

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(SB)	CHAMPAIGN	66	1
		ILLINOIS	CONTRACT NO. 70923	

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

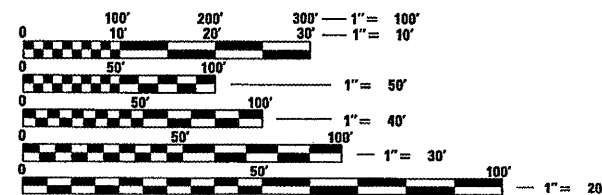
PROPOSED HIGHWAY PLANS

FAI ROUTE 57 (I-57)
SECTION (10-34, 10-35)RS-2(SB)
PROJECT IM-057-5(195)237
CHAMPAIGN COUNTY
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

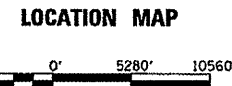
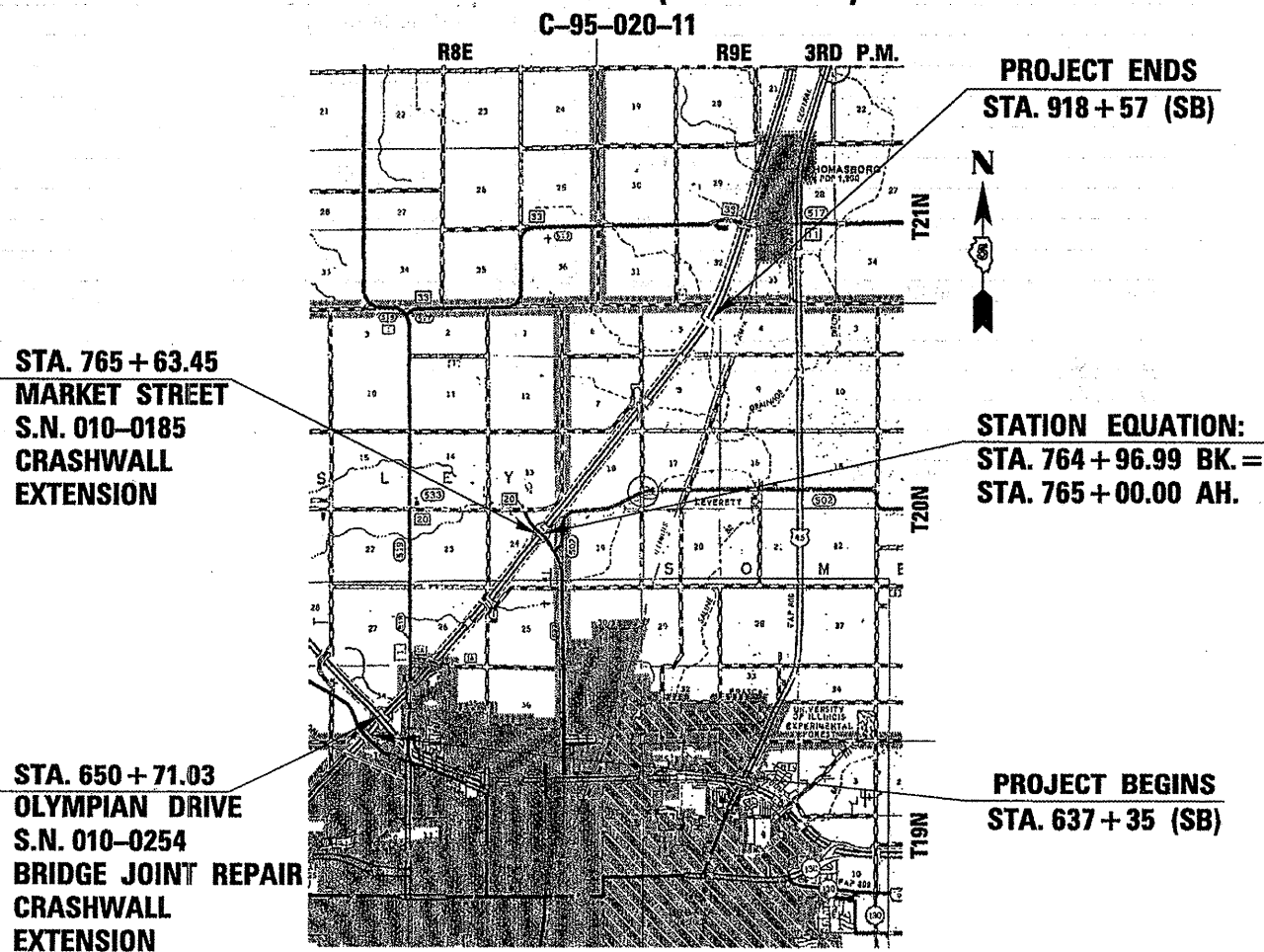
ADT = 21,800 (2009)
PV = 76.1%
SU = 3.4%
MU = 20.5%



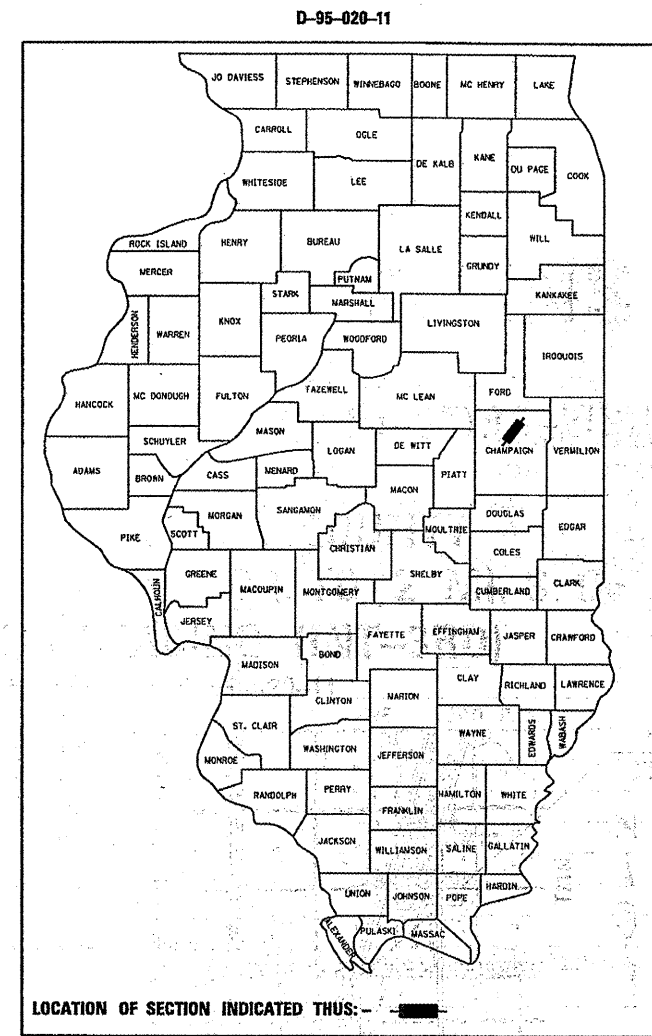
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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. 70923



GROSS LENGTH = 28,118.99 FT. = 5.326 MILE
NET LENGTH = 28,118.99 FT. = 5.326 MILE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 6/28 20 11
Scott E. Coover, Jr.
DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER
Aug 19 20 11
Scott E. Stett, P.E.
ACTING ENGINEER OF DESIGN AND ENVIRONMENT
Aug 19 20 11
Christine H. Reed, 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 7 20 11
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	GENERAL NOTES
4-6	SUMMARY OF QUANTITIES
7	CORE RESULTS SUMMARY
8-15	EXISTING AND PROPOSED TYPICALS
16-22	SCHEDULE OF QUANTITIES
23-32	PLAN SHEETS - F.A.I. 57
33	PLAN SHEETS - OLYMPIAN DRIVE INTERCHANGE
34-35	PLAN SHEETS - MARKET ST. INTERCHANGE
36	PLAN SHEET - MARKET STREET
37-38	I-57/OLYMPIAN INTERCHANGE DETAILS
39-40	RESURFACING TRANSITION DETAILS
41-43	BUTT JOINT DETAILS
44	MEDIAN CROSSOVER DETAILS
45	INSERTION CULVERT LINER DETAILS
46-47	GRATING FOR CONCRETE HEADWALL DETAILS
48-49	CRASHWALL DETAILS
50-55	JOINT REPAIR DETAILS S.N. 010-0254
56-57	DETAIL FOR ATR SITE NO. 5290
58	DELINEATORS (DISTRICT 5 DETAIL NO. 63500105)
59	TRAFFIC CONTROL FOR RAMPS (DISTRICT DETAIL NO. 70103710)
60-63	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS) (DISTRICT DETAIL NO. 7800AAAA)
64	PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATION) (DISTRICT DETAIL NO. 7800BBBB)
65	SURVEY MARKER VAULT (DISTRICT DETAIL NO. X0301232)
66	SURVEY MARKERS TYPE 1 & 2 (SPECIAL) (DISTRICT DETAIL NO. XZ193AAA)

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420701-02	PAVEMENT FABRIC
442001-04	CLASS A PATCHES
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D 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
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-09	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-07	TRAFFIC BARRIER TERMINAL, TYPE 2
635001-01	DELINEATORS
642001-01	SHOULDER RUMBLE STRIPS
665001-02	WOVEN WIRE FENCE
667101-01	PERMANENT SURVEY MARKERS
701101-02	OFF ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-06	LANE CLOSURE FREEWAY/EXPRESSWAY
701402-08	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-06	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-07	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS >= 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-02	HANDHOLES
878001-08	CONCRETE FOUNDATION DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS

FILE NAME :	USER NAME : keysrb	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS & HIGHWAY STANDARDS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\pwork\keysrb\0268570\0570923-sh1-gennote.dgn	DRAWN :	REVISED :	57					(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	2	
PLOT SCALE : 100.0000 1/ in.	CHECKED :	REVISED :	CONTRACT NO. 70923									
PLOT DATE : 6/13/2011	DATE :	REVISED :	SCALE:		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

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

LOCATION(S):	I-57, MARKET STREET, OLYMPIAN, MARKET STREET RAMPS
MIXTURE USE(S):	POLYMER HMA SURFACE COURSE
AC/PG:	SBS PG 70-28
RAP %: (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=105
MIX COMP: (GRADATION)	IL 9.5
FRICION 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=105
MIX COMP: (GRADATION)	IL 19.0 FG
FRICION AGGREGATE:	N/A

LOCATION(S):	I-57, MEDIAN ISLAND BASE/CLASS D PATCH
MIXTURE USE(S):	HMA BINDER COURSE
AC/PG:	PG 64-22
RAP %: (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=105
MIX COMP: (GRADATION)	IL 19.0 FG
FRICION AGGREGATE:	N/A

LOCATION(S):	I-57, MARKET STREET
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
FRICION 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
FRICION 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
FRICION AGGREGATE:	N/A

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

LOCATION(S):	MARKET STREET, OLYMPIAN & MARKET STREET RAMPS
MIXTURE USE(S):	POLYMER HMA LEVELING BINDER
AC/PG:	SBS PG 70-28
RAP %: (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=105
MIX COMP: (GRADATION)	IL 9.5 F.G.
FRICION AGGREGATE:	MIX "C"

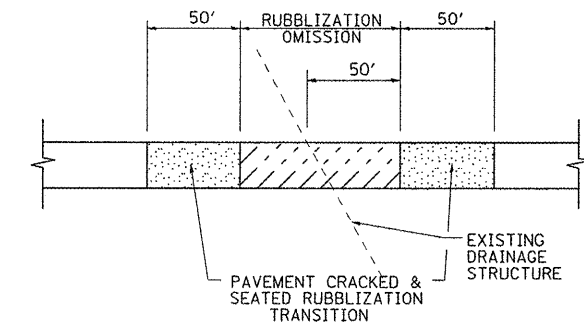
- G.N. 408B** THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED, AT THE FOLLOWING LOCATIONS: FAI 57 CROSSOVERS STATION 732+05 & STATION 805+43
- G.N. 482**
ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 * 98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO IL 9.5L GRADATION SHOULDERS 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 P1+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 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (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.

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
O10-0254			OVERHEAD STRUCTURE	LOADED
	648+85	5.8'	36" R.C.P.	
	664+00	5.0'	24" R.C.P.	
O10-8022	670+00	8.0'	7'x3' R.C.B.C.	LOADED
	676+80	2.0'	30" R.C.P.	
O10-8307	700+25	4.0'	DBL. 7'x4' R.C.B.C.	LOADED
O10-8023	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.	
O10-0185			OVERHEAD STRUCTURE	LOADED
O10-2000	769+00	5.8'	TPL. 10'x11' R.C.B.C.	LOADED
	778+00	6.3'	48" R.C.P.	
O10-8024	799+50	2.9'	DBL. 5'x3' R.C.B.C.	LOADED
	820+00	2.5'	24" R.C.P.	
O10-8025	825+00	2.6'	8'x3' R.C.B.C.	LOADED
O10-8026	828+00	3.1'	8'x3' R.C.B.C.	LOADED
O10-8027	832+00	3.6'	8'x3' R.C.B.C.	LOADED
	841+00	3.8'	36" R.C.P.	
O10-8147	851+00	2.6'	6'x3' R.C.B.C.	LOADED
O10-2001	877+30	3.4'	DBL. 11'x12' R.C.B.C.	LOADED
	879+40	7.8'	36" R.C.P.	
O10-8028	896+00	3.1'	6'x3' R.C.B.C.	LOADED
	901+00	2.4'	24" R.C.P.	
			RAMP GORE INLETS:	
	661+85	2.8'	12" R.C.P.	
	757+69	2.4'	12"	
* O10-0195	326+00	11.4'	10'x11' R.C.B.C.	LOADED
** O10-0196	148+18	28.2'	10'x11' R.C.B.C.	LOADED

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

- * MARKET ST./I-57 NB ENTRANCE RAMP
- ** MARKET ST.



TYPICAL RUBBLIZATION DETAIL (PLAN VIEW)

(SEE PLAN SHEETS FOR LOCATIONS)

FILE NAME *	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE * #SCALE#	DRAWN -	REVISED -			57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	3	
	PLOT DATE * #DATE#	CHECKED -	REVISED -			CONTRACT NO. 70923					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	I-57 RURAL 90% FED 10% STATE 0004	I-57 RURAL 90% FED 10% STATE 0021	TOTAL QUANTITY
20200100	EARTH EXCAVATION	CU YD	1685		1685
20400800	FURNISHED EXCAVATION	CU YD	5855		5855
25000210	SEEDING, CLASS 2A	ACRE	8.00		8.00
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	720		720
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	720		720
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	720		720
25100115	MULCH, METHOD 2	ACRE	8.00		8.00
25100630	EROSION CONTROL BLANKET	SO YD	408		408
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	780		780
28000500	INLET AND PIPE PROTECTION	EACH	11		11
28100107	STONE RIPRAP, CLASS A4	SO YD	103		103
28100201	STONE RIPRAP, CLASS A1	TON	7		7
28200200	FILTER FABRIC	SO YD	103		103
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SO YD	5507		5507
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SO YD	32		32
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	41613		41613
40600300	AGGREGATE (PRIME COAT)	TON	292		292
40600895	CONSTRUCTING TEST STRIP	EACH	4		4
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	3768		3768
40600990	TEMPORARY RAMP	SO YD	1222		1222
40603820	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N105	TON	10652		10652
40603550	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105	TON	10690		10690
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	25		25
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	85		85
44000100	PAVEMENT REMOVAL	SO YD	5508		5508
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SO YD	14708		14708
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	12582		12582
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	3531		3531
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SO YD	705		705
44000170	HOT-MIX ASPHALT SURFACE REMOVAL, 5 1/4"	SO YD	71304		71304
44200565	CLASS A PATCHES, TYPE II, 11 INCH	SO YD	101		101
44200569	CLASS A PATCHES, TYPE III, 11 INCH	SO YD	101		101
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SO YD	30		30
44200998	CLASS B PATCHES, TYPE III, 12 INCH	SO YD	30		30
44201298	DOWEL BARS 1 1/4"	EACH	335		335
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	107		107
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	107		107
44213000	PATCHING REINFORCEMENT	SO YD	416		416
44213100	PAVEMENT FABRIC	SO YD	30		30
44213200	SAW CUTS	FOOT	2386		2386
44213208	TIE BARS 1 1/4"	EACH	264		264
48101200	AGGREGATE SHOULDERS, TYPE B	TON	5554		5554
48203100	HOT-MIX ASPHALT SHOULDERS	TON	17015		17015

* DENOTES SPECIALTY ITEM

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
c:\pwork\p\p\dot\keysrb\d0268570\057023-shit-500.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.000 / in.	CHECKED -	REVISED -
	PLOT DATE = 6/14/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	4
FED. ROAD DIST. NO.			CONTRACT NO. 70923	
ILLINOIS FED. AID PROJECT				

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	1-57 RURAL 90% FED 10% STATE 0004	1-57 RURAL 90% FED 10% STATE 0021	TOTAL QUANTITY
50105220	PIPE CULVERT REMOVAL	FOOT	60		60
50300225	CONCRETE STRUCTURES	CU YD		14	14
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND		2060	2060
54390080	INSERTION CULVERT LINER 10"	FOOT	24		24
54390110	INSERTION CULVERT LINER 14"	FOOT	8		8
54390150	INSERTION CULVERT LINER 20"	FOOT	84		84
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	106		106
60100071	SHOULDER REMOVAL AND REPLACEMENT 9 1/4"	FOOT	2372		2372
60100076	SHOULDER REMOVAL AND REPLACEMENT 11"	FOOT	53473		53473
60107600	PIPE UNDERDRAINS 4"	FOOT	55321		55321
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	2362		2362
60260100	INLETS TO BE ADJUSTED	EACH	2		2
63300905	VERTICAL ADJUSTMENT OF GUARDRAIL, TYPE A	FOOT		962.5	962.5
63400105	GUARD POSTS	EACH	8		8
63500105	DELINEATORS	EACH	219		219
64200105	SHOULDER RUMBLE STRIPS	FOOT		53898	53898
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	9		9
67100100	MOBILIZATION	L SUM	1		1
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2		2
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	8		8
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1		1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1		1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	120		120
70300100	SHORT TERM PAVEMENT MARKING	FOOT	8908		8908
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	28629		28629
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	10116		10116
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2475		2475
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2425		2425
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	73933		73933
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	662		662
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2401		2401
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	391		391
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	144		144
78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	7160		7160
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	900		900
78300100	PAVEMENT MARKING REMOVAL	SO FT	8518		8518
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	900		900
81012400	CONDUIT IN TRENCH, 1 1/4" DIA., PVC	FOOT	108		108
81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	64		64
81021350	CONDUIT PUSHED, 3" DIA., PVC	FOOT	92		92
81400200	HEAVY-DUTY HANDHOLE	EACH	4		4

* DENOTES SPECIALTY ITEM

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	PLOT SCALE = 48,000' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/14/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	5
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 70923	

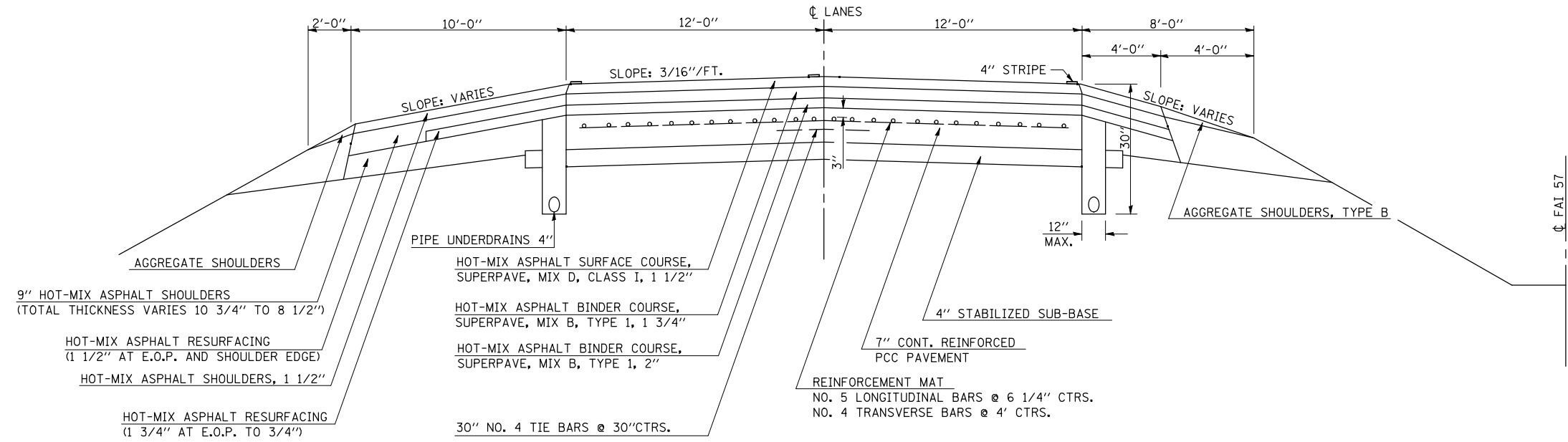
FOR INFORMATION ONLY

PAVEMENT AND SUBSURFACE INVESTIGATION SUMMARY FAI 57 RUBBLIZATION SOUTHBOUND 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						
43	641+07	DL	6.375	7	4	17 3/8	Bn/Gy SCL	12%			
		DL Shoulder	9.75	-	-	9 3/4	Soil Sample Not Taken				
42	651+13	PL	3.625	7.5	3.75	14 7/8	Gy SCL	28%			
		PL Shoulder	10.75	-	-	10 3/4	Soil Sample Not Taken				
41	662+99	DL	5.75	7.375	4.125	17 1/4	Blk SiC A-7-6 (23)	23%	X	(46,24)	Fair
40	680+37	PL	4.875	7.5	3.75	16 1/8	Blk SiCL	25%			
39	693+63	DL	5	7.5	4	16 1/2	Bn/Gy SiCL	15%			
38	706+31	PL	5.25	7.5	4	16 3/4	Blk SiCL	22%			
37	719+84	DL	5.75	7.25	3.75	16 3/4	Bn/Gy SiCL A-6 (8)	14%	X	(29,17)	Poor
36	732+38	PL	5.125	7.25	3.75	16 1/8	Gy SCL	14%			
35	746+30	DL	6	8.5	3.5	18	Bn/Gy SCL	15%			
34	760+48	PL	5.75	7.5	4.125	17 3/8	Gy SCL	14%			
33	774+12	DL	5.5	7.5	4	17	Blk/GY SCL	16%			
		DL Shoulder	12	-	-	12	Soil Sample Not Taken				
32	785+86	PL	6	7.375	4.25	17 5/8	Gy SCL	15%			
		PL Shoulder	12			12	Soil Sample Not Taken				
31	799+17	DL	5.5	7.75	4.25	17 1/2	Gy SCL	10%			
30	812+05	PL	5.5	7.375	3.5	16 3/8	Bn/Rd Bn SL	25%			
29	825+39	DL	6	7.625	4.25	17 7/8	Gy SCL	10%			
28	838+48	PL	5.875	7.25	4.75	17 7/8	Gy SCL	13%			
27	851+54	DL	5.25	7	4	16 1/4	Gy CL A-4 (2)	14%	X	(21,13)	Poor
26	864+72	PL	4.75	7.25	4.25	16 1/4	Gy SCL	13%			
25	879+05	DL	6.5	6.75	4	17 1/4	Blk/Gy SCL	14%			
24	891+05	PL	5.5	7.375	4	16 7/8	Bn SiCL	18%			
23	904+83	DL	6	7	4	17	Gy SiLA-6 (11) - (0-6")	22%	X	(32,17)	Poor
							Bn CL A-4 (5) - (6-12")	22%	X	(29,20)	Poor
		DL Shoulder	10	-	-	10	Soil Sample Not Taken				
22	918+00	PL	5.25	7.25	4.5	17	Bn SiCL	21%			
		PL Shoulder	17	-	-	17	Soil Sample Not Taken				

EXISTING TYPICAL CROSS SECTIONS

FAI ROUTE 57
SOUTHBOUND LANES
STATION 637+35 TO STATION 918+57



FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

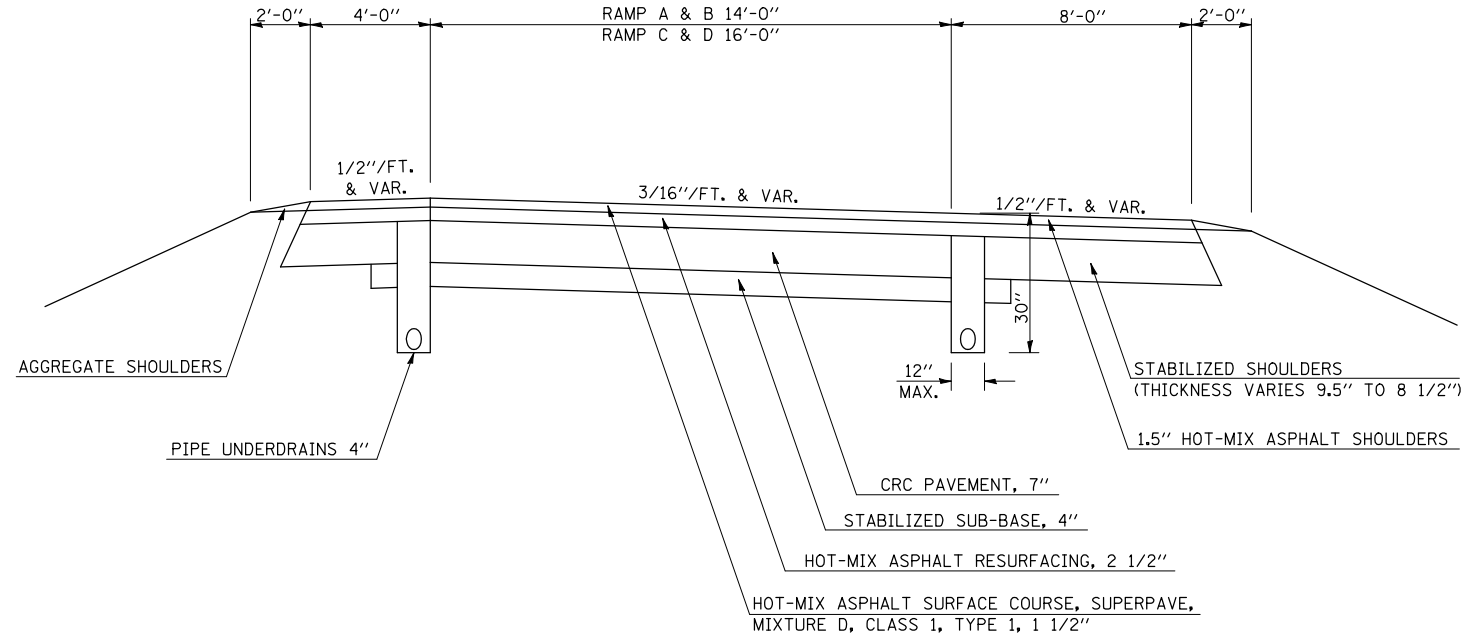
EXISTING TYPICAL CROSS SECTIONS

SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

EXISTING TYPICAL CROSS SECTION

RAMPS AT MARKET STREET AND FAI 57
 RAMP A STATION 3+05.00 TO STATION 317+57.00
 RAMP B STATION 320+15.00 TO STATION 1+22.00
 RAMP C STATION 3+01.00 TO STATION 376+09.00
 RAMP D STATION 380+14.00 TO STATION 1+49.00

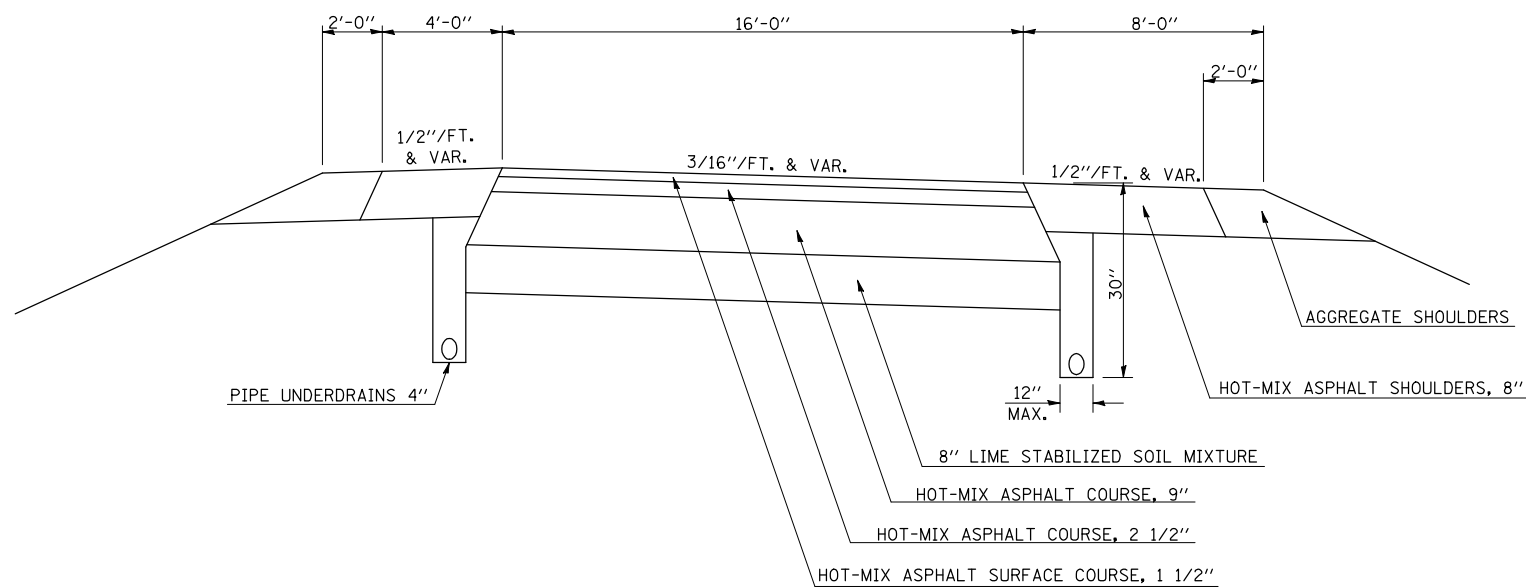


STATION EQUATIONS

RAMP A: STA. 6+72.59 BK. = STA. 306+72.59 AH.
 RAMP B: STA. 330+61.36 BK. = STA. 0+00.00 AH.
 RAMP C: STA. 6+62.40 BK. = STA. 336+62.40 AH.
 RAMP D: STA. 390+22.97 BK. = STA. 0+00.00 AH.

EXISTING TYPICAL CROSS SECTION

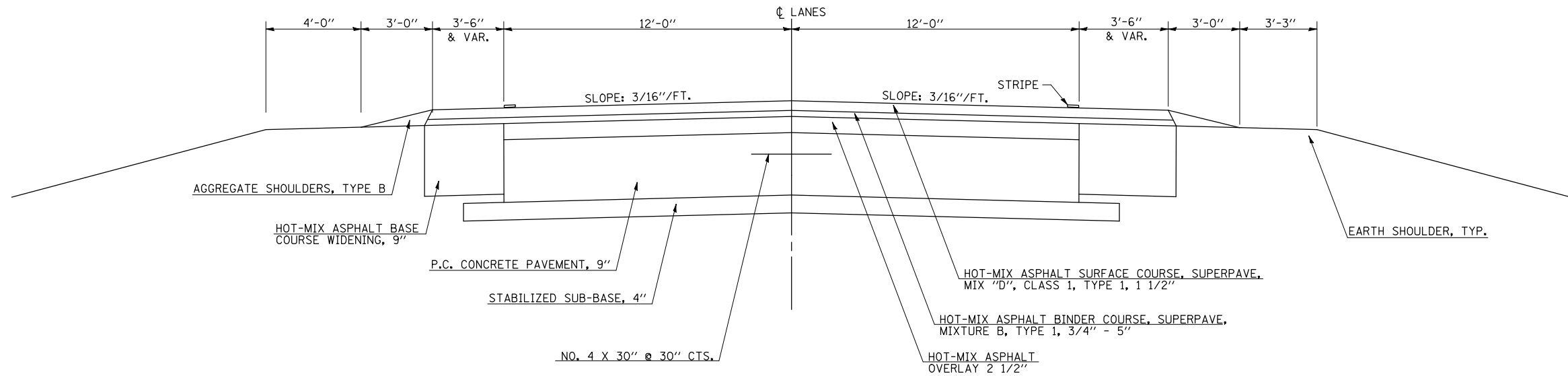
RAMPS AT OLYMPIAN DRIVE AND FAI 57
 RAMP A STATION 10+36.00 TO STATION 18+65.00
 RAMP B STATION 10+03.00 TO STATION 24+91.00
 RAMP C STATION 19+19.00 TO STATION 27+49.00
 RAMP D STATION 10+41.00 TO STATION 25+13.48



FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL CROSS SECTIONS	F.A.I. RTE. 57	SECTION (10-34, 10-35)RS-2(SB)	COUNTY CHAMPAIGN	TOTAL SHEETS 66	SHEET NO. 9
		DRAWN -	REVISED -							
		CHECKED -	REVISED -							
		DATE -	REVISED -							
					SCALE:	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.		
										ILLINOIS FED. AID PROJECT

EXISTING TYPICAL CROSS SECTIONS

MARKET STREET
 STATION 136+85.00 TO STATION 142+15.76
 STATION 144+40.68 TO STATION 149+62.00

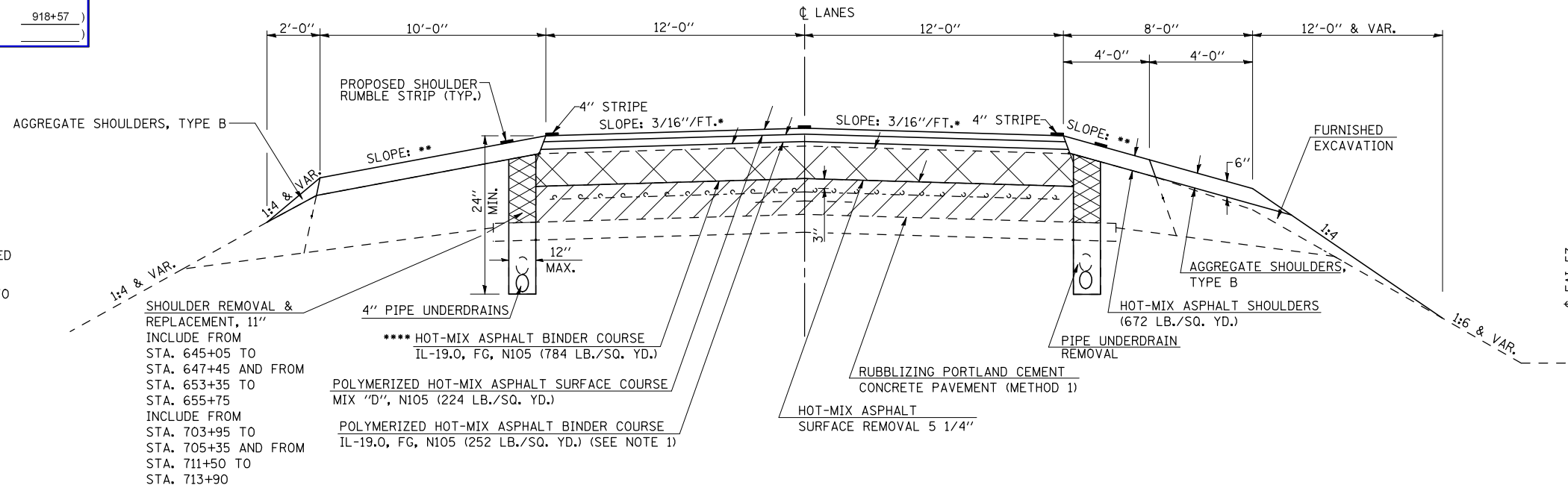


FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL CROSS SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	10	
		CHECKED -	REVISED -			CONTRACT NO. 70923					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. 3 OF 3 SHEETS		STA.	TO STA.		

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 =
	Minimum TF =	7.11	20
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
SOUTHBOUND LANES
STATION 637+35 TO STATION 645+05
STATION 655+75 TO STATION 703+95
STATION 713+90 TO STATION 918+57

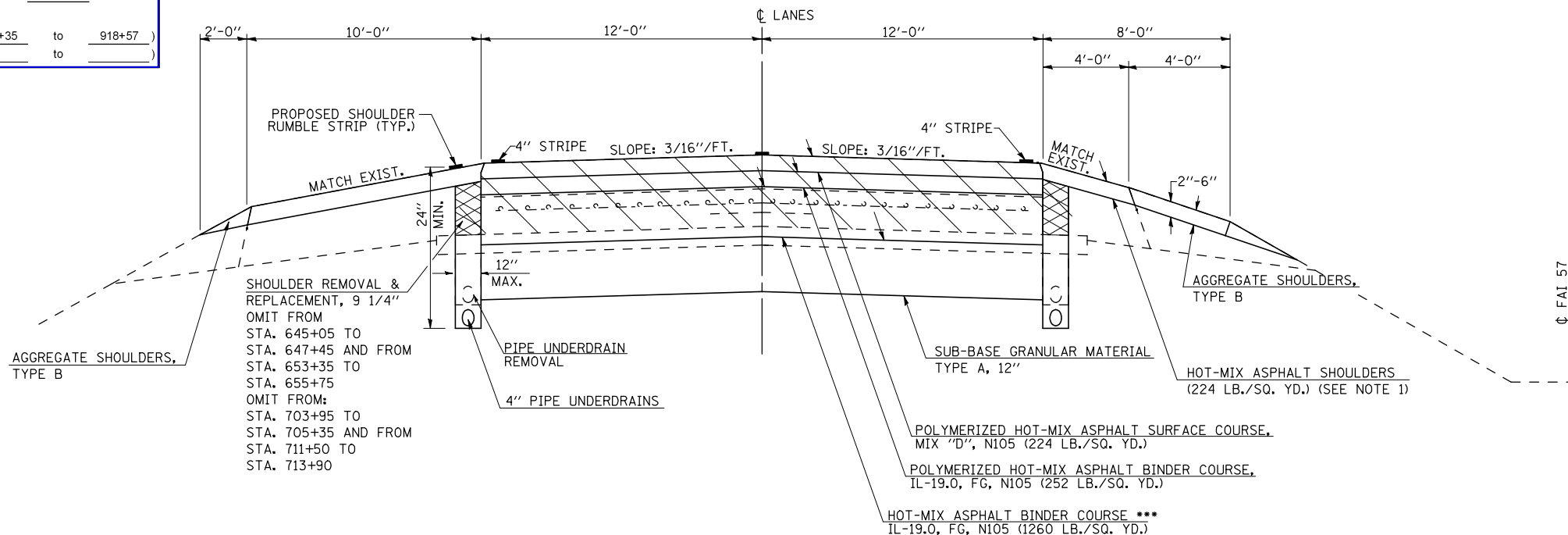


- * 3/16"/FT. CROSS SLOPE TO BE ACHIEVED WITH HOT-MIX ASPHALT BINDER COURSE
- ** MATCH EXISTING SHOULDER SLOPE UP TO 6% MAX.
- *** LIFT THICKNESS - MINIMUM 2 1/4" MAXIMUM 4 1/2"
- **** (672 LB./SQ. YD.) STA. 764+00 TO STA. 767+00 STA. 875+60 TO STA. 878+40

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 =
	Minimum TF =	7.11	20
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
SOUTHBOUND LANES
STATION 645+05 TO STATION 655+75 - S.N. 010-0254
STATION 703+95 TO STATION 713+90 - S.N. 010-0171



- SHOULDER REMOVAL & REPLACEMENT
- PROPOSED 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'

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -
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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

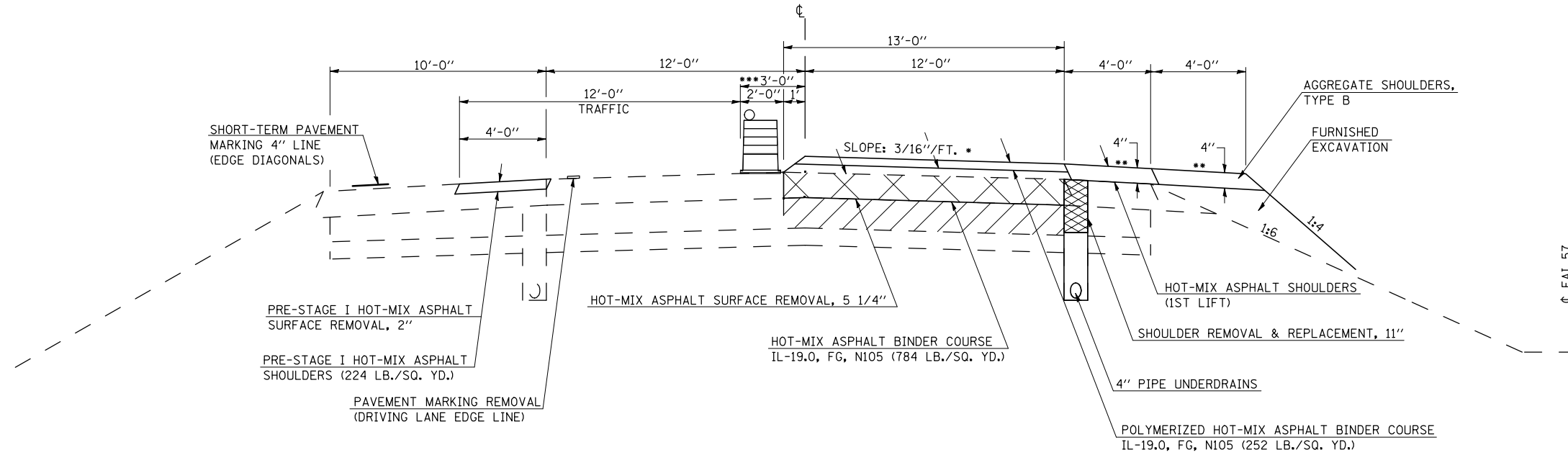
PROPOSED TYPICAL CROSS SECTIONS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

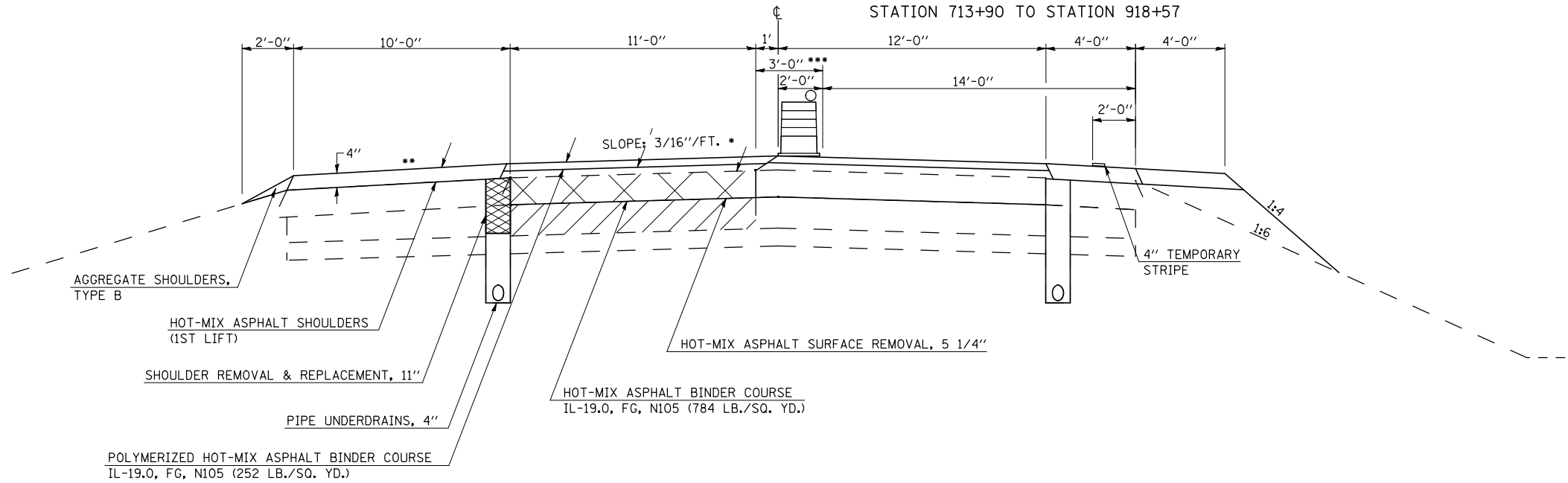
STAGE I TYPICAL SECTION

MILL AND RUBBLIZE
PASSING LANE CONSTRUCTION
FAI ROUTE 57
STATION 637+35 TO STATION 645+05
STATION 655+75 TO STATION 703+95
STATION 713+90 TO STATION 918+57






STAGE II TYPICAL SECTION

MILL AND RUBBLIZE
DRIVING LANE CONSTRUCTION
FAI ROUTE 57
STATION 637+35 TO STATION 645+05
STATION 655+75 TO STATION 703+95
STATION 713+90 TO STATION 918+57



- NOTES:
- MILL AND INLAY SHOULDER PRIOR TO STARTING CONSTRUCTION OF THE PASSING LANE (PRE-STAGE I)
 - 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.

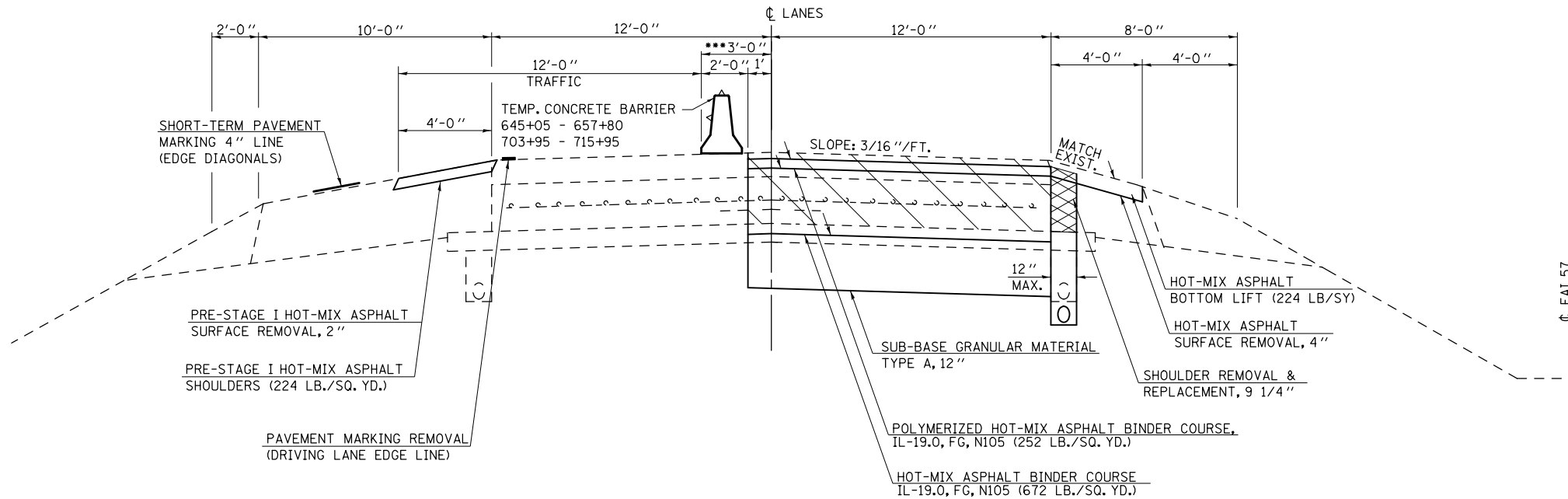
-  SHOULDER REMOVAL & REPLACEMENT
-  PROPOSED RUBBLIZATION OF PORTLAND CEMENT CONCRETE PAVEMENT (METHOD 1)
-  HOT-MIX ASPHALT SURFACE REMOVAL

- * 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 = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED STAGING PLAN			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	12			
		CHECKED -	REVISED -		CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		SCALE:	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.				

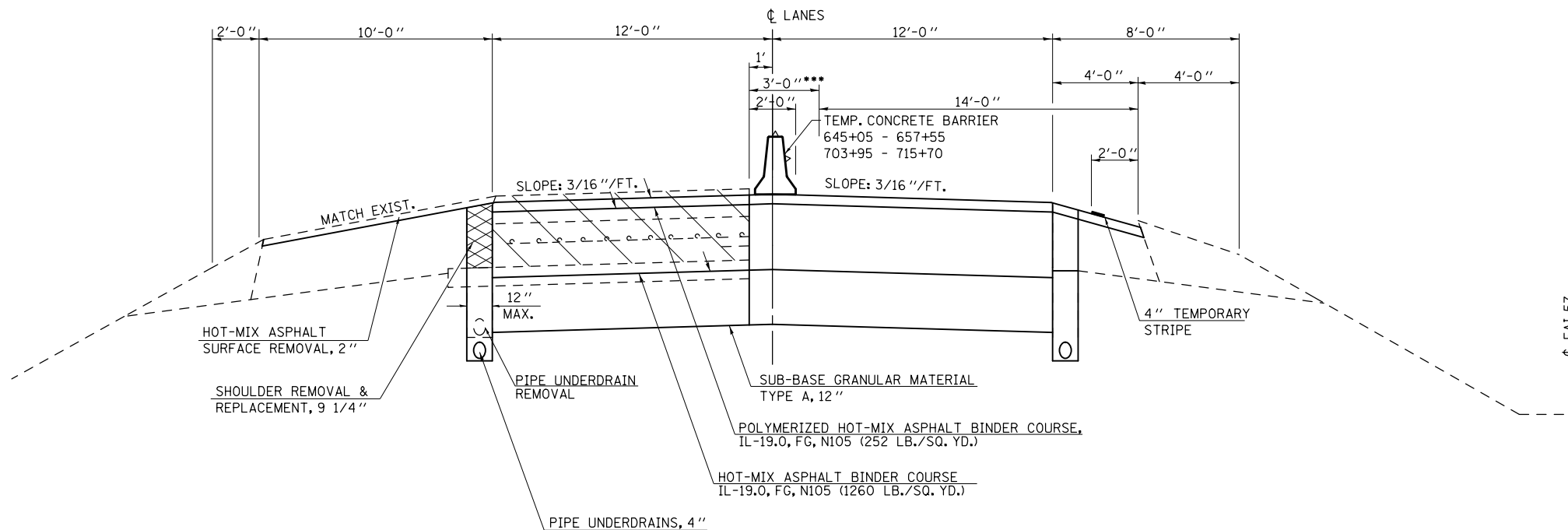
STAGE I TYPICAL SECTION

PAVEMENT REPLACEMENT
PASSING LANE CONSTRUCTION
FAI ROUTE 57
STATION 645+05 TO STATION 655+75 - S.N. 010-0254
STATION 703+95 TO STATION 713+90 - S.N. 010-0171



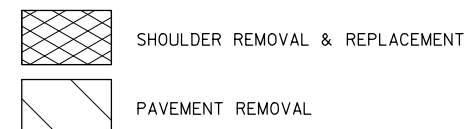
STAGE II TYPICAL SECTION

PAVEMENT REPLACEMENT
DRIVING LANE CONSTRUCTION
FAI ROUTE 57
STATION 645+05 TO STATION 655+75 - S.N. 010-0254
STATION 703+95 TO STATION 713+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

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

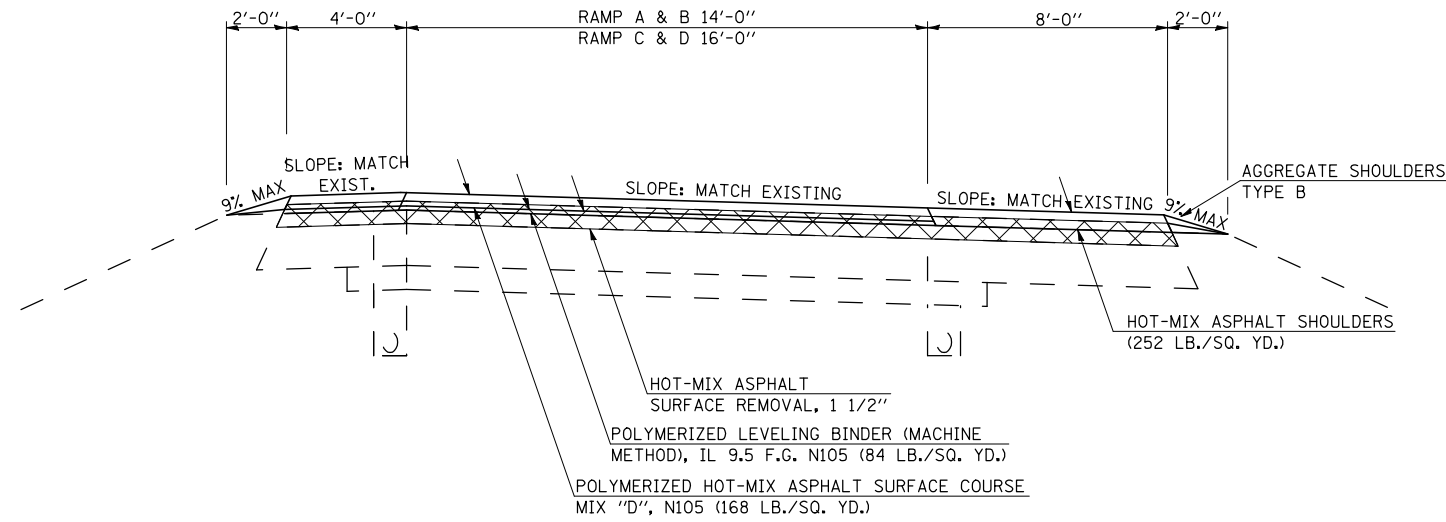
PROPOSED STAGING PLAN

SCALE: SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	13
CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT	

PROPOSED TYPICAL CROSS SECTION

RAMPS AT MARKET STREET AND FAI 57
 RAMP A STATION 307+69.00 TO STATION 317+57.00
 RAMP B STATION 320+15.00 TO STATION 331+48.00
 RAMP C STATION 368+21.42 TO STATION 376+09.00
 RAMP D STATION 380+14.00 TO STATION 387+33.50



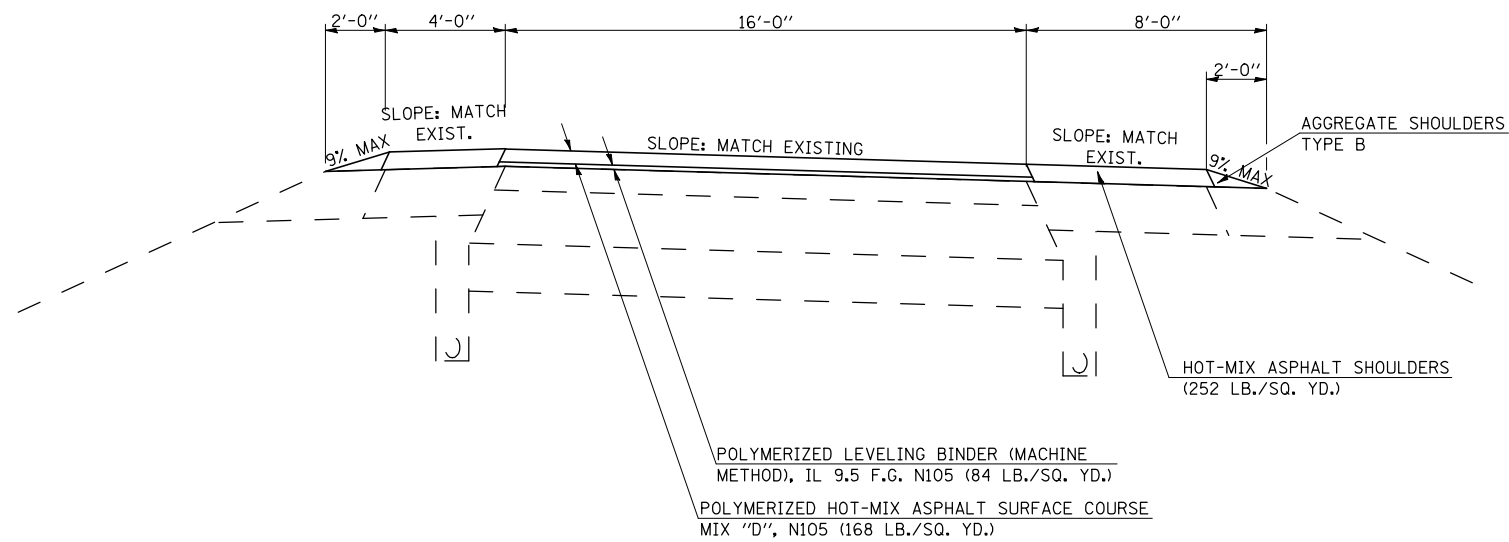
HOT-MIX ASPHALT SURFACE REMOVAL

STATION EQUATIONS

RAMP A: STA. 6+72.59 BK. = STA. 306+72.59 AH.
 RAMP B: STA. 333+61.366 BK. = STA. 0+00.00 AH.
 RAMP C: STA. 6+62.40 BK. = STA. 366+62.40 AH.
 RAMP D: STA. 390+22.97 BK. = STA. 0+00.00 AH.

PROPOSED TYPICAL CROSS SECTION

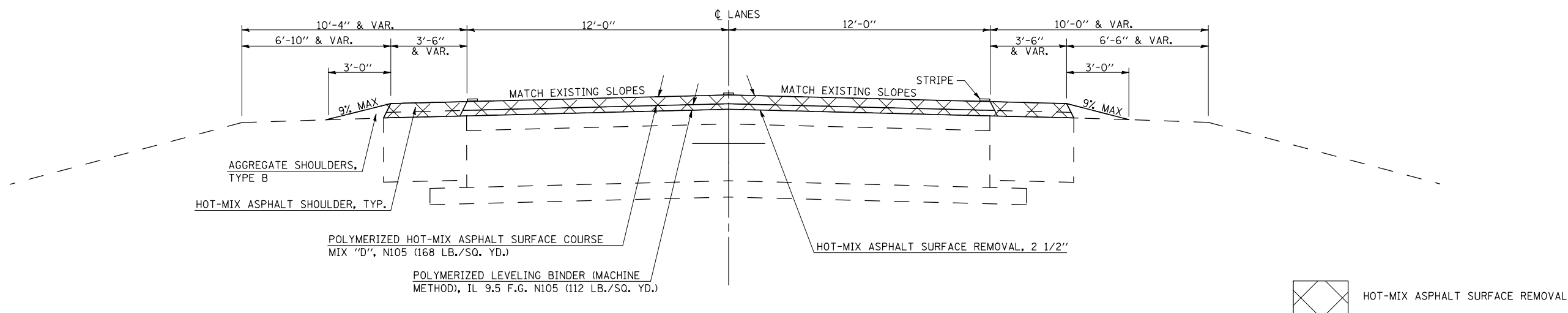
RAMPS AT OLYMPIAN DRIVE AND FAI 57
 RAMP A STATION 10+36.00 TO STATION 15+00.00
 RAMP B STATION 13+79.00 TO STATION 24+91.00
 RAMP C STATION 21+65.00 TO STATION 27+49.00
 RAMP D STATION 10+41.00 TO STATION 22+05.00



FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -		57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	14			
PLOT DATE = *DATE*	DATE -	REVISED -	REVISED -	SCALE:	SHEET NO. 4 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 70923				

PROPOSED TYPICAL CROSS SECTIONS

MARKET STREET
 STATION 136+85.00 TO STATION 141+86.20 (APPROACH)
 STATION 144+70.21 (APPROACH) TO STATION 149+62.00



FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	15
		CHECKED -	REVISED -		CONTRACT NO. 70923								
		DATE -	REVISED -		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	825	619	7005	-6386
I-57 STAGE II	700	525	-	525
683+36.00	160	120	-	120
732+05.00	-	-	55	-55
805+43.00	-	-	55	-55
TOTAL	1685			-5851
EARTH EXCAVATION	1685	FURNISHED EXCAVATION	5855	

*AN EARTH SHRINKAGE FACTOR OF 0.25 IS APPLIED

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

TEMPORARY RAMP

LOCATION	STATION TO	STATION	SQ YD
I-57 SB (2" SURFACE)	634+80.00	635+00.00	98
	920+92.00	921+12.00	84
I-57 SB (1" BINDER)	636+95.00	637+05.00	49
	920+52.00	920+62.00	42
OLYMPIAN RAMP A	10+35.00	10+40.00	48
	15+52.50	15+67.50	47
RAMP B	13+11.50	13+26.50	47
	24+86.00	24+91.00	81
RAMP C	27+44.00	27+49.00	46
RAMP D	10+41.00	10+46.00	65
MARKET RAMP A	307+46.50	307+61.50	43
	317+52.00	317+57.00	90
RAMP B	320+15.00	320+20.00	69
	331+55.50	331+70.50	43
RAMP C	2+95.21	3+35.21	76
	376+04.00	376+09.00	113
RAMP D	1+09.00	1+49.00	80
	380+14.00	380+19.00	68
MARKET ST RAMP A	136+85.00	136+94.00	31
	141+77.20	141+86.20	31
	144+70.21	144+79.21	31
	149+32.00	149+62.00	31
TOTAL			1222

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	STATION	OFFSET	GALLON
I-57	732+05.00	LT&RT	13
	805+43.00	LT&RT	12
TOTAL			25

INCIDENTAL HOT-MIX ASPHALT SURFACING

LOCATION	STATION	OFFSET	TON
I-57 CROSSOVERS	732+05.00	LT&RT	43
	805+43.00	LT&RT	42
TOTAL			85

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

LOCATION	STATION TO	STATION	SQ YD
MARKET RAMPS RAMP A	307+46.50	317+57.00	1537
RAMP B	320+15.00	331+70.50	1762
RAMP C	2+95.21	6+62.40	653
	366+62.42	366+64.00	3
	366+64.00	376+09.00	1680
RAMP D	380+14.00	388+91.00	1559
	388+91.00	390+22.97	235
	0+00.00	1+49.08	265
MARKET SHLDRS RAMP A	307+46.50	317+57.00	946
	307+46.50	317+57.00	456
RAMP B	320+15.00	331+70.50	1091
	320+15.00	331+70.50	499
RAMP C	0+45.00	6+62.40	549
	366+62.40	376+09.00	900
	366+64.42	376+09.00	428
RAMP D	380+14.00	390+22.97	920
	0+00.00	8+63.00	767
	380+14.00	388+91.20	388
TOTAL			14708

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 X-OVER	683+00.00	683+60.00	LT&RT	0.08	7	7	7	0.08	8
I-57 SB	634+80.00	921+12.00	LT	7.72	694	694	694	7.72	772
TOTAL				7.80	701	701	701	7.80	780
ROUNDED TOTAL				8.00	720	720	720	8.00	

POLYMERIZED HMA BINDER COURSE, IL-19.0, FG, N105

LOCATION	STATION TO	STATION	TON
I-57 SB	636+60.00	645+05.00	285
	655+75.00	703+95.00	1652
	713+90.00	761+35.00	1627
	770+10.00	872+65.00	3517
	882+10.00	919+32.00	1272
OVERPASS	645+05.00	655+75.00	367
	703+95.00	713+90.00	342
	761+35.00	764+96.99	124
	765+00.00	770+10.00	175
	872+65.00	882+10.00	324
OLYMPIAN RAMP C	15+05.00	22+70.00	210
RAMP D	21+00.00	28+17.00	185
MARKET RAMP C	0+45.00	368+14.42	284
RAMP D	387+41.00	8+63.00	288
TOTAL			10652

SUB-BASE GRANULAR MATERIAL, TYPE A, 12"

LOCATION	STATION TO	STATION	SQ YD
I-57 STAGE I	645+05.00	655+75.00	1546
	703+95.00	713+90.00	1437
I-57 STAGE II	645+05.00	655+75.00	1308
	703+95.00	713+90.00	1216
TOTAL			5507

AGGREGATE BASE COURSE, TYPE B, 6"

LOCATION	STATION	OFFSET	SQ YD
I-57 CROSSOVERS	732+05.00	LT&RT	16
	805+43.00	LT&RT	16
TOTAL			32

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	STATION TO	STATION	GALLON
OLYMPIAN RAMP A	10+35.00	15+67.50	255.9
RAMP B	13+11.50	24+91.00	657.5
RAMP C	13+25.00	27+49.00	737.7
RAMP D	10+41.00	28+17.00	848.6
MARKET RAMP A	307+46.50	317+57.00	499.4
RAMP B	320+15.00	331+70.50	581.3
RAMP C	0+45.00	376+09.00	811.90
RAMP D	380+14.00	8+63.00	919.00
MARKET	136+85.00	149+62.00	574.3
I-57	637+30.80	918+61.20	15001.2
	636+60.00	919+32.00	7695.4
	634+80.00	921+12.00	13031.1
TOTAL			41613.3
ROUNDED TOTAL			41613

AGGREGATE (PRIME COAT)

LOCATION	STATION TO	STATION	TON
OLYMPIAN RAMP A	10+50.00	15+00.00	2
RAMP B	13+79.00	24+76.00	7
RAMP C	15+05.00	27+34.00	7
RAMP D	10+56.00	28+17.00	9
MARKET RAMP A	307+69.00	317+42.00	5
RAMP B	320+30.00	331+48.00	6
RAMP C	0+45.00	375+94.00	9
RAMP D	380+29.00	8+63.00	8
MARKET	136+85.00	149+62.00	8
I-57	636+60.00	919+32.00	231
TOTAL			292

POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 9.5, FG, N105

LOCATION	STATION TO	STATION	TON
OLYMPIAN RAMP A	10+50.00	15+00.00	34
RAMP B	13+79.00	24+76.00	100
RAMP C	22+70.00	27+34.00	36
RAMP D	10+56.00	21+00.00	79
MARKET RAMP A	307+69.00	317+42.00	69
RAMP B	320+30.00	331+48.00	81
RAMP C	368+14.42	375+94.00	67
RAMP D	380+29.00	387+41.00	58
MARKET	136+85.00	141+86.20	75
	144+70.21	149+62.00	73
TOTAL			672

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	STATION TO	STATION	SQ YD
I-57 SB	634+80.00	636+00.00	587
	919+32.00	921+12.00	507
OLYMPIAN RAMPS RAMP A	10+35.00	11+00.00	433
	15+22.50	15+67.50	130
RAMP B	24+24.00	24+91.00	782
	13+11.50	13+56.50	130
RAMP C	26+80.00	27+49.00	452
RAMP D	10+41.00	11+09.00	672
CROSSOVERS	732+05.00		37
	805+43.00		38
TOTAL			3768

POLYMERIZED HMA SURFACE COURSE, MIX "D", N105

LOCATION	STATION TO	STATION	TON
I-57 SB	634+80.00	645+05.00	310
	655+75.00	703+95.00	1439
	713+90.00	763+40.00	1479
	766+60.00	875+00.00	3239
	879+00.00	921+12.00	1261
OVERPASS	645+05.00	655+75.00	319
	703+95.00	713+90.00	297
	763+40.00	764+96.99	46
	765+00.00	766+60.00	48
	875+00.00	879.00.00	120
OLYMPIAN RAMP A	10+35.00	15+67.50	110
RAMP B	13+11.50	24+91.00	259
RAMP C	13+25.00	27+49.00	260
RAMP D	10+41.00	28+17.00	306
MARKET RAMP A	307+46.50	317+57.00	170
RAMP B	320+15.00	331+70.50	204
RAMP C	0+45.00	376+09.00	301
RAMP D	380+14.00	8+63.00	300
MARKET ST	136+85.00	141+86.20	112
	144+70.21	149+62.00	110
TOTAL			10690

HOT-MIX ASPHALT SURFACE REMOVAL, 2"

LOCATION	STATION TO	STATION	OFFSET	SQ YD
I-57 PRE-STAGE I	640+75.00	647+45.00	LT	298
	653+35.00	663+00.00	LT	429
	666+04.00	706+35.00	LT	1792
	711+50.00	749+03.00	LT	1668
	757+28.00	764+96.99	LT	342
	765+00.00	778+43.00	LT	597
	781+00.00	921+12.00	LT	6228
I-57 STAGE II	647+45.00	653+35.00	LT	656
	706+35.00	711+50.00	LT	572
TOTAL				12582

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

LOCATION	STATION TO	STATION	OFFSET	SQ YD
MARKET ST	136+85.00	141+86.20	LT&RT	1782
	144+70.21	149+62.00	LT&RT	1749
TOTAL				3531

HOT-MIX ASPHALT SURFACE REMOVAL, 5 1/4"

LOCATION	STATION TO	STATION	SQ YD
I-57 SB	637+35.00	645+05.00	2053
	655+75.00	703+95.00	12854
	713+90.00	763+40.00	13200
	766+60.00	875+00.00	28906
	879+00.00	918+57.00	10552
		763+40.00	418
		765+00.00	426
		875+00.00	1066
OLYMPIAN RAMP C	15+80.00	19+20.00	604
RAMP D	25+13.00	28+17.00	287
MARKET RAMP C	0+45.00	2+95.21	264
RAMP D	1+49.00	8+63.00	674
TOTAL			71304

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

LOCATION	STATION TO	STATION	OFFSET	SQ YD
I-57	646+25.00	654+55.00	LT	369
	705+15.00	712+70.00	LT	336
TOTAL				705

AGGREGATE SHOULDER, TYPE B

LOCATION	STATION TO	STATION	OFFSET	TONS	
SB OUTSIDE	643+22.00	645+05.00	LT	7	
	655+75.00	659+91.00	LT	16	
	666+04.00	703+95.00	LT	144	
	713+90.00	749+04.00	LT	133	
	759+02.00	763+40.00	LT	17	
	766+60.00	774+80.00	LT	31	
	781+00.00	875+00.00	LT	357	
	879+00.00	921+12.00	LT	160	
	OVERPASS OUTSIDE	645+05.00	655+75.00	LT	14
		703+95.00	713+90.00	LT	13
763+40.00		764+96.99	LT	6	
765+00.00		766+60.00	LT	6	
875+00.00		879+00.00	LT	15	
SB MEDIAN	634+80.00	645+05.00	LT	156	
	655+75.00	703+95.00	LT	732	
	713+90.00	763+40.00	LT	752	
	766+60.00	875+00.00	LT	1646	
	879+00.00	921+12.00	LT	640	
OVERPASS MEDIAN	645+05.00	655+75.00	LT	27	
	703+95.00	713+90.00	LT	25	
	763+40.00	764+96.99	LT	24	
	765+00.00	766+60.00	LT	24	
	875+00.00	879+00.00	LT	61	
OLYMPIAN RAMP B	13+79.00	24+30.50	RT	30	
	13+79.00	24+16.00	LT	30	
RAMP A	11+02.50	15+00.00	RT	11	
	10+88.00	15+00.00	LT	12	
RAMP C	13+70.00	26+77.00	LT	45	
	21+63.00	26+98.00	RT	15	
RAMP D	11+10.00	28+17.00	LT	54	
	11+09.00	22+05.00	RT	31	
MARKET RAMP A	307+69.00	317+69.00	RT	30	
	307+70.00	317+34.25	LT	29	
RAMP B	320+01.00	331+48.00	RT	33	
	320+58.35	331+49.00	LT	32	
RAMP C	0+45.00	6+62.40	RT	23	
	366+62.40	375+97.00	RT	28	
	366+64.42	376+06.00	LT	28	
RAMP D	380+06.71	390+22.97	RT	31	
	0+00.00	8+63.00	RT	33	
MARKET	380+35.00	388+91.20	LT	25	
	138+92.00	141+86.20	LT	7	
MARKET	139+01.00	141+86.20	RT	7	
	144+70.21	147+55.00	LT	7	
	144+70.21	147+56.00	RT	7	
	TOTAL				5554

PAVEMENT REMOVAL

LOCATION	STATION TO	STATION	SQ YD
I-57	645+05.00	655+75.00	2854
	703+95.00	713+90.00	2654
	TOTAL		

PIPE CULVERT REMOVAL

LOCATION	STATION	OFFSET	SQ YD
I-57 CROSSOVERS	683+35	LT&RT	60

INSERTION CULVERT LINER, 10"

LOCATION	STATION	OFFSET	FEET
I-57	747+87.50	CL	8
	825+14.00	CL	8
	828+14.00	CL	8
	TOTAL		

HOT-MIX ASPHALT SHOULDERS

LOCATION	STATION TO	STATION	OFFSET	TONS	
I-57	640+75.00	663+00.00	LT	111	
	666+04.00	749+04.00	LT	413	
	756+17.00	764+96.99	LT	44	
	765+00.00	778+43.00	LT	67	
	781+00.00	921+12.00	LT	697	
	I-57	640+75.00	645+05.00	LT	151
		655+75.00	663+00.00	LT	259
		666+04.00	703+95.00	LT	1415
		713+90.00	749+03.00	LT	1312
		756+17.00	761+35.00	LT	194
770+10.00		778+43.00	LT	311	
781+00.00		872+65.00	LT	3422	
882+10.00		921+12.00	LT	1457	
I-57		645+05.00	655+75.00	LT	193
		703+95.00	713+90.00	LT	184
	761+35.00	764+96.99	LT	135	
	765+00.00	770+10.00	LT	190	
	872+65.00	882+10.00	LT	353	
	I-57	634+80.00	645+05.00	LT	153
		655+75.00	703+95.00	LT	720
		713+90.00	761+35.00	LT	709
		770+10.00	872+65.00	LT	1531
		882+10.00	921+12.00	LT	583
OLYMPIAN RAMP B		645+05.00	655+75.00	LT	65
		703+95.00	713+90.00	LT	62
		761+35.00	764+96.99	LT	54
		765+00.00	770+10.00	LT	76
		872+65.00	882+10.00	LT	141
	OLYMPIAN RAMP B	13+11.50	24+30.50	RT	94
		13+11.50	24+16.00	LT	62
	RAMP A	11+02.50	15+67.50	RT	39
		10+88.00	15+67.50	LT	27
	RAMP C	13+25.00	26+77.00	LT	231
21+63.00		26+98.00	RT	30	
RAMP D	11+10.00	28+17.00	LT	229	
	11+09.00	22+05.00	RT	61	
MARKET RAMP A	307+46.50	317+57.00	RT	119	
	307+46.50	317+57.00	LT	57	
RAMP B	320+15.00	331+70.50	RT	138	
	320+15.00	331+70.50	LT	63	
RAMP C	0+45.00	6+62.40	RT	184	
	366+62.40	376+09.00	RT	113	
	366+64.42	376+09.00	LT	54	
RAMP D	380+14.00	390+22.97	RT	141	
	0+00.00	8+63.00	RT	258	
	380+14.00	388+91.20	LT	49	
MARKET	138+92.00	141+86.20	LT	16	
	139+01.00	141+86.20	RT	16	
	144+70.21	147+55.00	LT	16	
	144+70.21	147+56.00	RT	16	
TOTAL				17015	

INSERTION CULVERT LINER, 14"

LOCATION	STATION	OFFSET	FEET
I-57	895+87.00	CL	8

INSERTION CULVERT LINER, 20"

LOCATION	STATION	OFFSET	FEET
I-57	731+67.50	CL	8
	741+89.00	CL	8
	768+50.00	CL	32
	777+85.00	CL	8
	799+36.00	CL	8
	850+87.00	CL	8
	877+56.00	CL	12
	TOTAL		

UNDERDRAIN CONNECTION TO STRUCTURE

LOCATION	STATION	OFFSET	EACH
I-57	661+89.50	LT	1
	676+80.00	LT&MED	2
	719+00.00	MED	1
	742+00.00	LT&MED	2
	748+00.00	LT&MED	2
	778+00.00	LT&MED	3
	799+50.00	LT&MED	2
	825+00.00	LT&MED	2
	828+00.00	MED	1
	832+00.00	MED	1
I-57	851+00.00	LT&MED	2
	863+00.00	MED	1
	877+30.00	LT&MED	4
	901+00.00	LT&MED	2
	TOTAL		

TEMPORARY CONCRETE BARRIER

LOCATION	STA.	STA.	COMMENT	FEET
010-0254	645+05.0	656+00.0	TANGENT	1095.0
010-0254	656+00.0	657+80.0	1:12 TAPER	180.0
010-0171	703+95.0	714+15.0	TANGENT	1020.0
010-0171	714+15.0	715+95.0	1:12 TAPER	180.0
TOTAL				2475

RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	STA.	STA.	COMMENT	FEET
010-0254	645+05.0	656+00.0	TANGENT	1095.0
010-0254	656+00.0	657+55.0	1:12 TAPER	155.0
010-0171	703+95.0	714+15.0	TANGENT	1020.0
010-0171	714+15.0	715+70.0	1:12 TAPER	155.0
TOTAL				2425

IMPACT ATTENUATORS, TEMPORARY, NON-REDIRECTIVE, TL-3

LOCATION	STA.	EACH
010-0254	657+80.0	1
010-0171	715+95.0	1
TOTAL		2

IMPACT ATTENUATORS, RELOCATE, NON-REDIRECTIVE, TL-3

LOCATION	STA.	EACH
010-0254	657+55.0	1
010-0171	715+70.0	1
TOTAL		2

GRATING FOR CONCRETE HEADWALL

LOCATION	EACH	
SN 010-8025	1	
SN 010-8024	1	
TOTAL		2

ISLAND REMOVAL

LOCATION	STATION TO	STATION	SQ FT
OLYMPIAN RAMP B	24+51.00	24+79.00	432.7
	TOTAL		
RAMP D	10+51.00	10+71.00	155.6
TOTAL			588

CONCRETE MEDIAN, TYPE SM (DOWELLED)

LOCATION	STATION TO	STATION	SQ FT
OLYMPIAN RAMP B	24+51.00	24+79.00	379.5
	TOTAL		
RAMP D	10+51.00	10+71.00	123.0
TOTAL			503

INLETS TO BE ADJUSTED

LOCATION	STATION	OFFSET	EACH
OLYMPIAN INTERCHANGE	661+85	LT	1
	776+09	LT	1
	TOTAL		

GUARD POSTS

LOCATION	STATION	OFFSET	EACH
I-57	649+90.00	CL	2
	676+82.00	CL	6
TOTAL			8

STONE RIPRAP, CLASS A1

LOCATION	STATION TO	STATION	OFFSET	TON
I-57	831+97.50	832+02.50	-	7
	TOTAL			

STONE RIPRAP, CLASS A4

LOCATION	STATION TO	STATION	OFFSET	SQ YD
I-57	824+90.00	825+10.00	LT&RT	36
	827+90.00	828+10.00	LT&RT	67
TOTAL				103

FILTER FABRIC

LOCATION	STATION TO	STATION	OFFSET	SQ YD
I-57	824+90.00	825+10.00	LT&RT	36
	827+90.00	828+10.00	LT&RT	67
TOTAL				103

WOVEN WIRE FENCE REMOVAL & REPLACEMENT

LOCATION	STATION	OFFSET	FEET
I-57	730+40.00	LT	112
	827+58.00	RT	84
	830+00.00	RT	70
	851+00.00	LT	42
	870+40.00	LT	42
TOTAL			350

TEMPORARY WATER FILLED BARRIER

LOCATION	STATION TO	STATION	OFFSET	FEET
I-57	645+00.00	656+75.00	-	2350
	703+90.00	714+90.00	-	2200
TOTAL				4550

HOT-MIX ASPHALT BINDER COURSE, IL 19.0, FG, N105

LOCATION	STATION TO	STATION	TON
I-57 SB	637+30.80	645+05.00	809
	655+75.00	703+95.00	5039
	713+90.00	763+40.00	5174
	767+60.00	875+00.00	11227
	879+00.00		

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)		
644+00.00	647+69.00	-0.19	-0.4	369	0	2.00	2.78	17	0	1	4
647+69.00	653+00.00	-0.21	-0.4	531	0	2.00	3.00	36	0	1	4
653+00.00	657+00.00	-0.46	-0.4	400	0	2.24	2.00	17	0	1	4
657+00.00	661+89.50	-0.47	-0.5	490	0	1.82	3.22	0	0	0	0
661+89.50	666+50.00	-0.62	-0.6	461	0	1.63	1.50	17	0	1	4
666+50.00	670+00.00	-0.65	-0.5	350	0	2.09	1.50	17	0	1	4
670+00.00	674+00.00	-0.53	-0.5	400	0	2.54	1.50	17	0	1	4
674+00.00	676+80.00	-0.52	-0.5	280	0	1.56	1.50	0	0	0	0
676+80.00	683+00.00	-0.29	-0.4	620	0	1.53	2.24	21	0	1	4
683+00.00	687+00.00	-0.25	-0.4	400	0	1.50	2.10	18	0	1	4
687+00.00	692+00.00	-0.23	-0.4	500	0	1.50	2.33	20	0	1	4
692+00.00	697+00.00	-0.23	-0.4	500	0	1.50	2.36	17	0	1	4
697+00.00	702+00.00	-0.22	-0.4	500	0	1.50	2.36	22	0	1	4
702+00.00	707+00.00	-0.21	-0.4	500	0	2.00	2.93	21	0	1	4
707+00.00	711+00.00	-0.21	-0.4	400	0	2.00	2.76	24	0	1	4
711+00.00	716+00.00	-0.26	-0.4	500	0	2.00	2.71	19	0	1	4
716+00.00	719+00.00	-0.23	-0.4	300	0	1.50	2.01	17	0	1	4
719+00.00	723+00.00	-0.25	-0.4	400	0	1.50	2.08	17	0	1	4
723+00.00	727+00.00	-0.23	-0.4	400	0	1.50	2.19	17	0	1	4
727+00.00	731+00.00	-0.27	-0.4	400	0	1.50	2.04	17	0	1	4
731+00.00	736+00.00	-0.31	-0.4	500	0	1.50	1.97	19	0	1	4
736+00.00	742+00.00	-0.37	-0.4	600	0	1.50	1.70	0	0	0	0
742+00.00	748+00.00	-0.35	-0.4	600	0	1.50	1.77	0	0	0	0
748+00.00	752+00.00	-0.22	-0.4	400	0	1.50	2.21	20	0	2	4
752+00.00	757+60.00	+0.09	+0.4	560	0	1.50	3.24	26	0	1	4
757+60.00	760+50.00	+0.14	-0.4	250	0	1.50	2.85	21	0	1	4
760+50.00	764+00.00	+0.23	+0.4	350	0	1.50	2.09	27	0	1	4
764+00.00	768+80.00	+0.11	+0.4	480	0	1.50	2.88	23	0	1	4
768+80.00	772+20.00	-0.11	-0.4	300	0	1.50	1.75	27	0	1	4
772+20.00	778+00.00	-0.11	-0.4	580	0	1.50	3.21	0	0	0	0
778+00.00	783+00.00	-0.15	-0.4	500	0	1.50	2.75	20	0	1	0
783+00.00	789+00.00	-0.13	-0.4	600	0	1.50	3.10	23	0	1	4
789+00.00	795+00.00	-0.15	-0.4	600	0	1.50	2.98	22	0	1	4
795+00.00	799+50.00	-0.12	-0.4	450	0	1.50	2.76	0	0	0	4
799+50.00	804+50.00	-0.14	-0.4	490	0	1.50	2.76	22	0	1	4
804+50.00	807+00.00	-0.10	-0.4	250	0	1.50	2.25	20	0	1	4
807+00.00	809+00.00	-0.09	-0.4	200	0	1.50	2.12	21	0	1	4
809+00.00	810+00.00	-0.12	-0.4	100	0	1.50	1.78	21	0	1	4
810+00.00	811+00.00	-0.14	-0.4	100	0	1.50	1.76	19	0	1	4
811+00.00	812+00.00	-0.13	-0.4	100	0	1.50	1.77	19	0	1	4
812+00.00	815+00.00	-0.14	-0.4	300	0	1.50	2.29	22	0	1	4
815+00.00	820+00.00	-0.11	-0.4	500	0	1.50	2.97	21	0	2	4
820+00.00	825+00.00	+0.11	+0.4	500	0	1.50	2.19	21	0	1	4
825+00.00	830+00.00	+0.18	+0.4	500	0	1.50	2.62	0	0	0	0
830+00.00	835+00.00	+0.18	+0.4	500	0	1.50	2.58	20	0	1	4
835+00.00	841+00.00	+0.12	+0.4	600	0	1.50	2.93	22	0	1	4
841+00.00	845+00.00	-0.10	-0.4	400	0	1.50	2.69	21	0	1	4
845+00.00	851+00.00	-0.11	-0.4	600	0	1.50	3.26	0	0	0	0
851+00.00	855+00.00	-0.13	-0.4	400	0	1.50	2.56	28	0	1	4
855+00.00	859+00.00	-0.09	-0.4	400	0	1.50	2.76	28	0	1	4
859+00.00	863+00.00	-0.05	-0.4	400	0	1.50	2.90	27	0	2	4
863+00.00	868+00.00	+0.11	+0.4	500	0	1.50	2.74	27	0	1	4
868+00.00	873+00.00	+0.11	+0.4	500	0	1.50	2.95	24	0	1	4
873+00.00	877+30.00	-0.11	-0.4	430	0	1.50	2.93	0	0	0	0
877+30.00	880+00.00	+0.30	+0.4	270	0	1.53	1.81	0	0	0	0
880+00.00	885+00.00	+0.15	+0.4	500	0	1.50	2.76	21	0	1	4
885+00.00	889+50.00	-0.10	-0.4	450	0	1.50	2.85	21	0	1	4
889+50.00	895+00.00	-0.12	-0.4	550	0	1.50	3.05	21	0	1	4
895+00.00	901+00.00	-0.11	-0.4	600	0	1.50	3.24	0	0	0	0
901+00.00	906+00.00	-0.11	-0.4	500	0	1.50	2.95	21	0	1	4
906+00.00	911+00.00	-0.13	-0.4	500	0	1.50	2.84	21	0	1	4
911+00.00	915+50.00	-0.09	-0.4	450	0	1.50	2.91	21	0	1	4
915+50.00	918+00.00	+0.05	+0.4	250	0	1.50	2.38	21	0	1	4
SUB-TOTAL				27310	0			1109	0	55	208

NOTE: DEPTHS GIVEN ARE MEASURED FROM THE EXISTING E.O.P. TO INVERT OF PIPE UNDERDRAIN. AT SN 010-0254 & SN 010-0171, DEPTHS ARE MEASURED FROM THE TOP OF THE PROPOSED 11.25" BINDER COURSE TO THE INVERT OF THE PIPE UNDERDRAIN.

NOTE: SEE SHEET 17 FOR 'UNDERDRAIN CONNECTION TO STRUCTURE' AND 'CONNECTION OF EXISTING PIPE UNDERDRAINS' SCHEDULES.

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+39.00	640+00.00	-0.20	-0.4	0	261	1.50	2.02	0	30	1	4
640+00.00	644+00.00	-0.20	-0.4	0	400	1.50	2.57	0	21	1	4
644+00.00	648+97.00	-0.20	-0.4	0	497	2.00	3.01	0	17	1	4
648+97.00	653+00.00	-0.20	-0.4	0	403	2.00	2.76	0	17	1	4
653+00.00	657+00.00	-0.50	-0.4	0	400	2.29	2.00	0	17	1	4
657+00.00	661+00.00	-0.60	-0.5	0	400	1.88	1.50	0	19	1	4
661+00.00	666+50.00	-0.60	-0.6	0	550	1.59	1.50	0	17	1	4
666+50.00	670+00.00	-0.60	-0.6	0	350	1.66	1.50	0	17	1	4
670+00.00	674+00.00	-0.50	-0.5	0	400	1.64	1.50	0	17	1	4
674+00.00	676+80.00	-0.50	-0.5	0	280	1.56	1.50	0	0	0	0
676+80.00	683+00.00	-0.50	-0.4	0	620	1.53	2.28	0	22	1	4
683+00.00	687+00.00	-0.30	-0.4	0	400	1.50	2.16	0	22	1	4
687+00.00	692+00.00	-0.20	-0.4	0	500	1.50	2.34	0	20	1	4
692+00.00	697+00.00	-0.20	-0.4	0	500	1.50	2.36	0	24	1	4
697+00.00	702+00.00	-0.20	-0.4	0	500	1.50	2.38	0	25	1	4
702+00.00	706+00.00	-0.20	-0.4	0	400	2.00	2.70	0	26	1	4
706+00.00	711+00.00	-0.20	-0.4	0	500	2.00	2.90	0	17	1	4
711+00.00	716+00.00	-0.20	-0.4	0	500	2.00	2.76	0	17	1	4
716+00.00	719+00.00	-0.30	-0.4	0	300	1.50	1.95	0	30	1	4
719+00.00	723+00.00	-0.20	-0.4	0	400	1.50	2.13	0	27	1	4
723+00.00	727+00.00	-0.20	-0.4	0	400	1.50	2.16	0	23	1	4
727+00.00	731+00.00	-0.30	-0.4	0	400	1.50	2.08	0	21	1	4
731+00.00	736+00.00	-0.30	-0.4	0	500	1.50	2.04	0	22	1	4
736+00.00	742+00.00	-0.40	-0.4	0	600	1.50	1.60	0	0	0	0
742+00.00	748+00.00	-0.40	-0.4	0	600	1.50	1.73	0	0	0	0
748+00.00	752+00.00	+0.00	-0.4	0	400	1.50	3.05	0	34	1	4
752+00.00	755+50.00	+0.10	+0.4	0	350	1.50	2.55	0	40	1	4
755+50.00	759+00.00	+0.10	+0.4	0	350	1.50	2.55	0	40	1	4
759+00.00	764+00.00	+0.20	+0.4	0	500	1.50	2.51	0	26	1	4
764+00.00	768+80.00	+0.10	+0.4	0	480	1.50	2.85	0	28	1	4
768+80.00	773+00.00	-0.10	-0.4	0	380	1.50	2.61	0	28	1	4
773+00.00	778+00.00	-0.10	-0.4	0	500	1.50	2.88	0	0	0	0
778+00.00	783+00.00	-0.10	-0.4	0	500	1.50	2.85	0	24	1	4
783+00.00	789+00.00	-0.10	-0.4	0	600	1.50	3.04	0	28	1	4
789+00.00	793+00.00	-0.20	-0.4	0	400	1.50	2.44	0	23	1	4
793+00.00	799+50.00	-0.10	-0.4	0	650	1.50	3.41	0	0	0	0
799+50.00	803+00.00	-0.10	-0.4	0	340	1.50	2.42	0	28	1	4
803+00.00	806+00.00	-0.10	-0.4	0	300	1.50	2.88	0	26	1	4
806+00.00	808+00.00	-0.10	-0.4	0	200	1.50	2.06	0	23	1	4
808+00.00	810+00.00	-0.10	-0.4	0	200	1.50	2.05	0	23	1	4
810+00.00	813+00.00	-0.10	-0.4	0	300	1.50	2.32	0	26	1	4
813+00.00	817+00.00	-0.10	-0.4	0	400	1.50	2.30	0	26	1	4
817+00.00	820+00.00	-0.10	-0.4	0	300	1.50	2.49	0	27	2	4
820+00.00	825+00.00	+0.20	+0.4	0	500	1.50	2.65	0	36	1	4
825+00.00	828+00.00	+0.10</									

LOCATION	PREFORMED PAVEMENT MARKING SKIP-DASH WHITE 4"	THERMOPLASTIC 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 YELLOW 4"	SOLID WHITE 4"	SOLID YELLOW 4"	SOLID WHITE 6"	SOLID WHITE 8"	SOLID WHITE 12"	SOLID WHITE 24"				ONE WAY CRYSTAL	ONE WAY AMBER	TWO WAY AMBER			
STATION TO STATION																	
EAI 57 SOUTHBOUND																	
634+80.00 TO 764+96.99	3260			13017						3208	325	325			4479	13017	
765+00.00 TO 921+132.00	3900			15612						3988	390	390			5383	15612	
640+75.00 TO 643+22.00							247				7	7					
643+22.00 TO 659+91.00			1669														556
659+91.00 TO 663+00.00							309				9	9					
666+04.00 TO 749+03.00			8299														2766
690+80.00									12								
697+40.00									12								
704+00.00									12								
756+17.00 TO 759+03.00							286				8	8					
759+03.00 TO 764+96.99			594														198
765+00.00 TO 774+80.00			980														327
774+80.00 TO 778+43.00							363				10	10					
781+00.00 TO 921+12.00			14012														4671
798+00.00									12								
804+60.00									12								
811+20.00									12								
901+80.00									12								
908+40.00									12								
915+00.00									12								
SUB-TOTAL	7160	0	25554	28629	0	1205	0	0	108	7196	749	749	0	0	9862	28629	8518
OLYMPIAN RAMPS																	
RAMP A LT																	
10+88.00 TO 15+40.00				452						36					6		
15+40.00 TO 15+67.50				28						4					1		
RAMP A RT																	
11+02.00 TO 15+67.50			466							40					7		
RAMP B LT																	
13+11.50 TO 13+39.00				28							1		1				
13+39.00 TO 24+17.00				1078						2	13		13		1		
22+73.00 TO 24+30.00			157							84					13		
24+30.00 TO 24+90.00						203		121	36	2					1		
RAMP B RT																	
13+11.50 TO 24+31.00			1120							96					16		
RAMP C LT																	
13+70.00 TO 26+77.00			1307							112					18		
RAMP C RT																	
19+19.00 TO 21+63.00							244			18	6	6			3		
21+63.00 TO 22+13.00				50						4					1		
22+13.00 TO 26+97.00			484							42					7		
RAMP D LT																	
11+10.00 TO 28+17.00			1707							144	32	32			24		
RAMP D RT																	
11+08.00 TO 21+55.00				1047						84	11		11		1		
21+55.00 TO 22+05.00				50						4	2		2		4		
22+05.00 TO 25+13.00							308			24	8	8					
10+40.00 TO 10+86.00						158		95	36								
10+86.00 TO 12+92.00			206														
SUB-TOTAL	0	0	4963	3217	361	552	216	72	0	696	73	46	27	0	117	0	0

FILE NAME =	USER NAME = #USER*	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING SCHEDULE

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(SB)	CHAMPAIGN	66	20
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

LOCATION	PREFORMED PAVEMENT MARKING	THERMOPLASTIC 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"	SKIP-DASH YELLOW 4"	SOLID WHITE 4"	SOLID YELLOW 4"	SOLID WHITE 6"	SOLID WHITE 8"	SOLID WHITE 12"				SOLID WHITE 24"	ONE WAY CRYSTAL	ONE WAY AMBER			
STATION TO STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH			
MARKET RAMP																	
RAMP A LT																	
307+46.00 TO 316+82.00				936						74	6		6		12		
316+82.00 TO 317+38.00				91						6					1		
RAMP A RT																	
307+46.00 TO 316+89.00			943							74					13		
316+89.00 TO 317+72.00			133							6					1		
317+26.00 TO 317+57.00					116		57	36									
RAMP B LT																	
320+54.00 TO 321+70.00				141						10					2		
321+70.00 TO 331+70.50				1001						78					13		
RAMP B RT																	
320+00.00 TO 321+31.00			149							10					2		
321+31.00 TO 331+70.50			1040							86					14		
RAMP C LT																	
3+01.00 TO 6+62.40							361			32	9	9			5		
366+62.40 TO 366+64.00							2			72					13		
366+64.00 TO 367+14.00			50								2		2				
367+14.00 TO 375+27.00			813								9		9				
375+27.00 TO 376+08.00			105														
RAMP C RT																	
0+45.00 TO 6+62.40			617							48	31	31			8		
366+62.40 TO 374+88.00			826							72					13		
374+88.00 TO 376+00.00			201														
375+67.00 TO 376+09.00					185		118	36									
RAMP D LT																	
380+31.00 TO 380+93.00				87													
380+93.00 TO 388+41.00				748						69					11		
388+41.00 TO 388+91.00				50						1							
388+91.00 TO 390+22.97							132			10	7	7			2		
0+00.00 TO 1+49.00							149			8					1		
RAMP D RT																	
380+00.00 TO 381+01.00			121														
381+01.00 TO 390+22.97			922							80					13		
0+00.00 TO 8+63.00			863							72					12		
SUB-TOTAL	0	0	5815	4022	301	644	175	72	0	808	64	47	17	0	137	0	
MARKET STREET																	
136+85.00 TO 142+15.76		130								104	7						
144+40.68 TO 149+62.00		130								104	7				7		
LT 136+85.00 TO 137+46.00			61														
RT 136+85.00 TO 137+51.00			66														
LT 139+00.00 TO 142+15.76			316														
RT 139+20.00 TO 142+15.76			296														
LT 144+40.68 TO 147+61.00			320														
RT 144+40.68 TO 147+61.00			320														
LT 148+78.20 TO 149+62.00			84														
RT 149+52.23 TO 149+62.00			10														
SUB-TOTAL	0	260	1473	0	0	0	0	0	0	208	14	0	0	14	0	0	0
TOTAL	7160	260	37805	35868	662	2401	391	144	108	8908	900	842	44	14	10116	28629	8518
GRAND TOTAL	7160		73933		662	2401	391	144	108	8908	900		900		10116	28629	8518

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING SCHEDULE

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(SB)	CHAMPAIGN	66	21
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

DELINEATORS

LOCATION	SINGLE WHITE	DOUBLE WHITE	SINGLE AMBER	DOUBLE AMBER	TRIPLE AMBER	REMOVAL
OLYMPIAN	EACH	EACH	EACH	EACH	EACH	EACH
RAMP A	11+80.00 RT		11+80.00 LT			2
	12+60.00 RT		12+60.00 LT			2
	13+20.00 RT		13+20.00 LT			2
	14+00.00 RT		14+00.00 LT			2
	14+80.00 RT		14+80.00 LT			2
RAMP D	11+50.00 LT	24+65.00 LT	11+50.00 RT			3
	12+05.00 LT	25+65.00 LT	12+05.00 RT			3
	12+60.00 LT	26+65.00 LT	12+60.00 RT			3
	13+15.00 LT	27+65.00 LT	13+15.00 RT			3
	13+70.00 LT		13+70.00 RT			2
	14+25.00 LT		14+25.00 RT			2
	15+05.00 LT		15+05.00 RT			2
	15+85.00 LT		15+85.00 RT			2
	16+65.00 LT		16+65.00 RT			2
	17+45.00 LT		17+45.00 RT			2
	18+25.00 LT		18+25.00 RT			2
	19+05.00 LT		19+05.00 RT			2
	19+85.00 LT		19+85.00 RT			2
	20+65.00 LT		20+65.00 RT			2
	21+65.00 LT					1
	22+65.00 LT					1
	23+65.00 LT					1
RAMP C	20+50.00 LT	631+00.00 LT	22+10.00 RT			3
	21+30.00 LT	10+50.00 LT	22+90.00 RT			3
	22+10.00 LT	11+50.00 LT	23+70.00 RT			3
	22+90.00 LT	12+50.00 LT	24+50.00 RT			3
	23+70.00 LT	13+50.00 LT	25+50.00 RT			3
	24+50.00 LT	14+50.00 LT	26+50.00 RT			3
	25+50.00 LT	15+50.00 LT				2
	26+50.00 LT	16+50.00 LT				2
		17+50.00 LT				1
		18+50.00 LT				1
		19+50.00 LT				1
RAMP B	14+60.00 RT		14+60.00 LT			2
	15+40.00 RT		15+40.00 LT			2
	16+20.00 RT		16+20.00 LT			2
	17+00.00 RT		17+00.00 LT			2
	17+80.00 RT		17+80.00 LT			2
	18+60.00 RT		18+60.00 LT			2
	19+40.00 RT		19+40.00 LT			2
	19+95.00 RT		19+95.00 LT			2
	20+50.00 RT		20+50.00 LT			2
	21+05.00 RT		21+05.00 LT			2
	21+60.00 RT		21+60.00 LT			2
	22+15.00 RT		22+15.00 LT			2
	22+70.00 RT		22+70.00 LT			2
	23+70.00 RT		23+70.00 LT			2

DELINEATORS

LOCATION	SINGLE WHITE	DOUBLE WHITE	SINGLE AMBER	DOUBLE AMBER	TRIPLE AMBER	REMOVAL
MARKET ST	EACH	EACH	EACH	EACH	EACH	EACH
RAMP A	308+07.00 RT		308+07.00 LT			2
	308+82.00 RT		308+82.00 LT			2
	309+57.00 RT		309+57.00 LT			2
	310+57.00 RT		310+57.00 LT			2
	311+57.00 RT		311+57.00 LT			2
	312+57.00 RT		312+57.00 LT			2
	313+57.00 RT		313+57.00 LT			2
	314+57.00 RT		314+57.00 LT			2
	315+57.00 RT		315+57.00 LT			2
	316+57.00 RT		316+57.00 LT			2
RAMP B	320+50.00 RT		320+50.00 LT			2
	321+50.00 RT		321+50.00 LT			2
	322+50.00 RT		322+50.00 LT			2
	323+50.00 RT		323+50.00 LT			2
	324+50.00 RT		324+50.00 LT			2
	325+50.00 RT		325+50.00 LT			2
	326+50.00 RT		326+50.00 LT			2
	327+50.00 RT		327+50.00 LT			2
	328+50.00 RT		328+50.00 LT			2
	329+50.00 RT		329+50.00 LT			2
	330+50.00 RT		330+50.00 LT			2
	331+25.00 RT					1
RAMP C	367+22.00 RT	775+50.00 LT	367+22.00 LT			3
	367+97.00 RT	776+50.00 LT	367+97.00 LT			3
	368+72.00 RT	777+50.00 LT	368+72.00 LT			3
	369+27.00 RT	778+50.00 LT	369+27.00 LT			3
	369+82.00 RT	779+50.00 LT	369+82.00 LT			3
	370+37.00 RT	780+50.00 LT	370+37.00 LT			3
	371+37.00 RT		371+37.00 LT			2
	372+37.00 RT		372+37.00 LT			2
	373+17.00 RT		373+17.00 LT			2
	373+57.00 RT		373+57.00 LT			2
	373+97.00 RT		373+97.00 LT			2
	374+87.00 RT		374+37.00 LT			2
	374+77.00 RT		374+77.00 LT			2
RAMP D	380+00.00 RT	748+00.00 LT	380+00.00 LT			3
	382+00.00 RT	749+00.00 LT	382+00.00 LT			3
	382+40.00 RT	750+00.00 LT	382+40.00 LT			3
	382+80.00 RT	751+00.00 LT	382+80.00 LT			3
	383+20.00 RT	752+00.00 LT	383+20.00 LT			3
	383+60.00 RT	753+00.00 LT	383+60.00 LT			3
	384+60.00 RT	754+00.00 LT	384+60.00 LT			3
	385+60.00 RT	755+00.00 LT	385+60.00 LT			3
	386+15.00 RT	756+00.00 LT	386+15.00 LT			3
	386+70.00 RT	757+00.00 LT	386+70.00 LT			3
	357+25.00 RT		387+25.00 LT			2
	387+80.00 RT		387+80.00 LT			2
	388+35.00 RT		388+35.00 LT			2
	389+10.00 RT					1
	389+85.00 RT					1
CROSSOVERS						
683+36.00 CL						
732+05.27 CL				2	2	4
805+43.23 CL				2	2	4
SUB-TOTAL	94	31	86	4	4	223
TOTAL			219			223

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		CHECKED -	REVISED -
		DATE -	REVISED -

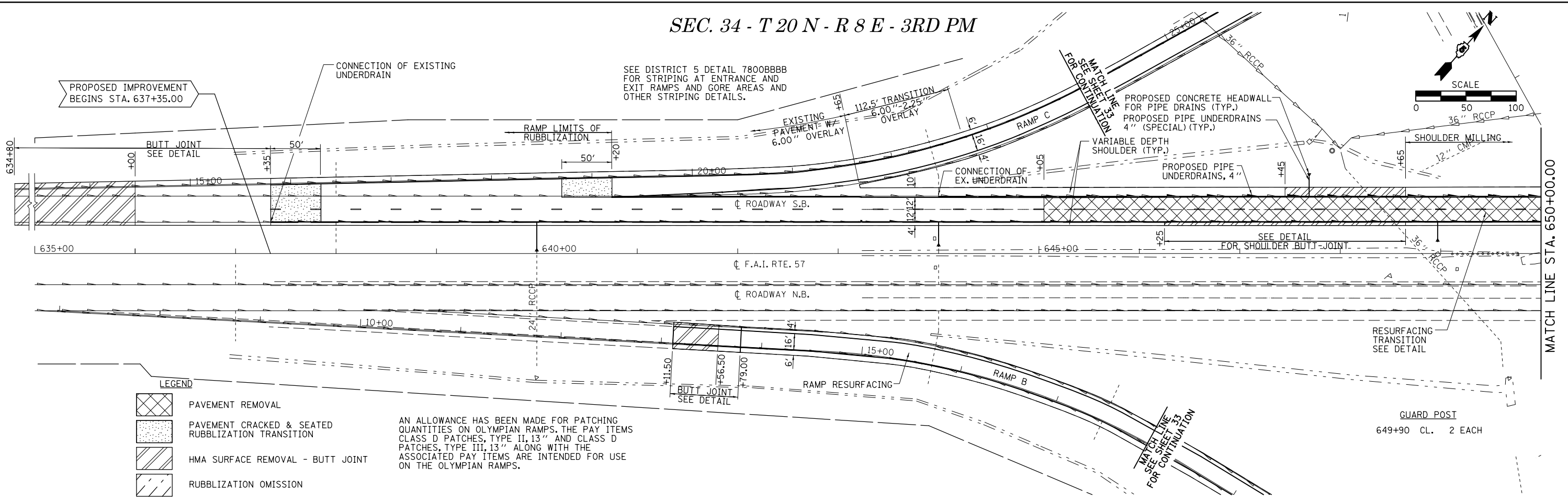
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DELINEATOR SCHEDULE

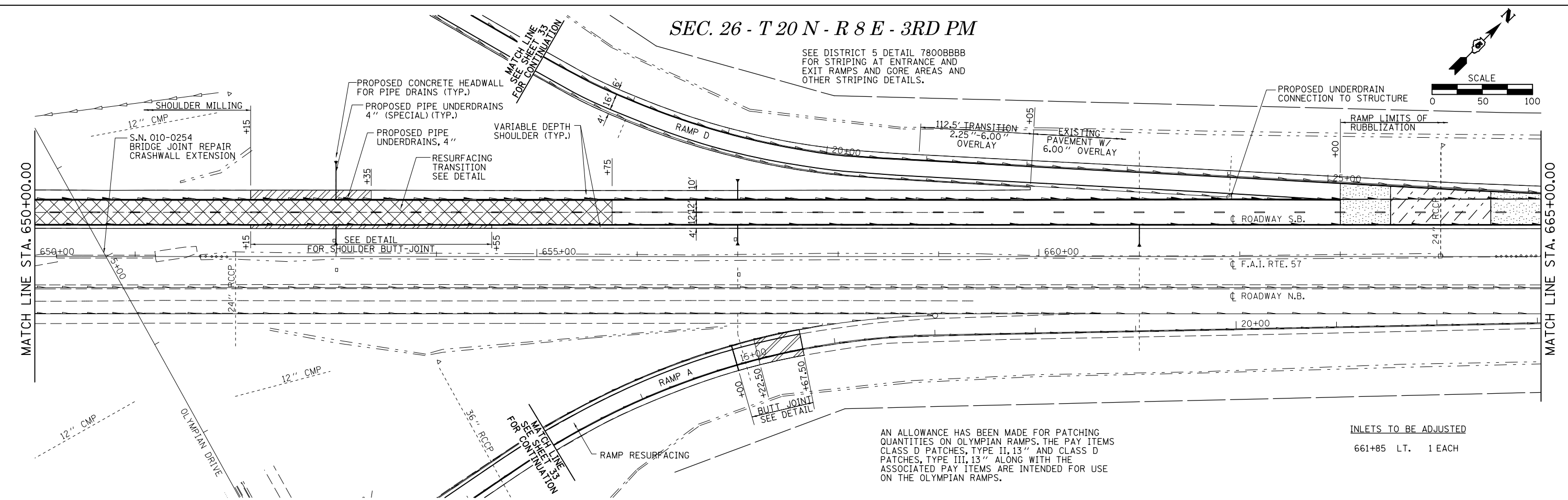
SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

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



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



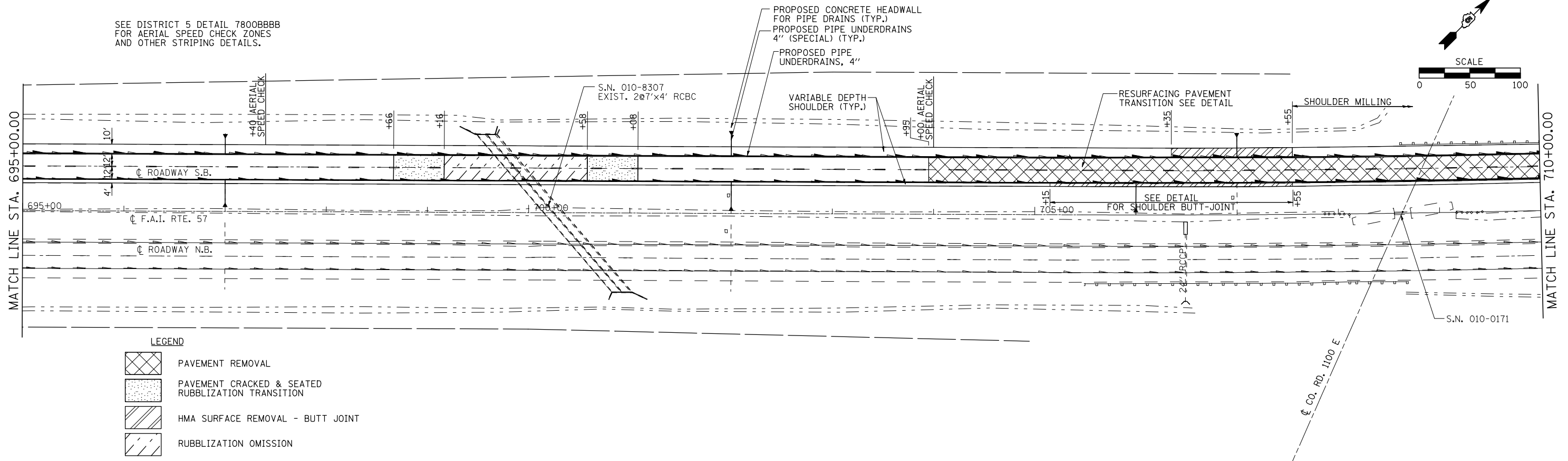
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PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 70923							
PLOT DATE = 6/14/2011		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

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Align: 1-57

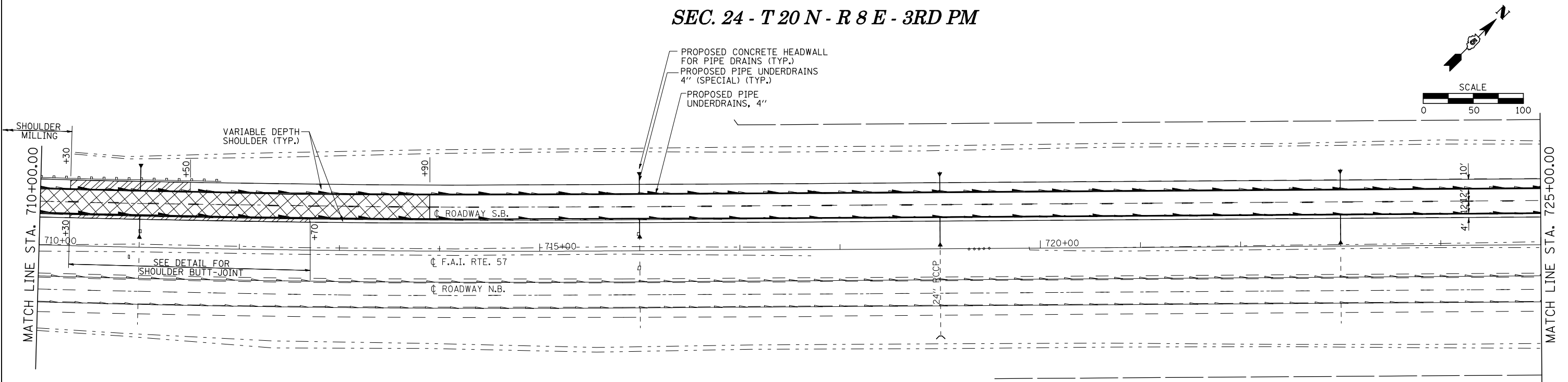
SEC. 26 - T 20 N - R 8 E - 3RD PM

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

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



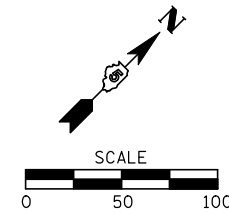
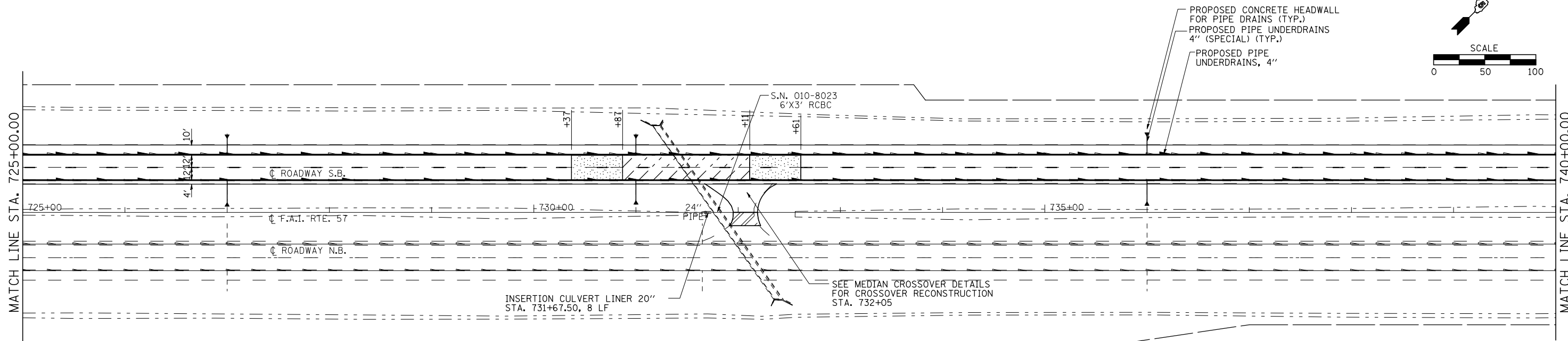
SEC. 24 - T 20 N - R 8 E - 3RD PM



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		SCALE:	SHEET NO. 3 OF 10 SHEETS	STA. 695+00 TO STA. 725+00	57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	25
		CHECKED -	REVISED -		CONTRACT NO. 70923							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

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 Align: 1-57

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

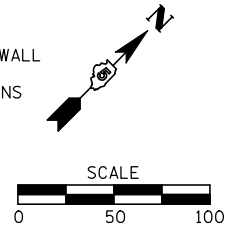
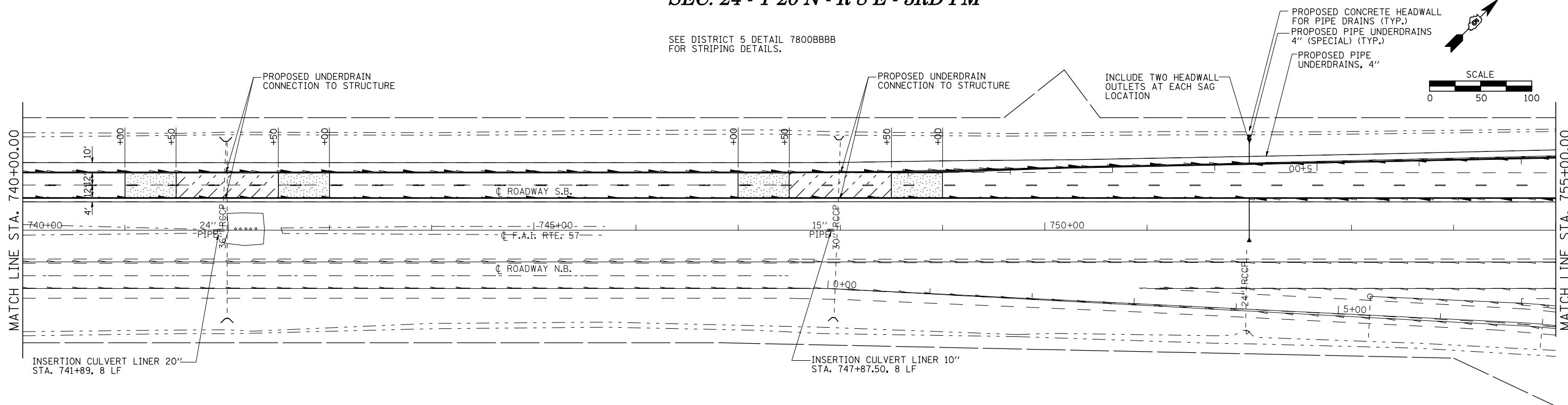


LEGEND

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

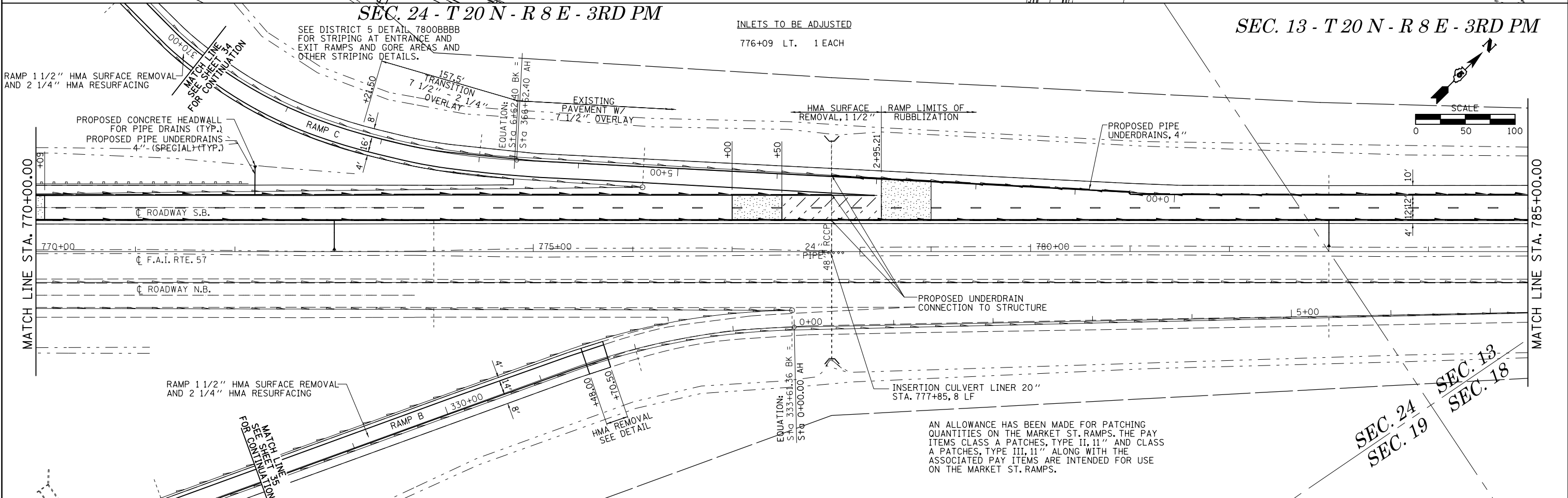
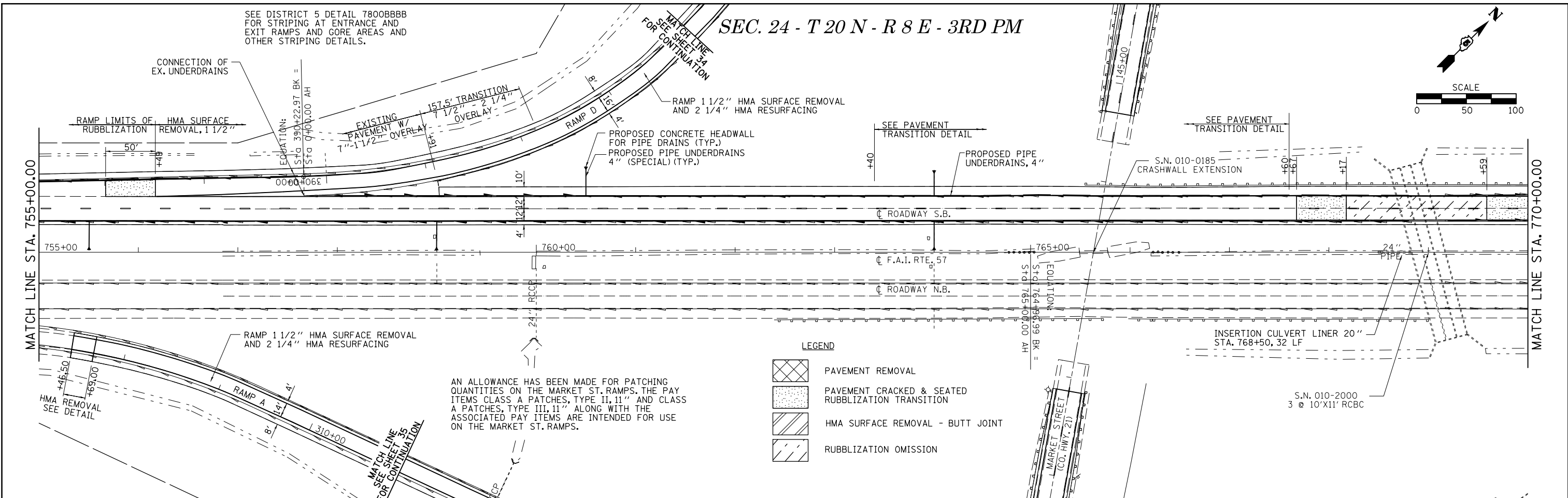
SEC. 24 - T 20 N - R 8 E - 3RD PM

SEE DISTRICT 5 DETAIL 7800BBBB FOR STRIPING DETAILS.



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.I. 57			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = #DATE#		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

Sheet: 4
Angle: 52.2769
Align: 1-57



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.	
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		CHECKED -	REVISED -										
		DATE -	REVISED -										

Sheet: 5
Angle: 52.2769
Align: 1-57

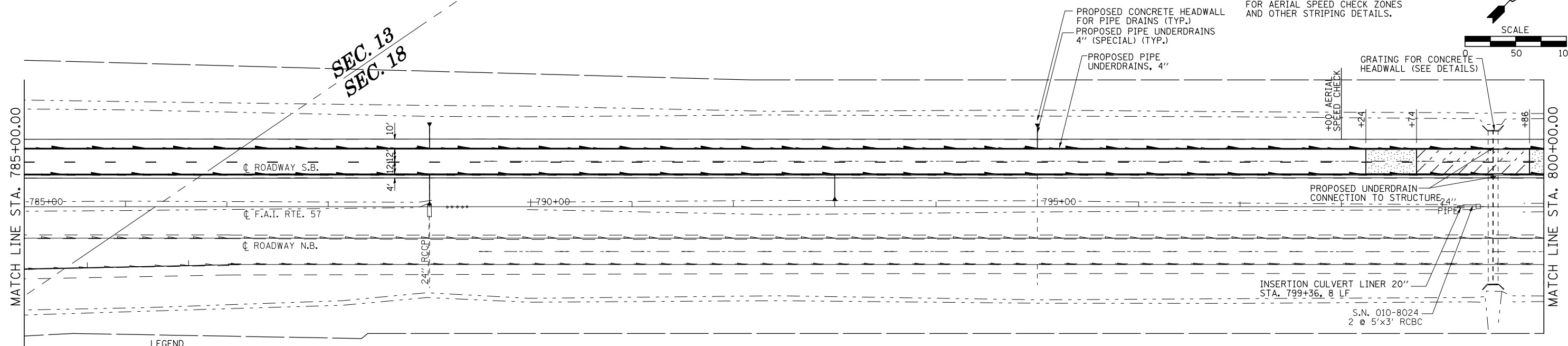
SEC. 24
SEC. 19

SEC. 13
SEC. 18

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

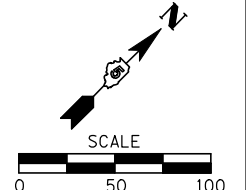
SEC. 18 - T 20 N - R 9 E - 3RD PM

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

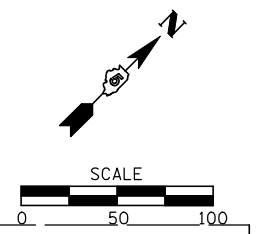
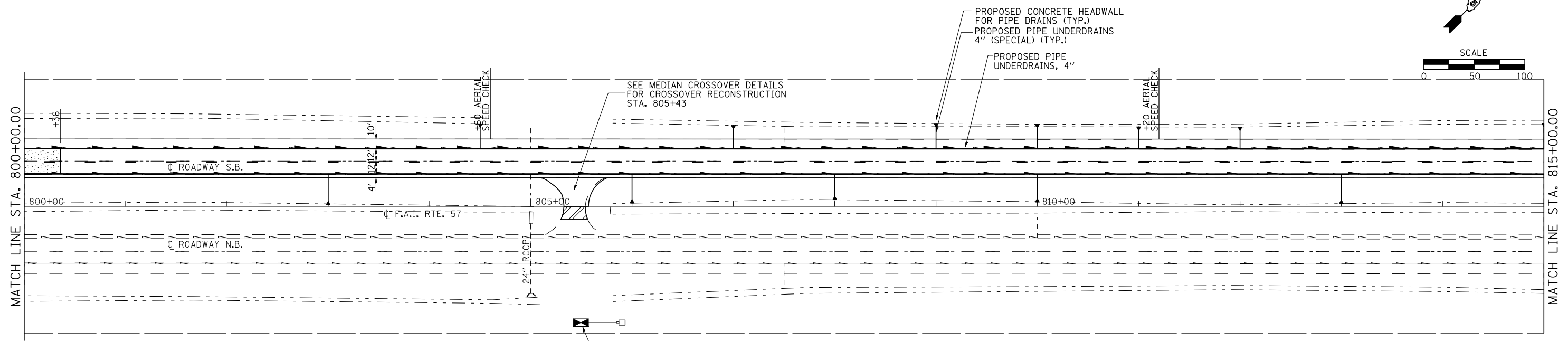


LEGEND

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



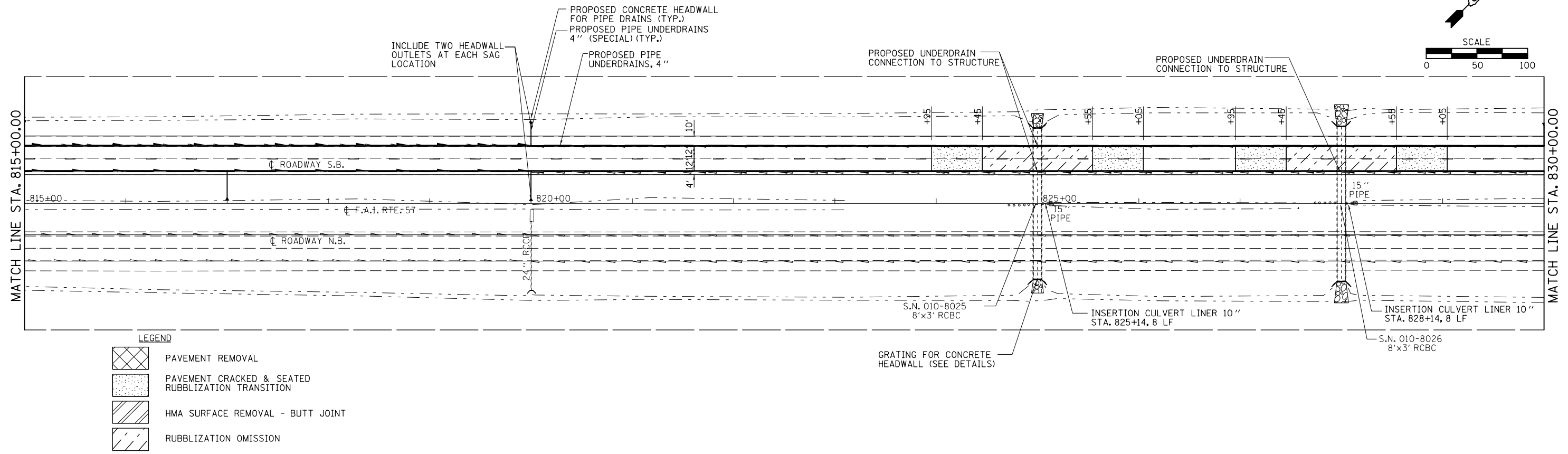
SEC. 18 - T 20 N - R 9 E - 3RD PM



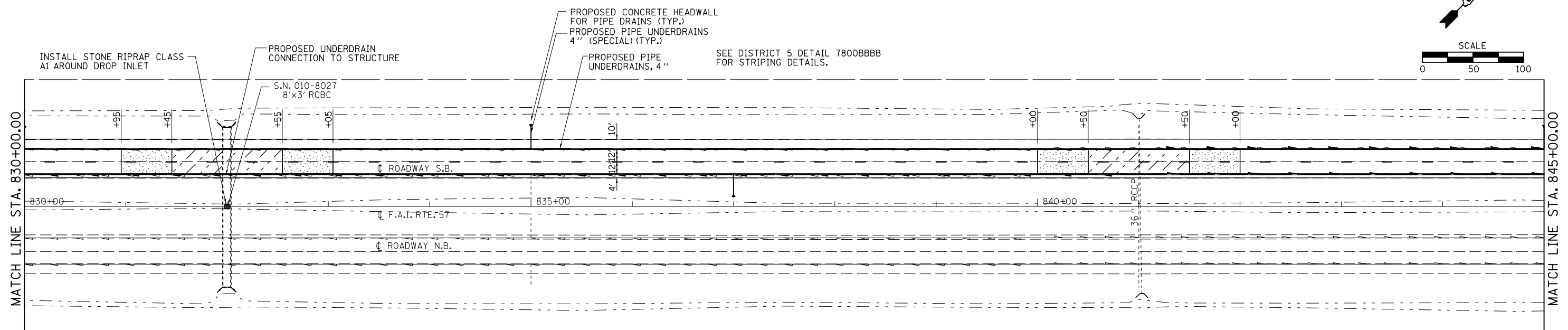
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PLOT SCALE = #SCALE#		CHECKED -	REVISED -		SCALE: SHEET NO. 6 OF 10 SHEETS STA. 785+00 TO STA. 815+00			CONTRACT NO. 70923				
PLOT DATE = #DATE#		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

Sheet: 6
Angle: 52.2769
Align: 1-57

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



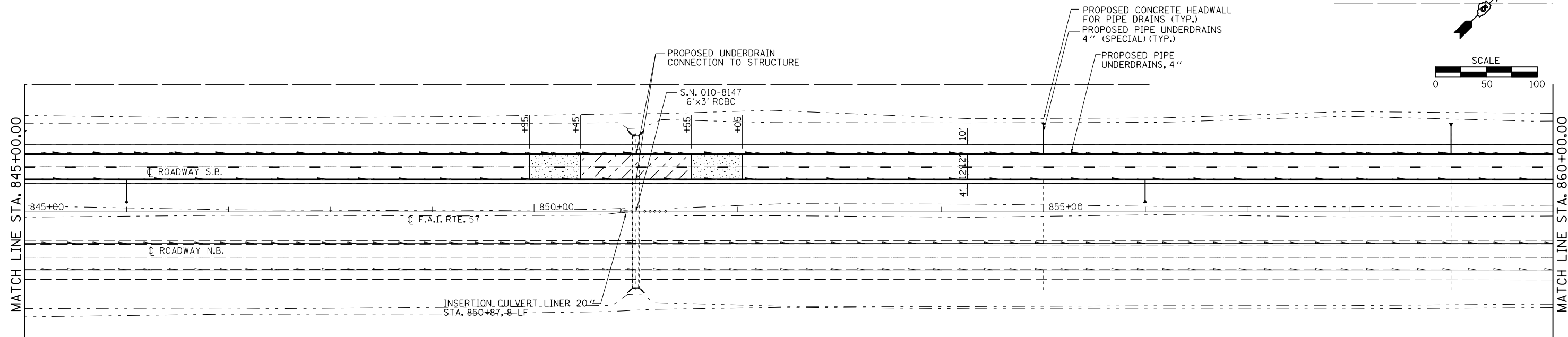
SEC. 18 - T 20 N - R 9 E - 3RD PM



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:\pwork\pwork\keysrb\10268570\10570923-sh1-plan.dgn		DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	29			
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 70923							
	PLOT DATE = 6/14/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

Sheet: 7
Angle: 52.2769
Align: 1-57

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

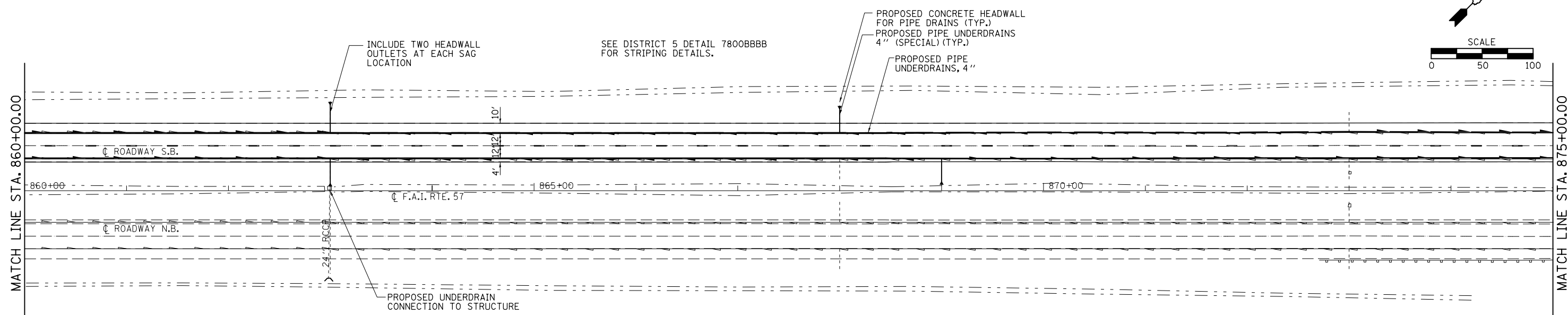


LEGEND

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

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

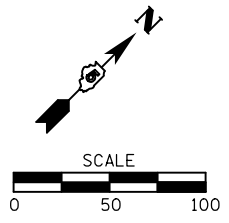
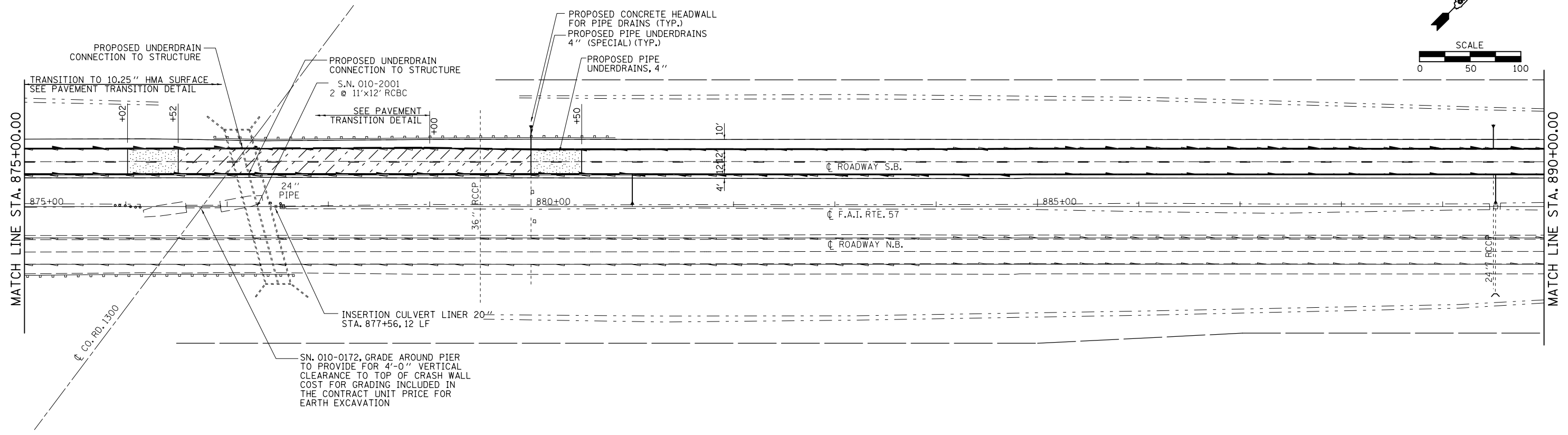
SEC. 8 - T 20 N - R 9 E - 3RD PM







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PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -		CONTRACT NO. 70923							
PLOT DATE = 6/14/2011		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 8 OF 10 SHEETS	STA. 845+00 TO STA. 875+00						

Sheet: 8
Angle: 52.2769
Align: 1-57

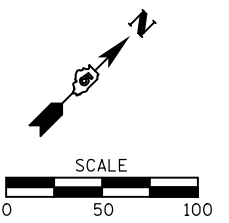
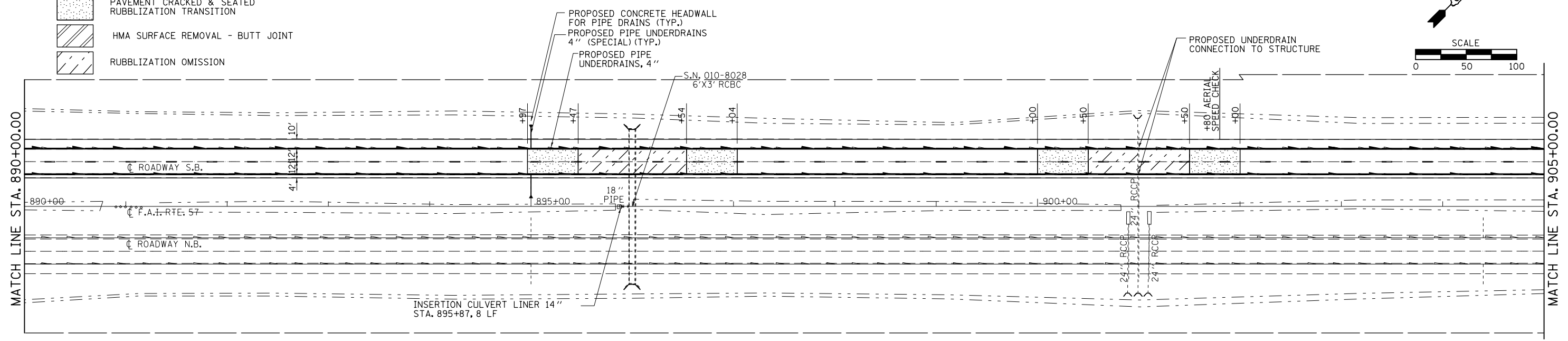
SEC. 8 - T 20 N - R 9 E - 3RD PM



LEGEND

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

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



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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

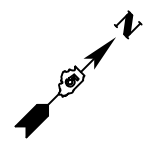
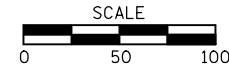
PLAN SHEETS F.A.I. 57

SCALE: SHEET NO. 9 OF 10 SHEETS STA. 875+00 TO STA. 905+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	31
CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT	

Sheet: 9
Angle: 52.2769
Align: 1-57

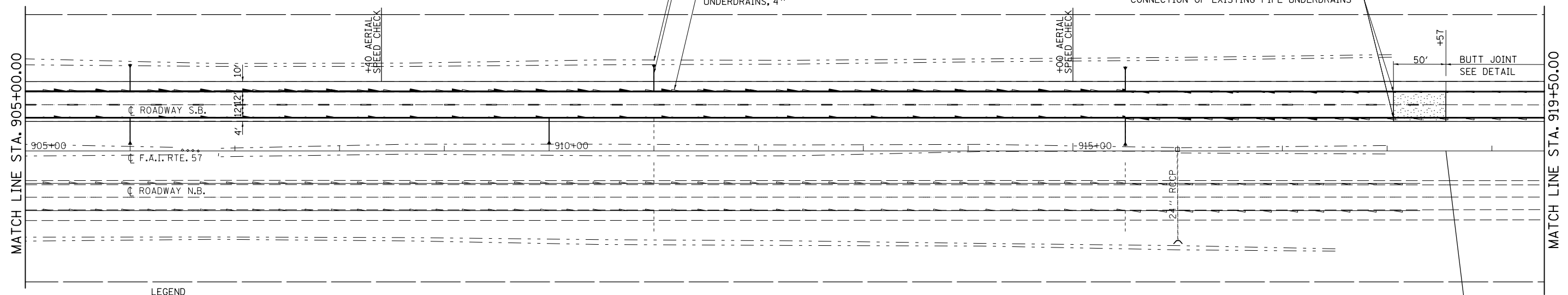
SEC. 8 - T 20 N - R 9 E - 3RD PM



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

PROPOSED CONCRETE HEADWALL FOR PIPE DRAINS (TYP.)
 PROPOSED PIPE UNDERDRAINS 4" (SPECIAL) (TYP.)
 PROPOSED PIPE UNDERDRAINS, 4"

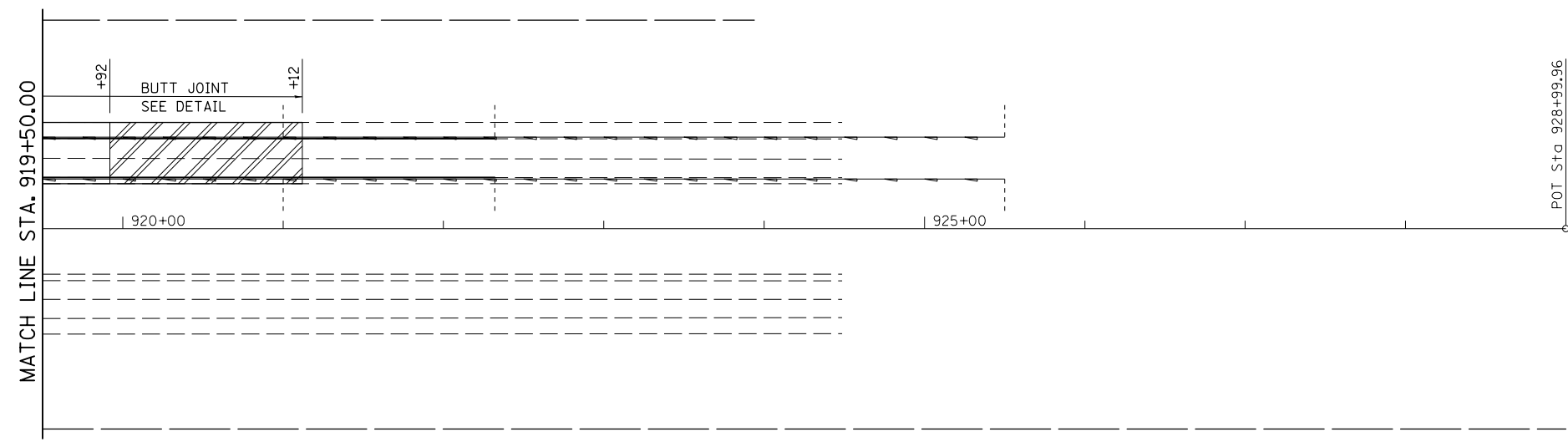
CONNECTION OF EXISTING PIPE UNDERDRAINS



LEGEND

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

PROPOSED IMPROVEMENT ENDS STA. 918+57.00



FILE NAME =	USER NAME = keyrb	DESIGNED -	REVISED -
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	PLOT DATE = 6/14/2011	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

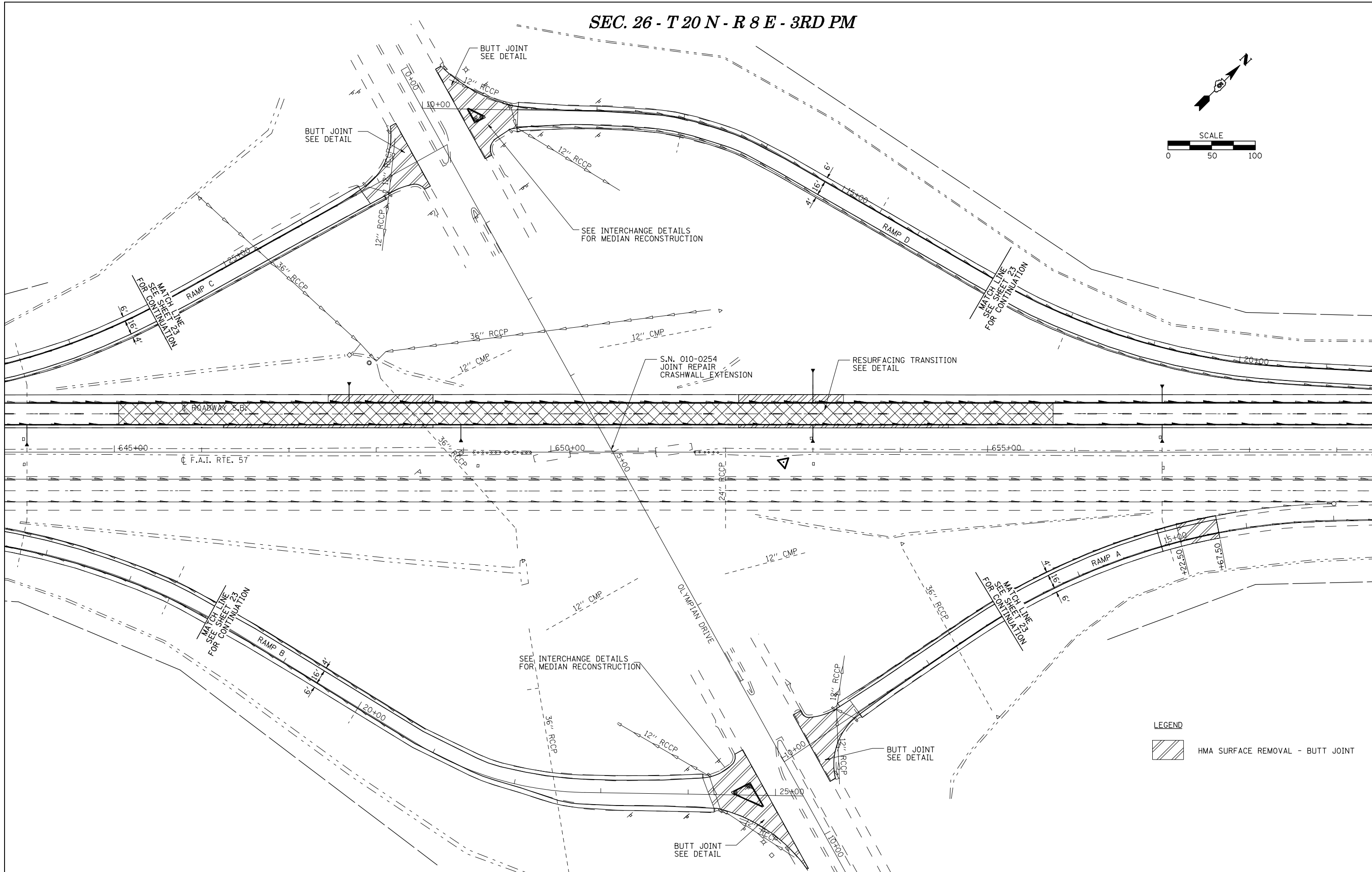
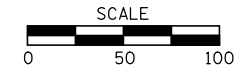
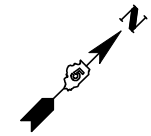
PLAN SHEETS F.A.I. 57

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(SB)	CHAMPAIGN	66	32
CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT	

Sheet: 10
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 Align: 1-57

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



LEGEND
 HMA SURFACE REMOVAL - BUTT JOINT

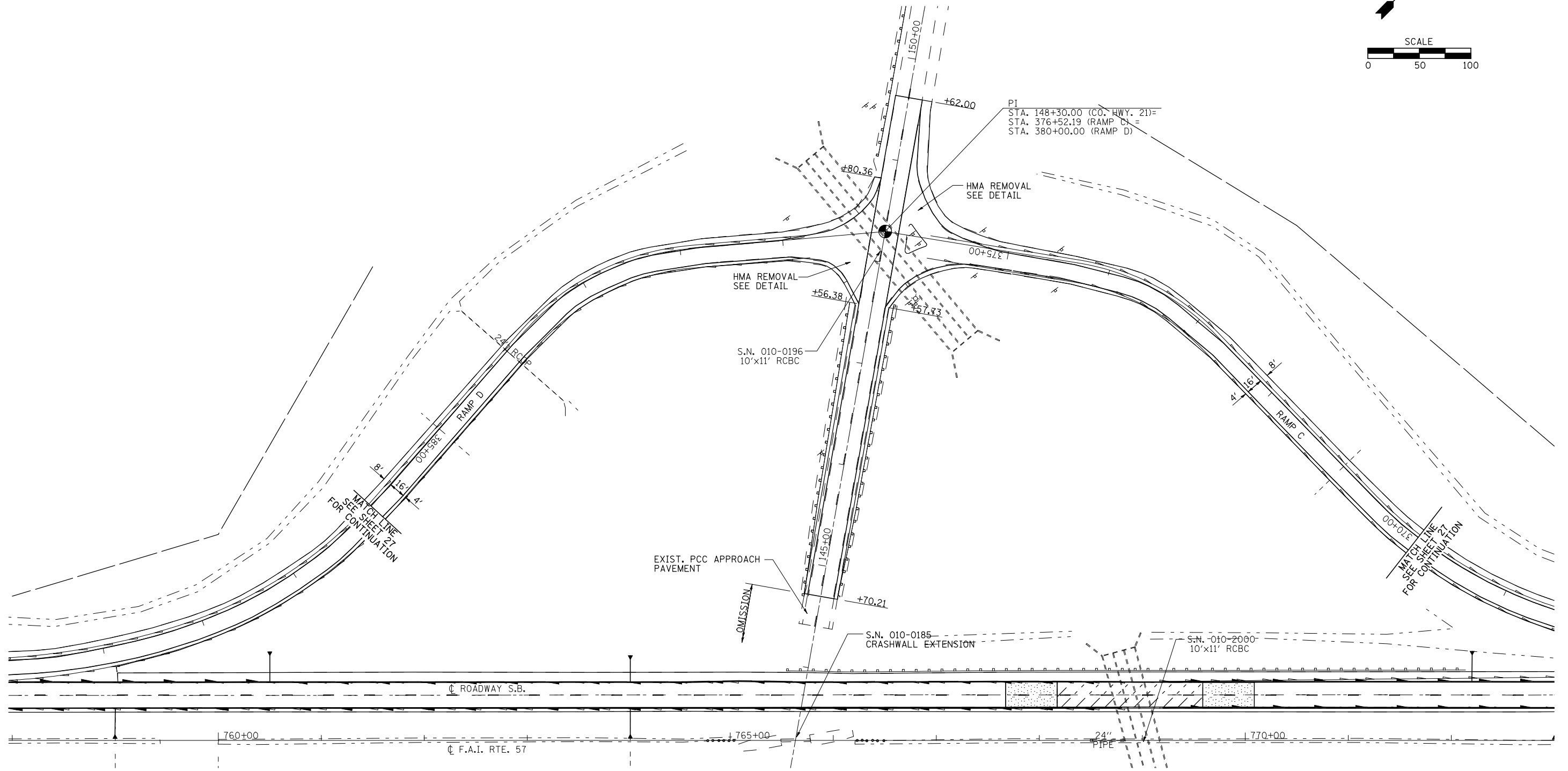
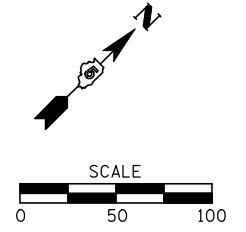
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN SHEETS - OLYMPIAN DRIVE INTERCHANGE
 SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

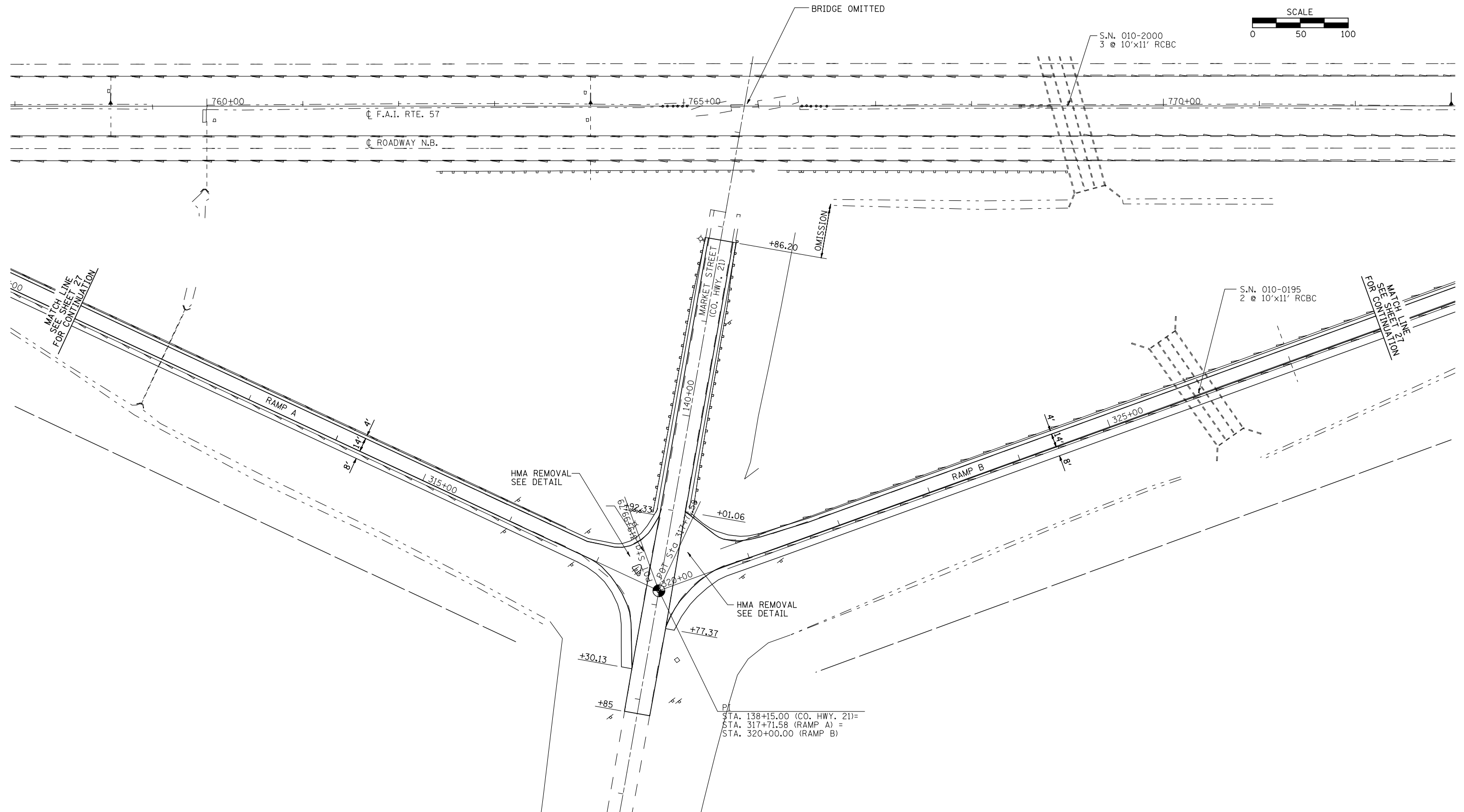
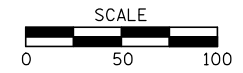
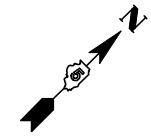
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	33
CONTRACT NO. 70923				
ILLINOIS FED. AID PROJECT				

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



FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - MARKET ST INTERCHANGE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	34
		CHECKED -	REVISED -		CONTRACT NO. 70923								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

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



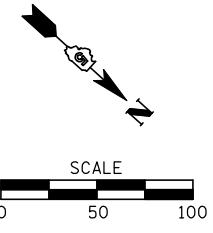
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	PLOT DATE = \$DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

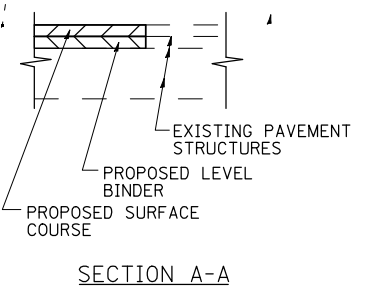
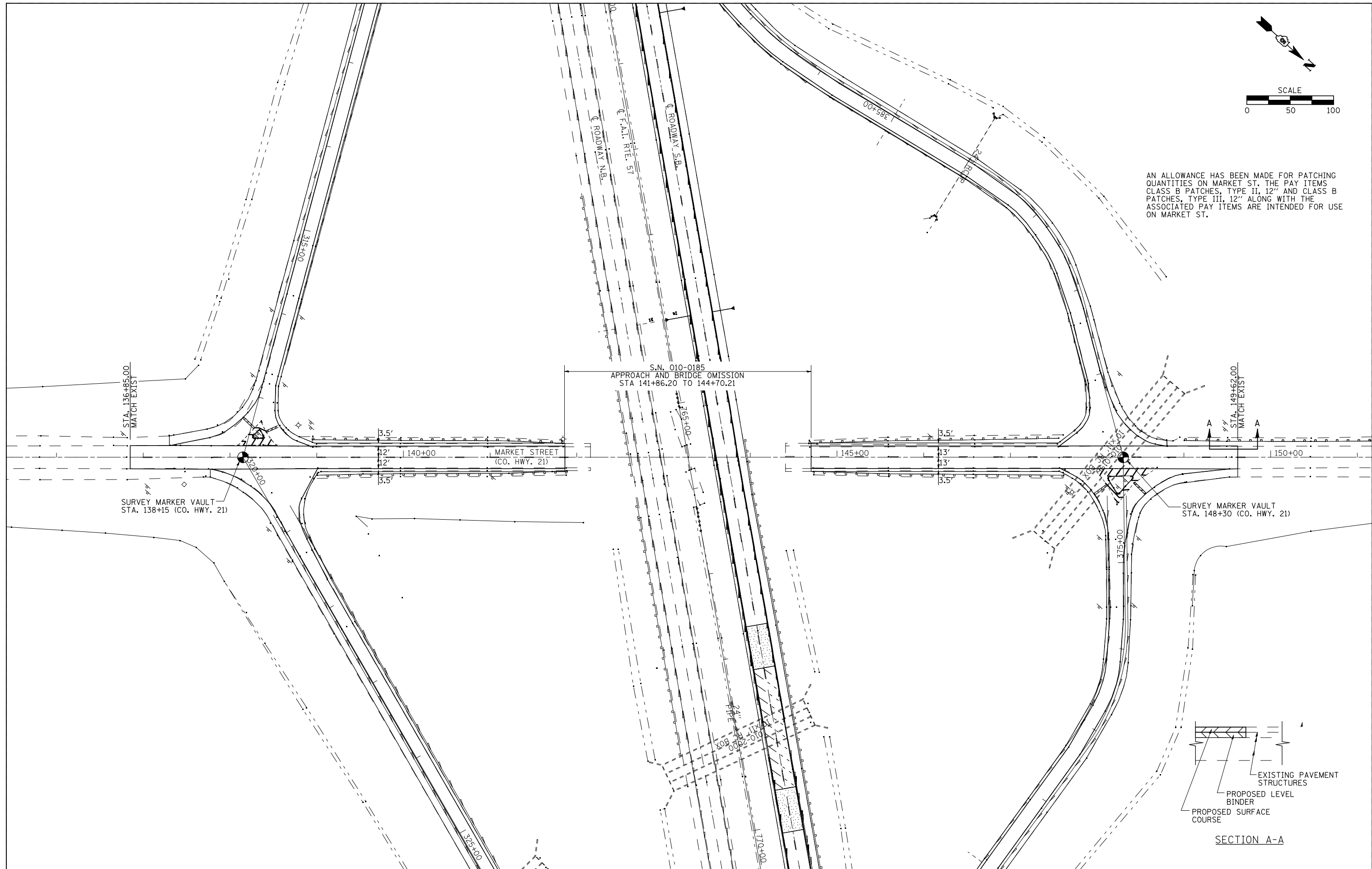
PLAN SHEETS - MARKET ST INTERCHANGE

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(SB)	CHAMPAIGN	66	35
			CONTRACT NO. 70923	
ILLINOIS FED. AID PROJECT				



AN ALLOWANCE HAS BEEN MADE FOR PATCHING QUANTITIES ON MARKET ST. THE PAY ITEMS CLASS B PATCHES, TYPE II, 12" AND CLASS B PATCHES, TYPE III, 12" ALONG WITH THE ASSOCIATED PAY ITEMS ARE INTENDED FOR USE ON MARKET ST.



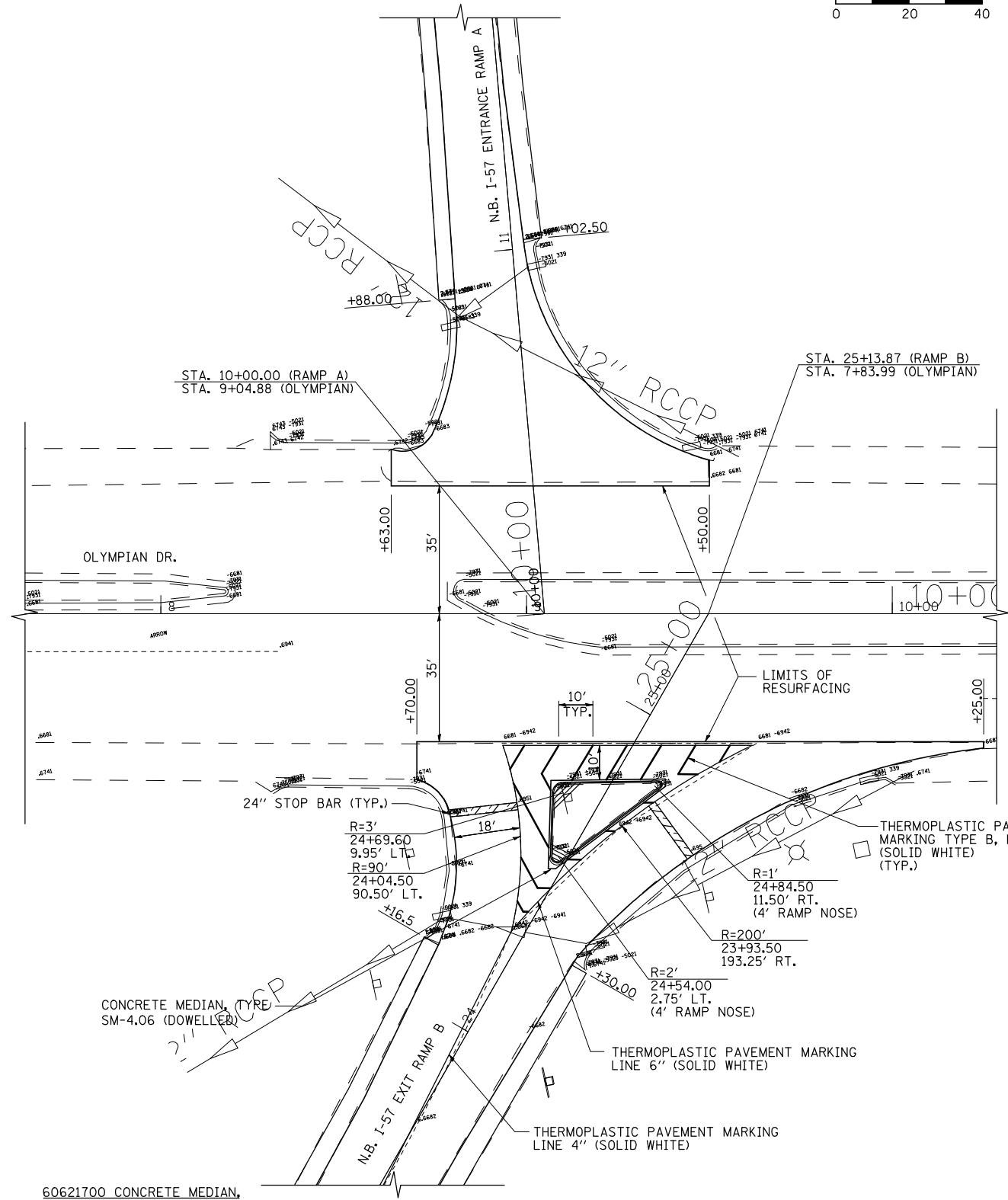
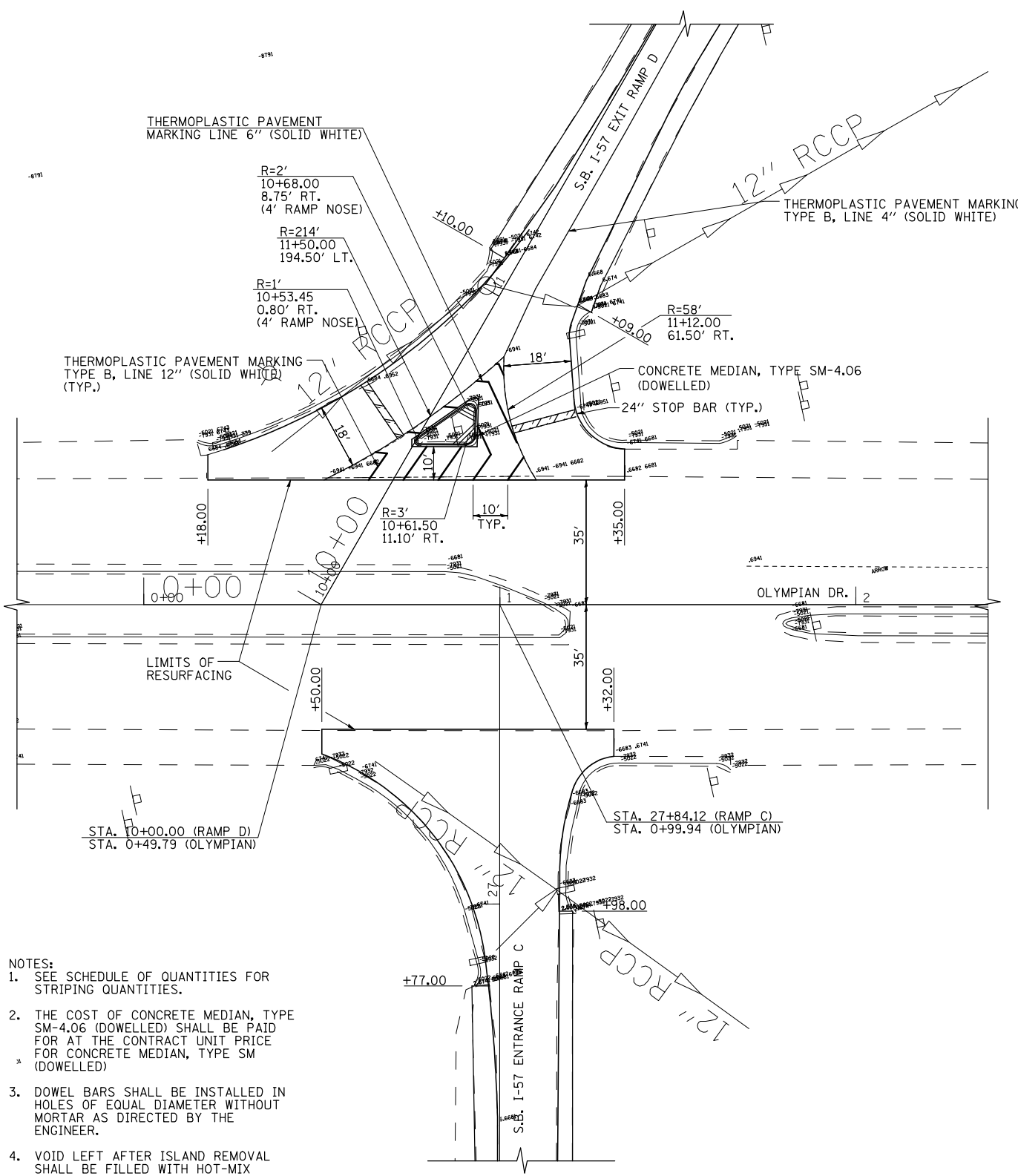
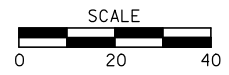
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET - MARKET ST.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35RS-2(SB))	CHAMPAIGN	66	36
CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT	



- NOTES:
- SEE SCHEDULE OF QUANTITIES FOR STRIPING QUANTITIES.
 - THE COST OF CONCRETE MEDIAN, TYPE SM-4.06 (DOWELLED) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CONCRETE MEDIAN, TYPE SM (DOWELLED)
 - DOWEL BARS SHALL BE INSTALLED IN HOLES OF EQUAL DIAMETER WITHOUT MORTAR AS DIRECTED BY THE ENGINEER.
 - VOID LEFT AFTER ISLAND REMOVAL SHALL BE FILLED WITH HOT-MIX ASPHALT BINDER COURSE, IL 19.0, FG, N105

44002805 ISLAND REMOVAL

LOCATION	SQ. FT.
RAMP D	155.6
RAMP B	432.7
	588.3

*5000200 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FG, N105

LOCATION	TON
RAMP D	12.6
RAMP B	35.0
	47.6

60621700 CONCRETE MEDIAN, TYPE SM (DOWELLED)

LOCATION	TON
RAMP D	123.0
RAMP B	379.5
	502.5

NOTE: STOP BARS TO BE PLACED AT EXISTING LOCATIONS.

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -
\$FILEL\$		DRAWN -	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

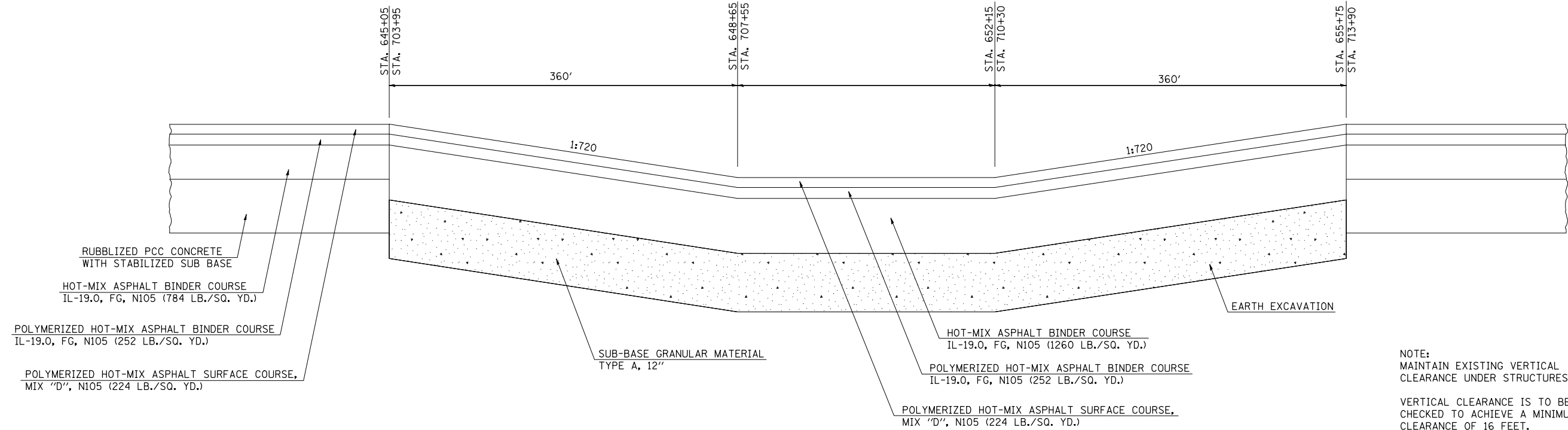
**I-57/OLYMPIAN
INTERCHANGE DETAILS**

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(SB))	CHAMPAIGN	66	37
CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT	

RESURFACING TRANSITION

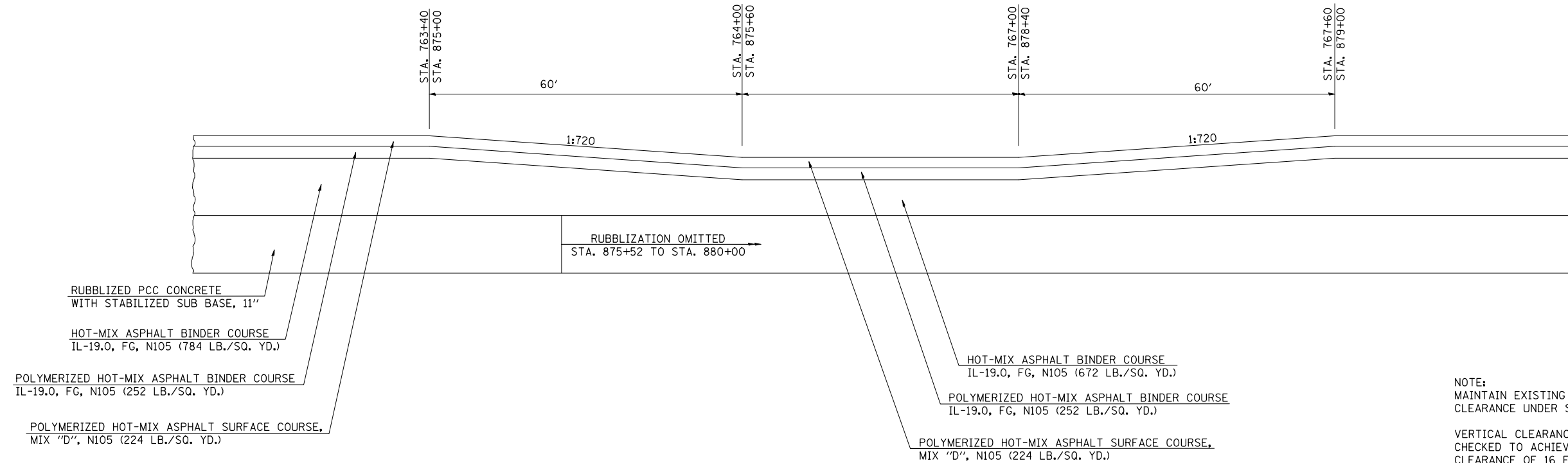
FAI 57 SOUTHBOUND
UNDER: OLYMPIAN DRIVE
CO ROAD 1100 E



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 SOUTHBOUND
UNDER: MARKET STREET
CO ROAD 1300



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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

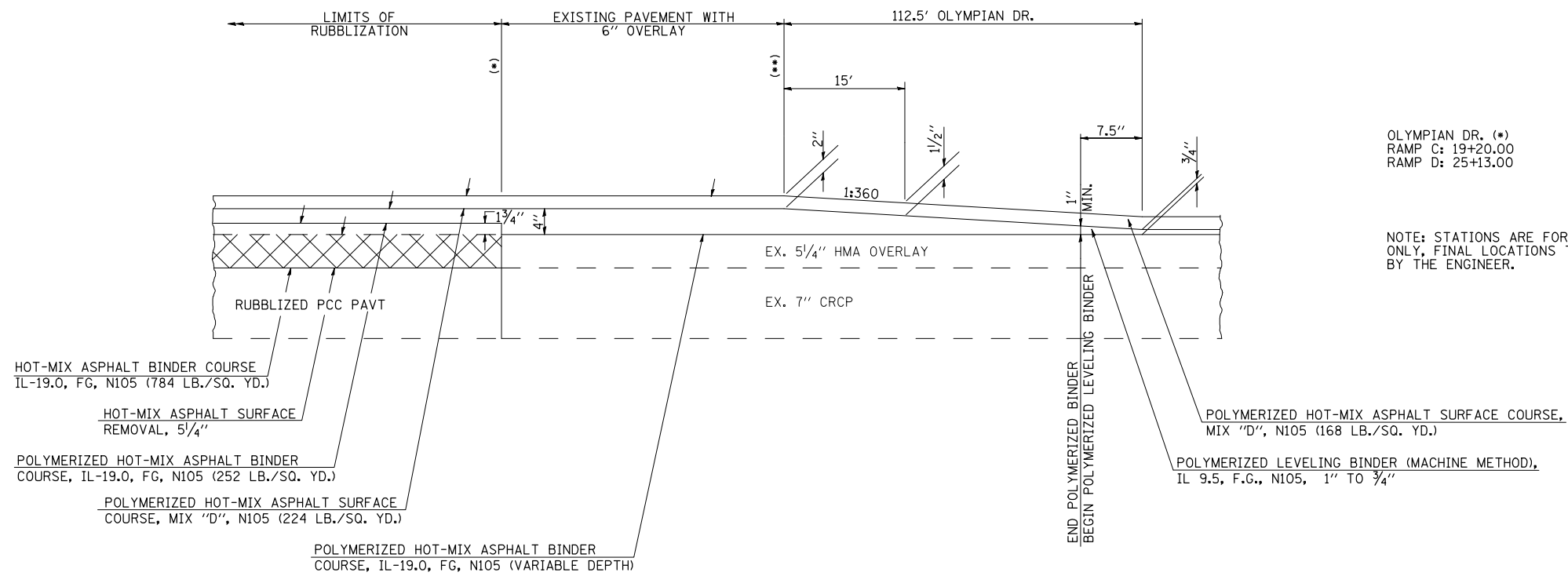
RESURFACING TRANSITION DETAILS

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(SB)	CHAMPAIGN	66	39
			CONTRACT NO. 70923	
ILLINOIS FED. AID PROJECT				

PAVEMENT TRANSITION DETAIL

SOUTHBOUND ENTRANCE AND EXIT RAMP
OLYMPIAN DRIVE



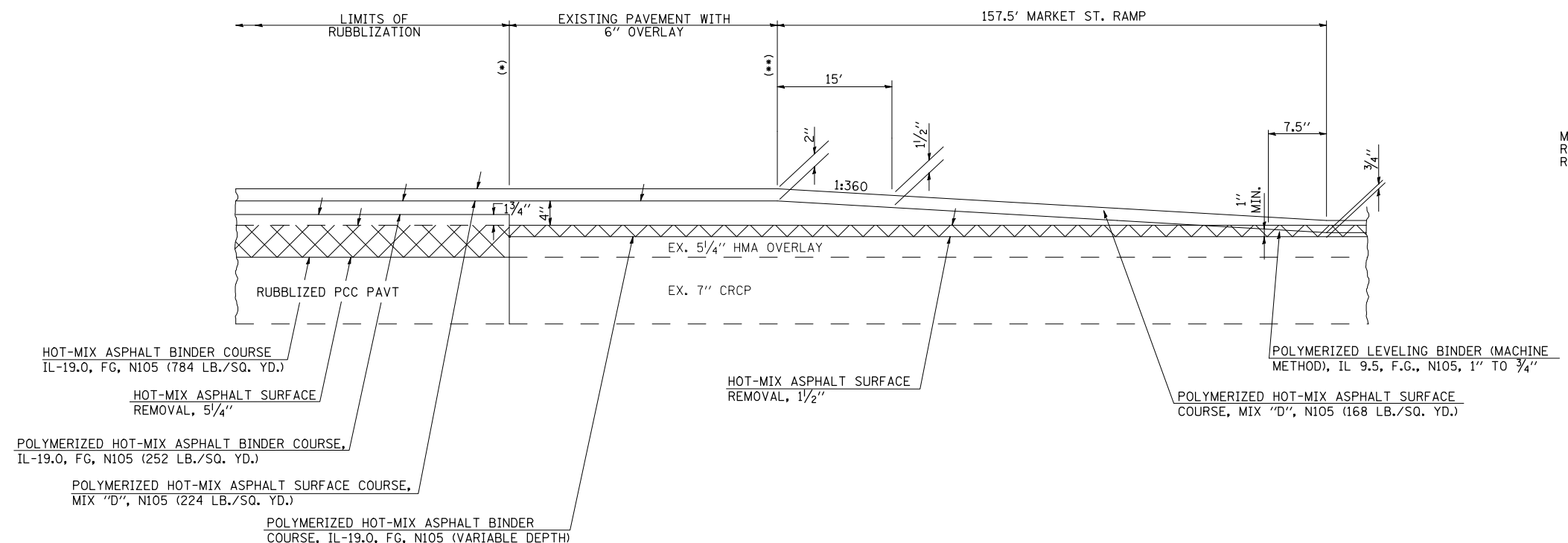
OLYMPIAN DR. (*)
RAMP C: 19+20.00
RAMP D: 25+13.00

OLYMPIAN DR. (**)
RAMP C: 21+65.00
RAMP D: 22+05.00

NOTE: STATIONS ARE FOR REFERENCE ONLY, FINAL LOCATIONS TO BE DECIDED BY THE ENGINEER.

PAVEMENT TRANSITION DETAIL

SOUTHBOUND ENTRANCE AND EXIT RAMP
MARKET STREET



MARKET ST. (*)
RAMP C: 2+95.21
RAMP D: 1+49.08

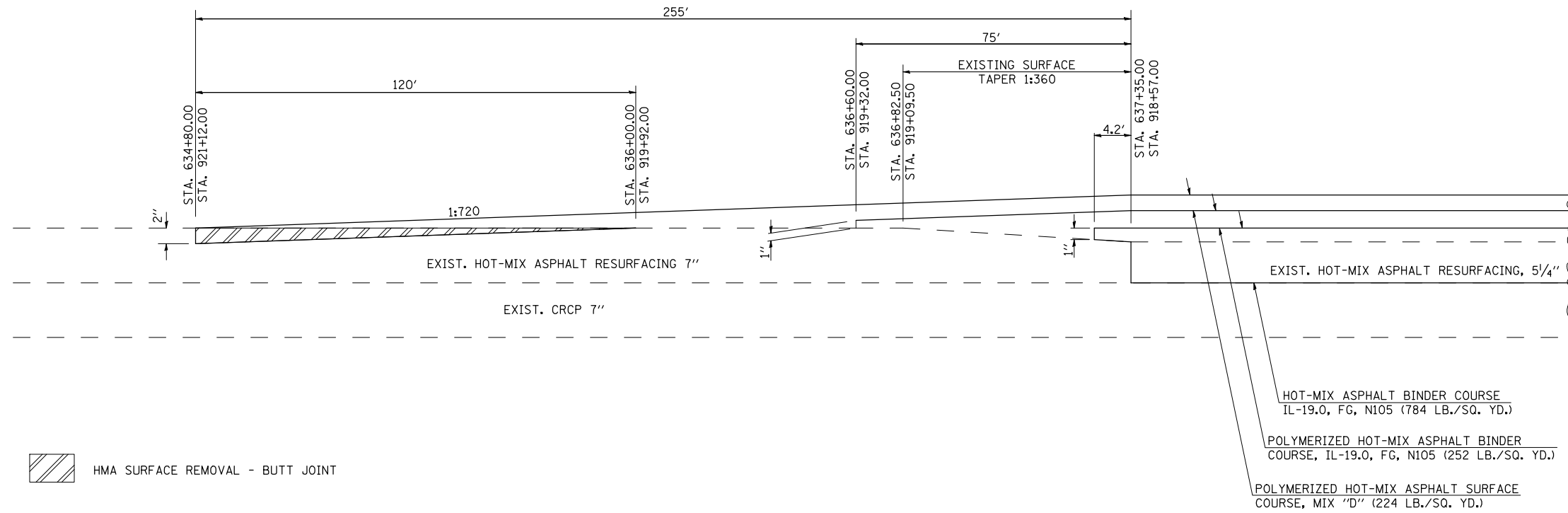
MARKET ST. (**)
RAMP C: 366+64.42
RAMP D: 388+91.00

NOTE: STATIONS ARE FOR REFERENCE ONLY, FINAL LOCATIONS TO BE DECIDED BY THE ENGINEER.

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		DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	40
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		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

BUTT JOINT DETAIL

FAI 57 NORTH & SOUTH LIMITS



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

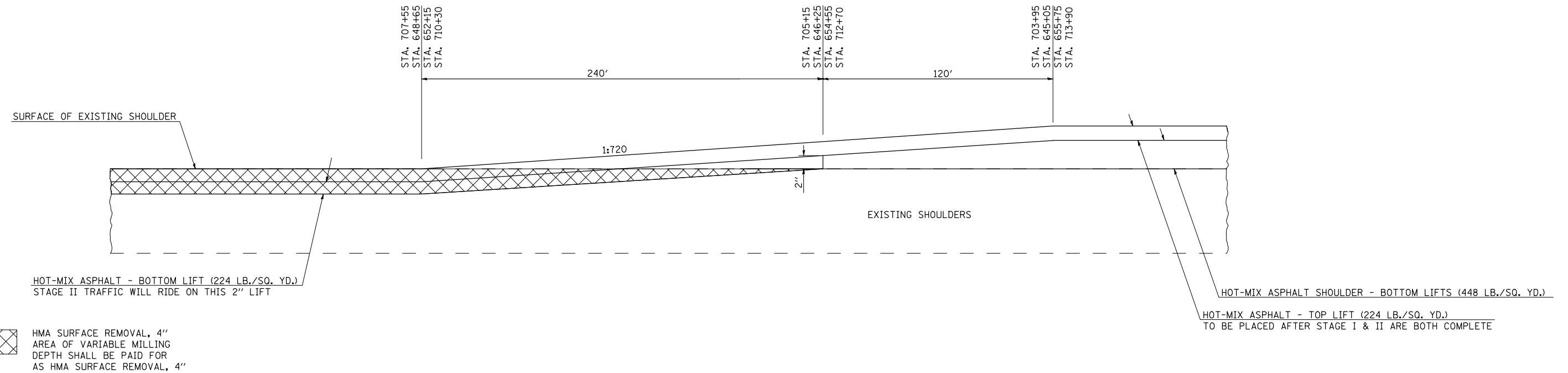
BUTT JOINT DETAILS

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(SB)	CHAMPAIGN	66	41
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

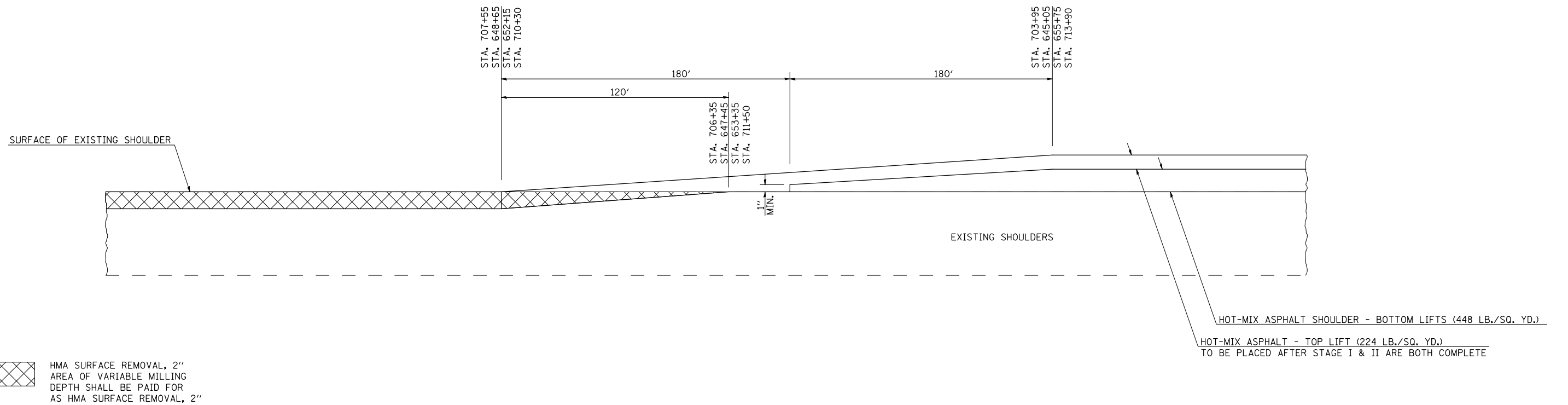
BUTT JOINT DETAIL

PASSING LANE SHOULDER TRANSITION



BUTT JOINT DETAIL

DRIVING LANE SHOULDER TRANSITION



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		DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	42
		CHECKED -	REVISED -		CONTRACT NO. 70923								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

BUTT JOINT DETAIL

OLYMPIAN DR - FAI 57 RAMPS

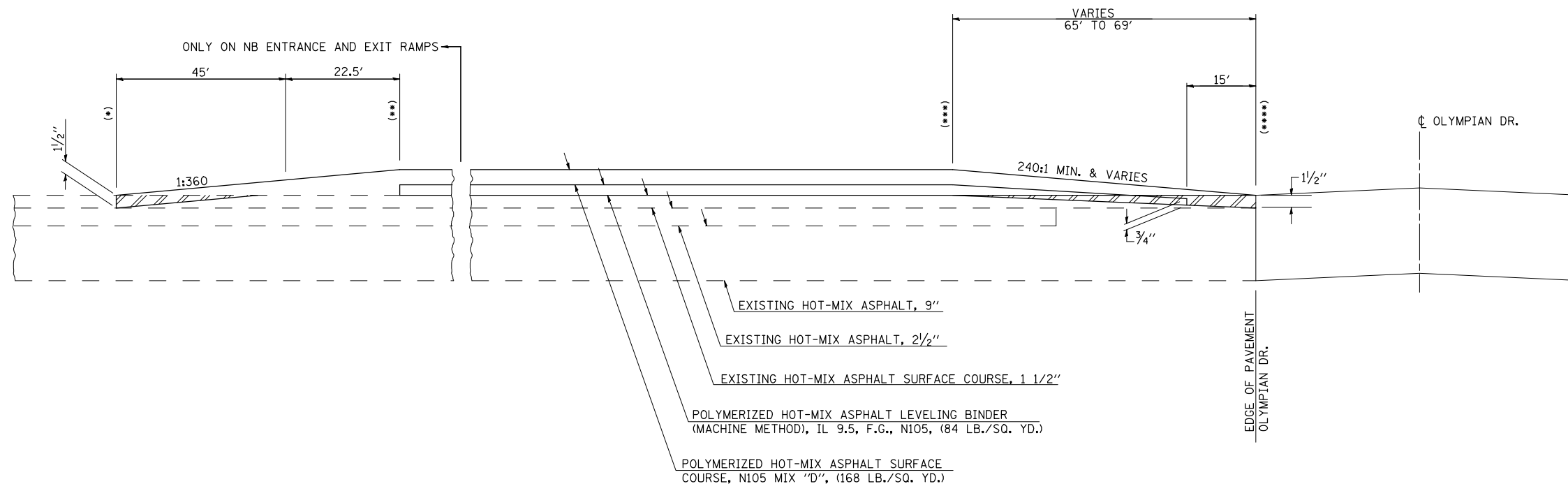
(*) RAMP A: 15+67.50
RAMP B: 13+11.50

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

(***) RAMP A: 11+00.00
RAMP B: 24+24.00
RAMP C: 26+80.00
RAMP D: 11+09.00

(****) RAMP A: 10+35.00
RAMP B: 24+91.00
RAMP C: 27+49.00
RAMP D: 10+41.00

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



HMA SURFACE REMOVAL - BUTT JOINT

HMA REMOVAL DETAIL

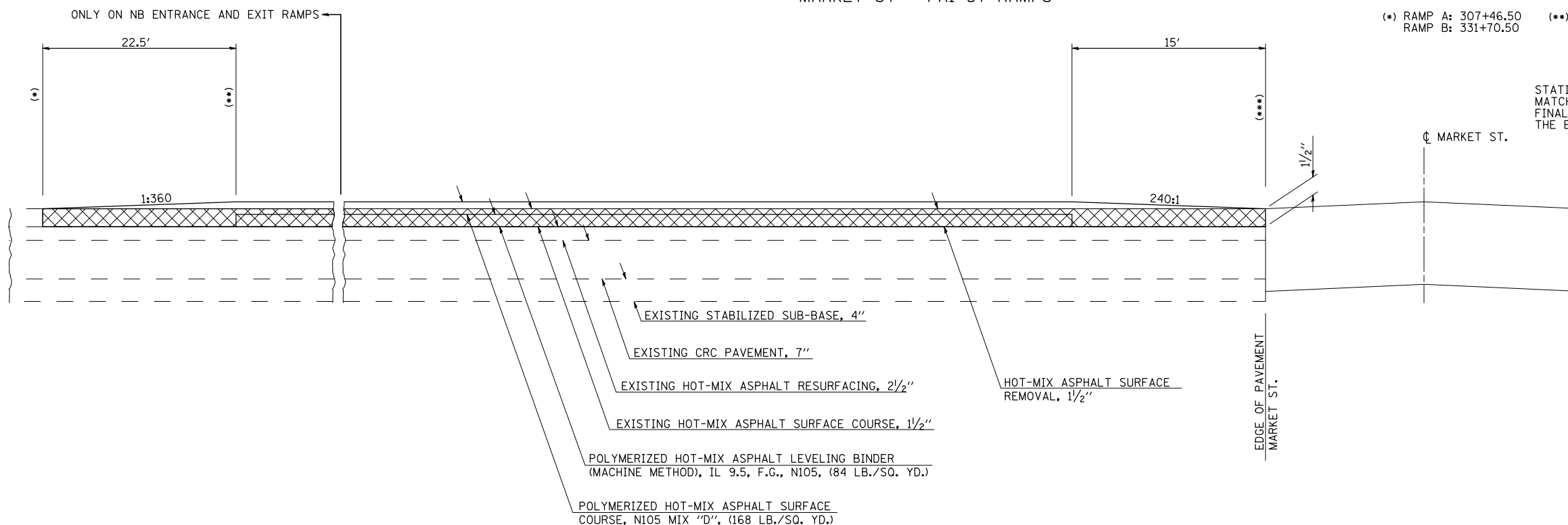
MARKET ST - FAI 57 RAMPS

(*) RAMP A: 307+46.50
RAMP B: 331+70.50

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

(***) RAMP A: 317+57.00
RAMP B: 320+15.00
RAMP C: 376+09.00
RAMP D: 380+14.00

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



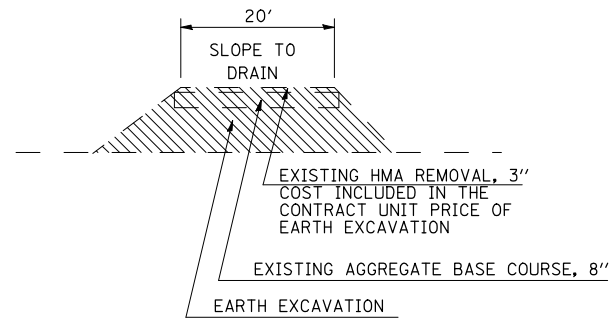
HMA SURFACE REMOVAL, 1/2"

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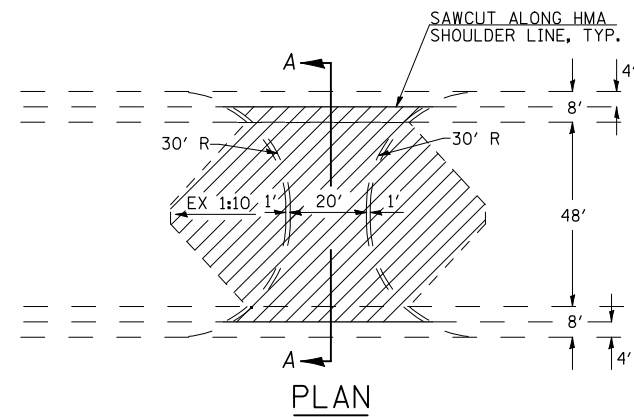
SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

DETAIL OF MEDIAN CROSSOVER TO BE REMOVED

STATION 683+36



ELEVATION



PLAN

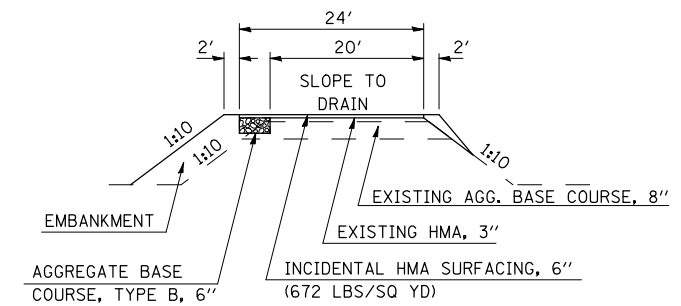
[Hatched Box] EARTH EXCAVATION

NOTES

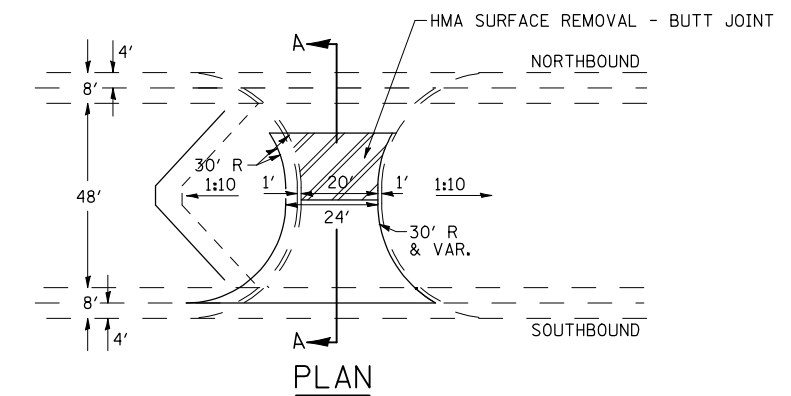
1. THE COST OF SAW CUTS SHALL BE INCLUDED IN THE COST PER CU. YD. OF EARTH EXCAVATION.

DETAIL OF MEDIAN CROSSOVER TO BE RECONSTRUCTED

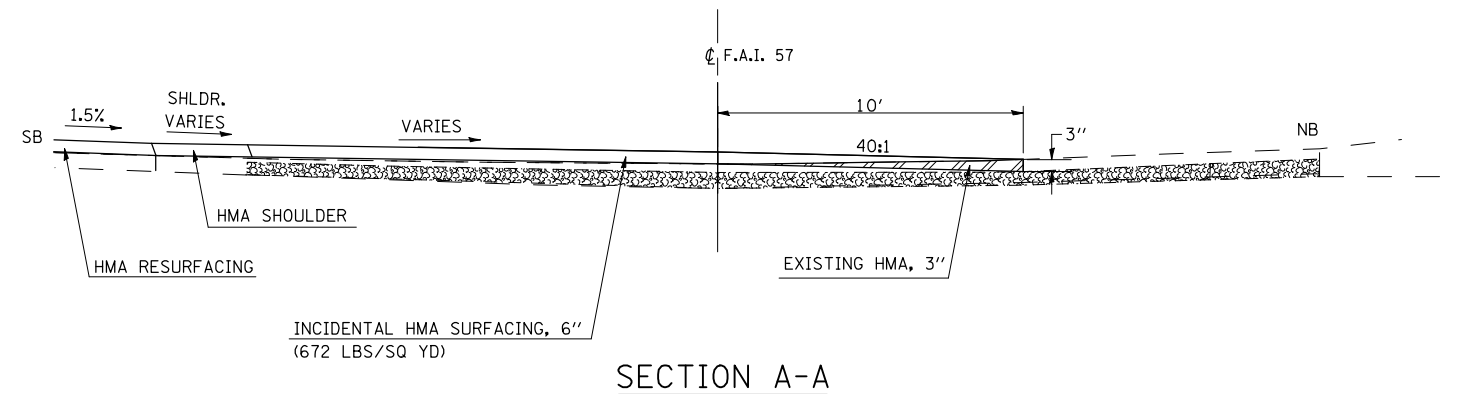
STATION 732+05 & 805+43



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.

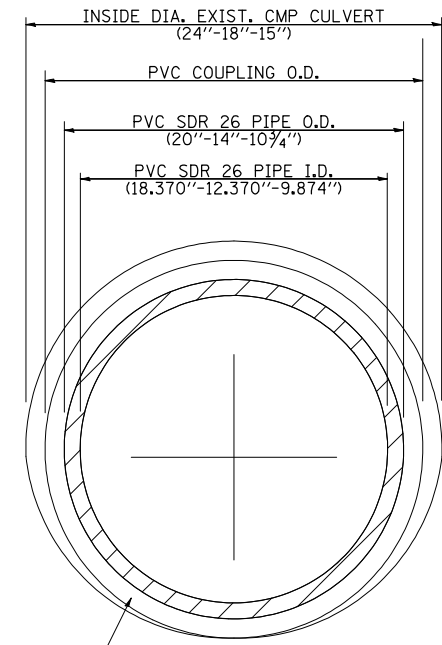
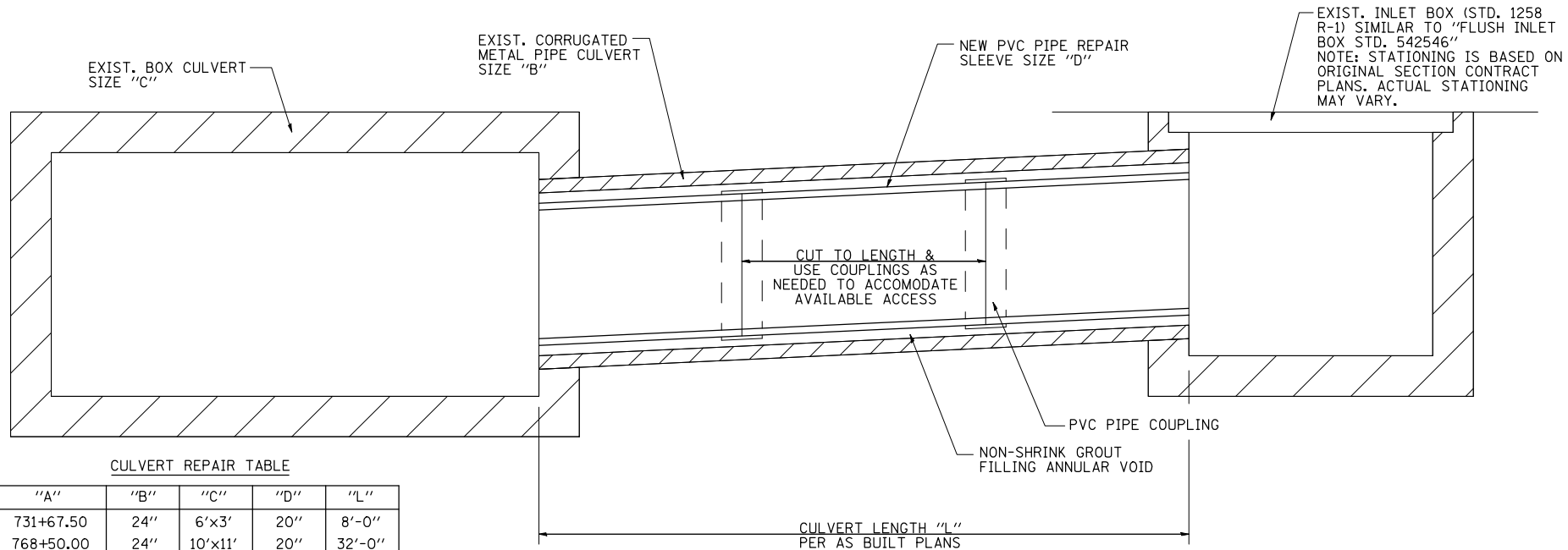
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MEDIAN CROSSOVER DETAILS

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(SB)	CHAMPAIGN	66	44
CONTRACT NO. 70923				
ILLINOIS FED. AID PROJECT				



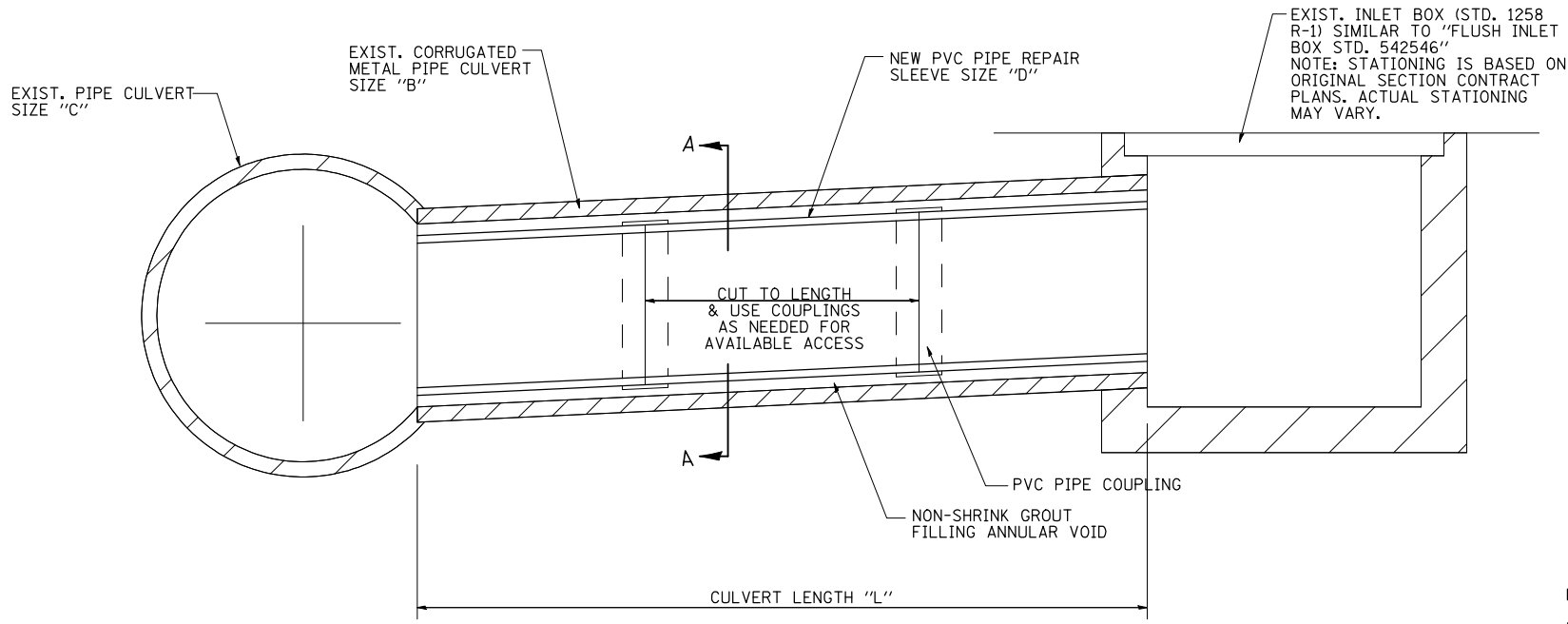
FILL ANNULAR VOID WITH A NON SHRINK GROUT ACCORDING TO SECTION 1024 OF THE STANDARD SPECIFICATIONS. GROUT SHALL BE PUMPED OR Poured AS A FLUID AND EXHIBIT POSITIVE EXPANSION AND PLACEMENT AT 1/2" MIN. THICKNESS.

SECTION A-A

CULVERT REPAIR TABLE

"A"	"B"	"C"	"D"	"L"
731+67.50	24"	6'x3'	20"	8'-0"
768+50.00	24"	10'x11'	20"	32'-0"
799+36.00	24"	20'5'x3'	20"	8'-0"
825+14.00	15"	8'x3'	10"	8'-0"
828+14.00	15"	8'x3'	10"	8'-0"
850+87.00	24"	6'x3'	20"	8'-0"
877+56.00	24"	11'x12'	20"	12'-0"
895+87.00	18"	6'x3'	14"	8'-0"

TYP. MEDIAN INLET REPAIR @ EXIST. BOX CULVERTS



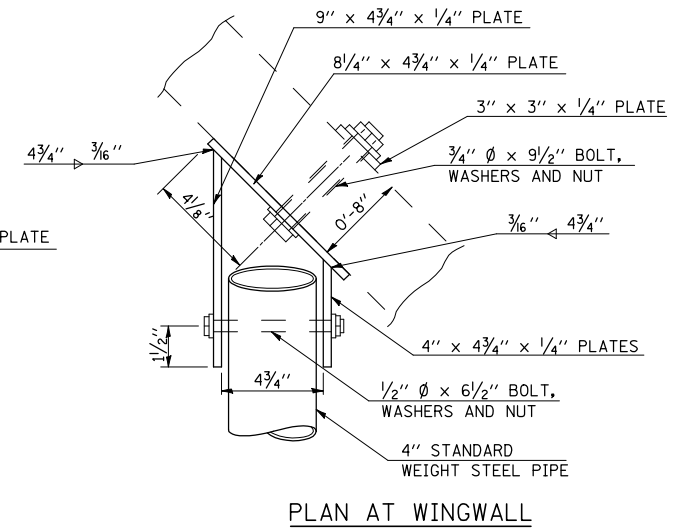
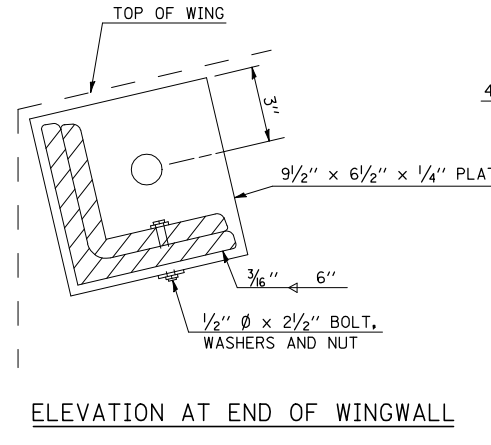
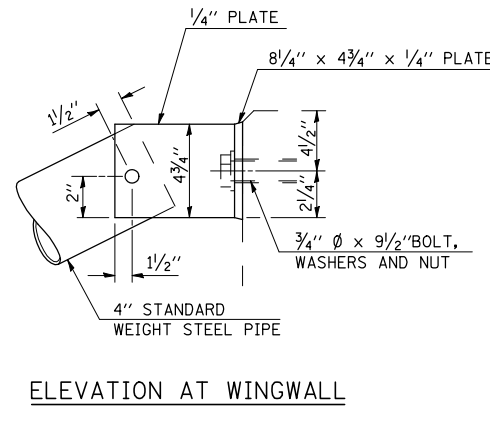
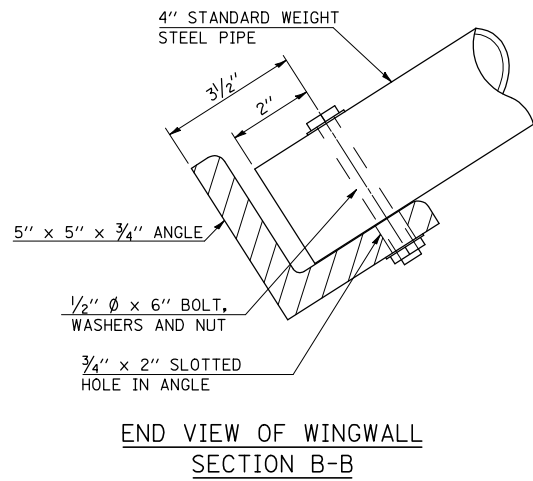
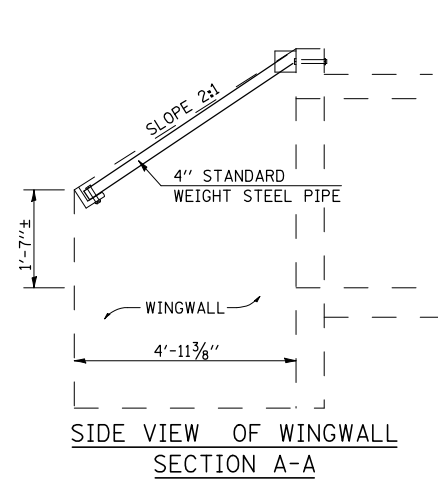
CULVERT REPAIR TABLE

"A"	"B"	"C"	"D"	"L"
741+89.00	24"	36"	20"	8'-0"
747+87.50	15"	30"	10"	8'-0"
777+88.50	24"	48"	20"	8'-0"

TYP. MEDIAN INLET REPAIR @ EXIST. PIPE CULVERTS

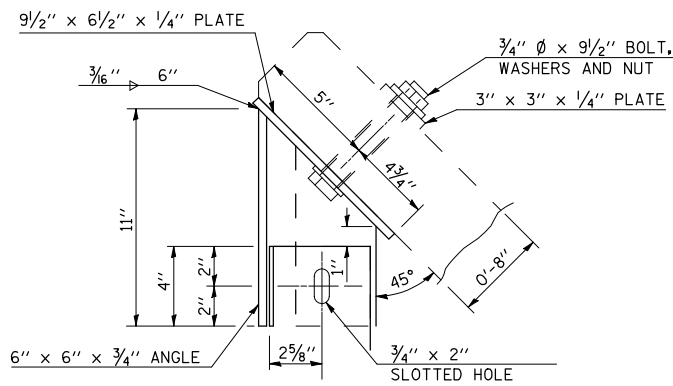
NOTES:

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK.
2. PVC PIPE TO BE SDR 26 SERIES WITH A CELL CLASSIFICATION OF 12454 PER ASTM D1784 AND IN COMPLIANCE WITH ASTM D2241 WITH SOLVENT CEMENTED JOINTS PER ASTM D2672.
3. CONSTRUCTION, METHOD OF MEASUREMENT, AND BASIS OF PAYMENT WILL BE IN ACCORDANCE WITH SECTION 543 OF THE STANDARD SPECIFICATIONS.
4. EXISTING CORRUGATED METAL PIPES TO BE CLEANED OF ANY DEBRIS AND SILT BEFORE LINING. COST OF CLEANING INCLUDED IN CONTRACT UNIT PRICE FOR INSERTION CULVERT LINER.
5. AFTER INSERTION LINING IS COMPLETE BACKFILL ANY SINK HOLES TO FINISH GRADE, SEED AND MULCH IN ACCORDANCE WITH THE SPECIAL PROVISIONS. BACKFILLING, SEEDING AND MULCHING WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INSERTION CULVERT LINER.

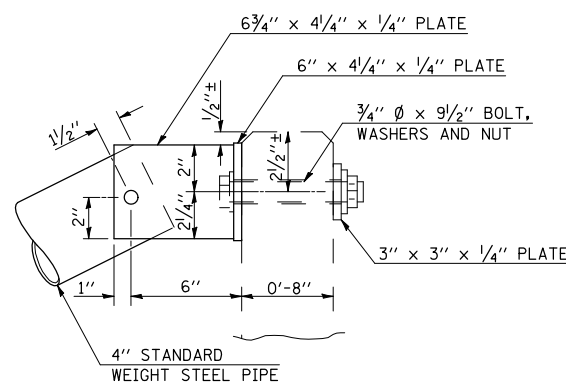


GENERAL NOTES

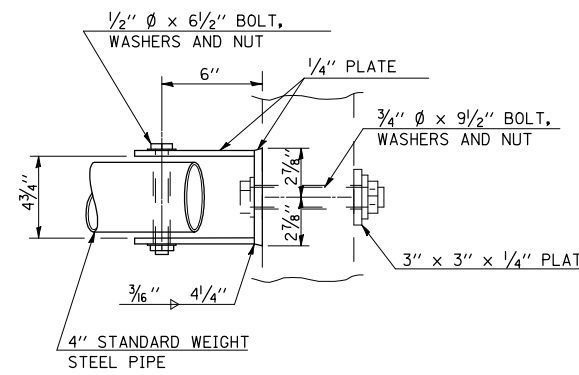
- BOLTS AND NUTS SHALL CONFORM TO A.S.T.M. A 307. ALL BOLTS SHALL HAVE WASHERS AT EACH END. HOLES SHALL BE 1/16" OVERSIZED UNLESS OTHERWISE NOTED EXCEPT IN CONCRETE WHICH SHALL BE 1/8" OVERSIZED.
- ANGLES AND STEEL PLATES SHALL CONFORM TO A.A.S.H.T.O. M 183. STEEL PIPES SHALL CONFORM TO A.S.T.M. A 53, GRADE B OR A.S.T.M. A 501.
- STEEL PIPES, ANGLES AND PLATES SHALL BE HOT DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF A.A.S.H.T.O. M 111.
- BOLTS, NUTS AND WASHERS SHALL BE HOT DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF A.A.S.H.T.O. M 232.
- THE APPROXIMATE WEIGHT OF THE STEEL IS 1175 POUND. THIS TOTAL INCLUDES PLATES, ANGLES AND PIPES. BOLTS, NUTS AND WASHERS ARE NOT INCLUDED.
- ALL DIMENSIONS ARE TO BE VERIFIED IN THE FIELD. CUTTING OF THE STANDARD WEIGHT PIPE AND ANGLES TO THE EXACT LENGTH AND DRILLING HOLES IS TO BE DONE IN THE FIELD.
- THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "GRATING FOR CONCRETE HEADWALL" WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT TO COMPLETE THE INSTALLATION AS SHOWN.
- REMOVAL OF EXISTING GRATING AND SUPPORT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR GRATING FOR CONCRETE HEADWALL.



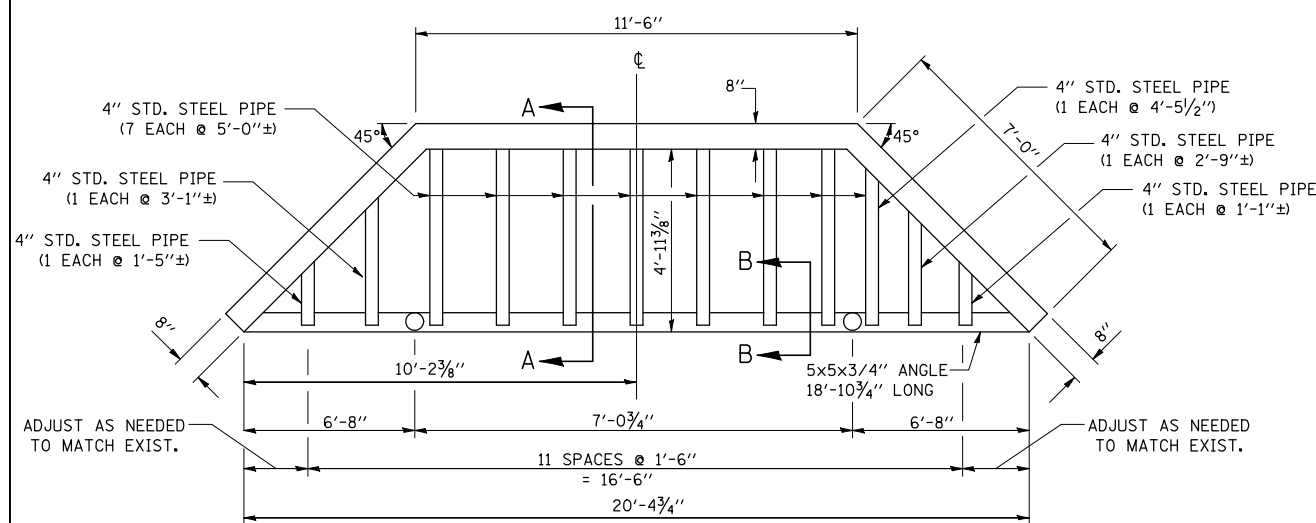
PLAN AT END OF WINGWALL



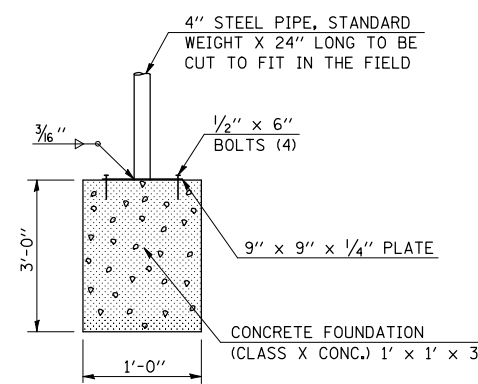
ELEVATION AT HEADWALL



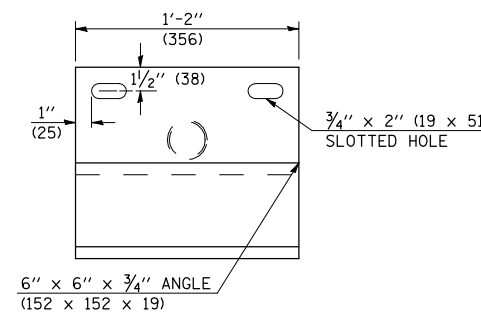
PLAN AT HEADWALL



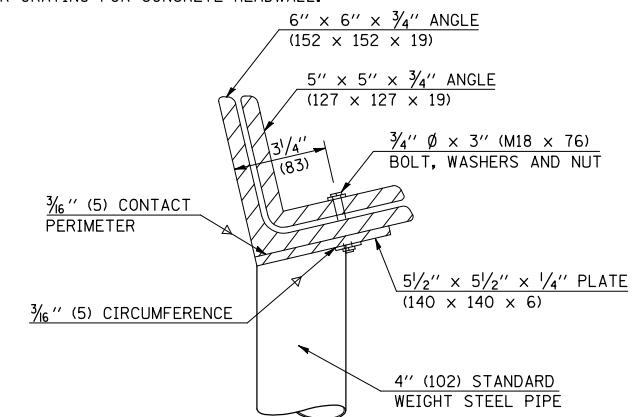
PLAN



SUPPORT FOUNDATION



PLAN VIEW OF SUPPORT



END VIEW OF SUPPORT

GRATING FOR CONCRETE HEADWALL 2@5'X3'
SN 010-8024 (STA. 799+50.00 LT. (1) REQ'D WEST)

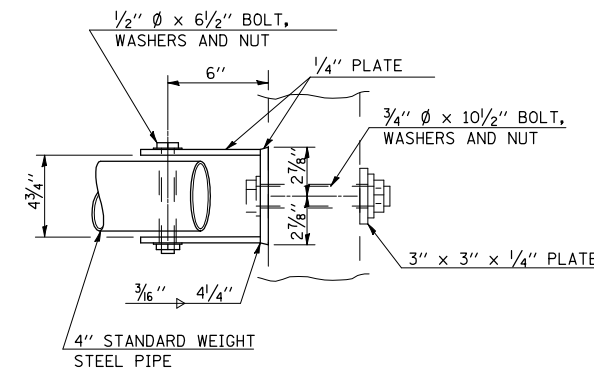
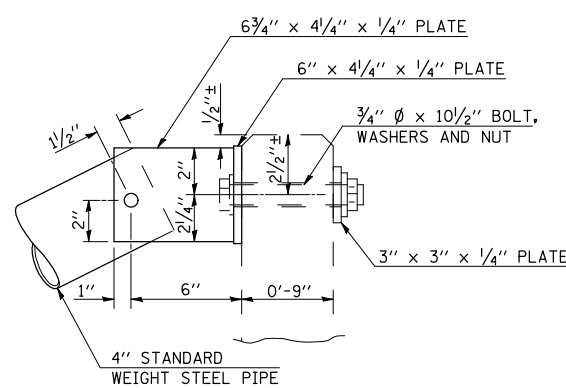
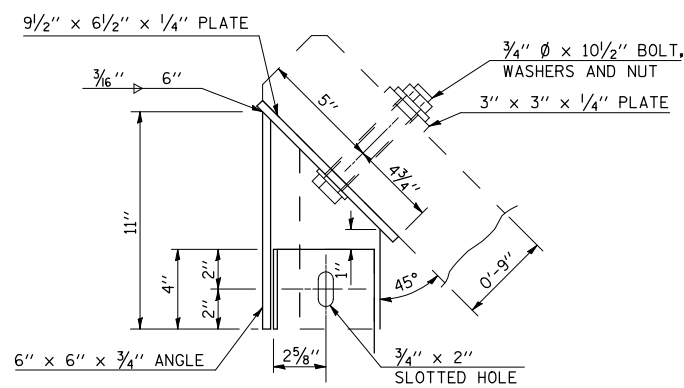
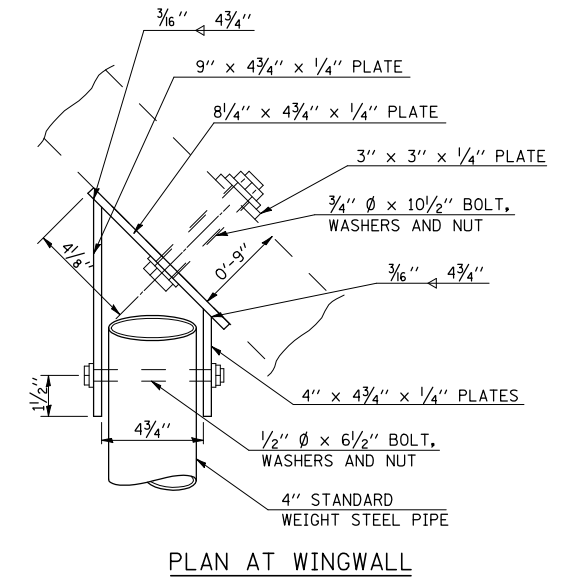
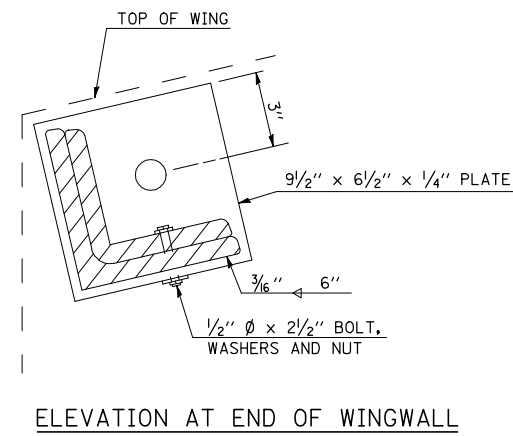
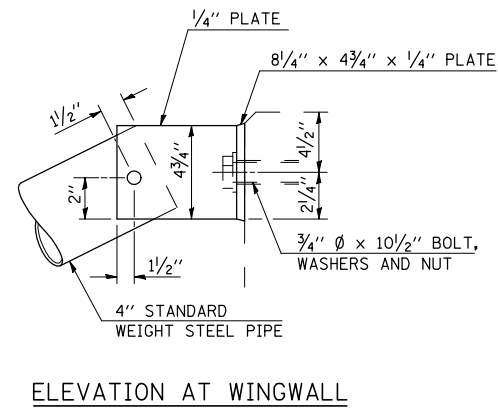
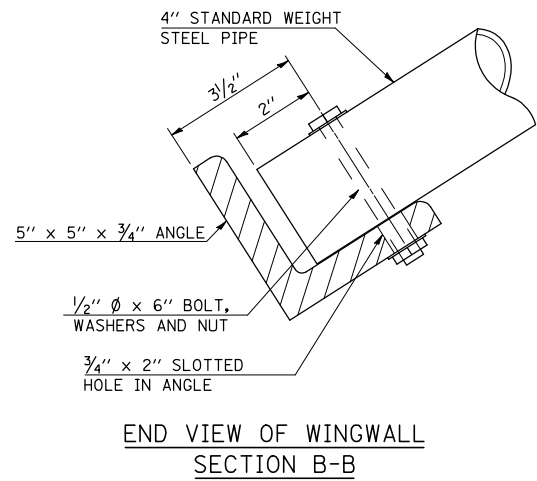
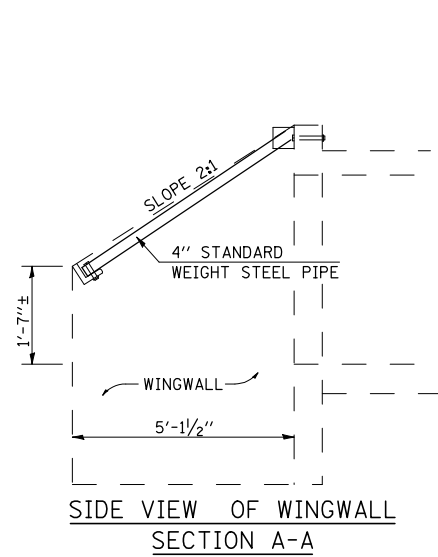
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	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRATING FOR CONCRETE HEADWALL

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(SB)	CHAMPAIGN	66	46
CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT	

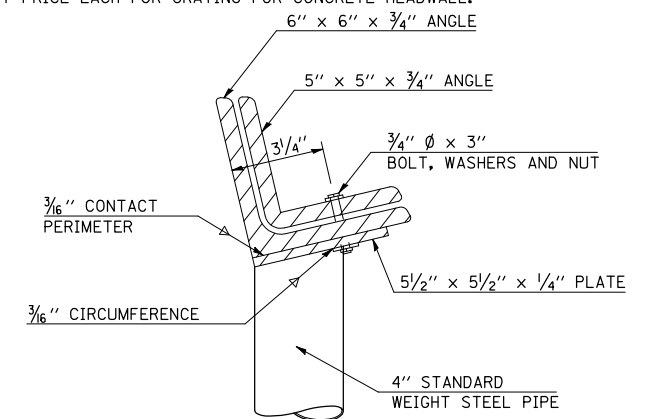
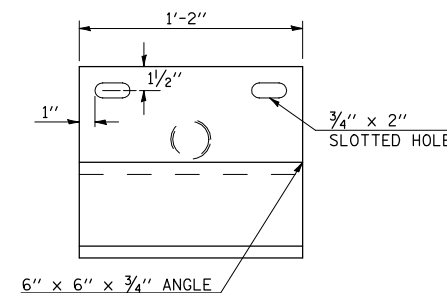
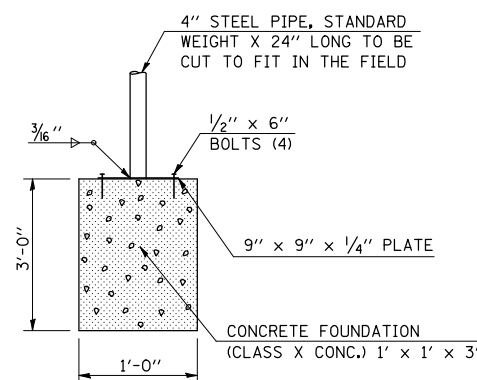
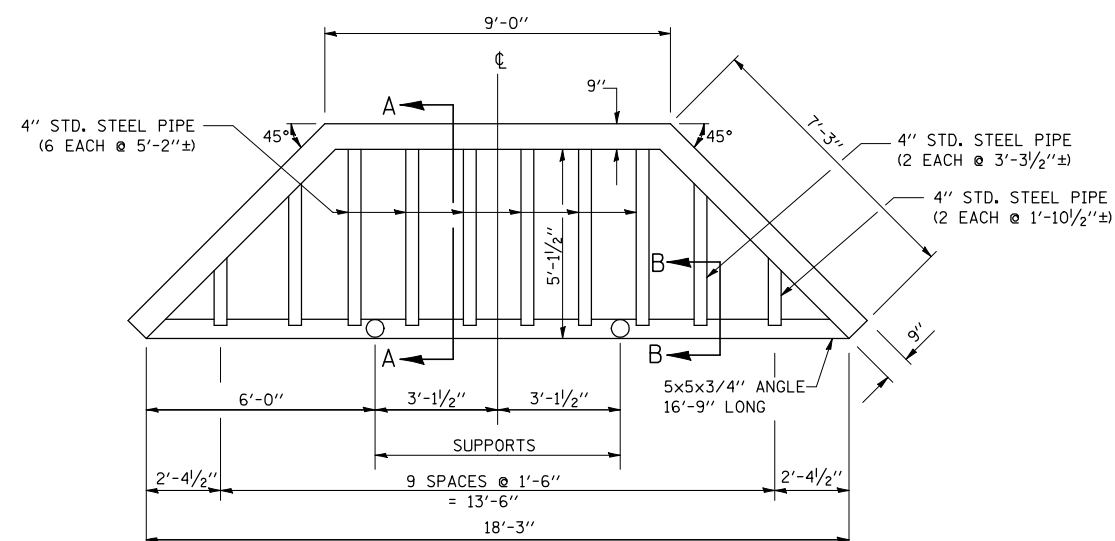


PLAN AT END OF WINGWALL

ELEVATION AT HEADWALL

PLAN AT HEADWALL

- GENERAL NOTES**
- BOLTS AND NUTS SHALL CONFORM TO A.S.T.M. A 307. ALL BOLTS SHALL HAVE WASHERS AT EACH END. HOLES SHALL BE 1/16" OVERSIZED UNLESS OTHERWISE NOTED EXCEPT IN CONCRETE WHICH SHALL BE 1/8" OVERSIZED.
 - ANGLES AND STEEL PLATES SHALL CONFORM TO A.A.S.H.T.O. M 183. STEEL PIPES SHALL CONFORM TO A.S.T.M. A 53, GRADE B OR A.S.T.M. A 501.
 - STEEL PIPES, ANGLES AND PLATES SHALL BE HOT DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF A.A.S.H.T.O. M 111.
 - BOLTS, NUTS AND WASHERS SHALL BE HOT DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF A.A.S.H.T.O. M 232.
 - THE APPROXIMATE WEIGHT OF THE STEEL IS 1083 POUND. THIS TOTAL INCLUDES PLATES, ANGLES AND PIPES. BOLTS, NUTS AND WASHERS ARE NOT INCLUDED.
 - ALL DIMENSIONS ARE TO BE VERIFIED IN THE FIELD. CUTTING OF THE STANDARD WEIGHT PIPE AND ANGLES TO THE EXACT LENGTH AND DRILLING HOLES IS TO BE DONE IN THE FIELD.
 - THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "GRATING FOR CONCRETE HEADWALL" WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT TO COMPLETE THE INSTALLATION AS SHOWN.
 - REMOVAL OF EXISTING GRATING AND SUPPORT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR GRATING FOR CONCRETE HEADWALL.



SUPPORT FOUNDATION

PLAN VIEW OF SUPPORT

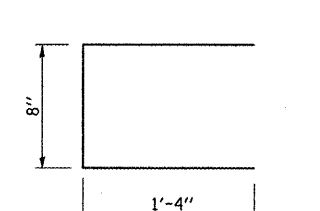
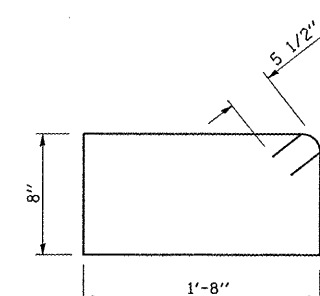
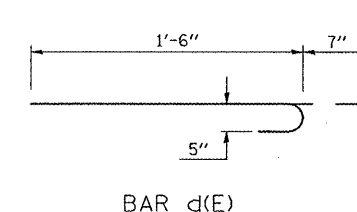
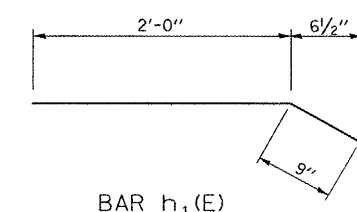
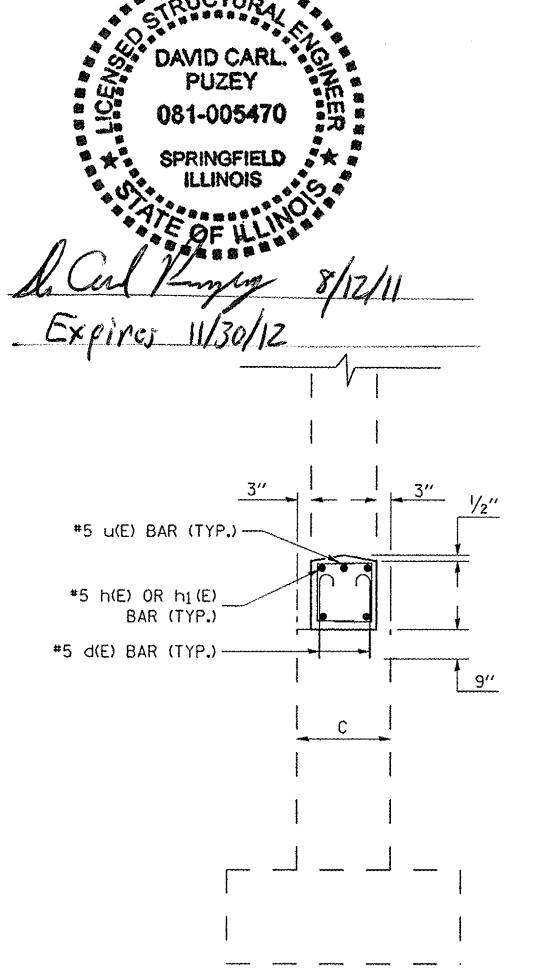
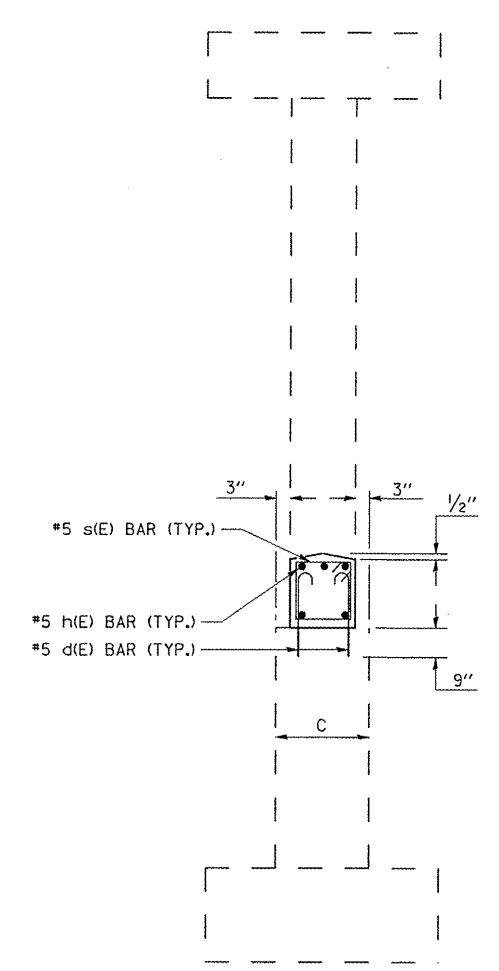
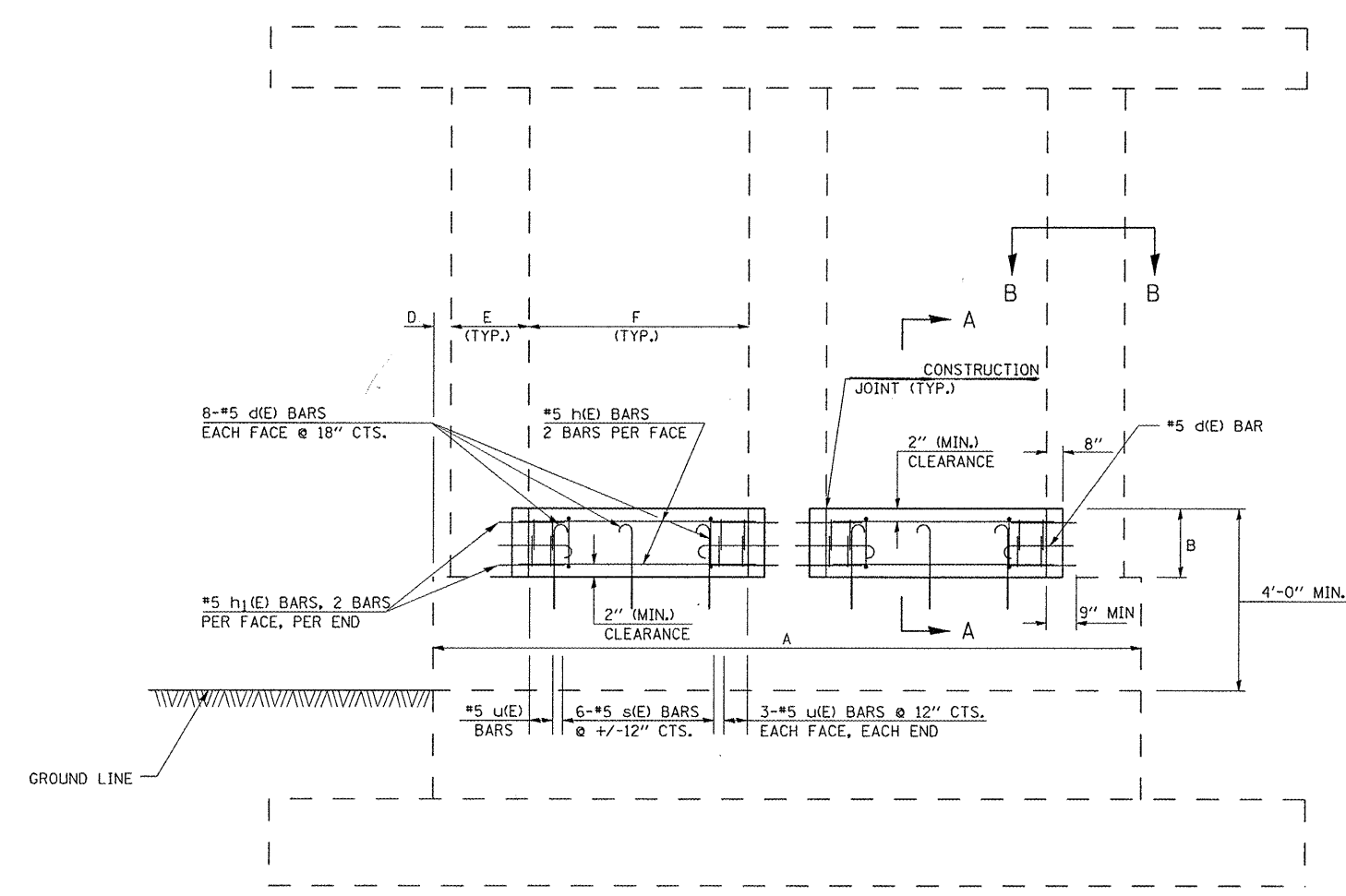
END VIEW OF SUPPORT

GRATING FOR CONCRETE HEADWALL 8'X3'
SN 010-8025 (STA. 825+00.00 RT. (1) REQ'D EAST)

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GRATING FOR CONCRETE HEADWALL			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	47			
		PLOT SCALE = #SCALE#	REVISIED -		SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.			CONTRACT NO. 70923				
		PLOT DATE = #DATE#	REVISIED -		ILLINOIS FED. AID PROJECT							



David Carl Puzey 8/12/11
Expires 11/30/12



GENERAL NOTES

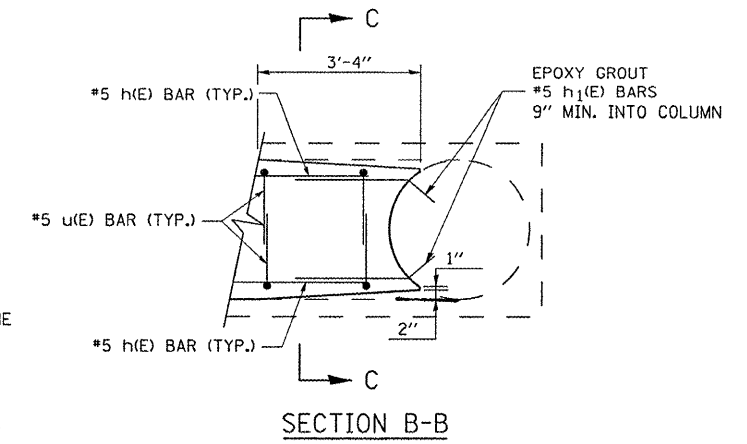
CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

EPOXY GROUTING SHALL BE DONE IN ACCORDANCE WITH ARTICLE 584 OF THE STANDARD SPECIFICATIONS. THE COST OF THE EPOXY GROUTING AND DRILLING SHALL BE INCLUDED IN THE COST OF REINFORCEMENT BARS, EPOXY COATED.

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

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

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.



DIMENSION TABLE

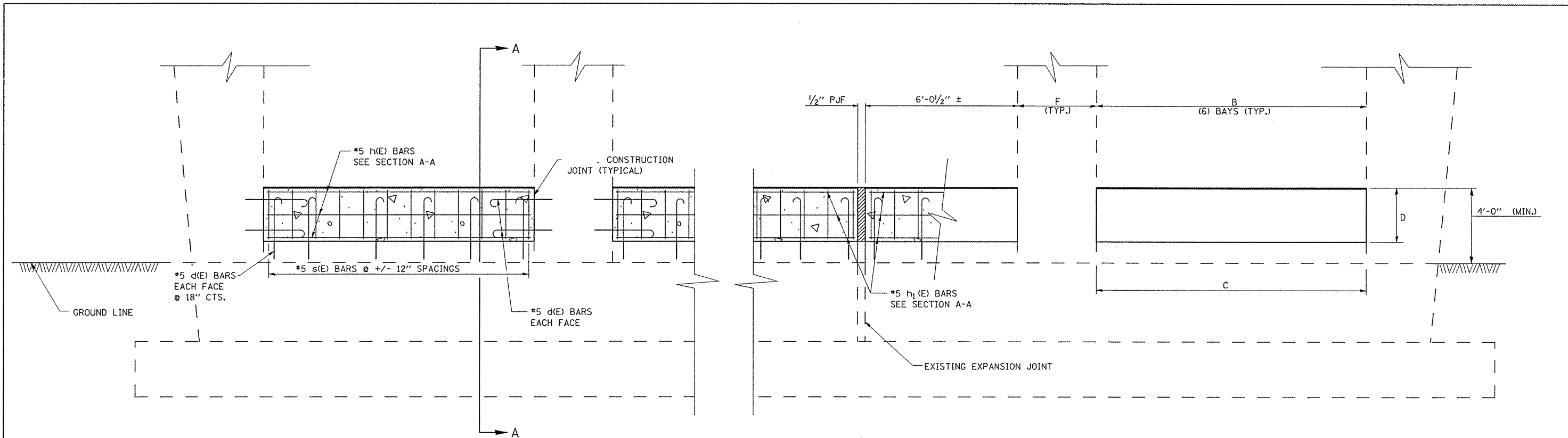
STRUCTURE	LOCATION	A	B	C	D	E	F
010-0185	MEDIAN	28'-6"	1'-0"	2'-6"	0'-3"	2'-0"	11'-0"

BAR TABLE

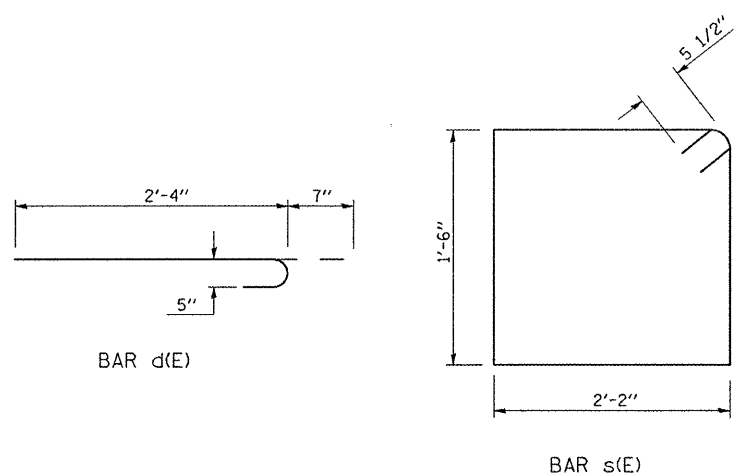
BAR	QTY.	SIZE	LENGTH	SHAPE
d(E)	36	#5	2'-1"	
h(E)	10	#5	10'-8"	
h1(E)	16	#5	2'-9"	
s(E)	12	#5	5'-7"	
u(E)	24	#5	3'-4"	

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
CONCRETE STRUCTURES	CU. YD.	2.0
REINFORCEMENT BARS, EPOXY COATED	LB.	390



David Carl Puzey 8/12/11
Expires 11/30/12



DIMENSION TABLE

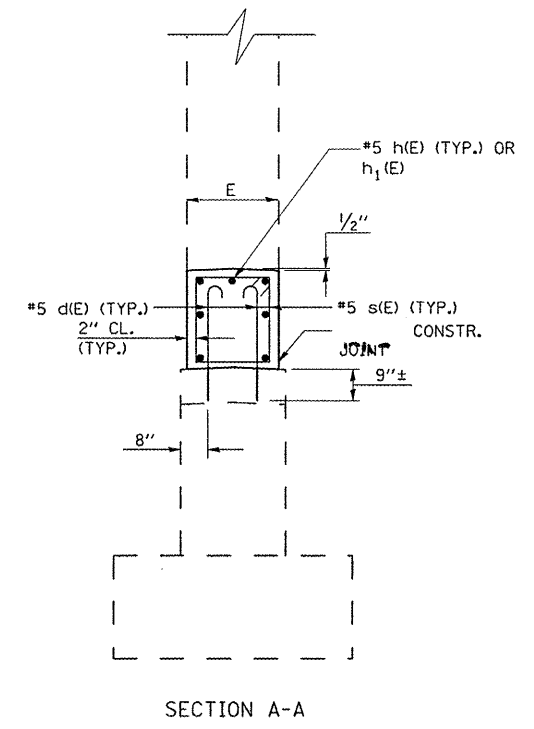
STRUCTURE	LOCATION	B	C	D	E	F
010-0254	MEDIAN	12'-1 1/2"	12'-1 1/2"	1'-10"	2'-6"	3'-6"

BAR TABLE

BAR	QTY.	SIZE	LENGTH	SHAPE
d(E)	156	#5	2'-11"	
s(E)	78	#5	8'-3"	
h(E)	35	#5	11'-10"	
h ₁ (E)	14	#5	5'-9"	

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
CONCRETE STRUCTURES	CU. YD.	12
REINFORCEMENT BARS, EPOXY COATED	LB.	1670



GENERAL NOTES

- CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
- EPOXY GROUTING SHALL BE DONE IN ACCORDANCE WITH ARTICLE 584 OF THE STANDARD SPECIFICATIONS. THE COST OF THE EPOXY GROUTING AND DRILLING SHALL BE INCLUDED IN THE COST OF REINFORCEMENT BARS, EPOXY COATED.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM 706 GR 60. SEE SPECIAL PROVISIONS.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
- THE 1/2" PREFORMED EXPANSION JOINT FILLER MATERIAL AND LABOR SHALL BE CONSIDERED INCLUDED IN THE CONCRETE STRUCTURES UNIT COST.

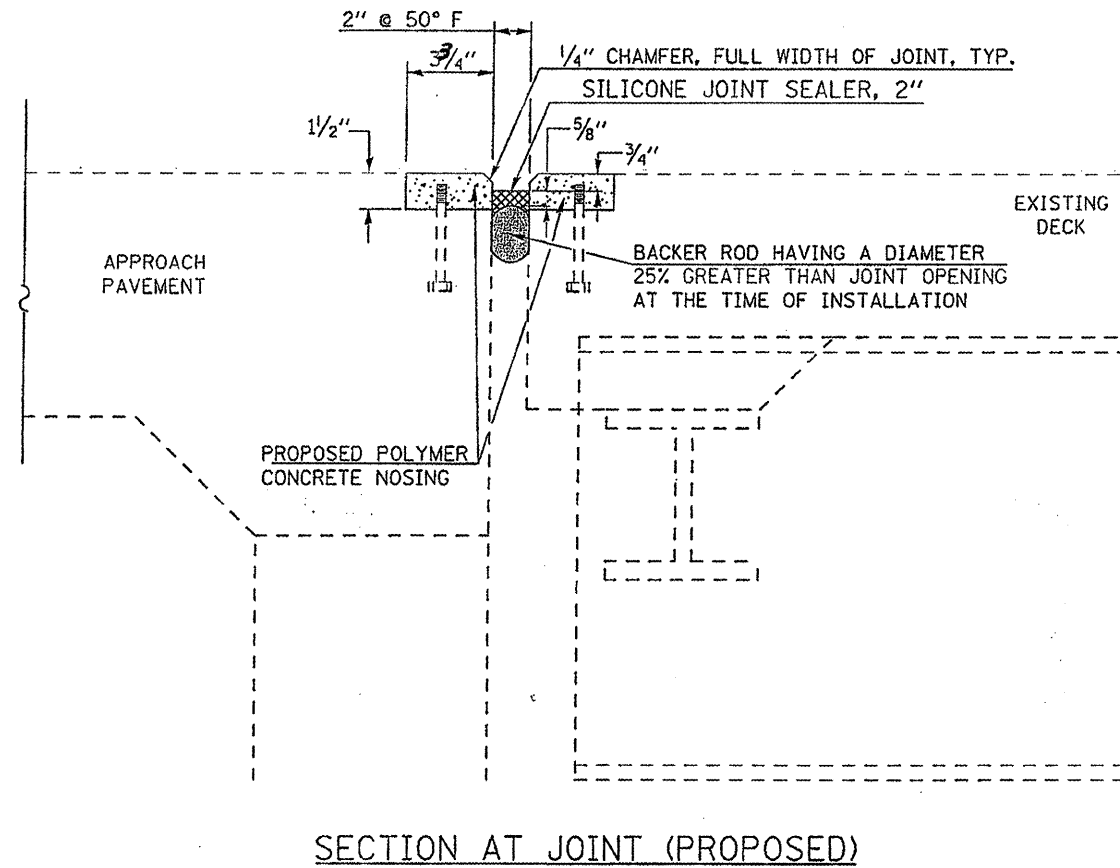
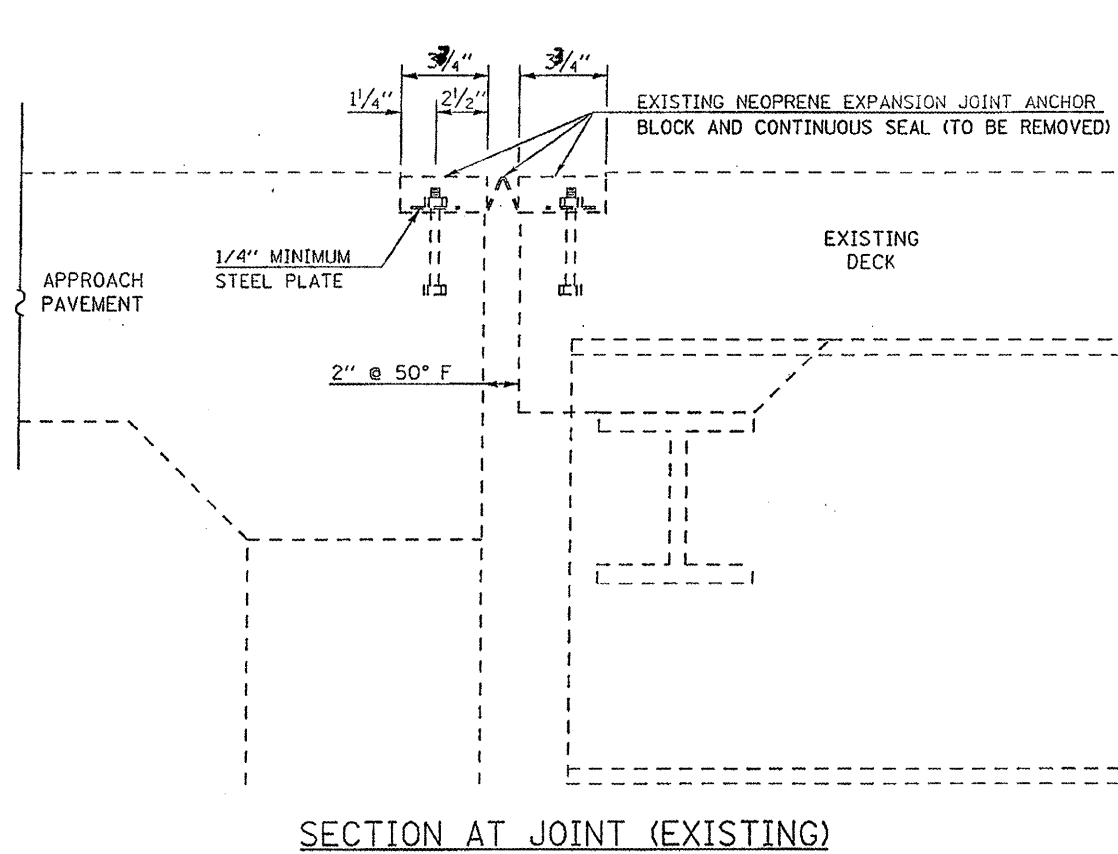
JOINT REPAIR DETAILS

S.N. 010-0254

(EAST & WEST ABUTMENT JOINTS)

Proposed Improvements

1. Remove existing Neoprene Expansion Joint
2. Place Polymer Concrete Nosing
3. Place Backer Rod
4. Place Silicone Joint Sealer



General Notes

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

Removal of the existing Neoprene Expansion Joint shall be included with the cost of SILICONE JOINT SEALER and POLYMER CONCRETE.

BILL OF MATERIALS

Item	Unit	Total
Silicone Joint Sealer, 2"	Foot	215.0
Polymer Concrete	Cu. Ft.	16.8

FILE NAME =	USER NAME = *USERS*	DESIGNED - R. CARROLL	REVISED -
*FILE#		DRAWN - R. CARROLL	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

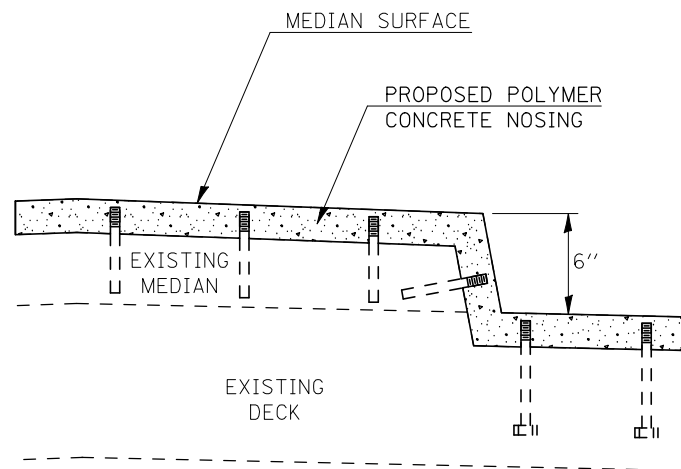
JOINT REPAIR DETAILS
S.N. 010-0254

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	50
			CONTRACT NO. 70923	
ILLINOIS FED. AID PROJECT				

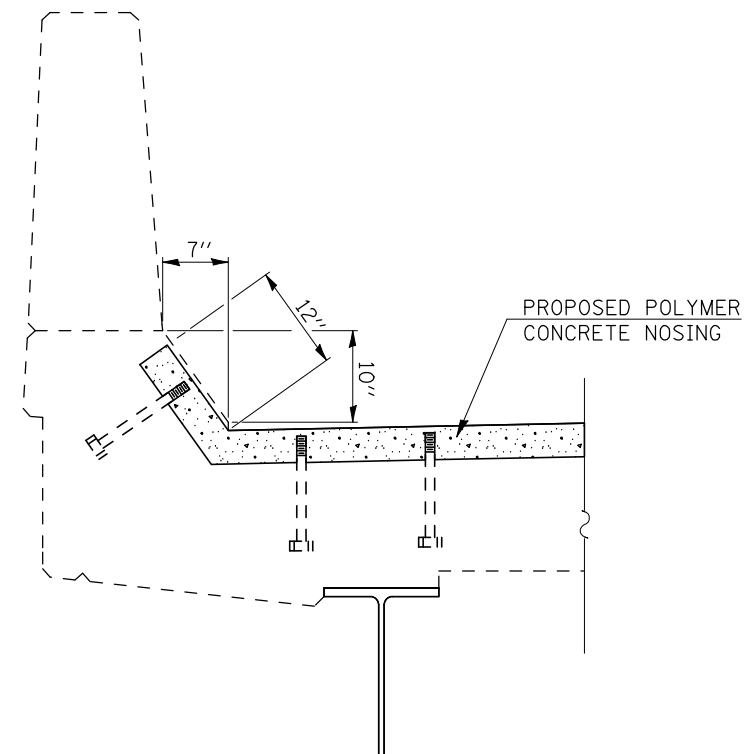
JOINT REPAIR DETAILS

S.N. 010-0254

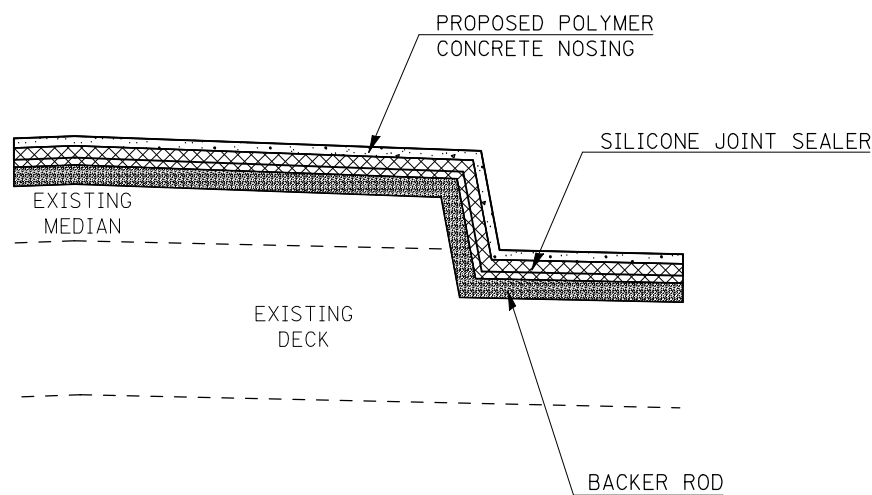
(EAST AND WEST ABUTMENT JOINTS)



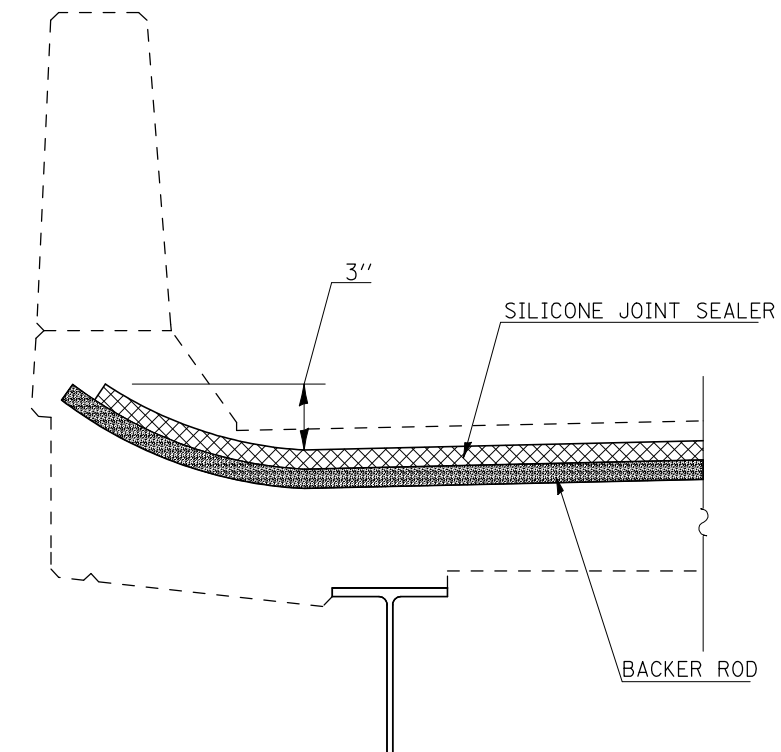
SECTION AT MEDIAN
POLYMER CONCRETE NOSING



SECTION AT PARAPET
POLYMER CONCRETE NOSING



SECTION AT MEDIAN
SILICONE JOINT SEALER



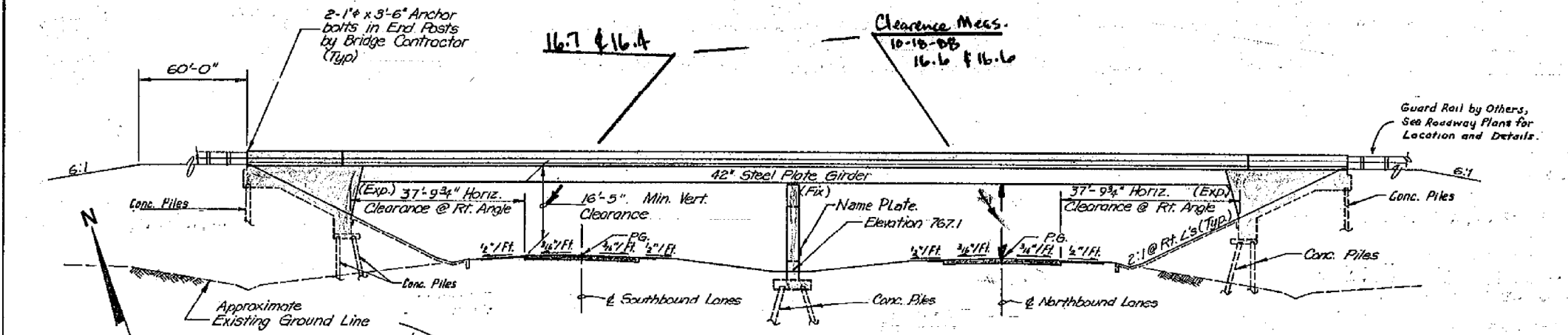
SECTION AT PARAPET
SILICONE JOINT SEALER

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - R. CARROLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT REPAIR DETAILS S.N. 010-0254		F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN - R. CARROLL	REVISED -		SCALE:	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.	57	(10-34, 10-35RS-2(SB))	CHAMPAIGN	66	51
		PLOT SCALE = *SCALE*	REVISED -		CONTRACT NO. 70923								
		PLOT DATE = *DATE*	REVISED -		ILLINOIS FED. AID PROJECT								

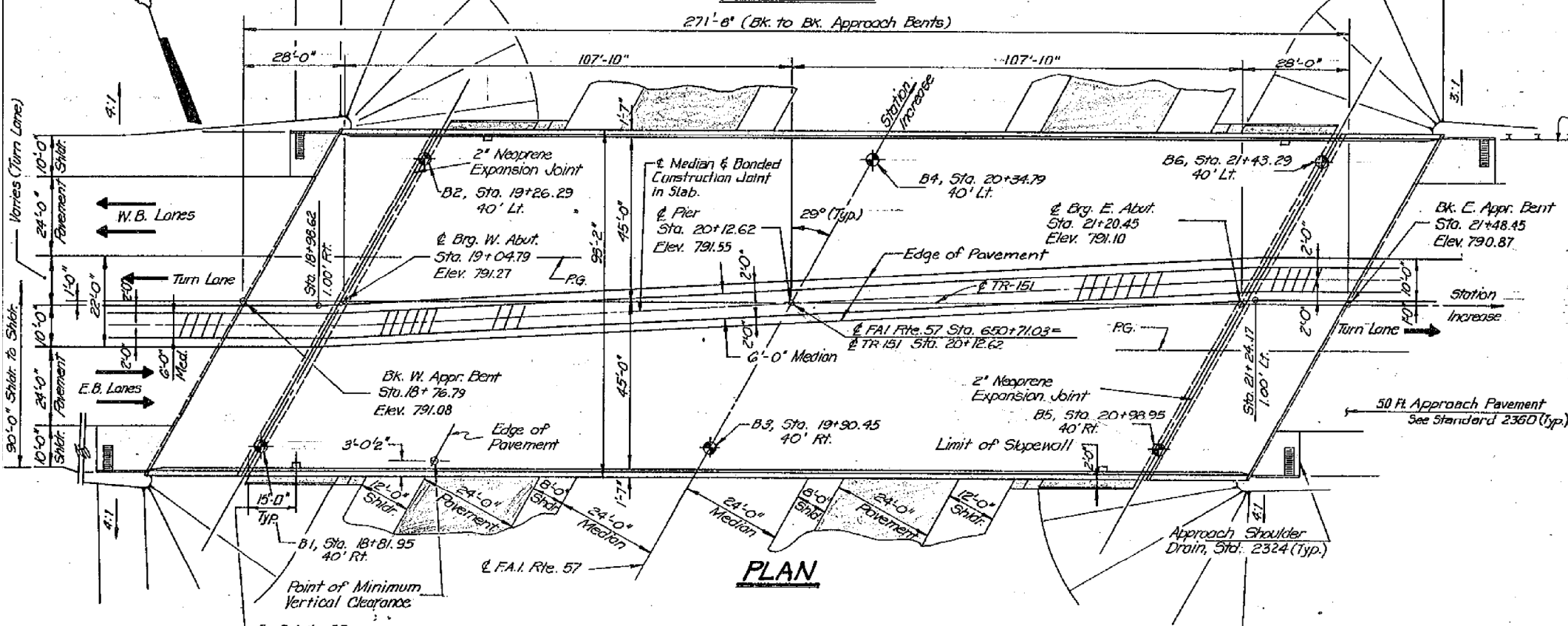
BENCHMARK: I.D.O.T. Monument Sta. 648+57.02 @ FAI 57
Elevation 767.07

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
F.A.I. 57	10-34-HBK	CHAMPAIGN	73	34	OF SHEETS 18
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT	

TOTAL BILL OF MATERIAL				
ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yds.	-	920	920
Protective Coat	Sq. Yds.	2921	-	2921
Class X Concrete	Cu. Yds.	752.6	593.4	1346.0
Furnishing And Erecting Structural Steel	Lump Sum	1	-	1
Stud Shear Connectors	Each	7194	-	7194
Reinforcement Bars	Lbs.	62,800	77,760	140,560
Reinforcement Bars (Epoxy Coated)	Lbs.	171,120	-	171,120
Furnishing Concrete Piles	Lin. Ft.	-	8749	8749
Driving Concrete Piles	Lin. Ft.	-	8749	8749
Test Piles-Concrete	Each	-	2	2
Name Plates	Each	-	1	1
Slope Wall 4"	Sq. Yds.	-	825	825
Neoprene Expansion joint 2"	Lin. Ft.	210	-	210
Elastomeric Bearing Assembly Type-I	Each	22	-	22
Sand Backfill	Cu. Yds	-	809	809



ELEVATION



PLAN

STATION 20+12.62
BUILT 198 BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 10-34 HBK
F.A. PROJ. MAIR-57-5 (166)
LOADING HS20
STR. NO. 010-0254

NAME PLATE
(See Std. 2113)

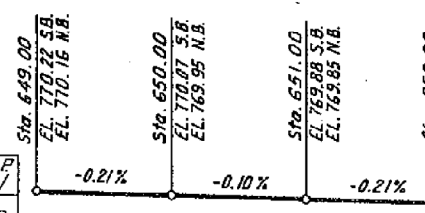
DESIGN SPECIFICATIONS:
AASHTO 1983 & 1984 & 1985 Interim, Std.
Specifications for Highway Bridges. (Standard
Specifications for Road and Bridge Construction,
State of Illinois, dated October 1, 1983.)

DESIGN CRITERIA:
Load Factor Design.
Live Load: HS20-44.
Allow 25 psf. for future wearing surface.

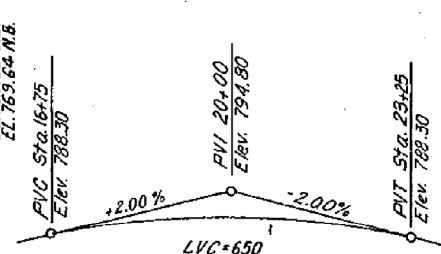
DESIGN STRESSES:
Concrete:
f_c = 3500 psi.
Structural Steel:
f_y = 50,000 psi. AASHTO M 223 Steel.*
f_y = 36,000 psi. AASHTO M 183 Steel.
Reinforcement:
f_y = 80,000 psi. *Grade 50

Legend:
● Soil Boring

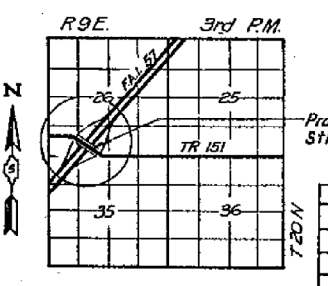
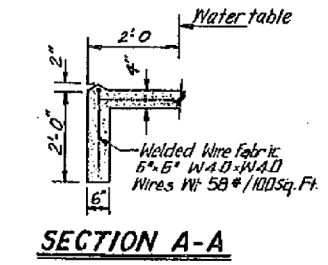
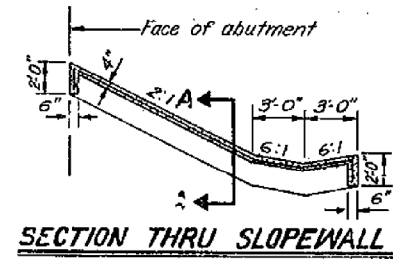
APPROVED
FOR STRUCTURAL ADEQUACY ONLY
James J. Rayburn
Principal of Bridge Engineering



PROFILE GRADE FAI RTE 57
NOTE: S.B. Lanes elevation include 9" allowance for future wearing surface. (N.B. Lanes have already been surfaced.)



PROFILE GRADE TR 151
LVC=650



LOCATION SKETCH

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

GENERAL PLAN AND ELEVATION
TR 151 OVER F.A.I. RT. 57
SECTION 10-34 HBK
CHAMPAIGN COUNTY
STA. 20+12.62

REVISIONS	
NAME	DATE

SCALE: VERT. HORIZ.
DATE

FILE NAME =	USER NAME = #USER#	DESIGNED - R. CARROLL	REVISED -
#FILE#		DRAWN - R. CARROLL	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

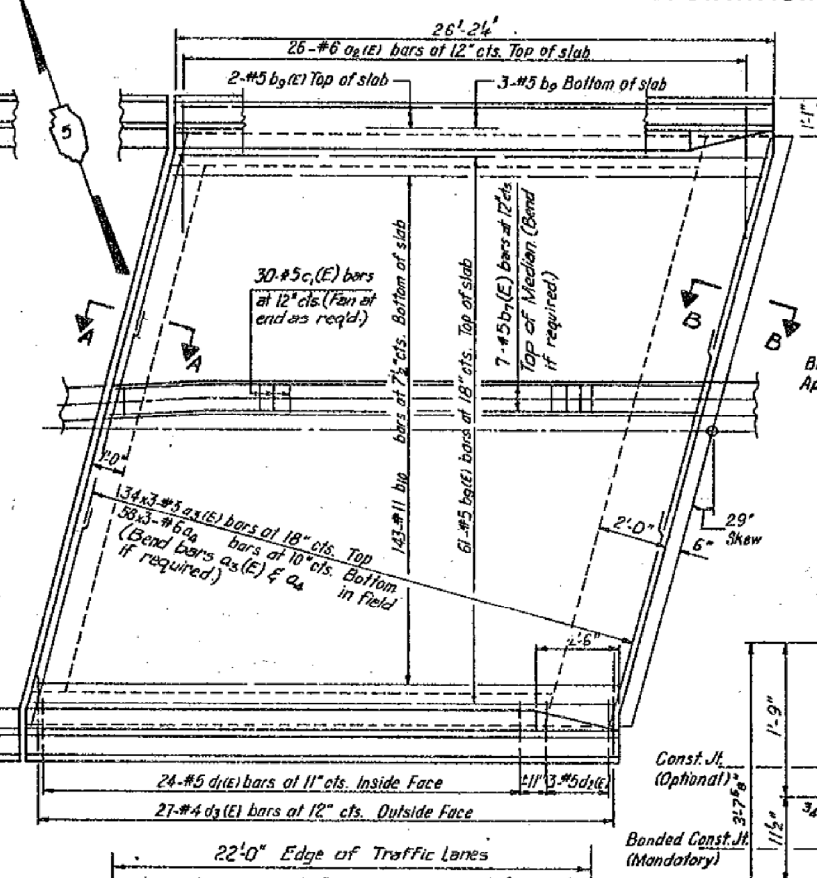
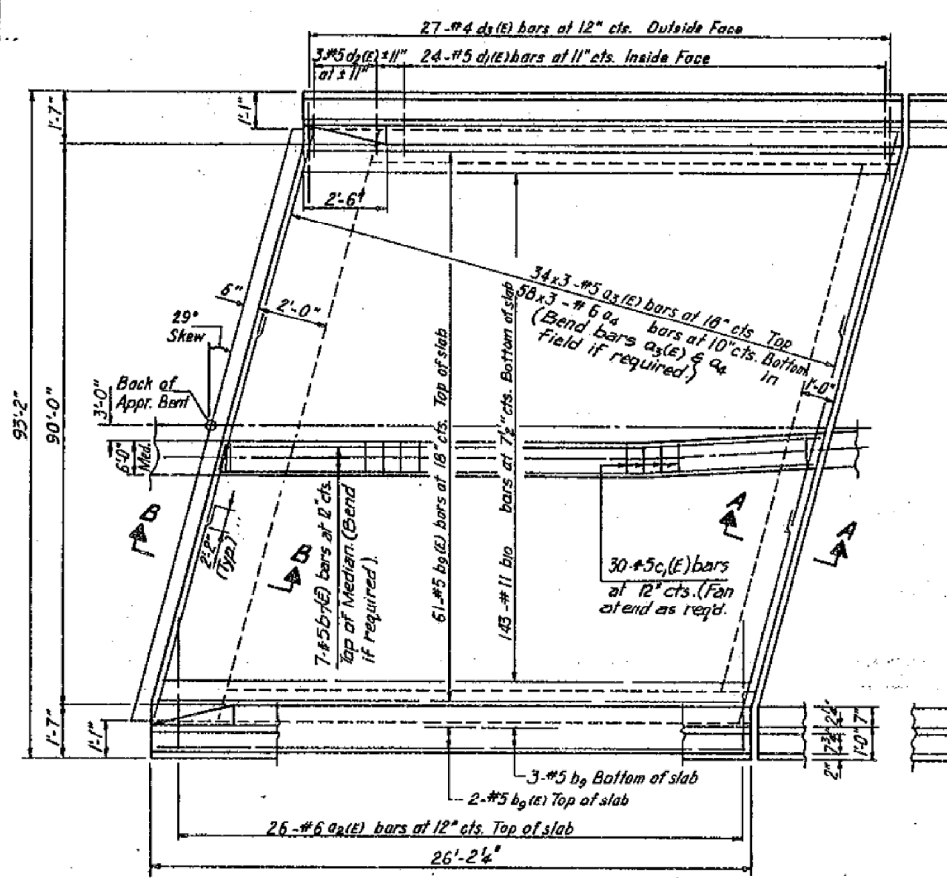
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING GENERAL PLAN & ELEVATION
S.N. 010-0254
(FOR INFORMATION ONLY)
SCALE: SHEET NO. 3 OF 6 SHEETS STA. TO STA.

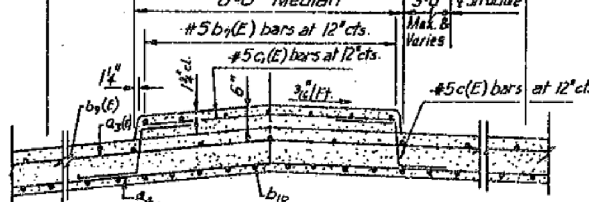
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35RS-2(SB))	CHAMPAIGN	66	52
CONTRACT NO. 70923			ILLINOIS FED. AID PROJECT	

ADDED #5 bar @ 12" cts

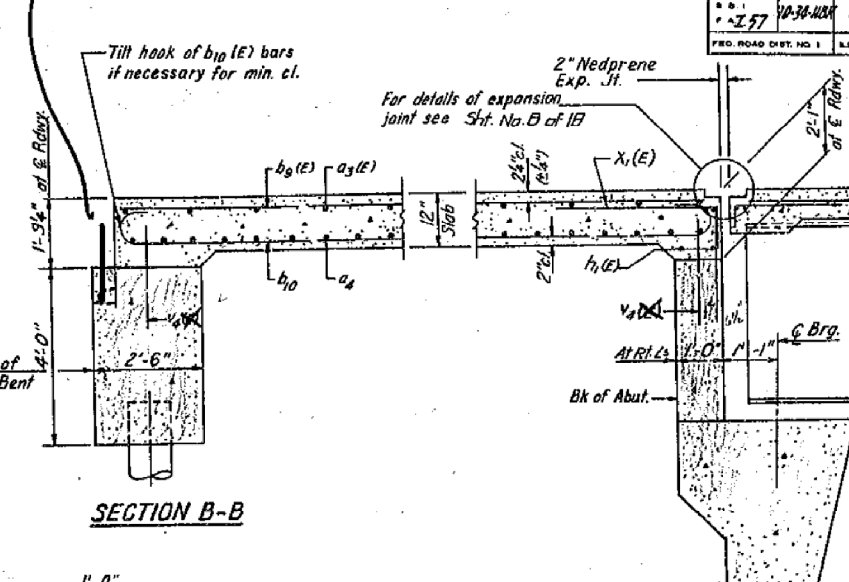
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
157	10-34	CHAMPAIGN	73	39	OF SHEETS 13
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



PLAN

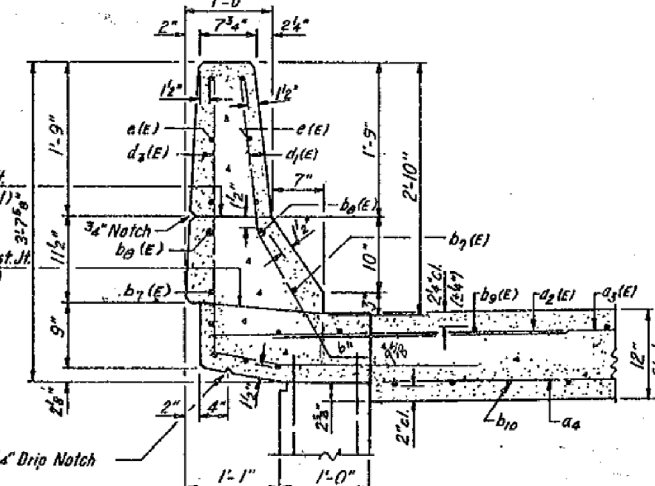


SECTION THRU MEDIAN



SECTION B-B

SECTION A-A

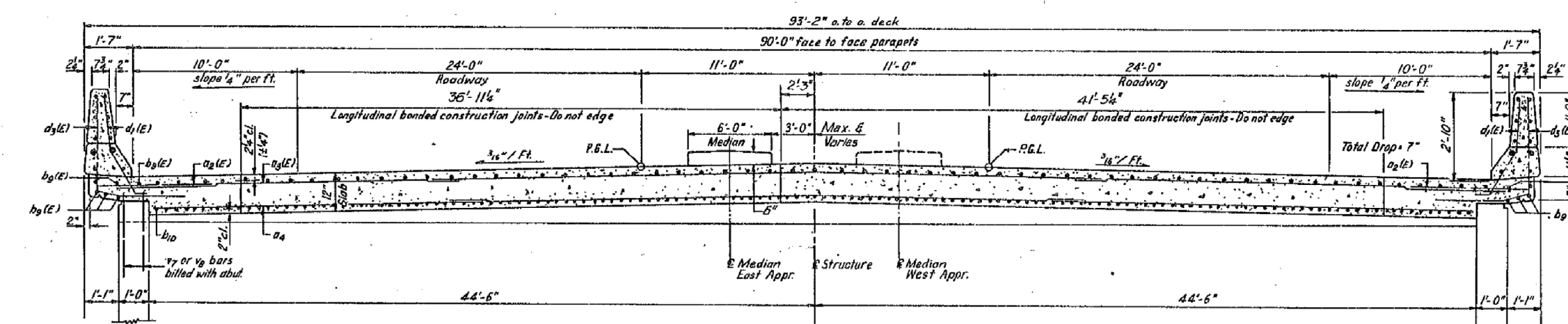


SECTION THRU PARAPET

TWO APPR. SLABS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	104	#6	4'-0"	
a3(E)	204	#5	36'-5"	
a4	348	#6	36'-0"	
b7(E)	14	#5	25'-10"	
b9(E)	142	#5	25'-10"	
b10	286	#11	29'-0"	
c(E)	120	#5	4'-5"	
c1(E)	60	#5	5'-0"	
d1(E)	96	#5	3'-11"	
d2(E)	12	#5	4'-2"	
d3(E)	108	#4	6'-2"	
x1(E)	180	#5	4'-5"	
h1(E)	24	#5	35'-9"	
Reinf Bars				Lbs. 62,880
Reinforcement Bars (Epoxy Coated)				Lbs. 16,130
Class X Concrete				CuYds. 184.7

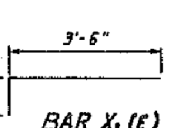
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 34 x 3 #5 etc. indicates 34 lines of bars with 3 lengths per lines.



CROSS SECTION

NEAR APPR. BENT

NEAR ABUTMENT



BAR X1(E)

REVISIONS	
NAME	DATE

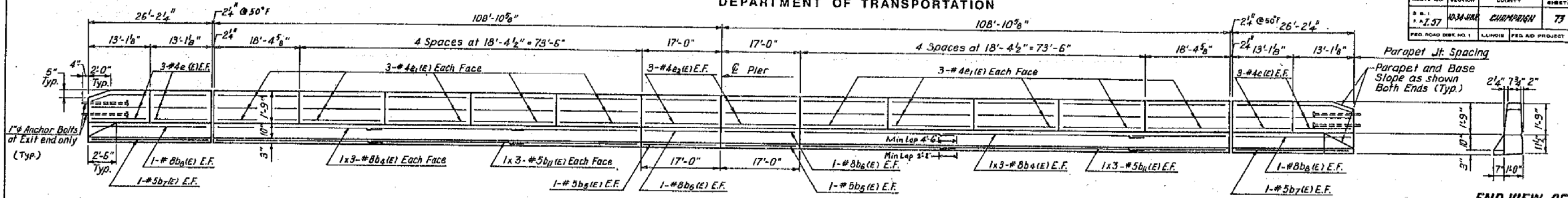
P.G. ENGINEERING ASSOCIATES, INC.
800 WEST JACKSON BLVD.
CHICAGO ILLINOIS 60606

APPROACH SPANS DECK DETAILS
TR 151 OVER F.A.I. RT. 57
SECTION 10-34 H&K
CHAMPAIGN COUNTY
STA. 20+12.62

SCALE: VERT. HORIZ.
DATE

DESIGNED	J.M.P.
CHECKED	I.M.R.
DRAWN	S.D.D.
CHECKED	J.M.P.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. B
1034-001	1034-001	CHAMPAIGN	73	41	of SHEETS 18
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



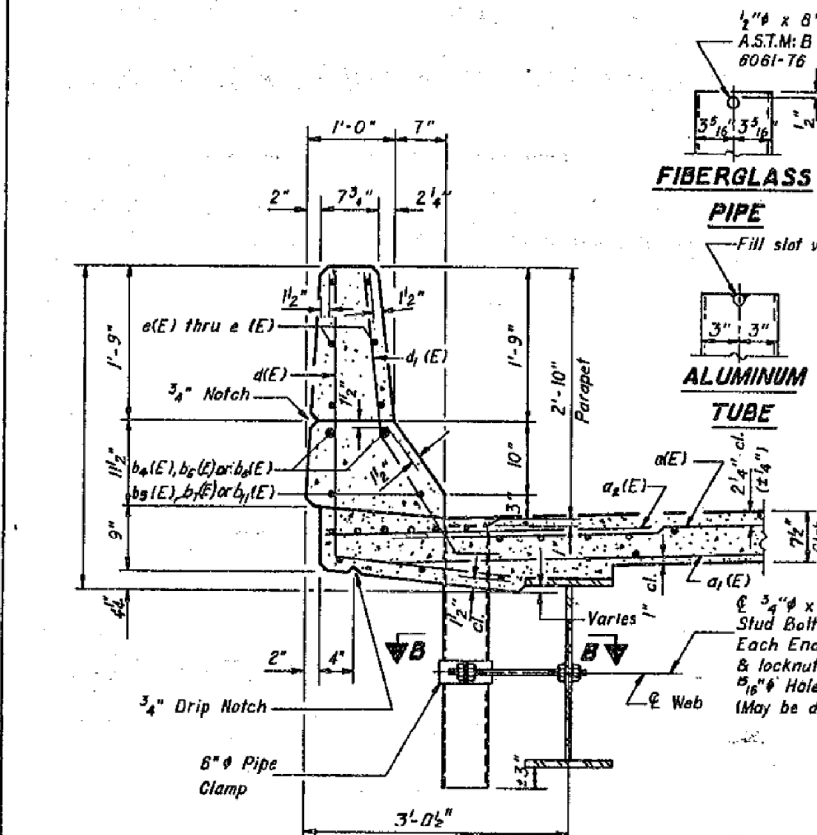
INSIDE ELEVATION OF PARAPET

END VIEW OF PARAPET

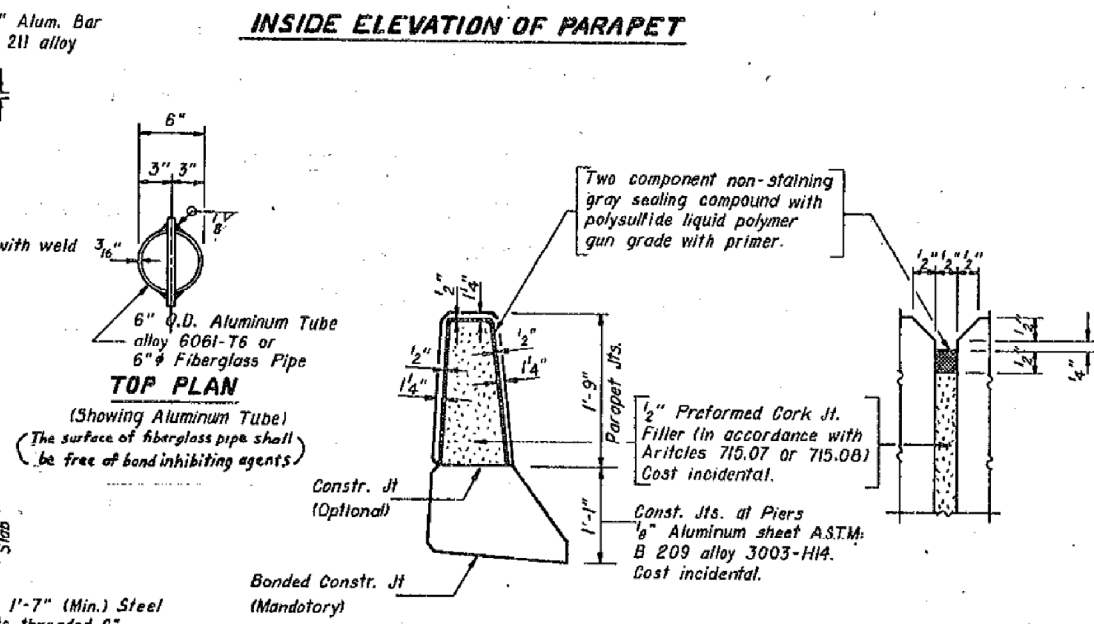
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a ₁ (E)	1428	#5	31'-10"	
a ₂ (E)	1050	#5	31'-8"	
a ₃ (E)	472	#8	4'-0"	
b ₁ (E)	824	#5	28'-8"	
b ₂ (E)	93	#8	62'-10"	
b ₃ (E)	864	#5	25'-8"	
b ₄ (E)	24	#8	33'-7"	
b ₅ (E)	8	#5	18'-9"	
b ₆ (E)	8	#8	16'-9"	
b ₇ (E)	8	#5	25'-10"	
b ₈ (E)	8	#8	25'-10"	
b ₉ (E)	24	#5	31'-4"	
c(E)	436	#5	4'-0"	
c ₁ (E)	218	#5	5'-8"	
d(E)	436	#4	5'-4"	L
d ₁ (E)	476	#5	3'-11"	L
e(E)	48	#4	12'-9"	
e ₁ (E)	120	#4	18'-1"	
e ₂ (E)	24	#4	16'-9"	
x(E)	180	#5	4'-1"	
Reinforcement Bars (Epoxy Coated)				Lbs. 154,990
Class X Concrete				Cu. Yds. 567.90

Reinforcement bars designated (E) shall be epoxy coated.

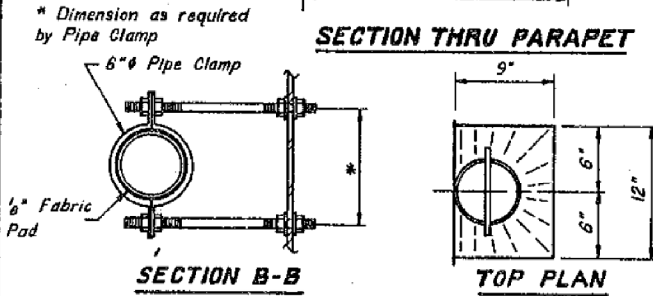


SECTION THRU PARAPET



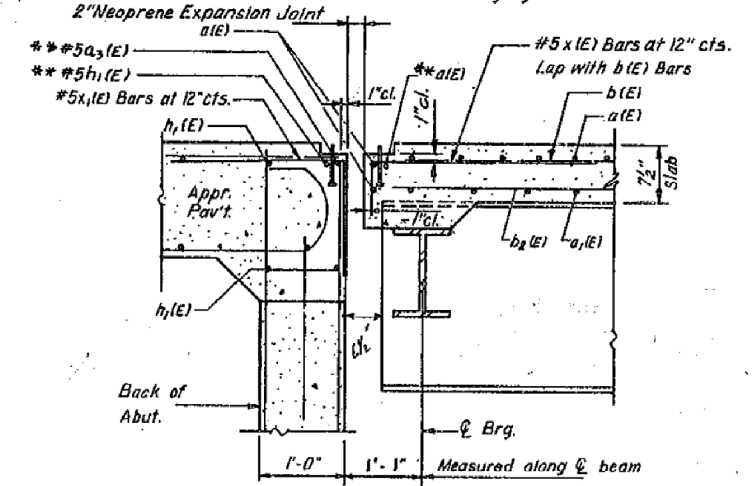
PARAPET JOINT DETAILS

Notes:
The exterior surfaces of the Floor Drain shall be painted with the vinyl enamel coat painting specified for Structural Steel. The exterior surfaces of the Aluminum tube shall be cleaned and given a washcoat pretreatment in accordance with Steel Structures Painting Council's Spec. SSPC-SP1 & SSPC-Paint 27 prior to painting.
Fiberglass pipe shall conform to ASTM: D2996 with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

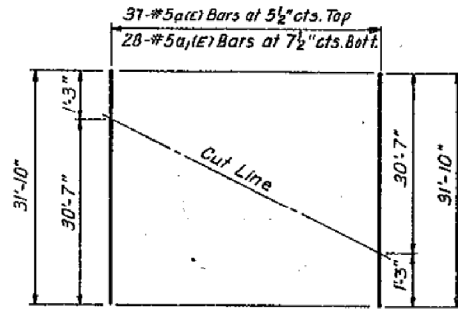


SECTION B-B

TOP PLAN



SECTION A-A



FIELD CUTTING DIAGRAM

Order a & a₁ Bars full length. Cut to fit as shown and use remainder of bars at other end.

DESIGNED	J.M.P.
CHECKED	J.M.R.
DRAWN	S.D.D.
CHECKED	J.M.P.

REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60606

JOSH PATEL

PARAPETS AND DECK DETAILS
TR 151 OVER F.A.I. RT. 57
SECTION 10-34 HBK
CHAMPAIGN COUNTY
STA. 20+12.62

SCALE: VERT. HORIZ.
DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	DATE	SHEET NO.
157	10-34	CHAMPAIGN	73	42
SHEET NO. 9 OF SHEETS 12				

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

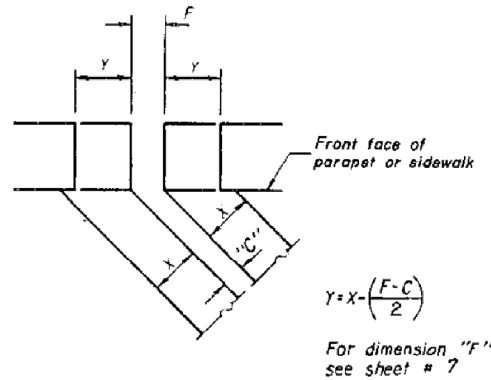
INSTALLATION NOTES

1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

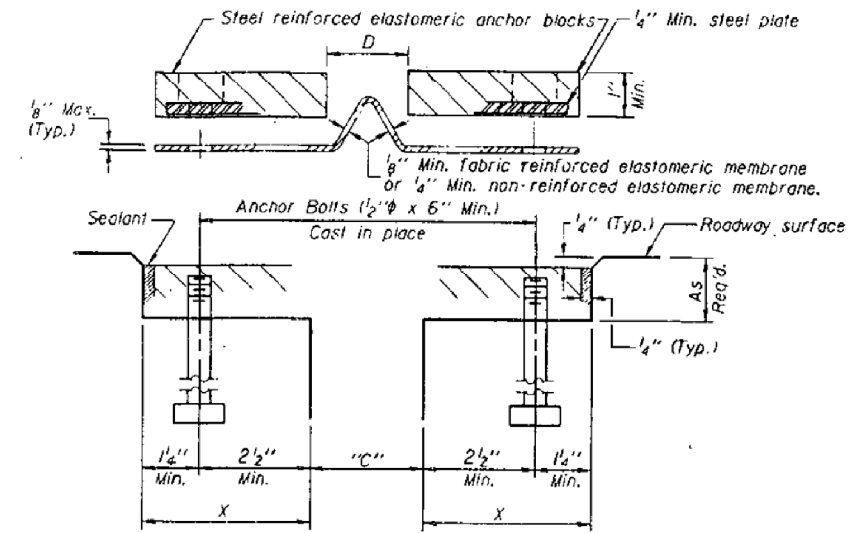
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

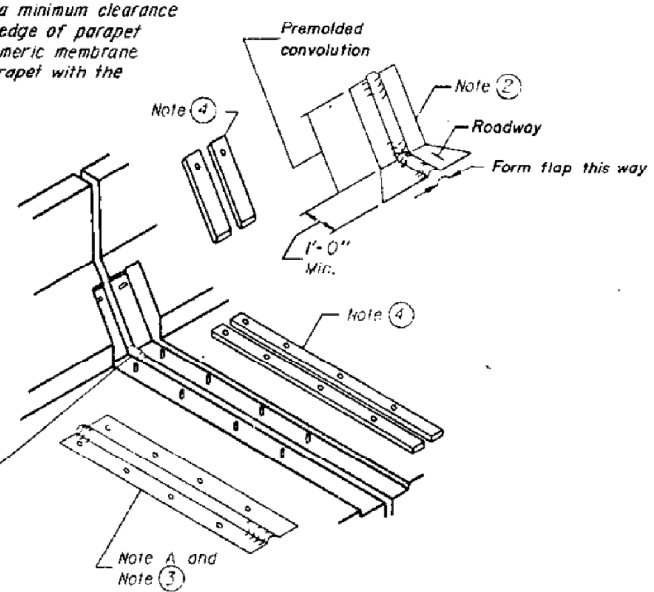
The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skew. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



FORMING BLOCKOUT SKETCH

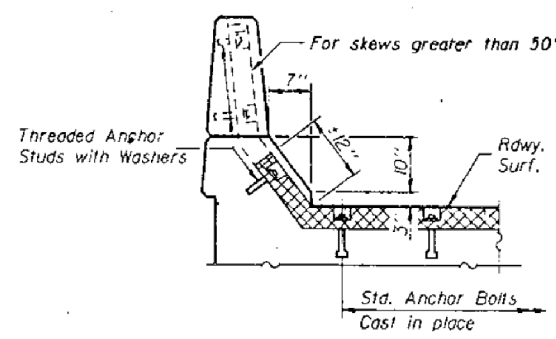


CROSS SECTION

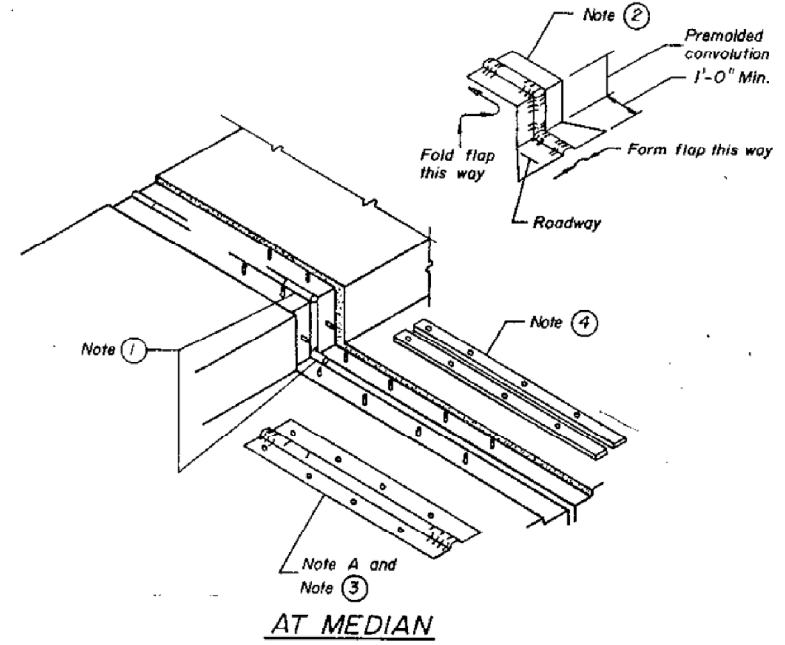


AT PARAPET

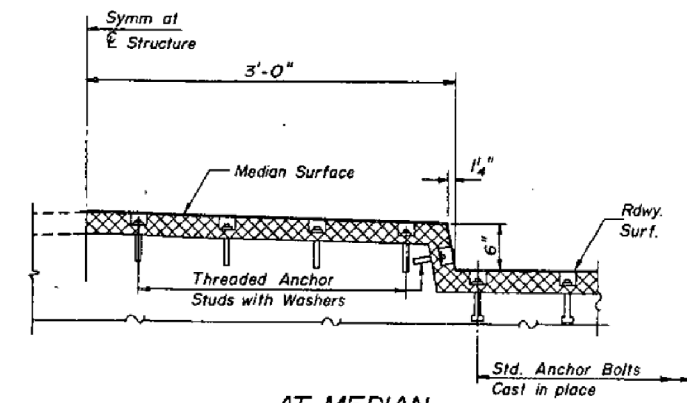
AT CURB



AT PARAPET



AT MEDIAN



AT MEDIAN TYPICAL END TREATMENTS

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions. The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure. The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout. The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed. Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F. The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

Anchor bolts, washers and nuts, to be plated against corrosion in accordance with the special provisions, shall be zinc-coated by the mechanical plating method conforming to ASTM B695, class 50. Zinc-coated nuts shall be tapped oversize in accordance with the requirements of AASHTO M291 and shall meet the supplementary requirements S1.1 thru S1.2.1 of the same specifications for lubricant and testing.

DESIGNED	I.M.R.
CHECKED	J.M.P.
DRAWN	S.D.D.
CHECKED	J.M.P.
EJ-CS	12-1-83

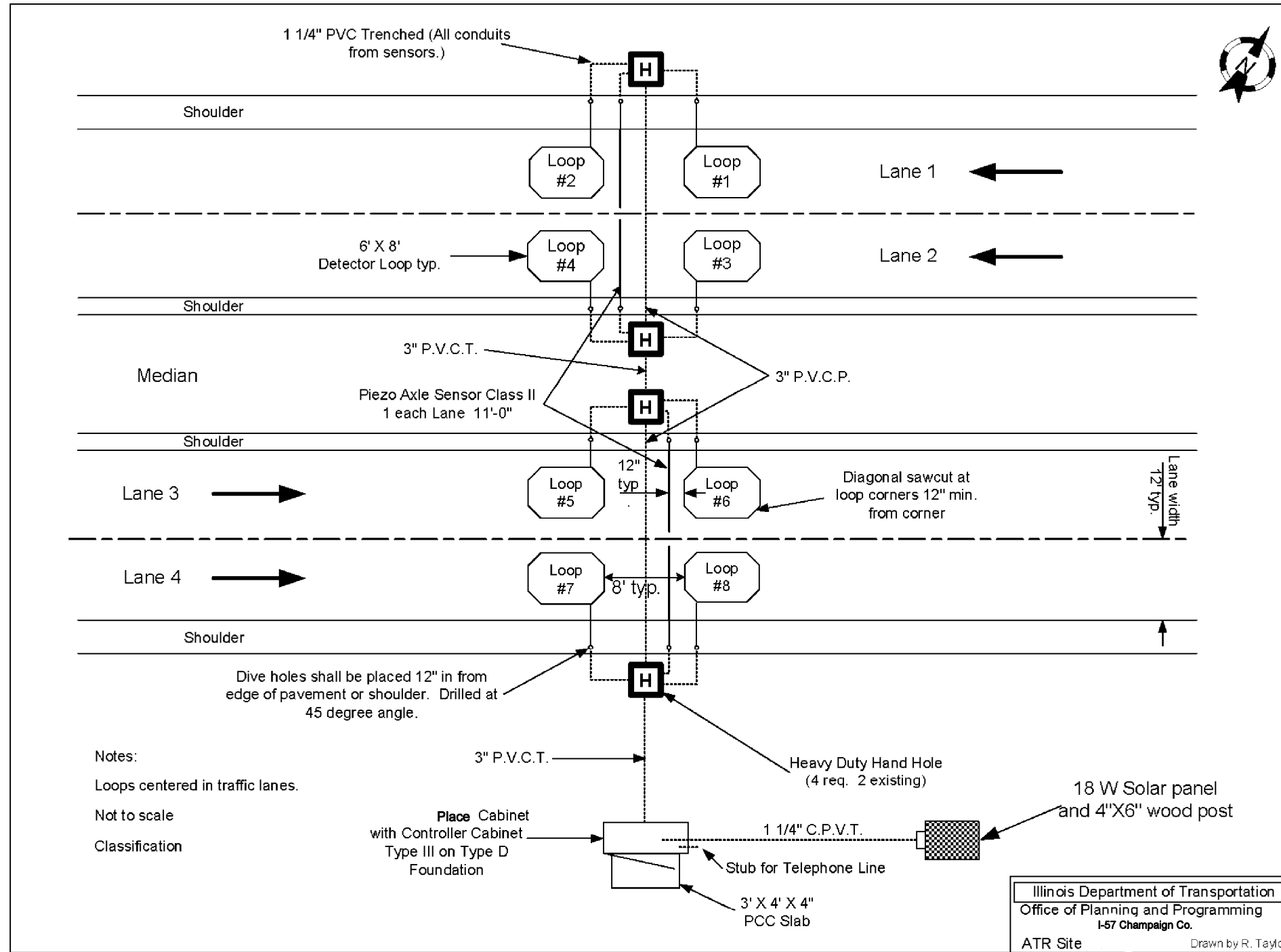
REVISIONS	
NAME	DATE

P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO ILLINOIS, 60605

EXPANSION JOINT DETAILS
TR 151 OVER F.A.I. RT 57
SECTION 10-34 H.B.K.
CHAMPAIGN COUNTY
STA. 20+12.62

SCALE: VERT. _____
HORIZ. _____
DATE _____

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

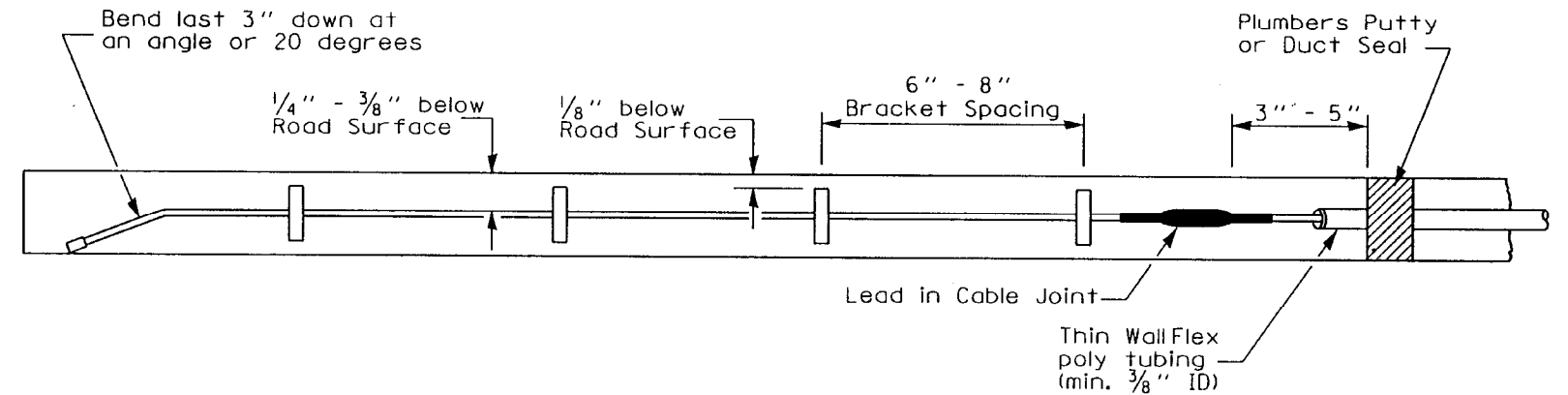


NOTE:
 DETECTOR LOOPS AND AXLE SENSORS
 LOCATED IN THE NORTHBOUND LANES
 WILL BE INSTALLED BY OTHERS AT A
 LATER DATE.

NOT TO SCALE

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL FOR ATR SITE NO. 5290	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	56
		PLOT SCALE = #SCALE#	CHECKED -			CONTRACT NO. 70923				
		PLOT DATE = #DATE#	DATE -		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. THE CONTROLLER CABINET AND SOLAR EQUIPMENT SHALL BE PLACED ON THE EAST SIDE OF I-57 NEAR THE RIGHT OF WAY LINE. IF FIELD CONDITIONS WARRANT, THE LOCATION OF THE ATR SITE MAY NEED TO BE MODIFIED TO ACCOMMODATE THE CONTROL CABINET AND FOUNDATION. THE FINAL LOCATION SHALL BE DETERMINED BY THE ENGINEER AND SHALL REMAIN IN CLOSE PROXIMITY OF THE MEDIAN CROSS OVER.
- 2) THE PIEZO ELECTRIC AXLE SENSOR LEAD-IN TO THE PAVEMENT IS INCLUDED IN THE PAY ITEM FOR DETECTOR LOOP, TYPE I
- 3) UPON COMPLETION OF THE INSTALLATION OF THE ATR SITE AND THE REMOVAL OF THE EXISTING TERMINAL FACILITY, THE EARTH DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE RETURNED TO ITS ORIGINAL STATE. ANY EARTHWORK OR SEEDING REQUIRED WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEMS IN THE BILL OF MATERIALS.
- 4) THE DEPARTMENT WILL SUPPLY THE INTERNAL CABINET COMPONENTS. THE CABINET PROVIDED BY THE CONTRACTOR SHALL HAVE TWO SHELVES AND A BACKPLAIN. THE BACKPLAIN SHALL BE DELIVERED TO THE ENGINEER AS SOON AS IT IS ACQUIRED SO THAT THE INTERNAL COMPONENTS CAN BE MOUNTED BY THE DEPARTMENT. MR. RAMON TAYLOR (217) 782-2065, SHALL BE CONTACTED IN ORDER TO COORDINATE THE DELIVERY OF THE BACKPLAIN.

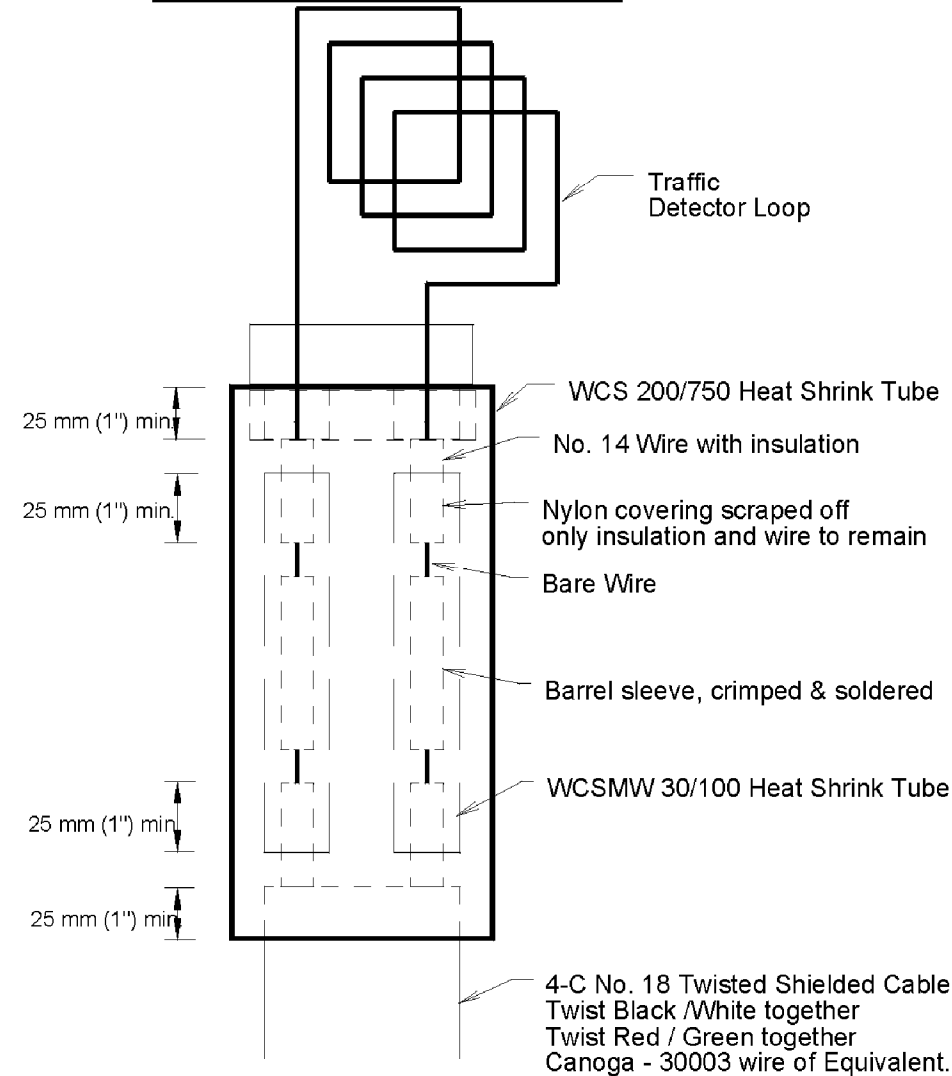
POSSIBLE SOURCES FOR SPECIFIED ITEMS

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



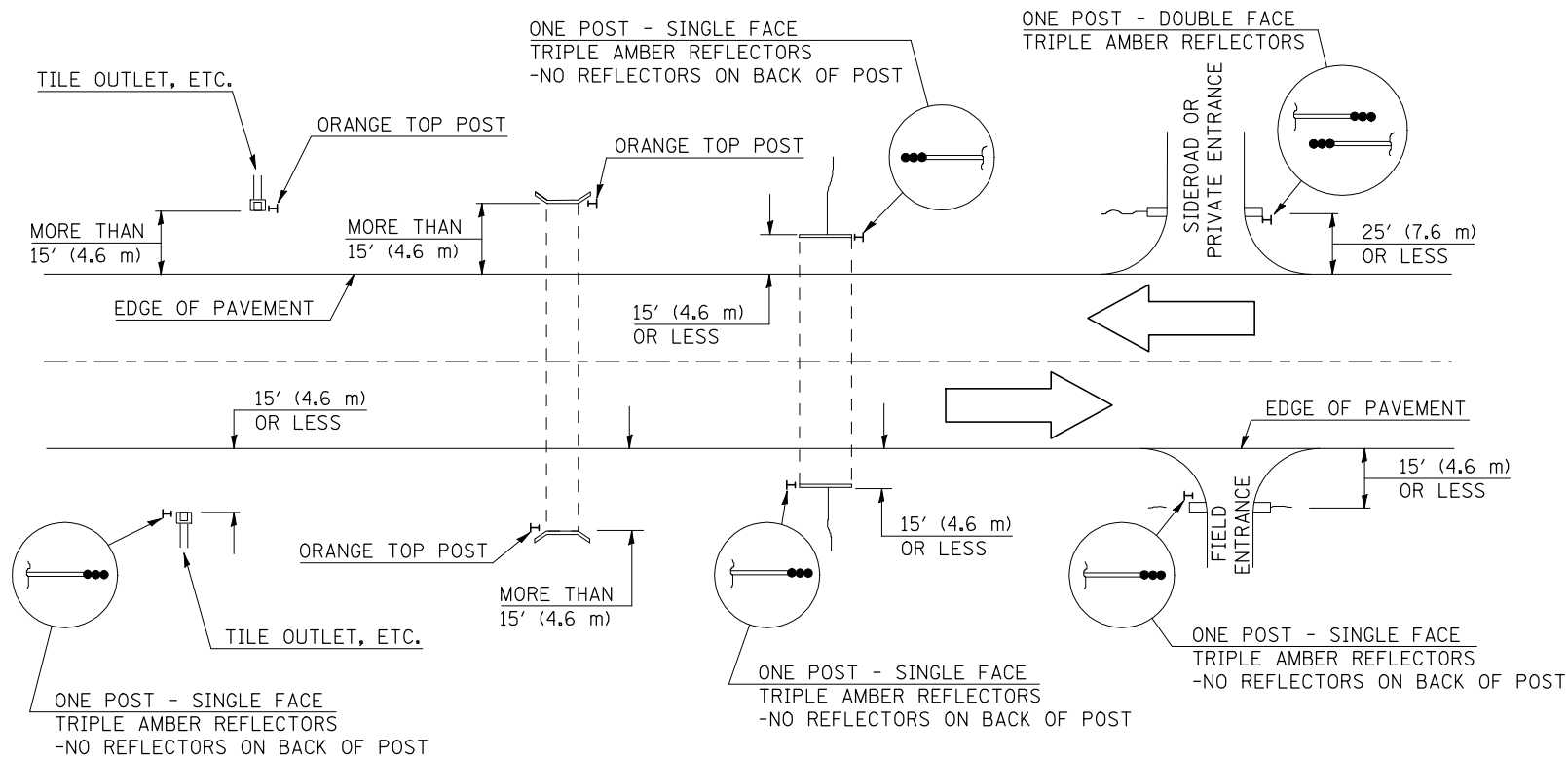
Minimum 25 mm (1") Heat Shrink Tube overlap on wire.
PVC & Shielded cable to form water tight seal.

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

BILL OF MATERIALS			
CODE NO.	ITEM	UNIT	QUANTITY
81012400	CONDUIT IN TRENCH, 1 1/4" DIA., PVC	FOOT	108
81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	64
81021350	CONDUIT PUSHED, 3" DIA., PVC	FOOT	92
81400200	HEAVY-DUTY HANDHOLE	EACH	4
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	163
86300300	CONTROLLER CABINET TYPE III	EACH	1
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	3
88600100	DETECTOR LOOP, TYPE I	FOOT	156
X0300780	PIEZO ELECTRIC SENSOR CABLE IN CONDUIT	FOOT	550
X0323014	ELECTRIC CABLE IN CONDUIT, CONOGA-30003	FOOT	892
X0323015	PIEZO ELECTRIC AXLE SENSOR, CLASS II	FOOT	22
X0326860	SOLAR EQUIPMENT	EACH	1

IDENTIFICATION OF ROADSIDE HAZARDS FOR TWO-LANE ROADWAYS



BILL OF MATERIALS - SEE SCHEDULE

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.

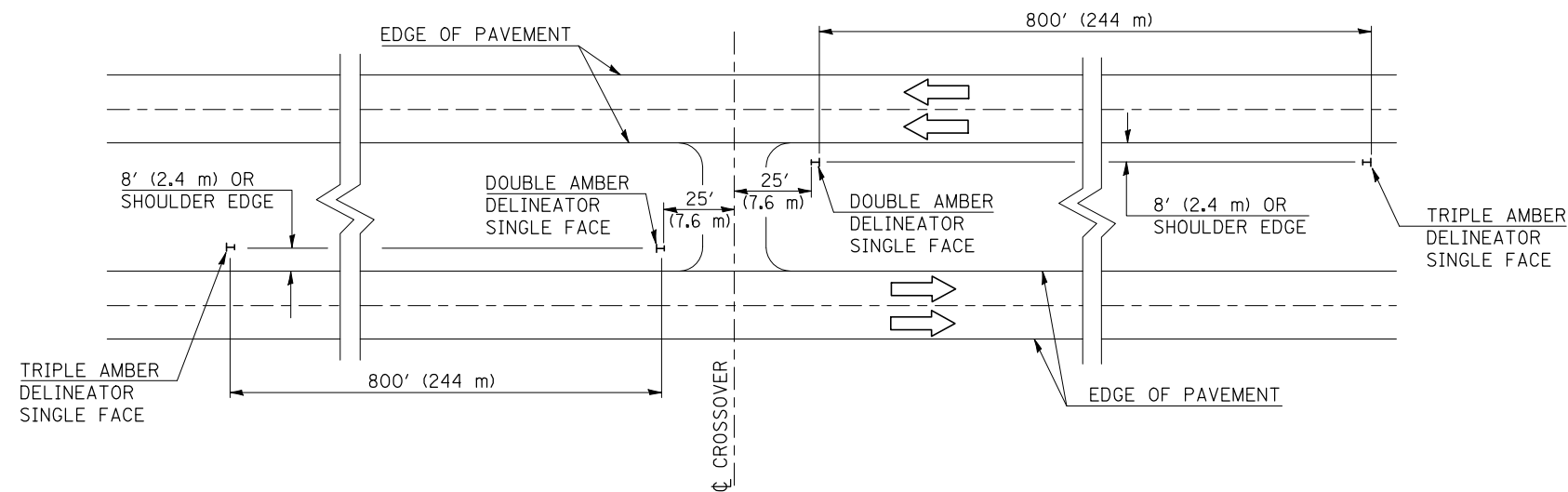
EACH POST SHALL BE CONSIDERED AS ONE DELINEATOR FOR PAYMENT, REGARDLESS OF THE NUMBER OF DELINEATORS ATTACHED TO IT.

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.

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



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

DISTRICT 5 DETAIL NO. 63500105

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED -	REVISED - 12/06
		DRAWN -	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
	PLOT DATE = \$DATE\$	DATE -	REVISED -

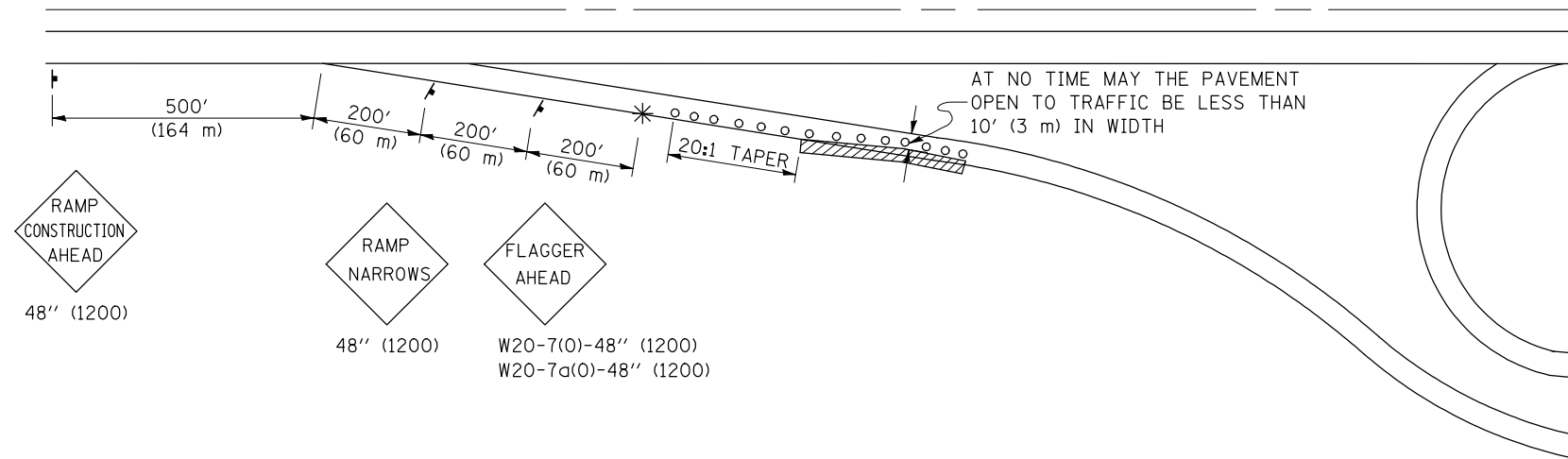
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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(SB)	CHAMPAIGN	66	58
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

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



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.

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

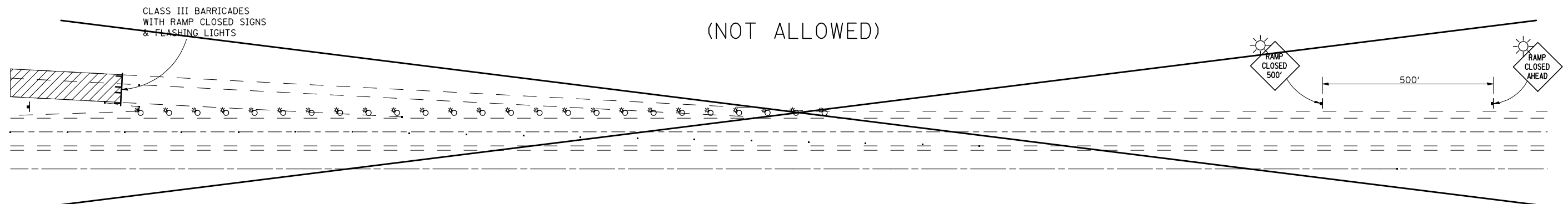
TYPICAL APPLICATIONS

- PAVEMENT PATCHING
- PIPE UNDERDRAINS
- HMA RESURFACING

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

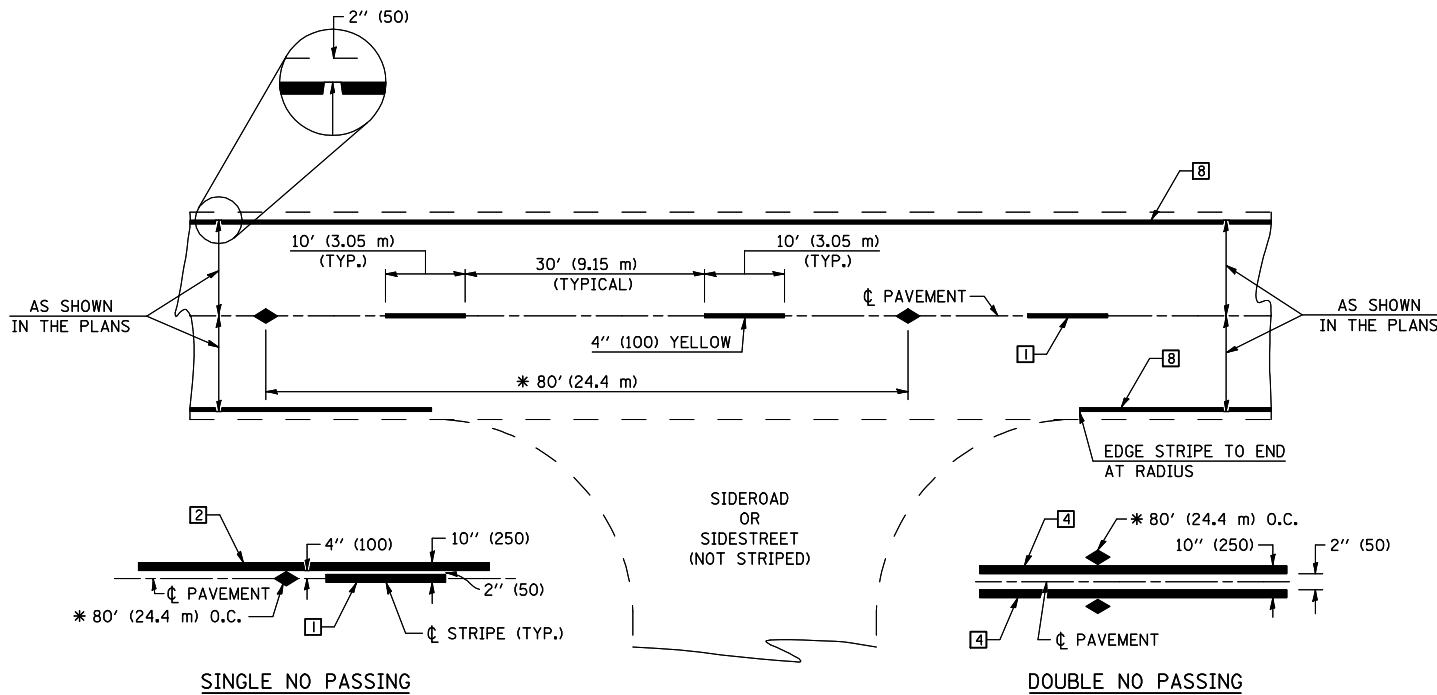
STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

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 = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - DRAWN -	REVISED - 11/06 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL FOR RAMPS			F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	59
	PLOT DATE = \$DATE\$	DATE -	REVISED -						CONTRACT NO. 70923				
									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DISTRICT 5 DETAIL NO. 70103710



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

TWO LANE/TWO WAY

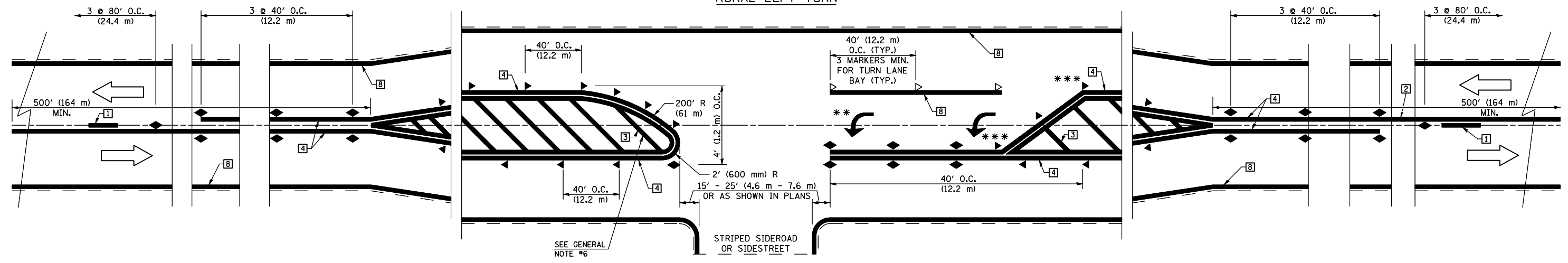
TYPICAL PAVEMENT MARKING LEGEND

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

TYPICAL PAVEMENT MARKERS LEGEND

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

RURAL LEFT TURN



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

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

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

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

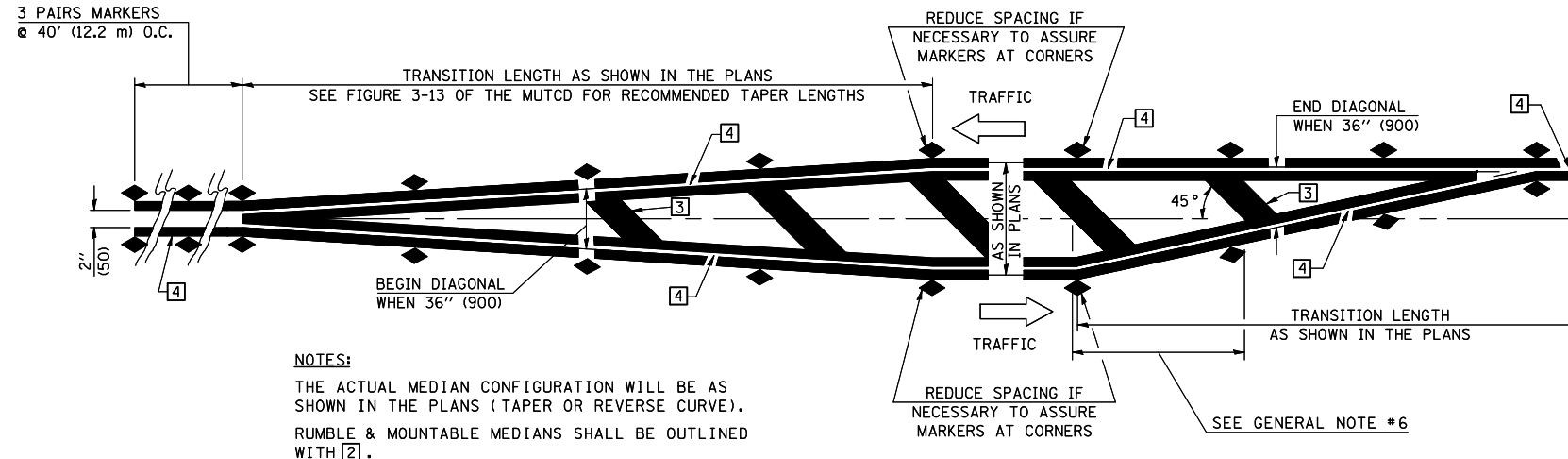
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	60
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

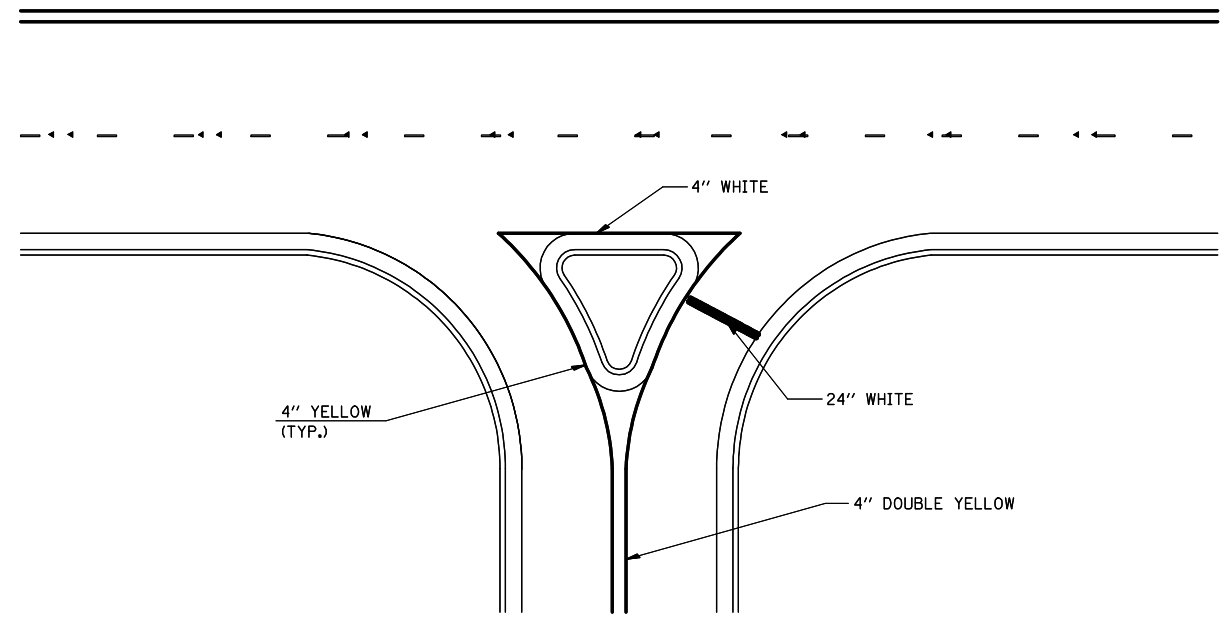


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

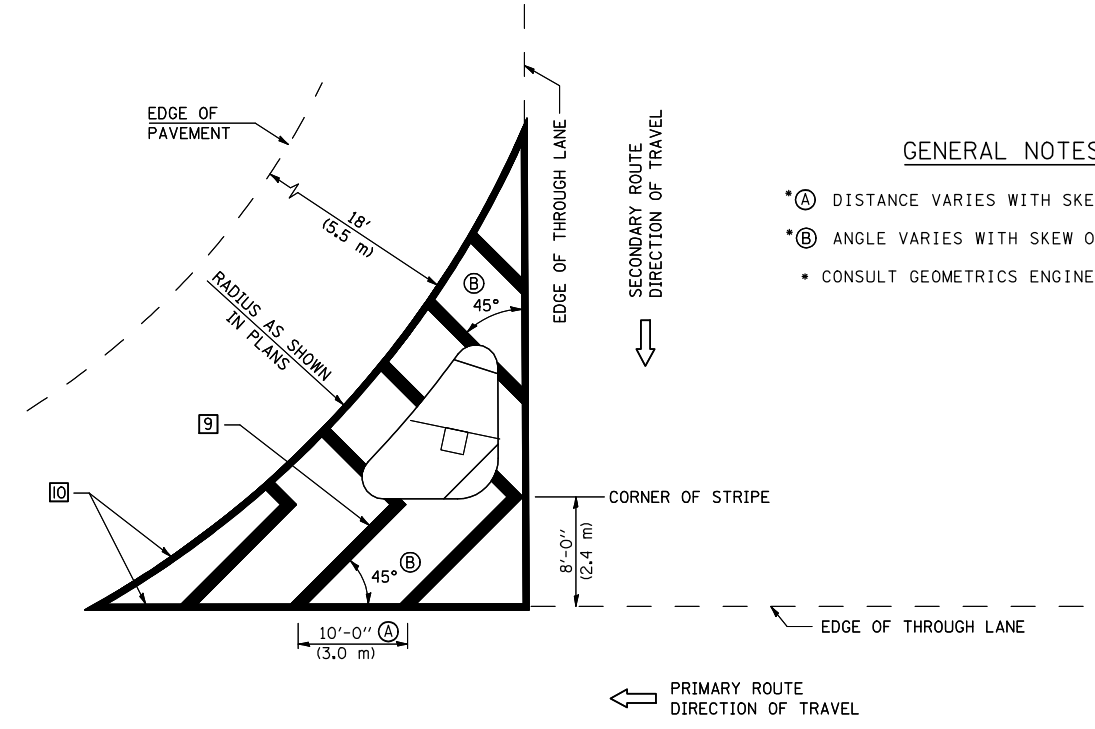
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

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



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

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

ISLAND

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

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

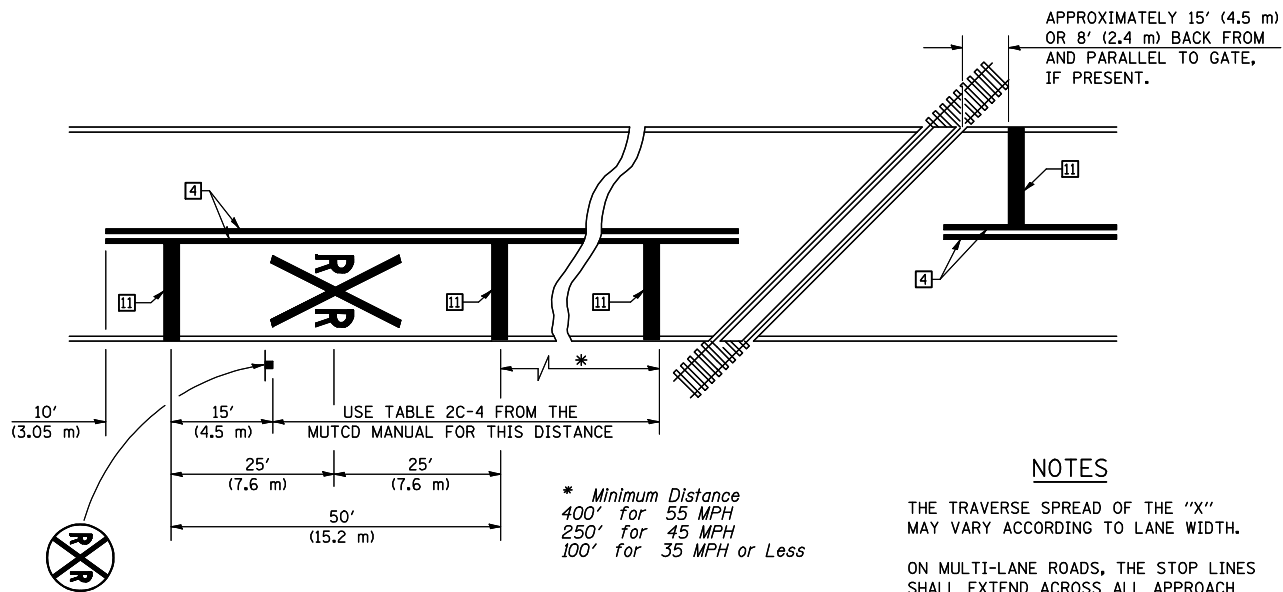
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)
 SCALE: NONE SHEET NO. 3 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA					
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
57	(10-34, 10-35RS-2(SB))	CHAMPAIGN	66	66	62
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923		

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



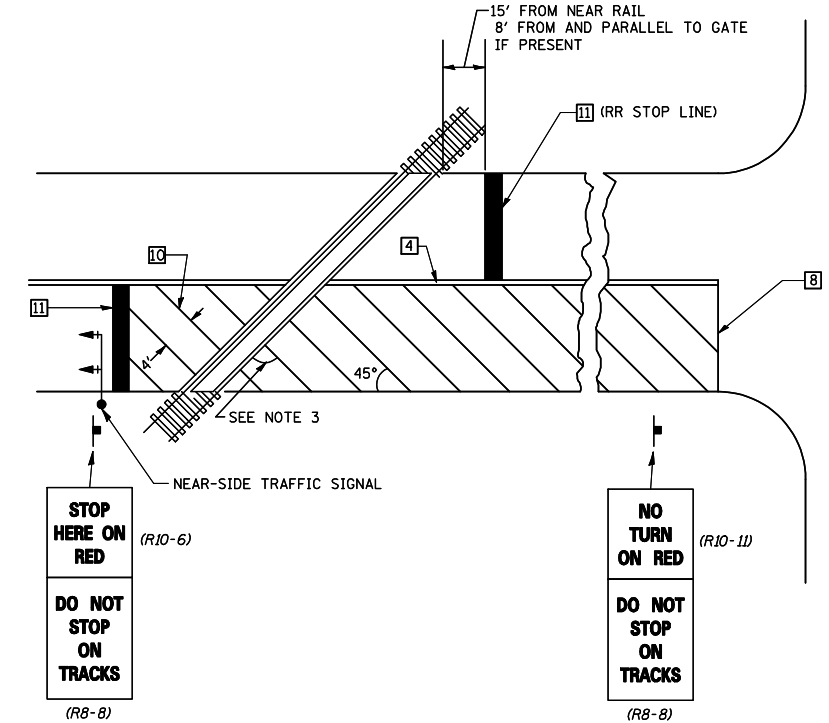
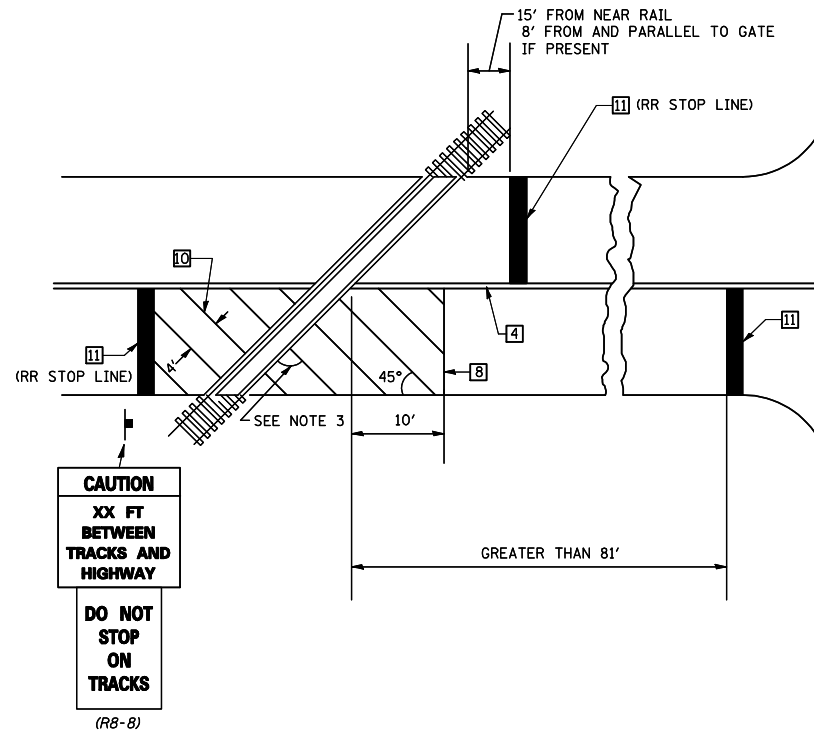
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

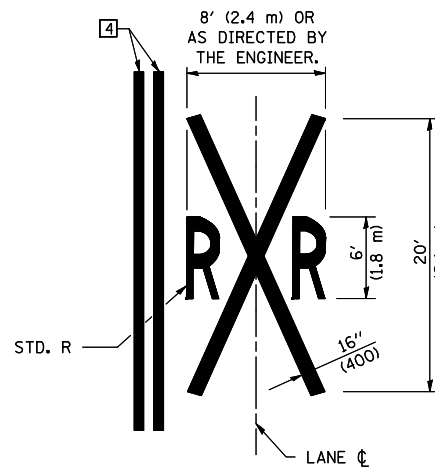
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

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

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



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING



GENERAL NOTES

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

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

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED -
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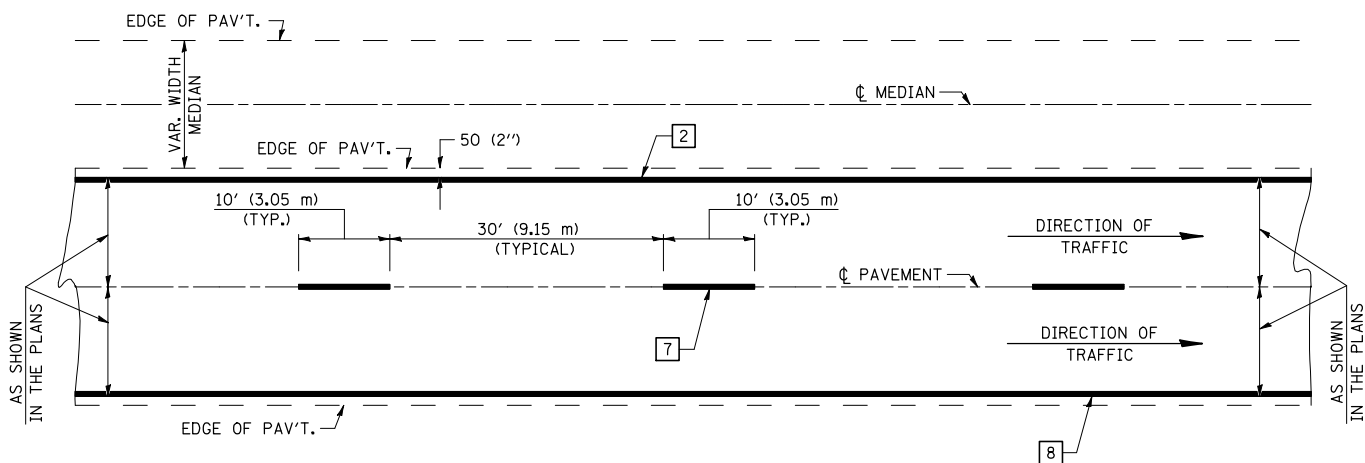
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: NONE SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	63
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

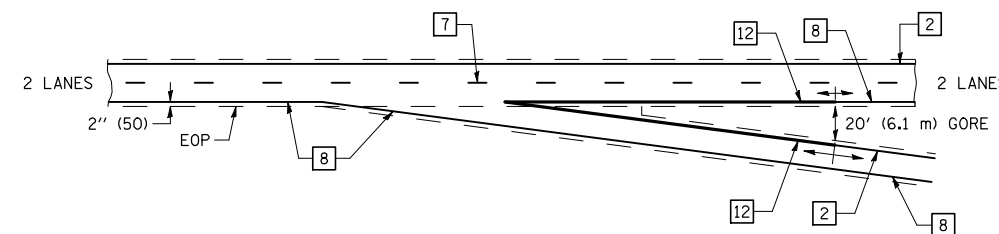


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

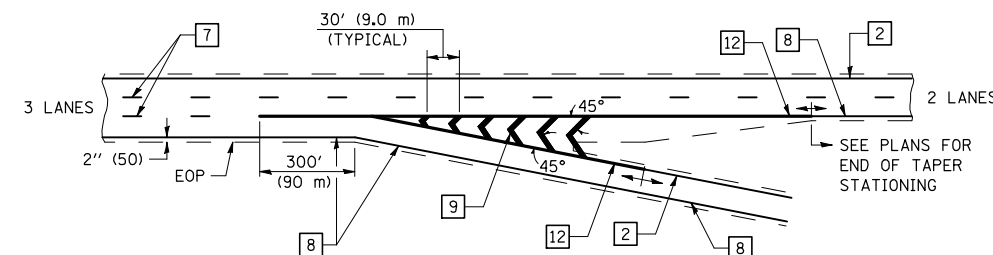
NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.

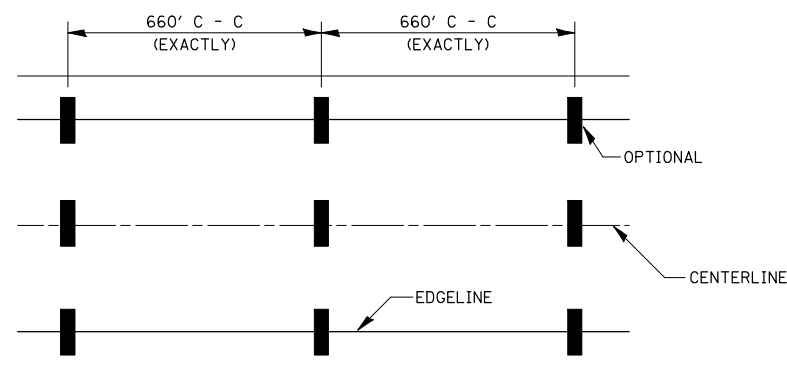
TYPICAL EXIT RAMP TERMINAL



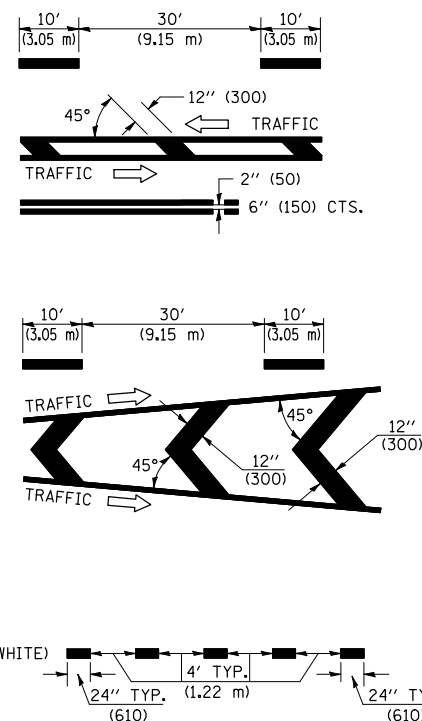
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



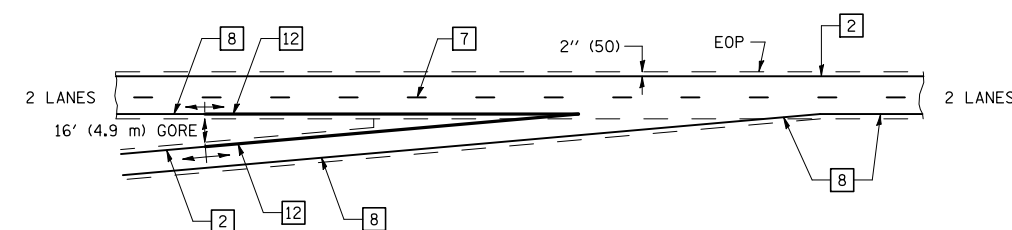
TYPICAL PAVEMENT MARKING LEGEND



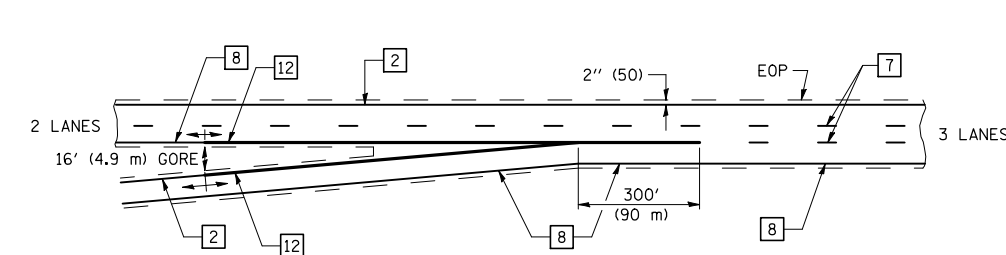
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)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



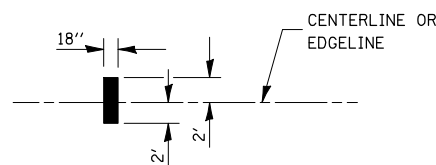
TYPICAL ENTRANCE RAMP TERMINAL



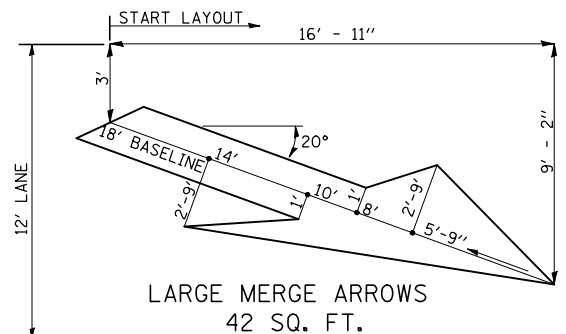
ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



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

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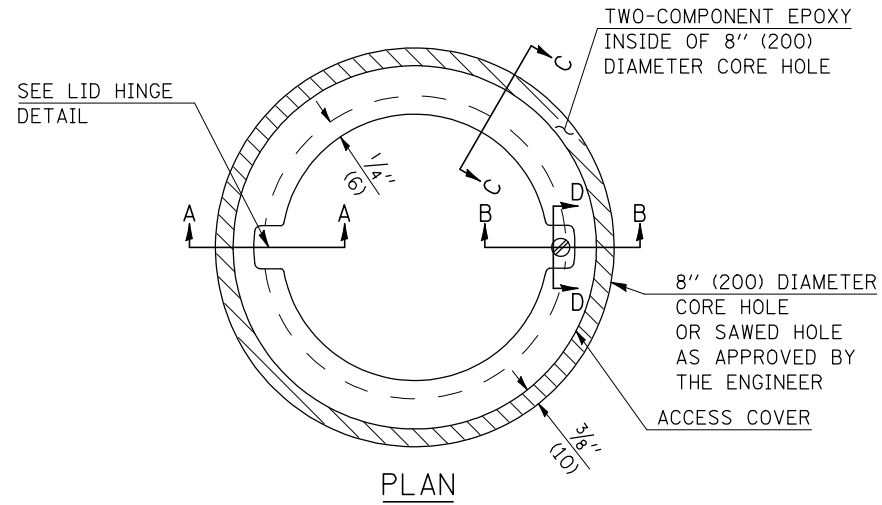
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)

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

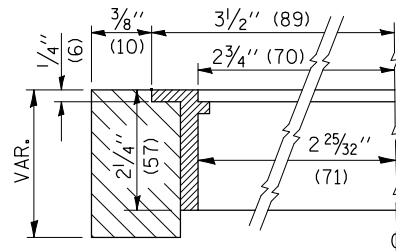
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(SB)	CHAMPAIGN	66	64
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70923	

TO BE INSTALLED IN RIGID OR COMPOSITE PAVEMENT FOR PRESERVING LAND SURVEY MONUMENTS (SECTION OR SUBSECTION CORNERS)

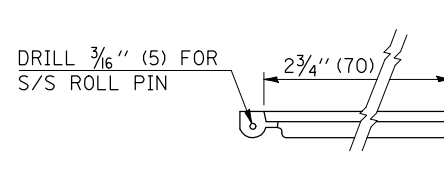


LEGEND

- ALUMINUM CASTING
- 5" (125) OR 6" (150) P.V.C. PIPE
- TWO-COMPONENT EPOXY
- T = THICKNESS OF PAVEMENT STRUCTURE
- H = THE THICKNESS OF THE SUB-BASE GRANULAR + 1" (25)



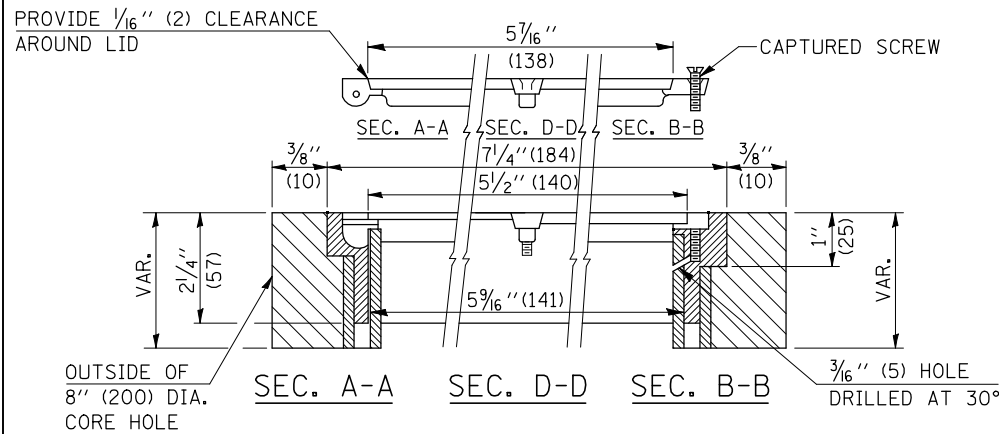
SECTION C-C



LID HINGE DETAIL

SPECIFICATIONS FOR ACCESS COVER FOR USE WITH SURVEY MARKER VAULT(S) AND SURVEY MARKER COVER ASSEMBLY(S): THE ACCESS COVER WILL BE CAST FROM A SPECIAL ALUMINUM ALLOY THAT IS COMPARABLE TO BRONZE IN HARDNESS. THE ACCESS COVER SHALL BE SPECIALLY ENGINEERED AND DESIGNED TO PROVIDE A SNUG FIT, INCORPORATING EQUIDISTANT LOCKING RIDGES, INSIDE A STANDARD 6" (150 mm) DIAMETER, OR OUTSIDE A STANDARD 5" (125 mm) DIAMETER, SCHEDULE 40 PVC PIPE. THE ACCESS COVER SHALL HAVE SPECIAL UNIFORM 1" (25 mm) THICK TOP SURFACE TO PERMIT INFORMATION TO BE EASILY MACHINE-STAMPED INTO IT. THE ACCESS COVER SHALL INCLUDE A STAINLESS CAPTURED SCREW AND AN OPPOSING RECESSED HINGE ASSEMBLY AS ITS LOCKING MECHANISM. THE ACCESS COVER SHALL INCORPORATE A SPECIAL ACCESS HOLE FOR CLEANING AND DRAINAGE, DRILLED AT 30° INSIDE THE RING OF THE ACCESS COVER, TO THE DRILLED AND TAPPED HOLE PROVIDED FOR THE STAINLESS CAPTURED SCREW. COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD - 19,000-21,000 PSI (131-145 MPa); TENSILE - 38,000-44,000 PSI (262-303 MPa); ELONGATION - 10-15% IN 2" (50 mm). SPECIFICATIONS: ALLOY 535.0; Q0-A-60IES. NO EXCEPTIONS.

RE-BAR-SURVEY MARKER, TYPE I, (SPECIAL) TO BE FURNISHED BY THE CONTRACTOR AND SET BY AN ILLINOIS PROFESSIONAL LAND SURVEYOR (SEE SPECIAL DETAIL SHEET FOR ALUMINUM TABLET AND RE-BAR SPECIFICATIONS).



ELEVATION

BILL OF MATERIAL

ALUMINUM CASTING OF THE DIMENSIONS AND SPECIFICATIONS SHOWN OR OTHER SUBJECT TO ENGINEER'S APPROVAL OF SHOP DRAWINGS, 5" OR 6" (125 mm OR 150 mm) DIAMETER P.V.C. PIPE, SCHEDULE 40, ALUMINUM TABLET, STAMPED IN ACCORDANCE WITH STANDARD 667101. 5/8" X 48" (#15 X 1.2 m) RE-BAR, EPOXY AND FA-01/02 AGGREGATE.

GENERAL NOTES

1. ALUMINUM CASTING SHALL BE EITHER PLACED OVER A 5" (125 mm) P.V.C. PIPE OR INSIDE OF A 6" (150 mm) P.V.C. PIPE.
2. BACKFILL WITH FINE AGGREGATE - FA-01/02.
3. WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
4. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR SURVEY MARKER VAULT WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING CORING, EPOXY AND FA-01/02 AGGREGATE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. THE CASTING SHALL BE ANCHORED IN THE 8" (200 mm) DIAMETER CORE HOLE WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
6. ALL SURVEY MARKER (VAULTS) SHALL BE PLACED 1/4" (6 mm) ± BELOW THE FINAL SURFACE.
7. THE 8" (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

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

DISTRICT 5 DETAIL NO. X0301232

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

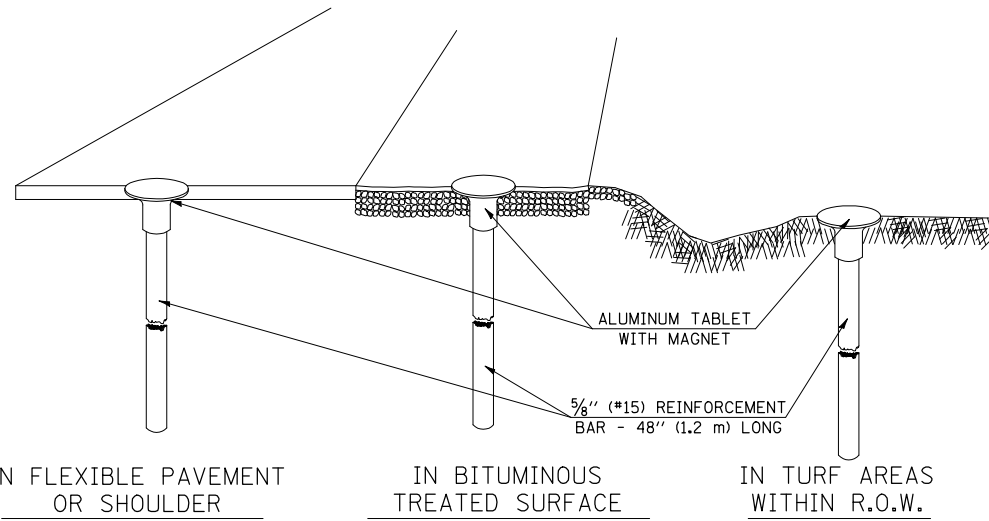
SURVEY MARKER VAULT

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(SB)	CHAMPAIGN	66	65
			CONTRACT NO. 70923	
ILLINOIS FED. AID PROJECT				

XZ193300 – SURVEY MARKER, TYPE 1 (SPECIAL)

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



SPECIFICATIONS FOR ALUMINUM TABLET

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

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

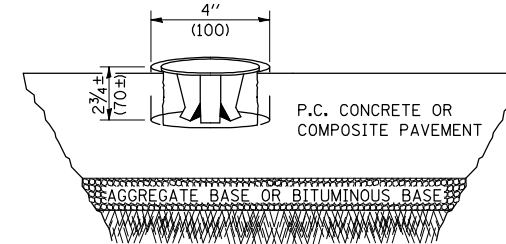
SPECIFICATIONS FOR REBAR

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

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

XZ193400 – SURVEY MARKER, TYPE 2 (SPECIAL)

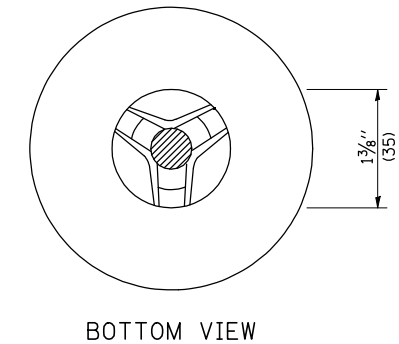
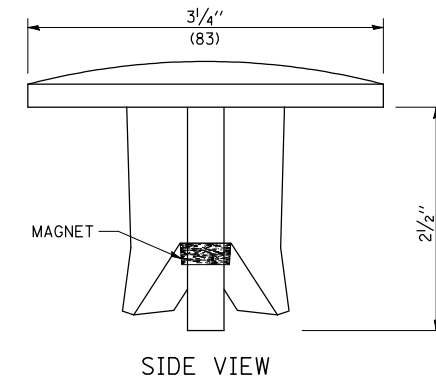
TO BE INSTALLED IN RIGID OR COMPOSITE PAVEMENT FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S)



SPECIFICATIONS FOR ALUMINUM TABLET (FORKED)

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

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



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

GENERAL NOTES

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

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

DISTRICT 5 DETAIL NO. XZ193AAA

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SURVEY MARKERS TYPE 1 & 2 (SPECIAL)		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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