

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
INTERSTATE HIGHWAY PLANS**

F.A.I. ROUTE 57 (I-57)  
SECTION 77-(3, 4-1, 4-2)RS-2  
PROJECT NO: IM-057-1(197)008  
PULASKI COUNTY  
C-99-080-03

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-(3, 4-1, 4-2)RS-2	PULASKI	52#	1

CONTRACT NO. 98829  
53 Total Sheets

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4 - 6

STATION EQUATIONS  
STA EQ 852+63.26 @ BK = STA 861+04.27 @ AH

**TRAFFIC DATA**

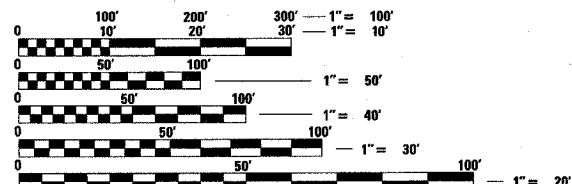
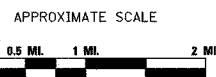
I-57 TRAFFIC DATA  
2003 ADT = 9,500 WITH 44% TRUCKS  
2005 ADT = 9,708 WITH 44% TRUCKS  
2015 ADT = 12,046 WITH 44% TRUCKS

MOUNDS ROAD TRAFFIC DATA  
2003 ADT = 2,450 WITH 12.2% TRUCKS

**TOWNSHIPS**

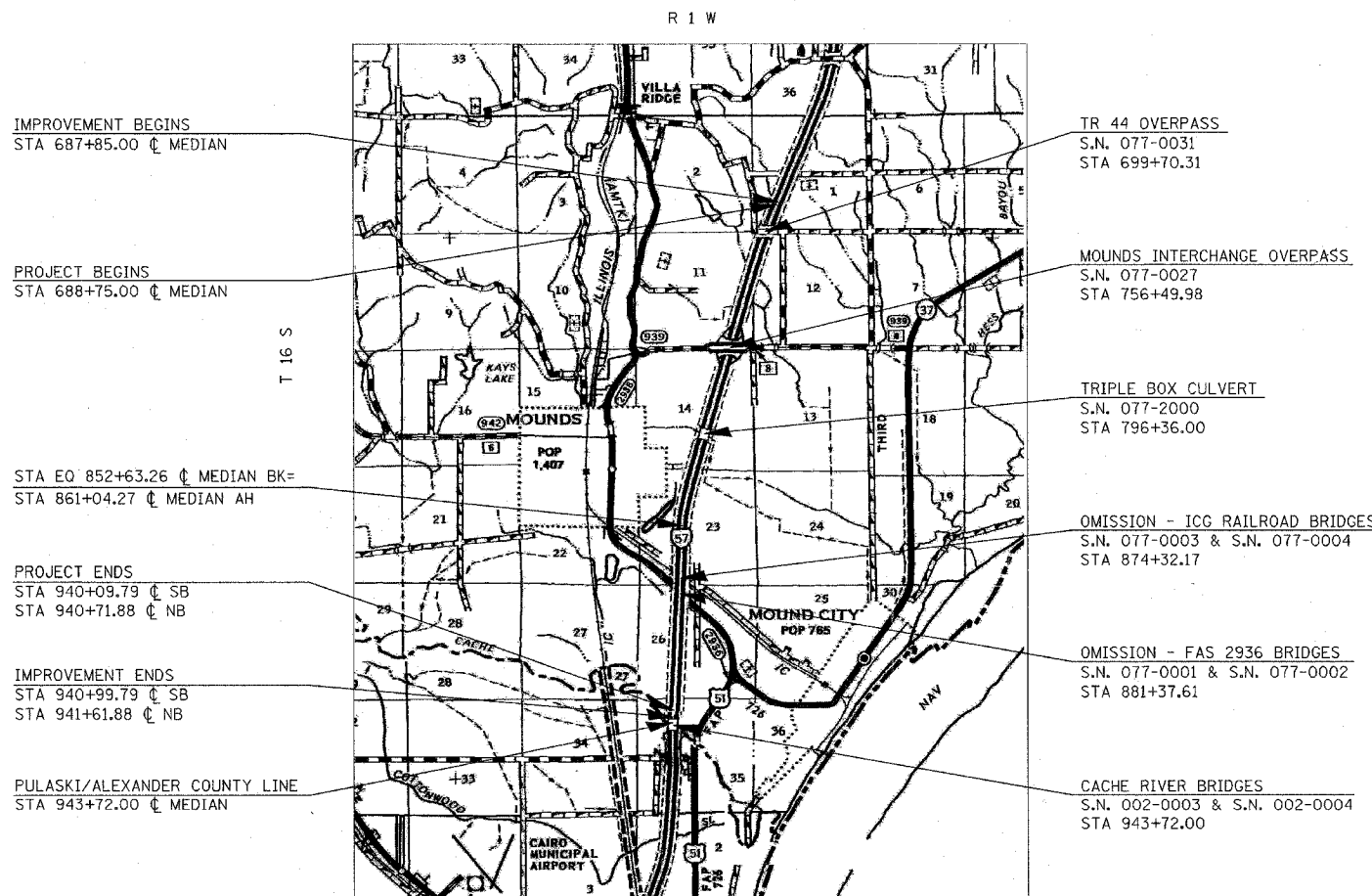
VILLA RIDGE  
MOUNDS  
MOUND CITY

STATION	MILE POST
687+85	8.98
739+68	8
MOUNDS INTERCHANGE	7.68
792+50	7
845+65	6
907+50	5
941+00	4.34



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

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123 or www.julie1call.com



GROSS LENGTH OF PROJECT = 24,474 FT = 4.64 MILES (SB)  
24,536 FT = 4.65 MILES (NB)  
NET LENGTH OF PROJECT = 23,214 FT = 4.40 MILES (SB)  
23,349 FT = 4.42 MILES (NB)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED March 15 20 07  
Man C James  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 20 07  
Eric Edwards  
ENGINEER OF DESIGN AND ENVIRONMENT

May 11 20 07  
Michael R. See, P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

PROJECT ENGINEER: CHARLES STEIN  
DESIGNER: HOWARD THOMAS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-43, 4-1, 4-2RS-2	PULASKI	52	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

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52A.	TRAFFIC BARRIER TERMINAL TYPE 2 DETAIL HIGHWAY STANDARDS

## HIGHWAY STANDARDS

000001-04	642001
280001-03	665001-01
420701-01	701101-01
442001-03	701106-01
442101-06	701201-02
542301-01	701301-02
601001-01	701306-01
601101	701311-02
604001-02	701336-04
630001-07	701400-02
630101-07	701401-03
631011-03	701406-04
631026-03	701411-03
631031-06	701426-02
631033-02	702001-06
635001	780001-01
635006-02	781001-02
635011-01	

## CORE RESULTS

FOR INFORMATION ONLY  
SAMPLES COLLECTED MARCH 2004

NORTHBOUND LANES		SOUTHBOUND LANES	
STATION 699+00		STATION 700+10	
DRIVING LANE	PASSING LANE	DRIVING LANE	PASSING LANE
2 1/2" HMA	3" HMA	2 3/4" HMA	2 1/2" HMA
7 3/4" PCC	7 1/2" PCC	6 1/2" PCC	7" PCC
3 1/2" HMA BASE	3" HMA BASE	4" HMA BASE	5" HMA BASE
STATION 756+00		STATION 757+00	
DRIVING LANE	PASSING LANE	DRIVING LANE	PASSING LANE
2 1/4" HMA	2 1/2" HMA	2 3/4" HMA	2" HMA
8 1/4" PCC	7 1/2" PCC	7 1/2" PCC	7" PCC
7" HMA BASE	5 1/2" HMA BASE	6" HMA BASE	4 1/4" HMA BASE

Prepared By:	<i>Am. Z. G. K. K.</i> DISTRICT STUDIES & PLANS ENGINEER
Examined By:	<i>James Lewis Emery</i> DISTRICT LAND ACQUISITION ENGINEER
Examined By:	<i>Conie Nelson</i> DISTRICT PROGRAM DEVELOPMENT ENGINEER
Examined By:	<i>Kevin Grammer</i> DISTRICT OPERATIONS ENGINEER
Examined By:	<i>Joseph Lopez</i> DISTRICT CONSTRUCTION ENGINEER
Examined By:	<i>Bernard D. D.</i> DISTRICT MATERIALS ENGINEER
Examined By:	<i>Jim Swisher</i> DISTRICT PROJECT IMPLEMENTATION ENGINEER
Examined By:	<i>Tommy J. [Signature]</i> ASSISTANT REGIONAL ENGINEER
Approved By:	<i>Mark C. [Signature]</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
	March 15 2007 DATE

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	7T-G, 4-1, 4-2RS-2	PULASKI	52	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 98829

## GENERAL NOTES

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT 2.016 TONS/CU. YD.	BITUMINOUS MATERIALS: ON PAVEMENT 0.09 GAL./SQ. YD.
ALL AGGREGATE 2.05 TONS/CU. YD.	INTERMEDIATE LIFTS(FOG COAT) 0.04 GAL./SQ. YD.
RIPRAP 1.50 TONS/CU. YD.	ON AGGREGATE SURFACE 0.32 GAL./SQ. YD.
AGGREGATE (PRIME COAT) 0.0015 TONS/SQ. YD.	

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON APPLICATIONS FOR HOT-MIX ASPHALT SURFACE REMOVAL, HOT-MIX ASPHALT BINDER COURSE AND HOT-MIX ASPHALT SURFACE COURSE.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE FINAL ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITIES SHOWN IN THE PLANS FOR EROSION CONTROL ITEMS ARE ESTIMATES, THE ACTUAL AMOUNTS USED AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

THE EXISTING AGGREGATE SHOULDERS ADJACENT TO THE TIMBER CURB SHALL BE BLADED TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO THE PROPOSED HMA SHOULDER BEING CONSTRUCTED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE HOT-MIX ASPHALT SHOULDER.

SAW CUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

PAINT PAVEMENT MARKING REMOVAL, SHOWN IN THE PLANS, SHALL BE USED TO REMOVE EXISTING CENTERLINE AND EDGELINE MARKINGS ON THE BRIDGES WITHIN THE PROJECT LIMITS PRIOR TO THE APPLICATION OF THE POLYUREA PAVEMENT MARKINGS.

A QUANTITY OF LOCATING UNDERGROUND CABLE HAS BEEN INCLUDED IN THE PLANS. THIS SHALL BE USED TO LOCATE THE HIGHWAY LIGHTING CABLES PRIOR TO THE INSTALLATION OF GUARDRAIL POSTS AND OTHER ITEMS IN THE MOUNDS INTERCHANGE AREA, OR AS DIRECTED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 406.06 (e), THE CONTRACTOR SHALL USE STRINGLINE GRADE CONTROL AT ANY OTHER LOCATIONS SPECIFIED IN THE PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF PAVING.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT. ADDITIONALLY THE ILLINOIS STATE POLICE DISTRICT 22 HEADQUARTERS, BASED IN ULLIN, PHONE NO 618-845-3740, SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE AIR SPEED CHECK MARKINGS (NOTED AS THERMOPLASTIC PAVEMENT MARKING LINE 24" IN THE PAVEMENT MARKING SCHEDULE).

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16. THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

THE CONTRACTOR SHALL COMPLETE ALL PATCHING PRIOR TO THE HMA SURFACE REMOVAL.

THE CONTRACTOR SHALL COMPLETE THE INSTALLATION OF ALL PIPE DRAINS PRIOR TO RESURFACING THE ASPHALT SHOULDERS.

THE CONTRACTOR IS TO CLEAN ALL MEDIAN INLETS OF RIPRAP, GRASS CLIPPINGS, SILT, AND OTHER DEBRIS. THE COST FOR THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04(b) OF THE STANDARD SPECIFICATIONS.

DURING MAINLINE MILLING OPERATIONS THE CONTRACTOR SHALL MILL A SECTION OF EXISTING ASPHALT SHOULDER 1" DEEP EVERY 500 FEET OR AS DIRECTED BY THE ENGINEER TO PROVIDE DRAINS FOR SURFACE WATER ON THE MAINLINE PAVEMENT.

ALL EARTHWORK REQUIRED FOR CULVERT EXTENSIONS WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE COST OF EXTENDING THE CULVERTS.

PRIOR TO RESURFACING OPERATIONS, ANY VEGETATION PRESENT ON THE EXISTING ASPHALT SHOULDERS SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SHOULDERS.

BASED ON STRUCTURAL ANALYSIS, APPROVAL HAS BEEN GRANTED FOR A LOADED MATERIAL TRANSFER DEVICE TO CROSS THE STRUCTURES WITHIN THE PROJECT LIMITS.

THE STRUCTURES ARE AS FOLLOWS:

SN 002-0001  
SN 002-0002  
SN 002-0003  
SN 002-0004  
SN 077-0001  
SN 077-0002  
SN 077-0003  
SN 077-0004  
SN 077-2000

## COMMITMENTS

NONE

## MIXTURE REQUIREMENTS

LOCATION(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N105
AC/PG:	SBS PG76-22
RAP % (MAX):	0
DESIGN AIR VOIDS:	4.0 %, 105 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM OR IL-12.5 MM
FRICTION AGGREGATE:	D SURFACE

LOCATION(S):	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL-19.0
AC/PG:	SBS PG76-22
RAP % (MAX):	0
DESIGN AIR VOIDS:	4.0 %, 105 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 MM
FRICTION AGGREGATE:	NONE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS, INCIDENTAL HOT-MIX ASPHALT SURFACING (MEDIAN CROSSEOVERS)
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
AC/PG:	PG58-22
RAP % (MAX):	50
DESIGN AIR VOIDS:	2.0 %, 30 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	HMA SHOULDERS
FRICTION AGGREGATE:	NONE

LOCATION(S):	MIXTURES FOR FAS 939 (MOUNDS ROAD) HOT-MIX ASPHALT SURFACE COURSE, PARTIAL DEPTH PATCHING INCIDENTAL HOT-MIX ASPHALT SURFACING
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0 %, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM OR IL-12.5 MM
FRICTION AGGREGATE:	C SURFACE

LOCATION(S):	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
MIXTURE USE(S):	POLYMER MODIFIED EMULSIFIED ASPHALT
REQUIREMENTS:	SS-1HP OR CSS-1HP

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	4
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

## SUMMARY OF QUANTITIES

SHEET 1 OF 3

CODE NUMBER	ITEM DESCRIPTION CONSTRUCTION TYPE CODE	UNIT	90% FEDERAL / 10% STATE PULASKI COUNTY		
			TOTAL QUANTITY	I-57	MOUNDS RD FAS 939
				I 000	I 000
X0320157	CLEANING UNDERDRAIN OUTLETS	EACH	87	87	
X0322278	RODENT SHIELDS	EACH	20	20	
X0322653	BITUMINOUS SIGN PADS	TON	32	32	
X0322729	MATERIAL TRANSFER DEVICE	TON	28841	28841	
<del>X0329907</del>	<del>PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2 1/2"</del>	<del>SQ YD</del>	<del>284</del>	<del>284</del>	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12	
Z0010500	CLEANING CULVERTS	L SUM	1	1	
Z0017202	DOWEL BARS 1 1/2"	EACH	472	336	336
Z0075310	TIE BARS 3/4"	EACH	670	670	
Z0076600	TRAINEES	Hour	500	500	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	76	76	
25000350	SEEDING, CLASS 7	ACRE	3.5	3.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	560	560	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	420	420	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	420	420	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	7	7	
25001010	SEEDING, CLASS 2 (MODIFIED)	ACRE	3.5	3.5	
25100115	MULCH, METHOD 2	ACRE	6	6	
25100630	EROSION CONTROL BLANKET	SQ YD	5246	5246	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	350	350	
28000300	TEMPORARY DITCH CHECKS	EACH	28	28	
28000400	PERIMETER EROSION BARRIER	FOOT	1869	1869	
28000500	INLET AND PIPE PROTECTION	EACH	23	23	
28100107	STONE RIPRAP, CLASS A4	SQ YD	107	107	
28100205	STONE RIPRAP, CLASS A3	TON	142	142	
28102600	STONE RIPRAP DITCH	TON	140	140	
28200200	FILTER FABRIC	SQ YD	107	107	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1438		1438
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	21270	21270	
40600300	AGGREGATE (PRIME COAT)	TON	380	356	24
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	19	19	
<del>40600645</del>	<del>LEVELING BINDER (MACHINE METHOD), N90</del>	<del>TON</del>	<del>717</del>	<del>105</del>	<del>612</del>
40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2501	2280	221
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	414		414
40600990	TEMPORARY RAMP	SQ YD	540	486	54
40603245	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	17092	17092	
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	TON	919		919

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2R5-2	PULASKI	52	5
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

## SUMMARY OF QUANTITIES

SHEET 2 OF 3

CODE NUMBER	ITEM DESCRIPTION CONSTRUCTION TYPE CODE	UNIT	90% FEDERAL / 10% STATE PULASKI COUNTY		
			TOTAL QUANTITY	I-57	MOUNDS RD FAS 939
				I 000	I 000
40603550	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105	TON	11760	11760	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	190	171	25
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	127817	127817	
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	667	667	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	760	760	
44200549	CLASS A PATCHES, TYPE I, 10 INCH	SQ YD	346	346	
44200553	CLASS A PATCHES, TYPE II, 10 INCH	SQ YD	690	690	
44200557	CLASS A PATCHES, TYPE III, 10 INCH	SQ YD	65	65	
44200559	CLASS A PATCHES, TYPE IV, 10 INCH	SQ YD	819	819	
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	321	133	188
44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	58		58
44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	39		39
44212900	PAVEMENT PATCHING (PARTIAL DEPTH)	SQ YD	112	112	
44213000	PATCHING REINFORCEMENT	SQ YD	1860	1860	
44213100	PAVEMENT FABRIC	SQ YD	97		97
44213200	SAW CUTS	FOOT	12,005	11006	999
48101200	AGGREGATE SHOULDERS, TYPE B	TON	3279	3133	146
48203100	HOT-MIX ASPHALT SHOULDERS	TON	15,573	15173	400
50300255	CONCRETE SUPERSTRUCTURE	CU YD	6.6	5.4	1.2
50300300	PROTECTIVE COAT	SQ YD	50	40	10
50800105	REINFORCEMENT BARS	POUND	3939	3939	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	935	775	160
54002020	EXPANSION BOLTS 3/4 INCH	EACH	68	68	
54003000	CONCRETE BOX CULVERTS	CU YD	27	27	
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	5	5	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1	
54248510	CONCRETE COLLAR	CU YD	0.3	0.3	
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	10	10	
60100072	SHOULDER REMOVAL AND REPLACEMENT 5"	FOOT	76	76	
60108100	PIPE DRAINS 4" (SPECIAL)	FOOT	164	164	
60406500	FRAMES AND LIDS, SPECIAL	EACH	1	1	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	6680	6680	
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	131	131	
* 63001105	FURNISHING AND INSTALLING GUARD RAIL BLOCKS	EACH	542	418	124
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	7	5	2
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	8	6	2
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	12	12	

\* SPECIALTY ITEM

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

## SUMMARY OF QUANTITIES

SHEET 3 OF 3

CODE NUMBER	ITEM DESCRIPTION CONSTRUCTION TYPE CODE	UNIT	90% FEDERAL / 10% STATE PULASKI COUNTY		
			TOTAL QUANTITY	I-57 I 000	MOUNDS RD FAS 939 I 000
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	17	15	2
* 63100217	TRAFFIC BARRIER TERMINAL, TYPE 6B (SPECIAL)	EACH	2		2
* 63200310	GUARDRAIL REMOVAL	FOOT	2606	2318	288
* 63300900	VERTICAL ADJUSTMENT OF GUARD RAIL	FOOT	3549	2824	745
* 63400105	GUARD POSTS	EACH	87	87	
63500105	DELINEATORS	EACH	282	282	
63500120	DELINEATOR REMOVAL	EACH	182	182	
64200105	SHOULDER RUMBLE STRIP	FOOT	92665	92665	
66502405	WOVEN WIRE FENCE REMOVAL AND REPLACEMENT	FOOT	50	50	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	
67100100	MOBILIZATION	L SUM	1	1	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1		1
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	23,859	23,497	362
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73		73
70300220	TEMPORARY PAVEMENT MARKING-LINE 4"	FOOT	134795	121550	13245
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1542	1542	
70300260	TEMPORARY PAVEMENT MARKING-LINE 12"	FOOT	162		162
70300280	TEMPORARY PAVEMENT MARKING-LINE 24"	FOOT	188	48	140
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	7953	7832	121
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73		73
78000200	THERMOPLASTIC PAVEMENT MARKING- LINE 4"	FOOT	116685	104440	12245
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1542	1542	
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	162		162
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	188	48	140
78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	11644	11644	
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	6470	5470	1000
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	801	697	104
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	130	130	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	15	13	2
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	697	697	
78300500	PAINT PAVEMENT MARKING REMOVAL	SQ FT	2156	1823	333
80300100	LOCATING UNDERGROUND CABLE	FOOT	150	150	

\* SPECIALTY ITEM

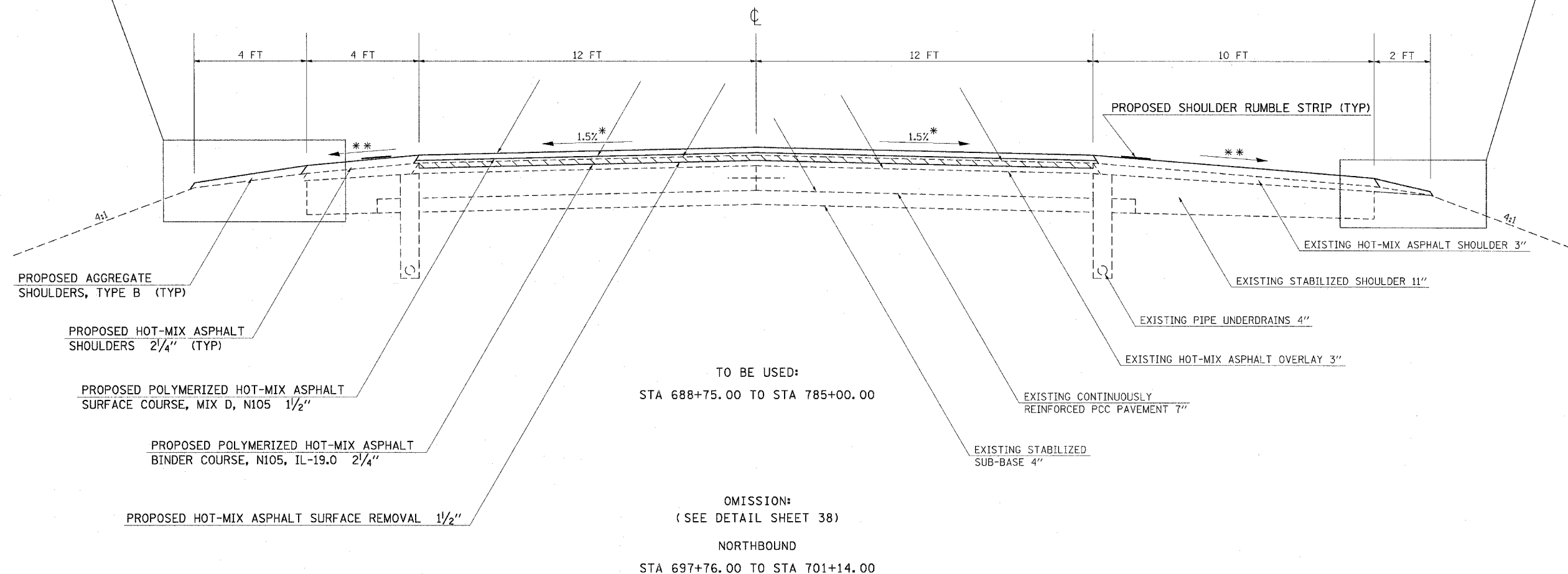
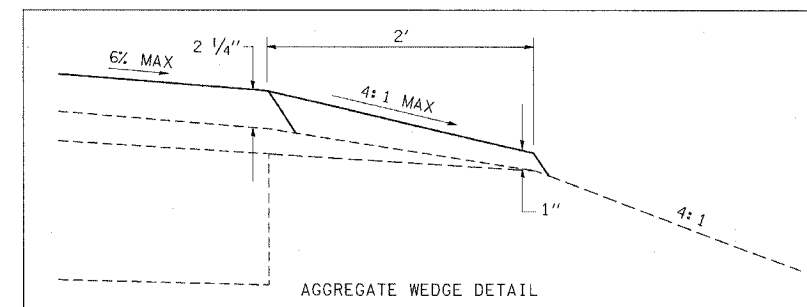
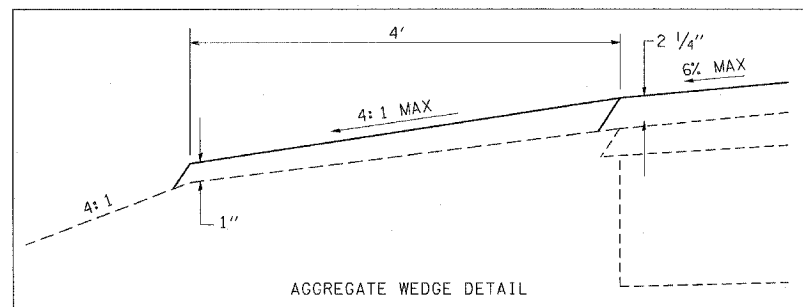
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Rev.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2R5-2	PULASKI	52	7
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 98829

**TYPICAL SECTION #1**  
 PULASKI COUNTY  
 SB & NB LANES  
 F.A.I. RTE. 57  
 (LOOKING IN DIRECTION OF TRAVEL)



**NOTES:**

- \* 1.5% PAVEMENT CROSS SLOPE TO BE ACHIEVED WITH HOT-MIX ASPHALT SURFACE REMOVAL
- \*\* MATCH EXISTING SHOULDER SLOPE UP TO 6% MAXIMUM.

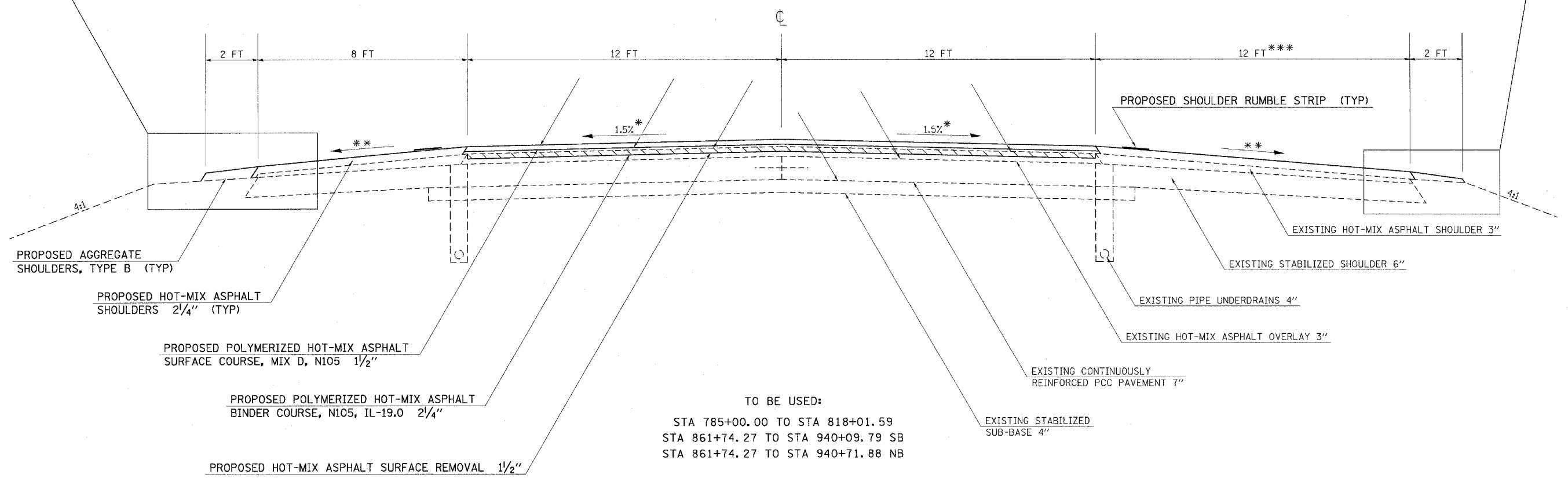
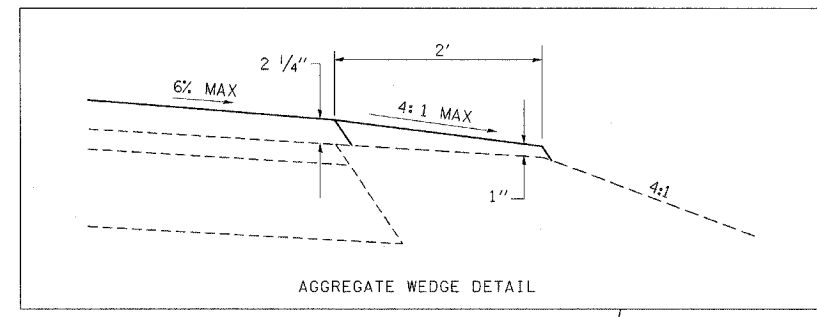
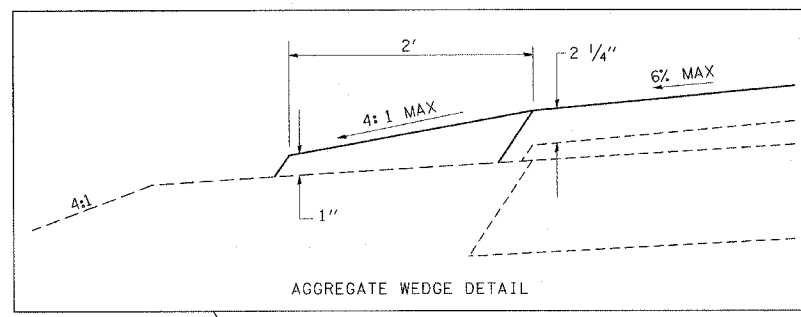
**REQUIRED PAVING SEQUENCE:**

- ① MILL EX HMA SURF 1 1/2" PASSING & DRIVING
- ② PAVE HMA BIND CSE 2 1/4" PASSING & DRIVING
- ③ PAVE HMA SURF CSE 1 1/2" PASSING
- ④ PAVE ADJACENT HMA SHLD 2 1/4" PASSING
- ⑤ PAVE HMA SURF CSE 1 1/2" DRIVING
- ⑥ PAVE ADJACENT HMA SHLD 2 1/4" DRIVING

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-13, 4-1, 4-2R5-2	PULASKI	52	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

**TYPICAL SECTION #2**  
PULASKI COUNTY  
SB & NB LANES  
F. A. I. RTE. 57  
(LOOKING IN DIRECTION OF TRAVEL)



TO BE USED:  
STA 785+00.00 TO STA 818+01.59  
STA 861+74.27 TO STA 940+09.79 SB  
STA 861+74.27 TO STA 940+71.88 NB

OMISSIONS:

SOUTHBOUND  
STA 872+28.27 TO STA 875+82.27  
STA 879+24.53 TO STA 891+90.01

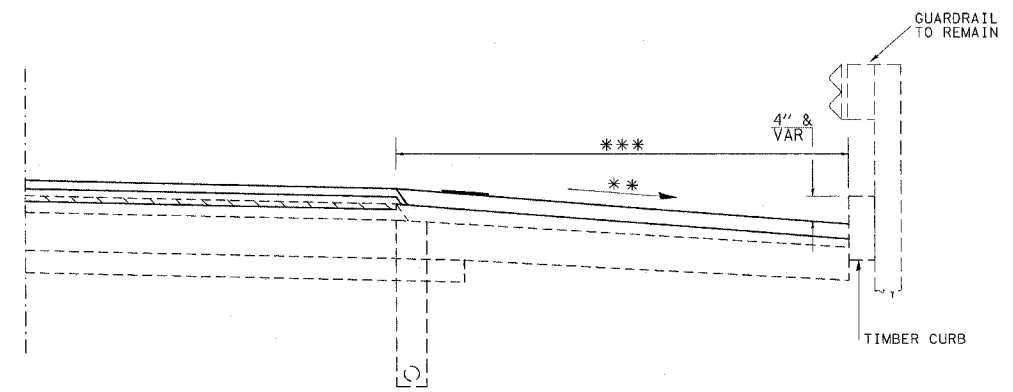
NORTHBOUND  
STA 872+84.55 TO STA 876+38.55  
STA 879+96.85 TO STA 891+90.01

NOTES:

- \* 1.5% PAVEMENT CROSS SLOPE TO BE ACHIEVED WITH HOT-MIX ASPHALT SURFACE REMOVAL
- \*\* MATCH EXISTING SHOULDER SLOPE UP TO 6% MAXIMUM.
- \*\*\* EXISTING HMA SHOULDER WIDTH VARIES FROM 10 FT TO 13 FT IN AREAS WITH EXISTING TIMBER CURB

REQUIRED PAVING SEQUENCE:

- ① MILL EX HMA SURF 1 1/2" PASSING & DRIVING
- ② PAVE HMA BIND CSE 2 1/4" PASSING & DRIVING
- ③ PAVE HMA SURF CSE 1 1/2" PASSING
- ④ PAVE ADJACENT HMA SHLD 2 1/4" PASSING
- ⑤ PAVE HMA SURF CSE 1 1/2" DRIVING
- ⑥ PAVE ADJACENT HMA SHLD 2 1/4" DRIVING



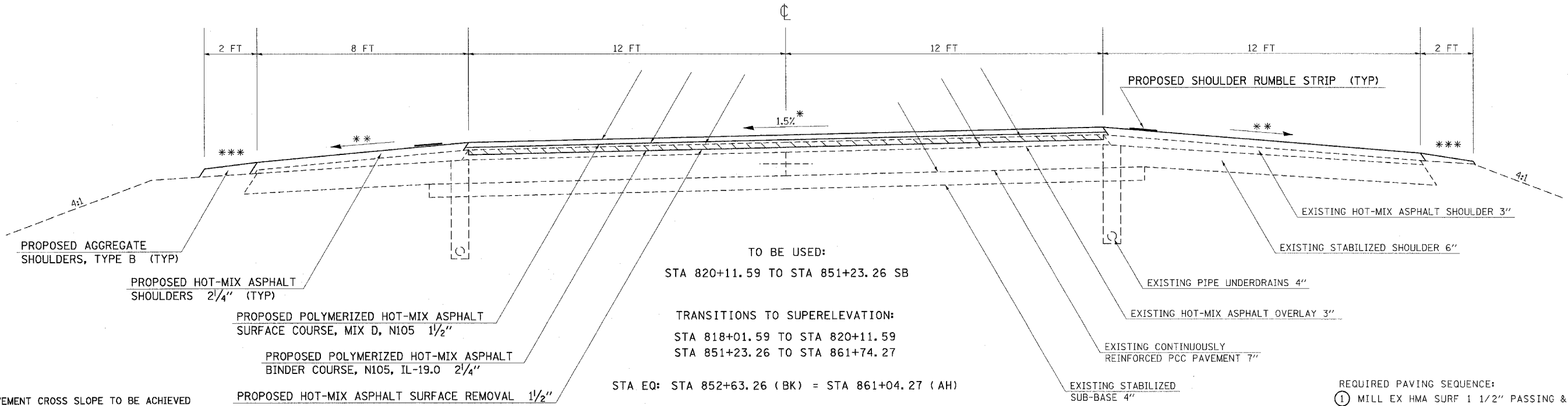
SB LANES: STA 869+80 TO STA 879+86  
NB LANES: STA 868+94 TO STA 894+50

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-G, 4-1, 4-2RS-2	PULASKI	52	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				

**TYPICAL SECTION #3**  
PULASKI COUNTY  
I-57 SOUTHBOUND  
(LOOKING IN DIRECTION OF TRAVEL)



TO BE USED:  
STA 820+11.59 TO STA 851+23.26 SB

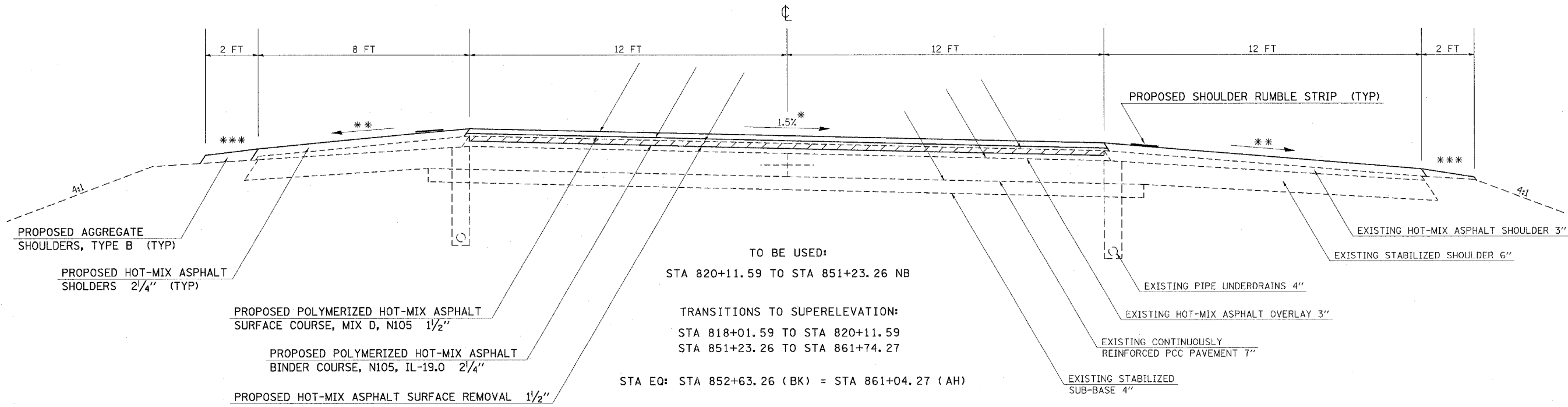
TRANSITIONS TO SUPERELEVATION:  
STA 818+01.59 TO STA 820+11.59  
STA 851+23.26 TO STA 861+74.27

STA EQ: STA 852+63.26 (BK) = STA 861+04.27 (AH)

- NOTES:
- \* 1.5% PAVEMENT CROSS SLOPE TO BE ACHIEVED WITH HOT-MIX ASPHALT SURFACE REMOVAL
  - \*\* MATCH EXISTING SHOULDER SLOPE UP TO 6% MAXIMUM.
  - \*\*\* SEE TYPICAL #2 FOR SHOULDER DETAILS

- REQUIRED PAVING SEQUENCE:
- ① MILL EX HMA SURF 1 1/2" PASSING & DRIVING
  - ② PAVE HMA BIND CSE 2 1/4" PASSING & DRIVING
  - ③ PAVE HMA SURF CSE 1 1/2" PASSING
  - ④ PAVE ADJACENT HMA SHLD 2 1/4" PASSING
  - ⑤ PAVE HMA SURF CSE 1 1/2" DRIVING
  - ⑥ PAVE ADJACENT HMA SHLD 2 1/4" DRIVING

**TYPICAL SECTION #4**  
PULASKI COUNTY  
I-57 NORTHBOUND  
(LOOKING IN DIRECTION OF TRAVEL)



TO BE USED:  
STA 820+11.59 TO STA 851+23.26 NB

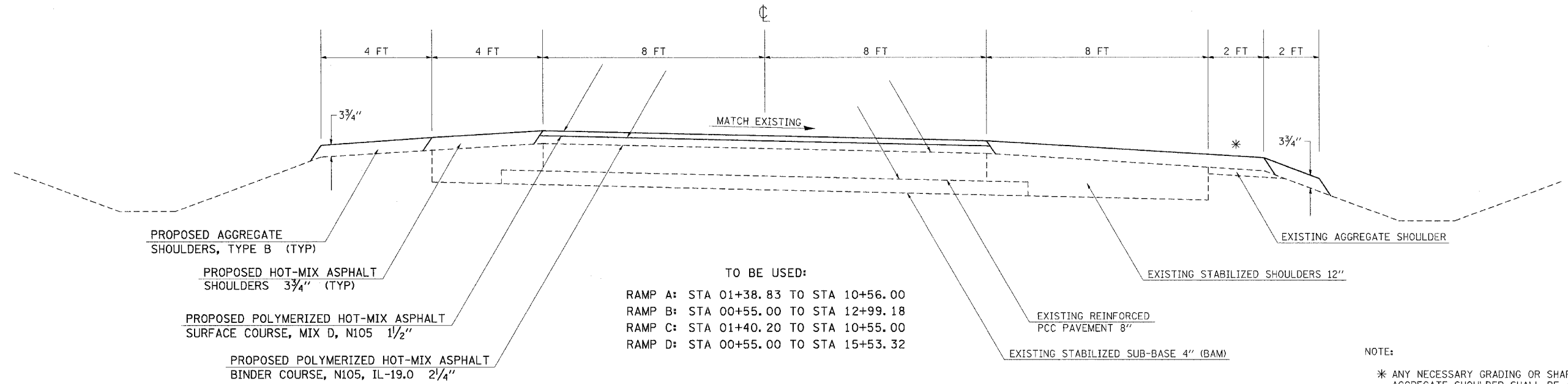
TRANSITIONS TO SUPERELEVATION:  
STA 818+01.59 TO STA 820+11.59  
STA 851+23.26 TO STA 861+74.27

STA EQ: STA 852+63.26 (BK) = STA 861+04.27 (AH)

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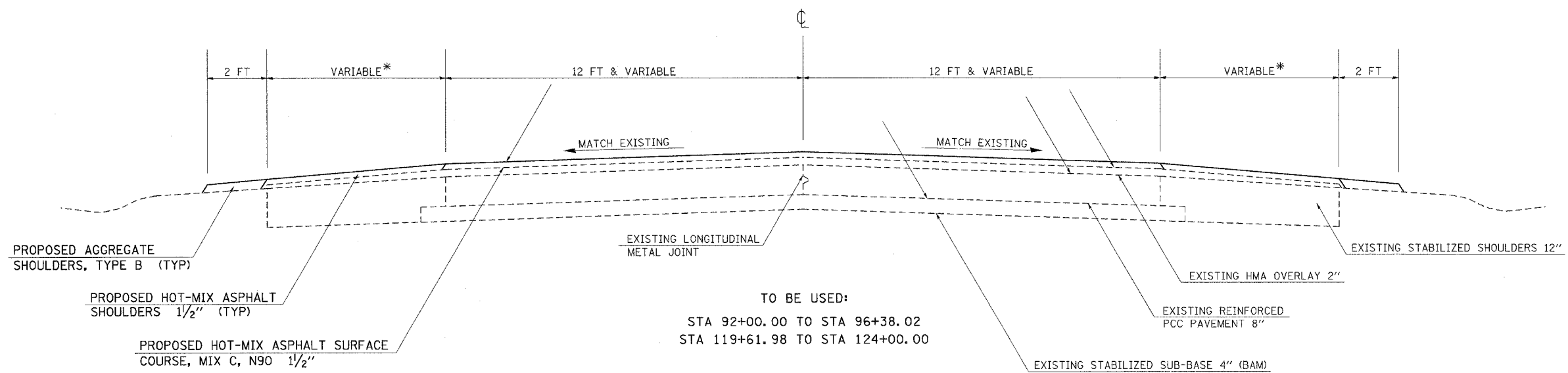
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-03, 4-1, 4-2RS-2	PULASKI	52	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

**TYPICAL SECTION #5**  
PULASKI COUNTY  
MOUNDS INTERCHANGE RAMPS  
(LOOKING IN DIRECTION OF TRAVEL)



NOTE:  
\* ANY NECESSARY GRADING OR SHAPING OF THE EXISTING AGGREGATE SHOULDER SHALL BE AS DIRECTED BY THE ENGINEER AND WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SHOULDERS SUPERPAVE

**TYPICAL SECTION #6**  
PULASKI COUNTY  
FAS 939 (MOUNDS ROAD)



\* HOT-MIX ASPHALT SHOULDER WIDTH VARIES FROM 3 FT TO 8 FT

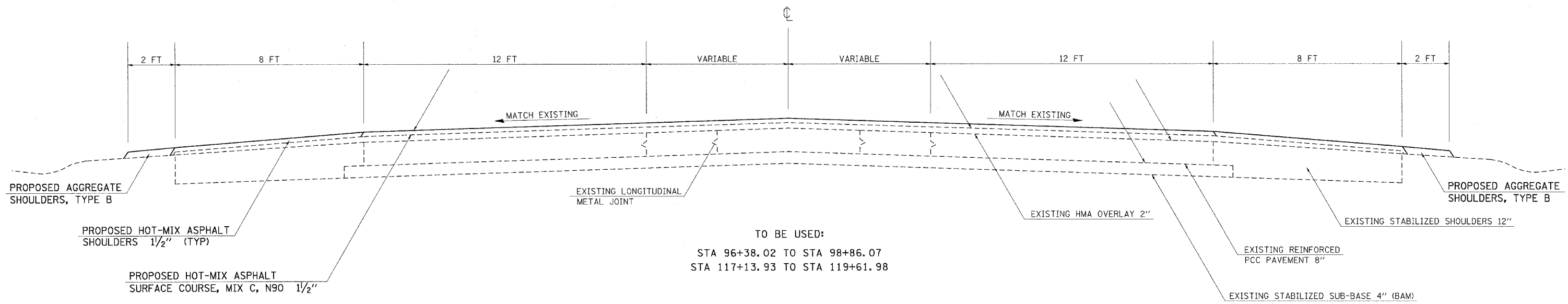
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	177-03, 4-1, 4-2(RS-2)	PULASKI	52	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 98829

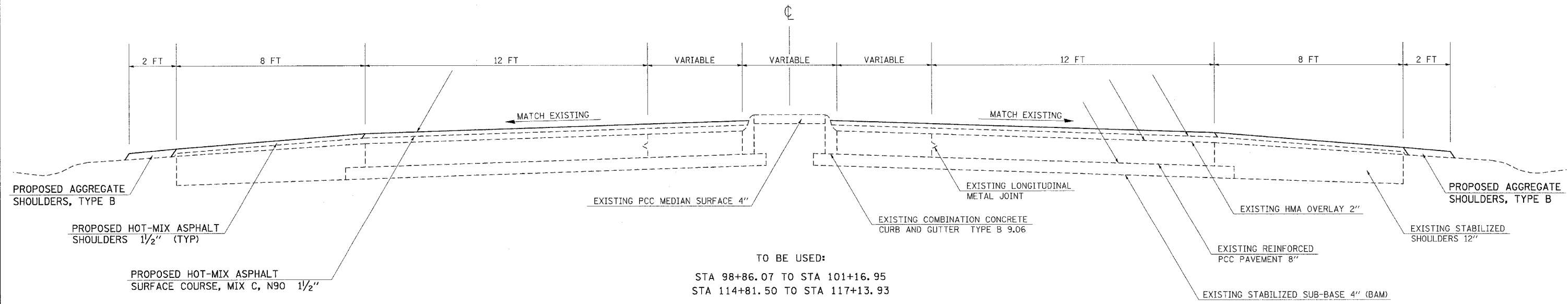
### TYPICAL SECTION #7

PULASKI COUNTY  
FAS 939 (MOUNDS ROAD)



### TYPICAL SECTION #8

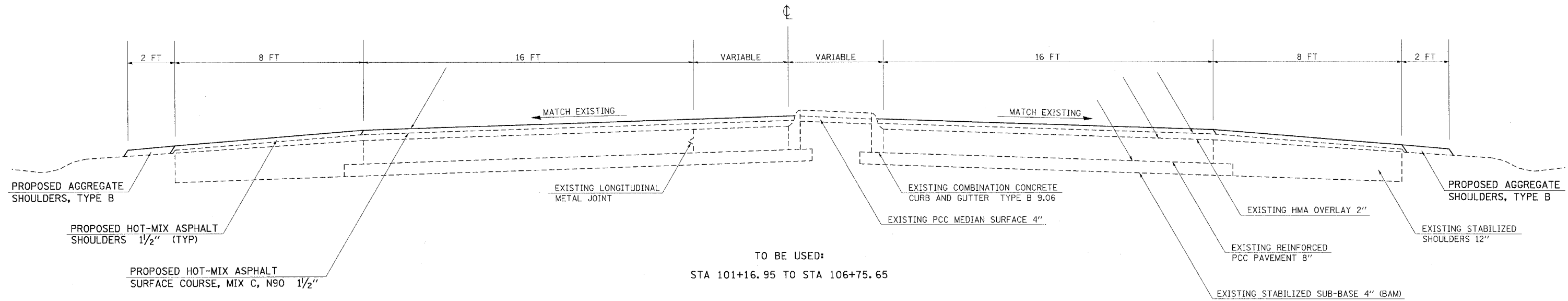
PULASKI COUNTY  
FAS 939 (MOUNDS ROAD)



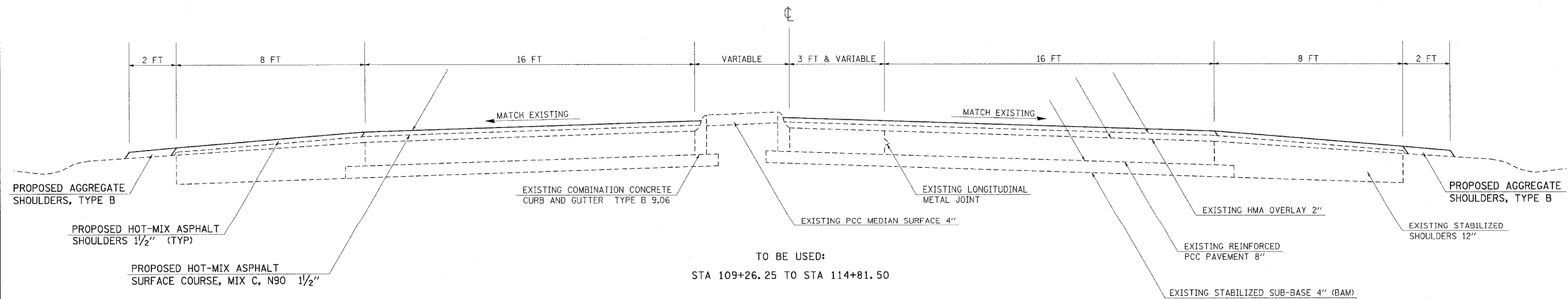
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-13, 4-1, 4-2RS-2	PULASKI	52	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				

**TYPICAL SECTION #9**  
PULASKI COUNTY  
FAS 939 (MOUNDS ROAD)



**TYPICAL SECTION #10**  
PULASKI COUNTY  
FAS 939 (MOUNDS ROAD)



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

## RESURFACING AND SHOULDER SCHEDULE (I-57 MAINLINE)

LOCATION STATION TO STATION	LENGTH (FOR INFORMATION ONLY) FEET	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE TONS	POLYMERIZED HOT-MIX ASHALT SURFACE COURSE TONS	PRIME COAT		SHOULDERS		HOT-MIX ASPHALT SURF REMOVAL 1 1/2" SQ YD	HOT-MIX ASPHALT SURF REMOVAL VAR DEPTH SQ YD	HOT-MIX ASPHALT SURF REMOVAL 3" SQ YD	TEMPORARY RAMP SQ YD	HOT-MIX ASPHALT SURF REMOVAL BUTT JOINT SQ YD
				POLYMERIZED BIT MATERIALS GAL	AGGREGATE TONS	AGGREGATE TYPE B TONS	HOT-MIX ASPHALT TONS					
<b>SOUTHBOUND</b>												
STA 687+85.00 TO STA 688+75.00	90.00	12.13	20.27	34	0.6	5.6	18.3	240.0			26.7	140.0
STA 688+75.00 TO STA 698+12.00	937.00	315.11	210.98	356	6.0	61.8	231.6	2498.7				
STA 698+12.00 TO STA 701+50.00	338.00	113.67	76.11	128	2.2	20.7	79.5	901.3				
STA 701+50.00 TO STA 754+73.00	5323.00	1790.08	1198.56	2023	33.8	331.4	1194.2	14194.7				
STA 754+73.00 TO STA 758+45.00	372.00	125.10	83.76	141	2.4	22.5	72.4	992.0				
STA 758+45.00 TO STA 785+00.00	2655.00	892.85	597.82	1009	16.9	157.2	529.5	7080.0				
STA 785+00.00 TO STA 852+63.26	6763.26	2274.43	1522.86	2976	49.6	287.6	1999.2	18035.4				
STA 861+04.27 TO STA 872+28.27	1124.00	377.99	253.09	495	8.3	42.1	354.6	2997.3				
STA 872+28.27 TO STA 873+18.27	90.00	12.13	20.27	40	0.7	1.6	27.1	240.0			26.7	200.0
STA 874+92.27 TO STA 875+82.27	90.00	12.13	20.27	40	0.7	1.9	30.4	240.0			26.7	200.0
STA 875+82.27 TO STA 879+24.53	342.26	115.10	77.07	151	2.6	7.3	104.6	912.7				
STA 879+24.53 TO STA 880+14.53	90.00	12.13	20.27	40	0.7	2.6	28.2	240.0			26.7	200.0
STA 891+00.01 TO STA 891+90.01	90.00	12.13	20.27	40	0.7	4.0	28.2	240.0			26.7	200.0
STA 891+90.01 TO STA 940+09.79	4819.78	1620.85	1085.25	2121	35.4	204.9	1496.7	12852.7				
STA 940+09.79 TO STA 940+99.79	90.00	12.13	20.27	40	0.7	3.8	30.2	240.0			26.7	200.0
<b>SB SUBTOTALS</b>	<b>23214.3</b>	<b>7698</b>	<b>5227</b>	<b>9631</b>	<b>161.3</b>	<b>1155</b>	<b>6225</b>	<b>61905</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>1140</b>
<b>NORTHBOUND</b>												
STA 687+85.00 TO STA 688+75.00	90.00	12.13	20.27	34	0.6	5.6	18.3	240.0			26.7	140.0
STA 688+75.00 TO STA 697+76.00	901.00	303.00	202.88	342	5.7	62.9	232.4	2402.7				
STA 697+76.00 TO STA 698+66.00	90.00	25.23	20.27	34	0.6	6.4	24.4		380.0			
STA 698+66.00 TO STA 700+24.00	158.00	35.58	35.58	60	1.1	10.8	42.9			667.1		
STA 700+24.00 TO STA 701+14.00	90.00	25.23	20.27	34	0.6	5.7	24.2		380.0			
STA 701+14.00 TO STA 754+39.00	5325.00	1790.75	1199.01	2024	33.7	323.4	1138.3	14200.0				
STA 754+39.00 TO STA 758+11.00	372.00	125.10	83.76	141	2.4	23.4	74.7	992.0				
STA 758+11.00 TO STA 785+00.00	2689.00	904.29	605.47	1022	17.0	167.4	598.2	7170.7				
STA 785+00.00 TO STA 852+63.26	6763.26	2274.43	1522.86	2976	49.6	308.1	2325.8	18035.4				
STA 861+04.27 TO STA 872+84.55	1180.28	396.92	265.76	519	8.7	41.9	347.7	3147.4				
STA 872+84.55 TO STA 873+74.55	90.00	12.13	20.27	40	0.7	1.6	23.4	240.0			26.7	200.0
STA 875+48.55 TO STA 876+38.55	90.00	12.13	20.27	40	0.7	1.9	24.8	240.0			26.7	200.0
STA 876+38.55 TO STA 879+96.85	358.30	120.49	80.68	158	2.6	8.2	111.3	955.5				
STA 879+96.85 TO STA 880+86.85	90.00	12.13	20.27	40	0.7	2.1	30.9	240.0			26.7	200.0
STA 891+00.01 TO STA 891+90.01	90.00	12.13	20.27	40	0.7	2.2	30.5	240.0			26.7	200.0
STA 891+90.01 TO STA 940+71.88	4881.87	1641.73	1099.23	2148	35.8	202.0	1475.9	13018.3				
STA 940+71.88 TO STA 941+61.88	90.00	12.13	20.27	40	0.7	3.7	28.1	240.0			26.7	200.0
<b>NB SUBTOTALS</b>	<b>23348.7</b>	<b>7716</b>	<b>5257</b>	<b>9691</b>	<b>161.6</b>	<b>1177</b>	<b>6552</b>	<b>61362</b>	<b>760</b>	<b>667</b>	<b>160</b>	<b>1140</b>
<b>TOTALS</b>	<b>46563</b>	<b>15414</b>	<b>10484</b>	<b>19322</b>	<b>323</b>	<b>2332</b>	<b>12777</b>	<b>123267</b>	<b>760</b>	<b>667</b>	<b>320</b>	<b>2280</b>

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-13, 4-1, 4-2RS-2	PULASKI	52	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

## TRAFFIC BARRIER SCHEDULE

LOCATION STATION TO STATION	GUARDRAIL REMOVAL FOOT	SPBGR TYPE A FOOT	VERT ADJ OF GR FOOT	FURN & INSTALL GR BLOCKS EACH	SPBGR ATTACHED TO STRUCTURE FOOT	TRAFFIC BARRIER TERMINAL						GUARDRAIL MARKERS		TERMINAL MARKERS DIRECT APPLIED	REMARKS
						TY 1, SPL (TAN) EACH	TYPE 2 EACH	TYPE 5 EACH	TYPE 6 EACH	TYPE 6B EACH	TY 6B (SPL) EACH	AMBER EACH	SILVER EACH	EACH	
SOUTHBOUND															
RT 696+35.75 TO 696+85.75						1								1	TERMINAL REPLACEMENT EXTEND SPBGR
RT 696+85.75 TO 699+04.00		218.25											3		
RT 699+04.00 TO 699+35.75	31.75	31.75											1		
RT 699+35.75 TO 699+79.50	43.75									1					TERMINAL REPLACEMENT
RT 752+97.75 TO 753+47.75						1								1	TERMINAL REPLACEMENT EXTEND SPBGR
RT 753+47.75 TO 755+66.50		218.75											3		
RT 755+66.50 TO 755+97.75	31.25	31.25											1		
RT 755+97.75 TO 756+41.50	43.75									1					TERMINAL REPLACEMENT
RT 794+29.50 TO 794+79.50						1								1	TERMINAL REPLACEMENT EXTEND SPBGR
RT 794+79.50 TO 795+67.00		87.50											1		
RT 795+67.00 TO 796+04.50			37.50	7									1		
RT 796+04.50 TO 796+65.50	61.00				61.0								1		TRIPLE BOX CULVERT STA 796+36
RT 796+65.50 TO 796+78.00			12.50	3											
RT 796+78.00 TO 796+90.50							1								TERMINAL REPLACEMENT
RT 807+55.00 TO 808+42.50	87.50														CULVERT EXTENSION
RT 818+98.00 TO 820+10.50	112.50														CULVERT EXTENSION
RT 862+03.50 TO 862+53.50						1								1	TERMINAL REPLACEMENT EXTEND SPBGR
RT 862+53.50 TO 868+66.00		612.50											8		
RT 868+66.00 TO 869+16.00	50.00	50.00											1		
RT 869+16.00 TO 872+57.25			341.25	56									5		
RT 872+57.25 TO 873+01.00	31.25								1						TERMINAL REPLACEMENT
RT 874+86.00 TO 874+98.50	12.50														
RT 874+98.50 TO 879+53.25			454.75	74					1				6		
RT 879+53.25 TO 879+97.00	43.75									1					TERMINAL REPLACEMENT
RT 891+00.00 TO 891+12.50	12.50														
RT 891+12.50 TO 891+75.00			62.50	11									1		
RT 891+75.00 TO 892+00.00	25.00	25.00													
RT 892+00.00 TO 898+62.50		662.50											9		EXTEND SPBGR
RT 898+62.50 TO 898+75.00										1					TERMINAL REPLACEMENT
LT 869+31.25 TO 869+81.25						1								1	TERMINAL REPLACEMENT EXTEND SPBGR
LT 869+81.25 TO 872+10.00		228.75											4		
LT 872+10.00 TO 872+93.75	83.75	83.75											1		
LT 872+93.75 TO 873+37.50	43.75									1					TERMINAL REPLACEMENT
LT 875+16.00 TO 878+96.00		367.50											5		TERMINAL ADDITION NEW RAIL
LT 878+96.00 TO 880+30.00	134.00	82.50											1		
RT 935+71.50 TO 936+21.50						1								1	TERMINAL REPLACEMENT EXTEND SPBGR
RT 936+21.50 TO 936+96.50		75.00													
RT 936+96.50 TO 937+21.50	25.00	25.00											1		
RT 937+21.50 TO 940+54.25			332.75	55									5		
RT 940+54.25 TO 940+98.00	43.75									1					TERMINAL REPLACEMENT
LT 937+00.00 TO 937+50.00						1								1	TERMINAL REPLACEMENT
LT 937+50.00 TO 939+88.00		238.00											4		
LT 939+88.00 TO 940+50.00	62.00	62.00											1		
LT 940+50.00 TO 940+68.75			18.75	4											
LT 940+68.75 TO 941+12.50	43.75									1					TERMINAL REPLACEMENT
<b>SB SUBTOTALS:</b>	<b>1022.5</b>	<b>3100.0</b>	<b>1260.0</b>	<b>210</b>	<b>61</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>7</b>	

PLOT DATE = 5/4/2007  
 FILE NAME = c:\p\projects\98829\98829.dwg  
 PLOT SCALE = 50.0000 / IN.  
 USER NAME = bomeahf

# TRAFFIC BARRIER SCHEDULE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	16
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

LOCATION STATION TO STATION	GUARDRAIL REMOVAL FOOT	SPBGR TYPE A FOOT	VERT ADJ OF GR FOOT	FURN & INSTALL GR BLOCKS EACH	SPBGR ATTACHED TO STRUCTURE FOOT	TRAFFIC BARRIER TERMINAL						GUARDRAIL MARKERS		TERMINAL MARKERS	REMARKS
						TY 1, SPL (TAN) EACH	TYPE 2 EACH	TYPE 5 EACH	TYPE 6 EACH	TYPE 6B EACH	TY 6B (SPL) EACH	AMBER EACH	SILVER EACH	DIRECT APPLIED EACH	
<b>NORTHBOUND</b>															
LT 699+46.50 TO 700+21.50	75.00	31.25									1		1		TERMINAL REPLACEMENT
LT 700+21.50 TO 702+40.25		218.75											3		EXTEND SPBGR
LT 702+40.25 TO 702+90.25						1								1	TERMINAL REPLACEMENT
LT 756+41.50 TO 757+16.50	75.00	31.25									1		1		TERMINAL REPLACEMENT
LT 757+16.50 TO 759+35.25		218.75											3		EXTEND SPBGR
LT 759+35.25 TO 759+85.25						1								1	TERMINAL REPLACEMENT
LT 795+67.50 TO 795+80.00							1						1		TERMINAL REPLACEMENT
LT 795+80.00 TO 796+50.00	70.00				70.0								1		TRIPLE BOX CULVERT STA 796+36
LT 796+50.00 TO 796+92.50	42.50	42.50											1		
LT 796+92.50 TO 799+17.50		225.00											3		EXTEND SPBGR
LT 799+17.50 TO 799+67.50						1								1	TERMINAL REPLACEMENT
LT 809+55.00 TO 810+67.50	112.50														CULVERT EXTENSION
LT 819+71.00 TO 822+20.50	249.50														CULVERT EXTENSION
LT 862+36.25 TO 862+48.75							1								TERMINAL REPLACEMENT
LT 862+48.75 TO 872+80.00		1031.25												13	EXTEND SPBGR
LT 872+80.00 TO 872+92.50	12.50	12.50													
LT 872+92.50 TO 873+79.00			86.5	15									1		TERMINAL REPLACEMENT
LT 873+79.00 TO 873+91.50	12.50							1							
LT 875+65.00 TO 880+91.50	43.75		482.8	81					1				7		TERMINAL REPLACEMENT
LT 880+91.50 TO 881+04.00	12.50									1					TERMINAL REPLACEMENT
LT 891+00.00 TO 898+25.00	43.75		681.3	112									9		TERMINAL REPLACEMENT
LT 898+25.00 TO 898+75.00	50.00	50.00											1		
LT 898+75.00 TO 904+00.00		525.00											7		EXTEND SPBGR
LT 904+00.00 TO 904+50.00						1								1	TERMINAL REPLACEMENT
RT 875+36.50 TO 875+67.75	133.50	89.75											2		TERMINAL REPLACEMENT
RT 875+67.75 TO 878+74.00		204.00											3		EXTEND SPBGR
RT 878+74.00 TO 879+24.00						1								1	TERMINAL REPLACEMENT
RT 891+00.00 TO 891+31.25	137.50	93.75											2		TERMINAL REPLACEMENT
RT 891+31.25 TO 893+75.00		243.75											3		EXTEND SPBGR
RT 893+75.00 TO 894+25.00						1								1	TERMINAL REPLACEMENT
LT 938+49.50 TO 938+62.00	12.50						1								TERMINAL REPLACEMENT
LT 938+62.00 TO 941+75.00			313.0											4	
LT 941+75.00 TO 941+87.50	12.50														TERMINAL REPLACEMENT
LT 965+96.00 TO 966+72.00	75.00	32.25											1		TERMINAL REPLACEMENT
LT 966+72.00 TO 968+77.00		205.25											3		EXTEND SPBGR
LT 968+77.00 TO 969+27.00						1									TERMINAL REPLACEMENT
RT 965+96.00 TO 967+21.00	125.00	81.25												2	TERMINAL REPLACEMENT
RT 967+21.00 TO 969+64.75		243.75											3		EXTEND SPBGR
RT 969+64.75 TO 970+14.75						1									TERMINAL REPLACEMENT
<b>NB SUBTOTALS:</b>	<b>1295.5</b>	<b>3580.0</b>	<b>1563.5</b>	<b>208</b>	<b>70.0</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>6</b>	
<b>MAINLINE TOTALS:</b>	<b>2318</b>	<b>6680</b>	<b>2824</b>	<b>418</b>	<b>131</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>112</b>	<b>13</b>	
<b>MOUNDS ROAD</b>															
LT 104+33.00 TO 104+45.50	12.50						1								TERMINAL REPLACEMENT
LT 104+45.50 TO 106+43.75			198.3	33											
LT 106+43.75 TO 106+75.00	31.25							1							TERMINAL REPLACEMENT
LT 109+26.00 TO 109+57.25	31.25													1	TERMINAL REPLACEMENT
LT 109+57.25 TO 111+39.00			181.8	30											
LT 111+39.00 TO 111+89.00	50.00					1								1	TERMINAL REPLACEMENT
RT 104+50.00 TO 105+00.00	50.00														TERMINAL REPLACEMENT
RT 105+00.00 TO 106+43.75			143.8	24											
RT 106+43.75 TO 106+75.00	31.25													1	TERMINAL REPLACEMENT
RT 109+26.00 TO 109+57.25	31.25								1						TERMINAL REPLACEMENT
RT 109+57.25 TO 111+78.50			221.3	37											
RT 111+78.50 TO 111+91.00	50.00						1								TERMINAL REPLACEMENT
<b>MOUNDS ROAD SUBTOTALS:</b>	<b>287.5</b>	<b>0.0</b>	<b>745.0</b>	<b>124</b>	<b>0.0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	
<b>PROJECT TOTALS:</b>	<b>2606</b>	<b>6680</b>	<b>3569</b>	<b>542</b>	<b>131</b>	<b>17</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>112</b>	<b>15</b>	

PLOT DATE = 5/4/2007  
 FILE NAME = c:\pvc\objects\p984683\p984683.tbl  
 PLOT SCALE = 50.0000 / IN.  
 USER NAME = thomashf





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

## SEEDING AND EROSION CONTROL SCHEDULE

LOCATION STATION	SEEDING DIMENSIONS (FOR INFO ONLY) FOOT x FOOT	SEEDING CLASS 2 (MODIFIED) ACRE	SEEDING CLASS 7 (TEMPORARY) ACRE	NITROGEN FERTILIZER NUTRIENTS		PHOSPHORUS FERTILIZER NUTRIENTS POUND	POTASSIUM FERTILIZER NUTRIENTS POUND	AGRICULTURAL GROUND LIMESTONE TON	EROSION CONTROL BLANKET SQ YD	MULCH METHOD 2 FOR CLASS 2 ACRE	MULCH METHOD 2 FOR CLASS 7 ACRE	PERIMETER EROSION BARRIER FOOT	TEMP DITCH CHECK EACH	INLET AND PIPE PROTECTION EACH
				CLASS 2 POUND	CLASS 7 POUND									
<b>SOUTHBOUND</b>														
702+70		0.10	0.10	12.00	4.00	12.00	12.00	0.20	0.0	0.10	0.10	0.0	2	0
768+99 TO 769+50		0.11	0.11	13.20	4.40	13.20	13.20	0.22	0.0	0.11	0.11	0.0	1	0
774+83		0.08	0.08	9.60	3.20	9.60	9.60	0.16	0.0	0.08	0.08	0.0	1	0
794+00 TO 796+00		0.15	0.15	18.00	6.00	18.00	18.00	0.30	684.4	0.00	0.15	233.0	0	0
796+25		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.0	0	1
797+00 TO 800+00		0.22	0.22	26.40	8.80	26.40	26.40	0.44	1042.1	0.00	0.22	303.0	0	0
808+00		0.07	0.07	8.40	2.80	8.40	8.40	0.14	313.8	0.00	0.07	145.0	0	1
820+00		0.07	0.07	8.40	2.80	8.40	8.40	0.14	313.8	0.00	0.07	145.0	0	1
<b>SB SUBTOTALS</b>		<b>0.80</b>	<b>0.80</b>	<b>96.0</b>	<b>32.0</b>	<b>96.0</b>	<b>96.0</b>	<b>1.6</b>	<b>2354.2</b>	<b>0.29</b>	<b>0.80</b>	<b>826.0</b>	<b>4</b>	<b>3</b>
<b>NORTHBOUND</b>														
7+62 TO 8+97 (RAMP A)		0.15	0.15	18.00	6.00	18.00	18.00	0.30	0.0	0.15	0.15	0.0	3	0
763+55		0.06	0.06	7.20	2.40	7.20	7.20	0.12	0.0	0.06	0.06	0.0	1	1
794+00 TO 796+00		0.12	0.12	14.40	4.80	14.40	14.40	0.24	549.6	0.00	0.12	193.0	0	0
796+25		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	128.0	0	0
797+00 TO 800+00		0.27	0.27	32.40	10.80	32.40	32.40	0.54	1280.3	0.00	0.27	327.0	0	0
810+00		0.07	0.07	8.40	2.80	8.40	8.40	0.14	313.8	0.00	0.07	145.0	0	0
820+00		0.07	0.07	8.40	2.80	8.40	8.40	0.14	313.8	0.00	0.07	145.0	0	0
821+50		0.04	0.04	4.80	1.60	4.80	4.80	0.08	157.0	0.00	0.04	105.0	0	1
869+80		0.04	0.04	4.80	1.60	4.80	4.80	0.08	0.0	0.04	0.04	0.0	2	0
<b>NB SUBTOTALS</b>		<b>0.82</b>	<b>0.82</b>	<b>98.4</b>	<b>32.8</b>	<b>98.4</b>	<b>98.4</b>	<b>1.6</b>	<b>2614.5</b>	<b>0.25</b>	<b>0.82</b>	<b>1043.0</b>	<b>6</b>	<b>2</b>
<b>MEDIAN INLETS</b>														
718+85	75 x 75	0.13	0.13	15.60	5.20	15.60	15.60	0.26	0.0	0.13	0.13	0.0	1	1
734+38	75 x 75	0.13	0.13	15.60	5.20	15.60	15.60	0.26	0.0	0.13	0.13	0.0	1	1
748+84	75 x 75	0.13	0.13	15.60	5.20	15.60	15.60	0.26	0.0	0.13	0.13	0.0	1	1
762+50	75 x 75	0.13	0.13	15.60	5.20	15.60	15.60	0.26	0.0	0.13	0.13	0.0	1	1
768+93	75 x 75	0.13	0.13	15.60	5.20	15.60	15.60	0.26	0.0	0.13	0.13	0.0	1	1
785+09	75 x 75	0.13	0.13	15.60	5.20	15.60	15.60	0.26	0.0	0.13	0.13	0.0	1	1
796+16	65 x 75	0.12	0.12	14.40	4.80	14.40	14.40	0.24	0.0	0.12	0.12	0.0	1	1
803+00	65 x 75	0.12	0.12	14.40	4.80	14.40	14.40	0.24	0.0	0.12	0.12	0.0	1	1
808+00	65 x 75	0.12	0.12	14.40	4.80	14.40	14.40	0.24	0.0	0.12	0.12	0.0	1	1
815+00	65 x 75	0.12	0.12	14.40	4.80	14.40	14.40	0.24	0.0	0.12	0.12	0.0	1	1
820+00	50 x 50	0.06	0.06	7.20	2.40	7.20	7.20	0.12	277.8	0.06	0.06	0.0	1	1
821+50	65 x 75	0.12	0.12	14.40	4.80	14.40	14.40	0.24	0.0	0.12	0.12	0.0	1	1
827+80	60 x 75	0.11	0.11	13.20	4.40	13.20	13.20	0.22	0.0	0.11	0.11	0.0	1	1
834+74	50 x 75	0.09	0.09	10.80	3.60	10.80	10.80	0.18	0.0	0.09	0.09	0.0	1	1
847+98	35 x 75	0.06	0.06	7.20	2.40	7.20	7.20	0.12	0.0	0.06	0.06	0.0	1	1
863+00	35 x 75	0.06	0.06	7.20	2.40	7.20	7.20	0.12	0.0	0.06	0.06	0.0	1	1
898+00	35 x 75	0.06	0.06	7.20	2.40	7.20	7.20	0.12	0.0	0.06	0.06	0.0	1	1
911+50	35 x 75	0.06	0.06	7.20	2.40	7.20	7.20	0.12	0.0	0.06	0.06	0.0	1	1
<b>MEDIAN SUBTOTALS</b>		<b>1.88</b>	<b>1.88</b>	<b>225.6</b>	<b>75.2</b>	<b>225.6</b>	<b>225.6</b>	<b>3.8</b>	<b>277.8</b>	<b>1.88</b>	<b>1.88</b>	<b>0.0</b>	<b>18</b>	<b>18</b>
<b>TOTALS</b>		<b>3.5</b>	<b>3.5</b>	<b>420.0</b>	<b>140.0</b>	<b>420</b>	<b>420</b>	<b>7.0</b>	<b>5246</b>	<b>2.4</b>	<b>3.5</b>	<b>1869</b>	<b>28</b>	<b>23</b>

560

6.0

PLOT DATE = 9/21/2007  
 FILE NAME = c:\p\projects\9804603\9804603.mxd  
 PLOT SCALE = 50.0000 / IN.  
 USER NAME = thomasht

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	19
STA.		TO STA.		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		

### PAVEMENT MARKING SCHEDULE (I-57 MAINLINE)

LOCATION STATION TO STATION	PREFORMED LINE 4"	THERMOPLASTIC PAVEMENT MARKING				POLYUREA PAVEMENT MARKING TYPE I - LINE 4"			SHORT TERM PAVEMENT MARKING (WHITE)		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS CRYSTAL	WORK ZONE PAVEMENT MARKING REMOVAL
	SKIP DASH WHITE	SOLID WHITE	SOLID YELLOW	SOLID WHITE	AIR SPEED WHITE	SOLID WHITE	SKIP DASH WHITE	SOLID YELLOW	SKIP DASH	EDGE LINE	EACH	EACH	SQ FT
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT			
<b>SOUTHBOUND MAINLINE</b>													
687+85 TO 688+75	23	90	90						25	11	1	1	12
688+75 TO 737+40	1216	4865	4865						1327	584	61	61	637
737+40 TO 742+75	134		535	755					146	64	7	7	70
742+75 TO 769+08	658	2633	2633						718	316	33	33	345
769+08 TO 778+45	234		937						256	112	12	12	123
778+45 TO 785+00	164	655	655		12				179	79	8	8	86
785+00 TO 852+62	1691	6762	6762		12				1844	1623	85	85	1156
861+04 TO 873+18	304	1214	1214						331	291	15	15	207
873+18 TO 874+90						172	43	172	47	41			29
874+90 TO 880+17	132	527	527						144	126	7	7	90
880+17 TO 890+98						1092	270	1070	295	259			185
890+98 TO 941+00	1251	5002	5002						1364	1200	63	63	855
<b>SB SUBTOTALS</b>	<b>5805</b>	<b>21748</b>	<b>23220</b>	<b>755</b>	<b>24</b>	<b>1264</b>	<b>313</b>	<b>1242</b>	<b>6674</b>	<b>4708</b>	<b>290</b>	<b>290</b>	<b>3794</b>
<b>NORTHBOUND MAINLINE</b>													
687+85 TO 688+75	23	90	90						25	11	1	1	12
688+75 TO 734+14	1135	4539	4539						1238	545	57	57	594
734+14 TO 743+84	243		970						265	116	12	12	127
743+84 TO 770+00	654	2616	2616	787					713	314	33	33	342
770+00 TO 773+40	85		340						93	41	4	4	45
773+40 TO 785+00	290	1160	1160		12				316	139	15	15	162
785+00 TO 852+60	1690	6760	6760		12				1844	1622	85	85	1155
861+04 TO 873+77	318	1273	1273						347	306	16	16	218
873+77 TO 875+47						170	43	170	46	41			29
875+47 TO 880+90	136	543	543						148	130	7	7	93
880+90 TO 890+98						997	252	1019	275	242			172
890+98 TO 941+62	1266	5064	5064						1381	1215	63	63	865
<b>NB SUBTOTALS</b>	<b>5839</b>	<b>22045</b>	<b>23355</b>	<b>787</b>	<b>24</b>	<b>1167</b>	<b>295</b>	<b>1189</b>	<b>6691</b>	<b>4722</b>	<b>292</b>	<b>292</b>	<b>3804</b>
<b>MAINLINE TOTALS</b>	<b>11644</b>	<b>43793</b>	<b>46575</b>	<b>1542</b>	<b>48</b>	<b>2431</b>	<b>608</b>	<b>2431</b>	<b>13365</b>	<b>9430</b>	<b>582</b>	<b>582</b>	<b>7598</b>
		90368					5470		22795				

NOTES:  
 TEMPORARY PAVEMENT MARKING QUANTITIES ARE CALCULATED FROM THE PERMANENT PAVEMENT MARKING QUANTITIES.  
 SHORT TERM PAVEMENT MARKING QUANTITIES ARE CALCULATED FOR THREE APPLICATIONS.

PLOT DATE = 3/21/2007  
 PLOT SCALE = 500/603  
 USER NAME = thomahf

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**PAVEMENT MARKING SCHEDULE (INTERCHANGE RAMPS/MOUNDS ROAD)**

LOCATION STATION TO STATION	THERMOPLASTIC PAVEMENT MARKING						POLYUREA LINE 4"		SHORT TERM PAVEMENT MARKING (YELLOW)		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS		WORK ZONE PAVEMENT MARKING REMOVAL
	LETTERS AND SYMBOLS	LINE 4"			LINE 12"	LINE 24"	SOLID WHITE	SOLID YELLOW	SKIP DASH	EDGE LINE		EACH	AMBER	
		SQ FT	SKIP DASH YELLOW	SOLID WHITE	SOLID YELLOW	SOLID YELLOW					SOLID WHITE		FOOT	FOOT
		FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT				SQ FT
<b>MOUNDS ROAD/RAMPS</b>														
92+00 TO 93+84	46		368	184						17		3		6
93+84 TO 96+38			508	1016	73					23		13		8
96+38 TO 100+77			878	878		70				40	18	22		19
RAMP 'D'			2364	1480							189	50	16	34
RAMP 'C'			2140	1208							171			57
101+74 TO 104+00	36.4		678	452						21	9	12		10
104+00 TO 106+77			554	554						25	11	14		12
106+77 TO 109+26							500	500	23	10				11
109+26 TO 112+03			555	555					25	11		14		12
112+03 TO 114+27	36.4		672	448					20	9		12		10
114+27 TO 114+51			72						2	1		2		1
RAMP 'A'			2184	1218							175			58
RAMP 'B'			2103	1375							168	65	25	40
115+30 TO 119+62			864	864	89	70			39	17		6		19
119+62 TO 122+00			476	952					22			3		7
122+00 TO 124+07		52	414	207					19			3		6
<b>SUBTOTALS</b>	<b>73</b>	<b>98</b>	<b>14829</b>	<b>11390</b>	<b>162</b>	<b>140</b>	<b>500</b>	<b>500</b>	<b>276</b>	<b>789</b>	<b>115</b>	<b>145</b>	<b>74</b>	<b>355</b>
			26317			1000		1065					219	

NOTES:  
TEMPORARY PAVEMENT MARKING QUANTITIES ARE CALCULATED FROM THE PERMANENT PAVEMENT MARKING QUANTITIES.  
SHORT TERM PAVEMENT MARKING QUANTITIES ARE CALCULATED FOR TWO APPLICATIONS ON THE RAMPS.

PLOT DATE = 5/7/2007  
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USER NAME = bturnham

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-B, 4-1, 4-2RS-2	PULASKI	52	21
STA.		TO STA.		
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT	

## PIPE UNDERDRAIN SCHEDULE

SHEET 1 OF 2

LOCATION STATION	CLEANING UNDERDRAIN OUTLET EACH	PIPE UNDERDRAINS 4" (SPECIAL) FOOT	CONCRETE HEADWALL FOR PIPE DRAINS EACH	SHOULDER REMOVAL & REPLACEMENT 5" FOOT	RODENT SHIELD EACH	REMARKS
<b>SOUTHBOUND</b>						
<b>EDGE OF PAVEMENT</b>						
688+75	1					
694+98	1					
699+50	1					
704+85		20	1	10	1	REPLACE
709+75	1					
712+55		20	1	10	1	REPLACE
715+36			1		1	
719+85	1					
729+90	1					
734+90	1					
738+85	1					
747+70	1					
764+90	1					
769+45	1					
774+90		20	1	10	1	REPLACE
799+90	1					
805+00	1					
809+85	1					
814+80		40		12		REPLACE
820+20	1					
824+80	1					
830+00	1					
850+00	1					
853+80	1					
900+00			1		1	
905+00			1		1	
910+10	1					
925+15	1					
<b>MEDIAN</b>						
697+30	1					
702+40	1					
707+40	1		1		1	
717+80	1					
722+49	1					
727+65	1					
737+40	1					
752+20	1					
757+45	1					
762+50	1					
767+50	1					
772+24	1				1	
777+10	1					
787+30	1					
792+50	1					
797+50	1					
807+40	1					
812+40	1					
817+40	1					
822+40	1					
827+44	1					
832+65	1					
837+80	1					
842+50	1					
852+80	1					
856+65	1					
870+12	1					
878+90	1					
892+45	1					
902+60	1					
912+60	1					
917+60	1					
922+65	1					
927+45	1					
932+50	1					
937+65	1					
<b>SB SUBTOTALS</b>	<b>57</b>	<b>100</b>	<b>7</b>	<b>42</b>	<b>8</b>	

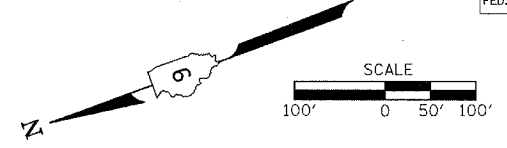
NOTE: TRENCH BACKFILL FOR PIPE UNDERDRAINS SHALL BE INCLUDED IN THE COST OF PIPE UNDERDRAINS.

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 USER NAME = thomasr

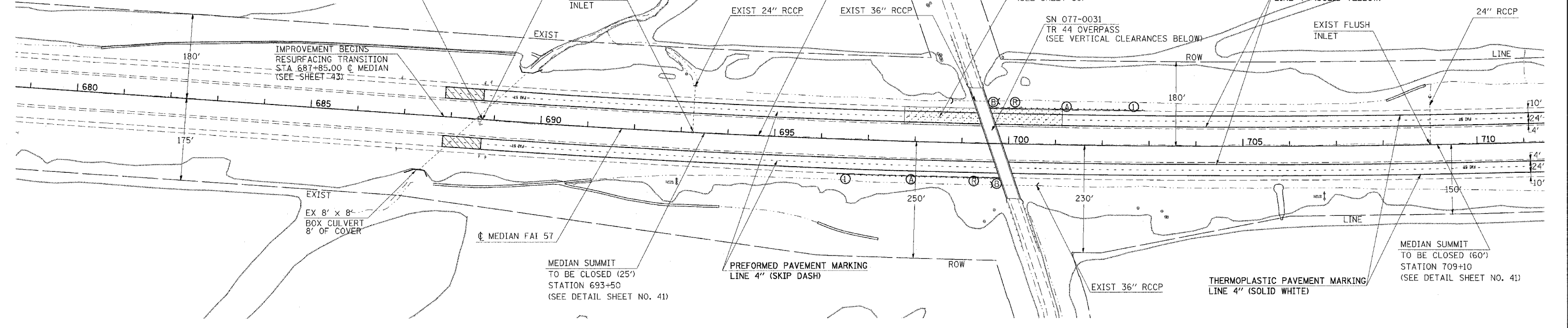


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-G, 4-1, 4-2R5-2	PULASKI	52	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				

EX CURVE 8  
 PI STA = 700+35.00  
 $\Delta = 5^\circ 59' 00''$  (LT)  
 $D = 0^\circ 15' 00''$   
 $R = 22,918.33'$   
 $T = 1,197.94'$   
 $L = 2393.33'$   
 $E = 31.29'$   
 PC STA = 688+37.06  
 PT STA = 712+30.39



- GUARDRAIL LEGEND**
- (R) GUARDRAIL REMOVAL
  - (A) SPBGR TYPE A
  - (V) VERTICAL ADJUSTMENT
  - (S) SPBGR STRUCTURE
  - (L) TERMINAL - TY 1, SPL (TAN)
  - (2) TERMINAL - TYPE 2
  - (5) TERMINAL - TYPE 5
  - (6) TERMINAL - TYPE 6
  - (B) TERMINAL - TY 6B, SPL
  - SEE SCHEDULE

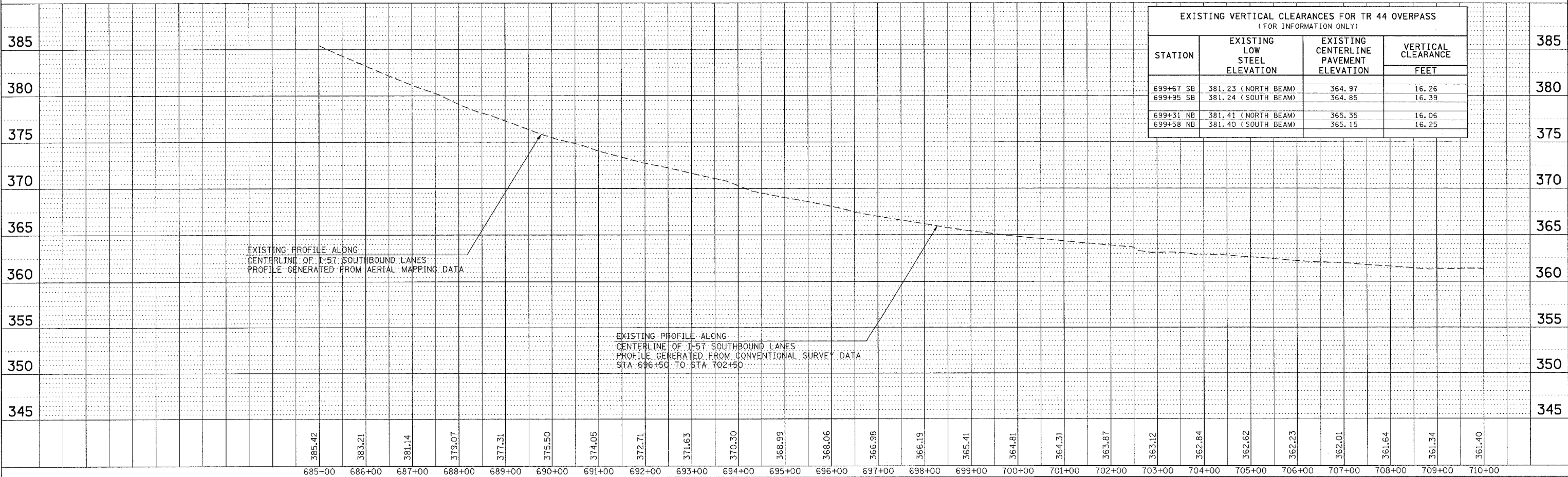


PLAN  
 SURVEYED BY: \_\_\_\_\_  
 ALIGNED CHECKED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 DATE: \_\_\_\_\_

PROFILE  
 SURVEYED BY: \_\_\_\_\_  
 GRADES CHECKED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 DATE: \_\_\_\_\_

**EXISTING VERTICAL CLEARANCES FOR TR 44 OVERPASS**  
(FOR INFORMATION ONLY)

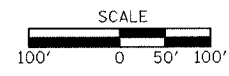
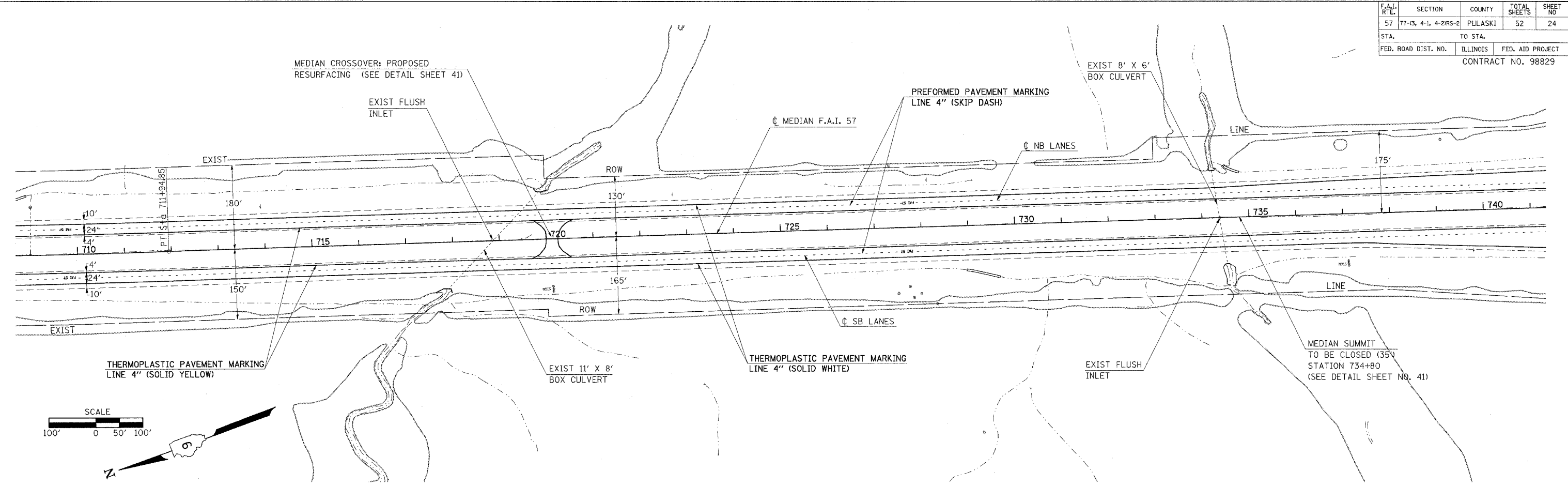
STATION	EXISTING LOW STEEL ELEVATION	EXISTING CENTERLINE PAVEMENT ELEVATION	VERTICAL CLEARANCE FEET
699+67 SB	381.23 (NORTH BEAM)	364.97	16.26
699+95 SB	381.24 (SOUTH BEAM)	364.85	16.39
699+31 NB	381.41 (NORTH BEAM)	365.35	16.06
699+58 NB	381.40 (SOUTH BEAM)	365.15	16.25



PLOT DATE = 2/21/2007  
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 USER NAME = bmcneahy

**PLAN PROFILE SHEET STA 680+00 TO 710+00**

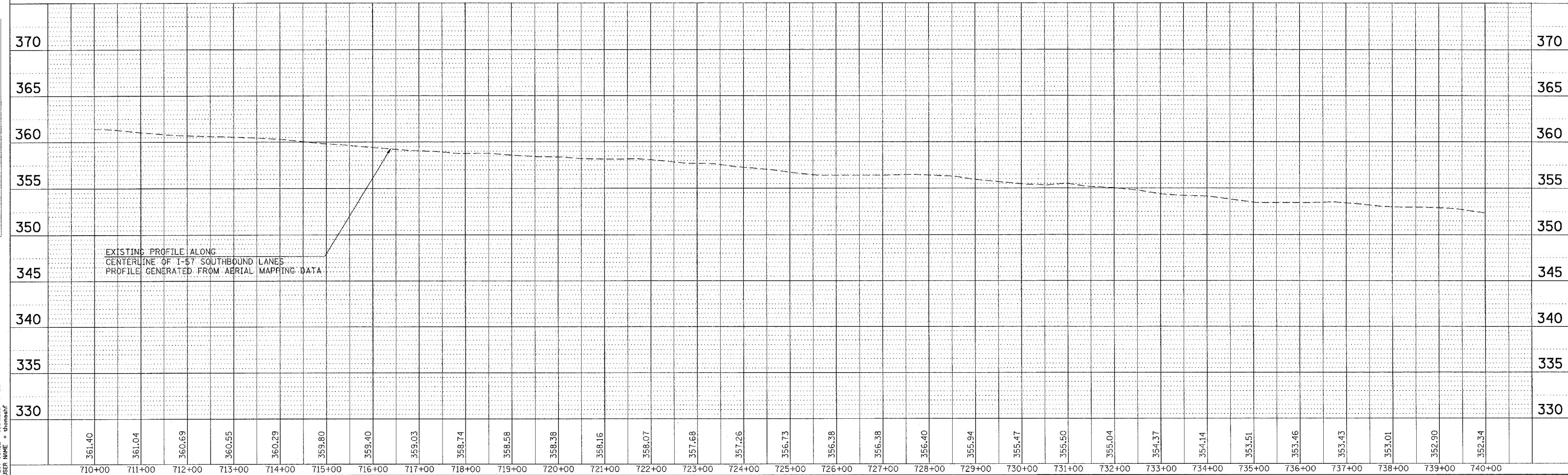
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				



DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

PLOT DATE = 3/21/2007  
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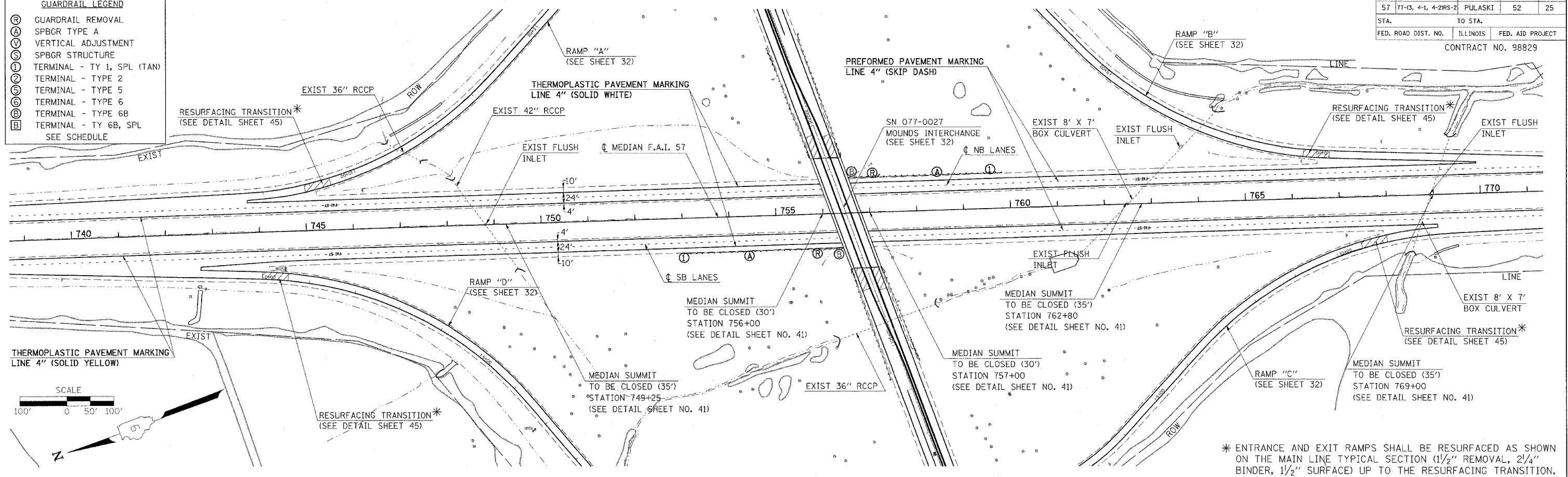


PLAN PROFILE SHEET STA 710+00 TO 740+00



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-6, 4-1, 4-2RS-2	PULASKI	52	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				

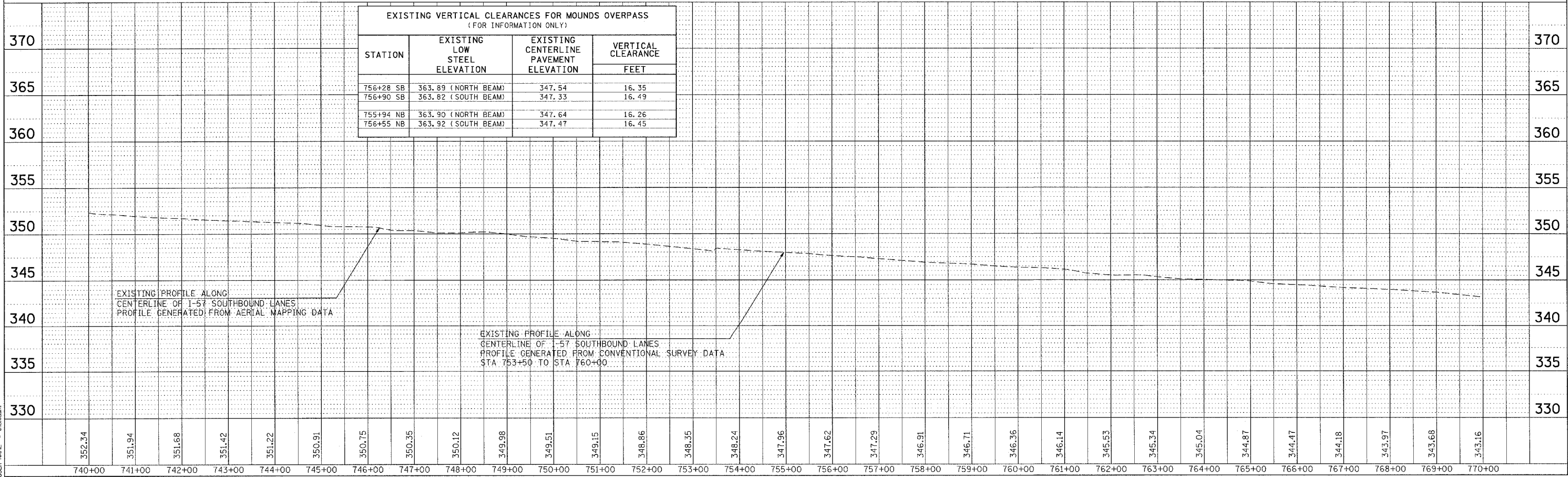
- GUARDRAIL LEGEND**
- (R) GUARDRAIL REMOVAL
  - (A) SPBGR TYPE A
  - (V) VERTICAL ADJUSTMENT
  - (S) SPBGR STRUCTURE
  - (1) TERMINAL - TY 1, SPL (TAN)
  - (2) TERMINAL - TYPE 2
  - (5) TERMINAL - TYPE 5
  - (6) TERMINAL - TYPE 6
  - (6B) TERMINAL - TYPE 6B
  - (B) TERMINAL - TY 6B, SPL SEE SCHEDULE



\* ENTRANCE AND EXIT RAMP SHALL BE RESURFACED AS SHOWN ON THE MAIN LINE TYPICAL SECTION (1/2" REMOVAL, 2/4" BINDER, 1/2" SURFACE) UP TO THE RESURFACING TRANSITION.

**EXISTING VERTICAL CLEARANCES FOR MOUNDS OVERPASS  
(FOR INFORMATION ONLY)**

STATION	EXISTING LOW STEEL ELEVATION	EXISTING CENTERLINE PAVEMENT ELEVATION	VERTICAL CLEARANCE
			FEET
756+28 SB	363.89 (NORTH BEAM)	347.54	16.35
756+90 SB	363.82 (SOUTH BEAM)	347.33	16.49
755+94 NB	363.90 (NORTH BEAM)	347.64	16.26
756+55 NB	363.92 (SOUTH BEAM)	347.47	16.45



**PLAN PROFILE SHEET STA 740+00 TO 770+00**

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

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

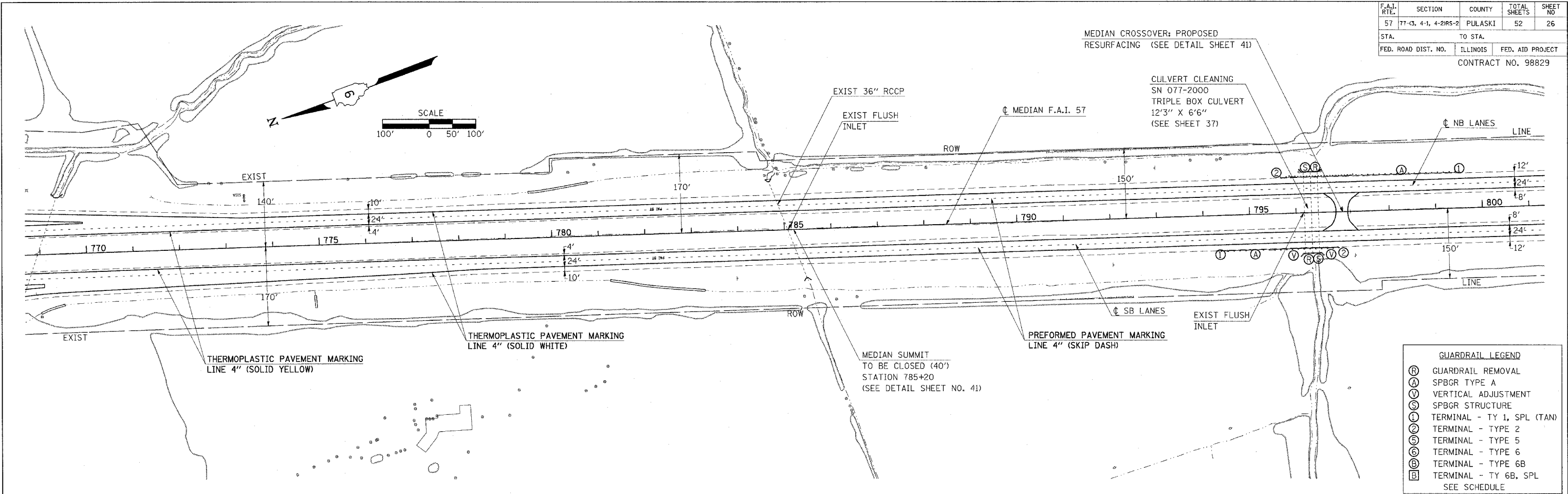
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 USER NAME = thomahf

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-G, 4-1, 4-2R5-2	PULASKI	52	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

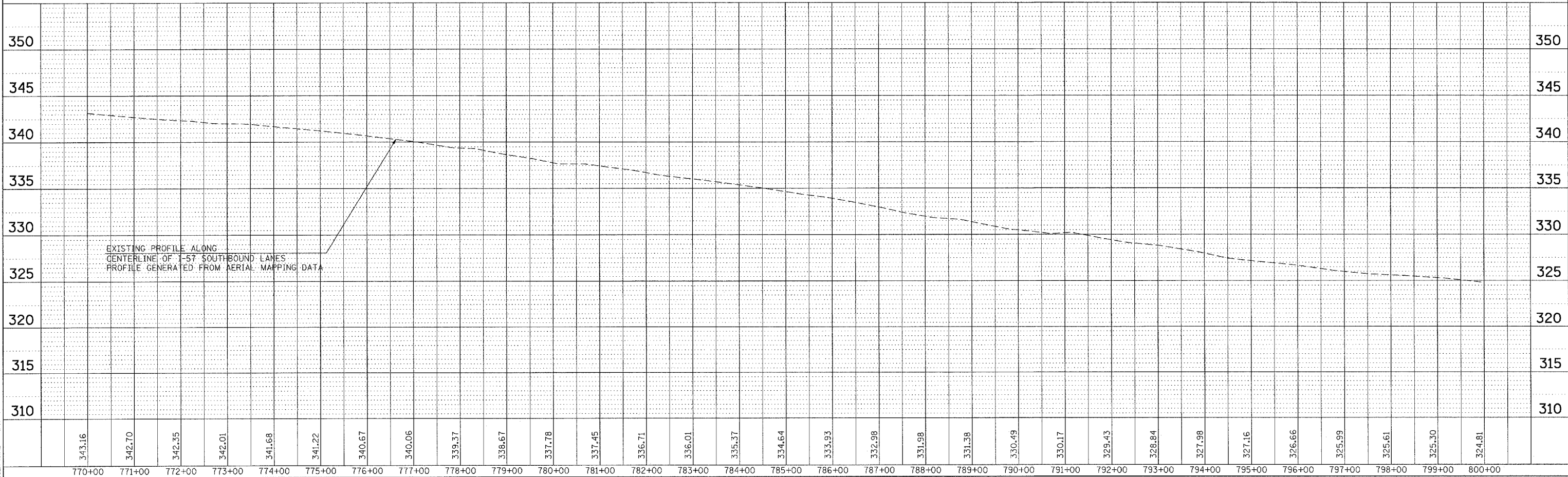
PLAN	SURVEYED	BY	DATE
	NOTE BOOK		
	NO.		

PROFILE	SURVEYED	BY	DATE
	NOTE BOOK		
	NO.		

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 USER NAME = bromanah

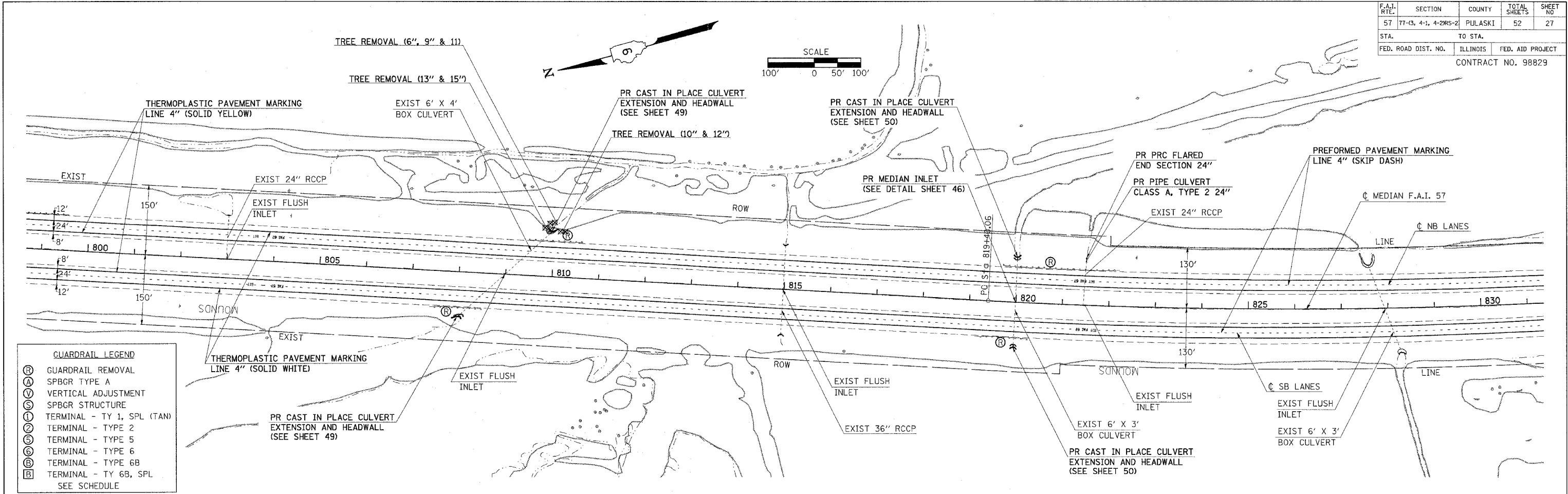


GUARDRAIL LEGEND	
(R)	GUARDRAIL REMOVAL
(A)	SPBGR TYPE A
(V)	VERTICAL ADJUSTMENT
(S)	SPBGR STRUCTURE
(1)	TERMINAL - TY 1, SPL (TAN)
(2)	TERMINAL - TYPE 2
(5)	TERMINAL - TYPE 5
(6)	TERMINAL - TYPE 6
(6B)	TERMINAL - TYPE 6B
(B)	TERMINAL - TY 6B, SPL
SEE SCHEDULE	



PLAN PROFILE SHEET STA 770+00 TO 800+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-0, 4-1, 4-2RS-2	PULASKI	52	27
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				



**GUARDRAIL LEGEND**

- (R) GUARDRAIL REMOVAL
- (A) SPBGR TYPE A
- (V) VERTICAL ADJUSTMENT
- (S) SPBGR STRUCTURE
- (1) TERMINAL - TY 1, SPL (TAN)
- (2) TERMINAL - TYPE 2
- (5) TERMINAL - TYPE 5
- (6) TERMINAL - TYPE 6
- (6B) TERMINAL - TYPE 6B
- (6B, SPL) TERMINAL - TY 6B, SPL

SEE SCHEDULE

PLAN

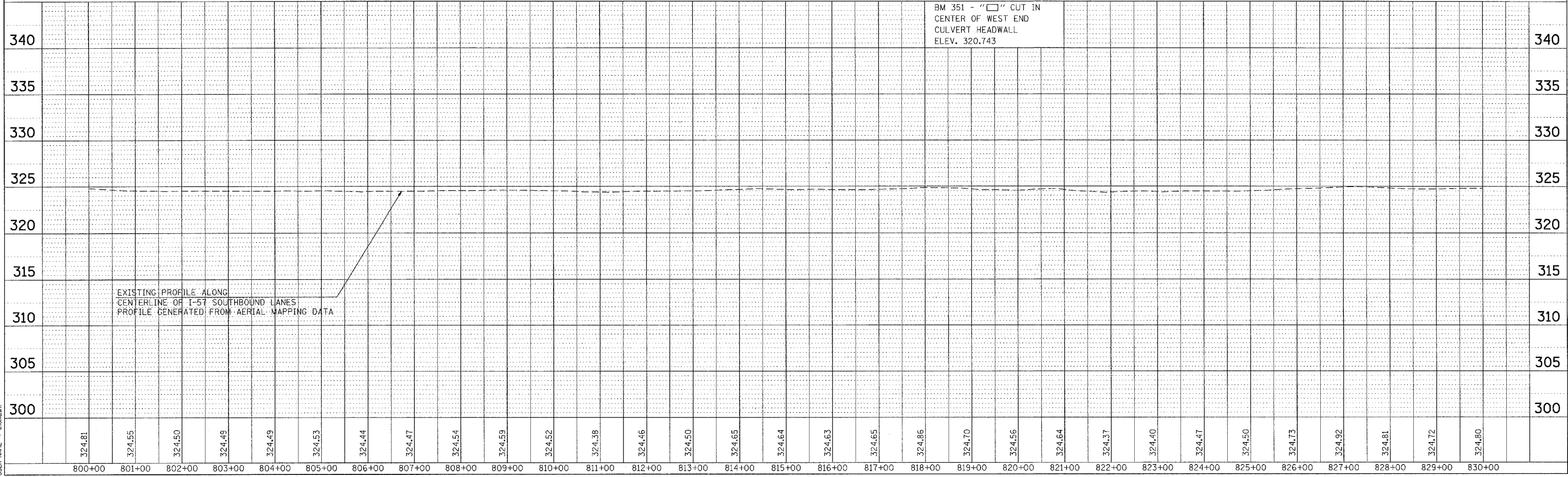
DATE	BY
DATE	BY

DATE: 3/21/2007  
 BY: thomashtf

PROFILE

DATE	BY
DATE	BY

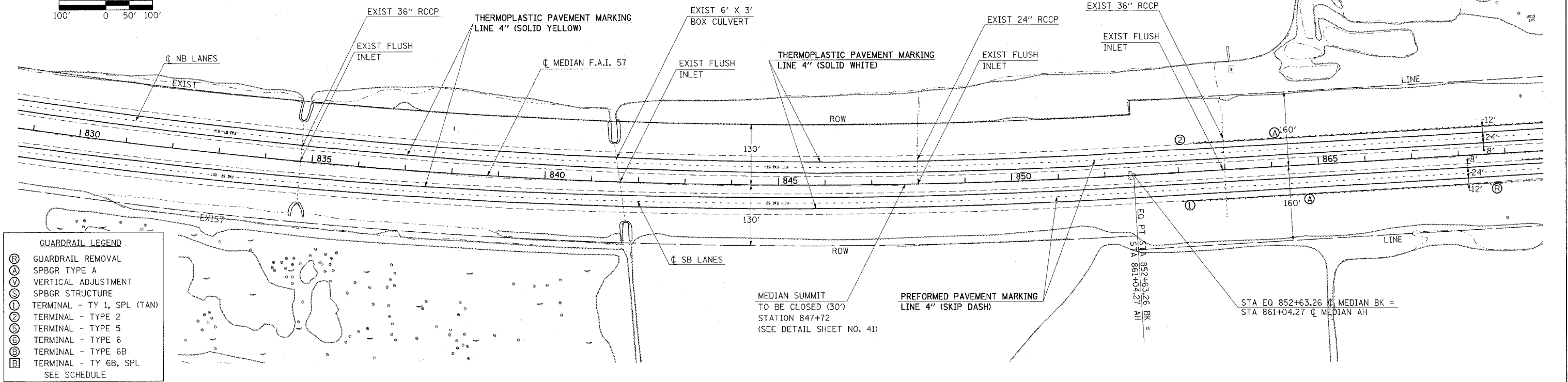
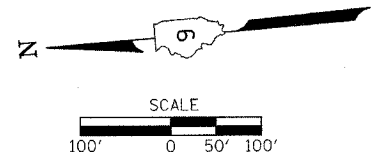
DATE: 3/21/2007  
 BY: thomashtf



**PLAN PROFILE SHEET STA 800+00 TO 830+00**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-G, 4-1, 4-2R5-2	PULASKI	52	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				

EX. CURVE 9  
 PI STA. = 836+14.16  
 $\Delta = 16^\circ 36' 30''$  (LT)  
 $D = 0^\circ 30' 00''$   
 $R = 11,459.19'$   
 $T = 1,672.57'$   
 $L = 3,321.67'$   
 $E = 121.42'$   
 P.C. STA = 819+41.59  
 P.T. STA = 852+63.26



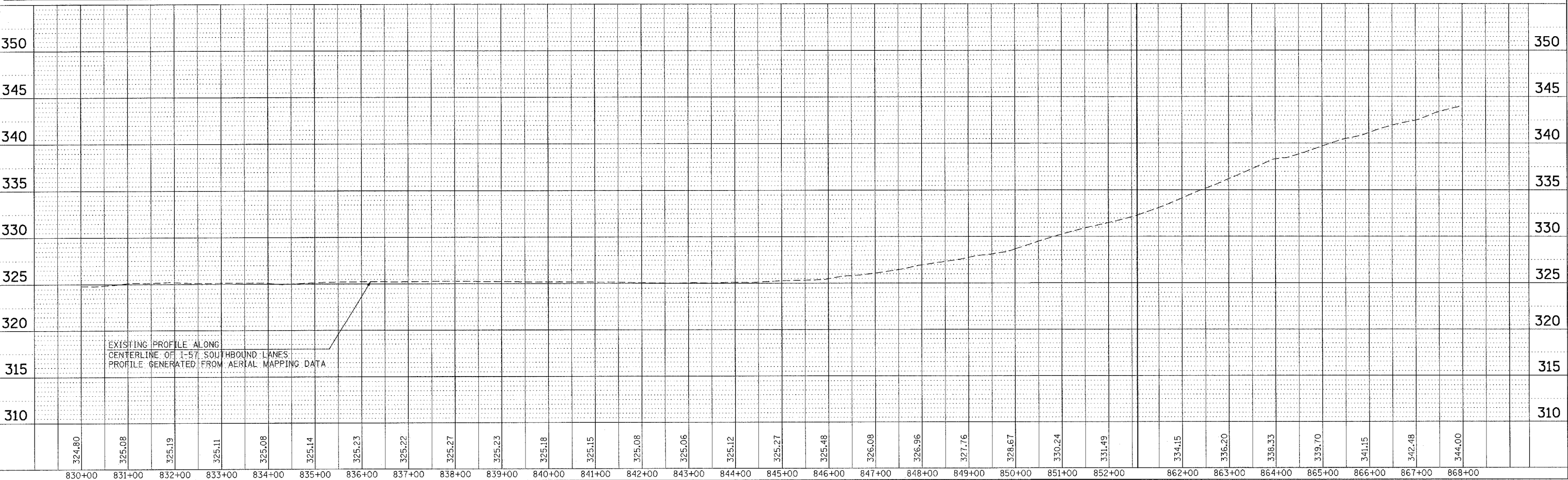
**GUARDRAIL LEGEND**

- (R) GUARDRAIL REMOVAL
- (A) SPBGR TYPE A
- (V) VERTICAL ADJUSTMENT
- (S) SPBGR STRUCTURE
- (1) TERMINAL - TY 1, SPL (TAN)
- (2) TERMINAL - TYPE 2
- (5) TERMINAL - TYPE 5
- (6) TERMINAL - TYPE 6
- (B) TERMINAL - TY 6B, SPL

SEE SCHEDULE

DATE	BY
DATE	BY
DATE	BY

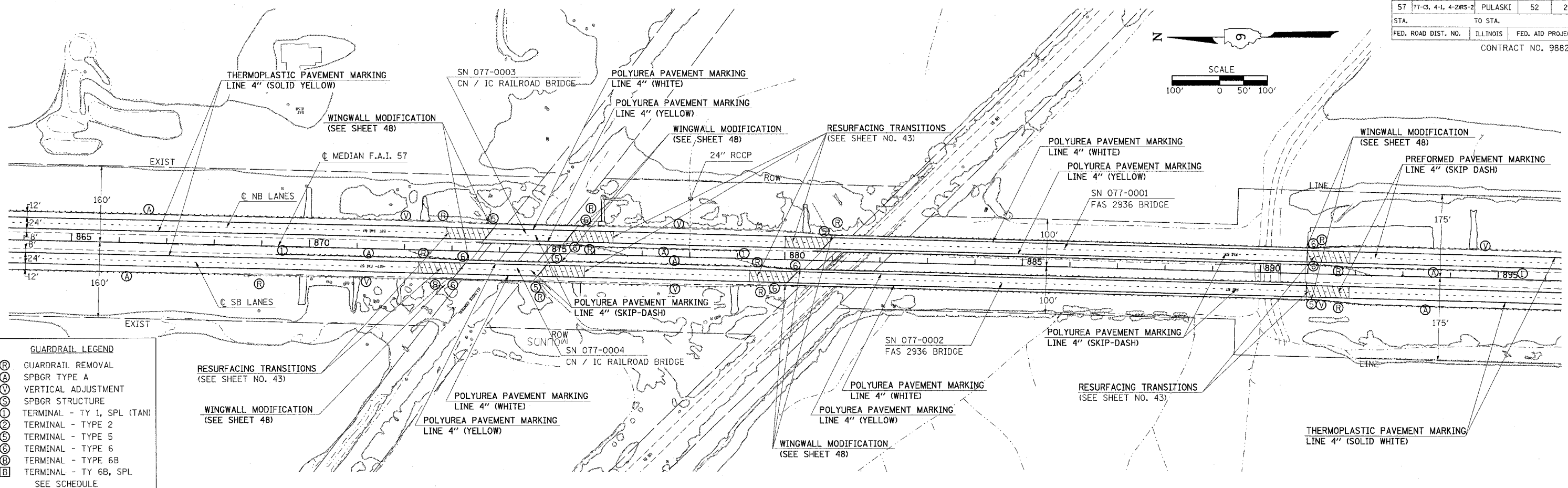
DATE	BY
DATE	BY
DATE	BY



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**PLAN PROFILE SHEET STA 830+00 TO 865+00**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-3, 4-1, 4-2RS-2	PULASKI	52	29
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				



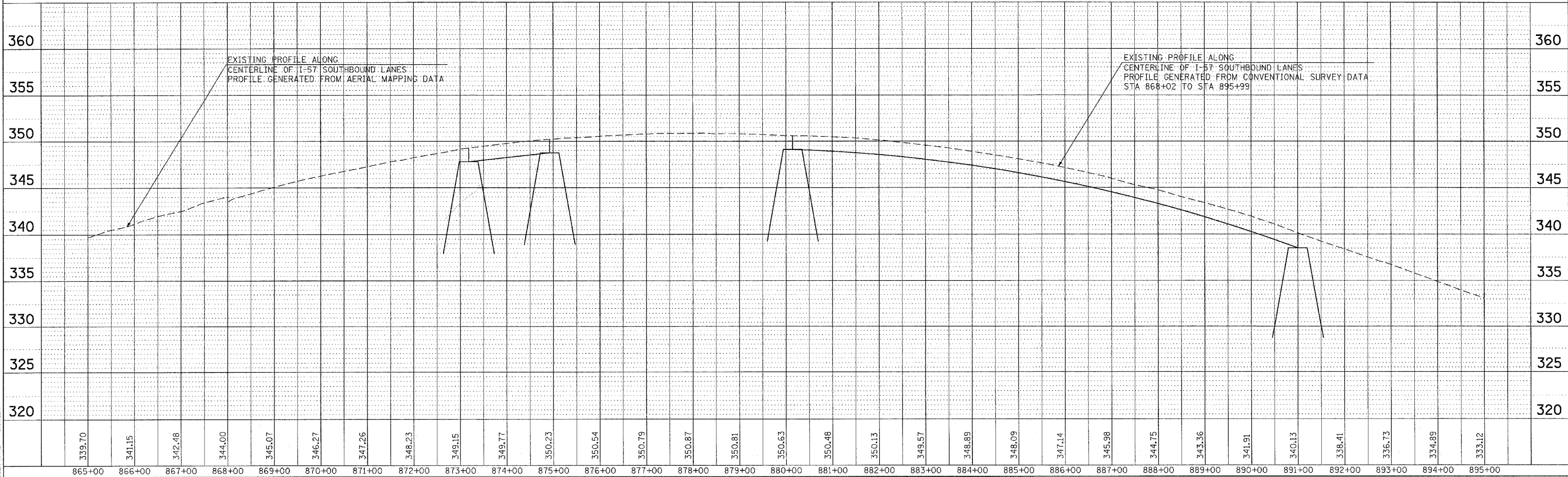
**GUARDRAIL LEGEND**

- (R) GUARDRAIL REMOVAL
- (A) SPBGR TYPE A
- (V) VERTICAL ADJUSTMENT
- (S) SPBGR STRUCTURE
- (1) TERMINAL - TY 1, SPL (TAN)
- (2) TERMINAL - TYPE 2
- (5) TERMINAL - TYPE 5
- (6) TERMINAL - TYPE 6
- (6B) TERMINAL - TYPE 6B
- (B) TERMINAL - TY 6B, SPL

SEE SCHEDULE

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

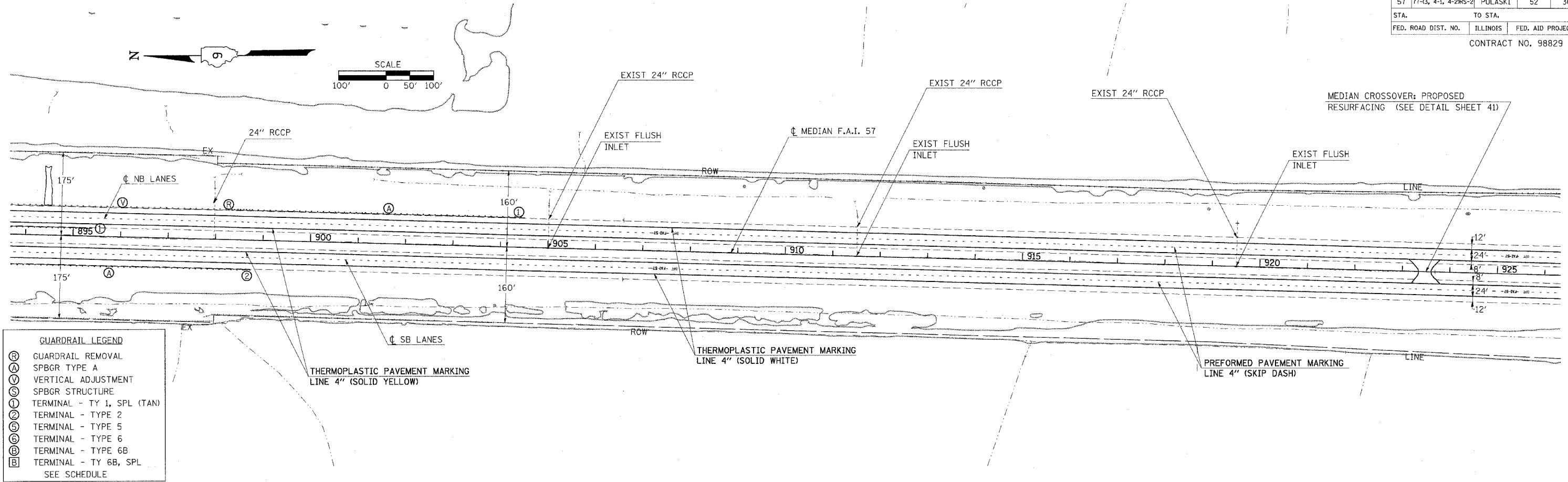
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 GRADE CHECKED BY  
 B.M. NOTED BY  
 STRUCTURE NOTATIONS CIPED BY  
 NOTE BOOK NO.  
 DATE



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**PLAN PROFILE SHEET STA 865+00 TO 895+00**

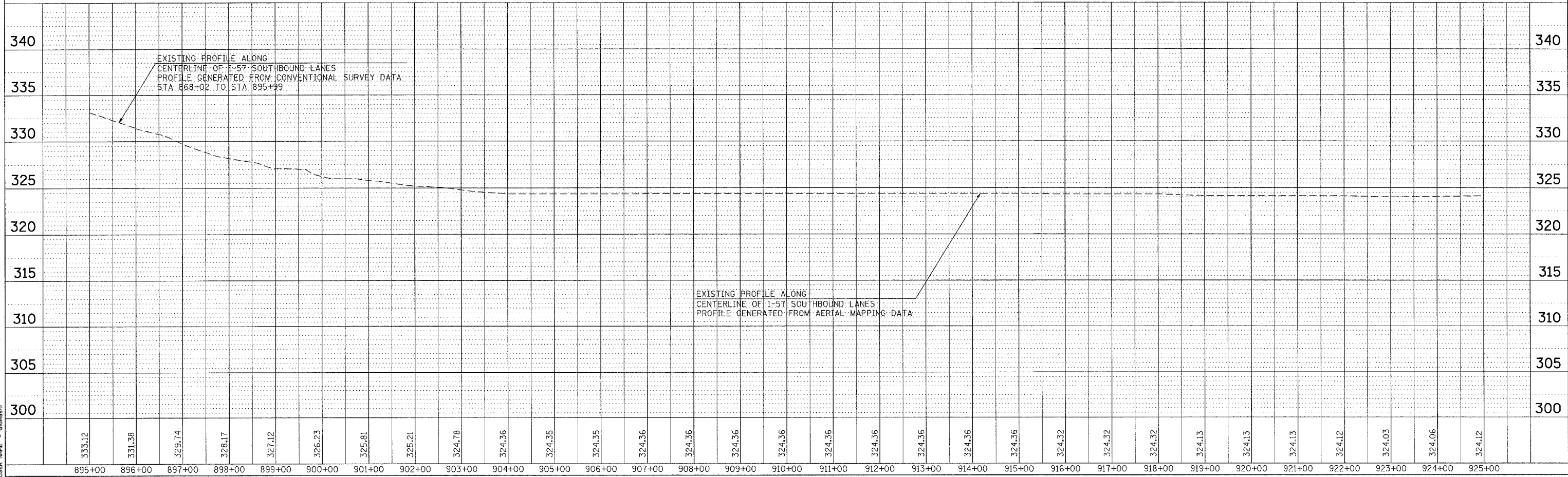
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-3, 4-1, 4-2RS-2	PULASKI	52	30
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				



- GUARDRAIL LEGEND**
- Ⓜ GUARDRAIL REMOVAL
  - ⓐ SPBGR TYPE A
  - Ⓥ VERTICAL ADJUSTMENT
  - Ⓢ SPBGR STRUCTURE
  - Ⓣ① TERMINAL - TY 1, SPL (TAN)
  - Ⓣ② TERMINAL - TYPE 2
  - Ⓣ⑤ TERMINAL - TYPE 5
  - Ⓣ⑥ TERMINAL - TYPE 6
  - Ⓣ⑧ TERMINAL - TYPE 6B
  - Ⓣ⑩ TERMINAL - TY 6B, SPL
- SEE SCHEDULE

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

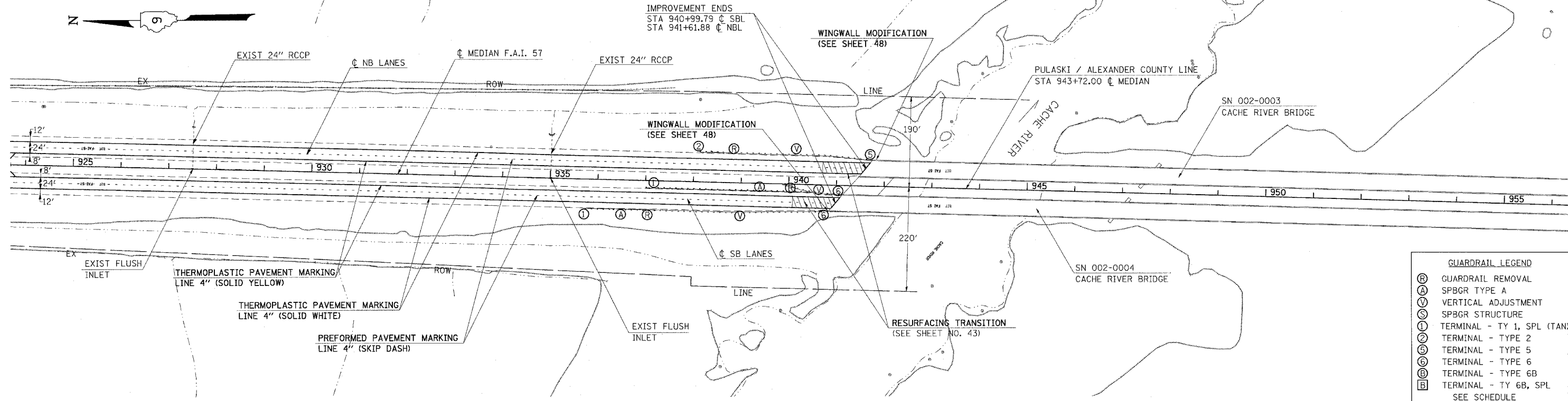
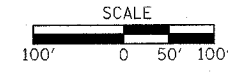
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	PLOTTED		
	CHECKED		
	BY		
	NOTE BOOK NO.		
	STRUCTURE NOTATIONS CHFD		
	USER NAME = thomashf		



PLOT DATE = 3/21/2007  
 PLOT SCALE = 1/4" = 100'  
 USER NAME = thomashf

**PLAN PROFILE SHEET STA 895+00 TO 925+00**

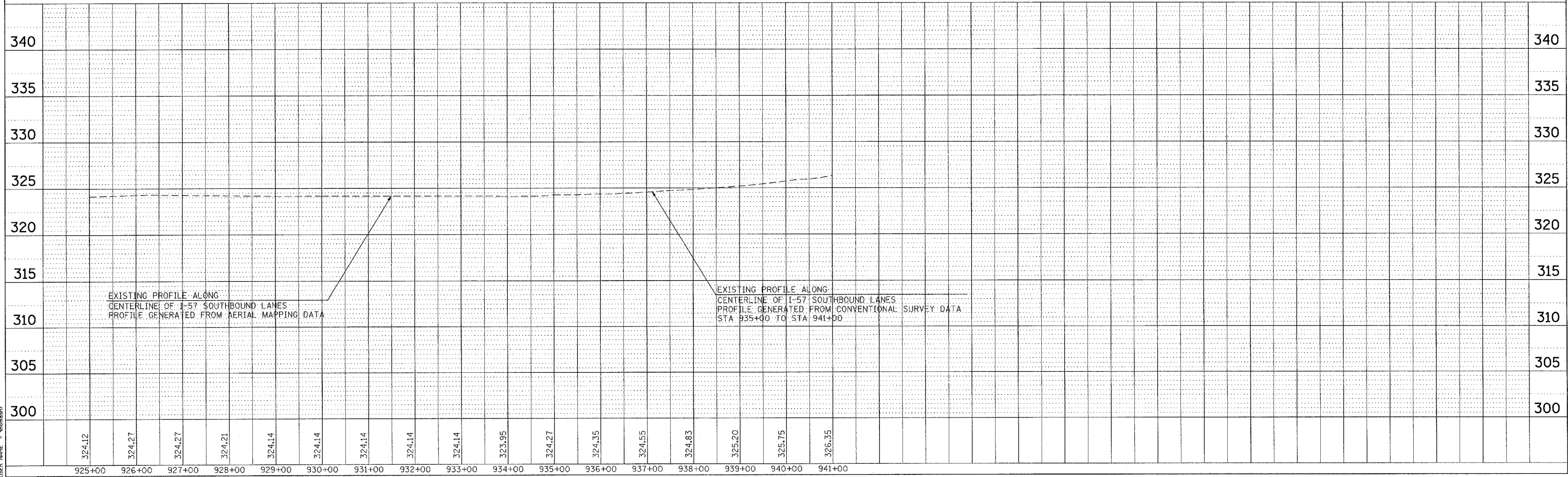
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-3, 4-1, 4-2RS-2	PULASKI	52	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				



(R)	GUARDRAIL REMOVAL
(A)	SPBGR TYPE A
(V)	VERTICAL ADJUSTMENT
(S)	SPBGR STRUCTURE
(1)	TERMINAL - TY 1, SPL (TAN)
(2)	TERMINAL - TYPE 2
(5)	TERMINAL - TYPE 5
(6)	TERMINAL - TYPE 6
(6B)	TERMINAL - TYPE 6B
(B)	TERMINAL - TY 6B, SPL
SEE SCHEDULE	

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

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



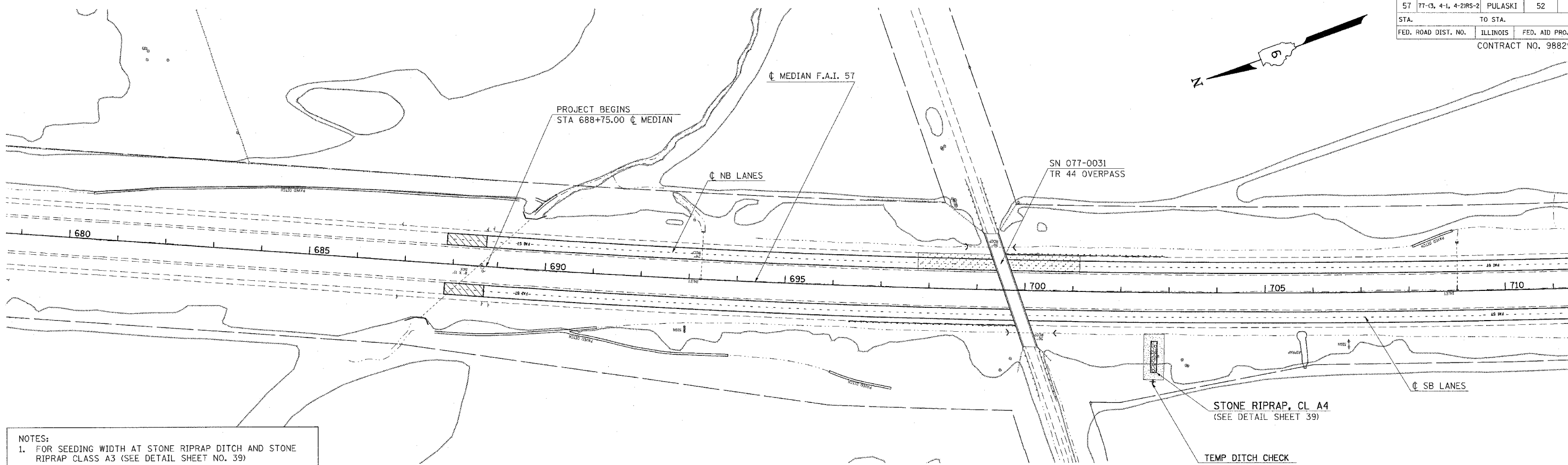
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 USER NAME = hbonamf

**PLAN PROFILE SHEET STA 925+00 TO 942+00**





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-03, 4-1, 4-2RS-2	PULASKI	52	33
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 98829	

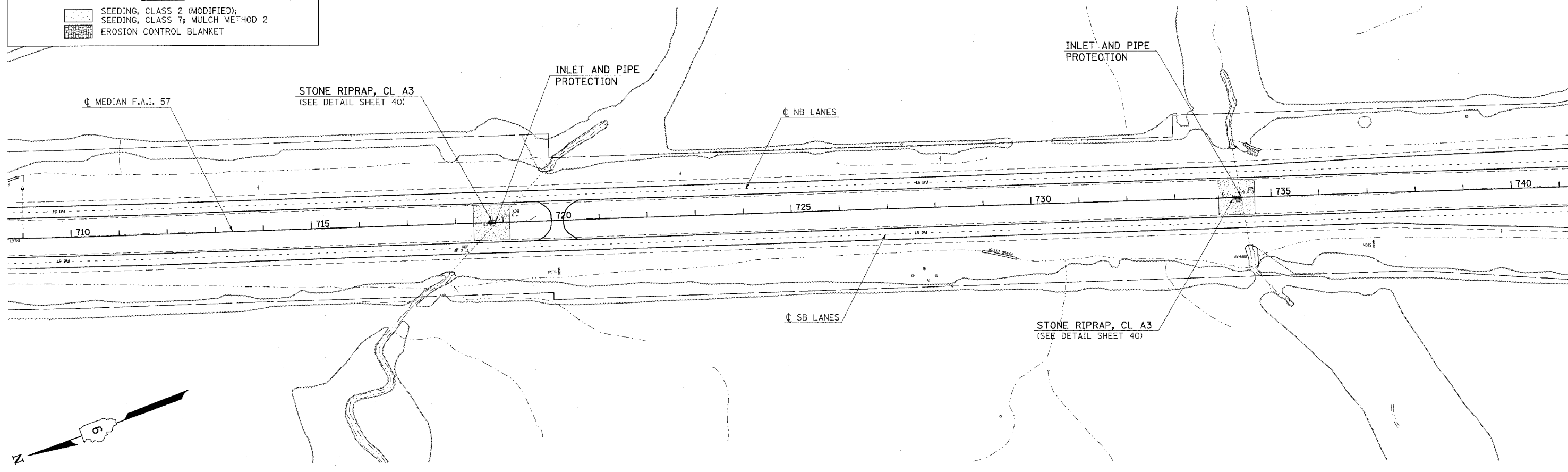
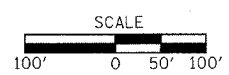


**NOTES:**

- FOR SEEDING WIDTH AT STONE RIPRAP DITCH AND STONE RIPRAP CLASS A3 (SEE DETAIL SHEET NO. 39)
- A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING HAS BEEN INCLUDED AND SHALL BE APPLIED AS PER ARTICLE 280 OF THE STANDARD SPECIFICATIONS.

**LEGEND**

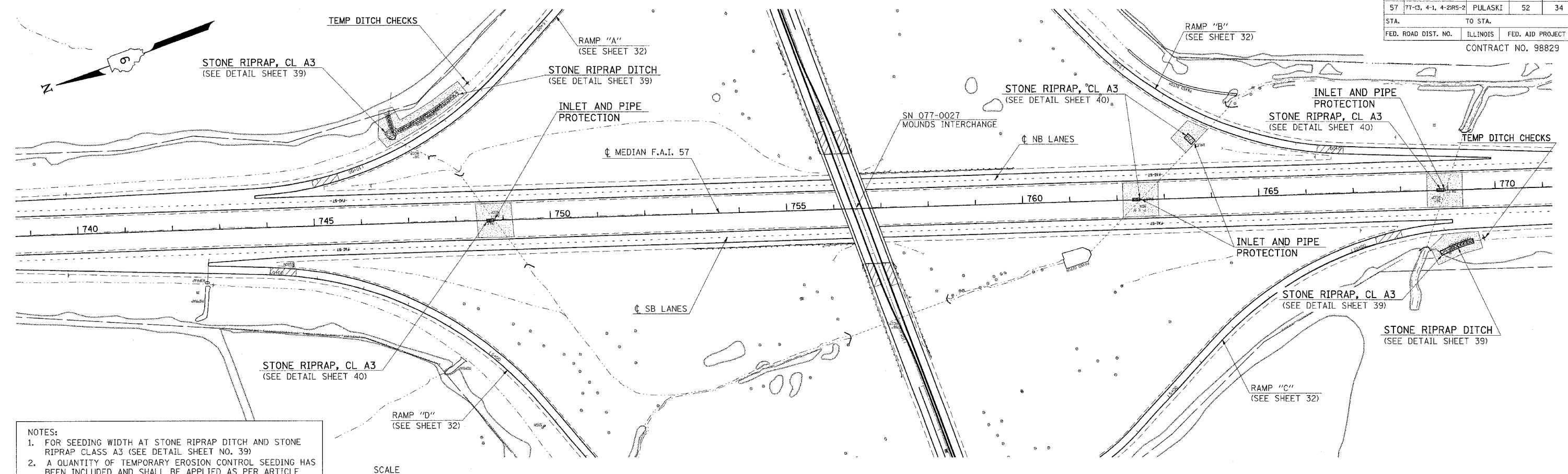
- SEEDING, CLASS 2 (MODIFIED); SEEDING, CLASS 7; MULCH METHOD 2
- EROSION CONTROL BLANKET



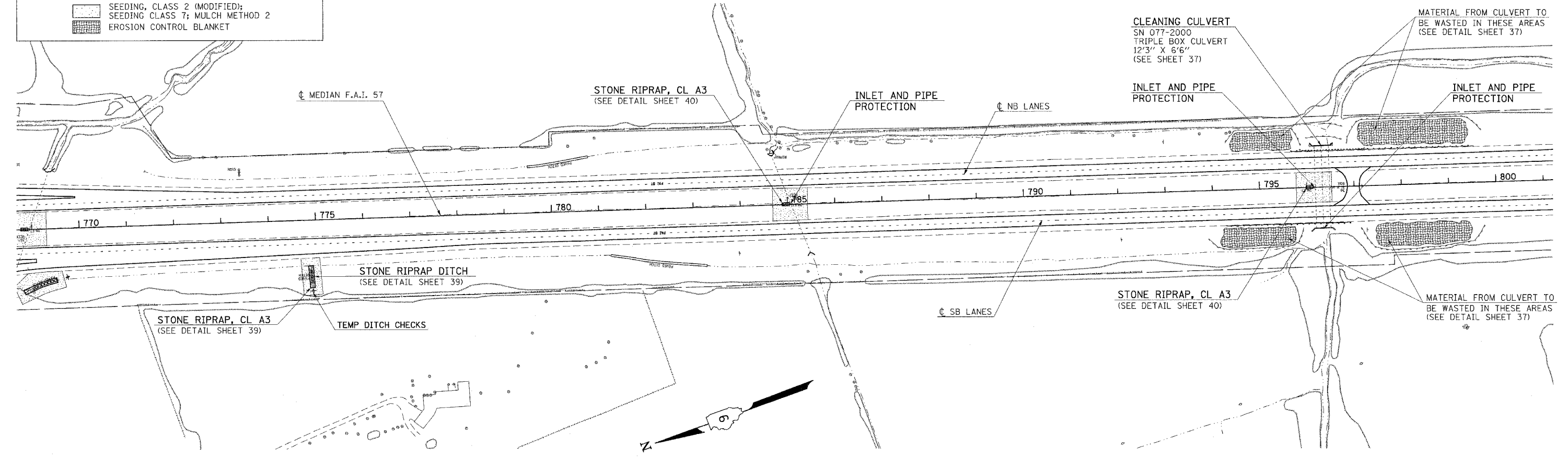
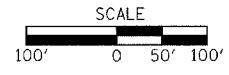
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 USER NAME = bhonahy

**EROSION CONTROL PLAN STA 680+00 TO 740+00**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-G, 4-1, 4-2RS-2	PULASKI	52	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				



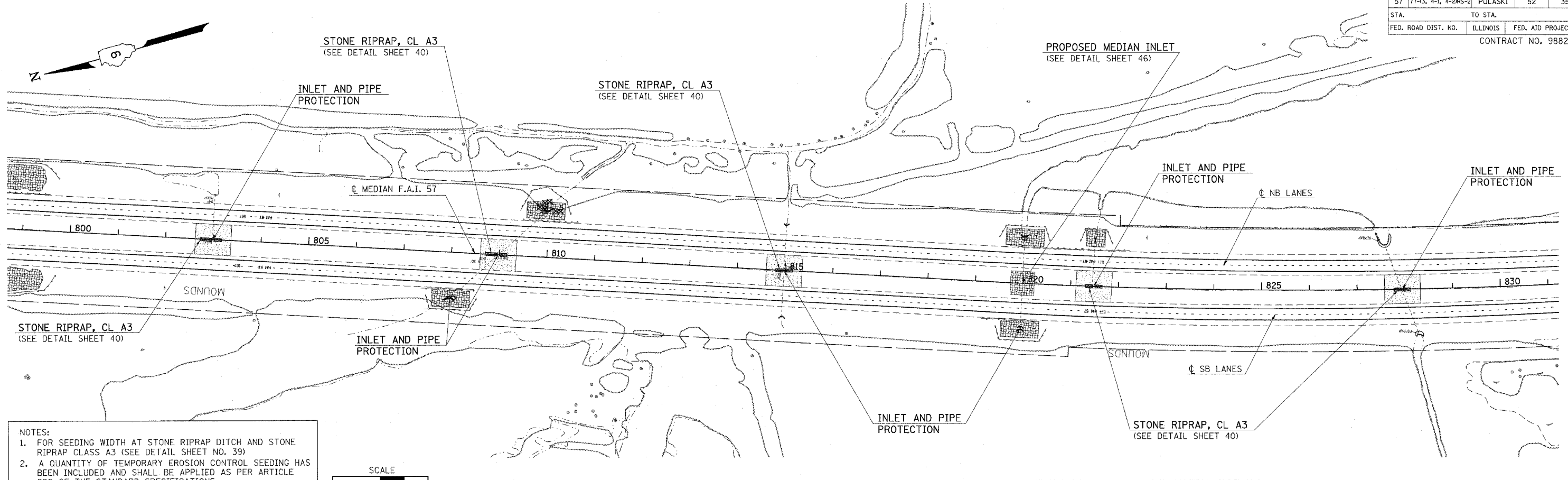
- NOTES:**
- FOR SEEDING WIDTH AT STONE RIPRAP DITCH AND STONE RIPRAP CLASS A3 (SEE DETAIL SHEET NO. 39)
  - A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING HAS BEEN INCLUDED AND SHALL BE APPLIED AS PER ARTICLE 280 OF THE STANDARD SPECIFICATIONS.
- LEGEND**
- SEEDING, CLASS 2 (MODIFIED); SEEDING CLASS 7; MULCH METHOD 2
  - EROSION CONTROL BLANKET



PLOT DATE = 3/21/2007  
FILE NAME = c:\pws\mca\98829\98829.dwg  
PLOT SCALE = 1/8" = 100'  
USER NAME = thomashf

**EROSION CONTROL PLAN STA 740+00 TO 800+00**

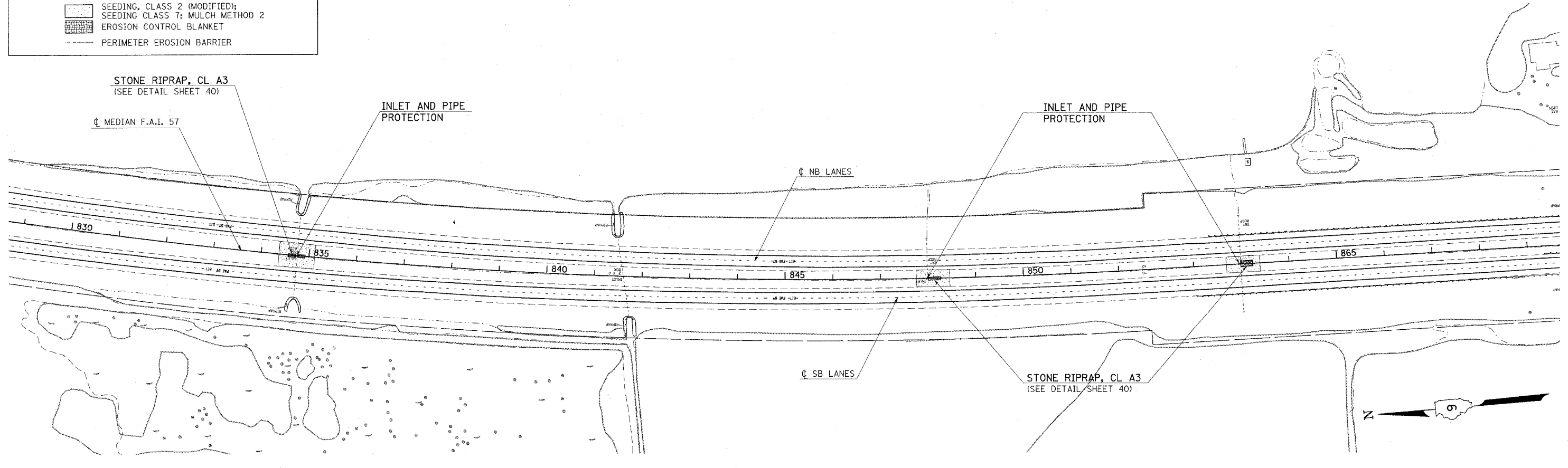
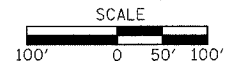
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-03, 4-1, 4-2RS-2	PULASKI	52	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 98829	



NOTES:  
 1. FOR SEEDING WIDTH AT STONE RIPRAP DITCH AND STONE RIPRAP CLASS A3 (SEE DETAIL SHEET NO. 39)  
 2. A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING HAS BEEN INCLUDED AND SHALL BE APPLIED AS PER ARTICLE 280 OF THE STANDARD SPECIFICATIONS.

LEGEND

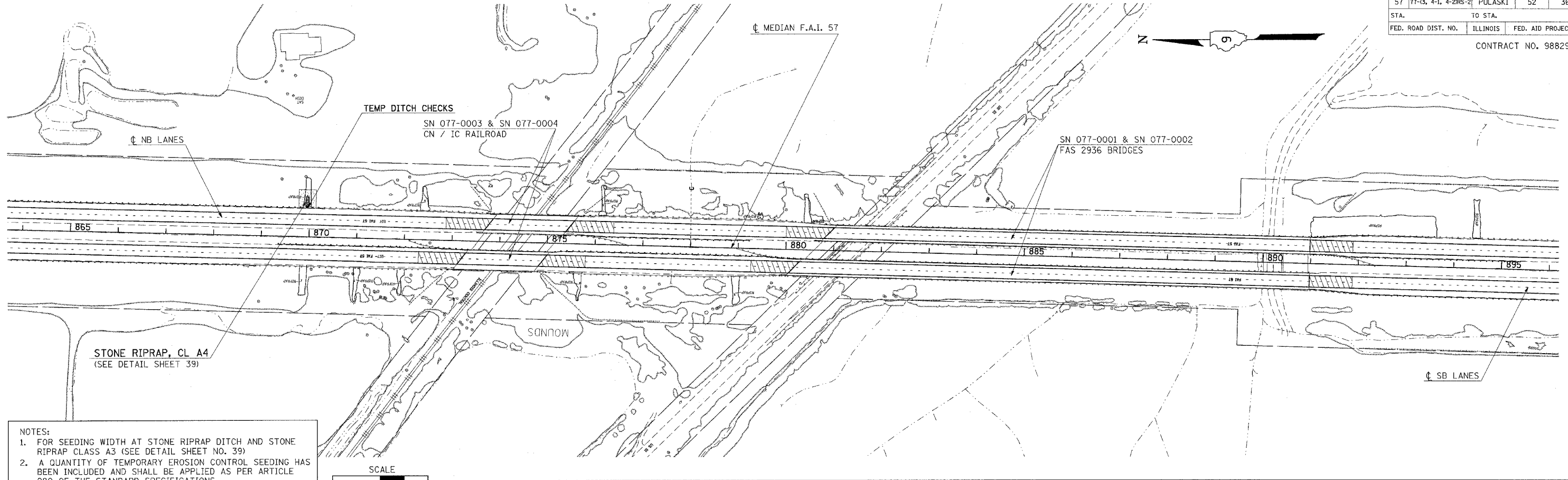
- SEEDING, CLASS 2 (MODIFIED); SEEDING CLASS 7; MULCH METHOD 2
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER



PLOT DATE = 3/21/2007  
 FILE NAME = c:\p\projects\98829\98829.dwg  
 PLOT SCALE = 1/8" = 100'  
 USER NAME = thomashf

**EROSION CONTROL PLAN STA 800+00 TO 865+00**

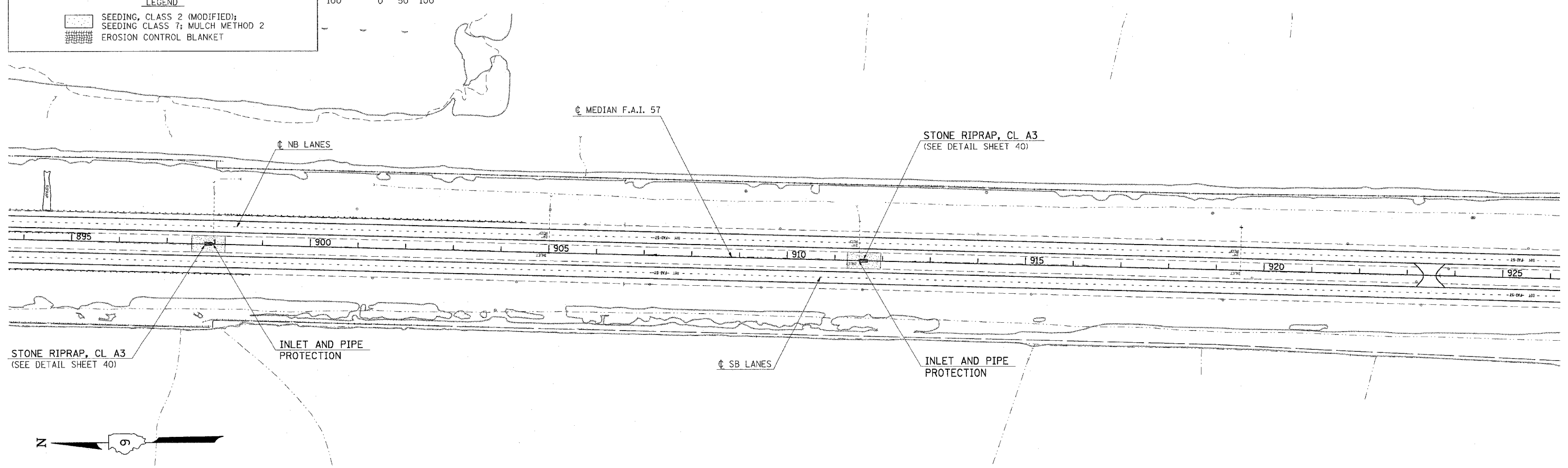
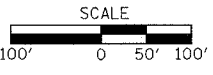
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-03, 4-1, 4-2RS-2	PULASKI	52	36
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				



**NOTES:**  
 1. FOR SEEDING WIDTH AT STONE RIPRAP DITCH AND STONE RIPRAP CLASS A3 (SEE DETAIL SHEET NO. 39)  
 2. A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING HAS BEEN INCLUDED AND SHALL BE APPLIED AS PER ARTICLE 280 OF THE STANDARD SPECIFICATIONS.

**LEGEND**

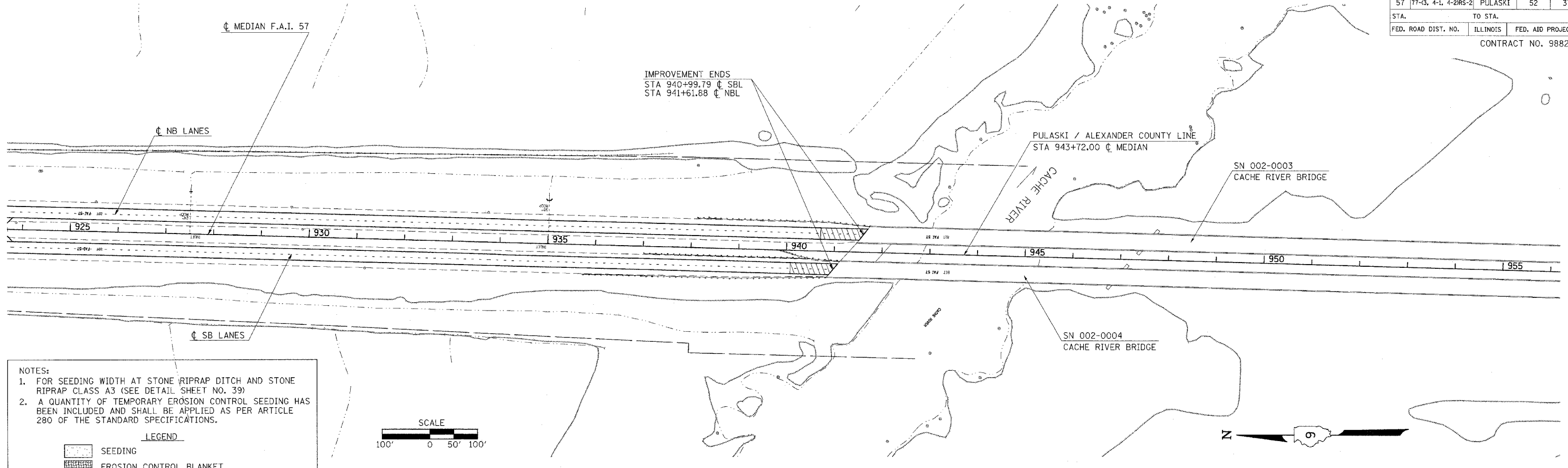
SEEDING, CLASS 2 (MODIFIED);  
 SEEDING CLASS 7; MULCH METHOD 2  
 EROSION CONTROL BLANKET



PLOT DATE = 3/21/2007  
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 PLOT SCALE = 1/8" = 100'  
 USER NAME = thomasht

**EROSION CONTROL PLAN STA 865+00 TO 925+00**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-G, 4-1, 4-2RS-2	PULASKI	52	37
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				



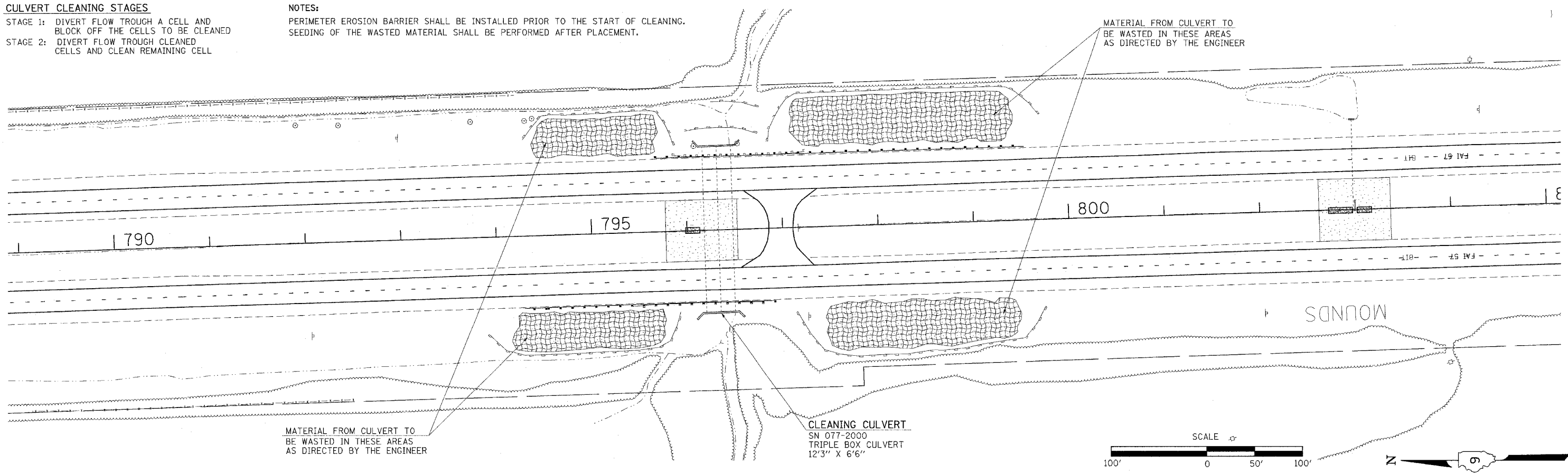
- NOTES:
1. FOR SEEDING WIDTH AT STONE RIPRAP DITCH AND STONE RIPRAP CLASS A3 (SEE DETAIL SHEET NO. 39)
  2. A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING HAS BEEN INCLUDED AND SHALL BE APPLIED AS PER ARTICLE 280 OF THE STANDARD SPECIFICATIONS.

LEGEND

	SEEDING
	EROSION CONTROL BLANKET

- CULVERT CLEANING STAGES**
- STAGE 1: DIVERT FLOW THROUGH A CELL AND BLOCK OFF THE CELLS TO BE CLEANED
- STAGE 2: DIVERT FLOW THROUGH CLEANED CELLS AND CLEAN REMAINING CELL

- NOTES:
- PERIMETER EROSION BARRIER SHALL BE INSTALLED PRIOR TO THE START OF CLEANING.
- SEEDING OF THE WASTED MATERIAL SHALL BE PERFORMED AFTER PLACEMENT.

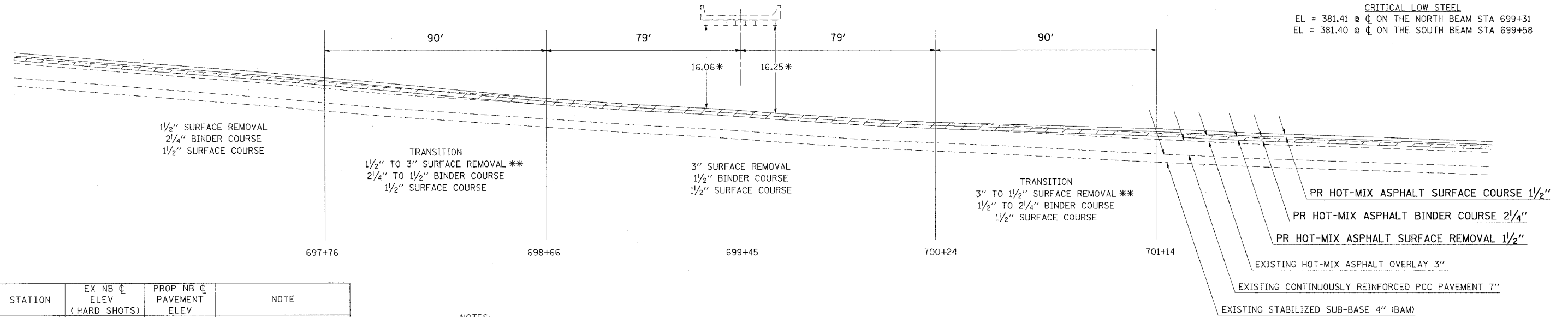
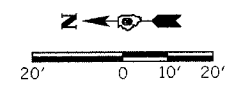


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 PLOT SCALE = 1/8" = 1' IN.  
 USER NAME = thomson

**EROSION CONTROL PLAN STA 925+00 TO 955+00  
CULVERT CLEANING DETAIL**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-3, 4-1, 4-2RS-2	PULASKI	52	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
98829				

PAVEMENT DETAIL AT TR 44 OVERPASS (SN 077-0031)  
NORTHBOUND  
CL STA 699+45



**CRITICAL LOW STEEL**  
EL = 381.41 @ CL ON THE NORTH BEAM STA 699+31  
EL = 381.40 @ CL ON THE SOUTH BEAM STA 699+58

STATION	EX NB CL ELEV (HARD SHOTS)	PROP NB CL PAVEMENT ELEV	NOTE
697+50	366.66	366.85	
697+76	366.43	366.62	BEGIN TRANSITION
698+00	366.21	366.39	
698+25	366.04	366.15	
698+50	365.87	365.91	
698+66	365.76	365.76	BEGIN 3" REMOVAL
699+00	365.52	365.52	
699+31	365.35	365.35	
699+45	365.25	365.25	CL BRIDGE
699+50	365.22	365.22	
699+58	365.15	365.15	
699+75	365.04	365.04	
700+00	364.87	364.87	
700+24	364.76	364.76	BEGIN TRANSITION
700+50	364.65	364.68	
700+75	364.51	364.61	
701+00	364.38	364.54	
701+14	364.31	364.50	RESUME 1 1/2" REMOVAL
701+50	364.14	364.33	

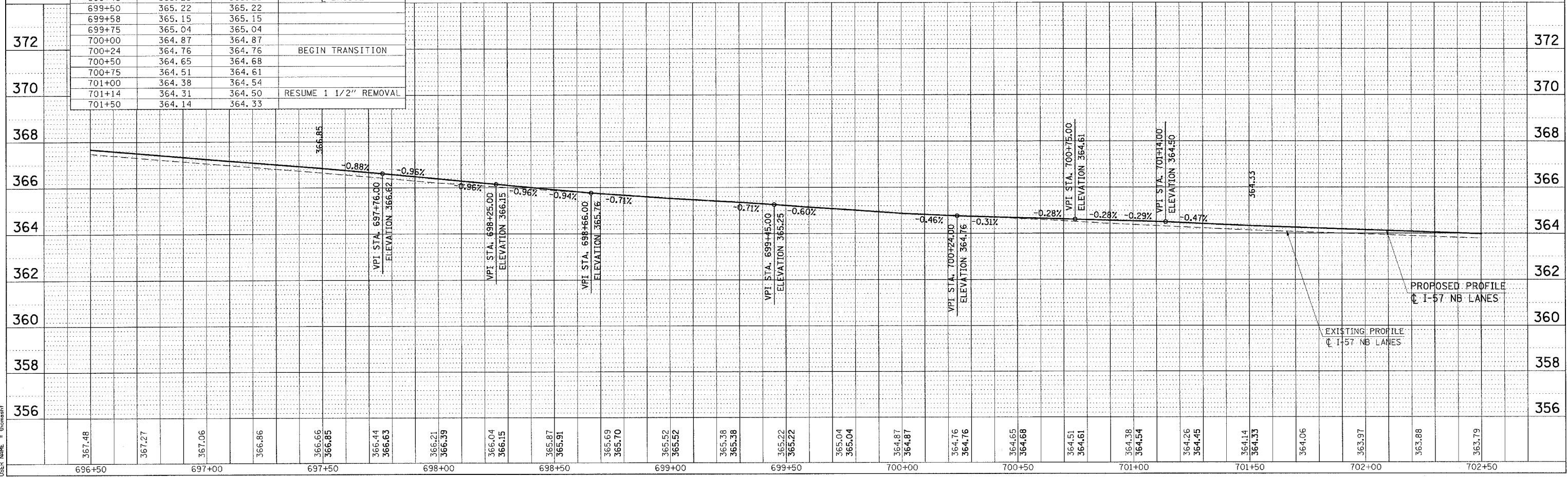
NOTES:  
① THE PROPOSED PAVEMENT SHALL BE CONSTRUCTED UTILIZING STRING LINE GRADE CONTROL WITH A MAXIMUM PIN SPACING OF 25 FEET.

\* A MINIMUM VERTICAL CLEARANCE OF 16' 0" TO BE ACHIEVED BY INCREASING THE MILLING DEPTH AND REDUCING THE BINDER THICKNESS.  
\*\* SURFACE REMOVAL IN TRANSITION AREAS WILL BE PAID FOR AS HMA SURFACE REMOVAL (VARIABLE DEPTH)

PLAN	SUPERVISED	DATE
	PLOTTED	
	CHECKED	
	BY	
	DATE	
	NO.	

PROFILE	SUPERVISED	DATE
	PLOTTED	
	CHECKED	
	BY	
	DATE	
	NO.	

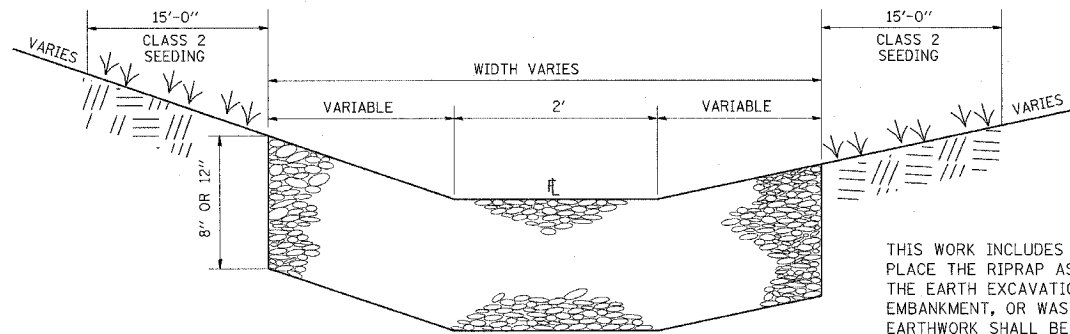
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USER NAME = bbonnett



I-57 NB - TR 44 PAVEMENT DETAIL & PROFILE SHEET STA 696+50 TO 702+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-13, 4-1, 4-2RS-2	PULASKI	52	39
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

### TYPICAL DETAIL OF STONE RIPRAP DITCH LINING



#### NOTES

THIS WORK INCLUDES THE EARTH EXCAVATION REQUIRED TO PLACE THE RIPRAP AS SHOWN. THE MATERIAL RESULTING FROM THE EARTH EXCAVATION SHALL BE PLACED IN THE ROADWAY EMBANKMENT, OR WASTED AS DIRECTED BY THE ENGINEER. THE EARTHWORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE DITCH.

THE RIPRAP DITCH SHALL BE CONSTRUCTED AT THE LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. CONSTRUCTION OF THE STONE RIPRAP DITCH SHALL CONFORM TO THE REQUIREMENTS FOR CLASS A3 RIPRAP AS INDICATED IN SECTION 281 OF STANDARD SPECIFICATIONS.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR **STONE RIPRAP, CLASS A3**, WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR AND EQUIPMENT TO COMPLETE THE WORK IN PLACE AS SHOWN.

BEDDING MATERIAL AND FILTER FABRIC AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

THE LENGTH AND WIDTH OF THE RIPRAP DITCH WILL BE AS SPECIFIED IN THE RIPRAP SCHEDULE OR AS DIRECTED BY THE ENGINEER.

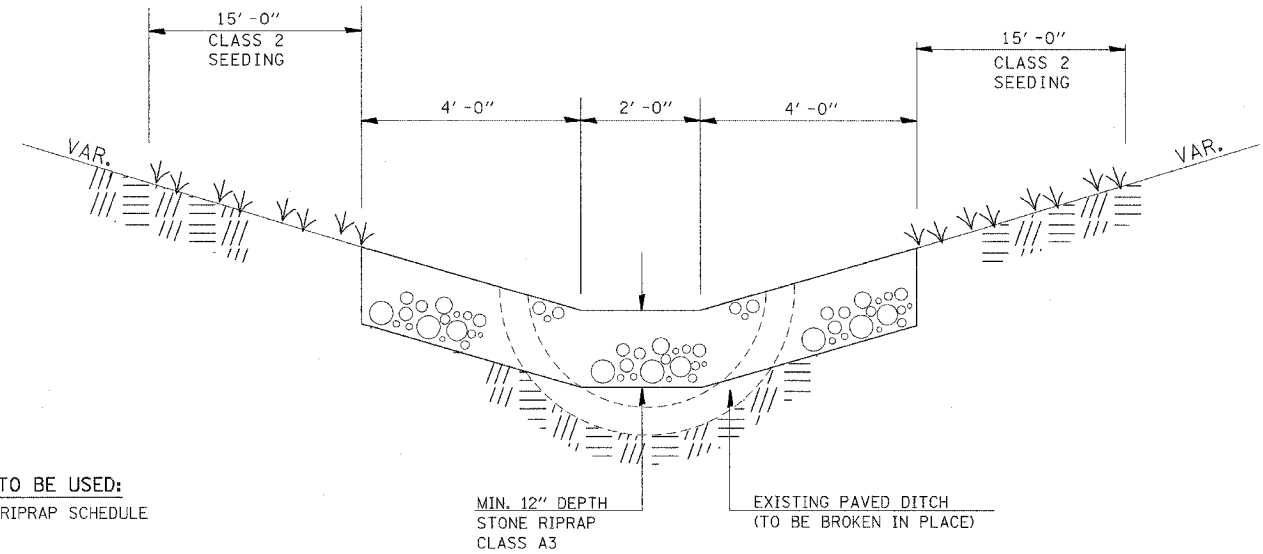
BED THICKNESS FOR DITCH LINING ADJACENT TO MEDIAN INLETS SHALL BE 8", FOR ALL OTHER AREAS, THE BED THICKNESS SHALL BE 12".

#### LOCATIONS

STA 768+99  
STA 774+73  
STA 7+62 (RAMP A)  
MEDIAN INLETS (SEE SHEET 40)

### DETAIL STONE RIPRAP DITCH

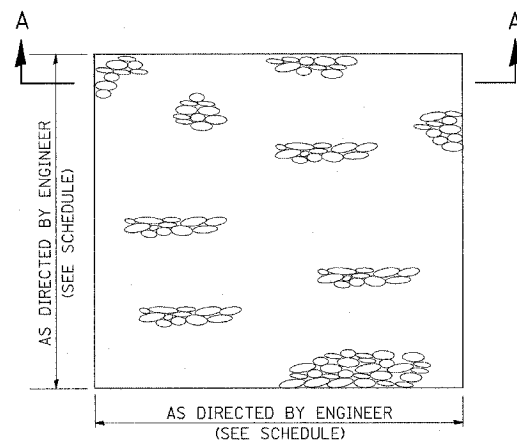
(ON EXISTING PAVED DITCH)



TO BE USED:  
SEE RIPRAP SCHEDULE

NOTES: THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON, FOR **STONE RIPRAP DITCH**, WHICH PRICE SHALL INCLUDE ALL MATERIAL LABOR AND EQUIPMENT TO COMPLETE THE WORK IN PLACE AS SHOWN AND DETAILED IN THE SPECIAL PROVISIONS. THE FINISHED SIDE SLOPES OF THE STONE RIPRAP DITCH SHALL MATCH THE EXISTING GRADE.

### RIPRAP DETAIL



THE EXCESS EXCAVATION MAY BE WASTED IN NEARBY EROSION CHANNELS AS DIRECTED BY THE ENGINEER.

#### LOCATIONS

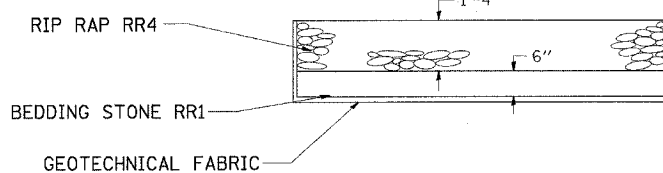
STA 702+70 RT  
STA 869+80 LT

FINAL LOCATION AS DIRECTED BY THE ENGINEER.

DIMENSIONS SHALL BE DETERMINED FROM THE RIPRAP SCHEDULE

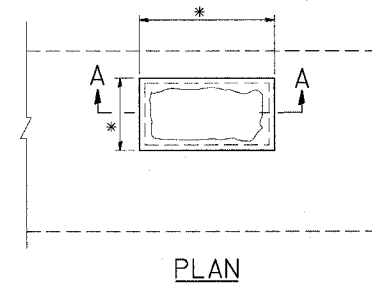
#### NOTES:

- EXISTING CURB OUTLETS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITION.
- EARTH EXCAVATION IS INCLUDED IN THE COST OF STONE RIP RAP, CLASS A4.

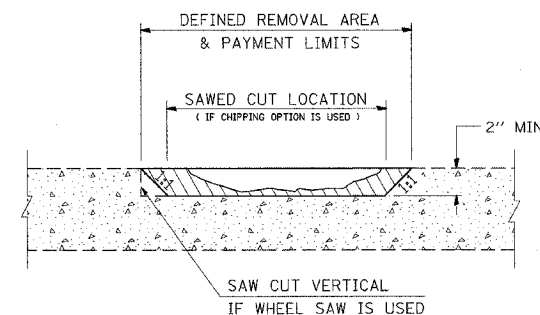


SECTION A-A

### DETAILS OF BITUMINOUS PATCHING-PARTIAL DEPTH



\* LIMITS OF PARTIAL DEPTH PATCHING AS DIRECTED BY THE ENGINEER.



SECTION A-A

#### NOTES:

THE CONTRACTOR HAS THE OPTION OF SAWING THE PAVEMENT AND CHIPPING THE EDGES OR BY MILLING THE DEFINED AREA OF THE PATCH. THE PAVEMENT SHALL BE SAWED A MINIMUM OF 2 INCH DEPTH IF THE SAWING OPTION IS USED. THE DIAMETER OF THE MILLING MACHINE SHALL BE OF SUFFICIENT SIZE TO MAINTAIN THE 1:1 SIDE SLOPE. A FIELD SURVEY WAS CONDUCTED BY THE DISTRICT CONSTRUCTION ENGINEER. PARTIAL DEPTH PATCHING SHALL BE USED ON THE FOUR MOUNDS INTERCHANGE RAMPS AND MOUNDS ROAD.

THIS ITEM WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT PATCHING (PARTIAL DEPTH).

PLOT DATE = 2/21/2007  
FILE NAME = c:\projects\p104603\p104603.dwg  
PLOT SCALE = 50.0000 / 1 IN.  
USER NAME = bomeah1

REVISIONS	10-4-91
REVISION	
REVISION	
REVISION	

STD. 9-91

DETAILS: STONE RIPRAP DITCH LINING; STONE RIPRAP DITCH; RIPRAP DITCH; PATCHING - PARTIAL DEPTH



F. A. SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-3, 4-1, 4-2RS-2	PULASKI	52	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

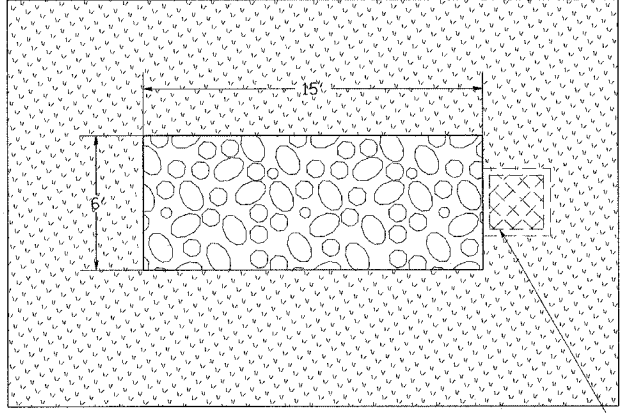
CONTRACT NO. 98829

NOTES:

1. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR STONE RIPRAP, CLASS A3. THIS PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND EQUIPMENT USED TO COMPLETE THE WORK IN PLACE AS SHOWN. ALL WORK SHALL COMPLY TO ARTICLE 281 OF THE STANDARD SPECIFICATIONS.
2. THE MINIMUM THICKNESS OF THE STONE RIPRAP LAYER SHALL BE 8" IN ACCORDANCE WITH ARTICLE 281.04(c).
3. SEE SCHEDULE FOR SEEDING DIMENSIONS.
4. SEEDING SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

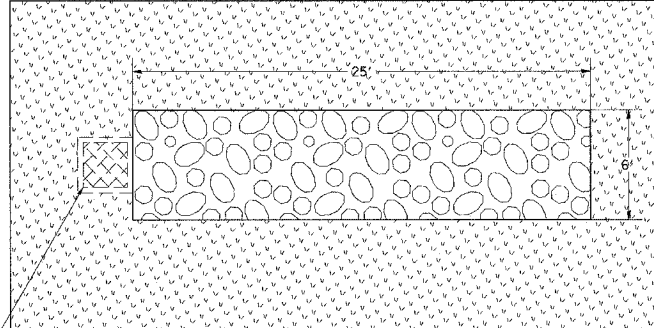
LEGEND

-  RIPRAP
-  SEEDING AND MULCH



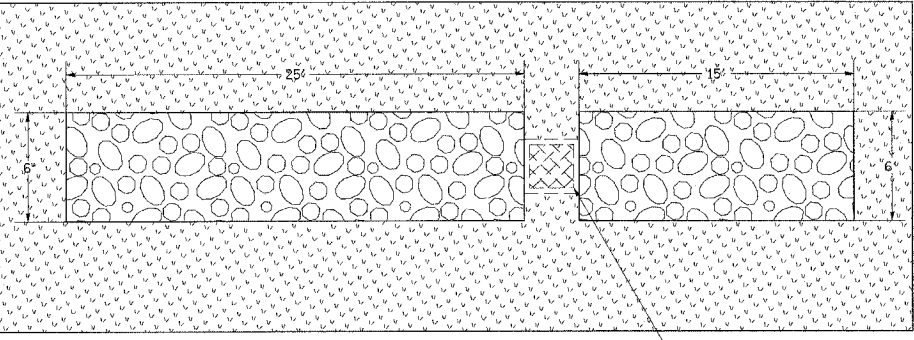
STA 718+85    STA 762+50    STA 796+16  
 STA 734+38    STA 768+93    STA 898+00  
 STA 748+84    STA 785+09

EX FLUSH  
MEDIAN INLET



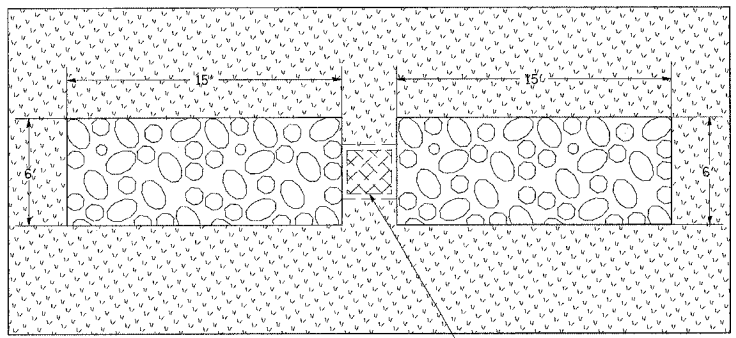
STA 847+98  
STA 863+00

EX FLUSH  
MEDIAN INLET



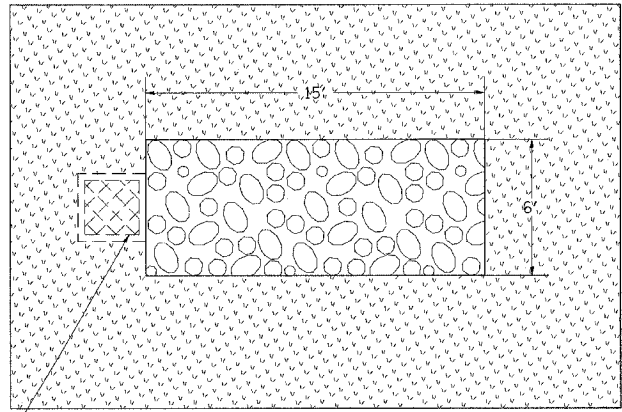
STA 803+00  
STA 808+98

EX FLUSH  
MEDIAN INLET



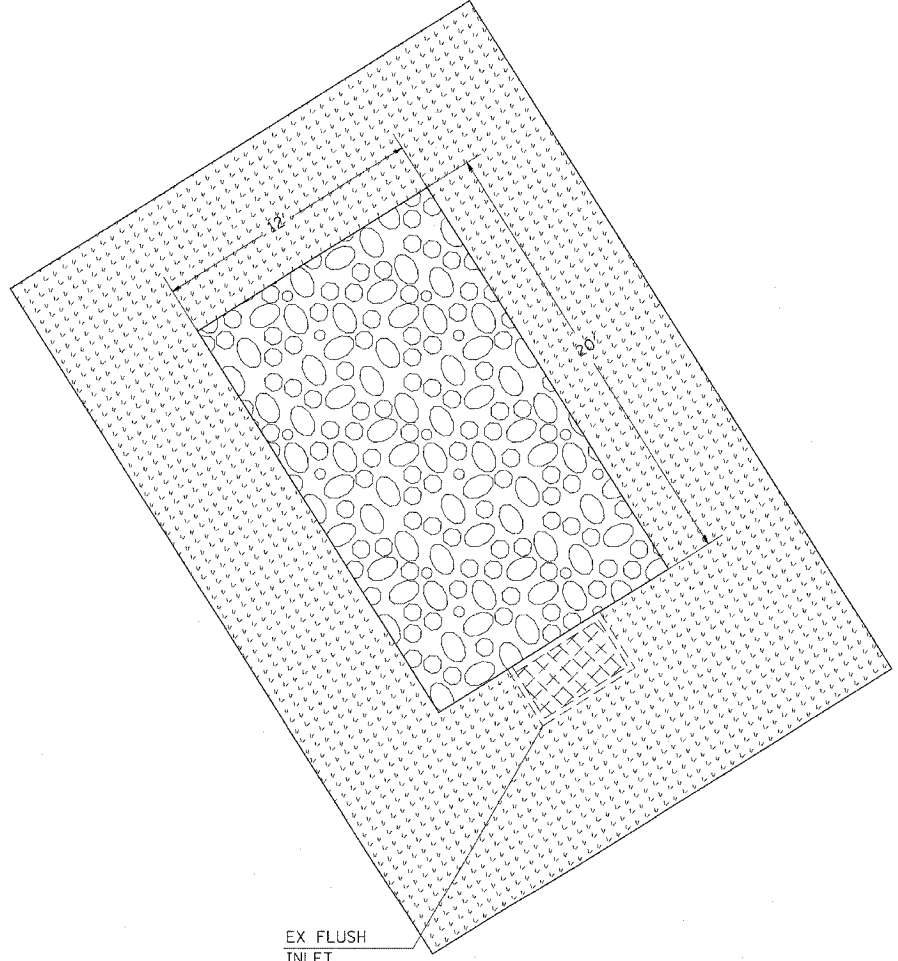
STA 815+00    STA 827+80  
STA 821+20    STA 834+74

EX FLUSH  
MEDIAN INLET



STA 911+50

EX FLUSH  
MEDIAN INLET



EX FLUSH  
INLET

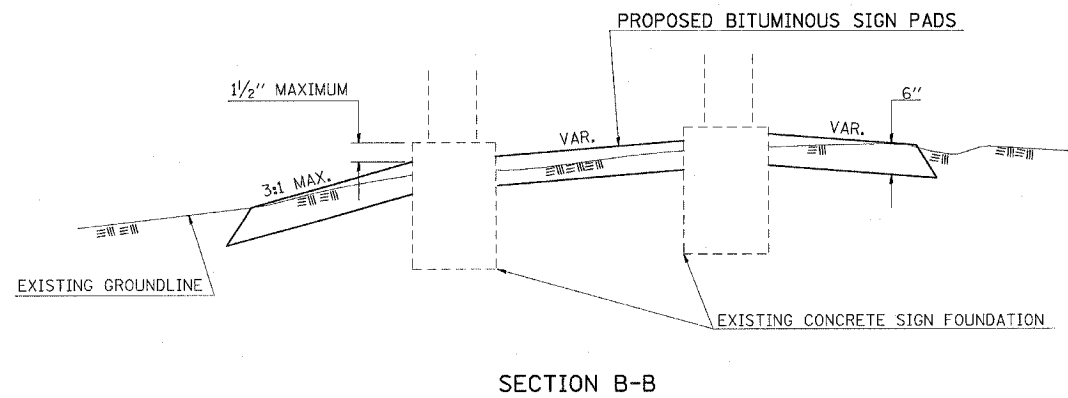
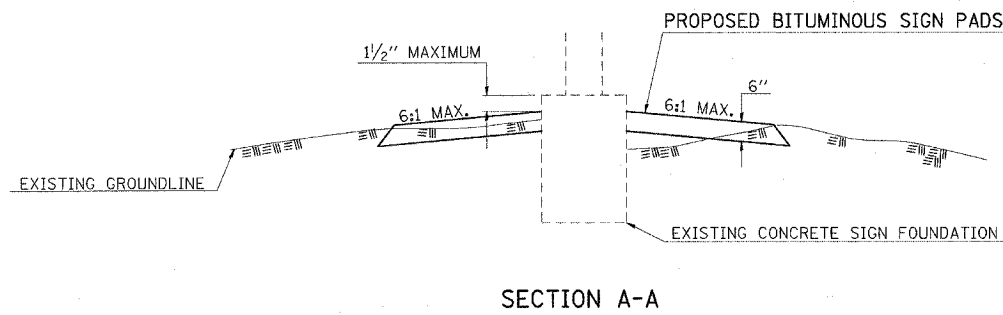
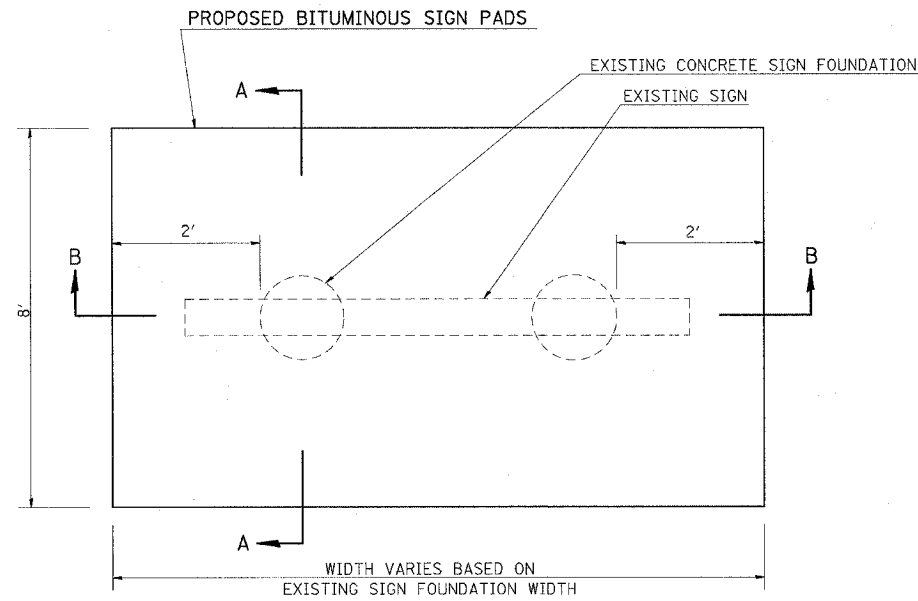
STA 763+55 NB LT  
BETWEEN MAINLINE AND RAMP B

PLOT DATE = 9/21/2007  
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 USER NAME = thomasht

**DETAILS: STONE RIPRAP AROUND MEDIAN INLETS**

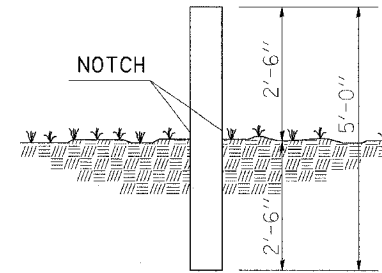
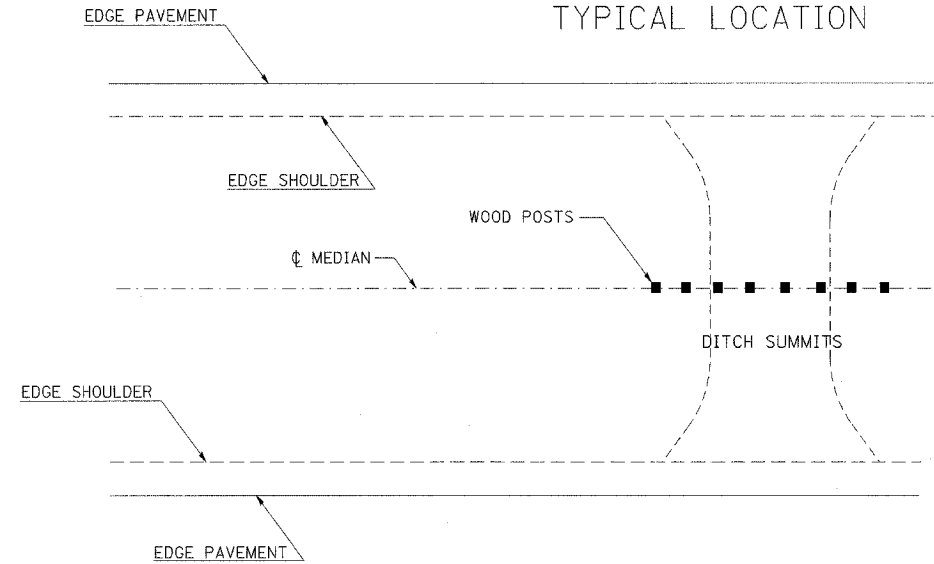


# DETAIL OF BITUMINOUS SIGN PADS



# WOOD POST DETAIL

TYPICAL LOCATION



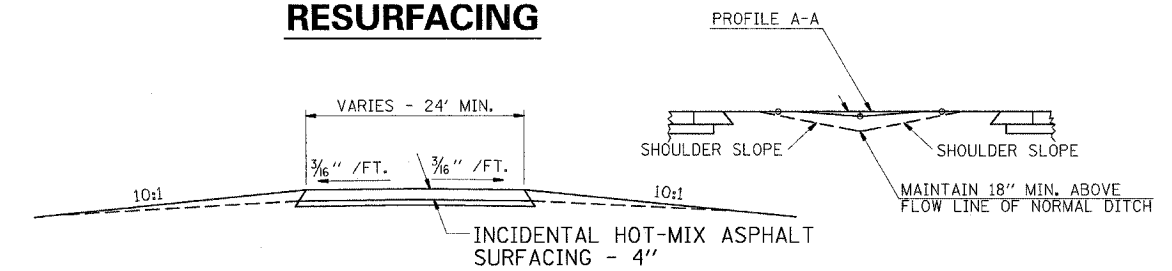
WOOD POST DETAIL

### NOTES

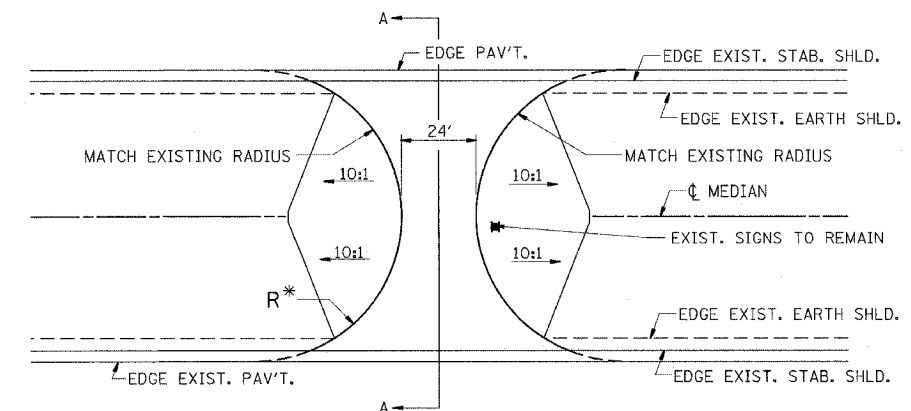
THE NUMBER OF WOOD POSTS AT EACH LOCATION SHALL BE AS SHOWN ON THE TABULATION, OR AS DIRECTED BY THE ENGINEER. THE POSTS SHALL BE SET ON 5' CENTERS.  
 THE POSTS SHALL BE 4" X 4", OR 4" X 6". THE 6 INCH DIMENSION SHALL BE PARALLEL TO THE TRAFFIC LANES AND THE NOTCH SHALL BE PLACED ON THE SIDE TOWARD APPROACHING TRAFFIC.  
 THE MATERIAL AND PRESERVATIVE TREATMENT FOR ALL POSTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 634 GUARD POST OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.  
 THIS WORK WILL PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR **GUARD POST**, WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR AND EQUIPMENT TO COMPLETE THE WORK.

TO BE USED:			
STATION	NO. OF WOOD POSTS	STATION	NO. OF WOOD POSTS
688+75	6	757+00	7
693+50	6	762+80	8
709+10	13	769+00	8
734+80	8	785+20	9
749+25	8	847+72	7
756+00	7		

# DETAIL OF MEDIAN CROSSOVER RESURFACING



TO BE USED:  
 STATION 720+13  
 STATION 796+99  
 STATION 923+48



### NOTE:

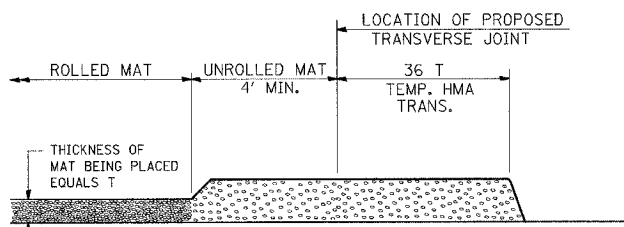
THE PROPOSED CROSSOVER SURFACE SHALL BE BUTTED TO THE EDGE OF THE RESURFACED STABILIZED SHOULDER.

EARTHWORK SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER.

STD 9-55 MODIFIED

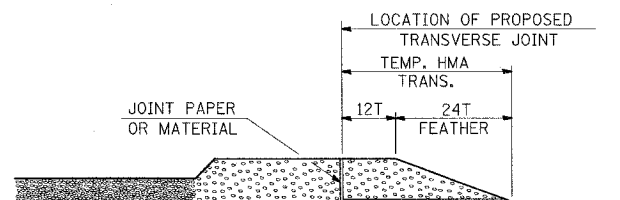
PLOT DATE = 3/21/2007  
 FILE NAME = c:\projects\994683\d994683.dwg  
 PLOT SCALE = 50.0000 / 1 IN.  
 USER NAME = thomasr

### TEMPORARY HOT-MIX ASPHALT TRANSITIONS



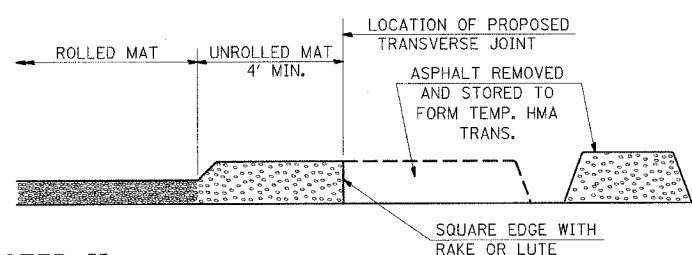
#### STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 36 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



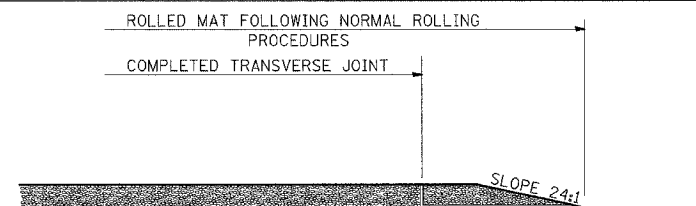
#### STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



#### STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



#### STEP IV

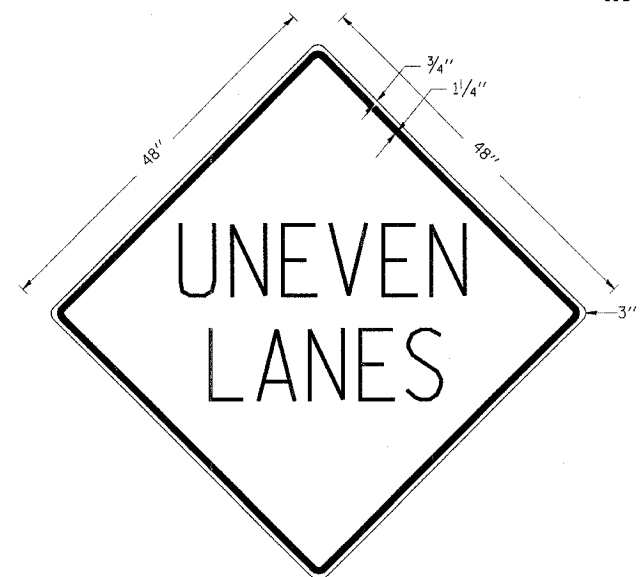
1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94
REVISED	01-09-07
REVISED	

STD. 9-26

### UNEVEN LANES SIGN

W8-11 (48" x 48")



#### COLORS:

LEGEND AND BORDER - BLACK NON-REFLECTORIZED  
BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

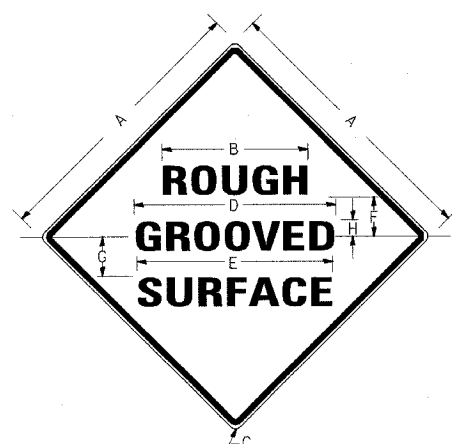
THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS	
DRAWN	2-15-89
REVISED	4-6-93
REDESIGNED	7-23-04
REVISED	

STD. 9-41

### ILLINOIS STANDARD

W8-I106



#### COLORS:

LEGEND AND BORDER- BLACK NON-REFLECTORIZED  
BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

#### NOTES:

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

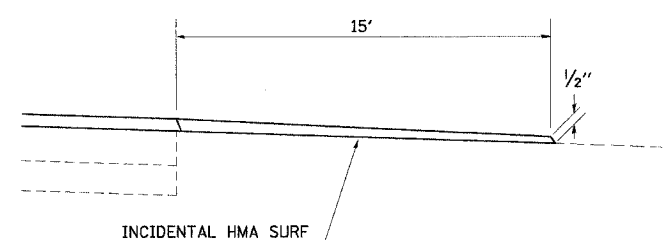
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

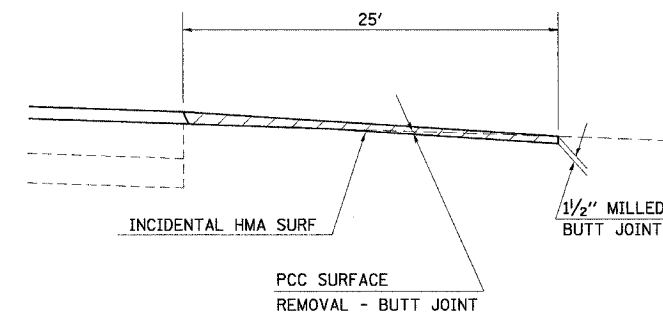
REVISIONS	
REDRAWN	2-15-89
REVISED	4-6-93
REVISED	

STD. 9-39

### ASPHALT SIDEROAD DETAIL

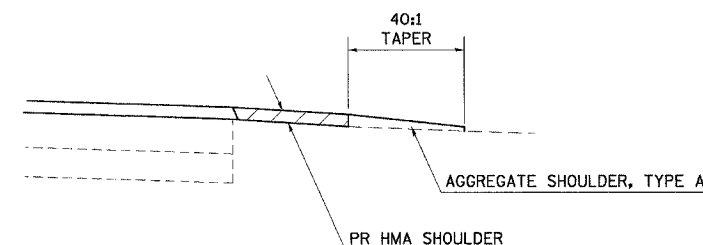


### CONCRETE SIDEROAD DETAIL



TO BE USED AT MOUNDS ROAD

### PRIVATE ENTRANCE DETAIL



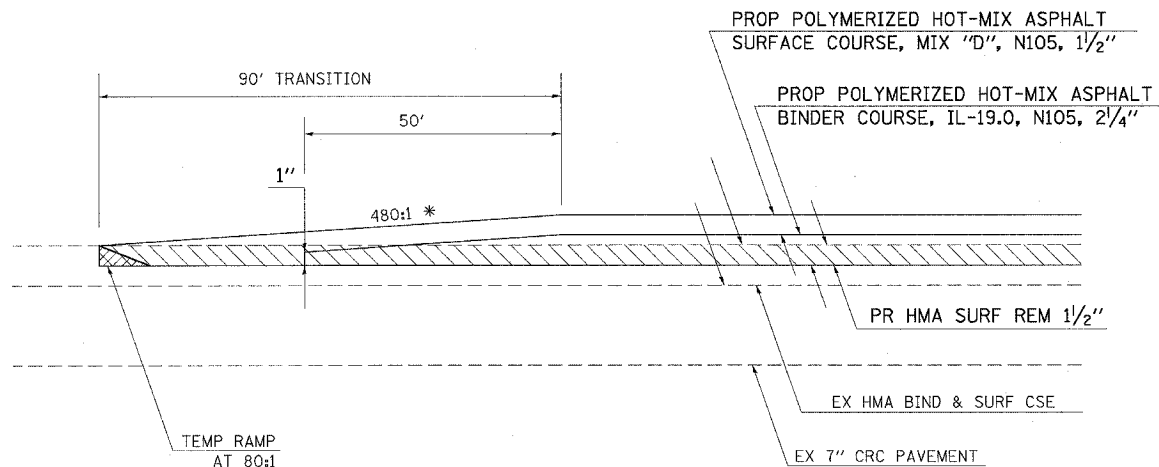
PLOT DATE = 5/7/2007  
FILE NAME = c:\p\proj\msta\39046293\4904683.dwg  
PLOT SCALE = 1/8" = 1'-0"  
USER NAME = bmmant

DETAILS: TEMP HMA TRANSITIONS; ROUGH GROOVED SURFACE SIGN; UNEVEN LANES SIGN; ENTRANCES AND SIDEROADS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-3, 4-1, 4-2RS-2	PULASKI	52	43
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

**RESURFACING TRANSITION**

(I-57 MAIN LINE)

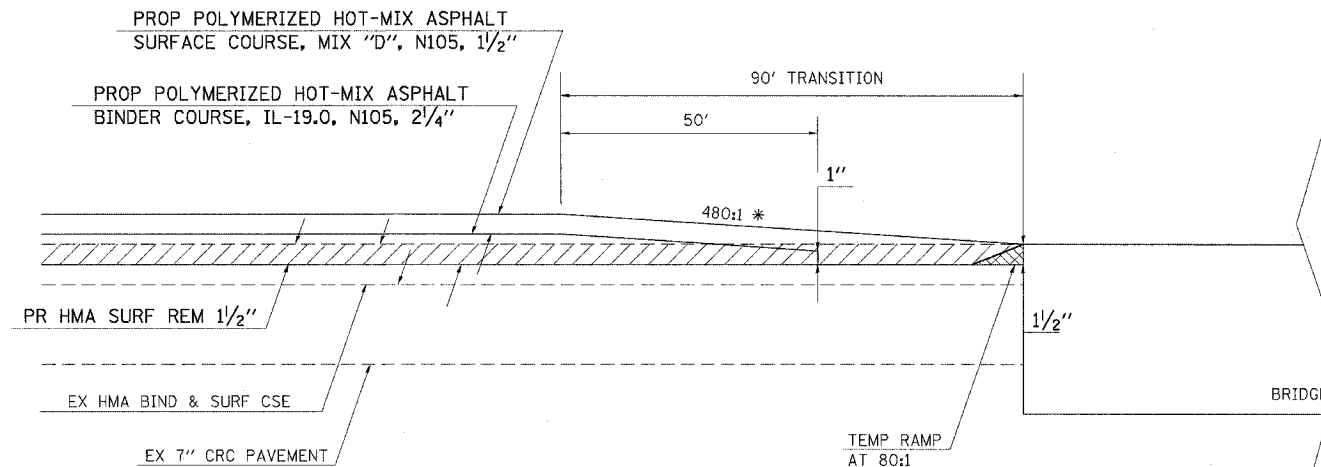


**TO BE USED:**  
(BEGINNING OF PROJECT)

STA 687+85 @ MEDIAN

**RESURFACING TRANSITION**

(I-57 MAIN LINE)



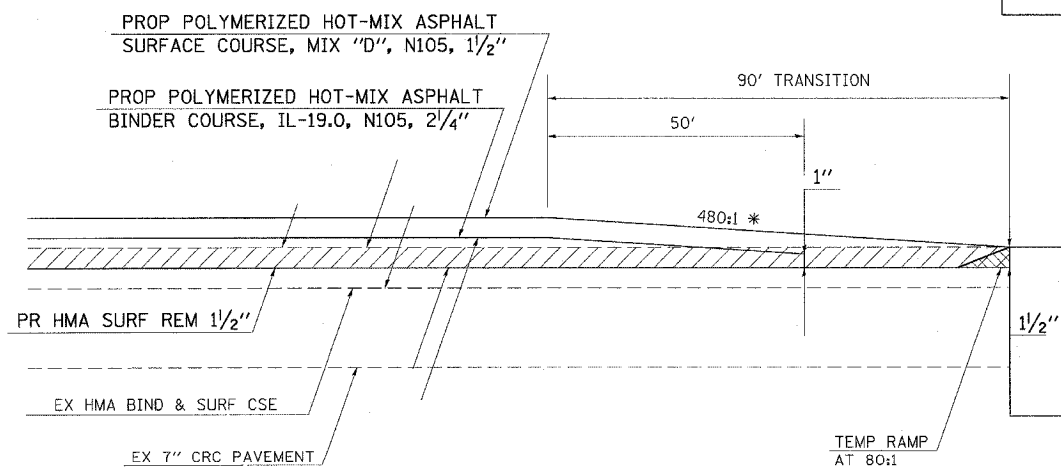
**TO BE USED:**  
(END OF PROJECT)

STA 940+99.79 @ SBL

STA 941+61.88 @ NBL

**NOTES:**

1. AT THE LOCATIONS INDICATED, BUTT JOINTS SHALL BE CONSTRUCTED IN THE ADJACENT EXISTING ASPHALT SHOULDERS. THIS WORK SHALL BE PAID FOR AS HMA SURFACE REMOVAL - BUTT JOINT.
2. \* 480:1 TAPERS TO BE CONSTRUCTED UTILIZING STRING LINE GRADE CONTROL
3. A 1 1/2" SAWCUT SHALL BE MADE AT THE END OF EACH RESURFACING TRANSITION AS DIRECTED BY THE ENGINEER. THIS SAWCUT SHALL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL 1 1/2".



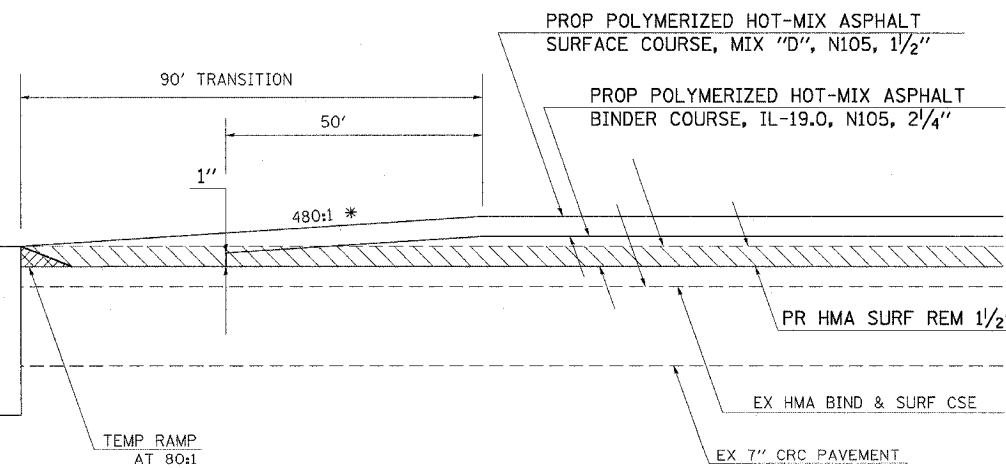
**TO BE USED:**

STA 873+18.27 @ SBL

STA 880+14.53 @ SBL

STA 873+74.55 @ NBL

STA 880+86.85 @ NBL



**TO BE USED:**

STA 874+92.27 @ SBL

STA 891+00.01 @ SBL

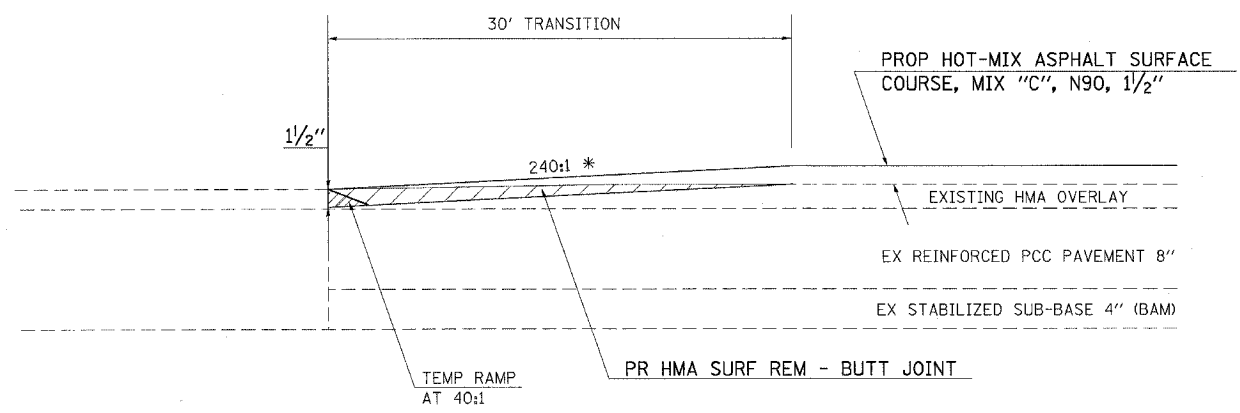
STA 875+48.55 @ NBL

STA 891+00.01 @ NBL

PLOT DATE = 3/21/2007  
 FILE NAME = c:\p\p\meta\384603.d\984603.d\384603.d\384603.d\384603.d\384603.d\384603.d\384603.d\384603.d\384603.d  
 PLOT SCALE = 3/4" = 1' IN.  
 USER NAME = bhannah

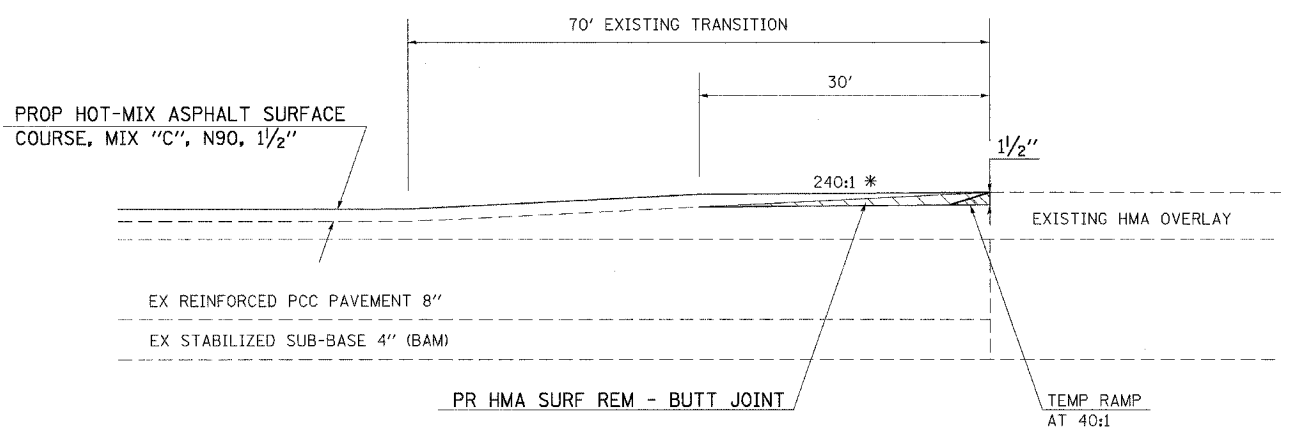
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-03, 4-1, 4-2RS-2	PULASKI	52	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 98829				

**BUTT-JOINT**  
(FAS 939 / MOUNDS ROAD)



**TO BE USED:**  
(BEGINNING OF PROJECT)  
STA 92+00 ☐

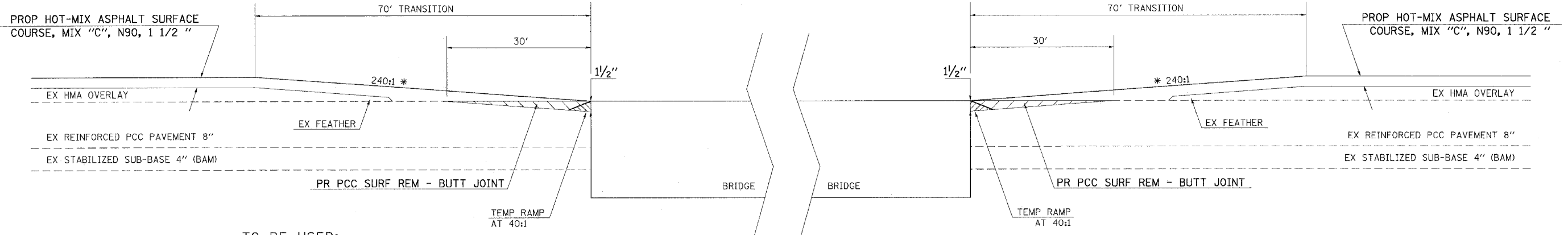
**BUTT-JOINT**  
(FAS 939 / MOUNDS ROAD)



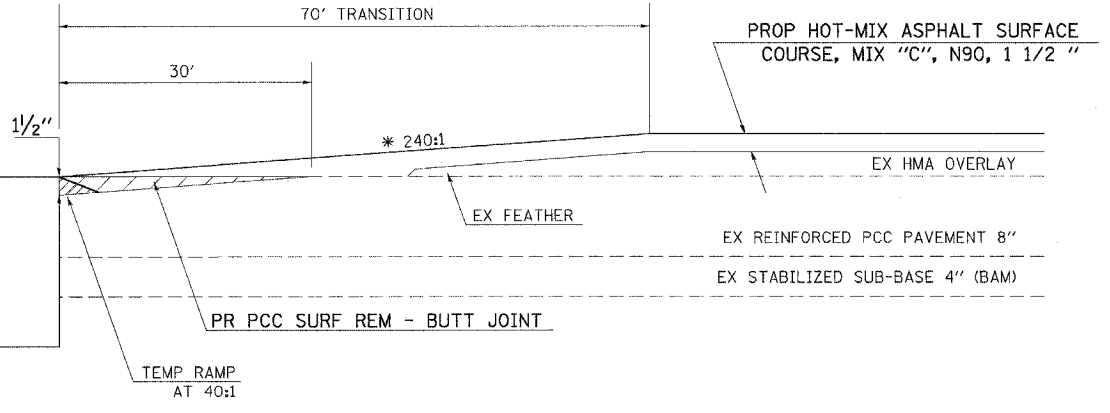
**TO BE USED:**  
(END OF PROJECT)  
STA 124+00 ☐

- NOTES:**
1. AT THE BUTT JOINT LOCATIONS INDICATED, SIMILAR BUTT JOINTS SHALL BE CONSTRUCTED IN THE ADJACENT EXISTING HMA SHOULDERS. THIS WORK SHALL BE PAID FOR AS HMA SURFACE REMOVAL - BUTT JOINT.
  2. \* 240:1 TAPERS TO BE CONSTRUCTED USING STRING LINE GRADE CONTROL

SN 077-0027



**TO BE USED:**  
STA 106+77 ☐

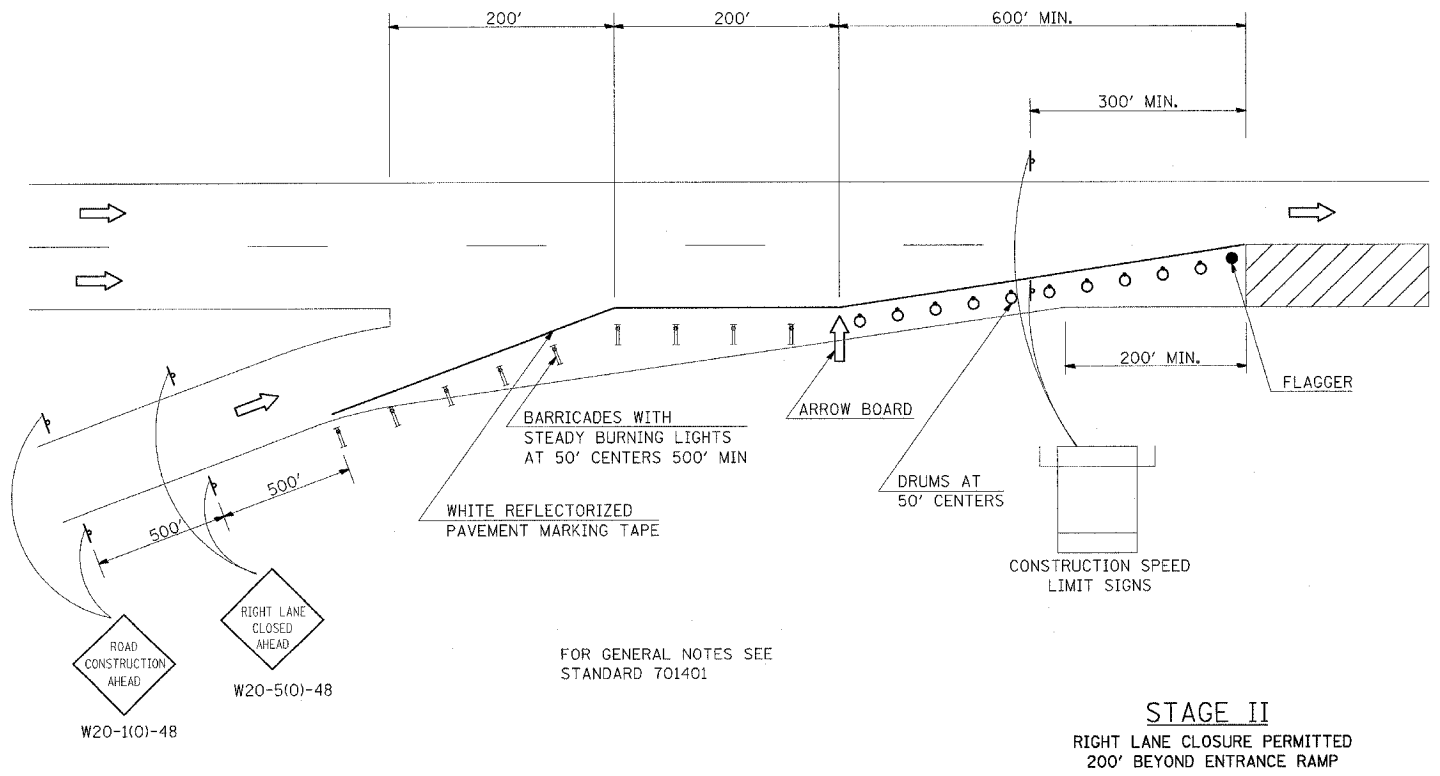
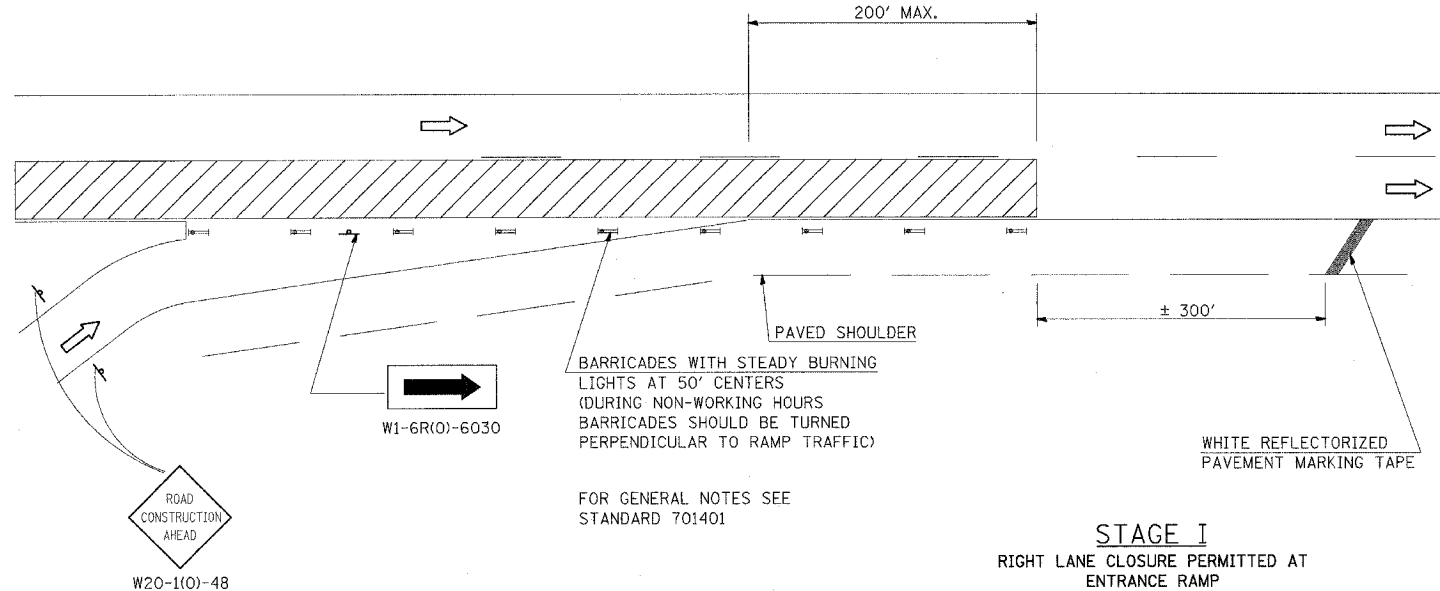


**TO BE USED:**  
STA 109+25 ☐

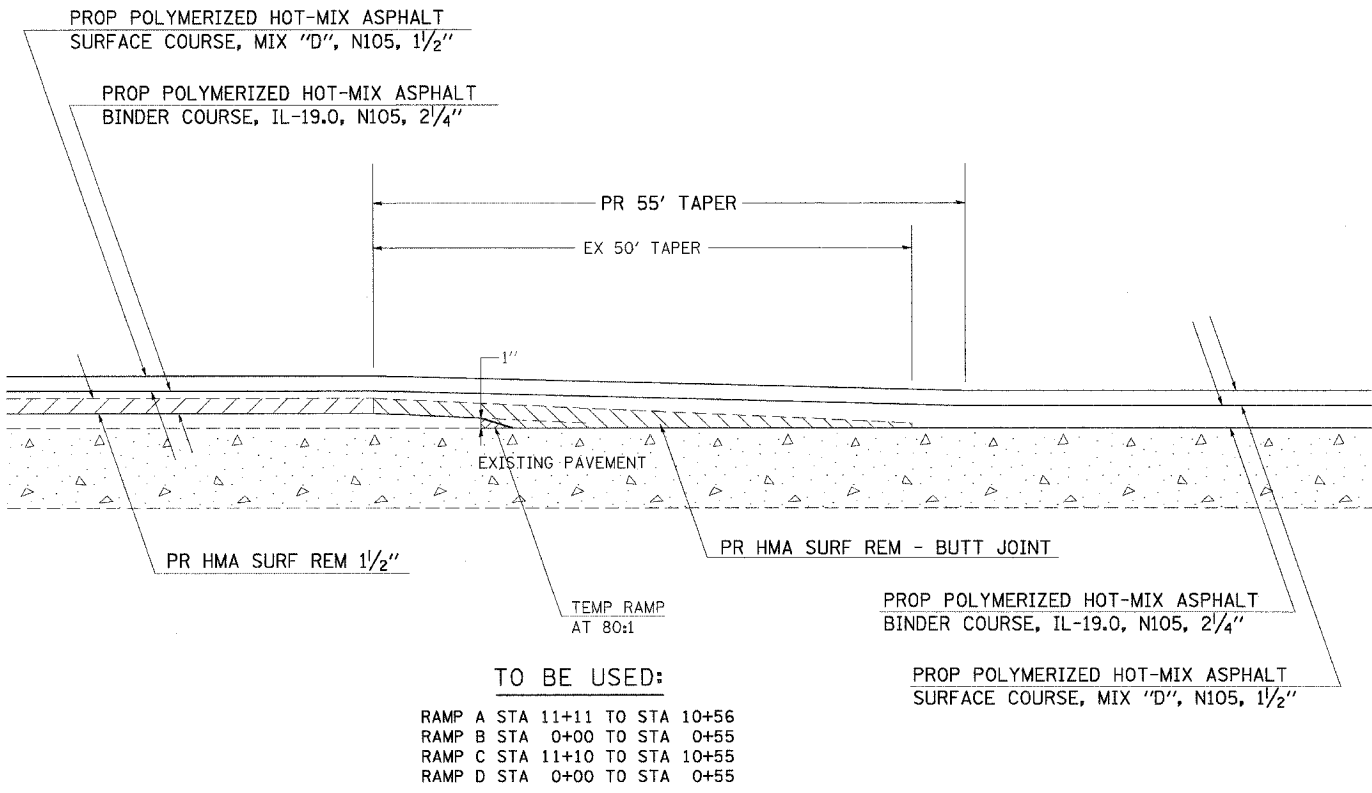
PLOT DATE = 5/7/2007  
 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = thomasf

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-13, 4-1, 4-2RS-2	PULASKI	52	45
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

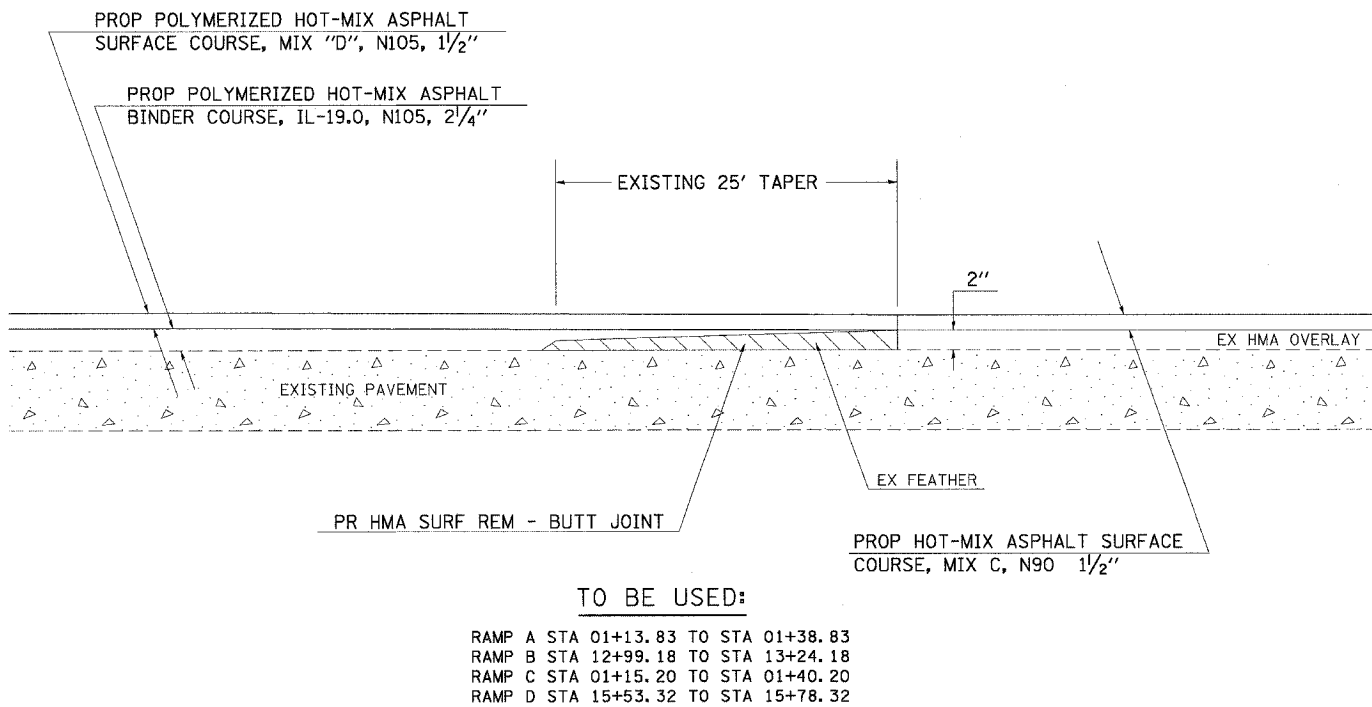
## DETAIL OF TRAFFIC CONTROL AT ENTRANCE RAMPS



## RESURFACING TRANSITION



## RESURFACING TRANSITION



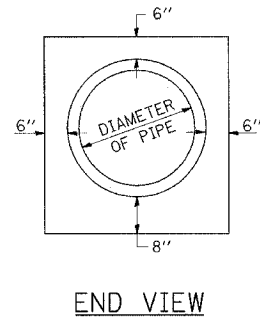
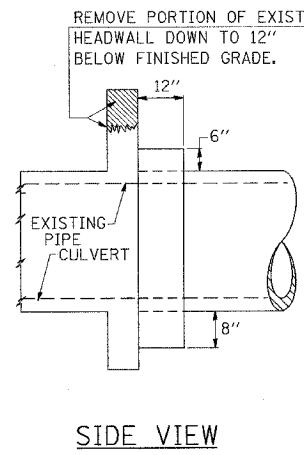
PLOT DATE = 6/7/2007  
FILE NAME = c:\projects\p0146834a\un32  
PLOT SCALE = 50.0000 / IN.  
USER NAME = drcourt

STANDARD: 9-43

REVISIONS

DRAWN	6-23-89
REVISED	12-17-01
REVISED	
REVISED	

**DETAILS OF CONCRETE COLLAR**



**TABULATION**

DIAMETER OF PIPE	CL SI CONC CU YDS EST
12"	0.16
15"	0.19
18"	0.21
24"	0.29
30"	0.37
36"	0.44
42"	0.53
48"	0.62
54"	0.71
60"	0.81
72"	1.03

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR **CONCRETE COLLAR**, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AS MAY BE REQUIRED.

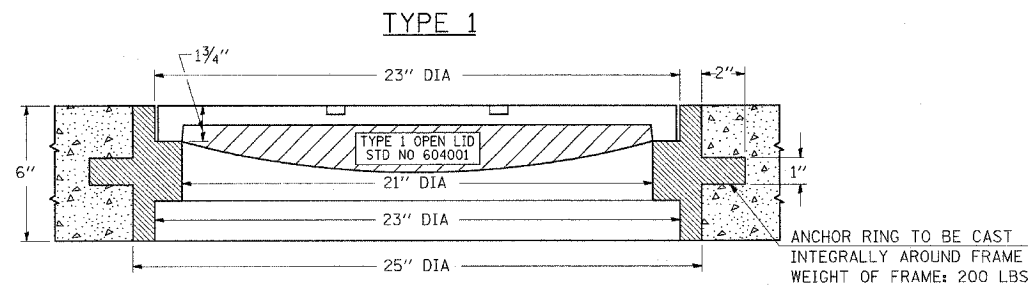
CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

REVISIONS

REDRAWN	2-15-89
REVISED	8-19-94
REVISED	
REVISED	

STD. 9-19

**DETAIL OF CAST IRON FRAME, TYPE 1 (SPECIAL) WITH TYPE 1 OPEN LID**

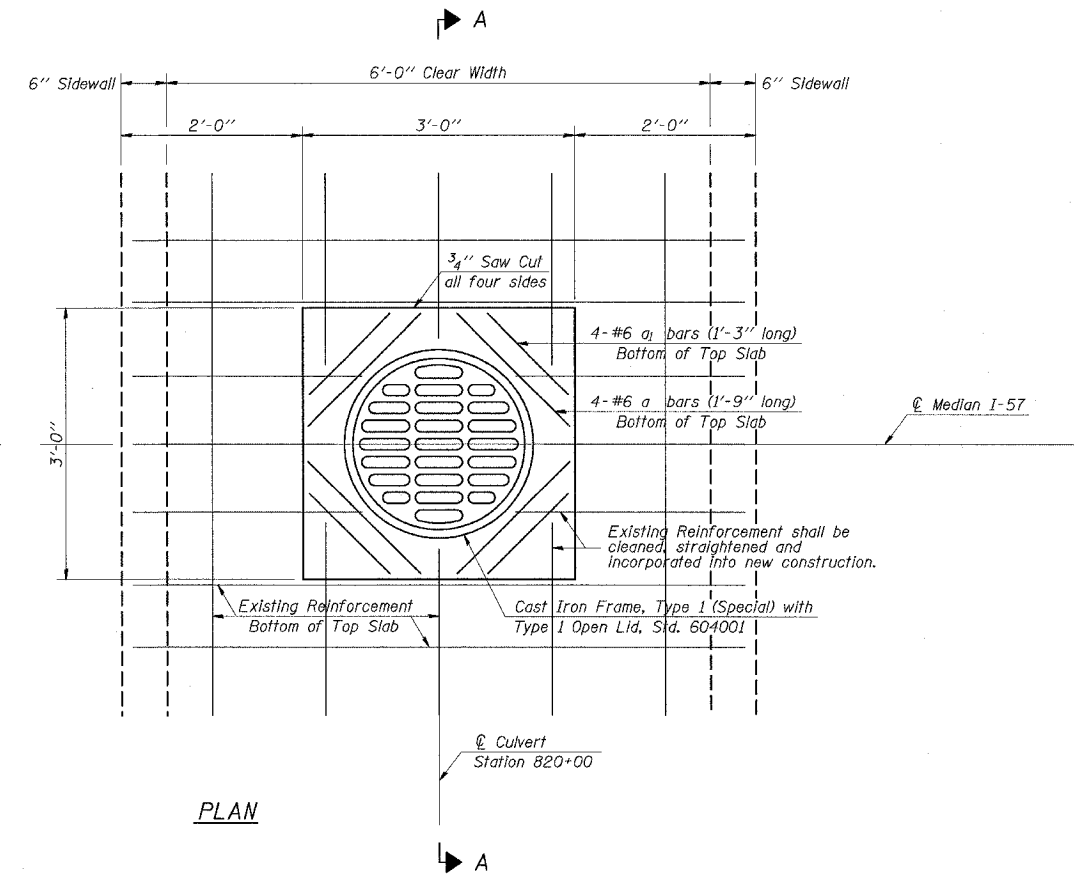


THE FRAMES MAY BE MADE OF EITHER GRAY IRON CONFORMING TO THE STANDARD SPECIFICATIONS OR DUCTILE IRON CONFORMING TO THE SPECIFICATIONS FOR DUCTILE IRON CASTING, A.S.T.M. DESIGNATION: A536, GRADE 60-45-10.

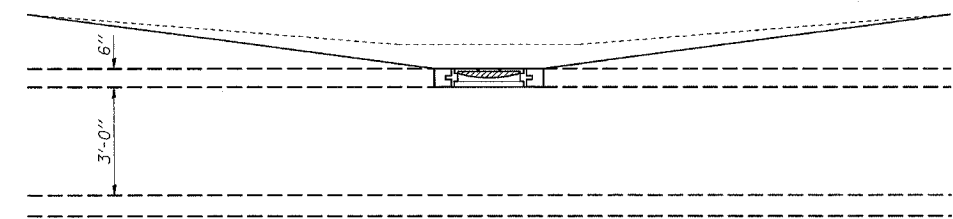
**DETAIL OF MEDIAN INLET STATION 820+00**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-G, 4-1, 4-2RS-2	PULASKI	52	46

STA. TO STA.  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
CONTRACT NO. 98829



PLAN



SECTION A-A

**NOTES**

All earthwork operations required to perform this work shall be included in the cost of Concrete Box Culverts.  
Final grading and shaping of the median surrounding the Inlet shall be to the satisfaction of the Engineer.  
For backfilling and embankment, see Standard Specifications.  
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.

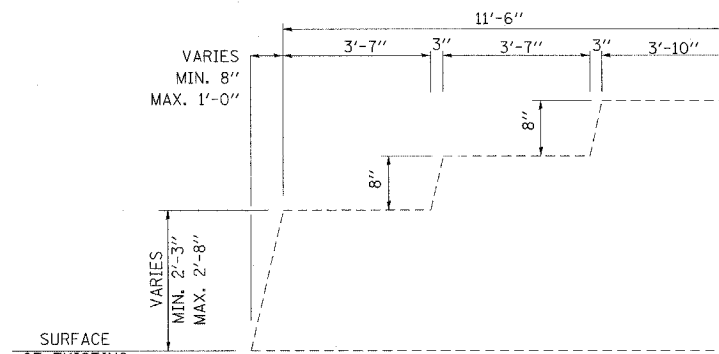
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	4	#6	1'-9"	—
a <sub>1</sub>	4	#6	1'-3"	—
Concrete Removal			Cu. Yd.	0.2
Concrete Box Culverts			Cu. Yd.	0.1
Reinforcement Bars			Pound	16

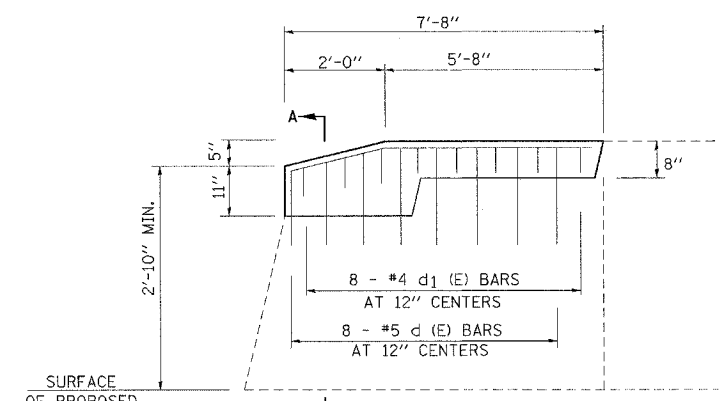
PLOT DATE = 3/21/2007  
FILE NAME = c:\prowork\prowork\984683\984683.dwg  
PLOT SCALE = 1/8" = 1'-0"  
USER NAME = thomasht

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-03, 4-1, 4-2RS-2	PULASKI	52	47
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

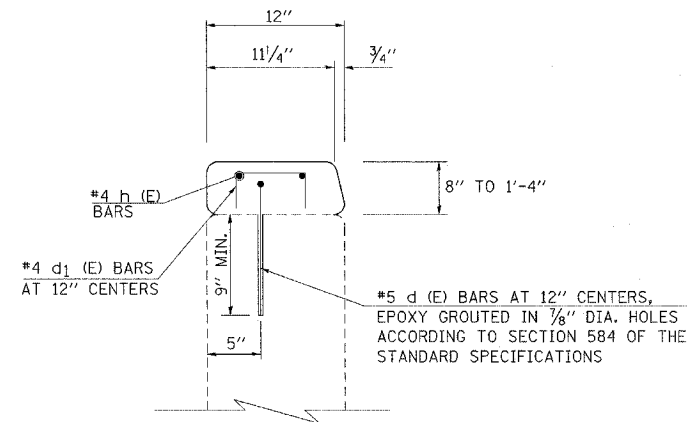
**WINGWALL MODIFICATION FOR TYPE 6 TERMINAL**



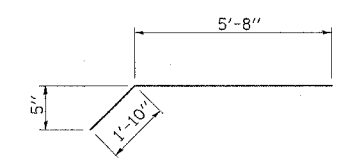
**INSIDE ELEVATION (EXISTING)**



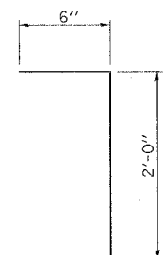
**INSIDE ELEVATION (PROPOSED)**



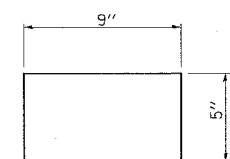
**SECTION A-A**



**BAR h (E)**



**BAR d (E)**



**BAR d1 (E)**

**TO BE USED:**  
SN 077-0027 (4 WINGWALLS)

**BILL OF MATERIAL**

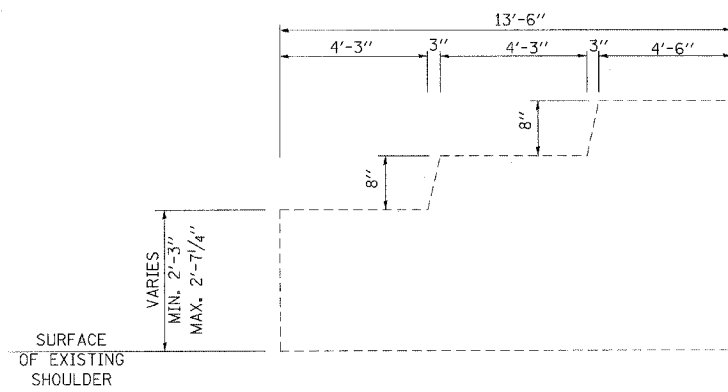
BAR	SIZE	NO.	LENGTH	SHAPE
d (E)	#5	8	2'-6"	┌
d1 (E)	#4	8	1'-7"	┌
h (E)	#4	2	7'-6"	┌
CONCRETE SUPERSTRUCTURE			CU YDS	0.3
REINFORCEMENT BARS EPOXY COATED			LBS	40

**NOTES:**  
QUANTITIES ARE PER WING WALL  
BARS DESIGNATED (E) SHALL BE EPOXY COATED.  
IF NECESSARY, THE d (E) BARS MAY BE CUT IN THE FIELD.

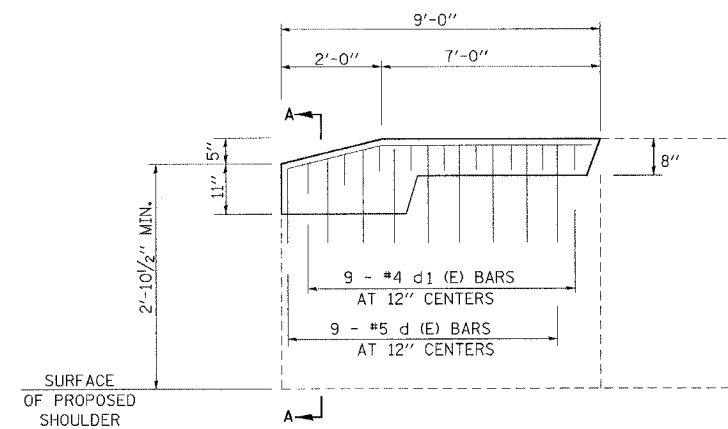
PLOT DATE = 3/21/2007  
FILE NAME = c:\pco\pco\pco\984603\984603.dwg  
PLOT SCALE = 5/8" = 1' IN.  
USER NAME = thomasht

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-13, 4-1, 4-2RS-2	PULASKI	52	48
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				

**WINGWALL MODIFICATION FOR TYPE 6 TERMINAL**

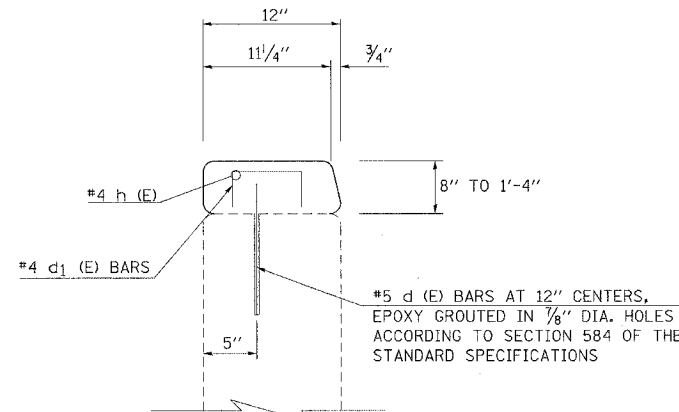


INSIDE ELEVATION (EXISTING)



INSIDE ELEVATION (PROPOSED)

**TO BE USED:**  
 SN 077-0001 (2 SOUTH END - 1 NORTH END LT)  
 SN 077-0002 (2 NORTH END - 1 SOUTH END RT)  
 SN 002-0003 (1 NORTH END LT)  
 SN 002-0004 (2 NORTH END)  
 SN 002-0002 (2 SOUTH END)

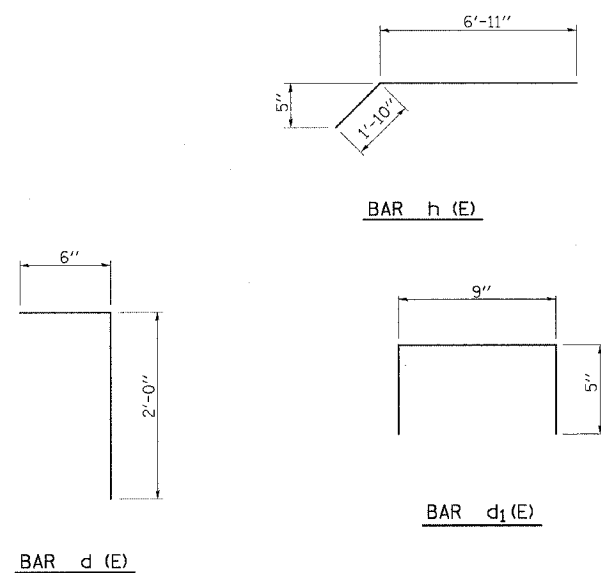


SECTION A-A

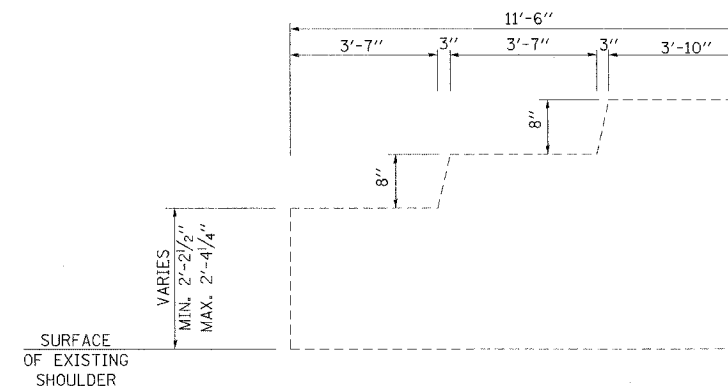
**BILL OF MATERIAL**

BAR	SIZE	NO.	LENGTH	SHAPE
d (E)	#5	9	2'-6"	┌
d1 (E)	#4	9	1'-7"	┌
h (E)	#4	2	8'-9"	┌
CONCRETE SUPERSTRUCTURE			CU YDS	0.3
REINFORCEMENT BARS EPOXY COATED			LBS	45

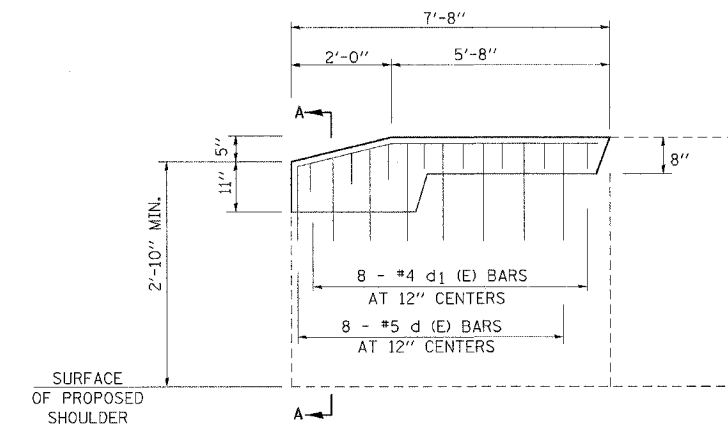
**NOTES:**  
 QUANTITIES ARE PER WING WALL  
 BARS DESIGNATED (E) SHALL BE EPOXY COATED.  
 IF NECESSARY, THE d (E) BARS MAY BE CUT IN THE FIELD.



**WINGWALL MODIFICATION FOR TYPE 6 TERMINAL**

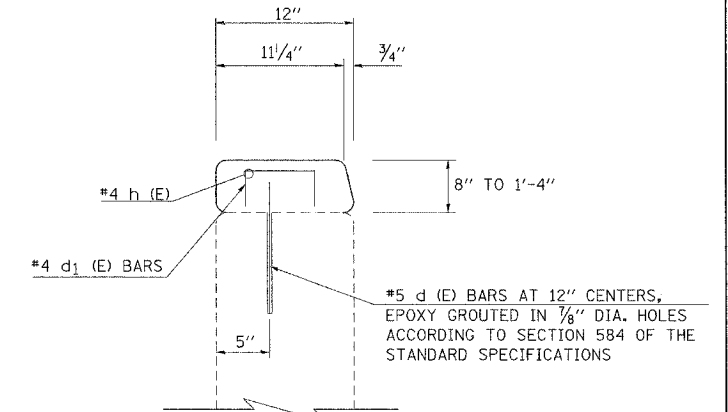


INSIDE ELEVATION (EXISTING)



INSIDE ELEVATION (PROPOSED)

**TO BE USED:**  
 SN 077-0003 (2 SOUTH END - 1 NORTH END LT)  
 SN 077-0004 (2 NORTH END - 2 SOUTH END)

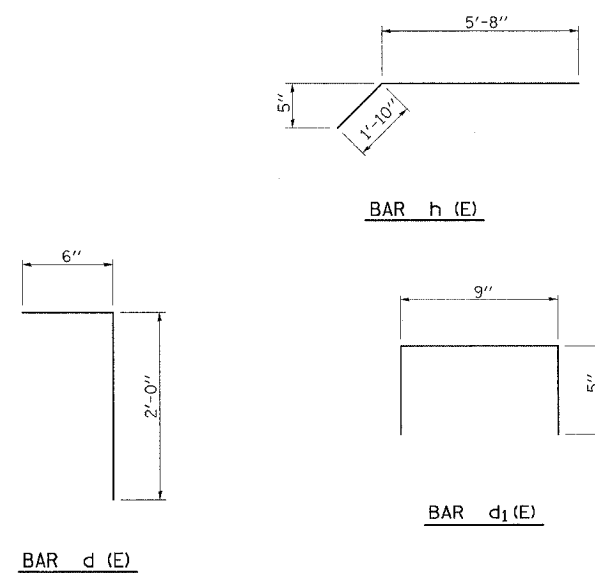


SECTION A-A

**BILL OF MATERIAL**

BAR	SIZE	NO.	LENGTH	SHAPE
d (E)	#5	8	2'-6"	┌
d1 (E)	#4	8	1'-7"	┌
h (E)	#4	2	7'-6"	┌
CONCRETE SUPERSTRUCTURE			CU YDS	0.3
REINFORCEMENT BARS EPOXY COATED			LBS	40

**NOTES:**  
 QUANTITIES ARE PER WING WALL  
 BARS DESIGNATED (E) SHALL BE EPOXY COATED.  
 IF NECESSARY, THE d (E) BARS MAY BE CUT IN THE FIELD.

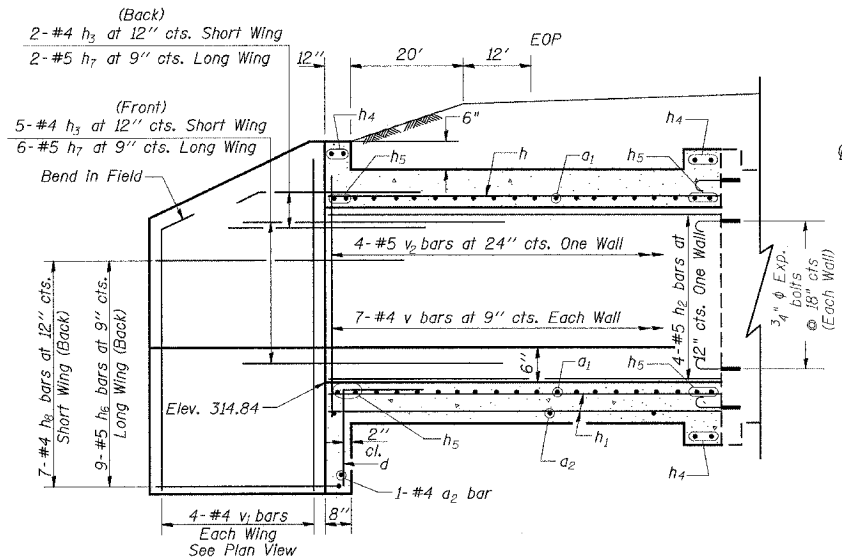


PLOT DATE = 5/7/2007  
 FILE NAME = c:\pno\pno\3924683.d\984683a.km32  
 PLOT SCALE = 50:0000 / 1 IN.  
 USER NAME = chomant

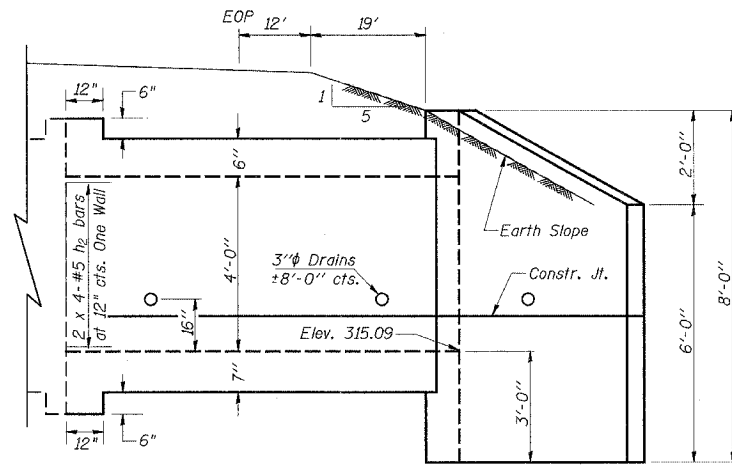


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

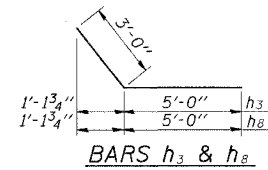
F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-13, 4-1, 4-2RS-2	PULASKI	52	49
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 98829				



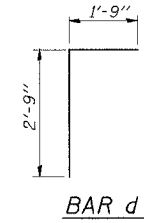
HALF LONG SECTION



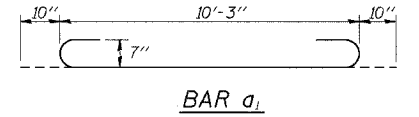
HALF ELEVATION



BARS h3 & h8



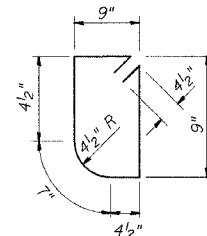
BAR d



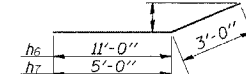
BAR a1

DESIGN STRESSES  
fy = 60,000 psi  
f'c = 3,500 psi

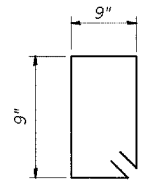
LOADING HS 20-44 & ALT.



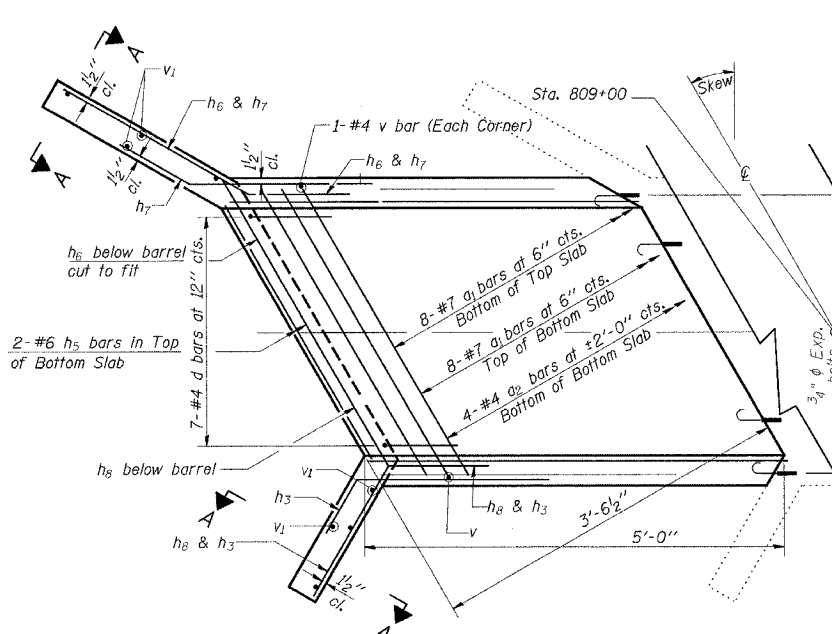
Bar s1  
(Upstream)



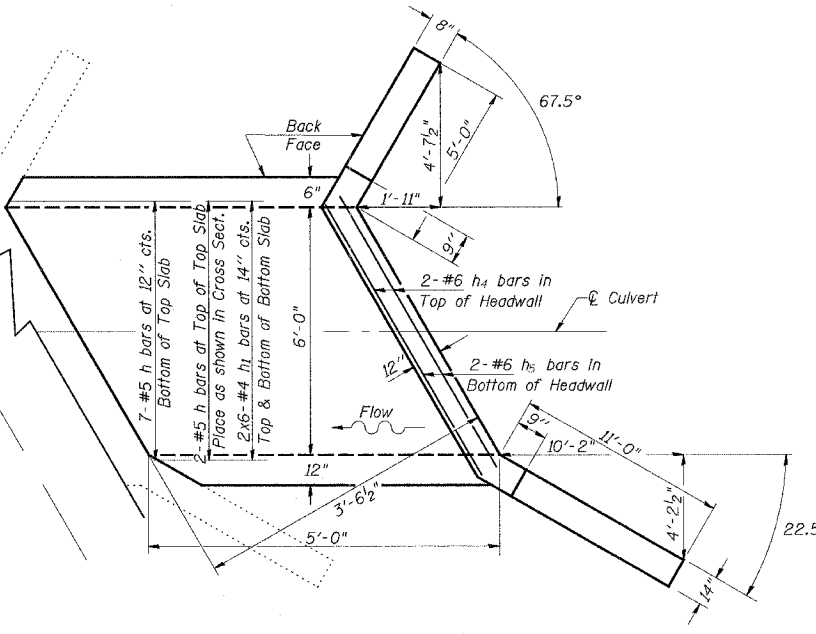
BARS h6 & h7



Bar s  
(Downstream)

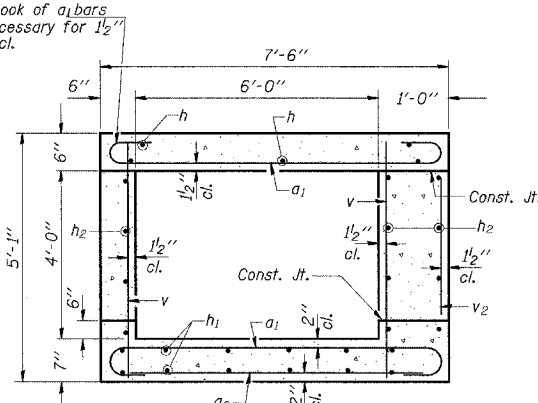


SHOWING REINFORCEMENT

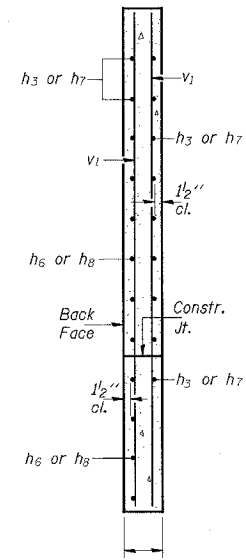


SHOWING OUTLINES

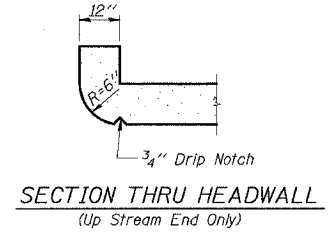
PLAN



SECTION THROUGH BARREL



SECTION A-A



SECTION THRU HEADWALL  
(Up Stream End Only)

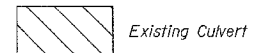
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	32	#7	11'-11"	U
a2	8	#4	10'-3"	—
d	14	#4	4'-6"	—
h	18	#5	4'-9"	—
h1	24	#4	4'-9"	—
h2	24	#5	4'-9"	—
h3	14	#4	8'-0"	—
h4	12	#6	10'-4"	—
h5	16	#6	10'-4"	—
h6	18	#5	14'-0"	—
h7	16	#5	8'-0"	—
h8	14	#4	8'-0"	—
s	45	#4	3'-9"	—
s1	9	#4	3'-7"	—
v	32	#4	4'-9"	—
v1	16	#4	7'-9"	—
v2	8	#5	3'-3"	—
Concrete Box Culverts		Cu. Yd.	17.3	
Reinforcement Bars		Pound	2571	
3/4" Expansion Bolts		Each	40	

NOTES

The entire barrel shall be poured monolithically with the wingwalls. Exposed edges shall be beveled 3/4". For backfilling and embankment, see Standard Specifications. Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60. Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line. All construction joints shall be bonded. Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 4,080 lbs. and 3/4" x 12" hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.

LEGEND



Existing Culvert

PLOT DATE = 3/21/2007  
FILE NAME = c:\pcc\mcsa\p984683\984683.dwg  
PLOT SCALE = 1/8" = 1'-0"  
USER NAME = ubamaif

SSB-H-L 6-1-2000

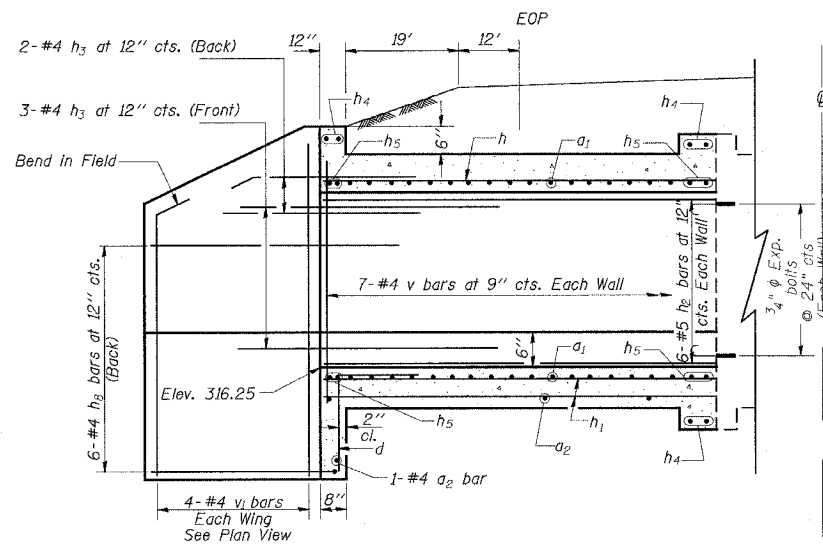
DETAILS: BOX CULVERT EXTENSION STA 809+00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
BOX CULVERT EXTENSION  
STATION 809+00  
6' X 4', SKEW 45° LT. AH.  
EXTEND 5'-0"

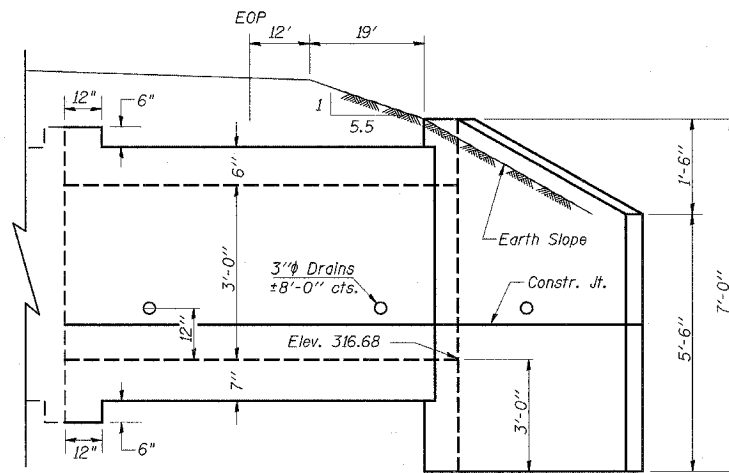
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	77-G, 4-1, 4-2R5-2	PULASKI	52	50
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

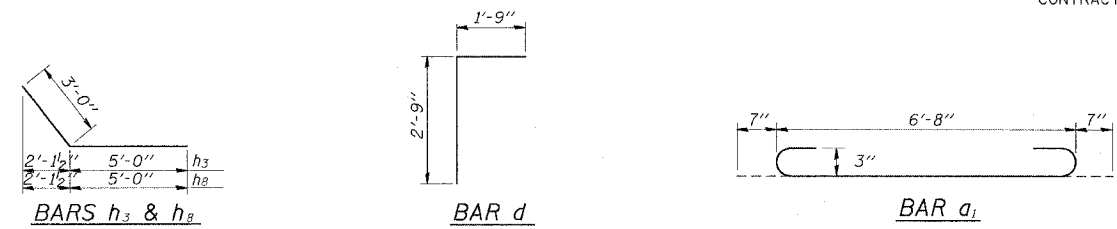
CONTRACT NO. 98829



HALF LONG SECTION



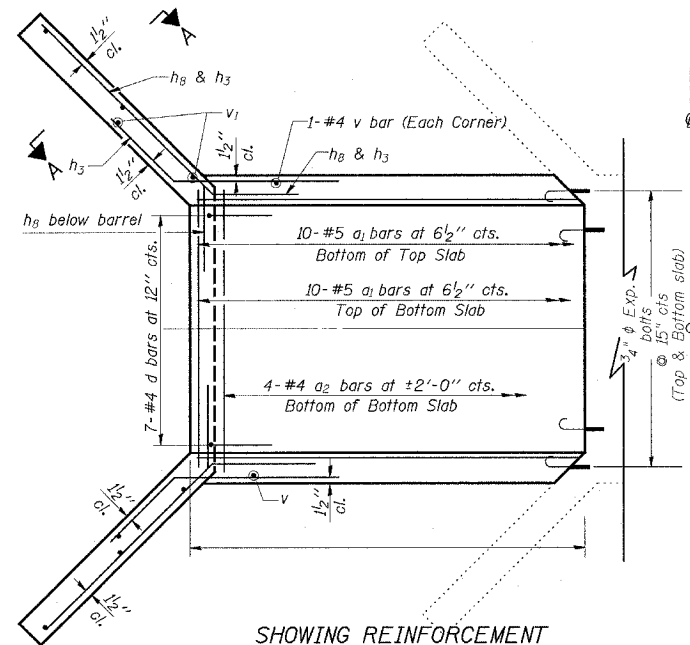
HALF ELEVATION



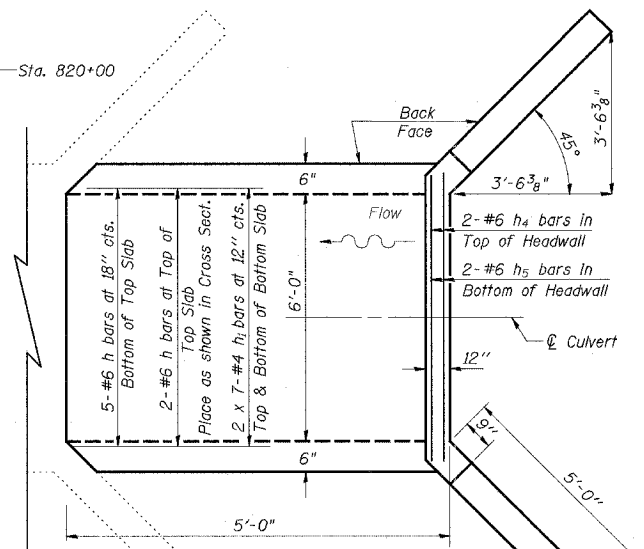
DESIGN STRESSES

$f_y = 60,000$  psi  
 $f'_c = 3,500$  psi

LOADING HS 20-44 & ALT.

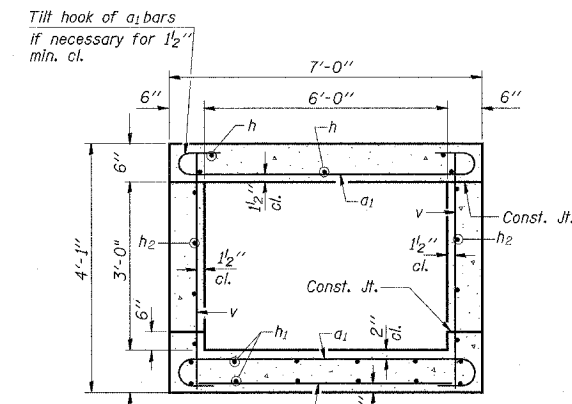


SHOWING REINFORCEMENT

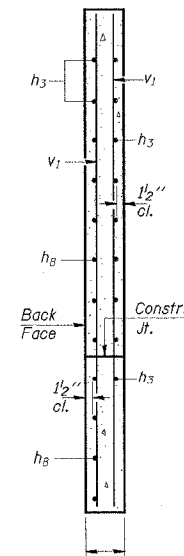


SHOWING OUTLINES

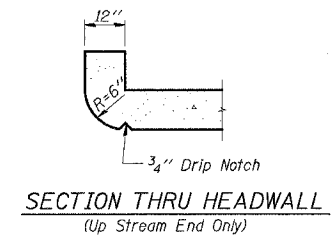
PLAN



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL  
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	40	#5	7'-10"	U
a2	10	#4	6'-6"	U
d	14	#4	4'-6"	U
h	14	#6	4'-9"	U
h1	28	#4	4'-9"	U
h2	12	#5	4'-9"	U
h3	20	#4	8'-0"	U
h4	12	#6	6'-9 1/2"	U
h5	16	#6	7'-4 1/2"	U
h6	24	#4	8'-0"	U
v	32	#4	3'-10"	U
v1	16	#4	6'-9"	U

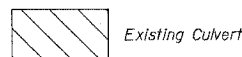
  

Concrete Box Culverts	Cu. Yd.	9.0
Reinforcement Bars	Pound	1350
3/4" Expansion Bolts	Each	28

NOTES

The entire barrel shall be poured monolithically with the wingwalls. Exposed edges shall be beveled 3/4". For backfilling and embankment, see Standard Specifications. Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60. Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line. All construction joints shall be bonded. Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 4,080 lbs. and 3/4" x 12" hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.

LEGEND



PLOT DATE = 2/21/2007  
FILE NAME = s:\projects\98829\98829.dwg  
PLOT SCALE = 1/8" = 1'-0"  
USER NAME = shomahy

SSB-H-0 6-1-2000

DETAILS: BOX CULVERT EXTENSION STA 820+00

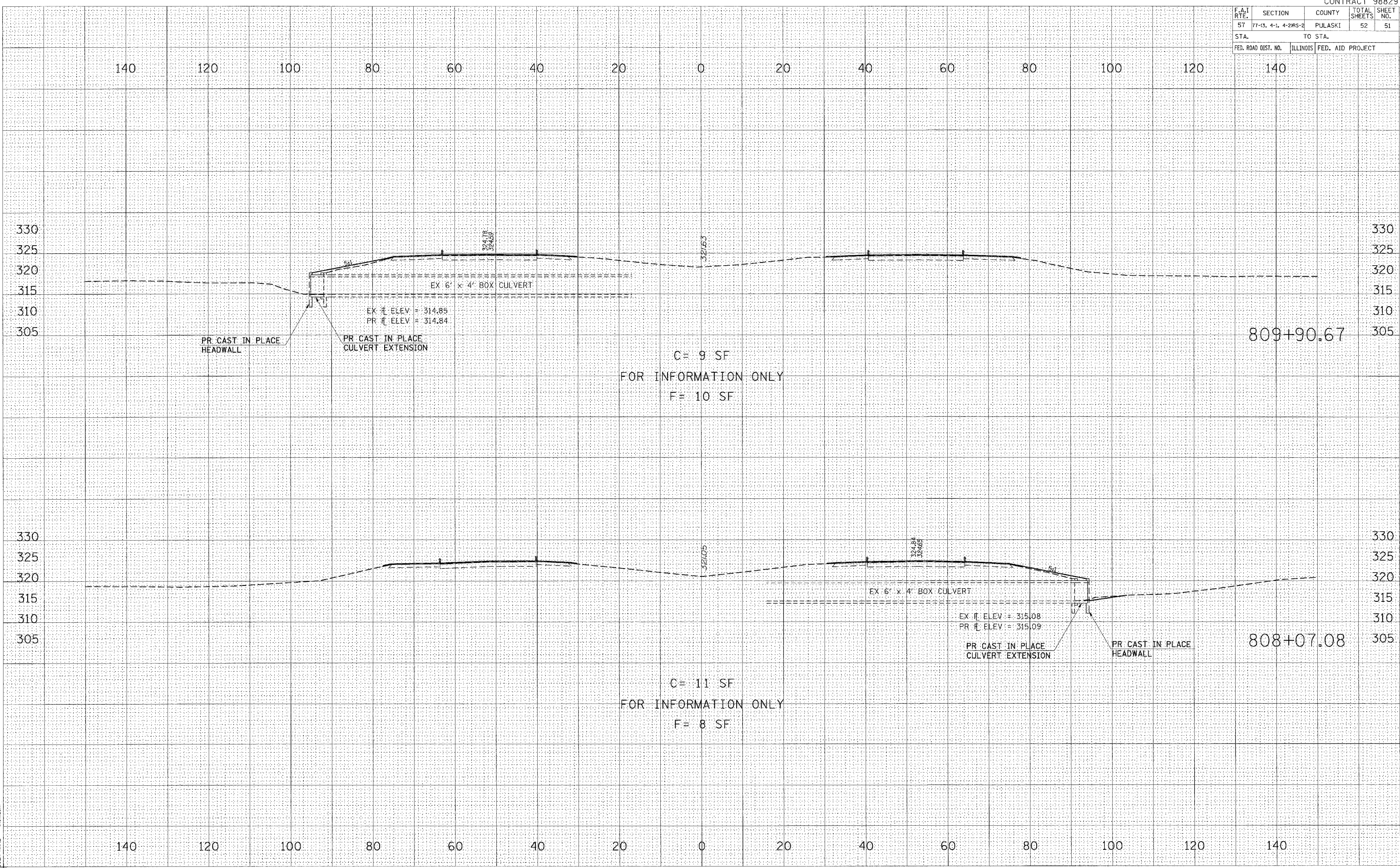
ILLINOIS DEPARTMENT OF TRANSPORTATION  
BOX CULVERT EXTENSION  
STATION 820+00  
6' X 3', SKEW 0°  
EXTEND 5'-0"

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-13, 4-1, 4-2RS-2	PULASKI	52	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

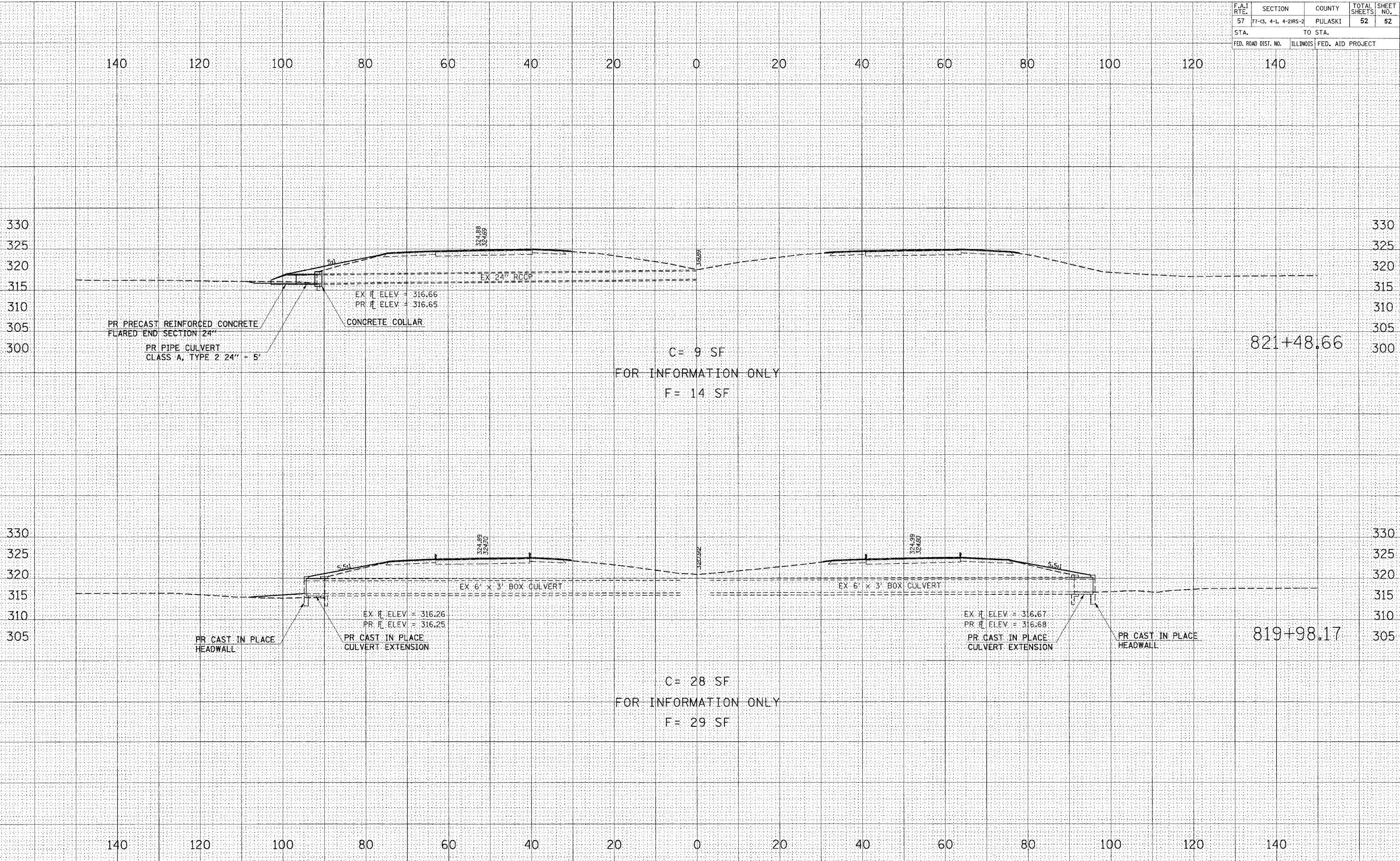
BY	DATE

BY	DATE

PLOT DATE = 3/21/2007  
 FILE NAME = A:\980603\980603.dwg  
 PLOT SCALE = 1/8"=1'-0"  
 USER NAME = thomashf



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-13, 4-1, 4-2RS-2	PULASKI	52	52
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

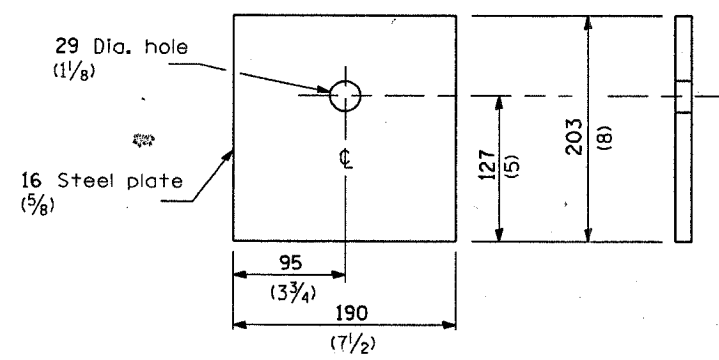


DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_

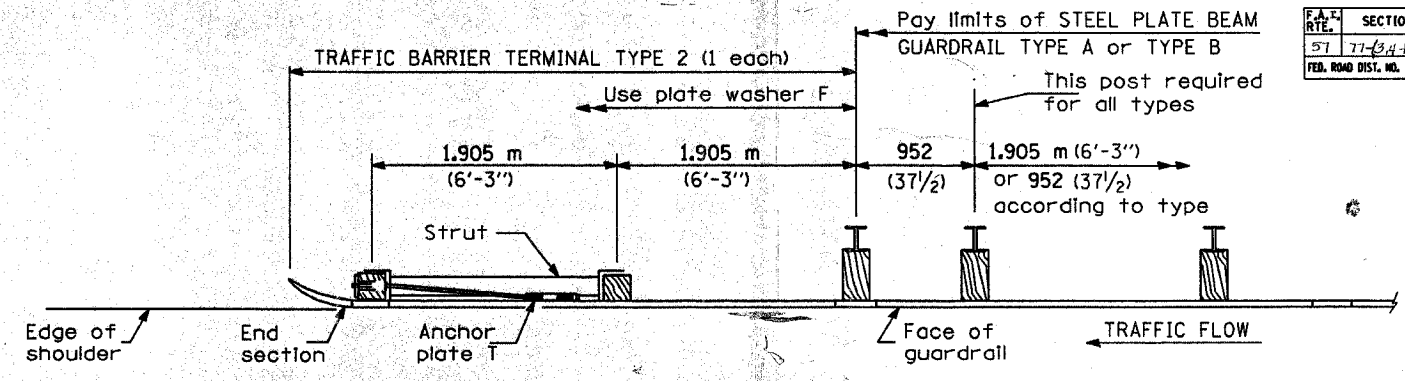
DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_

PLOT DATE = 2/26/2007  
 FILE NAME = c:\pcc\projects\98829\1-57.dwg  
 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = bmcnamah

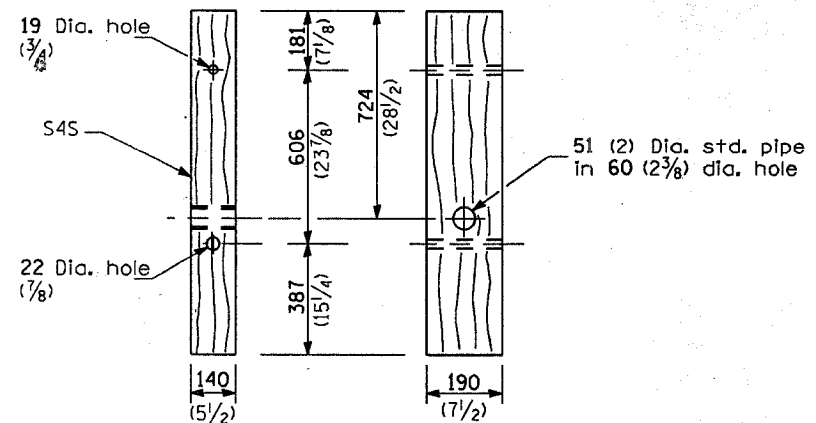
F.A.R. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	77-34-1	PULASKI	52	52A
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



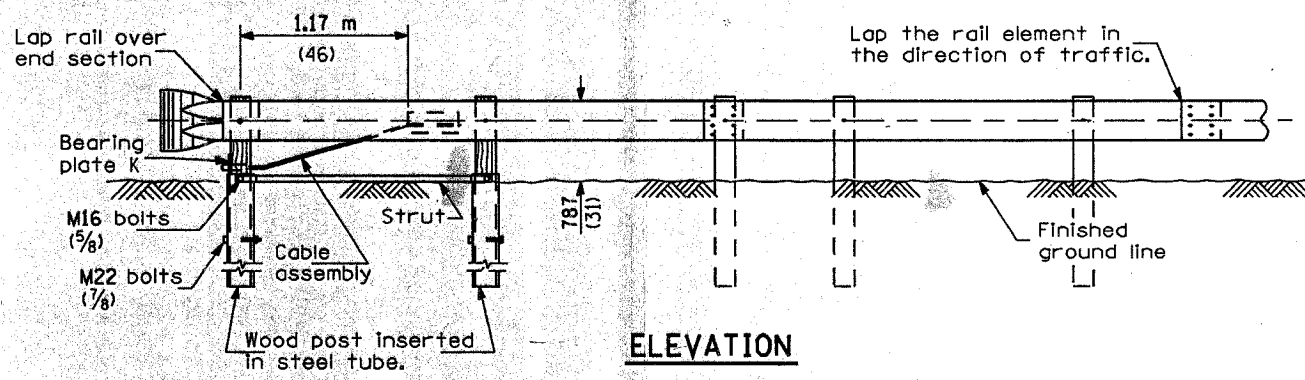
**BEARING PLATE K**



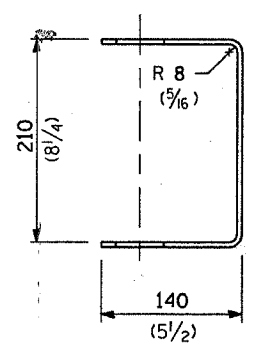
**PLAN**



**WOOD POST**

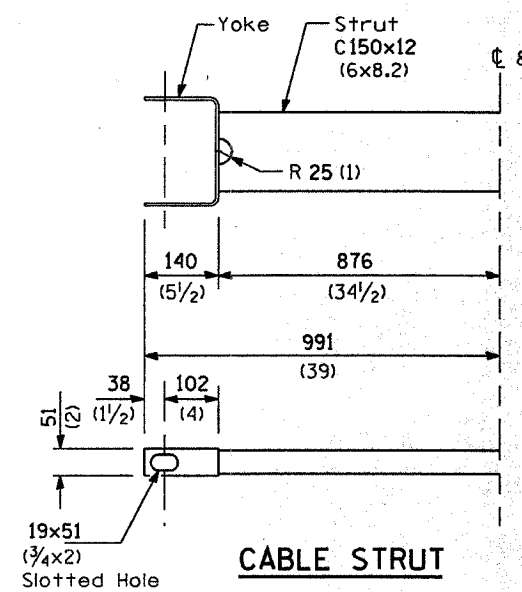


**ELEVATION**

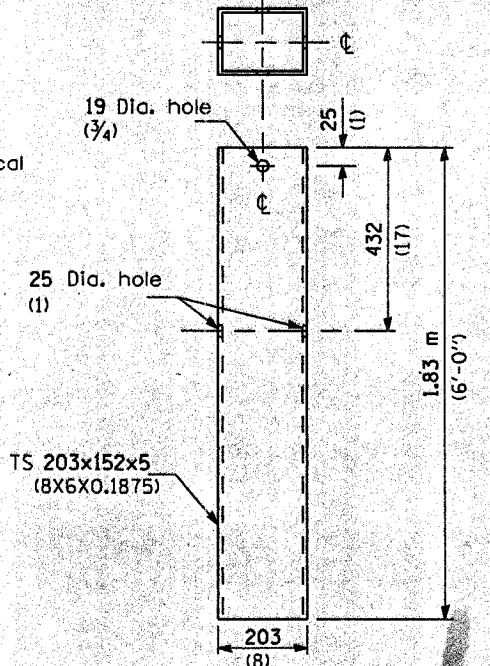


**YOKE**

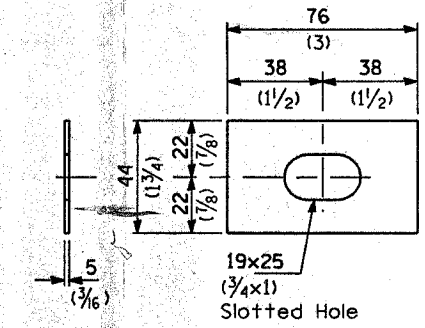
5 (3/8) thick steel



**CABLE STRUT**



**STEEL TUBE**



**PLATE WASHER F**

**GENERAL NOTES**

See Standard 630001 for details of guardrail not shown.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

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

**TRAFFIC BARRIER TERMINAL, TYPE 2**

**DETAIL**