

04-28-2017 LETTING ITEM 103

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

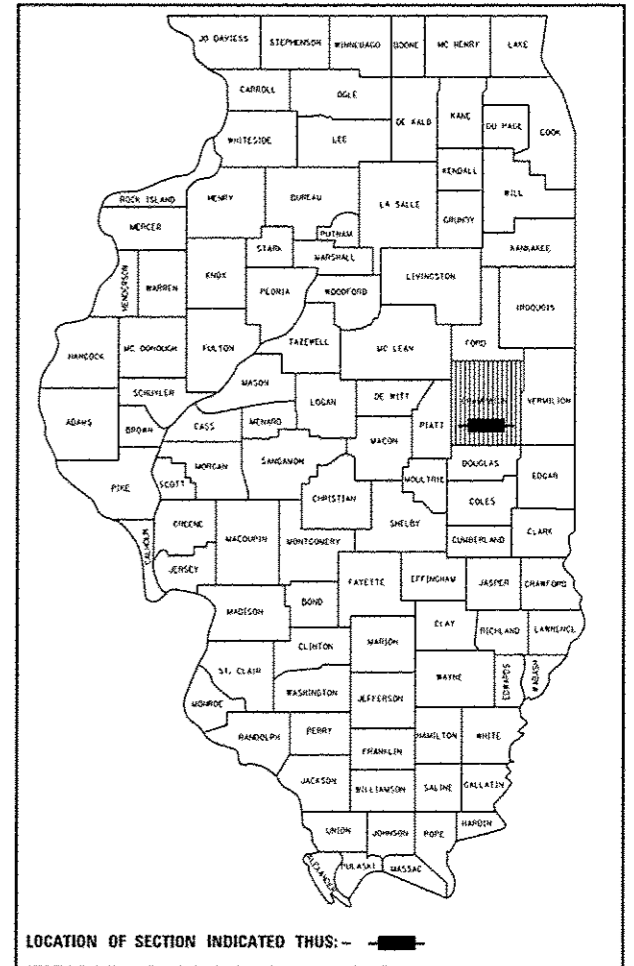
**PROPOSED
HIGHWAY PLANS**

F.A.S. ROUTE 526 (BONGARD ROAD)
SECTION (57,58)RS-1
PROJECT STP-0526(105)
HALF-SMART COLD MIX
CHAMPAIGN COUNTY

C-95-006-14
ILLINOIS 130 TO LONGVIEW-SIDNEY ROAD

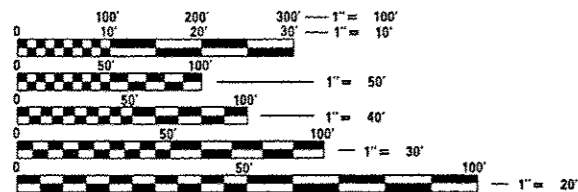
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	157,58RS-1	CHAMPAIGN	38	1
		ILLINOIS	CONTRACT NO. 70A51	

D-95-006-14



DESIGN DESIGNATION
N/A

CURRENT ADT TRAFFIC DATA
500 (2014)
MAJOR COLLECTOR

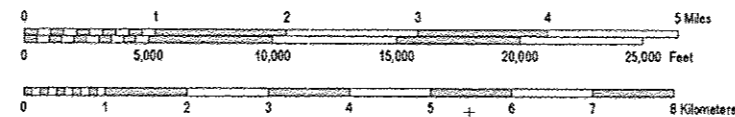
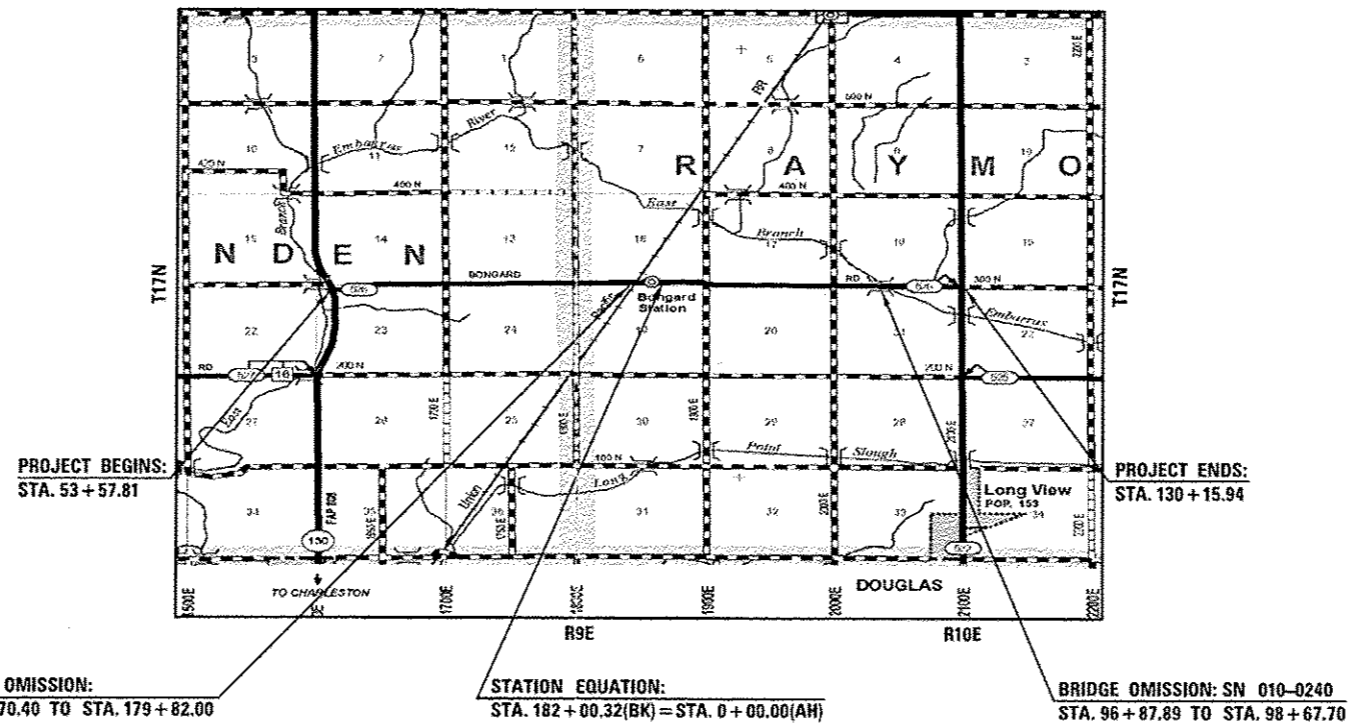


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 CRITTENDEN & RAYMOND TOWNSHIP
OR 811

PROJECT ENGINEER: NANCY FASIG (217-465-4181)

CONTRACT NO. 70A51



GROSS LENGTH = 25,858.45 FT. = 4.897 MILES
NET LENGTH = 25,667.04 FT. = 4.861 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED JANUARY 31, 2017
Kenneth A. Granoff
REGIONAL ENGINEER

Mar 24, 2017
Maween M. Addis PE
ENGINEER OF DESIGN AND ENVIRONMENT

Mar 24, 2017
[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

REV

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS & LIST OF STANDARDS
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4-5	SUMMARY OF QUANTITIES
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32	FIELD ENTRANCE, SHOULDER, MAILBOX TURNOUT & CONCRETE GUTTER (EXISTING HMA AND AGG.) DETAILS
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37	SURVEY MARKER TYPE I (SPECIAL) DETAILS
38	SURVEY MONUMENT COVER ASSEMBLY DETAILS

LIST OF STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
406201-01	MAILBOX TURNOUT
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS \geq 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-06	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-100A
ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

G.N.-107.12
THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

MR. JORDON R. ALBERS
MANAGER INDUSTRY & PUBLIC PROJECTS
UNION PACIFIC RAILROAD
100 N. BROADWAY AVE.
SUITE 1500
ST. LOUIS, MO 63102
(314) 331-0682
jralbers@up.com

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD CONTACT PERSON FOR FLAGGERS IS:

FLAGGING WILL BE ASSIGNED BY UP ONCE THE RIGHT OF ENTRY AND RAILROAD PROTECTIVE LIABILITY INSURANCE REQUIREMENTS HAVE BEEN MET.

UNION PACIFIC REQUIRES CONTRACTORS TO OBTAIN A RIGHT OF ENTRY PERMIT BEFORE ENTERING RAILROAD RIGHT OF WAY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN A RAILROAD RIGHT OF ENTRY PERMIT FROM THIS RAILROAD.

G.N.-107.37
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800)892-0123 OR 811.

G.N.-403 (SPECIAL)
BITUMINOUS SURFACE TREATMENTS:
GRADATION CA-16 (MID-SPECIAL) IS ASSUMED FOR SEAL COATS.

THE RESULTING TARGET APPLICATION RATES ARE AS FOLLOWS:

TYPE OF CONSTRUCTION	APPLICATION	BITUMINOUS MATERIAL	APPLICATION RATE	AGGREGATE	APPLICATION RATE
A-2	1ST	HFP OR CRSP OIL	0.5 GAL/SQ YD	CA-16	25 LB/SQ YD
	2ND	HFP OR CRSP OIL	0.4 GAL/SQ YD	CA-16	25 LB/SQ YD

NOTE: THE ENGINEER RESERVES THE RIGHT TO ADJUST THE TARGET APPLICATION RATES AND THE QUANTITIES.

*NOTE: DO NOT PUDDLE PRIME.

G.N.-406 (SPECIAL)
THE QUANTITIES INCLUDED IN THE PLANS FOR COLD-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE COLD-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406H MIXTURE REQUIREMENTS

LOCATION	BONGARD ROAD
MIXTURE USE	INCIDENTAL AND SURFACE
AC/PG	PG 64-22
DESIGN AIR VOID	4.0% @ NDES=50
MIX COMP(GRADATION)	IL 9.5
FRICTION AGGREGATE	MIX C
MIXTURE WEIGHT	112
QUALITY MANAGEMENT PROGRAM	QC/QA
SUBLOT	N/A

G.N.-667

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

G.N.-1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

COMMITMENTS
THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT.

SUMMARY OF QUANTITIES

LOCATION: FAS 526 (BONGARD ROAD)
 CHAMPAIGN COUNTY
 STA. 53+57.81 TO STA. 130+15.94
 RURAL - TWO LANE

FUNDING BREAKOUT: **80% FEDERAL**
20% STATE

CONSTRUCTION CODE: 0005

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
35800100	PREPARATION OF BASE	SQ YD	10.0
40300405	POLYMERIZED BITUMINOUS MATERIALS (COVER AND SEAL COATS)	TON	255.0
40300500	COVER COAT AGGREGATE	TON	831.0
40300600	SEAL COAT AGGREGATE	TON	831.0
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	63,622.0
40600982	HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	771.0
40600990	TEMPORARY RAMP	SQ YD	499.0
40603310	HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	327.0
40800025	BITUMINOUS MATERIALS (PRIME COAT)	POUND	792.0
40800050	INCIDENTAL HOT MIX ASPHALT SURFACING	TON	183.0
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	2,551.0
67100100	MOBILIZATION	L SUM	1.0
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	123.0

*SPECIALTY ITEMS 14

FILE NAME =	USER NAME = ceer-lock, jd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\NLR04\BID\INTEG\Illinois.gov\PW1001\Documents\IDOT Office\District 5\Projects\DS76\ORAN\Drawn\Design\DS72491-rht-500.dgn	CHECKED -	REVISED -	526				57.581RS-1	CHAMPAIGN	38	4	
PLOT SCALE = 40.0000 ' / in.	DATE -	REVISED -	CONTRACT NO. 70A51								
PLOT DATE = 1/31/2017	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								
SCALE: N/A				SHEET 1 OF 2 SHEETS		STA. ---- TO STA. ----					

REV

SUMMARY OF QUANTITIES

REV 07 2015

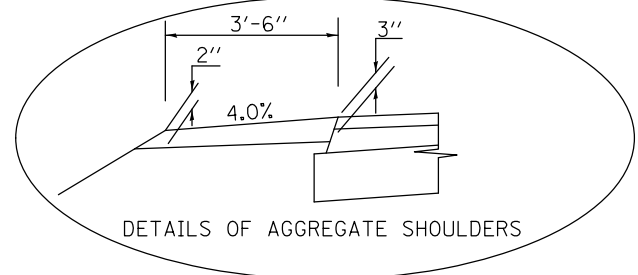
LOCATION: FAS 526 (BONGARD ROAD)
 CHAMPAIGN COUNTY
 STA. 53+57.81 TO STA. 130+15.94
 RURAL - TWO LANE

FUNDING BREAKOUT: **80% FEDERAL**
20% STATE

CONSTRUCTION CODE: 0005

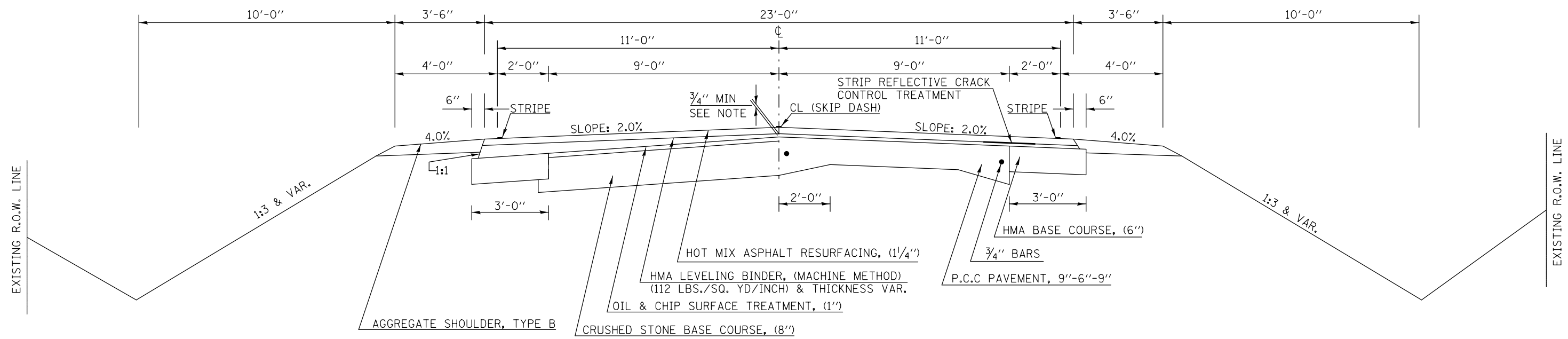
CODE NO.	ITEM	UNIT	TOTAL QUANTITY
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	66.0
• 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	61,273.0
X1500002	BLOTTER AGGREGATE	TON	479.0
X3200001	BUMP REMOVAL	EACH	30.0
X4060205	COLD MIX ASPHALT MIXTURE	TON	6,448.0
X4400196	HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	1,212.0
• X7830068	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS & SYMBOLS	SQ FT	123.0
• X7830090	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	66.0
* XZ193300	SURVEY MARKER, TYPE I (SPECIAL)	EACH	18.0
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1.0
Z0070100	SURVEY MONUMENT COVER ASSEMBLY	EACH	6.0
• SPECIALTY ITEMS			

REV



EXISTING TYPICAL CROSS SECTION ①

STATION	TO	STATION
53+57.81		64+64.92 ②
③ 68+38.32		69+36.72 ④
⑤ 73+10.20		120+81.54 ⑥
⑥ 131+81.94		150+95.00 ⑦
⑦ 152+87.40		180+08.50 ⑧

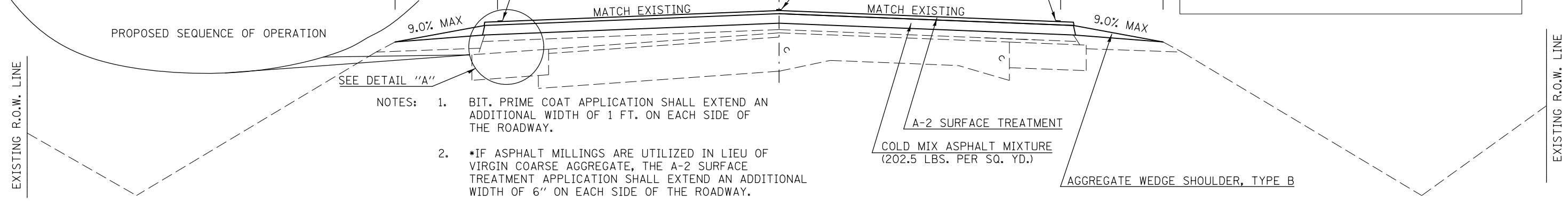
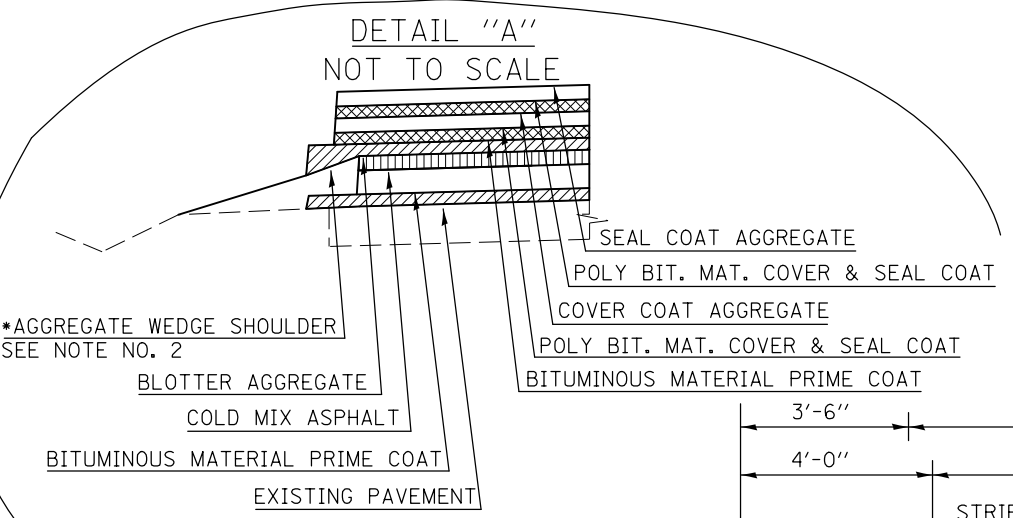


PROPOSED TYPICAL CROSS SECTION ①

STATION	TO	STATION
53+57.81		64+64.92 ②
③ 68+38.32		69+36.72 ④
⑤ 73+10.20		120+81.54 ⑥
⑥ 131+81.94		150+95.00 ⑦
⑦ 152+87.40		180+08.50 ⑧

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

RAILROAD OMISSION:
STA. 179+70.40 TO STA. 179+82.00

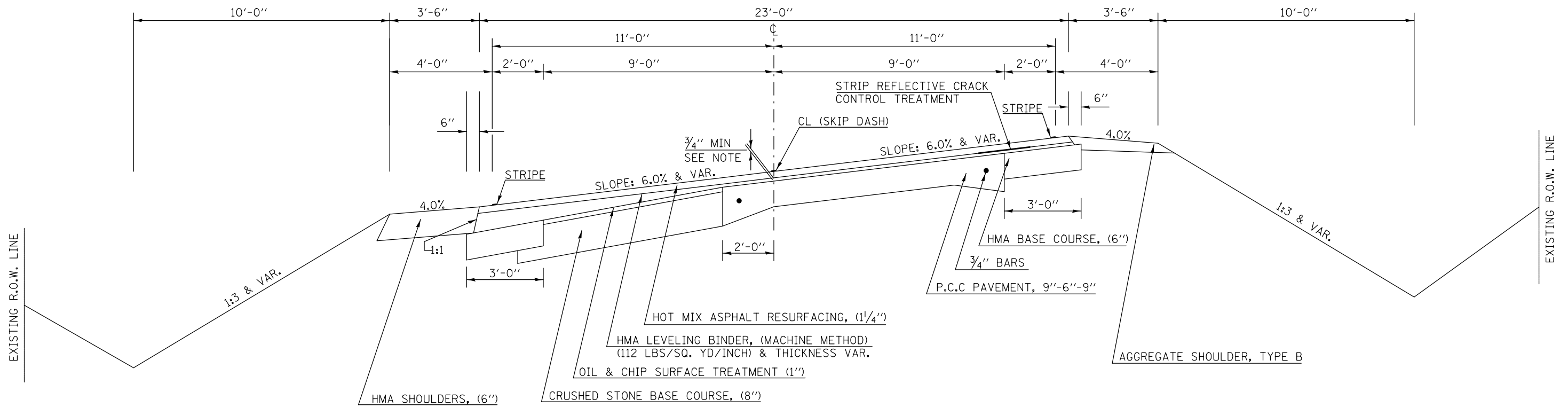


RAILROAD CROSSING
HMA SURFACE COURSE MIX "C" N50 APPLICATION:
STA. 174+63.90 TO STA. 179+70.40
STA. 179+82.00 TO STA. 182+00.32 (BK)
STA. 0+00.00 (AH) TO STA. 2+87.68

- NOTES:
1. BIT. PRIME COAT APPLICATION SHALL EXTEND AN ADDITIONAL WIDTH OF 1 FT. ON EACH SIDE OF THE ROADWAY.
 2. *IF ASPHALT MILLINGS ARE UTILIZED IN LIEU OF VIRGIN COARSE AGGREGATE, THE A-2 SURFACE TREATMENT APPLICATION SHALL EXTEND AN ADDITIONAL WIDTH OF 6" ON EACH SIDE OF THE ROADWAY.

EXISTING TYPICAL CROSS SECTION ②

STATION TO STATION
 ① 64+64.92 65+50.00 ③

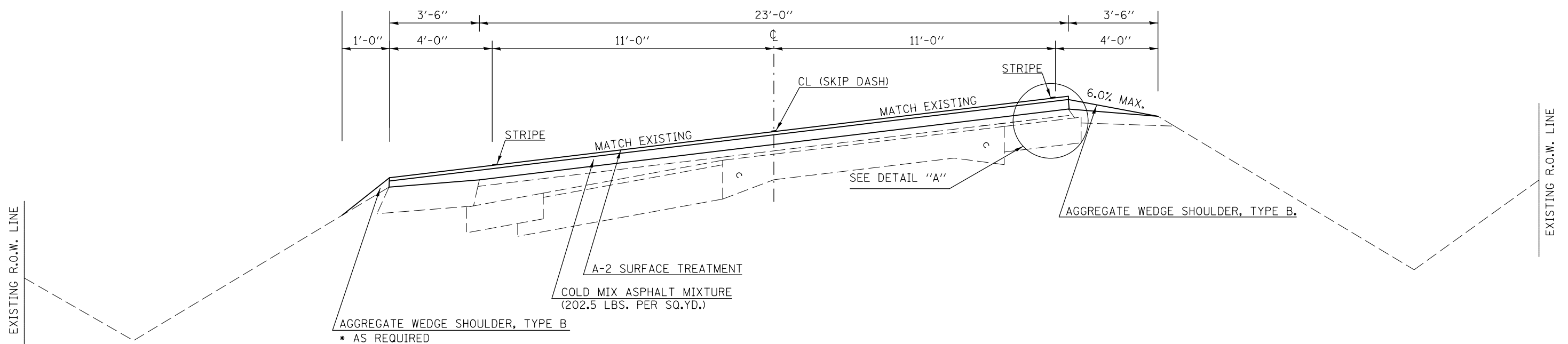


PROPOSED TYPICAL CROSS SECTION ②

STATION TO STATION
 ① 64+64.92 65+50.00 ③

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

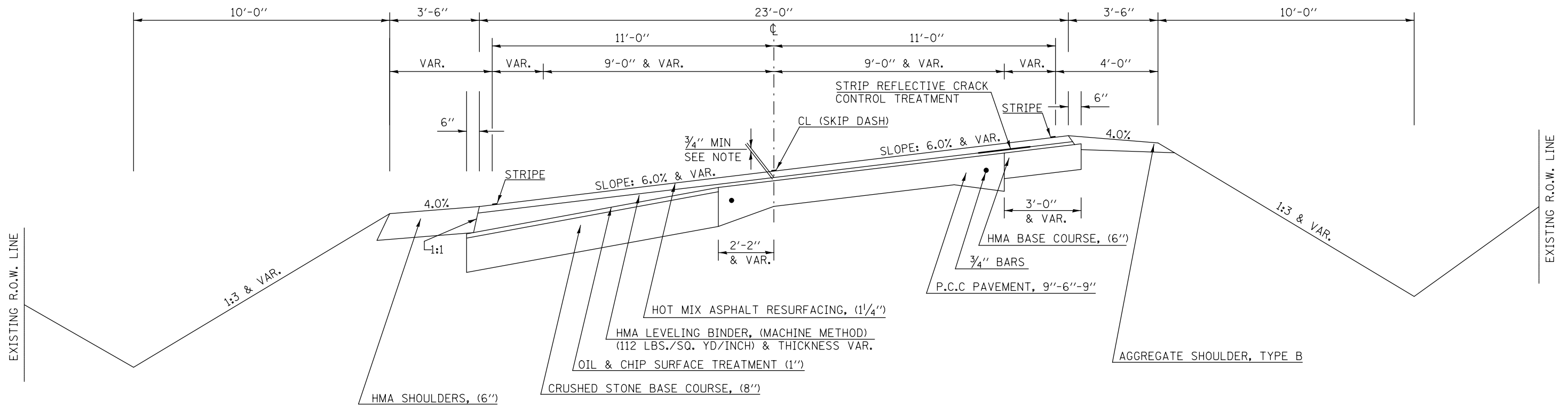
NOTE:
 SEE DETAIL "A" ON SHEET NO. 6 FOR
 PROPOSED SEQUENCE OF OPERATION AND NOTES.



FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
						526	(57,58)RS-1	CHAMPAIGN	38	7	
						CONTRACT NO. 70A51					
						ILLINOIS FED. AID PROJECT					
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -	SCALE: N/A		SHEET 2 OF 10 SHEETS		STA. ----- TO STA. -----			
PLOT DATE = 1/10/2017		DATE -	REVISED -								

EXISTING TYPICAL CROSS SECTION ③

STATION ② 65+50.00 TO STATION ① 68+38.32

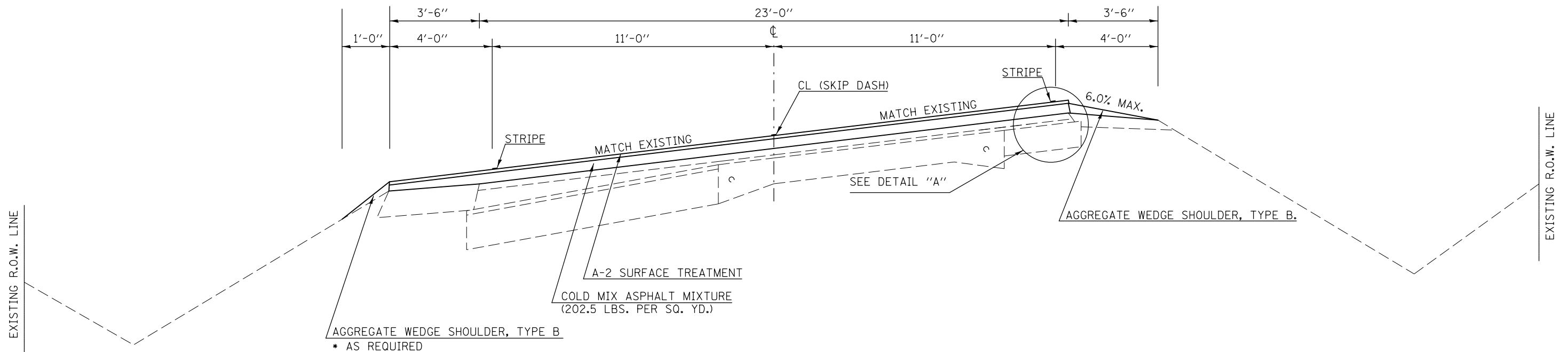


PROPOSED TYPICAL CROSS SECTION ③

STATION ② 65+50.00 TO STATION ① 68+38.32

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

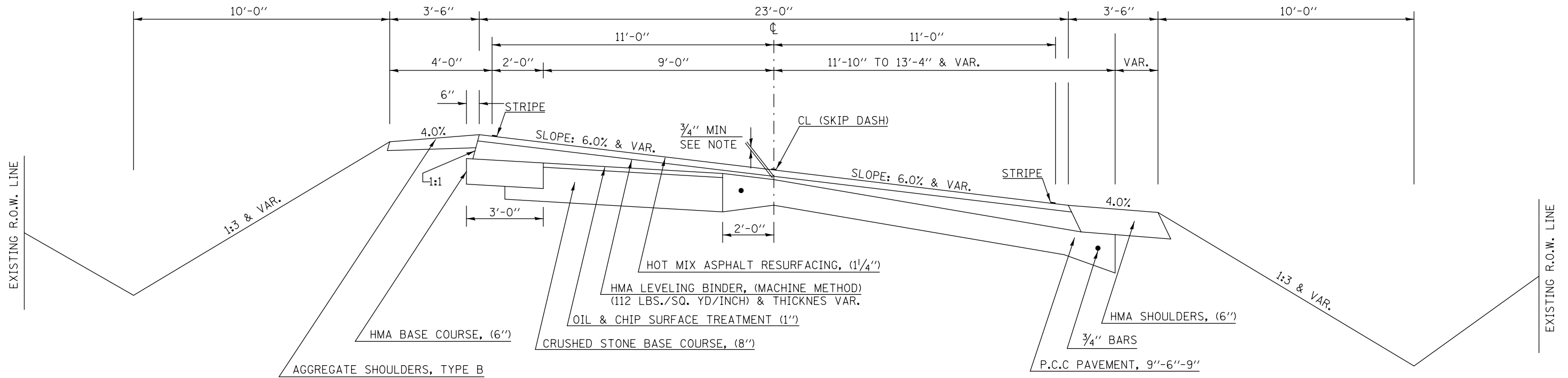
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PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	REVISED -			CONTRACT NO. 70A51				
MODELNAME	DATE -	REVISED -	REVISED -			SCALE: N/A	SHEET 3 OF 10 SHEETS	STA. ----- TO STA. -----	ILLINOIS FED. AID PROJECT	

EXISTING TYPICAL CROSS SECTION ④

STATION ① 69+36.72 TO STATION ⑤ 71+75.00

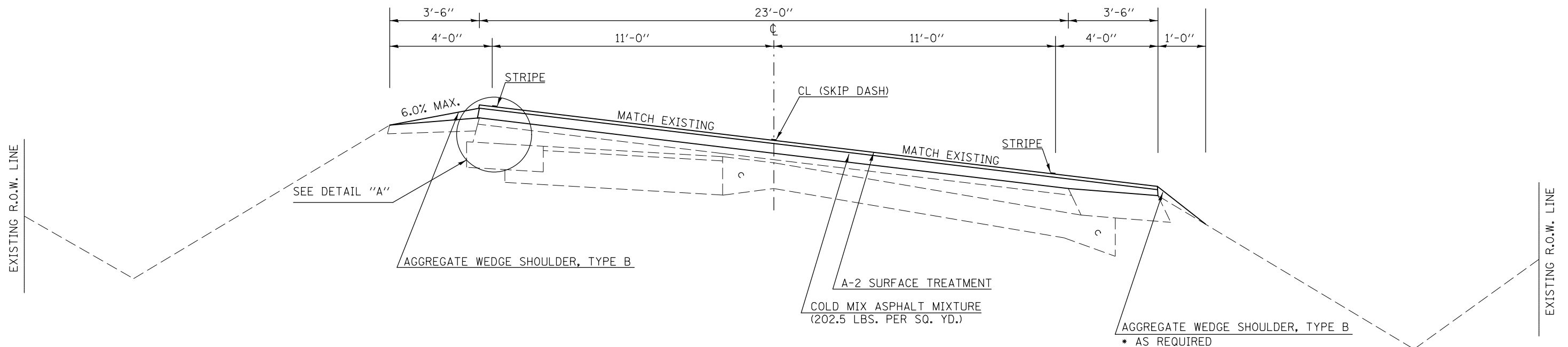


PROPOSED TYPICAL CROSS SECTION ④

STATION ① 69+36.73 TO STATION ⑤ 71+75.00

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

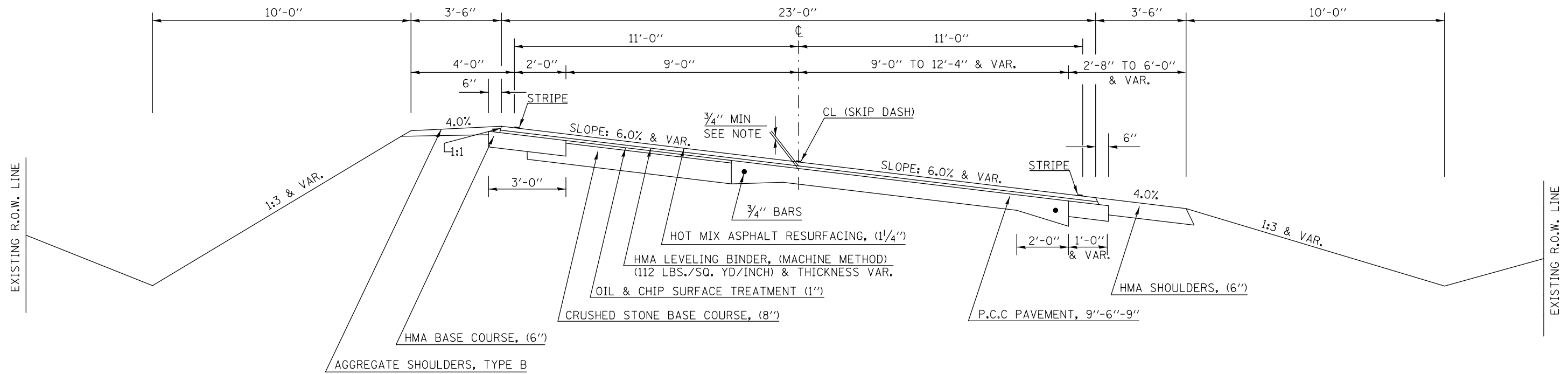
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PLOT SCALE = 40.0000' / in.						CONTRACT NO. 70A51					
#MODELNAME#						ILLINOIS FED. AID PROJECT					
PLOT DATE = 1/10/2017		DATE -		SCALE: N/A		SHEET 4 OF 10 SHEETS		STA. ----- TO STA. -----			

EXISTING TYPICAL CROSS SECTION ⑤

STATION ④ 71+75.00 TO STATION ① 73+10.20

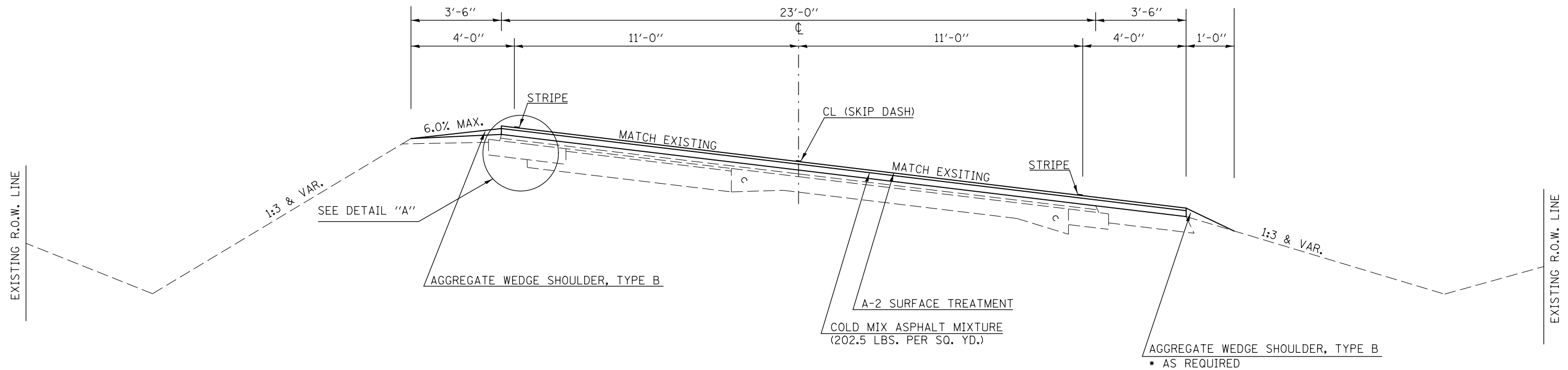


PROPOSED TYPICAL CROSS SECTION ⑤

STATION ④ 71+75.00 TO STATION ① 73+10.20

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

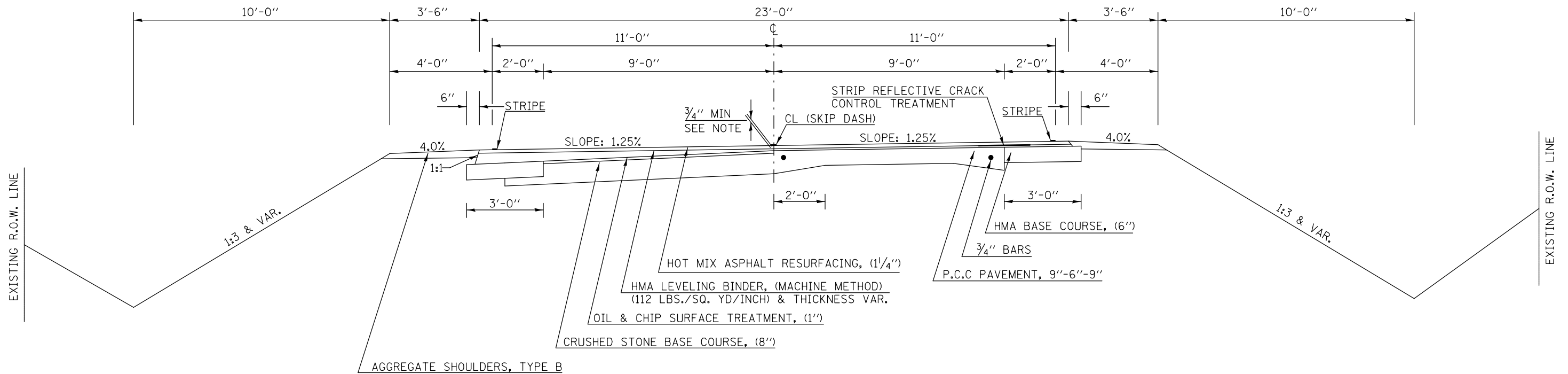
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CHECKED -						STA. ----- TO STA. -----	CONTRACT NO. 70A51					
DATE -						ILLINOIS FED. AID PROJECT						

EXISTING TYPICAL CROSS SECTION ⑥

STATION TO STATION
 ① 120+81.54 131+81.94 ①

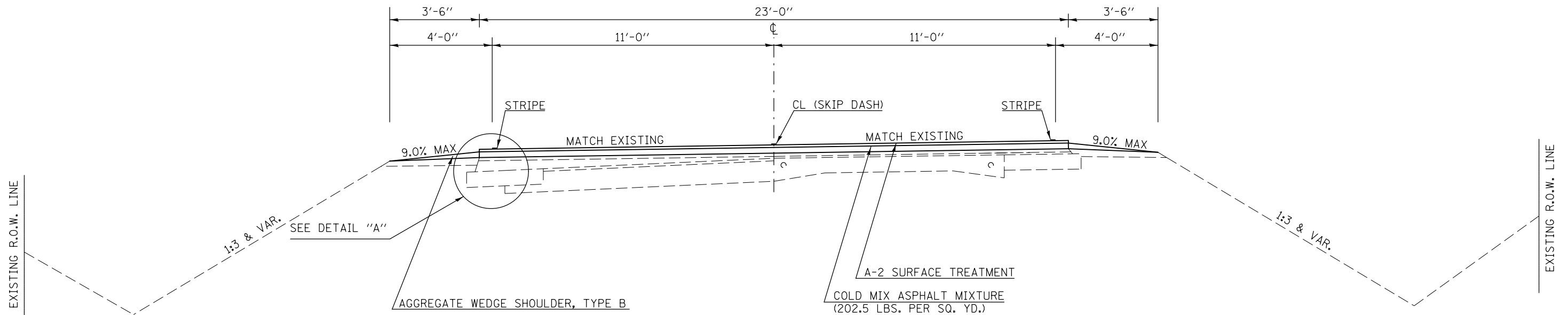


PROPOSED TYPICAL CROSS SECTION ⑥

STATION TO STATION
 ① 120+81.54 131+81.94 ①

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

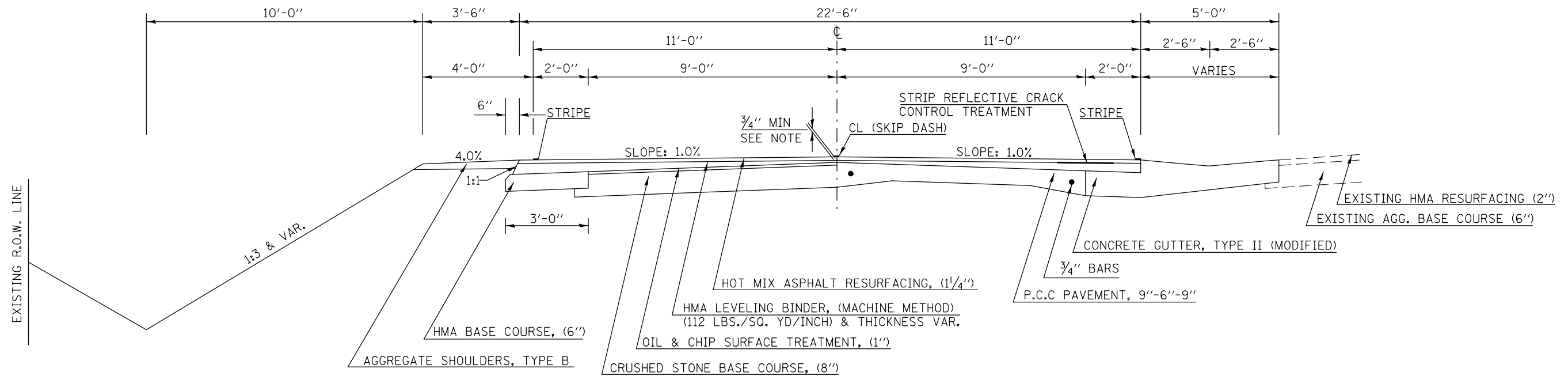
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						526	(57,58)RS-1	CHAMPAIGN	38	11	
						CONTRACT NO. 70A51					
						ILLINOIS FED. AID PROJECT					
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -	SCALE: N/A		SHEET 6 OF 10 SHEETS		STA. ----- TO STA. -----			
PLOT DATE = 1/10/2017		DATE -	REVISED -								

EXISTING TYPICAL CROSS SECTION ⑦

STATION TO STATION
 ① 150+95.00 152+87.40 ①

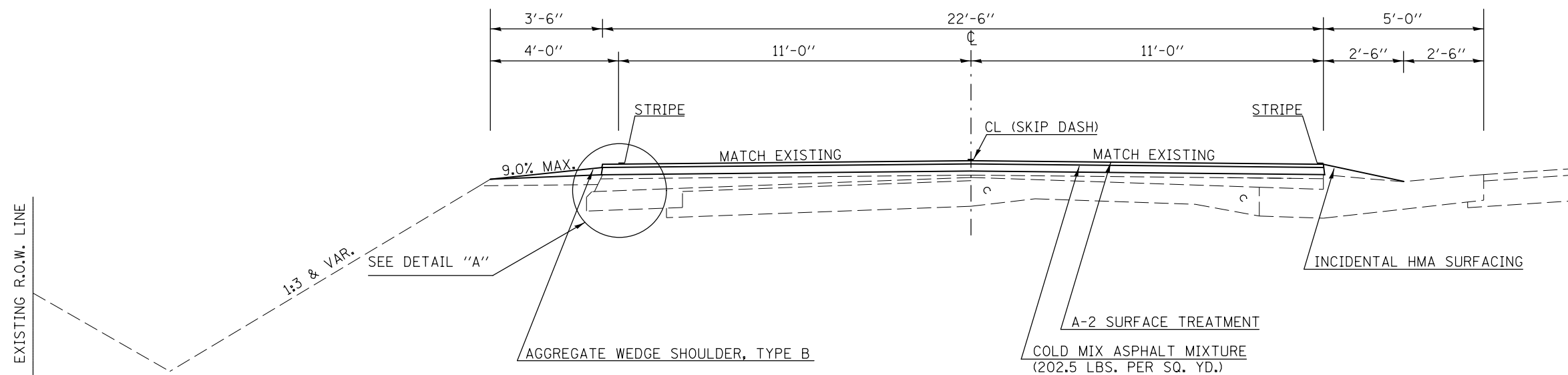


PROPOSED TYPICAL CROSS SECTION ⑦

STATION TO STATION
 ① 150+95.00 152+87.40 ①

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

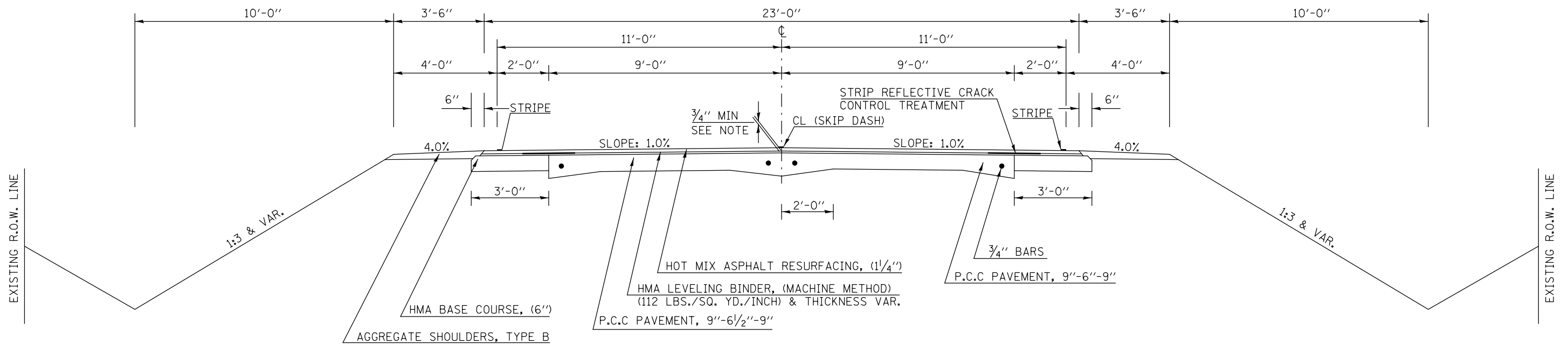
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DRAWN						SCALE: N/A	SHEET 7 OF 10 SHEETS	STA. -----	TO STA. -----	526	(57,58)RS-1	CHAMPAIGN	38	12
PLOT SCALE = 40.0000' / in.						CONTRACT NO. 70A51	ILLINOIS FED. AID PROJECT							
#MODELNAME#				DATE -										

EXISTING TYPICAL CROSS SECTION ⑧

STATION TO STATION
 ① 180+08.50 182+00.32 (BK)
 0+00.00 (AH) 0+02.00 ⑨



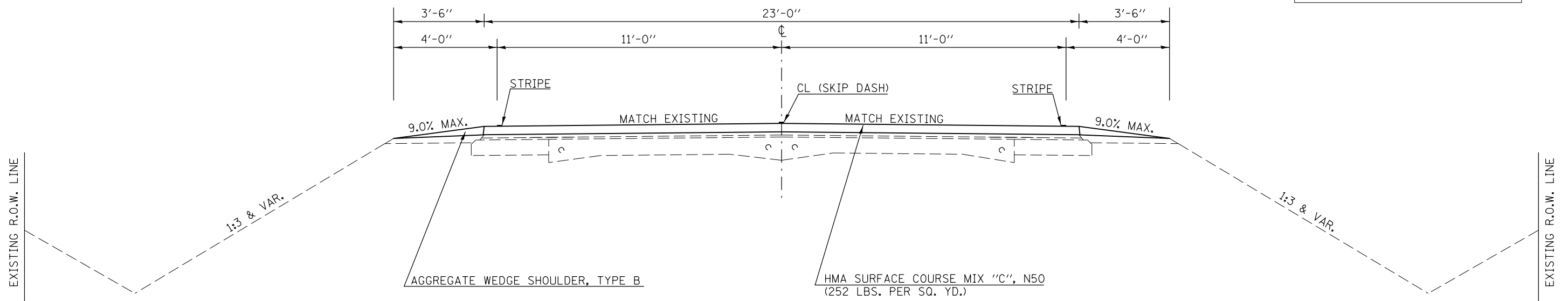
PROPOSED TYPICAL CROSS SECTION ⑧

STATION TO STATION
 ① 180+08.50 182+00.32 (BK)
 0+00.00 (AH) 0+02.00 ⑨

HMA APPLICATION RATE:
112 LBS/SQ YD/INCH

RAILROAD OMISSION:
STA. 179+70.40 TO STA. 179+82.00

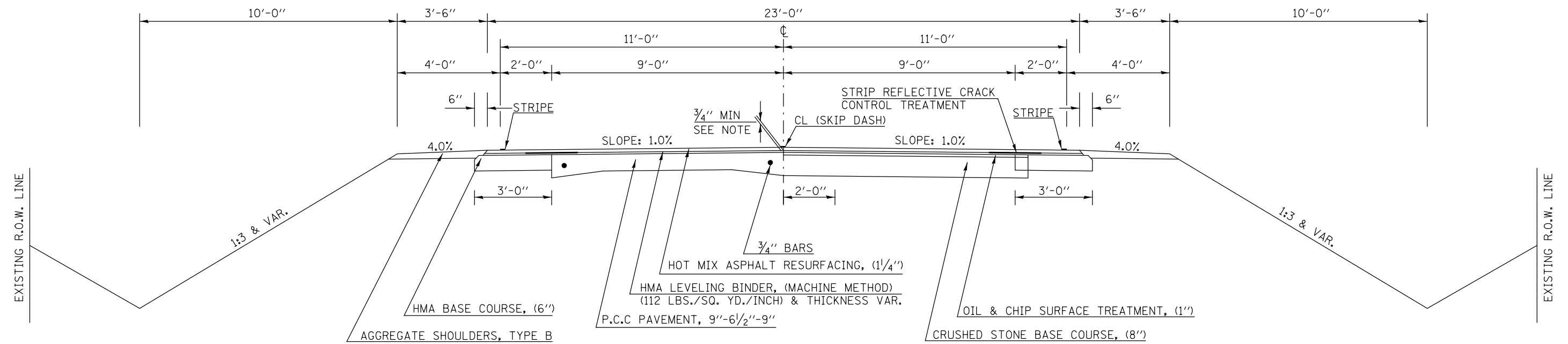
RAILROAD CROSSING
 HMA SURFACE CSE MIX "C" APPLICATION:
 STA. 174+63.90 TO STA. 179+70.40
 STA. 179+82.00 TO STA. 182+00.32 (BK)
 STA. 0+00.00 (AH) TO STA. 0+02.00



FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS	F.A.S. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
pw:\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 5\Projects\0570451\Drawings\Design\0570451-shr-typicals.dwg						526	(57,58)RS-1	CHAMPAIGN	38	13		
PLOT SCALE = 40.0000' / in.						CONTRACT NO. 70A51						
#MODELNAME#						ILLINOIS FED. AID PROJECT						

EXISTING TYPICAL CROSS SECTION ⑨

STATION	TO	STATION
⑧ 0+02.00		19+00.47 ⑩
⑩ 30+32.83		130+16.25



PROPOSED TYPICAL CROSS SECTION ⑨

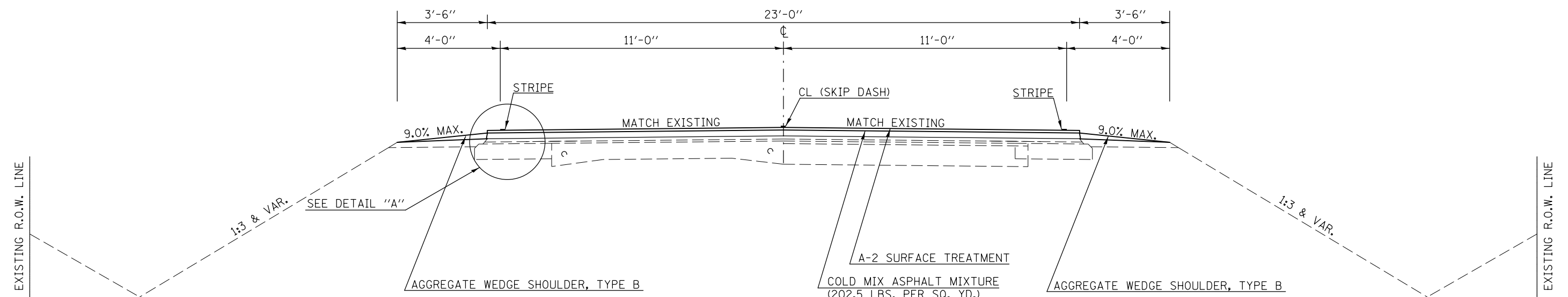
STATION	TO	STATION
⑧ 0+02.00		19+00.47 ⑩
⑩ 30+32.28		130+16.25

HMA APPLICATION: STA. 0+02.00 TO STA. 2+87.68
 RATE OF APPLICATION : 112 LBS/SQ YD/INCH

RATE OF APPLICATION FOR COLD MIX ASPHALT
 MIXTURE: 90 LBS/SQ YD/INCH

APPROACH PAVEMENT AND BRIDGE OMISSION:
 (S.N. 010-0240) STA. 96+87.89 TO STA. 98+67.70

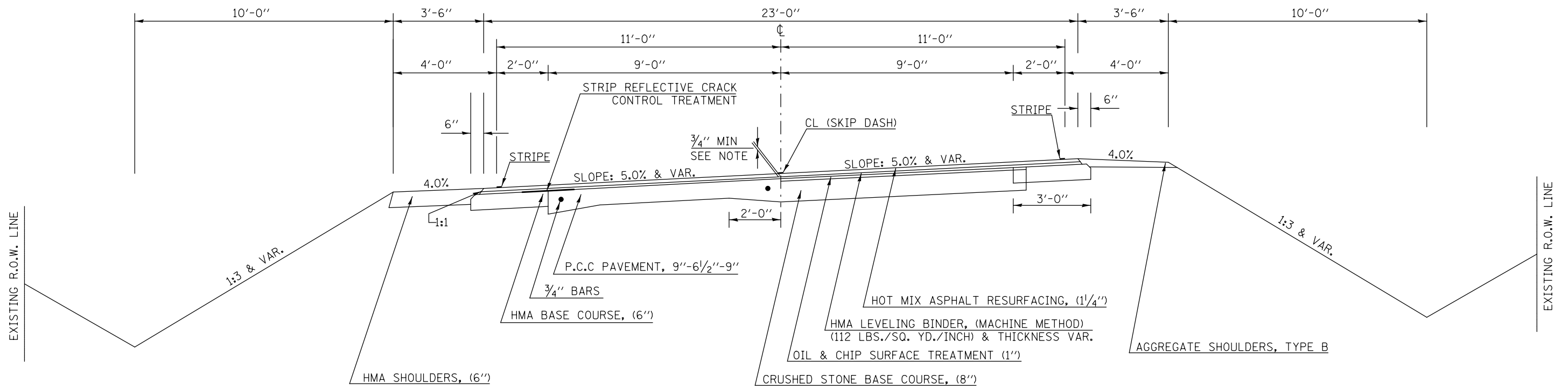
NOTE:
 SEE DETAIL "A" ON SHEET NO. 6 FOR
 PROPOSED SEQUENCE OF OPERATION AND NOTES.



FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 5\Projects\0579\Drawings\Design\0579A51-sht-typical.syd						526	(57,58)RS-1	CHAMPAIGN	38	14	
PLOT SCALE = 40.0000' / in.						CONTRACT NO. 70A51					
#MODELNAME#						ILLINOIS FED. AID PROJECT					
		CHECKED -	REVISED -	SCALE: N/A		SHEET 9 OF 10 SHEETS		STA. ----- TO STA. -----			
		DATE -	REVISED -								

EXISTING TYPICAL CROSS SECTION 10

STATION TO STATION
 ⑨ 19+00.47 30+32.89 ⑨

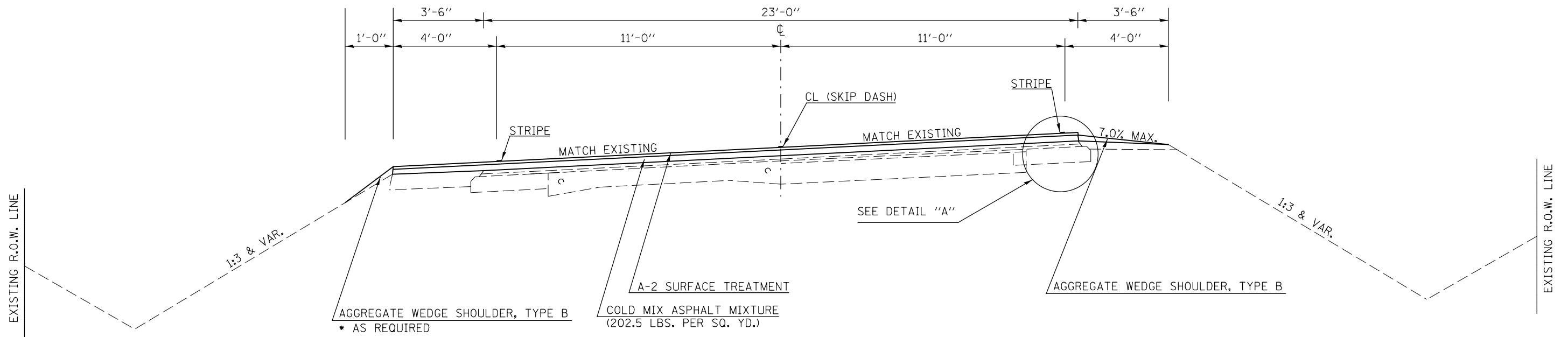


PROPOSED TYPICAL CROSS SECTION 10

STATION TO STATION
 ⑨ 19+00.47 30+32.89 ⑨

RATE OF APPLICATION FOR COLD MIX ASPHALT MIXTURE: 90 LBS/SQ YD/INCH

NOTE:
 SEE DETAIL "A" ON SHEET NO. 6 FOR
 PROPOSED SEQUENCE OF OPERATION AND NOTES.



FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0579\Drawings\Design\0579A51-shr-typical.dwg						SCALE: N/A	SHEET 10 OF 10 SHEETS	STA. ----- TO STA. -----	526	(57,58)RS-1	CHAMPAIGN	38 15
PLOT SCALE = 40.0000' / in.						CONTRACT NO. 70A51	ILLINOIS FED. AID PROJECT					
* MODELNAME#												

SCHEDULE OF QUANTITIES

35800100 PREPARATION OF BASE					
LOCATION					
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
STATION	TO	STATION			
53+57.81		130+15.94			
VARIOUS SPOT LOCATIONS (21)			2.0	2.0	9.3
TOTAL =					9.3
USE =					10.0

40300405 POLY. BITUMINOUS MATERIALS (COVERS & SEAL COATS)								
LOCATION								
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	RATE 0.5 GAL PER SQ YD	235 GAL/ TON (TONS)	235 GAL/ TON (TONS)
STATION	TO	STATION						
53+57.81		54+02.81	45.0	26.6	133.0	0.5	66.5	0.3
54+02.81		174+63.90	12,061.1	24.0	32,162.9	0.5	16,081.5	68.4
2+87.68		96+87.89	9,400.2	24.0	25,067.2	0.5	12,533.6	53.3
98+67.70		129+70.94	3,103.2	24.0	8,275.3	0.5	4,137.7	17.6
129+70.94		130+15.94	45.0	37.6	188.0	0.5	94.0	0.4
SHOULDER AREAS								
LT	64+64.93		68+39.95	375.0	3.5	145.8	0.5	72.9
RT	69+35.99		73+10.28	374.3	3.5	145.6	0.5	72.8
RT	18+99.59		24+36.24	536.7	3.5	208.7	0.5	104.3
LT	24+73.02		30+31.94	558.9	3.5	217.4	0.5	108.7
TOTAL =							33,271.9	141.6
USE =							33,272.0	142.0

NOTE: POLY BITUMINOUS MATERIALS FOR COVER COAT ONLY.

40300405 POLY. BITUMINOUS MATERIALS (COVERS & SEAL COATS)								
LOCATION								
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	RATE 0.4 GAL PER SQ YD	(GAL)	235 GAL/ TON (TONS)
STATION	TO	STATION						
53+57.81		54+02.81	45.0	26.6	133.0	0.4	53.2	0.2
54+02.81		174+63.90	12,061.1	24.0	32,162.9	0.4	12,865.2	54.7
2+87.68		96+87.89	9,400.2	24.0	25,067.2	0.4	10,026.9	42.7
98+67.70		129+70.94	3,103.2	24.0	8,275.3	0.4	3,310.1	14.1
129+70.94		130+15.94	45.0	37.6	188.0	0.4	75.2	0.3
SHOULDER AREAS								
LT	64+64.93		68+39.95	375.0	3.5	145.8	0.4	58.3
RT	69+35.99		73+10.28	374.3	3.5	145.6	0.4	58.2
RT	18+99.59		24+36.24	536.7	3.5	208.7	0.4	83.5
LT	24+73.02		30+31.94	558.9	3.5	217.4	0.4	86.9
TOTAL =							26,617.6	113.3
USE =							26,618.0	113.0

NOTE: POLY BITUMINOUS MATERIALS FOR SEAL COAT ONLY.

40300500 COVER COAT AGGREGATE								
LOCATION								
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	RATE 25 LBS PER SQ YD	DIVIDE BY 2000 LBS PER TON	(TON)
STATION	TO	STATION						
53+57.81		54+02.81	45.0	26.6	133.0	25	2,000.0	1.7
54+02.81		174+63.90	12,061.1	24.0	32,162.9	25	2,000.0	402.0
2+87.68		96+87.89	9,400.2	24.0	25,067.2	25	2,000.0	313.3
98+67.70		129+70.94	3,103.2	24.0	8,275.3	25	2,000.0	103.4
129+70.94		130+15.94	45.0	37.6	188.0	25	2,000.0	2.4
SHOULDER AREAS								
LT	64+64.93		68+39.95	375.0	3.5	145.8	25	2,000.0
RT	69+35.99		73+10.28	374.3	3.5	145.6	25	2,000.0
RT	18+99.59		24+36.24	536.7	3.5	208.7	25	2,000.0
LT	24+73.02		30+31.94	558.9	3.5	217.4	25	2,000.0
TOTAL =							831.8	
USE =							831.0	

40300600 SEAL COAT AGGREGATE								
LOCATION								
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	RATE 25 LBS PER SQ YD	DIVIDE BY 2000 LBS PER TON	(TON)
STATION	TO	STATION						
53+57.81		54+02.81	45.0	26.6	133.0	25	2,000.0	1.7
54+02.81		174+63.90	12,061.1	24.0	32,162.9	25	2,000.0	402.0
2+87.68		96+87.89	9,400.2	24.0	25,067.2	25	2,000.0	313.3
98+67.70		129+70.94	3,103.2	24.0	8,275.3	25	2,000.0	103.4
129+70.94		130+15.94	45.0	37.6	188.0	25	2,000.0	2.4
SHOULDER AREAS								
LT	64+64.93		68+39.95	375.0	3.5	145.8	25	2,000.0
RT	69+35.99		73+10.28	374.3	3.5	145.6	25	2,000.0
RT	18+99.59		24+36.24	536.7	3.5	208.7	25	2,000.0
LT	24+73.02		30+31.94	558.9	3.5	217.4	25	2,000.0
TOTAL =							831.8	
USE =							831.0	

40600275 BITUMINOUS MATERIALS (PRIME COAT)								
LOCATION								
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	RATE 0.05 LBS PER SQ FT	(POUND)	
STATION	TO	STATION						
53+57.81		54+02.81	45.0	27.6	1,242.0	0.05	62.1	
54+02.81		179+70.40	12,567.6	25.0	314,189.8	0.05	15,709.5	
179+82.00		182+00.32	218.3	25.0	5,458.0	0.05	272.9	(BK)
0+00.00	(AH)	96+87.89	9,687.9	25.0	242,197.3	0.05	12,109.9	
98+67.70		129+70.94	3,103.2	25.0	77,581.0	0.05	3,879.1	
129+70.94		130+15.94	45.0	38.6	1,737.0	0.05	86.9	
SHOULDER AREAS								
LT	64+64.93		68+39.95	375.0	3.5	1,312.6	0.05	65.6
RT	69+35.99		73+10.28	374.3	3.5	1,310.0	0.05	65.5
RT	18+99.59		24+36.24	536.7	3.5	1,878.3	0.05	93.9
LT	24+73.02		30+31.94	558.9	3.5	1,956.2	0.05	97.8
TOTAL =							32,443.1	
USE =							32,444.0	

NOTE: BITUMINOUS MATERIALS (PRIME COAT) TO BE USED FOR BOTH COLD AND HOT MIX ASPHALT APPLICATION.

40600275 BITUMINOUS MATERIALS (PRIME COAT)								
LOCATION								
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	RATE 0.05 LBS PER SQ FT	(POUND)	
STATION	TO	STATION						
53+57.81		54+02.81	45.0	27.6	1,242.0	0.05	62.1	
54+02.81		174+63.90	12,061.1	25.0	301,527.3	0.05	15,076.4	
2+87.68		96+87.89	9,400.2	25.0	235,005.3	0.05	11,750.3	
98+67.70		129+70.94	3,103.2	25.0	77,581.0	0.05	3,879.1	
129+70.94		130+15.94	45.0	38.6	1,737.0	0.05	86.9	
SHOULDER AREAS								
LT	64+64.93		68+39.95	375.0	3.5	1,312.6	0.05	65.6
RT	69+35.99		73+10.28	374.3	3.5	1,310.0	0.05	65.5
RT	18+99.59		24+36.24	536.7	3.5	1,878.3	0.05	93.9
LT	24+73.02		30+31.94	558.9	3.5	1,956.2	0.05	97.8
TOTAL =							31,177.5	
USE =							31,178.0	

NOTE: BITUMINOUS MATERIALS (PRIME COAT) TO BE USED AFTER BLOTTER AGGREGATE APPLICATION.

SCHEDULE OF QUANTITIES

40600982 HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT						
MAINLINE QUANTITIES	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
BEGINNING OF PROJECT	53+57.81		54+02.81	45.0	25.6	128.0
APPROACH TO RAILROAD	179+25.40		179+70.40	45.0	23.0	115.0
DEPARTURE TO RAILROAD	179+82.00		180+27.00	45.0	23.0	115.0
APPROACH TO SN 010-0240	96+42.89		96+87.89	45.0	23.0	115.0
DEPARTURE TO SN 010-0240	98+67.70		99+12.70	45.0	23.0	115.0
END OF PROJECT	129+70.94		130+15.94	45.0	36.6	183.0
TOTAL =						771.0
USE =						771.0

40600990 TEMPORARY RAMP					
STATION	DESCRIPTION	HMA THICKNESS (FOOT)	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
53+57.81	BEGINNING OF PROJECT	0.19	7.6	23.0	19.4
99+76.53	SIDEROAD	0.19	7.6	*	38.0
99+77.26	SIDEROAD	0.19	7.6	*	37.8
152+83.64	SIDEROAD	0.19	7.6	*	42.0
152+87.22	SIDEROAD	0.19	7.6	*	43.3
174+63.90	CMA/HMA TRANSITION	0.19	7.6	23.0	19.4
179+70.40	RAILROAD APPROACH	0.19	7.6	23.0	19.4
179+82.00	RAILROAD DEPARTURE	0.19	7.6	23.0	19.4
2+87.68	CMA/HMA TRANSITION	0.19	7.6	23.0	19.4
24+56.53	SIDEROAD	0.19	7.6	*	42.4
24+64.69	SIDEROAD	0.19	7.6	*	59.3
77+49.48	SIDEROAD	0.19	7.6	*	39.8
77+51.45	SIDEROAD	0.19	7.6	*	40.4
96+87.89	BRIDGE APPROACH	0.19	7.6	23.0	19.4
98+67.70	BRIDGE DEPARTURE	0.19	7.6	23.0	19.4
130+15.94	END OF PROJECT	0.19	7.6	23.0	19.4
* AREAS MEASURED IN CADD					
TOTAL =					498.3
USE =					499.0

NOTE:
1:40 TAPER RATE WAS USED TO CALCULATE TEMPORARY RAMP LENGTH.

40603310 HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50										
LOCATION			AVERAGE THICKNESS			DENSITY		DIVIDE BY		
STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	(INCHES)	112 LBS PER SQ YD PER INCH	2000 LBS PER TON	(TON)	
174+63.90		179+70.40	506.5	23.0	1,294.4	2.25	112.0	2,000.0	163.1	
179+82.00		182+00.32	218.3	23.0	557.9	2.25	112.0	2,000.0	70.3	
0+00.00	(AH)	2+87.68	287.7	23.0	735.2	2.25	112.0	2,000.0	92.6	
TOTAL =									326.0	
USE =									327.0	

40800025 BITUMINOUS MATERIALS (PRIME COAT)							
INCIDENTAL QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	RATE 0.05 LBS PER SQ FT	(POUND)
LOCATION		STATION					
PE	LT	56+86.50	*	18.5	629.28	0.05	31.5
SIDEROAD	LT	99+77.26	*	10.0	415.89	0.05	20.8
PE	LT	144+09.54	*	10.0	335.52	0.05	16.8
SIDEROAD	LT	152+87.22	*	10.0	470.52	0.05	23.5
PE	LT	179+21.25	*	10.0	493.92	0.05	24.7
RAILROAD	LT	179+76.14	*	*	347.13	0.05	17.4
CE	LT	180+83.91	*	10.0	626.85	0.05	31.3
CE	LT	181+60.60	*	10.0	555.93	0.05	27.8
SIDEROAD	LT	24+56.53	*	10.0	466.65	0.05	23.3
PE	LT	37+72.66	*	10.0	242.37	0.05	12.1
PE	LT	45+28.78	*	10.0	403.38	0.05	20.2
SIDEROAD	LT	77+51.45	*	10.0	440.19	0.05	22.0
SUB-TOTAL =							271.4
PE	RT	81+05.63	*	10.0	233.73	0.05	11.7
SIDEROAD	RT	99+76.53	*	10.0	411.03	0.05	20.6
PE	RT	113+28.42	*	10.0	295.38	0.05	14.8
PE	RT	114+72.54	*	10.0	331.74	0.05	16.6
PE	RT	115+60.19	*	10.0	322.11	0.05	16.1
CE	RT	150+79.33	*	10.0	81.81	0.05	4.1
SIDEROAD	RT	152+83.64	*	10.0	496.98	0.05	24.8
PE	RT	156+80.20	*	10.0	266.58	0.05	13.3
CE	RT	176+51.08	*	10.0	486.72	0.05	24.3
RAILROAD	RT	179+76.14	*	*	339.48	0.05	17.0
PE	RT	09+38.31	*	10.0	249.48	0.05	12.5
PE	RT	10+48.46	*	10.0	302.85	0.05	15.1
PE	RT	11+80.69	*	10.0	273.33	0.05	13.7
SIDEROAD	RT	24+64.69	*	10.0	655.02	0.05	32.8
SIDEROAD	RT	77+49.48	*	10.0	437.13	0.05	21.9
PE	RT	87+34.28	*	10.0	292.86	0.05	14.6
SUB-TOTAL =							273.8
MAILBOX TURNOUT AREAS							
	LT	81+06.24	*	5.5	159.48	0.05	8.0
	LT	115+61.06	*	5.5	247.68	0.05	12.4
	LT	143+84.72	*	5.5	112.59	0.05	5.6
	LT	156+58.84	*	5.5	252.18	0.05	12.6
	LT	38+18.26	*	5.5	194.13	0.05	9.7
	LT	45+02.60	*	5.5	88.38	0.05	4.4
SUB-TOTAL =							52.7
* AREAS MEASURED IN CADD							

SCHEDULE OF QUANTITIES

40800025 BITUMINOUS MATERIALS (PRIME COAT) CONT.							
INCIDENTAL QUANTITIES		LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	RATE 0.05 LBS PER SQ FT		(POUND)
LOCATION	STATION						
CONCRETE GUTTER AREAS							
150+35.45	TO 152+62.86	227.41	2.6	591.3	0.05		29.6
SUB-TOTAL =							29.6
FIELD ENTRANCE							
FE	LT 72+89.38	*	3.0	70.11	0.05		3.5
FE	LT 86+29.56	*	3.0	84.60	0.05		4.2
FE	LT 99+31.88	*	3.0	147.60	0.05		7.4
FE	LT 101+02.21	*	3.0	127.89	0.05		6.4
FE	LT 112+91.83	*	3.0	122.13	0.05		6.1
FE	LT 119+66.30	*	3.0	133.92	0.05		6.7
FE	LT 126+49.72	*	3.0	100.98	0.05		5.0
FE	LT 139+85.83	*	3.0	108.09	0.05		5.4
FE	LT 166+79.20	*	3.0	228.42	0.05		11.4
FE	LT 01+58.78	*	3.0	128.16	0.05		6.4
FE	LT 09+31.04	*	3.0	80.28	0.05		4.0
FE	LT 11+78.34	*	3.0	109.44	0.05		5.5
FE	LT 37+47.80	*	3.0	63.99	0.05		3.2
FE	LT 52+65.45	*	3.0	122.58	0.05		6.1
FE	LT 66+69.03	*	3.0	116.64	0.05		5.8
FE	LT 96+66.82	*	3.0	110.70	0.05		5.5
FE	LT 119+41.92	*	3.0	108.27	0.05		5.4
SUB-TOTAL =							98.2
FE	RT 63+66.83	*	3.0	92.61	0.05		4.6
FE	RT 86+50.84	*	3.0	94.86	0.05		4.7
FE	RT 99+31.10	*	3.0	116.64	0.05		5.8
FE	RT 106+27.70	*	3.0	116.64	0.05		5.8
FE	RT 121+37.54	*	3.0	92.52	0.05		4.6
FE	RT 126+66.89	*	3.0	56.07	0.05		2.8
FE	RT 180+36.89	*	3.0	76.14	0.05		3.8
FE	RT 16+64.18	*	3.0	120.33	0.05		6.0
FE	RT 38+01.98	*	3.0	97.02	0.05		4.9
FE	RT 50+91.91	*	3.0	84.42	0.05		4.2
FE	RT 58+58.58	*	3.0	104.49	0.05		5.2
FE	RT 90+79.22	*	3.0	97.83	0.05		4.9
FE	RT 96+82.54	*	3.0	81.90	0.05		4.1
FE	RT 98+87.44	*	3.0	85.68	0.05		4.3
SUB-TOTAL =							65.9
* AREAS MEASURED IN CADD							
TOTAL =							791.5
USE =							792.0

40800050 INCIDENTAL HOT MIX ASPHALT SURFACING											
INCIDENTAL QUANTITIES					LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	AVERAGE THICKNESS (INCHES)	DENSITY 112 LBS. PER SQ YD PER INCH	DIVIDE BY 2000 LBS. PER TON	(TON)
LOCATION	STATION	TO	STATION								
PE	LT 56+86.50			*	18.5	69.92	1.88	112	2,000.0	7.4	
SIDEROAD	LT 99+77.26			*	10.0	46.21	1.88	112	2,000.0	4.9	
PE	LT 144+09.54			*	10.0	37.28	1.88	112	2,000.0	3.9	
SIDEROAD	LT 152+87.22			*	10.0	52.28	1.88	112	2,000.0	5.5	
PE	LT 179+21.25			*	10.0	52.28	1.88	112	2,000.0	4.1	
RAILROAD	LT 179+76.14			*	*	38.57	2.25	112	2,000.0	4.9	
CE	LT 180+83.91			*	10.0	69.65	1.88	112	2,000.0	7.3	
CE	LT 181+60.60			*	10.0	61.77	1.88	112	2,000.0	6.5	
SIDEROAD	LT 24+56.53			*	10.0	51.85	1.88	112	2,000.0	5.5	
PE	LT 37+72.66			*	10.0	26.93	1.88	112	2,000.0	2.8	
PE	LT 45+28.78			*	10.0	44.82	1.88	112	2,000.0	4.7	
SIDEROAD	LT 77+51.45			*	10.0	48.91	1.88	112	2,000.0	5.1	
LEFT SUB-TOTAL =										62.6	
PE	RT 81+05.63			*	10.0	25.97	1.88	112	2,000.0	2.7	
SIDEROAD	RT 99+76.53			*	10.0	45.67	1.88	112	2,000.0	4.8	
PE	RT 113+28.42			*	10.0	32.82	1.88	112	2,000.0	3.5	
PE	RT 114+72.54			*	10.0	36.86	1.88	112	2,000.0	3.9	
PE	RT 115+60.19			*	10.0	35.79	1.88	112	2,000.0	3.8	
CE	RT 150+79.33			*	10.0	9.09	1.88	112	2,000.0	1.0	
SIDEROAD	RT 152+83.64			*	10.0	55.22	1.88	112	2,000.0	5.8	
PE	RT 156+80.20			*	10.0	29.62	1.88	112	2,000.0	3.1	
CE	RT 176+51.08			*	10.0	54.08	1.88	112	2,000.0	5.7	
RAILROAD	RT 179+76.14			*	*	37.72	2.25	112	2,000.0	4.8	
PE	RT 09+38.31			*	10.0	27.72	1.88	112	2,000.0	2.9	
PE	RT 10+48.46			*	10.0	33.65	1.88	112	2,000.0	3.5	
PE	RT 11+80.69			*	10.0	30.37	1.88	112	2,000.0	3.2	
SIDEROAD	RT 24+64.69			*	10.0	72.78	1.88	112	2,000.0	7.7	
SIDEROAD	RT 77+49.48			*	10.0	48.57	1.88	112	2,000.0	5.1	
PE	RT 87+34.28			*	10.0	32.54	1.88	112	2,000.0	3.4	
RIGHT SUB-TOTAL =										64.8	
MAILBOX TURNOUT AREAS											
	LT 81+06.24			*	5.5	17.72	1.88	112	2,000.0	1.9	
	LT 115+61.06			*	5.5	27.52	1.88	112	2,000.0	2.9	
	LT 143+84.72			*	5.5	12.51	1.88	112	2,000.0	1.3	
	LT 156+58.84			*	5.5	28.02	1.88	112	2,000.0	2.9	
	LT 38+18.26			*	5.5	21.57	1.88	112	2,000.0	2.3	
	LT 45+02.60			*	5.5	9.82	1.88	112	2,000.0	1.0	
SUB-TOTAL =										12.3	
CONCRETE GUTTER AREA											
	RT 150+35.45	TO	152+62.86		227.4	2.6	65.7	1.13	112	2,000.0	4.2
SUB-TOTAL =										4.2	
* AREAS MEASURED IN CADD											
SUB-TOTAL =										143.9	

SCHEDULE OF QUANTITIES

40800050 INCIDENTAL HOT MIX ASPHALT SURFACING (CONT.)									
LOCATION					AVERAGE THICKNESS (INCHES)	DENSITY 112 LBS PER SQ YD PER INCH	DIVIDE BY 2000 LBS PER TON		
INCIDENTAL QUANTITIES		LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)					
		STATION							(TON)
FE	LT	72+89.38	*	3.0	7.79	1.88	112	2,000.0	0.8
FE	LT	86+29.56	*	3.0	9.40	1.88	112	2,000.0	1.0
FE	LT	99+31.88	*	3.0	16.40	1.88	112	2,000.0	1.7
FE	LT	101+02.21	*	3.0	14.21	1.88	112	2,000.0	1.5
FE	LT	112+91.83	*	3.0	13.57	1.88	112	2,000.0	1.4
FE	LT	119+66.30	*	3.0	14.88	1.88	112	2,000.0	1.6
FE	LT	126+49.72	*	3.0	11.22	1.88	112	2,000.0	1.2
FE	LT	139+85.83	*	3.0	12.01	1.88	112	2,000.0	1.3
FE	LT	166+79.20	*	3.0	25.38	1.88	112	2,000.0	2.7
FE	LT	01+58.78	*	3.0	14.24	1.88	112	2,000.0	1.5
FE	LT	09+31.04	*	3.0	8.92	1.88	112	2,000.0	0.9
FE	LT	11+78.34	*	3.0	12.16	1.88	112	2,000.0	1.3
FE	LT	37+47.80	*	3.0	7.11	1.88	112	2,000.0	0.7
FE	LT	52+65.45	*	3.0	13.62	1.88	112	2,000.0	1.4
FE	LT	66+69.03	*	3.0	12.96	1.88	112	2,000.0	1.4
FE	LT	96+66.82	*	3.0	12.30	1.88	112	2,000.0	1.3
FE	LT	119+41.92	*	3.0	12.03	1.88	112	2,000.0	1.3
LEFT SUB-TOTAL =								23.0	
FE	RT	63+66.83	*	3.0	10.29	1.88	112	2,000.0	1.1
FE	RT	86+50.84	*	3.0	10.54	1.88	112	2,000.0	1.1
FE	RT	99+31.10	*	3.0	12.96	1.88	112	2,000.0	1.4
FE	RT	106+27.70	*	3.0	12.96	1.88	112	2,000.0	1.4
FE	RT	121+37.54	*	3.0	10.28	1.88	112	2,000.0	1.1
FE	RT	126+66.89	*	3.0	6.23	1.88	112	2,000.0	0.7
FE	RT	180+36.89	*	3.0	8.46	1.88	112	2,000.0	0.9
FE	RT	16+64.18	*	3.0	13.37	1.88	112	2,000.0	1.4
FE	RT	38+01.98	*	3.0	10.78	1.88	112	2,000.0	1.1
FE	RT	50+91.91	*	3.0	9.38	1.88	112	2,000.0	1.0
FE	RT	58+58.58	*	3.0	11.61	1.88	112	2,000.0	1.2
FE	RT	90+79.22	*	3.0	10.87	1.88	112	2,000.0	1.1
FE	RT	96+82.54	*	3.0	9.10	1.88	112	2,000.0	1.0
FE	RT	98+87.44	*	3.0	11.62	1.88	112	2,000.0	1.2
RIGHT SUB-TOTAL =								15.6	
TOTAL =								182.5	
USE =								183.0	

* AREAS MEASURED IN CADD

48102100 AGGREGATE WEDGE SHOULDER, TYPE B										
LOCATION					LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	AVERAGE THICKNESS (INCHES)	VOLUME (CU YD)	(TON)
MAINLINE QUANTITIES		STATION	TO	STATION						
LT		53+57.81		64+64.93	1,107.1	3.5	3,874.9	2.63	31.45	56.6
LT		64+64.93		68+39.95	375.0	1.0	375.0	2.63	3.04	5.5
LT		68+39.95		179+63.61	11,123.7	3.5	38,932.8	2.63	316.03	568.9
LT		180+02.77		182+00.32	197.5	3.5	691.4	2.63	5.61	10.1
LT		0+00.00	(AH)	24+73.02	2,473.0	3.5	8,655.6	2.63	70.26	126.5
LT		24+73.02		30+31.94	558.9	1.0	558.9	2.63	4.54	8.2
LT		30+31.94		96+87.89	6,656.0	3.5	23,295.8	2.63	189.10	340.4
LT		98+16.49		130+15.94	3,199.5	3.5	11,198.1	2.63	90.90	163.6
LEFT SUB-TOTAL =								1,279.7		
RT		53+57.81		69+35.99	1,578.2	3.5	5,523.6	2.63	44.84	80.7
RT		69+35.99		73+10.28	374.3	1.0	374.3	2.63	3.04	5.5
RT		73+10.28		150+35.44	7,725.2	3.5	27,038.1	2.63	219.48	395.1
RT		152+62.86		179+55.58	2,692.7	3.5	9,424.5	2.63	76.50	137.7
RT		179+79.67		182+00.32	220.7	3.5	772.3	2.63	6.27	11.3
RT		0+00.00	(AH)	18+99.59	1,899.6	3.5	6,648.6	2.63	53.97	97.1
RT		18+99.59		24+36.24	536.7	1.0	536.7	2.63	4.36	7.8
RT		24+36.24		97+38.81	7,302.6	3.5	25,559.0	2.63	207.47	373.4
RT		98+50.14		130+15.94	3,165.8	3.5	11,080.3	2.63	89.94	161.9
RIGHT SUB-TOTAL =								1,270.5		
TOTAL =								2,550.2		
USE =								2,551.0		

78001110 PAINT PAVEMENT MARKING - LINE 4"					
WHITE - SOLID EDGE LINES					
STATION	TO	STATION	OFFSET	(FOOT)	
53+57.81		99+54.17	LT 11.0'	4596.4	
100+11.45		152+43.31	LT 11.0'	5231.9	
153+26.65		179+76.74	LT 11.0'	2650.1	
179+88.40		182+00.32 (BK)	LT 11.0'	211.9	
0+00.00	(AH)	24+15.36	LT 11.0'	2415.4	
24+85.00		77+18.09	LT 11.0'	5233.1	
77+85.23		130+15.94	LT 11.0'	5230.7	
LEFT SUB-TOTAL =					25,569.4
53+57.81		99+48.62	RT 11.0'	4590.8	
100+06.90		152+48.60	RT 11.0'	5241.7	
153+17.58		179+64.07	RT 11.0'	2646.5	
179+75.61		182+00.32 (BK)	RT 11.0'	224.7	
0+00.00	(AH)	24+25.66	RT 11.0'	2425.7	
25+14.90		77+17.11	RT 11.0'	5202.2	
77+74.74		130+15.94	RT 11.0'	5241.2	
RIGHT SUB-TOTAL =					25,572.8
YELLOW - SKIP DASH					
STATION	TO	STATION	LOCATION	(FOOT)	
53+57.81		66+87.66	CL	332.5	
68+95.08		174+69.62	CL	2,643.6	
2+87.49		130+15.94	CL	3,182.1	
SUB-TOTAL =					6,158.2
YELLOW - DOUBLE SOLID LINE					
STATION	TO	STATION	EACH	LOCATION	(FOOT)
174+69.62		179+70.40	2	CL	1,001.6
179+82.00		182+00.32	2	CL	436.6
0+00.00	(AH)	2+87.49	2	CL	575.0
SUB-TOTAL =					2,013.2
YELLOW - SOLID (NO PASSING ZONES)					
STATION	TO	STATION	DIRECTION	(FOOT)	
56+85.54		68+95.08	EB	1,209.5	
66+87.66		74+37.08	WB	749.4	
SUB-TOTAL =					1,959.0
TOTAL =					61,272.5
USE =					61,273.0

78000100 THERMOPLASTIC PAVEMENT MARKING					X7830090	
LETTERS & SYMBOLS					GRV RCSD PVT	
	STATION	EACH	TYPE	SQ FT	MRKG LTRS & SYM SQ FT	
RT	175+04.62	2	RAILROAD "R"	7.2	7.2	
RT	175+04.62	1	RAILROAD "X"	54.0	54.0	
LT	2+52.48	2	RAILROAD "R"	7.2	7.2	
LT	2+52.48	1	RAILROAD "X"	54.0	54.0	
TOTAL =				122.4	122.4	
USE =				123.0	123.0	

SCHEDULE OF QUANTITIES

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"			X7830090 GRV RCSD PVT MRKG 25"	
STATION	DESCRIPTION	(FOOT)	(FOOT)	
RT 174+79.62	RAILROAD STOP BAR	11.0	11.0	
RT 175+29.62	RAILROAD STOP BAR	11.0	11.0	
RT 179+44.62	STOP BAR	11.0	11.0	
LT 180+12.81	STOP BAR	11.0	11.0	
LT 2+27.48	RAILROAD STOP BAR	11.0	11.0	
LT 2+77.48	RAILROAD STOP BAR	11.0	11.0	
TOTAL =		66.0	66.0	
USE =		66.0	66.0	

X1500002 BLOTTER AGGREGATE								
LOCATION		LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	RATE 15 LBS PER SQ YD	DIVIDE BY 2000 PER LBS PER TON		(TON)
STATION	TO STATION							
53+57.81	54+02.81	45.0	25.6	128.0	15	2,000.0		1.0
54+02.81	174+63.90	12,061.1	23.0	30,822.8	15	2,000.0		231.2
2+87.68	96+87.89	9,400.2	23.0	24,022.8	15	2,000.0		180.2
98+67.70	129+70.94	3,103.2	23.0	7,930.5	15	2,000.0		59.5
129+70.94	130+15.94	45.0	36.6	183.0	15	2,000.0		1.4
SHOULDER AREAS								
LT	64+64.93	68+39.95	375.0	3.5	145.8	15	2,000.0	1.1
RT	69+35.99	73+10.28	374.3	3.5	145.6	15	2,000.0	1.1
RT	18+99.59	24+36.24	536.7	3.5	208.7	15	2,000.0	1.6
LT	24+73.02	30+31.94	558.9	3.5	217.4	15	2,000.0	1.6
TOTAL =							478.5	
USE =							479.0	

X0326219 BUMP REMOVAL				
STATION	TO	STATION	DIRECTION	EACH
53+57.81		182+00.32 (BK)	EB	6.0
0+00.00 (AH)		130+15.94	EB	7.0
53+57.81		182+00.32 (BK)	WB	10.0
0+00.00 (AH)		130+15.94	WB	7.0
TOTAL =				30.0
USE =				30.0

NOTE:
BUMP REMOVAL QUANTITIES MAY BE REVISED BY
THE ENGINEER DURING CONSTRUCTION

X4060205 COLD MIX ASPHALT MIXTURE									
MAINLINE QUANTITIES			LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	AVERAGE THICKNESS (INCHES)	DENSITY 90 LBS PER SQ YD PER INCH	DIVIDE BY 2000 LBS PER TON	(TON)
STATION	TO	STATION							
53+57.81		54+02.81	45.0	25.6	128.0	2.25	90.0	2,000.0	13.0
54+02.81		174+63.90	12,061.1	23.0	30,822.8	2.25	90.0	2,000.0	3,120.8
2+87.68		96+87.89	9,400.2	23.0	24,022.8	2.25	90.0	2,000.0	2,432.3
98+67.70		129+70.94	3,103.2	23.0	7,930.5	2.25	90.0	2,000.0	803.0
129+70.94		130+15.94	45.0	36.6	183.0	2.25	90.0	2,000.0	18.5
SHOULDER AREAS									
LT	64+64.93	68+39.95	375.0	3.5	145.8	2.25	90.0	2,000.0	14.8
RT	69+35.08	73+10.28	375.2	3.5	145.9	2.25	90.0	2,000.0	14.8
RT	18+99.59	24+36.24	536.7	3.5	208.7	2.25	90.0	2,000.0	21.1
LT	24+73.02	30+31.94	558.9	3.5	217.4	2.25	90.0	2,000.0	22.0
TOTAL =								6,447.3	
USE =								6,448.0	

X4400196 HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL					
INCIDENTAL QUANTITIES		LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	
LOCATION	STATION				
PE	LT 56+86.50	*	18.5	69.92	
SIDEROAD	LT 99+77.26	*	10.0	46.21	
PE	LT 144+09.54	*	10.0	37.28	
SIDEROAD	LT 152+87.22	*	10.0	52.28	
PE	LT 179+21.25	*	10.0	54.88	
RAILROAD	LT 179+76.14	*	*	38.57	
CE	LT 180+83.91	*	10.0	69.65	
CE	LT 181+60.60	*	10.0	61.77	
SIDEROAD	LT 24+56.53	*	10.0	51.85	
PE	LT 37+72.66	*	10.0	26.93	
PE	LT 45+28.78	*	10.0	44.82	
SIDEROAD	LT 77+51.45	*	10.0	48.91	
LEFT SUB-TOTAL =					603.1
PE	RT 81+05.63	*	10.0	25.97	
SIDEROAD	RT 99+76.53	*	10.0	45.67	
PE	RT 113+28.42	*	10.0	32.82	
PE	RT 114+72.54	*	10.0	36.86	
PE	RT 115+60.19	*	10.0	35.79	
CE	RT 150+79.33	*	10.0	9.09	
SIDEROAD	RT 152+83.64	*	10.0	55.22	
PE	RT 156+80.20	*	10.0	29.62	
CE	RT 176+51.08	*	10.0	54.08	
RAILROAD	RT 179+76.14	*	*	37.72	
PE	RT 09+38.31	*	10.0	27.72	
PE	RT 10+48.46	*	10.0	33.65	
PE	RT 11+80.69	*	10.0	30.37	
SIDEROAD	RT 24+64.69	*	10.0	72.78	
SIDEROAD	RT 77+49.48	*	10.0	48.57	
PE	RT 87+34.28	*	10.0	32.54	
RIGHT SUB-TOTAL =					608.5
* AREAS MEASURED IN CADD					
TOTAL =				1,211.5	
USE =				1,212.0	

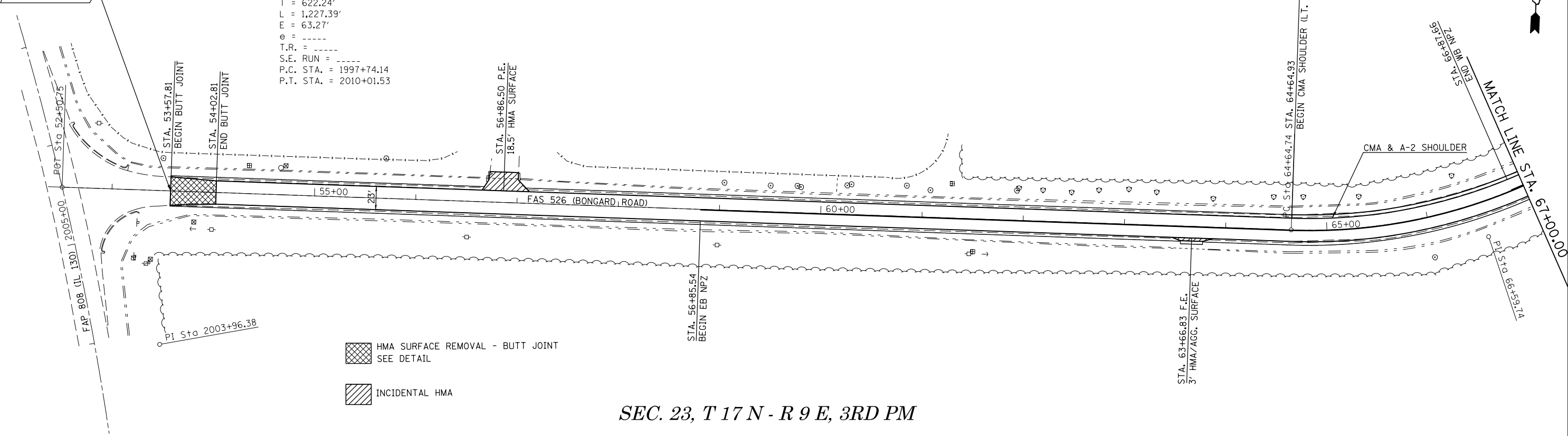
XZ193300 SURVEY MARKER, TYPE 1 (SPECIAL)			
STATION	DESCRIPTION	OFFSET	EACH
64+64.74	PC	CL	1.0
68+38.15	PT	CL	1.0
69+36.61	PC	CL	1.0
120+81.60	PC	CL	1.0
123+31.60	PI	CL	1.0
125+81.48	PT	CL	1.0
126+82.18	PC	CL	1.0
129+32.18	PI	CL	1.0
131+81.97	PT	CL	1.0
147+87.40	PC	CL	1.0
157+87.32	PT	CL	1.0
0+00.00 (AH)	POT	LT 0.07	1.0
0+98.68	PC	CL	1.0
0+99.63	PI	CL	1.0
19+00.53	PCC	CL	1.0
23+96.58	PT	CL	1.0
25+36.52	PC	CL	1.0
30+32.93	PT	CL	1.0
TOTAL =			18.0
USE =			18.0

Z0070100 SURVEY MONUMENT COVER ASSEMBLY			
STATION	DESCRIPTION	OFFSET	EACH
73+10.08	SECTION COR.	LT 0.25	1.0
99+79.64	SECTION COR.	CL	1.0
152+87.40	SECTION COR.	RT 3.56	1.0
77+48.32	SECTION COR.	LT 0.90	1.0
90+70.57	SECTION COR.	LT 1.15	1.0
103+92.47	SECTION COR.	LT 1.64	1.0
TOTAL =			6.0
USE =			6.0

SEC. 14, T 17 N - R 9 E, 3RD PM

EXIST. CURVE 28
 PI STA. = 2003+96.38
 $\Delta = 23^\circ 13' 26''$ (LT)
 $D = 1^\circ 53' 32''$
 $R = 3,028.09'$
 $T = 622.24'$
 $L = 1,227.39'$
 $E = 63.27'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 1997+74.14$
 $P.T. STA. = 2010+01.53$

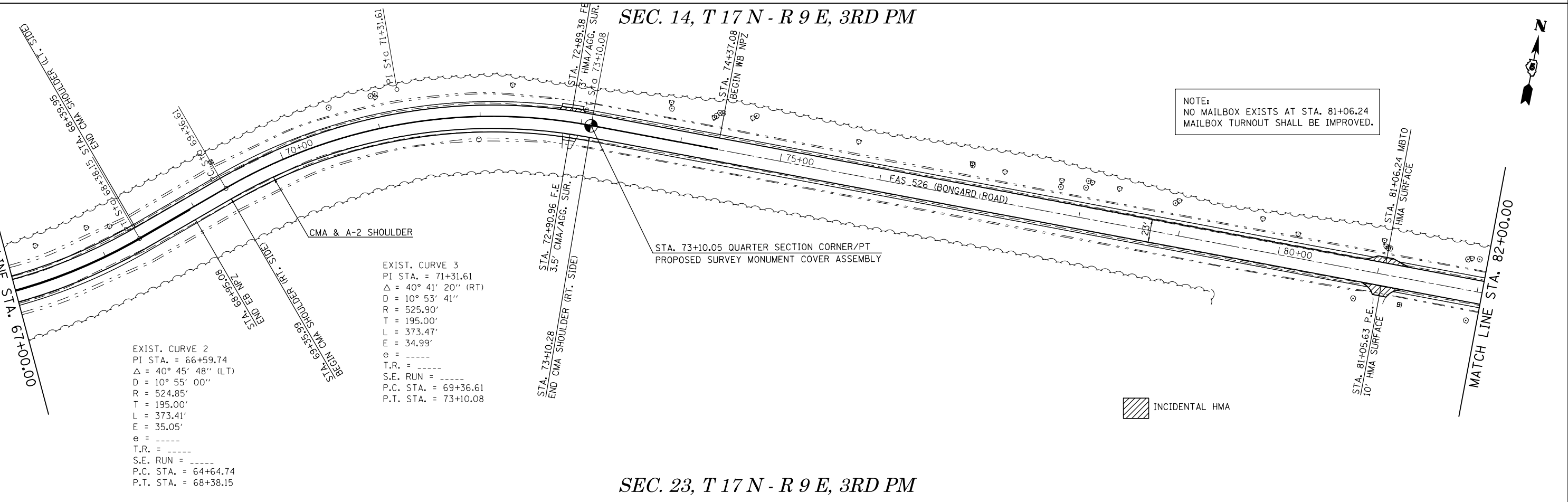
BEGIN PROJECT:
 STA. 53+57.81



HMA SURFACE REMOVAL - BUTT JOINT
 SEE DETAIL
 INCIDENTAL HMA

SEC. 23, T 17 N - R 9 E, 3RD PM

SEC. 14, T 17 N - R 9 E, 3RD PM



NOTE:
 NO MAILBOX EXISTS AT STA. 81+06.24
 MAILBOX TURNOUT SHALL BE IMPROVED.

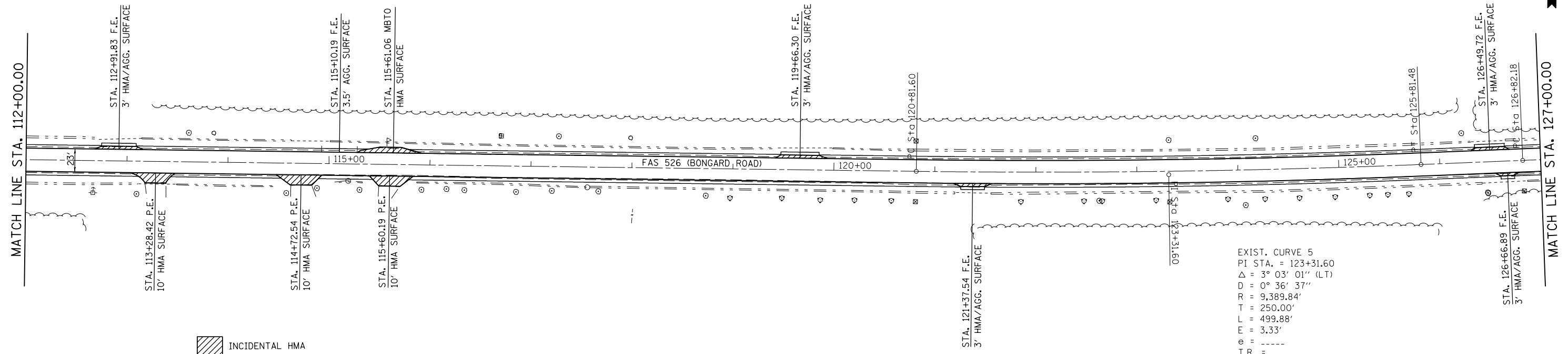
EXIST. CURVE 2
 PI STA. = 66+59.74
 $\Delta = 40^\circ 45' 48''$ (LT)
 $D = 10^\circ 55' 00''$
 $R = 524.85'$
 $T = 195.00'$
 $L = 373.41'$
 $E = 35.05'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 64+64.74$
 $P.T. STA. = 68+38.15$

EXIST. CURVE 3
 PI STA. = 71+31.61
 $\Delta = 40^\circ 41' 20''$ (RT)
 $D = 10^\circ 53' 41''$
 $R = 525.90'$
 $T = 195.00'$
 $L = 373.47'$
 $E = 34.99'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 69+36.61$
 $P.T. STA. = 73+10.08$

SEC. 23, T 17 N - R 9 E, 3RD PM

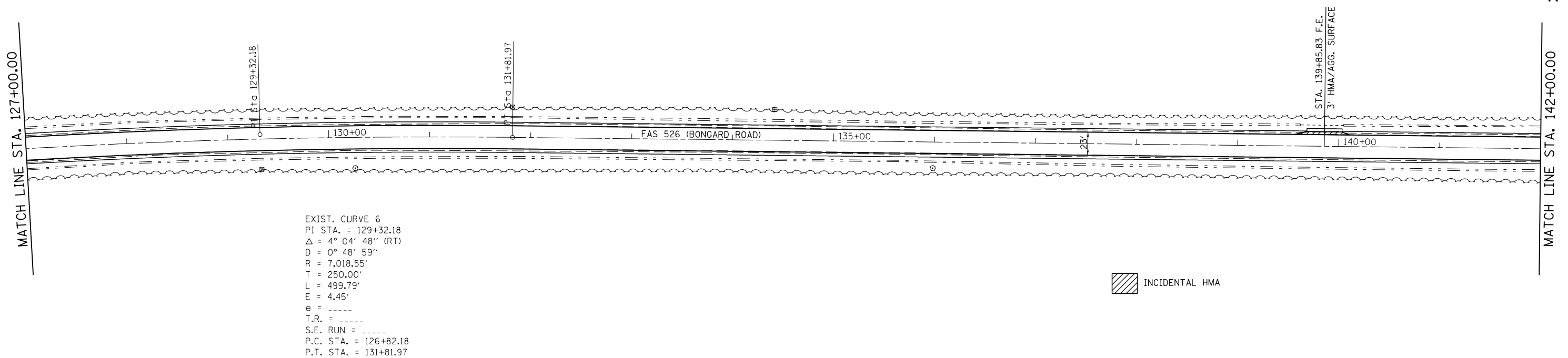
FILE NAME =	USER NAME = bucklesj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0574\Drawings\Design\0570A51-sht-DblP1n_506.dwg		CHECKED -	REVISED -		SCALE: N/A	SHEET 1	OF 9 SHEETS	STA. 53+57.81	TO STA. 82+00.00	526	(57,58)RS-1	CHAMPAIGN	38	21
MODELNAME	PLOT DATE = 1/10/2017	DATE -	REVISED -					CONTRACT NO. 70A51			ILLINOIS FED. AID PROJECT			

SEC. 13, T17N - R9E, 3RD PM



SEC. 24, T17N - R9E, 3RD PM

SEC. 13, T17N - R9E, 3RD PM

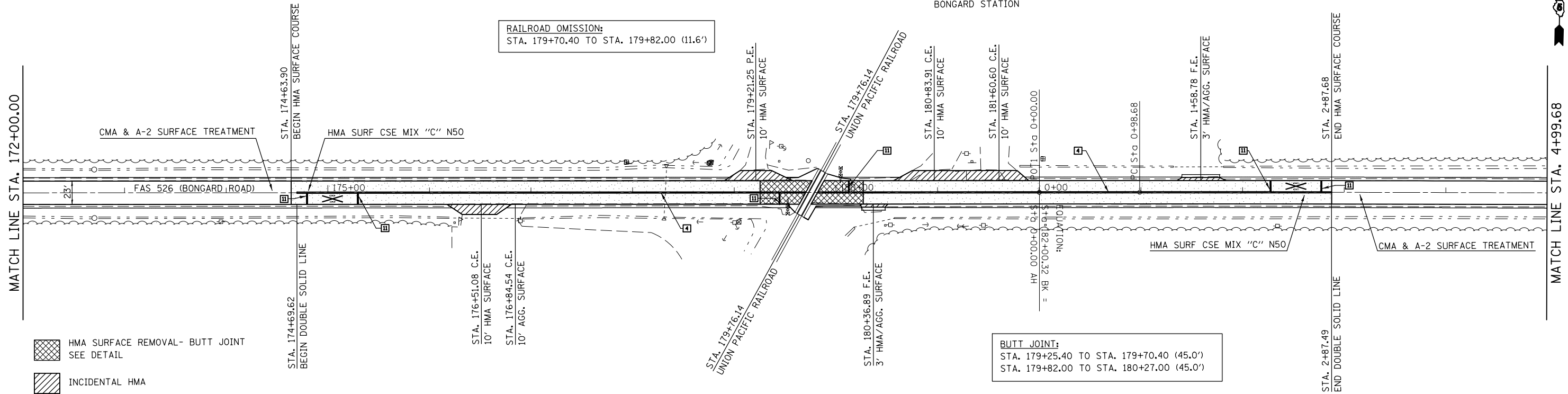


SEC. 24, T17N - R9E, 3RD PM

FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0579\Drawings\Design\0579A51-shd-DblPIn_50.dwg		CHECKED -	REVISED -		526	(57,58)RS-1	CHAMPAIGN	38	23			
PLOT SCALE = 100.0000' / in.		DATE -	REVISED -		CONTRACT NO. 70A51			ILLINOIS FED. AID PROJECT				
#MODELNAME#					SCALE: N/A	SHEET 3 OF 9 SHEETS	STA. 112+00.00 TO STA. 142+00.00					

SEC. 18, T17N - R10E, 3RD PM

BONGARD STATION

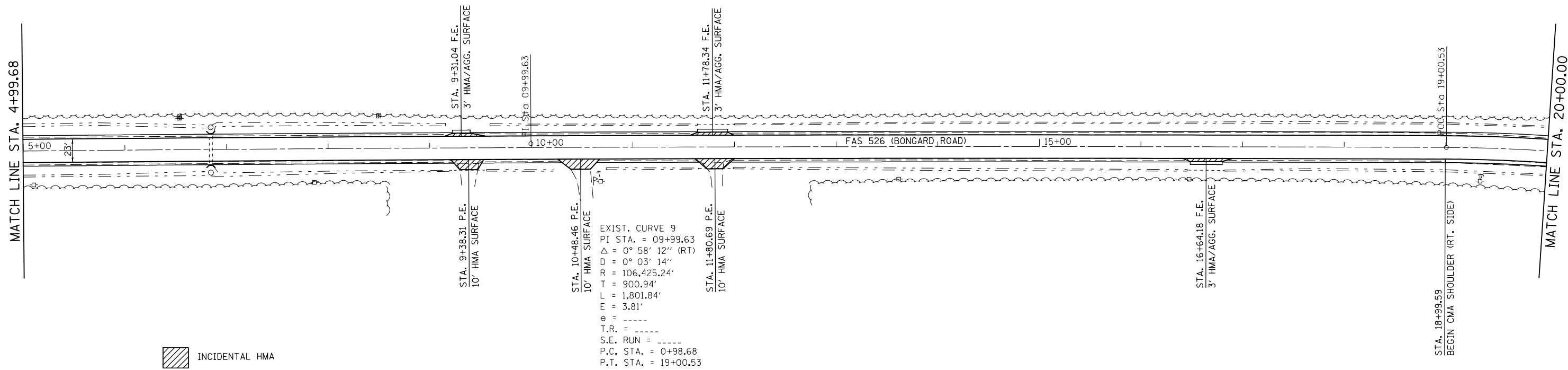


- HMA SURFACE REMOVAL- BUTT JOINT SEE DETAIL
- INCIDENTAL HMA
- HMA SURF CSE MIX "C" N50

SEC. 19, T17N - R10E, 3RD PM

NOTE: SEE DISTRICT 5 DETAIL NO. 7800AAAA FOR PAVEMENT MARKING LEGENED

SEC. 18, T17N - R10E, 3RD PM



- INCIDENTAL HMA

SEC. 19, T17N - R10E, 3RD PM

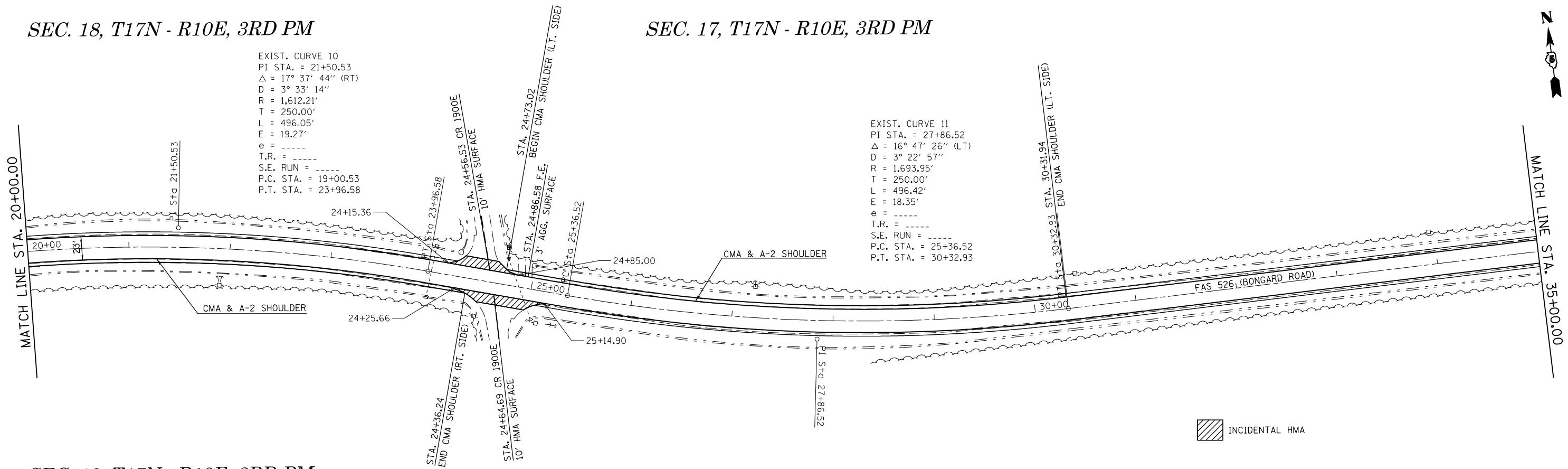
FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0579\Drawings\Design\0579A51-sht-DblP1n_50.dwg	PLotted DATE = 1/10/2017	CHECKED -	REVISED -		SCALE: N/A	SHEET 5	OF 9 SHEETS	STA.	TO STA.	526	(57,58)RS-1	CHAMPAIGN	37 25
										CONTRACT NO. 70A51			

SEC. 18, T17N - R10E, 3RD PM

SEC. 17, T17N - R10E, 3RD PM

EXIST. CURVE 10
 PI STA. = 21+50.53
 $\Delta = 17^\circ 37' 44''$ (RT)
 $D = 3^\circ 33' 14''$
 $R = 1,612.21'$
 $T = 250.00'$
 $L = 496.05'$
 $E = 19.27'$
 $\theta = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.C. STA. = 19+00.53$
 $P.T. STA. = 23+96.58$

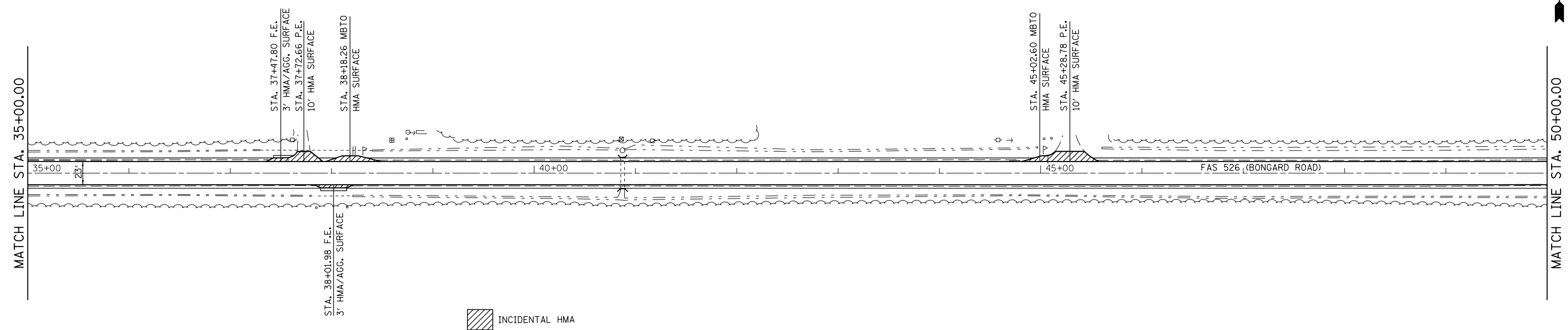
EXIST. CURVE 11
 PI STA. = 27+86.52
 $\Delta = 16^\circ 47' 26''$ (LT)
 $D = 3^\circ 22' 57''$
 $R = 1,693.95'$
 $T = 250.00'$
 $L = 496.42'$
 $E = 18.35'$
 $\theta = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.C. STA. = 25+36.52$
 $P.T. STA. = 30+32.93$



SEC. 19, T17N - R10E, 3RD PM

SEC. 20, T17N - R10E, 3RD PM

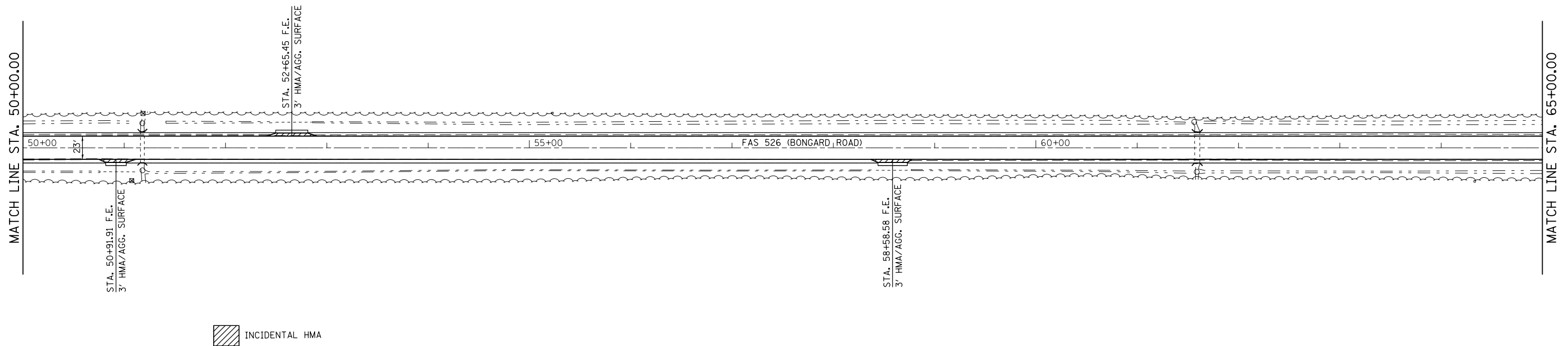
SEC. 17, T17N - R10E, 3RD PM



SEC. 20, T17N - R10E, 3RD PM

FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0579\Drawings\Design\0579A51-sht-D6\PI\0579A51-SHT-D6.DWG	PLotted SCALE = 100.0000' / in.	CHECKED -	REVISED -					526	(57,58)RS-1	CHAMPAIGN	38	26
#MODELNAME#	PLotted DATE = 1/10/2017	DATE -	REVISED -		SCALE: N/A SHEET 6 OF 9 SHEETS STA. 20+00.00 TO STA. 50+00.00			CONTRACT NO. 70A51				
							ILLINOIS FED. AID PROJECT					

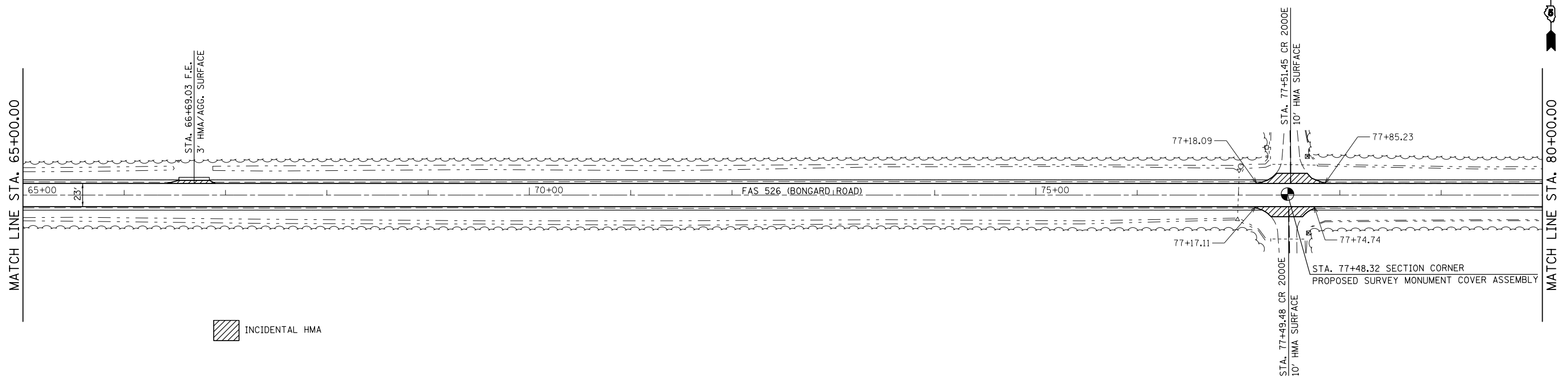
SEC. 17, T17N - R10E, 3RD PM



SEC. 20, T17N - R10E, 3RD PM

SEC. 17, T17N - R10E, 3RD PM

SEC. 16, T17N - R10E, 3RD PM

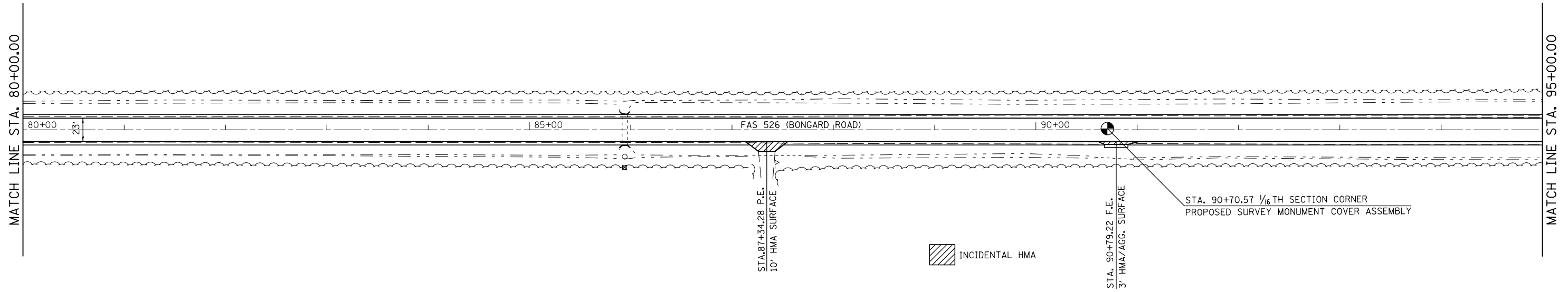


SEC. 20, T17N - R10E, 3RD PM

SEC. 21, T17N - R10E, 3RD PM

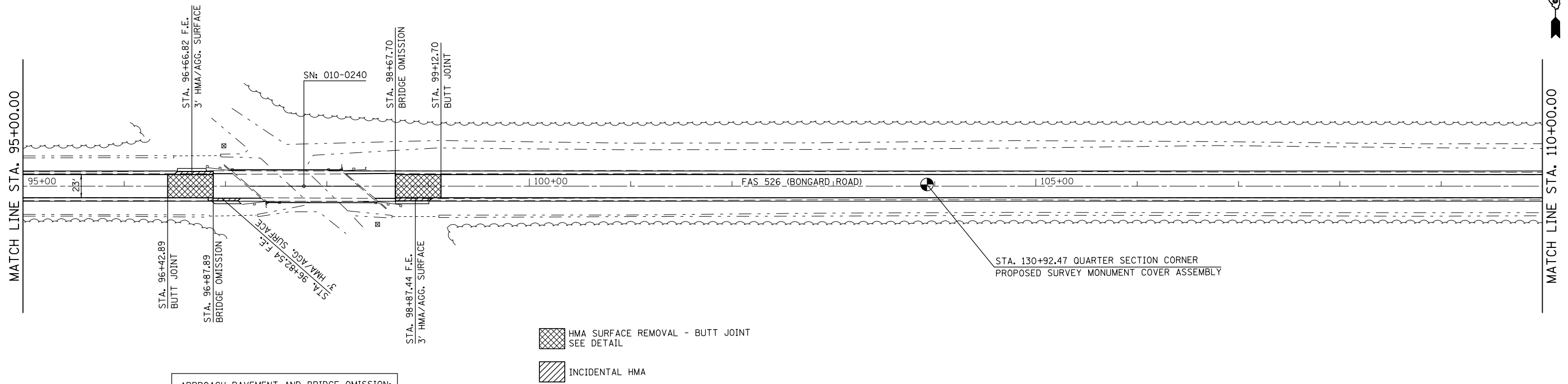
FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 5\Projects\0579\Drawings\Design\0579A51-sht-Db1P1n_50.dwg	PLP	CHECKED -	REVISED -					526	(57,58)RS-1	CHAMPAIGN	38	27
#MODELNAME#	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: N/A SHEET 7 OF 9 SHEETS STA. 50+00.00 TO STA. 80+00.00			CONTRACT NO. 70A51				
	PLOT DATE = 1/10/2017							ILLINOIS FED. AID PROJECT				

SEC. 16, T17N - R10E, 3RD PM



SEC. 21, T17N - R10E, 3RD PM

SEC. 16, T17N - R10E, 3RD PM



APPROACH PAVEMENT AND BRIDGE OMISSION:
STA. 96+87.89 - STA. 98+67.70 (179.81')

SEC. 21, T17N - R10E, 3RD PM

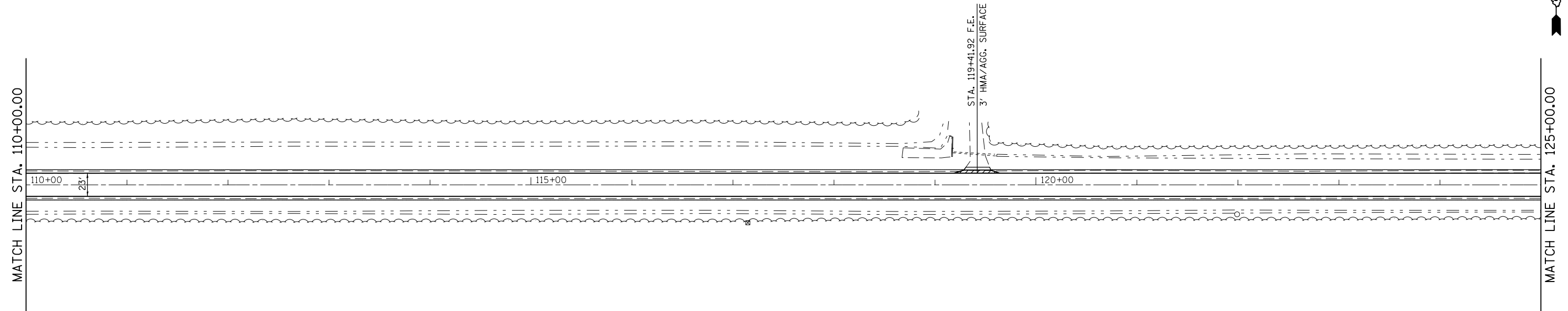
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
#MODELNAME#	PLOT DATE = 1/10/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
SCALE: N/A SHEET 8 OF 9 SHEETS STA. 80+00.00 TO STA. 110+00.00

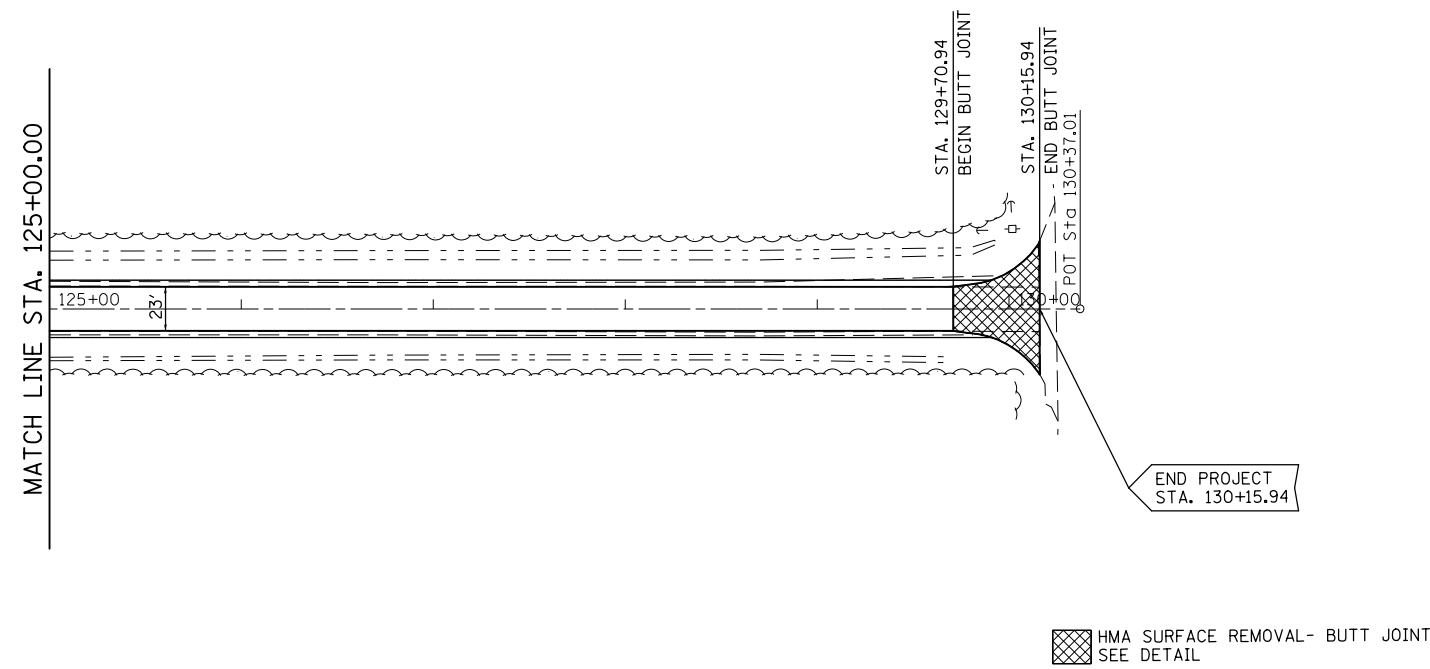
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	(57,58)RS-1	CHAMPAIGN	38	28
CONTRACT NO. 70A51				
ILLINOIS FED. AID PROJECT				

SEC. 16, T17N - R10E, 3RD PM



SEC. 21, T17N - R10E, 3RD PM

SEC. 16, T17N - R10E, 3RD PM



SEC. 21, T17N - R10E, 3RD PM

FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -
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MODELNAME	PLOT DATE = 1/10/2017	DATE -	REVISED -

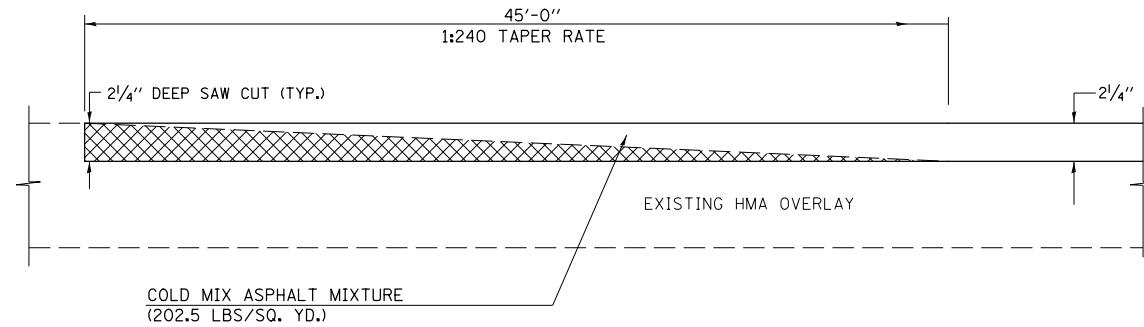
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET

SCALE: N/A SHEET 9 OF 9 SHEETS STA. 110+00.00 TO STA. 130+15.94

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	(57,58)RS-1	CHAMPAIGN	38	29
CONTRACT NO. 70A51			ILLINOIS FED. AID PROJECT	

BUTT JOINT DETAIL FOR BEGINNING /END MAINLINE TIE IN LOCATIONS

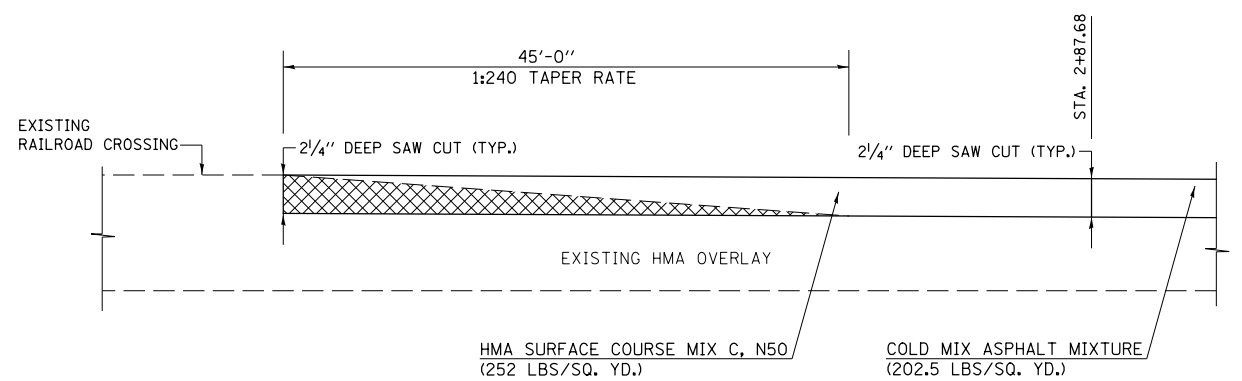


HMA SURFACE REMOVAL - BUTT JOINT

STATION	TO	STATION
53+57.81		54+02.81
129+70.94		130+15.94

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 NOTE:
 SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT

BUTT JOINT DETAIL FOR CMA & HMA TIE-IN AND RAILROAD

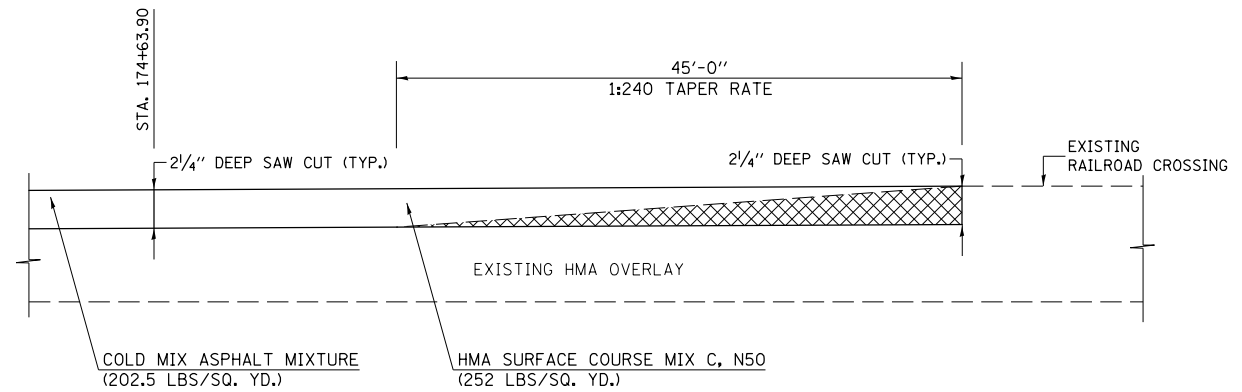


HMA SURFACE REMOVAL - BUTT JOINT

STATION	TO	STATION
179+82.00		180+27.00

COLD MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 NOTE:
 SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT

BUTT JOINT DETAIL FOR CMA & HMA TIE-IN AND RAILROAD CROSSING

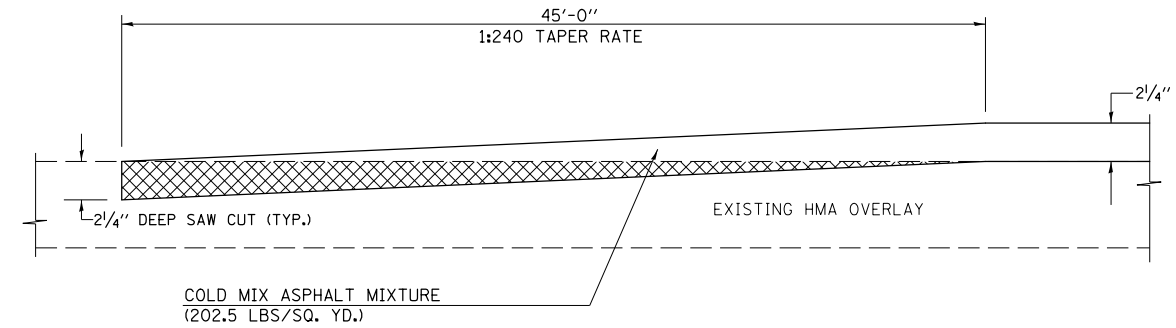


HMA SURFACE REMOVAL - BUTT JOINT

STATION	TO	STATION
179+25.40		179+70.40

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 NOTE:
 SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT

BUTT JOINT DETAIL FOR BRIDGE OMISSION (S.N. 010-0240)



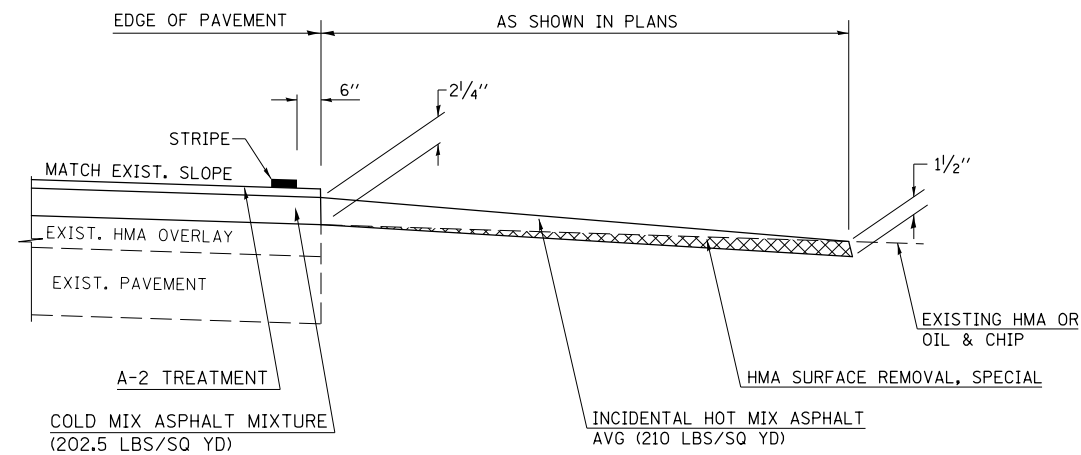
HMA SURFACE REMOVAL - BUTT JOINT

STATION	TO	STATION
96+42.89		96+87.89
98+67.70		99+12.70

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 NOTE:
 SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT

BUTT JOINT DETAIL FOR PRIVATE & COMMERCIAL ENTRANCE OR SIDEROAD

(EXISTING HMA OR OIL & CHIP 10' OR LONGER)



NOTES: THE INTENT IS TO RESURFACE THE EXISTING CONFIGURATION OF THE ENTRANCES AND SIDEROADS TO A MAXIMUM OF 10' FROM THE EDGE OF PAVEMENT. EXISTING SIDEROADS SHOULD BE RESURFACED TO MAINTAIN THEIR CURRENT RADII.

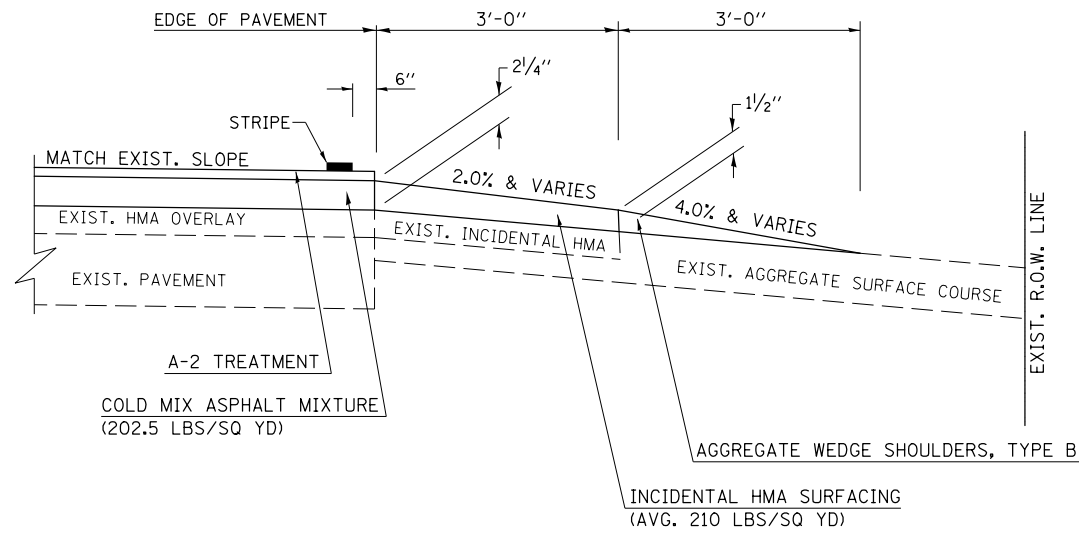
GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
4. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 AND 40-11 ALONG WITH DISTRICT CONSTRUCTION MEMORANDUM 03/14 DISCUSS THIS PROCEDURE.
5. PROPOSED SIDEROAD GRADES SHALL BE AS DIRECTED BY THE ENGINEER.
6. AGGREGATE WEDGE SHOULDERS, TYPE B WILL BE WRAPPED AROUND THE SIDEROAD RETURNS. TAPER WIDTH FROM 3'-6" ALONG MAINLINE TO 2' AT BACK OF RETURN.

FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIELD ENTRANCE, SHOULDER, MAILBOX TURNOUT & CONCRETE GUTTER (EXISTING HMA & AGGREGATE)	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
						526	(57,58)RS-1	CHAMPAIGN	38	31	
						CONTRACT NO. 70A51					
						ILLINOIS FED. AID PROJECT					
\$MODELNAME\$	PLOT DATE = 1/10/2017	DATE -	REVISED -		SCALE:	SHEET 2 OF 3 SHEETS	STA. -----	TO STA. -----			

FIELD ENTRANCE DETAIL

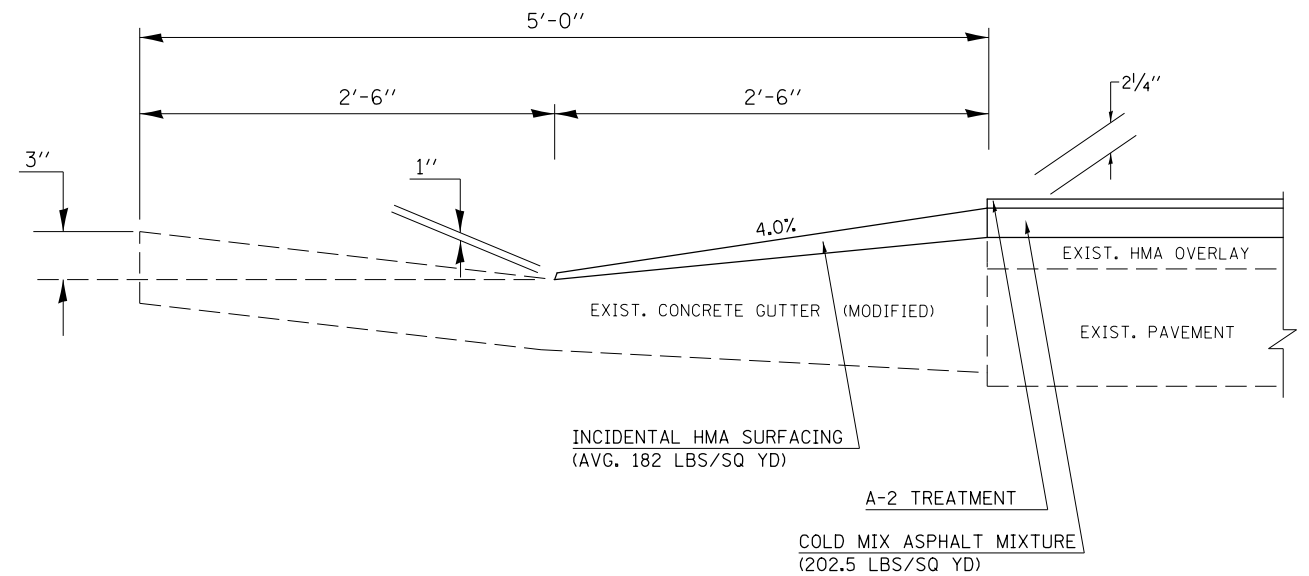
(EXISTING HMA & AGGREGATE)



NOTES: THE INTENT IS TO RESURFACE THE EXISTING CONFIGURATION OF THE FIELD ENTRANCES.

HMA ALONG CONCRETE GUTTER DETAIL

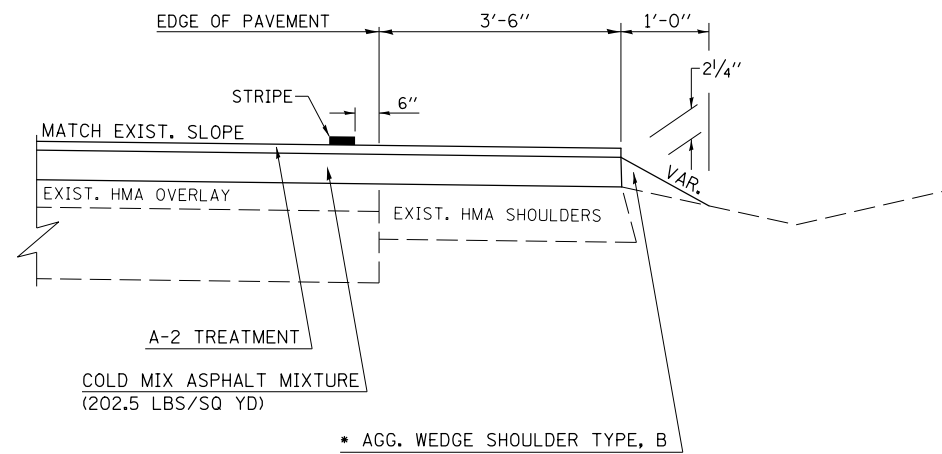
(EXISTING CONCRETE GUTTER)



NOTES: THE INTENT IS TO RESURFACE THE EXISTING CONFIGURATION OF THE CONCRETE GUTTER WITH HOT MIX ASPHALT.

SHOULDER DETAIL

(EXISTING HMA)

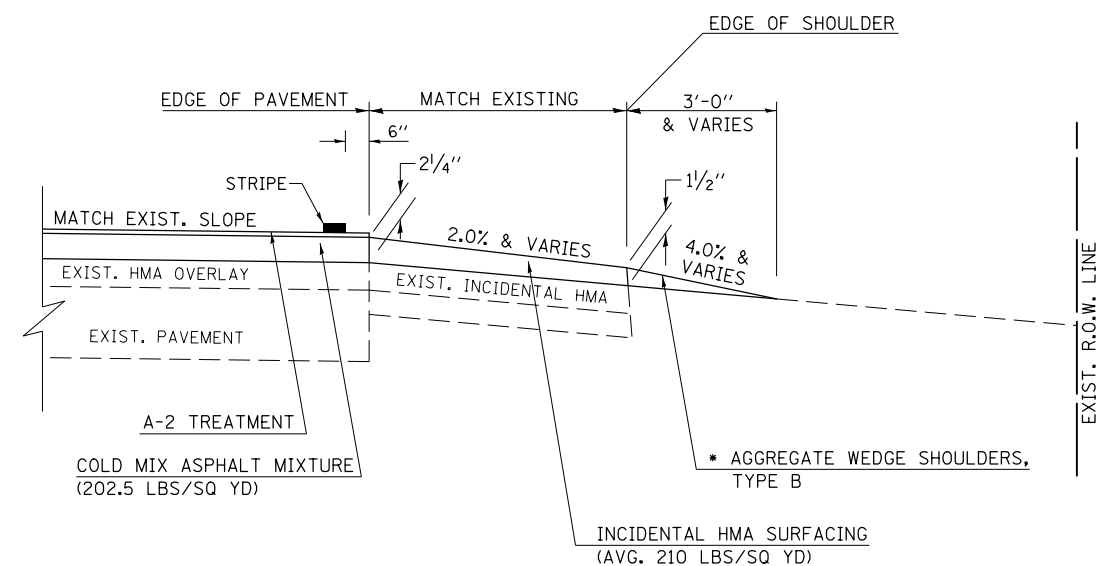


NOTES: THE INTENT IS TO RESURFACE THE EXISTING CONFIGURATION OF THE HMA SHOULDERS WITH COLD MIX ASPHALT.

* AS REQUIRED.

MAILBOX TURNOUT (RURAL) DETAIL

(EXISTING HMA)



NOTES: THE INTENT IS TO RESURFACE THE EXISTING CONFIGURATION OF THE MAILBOX TURNOUTS WITH HOT MIX ASPHALT AND AGGREGATE WEDGE SHOULDERS.

* AS REQUIRED.

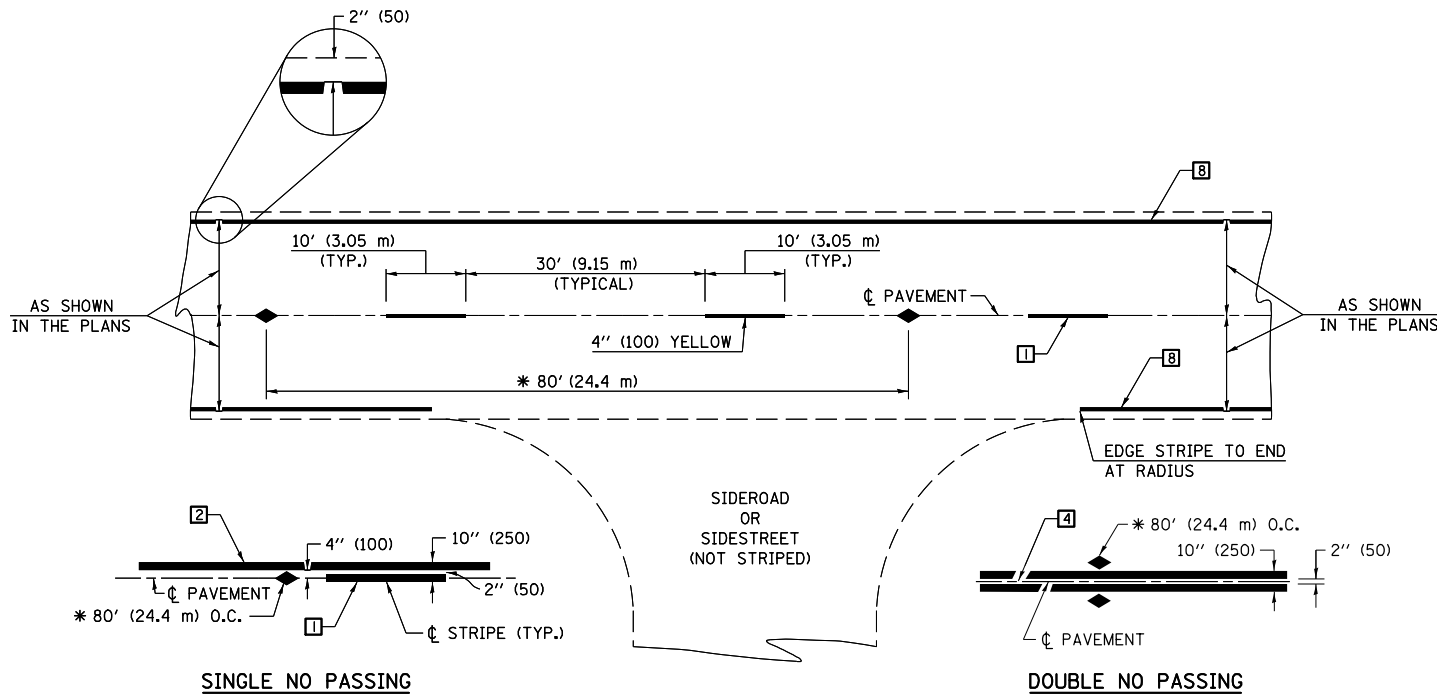
FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED -
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\$MODELNAME\$	PLOT DATE = 1/10/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIELD ENTRANCE, SHOULDER, MAILBOX TURNOUT & CONCRETE GUTTER
(EXISTING HMA & AGGREGATE)

SCALE: SHEET 2 OF 3 SHEETS STA. ----- TO STA. -----

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	(57,58)RS-1	CHAMPAIGN	38	32
CONTRACT NO. 70A51			ILLINOIS FED. AID PROJECT	



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

TWO LANE/TWO WAY

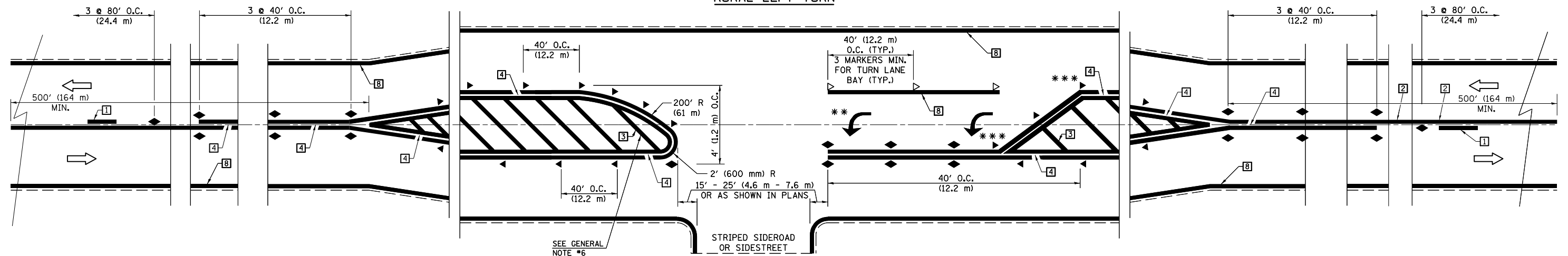
TYPICAL PAVEMENT MARKING LEGEND

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

TYPICAL PAVEMENT MARKERS LEGEND

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

RURAL LEFT TURN



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

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

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

FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED - 11/06
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 5\Projects\0579\Drawings\Design\0579A51-sht-details.dgn		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/10/2017	DATE -	REVISED -

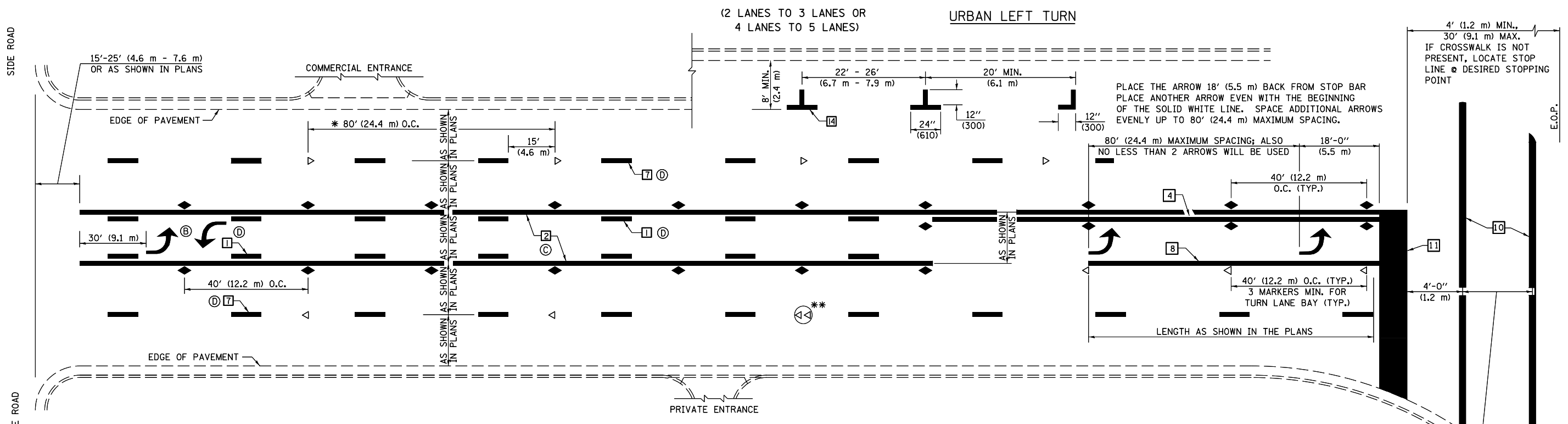
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

DISTRICT 5 DETAIL NO. 7800AAA

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	(57,58)RS-1	CHAMPAIGN	38	33
CONTRACT NO. 70A51				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

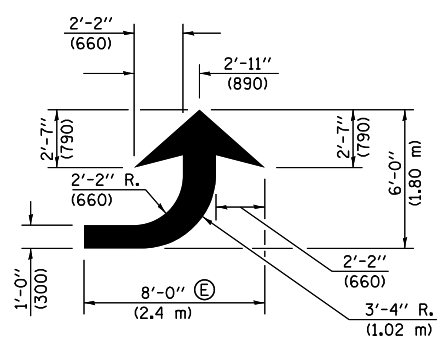


* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

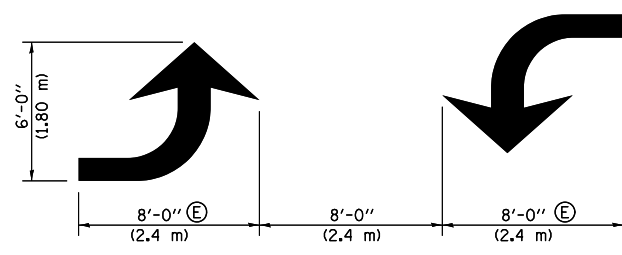
GENERAL NOTES:

- ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



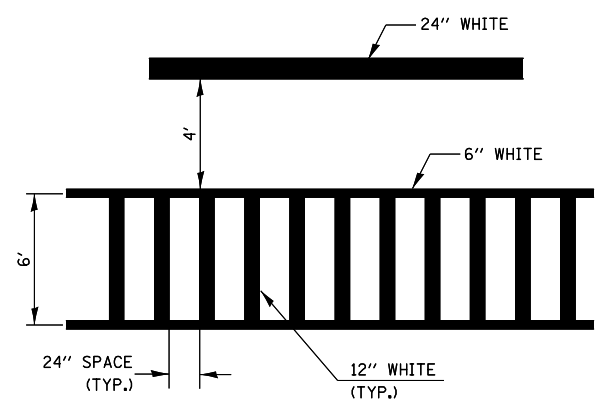
LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m²)
(WHITE)

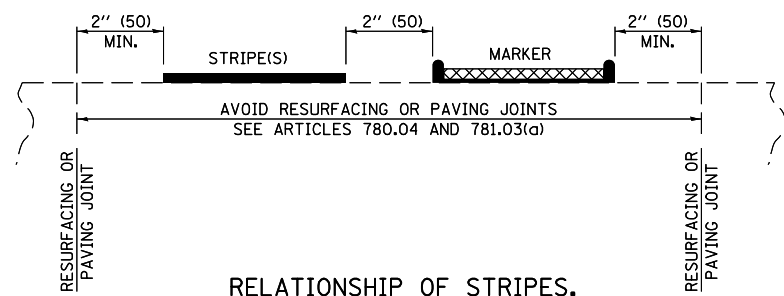


TYPICAL DOUBLE TURN ARROWS (WHITE)

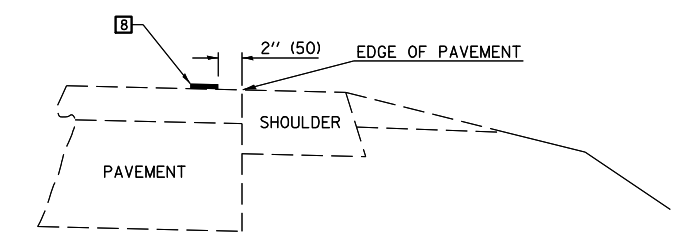
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

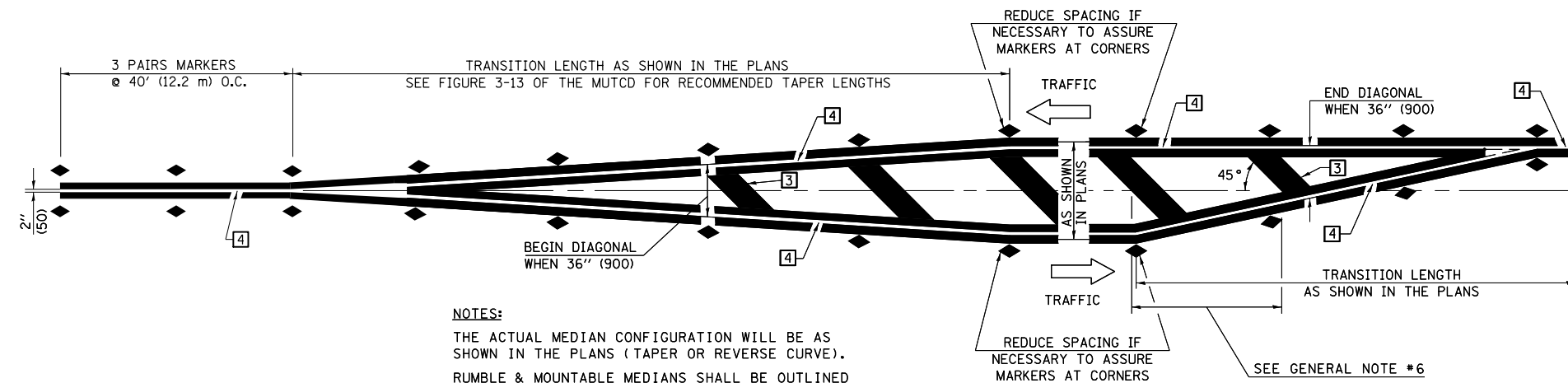


RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT (SAFETY SHOULDER OR PAVED SURFACE) SEE ARTICLE 780.04

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

DISTRICT 5 DETAIL NO. 7800AAA

FILE NAME =	USER NAME = bucklesj	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 5\Projects\0579\Drawings\Design\05790451-sht-details.dwg	PLotted SCALE = 40.0000' / in.	CHECKED -	REVISED - 09/2009 - KJT			526	(57,58)RS-1	CHAMPAIGN	38	34	
	DATE = 1/10/2017	DATE -	REVISED -			SCALE: SHEET NO. 2 OF 4 SHEETS STA. ----- TO STA. -----		CONTRACT NO. 70A51			
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

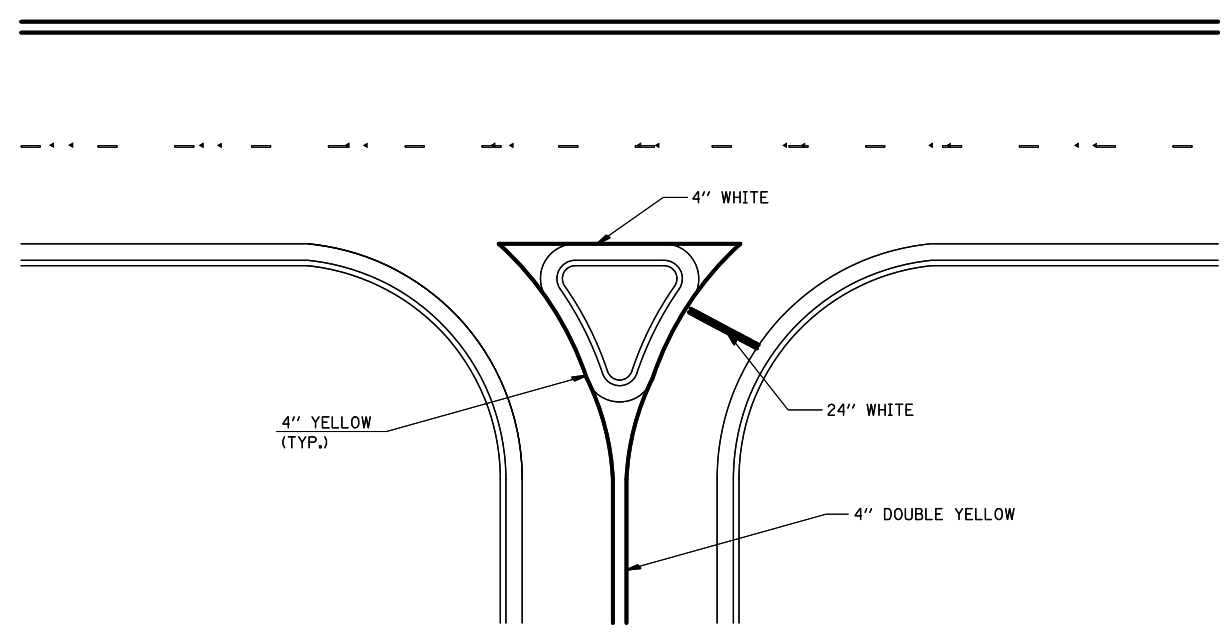


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

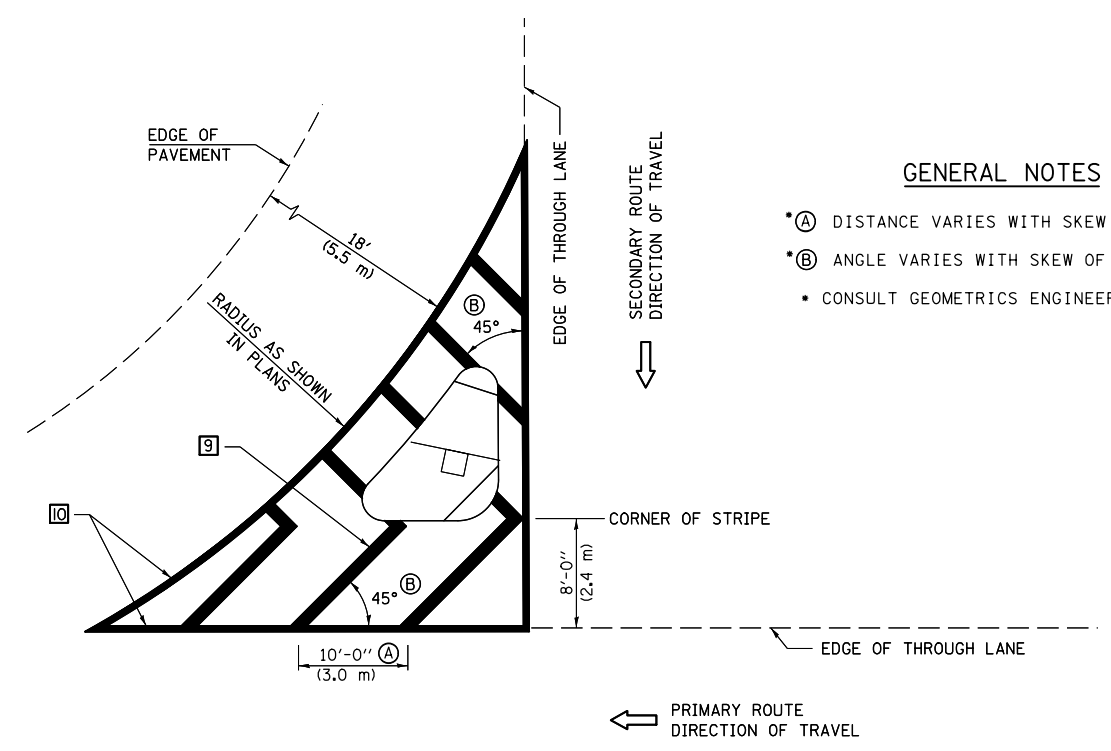
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

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



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

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

ISLAND

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

FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/10/2017	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

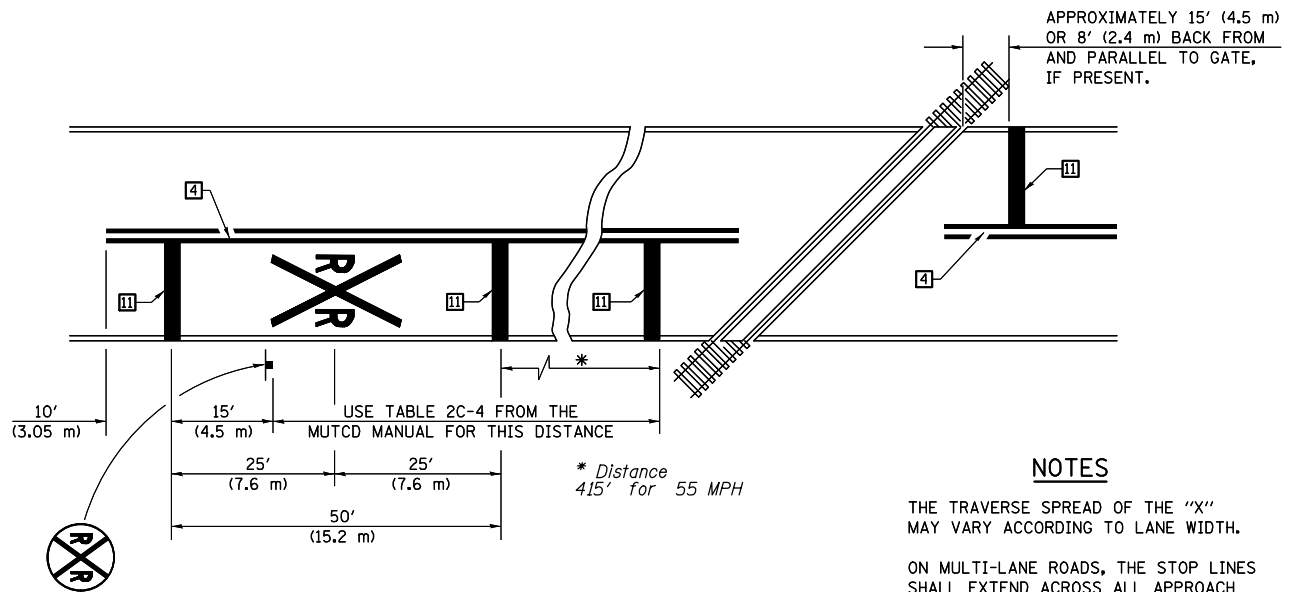
SCALE: SHEET NO. 3 OF 4 SHEETS STA. ----- TO STA. -----

DISTRICT 5 DETAIL NO. 7800AAA

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	(57,58)RS-1	CHAMPAIGN	38	35
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70A51	

RAILROAD CROSSING WITH INTERCONNECT ONLY

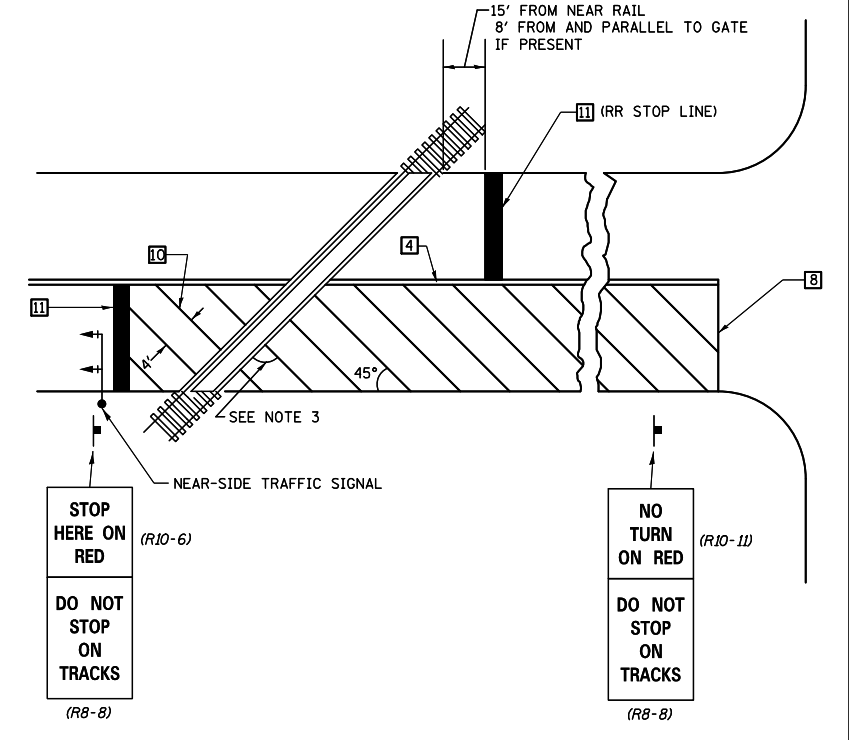
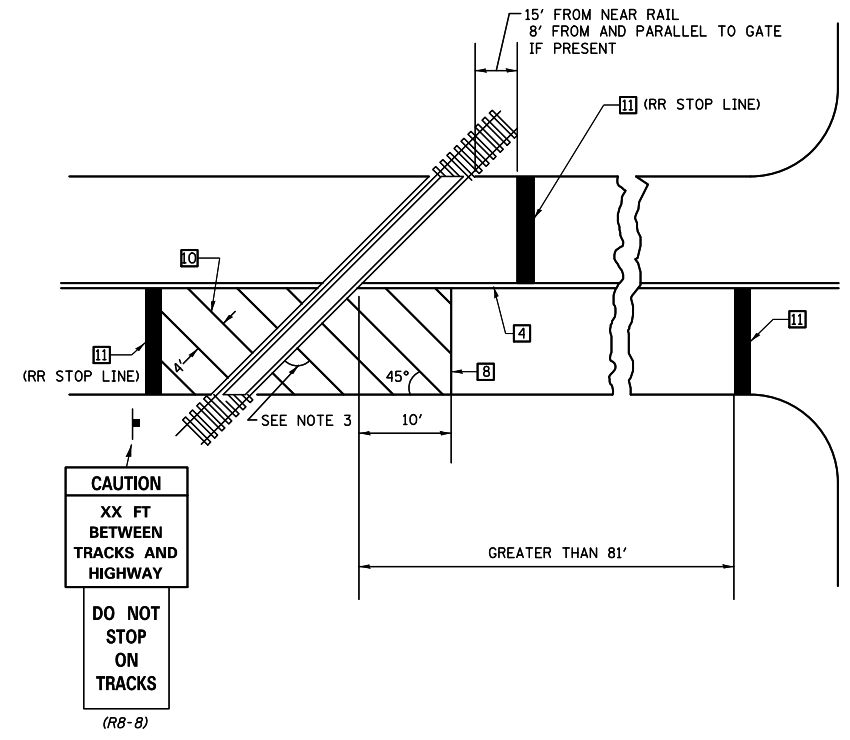
RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

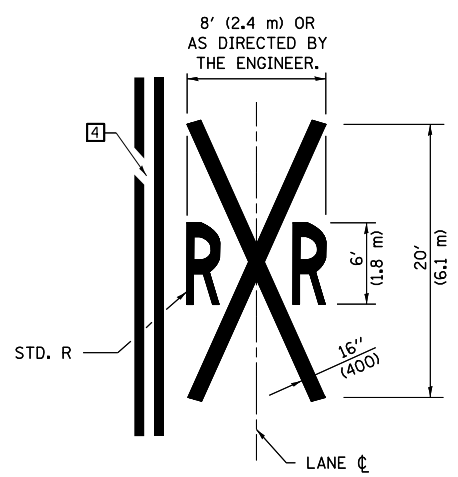
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

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



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

FILE NAME =	USER NAME = bucklesjj	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/10/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

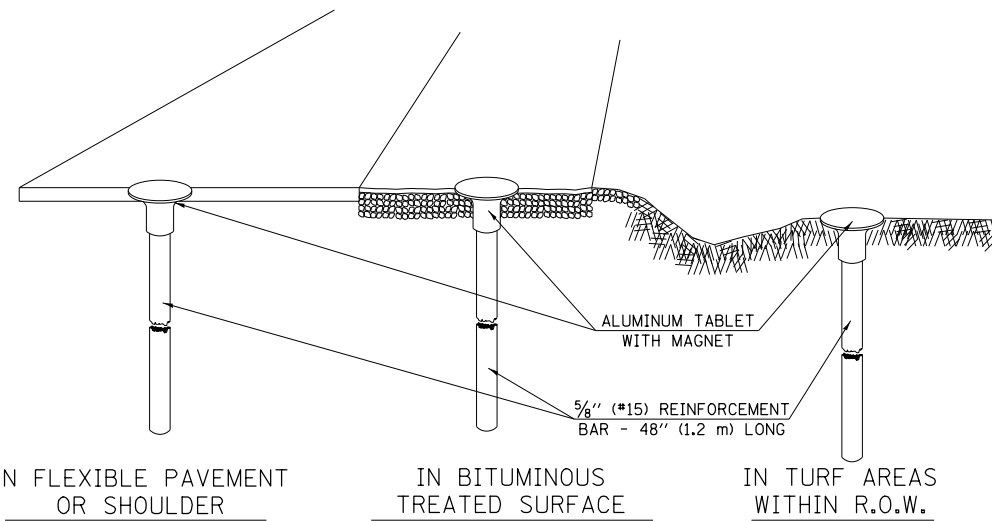
SCALE: SHEET NO. 4 OF 4 SHEETS STA. ----- TO STA. -----

DISTRICT 5 DETAIL NO. 7800AAAA

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	(57,58)RS-1	CHAMPAIGN	38	36
				CONTRACT NO. 70A51
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

XZ193300 – SURVEY MARKER, TYPE 1 (SPECIAL)

TO BE INSTALLED IN FLEXIBLE PAVEMENT OR SHOULDER, BITUMINOUS TREATED SURFACE AND TURF AREAS WITHIN THE RIGHT-OF-WAY FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S)



SPECIFICATIONS FOR ALUMINUM TABLET

SURVEY CAP FOR REBAR. 3/4" (83 mm) CONVEX SURVEY CAP FOR 5/8" (15 mm) REBAR WITH ILLINOIS DEPARTMENT OF TRANSPORTATION LOGO. THIS LOGO SHALL PROVIDE LETTERS RECESSED INTO THE SURFACE A MINIMUM OF 1/32" (0.8 mm) FOR EASY AND LONG-TERM LEGIBILITY. THE ALUMINUM CAP FOR REBAR SHALL BE PRODUCED BY THE PROCESS OF ORBITAL FORGING TO PRODUCE A HIGH-STRENGTH AND DURABLE MARKER CAP WHICH WILL NOT CHIP OR BREAK AND PROVIDE A SMOOTH FINISH FOR STAMPING OF DATA IN THE FIELD. THE ALUMINUM CAP FOR REBAR SHALL BE TAPERED FOR A PERFECT COMPRESSION FIT. A SPECIAL PLASTIC INSULATOR SHALL BE INSTALLED TO PREVENT DISSIMILAR METAL CONTACT AND CORROSION. THE PLASTIC INSULATOR SHALL FORM READILY TO THE OUTER SHAPE OF THE REBAR AND TO THE INNER SHAPE OF THE ALUMINUM CAP SOCKET. THE PLASTIC INSULATOR SHALL BE LOW DENSITY POLYETHYLENE, A MINIMUM 1 1/2" (38 mm) LONG AND CONFORM TO FEDERAL SPECIFICATION L-P 390.

COMPOSITION: ALUMINUM 98.3-98.7%; OTHER 1.3-1.7%; STRENGTH: YIELD 28 KSI (193 MPa), ULTIMATE 32 KSI (221 MPa). ELONGATION 15% [IN 2" (50 mm)]. SPECIFICATIONS: ALUMINUM ALLOY 6101-0; ASTM B317-83 (EXCEPT TEMPER) AS FORGED. NO EXCEPTIONS.

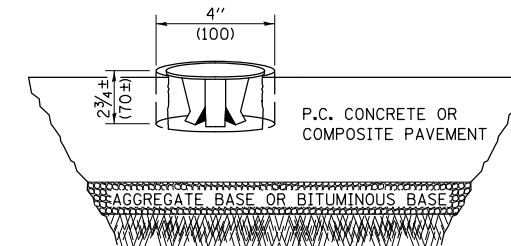
SPECIFICATIONS FOR REBAR

REBAR FOR ALUMINUM TABLET. REINFORCEMENT BAR SHALL BE 5/8" (#15) X 48" (1.2 m) (DEFORMED).

INSPECTION OF REINFORCEMENT BAR 5/8" (#15) SHALL BE DONE BY DISTRICT PERSONNEL OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS.

XZ193400 – SURVEY MARKER, TYPE 2 (SPECIAL)

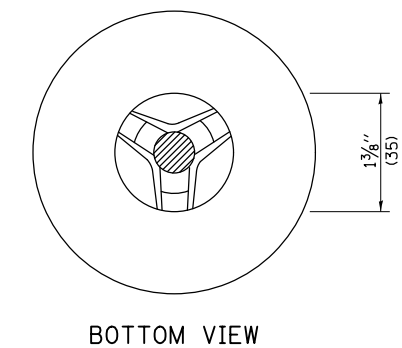
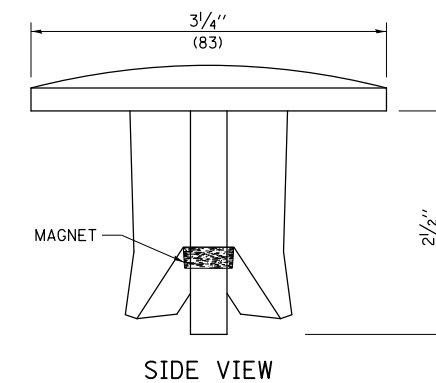
TO BE INSTALLED IN RIGID OR COMPOSITE PAVEMENT FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S)



SPECIFICATIONS FOR ALUMINUM TABLET (FORKED)

ALUMINUM TABLET (FORKED) FOR USE WITH "SURVEY MARKER, TYPE 2, (SPECIAL)" SHALL BE AS SHOWN ON THE DETAIL FOR THE 3/4" (83 mm) CONVEX SURVEY TABLET WITH ILLINOIS DEPARTMENT OF TRANSPORTATION LOGO. THIS LOGO SHALL PROVIDE FOR LETTERS RECESSED INTO THE SURFACE A MINIMUM OF 1/32" (0.8 mm) FOR EASY AND LONG-TERM LEGIBILITY. THE ALUMINUM TABLET SHALL BE PRODUCED BY THE PROCESS OF ORBITAL FORGING TO PRODUCE A HIGH-STRENGTH AND DURABLE MARKER CAP WHICH WILL NOT CHIP OR BREAK AND PROVIDE A SMOOTH FINISH FOR STAMPING OF DATA IN THE FIELD. THE ALUMINUM TABLET SHALL BE DESIGNED NOT TO TURN OR ROTATE. THREE PRONGS ON A 2 1/2" (63 mm) STEM SHALL BE SUCH THAT THE ALUMINUM TABLET CANNOT BE EASILY REMOVED.

COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD 19,000-21,000 PSI (131-145 MPa); TENSILE 38,000-44,000 PSI (262-303 MPa); ELONGATION 10-15% [IN 2" (50 mm)]. SPECIFICATIONS: ALLOY 535.0; QQ-A-601ES. NO EXCEPTIONS.



THE DIMENSIONS SHOWN SHALL BE EXACT, OTHERS MAY VARY, BUT SHALL BE SHOWN ON SHOP DRAWINGS.

GENERAL NOTES

1. WORK ON THIS ITEM SHALL NOT START UNTIL THE FINAL SURFACE IS COMPLETED.
2. THE ALUMINUM TABLET (FORKED) SHALL REST UPON THE BOTTOM OF THE 4" (100 mm) CORE HOLE. IF THE HOLE IS TOO DEEP, EPOXY GROUT MUST BE USED TO DECREASE THE DEPTH AND ALLOWED TO HARDEN BEFORE PROCEEDING.
3. THE ALUMINUM TABLET SHALL BE ANCHORED IN THE 4" (100 mm) DIAMETER HOLE IN THE NEW PAVEMENT WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
4. THE 4" (100 mm) CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
5. THE CONTRACT PRICE, EACH, FOR SURVEY MARKER, TYPE 2 (SPECIAL) SHALL BE PAYMENT IN FULL FOR FURNISHING THE ALUMINUM TABLET AND FOR ALL LABOR AND MATERIAL REQUIRED TO SET THE MARKER IN PLACE, AS SPECIFIED, INCLUDING CORING THE NEW PAVEMENT.
6. ALL SURVEY MARKERS, TYPE 2 (SPECIAL) SHALL BE PLACED ± 1/4" (6 mm) BELOW THE FINAL SURFACE.

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

GENERAL NOTES

1. THE CONTRACT UNIT PRICE, EACH, FOR SURVEY MARKER, TYPE 1 (SPECIAL) SHALL BE PAYMENT IN FULL FOR FURNISHING THE REINFORCEMENT BAR AND ALUMINUM TABLET AND FOR ALL LABOR AND MATERIAL REQUIRED TO SET THE MARKER IN PLACE.
2. ALL SURVEY MARKERS, TYPE 1 (SPECIAL) SHALL BE PLACED ± 1/4" (6 mm) BELOW THE FINAL SURFACE.
3. WHEN THE TABLET AND REBAR ARE PLACED AS PART OF A SURVEY MARKER VAULT, THEY SHALL BE CONSIDERED AS INCLUDED IN THAT PAY ITEM AND THERE WILL BE NO PAYMENT FOR THE SURVEY MARKER, TYPE 1 (SPECIAL).

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

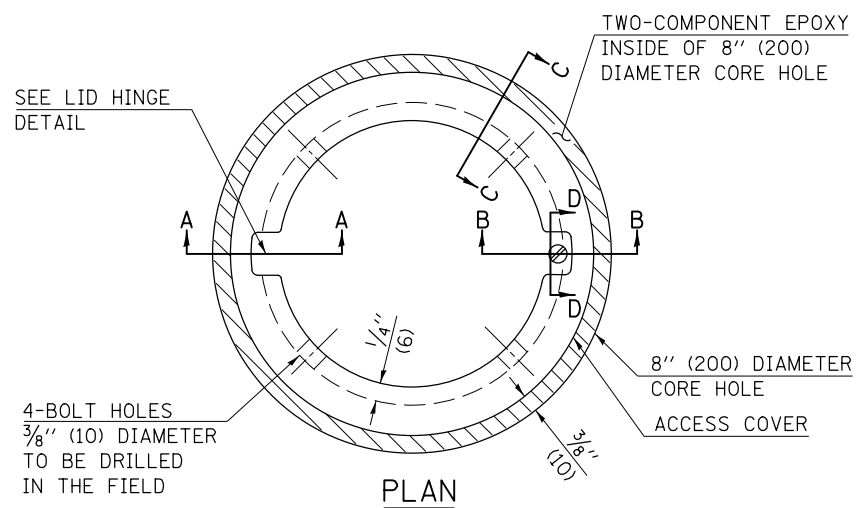
SURVEY MARKERS TYPE 1 & 2 (SPECIAL)

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

DISTRICT 5 DETAIL NO. XZ193AAA

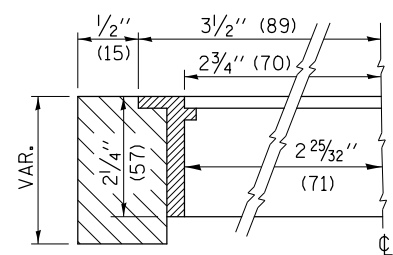
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
526	(57,58)RS-1	CHAMPAIGN	38	37
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70A51	

TO BE INSTALLED IN ALL PAVEMENT TYPES FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S) AND LAND SURVEY MONUMENTS (SECTION OR SUBSECTION CORNERS)

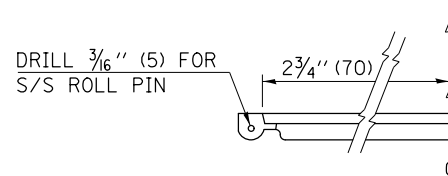


LEGEND

- ALUMINUM CASTING
- 5" (125) OR 6" (150) P.V.C. PIPE
- TWO-COMPONENT EPOXY

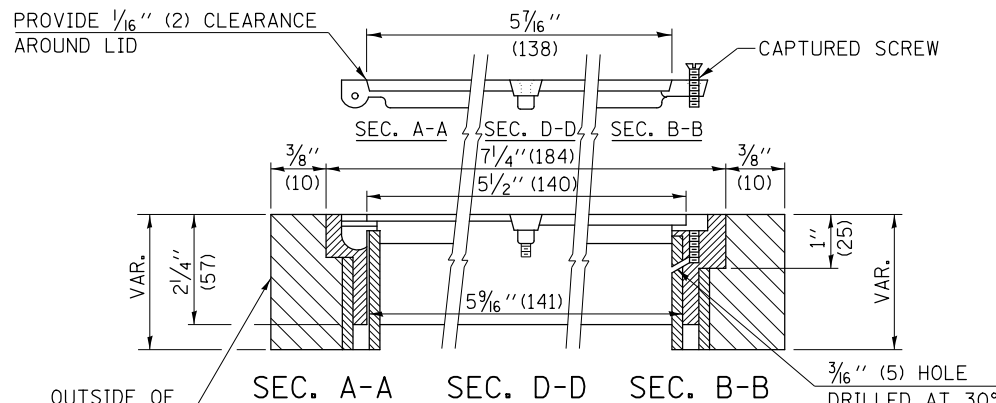


SECTION C-C



LID HINGE DETAIL

SPECIFICATIONS FOR ACCESS COVER FOR USE WITH SURVEY MARKER VAULT(S) AND SURVEY MARKER COVER ASSEMBLY(S): THE ACCESS COVER WILL BE CAST FROM A SPECIAL ALUMINUM ALLOY THAT IS COMPARABLE TO BRONZE IN HARDNESS. THE ACCESS COVER SHALL BE SPECIALLY ENGINEERED AND DESIGNED TO PROVIDE A SNUG FIT, INCORPORATING EQUIDISTANT LOCKING RIDGES, INSIDE A STANDARD 6" (150 mm) DIAMETER, OR OUTSIDE A STANDARD 5" (125 mm) DIAMETER, SCHEDULE 40 PVC PIPE. THE ACCESS COVER SHALL HAVE SPECIAL UNIFORM 1" (25 mm) THICK TOP SURFACE TO PERMIT INFORMATION TO BE EASILY MACHINE-STAMPED INTO IT. THE ACCESS COVER SHALL INCLUDE A STAINLESS CAPTURED SCREW AND AN OPPOSING RECESSED HINGE ASSEMBLY AS ITS LOCKING MECHANISM. THE ACCESS COVER SHALL INCORPORATE A SPECIAL ACCESS HOLE FOR CLEANING AND DRAINAGE, DRILLED AT 30° INSIDE THE RING OF THE ACCESS COVER, TO THE DRILLED AND TAPPED HOLE PROVIDED FOR THE STAINLESS CAPTURED SCREW. COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD - 19,000-21,000 PSI (131-145 MPa); TENSILE - 38,000-44,000 PSI (262-303 MPa); ELONGATION - 10-15% IN 2" (50 mm). SPECIFICATIONS: ALLOY 535.0; 00-A-601Es. NO EXCEPTIONS.



ELEVATION

BILL OF MATERIAL	
ALUMINUM CASTING OF THE DIMENSIONS AND SPECIFICATIONS SHOWN OR OTHER SUBJECT TO ENGINEER'S APPROVAL OF SHOP DRAWINGS, 4 EACH - 5/16" X 2" (M8 X 50) BOLTS WITH NUTS, EPOXY, 5" OR 6" (125 mm OR 150 mm) DIAMETER P.V.C. PIPE, SCHEDULE 40 (WHEN REQUIRED).	

GENERAL NOTES

1. WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
2. THE SURVEY MONUMENT COVER ASSEMBLY SHALL BE CENTERED ABOVE THE SURVEY MONUMENT TO BE PROTECTED.
3. MODIFICATION OF THE ALUMINUM CASTING SHALL BE DONE BY GRINDING OR SAWING WHEN HEIGHT REDUCTION IS REQUIRED.
4. ALL SURVEY MONUMENT COVER ASSEMBLIES SHALL BE PLACED 1/4" (6 mm) ± BELOW THE FINAL SURFACE.
5. ALUMINUM CASTING SHALL BE PLACED OVER A 5" (125 mm) P.V.C. PIPE OR INSIDE OF A 6" (150 mm) P.V.C. PIPE WHEN AN INCREASE IN HEIGHT IS REQUIRED.
6. THE CASTING SHALL BE ANCHORED IN THE 8" (200 mm) DIAMETER CORE HOLE WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
7. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR SURVEY MONUMENT COVER ASSEMBLY WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING CORING THE NEW PAVEMENT SURFACE AND EPOXY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. THE 8" (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

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

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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SURVEY MONUMENT COVER ASSEMBLY

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

DISTRICT 5 DETAIL NO. Z0070100			
F.A.S R.T.E.	SECTION	COUNTY	TOTAL SHEETS
526	(57,58)RS-1	CHAMPAIGN	38
			SHEET NO. 38
CONTRACT NO. 70A51			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			