

|                     |          |                    |              |           |
|---------------------|----------|--------------------|--------------|-----------|
| F.A.P. RTE.         | SECTION  | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 623                 | (H)I-1   | LASALLE            | 25           | 1         |
| FED. ROAD DIST. NO. | ILLINOIS | CONTRACT NO. 66914 |              |           |

**INDEX OF SHEETS**

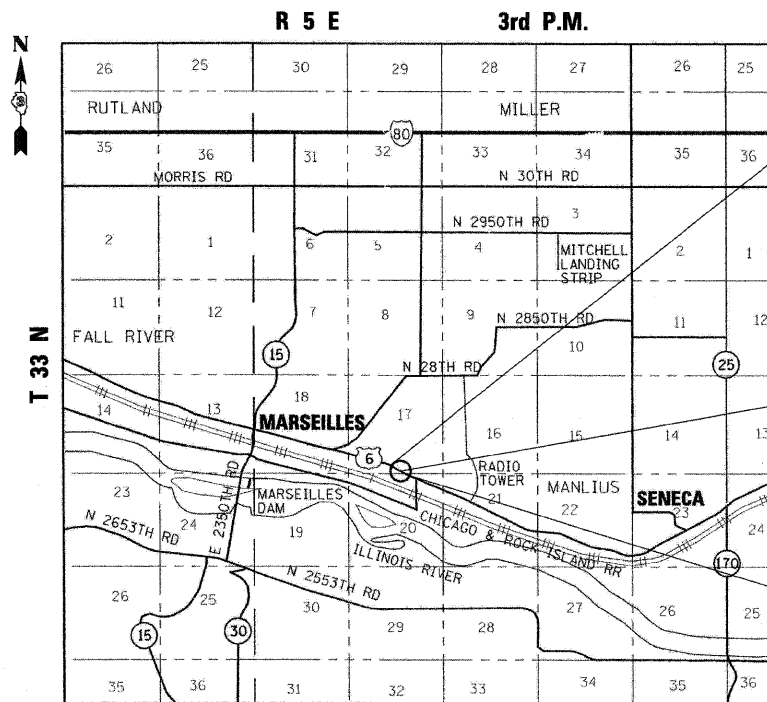
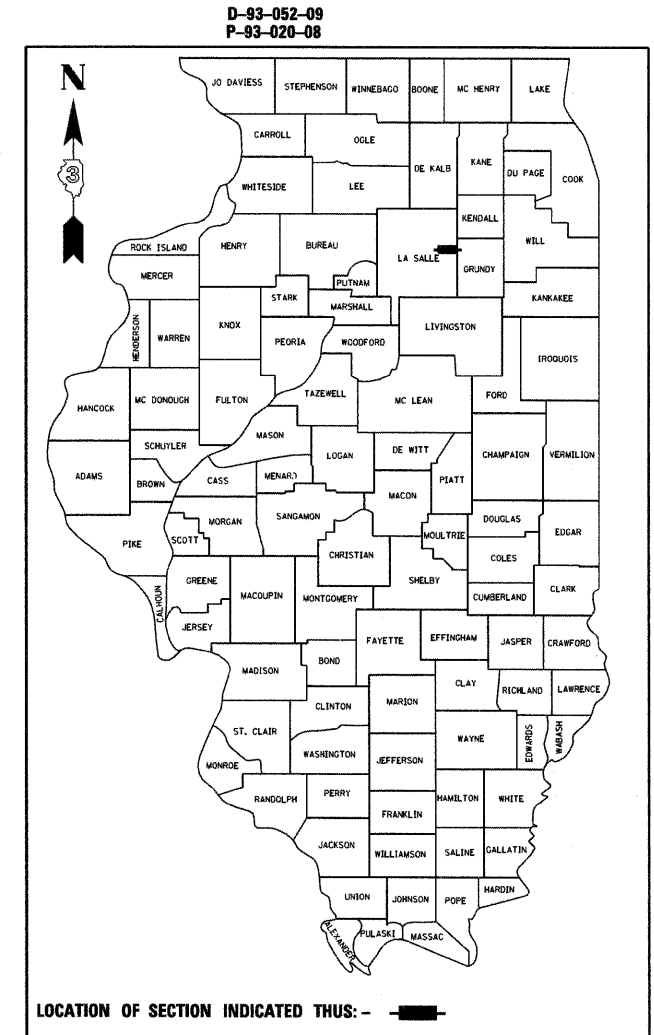
- 1 COVER SHEET
  - 2 GENERAL NOTES AND LIST OF STANDARDS
  - 3 SUMMARY OF QUANTITIES
  - 4-5 TYPICAL SECTIONS
  - 6-7 SCHEDULE OF QUANTITIES
  - 8 ALIGNMENT, TIES AND BENCHMARKS
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  - 21-25 CROSS SECTIONS
- FOR LIST OF HIGHWAY STANDARDS SEE SHEET NO. 2

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PROPOSED**  
**HIGHWAY PLANS**

**FAP ROUTE 623 (US 6)**  
**SECTION (H)I-1**  
**PROJECT ACF-0623(027)**  
**LASALLE COUNTY**

**C - 93 - 106 - 09**

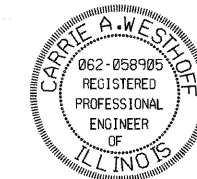
**REMOVE AND REPLACE EXISTING CULVERT (SN 050-2595) WITH**  
**NEW CULVERT (SN 050-2643) OVER UNNAMED TRIBUTARY TO**  
**ILLINOIS RIVER 3.6 MILES WEST OF IL 170**



**BEGIN IMPROVEMENT**  
STA. 146+00.00

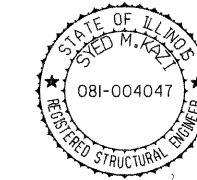
**EXISTING**  
S.N. 050-2595  
**PROPOSED**  
S.N. 050-2643  
STA. 149+29.00  
**12' X 7' CAST-IN-PLACE**  
**CONCRETE BOX CULVERT**

**END IMPROVEMENT**  
STA. 152+00.00



*Carrie Westhoff*

*Carrie A. Westhoff*  
Licensed Professional Engineer  
State of Illinois  
Lic. No. 062-058905  
Expires: 11-30-2011  
Signature and Seal apply  
to Civil Drawings



*Syed M. Kazi*  
Licensed Structural Engineer  
State of Illinois  
Lic. No. 081-004047  
Expires: 11-30-2010  
Signature and Seal apply  
to Structural Drawings

**FUNCTION CLASSIFICATION**

**MINOR RURAL ARTERIAL**  
**2008 ADT = 2900**  
**P.V. = 85.9%      S.U. = 8.8%      M.U. = 5.3%**

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

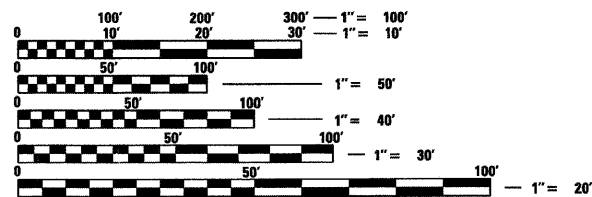
SUBMITTED \_\_\_\_\_ 20 \_\_\_\_\_

*George Rymon*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*January 27, 2010*  
*Scott E. Stolt, P.E., M.D.*  
Acting ENGINEER OF DESIGN AND ENVIRONMENT

*January 27, 2010*  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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



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

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

**DISTRICT 3 NO. (815) 434-6131**  
**PROJECT ENGINEER: JOSEPH KANNEL, P.E.**  
**UNIT CHIEF: MICHELE LINDEMANN, P.E.**  
**TOWNSHIP: MANLIUS**  
**CONTRACT NO. 66914**

**LOCATION MAP**  
**1 INCH = 1 MILE**  
**GROSS LENGTH = 600 FT. = 0.114 MI.**  
**NET LENGTH = 600 FT. = 0.114 MI.**

**DELTA ENGINEERING, INC.**  
 CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS  
 111 West Jackson Blvd., Suite 910 Chicago, IL 60604-2001

**LIST OF STANDARDS**

|             |  |
|-------------|--|
| 000001-05   | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS   |
| 001001-02   | AREAS OF REINFORCEMENT BARS  |
| 001006      | DECIMAL OF AN INCH AND OF A FOOT   |
| 280001-05   | TEMPORARY EROSION CONTROL SYSTEMS  |
| 482001-02   | HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT   |
| 482011-03   | HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS  |
| 542401-01   | METAL END SECTION FOR PIPE CULVERTS  |
| 602301-02   | INLET, TYPE A  |
| 602306-02   | INLET, TYPE B  |
| 602401-02   | MANHOLE, TYPE A  |
| 604026-02   | FRAME AND GRATE, TYPE 6  |
| 604036-02   | GRATE, TYPE 8  |
| 606001-04   | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER  |
| 630001-08   | STEEL PLATE BEAM GUARDRAIL   |
| 630101-08   | GUARDRAIL MOUNTED ON EXISTING CULVERTS   |
| 630201-06   | PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL  |
| 630301-05   | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS   |
| 635006-03   | REFLECTOR AND TERMINAL MARKER PLACEMENT  |
| 635011-02   | REFLECTOR MARKER AND MOUNTING DETAILS  |
| 666001-01   | RIGHT OF WAY MARKERS   |
| 667101-01   | PERMANENT SURVEY MARKERS   |
| 701001-02   | OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY  |
| 701006-03   | OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE   |
| 701011-02   | OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY   |
| 701201-03   | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH   |
| 701301-03   | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS  |
| 701306-02   | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH  |
| 701901-01   | TRAFFIC CONTROL DEVICES  |
| 720011-01   | METAL POSTS FOR SIGNS, MARKERS & DELINEATORS   |
| 780001-02   | TYPICAL PAVEMENT MARKINGS  |
| B.L.R. 22-6 | TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO-LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC) |

**GENERAL NOTES**

- THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
- THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
- ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
- THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

|   |        |                            |
|---|--------|----------------------------|
| GRANULAR MATERIALS                            | 2.05   | TONS / CU YD               |
| BIT MATERIALS (PRIME COAT) ON AGGREGATE BASES | 0.375  | GAL / SQ YD                |
| BITUMINOUS MATERIALS (PRIME COAT)             | 0.08   | GAL / SQ YD                |
| FOR ADDITIONAL HMA LIFTS "FOG COAT"           | 0.05   | GAL / SQ YD                |
| AGGREGATE PRIME COAT                          | 0.002  | TONS / SQ YD               |
| HMA RESURFACING                               | 112    | LBS / SQ YD / IN           |
| SHORT TERM PAVEMENT MARKING                   | 10     | FT / 100 FT OF APPLICATION |
| MIX FOR CRACKS, JTS & FLGWYS                  | 0.0003 | TONS / SQ YD               |
| LEVEL BINDER (HAND METHOD)                    | 0.0005 | TONS / SQ YD               |
| SUPPLEMENTAL WATERING                         | 3      | GAL / SQ YD / APPLICATION  |
| CALCIUM CHLORIDE                              | 2      | LB / SQ YD / APPLICATION   |

- MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: MARSEILLES TELEPHONE CO, AMEREN AND NICOR.
- NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: NONE
- THE SIGNS DISPLACED BY SHOULDER WIDENING ARE TO BE REINSTALLED IN LOCATIONS AS DETERMINED BY THE ENGINEER AND THE COST SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

**COMMITMENTS**

PLAN

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

SURVEYED \_\_\_\_\_

ALIGNED \_\_\_\_\_

NOTED \_\_\_\_\_

RIGHT OF WAY CHECKED \_\_\_\_\_

ROAD FILE NAME NO. \_\_\_\_\_

PROFILE

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

SURVEYED \_\_\_\_\_

GRADES CHECKED \_\_\_\_\_

NOTED \_\_\_\_\_

STRUCTURE NOTATIONS CHECKED \_\_\_\_\_

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

PREPARED BY: David Benoit  
ACTING DISTRICT STUDIES & PLANS ENGINEER

DATE: \_\_\_\_\_

EXAMINED BY: Hubert  
DISTRICT CONSTRUCTION ENGINEER

Wm Phillips  
DISTRICT MATERIALS ENGINEER

James A. Hucker  
DISTRICT OPERATIONS ENGINEER

|                    |                    |                    |                        |   |  |                    |                          |                          |   |             |  |  |
|--------------------|--------------------|--------------------|------------------------|---|--|--------------------|--------------------------|--------------------------|---|-------------|--|--|
| FILE NAME = *FILE* | USER NAME = *USER* | DESIGNED DB/CW     | REVISED -              | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL NOTES AND<br/>LIST OF STANDARDS</b> | F.A.P. RTE. 623    | SECTION (H)-1            | COUNTY LASALLE           | TOTAL SHEETS 25                               | SHEET NO. 2 |  |  |
|                    |                    | DRAWN DB/NS        | REVISED -              |   |  | CONTRACT NO. 66914 |                          |                          |   |             |  |  |
|                    |                    | CHECKED AS         | REVISED -              |   |  | SCALE: NONE        | SHEET NO. 2 OF 25 SHEETS | STA. _____ TO STA. _____ | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |             |  |  |
|                    |                    | PLOT DATE = *DATE* | DATE DECEMBER 09, 2009 |   |  | REVISED -          |                          |                          |   |             |  |  |

SUMMARY OF QUANTITIES

80% FED.  
20% STATE  
NEW SN-050-2643

| PAY CODE   | DESCRIPTION                                  | UNIT   | CONSTRUCTION TYPE CODE<br>Y007 |
|------------|--|--------|--------------------------------|
| 20100110   | TREE REMOVAL (6 TO 15 UNITS DIAMETER)        | UNIT   | 639                            |
| 20100210   | TREE REMOVAL (OVER 15 UNITS DIAMETER)        | UNIT   | 151                            |
| 20101100   | TREE TRUNK PROTECTION                        | EACH   | 10                             |
| 20101300   | TREE PRUNING (1 TO 10 INCH DIAMETER)         | EACH   | 9                              |
| 20101350   | TREE PRUNING (OVER 10 INCH DIAMETER)         | EACH   | 1                              |
| 20200100   | EARTH EXCAVATION                             | CU YD  | 710                            |
| 20400800   | FURNISHED EXCAVATION                         | CU YD  | 675                            |
| 20700220   | POROUS GRANULAR EMBANKMENT                   | CU YD  | 408                            |
| 20800150   | TRENCH BACKFILL                              | CU YD  | 359                            |
| * 25000300 | SEEDING, CLASS 3                             | ACRE   | 0.75                           |
| * 25000400 | NITROGEN FERTILIZER NUTRIENT                 | POUND  | 68                             |
| * 25000500 | PHOSPHORUS FERTILIZER NUTRIENT               | POUND  | 68                             |
| * 25000600 | POTASSIUM FERTILIZER NUTRIENT                | POUND  | 68                             |
| 25100630   | EROSION CONTROL BLANKET                      | SQ YD  | 2,864                          |
| 28000250   | TEMPORARY EROSION CONTROL SEEDING            | POUND  | 75                             |
| 28000305   | TEMPORARY DITCH CHECKS                       | FOOT   | 90                             |
| 28000400   | PERIMETER EROSION BARRIER                    | FOOT   | 136                            |
| 28000500   | INLET AND PIPE PROTECTION                    | EACH   | 1                              |
| 28100109   | STONE RIPRAP, CLASS A5                       | SQ YD  | 221                            |
| 28200200   | FILTER FABRIC                                | SQ YD  | 221                            |
| 31100300   | SUB-BASE GRANULAR MATERIAL, TYPE A 4"        | SQ YD  | 158                            |
| 35501326   | HOT-MIX ASPHALT BASE COURSE, 10 1/2"         | SQ YD  | 146                            |
| 40200800   | AGGREGATE SURFACE COURSE, TYPE B             | TON    | 36                             |
| 40600100   | BITUMINOUS MATERIALS (PRIME COAT)            | GALLON | 225                            |
| 40600400   | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS   | TON    | 0.5                            |
| 40600525   | LEVELING BINDER (HAND METHOD), N50           | TON    | 0.6                            |
| 40600625   | LEVELING BINDER (MACHINE METHOD), N50        | TON    | 53                             |
| 40600982   | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD  | 480                            |
| 40603310   | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | TON    | 142                            |
| 44000100   | PAVEMENT REMOVAL                             | SQ YD  | 140                            |
| 48102100   | AGGREGATE WEDGE SHOULDER, TYPE B             | TON    | 40                             |
| 48203029   | HOT-MIX ASPHALT SHOULDERS, 8"                | SQ YD  | 1,418                          |
| 50100100   | REMOVAL OF EXISTING STRUCTURES               | EACH   | 1                              |
| 50105200   | REMOVE EXISTING CULVERTS                     | EACH   | 1                              |

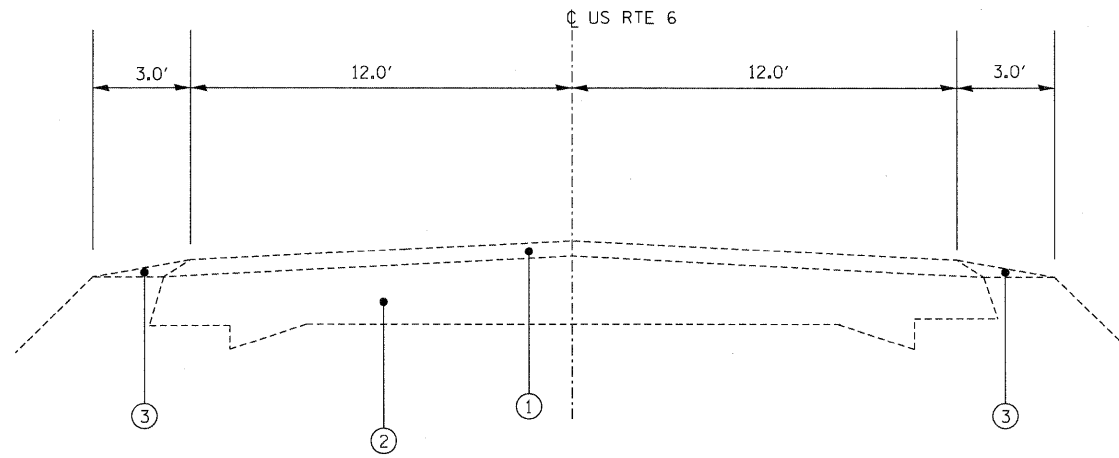
80% FED.  
20% STATE  
NEW SN-050-2643

| PAY CODE   | DESCRIPTION  | UNIT   | CONSTRUCTION TYPE CODE<br>Y007 |
|------------|--|--------|--------------------------------|
| 50200450   | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES | CU YD  | 163                            |
| 50800105   | REINFORCEMENT BARS   | POUND  | 17,420                         |
| 54003000   | CONCRETE BOX CULVERTS                                      | CU YD  | 87.1                           |
| 542D0220   | PIPE CULVERTS, CLASS D, TYPE 1 15"                         | FOOT   | 44                             |
| 54213450   | END SECTIONS 15"   | EACH   | 2                              |
| 550A0340   | STORM SEWERS, CLASS A, TYPE 2 12"                          | FOOT   | 23                             |
| 550A0410   | STORM SEWERS, CLASS A, TYPE 2 24"                          | FOOT   | 248                            |
| 60221700   | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE                | EACH   | 1                              |
| 60236100   | INLETS, TYPE A, TYPE 6 FRAME AND GRATE                     | EACH   | 2                              |
| 60240301   | INLETS, TYPE B, TYPE 8 GRATE                               | EACH   | 2                              |
| * 63000001 | STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS          | FOOT   | 425                            |
| * 63000025 | STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES        | FOOT   | 50                             |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT         | EACH   | 4                              |
| 63200310   | GUARDRAIL REMOVAL  | FOOT   | 306                            |
| 66600105   | FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS               | EACH   | 8                              |
| 66700095   | PERMANENT SURVEY MARKERS                                   | EACH   | 2                              |
| 67000400   | ENGINEER'S FIELD OFFICE, TYPE A                            | CAL MO | 4                              |
| 67100100   | MOBILIZATION   | L SUM  | 1                              |
| 70100450   | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201            | L SUM  | 1                              |
| 70100460   | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306            | L SUM  | 1                              |
| 70101835   | TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22            | L SUM  | 1                              |
| 70300100   | SHORT - TERM PAVEMENT MARKING                              | FOOT   | 60                             |
| 70300220   | TEMPORARY PAVEMENT MARKING - LINE 4"                       | FOOT   | 2,200                          |
| 70300240   | TEMPORARY PAVEMENT MARKING - LINE 6"                       | FOOT   | 50                             |
| 70301000   | WORK ZONE PAVEMENT MARKING REMOVAL                         | SQ FT  | 759                            |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4"                           | FOOT   | 2,200                          |
| * 78001130 | PAINT PAVEMENT MARKING - LINE 6"                           | FOOT   | 50                             |
| * 78200405 | GUARDRAIL MARKERS  | EACH   | 28                             |
| * 78201000 | TERMINAL MARKER - DIRECT APPLIED                           | EACH   | 4                              |
| X0323988   | TEMPORARY SOIL RETENTION SYSTEM                            | SQ FT  | 175                            |
| X6063600   | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24          | FOOT   | 127                            |
| X7011005   | TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR        | L SUM  | 1                              |
| Z0054400   | ROCK FILL  | CU YD  | 160                            |

\* SPECIALTY ITEM

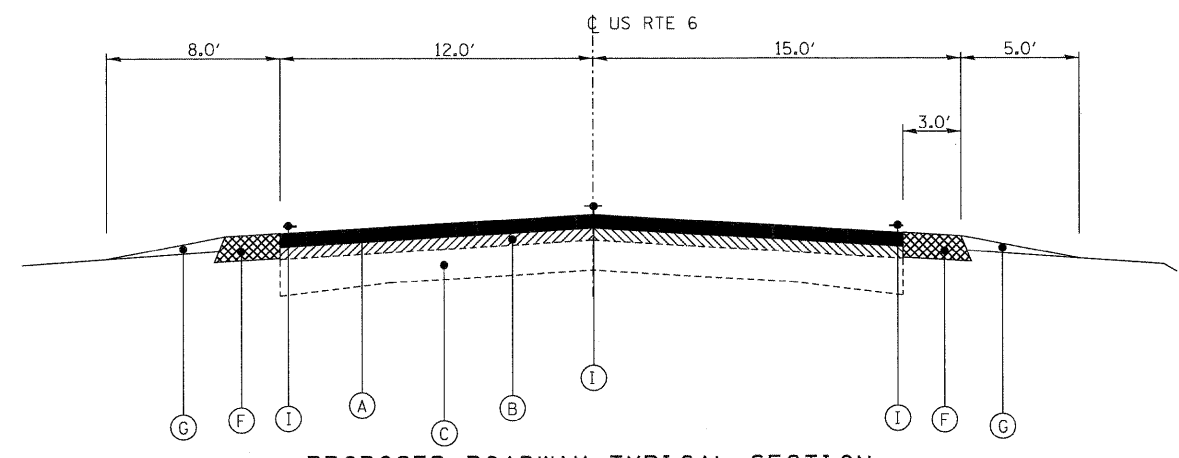
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ALIGNED \_\_\_\_\_ CHECKED \_\_\_\_\_  
NOTE BOOK \_\_\_\_\_  
NO. \_\_\_\_\_

PROFILE SURVEYED \_\_\_\_\_ CHECKED \_\_\_\_\_  
PLOTTED \_\_\_\_\_ CHECKED \_\_\_\_\_  
NOTE BOOK \_\_\_\_\_  
NO. \_\_\_\_\_



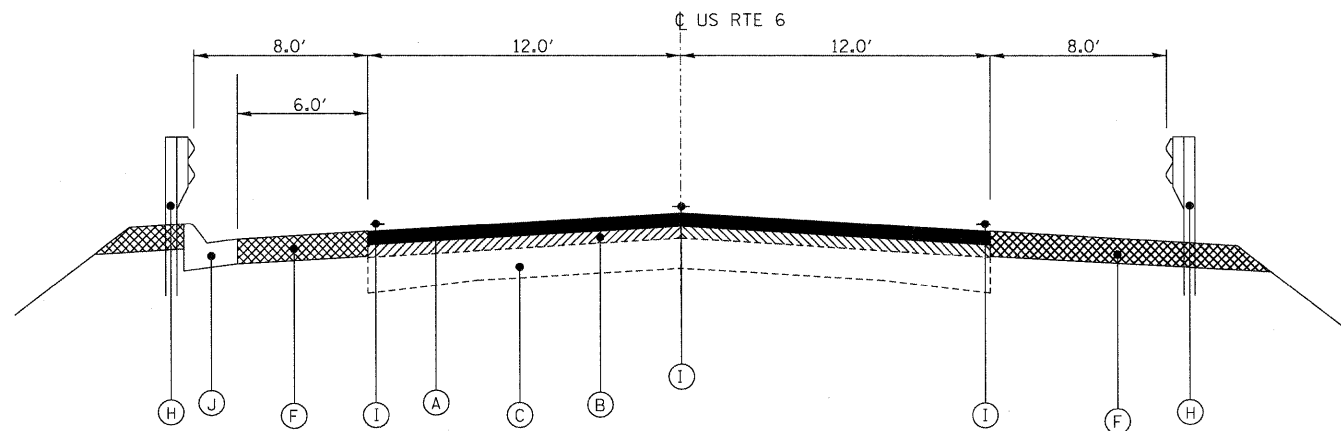
**EXISTING ROADWAY TYPICAL SECTION**

NTS  
FROM STA 146+00.00 TO STA 152+00.00



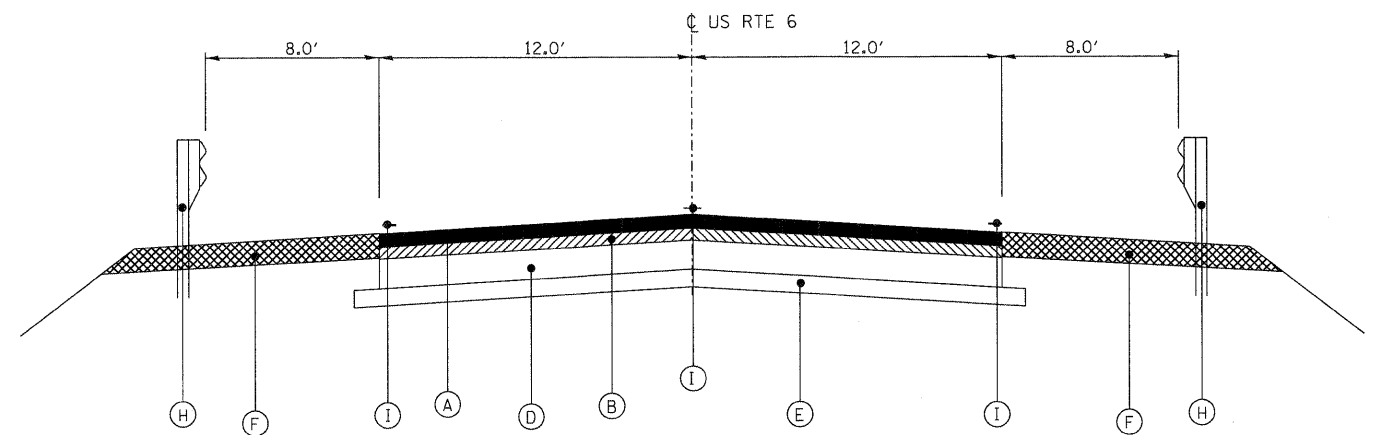
**PROPOSED ROADWAY TYPICAL SECTION**

NTS  
FROM STA 146+00.00 TO STA 147+57.54 (L)  
FROM STA 146+00.00 TO STA 146+94.96 (R)  
FROM STA 151+00.57 TO STA 152+00.00 (R)  
FROM STA 151+79.12 TO STA 152+00.00 (L)



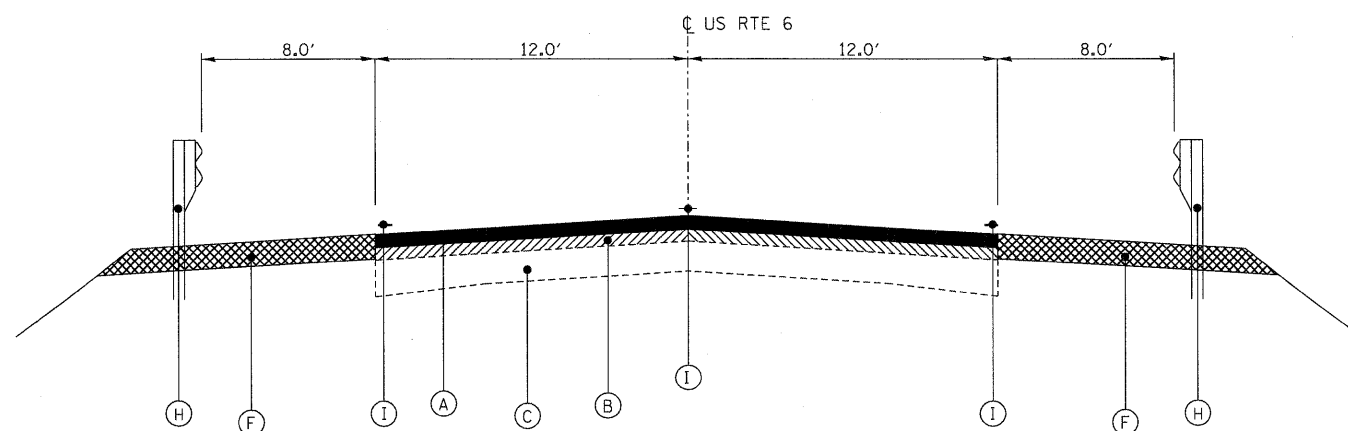
**PROPOSED ROADWAY TYPICAL SECTION**

NTS  
FROM STA 147+57.54 TO STA 149+03.82 (L)  
FROM STA 146+94.96 TO STA 149+03.82 (R)



**PROPOSED ROADWAY TYPICAL SECTION (FULL DEPTH)**

NTS  
FROM STA 149+03.82 TO STA 149+53.76



**PROPOSED ROADWAY TYPICAL SECTION**

NTS  
FROM STA 149+53.76 TO STA 151+00.57 (R)  
FROM STA 149+53.76 TO STA 151+79.12 (L)

**LEGEND:**

**EXISTING**

- ① EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- ② EXISTING PAVEMENT, ± 12"
- ③ EXISTING AGGREGATE SHOULDER WEDGE

**PROPOSED**

- (A) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 1 1/2"
- (B) PROPOSED HOT-MIX ASPHALT LEVELING BINDER, N50, 3/4"
- (C) EXISTING PAVEMENT
- (D) PROPOSED HOT-MIX ASPHALT BASE COURSE, 10 1/2"
- (E) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- (F) PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- (G) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- (H) PROPOSED STEEL PLATE BEAM GUARD RAIL
- (I) PAVEMENT MARKING
- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24

|            |  |
|------------|--|
| DATE       |  |
| BY         |  |
| SURVEYED   |  |
| ALIGNED    |  |
| CHECKED    |  |
| PL. OF WAY |  |
| CHECKED    |  |
| NO. OF     |  |
| FILE       |  |
| NO.        |  |

|            |  |
|------------|--|
| DATE       |  |
| BY         |  |
| SURVEYED   |  |
| GRADES     |  |
| CHECKED    |  |
| S.M. NOTED |  |
| STRUCTURE  |  |
| NOTATIONS  |  |
| CH'D       |  |
| NO.        |  |

|             |                      |                        |           |
|-------------|----------------------|------------------------|-----------|
| FILE NAME = | USER NAME = #USER*   | DESIGNED DB/CW         | REVISED - |
| #FILE#      |                      | DRAWN DB/NS            | REVISED - |
|             | PLOT SCALE = #SCALE* | CHECKED AS             | REVISED - |
|             | PLOT DATE = #DATE*   | DATE DECEMBER 09, 2009 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

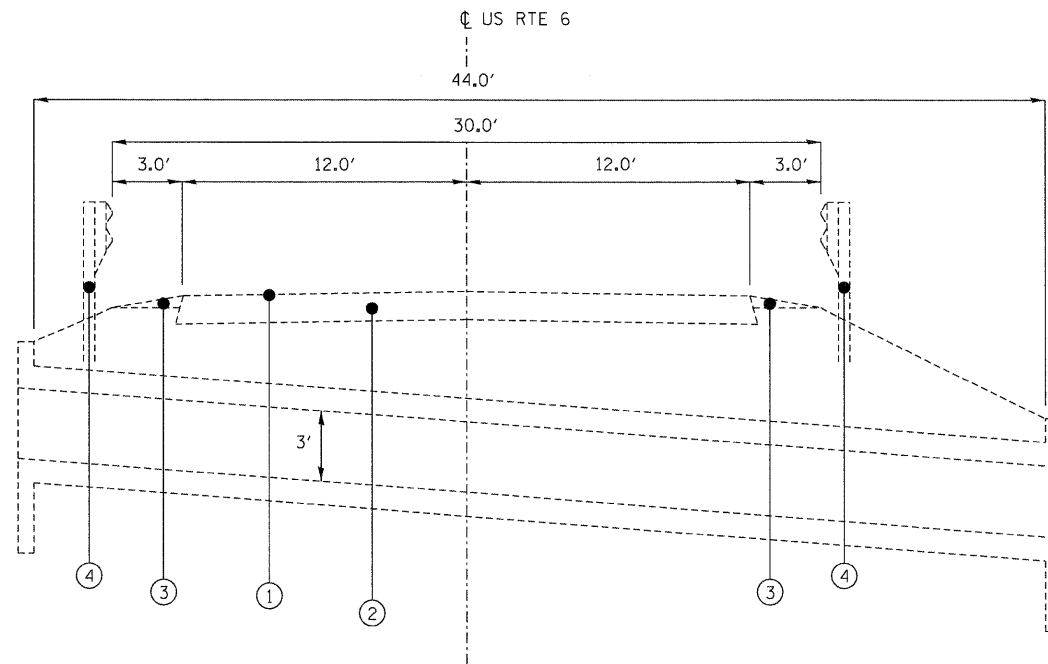
**TYPICAL SECTIONS  
SN 050-2643 SHEET 1 OF 2**

SCALE: NTS SHEET NO. 4 OF 25 SHEETS STA. TO STA.

| F.A.P. RTE.                                   | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |
|---|---------|---------|--------------|-----------|
| 623   | (HI)-1  | LASALLE | 25           | 4         |
| CONTRACT NO. 66914                            |         |         |              |           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |         |              |           |

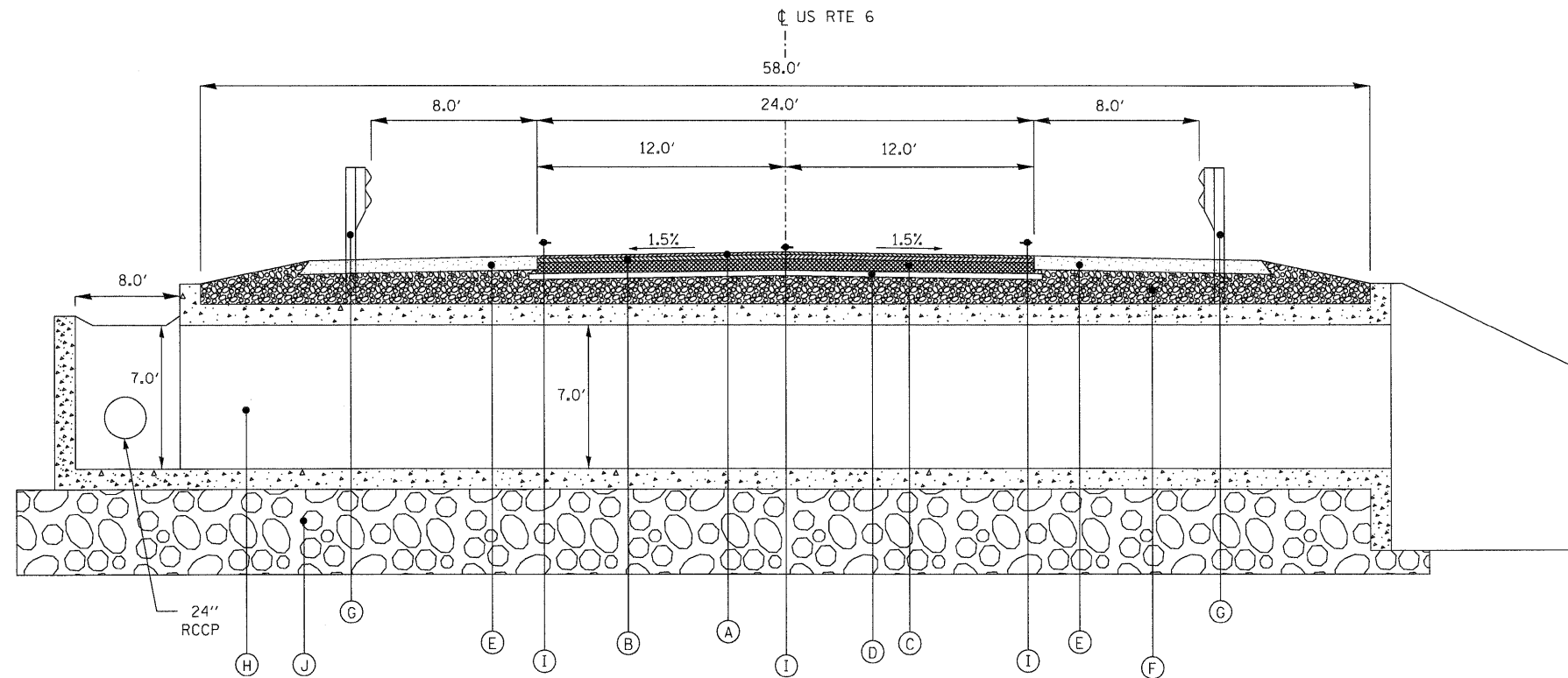
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| PLAN      | DATE | BY |
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| NO. OF    |      |    |
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| PROFILE   | DATE | BY |
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**EXISTING CULVERT TYPICAL SECTION**

NTS  
FROM STA 149+25.00 TO STA 149+33.00



**PROPOSED BOX CULVERT TYPICAL SECTION LOOKING EAST**

NTS  
FROM STA 149+22.42 TO STA 149+35.58

**BITUMINOUS MIXTURE REQUIREMENTS**

| PAY ITEM            | HMA LEVEL BINDER         | HMA SURFACE       | HMA BASE COURSE | HMA SHOULDERS |
|---------------------|--------------------------|-------------------|-----------------|---------------|
| PG GRADE            | PG64-22                  | PG64-22           | PG64-22         | PG58-22       |
| DESIGN AIR VOIDS    | 4.0% @ N50               | 4.0% @ N50        | 4.0% @ N50      | 2.0% @ N30    |
| MIXTURE COMPOSITION | IL 9.5                   | IL 12.5 OR IL 9.5 | IL 19.0         | IL 19.0       |
| FRICTION AGGREGATE  |                          | MIXTURE C         |                 |               |
| DENSITY TEST METHOD | SATISFACTION OF ENGINEER | CORES             | CORES           | CORES*        |

NOTE: WHEN MORE THAN 20% RAP IS USED, A SOFTER ASPHALT BINDER (PG58-22) MAY BE REQUIRED AS DETERMINED BY THE ENGINEER.

\* MATERIAL SHALL BE COMPACTED TO 93.0 - 97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

**LEGEND:**

**EXISTING**

- ① EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- ② EXISTING PAVEMENT, ± 12"
- ③ EXISTING AGGREGATE SHOULDER WEDGE
- ④ EXISTING STEEL PLATE BEAM GUARD RAIL

**PROPOSED**

- Ⓐ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 1 1/2"
- Ⓑ PROPOSED HOT-MIX ASPHALT LEVELING BINDER, N50, 3/4"
- Ⓒ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10 1/2"
- Ⓓ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- Ⓔ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- Ⓕ PROPOSED POROUS GRANULAR EMBANKMENT
- Ⓖ PROPOSED STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES
- Ⓗ PROPOSED CONCRETE BOX CULVERT 12' X 7'
- Ⓘ PAVEMENT MARKING
- Ⓝ ROCK FILL

|             |                    |                        |           |   |  |                          |             |         |        |              |           |    |   |
|-------------|--------------------|------------------------|-----------|---|--|--------------------------|-------------|---------|--------|--------------|-----------|----|---|
| FILE NAME = | USER NAME = #USER* | DESIGNED DB/CW         | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TYPICAL SECTIONS<br/>SN 050-2643 SHEET 2 OF 2</b> |                          | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |    |   |
| #FILEL*     |                    | DRAWN DB/NS            | REVISED - |   | SCALE: NTS   | SHEET NO. 5 OF 25 SHEETS | STA.        | TO STA. | 623    | (H)-1        | LASALLE   | 25 | 5 |
|             |                    | CHECKED AS             | REVISED - |   | CONTRACT NO. 66914                                   |                          |             |         |        |              |           |    |   |
|             |                    | DATE DECEMBER 09, 2009 | REVISED - |   | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT      |                          |             |         |        |              |           |    |   |

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNMENT CHECKED \_\_\_\_\_  
 PLAN \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 RT. OF WAY CHECKED \_\_\_\_\_  
 ROAD FILE NAME \_\_\_\_\_

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

| PAVEMENT SCHEDULE               |    |           |       |                                     |                                      |                                  |                                   |  |                                    |                                       |  |  |                  |                                  |                               |       |
|---------------------------------|----|-----------|-------|-------------------------------------|--------------------------------------|----------------------------------|-----------------------------------|--|------------------------------------|---------------------------------------|--|--|------------------|----------------------------------|-------------------------------|-------|
| LOCATION                        |    |           | SIDE  | SUB-BASE GRANULAR MATERIAL, TY A 4" | HOT-MIX ASPHALT BASE COURSE, 10 1/2" | AGGREGATE SURFACE COURSE, TYPE B | BITUMINOUS MATERIALS (PRIME COAT) | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | LEVELING BINDER (HAND METHOD), N50 | LEVELING BINDER (MACHINE METHOD), N50 | HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | PAVEMENT REMOVAL | AGGREGATE WEDGE SHOULDER, TYPE B | HOT-MIX ASPHALT SHOULDERS, 8" |       |
| STATION                         | TO | STATION   | LT/RT | (SQ YD)                             | (SQ YD)                              | (TON)                            | (GAL)                             | (TON)                                      | (TON)                              | (TON)                                 | (SQ YD)                                    | (TON)  | (SQ YD)          | (TON)                            | (SQ YD)                       |       |
| 146+00.00                       | TO | 146+90.00 |       |                                     |                                      |                                  |                                   |  |                                    |                                       | 240  |  |                  |                                  |                               |       |
| 146+00.00                       | TO | 146+94.96 | RT    |                                     |                                      |                                  | 17                                | 0.04                                       |                                    |                                       |  | 11   |                  | 8                                | 34                            |       |
| 146+00.00                       | TO | 147+57.54 | LT    |                                     |                                      |                                  | 29                                | 0.07                                       |                                    |                                       |  | 19   |                  | 22                               | 56                            |       |
| 146+75.00                       | TO | 146+94.96 | RT    |                                     |                                      |                                  |                                   |  | 0.01                               | 1                                     |  |  |                  |                                  |                               |       |
| 146+75.00                       | TO | 147+57.54 | LT    |                                     |                                      |                                  |                                   |  | 0.1                                | 5                                     |  |  |                  |                                  |                               |       |
| 146+94.96                       | TO | 149+03.82 | RT    |                                     |                                      |                                  | 38                                | 0.09                                       | 0.1                                | 12                                    |  | 25   |                  |                                  |                               |       |
| 146+94.96                       | TO | 151+00.57 | RT    |                                     |                                      |                                  |                                   |  |                                    |                                       |  |  |                  |                                  | 610                           |       |
| 147+57.54                       | TO | 149+03.82 | LT    |                                     |                                      |                                  | 27                                | 0.06                                       | 0.1                                | 9                                     |  | 17   |                  |                                  |                               |       |
| 147+57.54                       | TO | 151+79.12 | LT    |                                     |                                      |                                  |                                   |  |                                    |                                       |  |  |                  |                                  | 676                           |       |
| 149+03.82                       | TO | 149+53.76 |       | 158                                 | 146                                  |                                  | 24                                | 0.04                                       | 0.06                               | 6                                     |  | 12   | 140              |                                  |                               |       |
| 149+53.76                       | TO | 151+00.57 | RT    |                                     |                                      |                                  | 27                                | 0.06                                       | 0.1                                | 9                                     |  | 17   |                  |                                  |                               |       |
| 149+53.76                       | TO | 151+25.00 | LT    |                                     |                                      |                                  |                                   |  | 0.1                                | 10                                    |  |  |                  |                                  |                               |       |
| 149+53.76                       | TO | 151+79.12 | LT    |                                     |                                      |                                  | 41                                | 0.09                                       |                                    |                                       |  | 27   |                  |                                  |                               |       |
| 151+00.57                       | TO | 151+25.00 | RT    |                                     |                                      |                                  |                                   |  | 0.02                               | 1                                     |  |  |                  |                                  |                               |       |
| 151+00.57                       | TO | 152+00.00 | RT    |                                     |                                      |                                  | 18                                | 0.04                                       |                                    |                                       |  | 12   | 8                |                                  | 35                            |       |
| 151+10.00                       | TO | 152+00.00 |       |                                     |                                      |                                  |                                   |  |                                    |                                       | 240  |  |                  |                                  |                               |       |
| FIELD ENTRANCE AT STA. 151+60.3 |    |           |       | LT                                  |                                      |                                  | 36                                |  |                                    |                                       |  |  |                  |                                  |                               |       |
| 151+79.12                       | TO | 152+00.00 | LT    |                                     |                                      |                                  | 4                                 | 0.01                                       |                                    |                                       |  | 2  | 2                |                                  | 7                             |       |
| TOTAL                           |    |           |       |                                     | 158                                  | 146                              | 36                                | 225  | 0.5                                | 0.6                                   | 53   | 480  | 142              | 140                              | 40                            | 1,418 |

| TREE REMOVAL (OVER 15 UNITS DIAMETER) |               |       |       |
|---------------------------------------|---------------|-------|-------|
| STATION                               | OFFSET (FOOT) | LT/RT | UNITS |
| 148+25                                | 40            | LT    | 16.9  |
| 148+75                                | 40            | LT    | 17.8  |
| 146+40                                | 30            | RT    | 27.0  |
| 146+85                                | 35            | RT    | 16.3  |
| 148+50                                | 35            | RT    | 20.4  |
| 148+51                                | 33            | RT    | 18.0  |
| 148+55                                | 34            | RT    | 18.4  |
| 150+75                                | 33            | RT    | 16.2  |
| TOTAL                                 |               |       | 151   |

| TREE PRUNING (1 TO 10 INCH DIAMETER) |               |       |      |
|--------------------------------------|---------------|-------|------|
| STATION                              | OFFSET (FOOT) | LT/RT | EACH |
| 148+27                               | 47            | LT    | 1    |
| 148+27                               | 50            | LT    | 1    |
| 149+50                               | 50            | LT    | 1    |
| 150+05                               | 38            | LT    | 1    |
| 150+75                               | 40            | LT    | 1    |
| 150+85                               | 42            | LT    | 1    |
| 150+86                               | 43            | LT    | 1    |
| 150+00                               | 40            | LT    | 1    |
| 151+20                               | 40            | LT    | 1    |
| TOTAL                                |               |       | 9    |

| TREE REMOVAL (6 TO 15 UNITS DIAMETER) |               |       |       |         |               |       |       |
|---------------------------------------|---------------|-------|-------|---------|---------------|-------|-------|
| STATION                               | OFFSET (FOOT) | LT/RT | UNITS | STATION | OFFSET (FOOT) | LT/RT | UNITS |
| 147+65                                | 30            | LT    | 6.0   | 147+20  | 40            | RT    | 12.4  |
| 147+70                                | 33            | LT    | 9.6   | 147+22  | 32            | RT    | 11.9  |
| 147+75                                | 36            | LT    | 11.4  | 147+30  | 33            | RT    | 6.6   |
| 147+85                                | 50            | LT    | 8.8   | 147+40  | 35            | RT    | 9.0   |
| 147+90                                | 30            | LT    | 8.2   | 147+45  | 34            | RT    | 9.2   |
| 147+95                                | 48            | LT    | 6.1   | 147+75  | 35            | RT    | 6.8   |
| 148+10                                | 40            | LT    | 11.1  | 147+80  | 40            | RT    | 6.8   |
| 148+26                                | 41            | LT    | 7.2   | 147+85  | 43            | RT    | 8.3   |
| 148+85                                | 40            | LT    | 7.3   | 147+90  | 43            | RT    | 8.6   |
| 148+85                                | 44            | LT    | 6.0   | 147+92  | 32            | RT    | 9.4   |
| 149+05                                | 35            | LT    | 7.3   | 148+20  | 40            | RT    | 11.5  |
| 149+10                                | 50            | LT    | 7.8   | 148+21  | 35            | RT    | 11.5  |
| 149+30                                | 40            | LT    | 8.3   | 148+25  | 30            | RT    | 14.2  |
| 149+35                                | 35            | LT    | 8.5   | 148+40  | 40            | RT    | 6.9   |
| 149+35                                | 38            | LT    | 6.0   | 148+50  | 42            | RT    | 10.2  |
| 149+36                                | 55            | LT    | 9.0   | 148+55  | 38            | RT    | 9.5   |
| 149+55                                | 48            | LT    | 8.3   | 148+55  | 55            | RT    | 9.2   |
| 149+55                                | 40            | LT    | 8.4   | 148+75  | 43            | RT    | 9.3   |
| 149+58                                | 45            | LT    | 7.3   | 148+77  | 45            | RT    | 9.1   |
| 149+65                                | 40            | LT    | 7.6   | 148+57  | 48            | RT    | 10.4  |
| 149+70                                | 40            | LT    | 9.2   | 148+60  | 36            | RT    | 7.5   |
| 149+75                                | 40            | LT    | 14.6  | 148+68  | 34            | RT    | 7.2   |
| 150+04                                | 36            | LT    | 6.2   | 147+20  | 41            | RT    | 7.0   |
| 150+07                                | 37            | LT    | 7.9   | 148+69  | 50            | RT    | 8.1   |
| 150+25                                | 34            | LT    | 6.4   | 148+69  | 50            | RT    | 9.2   |
| 150+40                                | 36            | LT    | 6.1   | 148+70  | 49            | RT    | 11.5  |
| 150+45                                | 36            | LT    | 8.4   | 150+25  | 30            | RT    | 6.3   |
| 150+47                                | 36            | LT    | 8.0   | 150+30  | 32            | RT    | 6.2   |
| 146+52                                | 37            | RT    | 6.0   | 150+31  | 35            | RT    | 6.3   |
| 146+55                                | 38            | RT    | 6.0   | 150+33  | 35            | RT    | 6.2   |
| 146+57                                | 38            | RT    | 9.4   | 150+33  | 35            | RT    | 6.0   |
| 146+60                                | 33            | RT    | 9.2   | 150+34  | 35            | RT    | 6.3   |
| 146+70                                | 38            | RT    | 10.8  | 150+50  | 34            | RT    | 13.2  |
| 146+72                                | 33            | RT    | 9.3   | 150+85  | 33            | RT    | 13.0  |
| 146+73                                | 34            | RT    | 8.8   | 150+85  | 34            | RT    | 7.0   |
| 146+75                                | 33            | RT    | 9.6   | 151+25  | 40            | RT    | 7.0   |
| 147+05                                | 38            | RT    | 7.8   | 151+26  | 41            | RT    | 7.0   |
| 147+06                                | 39            | RT    | 9.5   | TOTAL   |               |       | 639   |

| TREE TRUNK PROTECTION |               |       |      |
|-----------------------|---------------|-------|------|
| STATION               | OFFSET (FOOT) | LT/RT | EACH |
| 148+27                | 47            | LT    | 1    |
| 148+27                | 50            | LT    | 1    |
| 149+50                | 50            | LT    | 1    |
| 149+52                | 51            | LT    | 1    |
| 150+05                | 38            | LT    | 1    |
| 150+75                | 40            | LT    | 1    |
| 150+85                | 42            | LT    | 1    |
| 150+86                | 43            | LT    | 1    |
| 150+00                | 40            | LT    | 1    |
| 151+20                | 40            | LT    | 1    |
| TOTAL                 |               |       | 10   |

| TREE PRUNING (OVER 10 INCH DIAMETER) |               |       |      |
|--------------------------------------|---------------|-------|------|
| STATION                              | OFFSET (FOOT) | LT/RT | EACH |
| 149+52                               | 51            | LT    | 1    |
| TOTAL                                |               |       | 1    |

| PAVEMENT MARKING SCHEDULE |    |           |                    |                             |                            |                  |                  |                                    |                   |                   |                                |               |                                |
|---------------------------|----|-----------|--------------------|-----------------------------|----------------------------|------------------|------------------|------------------------------------|-------------------|-------------------|--------------------------------|---------------|--------------------------------|
| LOCATION                  |    |           | SIDE               | SHORT-TERM PAVEMENT MARKING | TEMPORARY PAVEMENT MARKING |                  |                  | WORK ZONE PAVEMENT MARKING REMOVAL |                   |                   | PAINT PAVEMENT MARKING-LINE 4" |               | PAINT PAVEMENT MARKING-LINE 6" |
| STATION                   | TO | STATION   | LT/RT              | (FOOT)                      | 4" WHITE (FOOT)            | 4" YELLOW (FOOT) | 6" YELLOW (FOOT) | 4" WHITE (SQ FT)                   | 4" YELLOW (SQ FT) | 6" YELLOW (SQ FT) | WHITE (FOOT)                   | YELLOW (FOOT) | YELLOW SKIP DASH (FOOT)        |
| 146+00.00                 | TO | 152+00.00 |                    | 60                          |                            |                  |                  |                                    |                   |                   |                                |               |                                |
| 146+00.00                 | TO | 152+00.00 | LT                 |                             | 600                        |                  |                  | 200                                |                   |                   | 600                            |               |                                |
| 146+00.00                 | TO | 152+00.00 | RT                 |                             | 600                        |                  |                  | 200                                |                   |                   | 600                            |               |                                |
| 146+00.00                 | TO | 148+00.00 | CL                 |                             |                            | 200              |                  | 67                                 |                   |                   | 200                            |               |                                |
| 146+00.00                 | TO | 148+00.00 | 10' DASH, 30' SKIP |                             |                            |                  | 50               |                                    |                   | 25                |                                |               | 50                             |
| 148+00.00                 | TO | 152+00.00 | DOUBLE LINE        |                             |                            | 800              |                  | 267                                |                   |                   | 800                            |               |                                |
| TOTAL                     |    |           |                    |                             | 60                         | 2,200            | 50               | 759                                |                   |                   | 2,200                          |               | 50                             |

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| DATE     |  |
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| BY       |  |
| DESIGNED |  |
| PLANNED  |  |
| NOTED    |  |
| FILED    |  |
| NO.      |  |

| SEEDING AND EROSION CONTROL SCHEDULE |      |               |                              |                                |                               |                         |                                   |                        |                           |                           |         |         |
|--------------------------------------|------|---------------|------------------------------|--------------------------------|-------------------------------|-------------------------|-----------------------------------|------------------------|---------------------------|---------------------------|---------|---------|
| LOCATION                             | SIDE | SEEDING CLASS | NITROGEN FERTILIZER NUTRIENT | PHOSPHORUS FERTILIZER NUTRIENT | POTASSIUM FERTILIZER NUTRIENT | EROSION CONTROL BLANKET | TEMPORARY EROSION CONTROL SEEDING | TEMPORARY DITCH CHECKS | PERIMETER EROSION BARRIER | INLET AND PIPE PROTECTION | STATION |         |
|                                      |      |               |                              |                                |                               |                         |                                   |                        |                           |                           | (ACRE)  | (POUND) |
| 146+00.00                            | TO   | 152+00.00     | LT                           | 0.25                           | 23                            | 23                      | 23                                | 979                    | 25                        |                           |         |         |
| 146+00.00                            | TO   | 152+00.00     | RT                           | 0.50                           | 45                            | 45                      | 45                                | 1,672                  | 50                        |                           |         |         |
| 146+00.00                            | TO   | 146+49.93     | RT                           |                                |                               |                         |                                   |                        |                           | 58                        |         |         |
| 148+45.36                            | LT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 148+46.70                            | RT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 149+19.32                            | LT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 149+22.92                            | RT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 149+36.95                            | RT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 149+38.15                            | LT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 149+52.97                            | RT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 149+54.97                            | LT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| 151+85.00                            | LT   |               |                              |                                |                               |                         |                                   |                        |                           |                           | 1       |         |
| 151+90.27                            | LT   |               |                              |                                |                               |                         |                                   |                        | 10                        |                           |         |         |
| NORTH OF CULVERT                     |      |               |                              |                                |                               |                         |                                   | 119                    |                           |                           |         |         |
| SOUTH OF CULVERT                     |      |               |                              |                                |                               |                         |                                   | 94                     |                           |                           |         |         |
| NE OF CULVERT                        | LT   |               |                              |                                |                               |                         |                                   |                        |                           | 21                        |         |         |
| NW OF CULVERT                        | LT   |               |                              |                                |                               |                         |                                   |                        |                           | 21                        |         |         |
| SE OF CULVERT                        | RT   |               |                              |                                |                               |                         |                                   |                        |                           | 18                        |         |         |
| SW OF CULVERT                        | RT   |               |                              |                                |                               |                         |                                   |                        |                           | 18                        |         |         |
| TOTAL                                |      |               | 0.75                         | 68                             | 68                            | 68                      | 2,864                             | 75                     | 90                        | 136                       | 1       |         |

| DRAINAGE PIPE AND STRUCTURE SCHEDULE |      |                 |                        |               |                          |                                    |                  |                                   |                                   |  |  |                              |         |         |         |
|--------------------------------------|------|-----------------|------------------------|---------------|--------------------------|------------------------------------|------------------|-----------------------------------|-----------------------------------|--|--|------------------------------|---------|---------|---------|
| LOCATION                             | SIDE | TRENCH BACKFILL | STONE RIPRAP, CLASS A5 | FILTER FABRIC | REMOVE EXISTING CULVERTS | PIPE CULVERTS, CLASS D, TYPE 1 15" | END SECTIONS 15" | STORM SEWERS, CLASS A, TYPE 2 12" | STORM SEWERS, CLASS A, TYPE 2 24" | MANHOLES, TYPE A, 5'- DIAMETER, TYPE 8 GRATE | INLETS, TYPE A, TYPE 6 FRAME AND GRATE | INLETS, TYPE B, TYPE 8 GRATE | STATION |         |         |
|                                      |      |                 |                        |               |                          |                                    |                  |                                   |                                   |  |  |                              | (CU YD) | (SQ YD) | (SQ YD) |
| 146+75.00                            | TO   | 148+00.00       | LT                     | 189           |                          |                                    |                  |                                   |                                   | 125  |  |                              |         |         |         |
| 146+75.00                            | LT   |                 |                        |               |                          |                                    |                  |                                   |                                   |  |  |                              |         | 1       |         |
| 148+00.00                            | LT   |                 |                        |               |                          |                                    |                  | 9                                 |                                   |  |  |                              |         |         |         |
| 148+00.00                            | TO   | 149+11.00       | LT                     | 138           |                          |                                    |                  |                                   |                                   | 111  |  |                              |         |         |         |
| 148+00.00                            | LT   |                 |                        |               |                          |                                    |                  |                                   |                                   |  |  | 1                            |         |         |         |
| 148+00.00                            | LT   |                 |                        |               |                          |                                    |                  |                                   |                                   |  |  |                              |         | 1       |         |
| 148+50.00                            | TO   | 149+50.00       | RT                     |               | 17                       | 17                                 |                  |                                   |                                   |  |  |                              |         |         |         |
| 148+50.00                            | TO   | 149+07.43       | LT                     |               | 18                       | 18                                 |                  |                                   |                                   |  |  |                              |         |         |         |
| 149+11.00                            | LT   |                 |                        |               |                          |                                    |                  | 14                                |                                   |  |  |                              |         |         |         |
| 149+11.00                            | TO   | 149+23.00       | LT                     | 11            |                          |                                    |                  |                                   |                                   | 12   |  |                              |         |         |         |
| 149+11.00                            | LT   |                 |                        |               |                          |                                    |                  |                                   |                                   |  |  | 1                            |         |         |         |
| 149+11.00                            | LT   |                 |                        |               |                          |                                    |                  |                                   |                                   |  |  |                              | 1       |         |         |
| 151+38.00                            | LT   |                 |                        |               |                          |                                    | 1                |                                   |                                   |  |  |                              |         |         |         |
| 151+38.00                            | TO   | 151+82.00       | LT                     |               |                          | 44                                 |                  |                                   |                                   |  |  |                              |         |         |         |
| 151+38.27                            | TO   | 151+82.79       | LT                     |               |                          |                                    | 1                |                                   |                                   |  |  |                              |         |         |         |
| 151+82.00                            | LT   |                 |                        |               |                          |                                    |                  | 1                                 |                                   |  |  |                              |         |         |         |
| TOTAL                                |      |                 |                        | 359           | 35                       | 35                                 | 1                | 44                                | 2                                 | 23   | 248                                    | 1                            | 2       | 2       |         |

| FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS |      |
|--|------|
| LOCATION                                     | EACH |
| STATION                                      |      |
| 146+00.00                                    | 1    |
| 147+00.00                                    | 1    |
| 147+36.20                                    | 1    |
| 147+36.20                                    | 1    |
| 151+00.00                                    | 1    |
| 151+84.32                                    | 1    |
| 151+95.24                                    | 1    |
| 152+00.00                                    | 1    |
| TOTAL  | 8    |

| PERMANENT SURVEY MARKERS |      |
|--------------------------|------|
| LOCATION                 | EACH |
| STATION                  |      |
| 149+29.00                | 1    |
| 149+49.99                | 1    |
| TOTAL                    | 2    |

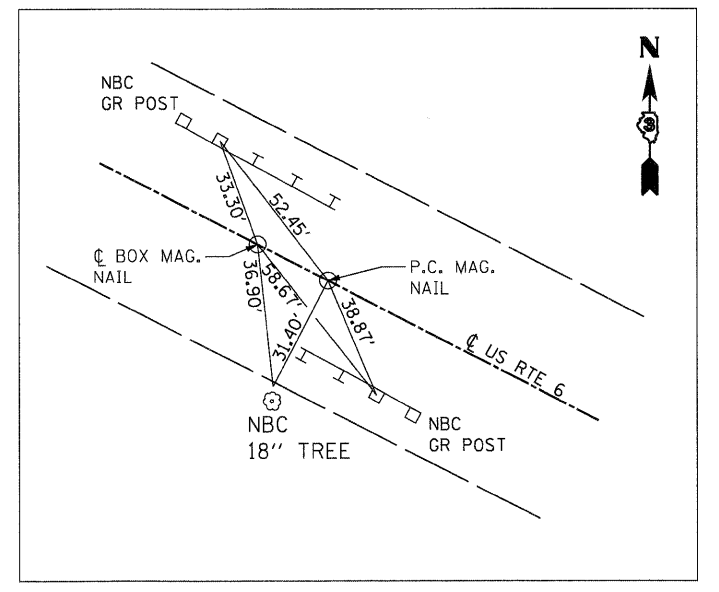
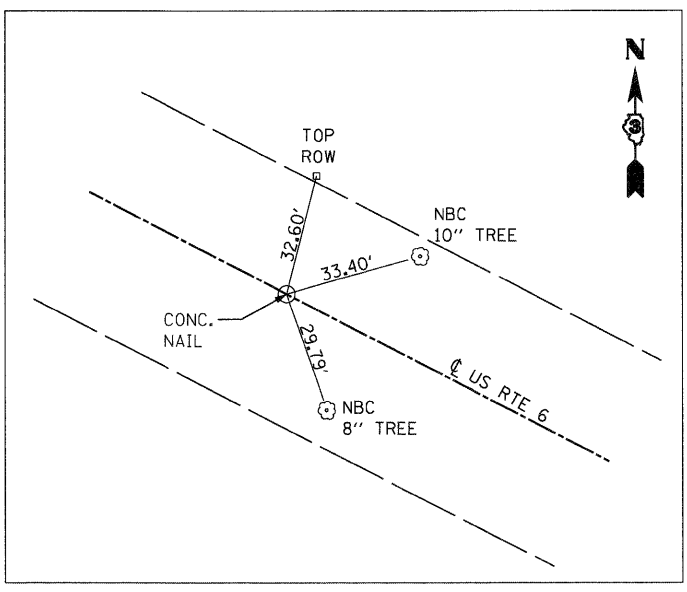
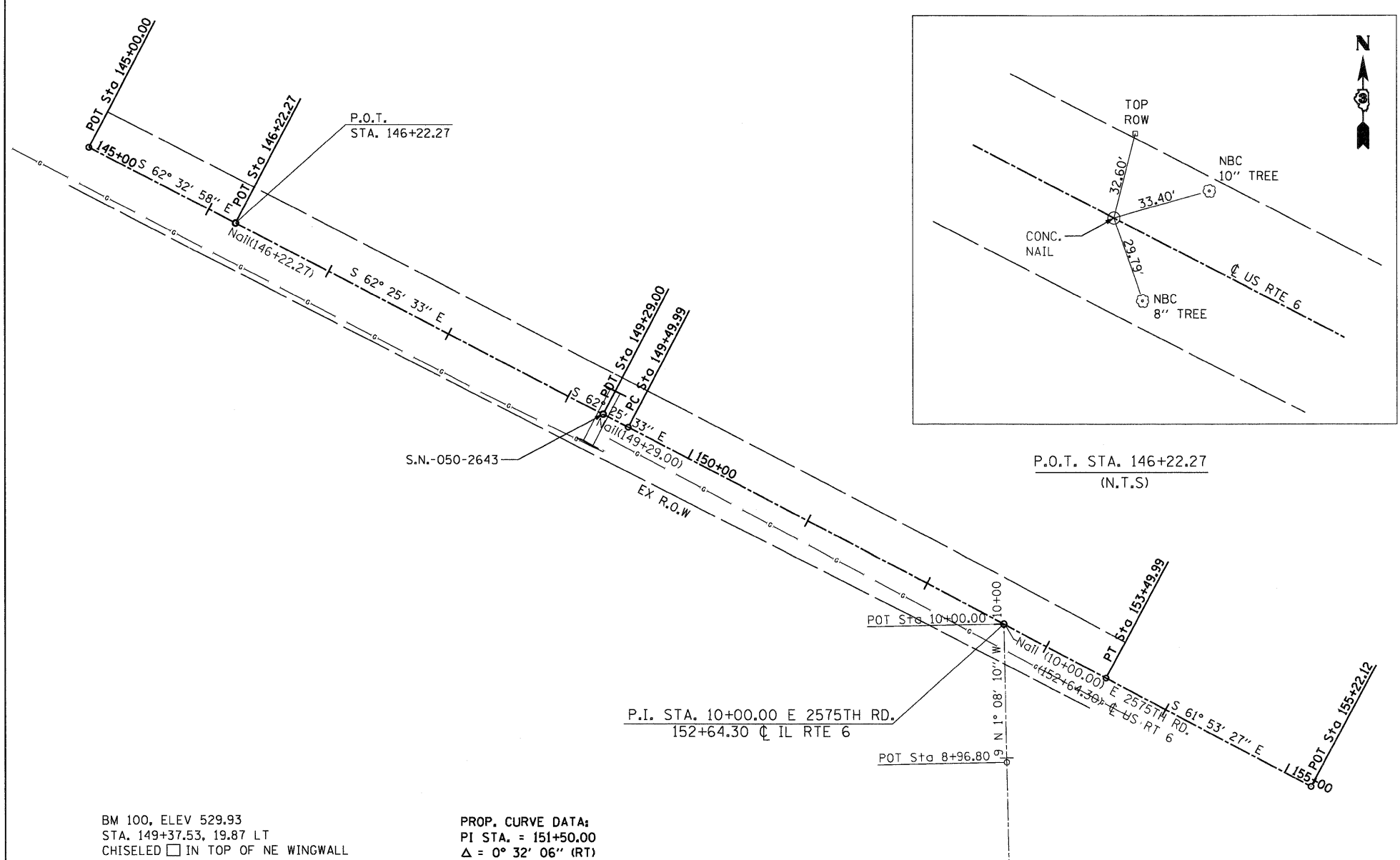
| EARTHWORK SCHEDULE |           |            |             |         |
|--------------------|-----------|------------|-------------|---------|
| STATION            | SIDE      | CUT VOLUME | FILL VOLUME | TOTAL   |
|                    |           |            |             |         |
| FROM               | TO        | LT/RT      | (CU YD)     | (CU YD) |
| 146+00.00          | 152+00.00 | LT         | 440         | 205     |
| 146+00.00          | 152+00.00 | RT         | 270         | 440     |
| 149+14.87          | 149+43.13 | RT         |             | 30      |
| TOTAL              |           |            | 710         | 675     |

| CURB AND GUTTER SCHEDULE |      |   |       |       |
|--------------------------|------|---|-------|-------|
| LOCATION                 | SIDE | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 | TOTAL | TOTAL |
|                          |      |   |       |       |
| 147+91.59                | TO   | 149+18.38   | LT    | 127.0 |
| TOTAL                    |      |   |       | 127.0 |

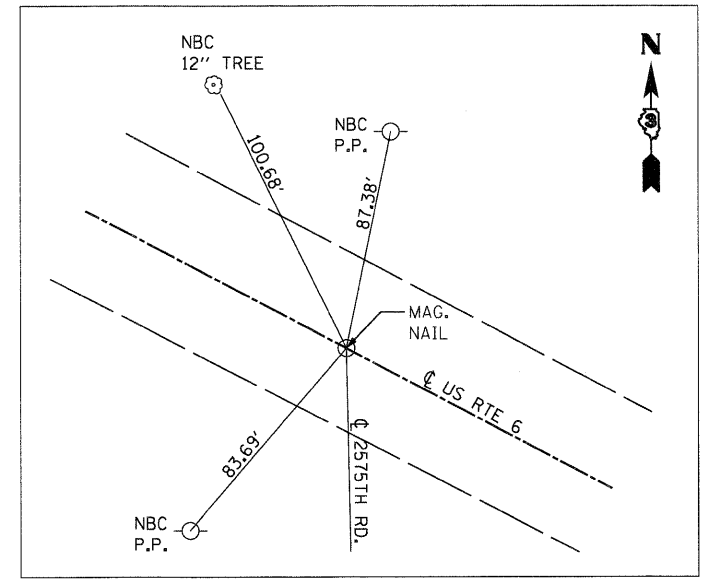
| GUARDRAIL SCHEDULE          |      |   |   |  |                   |                   |                                  |         |        |
|-----------------------------|------|---|---|--|-------------------|-------------------|----------------------------------|---------|--------|
| LOCATION                    | SIDE | STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS | STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | GUARDRAIL REMOVAL | GUARDRAIL MARKERS | TERMINAL MARKER - DIRECT APPLIED | STATION |        |
|                             |      |   |   |  |                   |                   |                                  | (FOOT)  | (FOOT) |
| 147+29.15                   | TO   | 147+79.15   | RT  |  |                   |                   |                                  | 1       |        |
| 147+29.15                   | TO   | 150+66.65   | RT  |  |                   |                   |                                  |         | 14     |
| 147+79.15                   | TO   | 149+16.65   | RT  | 137.5  |                   |                   |                                  |         |        |
| 147+91.59                   | TO   | 148+41.59   | LT  |  |                   |                   |                                  | 1       |        |
| 147+91.59                   | TO   | 151+29.09   | LT  |  |                   |                   |                                  |         | 14     |
| 148+40.45                   | TO   | 149+93.92   | RT  |  |                   |                   |                                  |         | 154    |
| 148+41.59                   | TO   | 149+16.59   | LT  | 75   |                   |                   |                                  |         |        |
| 148+93.49                   | TO   | 150+45.49   | LT  |  |                   |                   |                                  |         | 152    |
| 149+16.59                   | TO   | 149+41.59   | LT  |  | 25                |                   |                                  |         |        |
| 149+16.65                   | TO   | 149+41.65   | RT  |  | 25                |                   |                                  |         |        |
| 149+41.59                   | TO   | 150+79.09   | LT  | 137.5  |                   |                   |                                  |         |        |
| 149+41.65                   | TO   | 150+16.65   | RT  | 75   |                   |                   |                                  |         |        |
| 150+16.65                   | TO   | 150+66.65   | RT  |  |                   |                   |                                  | 1       |        |
| 150+79.09                   | TO   | 151+29.09   | LT  |  |                   |                   |                                  | 1       |        |
| APPLIED AT EACH FACE OF TBT |      |   |   |  |                   |                   |                                  |         | 4      |
| TOTAL                       |      |   |   | 425  | 50                | 4                 | 306                              | 28      | 4      |

|            |  |
|------------|--|
| DATE       |  |
| BY         |  |
| SURVEYED   |  |
| ALIGNED    |  |
| CHECKED    |  |
| RT. OF WAY |  |
| CHECKED    |  |
| NO. OF WAY |  |
| FILE NO.   |  |

|           |  |
|-----------|--|
| DATE      |  |
| BY        |  |
| SURVEYED  |  |
| GRADES    |  |
| CHECKED   |  |
| NO. OF    |  |
| STRUCTURE |  |
| NOTATIONS |  |
| CIPRO     |  |



P.O.T. BOX STA. 149+29.00  
P.C. STA. 149+49.99  
(N.T.S)  
REPLACE WITH PERMANENT SURVEY MARKER



P.I. STA. 10+00.00 E 2575TH RD. = 152+64.30 CL IL RTE 6  
(N.T.S)

BM 100, ELEV 529.93  
STA. 149+37.53, 19.87 LT  
CHISELED  IN TOP OF NE WINGWALL

BM 101, ELEV 529.40  
STA. 151+97.93, 51.98 RT  
RR SPIKE IN PP

PROP. CURVE DATA:  
PI STA. = 151+50.00  
 $\Delta = 0^\circ 32' 06''$  (RT)  
 $D = 0^\circ 08' 02''$   
 $R = 42,830.54'$   
 $T = 200.00'$   
 $L = 400.00'$   
 $E = 0.47'$   
P.C. STA = 149+49.99  
P.T. STA = 153+49.99

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

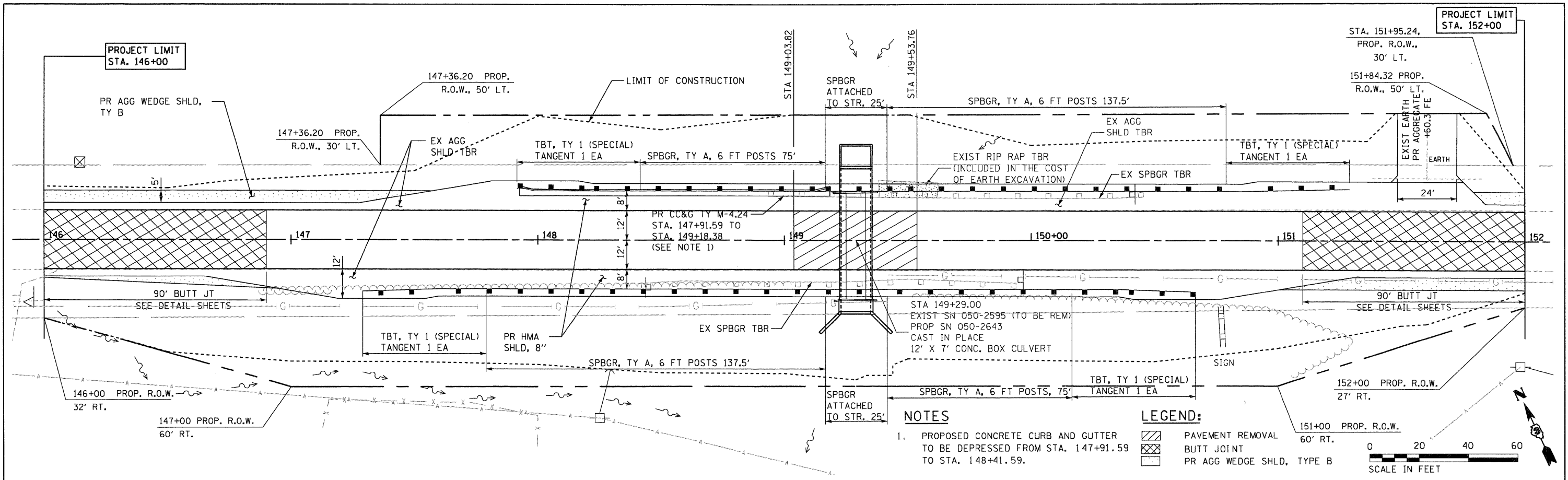
ALIGNMENT, TIES AND BENCHMARKS

|             |                    |                        |           |                 |                          |              |   |         |         |              |           |
|-------------|--------------------|------------------------|-----------|-----------------|--------------------------|--------------|---|---------|---------|--------------|-----------|
| FILE NAME = | USER NAME = #USER* | DESIGNED DB/CW         | REVISED - | SCALE: 1" = 20' | SHEET NO. 8 OF 25 SHEETS | STA. TO STA. | F.A.P. RTE.                                     | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |
| #FILEL*     |                    | DRAWN DB/NS            | REVISED - |                 |                          |              | 623   | (H)-1   | LASALLE | 25           | 8         |
|             |                    | CHECKED AS             | REVISED - |                 |                          |              | CONTRACT NO. 66914                              |         |         |              |           |
|             |                    | DATE DECEMBER 09, 2009 | REVISED - |                 |                          |              | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |         |         |              |           |



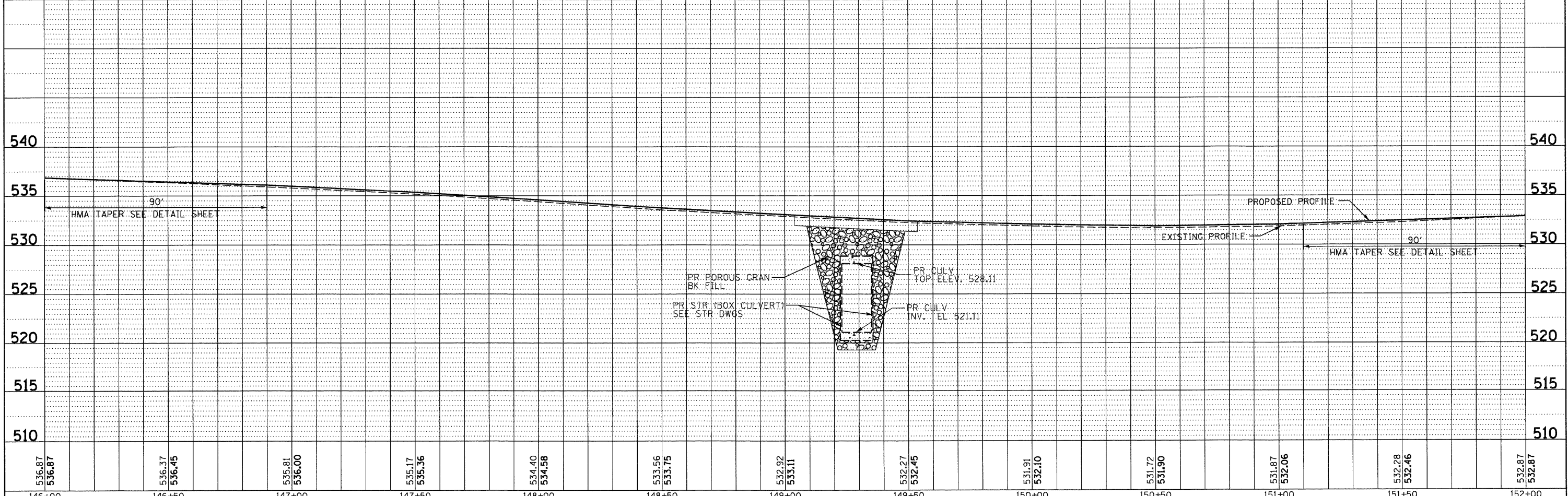
DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 ALIGNED: \_\_\_\_\_  
 RT. OF WAY CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_  
 PLAN

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 GRADES CHECKED: \_\_\_\_\_  
 B.M. NOTED: \_\_\_\_\_  
 NO. \_\_\_\_\_  
 PROFILE



**NOTES**  
 1. PROPOSED CONCRETE CURB AND GUTTER TO BE DEPRESSED FROM STA. 147+91.59 TO STA. 148+41.59.

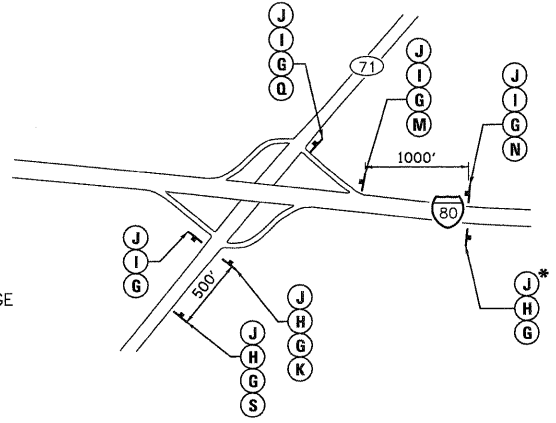
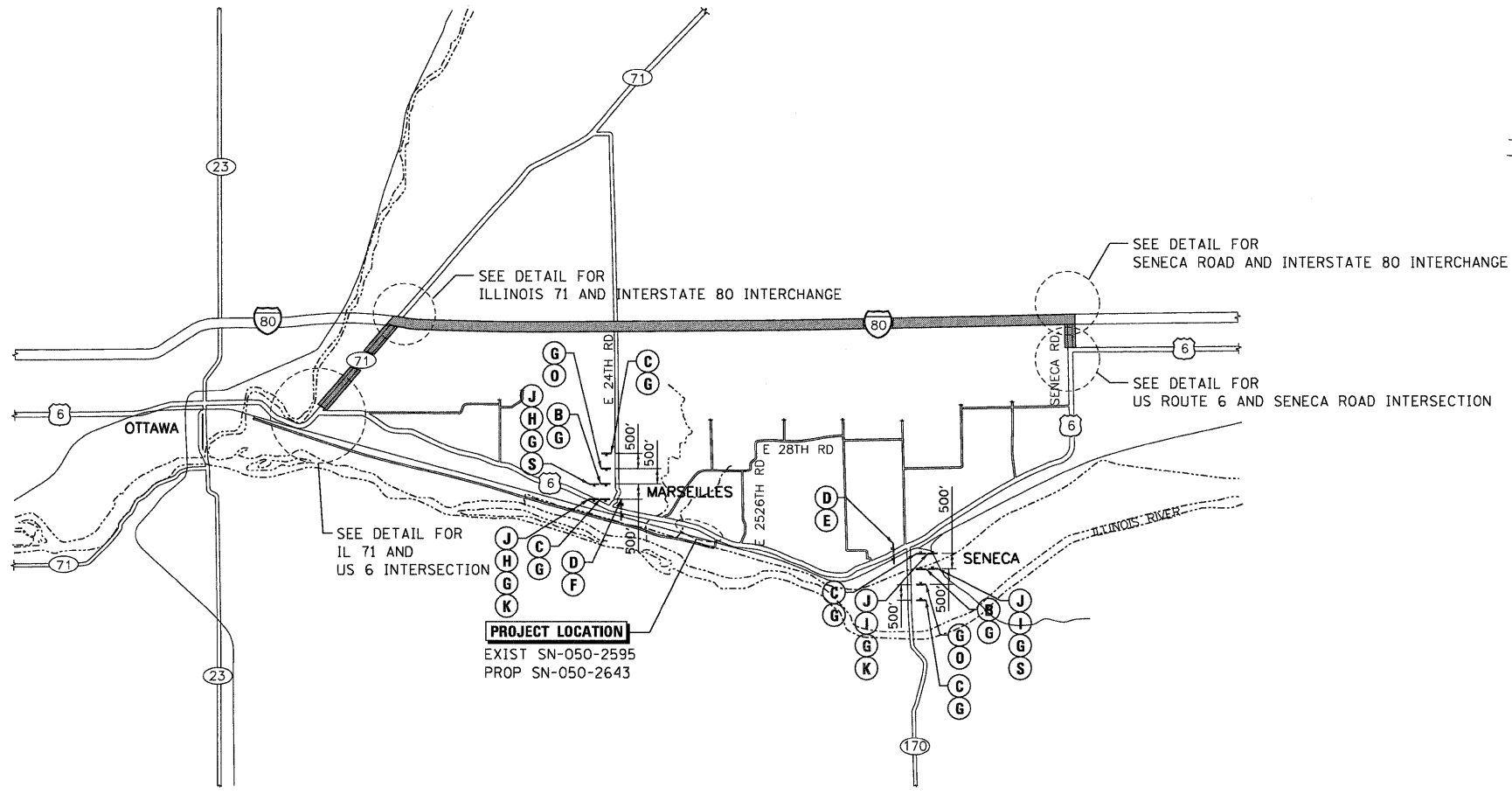
**LEGEND:**  
 [Hatched Box] PAVEMENT REMOVAL  
 [Cross-hatched Box] BUTT JOINT  
 [Dotted Box] PR AGG WEDGE SHLD, TYPE B



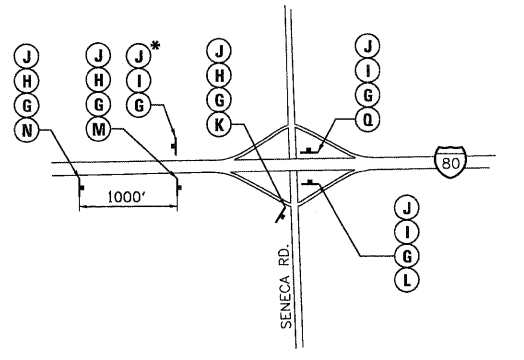
|             |                    |                        |           |   |                         |   |         |         |              |           |  |
|-------------|--------------------|------------------------|-----------|---|-------------------------|---|---------|---------|--------------|-----------|--|
| FILE NAME = | USER NAME = #USER# | DESIGNED DB/CW         | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN AND PROFILE</b> | F.A.P. RTE.                                     | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |  |
| #FILE#      |                    | DRAWN DB/NS            | REVISED - |   |                         | 623   | (H)-1   | LASALLE | 25           | 9         |  |
|             |                    | CHECKED AS             | REVISED - |   |                         | CONTRACT NO. 66914                              |         |         |              |           |  |
|             |                    | DATE DECEMBER 09, 2009 | REVISED - |   |                         | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |         |         |              |           |  |

PLAN  
 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 RT. OF WAY CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_  
 DATE \_\_\_\_\_

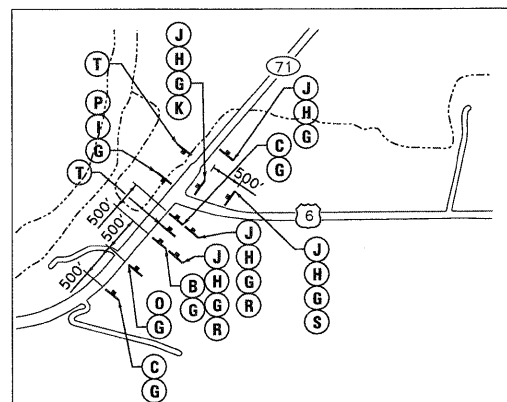
PROFILE  
 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 B.M. NOTED \_\_\_\_\_  
 STRUCTURE NOTATIONS CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_  
 DATE \_\_\_\_\_



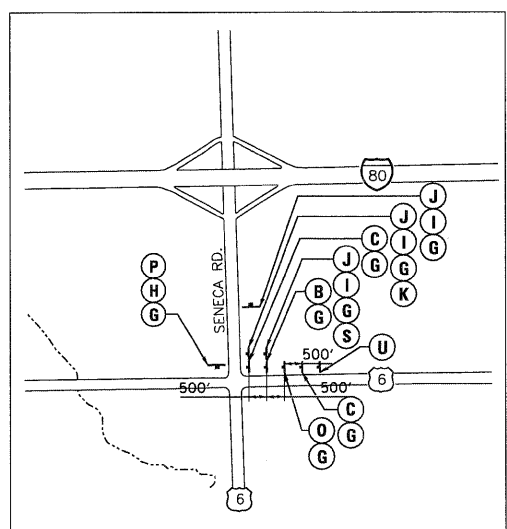
**ILLINOIS 71 AND INTERSTATE 80 INTERCHANGE**  
 \* PLACE SIGNS ADJACENT TO EAST I-80 MARKER



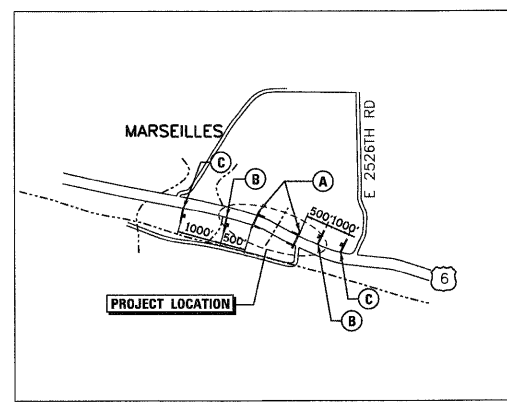
**SENECA ROAD AND INTERSTATE 80 INTERCHANGE**  
 \* PLACE SIGNS ADJACENT TO WEST I-80 MARKER



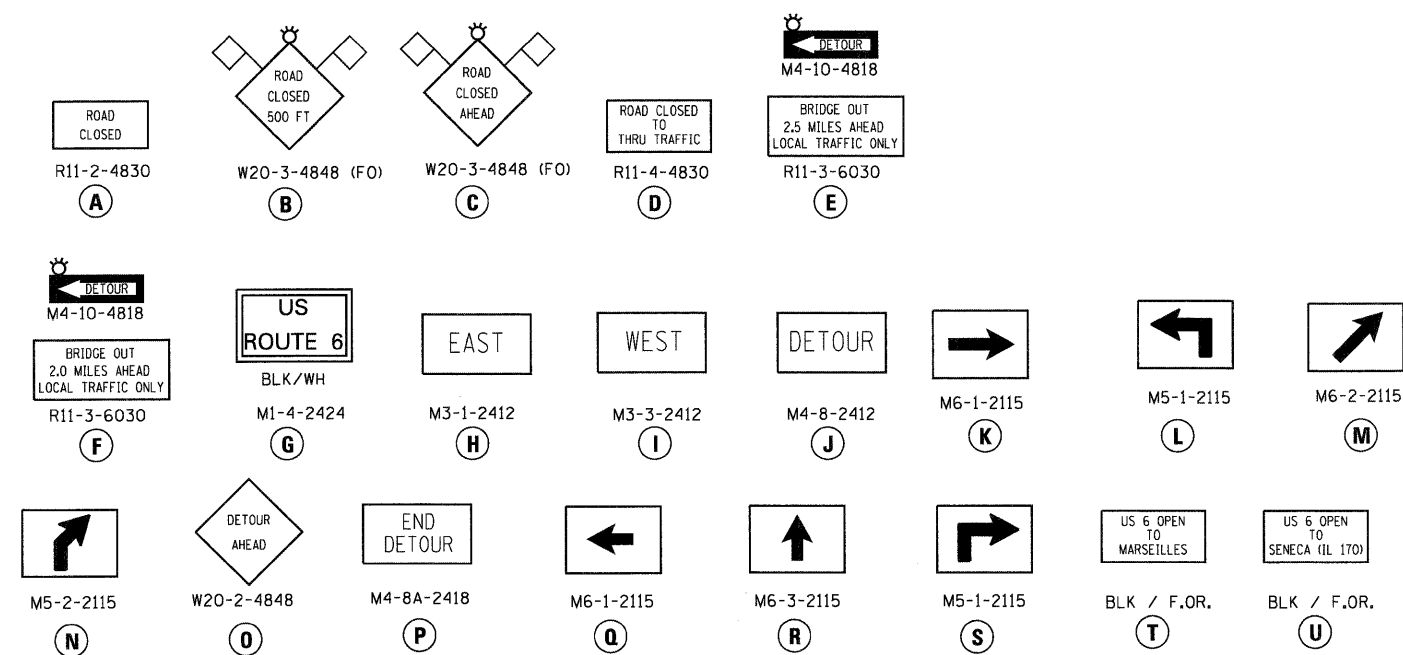
**ILLINOIS 71 AND US ROUTE 6 INTERSECTION**



**US ROUTE 6 AND SENECA ROAD INTERSECTION**



**PROJECT VICINITY**



**LEGEND**

- T TYPE III BARRICADES CONFORMING TO STD. 701901 "ROAD CLOSED TO ALL TRAFFIC" WITH 2 FLASHING LIGHTS PER BARRICADE
- + SIGNS ON PERMANENT SUPPORTS
- ⚡ FLASHING LIGHT ABOVE SIGN
- ▬ DETOUR ROUTE

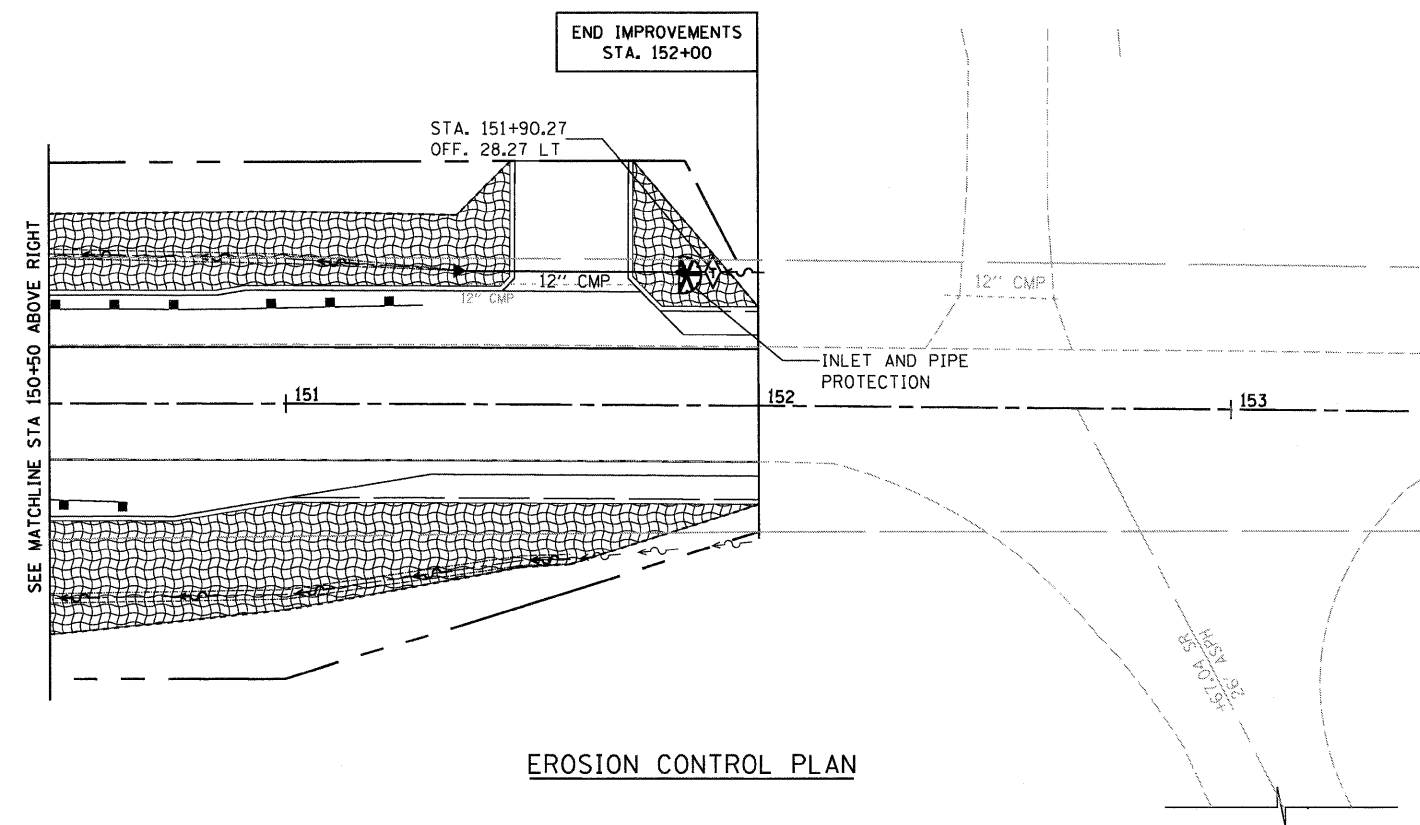
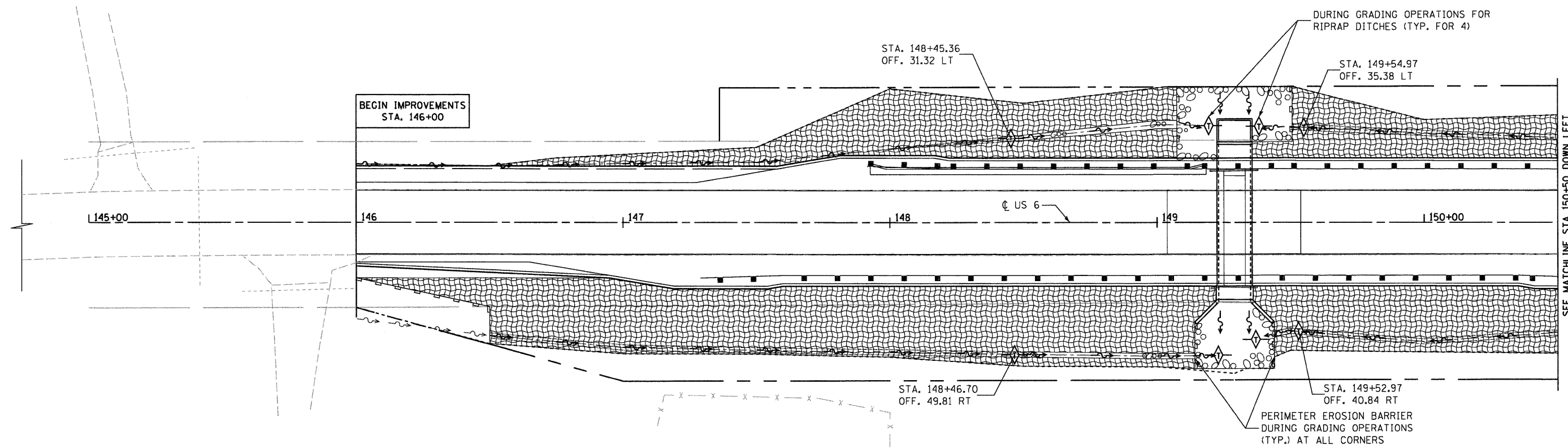
- GENERAL NOTES**
1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
  2. ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED, UNLESS OTHERWISE NOTED.
  3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
  4. SEE SPECIAL PROVISION TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR.
  5. TYPE III BARRICADES CONFORMING TO STD. 701901 "ROAD CLOSED TO THRU TRAFFIC" WITH 2 FLASHING LIGHTS PER BARRICADE USED FOR SIGN D.
  6. COVER ALL CONFLICTING EXISTING TRAFFIC SIGNS.

|             |                    |                        |           |   |                    |   |                           |              |              |           |  |
|-------------|--------------------|------------------------|-----------|---|--------------------|---|---------------------------|--------------|--------------|-----------|--|
| FILE NAME = | USER NAME = #USER* | DESIGNED DB/CW         | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DETOUR PLAN</b> | F.A.P. RTE.                                     | SECTION                   | COUNTY       | TOTAL SHEETS | SHEET NO. |  |
| #FILEL*     |                    | DRAWN DB/NS            | REVISED - |   |                    | 623   | (H)1-1                    | LASALLE      | 25           | 10        |  |
|             |                    | CHECKED AS             | REVISED - |   |                    | CONTRACT NO. 66914                              |                           |              |              |           |  |
|             |                    | DATE DECEMBER 09, 2009 | REVISED - |   |                    | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |                           |              |              |           |  |
|             |                    |                        |           |   |                    | SCALE: NONE                                     | SHEET NO. 10 OF 25 SHEETS | STA. TO STA. |              |           |  |

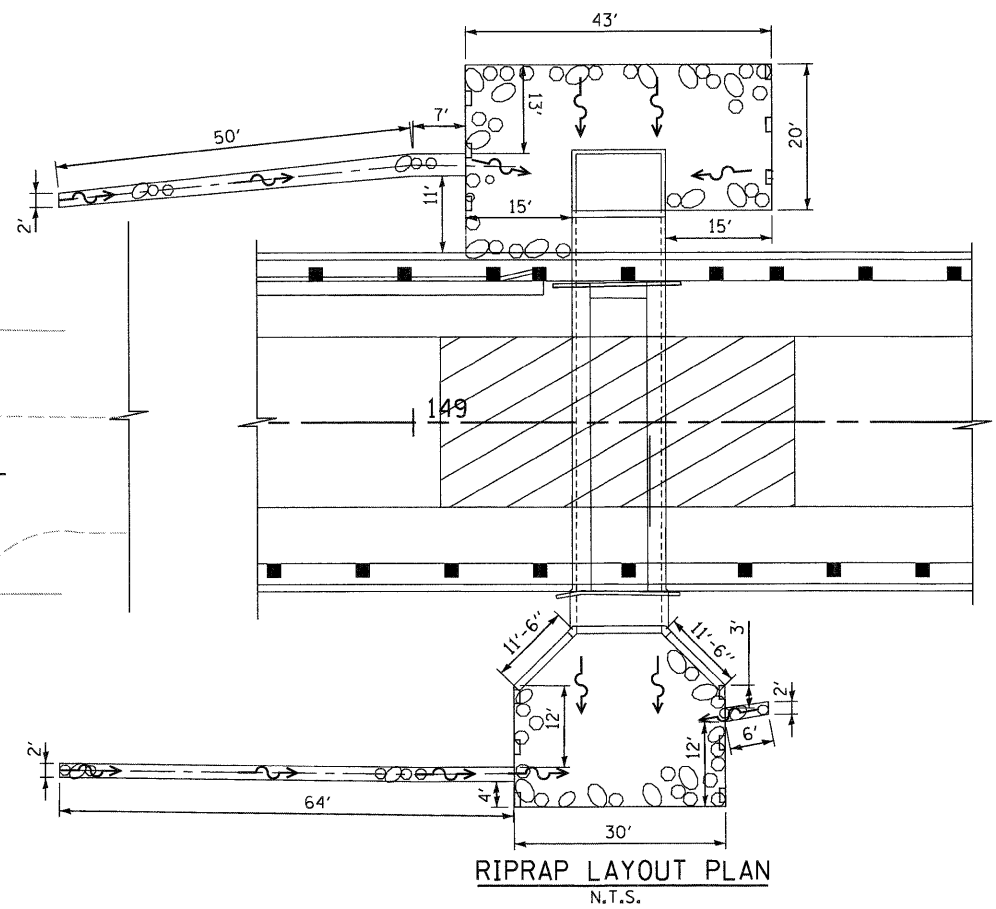


|         |      |
|---------|------|
| PLAN    | DATE |
| BY      |      |
| CHECKED |      |
| DATE    |      |
| NO.     |      |

|         |      |
|---------|------|
| PROFILE | DATE |
| BY      |      |
| CHECKED |      |
| DATE    |      |
| NO.     |      |

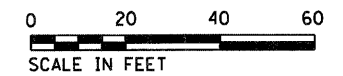


EROSION CONTROL PLAN



RIPRAP LAYOUT PLAN  
N.T.S.

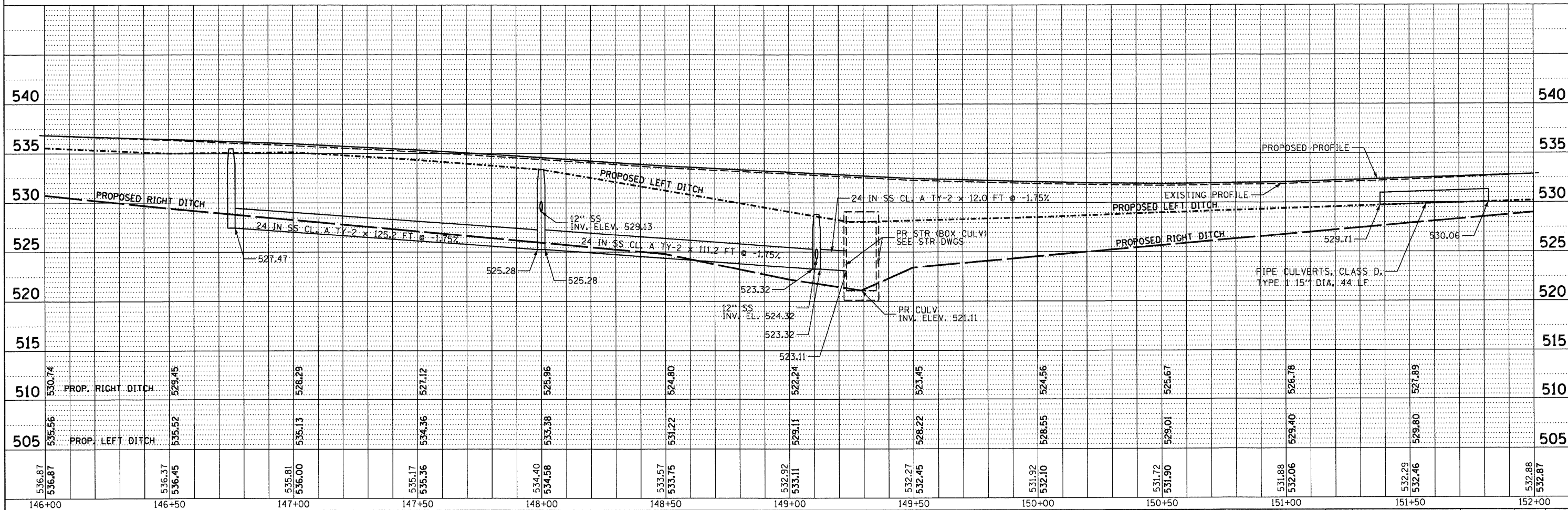
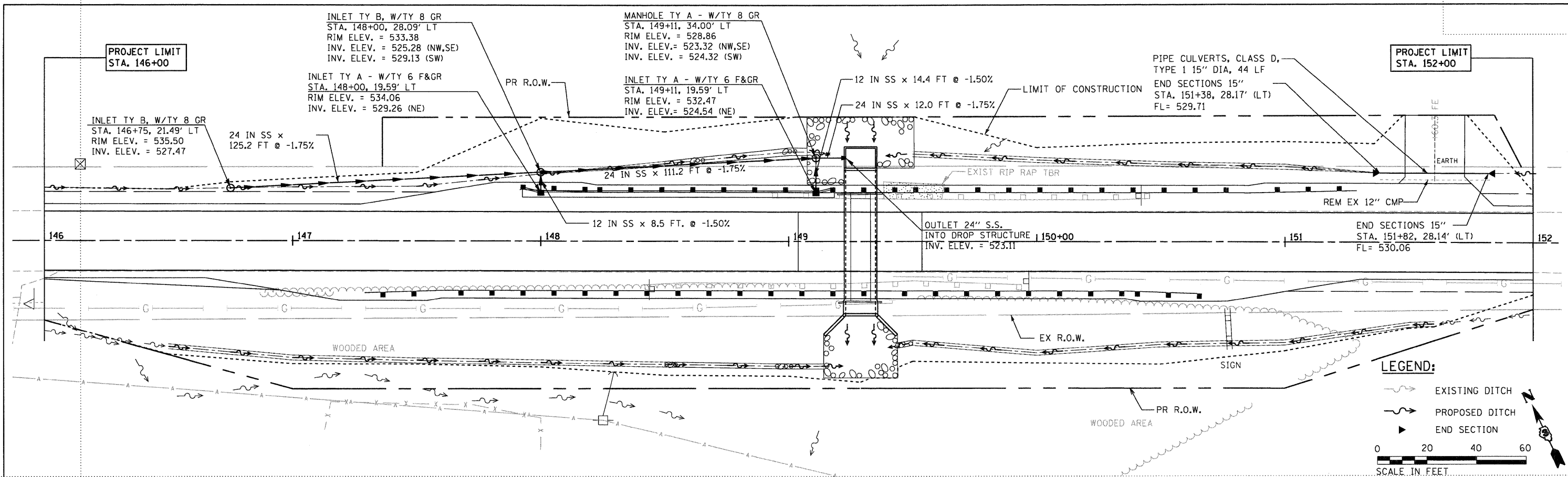
- LEGEND:**
- EXISTING DITCH
  - PROPOSED DITCH
  - END SECTION
  - TEMPORARY DITCH CHECKS
  - RIPRAP, CLASS A5
  - EROSION CONTROL BLANKET AND PERMANENT SEEDING, CLASS 3 (TEMPORARY EROSION CONTROL SEEDING AS NEEDED)
  - INLET AND PIPE PROTECTION
  - PERIMETER EROSION BARRIER



|             |                    |                        |           |   |   |   |         |                            |              |           |  |
|-------------|--------------------|------------------------|-----------|---|---|---|---------|----------------------------|--------------|-----------|--|
| FILE NAME = | USER NAME = #USER* | DESIGNED DB/CW         | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EROSION CONTROL PLAN<br/>SN 050-2643</b> | F.A.P. RTE.                                     | SECTION | COUNTY                     | TOTAL SHEETS | SHEET NO. |  |
| #FILEL*     |                    | DRAWN DB/NS            | REVISED - |   |   | 623   | (H)-1   | LASALLE                    | 25           | 11        |  |
|             |                    | CHECKED AS             | REVISED - |   |   | CONTRACT NO. 66914                              |         |                            |              |           |  |
|             |                    | DATE DECEMBER 09, 2009 | REVISED - |   |   | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |         |                            |              |           |  |
|             |                    |                        |           | SCALE: 1" = 20'   |   | SHEET NO. 11 OF 25 SHEETS                       |         | STA. 146+00 TO STA. 152+00 |              |           |  |

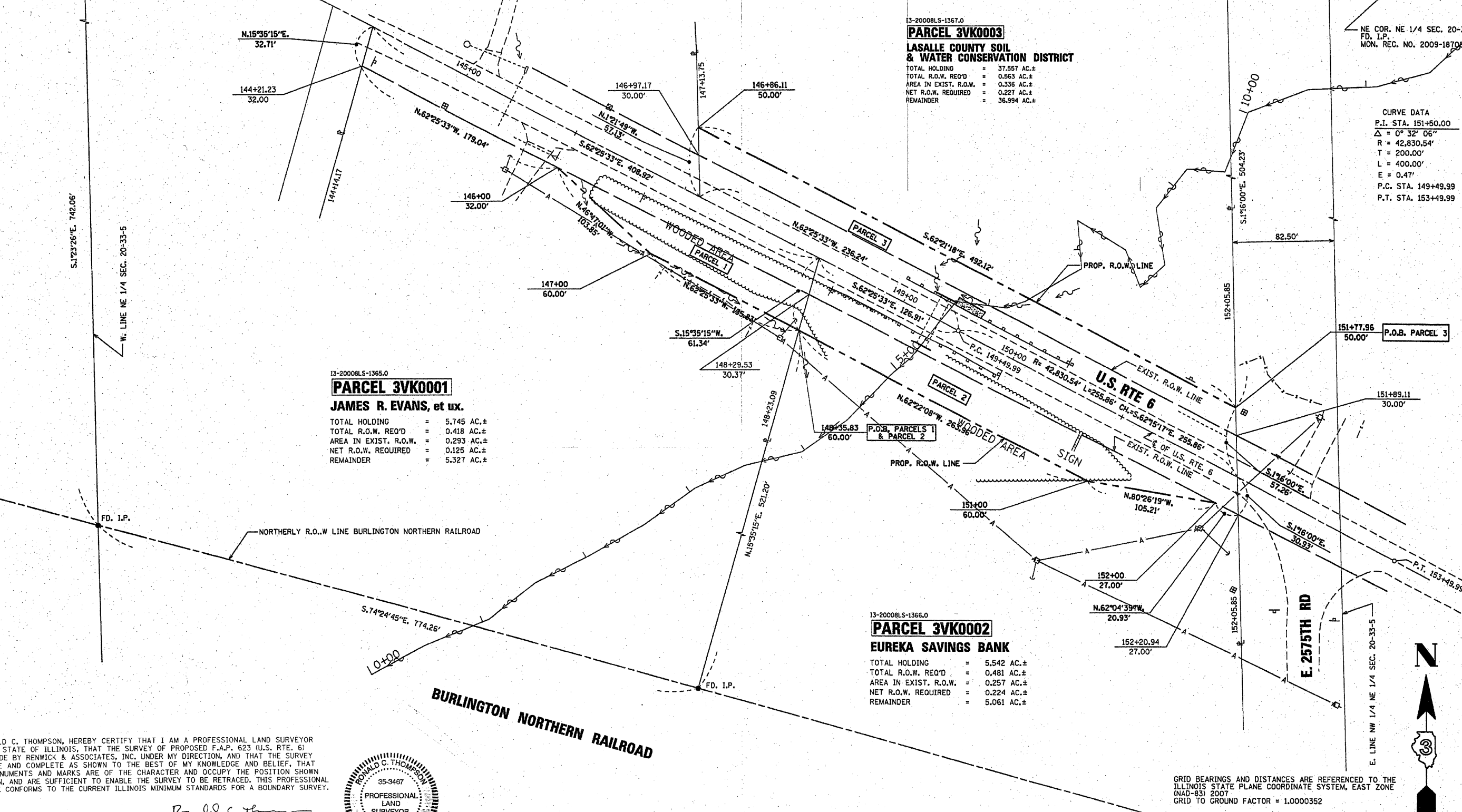
|                 |  |
|-----------------|--|
| DATE            |  |
| BY              |  |
| SURVEYED        |  |
| ALIGNED         |  |
| CHECKED         |  |
| RT. OF WAY      |  |
| CHECKED         |  |
| NO.             |  |
| PLAN            |  |
| NOTE BOOK       |  |
| NO.             |  |
| CROSS FILE NAME |  |

|           |  |
|-----------|--|
| DATE      |  |
| BY        |  |
| SURVEYED  |  |
| GRADES    |  |
| CHECKED   |  |
| NO.       |  |
| PROFILE   |  |
| NOTE BOOK |  |
| NO.       |  |
| STRUCTURE |  |
| NOTATIONS |  |
| CHFD      |  |



|                      |                        |                |           |   |  |  |         |         |              |           |  |
|----------------------|------------------------|----------------|-----------|---|--|--|---------|---------|--------------|-----------|--|
| FILE NAME =          | USER NAME = *USER*     | DESIGNED DB/CW | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DRAINAGE PLAN AND PROFILE<br/>SN 050-2643</b> | F.A.P. RTE.  | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |  |
| *FILE#*              | DRAWN DB/NS            | CHECKED AS     | REVISED - |   |  | 623  | (H)-1   | LASALLE | 25           | 12        |  |
| PLOT SCALE = *SCALE* | DATE DECEMBER 09, 2009 | REVISOR        | REVISED - |   |  | CONTRACT NO. 66914   |         |         |              |           |  |
| PLOT DATE = *DATE*   |                        |                |           |   |  | SCALE: 1" = 20'   SHEET NO. 12 OF 25 SHEETS   STA. 146+00 TO STA. 152+00   FED. ROAD DIST. NO.   (ILLINOIS) FED. AID PROJECT |         |         |              |           |  |

N. LINE NE 1/4 SEC. 20-33-5  
NORTHEAST 1/4 SEC. 20, T.33N., R.5E. OF 3RD. P.M.



13-20008LS-1365.0  
**PARCEL 3VK0001**  
**JAMES R. EVANS, et ux.**  
TOTAL HOLDING = 5.745 AC.±  
TOTAL R.O.W. REQ'D = 0.418 AC.±  
AREA IN EXIST. R.O.W. = 0.293 AC.±  
NET R.O.W. REQUIRED = 0.125 AC.±  
REMAINDER = 5.327 AC.±

13-20008LS-1367.0  
**PARCEL 3VK0003**  
**LASALLE COUNTY SOIL & WATER CONSERVATION DISTRICT**  
TOTAL HOLDING = 37.557 AC.±  
TOTAL R.O.W. REQ'D = 0.563 AC.±  
AREA IN EXIST. R.O.W. = 0.336 AC.±  
NET R.O.W. REQUIRED = 0.227 AC.±  
REMAINDER = 36.994 AC.±

13-20008LS-1366.0  
**PARCEL 3VK0002**  
**EUREKA SAVINGS BANK**  
TOTAL HOLDING = 5.542 AC.±  
TOTAL R.O.W. REQ'D = 0.481 AC.±  
AREA IN EXIST. R.O.W. = 0.257 AC.±  
NET R.O.W. REQUIRED = 0.224 AC.±  
REMAINDER = 5.061 AC.±

I, RONALD C. THOMPSON, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 623 (U.S. RTE. 6) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



DATE: 7-23-09  
SURVEY BOOK NO. \_\_\_\_\_  
ILLINOIS PROFESSIONAL LAND SURVEYOR  
No. 3467  
11-30-10  
EXPIRATION DATE

GRID BEARINGS AND DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD-83) 2007  
GRID TO GROUND FACTOR = 1.0000352

|  |                     |            |           |   |  |  |  |                    |  |  |                                    |  |                            |                    |                    |                 |
|--|---------------------|------------|-----------|---|--|--|--|--------------------|--|--|------------------------------------|--|----------------------------|--------------------|--------------------|-----------------|
| FILE NAME<br>c:\pwwork\pwwork\DOT\BRUCKMK\dms31645\0369914-ht-rwp\plan.dgn | USER NAME = bruckmk | DESIGNED - | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION |  |  |  | RIGHT OF WAY PLANS |  |  |                                    | F.A.P. RTE.<br>623   | SECTION<br>(H) I-1         | COUNTY<br>LASALLE  | TOTAL SHEETS<br>13 | SHEET NO.<br>13 |
| PLOT SCALE = 39.2689 ft / IN.  |                     | DRAWN -    | REVISED - |   |  |  |  | SCALE: 1" = 40'    |  |  | PROJECT<br>SHEET NO. 1 OF 1 SHEETS | JOB NO. R-93-005-09  | STA. 146+00 TO STA. 152+00 | CONTRACT NO. 66914 |                    |                 |
| PLOT DATE = Oct 14, 2009 - 03:51:10 PM                                     |                     | CHECKED -  | REVISED - |   |  |  |  |                    |  |  |                                    | FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT 623 (U.S. 6) |                            |                    |                    |                 |

Benchmark 100: Chiseled "□" on top of NE wingwall of S.N. 050-2595, Sta. 149+37.53, 19.87' Lt., Elev. 529.93.  
 Benchmark 101: Railroad spike in power pole, SW Quadrant U.S. Route 6 and E2575 Road, Sta. 151+97.93, 51.98' Rt., Elev. 529.40.

Existing Structure: The existing structure, number 050-2595 was originally built in 1919 as SBI-7, section H in LaSalle County over an unnamed tributary of the Illinois River located 3.6 miles west of Illinois 170. The existing structure is an 8 ft wide x 3 ft high reinforced concrete single cell box culvert with roadway measuring 30' face-to-face of guardrail. The road will be closed to traffic and will be detoured. Precast alternate is not allowed.

Salvage: None

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

APPROVED  
 FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson (TSB)  
 ENGINEER OF BRIDGES AND STRUCTURES



Syed M. Kazl  
 Licensed Structural Engineer  
 State of Illinois  
 Lic. No. 081-004047  
 Expires: 11-30-2010  
 Signature and Seal apply to Structural Drawings

INDEX OF SHEETS

1. General Plan and Elevation
2. Structure Dimensions, Details and General Notes
3. Reinforcement Details
4. Soil Boring Logs

TOTAL BILL OF MATERIAL

| ITEM   | UNIT  | TOTAL  |
|--|-------|--------|
| Porous Granular Embankment                                 | Cu Yd | 408    |
| Stone Riprap, Class A5                                     | Sq Yd | 186    |
| Filter Fabric  | Sq Yd | 186    |
| Removal of Existing Structures                             | Each  | 1      |
| Removal and Disposal of Unsuitable Material for Structures | Cu Yd | 163    |
| Reinforcement Bars   | Pound | 17,420 |
| Concrete Box Culverts                                      | Cu Yd | 87.1   |
| Temporary Soil Retention System                            | Sq Ft | 175    |
| Rock Fill  | Cu Yd | 160    |

WATERWAY INFORMATION

Drainage Area = 0.23 sq. mi. Low Grade Elev. 531.72 @ Sta. 150+50

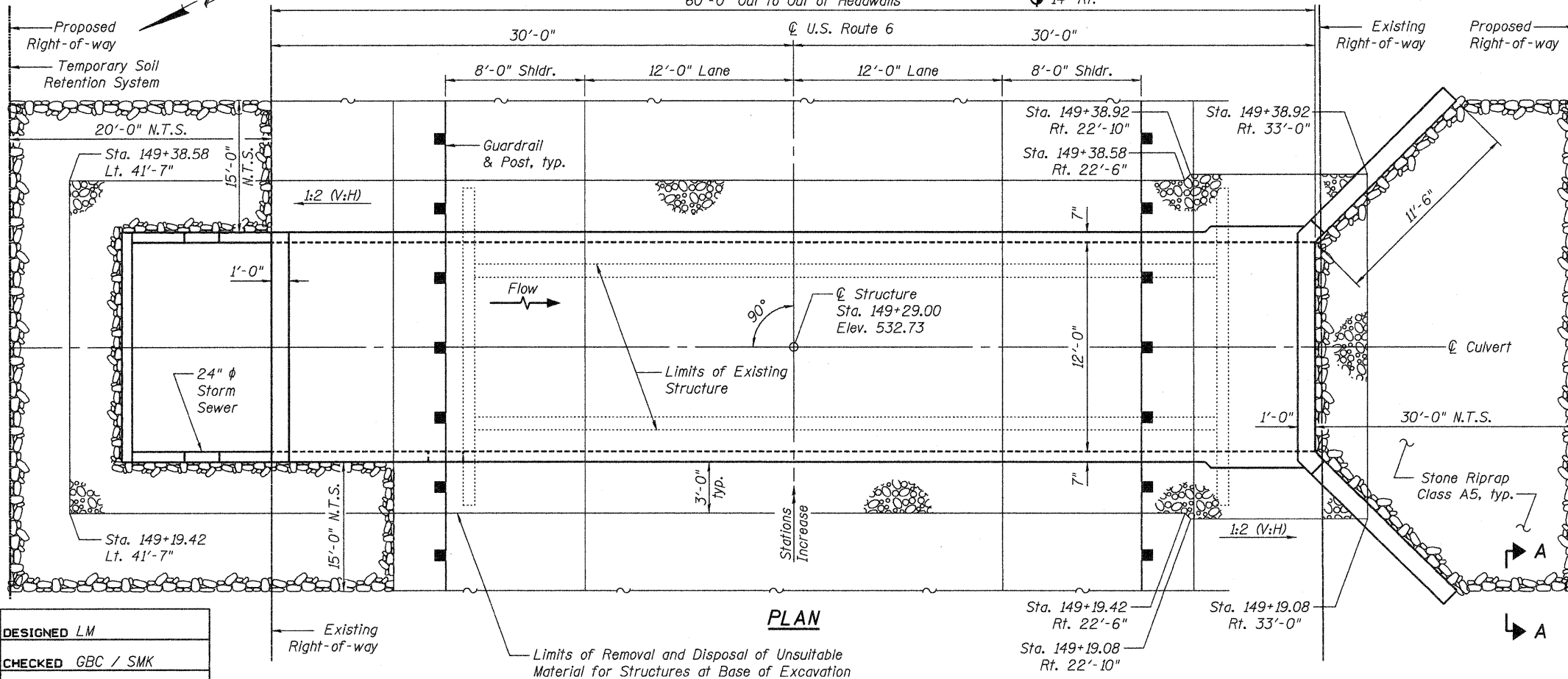
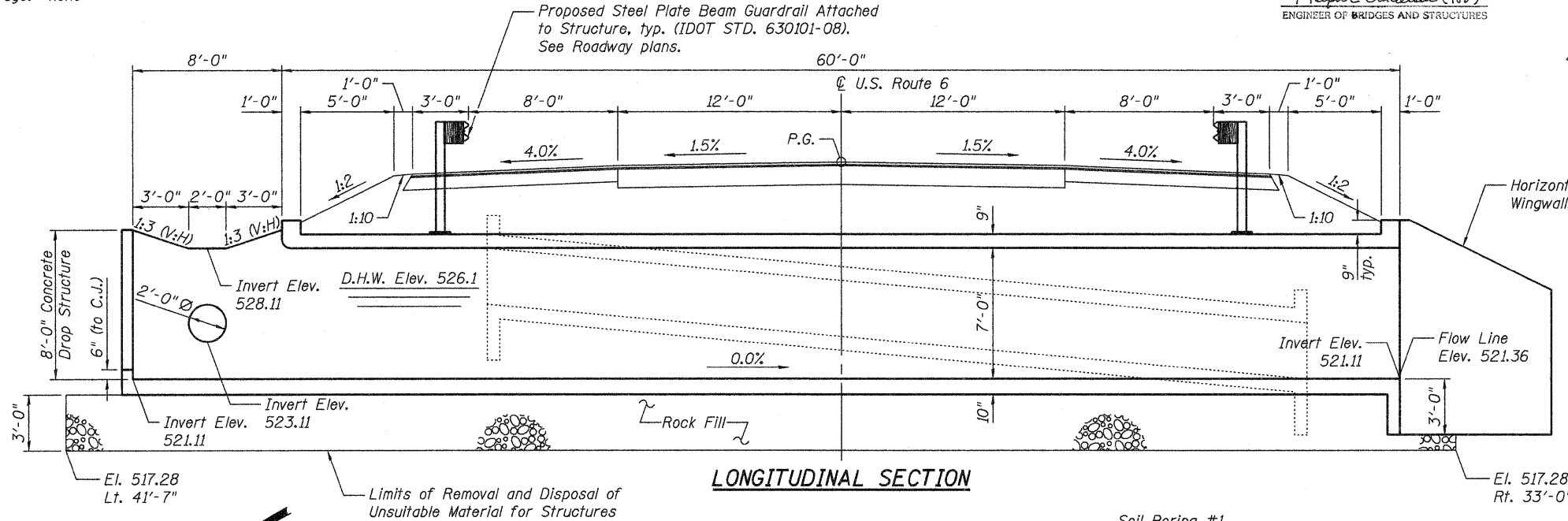
| Flood       | Freq. Yr. | Q   | C.F.S. | Opening | Sq. Ft. | Nat. Exist. | Prop. | H.W.E. | Head - Ft. Exist. | Prop. | Headwater El. Exist. | Prop. |
|-------------|-----------|-----|--------|---------|---------|-------------|-------|--------|-------------------|-------|----------------------|-------|
| Design      | 10        | 130 | 24     | 56      | 525.8   | 0.5         | 0.0   | 526.2  | 525.8             | 526.1 | 526.1                | 526.1 |
| Base        | 50        | 220 | 24     | 59      | 526.1   | 1.7         | 0.0   | 527.8  | 526.1             | 526.1 | 526.1                | 526.1 |
| Overtopping | 100       | 250 | 24     | 59      | 526.1   | 2.0         | 0.0   | 528.2  | 526.1             | 526.1 | 526.1                | 526.1 |
| Max. Calc.  | 500       | 340 | 24     | 62      | 526.3   | 3.2         | 0.0   | 529.5  | 526.3             | 526.3 | 526.3                | 526.3 |

Velocities for 10-Year Flood Event: Existing - 18.2 f/s, Proposed - 7.0 f/s

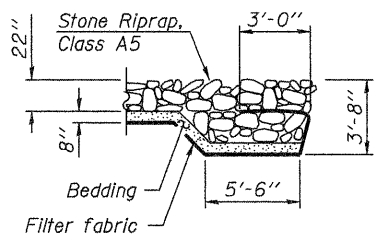
DESIGN SCOUR ELEVATION TABLE

| Design Scour Elevation (ft.) | South End |
|------------------------------|-----------|
|                              | 518.1     |

LONGITUDINAL SECTION



PLAN



SECTION A-A

PROFILE GRADE  
 (along U.S. Route 6)

LOADING HS20-44

Allow 50#/sq. ft. for future wearing surface.

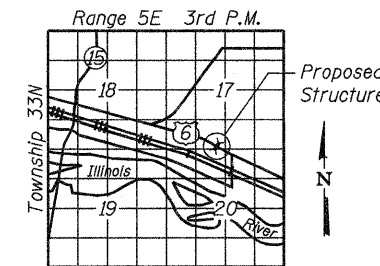
DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi  
 fy = 60,000 psi (Reinforcement)



LOCATION SKETCH

GENERAL PLAN AND ELEVATION  
 US ROUTE 6 OVER UNNAMED  
 TRIBUTARY TO THE ILLINOIS RIVER  
 F.A.P. ROUTE 623 - SECTION (H)I-1  
 LASALLE COUNTY  
 STATION 149+29.00  
 STRUCTURE NO. 050-2643

|          |           |
|----------|-----------|
| DESIGNED | LM        |
| CHECKED  | GBC / SMK |
| DRAWN    | LM        |
| CHECKED  | GBC / SMK |

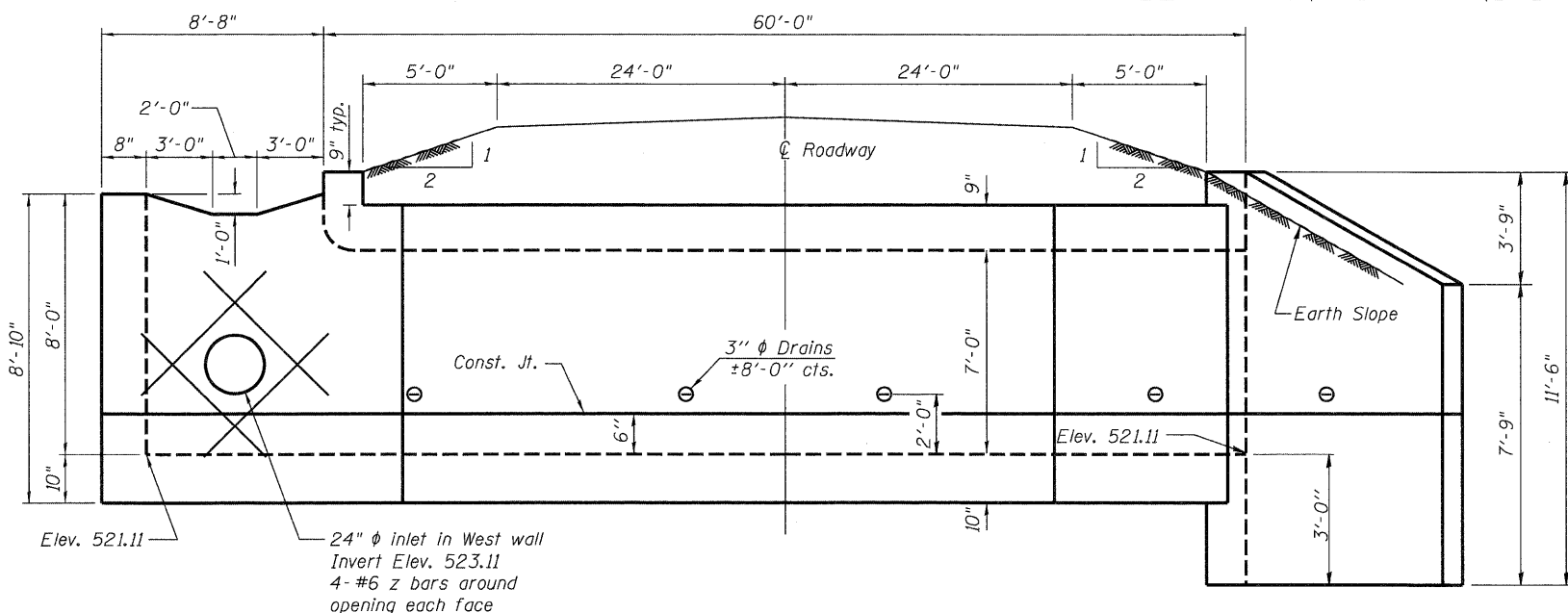
N.T.S. = Not to Scale

Soil Boring #2  
 Sta. 149+06  
 13' Lt.

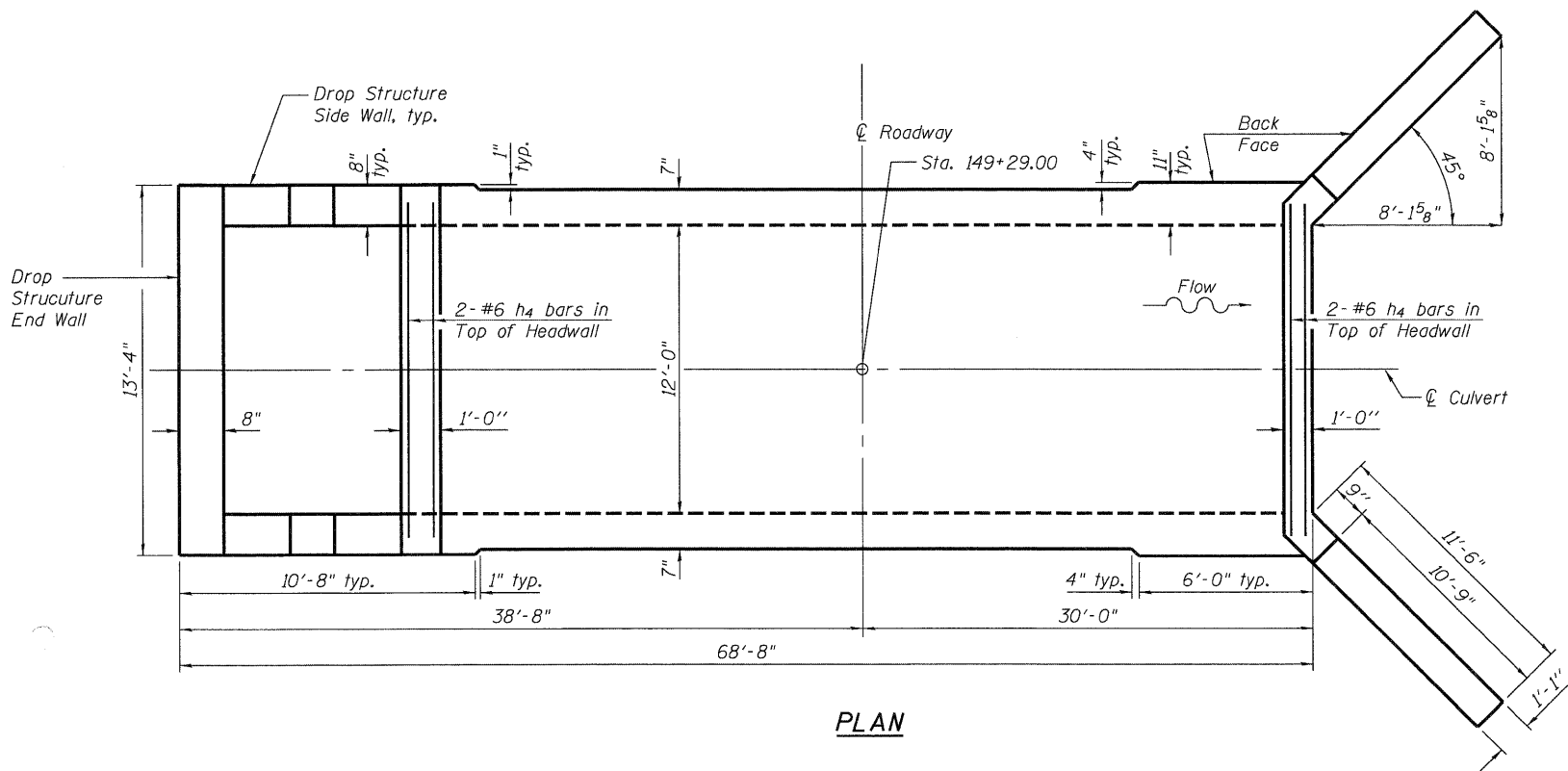


|                                |             |         |                  |              |           |
|--------------------------------|-------------|---------|------------------|--------------|-----------|
| SHEET NO. 1<br>OF 4 SHEETS     | F.A.P. RTE. | SECTION | COUNTY           | TOTAL SHEETS | SHEET NO. |
|                                | 623         | (H)I-1  | LASALLE          | 25           | 14        |
| FED. ROAD DIST. NO. 1 ILLINOIS |             |         | FED. AID PROJECT |              |           |
| CONTRACT NO. 66914             |             |         |                  |              |           |

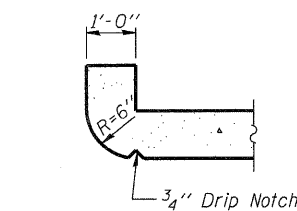
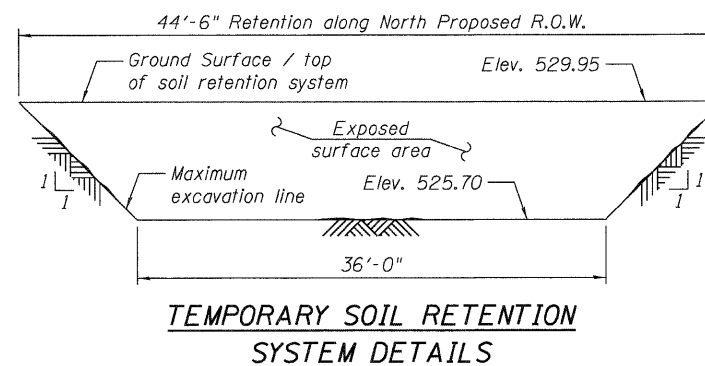
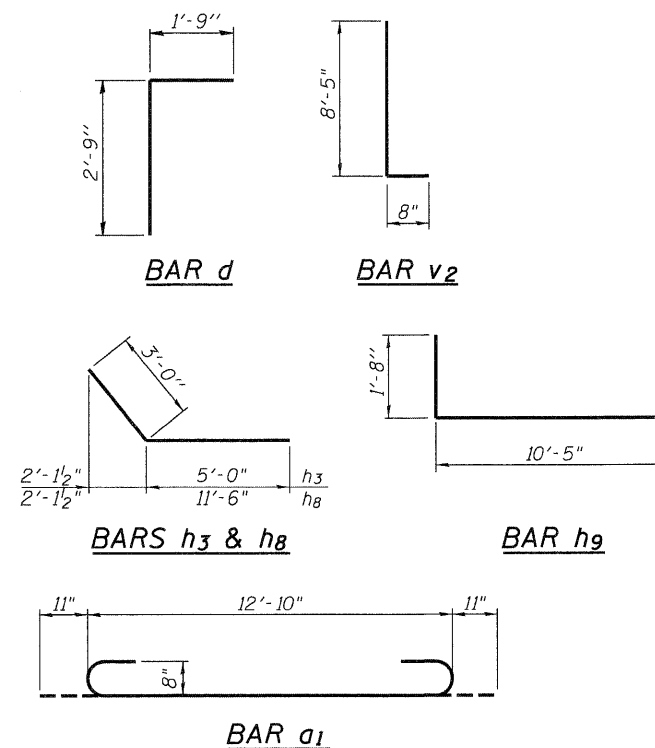
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN



SECTION THRU HEADWALL  
(Up Stream End Only)

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706, Grade 60. See Special Provisions.
2. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
3. The material used to replace the unsuitable material removed below the bottom of the proposed cast-in-place reinforced concrete box culvert and wingwalls shall be paid for as "Rock Fill".
4. Precast concrete culvert alternate will not be allowed.
5. A distance of half the wingwall length, but not less than six feet, of the barrel shall be poured monolithically with the wingwalls.
6. All construction joints shall be bonded.

BILL OF MATERIAL

| Bar                   | No. | Size | Length  | Shape  |
|-----------------------|-----|------|---------|--------|
| a1                    | 238 | #8   | 14'-8"  | U      |
| a2                    | 36  | #4   | 12'-3"  | —      |
| d                     | 13  | #4   | 4'-6"   | L      |
| h                     | 30  | #6   | 30'-11" | —      |
| h1                    | 66  | #5   | 23'-11" | —      |
| h2                    | 28  | #6   | 35'-3"  | —      |
| h3                    | 24  | #7   | 8'-0"   | L      |
| h4                    | 4   | #6   | 13'-0"  | —      |
| h8                    | 20  | #7   | 14'-6"  | L      |
| h9                    | 16  | #4   | 12'-1"  | L      |
| h10                   | 2   | #6   | 10'-5"  | —      |
| h11                   | 8   | #4   | 13'-1"  | —      |
| h12                   | 8   | #6   | 13'-1"  | —      |
| v                     | 193 | #4   | 8'-3"   | —      |
| v1                    | 8   | #4   | 11'-1"  | —      |
| v2                    | 43  | #4   | 9'-1"   | —      |
| z                     | 8   | #6   | 5'-6"   | —      |
| Concrete Box Culverts |     |      | Cu. Yd. | 87.1   |
| Reinforcement Bars    |     |      | Pound   | 17,420 |

Bars indicated thus 7 x 2-#6 etc. indicates 7 lines of bars with 2 lengths per line.

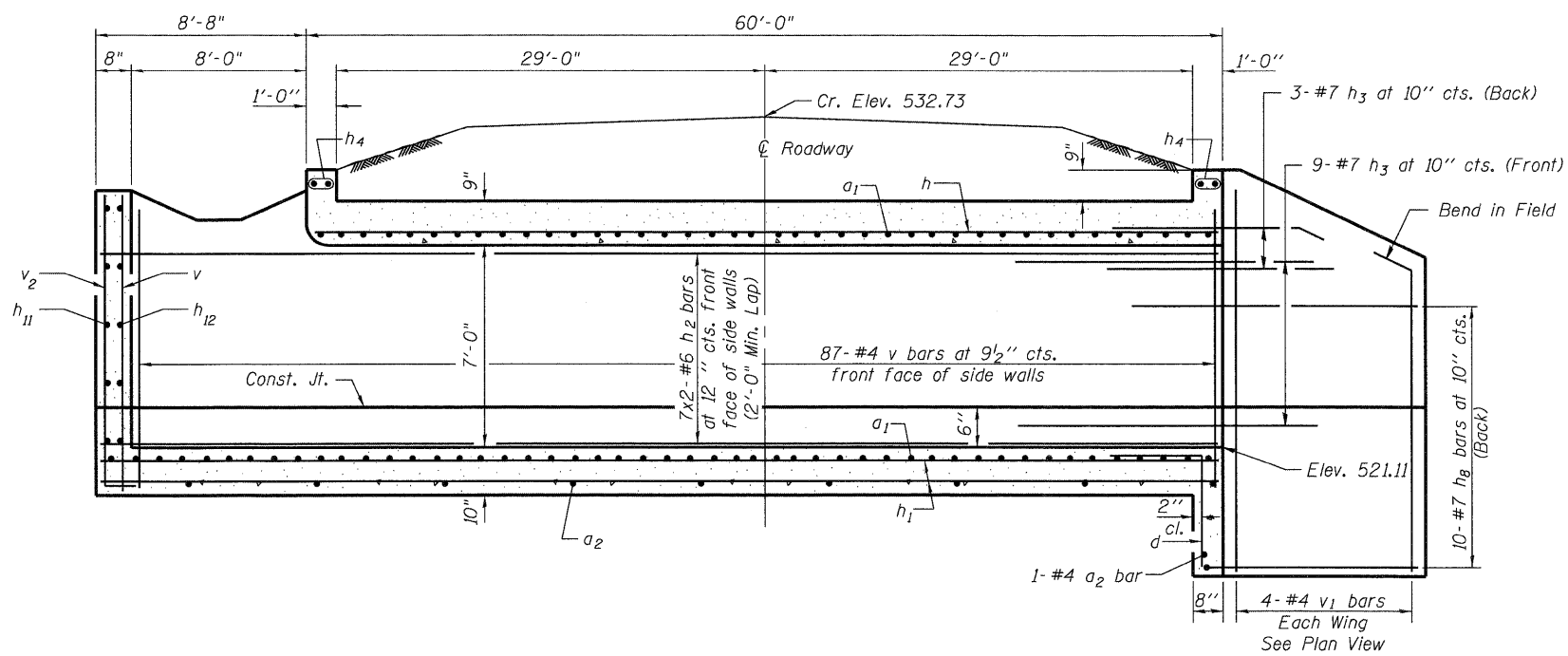
STRUCTURE DIMENSIONS, DETAILS AND GENERAL NOTES  
US ROUTE 6 OVER UNNAMED  
TRIBUTARY TO THE ILLINOIS RIVER  
STRUCTURE NO. 050-2643

|          |           |
|----------|-----------|
| DESIGNED | LM        |
| CHECKED  | GBC / SMK |
| DRAWN    | LM        |
| CHECKED  | GBC / SMK |

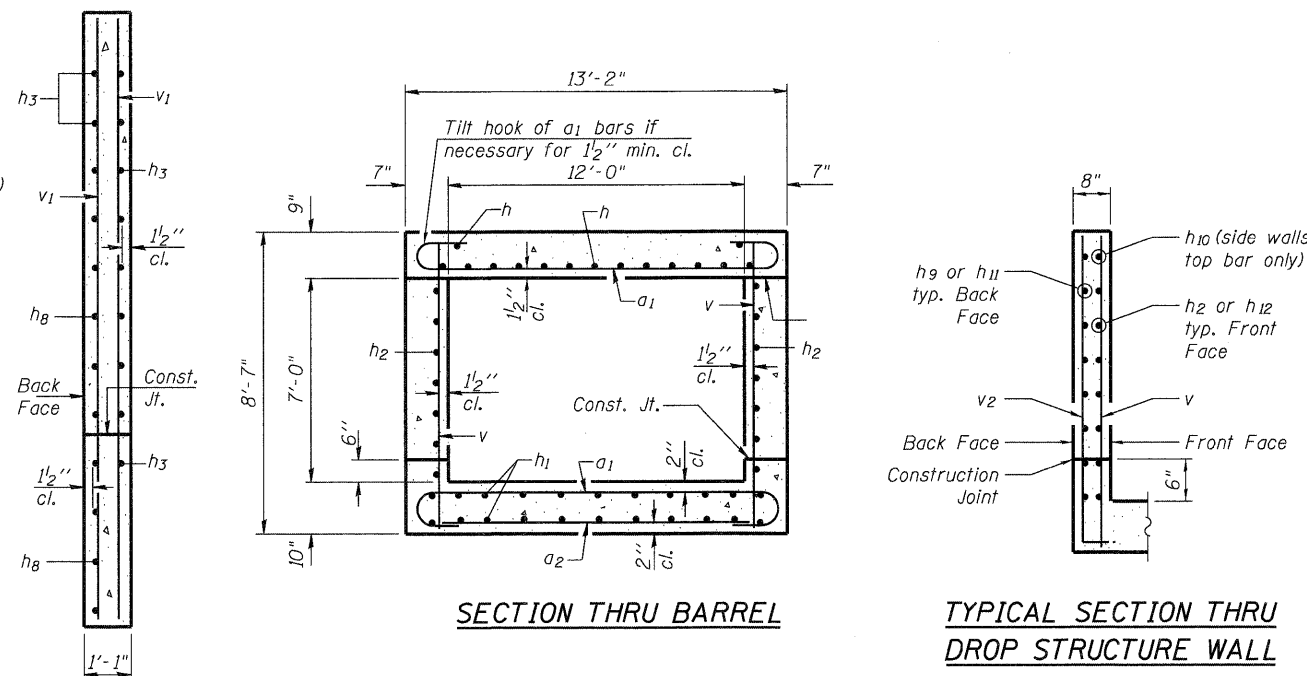
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|---|-------------|---------|--------------------|--------------|-----------|
| SHEET NO. 2<br>OF 4 SHEETS                      | F.A.P. RTE. | SECTION | COUNTY             | TOTAL SHEETS | SHEET NO. |
|   | 623         | (HI)-1  | LASALLE            | 25           | 15        |
|   |             |         | CONTRACT NO. 66914 |              |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |             |         |                    |              |           |

Delta Engineering, Inc.  
CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS  
111 W. Jackson Blvd., Suite 510 Chicago, IL 60604-2001

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



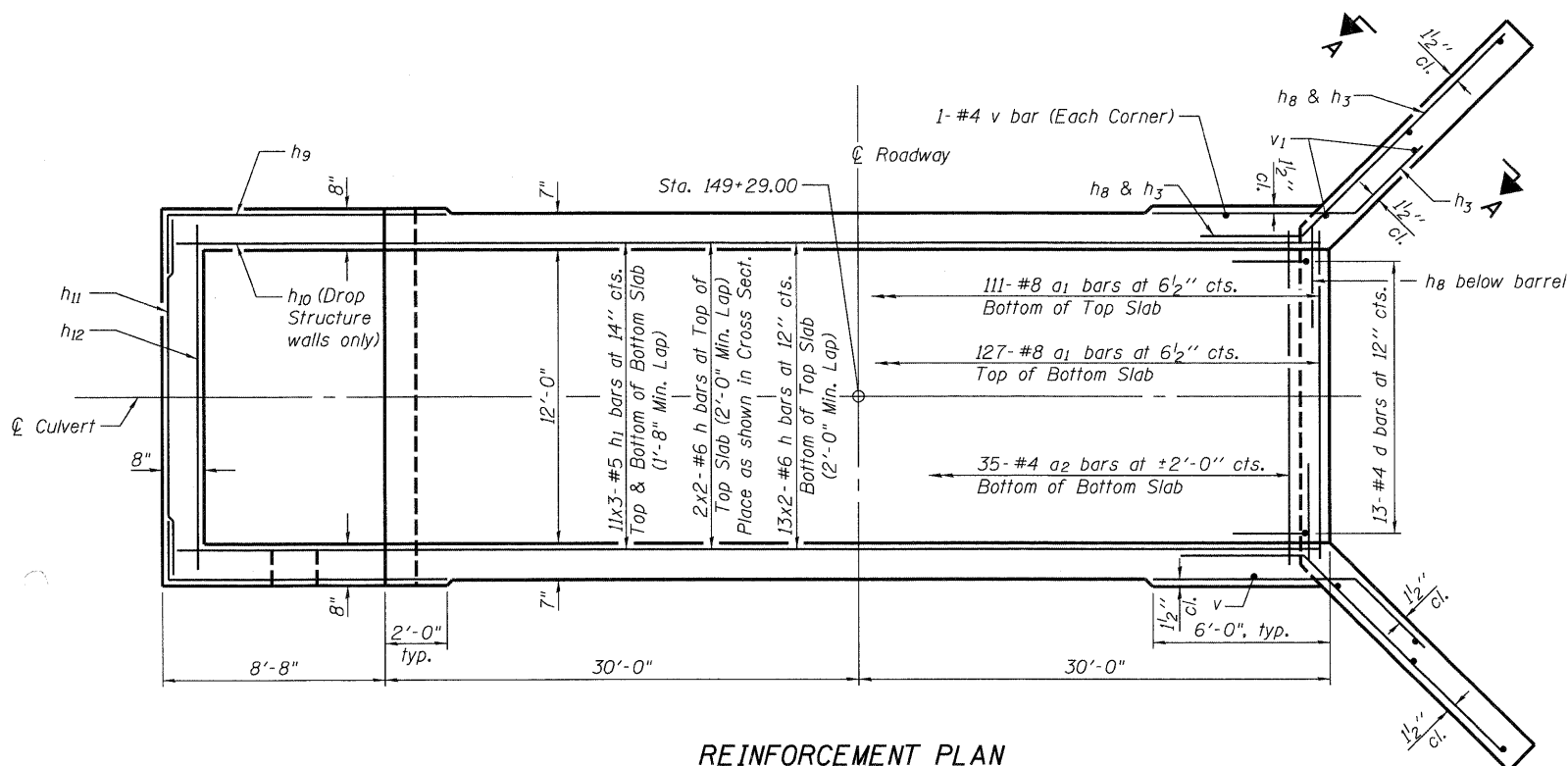
LONGITUDINAL SECTION



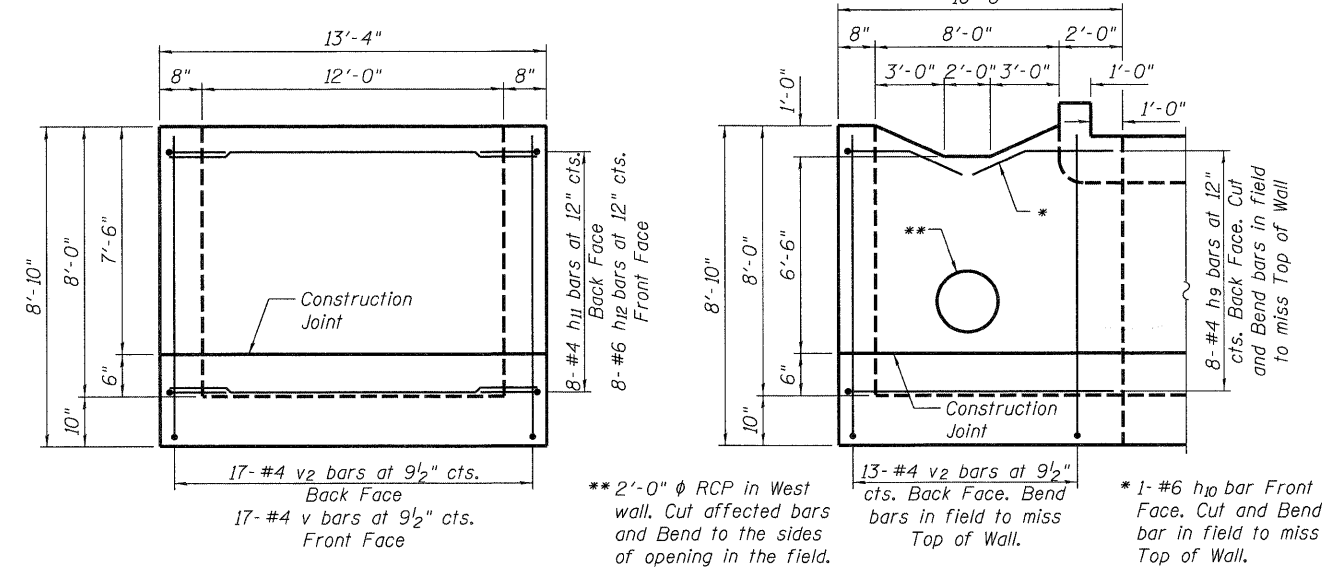
SECTION THRU BARREL

TYPICAL SECTION THRU  
DROP STRUCTURE WALL

SECTION A-A



REINFORCEMENT PLAN



DROP STRUCTURE TYPICAL  
END WALL ELEVATION

DROP STRUCTURE TYPICAL  
SIDE WALL ELEVATION

MINIMUM BAR LAP  
#5 bar = 1'-8"  
#6 bar = 2'-0"

REINFORCEMENT DETAILS  
US ROUTE 6 OVER UNNAMED  
TRIBUTARY TO THE ILLINOIS RIVER  
STRUCTURE NO. 050-2643

|          |           |
|----------|-----------|
| DESIGNED | LM        |
| CHECKED  | GBC / SMK |
| DRAWN    | LM        |
| CHECKED  | GBC / SMK |

|                            |             |         |                    |                  |           |
|----------------------------|-------------|---------|--------------------|------------------|-----------|
| SHEET NO. 3<br>OF 4 SHEETS | F.A.P. RTE. | SECTION | COUNTY             | TOTAL SHEETS     | SHEET NO. |
|                            | 623         | (H)I-1  | LASALLE            | 25               | 16        |
| FED. ROAD DIST. NO. 1      |             |         | ILLINOIS           | FED. AID PROJECT |           |
|                            |             |         | CONTRACT NO. 66914 |                  |           |

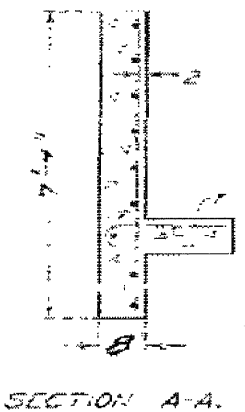
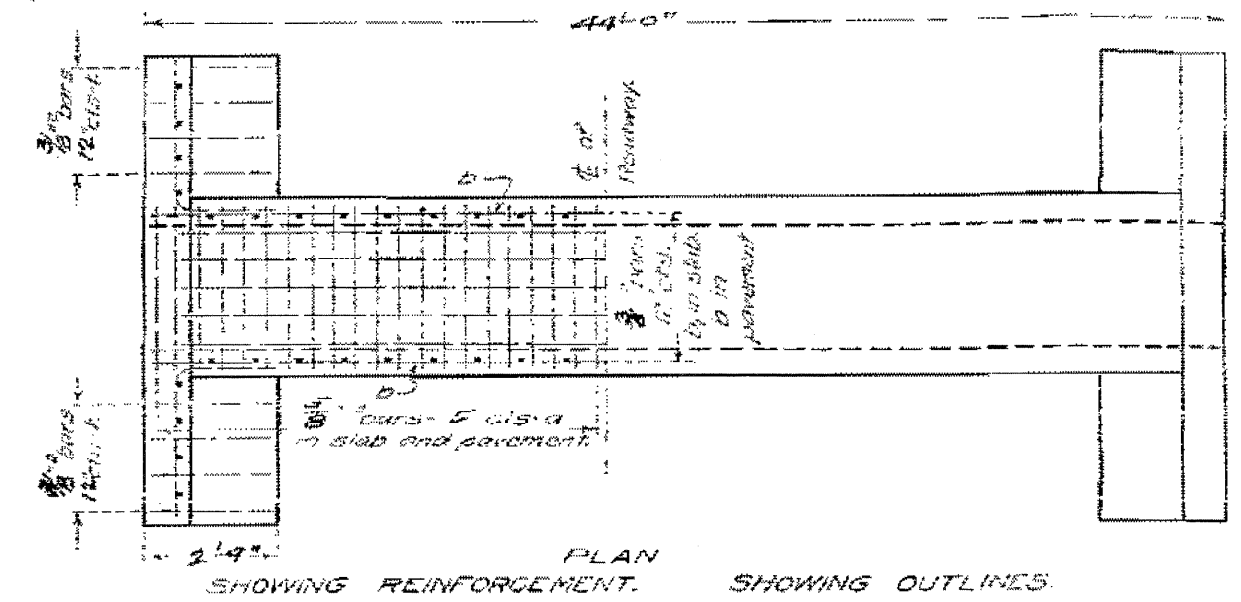
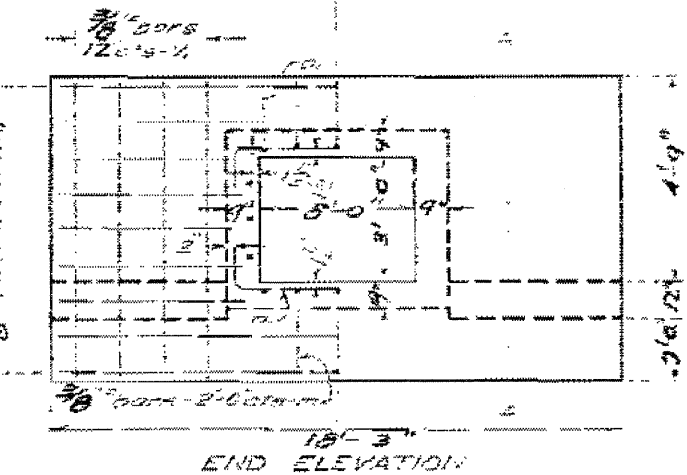
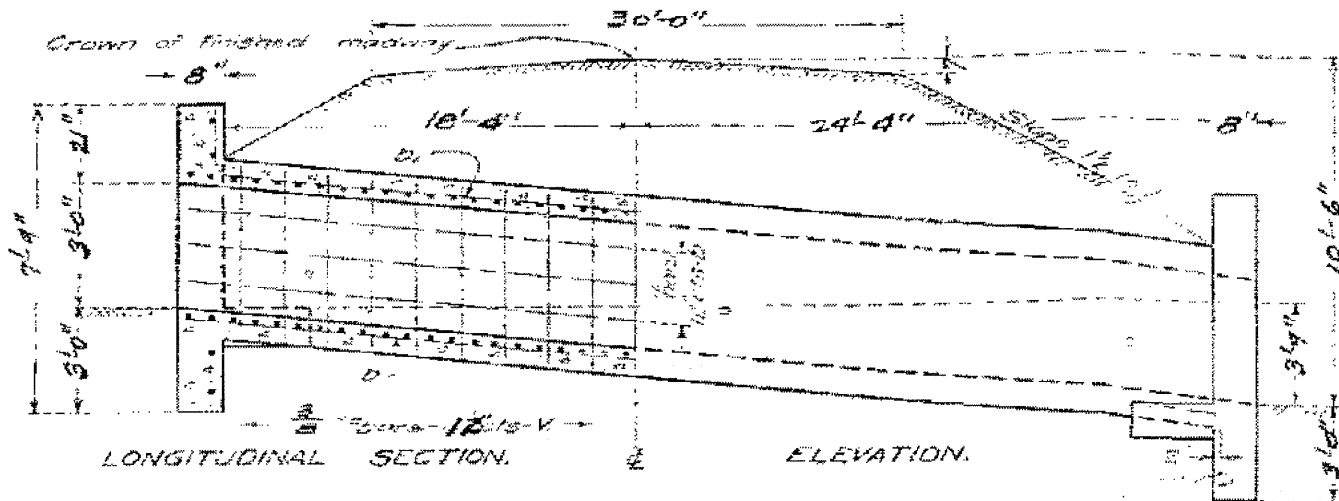
Delta Engineering, Inc.  
CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SUPERVISORS  
111 N. Jackson Blvd. Suite 110 Chicago, IL 60604-2001





STATE OF ILLINOIS  
STATE HIGHWAY DEPARTMENT  
**REINFORCED CONCRETE BOX CULVERT**

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| 7                   | ILL.  | 7                  | 1919        | 30        | 39           |



**BILL OF MATERIAL**

| Bar No.                    | Length | Quantity     | Weight |
|----------------------------|--------|--------------|--------|
| 1                          | 4'-5"  | 56           | 21.5   |
| 2                          | 7'-3"  | 20           | 15.2   |
| 3                          | 11'-4" | 6            | 4.6    |
| 4                          | 6'-6"  | 20           | 15.2   |
| 5                          | 10'-6" | 210          | 81.5   |
| 6                          | 22'-9" | 30           | 22.5   |
| 7                          | 24'-0" | 18           | 13.5   |
| 8                          | 3'-3"  | 20           | 15.2   |
| 9                          | 5'-0"  | 12           | 9.0    |
| <b>STEEL - LBS.</b>        |        | <b>386.5</b> |        |
| <b>Concrete - cu. yds.</b> |        | <b>36.7</b>  |        |

Class A concrete to be used throughout. Proportions 1:2 1/2:4 Use in piers in downstream headwell only.

Sta 378+72  
Federal Aid  
Project No 7, Sec. 14  
Morris Henry Road  
LaSalle County.

|          |    |      |
|----------|----|------|
| DESIGNED | BY | DATE |
| CHECKED  | BY | DATE |
| DRAWN    | BY | DATE |
| CHECKED  | BY | DATE |
| APPROVED | BY | DATE |

ENGINEER OF DESIGN

|      |    |
|------|----|
| DATE | BY |
|      |    |
|      |    |
|      |    |

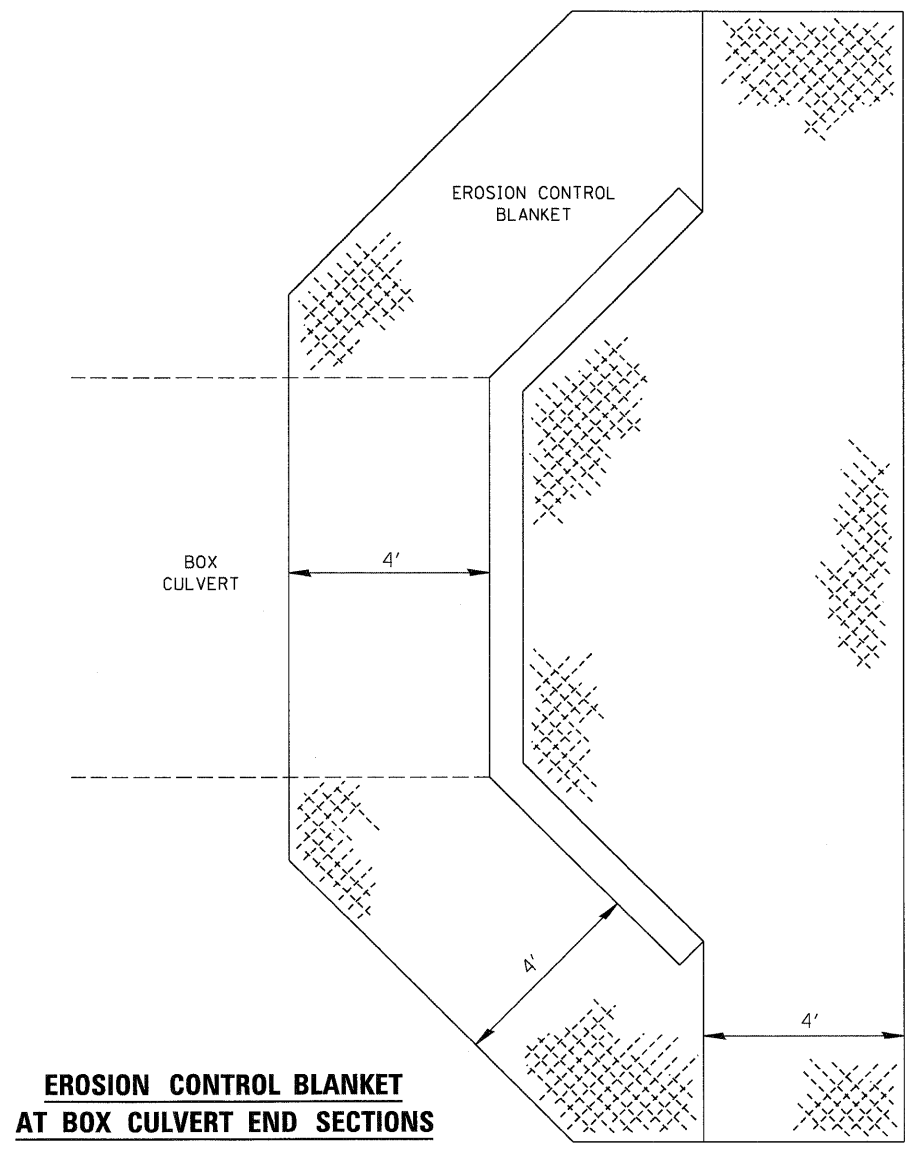
|      |    |
|------|----|
| DATE | BY |
|      |    |
|      |    |
|      |    |

**EXISTING PLANS FOR INFORMATION ONLY**  
STR. 050-2595

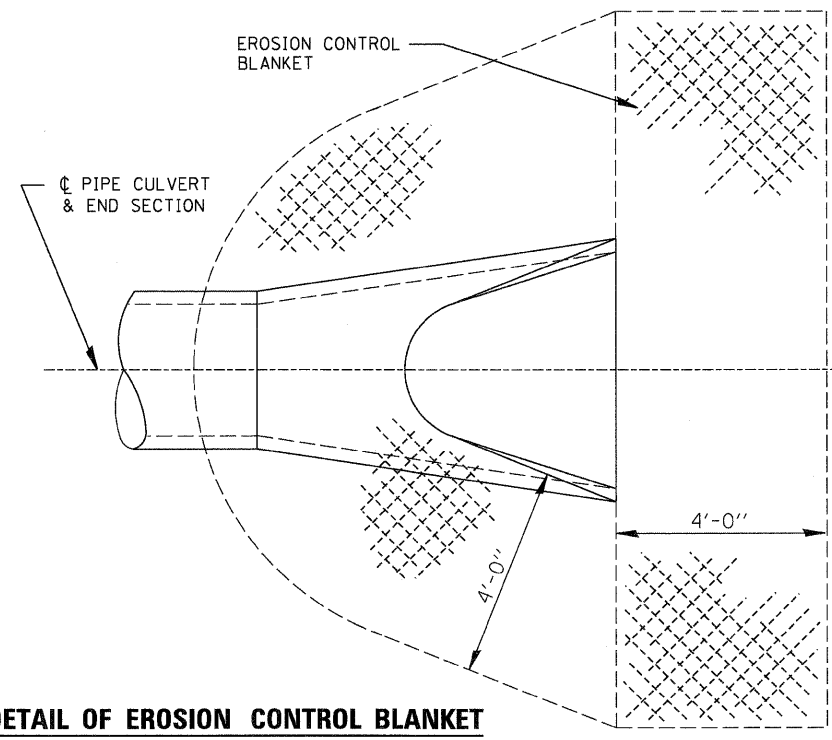
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| #FILE#      |                    | DRAWN DB/NS            | REVISED - |   |                           |                |                           |              | 623   | (HI)-1  | LASALLE | 25           | 18        |
|             |                    | CHECKED AS             | REVISED - |   |                           |                |                           |              | CONTRACT NO. 66914                            |         |         |              |           |
|             |                    | DATE DECEMBER 09, 2009 | REVISED - |   |                           |                |                           |              | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |         |              |           |

|         |  |
|---------|--|
| DATE    |  |
| BY      |  |
| PLAN    |  |
| NO.     |  |
| DATE    |  |
| BY      |  |
| PROFILE |  |
| NO.     |  |

|         |  |
|---------|--|
| DATE    |  |
| BY      |  |
| PROFILE |  |
| NO.     |  |
| DATE    |  |
| BY      |  |
| PLAN    |  |
| NO.     |  |

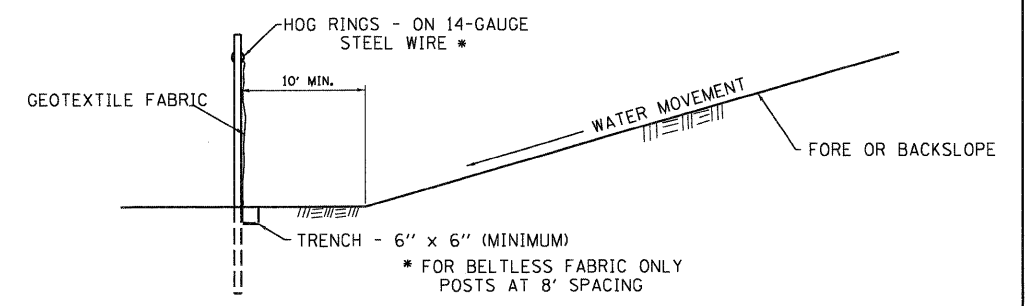
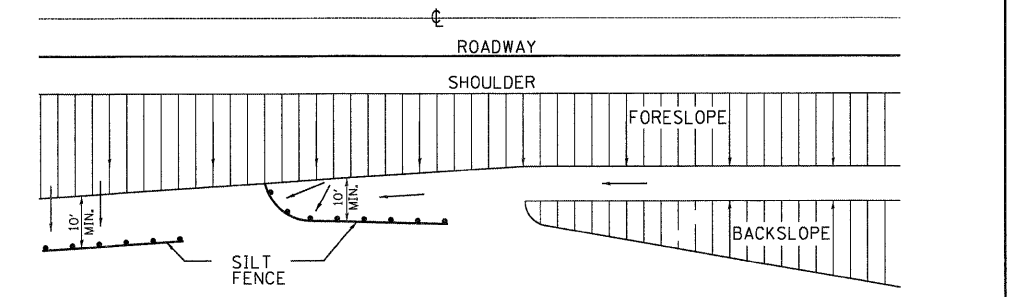


**EROSION CONTROL BLANKET AT BOX CULVERT END SECTIONS**



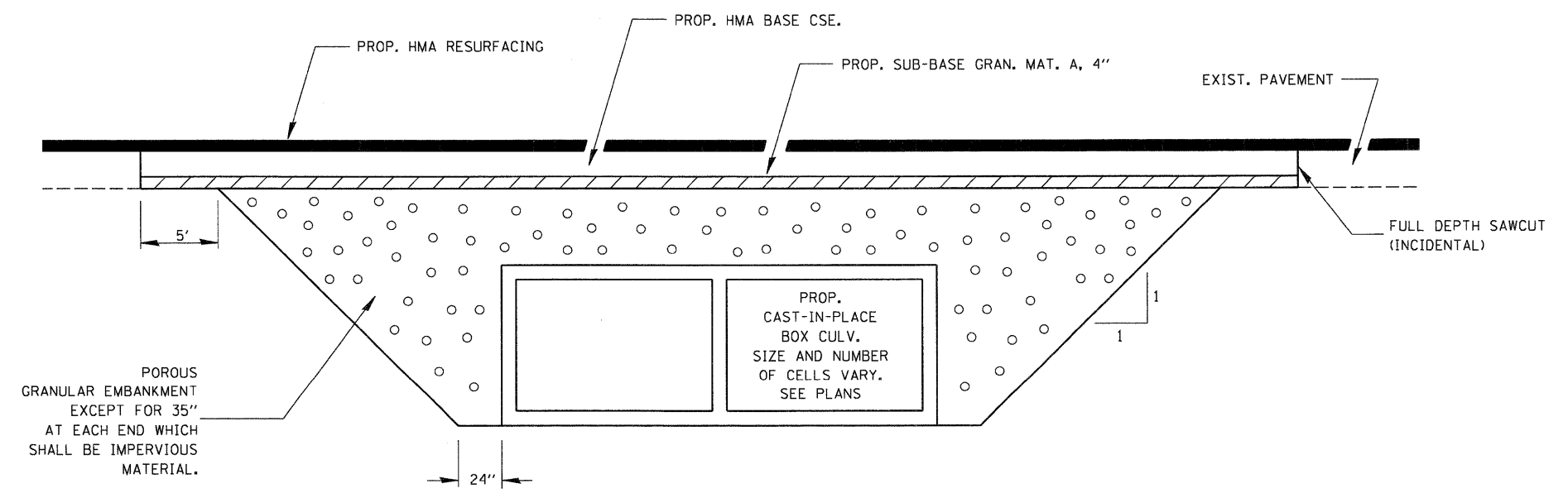
**DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION**

NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.



**DETAILS OF SILT FENCE**

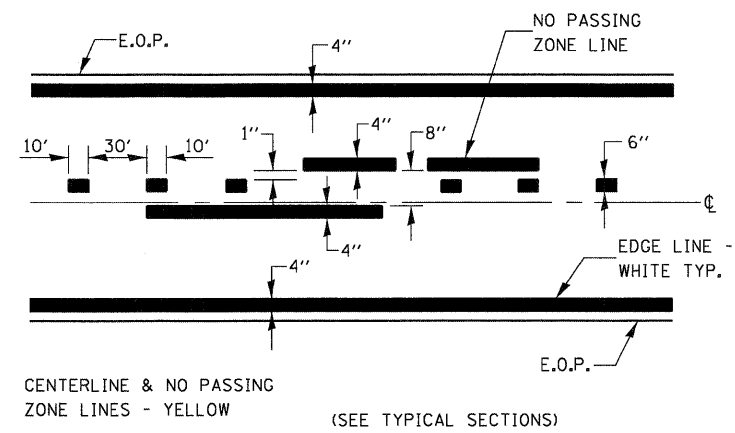
**EROSION CONTROL DETAILS FOR SILT FENCE**



**SECTION THROUGH CAST-IN-PLACE BOX CULVERT**

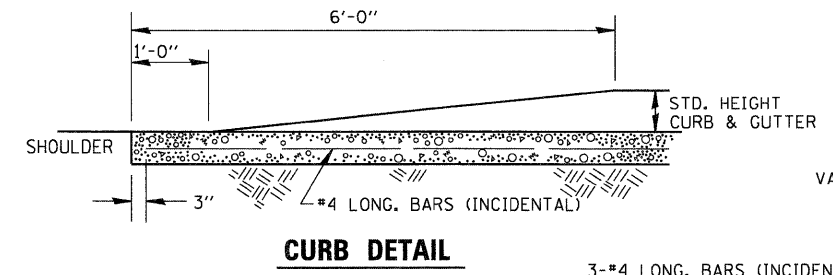
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| FILE NAME = | USER NAME = #USER*   | DESIGNED DB/CW         | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DETAILS</b>                                  |                           |      | F.A.P. RTE. | SECTION            | COUNTY  | TOTAL SHEETS | SHEET NO. |
| #FILEL*     | DRAWN DB/NS          | REVISOR                | REVISED - |   |   |                           |      | 623         | (H)1-1             | LASALLE | 25           | 19        |
|             | PLOT SCALE = #SCALE* | CHECKED AS             | REVISED - |   | SCALE: NONE                                     | SHEET NO. 19 OF 25 SHEETS | STA. | TO STA.     | CONTRACT NO. 66914 |         |              |           |
|             | PLOT DATE = #DATE*   | DATE DECEMBER 09, 2009 | REVISED - |   | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |                           |      |             |                    |         |              |           |

|           |  |
|-----------|--|
| DATE      |  |
| BY        |  |
| PLAN      |  |
| NO. _____ |  |
| DATE      |  |
| BY        |  |
| PROFILE   |  |
| NO. _____ |  |
| DATE      |  |
| BY        |  |
| SECTION   |  |
| NO. _____ |  |

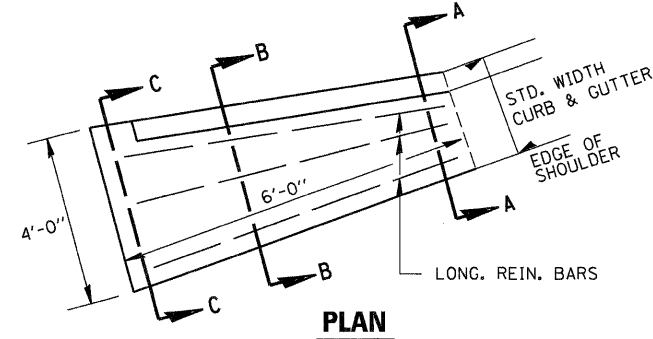


**PAVEMENT MARKING**

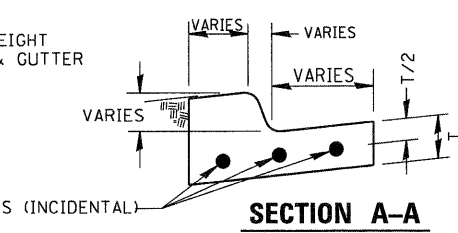
CENTERLINE & NO PASSING ZONE LINES - YELLOW (SEE TYPICAL SECTIONS)



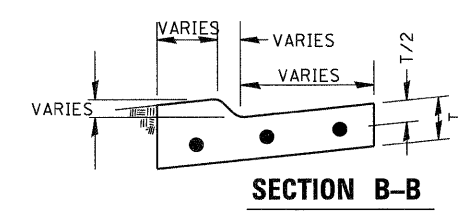
**CURB DETAIL**



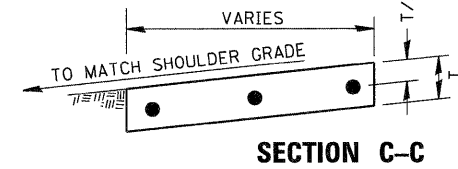
**PLAN**



**SECTION A-A**

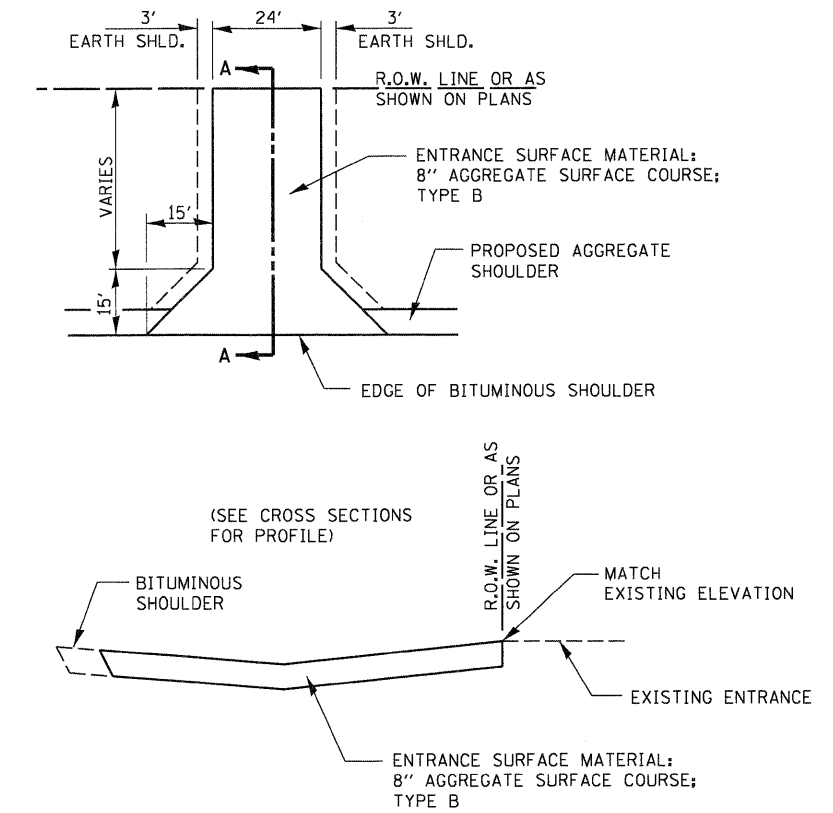


**SECTION B-B**

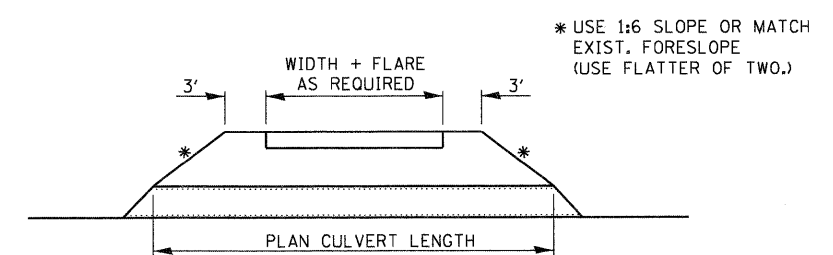


**SECTION C-C**

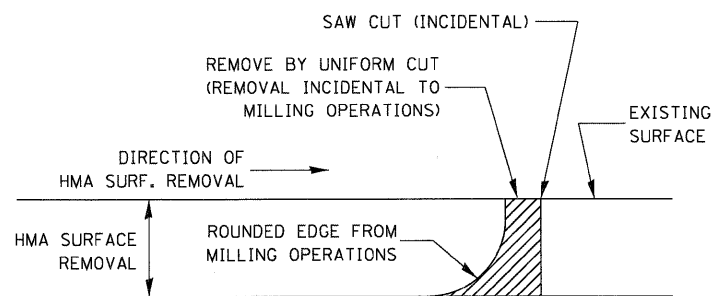
**CURB & GUTTER OUTLET, SPECIAL**



**SECTION A-A**

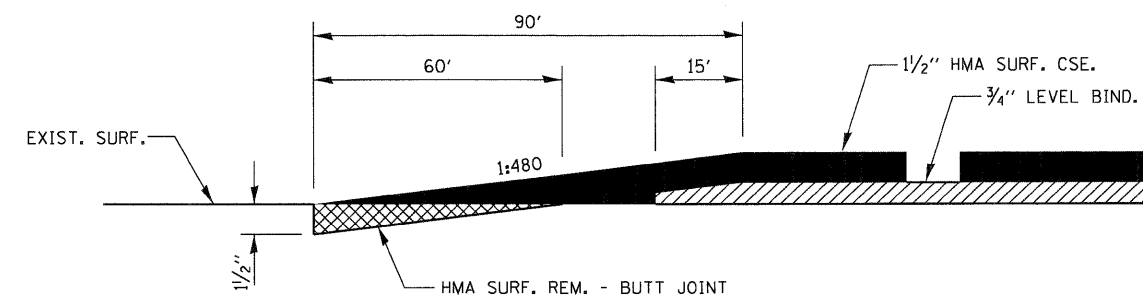


**FIELD ENTRANCE DETAIL**



**HMA DETAIL AT BUTT JOINTS**

NOTE:  
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.



**BUTT JOINT**

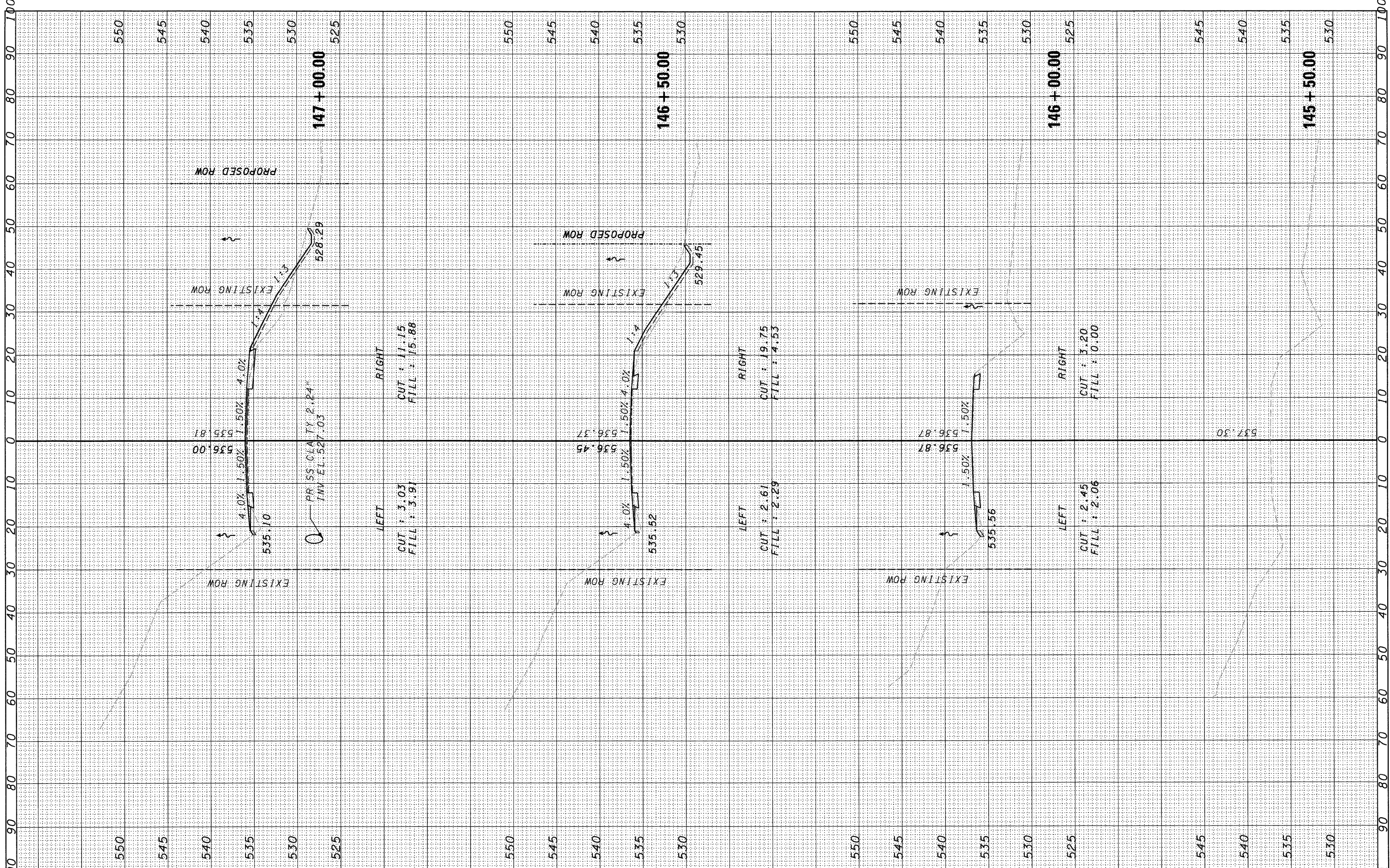
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAILS

|                     |                      |                        |           |             |                           |              |   |                |                |                 |              |  |  |
|---------------------|----------------------|------------------------|-----------|-------------|---------------------------|--------------|---|----------------|----------------|-----------------|--------------|--|--|
| FILE NAME = #FILEL* | USER NAME = #USER*   | DESIGNED DB/CW         | REVISED - | SCALE: NONE | SHEET NO. 20 OF 25 SHEETS | STA. TO STA. | F.A.P. RTE. 623                                 | SECTION (H1-1) | COUNTY LASALLE | TOTAL SHEETS 25 | SHEET NO. 20 |  |  |
|                     | PLOT SCALE = #SCALE* | DRAWN DB/NS            | REVISED - |             |                           |              | CONTRACT NO. 66914                              |                |                |                 |              |  |  |
|                     | PLOT DATE = #DATE*   | CHECKED AS             | REVISED - |             |                           |              | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |                |                |                 |              |  |  |
|                     |                      | DATE DECEMBER 09, 2009 | REVISED - |             |                           |              |   |                |                |                 |              |  |  |

FINAL SURVEY  
 SURVEYED \_\_\_\_\_ BY \_\_\_\_\_ DATE \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

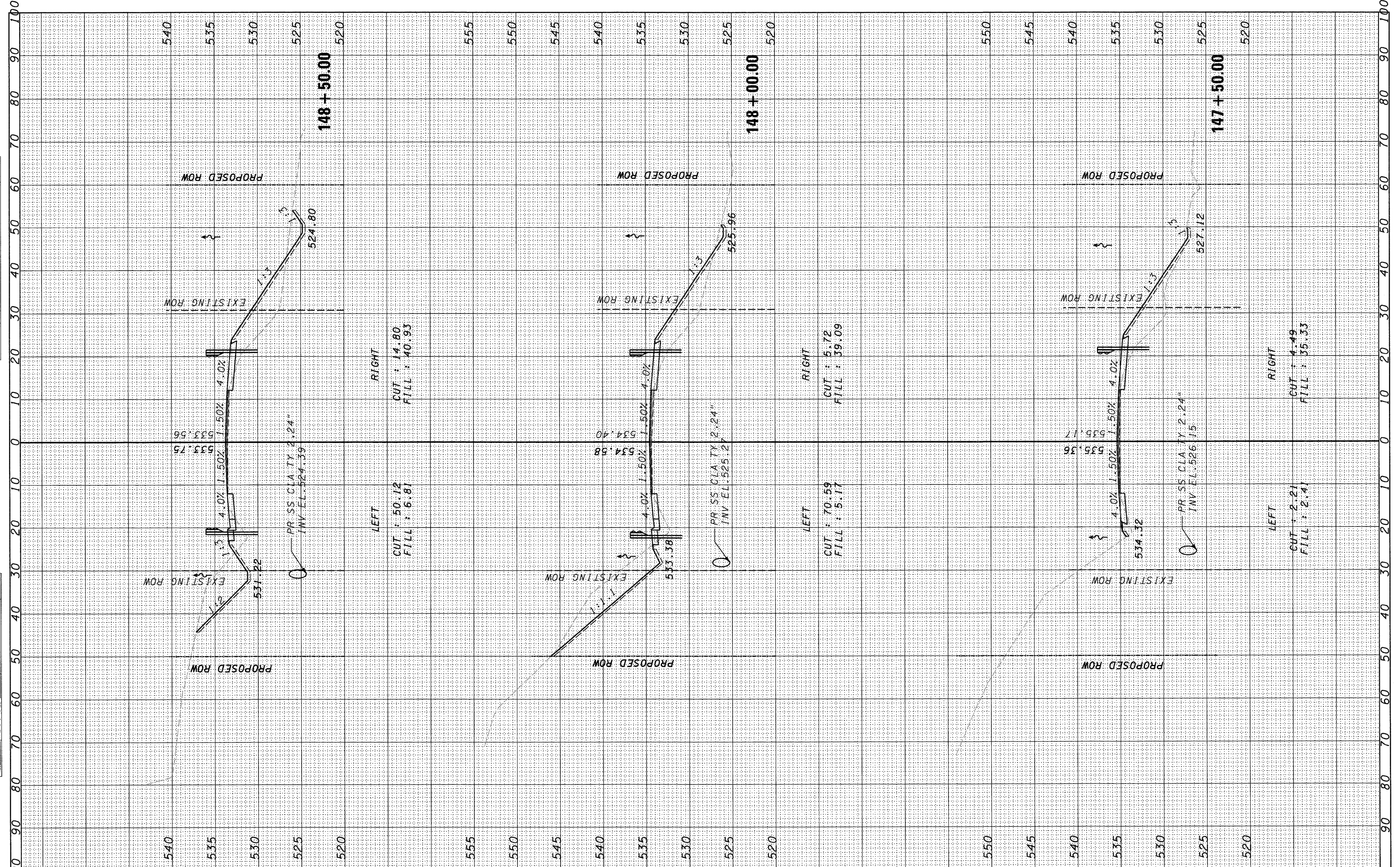
ORIGINAL SURVEY  
 SURVEYED \_\_\_\_\_ BY \_\_\_\_\_ DATE \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



|             |                      |                          |           |   |   |                           |                                  |                    |               |                |                 |              |
|-------------|----------------------|--------------------------|-----------|---|---|---------------------------|----------------------------------|--------------------|---------------|----------------|-----------------|--------------|
| FILE NAME = | USER NAME = #USER*   | DESIGNED - CW/DB         | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>CROSS SECTION</b>                          |                           |                                  | F.A.P. RTE. 623    | SECTION (H)-1 | COUNTY LASALLE | TOTAL SHEETS 25 | SHEET NO. 21 |
| #FILE#      | PLOT SCALE = #SCALE* | DRAWN - DB               | REVISED - |   | SCALE: 1" = 20'                               | SHEET NO. 21 OF 25 SHEETS | STA. 145+50.00 TO STA. 147+00.00 | CONTRACT NO. 66914 |               |                |                 |              |
|             | PLOT DATE = #DATE*   | CHECKED - AS             | REVISED - |   | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                           |                                  |                    |               |                |                 |              |
|             |                      | DATE - DECEMBER 09, 2009 | REVISED - |   |   |                           |                                  |                    |               |                |                 |              |

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

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



FILE NAME =  
 #FILE#

USER NAME = #USER#  
 DESIGNED - CW/DB  
 DRAWN - DB  
 CHECKED - AS  
 DATE - DECEMBER 09, 2009

REVISED -  
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 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

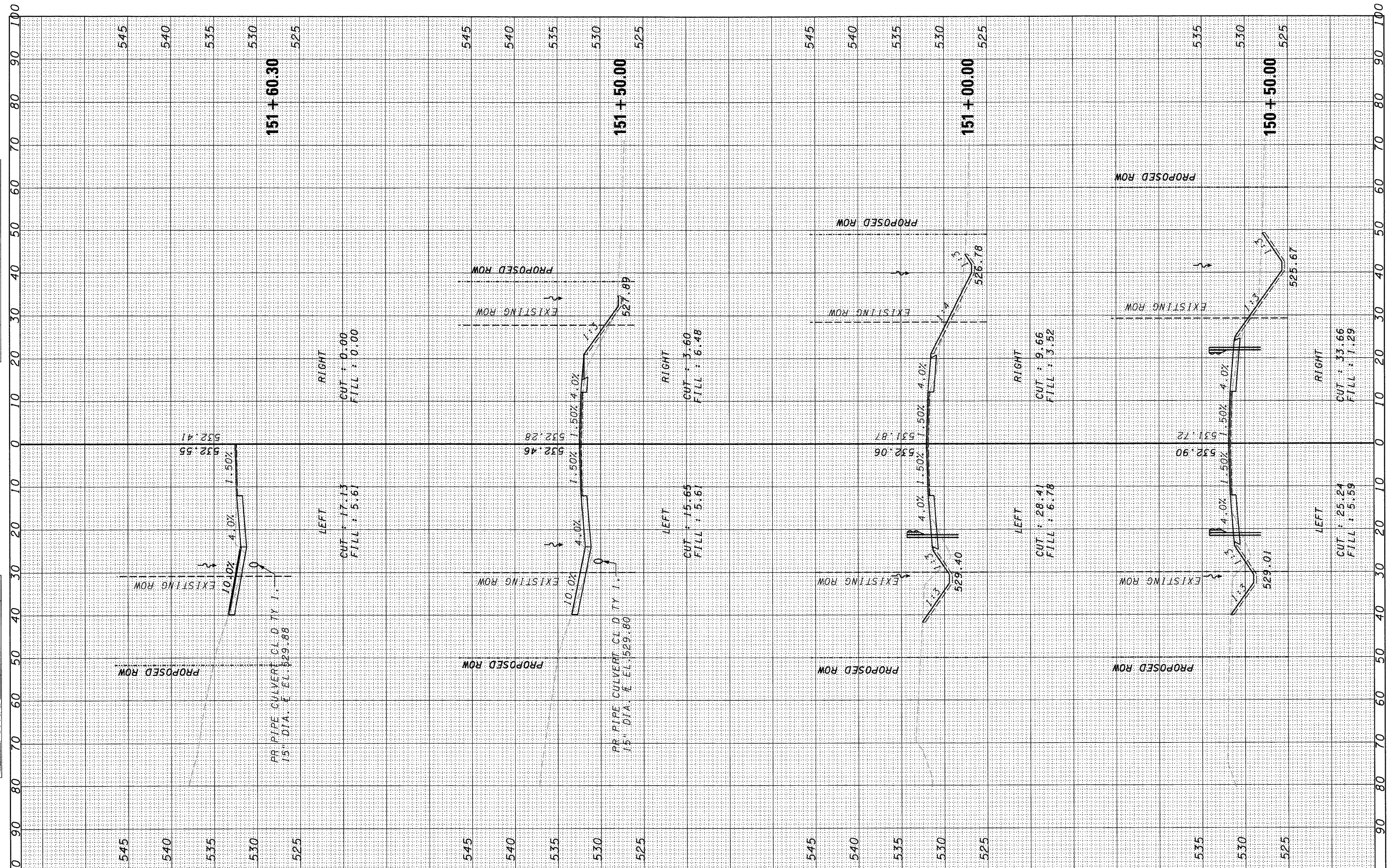
**CROSS SECTION**  
 SCALE: 1" = 20'  
 SHEET NO. 22 OF 25 SHEETS  
 STA. 147+50.00 TO STA. 148+50.00

|   |                   |                   |                    |                 |
|---|-------------------|-------------------|--------------------|-----------------|
| F.A.P. RTE.<br>623                              | SECTION<br>(HI)-1 | COUNTY<br>LASALLE | TOTAL SHEETS<br>25 | SHEET NO.<br>22 |
| FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |                   |                   | CONTRACT NO. 66914 |                 |



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

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

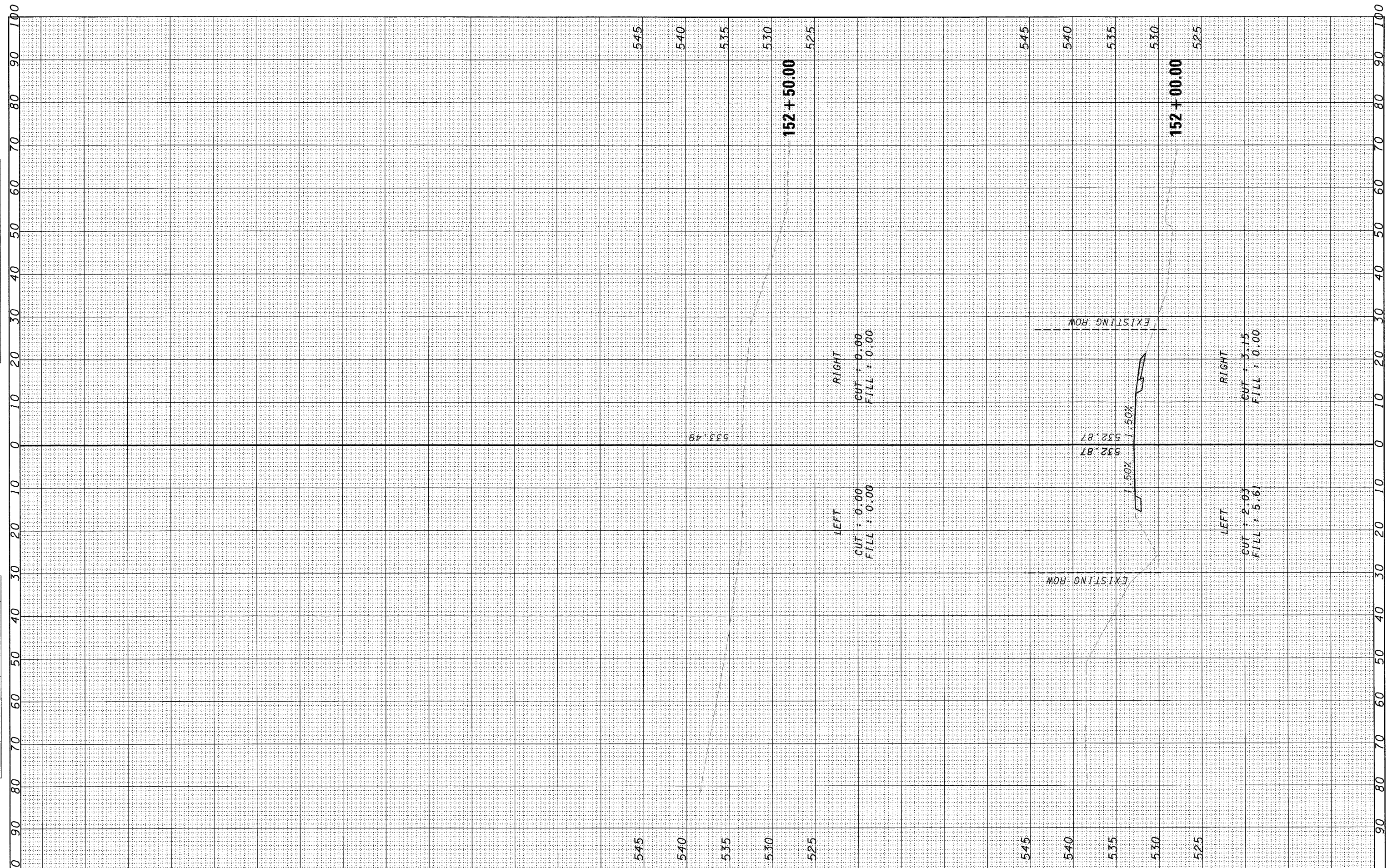


|             |                       |                          |           |   |                      |                 |                           |                                  |                     |                           |                    |
|-------------|-----------------------|--------------------------|-----------|---|----------------------|-----------------|---------------------------|----------------------------------|---------------------|---------------------------|--------------------|
| FILE NAME = | USER NAME = #USER*    | DESIGNED - CW/DB         | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>CROSS SECTION</b> | F.A.P. RTE. 623 | SECTION (H)-1             | COUNTY LASALLE                   | TOTAL SHEETS 25     | SHEET NO. 24              |                    |
| #FILE#      | PLLOT SCALE = #SCALE* | DRAWN - DB               | REVISED - |   |                      | SCALE: 1" = 20' | SHEET NO. 24 OF 25 SHEETS | STA. 150+50.00 TO STA. 151+60.30 | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 66914 |
|             | PLLOT DATE = #DATE*   | CHECKED - AS             | REVISED - |   |                      |                 |                           |                                  |                     |                           |                    |
|             |                       | DATE - DECEMBER 09, 2009 | REVISED - |   |                      |                 |                           |                                  |                     |                           |                    |



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

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



|             |                      |                          |           |   |                      |                    |                           |                   |                    |                     |                           |
|-------------|----------------------|--------------------------|-----------|---|----------------------|--------------------|---------------------------|-------------------|--------------------|---------------------|---------------------------|
| FILE NAME = | USER NAME = *USER*   | DESIGNED - CW/DB         | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>CROSS SECTION</b> | F.A.P. RTE.<br>623 | SECTION<br>(H)-1          | COUNTY<br>LASALLE | TOTAL SHEETS<br>25 | SHEET NO.<br>25     |                           |
| *FILEL*     | PLOT SCALE = *SCALE* | DRAWN - DB               | REVISED - |   |                      | SCALE: 1" : 20'    | SHEET NO. 25 OF 25 SHEETS | STA. 152+00.00    | TO STA. 152+50.00  | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |
|             | PLOT DATE = *DATE*   | CHECKED - AS             | REVISED - |   |                      | CONTRACT NO. 66914 |                           |                   |                    |                     |                           |
|             |                      | DATE - DECEMBER 09, 2009 | REVISED - |   |                      |                    |                           |                   |                    |                     |                           |