

11-9-12 LETTING ITEM 028

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAI 57 (I-57)

SECTION (10-32HB-2)BY

PROJECT ACIM-057-5(196)233

BRIDGE REPLACEMENT

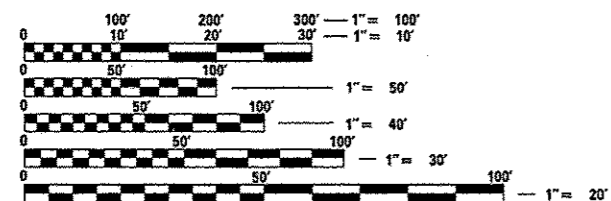
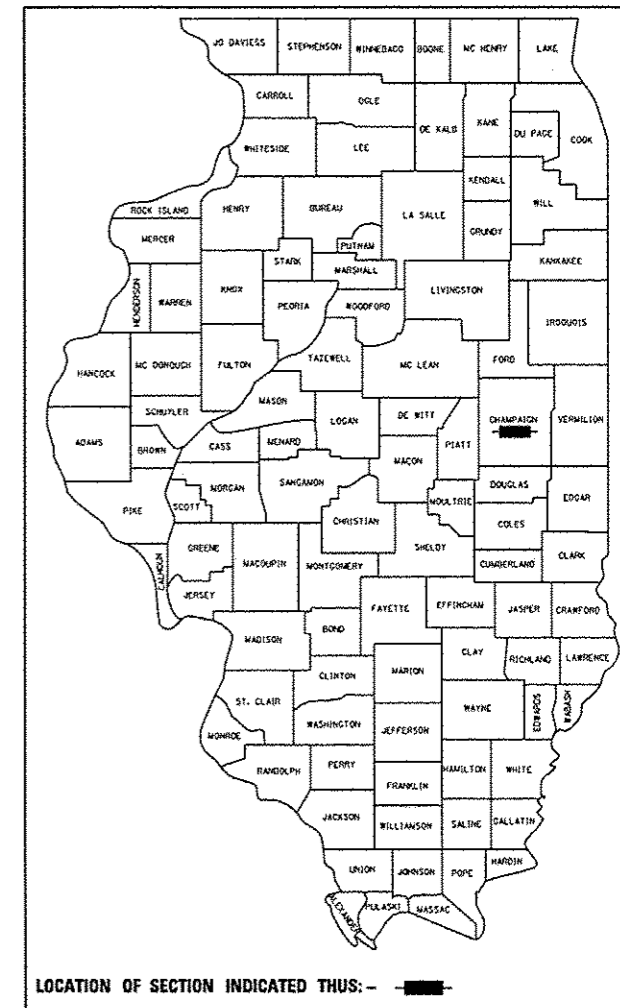
CHAMPAIGN COUNTY

WINDSOR ROAD SW OF CHAMPAIGN

C-95-101-00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	1
FED. ROAD DIST. NO. 5	ILLINOIS	CONTRACT NO. 70109		

D-95-038-00



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.

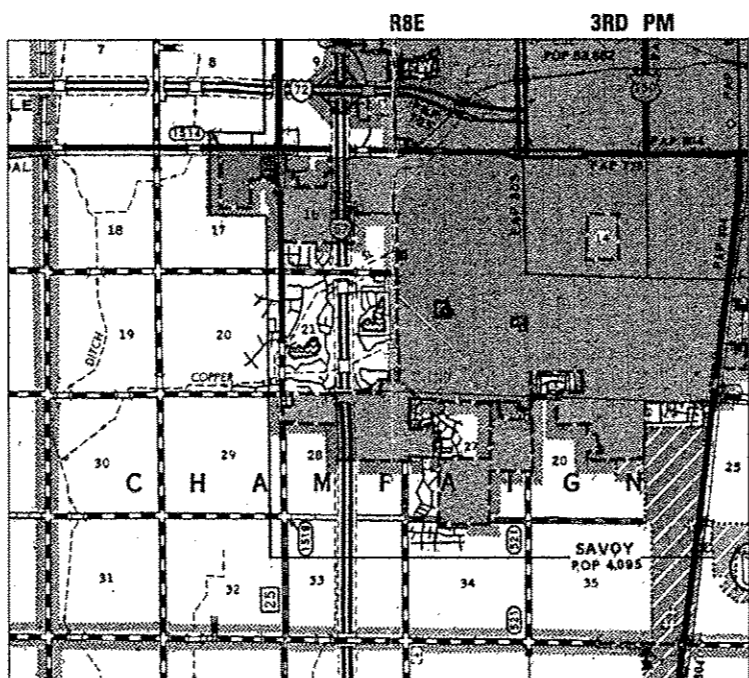
I-57
INTERSTATE
ADT=23,500 (2011); 32,500 (2031)
SU=3.7%, MU=20.4%
PC=75.0%
POSTED SPEED LIMIT = 65 MPH

WINDSOR ROAD
MINOR ARTERIAL (URBAN)
ADT=5800 (2011); 9200 (2031)
SU=4.1%, MU=0.9%
PC=95.0%
POSTED SPEED LIMIT = 35 MPH

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 CHAMPAIGN TWP.- CHAMPAIGN CO.
OR 811

PROJECT ENGINEER: JASON STULTS
CONSULTANT LIAISON: RUSTIN KEYS
DISTRICT 5 PHONE NUMBER: (217) 465-4181

CONTRACT NO. 70109



WINDSOR ROAD:
IMPROVEMENT BEGINS
STA. 23+00.00
IMPROVEMENT ENDS
STATION 27+00.00

PROPOSED STRUCTURE REPLACEMENT
EXIST. SN 010-0176; PROP. SN 010-0291
STATION 350+34.96 (I-57)
STATION 25+17.74 (WINDSOR ROAD)
2-SPANS @ 215'-0" B-B ABUTS.
48'-0" REINF. CONC. DECK
SKEW = 3° 51' 25" RT FORWARD

LOCATION MAP



GROSS/NET LENGTH = 400.00 FT. = .076 MILE

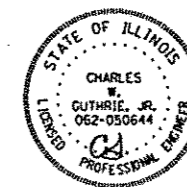
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 17 2012

Joseph E. Cooney (KAC)
DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER

October 5 2012
John D. Baranowski P.E. Ia
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 5 2012
William R. Frey Ia
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



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

Charles W. Guthrie Jr
CHARLES W. GUTHRIE, JR., P.E.
DATE August 14 2012
EXPIRES NOVEMBER 30, 2013

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

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HIGHWAY STANDARDS

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001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-03	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" (600MM) THRU 54" (1350MM) PIPE)
542401-01	METAL END SECTIONS FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-03	INLET - TYPE A
602411-03	MANHOLE TYPE A 7' (2.1M) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604036-02	GRATE TYPE B
604056-03	FRAME AND GRATE TYPE 11V
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-10	STEEL PLATE BEAM GUARDRAIL
631031-10	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
665001-02	WOVEN WIRE FENCE
667101-02	PERMANENT SURVEY MARKERS
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701321-12	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-06	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701451-01	RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-03	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

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. 105.09A**
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN DATUM OF 1988 (NAVD 88).
- G.N. 107.37**
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800) 892-0123 OR 811.
- G.N. 201**
TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.
- G.N. 205**
BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:
HORIZONTAL: 2
VERTICAL: 1
- 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. 406F**
THIS JOB INCLUDES LEVELING BINDER OF 1-1/4 INCHES OR GREATER THICKNESS. LOCATIONS OF LEVELING BINDER EQUAL TO OR GREATER THAN 1-1/4 INCHES IN THICKNESS ARE AS FOLLOWS:

MAINLINE

THE ABOVE LIST MAY NOT BE ALL INCLUSIVE DUE TO CONSTRUCTION VARIATIONS, VARIATIONS BETWEEN PLOTTED CROSS-SECTIONS, OR OTHER REASONS. ALL APPLICABLE REQUIREMENTS OF SECTION 406 OF THE STANDARD SPECIFICATIONS WILL BE ENFORCED FOR ALL LEVELING BINDER CONSTRUCTED 1-1/4 INCHES OR THICKER.

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

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	SURFACE COURSE
AC/PG:	PG 64-22
RAP % (MAX)	15
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "D"

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	BASE COURSE (OPTION), BOTTOM 6" HMA SHOULDERS, FLEXIBLE CONNECTOR
AC/PG:	PG 64-22
RAP % (MAX)	25
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 19.0
FRICTION AGGREGATE:	N/A

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	TOP 2" HMA SHOULDERS, LEVELING BINDER
AC/PG:	PG 64-22
RAP % (MAX)	25
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "C"

11. **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 BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

12. **G.N. 482**
ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 ± 0.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO IL 9.5L GRADATION SHOULDER MIXES AND OTHER MIXES (BOTTOM LIFT OF SHOULDERS). THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L MIXES AND OTHER MIXES USING STANDARD CORRELATION PROCEDURES.

13. **G.N. 542**
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

14. **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.

15. **G.N. 631**
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

16. **G.N. 703A (SPL)**
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING IN AREAS OPEN TO TRAFFIC: 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).

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

18. **G.N. 7003B**
AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS.

19. EXISTING TREES ALONG THE EMBANKMENT IN THE NE QUADRANT THAT ARE OUTSIDE CONSTRUCTION LIMITS, STATIONS 27+00 TO 28+00, LEFT SHALL BE PROTECTED AND NOT DISTURBED DURING CONSTRUCTION OPERATIONS.

COMMITMENTS

THERE ARE NO COMMITMENTS FOR THIS PROJECT.

FILE NAME: c:\pwork\pwork\davsonkb\d0152155-1057	USER NAME: davsonkb	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES	F.A.I. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	109-htr-gemnote.dgn	DRAWN: -	REVISED: -			57	(10-32HB-21BY)	CHAMPAIGN	81	2	
	PLOT SCALE: 1/8"=1'-0"	CHECKED: -	REVISED: -			CONTRACT NO. 70109					
	PLOT DATE: 6/17/2012	DATE: -	REVISED: -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

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

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY URBAN TWO-LANE ROADWAY 90% FEDERAL 10% STATE 0011	S.N. 010-0291 70% STATE 30% CITY 0021
28000500	INLET AND PIPE PROTECTION	EACH	9	
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	54	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	70	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	39	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	64	
40600990	TEMPORARY RAMP	SQ YD	236	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	37	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	48	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	549	
44000100	PAVEMENT REMOVAL	SQ YD	177	
44004250	PAVED SHOULDER REMOVAL	SQ YD	70	
48101200	AGGREGATE SHOULDER, TYPE B	TON	24	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	68	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	

FILE NAME : c:\p-work\pavdas\keysrb\0152155\057010	USER NAME : keysrb keys-508.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 4
PLOT SCALE : 40.000 / in.	CHECKED -	REVISED -	SCALE:		SHEET NO. 2 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 70109				
PLOT DATE : 8/16/2012	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

DECATUR, ILLINOIS

ENGINEERS - CONSULTANTS

BLANK, WESSELINK, COOK & ASSOCIATES

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY URBAN TWO-LANE ROADWAY 90% FEDERAL 10% STATE 0011	S.N. 010-0291 70% STATE 30% CITY 0021
51100100	SLOPE WALL 4 INCH	SQ YD	495	
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	1846	
51202305	DRIVING PILES	FOOT	1846	
51203200	TEST PILE METAL SHELLS	EACH	3	
51204650	PILE SHOES	EACH	41	
51500100	NAME PLATES	EACH	1	
52100520	ANCHOR BOLTS, 1"	EACH	36	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	18	
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	6	
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	231	
54213447	END SECTIONS 12"	EACH	2	
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	4	
54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	2	
54248510	CONCRETE COLLAR	CU YD	0.5	

FILE NAME * #FILE#	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE. 57	SECTION 110-32HB-21BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 6
		DRAWN -	REVISED -		SCALE:	SHEET NO. 4 OF 8 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70109	
		CHECKED -	REVISED -									
		DATE -	REVISED -									

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

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY URBAN TWO-LANE ROADWAY 90% FEDERAL 10% STATE 0011	S.N. 010-0291 70% STATE 30% CITY 0021
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	85	
60100945	PIPE DRAINS 12"	FOOT	70	
60224448	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 8 GRATE	EACH	1	
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	2	
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	265	
60900515	CONCRETE THRUST BLOCKS	EACH	2	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	375.0	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	
63200310	GUARDRAIL REMOVAL	FOOT	620	
63400105	GUARD POSTS	EACH	1	
* 66500105	WOVEN WIRE FENCE, 4'	FOOT	166	
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	9	
67100100	MOBILIZATION	L SUM	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	

* SPECIALTY ITEM

FILE NAME * #FILE#	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE. 57	SECTION (10-32HB-218Y)	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 7
	PLOT SCALE * #SCALE#	DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 8 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70109	
	PLOT DATE * #DATE#	CHECKED -	REVISED -									
		DATE -	REVISED -									

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

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY URBAN TWO-LANE ROADWAY 90% FEDERAL 10% STATE 0011	S.N. 010-0291 70% STATE 30% CITY 0021
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	729	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1981	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1652	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2562.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	525.0	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2852	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	7	
* 78200430	GUARDRAIL MARKERS, TYPE C	EACH	6	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	245	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	167	

* SPECIALTY ITEM

FILE NAME * #FILE#	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				P.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		SCALE:	SHEET NO. 6 OF 8 SHEETS	STA.	TO STA.	57	(10-32HB-218Y	CHAMPAIGN	81	8
		CHECKED -	REVISED -						CONTRACT NO. 70109				
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

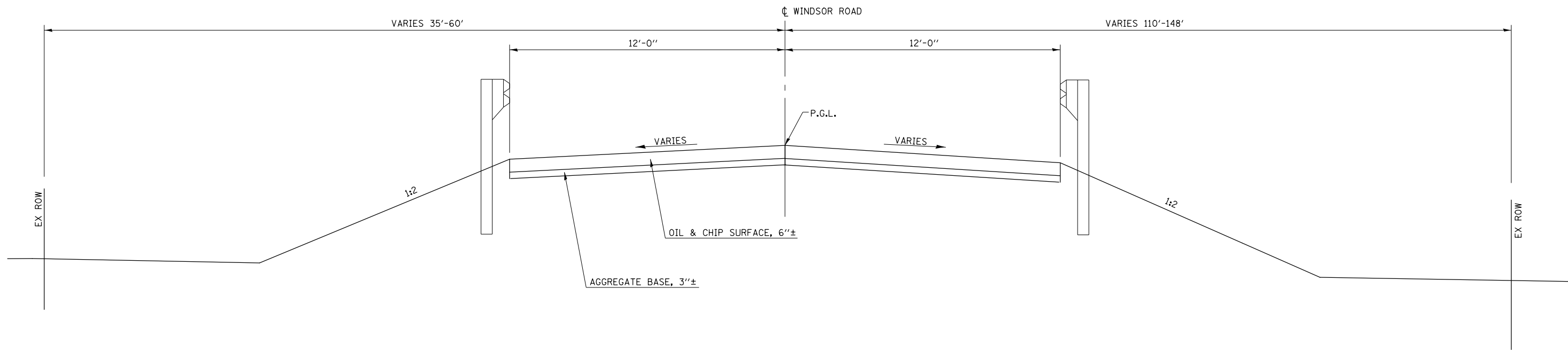
BLANK, WESSELINK, COOK & ASSOCIATES
 ENGINEERS - CONSULTANTS
 DECATUR, ILLINOIS

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY URBAN TWO-LANE ROADWAY 90% FEDERAL 10% STATE 0011	S.N. 010-0291 70% STATE 30% CITY 0021
X4400500	COMBINATION CURB AND GUTTER REMOVAL (SPECIAL)	FOOT	254	
X6340205	GUARD POSTS REMOVAL	EACH	1	
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	166	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	14	
* X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	
Z0002900	BASE COURSE (OPTION)	SQ YD	138	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	80	
* Z0016702	DETOUR SIGNING	L SUM	1	
Z0026407	TEMPORARY SHEET PILING	SQ FT	385	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	
Z0038700	PERMANENT BENCH MARKS	EACH	1	

* SPECIALTY
ITEM

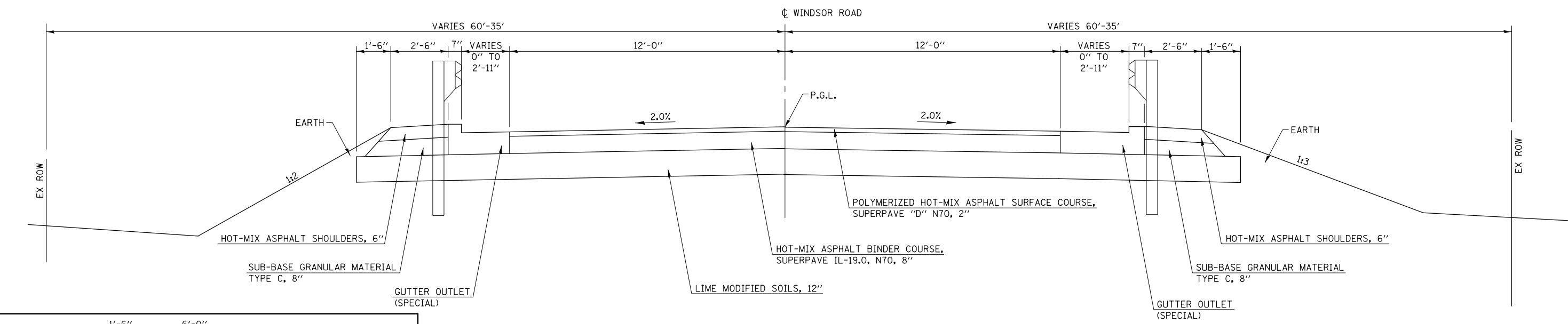
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c:\pwork\pwork\keysrb\d0152155\067010	keysrb-500.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 7 OF 8 SHEETS	STA.	TO STA.	57	110-32HB-218Y	CHAMPAIGN	61	9
	PLOT SCALE = 40,000 / 1" = 1'	CHECKED -	REVISED -						CONTRACT NO. 70109				
	PLOT DATE = 8/17/2012	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY URBAN TWO-LANE ROADWAY 90% FEDERAL 10% STATE 0011	S.N. 010-0291 70% STATE 30% CITY 0021
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	171	
Z0050000	REMOVAL AND REINSTALLATION OF EXISTING IMPACT ATTENUATORS	EACH	2	
Z0073410	TEMPORARY SUPPORT SYSTEM, LOCATION 1	EACH	1	
Z0073420	TEMPORARY SUPPORT SYSTEM, LOCATION 2	EACH	1	
Z0073430	TEMPORARY SUPPORT SYSTEM, LOCATION 3	EACH	1	



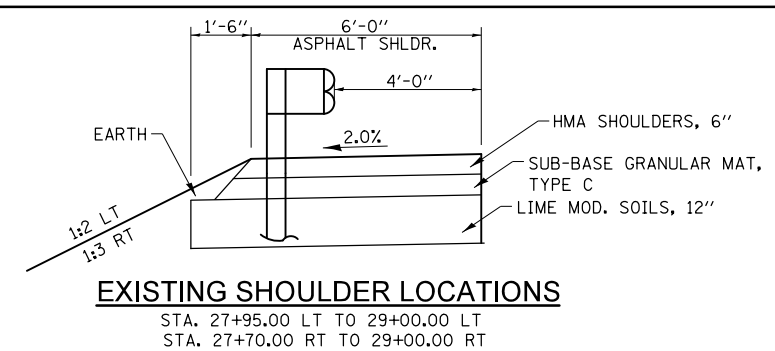
EXISTING TYPICAL SECTION

STA. 21+00.00 TO 24+07.57



EXISTING TYPICAL SECTION

STA. 26+27.91 TO 29+00.00
APPROACH PAVEMENT STA. 26+27.91 TO 26+57.91



EXISTING SHOULDER LOCATIONS

STA. 27+95.00 LT TO 29+00.00 LT
STA. 27+70.00 RT TO 29+00.00 RT

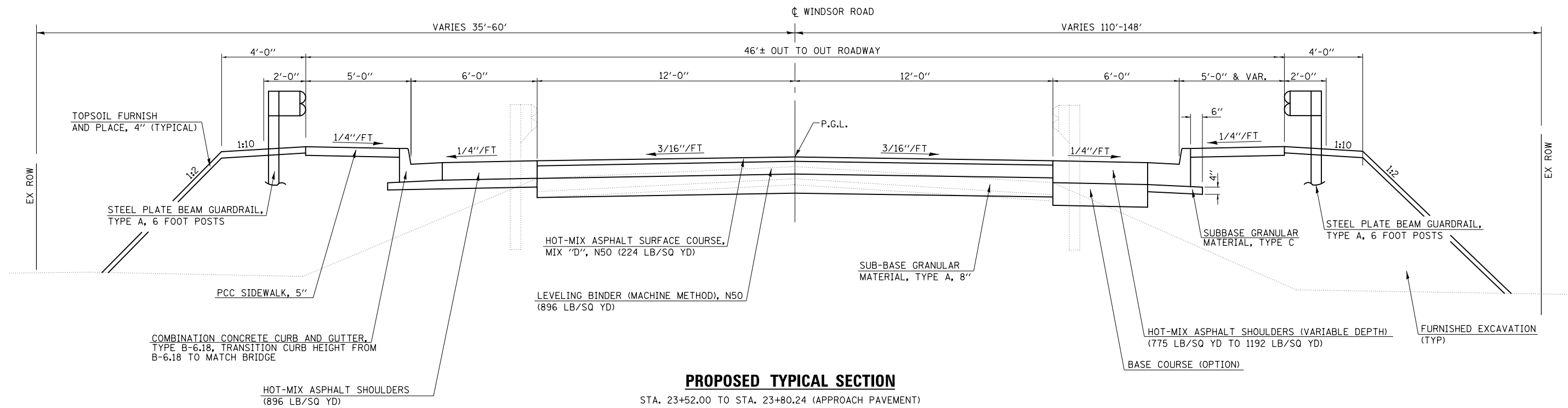
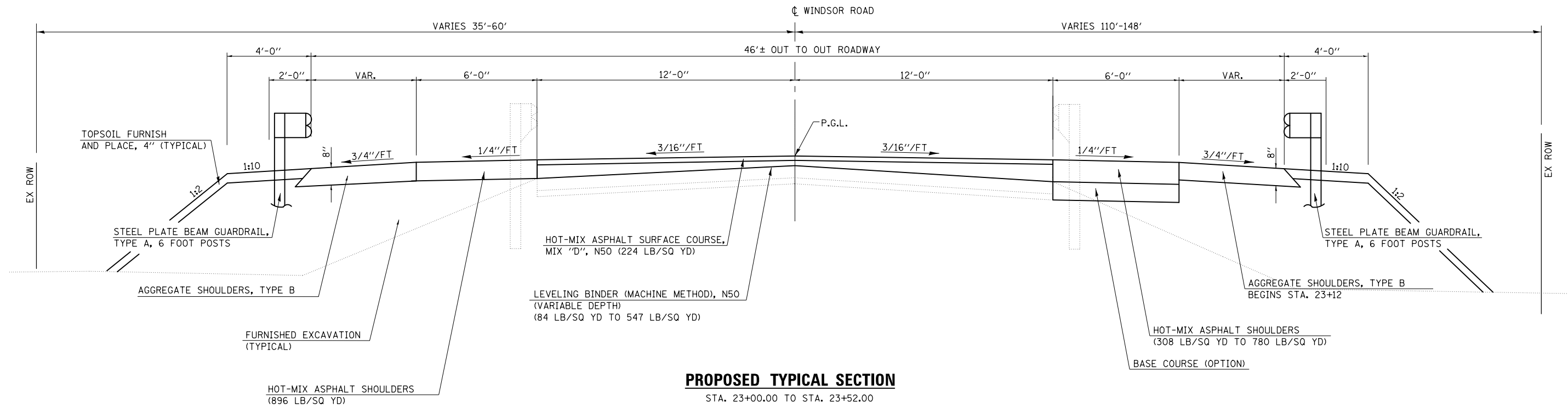
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

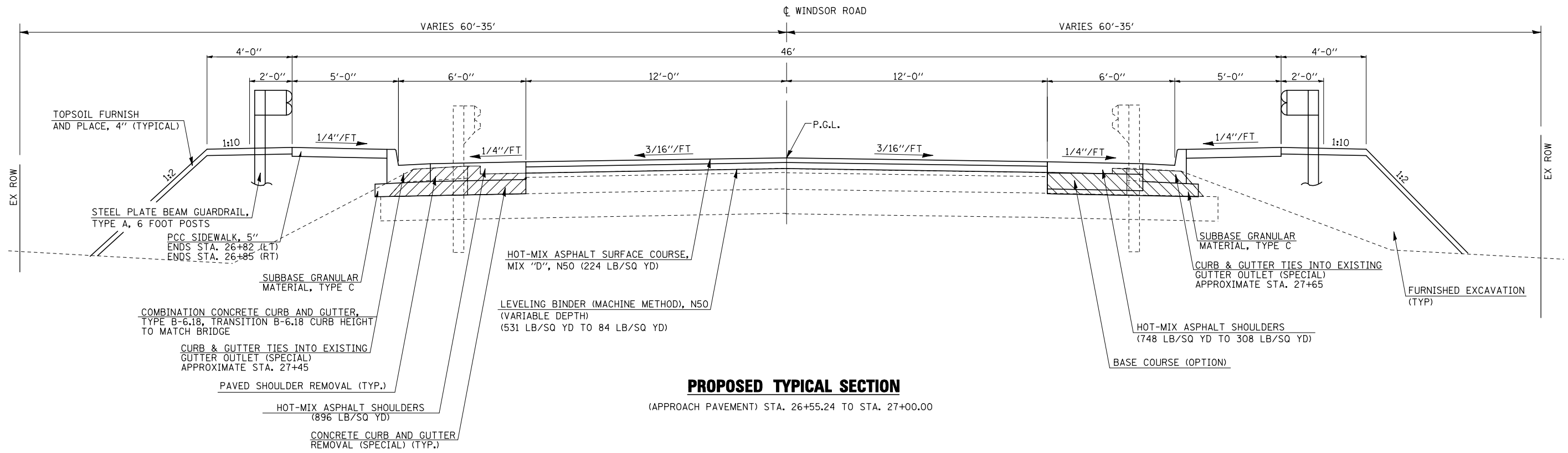
**EXISTING TYPICAL SECTIONS
WINDSOR ROAD**

SCALE: SHEET NO. 1 OF 3 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	11
CONTRACT NO. 70109				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

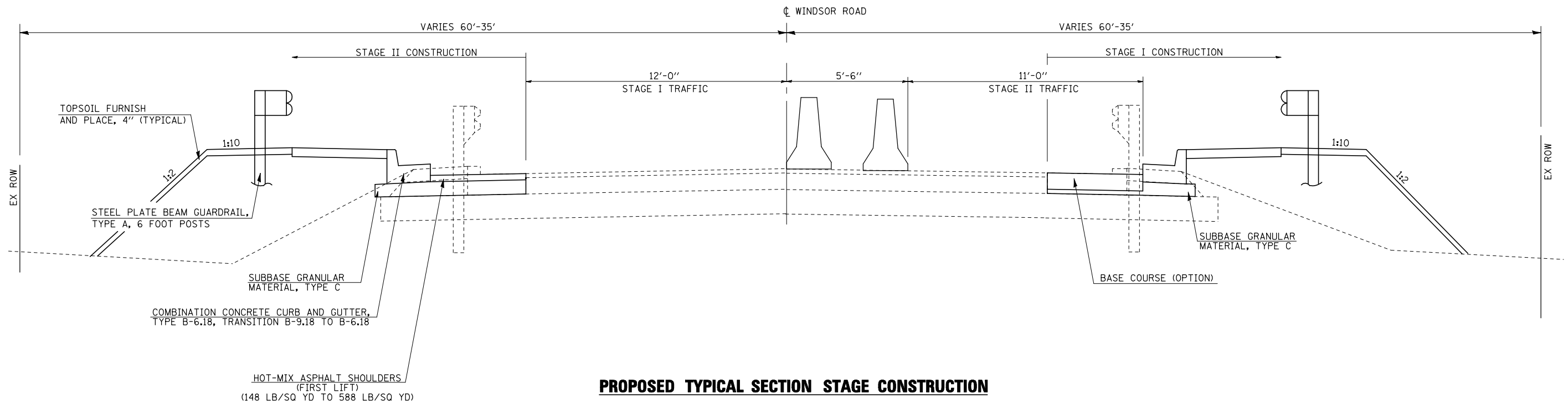


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PLOT DATE = 8/17/2012	DATE -	CHECKED -	REVISED -		CONTRACT NO. 70109						
							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



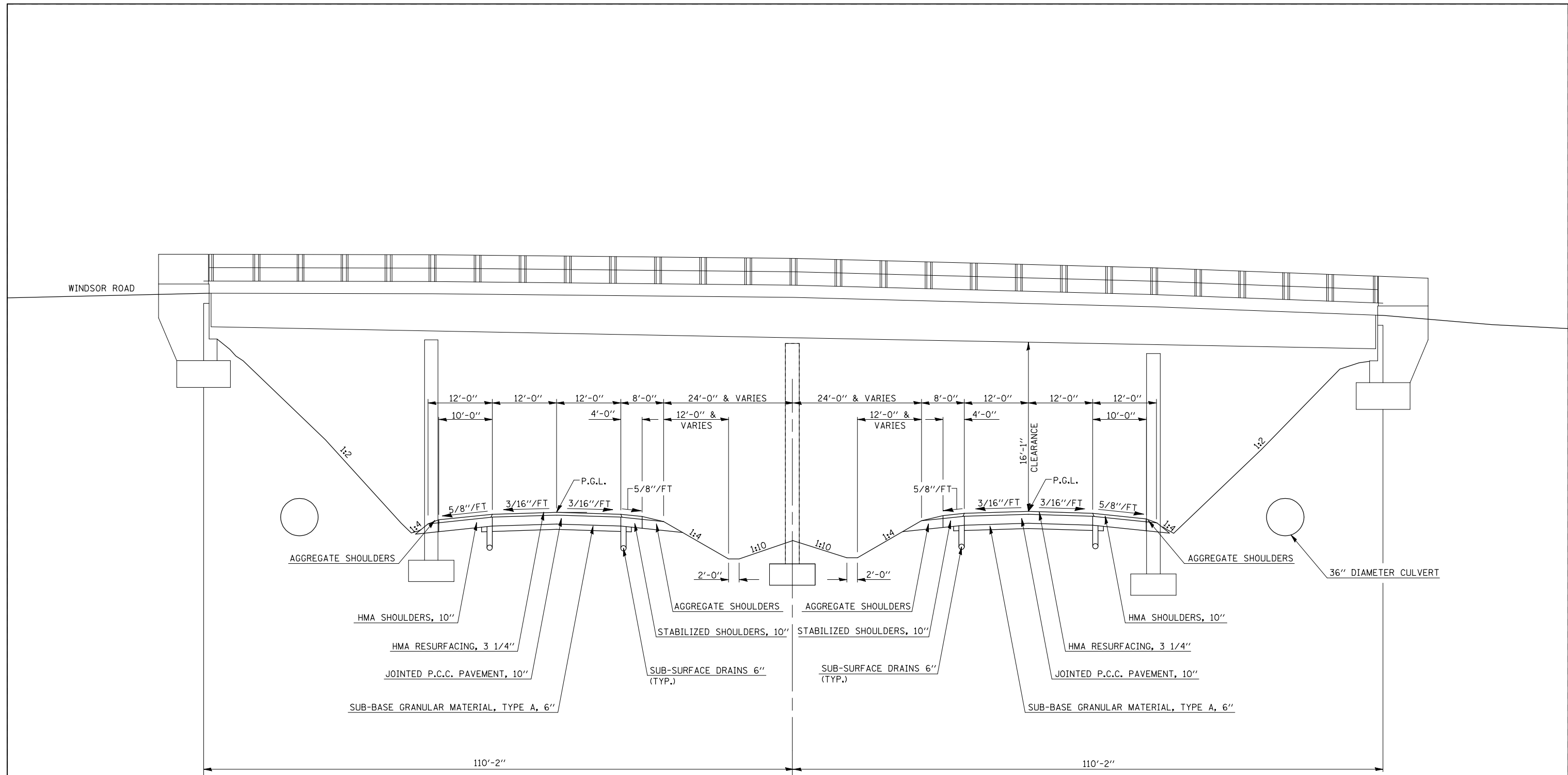
PROPOSED TYPICAL SECTION

(APPROACH PAVEMENT) STA. 26+55.24 TO STA. 27+00.00



PROPOSED TYPICAL SECTION STAGE CONSTRUCTION

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS WINDSOR ROAD		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -				57	(10-32HB-2)BY	CHAMPAIGN	81	13
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -				CONTRACT NO. 70109				
	PLOT DATE = #DATE#	DATE -	REVISED -		SCALE:	SHEET NO. 3 OF 3 SHEETS	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION (I-57)

STA. 350+00.00 TO STA. 351+00.00

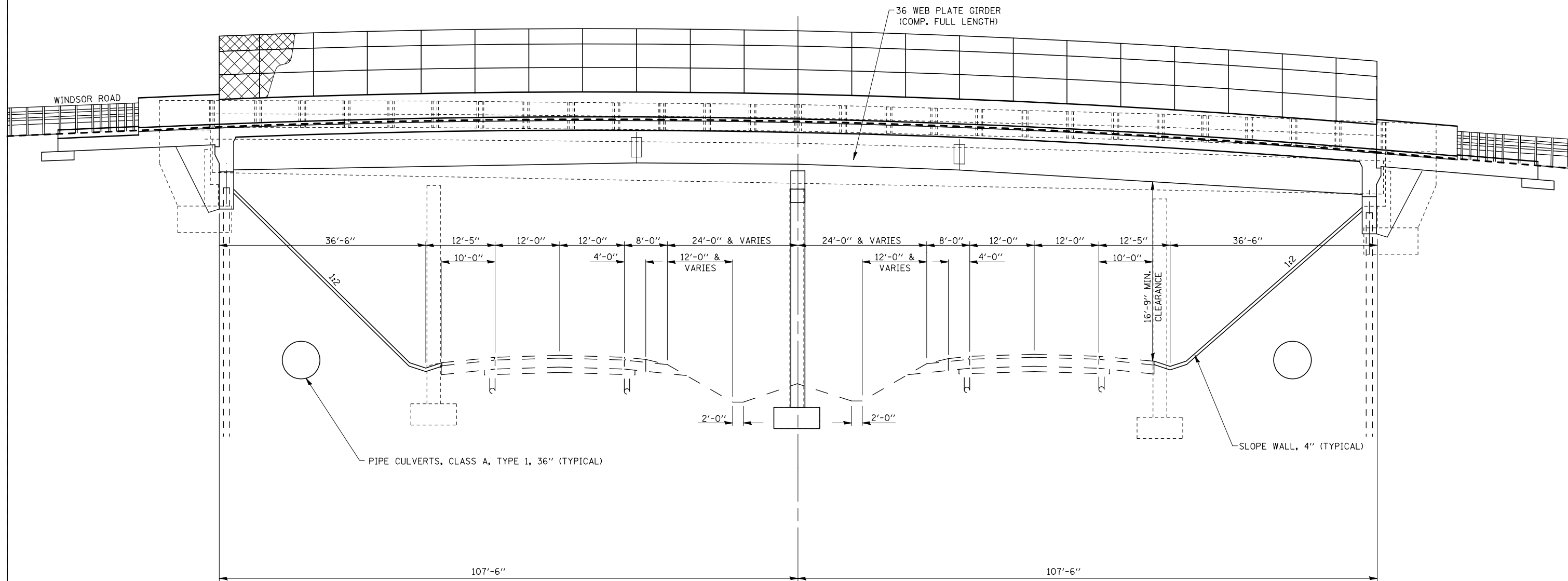
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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING TYPICAL SECTION
I-57**

SCALE: SHEET NO. 1 OF 2 SHEETS

F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 14
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70109	



PROPOSED TYPICAL SECTION (I-57)
 STA. 350+00.00 TO STA. 351+00.00

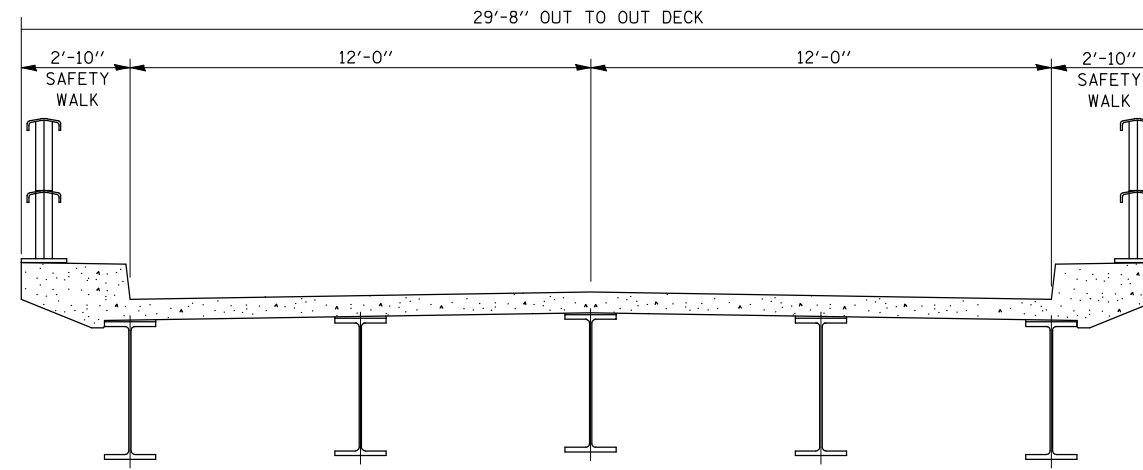
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

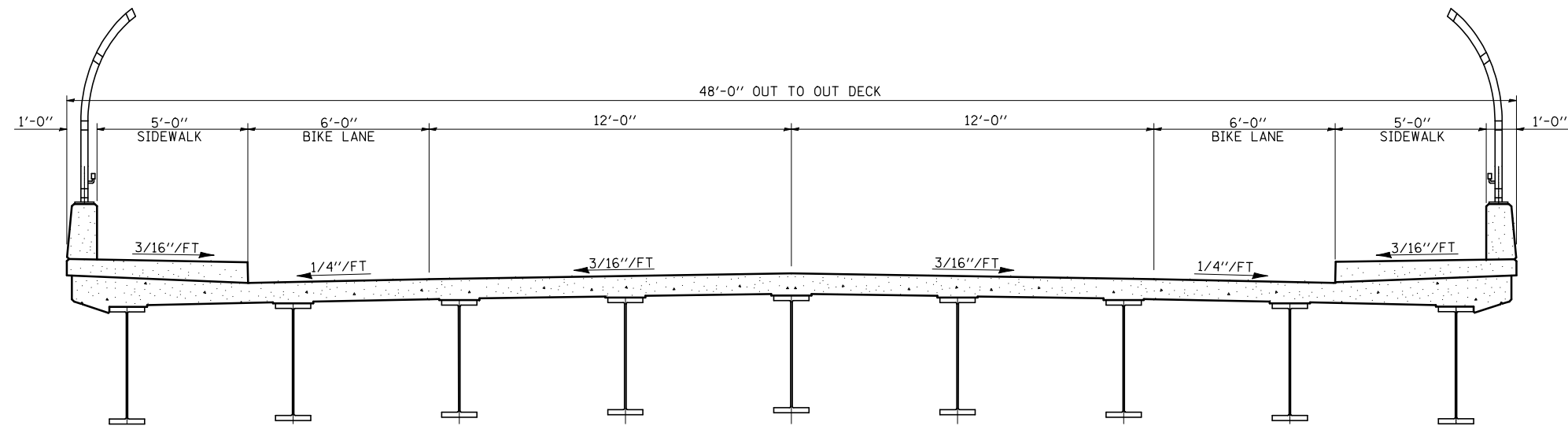
**PROPOSED TYPICAL SECTIONS
 I-57**

SCALE: SHEET NO. 2 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	15
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70109	



EXISTING BRIDGE CROSS SECTION



PROPOSED BRIDGE CROSS SECTION

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS BRIDGE		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				57	(10-32HB-2)BY	CHAMPAIGN	81	16
		CHECKED -	REVISED -				CONTRACT NO. 70109				
		DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SEEDING AND FERTILIZERS

LOCATION	STATION TO	STATION	OFFSET	SEEDING CLASS 2A (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	TEMPORARY EROSION CONTROL SEEDING (POUND)	MULCH METHOD 2 (ACRE)
WINDSOR RD	22+25.00	28+13.00	LT&RT	0.41					
I-57	349+58.00	351+12.00	CL	0.09					0.09
				TOTAL	0.49				0.09
				ROUNDED TOTAL	0.50	45	45	45	50

EARTHWORK

LOCATION	EARTH EXCAVATION (CU YD)	EARTH EXCAV. ADJUSTED FOR SHRINKAGE * (CU YD)	EMBANKMENT (FILL) (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)
WINDSOR RD RT	30	23	680	-657	1024
WINDSOR RD LT	20	15	740	-725	930
I-57 LT	5	4	35	-31	131
TOTAL	55	42	1455	-1413	2085
EARTH EXCAVATION	55	FURNISHED EXCAVATION	1415	2085	

*AN EARTH SHRINKAGE FACTOR OF 0.25 IS APPLIED

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	STATION	OFFSET	UNIT
WINDSOR RD	23+97.13	24.7' LT	9
	23+97.96	24.0' LT	10
	24+01.68	30.8' RT	10
	24+24.58	32.5' RT	10
	26+19.13	31.7' LT	8
	26+38.43	34.6' LT	21
	26+43.83	42.8' LT	12
	26+45.95	41.4' LT	13
	26+99.84	44.1' LT	10
	26+27.00	63.6' RT	8
	26+28.66	38.9' RT	12
	26+42.15	47.1' RT	20
TOTAL			143

TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	STATION	OFFSET	UNIT
WINDSOR RD	26+07.36	30.9' LT	18

INLET AND PIPE PROTECTION

LOCATION	STATION	OFFSET	EACH
WINDSOR RD	23+73.92	18.3' LT	1
	23+76.51	18.3' RT	1
	27+67.85	14.5' RT	1
	27+92.41	15.3' LT	1
I-57	350+84.64	82.7' RT	1
	350+97.20	6.3' LT	1
	350+98.23	82.7' LT	1
	351+00.00	1.5' LT	1
	351+06.19	82.7' LT	1
TOTAL			9

HEAVY DUTY EROSION CONTROL BLANKET

LOCATION	STATION TO	STATION	OFFSET	SQ YD
WINDSOR RD	22+25.00	24+50.00	RT	564
	22+75.00	24+47.00	LT	505
	25+85.00	27+45.00	LT	426
	25+88.00	28+13.00	RT	460
I-57	349+58.00	351+12.00	CL	431
TOTAL				2386

TEMPORARY DITCH CHECKS

LOCATION	STATION TO	STATION	OFFSET	FOOT
I-57	349+50.00	-	CL	32
	349+55.00	-	LT	10
	349+69.00	-	RT	17
TOTAL				59

PERIMETER EROSION BARRIER

LOCATION	STATION TO	STATION	OFFSET	FOOT
WINDSOR RD	22+25.00	24+03.00	RT	180
	22+75.00	23+75.00	LT	102
	26+50.00	27+45.00	LT	97
	26+61.00	28+13.00	RT	158
TOTAL				537

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	STATION TO	STATION	OFFSET	GALLON
WINDSOR RD	23+20.54	23+74.24	-	14.3
	26+61.24	26+85.06	-	6.4
	23+00.00	23+80.24	-	21.6
	26+55.24	27+00.00	-	12.0
	23+00.00	23+80.24	LT	4.8
	23+00.00	23+80.24	RT	4.7
	26+55.24	27+44.83	LT	4.2
	26+55.24	27+00.00	RT	2.3
TOTAL				70.3
ROUNDED TOTAL				70

SUB-BASE GRANULAR MATERIAL, TYPE C

LOCATION	STATION TO	STATION	OFFSET	TON
WINDSOR RD	23+52.00	23+80.24	LT	5
	23+52.00	23+80.24	RT	1
	26+55.00	27+45.00	LT	33
	26+55.00	27+65.00	RT	15
TOTAL				54

LEVELING BINDER (MACHINE METHOD), N50

LOCATION	STATION TO	STATION	OFFSET	TON
WINDSOR RD	23+20.54	23+74.24	LT&RT	29
	26+61.24	26+85.06	LT&RT	10
TOTAL				39

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	STATION TO	STATION	OFFSET	SQ YD
WINDSOR RD	23+00.00	23+11.16	LT&RT	38
	26+91.88	27+00.00	LT&RT	26
TOTAL				64

TEMPORARY RAMP

LOCATION	STATION TO	STATION	OFFSET	SQ YD
WINDSOR RD	23+44.24	23+80.24	LT&RT	144
	26+55.24	26+78.24	LT&RT	92
TOTAL				236

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

LOCATION	STATION TO	STATION	OFFSET	TON
WINDSOR RD	23+00.00	23+80.24	LT&RT	24
	26+55.24	27+00.00	LT&RT	13
TOTAL				37

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	STATION TO	STATION	OFFSET	SQ YD
WINDSOR RD	23+74.24	23+80.24	LT&RT	24
	26+55.24	26+61.24	LT&RT	24
TOTAL				48

PORTLAND CEMENT CONCRETE SIDEWALK, 5"

LOCATION	STATION TO	STATION	OFFSET	SQ FT
WINDSOR RD	23+46.00	23+79.43	LT	150
	23+46.00	23+81.08	RT	158
	26+54.45	26+82.00	LT	124
	26+56.07	26+82.00	RT	117
TOTAL				549

PAVEMENT REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SQ YD
WINDSOR RD	23+52.00	24+07.57	CL	161
	26+55.26	26+61.27	CL	16
TOTAL				177

PAVED SHOULDER REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SQ YD
WINDSOR RD	26+27.91	27+45.00	LT	26
	26+27.91	27+65.00	RT	30
	27+71.00	28+13.00	RT	14
TOTAL				70

AGGREGATE SHOULDERS, TYPE B

LOCATION	STATION TO	STATION	OFFSET	TON
WINDSOR RD	23+00.00	23+52.00	RT	6.6
	23+11.79	23+52.00	LT	5.1
	26+82.00	27+23.78	LT	5.3
	26+82.00	27+37.19	RT	7.0
TOTAL				24

HOT-MIX ASPHALT SHOULDERS

LOCATION	STATION TO	STATION	OFFSET	TON
WINDSOR RD	23+00.00	23+80.24	LT	21
	23+00.00	23+80.24	RT	25
	26+55.24	27+44.83	LT	19
	26+55.24	27+00.00	RT	3
TOTAL				68

CONCRETE HEADWALL REMOVAL

LOCATION	STATION	OFFSET	EACH
I-57	350+98.17	73.4' LT	1

PIPE CULVERT REMOVAL

LOCATION	STATION	OFFSET	TO STATION	OFFSET	FOOT
I-57	349+82.30	82.9' RT	350+74.56	82.8' RT	91
	349+91.53	84.1' LT	350+88.35	82.9' LT	97
TOTAL					188

PIPE CULVERTS, CLASS A, TYPE 1 24"

LOCATION	STATION	OFFSET	TO STATION	OFFSET	FOOT
I-57	350+98.17	73.4' LT	350+98.22	79.4' LT	6

PIPE CULVERTS, CLASS A, TYPE 1 36"

LOCATION	STATION	OFFSET	TO STATION	OFFSET	FOOT
I-57	349+70.09	82.9' RT	350+84.64	82.7' RT	114
	349+83.83	84.1' LT	350+95.28	82.8' LT	112
	351+01.22	82.7' LT	351+06.19	82.7' LT	5
TOTAL					231

END SECTIONS 12"

LOCATION	STATION	OFFSET	EACH
WINDSOR RD	23+73.92	46.4' LT	1
	23+76.51	48.1' RT	1
TOTAL			2

CONCRETE COLLAR

LOCATION	STATION	OFFSET	SIZE	CU YD
I-57	350+98.17	73.4' LT	24"	0.5

PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 36"

LOCATION	STATION	OFFSET	EACH
I-57	349+70.09	82.9' RT	1
	349+83.83	84.1' LT	1
	350+84.64	82.7' RT	1
	351+06.19	82.7' LT	1
TOTAL			4

GRATING FOR CONCRETE FLARED END SECTION, 36"

LOCATION	STATION	OFFSET	EACH
I-57	349+70.09	82.9' RT	1
	351+06.19	82.7' LT	1
TOTAL			2

PIPE DRAINS 12"

LOCATION	STATION	OFFSET	TO STATION	OFFSET	FOOT
WINDSOR RD	23+73.92	18.3' LT	23+73.92	46.4' LT	34
	23+76.51	18.3' RT	23+76.51	48.1' RT	36
TOTAL					70

MANHOLES, TYPE A, 7'-DIAMETER, TYPE 8 GRATE

LOCATION	STATION	OFFSET	EACH
I-57	350+98.25	82.8' LT	1

INLETS, TYPE A, TYPE 11V FRAME & GRATE

LOCATION	STATION	OFFSET	EACH
WINDSOR RD	23+73.92	18.3' LT	1
	23+76.51	18.3' RT	1
TOTAL			2

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18

LOCATION	STATION TO	STATION	OFFSET	TON
WINDSOR RD	23+46.00	23+79.02	LT	31
	23+46.00	23+81.45	RT	34
	26+54.04	27+44.97	LT	91
	26+56.37	27+62.94	RT	109
TOTAL				265

CONCRETE THRUST BLOCKS

LOCATION	STATION	OFFSET	EACH
WINDSOR RD	23+73.92	LT	1
	23+76.51	RT	1
TOTAL			2

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

LOCATION	STATION TO	STATION	OFFSET	FOOT
WINDSOR RD	22+25.00	23+53.65	RT	137.5
	22+71.00	23+50.55	LT	87.5
	26+81.83	27+45.00	LT	62.5
	26+84.93	27+71.00	RT	87.5
TOTAL				375.0

TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION	STATION TO	STATION	OFFSET	EACH
WINDSOR RD	23+50.55	23+93.69	LT	1
	23+53.65	23+96.79	RT	1
	26+38.69	26+81.83	LT	1
	26+41.79	26+84.93	RT	1
TOTAL				4

GUARDRAIL REMOVAL

LOCATION	STATION TO	STATION	OFFSET	FOOT
WINDSOR RD	22+25.00	24+00.00	RT	175.0
	22+71.00	24+00.00	LT	129.0
	26+00.00	27+45.00	LT	145.0
	26+00.00	27+71.00	RT	171.0
TOTAL				620.0

GUARD POSTS

LOCATION	STATION	OFFSET	EACH
I-57	351+21.12	RT	1

REMOVAL AND REINSTALLATION OF EXISTING IMPACT ATTENUATORS

LOCATION	STATION	OFFSET	EACH
I-57	350+50.00	CL	1
	350+00.00	CL	1
TOTAL			2

SHORT TERM PAVEMENT MARKING

LOCATION	STATION TO	STATION	FOOT
WINDSOR RD	20+71.04	23+00.00	229
	23+00.00	27+00.00	400
	27+00.00	28+00.00	100
TOTAL			729

TEMPORARY PAVEMENT MARKING - LINE 4"

LOCATION	STATION TO	STATION	OFFSET	COLOR	FOOT
WINDSOR RD	20+71.04	29+41.32	CL	YELLOW	870
	22+25.00	28+00.00	LT	WHITE	575
	22+53.52	27+90.01	RT	WHITE	536
TOTAL					1981

WORKZONE PAVEMENT MARKING REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SO FT
WINDSOR RD (STAGE I)	20+71.04	22+25.00	RT	51
	22+25.00	23+80.24	LT&CL	103
	26+55.24	28+17.77	LT&CL	108
	28+17.77	29+17.77	RT	33
(STAGE II)	21+32.36	23+01.40	LT	56
	22+55.39	23+01.40	RT	15
	23+01.40	27+30.65	CL	143
	23+01.40	27+92.76	RT	164
(SHT TRM)	23+00.00	27+00.00	CL	243
	23+00.00	27+00.00	LT	75
(TMP 4")	23+00.00	27+00.00	LT	192
	23+00.00	27+00.00	CL	290
	23+00.00	27+00.00	RT	179
TOTAL				1652

TEMPORARY CONCRETE BARRIER

LOCATION	STATION TO	STATION	OFFSET	FOOT	
WINDSOR RD	STAGE I	22+12.24	28+30.60	RT	612.5
		I-57 (OUTSIDE SHOULDER)	346+84.96	351+09.96	-
WB	349+72.46	353+84.96	-	425.0	
I-57 (MEDIAN SHOULDER)	EB	345+64.96	351+14.96	-	550.0
		WB	349+54.96	355+04.96	-
TOTAL				2562.5	

RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	STATION TO	STATION	OFFSET	FOOT	
WINDSOR RD	STAGE II	22+50.85	27+81.20	LT	525.0

PAINT PAVEMENT MARKING - LINE 4"

LOCATION	STATION TO	STATION	OFFSET	COLOR	FOOT
WINDSOR RD	20+71.04	29+41.32	CL	YELLOW	1741
	22+25.00	28+00.00	LT	WHITE	575
	22+53.52	27+90.01	RT	WHITE	536
TOTAL					2852

GUARDRAIL MARKERS

LOCATION	STATION	OFFSET	GUARDRAIL MARKERS	
			TYPE A	TYPE C
WINDSOR RD	22+25.00	RT	1	
	23+05.00	RT	1	
	23+85.00	RT	1	
	24+65.00	RT		1
	25+45.00	RT		1
	26+25.00	RT		1
	27+05.00	RT	1	
	22+75.00	LT	1	
	23+55.00	LT	1	
	24+35.00	LT		1
	25+15.00	LT		1
	25+95.00	LT		1
	26+75.00	LT	1	
	TOTAL			7

PAVEMENT MARKING REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SO FT	
WINDSOR RD	STAGE I	20+71.04	23+00.00	CL	77
		27+00.00	29+41.32	CL	80
STAGE II	22+53.52	23+80.24	RT	42	
	26+55.24	27+90.01	RT	45	
TOTAL				245	

GUARD POST REMOVAL

LOCATION	STATION	OFFSET	EACH
I-57	350+92.84	RT	1

COMBINATION CONCRETE CURB AND GUTTER REMOVAL (SPECIAL)

LOCATION	STATION TO	STATION	OFFSET	FOOT
WINDSOR RD	26+27.08	27+44.97	LT	118
	26+28.74	27+62.94	RT	136
TOTAL				254

WOVEN WIRE FENCE REMOVAL

LOCATION	STATION TO	STATION	OFFSET	FOOT
I-57	349+68.00	350+10.00	RT	47
	349+89.00	350+26.00	LT	37
	350+43.00	350+73.00	RT	32
	350+59.00	351+04.00	LT	50
TOTAL				166

WOVEN WIRE FENCE, 4'

LOCATION	STATION TO	STATION	OFFSET	FOOT
I-57	349+68.00	350+10.00	RT	47
	349+89.00	350+26.00	LT	37
	350+43.00	350+73.00	RT	32
	350+59.00	351+04.00	LT	50
TOTAL				166

BASE COURSE (OPTION)

LOCATION	STATION TO	STATION	OFFSET	SO YD
WINDSOR RD	22+50.00	23+00.00	RT	22
	23+00.00	23+52.00	RT	35
	23+52.00	23+81.08	RT	15
	26+56.07	27+45.00	RT	44
	27+45.00	27+65.00	RT	8
	27+71.00	28+13.00	RT	14
TOTAL				138

APPROACH SLAB REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SO YD
WINDSOR RD	26+27.91	26+57.91	LT&RT	80

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

LOCATION	STATION	OFFSET	EACH	
WINDSOR RD	STAGE I	22+12.24	RT	1
		28+30.60	RT	1
I-57 (OUTSIDE SHOULDER)	EB	346+84.96	-	1
		WB	353+84.96	-
TOTAL			4	

IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3

LOCATION	STATION	OFFSET	EACH	
I-57 (MEDIAN SHOULDER)	EB	345+64.96	-	1
		WB	355+04.96	-
TOTAL			2	

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

LOCATION	STATION	OFFSET	EACH	
WINDSOR RD	STAGE II	22+50.85	LT	1
		27+81.20	LT	1
TOTAL			2	

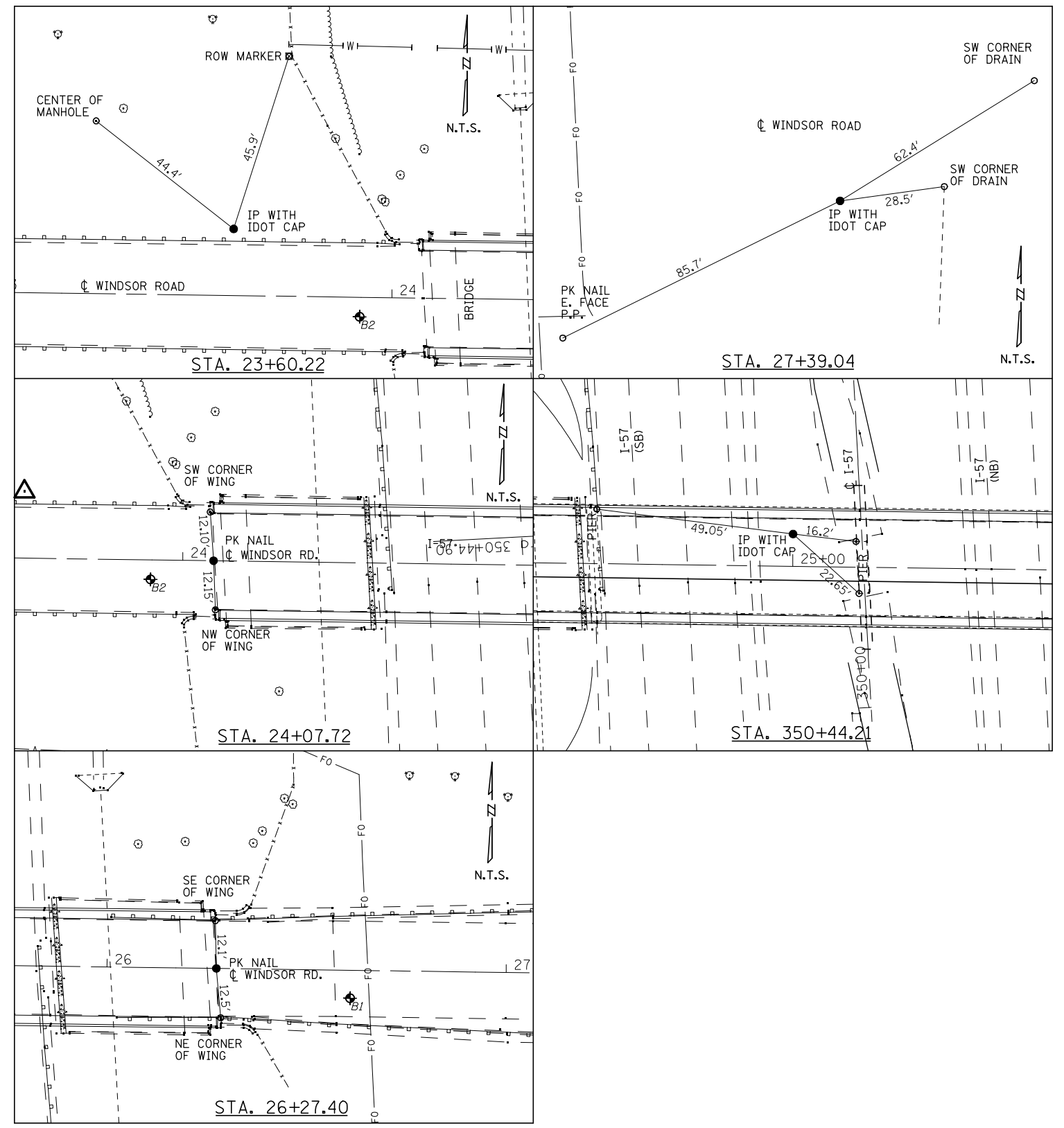
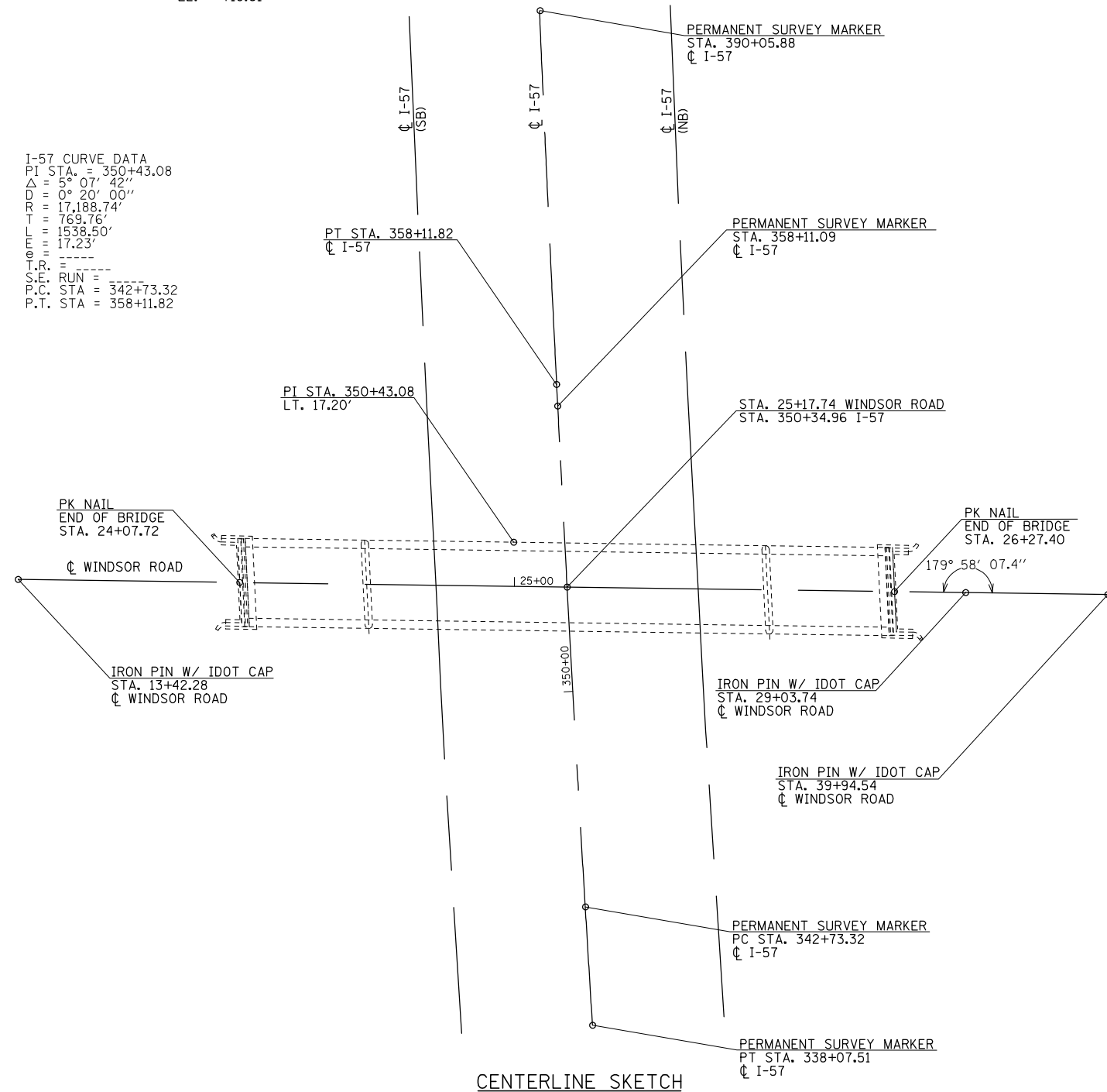
CHANGEABLE MESSAGE SIGN

LOCATION	DESCRIPTION	NUMBER REQ'D	CAL DAYS	X7015005 CAL DAYS
I-57 NB	PRIOR TO CONST.	1	7	7
I-57 SB	PRIOR TO CONST.	1	7	7
• I-57 NB (701400)	DURING STANDARD 701406	1	10	0
• I-57 SB (701400)	DURING STANDARD 701406	1	10	0
• I-57 NB	PRIOR TO TEMP. INTERSTATE CLOSURES	1	28	0
• I-57 SB	PRIOR TO TEMP. INTERSTATE CLOSURES	1	28	0
• I-72 EB	PRIOR TO TEMP. INTERSTATE CLOSURES	1	28	0
• I-72 WB	PRIOR TO TEMP. INTERSTATE CLOSURES	1	28	0
• I-57 NB	DURING TEMP. INTERSTATE CLOSURES	1	14	0
• I-57 SB	DURING TEMP. INTERSTATE CLOSURES	1	14	0
• I-72 EB	DURING TEMP. INTERSTATE CLOSURES	1	14	0
• I-72 WB	DURING TEMP. INTERSTATE CLOSURES	1	14	0
TOTAL				14

•INCLUDED IN COST OF 'DETOUR SIGNING' ITEM
 ••INCLUDED IN COST OF 'TRAFFIC CONTROL AND PROTECTION, STANDARD 701406' ITEM

- BM# CHAMPAIGN-63 = BRASS DISK SET IN CONC. ± 600' WEST OF SN 010-0176,
± 6' SOUTH OF SOUTH E.O.P. ON WINDSOR ROAD
STA. 19+39.92
O/S = 18.2' RT
EL: = 723.40
- BM# 4653-2 = CHISELED "□" ON NE WING OF SN 010-0176 (WINDSOR ROAD)
STA. 26+26.00
O/S = 13.0' LT
EL: = 734.22
- BM# 4653-1 = CHISELED "□" ON HEADWALL, EAST/WEST PIPE,
WEST SIDE OF I-57, ± 60' NORTH OF WINDSOR ROAD
STA. 350+97.91
O/S = 74.6' LT
EL: = 713.94
- BM# 4650-TBM-1 = CHISELED "□" ON NE CORNER OF BRIDGE DECK,
N.B. LANES OF I-57 STRUCTURE #6, ± 0.25 MI NORTH OF WINDSOR ROAD
STA. 363+27.60
O/S = 68.6' RT
EL: = 719.61

I-57 CURVE DATA
 PI STA. = 350+43.08
 Δ = 5° 07' 42"
 D = 0° 20' 00"
 R = 17,188.74'
 T = 769.76'
 L = 1538.50'
 E = 17.23'
 T.R. = ----
 S.E. RUN = ----
 P.C. STA = 342+73.32
 P.T. STA = 358+11.82



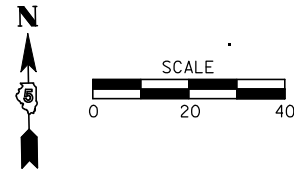
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#FILE#		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

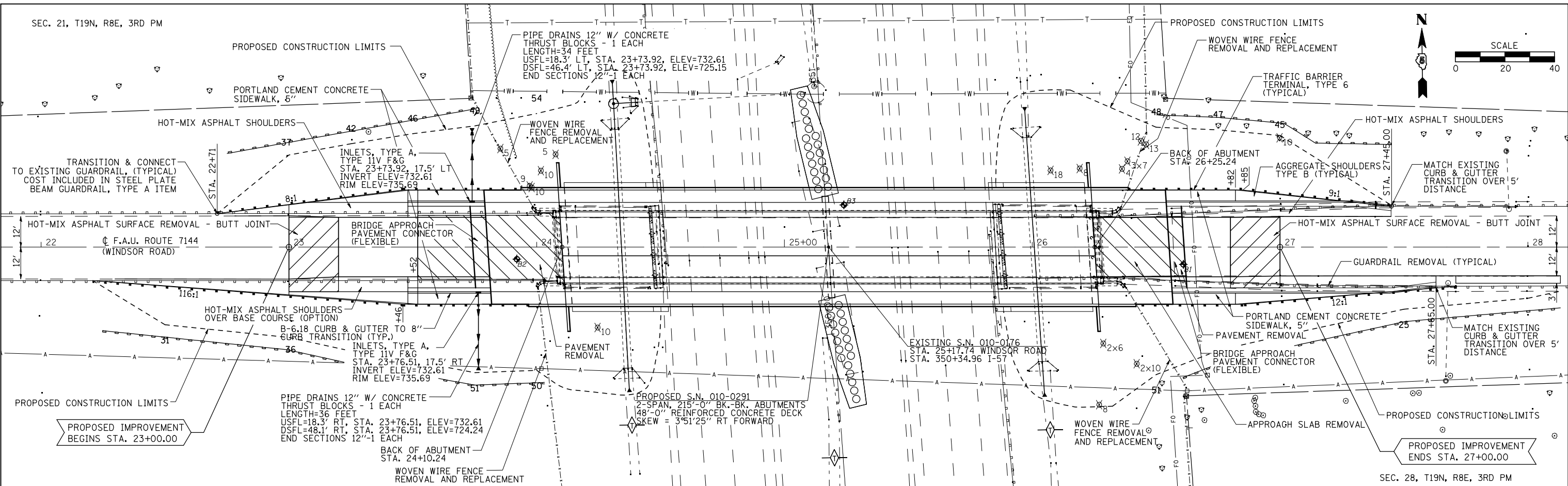
HORIZONTAL ALIGNMENT, BENCHMARKS & SURVEY TIES

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

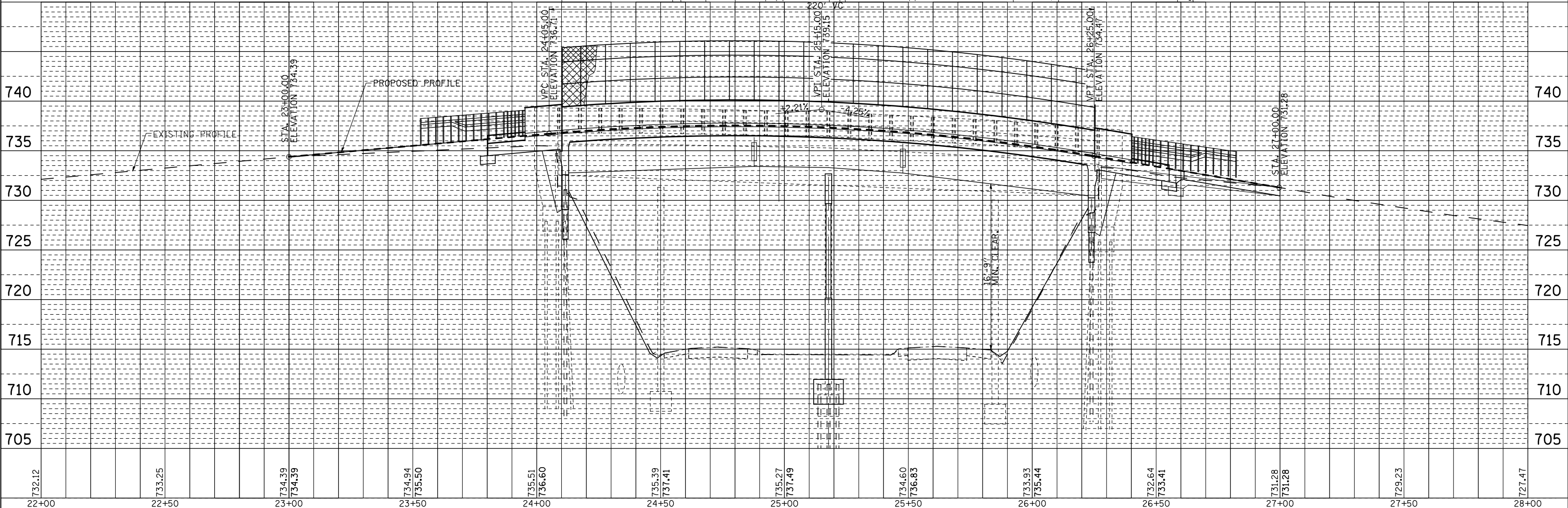
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32)HB-2)BY	CHAMPAIGN	81	19
			CONTRACT NO. 70109	
ILLINOIS FED. AID PROJECT				



PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	



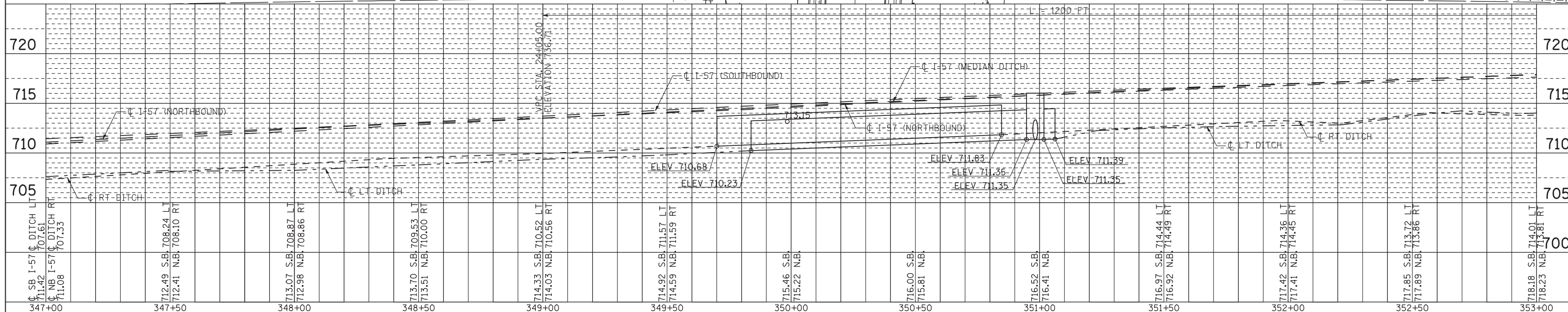
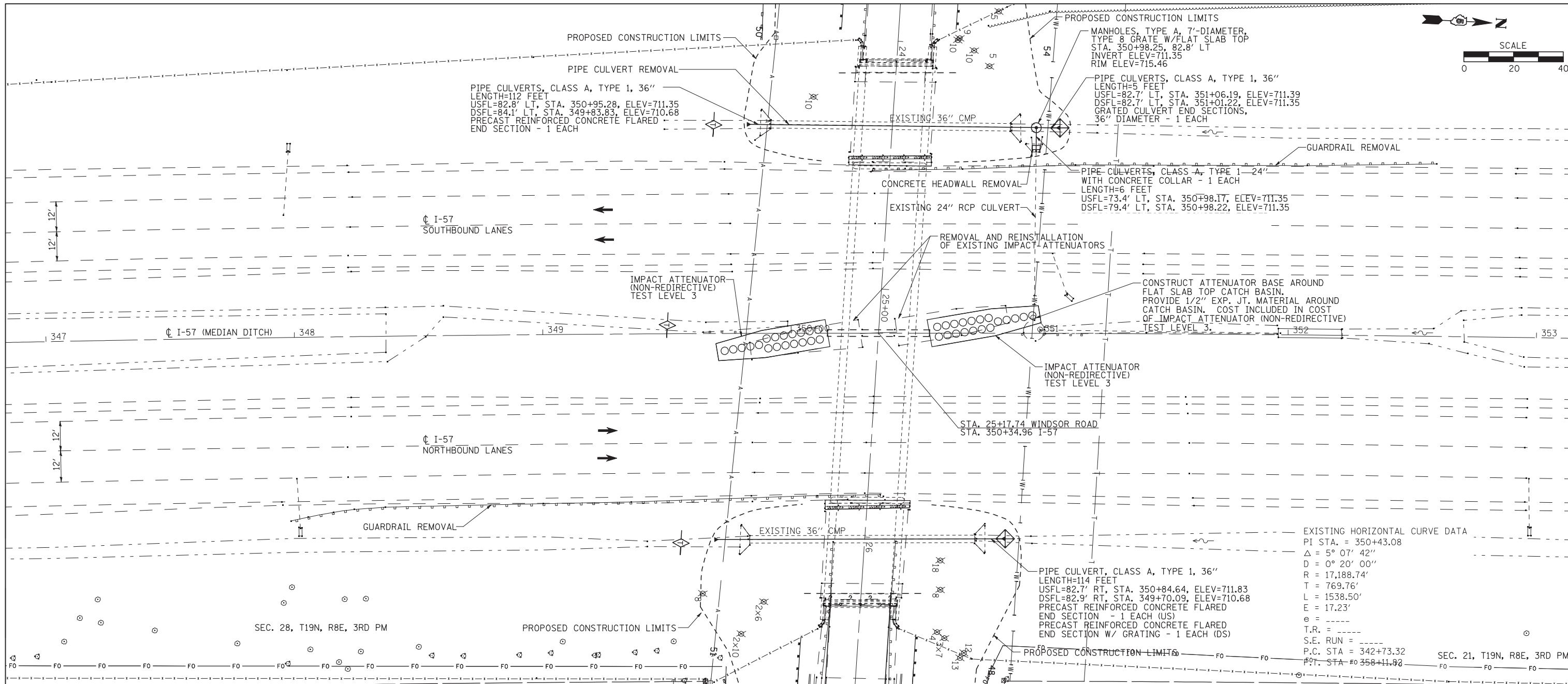
PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE WINDSOR ROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL		DRAWN -	REVISED -			57	(10-32HB-2)BY	CHAMPAIGN	81	20	
		CHECKED -	REVISED -			CONTRACT NO. 70109					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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

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

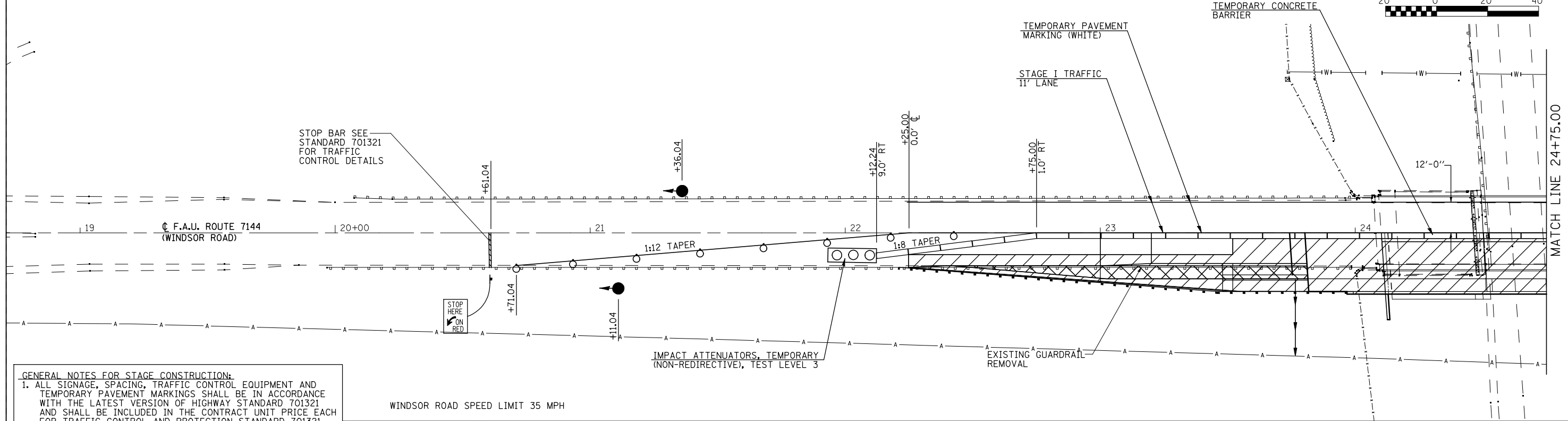


FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE I-57	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILEL		DRAWN -	REVISED -			57	(10-32HB-2)BY	CHAMPAIGN	81	21
		CHECKED -	REVISED -			CONTRACT NO. 70109				
		DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE I NOTES

1. ERECT SIGNS, TRAFFIC SIGNALS, TEMPORARY BARRIERS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701321.
2. PLACE TEMPORARY PAVEMENT MARKING LINE TO ALLOW FOR A 11'-0" TRAFFIC LANE. REMOVE ANY CONFLICTING STRIPING.
3. REMOVE THE STAGE I PORTION OF THE EXISTING STRUCTURE, PAVEMENT, GUARDRAIL AND PAVED SHOULDER.
4. CONSTRUCT THE STAGE I PORTION OF THE NEW BRIDGE.
5. CONSTRUCT EARTH EMBANKMENT AND BASE COURSE (OPTION) FOR STAGE II TRAFFIC.
6. INSTALL GUARDRAIL.

STAGE I TRAFFIC CONTROL

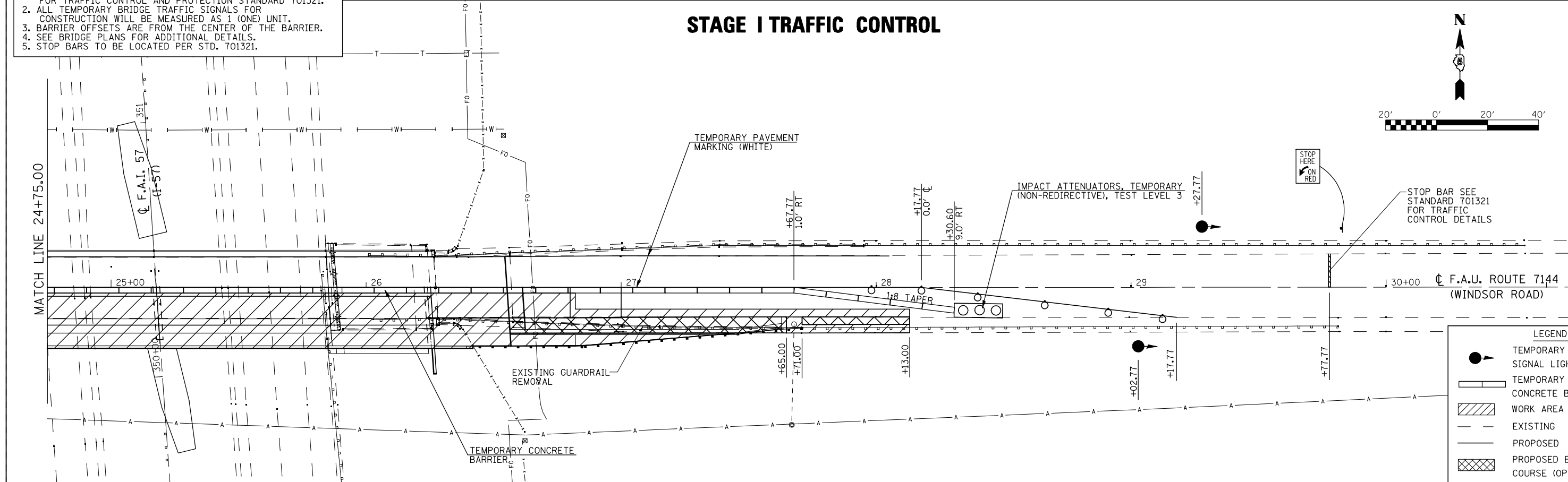


GENERAL NOTES FOR STAGE CONSTRUCTION:

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701321 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
2. ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONSTRUCTION WILL BE MEASURED AS 1 (ONE) UNIT.
3. BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.
4. SEE BRIDGE PLANS FOR ADDITIONAL DETAILS.
5. STOP BARS TO BE LOCATED PER STD. 701321.

WINDSOR ROAD SPEED LIMIT 35 MPH

STAGE I TRAFFIC CONTROL



LEGEND

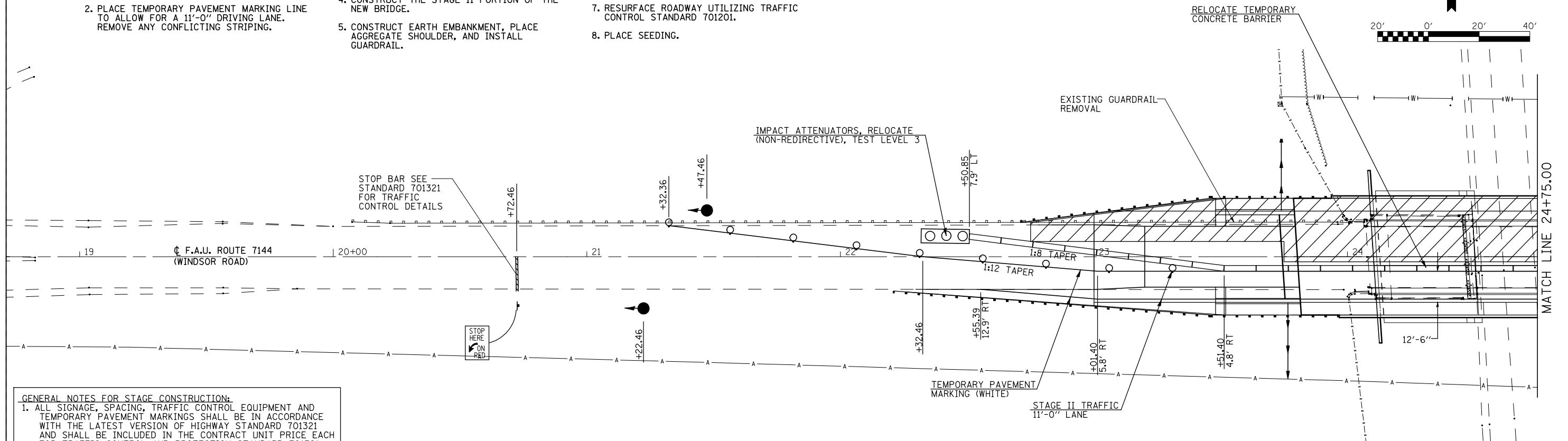
- TEMPORARY SIGNAL LIGHT
- ▭ TEMPORARY CONCRETE BARRIER
- ▨ WORK AREA
- - - EXISTING
- PROPOSED
- ▩ PROPOSED BASE COURSE (OPTION)

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I CONSTRUCTION			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	57	(10-32HB-2)BY	CHAMPAIGN	81	22
		CHECKED -	REVISED -										
		DATE -	REVISED -										
								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

STAGE II TRAFFIC CONTROL

STAGE II NOTES

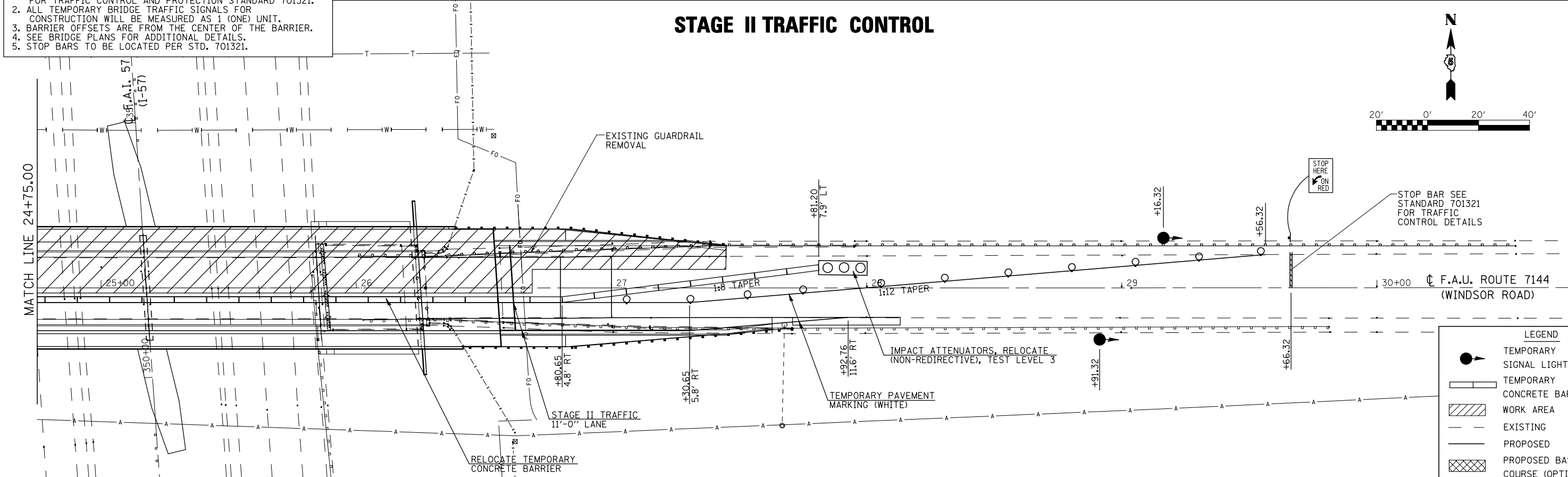
1. RELOCATE SIGNS, TEMPORARY BARRIERS, ETC IN ACCORDANCE WITH TRAFFIC CONTROL STANDARD 701321 AND AS SHOWN ON THIS PLAN.
2. PLACE TEMPORARY PAVEMENT MARKING LINE TO ALLOW FOR A 11'-0" DRIVING LANE. REMOVE ANY CONFLICTING STRIPING.
3. REMOVE THE STAGE II PORTION OF THE EXISTING STRUCTURE, PAVEMENT, GUARDRAIL AND PAVED SHOULDER.
4. CONSTRUCT THE STAGE II PORTION OF THE NEW BRIDGE.
5. CONSTRUCT EARTH EMBANKMENT, PLACE AGGREGATE SHOULDER, AND INSTALL GUARDRAIL.
6. REMOVE TEMPORARY BARRIERS, SIGNALS, WORK ZONE PAVEMENT MARKING, AND SIGNS ASSOCIATED WITH TRAFFIC CONTROL STANDARD 701321.
7. RESURFACE ROADWAY UTILIZING TRAFFIC CONTROL STANDARD 701201.
8. PLACE SEEDING.



GENERAL NOTES FOR STAGE CONSTRUCTION:

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701321 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
2. ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONSTRUCTION WILL BE MEASURED AS 1 (ONE) UNIT.
3. BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.
4. SEE BRIDGE PLANS FOR ADDITIONAL DETAILS.
5. STOP BARS TO BE LOCATED PER STD. 701321.

STAGE II TRAFFIC CONTROL



LEGEND	
	TEMPORARY SIGNAL LIGHT
	TEMPORARY CONCRETE BARRIER
	WORK AREA
	EXISTING
	PROPOSED
	PROPOSED BASE COURSE (OPTION)

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CONSTRUCTION		F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 23	
#FILE#		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70109		
		PLOT SCALE = #SCALE#	REVISED -									
		PLOT DATE = #DATE#	REVISED -									

NOTES:

UTILIZE TRAFFIC CONTROL STANDARD 701406 FOR THE PLACEMENT OF TEMPORARY CONCRETE BARRIER, (FLAGGER REQUIRED UNTIL BARRIER PLACEMENT COMPLETE).

TAPERED PORTION OF THE TEMPORARY CONCRETE BARRIER SHALL BE PLACED USING A 12:1 TAPER RATE AS SHOWN ON THE PLANS.

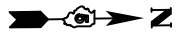
VERTICAL PANELS WITH MONODIRECTIONAL STEADY BURNING TYPE A LIGHTS SHALL BE MOUNTED ON THE TAPERED PORTIONS OF THE TEMPORARY CONCRETE BARRIER AT 25' CENTERS, FOR THE LAST 100' OF TAPER PRIOR TO THE TANGENT.

BARRIER WALL REFLECTORS, TYPE C, SHALL BE MOUNTED ON THE TANGENT PORTIONS OF THE TEMPORARY CONCRETE BARRIER AS SHOWN ON THE BARRIER WALL MARKERS DETAIL, AND INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

TEMPORARY CONCRETE BARRIER	FOOT
OUTSIDE SHOULDER	
WESTBOUND STA. 349+59.96 TO STA. 353+84.96	425.0
EASTBOUND STA. 346+84.96 TO STA. 351+09.96	425.0
MEDIAN SHOULDER	
WESTBOUND STA. 349+54.96 TO STA. 355+04.96	550.0
EASTBOUND STA. 345+64.96 TO STA. 351+14.96	550.0
TOTAL	= 1950.0

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 = 2 EACH
 IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3 = 2 EACH

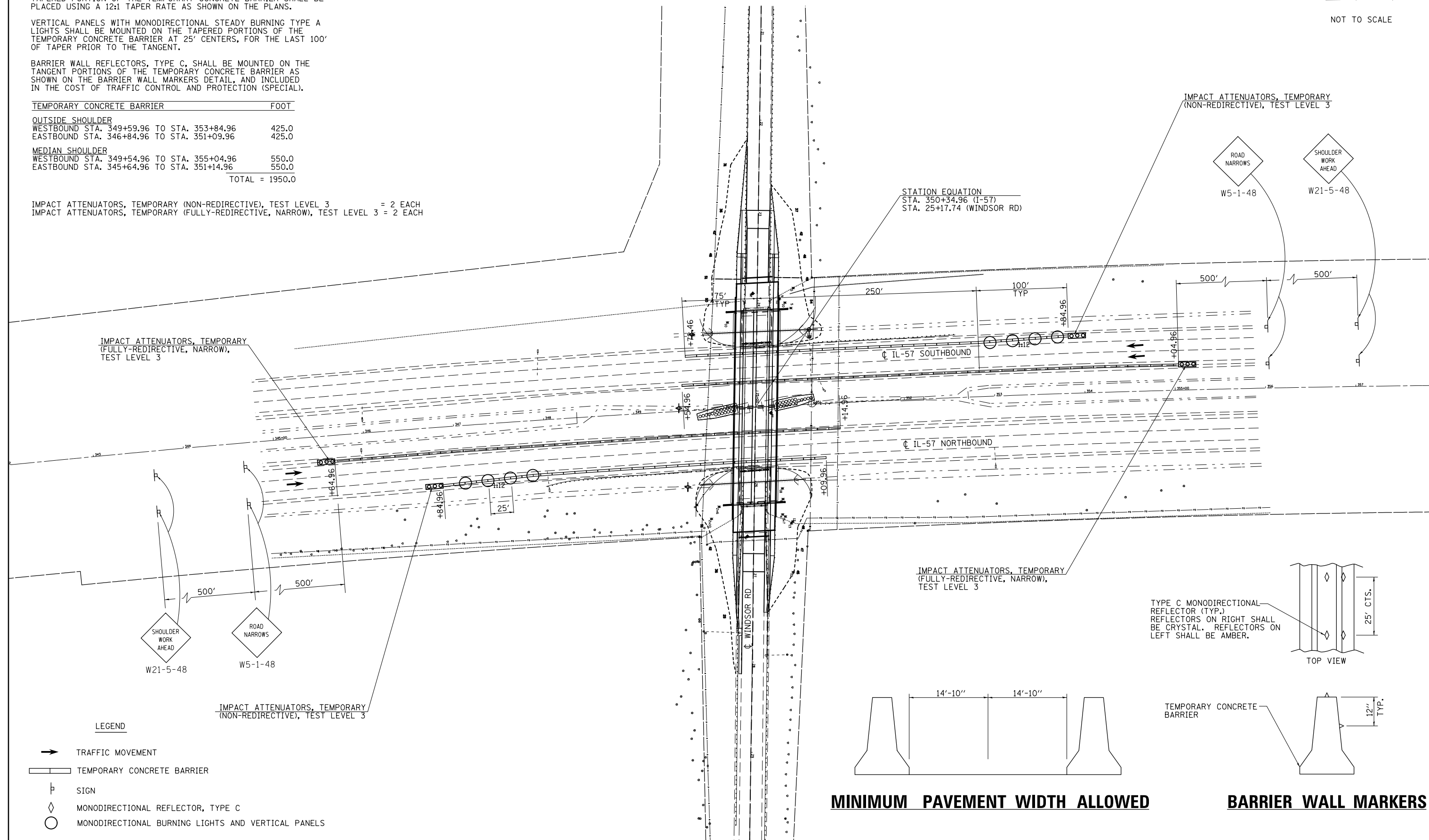
TRAFFIC CONTROL AND PROTECTION (SPECIAL)



NOT TO SCALE

DATE	
BY	
PLAN	
NO.	
DATE	
BY	
PROFILE	
NO.	

DATE	
BY	
PROFILE	
NO.	
DATE	
BY	
PLAN	
NO.	



IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3

STATION EQUATION
 STA. 350+34.96 (I-57)
 STA. 25+17.74 (WINDSOR RD)

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

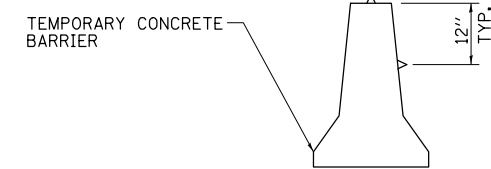
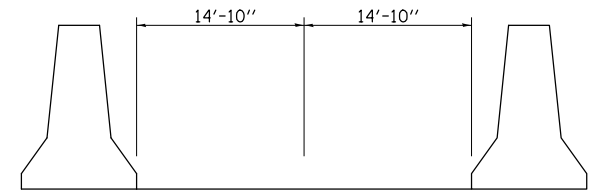
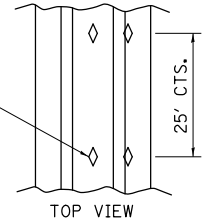
SHOULDER WORK AHEAD
 W21-5-48

ROAD NARROWS
 W5-1-48

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

IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3

TYPE C MONODIRECTIONAL REFLECTOR (TYP.) REFLECTORS ON RIGHT SHALL BE CRYSTAL. REFLECTORS ON LEFT SHALL BE AMBER.



LEGEND

- TRAFFIC MOVEMENT
- ▬ TEMPORARY CONCRETE BARRIER
- ⊥ SIGN
- ◇ MONODIRECTIONAL REFLECTOR, TYPE C
- MONODIRECTIONAL BURNING LIGHTS AND VERTICAL PANELS

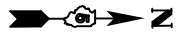
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	PLOT SCALE = 100.0020' / 1"	CHECKED -	REVISED -
	PLOT DATE = 8/17/2012	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

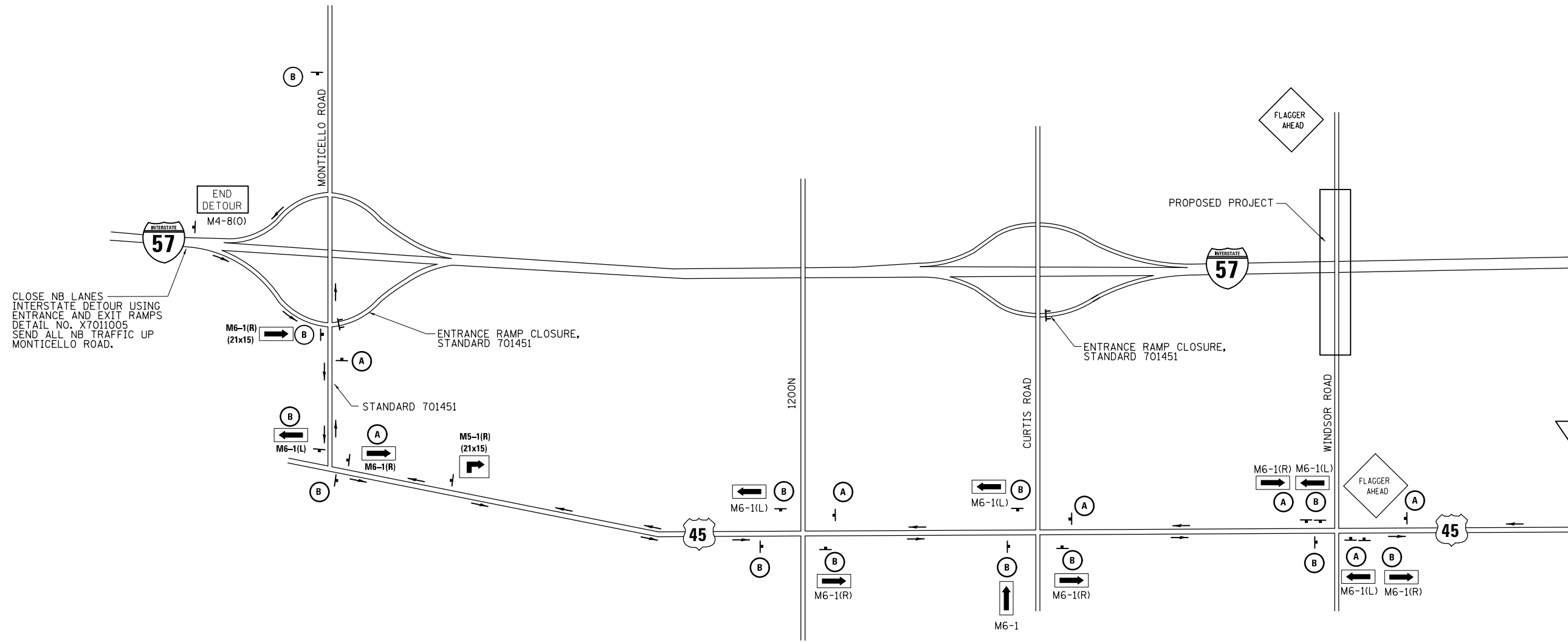
TRAFFIC CONTROL AND PROTECTION (SPECIAL)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	24
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 70109	



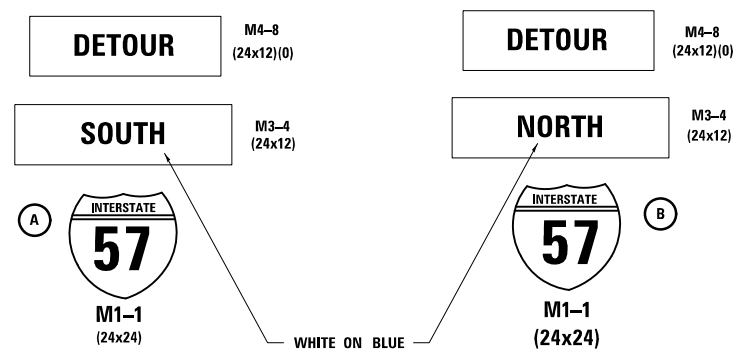
NOT TO SCALE



CLOSE NB LANES INTERSTATE DETOUR USING ENTRANCE AND EXIT RAMP DETAIL NO. X7011005 SEND ALL NB TRAFFIC UP MONTICELLO ROAD.

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	ALIGNMENT	
	FILE NAME	
	NO.	

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



ALL ARROW SIGNS SHALL BE BLACK ON ORANGE (21x15)

GENERAL NOTES:

1. I-57 WILL REMAIN OPEN WITH AT LEAST ONE LANE EACH WAY DURING CONSTRUCTION, EXCEPT FOR REMOVAL AND SETTING OF BRIDGE BEAMS.
2. I-57 TRAFFIC WILL BE DETOURED TO U.S. 45 DURING BEAM REMOVAL AND THE SETTING OF BRIDGE BEAMS. THE REMOVAL AND SETTING OF BRIDGE BEAMS WILL BE DONE AT NIGHT AS DISCUSSED IN THE SPECIAL PROVISIONS.
3. FLAGGERS REQUIRED ON WINDSOR ROAD DURING BEAM REMOVAL AND REPLACEMENT.
4. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT POINTS LOCATED FIVE MILES AHEAD, OR AS APPROVED BY THE ENGINEER, OF PROPOSED ROAD CLOSURE AREA ALONG I-57. COST INCLUDED IN DETOUR SIGNING.
5. CONTACT DISTRICT TRAFFIC AND OPERATION ENGINEER AT 217-465-4181 ONE WEEK PRIOR TO IMPLEMENTING THE DETOUR.

FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -
c:\pwork\pwork\pwork\dawsonkb\d0152155\0570109-sh-t-TC&P.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING			
SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.

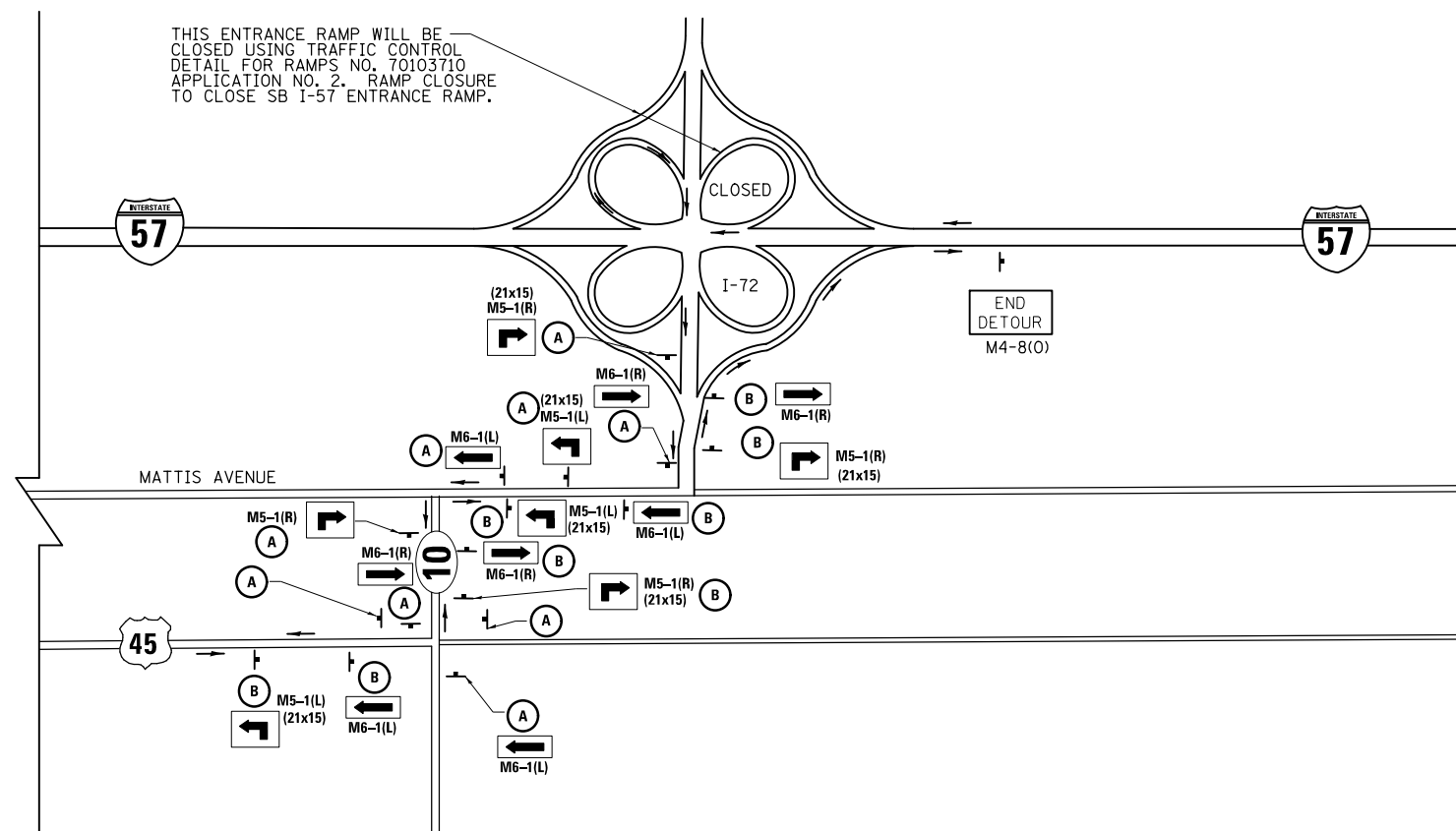
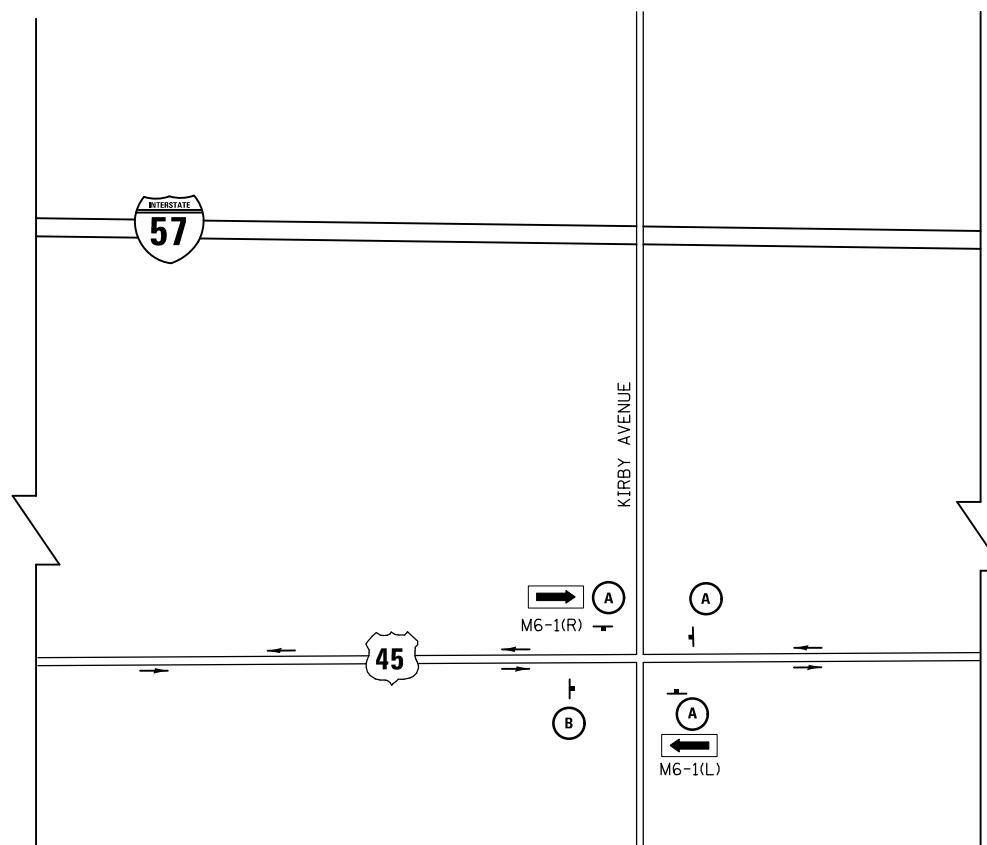
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	25
CONTRACT NO. 70109				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



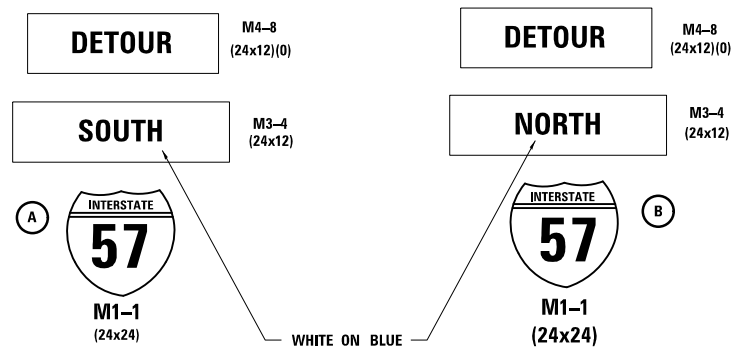
NOT TO SCALE

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	CHECKED	
	FILED	
	FILE NAME	
	NO.	

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



THIS ENTRANCE RAMP WILL BE CLOSED USING TRAFFIC CONTROL DETAIL FOR RAMP NO. 70103710 APPLICATION NO. 2. RAMP CLOSURE TO CLOSE SB I-57 ENTRANCE RAMP.



ALL ARROW SIGNS SHALL BE BLACK ON ORANGE (21x15)

GENERAL NOTES:

1. I-57 WILL REMAIN OPEN WITH AT LEAST ONE LANE EACH WAY DURING CONSTRUCTION, EXCEPT FOR REMOVAL AND SETTING OF BRIDGE BEAMS.
2. I-57 TRAFFIC WILL BE DETOURED TO U.S. 45 DURING BEAM REMOVAL AND THE SETTING OF BRIDGE BEAMS. THE REMOVAL AND SETTING OF BRIDGE BEAMS WILL BE DONE AT NIGHT AS DISCUSSED IN THE SPECIAL PROVISIONS.
3. FLAGGERS REQUIRED ON WINDSOR ROAD DURING BEAM REMOVAL AND REPLACEMENT.
4. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT POINTS LOCATED FIVE MILES AHEAD, OR AS APPROVED BY THE ENGINEER, OF PROPOSED ROAD CLOSURE AREA ALONG I-57. COST INCLUDED IN DETOUR SIGNING.
5. CONTACT DISTRICT TRAFFIC AND OPERATION ENGINEER AT 217-465-4181 ONE WEEK PRIOR TO IMPLEMENTING THE DETOUR.

FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGNING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\pwork\dawsonkb\d0152155\0570109-sh-t-TC&P.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.	57	(10-32HB-2)BY	CHAMPAIGN	81	26
		CHECKED -	REVISED -					CONTRACT NO. 70109					
		DATE -	REVISED -					FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

INTERSTATE DETOUR USING ENTRANCE AND EXIT RAMP

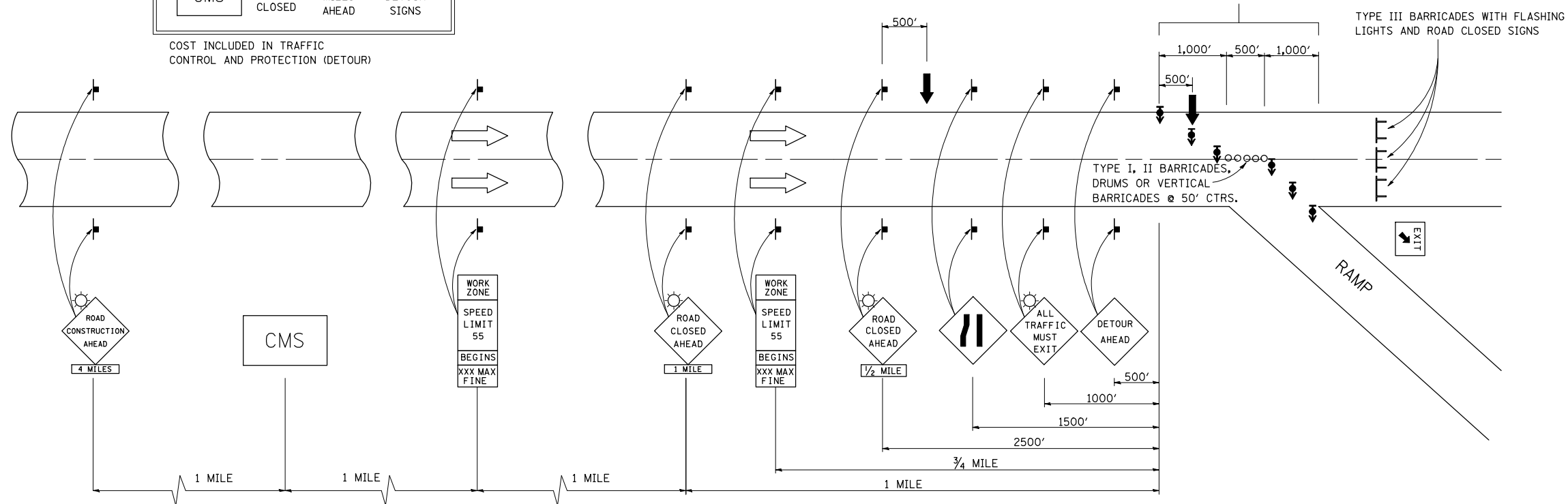
DIRECTIONAL BARRICADES WITH STEADY BURNING LIGHTS AT 50' (15 m) CTS. IN TAPER.
 DRUMS WITH STEADY BURNING LIGHTS IN TANGENT (BETWEEN TAPERS) AT 100' (30 m) CTS.

FOR OFF PEAK CLOSURES LESS THAN 24 HOURS, THE TANGENT SECTION MAY BE OMITTED BY APPROVAL OF THE ENGINEER.

A CHANGEABLE MESSAGE SIGN SHALL BE USED IN ADVANCE OF SIGNING TO WARN OF CLOSURE

CMS	ROAD CLOSED	3 MILES AHEAD	FOLLOW DETOUR SIGNS
-----	-------------	---------------	---------------------

COST INCLUDED IN TRAFFIC CONTROL AND PROTECTION (DETOUR)



SYMBOLS	
	ARROW BOARD
	SIGN
	DRUM W/STEADY BURNING LIGHT
	TYPE III BARRICADE
	DIRECTIONAL BARRICADE W/STEADY BURNING LIGHT
	LIGHTED FLAGGER STATIONS

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

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

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

DISTRICT 5 DETAIL NO. X7011005

FILE NAME =	USER NAME = #USER*	DESIGNED -	REVISED -
*FILEL#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE*	CHECKED -	REVISED -
	PLOT DATE = #DATE*	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERSTATE DETOUR USING ENTRANCE AND EXIT RAMP

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	27
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 70109

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

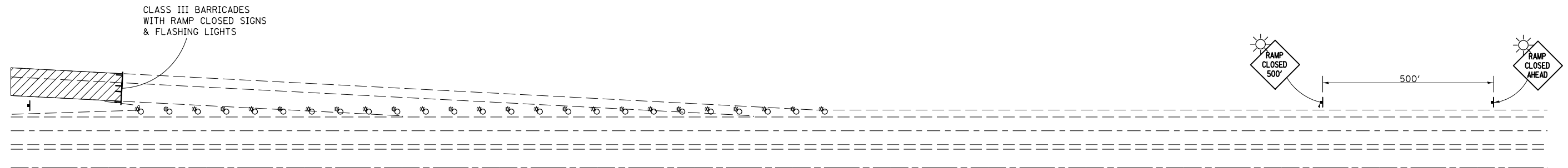
PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE	
	NOT AT THIS OFFICE	

SYMBOLS

- ⊗ (APPLICATION NO. 2) TYPE I OR II BARRICADES OR DRUMS @ 25' (7.5 m) CTS. W/STEADY BURNING LIGHTS
- ⊣ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ▨ WORK AREA

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 price for Detour Signing.

APPLICATION NO. 2 RAMP CLOSURE



GENERAL NOTES

STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

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

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

FILE NAME =	USER NAME = dawsonkb	DESIGNED -	REVISED -
c:\pwork\pwork\dot\dawsonkb\d0152155\0570109-sh-t-TC&P.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0020' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/17/2012	DATE -	REVISED -

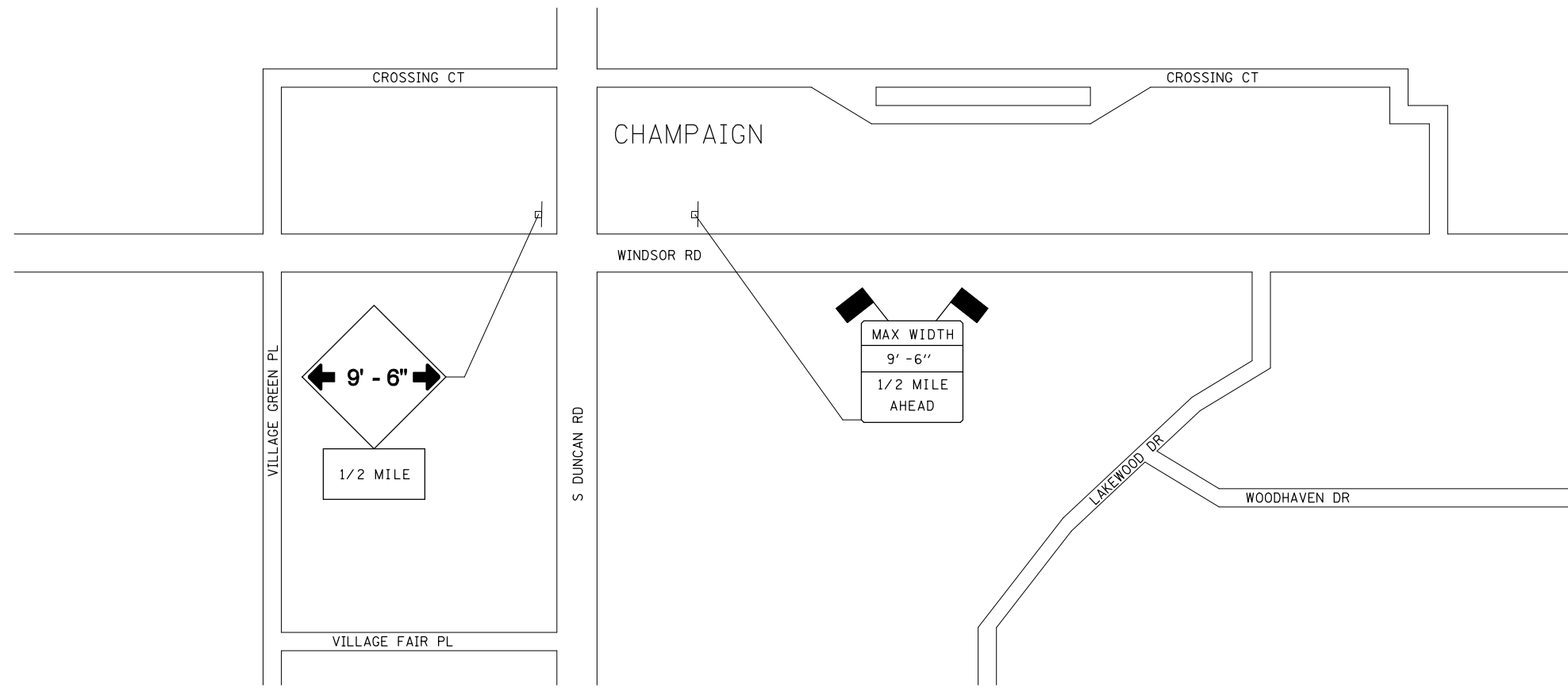
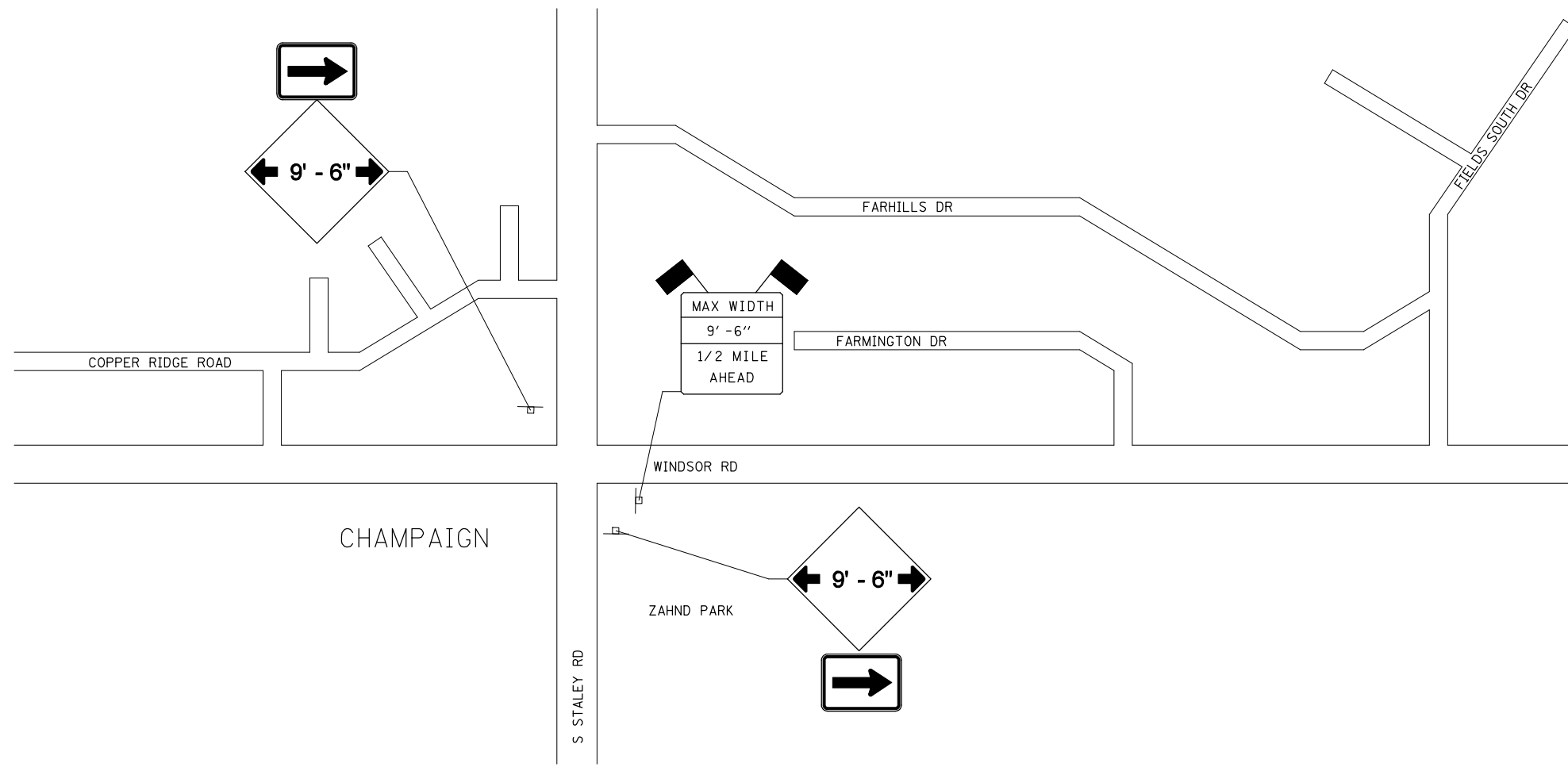
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL FOR RAMPS

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

DISTRICT 5 DETAIL NO. 70103710

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	28
CONTRACT NO. 70109				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



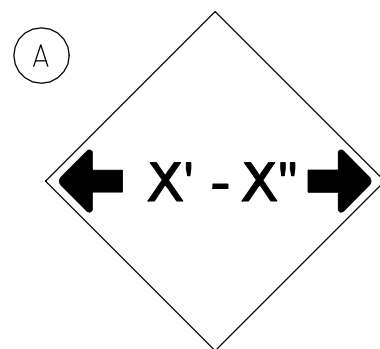
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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION SIGNING

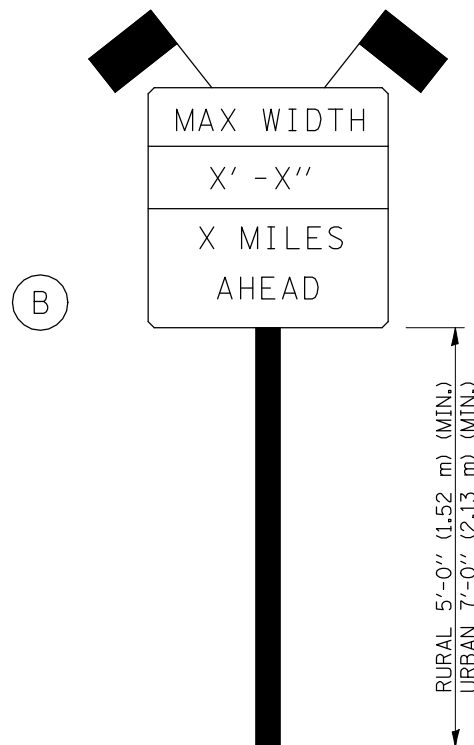
F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 29
SCALE:		SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 70109

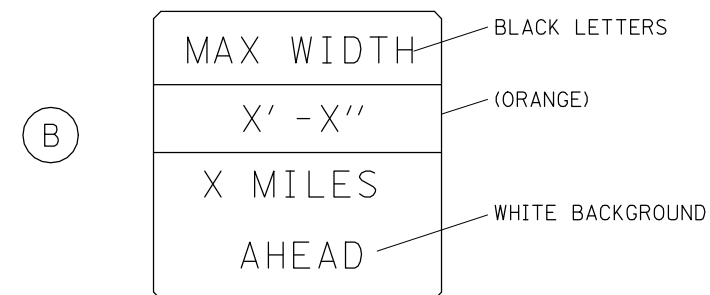


W12-2(0)-48"x48"(1200x1200)

STAGE I 9' -6"
STAGE II 9' -6"



SIGN PANEL, TYPE II



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

STAGE I 9' -6"
STAGE II 9' -6"

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

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

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.

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

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED - 05/08
	PLOT SCALE = *SCALE*	CHECKED -	REVISED - 10/08 - KJT
	PLOT DATE = *DATE*	DATE -	REVISED - 7/09 - KJT

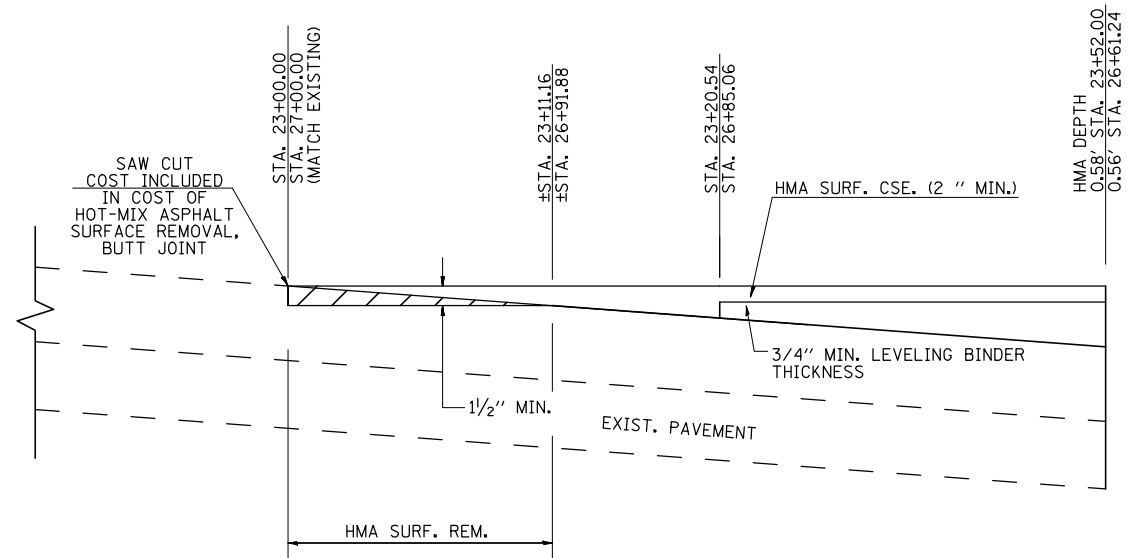
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION SIGNING

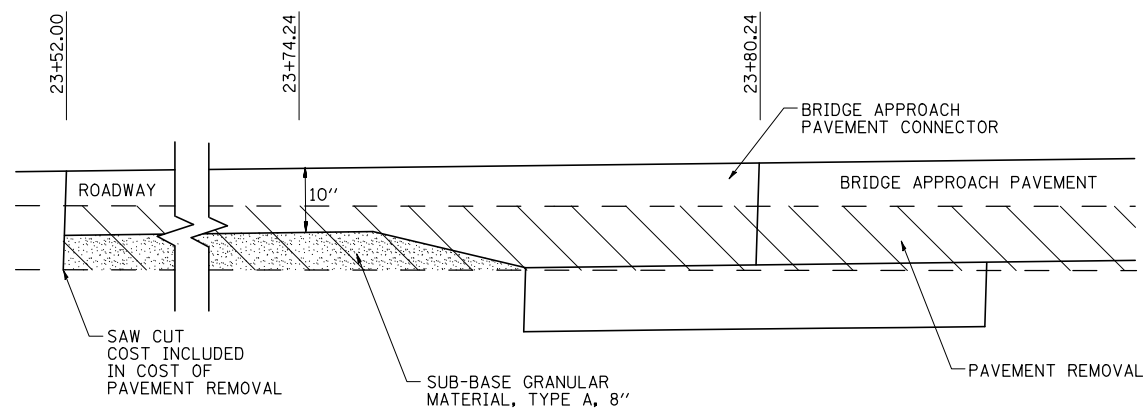
SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. X7200201

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	30
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70109	

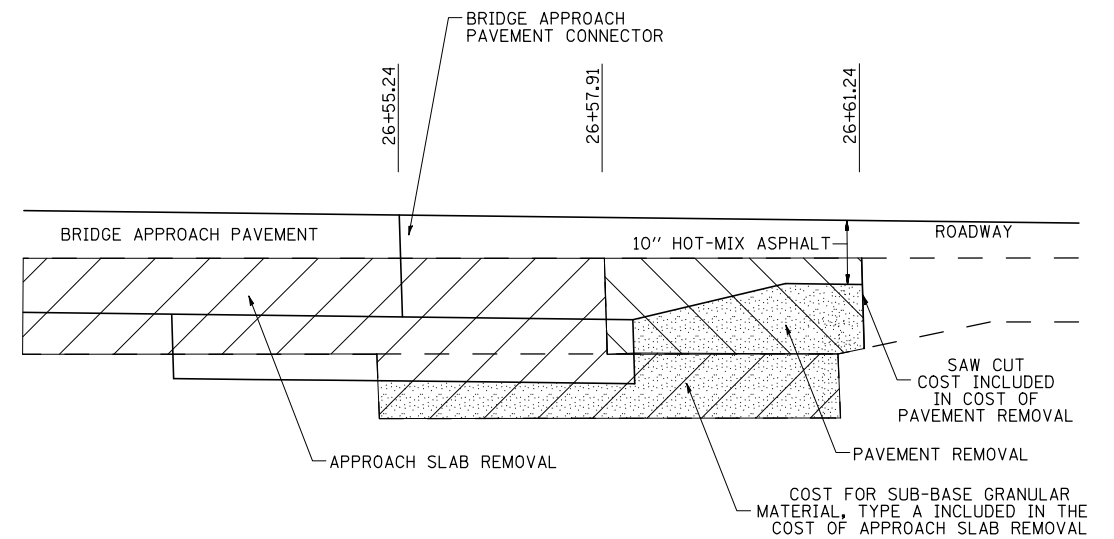


HMA SURFACE REMOVAL – BUTT JOINT



SEE BRIDGE PLANS AND HIGHWAY STANDARD 420401 FOR ADDITIONAL DETAILS.

WEST BRIDGE APPROACH PAVEMENT



SEE BRIDGE PLANS AND HIGHWAY STANDARD 420401 FOR ADDITIONAL DETAILS.

EAST BRIDGE APPROACH PAVEMENT

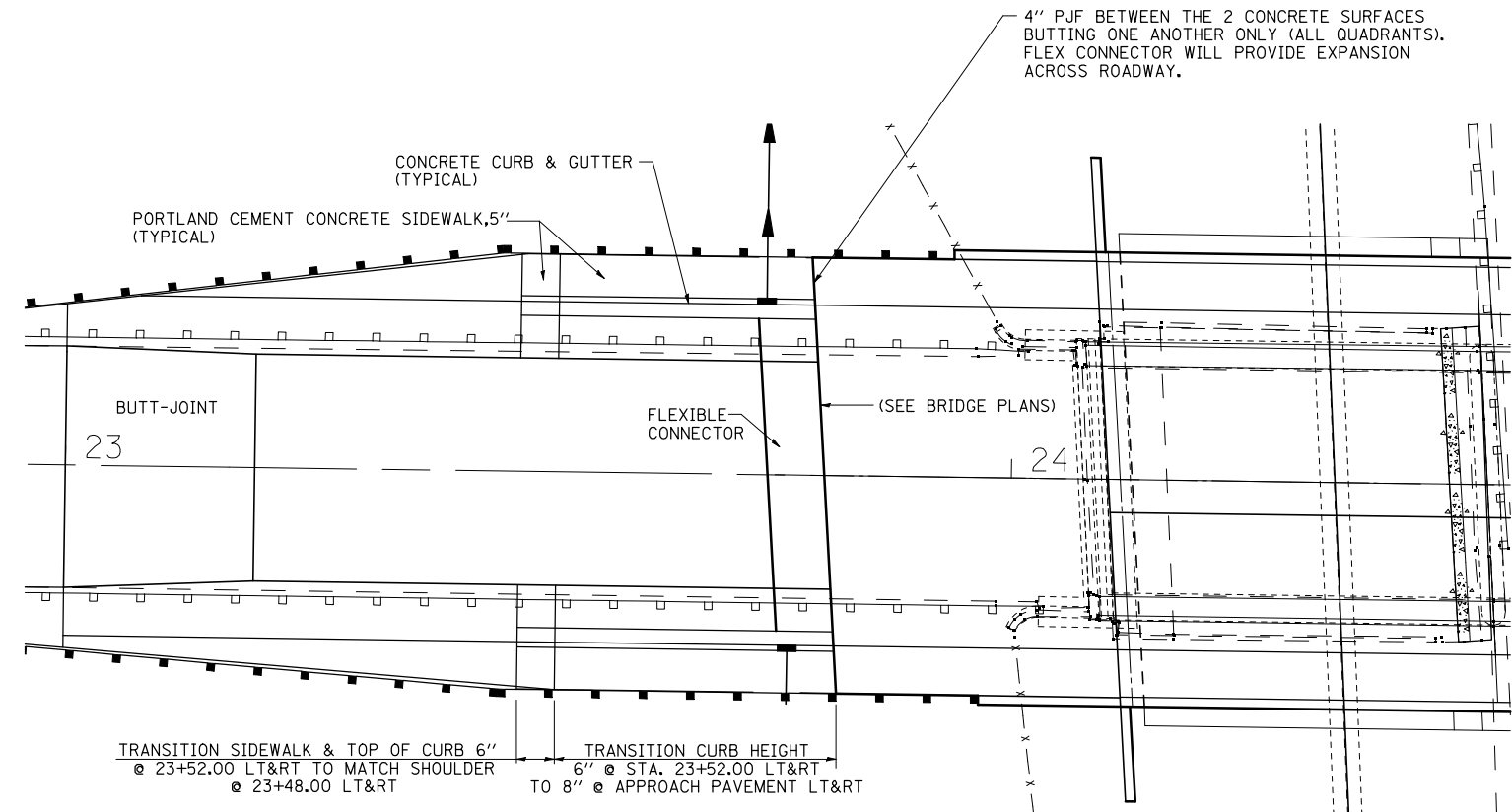
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\$FILEL\$		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

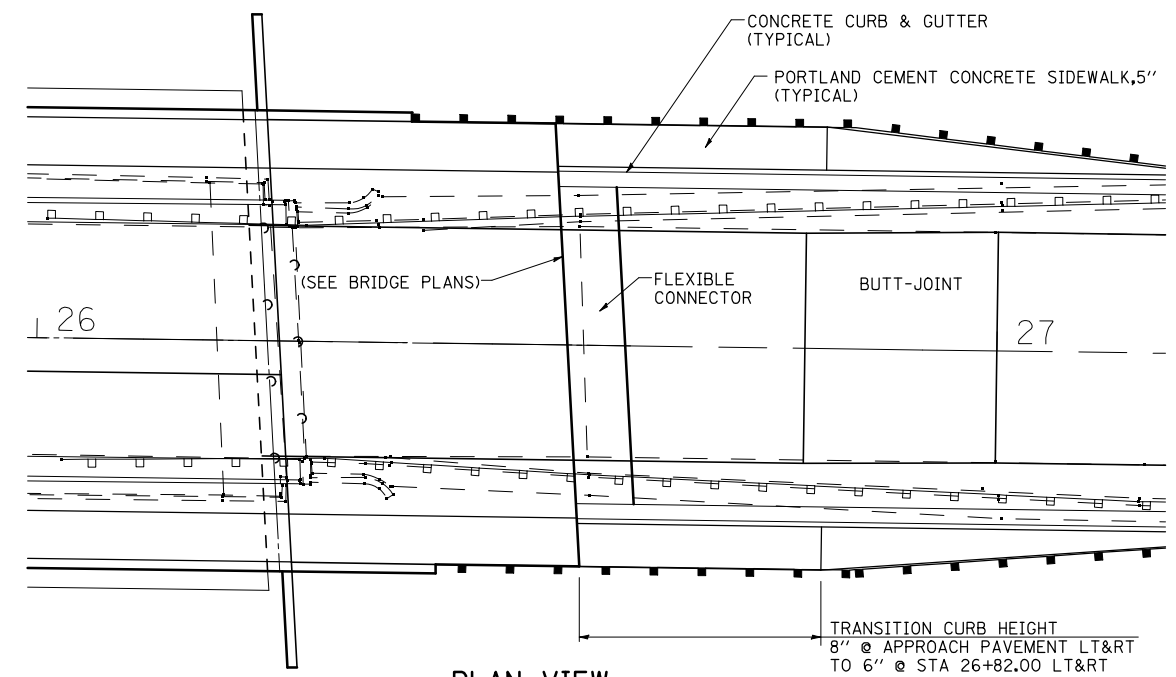
ROADWAY DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	31
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70109	

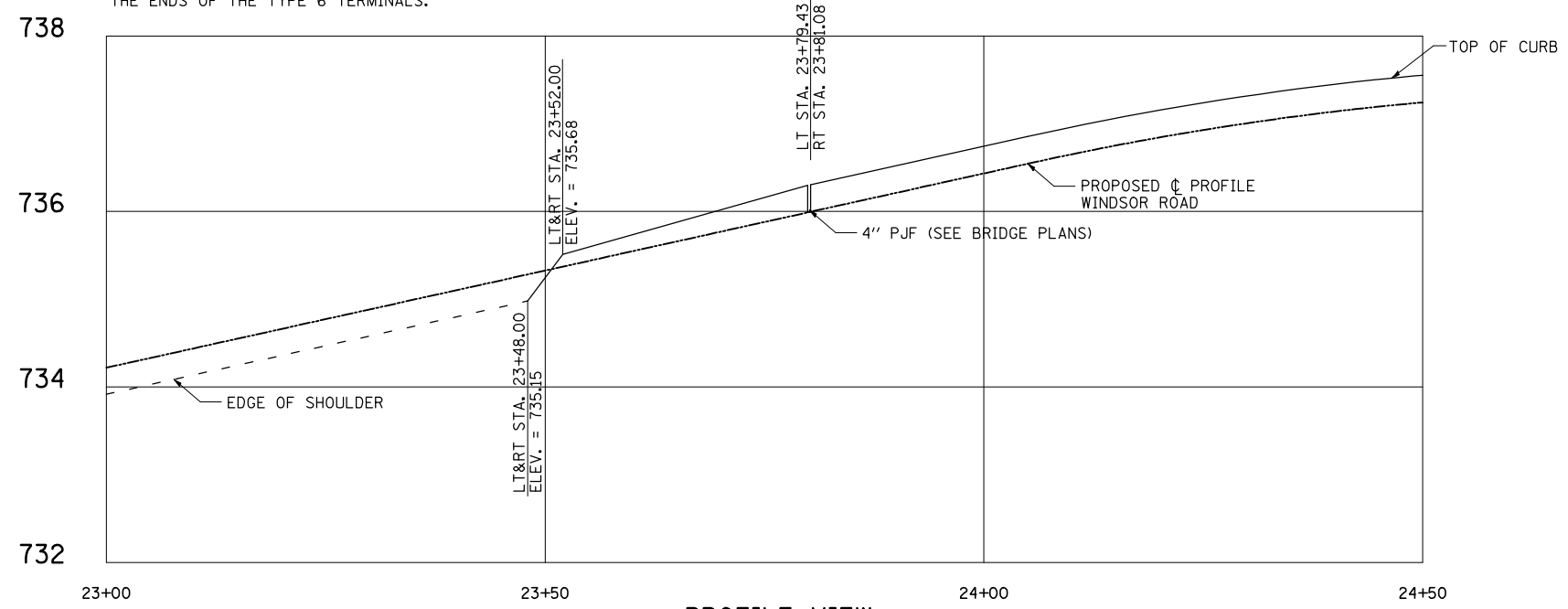


PLAN VIEW

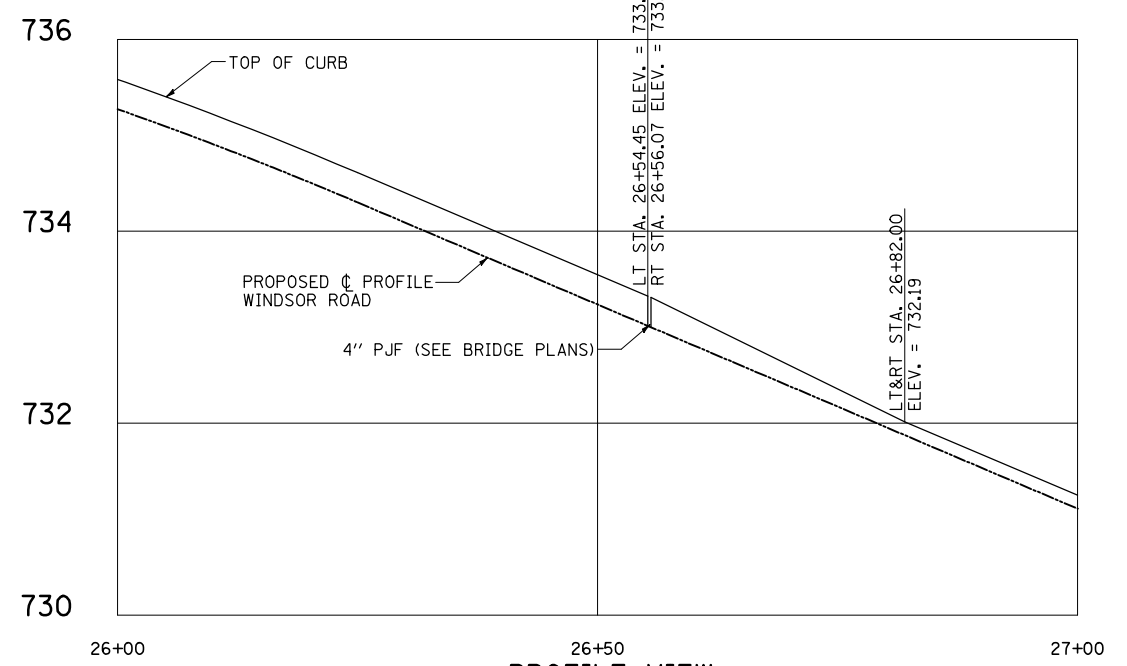


PLAN VIEW

PROPOSED GUARDRAIL TRANSITION REQUIRED TO MATCH INTO EXISTING GUARDRAIL SHALL BEGIN AT A POINT PAST THE ENDS OF THE TYPE 6 TERMINALS.



PROFILE VIEW



PROFILE VIEW

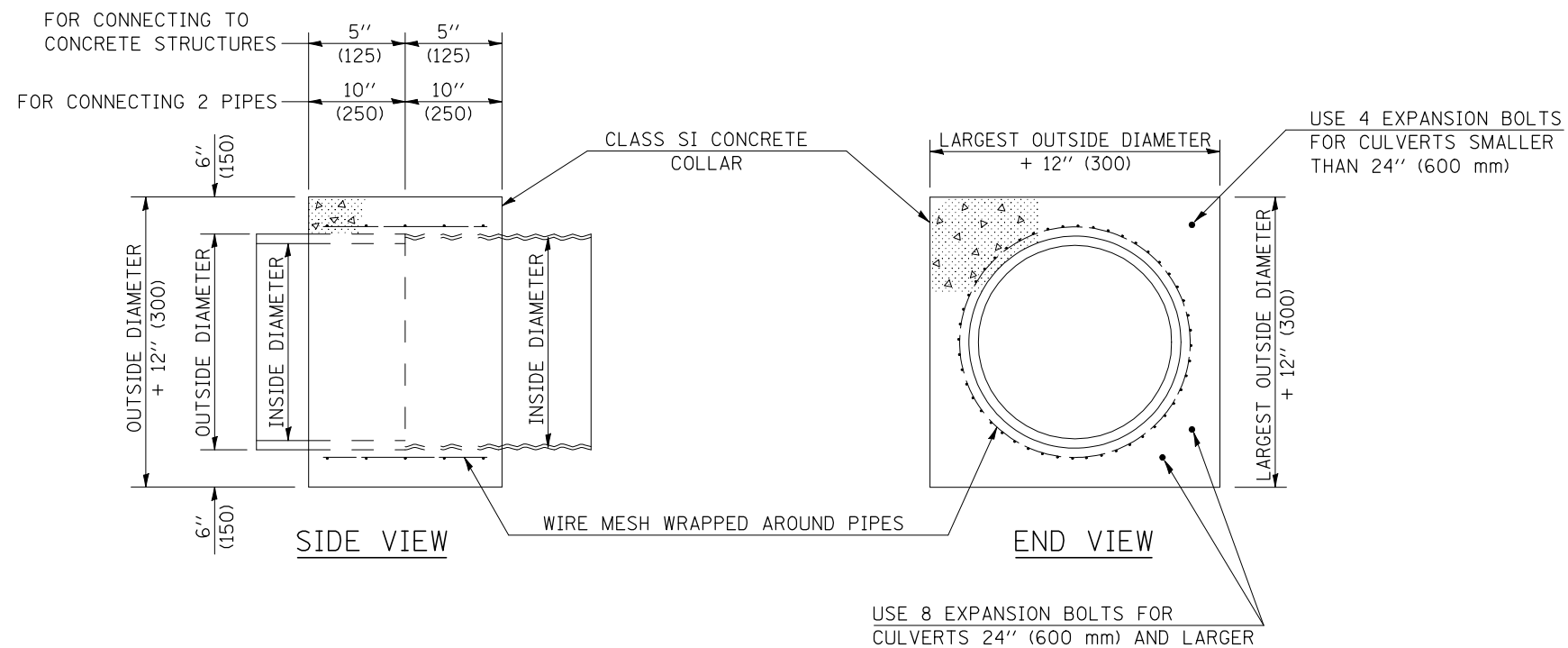
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB TRANSITION
DETAILS**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32)HB-2(BY)	CHAMPAIGN	81	32
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	



GENERAL NOTES

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. WHEN CONCRETE COLLARS ARE USED TO CONNECT PIPES OF DIFFERENT OUTSIDE DIAMETERS, THE CONCRETE COLLAR SHALL BE FORMED USING THE LARGEST OUTSIDE DIAMETER (SEE END VIEW).
3. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT. (2.63 kg/m²).
4. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (HEADWALLS, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, EACH, FOR EXPANSION BOLTS OF THE SIZE SPECIFIED IN THE PLANS.
5. CONCRETE COLLARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, PER CUBIC YARD (CUBIC METER), FOR CONCRETE COLLARS INCLUDING ALL MATERIAL AND LABOR SPECIFIED TO COMPLETE THE WORK IN PLACE.

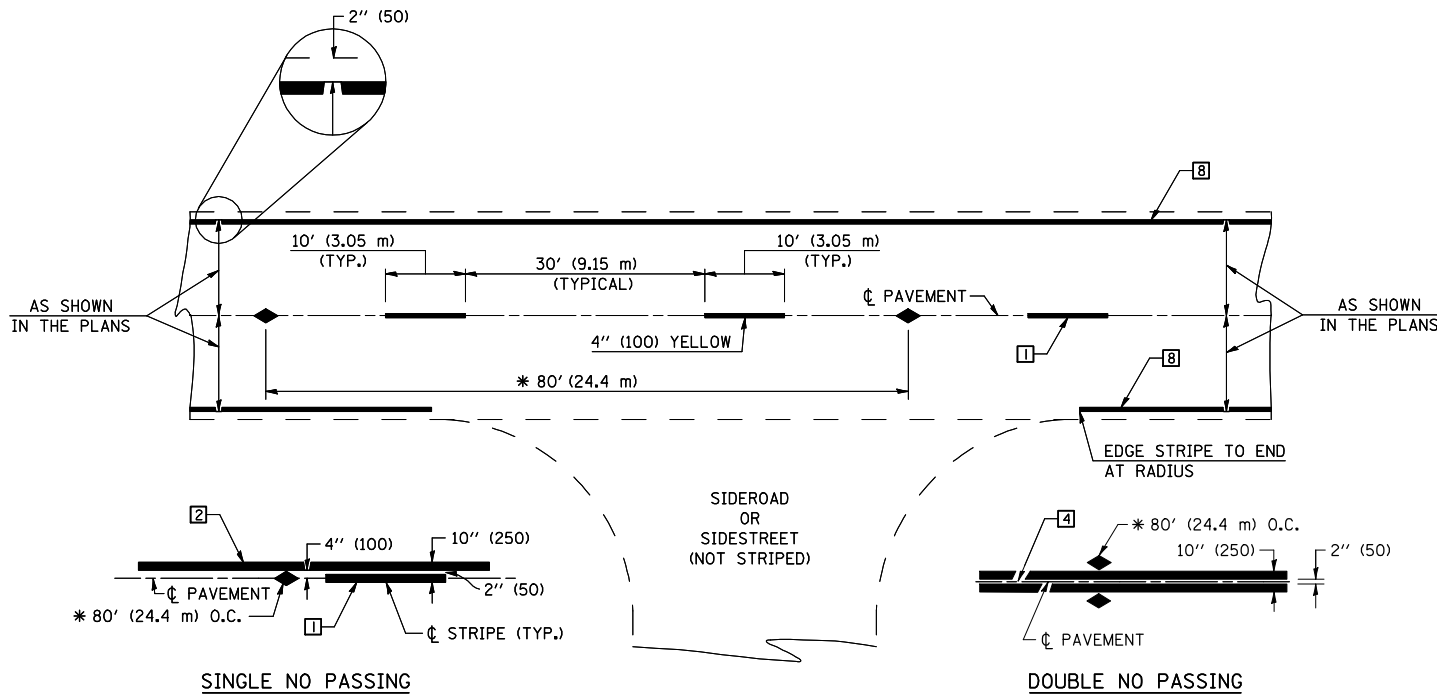
QUANTITIES FOR CONCRETE PIPES	
INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU. YD. (m ³)
4" (100)	0.14 (0.11)
6" (150)	0.16 (0.12)
8" (200)	0.19 (0.14)
10" (250)	0.22 (0.17)
12" (300)	0.25 (0.19)
15" (375)	0.30 (0.23)
18" (450)	0.35 (0.27)
24" (600)	0.45 (0.35)
30" (750)	0.57 (0.43)
36" (900)	0.69 (0.53)
42" (1050)	0.83 (0.63)
48" (1200)	0.97 (0.74)
54" (1350)	1.12 (0.86)
60" (1500)	1.28 (0.98)

QUANTITIES FOR METAL PIPES	
INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU. YD. (m ³)
4" (100)	0.12 (0.09)
6" (150)	0.14 (0.11)
8" (200)	0.16 (0.12)
10" (250)	0.19 (0.14)
12" (300)	0.21 (0.16)
15" (375)	0.25 (0.19)
18" (450)	0.29 (0.22)
24" (600)	0.38 (0.29)
30" (750)	0.47 (0.36)
36" (900)	0.59 (0.45)
42" (1050)	0.69 (0.53)
48" (1200)	0.81 (0.62)
54" (1350)	0.93 (0.71)
60" (1500)	1.05 (0.81)

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

DISTRICT 5 DETAIL NO. 54248510

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED - 12/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE COLLAR			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -		57	(10-32HB-2)BY	CHAMPAIGN	81	33			
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	PLOT DATE = \$DATE*	DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					



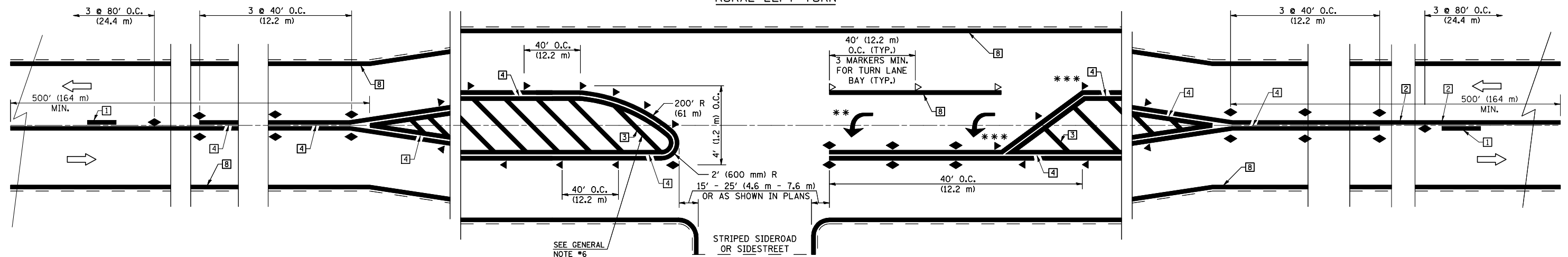
TYPICAL PAVEMENT MARKING LEGEND

- 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



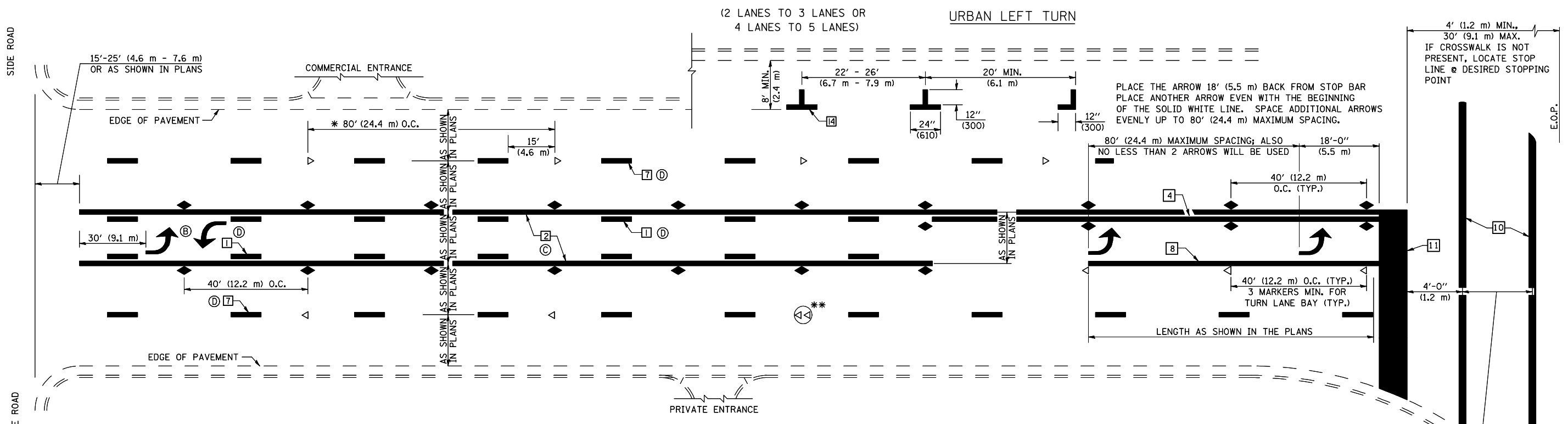
*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

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

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

DISTRICT 5 DETAIL NO. 7800AAA

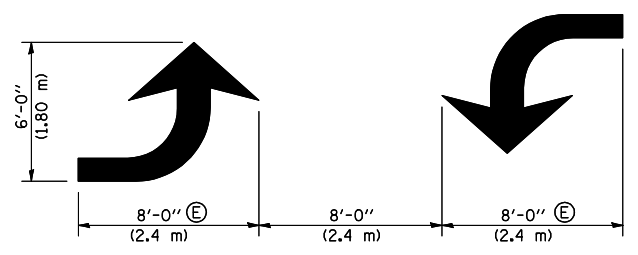
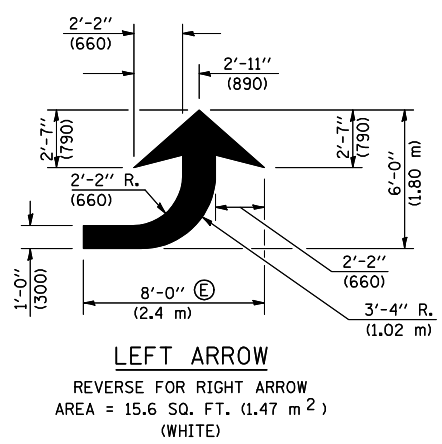
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		DRAWN -	REVISED -					57	(10-32HB-2)BY	CHAMPAIGN	81	34
		CHECKED -	REVISED -		SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.			CONTRACT NO. 70109				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



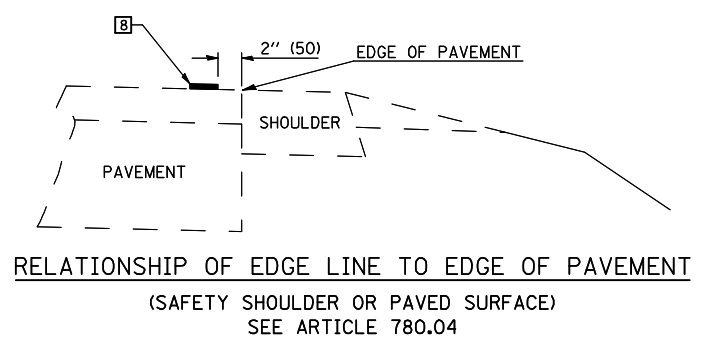
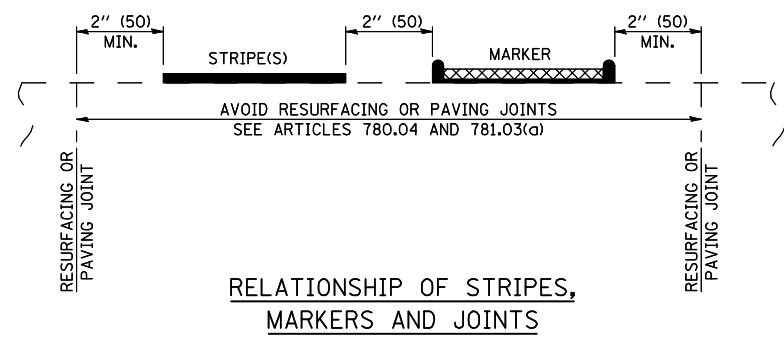
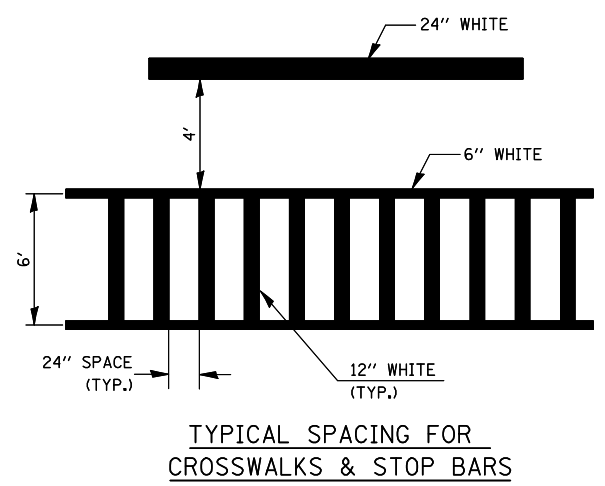
* REDUCE TO 40 FEET (12.2 METERS) ON CENTER
ON CURVES WHERE ADVISORY SPEEDS ARE
10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

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

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



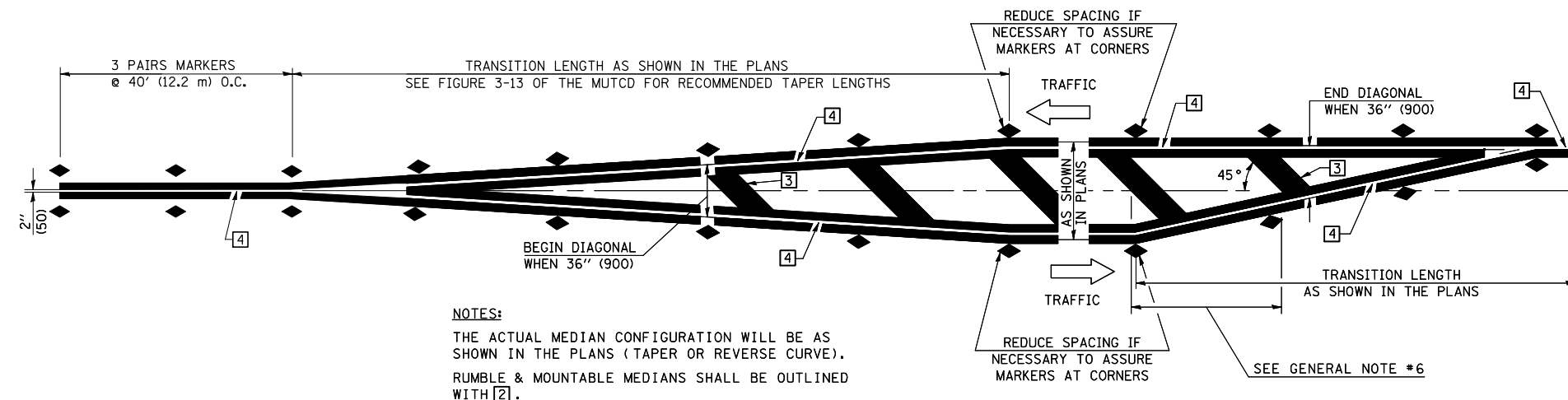
BLOOMINGTON-NORMAL CITY LIMITS ONLY



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

DISTRICT 5 DETAIL NO. 7800AAA

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 35		
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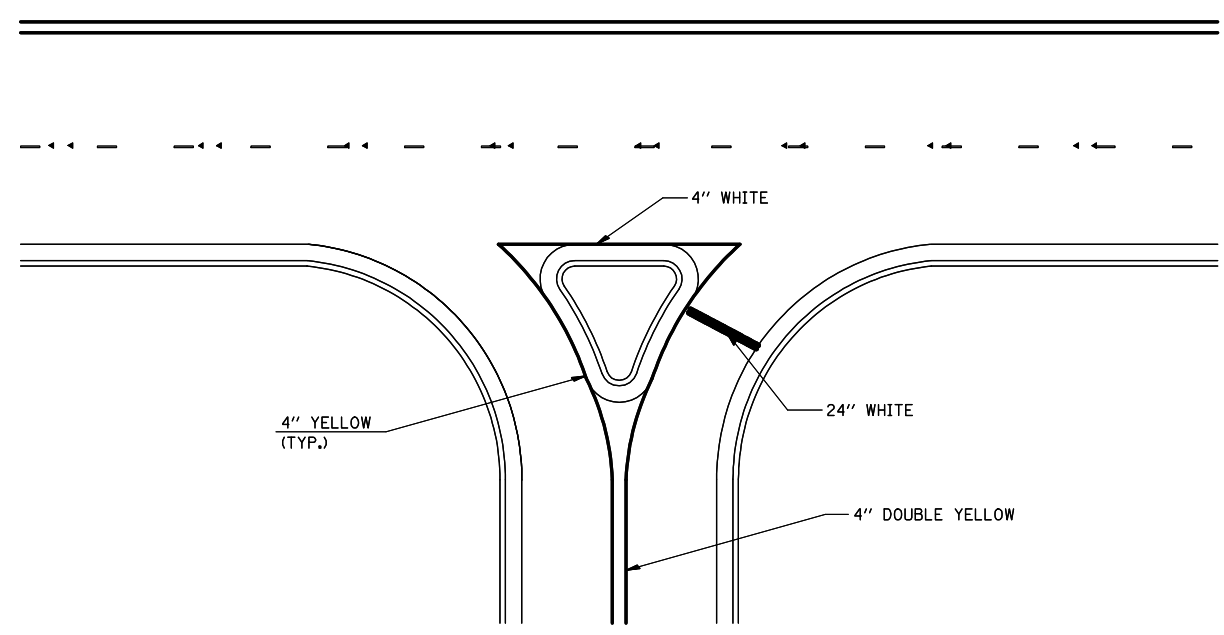


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

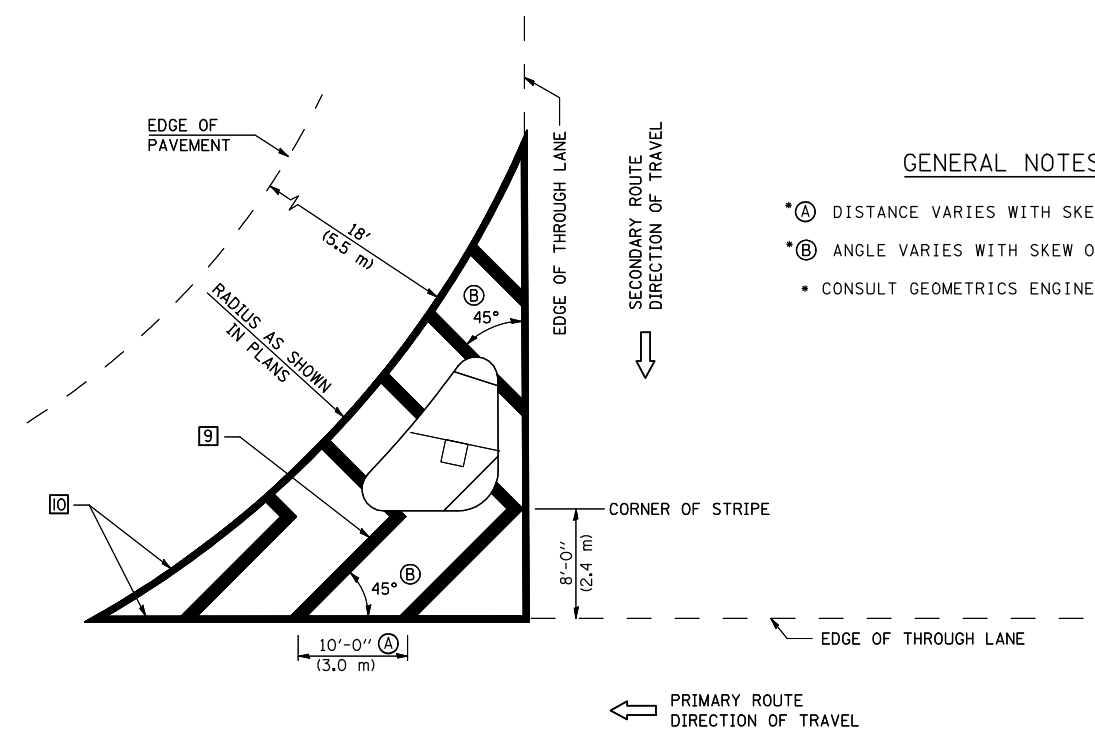
TYPICAL MEDIAN TRANSITIONS

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

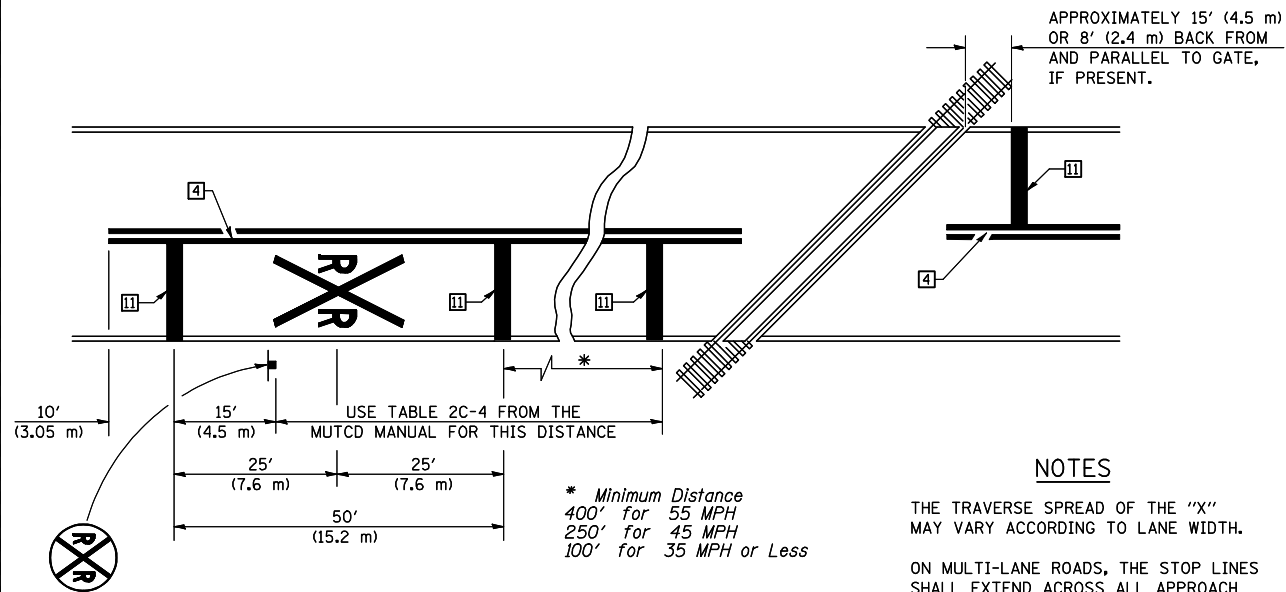
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)		F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 36	
		DRAWN -	REVISED -		SCALE:	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 70109			
		PLOT SCALE = #SCALE#	REVISED -						ILLINOIS FED. AID PROJECT			
		PLOT DATE = #DATE#	REVISED -									

DISTRICT 5 DETAIL NO. 7800AAA

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

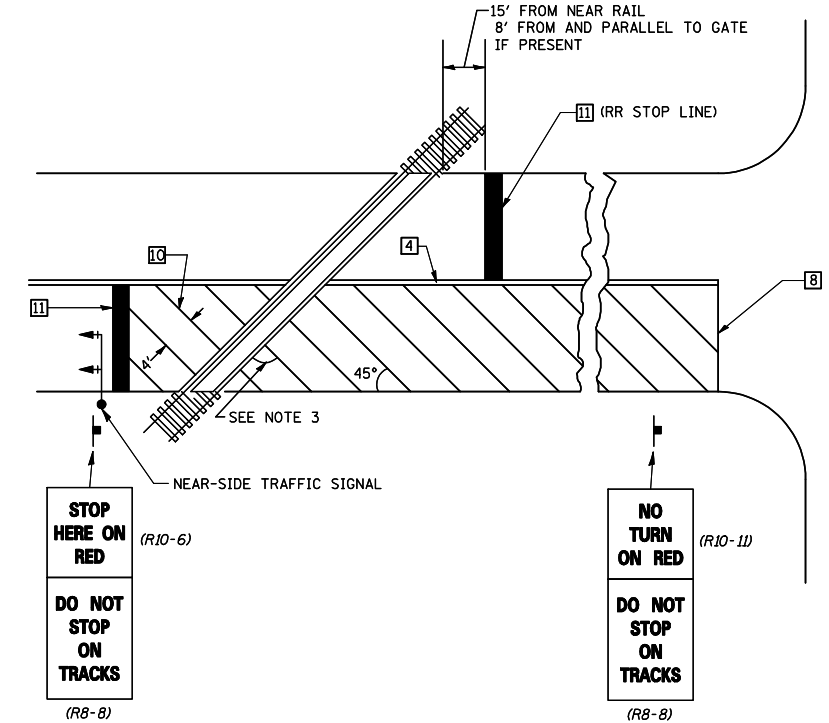
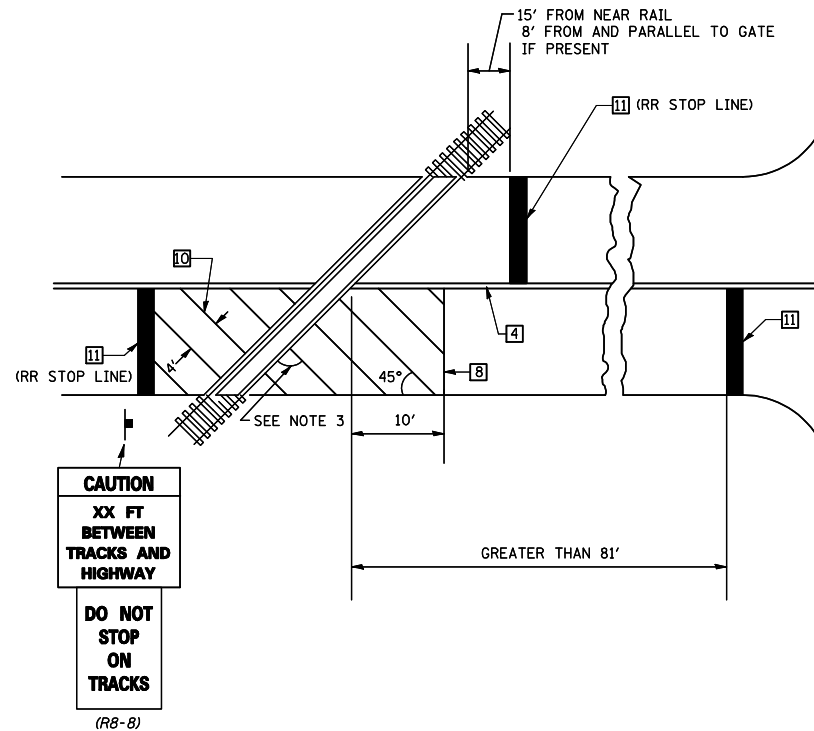
APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

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.

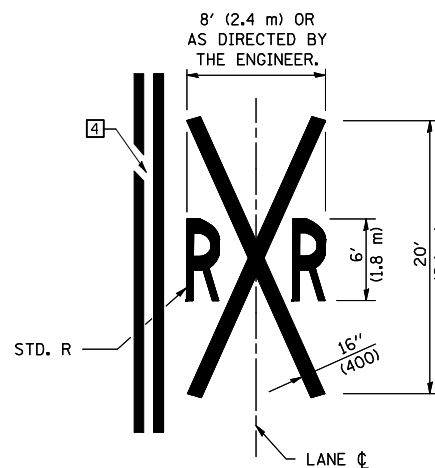
* Minimum Distance
400' for 55 MPH
250' for 45 MPH
100' for 35 MPH or Less



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 =	USER NAME = \$USER*	DESIGNED -	REVISED -
\$FILEL\$		DRAWN -	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED -	REVISED -
	PLOT DATE = \$DATE*	DATE -	REVISED -

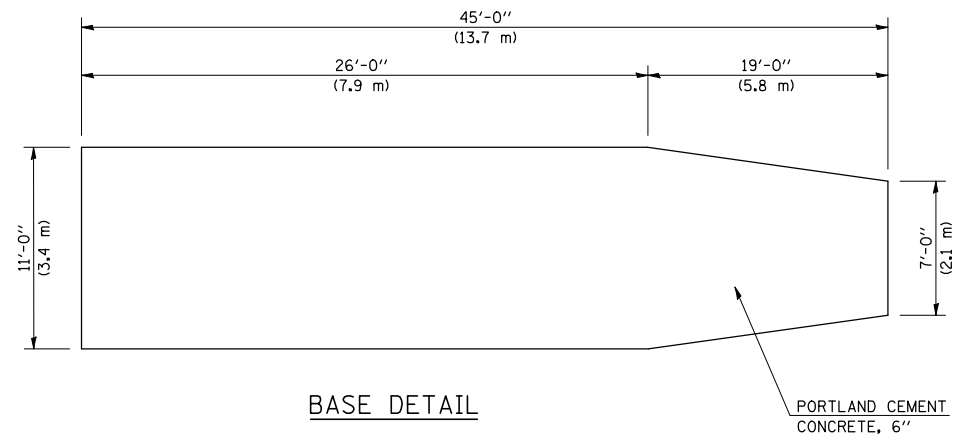
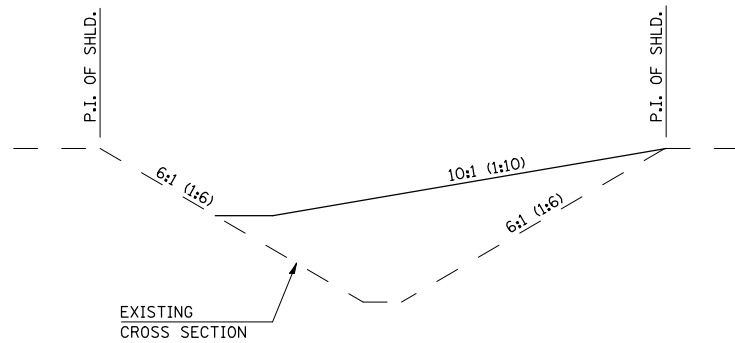
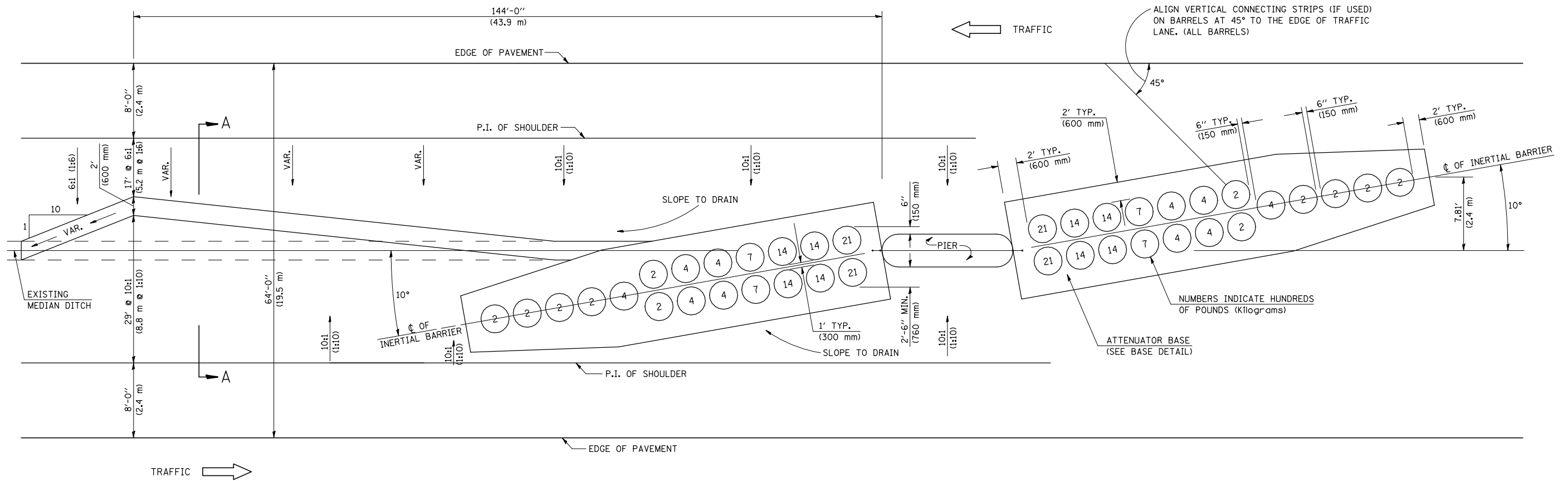
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	37
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70109	

70 MPH (110 km/h) DESIGN - 64' (19.5 m) MEDIAN



GENERAL NOTES

1. ALL 10:1 (1:10) SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 10:1 (1:10) OR FLATTER.
2. THE SLOPES AS SHOWN ON THIS DETAIL SHALL APPLY TO BOTH ENDS OF THE BRIDGE PIERS.
3. THE LENGTH X WIDTH OF MODULE LAYOUT IS 41.0' x 7.0' : 19 MODULES - 14,400 LBS.
(12.5 m x 2.1 m : 19 MODULES - 6532 kg).
4. IN AREAS OF 10:1 (1:10) SLOPES PRECEDING THE ATTENUATOR IN THE MEDIAN INSTALLATION, FOUR OR MORE WOOD POSTS SHALL BE PLACED AT 5' (1.5 m) INTERVALS IN THE MEDIAN \bar{C} . SEE SPECIAL PROVISIONS AND SCHEDULES.

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

DISTRICT 5 DETAIL NO. Z0030150D

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED - 12/08
		CHECKED -	REVISED - 05/11
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IMPACT ATTENUATORS (NON-REDIRECTIVE) TEST LEVEL 3

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

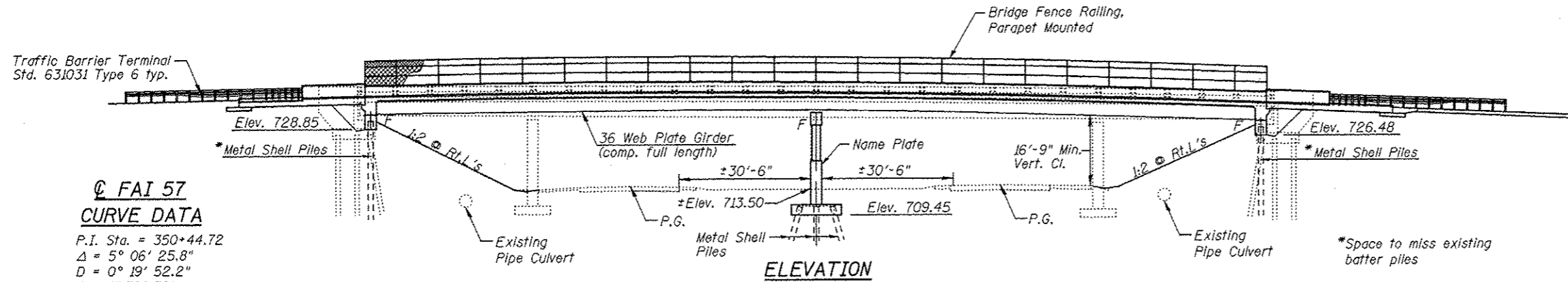
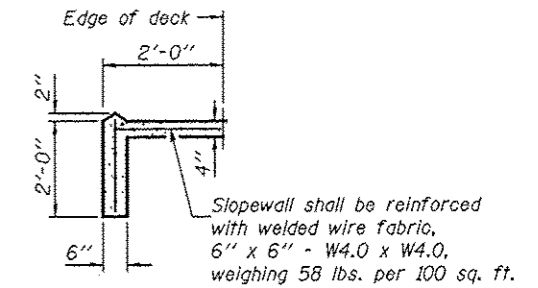
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	38
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Bench Mark: B.M. 4653-2 Chiseled square on the northeast wingwall of S.N. 010-0176: Elevation 734.22.

Existing Structure: S.N. 010-0176 built in 1963 as F.A.I. Route 57 Section (10-32HB-2)BY at Station 25+17.74. The existing structure is a four-span continuous steel girder structure on pile bent abutments and hammer head piers on spread footings. The structure length is 220'-4" bk-to-bk of abutments and 29'-8" out-to-out of deck. The existing structure is to be replaced. Traffic to be maintained utilizing stage construction.

No Salvage

APPROVED
For Structural Adequacy Only
Carl Blodorf
Engineer of Bridges & Structures



SECTION A-A

STATION 350+34.96
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 57 SEC. (10-32HB-2)BY
LOADING HL-93
STRUCTURE NO. 010-0291

NAME PLATE
See Std. 515001

LOADING HL-93

Allow 50 psf. for future wearing surface.

DESIGN SPECIFICATIONS
2010 AASHTO LRFD Bridge Design Specifications
5th Edition with 2010 Interims

DESIGN STRESSES

FIELD UNITS

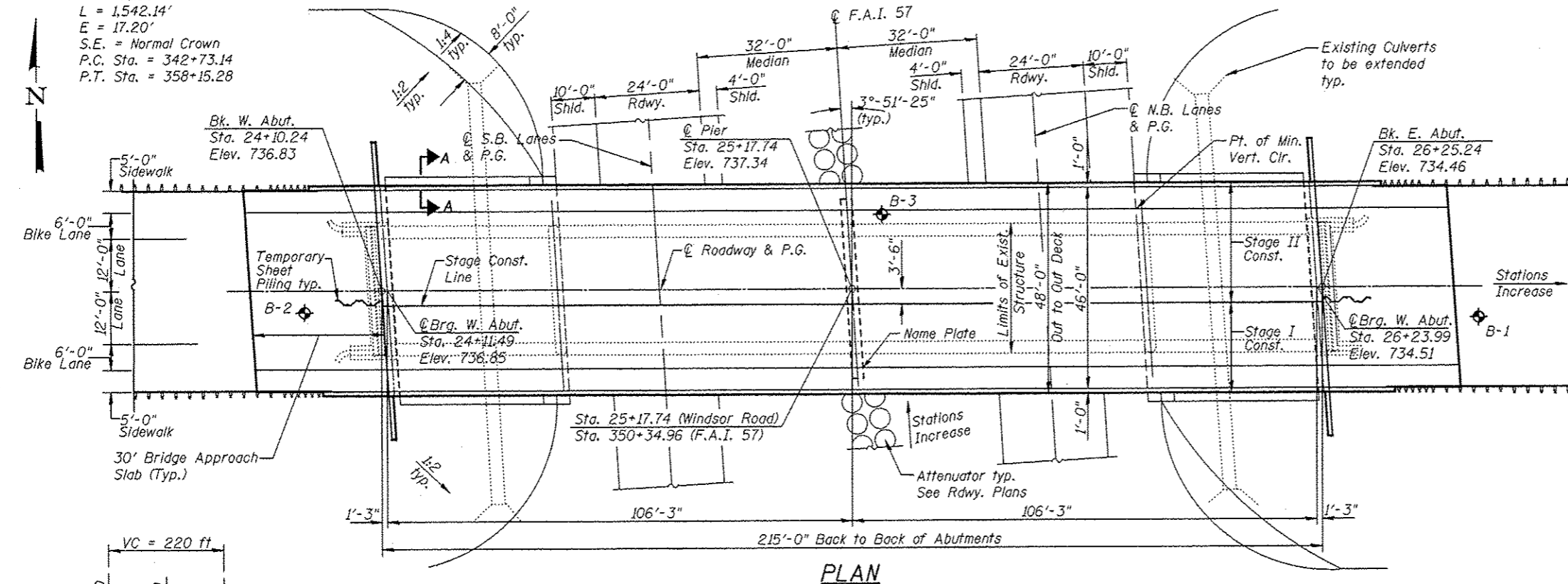
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
 $f_y = 36,000$ psi (M270 Grade 36)

SEISMIC DATA

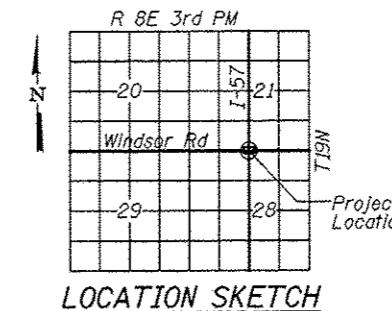
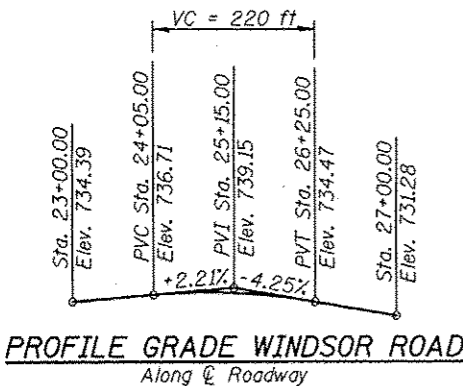
Seismic Performance Zone (SPZ)=1
Design Spectral Acceleration at 1.0 sec. (SD1)=0.138g
Design Spectral Acceleration at 0.2 sec. (SD2)=0.242g
Soil Site Class=D

**FAI 57
CURVE DATA**

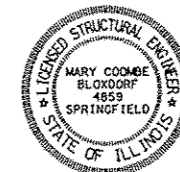
P.I. Sta. = 350+44.72
 $\Delta = 5^\circ 06' 25.8"$
 $D = 0^\circ 19' 52.2"$
 $R = 17,300.78'$
 $T = 771.58'$
 $L = 1,542.14'$
 $E = 17.20'$
S.E. = Normal Crown
P.C. Sta. = 342+73.14
P.T. Sta. = 358+15.28



PLAN



GENERAL PLAN
WINDSOR ROAD OVER I-57
F.A.I. 57 - SEC. (10-32HB-2)BY
CHAMPAIGN COUNTY
STATION 350+34.96
STRUCTURE NO. 010-0291



Mary Coombe Bloxdorf
ILLINOIS STRUCTURAL NO. 4859
EXPIRES 11/30/12
DATE: 08/13/12

FILE NAME: 10-32HB-2-10-0291-01.dwg
DATE: 8/13/2012
PROJECT NO: 010-0291

Coombe-Bloxdorf P.C.
CIVIL ENGINEERS-
STRUCTURAL ENGINEERS-
LAND SURVEYORS
Design Firm License No. 184-002703

USER NAME = _MML_	DESIGNED - GJB	REVISED -
PLOT SCALE = 0.2,000000 1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/13/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	39
CONTRACT NO. 70109				
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Notes & Total Bill of Material
- 3 Stage Construction Details
- 4 Temporary Concrete Barrier for Stage Construction
- 5-7 Top of Slab Elevations
- 8 Top of West Approach Slab Elevations
- 9 Top of East Approach Slab Elevations
- 10 Superstructure
- 11 Superstructure Details
- 12 Integral Abutment Diaphragm Details
- 13-15 Bridge Approach Slab Details
- 16 Bridge Fence Railing Parepet Mounted
- 17 Framing Plan
- 18 Structural Steel
- 19 Bearing Details
- 20 West Abutment
- 21 East Abutment
- 22 Pier
- 23 Bar Splicer Details
- 24 Metal Shell Pile Details
- 25-27 Boring Logs

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts 7/8" diameter, holes 15/16" diameter, unless otherwise noted.

Calculated weight of Structural Steel = 38,200 lbs. M270 Gr. 36 and 404,910 M270 Gr. 50

No field welding is permitted except as specified in contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be light gray, Munsell No. 10Y 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

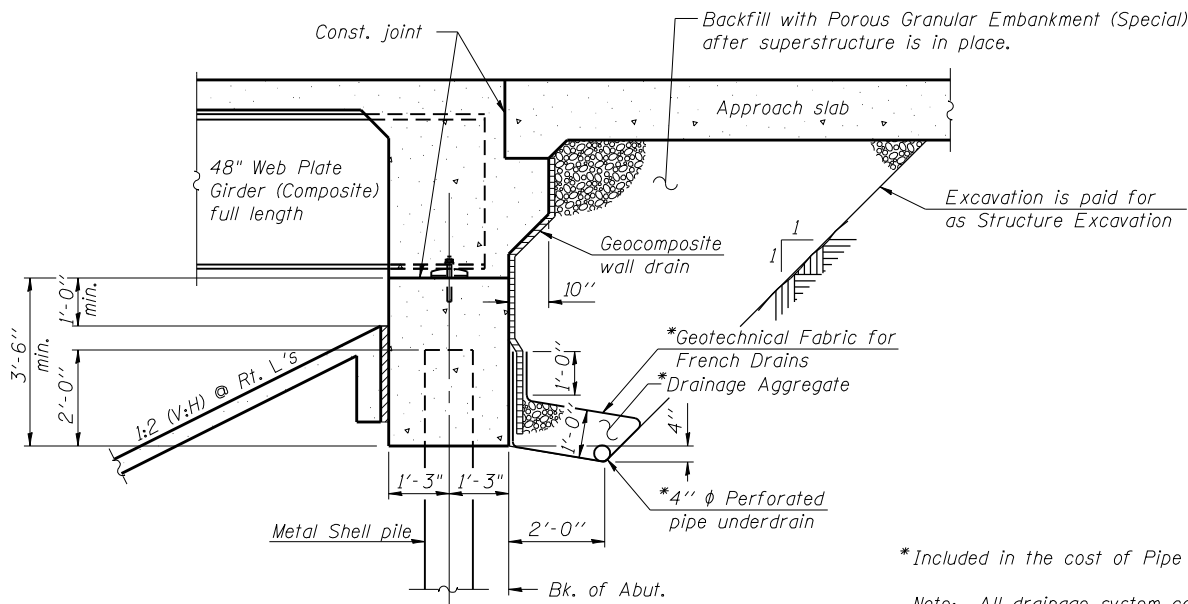
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Slipforming of parapets is not allowed.

TOTAL BILL OF MATERIAL

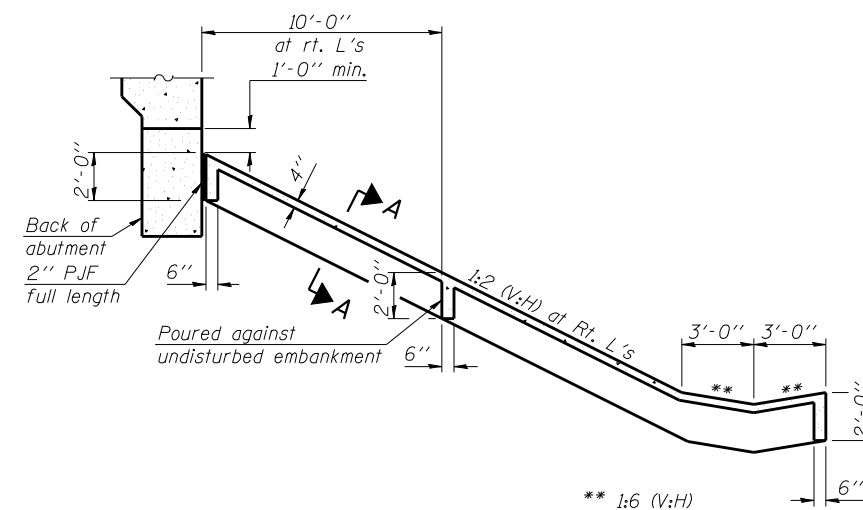
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		167	167
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		223	223
Concrete Structures	Cu. Yd.		169.1	169.1
Concrete Superstructure	Cu. Yd.	560.7		560.7
Bridge Deck Grooving	Sq. Yd.	1040		1040
Protective Coat	Sq. Yd.	1612		1612
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4995		4995
Reinforcement Bars, Epoxy Coated	Lb.	109,080	26,590	135,670
Bar Splicers	Each	886	161	1047
Bridge Fence Railing	Foot	430		430
Slopedwall 4 inch	Sq. Yd.		495	495
Pile Shoes	Each		41	41
Test Pile Metal Shells	Each		3	3
Furnishing Metal Shell Piles 14" x 0.312"	Foot		1846	1846
Driving Piles	Foot		1846	1846
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	36		36
Anchor Bolts, 1 1/4"	Each	18		18
Geocomposite Wall Drain	Sq. Yd.		85	85
Temporary Sheet Piling	Sq. Ft.		385	385
Pipe Underdrains for Structures 4"	Foot		171	171
Temporary Support System Location 1	Each		1	1
Temporary Support System Location 2	Each		1	1
Temporary Support System Location 3	Each		1	1
Mechanical Splicers	Each		56	56
Protective Shield	Sq. Yd.	624		624



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrain for Structures.

Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)



SECTION THRU CONCRETE SLOPEWALL

FILE NAME = 710109_022.gen-notest.dgn
CB PROJECT NO. 8070-7

Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 10:8.000000 "1" / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 9/26/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

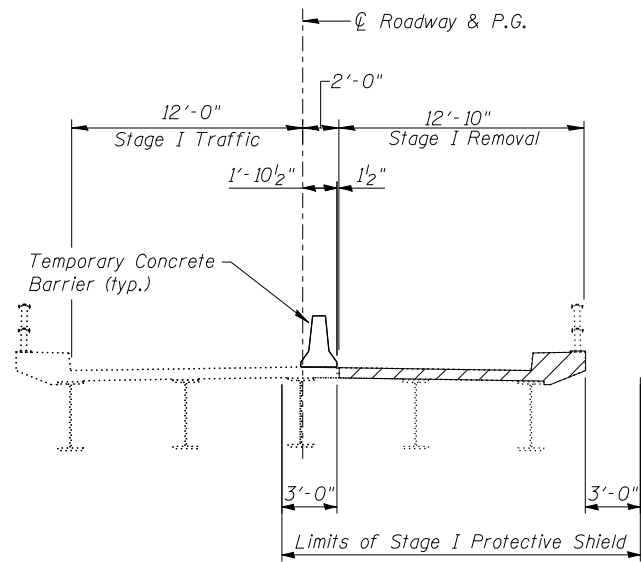
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NO. 010-0291**

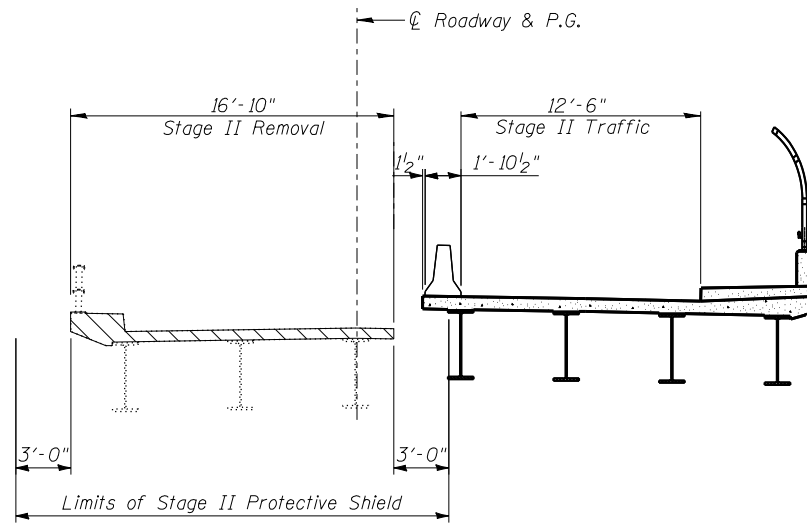
SHEET NO. 2 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	40
CONTRACT NO. 70109				

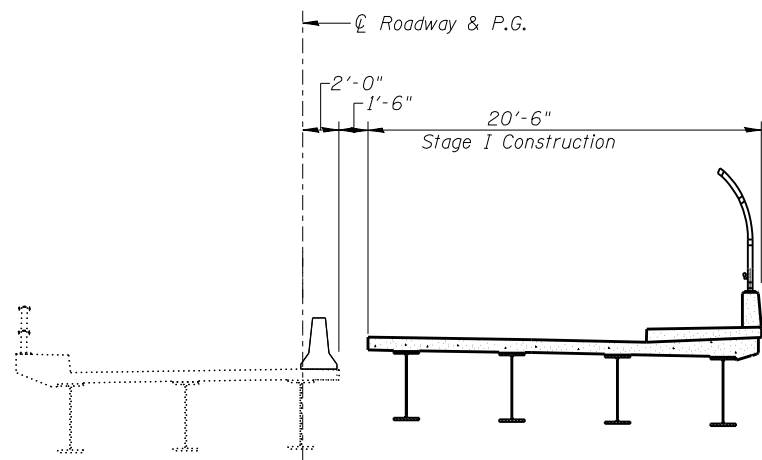
ILLINOIS FED. AID PROJECT



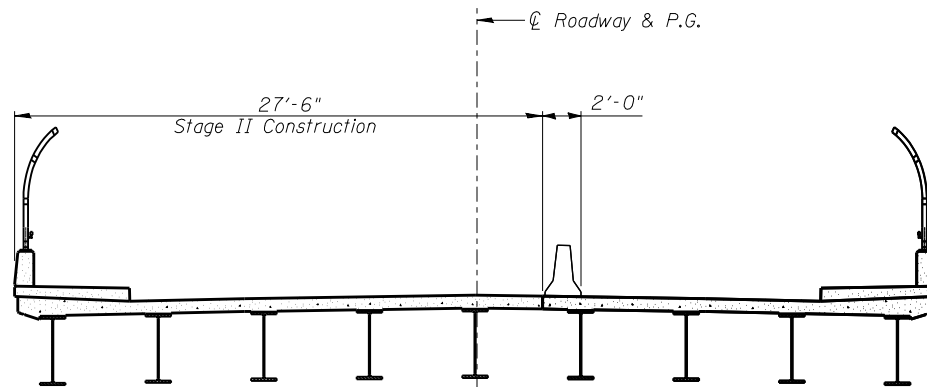
STAGE I REMOVAL
(Looking East)



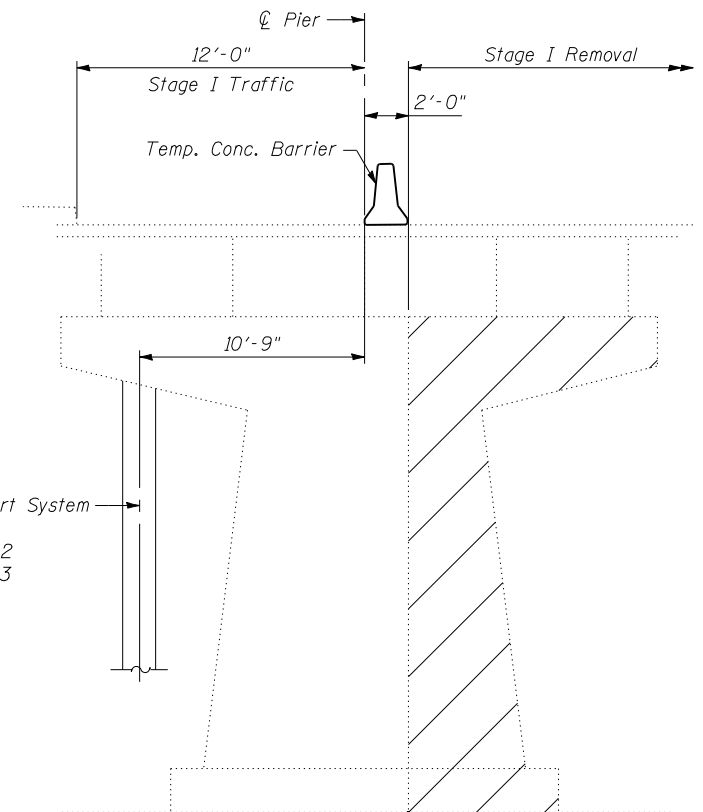
STAGE II REMOVAL
(Looking East)



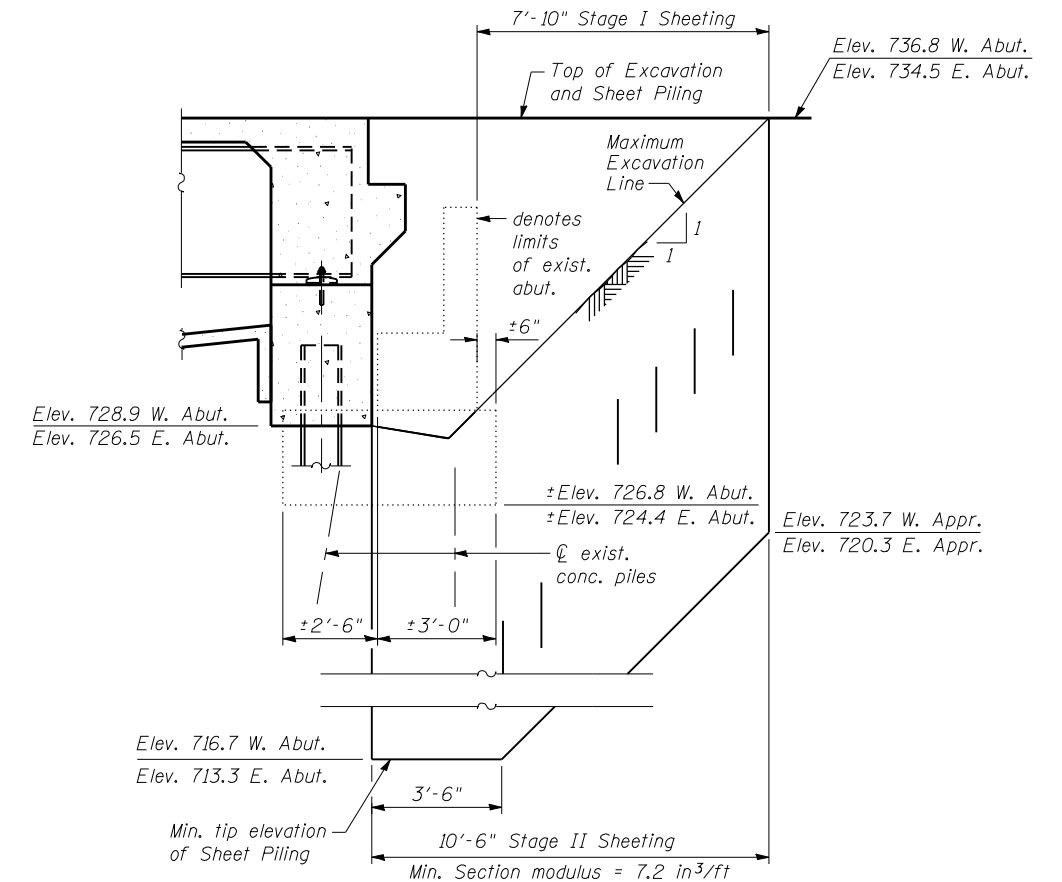
STAGE I CONSTRUCTION
(Looking East)



STAGE II CONSTRUCTION
(Looking East)



TEMPORARY SUPPORT SYSTEM AT PIERS
(Looking East)



TEMPORARY SHEET PILING

STAGE CONSTRUCTION SEQUENCE

1. Direct Stage I traffic as shown.
2. Drive Stage I Temporary Sheet Piling and install temporary support system at piers and proceed with Stage I Removal.
3. Proceed with Stage I Construction.
4. Direct Stage II Traffic as shown.
5. Relocate Stage I Sheet Piling as necessary for Stage II Sheet Piling.
6. Proceed with Stage II Removal and Construction.

Notes:
For quantity of Temporary Concrete Barrier, see roadway plans.
Hatched area indicates Removal of Existing Structures.
If the Contractor chooses to alter the temporary sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
Each temporary support shall be capable of supporting a Factored vertical load of 200 kips (150 kips dead load) and a Factored lateral load of 20 kips.
The temporary supports shall be in place prior to Stage I Removal and shall remain in place until Stage II Superstructure Removal is completed.
See Special Provisions for Temporary Support System.
Protective shield shall extend from CL Pier 1 to CL Pier 3.

FILE NAME = 71095_003-stage construction.dgn
CB PROJECT NO. 09870-7

Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 0:2.000000 '1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

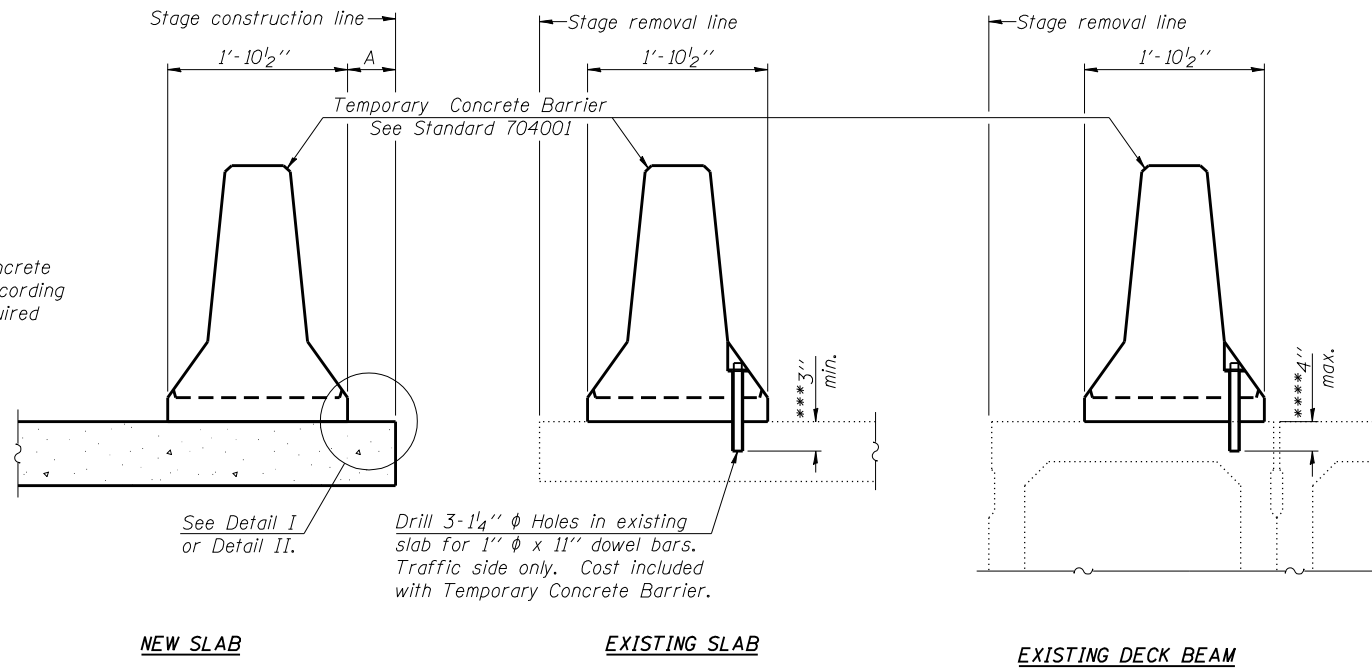
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 010-0291

SHEET NO. 3 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	41
			CONTRACT NO. 70109	
ILLINOIS FED. AID PROJECT				

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

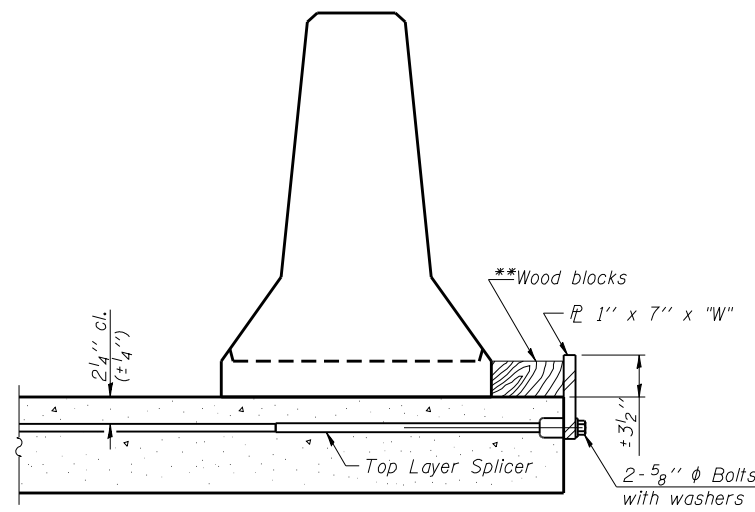
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

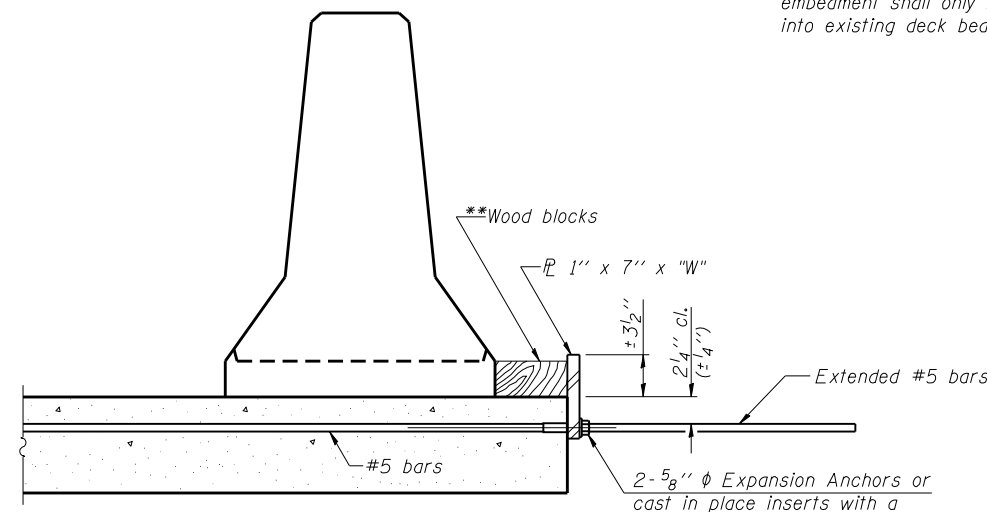
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

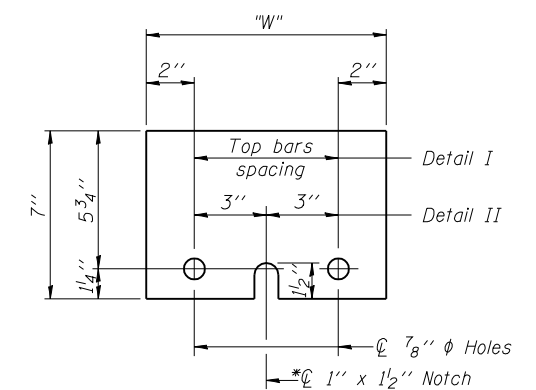
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

FILE NAME = 70109_004-temp-conc-barrier.dgn
CB PROJECT NO. 090707

R-27

7-1-10

Coombes-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

USER NAME = .MML.
PLOT SCALE = 0:2.000000 '1' / IN.
PLOT DATE = 8/10/2012

DESIGNED - GJB
CHECKED - RKM
DRAWN - CFC
CHECKED - RKM/MCB

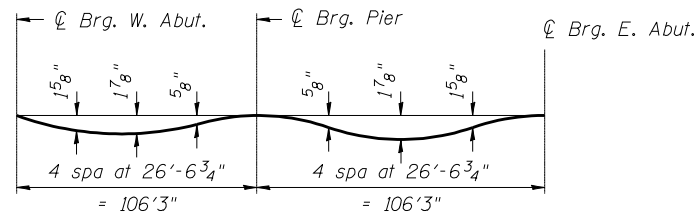
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 010-0291**

SHEET NO. 4 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	42
			CONTRACT NO. 70109	
ILLINOIS FED. AID PROJECT				

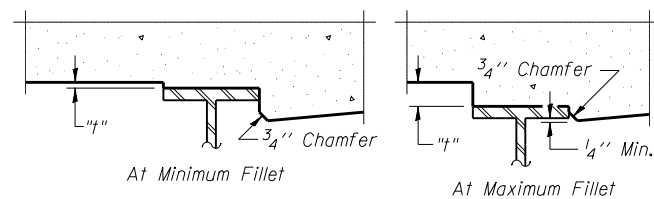


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

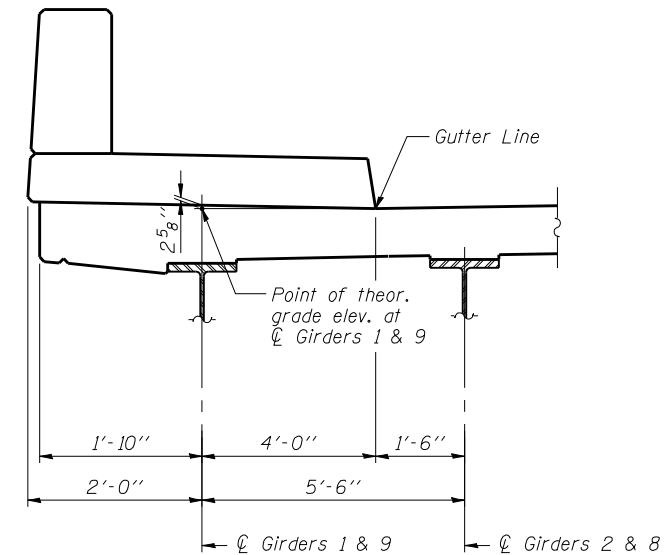
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 6 and 7 of 27.



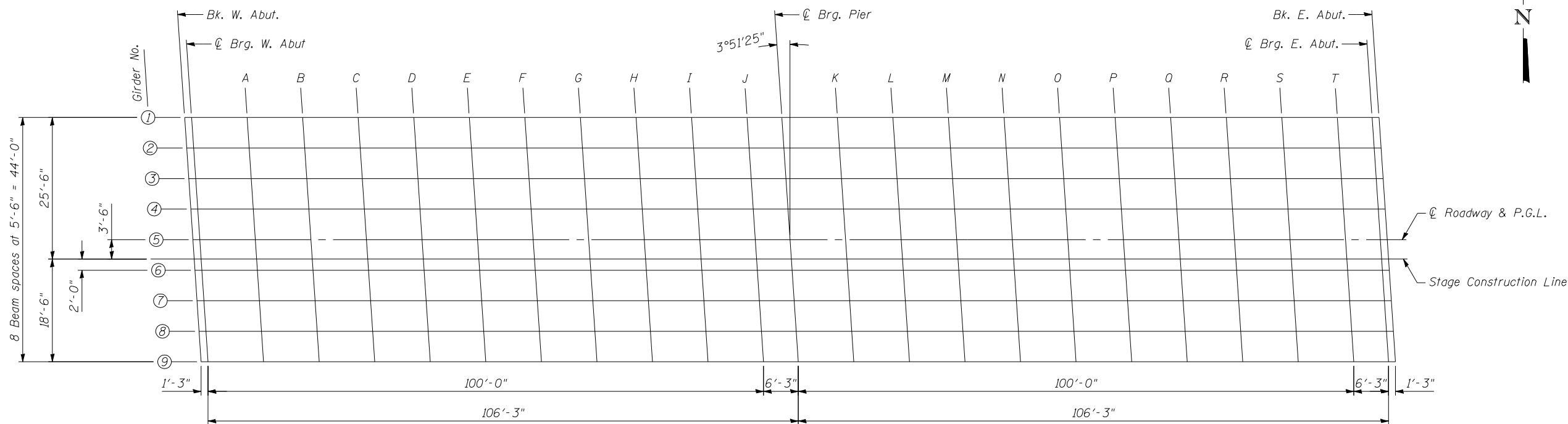
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 and 7 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



SECTION THRU SIDEWALK

(Looking East)



Note:
Offsets measured from G Roadway

FILE NAME = 71019-005-1-10-01.dgn
C:\PROJECTS\71019-005-1-10-01\71019-005-1-10-01.dgn
CB PROJECT NO. 09878-7

E-S 7-1-10

Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 21:4.000000 "1" / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 010-0291**

SHEET NO. 5 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPIAGN	81	43
			CONTRACT NO. 70109	
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2408.76	-22.00	736.40	736.40
CL W. Abut. Brg	2410.01	-22.00	736.43	736.43
A	2420.01	-22.00	736.62	736.68
B	2430.01	-22.00	736.78	736.89
C	2440.01	-22.00	736.92	737.06
D	2450.01	-22.00	737.02	737.17
E	2460.01	-22.00	737.09	737.24
F	2470.01	-22.00	737.14	737.27
G	2480.01	-22.00	737.16	737.25
H	2490.01	-22.00	737.14	737.20
I	2500.01	-22.00	737.10	737.12
J	2510.01	-22.00	737.03	737.02
CL Pier	2516.26	-22.00	736.96	736.96
K	2526.26	-22.00	736.84	736.85
L	2536.26	-22.00	736.69	736.73
M	2546.26	-22.00	736.52	736.58
N	2556.26	-22.00	736.31	736.41
O	2566.26	-22.00	736.07	736.20
P	2576.26	-22.00	735.80	735.95
Q	2586.26	-22.00	735.51	735.66
R	2596.26	-22.00	735.18	735.31
S	2606.26	-22.00	734.82	734.92
T	2616.26	-22.00	734.44	734.48
CL E. Abut. Brg	2622.51	-22.00	734.18	734.18
Back of E. Abut.	2623.76	-22.00	734.13	734.13

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2409.13	-16.50	736.53	736.53
CL W. Abut. Brg	2410.38	-16.50	736.55	736.55
A	2420.38	-16.50	736.74	736.80
B	2430.38	-16.50	736.90	737.01
C	2440.38	-16.50	737.04	737.18
D	2450.38	-16.50	737.14	737.29
E	2460.38	-16.50	737.21	737.36
F	2470.38	-16.50	737.26	737.38
G	2480.38	-16.50	737.27	737.36
H	2490.38	-16.50	737.25	737.31
I	2500.38	-16.50	737.21	737.23
J	2510.38	-16.50	737.14	737.14
CL Pier	2516.63	-16.50	737.08	737.08
K	2526.63	-16.50	736.95	736.96
L	2536.63	-16.50	736.80	736.83
M	2546.63	-16.50	736.62	736.69
N	2556.63	-16.50	736.41	736.52
O	2566.63	-16.50	736.17	736.31
P	2576.63	-16.50	735.91	736.06
Q	2586.63	-16.50	735.61	735.76
R	2596.63	-16.50	735.28	735.41
S	2606.63	-16.50	734.93	735.02
T	2616.63	-16.50	734.54	734.58
CL E. Abut. Brg	2622.88	-16.50	734.28	734.28
Back of E. Abut.	2624.13	-16.50	734.23	734.23

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2409.5	-11.00	736.64	736.64
CL W. Abut. Brg	2410.75	-11.00	736.67	736.67
A	2420.75	-11.00	736.86	736.92
B	2430.75	-11.00	737.02	737.13
C	2440.75	-11.00	737.15	737.29
D	2450.75	-11.00	737.25	737.40
E	2460.75	-11.00	737.32	737.47
F	2470.75	-11.00	737.37	737.49
G	2480.75	-11.00	737.38	737.47
H	2490.75	-11.00	737.36	737.42
I	2500.75	-11.00	737.32	737.34
J	2510.75	-11.00	737.24	737.24
CL Pier	2517	-11.00	737.18	737.18
K	2527	-11.00	737.06	737.06
L	2537	-11.00	736.91	736.94
M	2547	-11.00	736.72	736.79
N	2557	-11.00	736.51	736.62
O	2567	-11.00	736.27	736.41
P	2577	-11.00	736.00	736.16
Q	2587	-11.00	735.71	735.86
R	2597	-11.00	735.38	735.51
S	2607	-11.00	735.02	735.11
T	2617	-11.00	734.63	734.67
CL E. Abut. Brg	2623.25	-11.00	734.38	734.38
Back of E. Abut.	2624.5	-11.00	734.32	734.32

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2409.87	-5.50	736.74	736.74
CL W. Abut. Brg	2411.12	-5.50	736.76	736.76
A	2421.12	-5.50	736.95	737.01
B	2431.12	-5.50	737.11	737.22
C	2441.12	-5.50	737.24	737.38
D	2451.12	-5.50	737.34	737.49
E	2461.12	-5.50	737.41	737.56
F	2471.12	-5.50	737.45	737.58
G	2481.12	-5.50	737.46	737.56
H	2491.12	-5.50	737.45	737.50
I	2501.12	-5.50	737.40	737.42
J	2511.12	-5.50	737.32	737.32
CL Pier	2517.37	-5.50	737.26	737.26
K	2527.37	-5.50	737.14	737.14
L	2537.37	-5.50	736.99	737.02
M	2547.37	-5.50	736.80	736.87
N	2557.37	-5.50	736.59	736.70
O	2567.37	-5.50	736.35	736.49
P	2577.37	-5.50	736.08	736.23
Q	2587.37	-5.50	735.78	735.93
R	2597.37	-5.50	735.45	735.58
S	2607.37	-5.50	735.09	735.18
T	2617.37	-5.50	734.70	734.74
CL E. Abut. Brg	2623.62	-5.50	734.45	734.45
Back of E. Abut.	2624.87	-5.50	734.39	734.39

GIRDER 5, C ROADWAY & PGL

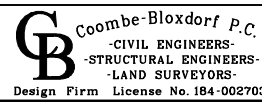
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2410.24	0.00	736.83	736.83
CL W. Abut. Brg	2411.49	0.00	736.86	736.86
A	2421.49	0.00	737.04	737.10
B	2431.49	0.00	737.20	737.31
C	2441.49	0.00	737.33	737.47
D	2451.49	0.00	737.43	737.58
E	2461.49	0.00	737.50	737.65
F	2471.49	0.00	737.54	737.67
G	2481.49	0.00	737.55	737.64
H	2491.49	0.00	737.53	737.59
I	2501.49	0.00	737.48	737.50
J	2511.49	0.00	737.41	737.41
CL Pier	2517.74	0.00	737.34	737.34
K	2527.74	0.00	737.22	737.22
L	2537.74	0.00	737.07	737.10
M	2547.74	0.00	736.88	736.95
N	2557.74	0.00	736.67	736.78
O	2567.74	0.00	736.43	736.56
P	2577.74	0.00	736.16	736.31
Q	2587.74	0.00	735.85	736.00
R	2597.74	0.00	735.52	735.65
S	2607.74	0.00	735.16	735.26
T	2617.74	0.00	734.78	734.81
CL E. Abut. Brg	2623.99	0.00	734.52	734.52
Back of E. Abut.	2625.24	0.00	734.46	734.46

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2410.48	3.5	736.78	736.78
CL W. Abut. Brg	2411.73	3.5	736.81	736.81
A	2421.73	3.5	736.99	737.05
B	2431.73	3.5	737.15	737.26
C	2441.73	3.5	737.28	737.42
D	2451.73	3.5	737.38	737.53
E	2461.73	3.5	737.45	737.59
F	2471.73	3.5	737.49	737.61
G	2481.73	3.5	737.50	737.59
H	2491.73	3.5	737.48	737.53
I	2501.73	3.5	737.43	737.45
J	2511.73	3.5	737.35	737.35
CL Pier	2517.98	3.5	737.29	737.29
K	2527.98	3.5	737.16	737.17
L	2537.98	3.5	737.01	737.04
M	2547.98	3.5	736.82	736.89
N	2557.98	3.5	736.61	736.72
O	2567.98	3.5	736.37	736.50
P	2577.98	3.5	736.09	736.25
Q	2587.98	3.5	735.79	735.94
R	2597.98	3.5	735.46	735.59
S	2607.98	3.5	735.10	735.19
T	2617.98	3.5	734.71	734.75
CL E. Abut. Brg	2624.23	3.5	734.45	734.45
Back of E. Abut.	2625.48	3.5	734.40	734.40

E-S 7-1-10

FILE NAME = 71019-010-006-105-01-02.dgn
 USER = JTB
 PROJECT NO. 090707



USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 0:2.000000 '1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 010-0291**

SHEET NO. 6 OF 27 SHEETS

F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 44
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2410.61	5.50	736.75	736.75
CL W. Abut. Brg	2411.86	5.50	736.78	736.78
A	2421.86	5.50	736.96	737.02
B	2431.86	5.50	737.12	737.23
C	2441.86	5.50	737.25	737.39
D	2451.86	5.50	737.35	737.50
E	2461.86	5.50	737.41	737.56
F	2471.86	5.50	737.45	737.58
G	2481.86	5.50	737.46	737.56
H	2491.86	5.50	737.44	737.50
I	2501.86	5.50	737.40	737.42
J	2511.86	5.50	737.32	737.32
CL Pier	2518.11	5.50	737.25	737.25
K	2528.11	5.50	737.13	737.13
L	2538.11	5.50	736.97	737.01
M	2548.11	5.50	736.79	736.86
N	2558.11	5.50	736.57	736.68
O	2568.11	5.50	736.33	736.47
P	2578.11	5.50	736.06	736.21
Q	2588.11	5.50	735.76	735.91
R	2598.11	5.50	735.43	735.56
S	2608.11	5.50	735.06	735.16
T	2618.11	5.50	734.67	734.71
CL E. Abut. Brg	2624.36	5.50	734.42	734.42
Back of E. Abut.	2625.61	5.50	734.36	734.36

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2410.98	11.00	736.67	736.67
CL W. Abut. Brg	2412.23	11.00	736.70	736.70
A	2422.23	11.00	736.88	736.94
B	2432.23	11.00	737.04	737.15
C	2442.23	11.00	737.17	737.31
D	2452.23	11.00	737.26	737.42
E	2462.23	11.00	737.33	737.48
F	2472.23	11.00	737.37	737.49
G	2482.23	11.00	737.38	737.47
H	2492.23	11.00	737.36	737.41
I	2502.23	11.00	737.31	737.33
J	2512.23	11.00	737.23	737.23
CL Pier	2518.48	11.00	737.16	737.16
K	2528.48	11.00	737.04	737.04
L	2538.48	11.00	736.88	736.91
M	2548.48	11.00	736.70	736.76
N	2558.48	11.00	736.48	736.59
O	2568.48	11.00	736.24	736.37
P	2578.48	11.00	735.96	736.11
Q	2588.48	11.00	735.66	735.81
R	2598.48	11.00	735.33	735.46
S	2608.48	11.00	734.97	735.06
T	2618.48	11.00	734.57	734.61
CL E. Abut. Brg	2624.73	11.00	734.31	734.31
Back of E. Abut.	2625.98	11.00	734.26	734.26

GIRDER 8

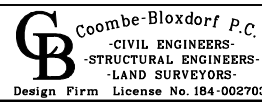
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2411.35	16.50	736.57	736.57
CL W. Abut. Brg	2412.6	16.50	736.60	736.60
A	2422.6	16.50	736.78	736.84
B	2432.6	16.50	736.94	737.04
C	2442.6	16.50	737.06	737.20
D	2452.6	16.50	737.16	737.31
E	2462.6	16.50	737.22	737.37
F	2472.6	16.50	737.26	737.39
G	2482.6	16.50	737.27	737.36
H	2492.6	16.50	737.25	737.30
I	2502.6	16.50	737.20	737.22
J	2512.6	16.50	737.12	737.12
CL Pier	2518.85	16.50	737.05	737.05
K	2528.85	16.50	736.92	736.93
L	2538.85	16.50	736.77	736.80
M	2548.85	16.50	736.58	736.65
N	2558.85	16.50	736.36	736.47
O	2568.85	16.50	736.12	736.25
P	2578.85	16.50	735.84	735.99
Q	2588.85	16.50	735.54	735.69
R	2598.85	16.50	735.20	735.33
S	2608.85	16.50	734.84	734.93
T	2618.85	16.50	734.45	734.49
CL E. Abut. Brg	2625.1	16.50	734.19	734.19
Back of E. Abut.	2626.35	16.50	734.14	734.14

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of W. Abut.	2411.72	22.00	736.47	736.47
CL W. Abut. Brg	2412.97	22.00	736.49	736.49
A	2422.97	22.00	736.67	736.73
B	2432.97	22.00	736.83	736.93
C	2442.97	22.00	736.95	737.09
D	2452.97	22.00	737.05	737.20
E	2462.97	22.00	737.11	737.26
F	2472.97	22.00	737.15	737.27
G	2482.97	22.00	737.15	737.25
H	2492.97	22.00	737.13	737.19
I	2502.97	22.00	737.08	737.10
J	2512.97	22.00	737.00	737.00
CL Pier	2519.22	22.00	736.93	736.93
K	2529.22	22.00	736.80	736.81
L	2539.22	22.00	736.64	736.68
M	2549.22	22.00	736.46	736.53
N	2559.22	22.00	736.24	736.35
O	2569.22	22.00	735.99	736.13
P	2579.22	22.00	735.72	735.87
Q	2589.22	22.00	735.41	735.56
R	2599.22	22.00	735.08	735.21
S	2609.22	22.00	734.71	734.80
T	2619.22	22.00	734.32	734.36
CL E. Abut. Brg	2625.47	22.00	734.06	734.06
Back of E. Abut.	2626.72	22.00	734.01	734.01

E-S 7-1-10

FILE NAME = 70109-0291-007-1-10-03.dgn
 PROJECT NO. 090707



USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 0:2.000000 '1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 010-0291**

SHEET NO. 7 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	45
			CONTRACT NO. 70109	
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App	2379.02	-18.00	735.82
A	2389.02	-18.00	736.04
B	2399.02	-18.00	736.27
E. End of W. App	2409.02	-18.00	736.49

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App	2379.43	-12.00	735.96
A	2389.43	-12.00	736.18
B	2399.43	-12.00	736.40
E. End of W. App	2409.43	-12.00	736.63

CENTERLINE ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App	2380.24	0.00	736.16
A	2390.24	0.00	736.38
B	2400.24	0.00	736.61
E. End of W. App	2410.24	0.00	736.83

STAGE CONSTRUCTION LINE

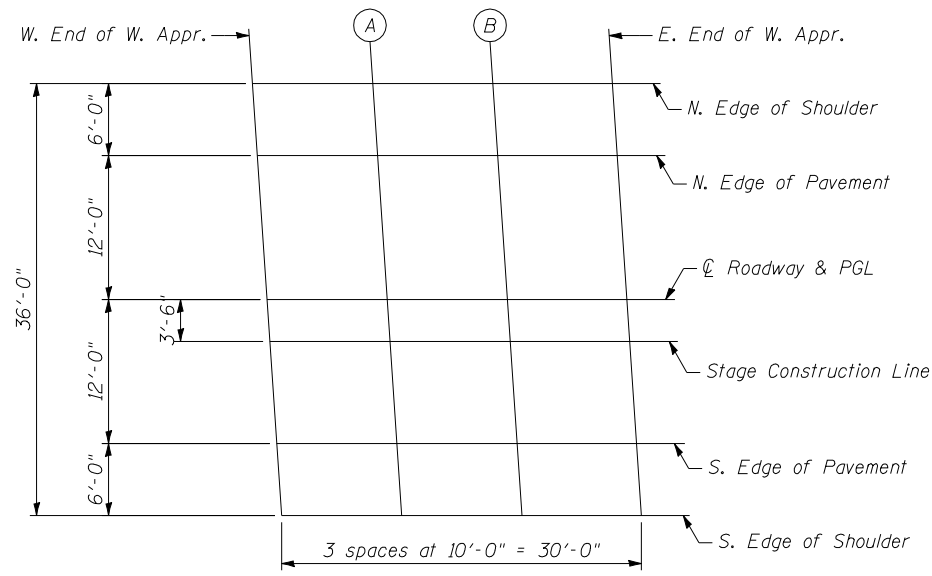
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App	2380.48	3.50	736.11
A	2390.48	3.50	736.33
B	2400.48	3.50	736.56
E. End of W. App	2410.48	3.50	736.78

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App	2381.05	12.00	735.99
A	2391.05	12.00	736.21
B	2401.05	12.00	736.44
E. End of W. App	2411.05	12.00	736.66

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App	2381.46	18.00	735.88
A	2391.46	18.00	736.10
B	2401.46	18.00	736.32
E. End of W. App	2411.46	18.00	736.54



PLAN

FILE NAME = 70109_008_105_01-w appr.dgn
 PROJECT NO. 09070-7

Coome-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 16:0.000000 '1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 010-0291**

SHEET NO. 8 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	46
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App	2624.03	-18.00	734.20
A	2634.03	-18.00	733.77
B	2644.03	-18.00	733.35
E. End of E. App	2654.03	-18.00	732.92

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App	2624.43	-12.00	734.31
A	2634.43	-12.00	733.88
B	2644.43	-12.00	733.46
E. End of E. App	2654.43	-12.00	733.03

CENTERLINE ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App	2625.24	0.00	734.46
A	2635.24	0.00	734.03
B	2645.24	0.00	733.61
E. End of E. App	2655.24	0.00	733.18

STAGE CONSTRUCTION LINE

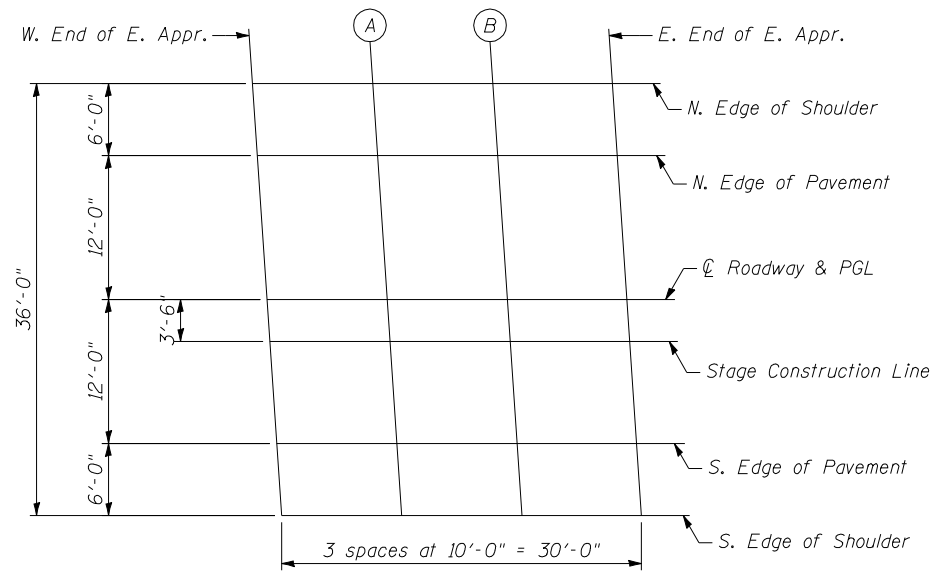
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App	2625.48	3.50	734.39
A	2635.48	3.50	733.97
B	2645.48	3.50	733.54
E. End of E. App	2655.48	3.50	733.12

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App	2626.05	12.00	734.24
A	2636.05	12.00	733.81
B	2646.05	12.00	733.39
E. End of E. App	2656.05	12.00	732.96

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App	2626.45	18.00	734.09
A	2636.45	18.00	733.67
B	2646.45	18.00	733.24
E. End of E. App	2656.45	18.00	732.82



PLAN

FILE NAME = 70109_009_105_01_e_app.dgn
 PROJECT NO. 090707

Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 16:0.000000 '1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
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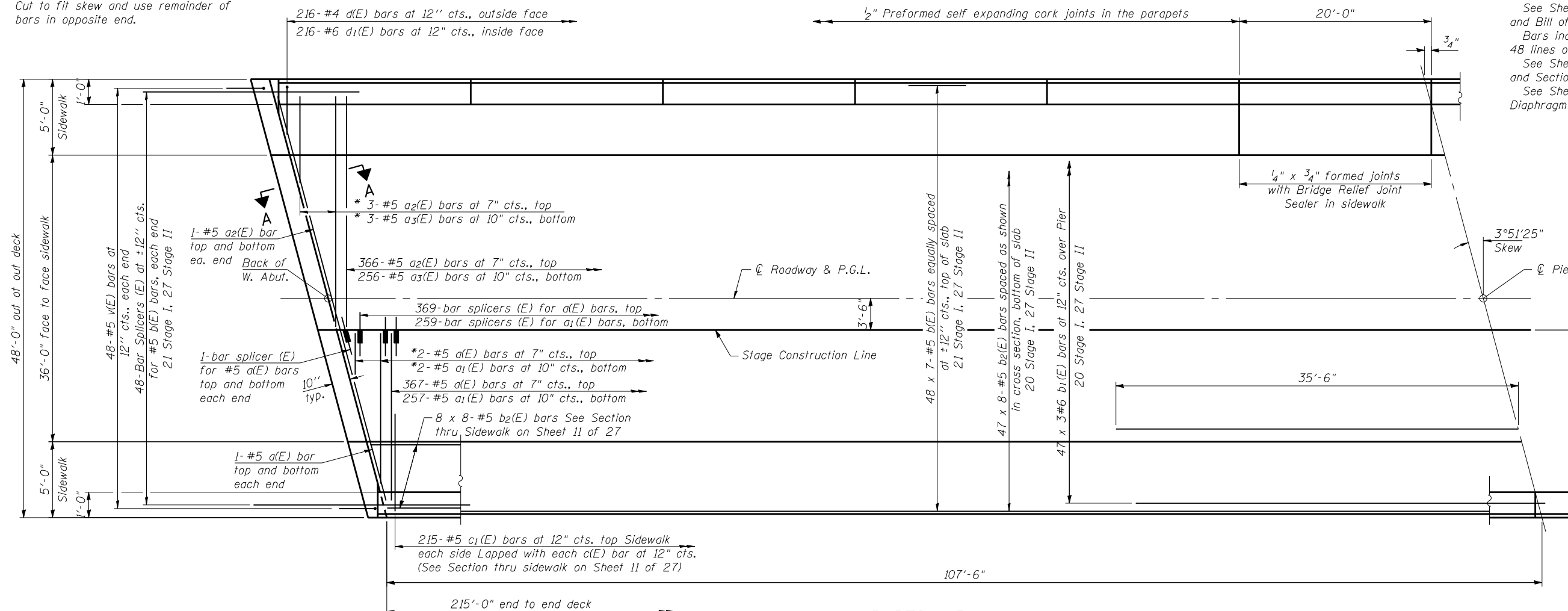
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 010-0291**

SHEET NO. 9 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	47
CONTRACT NO. 70109				
ILLINOIS FED. AID PROJECT				

* Order a(E) thru a3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

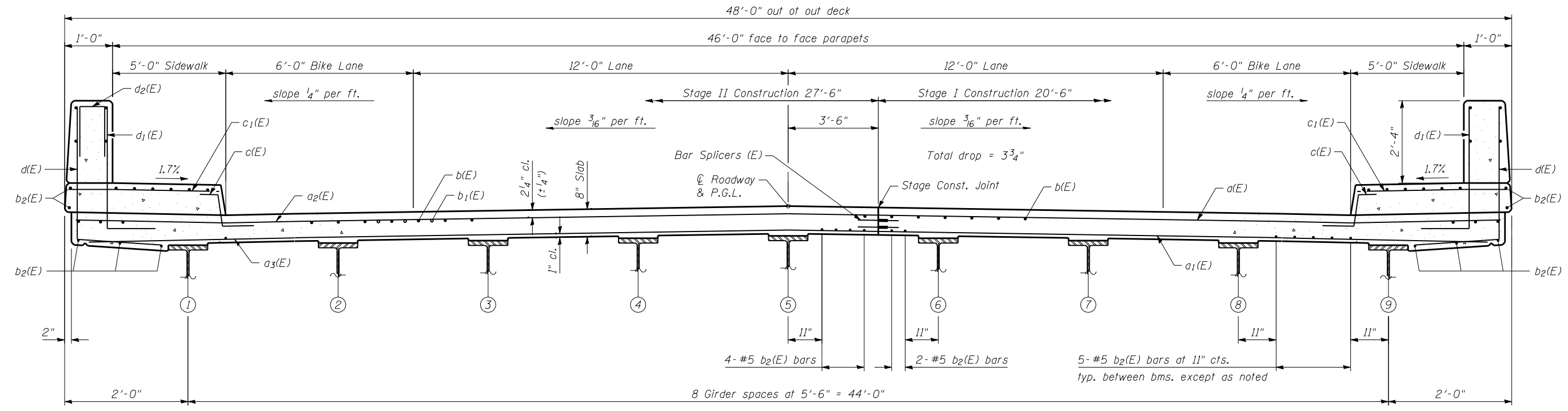


Notes:
 See Sheet 11 of 27 for superstructure details and Bill of Material.
 Bars indicated thus 48 x 7-#5 etc. indicates 48 lines of bars with 7 lengths per line.
 See Sheet 11 of 27 for parapet reinforcement, and Section thru sidewalk & parapet.
 See Sheet 12 of 27 for Section A-A and Diaphragm Details.



MIN. BAR LAP
 #5 bar = 2'-7"
 #6 bars = 3'-1"

PARTIAL PLAN



NEAR PIER

CROSS SECTION
 (Looking East)

NEAR MIDSPAN

FILE NAME = 71019_010-10-10-2012-structure.dgn
 CB PROJECT NO. 09078-7

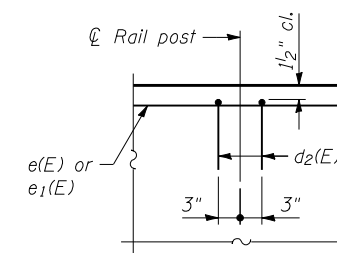
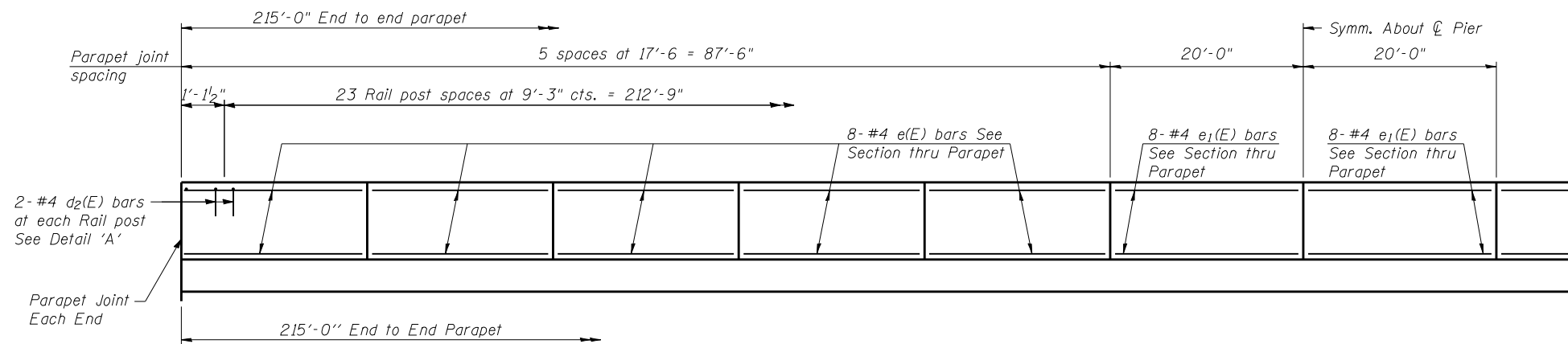
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SUPERSTRUCTURE
STRUCTURE NO. 010-0291
 SHEET NO. 10 OF 27 SHEETS

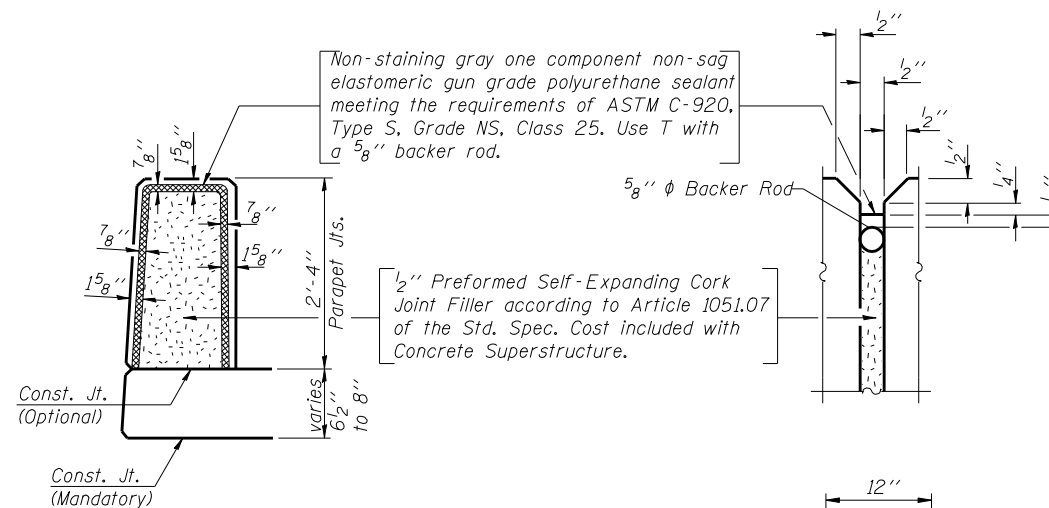
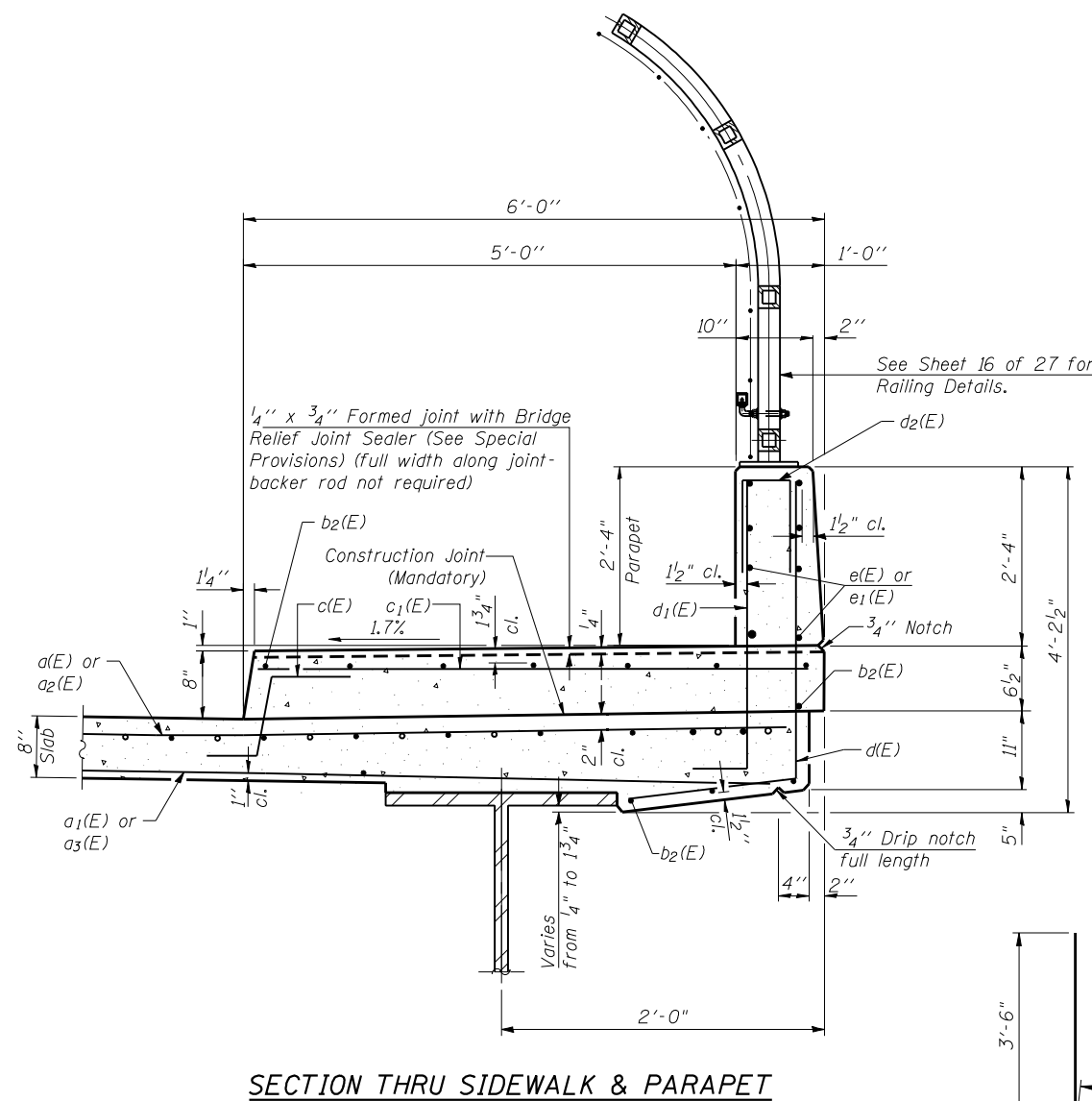
F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 48
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	



INSIDE ELEVATION OF PARAPET

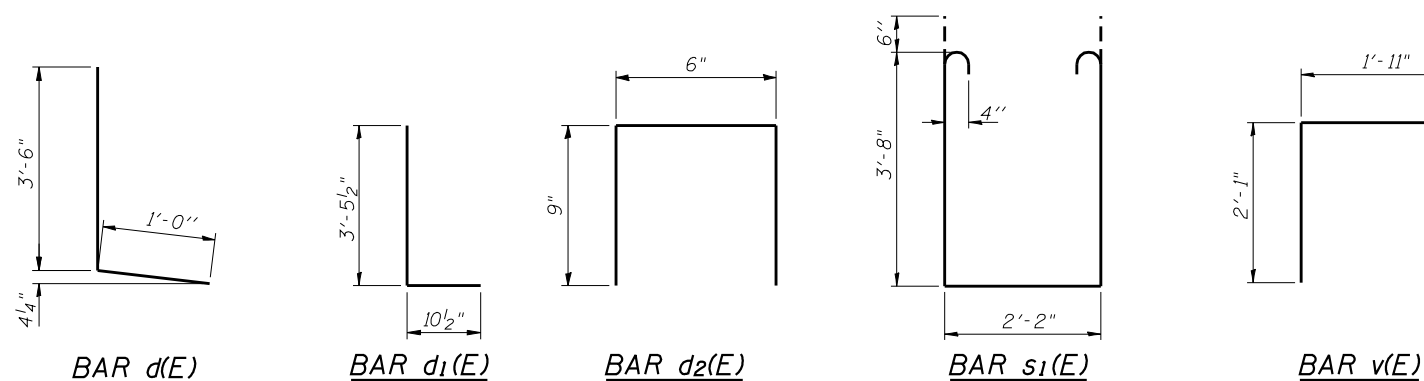
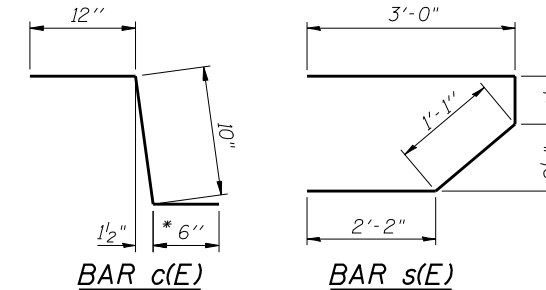
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	373	#5	20'-0"	—
a1(E)	259	#5	19'-6"	—
a2(E)	373	#5	27'-0"	—
a3(E)	259	#5	26'-6"	—
b(E)	336	#5	32'-11"	—
b1(E)	141	#6	25'-9"	—
b2(E)	504	#5	29'-3"	—
c(E)	430	#5	2'-4"	⌋
c1(E)	430	#5	5'-8"	⌋
d(E)	432	#4	4'-5"	L
d1(E)	432	#6	4'-4"	L
d2(E)	96	#4	2'-0"	⌋
e(E)	160	#4	17'-2"	—
e1(E)	32	#4	19'-8"	—
m(E)	10	#6	20'-3"	—
m1(E)	20	#6	8'-10"	—
m2(E)	14	#6	5'-2"	—
m3(E)	4	#6	1'-8"	—
m4(E)	10	#6	27'-3"	—
m5(E)	2	#6	3'-2"	—
m6(E)	12	#6	6'-3"	—
m7(E)	4	#6	7'-9"	—
s(E)	108	#5	6'-10"	⌋
s1(E)	92	#4	10'-6"	⌋
v(E)	96	#5	4'-0"	⌋
Reinforcement Bars, Epoxy Coated		Pound	76,220	
Concrete Superstructure		Cu. Yds.	400.5	



PARAPET JOINT DETAILS

* In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



Bars indicated thus 1 x 6-#8 etc. indicates 1 line of bars with 6 lengths per line.

FILE NAME = 70109_011-100-per-detail.dwg
 CB PROJECT NO. 090707-7

S-D 1-27-12

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PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
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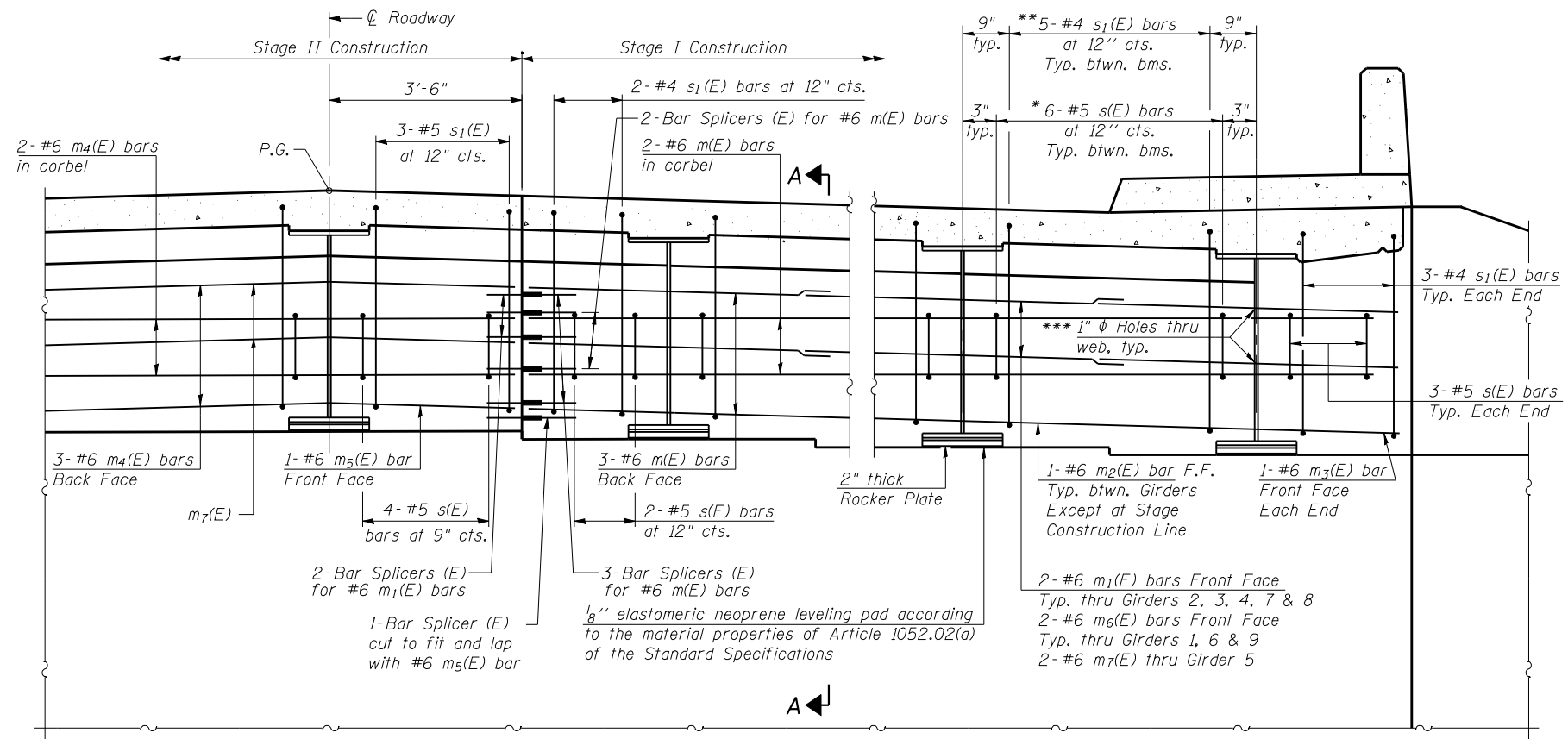
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DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 010-0291**

SHEET NO. 11 OF 27 SHEETS

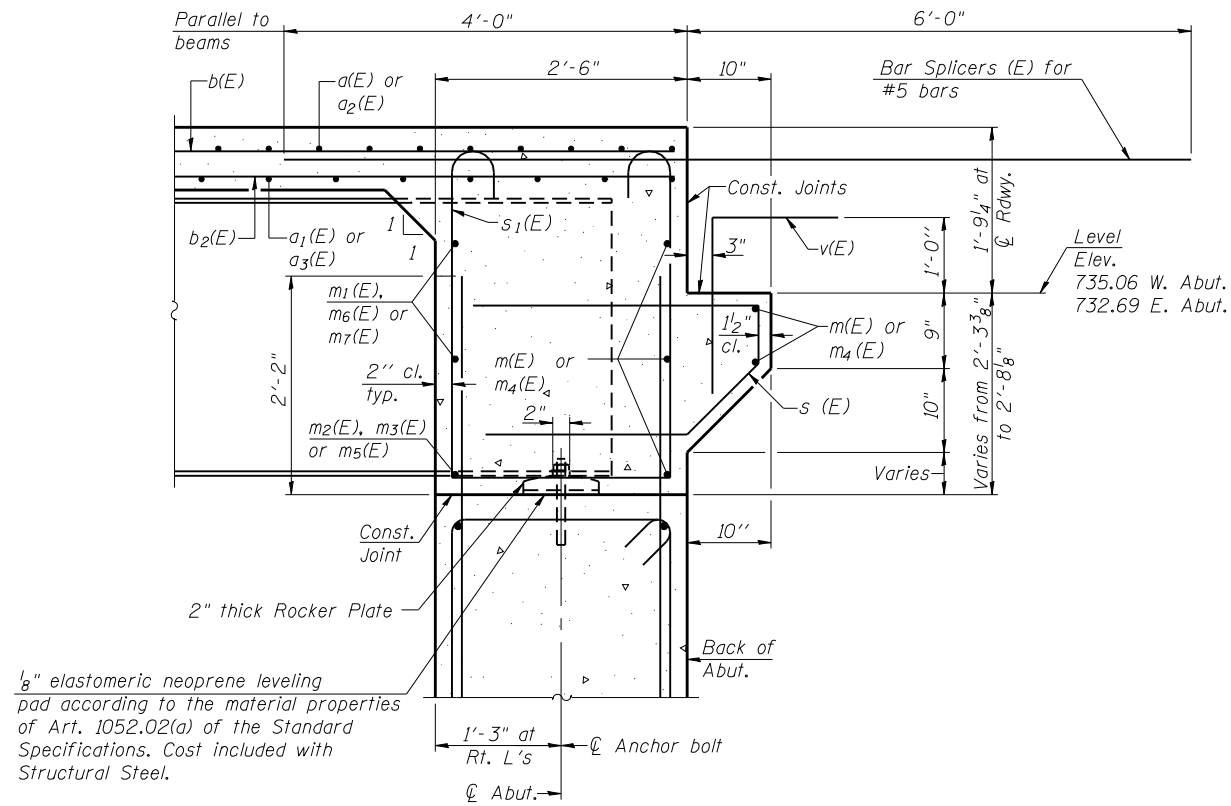
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	49
CONTRACT NO. 70109				

ILLINOIS FED. AID PROJECT



* 23 Stage I, 31 Stage II
 ** 20 Stage I, 26 Stage II
 *** For $m_1(E)$, $m_6(E)$ or $m_7(E)$ bars

DIAPHRAGM ELEVATION AT ABUTMENT
 (Looking East at East Abutment)



Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 27.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 27.
 For details of bars $s(E)$ & $s_1(E)$ see sheet 11 of 27.
 The $s(E)$ and $s_1(E)$ bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.

MIN. BAR LAP
 #6 bar = 3'-4"

SECTION A-A

Dimensions at right angles to abutment, except as shown.

FILE NAME = 70109_012-d:\psh-egm-dt\11.dgn
 CB PROJECT NO. 09070-7

SI-DS1

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INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 010-0291

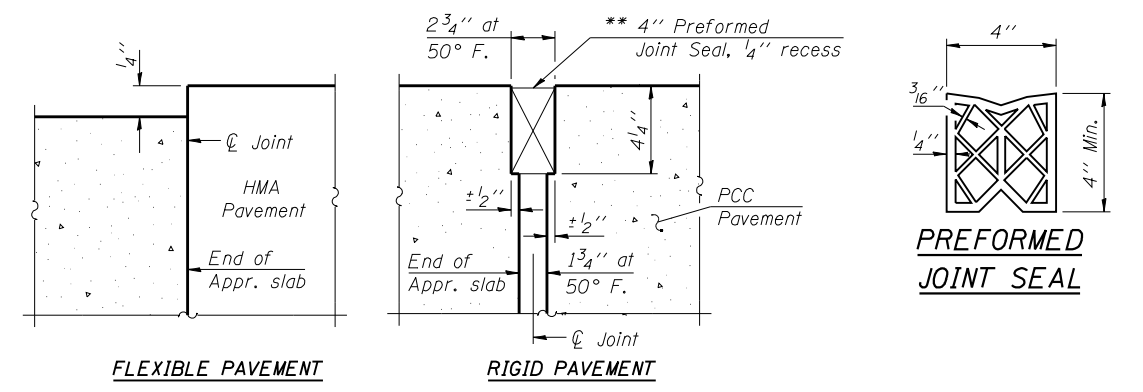
SHEET NO. 12 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	50
			CONTRACT NO. 70109	

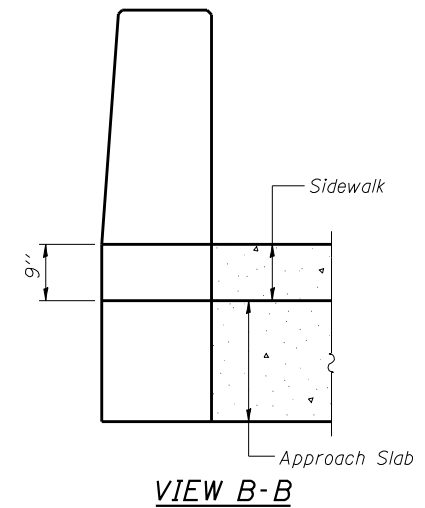
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Notes:
See sheet 15 of 27 for Sections C-C & D-D and View E-E.
a₄(E) thru a₇(E) bar spacings measured along ϕ Rdwy.

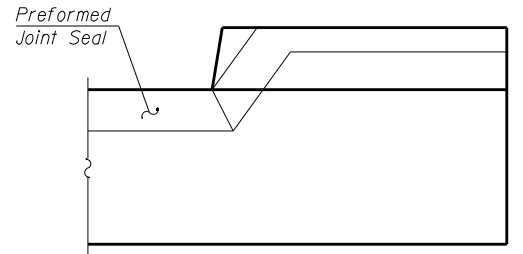
** Cost included with Concrete Superstructure.



DETAIL A

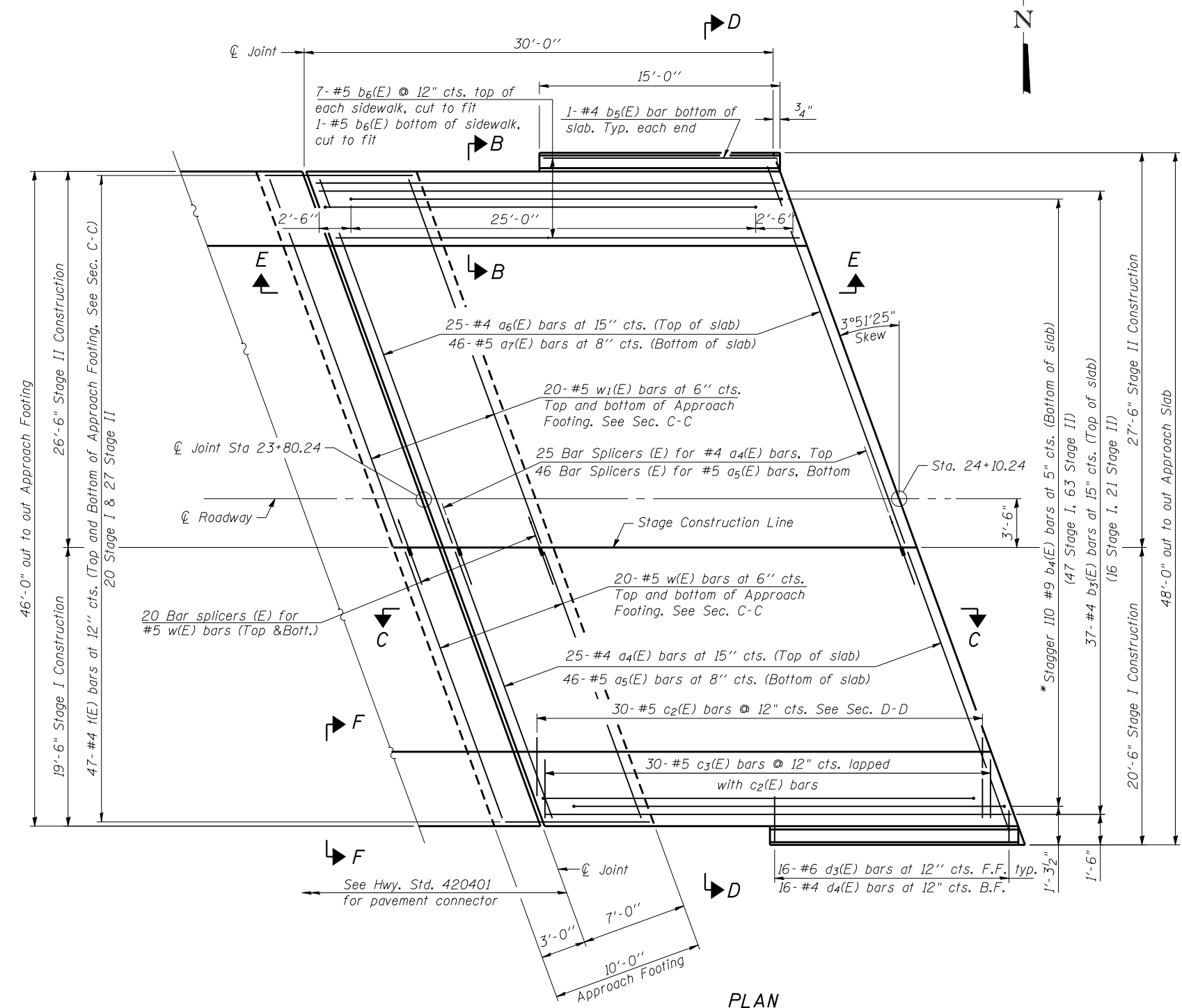


VIEW B-B



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



PLAN

* Tilt #9 b₄(E) bars as required to maintain clearance.

(Sheet 1 of 3)

BA-R
1-27-12

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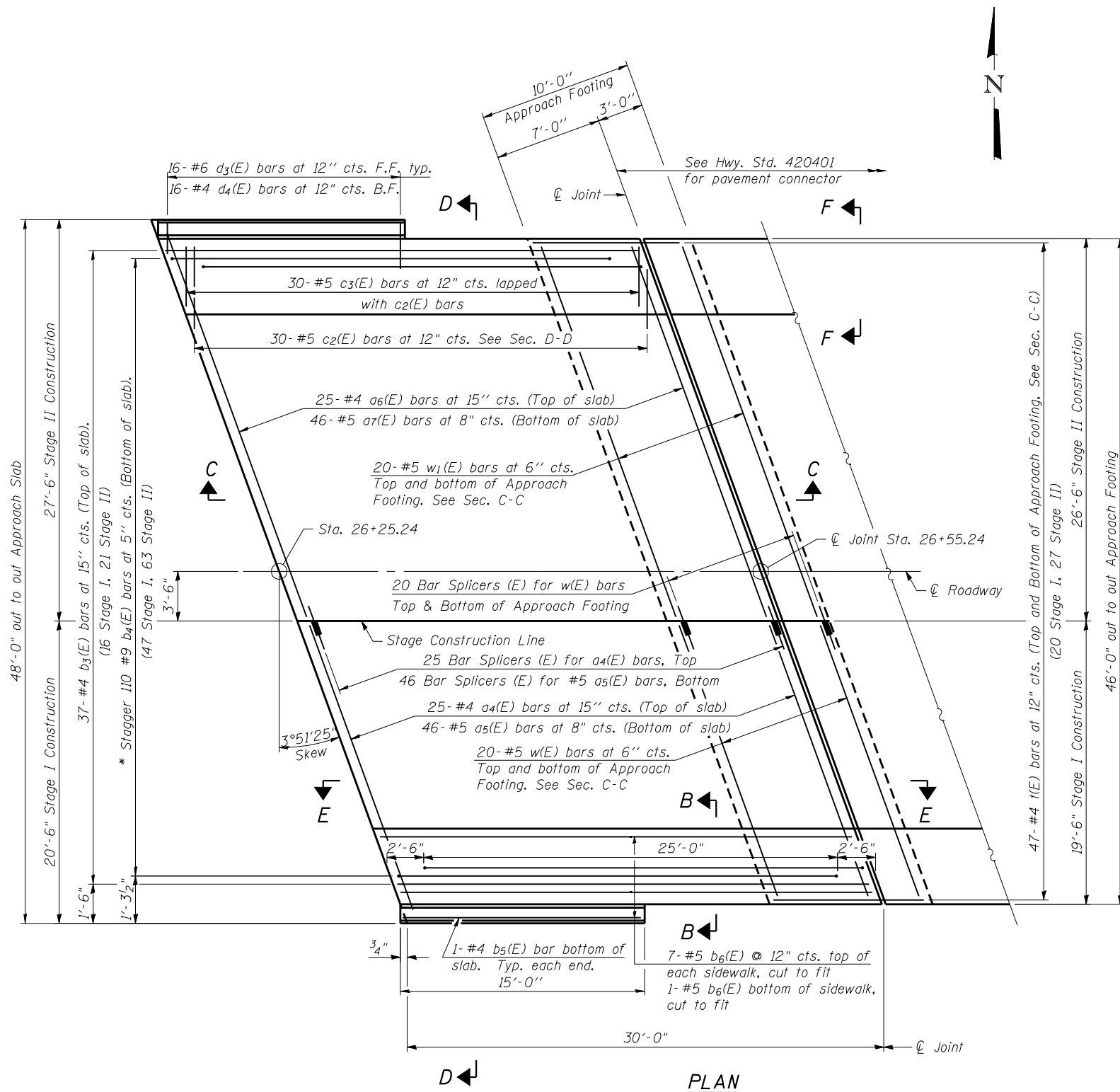
BRIDGE WEST APPROACH SLAB DETAILS
STRUCTURE NO. 010-0291

SHEET NO. 13 OF 27 SHEETS

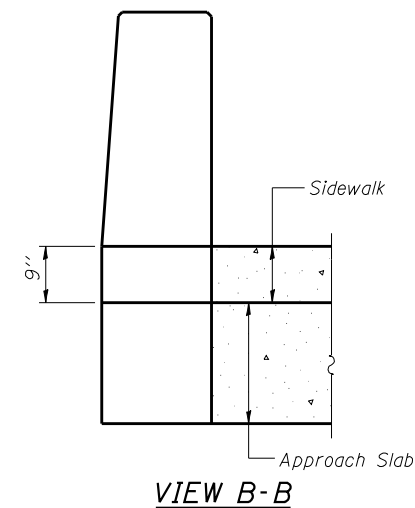
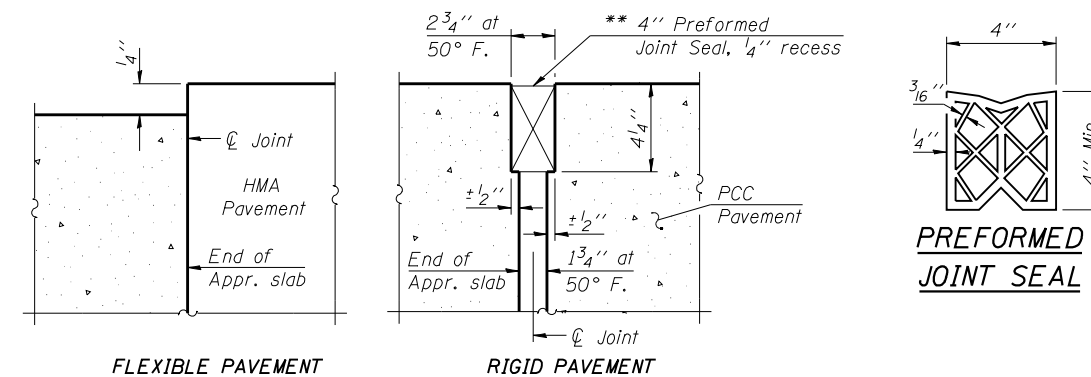
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	51
CONTRACT NO. 70109				
ILLINOIS FED. AID PROJECT				

Notes:
See sheet 15 of 27 for Sections C-C & D-D and View E-E.
a₄(E) thru a₇(E) bar spacings measured along \varnothing Rdwy.

** Cost included with Concrete Superstructure.



* Tilt #9 b₄(E) bars as required to maintain clearance.



BA-R

1-27-12

(Sheet 2 of 3)

FILE NAME = 71095_014-es-ppr-slab-details.dgn
CB PROJECT NO. 09070-7

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PLOT DATE = 8/10/2012

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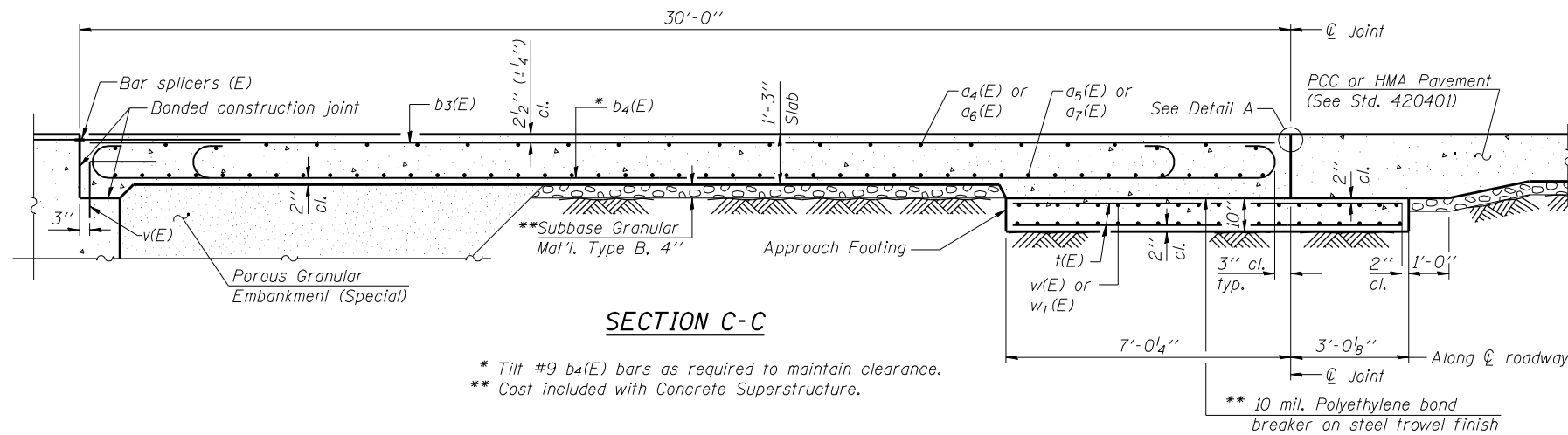
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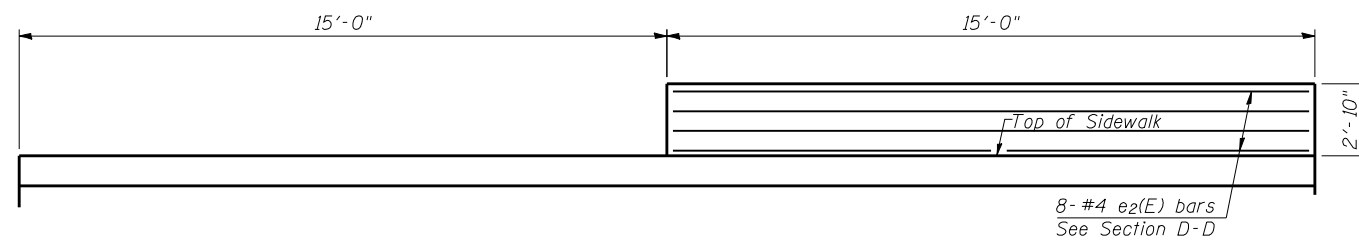
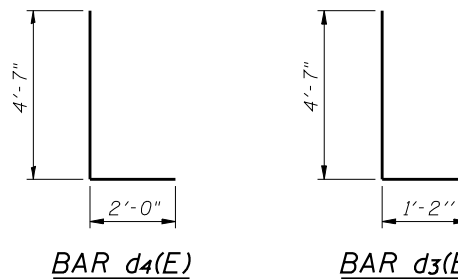
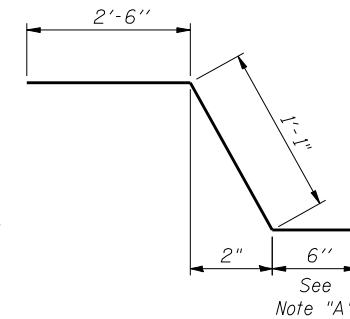
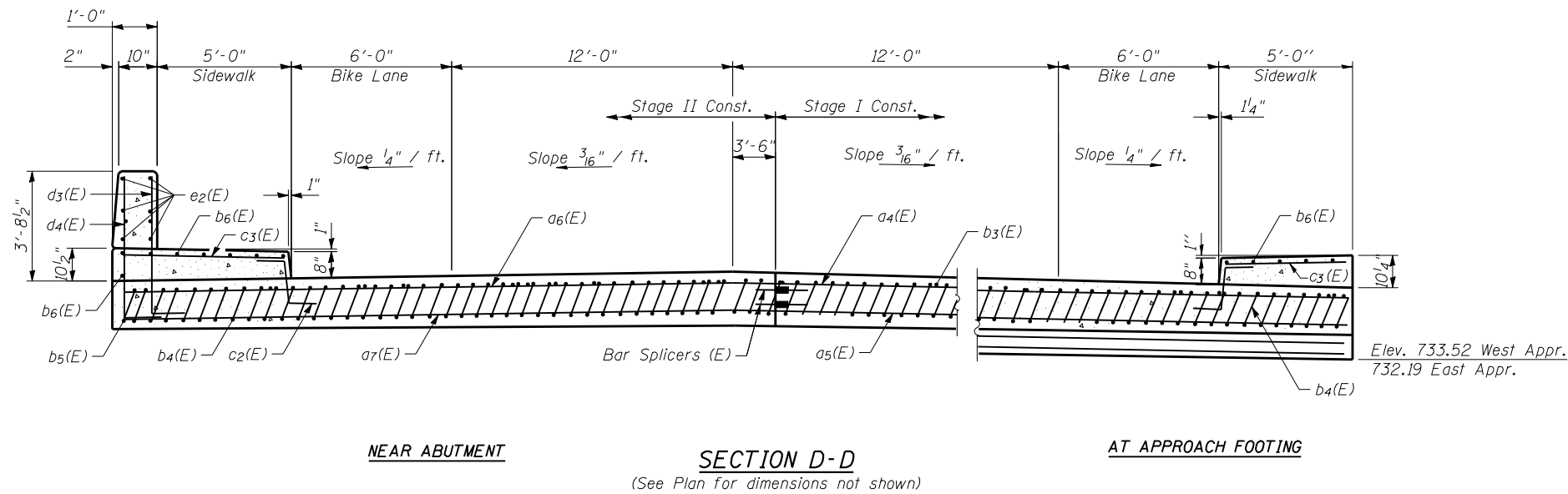
**BRIDGE EAST APPROACH SLAB DETAILS
STRUCTURE NO. 010-0291**

SHEET NO. 14 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	52
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	



Notes:
 See sheet 13 & 14 of 27 for Detail A.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 27.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 26 of 27.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 27.



**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a ₄ (E)	50	#4	19'-3"	—
a ₅ (E)	92	#5	19'-3"	—
a ₆ (E)	50	#4	26'-3"	—
a ₇ (E)	92	#5	26'-3"	—
b ₃ (E)	74	#4	29'-8"	—
b ₄ (E)	220	#9	29'-9"	—
b ₅ (E)	4	#4	14'-8"	—
b ₆ (E)	32	#5	29'-8"	—
c ₂ (E)	120	#5	3'-11"	—
c ₃ (E)	120	#5	4'-8"	—
d ₃ (E)	64	#6	5'-9"	—
d ₄ (E)	64	#4	6'-7"	—
e ₂ (E)	32	#4	14'-8"	—
t(E)	188	#4	9'-8"	—
w(E)	80	#5	19'-3"	—
w ₁ (E)	80	#5	26'-3"	—
Concrete Superstructure			Cu. Yd.	160.2
Concrete Structures			Cu. Yd.	28.3
*** Reinforcement Bars, Epoxy Coated			Pound	37,870

*** 32,860 lbs.(Superstructure) 5010 (Substructure)

Note 'A'
 In lieu of bottom leg, c₂(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 9".

FILE NAME = 71019-015-asp-slab-details.dgn
 CB PROJECT NO. 09070-7

BA-R

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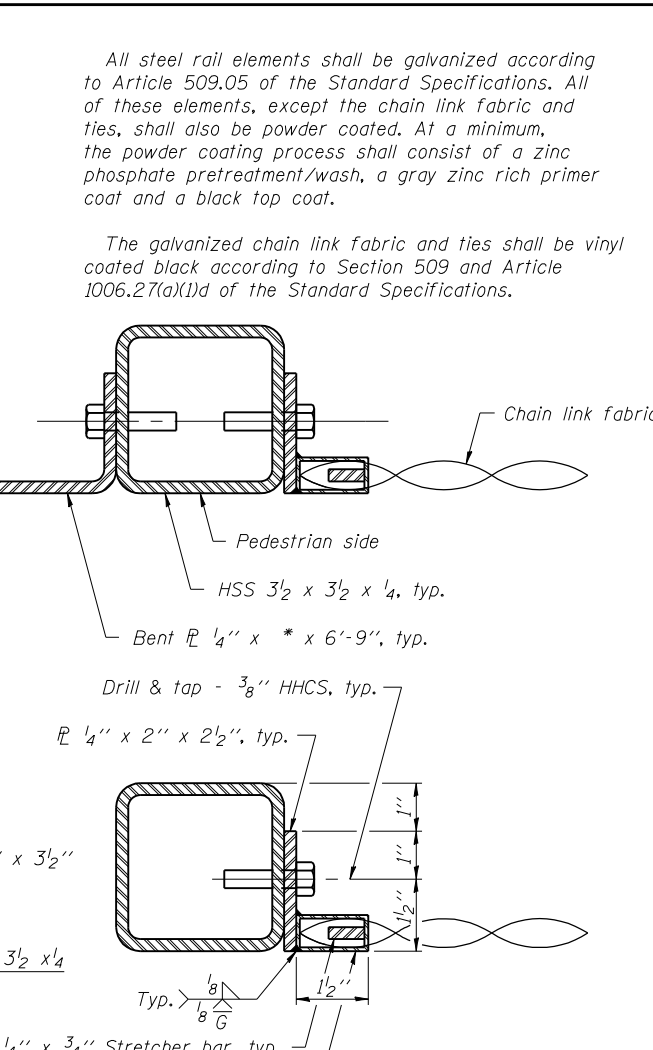
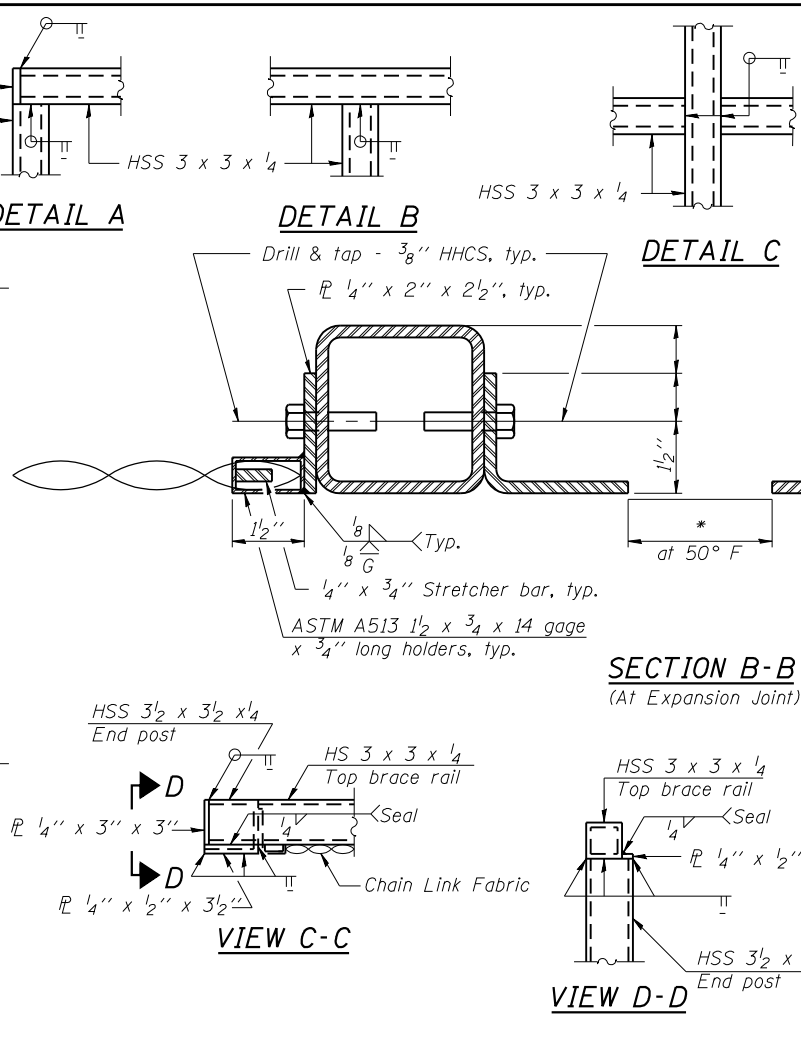
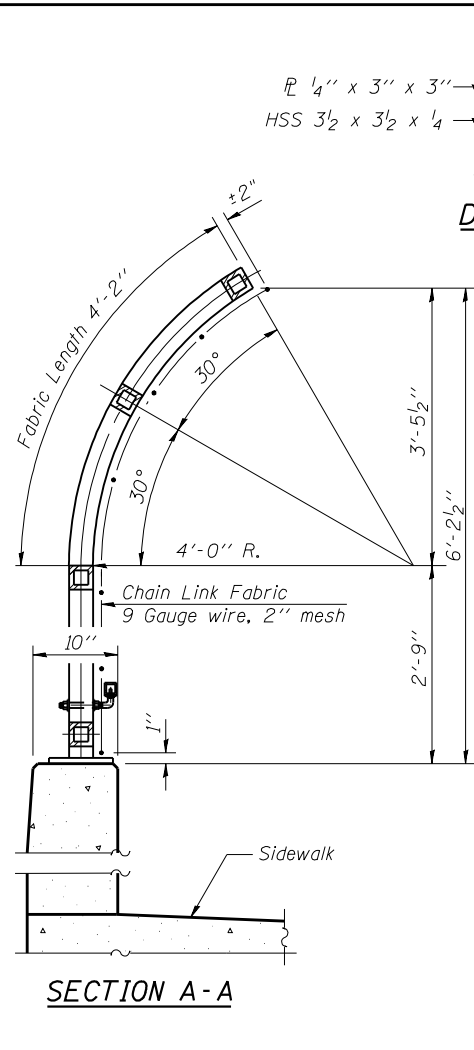
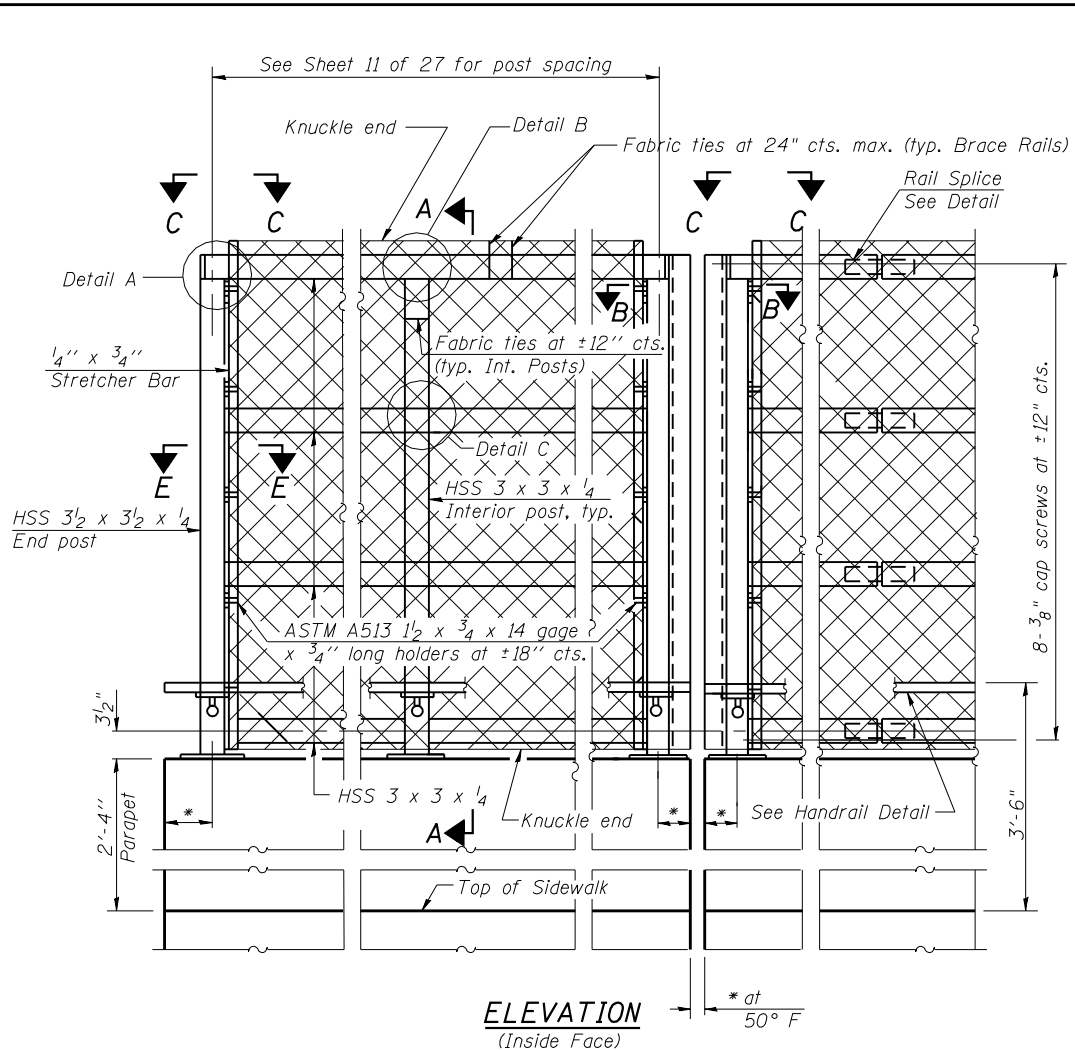
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**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 010-0291**

SHEET NO. 15 OF 27 SHEETS

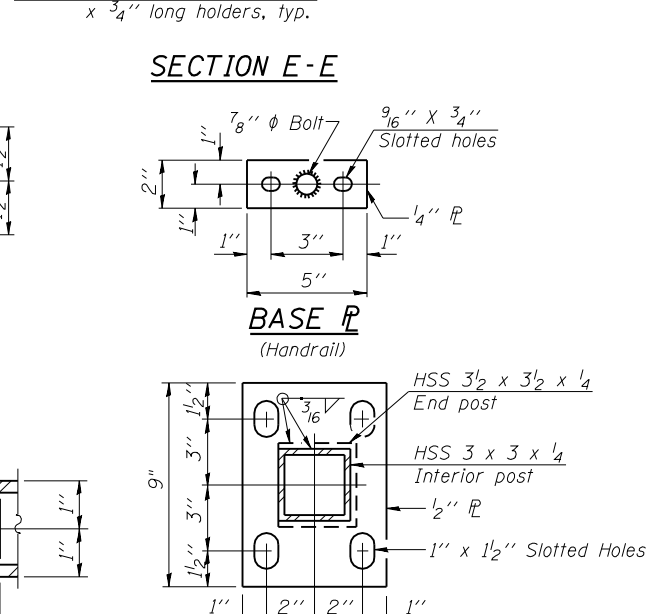
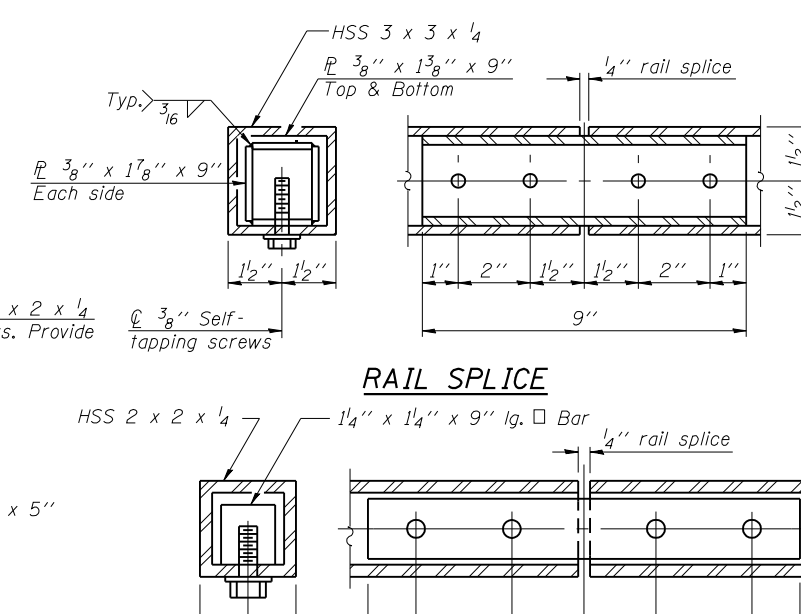
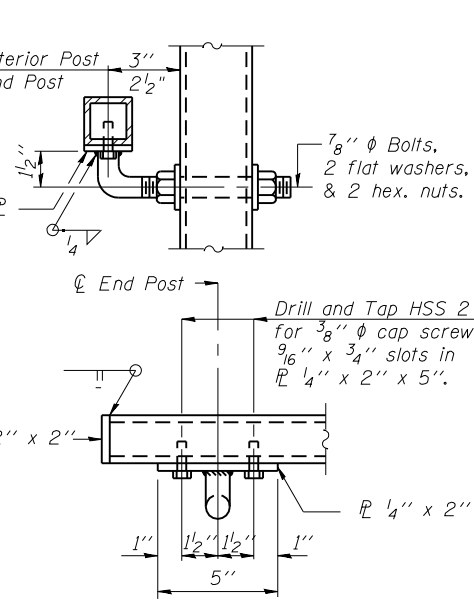
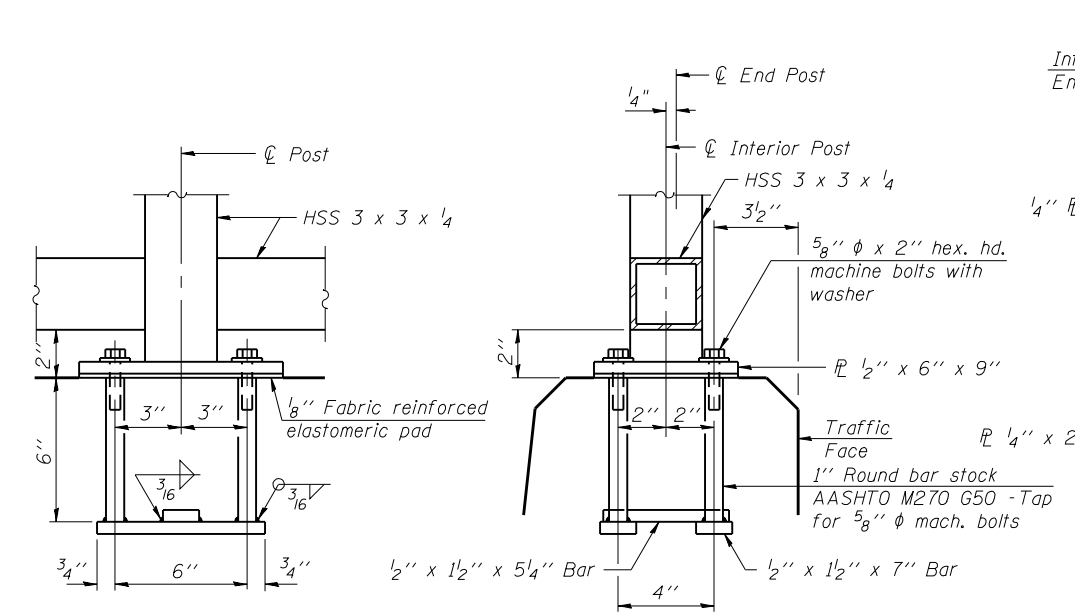
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	53
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	

(Sheet 3 of 3)



All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. All of these elements, except the chain link fabric and ties, shall also be powder coated. At a minimum, the powder coating process shall consist of a zinc phosphate pretreatment/wash, a gray zinc rich primer coat and a black top coat.

The galvanized chain link fabric and ties shall be vinyl coated black according to Section 509 and Article 1006.27(a)(1)d of the Standard Specifications.



FILE NAME = 7109s_016-fence-railing_02.dgn
 PROJECT NO. 090707

R-32

7-1-10

*Variable - See Plans
 (10'-0" Maximum Post Spacing)

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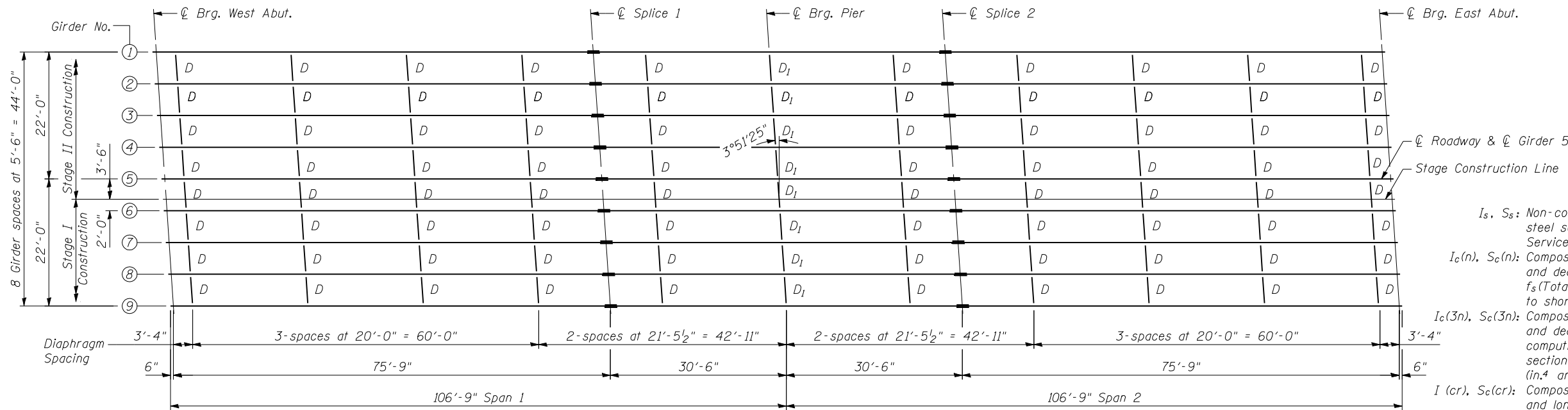
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE FENCE RAILING, PARAPET MOUNTED
 STRUCTURE NO. 010-0291**

SHEET NO. 16 OF 27 SHEETS

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	54

CONTRACT NO. 70109
 ILLINOIS FED. AID PROJECT

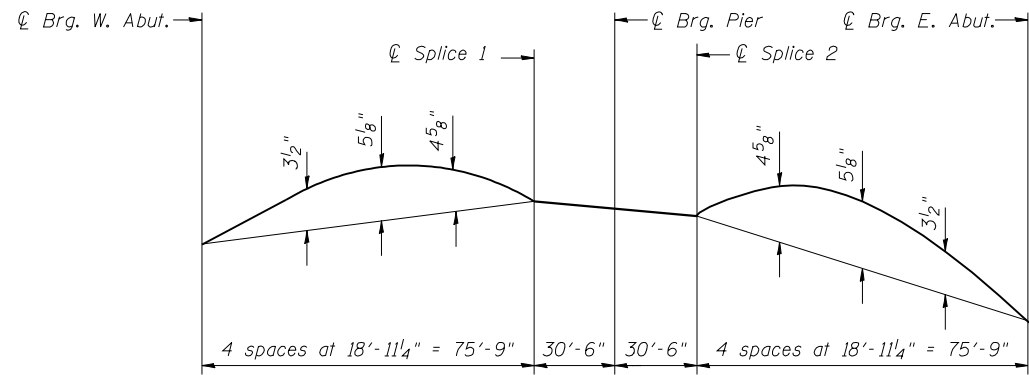


FRAMING PLAN

TOP OF WEB ELEVATIONS
(for fabrication only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9
☐ Brg. W. Abut.	735.62	735.74	735.86	735.95	736.04	735.97	735.89	735.79	735.68
☐ Splice 1	736.23	736.34	736.45	736.54	736.62	736.54	736.45	736.34	736.22
☐ Pier	735.91	736.02	736.12	736.20	736.29	736.20	736.11	735.99	735.87
☐ Splice 2	735.58	735.69	735.79	735.87	735.95	735.86	735.76	735.65	735.52
☐ Brg. E. Abut.	733.37	733.47	733.57	733.64	734.70	733.60	733.50	733.38	733.25

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 or .6 Sp. 2	Pier	
I_s	(in ⁴)	10160	31631
$I_c(n)$	(in ⁴)	23421	53971
$I_c(3n)$	(in ⁴)	17323	41521
$I_c(cr)$	(in ⁴)	---	34942
S_s	(in ³)	535	1543
$S_c(n)$	(in ³)	723	1819
$S_c(3n)$	(in ³)	658	1690
$S_c(cr)$	(in ³)	---	1599
DC1	(k/')	0.80	0.80
M _{DC1}	(k)	468	1550
DC2	(k/')	0.31	0.31
M _{DC2}	(k)	199	553
DW	(k/')	0.2	0.20
M _{DW}	(k)	128	353
$M_{\ell} + IM$	(k)	1166	1741
M_u (Strength I)	(k)	3066	6205
$\phi_r M_n$	(k)	3591	---
f_s DC1	(ksi)	10.5	12.1
f_s DC2	(ksi)	3.6	4.2
f_s DW	(ksi)	2.3	2.6
f_s ($\ell + IM$)	(ksi)	19.4	13.1
f_s (Service II)	(ksi)	41.6	35.9
$0.95R_n F_y$	(ksi)	47.5	47.5
f_s (Total)(Strength I)	(ksi)	---	47.2
$\phi_r F_n$	(ksi)	---	50.0
V_r	(k)	26.9	26.9



CAMBER DIAGRAM

Note:
See Sheet 18 of 27 For splice and diaphragm details.

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_{\ell} + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell} + IM$
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
- f_s ($\ell + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\ell} + IM / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(\ell + IM)$
- $0.95R_n F_y$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s(\ell + IM)$
- $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V_r : Maximum factored shear range in span computed according to Article 6.10.10.

FILE NAME = 71095_017-FramingPlan.dgn
CB PROJECT NO. 09070-7

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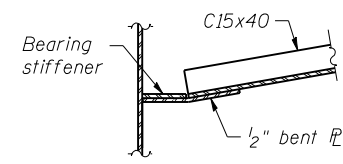
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PLOT DATE = 9/17/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

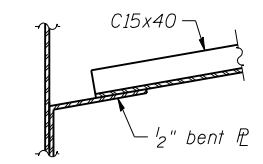
FRAMING PLAN
STRUCTURE NO. 010-0291

SHEET NO. 17 OF 27 SHEETS

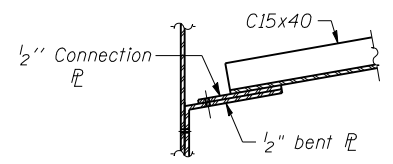
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	55
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	



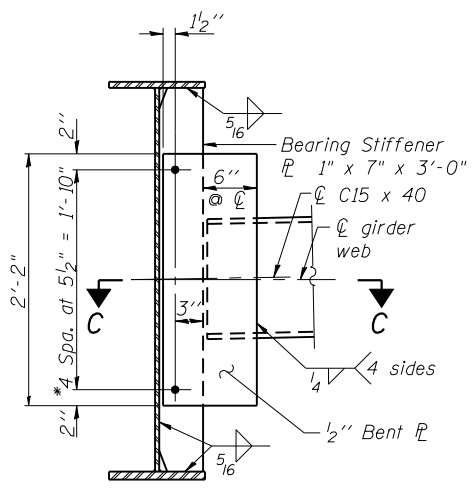
SECTION C-C



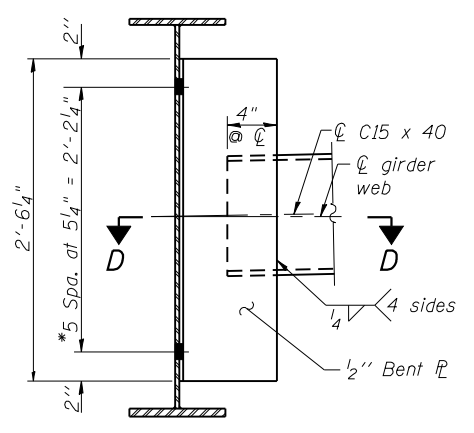
SECTION D-D



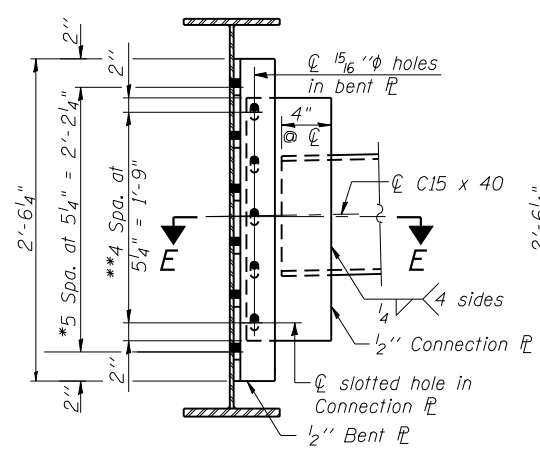
SECTION E-E



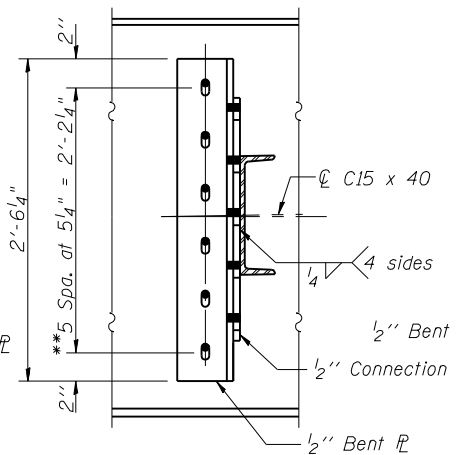
DIAPHRAGM 'D1'



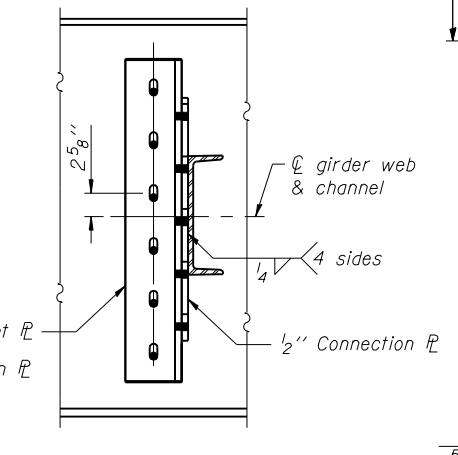
DIAPHRAGM 'D'
(except south side Girder 5)



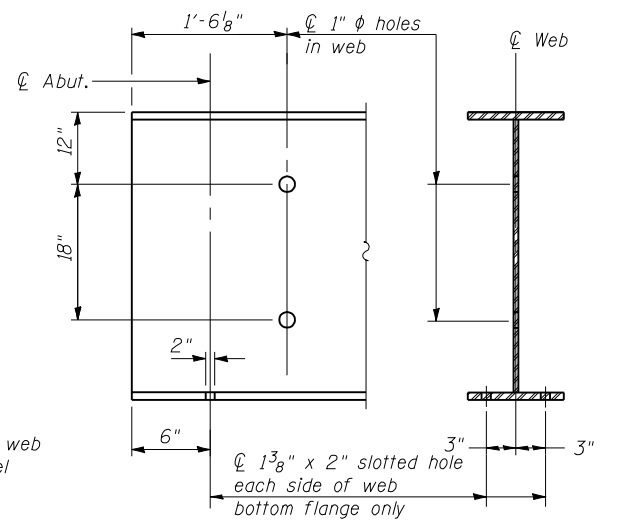
INITIAL BOLT ERECTION POSITION



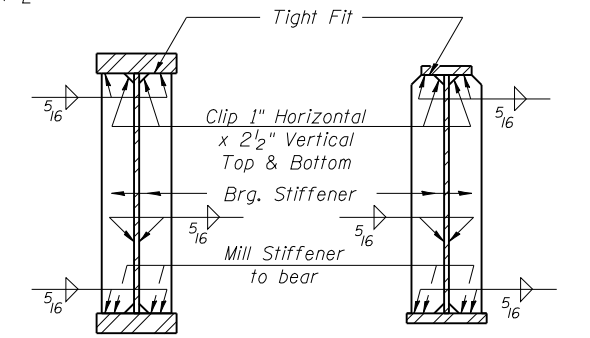
INITIAL BOLT ERECTION POSITION



FINAL ERECTION POSITION AFTER STAGE II DECK POUR

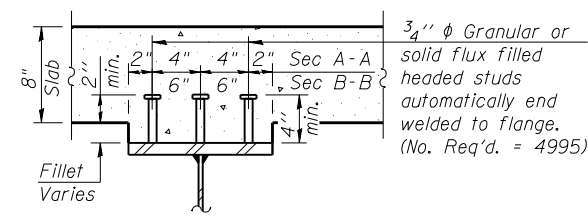


END OF GIRDER DETAIL
(Showing required hole locations)



SECTION AT PIER

SECTION AT ABUTMENT

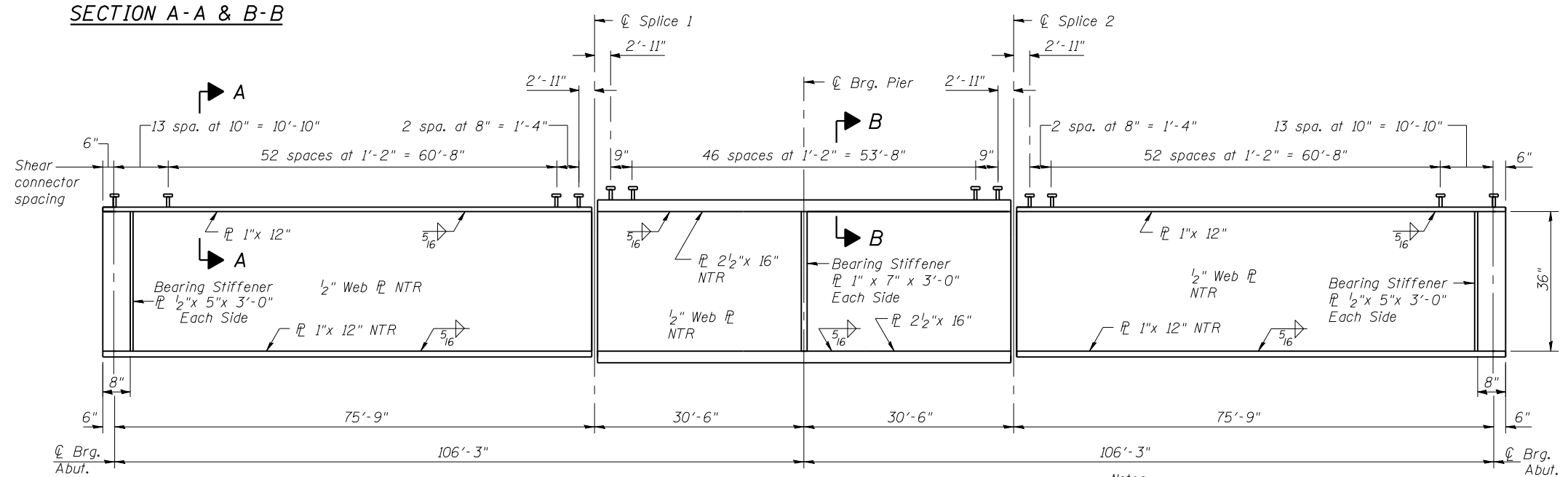


SECTION A-A & B-B

Notes:

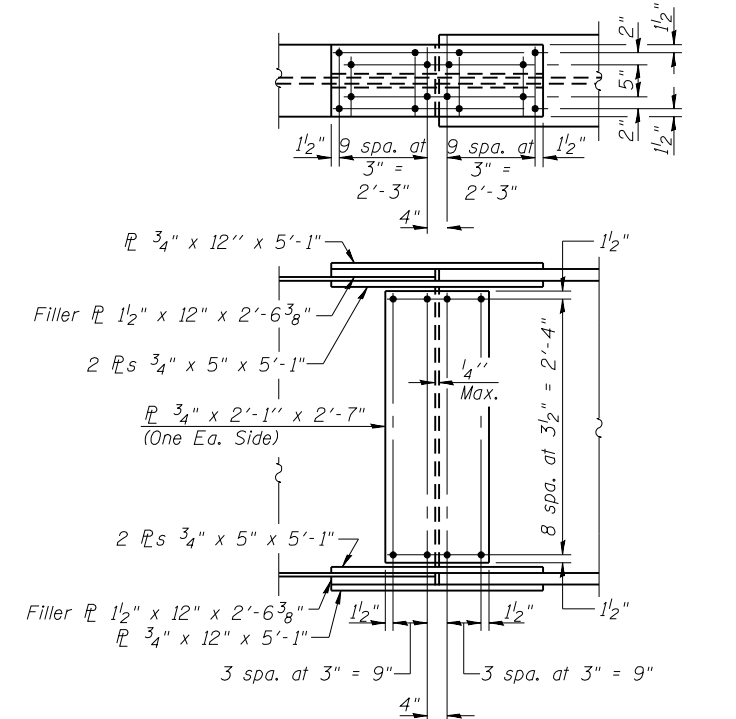
Two hardened washers required for each set of oversized holes. Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of Structural Steel is based on C15x40 Sections. The alternate, if utilized, shall be provided at no extra cost to the Department.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

** 3/4" φ HS bolts, on the south side of Girder 5 provide 1 3/8" x 1 7/8" vertical slotted holes in the bent plate at the web and in the connection plate. Bolts in slotted holes shall be finger tightened until the second stage pour is completed. Position slots so bolts move from one end with no concrete load to the opposite end under the deck load. The slotted holes in the bent plate and connection plate shall be positioned as shown to allow the bolts to move to the final erection positions under deck load. The holes shall be positioned to allow maximum bolt displacement without laterally stressing the girders.



GIRDER ELEVATION

Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



FIELD SPLICE DETAIL

Notes:

All plate girder and splice material except filler plates shall be AASHTO M270 Grade 50.
All splice plates except filler plates shall meet the requirements of Impact Testing, Zone 2.

FILE NAME = 71095_018-structural-1-steel.dgn
PROJECT NO. 090702-7

G-1
7-1-10

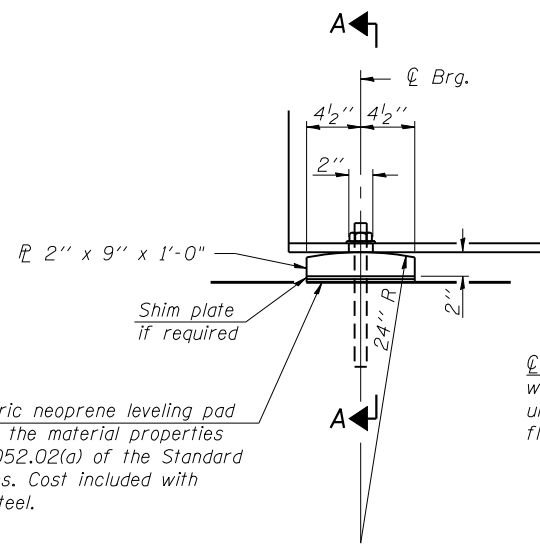
Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

USER NAME = .MML.	DESIGNED - GJB	REVISED -
PLOT SCALE = 0:2.000000 '1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 9/28/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

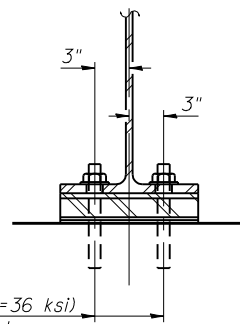
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 010-0291
SHEET NO. 18 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	56
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	

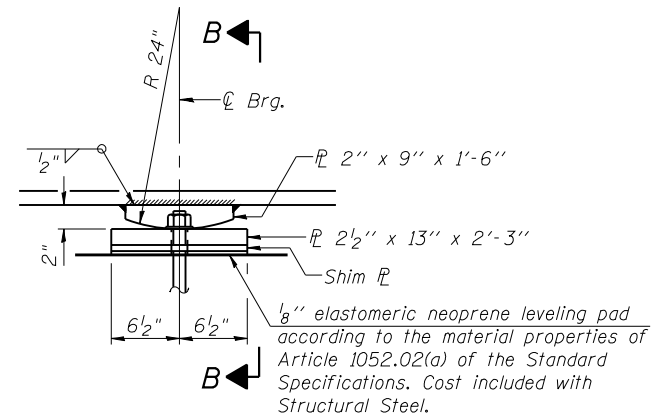


ELEVATION AT ABUTMENT



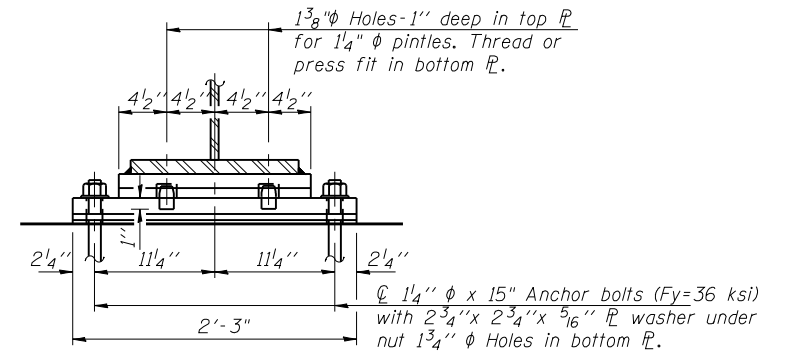
SECTION A-A

1" ϕ x 12" anchor bolts (Fy=36 ksi) with 2 1/4" x 2 1/4" x 5/16" PL washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2" ϕ holes in bearing plate.

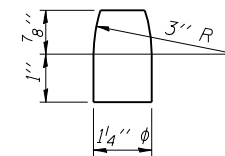


ELEVATION AT PIER

FIXED BEARING AT PIER



SECTION B-B



PINTLE

FIXED BEARING AT ABUTMENTS

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts 1"	Each	36
Anchor Bolts 1 1/4"	Each	18

FILE NAME = 70109_019-bearing-detail.dgn
 CB PROJECT NO. 09070-7

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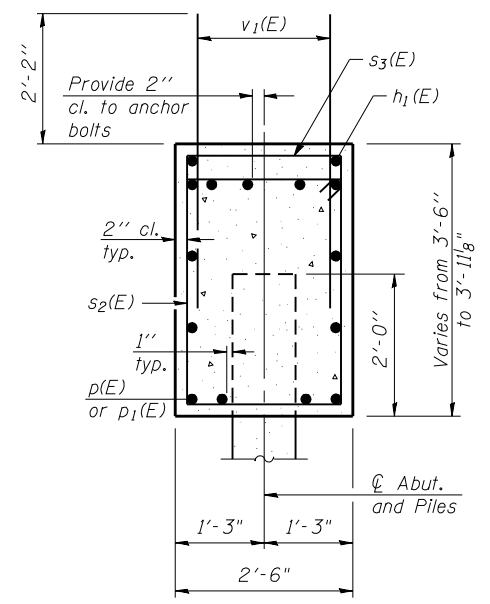
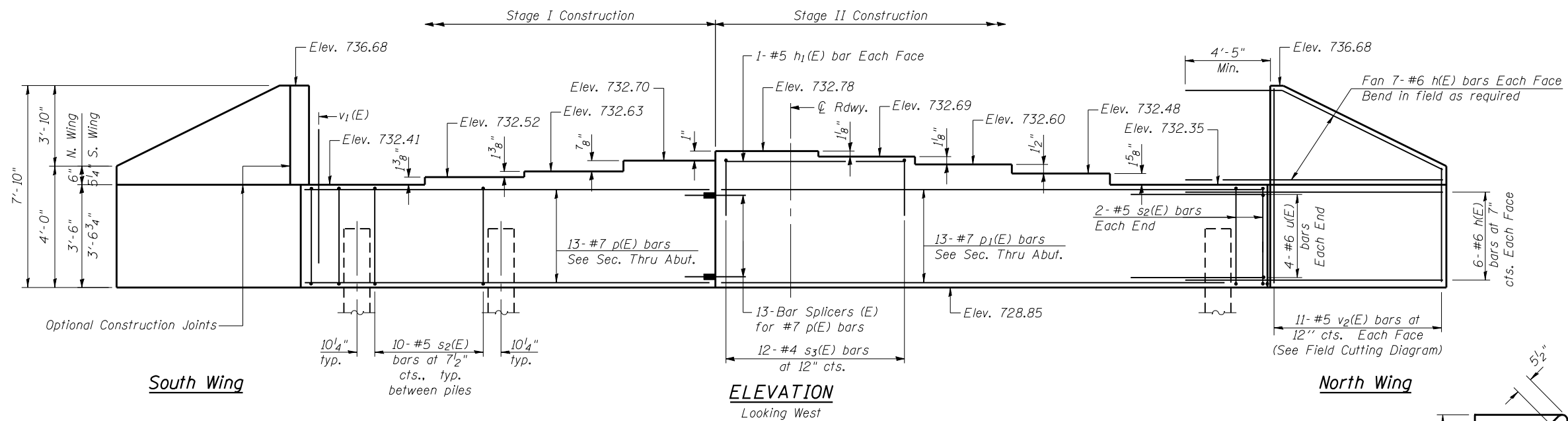
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PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 010-0291

SHEET NO. 19 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	57
			CONTRACT NO. 70109	
ILLINOIS FED. AID PROJECT				



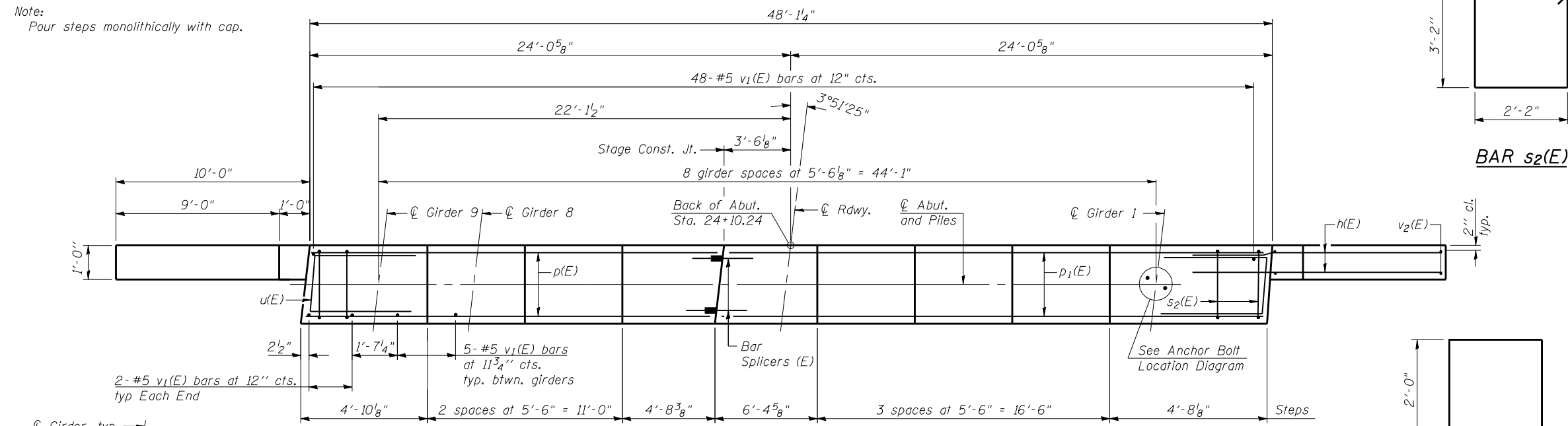
SEC. THRU ABUT.

BILL OF MATERIAL

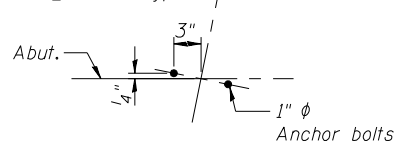
Bar	No.	Size	Length	Shape
h(E)	52	#6	14'-6"	—
h1(E)	2	#4	11'-3"	—
p(E)	13	#7	20'-2"	—
p1(E)	13	#7	27'-2"	—
** s2(E)	64	#5	11'-7"	□
s3(E)	12	#4	6'-2"	□
u(E)	8	#6	10'-11"	┌
*** v1(E)	92	#5	4'-4"	—
v2(E)	22	#5	11'-2"	—
Structure Excavation		Cu. Yd.	67	
Concrete Structures		Cu. Yd.	20.6	
Reinforcement Bars, Epoxy Coated		Pound	3620	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	360	
Driving Piles		Foot	360	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	7	

For details of Bar Splicers, see sheet 23 of 27. For details of piles see sheet 24 of 27.

** 27 - Stage I, 37 - Stage II
 *** Stage I - 21 back face, 19 front face
 Stage II - 27 back face, 25 front face

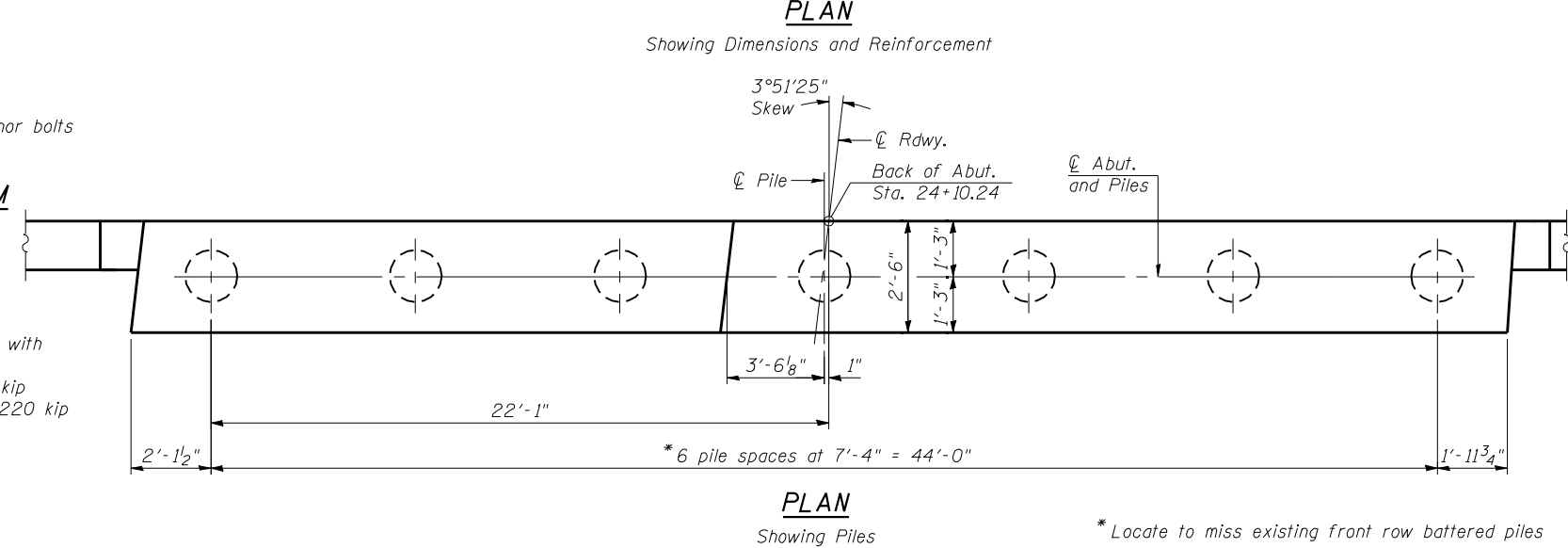


PLAN Showing Dimensions and Reinforcement

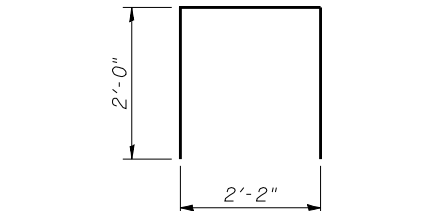


ANCHOR BOLT LOCATION DIAGRAM

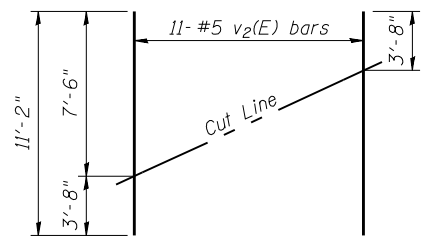
PILE DATA
 Type: Metal Shells 14" x 0.312" with pile shoes
 Nominal Required Bearing: 400 kip
 Factored Resistance Available: 220 kip
 Est. Length: 60 ft
 No. Production Piles: 6
 No. Test Piles: 1



PLAN Showing Piles

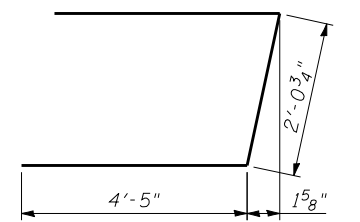


BAR s3(E)



FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR v2(E)

FILE NAME: 70109-020-01-01-01.dwg PROJECT NO: 090702-7

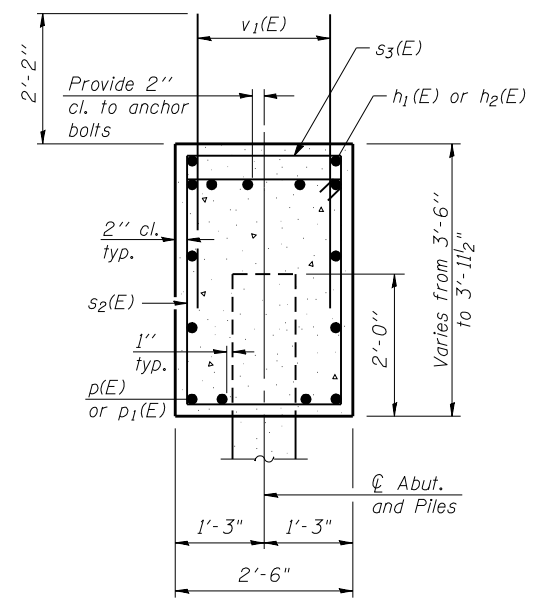
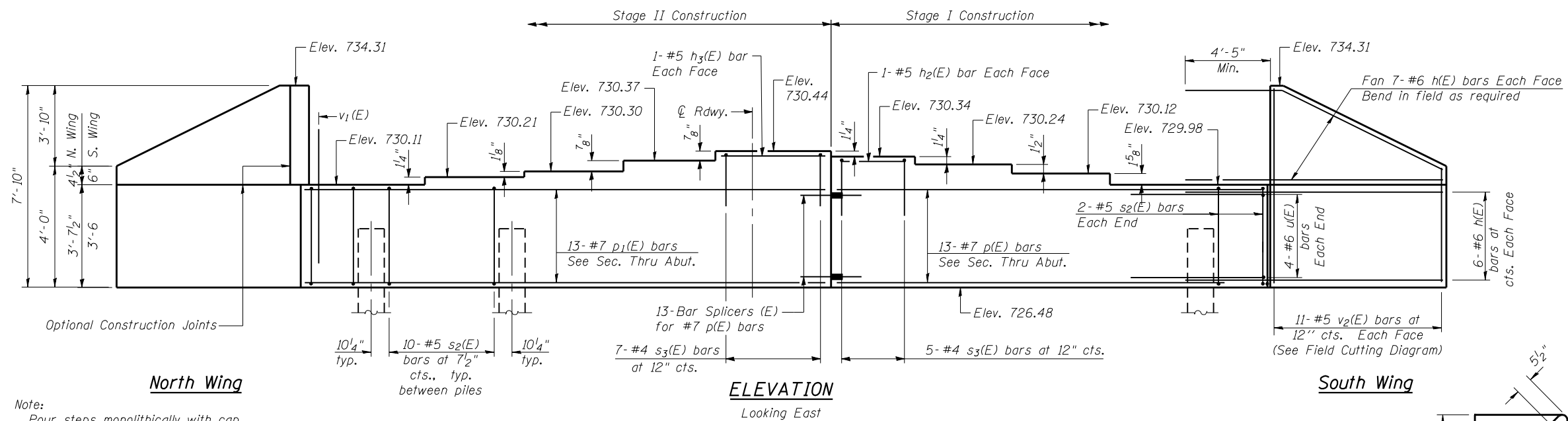
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USER NAME = .MML	DESIGNED - GJB	REVISED -
PLOT SCALE = 0:2.000000 '1" / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 010-0291
 SHEET NO. 20 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	58
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	



SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	14'-6"	—
h2(E)	2	#4	4'-4"	—
h3(E)	2	#4	5'-10"	—
p(E)	13	#7	20'-2"	—
p1(E)	13	#7	27'-2"	—
s2(E)	64	#5	11'-7"	□
s3(E)	12	#4	6'-2"	□
u(E)	8	#6	10'-11"	└
v1(E)	92	#5	4'-4"	—
v2(E)	22	#5	11'-2"	—
Structure Excavation			Cu. Yd.	67
Concrete Structures			Cu. Yd.	20.7
Reinforcement Bars, Epoxy Coated			Pound	3620
Furnishing Metal Shell Piles 14" x 0.312"			Foot	342
Driving Piles			Foot	342
Test Pile Metal Shells			Each	1
Pile Shoes			Each	7

For details of Bar Splicers, see sheet 23 of 27.
For details of piles see sheet 24 of 27.

** 27 - Stage I, 37 - Stage II
*** Stage I - 21 back face, 19 front face
Stage II - 27 back face, 25 front face

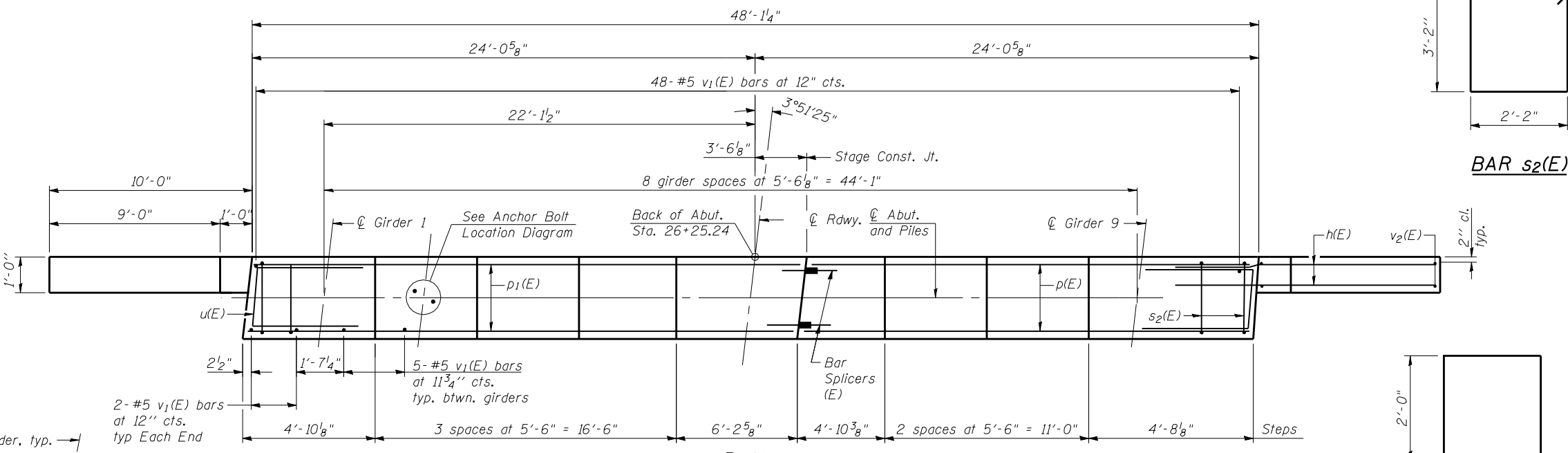
Note:
Four steps monolithically with cap.

North Wing

South Wing

ELEVATION

Looking East

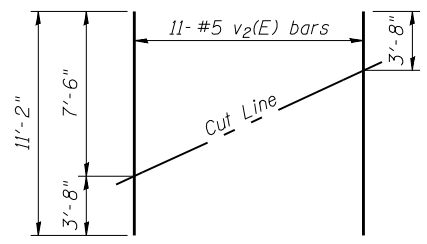


PLAN

Showing Dimensions and Reinforcement

BAR s2(E)

BAR s3(E)

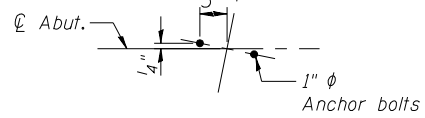


FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.

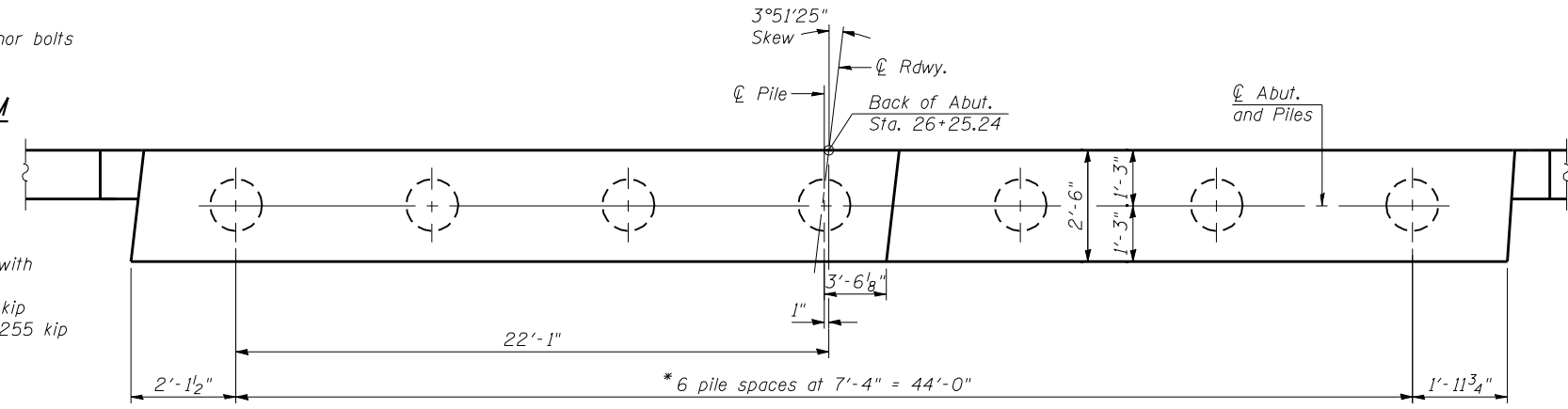
BAR u(E)

ANCHOR BOLT LOCATION DIAGRAM



PILE DATA

Type: Metal Shell 14" x 0.312" with pile shoes
Nominal Required Bearing: 463 kip
Factored Resistance Available: 255 kip
Est. Length: 57 ft
No. Production Piles: 6
No. Test Piles: 1



PLAN

Showing Piles

* Locate to miss existing front row battered piles

FILE NAME = 71010s_021.eas-abut.dgn
CB PROJECT NO. 090702.7

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PLOT SCALE = 0:2.000000 '1' / IN.	CHECKED - RKM	REVISED -
PLOT DATE = 8/10/2012	DRAWN - CFC	REVISED -
	CHECKED - RKM/MCB	REVISED -

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DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 010-0291

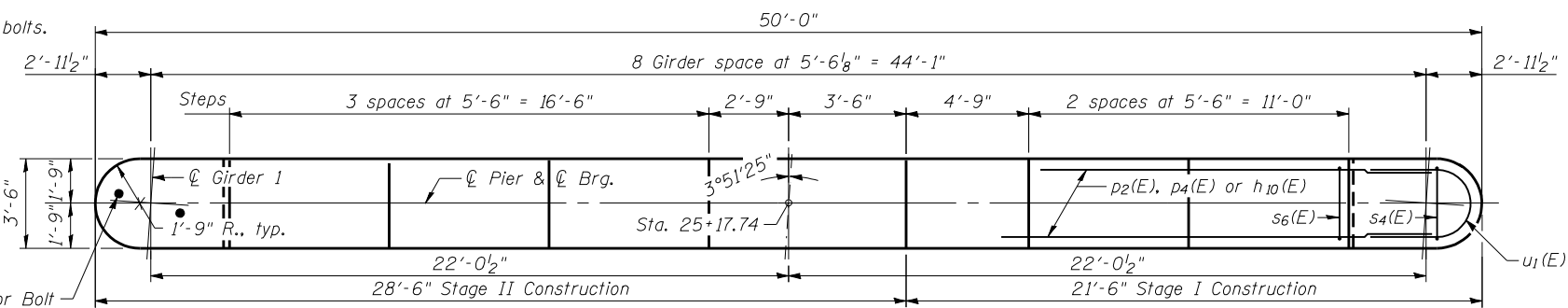
SHEET NO. 21 OF 27 SHEETS

F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 59
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	

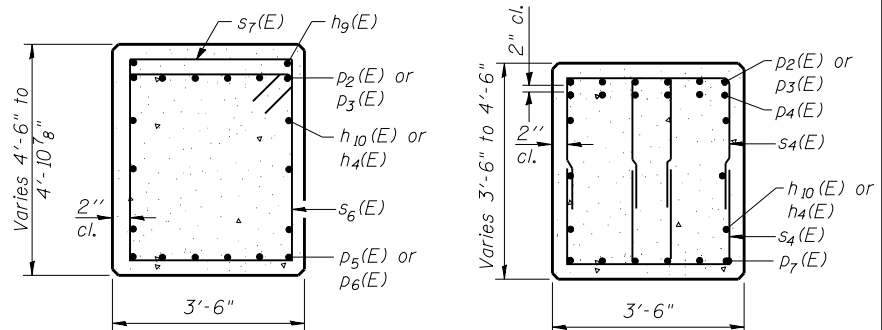
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 24 of 27.
 See Sheet 23 of 27 for bar splicer and mechanical splicer details.
 When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

PILE DATA

Type: Metal Shell 14 x 0.3125 See Anchor Bolt Location Sketch
 Nominal Required Bearing: 477 kip
 Factored Resistance Available: 262 kip
 Est. Length: 44'
 No. Production Piles: 26
 No. Test Piles: 1

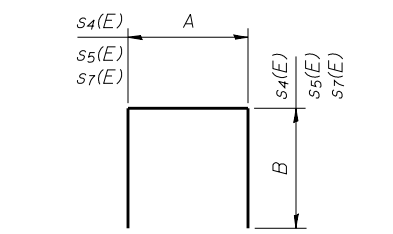


TOP PLAN



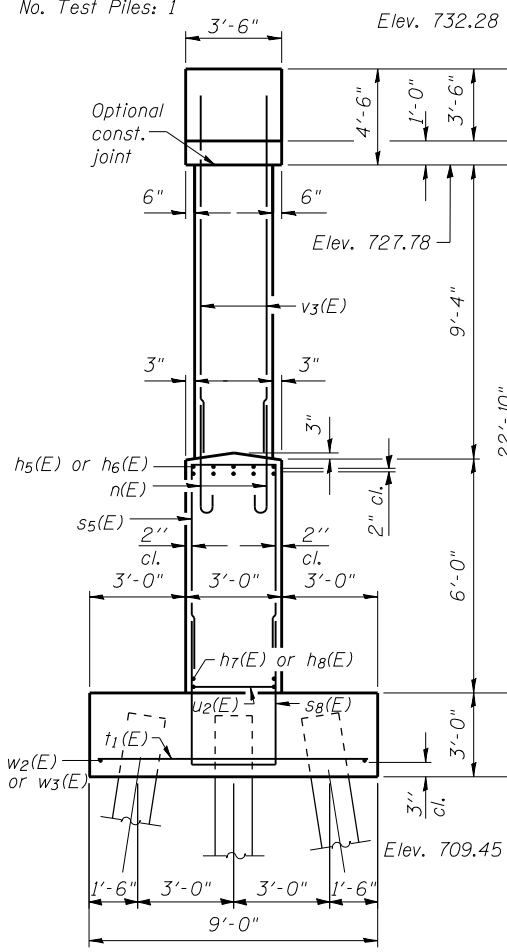
SEC. A-A

SEC. C-C



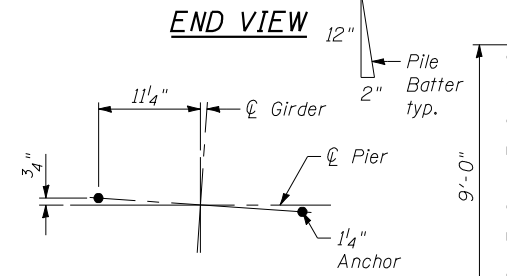
BARS s4(E), s5(E) & s7(E)

Bar	A	B
s4(E)	2'-0"	3'-1"
s5(E)	2'-8"	5'-6"
s7(E)	3'-2"	2'-0"
s8(E)	2'-8"	6'-9"

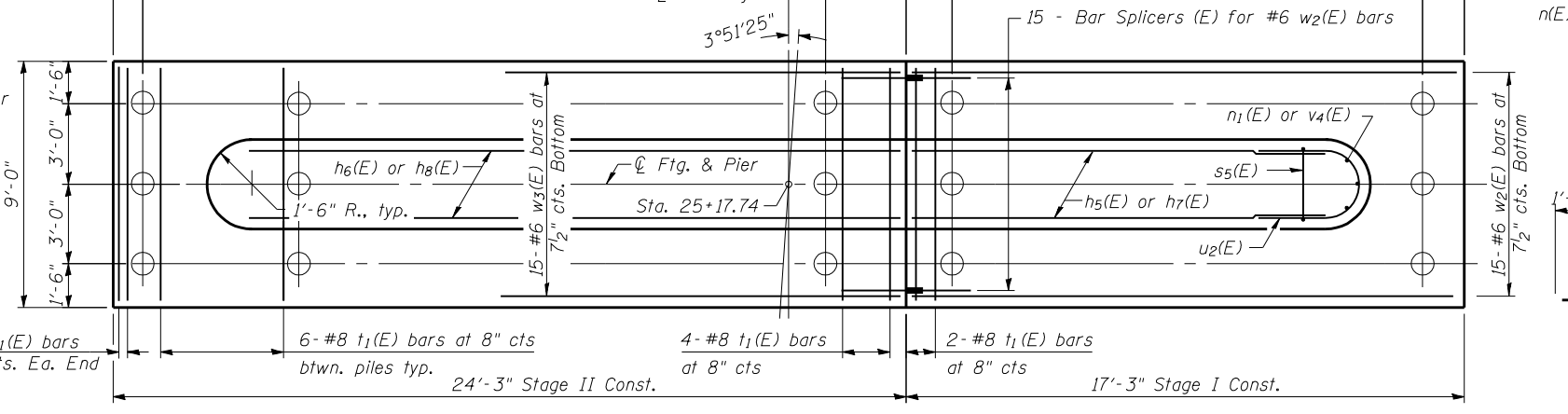


ELEVATION

(Looking East)
41'-6"



ANCHOR BOLT LOCATION SKETCH



FOOTING PLAN

BARS n(E) & n1(E)

BARS u1(E) & u2(E)

BARS p2(E), p3(E) & p4(E)

BAR s6(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4(E)	6	#5	26'-7"	—
h5(E)	10	#9	12'-10"	—
h6(E)	10	#9	19'-10"	—
h7(E)	12	#6	12'-10"	—
h8(E)	12	#6	19'-10"	—
h9(E)	2	#4	11'-5"	—
h10(E)	6	#5	19'-7"	—
n(E)	56	#8	9'-5"	—
n1(E)	6	#6	6'-8"	—
p2(E)	6	#9	20'-10"	—
p3(E)	6	#9	27'-10"	—
p4(E)	12	#9	20'-7"	—
p5(E)	6	#8	14'-2"	—
p6(E)	6	#8	21'-2"	—
p7(E)	12	#7	6'-9"	—
s4(E)	80	#5	8'-2"	—
s5(E)	68	#6	13'-8"	—
s6(E)	48	#5	15'-7"	—
s7(E)	12	#4	7'-2"	—
s8(E)	68	#6	16'-2"	—
sp(E)	4	#4	11'-10"	—
t1(E)	52	#8	8'-8"	—
u1(E)	10	#6	12'-6"	—
u2(E)	14	#6	11'-8"	—
v3(E)	56	#8	7'-4"	—
v4(E)	6	#6	5'-8"	—
w2(E)	15	#6	16'-11"	—
w3(E)	15	#6	23'-11"	—
Structure Excavation			Cu. Yd.	89
Concrete Structures			Cu. Yd.	99.5
Reinforcement Bars, Epoxy Coated			Pound	14,340
Furnishing Metal Shell Piles 14 x 0.312			Foot	1144
Driving Piles			Foot	1144
Test Pile Metal Shell			Each	1
Pile Shoes			Each	27

* Length is height of spiral.

P-24 11-1-09

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 LAND SURVEYORS
 Design Firm License No. 184-002703

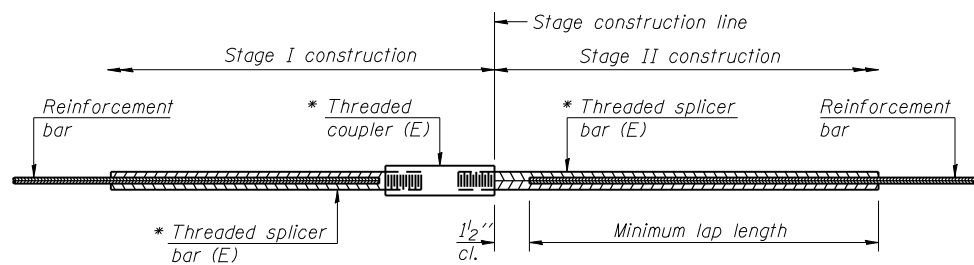
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	CHECKED - RKM/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER
STRUCTURE NO. 010-0291

SHEET NO. 22 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	60
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	



STANDARD BAR SPLICER ASSEMBLY

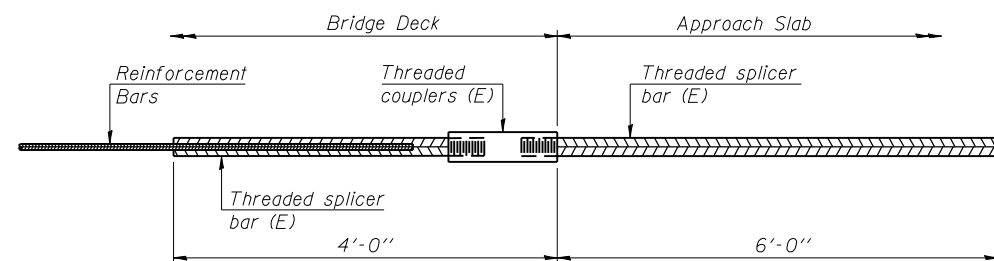
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

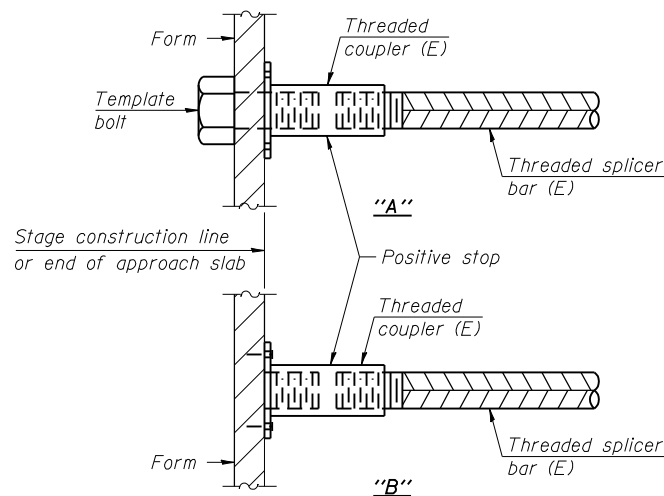
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	632	3
Diaphragm	#6	16	4
Appr. Slab, Top	#4	50	4
Appr. Slab, Bottom	#5	92	3
Appr. Slab Footing	#5	80	3
Abutments	#7	26	4
Pier cap	#9	6	4
Pier cap	#8	6	3
Pier cap	#5	6	4
Pier crashwall	#9	10	4
Pier crashwall	#6	12	4
Pier footing	#6	15	3



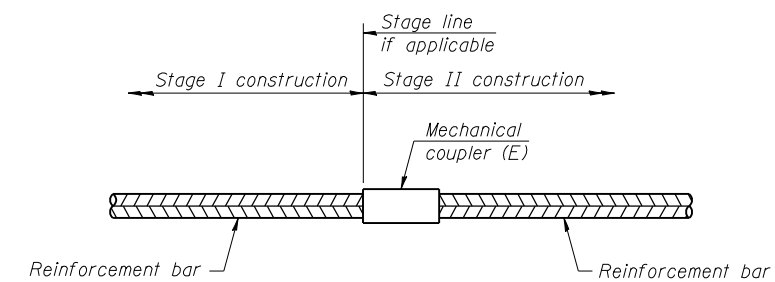
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 96



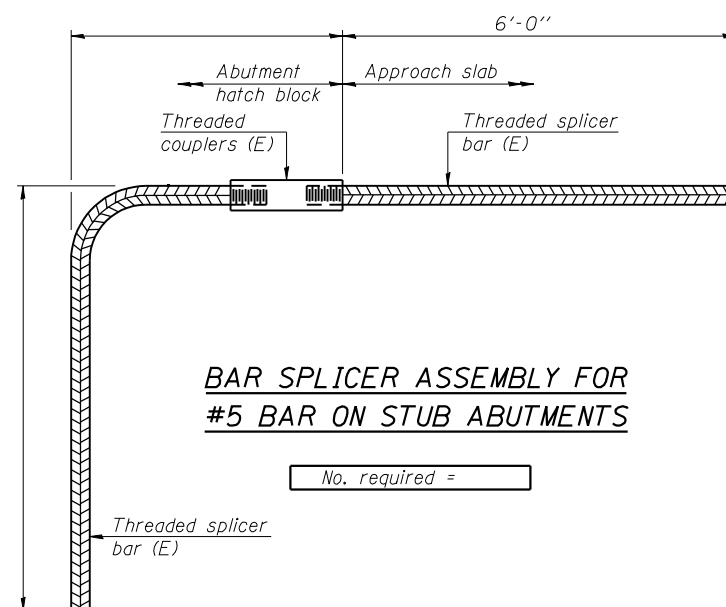
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier	#8	56



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

FILE NAME = 710109_023-hbr-splicer.dgn
 CB PROJECT NO. 09070-7

BSD-1

1-27-12

Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS-
 STRUCTURAL ENGINEERS-
 LAND SURVEYORS
 Design Firm License No. 184-002703

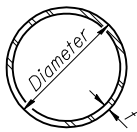
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	CHECKED - RKM/MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 010-0291**

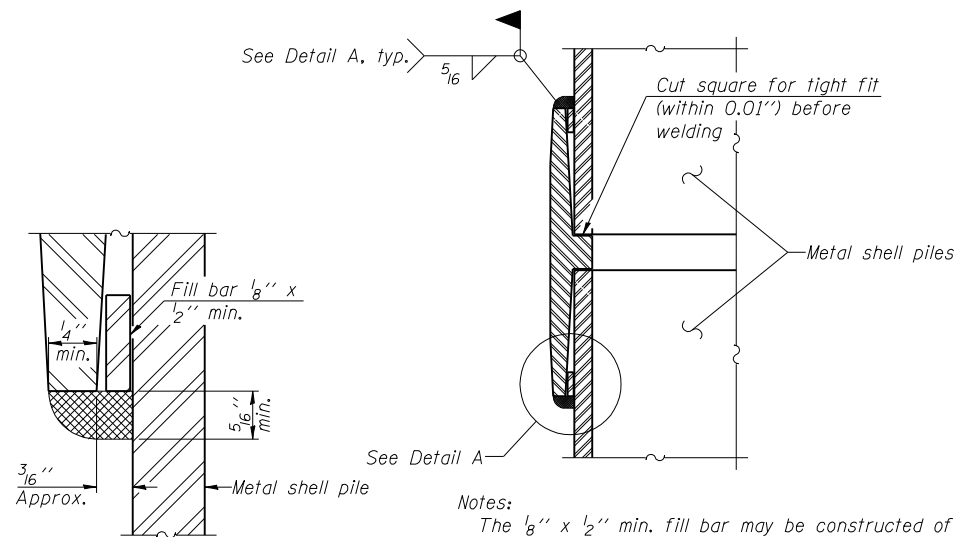
SHEET NO. 23 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	61
CONTRACT NO. 70109				
ILLINOIS FED. AID PROJECT				



METAL SHELL PILE TABLE

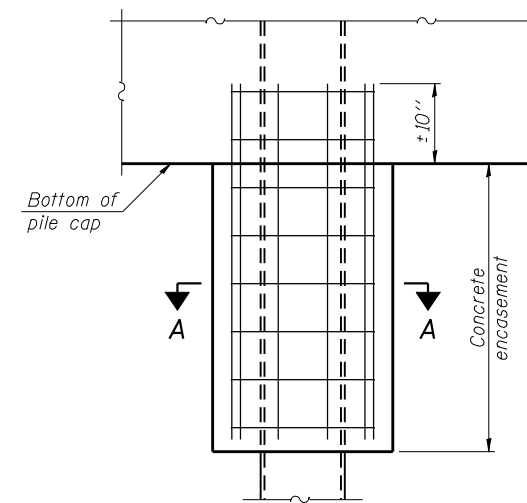
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



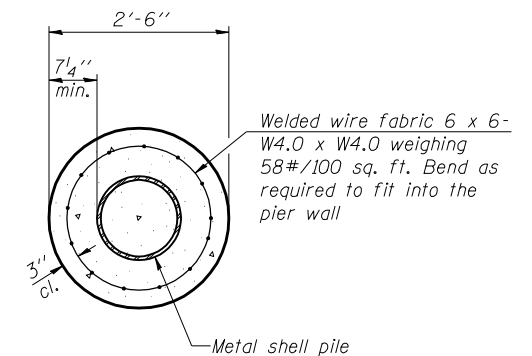
DETAIL A

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



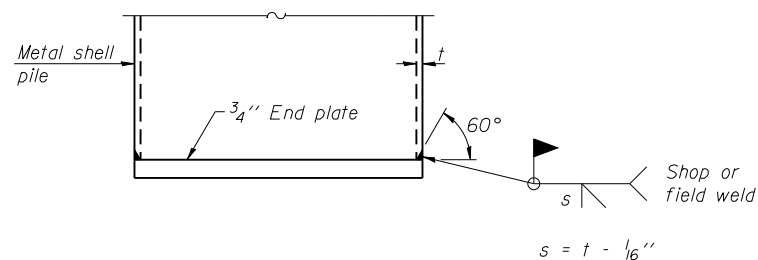
ELEVATION



SECTION A-A

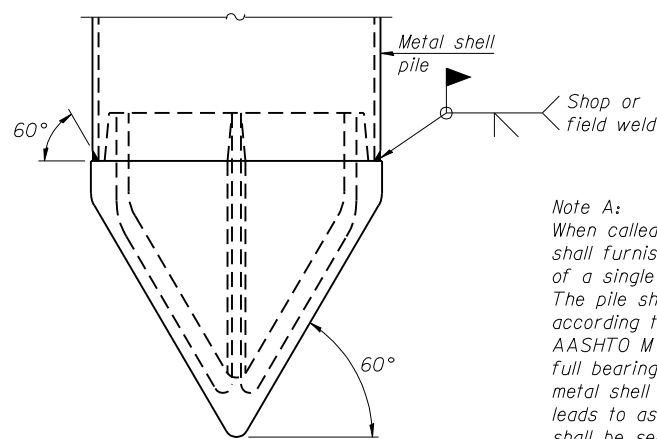
Note:
 Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



END PLATE ATTACHMENT

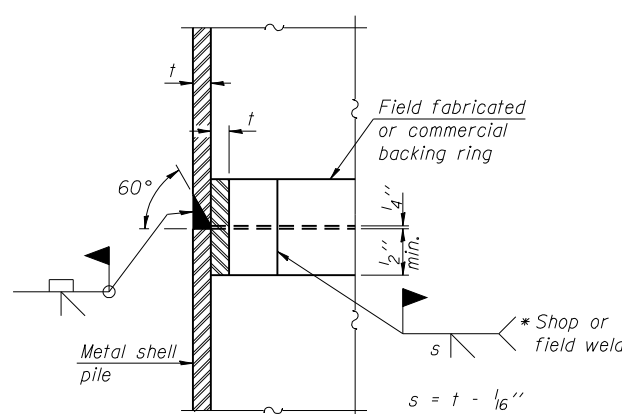
$s = t - 1/16"$



METAL SHELL PILE SHOE ATTACHMENT

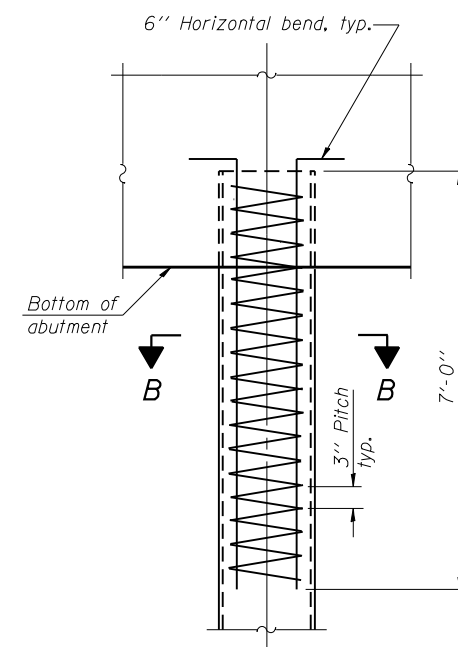
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



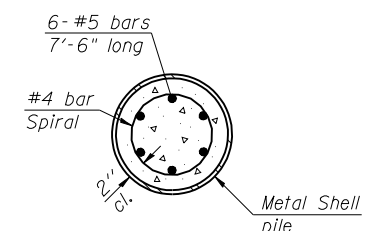
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

FILE NAME = 70109_024.rvt.dgn
 CB PROJECT NO. 09070-7

F-MS
Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS-
 STRUCTURAL ENGINEERS-
 LAND SURVEYORS
 Design Firm License No. 184-002703

1-27-12

USER NAME = .MML.	DESIGNED - GJB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 010-0291

SHEET NO. 24 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	62
CONTRACT NO. 70109				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 9/7/11

ROUTE FAI 57 DESCRIPTION Windsor Road over FAI 57 LOGGED BY CNA

SECTION (10-32HB-2)BY LOCATION NW, SEC. 21, TWP. 19N, RNG. 8E, 3rd PM GPS:

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil data columns (DEPTH, BLOW COUNT, UNCONFINED COMPRESSIVE STRENGTH, MOISTURE CONTENT, etc.).

9/20/2011 10:41:34 AM S:\SOILS\2011 SOIL WORKS\SOIL BORINGS\10-0176EXIST.GPJ

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available. The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 9/7/11

ROUTE FAI 57 DESCRIPTION Windsor Road over FAI 57 LOGGED BY CNA

SECTION (10-32HB-2)BY LOCATION NW, SEC. 21, TWP. 19N, RNG. 8E, 3rd PM GPS:

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil data columns (DEPTH, BLOW COUNT, UNCONFINED COMPRESSIVE STRENGTH, MOISTURE CONTENT, etc.).

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An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available. The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

FILE NAME = 71019... PROJECT NO. 090707

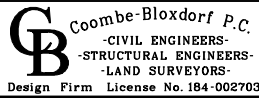


Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS STRUCTURE NO. 010-0291

SHEET NO. 25 OF 27 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO., etc.

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

Date 9/7/11

ROUTE FAI 57 DESCRIPTION Windsor Road over FAI 57 LOGGED BY CNA

SECTION (10-32HB-2)BY LOCATION NW, SEC. 21, TWP. 19N, RNG. 8E, 3rd PM GPS:

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 010-0176
 Station 25+17.14

BORING NO. 2 West Abut.
 Station 23+92
 Offset 5.0 ft Rt.
 Ground Surface Elev. 735.3 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)
------------	-----------------------	-----------------------------	--------------	------------------	----------------------

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)
0		Pavement (Oil & Chip/Road Pack)			
12		Brown Mottled Silty Clay Loam to Silt Loam (continued)			
15					18
17					
712.3		Gray Silt to Silt Loam			
10					19
17					
19					
710.3		Gray Clay Loam Till (Hard)			
10					10
15				10.5	
25				S	
705.8		Gray Silt Loam to Silt with Trace of Free Water			
10				7.4	10
14				B	
703.3		Gray Sand Loam Till			
3					14
6					
9					
719.3		Brown Mottled Clay Loam			
2					21
3					
6					
717.3		Brown Mottled Silty Clay Loam to Silt Loam			
8					11
14					
15					

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 9/7/11

ROUTE FAI 57 DESCRIPTION Windsor Road over FAI 57 LOGGED BY CNA

SECTION (10-32HB-2)BY LOCATION NW, SEC. 21, TWP. 19N, RNG. 8E, 3rd PM GPS:

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 010-0176
 Station 25+17.14

BORING NO. 2 West Abut.
 Station 23+92
 Offset 5.0 ft Rt.
 Ground Surface Elev. 735.3 ft

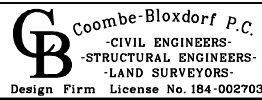
DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)
------------	-----------------------	-----------------------------	--------------	------------------	----------------------

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFIED SOIL CLASSIFICATION	MOISTURE (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)
		Gray Sand Loam Till (continued)			
9				5	
18				5	3.1
22				7	B
688.3		Gray Clay Loam Till to Sandy Clay Loam Till (continued)			
687.3		Gray Clay Loam Till to Sandy Clay Loam Till			
6				25	
11				35	8
15				50-5*	
685.3		End of Boring			
5					
6				4.1	10
12				B	
14					
7				2.9	11
8				B	

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

FILE NAME: 71099_025-bor-log.dgn
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PLOT DATE = 8/10/2012	CHECKED - RKM/MCB	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 010-0291

SHEET NO. 26 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	64
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	



SOIL BORING LOG

Date 9/7/11

ROUTE FAI 57 DESCRIPTION Windsor Road over FAI 57 LOGGED BY RRW

SECTION (10-32HB-2)BY LOCATION NW, SEC. 21, TWP. 19N, RNG. 8E, 3rd PM GPS:

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 010-0176
 Station 25+17.14
 BORING NO. 3 Pier
 Station 25+24
 Offset 17.0 ft Lt.
 Ground Surface Elev. 713.7 ft

DEPTH (ft)	BLOW COUNT (blows/6")	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (blows/6")	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)	DESCRIPTION
0				Brown Sandy Clay Loam	0				Gray Sandy Clay Loam Till with Intermittent Layers of Silt (continued)
5					5	7			
6	4.7	11			9				
8	B				10				
8					10				
10	2.8				10				
10	E				10				
5					7				
9	2.8	10			9				
8	S				12				
3					4				
7	4.5	12			7	2.7	12		
11	B				11	B			
6					4				
9	6.8	9			7	2.7	12		
10	B				11	B			
5					4				
7	2.9	12			5	2.5	12		
8	B				10	B			
4					4				
8	5.6	12			5	2.5	12		
8	B				10	B			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 9/7/11

ROUTE FAI 57 DESCRIPTION Windsor Road over FAI 57 LOGGED BY RRW

SECTION (10-32HB-2)BY LOCATION NW, SEC. 21, TWP. 19N, RNG. 8E, 3rd PM GPS:

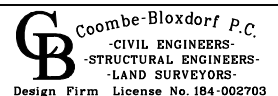
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 010-0176
 Station 25+17.14
 BORING NO. 3 Pier
 Station 25+24
 Offset 17.0 ft Lt.
 Ground Surface Elev. 713.7 ft

DEPTH (ft)	BLOW COUNT (blows/6")	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (blows/6")	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)	DESCRIPTION
0				Gray Sandy Clay Loam Till with Intermittent Layers of Silt (continued)	0				
5					5				
6	4.7	11			9				
8	B				10				
8					10				
10	2.8				10				
10	E				10				
5					7				
9	2.8	10			9				
8	S				12				
3					4				
7	4.5	12			7	2.7	12		
11	B				11	B			
6					4				
9	6.8	9			7	2.7	12		
10	B				11	B			
5					4				
7	2.9	12			5	2.5	12		
8	B				10	B			
4					4				
8	5.6	12			5	2.5	12		
8	B				10	B			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, from 137 (Rev. 8-99)

FILE NAME: 71099_025-hor-ingudgn
 CB PROJECT NO. 09070-7



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

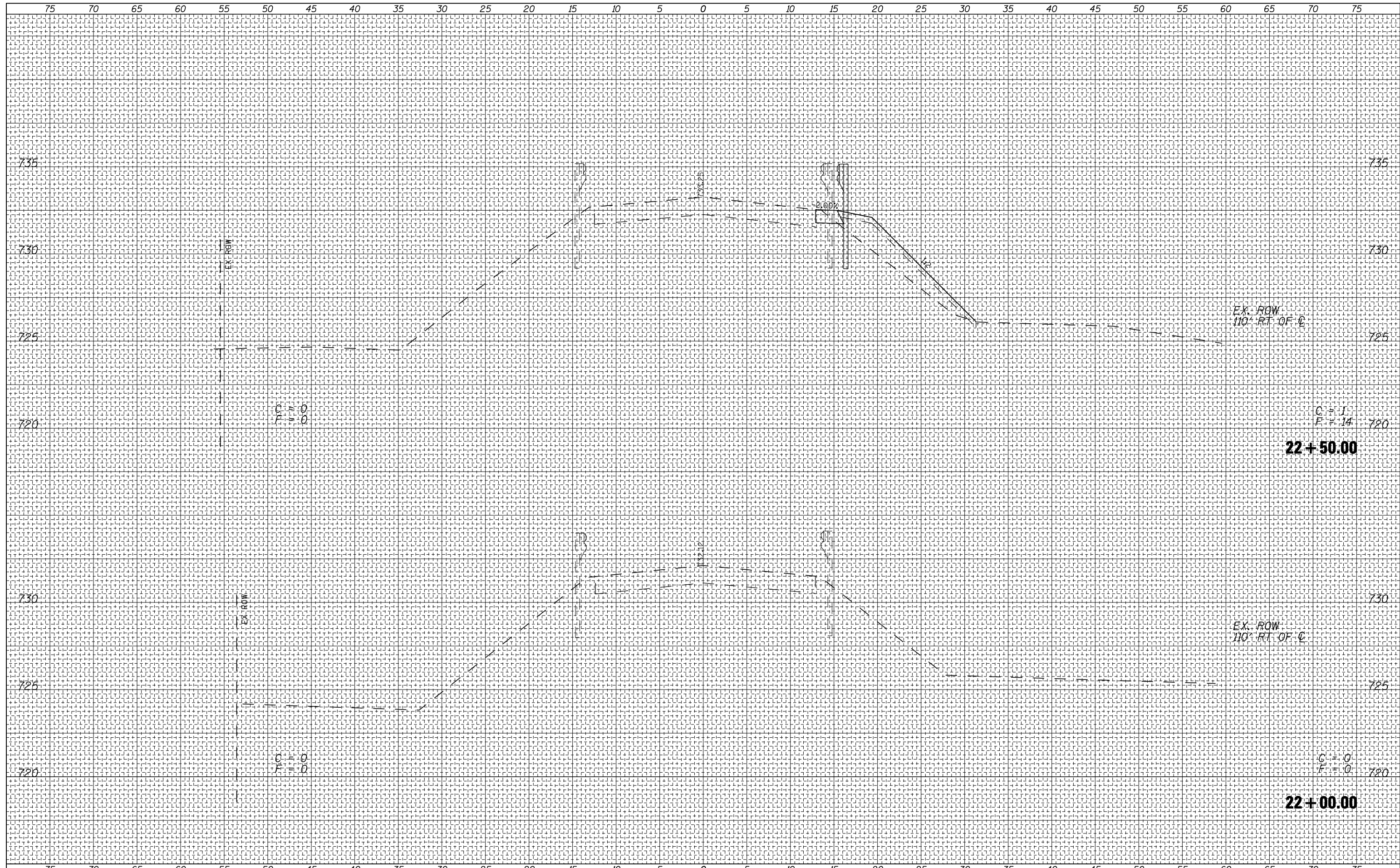
BORING LOGS
 STRUCTURE NO. 010-0291

SHEET NO. 27 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	65
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	

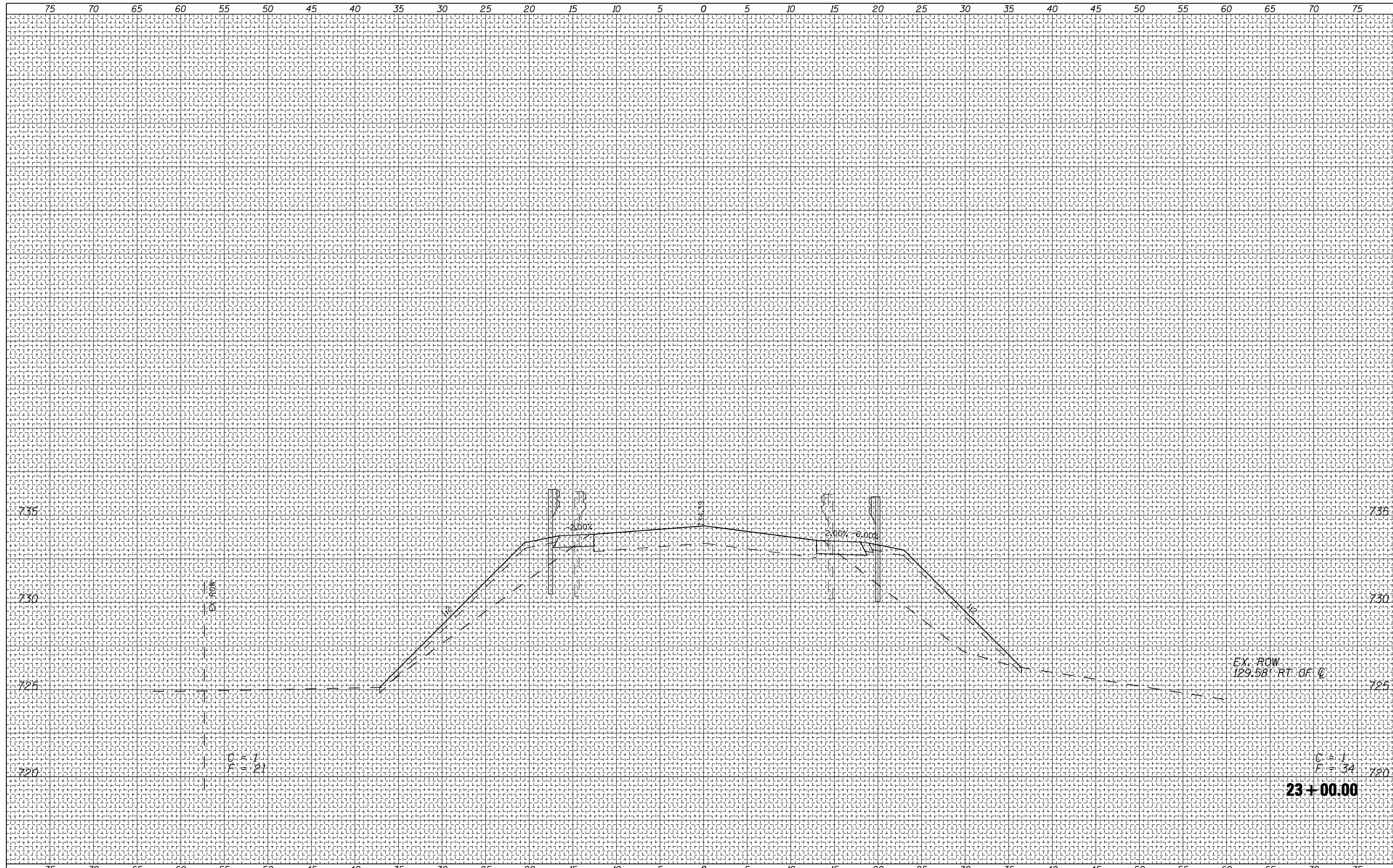
BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">CROSS SECTION WINDSOR ROAD</p>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -		57	(10-32HB-2)BY	CHAMPAIGN	81	66
		CHECKED -	REVISED -		CONTRACT NO. 70109				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 1 OF 12 SHEETS STA. 22+00.00 TO STA. 22+50.00



BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTION
WINDSOR ROAD**

SCALE: SHEET NO. 2 OF 12 SHEETS STA. 23+00.00 TO STA. 23+00.00

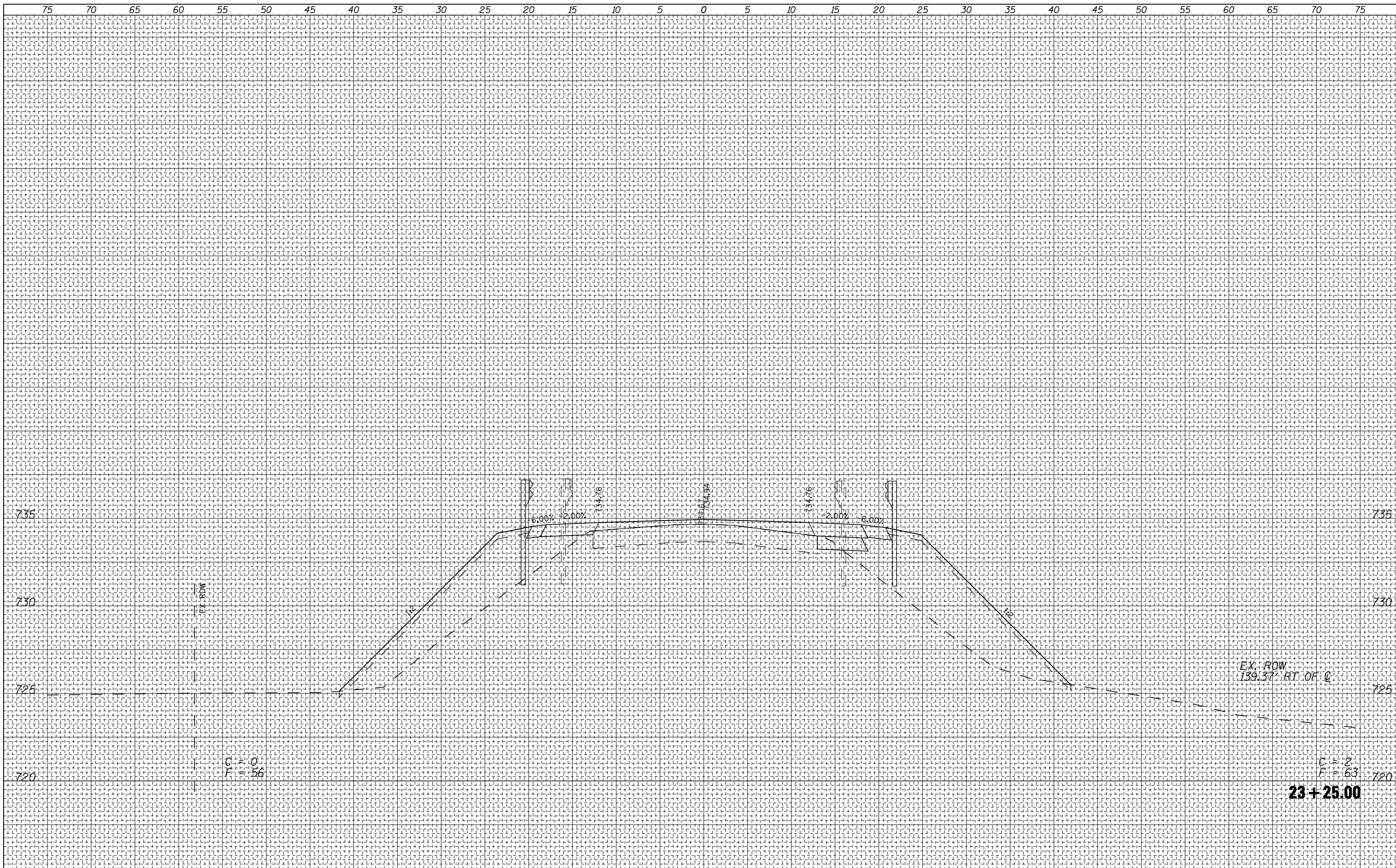
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57	(10-32HB-2)BY	CHAMPAIGN	81	67
			CONTRACT NO. 70109	
ILLINOIS FED. AID PROJECT				

C = 1
F = 21

EX. ROW
129.58' RT. OF C

C = 1
F = 34

23+00.00



BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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	DRAWN -	REVISED -
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PLOT DATE = *DATE*	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

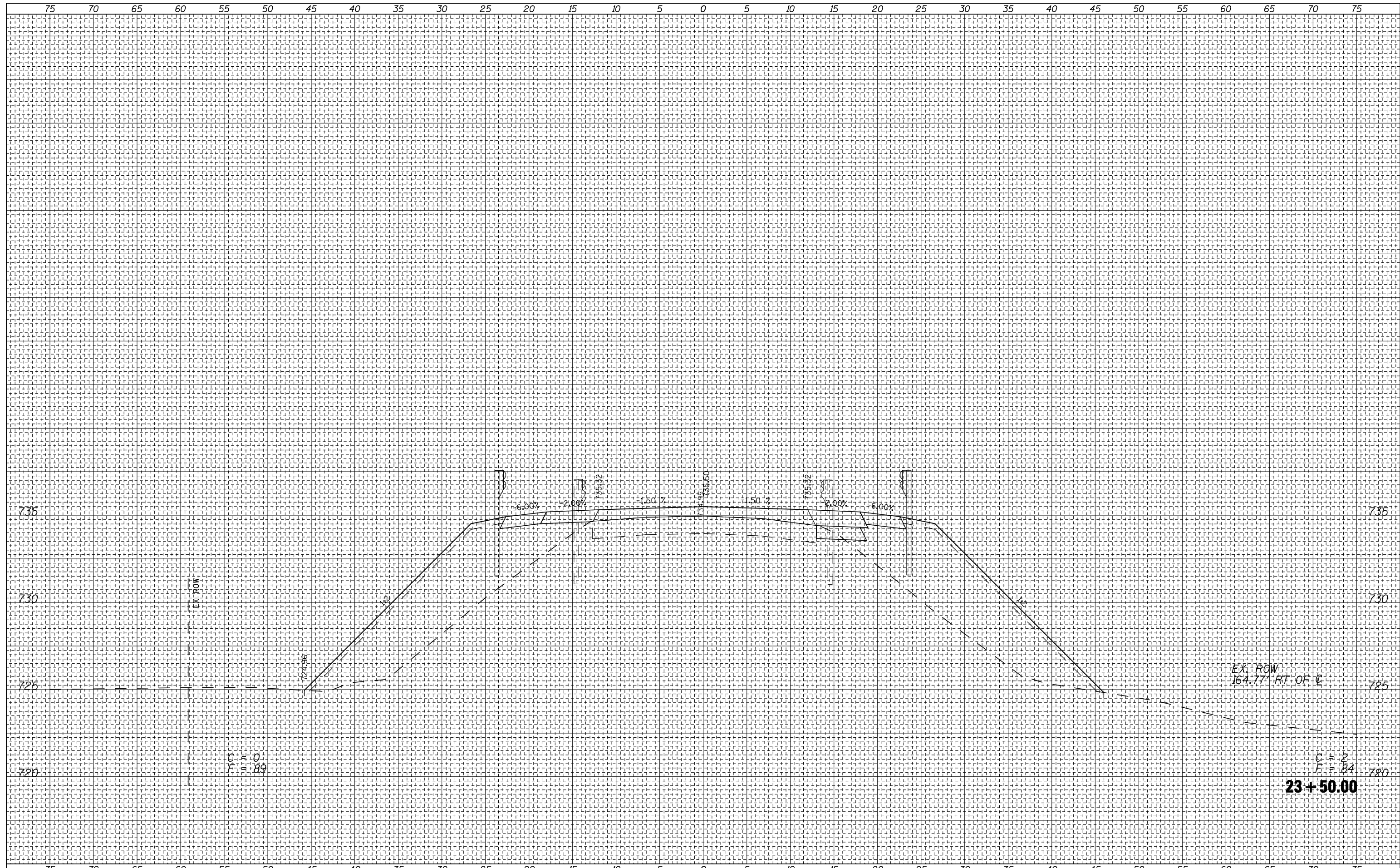
**CROSS SECTION
WINDSOR ROAD**

SCALE: SHEET NO. 3 OF 12 SHEETS STA. 23+25.00 TO STA. 23+25.00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	68
ILLINOIS FED. AID PROJECT			CONTRACT NO.	70109

BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK NO.	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	PLOTTED
	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

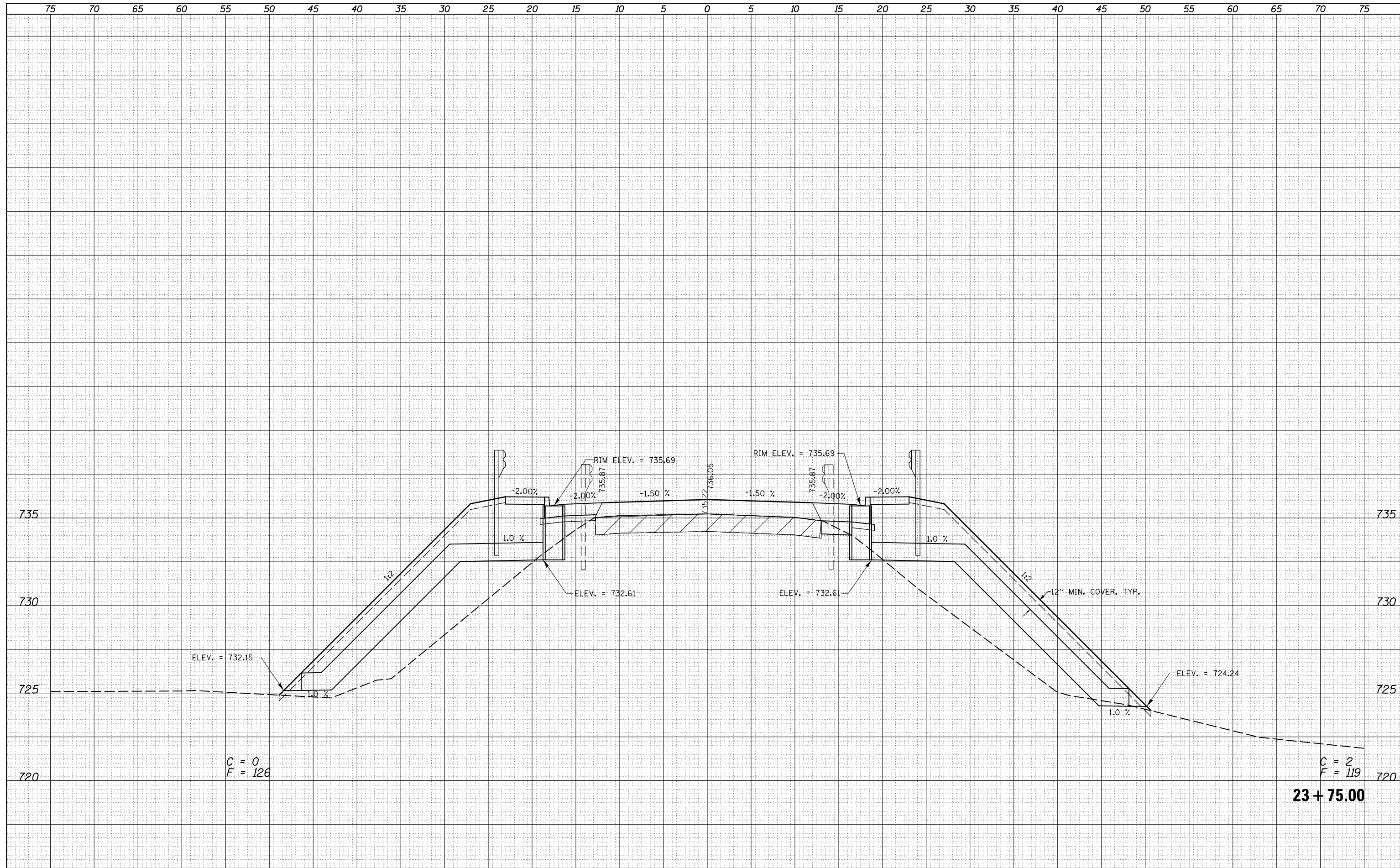


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#FILE#		DRAWN -	REVISED -			57	(10-32HB-2)BY	CHAMPAIGN	81	69	
		CHECKED -	REVISED -			CONTRACT NO. 70109					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET NO. 4 OF 12 SHEETS STA. 23+50.00 TO STA. 23+50.00

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



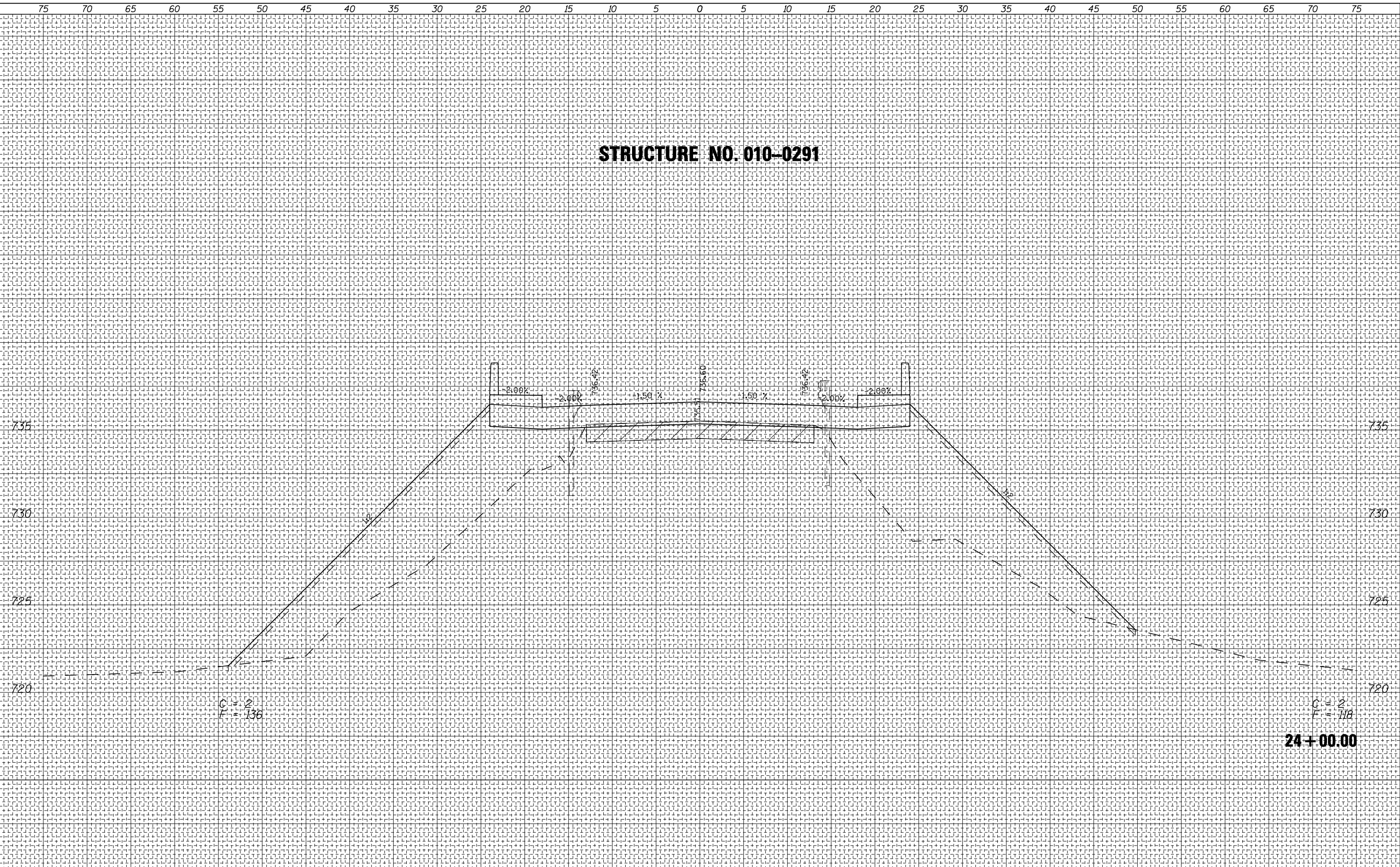
C = 0
F = 126

C = 2
F = 119

23 + 75.00

FILE NAME =	USER NAME = keyarb	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTION WINDSOR ROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwork\keysrb\d0152155\0570109-sht-xsecwindsr.dgn		DRAWN -	REVISD -			57	(10-32HB-2)BY	CHAMPAIGN	81	70
PLOT SCALE = 10.0000' / in.		CHECKED -	REVISD -			CONTRACT NO. 70109		ILLINOIS FED. AID PROJECT		
PLOT DATE = 8/17/2012		DATE -	REVISD -			SCALE:	SHEET NO. 5 OF 12 SHEETS	STA. 23+75.00	TO STA. 23+75.00	

STRUCTURE NO. 010-0291



$C = 2$
 $F = 136$

$C = 2$
 $F = 118$

24 + 00.00

BY	DATE
FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED

BY	DATE
ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED

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

PLOT SCALE = #SCALE#
PLOT DATE = #DATE#

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

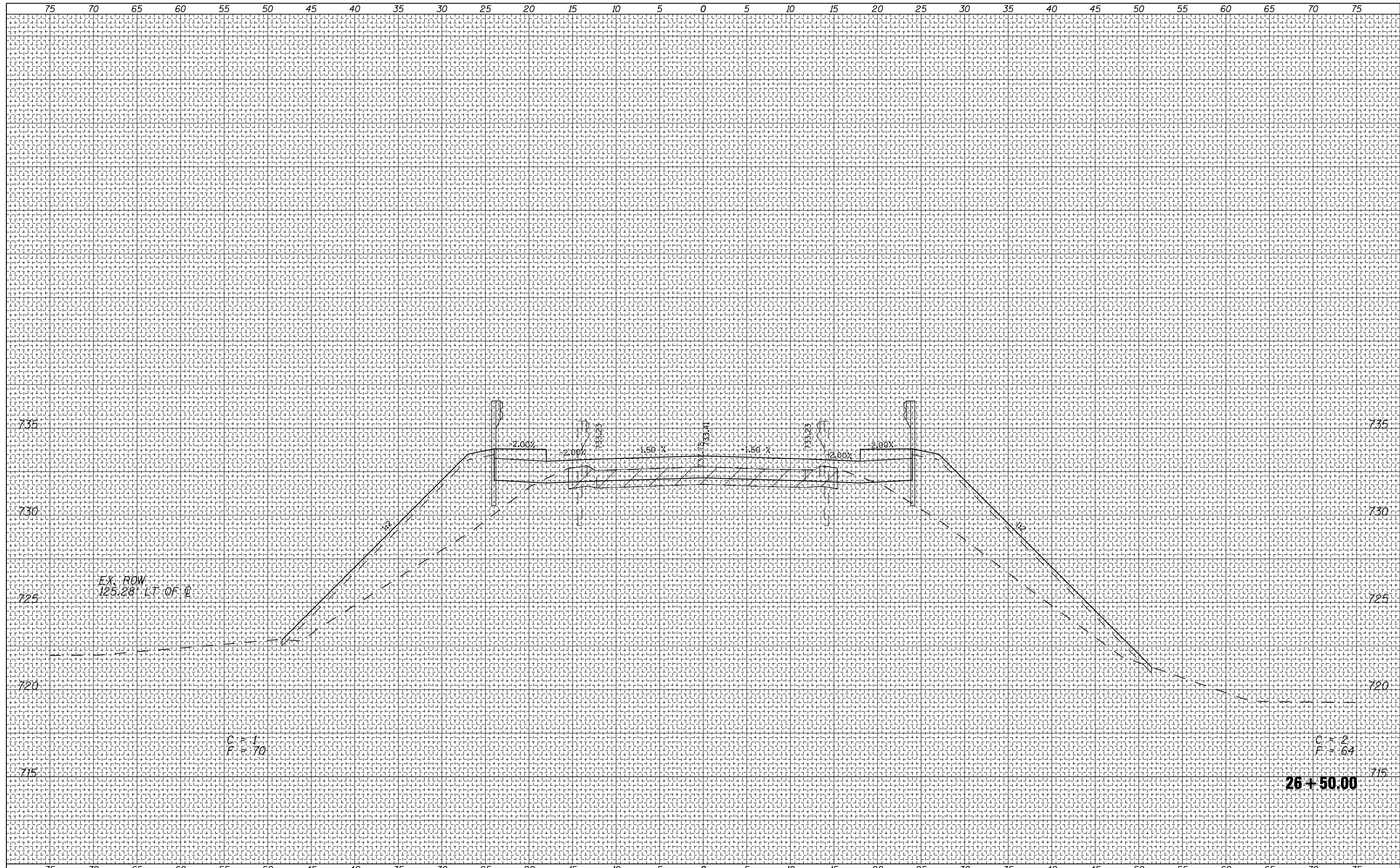
**CROSS SECTION
WINDSOR ROAD**

SCALE: SHEET NO. 6 OF 12 SHEETS STA. 24+00.00 TO STA. 24+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	71
CONTRACT NO. 70109			ILLINOIS FED. AID PROJECT	

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS CHECKED _____
 ORIGINAL SURVEY NOTE BOOK NO. _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS CHECKED _____
 ORIGINAL SURVEY NOTE BOOK NO. _____

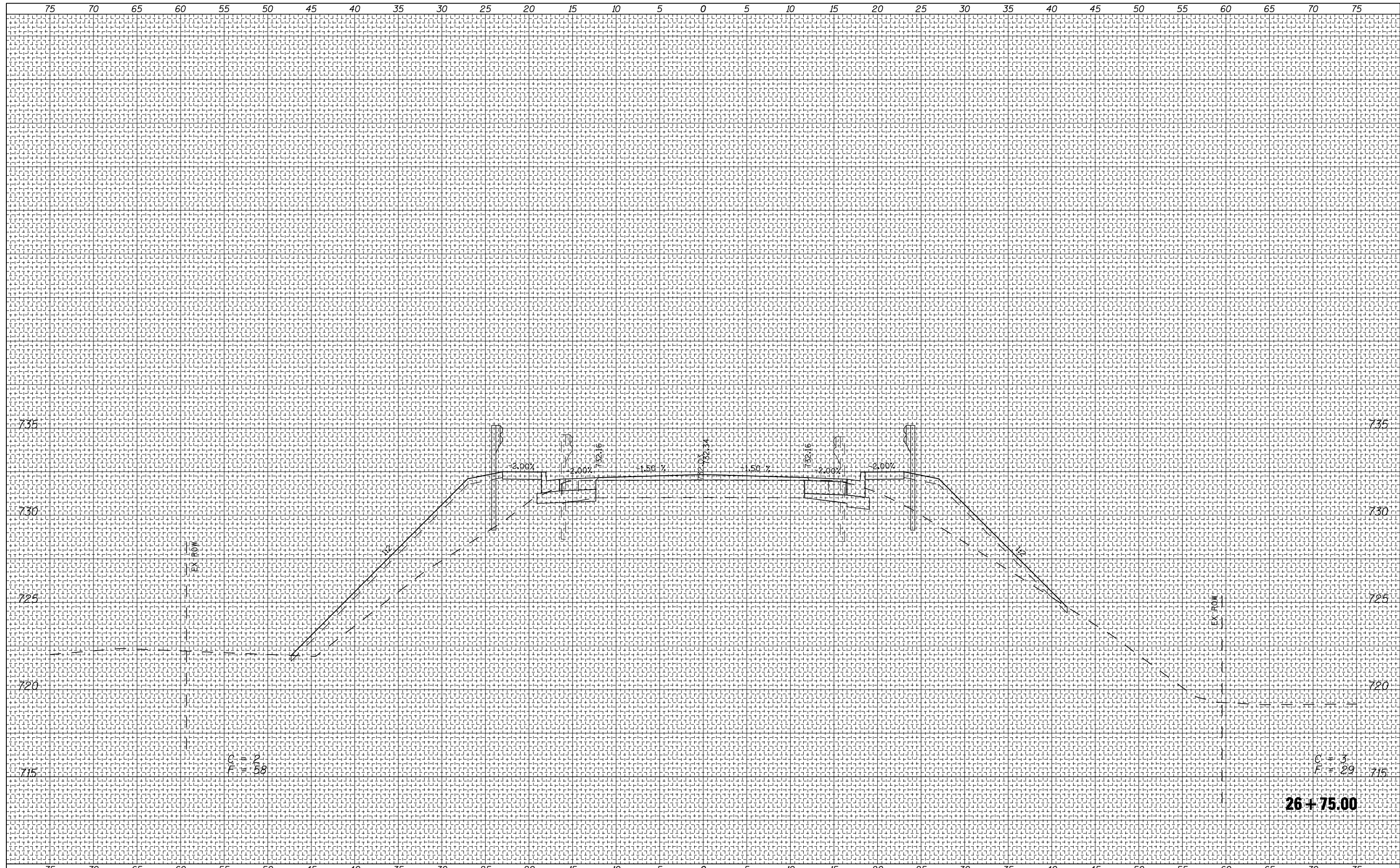


FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTION WINDSOR ROAD	F.A. 1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -			57	(10-32HB-2)BY	CHAMPAIGN	81	72	
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 70109					
PLOT DATE = #DATE#		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET NO. 7 OF 12 SHEETS STA. 26+50.00 TO STA. 26+50.00

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

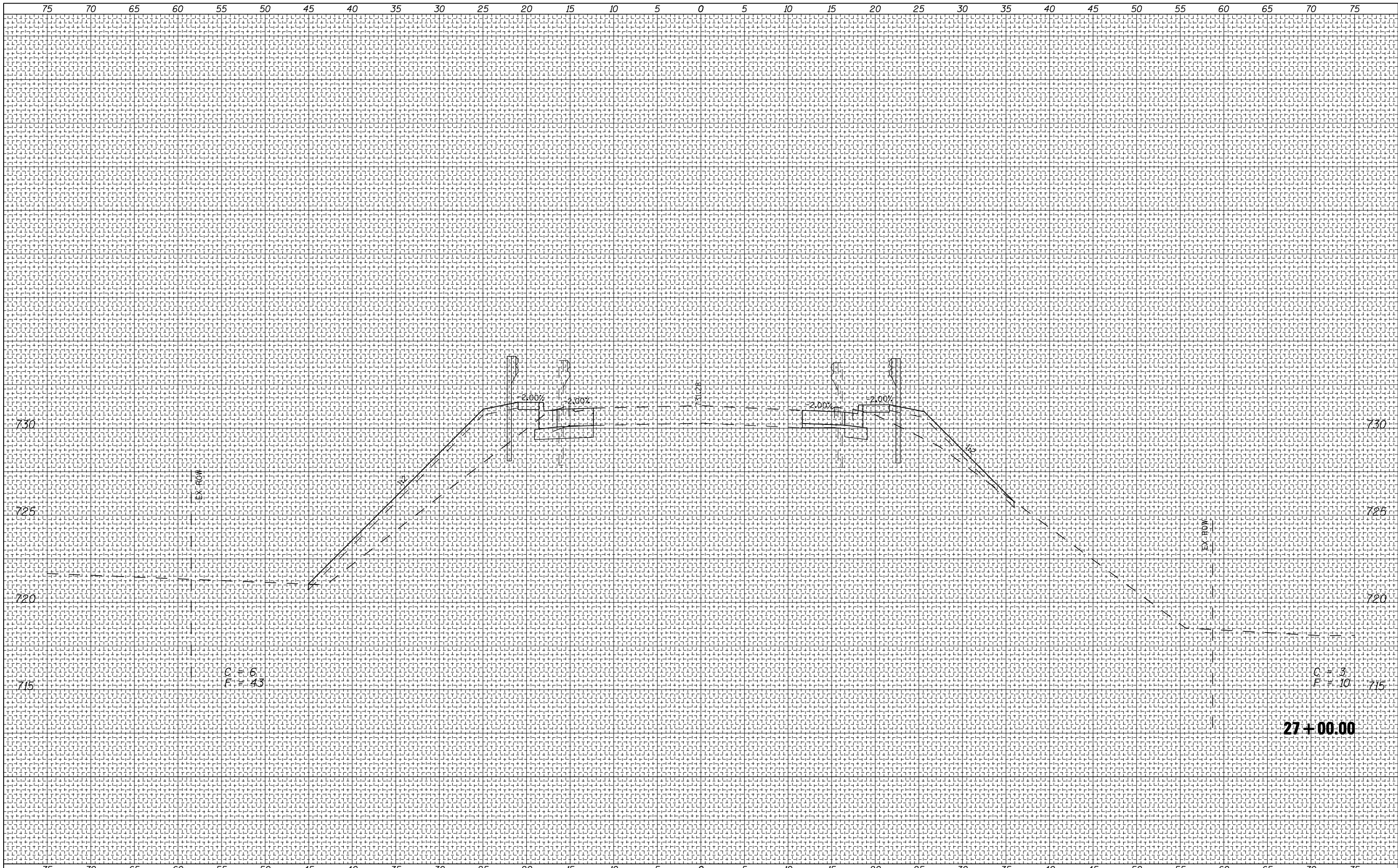


G = 2
F = 58

G = 3
F = 29

26+75.00

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				CROSS SECTION WINDSOR ROAD				F.A. 1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISIED -					57	(10-32HB-2)BY	CHAMPAIGN	81	73				
PLOT SCALE = #SCALE#		CHECKED -	REVISIED -	SCALE: SHEET NO. 8 OF 12 SHEETS				STA. 26+75.00	TO STA. 26+75.00	CONTRACT NO. 70109						
PLOT DATE = #DATE#		DATE -	REVISIED -	ILLINOIS FED. AID PROJECT												

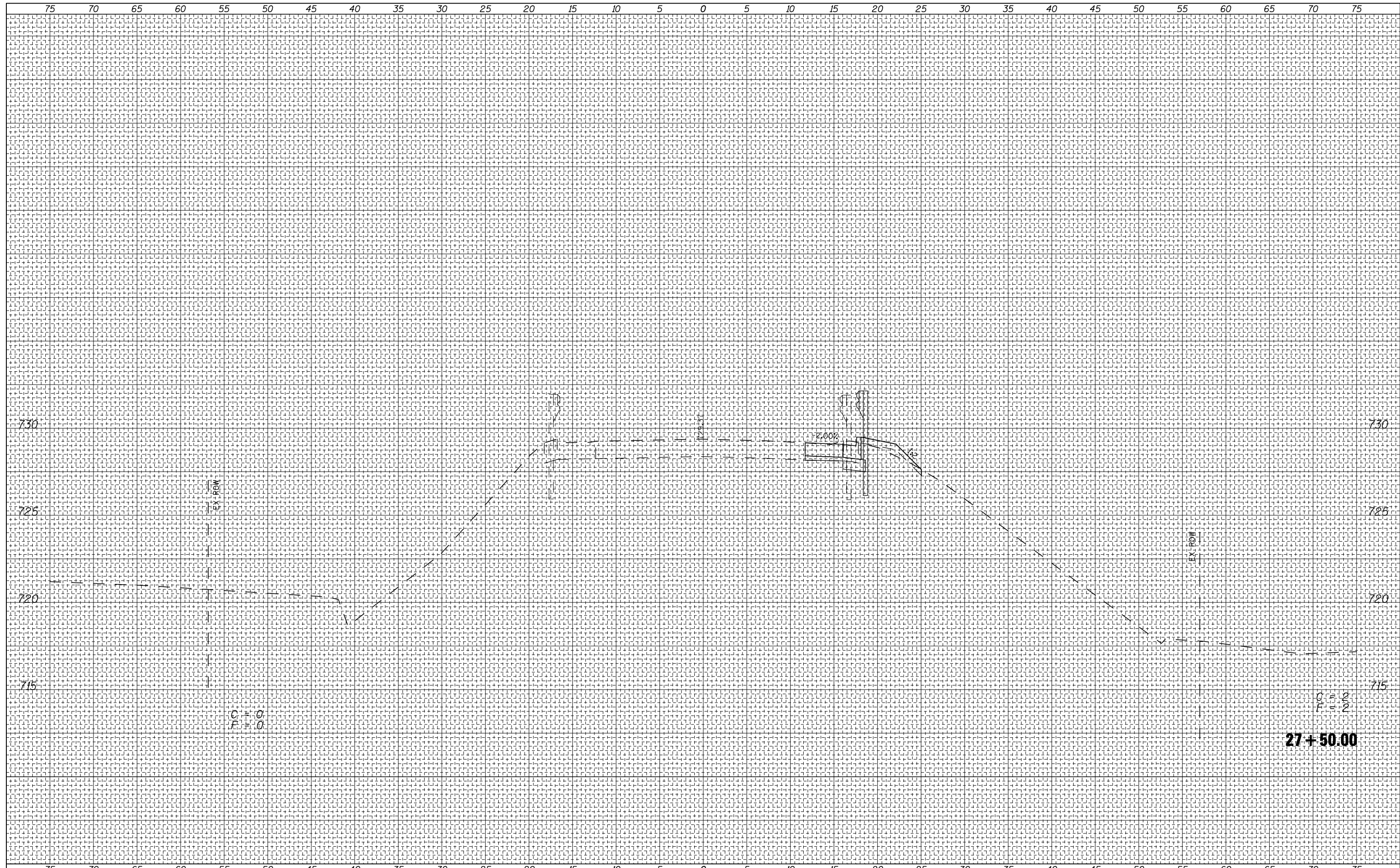


BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

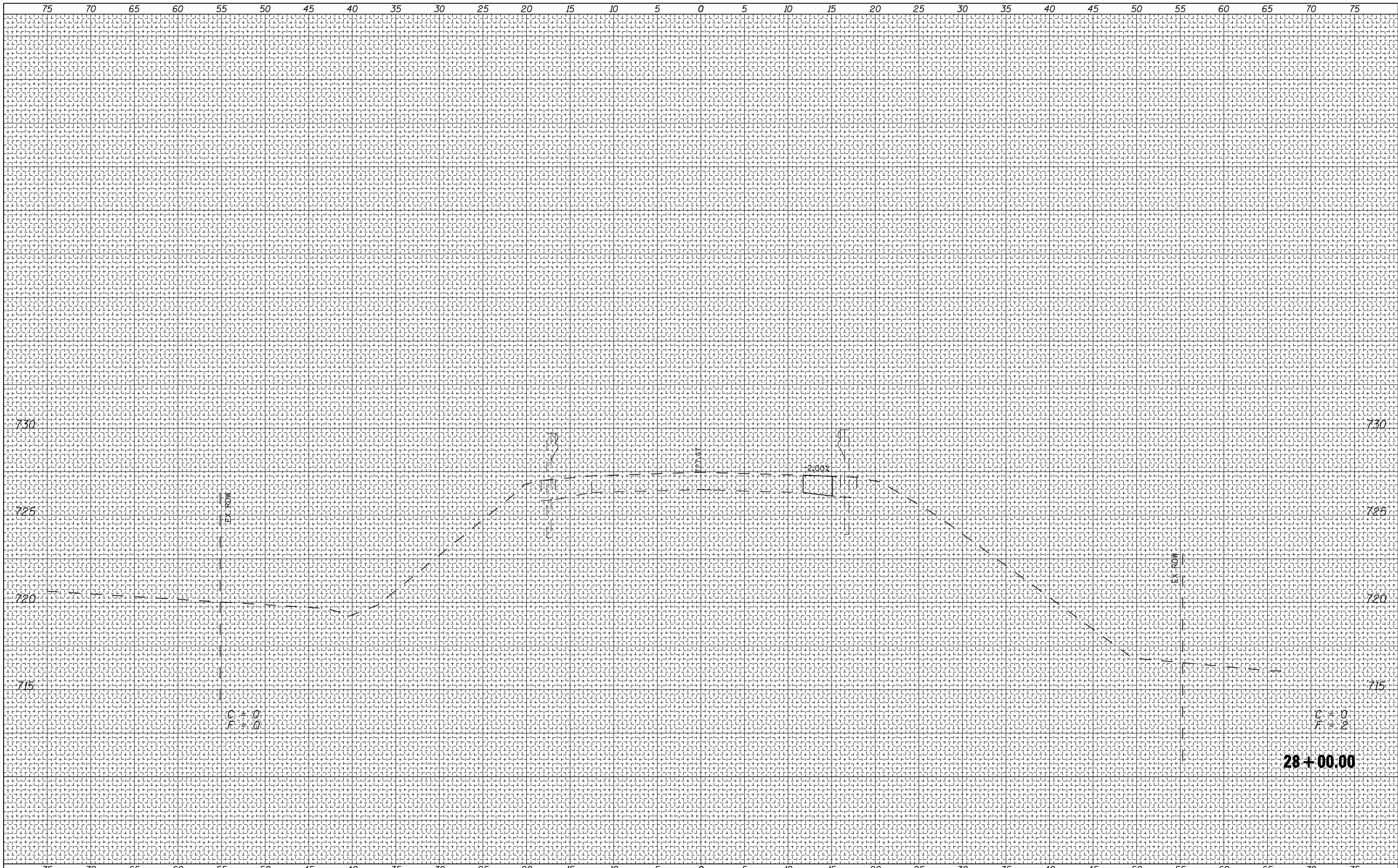
BY	DATE
FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED

BY	DATE
ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED



C = 2
F = 2
27+50.00

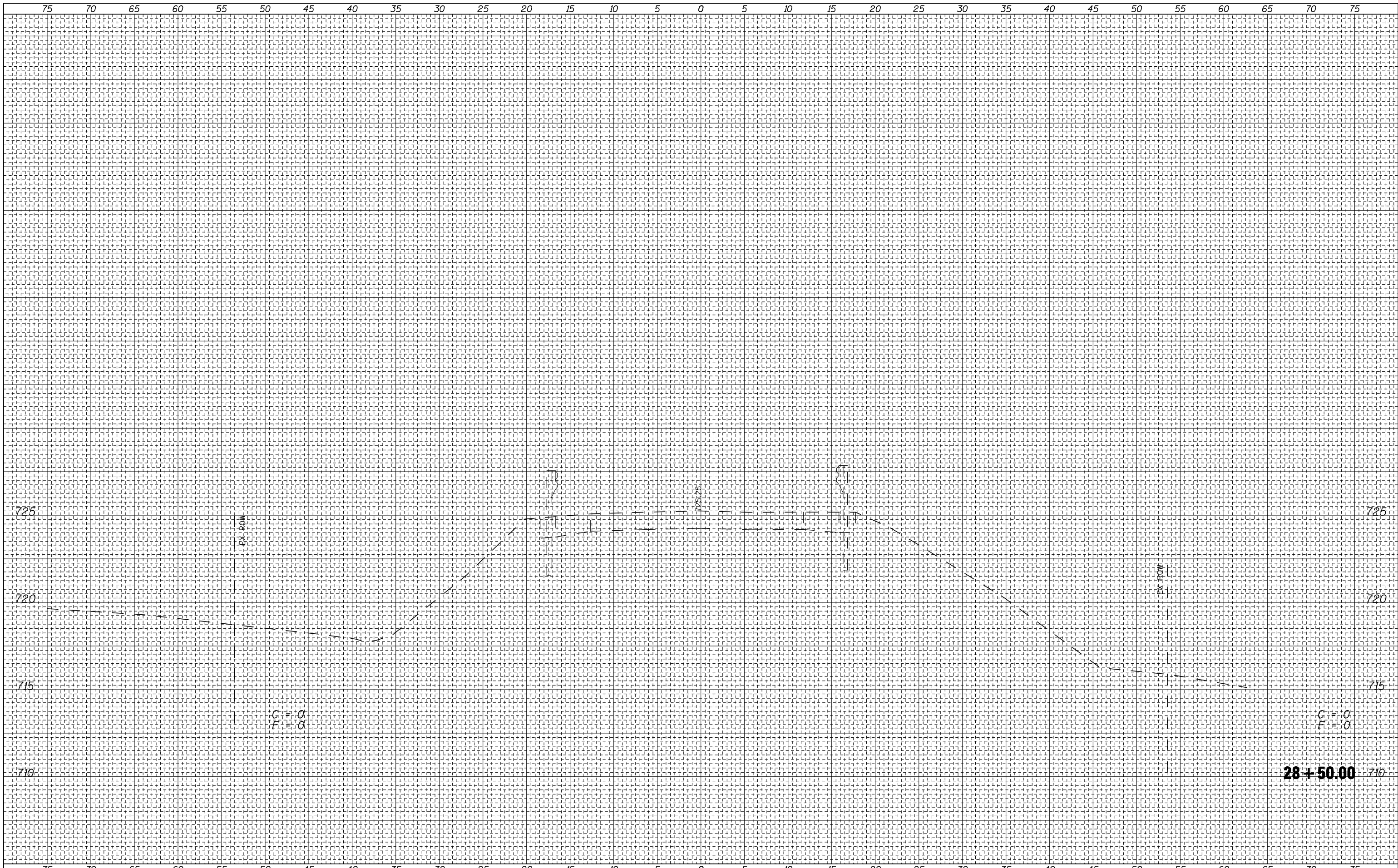
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">CROSS SECTION WINDSOR ROAD</p>	F.A. 1 RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 75	
#FILEL#	PLOT SCALE = #SCALE#	DRAWN -	REVISED -		SCALE:	SHEET NO. 10 OF 12 SHEETS	STA. 27+50.00	TO STA. 27+50.00	CONTRACT NO. 70109	ILLINOIS FED. AID PROJECT
	PLOT DATE = #DATE#	CHECKED -	REVISED -							
		DATE -	REVISED -							



BY _____	DATE _____
FINAL SURVEY NO. _____	SURVEYED PLOTTED AREAS CHECKED _____
NOTE BOOK _____	TEMPLATE _____
_____	AREAS CHECKED _____

BY _____	DATE _____
ORIGINAL SURVEY NO. _____	SURVEYED PLOTTED AREAS CHECKED _____
NOTE BOOK _____	TEMPLATE _____
_____	AREAS CHECKED _____

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTION WINDSOR ROAD			F.A.1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -					57	(10-32HB-2)BY	CHAMPAIGN	81	76
		CHECKED -	REVISED -					CONTRACT NO. 70109				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
	PLOT SCALE = #SCALE#			SCALE:	SHEET NO. 11 OF 12 SHEETS	STA. 28+00.00	TO STA. 28+00.00					

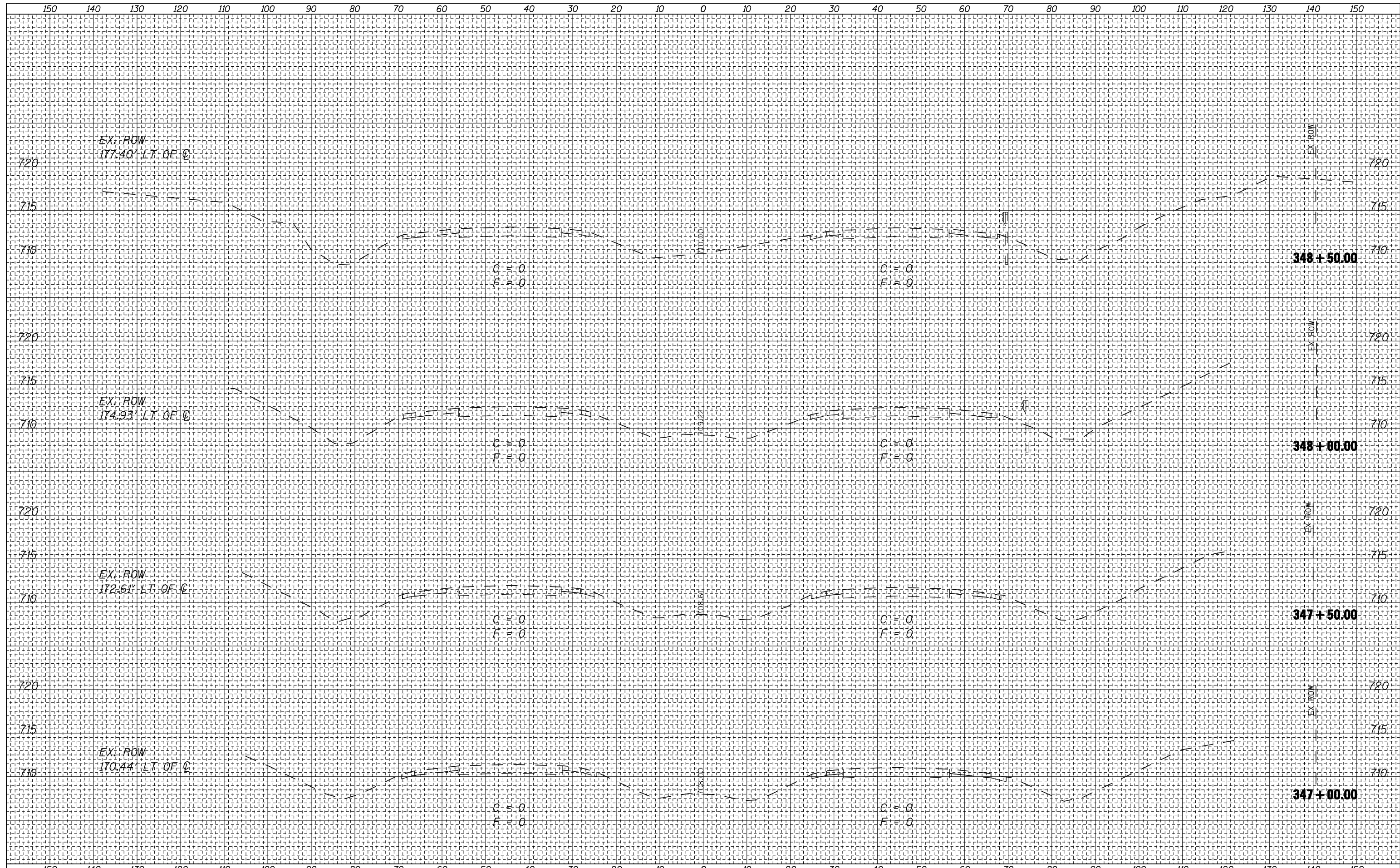


BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

BY	DATE

BY	DATE



FILE NAME =
 *FILE#

USER NAME = *USER#
 *SCALE#
 *DATE#

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57

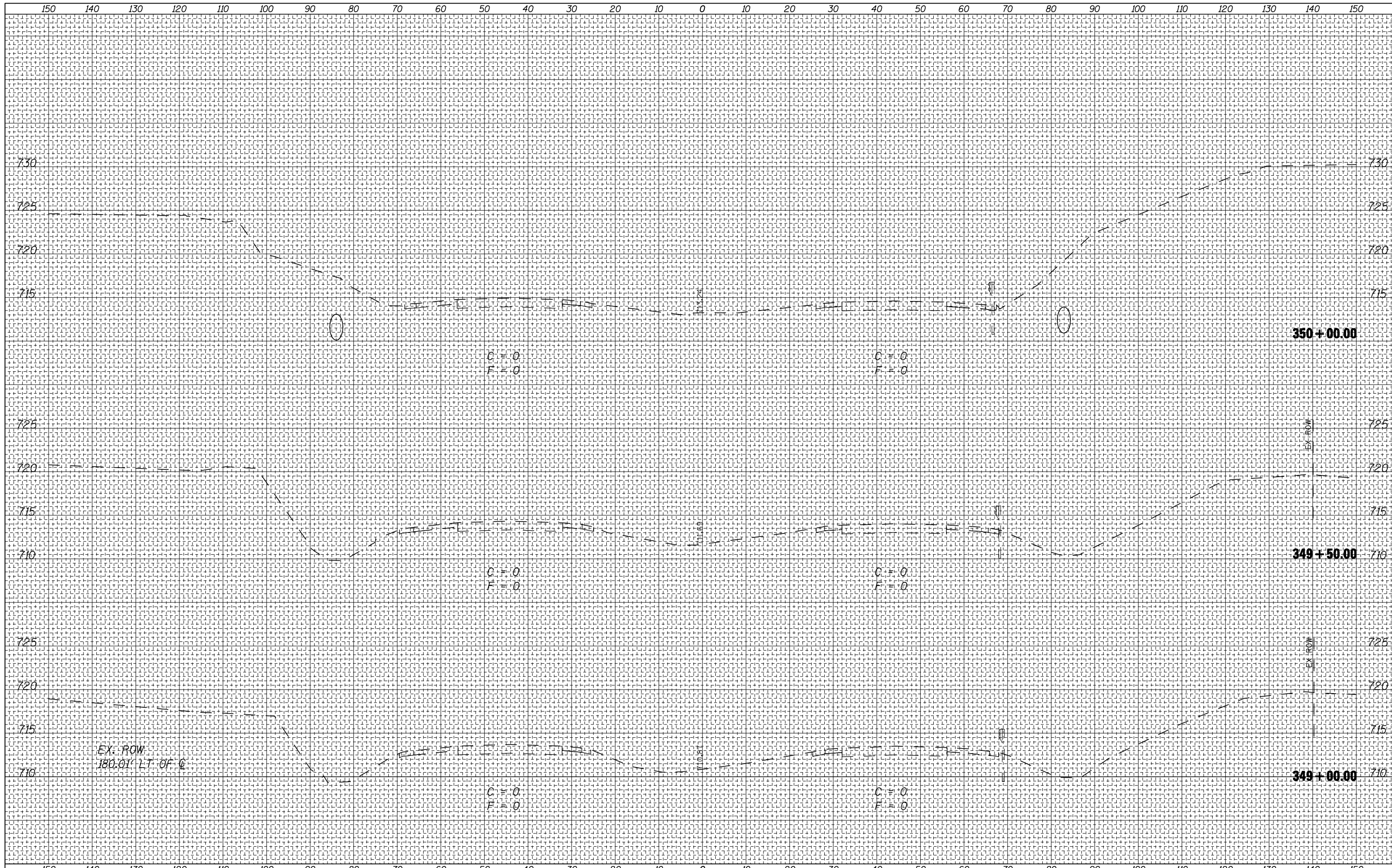
SCALE: SHEET NO. 1 OF 4 SHEETS STA. 347+00.00 STA. 348+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	78
			CONTRACT NO. 70109	

ILLINOIS FED. AID PROJECT

BY	DATE
FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED

BY	DATE
ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED



FILE NAME =
 #FILEL#

USER NAME = #USER#
 PLOT SCALE = #SCALE#
 PLOT DATE = #DATE#

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

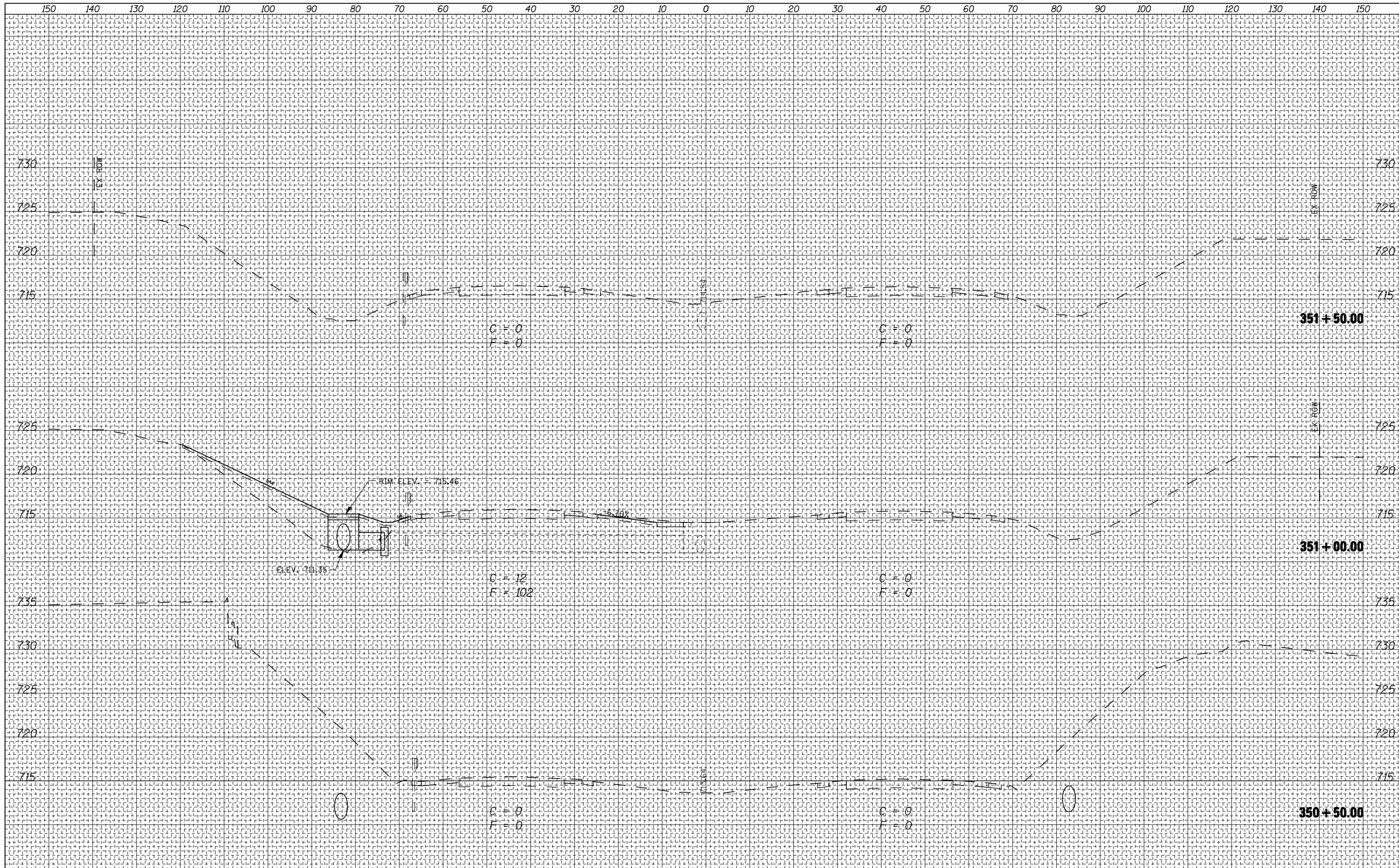
**CROSS SECTIONS
 I-57**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. 349+00.00 TO STA. 350+00.00

F.A.I. RTE. 57	SECTION (10-32HB-2)BY	COUNTY CHAMPAIGN	TOTAL SHEETS 81	SHEET NO. 79
				CONTRACT NO. 70109

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =
 #FILE#

USER NAME = #USER#	DESIGNED -	REVISED -
PLOT SCALE = #SCALE#	DRAWN -	REVISED -
PLOT DATE = #DATE#	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
I-57**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. 350+50.00 STA. 351+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-32HB-2)BY	CHAMPAIGN	81	80

CONTRACT NO. 70109
ILLINOIS FED. AID PROJECT

