

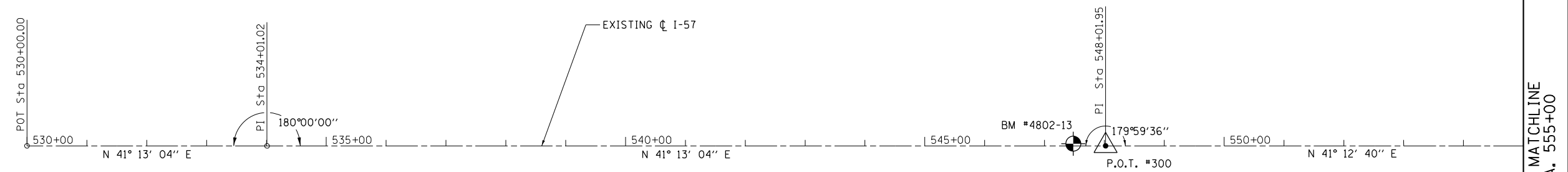
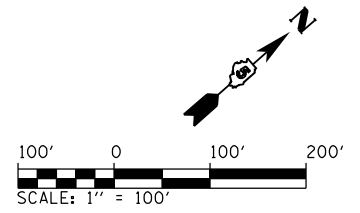
INTERSTATE SIGNING

LOCATION AND STATION	DESCRIPTION	SIGN PANEL - TYPE 2	SIGN PANEL - TYPE 3	REMOVE SIGN PANEL - TYPE 1	REMOVE SIGN PANEL - TYPE 2	REMOVE SIGN PANEL - TYPE 3	MILE POST MARKER ASSEMBLY	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	TUBULAR STEEL SIGN SUPPORT - BREAKAWAY	CONCRETE FOUNDATIONS	REMOVE GROUND MOUNTED SIGN SUPPORT	REMOVE CONCRETE FOUNDATION - GROUND MOUNT
		72000200	7200030	72400310	72400320	72400330		72600100	72700100		72700200	73400100
		SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	EACH	POUND	POUND	CU YD	EACH	EACH
CHAMPAIGN COUNTY												
I-57 NB												
573+50	W13-2	12.0							98.9	0.7		
576+25	W13-3	12.0										
579+70					12.0						1	
583+40	EXT 237A		60.0						448.7	1.4		
586+83				6.3	16.0						1	
587+79						45.0					2	
588+10				6.3	16.0						1	
620+25	W4-3	16.0										
620+25					16.0							
630+50	EXT DIRECTION		159.5									
635+50						159.5					2	2
635+75	W13-2	12.0							144.5	0.7		
638+50	W13-2	12.0										
638+50	EXT DIRECTION		159.5									
640+15				4.0							1	
640+50							1					
641+73					12.0							
643+30	EXT 238		41.3						392.0	1.4		
643+60						37.5					2	
I-57 SB												
606+98				6.3	16.0							
607+88				6.3	16.0						1	
609+42				6.3	16.0						1	
613+00	W13-3	12.0										
614+37					12.0						1	
615+75	W13-2	12.0							108.3	0.7		
640+15				4.0							1	
640+50							1					
642+85	W4-3	16.0							132.4	0.7		
644+12					16.0						1	
I-74 EB												
1063+96				4							1	
1064+00							1					
1071+30	W4-1	16.0							132.2	0.7		
1071+33					16.0						1	
1106+25	EXT DIRECTION		159.5									
1118+05						159.5					2	2
1129+30	W13-2	12.0							148.8	0.7		
1129+48					12.0						1	
1132+75	W13-3	12.0										

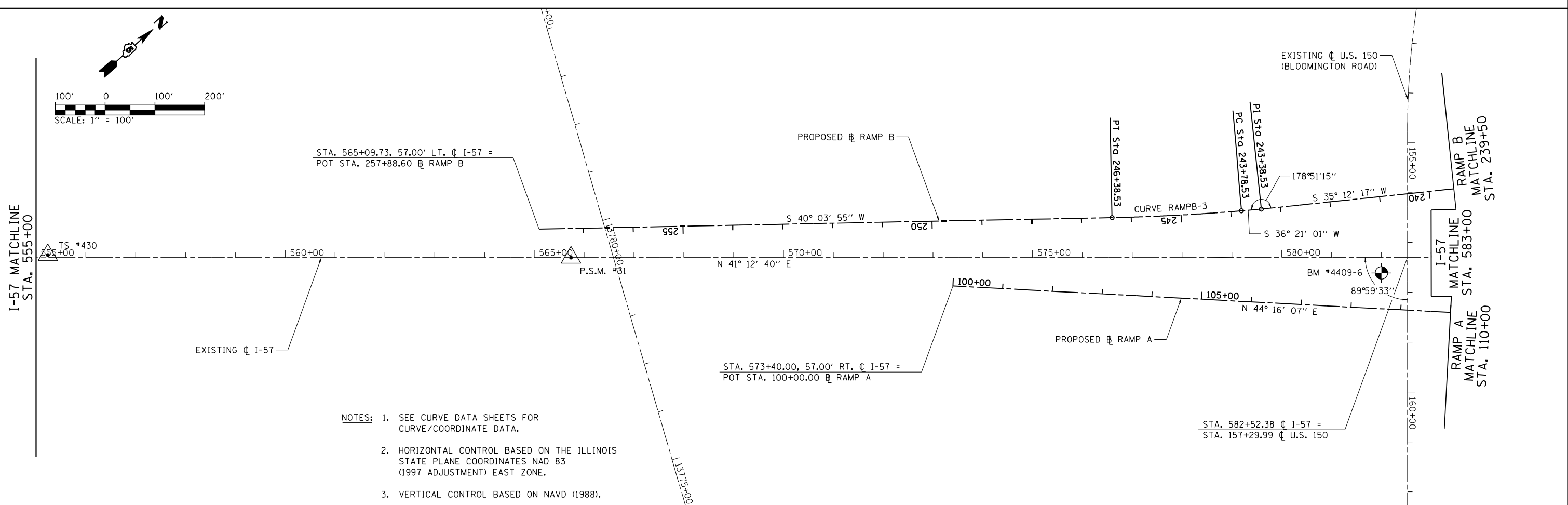
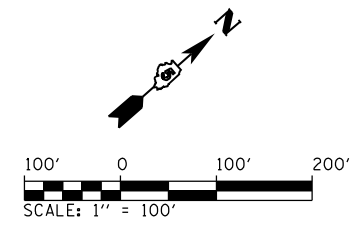
SCHEDULE CONTINUES ON NEXT SHEET

FILE NAME = ...\\C-4\0570C01-sht-Schedules.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.I. RTE. = 57	SECTION = 10-(33,34,5,14)R & (10-34)B	COUNTY = CHAMPAIGN	TOTAL SHEETS = 1182	SHEET NO. = 101
Default	PLOT SCALE = 1/8"=1'-0"	CHECKED - KRC/SPH	REVISED -		SCALE:					
	PLOT DATE = 1/28/2022 - 7:12:46 PM	DATE - JANUARY 2022	REVISED -		SHEET 50 OF 51 SHEETS	STA.	TO STA.			CONTRACT NO. 70C01

ILLINOIS FED. AID PROJECT



I-57 MATCHLINE
STA. 555+00



I-57 MATCHLINE
STA. 555+00

I-57 MATCHLINE
RAMP A
MATCHLINE
STA. 110+00

I-57 MATCHLINE
RAMP B
MATCHLINE
STA. 239+50

STA. 565+09.73, 57.00' LT. C I-57 =
POT STA. 257+88.60 RAMP B

STA. 573+40.00, 57.00' RT. C I-57 =
POT STA. 100+00.00 RAMP A

STA. 582+52.38 C I-57 =
STA. 157+29.99 C U.S. 150

- NOTES: 1. SEE CURVE DATA SHEETS FOR CURVE/COORDINATE DATA.
2. HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
3. VERTICAL CONTROL BASED ON NAVD (1988).

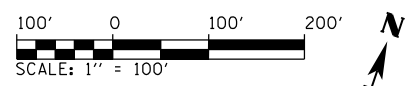
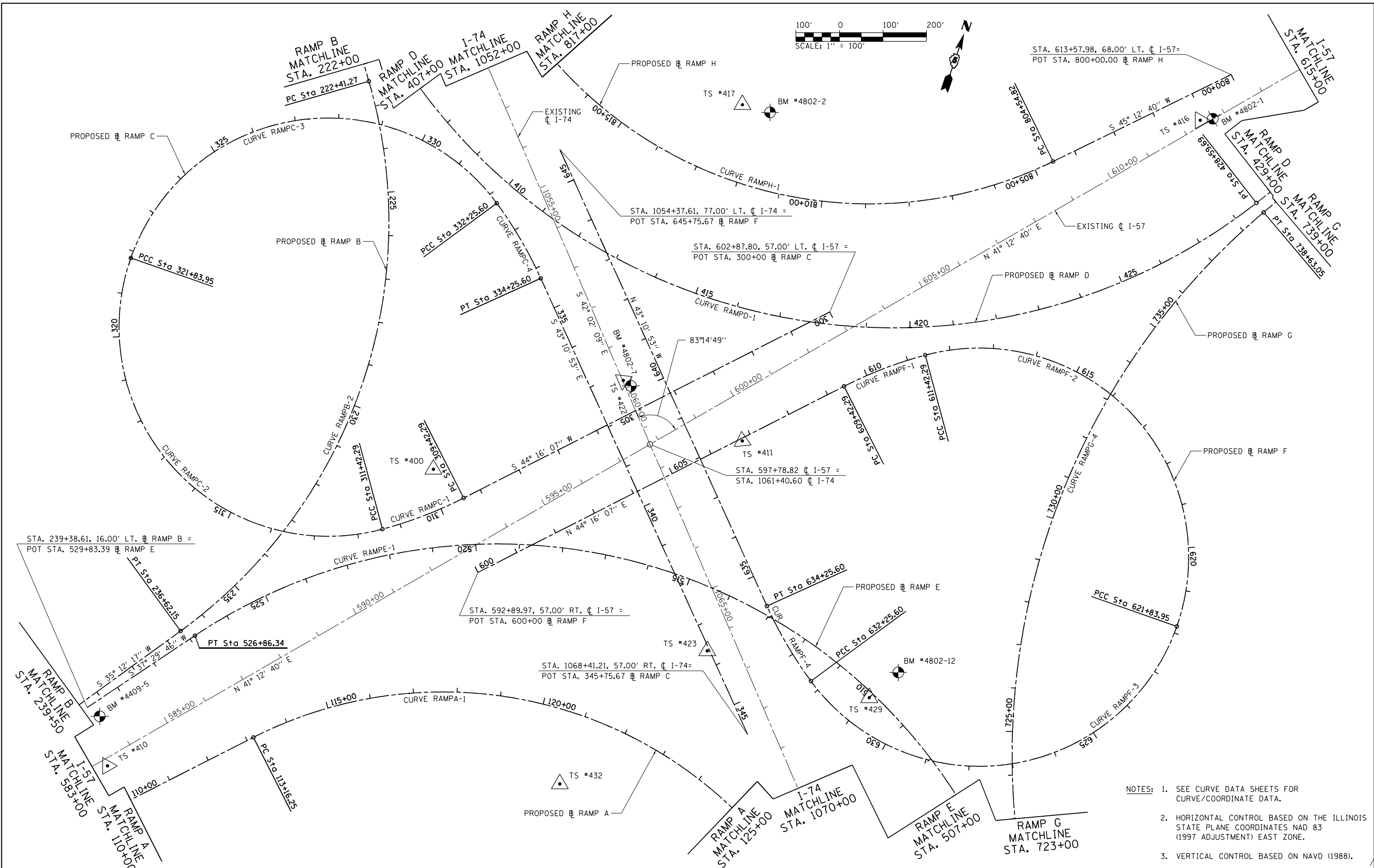
FILE NAME = ...\\C-4\0570C01-sht-ATB\157-001	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
Default	PLOT SCALE = 200.0000' / in.	DRAWN - RAH	REVISED -
	PLOT DATE = 1/25/2022 - 9:20:35 PM	CHECKED - SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENTS, TIES AND BENCHMARKS

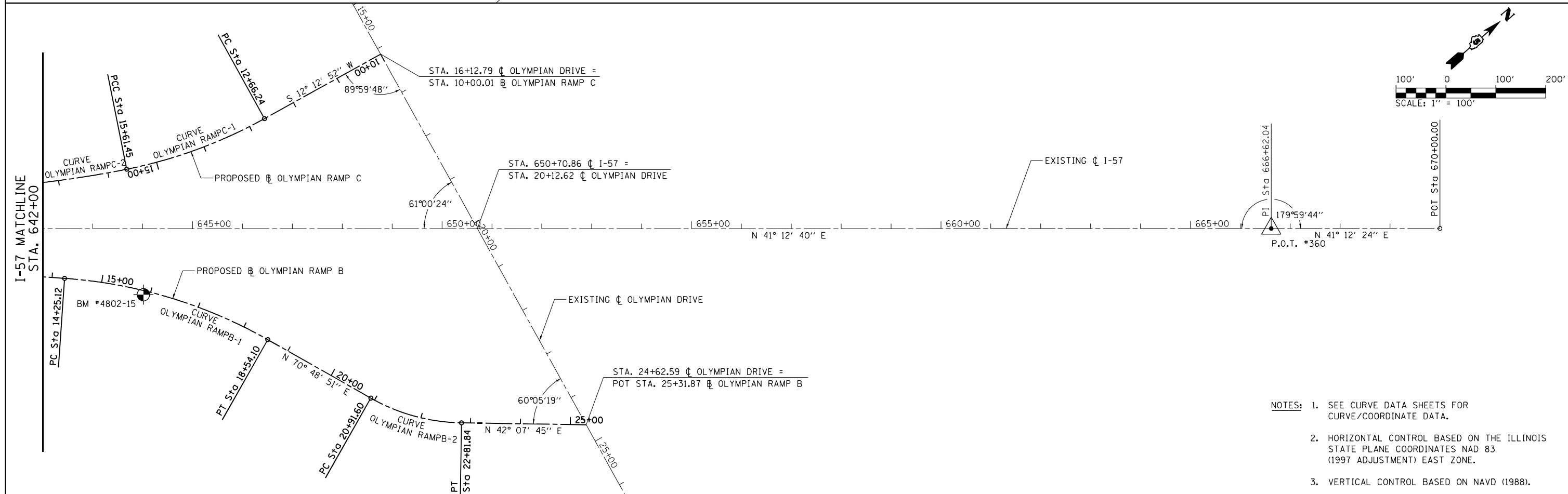
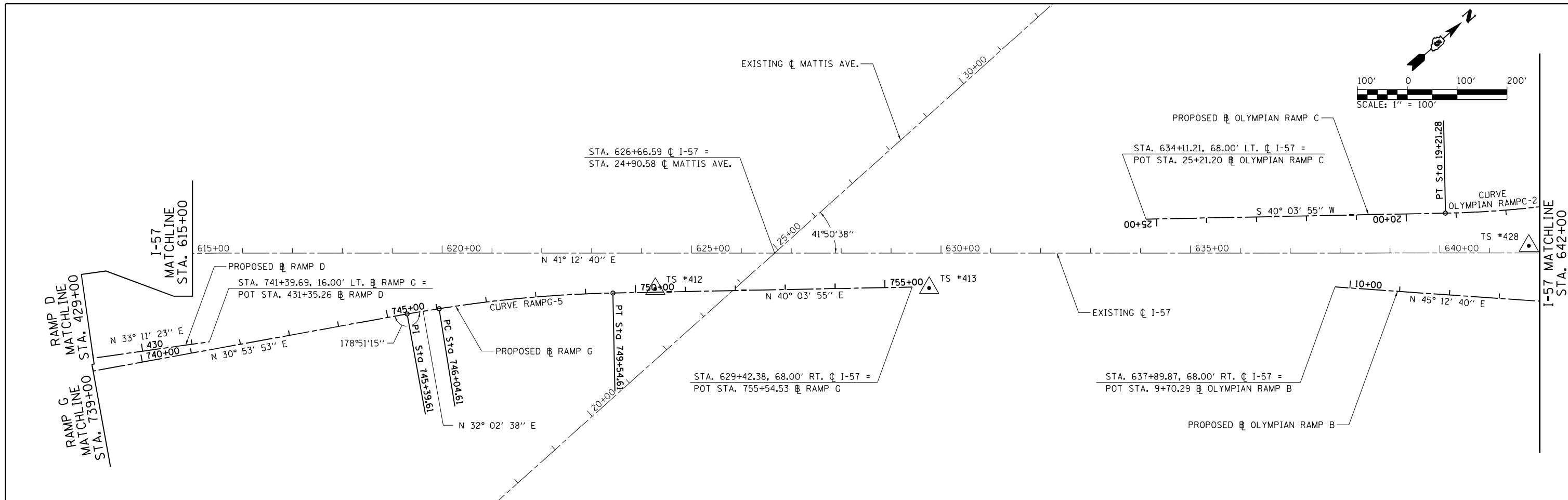
SCALE: 1" = 100' SHEET 1 OF 15 SHEETS STA. 530+00 TO STA. 583+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	103
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



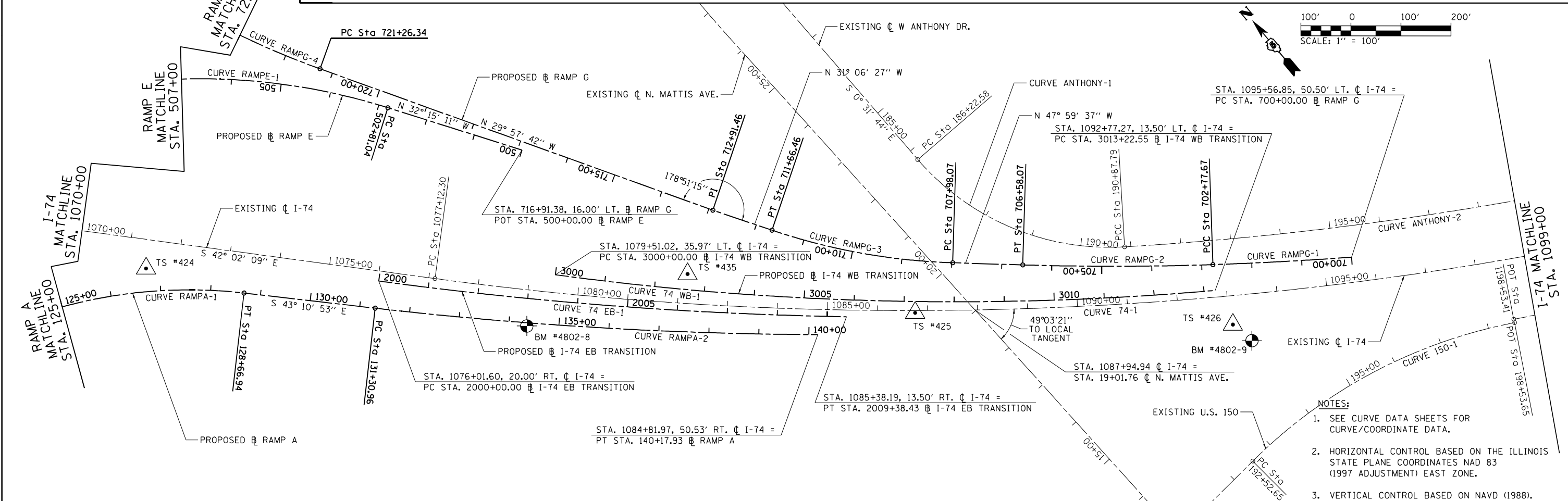
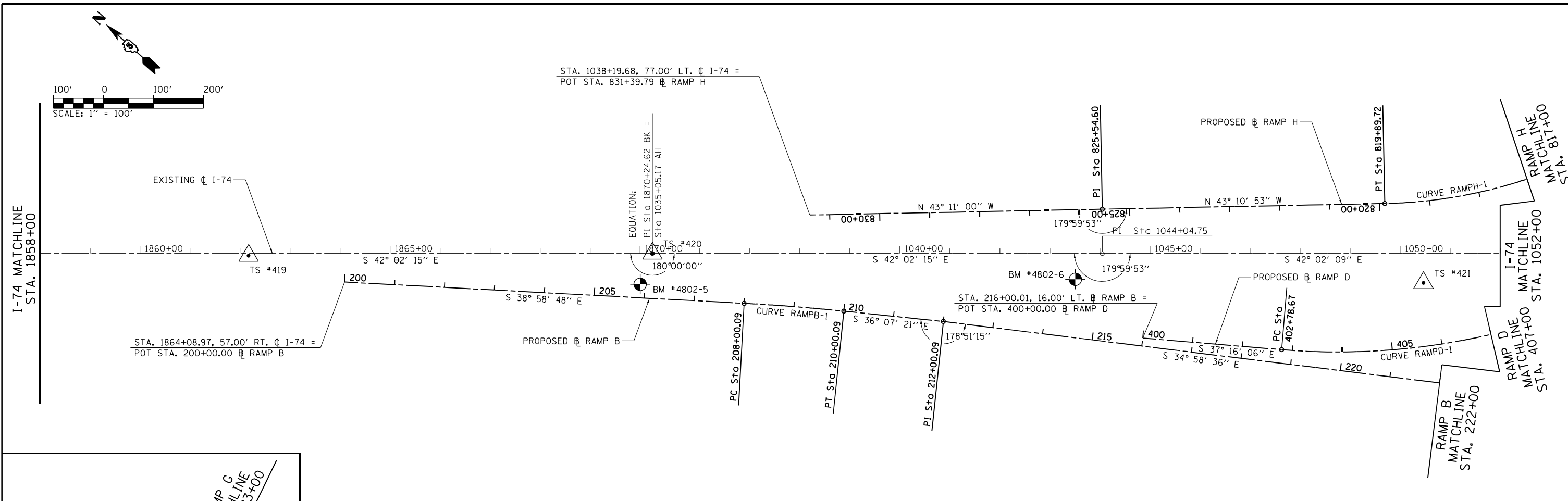
- NOTES:**
1. SEE CURVE DATA SHEETS FOR CURVE/COORDINATE DATA.
 2. HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
 3. VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME = ...:\C-4\0570C01-sht-ATB.157-002	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	Default	PLOT SCALE = 200.0000' / in.	CHECKED - SPH					REVISED -	57	10-133.34,5,14R & (10-34)B	CHAMPAIGN	1182
	PLOT DATE = 1/25/2022 - 9:20:36 PM	DATE - JANUARY 2022	REVISED -		SCALE: 1" = 100'	SHEET 2 OF 15 SHEETS	STA. 583+00 TO STA. 615+00	CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT												



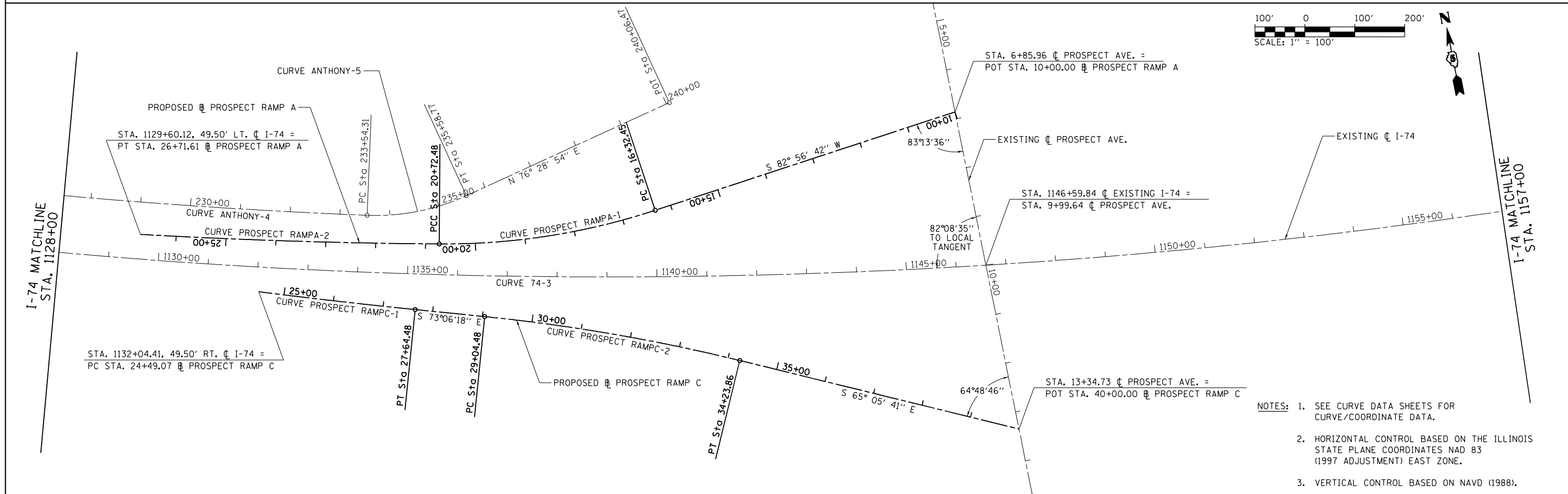
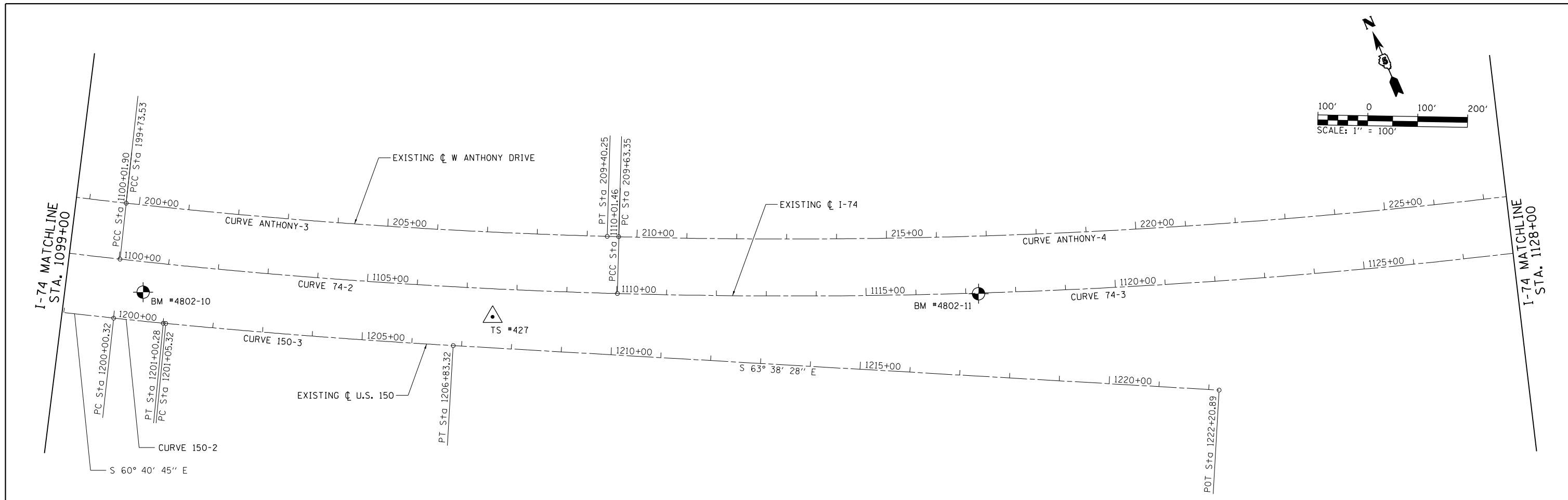
- NOTES:**
1. SEE CURVE DATA SHEETS FOR CURVE/COORDINATE DATA.
 2. HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
 3. VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME = ...\\C-4\0570C01-sht-ATB\157-003	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 200.0000' / in.	DRAWN - RAH	REVISED -		SCALE: 1" = 100'	SHEET 3 OF 15 SHEETS	STA. 615+00 TO STA. 670+00	57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	105
	PLOT DATE = 1/25/2022 - 9:20:38 PM	CHECKED - SPH	REVISED -					CONTRACT NO. 70C01				
		DATE - JANUARY 2022	REVISED -					ILLINOIS FED. AID PROJECT				



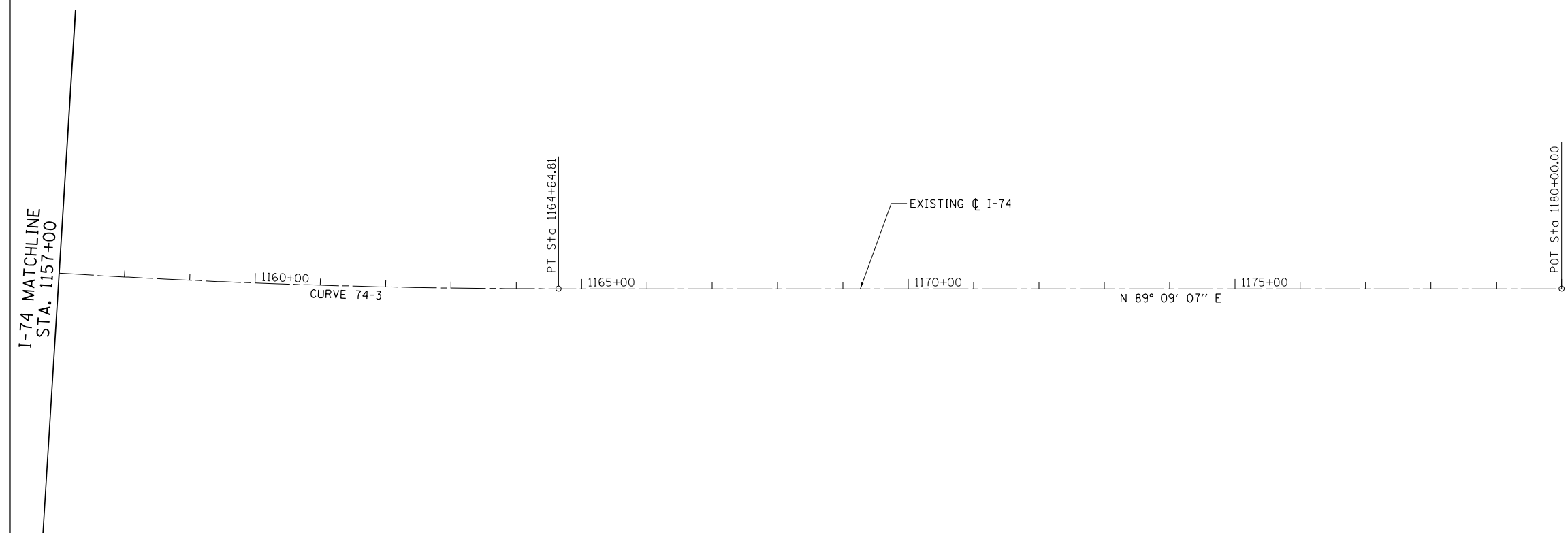
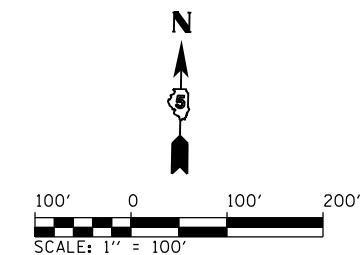
- NOTES:**
- SEE CURVE DATA SHEETS FOR CURVE/COORDINATE DATA.
 - HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
 - VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME = ...:\C-4\0570C01-sht-ATB.174-005	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS			F.A.I. SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 200.0000' / in.	DRAWN - RAH	REVISED -		SCALE: 1" = 100'	SHEET 5 OF 15 SHEETS	STA. 1858+00 TO STA. 1099+00	57	10-133,34,5,141R & (10-34)B	CHAMPAIGN	1182	107
	PLOT DATE = 1/25/2022 - 9:20:41 PM	CHECKED - SPH	REVISED -					CONTRACT NO. 70C01				
		DATE - JANUARY 2022	REVISED -					ILLINOIS FED. AID PROJECT				



- NOTES:
- SEE CURVE DATA SHEETS FOR CURVE/COORDINATE DATA.
 - HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
 - VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME = ...C-4\0570C01-sht-ATB.174-006	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS			F.A.I. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 200.0000' / in.	CHECKED - SPH	REVISED -					57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	108
Default	PLOT DATE = 1/25/2022 - 9:20:43 PM	DATE - JANUARY 2022	REVISED -	SCALE: 1" = 100' SHEET 6 OF 15 SHEETS STA. 1099+00 TO STA. 1157+00			CONTRACT NO. 70C01 ILLINOIS FED. AID PROJECT					



- NOTES:**
1. SEE CURVE DATA SHEETS FOR CURVE/COORDINATE DATA.
 2. HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
 3. VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME = ...\\C-4\0570C01-sht-ATB.174-007	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
Default	PLOT SCALE = 200.0000' / in.	DRAWN - RAH	REVISED -
	PLOT DATE = 1/25/2022 - 9:20:44 PM	CHECKED - SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENTS, TIES AND BENCHMARKS

SCALE: 1" = 100' SHEET 7 OF 15 SHEETS STA. 1157+00 TO STA. 1180+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	109
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

I-57 COORDINATE DATA

P.O.T. STA. 530+00.00
N: 1262054.263
E: 993618.740

P.I. STA. 534+01.02
N: 1262355.914
E: 993882.982

P.I. STA. 548+01.95
N: 1263409.705
E: 994806.088

P.I. STA. 666+62.04
N: 1272331.897
E: 1002619.934

P.O.T. STA. 670+00.00
N: 1272586.160
E: 1002842.576

I-74 CURVE DATA

EXIST. CURVE 74-1
PI STA. = 1088+67.30
Δ = 18° 37' 57" (LT)
D = 0° 48' 50"
R = 7,040.65'
T = 1,155.00'
L = 2,289.60'
E = 94.11'
e = 3.4%
T.R. = N/A
S.E. RUN = 215'
P.C. STA. = 1077+12.30
P.C.C. STA. = 1100+01.90

MEDIAN TRANS. (E.B. LANES)
STA. 1073+18.27 (-1.5% N.C.)
STA. 1074+38.27 (0% T.R.)
STA. 1076+83.27 (+3.1% S.E.)
(SEE PROP. CURVE 74 EB-1)

MEDIAN TRANS. (W.B. LANES)
STA. 1076+59.35 (+2.0% N.C.)
STA. 1077+84.35 (0% T.R.)
STA. 1080+34.35 (-4.0% S.E.)
(SEE PROP. CURVE 74 WB-1)

ATTAIN S.E. (E.B. LANES)
STA. 1085+38.19 (+3.1% S.E.)
STA. 1085+57.16 (+3.4% S.E.)
ATTAIN S.E. (W.B. LANES)
STA. 1092+39.33 (-4.0% S.E.)
STA. 1092+77.27 (-3.4% S.E.)

EXIST. CURVE 74-2
PI STA. = 1105+01.96
Δ = 4° 41' 02" (LT)
D = 0° 28' 07"
R = 12,227.02'
T = 500.06'
L = 999.55'
E = 10.22'
e = 2.0%
T.R. = N/A
S.E. RUN = 125'
P.C.C. STA. = 1100+01.90
P.C.C. STA. = 1110+01.46
ATTAIN S.E.
STA. 1099+30.23 (+3.4% S.E.)
STA. 1100+17.73 (+2.0% S.E.)

EXIST. CURVE 74-3
PI STA. = 1137+79.12
Δ = 25° 29' 45" (LT)
D = 0° 28' 00"
R = 12,277.57'
T = 2,777.66'
L = 5,463.35'
E = 310.29'
e = 2.0%
T.R. = N/A
S.E. RUN = 125'
P.C.C. STA. = 1110+01.46
P.T. STA. = 1164+64.81

I-74 COORDINATE DATA

P.O.T. STA. 1805+00.00
N: 1273956.497
E: 991952.926

P.I. STA. 1845+92.22 (BK)=
STA. 1845+93.65 (AH)
N: 1270916.612
E: 994692.519

P.I. STA. 1845+95.31
N: 1270915.378
E: 994693.632

P.I. STA. 1870+24.62 (BK)=
STA. 1035+05.17 (AH)
N: 1269111.118
E: 996320.341

P.I. STA. 1044+04.75
N: 1268442.998
E: 996922.713

P.C. STA. 1077+12.30
N: 1265986.391
E: 999137.427

P.C.C. STA. 1100+01.90
N: 1264562.746
E: 1000917.733

P.C.C. STA. 1110+01.46
N: 1264109.242
E: 1001808.175

P.T. STA. 1164+64.81
N: 1262991.950
E: 1007110.112

P.O.T. STA. 1180+00.00
N: 1263014.669
E: 1008645.138

I-74 EASTBOUND MEDIAN TRANSITION CURVE DATA

PROP. CURVE 74 EB-1
PI STA. = 2004+69.75
Δ = 6° 43' 16" (LT)
D = 0° 42' 58"
R = 8,000.00'
T = 469.75'
L = 938.43'
E = 13.78'
e = 3.1%
T.R. = 120'
S.E. RUN = 245'
P.C. STA. = 2000+00.00
P.C.C. STA. = 2009+38.43
ATTAIN S.E.
SEE EXIST. CURVE 74-1

I-74 EASTBOUND MEDIAN TRANS. COORDINATE DATA

P.C. STA. 2000+00.00
N: 1266055.217
E: 999048.451

P.C.C. STA. 2009+38.43
N: 1265396.632
E: 999716.208

I-74 WESTBOUND MEDIAN TRANSITION CURVE DATA

PROP. CURVE 74 WB-1
PI STA. = 3006+64.01
Δ = 12° 44' 08" (LT)
D = 0° 57' 47"
R = 5,950.00'
T = 664.01'
L = 1,322.55'
E = 36.94'
e = 4.0%
T.R. = 125'
S.E. RUN = 250'
P.C. STA. = 3000+00.00
P.C.C. STA. = 3013+22.25
ATTAIN S.E.
SEE EXIST. CURVE 74-1

I-74 WESTBOUND MEDIAN TRANS. COORDINATE DATA

P.C. STA. 3000+00.00
N: 1265836.808
E: 999326.137

P.C.C. STA. 3013+22.55
N: 1264960.600
E: 1000313.155

RAMP A CURVE DATA

PROP. CURVE RAMPA-1
PI STA. = 123+19.95
Δ = 92° 33' 00" (RT)
D = 5° 58' 06"
R = 960.00'
T = 1,003.70'
L = 1,550.69'
E = 428.89'
e = 8.0%
T.R. = N/A
S.E. RUN = 275'
P.C. STA = 113+16.25
P.T. STA = 128+66.94
ATTAIN S.E. (EXIT TERMINAL);
STA. 112+01.67 (+2.0% N.C.)
REMOVE S.E. (ENTR. TERMINAL);
STA. 114+07.92 (+8.0% S.E. @ D-D)
STA. 127+36.94 (+8.0% S.E. @ A-A)
STA. 128+66.94 (+5.61% @ B-B)
STA. 130+66.98 (+1.87% @ C-C)
STA. 131+67.04 (0% @ D-D)
STA. 134+12.04 (-3.1% MATCH I-74)

PROP. CURVE RAMPA-2
PI STA. = 135+74.90
Δ = 6° 18' 53" (LT)
D = 0° 42' 43"
R = 8,047.66'
T = 443.94'
L = 886.97'
E = 12.23'
e = MATCH I-74
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 131+30.96
P.T. STA = 140+17.93

RAMP A CURVE DATA

PROP. CURVE RAMPA-1
PI STA. = 123+19.95
Δ = 92° 33' 00" (RT)
D = 5° 58' 06"
R = 960.00'
T = 1,003.70'
L = 1,550.69'
E = 428.89'
e = 8.0%
T.R. = N/A
S.E. RUN = 275'
P.C. STA = 113+16.25
P.T. STA = 128+66.94
ATTAIN S.E. (EXIT TERMINAL);
STA. 112+01.67 (+2.0% N.C.)
REMOVE S.E. (ENTR. TERMINAL);
STA. 114+07.92 (+8.0% S.E. @ D-D)
STA. 127+36.94 (+8.0% S.E. @ A-A)
STA. 128+66.94 (+5.61% @ B-B)
STA. 130+66.98 (+1.87% @ C-C)
STA. 131+67.04 (0% @ D-D)
STA. 134+12.04 (-3.1% MATCH I-74)

PROP. CURVE RAMPA-2
PI STA. = 135+74.90
Δ = 6° 18' 53" (LT)
D = 0° 42' 43"
R = 8,047.66'
T = 443.94'
L = 886.97'
E = 12.23'
e = MATCH I-74
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 131+30.96
P.T. STA = 140+17.93

RAMP A COORDINATE DATA

P.O.T. STA. 100+00.00
N: 1265281.495
E: 996521.124

P.C. STA. 113+16.25
N: 1266224.027
E: 997439.896

P.T. STA. 128+66.94
N: 1266210.864
E: 998827.351

P.C. STA. 131+30.96
N: 1266018.341
E: 999008.025

P.T. STA. 140+17.93
N: 1265406.292
E: 999649.369

RAMP B CURVE DATA

PROP. CURVE RAMPB-1
PI STA. = 209+00.11
Δ = 2° 51' 28" (RT)
D = 1° 25' 44"
R = 4,010.00'
T = 100.02'
L = 200.00'
E = 1.25'
e = 3.4%
T.R. = N/A
S.E. RUN = 115'
P.C. STA = 208+00.09
P.T. STA = 210+00.09
ATTAIN S.E. (EXIT TERMINAL);
STA. 207+91.07 (+2.0% N.C.)
STA. 208+38.42 (+3.4% S.E. @ D-D)
REMOVE S.E.
STA. 209+61.76 (+3.4% S.E.)
STA. 210+26.02 (+1.5% N.C.)

PROP. CURVE RAMPB-2
PI STA. = 230+56.25
Δ = 70° 10' 53" (RT)
D = 4° 56' 21"
R = 1,160.00'
T = 814.98'
L = 1,420.88'
E = 257.67'
e = 7.8%
T.R. = N/A
S.E. RUN = 265'
P.C. STA = 222+41.27
P.T. STA = 236+62.15
ATTAIN S.E.
STA. 220+27.23 (+1.5% N.C.)
STA. 222+41.27 (+7.8% S.E.)
REMOVE S.E.
STA. 236+05.00 (+7.8% S.E.)
STA. 238+19.04 (+1.5% N.C.)

PROP. CURVE RAMPB-3
PI STA. = 245+08.57
Δ = 3° 42' 54" (RT)
D = 1° 25' 44"
R = 4,010.00'
T = 130.05'
L = 260.00'
E = 2.11'
e = 3.4%
T.R. = N/A
S.E. RUN = 115'
P.C. STA = 243+78.53
P.T. STA = 246+38.53
ATTAIN S.E.
STA. 243+52.60 (+1.5% N.C.)
STA. 244+16.86 (+3.4% S.E.)
REMOVE S.E. (ENTR. TERMINAL);
STA. 246+38.53 (+3.4% S.E. @ B-B)
STA. 248+38.57 (+3.26% @ C-C)
STA. 249+38.59 (+2.24% @ D-D)
STA. 249+62.12 (+2.0% N.C.)

RAMP B CURVE DATA

PROP. CURVE RAMPB-1
PI STA. = 209+00.11
Δ = 2° 51' 28" (RT)
D = 1° 25' 44"
R = 4,010.00'
T = 100.02'
L = 200.00'
E = 1.25'
e = 3.4%
T.R. = N/A
S.E. RUN = 115'
P.C. STA = 208+00.09
P.T. STA = 210+00.09
ATTAIN S.E. (EXIT TERMINAL);
STA. 207+91.07 (+2.0% N.C.)
STA. 208+38.42 (+3.4% S.E. @ D-D)
REMOVE S.E.
STA. 209+61.76 (+3.4% S.E.)
STA. 210+26.02 (+1.5% N.C.)

PROP. CURVE RAMPB-2
PI STA. = 230+56.25
Δ = 70° 10' 53" (RT)
D = 4° 56' 21"
R = 1,160.00'
T = 814.98'
L = 1,420.88'
E = 257.67'
e = 7.8%
T.R. = N/A
S.E. RUN = 265'
P.C. STA = 222+41.27
P.T. STA = 236+62.15
ATTAIN S.E.
STA. 220+27.23 (+1.5% N.C.)
STA. 222+41.27 (+7.8% S.E.)
REMOVE S.E.
STA. 236+05.00 (+7.8% S.E.)
STA. 238+19.04 (+1.5% N.C.)

PROP. CURVE RAMPB-3
PI STA. = 245+08.57
Δ = 3° 42' 54" (RT)
D = 1° 25' 44"
R = 4,010.00'
T = 130.05'
L = 260.00'
E = 2.11'
e = 3.4%
T.R. = N/A
S.E. RUN = 115'
P.C. STA = 243+78.53
P.T. STA = 246+38.53
ATTAIN S.E.
STA. 243+52.60 (+1.5% N.C.)
STA. 244+16.86 (+3.4% S.E.)
REMOVE S.E. (ENTR. TERMINAL);
STA. 246+38.53 (+3.4% S.E. @ B-B)
STA. 248+38.57 (+3.26% @ C-C)
STA. 249+38.59 (+2.24% @ D-D)
STA. 249+62.12 (+2.0% N.C.)

RAMP B CURVE DATA

PROP. CURVE RAMPB-1
PI STA. = 209+00.11
Δ = 2° 51' 28" (RT)
D = 1° 25' 44"
R = 4,010.00'
T = 100.02'
L = 200.00'
E = 1.25'
e = 3.4%
T.R. = N/A
S.E. RUN = 115'
P.C. STA = 208+00.09
P.T. STA = 210+00.09
ATTAIN S.E. (EXIT TERMINAL);
STA. 207+91.07 (+2.0% N.C.)
STA. 208+38.42 (+3.4% S.E. @ D-D)
REMOVE S.E.
STA. 209+61.76 (+3.4% S.E.)
STA. 210+26.02 (+1.5% N.C.)

PROP. CURVE RAMPB-2
PI STA. = 230+56.25
Δ = 70° 10' 53" (RT)
D = 4° 56' 21"
R = 1,160.00'
T = 814.98'
L = 1,420.88'
E = 257.67'
e = 7.8%
T.R. = N/A
S.E. RUN = 265'
P.C. STA = 222+41.27
P.T. STA = 236+62.15
ATTAIN S.E.
STA. 220+27.23 (+1.5% N.C.)
STA. 222+41.27 (+7.8% S.E.)
REMOVE S.E.
STA. 236+05.00 (+7.8% S.E.)
STA. 238+19.04 (+1.5% N.C.)

PROP. CURVE RAMPB-3
PI STA. = 245+08.57
Δ = 3° 42' 54" (RT)
D = 1° 25' 44"
R = 4,010.00'
T = 130.05'
L = 260.00'
E = 2.11'
e = 3.4%
T.R. = N/A
S.E. RUN = 115'
P.C. STA = 243+78.53
P.T. STA = 246+38.53
ATTAIN S.E.
STA. 243+52.60 (+1.5% N.C.)
STA. 244+16.86 (+3.4% S.E.)
REMOVE S.E. (ENTR. TERMINAL);
STA. 246+38.53 (+3.4% S.E. @ B-B)
STA. 248+38.57 (+3.26% @ C-C)
STA. 249+38.59 (+2.24% @ D-D)
STA. 249+62.12 (+2.0% N.C.)

RAMP B COORDINATE DATA

P.O.T. STA. 200+00.00
N: 1269530.198
E: 995865.756

P.C. STA. 208+00.09
N: 1268908.239
E: 996369.051

P.T. STA. 210+00.09
N: 1268749.694
E: 996490.933

P.I. STA. 212+00.09
N: 1268588.142
E: 996608.835

P.C. STA. 222+41.27
N: 1267735.010
E: 997205.688

P.T. STA. 236+62.15
N: 1266401.309
E: 997203.035

P.I. STA. 243+38.53
N: 1265848.643
E: 996813.105

P.C. STA. 243+78.53
N: 1265816.426
E: 996789.396

P.T. STA. 246+38.53
N: 1265612.162
E: 996628.610

P.O.T. STA. 257+88.60
N: 1264732.001
E: 995888.354

RAMP C CURVE DATA

PROP. CURVE RAMPC-1
PI STA. = 310+42.66
Δ = 11° 56' 12" (RT)
D = 5° 58' 06"
R = 960.00'
T = 100.36'
L = 200.00'
E = 5.23'
e = 8.0%
T.R. = N/A
S.E. RUN = 275'
P.C. STA = 309+42.29
P.C.C. STA = 311+42.29
ATTAIN S.E. (EXIT TERMINAL);
STA. 308+27.71 (+2.0% N.C.)
STA. 310+33.96 (+8.0% S.E. @ D-D)

PROP. CURVE RAMPC-2
PI STA. = 320+51.51
Δ = 124° 20' 18" (RT)
D = 11° 56' 12"
R = 480.00'
T = 909.21'
L = 1,041.65'
E = 548.14'
e = 8.0%
T.R. = N/A
S.E. RUN = N/A
P.C.C. STA = 311+42.29
P.C.C. STA = 321+83.95

PROP. CURVE RAMPC-3
PI STA. = 330+93.16
Δ = 124° 20' 18" (RT)
D = 11° 56' 12"
R = 480.00'
T = 909.21'
L = 1,041.65'
E = 548.14'
e = 8.0%
T.R. = N/A
S.E. RUN = N/A
P.C.C. STA = 321+83.95
P.C.C. STA = 332+25.60

RAMP C CURVE DATA

PROP. CURVE RAMPC-1
PI STA. = 310+42.66
Δ = 11° 56' 12" (RT)
D = 5° 58' 06"
R = 960.00'
T = 100.36'
L = 200.00'
E = 5.23'
e = 8.0%
T.R. = N/A
S.E. RUN = 275'
P.C. STA = 309+42.29
P.C.C. STA = 311+42.29
ATTAIN S.E. (EXIT TERMINAL);
STA. 308+27.71 (+2.0% N.C.)
STA. 310+33.96 (+8.0% S.E. @ D-D)

PROP. CURVE RAMPC-2
PI STA. = 320+51.51
Δ = 124° 20' 18" (RT)
D = 11° 56' 12"
R = 480.00'
T = 909.21'
L = 1,041.65'
E = 548.14'
e = 8.0%
T.R. = N/A
S.E. RUN = N/A
P.C.C. STA = 311+42.29
P.C.C. STA = 321+83.95

PROP. CURVE RAMPC-3
PI STA. = 330+93.16
Δ = 124° 20' 18" (RT)
D = 11° 56' 12"
R = 480.00'
T = 909.21'
L = 1,041.65'
E = 548.14'
e = 8.0%
T.R. = N/A
S.E. RUN = N/A
P.C.C. STA = 321+83.95
P.C.C. STA = 332+25.60

RAMP C CURVE DATA (CONT.)

PROP. CURVE RAMPC-4
PI STA. = 333+25.97
Δ = 109° 32' 31" (RT)
D = 5° 58' 06"
R = 960.00'
T = 100.36'
L = 200.00'
E = 5.23'
e = 8.0%
T.R. = N/A
S.E. RUN = 275'
P.C. STA = 332+25.60
P.T. STA = 334+25.60
REMOVE S.E. (ENTR. TERMINAL);
STA. 332+95.60 (+8.0% S.E. @ A-A)
STA. 334+25.60 (+5.81% @ B-B)
STA. 336+25.64 (+3.26% @ C-C)
STA. 337+25.66 (+2.24% @ D-D)
STA. 337+35.66 (+2.0% N.C.)

RAMP C COORDINATE DATA

P.O.T. STA. 300+00.00
N: 1267574.194
E: 998377.483

P.C. STA. 309+42.29
N: 1266899.441
E: 997719.740

P.C.C. STA. 311+42.29
N: 1266771.749
E: 997566.278

P.C.C. STA. 321+83.95
N: 1267175.200
E: 996819.315

P.C.C. STA. 332+25.60
N: 1267564.406
E: 997573.799

P.T. STA. 334+25.60
N: 1267433.826
E: 997724.809

P.O.T. STA. 345+75.67
N: 1266595.206
E: 998511.816

RAMP C CURVE DATA

PROP. CURVE RAMPC-1
PI STA. = 310+42.66
Δ = 11° 56' 12" (RT)
D = 5° 58' 06"
R = 960.00'
T = 100.36'
L = 200.00'
E = 5.23'
e = 8.0%
T.R. = N/A
S.E. RUN = 275'
P.C. STA = 309+42.29
P.C.C. STA = 311+42.29
ATTAIN S.E. (EXIT TERMINAL);
STA. 308+27.71 (+2.0% N.C.)
STA. 310+33.96 (+8.0% S.E. @ D-D)

PROP. CURVE RAMPC-2
PI STA. = 320+51.51
Δ = 124° 20' 18" (RT)
D = 11° 56' 12"
R = 480.00'
T = 909.21'
L = 1,041.65'
E = 548.14'
e = 8.0%
T.R. = N/A
S.E. RUN = N/A
P.C.C. STA = 311+42.29
P.C.C. STA = 321+83.95

PROP. CURVE RAMPC-3
PI STA. = 330+93.16
Δ = 124° 20' 18" (RT)
D = 11° 56' 12"
R = 480.00'
T = 909.21'
L = 1,041.65'
E = 548.14'
e = 8.0%
T.R. = N/A
S.E. RUN = N/A
P.C.C. STA = 321+83.95
P.C.C. STA = 332+25.60

RAMP C COORDINATE DATA

P.O.T. STA. 300+00.00
N: 1267574.194
E: 998377.483

P.C. STA. 309+42.29
N: 1266899.441
E: 997719.740

P.C.C. STA. 311+42.29
N: 1266771.749
E: 997566.278

P.C.C. STA. 321+83.95
N: 1267175.200
E: 996819.315

P.C.C. STA. 332+25.60
N: 1267564.406
E: 997573.799

P.T. STA. 334+25.60
N: 1267433.826
E: 997724.809

P.O.T. STA. 345+75.67
N: 1266595.206
E: 998511.816

RAMP D CURVE DATA

PROP. CURVE RAMPD-1
PI STA. = 421+90.36
Δ = 109° 32' 31" (RT)
D = 4° 14' 39"
R = 1,350.00'
T = 1,911.69'
L = 2,581.02'
E = 990.32'
e = 7.4%
T.R. = N/A
S.E. RUN = 250'
P.C. STA = 402+78.67
P.T. STA = 428+59.69
ATTAIN S.E.
STA. 401+62.68 (-1.5% N.C.)
STA. 403+62.00 (-7.4% S.E.)
REMOVE S.E.
STA. 427+76.36 (-7.4% S.E.)
STA. 429+75.68 (-1.5% N.C.)

RAMP D COORDINATE DATA

P.O.T. STA. 400+00.00
N: 1268269.626
E: 996851.197

P.C. STA. 402+78.67
N: 1268047.860
E: 997019.943

P.T. STA. 428+59.69
N: 1268126.341
E: 999224.050

P.O.T. STA. 431+35.26
N: 1268356.951
E: 999374.898

RAMP E CURVE DATA

PROP. CURVE RAMP E-1
PI STA. = 520+74.57
Δ = 110° 15' 02" (LT)
D = 4° 35' 01"
R = 1,250.00'
T = 1,793.52'
L = 2,405.30'
E = 936.14'
e = 7.6%
T.R. = N/A
S.E. RUN = 260'
P.C. STA = 502+81.04
P.T. STA = 526+86.34
ATTAIN S.E.
STA. 501+59.03 (-1.5% N.C.)
STA. 503+67.71 (-7.6% S.E.)
REMOVE S.E.
STA. 525+99.67 (-7.6% S.E.)
STA. 528+08.35 (-1.5% N.C.)

RAMP E COORDINATE DATA

P.O.T. STA. 500+00.00
N: 1266070.383
E: 999436.396

P.C. STA. 502+81.04
N: 1266308.062
E: 999286.413

P.T. STA. 526+86.34
N: 1266401.870
E: 997237.548

P.O.T. STA. 529+83.39
N: 1266166.193
E: 997056.731

FILE NAME = ...:\0570C01-sh1-ATB Curve Data.dgn
Default

USER NAME = Matt Over

RAMP F CURVE DATA

PROP. CURVE RAMPF-1
 PI STA. = 610+42.66
 Δ = 11° 56' 12" (RT)
 D = 5° 58' 06"
 R = 960.00'
 T = 100.36'
 L = 200.00'
 E = 5.23'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = 275'
 P.C. STA = 609+42.29
 P.C.C. STA = 611+42.29
ATTAIN S.E. (EXIT TERMINAL):
 STA. 608+27.71 (+2.0% N.C.)
 STA. 610+33.96 (+8.0% S.E. @ D-D)

PROP. CURVE RAMPF-2
 PI STA. = 620+51.51
 Δ = 124° 20' 18" (RT)
 D = 11° 56' 12"
 R = 480.00'
 T = 909.21'
 L = 1,041.65'
 E = 548.14'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA = 611+42.29
 P.C.C. STA = 621+83.95

PROP. CURVE RAMPF-3
 PI STA. = 630+93.16
 Δ = 124° 20' 18" (RT)
 D = 11° 56' 12"
 R = 480.00'
 T = 909.21'
 L = 1,041.65'
 E = 548.14'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA = 621+83.95
 P.C.C. STA = 621+83.95

PROP. CURVE RAMPF-4
 PI STA. = 633+25.97
 Δ = 11° 56' 12" (RT)
 D = 5° 58' 06"
 R = 960.00'
 T = 100.36'
 L = 200.00'
 E = 5.23'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = 275'
 P.C.C. STA = 632+25.60
 P.T. STA = 634+25.60
REMOVE S.E. (ENTR. TERMINAL):
 STA. 632+95.60 (+8.0% S.E. @ A-A)
 STA. 634+25.60 (+5.81% @ B-B)
 STA. 636+25.64 (+3.26% @ C-C)
 STA. 637+25.66 (+2.24% @ D-D)
 STA. 637+35.66 (+2.0% N.C.)

RAMP F COORDINATE DATA

P.O.T. STA. 600+00.00
 N: 1266748.434
 E: 997805.835

P.C. STA. 609+42.29
 N: 1267423.187
 E: 998463.578

P.C.C. STA. 611+42.29
 N: 1267550.878
 E: 998617.039

P.C. STA. 621+83.95
 N: 1267147.428
 E: 999364.003

P.C.C. STA. 632+25.60
 N: 1266758.222
 E: 998609.519

P.C.C. STA. 634+25.60
 N: 1266888.802
 E: 998458.508

P.O.T. STA. 645+75.67
 N: 1267727.421
 E: 997671.502

RAMP G CURVE DATA

PROP. CURVE RAMPG-1
 PI STA. = 701+38.85
 Δ = 2° 16' 06" (RT)
 D = 0° 49' 01"
 R = 7,013.85'
 T = 138.85'
 L = 277.67'
 E = 1.37'
 e = MATCH I-74
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 700+00.00
 P.C.C. STA = 702+77.67

PROP. CURVE RAMPG-2
 PI STA. = 704+67.94
 Δ = 3° 43' 12" (RT)
 D = 0° 58' 41"
 R = 5,858.76'
 T = 190.26'
 L = 380.40'
 E = 3.09'
 e = MATCH I-74
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA = 702+77.67
 P.T. STA = 706+58.07

PROP. CURVE RAMPG-3
 PI STA. = 709+83.61
 Δ = 16° 53' 10" (RT)
 D = 4° 35' 01"
 R = 1,250.00'
 T = 185.54'
 L = 368.40'
 E = 13.70'
 e = 7.6%
 T.R. = N/A
 S.E. RUN = 260'
 P.C. STA = 707+98.07
 P.T. STA = 711+66.46
ATTAIN S.E. (EXIT TERMINAL):
 STA. 707+44.91 (+4.0% MATCH I-74)
 STA. 708+68.07 (+7.6% S.E. @ D-D)
REMOVE S.E.:
 STA. 710+79.80 (+7.6% S.E.)
 STA. 712+88.48 (+1.5% N.C.)

RAMP G CURVE DATA (CONT.)

PROP. CURVE RAMPG-4
 PI STA. = 730+86.74
 Δ = 60° 51' 35" (RT)
 D = 3° 30' 16"
 R = 1,635.00'
 T = 960.40'
 L = 1,736.70'
 E = 261.20'
 e = 6.7%
 T.R. = N/A
 S.E. RUN = 230'
 P.C. STA = 721+26.34
 P.T. STA = 738+63.05
ATTAIN S.E.:
 STA. 720+24.50 (+1.5% N.C.)
 STA. 722+03.01 (+6.7% S.E.)
REMOVE S.E.:
 STA. 737+86.38 (+6.7% S.E.)
 STA. 739+64.89 (+1.5% N.C.)

PROP. CURVE RAMPG-5
 PI STA. = 747+79.90
 Δ = 8° 01' 17" (RT)
 D = 2° 17' 31"
 R = 2,500.00'
 T = 175.29'
 L = 350.00'
 E = 6.14'
 e = 5.0%
 T.R. = N/A
 S.E. RUN = 170'
 P.C. STA = 746+04.61
 P.T. STA = 749+54.61
ATTAIN S.E.:
 STA. 745+42.28 (+1.5 N.C.)
 STA. 746+61.28 (+5.0% S.E.)
REMOVE S.E. (ENTR. TERMINAL):
 STA. 749+54.61 (+5.0% @ B-B)
 STA. 751+54.61 (+3.26% @ C-C)
 STA. 753+54.65 (+2.0% N.C. @ D-D)

RAMP G COORDINATE DATA

P.C. STA. 700+00.00
 N: 1264835.254
 E: 1000564.350

P.C.C. STA. 702+77.67
 N: 1265002.938
 E: 1000343.052

P.T. STA. 706+58.07
 N: 1265248.153
 E: 1000052.328

P.C. STA. 707+98.07
 N: 1265341.843
 E: 999948.299

P.T. STA. 711+66.46
 N: 1265624.874
 E: 999714.567

P.I. STA. 712+91.46
 N: 1265731.899
 E: 999649.986

P.C. STA. 721+26.34
 N: 1266455.203
 E: 999233.031

P.T. STA. 738+63.05
 N: 1268111.351
 E: 999246.567

P.I. STA. 745+39.61
 N: 1268691.899
 E: 999593.992

P.C. STA. 746+04.61
 N: 1268746.995
 E: 999628.479

P.T. STA. 749+54.61
 N: 1269029.724
 E: 999834.305

P.O.T. STA. 755+54.53
 N: 1269488.849
 E: 1000220.451

RAMP H CURVE DATA

PROP. CURVE RAMPH-1
 PI STA. = 814+42.14
 Δ = 91° 36' 27" (RT)
 D = 5° 58' 06"
 R = 960.00'
 T = 987.32'
 L = 1,534.90'
 E = 417.10'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = 275'
 P.C. STA = 804+54.82
 P.T. STA = 819+89.72
ATTAIN S.E. (EXIT TERMINAL):
 STA. 803+14.82 (+2.0% N.C. @ C-C)
 STA. 805+24.82 (+8.0% S.E. @ D-D)
REMOVE S.E. (ENTR. TERMINAL):
 STA. 818+59.72 (+8.0% S.E. @ A-A)
 STA. 819+89.72 (+5.81% @ B-B)
 STA. 821+89.76 (+3.26% @ C-C)
 STA. 822+89.78 (+2.24% @ D-D)
 STA. 823+13.31 (+2.0% N.C.)

RAMP H COORDINATE DATA

P.O.T. STA. 800+00.00
 N: 1268386.526
 E: 999074.280

P.C. STA. 804+54.82
 N: 1268066.105
 E: 998751.489

P.C. STA. 819+89.72
 N: 1268090.485
 E: 997375.150

P.O.T. STA. 825+54.60
 N: 1268502.392
 E: 996988.594

P.O.T. STA. 831+39.79
 N: 1268929.091
 E: 996588.130

OLYMPIAN RAMP B CURVE DATA

PROP. CURVE OLYMPIAN RAMPB-1
 PI STA. = 16+43.25
 Δ = 25° 36' 11" (RT)
 D = 5° 58' 06"
 R = 960.00'
 T = 218.13'
 L = 428.98'
 E = 24.47'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = 275'
 P.C. STA = 14+25.12
 P.T. STA = 18+54.10
ATTAIN S.E. (EXIT TERMINAL):
 STA. 12+85.12 (+2.0% N.C. @ C-C)
 STA. 14+95.12 (+8.0% S.E. @ D-D)
REMOVE S.E.:
 STA. 17+16.60 (+8.0% S.E.)
 STA. 19+91.60 (0% T.R.)

OLYMPIAN RAMP B COORDINATE DATA

P.O.T. STA. 10+00.00
 N: 1271219.500
 E: 1001180.840

P.C. STA. 12+66.24
 N: 1270959.289
 E: 1001124.512

P.C.C. STA. 15+61.45
 N: 1270684.812
 E: 1001019.018

P.T. STA. 19+21.28
 N: 1270390.264
 E: 1000813.161

P.O.T. STA. 25+21.20
 N: 1269931.139
 E: 1000427.016

OLYMPIAN RAMP B COORDINATE DATA

P.O.T. STA. 9+70.29
 N: 1270126.405
 E: 1000778.807

P.C. STA. 14+25.14
 N: 1270446.826
 E: 1001101.598

P.T. STA. 18+54.10
 N: 1270672.186
 E: 1001462.428

P.C. STA. 20+91.60
 N: 1270750.237
 E: 1001686.738

P.T. STA. 22+81.84
 N: 1270854.223
 E: 1001843.675

P.O.T. STA. 25+31.87
 N: 1271039.651
 E: 1002011.393

OLYMPIAN RAMP C CURVE DATA

PROP. CURVE OLYMPIAN RAMP C-1
 PI STA. = 14+15.02
 Δ = 17° 37' 10" (RT)
 D = 5° 58' 06"
 R = 960.00'
 T = 148.78'
 L = 295.21'
 E = 11.46'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = 275'
 P.C. STA = 12+66.24
 P.C.C. STA = 15+61.45
ATTAIN S.E.:
 STA. 11+51.66 (+2.0% MATCH EXIST.)
 STA. 13+57.91 (+8.0% S.E.)

OLYMPIAN RAMP C CURVE DATA

PROP. CURVE OLYMPIAN RAMP C-2
 PI STA. = 17+41.85
 Δ = 10° 13' 54" (RT)
 D = 2° 50' 36"
 R = 2,015.00'
 T = 180.40'
 L = 359.83'
 E = 8.06'
 e = 5.8%
 T.R. = N/A
 S.E. RUN = 200'
 P.C.C. STA = 15+61.45
 P.T. STA = 19+21.28
ATTAIN S.E.:
 STA. 15+61.45 (+8.0% S.E.)
 STA. 16+37.31 (+5.8% S.E.)
REMOVE S.E. (ENTR. TERMINAL):
 STA. 19+21.28 (+5.8% @ B-B)
 STA. 21+21.28 (+3.26% @ C-C)
 STA. 23+21.32 (+2.0% @ D-D)

OLYMPIAN RAMP C COORDINATE DATA

P.O.T. STA. 10+00.00
 N: 1271219.500
 E: 1001180.840

P.C. STA. 12+66.24
 N: 1270959.289
 E: 1001124.512

P.C.C. STA. 15+61.45
 N: 1270684.812
 E: 1001019.018

P.T. STA. 19+21.28
 N: 1270390.264
 E: 1000813.161

P.O.T. STA. 25+21.20
 N: 1269931.139
 E: 1000427.016

PROSPECT RAMP A CURVE DATA

PROP. CURVE PROSPECT RAMPA-1
 PI STA. = 18+54.42
 Δ = 18° 36' 23" (RT)
 D = 4° 13' 42"
 R = 1,355.00'
 T = 221.97'
 L = 440.03'
 E = 18.06'
 e = 7.4%
 T.R. = N/A
 S.E. RUN = 250'
 P.C. STA = 16+32.45
 P.C.C. STA = 20+72.48
ATTAIN S.E.:
 STA. 15+16.46 (+1.5% MATCH EXIST.)
 STA. 17+15.78 (+7.4% S.E.)
REMOVE S.E. (ENTR. TERMINAL):
 STA. 19+42.48 (+7.4% S.E. @ A-A)
 STA. 20+72.48 (+5.81% @ B-B)
 STA. 22+72.16 (+3.26% @ C-C)
 STA. 24+71.93 (+2.0% MATCH I-74 @ D-D)

PROSPECT RAMP A COORDINATE DATA

P.O.T. STA. 10+00.00
 N: 1263411.436
 E: 1005308.333

P.C. STA. 16+32.45
 N: 1263333.756
 E: 1004680.667

P.C.C. STA. 20+72.48
 N: 1263350.942
 E: 1004242.908

P.T. STA. 26+71.61
 N: 1263485.258
 E: 1003659.089

PROSPECT RAMP A CURVE DATA

PROP. CURVE PROSPECT RAMPA-2
 PI STA. = 23+72.11
 Δ = 2° 48' 35" (RT)
 D = 0° 28' 08"
 R = 12,217.62'
 T = 299.62'
 L = 599.13'
 E = 3.67'
 e = MATCH I-74
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA = 20+72.48
 P.T. STA = 26+71.61

PROSPECT RAMP A COORDINATE DATA

P.O.T. STA. 10+00.00
 N: 1263411.436
 E: 1005308.333

P.C. STA. 16+32.45
 N: 1263333.756
 E: 1004680.667

P.C.C. STA. 20+72.48
 N: 1263350.942
 E: 1004242.908

P.T. STA. 26+71.61
 N: 1263485.258
 E: 1003659.089

PROSPECT RAMP C CURVE DATA (CONT.)

PROP. CURVE PROSPECT RAMPC-2
 PI STA. = 31+64.59
 Δ = 8° 00' 37" (RT)
 D = 1° 32' 32"
 R = 3,715.00'
 T = 260.11'
 L = 519.38'
 E = 9.10'
 e = 3.6%
 T.R. = N/A
 S.E. RUN = 125'
 P.C. STA = 29+04.48
 P.T. STA = 34+23.86
ATTAIN S.E. (EXIT TERMINAL):
 STA. 25+20.27 (-2.0% MATCH I-74 @ B-B)
 STA. 27+64.48 (+2.0% N.C. @ C-C)
 STA. 29+74.48 (+3.6% S.E. @ D-D)
REMOVE S.E.:
 STA. 33+82.19 (+3.6% S.E.)
 STA. 34+55.11 (+1.5% MATCH EXIST.)

PROSPECT RAMP C COORDINATE DATA

P.C. STA. 24+49.07
 N: 1263326.641
 E: 1003869.600

P.T. STA. 27+64.48
 N: 1263231.118
 E: 1004170.195

P.C. STA. 29+04.48
 N: 1263190.431
 E: 1004304.152

P.T. STA. 34+23.86
 N: 1263005.298
 E: 1004788.962

P.O.T. STA. 40+00.00
 N: 1262762.674
 E: 1005311.523

PROSPECT RAMP C CURVE DATA

PROP. CURVE PROSPECT RAMPC-1
 PI STA. = 26+06.78
 Δ = 1° 28' 05" (LT)
 D = 0° 27' 55"
 R = 12,310.89'
 T = 157.72'
 L = 315.42'
 E = 1.01'
 e = MATCH I-74
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 24+49.07
 P.T. STA = 27+64.48

PROSPECT RAMP C COORDINATE DATA

P.O.T. STA. 10+00.00
 N: 1271219.500
 E: 1001180.840

P.C. STA. 12+66.24
 N: 1270959.289
 E: 1001124.512

P.C.C. STA. 15+61.45
 N: 1270684.812
 E: 1001019.018

P.T. STA. 19+21.28
 N: 1270390.264
 E: 1000813.161

P.O.T. STA. 25+21.20
 N: 1269931.139
 E: 1000427.016

FILE NAME =
 ...10570C01-shr-ATB Curve Data.dgn
 Default

USER NAME = Matt Overbey
 PLOT SCALE = 200.0000' / in.
 PLOT DATE = 1/25/2022 - 9:20:46 PM

DESIGNED - MJQ
 DRAWN - RAH
 CHECKED - SPH
 DATE - JANUARY 2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS, TIES AND BENCHMARKS
 CURVE DATA**

SCALE: N.T.S. SHEET 9 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	111
			CONTRACT NO.	70C01
ILLINOIS FED. AID PROJECT				

U.S. 150 CURVE DATA

EXIST. CURVE 150-1
 PI STA. = 195+62.28
 $\Delta = 33^\circ 58' 24''$ (RT)
 D = 5° 39' 10"
 R = 1,013.59'
 T = 309.63'
 L = 601.01'
 E = 46.24'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C. STA = 192+52.65
 P.T. STA = 198+53.65

EXIST. CURVE 150-2
 PI STA. = 1200+50.30
 $\Delta = 0^\circ 48' 02''$ (LT)
 D = 0° 48' 03"
 R = 7,153.93'
 T = 49.98'
 L = 99.96'
 E = 0.17'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C. STA = 1200+00.32
 P.T. STA = 1201+00.28

EXIST. CURVE 150-3
 PI STA. = 1203+94.35
 $\Delta = 2^\circ 09' 41''$ (LT)
 D = 0° 22' 26"
 R = 15,321.80'
 T = 289.03'
 L = 577.99'
 E = 2.73'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C. STA = 1201+05.32
 P.T. STA = 1206+83.32

U.S. 150 COORDINATE DATA

P.O.T. STA. 154+78.15
 N: 1266171.362
 E: 996889.926

P.O.T. STA. 160+00.00
 N: 1265827.500
 E: 997282.460

P.C. STA. 192+52.65
 N: 1264651.333
 E: 1000150.026

P.T. STA. 198+53.65
 N: 1264524.640
 E: 1000728.559

P.O.T. STA. 1198+53.41
 N: 1264530.895
 E: 1000731.703

P.C. STA. 1200+00.32
 N: 1264458.952
 E: 1000859.795

P.T. STA. 1201+00.28
 N: 1264410.612
 E: 1000947.287

P.C. STA. 1201+05.32
 N: 1264408.204
 E: 1000951.718

P.T. STA. 1206+83.32
 N: 1264141.874
 E: 1001464.653

P.O.T. STA. 1222+20.89
 N: 1263459.198
 E: 1002842.370

ANTHONY CURVE DATA

EXIST. CURVE ANTHONY-1
 PI STA. = 188+73.10
 $\Delta = 52^\circ 41' 33''$ (LT)
 D = 11° 19' 36"
 R = 505.85'
 T = 250.51'
 L = 465.21'
 E = 58.63'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C. STA = 186+22.58
 P.C.C. STA = 190+87.79

EXIST. CURVE ANTHONY-2
 PI STA. = 195+31.28
 $\Delta = 7^\circ 25' 48''$ (LT)
 D = 0° 50' 20"
 R = 6,830.31'
 T = 443.49'
 L = 885.74'
 E = 14.38'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C.C. STA = 190+87.79
 P.C.C. STA = 199+73.53

EXIST. CURVE ANTHONY-3
 PI STA. = 204+57.17
 $\Delta = 4^\circ 43' 50''$ (LT)
 D = 0° 29' 22"
 R = 11,708.82'
 T = 483.64'
 L = 966.72'
 E = 9.98'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C.C. STA = 199+73.53
 P.T. STA = 209+40.25

EXIST. CURVE ANTHONY-4
 PI STA. = 221+62.65
 $\Delta = 11^\circ 12' 16''$ (LT)
 D = 0° 28' 07"
 R = 12,226.67'
 T = 1,199.30'
 L = 2,390.95'
 E = 58.68'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C. STA = 209+63.35
 P.C.C. STA = 233+54.31

EXIST. CURVE ANTHONY-5
 PI STA. = 234+58.46
 $\Delta = 26^\circ 55' 54''$ (LT)
 D = 13° 10' 18"
 R = 434.99'
 T = 104.16'
 L = 204.47'
 E = 12.30'
 e = EXIST.
 T.R. = EXIST.
 S.E. RUN = EXIST.
 P.C.C. STA = 233+54.31
 P.T. STA = 235+58.77

ANTHONY COORDINATE DATA

P.O.T. STA. 181+30.28
 N: 1266036.848
 E: 1000023.787

P.C. STA. 186+22.58
 N: 1265544.561
 E: 1000028.330

P.C.C. STA. 190+87.79
 N: 1265144.070
 E: 1000231.291

P.C.C. STA. 199+73.53
 N: 1264661.171
 E: 1000973.080

P.T. STA. 209+40.25
 N: 1264222.662
 E: 1001834.316

P.C. STA. 209+63.35
 N: 1264213.040
 E: 1001855.315

P.C.C. STA. 233+54.31
 N: 1263435.228
 E: 1004112.188

P.T. STA. 235+58.77
 N: 1263435.412
 E: 1004314.777

P.O.T. STA. 240+06.47
 N: 1263540.061
 E: 1004750.074

MATTIS COORDINATE DATA

P.O.T. STA. 15+00.00
 N: 1264839.511
 E: 999933.756

P.O.T. STA. 25+00.00
 N: 1265839.022
 E: 999902.514

P.O.T. STA. 20+00.00
 N: 1268835.623
 E: 999993.008

P.I. STA. 27+54.90
 N: 1269590.472
 E: 999984.673

P.O.T. STA. 31+00.00
 N: 1269935.554
 E: 999980.711

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENTS, TIES AND BENCHMARKS
 CURVE DATA

FILE NAME =
 ...\\0570C01-sht-ATB Curve Data.dgn
 Default

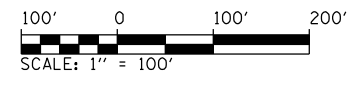
USER NAME = Matt Overbey
 PLOT SCALE = 200.0000' / in.
 PLOT DATE = 1/25/2022 9:20:46 PM

DESIGNED - MJJ
 DRAWN - BJD
 CHECKED - SPH
 DATE - JANUARY 2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

SCALE: N.T.S. SHEET 10 OF 15 SHEETS STA. TO STA.

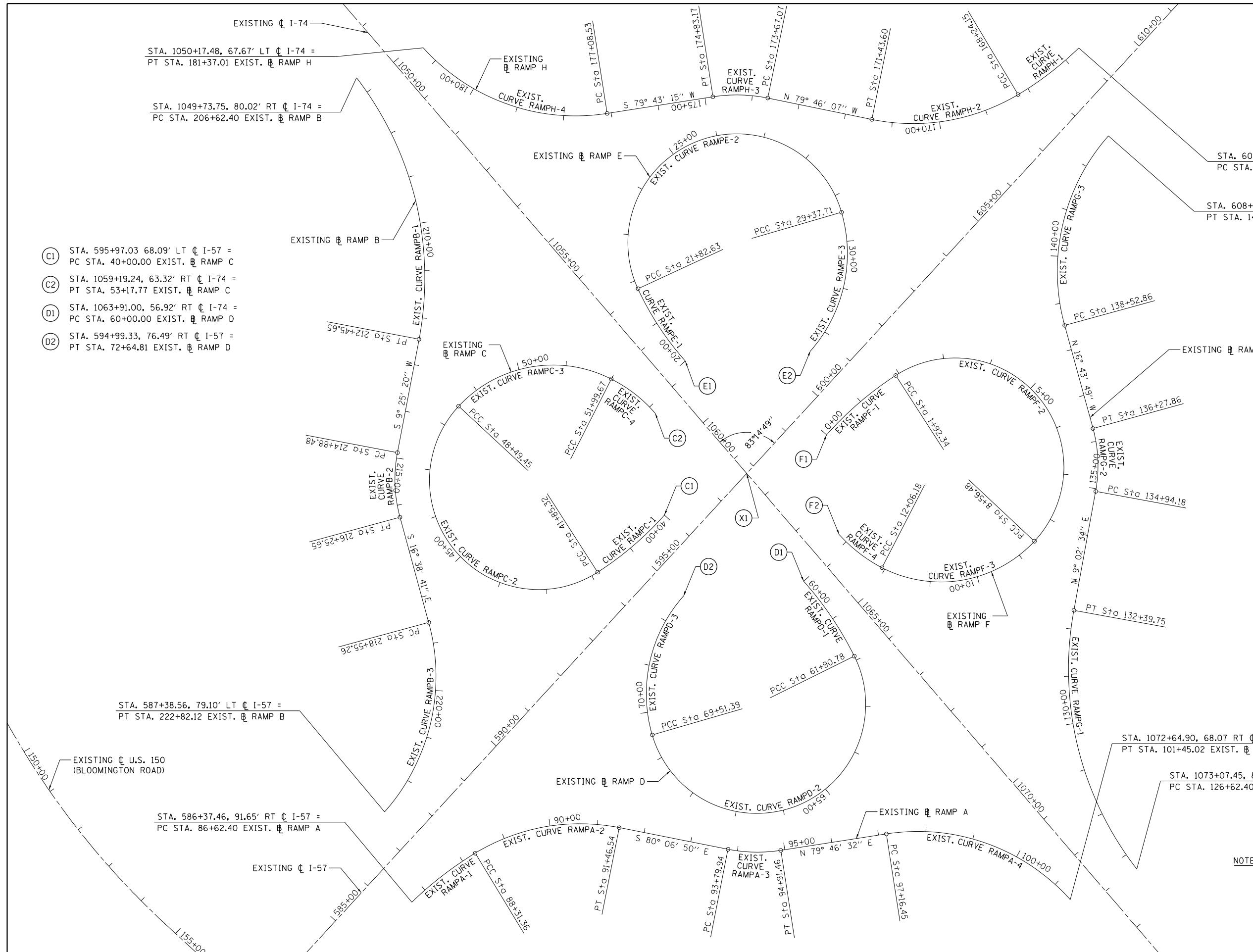
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	112
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



- (C1) STA. 595+97.03 68.09' LT \odot I-57 = PC STA. 40+00.00 EXIST. \oplus RAMP C
- (C2) STA. 1059+19.24, 63.32' RT \odot I-74 = PT STA. 53+17.77 EXIST. \oplus RAMP C
- (D1) STA. 1063+91.00, 56.92' RT \odot I-74 = PC STA. 60+00.00 EXIST. \oplus RAMP D
- (D2) STA. 594+99.33, 76.49' RT \odot I-57 = PT STA. 72+64.81 EXIST. \oplus RAMP D

- (E1) STA. 1058+77.11, 56.11' LT \odot I-74 = PC STA. 20+00.00 EXIST. \oplus RAMP E
- (E2) STA. 600+58.98, 75.48' LT \odot I-57 = PT STA. 32+50.54 EXIST. \oplus RAMP E
- (F1) STA. 599+52.42, 68.94' RT \odot I-57 = PC STA. 0+00.00 EXIST. \oplus RAMP F
- (F2) STA. 1063+64.83, 63.96' LT \odot I-74 = PT STA. 13+21.10 EXIST. \oplus RAMP F
- (X1) STA. 597+78.82 \odot I-57 = STA. 1061+40.60 \odot I-74

- NOTES:**
- SEE EXISTING CURVE DATA SHEET FOR CURVE/COORDINATE DATA.
 - HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
 - VERTICAL CONTROL BASED ON NAVD (1988).



FILE NAME =
 ...\\0570C01-sht-ATB-EX Ramps-001.dgn
 Default

USER NAME = Matt Overbey
 PLOT SCALE = 200.0000' / in.
 PLOT DATE = 1/25/2022 - 9:20:48 PM

DESIGNED - MJO
 DRAWN - RAH
 CHECKED - SPH
 DATE - JANUARY 2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

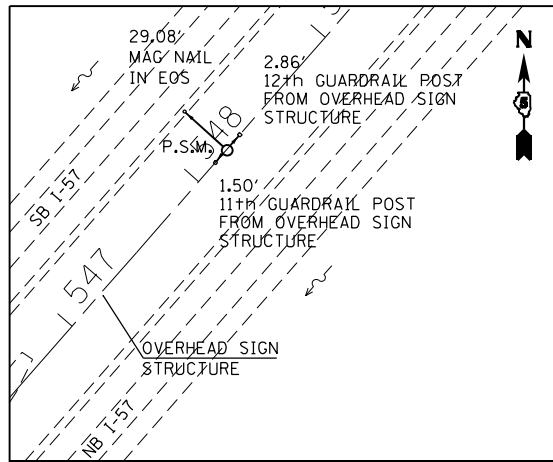
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS, TIES AND BENCHMARKS
 EXISTING RAMPS**

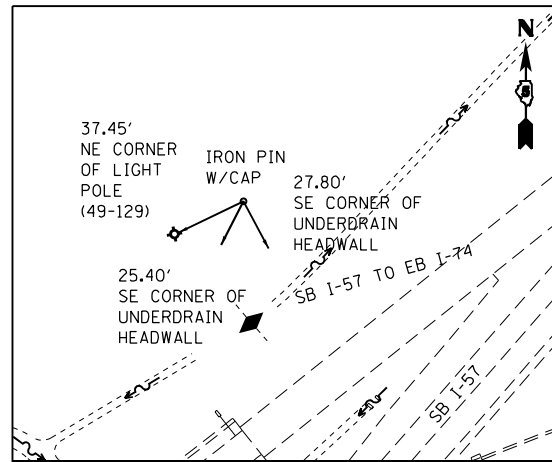
SCALE: 1" = 100' SHEET 11 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133.34,5,141R & (10-34)B	CHAMPAIGN	1182	113
CONTRACT NO. 70C01				ILLINOIS FED. AID PROJECT

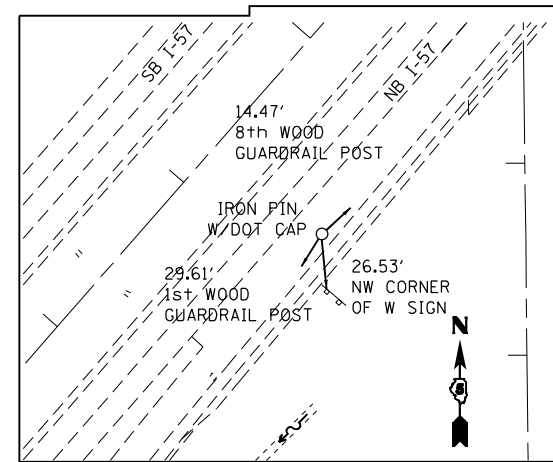
EXIST. RAMP A CURVE DATA	EXIST. RAMP B CURVE DATA	EXIST. RAMP C CURVE DATA	EXIST. RAMP D CURVE DATA	EXIST. RAMP E CURVE DATA	EXIST. RAMP F CURVE DATA	EXIST. RAMP G CURVE DATA	EXIST. RAMP H CURVE DATA
<p><u>EXIST. CURVE RAMPA-1</u> PI STA. = 87+47.24 $\Delta = 12^\circ 57' 19''$ (RT) D = 7° 40' 04" R = 747.24' T = 84.84' L = 168.96' E = 4.80' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 86+62.40 P.C.C. STA. = 88+31.36</p> <p><u>EXIST. CURVE RAMPA-2</u> PI STA. = 89+96.61 $\Delta = 42^\circ 33' 08''$ (RT) D = 13° 30' 04" R = 424.38' T = 165.26' L = 315.18' E = 31.04' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 88+31.36 P.T. STA. = 91+46.54</p> <p><u>EXIST. CURVE RAMPA-3</u> PI STA. = 94+36.28 $\Delta = 20^\circ 06' 38''$ (LT) D = 18° 01' 59" R = 317.73' T = 56.34' L = 111.52' E = 4.96' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 93+79.94 P.T. STA. = 94+91.46</p> <p><u>EXIST. CURVE RAMPA-4</u> PI STA. = 99+50.39 $\Delta = 57^\circ 02' 39''$ (RT) D = 13° 18' 36" R = 430.47' T = 233.94' L = 428.58' E = 59.46' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 97+16.45 P.T. STA. = 101+45.02</p> <p>EXISTING RAMP A COORDINATE DATA</p> <p>P.C. STA. 86+62.40 N: 1266234.729 E: 997402.005</p> <p>P.C.C. STA. 88+31.36 N: 1266341.160 E: 997532.764</p> <p>P.T. STA. 91+46.54 N: 1266401.982 E: 997834.683</p> <p>P.C. STA. 93+79.94 N: 1266361.910 E: 998064.618</p> <p>P.T. STA. 94+91.46 N: 1266362.237 E: 998175.567</p> <p>P.C. STA. 97+16.45 N: 1266402.173 E: 998396.981</p> <p>P.T. STA. 101+45.02 N: 1266273.108 E: 998787.290</p>	<p><u>EXIST. CURVE RAMPB-1</u> PI STA. = 209+72.75 $\Delta = 48^\circ 27' 44''$ (RT) D = 8° 18' 32" R = 689.57' T = 310.35' L = 583.25' E = 66.62' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 206+62.40 P.T. STA. = 212+45.65</p> <p><u>EXIST. CURVE RAMPB-2</u> PI STA. = 215+58.27 $\Delta = 26^\circ 04' 01''$ (LT) D = 19° 00' 15" R = 301.49' T = 69.79' L = 137.16' E = 7.97' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 214+88.48 P.T. STA. = 216+25.65</p> <p><u>EXIST. CURVE RAMPB-3</u> PI STA. = 220+88.06 $\Delta = 56^\circ 46' 40''$ (RT) D = 13° 18' 05" R = 430.75' T = 232.80' L = 426.86' E = 58.88' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 218+55.26 P.T. STA. = 222+82.12</p> <p>EXISTING RAMP B COORDINATE DATA</p> <p>P.C. STA. 206+62.40 N: 1267966.802 E: 997244.279</p> <p>P.T. STA. 212+45.65 N: 1267419.582 E: 997388.950</p> <p>P.C. STA. 214+88.48 N: 1267180.028 E: 997349.197</p> <p>P.T. STA. 216+25.65 N: 1267044.314 E: 997357.762</p> <p>P.C. STA. 218+55.26 N: 1266824.318 E: 997423.532</p> <p>P.T. STA. 222+82.12 N: 1266423.286 E: 997340.160</p>	<p><u>EXIST. CURVE RAMPC-1</u> PI STA. = 40+93.23 $\Delta = 15^\circ 33' 40''$ (RT) D = 8° 23' 50" R = 682.33' T = 93.23' L = 185.32' E = 6.34' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 40+00.00 P.C.C. STA. = 41+85.32</p> <p><u>EXIST. CURVE RAMPC-2</u> PI STA. = 60+10.65 $\Delta = 165^\circ 39' 17''$ (RT) D = 24° 56' 35" R = 229.71' T = 1,825.33' L = 664.13' E = 1,610.02' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 41+85.32 P.C.C. STA. = 48+49.45</p> <p><u>EXIST. CURVE RAMPC-3</u> PI STA. = 50+53.83 $\Delta = 74^\circ 02' 32''$ (RT) D = 21° 08' 29" R = 271.01' T = 204.38' L = 350.23' E = 68.43' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 48+49.45 P.C.C. STA. = 51+99.67</p> <p><u>EXIST. CURVE RAMPC-4</u> PI STA. = 52+59.46 $\Delta = 21^\circ 59' 38''$ (RT) D = 18° 37' 23" R = 307.66' T = 59.79' L = 118.10' E = 5.76' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 51+99.67 P.T. STA. = 53+17.77</p> <p>EXISTING RAMP C COORDINATE DATA</p> <p>P.C. STA. 40+00.00 N: 1267061.844 E: 997914.035</p> <p>P.C.C. STA. 41+85.32 N: 1266938.405 E: 997776.578</p> <p>P.C.C. STA. 48+49.45 N: 1267280.758 E: 997475.639</p> <p>P.C.C. STA. 51+99.67 N: 1267345.645 E: 997795.483</p> <p>P.T. STA. 53+17.77 N: 1267275.744 E: 997889.776</p>	<p><u>EXIST. CURVE RAMPD-1</u> PI STA. = 60+95.96 $\Delta = 15^\circ 20' 24''$ (RT) D = 8° 02' 27" R = 712.57' T = 95.96' L = 190.78' E = 6.43' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 60+00.00 P.C.C. STA. = 61+90.78</p> <p><u>EXIST. CURVE RAMPD-2</u> PI STA. = 87+66.53 $\Delta = 190^\circ 10' 07''$ (RT) D = 25° 00' 07" R = 229.17' T = 2,575.75' L = 760.62' E = 2,815.09' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 61+90.78 P.C.C. STA. = 69+51.39</p> <p><u>EXIST. CURVE RAMPD-3</u> PI STA. = 71+22.92 $\Delta = 57^\circ 50' 41''$ (RT) D = 18° 27' 23" R = 310.44' T = 171.53' L = 313.41' E = 44.24' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 69+51.39 P.T. STA. = 72+64.81</p> <p>EXISTING RAMP D COORDINATE DATA</p> <p>P.C. STA. 60+00.00 N: 1266929.644 E: 998210.412</p> <p>P.C.C. STA. 61+90.78 N: 1266774.650 E: 998320.669</p> <p>P.C.C. STA. 69+51.39 N: 1266598.676 E: 997899.419</p> <p>P.T. STA. 72+64.81 N: 1266893.091 E: 997958.432</p>	<p><u>EXIST. CURVE RAMPE-1</u> PI STA. = 20+91.96 $\Delta = 16^\circ 35' 43''$ (RT) D = 9° 05' 12" R = 630.54' T = 91.96' L = 182.63' E = 6.67' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 20+00.00 P.C.C. STA. = 21+82.63</p> <p><u>EXIST. CURVE RAMPE-2</u> PI STA. = 52+54.81 $\Delta = 188^\circ 32' 34''$ (RT) D = 24° 58' 12" R = 229.46' T = 3,072.17' L = 755.08' E = 3,310.19' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 21+82.63 P.C.C. STA. = 29+37.71</p> <p><u>EXIST. CURVE RAMPE-3</u> PI STA. = 31+09.00 $\Delta = 57^\circ 58' 51''$ (RT) D = 18° 32' 03" R = 309.14' T = 171.29' L = 312.83' E = 44.28' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 29+37.71 P.T. STA. = 32+50.54</p> <p>EXISTING RAMP E COORDINATE DATA</p> <p>P.C. STA. 20+00.00 N: 1267387.010 E: 997950.267</p> <p>P.C.C. STA. 21+82.63 N: 1267536.948 E: 997847.116</p> <p>P.C.C. STA. 29+37.71 N: 1267708.067 E: 998271.562</p> <p>P.T. STA. 32+50.54 N: 1267414.226 E: 998212.823</p>	<p><u>EXIST. CURVE RAMPE-1</u> PI STA. = 0+96.76 $\Delta = 15^\circ 26' 17''$ (RT) D = 8° 01' 35" R = 713.85' T = 96.76' L = 192.34' E = 6.53' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 0+00.00 P.C.C. STA. = 1+92.34</p> <p><u>EXIST. CURVE RAMPE-2</u> PI STA. = 20+58.53 $\Delta = 165^\circ 59' 38''$ (RT) D = 24° 59' 38" R = 229.24' T = 1,866.19' L = 664.14' E = 1,650.98' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 1+92.34 P.C.C. STA. = 8+56.48</p> <p><u>EXIST. CURVE RAMPE-3</u> PI STA. = 10+60.68 $\Delta = 74^\circ 10' 43''$ (RT) D = 21° 12' 43" R = 270.11' T = 204.20' L = 349.70' E = 68.50' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 8+56.48 P.C.C. STA. = 12+06.18</p> <p><u>EXIST. CURVE RAMPE-4</u> PI STA. = 12+64.31 $\Delta = 21^\circ 14' 41''$ (RT) D = 18° 29' 09" R = 309.95' T = 58.13' L = 114.92' E = 5.40' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 12+06.18 P.T. STA. = 13+21.10</p> <p>EXISTING RAMP F COORDINATE DATA</p> <p>P.C. STA. 0+00.00 N: 1267238.915 E: 998251.262</p> <p>P.C.C. STA. 1+92.34 N: 1267367.289 E: 998393.714</p> <p>P.C.C. STA. 8+56.48 N: 1267025.466 E: 998694.101</p> <p>P.C.C. STA. 12+06.18 N: 1266962.065 E: 998374.546</p> <p>P.T. STA. 13+21.10 N: 1267030.017 E: 998282.679</p>	<p><u>EXIST. CURVE RAMPG-1</u> PI STA. = 129+69.36 $\Delta = 48^\circ 08' 59''$ (RT) D = 8° 20' 23" R = 687.02' T = 306.96' L = 577.35' E = 65.45' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 126+62.40 P.T. STA. = 132+39.75</p> <p><u>EXIST. CURVE RAMPG-2</u> PI STA. = 135+62.17 $\Delta = 25^\circ 46' 23''$ (LT) D = 19° 16' 47" R = 297.18' T = 167.44' L = 133.68' E = 7.68' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 134+94.18 P.T. STA. = 136+27.86</p> <p><u>EXIST. CURVE RAMPG-3</u> PI STA. = 140+85.65 $\Delta = 56^\circ 45' 58''$ (RT) D = 13° 17' 55" R = 430.84' T = 232.79' L = 426.86' E = 58.87' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 138+52.86 P.T. STA. = 142+79.72</p> <p>EXISTING RAMP G COORDINATE DATA</p> <p>P.C. STA. 126+62.40 N: 1266340.672 E: 998925.784</p> <p>P.T. STA. 132+39.75 N: 1266882.001 E: 998780.410</p> <p>P.C. STA. 134+94.18 N: 1267133.268 E: 998820.399</p> <p>P.T. STA. 136+27.86 N: 1267265.525 E: 998811.513</p> <p>P.C. STA. 138+52.86 N: 1267481.005 E: 998746.742</p> <p>P.T. STA. 142+79.72 N: 1267882.174 E: 998829.474</p>	<p><u>EXIST. CURVE RAMPH-1</u> PI STA. = 167+43.65 $\Delta = 13^\circ 28' 50''$ (RT) D = 8° 20' 03" R = 687.48' T = 81.25' L = 161.75' E = 4.78' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 166+62.40 P.C.C. STA. = 168+24.15</p> <p><u>EXIST. CURVE RAMPH-2</u> PI STA. = 169+91.59 $\Delta = 42^\circ 24' 35''$ (RT) D = 13° 16' 33" R = 431.58' T = 167.44' L = 319.45' E = 31.34' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 168+24.15 P.T. STA. = 171+43.60</p> <p><u>EXIST. CURVE RAMPH-3</u> PI STA. = 174+25.75 $\Delta = 20^\circ 30' 38''$ (LT) D = 17° 39' 59" R = 324.32' T = 58.68' L = 116.10' E = 5.27' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 173+67.07 P.T. STA. = 174+83.17</p> <p><u>EXIST. CURVE RAMPH-4</u> PI STA. = 179+42.47 $\Delta = 57^\circ 07' 02''$ (RT) D = 13° 19' 49" R = 429.81' T = 233.94' L = 428.48' E = 59.54' e = EXIST. T.R. = EXIST. S.E. RUN = EXIST. P.C. STA. = 177+08.53 P.T. STA. = 181+37.01</p> <p>EXISTING RAMP H COORDINATE DATA</p> <p>P.C. STA. 166+62.40 N: 1268065.699 E: 998762.667</p> <p>P.C.C. STA. 168+24.15 N: 1267964.319 E: 998637.109</p> <p>P.T. STA. 171+43.60 N: 1267904.890 E: 998330.611</p> <p>P.C. STA. 173+67.07 N: 1267944.583 E: 998110.695</p> <p>P.T. STA. 174+83.17 N: 1267944.535 E: 997995.214</p> <p>P.C. STA. 177+08.53 N: 1267904.320 E: 997773.465</p> <p>P.T. STA. 181+37.01 N: 1268033.216 E: 997383.251</p>



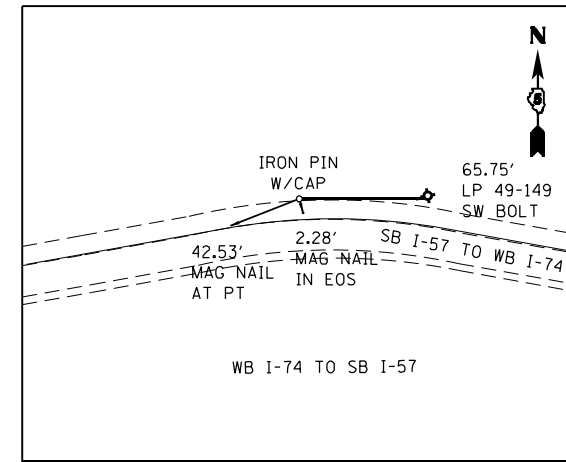
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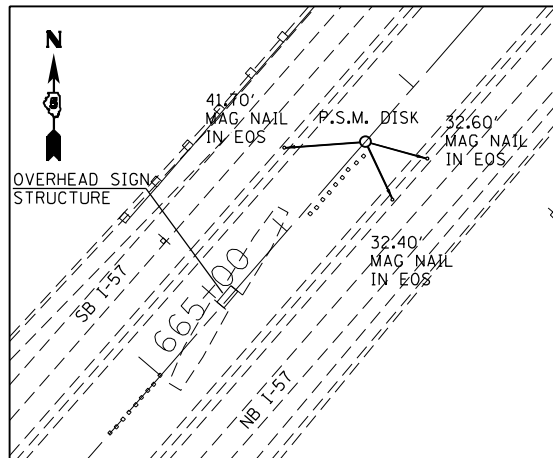
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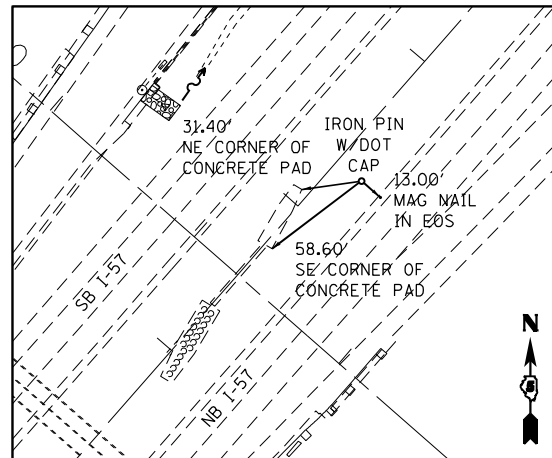
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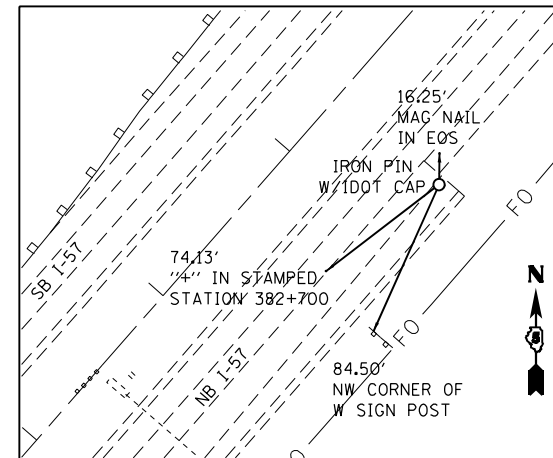
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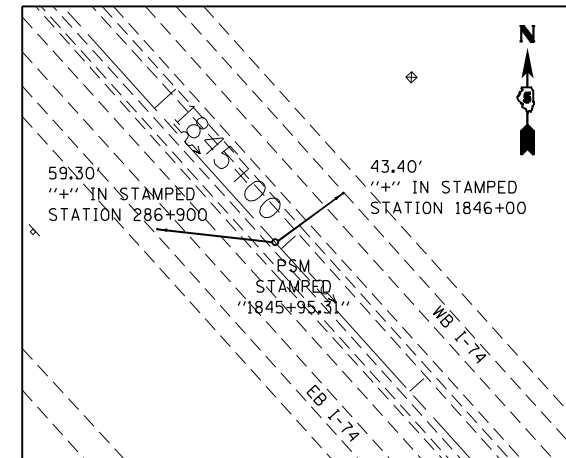
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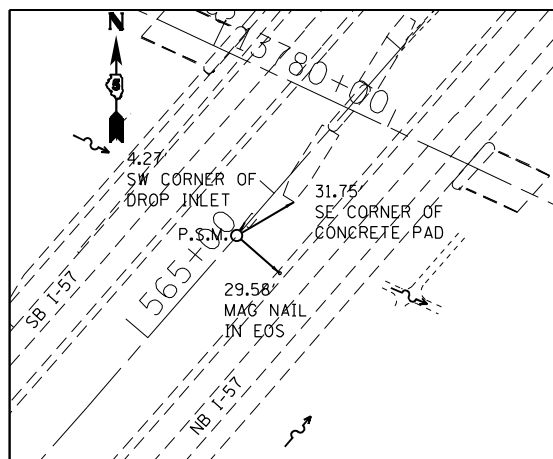
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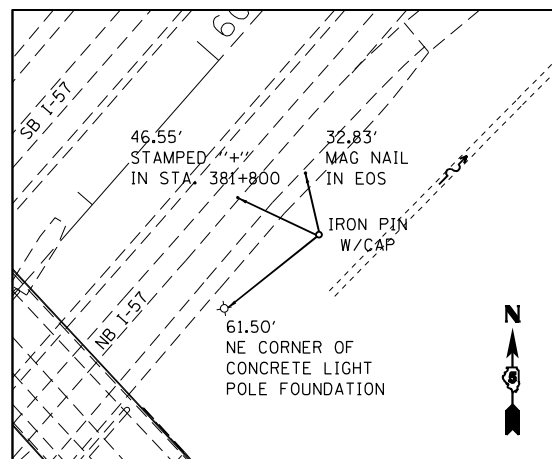
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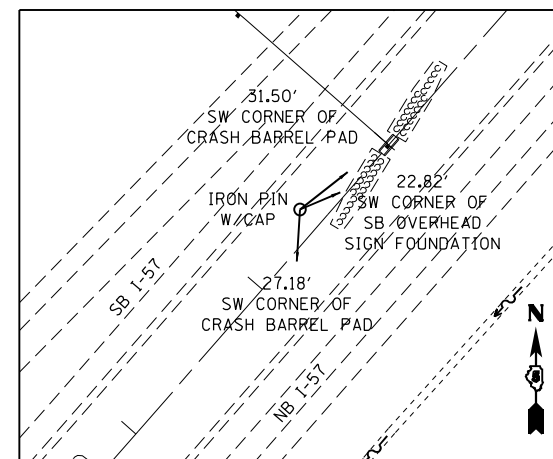
TS #418
STA. 1845+95.31, 0.00' RT. (I-74)
N=1270915.377 E=994693.631



P.S.M. #31
STA. 565+73.63, 0.05' RT. (I-57)
N=1264742.479 E=995973.374



TS #411
STA. 599+66.05, 99.11' RT. (I-57)
N=1267229.289 E=998282.941



TS #416
STA. 612+44.31, 12.73' LT. (I-57)
N=1268264.596 E=999040.968

NOTES:

- HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
- VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME =
...NC-4\0570C01-sht-ATB.TIES-BM
Default

USER NAME = Matt Overbey
DRAWN - RAH
CHECKED - SPH
PLOT DATE = 1/25/2022 - 9:20:51 PM

DESIGNED - MJO
REVISIONS
DATE - JANUARY 2022

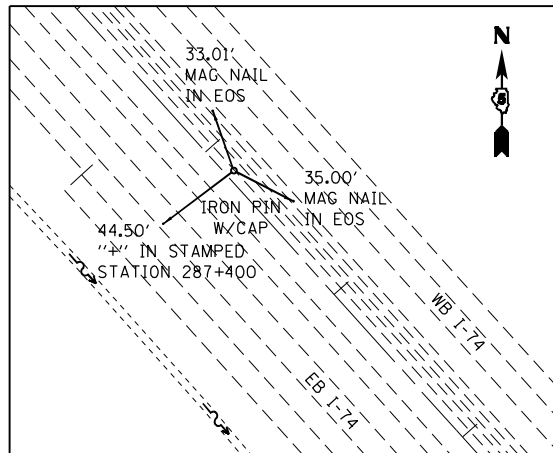
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

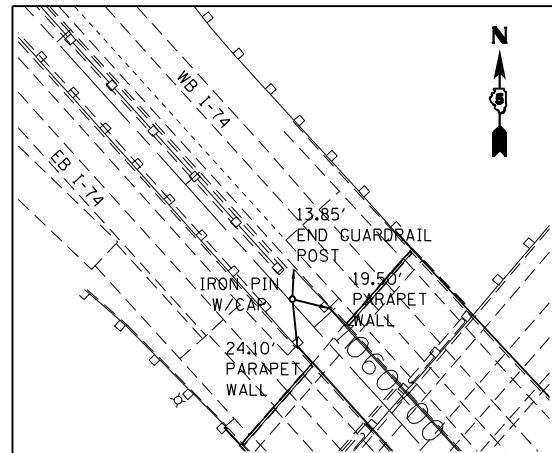
ALIGNMENTS, TIES AND BENCHMARKS

SCALE: N.T.S. SHEET 13 OF 15 SHEETS STA. TO STA.

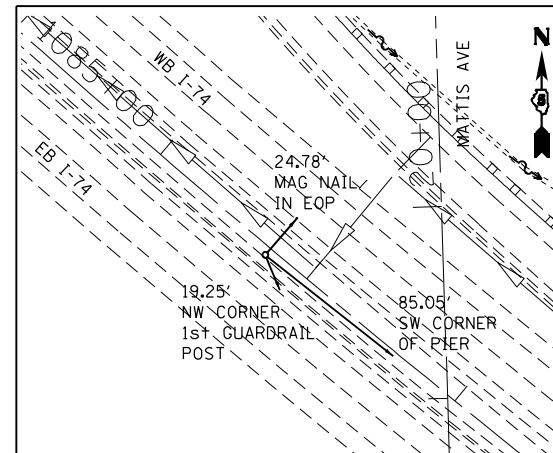
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C01				ILLINOIS FED. AID PROJECT



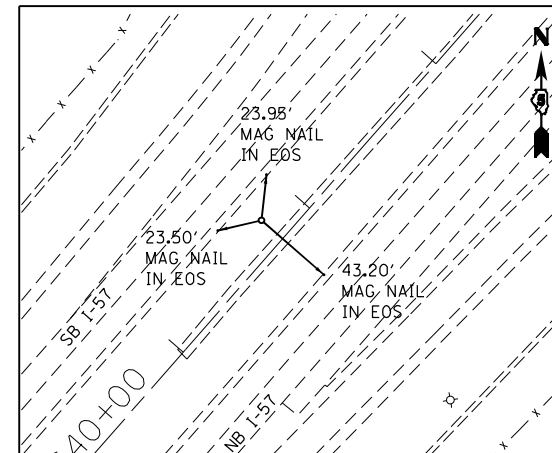
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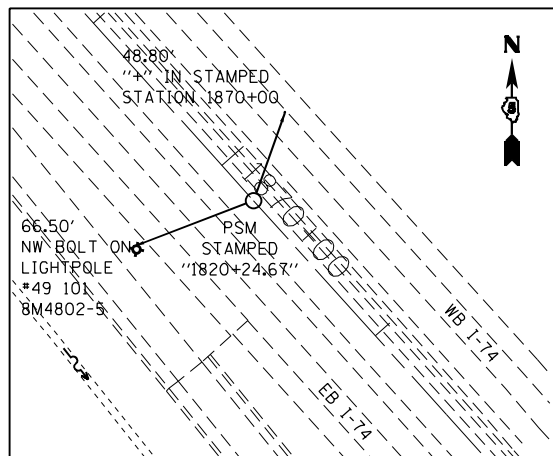
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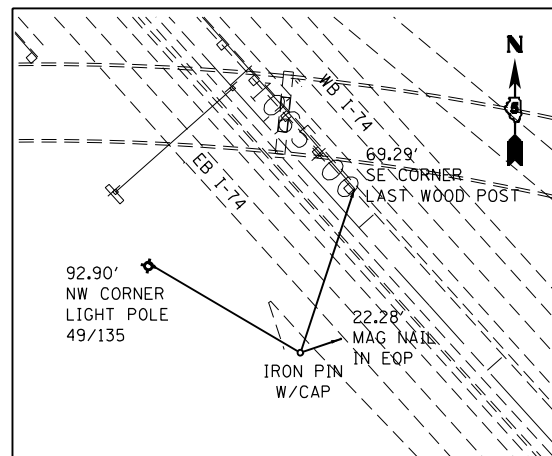
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 N=1265313.903 E=999826.237



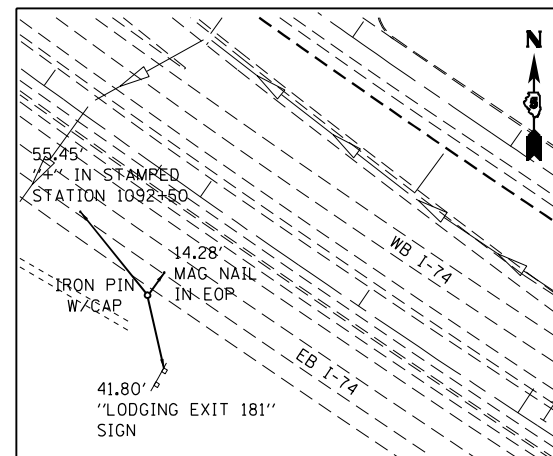
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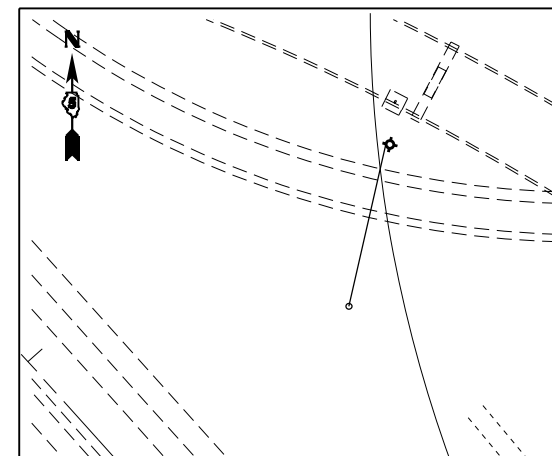
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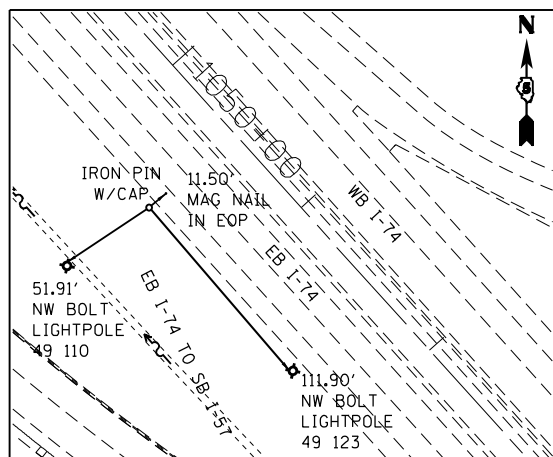
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 N=1266747.407 E=998362.095



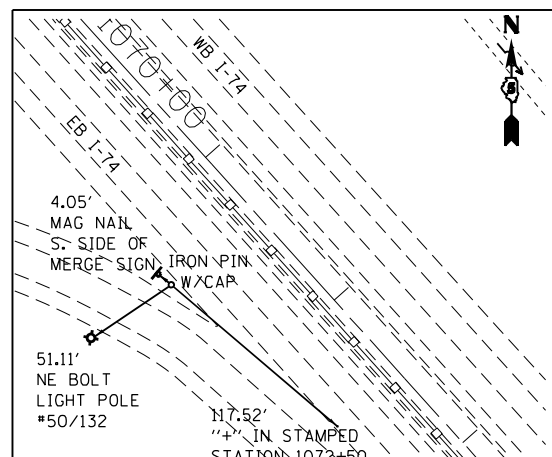
TS #426
 STA. 1093+06.42, 57.83' RT. (I-74)
 N=1264885.435 E=1000296.050



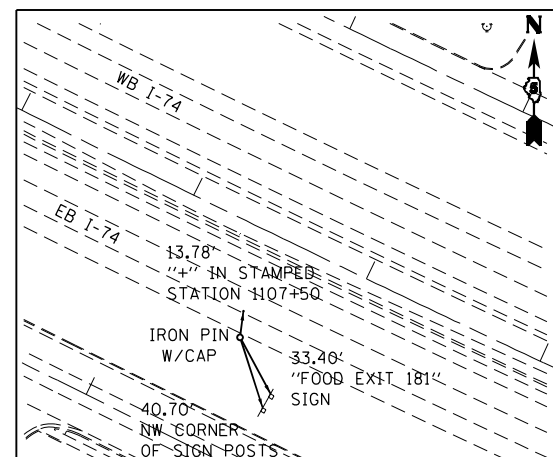
TS #429
 STA. 1068+73.41, 232.55' LT. (I-74)
 N=1266765.169 E=998748.429



TS #421
 STA. 1050+46.88, 58.84' RT. (I-74)
 N=1267926.672 E=997308.981



TS #424
 STA. 1071+37.23, 57.72' RT. (I-74)
 N=1266374.863 E=998709.493



TS #427
 STA. 1107+53.91, 56.19' RT. (I-74)
 N=1264164.163 E=1001559.780

- NOTES:**
- HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
 - VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
...\\C-4\0570C01-sht-ATB.TIES-BM		DRAWN - RAH	REVISED -
Default		CHECKED - SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:20:51 PM	DATE - JANUARY 2022	REVISED -

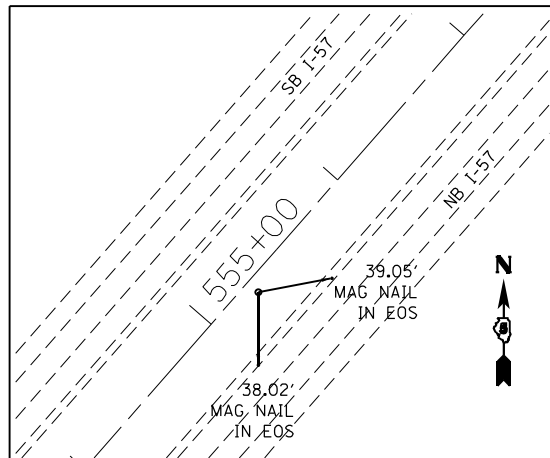
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENTS, TIES AND BENCHMARKS

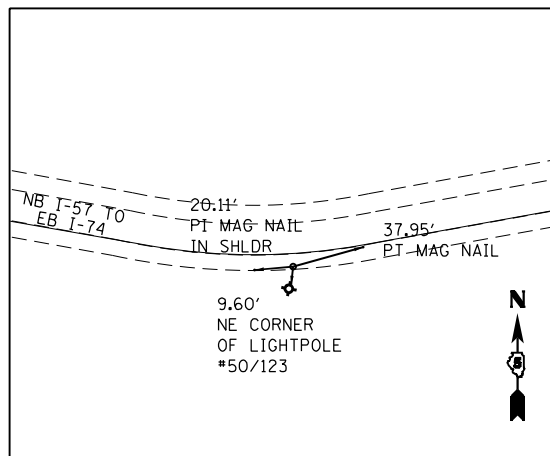
SCALE: N.T.S. SHEET 14 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

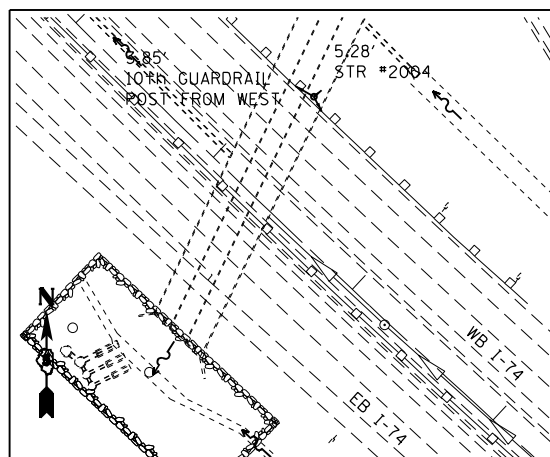
BENCHMARKS



TS #430
 STA. 555+23.79, 5.06' LT. (I-57)
 N=1263956.065 E=995277.853



TS #432
 STA. 1067+74.96, 497.92' RT. (I-74)
 N=1266349.175 E=998139.975



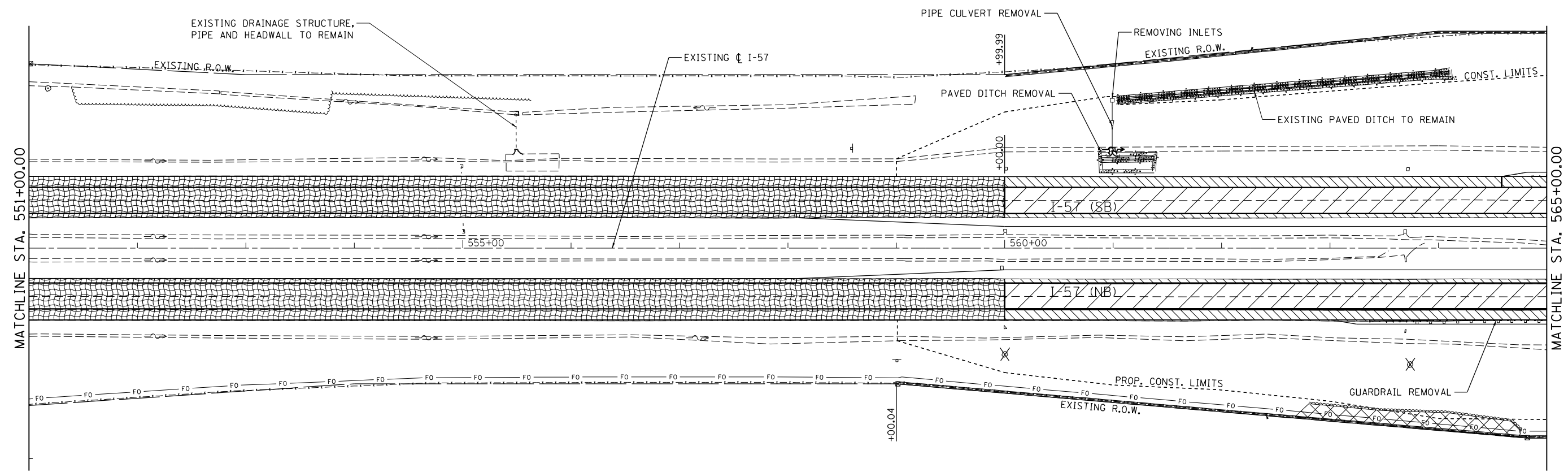
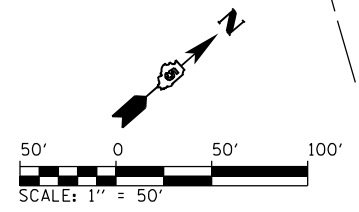
TS #435
 STA. 1082+16.33, 58.97' LT. (I-74)
 N=1265666.941 E=999528.890

- BM #4409-5 CHISELED "□" ON TOP OF THE CONC. BASE OF THE 1ST LIGHT POLE NORTH OF U.S. 150 ON THE WEST SIDE OF I-57
 STA. 583+73, 91' LT. (I-57)
 ELEV 768.06
- BM #4409-6 CHISELED "□" ON TOP OF EAST CONCRETE FOUNDATION FOR OVERHEAD SIGN FOR NB TRAFFIC
 STA. 582+00, 81' RT. (I-57)
 ELEV 773.35
- BM #4802-1 CHISELED "□" IN CENTER OF OVERHEAD SIGN FOUNDATION IN THE MEDIAN OF I-57
 STA. 612+70.80, 1.46' LT. (I-57)
 ELEV 764.855
- BM #4802-2 CHISELED "X" ON TOP OF SW BOLT OF LIGHT POLE #49-149 ON RAMP H
 STA. 603+98.36, 522.21' LT. (I-57)
 ELEV 768.408
- BM #4802-3 CHISELED "□" ON THE NORTH SIDE OF NORTH LEG OF CHAMPAIGN EXIT SIGN FOUNDATION
 STA. 1845+06.36, 81.02' RT. (I-74)
 ELEV 807.198
- BM #4802-4 IRON PIN WITH ALUMINUM CAP BURIED SIX INCHES
 STA. 1852+63.47, 57.97' RT. (I-74)
 ELEV 797.877
- BM #4802-5 CHISELED "X" ON TOP OF NW BOLT OF LIGHT POLE #49-101
 STA. 1870+00.08, 61.56' RT. (I-74)
 ELEV 786.772
- BM #4802-6 CHISELED "□" ON TOP OF NE CORNER OF LIGHT POLE FOUNDATION #49-105
 STA. 1043+50.82, 64.10' RT. (I-74)
 ELEV 779.308
- BM #4802-7 CHISELED "□" ON TOP OF SW CORNER OF SW PARAPET WALL OF I-74 WB BRIDGE OVER I-57
 STA. 1059+99.73, 12.54' LT. (I-74)
 ELEV 787.789
- BM #4802-8 CHISELED "□" ON TOP OF NE CORNER OF LIGHT POLE FOUNDATION #50-136
 STA. 1079+05.18, 72.03' RT. (I-74)
 ELEV 754.405
- BM #4802-9 CHISELED "□" ON TOP OF NORTH SIDE OF SOUTH LEG OF INTERSTATE SIGN FOUNDATION
 STA. 1093+40.96, 93.37' RT. (I-74)
 ELEV 757.449
- BM #4802-10 CHISELED "□" ON TOP OF NE CORNER OF LIGHT POLE FOUNDATION #50-152
 STA. 1100+54.97, 60.89' RT. (I-74)
 ELEV 760.039
- BM #4802-11 CHISELED "□" IN CENTER OF WEST END OF OVERHEAD SIGN FOUNDATION IN MEDIAN
 STA. 1117+25.34, 1.22 RT. (I-74)
 ELEV 767.808
- BM #4802-12 CHISELED "□" ON TOP OF NW CORNER OF LIGHT POLE FOUNDATION #50-107 ON RAMP G
 STA. 1068+46.46, 316.71' LT. (I-74)
 ELEV 769.173
- BM #4802-13 CHISELED "□" ON TOP OF NORTH END OF NORTH CRASH BARREL PAD IN MEDIAN OF I-57
 STA. 547+47.94, 3.59' LT. (I-57)
 ELEV 770.183
- BM #4802-15 CHISELED "□" ON WEST SIDE OF WEST LEG OF LODGING SIGN FOUNDATION
 STA. 644+01.61, 132.51' RT. (I-57)
 ELEV 766.499

NOTES:

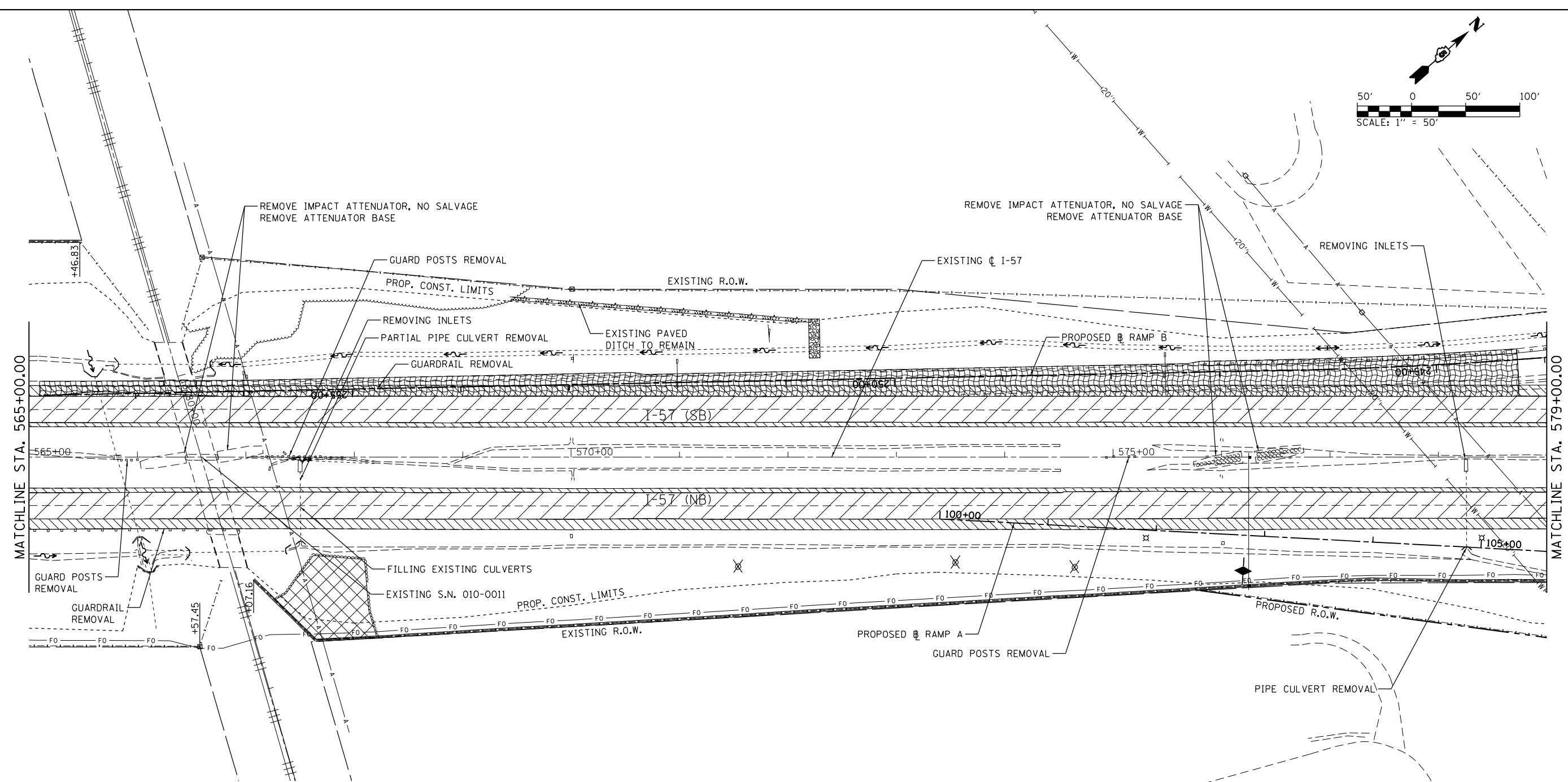
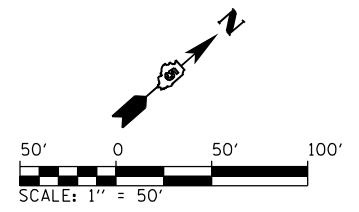
1. HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLANE COORDINATES NAD 83 (1997 ADJUSTMENT) EAST ZONE.
2. VERTICAL CONTROL BASED ON NAVD (1988).

FILE NAME = ...\\C-4\0570C01-sht-ATB.TIES-BM	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS	F.A.I. RTE. 57	SECTION 10-(33,34,5,14)R & (10-34)B	COUNTY CHAMPAIGN	TOTAL SHEETS 1182	SHEET NO. 117		
Default	PLOT SCALE = 200.0000' / in.	CHECKED - SPH	REVISED -			SCALE: N.T.S.	SHEET 15 OF 15 SHEETS	STA.	TO STA.	CONTRACT NO. 70C01		
	PLOT DATE = 1/25/2022 - 9:20:52 PM	DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT						



REMOVAL LEGEND	
	PAVEMENT REMOVAL
	TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB AND REPLACE
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)

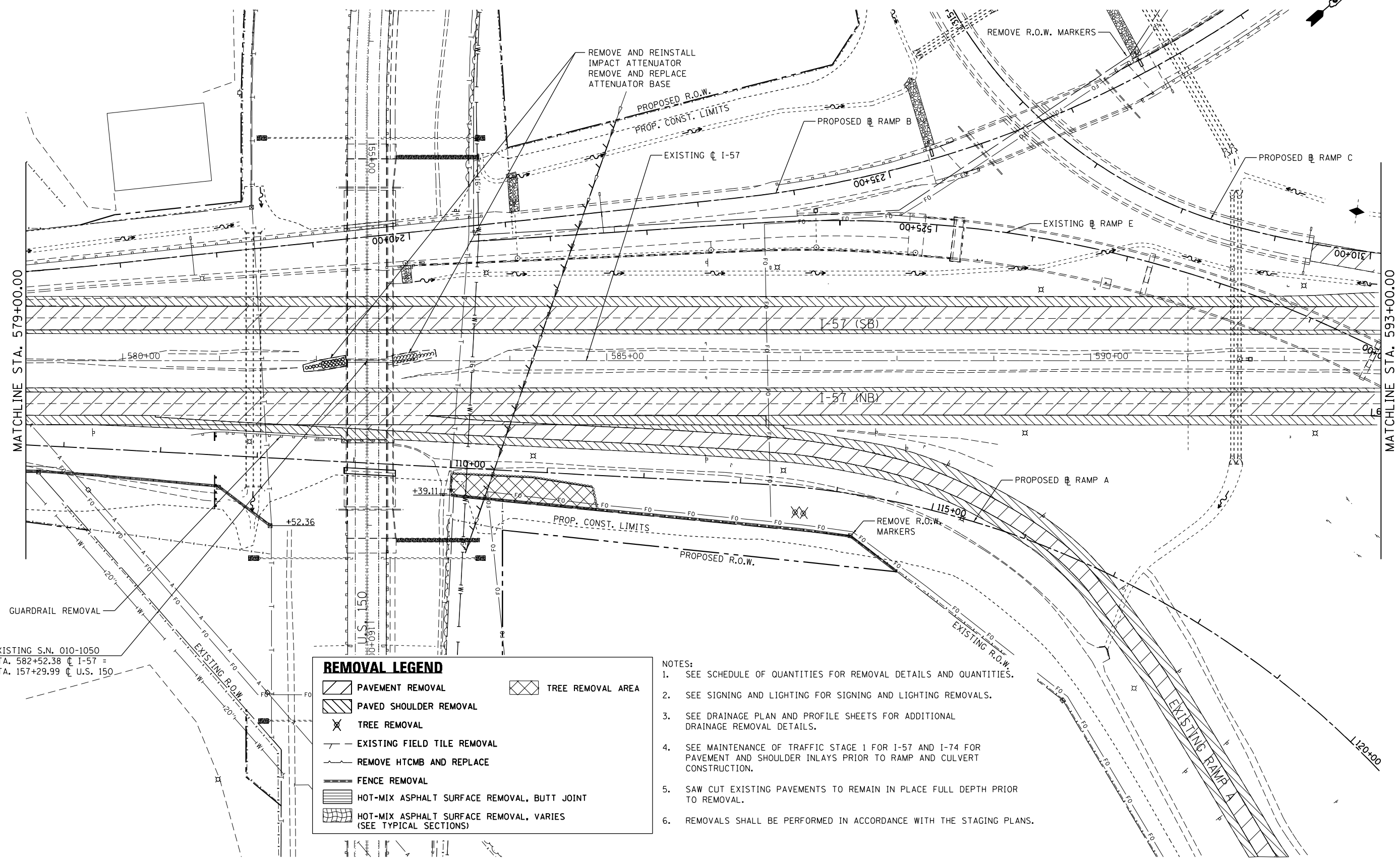
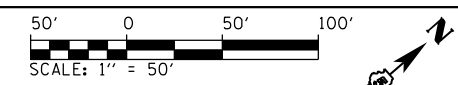
- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.



REMOVAL LEGEND	
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB AND REPLACE
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)
	TREE REMOVAL AREA

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.

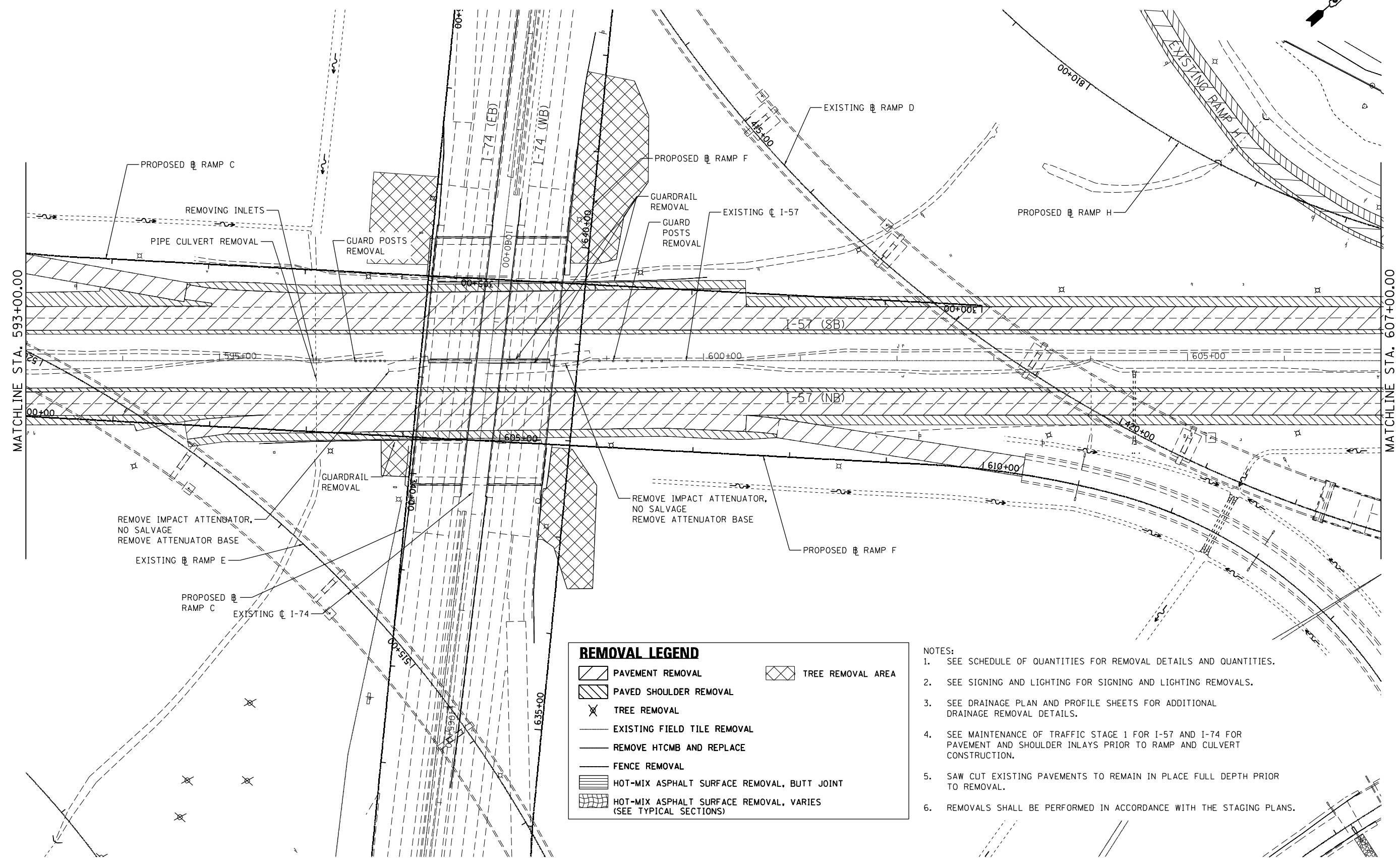
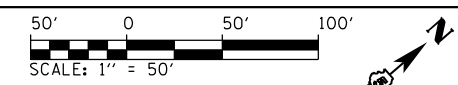
FILE NAME = ...\\0570C01-sht-Removal-003 157.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLANS I-57	F.A.I. RTE. = 57	SECTION = 10-133,34,5,14R & (10-34)B	COUNTY = CHAMPAIGN	TOTAL SHEETS = 1182	SHEET NO. = 120		
Default	PLOT SCALE = 100.0000' / in.	CHECKED - SPH	REVISED -			SCALE: 1" = 50'	SHEET 3 OF 22 SHEETS	STA. 565+00	TO STA. 579+00	CONTRACT NO. 70C01		
	PLOT DATE = 1/28/2022 - 6:59:48 PM	DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT						



EXISTING S.N. 010-1050
 STA. 582+52.38 @ I-57 =
 STA. 157+29.99 @ U.S. 150

REMOVAL LEGEND	
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL
	TREE REMOVAL AREA
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB AND REPLACE
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.



REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		
	TREE REMOVAL		
	EXISTING FIELD TILE REMOVAL		
	REMOVE HTCMB AND REPLACE		
	FENCE REMOVAL		
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT		
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

- NOTES:**
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.

FILE NAME = ... \0570C01-sh1-Removal-005 157.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
		DRAWN - BFW	REVISED -
		CHECKED - SPH	REVISED -
Default	PLOT DATE = 1/28/2022 - 6:59:59 PM	DATE - JANUARY 2022	REVISED -










**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS
I-57**

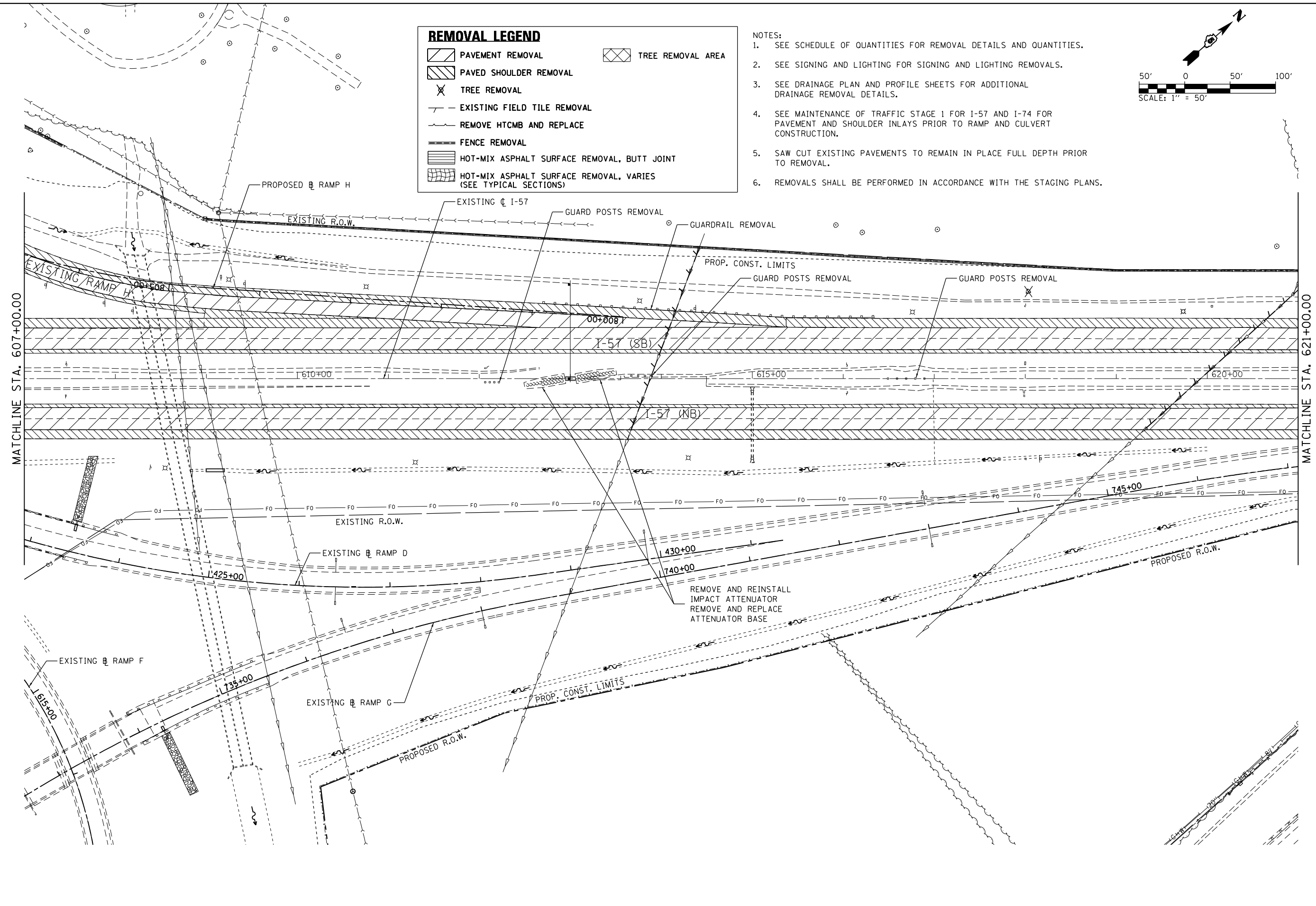
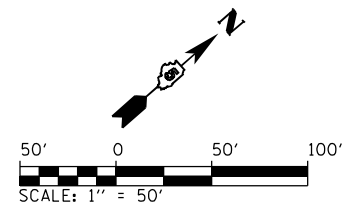
SCALE: 1" = 50' SHEET 5 OF 22 SHEETS STA. 593+00 TO STA. 607+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	122
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		
	TREE REMOVAL		
	EXISTING FIELD TILE REMOVAL		
	REMOVE HTCMB AND REPLACE		
	FENCE REMOVAL		
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT		
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.

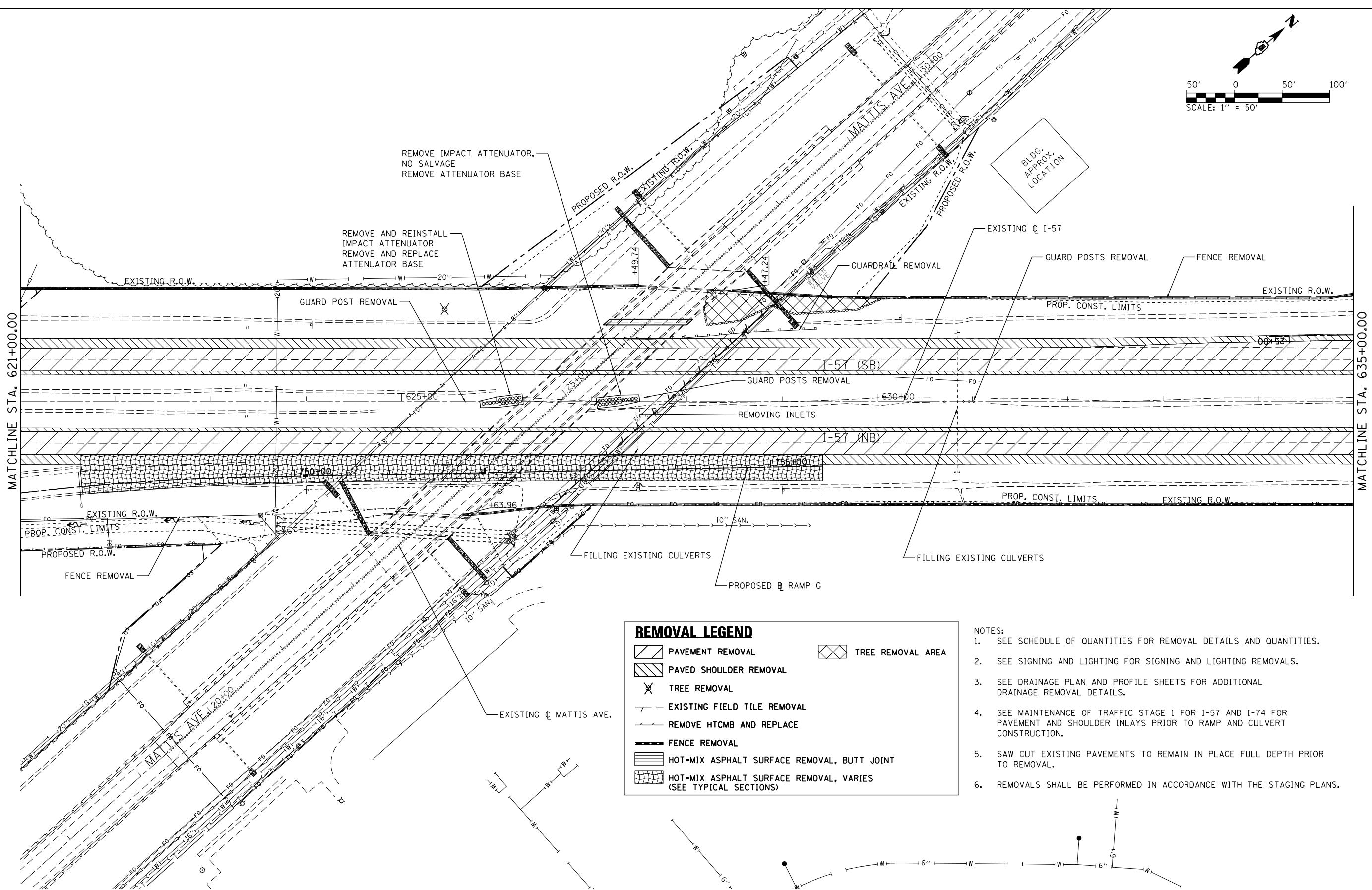
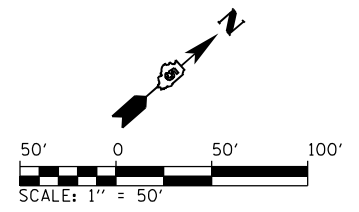


FILE NAME = ... \0570C01-sht-Removal-006 157.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
Default	PLOT SCALE = 100.0000' / in.	DRAWN - BFW	REVISED -
	PLOT DATE = 1/28/2022 - 7:00:09 PM	CHECKED - SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS			
I-57			
SCALE: 1" = 50'	SHEET 6 OF 22 SHEETS	STA. 607+00	TO STA. 621+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	123
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		
	TREE REMOVAL		
	EXISTING FIELD TILE REMOVAL		
	REMOVE HTCMB AND REPLACE		
	FENCE REMOVAL		
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT		
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

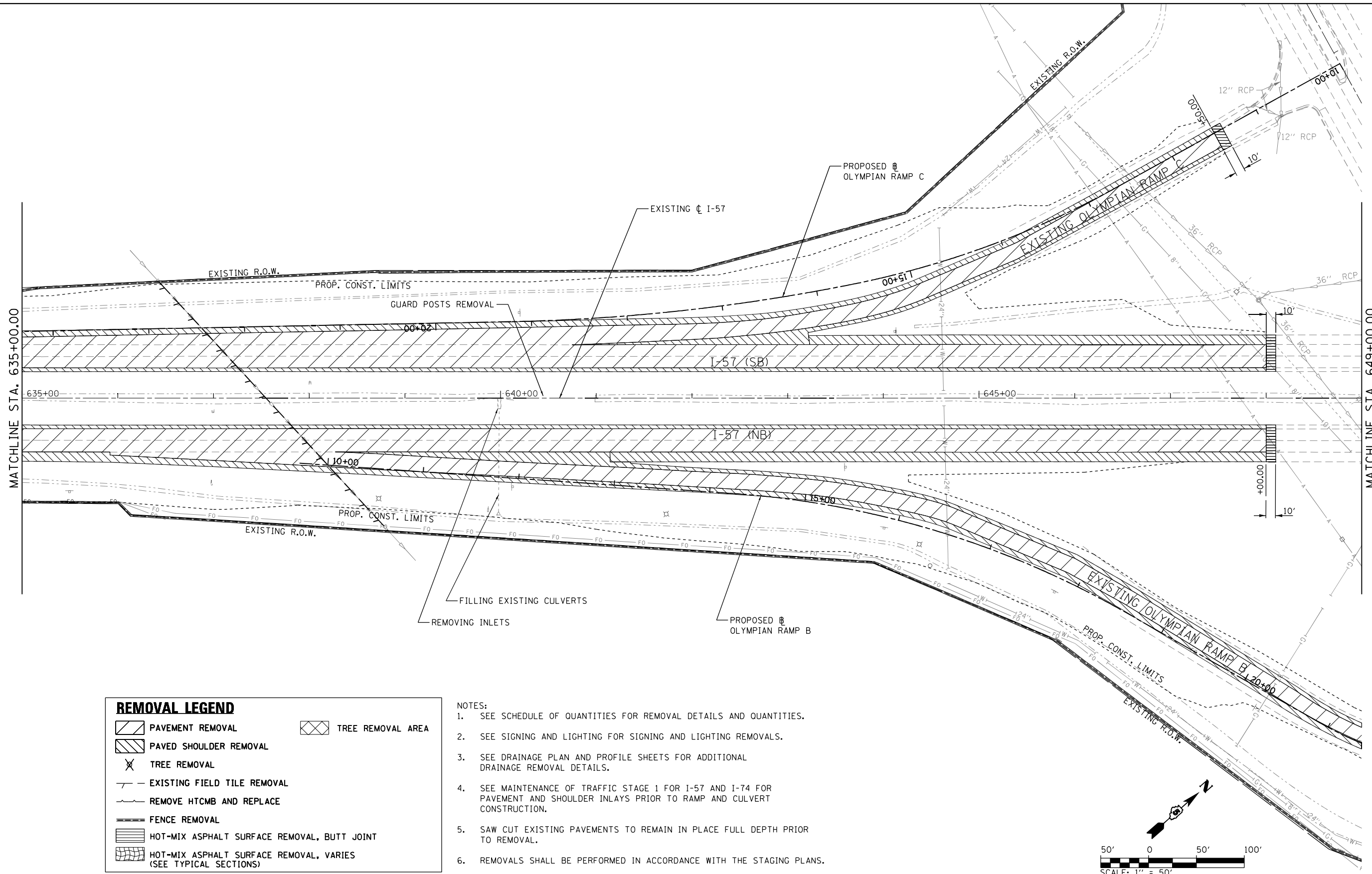
- NOTES:**
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.

FILE NAME = ...\\0570C01-sht-Removal-007 157.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
Default	PLOT SCALE = 100.0000' / in.	DRAWN - BFW	REVISED -
	PLOT DATE = 1/28/2022 - 7:00:19 PM	CHECKED - SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS			
I-57			
SCALE: 1" = 50'	SHEET 7 OF 22 SHEETS	STA. 621+00	TO STA. 635+00

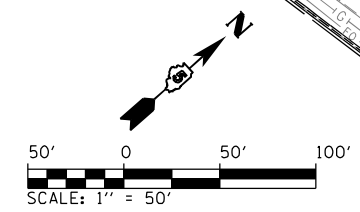
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	124
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



REMOVAL LEGEND






	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		
	TREE REMOVAL		
	EXISTING FIELD TILE REMOVAL		
	REMOVE HTCMB AND REPLACE		
	FENCE REMOVAL		
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT		
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

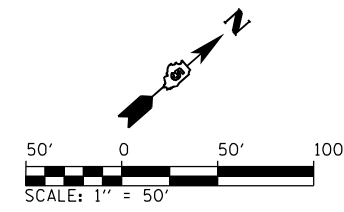
- NOTES:
- SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 - SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 - SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 - SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 - SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 - REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.



FILE NAME = ... \0570C01-shr-Removal-008 I57.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLANS I-57			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 100.0000' / in.	DRAWN - BFW	REVISED -		SCALE: 1" = 50'	SHEET 8 OF 22 SHEETS	STA. 635+00 TO STA. 649+00	57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	125
	PLOT DATE = 1/28/2022 - 7:00:29 PM	CHECKED - SPH	REVISED -					CONTRACT NO. 70C01				
		DATE - JANUARY 2022	REVISED -					ILLINOIS FED. AID PROJECT				

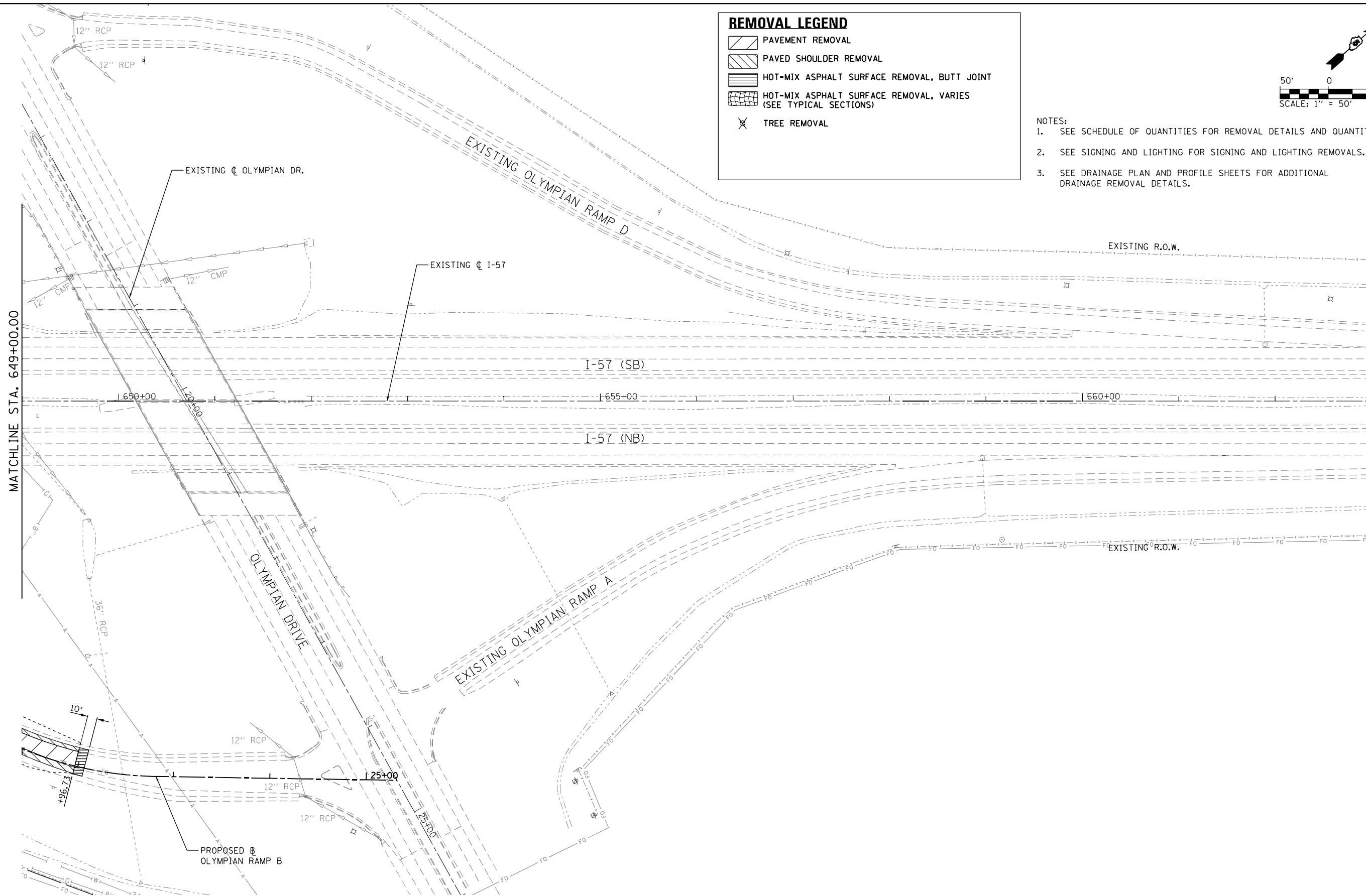
REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)
-  TREE REMOVAL



NOTES:

1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.

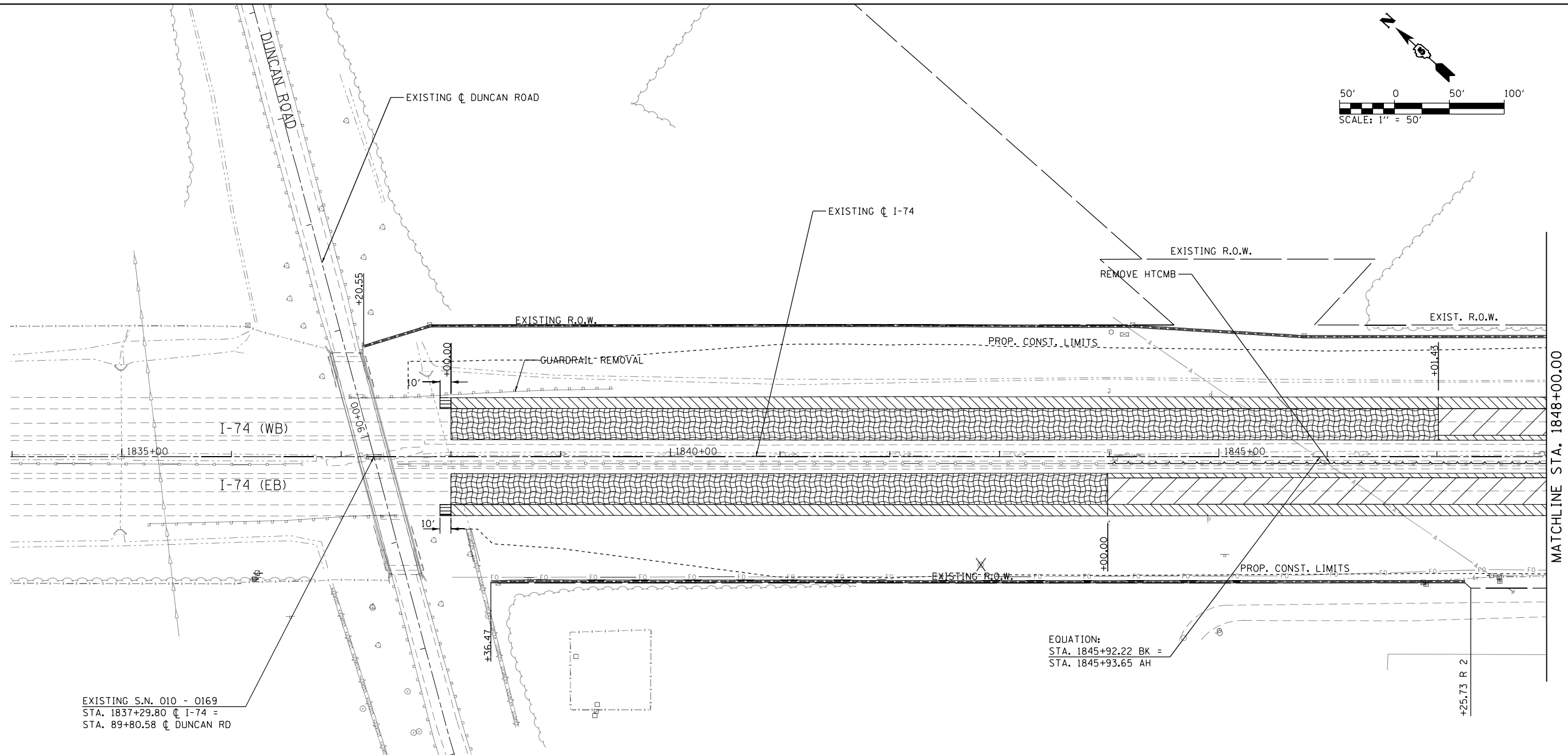
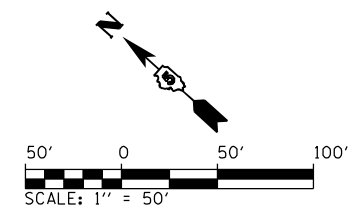


FILE NAME = ... \0570C01-sht-Removal-009 157.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
Default	PLOT SCALE = 100.0000' / in.	DRAWN - BFW	REVISED -
	PLOT DATE = 1/28/2022 - 7:00:39 PM	CHECKED - SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS			
I-57			
SCALE: 1" = 50'	SHEET 9 OF 26 SHEETS	STA. 649+00	TO STA. 663+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	126
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

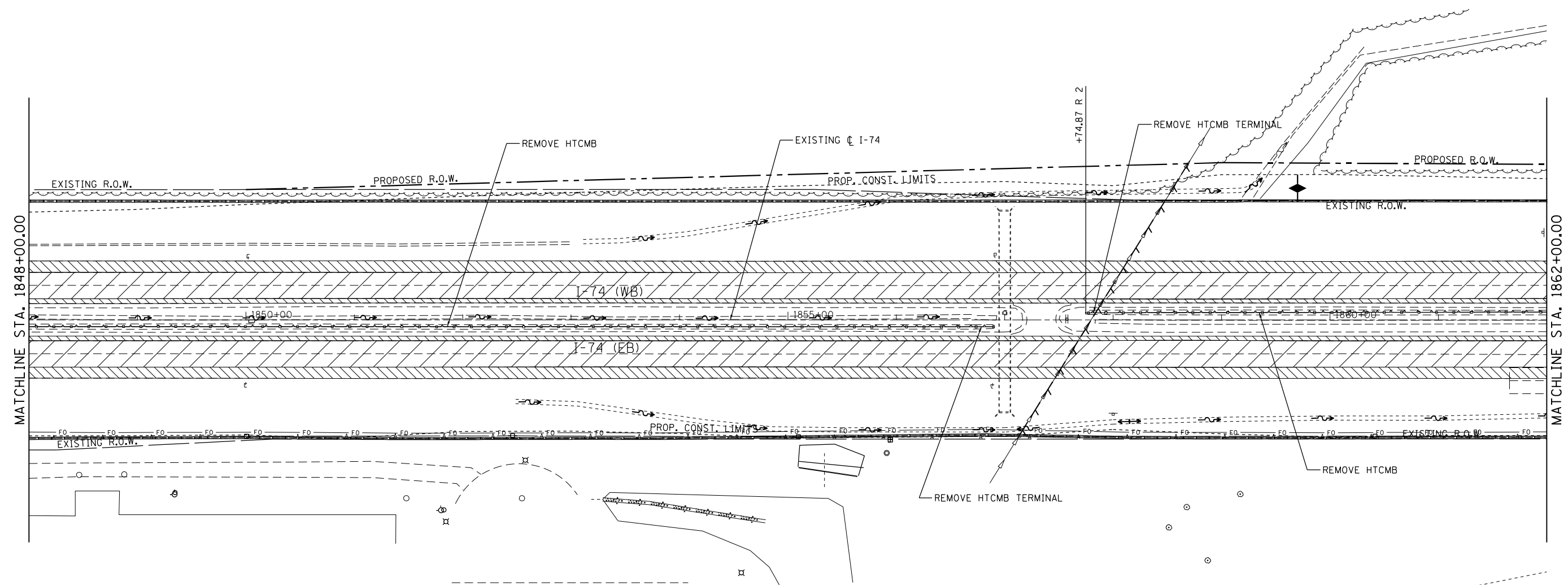
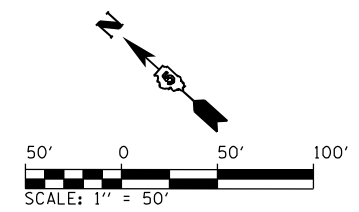


EXISTING S.N. 010 - 0169
 STA. 1837+29.80 C I-74 =
 STA. 89+80.58 C DUNCAN RD

REMOVAL LEGEND	
	PAVEMENT REMOVAL
	TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.

FILE NAME = ... \0570C01-sht-Removal-010 174.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLANS I-74			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 100.0000' / in.	DRAWN - BFW	REVISED -		SCALE: 1" = 50'	SHEET 10 OF 22 SHEETS	STA. 1834+00 TO STA. 1848+00	57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	127
	PLOT DATE = 1/28/2022 - 7:00:49 PM	CHECKED - SPH	REVISED -					CONTRACT NO. 70C01				
		DATE - JANUARY 2022	REVISED -				ILLINOIS FED. AID PROJECT					



REMOVAL LEGEND	
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL
	TREE REMOVAL AREA
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
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 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.










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	PLOT DATE = 1/28/2022 - 7:00:59 PM	CHECKED - SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

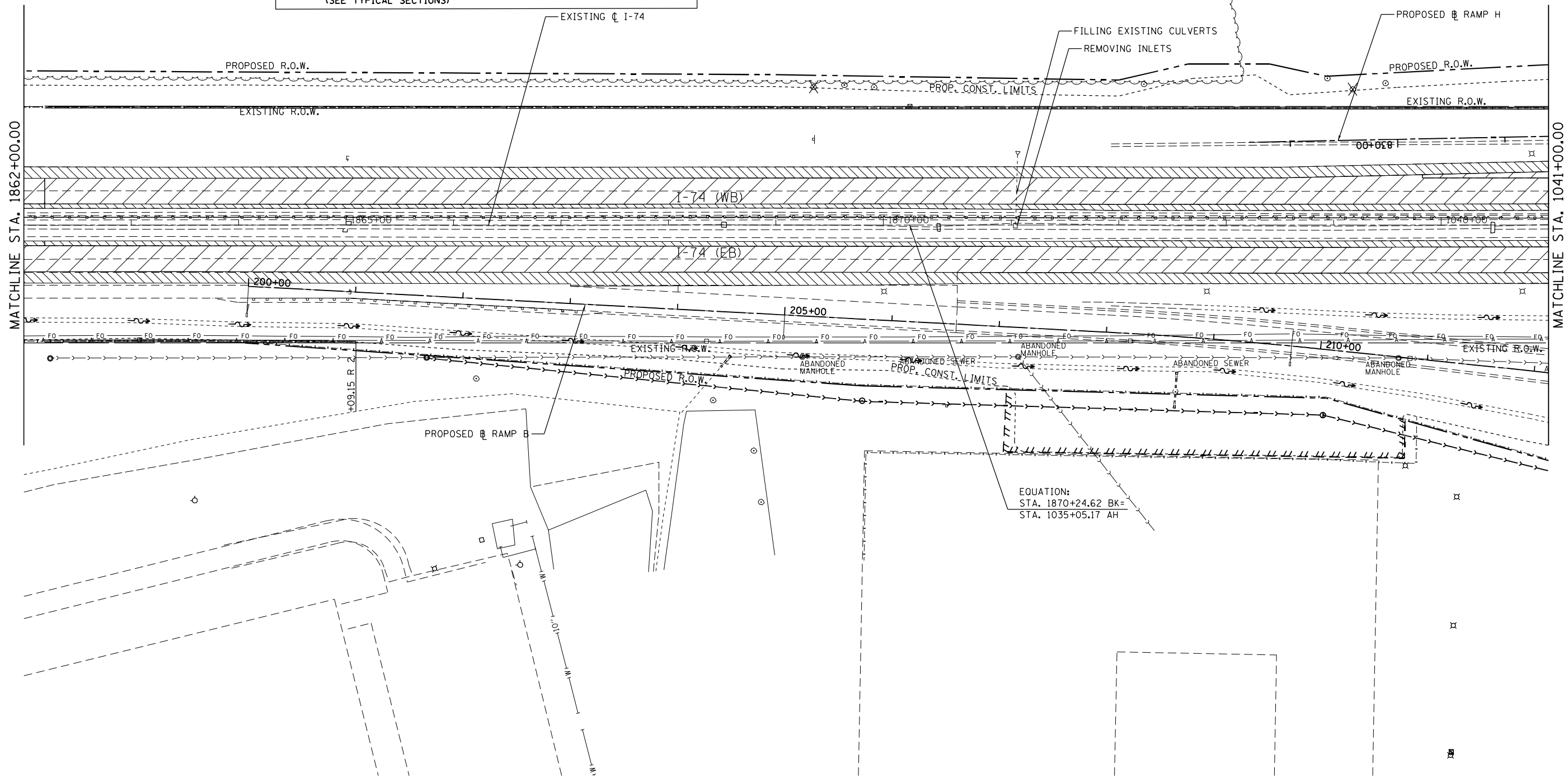
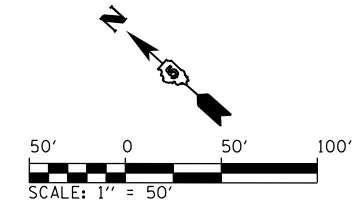
REMOVAL PLANS			
I-74			
SCALE: 1" = 50'	SHEET 11 OF 22 SHEETS	STA. 1848+00	TO STA. 1862+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	128
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		TREE REMOVAL
	EXISTING FIELD TILE REMOVAL		REMOVE HTCMB
	FENCE REMOVAL		HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.












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		DRAWN - BFW	REVISED -
		CHECKED - SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS			
I-74			
SCALE: 1" = 50'	SHEET 12 OF 22 SHEETS	STA. 1862+00	TO STA. 1041+00

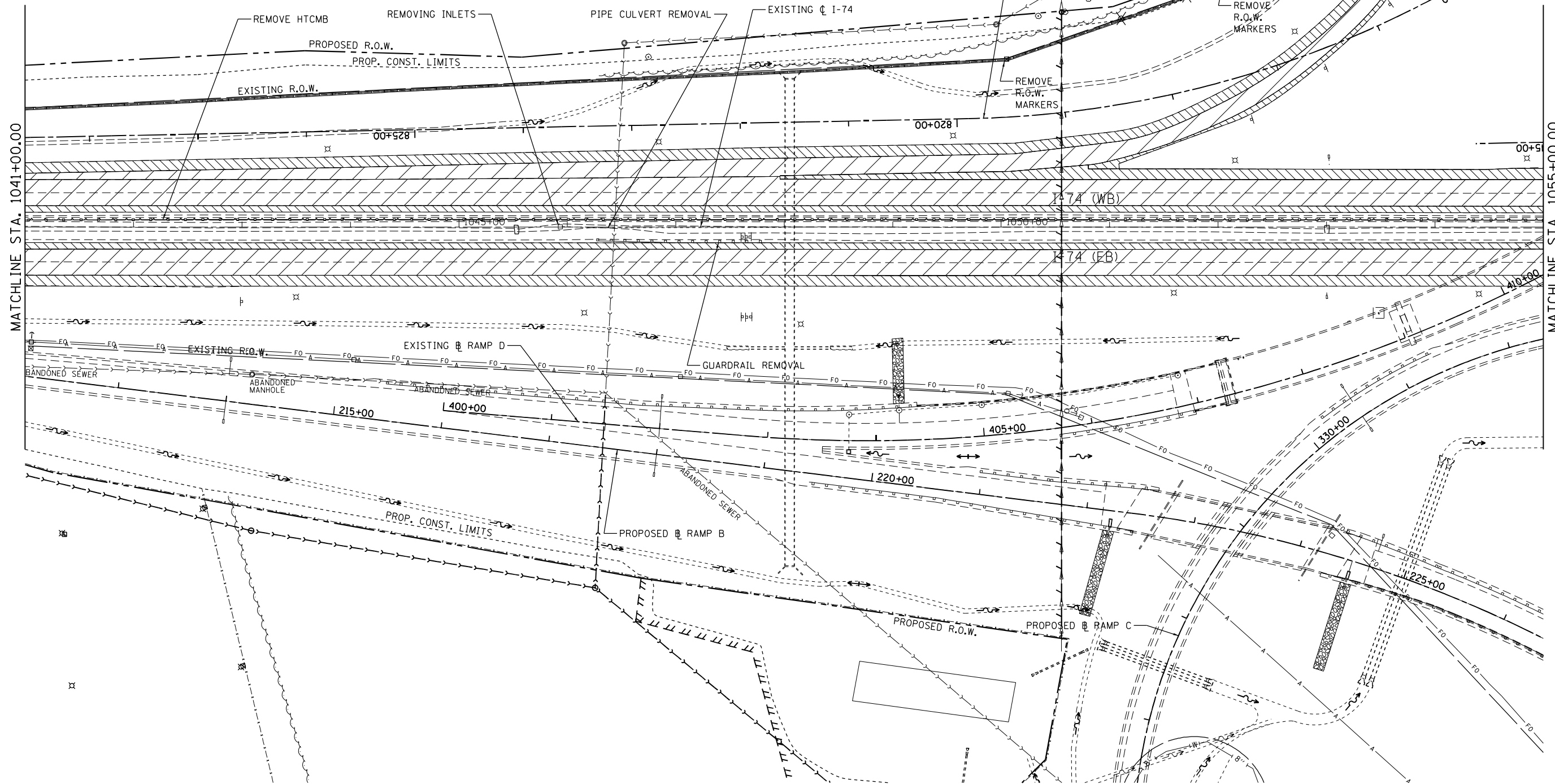
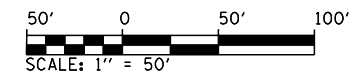
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	129
			CONTRACT NO. 70C01	
ILLINOIS FED. AID PROJECT				

REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL
-  TREE REMOVAL
-  EXISTING FIELD TILE REMOVAL
-  REMOVE HTCMB
-  FENCE REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)
-  TREE REMOVAL AREA

NOTES:

1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.



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USER NAME = Matt Overbey
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DESIGNED - MJO
 DRAWN - BFW
 CHECKED - SPH
 DATE - JANUARY 2022

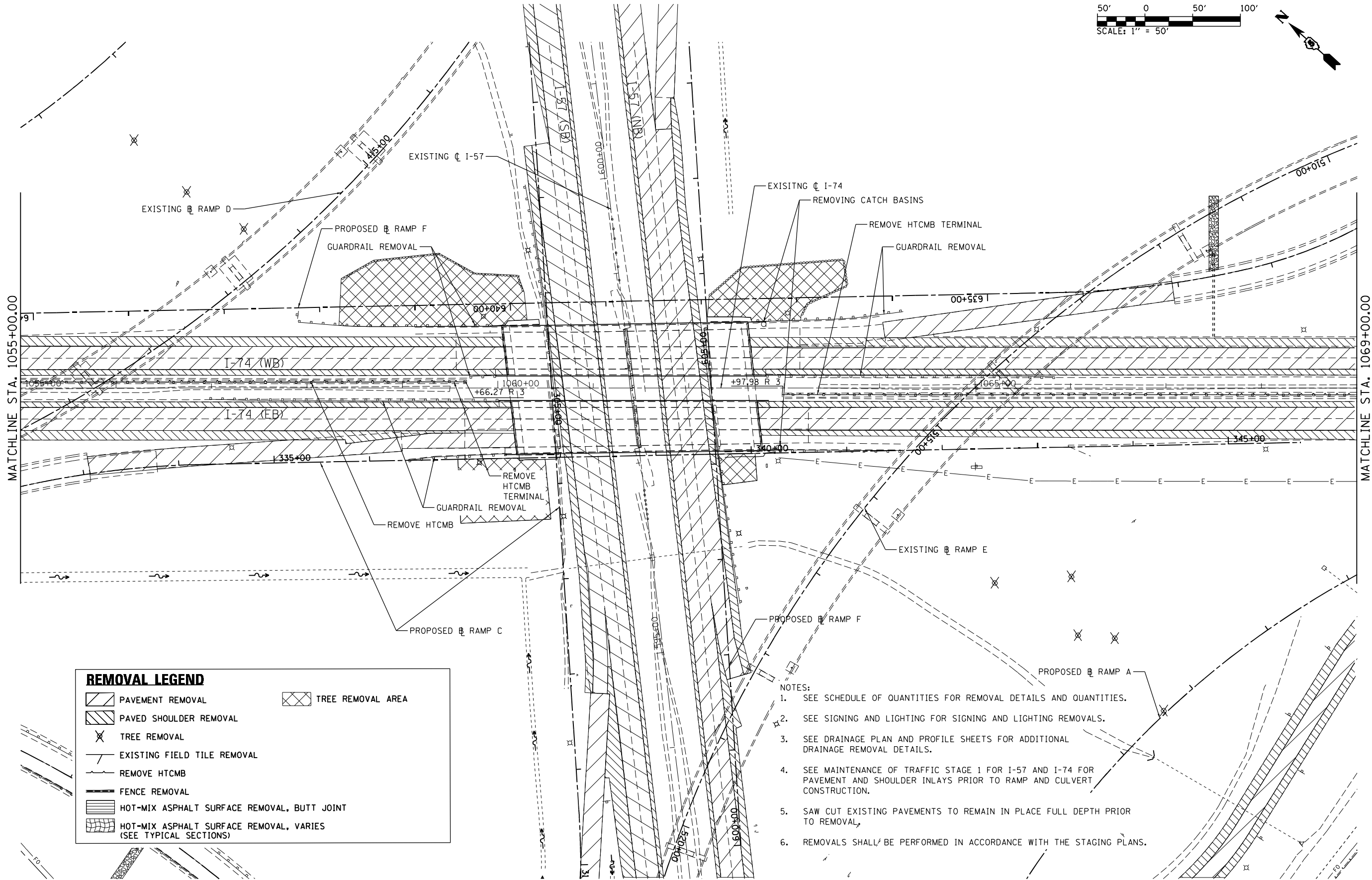
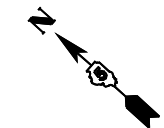
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS
 I-74**

SCALE: 1" = 50' SHEET 13 OF 22 SHEETS STA. 1041+00 TO STA. 1055+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	130
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		
	TREE REMOVAL		
	EXISTING FIELD TILE REMOVAL		
	REMOVE HTCMB		
	FENCE REMOVAL		
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT		
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

- NOTES:**
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
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 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
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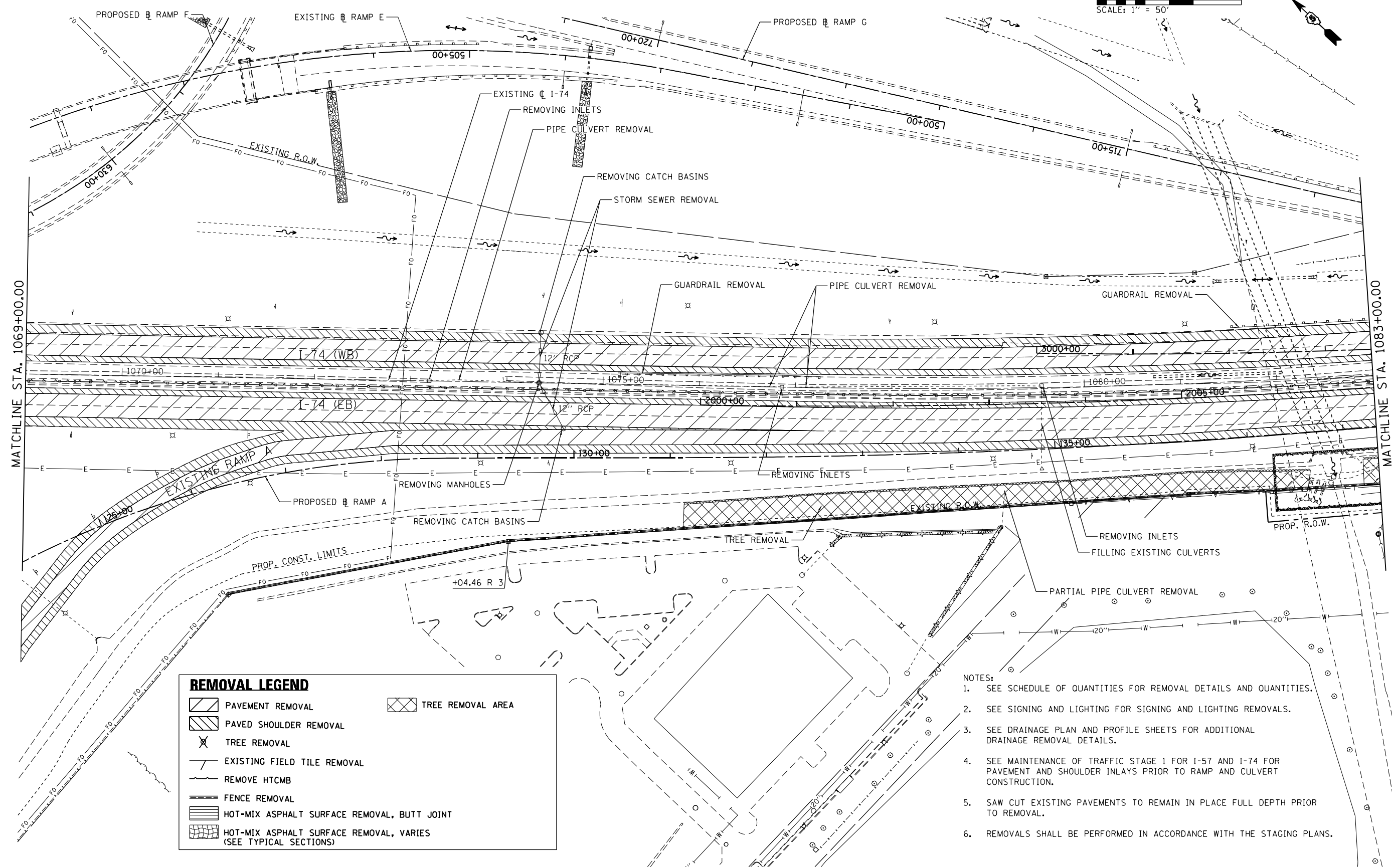
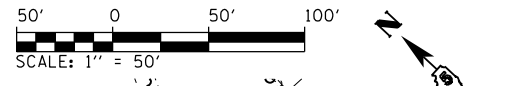
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		DATE - JANUARY 2022	REVISED -
PLOT SCALE = 100.0000' / in.			
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS
I-74**

SCALE: 1" = 50' SHEET 14 OF 22 SHEETS STA. 1055+00 TO STA. 1069+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	131
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	












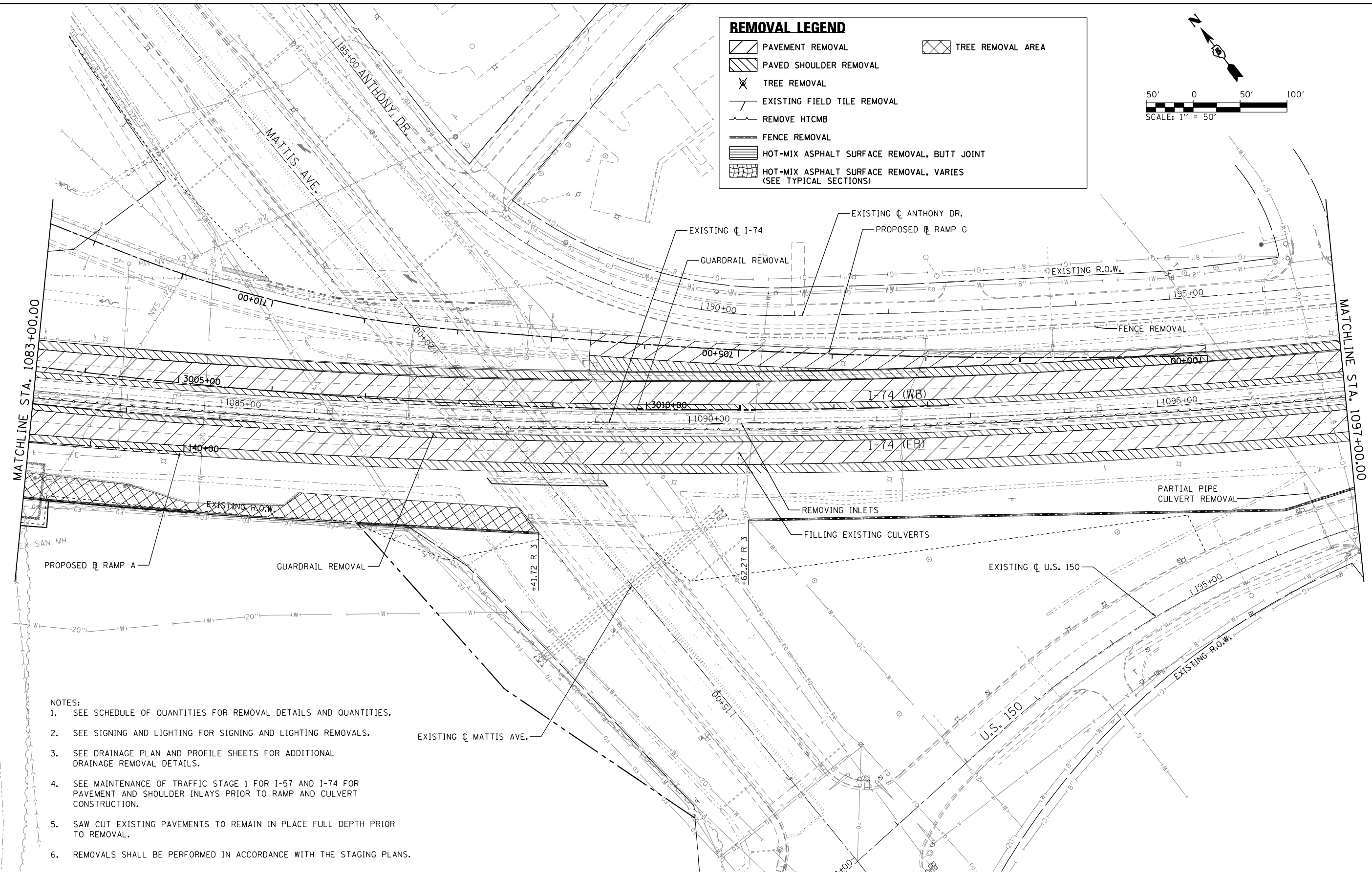
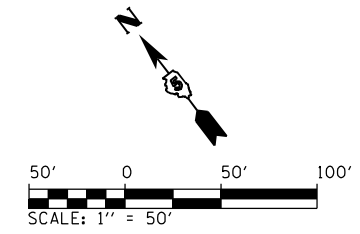
REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		TREE REMOVAL
	EXISTING FIELD TILE REMOVAL		REMOVE HTCMB
	FENCE REMOVAL		HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

- NOTES:**
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.

REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		TREE REMOVAL
	EXISTING FIELD TILE REMOVAL		REMOVE HTCMB
	FENCE REMOVAL		HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		



- NOTES:**
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
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 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.

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 CHECKED - SPH
 DATE - JANUARY 2022

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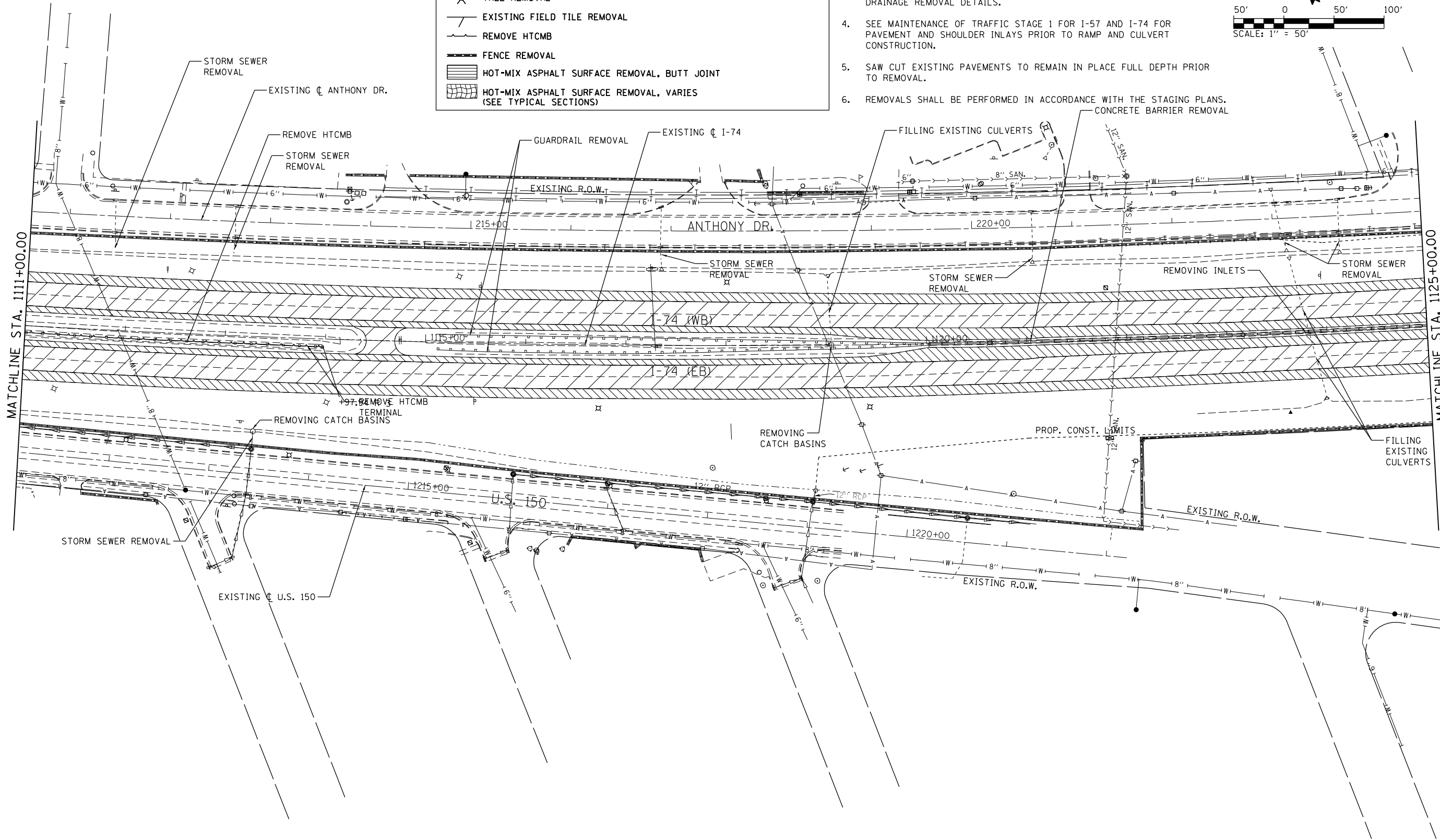
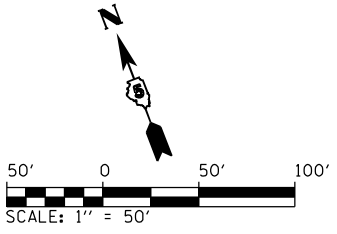
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS
I-74
 SCALE: 1" = 50' SHEET 16 OF 22 SHEETS STA. 1083+00 TO STA. 1097+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	133
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

REMOVAL LEGEND	
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)
	TREE REMOVAL AREA

- NOTES:
- SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 - SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 - SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 - SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 - SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 - REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.



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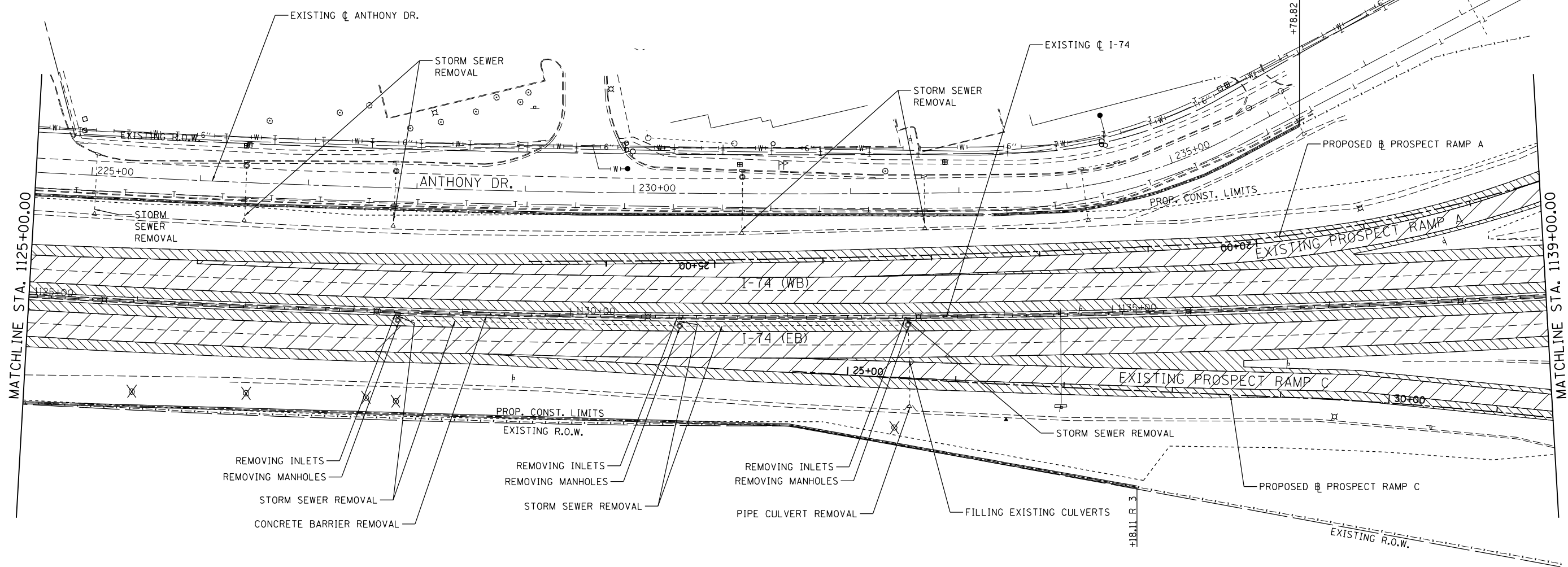
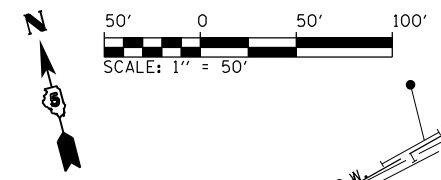
DESIGNED - MJO
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 CHECKED - SPH
 DATE - JANUARY 2022

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

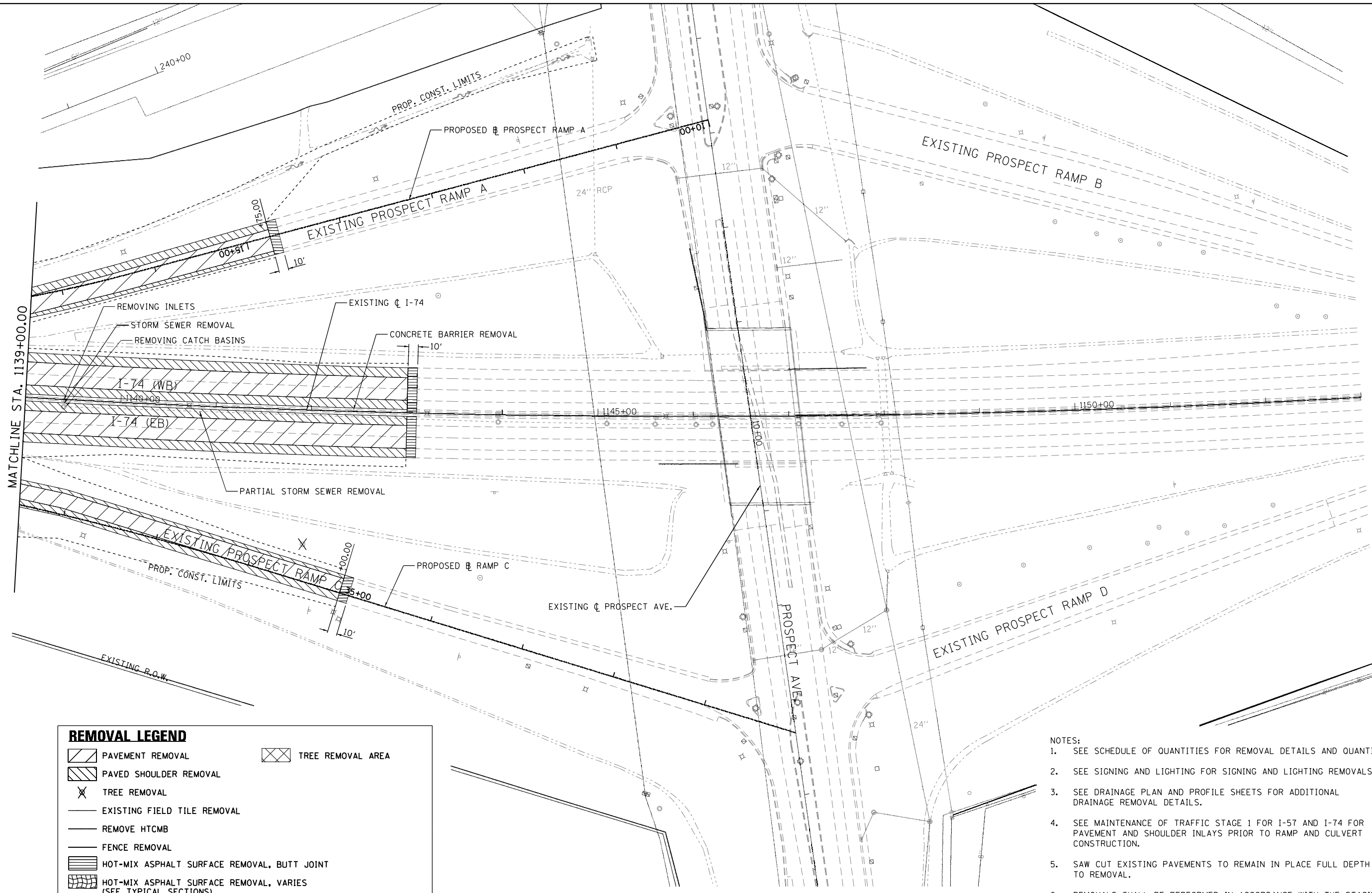
REMOVAL PLANS
I-74
 SCALE: 1" = 50' SHEET 18 OF 22 SHEETS STA. 1111+00 TO STA. 1125+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	135
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



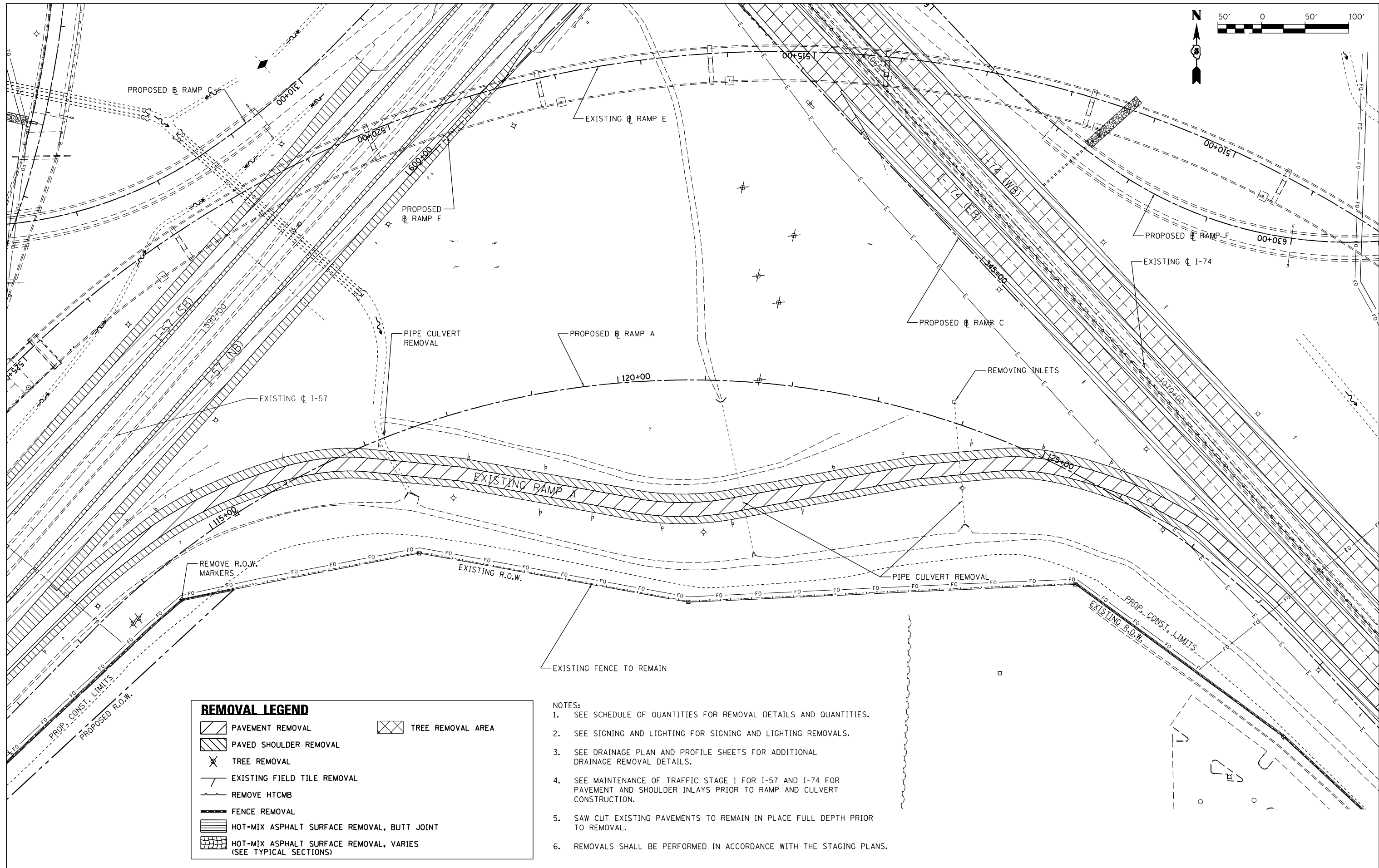
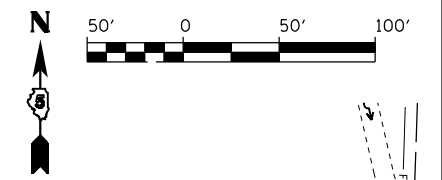
REMOVAL LEGEND	
	PAVEMENT REMOVAL
	TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAIS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
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REMOVAL LEGEND	
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)
	TREE REMOVAL AREA

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
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REMOVAL LEGEND	
	PAVEMENT REMOVAL
	TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL
	TREE REMOVAL
	EXISTING FIELD TILE REMOVAL
	REMOVE HTCMB
	FENCE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
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








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		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

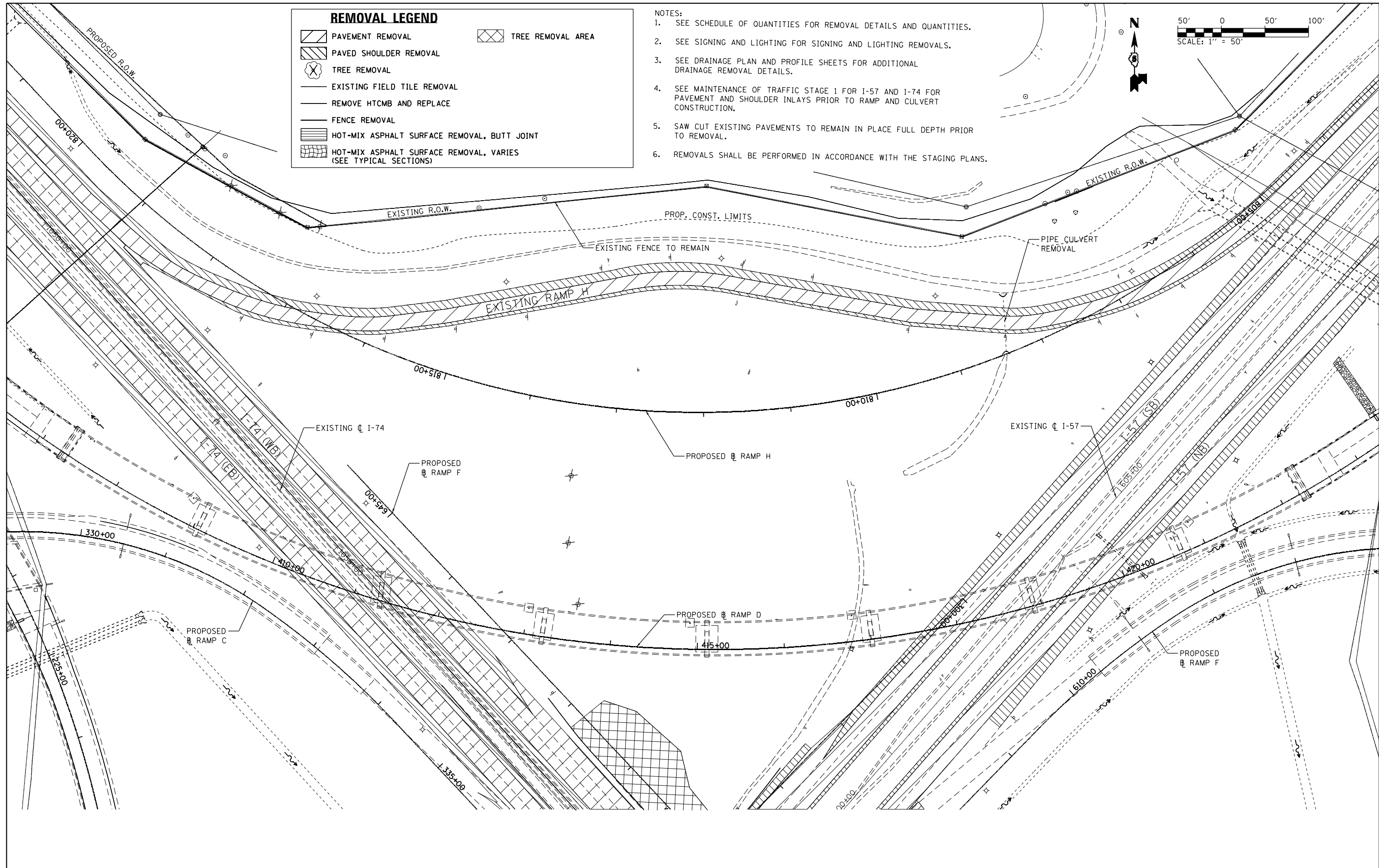
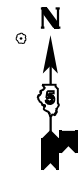
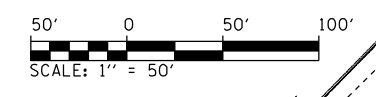
REMOVAL PLANS SOUTHEAST QUADRANT			
SCALE: 1" = 50'	SHEET 21 OF 22 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133.34,5.14R & (10-34)B	CHAMPAIGN	1182	138
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

REMOVAL LEGEND

	PAVEMENT REMOVAL		TREE REMOVAL AREA
	PAVED SHOULDER REMOVAL		
	TREE REMOVAL		
	EXISTING FIELD TILE REMOVAL		
	REMOVE HTCMB AND REPLACE		
	FENCE REMOVAL		
	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT		
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIES (SEE TYPICAL SECTIONS)		

- NOTES:
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL DETAILS AND QUANTITIES.
 2. SEE SIGNING AND LIGHTING FOR SIGNING AND LIGHTING REMOVALS.
 3. SEE DRAINAGE PLAN AND PROFILE SHEETS FOR ADDITIONAL DRAINAGE REMOVAL DETAILS.
 4. SEE MAINTENANCE OF TRAFFIC STAGE 1 FOR I-57 AND I-74 FOR PAVEMENT AND SHOULDER INLAYS PRIOR TO RAMP AND CULVERT CONSTRUCTION.
 5. SAW CUT EXISTING PAVEMENTS TO REMAIN IN PLACE FULL DEPTH PRIOR TO REMOVAL.
 6. REMOVALS SHALL BE PERFORMED IN ACCORDANCE WITH THE STAGING PLANS.



FILE NAME =
 ... \0570C01-sht-Removal-RampH-24.dgn
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USER NAME = Matt Overbey
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 1/28/2022 - 7:02:54 PM

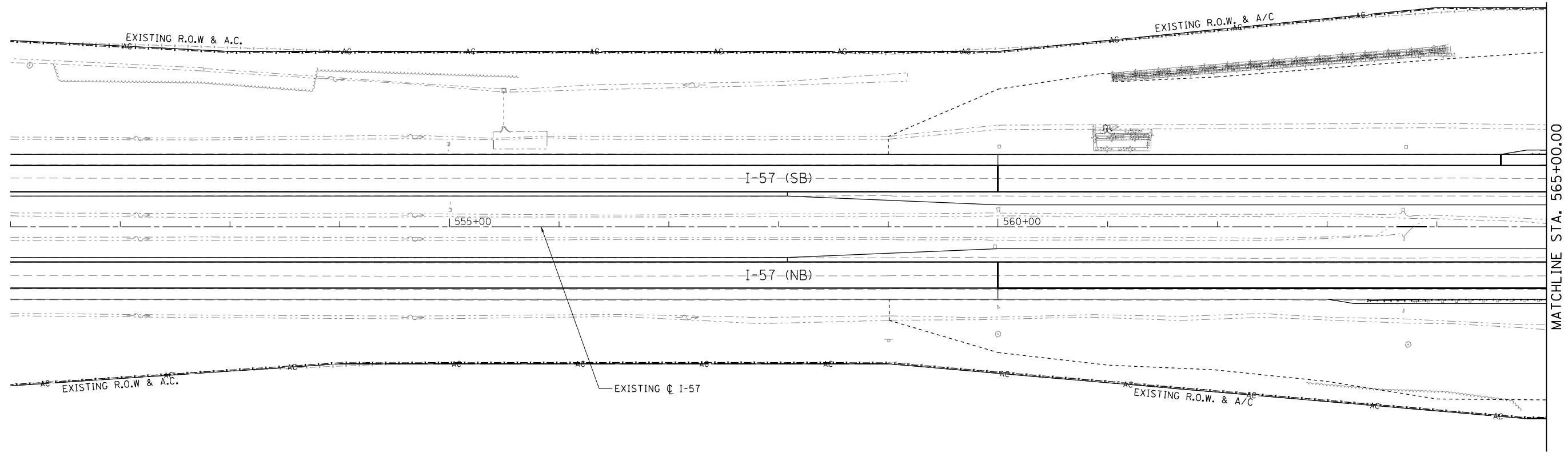
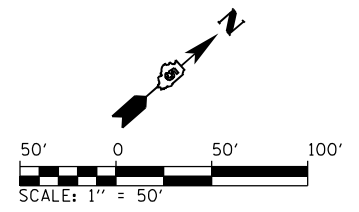
DESIGNED - MJO
 DRAWN - BFW
 CHECKED - SPH
 DATE - JANUARY 2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS
 NORTHWEST QUADRANT**
 SCALE: 1" = 50' SHEET 22 OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	139
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



LEGEND

REGULATED SUBSTANCES MONITORING

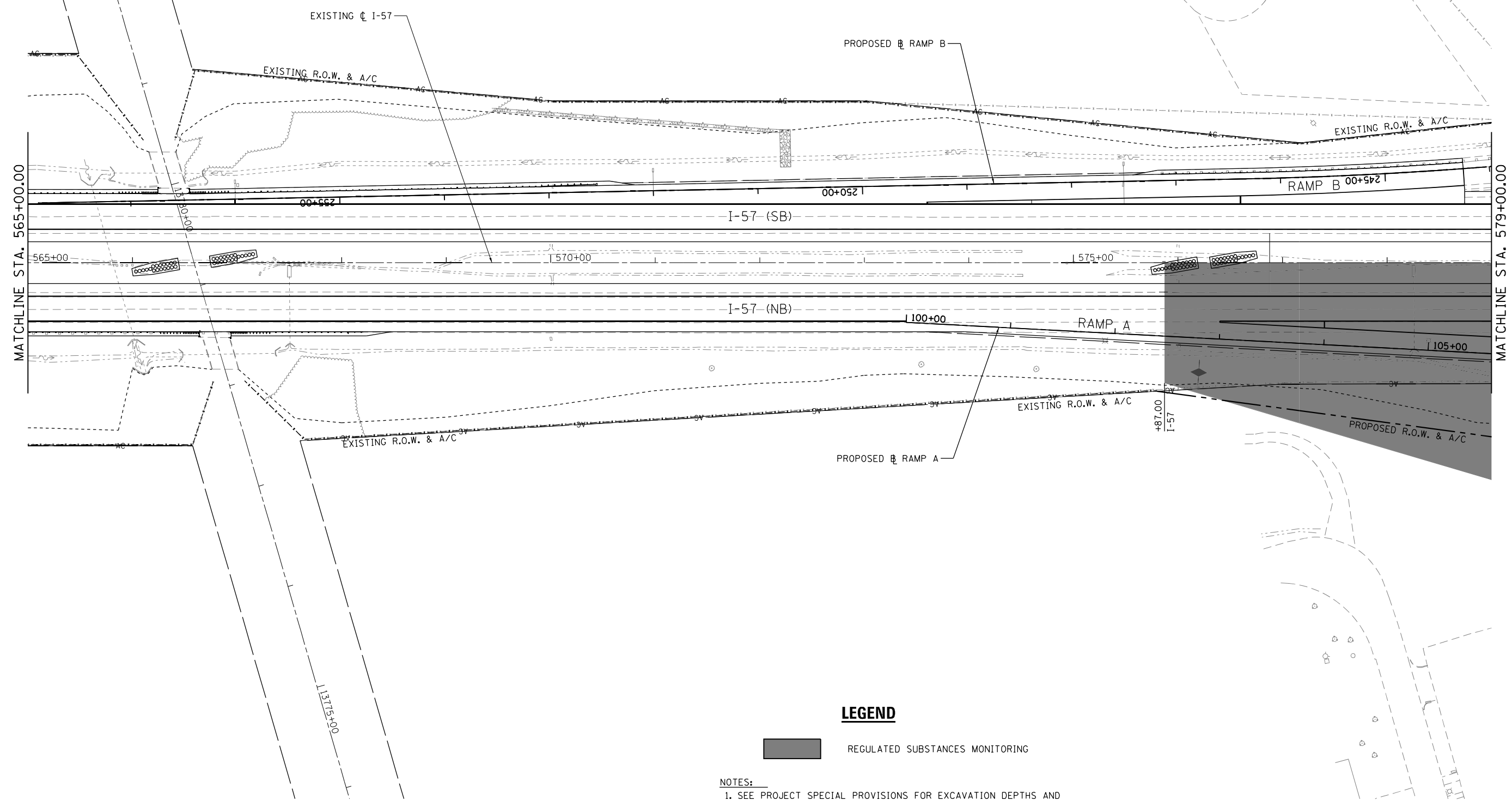
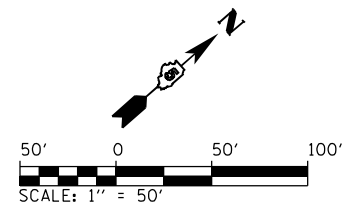
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
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Default		CHECKED - SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:21:23 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN			
I-57			
SCALE: 1" = 50'	SHEET 1 OF 20 SHEETS	STA. 551+00	TO STA. 565+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	140
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

 REGULATED SUBSTANCES MONITORING

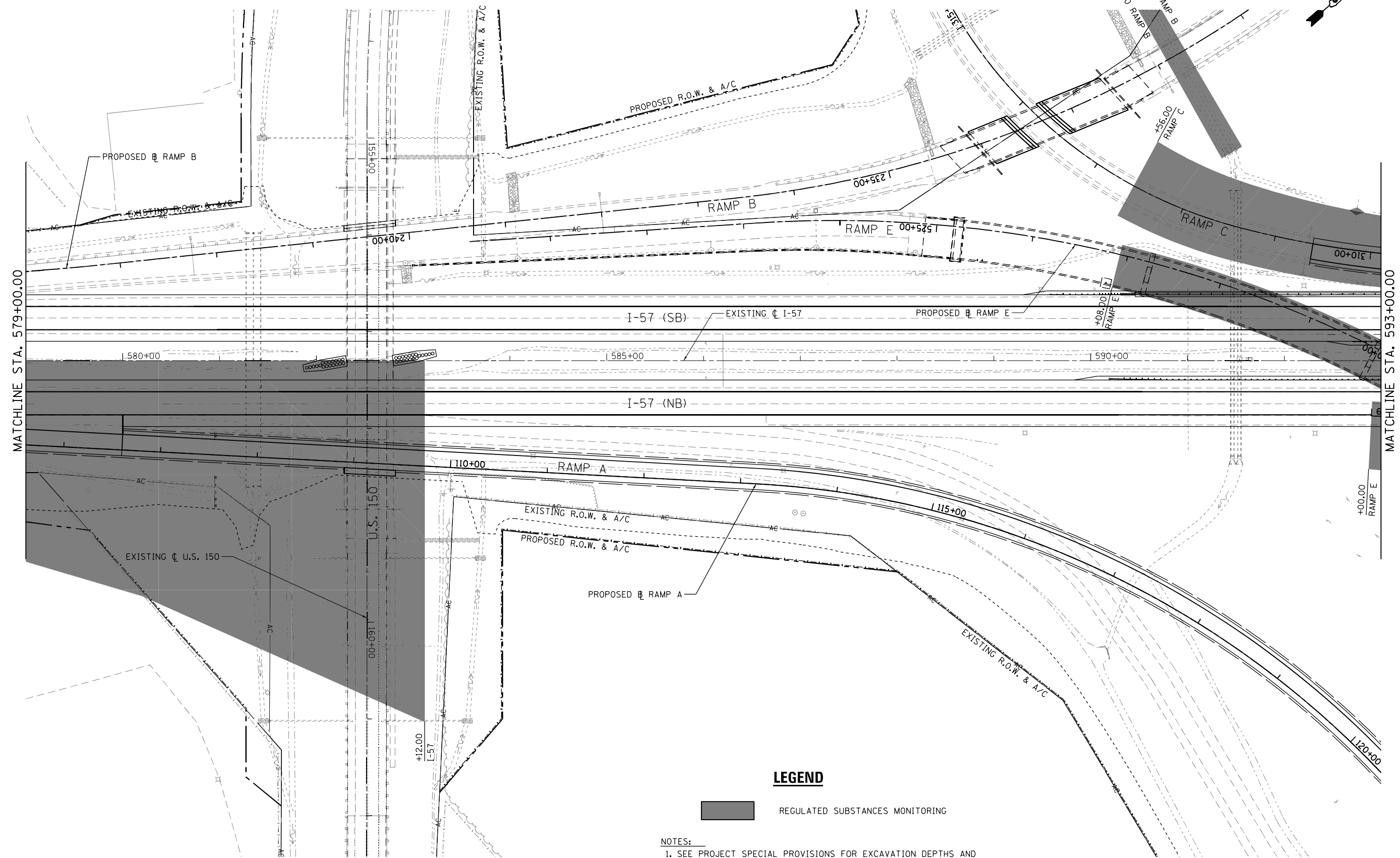
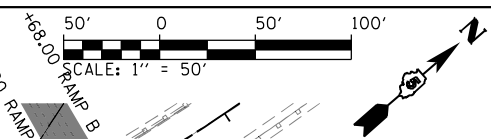
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
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	PLOT DATE = 1/25/2022 - 9:21:27 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN			
I-57			
SCALE: 1" = 50'	SHEET 2 OF 20 SHEETS	STA. 565+00	TO STA. 579+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	141
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

REGULATED SUBSTANCES MONITORING

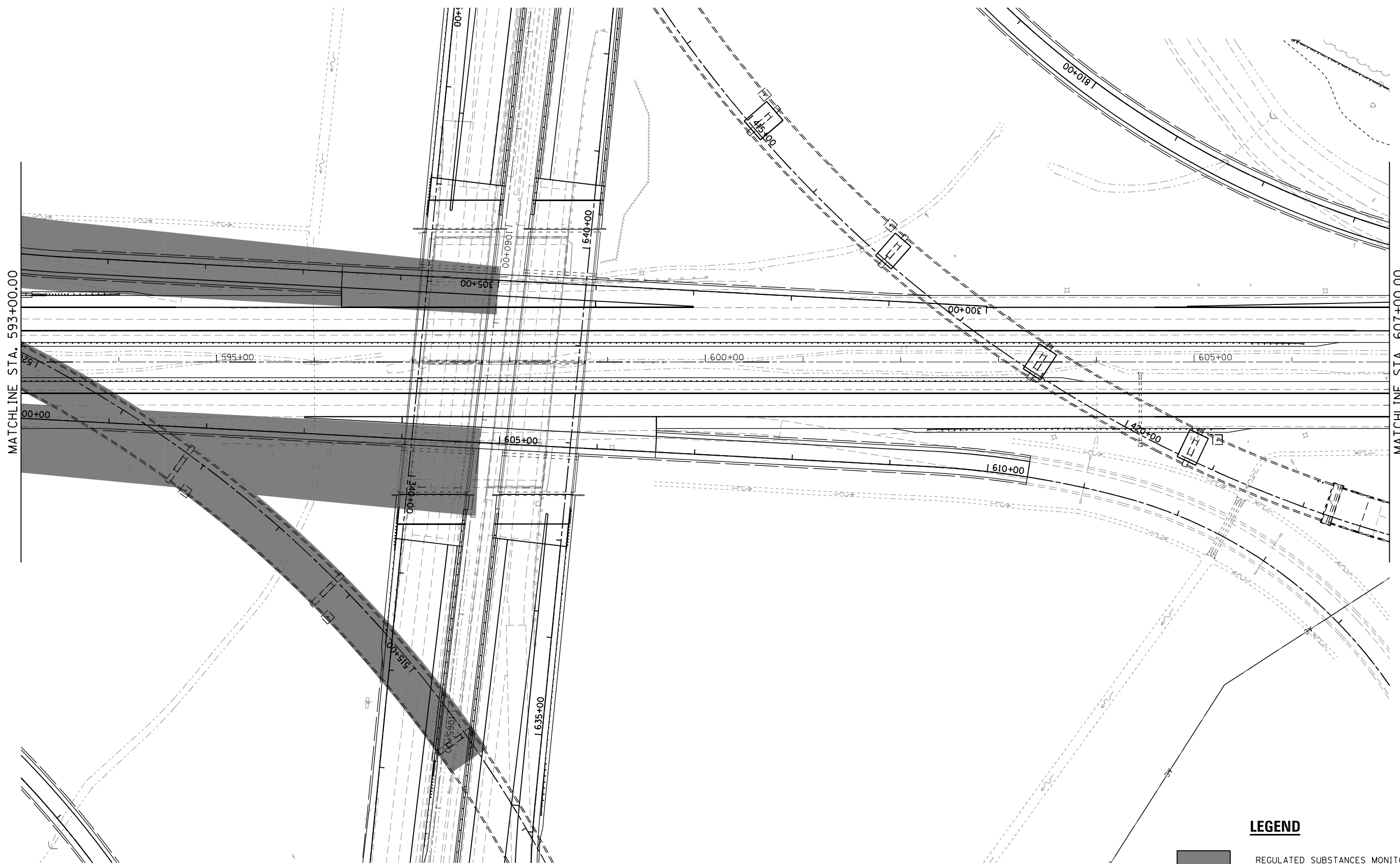
- NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN			
I-57			
SCALE: 1" = 50'	SHEET 3 OF 20 SHEETS	STA. 579+00	TO STA. 593+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	142
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

REGULATED SUBSTANCES MONITORING

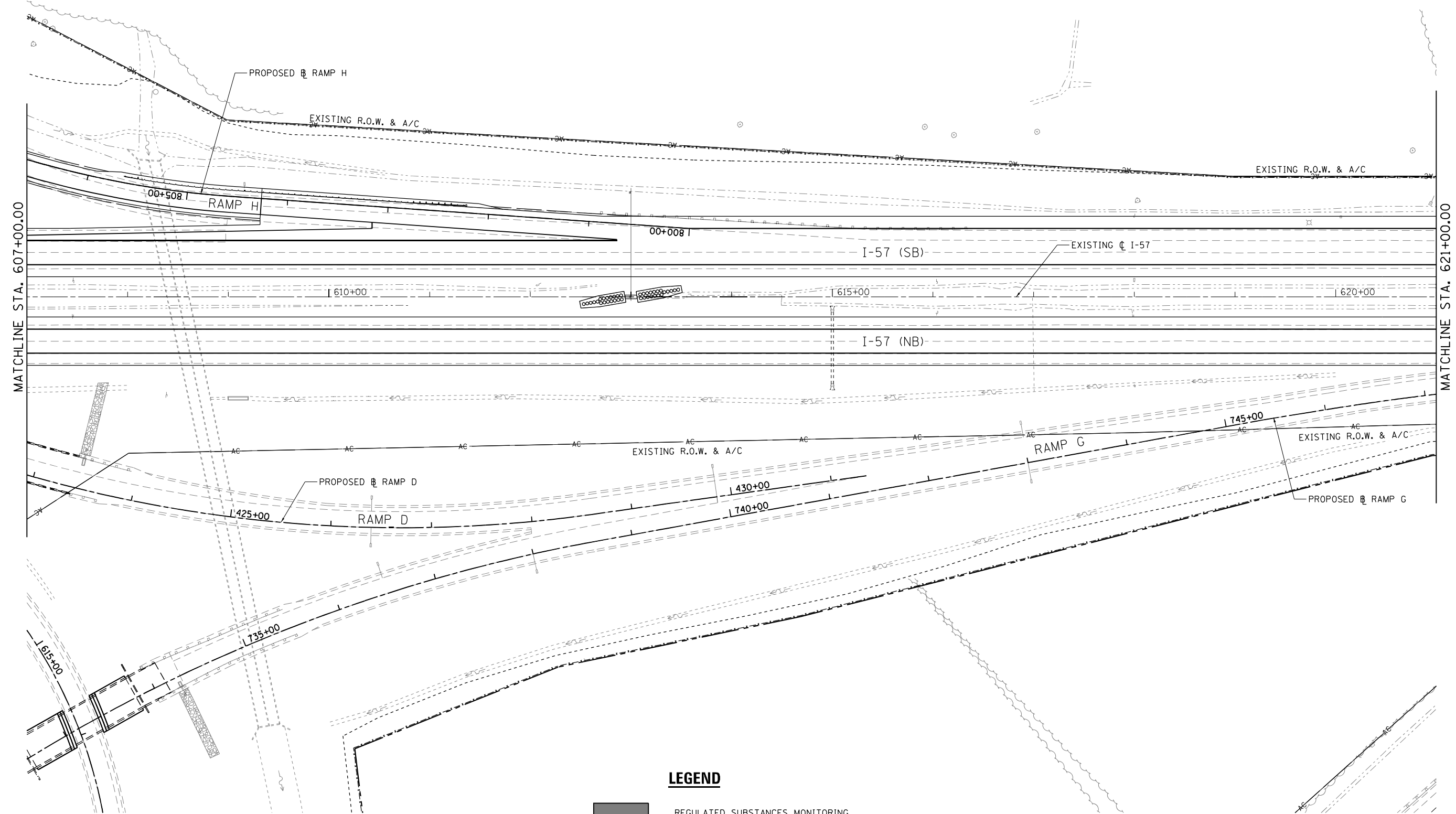
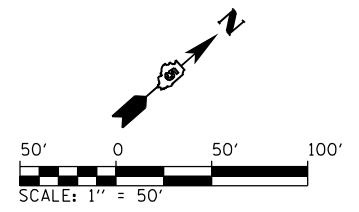
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

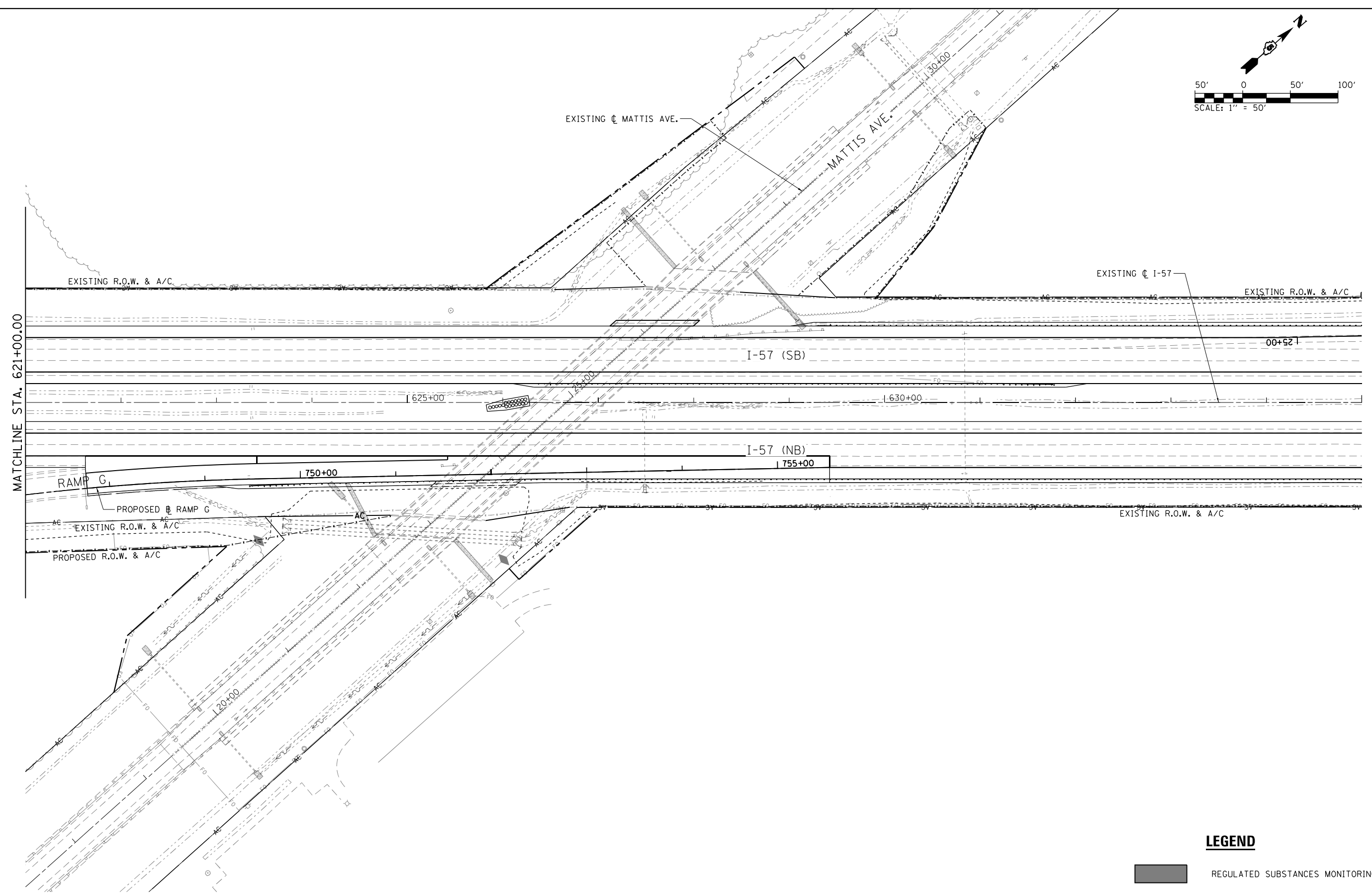
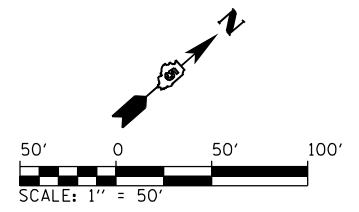
REGULATED SUBSTANCES MONITORING PLAN
I-57
 SCALE: 1" = 50' SHEET 4 OF 20 SHEETS STA. 593+00 TO STA. 607+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	143
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGULATED SUBSTANCES MONITORING PLAN			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D570C01-shr-RegulatedSubstances-005 157.dgn		DRAWN - RAH	REVISED -		I-57			57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	144
Default		CHECKED - SPH	REVISED -		SCALE: 1" = 50' SHEET 5 OF 20 SHEETS STA. 607+00 TO STA. 621+00			CONTRACT NO. 70C01				
		DATE - JANUARY 2022	REVISED -		ILLINOIS FED. AID PROJECT							



LEGEND

REGULATED SUBSTANCES MONITORING

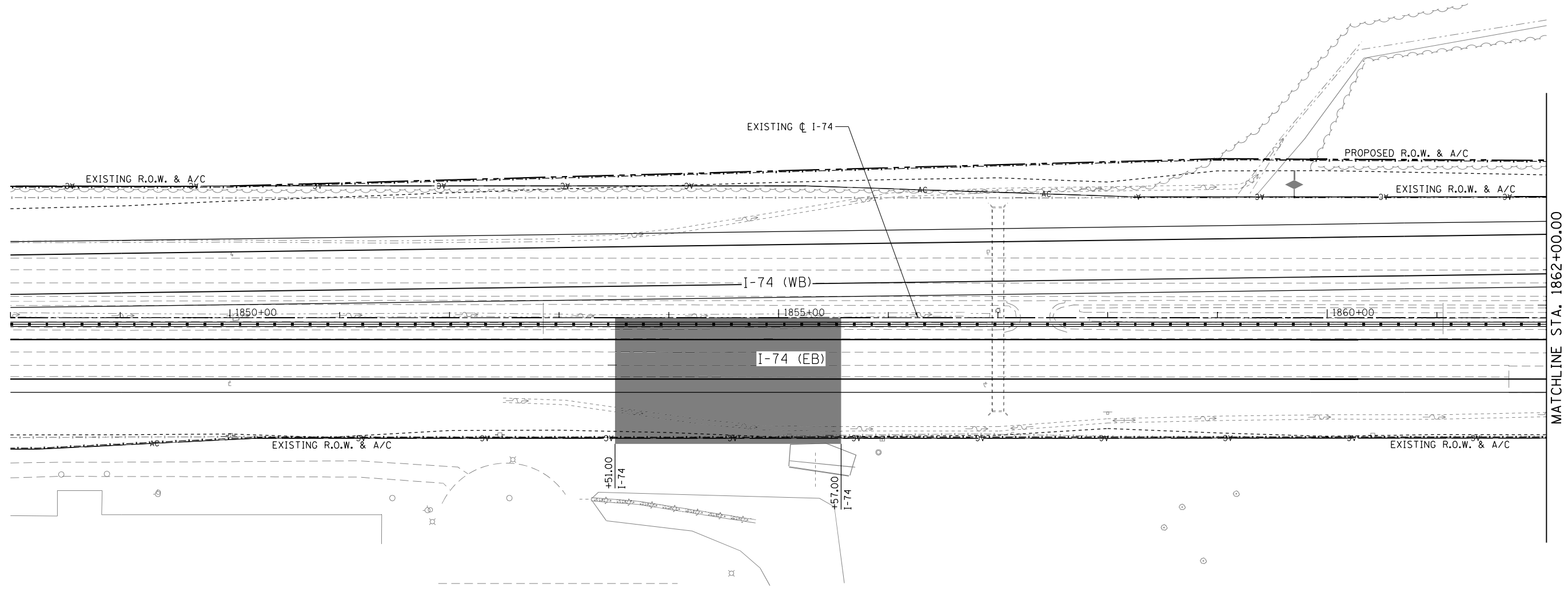
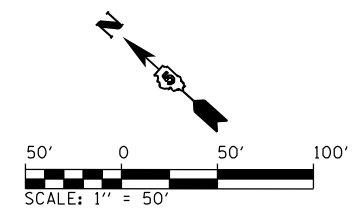
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN
I-57
 SCALE: 1" = 50' SHEET 6 OF 20 SHEETS STA. 621+00 TO STA. 635+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	145
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

REGULATED SUBSTANCES MONITORING

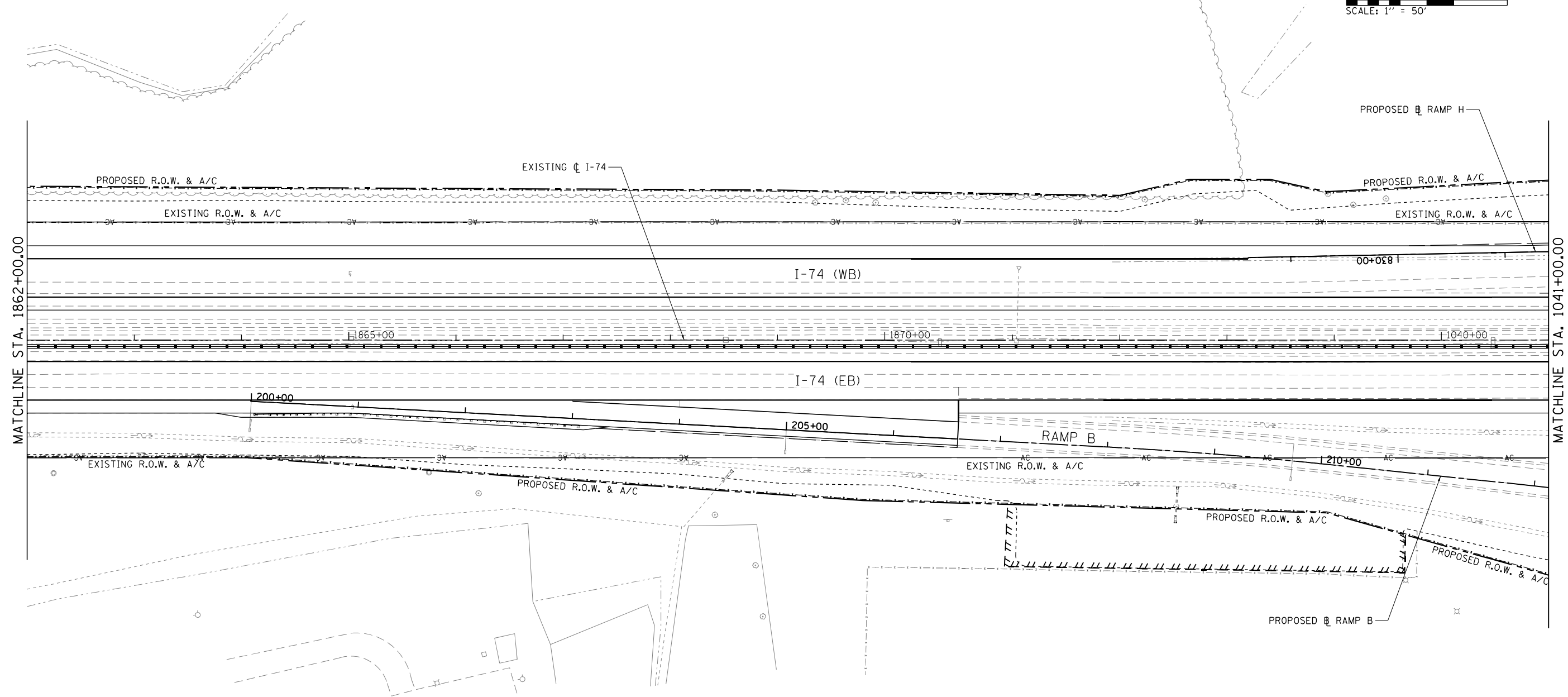
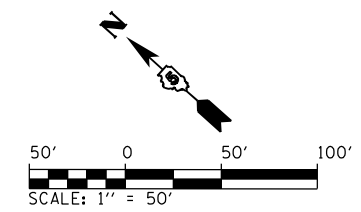
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN			
I-74			
SCALE: 1" = 50'	SHEET 7 OF 20 SHEETS	STA. 1848+00	TO STA. 1862+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	146
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

 REGULATED SUBSTANCES MONITORING

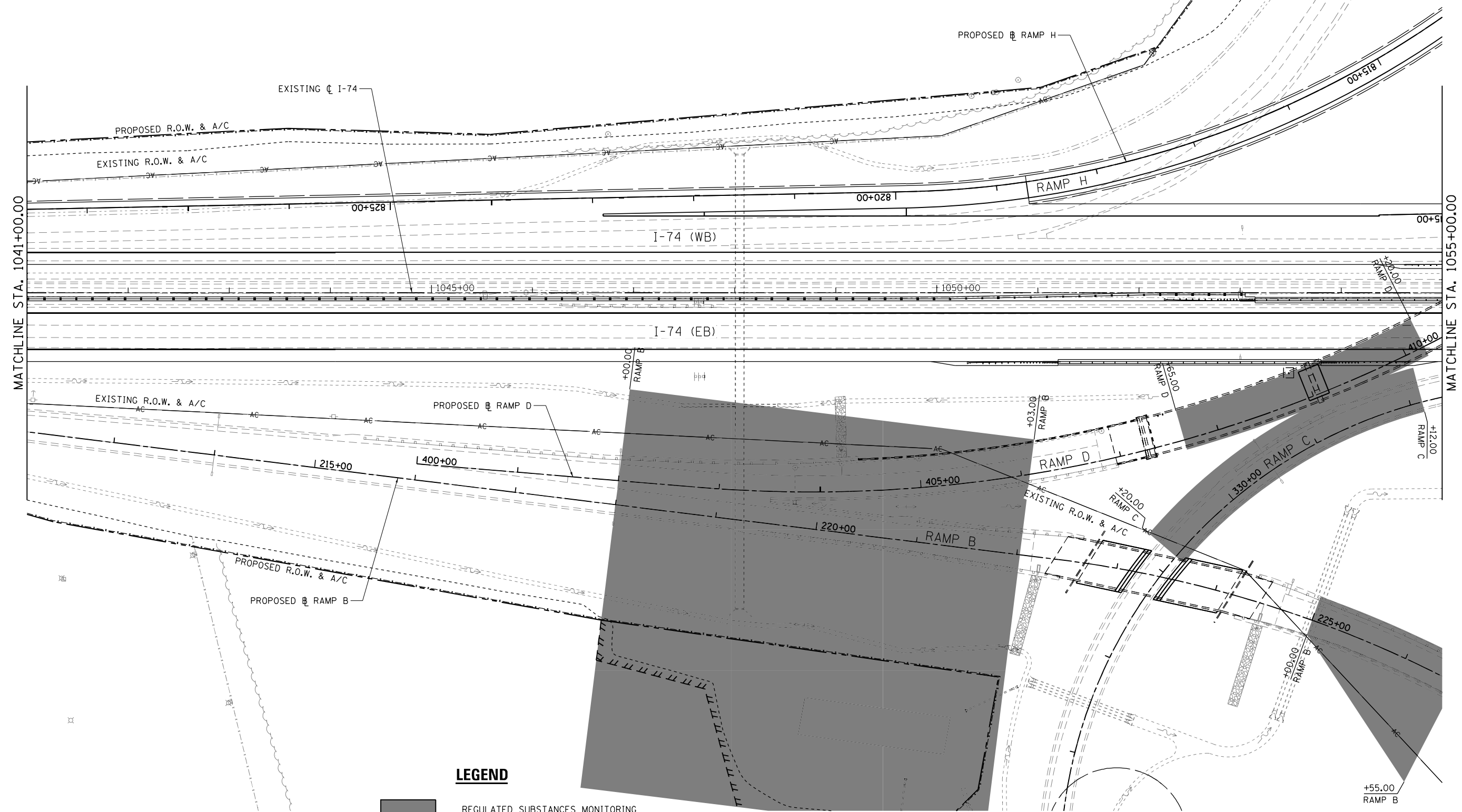
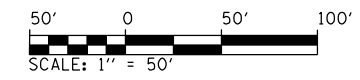
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN
I-74
 SCALE: 1" = 50' SHEET 8 OF 20 SHEETS STA. 1862+00 TO STA. 1041+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	147
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND
 REGULATED SUBSTANCES MONITORING

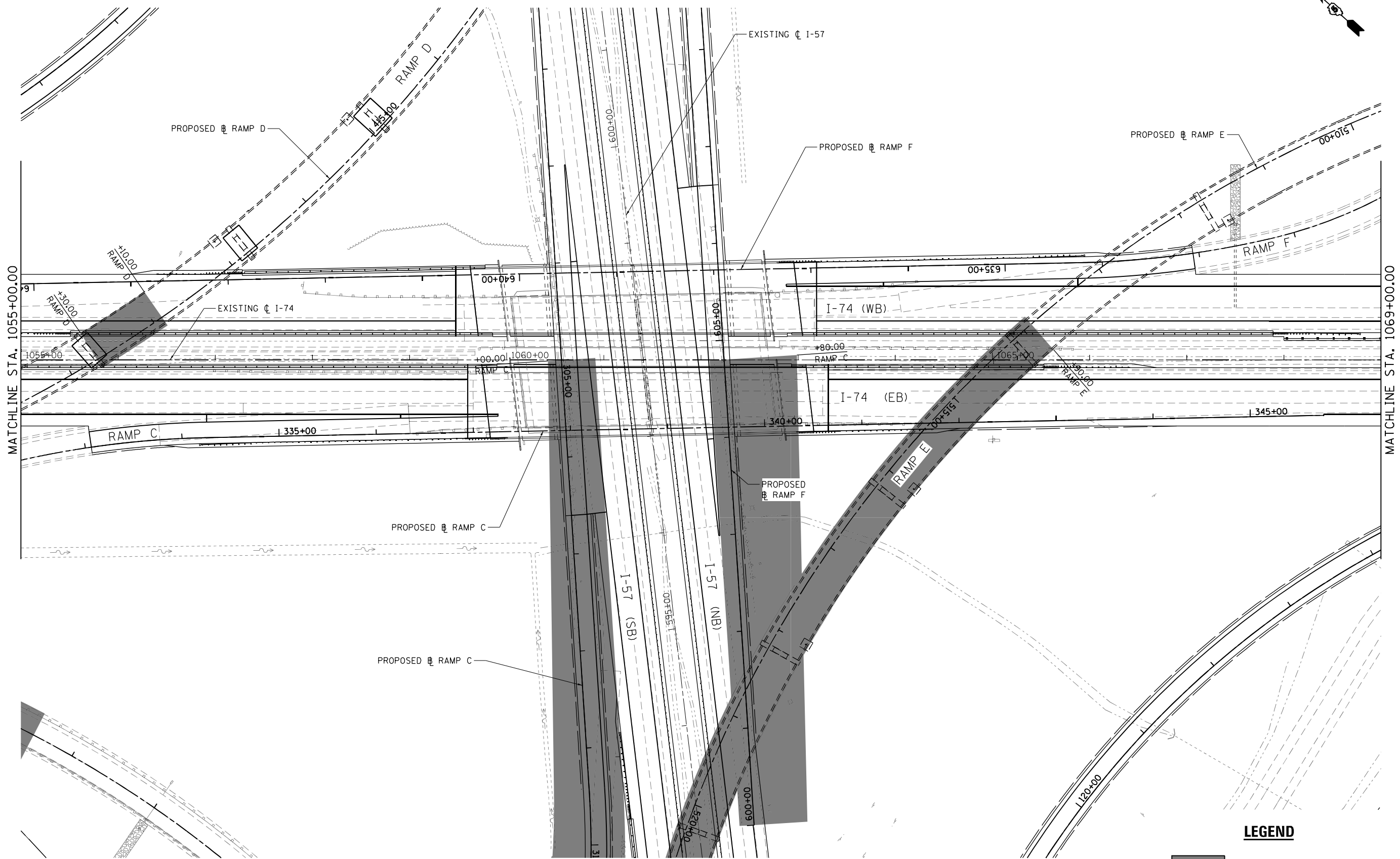
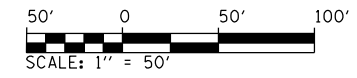
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

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		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN
I-74
 SCALE: 1" = 50' SHEET 9 OF 20 SHEETS STA. 1041+00 TO STA. 1055+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	148
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

REGULATED SUBSTANCES MONITORING

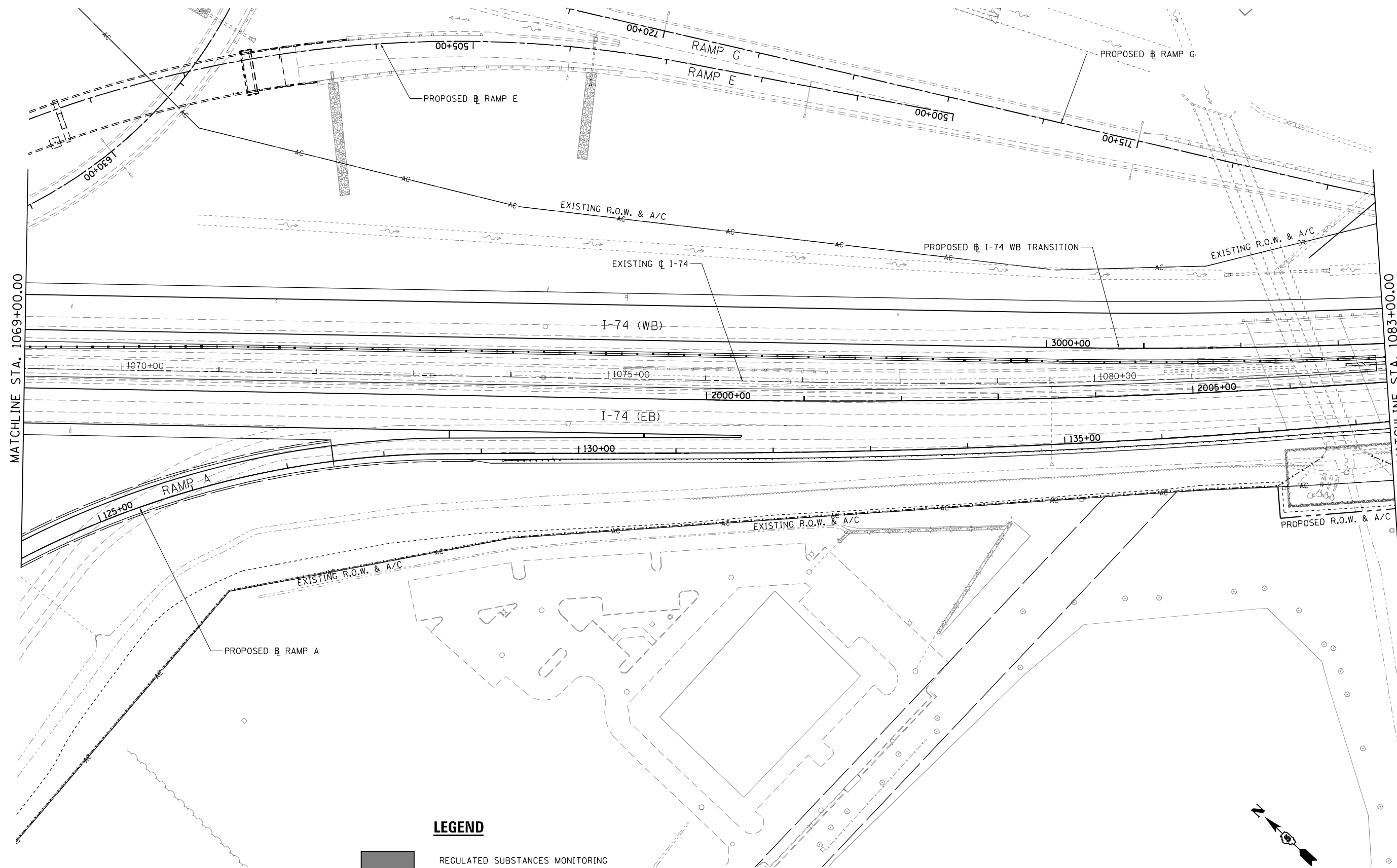
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

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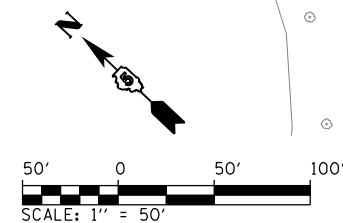
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN
I-74
 SCALE: 1" = 50' SHEET 10 OF 20 SHEETS STA. 1055+00 TO STA. 1069+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	149
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

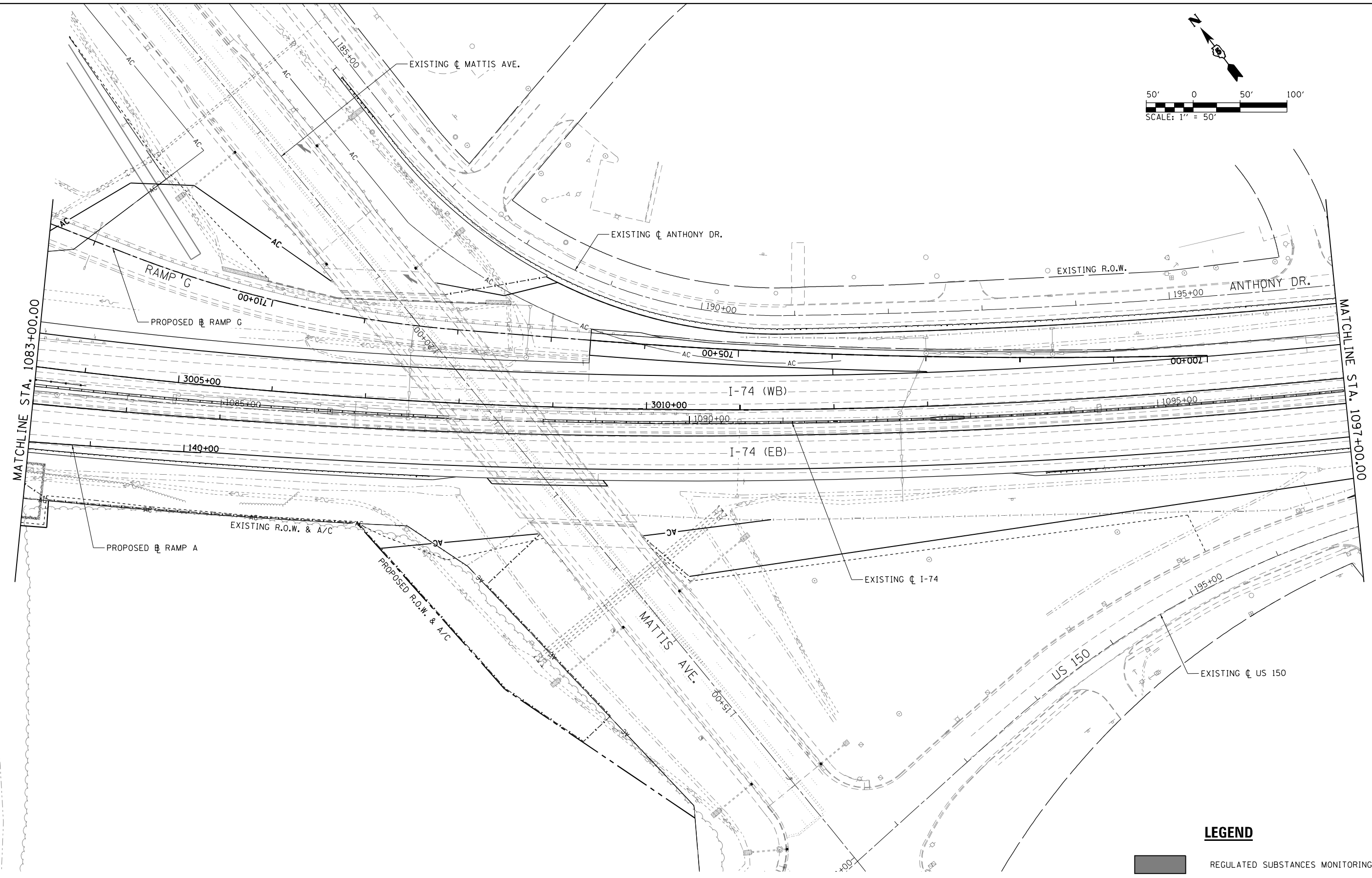
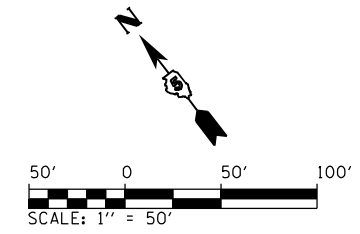


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN			
I-74			
SCALE: 1" = 50'	SHEET 11 OF 20 SHEETS	STA. 1069+00 TO STA. 1083+00	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	150
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



LEGEND

REGULATED SUBSTANCES MONITORING

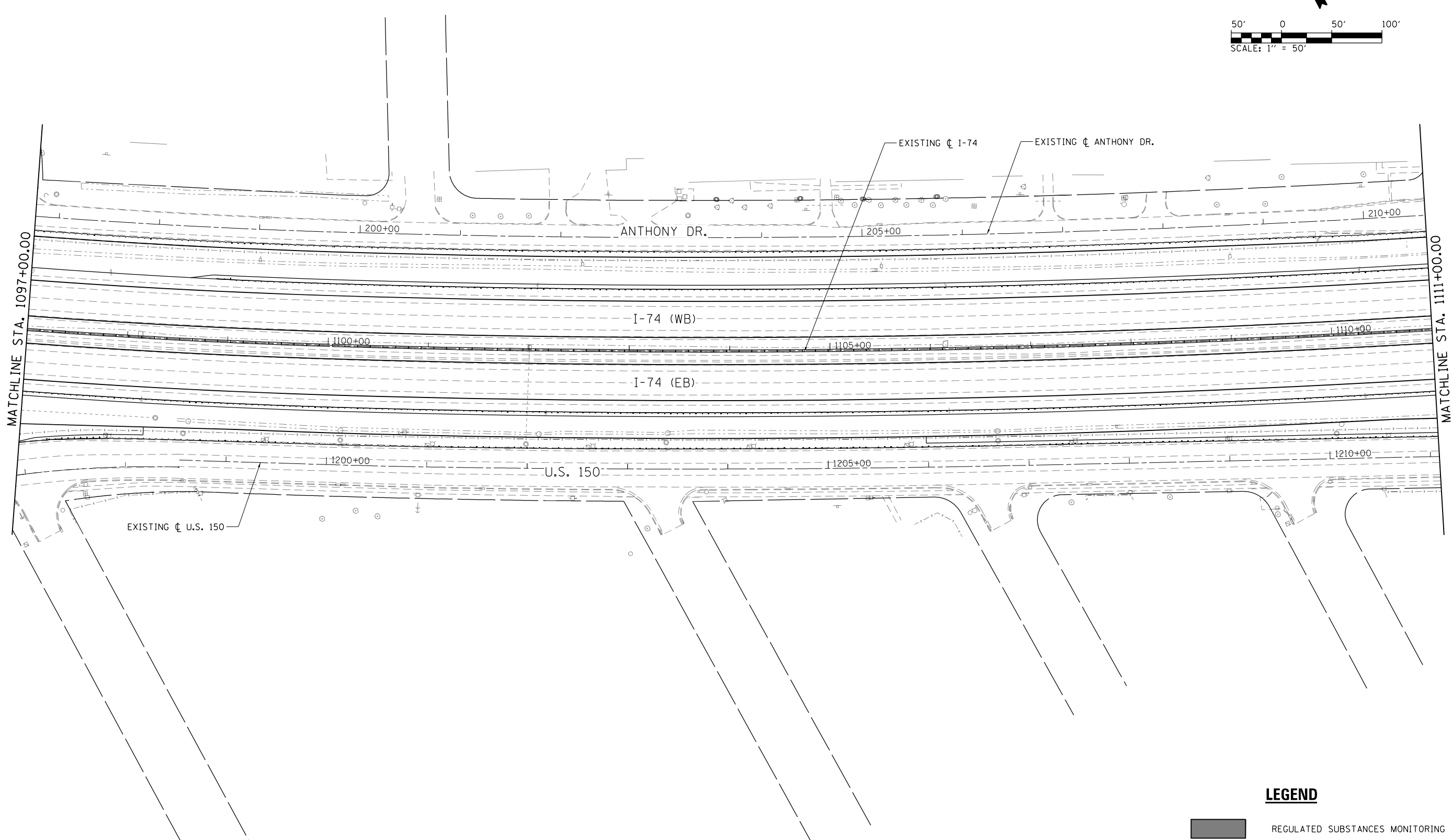
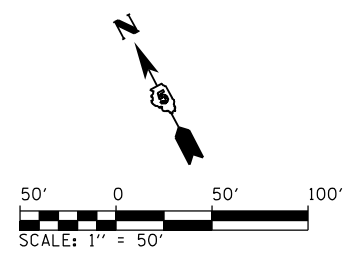
NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN
I-74
 SCALE: 1" = 50' SHEET 12 OF 20 SHEETS STA. 1083+00 TO STA. 1097+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	151
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

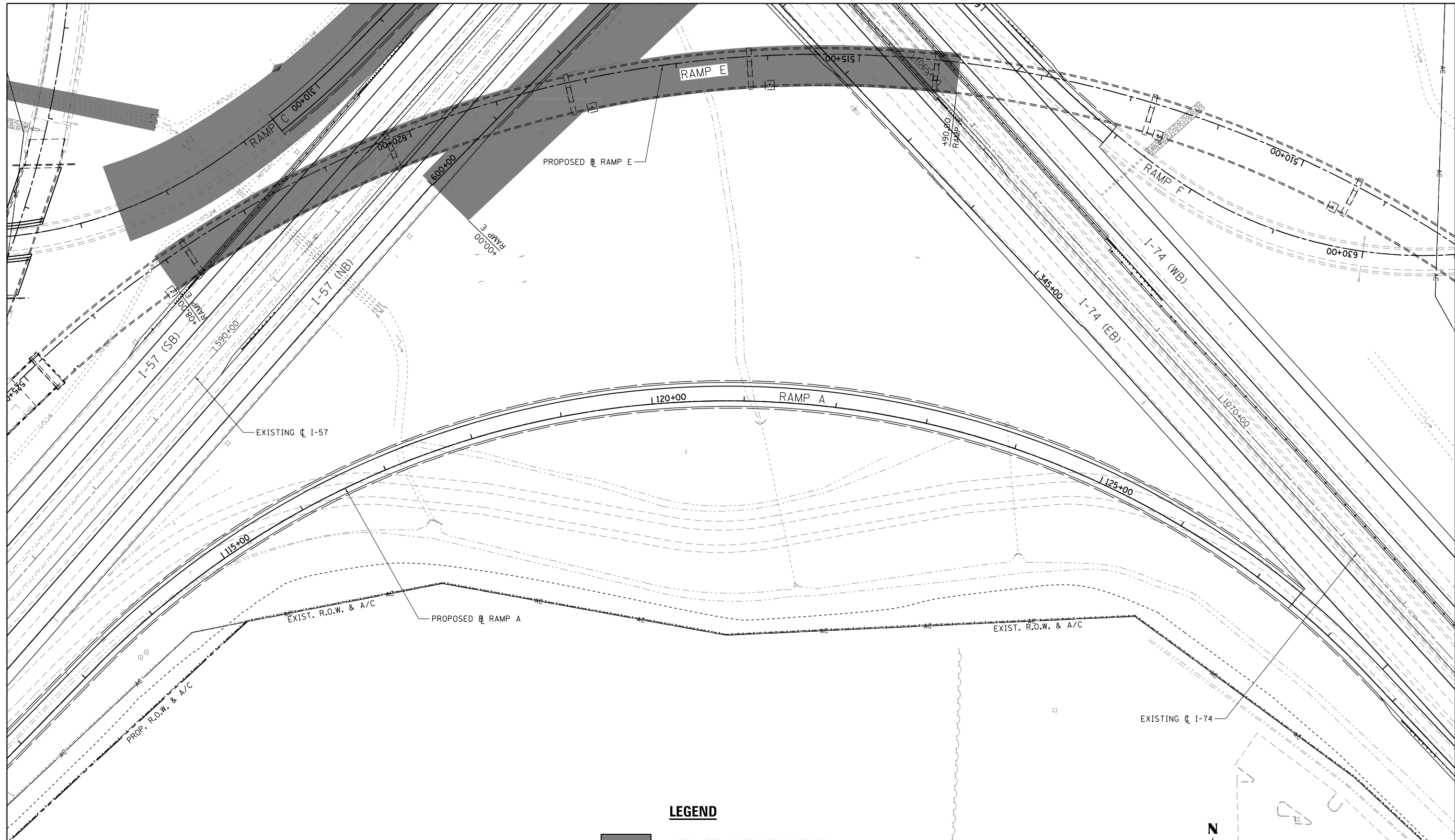


LEGEND

REGULATED SUBSTANCES MONITORING

NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

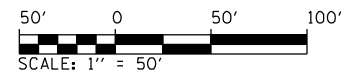
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Default	PLOT SCALE = 100.0000' / in.	DRAWN - RAH	REVISED -		I-74			57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	152
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		DATE - JANUARY 2022	REVISED -		ILLINOIS FED. AID PROJECT							



LEGEND

 REGULATED SUBSTANCES MONITORING

NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.



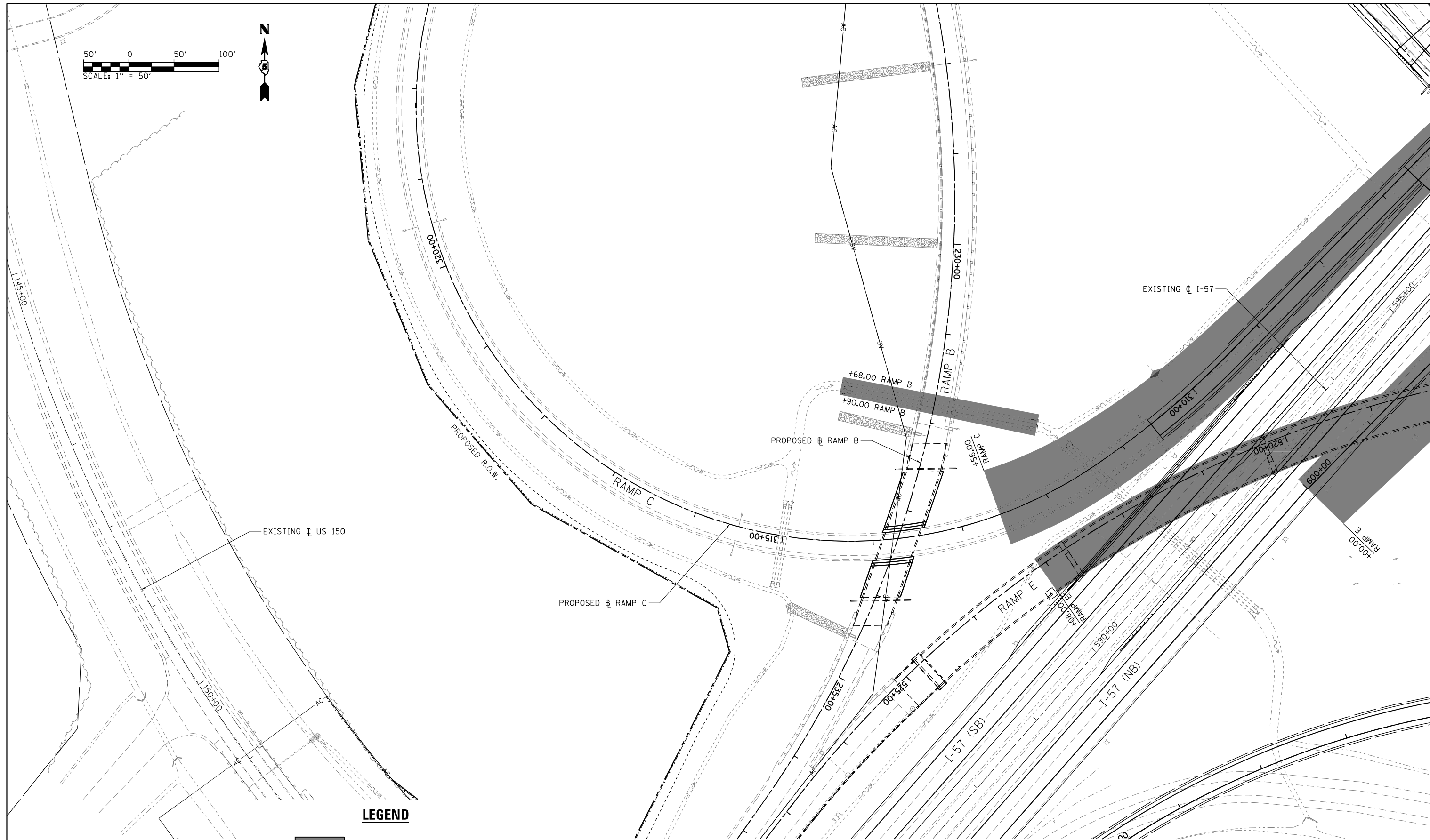
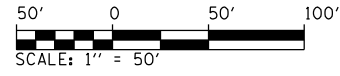
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REGULATED SUBSTANCES MONITORING PLAN
 SOUTHEAST QUADRANT**

SCALE: 1" = 50' SHEET 14 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	153
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

REGULATED SUBSTANCES MONITORING

NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

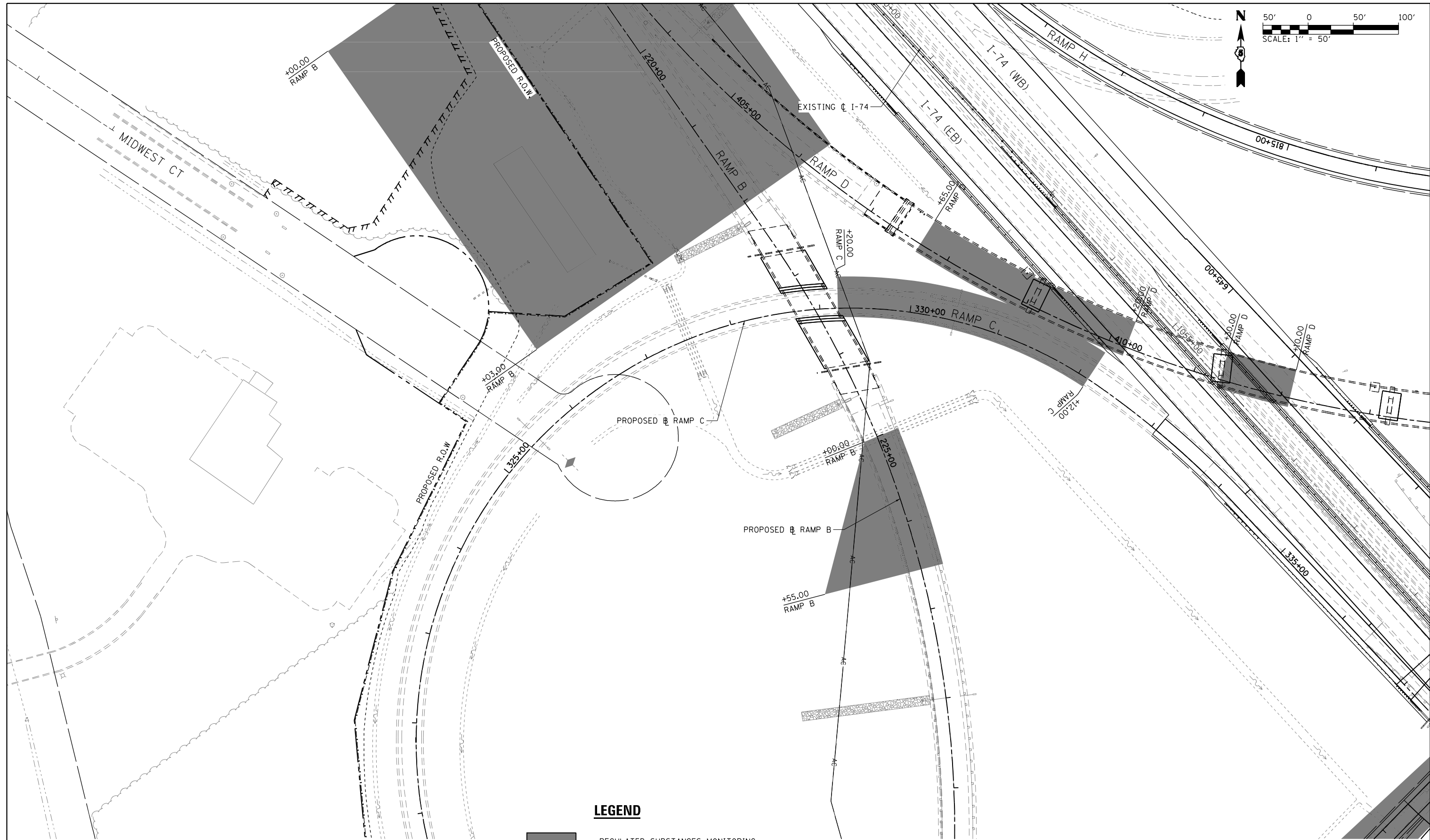
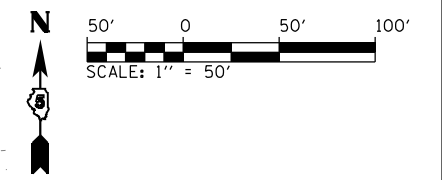
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \0570C01-sht-RegulatedSubstances-015	QUAD.dgn	DRAWN - RAH	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:22:15 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REGULATED SUBSTANCES MONITORING PLAN
 SOUTHWEST QUADRANT**

SCALE: 1" = 50' SHEET 15 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	154
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



LEGEND

REGULATED SUBSTANCES MONITORING

NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \0570C01-sht-RegulatedSubstances-016 SW	QUAD.dgn	DRAWN - RAH	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:22:19 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REGULATED SUBSTANCES MONITORING PLAN
 SOUTHWEST QUADRANT**

SCALE: 1" = 50' SHEET 16 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	155
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

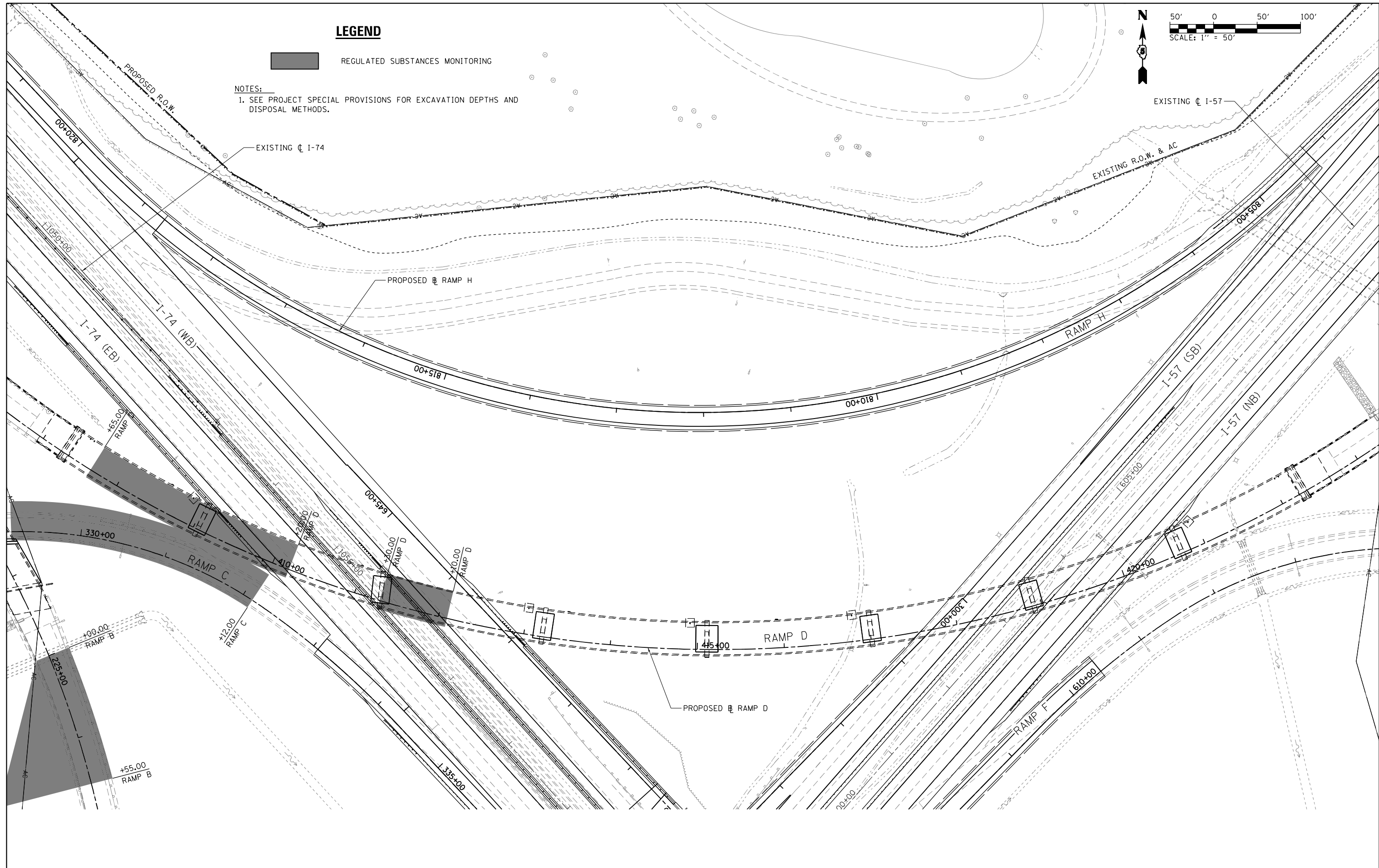
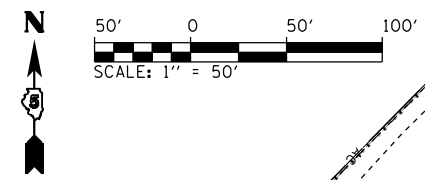
LEGEND



REGULATED SUBSTANCES MONITORING

NOTES:

1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

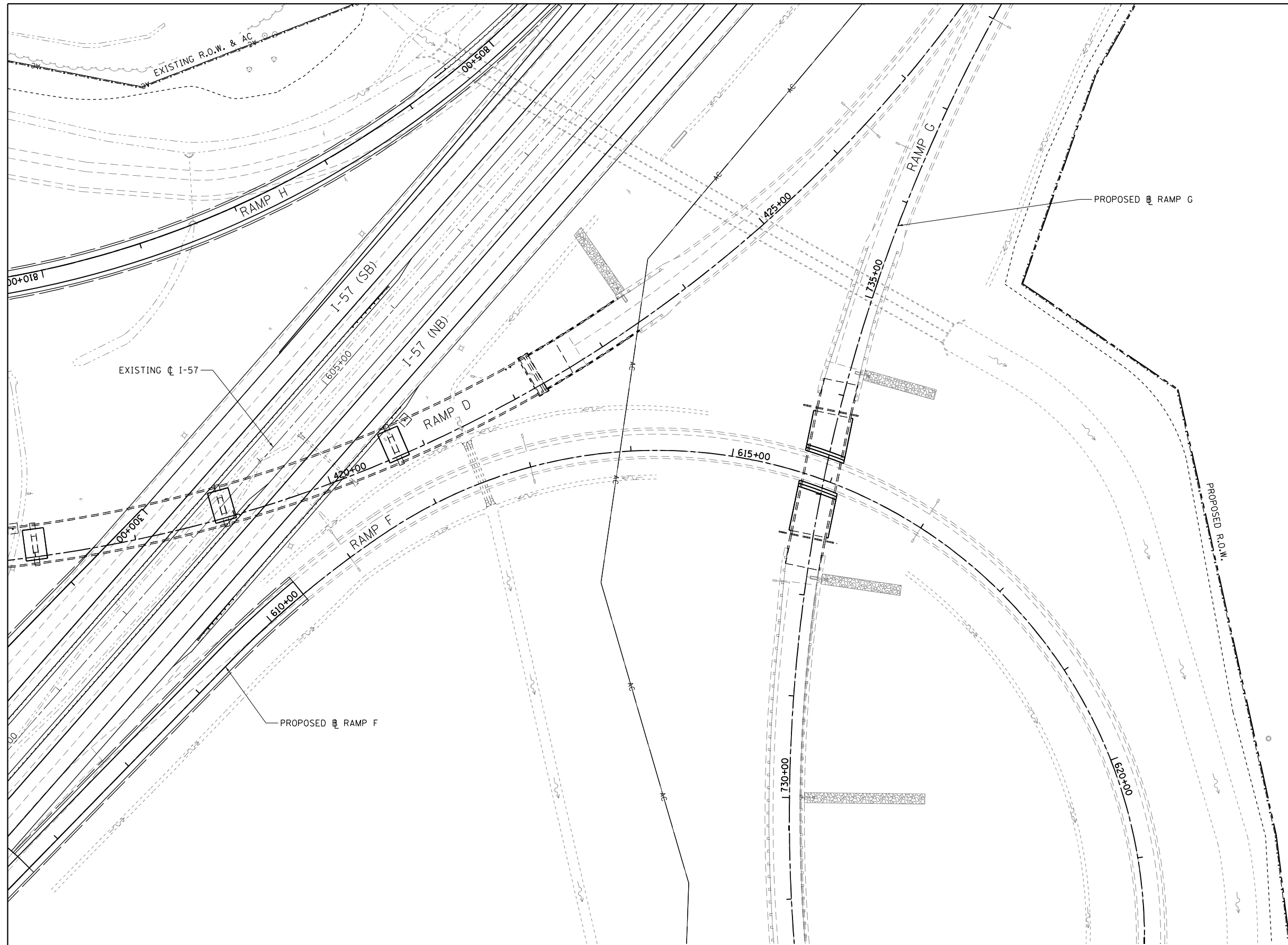
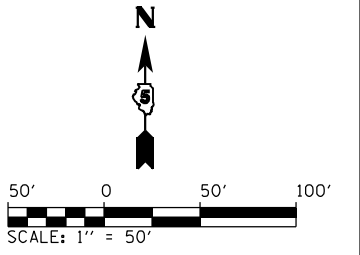


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \0570C01-shr-RegulatedSubstances-017	QUAD.dgn	DRAWN - RAH	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:22:23 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REGULATED SUBSTANCES MONITORING PLAN	
NORTHWEST QUADRANT	
SCALE: 1" = 50'	SHEET 17 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	156
CONTRACT NO. 70C01				
ILLINOIS FED. AID PROJECT				



LEGEND

REGULATED SUBSTANCES MONITORING

NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

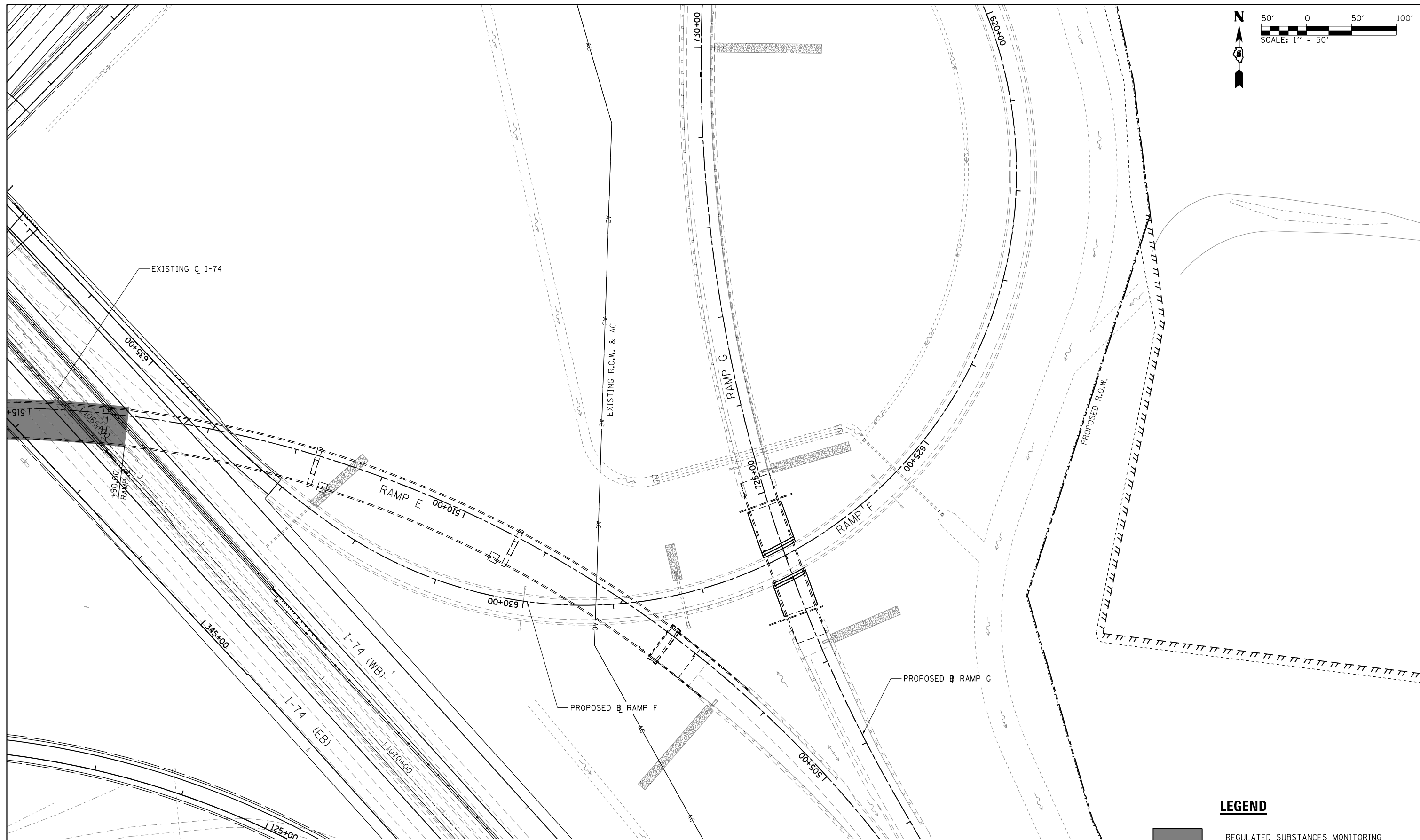
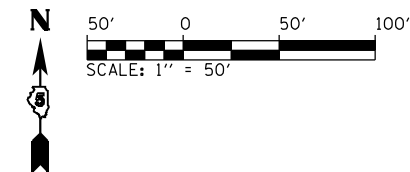
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \0570C01-sht-RegulatedSubstances-018	QUAD.dgn	DRAWN - RAH	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:22:26 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REGULATED SUBSTANCES MONITORING PLAN
 NORTHEAST QUADRANT**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	157
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

SCALE: 1" = 50' SHEET 18 OF 20 SHEETS STA. TO STA.



LEGEND

REGULATED SUBSTANCES MONITORING

NOTES:
 1. SEE PROJECT SPECIAL PROVISIONS FOR EXCAVATION DEPTHS AND DISPOSAL METHODS.

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \0570C01-sht-RegulatedSubstances-019	QUAD.dgn	DRAWN - RAH	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED - SPH	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

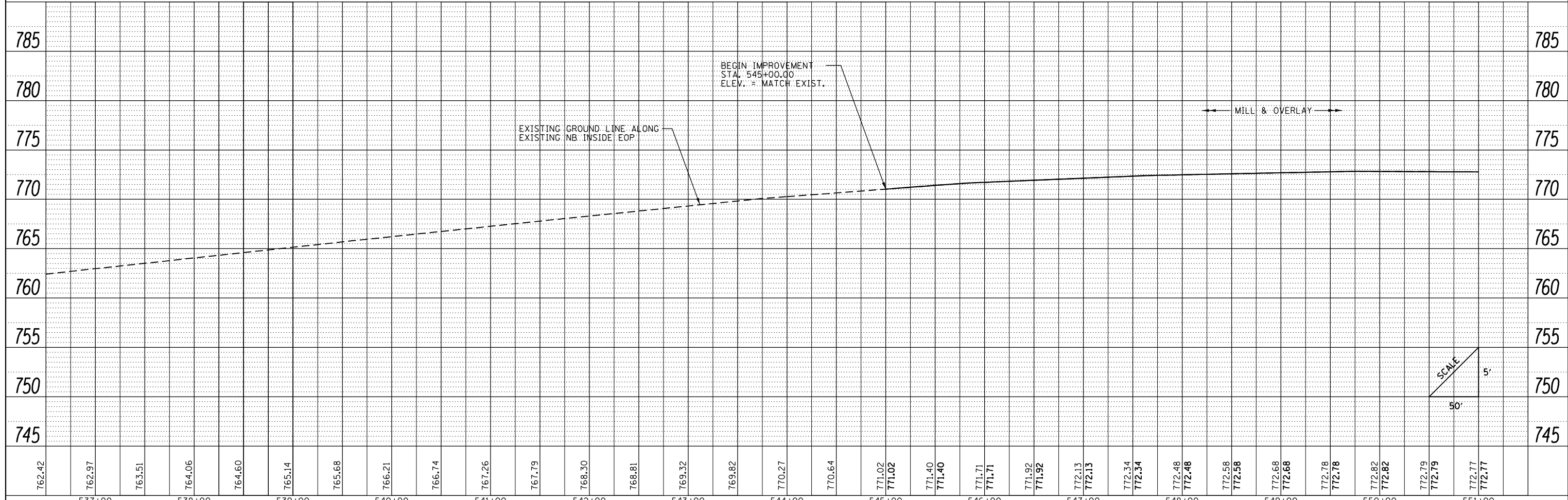
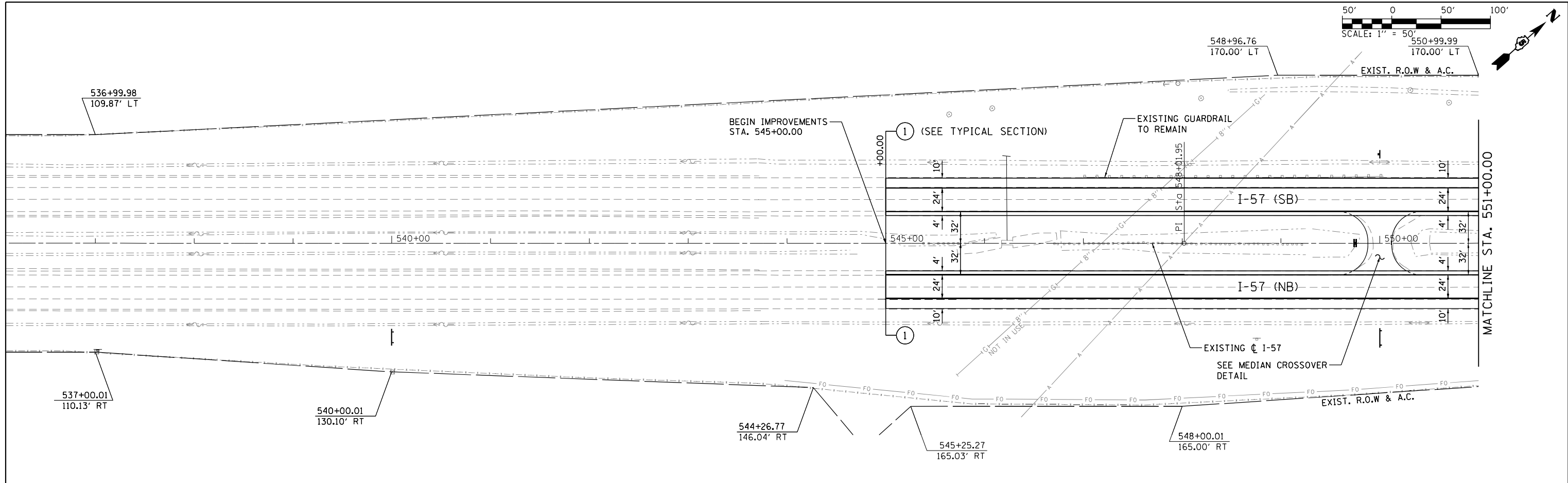
**REGULATED SUBSTANCES MONITORING PLAN
 NORTHEAST QUADRANT**

SCALE: 1" = 50' SHEET 19 OF 20 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	158
				CONTRACT NO. 70C01
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

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



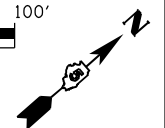
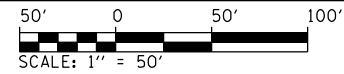
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-001 157.dgn		DRAWN - RAH	REVISED -
PNP-1 57		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
I-57**

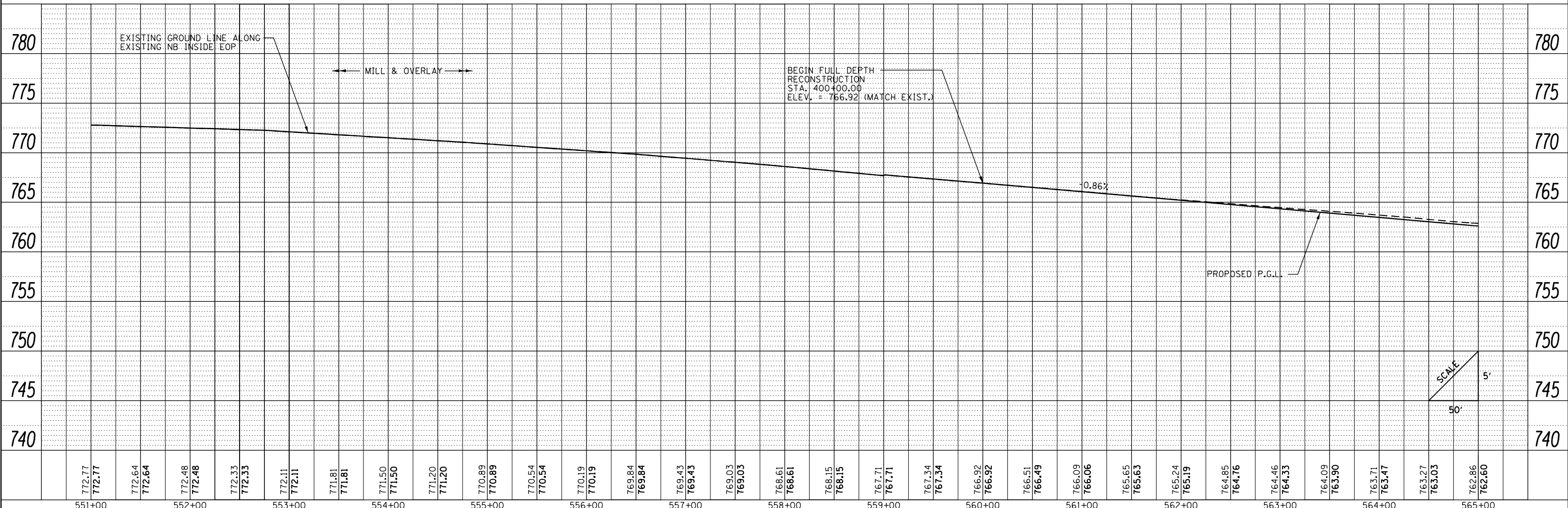
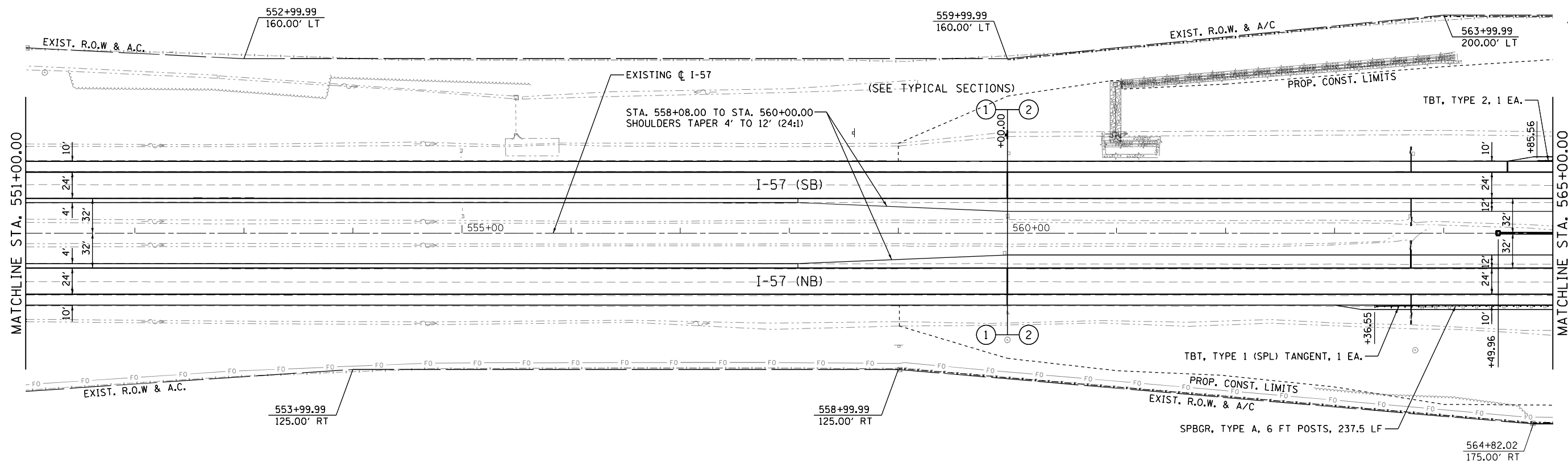
SCALE: 1" = 50' SHEET 1 OF 40 SHEETS STA. 537+00 TO STA. 551+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	160
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



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

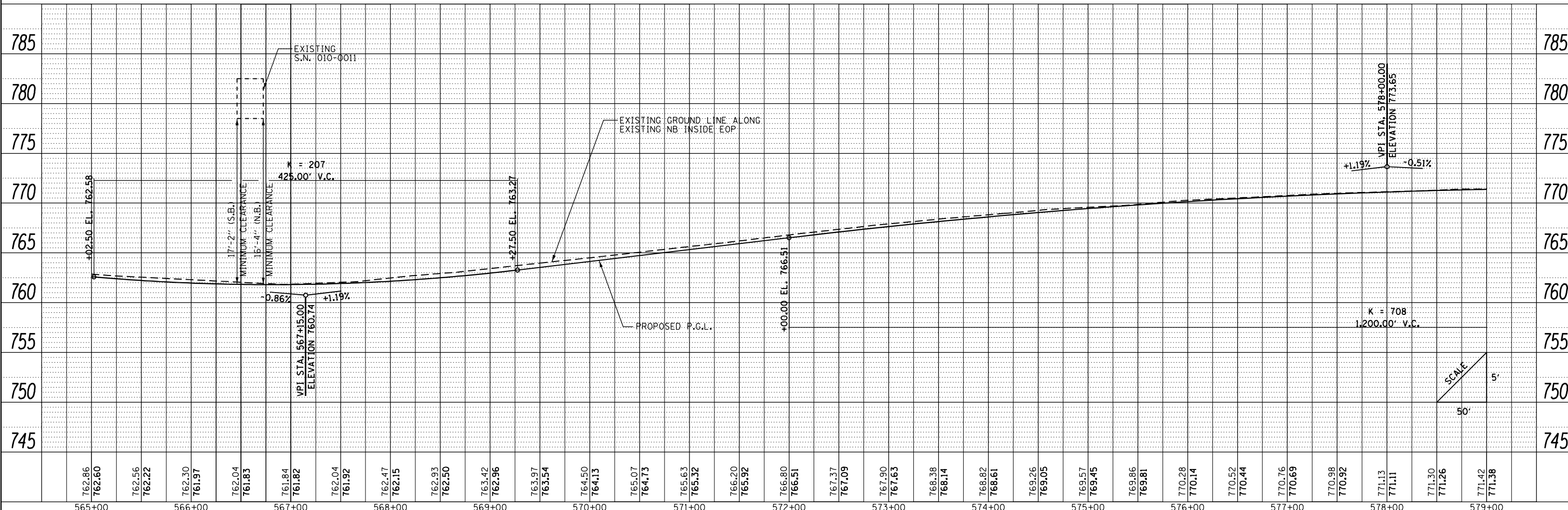
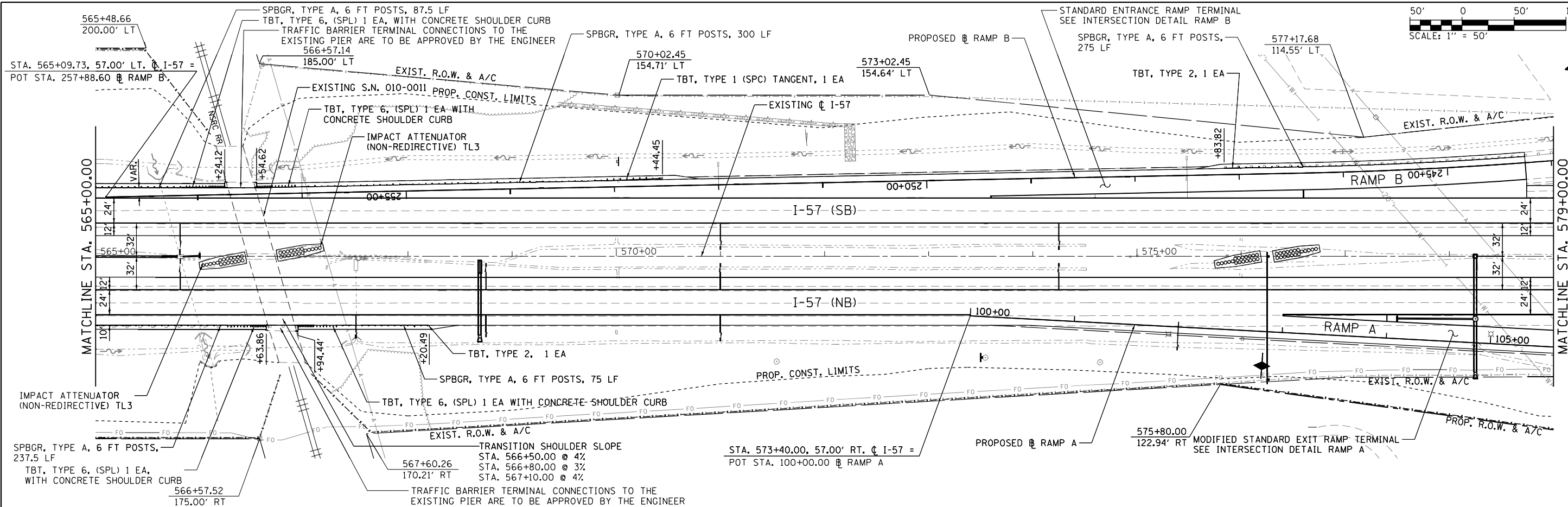
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	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	NOTATION CHD		



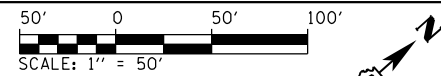
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... \D570C01-sht-plnprf-002 157.dgn		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	161	
PNP-1 57		CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01					
		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	DESIGNED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
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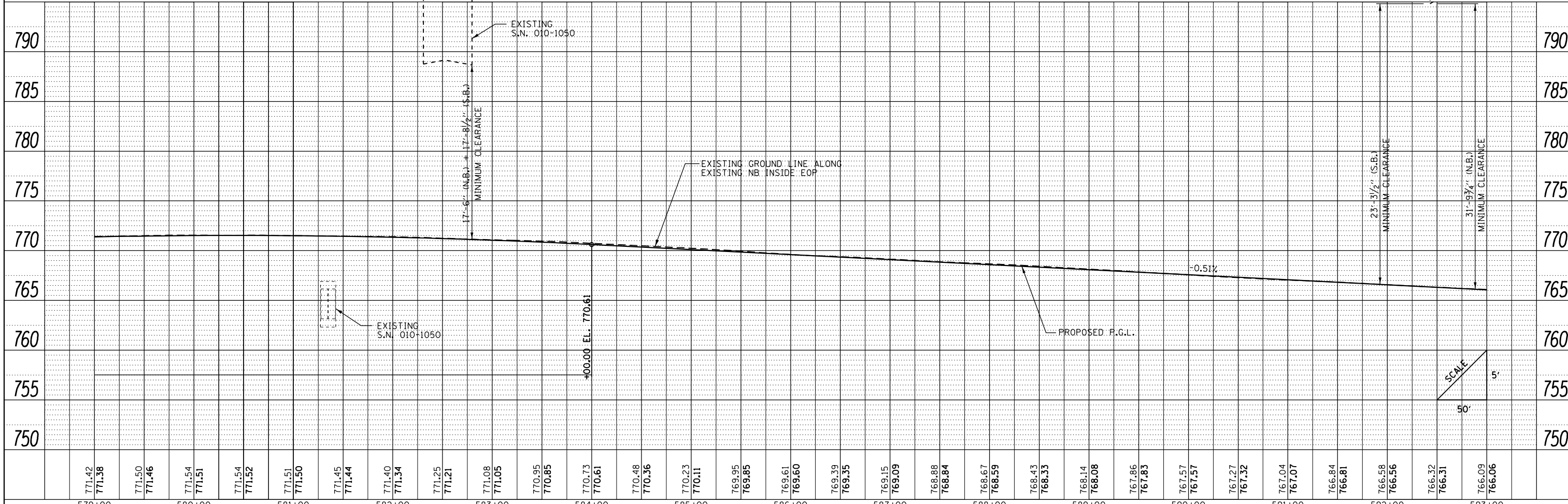
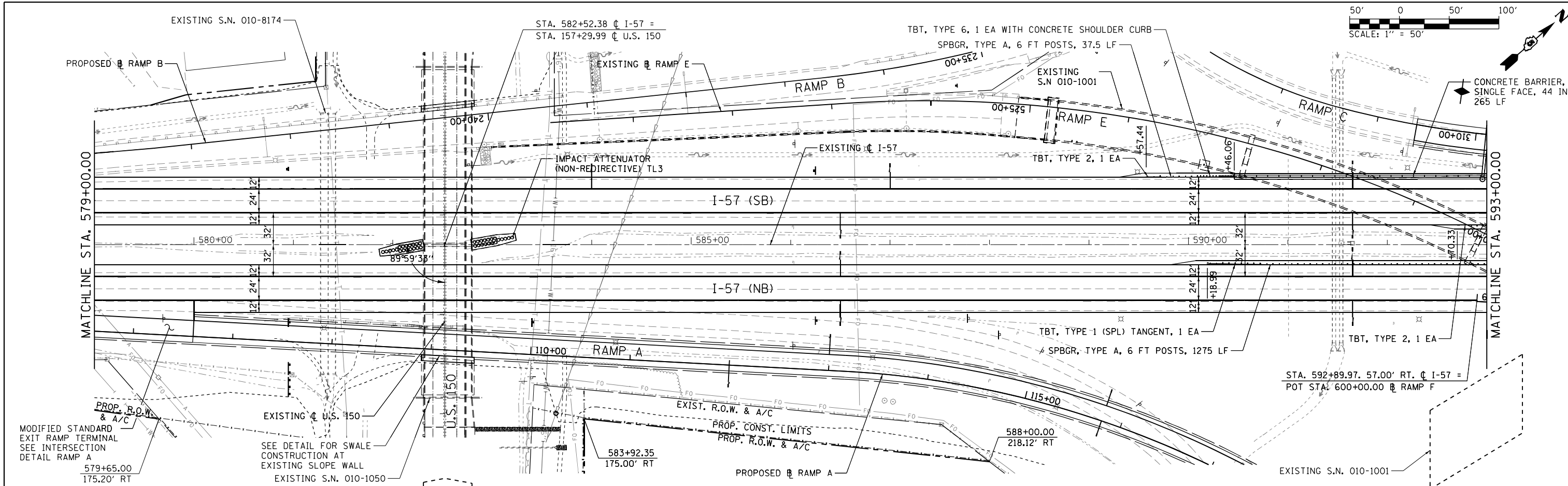


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE I-57	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D570C01-sht-plnprf-003 157.dgn		DRAWN - RAH	REVISED -		57	10-133,34,5,141R & (10-34)B	CHAMPAIGN	1182	162
PNP-1 57		CHECKED - MJO/SPH	REVISED -		SCALE: 1" = 50'	SHEET 3 OF 40 SHEETS	STA. 565+00 TO STA. 579+00	CONTRACT NO. 70C01	
		DATE - JANUARY 2022	REVISED -		ILLINOIS FED. AID PROJECT				



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
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PROFILE	SURVEYED	BY	DATE
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	STRUCTURE NOTATIONS CHECKED		
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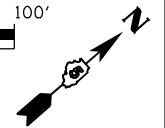
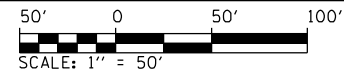
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... \D570C01-sht-plnprf-004 157.dgn		DRAWN - RAH	REVISED -
PNP-1 57		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
I-57**

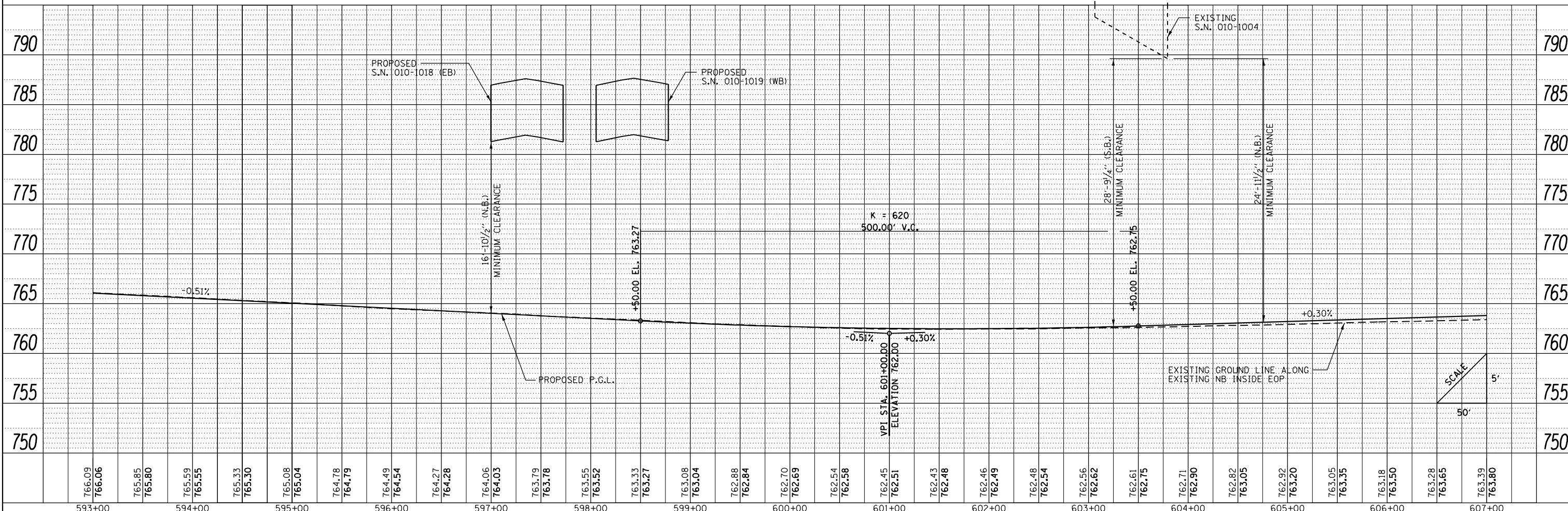
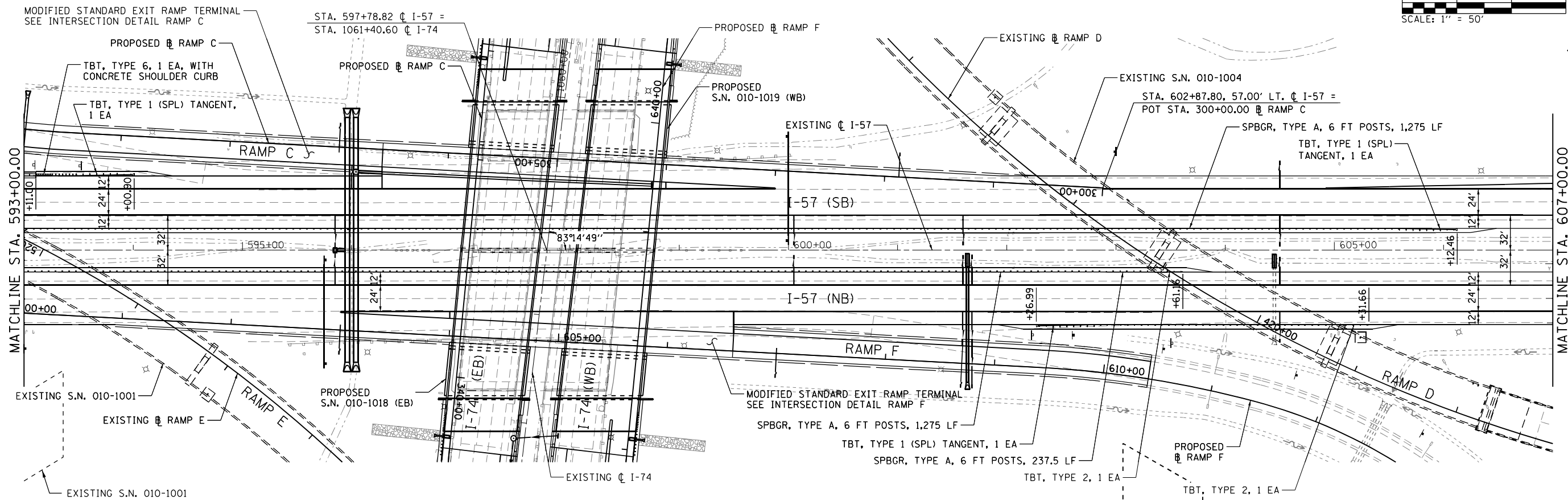
SCALE: 1" = 50' SHEET 4 OF 40 SHEETS STA. 579+00 TO STA. 593+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133.34,5.141R & (10-34)B	CHAMPAIGN	1182	163
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

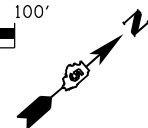
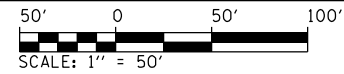


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	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		

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

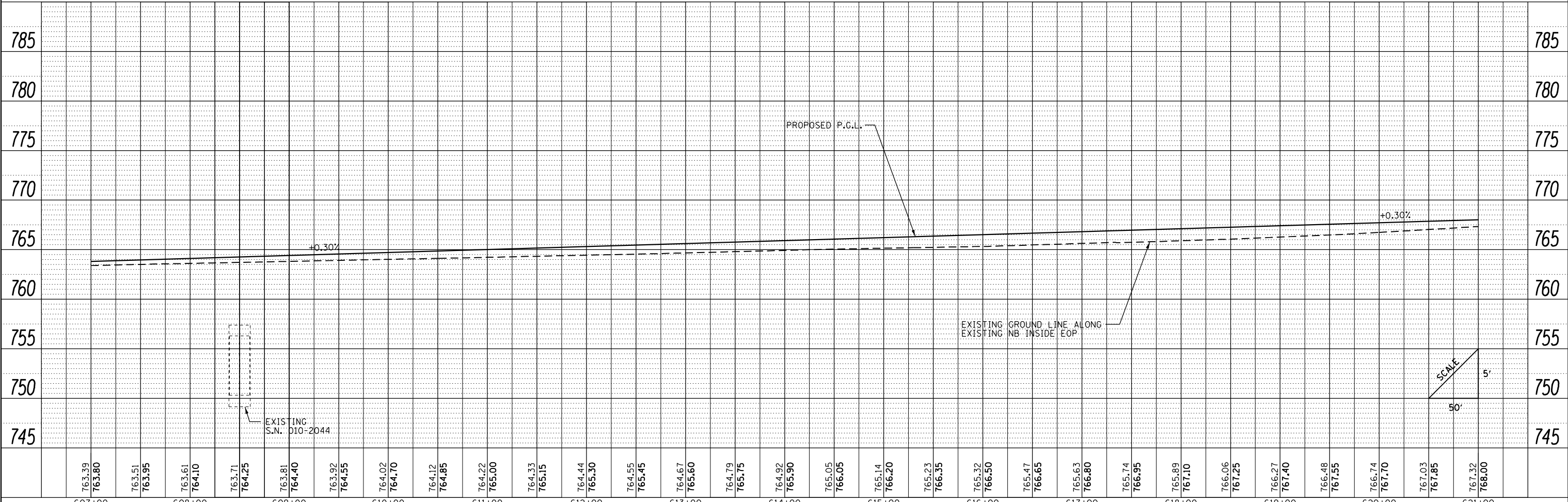
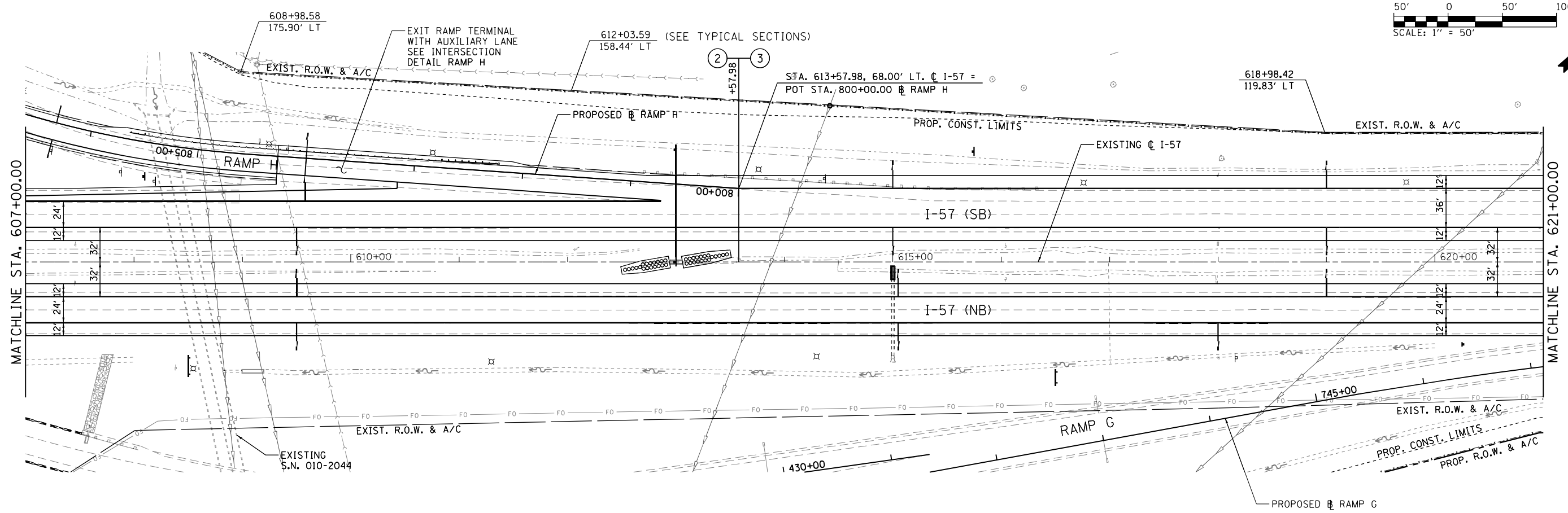


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE I-57 SCALE: 1" = 50' SHEET 5 OF 40 SHEETS STA. 593+00 TO STA. 607+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D570C01-sht-plnprf-005 157.dgn		DRAWN - RAH	REVISED -		57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	164
PNP-1 57		CHECKED - MJO/SPH	REVISED -		CONTRACT NO. 70C01				
		DATE - JANUARY 2022	REVISED -		ILLINOIS FED. AID PROJECT				



PLAN	SURVEYED	BY	DATE
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NOTE BOOK NO.	CARD FILE NAME		

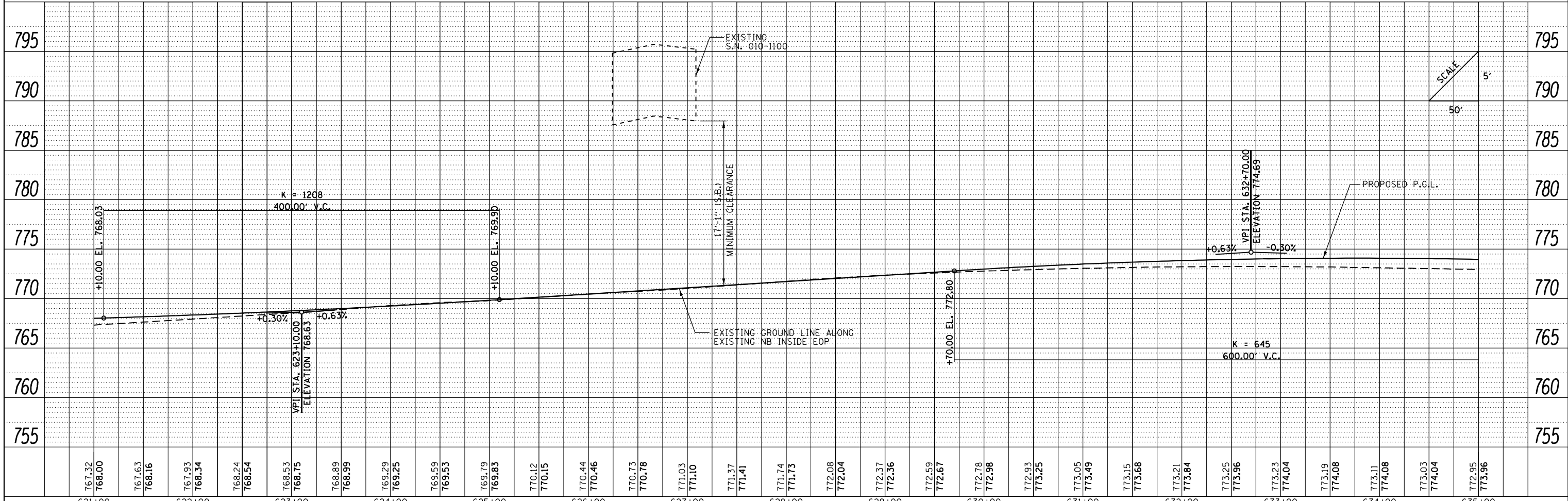
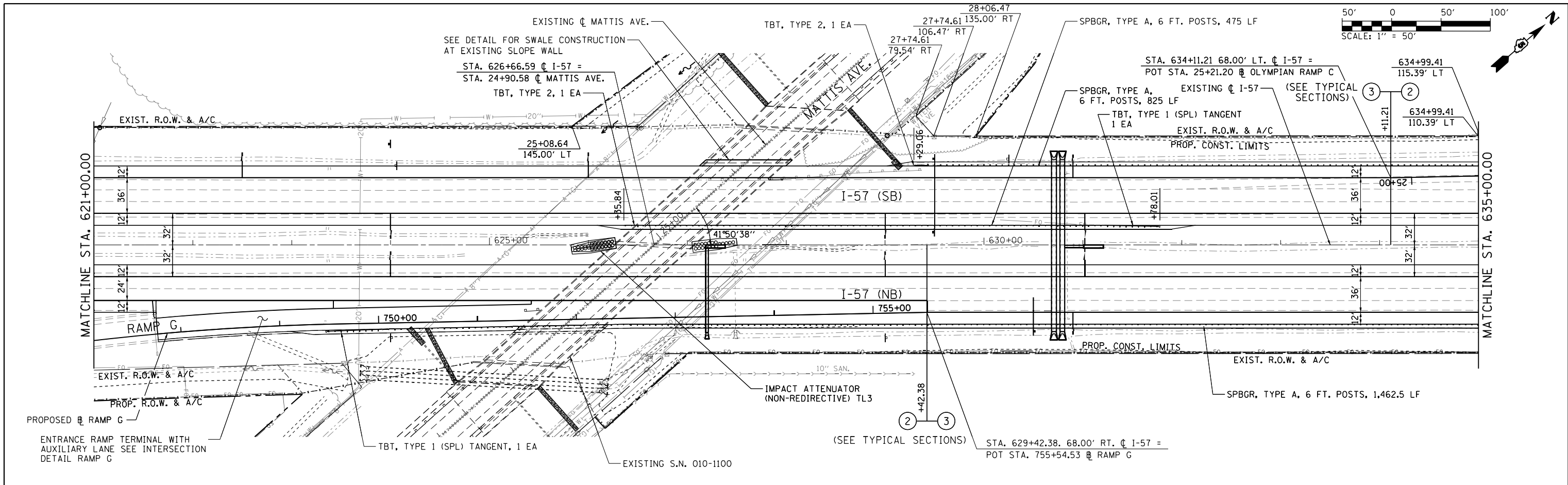
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
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	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	NOTATION CHECKED		



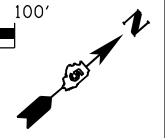
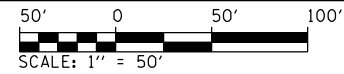
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-57	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D570C01-sht-plnprf-006 157.dgn		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	165
PNP-1 57		CHECKED - MJO	REVISED -			CONTRACT NO. 70C01				
		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
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	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
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	FILE NAME		

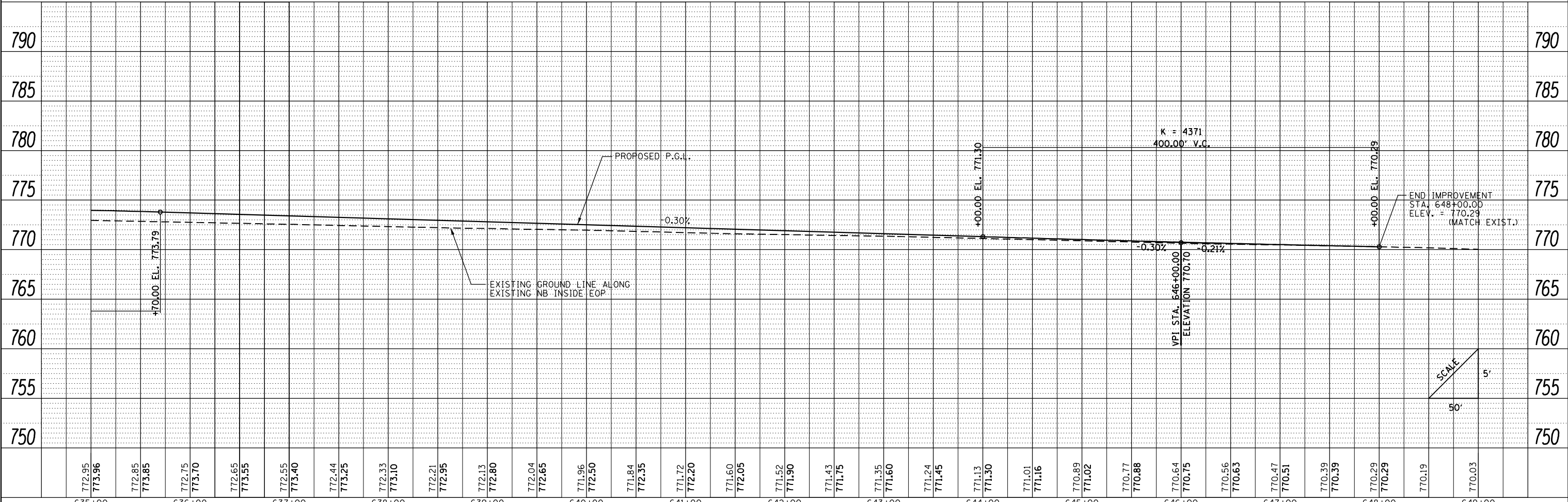
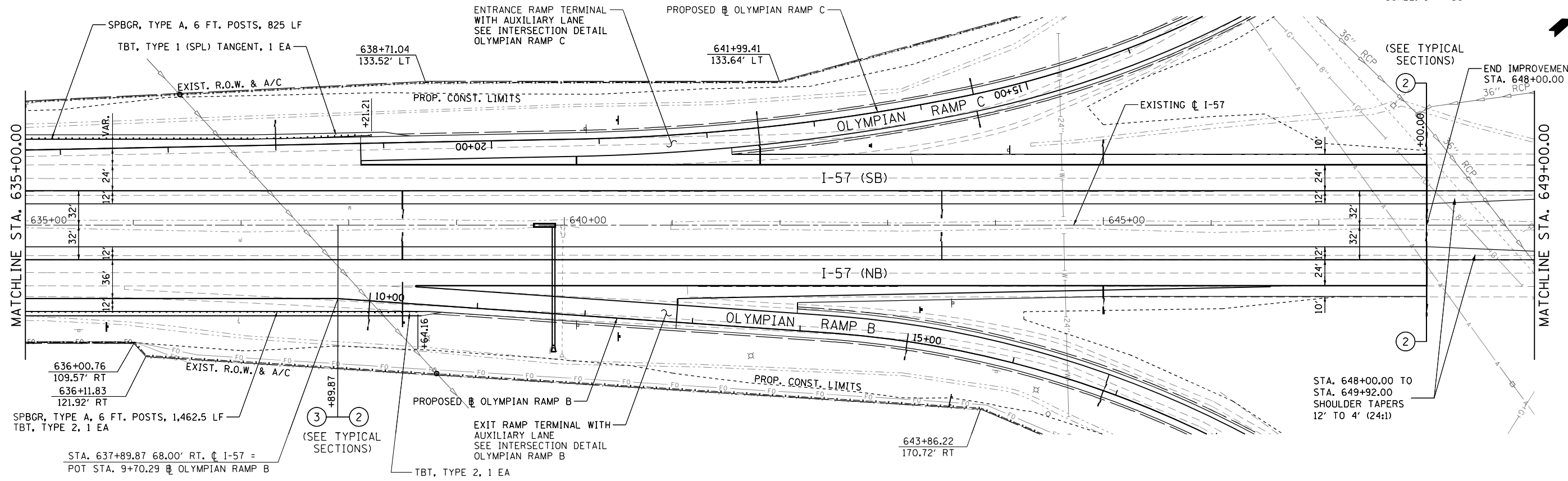


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE I-57 SCALE: 1" = 50' SHEET 7 OF 40 SHEETS STA. 621+00 TO STA. 635+00	F.A.I. SECTION COUNTY TOTAL SHEETS SHEET NO. 57 10-133,34,5,141R & (10-34)B CHAMPAIGN 1182 166 CONTRACT NO. 70C01 ILLINOIS FED. AID PROJECT
... \D570C01-sht-plnprf-007 157.dgn		DRAWN - RAH	REVISED -		
PNP-1 57		CHECKED - MJO/SPH	REVISED -		
		DATE - JANUARY 2022	REVISED -		



PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
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	NO.	



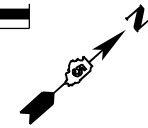
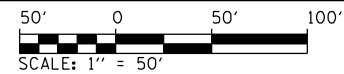
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PNP-1 57		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
I-57**

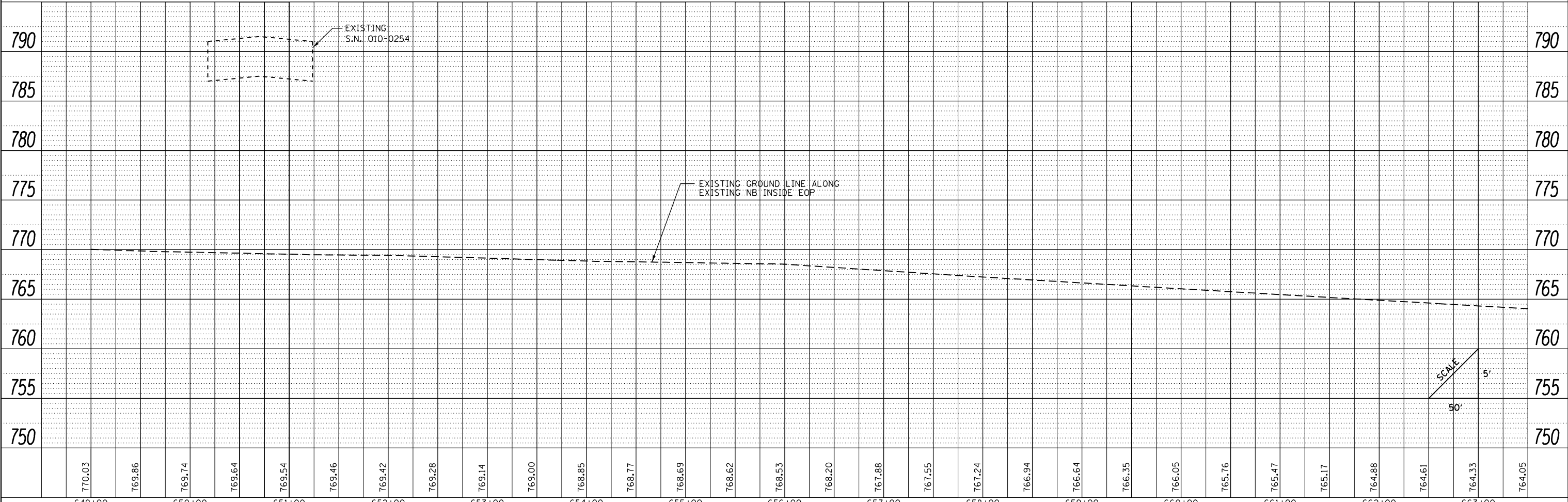
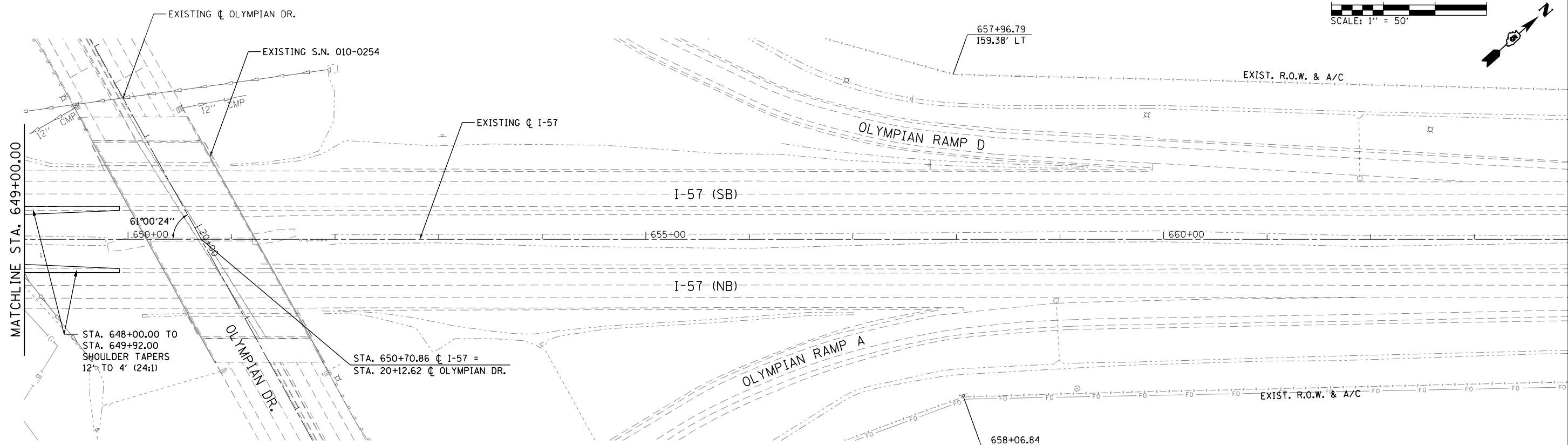
SCALE: 1" = 50' SHEET 8 OF 40 SHEETS STA. 635+00 TO STA. 649+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133.34,5,14R & (10-34)B	CHAMPAIGN	1182	167
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
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	ALIGNED	
	CHECKED	
	FILED	
	NO. _____	
	FILE NAME	

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



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-009 157.dgn		DRAWN - RAH	REVISED -
PNP-1 57		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

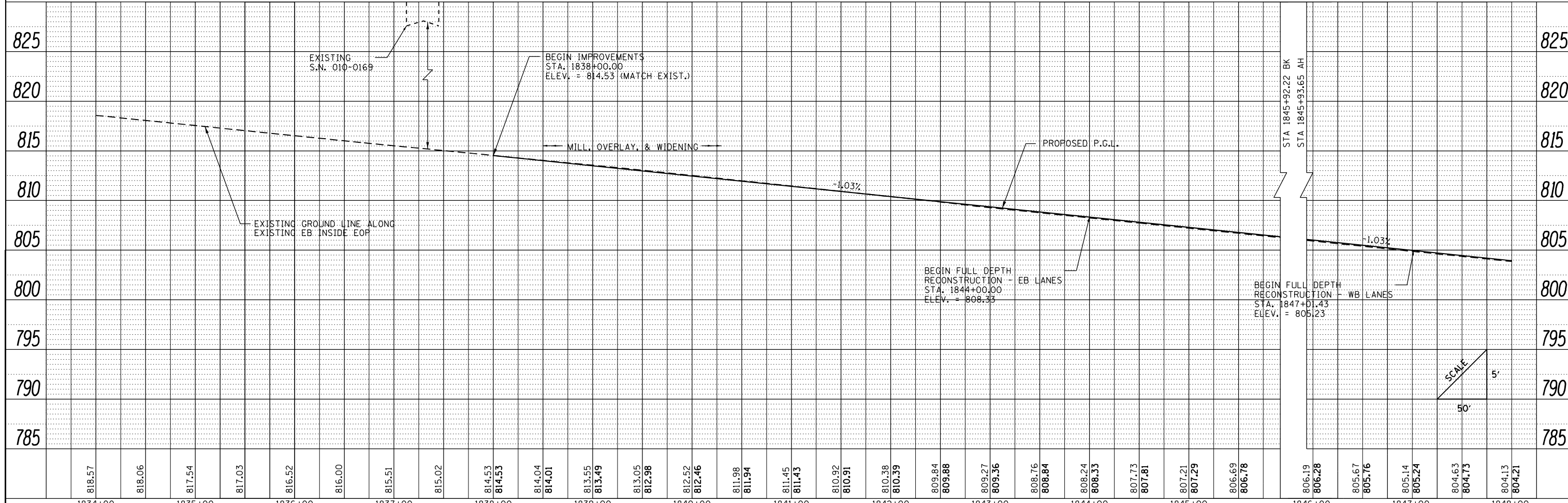
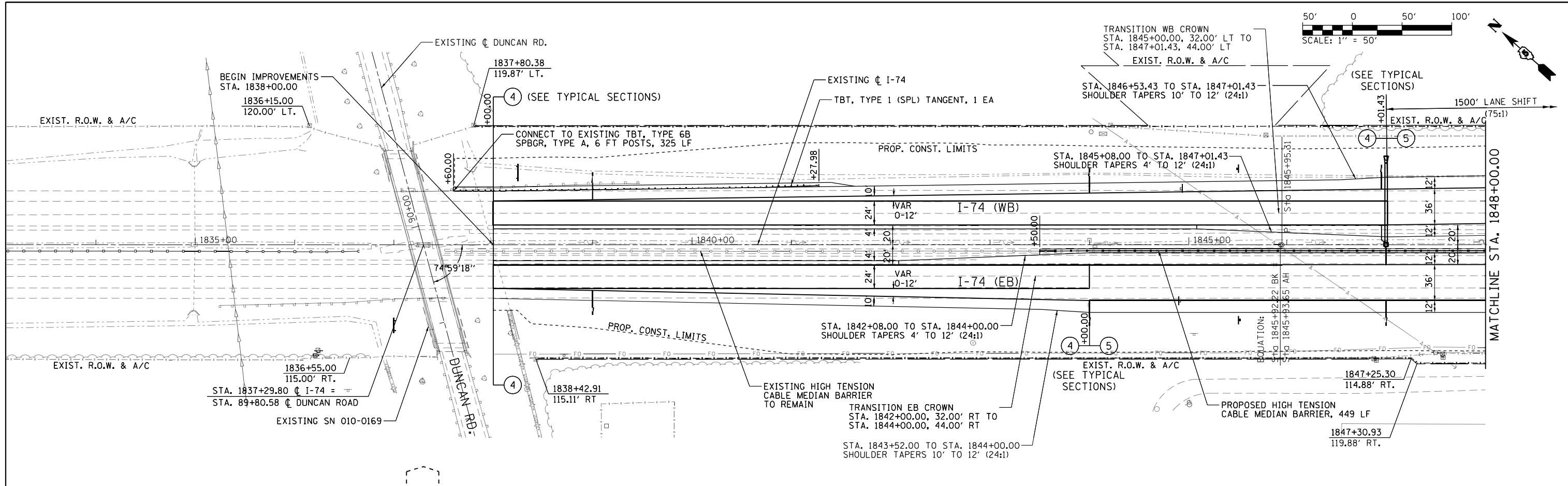
**PLAN AND PROFILE
I-57**

SCALE: 1" = 50' SHEET 9 OF 40 SHEETS STA. 649+00 TO STA. 663+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	168
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

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

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

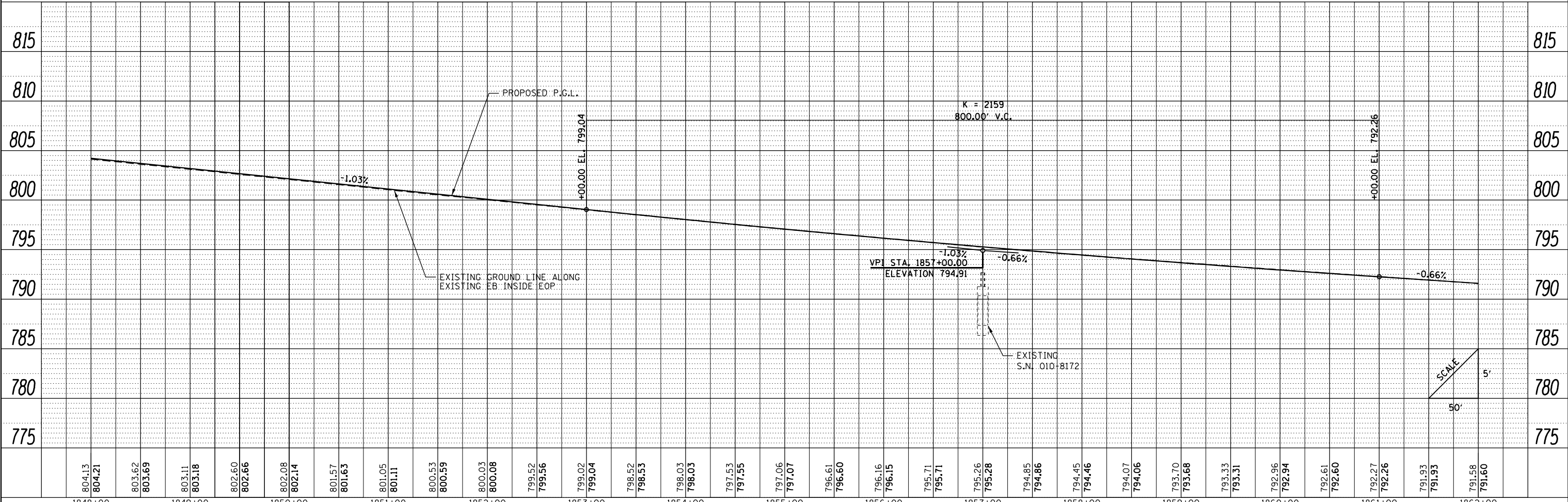
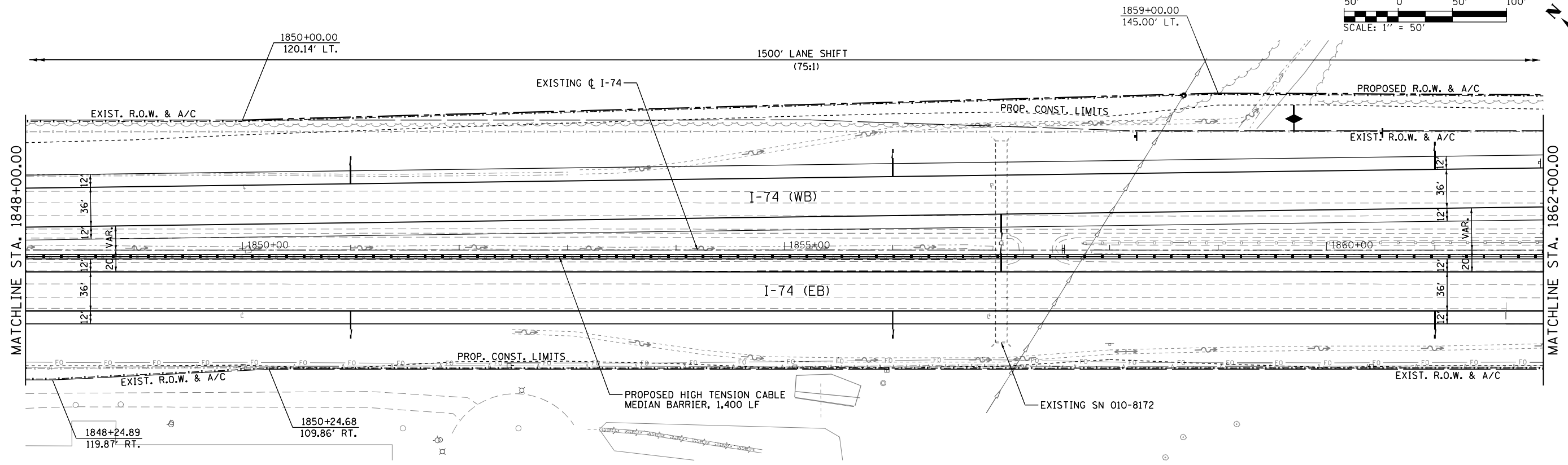


FILE NAME = ... \D570C01-sht-plnprf-010 174.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-74	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000' / 1"	DRAWN - RAH	REVISED -	57			10-133,34,5,141R & (10-34)B	CHAMPAIGN	1182	169	
PLOT DATE = 1/25/2022 - 9:24:00 PM	CHECKED - MJO/SPH	REVISED -	CONTRACT NO. 70C01							
	DATE - JANUARY 2022	REVISED -	ILLINOIS FED. AID PROJECT							

SCALE: 1" = 50' SHEET 10 OF 40 SHEETS STA. 1834+00 TO STA. 1848+00

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	FILE NAME		
	NO.		

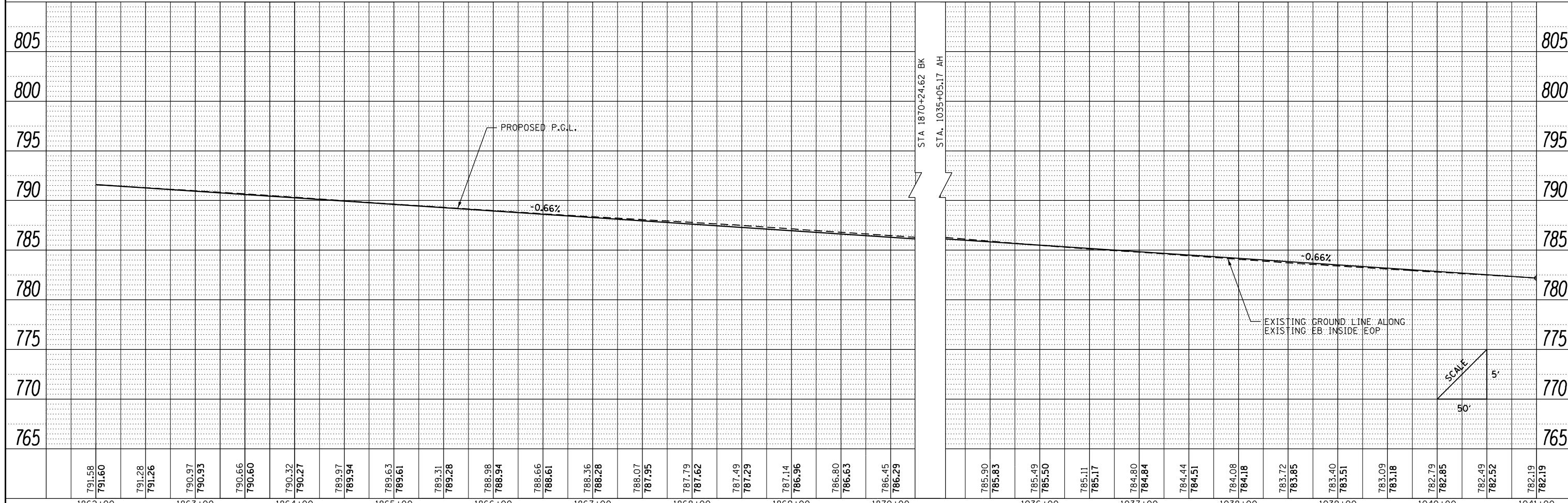
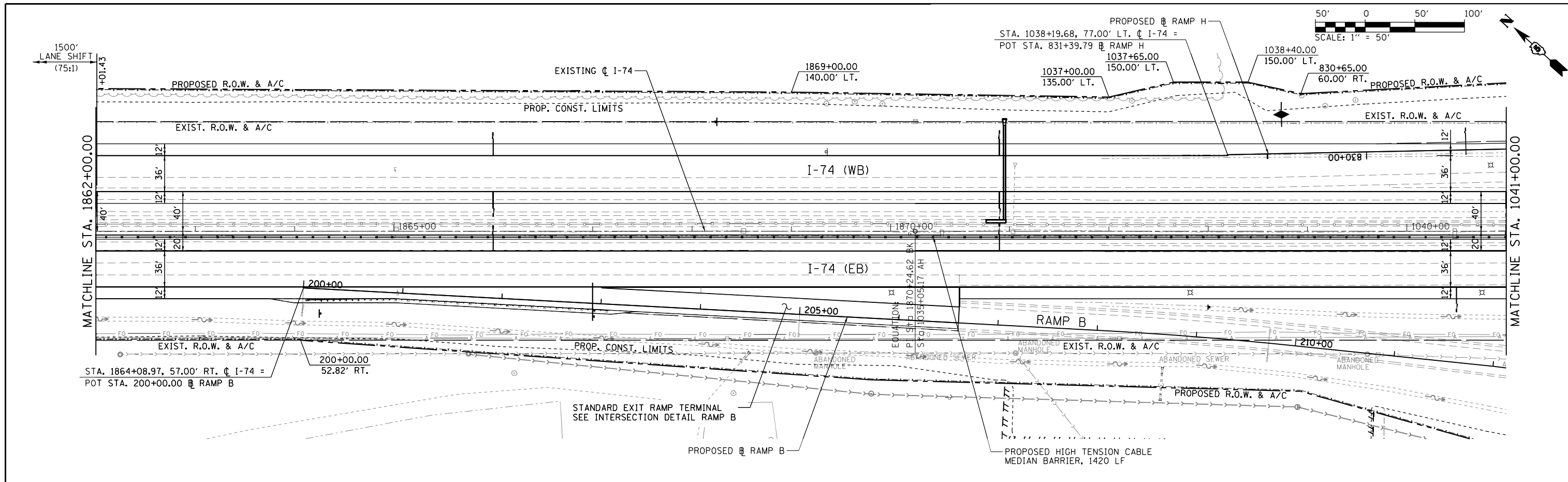
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



FILE NAME = ... \D570C01-sht-plnprf-011174.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-74	F.A.I. RTE. 57	SECTION 10-133.34,5,141R & (10-34)B	COUNTY CHAMPAIGN	TOTAL SHEETS 1182	SHEET NO. 170	
PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -	SCALE: 1" = 50'			SHEET 11	OF 40 SHEETS	STA. 1848+00	TO STA. 1862+00	CONTRACT NO. 70C01	ILLINOIS FED. AID PROJECT
PLOT DATE = 1/25/2022 - 9:24:04 PM	DATE - JANUARY 2022	REVISED -									

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

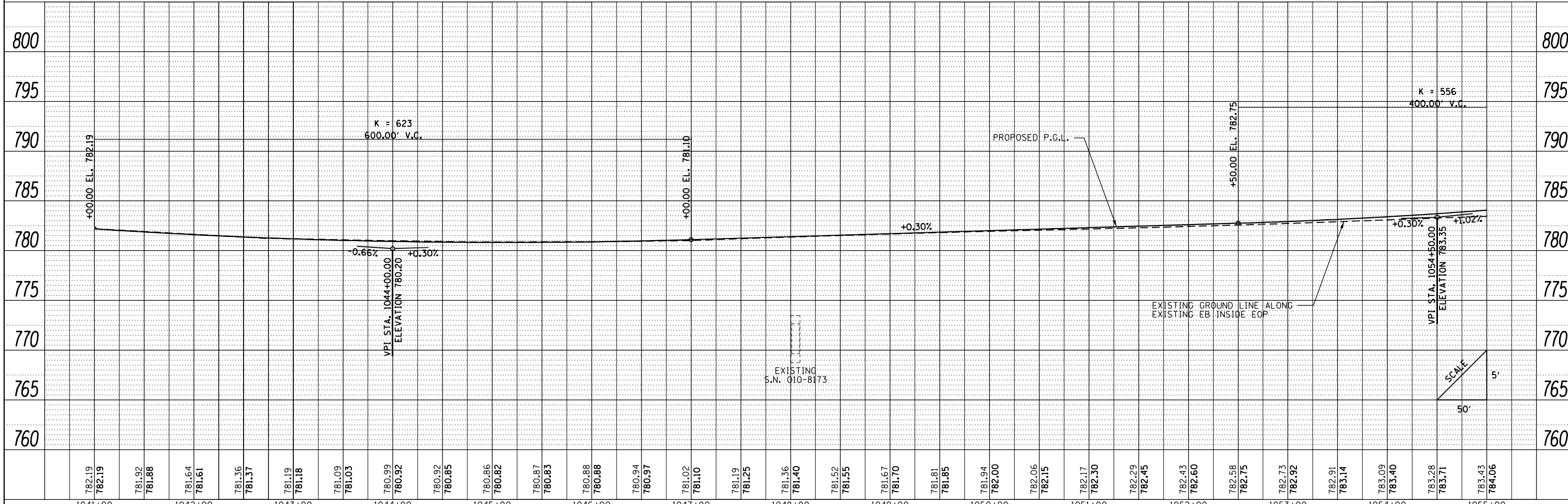
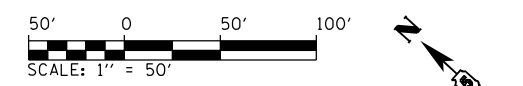
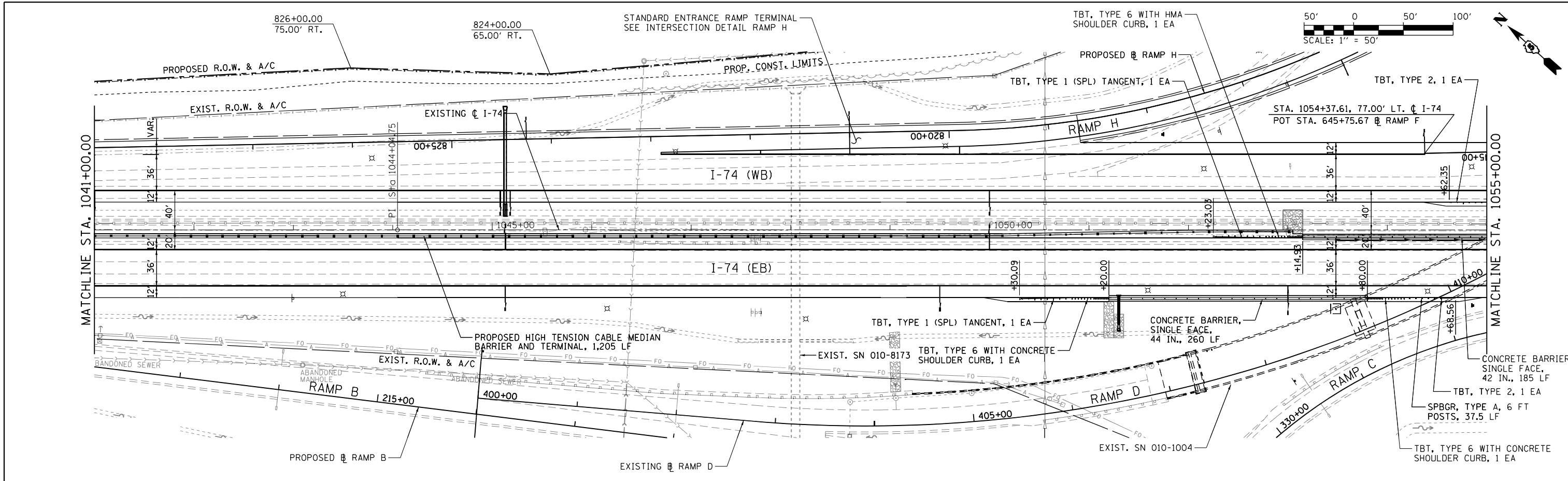
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CPAD		
	NO.		



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-74	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-plnprf-012 174.dgn		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	171	
PLOT SCALE = 100.0000' / in.		CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01		ILLINOIS FED. AID PROJECT			
PLOT DATE = 1/25/2022 - 9:24:10 PM		DATE - JANUARY 2022	REVISED -			SCALE: 1" = 50'	SHEET 12 OF 40 SHEETS	STA. 1862+00 TO STA. 1041+00			

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

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

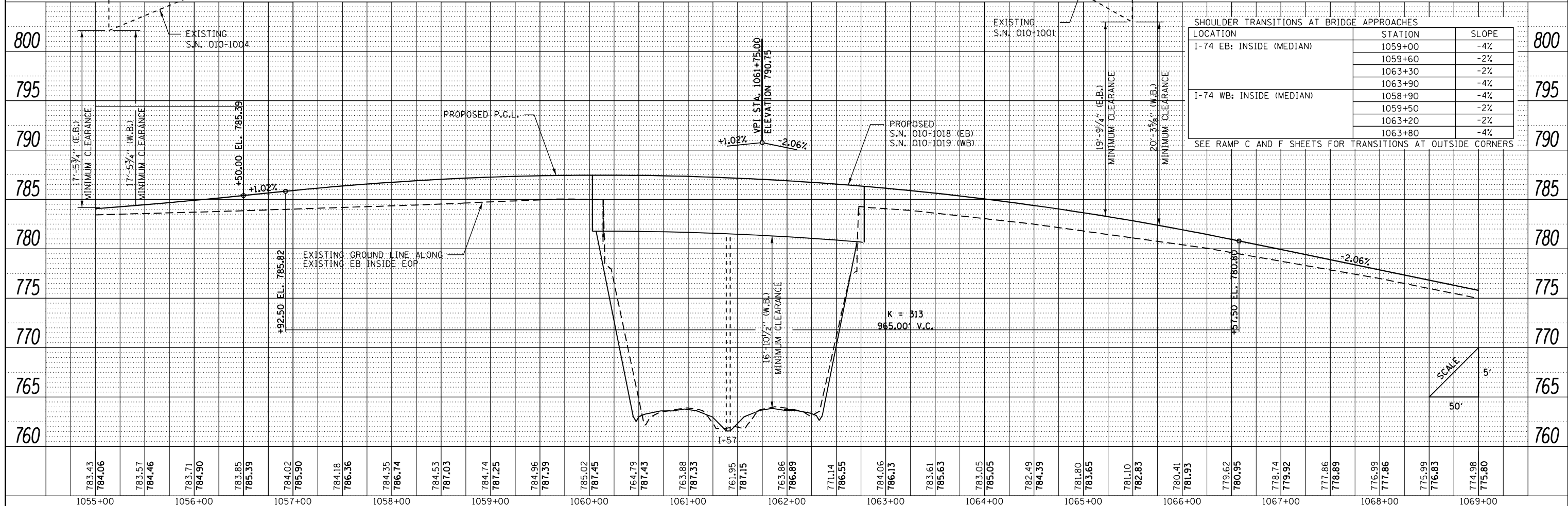
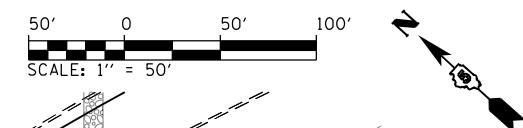
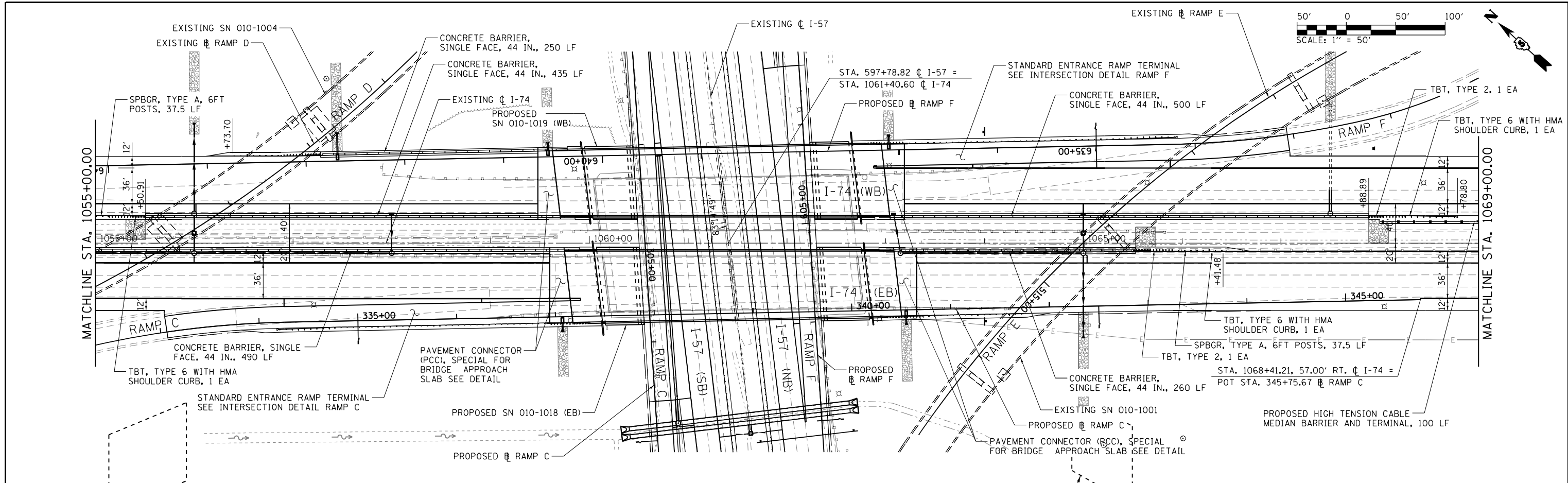


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-74	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-plnprf-013 174.dgn		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	172	
PNP-174		CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01					
		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50' SHEET 13 OF 40 SHEETS STA. 1041+00 TO STA. 1055+00

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	DESIGNED		
	FILE NAME		
	NO.		

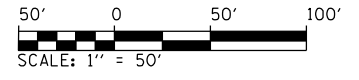
PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CPWD		
	NO.		



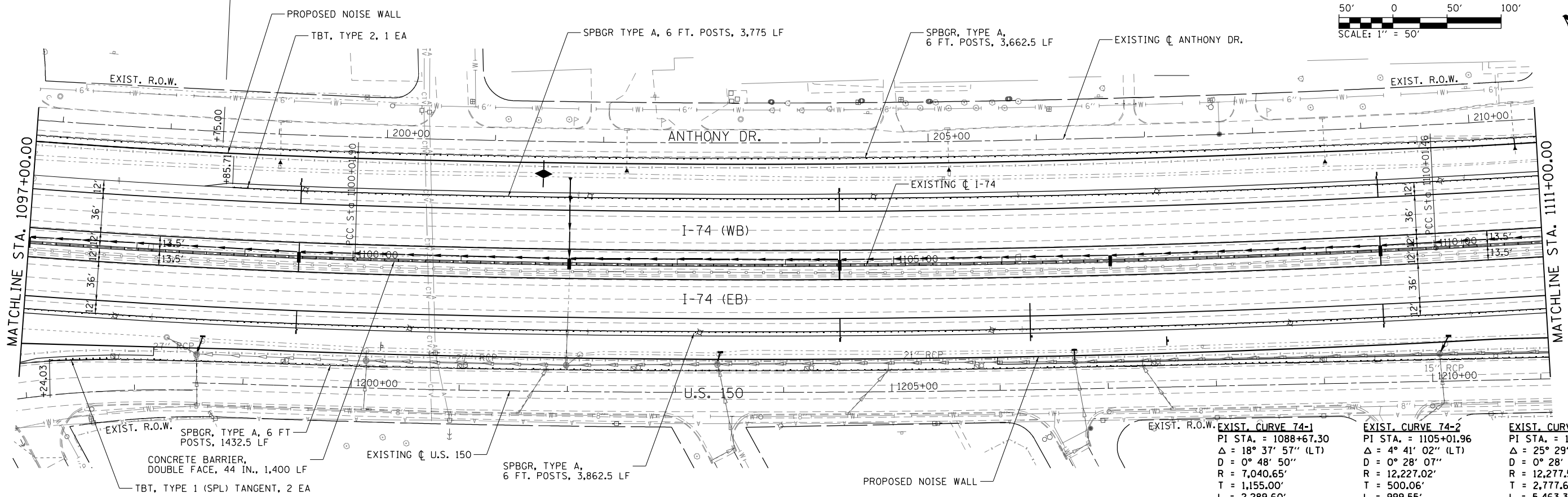
SHOULDER TRANSITIONS AT BRIDGE APPROACHES		
LOCATION	STATION	SLOPE
I-74 EB: INSIDE (MEDIAN)	1059+00	-4%
	1059+60	-2%
	1063+30	-2%
I-74 WB: INSIDE (MEDIAN)	1063+90	-4%
	1058+90	-4%
	1059+50	-2%
	1063+20	-2%
	1063+80	-4%

SEE RAMP C AND F SHEETS FOR TRANSITIONS AT OUTSIDE CORNERS

FILE NAME = ... \D570C01-sht-plnprf-014 174.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-74	F.A.I. RTE. = 57	SECTION = 10-(33,34,5,14)R & (10-34)B	COUNTY = CHAMPAIGN	TOTAL SHEETS = 1182	SHEET NO. = 173
PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -	SCALE: 1" = 50'			SHEET 14 OF 40 SHEETS	STA. 1055+00 TO STA. 1069+00	CONTRACT NO. 70C01		ILLINOIS FED. AID PROJECT
PLOT DATE = 1/25/2022 - 9:24:20 PM	DATE = JANUARY 2022	REVISED -								



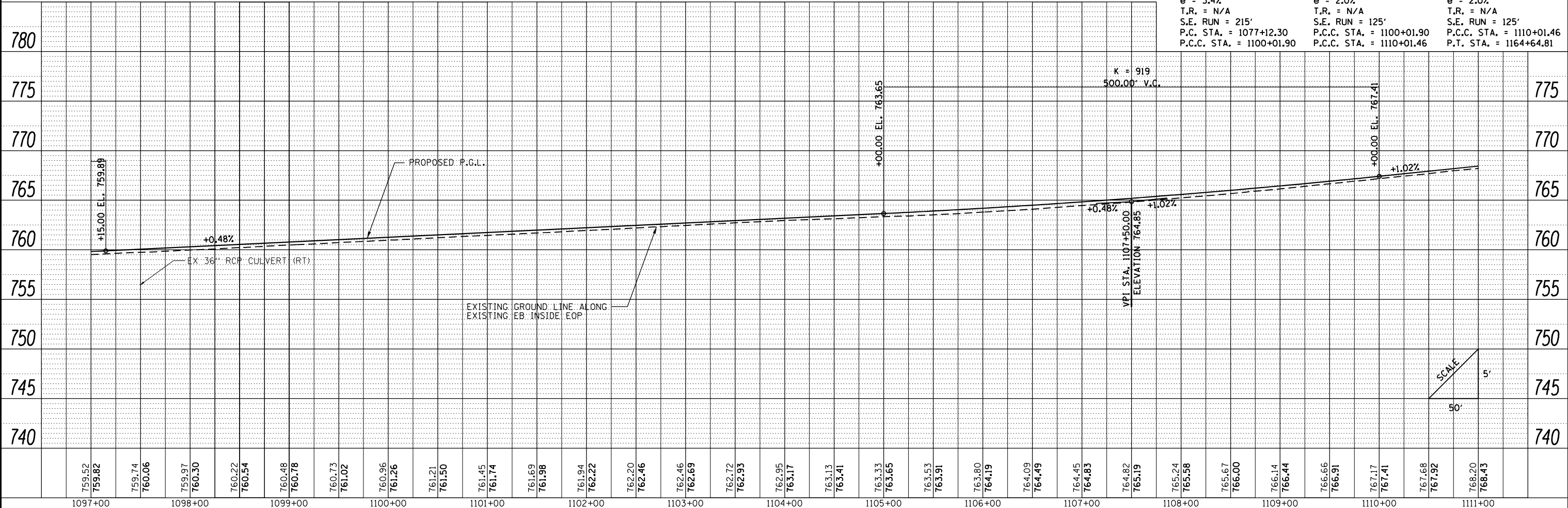
PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
NOTE BOOK NO.	CADD FILE NAME		



NOTE: SEE NOISE WALL PLANS AND DETAILS FOR GUARDRAIL LAYOUT ALONG ANTHONY DR. & U.S. 150.

EXIST. CURVE 74-1 PI STA. = 1088+67.30 Δ = 18° 37' 57" (LT) D = 0° 48' 50" R = 7,040.65' T = 1,155.00' L = 2,289.60' E = 94.11' e = 3.4% T.R. = N/A S.E. RUN = 215' P.C.C. STA. = 1077+12.30 P.C.C. STA. = 1100+01.90	EXIST. CURVE 74-2 PI STA. = 1105+01.96 Δ = 4° 41' 02" (LT) D = 0° 28' 07" R = 12,227.02' T = 500.06' L = 999.55' E = 10.22' e = 2.0% T.R. = N/A S.E. RUN = 125' P.C.C. STA. = 1100+01.90 P.C.C. STA. = 1110+01.46	EXIST. CURVE 74-3 PI STA. = 1137+79.12 Δ = 25° 29' 45" (LT) D = 0° 28' 00" R = 12,277.57' T = 2,777.66' L = 5,463.35' E = 310.29' e = 2.0% T.R. = N/A S.E. RUN = 125' P.C.C. STA. = 1110+01.46 P.T. STA. = 1164+64.81
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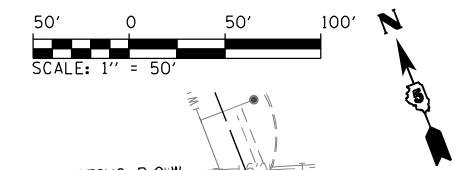
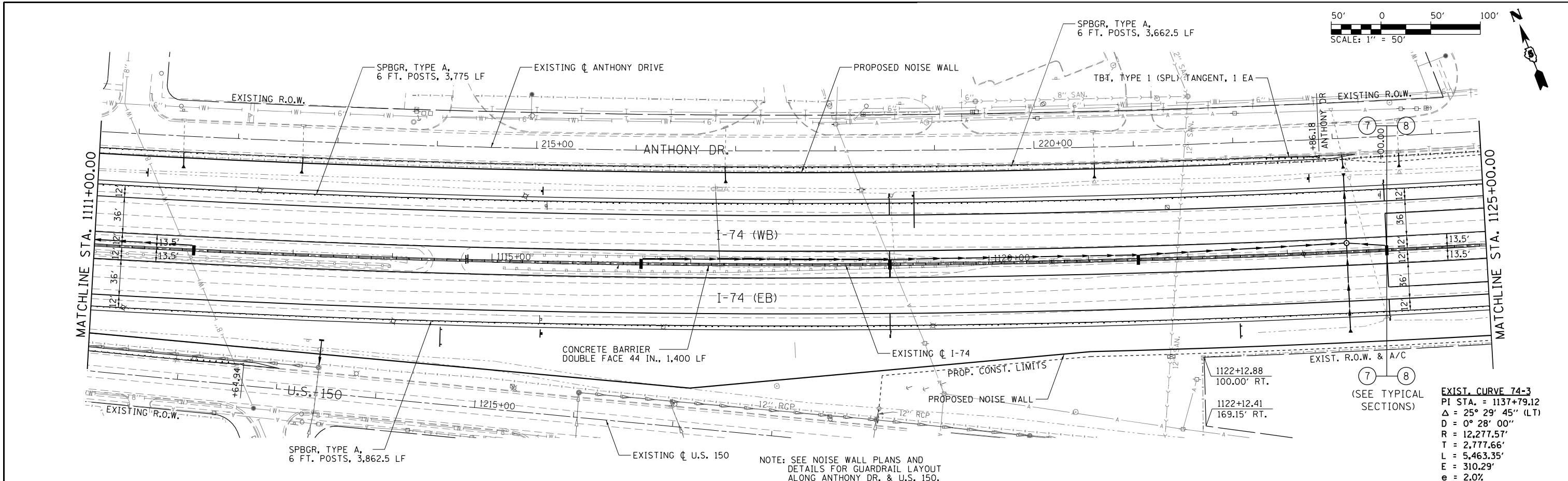
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	NOTATION SHEET		



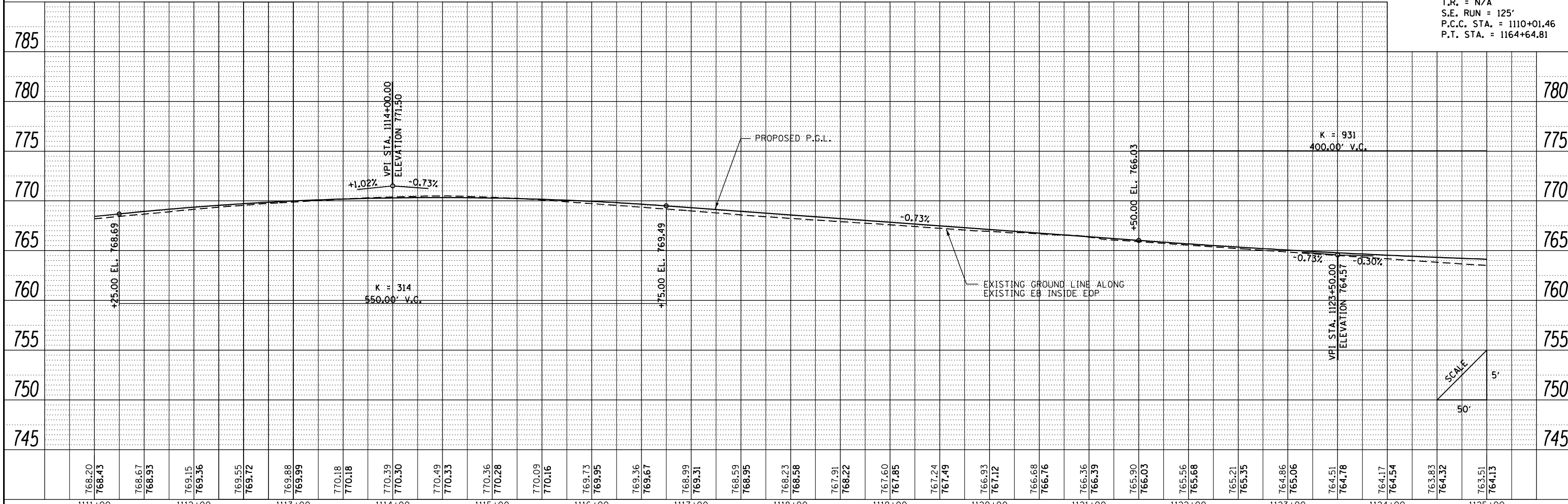
FILE NAME = ...\\D570C01-sht-plnprf-017 174.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE I-74 SCALE: 1" = 50' SHEET 17 OF 40 SHEETS STA. 1097+00 TO STA. 1111+00	F.A.I. RTE. = 57	SECTION = 10-(33,34,5,14)R & (10-34)B	COUNTY = CHAMPAIGN	TOTAL SHEETS = 1182	SHEET NO. = 176
PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -	CONTRACT NO. 70C01						
PLOT DATE = 1/25/2022 - 9:24:42 PM	DATE - JANUARY 2022	REVISED -	ILLINOIS FED. AID PROJECT						
PNP-174									

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

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



EXIST. CURVE 74-3
 PI STA. = 1137+79.12
 $\Delta = 25^\circ 29' 45''$ (LT)
 $D = 0^\circ 28' 00''$
 $R = 12,277.57'$
 $T = 2,777.66'$
 $L = 5,463.35'$
 $E = 310.29'$
 $e = 2.0\%$
 $T.R. = N/A$
 $S.E. RUN = 125'$
 $P.C.C. STA. = 1110+01.46$
 $P.T. STA. = 1164+64.81$



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-018 174.dgn		DRAWN - RAH	REVISED -
PNP-174	PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:24:45 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

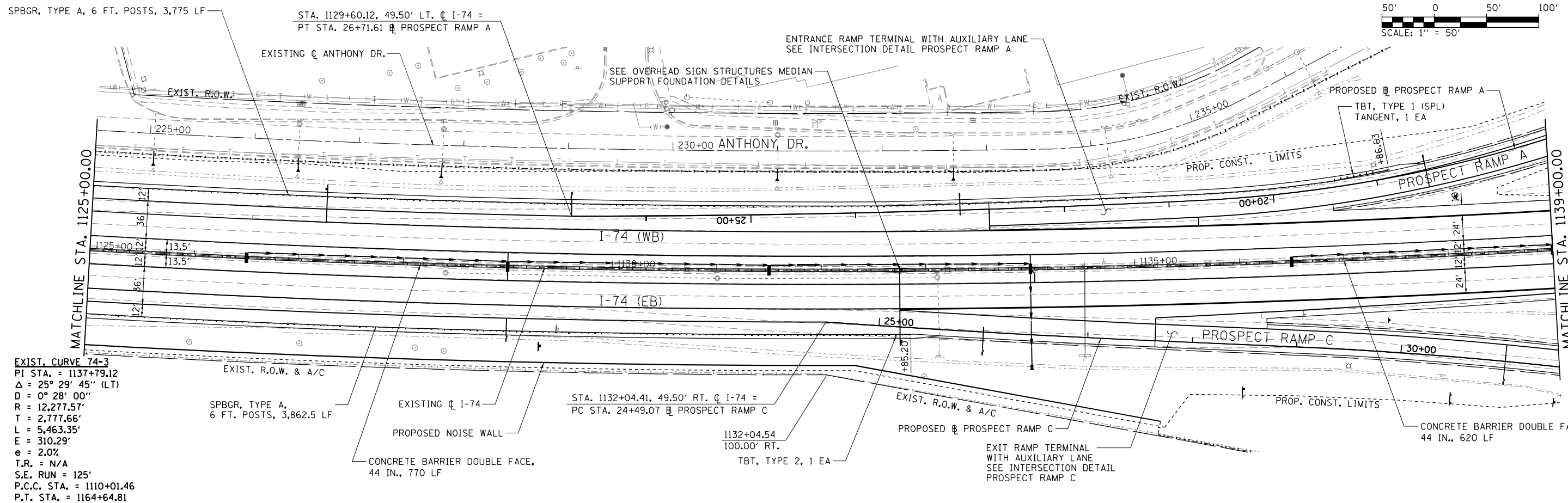
**PLAN AND PROFILE
I-74**

SCALE: 1" = 50' SHEET 18 OF 40 SHEETS STA. 1111+00 TO STA. 1125+00

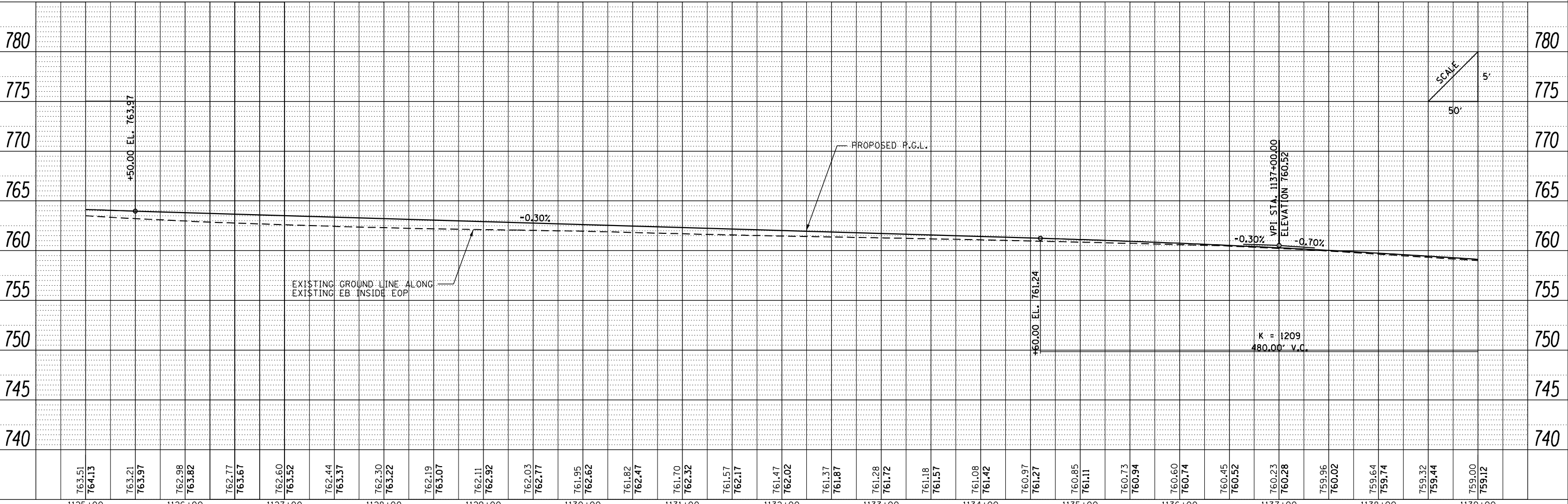
F.A.I. R.T.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	177
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

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

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

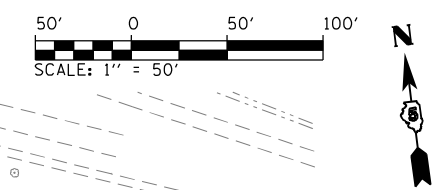


EXIST. CURVE 74-3
 PI STA. = 1137+79.12
 Δ = 25° 29' 45" (LT)
 D = 0° 28' 00"
 R = 12,277.57'
 T = 2,777.66'
 L = 5,463.35'
 E = 310.29'
 e = 2.0%
 T.R. = N/A
 S.E. RUN = 125'
 P.C.C. STA. = 1110+01.46
 P.T. STA. = 1164+64.81

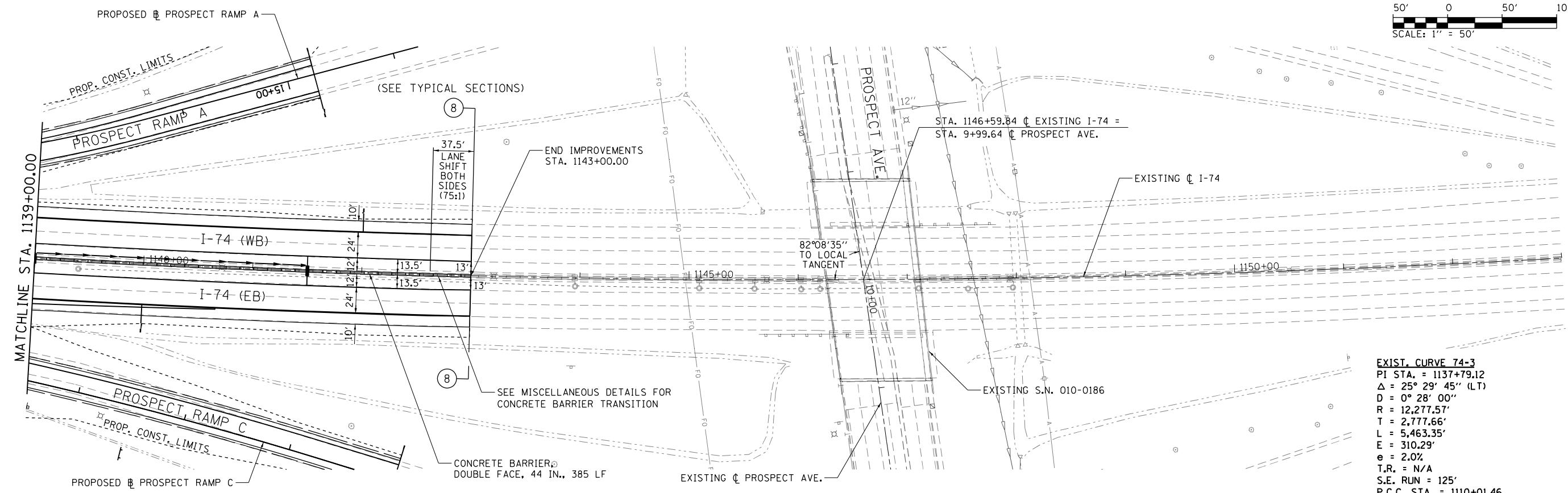


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-74	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-plnprf-019 I74.dgn	PLOT SCALE = 100.0000' / in.	DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	178	
PNP-174	PLOT DATE = 1/25/2022 - 9:24:48 PM	CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01					
		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50' SHEET 19 OF 40 SHEETS STA. 1125+00 TO STA. 1139+00

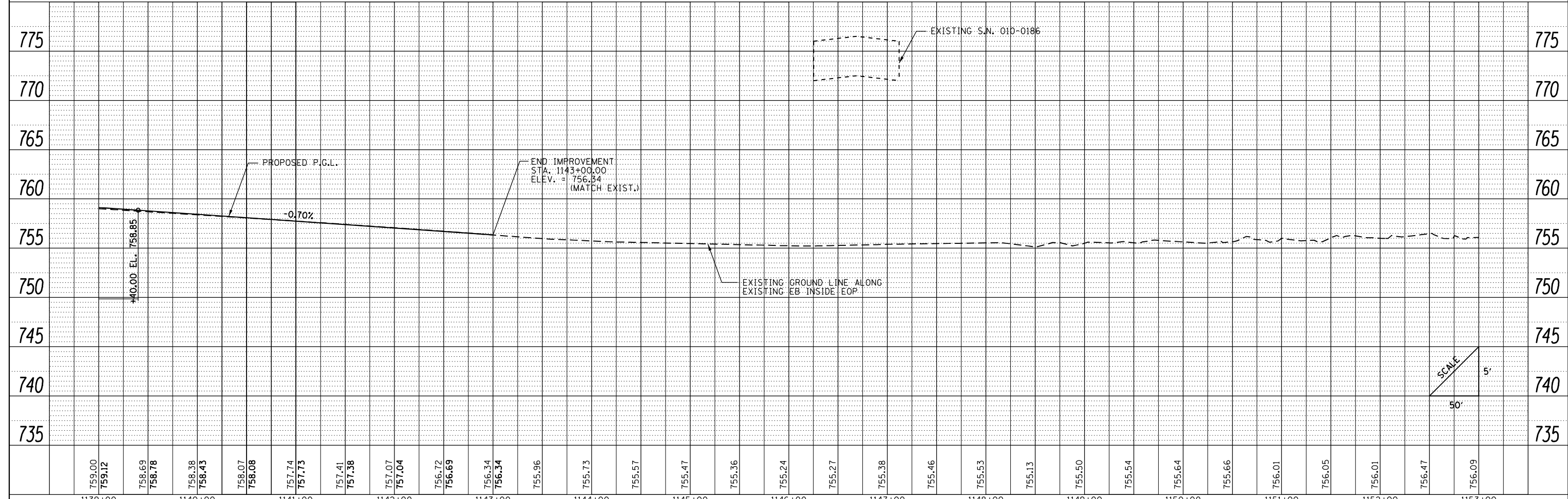


PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	



EXIST. CURVE 74-3
 PI STA. = 1137+79.12
 Δ = 25° 29' 45" (LT)
 D = 0° 28' 00"
 R = 12,277.57'
 T = 2,777.66'
 L = 5,463.35'
 E = 310.29'
 e = 2.0%
 T.R. = N/A
 S.E. RUN = 125'
 P.C.C. STA. = 1110+01.46
 P.T. STA. = 1164+64.81

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

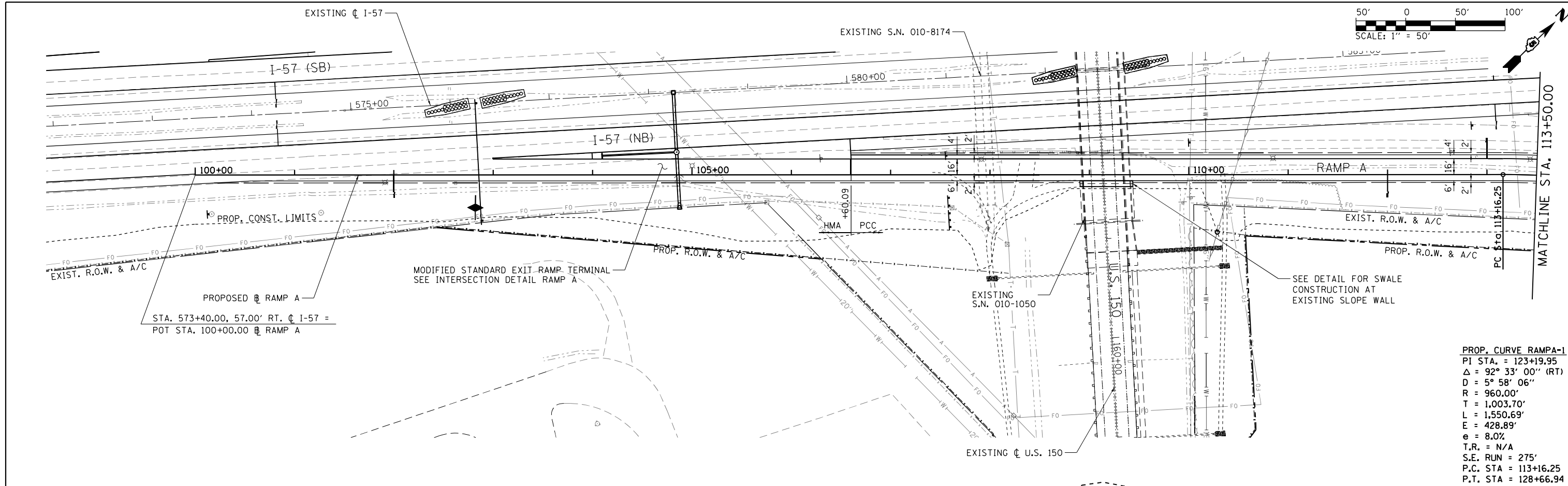


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE I-74	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-plnprf-020 174.dgn		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	179	
PNP-174		CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01					
		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

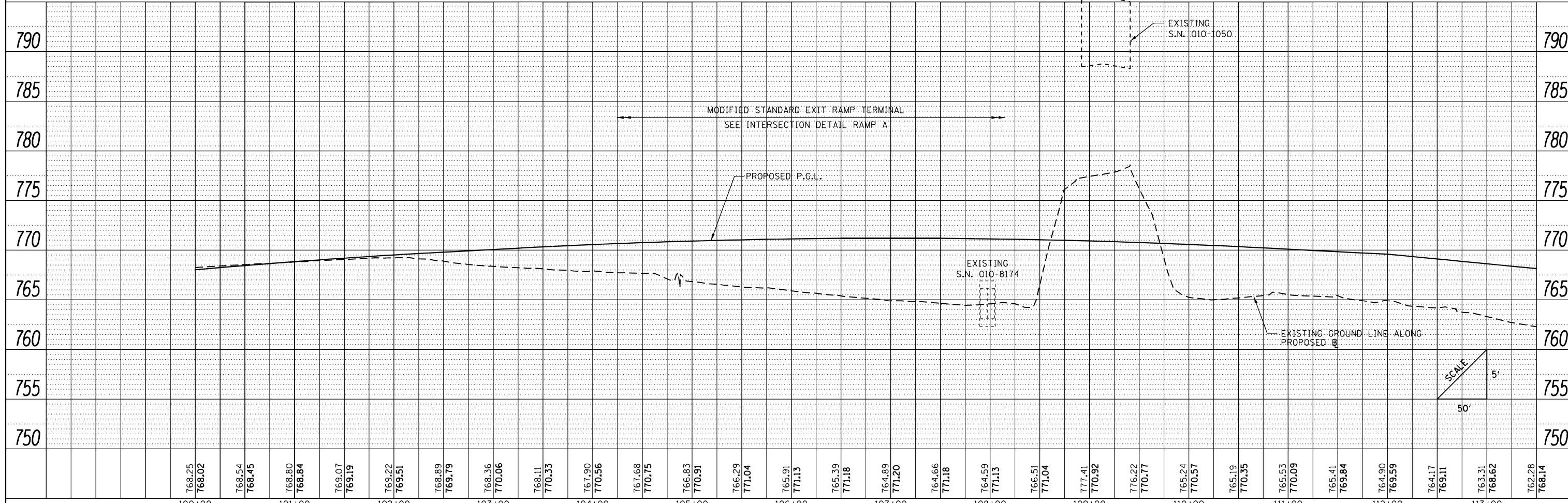
SCALE: 1" = 50' SHEET 20 OF 40 SHEETS STA. 1139+00 TO STA. 1153+00

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

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



PROP. CURVE RAMP A-1
 PI STA. = 123+19.95
 Δ = 92° 33' 00" (RT)
 D = 5° 58' 06"
 R = 960.00'
 T = 1,003.70'
 L = 1,550.69'
 E = 428.89'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = 275'
 P.C. STA = 113+16.25
 P.T. STA = 128+66.94



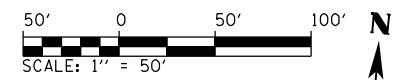
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-021 RampA.dgn		DRAWN - RAH	REVISED -
Ramp A	PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:24:54 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
RAMP A**

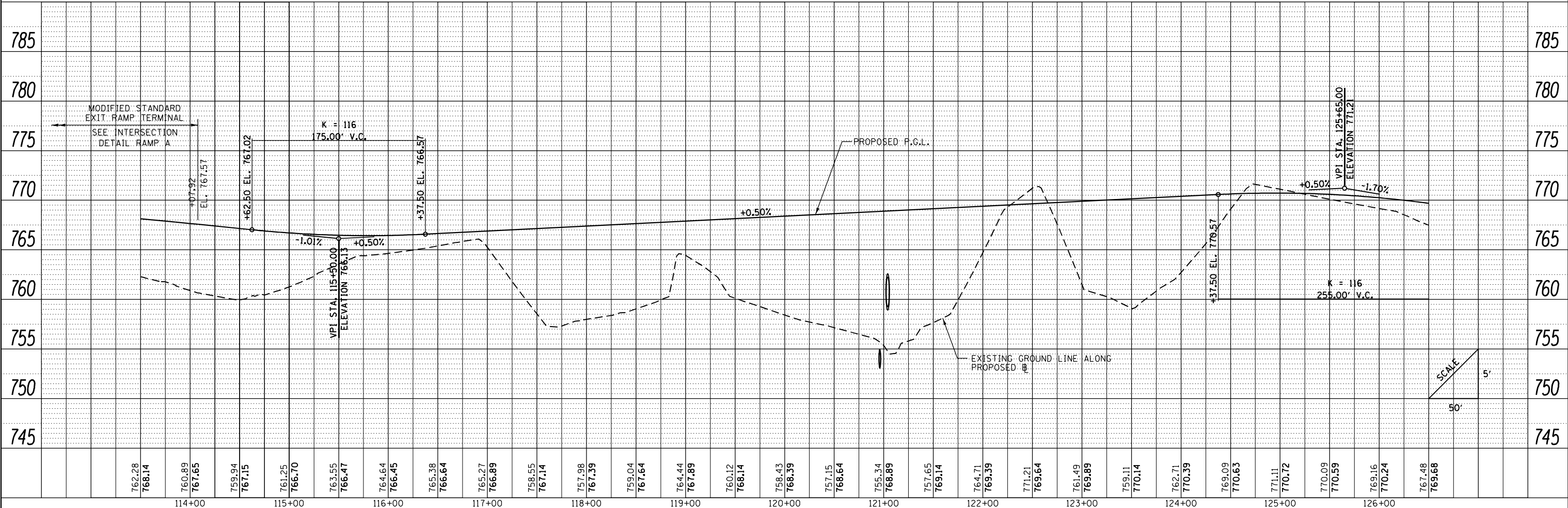
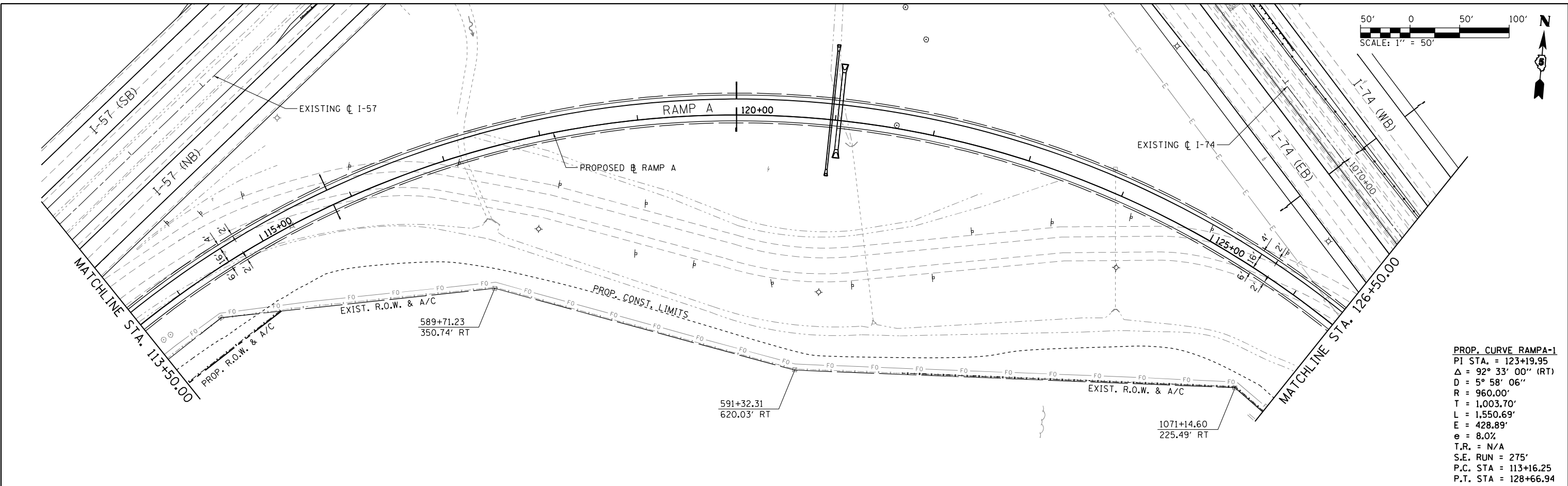
SCALE: 1" = 50' SHEET 21 OF 40 SHEETS STA. 100+00 TO STA. 113+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	180
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

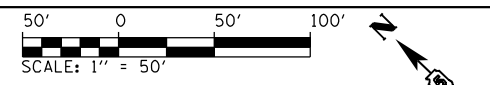


PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	NO.	

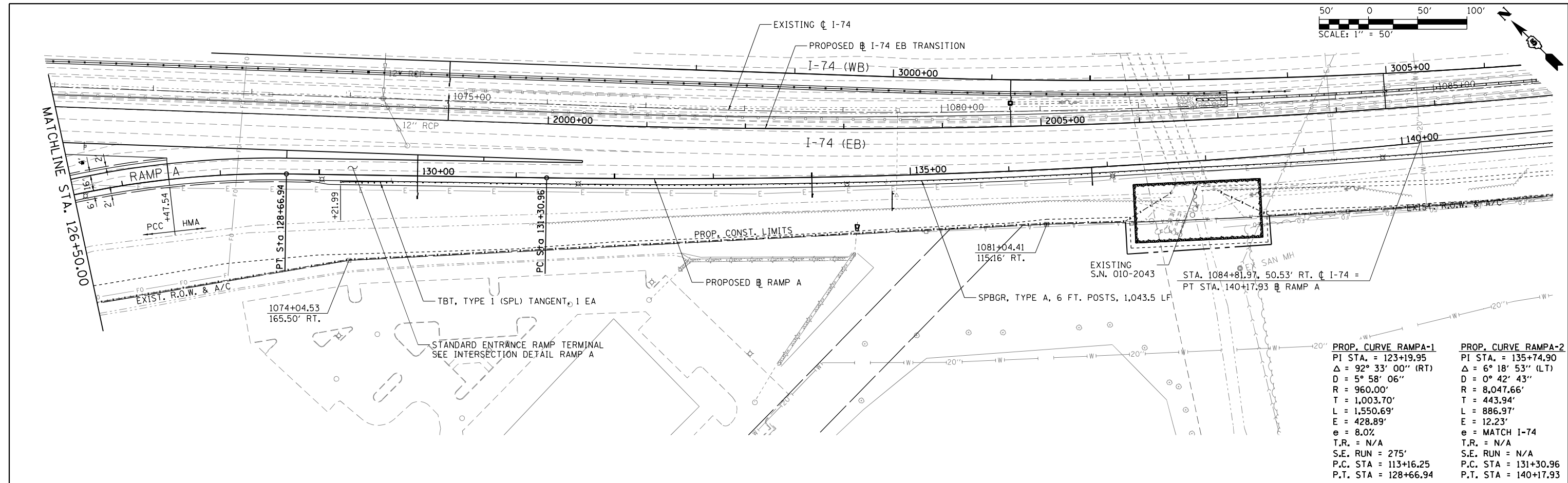


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE RAMP A	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	181
Ramp A		CHECKED - MJO/SPH	REVISED -			SCALE: 1" = 50'		SHEET 22 OF 40 SHEETS		STA. 113+50 TO STA. 126+50

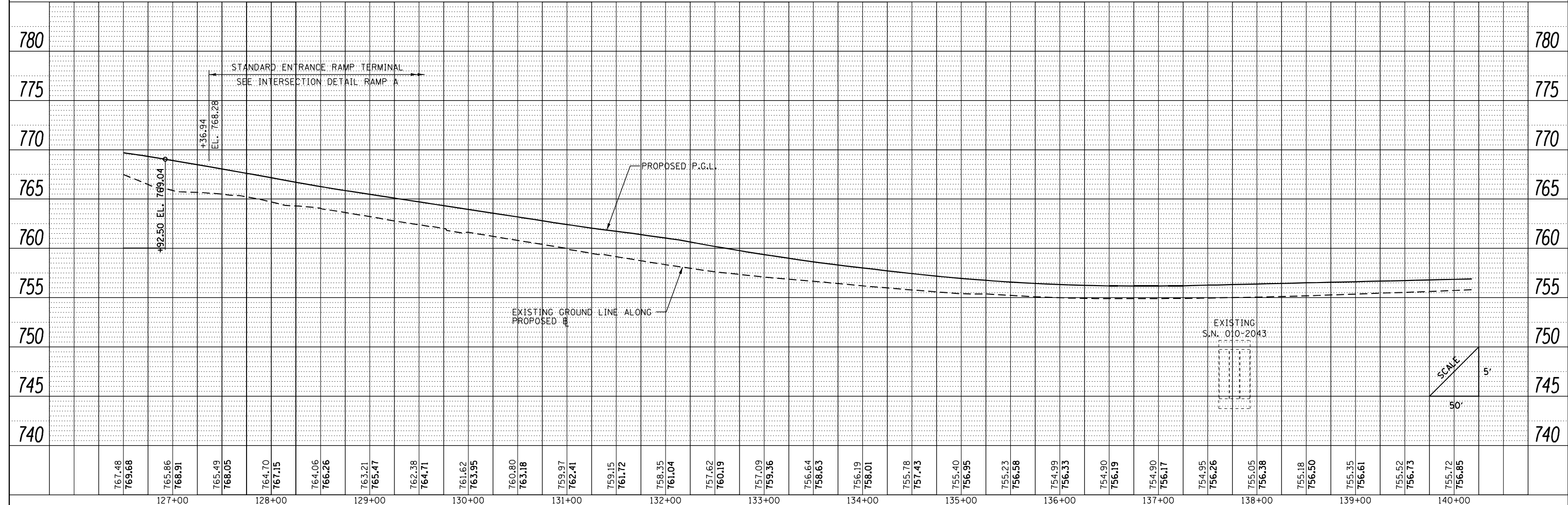


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE		
	NOTATIONS		
	NO.		



PROP. CURVE RAMPA-1	PROP. CURVE RAMPA-2
PI STA. = 123+19.95	PI STA. = 135+74.90
$\Delta = 92^\circ 33' 00''$ (RT)	$\Delta = 6^\circ 18' 53''$ (LT)
$D = 5^\circ 58' 06''$	$D = 0^\circ 42' 43''$
$R = 960.00'$	$R = 8,047.66'$
$T = 1,003.70'$	$T = 443.94'$
$L = 1,550.69'$	$L = 886.97'$
$E = 428.89'$	$E = 12.23'$
$e = 8.0\%$	$e = \text{MATCH I-74}$
$T.R. = N/A$	$T.R. = N/A$
$S.E. RUN = 275'$	$S.E. RUN = N/A$
$P.C. STA = 113+16.25$	$P.C. STA = 131+30.96$
$P.T. STA = 128+66.94$	$P.T. STA = 140+17.93$



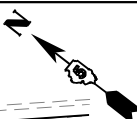
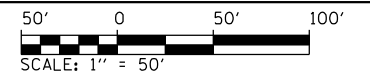
FILE NAME =
 ...\\D570C01-sht-plnprf-023 RampA.dgn

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
	DRAWN - RAH	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -
PLOT DATE = 1/25/2022 - 9:25:00 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

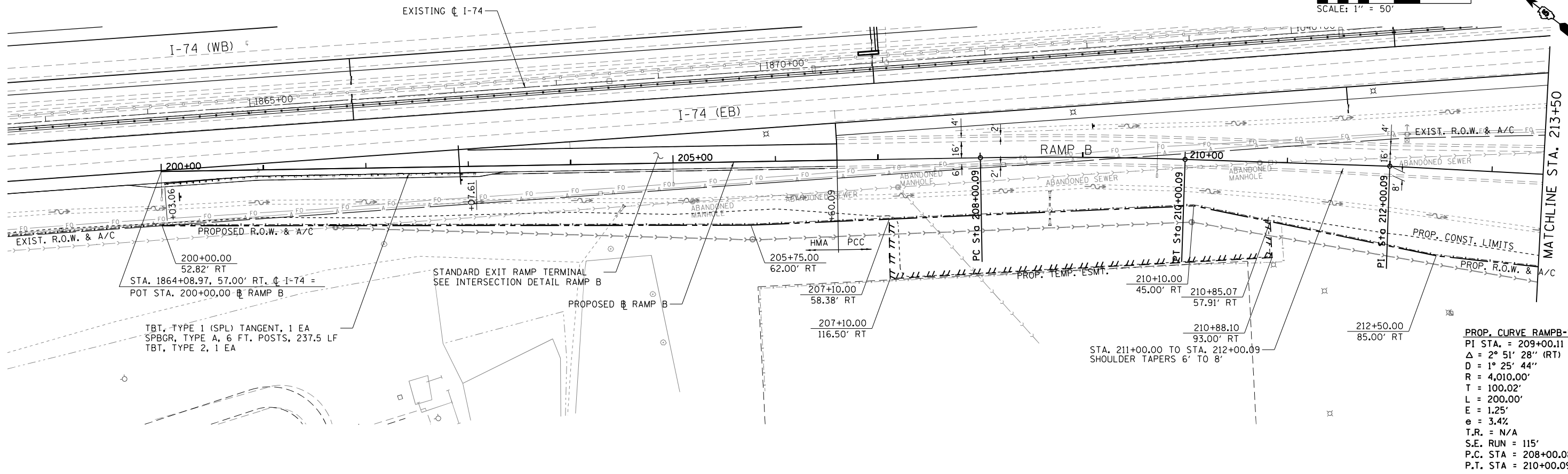
PLAN AND PROFILE RAMP A			
SCALE: 1" = 50'	SHEET 23	OF 40 SHEETS	STA. 126+50 TO STA. 140+17.93

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,141R & (10-34)B	CHAMPAIGN	1182	182
CONTRACT NO. 70C01				ILLINOIS FED. AID PROJECT



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

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



200+00.00
52.82' RT
STA. 1864+08.97, 57.00' RT. ϕ I-74 =
POT STA. 200+00.00 ϕ RAMP B

TBT, TYPE 1 (SPL) TANGENT, 1 EA
SPBGR, TYPE A, 6 FT. POSTS, 237.5 LF
TBT, TYPE 2, 1 EA

STANDARD EXIT RAMP TERMINAL
SEE INTERSECTION DETAIL RAMP B

PROPOSED ϕ RAMP B

205+75.00
62.00' RT

207+10.00
58.38' RT

207+10.00
116.50' RT

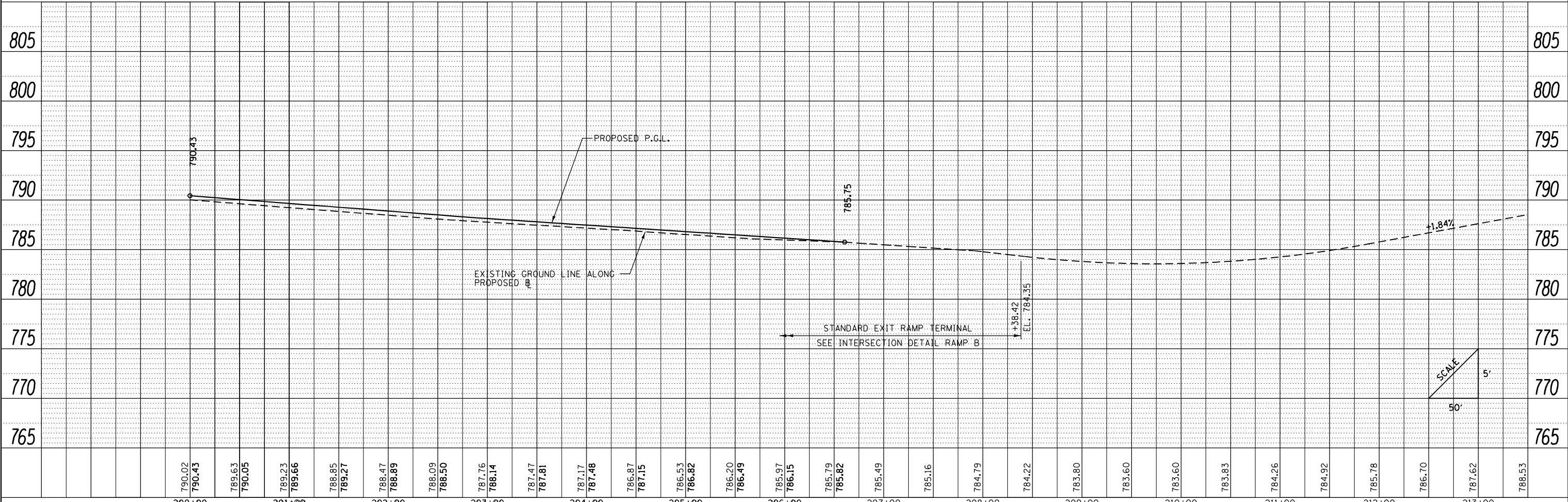
210+10.00
45.00' RT

210+85.07
57.91' RT

210+88.10
93.00' RT

212+50.00
85.00' RT

PROP. CURVE RAMPB-1
PI STA. = 209+00.11
 Δ = 2° 51' 28" (RT)
D = 1° 25' 44"
R = 4,010.00'
T = 100.02'
L = 200.00'
E = 1.25'
e = 3.4%
T.R. = N/A
S.E. RUN = 115'
P.C. STA = 208+00.08
P.T. STA = 210+00.09



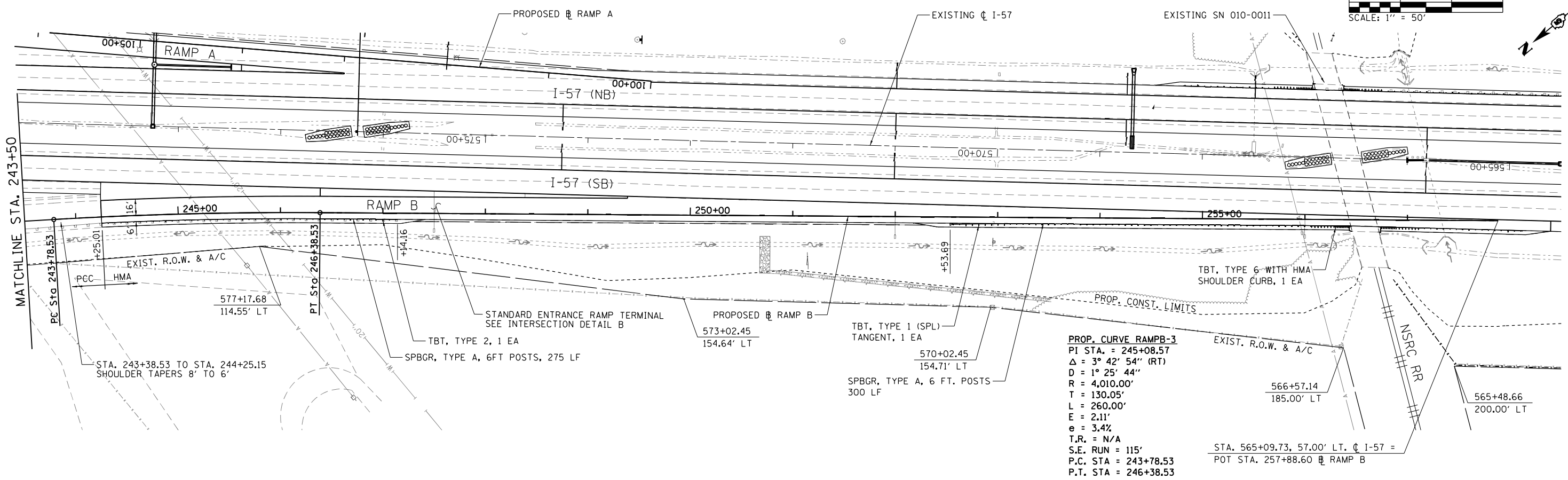
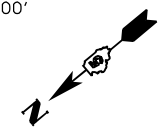
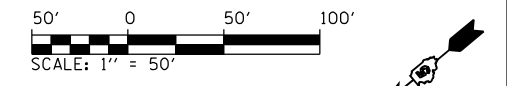
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-024 RampB.dgn		DRAWN - RAH	REVISED -
Ramp B		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
RAMP B

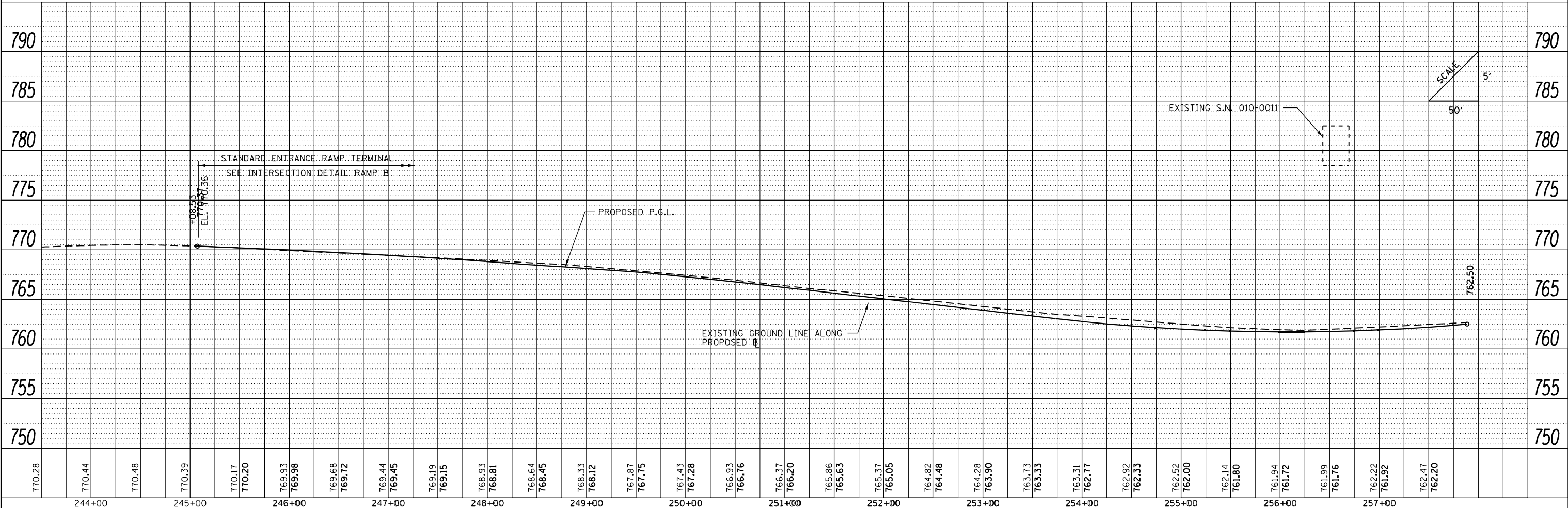
SCALE: 1" = 50' SHEET 24 OF 40 SHEETS STA. 200+00 TO STA. 213+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133.34,5,14R & (10-34)B	CHAMPAIGN	1182	183
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



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

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



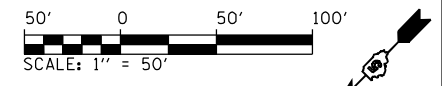
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-027 RampB.dgn		DRAWN - RAH	REVISED -
Ramp B		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
RAMP B**

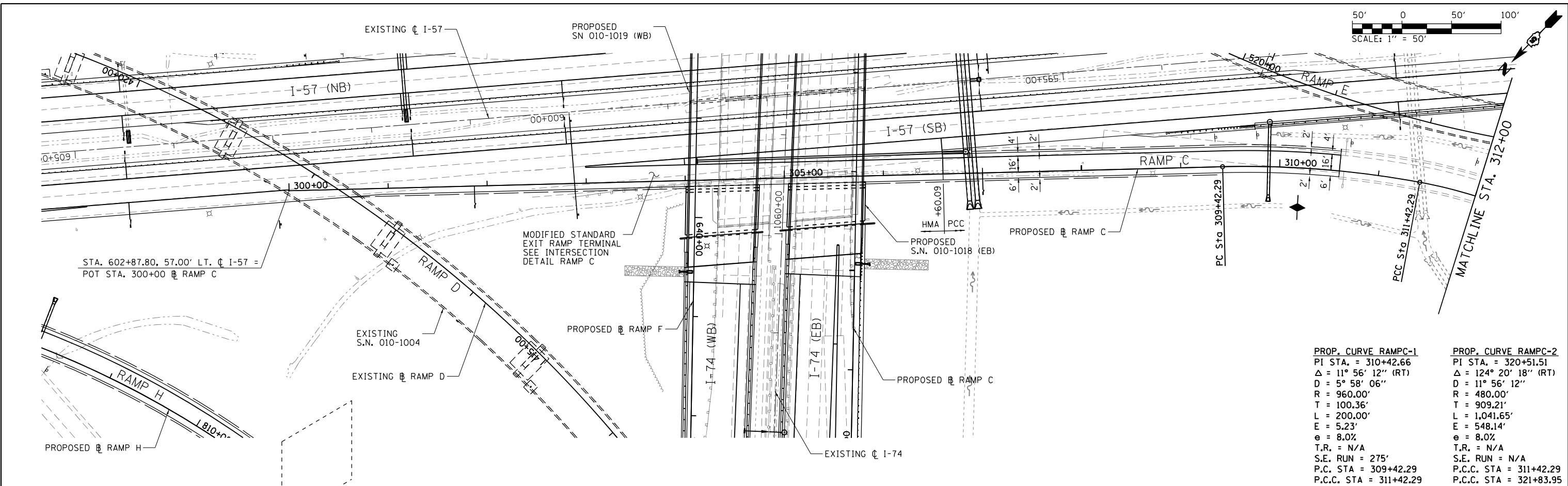
SCALE: 1" = 50' SHEET 25 OF 40 SHEETS STA. 243+50 TO STA. 257+88.60

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	184
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

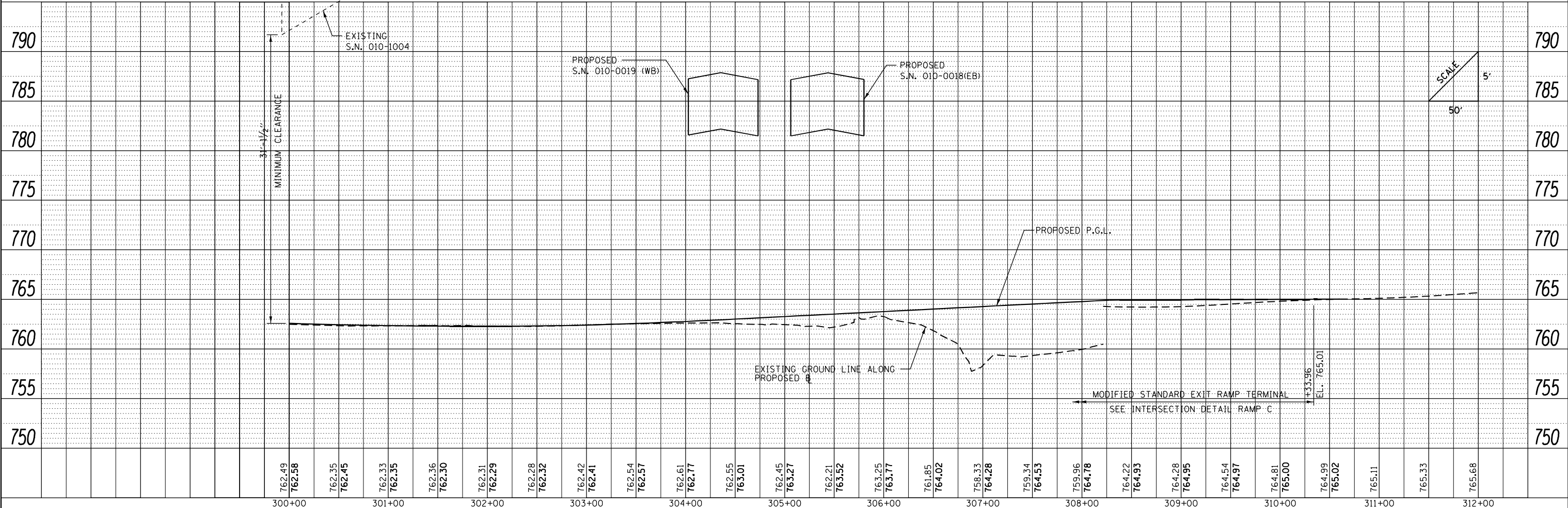


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

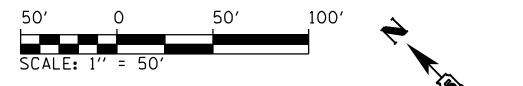
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



PROP. CURVE RAMP C-1	PROP. CURVE RAMP C-2
PI STA. = 310+42.66	PI STA. = 320+51.51
Δ = 11° 56' 12" (RT)	Δ = 124° 20' 18" (RT)
D = 5° 58' 06"	D = 11° 56' 12"
R = 960.00'	R = 480.00'
T = 100.36'	T = 909.21'
L = 200.00'	L = 1,041.65'
E = 5.23'	E = 548.14'
e = 8.0%	e = 8.0%
T.R. = N/A	T.R. = N/A
S.E. RUN = 275'	S.E. RUN = N/A
P.C. STA = 309+42.29	P.C.C. STA = 311+42.29
P.C.C. STA = 311+42.29	P.C.C. STA = 321+83.95



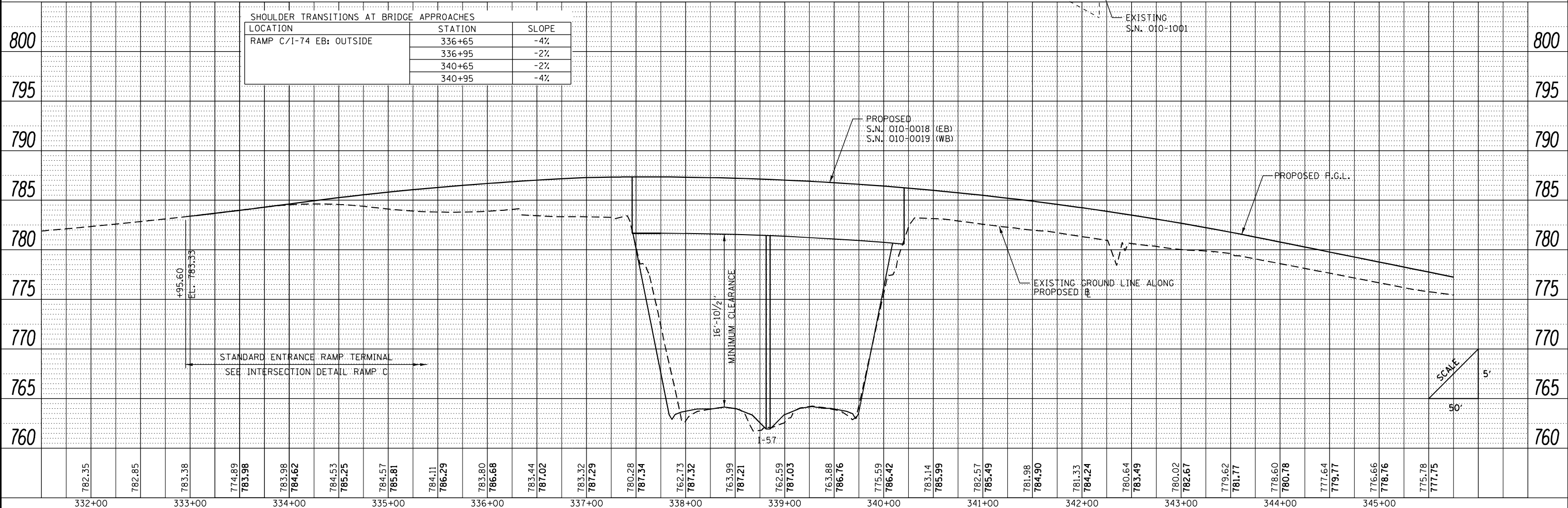
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE RAMP C	F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
... \D570C01-sht-plnprf-028 RampC.dgn		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	185	
Ramp C	PLOT SCALE = 100.0000' / 1"	CHECKED - MJO/SPH	REVISED -			SCALE: 1" = 50'		SHEET 26 OF 40 SHEETS		STA. 300+00 TO STA. 312+00	CONTRACT NO. 70C01
	PLOT DATE = 1/25/2022 - 9:25:08 PM	DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					



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

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

PROP. CURVE RAMPC-3	PROP. CURVE RAMPC-4
PI STA. = 330+93.16	PI STA. = 333+25.97
Δ = 124° 20' 18" (RT)	Δ = 11° 56' 12" (RT)
D = 11° 56' 12"	D = 5° 58' 06"
R = 480.00'	R = 960.00'
T = 909.21'	T = 100.36'
L = 1,041.65'	L = 200.00'
E = 548.14'	E = 5.23'
e = 8.0%	e = 8.0%
T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = 275'
P.C.C. STA = 321+83.95	P.C.C. STA = 332+25.60
P.C.C. STA = 332+25.60	P.T. STA. 334+25.60

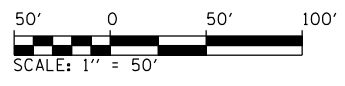


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-031 RampC.dgn		DRAWN - RAH	REVISED -
Ramp C		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

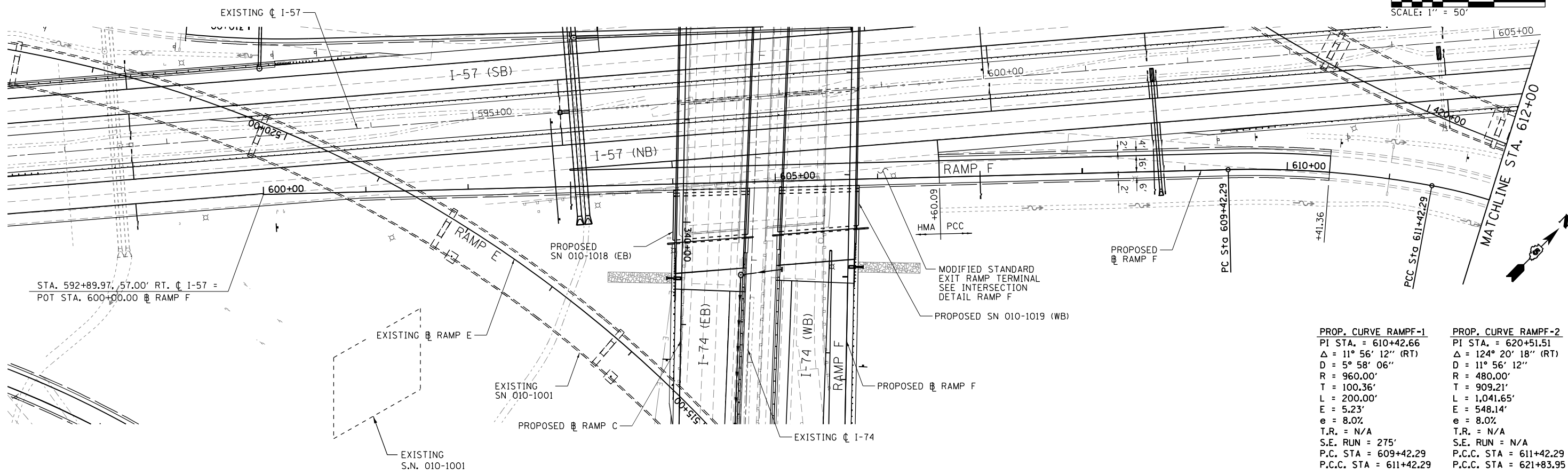
PLAN AND PROFILE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RAMP C		57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	186
SCALE: 1" = 50'	SHEET 27 OF 40 SHEETS	STA. 332+00	TO STA. 345+75.67		CONTRACT NO. 70C01	

ILLINOIS FED. AID PROJECT

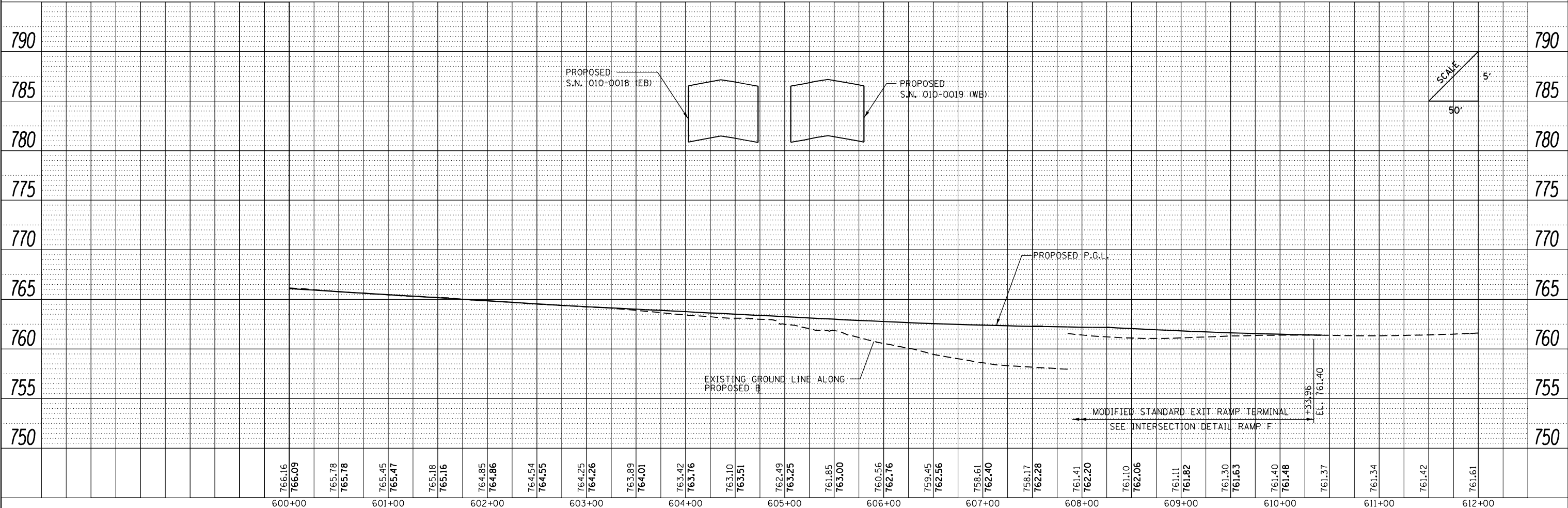


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO. _____		
	FILE NAME _____		

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



PROP. CURVE RAMPF-1	PROP. CURVE RAMPF-2
PI STA. = 610+42.66	PI STA. = 620+51.51
Δ = 11° 56' 12" (RT)	Δ = 124° 20' 18" (RT)
D = 5° 58' 06"	D = 11° 56' 12"
R = 960.00'	R = 480.00'
T = 100.36'	T = 909.21'
L = 200.00'	L = 1,041.65'
E = 5.23'	E = 548.14'
e = 8.0%	e = 8.0%
T.R. = N/A	T.R. = N/A
S.E. RUN = 275'	S.E. RUN = N/A
P.C. STA = 609+42.29	P.C.C. STA = 611+42.29
P.C.C. STA = 611+42.29	P.C.C. STA = 621+83.95



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE RAMP F	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D570C01-sht-plnprf-040 RampF.dgn	PLOT SCALE = 100.0000' / in.	DRAWN - RAH	REVISED -			57	10-133,34,5,141R & (10-34)B	CHAMPAIGN	1182	187
Ramp F	PLOT DATE = 1/25/2022 - 9:25:14 PM	CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01		ILLINOIS FED. AID PROJECT		

SCALE: 1" = 50' SHEET 28 OF 40 SHEETS STA. 600+00 TO STA. 612+00

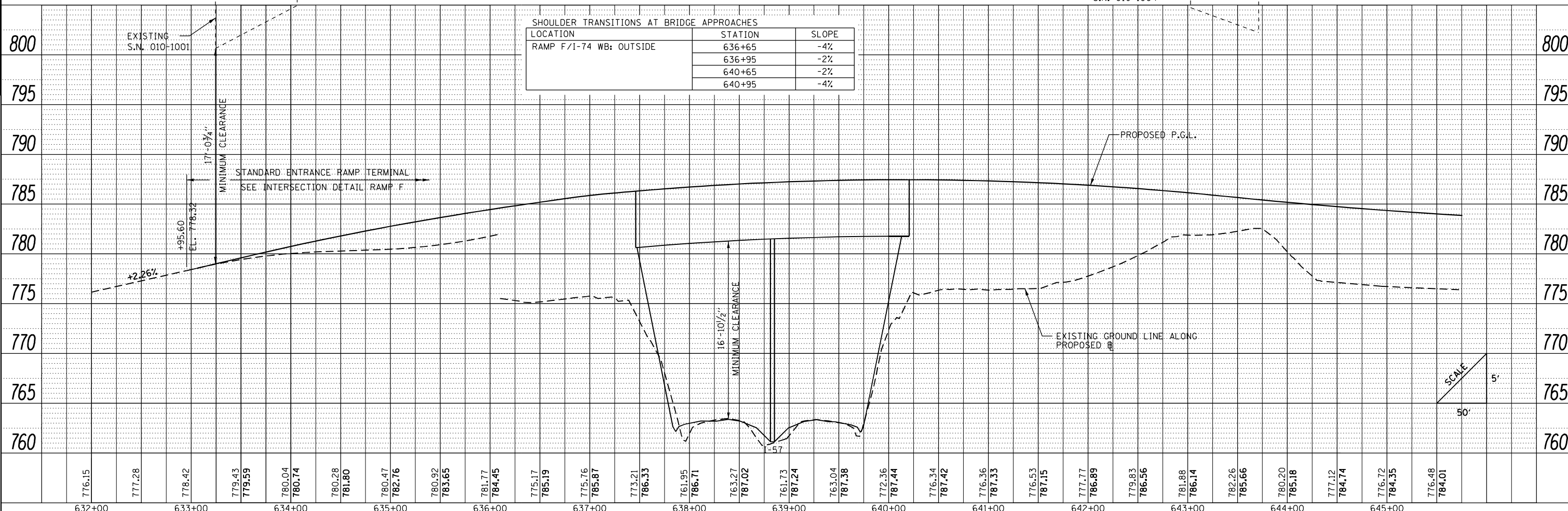
PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	ALIGNED	
	CHECKED	
	FILE NAME	

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

PROP. CURVE RAMPF-3
 PI STA. = 630+93.16
 $\Delta = 124^\circ 20' 18''$ (RT)
 $D = 11^\circ 56' 12''$
 $R = 480.00'$
 $T = 909.21'$
 $L = 1,041.65'$
 $E = 548.14'$
 $e = 8.0\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA = 621+83.95
 P.C.C. STA = 632+25.60

PROP. CURVE RAMPF-4
 PI STA. = 633+25.97
 $\Delta = 11^\circ 56' 12''$ (RT)
 $D = 5^\circ 58' 06''$
 $R = 960.00'$
 $T = 100.36'$
 $L = 200.00'$
 $E = 5.23'$
 $e = 8.0\%$
 T.R. = N/A
 S.E. RUN = 275'
 P.C.C. STA = 632+25.60
 P.T. STA = 634+25.60

SHOULDER TRANSITIONS AT BRIDGE APPROACHES		
LOCATION	STATION	SLOPE
RAMP F/I-74 WB: OUTSIDE	636+65	-4%
	636+95	-2%
	640+65	-2%
	640+95	-4%



FILE NAME = ... \D570C01-sht-plnprf-043 RampF.dgn
 Ramp F

USER NAME = Matt Overbey
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 1/25/2022 - 9:25:17 PM

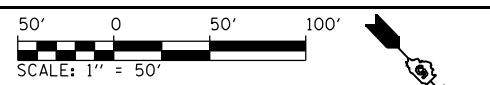
DESIGNED - MJO
 DRAWN - RAH
 CHECKED - MJO
 DATE - JANUARY 2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

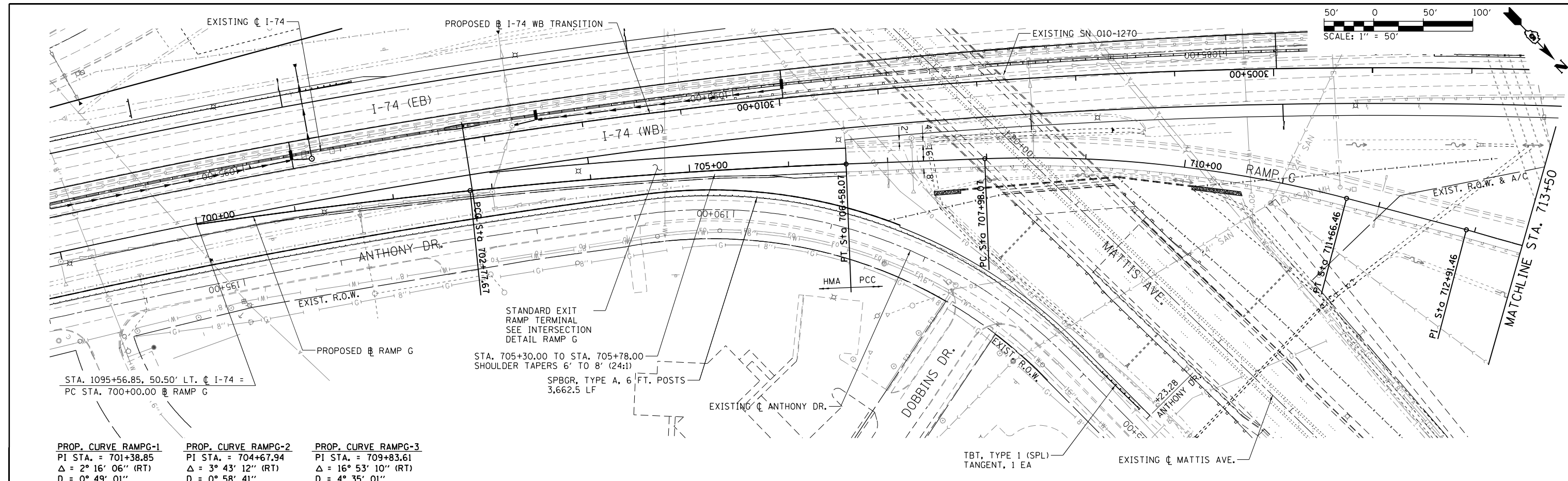
**PLAN AND PROFILE
 RAMP F**
 SCALE: 1" = 50' SHEET 29 OF 40 SHEETS STA. 632+00 TO STA. 645+75.67

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	188
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

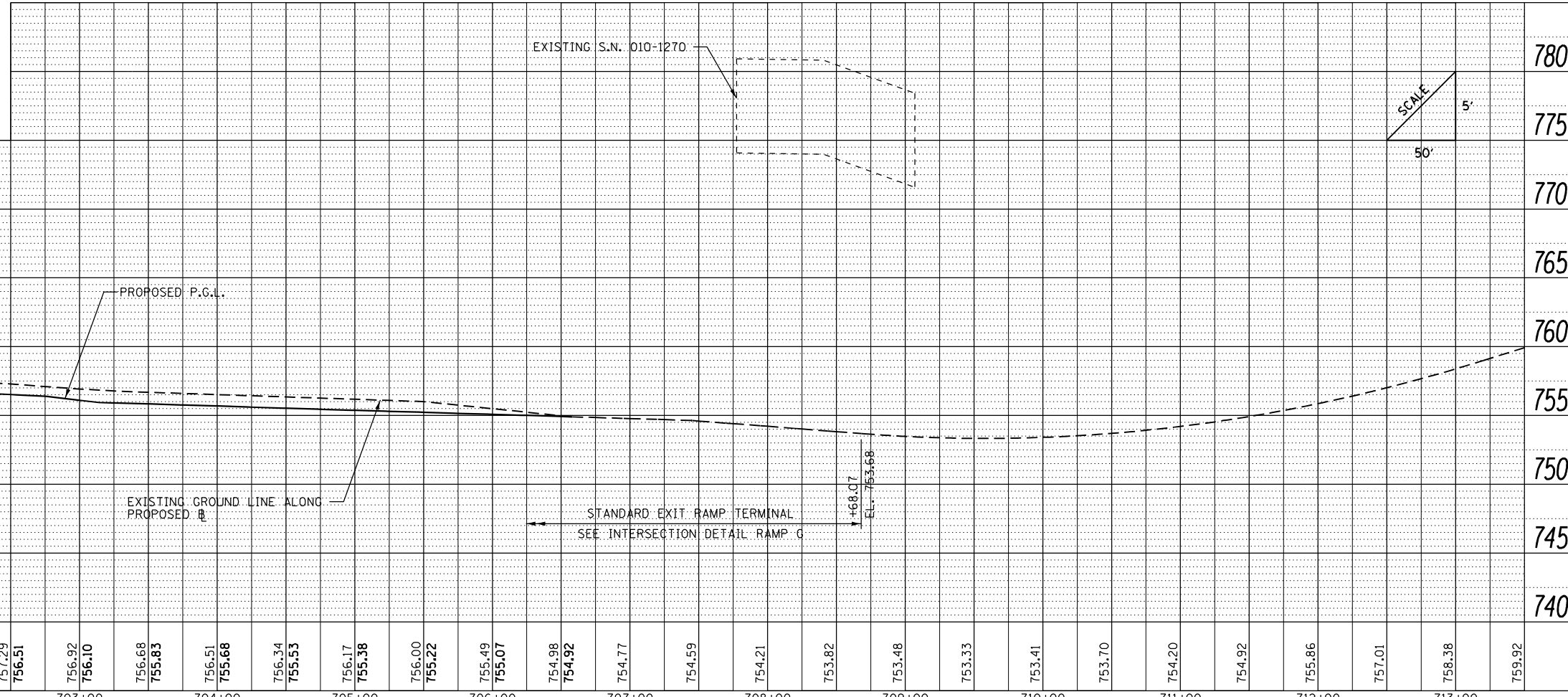


PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	FILE NAME	
	NO.	



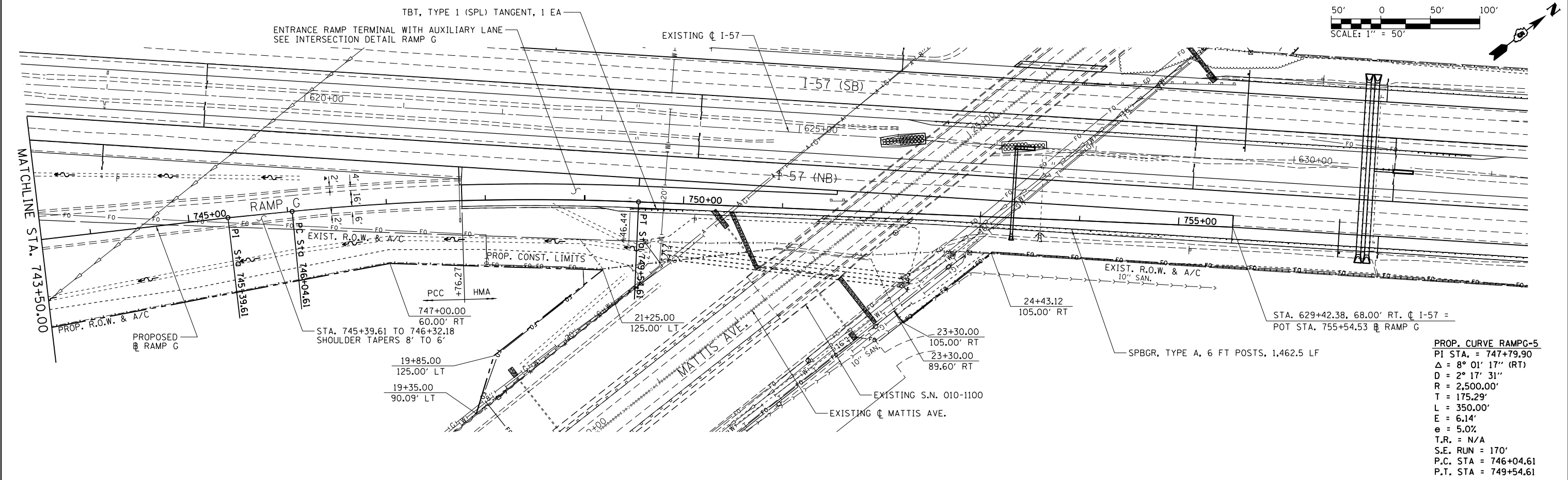
PROP. CURVE RAMPG-1	PROP. CURVE RAMPG-2	PROP. CURVE RAMPG-3
PI STA. = 701+38.85	PI STA. = 704+67.94	PI STA. = 709+83.61
$\Delta = 2^\circ 16' 06''$ (RT)	$\Delta = 3^\circ 43' 12''$ (RT)	$\Delta = 16^\circ 53' 10''$ (RT)
D = 0° 49' 01"	D = 0° 58' 41"	D = 4° 35' 01"
R = 7,013.85'	R = 5,858.76'	R = 1,250.00'
T = 138.85'	T = 190.26'	T = 185.54'
L = 277.67'	L = 380.40'	L = 368.40'
E = 1.37'	E = 3.09'	E = 13.70'
e = MATCH I-74	e = MATCH I-74	e = 7.6%
T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = 260'
P.C. STA = 700+00.00	P.C.C. STA = 702+77.67	P.C. STA = 707+98.07
P.C.C. STA = 702+77.67	P.T. STA = 706+58.07	P.T. STA = 711+66.46



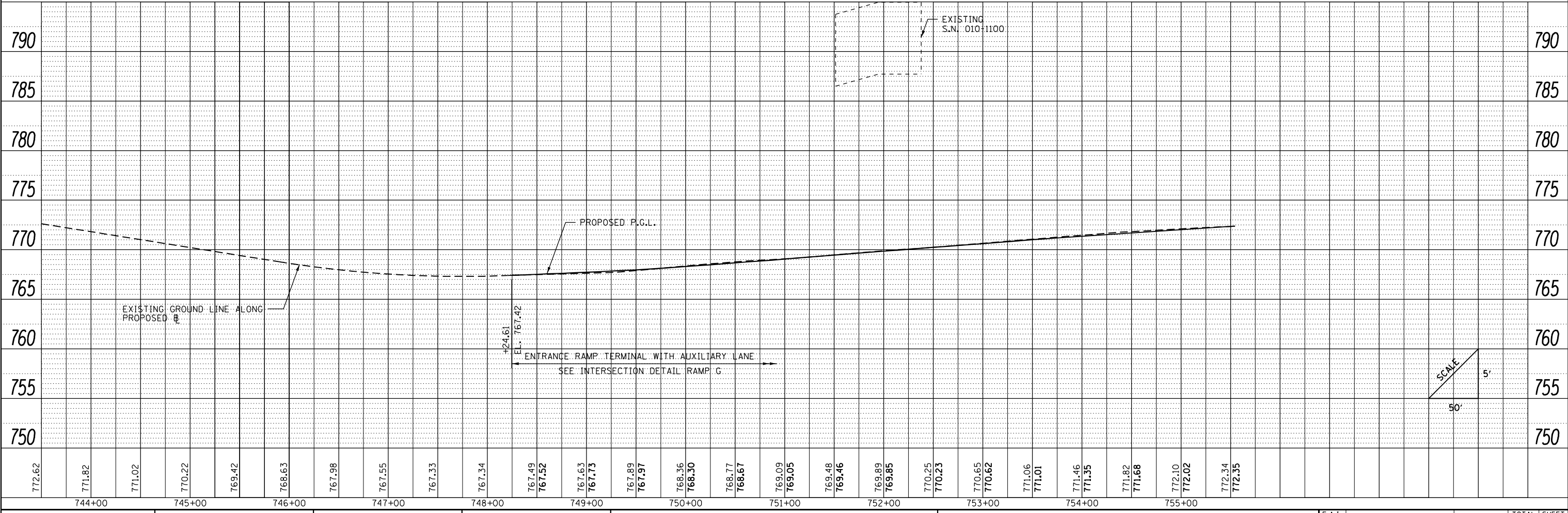
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE RAMP G	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	189
Ramp G	PLOT DATE = 1/25/2022 - 9:25:20 PM	CHECKED - MJO/SPH	REVISED -			SCALE: 1" = 50'	SHEET 30 OF 40 SHEETS	STA. 700+00 TO STA. 713+50	CONTRACT NO. 70C01	
		DATE - JANUARY 2022	REVISED -				ILLINOIS FED. AID PROJECT			

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	
	NO.	
	NO.	

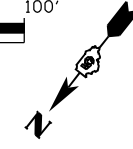
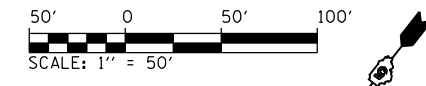
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHPKD	
	NO.	
	NO.	
	NO.	



PROP. CURVE RAMPG-5
 PI STA. = 747+79.90
 $\Delta = 8^\circ 01' 17''$ (RT)
 $D = 2^\circ 17' 31''$
 $R = 2,500.00'$
 $T = 175.29'$
 $L = 350.00'$
 $E = 6.14'$
 $e = 5.0\%$
 $T.R. = N/A$
 $S.E. RUN = 170'$
 $P.C. STA = 746+04.61$
 $P.T. STA = 749+54.61$

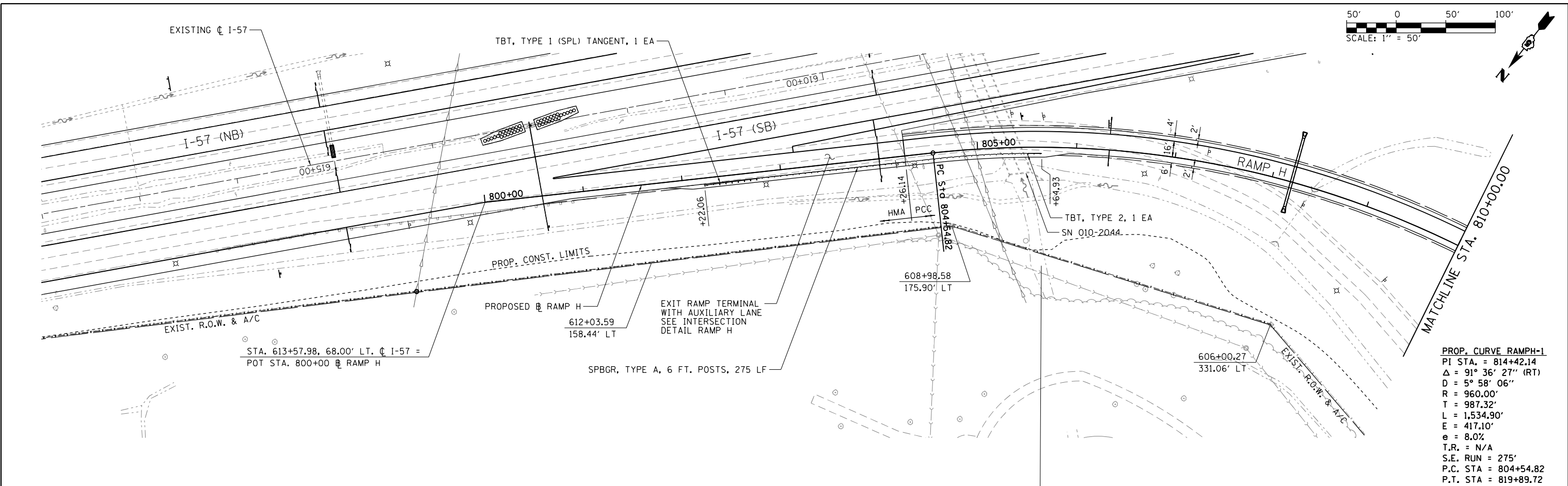


FILE NAME = ... \D570C01-sht-plnprf-047 RampG.dgn	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE RAMP G	F.A.I. RTE. = 57	SECTION = 10-(33,34,5,14)R & (10-34)B	COUNTY = CHAMPAIGN	TOTAL SHEETS = 1182	SHEET NO. = 190	
Ramp G	PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -			SCALE: 1" = 50'	SHEET 31 OF 40 SHEETS	STA. 743+50 TO STA. 755+54.53	CONTRACT NO. 70C01		
	PLOT DATE = 1/25/2022 - 9:25:22 PM	DATE - JANUARY 2022	REVISED -					ILLINOIS FED. AID PROJECT			

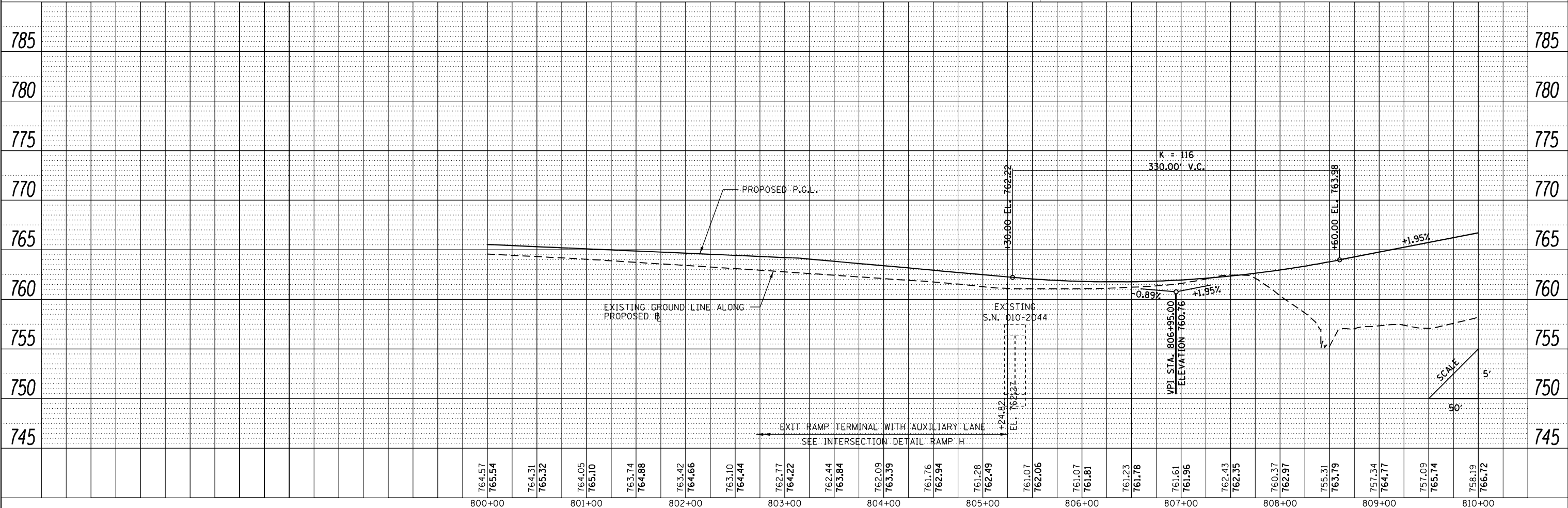


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

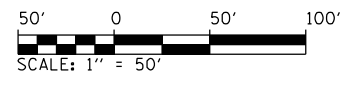
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	NO.		



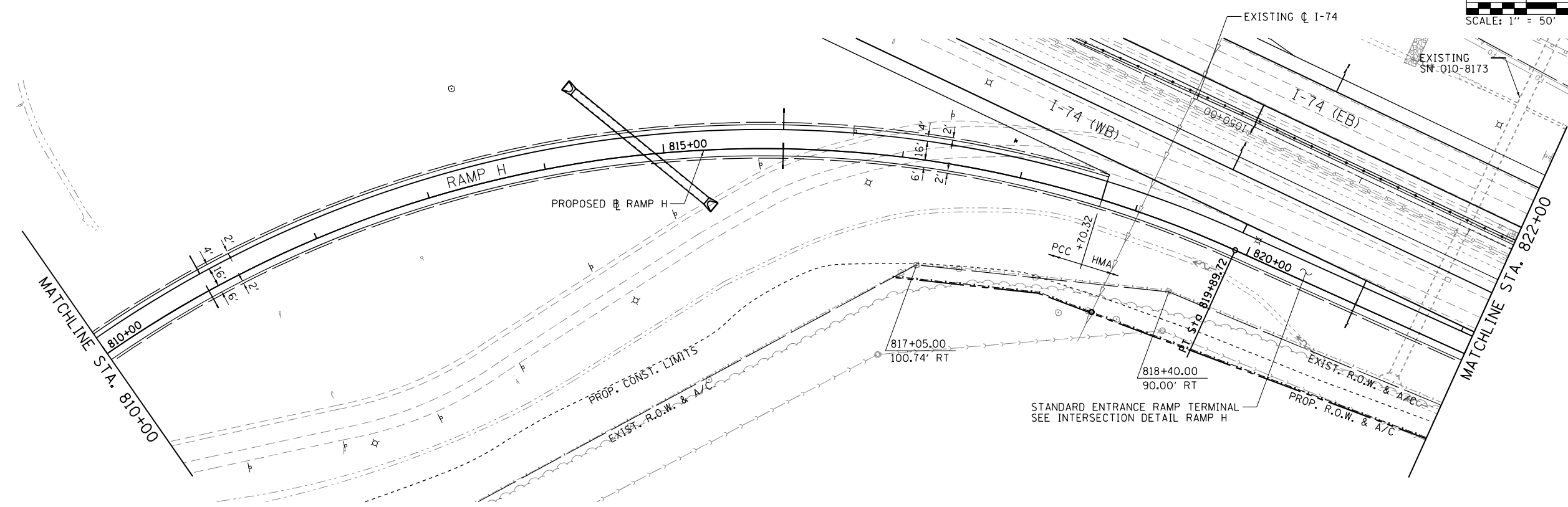
PROP. CURVE RAMPH-1
 PI STA. = 814+42.14
 $\Delta = 91^\circ 36' 27''$ (RT)
 D = $5^\circ 58' 06''$
 R = 960.00'
 T = 987.32'
 L = 1,534.90'
 E = 417.10'
 e = 8.0%
 T.R. = N/A
 S.E. RUN = 275'
 P.C. STA = 804+54.82
 P.T. STA = 819+89.72



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE RAMP H	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-plnprf-048 RampH.dgn		DRAWN - RAH	REVISED -			57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	191	
Ramp H		CHECKED - MJO/SPH	REVISED -			SCALE: 1" = 50'		SHEET 32 OF 40 SHEETS		STA. 800+00 TO STA. 810+00	CONTRACT NO. 70C01
		PLOT DATE = 1/25/2022 - 9:25:25 PM	DATE - JANUARY 2022					ILLINOIS FED. AID PROJECT			

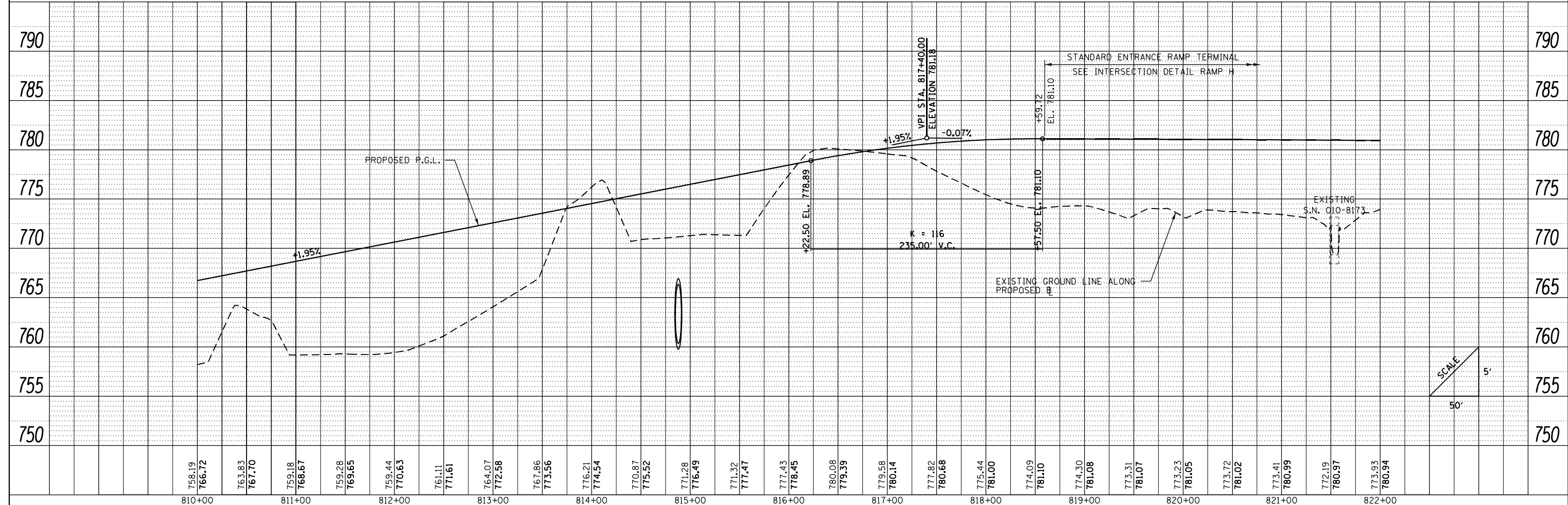


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		



PROP. CURVE RAMPH-1
 PI STA. = 814+42.14
 $\Delta = 91^\circ 36' 27''$ (RT)
 $D = 5^\circ 58' 06''$
 $R = 960.00'$
 $T = 987.32'$
 $L = 1,534.90'$
 $E = 417.10'$
 $e = 8.0\%$
 $T.R. = N/A$
 $S.E. RUN = 275'$
 $P.C. STA = 804+54.82$
 $P.T. STA = 819+89.72$

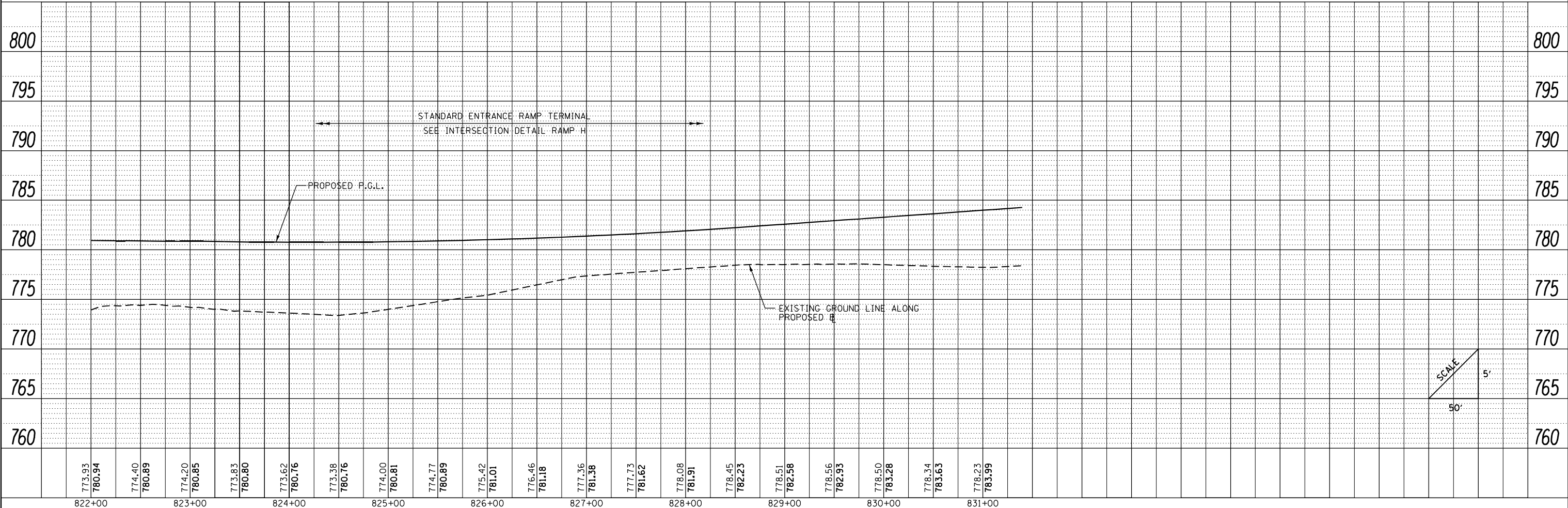
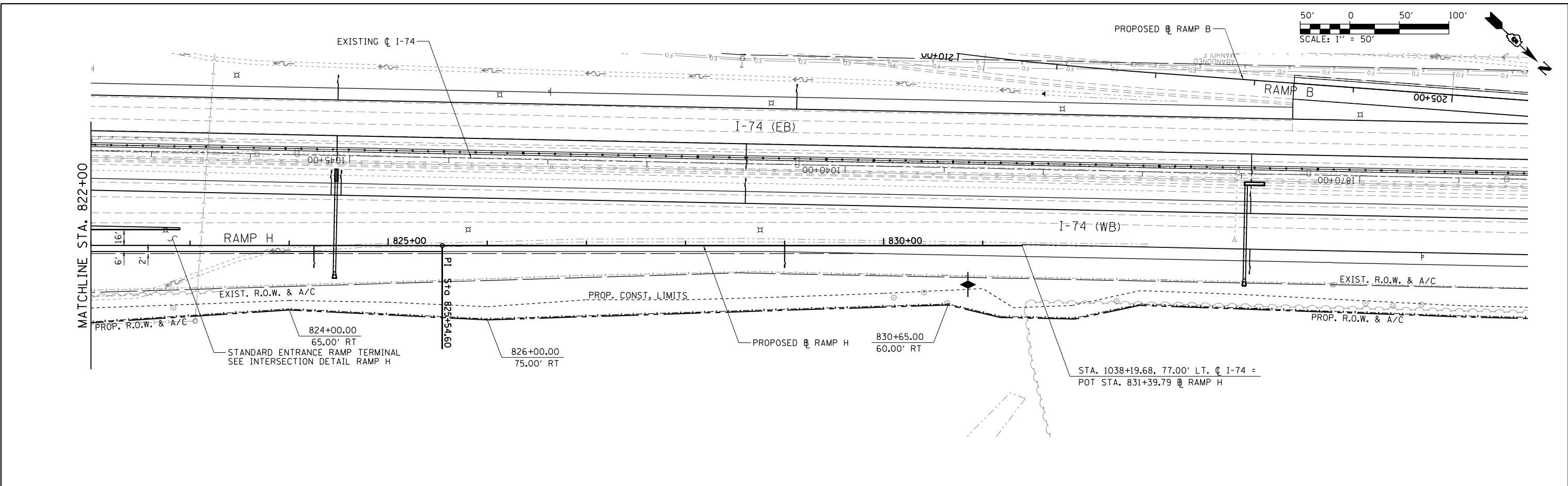
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE RAMP H	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...		DRAWN - RAH	REVISED -			57	10-133,34,5,14R & (10-34)B	CHAMPAIGN	1182	192	
Ramp H	PLOT SCALE = 100.0000' / in.	CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01					
	PLOT DATE = 1/25/2022 - 9:25:28 PM	DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILE NAME		
	NO.		

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



FILE NAME = ... \D570C01-sht-plnprf-050 RampH.dgn

USER NAME = Matt Overbey
PLOT SCALE = 100.0000' / in.
PLOT DATE = 1/25/2022 - 9:25:31 PM

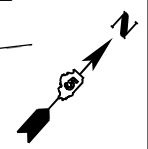
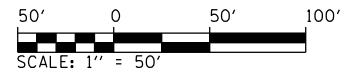
DESIGNED -	MJO	REVISED -	
DRAWN -	RAH	REVISED -	
CHECKED -	MJO/SPH	REVISED -	
DATE -	JANUARY 2022	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
RAMP H**

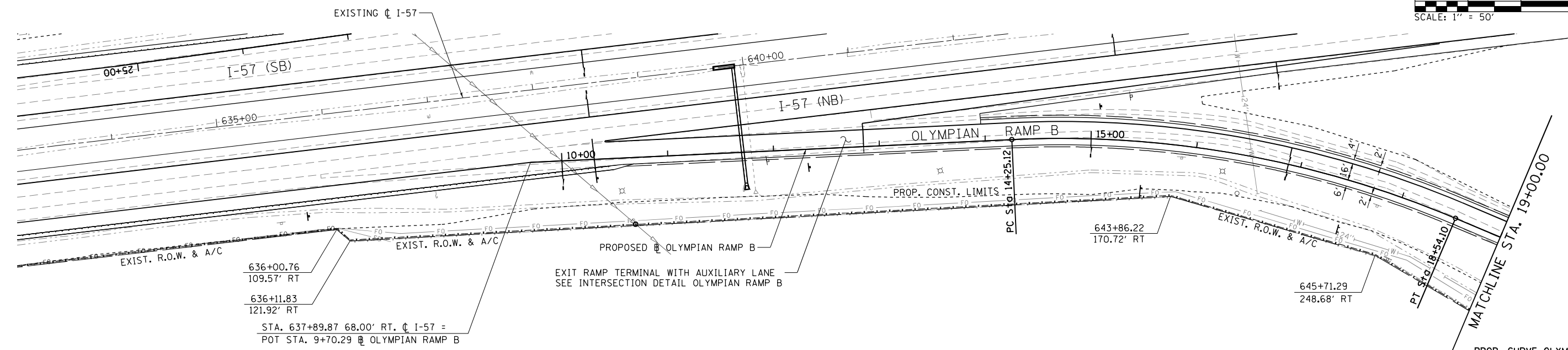
SCALE: 1" = 50' SHEET 34 OF 40 SHEETS STA. 822+00 TO STA. 831+39.79

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-133.34,5,14R & (10-34)B	CHAMPAIGN	1182	193
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

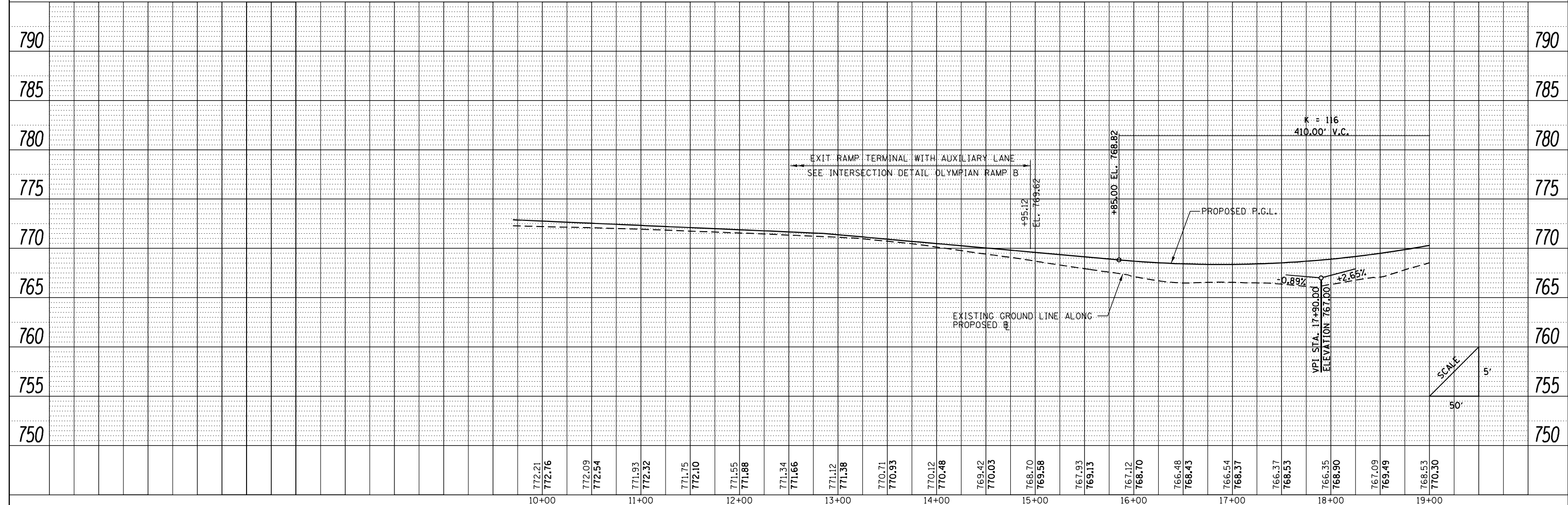


PLAN	SURVEYED	BY	DATE
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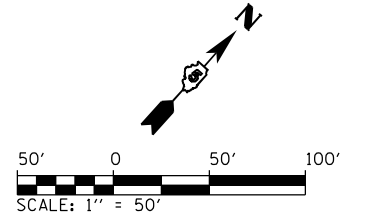
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



PROP. CURVE OLYMPIAN RAMPB-1
 P.I. STA. = 16+43.25
 $\Delta = 25^\circ 36' 11''$ (RT)
 $D = 5^\circ 58' 06''$
 $R = 960.00'$
 $T = 218.13'$
 $L = 428.98'$
 $E = 24.47'$
 $e = 8.0\%$
 $T.R. = N/A$
 $S.E. RUN = 275'$
 $P.C. STA = 14+25.12$
 $P.T. STA = 18+54.10$

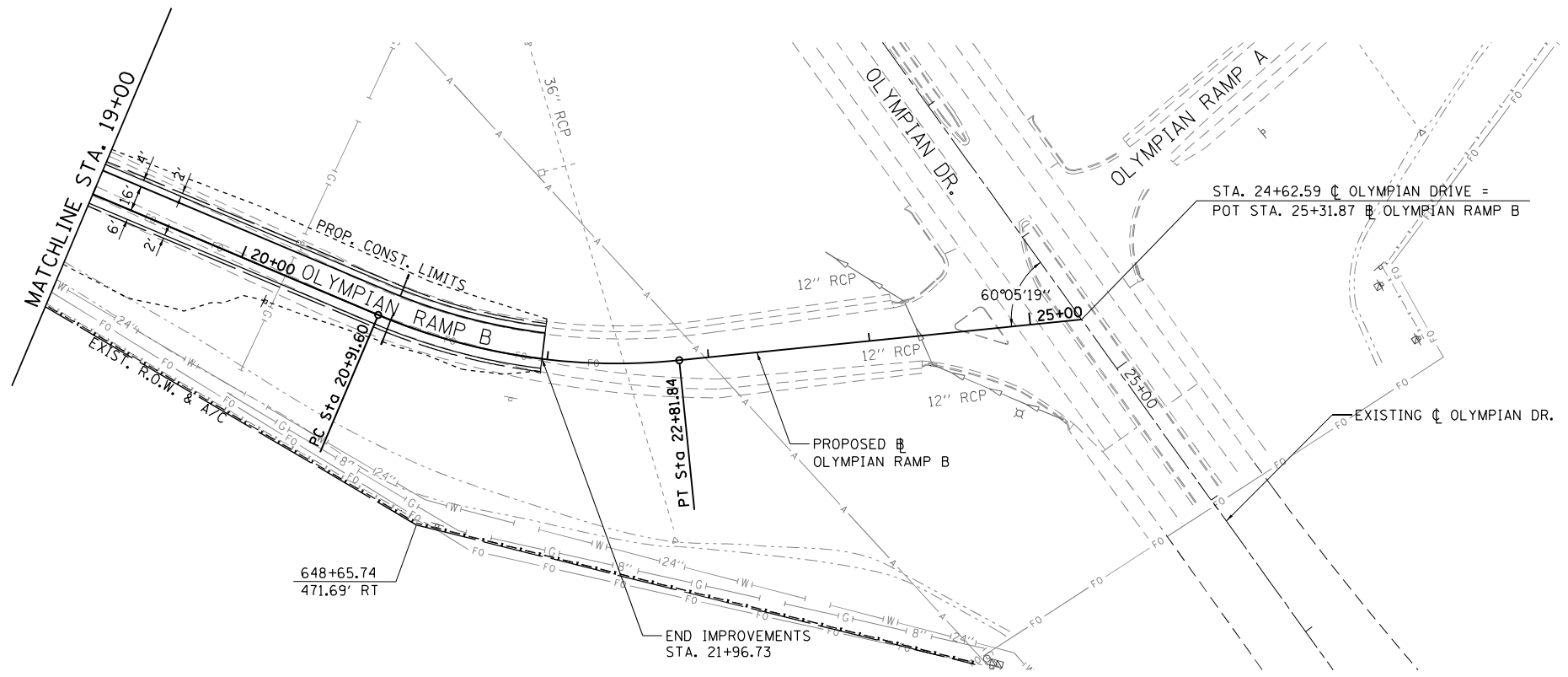


FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE OLYMPIAN DRIVE RAMP B	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D570C01-sht-plnprf-051 Olyp RampB.dgn	PLOT SCALE = 100.0000' / in.	DRAWN - RAH	REVISED -			57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	194
Olympian Ramps	PLOT DATE = 1/25/2022 - 9:25:34 PM	CHECKED - MJO/SPH	REVISED -			SCALE: 1" = 50'		SHEET 35 OF 40 SHEETS		STA. 9+70.29 TO STA. 19+00
		DATE - JANUARY 2022	REVISED -			CONTRACT NO. 70C01		ILLINOIS FED. AID PROJECT		

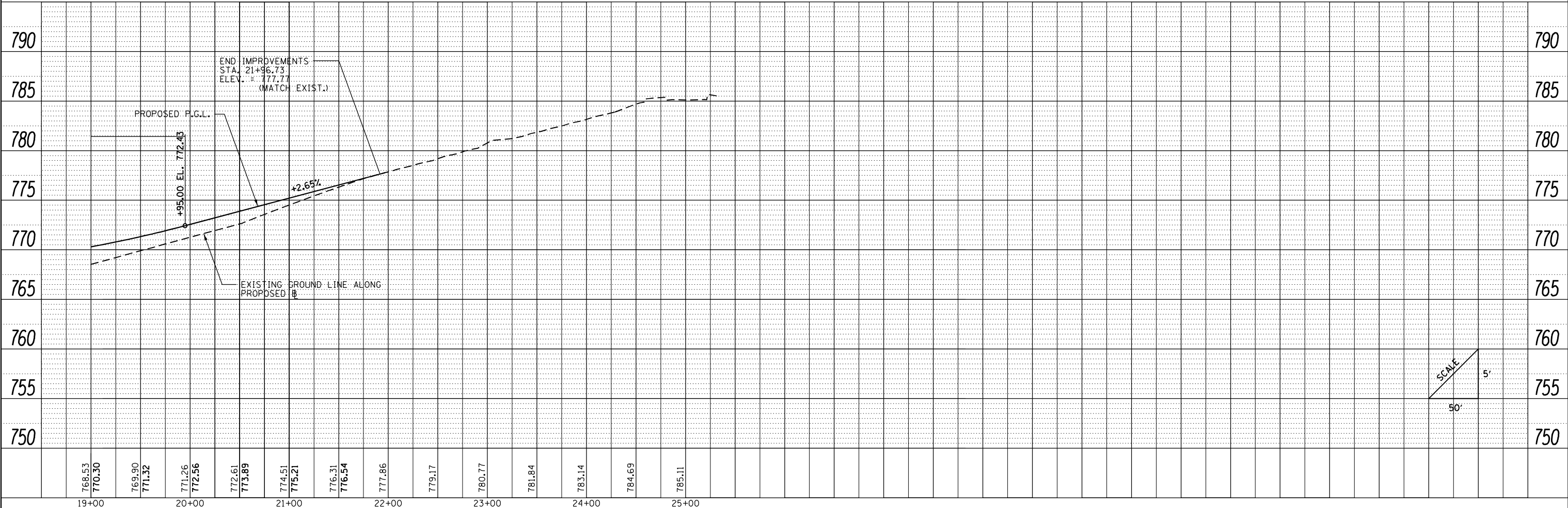


PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	FILE NAME	
	NO.	

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



PROP. CURVE OLYMPIAN RAMPB-2
 PI STA. = 21+88.76
 Δ = 28° 41' 07" (LT)
 D = 15° 04' 42"
 R = 379.99'
 T = 97.16'
 L = 190.24'
 E = 12.22'
 e = 7.8%
 T.R. = N/A
 S.E. RUN = 200'
 P.C. STA = 20+91.60
 P.T. STA = 22+81.84



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
...\\D570C01-sht-plnprf-052 Olyp RampB.dgn		DRAWN - RAH	REVISED -
Olympian Ramps		CHECKED - MJO/SPH	REVISED -
	PLOT DATE = 1/25/2022 - 9:25:37 PM	DATE - JANUARY 2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

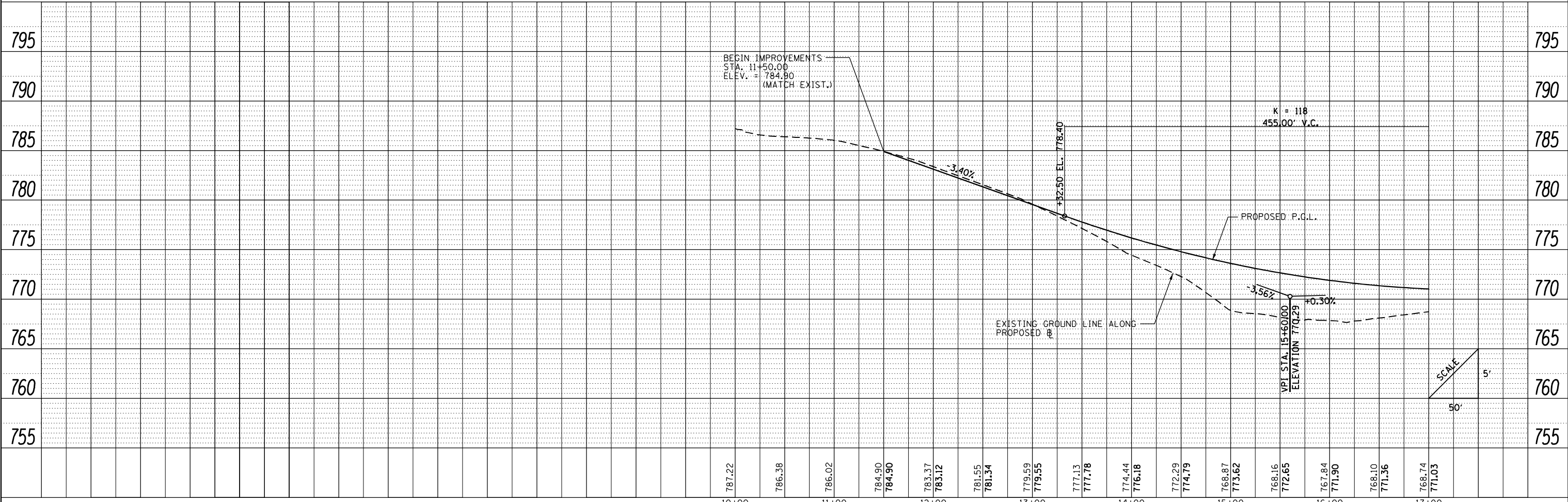
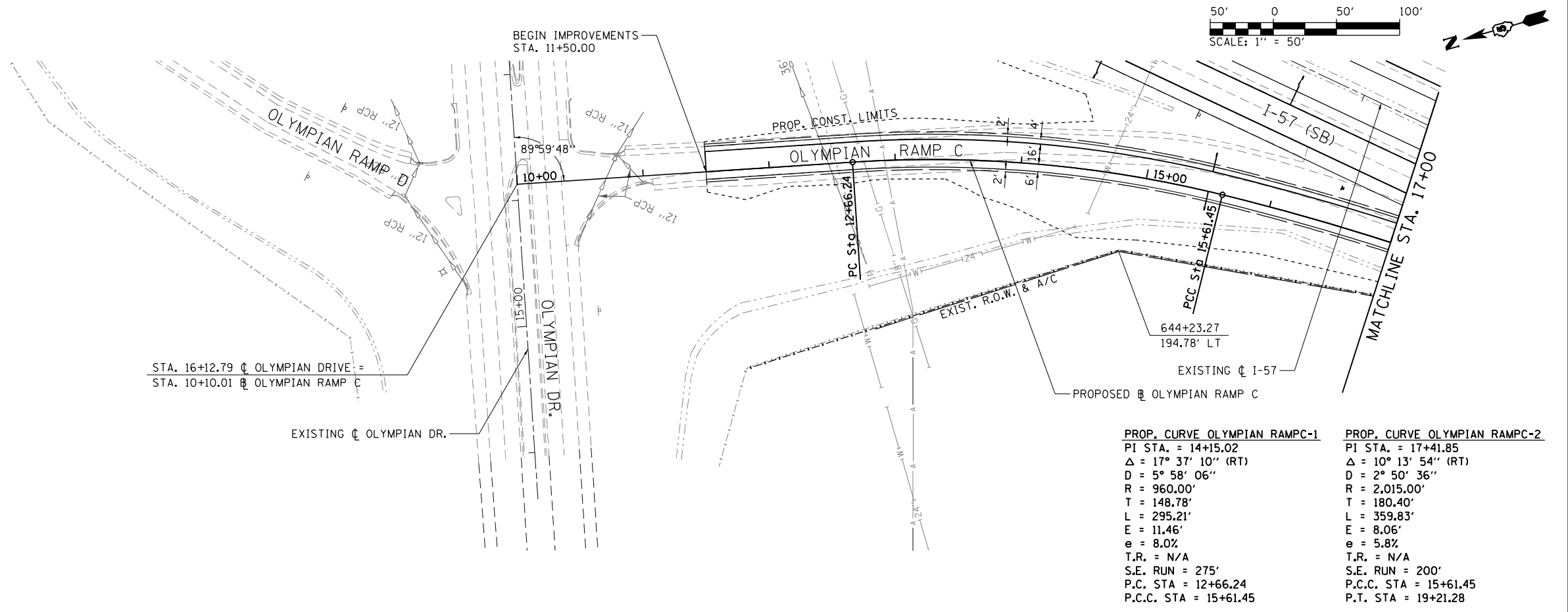
**PLAN AND PROFILE
OLYMPIAN DRIVE RAMP B**

SCALE: 1" = 50' SHEET 36 OF 40 SHEETS STA. 19+00 TO STA. 25+31.87

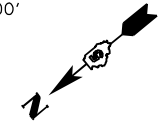
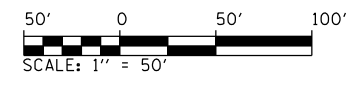
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	195
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	

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

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



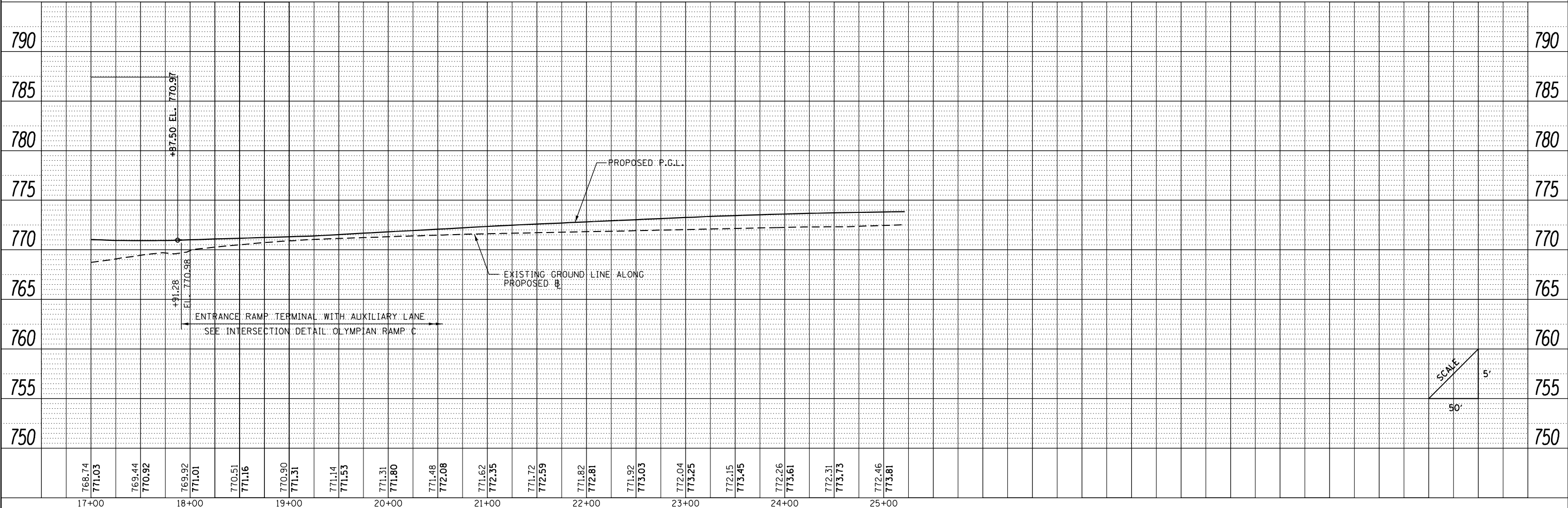
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE OLYMPIAN DRIVE RAMP C	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-plnprf-053 Olyp RampC.dgn	PLOT SCALE = 100.0000' / in.	DRAWN - RAH	REVISED -			57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	196	
Olympian Ramps	PLOT DATE = 1/25/2022 - 9:25:40 PM	CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01					
		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		

PROP. CURVE OLYMPIAN RAMP C-2
 PI STA. = 17+41.85
 $\Delta = 10^\circ 13' 54''$ (RT)
 $D = 2^\circ 50' 36''$
 $R = 2,015.00'$
 $T = 180.40'$
 $L = 359.83'$
 $E = 8.06'$
 $e = 5.8\%$
 T.R. = N/A
 S.E. RUN = 200'
 P.C.C. STA = 15+61.45
 P.T. STA = 19+21.28



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-054 Olyp RampC.dgn		DRAWN - RAH	REVISED -
Olympian Ramps		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

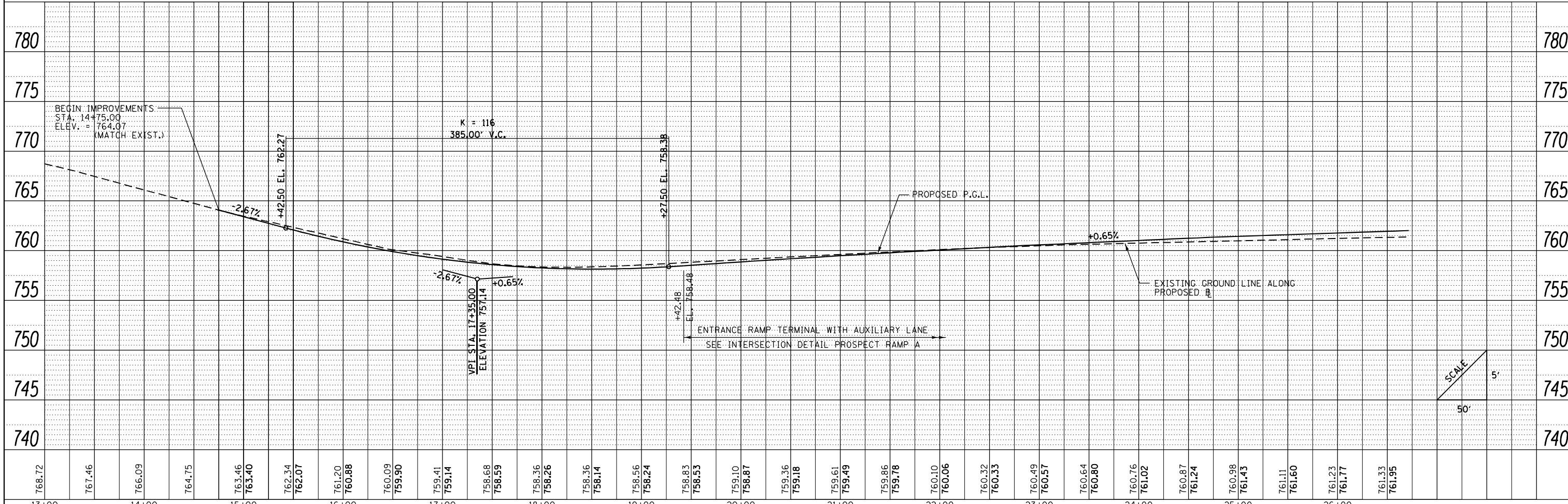
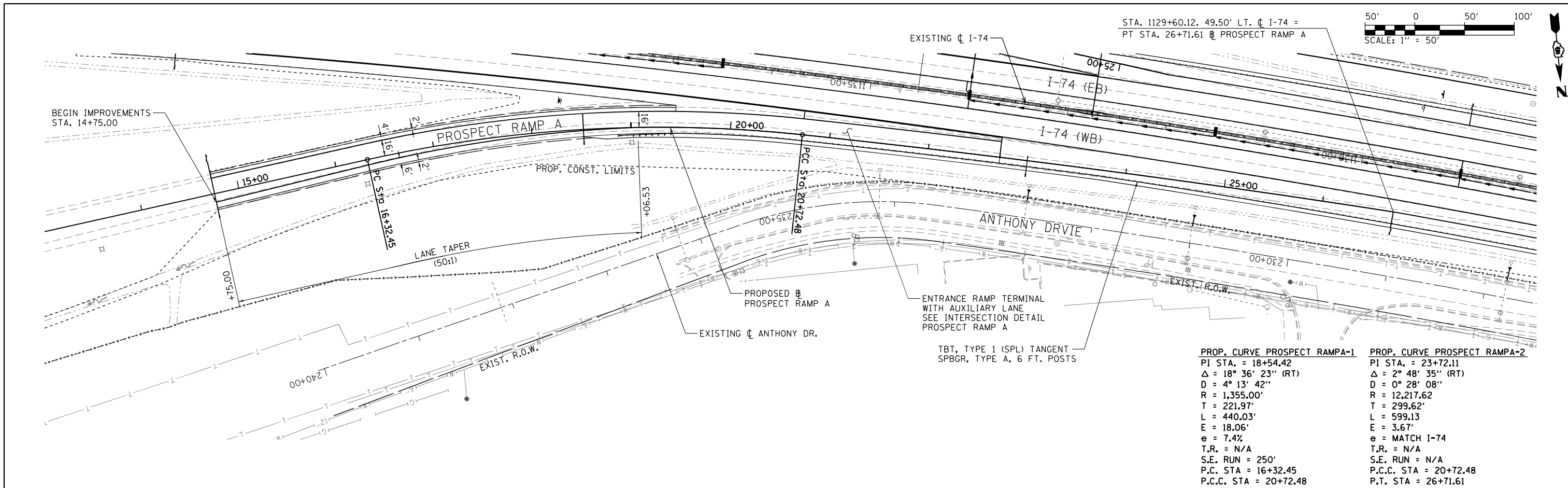
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OLYMPIAN DRIVE RAMP C		57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	197
SCALE: 1" = 50'		SHEET 38 OF 40 SHEETS		CONTRACT NO. 70C01		ILLINOIS FED. AID PROJECT

SCALE: 1" = 50'	SHEET 38 OF 40 SHEETS	STA. 17+00 TO STA. 25+21.20
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PLAN	SURVEYED	BY	DATE
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	ALIGNED		
	CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CPWD		
	NO.		



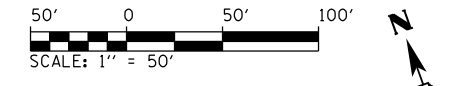
FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
... \D570C01-sht-plnprf-055 Prosp RampA.dgn		DRAWN - RAH	REVISED -
Prospect Ramps		CHECKED - MJO/SPH	REVISED -
		DATE - JANUARY 2022	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 PROSPECT AVENUE RAMP A

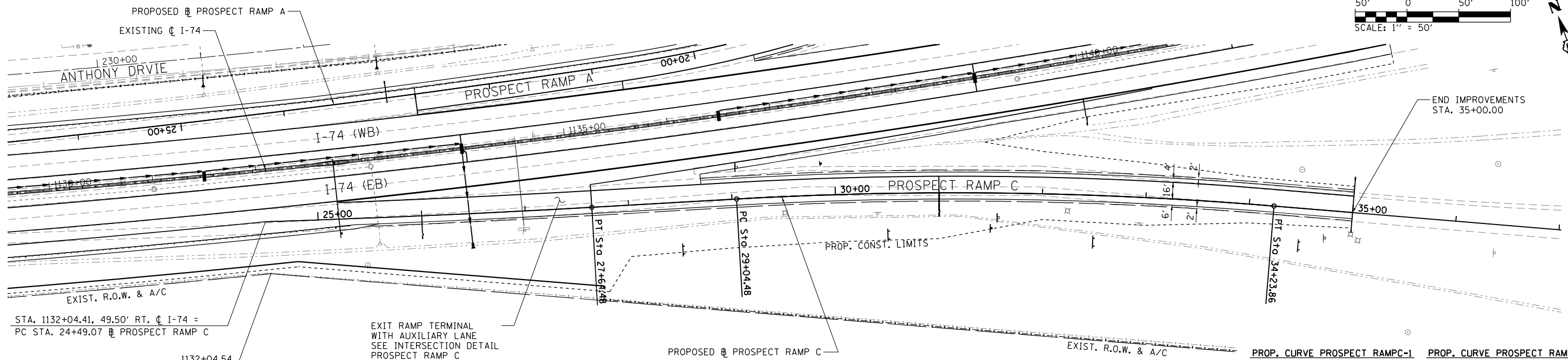
SCALE: 1" = 50' SHEET 39 OF 40 SHEETS STA. 13+00 TO STA. 26+71.61

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	198
CONTRACT NO. 70C01			ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



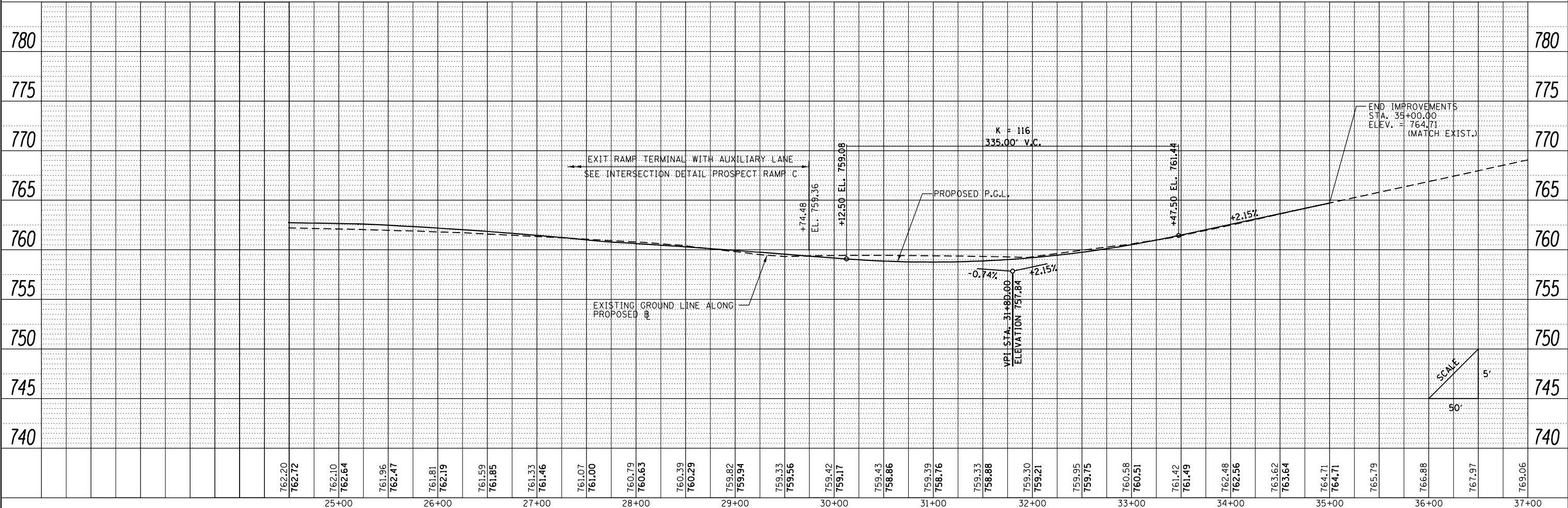
STA. 1132+04.41, 49.50' RT. ϕ I-74 =
PC STA. 24+49.07 ϕ PROSPECT RAMP C

1132+04.54
100.00' RT

EXIT RAMP TERMINAL
WITH AUXILIARY LANE
SEE INTERSECTION DETAIL
PROSPECT RAMP C

PROPOSED ϕ PROSPECT RAMP C

PROP. CURVE PROSPECT RAMPC-1	PROP. CURVE PROSPECT RAMPC-2
PI STA. = 26+06.78	PI STA. = 31+64.59
Δ = 1° 28' 05" (LT)	Δ = 8° 00' 37" (RT)
D = 0° 27' 55"	D = 1° 32' 32"
R = 12,310.89'	R = 3,715.00'
T = 157.72'	T = 260.11'
L = 315.42'	L = 519.38'
E = 1.01'	E = 9.10'
e = MATCH I-74	e = 3.6%
T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = 125'
P.C. STA. = 24+49.07	P.C. STA. = 29+04.48
P.T. STA. = 27+64.48	P.T. STA. = 34+23.86



FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE SHEET PROSPECT AVENUE RAMP C	F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
... \D570C01-sht-plnprf-056 Prosp RampC.dgn	PLOT SCALE = 100.0000' / in.	DRAWN - RAH	REVISED -			57	10-(33,34,5,14)R & (10-34)B	CHAMPAIGN	1182	199	
Prospect Ramps	PLOT DATE = 1/25/2022 - 9:25:49 PM	CHECKED - MJO/SPH	REVISED -			CONTRACT NO. 70C01					
		DATE - JANUARY 2022	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50' SHEET 40 OF 40 SHEETS STA. 24+49.07 TO STA. 37+00

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT SECTIONS. SEE TRAFFIC CONTROL SPECIAL PROVISIONS FOR COORDINATION REQUIREMENTS.
2. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AS REQUIRED OR AS DIRECTED BY THE ENGINEER THROUGHOUT THE CONSTRUCTION ZONE FOR THE PERIOD OF THE CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TEMPORARY DRAINAGE WORK. IN ADDITION TO THE PROPOSED TEMPORARY DRAINAGE STRUCTURES SHOWN ON THE PLANS, THE EXISTING DRAINAGE SYSTEM MAY ALSO BE USED THROUGHOUT CONSTRUCTION STAGING.
3. ALL ADVANCE "ROAD WORK" SIGNS, W20-1 SERIES, AS SHOWN ON THE PLANS, REFERENCED IN THE STANDARDS OR DIRECTED BY THE ENGINEER, SHALL BE EQUIPPED WITH A TYPE B MONODIRECTIONAL FLASHING LIGHT AND AN 18"X18" ORANGE WARNING FLAG. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.
4. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. COST TO BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
5. LOCATIONS OF TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
6. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED OR MASKED USING A REMOVABLE BLACK TAPE.
7. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL MEET MASH REQUIREMENTS. THE CONTRACTOR SHALL SUPPLY THE ENGINEER WITH PAPERWORK CERTIFYING THAT THIS REQUIREMENT IS MET PRIOR TO THE INSTALLATION OF ANY TRAFFIC CONTROL DEVICES.
8. ALL TRAFFIC CONTROL DEVICES (BARREL/BARRICADES/PANELS) SHALL BE IN NEW OR LIKE NEW CONDITION. WHEN THE DEVICES BECOME WORN, DIRTY, FADED, OR OTHERWISE DEEMED NO LONGER IN LIKE NEW CONDITION BY THE ENGINEER, THE DEVICE WILL BE REFURBISHED, CLEANED, OR REPLACED.
9. ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN FOUR DAYS SHALL BE POST MOUNTED WHEN FEASIBLE AS DETERMINED BY THE ENGINEER.
10. ALL DRUMS, VERTICAL PANELS AND BARRICADES PLACED IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LAMPS.
11. ROUGH GROOVED SURFACE AND FRESH OIL SIGNS ARE REQUIRED WHERE APPLICABLE.
12. BARRIER DELINEATORS SHALL BE PLACED AT 25' C-C ON GUARDRAIL, PARAPETS AND ON MOVEABLE CONCRETE BARRIERS WHERE TRAFFIC WILL BE ADJACENT TO THESE BARRIERS BASED ON THE MAINTENANCE OF TRAFFIC STAGING. DEPENDING ON THE LOCATION OF ADJACENT TRAFFIC, THE BARRIER DELINEATORS WILL BE PAID FOR AS THE FOLLOWING:
-BARRIER WALL REFLECTORS, TYPE C
13. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO ATTEND A TRAFFIC CONTROL MEETING TO ASCERTAIN THE EXACT SCHEDULING OF THE TRAFFIC STAGES AND ANY INTERMEDIATE CHANGES NECESSARY. IF AN ALTERNATE TRAFFIC PATTERN IS REQUIRED WITHIN THIS CONTRACT, THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC DEVIANCE PLAN FOR APPROVAL BY THE RESIDENT ENGINEER AND THE DISTRICT. FOR ADDITIONAL INFORMATION REGARDING COORDINATION SEE STANDARD SPECIFICATION ARTICLE 701.04.
14. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY INCIDENTS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATIONS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT, OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. FAILURE TO RESPOND WITHIN THE ABOVE LIMIT WILL RESULT IN A PENALTY OF \$2500 PER DAY PER OCCURRENCE, WHENEVER THE ENGINEER DETERMINES THAT THE CONTRACTOR OR HIS SUBCONTRACTOR HAS NOT COMPLIED.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE USE.
16. A 1:4 OR FLATTER EMBANKMENT FORESLOPE/BACKSLOPE TO THE CLEAR ZONE IS REQUIRED AT ALL LOCATIONS WHERE TEMPORARY LIGHTING OR OTHER OBSTACLES WILL BE PLACED DURING CONSTRUCTION. THE CONTRACTOR WILL PROVIDE PROTECTION AS APPROVED BY THE ENGINEER IF THESE REQUIREMENTS CANNOT BE MET.
17. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.
18. TEMPORARY BARRIER WALL SHALL BE INSTALLED AS DELINEATED ON THE M.O.T. PLAN SHEETS AND TYPICAL SECTIONS PRIOR TO THE START OF SUBSEQUENT STAGE WORK.

19. REMOVAL OF TEMPORARY CONCRETE BARRIER SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT COST PER FOOT FOR TEMPORARY CONCRETE BARRIER.
20. USE END SHOE CONNECTIONS OR TEMPORARY TERMINAL END TREATMENTS TO JOIN TEMPORARY CONCRETE BARRIER TO EXISTING CONCRETE BARRIER OR RAILING, WHERE APPLICABLE AT LOCATIONS APPROVED BY THE ENGINEER. COST FOR THESE TEMPORARY CONNECTIONS TO BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION.
21. UNLESS OTHERWISE APPROVED BY THE ENGINEER, ALL TEMPORARY CONCRETE BARRIER SHALL BE PLACED DURING OFF-PEAK HOURS UNDER TEMPORARY LANE CLOSURES.
22. ALL TEMPORARY BARRIER FLARES SHALL TRANSITION AWAY FROM TRAFFIC AT THE APPROACH END AT 12:1 OR FLATTER. ALL EXPOSED TEMPORARY BARRIER WALL TERMINALS SHALL BE PROTECTED WITH TEMPORARY ATTENUATION DEVICES ON THE APPROACH END.
23. EXCAVATION, INCLUDING SHOULDER BASE COURSE, FOR CONSTRUCTION OF TEMPORARY PAVEMENT SHALL BE PAID FOR AS EARTH EXCAVATION REGARDLESS OF SOIL TYPE OR SUITABILITY.
24. EMBANKMENT MATERIAL FOR TEMPORARY PAVEMENT WIDENING TO ACCOMMODATE A MAX 1:2 SLOPE SHALL BE INCLUDED IN THE COST FOR EARTH EXCAVATION.
25. THE CONTRACTOR SHALL RELOCATE OR COVER ALL EXISTING, TEMPORARY, AND PROPOSED SIGNS THAT CONFLICT WITH THE CURRENT CONSTRUCTION STAGE. SIGNS THAT DO NOT CONFLICT WITH THE CURRENT CONSTRUCTION STAGE AND ARE NOT MARKED FOR RELOCATION SHALL REMAIN AS PREVIOUSLY CONFIGURED. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT COST OF TRAFFIC CONTROL AND PROTECTION.
26. ALL SIGNS SHALL BE MOUNTED IN LOCATIONS AND ELEVATIONS THAT PROVIDE AN UNOBSTRUCTED VIEW TO THE ROADWAY USERS.
27. A SUGGESTED SEQUENCE OF DRAINAGE INSTALLATIONS AND REMOVALS IS DESCRIBED IN THE STAGING PLANS TO PROVIDE TEMPORARY DRAINAGE THROUGHOUT EACH STAGE OF CONSTRUCTION. THE SUGGESTED DRAINAGE AND REMOVAL SEQUENCE SHALL BE VERIFIED BY THE CONTRACTOR. FOR DETAILED INFORMATION REGARDING THE INSTALLATION OF THE PROPOSED DRAINAGE SYSTEM, THE DRAINAGE PLAN AND PROFILE SHEETS SHALL BE REFERENCED.
28. TEMPORARY IMPACT ATTENUATOR SHALL BE TEST LEVEL 3.
29. SEE SPECIAL PROVISIONS FOR LANE RENTALS AND CLOSURE DURATIONS, ALLOTMENTS, AND DETAILS.
30. AT LOCATIONS WHERE FULL DEPTH TEMPORARY PAVEMENT IS TO BE PLACED IN AN EXISTING GORE OR SHOULDER, THE REMAINING GORE OR SHOULDER SHALL BE LEFT INTACT FOLLOWING CONSTRUCTION OF TEMPORARY PAVEMENT.
31. CHANGEABLE MESSAGE SIGNS REQUIRED PER STANDARDS SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION
32. TEMPORARY RAMPS SHALL BE 80:1 MINIMUM RATIO.
33. WHEN PAVEMENT DROP-OFF IS TO REMAIN ADJACENT TO A LIVE TRAFFIC LANE, BARRICADES WITH PIPE EXTENSIONS SHALL BE USED TO ACHIEVE THE CORRECT ELEVATION.
34. ALL STAGE CONSTRUCTION LINES ON THE RAMPS SHALL MATCH PROPOSED JOINTING PLANS WHEN WITHIN THE PCC LIMITS.
35. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE IDOT SAFETY ENGINEERING POLICY MEMORANDUM 4-15.
36. TEMPORARY MAINLINE TRAFFIC CONFIGURATIONS SHALL INCLUDE 2-12' WIDE LANES WITH 2' (MINIMUM) WIDE LEFT AND RIGHT SHOULDERS UNLESS SHOWN OTHERWISE HEREIN OR AS DIRECTED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC INDEX OF SHEETS

200 - 201	MAINTENANCE OF TRAFFIC GENERAL NOTES & INDEX OF SHEETS
202 - 205	MAINTENANCE OF TRAFFIC - REAL TIME TRAFFIC CONTROL SYSTEM
206 - 277	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-74 - STAGE 1
278 - 347	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-74 - STAGE 2
348 - 369	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-74 - STAGE 2A
370 - 438	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-74 - STAGE 3
439	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-74 - STAGE 4
440 - 490	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-57 - STAGE 5
491 - 539	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-57 - STAGE 6
540 - 548	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-57 - STAGE 6A
549 - 597	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-57 - STAGE 7
598	MAINTENANCE OF TRAFFIC - CONTRACT 4 - I-57 - STAGE 8
599 - 600	MAINTENANCE OF TRAFFIC - DETAILS
601 - 619	MAINTENANCE OF TRAFFIC - DETOURS

37. CLEAR ZONES DURING STAGED CONSTRUCTION:

ROADWAY	CLEAR ZONE (FT)	
	EXISTING ALIGNMENT	PROPOSED ALIGNMENT
I-57	18	18
I-74	18	18
RAMP A	16	16
RAMP B	12	16
RAMP C	12	16
RAMP F	12	16
RAMP G	12	16
RAMP H	10	12
OLYMPIAN RAMP B	12	16
OLYMPIAN RAMP C	12	16
PROSPECT RAMP A	16	16
PROSPECT RAMP C	16	16