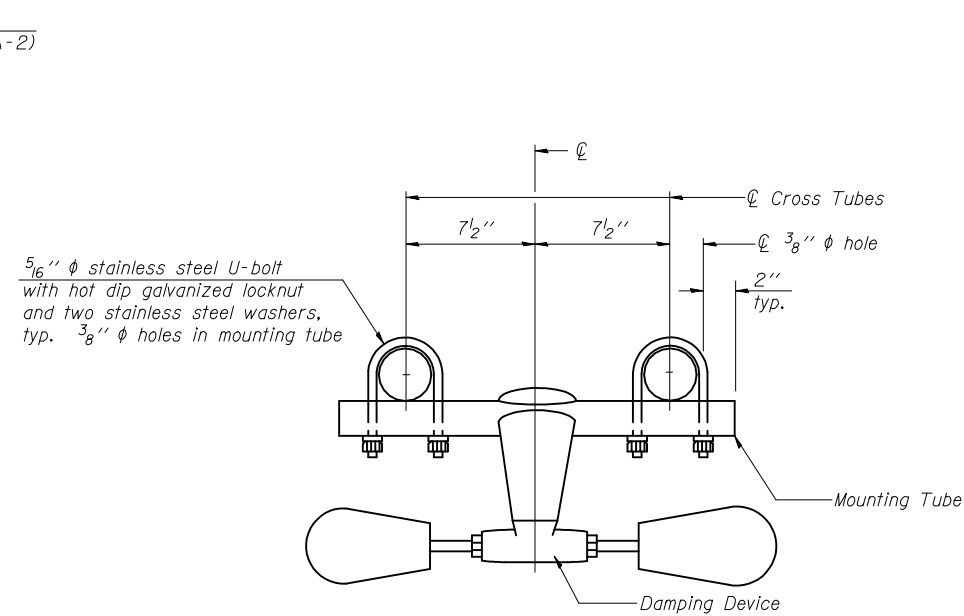
*CHAMPAIGN & DOUGLAS

SHEET NO. 2	F.A.I. RTE. 57	SECTION (21-28,21-10-29,10-30)RS-1	COUNTY *	TOTAL SHEETS 115	SHEET NO. 106
8 SHEETS	CONTRACT NO. 70251		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

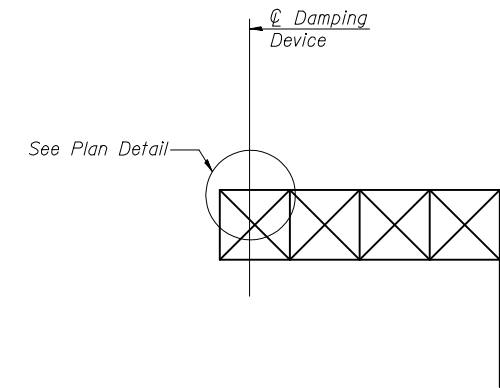
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN DETAIL



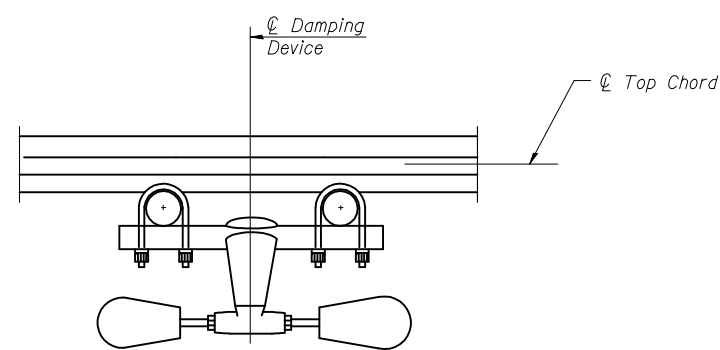
**TRUSS DAMPING
DEVICE CONNECTION DETAIL**



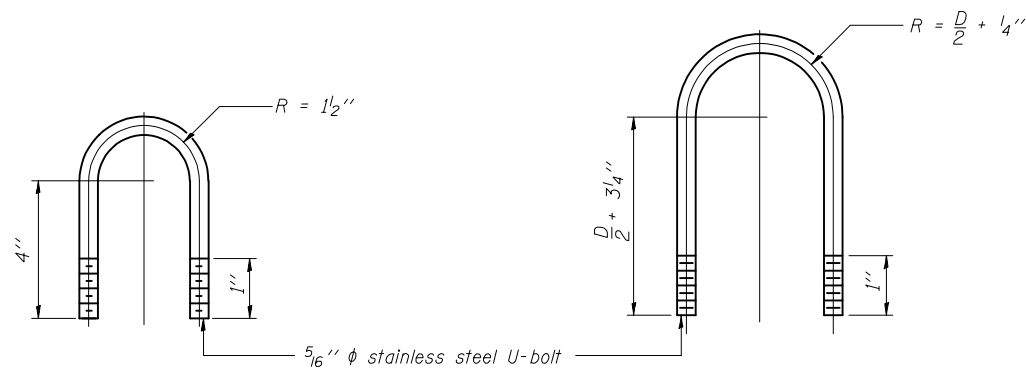
ELEVATION
Aluminum Cantilever
Sign Structure

GENERAL NOTES

- Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)
- Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6



SECTION A-A



**DAMPING DEVICE MOUNTING
TUBE U-BOLT DETAIL**
(Typical)

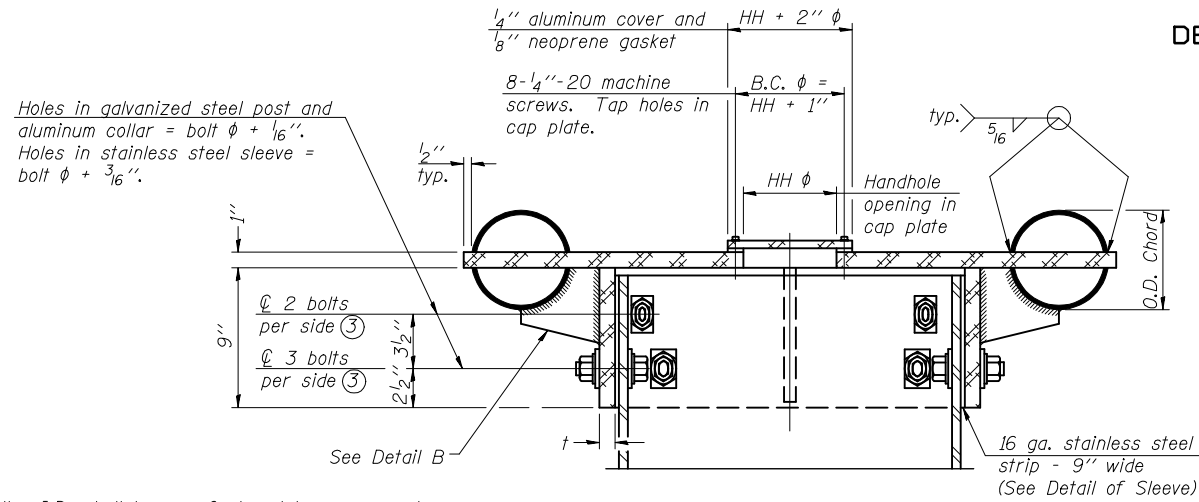
**TOP CHORD TO CROSS TUBE
U-BOLT DETAIL**
(Typical)

DESIGNED -	200
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES

OSC-A-D 12-1-08

CANTILEVER SIGN STRUCTURE DAMPING DEVICE				
*CHAMPAIGN & DOUGLAS				
SHEET NO. 3 8 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
	57	(21-28,21-10-29,10-30)RS-1	*	115
			SHEET NO. 107	
			CONTRACT NO. 70251	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

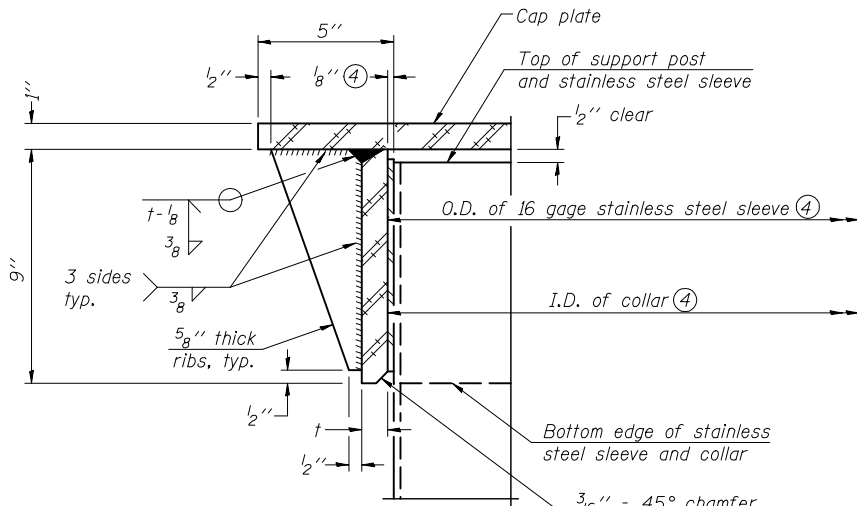
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



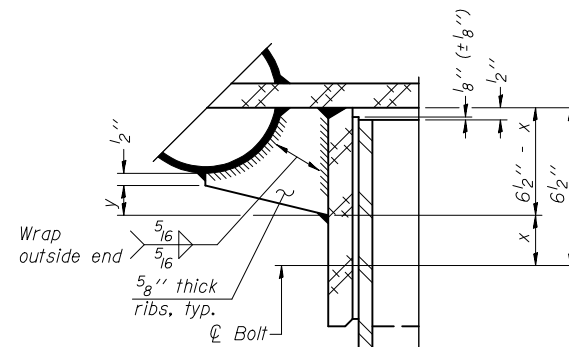
SECTION B-B

Boles, washers (including contoured washers), and locknuts shall be stainless steel.

④ Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus 1/8 inch (±1/16 inch). Maximum gap between post and collar at any location equals 1/8 inch before tightening bolts.

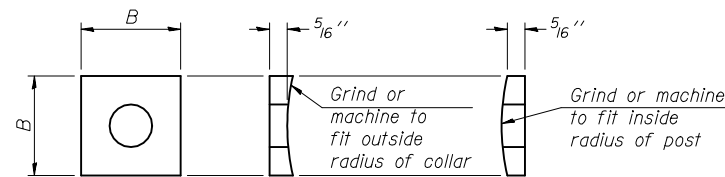


DETAIL A
(Two locations)



DETAIL B

Two locations
(For details not shown, see Detail C)



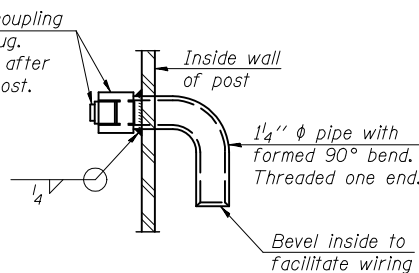
CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
7/8"	1"	2 1/2"
1"	1 1/8"	3"
1 1/4"	1 3/8"	3 1/4"

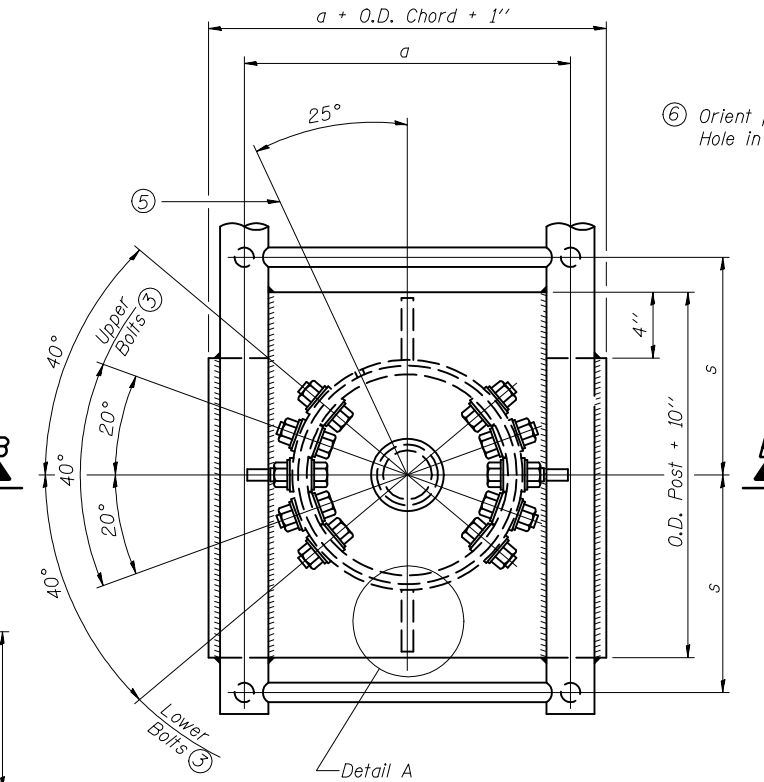
DETAIL OF STAINLESS STEEL SLEEVE

Weld to post after galvanizing. (Prepare post surface to insure tight, uniform fit and allow welding.) Welds to be 1/2 inch long at 6 inch cts. along top edge and at 1/4 inch opening.

NUMBER	REVISION	DATE

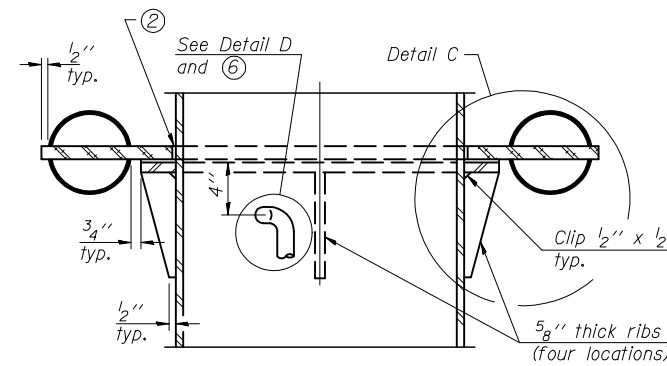


DETAIL D

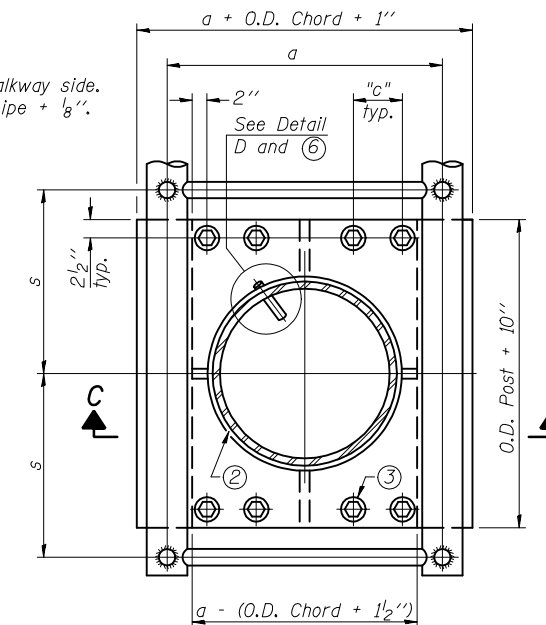


PLAN VIEW - TOP OF COLUMN

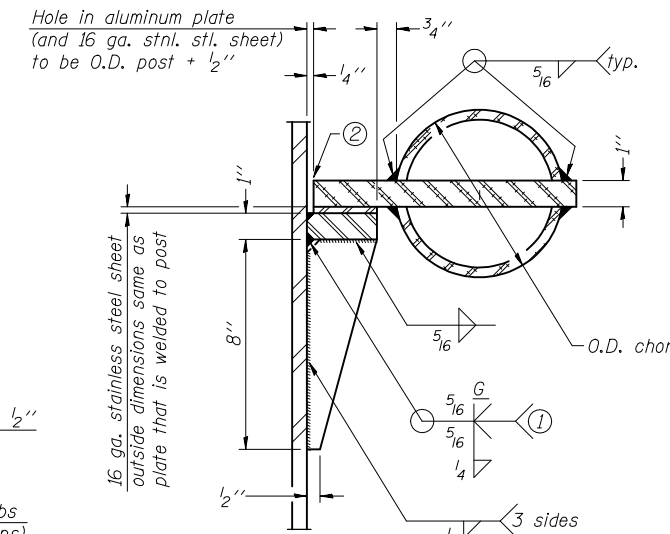
⑤ Optional full penetration weld in collar. (Two locations maximum....(180 degree apart)....X-ray or UT 100%)



SECTION C-C



SECTION THRU POST ABOVE LOWER CHORDS



DETAIL C

① Grind top if required to fully seat aluminum plate and stainless steel sheet.

② After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.

Truss Type	Post Size	Upper & Lower Connection Bolt Diameter ③	Lower Juncture Bolt Spacing Dimension "c" ③	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-C-A	16" φ (83#/')	7/8"	3 1/4"	8"	5/8"	1 3/4"	2 1/4"
II-C-A	24" φ (125#/')	1"	3 1/2"	12"	7/8"	2"	1 1/4"
III-C-A (35' max.)	24" φ (125#/')	1 1/4"	3 1/2"	12"	7/8"	2"	1"
III-C-A (>35' to 40')	24" φ (171#/')	1 1/4"	3 1/2"	12"	7/8"	2"	1"

③ Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.

DESIGNED -	200
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES

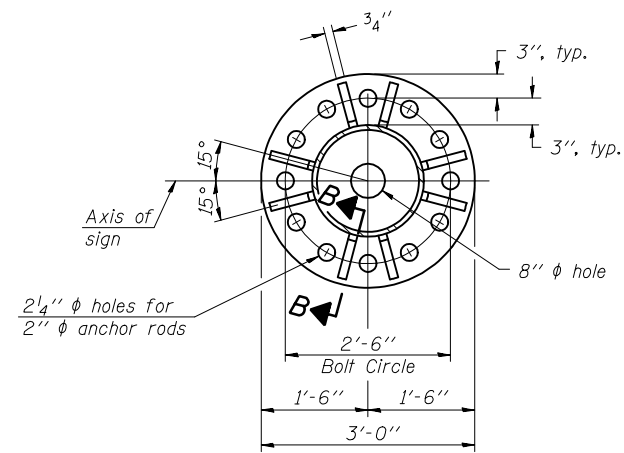
OSC-A-3

12-1-08

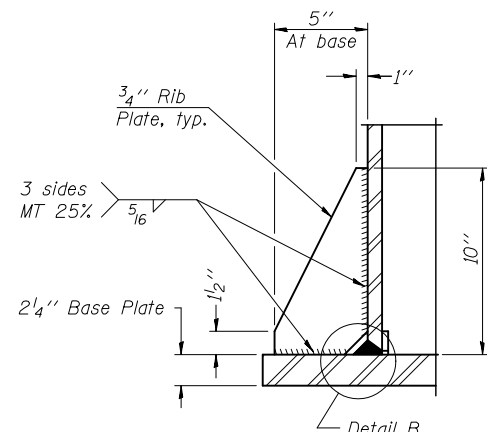
CANTILEVER SIGN STRUCTURES JUNCTURE DETAILS ALUMINUM TRUSS & STEEL POST				
*CHAMPAIGN & DOUGLAS				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(21-18,21-10-29,10-30)RS-1	*	115	108
CONTRACT NO. 70251				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. 4
8 SHEETS

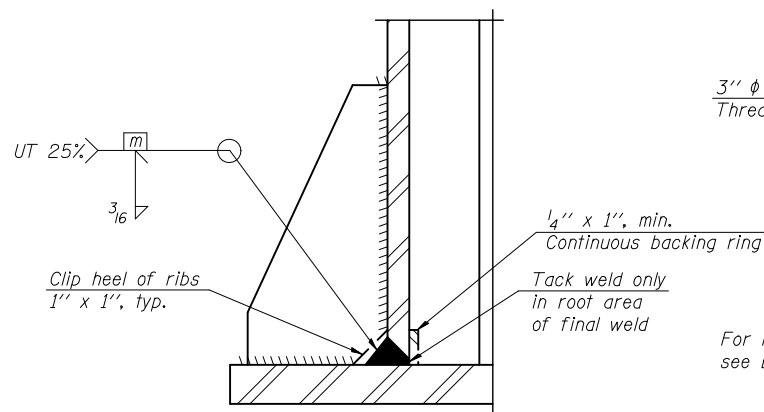
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



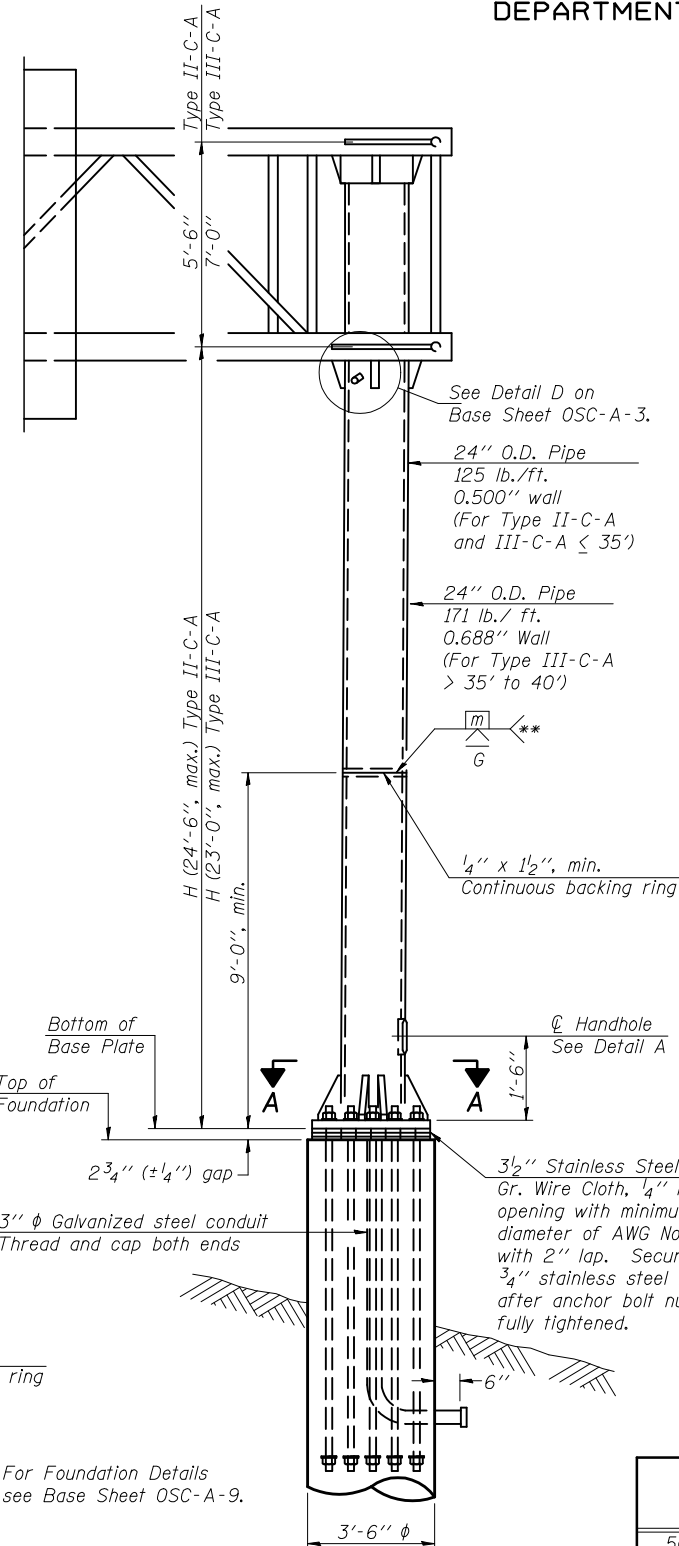
SECTION A-A



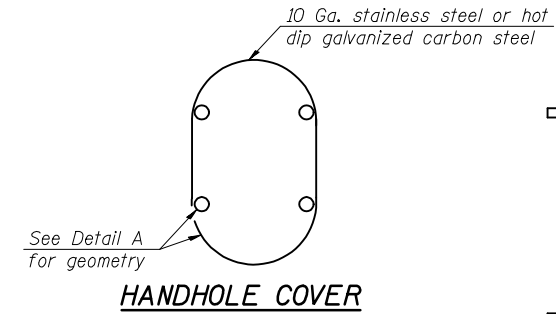
SECTION B-B



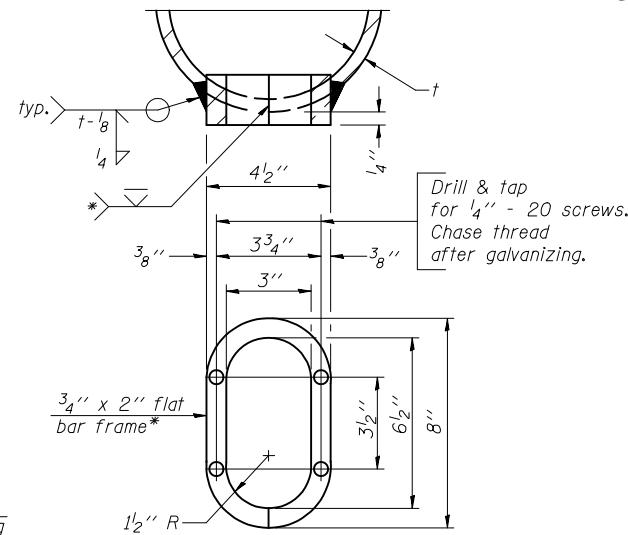
DETAIL B
(Typical rib)



FRONT ELEVATION



HANDHOLE COVER

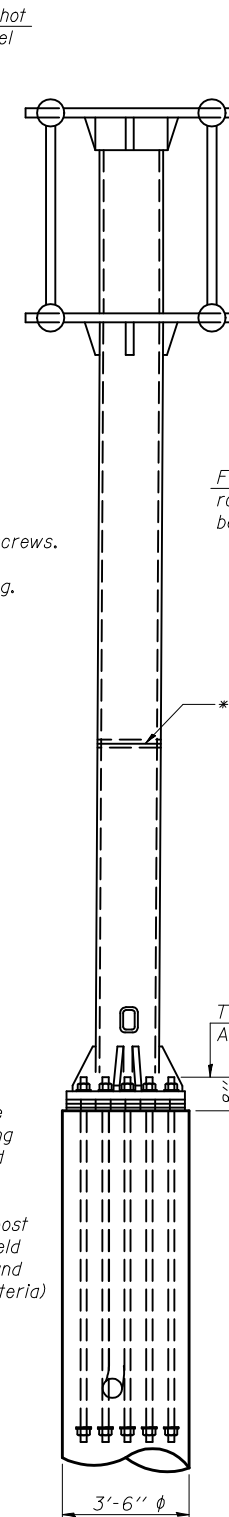


DETAIL A

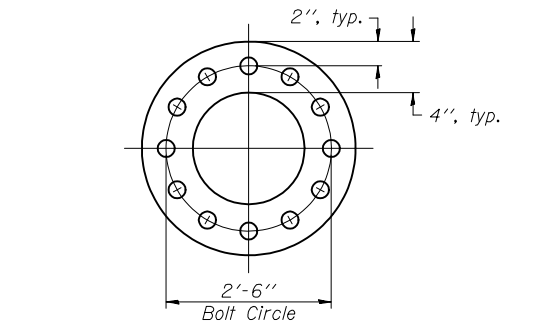
Provide 8" x 4 1/2" cover. Outside corners = 2 1/4" radius. Provide 4 - 5/16" holes in cover for 1/4" - 20 round head hot dip galvanized or stainless steel machine screws. (See cover details.)

* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 min or less.

** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.



SIDE ELEVATION



SUGGESTED POSITIONING PLATE

Utilize positioning plate and temporary nuts with leveling nuts or other Engineer approved methods to maintain anchor bolts' alignment during concrete placement. Plate, extra nuts and other positioning aids become Contractor's property. Cost included in Drilled Shaft Concrete Foundations.

Protect threads during concreting with tape, sleeves, or other means.

*** 18" is minimum to be galvanized. Entire rod may be galvanized at Contractor's option.

All Thread = NC (National Coarse)

Provide 1 uncoated nut per rod. Deform thread or use chemical thread lock to secure.

ANCHOR ROD DETAIL

Anchor rods shall conform to AASHTO M314 Grade 105 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F. before galvanizing. Galvanize the upper 18" (minimum***) and associated M291, Grade A, C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide an unfinished nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, using a straight beam, 2" φ 3.5 mhz. transducer, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.

Structure Number	Station	H
5Cφ1φ1φ57R221.φ5	188+58 *	24'-0"

* MOVE TRUSS 15' SOUTH OF EXISTING LOCATION

Note: "H" based on 15'-0" or actual sign height, whichever is greater.

DESIGNED -	200
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES

OSC-A-5

12-1-08

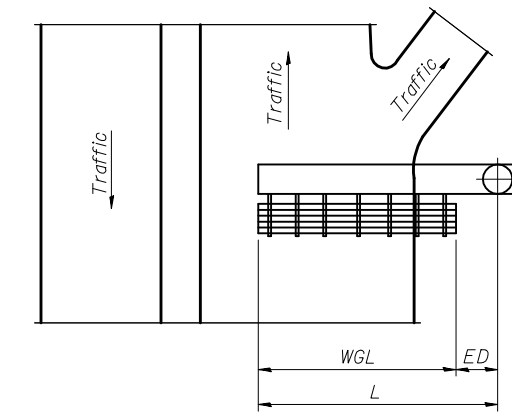
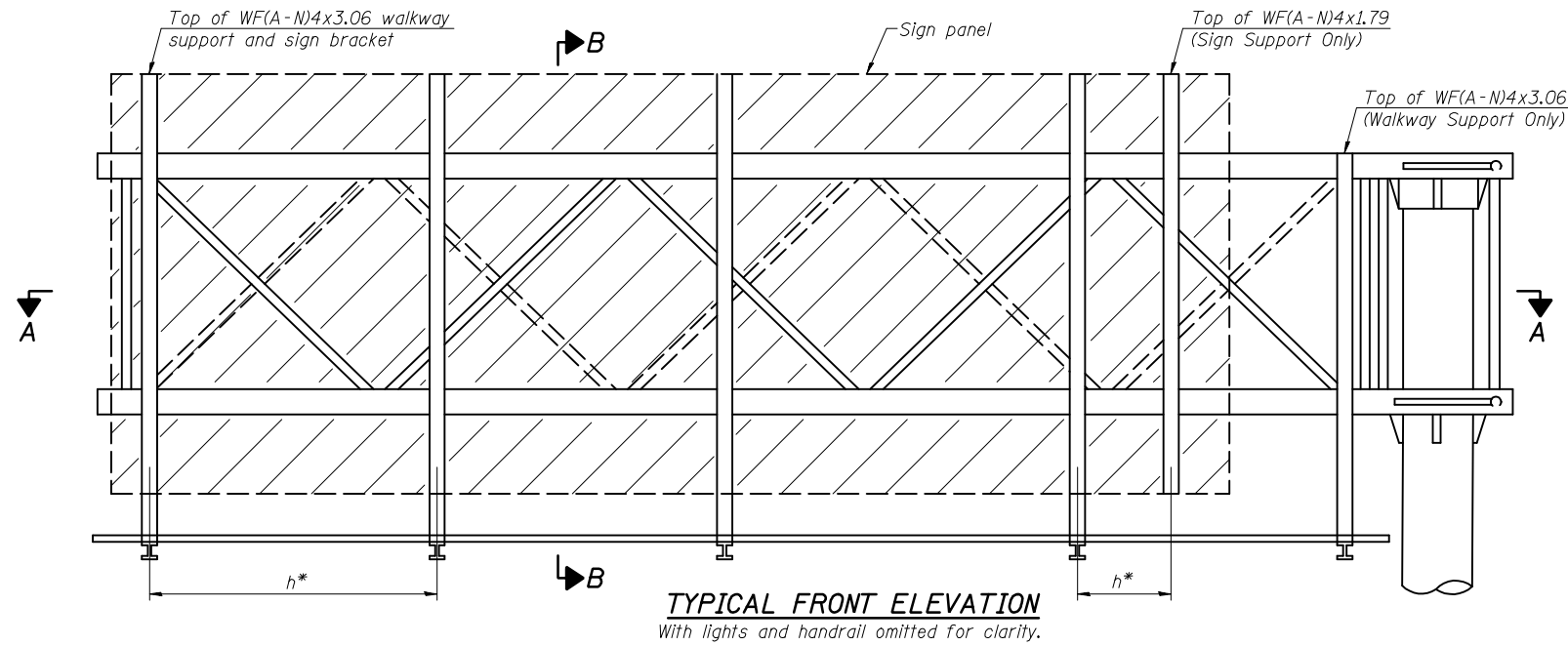
NUMBER	REVISION	DATE

CANTILEVER SIGN STRUCTURES
TYPE II-C-A & III-C-A TRUSS SUPPORT POST
ALUMINUM TRUSS & STEEL POST

*CHAMPAIGN & DOUGLAS

SHEET NO. 4 8 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(21-28,21-10-29,10-30)RS-1	*	115	109
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 70251					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

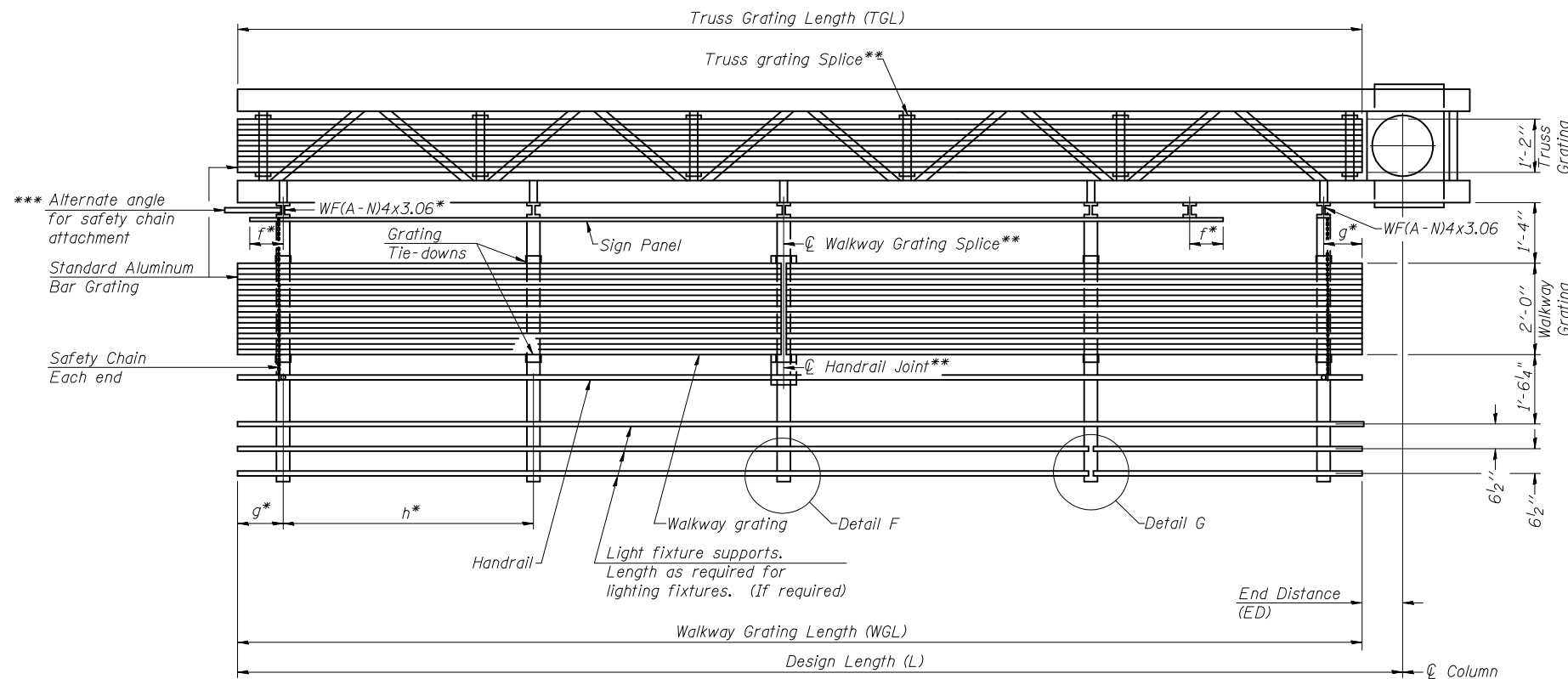


PLAN
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath truss varies)

Structure Number	Station	WGL	ED	TGL
5C0101057R221.05	188+58 *			28'-6"

The length shown is for truss grating
Existing walkway and handrail to be reused

* MOVE TRUSS 15' SOUTH OF EXISTING LOCATION



Notes:

Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to center of nearest bracket)

g = 12" maximum, 4" minimum (End of walkway to center of nearest bracket)

h = 6'-0" maximum (center to center sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSC-A-8

For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7.

For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSC-A-8.

SECTION A-A

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.

Handrail and walkway grating shall span a minimum of three brackets between splices. ** Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6'' \right)$$

BRACKET TABLE

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
	14'-0"	3
	20'-0"	4
	26'-0"	5
	32'-0"	6

**CANTILEVER SIGN STRUCTURES
ALUMINUM WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST**

*CHAMPAIGN & DOUGLAS

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

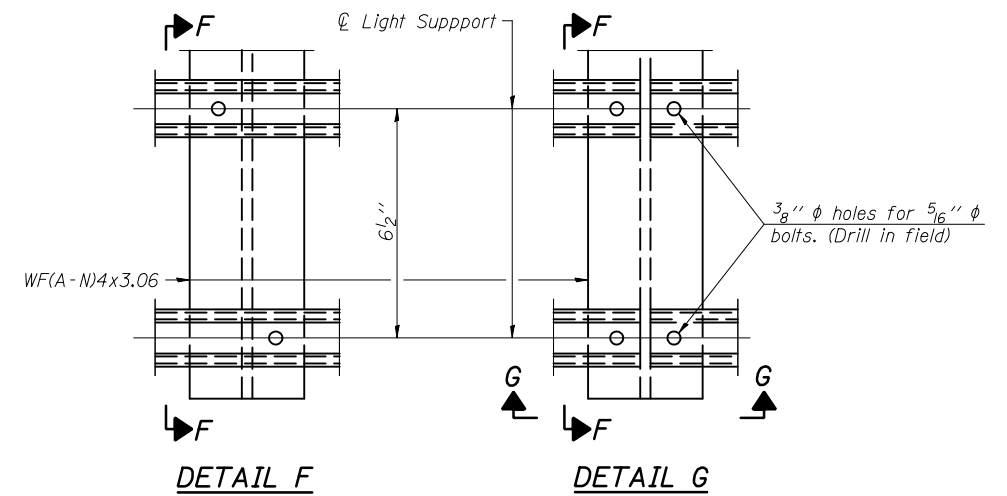
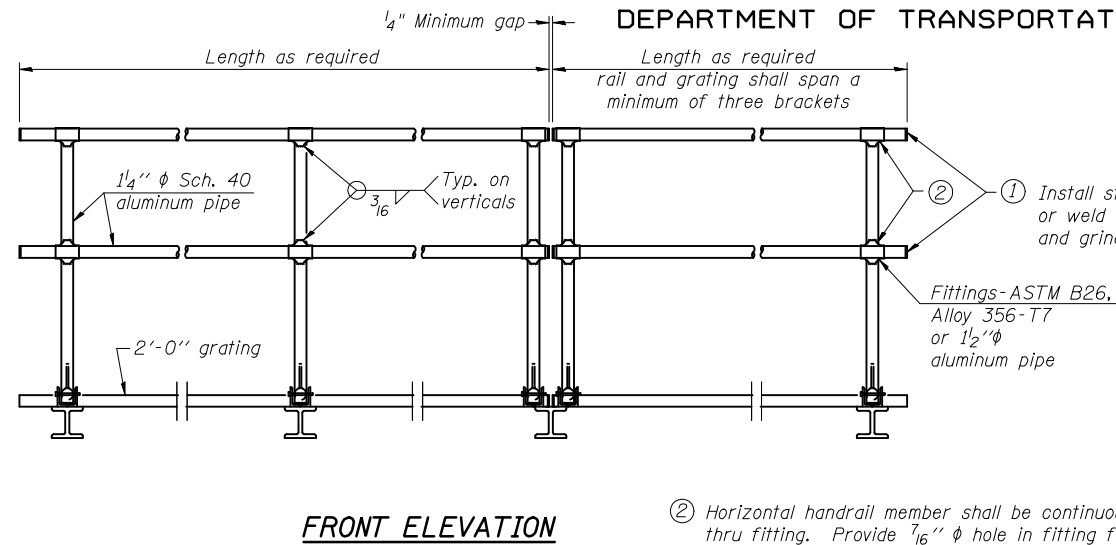
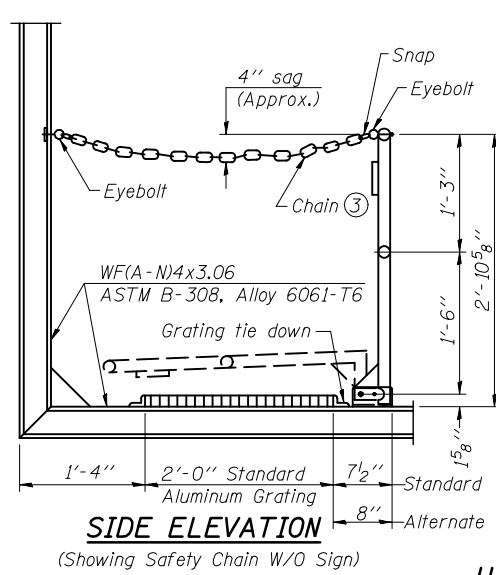
NUMBER	REVISION	DATE

OSC-A-6

12-1-08

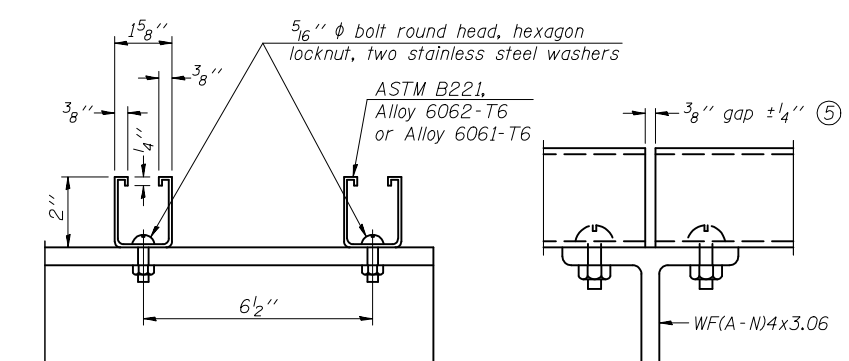
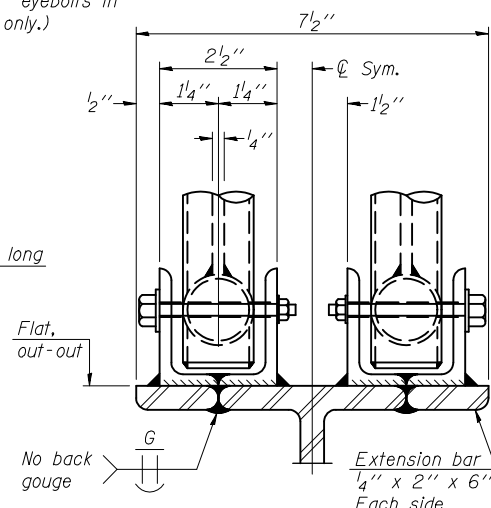
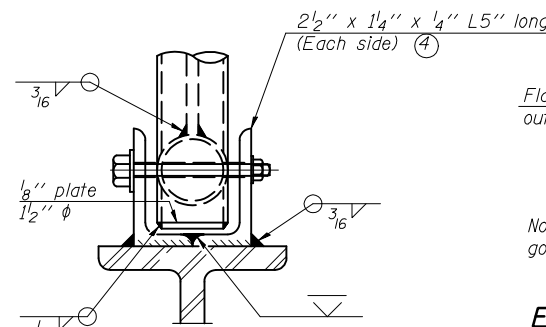
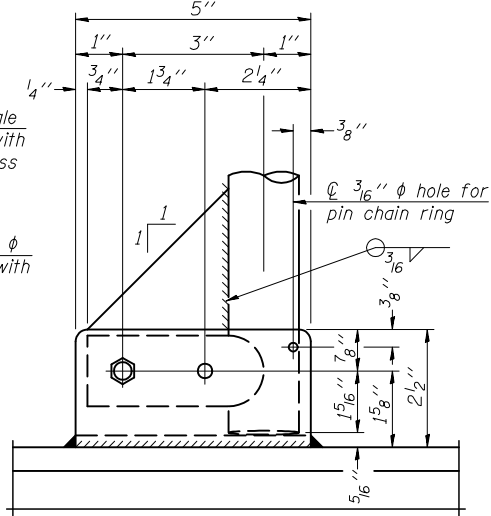
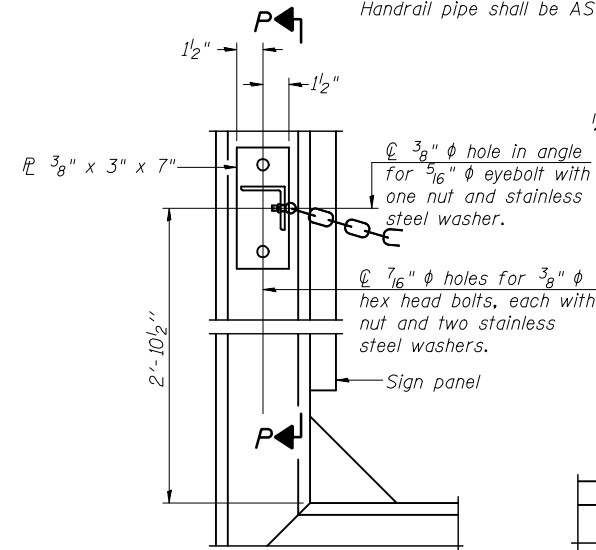
SHEET NO. 5 8 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(21-28,21-10-29,10-30)RS-1	*	115	110
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 70251					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



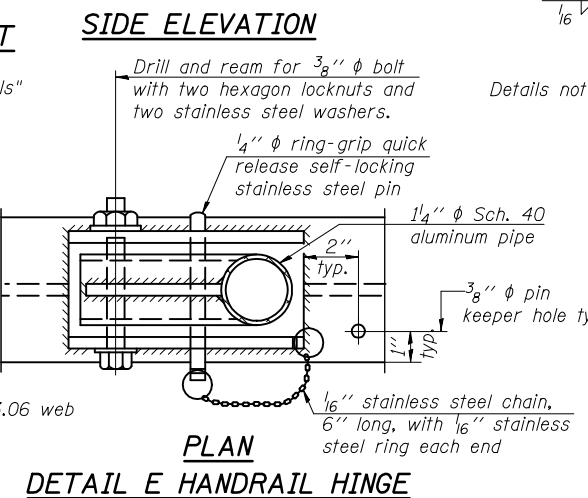
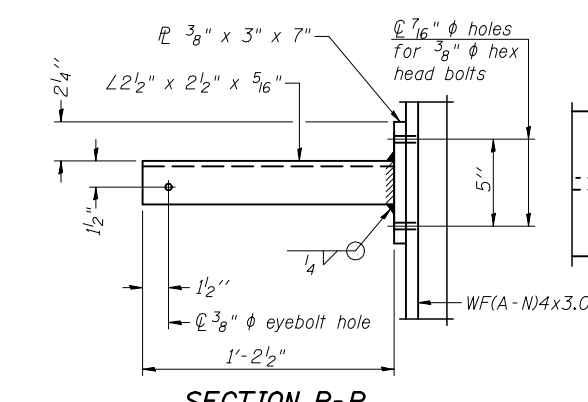
HANDRAIL DETAILS

Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.



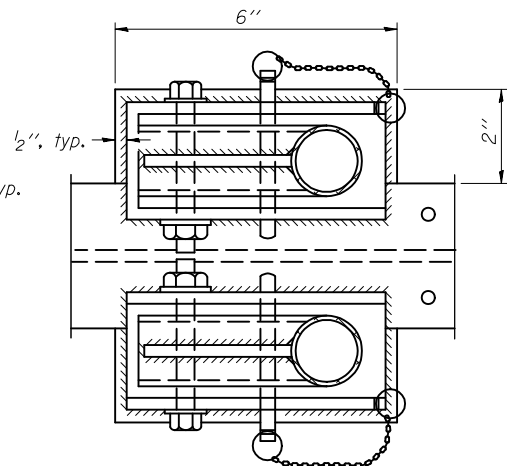
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)
Items not shown same as "Side Elevation" of "Handrail Details"



FRONT ELEVATION of Handrail Details

Details not shown same as "ELEVATION" at right.

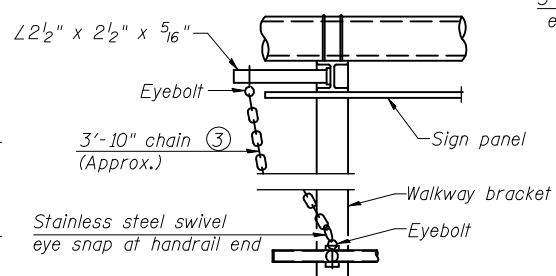


PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"

ELEVATION AT HANDRAIL JOINT

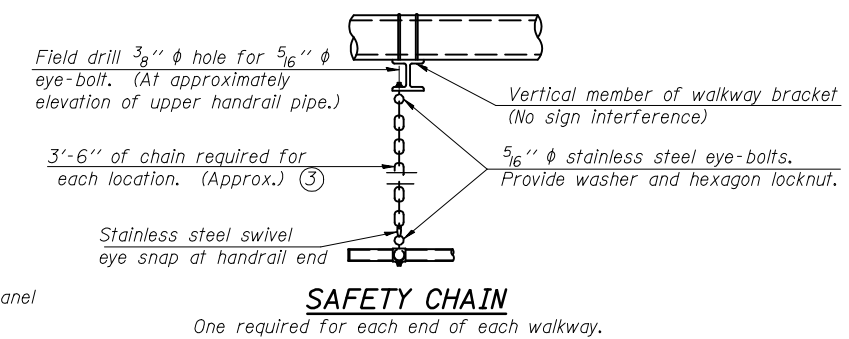
Details not shown same as "FRONT ELEVATION"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)

- ③ 3/16" Type 304L stainless steel chain, approximately 12 links per foot.
- ④ Extrusions may be used in lieu of the details shown, with approval of the Engineer.



SAFETY CHAIN

One required for each end of each walkway.

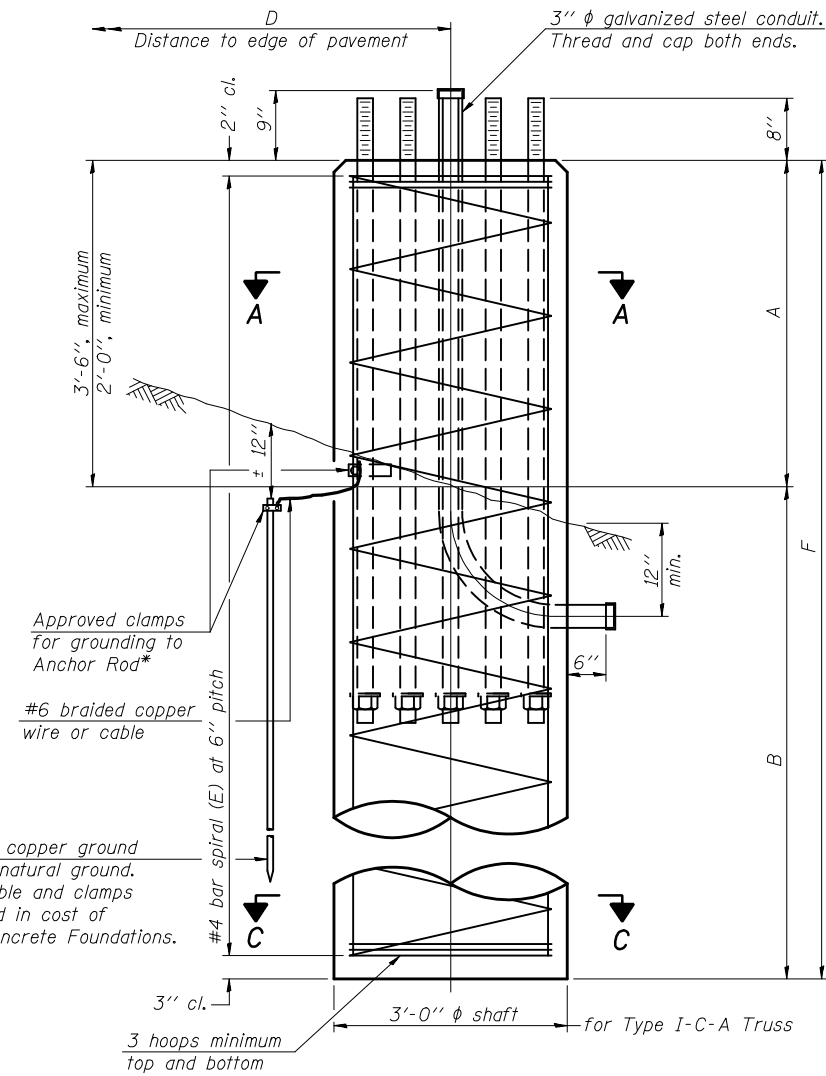
DESIGNED -	200
CHECKED -	EXAMINED
DRAWN -	PASSED
CHECKED -	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

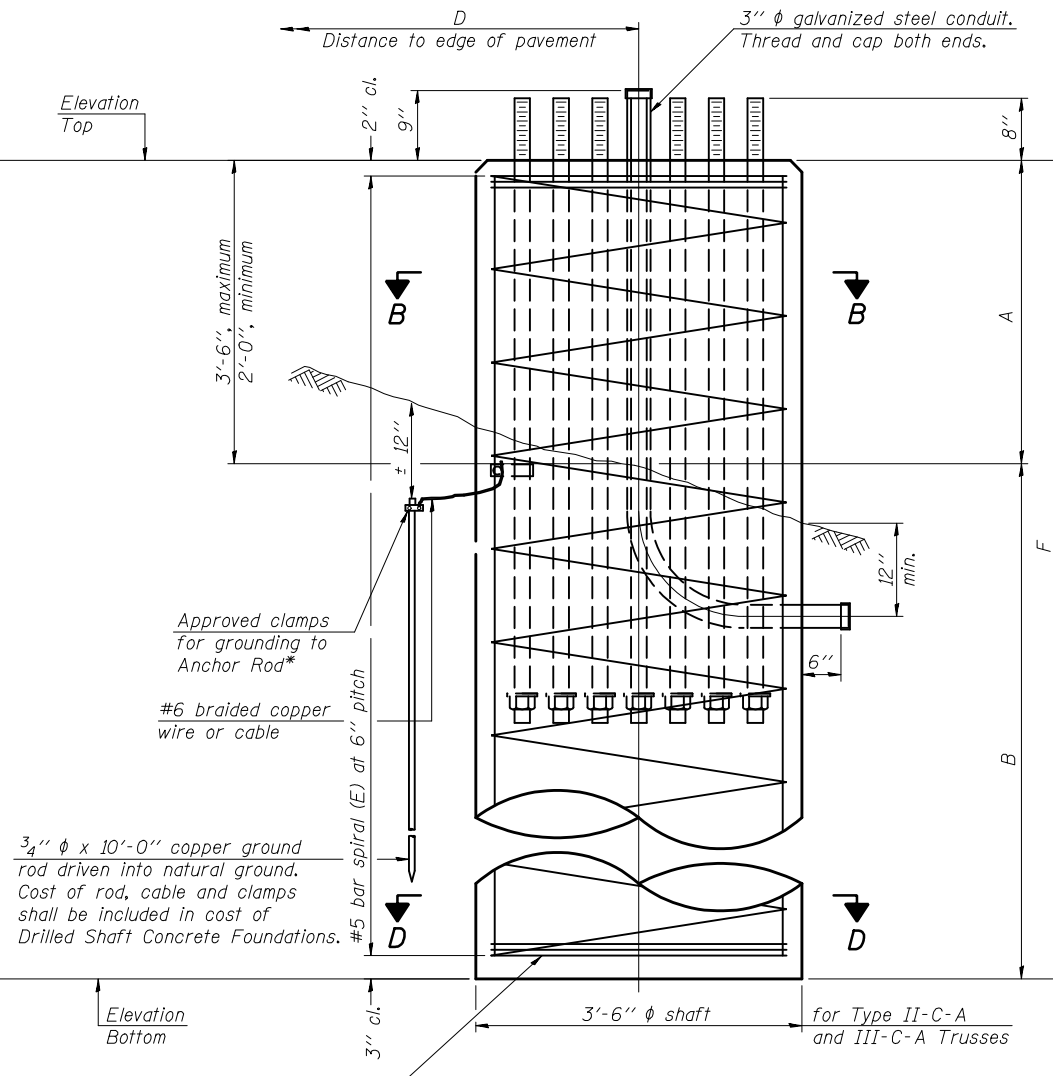
CANTILEVER SIGN STRUCTURES HANDRAIL DETAILS ALUMINUM TRUSS & STEEL POST				
SHEET NO. 7	F.A.I. RTE. 57	SECTION (21-28,21-10-29,10-30)RS-1	COUNTY *	TOTAL SHEETS 115
8 SHEETS	CONTRACT NO. 70251		ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

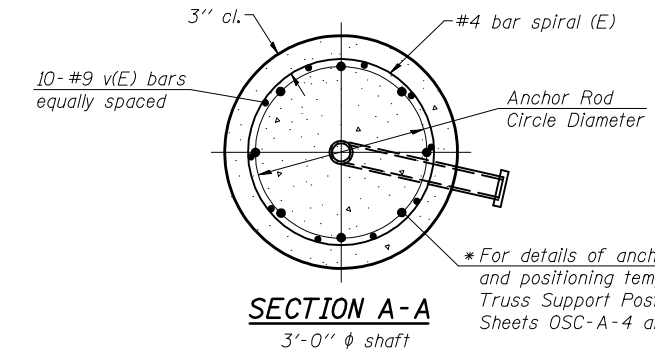
* Grind anchor rod to bright finish at ground clamp location before installing clamp.



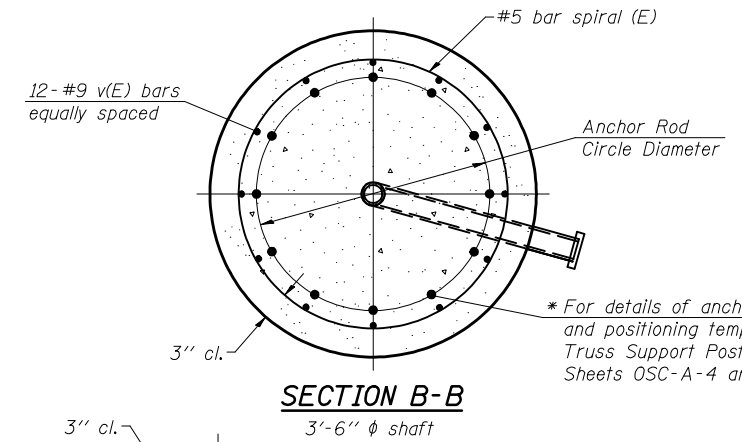
ELEVATION



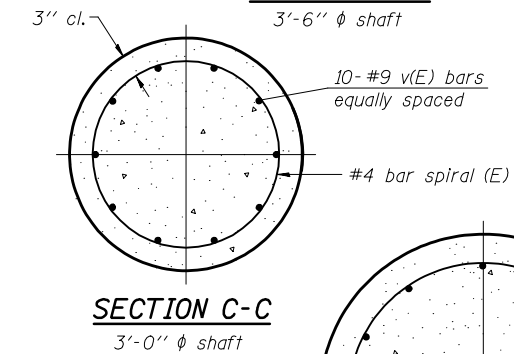
ELEVATION



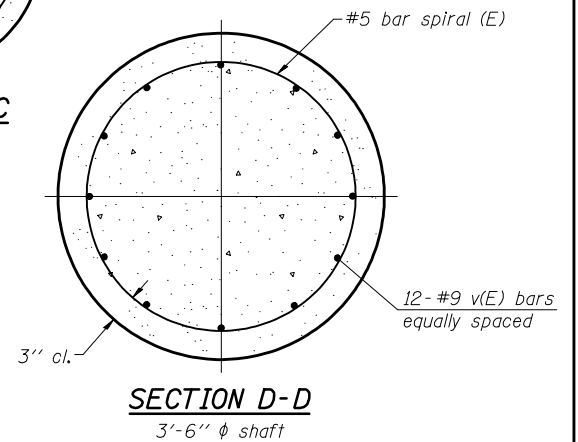
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:
The foundation dimensions shown in the Foundation Design Table are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Q_u) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown in the Foundation Data Table will be the result of site specific designs.
If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.
No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.
Concrete shall be placed monolithically, without construction joints.
Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.
A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".

Structure Number	Station	Truss Type	Shaft Diameter	Elevation Top	Elevation Bottom	Q_u	A	B	F	Class DS Concrete Cubic Yards
5C01057 R221.05	188+58*	II-C-A	3'-6"	700.3			3.0	22.0	25.0	9.0

*Move Truss 15' South of Existing Location

Truss Type	Post Base Sheet	Maximum Cantilever Length (ft)	Maximum Total Sign Area (sq ft)	Shaft Diameter (in)	"B" Depth (ft)	Anchor Rods		Anchor Rod Circle Diameter (in)
						No.	Diameter (in)	
I-C-A	OSC-A-4	25	170	3.0	16.0	8	2	22
II-C-A	OSC-A-5	30	170	3.5	17.0	12	2	30
II-C-A	OSC-A-5	30	340	3.5	21.5	12	2	30
III-C-A	OSC-A-5	35	170	3.5	19.0	12	2	30
III-C-A	OSC-A-5	35	250	3.5	22.5	12	2	30
III-C-A	OSC-A-5	35	400	3.5	26.5	12	2	30
III-C-A	OSC-A-5	40	400	3.5	32.0	12	2	30

DESIGNED -		200
CHECKED -	EXAMINED	ENGINEER OF BRIDGE DESIGN
DRAWN -	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED -		

NUMBER	REVISION	DATE

OSC-A-9 12-1-08

CANTILEVER SIGN STRUCTURES
DRILLED SHAFT
ALUMINUM TRUSS & STEEL POST

SHEET NO. 8 8 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(21-28,21-10-29,10-30)RS-1	*	115	113
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 70251					



Illinois Department
of Transportation
Division of Highways
IDOT - Region 3 Dist 5

SOIL BORING LOG

Page 1 of 1

Date 4/29/09

ROUTE FAI Rt. 57 DESCRIPTION Mast Arm at NE Off Ramp to Pesotum Rest Area LOGGED BY CNA
SECTION _____ LOCATION NE, SEC. 21, TWP. 17N, RNG. 8E, 3rd PM
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automaric

STRUCT. NO. 5 C 010 IO57
Station R221.05
188+50
BORING NO. 1 Mast Arm
Station 188+57
Offset 211.0 ft Rt. of Median CL
Ground Surface Elev. 696.8 ft

D	B	U	M	Surface Water Elev.	D	B	U	M
E	L	C	O	ft	E	L	C	O
P	O	S	I	Stream Bed Elev.	P	O	S	I
T	W	Qu	T	Groundwater Elev.:	T	W	Qu	T
H	S			First Encounter	H	S		
(ft)	(6")	(tsf)	(%)	690.3 ft	(ft)	(6")	(tsf)	(%)
				Upon Completion				
				692.8 ft				
				After Hrs.				

Soil Description	Depth (ft)	Blow Count (6")	Penetration (tsf)	Friction (%)	Soil Description	Depth (ft)	Blow Count (6")	Penetration (tsf)	Friction (%)
Gravel (Shoulder Stone)	697.5				Gray Clay Loam Till (continued)				
Brown/Gray Mottled Silty Clay Loam (Embankment)									
	2								
	4	2.5	28		(NOTE: Soil Boring Taken 7' North & 10' West of Existing Foundation)	3			
	5	B				5	5.0	11	
	-5					10	B		
Black Silty Clay (Top Soil)	693.3				End of Boring	673.5	-25		
	692.3								
Brown - Gray Soft Mottled Silty Clay Loam									
	1								
	2								
	3								
	0								
Brown Clay Loam Till	689.8								
	-10								
	4								
	7	3.7	13						
	10	B							
Gray Clay Loam Till	686.3								
	3								
	6	1.9	12						
	9	B							
	5								
	8	5.2	11						
	12	B							
	4								
	10	7.0	11						
	-20								

4/29/09 11:54 AM S:\SOILBORING LOGS\CHAMPAIGN CNTY\17NB PESOTUM RA MASTGRF

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

*DOUGLAS AND CHAMPAIGN COUNTIES

FILE NAME =	USER NAME = sherer_jm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOG	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwwork\SHERERJM\d0134546\057	0251-sht-Details.dgn	DRAWN -	REVISED -			57	(21-28,21-10-29,10-30)RS-1	*	115	114	
	PLOT SCALE = 1/2" = 10'-0" IN.	CHECKED -	REVISED -			CONTRACT NO. 70251					
	PLOT DATE = 11/28/2009	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



- NOTES**
1. THIS DETAIL IS NOT TO SCALE.
 2. PER "FABRICATION OF HIGHWAY SIGNS" POLICY MEMO, THE LEGEND AND BORDER SHALL BE WHITE, TYPE ZZ SHEETING ON A BLUE, TYPE AP SHEETING BACKGROUND.
 3. THE FONT/TYPEFACE SHALL BE "CLEARVIEWHWY-5-W"
 4. STANDARD ARROW, CUSTOM 35.8" X 21.6" 45 DEGREES.
 5. SEE SECTION 1091 OF THE SUPPLEMENTAL SPECIFICATIONS.
 6. EXISTING LIGHTING ON SIGN TRUSSES SHALL BE REMOVED. COST OF REMOVAL IS COVERED UNDER THE PAY ITEM AND SPECIAL PROVISION FOR ELECTRICAL SERVICE DISCONNECT.

TOTAL BILL OF MATERIAL - 5CΦ1ΦIΦ57L222.3Φ

ITEM	UNIT	TOTAL
ELECTRICAL SERVICE DISCONNECT	EACH	1.0
UD, 600V, 2-IC NO. 6, 1/CNO. 6 GRND, XLP USE, 1" PE	FOOT	255.0
SIGN PANEL - TYPE 3	SQ FT	84.0
REMOVE SIGN PANEL - TYPE 3	SQ FT	84.0

2 SIGNS REQUIRED - 1 FOR 5CΦ1ΦIΦ57R221.Φ5
 1 FOR 5CΦ1ΦIΦ57L222.3Φ

•DOUGLAS AND CHAMPAIGN COUNTIES

FILE NAME =	USER NAME = sherer_jm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING DETAIL	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwwdot\shererjm\d0134546\0510251-sht-Details.dgn	PLOT SCALE = 102.9412' / IN.	DRAWN -	REVISED -			57	(21-28,21-10-29,10-30)RS-1	•	115	115	
	PLOT DATE = 11/28/2009	CHECKED -	REVISED -			CONTRACT NO. 70251					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		