

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	1
ILLINOIS			CONTRACT NO. 70716	

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

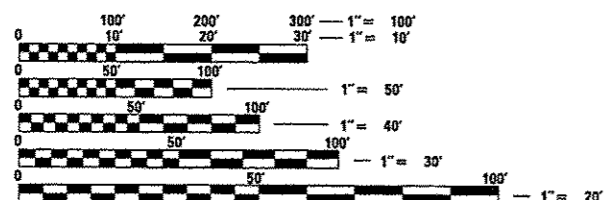
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 57 (I-57) (NORTH BOUND)
SECTION (10-34, 10-35)RS-2(NB)
PROJECT NHPP-0057(30A)
CHAMPAIGN COUNTY
S. of OLYMPIAN DR. TO 2 MI. S. OF THOMASBORO
RESURFACING (INT-3RD)

DESIGN DESIGNATION
INTERSTATE
2,390 (29) INTERSTATE 26.7 (FD-20)

CURRENT TRAFFIC DATA
F.A.I. 57
SPEED LIMIT: 65 MPH

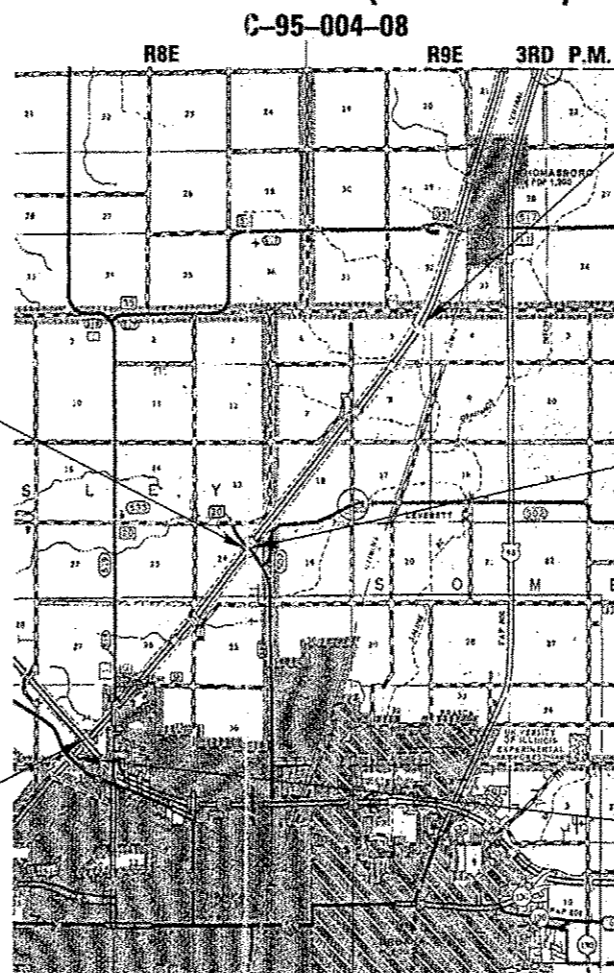
ADT = 21,800 (2009)
PV = 76.1%
SU = 3.4%
MU = 20.5%



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 HENSLEY AND
OR 811 SOMER TOWNSHIP

PROJECT ENGINEER: JASON STULTS
CONSULTANT LIAISON: RUSTIN KEYS
DISTRICT 5 PHONE NUMBER: (217) 465-4181
CONTRACT NO. 70716



STA. 765 + 63.45
MARKET STREET
S.N. 010-0185

STA. 650 + 71.03
OLYMPIAN DRIVE
S.N. 010-0254

PROJECT ENDS
STA. 902 + 81 (NB)

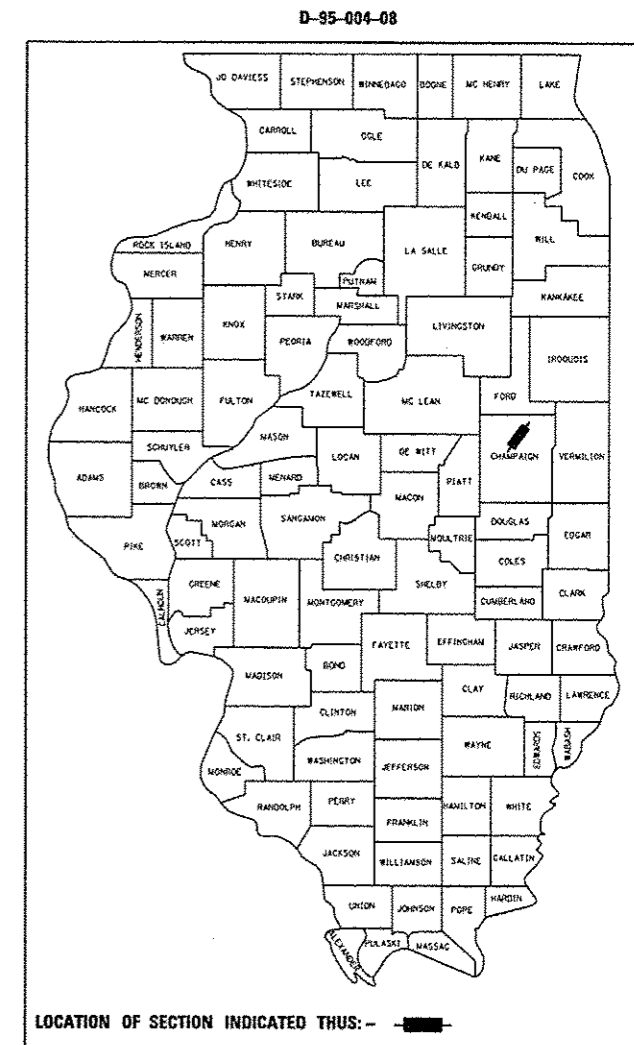
STATION EQUATION:
STA. 764 + 96.99 BK. =
STA. 765 + 00.00 AH.

PROJECT BEGINS
STA. 637 + 35 (NB)

LOCATION MAP



GROSS LENGTH = 26,542.99 FT. = 5.027 MILE
NET LENGTH = 26,542.99 FT. = 5.027 MILE



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED October 16, 2011
Deputy Director of Highways, Region Three Engineer
March 22, 2013
John D. Baranzoni, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
March 22, 2013
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS - CONSULTANTS
DECATUR, ILLINOIS

Charles W. Guthrie, Jr.
CHARLES W. GUTHRIE, JR., P.E.
DATE June 16, 2011

EXPIRES NOVEMBER 30, 2011

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

1 COVER SHEET
 2 INDEX OF SHEETS, HIGHWAY STANDARDS
 3-4 GENERAL NOTES
 5-11 SUMMARY OF QUANTITIES
 12 CORE RESULTS SUMMARY
 13-16 EXISTING AND PROPOSED TYPICALS
 17-22 SCHEDULE OF QUANTITIES
 23-32 PLAN SHEETS - F.A.I. 57
 33-34 RESURFACING TRANSITION DETAILS
 35-36 BUTT JOINT DETAILS
 37 MEDIAN CROSSOVER DETAILS
 38-39 DETAIL FOR ATR SITE NO. 5290
 40 DELINEATORS (DISTRICT 5 DETAIL NO. 63500105)
 41 TRAFFIC CONTROL FOR RAMPS (DISTRICT DETAIL NO. 70103710)
 42 TRAFFIC CONTROL DETAIL AT I-74 INTERCHANGE
 43-44 WIDTH RESTRICTION SIGNING DETAILS
 45 PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATION) (DISTRICT DETAIL NO. 7800BBB8)
 46 STEEL RAILING TYPE 2399 DETAIL
 47-53 CROSS SECTIONS

HIGHWAY STANDARDS

000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 001001-02 AREAS OF REINFORCEMENT BARS
 001006 DECIMAL OF AN INCH AND OF A FOOT
 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
 420001-07 PAVEMENT JOINTS
 420701-02 PAVEMENT FABRIC
 442001-04 CLASS A PATCHES
 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
 542546-01 FLUSH INLET BOX FOR MEDIAN
 601001-04 SUB-SURFACE DRAINS
 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
 630001-10 STEEL PLATE BEAM GUARDRAIL
 630101-09 GUARDRAIL MOUNTED ON EXISTING CULVERTS
 630301-06 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
 631011-09 TRAFFIC BARRIER TERMINAL, TYPE 2
 631031-11 TRAFFIC BARRIER TERMINAL, TYPE 6
 631032-08 TRAFFIC BARRIER TERMINAL, TYPE 6A
 631033-04 TRAFFIC BARRIER TERMINAL, TYPE 6B
 635001-01 DELINEATORS
 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
 642001-02 SHOULDER RUMBLE STRIPS, 16 IN.
 701101-03 OFF ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
 701400-06 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
 701401-07 LANE CLOSURE FREEWAY/EXPRESSWAY
 701402-09 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
 701406-06 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
 701411-08 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
 701426-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS >= 45 MPH
 701901-02 TRAFFIC CONTROL DEVICES
 704001-07 TEMPORARY CONCRETE BARRIER
 720011-01 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
 780001-03 TYPICAL PAVEMENT MARKINGS
 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
 886001-01 DETECTOR LOOP INSTALLATIONS

FILE NAME : c:\pwork\pwork\keyarb\d0158448\05707	USER NAME : keyarb 5-ehs-gennote.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS & HIGHWAY STANDARDS			F.A.I. RTE. 57	SECTION (10-34, 10-35)RS-2(NB)	COUNTY CHAMPAIGN	TOTAL SHEETS 53	SHEET NO. 2
PLOT SCALE = 100.0000 / 1 in.	CHECKED -	REVISED -	SCALE:		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				
PLOT DATE = 11/13/2012	DATE -	REVISED -	CONTRACT NO. 70716									

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. 105.07 SPL
EXISTING STATE-OWNED AND MAINTAINED UTILITY LINES MAY BE IN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOTIFY THE DISTRICT OPERATIONS ENGINEER TWO WEEKS PRIOR TO COMMENCING ANY EXCAVATION. THE STATE WILL THEN LOCATE AND MARK THE HORIZONTAL LOCATIONS OF THE LINES AND PROVIDE ANY AVAILABLE INFORMATION AS TO THEIR DEPTH. SHOULD ANY OF THE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATION, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE STATE.

G.N. 105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN DATUM OF 1988 (NAVD 88).

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

G.N. 406.05B
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

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

G.N. 280
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED DISTURBED EARTH DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH AT THE TIME OF THEIR COMPLETION.

G.N. 406H
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	I-57
MIXTURE USE(S):	POLYMER HMA SURFACE COURSE
AC/PG:	SBS PG 70-28
RAP % (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "D"

LOCATION(S):	I-57
MIXTURE USE(S):	POLYMER HMA BINDER COURSE
AC/PG:	SBS PG 70-28
RAP % (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 19.0 FG
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	HMA BINDER COURSE
AC/PG:	PG 64-22
RAP % (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 19.0 FG
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	HMA SHOULDERS: (I-57 TOP 2"), 2 1/4" RAMPS, INCIDENTAL
AC/PG:	PG 64-22
RAP % (MAX)	30
DESIGN AIR VOIDS:	4.0% @ NDES=30
MIX COMP: (GRADATION)	IL 9.5L
FRICTION AGGREGATE:	MIX "C"

LOCATION(S):	I-57
MIXTURE USE(S):	HMA SHOULDER (BOTTOM LIFT)
AC/PG:	PG 64-22
RAP % (MAX)	30
DESIGN AIR VOIDS:	2.0% @ NDES=30
MIX COMP: (GRADATION)	OTHER
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	HMA SHOULDER REMOVAL AND REPLACEMENT
AC/PG:	PG 64-22
RAP % (MAX)	25
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 19.0
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	4" SHOULDER 2" INLAY, PRE-STAGE DRIVING LANE INLAY LOCATIONS
AC/PG:	PG 64-22
RAP % (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "C"

G.N. 406K
THERE ARE VARIOUS PAY ITEMS IN THIS CONTRACT THAT INCLUDE THE USE OF HOT-MIX ASPHALT. UNLESS OTHERWISE LISTED BELOW, THE HOT-MIX USED IN THE PAY ITEMS SHALL BE CONTROLLED AND ACCEPTED IN ACCORDANCE WITH ARTICLE 1030.05 "QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)" OF THE STANDARD SPECIFICATIONS.

PAY CODE	ITEM DESCRIPTION	CONTROL AND ACCEPTANCE METHOD
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, FG, N90	PPF
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	PPF
40603092	HOT-IX ASPHALT BINDER COURSE, IL 19.0, FG, N90	PPF

PPF - HOT MIX ASPHALT PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS
QCP - HOT MIX ASPHALT QUALITY CONTROL FOR PERFORMANCE
QCAA - HOT MIX ASPHALT - ASSURANCE AND ACCEPTANCE

G.N. 408B THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED,

AT THE FOLLOWING LOCATIONS: FAI 57 CROSSOVERS
STA. 732+05 & STA. 805+43

G.N. 482
ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 * 98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO IL 9.5L GRADATION SHOULDER MIXES AND OTHER MIXES (BOTTOM LIFT OF SHOULDERS). THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L MIXES AND OTHER MIXES USING STANDARD CORRELATION PROCEDURES.

G.N. 609
PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

G.N. 667
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC+S, PT+S, AND PI+S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.

G.N. 703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N. 781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 78100L AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9M) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

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

THE QUANTITY OF DELINEATOR REMOVAL AND DELINEATORS HAS BEEN ESTIMATED FROM STANDARD DETAILS. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER.

A TEST STRIP WILL BE REQUIRED FOR EACH BINDER OR SURFACE MIX QUANTITY EXCEEDING 3000 TONS.

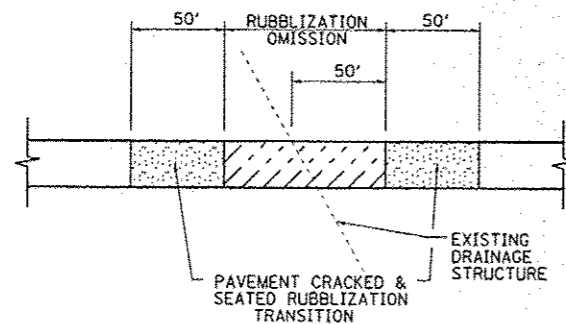
EXISTING CONCRETE PATCHES ENCOUNTERED DURING MILLING OPERATIONS SHALL BE MILLED WITH THE SURROUNDING HOT-MIX ASPHALT SURFACE REMOVAL. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

NO COMMITMENTS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ALL DRAINAGE STRUCTURES PRIOR TO AND DURING RUBBLIZATION OPERATIONS. ANY DAMAGE TO A DRAINAGE STRUCTURE RESULTING FROM THE RUBBLIZATION OR OTHER CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. A PARTIAL LIST OF EXISTING STRUCTURES IS FOUND BELOW. FOR INFORMATION ONLY.

STRUCTURE NUMBER	STATION	ESTIMATED FILL (FT)	DESCRIPTION	MTD ALLOWED
	640+00	3.4'	24" R.C.P.	
	648+85	5.8'	36" R.C.P.	
010-8022			OVERHEAD STRUCTURE	LOADED
	652+00	5.9'	24" R.C.P.	
010-8022	670+00	8.0'	7'x3' R.C.B.C.	LOADED
	674+00	3.1'	24" R.C.P.	
	676+80	2.0'	30" R.C.P.	
	682+00	2.0'	30" R.C.P.	
	692+00	4.9'	24" R.C.P.	
010-8307	700+25	4.0'	DBL. 7'x4' R.C.B.C.	LOADED
	706+50	1.8'	24" R.C.P.	
	719+00	4.9'	24" R.C.P.	
010-8023	731+80	5.2'	6'x3' R.C.B.C.	LOADED
	742+00	3.2'	36" R.C.P.	
	748+00	3.1'	30" R.C.P.	
	752+00	2.5'	24" R.C.P.	
	760+00	2.8'	24" R.C.P.	
010-0185			OVERHEAD STRUCTURE	LOADED
010-2000	769+00	5.8'	TPL. 10'x11' R.C.B.C.	LOADED
	778+00	6.3'	48" R.C.P.	
	789+00	3.4'	24" R.C.P.	
010-8024	799+50	2.9'	DBL. 5'x3' R.C.B.C.	LOADED
	805+00	2.5'	24" R.C.P.	
	820+00	2.5'	24" R.C.P.	
010-8025	825+00	2.6'	8'x3' R.C.B.C.	LOADED
010-8026	828+00	3.1'	8'x3' R.C.B.C.	LOADED
010-8027	832+00	3.6'	8'x3' R.C.B.C.	LOADED
	841+00	3.8'	36" R.C.P.	
010-8147	851+00	2.6'	6'x3' R.C.B.C.	LOADED
	863+00	3.9'	24" R.C.P.	
010-2001	877+30	3.4'	DBL. 11'x12' R.C.B.C.	LOADED
	879+40	7.8'	36" R.C.P.	
	889+50	4.7'	24" R.C.P.	
010-8028	896+00	3.1'	6'x3' R.C.B.C.	LOADED
	900+90	2.5'	24" R.C.P.	
	901+00	2.4'	24" R.C.P.	
	901+10	2.1'	24" R.C.P.	
	RAMP GORE INLETS:			
	658+95	2.6'	12" R.C.P.	
	661+85	2.8'	12" R.C.P.	
	757+69	2.4'	12"	
	777+62	9.8'	12"	

ESTIMATED FILL HEIGHTS PROVIDED ARE FROM THE TOP EOP OF EXISTING PCC PAV'T TO TOP OF CULVERT.



TYPICAL RUBBLIZATION DETAIL (PLAN VIEW)

(SEE PLAN SHEETS FOR LOCATIONS)

FILE NAME #	USER NAME # keyyrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
dr\p\work\p\dot\k\y\rb\00158+48\05707	dr\ht-gennate.dgn	DRAWN -	REVISED -			57	(10-34, 10-35)RS-2(INB)	CHAMPAIGN	53	4	
PLOT SCALE = 1/80,000 1" = 100'		CHECKED -	REVISED -			CONTRACT NO. 70716					
PLOT DATE = 11/13/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.		

LOCATION OF WORK:
 FUNDING BREAKOUT:
 CONSTRUCTION TYPE CODE:
 UNIT

CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY
---	--	--

CODE NO. DESCRIPTION

CODE NO.	DESCRIPTION	UNIT	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY
20200100	EARTH EXCAVATION	CU YD	1,350.0	1,350.0	
20400800	FURNISHED EXCAVATION	CU YD	2,925.0	2,925.0	
• 25000210	SEEDING, CLASS 2A	ACRE	5.0	5.0	
• 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	450.0	450.0	
• 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	450.0	450.0	
• 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	450.0	450.0	
• 25100115	MULCH, METHOD 2	ACRE	5.0	5.0	
• 25100630	EROSION CONTROL BLANKET	SQ YD	476.0	476.0	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	500.0	500.0	
28000500	INLET AND PIPE PROTECTION	EACH	11.0	11.0	
30300127	AGGREGATE SUBGRADE IMPROVEMENT 27"	SQ YD	1,160.00	1,160.00	
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	5,014.0	5,014.00	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	18.0	18.0	
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	35,741.0	35,741.0	

• SPECIALTY ITEMS

FILE NAME -	USER NAME - dswsonkb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\dswsonkb\08150449\0570716-ht-500.dgn	DRAWN -	REVISED -	57					110-34, 10-35/RS-2(INB)	CHAMPAIGN	53	5	
PLOT SCALE - 40,000' / 1"	CHECKED -	REVISED -	SCALE:		SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PLOT DATE - 11/15/2012	DATE -	REVISED -	CONTRACT NO. 70716									

CODE NO.	DESCRIPTION	CONSTRUCTION TYPE CODE:	UNIT	LOCATION OF WORK:		
				CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY
40600895	CONSTRUCTING TEST STRIP		EACH	3.0	3.0	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT		SQ YD	1,545.0	1,545.0	
40600990	TEMPORARY RAMP		SQ YD	1,819.0	1,819.0	
40603092	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N90		TON	30,475.0	30,475.0	
40603243	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N90		TON	9,965.0	9,965.0	
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90		TON	1,370.0	1,370.0	
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90		TON	8,710.0	8,710.0	
40800010	BITUMINOUS MATERIALS (PRIME COAT)		GALLON	18.0	18.0	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING		TON	59.0	59.0	
44000100	PAVEMENT REMOVAL		SQ YD	5,014.0	5,014.0	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"		SQ YD	15,636.0	15,636.0	
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"		SQ YD	703.0	703.0	
44000173	HOT-MIX ASPHALT SURFACE REMOVAL, 6"		SQ YD	69,627.0	69,627.0	
44200610	CLASS A PATCHES, TYPE II, 13 INCH		SQ YD	50.0	50.0	

• SPECIALTY ITEMS

CODE NO.	DESCRIPTION	CONSTRUCTION TYPE CODE: UNIT	LOCATION OF WORK:		
			CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY
44200614	CLASS A PATCHES, TYPE IV, 13 INCH	SQ YD	133.3	133.3	
44213000	PATCHING REINFORCEMENT	SQ YD	183.3	183.3	
44213200	SAW CUTS	FOOT	762.0	762.0	
44213204	TIE BARS 3/4"	EACH	116.0	116.0	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	4,828.0	4,828.0	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	11,941.0	11,941.0	
• 50900200	STEEL RAILING, TYPE 2399	FOOT	1,204.0		1,204.0
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	119.0	119.0	
60100071	SHOULDER REMOVAL AND REPLACEMENT 9 1/4"	FOOT	1,896.0	1,896.0	
60100076	SHOULDER REMOVAL AND REPLACEMENT 11"	FOOT	51,502.0	51,502.0	
60107600	PIPE UNDERDRAINS 4"	FOOT	52,368.0	52,368.0	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	2,865.0	2,865.0	
60260100	INLETS TO BE ADJUSTED	EACH	3.0	3.0	
• 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	4,025.0		4,025.0

• SPECIALTY ITEMS

FILE NAME *	USER NAME * kqyrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\p\idat\kqyrb\0158448\05707	6-shr-500.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	57	(10-34, 10-35RS-2(INB))	CHAMPAIGN	53	7
	PLOT SCALE * 48,000' / in.	CHECKED -	REVISED -						CONTRACT NO. 70716				
	PLOT DATE * 11/13/2012	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

LOCATION OF WORK:
 FUNDING BREAKOUT:
 CONSTRUCTION TYPE CODE:
 UNIT

CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY

CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY

CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY

CODE NO. DESCRIPTION

CODE NO.	DESCRIPTION	CONSTRUCTION TYPE CODE:	UNIT	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY
• 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6		EACH	2.0		2.0
• 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A		EACH	8.0		8.0
• 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT		EACH	12.0		12.0
63200310	GUARDRAIL REMOVAL		FOOT	5,028.0		5,028.0
• 63500105	DELINEATORS		EACH	53.0	53.0	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH		FOOT	50,341.0		50,341.0
67000500	ENGINEER'S FIELD OFFICE, TYPE B		CAL MO	11.0	11.0	
67100100	MOBILIZATION		L SUM	1.0	1.0	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402		EACH	2.0	2.0	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411		EACH	6.0	6.0	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406		L SUM	1.0	1.0	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401		L SUM	1.0	1.0	
70103815	TRAFFIC CONTROL SURVEILLANCE		CAL DA	90.0	90.0	
70300100	SHORT TERM PAVEMENT MARKING		FOOT	7,080.0	7,080.0	

• SPECIALTY ITEMS

CODE NO.	DESCRIPTION	CONSTRUCTION TYPE CODE: UNIT	LOCATION OF WORK:		
			CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	53,926.0	53,926.0	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	10,618.0	10,618.0	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,080.0	2,080.0	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,080.0	2,080.0	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2.0	2.0	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2.0	2.0	
• 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	6,740.0	6740	
• 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	54,379.0	54,379.0	
• 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	2,367.0	2,367.0	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	792.0	792.0	
• 78200410	GUARDRAIL MARKERS, TYPE A	EACH	84.0		84.0
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	12.0		12.0
78300100	PAVEMENT MARKING REMOVAL	SQ FT	8,263.0	8,263.0	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	794.0	794.0	

• SPECIALTY ITEMS

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\keyarb\00150448\05707	keyarb	DRAWN	REVISED							57	(10-34, 10-35/RS-2(NB))	CHAMPAIGN	53	9
		CHECKED	REVISED			SCALE:		SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70716	
		DATE	REVISED											

LOCATION OF WORK:
 FUNDING BREAKOUT:
 CONSTRUCTION TYPE CODE:
 UNIT

CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE TOTAL QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0005 QUANTITY	CHAMP. CO. FAI 57 RURAL 90% FED. / 10% STATE 0021 QUANTITY
---	--	--

CODE NO. DESCRIPTION

88600100	DETECTOR LOOP, TYPE I	FOOT	156.0	156.0	
• X0323015	PIEZO ELECTRIC AXLE SENSOR, CLASS II	FOOT	22.0	22.0	
X0323583	SPEED INDICATOR SIGN	CAL DA	150.0	150.0	
X5012650	CONCRETE HEADWALL REMOVAL SPECIAL	EACH	65.0	65.0	
• X6330200	VERTICAL ADJUSTMENT OF TRAFFIC BARRIER TERMINAL	EACH	6.0		6.0
• X6330900	VERTICAL ADJUSTMENT OF GUARDRAIL	FOOT	933.0		933.0
X6350120	DELINEATOR REMOVAL	EACH	49.0	49.0	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	34.0	34.0	
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1.0	1.0	
✓ X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	54,379.0	54,379.00	
✓ X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	2,367.0	2,367.00	
• Z0008758	AERIAL SPEED CHECK MARKING	FOOT	72.0	72.0	
✓ Z0034105	MATERIAL TRANSFER DEVICE	TON	18,675.0	18,675.0	
14/ Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	53,668.0	53,668.0	

• SPECIALTY ITEMS

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\p\dot\keys-b\d0150448\05707	g-ht-500.dgn	DRAWN :	REVISED :		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(IN)	CHAMPAIGN	53	10
	PLOT SCALE :	CHECKED :	REVISED :						CONTRACT NO. 70716				
	PLOT DATE :	DATE :	REVISED :		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

FOR INFORMATION ONLY

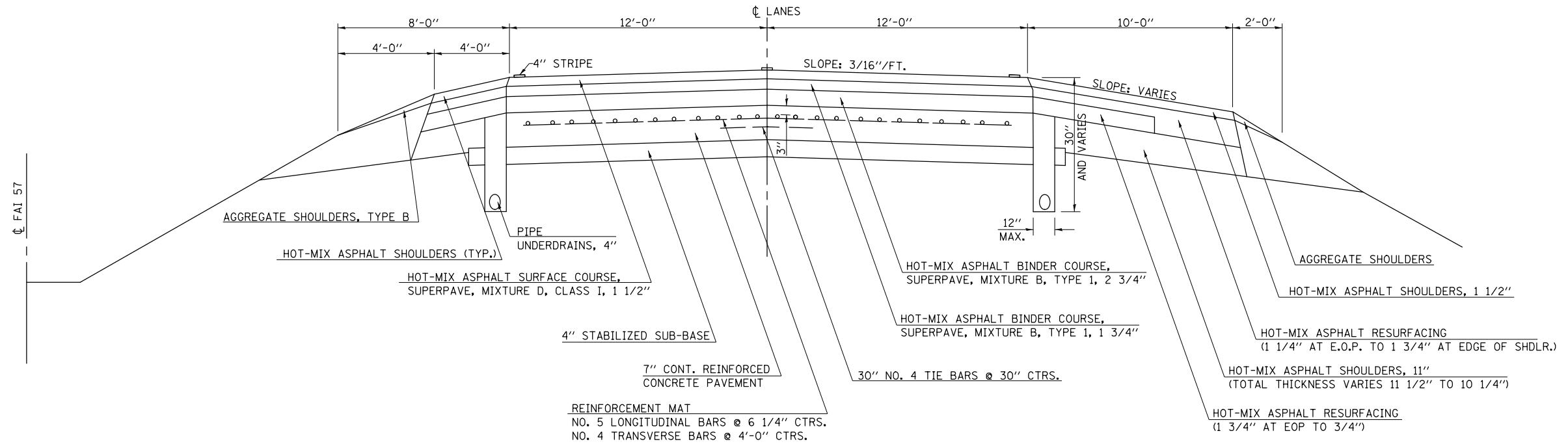
PAVEMENT AND SUBSURFACE INVESTIGATION SUMMARY
 FAI 57 RUBBLIZATION
 NORTHBOUND LANES, CHAMPAIGN COUNTY

Core #	Station	Lane	Core Layer Thickness (in)			Total Core Thickness (in)	Soil Type Below Pavement	Insitu Moisture of Soil	Soil Sample Tested	Liquid & Plastic Limit	Subgrade Support Rating
			HMA	Concrete	BAM						
1	637+35	PL	5.75	7.5	4.25	17 1/2	Bn/Blk SiC A-6 (13)	25%	X	(35,19)	Fair
		PL Shoulder	8 1/2	-	-	8 1/2	Soil Sample Not Taken				
2	646+90	DL	6.75	7.5	4	18 1/4	Gy/Bn SCL	16%			
		DL Shoulder	12	-	-	12	Soil Sample Not Taken				
3	657+47	PL	5.375	8	4	17 3/8	Gy SCL	15%			
4	673+17	DL	7	7.5	4	18 1/2	Gy SCL	12%			
5	686+09	PL	6.25	7.625	4	17 7/8	Gy/Bn SCL	16%			
6	699+68	DL	7.125	7	4	18 1/8	Gy SCL	12%			
7	712+89	PL	6.5	7.5	4.75	18 3/4	Gy/Bn CL A-6 (5)	17%	X	(25,15)	Poor
8	726+08	DL	6.875	8	4.5	19 3/8	Gy SCL	9%			
9	739+34	PL	5.875	7.625	4	17 1/2	Gy SCL	13%			
		PL Shoulder	11 1/2	-	-	11 1/2	Soil Sample Not Taken				
10	753+64	DL	7.75	7.75	3.75	19 1/4	Bn/Gy SCL	11%			
		DL Shoulder	16	-	-	16	Soil Sample Not Taken				
11	765+70	PL	6	7.75	3.5	17 1/4	Gy SCL	12%			
12	779+27	DL	6.75	8	4	18 3/4	Gy SCL	14%			
13	791+96	PL	6.125	7.5	4.5	18 1/8	Gy SCL	13%			
14	805+22	DL	6.125	7.25	4.125	17 1/2	Blk SiC A-7-6 (18)	28%	X	(42,24)	Fair
15	818+38	PL	5.75	7.125	4.25	17 1/8	Gy SCL	19%			
16	831+97	DL	6	8	4	18	Blk CL	11%			
17	844+77	PL	7.5	7.5	4.125	19 1/8	Gy SCL	13%			
18	858+21	DL	6.25	7.5	4	17 3/4	Gy SCL	11%			
19	870+17	PL	6.25	7.5	4.25	18	Gy SCL	18%			
		PL Shoulder	12 1/2	-	-	12 1/2	Soil Sample Not Taken				
20	884+52	DL	6.75	7.5	4	18 1/4	Gy/Bn SiCL	22%			
		DL Shoulder	11	-	-	11	Soil Sample Not Taken				
21	897+54	PL	Core/Soil Sample Not Taken at this Location								

EXISTING TYPICAL CROSS SECTIONS

FAI ROUTE 57
NORTHBOUND LANES
STATION 637+35 TO STATION 902+81*

*STATION EQUATION:
STA. 764+96.99 BK =
STA. 765+00.00 AH



FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
c:\pwwork\pwwork\keysrb\d0158448\05707	6-sht-typical.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	13
CONTRACT NO. 70716				
ILLINOIS FED. AID PROJECT				

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2020
 PV = 21812 SU = 975 MU = 5876

ROAD/STREET CLASSIFICATION: Class = Interstate

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 32% S = 45% M = 45%

TRAFFIC FACTOR: Actual TF = 26.700 AC Type = 20
 Minimum TF = 7.11

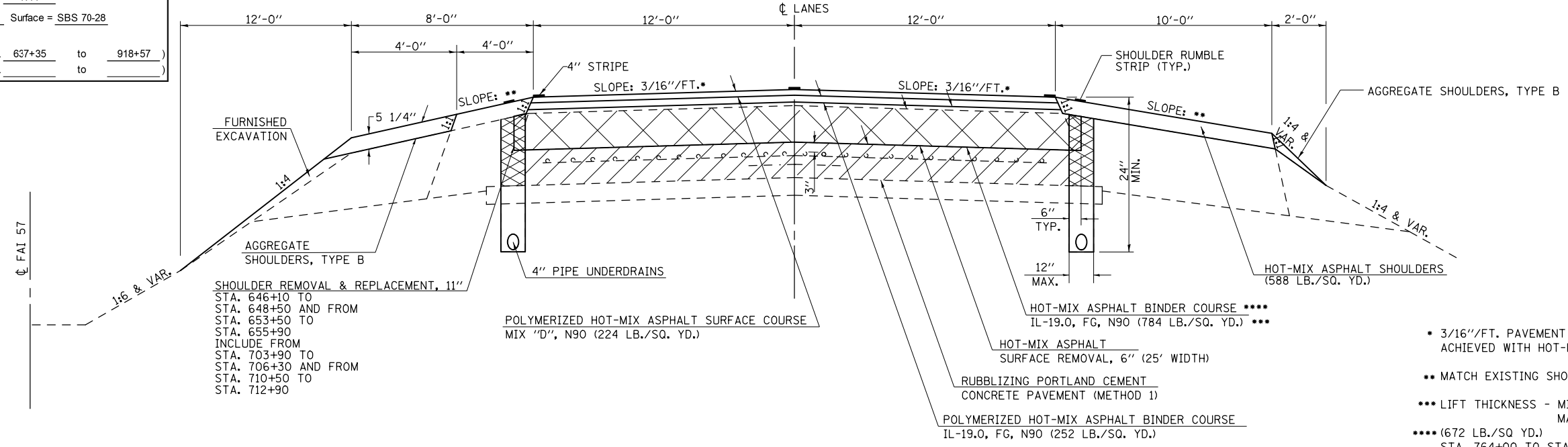
PG GRADE: Binder = 64-22 Surface = SBS 70-28

SUBGRADE SUPPORT RATING:
 SSR = Poor (Sta. 637+35 to 918+57)
 SSR = (Sta. to)

PROPOSED TYPICAL CROSS SECTIONS

FAI ROUTE 57
 NORTHBOUND LANES
 STATION 637+35 TO STATION 646+10
 STATION 655+90 TO STATION 703+90
 STATION 712+90 TO STATION 902+81

STATION EQUATION:
 STA. 764+96.99 BK =
 STA. 765+00.00 AH



SHOULDER REMOVAL & REPLACEMENT, 11"
 STA. 646+10 TO
 STA. 648+50 AND FROM
 STA. 653+50 TO
 STA. 655+90
 INCLUDE FROM
 STA. 703+90 TO
 STA. 706+30 AND FROM
 STA. 710+50 TO
 STA. 712+90

- * 3/16"/FT. PAVEMENT CROSS SLOPE TO BE ACHIEVED WITH HOT-MIX ASPHALT BINDER COURSE
- ** MATCH EXISTING SHOULDER SLOPE UP TO 6% MAXIMUM
- *** LIFT THICKNESS - MINIMUM 2 1/4" MAXIMUM 4 1/2"
- **** (672 LB./SQ YD.) STA. 764+00 TO STA. 767+00 STA. 875+60 TO STA. 878+40

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2020
 PV = 21812 SU = 975 MU = 5876

ROAD/STREET CLASSIFICATION: Class = Interstate

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 32% S = 45% M = 45%

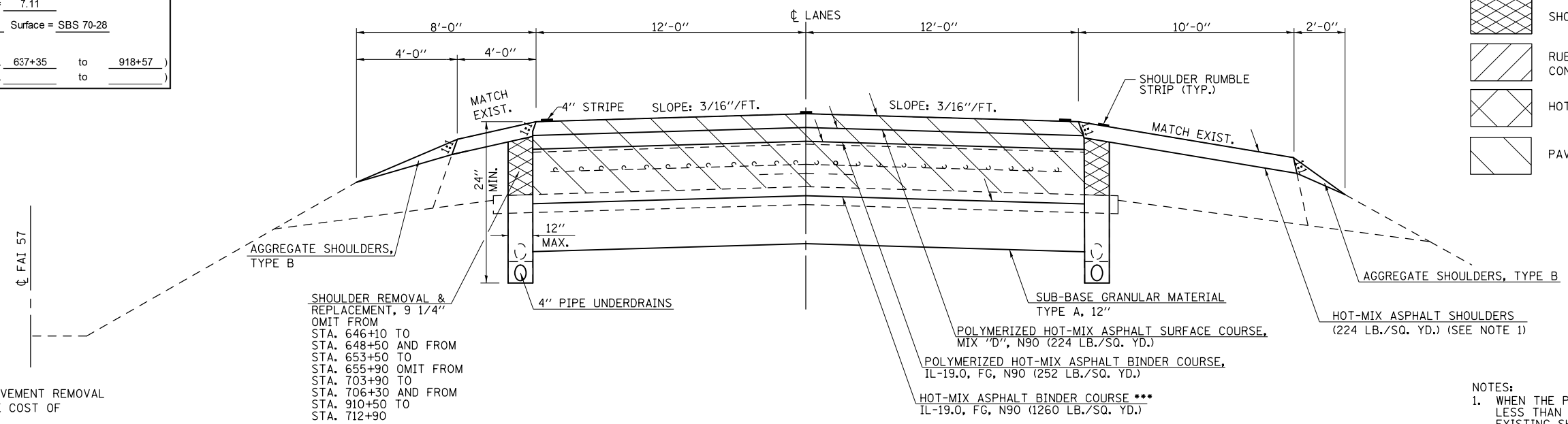
TRAFFIC FACTOR: Actual TF = 26.700 AC Type = 20
 Minimum TF = 7.11

PG GRADE: Binder = 64-22 Surface = SBS 70-28

SUBGRADE SUPPORT RATING:
 SSR = Poor (Sta. 637+35 to 918+57)
 SSR = (Sta. to)

PROPOSED TYPICAL CROSS SECTIONS

FAI ROUTE 57
 NORTHBOUND LANES
 STATION 646+10 TO STATION 655+90 - S.N. 010-0254
 STATION 703+90 TO STATION 712+90 - S.N. 010-0171



SHOULDER REMOVAL & REPLACEMENT, 9 1/4"
 OMIT FROM
 STA. 646+10 TO
 STA. 648+50 AND FROM
 STA. 653+50 TO
 STA. 655+90 OMIT FROM
 STA. 703+90 TO
 STA. 706+30 AND FROM
 STA. 910+50 TO
 STA. 712+90

- SHOULDER REMOVAL & REPLACEMENT
- RUBBLIZATION OF PORTLAND CEMENT CONCRETE PAVEMENT (METHOD 1)
- HOT-MIX ASPHALT SURFACE REMOVAL
- PAVEMENT REMOVAL

- NOTES:
1. WHEN THE PAVEMENT TRANSITION IS LESS THAN 2" IN THICKNESS MILL EXISTING SHOULDER TO PROVIDE FOR A MINIMUM 2" INLAY.
 2. SEE ALSO 'RESURFACING TRANSITION DETAILS'

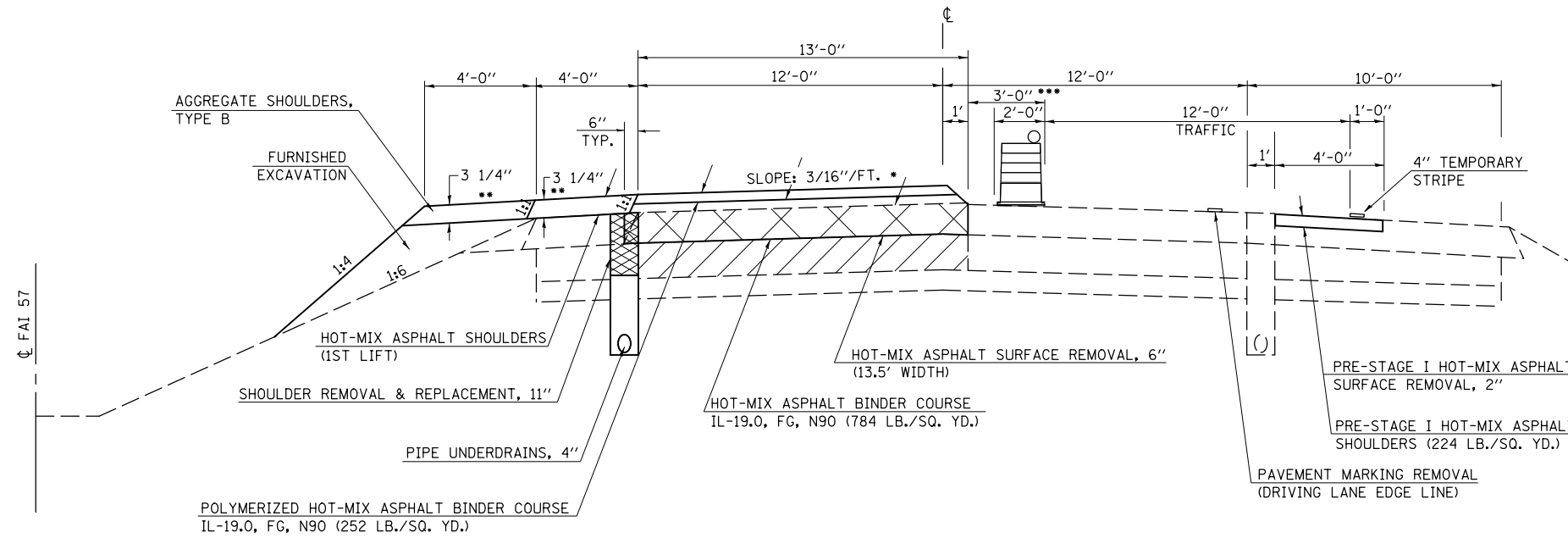
NOTE:
 SAWCUTS REQUIRED FOR PAVEMENT REMOVAL SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL

FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dot\dawsonkb\0158448\0579716-sht-typical.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	14
		CHECKED -	REVISED -					CONTRACT NO. 70716			ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -										

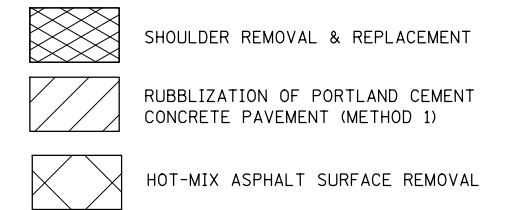
STAGE I TYPICAL SECTION

MILL AND RUBBLIZE
PASSING LANE CONSTRUCTION
FAI ROUTE 57
STATION 637+35 TO STATION 646+10
STATION 655+90 TO STATION 703+90
STATION 712+90 TO STATION 902+81

STATION EQUATION:
STA. 764+96.99 BK =
STA. 765+00.00 AH



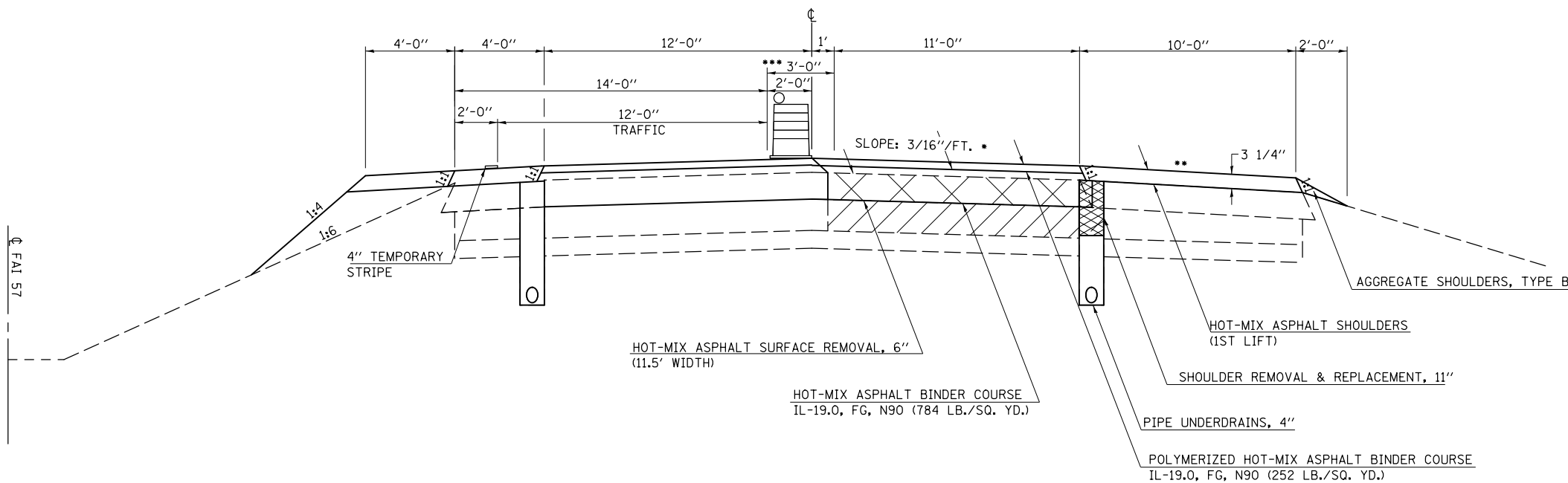
- NOTES:
- MILL AND INLAY SHOULDER PRIOR TO STARTING CONSTRUCTION OF THE PASSING LANE (PRE-STAGE I)
 - MILL AND INLAY DRIVING LANE AT PROPOSED LOCATIONS SHOWN IN HMA REMOVAL 2" SCHEDULE (PRE-STAGE DRIVING LANE PATCHING).
 - PLACE SURFACE COURSE AND HMA SHOULDERS (TOP LIFT) AFTER RUBBLIZATION AND BINDER COURSE PLACEMENT ON BOTH LANES IS COMPLETE. UTILIZE TRAFFIC STANDARD 701406
 - START PIPE UNDERDRAIN WORK AHEAD OF THE RUBBLIZATION.



STAGE II TYPICAL SECTION

MILL AND RUBBLIZE
DRIVING LANE CONSTRUCTION
FAI ROUTE 57
STATION 637+35 TO STATION 646+10
STATION 655+90 TO STATION 703+90
STATION 712+90 TO STATION 902+81

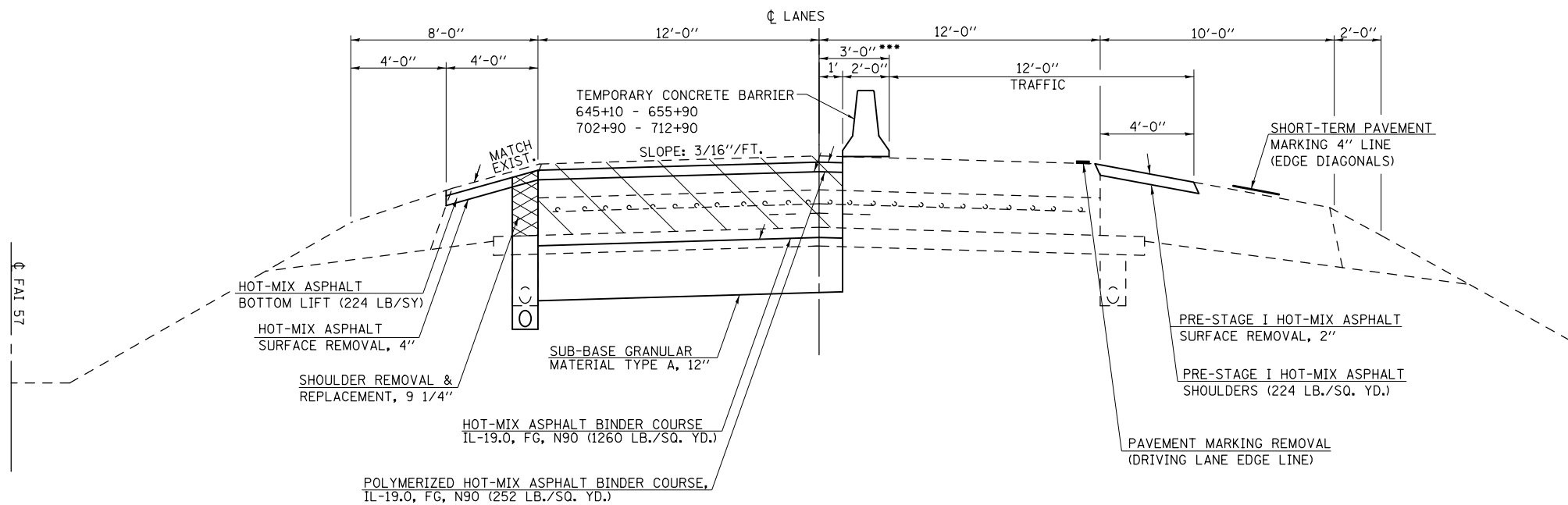
- NOTES:
- * 3/16"/FT. PAVEMENT CROSS SLOPE TO BE ACHIEVED WITH HOT-MIX ASPHALT BINDER COURSE
 - ** MATCH EXISTING SHOULDER SLOPE UP TO 6% MAXIMUM
 - *** A 3' LATERAL DISTANCE SHALL BE MAINTAINED BETWEEN THE VERTICAL FACE DROP OFF AND THE TRAFFIC SIDE FACE OF THE CHANNELING DEVICE



FILE NAME =	USER NAME = dawsomb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED STAGING PLAN			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\dawsomb\0158448\0570716-sht-typical.dgn		DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	15			
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 70716							
PLOT DATE = 11/15/2012		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.					

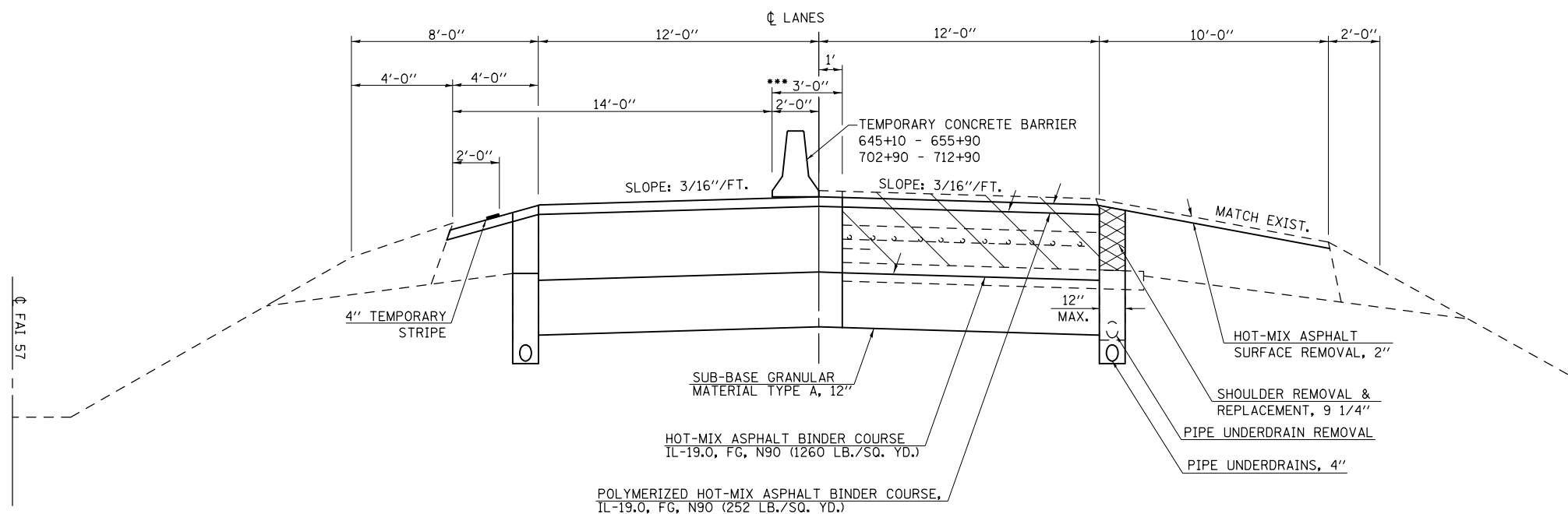
STAGE I TYPICAL SECTION

PAVEMENT REPLACEMENT
PASSING LANE CONSTRUCTION
FAI ROUTE 57
STATION 646+10 TO STATION 655+90 - S.N. 010-0254
STATION 703+90 TO STATION 712+90 - S.N. 010-0171



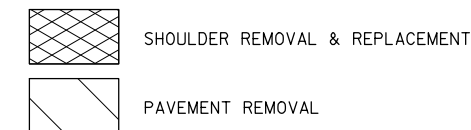
STAGE II TYPICAL SECTION

PAVEMENT REPLACEMENT
DRIVING LANE CONSTRUCTION
FAI ROUTE 57
STATION 646+10 TO STATION 655+90 - S.N. 010-0254
STATION 703+90 TO STATION 712+90 - S.N. 010-0171



NOTES:

- MILL AND INLAY SHOULDER PRIOR TO STARTING CONSTRUCTION OF THE PASSING LANE (PRE-STAGE I)
- SEE SHOULDER BUTT-JOINT DETAIL FOR SHOULDER TRANSITION FOR STAGED CONSTRUCTION.
- PLACE SURFACE COURSE AND HMA SHOULDERS (TOP LIFT) AFTER RUBBLIZATION AND BINDER COURSE PLACEMENT ON BOTH LANES. UTILIZE TRAFFIC STANDARD 701406.
- INSTALL PIPE UNDERDRAINS AFTER PAVEMENT RECONSTRUCTION AND BEFORE FINAL SURFACING.



- 3/16"/FT. PAVEMENT CROSS SLOPE TO BE ACHIEVED WITH HOT-MIX ASPHALT BINDER COURSE
- MATCH EXISTING SHOULDER SLOPE UP TO 6% MAXIMUM
- A 3' LATERAL DISTANCE SHALL BE MAINTAINED BETWEEN THE VERTICAL FACE DROP OFF AND THE TRAFFIC SIDE FACE OF THE CHANNELING DEVICE

FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED STAGING PLAN			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\dot\dawsonkb\0158448\057716-sht-typical.dgn	DRAWN -	REVISED -	57					(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	16	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70716									
PLOT DATE = 11/15/2012	DATE -	REVISED -	SCALE:		SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

EARTHWORK

LOCATION	EARTH EXCAVATION (CU YD)	EARTH EXCAV. ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (FILL) (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
I-57 STAGE I	730	548	3790	-3242
I-57 STAGE II	620	465	-	465
AT OVERHEADS: SHOULDER WIDENING FOR TYPE 1 TERMINALS	0	-	147	-147
TOTAL	1350			-2924
EARTH EXCAVATION	1350	FURNISHED EXCAVATION		2925

*AN EARTH SHRINKAGE FACTOR OF 0.25 IS APPLIED

SEEDING, FERTILIZERS AND MULCH

LOCATION	STATION TO	STATION	OFFSET	SEEDING CLASS 2A (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	MULCH, METHOD 2 (ACRE)	TEMPORARY EROSION CONTROL SEEDING (POUND)
I-57 NB	635+25.00	904+91.00	RT	4.96	447	447	447	4.96	496
TOTAL				4.96	447	447	447	4.96	496
ROUNDED TOTAL				5.0	450	450	450	5.0	500

SUB-BASE GRANULAR MATERIAL, TYPE A, 12"

LOCATION	STATION TO	STATION	SQ YD
I-57 STAGE I	646+10.00	655+90.00	1416
	703+90.00	712+90.00	1300
I-57 STAGE II	646+10.00	655+90.00	1198
	703+90.00	712+90.00	1100
TOTAL			5014

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	STATION TO	STATION	OFFSET	SQ YD
I-57 NB	635+25.00	636+45.00	RT	573
	903+71.00	904+91.00	RT	507
OLYMPIAN RAMPS				
RAMP A	15+00.00	15+67.50	RT	195
RAMP B	13+11.50	13+79.00	RT	195
CROSSOVERS	732+05		CL	37
	805+43		CL	38
TOTAL				1545

TEMPORARY RAMPS

ACTIVITY	LOCATION	AREA (SQ YD)
BUTT JOINTS	2" RAMP AT BEGINNING I-57	80.0
	2" RAMP AT END I-57	84.4
	2.25" RAMP AT OLYMPIAN RAMP B	65.0
	2.25" RAMP AT OLYMPIAN RAMP A	65.0
	2.75" RAMP AT MARKET RAMP A	79.4
	2.75" RAMP AT MARKET RAMP B	79.4
7" BINDER INLAY	1" RAMP AT BEGINNING I-57	48.9
	1" RAMP IN MIDDLE I-57 (DUE TO 3 MILE LANE CLOSE LIMIT)	42.2
	1" RAMP AT END I-57	42.2
	1" RAMP AT OLYMPIAN RAMP B/I-57 INTERSECTION (DURING STAGE II)	28.9
	1" RAMP AT OLYMPIAN RAMP A/I-57 INTERSECTION (DURING STAGE II)	28.9
	3" RAMP AT MARKET RAMP A/I-57 INTERSECTION (DURING STAGE II)	93.0
	3" RAMP AT MARKET RAMP B/I-57 INTERSECTION (DURING STAGE II)	93.0
	1" RAMP AT BEGINNING I-57 (POLY RUN DOWN TO 1")	48.9
	2.25" RAMP IN MIDDLE I-57 (DUE TO 3 MILE LANE CLOSE LIMIT)	95.0
	1" RAMP AT END I-57 (POLY RUN DOWN TO 1")	42.2
2.25" POLY BINDER	3.25" RAMP AT OLYMPIAN RAMP B/I-57 INTERSECTION (DURING STAGE II)	104.0
	3.25" RAMP AT OLYMPIAN RAMP A/I-57 INTERSECTION (DURING STAGE II)	104.0
	5.25" RAMP AT MARKET RAMP A/I-57 INTERSECTION (DURING STAGE II)	175.0
	5.25" RAMP AT MARKET RAMP B/I-57 INTERSECTION (DURING STAGE II)	175.0
	2" RAMP A OLYMPIAN RAMP B/I-57 INTERSECTION (DURING STAGE II)	61.0
	2" RAMP A OLYMPIAN RAMP A/I-57 INTERSECTION (DURING STAGE II)	61.0
2" POLY SURFACE	2" RAMP AT MARKET RAMP A/I-57 INTERSECTION (DURING STAGE II)	61.0
	2" RAMP AT MARKET RAMP B/I-57 INTERSECTION (DURING STAGE II)	61.0
TOTAL		1818.5
USE		1819.0

INLET & PIPE PROTECTION

LOCATION	STATION	OFFSET	EACH
I-57	731+67.50	-	1
I-57	741+89.00	-	1
I-57	747+87.50	-	1
I-57	768+50.00	-	1
I-57	777+85.00	-	1
I-57	799+36.00	-	1
I-57	825+14.00	-	1
I-57	828+14.00	-	1
I-57	850+87.00	-	1
I-57	877+56.00	-	1
I-57	895+87.00	-	1
TOTAL			11

AGGREGATE BASE COURSE, TYPE B, 6"

LOCATION	STATION	OFFSET	SQ YD
I-57 CROSSOVERS	732+05.00	RT	5
	805+43.00	RT	13
TOTAL			18

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	STATION	OFFSET	GALLON
I-57	732+05.00	RT	9
	805+43.00	RT	9
TOTAL			18

INCIDENTAL HOT-MIX ASPHALT SURFACING

LOCATION	STATION	OFFSET	TON
I-57 CROSSOVERS	732+05.00	RT	30
	805+43.00	RT	29
TOTAL			59

POLYMERIZED HMA BINDER COURSE, IL-19.0, FG, N90

LOCATION	STATION TO	STATION	TON
I-57 NB	637+05.00	646+10.00	307
	655+90.00	703+90.00	1646
	712+90.00	763+40.00	1731
	767+60.00	875+00.00	3684
	879+00.00	903+11.00	824
OVERPASS	646+10.00	655+90.00	336
	703+90.00	712+90.00	309
	763+40.00	764+96.99	53
	765+00.00	767+60.00	89
	875+00.00	879+00.00	137
OLYMPIAN RAMP A	15+22.50	26+38.00	285
	7+00.00	13+56.50	137
MARKET RAMP A	0+13.00	307+69.00	217
	331+48.00	9+39.00	210
TOTAL			9965

POLYMERIZED HMA SURFACE COURSE, MIX "D", N90

LOCATION	STATION TO	STATION	TON
I-57 NB	635+25.00	646+10.00	331
	655+90.00	703+90.00	1444
	712+90.00	763+40.00	1519
	767+60.00	875+00.00	3231
	879+00.00	904+91.00	784
OVERPASS	646+10.00	655+90.00	295
	703+90.00	712+90.00	271
	763+40.00	764+96.99	47
	765+00.00	767+60.00	78
	875+00.00	879+00.00	120
OLYMPIAN RAMP A	15+00.00	26+38.00	232
	7+00.00	13+79.00	121
MARKET RAMP A	0+13.00	307+69.00	87
	331+48.00	9+39.00	150
TOTAL			8710

HOT-MIX ASPHALT BINDER COURSE, IL 19.0, FG, N90

LOCATION	STATION TO	STATION	TON
I-57 NB	637+35.00	646+10.00	953
	655+90.00	703+90.00	5226
	712+90.00	763+40.00	5498
	767+60.00	875+00.00	11694
	879+00.00	902+81.00	2593
OVERPASS	646+10.00	655+90.00	1715
	703+90.00	712+90.00	1575
	763+40.00	764+00.00	61
	764+00.00	764+96.99	91
	765+00.00	767+00.00	187
	767+00.00	767+60.00	61
	875+00.00	875+60.00	61
	875+60.00	878+40.00	261
	878+40.00	879+00.00	61
	MARKET RAMP A	0+13.00	3+12.69
RAMP B	0+87.60	9+39.00	334
TOTAL			30475

HOT-MIX ASPHALT SURFACE COURSE, N90, MIX "C"

STATION	LANE	LENGTH (FEET)	WIDTH (FEET)	AREA (SQ YD)	THICKNESS (IN)	QUANTITY (TONS)
640+89.00	NBDL	20	6	13.33	2.00	1.49
641+15.00	NBDL	6	6	4.00	2.00	0.45
641+75.00	NBDL	6	6	4.00	2.00	0.45
649+60.00	NBDL	15	6	10.00	2.00	1.12
651+90.00	NBDL	6	6	4.00	2.00	0.45
654+71.00	NBDL	15	6	10.00	2.00	1.12
658+67.00	NBDL	15	6	10.00	2.00	1.12
674+68.00	NBDL	40	6	26.67	2.00	2.99
680+25.00	NBDL	6	6	4.00	2.00	0.45
690+24.00	NBDL	50	6	33.33	2.00	3.73
691+01.00	NBDL	75	6	50.00	2.00	5.60
695+14.00	NBDL	10	6	6.67	2.00	0.75
698+36.00	NBDL	10	6	6.67	2.00	0.75
711+00.00	NBDL	20	6	13.33	2.00	1.49
720+98.00	NBDL	6	6	4.00	2.00	0.45
726+85.00	NBDL	6	6	4.00	2.00	0.45
727+32.00	NBDL	10	6	6.67	2.00	0.75
733+62.00	NBDL	15	6	10.00	2.00	1.12
733+88.00	NBDL	15	6	10.00	2.00	1.12
740+22.00	NBDL	12	12	16.00	2.00	1.79
743+66.00	NBDL	75	6	50.00	2.00	5.60
763+50.00	NBDL	50	6	33.33	2.00	3.73
764+41.00	NBDL	25	6	16.67	2.00	1.87
777+09.00	NBDL	10	6	6.67	2.00	0.75
784+40.00	NBDL	100	6	66.67	2.00	7.47
789+83.00	NBDL	25	6	16.67	2.00	1.87
792+35.00	NBDL	50	6	33.33	2.00	3.73
793+55.00	NBDL	50	6	33.33	2.00	3.73
796+00.00	NBDL	50	6	33.33	2.00	3.73
796+73.00	NBDL	60	6	40.00	2.00	4.48
797+78.00	NBDL	50	6	33.33	2.00	3.73
800+86.00	NBDL	15	6	10.00	2.00	1.12
806+35.00	NBDL	10	6	6.67	2.00	0.75
806+92.00	NBDL	50	6	33.33	2.00	3.73
810+00.00	NBDL	50	6	33.33	2.00	3.73
811+90.00	NBDL	30	6	20.00	2.00	2.24
814+37.00	NBDL	30	6	20.00	2.00	2.24
817+92.00	NBDL	66	6	44.00	2.00	4.93
821+75.00	NBDL	20	6	13.33	2.00	1.49
823+12.00	NBDL	20	6	13.33	2.00	1.49
823+86.00	NBDL	50	6	33.33	2.00	3.73
824+20.00	NBDL	6	12	8.00	2.00	0.90
830+14.00	NBDL	15	12	20.00	2.00	2.24
834+40.00	NBDL	40	6	26.67	2.00	2.99
835+75.00	NBDL	50	6	33.33	2.00	3.73
838+00.00	NBDL	10	6	6.67	2.00	0.75
844+74.00	NBDL	6	6	4.00	2.00	0.45
846+00.00	NBDL	15	12	20.00	2.00	2.24
848+41.00	NBDL	20	12	26.67	2.00	2.99
853+90.00	NBDL	30	6	20.00	2.00	2.24
862+00.00	NBDL	10	12	13.33	2.00	1.49
864+94.00	NBDL	30	6	20.00	2.00	2.24
869+95.00	NBDL	10	6	6.67	2.00	0.75
870+73.00	NBDL	50	6	33.33	2.00	3.73
871+69.00	NBDL	20	6	13.33	2.00	1.49
872+57.00	NBDL	6	12	8.00	2.00	0.90
881+18.00	NBDL	75	6	50.00	2.00	5.60
890+24.00	NBDL	60	6	40.00	2.00	4.48
891+77.00	NBDL	20	6	13.33	2.00	1.49
894+45.00	NBDL	20	6	13.33	2.00	1.49
SUBTOTALS				1,214.00		135.97

4' PRE-STAGE SHOULDER INLAY

STATION	STATION	LENGTH (FEET)	WIDTH (FEET)	AREA (SQ YD)	THICKNESS (IN)	QUANTITY (TONS)
638+28.00	660+61.00	2233.00	4	992.44	2.00	111.15
668+34.00	748+00.00	7966.00	4	3540.44	2.00	396.53
750+93.00	764+96.99	1403.99	4	624.00	2.00	69.89
765+00.00	778+84.00	1384.00				

HOT-MIX ASPHALT SURFACE REMOVAL 2"

PRE-STAGE DRIVING LANE PATCHING				
STATION	LANE	LENGTH (FEET)	WIDTH (FEET)	AREA (SQ YD)
640+89.00	NBDL	20	6	13.33
641+15.00	NBDL	6	6	4.00
641+75.00	NBDL	6	6	4.00
649+60.00	NBDL	15	6	10.00
651+90.00	NBDL	6	6	4.00
654+71.00	NBDL	15	6	10.00
658+67.00	NBDL	15	6	10.00
674+68.00	NBDL	40	6	26.67
680+25.00	NBDL	6	6	4.00
690+24.00	NBDL	50	6	33.33
691+01.00	NBDL	75	6	50.00
695+14.00	NBDL	10	6	6.67
698+36.00	NBDL	10	6	6.67
711+00.00	NBDL	20	6	13.33
720+98.00	NBDL	6	6	4.00
726+85.00	NBDL	6	6	4.00
727+32.00	NBDL	10	6	6.67
733+62.00	NBDL	15	6	10.00
733+88.00	NBDL	15	6	10.00
740+22.00	NBDL	12	12	16.00
743+66.00	NBDL	75	6	50.00
763+50.00	NBDL	50	6	33.33
764+41.00	NBDL	25	6	16.67
777+09.00	NBDL	10	6	6.67
784+40.00	NBDL	100	6	66.67
789+83.00	NBDL	25	6	16.67
792+35.00	NBDL	50	6	33.33
793+55.00	NBDL	50	6	33.33
796+00.00	NBDL	50	6	33.33
796+73.00	NBDL	60	6	40.00
797+78.00	NBDL	50	6	33.33
800+86.00	NBDL	15	6	10.00
806+35.00	NBDL	10	6	6.67
806+92.00	NBDL	50	6	33.33
810+00.00	NBDL	50	6	33.33
811+90.00	NBDL	30	6	20.00
814+37.00	NBDL	30	6	20.00
817+92.00	NBDL	66	6	44.00
821+75.00	NBDL	20	6	13.33
823+12.00	NBDL	20	6	13.33
823+86.00	NBDL	50	6	33.33
824+20.00	NBDL	6	12	8.00
830+14.00	NBDL	15	12	20.00
834+40.00	NBDL	40	6	26.67
835+75.00	NBDL	50	6	33.33
838+00.00	NBDL	10	6	6.67
844+74.00	NBDL	6	6	4.00
846+00.00	NBDL	15	12	20.00
848+41.00	NBDL	20	12	26.67
853+90.00	NBDL	30	6	20.00
862+00.00	NBDL	10	12	13.33
864+94.00	NBDL	30	6	20.00
869+95.00	NBDL	10	6	6.67
870+73.00	NBDL	50	6	33.33
871+69.00	NBDL	20	6	13.33
872+57.00	NBDL	6	12	8.00
881+18.00	NBDL	75	6	50.00
890+24.00	NBDL	60	6	40.00
891+77.00	NBDL	20	6	13.33
894+45.00	NBDL	20	6	13.33
SUBTOTAL				1,214.00

4' PRE-STAGE SHOULDER INLAY				
STATION	STATION	LENGTH (FEET)	WIDTH (FEET)	AREA (SQ YD)
638+28.00	660+61.00	2233.00	4	992.44
668+34.00	748+00.00	7966.00	4	3540.44
750+93.00	764+96.99	1403.99	4	624.00
765+00.00	778+84.00	1384.00	4	615.11
787+02.00	904+91.00	11789.00	4	5239.56
SUBTOTAL				11011.55

HOT-MIX ASPHALT SURFACE REMOVAL 2" (CON'T)

FAI 57 STAGE II				
10 FT SHOULDER AT OVERPASS				
648+05.00	653+95.00	590.0	10	655.56
705+85.00	710+95.00	510.0	10	566.67
SUBTOTAL				1222.22

MARKET STREET				
RAMP A				
3+12.69	6+72.59	359.9	26	1039.71
306+72.59	307+69.00	96.4	26	278.52
RAMP B				
0+00.00	0+87.60	87.6	26	253.07
331+48.00	333+61.36	213.4	26	616.37
SUBTOTAL				2187.67
TOTAL				15635.44
USE				15636.00

HOT-MIX ASPHALT SURFACE REMOVAL 4"

FAI 57 STAGE I				
4 FT SHOULDER AT OVERPASS				
646+85.00	655+15.00	830.0	4	368.89
704+65.00	712+15.00	750.0	4	333.33
SUBTOTAL				702.22
TOTAL				702.22
USE				703.00

HOT-MIX ASPHALT SURFACE REMOVAL 6"

LOCATION	STATION TO	STATION	SQ YD
I-57 NB	637+35.00	646+10.00	2431
	655+90.00	703+90.00	13333
	712+90.00	763+40.00	14028
	766+60.00	875+00.00	29833
	879+00.00	902+81.00	6615
OVERPASS	763+40.00	764+96.99	437
	765+00.00	767+60.00	722
	875+00.00	879+00.00	1111
MARKET RAMP A	0+13.00	3+12.69	266
MARKET RAMP B	0+87.60	9+39.00	851
TOTAL			69627

PRE-STAGE CLASS A PATCHING ITEMS

STATION	LANE	LENGTH (FEET)	WIDTH (FEET)	44200610 TYPE II, 13" (SQ YD)	44200614 TYPE IV, 13" (SQ YD)	44213200 SAW CUTS (FEET)	44213000 PATCHING REINF. (SQ. YD.)	44213204 TIE BARS (EACH)
640+12	DL	20	6	13.3		64.0	13.3	11
674+28	DL	50	6		33.3	124.0	33.3	26
681+70	DL	6	12	8.0		60.0	8.0	
819+59	DL	15	6	10.0		54.0	10.0	
820+37	DL	8	6	5.3		40.0	5.3	
827+54	DL	20	12		26.7	88.0	26.7	11
831+82	DL	60	6		40.0	144.0	40.0	31
841+00	DL	20	6	13.3		64.0	13.3	11
879+27	DL	50	6		33.3	124.0	33.3	26
TOTALS				50.0	133.3	762.0	183.3	116.0

AGGREGATE SHOULDER, TYPE B

LOCATION	STATION TO	STATION	OFFSET	TONS
NB OUTSIDE	641+15.00	646+10.00	RT	19
	655+90.00	657+84.00	RT	7
	668+35.00	703+90.00	RT	135
	712+90.00	748+00.00	RT	133
	754+66.00	763+40.00	RT	33
	767+60.00	776+35.00	RT	33
	787+02.00	875+00.00	RT	334
	879+00.00	904+91.00	RT	98
OVERPASS OUTSIDE	646+10.00	655+90.00	RT	12
	703+90.00	712+90.00	RT	11
	763+40.00	764+96.99	RT	6
	765+00.00	767+60.00	RT	10
	875+00.00	879+00.00	RT	15
NB MEDIAN	635+25.00	646+10.00	MED	165
	655+90.00	703+90.00	MED	729
	712+90.00	763+40.00	MED	767
	767+60.00	875+00.00	MED	1631
	879+00.00	904+91.00	MED	393
OVERPASS MEDIAN	646+10.00	655+90.00	MED	25
	703+90.00	712+90.00	MED	23
	763+40.00	764+96.99	MED	24
	765+00.00	767+60.00	MED	39
	875+00.00	879+00.00	MED	61
OLYMPIAN RAMP A	15+00.00	15+90.00	RT	3
	15+90.00	26+38.00	RT	30
	15+00.00	15+90.00	LT	3
RAMP B	7+00.00	12+89.00	RT	17
	12+89.00	13+79.00	RT	3
	12+89.00	13+79.00	LT	3
MARKET RAMP A	0+13.00	6+34.00	RT	18
	6+34.00	6+72.59	RT	4
	306+72.59	307+69.00	RT	3
	306+78.20	307+69.00	LT	3
RAMP B	331+70.50	332+83.00	LT	4
	331+70.50	332+83.00	RT	3
	332+83.00	333+61.36	RT	4
	0+00.00	9+39.00	RT	27
TOTAL				4828

HOT-MIX ASPHALT SHOULDERS

LOCATION	STATION TO	STATION	OFFSET	TONS
I-57	638+28.00	646+10.00	RT	246
	655+90.00	660+61.00	RT	145
	668+34.00	703+90.00	RT	1162
	712+90.00	748+00.00	RT	1147
	750+93.00	761+70.00	RT	352
	769+60.00	778+84.00	RT	302
	787+02.00	871+95.00	RT	2774
	880+45.00	904+91.00	RT	799
	646+55.00	655+45.00	RT	150
	704+35.00	712+45.00	RT	140
	761+70.00	764+96.99	RT	107
	765+00.00	769+60.00	RT	150
	871+95.00	880+45.00	RT	278
	635+25.00	646+10.00	MED	142
	655+90.00	703+90.00	MED	627
	712+90.00	761+70.00	MED	638
	769+60.00	871+95.00	MED	1337
	880+45.00	904+91.00	MED	320
	646+55.00	655+45.00	MED	61
	704+35.00	712+45.00	MED	57
	761+70.00	764+96.99	MED	43
	765+00.00	769+60.00	MED	60
	871+95.00	880+45.00	MED	111
OLYMPIAN RAMP A	15+00.00	15+90.00	RT	13
	15+90.00	26+38.00	RT	206
	15+00.00	15+90.00	LT	8
RAMP B	7+00.00	12+89.00	RT	116
	12+89.00	13+79.00	RT	13
	12+89.00	13+79.00	LT	8
MARKET RAMP A	0+13.00	6+34.00	RT	162
	6+34.00	6+72.59	RT	24
	306+72.59	307+69.00	RT	24
	306+78.20	307+69.00	LT	8
RAMP B	331+48.00	332+83.00	LT	47
	331+48.00	332+83.00	RT	25
	332+83.00	338+61.36	RT	16
	0+00.00	9+39.00	RT	123
TOTAL				11941

SHOULDER RUMBLE STRIP

LOCATION	STATION TO	STATION	OFFSET	FOOT
I-57 MED	635+25.00	731+50.00	MED	9625
	732+40.00	764+96.99	MED	3257
	765+00.00	805+00.00	MED	4000
	805+80.00	904+91.00	MED	9911
I-57 RT	641+00.00	657+80.00	RT	1680
	669+00.00	748+00.00	RT	7900
	754+60.00	764+96.99	RT	1037
	765+00.00	776+40.00	RT	1140
	787+00.00	904+91.00	RT	11791
TOTAL				50341

PAVEMENT REMOVAL

LOCATION	STATION TO	STATION	SQ YD
I-57	646+10.00	655+90.00	2614
	703+90.00	712+90.00	2400
TOTAL			5014

INLETS TO BE ADJUSTED

LOCATION	STATION	OFFSET	EACH
OLYMPIAN INTERCHANGE	658+95.00	RT	1
MARKET INTERCHANGE	753+18.00	RT	1
	777+60.00	RT	1
TOTAL			3

IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

STATION	OFFSET	FEET
645+10.00	RT	1
702+90.00	RT	1
TOTAL		2

IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3

STATION	OFFSET	FEET
645+10.00	RT	1
702+90.00	RT	1
TOTAL		2

GUARDRAIL

LOCATION	QUADRANT	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A 9' POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 6A	TRAFFIC BARRIER TERMINAL, TYPE I (SPECIAL) TANGENT	STEEL RAILING, TYPE 2399	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER- DIRECT APPLIED
OLYMPIAN DRIVE OVERHEAD (SN 010-0254)*	NE	116.0	25.0	1.0		1.0		2.0	1.0
OLYMPIAN DRIVE OVERHEAD (SN 010-0254)*	SW	116.0	25.0	1.0		1.0		2.0	1.0
PROSPECT AVENUE (CR 1100E) OVERHEAD (SN 010-0171)**	NE	633.0	537.5		1.0	1.0	254.5	8.0	1.0
PROSPECT AVENUE (CR 1100E) OVERHEAD (SN 010-0171)**	NW	553.0	462.5		1.0	1.0		12.0	1.0
PROSPECT AVENUE (CR 1100E) OVERHEAD (SN 010-0171)**	SE	616.0	525.0		1.0	1.0	254.5	8.0	1.0
PROSPECT AVENUE (CR 1100E) OVERHEAD (SN 010-0171)**	SW	574.0	487.5		1.0	1.0		11.0	1.0
MARKET STREET OVERHEAD (SN 010-0153)* ¹	SW	238.0	137.5			2.0		3.0	2.0
CR 1300E OVERHEAD (SN 010-0172)**	NE	583.0	487.5		1.0	1.0	347.5	8.0	1.0
CR 1300E OVERHEAD (SN 010-0172)**	NW	511.0	425.0		1.0	1.0		11.0	1.0
CR 1300E OVERHEAD (SN 010-0172)**	SE	547.0	462.5		1.0	1.0	347.5	7.0	1.0
CR 1300E OVERHEAD (SN 010-0172)**	SW	541.0	450.0		1.0	1.0		12.0	1.0
TOTALS		5028.0	4025.0	2.0	8.0	12.0	1204	84.0	12.0

*SPBGR POSTS TO BE PLACED AT SAME OFFSET AS EXISTING.

**STEEL RAILING TYPE 2399 AND TRAFFIC BARRIER TERMINAL TYPE 6A TO BE PLACED AT 12' OFFSET FROM CENTERLINE. TYPE A POSTS TO BE PLACED AT THE SAME OFFSET AS THE EXISTING POSTS. A HORIZONTAL TRANSITION RATE OF 1:30 SHALL BE USED FOR THE TRANSITION BETWEEN THE TERMINAL AND THE TYPE A

¹THE GUARDRAIL TO BE REMOVED AND REPLACED IS LOCATED JUST WEST OF THE STRUCTURE ON THE SOUTH SIDE OF MARKET STREET.

GUARDRAIL

LOCATION	VERTICAL ADJUSTMENT OF				
	GUARDRAIL TYPE A	GUARDRAIL TYPE B	TRAFFIC BARRIER TERMINAL		
			TYPE 1 SPECIAL (FLARED) EACH	TYPE 2 EACH	TYPE 6B EACH
STATION TO STATION	FOOT	FOOT			
EAL 57					
RT 762+39.16 TO RT 765+01.66	212.5		1		
RT 765+01.66 TO RT 766+48.23	98.0				1
RT 766+48.23 TO RT 768+85.73	237.5				
RT 768+85.73 TO RT 769+00.00				1	
RT 872+70.72 TO RT 875+33.22	212.5		1		
* RT 875+33.22 TO RT 876+53.52	*73.5				1
RT 876+53.52 TO RT 877+14.75	61.23				
RT 877+14.75 TO RT 877+39.75		25.0			
RT 877+39.75 TO RT 877+52.25	12.5				
RT 877+52.25 TO RT 877+66.52				1	
SUB-TOTAL	907.8	25.0	2	2	2
ROUNDED TOTAL	933			6	

*INCLUDES SPBGR ATTACHED TO BOX CULVERT. NEW POSTS WILL BE REQUIRED. SEE SPECIAL PROVISION.

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
ei:\pwwork\pwwork\keysrb\0158448\05707	6-sht-schedules.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 3 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	19
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70716	

SHOULDER REMOVAL AND REPLACEMENT, 11"

LOCATION	STATION TO	STATION	OFFSET	FOOT	LOCATION	STATION TO	STATION	OFFSET	FOOT	
I-57 NB	637+00.00	648+50.00	MED	1150	I-57 NB (CONT.)	815+00.00		MED	4	
	653+50.00	706+30.00	MED	5280		815+00.00		RT	10	
	710+50.00	904+40.00	MED	19390		817+00.00		MED	4	
	640+00.00	648+50.00	RT	850		820+00.00		MED	8	
	653+50.00	655+00.00	RT	150		820+00.00		RT	20	
	661+00.00	666+00.00	RT	500		825+00.00		MED	4	
	666+00.00	706+30.00	RT	4030		825+00.00		RT	10	
	710+50.00	752+00.00	RT	4150		828+00.00		MED	4	
	753+00.00	777+00.00	RT	2400		830+00.00		MED	4	
	777+60.00	904+40.00	RT	12680		830+00.00		RT	10	
	640+00.00		MED	4		832+00.00		MED	4	
	644+00.00		RT	10		835+00.00		MED	4	
	644+00.00		MED	4		835+00.00		RT	10	
	657+00.00		MED	4		837+00.00		MED	4	
	661+00.00		MED	4		841+00.00		MED	4	
	666+00.00		MED	4		845+00.00		MED	4	
	666+00.00		RT	10		845+00.00		RT	10	
	670+00.00		MED	4		846+00.00		RT	10	
	670+00.00		RT	10		851+00.00		MED	4	
	670+32.00		MED	4		851+00.00		RT	10	
	670+56.00		RT	10		855+00.00		MED	4	
	674+00.00		MED	4		855+00.00		RT	10	
	674+00.00		RT	10		858+00.00		MED	4	
	676+80.00		MED	4		859+00.00		MED	4	
	676+80.00		RT	10		859+00.00		RT	10	
	682+00.00		MED	4		863+00.00		MED	8	
	682+00.00		RT	10		863+00.00		RT	20	
	683+00.00		MED	4		866+50.00		MED	4	
	683+00.00		RT	10		868+00.00		MED	4	
	687+00.00		MED	4		868+00.00		RT	10	
	687+00.00		RT	10		870+00.00		MED	4	
	692+00.00		MED	4		873+00.00		MED	4	
	692+00.00		RT	10		873+00.00		RT	10	
	697+00.00		MED	4		877+30.00		MED	8	
	697+00.00		RT	10		877+30.00		RT	20	
	701+00.00		MED	4		880+00.00		MED	4	
	702+00.00		MED	4		880+00.00		RT	10	
	702+00.00		RT	10		881+00.00		MED	4	
	716+00.00		MED	4		889+50.00		MED	4	
	716+00.00		RT	10		889+50.00		RT	10	
	719+00.00		MED	4		895+00.00		MED	4	
	719+00.00		RT	10		895+00.00		RT	10	
	723+00.00		MED	4		901+00.00		MED	8	
	723+00.00		RT	10		901+00.00		RT	20	
	727+00.00		MED	4						
727+00.00		RT	10							
731+65.00		MED	4							
731+65.00		RT	10							
736+00.00		MED	4							
736+00.00		RT	10							
737+00.00		MED	4							
737+00.00		RT	10							
742+00.00		MED	4							
742+00.00		RT	10							
748+00.00		MED	4							
748+00.00		RT	10							
752+00.00		MED	8							
752+00.00		RT	10							
756+00.00		RT	20							
759+00.00		MED	4							
760+00.00		RT	10							
764+00.00		MED	4							
764+00.00		RT	10							
767+50.00		RT	10							
769+00.00		RT	10							
773+00.00		MED	4							
774+00.00		MED	4							
774+00.00		RT	20							
778+00.00		MED	4							
783+00.00		MED	4							
783+00.00		RT	10							
789+00.00		MED	4							
789+00.00		RT	10							
793+00.00		MED	4							
795+00.00		MED	4							
795+00.00		RT	10							
799+50.00		MED	4							
799+50.00		RT	10							
800+00.00		MED	4							
800+00.00		RT	10							
805+00.00		MED	8							
805+00.00		RT	20							
806+00.00		RT	10							
807+50.00		RT	10							
808+50.00		MED	4							
809+00.00		RT	10							
810+00.00		MED	4							
811+00.00		RT	10							
813+00.00		MED	4							
				SUB-TOTAL	51162					
				TOTAL	51162					
				FOR PIPE UNDERDRAINS	TOTAL	51502				

SHOULDER REMOVAL AND REPLACEMENT, 9 1/4"

LOCATION	STATION TO	STATION	OFFSET	FOOT		
I-57 NB	648+50.00	653+50.00	MED	500		
	706+30.00	710+50.00	MED	420		
	648+50.00	653+50.00	RT	500		
	706+30.00	710+50.00	RT	420		
		649+10.00		MED	4	
		649+32.00		RT	10	
		653+00.00		MED	4	
		655+00.00		RT	10	
		706+50.00		MED	4	
		706+50.00		RT	10	
	711+00.00		MED	4		
	711+00.00		RT	10		
				TOTAL	1896	
				FOR PIPE UNDERDRAINS	TOTAL	1896

PIPE UNDERDRAIN REMOVAL

LOCATION	STATION TO	STATION	OFFSET	PIPE UNDERDRAIN REMOVAL (FOOT)	CONCRETE HEADWALL REMOVAL SPECIAL (EACH)	
I-57 NB	640+00.00	655+00.00	RT	1500		
	661+00.00	670+56.00	RT	956		
	670+60.00	752+00.00	RT	8140		
	753+00.00	769+00.00	RT	1600		
	769+20.00	777+00.00	RT	780		
	777+60.00	799+50.00	RT	2190		
	799+60.00	904+40.00	RT	10480		
	I-57 NB	637+00.00	670+32.00	MED	3332	
		670+40.00	799+50.00	MED	12910	
		799+60.00	904+40.00	MED	10480	
644+00.00			MED&RT	40	2	
657+00.00			MED	20	1	
661+00.00			MED	20	1	
666+00.00			MED&RT	40	2	
670+00.00			MED&RT	40	2	
670+00.00			MED&RT	40	2	
683+00.00			MED&RT	40	2	
687+00.00			MED&RT	40	2	
697+00.00			MED&RT	40	2	
702+00.00			MED&RT	40	2	
711+00.00			MED&RT	40	2	
716+00.00			MED&RT	40	2	
723+00.00			MED&RT	40	2	
727+00.00			MED&RT	40	2	
731+65.00			MED&RT	40	2	
736+00.00			MED&RT	40	2	
759+00.00			MED	20	1	
764+00.00			MED&RT	40	2	
774+00.00			MED&RT	40	2	
783+00.00			MED&RT	40	2	
795+00.00			MED&RT	40	2	
800+00.00			MED&RT	40	2	
807+50.00			RT	20	1	
810+00.00			MED	20	1	
815+00.00			MED&RT	40	2	
825+00.00			MED&RT	40	2	
830+00.00			MED&RT	40	2	
835+00.00			MED&RT	40	2	
845+00.00			MED&RT	40	2	
851+00.00			MED&RT	40	2	
855+00.00			MED&RT	40	2	
859+00.00			MED&RT	40	2	
868+00.00		MED&RT	40	2		
873+00.00		MED&RT	40	2		
880+00.00		MED&RT	40	2		
895+00.00		MED&RT	40	2		
				TOTAL	53668	
					65	

TEMPORARY CONCRETE BARRIER

LOCATION	STATION TO	STATION	OFFSET	FEET	
I-57	645+10.00	655+90.00	-	1080	
	702+90.00	712+90.00	-	1000	
				TOTAL	2080

RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	STATION TO	STATION	OFFSET	FEET	
I-57	645+10.00	655+90.00	-	1080	
	702+90.00	712+90.00	-	1000	
				TOTAL	2080

MATERIAL TRANSFER DEVICE

LOCATION	STATION TO	STATION	OFFSET	TON	
I-57	637+05.00	903+11.00	RT	9965	
	635+25.00	904+91.00	RT	8710	
				TOTAL	18675

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT

LOCATION	STATION TO	STATION	OFFSET	AGGREGATE SUBGRADE IMPROVEMENT RUBBLIZING	
				27" SQ YD	PCC PVMT SQ YD
I-57 STAGE I	637+35.00	639+50.00	RT	5.74	287
	640+50.00	646+10.00	RT	14.94	747
	655+90.00	669+75.00	RT	36.94	1847
	671+13.42	673+50.00	RT	6.3	315
	674+50.00	676+30.00	RT	4.8	240
	677+30.00	681+50.00	RT	11.2	560
	682+50.00	691+50.00	RT	24	1200
	692+50.00	699+94.00	RT	19.84	992
	701+34.00	703+90.00	RT	6.82	341
	712+90.00	718+50.00	RT	14.94	747
	719+50.00	731+48.00	RT	31.94	1597
	732+74.00	741+50.00	RT	23.36	1168
	742+50.00	747+50.00	RT	13.34	667
	748+50.00	751+50.00	RT	8.0	400
	752+50.00	759+50.00	RT	18.66	933
	760+50.00	763+40.00	RT	7.74	387
	769+83.00	777+50.00	RT	20.46	1023
	778+50.00	788+50.00			

PIPE UNDERDRAIN SCHEDULE

FROM STATION	TO STATION	PAVEMENT SLOPE OUTSIDE (%)	DRAIN SLOPE OUTSIDE (%)	PIPE UNDERDRAINS, 4"		U.S. DEPTH (FT)	D.S. DEPTH (FT)	PIPE UNDERDRAINS, 4" (SPECIAL)		CONCRETE HEADWALLS FOR PIPE UNDERDRAINS (EACH)	EROSION CONTROL BLANKET (SQ YD)
				OUTSIDE (FT)	MEDIAN (FT)			OUTSIDE (FT)	MEDIAN (FT)		
640+00.00	644+00.00	-0.2	-0.4	400	0	1.56	2.36	25	0	1	4
644+00.00	649+32.00	-0.2	-0.4	532	0	2.00	2.92	25	0	1	4
649+32.00	655+00.00	-0.3	-0.4	568	0	2.00	2.73	22	0	1	4
661+00.00	666+00.00	-0.7	-0.6	500	0	1.94	1.56	31	0	1	4
666+00.00	670+56.00	-0.4	-0.5	456	0	1.56	1.96	25	0	1	4
670+60.00	674+00.00	-0.6	-0.5	340	0	2.03	1.56	25	0	1	4
674+00.00	676+80.00	-0.6	-0.5	280	0	1.78	1.56	25	0	1	4
676+80.00	682+00.00	-0.3	-0.4	520	0	1.56	2.12	25	0	1	4
682+00.00	687+00.00	-0.3	-0.4	500	0	1.56	2.29	21	0	1	4
687+00.00	692+00.00	-0.2	-0.4	500	0	1.56	2.41	25	0	1	4
692+00.00	697+00.00	-0.2	-0.4	500	0	1.56	2.43	19	0	1	4
697+00.00	702+00.00	-0.2	-0.4	500	0	1.56	2.41	20	0	1	4
702+00.00	706+50.00	-0.3	-0.4	450	0	1.56	2.45	25	0	1	4
706+50.00	711+00.00	-0.2	-0.4	450	0	2.00	3.21	22	0	1	4
711+00.00	716+00.00	-0.2	-0.4	500	0	2.00	2.32	21	0	1	4
716+00.00	719+00.00	-0.3	-0.4	300	0	1.56	1.93	25	0	1	4
719+00.00	723+00.00	-0.2	-0.4	400	0	1.56	2.25	22	0	1	4
723+00.00	727+00.00	-0.2	-0.4	400	0	1.56	2.22	19	0	1	4
727+00.00	731+65.00	-0.3	-0.4	465	0	1.56	2.20	19	0	1	4
731+65.00	737+00.00	-0.3	-0.4	535	0	1.56	2.01	18	0	1	4
737+00.00	742+00.00	-0.4	-0.4	500	0	1.56	1.67	25	0	1	4
742+00.00	748+00.00	-0.4	-0.4	600	0	1.56	1.82	25	0	1	4
748+00.00	752+00.00	-0.4	-0.4	400	0	2.09	1.79	25	0	1	4
753+00.00	756+00.00	+0.2	-0.4	300	0	1.56	3.36	25	0	1	4
756+00.00	760+00.00	+0.2	+0.4	400	0	1.56	2.36	25	0	1	4
760+00.00	764+00.00	+0.2	+0.4	400	0	1.56	2.49	25	0	1	4
764+00.00	767+50.00	+0.1	-0.4	350	0	1.56	3.47	27	0	1	4
767+50.00	769+00.00	+0.1	-0.4	150	0	1.56	2.13	25	0	1	4
769+20.00	774+00.00	-0.1	-0.4	480	0	1.56	3.00	25	0	1	4
774+00.00	777+00.00	-0.3	+0.4	300	0	1.56	3.36	25	0	1	4
777+60.00	783+00.00	-0.02	-0.4	540	0	1.56	3.59	22	0	1	4
783+00.00	789+00.00	-0.1	-0.4	600	0	1.56	3.23	25	0	1	4
789+00.00	795+00.00	-0.1	-0.4	600	0	1.56	3.16	25	0	1	4
795+00.00	799+50.00	-0.1	-0.4	450	0	1.56	2.78	25	0	1	4
799+60.00	805+00.00	-0.1	-0.4	540	0	1.56	2.95	25	0	1	4
805+00.00	806+00.00	-0.1	+0.4	100	0	1.56	2.09	25	0	1	4
806+00.00	809+00.00	-0.1	+0.4	300	0	1.56	3.15	29	0	1	4
809+00.00	810+50.00	-0.1	+0.4	150	0	1.56	2.09	21	0	1	4
810+50.00	815+00.00	-0.1	-0.4	450	0	1.63	2.91	25	0	1	4
815+00.00	820+00.00	-0.1	-0.4	500	0	1.56	3.17	25	0	1	4
820+00.00	825+00.00	+0.1	+0.4	500	0	1.56	3.02	25	0	1	4
825+00.00	830+00.00	+0.1	+0.4	500	0	1.56	2.83	25	0	1	4
830+00.00	835+00.00	+0.2	+0.4	500	0	1.56	2.67	20	0	1	4
835+00.00	841+00.00	+0.1	+0.4	600	0	1.56	3.21	22	0	1	4
841+00.00	846+00.00	-0.1	-0.4	500	0	1.56	3.11	24	0	1	4
846+00.00	851+00.00	-0.1	-0.4	500	0	1.56	3.12	25	0	1	4
851+00.00	855+00.00	-0.1	-0.4	400	0	1.56	2.66	18	0	1	4
855+00.00	859+00.00	-0.1	-0.4	400	0	1.56	2.73	25	0	1	4
859+00.00	863+00.00	-0.03	-0.4	400	0	1.56	3.02	25	0	1	4
863+00.00	868+00.00	+0.1	+0.4	500	0	1.56	3.30	25	0	1	4
868+00.00	873+00.00	+0.1	+0.4	500	0	1.56	2.95	21	0	1	4
873+00.00	877+30.00	-0.1	-0.4	430	0	1.56	2.88	25	0	1	4
877+30.00	880+00.00	+0.1	+0.4	270	0	1.56	2.42	25	0	1	4
880+00.00	885+00.00	+0.3	+0.4	500	0	1.56	2.17	21	0	1	4
885+00.00	889+50.00	-0.1	-0.4	450	0	1.56	2.88	25	0	1	4
889+50.00	895+00.00	-0.1	-0.4	550	0	1.56	3.03	22	0	1	4
895+00.00	901+00.00	-0.1	-0.4	600	0	1.56	3.41	25	0	1	4
901+00.00	904+40.00	-0.1	+0.4	340	0	1.56	3.39	25	0	1	4
SUB-TOTAL				25646	0			1381	0	58	232

PIPE UNDERDRAIN SCHEDULE (CON'T)

FROM STATION	TO STATION	PAVEMENT SLOPE MEDIAN (%)	DRAIN SLOPE MEDIAN (%)	PIPE UNDERDRAINS, 4"		U.S. DEPTH (FT)	D.S. DEPTH (FT)	PIPE UNDERDRAINS, 4" (SPECIAL)		CONCRETE HEADWALLS FOR PIPE UNDERDRAINS (EACH)	EROSION CONTROL BLANKET (SQ YD)
				OUTSIDE (FT)	MEDIAN (FT)			OUTSIDE (FT)	MEDIAN (FT)		
637+00.00	640+00.00	-0.2	-0.4	0	300	1.56	2.27	0	25	1	4
640+00.00	644+00.00	-0.2	-0.4	0	400	1.56	2.29	0	21	1	4
644+00.00	649+10.00	-0.2	-0.4	0	510	2.00	2.94	0	25	1	4
649+10.00	653+00.00	-0.2	-0.4	0	390	2.00	2.64	0	23	1	4
653+00.00	657+00.00	-0.5	-0.4	0	400	2.21	1.56	0	18	1	4
657+00.00	661+00.00	-0.6	-0.4	0	400	1.93	1.56	0	18	1	4
661+00.00	666+00.00	-0.6	-0.4	0	500	1.71	1.56	0	18	1	4
666+00.00	670+32.00	-0.6	-0.4	0	432	2.44	1.56	0	25	1	4
670+40.00	674+00.00	-0.5	-0.4	0	360	1.72	1.56	0	25	1	4
674+00.00	676+80.00	-0.5	-0.4	0	280	1.66	1.56	0	25	1	4
676+80.00	682+00.00	-0.3	-0.4	0	520	1.56	2.17	0	25	1	4
682+00.00	687+00.00	-0.2	-0.4	0	500	1.56	2.33	0	26	1	4
687+00.00	692+00.00	-0.2	-0.4	0	500	1.56	2.47	0	25	1	4
692+00.00	697+00.00	-0.2	-0.4	0	500	1.56	2.45	0	28	1	4
697+00.00	701+00.00	-0.2	-0.4	0	400	1.56	2.28	0	28	1	4
701+00.00	706+50.00	-0.3	-0.4	0	550	1.56	2.63	0	25	1	4
706+50.00	711+00.00	-0.1	-0.4	0	450	2.02	3.19	0	25	1	4
711+00.00	716+00.00	-0.2	-0.4	0	500	2.00	2.36	0	19	1	4
716+00.00	719+00.00	-0.3	-0.4	0	300	1.56	1.98	0	25	1	4
719+00.00	723+00.00	-0.3	-0.4	0	400	1.56	2.15	0	25	1	4
723+00.00	727+00.00	-0.2	-0.4	0	400	1.56	2.20	0	24	1	4
727+00.00	731+65.00	-0.2	-0.4	0	465	1.56	2.26	0	21	1	4
731+65.00	737+00.00	-0.3	-0.4	0	535	1.56	1.93	0	18	1	4
737+00.00	742+00.00	-0.4	-0.4	0	500	1.56	1.76	0	25	1	4
742+00.00	748+00.00	-0.3	-0.4	0	600	1.56	1.91	0	25	1	4
748+00.00	752+00.00	-0.02	-0.4	0	400	1.56	3.09	0	25	1	4
752+00.00	759+00.00	+0.1	+0.4	0	700	1.56	3.89	0	25	1	4
759+00.00	764+00.00	+0.2	+0.4	0	500	1.56	2.65	0	23	1	4
764+00.00	769+00.00	+0.1	+0.4	0	500	1.56	2.56	0	25	1	4
769+00.00	773+00.00	-0.1	-0.4	0	400	1.56	2.76	0	25	1	4
773+00.00	778+00.00	-0.1	-0.4	0	500	1.56	2.86	0	25	1	4
778+00.00	783+00.00	-0.1	-0.4	0	500	1.56	2.92	0	25	1	4
783+00.00	789+00.00	-0.1	-0.4	0	600	1.56	3.20	0	25	1	4
789+00.00	793+00.00	-0.1	-0.4	0	400	1.56	2.57	0	23	1	4
793+00.00	799+50.00	-0.1	-0.4	0	650	1.56	3.23	0	25	1	4
799+60.00	805+00.00	-0.1	-0.4	0	540	1.56	3.02	0	25	1	4
805+00.00	808+50.00	-0.1	+0.4	0	350	1.56	3.42	0	23	1	4
808+50.00	810+00.00	-0.1	+0.4	0	150	1.56	2.34	0	23	1	4
810+00.00	813+00.00	-0.1	-0.4	0	300	1.56	2.39	0	24	1	4
813+00.00	817+00.00	-0.1	-0.4	0	400	1.56	2.63	0	24	1	4
817+00.00	820+00.00	-0.1	-0.4	0	300	1.56	2.56	0	25	1	4
820+00.00	825+00.00	+0.1	+0.4	0	500	1.56	3.02	0	25	1	4
825+00.00	828+00.00	+0.2	+0.4	0	300	1.56	2.26	0	25	1	4
828+00.00	832+00.00	+0.2	+0.4	0	400	1.56	2.48	0	25	1	4
832+00.00	837+00.00	+0.2	+0.4	0	500	1.56	2.66	0	25	1	4
837+00.00	841+00.00	+0.1	+0.4	0	400	1.56	2.74	0	25	1	4
841+00.00	845+00.00	-0.1	+0.4	0	400	1.56	2.51	0	25	1	4
845+00.00	846+00.00	-0.1	+0.4	0	100	1.56	3.63	0	25	1	4
846+00.00	851+00.00	-0.1	-0.4	0	500	1.56	3.08	0	25	1	4
851+00.00	858+00.00	-0.1	-0.4	0	700	1.56	3.66	0	24	1	4
858+00.00	863+00.00	-0.04	-0.4	0	500	1.56	3.39	0	25	1	4
863+00.00	866+50.00	+0.02	+0.4	0	350	1.56	2.88	0	25	1	4
86											

LOCATION	PREFORMED PAVEMENT MARKING	MODIFIED URETHANE PAVEMENT MARKING			GROOVING FOR RECESSED PAVEMENT MARKING	GROOVING FOR RECESSED PAVEMENT MARKING	AERIAL SPEED CHECK MARKING	SHORT TERM PAVEMENT MARKING	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS		WORK ZONE PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING LINE 4"	PAVEMENT MARKING REMOVAL
	SKIP-DASH WHITE 4"	SOLID WHITE 4"	SOLID YELLOW 4"	SOLID WHITE 8"	5"	9"			ONE WAY CRYSTAL	ONE WAY AMBER	SQ FT	FOOT	SQ FT	
STATION TO STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	SQ FT	FOOT	SQ FT
FAI 57 NORTHBOUND														
635+25.00 TO 764+96.99	3240		12972		12972			3226	324	324		4479	25944	
765+00.00 TO 904+91.00	3500		13991		13991			3534	350	350		4843	27982	
638+28.00 TO 641+14.00				286		286			8	8				94
641+14.00 TO 657+84.00		1670			1670									556
657+84.00 TO 660+62.00				278		278			8	8				95
668+34.00 TO 748+00.00		7966			7966									2655
690+80.00 RT									12					
697+40.00 RT									12					
704+00.00 RT									12					
750+93.00 TO 754+66.00				373		373			10	10				122
754+66.00 TO 764+96.99		1031			1031									344
765+00.00 TO 776+35.00		1135			1135									378
776+35.00 TO 778+84.00				249		249			7	7				89
787+02.00 TO 904+91.00		11789			11789									3930
902+00.00 RT									12					
908+60.00 RT									12					
915+20.00 RT									12					
SUB-TOTAL	6740	23591	26963	1186	50554	1186	72	6760	707	707	0	9322	53926	8263
OLYMPIAN RAMPS														
RAMP A LT														
15+00.00 TO 15+40.00		40			40			8				14		
15+40.00 TO 15+90.00			50		50							17		
15+90.00 TO 18+65.00				275		275			7	7				
RAMP A RT														
11+02.00 TO 15+67.50								8						
15+00.00 TO 26+38.00		1138			1138			88				380		
RAMP B LT														
10+03.00 TO 12+89.00				286		286			7	7				
12+89.00 TO 13+39.00			50		50			4	3		1	17		
13+39.00 TO 13+79.00		40			40			4			1	14		
RAMP B RT														
9+10.00 TO 12+89.00									19	19		126		
9+10.00 TO 13+11.50		402			402			32				8		
13+11.50 TO 13+79.00		67			67			8				23		
MARKET RAMPS														
RAMP A LT														
3+05.00 TO 306+79.00				368		368			9	9				
306+72.59 TO 306+79.00				6		6								
306+79.00 TO 307+29.00			50		50			8	1		2	17		
307+29.00 TO 307+69.00		40			40				2			13		
RAMP A RT														
0+13.00 TO 6+72.59		660			660			56	33	33		220		
306+72.59 TO 307+69.00		96			96			8				32		
RAMP B LT														
331+48.00 TO 331+87.00		39			39			8				8		
331+87.00 TO 333+61.36				124		124			3	3		22		
0+00.00 TO 1+22.00				122		122			3	3				
RAMP B RT														
331+48.00 TO 333+61.36		213			213			16				72		
0+00.00 TO 9+40.00		940			940			72				313		
SUB-TOTAL	0	3675	150	1181	3825	1181	0	320	87	81	4	1296	0	0
TOTAL		27266	27113							788	4			
GRAND TOTAL	6740	54379	2367	54379	2367	72	7080	794	792	10618	53926	8263		

DELINEATORS

LOCATION	SINGLE WHITE	DOUBLE WHITE	SINGLE AMBER	DOUBLE AMBER	TRIPLE AMBER	REMOVAL
OLYMPIAN	EACH	EACH	EACH	EACH	EACH	EACH
RAMP A	15+60.00 RT		15+60.00 LT			2
	16+40.00 RT					1
	17+20.00 RT					1
		18+20.00 RT				1
		19+20.00 RT				1
		20+20.00 RT				1
		21+20.00 RT				1
		22+20.00 RT				1
		23+20.00 RT				1
		24+20.00 RT				1
		25+20.00 RT				1
		26+20.00 RT				1
		27+20.00 RT				1
RAMP B		634+90.00 RT (I-57)				1
		7+60.00 RT				1
		8+60.00 RT				1
		9+60.00 RT				1
		10+60.00 RT				1
		11+60.00 RT				1
	12+60.00 RT					1
	13+60.00 RT					1
MARKET ST						
RAMP A	307+32.00 RT		307+32.00 LT			2
		0+57.00 RT				1
		1+57.00 RT				1
		2+57.00 RT				1
		3+57.00 RT				1
		4+57.00 RT				1
		5+57.00 RT				1
		6+57.00 RT				1
RAMP B			331+50.00 LT			1
	332+00.00 RT					1
	332+75.00 RT					1
	333+50.00 RT					1
		0+00.00 RT				1
		1+00.00 RT				1
		2+00.00 RT				1
		3+00.00 RT				1
		4+00.00 RT				1
		5+00.00 RT				1
		6+00.00 RT				1
		7+00.00 RT				1
		8+00.00 RT				1
		9+00.00 RT				1
CROSSOVERS						
732+05.00 CL				2	2	2
805+43.00 CL				2	2	2
SUB-TOTAL	9	33	3	4	4	49
TOTAL			53			49

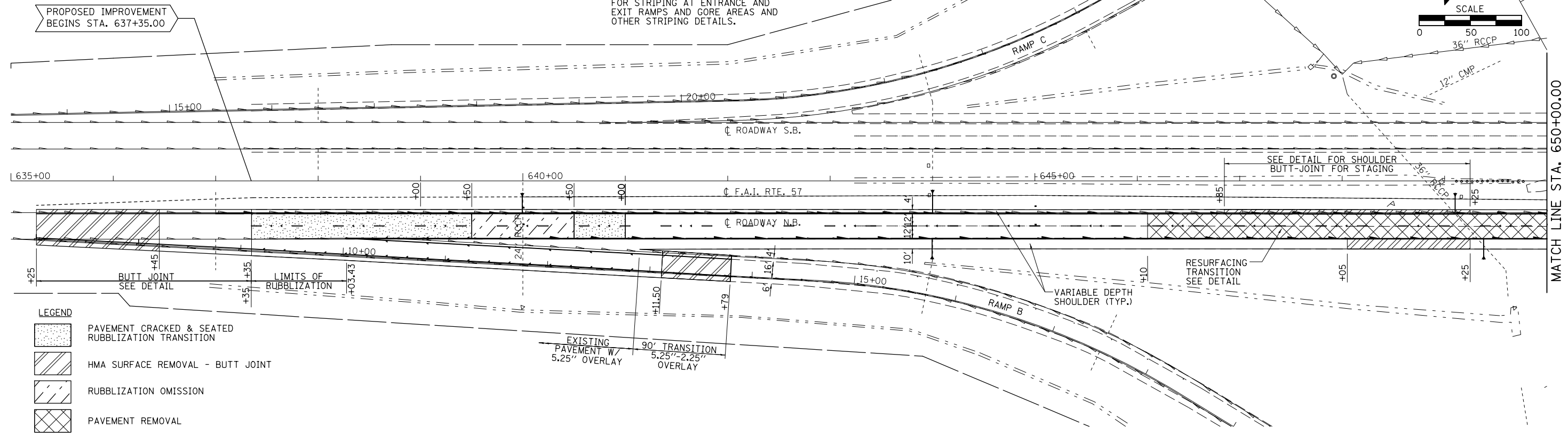
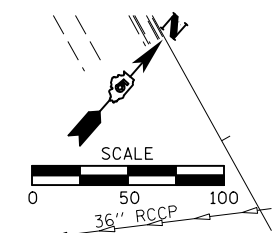
CHANGEABLE MESSAGE SIGN

LOCATION	DESCR.	* REQUIRED	CAL	X7015005
			DAYS	CAL DAYS
I-57 NB	PRIOR TO CONSTRUCTION	1	14	14
*I-57 NB (701400)	DURING STANDARD 701401 AND 701402	1	130	0
**I-57 NB (701400)	DURING STANDARD 701406	1	20	0
I-57 NB	PRIOR TO AND DURING U OF I GRADUATION DAY	1	5	5
I-74 WB	PRIOR TO AND DURING U OF I GRADUATION DAY	1	5	5
I-57 NB	PRIOR TO AND DURING U OF I MOVE IN DAY	1	5	5
I-74 WB	PRIOR TO AND DURING U OF I MOVE IN DAY	1	5	5
			TOTAL	34

* INCLUDED IN COST OF STANDARD 701401 AND 701402
 ** INCLUDED IN COST OF STANDARD 701406

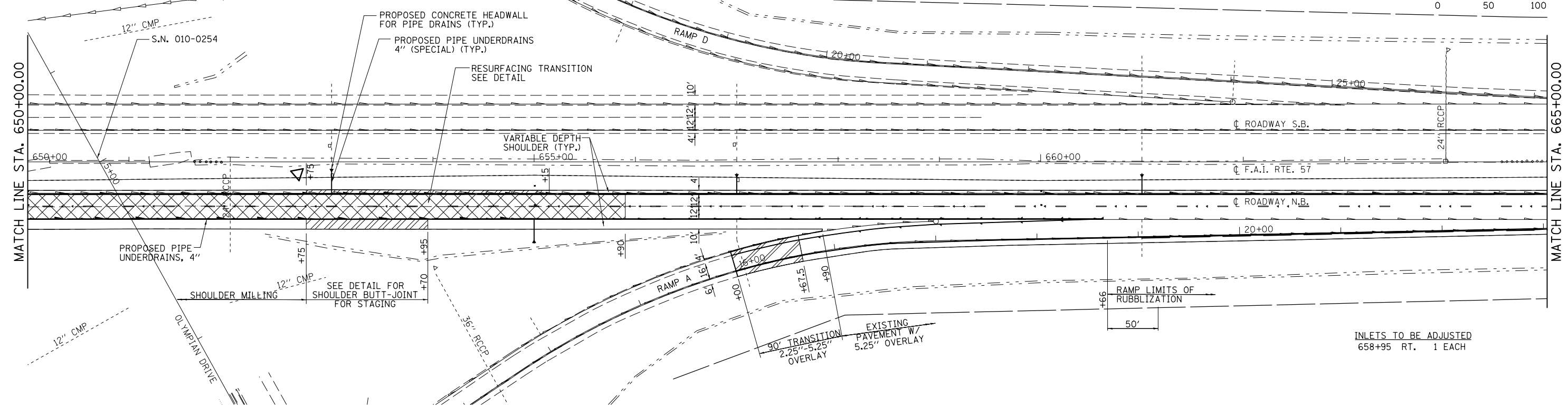
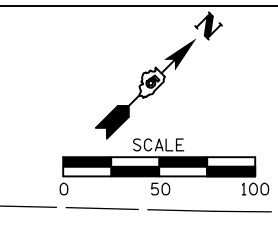
SEC. 34 - T 20 N - R 8 E - 3RD PM

SEE DISTRICT 5 DETAIL 7800BBBB FOR STRIPING AT ENTRANCE AND EXIT RAMP AND GORE AREAS AND OTHER STRIPING DETAILS.



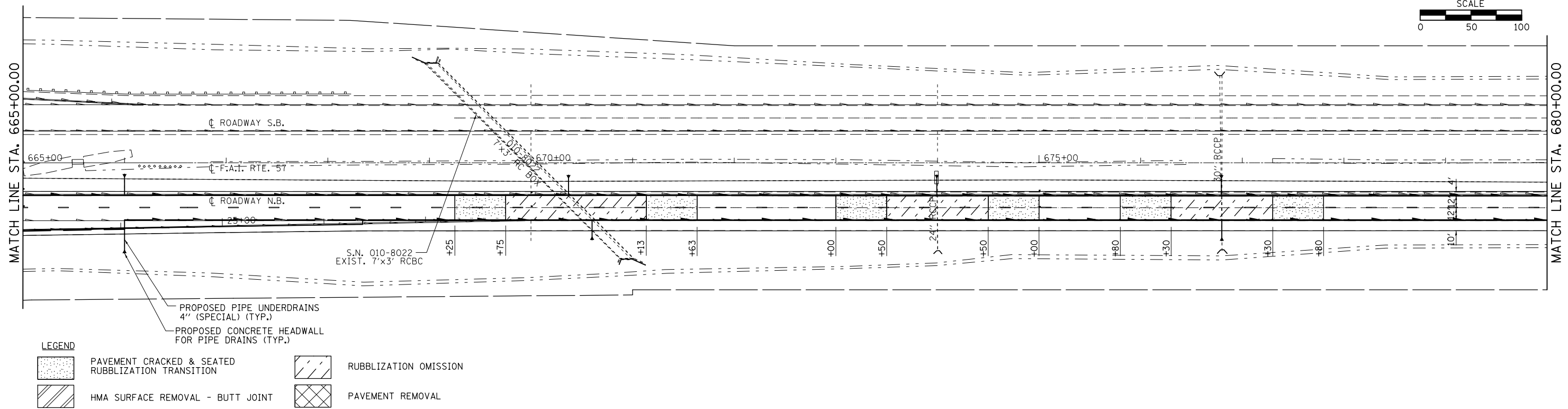
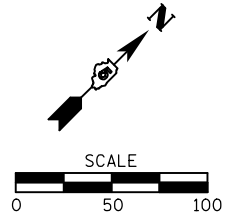
SEC. 34 - T 20 N - R 8 E - 3RD PM

SEE DISTRICT 5 DETAIL 7800BBBB FOR STRIPING AT ENTRANCE AND EXIT RAMP AND GORE AREAS AND OTHER STRIPING DETAILS.



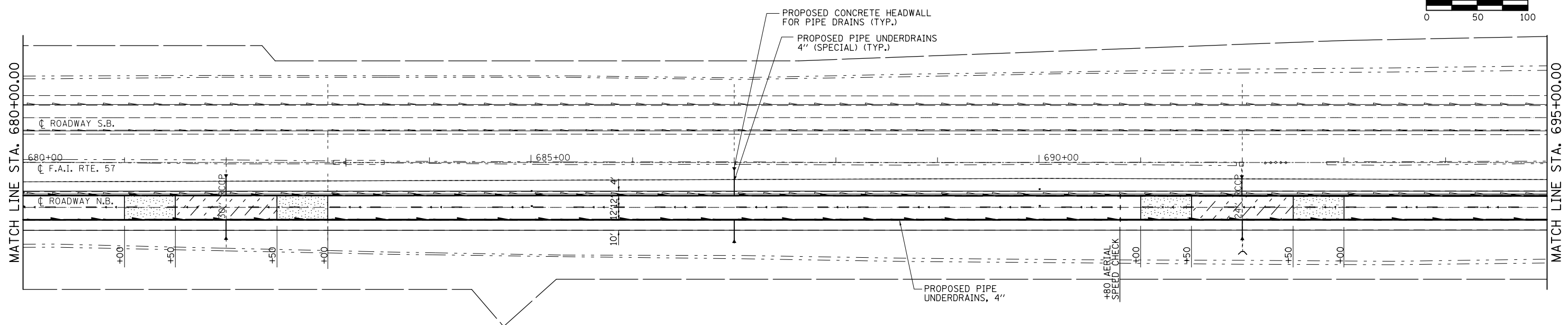
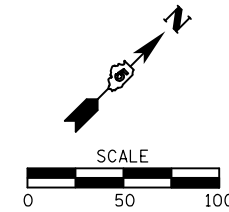
FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\keysrb\0158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -			57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	23	
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 70716					
	PLOT DATE = 11/13/2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SEC. 26 - T 20 N - R 8 E - 3RD PM



SEC. 26 - T 20 N - R 8 E - 3RD PM

SEE DISTRICT 5 DETAIL 7800BBBB
FOR AERIAL SPEED CHECK ZONES
AND OTHER STRIPING DETAILS.

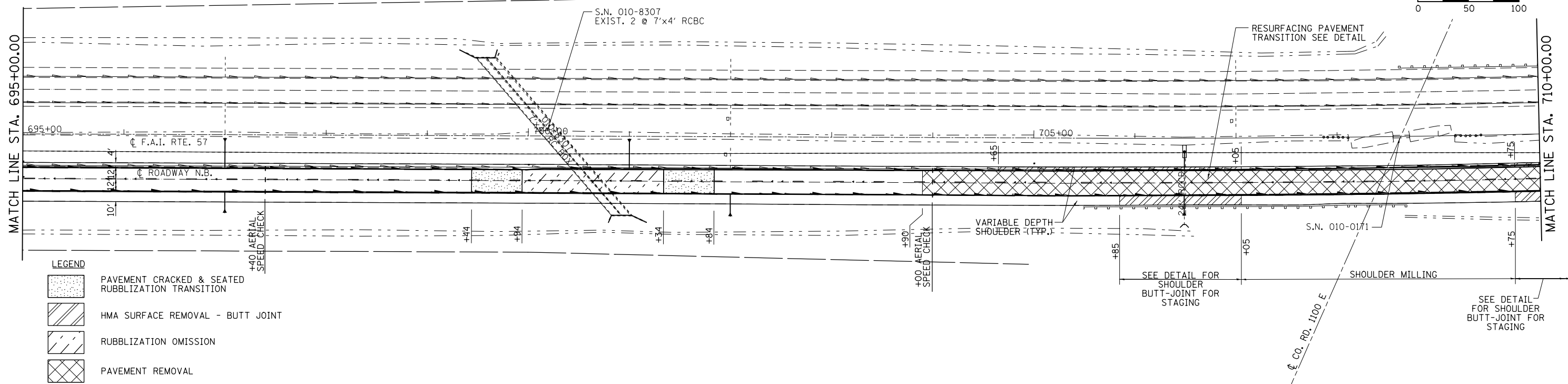
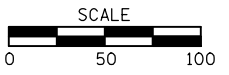
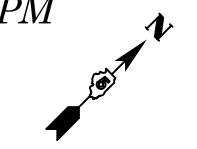


FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\dot\keysrb\0158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	24			
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 70716							
	PLOT DATE = 11/13/2012	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 2 OF 10 SHEETS	STA. 665+00 TO STA. 695+00						

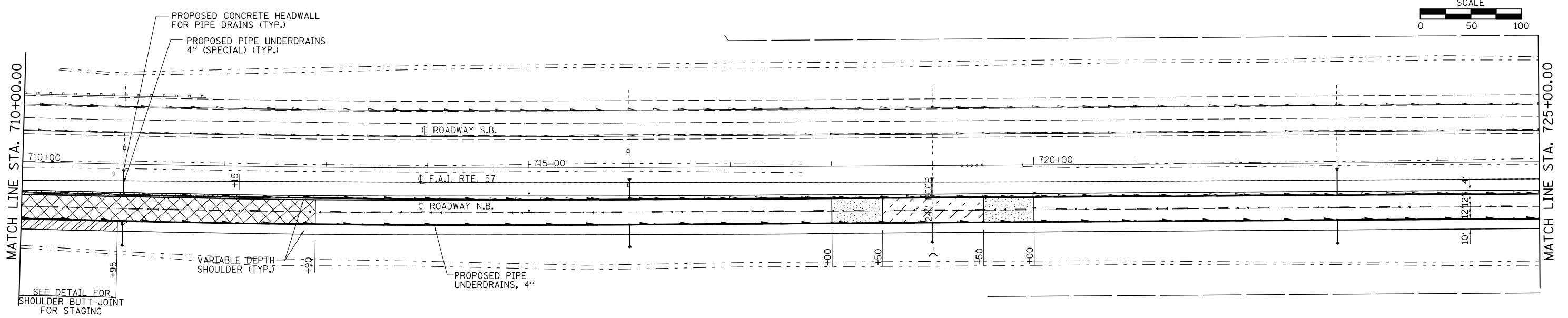
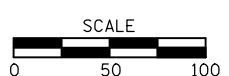
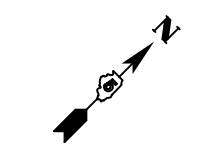
SEC. 26 - T 20 N - R 8 E - 3RD PM

SEC. 25 - T 20 N - R 8 E - 3RD PM

SEE DISTRICT 5 DETAIL 7800BBBB
FOR AERIAL SPEED CHECK ZONES
AND OTHER STRIPING DETAILS.

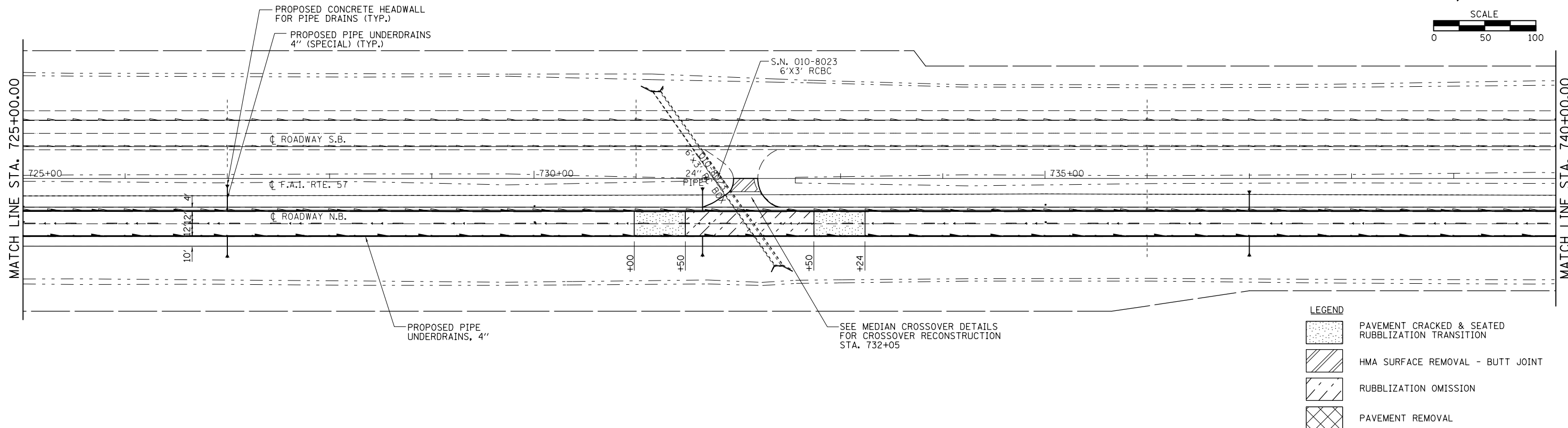
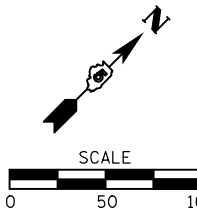


SEC. 24 - T 20 N - R 8 E - 3RD PM

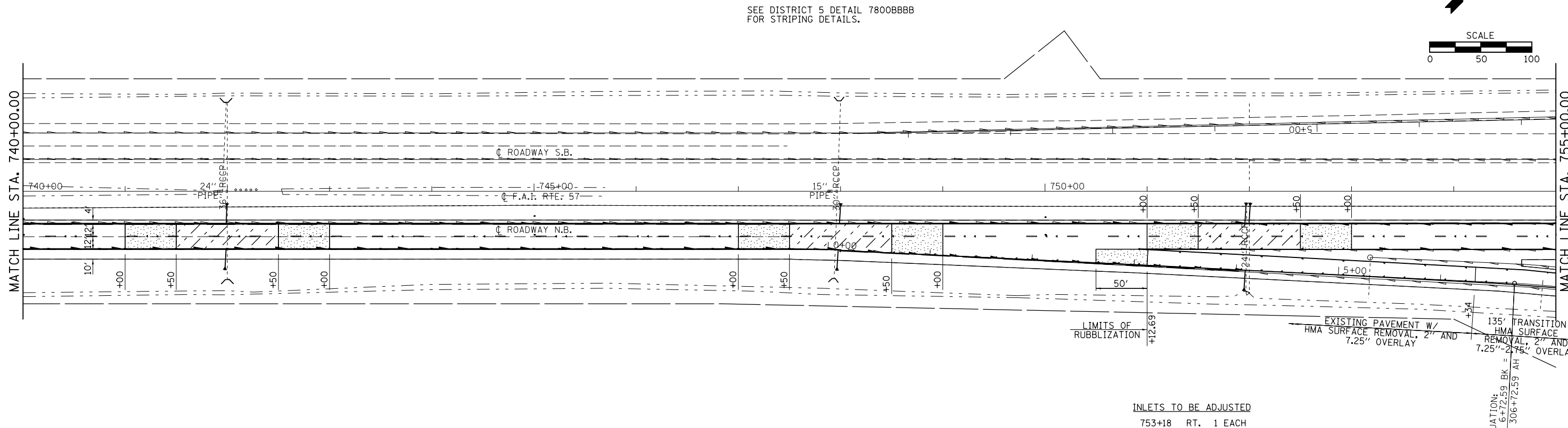
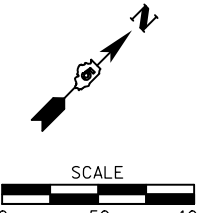


FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\midot\keysrb\0158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	25			
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		CONTRACT NO. 70716							
	PLOT DATE = 11/13/2012	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

SEC. 24 - T 20 N - R 8 E - 3RD PM



SEC. 24 - T 20 N - R 8 E - 3RD PM



FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
et:\pw\work\p\dot\keysrb\0158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS F.A.I. 57

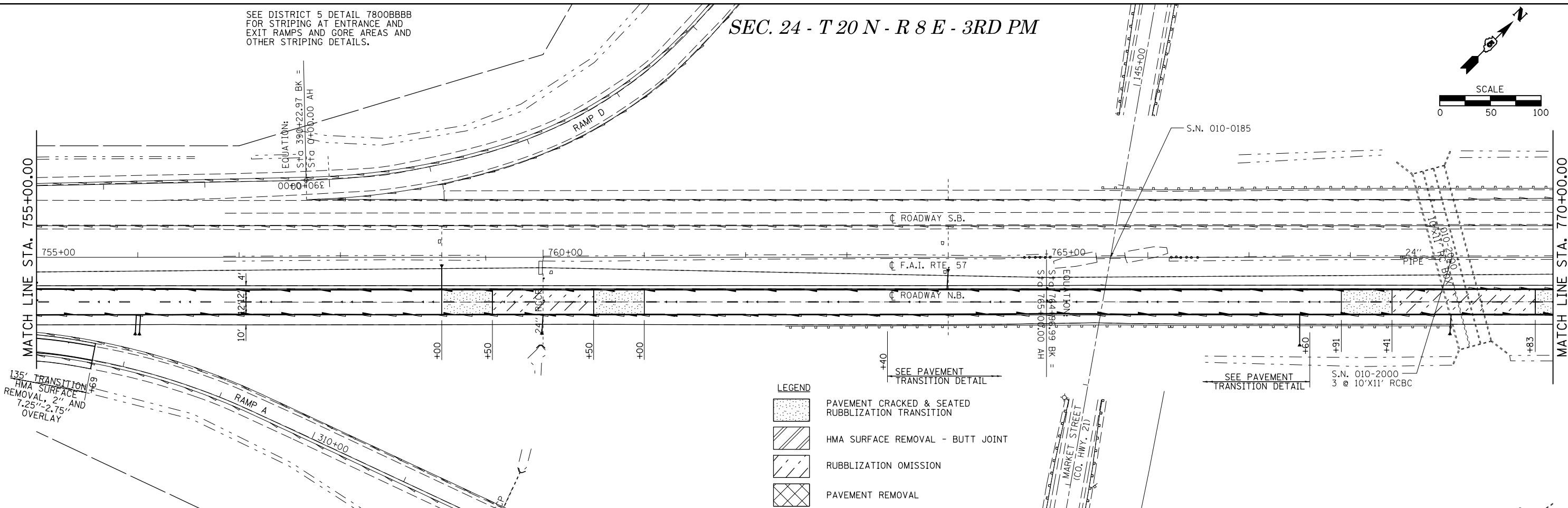
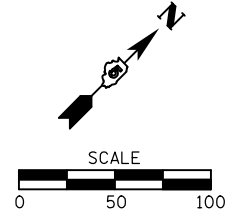
SCALE: SHEET NO. 4 OF 10 SHEETS STA. 725+00 TO STA. 755+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	26
CONTRACT NO. 70716			ILLINOIS FED. AID PROJECT	

EQUATION:
STO 6+72.59 BK =
STO 306+72.59 AH

SEC. 24 - T 20 N - R 8 E - 3RD PM

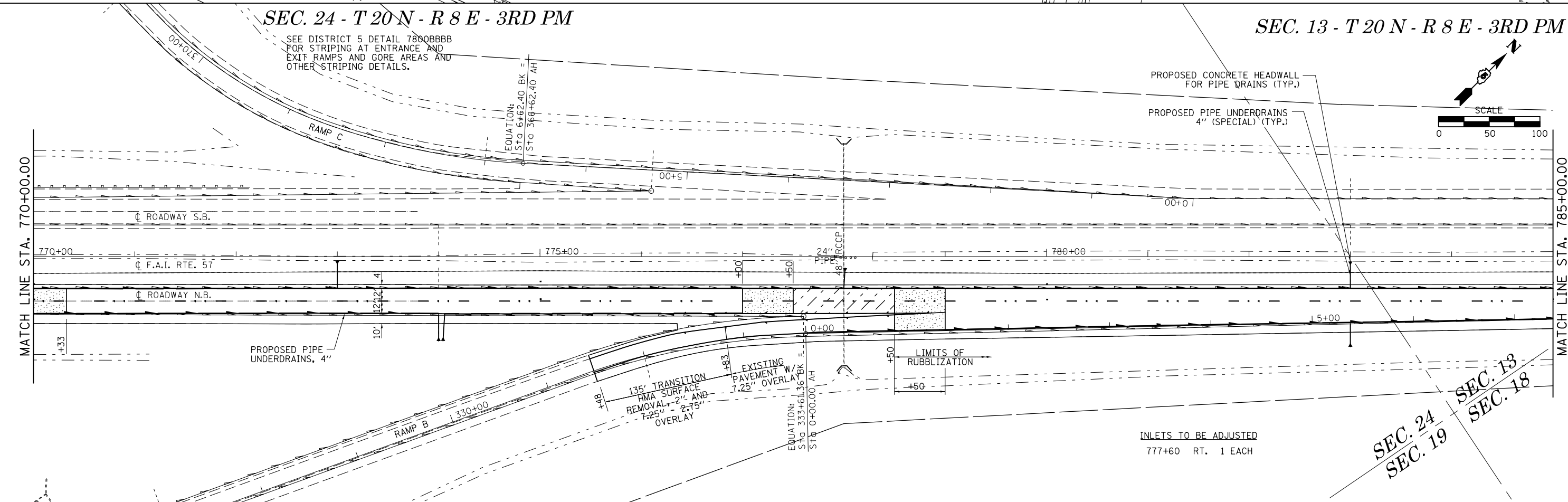
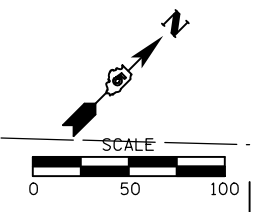
SEE DISTRICT 5 DETAIL 7800BBBB FOR STRIPING AT ENTRANCE AND EXIT RAMP AND GORE AREAS AND OTHER STRIPING DETAILS.



SEC. 24 - T 20 N - R 8 E - 3RD PM

SEE DISTRICT 5 DETAIL 7800BBBB FOR STRIPING AT ENTRANCE AND EXIT RAMP AND GORE AREAS AND OTHER STRIPING DETAILS.

SEC. 13 - T 20 N - R 8 E - 3RD PM



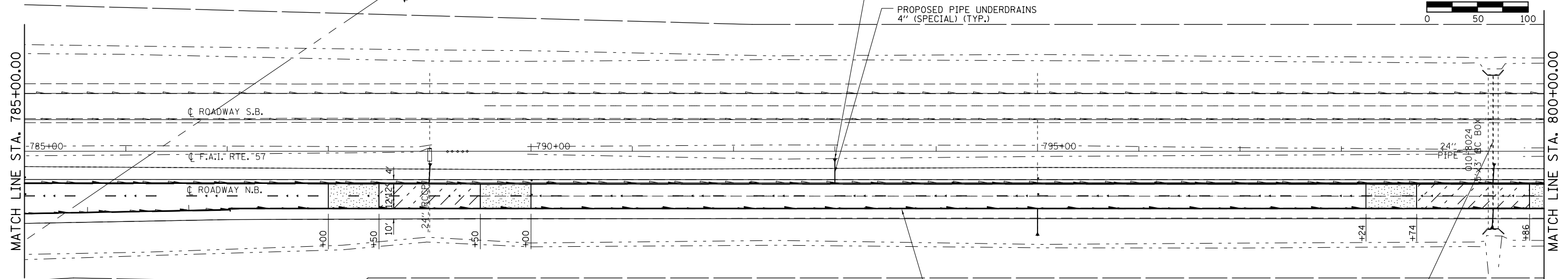
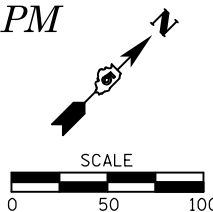
FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\dot\keysrb\d0158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	27		
		CHECKED -	REVISED -		CONTRACT NO. 70716						
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						
				SCALE:	SHEET NO. 5 OF 10 SHEETS	STA. 755+00 TO STA. 785+00					

SEC. 13 - T 20 N - R 8 E - 3RD PM

SEC. 18 - T 20 N - R 9 E - 3RD PM

SEC. 13
SEC. 18

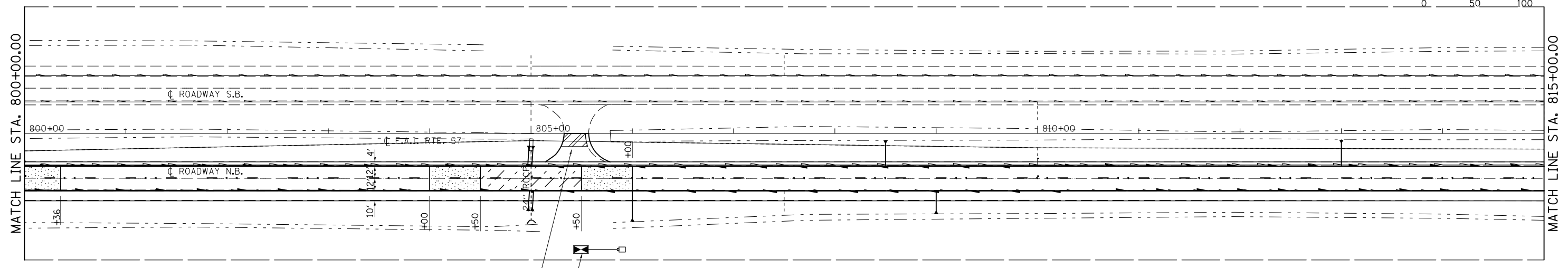
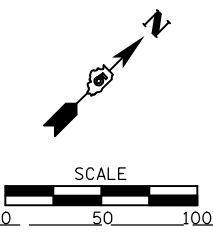
SEE DISTRICT 5 DETAIL 7800BBBB
FOR AERIAL SPEED CHECK ZONES
AND OTHER STRIPING DETAILS.



- LEGEND**
- PAVEMENT CRACKED & SEATED RUBBLIZATION TRANSITION
 - HMA SURFACE REMOVAL - BUTT JOINT
 - RUBBLIZATION OMISSION
 - PAVEMENT REMOVAL

S.N. 010-8024
2 @ 5'x3' RCBC

SEC. 18 - T 20 N - R 9 E - 3RD PM



SEE MEDIAN CROSSOVER DETAILS
FOR CROSSOVER RECONSTRUCTION
STA. 805+43

EXISTING ATR 5290 CONTROL
CABINET WITH SOLAR PANEL (SEE
DETAIL FOR LOOP INSTALLATION)

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
ei:\pw\work\p\midot\keysrb\d0158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

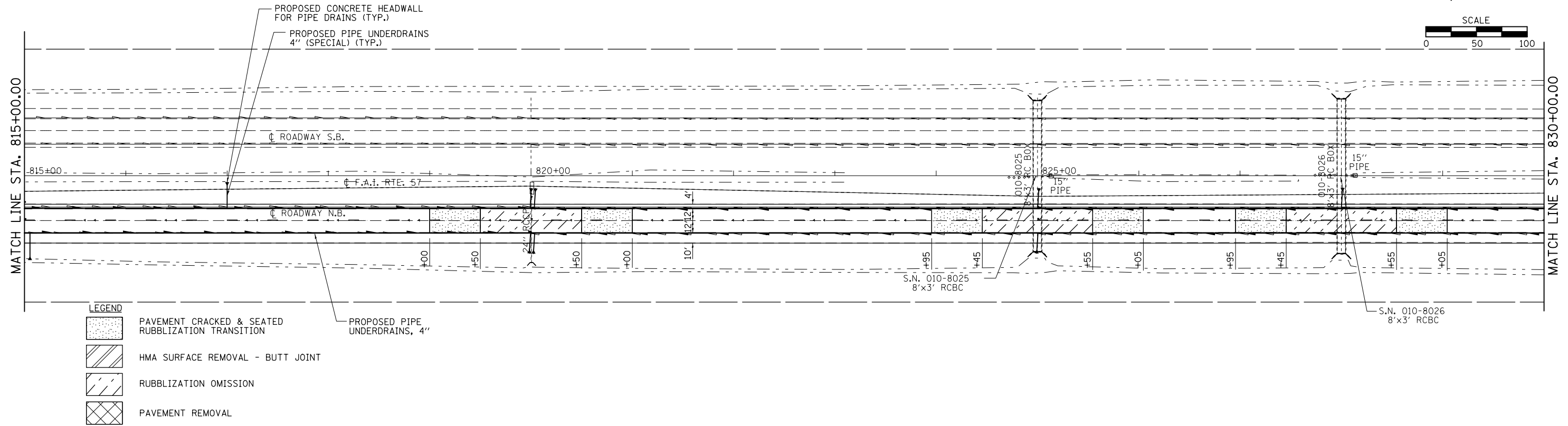
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEETS F.A.I. 57

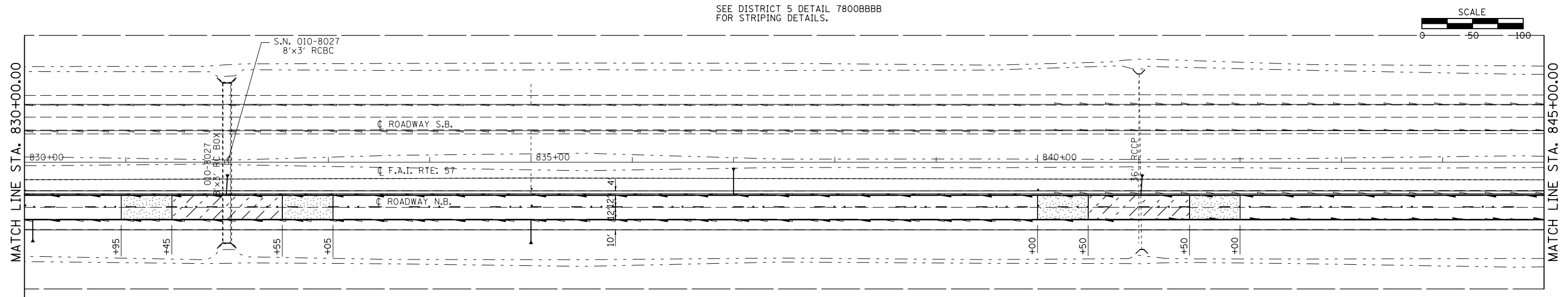
SCALE: SHEET NO. 6 OF 10 SHEETS STA. 785+00 TO STA. 815+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	28
CONTRACT NO. 70716			ILLINOIS FED. AID PROJECT	

SEC. 18 - T 20 N - R 9 E - 3RD PM

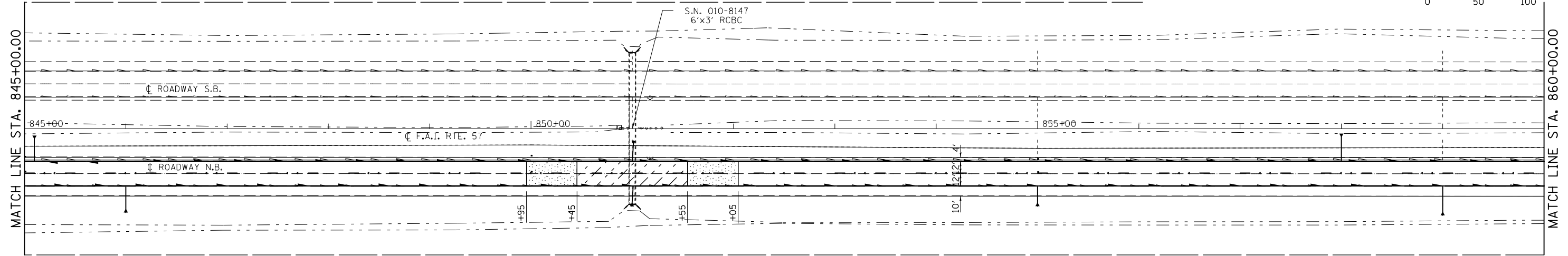
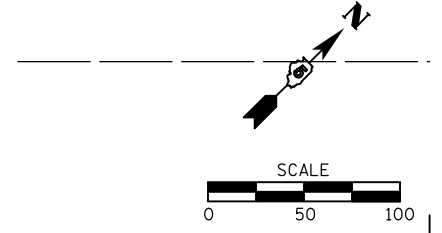


SEC. 7 - T 20 N - R 9 E - 3RD PM



FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\dot\keysrb\10158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	29	CONTRACT NO. 70716		
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET NO. 7 OF 10 SHEETS	STA. 815+00 TO STA. 845+00	ILLINOIS FED. AID PROJECT				
	PLOT DATE = 11/13/2012	DATE -	REVISED -									

SEC. 7 - T 20 N - R 9 E - 3RD PM

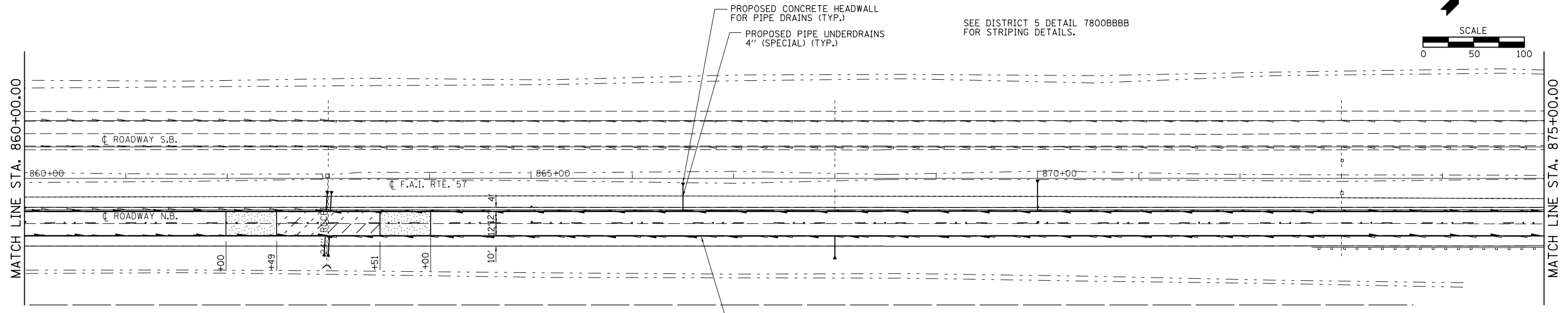
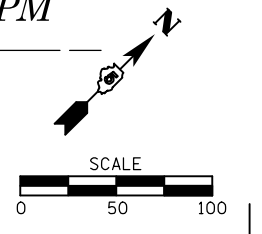


LEGEND

	PAVEMENT CRACKED & SEATED RUBBLIZATION TRANSITION
	HMA SURFACE REMOVAL - BUTT JOINT
	RUBBLIZATION OMISSION
	PAVEMENT REMOVAL

SEC. 7 - T 20 N - R 9 E - 3RD PM

SEC. 8 - T 20 N - R 9 E - 3RD PM



FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
ei:\pw\work\p\dot\keysrb\0158448\05707	6-sht-plan.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

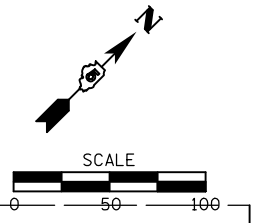
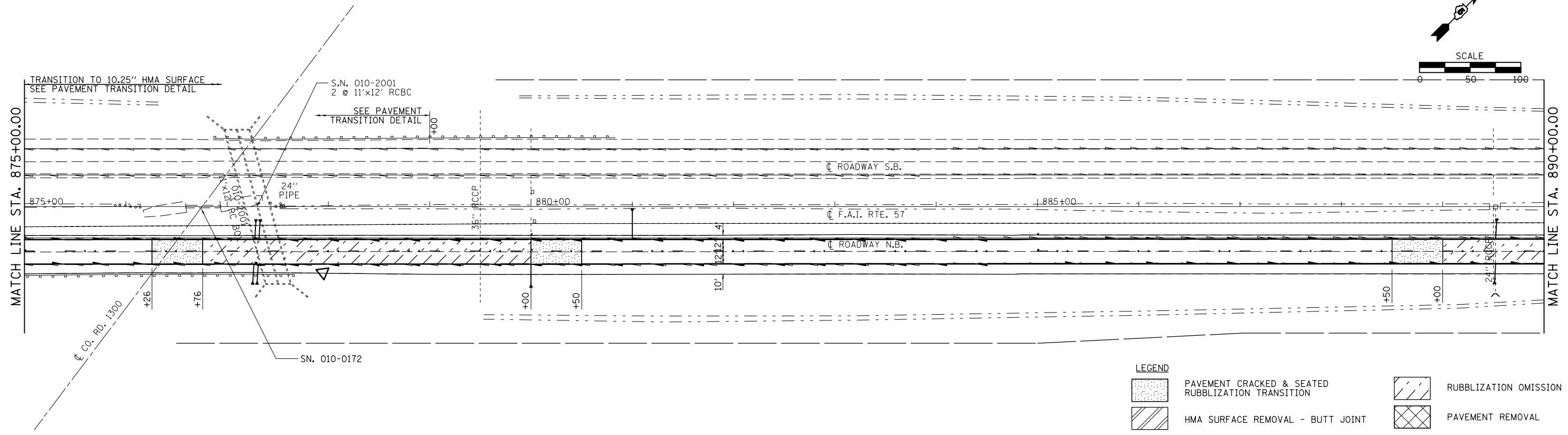
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEETS F.A.I. 57

SCALE: SHEET NO. 8 OF 10 SHEETS STA. 845+00 TO STA. 875+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	30
CONTRACT NO. 70716			ILLINOIS FED. AID PROJECT	

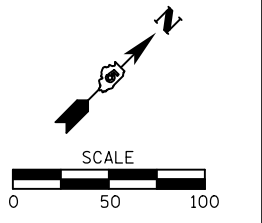
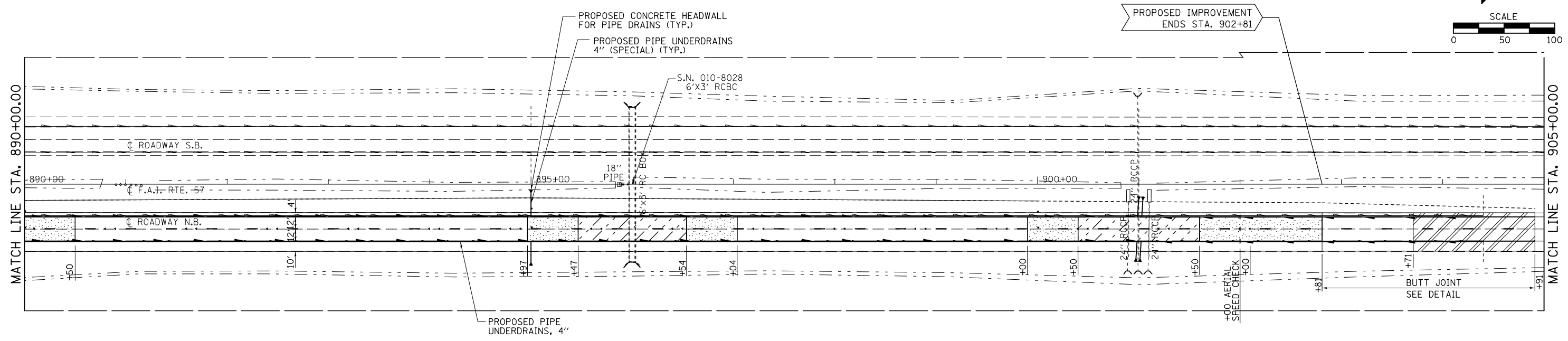
SEC. 8 - T 20 N - R 9 E - 3RD PM



LEGEND

	PAVEMENT CRACKED & SEATED RUBBLIZATION TRANSITION		RUBBLIZATION OMISSION
	HMA SURFACE REMOVAL - BUTT JOINT		PAVEMENT REMOVAL

SEC. 8 - T 20 N - R 9 E - 3RD PM

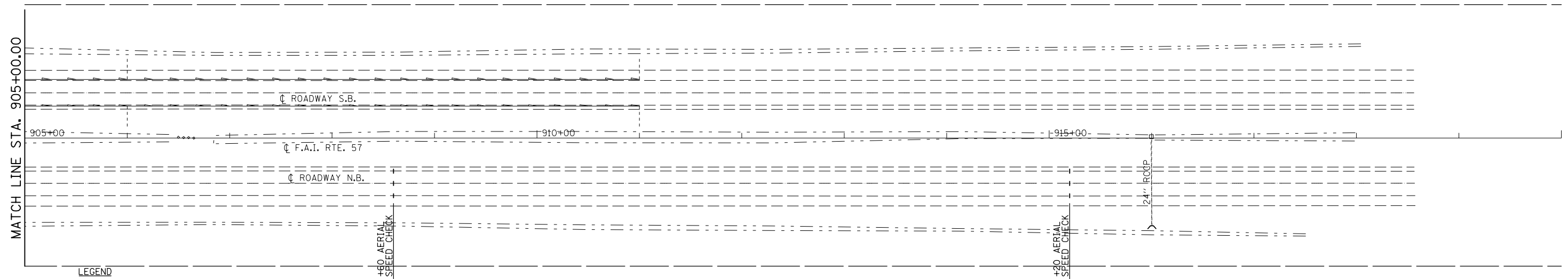
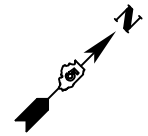
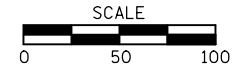


SEE DISTRICT 5 DETAIL 7800BBBB
FOR AERIAL SPEED CHECK ZONES
AND OTHER STRIPING DETAILS.





FILE NAME = c:\pwwork\pwwork\keysrb\0158448\05707	USER NAME = keysrb 6-shr-plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57			F.A.I. RTE. 57	SECTION (10-34, 10-35RS-2(NB))	COUNTY CHAMPAIGN	TOTAL SHEETS 53	SHEET NO. 31	
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		SCALE:	SHEET NO. 9 OF 10 SHEETS	STA. 875+00 TO STA. 905+00	CONTRACT NO. 70716		ILLINOIS FED. AID PROJECT			
PLOT DATE = 11/13/2012		DATE -	REVISED -										

SEC. 8 - T 20 N - R 9 E - 3RD PM

SEE DISTRICT 5 DETAIL 7800BBBB
FOR AERIAL SPEED CHECK ZONES
AND OTHER STRIPING DETAILS.



LEGEND

-  PAVEMENT CRACKED & SEATED RUBBLIZATION TRANSITION
-  HMA SURFACE REMOVAL - BUTT JOINT
-  RUBBLIZATION OMISSION
-  PAVEMENT REMOVAL

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
c:\pwork\pwork\keysrb\0158448\05707	6-sh1-plan.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

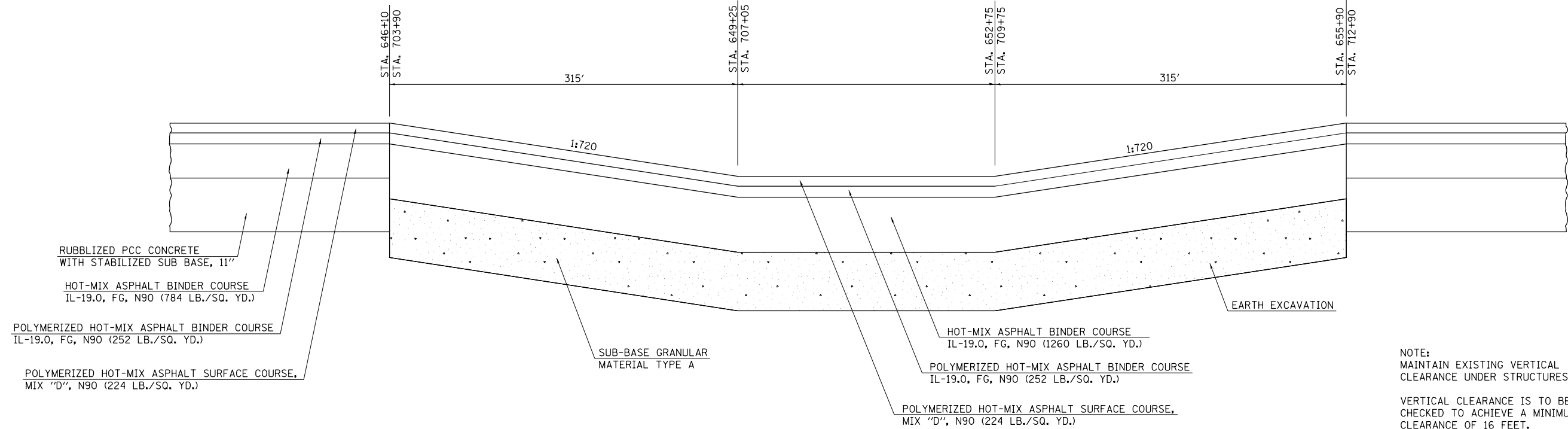
PLAN SHEETS F.A.I. 57

SCALE: SHEET NO. 10 OF 10 SHEETS STA. 905+00 TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	32
CONTRACT NO. 70716			ILLINOIS FED. AID PROJECT	

RESURFACING TRANSITION

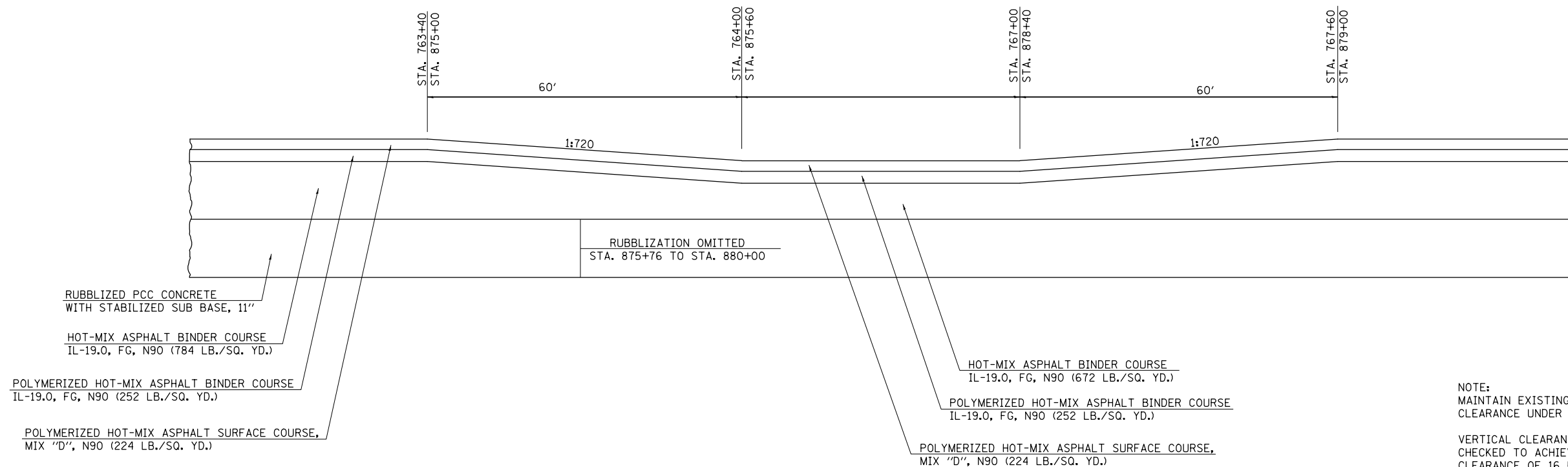
FAI 57 NORTHBOUND
UNDER: OLYMPIAN DR
CO. ROAD 1100 E



NOTE:
MAINTAIN EXISTING VERTICAL CLEARANCE UNDER STRUCTURES.
VERTICAL CLEARANCE IS TO BE CHECKED TO ACHIEVE A MINIMUM CLEARANCE OF 16 FEET.

RESURFACING TRANSITION

FAI 57 NORTHBOUND
UNDER: MARKET ST
CO. ROAD 1300

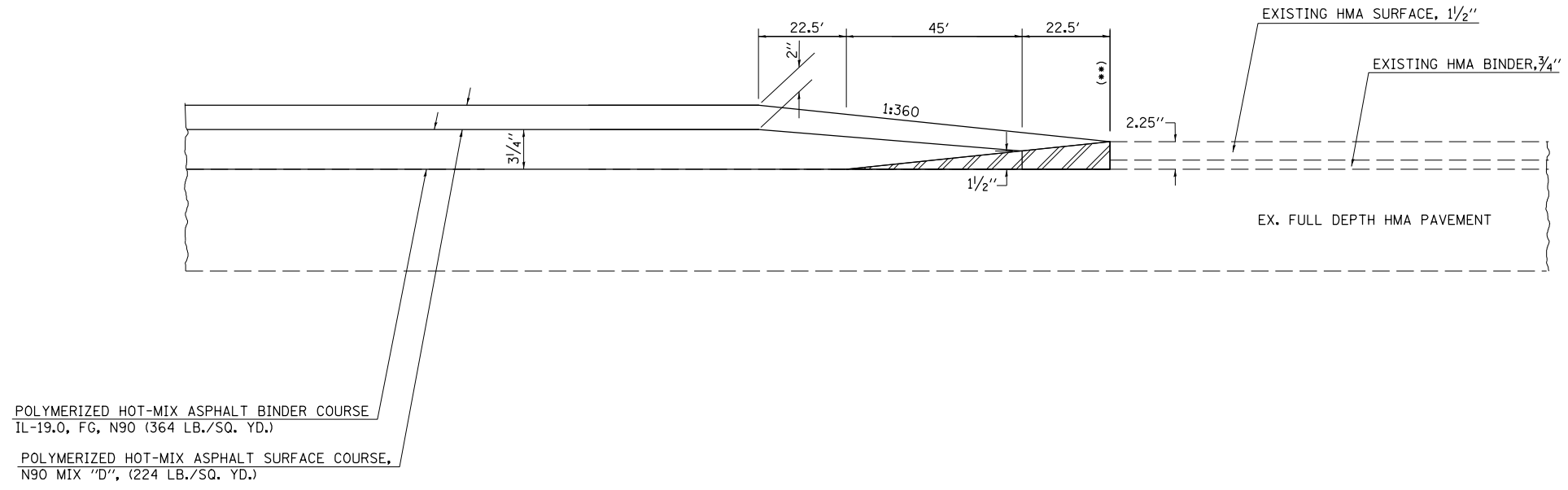


NOTE:
MAINTAIN EXISTING VERTICAL CLEARANCE UNDER STRUCTURES.
VERTICAL CLEARANCE IS TO BE CHECKED TO ACHIEVE A MINIMUM CLEARANCE OF 16 FEET.

FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RESURFACING TRANSITION DETAILS			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\dot\dawsonkb\0158448\0570716-sht-detail.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	33
		CHECKED -	REVISED -		CONTRACT NO. 70716								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

PAVEMENT TRANSITION & BUTT-JOINT DETAIL

OLYMPIAN DR - NORTHBOUND FAI 57 RAMPS



OLYMPIAN ST. (**)
RAMP A: 15+00.00
RAMP B: 13+79.00

HMA SURFACE REMOVAL - BUTT JOINT

STATIONING IS FOR REFERENCE ONLY.
MATCH EXISTING EDGE OF PAVEMENT.
FINAL LOCATIONS TO BE DECIDED BY
THE ENGINEER.

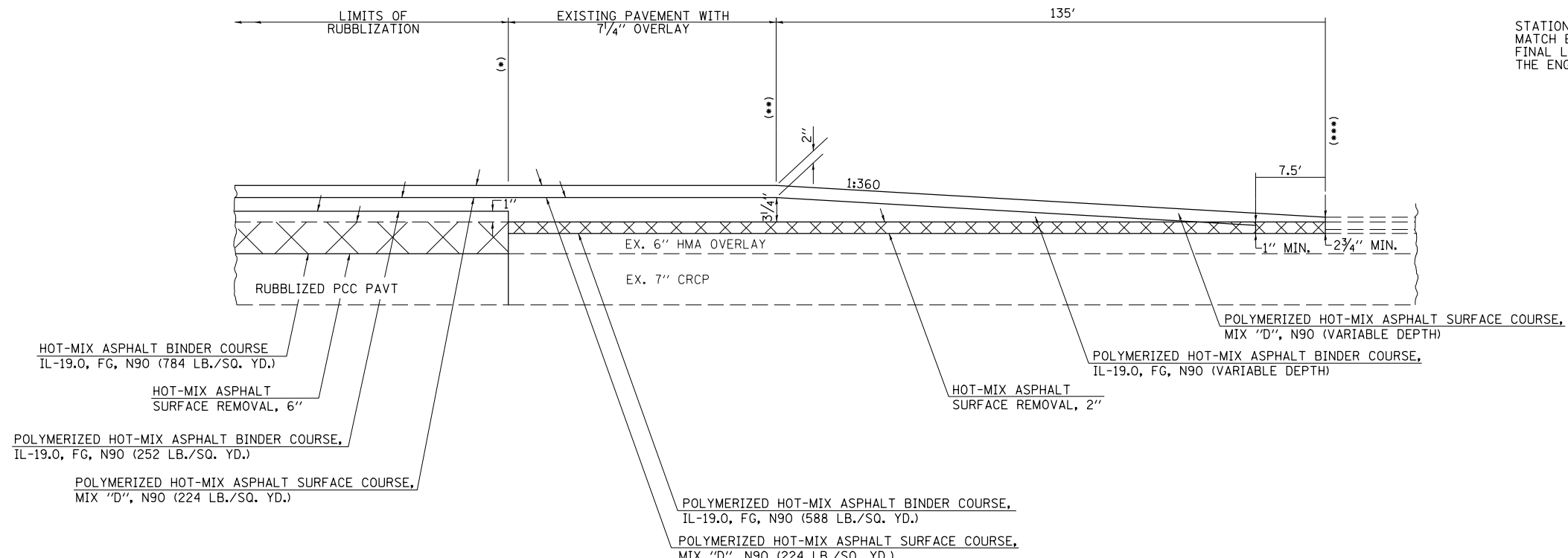
PAVEMENT TRANSITION DETAIL

NORTHBOUND ENTRANCE AND EXIT RAMPS
MARKET STREET

MARKET ST. (*) MARKET ST. (**)
RAMP A: 3+12.69 RAMP A: 6+34.00
RAMP B: 0+87.60 RAMP B: 332+83.00

MARKET ST. (***)
RAMP A: 307+69.00
RAMP B: 331+48.00

STATIONING IS FOR REFERENCE ONLY.
MATCH EXISTING EDGE OF PAVEMENT.
FINAL LOCATIONS TO BE DECIDED BY
THE ENGINEER.

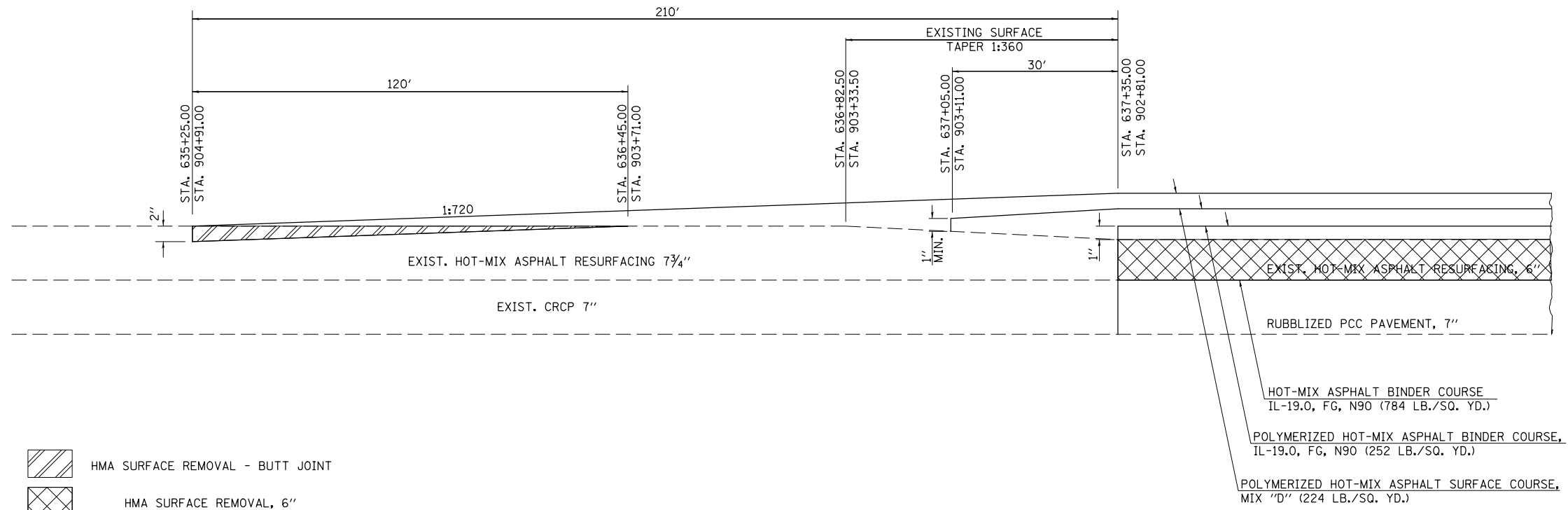


STATION EQUATIONS:
RAMP A: 6+72.59 (BK) = 306+72.59 (AH)
RAMP B: 333+61.36 (BK) = 0+00.00 (AH)

FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwork\pwork\pwork\dawsonkb\0158448\0570716-sht-detail.dgn		DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	34			
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 70923							
PLOT DATE = 11/15/2012		DATE -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

BUTT JOINT DETAIL

FAI 57 NORTH & SOUTH LIMITS



FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -
ct:\pwork\pwork\pwork\dawsonkb\0158448\0570716-sht-detail.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/15/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

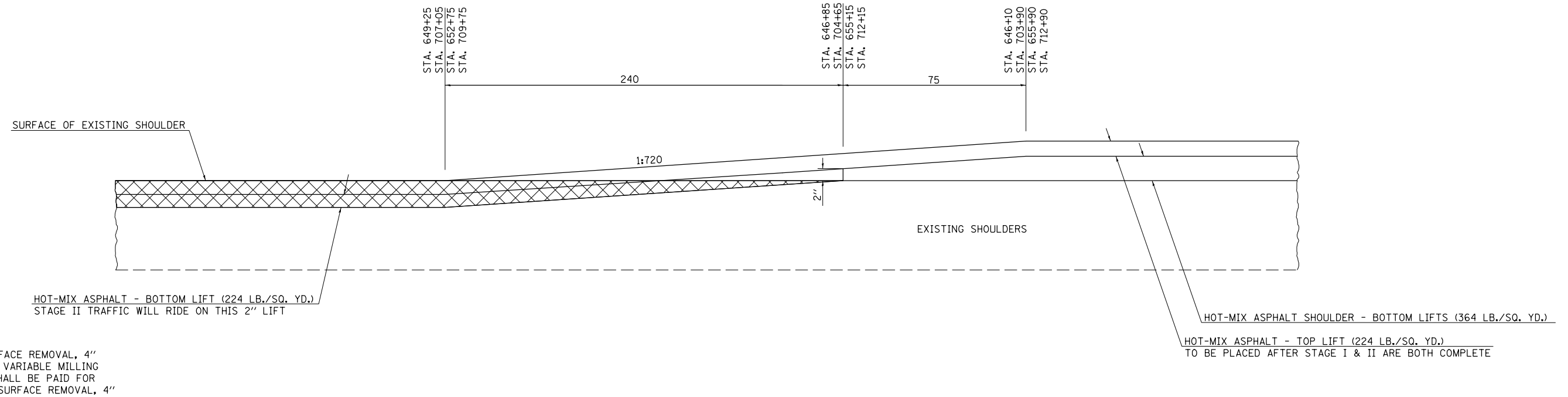
BUTT JOINT DETAILS

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	35
CONTRACT NO. 70716			ILLINOIS FED. AID PROJECT	

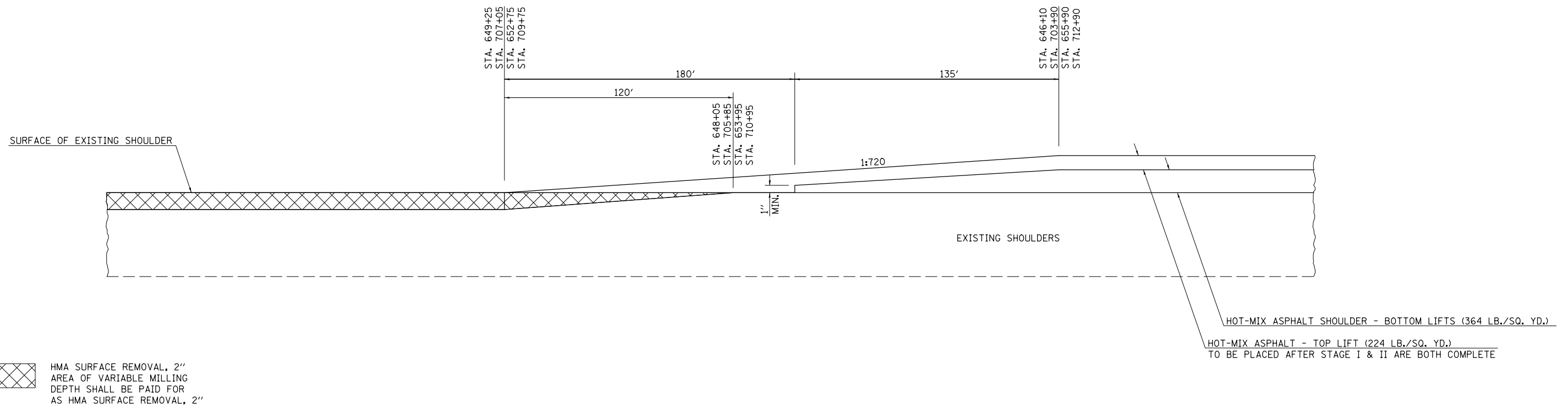
BUTT JOINT DETAIL

PASSING LANE SHOULDER TRANSITION



BUTT JOINT DETAIL

DRIVING LANE SHOULDER TRANSITION



FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
ct:\pwork\pwork\keysrb\0158448\05707	6-sht-details.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

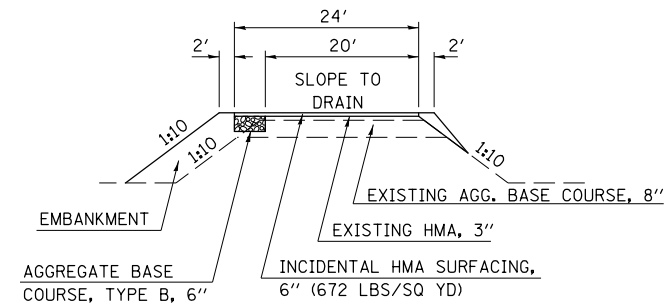
BUTT JOINT DETAILS

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

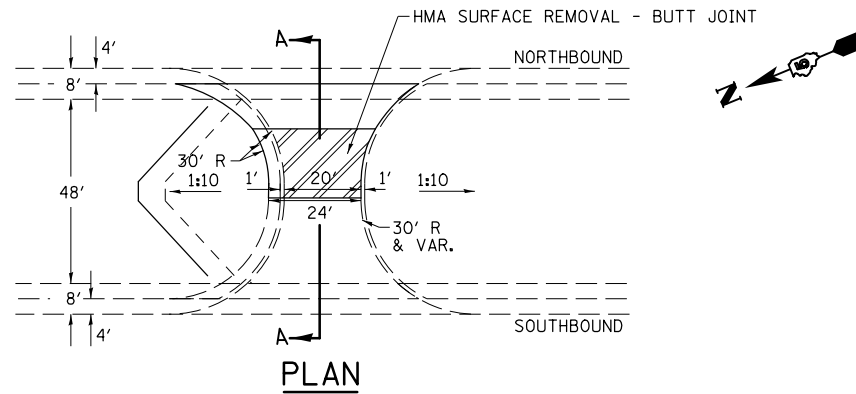
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	36
CONTRACT NO. 70716				
ILLINOIS FED. AID PROJECT				

DETAIL OF MEDIAN CROSSOVER TO BE RECONSTRUCTED

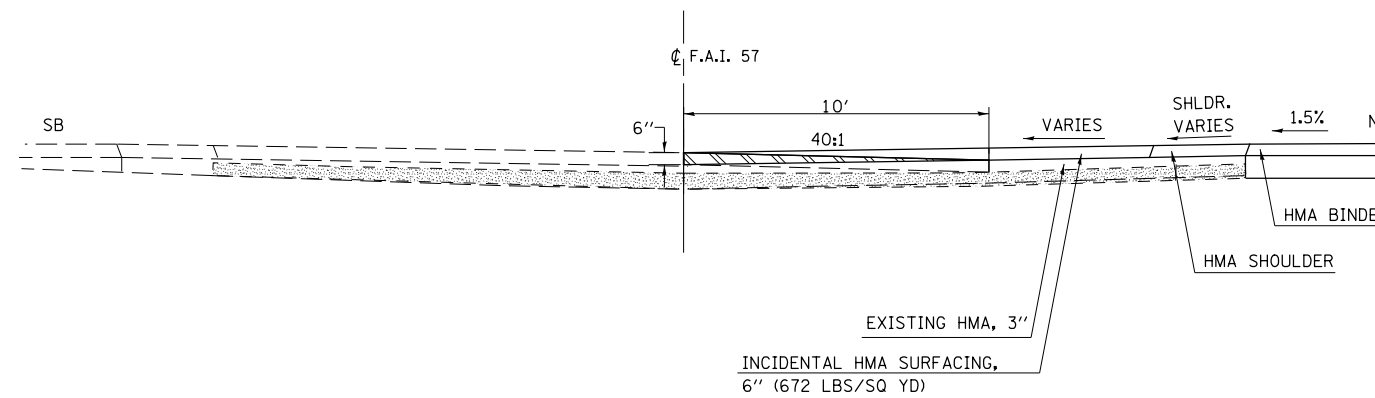
STATION 732+05 & 805+43



ELEVATION



PLAN



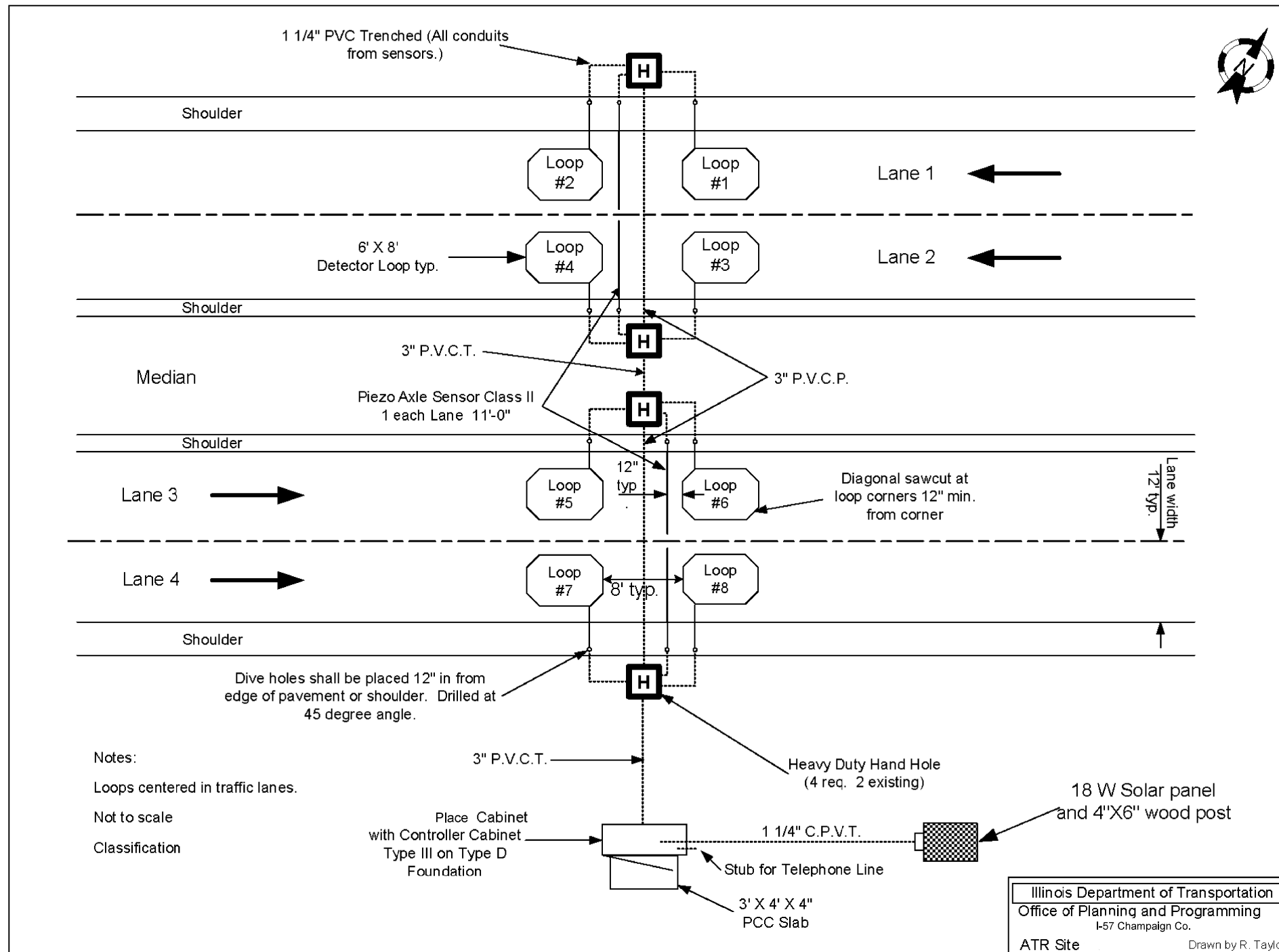
SECTION A-A

NOTES

1. OMIT RUMBLE STRIPS ON SHOULDERS THROUGHOUT MEDIAN CROSSOVER.
2. THE COST OF REMOVAL OF EXISTING AGGREGATE SHOULDERS IS INCLUDED IN THE COST PER SQ. YD. OF PROPOSED AGGREGATE BASE COURSE TYPE B, 6".
3. EXACT LOCATIONS OF BUTT JOINTS ON THE CROSSOVERS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MEDIAN CROSSOVER DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\keysrb\0158448\05707	6-sht-details.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	37
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -					CONTRACT NO. 70716			ILLINOIS FED. AID PROJECT		
	PLOT DATE = 11/13/2012	DATE -	REVISED -										

LAYOUT FOR ATR 5290 I-57 N OF MARKET STREET INTERCHANGE

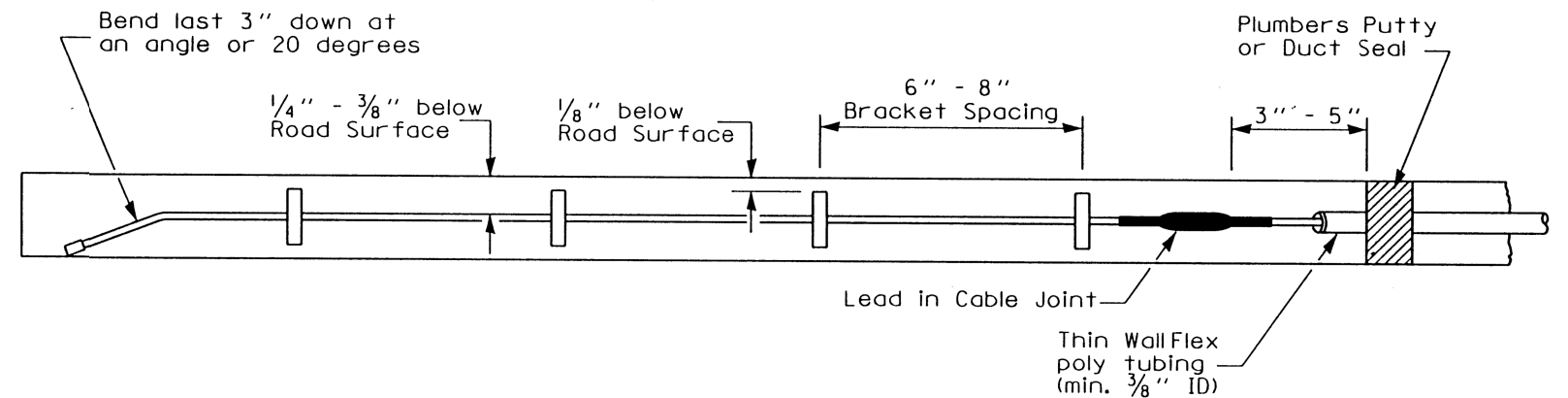


NOTE:
INSTALL DETECTOR LOOPS AND AXLE SENSORS IN THE NORTHBOUND LANES AND CONNECT TO THE EXISTING SYSTEM INSTALLED BY OTHERS.

NOT TO SCALE

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL FOR ATR SITE NO. 5290	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\keysrb\0158448\05707	6-sht-detail.dgn	DRAWN -	REVISED -			57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	38
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 70716	
	PLOT DATE = 11/13/2012	DATE -	REVISED -			SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	
ILLINOIS FED. AID PROJECT										

Piezo Detail



NOTES:

- 1) THE LOCATION OF THE PROPOSED ATR 5290 SITE IS STATION 805+25.
- 2) THE PIEZO ELECTRIC AXLE SENSOR LEAD-IN TO THE PAVEMENT IS INCLUDED IN THE PAY ITEM FOR DETECTOR LOOP, TYPE I
- 3) SYSTEM INSTALLED PREVIOUSLY WITH THE EXCEPTION OF THE LISTED ITEMS FOR THE NORTHBOUND LANES.

BILL OF MATERIALS

CODE NO.	ITEM	UNIT	QUANTITY
88600100	DETECTOR LOOP, TYPE I	FOOT	156
X0323015	PIEZO ELECTRIC AXLE SENSOR, CLASS II	FOOT	22

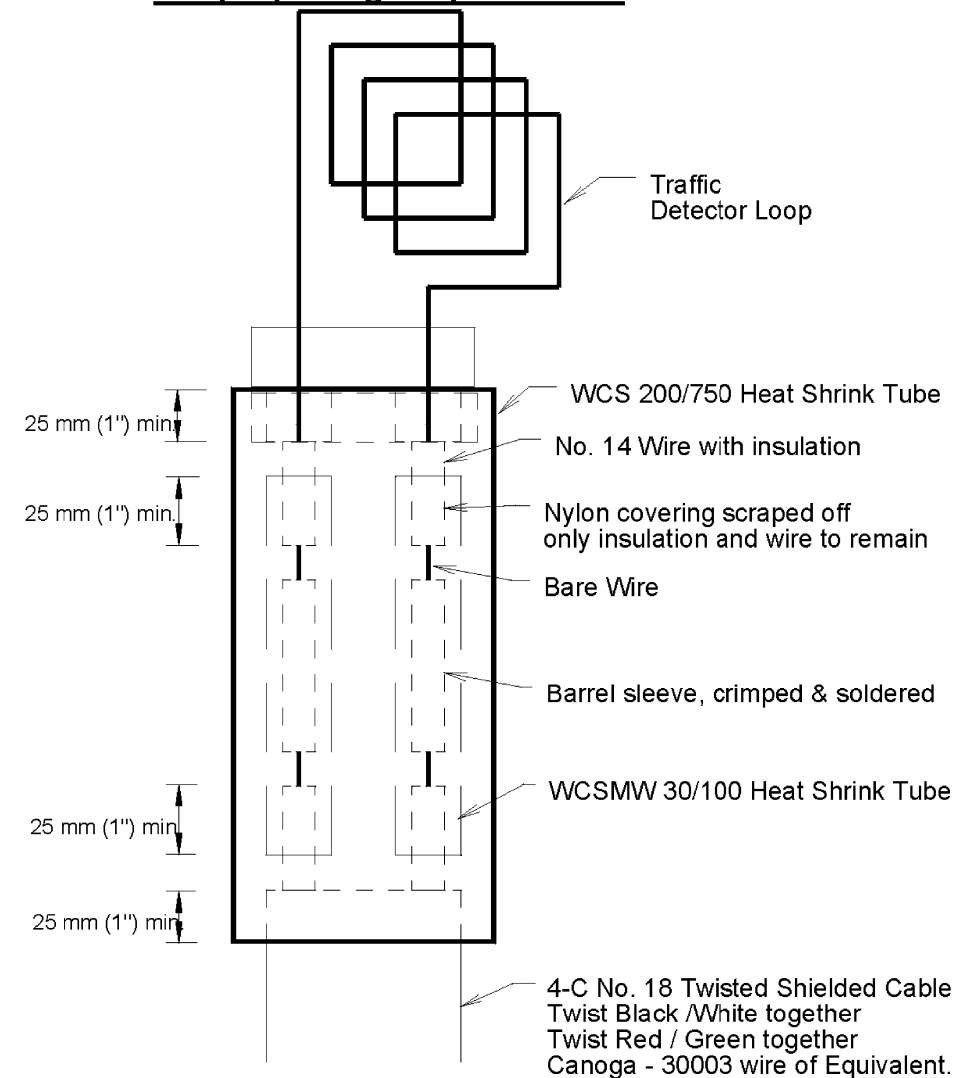
POSSIBLE SOURCES FOR SPECIFIED ITEMS

Material	Possible Source	Contact Person	Telephone Number	Location
Loop Detector Wire encased in Orange Detecta-Duct Tubing	Kris-Tech Wire Company (manufacturer)	Sales Person	(315) 339-5288	Rome, N.Y.
Conoga 2-pair shielded wire suitable for direct burial	3M Traffic Products Division (manufacturer)	Sales Person	(612) 733-1110	Minneapolis, MI
RL-200 Polyurethane resin	IRD - PAT Traffic Inc. (distributor)	Scott Sherwood	(815) 675-1430	Spring Grove, IL
Class-II Bare Linguine (BL) Sensors	Measurement Specialties, Inc (mfg.) IRD - PAT Traffic Inc. (distributor)	Don Halverson Scott Sherwood	(610) 650-1580 (815) 675-1430	Valley Forge, PA Spring Grove, IL

NOTE: IF MANUFACTURERS ARE LISTED RATHER THAN DISTRIBUTORS, IT MAY BE NECESSARY TO CONTACT THE MANUFACTURER FOR THE NEAREST DISTRIBUTOR OR VENDOR.

NOT TO SCALE

Loop Splicing Requirements

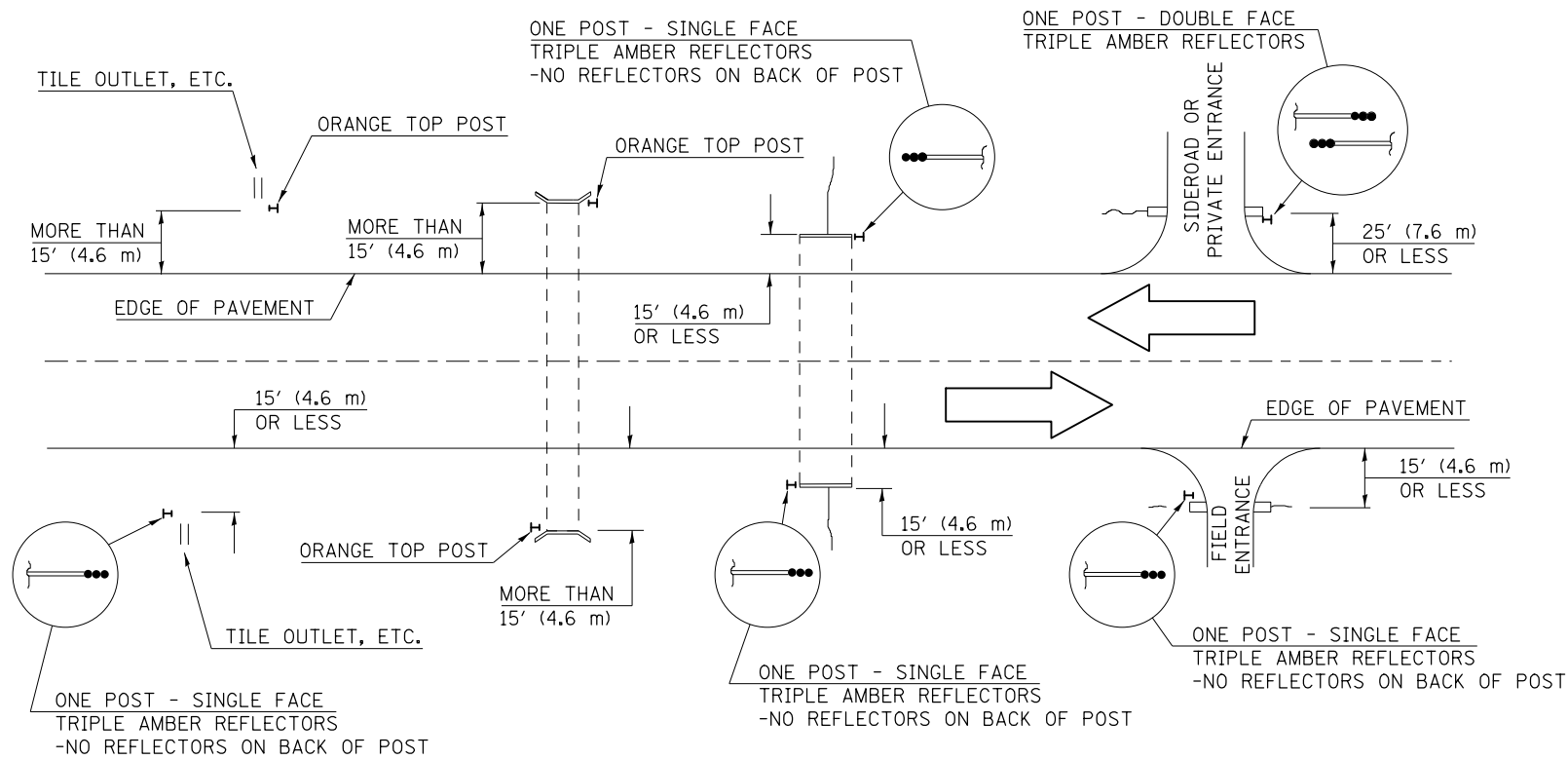


Minimum 25 mm (1") Heat Shrink Tube overlap on wire.
PVC & Shielded cable to form water tight seal.

Note: Not to Scale

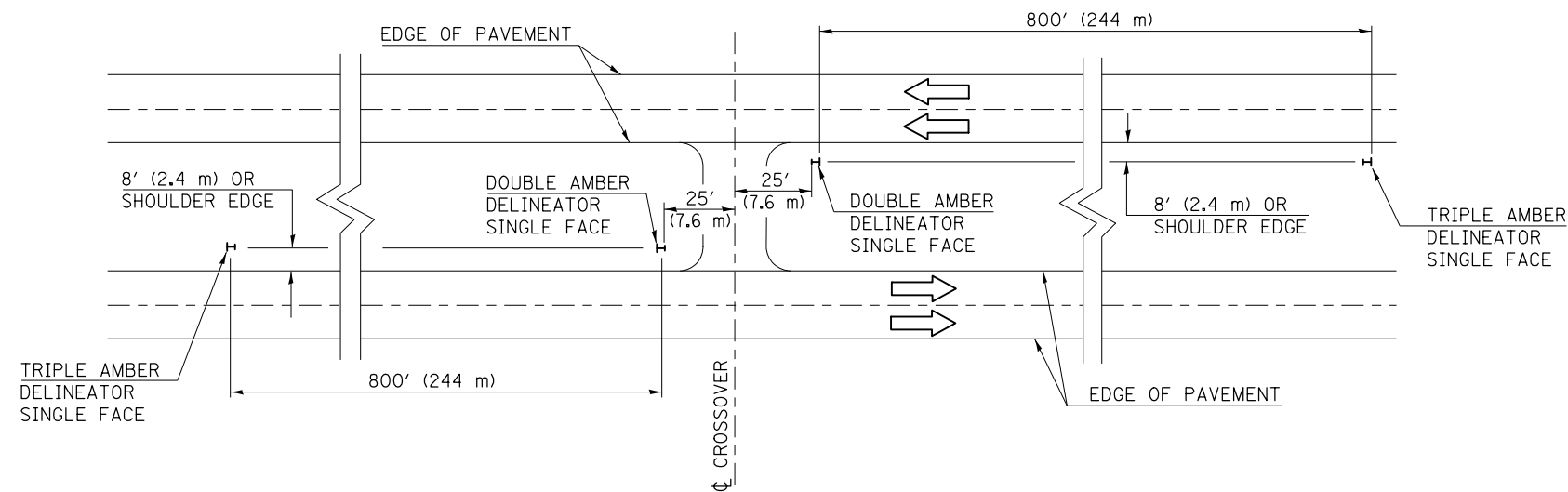
REVISIONS		Illinois Department of Transportation Office of Planning and Programming			
Name	Date	Drawn By:	Checked By:	Date:	Scale:
		R. Taylor	R. Taylor	01/20/00	NONE

IDENTIFICATION OF ROADSIDE HAZARDS FOR TWO-LANE ROADWAYS



BILL OF MATERIALS - SEE SCHEDULE

MEDIAN DELINEATORS AT CROSSOVER
(FOR INTERSTATES, EXPRESSWAYS, DUAL HIGHWAYS)



NOTES

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE THERE IS NO GUARDRAIL, OR OTHER PERMANENT BARRIER, ON THE SAME SIDE OF ROAD AS THE HAZARD.

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE DELINEATORS ARE NOT IN PLACE ALONG THE EDGE OF SHOULDER.

EACH POST SHALL BE CONSIDERED AS ONE DELINEATOR FOR PAYMENT, REGARDLESS OF THE NUMBER OF DELINEATORS ATTACHED TO IT.

POSTS INDICATED AS "ORANGE TOP" SHALL HAVE NO REFLECTORS. THEY SHALL HAVE THE TOP 12" (300 mm) (MINIMUM) OF THE POST PAINTED A BRIGHT ORANGE COLOR SIMILAR TO CONSTRUCTION SIGNS, AND SHALL MEET THE APPROVAL OF THE ENGINEER. FLUORESCENT PAINT OR OTHER SPECIAL RETROREFLECTIVE COATINGS WILL NOT BE REQUIRED.

FOR ONE-WAY ROADWAYS THE APPLICATION SHALL BE SIMILAR WITH DELINEATORS PLACED ON THE TRAFFIC APPROACH SIDE OF HAZARDS AND OBJECTS. ONLY SINGLE FACE DELINEATORS WILL BE REQUIRED ON ONE-WAY ROADWAYS.

FOR OTHER DELINEATOR APPLICATIONS, REFER TO HIGHWAY STANDARD 635001.

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

DISTRICT 5 DETAIL NO. 63500105

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED - 12/06
ct:\pw\work\p\idot\keysrb\0158448\05707	6-sht-detail.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

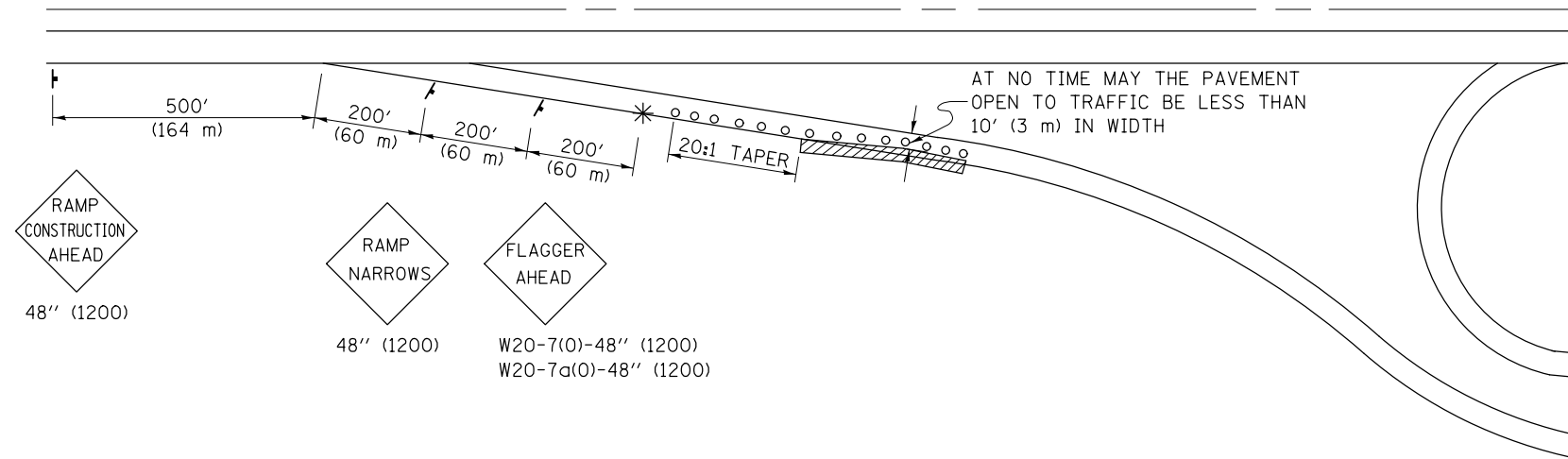
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DELINEATORS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	40
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70716	

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



SYMBOLS

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

TYPICAL APPLICATIONS

- PAVEMENT PATCHING
- PIPE UNDERDRAINS
- HMA RESURFACING

GENERAL NOTES

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

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

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

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

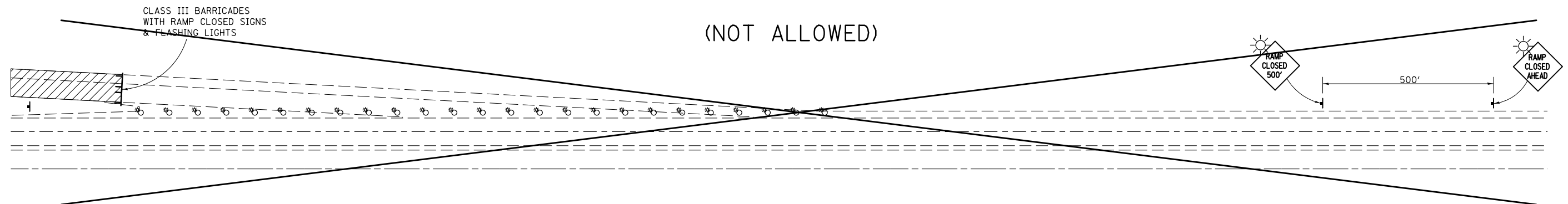
LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

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

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

**APPLICATION NO. 2
RAMP CLOSURE**

(NOT ALLOWED)



GENERAL NOTES

STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

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

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

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED - 11/06
ei:\pwork\pwork\keysrb\0158448\05707	6-sht-details.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

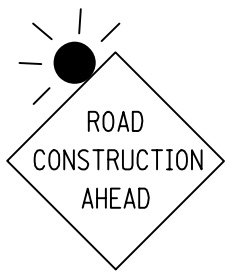
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL FOR RAMPS

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

DISTRICT 5 DETAIL NO. 70103710

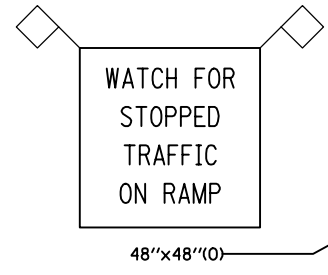
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	41
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70116	



NOTES: EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 THE COST OF THE 'BE PREPARED TO STOP' SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION STANDARD 701411 PAY ITEM. ALL OTHER SIGNS SHOWN SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701401 PAY ITEM.

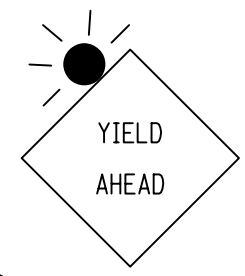


YIELD SIGN WITH LIGHT MAY BE REQUIRED AS DETERMINED BY THE ENGINEER.



48"x48"(O)

YIELD SIGN WITH LIGHT MAY BE REQUIRED AS DETERMINED BY THE ENGINEER.



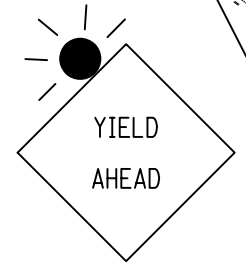
(DUAL DISPLAY)



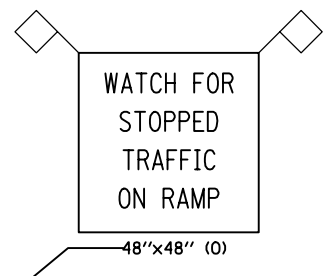
(DUAL DISPLAY)



(DUAL DISPLAY)



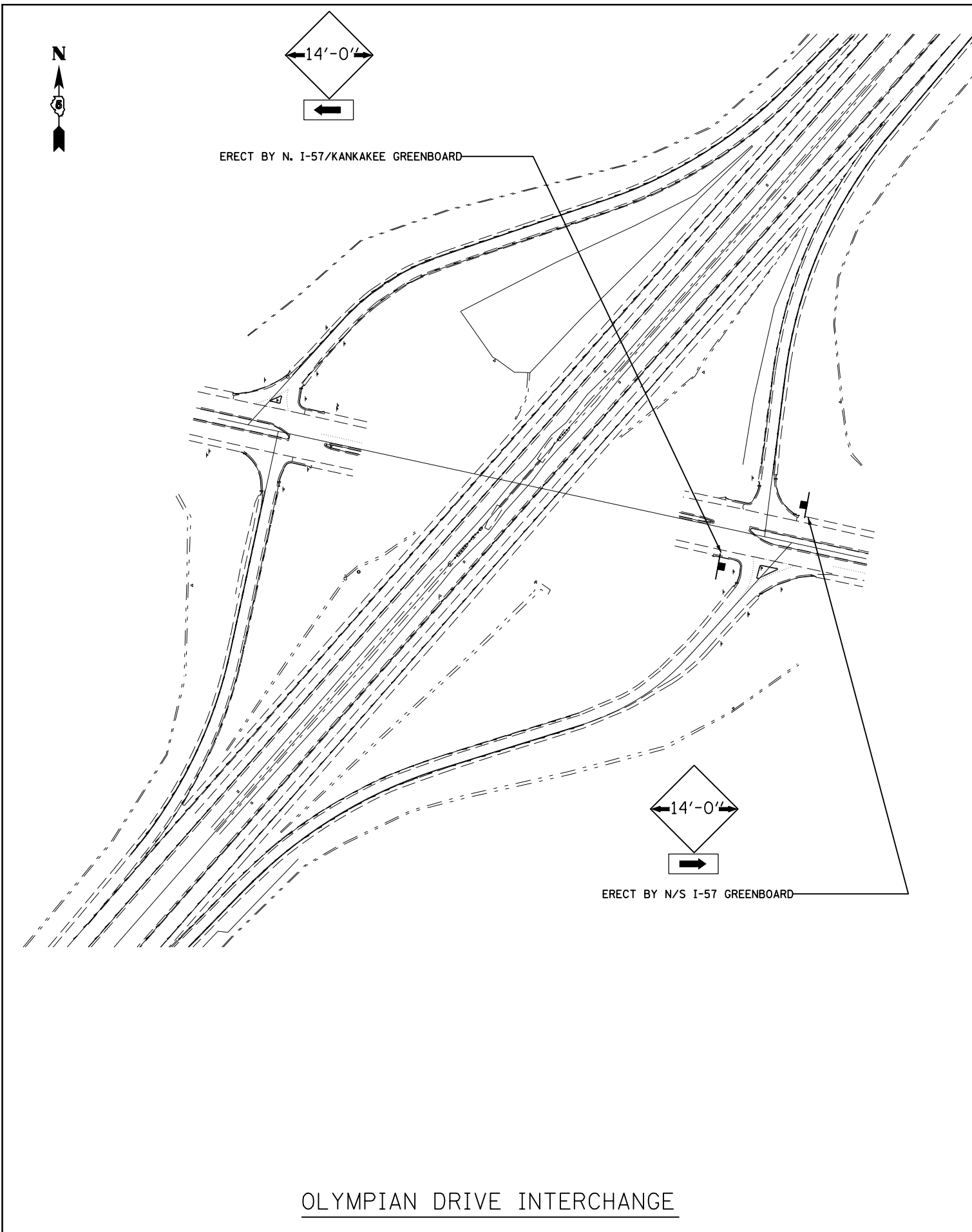
(DUAL DISPLAY)



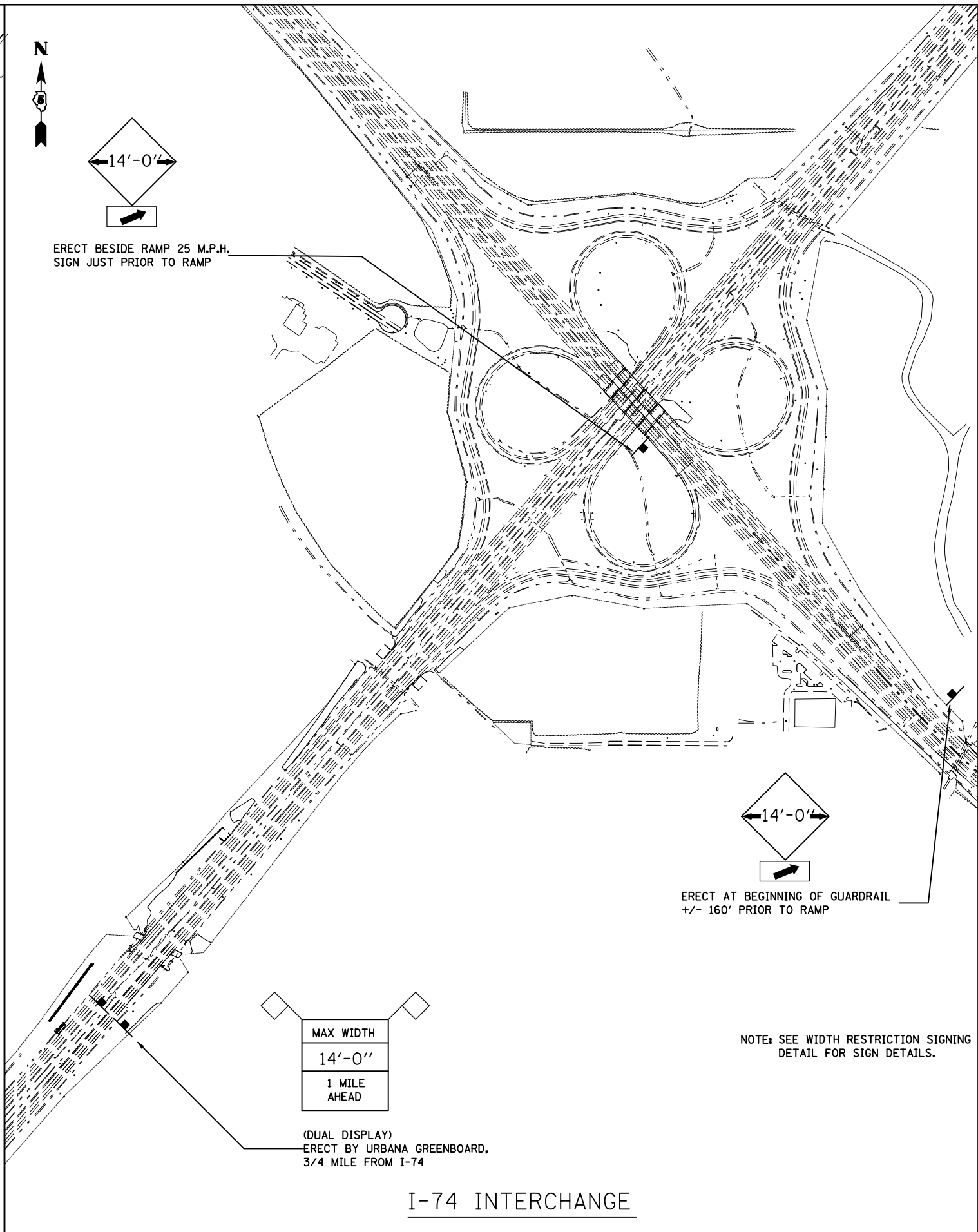
48"x48" (O)



FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAIL I-74 INTERCHANGE			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\keysrb\0158448\05707	6-sht-details.dgn	DRAWN -	REVISED -		57	(10-34, 10-35RS-2(NB))	CHAMPAIGN	53	42			
\$MODELNAME\$	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 70716							
	PLOT DATE = 11/13/2012	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



OLYMPIAN DRIVE INTERCHANGE



I-74 INTERCHANGE

NOTE: SEE WIDTH RESTRICTION SIGNING DETAIL FOR SIGN DETAILS.

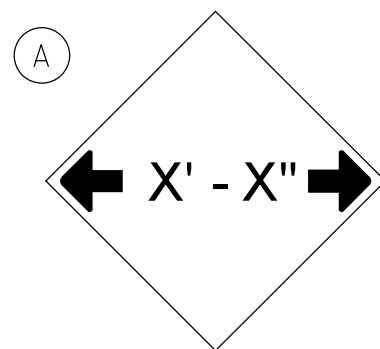
FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
c:\pwork\pwork\keysrb\0158448\05707	6-sht-details.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
\$MODELNAME\$	PLOT DATE = 11/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	43
CONTRACT NO. 70716				
ILLINOIS FED. AID PROJECT				

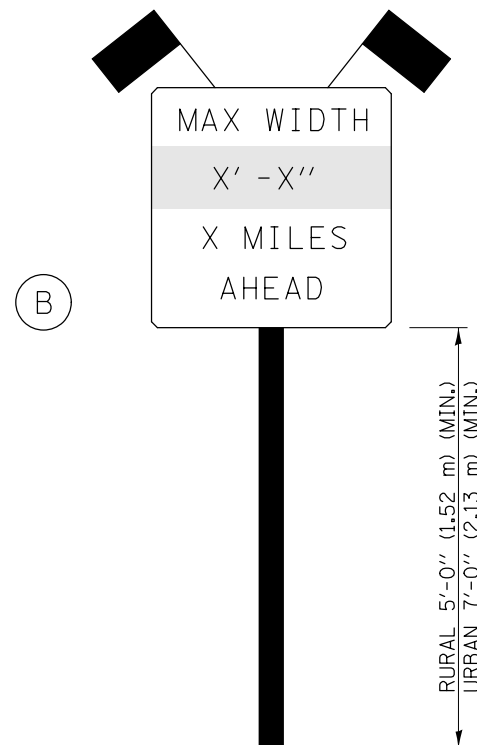


W12-2(0)-48"x48"(1200x1200)

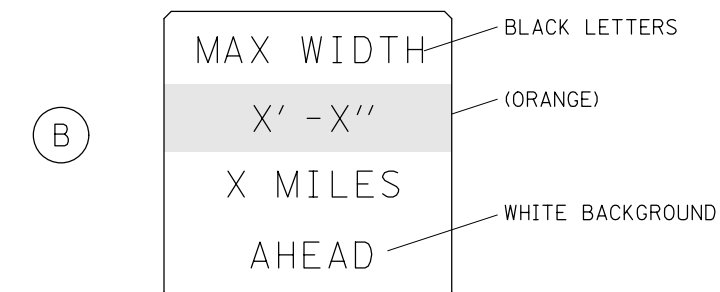
STAGE I AND STAGE II MAX SIGN WIDTHS = 14' - 0"

SIGN (A) 2 SIGNS - W12-2(0)-48"x48"(1200x1200) ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



SIGN PANEL, TYPE II



W12-I103(0)-48"x48"(1200x1200)
"D" LETTERS/NUMBERS

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.
7. ALL SIGNS SHOWN SHALL CONSIST OF THE CURRENT RETROREFLECTIVE SHEETING REQUIREMENTS AS OUTLINED IN SECTION 1106.01 OF THE STANDARD SPECIFICATIONS BOOK.

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

DISTRICT 5 DETAIL NO. X7200201

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED - 03/11 -KJT
ct:\pwork\pwork\keysrb\0158448\05707	6-sht-details.dgn	DRAWN -	REVISED - 05/08
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - 10/08 - KJT
	PLOT DATE = 11/13/2012	DATE -	REVISED - 7/09 - KJT

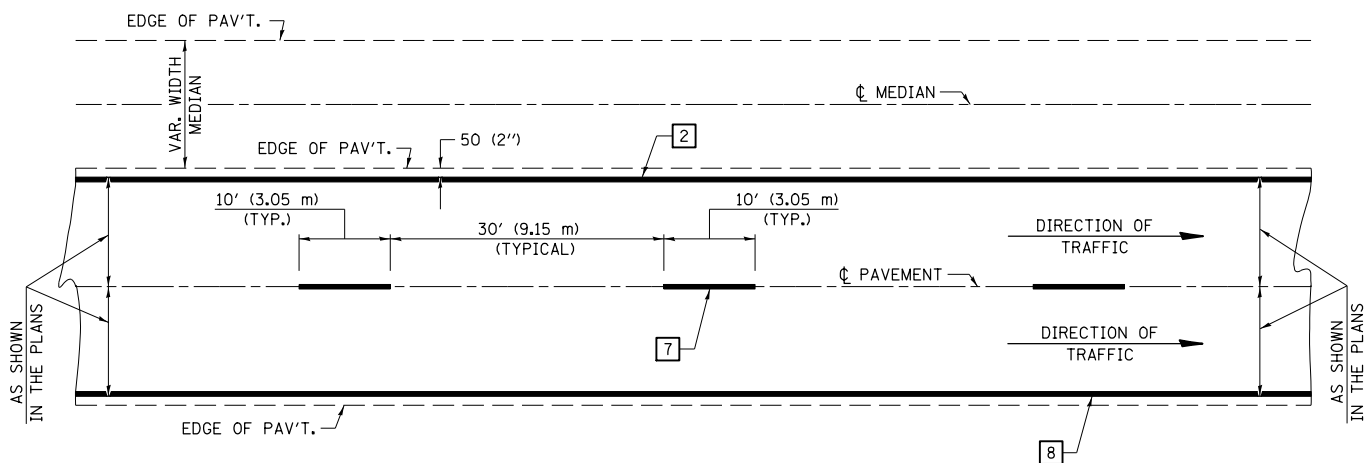
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION SIGNING

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	44
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 70716	

CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

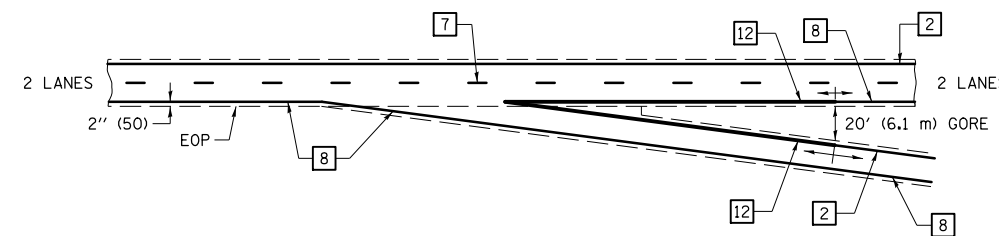


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

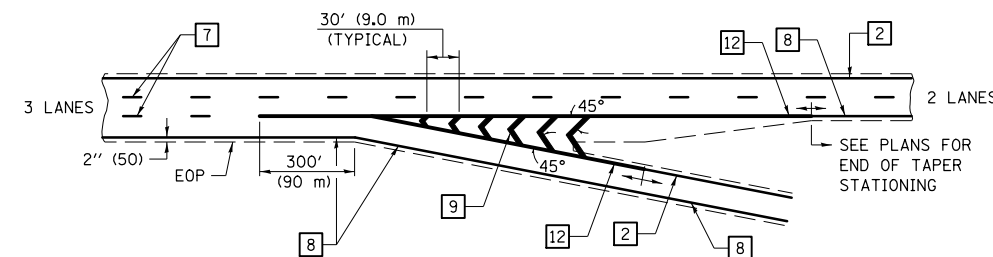
NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.

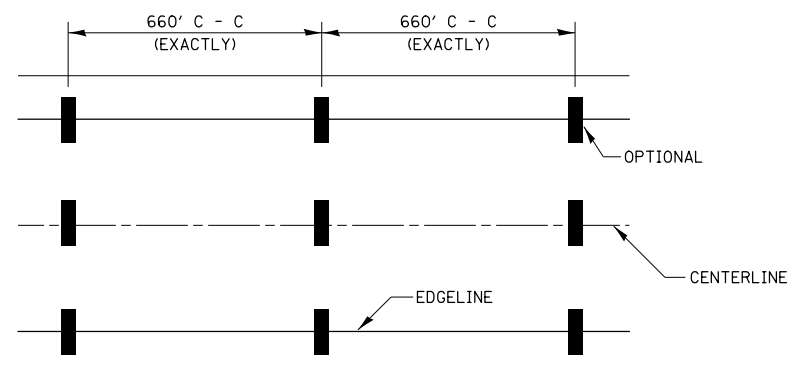
TYPICAL EXIT RAMP TERMINAL



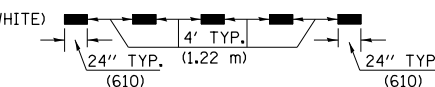
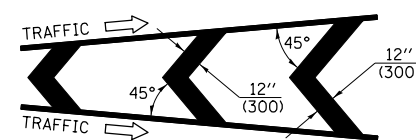
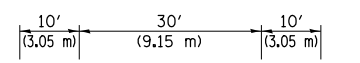
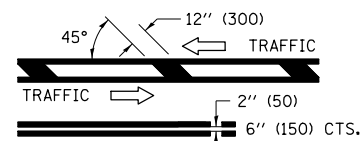
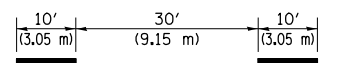
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



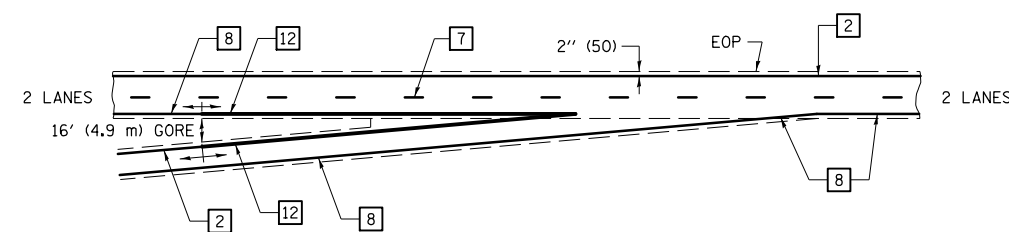
TYPICAL PAVEMENT MARKING LEGEND



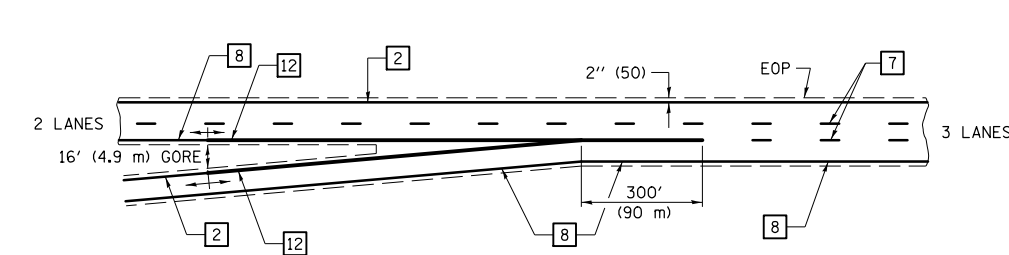
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)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



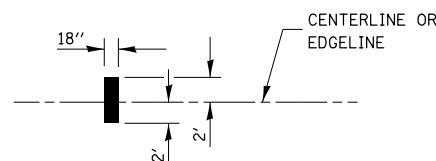
TYPICAL ENTRANCE RAMP TERMINAL



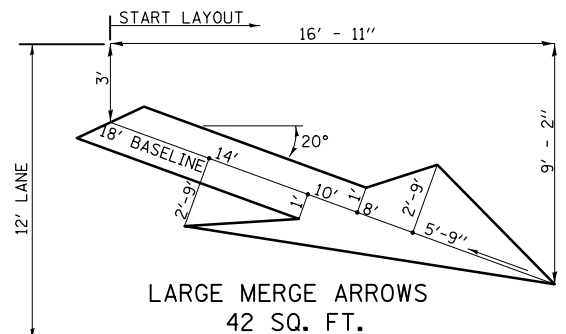
ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



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



AERIAL SPEED CHECK ZONES



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

DISTRICT 5 DETAIL NO. 7800BBBB

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED - 11/06
ei:\pw\work\p\idot\keysrb\d0158448\05707	6-sht-details.dgn	DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	45
CONTRACT NO. 70716				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

