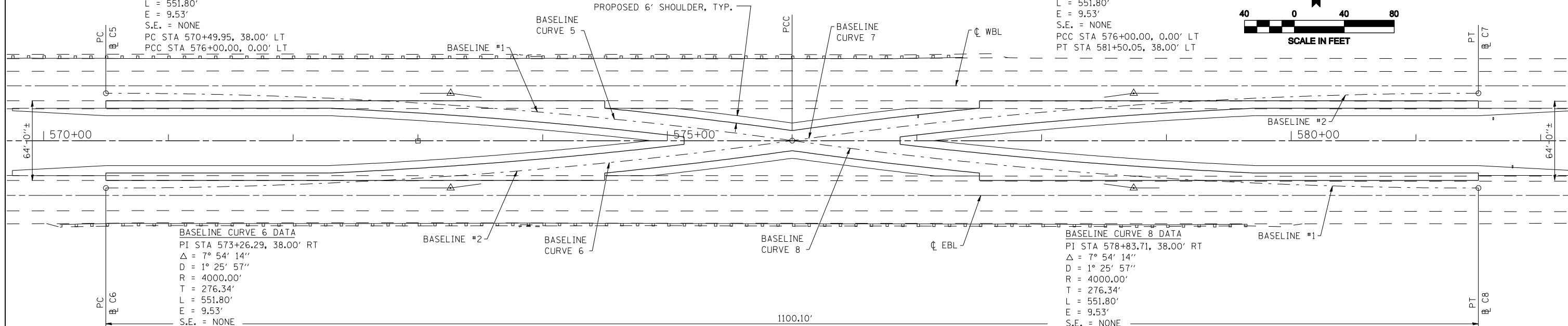
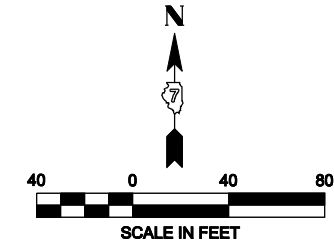


BASELINE CURVE 5 DATA
 PI STA 573+26.29, 38.00' LT
 $\Delta = 7^\circ 54' 14''$
 $D = 1^\circ 25' 57''$
 $R = 4000.00'$
 $T = 276.34'$
 $L = 551.80'$
 $E = 9.53'$
 S.E. = NONE
 PC STA 570+49.95, 38.00' LT
 PCC STA 576+00.00, 0.00' LT

BASELINE CURVE 7 DATA
 PI STA 578+83.71, 38.00' LT
 $\Delta = 7^\circ 54' 14''$
 $D = 1^\circ 25' 57''$
 $R = 4000.00'$
 $T = 276.34'$
 $L = 551.80'$
 $E = 9.53'$
 S.E. = NONE
 PCC STA 576+00.00, 0.00' LT
 PT STA 581+50.05, 38.00' LT

BASELINE CURVE 6 DATA
 PI STA 573+26.29, 38.00' RT
 $\Delta = 7^\circ 54' 14''$
 $D = 1^\circ 25' 57''$
 $R = 4000.00'$
 $T = 276.34'$
 $L = 551.80'$
 $E = 9.53'$
 S.E. = NONE
 PC STA 570+49.95, 38.00' RT
 PCC STA 576+00.00, 0.00' RT

BASELINE CURVE 8 DATA
 PI STA 578+83.71, 38.00' RT
 $\Delta = 7^\circ 54' 14''$
 $D = 1^\circ 25' 57''$
 $R = 4000.00'$
 $T = 276.34'$
 $L = 551.80'$
 $E = 9.53'$
 S.E. = NONE
 PCC STA 576+00.00, 0.00' RT
 PT STA 581+50.05, 38.00' RT



ELEVATION AND OFFSET DATA

| CL SURVEY F.A.I. 70 STATION | BASELINE #1 | | BASELINE #2 | | E.O.P. LEFT OF CL | | E.O.P. LEFT OF CL | | BREAK POINT LEFT | | E.O.P. RIGHT OF CL | | E.O.P. RIGHT OF CL | | BREAK POINT RIGHT | | | | | | | |
|-----------------------------------|-------------|----|-------------|----|-------------------|-----------|-------------------|-----------|------------------|-----------|--------------------|-----------|--------------------|-----------|-------------------|-----------|-------|--------|--------|-------|----|--------|
| | OFFSET (FT) | | OFFSET (FT) | | OFFSET (FT) | ELEVATION | OFFSET (FT) | ELEVATION | OFFSET (FT) | ELEVATION | OFFSET (FT) | ELEVATION | OFFSET (FT) | ELEVATION | OFFSET (FT) | ELEVATION | | | | | | |
| 570+49.95 | 38.00 | LT | 38.00 | RT | 32.00 | LT | 486.94 | 26.00 | LT | 486.70 | - | - | 26.00 | RT | 487.04 | 32.00 | RT | 487.28 | - | - | - | |
| 571+00.00 | 37.69 | LT | 37.69 | RT | 32.00 | LT | 486.87 | 26.00 | LT | 486.75 | - | - | 26.00 | RT | 487.08 | 32.00 | RT | 487.20 | - | - | - | |
| 571+50.00 | 36.75 | LT | 36.75 | RT | 32.00 | LT | 486.74 | 26.00 | LT | 486.62 | - | - | 26.00 | RT | 486.97 | 32.00 | RT | 487.09 | - | - | - | |
| 572+00.00 | 35.19 | LT | 35.19 | RT | 32.00 | LT | 486.61 | 26.00 | LT | 486.49 | - | - | 26.00 | RT | 486.86 | 32.00 | RT | 486.98 | - | - | - | |
| 572+50.00 | 32.99 | LT | 32.99 | RT | 32.00 | LT | 486.38 | 24.98 | LT | 486.28 | 26.00 | LT | 486.26 | 24.98 | RT | 486.72 | 32.00 | RT | 486.83 | 26.00 | RT | 486.71 |
| 573+00.00 | 30.18 | LT | 30.18 | RT | 32.00 | LT | 486.18 | 22.16 | LT | 486.14 | 26.00 | LT | 486.06 | 22.16 | RT | 486.61 | 32.00 | RT | 486.69 | 26.00 | RT | 486.57 |
| 573+50.00 | 26.73 | LT | 26.73 | RT | 32.00 | LT | 486.12 | 18.71 | LT | 486.15 | 26.00 | LT | 486.00 | 18.71 | RT | 486.49 | 32.00 | RT | 486.54 | 26.00 | RT | 486.42 |
| 574+00.00 | 22.65 | LT | 22.65 | RT | 32.00 | LT | 486.07 | 14.62 | LT | 486.18 | 26.00 | LT | 485.95 | 14.62 | RT | 486.39 | 32.00 | RT | 486.40 | 26.00 | RT | 486.28 |
| 574+49.80 | 17.96 | LT | 17.96 | RT | 32.00 | LT | 485.99 | 9.92 | LT | 486.20 | 26.00 | LT | 485.75 | 9.92 | RT | 486.34 | 32.00 | RT | 486.30 | 26.00 | RT | 486.06 |
| 575+00.00 | 12.60 | LT | 12.60 | RT | 20.65 | LT | 485.91 | 4.55 | LT | 486.24 | - | - | 4.55 | RT | 486.30 | 20.65 | RT | 486.13 | - | - | - | |
| 575+13.46 | 11.05 | LT | 11.05 | RT | 19.11 | LT | 485.92 | 3.00 | LT | 486.25 | 0.00 | RT | 486.32 | 3.00 | RT | 486.30 | 19.11 | RT | 486.14 | - | - | - |
| 575+50.00 | 6.62 | LT | 6.62 | RT | 14.68 | LT | 485.97 | - | - | - | 0.00 | RT | 486.28 | - | - | - | 14.68 | RT | 486.13 | - | - | - |
| 576+00.00 | 0.00 | RT | 0.00 | RT | 8.08 | LT | 486.04 | - | - | - | 0.00 | RT | 486.21 | - | - | - | 8.08 | RT | 486.14 | - | - | - |
| 576+50.00 | 6.62 | RT | 6.62 | LT | 14.68 | LT | 485.81 | - | - | - | 0.00 | RT | 486.12 | - | - | - | 14.68 | RT | 486.01 | - | - | - |
| 576+86.54 | 11.05 | RT | 11.05 | LT | 19.11 | LT | 485.65 | 3.00 | LT | 485.98 | 0.00 | RT | 486.05 | 3.00 | RT | 486.08 | 19.11 | RT | 485.92 | - | - | - |
| 577+00.00 | 12.60 | RT | 12.60 | LT | 20.65 | LT | 485.60 | 4.55 | LT | 485.93 | - | - | 4.55 | RT | 486.05 | 20.65 | RT | 485.88 | - | - | - | |
| 577+50.20 | 17.96 | RT | 17.96 | LT | 32.00 | LT | 485.52 | 9.92 | LT | 485.73 | 26.00 | LT | 485.28 | 9.92 | RT | 485.91 | 32.00 | RT | 485.87 | 26.00 | RT | 485.63 |
| 578+00.00 | 22.65 | RT | 22.65 | LT | 32.00 | LT | 485.43 | 14.62 | LT | 485.54 | 26.00 | LT | 485.31 | 14.62 | RT | 485.77 | 32.00 | RT | 485.78 | 26.00 | RT | 485.66 |
| 578+50.00 | 26.73 | RT | 26.73 | LT | 32.00 | LT | 485.32 | 18.71 | LT | 485.35 | 26.00 | LT | 485.20 | 18.71 | RT | 485.60 | 32.00 | RT | 485.65 | 26.00 | RT | 485.53 |
| 579+00.00 | 30.18 | RT | 30.18 | LT | 32.00 | LT | 485.22 | 22.16 | LT | 485.18 | 26.00 | LT | 485.10 | 22.16 | RT | 485.45 | 32.00 | RT | 485.53 | 26.00 | RT | 485.41 |
| 579+50.00 | 32.99 | RT | 32.99 | LT | 32.00 | LT | 485.14 | 24.98 | LT | 485.04 | 26.00 | LT | 485.02 | 24.98 | RT | 485.33 | 32.00 | RT | 485.44 | 26.00 | RT | 485.32 |
| 580+00.00 | 35.19 | RT | 35.19 | LT | 32.00 | LT | 485.05 | 26.00 | LT | 484.93 | - | - | - | 26.00 | RT | 485.24 | 32.00 | RT | 485.36 | - | - | - |
| 580+50.00 | 36.75 | RT | 36.75 | LT | 32.00 | LT | 484.94 | 26.00 | LT | 484.85 | - | - | - | 26.00 | RT | 485.18 | 32.00 | RT | 485.30 | - | - | - |
| 581+00.00 | 37.69 | RT | 37.69 | LT | 32.00 | LT | 484.88 | 26.00 | LT | 484.76 | - | - | - | 26.00 | RT | 485.10 | 32.00 | RT | 485.22 | - | - | - |
| 581+50.05 | 38.00 | RT | 38.00 | LT | 32.00 | LT | 484.78 | 26.00 | LT | 484.54 | - | - | - | 26.00 | RT | 484.84 | 32.00 | RT | 485.08 | - | - | - |

NOTE:

THE CONTRACTOR SHALL CONSTRUCT THIS MEDIAN CROSSOVER USING THE STATIONS AND OFFSETS FOUND ON THIS SHEET. VALUES SHOWN ARE BASED ON THE ORIGINAL ROADWAY PLANS AND FIELD SURVEY. CONTRACTOR MAY MAKE MINOR ADJUSTMENTS IN THE FIELD AS APPROVED BY THE ENGINEER.

PRINT DRIVER: L:\00-ES\B\011...
 SCALE: 1"=40'-0"
 FILE NAME: D:\PLOT\70-1-11-11-2014.dwg



| | | |
|----------------------------------|----------------|-----------|
| USER NAME = has | DESIGNED - ELH | REVISED - |
| ESCA PROJECT NO. 1000.05 | DRAWN - HAS | REVISED - |
| PLOT SCALE = 0.2" / IN. | CHECKED - RDP | REVISED - |
| PLOT DATE = 1/29/2014 1:53:20 PM | DATE - 01/14 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EAST MEDIAN CROSSOVERS
 ELEVATIONS AND OFFSETS**

SCALE: 1"=40'-0" SHEET NO. 1 OF 1 SHEETS STA. 569+50.00 TO STA. 581+50.00

| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------------|---------|--------------|-----------|
| 70 | (26-3B-1, 3B-1(3))BR | FAYETTE | 277 | 39 |
| CONTRACT NO. 74175 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |