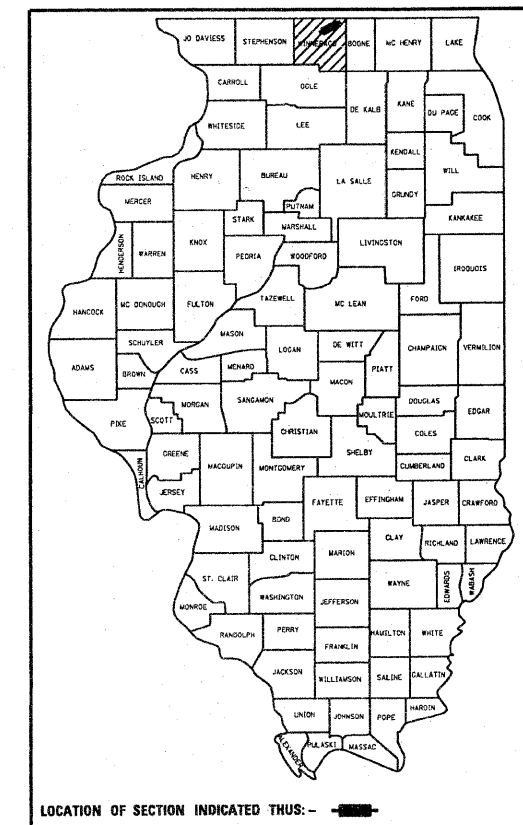


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	115 RS-2	WINNEBAGO	120	1

D-92-043-09



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED ROAD WORK

FAP ROUTE 505 (IL75)
SECTION 115 RS-2
PROJECT ESP-0505(024)
WINNEBAGO COUNTY

C-92-081-09

PROJECT ENGINEER:
BOB WAGNER

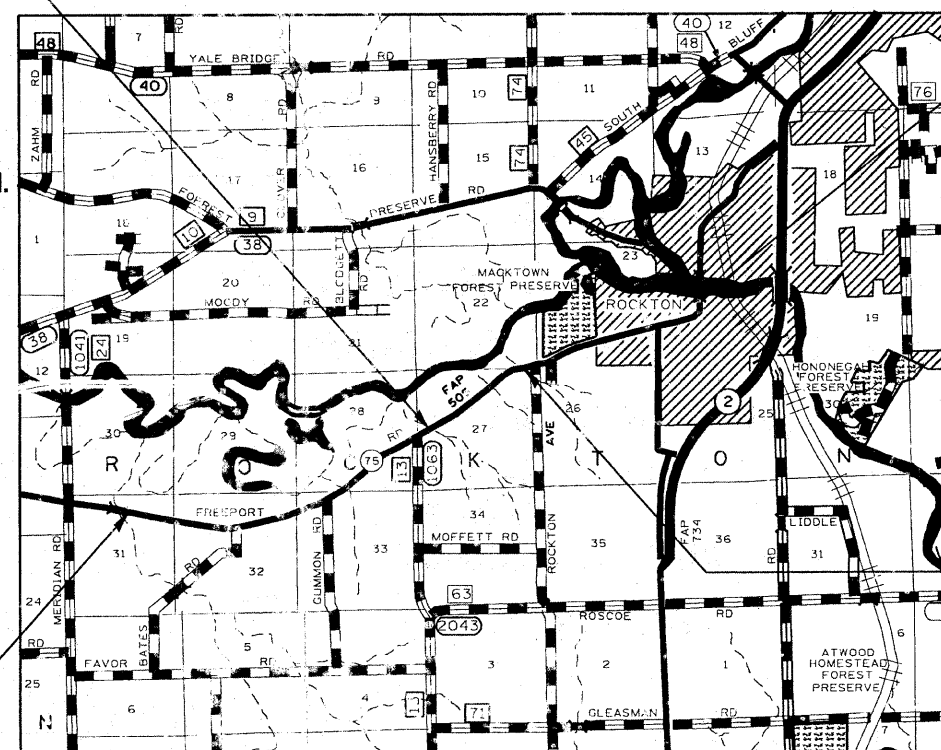
SQUAD TECHNICIAN:
LANCE NICKLAUS (815) 284-5920

INDEX OF SHEETS
SEE SHEET 2

STANDARDS
SEE SHEET 2

STA 793+59
REMOVAL OF EXISTING
DOUBLE CELL 9 X 4 BOX
CULVERT (EX. S.N. 101-1034)
PROPOSED FOUR CELL
6 X 3 BOX CULVERT
(PROP. S.N. 101-1085)

T. 46 N.



R. 1 E.

SECTION ENDS
Station 934+27

STA 846+49
REMOVAL OF EXISTING
DOUBLE CELL 9 X 7 BOX
CULVERT (EX. S.N. 101-1032)
PROPOSED DOUBLE CELL
11 X 7 BOX CULVERT
(PROP. S.N. 101-1084)

SECTION BEGINS
Station 645+74

TOWNSHIP: ROCKTON
SECTIONS: 22, 23, 24, 27, 28, 31, 32, 33

GROSS LENGTH OF SECTION = 28853' = 5.46 MILES
NET LENGTH OF SECTION = 28853' = 5.46 MILES

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

CONTRACT NO. 64E89 FAP 505 (IL75) SECTION 115RS-2 WINNEBAGO COUNTY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED 10/09 20 09
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
December 4, 20 09
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT
December 4, 20 09
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS
DISTRICT 2 DIXON IL.

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STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-02	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-15.60 (B-6.24)
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
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT-OF-WAY MARKERS
701006-03	OFF-RD OPERATIONS, 2L, 2W 15' TO 24" FROM EDGE OF PAVEMENT
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
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
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720011-01	METAL POST FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\pwork\goffjl\d0142202\d0430	evr.dgn	DRAWN -	REVISED -		505	115RS-2	WINNEBAGO	120	2					
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -							CONTRACT NO. 64E89				
	PLOT DATE = Fri Oct 09 12:00:07 20' 's	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

IL 75 SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	100% Federal	1000	1000	RURAL
			TOTAL QUANTITY	RURAL	URBAN	Y007 101-1085 101-1084
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4790	4400.0		390.0
51500100	NAME PLATES	EACH	2			2.0
54003000	CONCRETE BOX CULVERTS	CU YD	118.70	21.7		97.0
54010603	PRECAST CONCRETE BOX CULVERT 6' X 3'	FOOT	224			224.0
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	100			100.0
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	146			146.0
54213450	END SECTION 15"	EACH	4			4.0
54213453	END SECTION 18"	EACH	6			6.0
* 56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1		1.0	
60255500	MANHOLES TO BE ADJUSTED	EACH	3		3.0	
60260100	INLETS TO BE ADJUSTED	EACH	24		24.0	
60260200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	10		10.0	
60262700	INLETS TO BE RECONSTRUCTED	EACH	1		1.0	
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	4		4.0	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	3.56	3.56		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	213	213		
* 63000025	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	64	64		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8	8		
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1	1		
63200310	GUARDRAIL REMOVAL	FOOT	652	652		
63500105	DELINEATORS	EACH	21	13		8
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	32	6		26
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	3			3
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7		
67100100	MOBILIZATION	L SUM	1	1		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.5	0.5	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.5	0.5	

* Specialty Items

IL 75 SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	100% Federal	I000	I000	RURAL
			TOTAL QUANTITY	RURAL	URBAN	101-1085 101-1084
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.5	0.5	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	50	25	25	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	8656	6968	1688	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	962	774	188	
• 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	156907	119927	36980	
• 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	140	140		
• 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	148	124	24	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	360	290	70	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	18	18		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	9	9		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18	18		
• A2005114	TREE, JUGLANS NIGRA (BLACK WALNUT), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	10		
• A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	10		
• A2006714	TREE, QUERCUS MACROCARPA (BUR OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	10		
• A2007114	TREE, QUERCUS RUBRA (RED OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	10		
• B2001114	TREE, CERCIS CANADENSIS (EASTERN REDBUD) 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	10	10		
X0301794	INLET, STAND PIPE	EACH	1			1
X0324380	REMOVE AND REPLACE LID	EACH	2		2	
X5402110	PRECAST CONCRETE BOX CULVERT 11' x 7'	FOOT	132			132
X6063600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	41	41		
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	L SUM	1		1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5	
Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	1	1		
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	127	85	42	
Z0028700	GRANULAR SUBGRADE REPLACEMENT	CUYD	21	14	7	
Z0029001	GRATED CULVERT EXTENSION, NO. 1	EACH	8			8
Z0040315	PILOT CAR	DAY	4	3	1	

• Specialty Items

GENERAL NOTES

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches.

Fertilizer Nutrients shall be applied at the rate specified in Sections 250 and 252 of the Standard Specifications. This shall be included in the cost of the SEEDING or SODDING.

Placement and compaction of the backfill for proposed across road culverts and existing across road culverts that are removed shall conform to Section 502.10 of the Standard Specifications, except that the material shall conform to Article 208.02 of the Standard Specifications, and shall be compacted to a minimum of 95% of the standard laboratory density. Any material conforming to the requirements of Article 1003.04 or 1004.05 which has been excavated from the trenches shall be used for backfilling the trenches. The entire excavation, within 2 feet outside of each shoulder, shall be backfilled with trench backfill material to the bottom of the proposed subgrade. This trench backfill material will not be measured for payment, but shall be included in the contract unit price for the class of concrete involved or other unit price item of the work for which it is required.

Except for the top 75 mm (3"), all aggregate bases and subbases 300 mm (12") in thickness shall be constructed of aggregate gradation CA-2. If the specified thickness exceeds 300 mm (12"), the bases or subbases shall be constructed of topsize 150 mm (6") breaker-run crushed stone with 70% to 90% by weight, passing the 4" sieve and 15% to 40% by weight, passing the 50 mm (2") size sieve, except for the top 75 mm (3"). The breaker-run crushed stone shall be reasonably uniformly graded from coarse to fine and be taken from a quarry ledge capable of producing Class "D" quality aggregate. The top 75 mm (3") shall be gradation CA-6 or CA-10 regardless of thickness. The water necessary to achieve compaction in all but the top 75 mm (3") layer may be added after the subbase or base course is placed on the grade.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 4.6 m (15 feet). When patch spacing is less than 4.6 m (15 feet), the pavement between patches shall also be removed and replaced.

The minimum patch dimension for full-depth patches will be as shown on State Standard 442201.

The existing hot-mix asphalt on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. This could be the entire entrance or tapered at the end depending on if the mainline is resurfaced or milled and resurfaced. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING.

The drop off that occurs at entrance edges as a result of resurfacing of the entrance shall be corrected using aggregate shoulder material. This work shall be paid for by the TON for Aggregate Shoulders of the type specified in the plans.

Place LEVELING BINDER (MACHINE METHOD) on curves to attain additional superelevation as indicated on the typical section at Sta. 840 + 60 to 850 +00. The curves requiring such treatment are included in the schedules. Estimated Total: 913 tons.

Previously pugmilled stockpiles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Material shipped to projects without being tested will not be accepted.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface Course	Level Binder	HMA over Patch, Patches, Binder & Binder Course
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 19.0
Friction Aggregate	"C"	N/A	N/A
20 Year ESAL	1.0	N/A	1.0

Mixture Uses(s):	Top Shoulder	Bottom Shoulder
PG:	PG 58-22	PG 58-22
Design Air Voids	3 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	BAM
Friction Aggregate	C	N/A
20 Year ESAL	N/A	N/A

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA the same day, unless otherwise permitted by the Engineer.

Reflective Crack Control shall be placed on the existing surface prior to any resurfacing, unless pavement is milled then it will be placed on the binder course.

To help avoid excess drop offs at the edge of pavement, the existing aggregate wedge or shoulder is to be pulled up and rolled to match the edge of pavement before placing any bituminous material. All costs associated with pulling up the shoulders shall be considered included in the contract unit price per TON for HOT-MIX ASPHALT SURFACE COURSE of the type specified.

A Nationwide 404 Permit has been issued for this project and the conditions of that permit must be adhered to.

The new numbers for this structures will be (Sta. 793+59) SN 101-1085 & (Sta. 846+49) SN 101-1084.

The boring logs for this structure indicate that groundwater levels may encroach on the construction limits of this culvert. It shall be the responsibility of the contractor to control the ground water and divert the stream flow during construction in order to keep the construction area free of water. The method of controlling the water shall be subject to approval of the Engineer and the cost shall be included in the contract unit price for Precast Concrete Box Culverts.

Culvert & bridge flows must be maintained throughout the project. Normal flow shall be allowed to pass at the rate it enters the jobsite. High flows shall be allowed to pass without causing damage to upstream properties.

The proposed pipes for entrances and side roads shall be placed in line with the existing or proposed ditch line.

Connecting bands for corrugated metal pipes shall be metal and shall be coated with the same material as the pipe sections. The connecting bands shall be a minimum of 18" wide.

FILE NAME = 64E89.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			FAP 505	115RS-2	Winnebago	120	7
	PLOT SCALE =	CHECKED -	REVISED -			(IL 75)				
	PLOT DATE = 10/5/2009 1:39 PM	DATE - 7/28/2009 9:55 AM	REVISED -			SCALE:		SHEET NO.	OF SHEETS	STA

GENERAL NOTES

If, during the grinding or resurfacing operations, the existing mailboxes become a hindrance, the Contractor shall be required to carefully remove and reinstall the mailboxes as directed by the Engineer. This work shall be included in the contract unit price for the INCIDENTAL HOT-MIX ASPHALT SURFACING.

Valve Boxes shall be adjusted to the final grade as shown on the plans. The cost of adjusting Valve Boxes shall not be paid for separately but shall be included in the contract unit price for the various items of work.

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for Earth Excavation.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) or Steel Plate Beam Guardrail Terminal Type I Special (Flared).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 3 Each.

One survey marker shall be placed west of the culvert at Owen Center Road, one placed east of the culvert at Rockton Avenue, and the third placed between the two culverts as directed by the Engineer.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. The bottom of the marker shall be 5'-0" below the ground surface.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal and vertical coordinates must be derived by GPS and the elevation derived by a closed level circuit. The Engineer shall submit this information to the Survey Crew.

Tree planting layout shall be performed by the District Landscape Architect. Mulch shall be placed 4" thick and to the diameter around the tree as shown on District Standard 92.1. The mulch shall be hardwood wood chips placed on weed barrier fabric. This work shall be included in the cost of the tree.

All gutter outlets shall be extended to ditch flow as directed by the Engineer.

Right-of-way markers will be erected with the back face of the marker on the right-of-way line unless the new right-of-way line has been surveyed and pinned, in which instance the right-of-way markers will be erected 300 mm (12 inches) inside the new right-of-way line.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Commonwealth Edison Co.
NICOR Gas Co.
Rock Energy Coop

Verizon
Charter Communications

Following are the known utilities located within the project limits or immediately adjacent to the project construction limits which are not members of JULIE and should be notified individually by the contractor:

Mr. Gordy Nygren
Village of Rockton
110 E. Main Street
Rockton, IL 61072
Ph. 815/624-7600

The applicable portions of Article 105.07 of the Standard Specification shall apply except for the following: The Contractor shall be responsible to locate the vertical depths of the underground utilities which may interfere with construction operations. This work will not be measured or paid for separately, but shall be considered as included in the unit bid price for the item of construction involved.

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Letting Date + 135 days.

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

It shall be the Contractor's responsibility to contact the municipality to determine approved methods of utility structure adjustment. Utility structures may include, but are not limited to, manholes, water valves, handholes, etc. All materials and work necessary to complete adjustments per municipality requirements shall be considered included in the cost of the associated adjustment pay item.

Commitment:

The Contractor shall notify the Postmaster at the Rockton Post Office before the start of construction for the best location to temporarily place mailboxes for customers on IL 75.

The contractor shall contact Mr. Gordy Nygren with the Village of Rockton Public Works before relocating the fire hydrant at the intersection of IL 75 and Union Street. Mr. Nygren can be reached at 815/624-7600.

FILE NAME = 64E89.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			FAP 505	11SR5-2	Winnabago	120	8	
	PLOT SCALE =	CHECKED -	REVISED -			(IL 75)					
	PLOT DATE = 10/5/2009 1:39 PM	DATE - 7/28/2009 9:55 AM	REVISED -			CONTRACT NO. 64E89		ILLINOIS		FED. AID PROJECT	
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

GENERAL NOTES

Good Neighbor Routes:

The following quantities have been included in the SOQ to be used for the Good Neighbor Route. The quantities are:

- 632 tons Hot-Mix Asphalt Surface Course, Mix "C", N50
- 4 tons Bituminous Materials (Prime Coat)
- 11 tons Aggregate Prime
- 251 tons Aggregate Wedge Shoulders, Type B

The Good Neighbor Routes are as follows: North Rockton Avenue from IL 75 to Latham Road, Moffett Road from Rockton Avenue to Owen Center Road, Roscoe Road from Rockton Avenue to Owen Center Road, Owen Center Road from Moffett Road to Favor Road, Gummow Road from IL 75 to Favor Road, and Favor Road from Owen Center Road to Meridian Road. See plans for exact locations. These quantities shall only be used if needed.

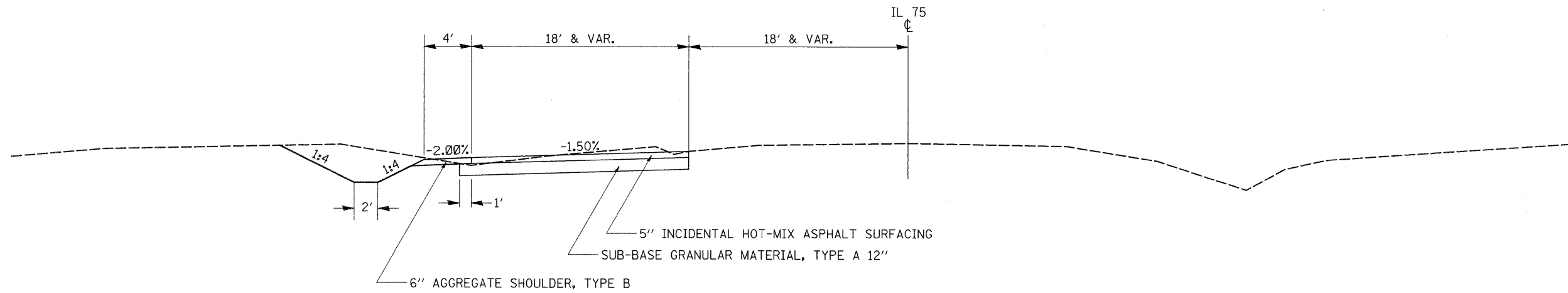
State Standard 606006-02 has been included in the plans but shall be modified for an M-4.24 curb according to State Standard 606001-04.

District Standard 21.2 has been included in the plans for use, but shall be modified for an M-4.24 curb.

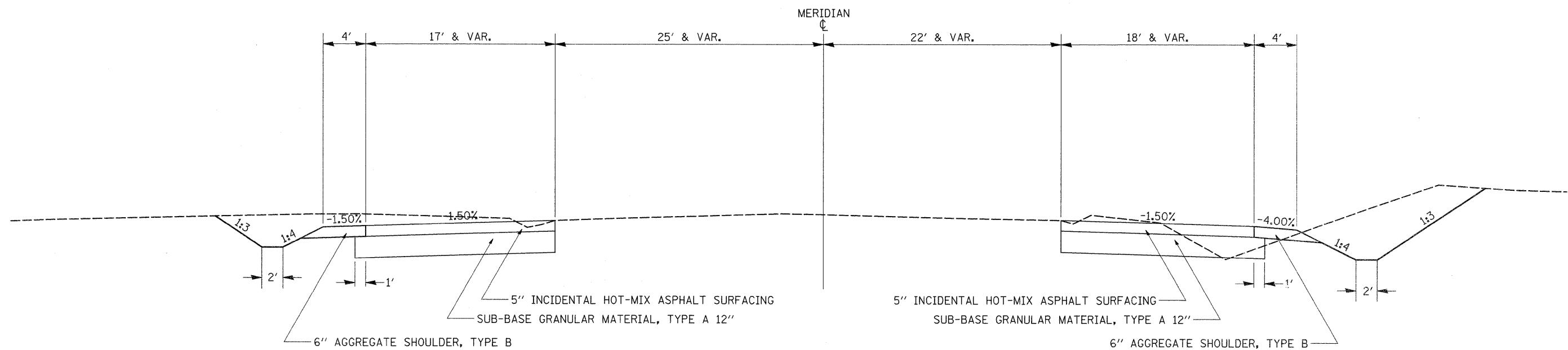
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	DRAWN -	CHECKED -	REVISED -			FAP 505	115RS-2	Winnebago	120	9	
	PLOT SCALE =	DATE - 7/28/2009 9:55 AM	REVISED -			(IL 75)			CONTRACT NO. 64E89		
	PLOT DATE = 10/5/2009 1:39 PM	DATE - 7/28/2009 9:55 AM	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

TYPICAL SECTIONS

STA 621+50 TO 623+50



STA 700+25 TO 702+50

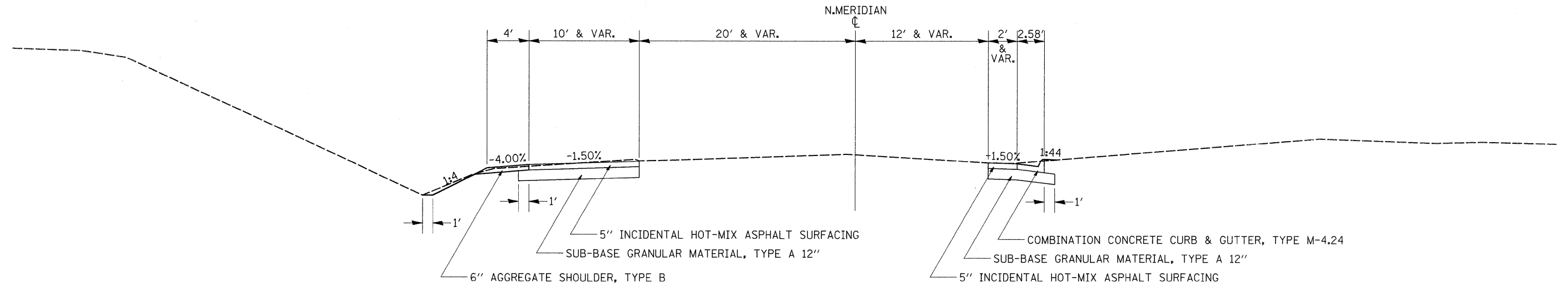


NOTE: 5" INCIDENTAL TO BE PLACED IN 2 LIFTS
BOTTOM LIFT 3" TOP LIFT 2"

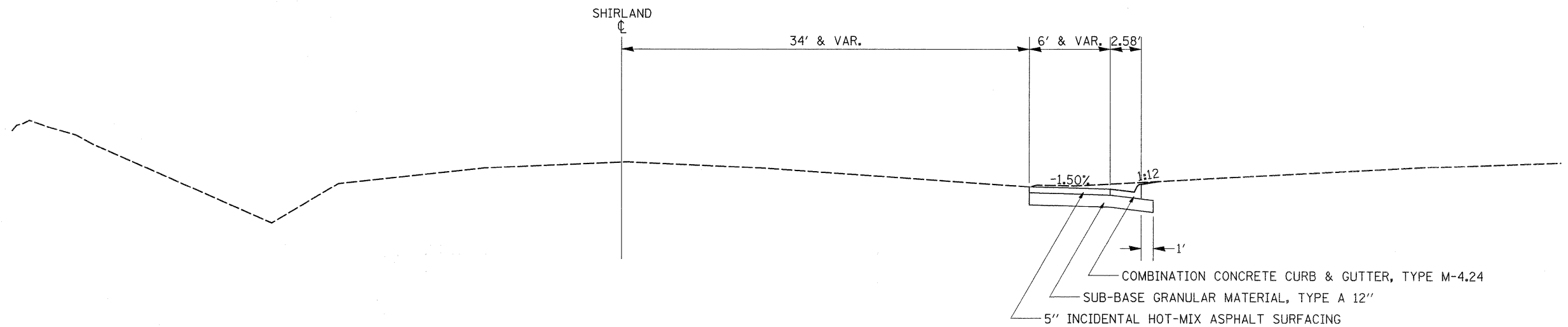
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PLOT DATE = Fri Oct 09 12:01:36 2009	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

TYPICAL SECTIONS

STA 598+25 TO 599+75



STA 299+25 TO 301+00

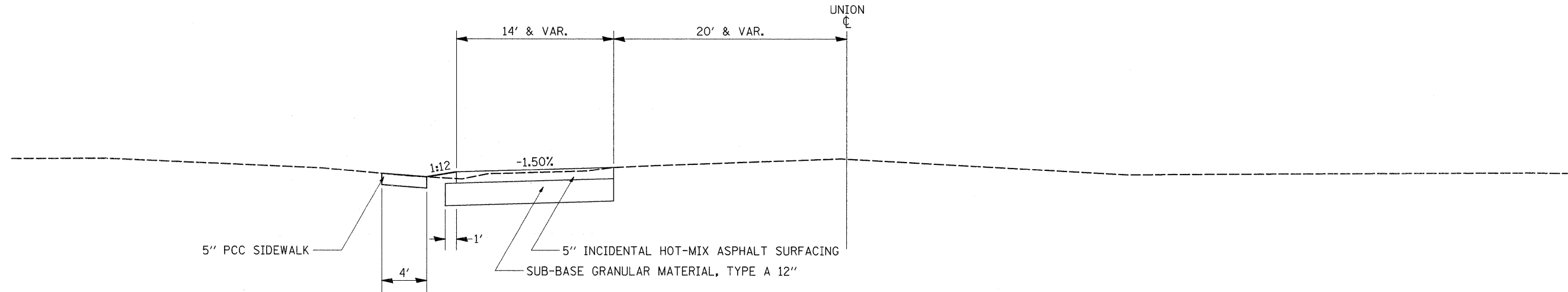


NOTE: 5" INCIDENTAL TO BE PLACED IN 2 LIFTS
BOTTOM LIFT 3" TOP LIFT 2"

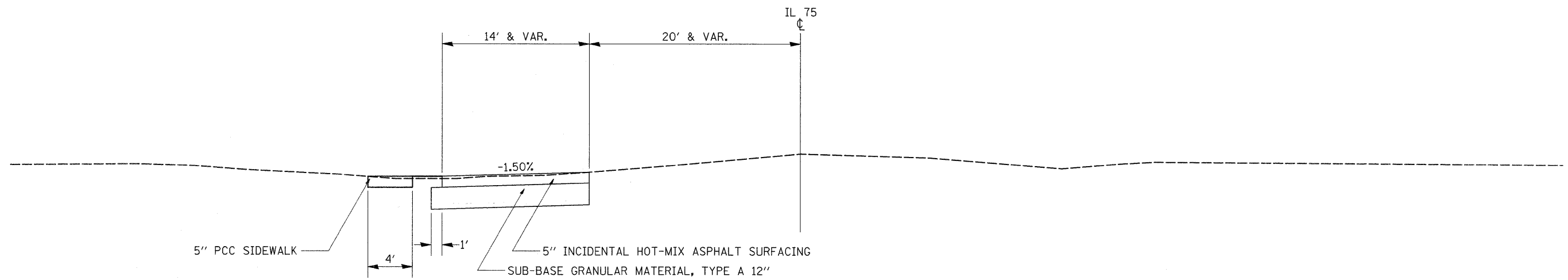
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PLOT DATE = Fri Oct 09 12:01:36 2009	DATE -	REVISED -	REVISED -					CONTRACT NO. 64E89				

TYPICAL SECTIONS

STA 89+25 TO 89+75



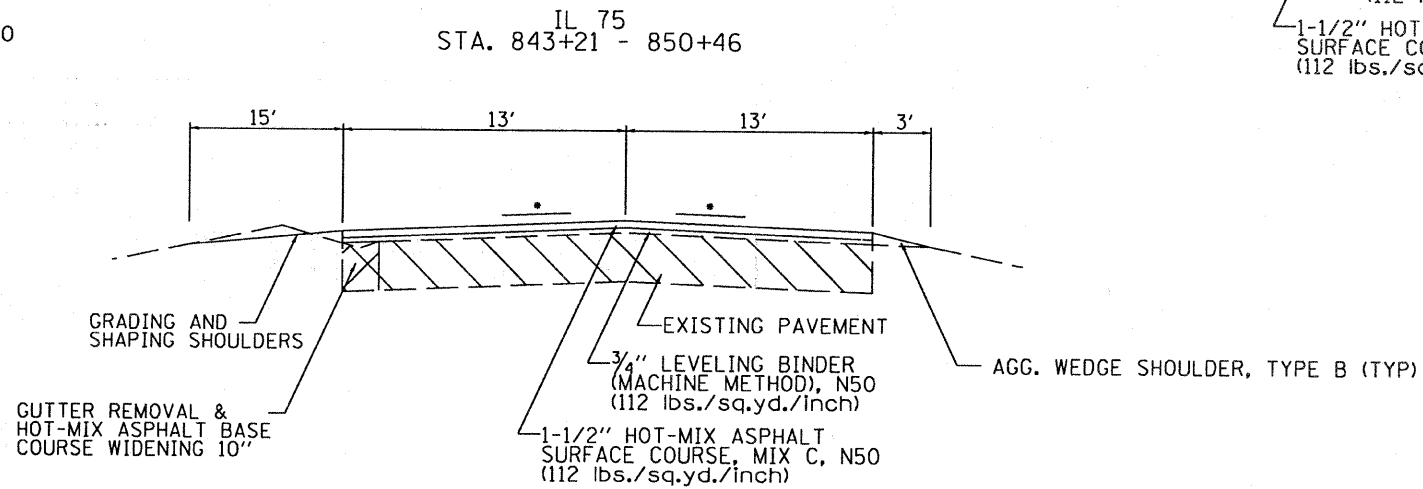
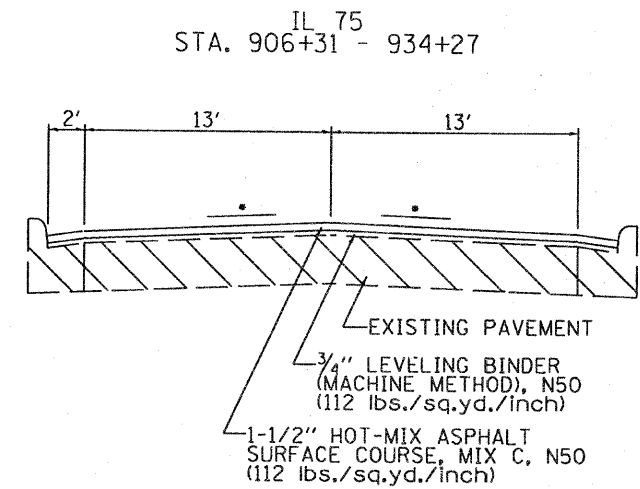
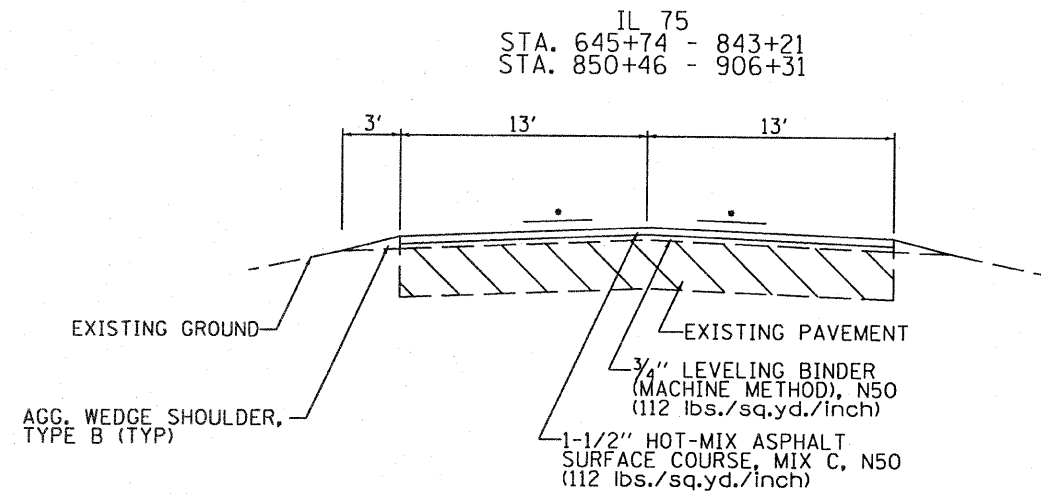
STA 957+50 TO 957+75



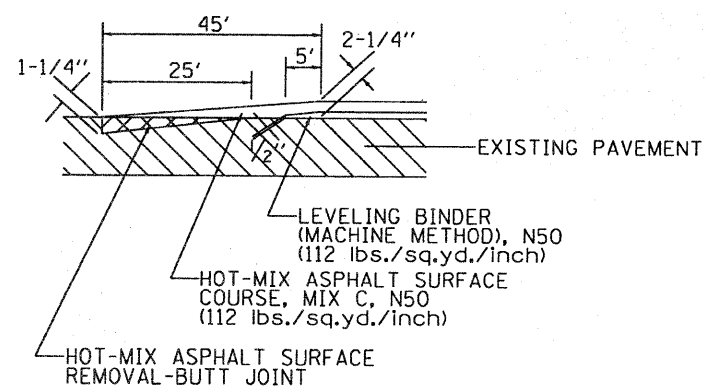
NOTE: 5" INCIDENTAL TO BE PLACED IN 2 LIFTS
BOTTOM LIFT 3" TOP LIFT 2"

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR TYPICAL SECTION				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\pwork\pwork\goffjl\08142284\081430	detour.ttp.dgn	DRAWN -	REVISED -						505	115T	WINNEBAGO	120	12
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PLOT DATE = Fri Oct 09 12:01:36 2009	DATE -	REVISED -	REVISED -		CONTRACT NO. 64E89								

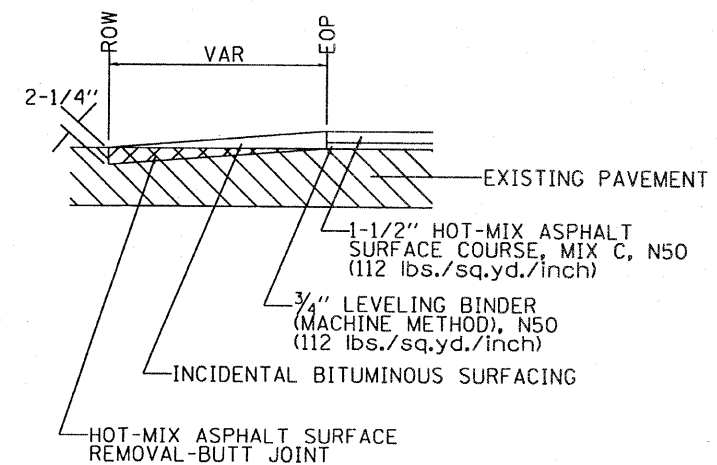
TYPICAL SECTIONS



BITUMINOUS BUTT JOINT
IL 75
STA. 645+74 - STA. 646+19
STA. 933+82 - STA. 934+27



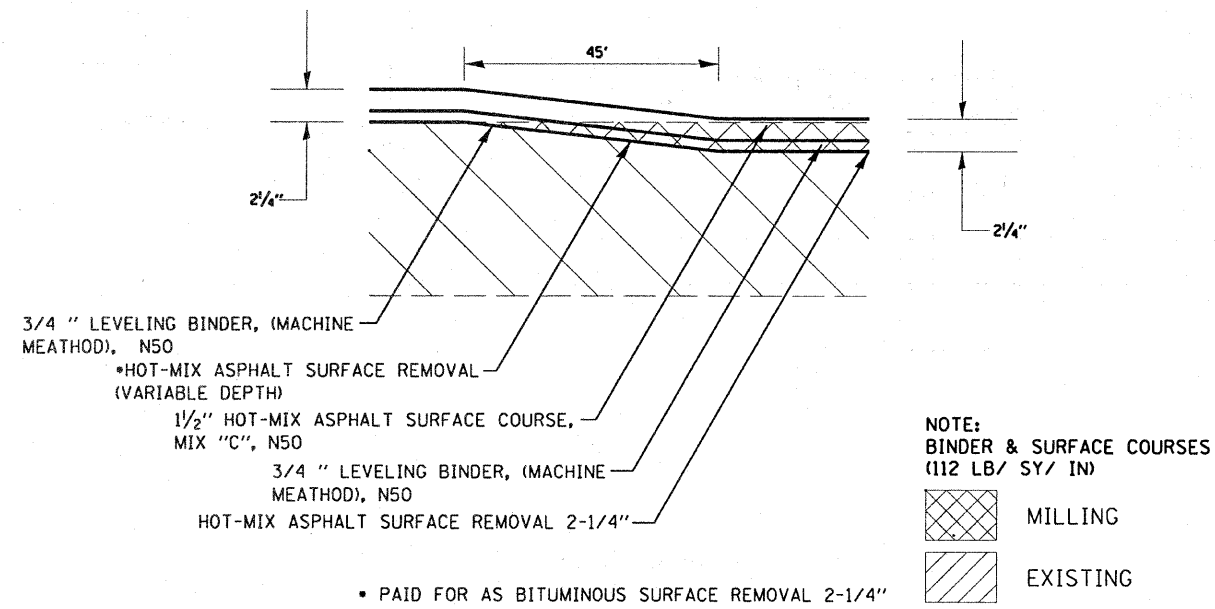
BITUMINOUS BUTT JOINT
IL 75
SIDE ROADS



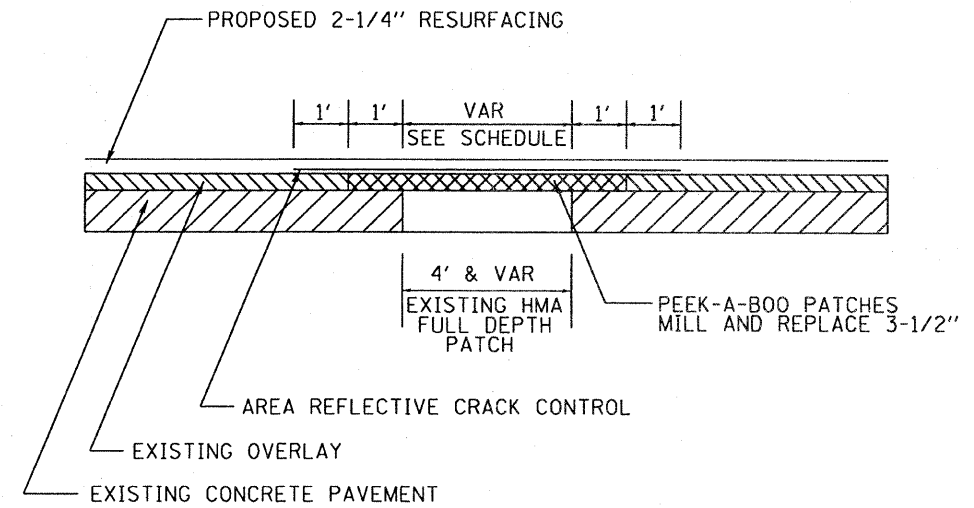
• MATCH EXISTING SLOPE (MIN. 1/8" / FT CROSS SLOPE)

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D:\Projects\Winnebago\64E89 IL 75 Culver	ts and 3P combined\Lance\IL75typicals\8.dgn	DRAWN -	REVISED -			505	11SR5-2	WINNEBAGO	120	13
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PLOT DATE = Fri Oct 09 11:15:36 2009	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

TYPICAL TAPER
 IL 75 @ WAGON WHEEL ROAD
 STA. 902+33 - 905+65



IL 75 PATCHING

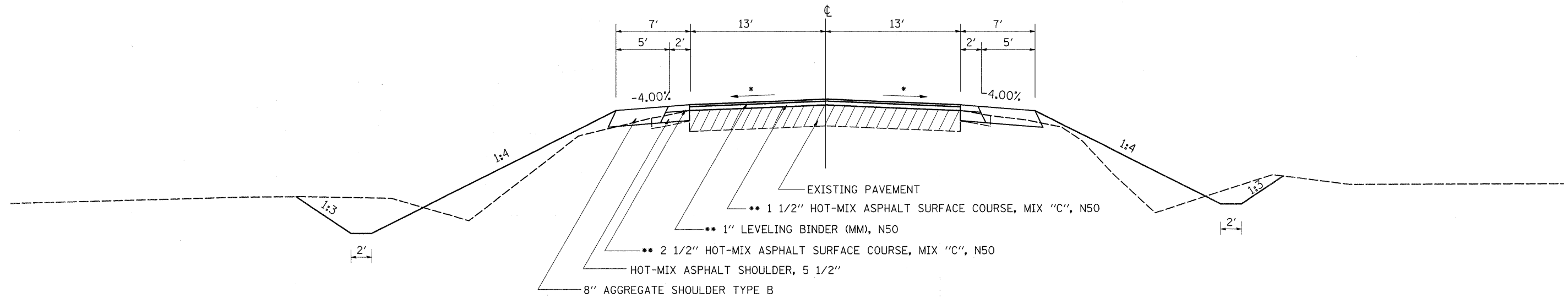


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D:\Projects\Winnebago\64EB9 IL 75 Culverts and 3P combined\lance\IL75\tpico1s\VB.dgn	DRAWN -	REVISED -	505			115RS-2	WINNEBAGO	120	14	
PLOT SCALE = 105.5966' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64EB9							
PLOT DATE = Fri Oct 09 11:15:58 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							

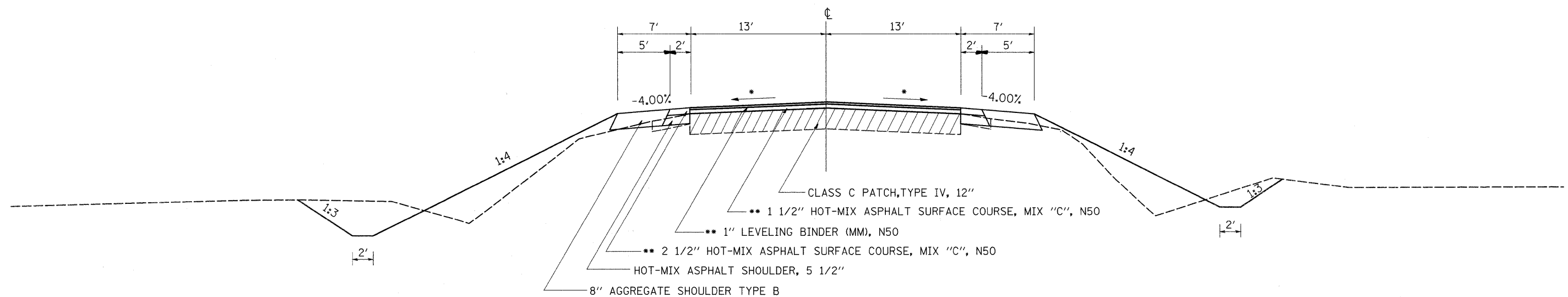
TYPICAL SECTIONS

STA 791+50 TO 793+28

STA 793+90 TO 796+00



STA 793+28 TO 793+90

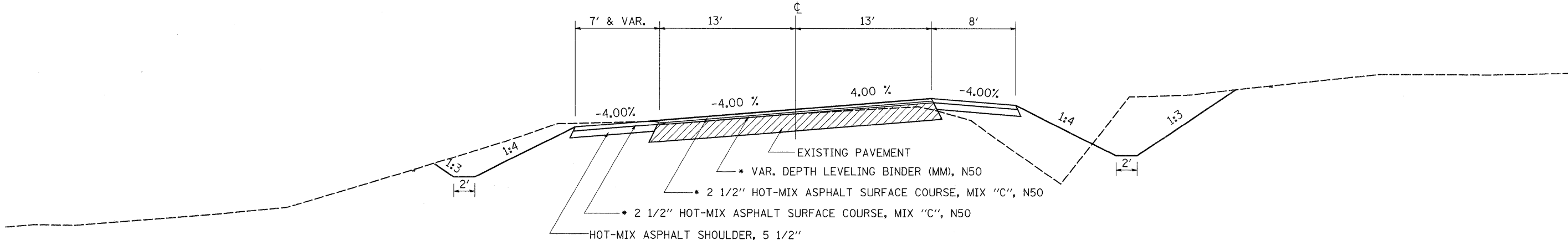


* MATCH EXISTING SLOPE
 ** LEVEL BINDER AND SURFACE COURSE 112 LBS / SQ YD / IN

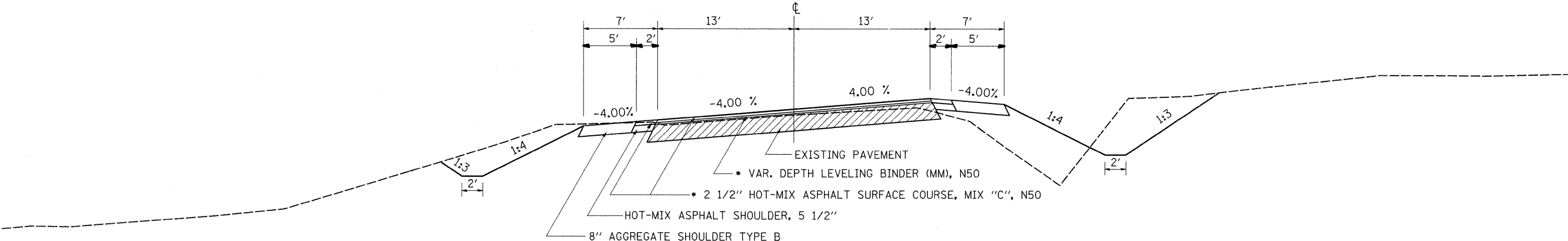
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TYPICAL SECTIONS

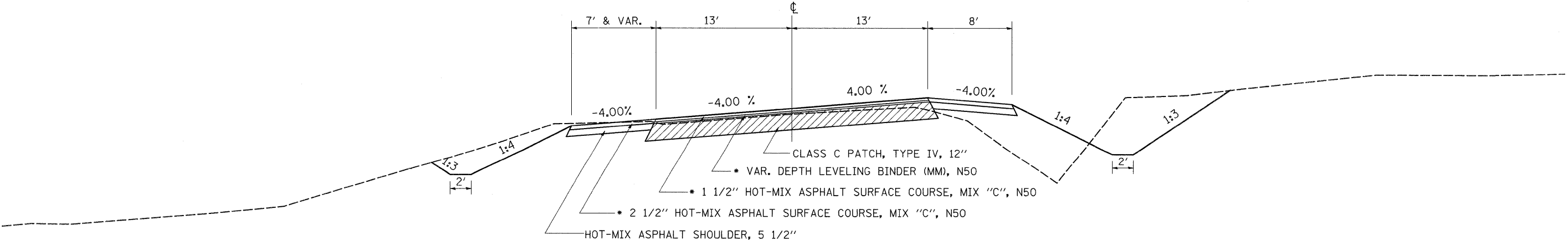
STA 843+68 TO 846+04
STA 847+08 TO 850+00



STA 840+60 TO 843+68



STA 846+04 TO 847+08

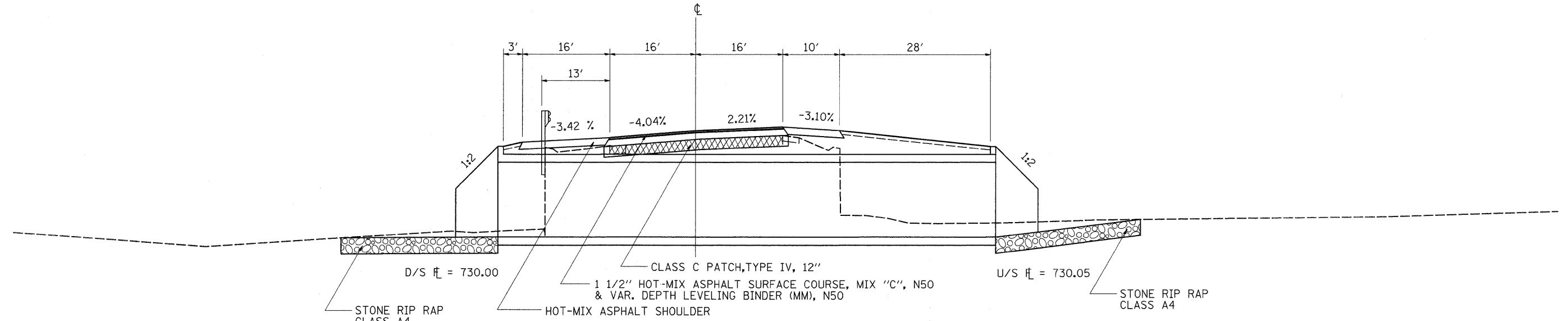


* LEVEL BINDER AND SURFACE COURSE 112 LBS / SQ YD / IN

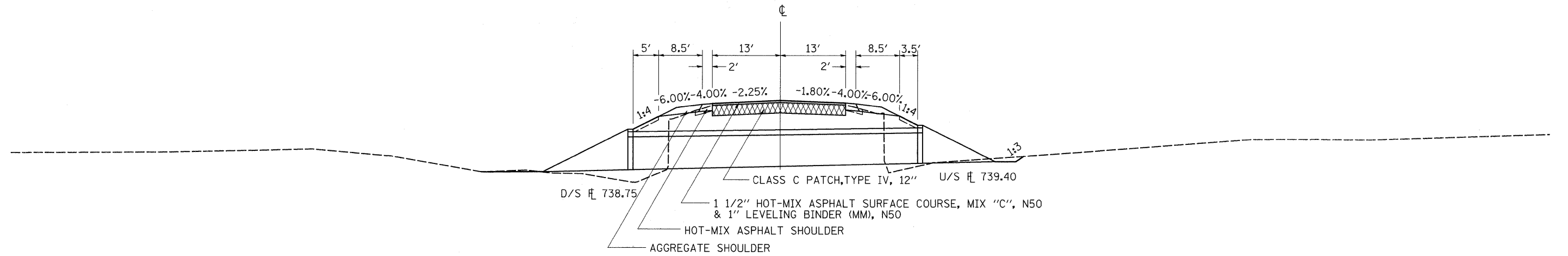
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PLOT DATE = Fri Oct 09 12:01:28 2009	DATE -	REVISED -	REVISED -					CONTRACT NO. 64E89				

TYPICAL SECTIONS

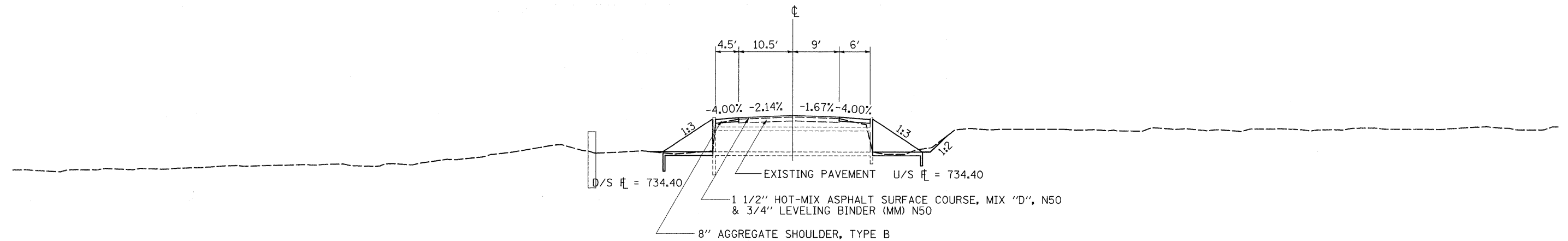
STA 846 + 55.21



STA 793 + 59.84



STA 781 + 92.53



FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E89		
PLOT DATE = Fri Oct 09 12:01:29 2009		DATE -	REVISED -										

Chain EXIL75 contains:
 45 CUR 230 CUR 270 CUR 280 CUR 290 CUR 300 CUR 310 CUR 320 CUR 200 CUR 210 CUR-
 220 36

Beginning chain EXIL75 description

Point 45 N 2,099,641.3065 E 2,560,391.2081 Sta 582+74.06

Course from 45 to PC 230 98° 27' 10.58" Dist 4,041.2025'

Curve Data

Curve 230
 P.I. Station 626+94.92 N 2,098,991.4525 E 2,564,764.0493
 Delta = 1° 46' 14.89" (RT)
 Degree = 0° 13' 59.61"
 Tangent = 379.6628'
 Length = 759.2652'
 Radius = 24,566.6608'
 External = 2.9336'
 Long Chord = 759.2350'
 Mid. Ord. = 2.9332'
 P.C. Station 623+15.26 N 2,099,047.2618 E 2,564,388.5107
 P.T. Station 630+74.52 N 2,098,924.0651 E 2,565,137.6839
 C.C. N 2,074,747.4702 E 2,560,777.2847

Course from PT 230 to PC 270 100° 13' 25.47" Dist 2,266.0854'

Curve Data

Curve 270
 P.I. Station 657+77.04 N 2,098,444.3881 E 2,567,797.2929
 Delta = 1° 10' 55.13" (RT)
 Degree = 0° 08' 07.51"
 Tangent = 436.4338'
 Length = 872.8367'
 Radius = 42,310.2697'
 External = 2.2509'
 Long Chord = 872.8212'
 Mid. Ord. = 2.2507'
 P.C. Station 653+40.61 N 2,098,521.8519 E 2,567,367.7887
 P.T. Station 662+13.45 N 2,098,358.0810 E 2,568,225.1078
 C.C. N 2,056,883.3785 E 2,559,858.0312

Course from PT 270 to PC 280 101° 24' 20.60" Dist 1,991.6302'

Curve Data

Curve 280
 P.I. Station 688+31.67 N 2,097,840.3130 E 2,570,791.6287
 Delta = 12° 35' 57.38" (LT)
 Degree = 1° 00' 34.00"
 Tangent = 626.5969'
 Length = 1,248.1399'
 Radius = 5,675.9751'
 External = 34.4817'
 Long Chord = 1,245.6266'
 Mid. Ord. = 34.2735'
 P.C. Station 682+05.08 N 2,097,964.2258 E 2,570,177.4061
 P.T. Station 694+53.22 N 2,097,853.3649 E 2,571,418.0896
 C.C. N 2,103,528.1085 E 2,571,299.8598

Curve Data

Curve 290
 P.I. Station 698+42.43 N 2,097,861.4722 E 2,571,807.2207
 Delta = 15° 28' 21.93" (LT)
 Degree = 1° 59' 59.47"
 Tangent = 389.2155'
 Length = 773.6945'
 Radius = 2,864.9985'
 External = 26.3170'
 Long Chord = 771.3457'
 Mid. Ord. = 26.0774'
 P.C. Station 694+53.22 N 2,097,853.3649 E 2,571,418.0896
 P.T. Station 702+26.91 N 2,097,973.0982 E 2,572,180.0858
 C.C. N 2,100,717.7418 E 2,571,358.4121

Course from PT 290 to PC 300 73° 20' 01.29" Dist 2,297.2034'

Curve Data

Curve 300
 P.I. Station 728+63.23 N 2,098,729.1878 E 2,574,705.6585
 Delta = 13° 12' 56.05" (LT)
 Degree = 1° 57' 25.95"
 Tangent = 339.1177'
 Length = 675.2258'
 Radius = 2,927.4252'
 External = 19.5765'
 Long Chord = 673.7300'
 Mid. Ord. = 19.4465'
 P.C. Station 725+24.11 N 2,098,631.9298 E 2,574,380.7866
 P.T. Station 731+99.34 N 2,098,898.1408 E 2,574,999.6920
 C.C. N 2,101,436.3777 E 2,573,541.2091

Course from PT 300 to PC 310 60° 07' 05.24" Dist 1,596.9781'

Curve Data

Curve 310
 P.I. Station 751+17.21 N 2,099,853.6510 E 2,576,662.5919
 Delta = 16° 11' 56.10" (LT)
 Degree = 2° 32' 27.50"
 Tangent = 320.8947'
 Length = 637.5086'
 Radius = 2,254.8760'
 External = 22.7190'
 Long Chord = 635.3875'
 Mid. Ord. = 22.4924'
 P.C. Station 747+96.32 N 2,099,693.7769 E 2,576,384.3588
 P.T. Station 754+33.83 N 2,100,084.7974 E 2,576,885.1783
 C.C. N 2,101,648.8770 E 2,575,260.9490

Course from PT 310 to PC 320 43° 55' 09.13" Dist 913.0533'

Curve Data

Curve 320
 P.I. Station 766+25.50 N 2,100,943.1803 E 2,577,711.7730
 Delta = 16° 28' 24.39" (RT)
 Degree = 2° 58' 36.53"
 Tangent = 278.6177'
 Length = 553.3915'
 Radius = 1,924.7344'
 External = 20.0613'
 Long Chord = 551.4874'
 Mid. Ord. = 19.8544'
 P.C. Station 763+46.88 N 2,100,742.4868 E 2,577,518.5116
 P.T. Station 769+00.27 N 2,101,080.8324 E 2,577,954.0120
 C.C. N 2,099,407.4077 E 2,578,904.9337

Course from PT 320 to PC 200 60° 23' 33.52" Dist 2,887.7402'

Curve Data

Curve 200
 P.I. Station 806+78.58 N 2,102,947.5190 E 2,581,238.9927
 Delta = 11° 47' 49.86" (LT)
 Degree = 0° 39' 52.88"
 Tangent = 890.5686'
 Length = 1,774.8402'
 Radius = 8,619.9257'
 External = 45.8825'
 Long Chord = 1,771.7067'
 Mid. Ord. = 45.6396'
 P.C. Station 797+88.01 N 2,102,507.5305 E 2,580,464.7043
 P.T. Station 815+62.85 N 2,103,536.5155 E 2,581,906.9714
 C.C. N 2,110,001.9655 E 2,576,206.0000

Course from PT 200 to PC 210 48° 35' 43.66" Dist 1,728.2991'

Curve Data

Curve 210
 P.I. Station 836+64.77 N 2,104,926.6652 E 2,583,483.5349
 Delta = 40° 37' 16.59" (RT)
 Degree = 5° 40' 33.32"
 Tangent = 373.6211'
 Length = 715.6770'
 Radius = 1,009.4531'
 External = 66.9243'
 Long Chord = 700.7821'
 Mid. Ord. = 62.7632'
 P.C. Station 832+91.15 N 2,104,679.5629 E 2,583,203.2972
 P.T. Station 840+06.83 N 2,104,931.7727 E 2,583,857.1211
 C.C. N 2,103,922.4139 E 2,583,870.9205

Course from PT 210 to PC 220 89° 13' 00.24" Dist 189.9553'

Curve Data

Curve 220
 P.I. Station 845+05.71 N 2,104,938.5925 E 2,584,355.9593
 Delta = 21° 29' 44.95" (LT)
 Degree = 3° 31' 13.70"
 Tangent = 308.9295'
 Length = 610.5948'
 Radius = 1,627.5027'
 External = 29.0608'
 Long Chord = 607.0201'
 Mid. Ord. = 28.5510'
 P.C. Station 841+96.78 N 2,104,934.3694 E 2,584,047.0586
 P.T. Station 848+07.38 N 2,105,055.7134 E 2,584,641.8267
 C.C. N 2,106,561.7200 E 2,584,024.8104

Course from PT 220 to 36 67° 43' 15.29" Dist 1,361.8586'

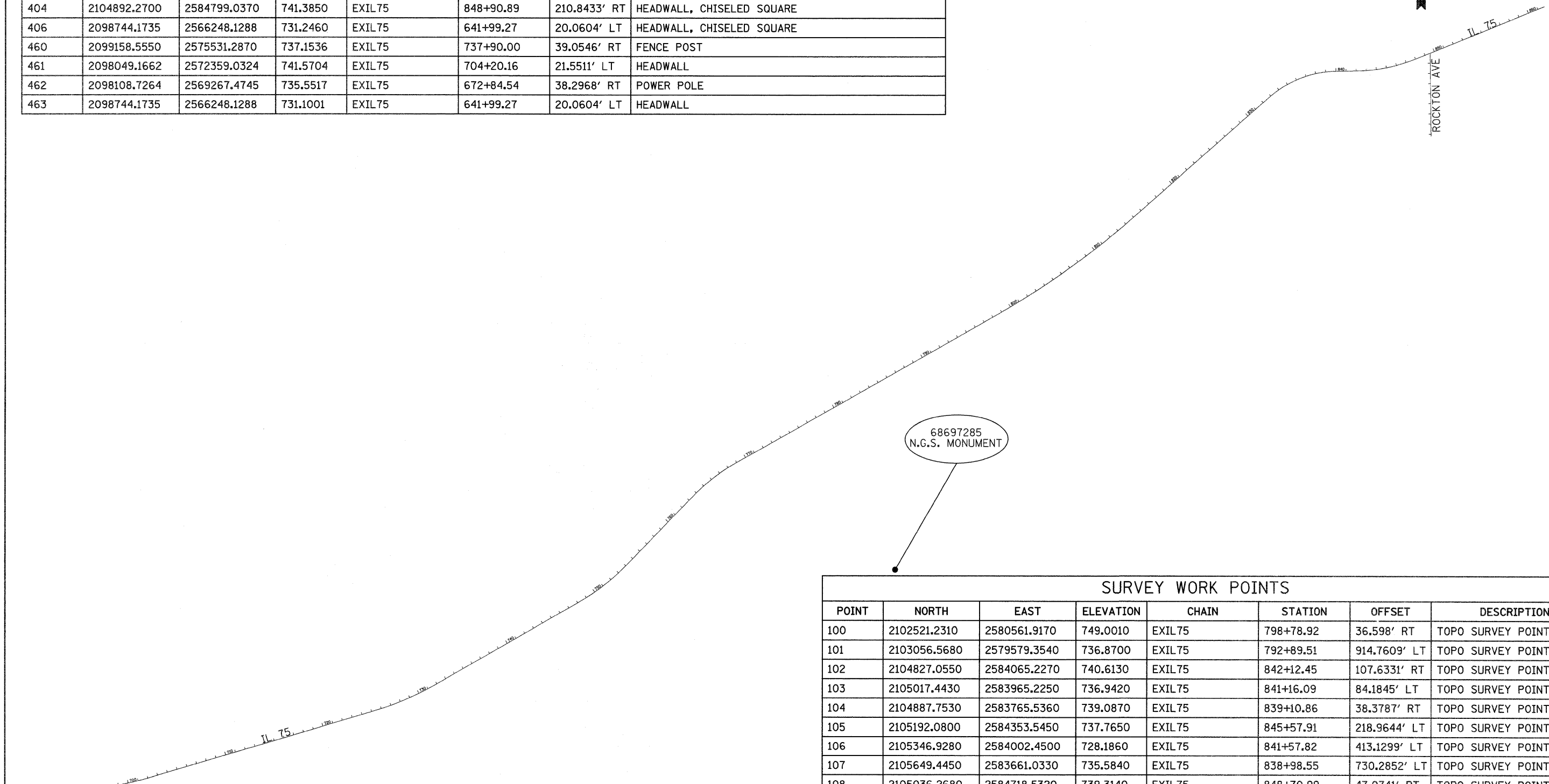
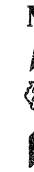
Point 36 N 2,105,572.0190 E 2,585,902.0200 Sta 861+69.24

Ending chain EXIL75 description

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
EXIL75	230	230	231	232	233
EXIL75	270	270	271	272	273
EXIL75	280	280	281	282	283
EXIL75	290	290	291	292	293
EXIL75	300	300	301	302	303
EXIL75	310	310	311	312	313
EXIL75	320	320	321	322	323
EXIL75	200	200	201	202	203
EXIL75	210	210	211	212	213
EXIL75	220	220	221	222	223

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	2101773.8660	2579106.3250	737.7200	EXIL75	782+44.52	33.241' LT	HEADWALL, CHISELED SQUARE
402	2102586.2660	2580508.0850	752.0870	EXIL75	798+65.05	46.6804' LT	POWER POLE WITH TRANSFORMER, BENCH TIE
403	2104827.0850	2583525.2940	738.5390	EXIL75	836+52.24	41.0072' RT	VERTICAL CONTROL STATION, PERM. SURVEY MARKER
404	2104892.2700	2584799.0370	741.3850	EXIL75	848+90.89	210.8433' RT	HEADWALL, CHISELED SQUARE
406	2098744.1735	2566248.1288	731.2460	EXIL75	641+99.27	20.0604' LT	HEADWALL, CHISELED SQUARE
460	2099158.5550	2575531.2870	737.1536	EXIL75	737+90.00	39.0546' RT	FENCE POST
461	2098049.1662	2572359.0324	741.5704	EXIL75	704+20.16	21.5511' LT	HEADWALL
462	2098108.7264	2569267.4745	735.5517	EXIL75	672+84.54	38.2968' RT	POWER POLE
463	2098744.1735	2566248.1288	731.1001	EXIL75	641+99.27	20.0604' LT	HEADWALL



SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	2102521.2310	2580561.9170	749.0010	EXIL75	798+78.92	36.598' RT	TOPO SURVEY POINT, NAIL
101	2103056.5680	2579579.3540	736.8700	EXIL75	792+89.51	914.7609' LT	TOPO SURVEY POINT, NAIL
102	2104827.0550	2584065.2270	740.6130	EXIL75	842+12.45	107.6331' RT	TOPO SURVEY POINT, NAIL
103	2105017.4430	2583965.2250	736.9420	EXIL75	841+16.09	84.1845' LT	TOPO SURVEY POINT, NAIL
104	2104887.7530	2583765.5360	739.0870	EXIL75	839+10.86	38.3787' RT	TOPO SURVEY POINT, NAIL
105	2105192.0800	2584353.5450	737.7650	EXIL75	845+57.91	218.9644' LT	TOPO SURVEY POINT, NAIL
106	2105346.9280	2584002.4500	728.1860	EXIL75	841+57.82	413.1299' LT	TOPO SURVEY POINT, NAIL
107	2105649.4450	2583661.0330	735.5840	EXIL75	838+98.55	730.2852' LT	TOPO SURVEY POINT, NAIL
108	2105036.2680	2584718.5320	739.3140	EXIL75	848+70.99	47.0741' RT	TOPO SURVEY POINT, NAIL
109	2104907.7100	2584494.5610	737.7960	EXIL75	846+24.90	91.9201' RT	TOPO SURVEY POINT, NAIL
110	2104842.6240	2584794.9990	743.2340	EXIL75	848+68.33	255.2523' RT	TOPO SURVEY POINT, NAIL
111	2104601.0430	2585123.9262	746.6760	EXIL75	850+81.11	603.5012' RT	TOPO SURVEY POINT, NAIL
112	2097893.8247	2571521.2164	738.9198	EXIL75	695+58.53	36.3923' LT	GPS CONTROL POINT, NAIL
113	2097856.6188	2571713.2143	739.5854	EXIL75	697+47.01	18.0397' RT	GPS CONTROL POINT, NAIL

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	2102089.7840	2579767.2660	741.1040	EXIL75	789+75.25	18.6301' RT	GPS CONTROL POINT, PIN
2	2102514.5330	2580438.2950	748.4940	EXIL75	797+68.51	19.1358' LT	GPS CONTROL POINT, PIN
3	2104888.6620	2583514.2540	739.8890	EXIL75	836+63.68	20.5209' LT	GPS CONTROL POINT, PIN
4	2104942.9840	2584310.5630	738.1500	EXIL75	844+58.91	16.2615' RT	GPS CONTROL POINT, PIN
5	2105384.9110	2585361.4020	756.3990	EXIL75	855+98.04	31.8182' LT	GPS CONTROL POINT, PIN
6	2098737.3808	2566409.3174	730.6785	EXIL75	643+59.10	41.9853' LT	GPS CONTROL POINT, DISK
7	2098976.8199	2564589.4468	732.7068	EXIL75	625+24.70	39.2482' RT	GPS CONTROL POINT, DISK
8	2099082.2534	2564316.7734	731.1307	EXIL75	622+39.16	24.0664' LT	GPS CONTROL POINT, PIN
9	2106983.1241	2563689.9345	828.6870	EXIL75	604+57.72	7746.9659' LT	GPS CONTROL POINT, PIN
10	2107207.2980	2564256.8068	820.4352	EXIL75	609+85.49	8052.0331' LT	GPS CONTROL POINT, PIN
68697285	2100026.7970	2579515.2300	766.6790	EXIL75	777+36.89	1687.7368' RT	NGS MONUMENT, PERM. SURVEY MARKER
65709298	2099342.9107	2562202.6085	733.5290	EXIL75	601+09.64	28.8838' RT	NGS MONUMENT, PERM. SURVEY MARKER

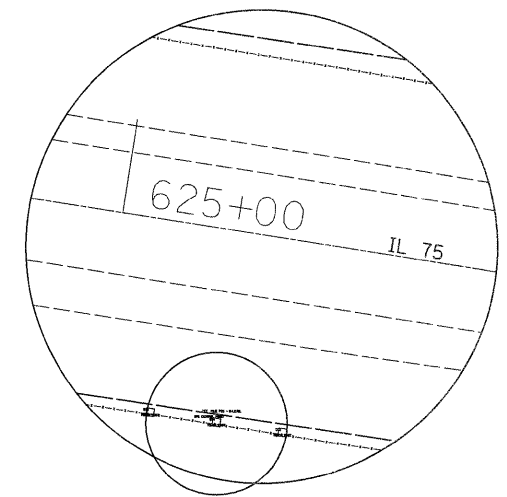
MERIDIAN RD

710

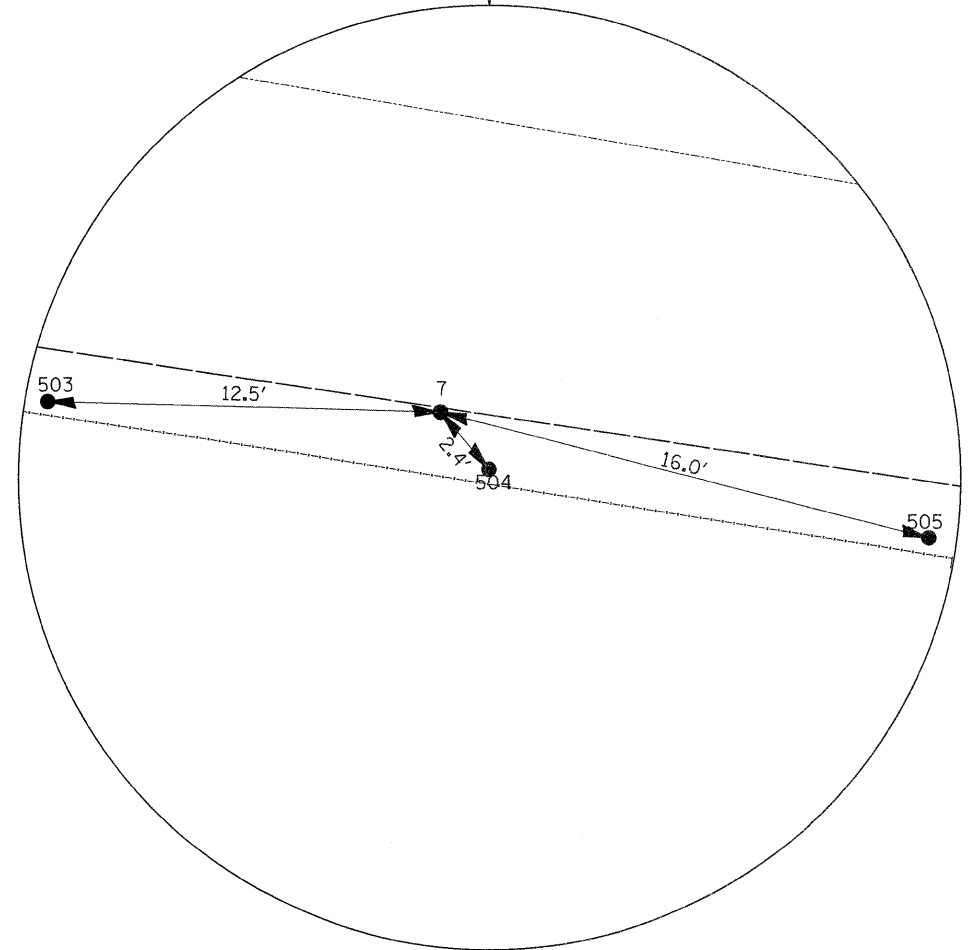
MERIDIAN RD

700

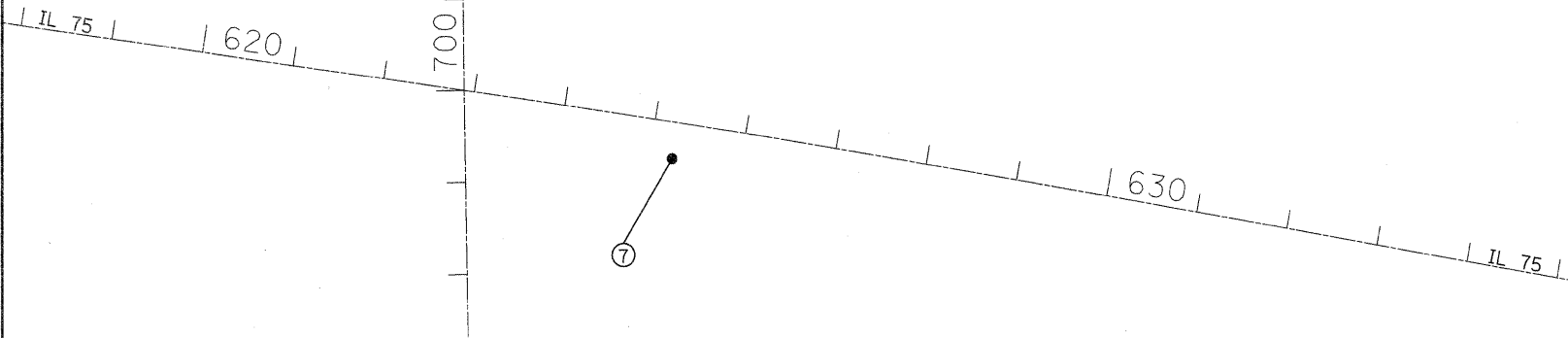
REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
503	EXIL75	625+12.27	40.8619' RT	FENCE POST
504	EXIL75	625+26.51	40.7922' RT	FENCE POST
505	EXIL75	625+40.70	40.7408' RT	FENCE POST

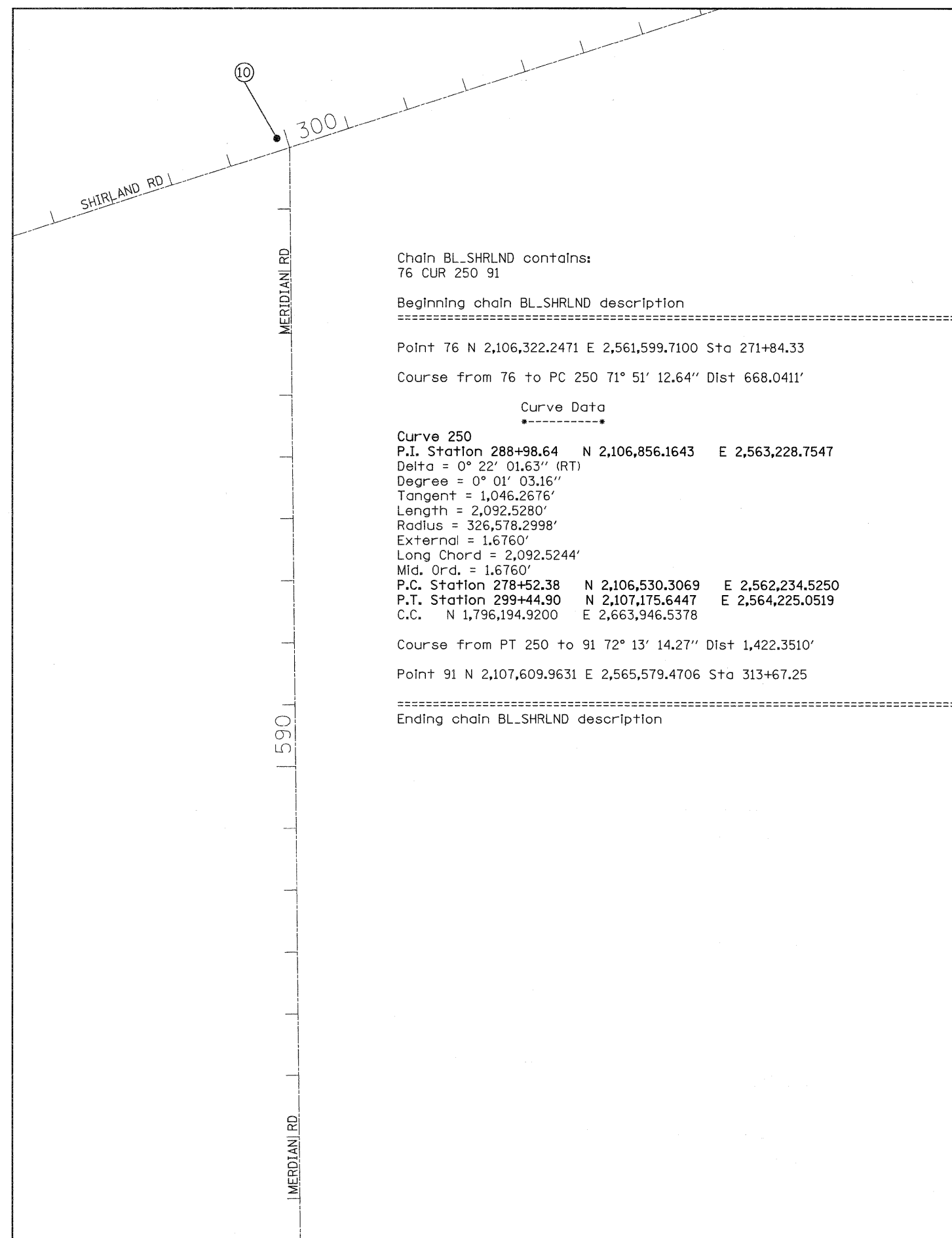


SEE EXPANDED FOR DIMENSIONS



HORIZONTAL CONTROL POINT No. 7





Chain BL_SHRLND contains:
76 CUR 250 91

Beginning chain BL_SHRLND description

Point 76 N 2,106,322.2471 E 2,561,599.7100 Sta 271+84.33

Course from 76 to PC 250 71° 51' 12.64" Dist 668.0411'

Curve Data

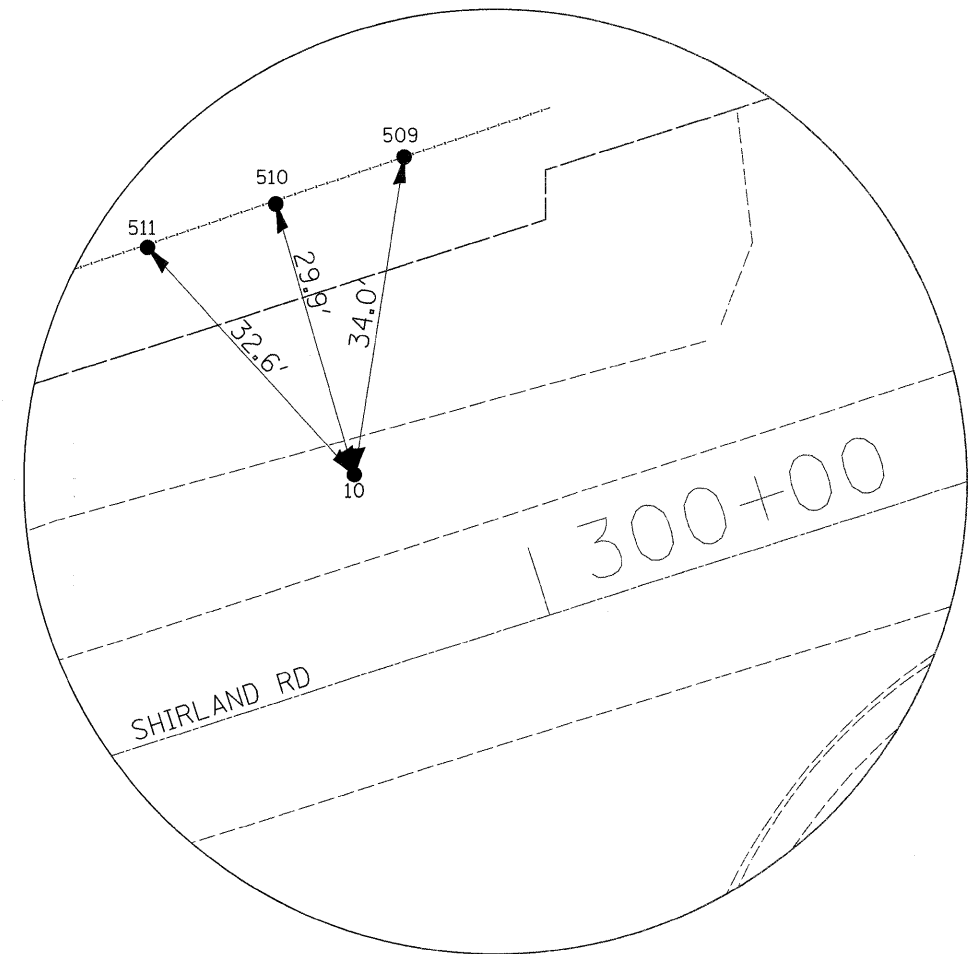
Curve 250
 P.I. Station 288+98.64 N 2,106,856.1643 E 2,563,228.7547
 Delta = 0° 22' 01.63" (RT)
 Degree = 0° 01' 03.16"
 Tangent = 1,046.2676'
 Length = 2,092.5280'
 Radius = 326,578.2998'
 External = 1.6760'
 Long Chord = 2,092.5244'
 Mid. Ord. = 1.6760'
 P.C. Station 278+52.38 N 2,106,530.3069 E 2,562,234.5250
 P.T. Station 299+44.90 N 2,107,175.6447 E 2,564,225.0519
 C.C. N 1,796,194.9200 E 2,663,946.5378

Course from PT 250 to 91 72° 13' 14.27" Dist 1,422.3510'

Point 91 N 2,107,609.9631 E 2,565,579.4706 Sta 313+67.25

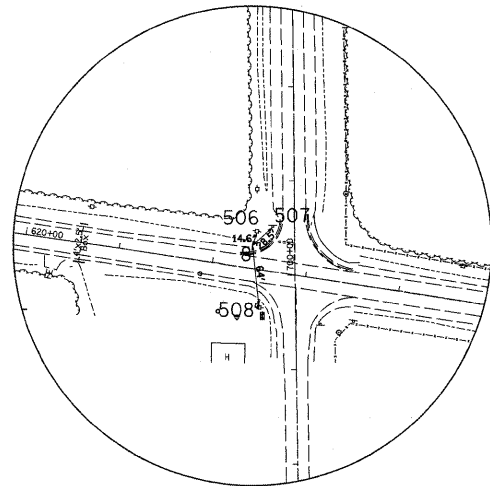
Ending chain BL_SHRLND description

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
509	BL_SHRLND	300+00.08	50.8572' LT	FENCE POST
510	BL_SHRLND	299+85.61	50.2981' LT	FENCE POST
511	BL_SHRLND	299+71.25	50.0985' LT	FENCE POST

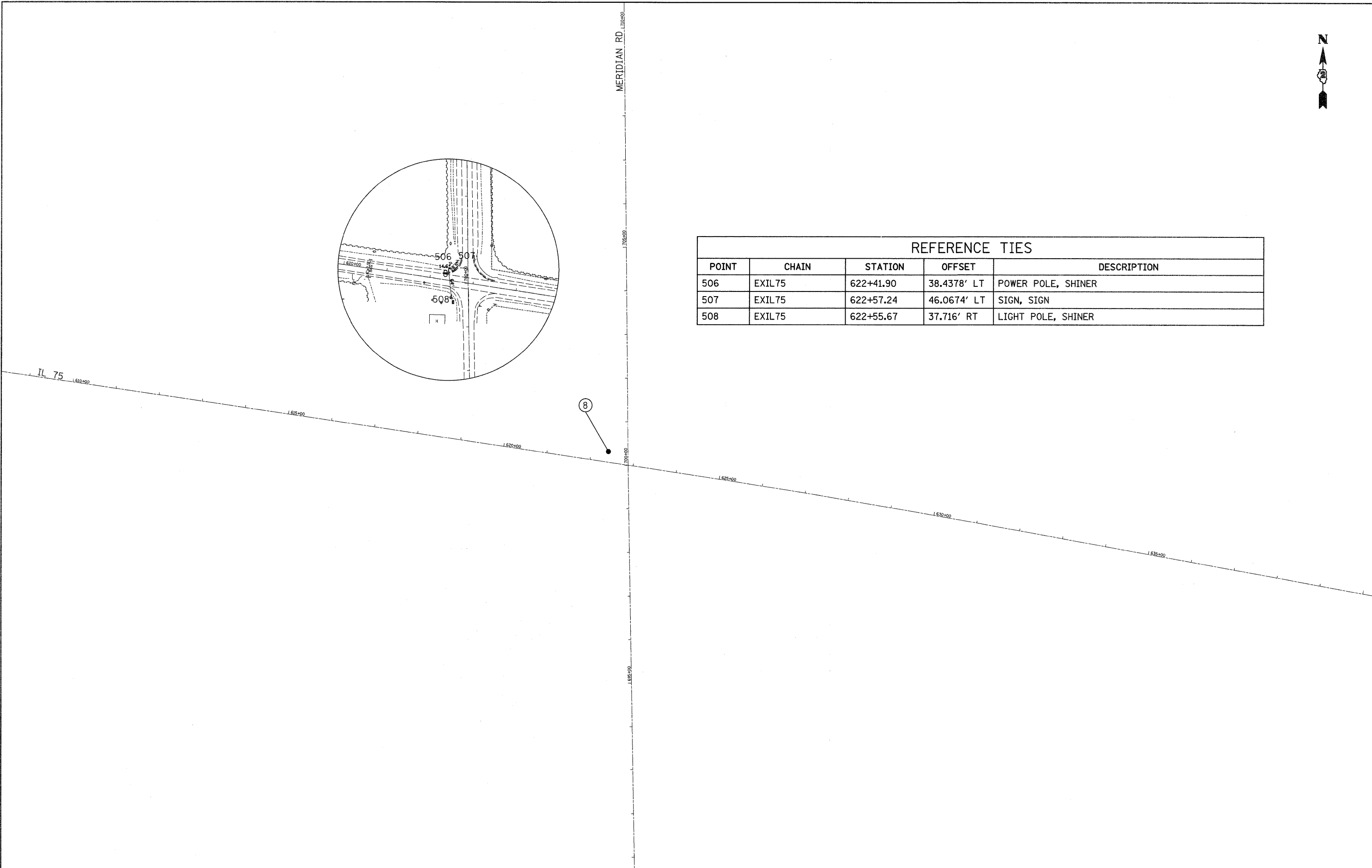


HORIZONTAL CONTROL
POINT No. 10

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL & VERTICAL CONTROL IL 75			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\goffjl\0142222\0430	hvo.dgn	DRAWN -	REVISED -					505	115RS-2	WINNEBAGO	120	22
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 64E89		
PLOT DATE = Fri Oct 09 12:00:54 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
506	EXIL75	622+41.90	38.4378' LT	POWER POLE, SHINER
507	EXIL75	622+57.24	46.0674' LT	SIGN, SIGN
508	EXIL75	622+55.67	37.716' RT	LIGHT POLE, SHINER



FILE NAME = c:\pwork\pndot\goffjl\142222\140438	USER NAME = goffjl hvo.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL & VERTICAL CONTROL IL 75			F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 23
PLOT SCALE = 100.0000' / IN.					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 64E89	
PLOT DATE = Fri Oct 09 12:00:54 2009					DATE -	ILLINOIS FED. AID PROJECT						
DATE -												

IL 75 BITUMINOUS SCHEDULES

DRIVEWAY SCHEDULE

STATIONS	LENGTH FT	PROPOSED SURFACE PAVEMENT		BIT. PRIME TON	40800050 INCIDENTAL HOT-MIX ASPHALT SURF TON
		WIDTH	SQ. YD.		
RURAL					
663 + 72 FFL	30	VAR.	53.3	0.02	7.5
664 + 81 FFL	26	VAR.	59.1	0.02	8.3
670 + 95 FFL	23	VAR.	40.8	0.01	5.7
671 + 53 FFL	23	VAR.	43.8	0.01	6.1
673 + 7 FFR	26	VAR.	47.0	0.01	6.6
689 + 41 FFL	24	VAR.	56.1	0.02	7.8
694 + 82 FFR	25	VAR.	39.7	0.01	5.6
696 + 27 FFL	21	VAR.	38.6	0.01	5.4
697 + 46 FFL	22	VAR.	53.0	0.02	7.4
708 + 17 FFL	31	VAR.	52.4	0.01	7.3
711 + 50 FFR	25	VAR.	43.6	0.01	6.1
713 + 60 FFR	25	VAR.	45.3	0.01	6.3
713 + 86 FFL	20	VAR.	32.9	0.01	4.6
726 + 36 FFL	24	VAR.	60.5	0.02	8.5
730 + 91 CFR	25	VAR.	151.3	0.04	21.2
732 + 3 FFL	28	VAR.	66.9	0.02	9.4
732 + 22 CFR	27	VAR.	136.8	0.04	19.2
732 + 44 FFL	29	VAR.	49.8	0.01	7.0
751 + 31 FFL	28	VAR.	63.8	0.02	8.9
768 + 88 FFL	31	VAR.	54.4	0.02	7.6
800 + 10 FFL	31	VAR.	71.2	0.02	10.0
804 + 53 CFL	31	VAR.	110.1	0.03	15.4
810 + 26 FFR	31	VAR.	86.7	0.02	12.1
818 + 99 FFL	26	VAR.	107.4	0.03	15.0
828 + 74 FFR	30	VAR.	80.8	0.02	11.3
829 + 68 FFL	29	VAR.	78.4	0.02	11.0
830 + 44 FFL	23	VAR.	58.9	0.02	8.3
832 + 87 FFL	29	VAR.	43.3	0.01	6.1
833 + 62 FFL	30	VAR.	63.3	0.02	8.9
838 + 50 FFL	52	VAR.	148.7	0.04	20.8
839 + 60 FFL	32	VAR.	99.1	0.03	13.9
840 + 74 FFR	28	VAR.	61.1	0.02	8.6
PAGE TOTAL RURAL				0.6	307.8

DRIVEWAY SCHEDULE

STATIONS	LENGTH FT	PROPOSED SURFACE PAVEMENT		BIT. PRIME TON	40800050 INCIDENTAL HOT-MIX ASPHALT SURF TON
		WIDTH	SQ. YD.		
RURAL					
842 + 59 FFL	26	VAR.	88.4	0.03	12.4
844 + 96 FFL	26	VAR.	50.7	0.01	7.1
846 + 24 FFR	29	VAR.	85.6	0.02	12.0
848 + 59 FFL	24	VAR.	66.0	0.02	9.2
850 + 84 FFL	25	VAR.	54.1	0.02	7.6
852 + 41 FFR	27	VAR.	48.8	0.01	6.8
857 + 78 CFL	31	VAR.	78.6	0.02	11.0
861 + 32 FFR	28	VAR.	68.3	0.02	9.6
863 + 12 FFR	29	VAR.	74.2	0.02	10.4
864 + 84 FFR	27	VAR.	67.2	0.02	9.4
866 + 8 FFR	25	VAR.	79.2	0.02	11.1
870 + 79 FFR	29	VAR.	59.9	0.02	8.4
873 + 44 FFR	27	VAR.	47.8	0.01	6.7
874 + 32 FFR	25	VAR.	57.1	0.02	8.0
876 + 69 FFR	29	VAR.	65.5	0.02	9.2
				0.28	138.79
URBAN					
878 + 81 FFR	28	VAR.	53.8	0.02	7.5
884 + 43 FFR	38	VAR.	77.9	0.02	10.9
885 + 19 FFR	26	VAR.	90.3	0.03	12.6
890 + 18 FFR	29	VAR.	84.5	0.02	11.8
892 + 64 FFR	25	VAR.	46.7	0.01	6.5
898 + 3 FFR	26	VAR.	88.3	0.03	12.4
900 + 40 FFR	29	VAR.	68.2	0.02	9.6
905 + 24 CFR	31	VAR.	72.6	0.02	10.2
905 + 27 CFL	31	VAR.	210.9	0.06	29.5
TOTAL RURAL				0.91	446.55
TOTAL URBAN				0.2	111.0
TOTAL DRIVEWAYS				1.14	557.6

IL 75 BITUMINOUS SCHEDULES

MAILBOX TURN OUT SCHEDULE

STATIONS	LENGTH FT	PROPOSED SURFACE PAVEMENT		40600200	40800050
		WIDTH	SQ. YD.	BIT. PRIME TON	INCIDENTAL HOT-MIX ASPHALT SURF TON
MAILBOX TURN OUT					
RURAL					
663 + 72 ML	37	8	27.0	0.01	3.8
672 + 29 ML	90	8	57.0	0.02	8.0
688 + 32 ML	110	8	67.8	0.02	9.5
694 + 82 ML	110	8	67.8	0.02	9.5
696 + 78 ML	110	8	67.8	0.02	9.5
708 + 17 ML	55	8	34.0	0.01	4.8
711 + 40 ML	110	8	67.8	0.02	9.5
726 + 36 ML	55	8	34.0	0.01	4.8
730 + 91 ML	128	8	70.0	0.02	9.8
732 + 22 ML	110	8	67.8	0.02	9.5
751 + 31 ML	55	8	34.0	0.01	4.8
768 + 88 ML	55	8	34.0	0.01	4.8
800 + 10 ML	55	8	34.0	0.01	4.8
804 + 53 ML	55	8	34.0	0.01	4.8
810 + 26 ML	110	8	67.8	0.02	9.5
818 + 99 ML	55	8	34.0	0.01	4.8
829 + 68 ML	55	8	34.0	0.01	4.8
830 + 44 ML	40	9	40.0	0.01	5.6
833 + 62 ML	55	8	34.0	0.01	4.8
839 + 5 ML	70	10	77.8	0.02	10.9
845 + 60 ML	110	8	67.8	0.02	9.5
848 + 59 ML	110	8	67.8	0.02	9.5
850 + 84 ML	55	8	34.0	0.01	4.8
852 + 64 ML	110	8	67.8	0.02	9.5
861 + 32 ML	110	8	67.8	0.02	9.5
863 + 12 MR	55	8	34.0	0.01	4.8
863 + 50 ML	110	8	67.8	0.02	9.5
864 + 84 ML	110	8	67.8	0.02	9.5
866 + 8 ML	110	8	67.8	0.02	9.5
870 + 79 ML	25	8	18.0	0.01	2.5
871 + 19 ML	110	8	67.8	0.02	9.5
873 + 84 ML	110	8	67.8	0.02	9.5
876 + 69 MR	110	8	67.8	0.02	9.5
				0.50	244.8

URBAN						
878 + 81 ML	110	8	67.8	0.02	9.5	
885 + 19 ML	110	8	67.8	0.02	9.5	
890 + 18 ML	110	8	67.8	0.02	9.5	
892 + 64 ML	110	8	67.8	0.02	9.5	
898 + 3 ML	110	8	67.8	0.02	9.5	
900 + 40 ML	110	8	67.8	0.02	9.5	
904 + 80 ML	55	8	34.0	0.01	4.8	
TOTAL URBAN					0.13	61.7
TOTAL RURAL					0.50	244.80
TOTAL MAILBOX					0.63	306.5
TOTAL URBAN					1.63	298.27
TOTAL RURAL					2.68	826.00
GRAND TOTALS SIDE ROADS, MAILBOX TURNOUT & DRIVEWAYS					4.31	1124.26

IL 75 PATCHING SCHEDULES

RURAL LIMITS STA. 645+74 - STA. 878+00
 URBAN LIMITS STA. 878+00 - STA. 934+27

PARTIAL DEPTH PATCHING

STATION	WIDTH OF LANE FT	LENGTH OF PATCH		44002214 HOT-MIX ASPH. REMOVAL OVER PATCHES 3-1/2"		40601005 HOT-MIX ASPH. REPLACEMENT OVER PATCHES		44300100 AREA REFLECTIVE CRACK CONTROL	
		LT LANE	RT LANE	LT LANE	RT LANE	LT LANE	RT LANE	LT LANE	RT LANE
		FT	FT	SQ. YD.	SQ. YD.	TONS	TONS	SQ. YD.	SQ. YD.
RURAL									
649+ 2	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
653+ 75	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
656+ 26	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
662+ 63	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
665+ 45	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
668+ 15	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
671+ 39	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
674+ 1	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
676+ 41	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
679+ 90	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
681+ 32	13	8		14.4		2.8		17.3	
682+ 26	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
683+ 10	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
685+ 58	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
687+ 29	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
688+ 65	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
690+ 70	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
692+ 22	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
692+ 82	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
695+ 78	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
736+ 24	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
737+ 1	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
738+ 60	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
741+ 89	13	8	10	14.4	17.3	2.8	3.4	17.3	20.2
745+ 78	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
746+ 78	13	8		14.4		2.8		17.3	
747+ 76	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
751+ 26	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
760+ 24	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
765+ 41	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
PAGE TOTAL RURAL				433.3	407.3	84.9	79.8	520.0	488.2

PARTIAL DEPTH PATCHING

STATION	WIDTH OF LANE FT	LENGTH OF PATCH		44002214 HOT-MIX ASPH. REMOVAL OVER PATCHES 3-1/2"		40601005 HOT-MIX ASPH. REPLACEMENT OVER PATCHES		44300100 AREA REFLECTIVE CRACK CONTROL	
		LT LANE	RT LANE	LT LANE	RT LANE	LT LANE	RT LANE	LT LANE	RT LANE
		FT	FT	SQ. YD.	SQ. YD.	TONS	TONS	SQ. YD.	SQ. YD.
RURAL									
766+ 92	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
767+ 89	13		8		14.4		2.8	5.8	17.3
769+ 16	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
772+ 31	13		8		14.4		2.8		17.3
773+ 9	13	8		14.4		2.8		17.3	
775+ 50	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
778+ 22	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
780+ 79	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
783+ 48	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
785+ 10	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
787+ 77	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
790+ 81	13	8	10	14.4	17.3	2.8	3.4	17.3	20.2
793+ 64	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
796+ 77	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
799+ 22	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
800+ 95	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
804+ 40	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
806+ 31	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
808+ 42	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
809+ 25	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
812+ 23	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
813+ 44	13		8		14.4		2.8		17.3
814+ 48	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
815+ 29	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
820+ 13	13	8	11	14.4	18.8	2.8	3.7	17.3	21.7
822+ 15	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
823+ 52	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
825+ 55	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
826+ 67	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
830+ 70	13	8	8	14.4	14.4	2.8	2.8	17.3	17.3
PAGE TOTAL RURAL				390.0	426.1	76.4	83.5	473.8	509.9

IL 75 SCHEDULE OF QUANTITIES

42400800 DETECTABLE WARNINGS

LOCATION	SO FT	REMARKS
URBAN UNION STREET & IL 75 STA. 89+60 RT	9	
TOTAL	9	

44000158 HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"

LOCATION	SO YD	REMARKS
URBAN AT WAGON WHEEL ROAD STA 902+33 - 905+65 LT&RT	959	
TOTAL	959	

44000400 GUTTER REMOVAL

LOCATION	FOOT	REMARKS
RURAL STA. 843+21 - 850+46 Lt	725	
MERIDIAN ROAD & IL 75 STA. 700+24 - 700+62 LT STA. 700+04 - 700+64 RT	67 90	
MERIDIAN ROAD & SHIRLAND STA. 599+59 - 600+02 RT STA. 599+39 - 599+65 LT	60 59	
TOTAL	1001	

44000600 SIDEWALK REMOVAL

LOCATION	SO FT	REMARKS
URBAN UNION STREET & IL 75 STA. 89+55 - 89+86 LT	213	
TOTAL	213	

44201383 CLASS C PATCH, TYPE IV, 12"

LOCATION	SO YD	REMARKS
RURAL STA 793+28 - 793+90 STA 846+04 - 847+08	179 300	
TOTAL	479	

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

LOCATION	FOOT	REMARK
RURAL STA. 645+74 - 697+19 Lt & Rt STA. 736+10 - 878+00 Lt & Rt	10290 28380	
TOTAL	38670	
URBAN STA. 878+00 - 934+54 Lt & Rt	11308	
TOTAL	49978	

48101200 AGGREGATE SHOULDERS, TYPE B

LOCATION	ION	REMARK
RURAL STA 791+50 - 796+00 LT STA 791+50 - 796+00 RT STA 841+55 - 844+06 LT STA 840+60 -0843+42 RT	115 115 58 71	8" 8" 8" 8"
MERIDIAN ROAD & IL 75 STA. 700+00 - 702+68 RT STA. 700+37 - 700+78 LT	53 24	6" 6"
MERIDIAN ROAD & SHIRLAND STA. 598+12 - 599+64 LT STA. 599+92 - 600+25 RT	39 11	6" 6"
TOTAL	486	

48102100 AGGREGATE WEDGE SHOULDERS, TYPE B

LOCATION	ION	REMARK
RURAL STA. 645+74 - 878+00 Lt & Rt	2169	3' Wedge
URBAN STA. 878+00 - 906+31 Lt & Rt	264 264	3' Wedge
TOTAL	2433	

48203019 HOT-MIX ASPHALT SHOULDERS, 5-1/2"

LOCATION	SO YD	REMARK
RURAL STA 791+50 - 796+00 LT STA 791+50 - 796+00 RT STA 840+60 - 850+00 LT STA 840+60 - 850+00 RT	100 100 837 617	
TOTAL	1654	

50100300 REMOVAL OF EXISTING STRUCTURES NO. 1

LOCATION	EACH	REMARK
RURAL STA 793+60 LT & RT	1	Double 9x4 with Headwals 42' long
TOTAL	1	

50105200 REMOVE EXISTING CULVERTS

LOCATION	EACH	REMARK
RURAL STA 794+13 RT STA 847+22 LT	1 1	
TOTAL	2	

51500100 NAME PLATES

LOCATION	EACH	REMARK
RURAL STA. 793+60	1	
TOTAL	1	

54010603 PRECAST CONCRETE BOX CULVERT 6' X 3'

LOCATION	FOOT	REMARK
RURAL STA 793+60 LT & RT	224	Four cell each 56' long
TOTAL	224	

54200220 PIPE CULVERTS CLASS D, TYPE 1, 15"

LOCATION	FOOT	REMARKS
RURAL STA. 843+62 RT STA. 844+88 RT	52 48	
TOTAL	100	

54200223 PIPE CULVERTS CLASS D, TYPE 1, 18"

LOCATION	FOOT	REMARKS
RURAL STA. 793+13 RT STA. 846+25 - 846+81 RT STA. 847+25 LT	50 56 40	
TOTAL	146	

FILE NAME =	USER NAME = nicklausie	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 75 SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\p\work\KXP\DOT\NICKLAUSIE\d8142202\4389evr.dgn	PLOT SCALE = 185.5966' / IN.	DRAWN - ---	REVISED - ---			505	11585-2	WINNEBAGO	120	32	
PLOT DATE = Thu Nov 12 13:51:48 2009	DATE - ---	CHECKED - ---	REVISED - ---			CONTRACT NO. 64E89					
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

IL 75 SCHEDULE OF QUANTITIES

54213450 END SECTION 15"

LOCATION	EACH	REMARKS
RURAL		
STA. 843+43 RT	1	
STA. 843+81 RT	1	
STA. 844+66 RT	1	
STA. 845+08 RT	1	
TOTAL	4	

54213453 END SECTION 18"

LOCATION	EACH	REMARKS
RURAL		
STA. 793+88 RT	1	
STA. 794+38 RT	1	
STA. 846+25 RT	1	
STA. 846+81 RT	1	
STA. 847+06 LT	1	
STA. 847+42 LT	1	
TOTAL	4	

56400400 FIRE HYDRANTS TO BE RELOCATED

LOCATION	EACH	REMARKS
URBAN		
UNION STREET & IL 75		
STA. 89+53 LT	1	
TOTAL	1	

60255500 MANHOLES TO BE ADJUSTED

LOCATION	EACH	REMARKS
URBAN		
STA. 911+93 Lt	1	S. School Blvd. return
STA. 926+24 Rt	1	Old River Rd
STA. 931+19 Rt	1	River St. return
TOTAL	3	

60260100 INLETS TO BE ADJUSTED

LOCATION	EACH	REMARKS
URBAN		
STA. 907+97 Lt & Rt	2	
STA. 909+40 Lt & Rt	2	
STA. 910+57 Lt & Rt	2	
STA. 911+97 Lt	1	
STA. 913+27 Lt	1	
STA. 914+55 Lt	1	
STA. 915+87 Lt	1	
STA. 917+12 Lt	1	
STA. 918+48 Lt	1	
STA. 919+77 Lt & Rt	2	
STA. 921+05 Rt	1	
STA. 922+45 Rt	1	
STA. 928+20 Lt & Rt	2	
STA. 931+08 Lt & Rt	2	
STA. 931+80 Lt & Rt	2	
STA. 933+58 Rt	1	
STA. 934+54 Rt	1	
TOTAL	24	

60260200 INLETS TO BE ADJUSTED SPECIAL

LOCATION	EACH	REMARKS
URBAN		
STA. 911+97 Rt	1	
STA. 913+27 Rt	1	
STA. 914+55 Rt	1	
STA. 915+87 Rt	1	
STA. 918+48 Lt	1	
STA. 921+05 Lt	1	
STA. 922+45 Lt	1	
STA. 923+86 Lt	1	
STA. 925+32 Lt	1	
STA. 926+80 Lt	1	
TOTAL	10	

60262700 INLETS TO BE RECONSTRUCTED

LOCATION	EACH	REMARKS
URBAN		
STA. 934+54 Lt	1	
TOTAL	1	

60265700 VALVE VAULTS TO BE ADJUSTED

LOCATION	EACH	REMARKS
URBAN		
STA. 905+27 Lt	3	Mactoon Forest Preserve
STA. 931+19 Lt	1	River St. return
TOTAL	4	

60600095 CLASS SI CONCRETE (OUTLET)

LOCATION	CU YD	REMARKS
RURAL		
MERIDIAN ROAD & SHIRLAND		
STA. 599+35 RT	0.64	Inlet
RT	2.92	Outlet
TOTAL	3.56	

6300001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POST

LOCATION	FOOT	REMARKS
RURAL		
STA. 687+18 - 687+55	37.5	Lt
STA. 686+69 - 687+06	37.5	Rt
STA. 845+28 - 846+16	88.0	Lt
STA. 848+03 - 848+54	50.0	Lt
TOTAL	213	

63000025 STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURE

LOCATION	FOOT	REMARKS
RURAL		
STA. 687+06 - 687+18	25	Lt & Rt
STA. 846+16 - 846+55	39	Lt
TOTAL	64	

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

LOCATION	EACH	REMARKS
RURAL		
STA. 686+56 - 687+06	1	Lt
STA. 687+55 - 688+05	1	Lt
STA. 686+18 - 686+69	1	Rt
STA. 687+18 - 687+68	1	Rt
STA. 754+49 - 754+99	1	Lt
STA. 846+55 - 847+05	1	Lt
STA. 847+53 - 848+03	1	Lt
STA. 848+54 - 849+04	1	Lt
TOTAL	8	

63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED

LOCATION	EACH	REMARKS
RURAL		
STA. 844+76 - 845+28	1	Lt
TOTAL	1	

IL 75 SCHEDULE OF QUANTITIES

66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

LOCATION	FOOT	REMARKS
RURAL		
STA. 686+62 - 687+62	200	L+ & Rt
STA. 754+74 - 754+99	25	L+
STA. 793+16 - 794+17	101	L+
STA. 792+98 - 793+98	100	R+
STA. 845+88 - 846+91	101	L+
STA. 845+95 - 847+18	125	R+
TOTAL	652	

LOCATION	EACH	REMARKS
RURAL		
STRUCTURE NO. 101-1036	2	LT&RT
STRUCTURE NO. 101-1035	2	LT&RT
STA. 686+56 L+	1	
STA. 688+05 L+	1	
STA. 686+18 R+	1	
STA. 687+68 R+	1	
STA. 754+99 L+	1	
STA. 793+60 L+ & Rt	4	
STA. 844+76 L+	1	
STA. 847+05 L+	1	
STA. 847+53 L+	1	
STA. 849+04 L+	1	
STA. 846+55 L+ & Rt	4	
TOTAL	21	

LOCATION	EACH	OFFSET
RURAL		
STA 791+00	1	40
STA 792+00	1	45
STA 793+00	1	85
STA 793+75	1	85
SAT 794+50	1	60
STA 795+50	1	55
STA 796+00	1	40
STA 791+00	1	40
STA 792+00	1	50
STA 793+25	1	80
STA 794+00	1	80
STA 794+50	1	55
STA 795+50	1	50
STA 796+00	1	40
STA 843+00	1	41
STA 844+00	1	55
STA 845+00	1	55
STA 845+75	1	60
STA 846+50	1	60
STA 840+65	1	41.87
STA 841+00	1	55
STA 844+00	1	60
STA 846+00	1	70
STA 847+50	1	65
STA 847+50	1	40
STA 847+57.49	1	48.46

LOCATION	EACH	OFFSET
RURAL		
MERIDIAN ROAD & IL 75		
STA. 622+00	1	40 Off 75
STA. 622+22	1	65 Off 75
STA. 702+00	1	54 Off Meridian
STA. 701+50	1	65 Off Meridian
STA. 700+75	1	65 Off Meridian
STA. 623+75	1	40 Off 75
TOTAL	32	

LOCATION	EACH	OFFSET
RURAL		
West of Structure 101-1085	1	As Directed by RE
East of Structure 101-1084	1	As Directed by RE
Between Structures 101-1085 & 101-1084	1	As Directed by RE
TOTAL	3	

LOCATION	FOOT	REMARKS
RURAL		
STA. 645+74 - 878+00	6968	3 Applications
URBAN		
STA. 878+00 - 934+27	1688	
TOTAL	8656	

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	FOOT
RURAL	
STA. 645+74 - 878+00	774
URBAN	
STA. 878+00 - 934+27	188
TOTAL	962

78001110 PAINT PAVEMENT MARKING - LINE 4 INCH

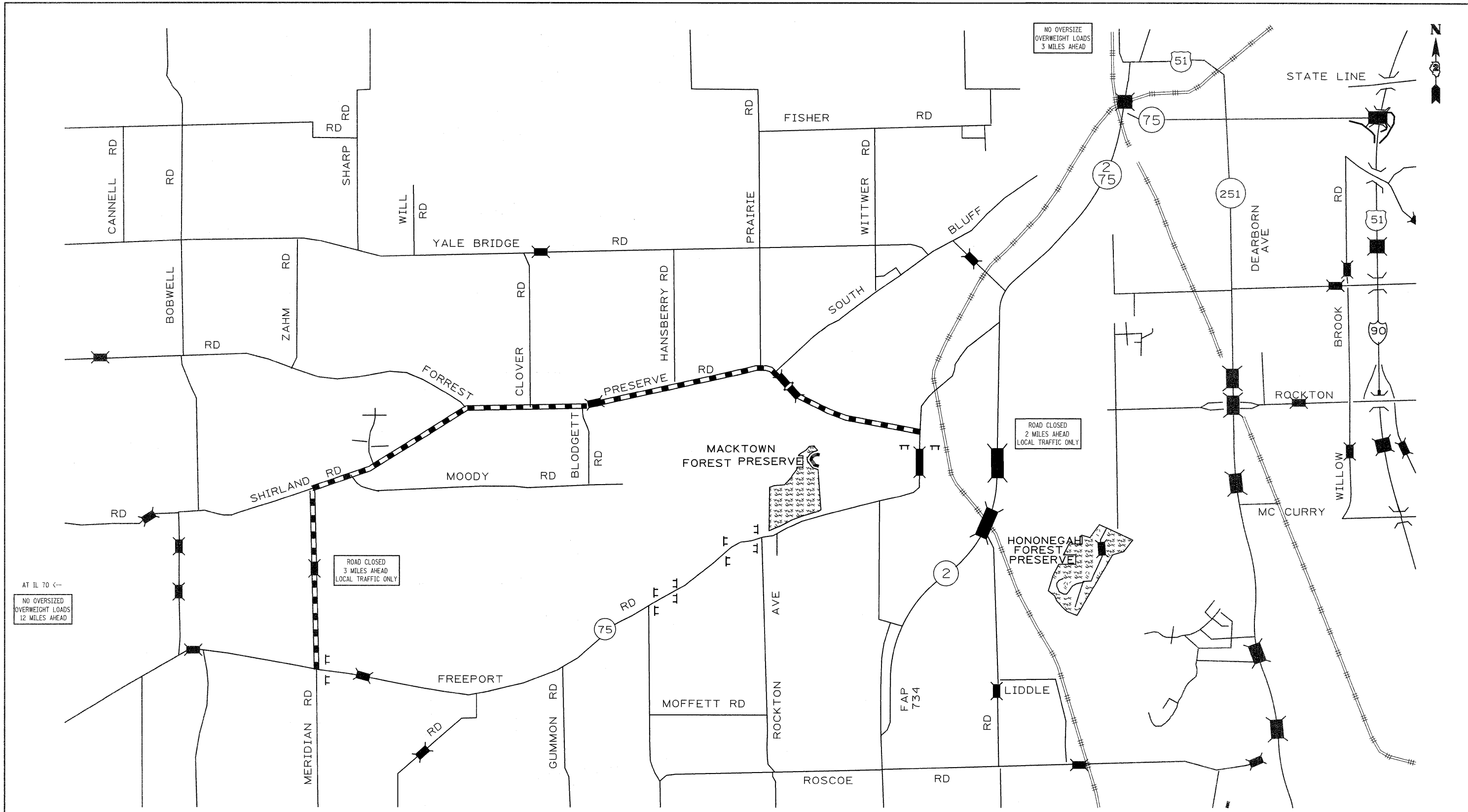
LOCATION	FOOT	REMARKS
(YELLOW) 2 Applications		
RURAL		
STA. 645+74 - 826+38	9032	Skip dash
STA. 826+38 - 835+53	2288	Solid Lt, Skip dash Rt
STA. 835+53 - 851+37	6336	Dbl. yellow
STA. 851+37 - 856+98	1403	Skip dash Lt, Solid Rt
STA. 856+98 - 860+32	167	Skip dash
STA. 860+32 - 869+99	2418	Solid Lt, Skip dash Rt
STA. 869+99 - 878+00	2003	Skip dash Lt, Solid Rt
	23645	
URBAN		
STA. 878+00 - 879+38	345	Skip dash Lt, Solid Rt
STA. 879+38 - 885+60	311	Skip dash
STA. 885+60 - 895+51	2478	Solid Lt, Skip dash Rt
STA. 895+51 - 899+53	1608	Dbl. yellow
STA. 899+53 - 907+01	1870	Skip dash Lt, Solid Rt
STA. 907+01 - 916+97	498	Skip dash
STA. 916+97 - 923+23	1565	Solid Lt, Skip dash Rt
STA. 923+23 - 923+99	304	Dbl. yellow
STA. 923+99 - 934+54	2828	Skip dash Lt, Solid Rt
	11806	

LOCATION	FOOT	REMARKS
RURAL		
MERIDIAN ROAD & IL 75		
STA. 700+33 - 701+77	582	Yellow Median
	582	

LOCATION	FOOT	REMARKS
RURAL		
MERIDIAN ROAD & SHIRLAND		
STA. 598+14 - 599+64	606	Yellow Median
	606	

LOCATION	FOOT	REMARKS
URBAN		
UNION STREET & IL 75		
STA. 86+65 - 89+60	1180	Double Yellow
	1180	

TOTAL (YELLOW) 37819



AT IL 70 ←
NO OVERSIZED
OVERWEIGHT LOADS
12 MILES AHEAD

ROAD CLOSED
3 MILES AHEAD
LOCAL TRAFFIC ONLY

ROAD CLOSED
2 MILES AHEAD
LOCAL TRAFFIC ONLY

DETOUR ROUTE

FILE NAME = c:\pwork\pwork\goff\j\08142282\d08430	USER NAME = goffjl det.dgn	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR ROUTE MAP			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

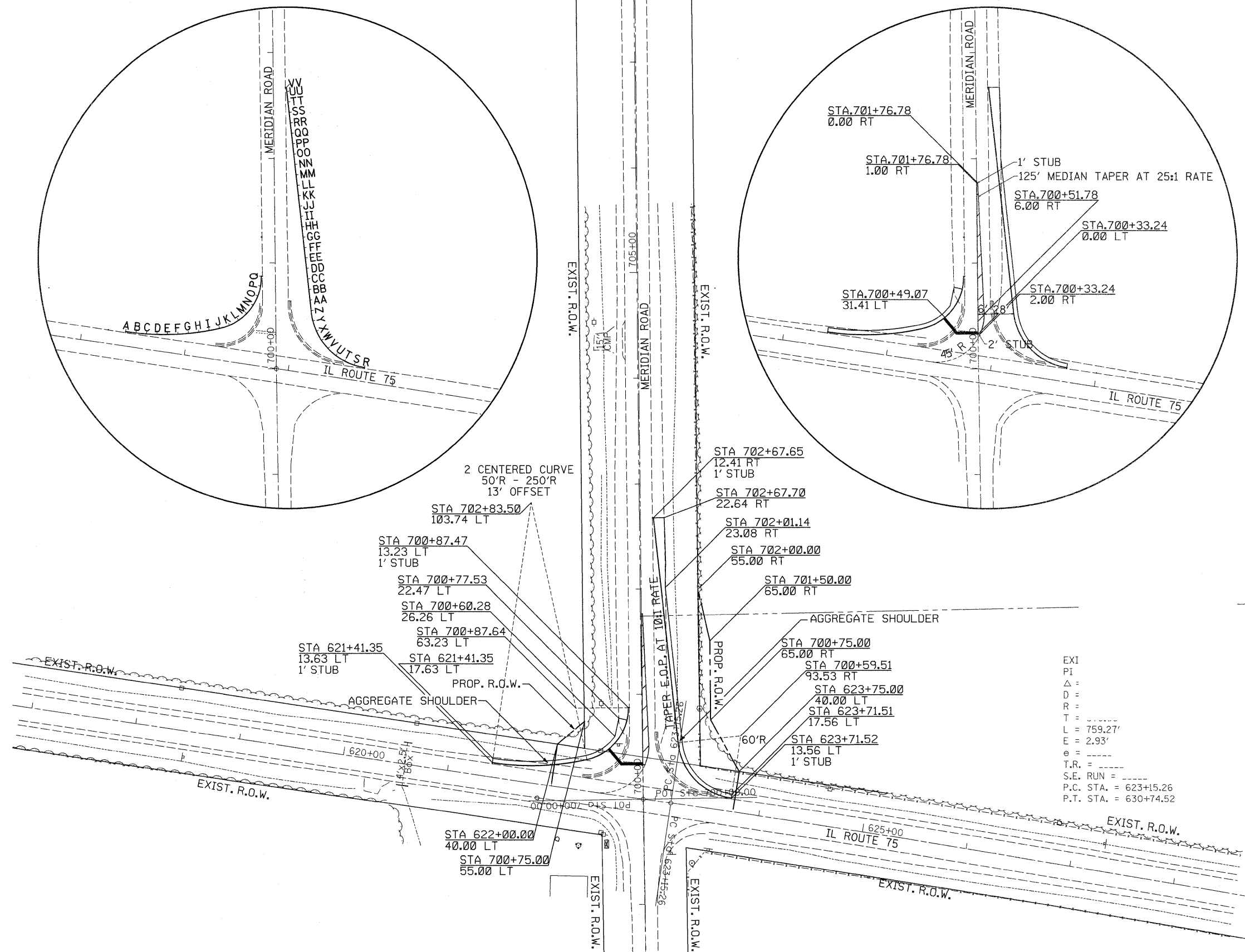
F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 36
CONTRACT NO. 64E89				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



FIGURE 1
PAVEMENT ELEVATIONS

FIGURE 2
PARVEMENT MARKING DETAILS
SEE DISTRICT STANDARD

LETTER	STATION	OFFSET	ELEVATIONS
A	621+41.35	13.63	730.98
B	621+51.35	13.83	730.99
C	621+61.33	14.42	730.98
D	621+71.28	15.42	730.97
E	621+81.18	16.81	730.96
F	621+91.02	18.59	730.95
G	622+00.78	20.77	730.94
H	622+10.45	23.33	730.93
I	622+20.00	26.28	730.92
J	622+29.43	29.61	730.91
K	622+38.42	33.95	730.90
L	622+46.37	39.99	730.89
M	700+52.49	27.67	730.88
N	700+60.26	21.40	730.87
O	700+68.94	16.86	730.86
P	700+78.53	14.07	730.85
Q	700+87.47	13.23	730.84
R	623+71.52	13.56	731.74
S	623+61.57	14.37	731.67
T	623+51.89	16.82	731.57
U	623+42.76	20.85	731.44
V	623+34.43	26.35	731.31
W	623+27.12	33.15	731.18
X	700+35.45	38.57	731.06
Y	700+44.90	35.33	730.96
Z	700+54.75	33.7	730.89
AA	700+64.70	32.71	730.82
BB	700+74.65	31.71	730.76
CC	700+84.60	30.72	730.70
DD	700+94.55	29.72	730.64
EE	701+04.50	28.73	730.59
FF	701+14.45	27.73	730.55
GG	701+24.40	26.74	730.51
HH	701+34.35	25.74	730.47
II	701+44.31	24.75	730.43
JJ	701+54.26	23.75	730.39
KK	701+64.21	22.76	730.35
LL	701+74.16	21.76	730.31
MM	701+84.11	20.77	730.27
NN	701+94.06	19.77	730.23
OO	702+04.01	18.78	730.19
PP	702+13.96	17.78	730.15
QQ	702+23.91	16.79	730.11
RR	702+33.86	15.79	730.07
SS	702+43.81	14.8	730.04
TT	702+53.76	13.8	730.01
UU	702+63.71	12.81	730.00
VV	702+67.65	12.41	729.99



EXI
PI
Δ =
D =
R =
T =
L = 759.27'
E = 2.93'
e =
T.R. =
S.E. RUN =
P.C. STA. = 623+15.26
P.T. STA. = 630+74.52

FIGURE 1
PAVEMENT ELEVATIONS

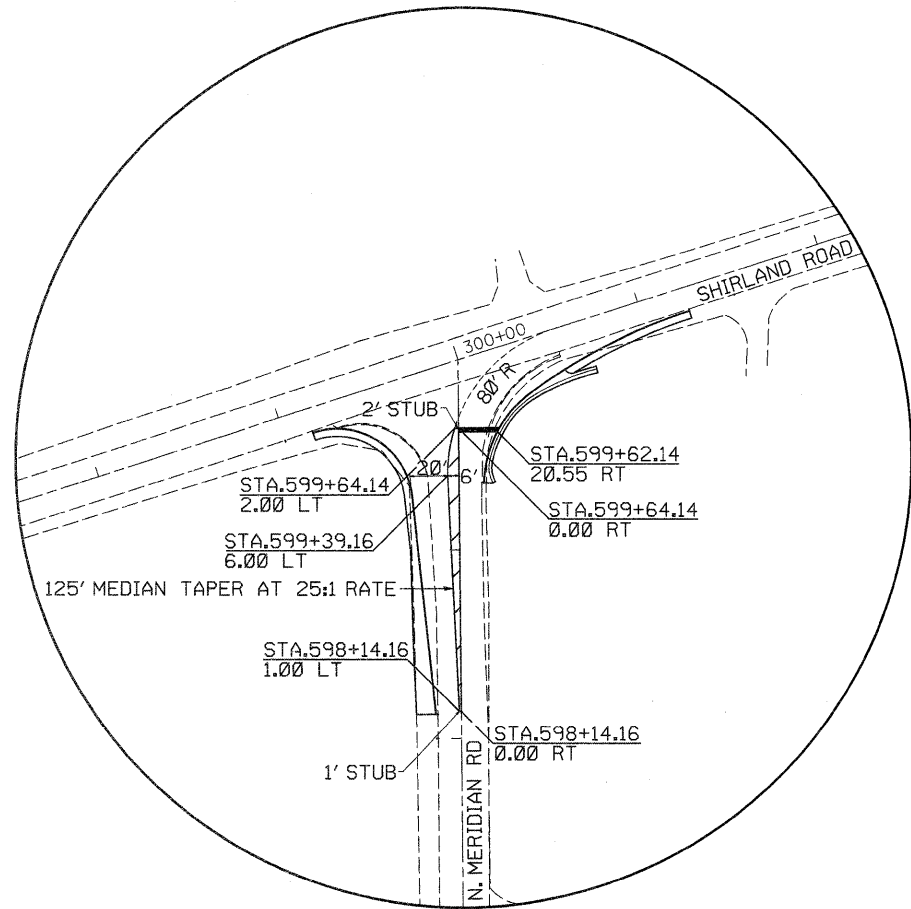
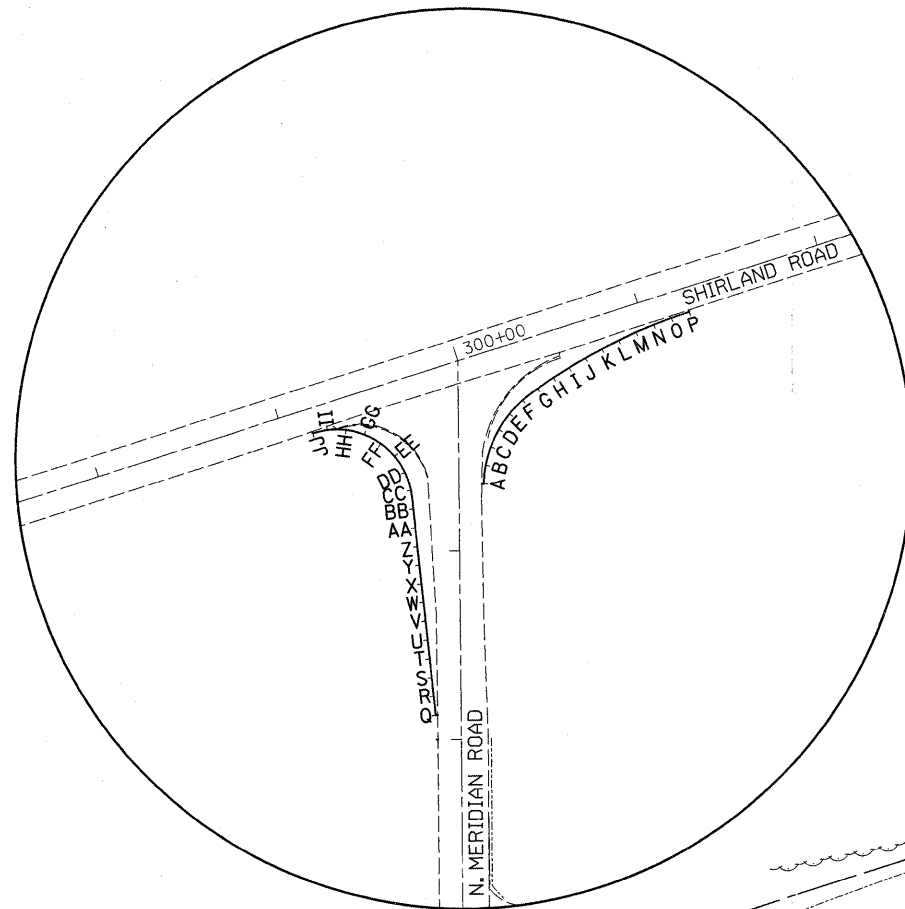
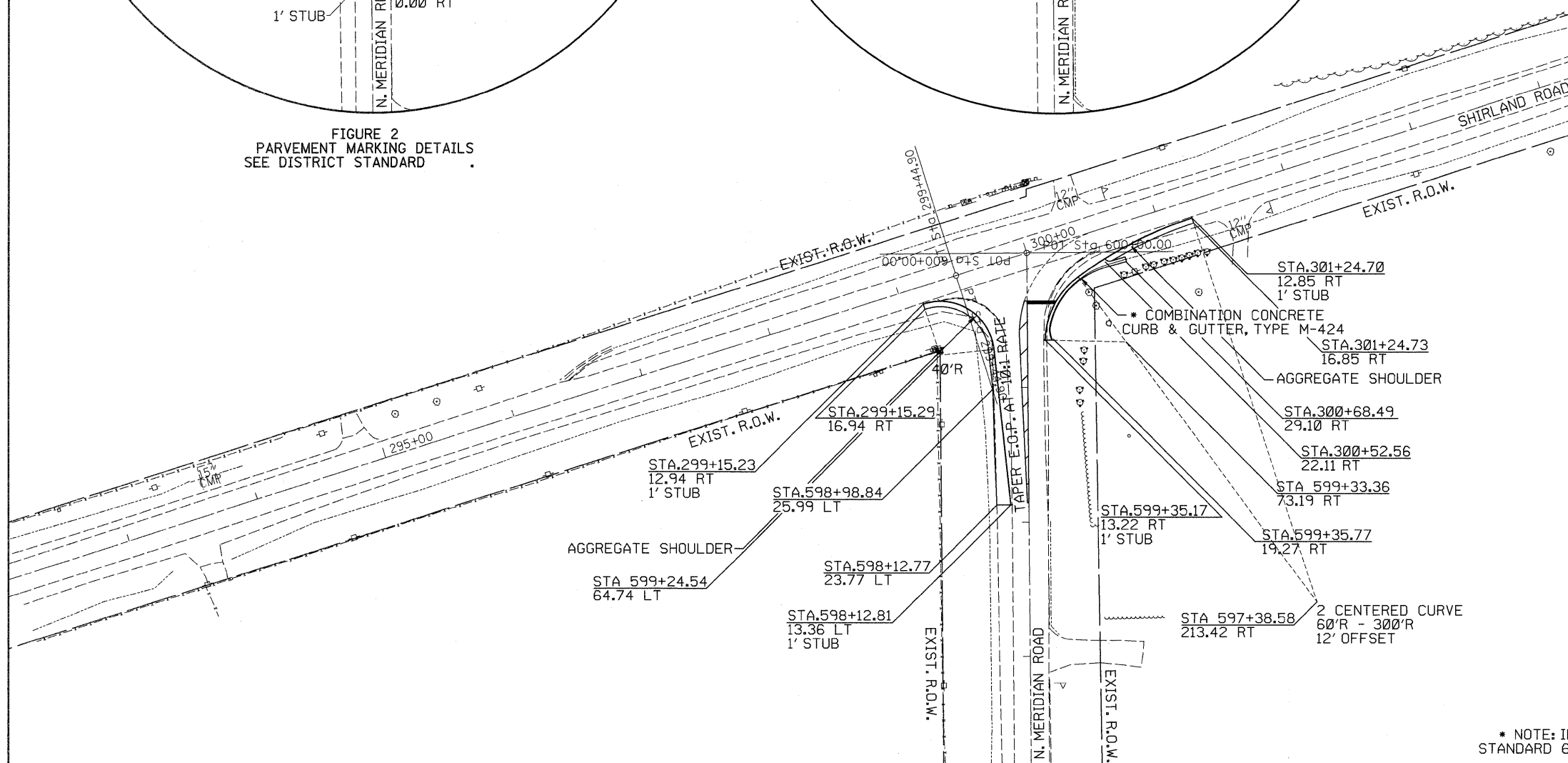


FIGURE 2
PAVEMENT MARKING DETAILS
SEE DISTRICT STANDARD



LETTER	STATION	OFFSET	ELEVATIONS
A	599+35.17	13.24	820.21
B	599+15.10	14.17	820.19
C	599+54.70	17.37	820.10
D	599+63.70	21.45	819.95
E	300+17.66	34.91	819.75
F	300+26.47	30.21	819.52
G	300+35.90	26.87	819.28
H	300+45.48	24.01	819.02
I	300+55.15	21.47	818.76
J	300+64.90	19.25	818.48
K	300+74.72	17.36	818.19
L	300+84.59	15.79	817.90
M	300+94.52	14.56	817.61
N	301+04.72	13.64	817.32
O	301+14.70	13.08	817.03
P	301+24.70	12.85	816.73
Q	598+12.82	13.35	818.79
R	598+22.72	14.34	818.89
S	598+32.72	15.34	819.02
T	598+42.67	16.33	819.14
U	598+52.62	17.33	819.22
V	598+62.57	18.32	819.28
W	598+72.52	19.32	819.34
X	598+82.47	20.31	819.40
Y	598+92.42	21.31	819.46
Z	599+02.37	22.30	819.52
AA	599+12.32	23.30	819.58
BB	599+22.27	24.29	819.64
CC	599+32.20	25.46	819.77
DD	599+41.67	28.57	820.11
EE	599+50.08	33.93	820.61
FF	599+56.91	41.21	821.19
GG	299+40.97	21.80	821.78
HH	299+32.48	16.55	822.28
II	299+22.96	13.57	822.64
JJ	299+15.23	12.94	822.86



* NOTE: INLET & OUTLET SHALL BE DONE ACCORDING TO STATE STANDARD 606201 EXCEPT CURB SHALL BE M-4.24 INSTEAD OF B-6.24



FIGURE 1
PAVEMENT ELEVATIONS

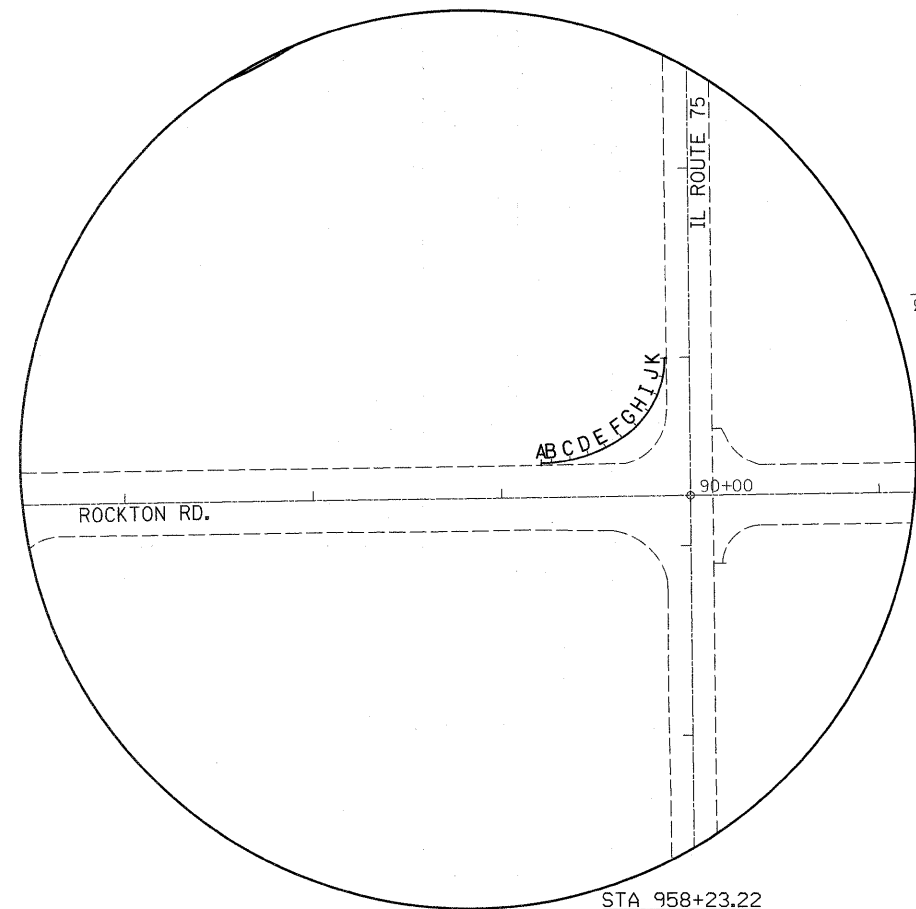
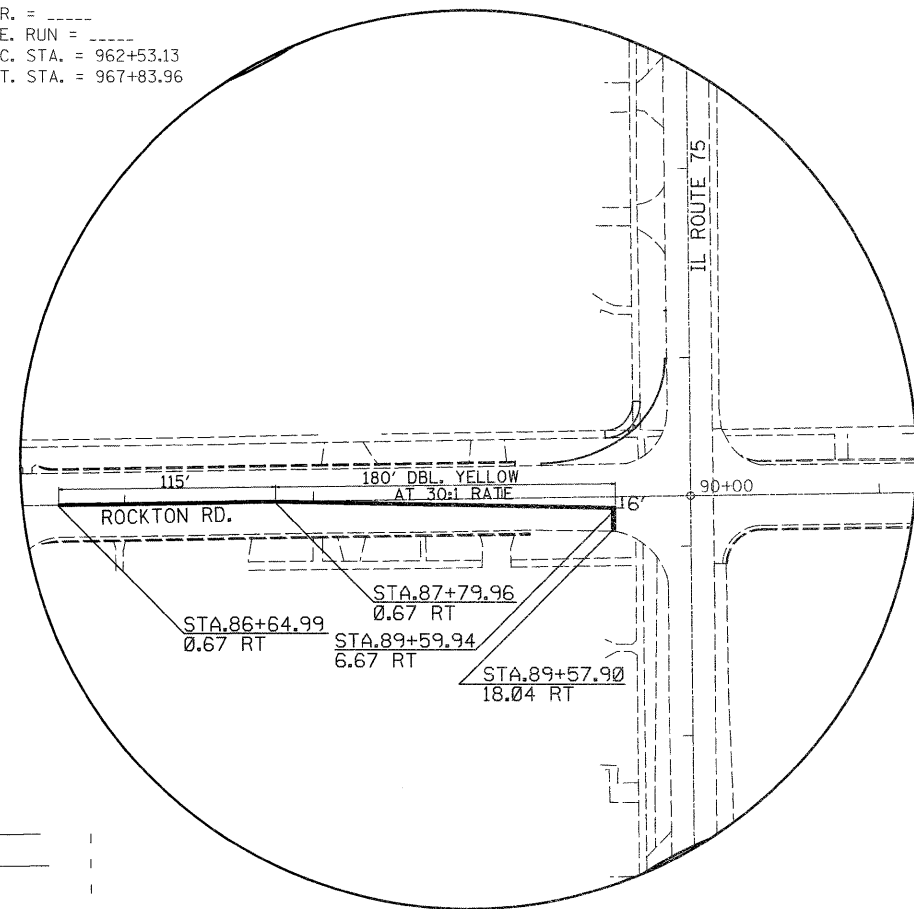
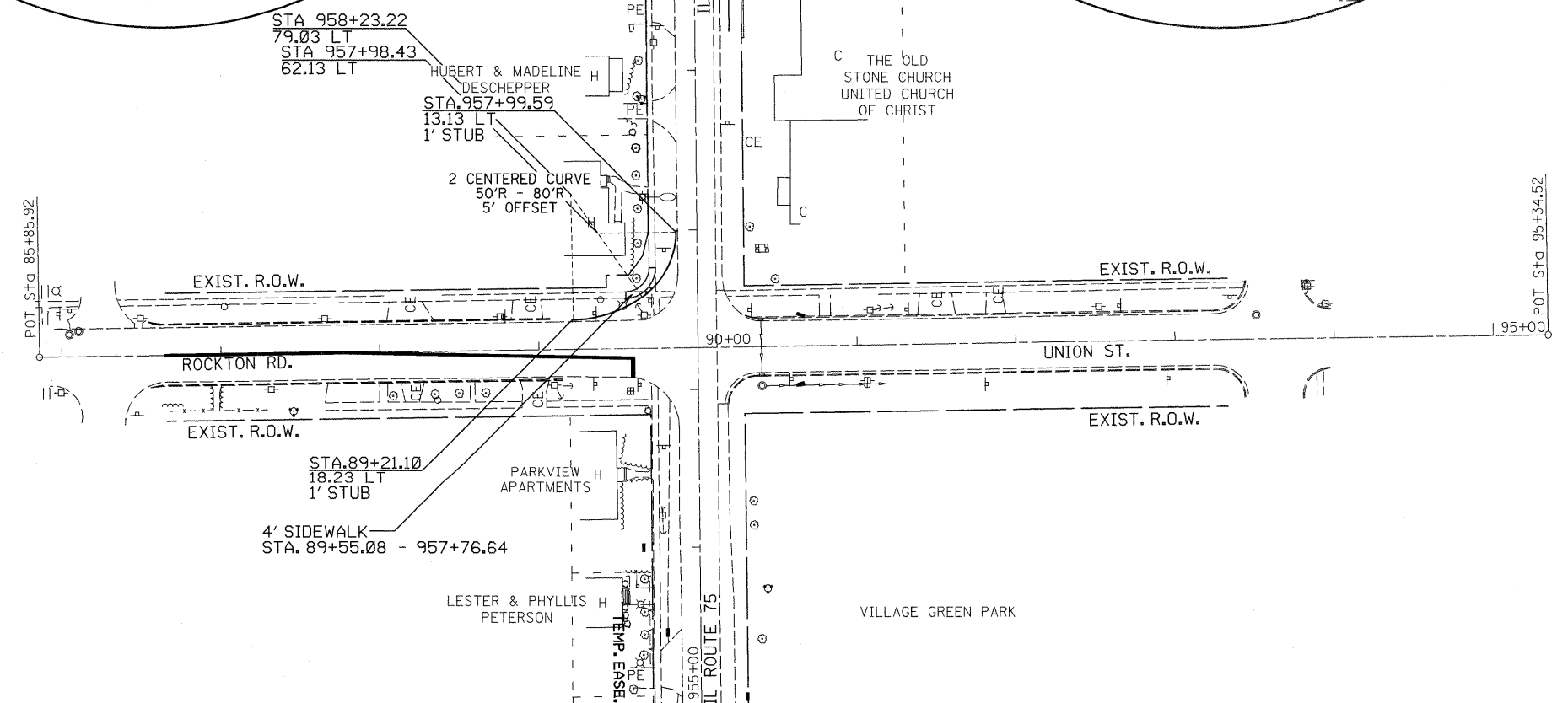


FIGURE 2
PARVEMENT MARKING DETAILS
SEE DISTRICT STANDARD



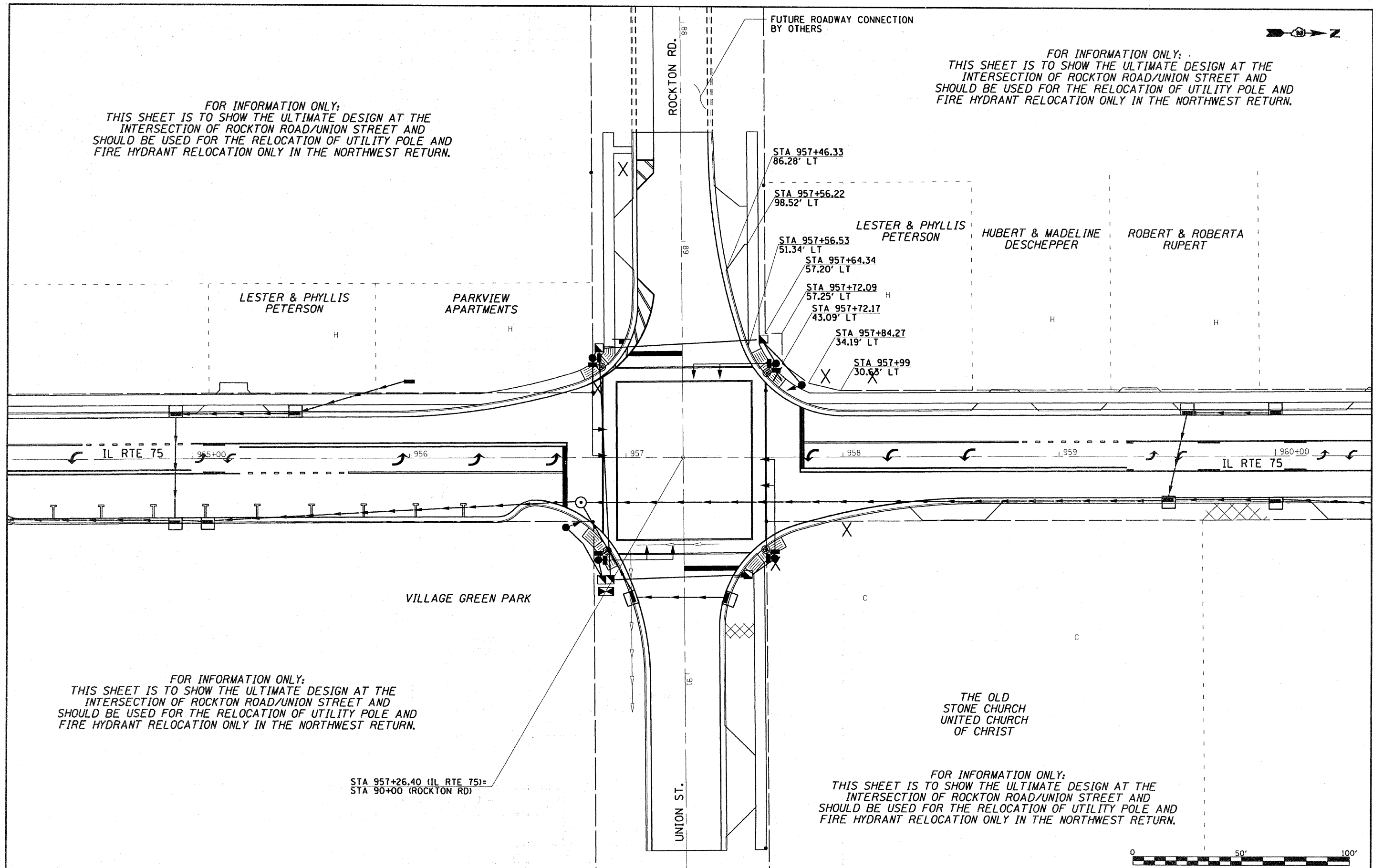
EXIST. CURVE A08000200
 PI STA. = 965+58.89
 $\Delta = 71^\circ 09' 23''$ (RT)
 $D = 13^\circ 24' 17''$
 $R = 427.43'$
 $T = 305.76'$
 $L = 530.83'$
 $E = 98.11'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 $P.C. \text{ STA.} = 962+53.13$
 $P.T. \text{ STA.} = 967+83.96$

LETTER	STATION	OFFSET	ELEVATIONS
A	958+00.00	12.13	743.27
B	957+89.66	14.09	743.23
C	957+80.11	17.01	743.13
D	957+71.33	21.77	742.87
E	957+63.67	28.17	742.58
F	89+64.20	31.23	742.49
G	89+55.51	26.30	742.42
H	89+46.27	22.50	742.34
I	89+36.62	19.87	742.06
J	89+26.73	18.47	741.77
K	89+21.11	17.23	741.72



FOR INFORMATION ONLY:
THIS SHEET IS TO SHOW THE ULTIMATE DESIGN AT THE
INTERSECTION OF ROCKTON ROAD/UNION STREET AND
SHOULD BE USED FOR THE RELOCATION OF UTILITY POLE AND
FIRE HYDRANT RELOCATION ONLY IN THE NORTHWEST RETURN.

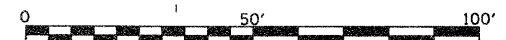
FOR INFORMATION ONLY:
THIS SHEET IS TO SHOW THE ULTIMATE DESIGN AT THE
INTERSECTION OF ROCKTON ROAD/UNION STREET AND
SHOULD BE USED FOR THE RELOCATION OF UTILITY POLE AND
FIRE HYDRANT RELOCATION ONLY IN THE NORTHWEST RETURN.



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FIRE HYDRANT RELOCATION ONLY IN THE NORTHWEST RETURN.

STA 957+26.40 (IL RTE 75)=
STA 90+00 (ROCKTON RD)



FILE NAME =	USER NAME = ncklausio	DESIGNED -	REVISD -
D:\Projects\Winnebago\64E89 IL 75 Culvert	ta and 3P combined\lance\Intersection for	DRAWN on d200002\jlp\playsheets.dgn	REVISD -
	PLOT SCALE = 42.2386' / IN	CHECKED -	REVISD -
	PLOT DATE = Fri Oct 09 11:01:13 2009	DATE -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

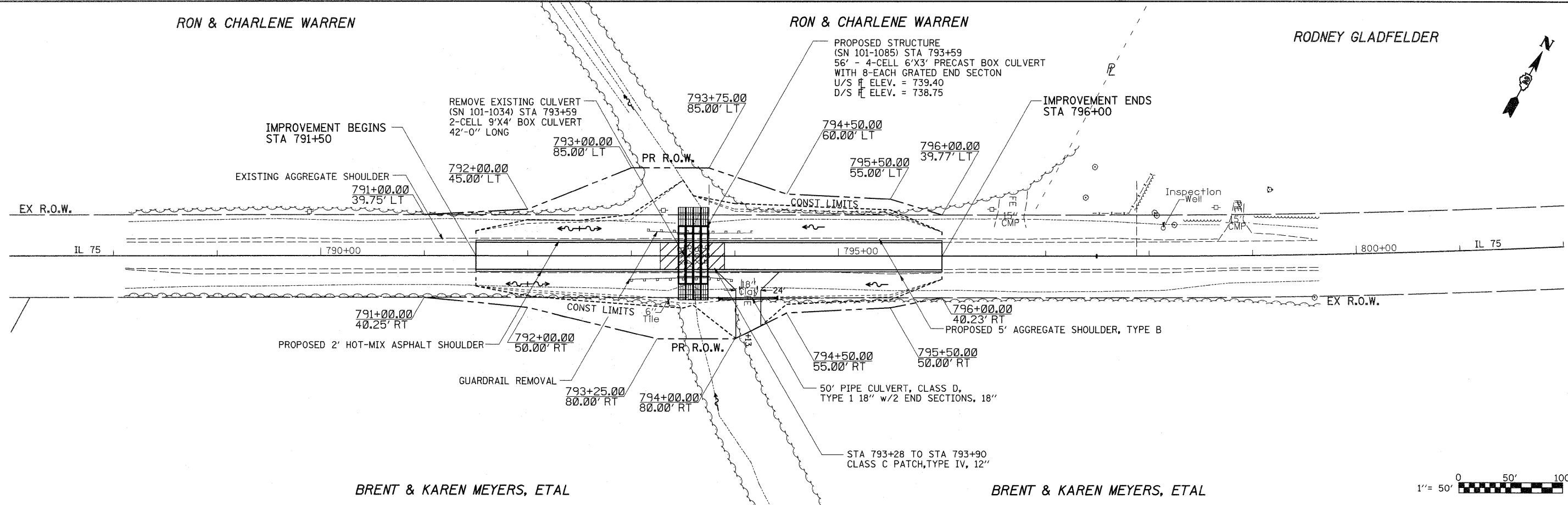
----- IL RTE 75 & -----		F.A.P. RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
----- ROCKTON ROAD -----		505	115 RS-2	WINNEBAGO	120	40
SCALE: _____		SHEET NO. ____ OF ____ SHEETS		STA. _____ TO STA. _____		CONTRACT NO. 64E89
ILLINOIS FED. AID PROJECT						

RON & CHARLENE WARREN

RON & CHARLENE WARREN

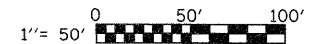
RODNEY GLADFELDER

DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
FILE NAME	
PLAN	
NOTE BOOK	
NO.	

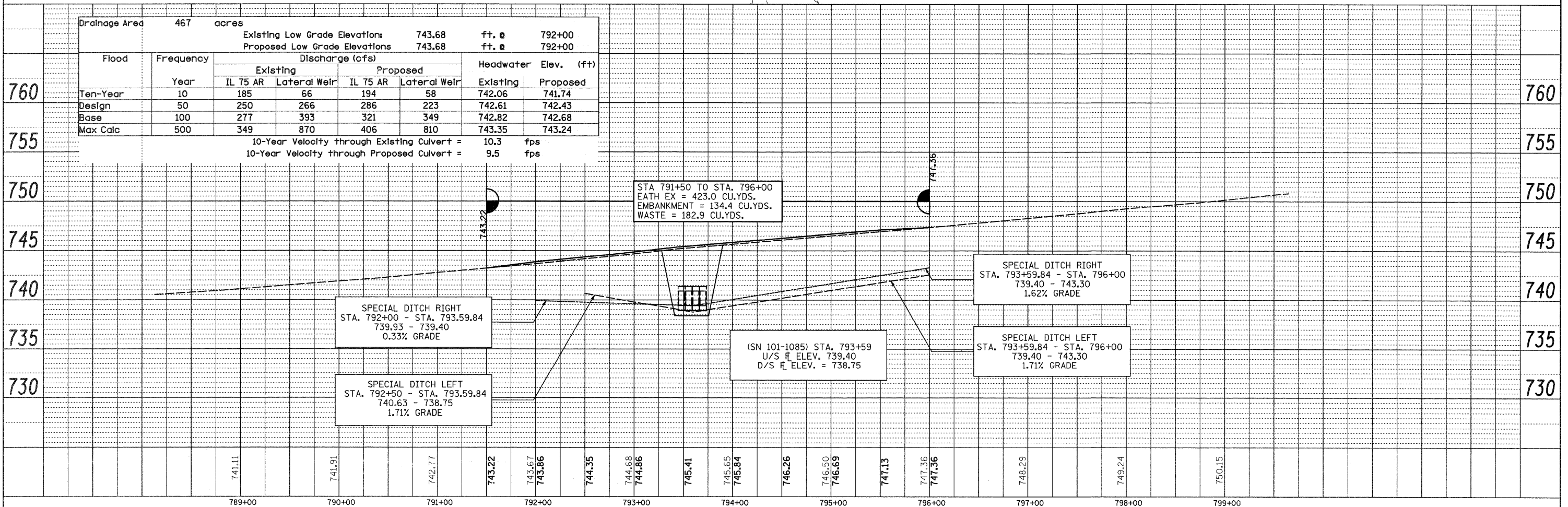


BRENT & KAREN MEYERS, ETAL

BRENT & KAREN MEYERS, ETAL



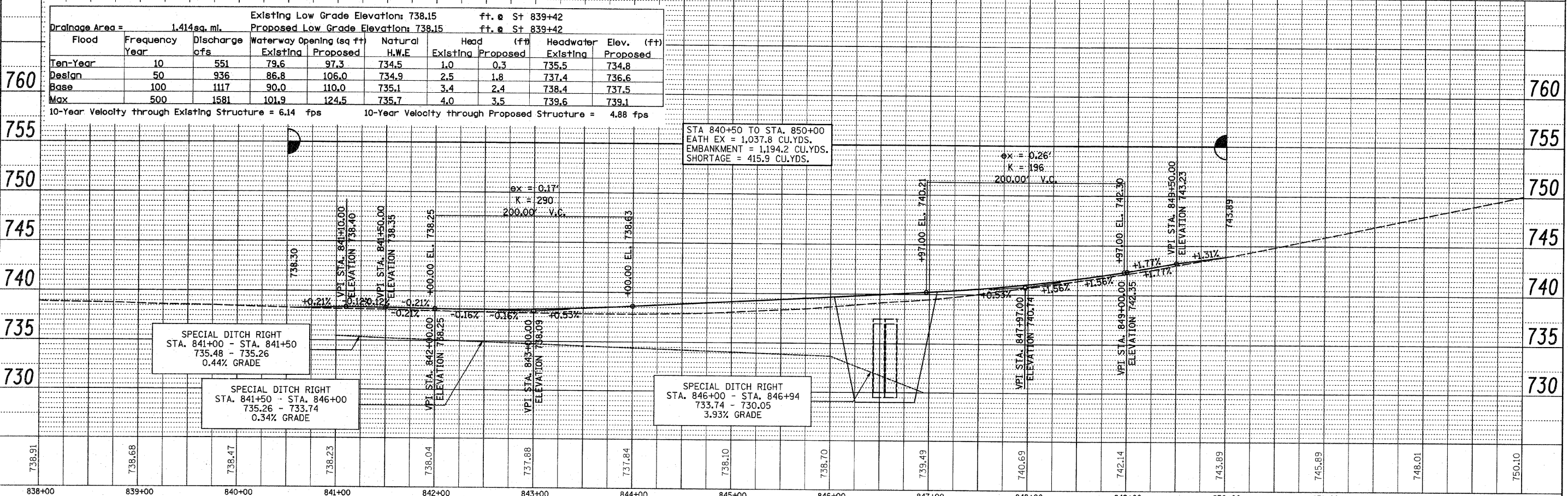
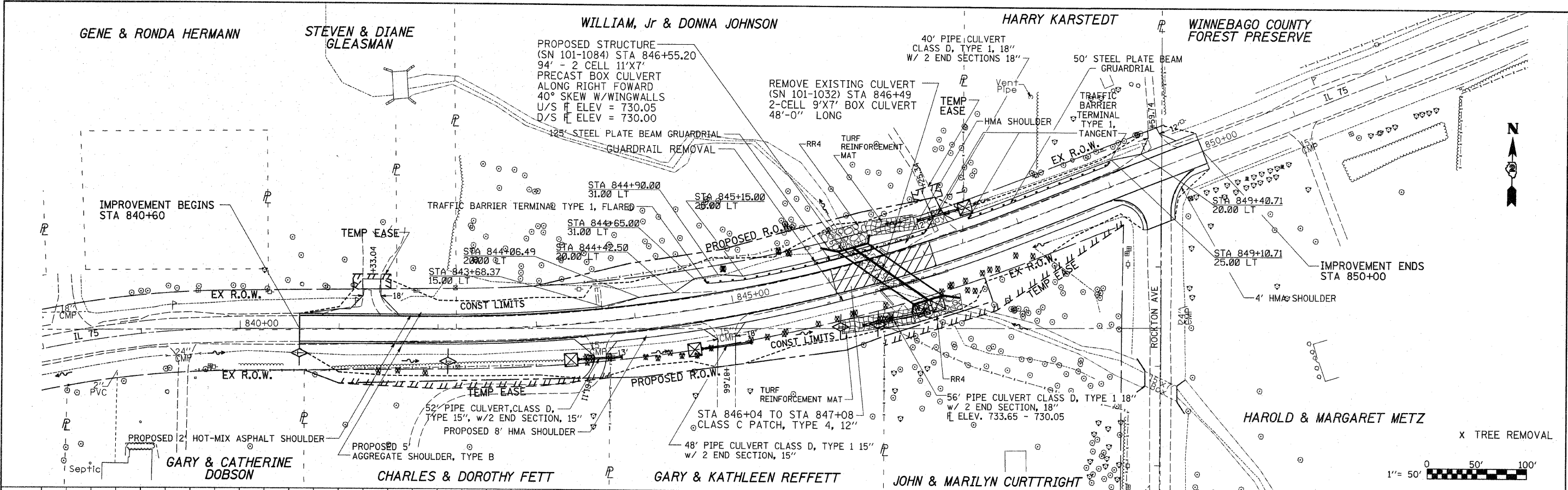
DATE	
BY	
SURVEYED	
GRADES CHECKED	
FILE NOTED	
STRUCTURE NOTATIONS CHRD	
PROFILE	
NOTE BOOK	
NO.	



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cr\pwork\pwsdot\goffjl\d0142202\d04309p	n1.dgn	DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION				505	115RS-2	WINNEBAGO	120	41
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -			SCALE: 1" = 50'		SHEET NO. OF SHEETS		STA. 789+00 TO STA. 799+00	CONTRACT NO. 64E89	
PLOT DATE = Fri Oct 09 12:01:06 2009	DATE -	REVISED -	REVISED -					FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DATE: _____
 BY: _____
 SURVEYED _____
 ALIGNED _____
 CHECKED _____
 NOTE BOOK _____
 NO. _____
 PLANNED _____
 FILE NAME _____

DATE: _____
 BY: _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATIONS CHFD



FILE NAME =	USER NAME = dasedd	DESIGNED -	REVISED -	STATE OF ILLINOIS	IL 75 PLAN & PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\11\11001\DOSSDD\0142222\0143091.dgn		DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 50'	505	11SR5-2	WINNEBAGO	120	42
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SHEET NO. OF SHEETS					
PLOT DATE = Thu Nov 12 14:53:56 2009		DATE -	REVISED -		STA. 838+00 TO STA. 853+00					CONTRACT NO. 64E89
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Bench mark: Chiseled square on headwall,
Sta. 848+90.89, 210.8433' Rt. Elev. 741.385

Existing structure: SN 101-1032 Sta 846+49
2-cell 9'x7' box culvert 48'-0" long.
Traffic to be detoured during construction.

No salvage.

Proposed improvements: Existing structure
to be removed and replaced with a 2-cell
11'x7' precast concrete box culvert
with cast-in-place end sections.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL QUANTITY
Stone Riprap, Class A4	Sq Yd	245.0
Filter Fabric	Sq Yd	245.0
Removal of Existing Structures No. 2	Each	1
Reinforcement Bars	Pound	19,440
Reinforcement Bars, Epoxy Coated	Pound	390
Name Plates	Each	1
Concrete Box Culverts	Cu Yd	97.0
Precast Concrete Box Culverts, 11'x7'	Foot	132.0

DESIGN SPECIFICATIONS

AASHTO 2002 Specifications

LOADING HS20-44

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

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
PRECAST UNITS
 $f'_c = 5,000$ psi
 $f_y = 65,000$ psi (Welded Wire Fabric)

GENERAL NOTES:

- Slope flow line of the extension at the same rate as the flow line of the box.
- See plan and profile sheet for more information.
- See culvert location plans for more information.
- Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.
- Exposed edges shall have a 3/4" chamfer.
- Culvert flows must be maintained throughout the project. Normal flow shall be allowed to pass at the rate it enters the job site. High flows shall be allowed pass to without causing damage to upstream properties.
- The contractor shall clean out culvert stream flow to the right of way lines. The cost shall be included in the contract unit price for Precast Concrete Box Culverts, 11'x7'.
- Structure excavation and grading around ends of culvert shall be included in the contract unit price for Precast Concrete Box Culverts, 11'x7'.
- The precast concrete box culvert shall conform to the requirements of AASHTO M273 (design fill height = 2'-0"). See Special Provisions.

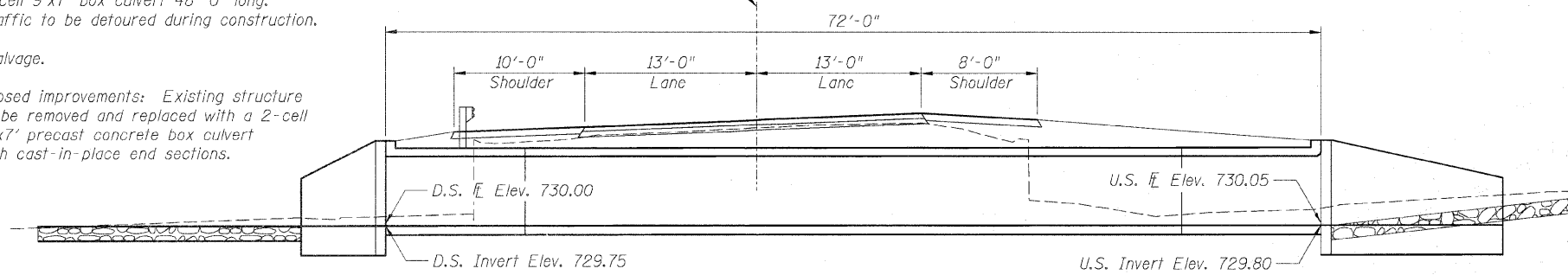
INDEX OF DRAWINGS

Sheet No.	Sheet Title
1.	General Plan & Elevation
2.	North End Plan
3.	South End Plan
4.	Sections I
5.	Sections II
6.	Elevation & Details
7.	Wingwalls A & D Details
8.	Wingwalls B & C Details
9.	Reinforcement Details

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	Upstream	Downstream
	726.80	726.75

CL IL Rt. 75



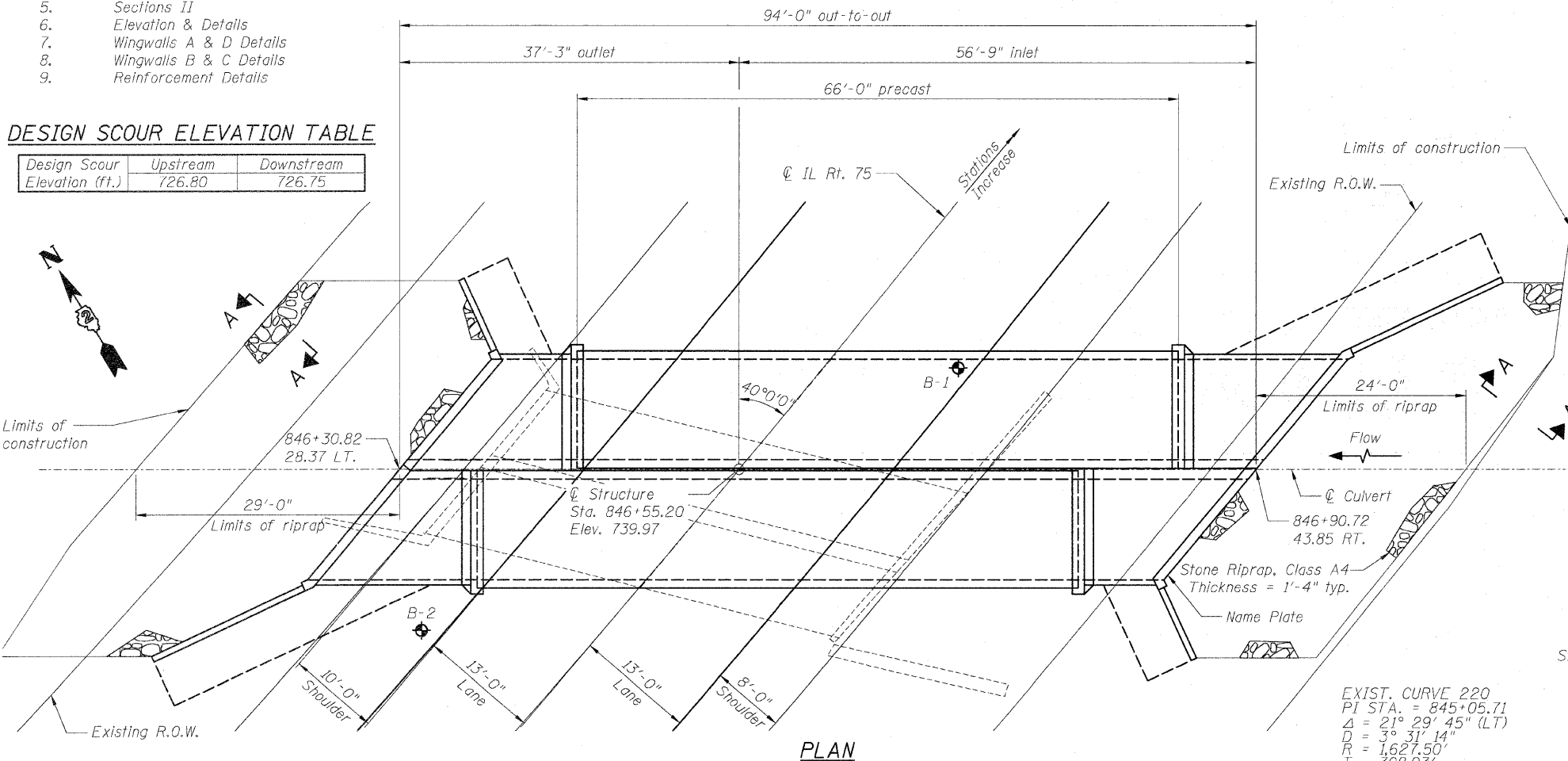
LONGITUDINAL SECTION

Measured perpendicular to CL of roadway

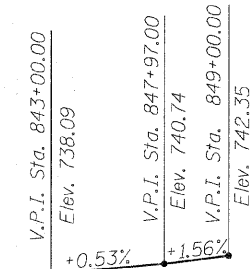
STATION 846+55.20
BUILT 20__ BY __
STATE OF ILLINOIS
F.A.P. RT. 505 SEC. 115RS-2
LOADING HS20-44
STRUCTURE NO. 101-1084

NAME PLATE

See Std. 515001



PLAN



PROFILE GRADE

(Along CL IL 75)

I certify that to the best of my knowledge, information and belief, this culvert design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Standard Specifications for Highway Bridges".

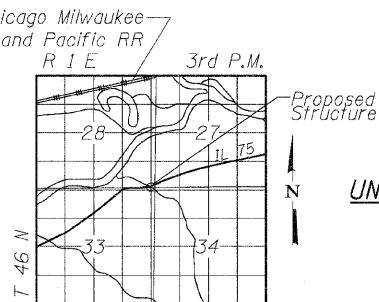
Brian J. Malone 7-15-2009
Illinois Structural No. 081-006002



Expires 11-30-2010

EXIST. CURVE 220
PI STA. = 845+05.71
 $\Delta = 21^\circ 29' 45''$ (LT)
 $D = 3^\circ 31' 14''$
 $R = 1,627.50'$
 $T = 308.93'$
 $L = 610.59'$
 $E = 29.06'$
I.R. = _____
S.E. RUN = _____
P.C. STA. = 841+96.78
P.T. STA. = 848+07.38

HORIZONTAL CURVE DATA



LOCATION SKETCH

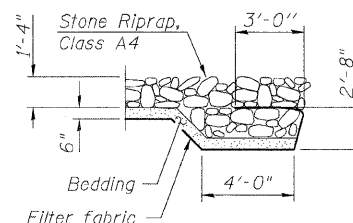
GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 75 OVER
UNNAMED TRIBUTARY TO PECATONICA RIVER
F.A.P. ROUTE 505 - SECTION 115RS-2
WINNEBAGO COUNTY
STATION 846+55.20
STRUCTURE NO. 101-1084

WATERWAY INFORMATION

Drainage Area = 1.414 sq. mi. Low Grade Elev. 738.15 @ Sta. 839+42

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
Ten year	10	551	79.6	97.3	734.5	1.0	0.3	735.5	734.8
Design	50	936	86.8	106.0	734.9	2.5	1.8	737.3	736.6
Base	100	1117	90.0	110.0	735.1	3.4	2.4	738.4	737.5
Max. calc.	500	1581	101.9	124.5	735.7	4.0	3.5	739.6	739.1

10-year velocity through Existing structure = 5.85 fps
10-year velocity through Proposed structure = 4.87 fps



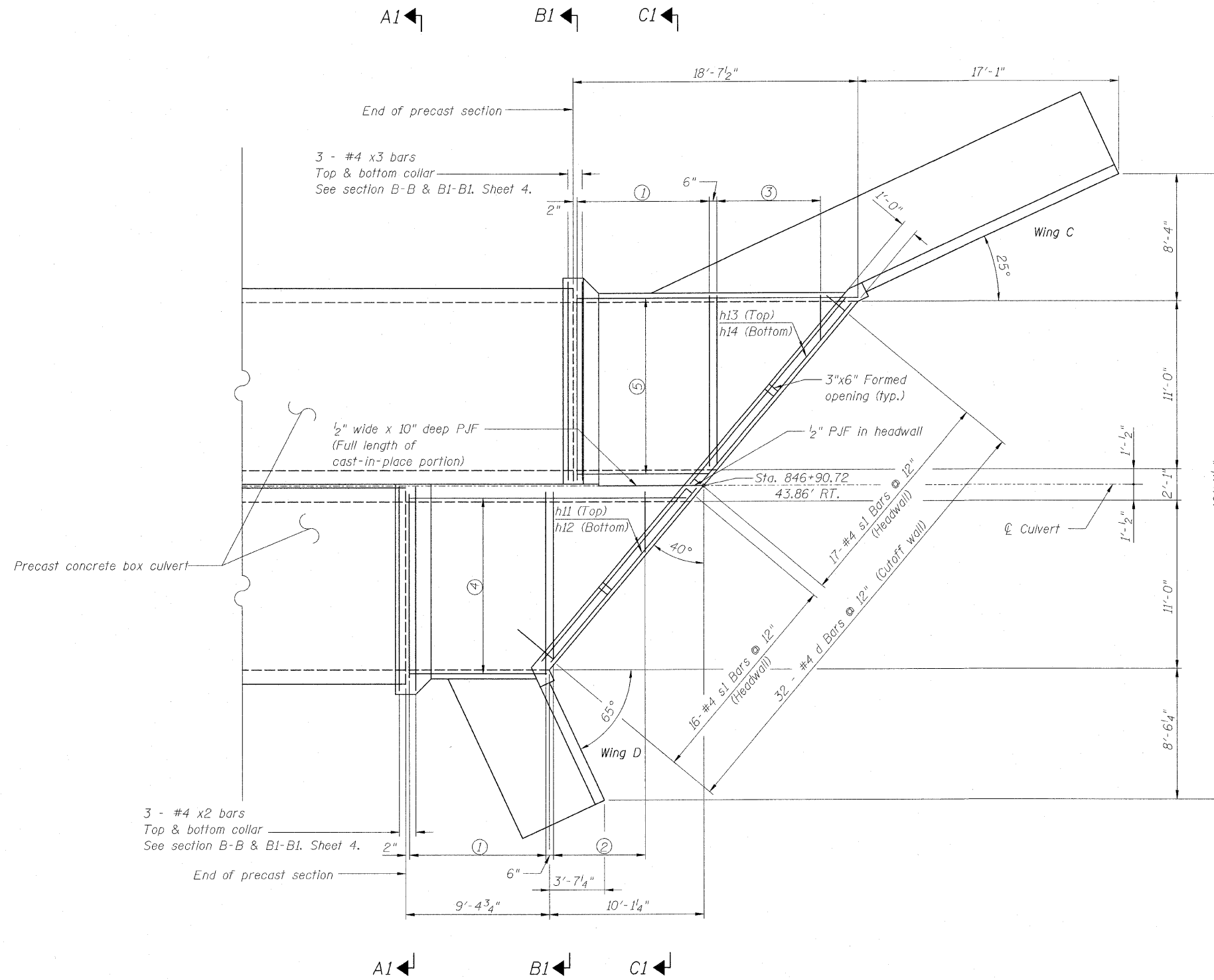
SECTION A-A



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2500 North Frontage Road . Darien . IL 60561
630.969.7000 630.969.7979 fax
Design Firm Registration 184-000451

SHEET NO. 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	505	115RS-2	WINNEBAGO	120	43
STA. 791+50 TO STA. 796+00		CONTRACT NO. 64E89			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



LEGEND

T.T. = Top of top slab
B.T. = Bottom of top slab
T.B. = Top of bottom slab
B.B. = Bottom of bottom slab

NOTE:

- ① 17 - #8 a bars @ 6" = 8'-0" (B.T. & T.B.)
5 - #4 a3 bars @ 24" = 8'-0" (B.B.)
6 - #5 a6 bars @ 18" = 7'-6" (T.T.)
- ② 17 - #8 a1 bars @ 6" = 8'-0" (B.T. & T.B.)
4 - #4 a4 bars @ 24" = 6'-0" (B.B.)
6 - #5 a7 bars @ 18" = 7'-6" (T.T.)
- ③ 17 - #8 a2 bars @ 6" = 8'-0" (B.T. & T.B.)
4 - #4 a5 bars @ 24" = 6'-0" (B.B.)
6 - #5 a8 bars @ 18" = 7'-6" (T.T.)
- ④ 23 - #6 h bars @ 6" = 11'-0" (B.T.)
12 - #5 h10 bars @ 12" = 11'-0" (B.B. & T.B.)
12 - #4 h19 bars @ 12" = 11'-0" (T.T.)
- ⑤ 23 - #6 h1 bars @ 6" = 11'-0" (B.T.)
12 - #5 h10 bars @ 12" = 11'-0" (B.B. & T.B.)
12 - #4 h19 bars @ 12" = 11'-0" (T.T.)
- ⑥ 6" (a, a1, a2)
24" (a3, a4, a5)
18" (a6, a7, a8)

See Sheets 4 & 5 of 9 for Sections A1-A1, B1-B1 and C1-C1.

SOUTH END PLAN
STRUCTURE NO. 101-1084

PLAN



Wight & Company
2500 North Frontage Road . Darien . IL60561
630.969.7000 630.969.7979 fax
Design Firm Registration 184-000451

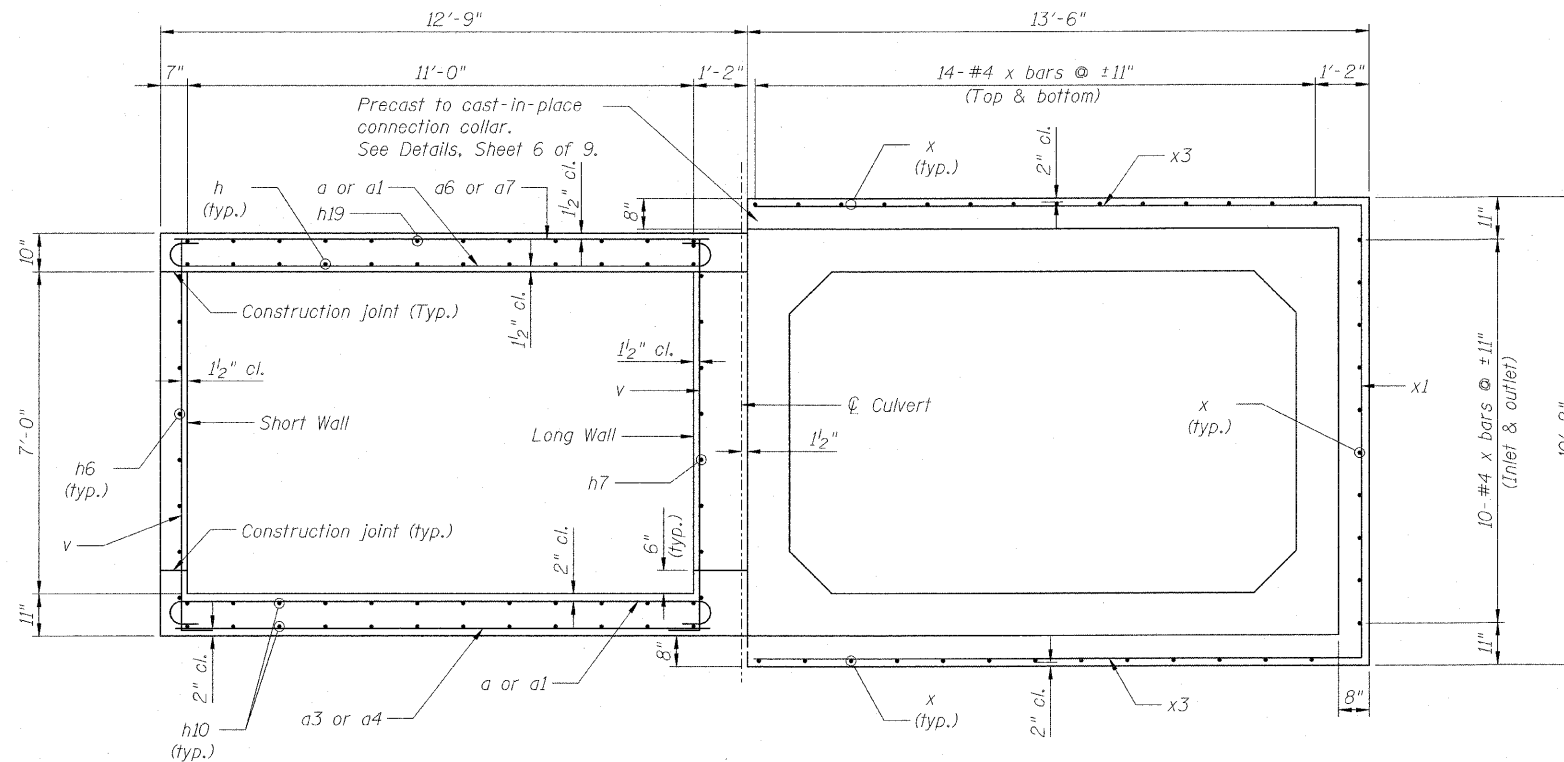
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FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

DESIGNED	BJM
CHECKED	MAS
DRAWN	TMF / JNH
CHECKED	BRT

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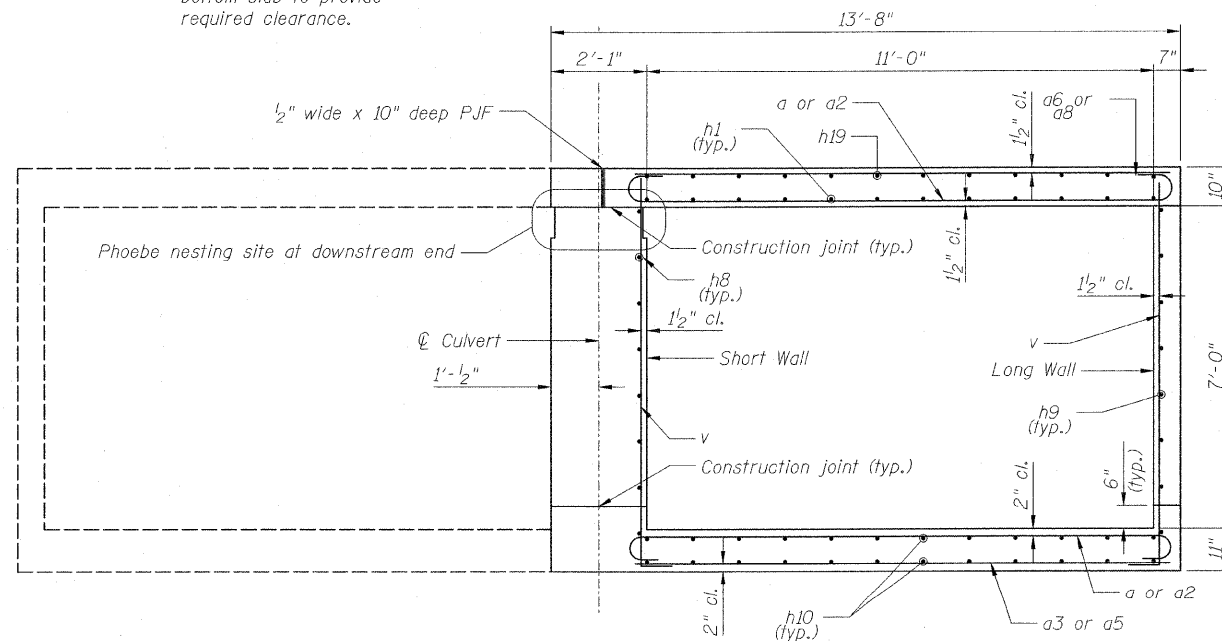
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DEPARTMENT OF TRANSPORTATION



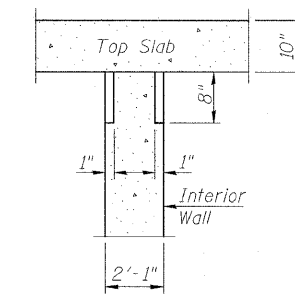
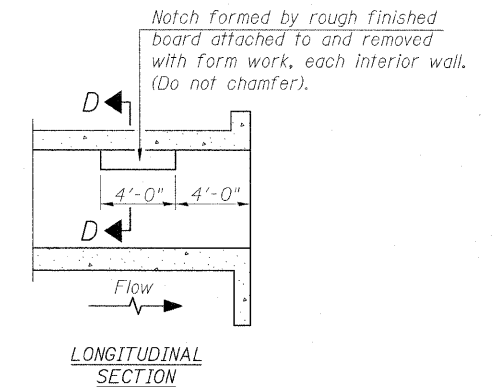
SECTION B-B & B1-B1

Note:
Tilt hook bars in top and bottom slab to provide required clearance.



SECTION C-C & C1-C1

Note:
Tilt hook bars in top and bottom slab to provide required clearance.



SECTION D-D
PHOEBE NESTING
SITE DETAILS
(Downstream End Only)

SECTIONS II
STRUCTURE NO. 101-1084

DESIGNED	BJM
CHECKED	MAS
DRAWN	TMF / JNH
CHECKED	BRT

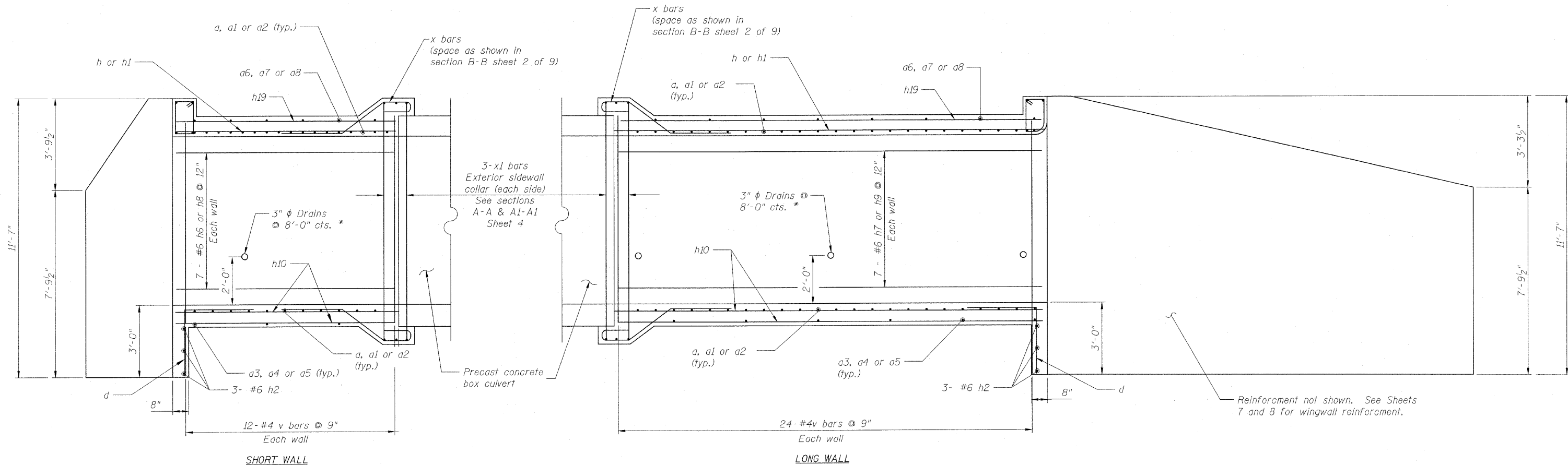


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SHEET NO. 5	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

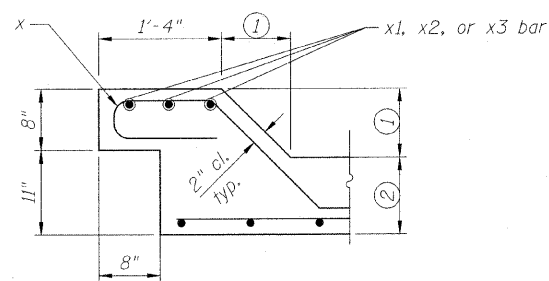
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DEPARTMENT OF TRANSPORTATION



ELEVATION

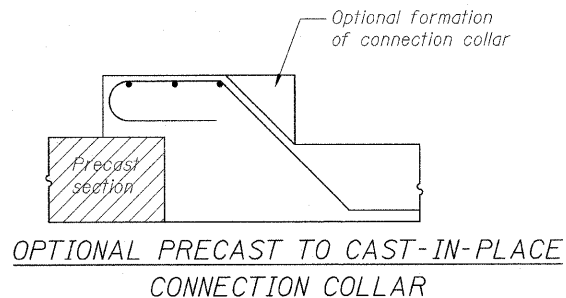
* Drains shall be located in exterior walls only.



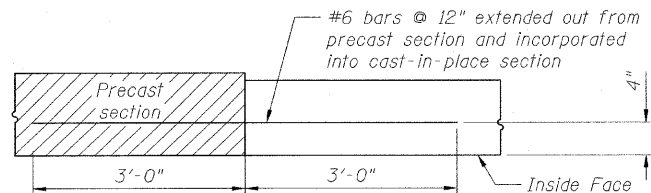
COLLAR TABLE		
	①	②
Top slab	9"	10"
Sidewalls	12"	7"
Bottom slab	8"	11"

PRECAST TO CAST-IN-PLACE CONNECTION COLLAR

(Barrel reinforcement not shown unless otherwise noted)



(Barrel reinforcement not shown unless otherwise noted)

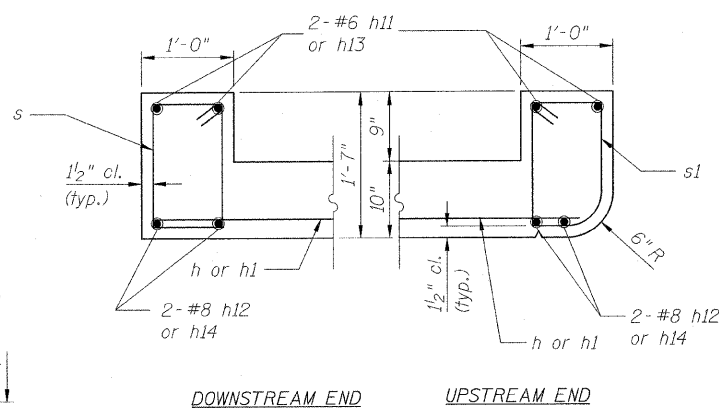


OPTIONAL PRECAST TO CAST-IN-PLACE CONNECTION

(Barrel reinforcement not shown unless otherwise noted)

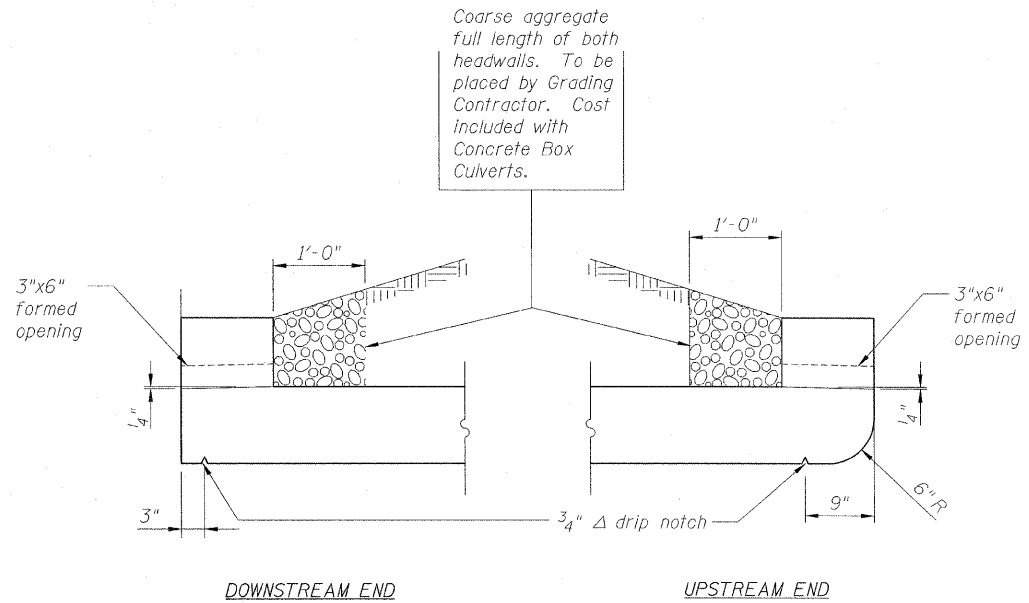
Connection Collar Notes:

1. Additional concrete used for the optional collar formation will be provided at the contractor's expense.
2. In lieu of cast-in-place collar, the reinforcement may be extended out of the last precast section and incorporated into the cast-in-place section (See detail).



HEADWALL DETAILS

(Barrel reinforcement not shown unless otherwise noted)



DRAIN DETAILS

**ELEVATION & DETAILS
STRUCTURE NO. 101-1084**



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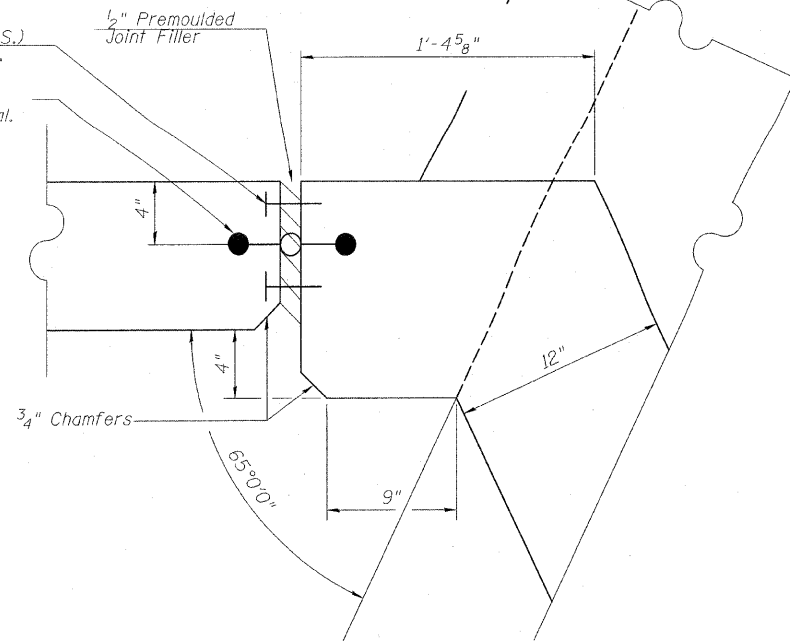
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FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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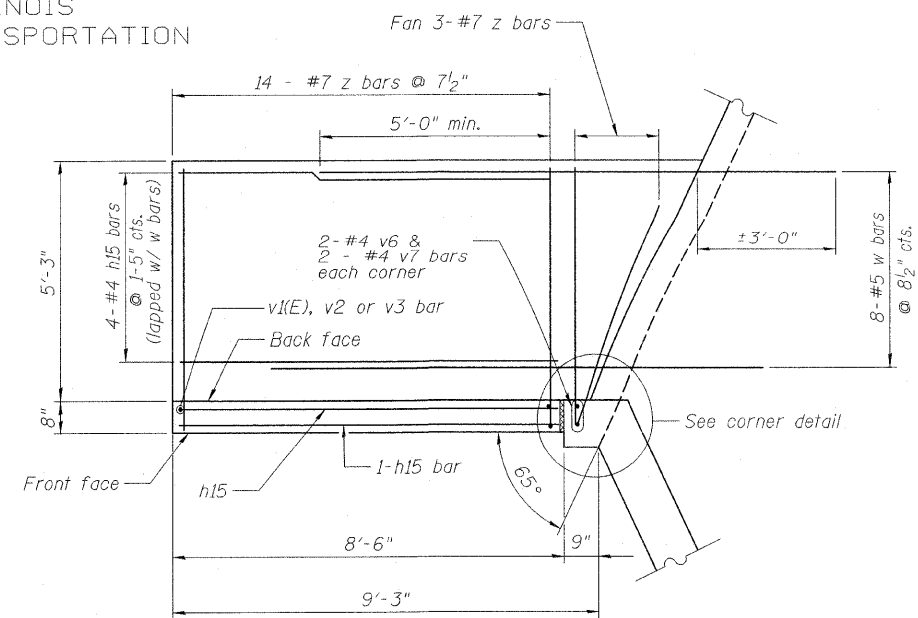
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Concrete Nails (Flat Hd. C.S.)
1" long at 12" cts. vertical.

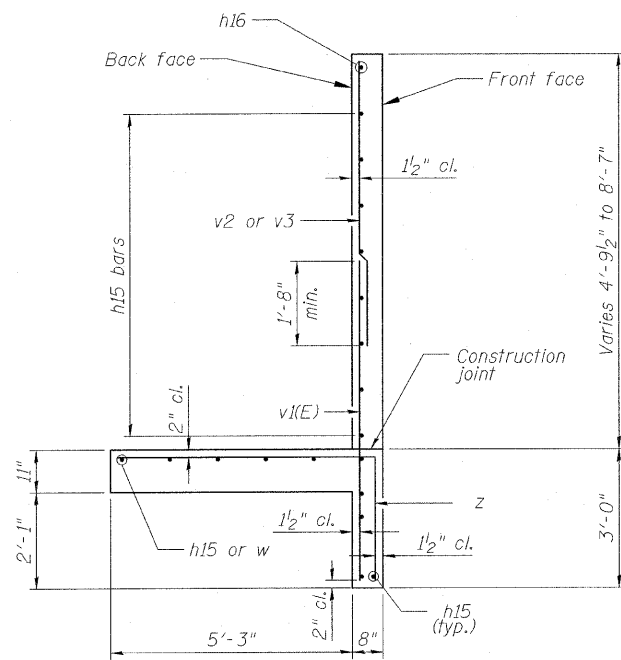
6" Hollow bulb type
nonmetallic water seal.
(6" from top of wall
to top of footing)



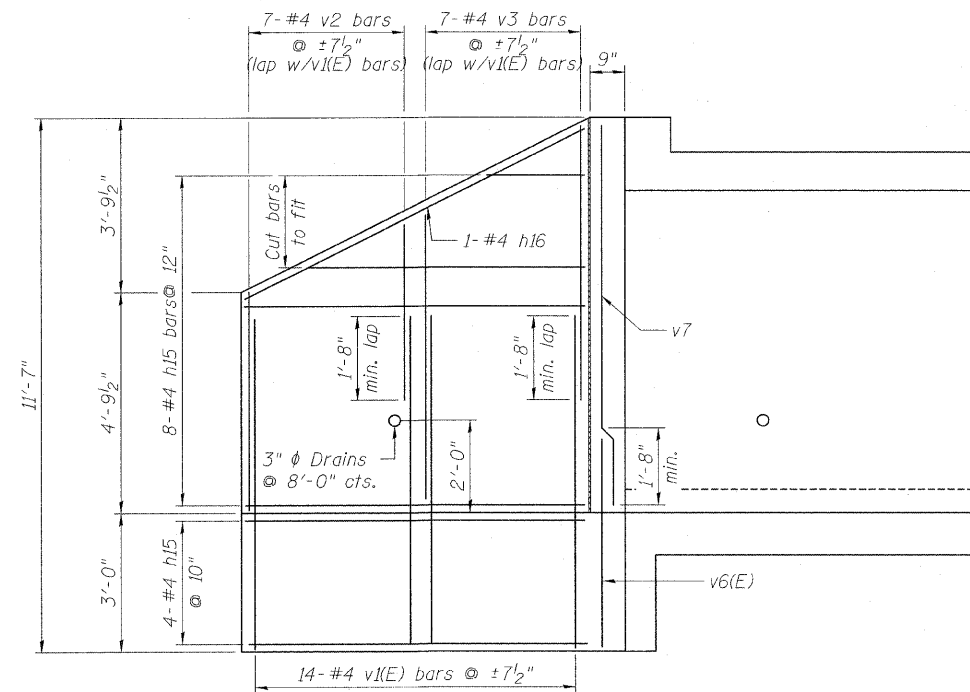
CORNER DETAIL



WINGS A & D PLAN



WINGS A & D TYPICAL ELEVATION



WINGS A & D ELEVATION

LEGEND
B.F. = Back face
F.F. = Front face
E.F. = Each face

Allowable Bearing Pressure = 6000 psf
Maximum Soil Pressure = 2900 psf

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DESIGNED	BJM
CHECKED	MAS
DRAWN	TMF / JNH
CHECKED	BRT

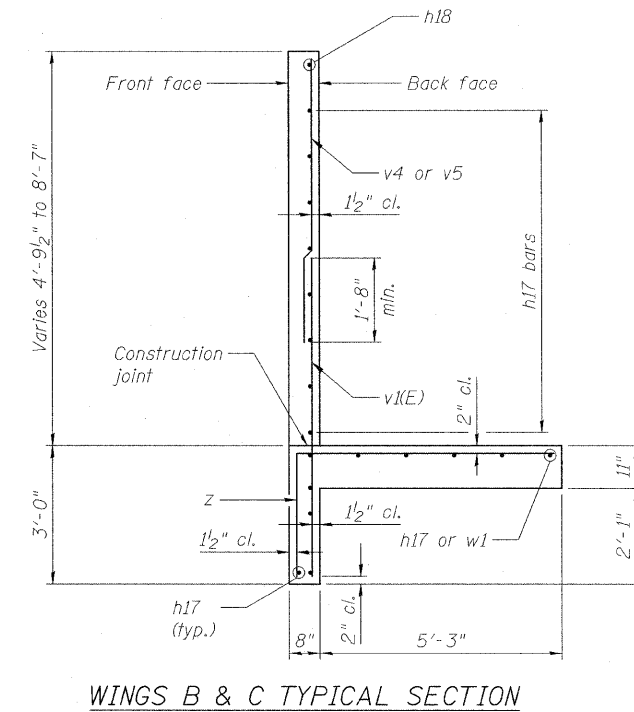
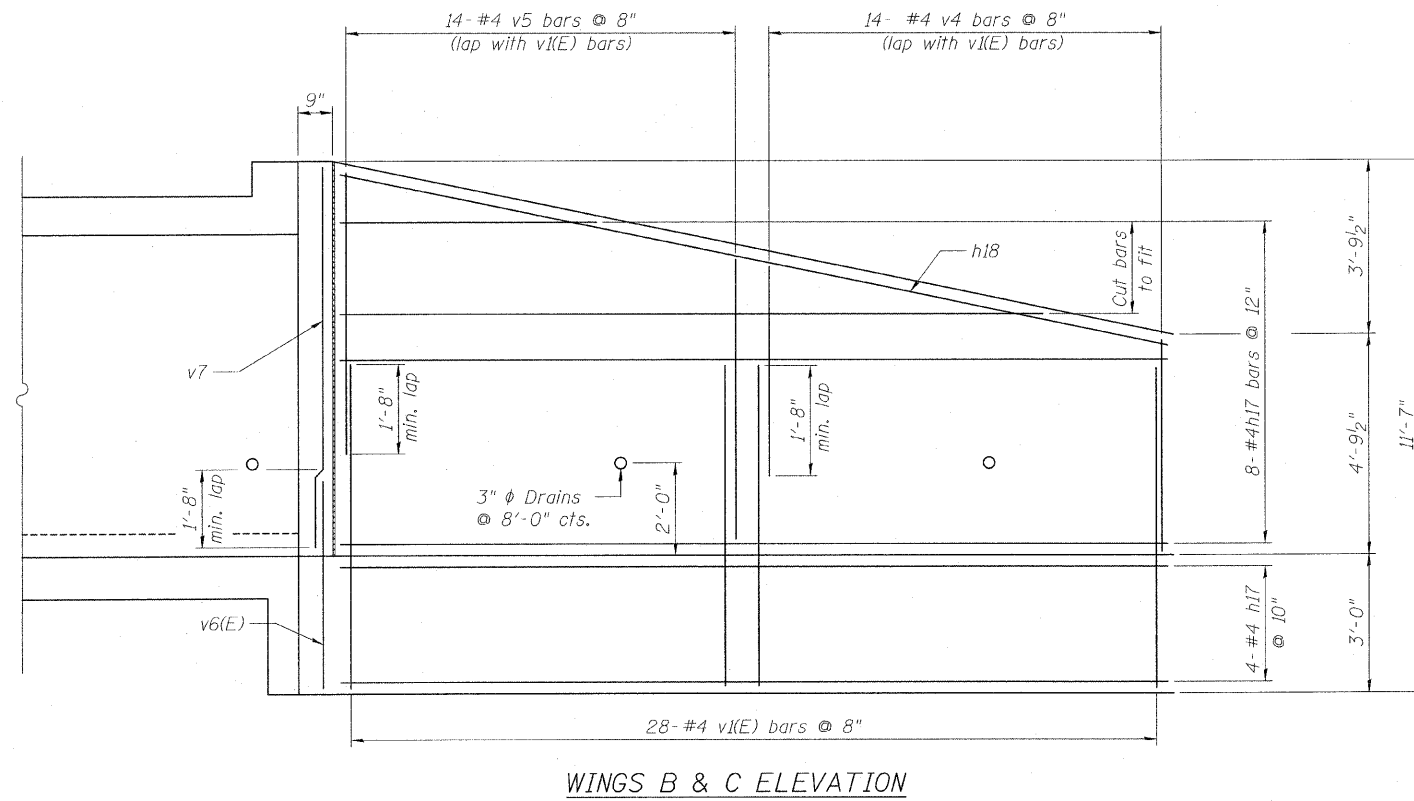
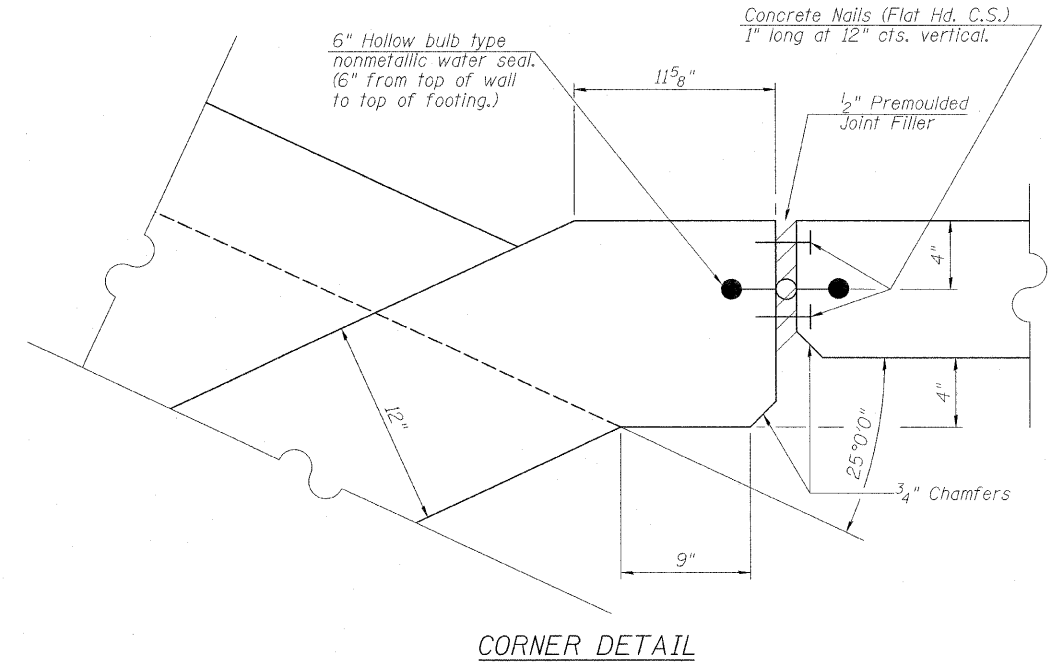
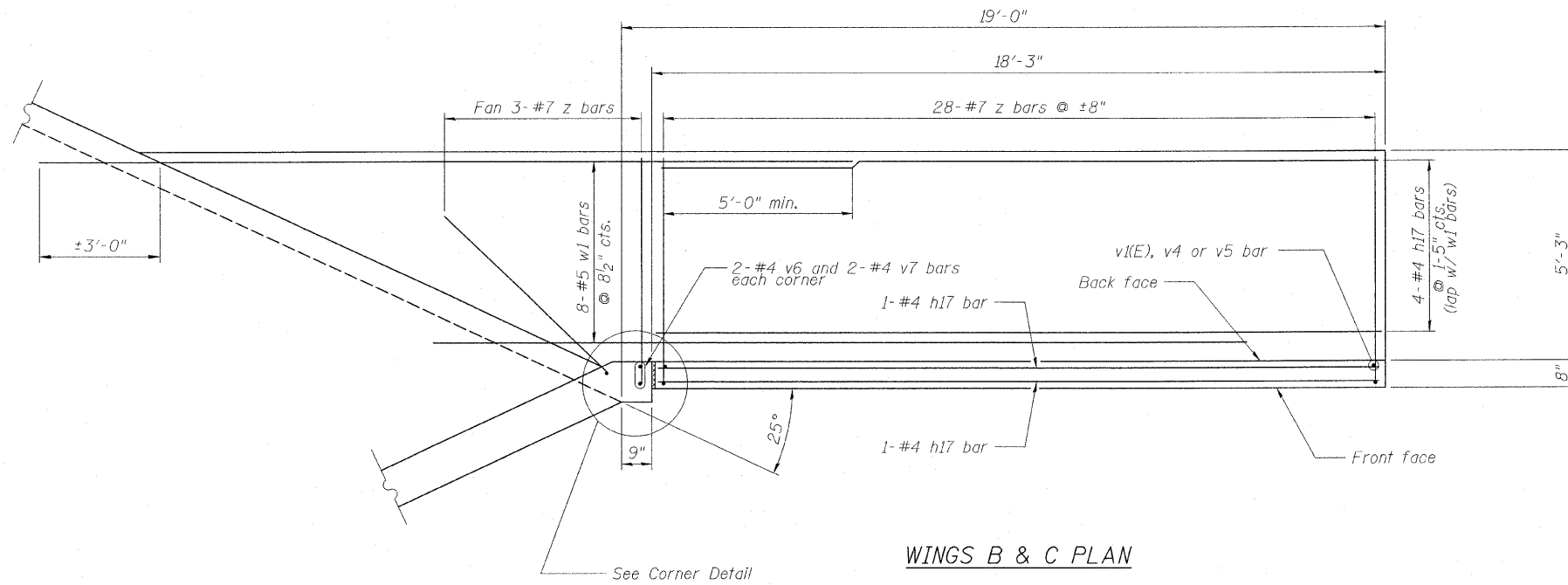


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Design Firm Registration 184-000451

SHEET NO. 7 9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	505	115RS-2	WINNEBAGO	120	49
STA. 791+50 TO STA. 796+00		CONTRACT NO. 64E89			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

WINGWALLS A & D
STRUCTURE NO. 101-1084

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



LEGEND
B.F. = Back face
F.F. = Front face
E.F. = Each face

WINGWALLS B & C
STRUCTURE NO. 101-1084

DESIGNED	BJM
CHECKED	MAS
DRAWN	TMF / JNH
CHECKED	BRT

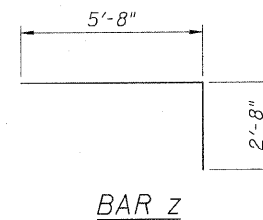
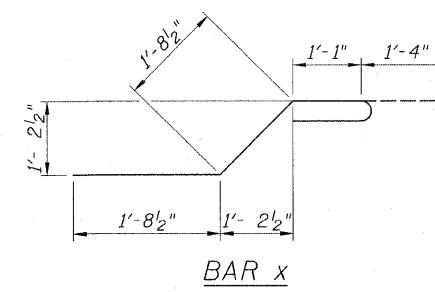
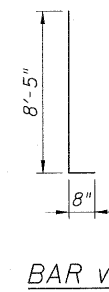
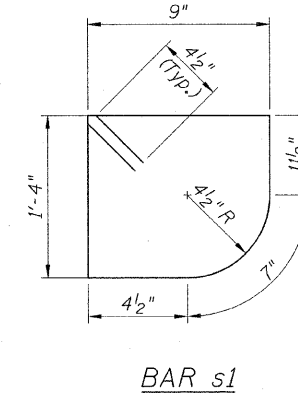
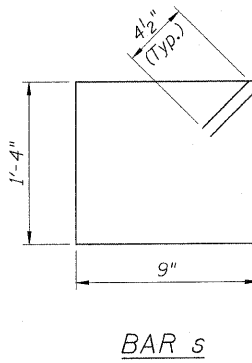
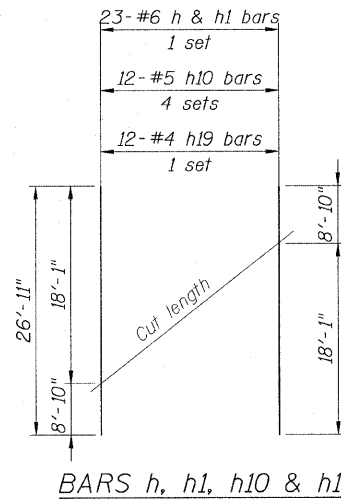
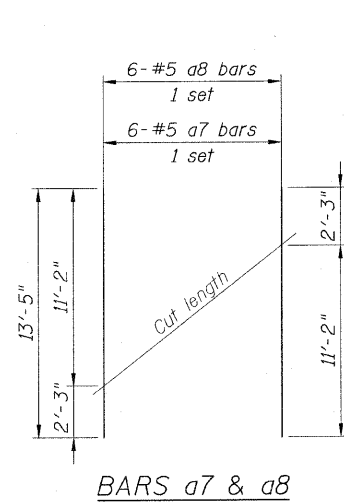
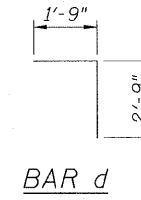
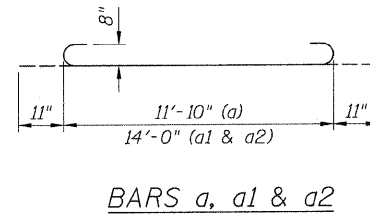
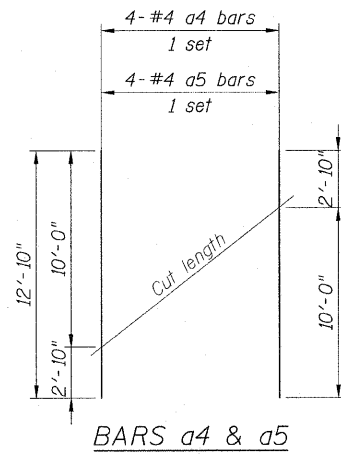
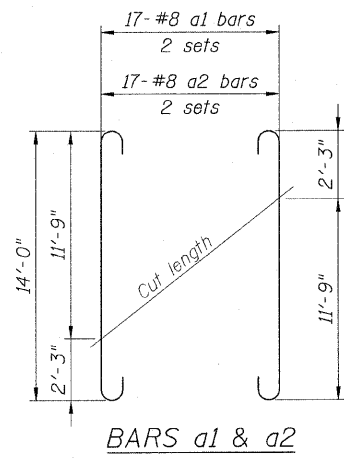


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Design Firm Registration 184-000451

SHEET NO. 8 9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	505	115RS-2	WINNEBAGO	120	50
STA. 791+50 TO STA. 796+00		CONTRACT NO. 64E89			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* **CULVERT**
BILL OF MATERIAL



FIELD CUTTING DIAGRAMS
Order bars full length. Cut as shown and use remainder of bars in opposite side.

BAR BENDING DIAGRAMS

REINFORCEMENT DETAILS
STRUCTURE NO. 101-1084

Bar	No.	Size	Length	Shape
a	136	8	13'-8"	
a1	34	8	15'-10"	
a2	34	8	15'-10"	
a3	20	4	11'-10"	
a4	4	4	12'-10"	
a5	4	4	12'-10"	
a6	24	5	11'-10"	
a7	6	5	13'-5"	
a8	6	5	13'-5"	
d	64	4	4'-6"	
h	23	6	26'-11"	
h1	23	6	26'-11"	
h2	6	6	32'-3"	
h6	14	6	9'-2"	
h7	14	6	18'-5"	
h8	14	6	8'-11"	
h9	14	6	18'-7"	
h10	48	5	26'-11"	
h11	4	6	15'-8"	
h12	4	8	16'-3"	
h13	4	6	16'-4"	
h14	4	8	16'-4"	
h15	24	4	8'-2"	
h16	2	4	9'-0"	
h17	24	4	17'-11"	
h18	2	4	18'-3"	
h19	24	4	26'-11"	
s	33	4	4'-11"	
s1	33	4	4'-9"	
v	144	4	9'-1"	
v1(E)	84	4	6'-6"	
v2	14	4	4'-8"	
v3	14	4	6'-6"	
v4	28	4	4'-8"	
v5	28	4	6'-6"	
v6(E)	8	4	4'-8"	
v7	8	4	8'-5"	
w	16	5	11'-2"	
w1	16	5	20'-8"	
x	152	4	5'-10"	
x1	12	4	9'-10"	
x2	12	4	13'-5"	
x3	12	4	13'-2"	
z	76	7	8'-4"	
			Cu. Yd.	97.0
Concrete Box Culverts			Pound	19,440
Reinforcement Bars			Pound	390
Reinforcement Bars, Epoxy Coated				

* Bill of material is the total for both end sections.

DESIGNED	BJM
CHECKED	MAS
DRAWN	TMF / JNH
CHECKED	BRT

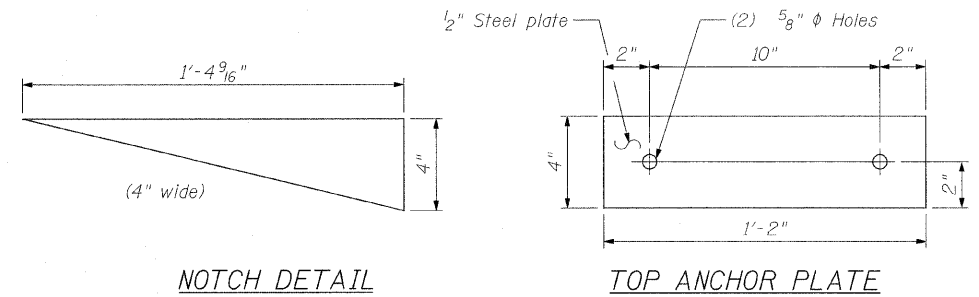
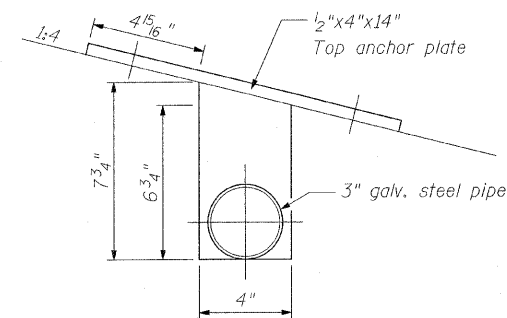
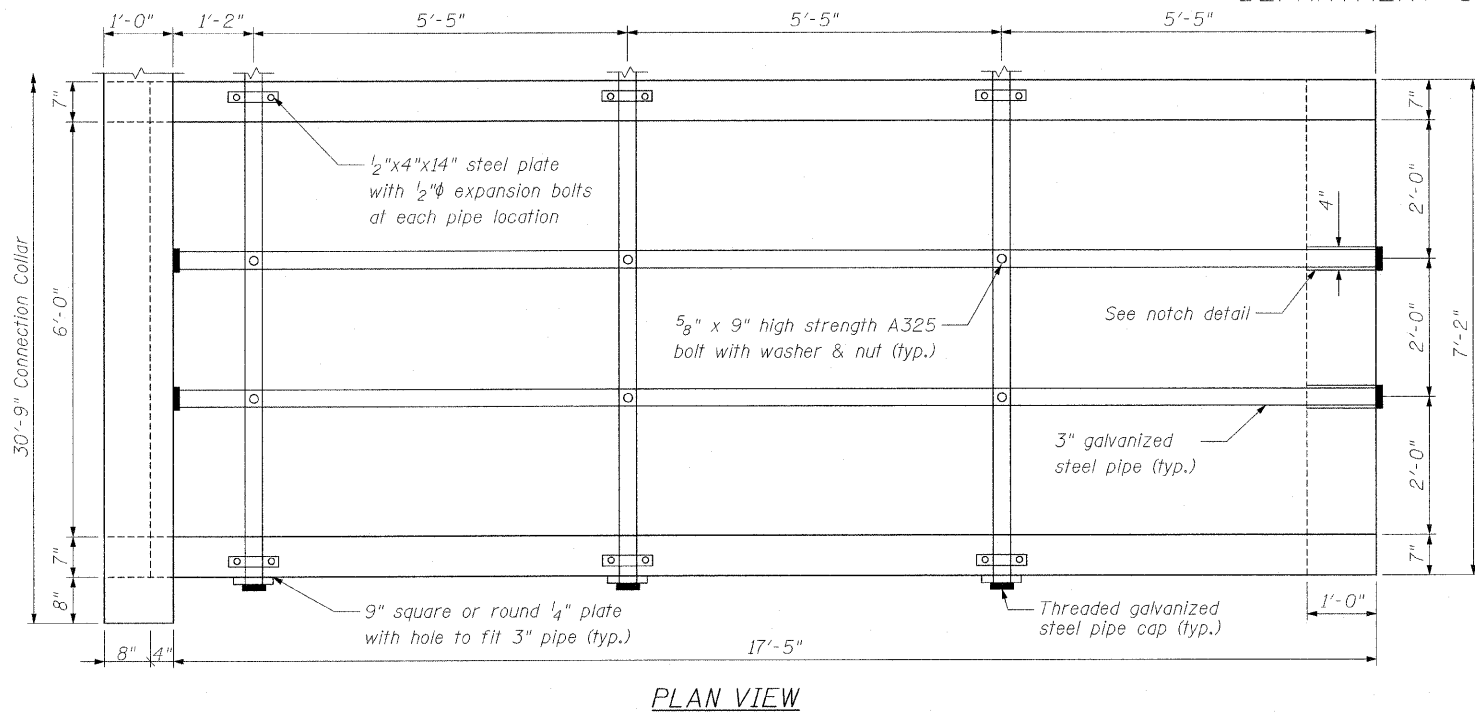


Wight & Company
2500 North Frontage Road . Darien . IL 60561
630.969.7000 630.969.7979 fax
Design Firm Registration 184-000451

SHEET NO. 9 9 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	505	115RS-2	WINNEBAGO	120	51
STA. 791+50 TO STA. 796+00		CONTRACT NO. 64E89			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



****GRATED CULVERT EXTENSION, NO. 1
BILL OF MATERIALS FOR ONE EXTENSION**

BAR	NO.	SIZE	LENGTH	SHAPE	LBS
a	3	4	6'-11"	—	13.9
d	8	4	4'-8"	—	25.0
h	5	4	17'-6"	—	58.5
h1	8	4	17'-6"	—	93.5
h2	6	4	5'-3"	—	21.0
v	13	4	5'-0"	—	43.4
u	19	4	11'-3"	—	142.8
TOTAL					398.1

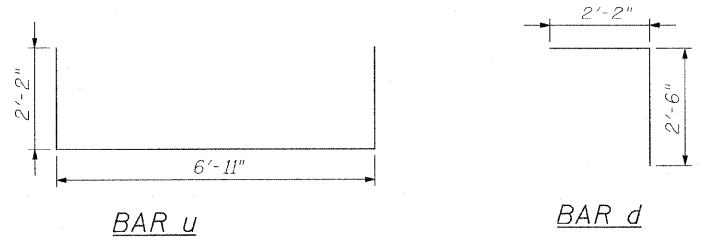
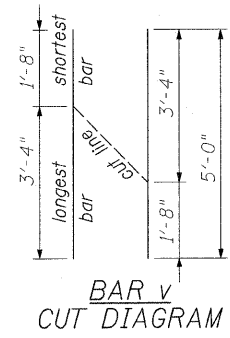
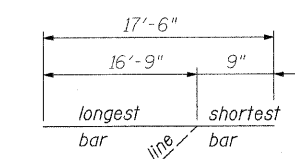
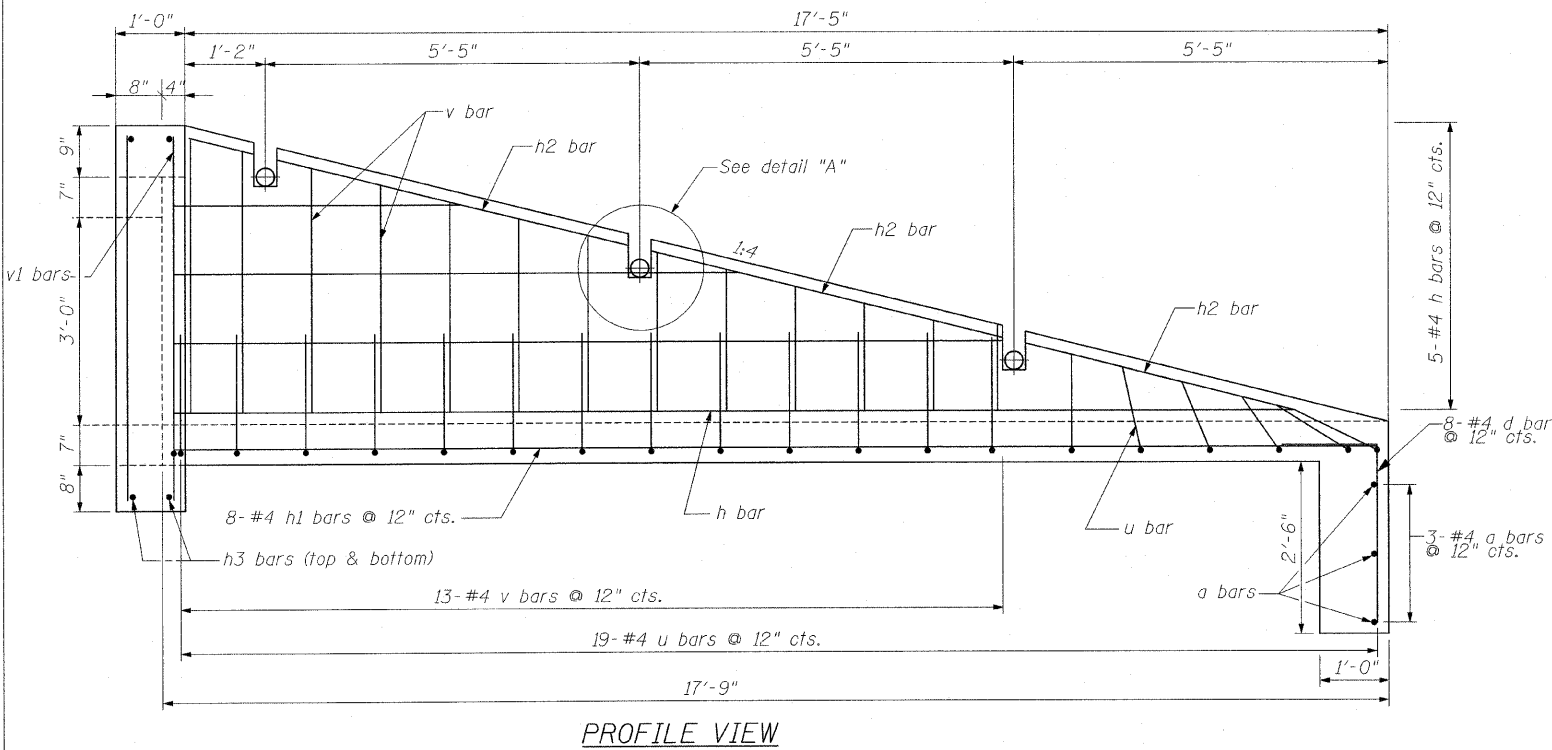
DESCRIPTION	UNIT	QTY
Concrete Box Culverts	Cu Yd	5.0
Reinforcement Bars	Pounds	398.1
3" I.D. Galvanized Steel Pipe	3 @	29'-9"
	2 @	18'-0"
3" Galvanized Pipe Caps	Each	10
5/8" x 9" Galvanized Steel Bolts	Each	6
1/4" Galvanized Steel Plate (9" Nominal)	Each	6
1/2" x 4" x 14" Galvanized Steel Plates	Each	6
Expansion Bolts 1/2"	Each	12

***CONNECTION COLLAR
BILL OF MATERIALS**

BAR	NO.	SIZE	LENGTH	SHAPE	LBS
h3	4	4	30'-6"	—	81.5
v1	8	4	5'-4"	—	28.5
TOTAL					110.0

DESCRIPTION	UNIT	QTY
Concrete Box Culverts	Cu Yd	1.9
Reinforcement Bars	Pounds	110.0

*For informational purposes only. cost to be included in the bid item "Grated Culvert Extension, No. 1"



GENERAL NOTES:

- Slope flow line of the extension at the same rate as the flow line of the box.
- Exposed edges shall be beveled 3/4"
- Reinforcement bars shall conform to the requirements of ASTM A706 Gr. 60. See Special Provisions.
- Bolts, nuts, and washers shall be in accordance with article 1006.08 of the standard specification and shall be galvanized.
- The contract unit price "Each" for Grated Culvert Extension, No. 1 shall include the expansion bolts, galvanized pipe and caps, plates, Class S1 concrete, reinforcement bars, bolts, nuts, washers, installation on the proposed culvert, earth excavation where required, and any necessary grading to fit inlet as shown in the cross sections or to the slope.
- Steel pipes shall conform to A.S.T.M. A-53 (Type E or S) Grade B, schedule 40 and shall be galvanized conforming to A.S.T.M. A-120. Contractor shall field verify pipe length.
- Steel plates shall conform to AASHTO M-183 and shall be galvanized conforming to AASHTO M-111.
- See plan and profile sheet for more information.
- See culvert location plans for more information.

**GRATED CULVERT EXTENSION, NO. 1
STRUCTURE NO. 101-1085
STA. 793+59**

DESIGNED	BJM
CHECKED	MAS
DRAWN	TMF / JNH
CHECKED	BRT

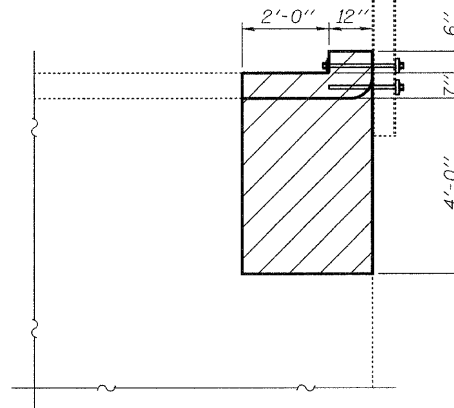
Wight & Company
2500 North Frontage Road . Darien . IL 60561
630.969.7000 630.969.7979 fax
Design Firm Registration 184-000451

SHEET NO. 1 1 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	505	115RS-2	WINNEBAGO	120	52
STA. 791+50 TO STA. 796+00		CONTRACT NO. 64E89			
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Existing rail posts to be reattached to new headwall. Cost included with Concrete Box Culverts

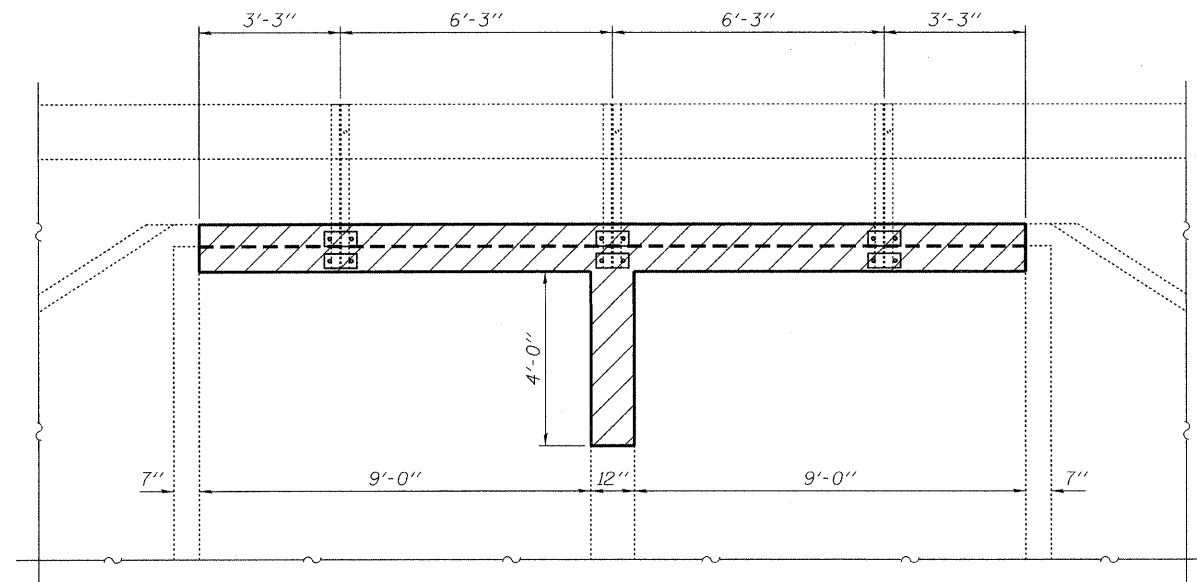


PARTIAL ELEVATION

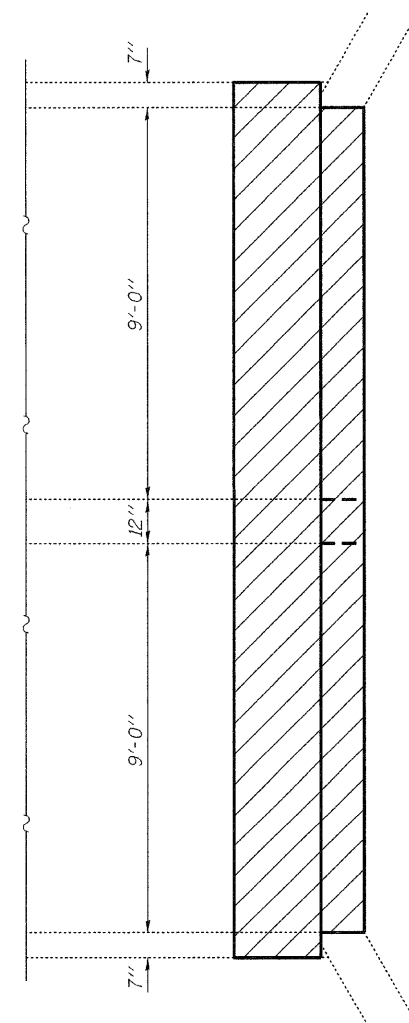
GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
Reinforcement bars designated (E) shall be epoxy coated.
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Hatched areas indicate concrete removal & replacement



PARTIAL END ELEVATION
Looking South



PARTIAL PLAN



TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	2.1
Concrete Box Culverts	Cu. Yd.	2.1
Reinforcement Bars Epoxy Coated	Pound	230

DESIGN STRESSES

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

**CULVERT REPAIRS
IL 75 OVER DRAINAGE DITCH
SN 101-1036**

DESIGNED	Victor H. Veliz
CHECKED	Rain Bolin
DRAWN	Kyle M. Steffen
CHECKED	VHV

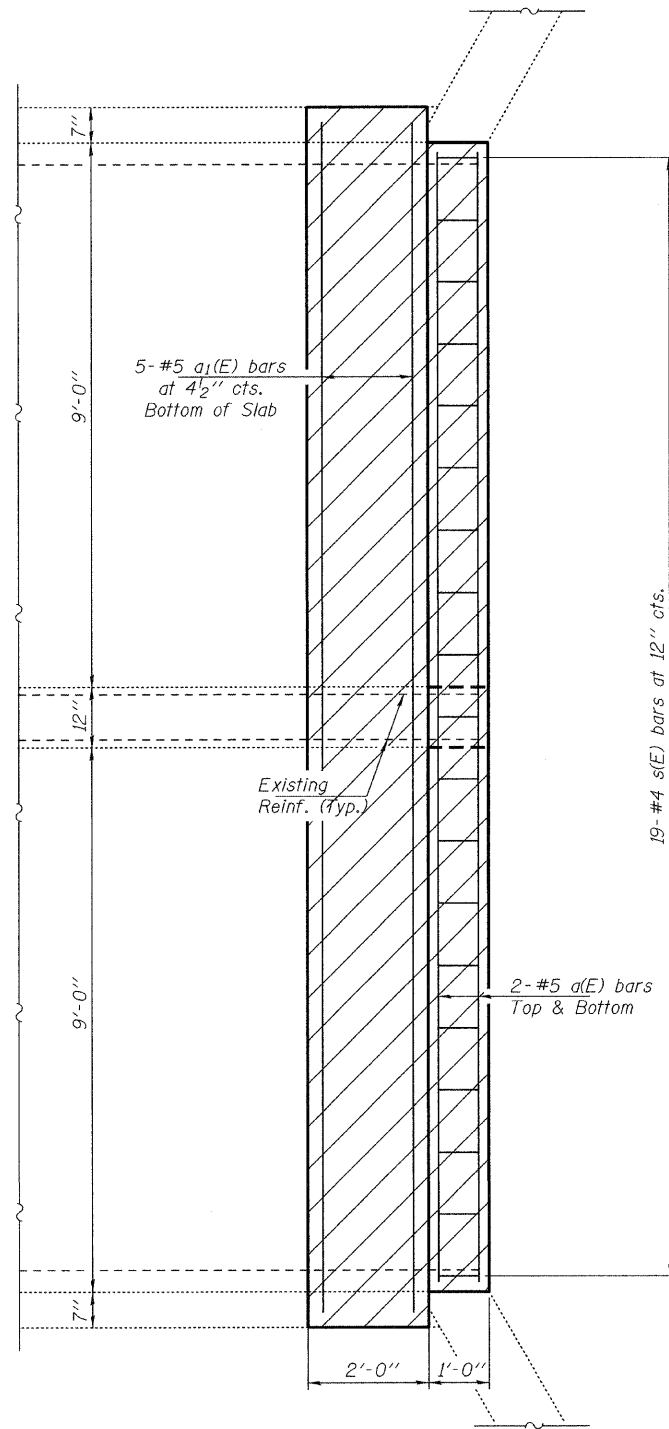
NOVEMBER 18, 2009
EXAMINED R. Carl [Signature]
PASSED Ralph E. Anderson



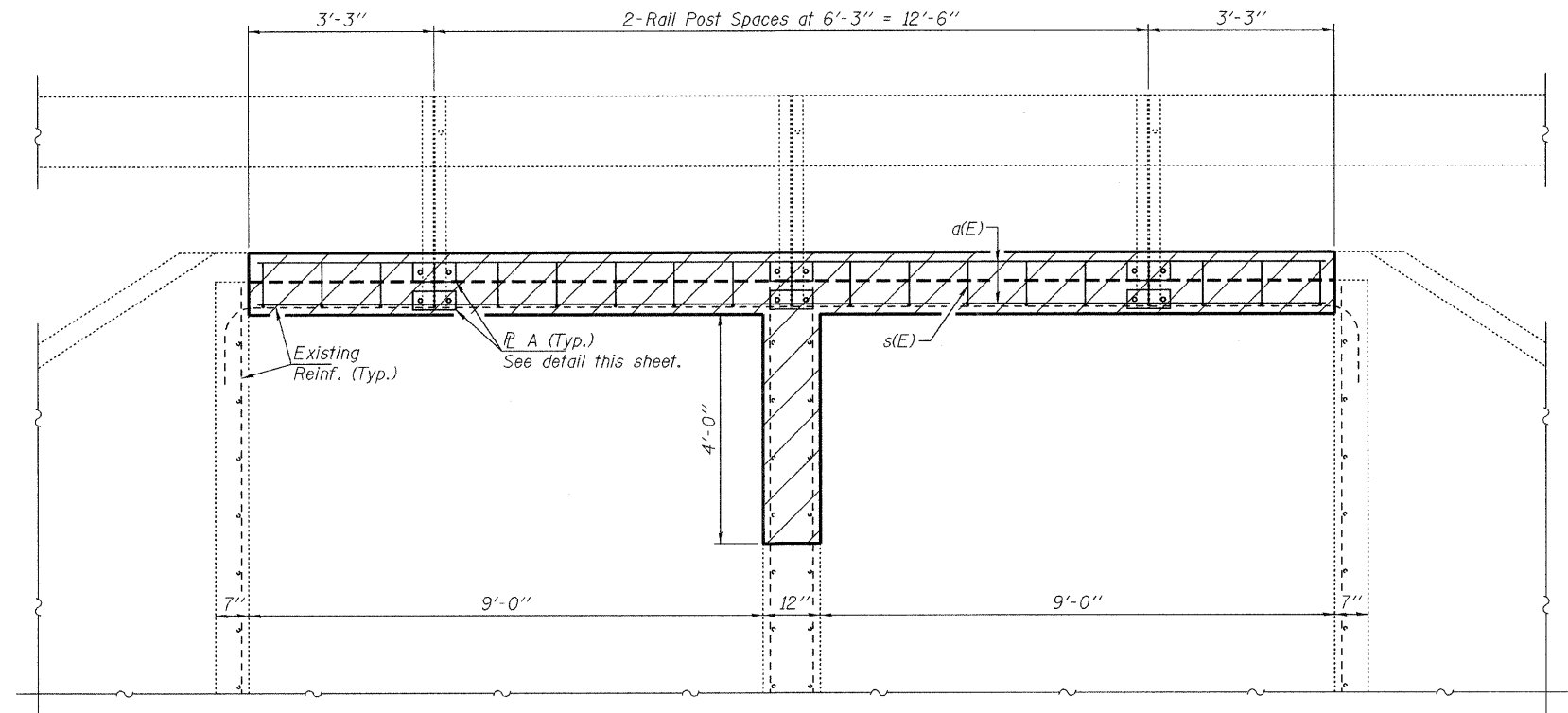
EXPIRES 11-30-2010

SHEET NO. 1	US RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	75	115 RS-2	WINNEBAGO	120	53
2 SHEETS	CONTRACT NO. 64E89				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

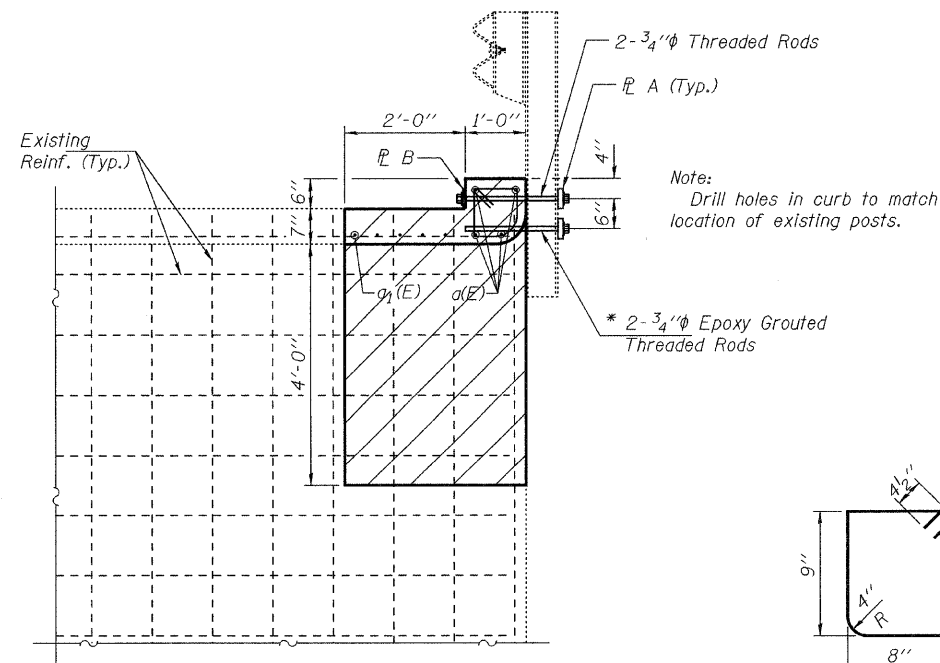
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



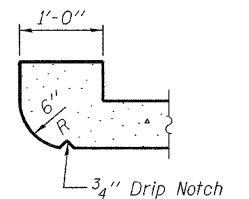
PARTIAL PLAN



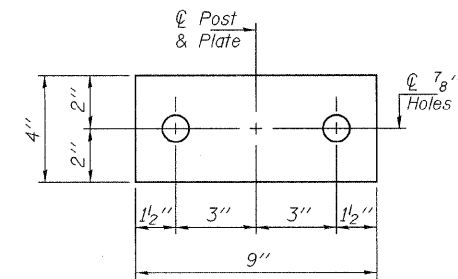
PARTIAL END ELEVATION
Looking South



PARTIAL ELEVATION

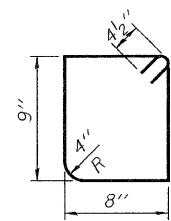


SECTION THRU HEADWALL



REINFORCEMENT DETAILS

R A 1" x 4" x 9" (6 Req'd)
R B 1/2" x 4" x 9" (3 Req'd)



BAR s(E)

* Epoxy grout 3/4" threaded rods in 9" min. holes according to Article 584 of the Standard Specifications.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	4	#5	18'-8"	—
a1(E)	5	#5	19'-10"	—
s(E)	19	#4	3'-7"	□
Concrete Removal			Cu. Yd.	2.1
Concrete Box Culverts			Cu. Yd.	2.1
Reinforcement Bars Epoxy Coated			Pound	230

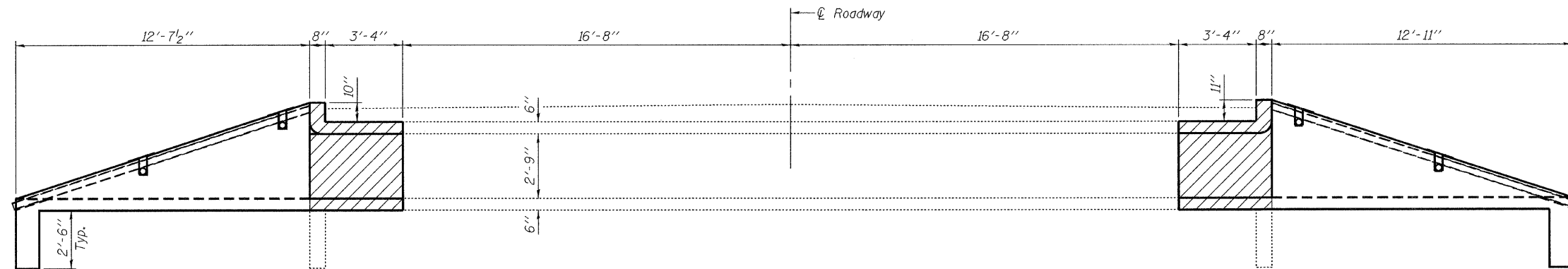
CULVERT REPAIRS
IL 75 OVER DRAINAGE DITCH
SN 101-1036

DESIGNED	VHV
CHECKED	DAB
DRAWN	Kyle M. Steffen
CHECKED	VHV DAB

NOVEMBER 18, 2009
EXAMINED *A. Carl Powers*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 2	US RTE. 75	SECTION 115 RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 54
			CONTRACT NO. 64E89		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

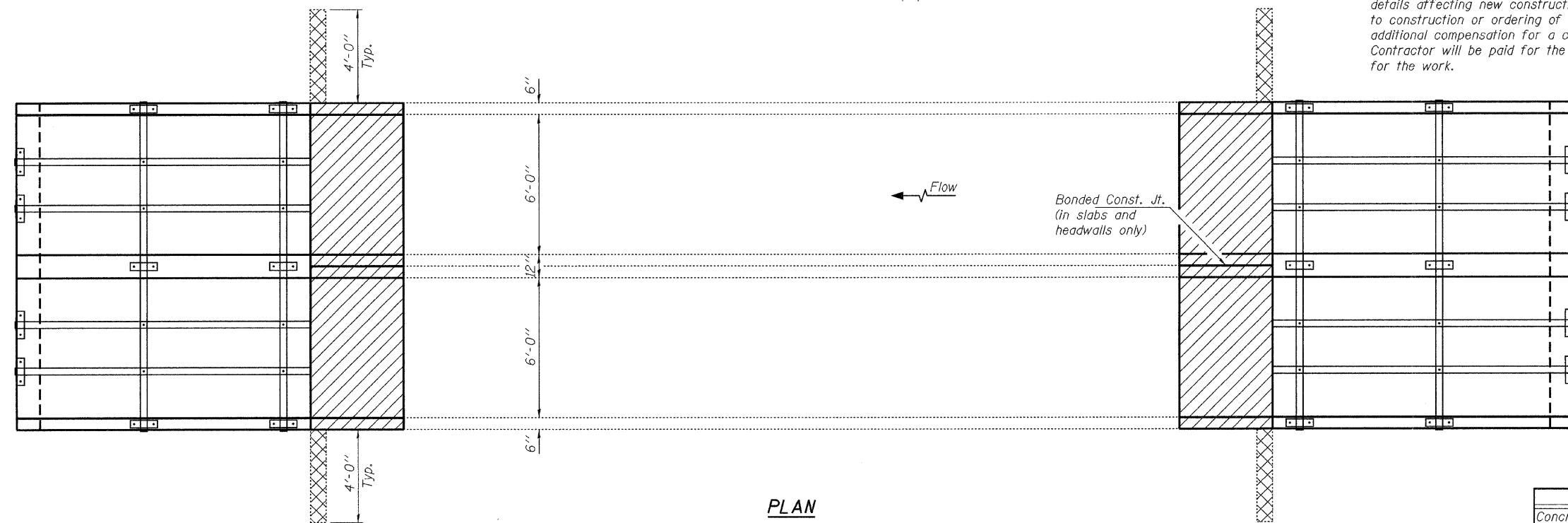
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
Reinforcement bars designated (E) shall be epoxy coated.
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.



PLAN

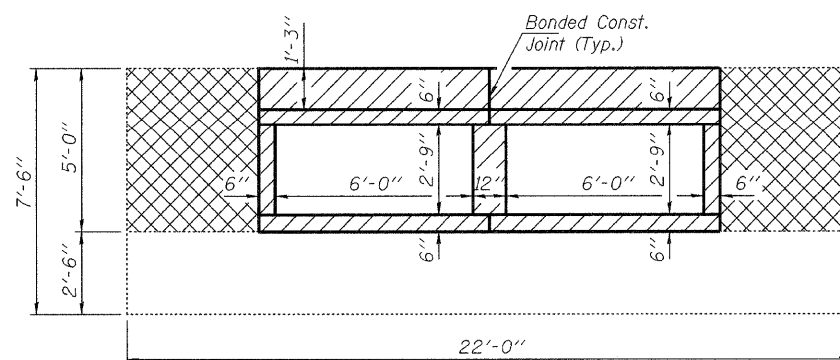
Note:
Hatched areas indicate concrete removal and replacement.
Cross-hatched areas indicate concrete removal.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	6.3
Concrete Box Culverts	Cu. Yd.	19.6
Reinforcement Bars, Epoxy Coated	Pound	4170

DESIGN STRESSES

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



END ELEVATION

CULVERT REPAIRS
IL 75 OVER DRAINAGE DITCH
SN 101-1035

DESIGNED	Adrian T. Holloway
CHECKED	Victor H. Volkz
DRAWN	Kyle M. Steffen
CHECKED	VHV ATH

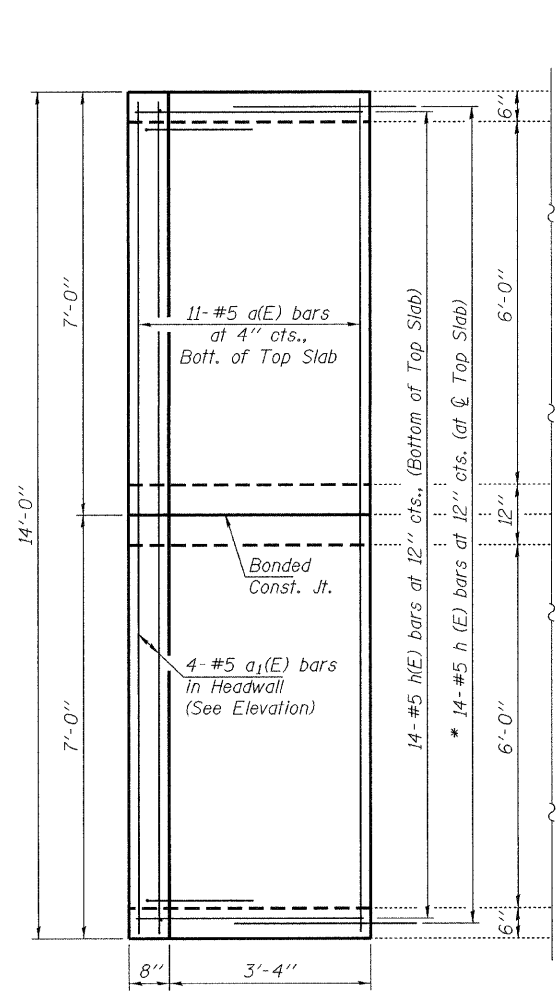
NOVEMBER 18, 2009
EXAMINED *[Signature]*
ENGINEER OF STRUCTURAL SERVICES
PASSED *[Signature]*
ENGINEER OF BRIDGES AND STRUCTURES



EXPIRES 11-30-2010

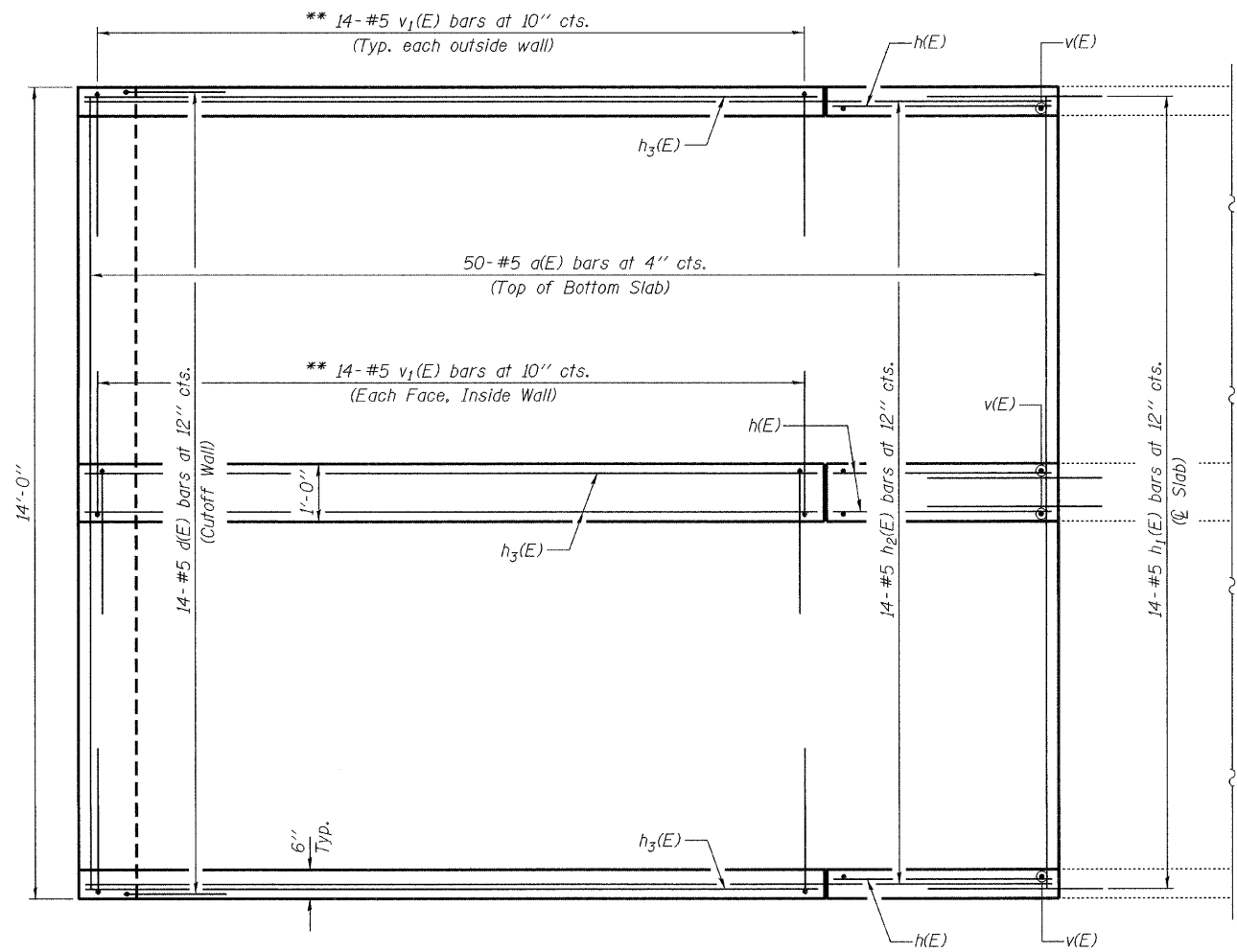
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	75	115 RS-2	WINNEBAGO	120	55
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FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



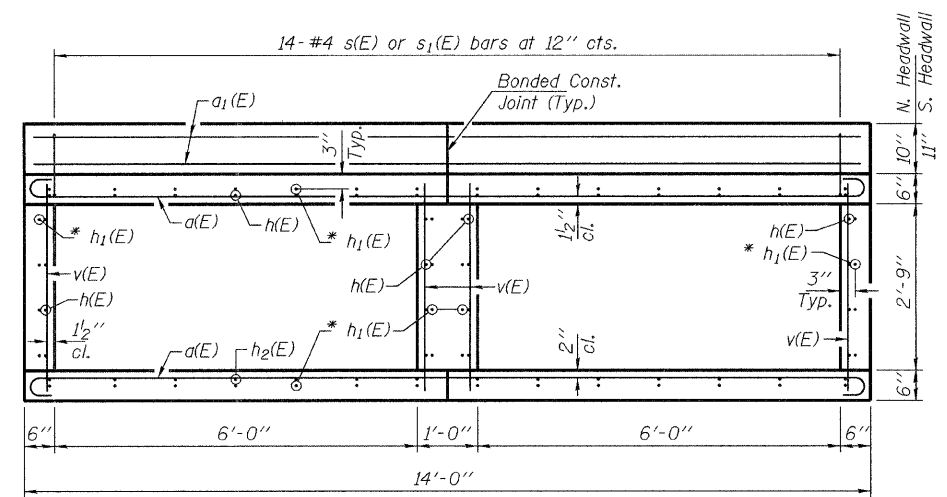
PLAN - TOP SLAB

Grated Culvert Extension
not shown for clarity.



PLAN - BOTTOM SLAB

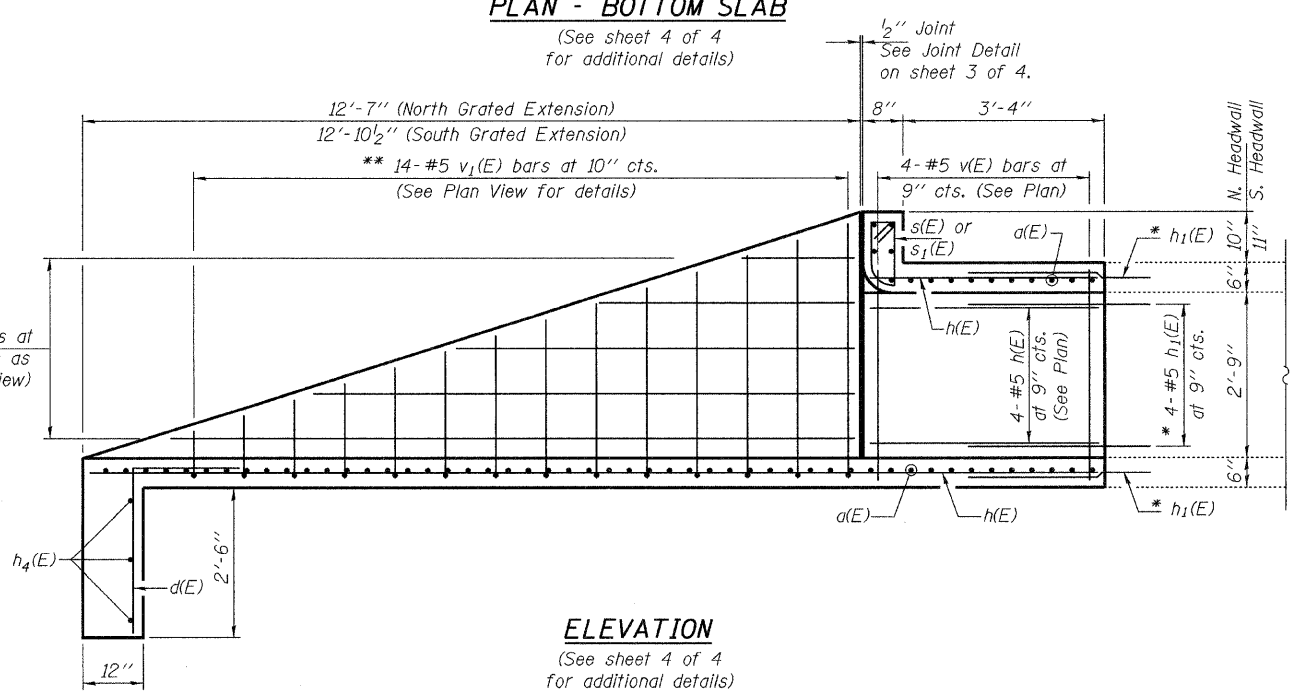
(See sheet 4 of 4
for additional details)



END ELEVATION

- * Epoxy grout $h_1(E)$ bars in 9" min. holes according to Article 584 of the Standard Specifications.
- ** Order bars full length and cut as shown in Bar Cutting Diagrams on sheet 3 of 4. Place cut bars as shown in the details.

** 5-#5 $h_3(E)$ bars at 9" cts. (at walls as shown in Plan View)



ELEVATION

(See sheet 4 of 4
for additional details)

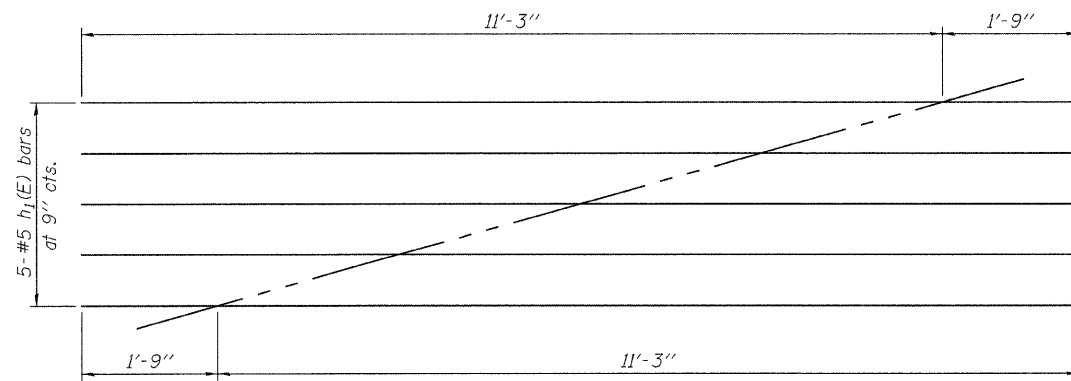
DESIGNED	ATH
CHECKED	VHV
DRAWN	Kyle M. Steffen
CHECKED	ATH VHV

NOVEMBER 18, 2009
EXAMINED *A. Carl Perry*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

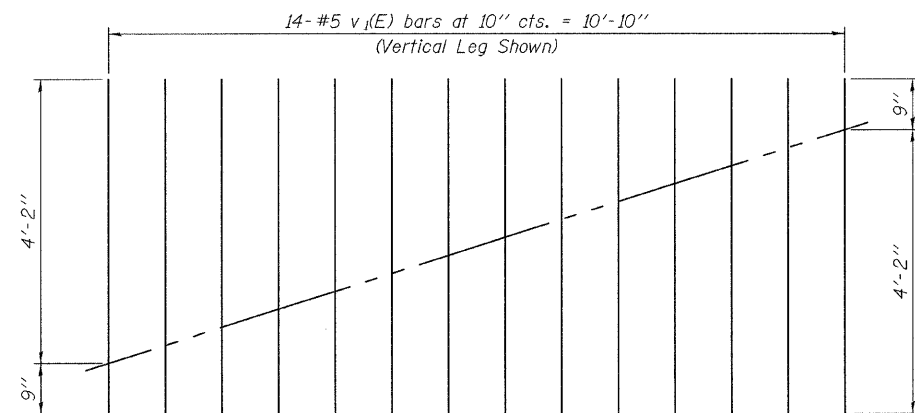
**CULVERT REPAIRS
IL 75 OVER DRAINAGE DITCH
SN 101-1035**

SHEET NO. 2	IL RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	75	115 RS-2	WINNEBAGO	120	56
4 SHEETS	CONTRACT NO. 64E89				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

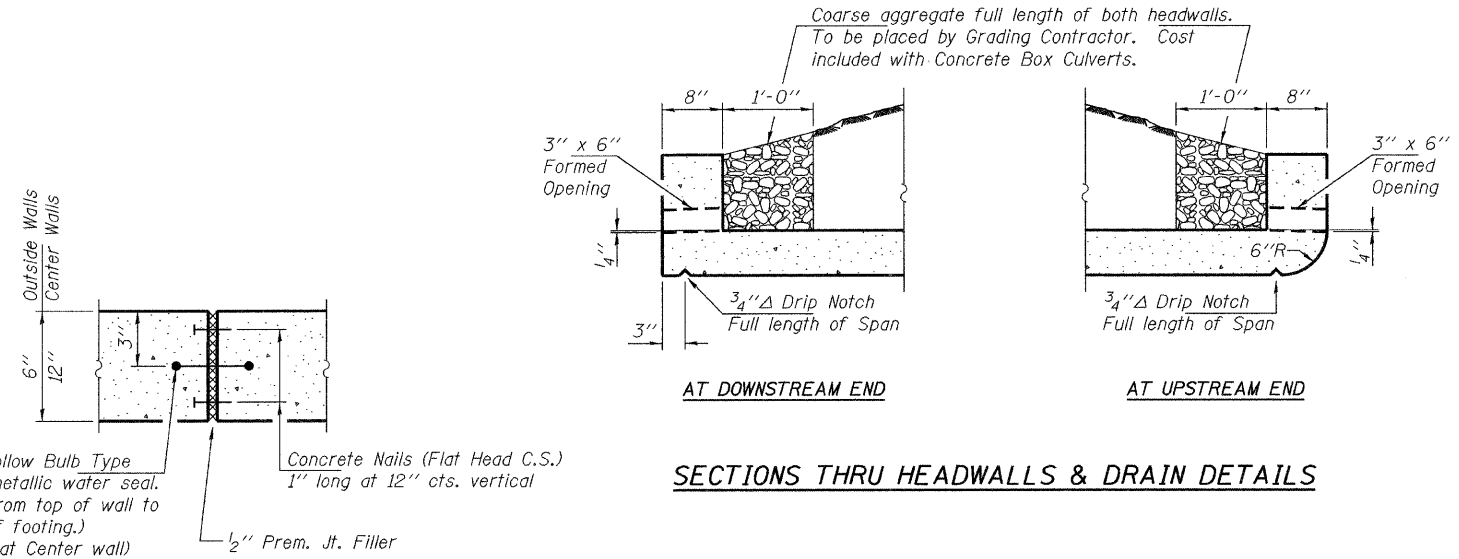
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR CUTTING DIAGRAM FOR $h_3(E)$ BARS

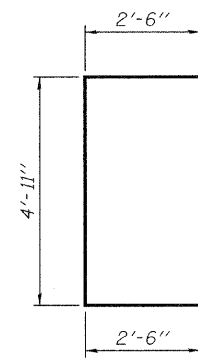


BAR CUTTING DIAGRAM FOR $v_1(E)$ BARS

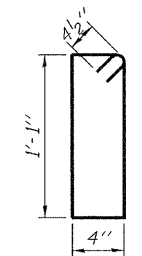


SECTIONS THRU HEADWALLS & DRAIN DETAILS

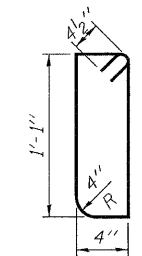
JOINT DETAIL



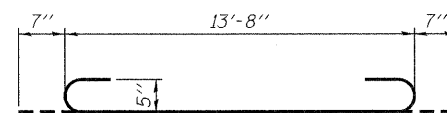
BAR $v_1(E)$



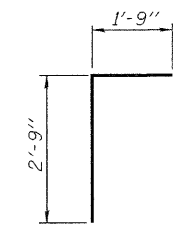
BAR $s(E)$



BAR $s_1(E)$



BAR $a(E)$



BAR $d(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a(E)$	122	#5	14'-10"	┌
$a_1(E)$	16	#5	13'-8"	—
$d(E)$	28	#4	4'-6"	└
$h(E)$	28	#5	3'-9"	—
$h_1(E)$	88	#5	3'-0"	—
$h_2(E)$	28	#5	16'-8"	└
$h_3(E)$	20	#5	13'-0"	└
$s(E)$	28	#4	3'-7"	┌
$s_1(E)$	28	#4	3'-7"	┌
$v(E)$	32	#5	3'-6"	—
$v_1(E)$	56	#5	9'-11"	┌
Concrete Removal		Cu. Yd.	6.3	
Concrete Box Culverts		Cu. Yd.	19.6	
Reinforcement Bars		Pound	4170	
Epoxy Coated				

**CULVERT REPAIRS
IL 75 OVER DRAINAGE DITCH
SN 101-1035**

DESIGNED	ATH
CHECKED	VHV
DRAWN	Kyle M. Steffen
CHECKED	ATH VHV

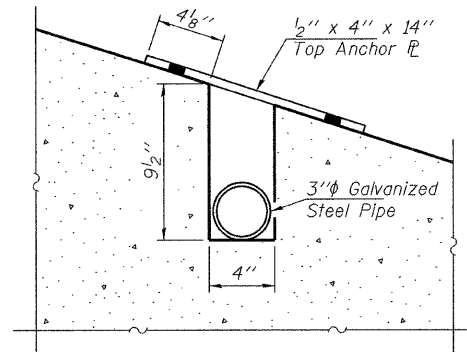
NOVEMBER 18, 2009
EXAMINED *A. Carl Pinner*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 3 4 SHEETS	IL RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	75	115 RS-2	WINNEBAGO	120	57
			CONTRACT NO. 64E89		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

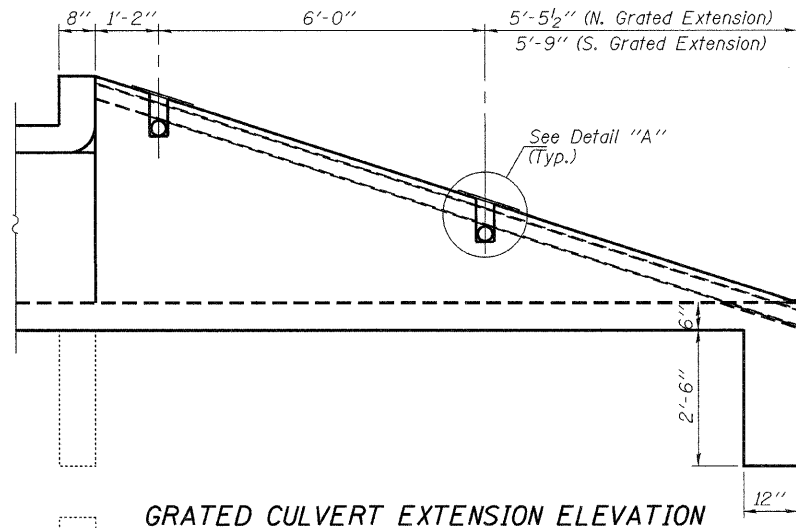
NOTES

Slope flow line of the extension at the same rate as the flow line of the box.
Bolts, nuts, and washers shall be in accordance with Article 710.11 of the Standard Specifications and shall be galvanized.
The contract unit price per cubic yard for Concrete Box Culverts shall include the Class SI Concrete for the Collar, galvanized pipe, bolts, nuts, washers and steel plates.
Steel pipes shall conform to ASTM A-53 (Type E or S) Grade B, Schedule 40 and shall be galvanized conforming to ASTM A-120. Contractor shall field verify pipe length.
Steel plates shall conform to AASHTO M-183 and shall be galvanized conforming to AASHTO M-III.

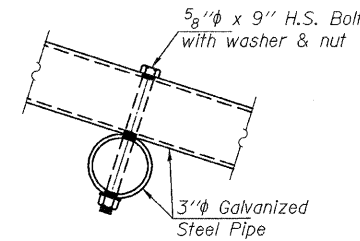


DETAIL "A"

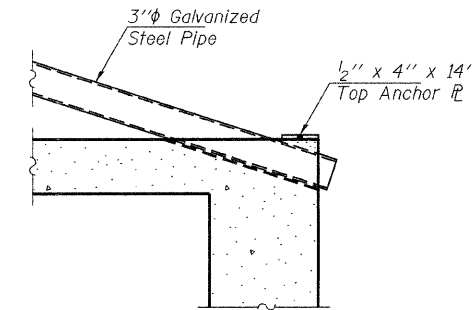
1/2" Expansion Bolts not shown for clarity.



GRATED CULVERT EXTENSION ELEVATION

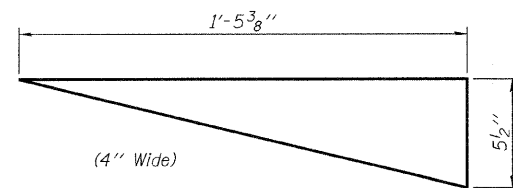


SECTION B-B

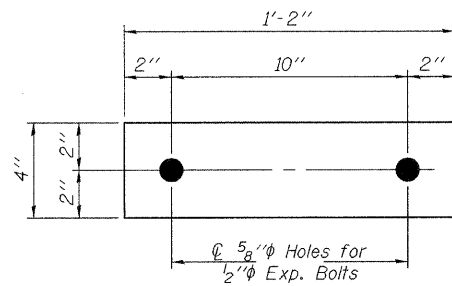


SECTION A-A

1/2" Expansion Bolts not shown for clarity.
See "Notch Detail" for notch dimensions.

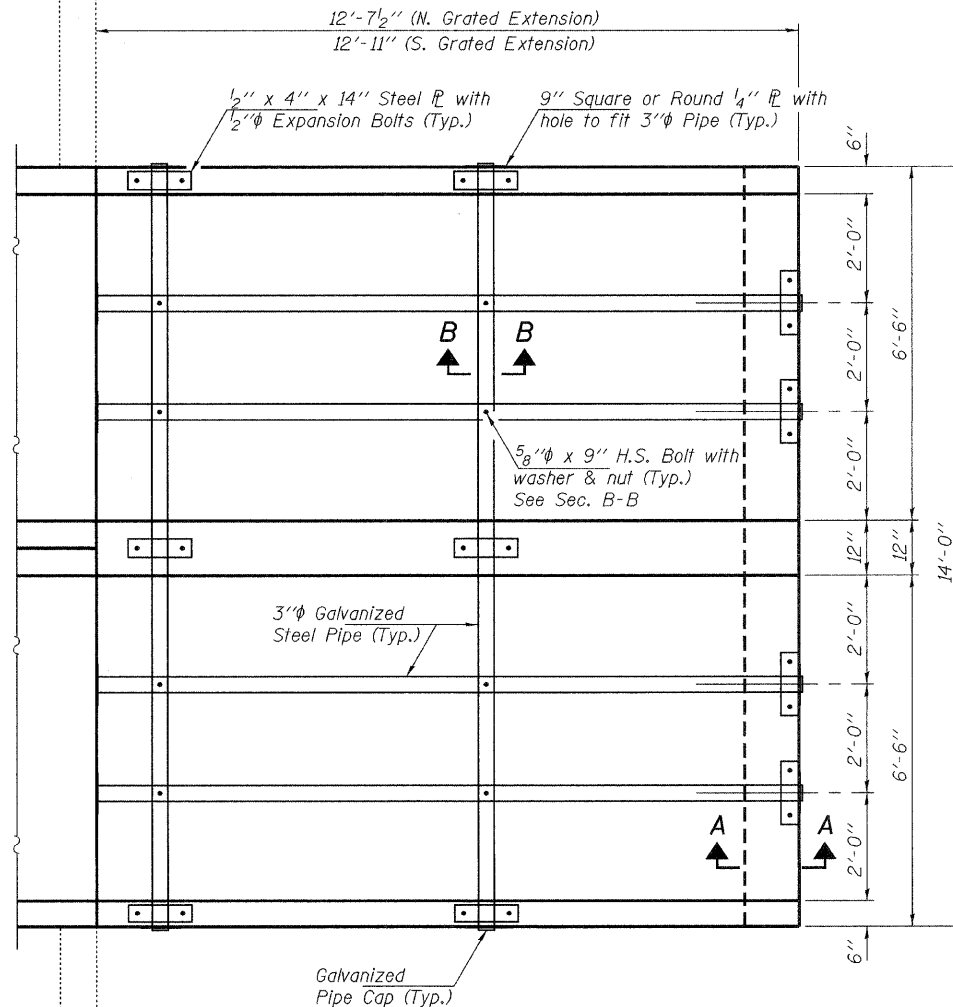


NOTCH DETAIL



TOP ANCHOR PLATE

1/2" x 4" x 14"
(6 Required)



GRATED CULVERT EXTENSION PLAN

**BILL OF MATERIAL FOR
TWO GRATED CULVERT EXTENSIONS**

FOR INFORMATION ONLY
(Cost included with Concrete Box Culverts)

ITEM	UNIT	TOTAL
3" Galvanized Steel Pipe	Foot	194
3" Galvanized Pipe Caps	Each	24
1/2" Expansion Bolts	Each	40
1/4" Galvanized Steel Plate	Pound	8
1/2" x 4" x 14" Galvanized Steel Plate	Pound	20
5/8" x 9" Galv. Steel Bolts & Nuts	Each	16

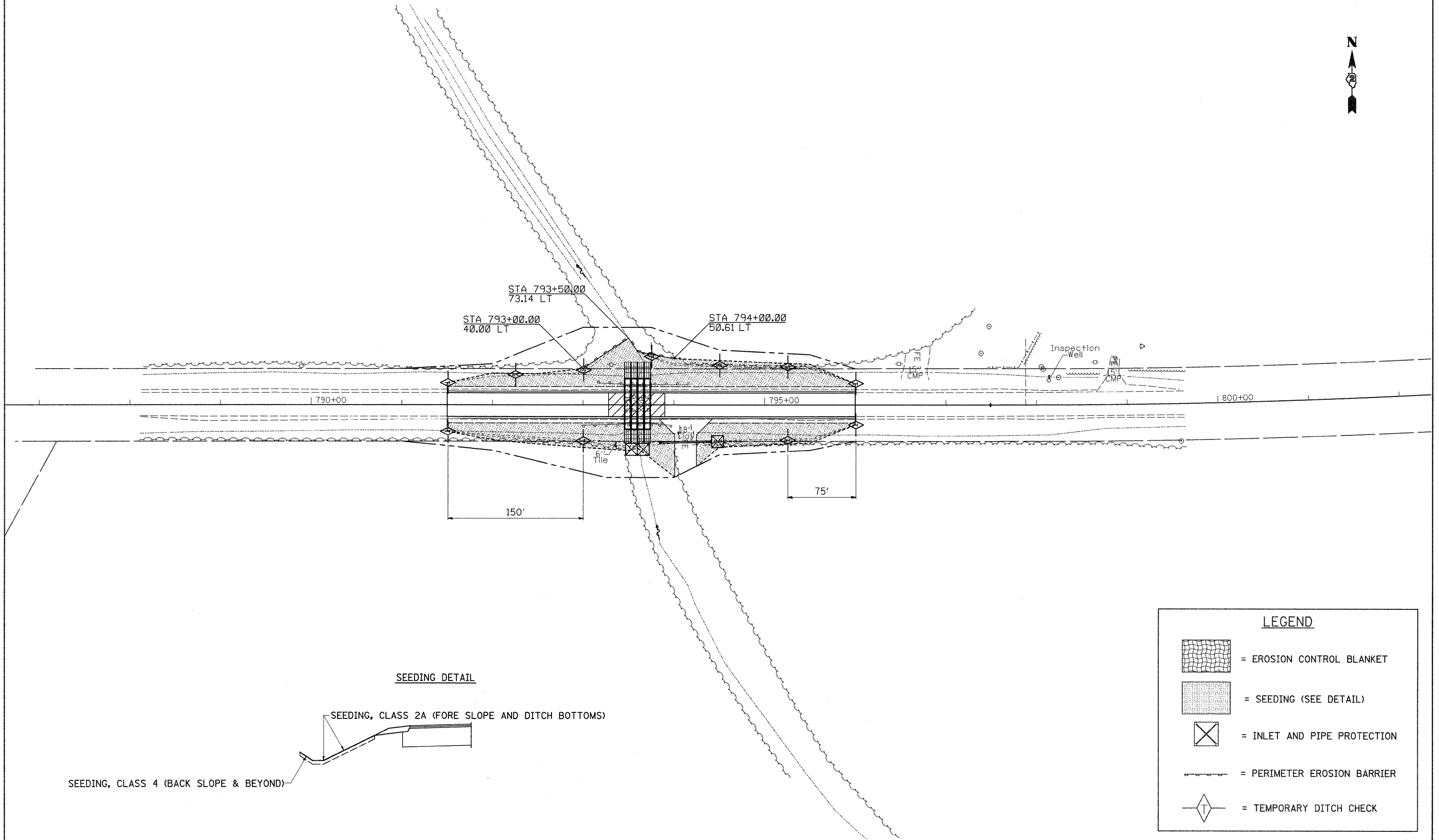
**CULVERT REPAIRS
IL 75 OVER DRAINAGE DITCH
SN 101-1035**

DESIGNED	ATH
CHECKED	VHV
DRAWN	Kyle M. Steffen
CHECKED	ATH VHV

NOVEMBER 18, 2009
EXAMINED *A. Carl Pinner*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

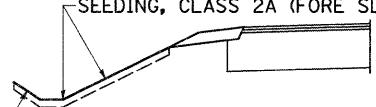
SHEET NO. 4 4 SHEETS	IL RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	75	115 RS-2	WINNEBAGO	120	58
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 64E89					

EROSION CONTROL, & SEEDING DETAILS



SEEDING DETAIL

SEEDING, CLASS 2A (FORE SLOPE AND DITCH BOTTOMS)

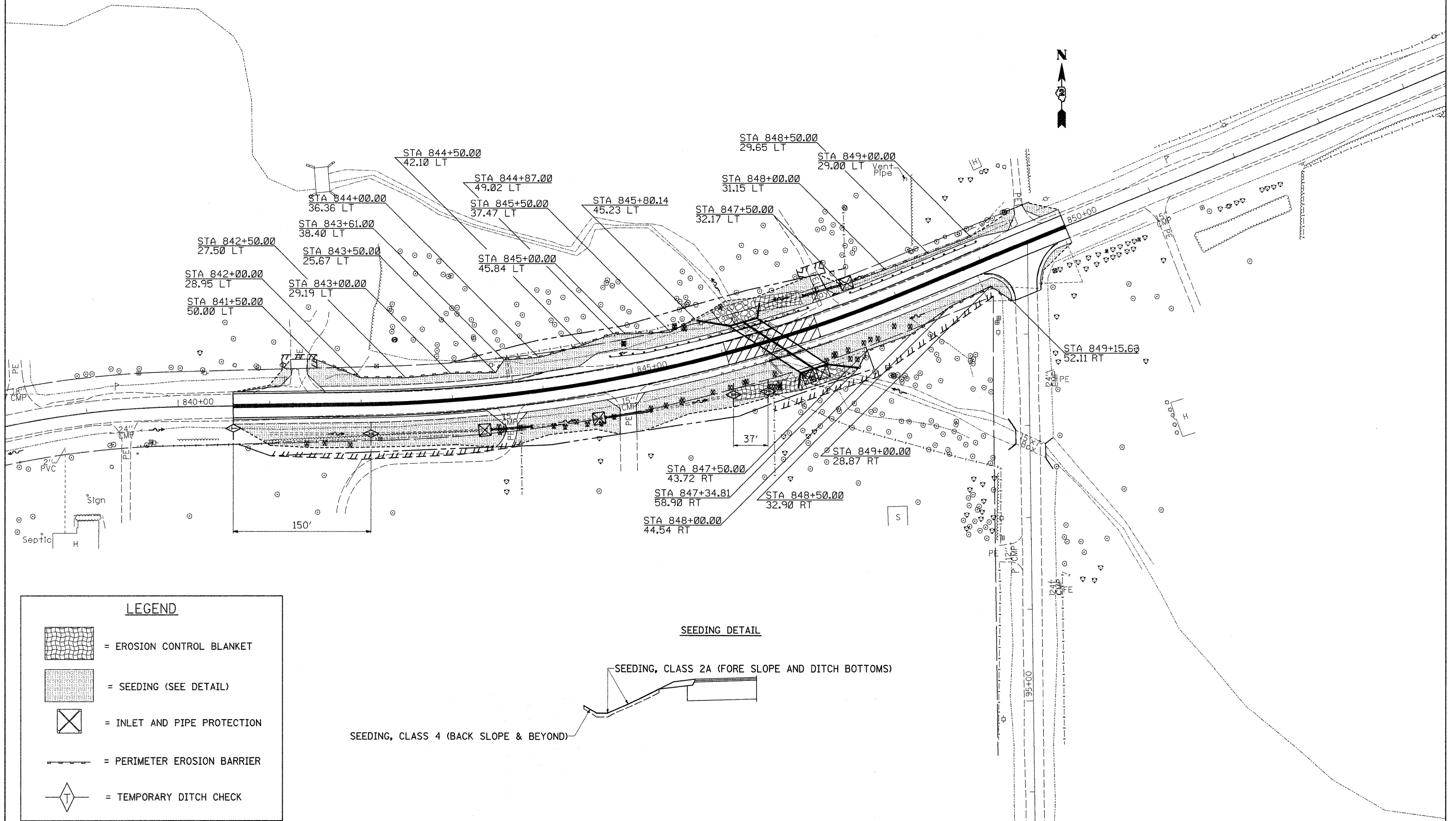


SEEDING, CLASS 4 (BACK SLOPE & BEYOND)

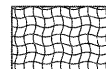

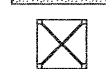


LEGEND	
	= EROSION CONTROL BLANKET
	= SEEDING (SEE DETAIL)
	= INLET AND PIPE PROTECTION
	= PERIMETER EROSION BARRIER
	= TEMPORARY DITCH CHECK

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL & SEEDING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pw_work\pwt\dot\goffjl\d0142282\d0430\er.dgn		DRAWN -	REVISED -			505	115RS-2	WINNEBAGO	120	59	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64E89					
PLOT DATE = Fri Oct 09 12:00:34 2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:		SHEET NO. OF SHEETS		STA. TO STA.			

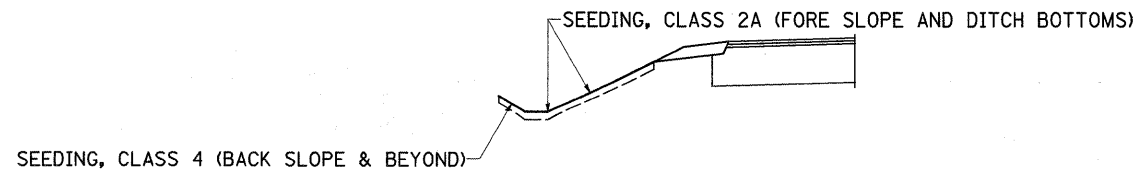
EROSION CONTROL, & SEEDING DETAILS



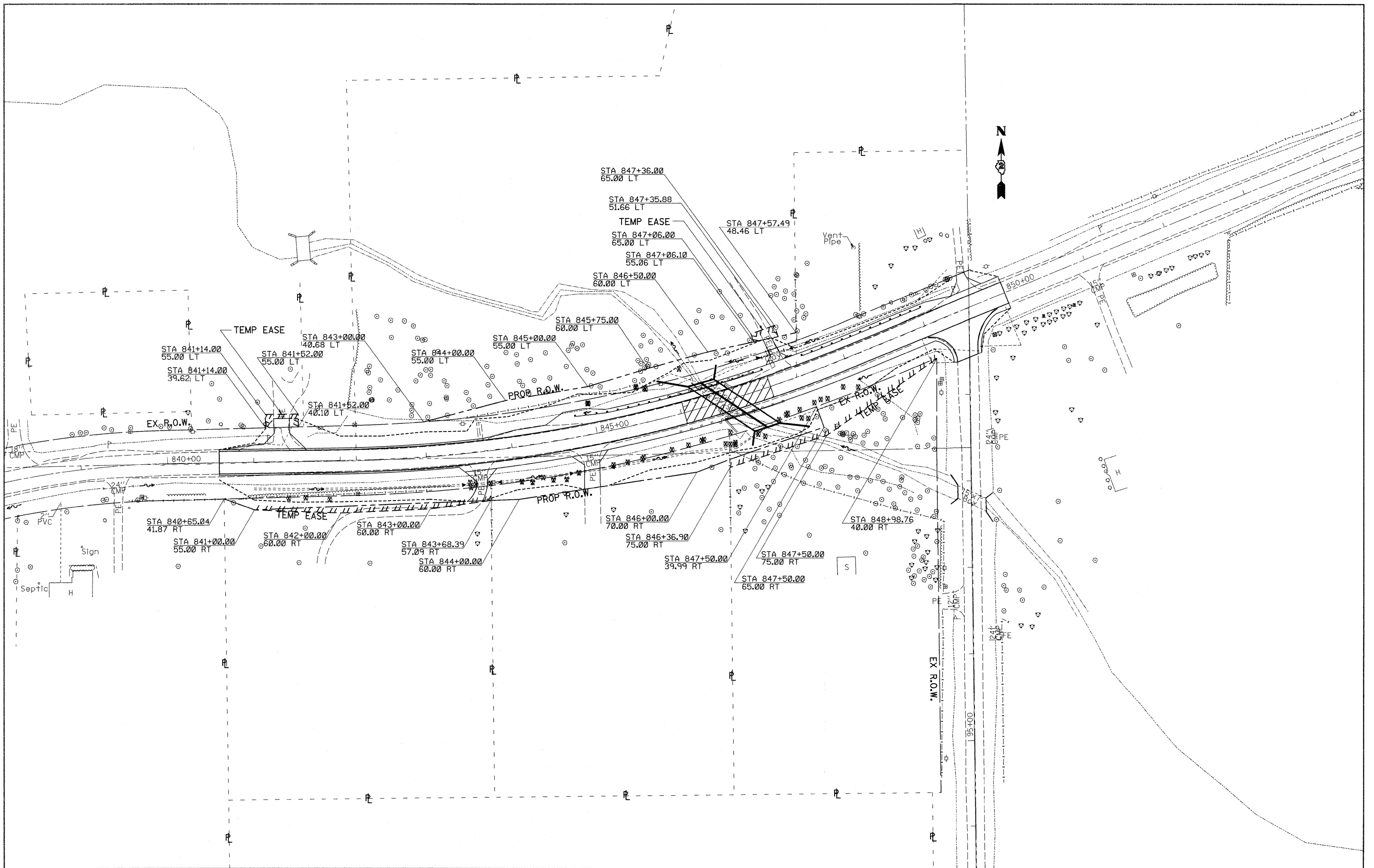
LEGEND

-  = EROSION CONTROL BLANKET
-  = SEEDING (SEE DETAIL)
-  = INLET AND PIPE PROTECTION
-  = PERIMETER EROSION BARRIER
-  = TEMPORARY DITCH CHECK

SEEDING DETAIL



FILE NAME =	USER NAME = goff_jl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL & SEEDING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\goff_jl\142222\d04309.dgn		DRAWN -	REVISED -			505	115RS-2	WINNEBAGO	120	60
		PLotted SCALE = 50.0000' / IN.	CHECKED -	REVISED -						
		DATE = Fri Oct 09 12:00:36 2009	DATE -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
ILLINOIS FED. AID PROJECT CONTRACT NO. 64E89										

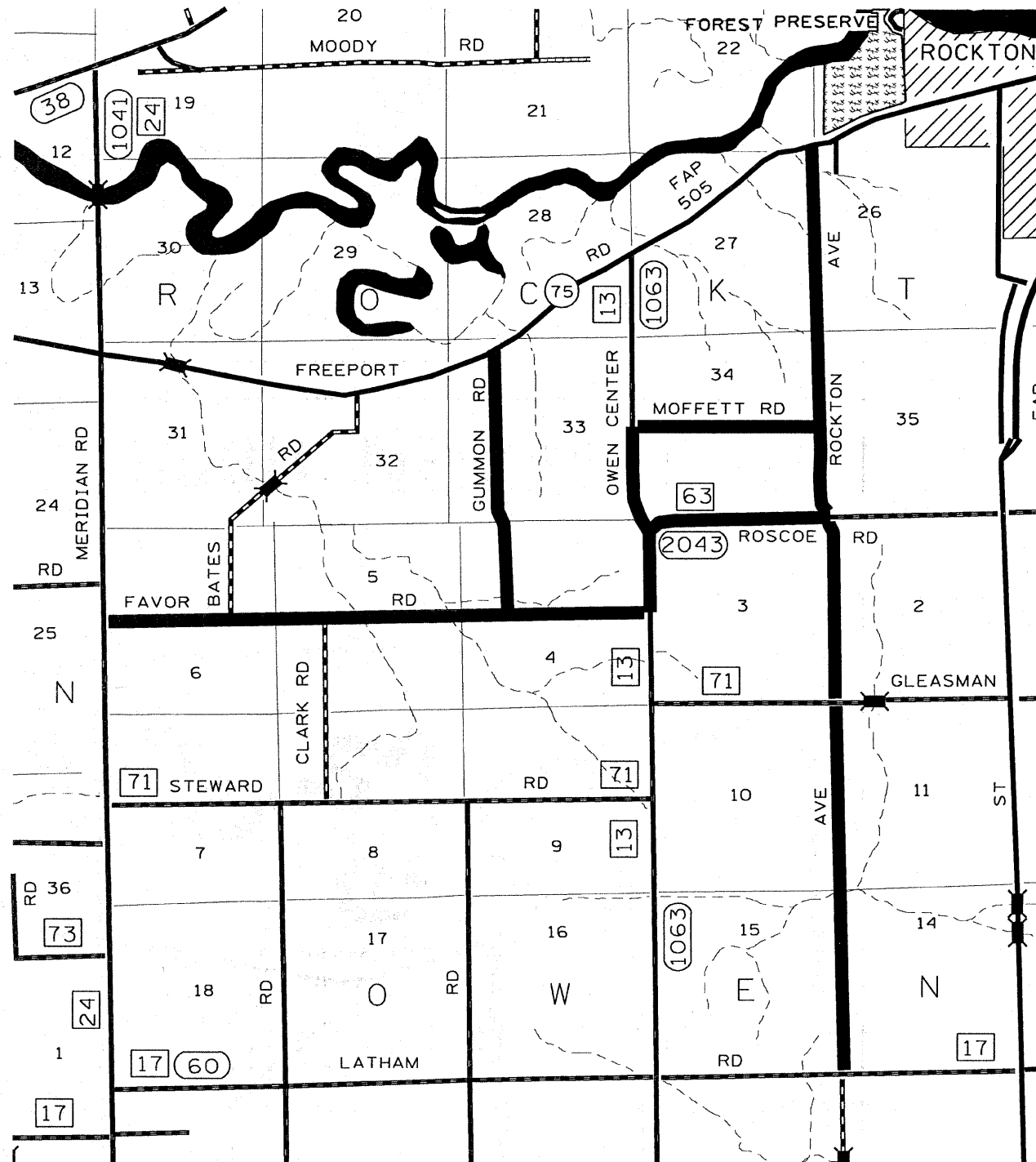


FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 75 R.O.W. & EASEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or:\pwork\pwork\goffjl\08142202\084309\row.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -					505	115RS-2	WINNEBAGO	120	61
PLOT DATE = Fri Oct 09 12:01:19 2009	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 64E89				
					ILLINOIS FED. AID PROJECT							

GOOD NEIGHBOR ROUTES

GOOD NEIGHBOR ROUTE:

- * ROCKTON AVENUE FROM IL 75 TO LATHAM ROAD
- * MOFFETT ROAD FROM ROCKTON AVENUE TO OWEN CENTER ROAD
- * ROSCOE ROAD FROM ROCKTON AVENUE TO OWEN CENTER ROAD
- * OWEN CENTER ROAD FROM MOFFETT ROAD TO FAVOR ROAD
- * FAVOR ROAD FROM OWEN CENTER ROAD TO MERIDIAN ROAD
- * GUMMOW ROAD FROM IL 75 TO FAVOR ROAD



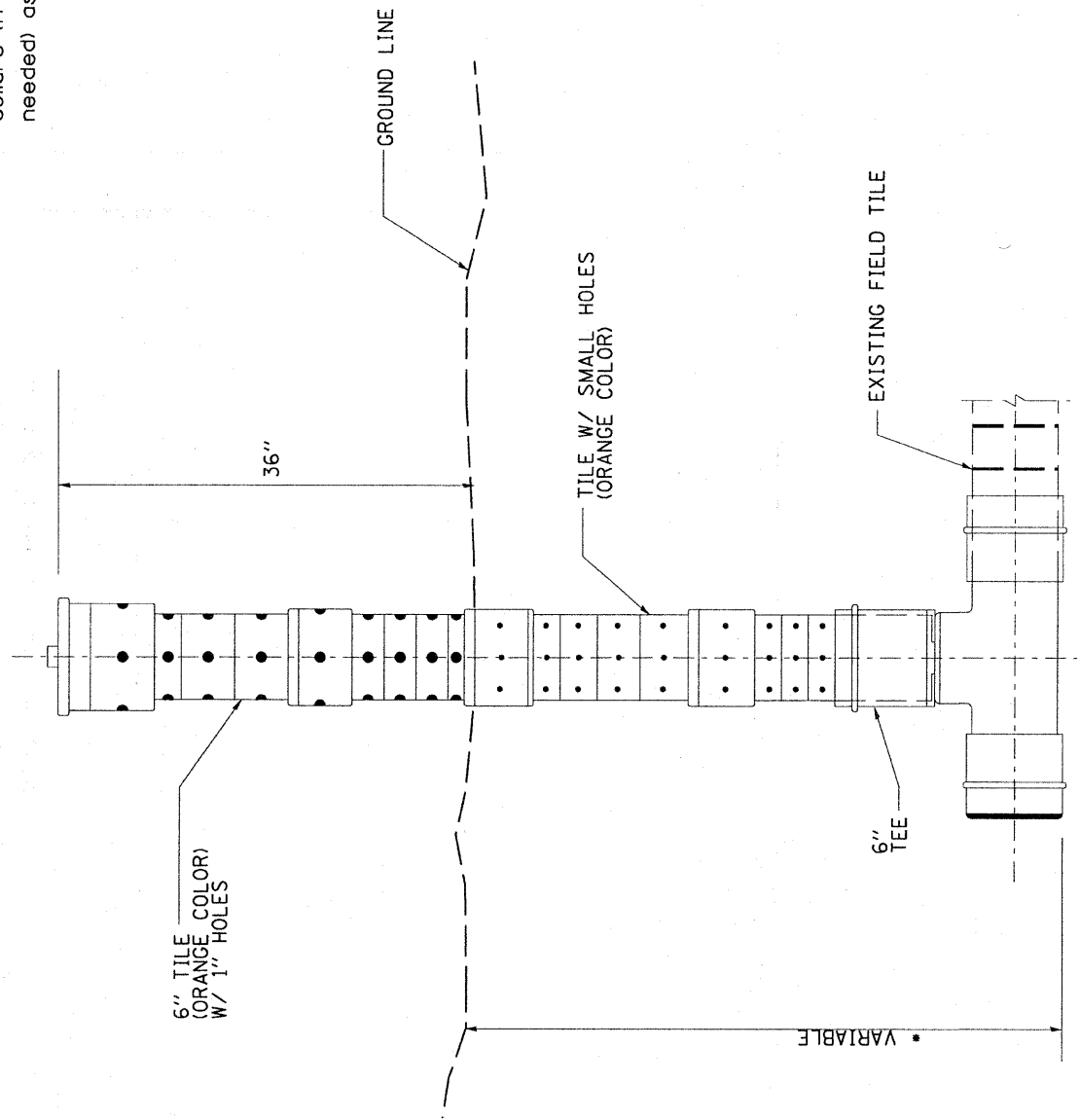
INDICATES GOOD NEIGHBOR ROUTE

FILE NAME =	USER NAME = nicklaus	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	----- ----- ----- -----	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Or\Projects\Winnebago\64E89 IL 75 Culv	ts and 3P combined\Lenae\IL75cover.dgn	DRAWN -	REVISD -			505	115 RS-2	WINNEBAGO	120	62	
	PLOT SCALE = 185.5966' / 1" IN.	CHECKED -	REVISD -			CONTRACT NO. 64E89					
	PLOT DATE = Fri Oct 09 11:02:36 2009	DATE -	REVISD -			ILLINOIS FED. AID PROJECT					
					SCALE: -----	SHEET NO. ----- OF ----- SHEETS		STA. ----- TO STA. -----			

INLET STAND PIPE DETAIL

Inlet Stand Pipe

Inlet Stand Pipe shall be paid for at the contract unit price each for INLET STAND PIPE. Price shall include the following items--one 36" above ground section with 1" holes, one variable depth below ground section with small holes, one 6" tee section, collars (if needed) and end caps (if needed) as directed by the engineer.



• VERIFY DEPTH IN FIELD

REVISED - 1-10-08	REGION 2 / DISTRICT 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
REVISED - ---		505	115_RS-2	WINNEBAGO	120
REVISED - ---					63
REVISED - ---		SCALE: 20.0/1.0 IN. SHEET NO. --- OF --- SHEETS STA. --- TO STA. ---		CONTRACT NO. 64EB9	
PLOT DATE = Fri Oct 09 11:14:27 2009					

INLET STAND PIPE DETAIL

BORING LOGS

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation D-2

SOIL BORING LOG

Page 1 of 1
Date 7/13/06

ROUTE IL 75 DESCRIPTION P92-019-07 Box culvert, 1.1 m. E. of Owen Center Road LOGGED BY Paul Drezen

SECTION _____ LOCATION Rockton Twp. - 22 SE, SEC., TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-45

STRUCT. NO. 101-1032
Station _____

BORING NO. B-1
Station 334+15
Offset 11.50R Rt CL (S of CL)
Ground Surface Elev. 100.00 ft

Soil Description	Elev. (ft)	D (ft)	B (%)	U (tsf)	M (%)	Soil Description	Elev. (ft)	D (ft)	B (%)	U (tsf)	M (%)
black LOAM				10.0		MEDIUM tan SAND & GRAVEL (continued)	92.00	14			
							91.80	15			
MEDIUM brown SANDY LOAM	98.00	5				Wash		23			
		4	0.5	11.0		DENSE tan SAND & GRAVEL with weathered LIMESTONE		22			
	96.50	5	P				76.50	25			
STIFF brown SANDY LOAM		5				DENSE tan SAND & GRAVEL with weathered LIMESTONE		20			
		3	1.3	13.0				23			
	94.00	4	P			End of Boring	74.00	26			
MEDIUM brown SANDY LOAM		10									
		12	0.5	12.0							
	91.50	17	P								
VERY SOFT brown SANDY LOAM with weathered LIMESTONE		10									
		12		13.0							
	88.50	11									
DENSE tan SAND & GRAVEL with LIMESTONE		18									
		20									
	86.50	28									
DENSE tan SAND & GRAVEL with LIMESTONE		16									
		16									
	84.00	20									
DENSE tan SAND & GRAVEL		19									
		15									
	81.50	19									
MEDIUM tan SAND & GRAVEL		14									
		14									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation D-2

SOIL BORING LOG

Page 1 of 1
Date 7/13/06

ROUTE IL 75 DESCRIPTION P92-019-07 Box culvert, 1.1 m. E. of Owen Center Road LOGGED BY Paul Drezen

SECTION _____ LOCATION Rockton Twp. - 22 SE, SEC., TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-45

STRUCT. NO. _____
Station _____

BORING NO. B-2
Station 334+55
Offset 15.00R Lt CL
Ground Surface Elev. 99.00 ft

Soil Description	Elev. (ft)	D (ft)	B (%)	U (tsf)	M (%)	Soil Description	Elev. (ft)	D (ft)	B (%)	U (tsf)	M (%)
MEDIUM black SANDY LOAM				0.5	9.0						
				P							
SOFT brown SANDY LOAM with GRAVEL	97.00	3									
		2	0.3	9.0							
	95.50	2	P								
SOFT black SANDY LOAM with GRAVEL		3									
		2	0.3	12.0							
	92.50	3	P								
MEDIUM brown SAND & GRAVEL		6									
		7									
	90.50	10									
Wash		10									
MEDIUM brown SAND & GRAVEL		13									
	88.00	16									
VERY DENSE brown SAND & GRAVEL		20									
		22									
	85.50	34									
VERY DENSE tan SAND & GRAVEL with weathered LIMESTONE		29									
		29									
	83.00	35									
VERY DENSE tan SAND & GRAVEL with weathered LIMESTONE		24									
		27									
	80.50	28									
End of Boring											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

FILE NAME =	USER NAME = mcklausle	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		-----BORING LOGS-----		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\Projects\Winnebago\64E89 IL 75 Culvert	ts and 3P combined\lance\IL75typicals\8.dgn	DRAWN -	REVISED -					505	115RS-2	WINNEBAGO	120	64
PLDT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED -	SCALE: _____					SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	ILLINOIS FED. AID PROJECT		CONTRACT NO. 64E89
PLOT DATE = Fri, Oct 09 11:41:55 2009	DATE -	REVISED -										

BORING LOGS

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 7/12/06

ROUTE FAP 505 DESCRIPTION D92-019-07 Box culvert on IL 75, .1 m. E. of Owen Center Road LOGGED BY W. Garza

SECTION _____ LOCATION Rockton Twp. - 27SW, SEC. , TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 101-1034
Station _____

BORING NO. B-1
Station 26' W.
Offset 14.00R S CL
Ground Surface Elev. 99.00 ft

Soil Description	Elev. (ft)	D (ft)	B (ft)	U (tsf)	M (%)	Soil Description	Elev. (ft)	D (ft)	B (ft)	U (tsf)	M (%)
MEDIUM brown LOAM				0.5	10.0	VERY DENSE tan clean medium SAND (continued)	78.00				1007*
	97.00		3			End of Boring					
MEDIUM brown SILTY CLAY LOAM			2	0.9	16.0						
	95.50		3	B							
MEDIUM brown LOAM			2								
	92.50		1	0.6	28.0						
			3	P							
MEDIUM tan SAND & GRAVEL			12								
	90.50		13								
			15								
DENSE tan SAND & GRAVEL, moist			22								
	87.50		21								
			19								
VERY STIFF tan SILTY LOAM with GRAVEL			9								
	85.00		11	2.1	14.0						
			17	S							
MEDIUM tan dirty SAND & GRAVEL			10								
	83.00		11								
			18								
Wash MEDIUM tan fine SAND with bottom 4" well cemented			9								
	80.50		12								
			14								
			32								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 7/12/06

ROUTE FAP 505 DESCRIPTION D92-019-07 box culvert on IL 75, .1 m. E. of Owen Center Road LOGGED BY W. Garza

SECTION _____ LOCATION Rockton Twp. - 27SW, SEC. , TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 101-1034
Station _____

BORING NO. B-2
Station 18' E.
Offset 14.00R N CL
Ground Surface Elev. 99.20 ft

Soil Description	Elev. (ft)	D (ft)	B (ft)	U (tsf)	M (%)	Soil Description	Elev. (ft)	D (ft)	B (ft)	U (tsf)	M (%)
MEDIUM brown LOAM				0.5	15.0	MEDIUM light brown fine SAND (continued)	78.20				
	97.20		3	P		Wash					17
MEDIUM light brown SANDY LOAM			4	0.9	9.0	VERY DENSE tan fine SAND					23
	95.70		5	B							32
STIFF brown SILTY CLAY LOAM			1			VERY DENSE tan well-cemented fine SAND					26
	92.70		3	1.3	28.0						1009*
			5	P		End of Boring					
MEDIUM tan clean SAND & GRAVEL, moist			4								
	90.70		6								
			8								
MEDIUM tan SAND & GRAVEL, moist			5								
	88.20		7								
			10								
MEDIUM tan clean medium SAND			4								
	85.70		7								
			8								
LOOSE/MEDIUM tan fine SAND			3								
	83.20		5								
			5								
MEDIUM tan fine SAND with SILT lens			8								
	80.70		7								
			8								
MEDIUM light brown fine SAND			3								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED (DETAILS FOR CURB & GUTTER REPLACEMENT)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 40 (1 1/2) IN DIAMETER AND 225 (9) DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 32x450 (1 1/4 X 18) SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

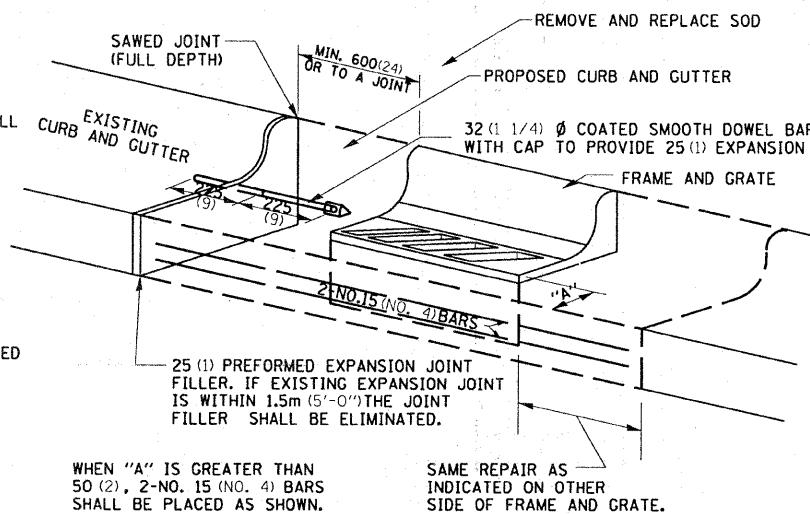
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.

REVISED - 5-4-94

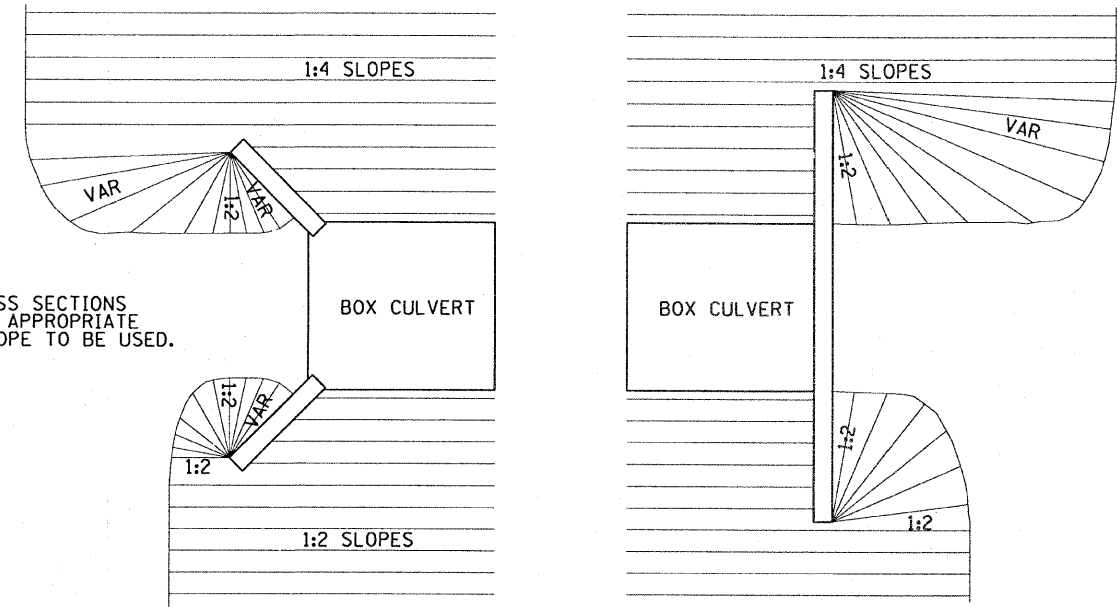


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED

17.4a

GRADING AROUND WINGWALLS



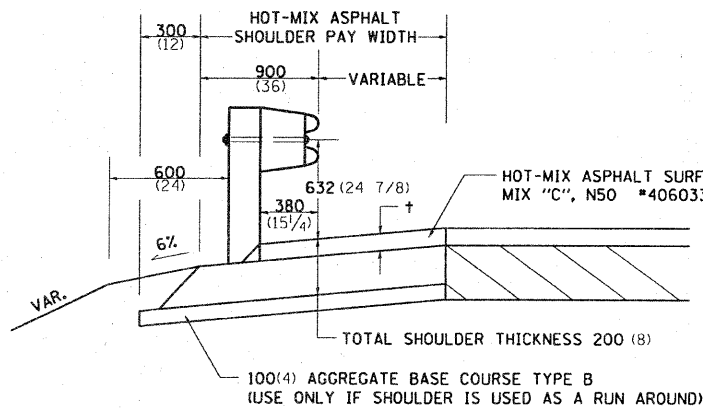
NOTES
SEE CROSS SECTIONS FOR THE APPROPRIATE FRONTSLOPE TO BE USED.

5-27-09

GRADING AROUND WINGWALLS

20.4

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET 632 (24 7/8) FROM THE FINISHED SURFACE.

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE METER (SQUARE YARD) FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

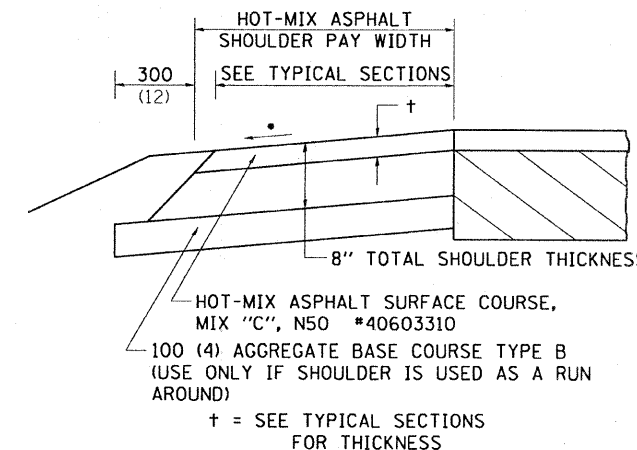
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL

23.4

HOT-MIX ASPHALT SHOULDER



† = SEE TYPICAL SECTIONS FOR THICKNESS

GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

REGION 2 / DISTRICT 2 STANDARD

SCALE: 1:20

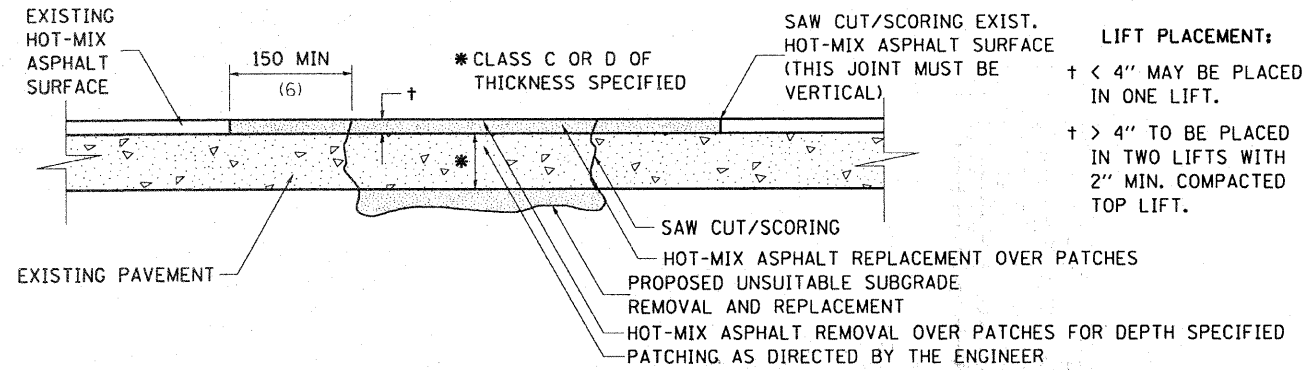
SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	115 RS-2	WINNEBAGO	120	66
CONTRACT NO. 64E89				

HOT-MIX ASPHALT SHOULDER

23.4a

PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT



SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. RESIDENT ENGINEER WILL DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HOT-MIX ASPHALT SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE HOT-MIX ASPHALT SURFACE OVER FULL DEPTH PATCHES AND AT LOCATIONS OF HOT-MIX ASPHALT SURFACE REMOVAL.

GENERAL NOTES:

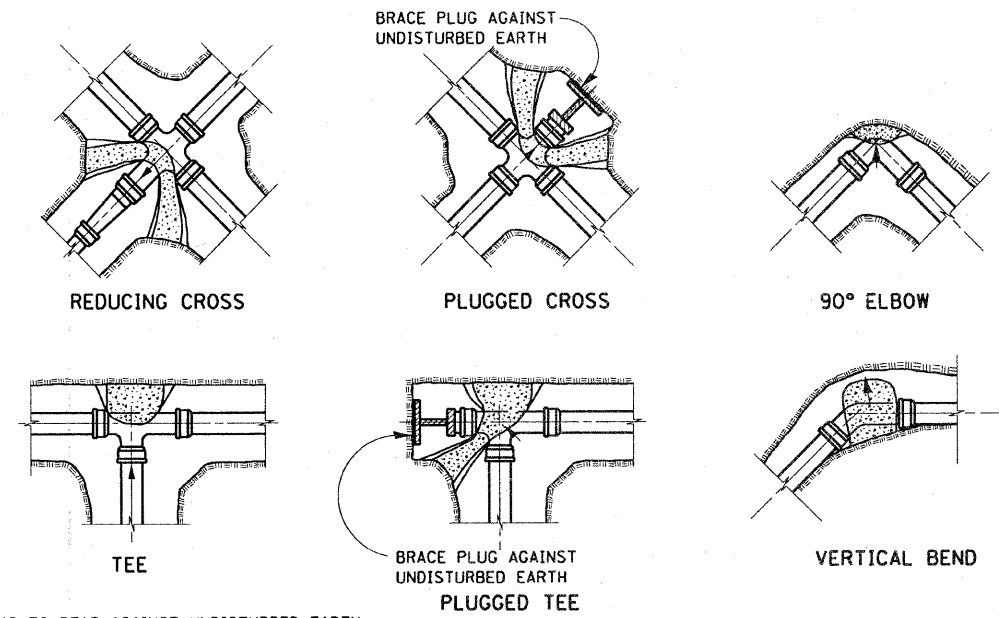
1. FOR BASIS OF PAYMENT; SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 5-27-09

PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT 32.4

THRUST BLOCK DETAILS



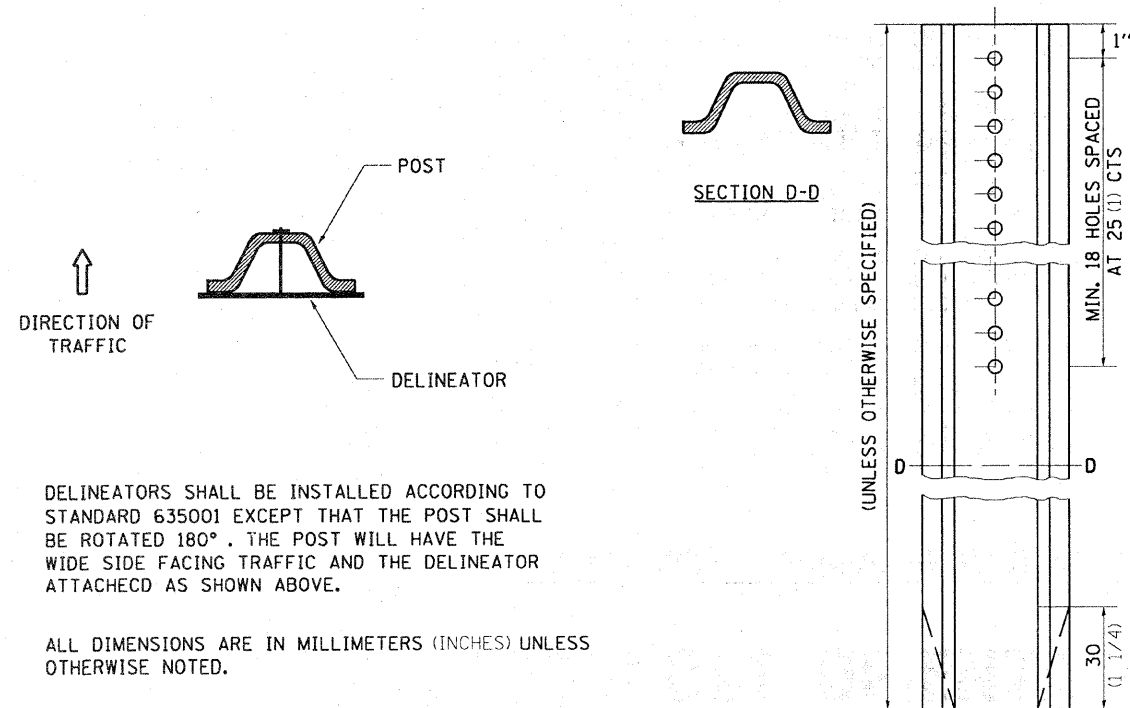
NOTES:
 ALL BLOCKS TO BEAR AGAINST UNDISTURBED EARTH. ARROWS INDICATE DIRECTION OF THRUST. ALL BLOCKS TO BE CLASS SI CONCRETE. ALL FITTINGS SHOWN IN PLAN EXCEPT VERTICAL BEND.

REVISED - 10-20-87

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

THRUST BLOCK DETAILS 34.4

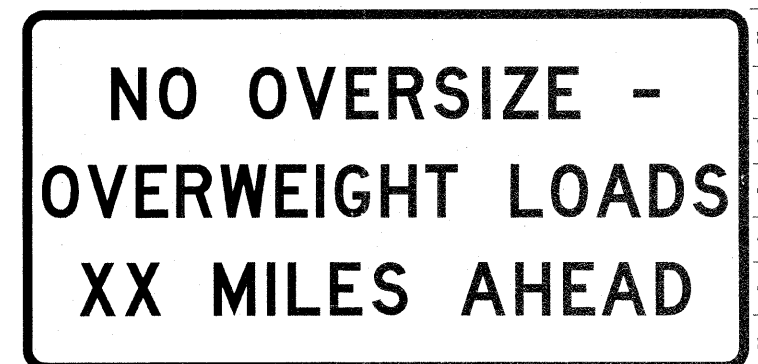
DELINEATOR AND POST ORIENTATION



REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

ROAD CLOSED TO OVERSIZED LOADS



Permit Loads - Loads Over 13 Feet, 3.0' Radius, 1.3' Border, Black on Orange;
 NO OVERSIZE - J D; (OVERWEIGHT LOADS) D 85% spacing; (XX MILES AHEAD) D;
 Table of letter and object sizes:

N	O	D	V	C	R	S	I	E	E	O	S
11.7	18.1	30.0	38.2	42.8	48.4	54.4	60.7	67.5	74.8	82.5	90.8
O	V	C	R	S	I	E	E	O	A	D	S
2.6	3.8	6.2	7.8	8.8	10.0	11.3	12.7	14.2	15.8	17.5	19.3
X	X	M	I	L	E	S	A	H	E	A	D
7.6	13.6	25.3	32.3	36.1	40.8	46.2	52.3	59.1	66.7	75.0	83.7

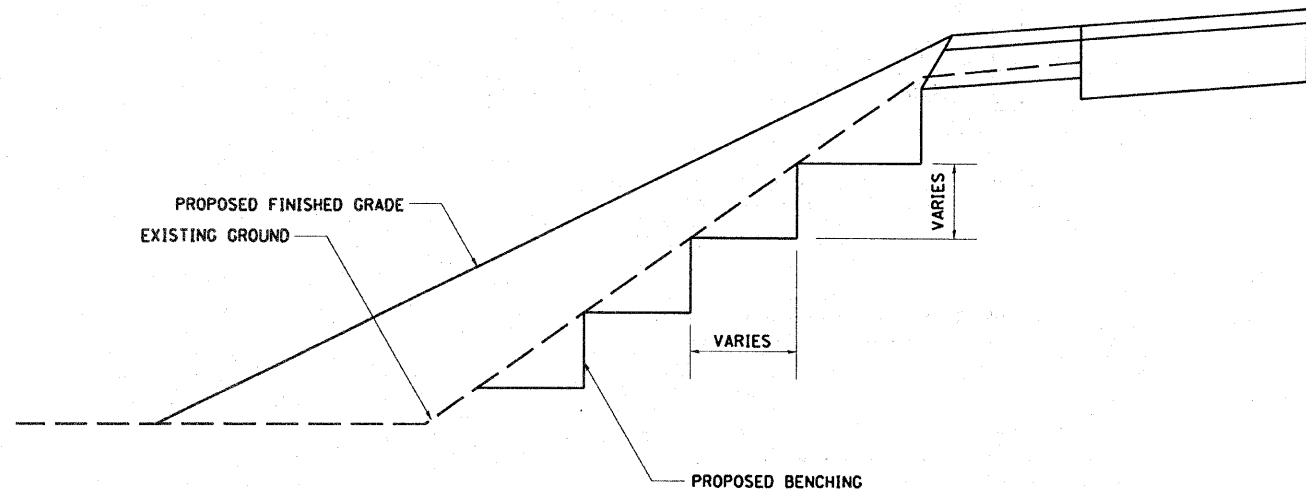
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 3-U-09	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE. 505	SECTION 115 RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 67
REVISED - ---	SCALE: 100:1	SHEET NO. ___ OF ___ SHEETS		STA. _____ TO STA. _____	CONTRACT NO. 64E89	
REVISED - ---	FED. ROAD DIST. NO. ___ ILLINOIS FED. AID PROJECT					

ROAD CLOSED TO OVERSIZED LOADS 40.4

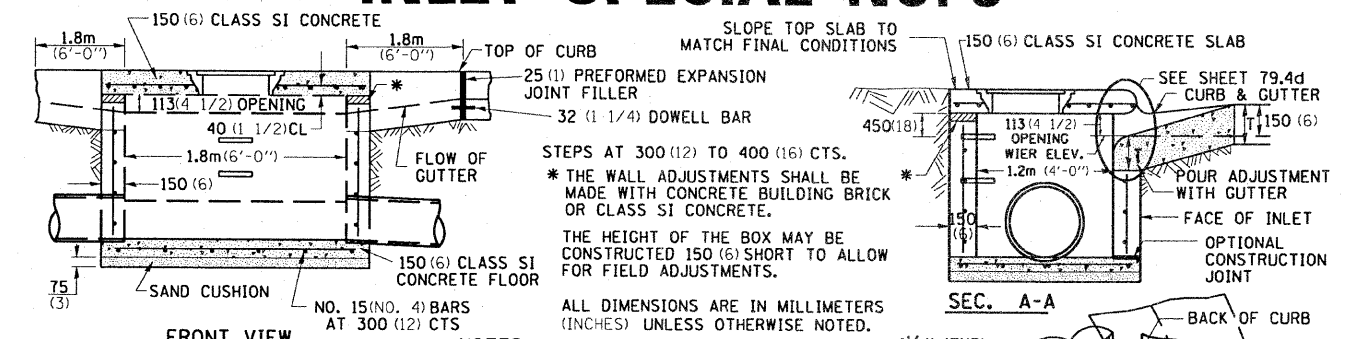
TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

INLET SPECIAL NO. 3



NOTES

SEE STANDARD 602701 FOR DETAILS OF STEPS. 25 (1) PREFORMED EXPANSION JOINTS AS SHOWN SHALL BE PROVIDED ON EACH SIDE OF INLET. CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT.

THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTAL SECTIONS.

REINFORCEMENT FOR INLET SPECIAL NO. 3 SHALL BE ACCORDING TO DISTRICT STANDARD 79.4e

STEPS SHALL BE OMITTED WHEN DEPTH OF INLET IS LESS THAN 1.5 m (5 ft.)

THE INLET SHALL BE CAST IN PLACE OR PRECAST.

EXCEPT AS NOTED HEREON INLET SPECIAL NO. 3 SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL NO. 3 SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE FRAME, LID, REINFORCEMENT BARS, FLOOR AND TOP SLABS, CAST IRON STEPS (IF USED).

THE CURB AND GUTTER WILL BE PAID FOR SEPARATELY AND WILL BE MEASURED THROUGH THE INLET.

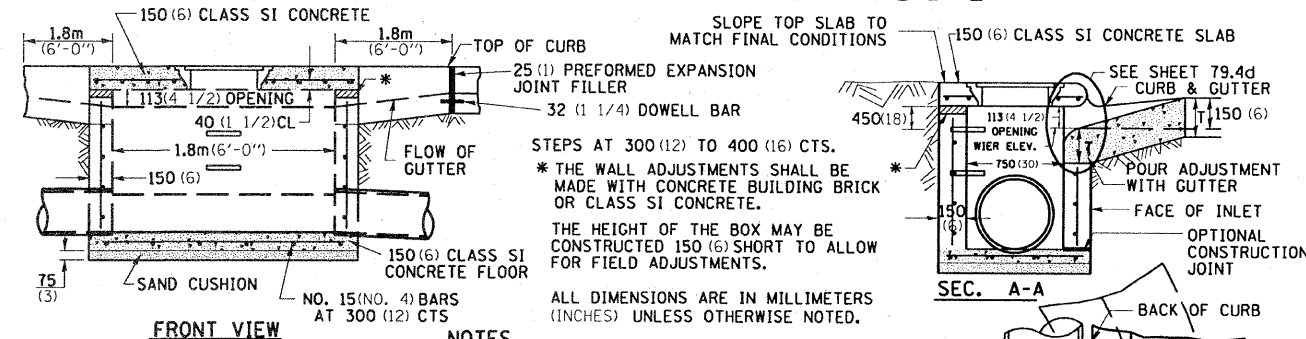
THE CURB AND GUTTER ADJACENT TO AND 1.8m (6 FT) ON EITHER SIDE OF THE INLET SHALL BE CONSTRUCTED AS SHOWN WITH NO ADDITIONAL COMPENSATION FOR THE TRANSITION.

** WHEN INLET IS CONSTRUCTED IN RETURN, THE TOP OF SLAB SHALL CONFORM TO THE RADIUS OF THE RETURN.

REVISED - 11-01-07

INLET SPECIAL NO. 3 79.4

INLET SPECIAL NO. 5



NOTES

SEE STANDARD 602701 FOR DETAILS OF STEPS. 25 (1) PREFORMED EXPANSION JOINTS AS SHOWN SHALL BE PROVIDED ON EACH SIDE OF INLET. CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT.

THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTAL SECTIONS.

REINFORCEMENT FOR INLET SPECIAL NO. 5 SHALL BE ACCORDING TO DISTRICT STANDARD 79.4e

STEPS SHALL BE OMITTED WHEN DEPTH OF INLET IS LESS THAN 1.5 m (5 ft.)

THE INLET SHALL BE CAST IN PLACE OR PRECAST.

EXCEPT AS NOTED HEREON INLET SPECIAL NO. 5 SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL NO. 5 SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE FRAME, LID, REINFORCEMENT BARS, FLOOR AND TOP SLABS, CAST IRON STEPS (IF USED).

THE CURB AND GUTTER WILL BE PAID FOR SEPARATELY AND WILL BE MEASURED THROUGH THE INLET.

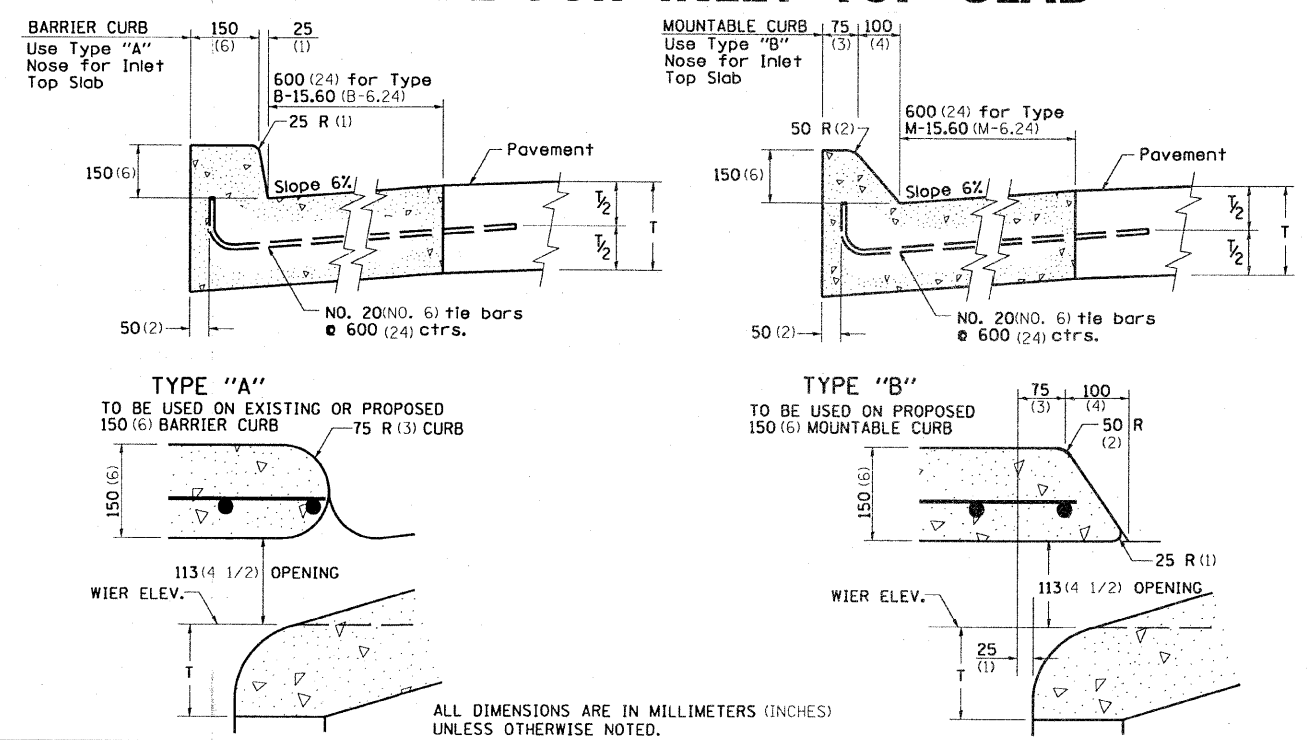
THE CURB AND GUTTER ADJACENT TO AND 1.8m (6 FT) ON EITHER SIDE OF THE INLET SHALL BE CONSTRUCTED AS SHOWN WITH NO ADDITIONAL COMPENSATION FOR THE TRANSITION.

** WHEN INLET IS CONSTRUCTED IN RETURN, THE TOP OF SLAB SHALL CONFORM TO THE RADIUS OF THE RETURN.

REVISED - 4-4-05

INLET SPECIAL NO. 5 79.4b

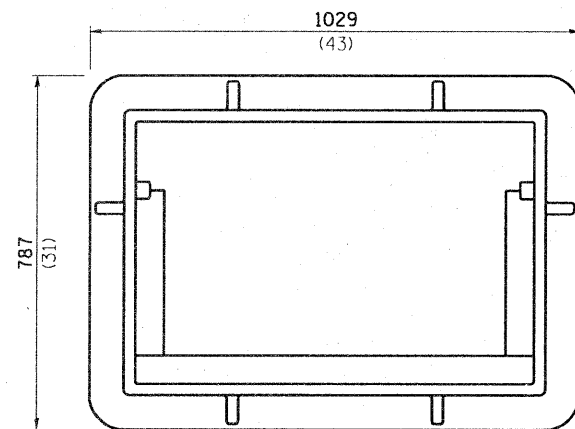
NOSE TYPE FOR INLET TOP SLAB



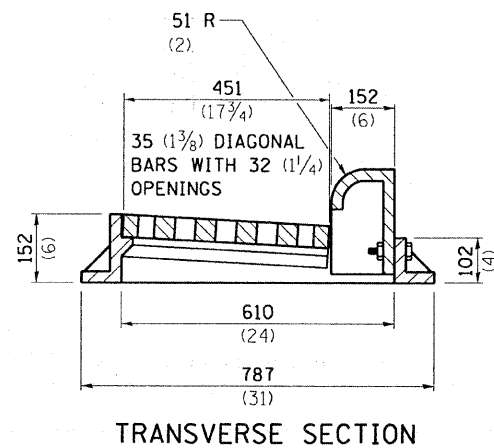
REVISED 2-14-95	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE. 505	SECTION 115 RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 68
REVISED - - -	SCALE: 1:25	SHEET NO. 07 OF 08 SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 64E89			
REVISED - - -	FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT						

NOSE TYPE FOR INLET TOP SLAB 79.4d

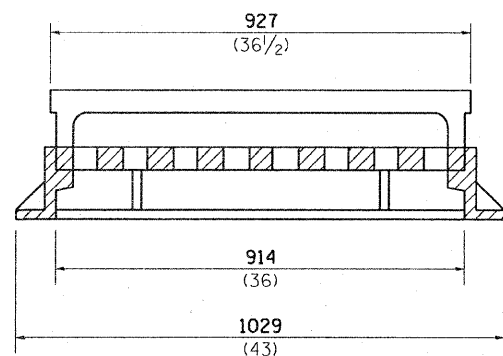
FRAME AND GRATE FOR INLET SPECIAL



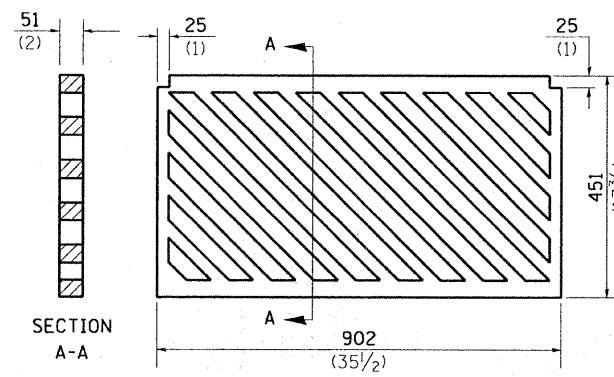
PLAN OF FRAME
WITHOUT GRATE AND CURB BOX



TRANSVERSE SECTION



LONGITUDINAL SECTION



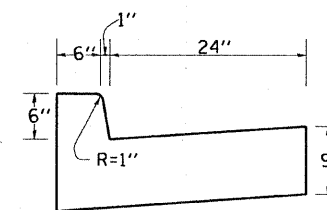
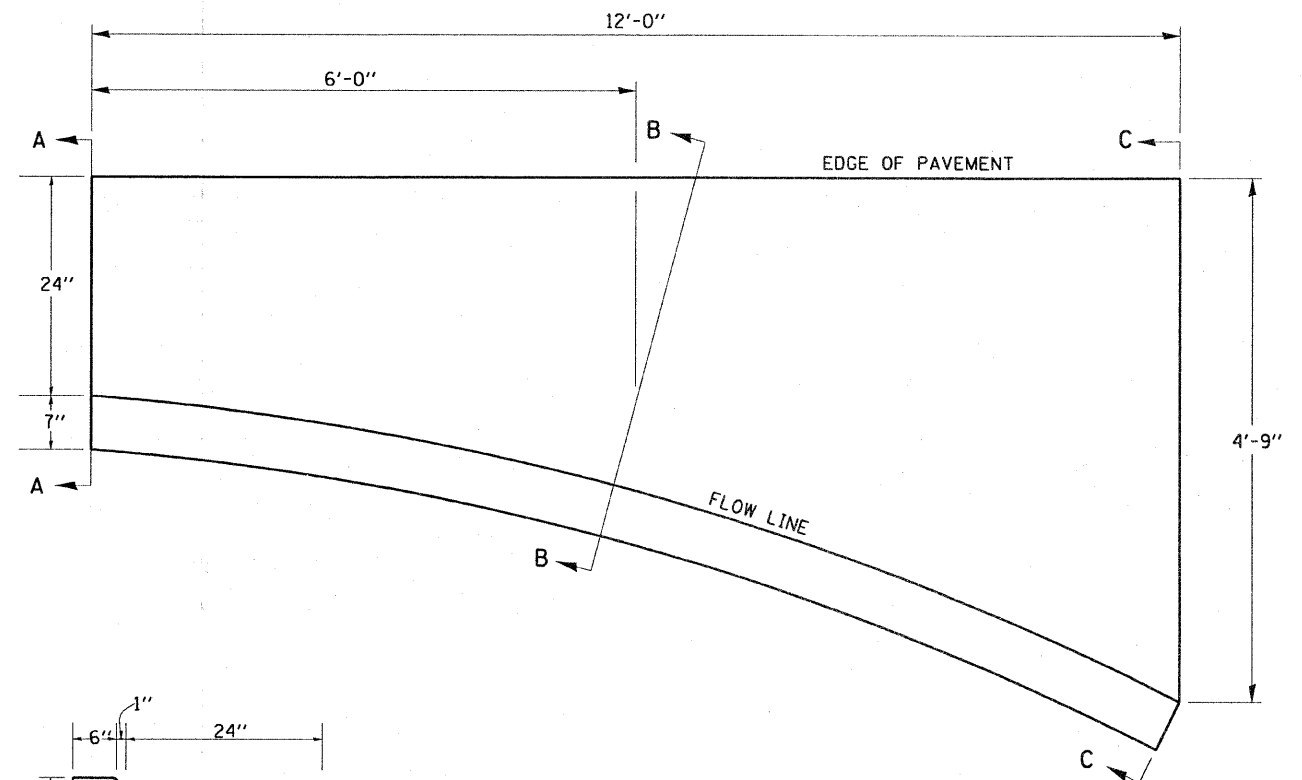
PLAN OF GRATE

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

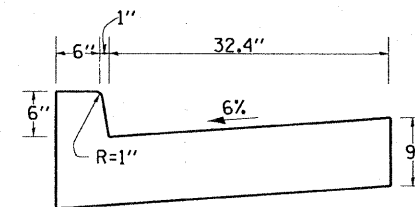
REVISED - 9-25-92

R 3067
APPROXIMATE WEIGHT - 231 Kg. (510 LBS.)

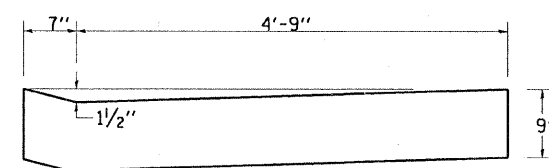
STANDARD INLET FOR CURB & GUTTER TYPE B-6.24



SECTION A-A



SECTION B-B



SECTION C-C

NOTES

Class SI Concrete shall be used throughout.

The Curb and Gutter Inlet will be paid for at the contract unit price per cubic yard for Class SI Concrete (OUTLETS).

Joints shall be constructed in accordance with the requirements of Article 606.07 of the Standard Specifications.

When curb and gutter is constructed adjacent to flexible pavement, a 1" expansion joint shall be installed at construction joints.

- QUANTITY -

Section A-A to C-C
(1.23 Cu. Yds.)
Class SI Concrete

REVISED - 10-30-06	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE. 505	SECTION 115 RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 79
REVISED -	SCALE: 1/8" = 1'-0"	SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 64E89		
REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME; THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF THE REMOVAL AND REPLACEMENT OF 2 BOX CULVERTS ON IL 75

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:

THE SEQUENCE OF EVENTS ARE AS FOLLOW: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING. THIS PROJECT WILL BE CONSTRUCTED IN SEGMENTS AS SHOWN IN THE "STAGING PLANS".

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 3.08 ACRES

PROPOSED R.O.W (TOTAL PARCEL AREA) 0.99 ACRES

DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 2.33 ACRES

SUPPORTING REPORTS AND PLANS

THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

SOIL PROFILE SHEETS, SOILS REPORTS, BORING LOGS
USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE

PECATONICA RIVER

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES
STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:
PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:

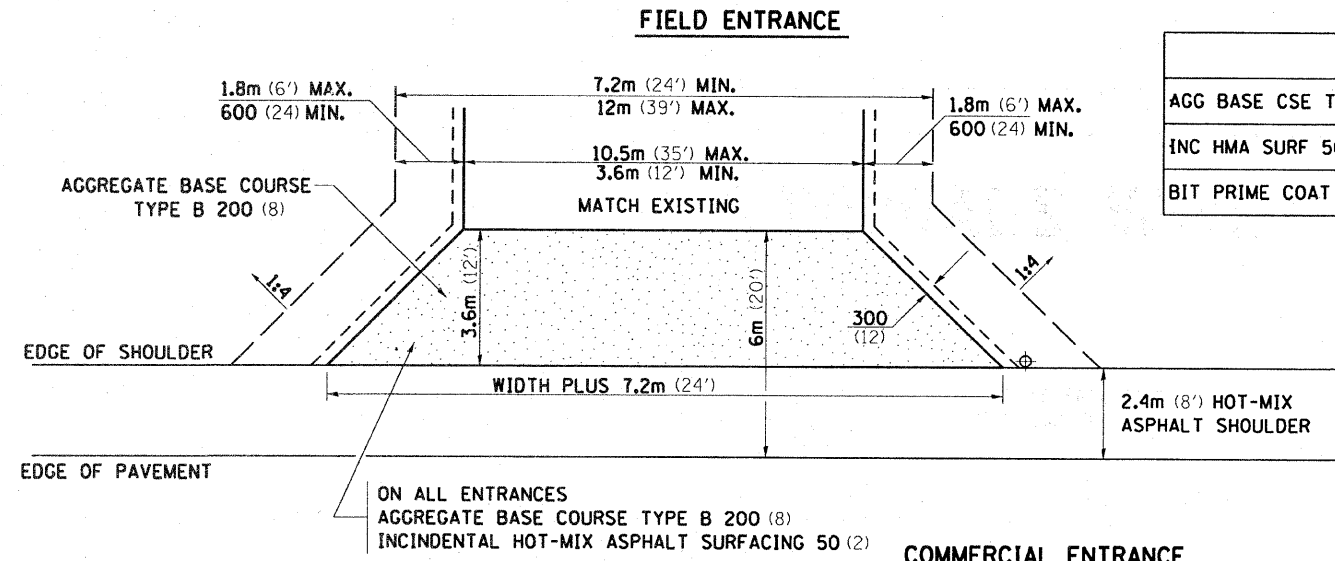
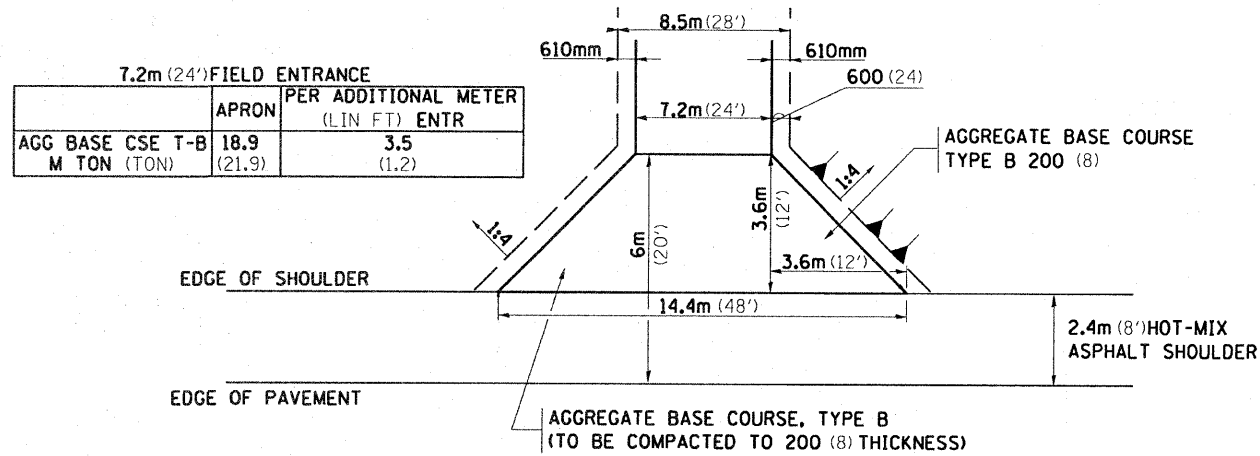
AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE DITCH CHECKS, INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION.

MAINTENANCE AFTER FINAL GRADING

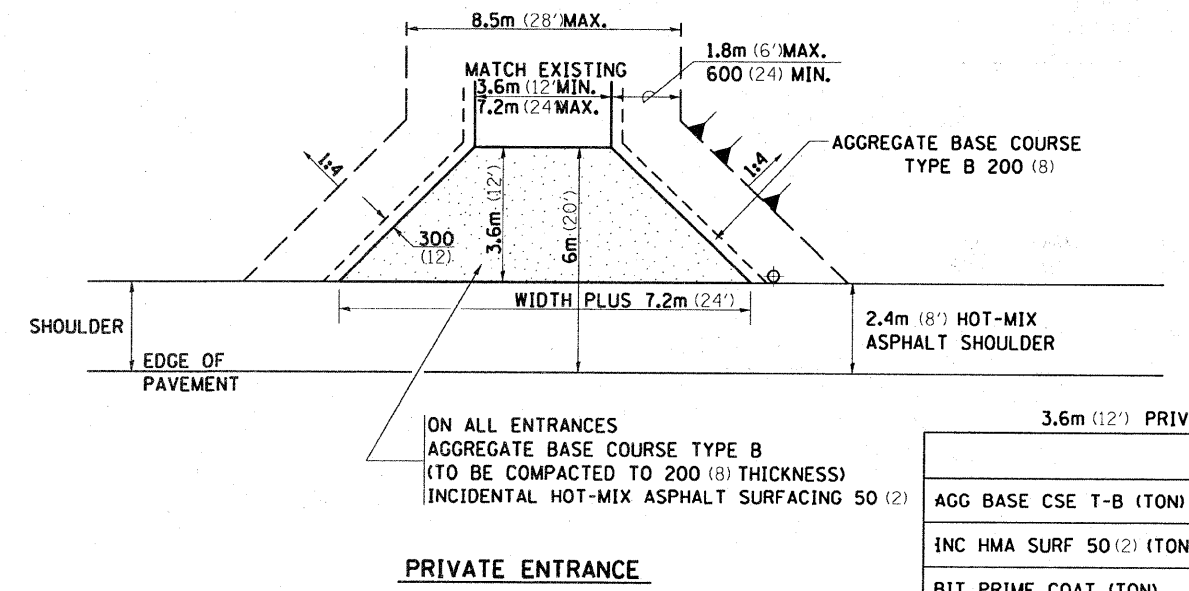
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEDED.

FILE NAME =	USER NAME = nicklaus	DESIGNED - ---	REVISED - 5-12-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Q:\Projects\Winnebago\64E89 IL 75 Culverts and 3P combined\Lance\IL75typicals\8.dgn		DRAWN - ---	REVISED - ---			505	115 RS-2	WINNEBAGO	120	73	
		CHECKED - ---	REVISED - ---			CONTRACT NO. 64E89					
		DATE - ---	REVISED - ---			ILLINOIS FED. AID PROJECT					

ENTRANCE AND SIDEROADS WITH 2.4m (8') HOT-MIX ASPHALT SHOULDERS

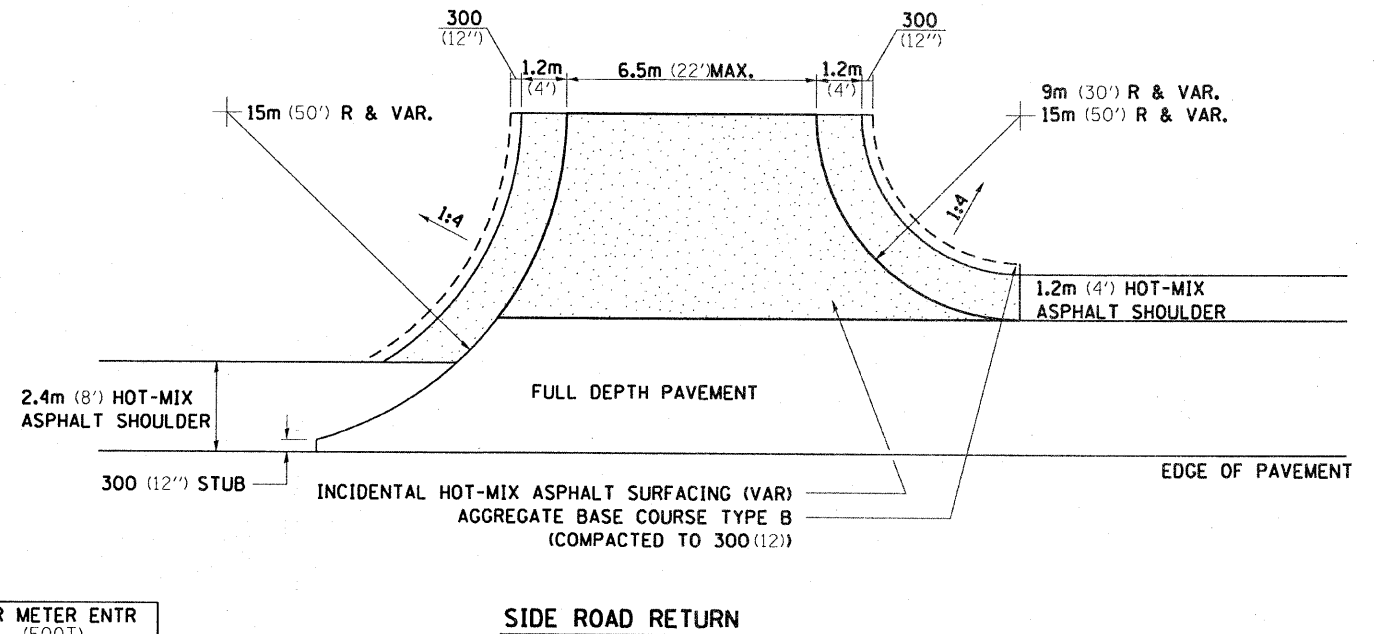


	COMMERCIAL ENTRANCE		PER METER ENTR (FOOT)	
	3.6m (12')	10.5m (35')	3.6m (12')	10.5m (35')
AGG BASE CSE T-B (TON)	14.3 (15.8)	27.0 (29.8)	0.64 (0.70)	1.70 (1.87)
INC HMA SURF 50 (2) (TON)	3.3 (3.6)	6.35 (7.0)	0.14 (0.15)	0.40 (0.44)
BIT PRIME COAT (TON)	0.042 (0.046)	0.082 (0.090)	0.002 (0.002)	0.005 (0.006)



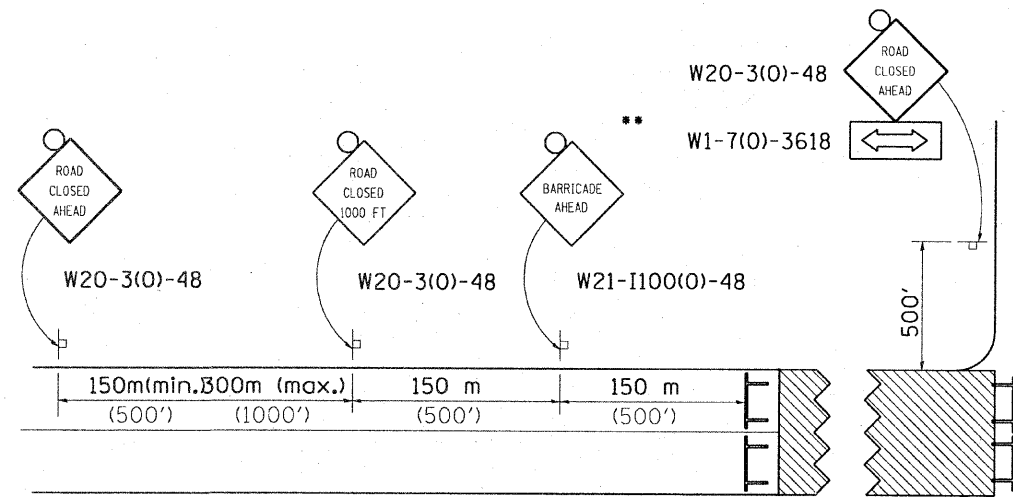
	3.6m (12') PRIVATE ENTRANCE		PER METER ENTR (FOOT)	
	3.6m (12')	7.2m (24')	3.6m (12')	7.2m (24')
AGG BASE CSE T-B (TON)	14.3 (15.8)	21.0 (23.1)	0.64 (0.70)	1.20 (1.32)
INC HMA SURF 50 (2) (TON)	3.3 (3.6)	4.9 (5.4)	0.14 (0.15)	0.27 (0.30)
BIT PRIME COAT (TON)	0.042 (0.046)	0.063 (0.069)	0.002 (0.002)	0.004 (0.004)

- NOTE**
- ALL PE & CE ARE TO BE INCIDENTAL HOT-MIX ASPHALT SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
 - FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
 - QUANTITIES ARE CALCULATED WITH 2.4m HOT-MIX ASPHALT SHOULDER IN PLACE. AGGREGATE QUANTITIES SHOWN ARE FOR NEW CONSTRUCTION.
 - EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE CONSIDERED INCLUDED TO THE AGGREGATE BASE COURSE.
 - ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

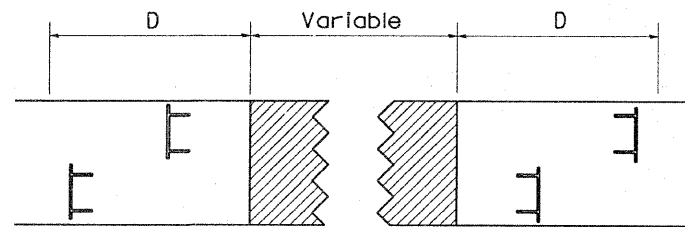


FILE NAME = D:\Projects\Winnebago\64E89 IL 75 Culvert	USER NAME = nicklasle	DESIGNED -	REVISED - 1-15-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE. 505	SECTION 115 RS-2	COUNTY Winnebago	TOTAL SHEETS 120	SHEET NO. 74	
PLOT SCALE = 1/8" = 1' IN.	DRAWN -	CHECKED -	REVISOR -			SCALE: _____	SHEET NO. ___ OF ___ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E89
PLOT DATE = Fri Oct 09 11:18:39 2009	DATE -	REVISOR -	REVISOR -								

TRAFFIC CONTROL FOR ROAD CLOSURE



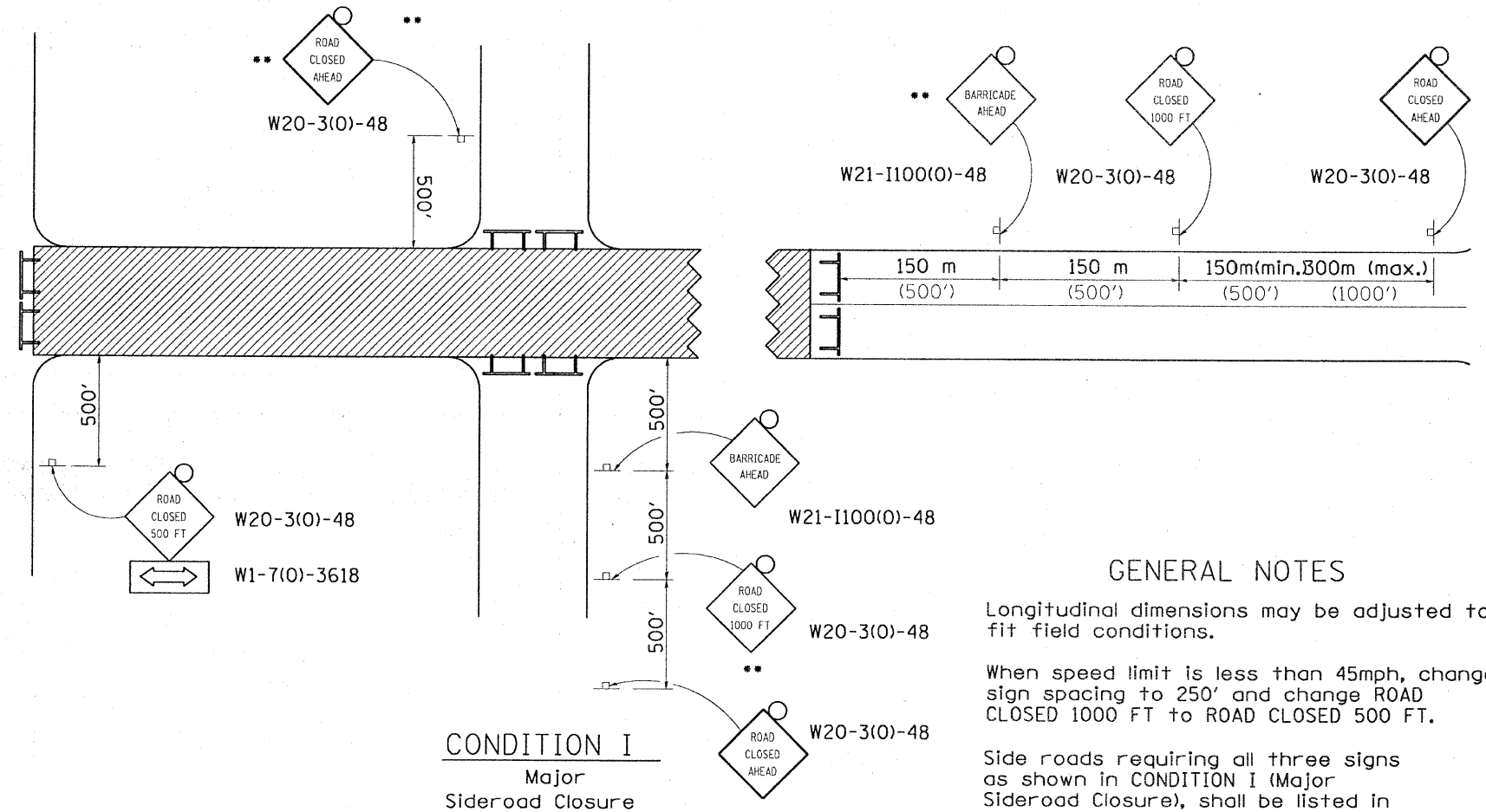
ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

CONDITION II

Minor Sideroad Closure



CONDITION I

Major Sideroad Closure

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.




When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic. Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in millimeters (inches) unless otherwise shown.

SYMBOLS

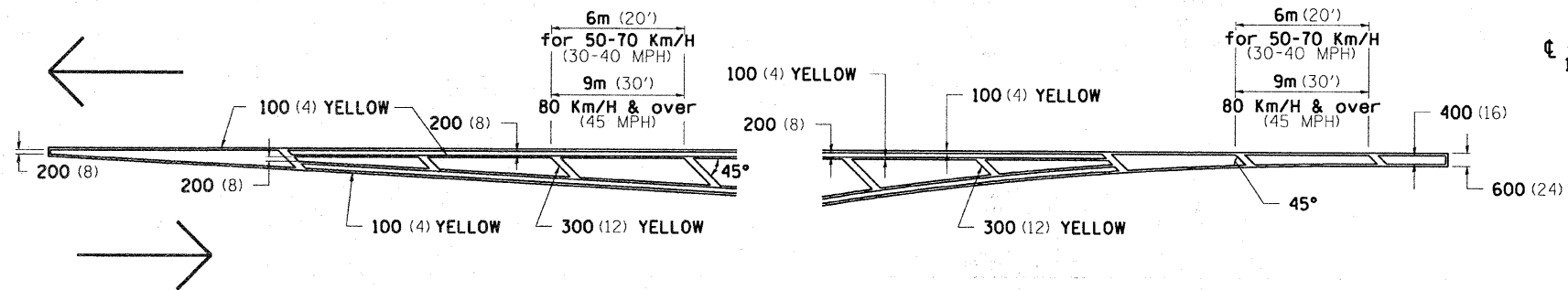
-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

TYPICAL APPLICATION FOR ROAD CLOSURE

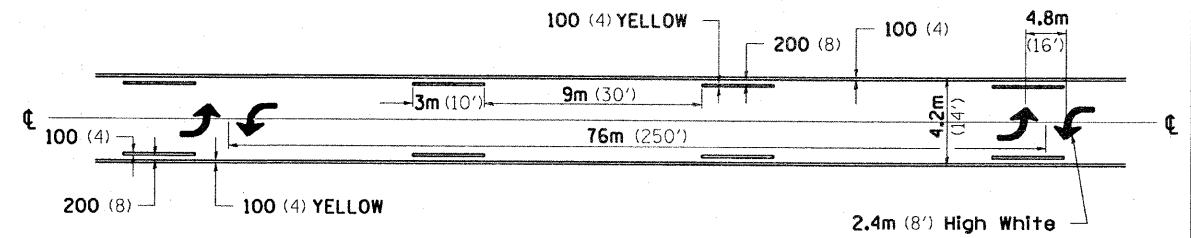
FILE NAME =	USER NAME = nicklaus	DESIGNED -	REVISED - L-J1-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\Projects\Winnebago\64E89 IL 75 Culverts and 3P combined\ance\IL75typicals\8.dgn	DRAWN -	REVISED -	505			115 RS-2	WINNEBAGO	120	75	
PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64E89							
PLOT DATE = Fri Oct 09 11:18:23 2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

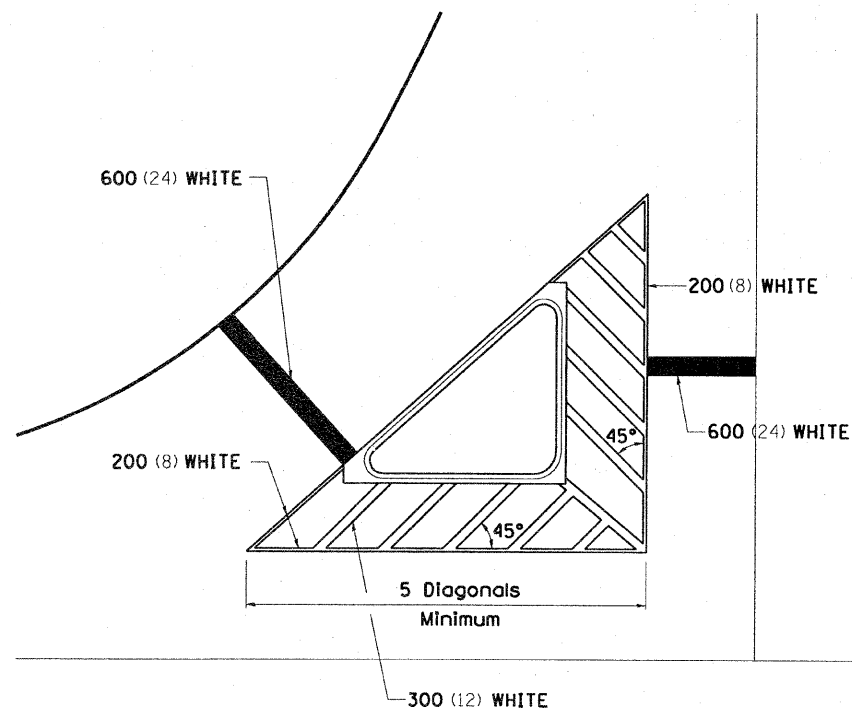


MEDIAN PAVEMENT MARKING

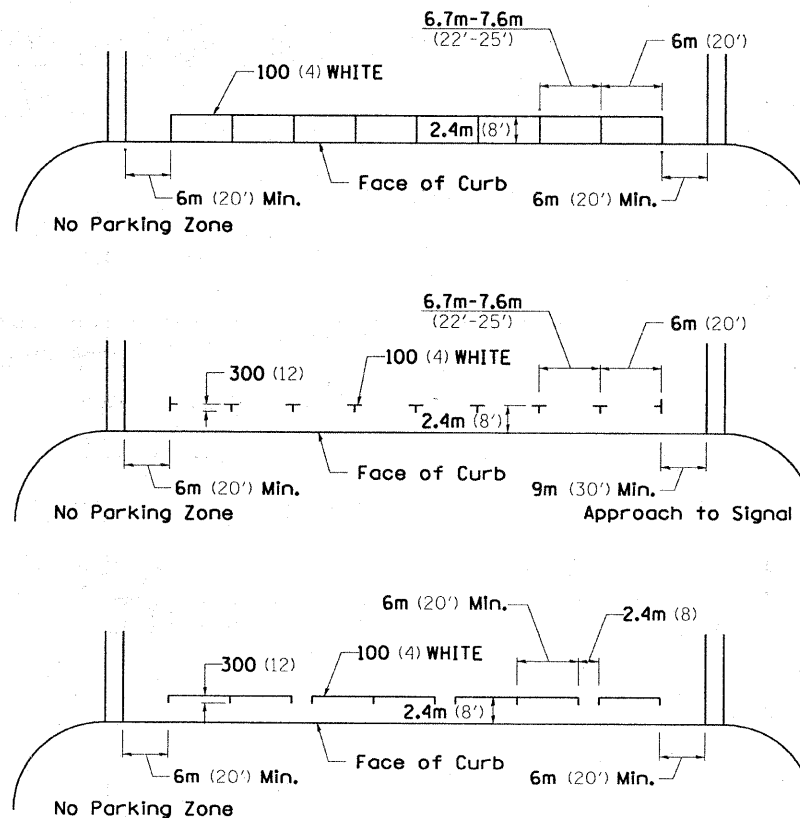


•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

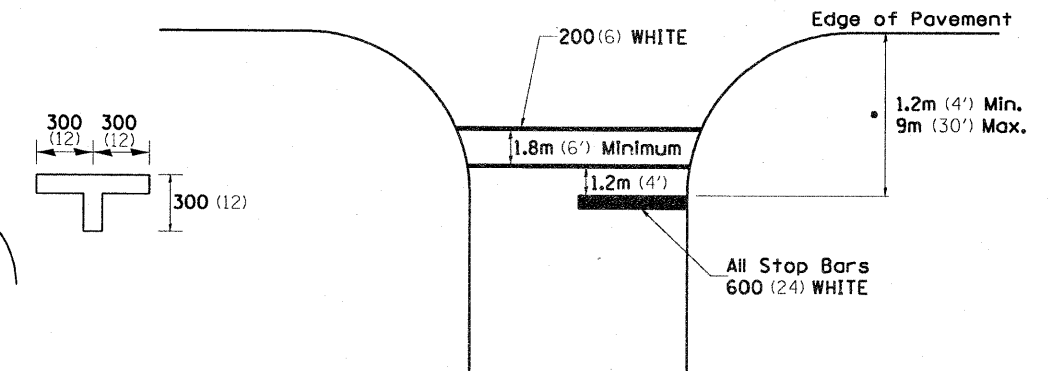


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations

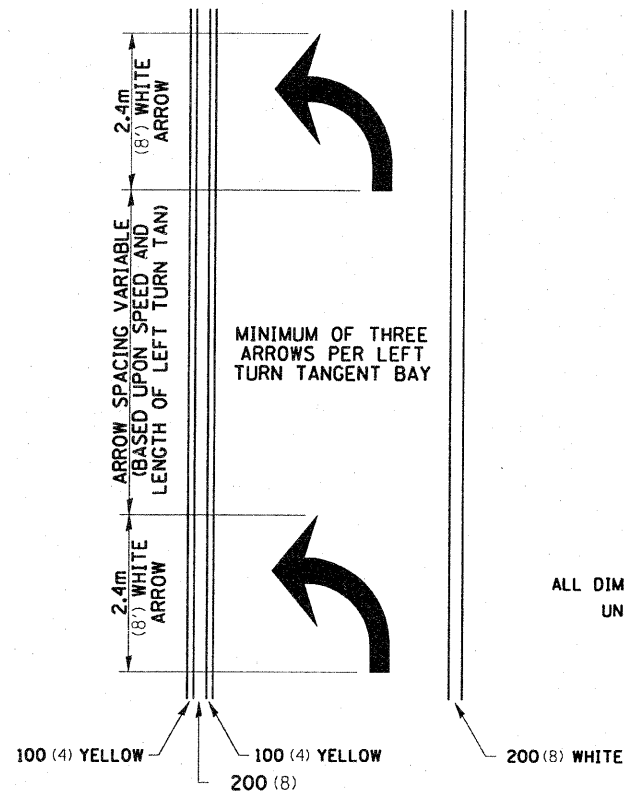


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = nicklaus	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE. 505	SECTION 115 RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 76	
D:\Projects\Winnebago\64E89 IL 75 Culverts and 3P combined\lance\IL75typicals\8.dgn	PLOT SCALE = 1:85,996 / IN.	DRAWN -	REVISED -		SCALE: _____	SHEET NO. ___ OF ___ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E89		
	PLOT DATE = Fri Oct 09 11:18:40 2009	CHECKED -	REVISED -									
		DATE -	REVISED -									

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT



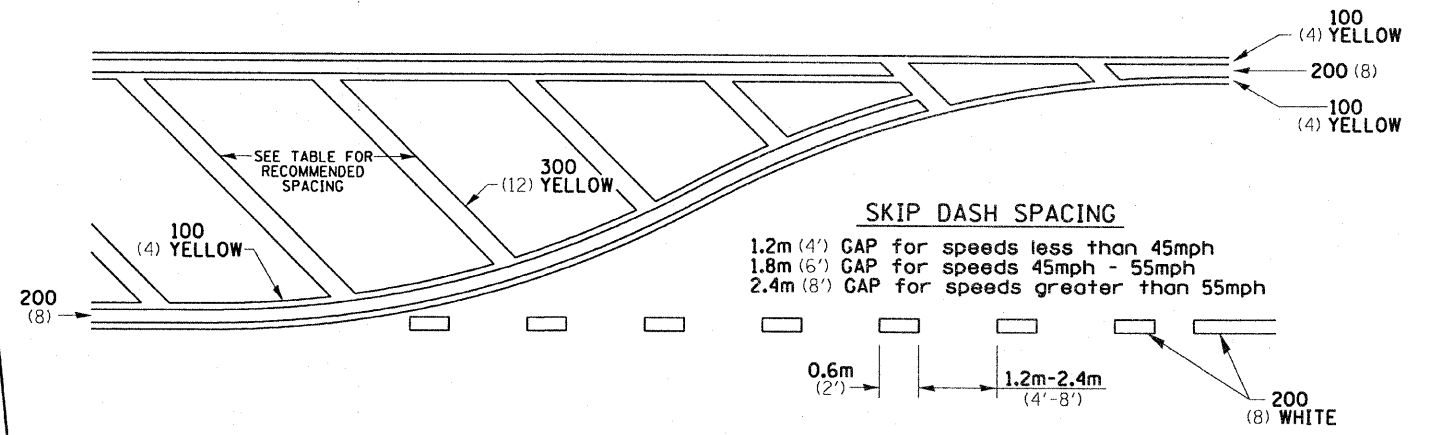
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

12.2m
6 at (40') O.C.
APPROACH SIDE ONLY

See Typical Drawing at right

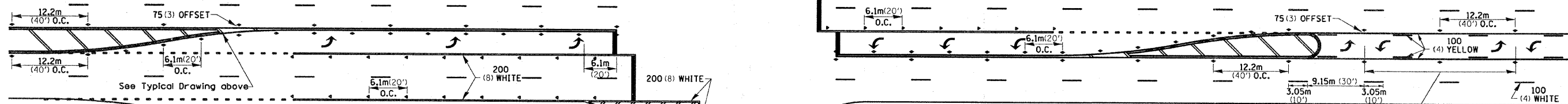
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

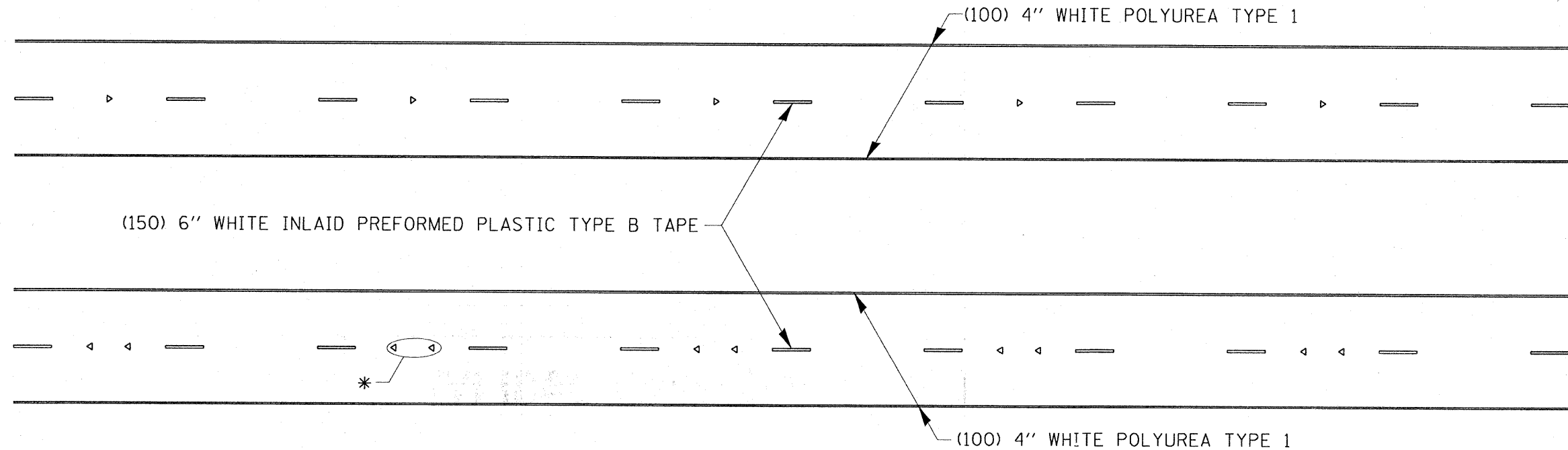
NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



MINIMUM OF TWO PAIRS OF ARROWS. ADDITIONAL PAIRS EVERY 200'-300'.

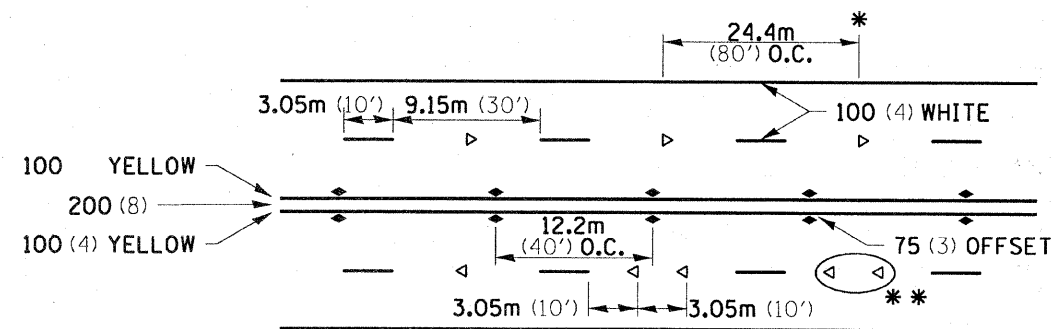
FILE NAME =	USER NAME = mcklauste	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE. 505	SECTION 115 RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 77	
D:\Projects\Winnebago\64E89 IL 75 Culver	ts and 3P combined\lance\IL75typicalsV8.dgn	DRAWN -	REVISED -			SCALE: _____	SHEET NO. ___ OF ___ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E89
	PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -								
	PLOT DATE = Fri, Oct 29 11:18:52 2009	DATE -	REVISED -								

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT \geq 25,000.

MULTI-LANE / DIVIDED

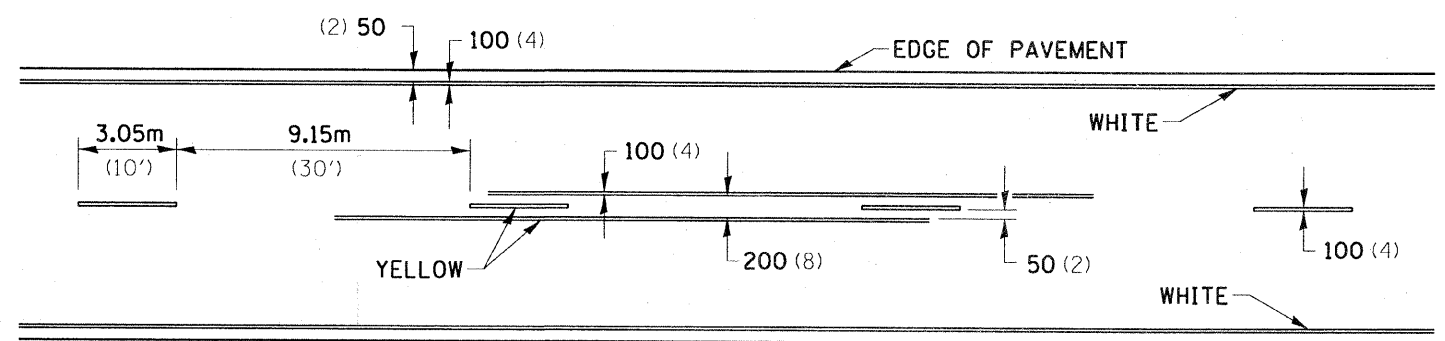


- REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/H (10MPH) LOWER THAN POSTED SPEEDS.
- USE DOUBLE MARKERS WHEN ADT \geq 25,000

MULTI-LANE / UNDIVIDED

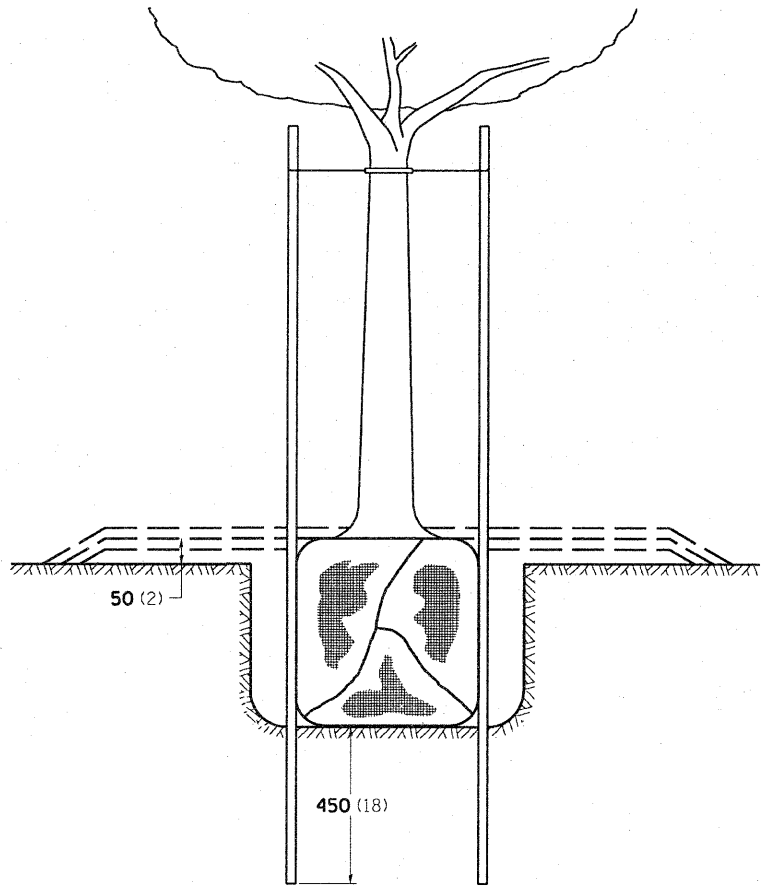
SYMBOLS

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES

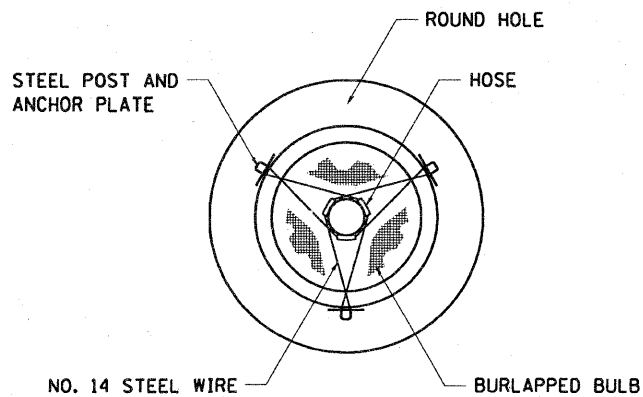


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D:\Projects\Winnebago\64E89 IL 75 Culvert and 3P combined\Lane\IL75typicals\6.dgn	PLOT SCALE = 1/8" = 1' / IN.	DRAWN -	REVISED -			505	115 RS-2	WINNEBAGO	120	78
PLOT DATE = Fri Oct 09 11:19:05 2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 64E89		ILLINOIS FED. AID PROJECT		

DETAILS OF PLANTING AND BRACING TREES

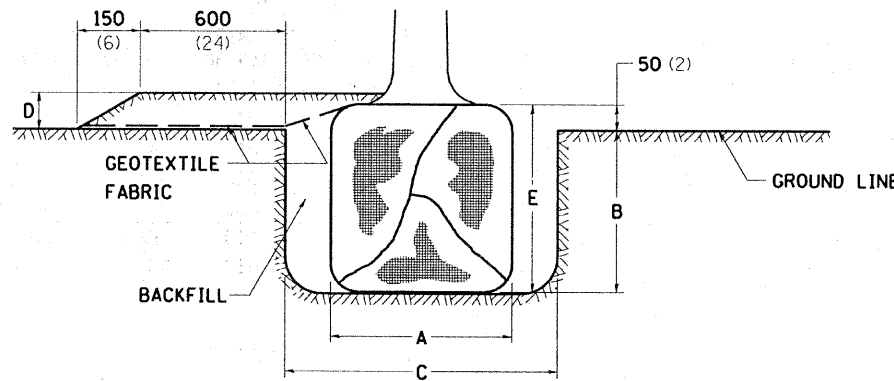


TREES SMALLER THAN 115 (4 1/2) IN DIAMETER

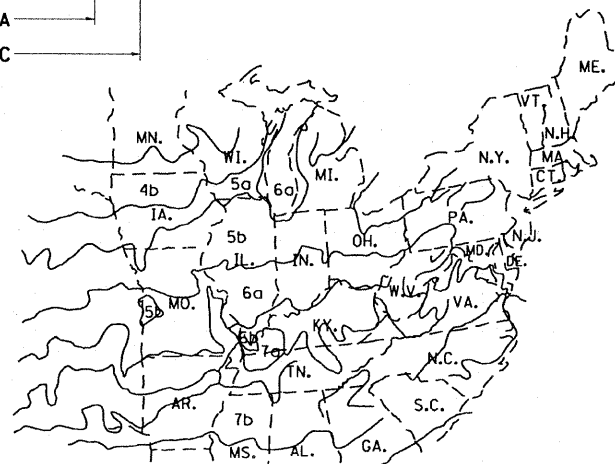
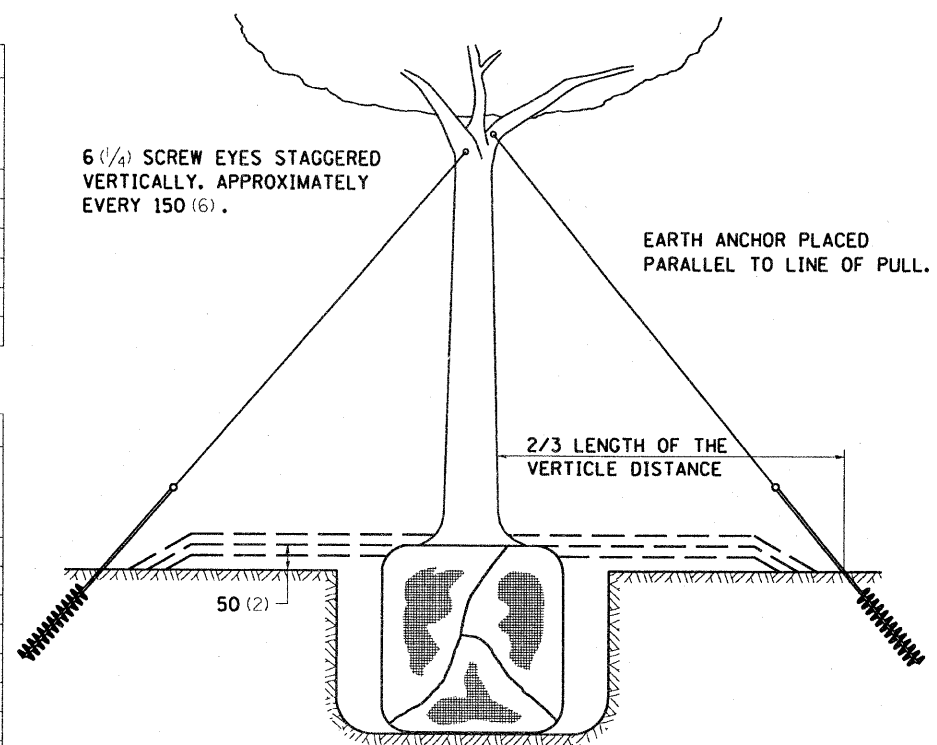


SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7')	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8')	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10')	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12')	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

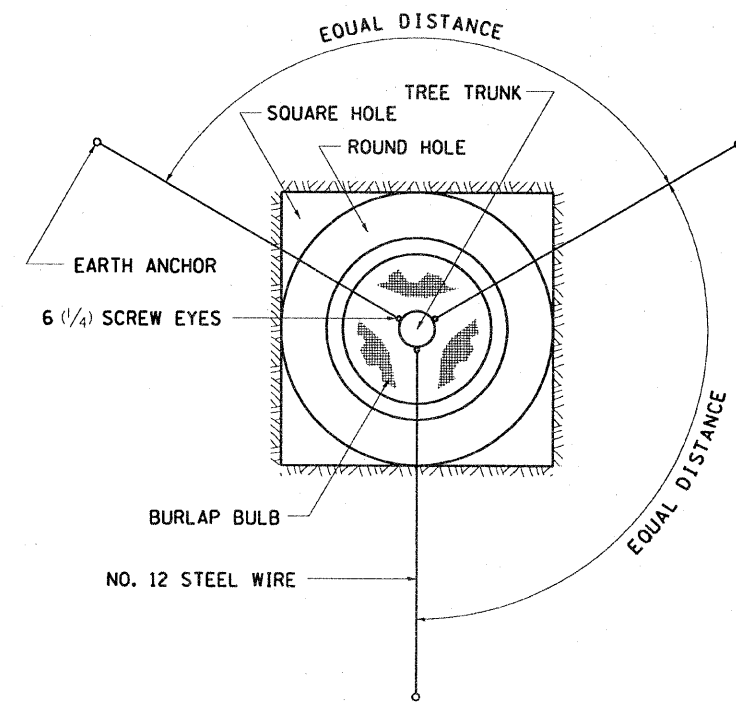
LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2) BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2 1/2-3) BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3 1/2) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3 1/2-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4 1/2) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4 1/2-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5 1/2) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



TREES OVER 115 (4 1/2) IN DIAMETER



PLANT HARDINESS ZONE MAP
U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814

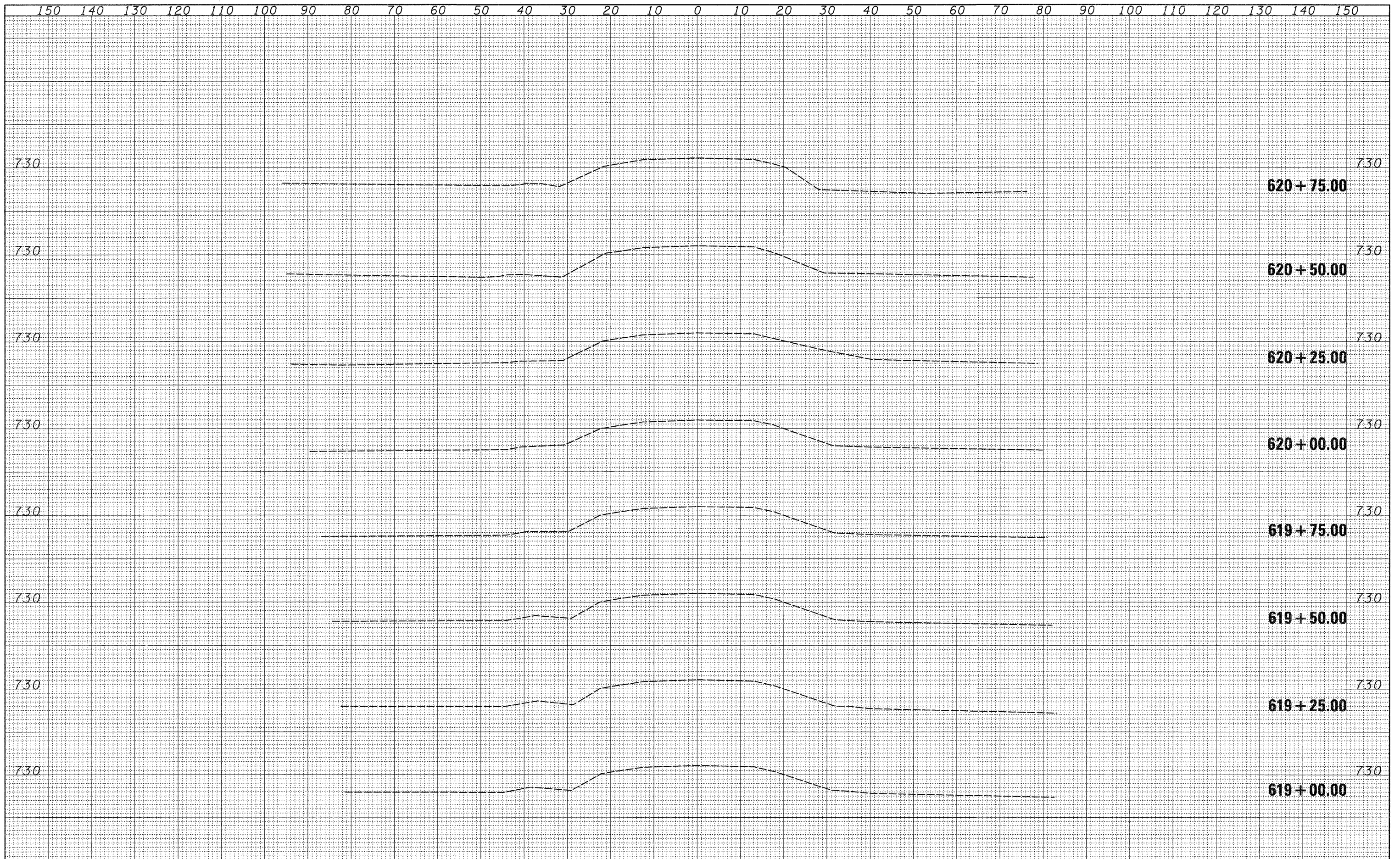


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
UNLESS OTHERWISE NOTED.

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D:\Projects\Winnebago\64E89 IL 75 Culver	ts and 3P combined\lance\IL75typicals\8.dgn	DRAWN -	REVISED -			SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E89
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	PLOT DATE = Feb 09 11:19:22 2009	DATE -	REVISED -								

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NOTE BOOK	
AREAS CHECKED	

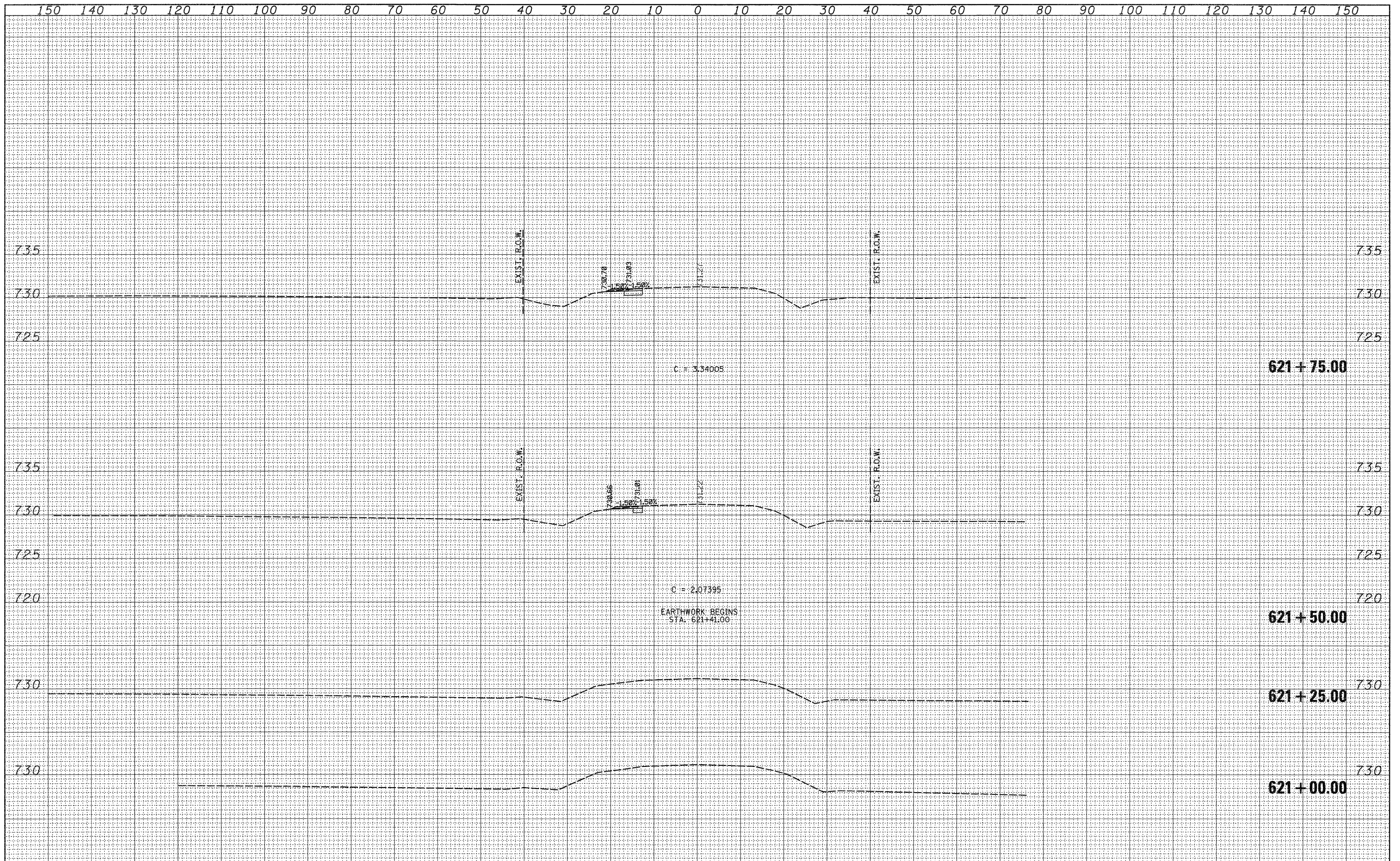
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	PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 619+00.00	TO STA. 620+75.00	CONTRACT NO. 64E89		
	PLOT DATE = Fri Oct 09 13:13:21 2009	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLE		
NO.	AREAS CHECKED		

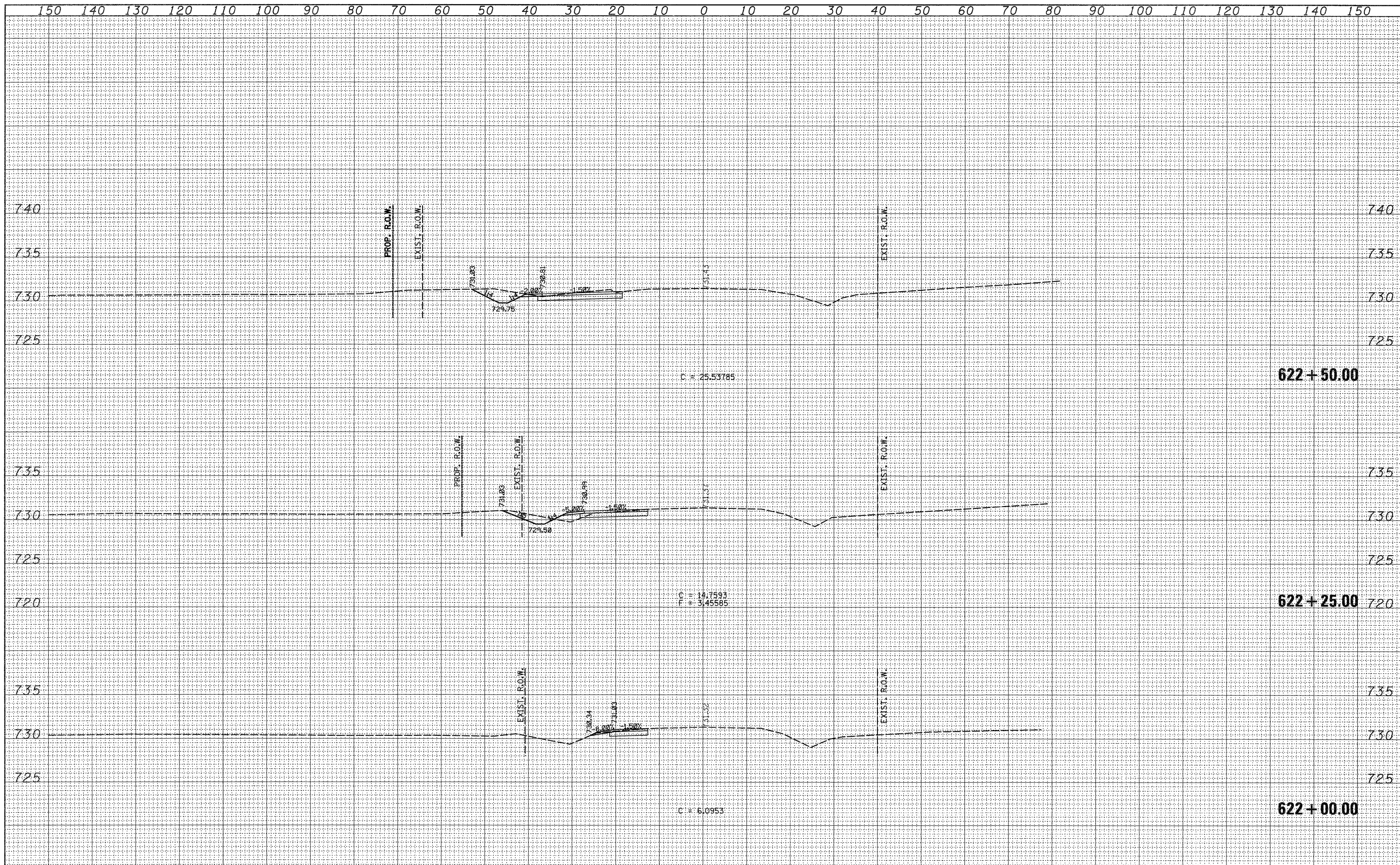
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLE		
NO.	AREAS CHECKED		



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PLOT DATE = Fri Oct 09 13:13:21 2009	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								

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FINAL SURVEY	
NOTE BOOK	
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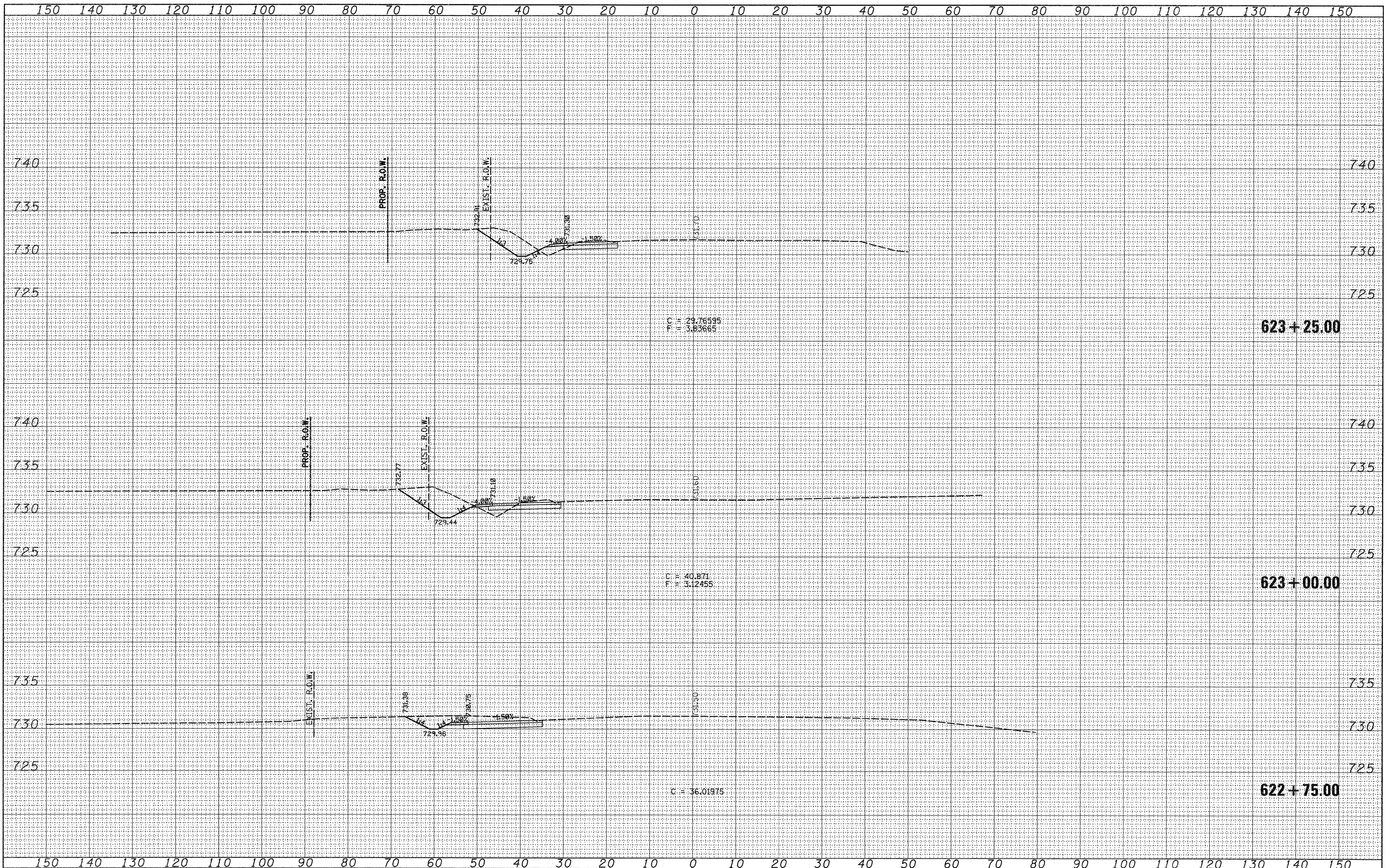
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NOTE BOOK	
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ct\pw_work\p\d\dot\goffjl\dl0142204\dl8430\%xdl.dwg		DRAWN -	REVISED -									505	115RS-2	WINNEBAGO	120	82
PLOT SCALE = 10.0000' / IN.		CHECKED -	REVISED -	SCALE:				SHEET NO.	OF	SHEETS	STA. 622+00.00	TO STA. 622+50.00	CONTRACT NO. 64E89			
PLOT DATE = Fri Oct 09 13:13:21 2009		DATE -	REVISED -									ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
PLANNING	
DESIGN	
CONSTRUCTION	
OPERATION	
NO. _____	

DATE	
BY	
ORIGINAL SURVEY	
PLANNING	
DESIGN	
CONSTRUCTION	
OPERATION	
NO. _____	



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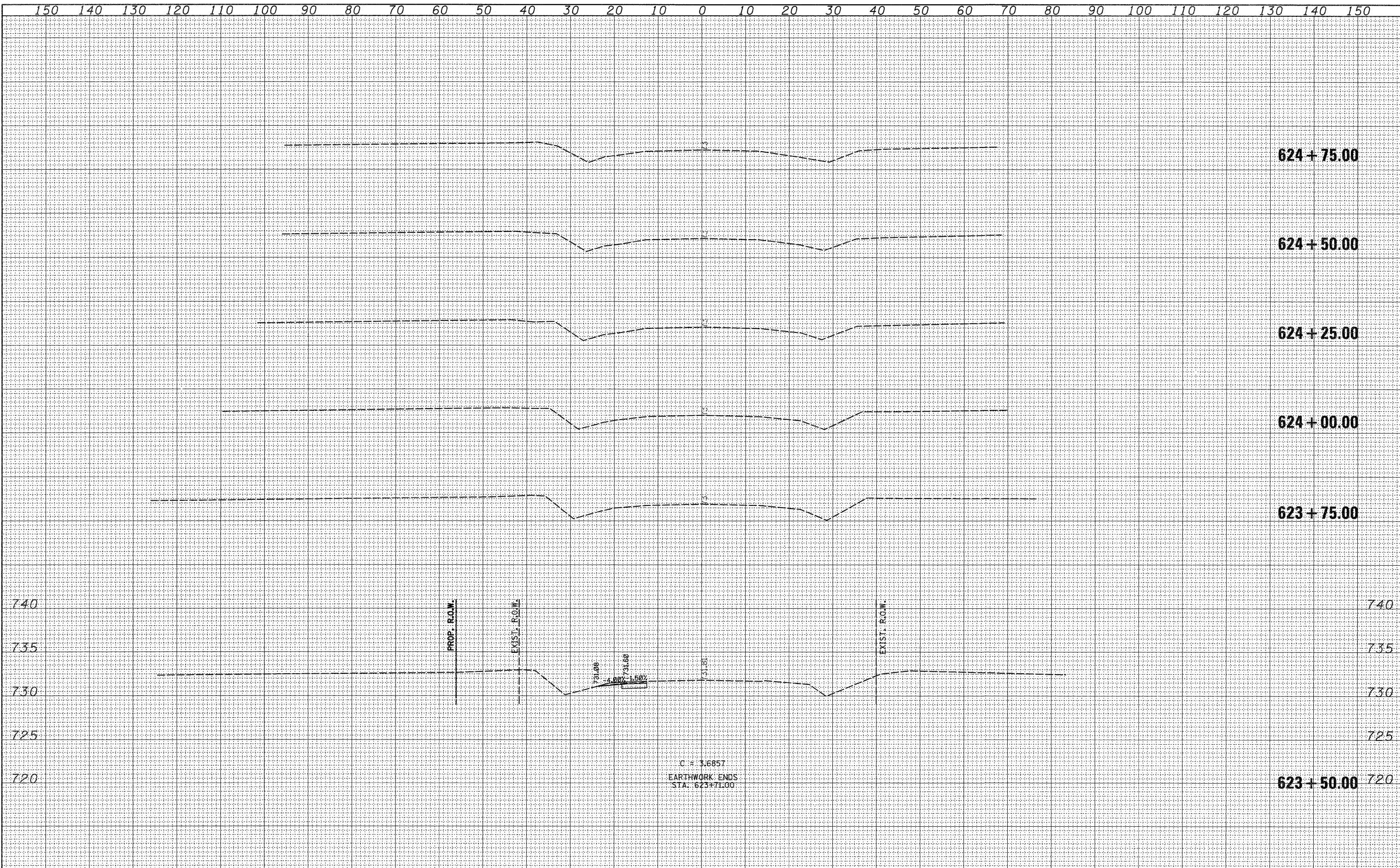
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 75 CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 622+75.00 TO STA. 623+25.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 83
CONTRACT NO. 64E89				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	DATE
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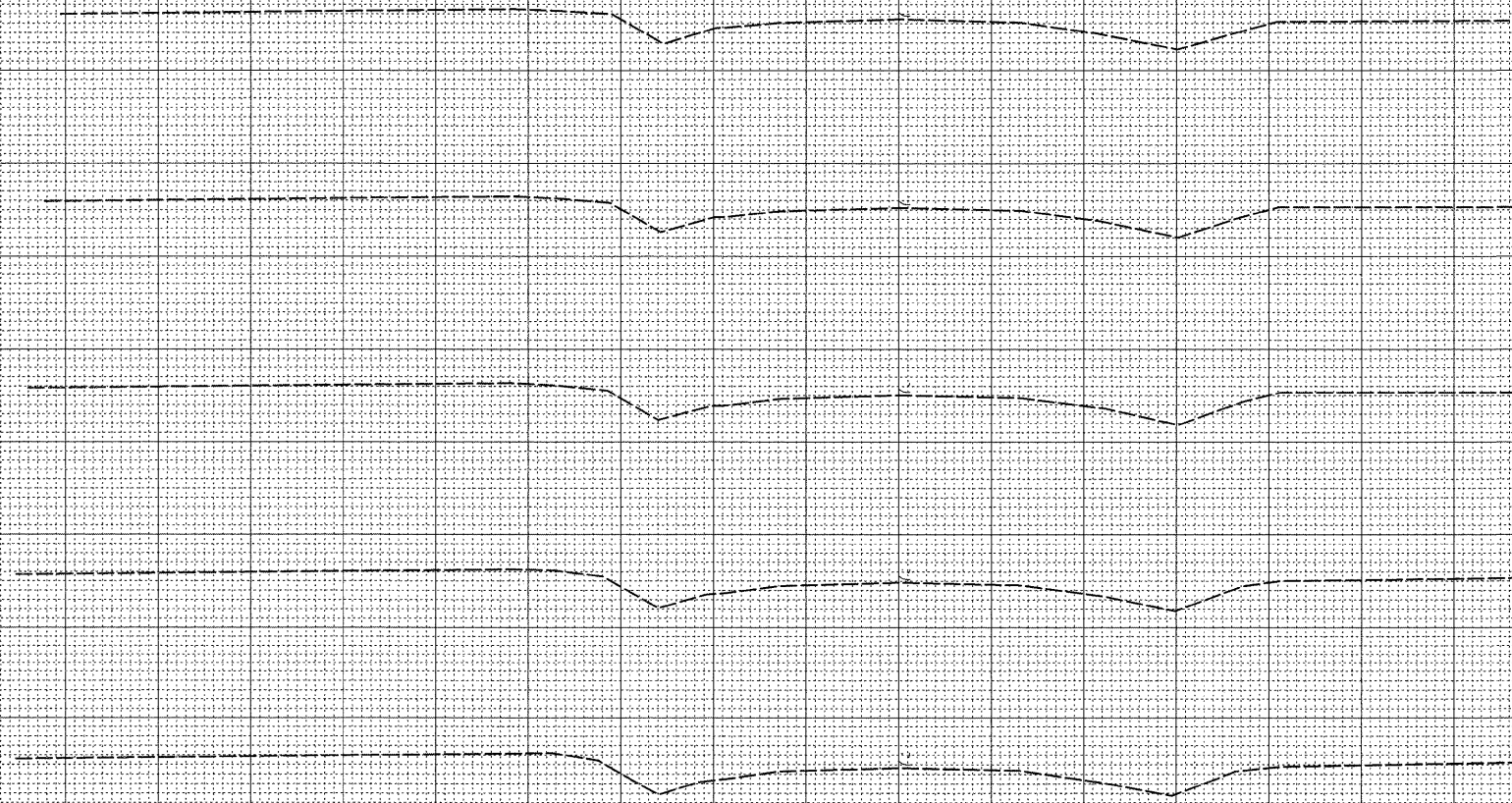
ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
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FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 75 CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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		PLOT DATE = Fri Oct 09 13:13:22 2009	DATE -		REVISED -										
													ILLINOIS FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DATE	
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SURVEYED	
TEMP. DATE	
AREAS CHECKED	
FINAL SURVEY NOTE BOOK NO.	

DATE	
BY	
SURVEYED	
TEMP. DATE	
AREAS CHECKED	
ORIGINAL SURVEY NOTE BOOK NO.	



626 + 00.00

625 + 75.00

625 + 50.00

625 + 25.00

625 + 00.00

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 75 CROSS SECTIONS

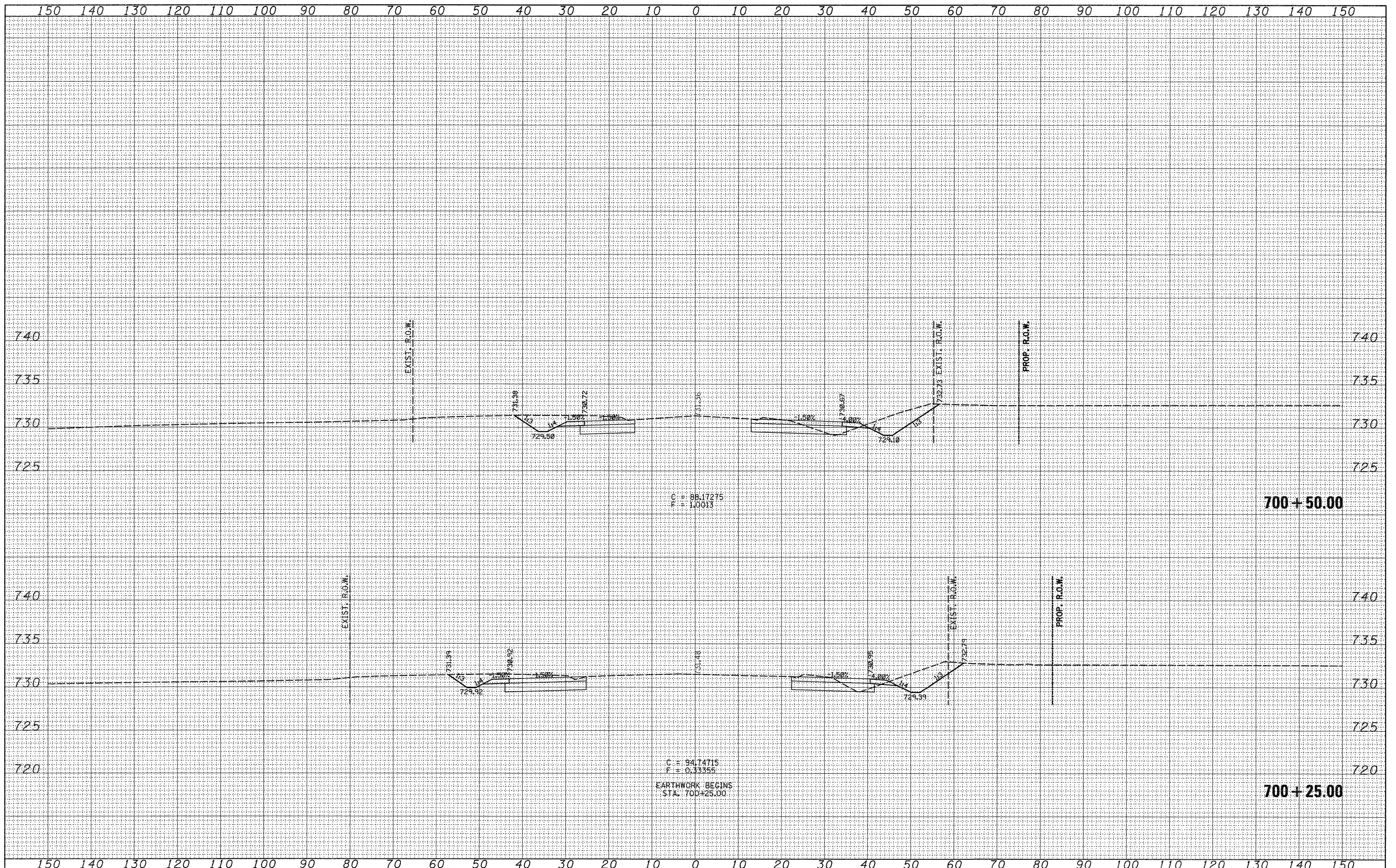
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	115RS-2	WINNEBAGO	120	85
CONTRACT NO. 64E89				

ILLINOIS FED. AID PROJECT

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 PLOT DATE = Fri Oct 09 13:13:39 2009

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

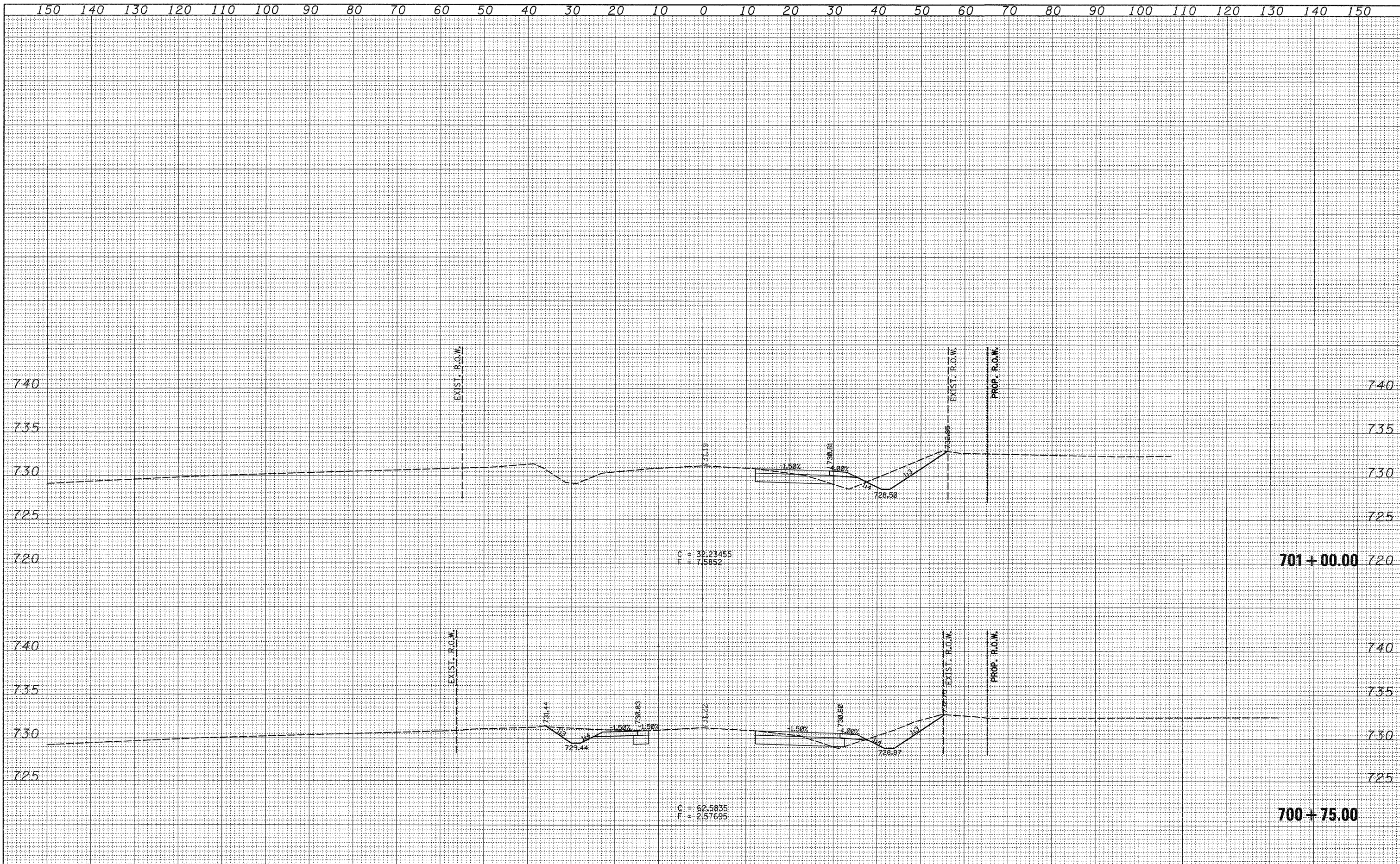
MERIDIAN CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 700+25.00 TO STA. 700+50.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 86
CONTRACT NO. 64E89				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
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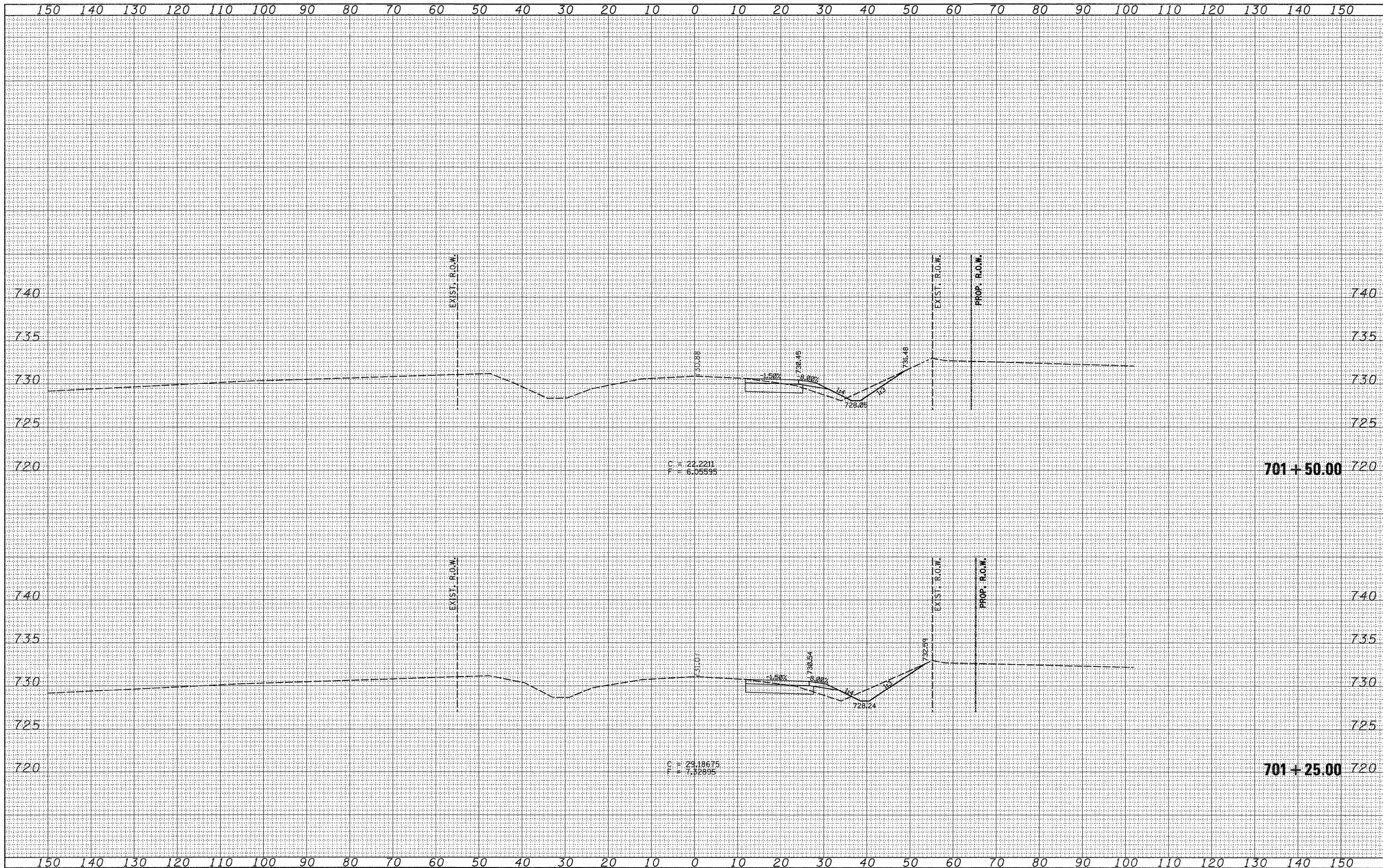
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FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MERIDIAN CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
α\pw_work\pwsdot\goffjl\d0142204\d0430%xd2.dwg		DRAWN -	REVISED -					505	115RS-2	WINNEBAGO	120	87
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PLOT DATE = Fri Oct 09 13:13:40 2009		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA. 700+75.00 TO STA. 701+00.00				

FINAL	SURVEYED	DATE
NOTE BOOK	TEMPLATE	BY
NO.	AREAS CHECKED	

ORIGINAL	SURVEYED	DATE
NOTE BOOK	TEMPLATE	BY
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MERIDIAN CROSS SECTIONS

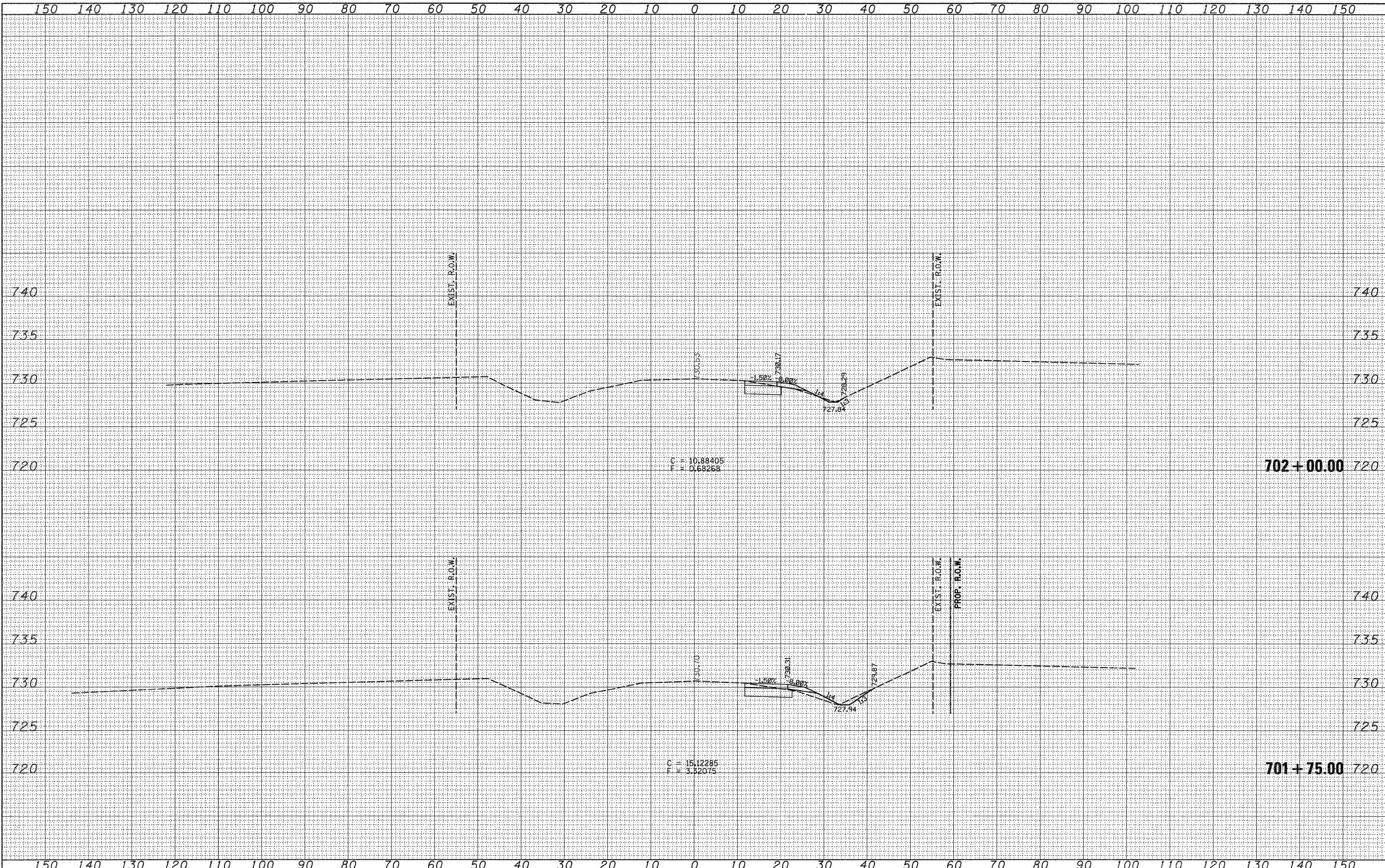
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	115RS-2	WINNEBAGO	120	88
CONTRACT NO. 64E89				

ILLINOIS FED. AID PROJECT

FINAL	SURVEYED	DATE
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NOTE BOOK	NO.	
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ORIGINAL	SURVEYED	DATE
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

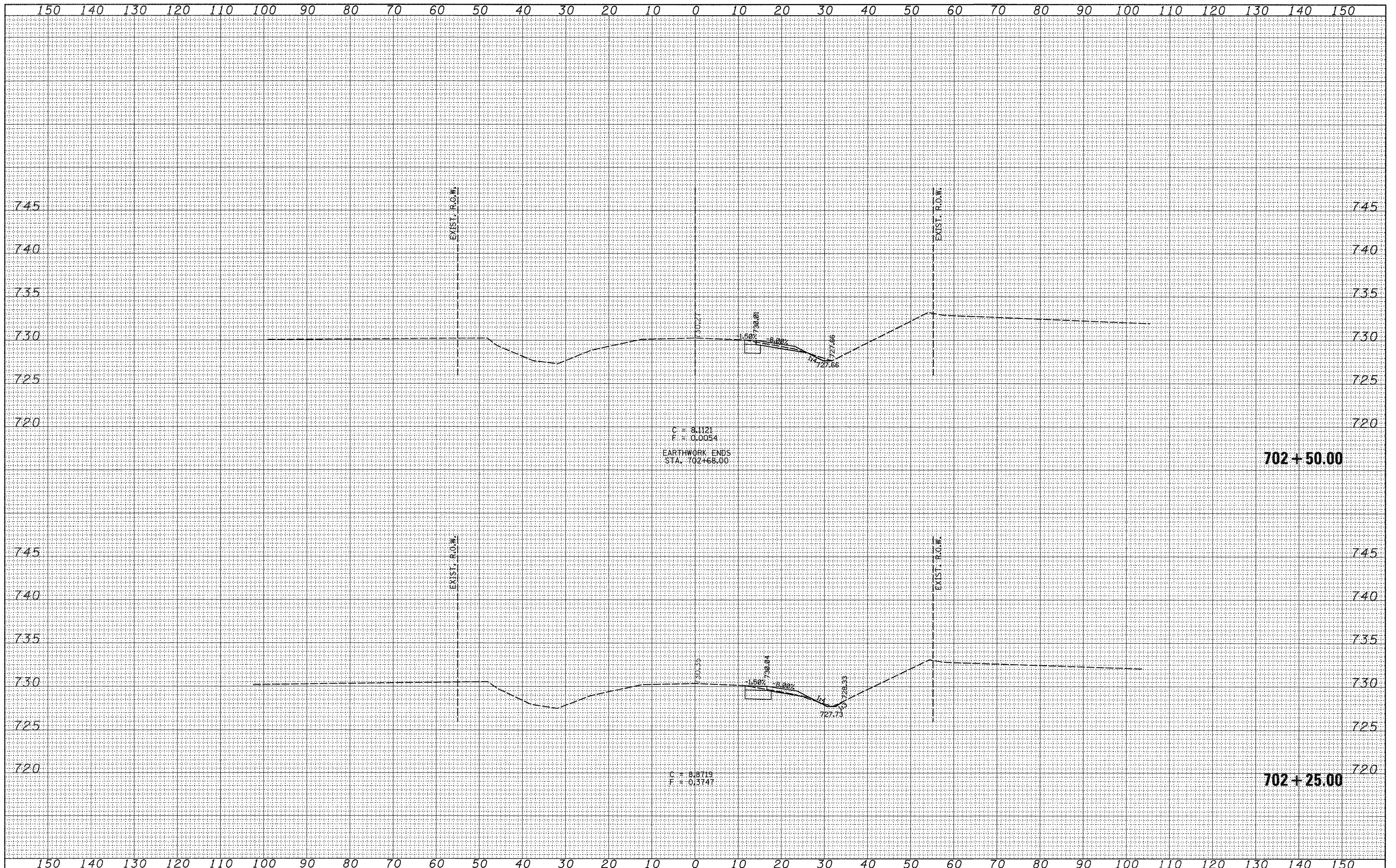
MERIDIAN CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 701+75.00 TO STA. 702+00.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 89
				CONTRACT NO. 64E89
ILLINOIS FED. AID PROJECT				

FINAL	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
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ORIGINAL	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

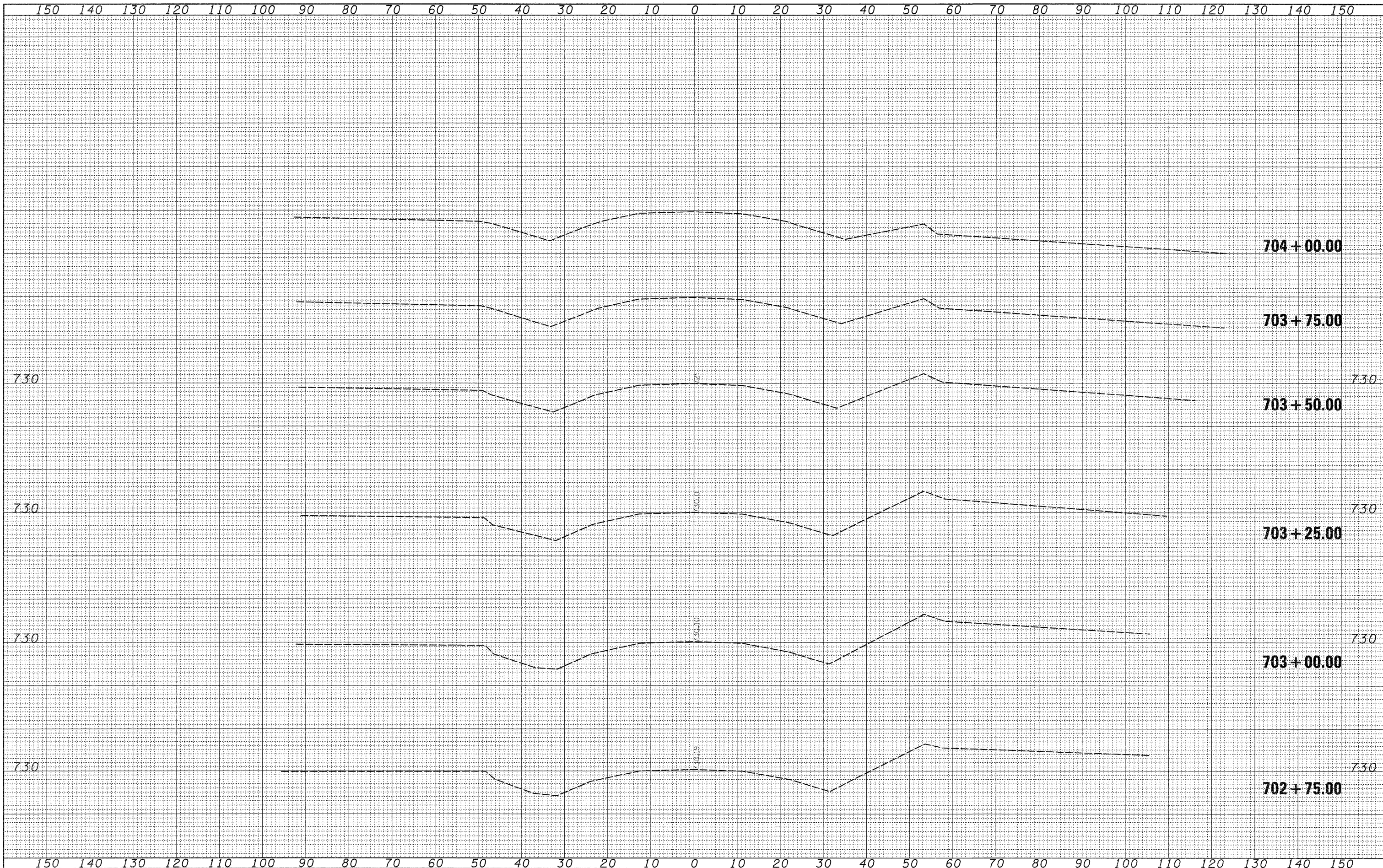
MERIDIAN CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 702+25.00 TO STA. 702+50.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 90
				CONTRACT NO. 64E89
ILLINOIS FED. AID PROJECT				

DATE	
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NOTE BOOK	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

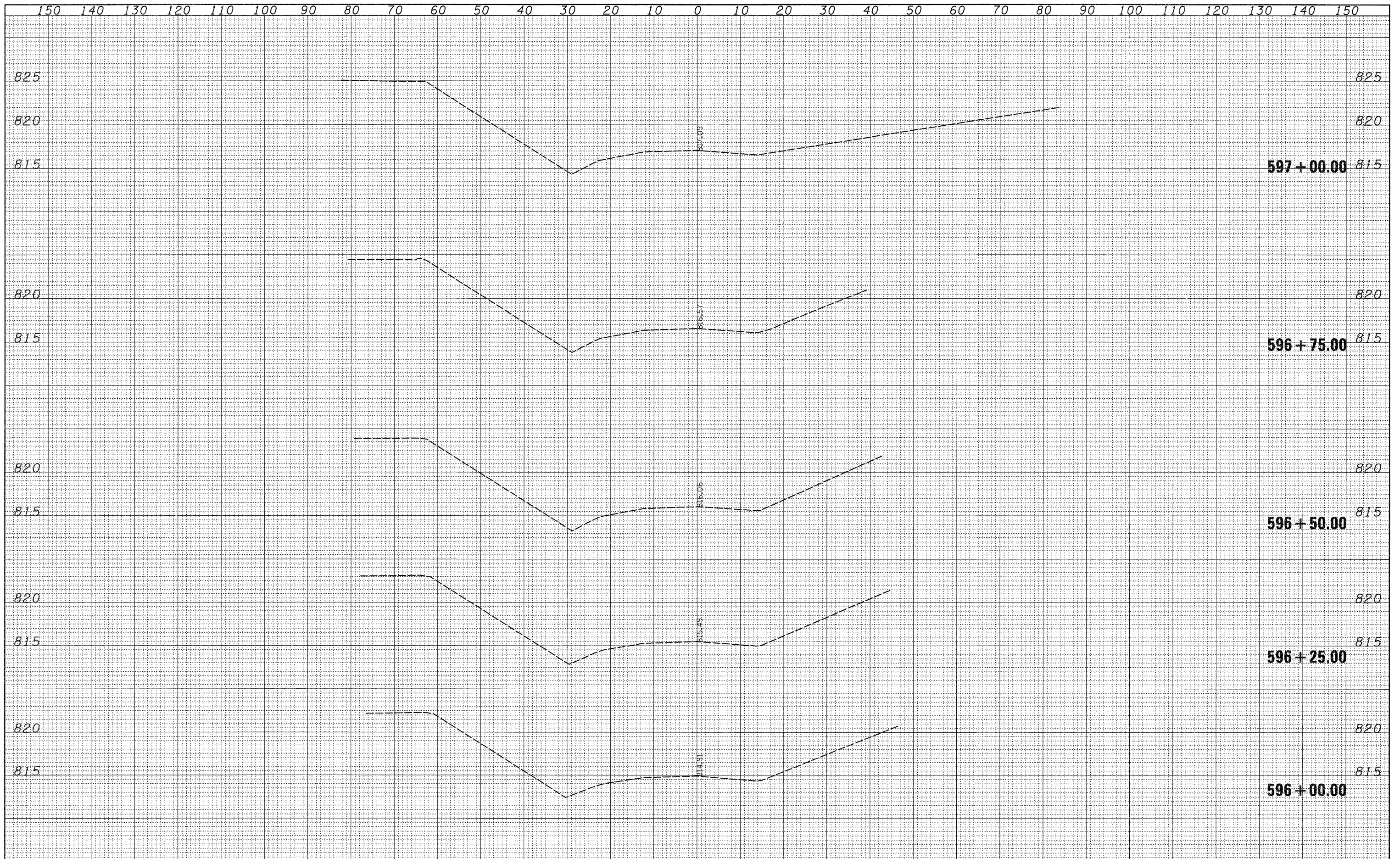
MERIDIAN CROSS SECTIONS

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F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 91
CONTRACT NO. 64E89				
ILLINOIS FED. AID PROJECT				

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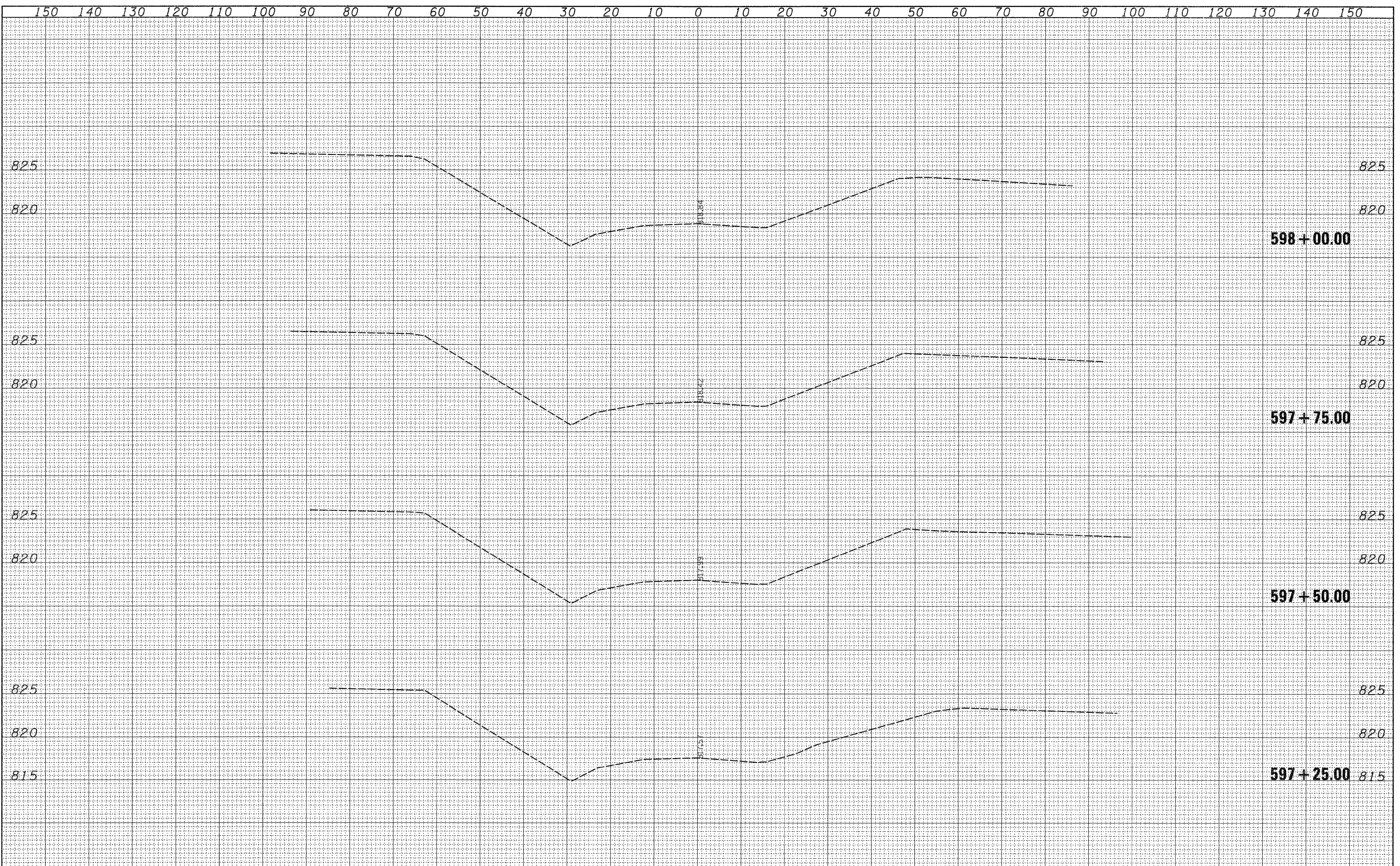
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AREAS CHECKED	



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	PLOT SCALE = 10,0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 596+00.00	TO STA. 597+00.00	CONTRACT NO. 64E89		
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		DATE -	REVISED -										

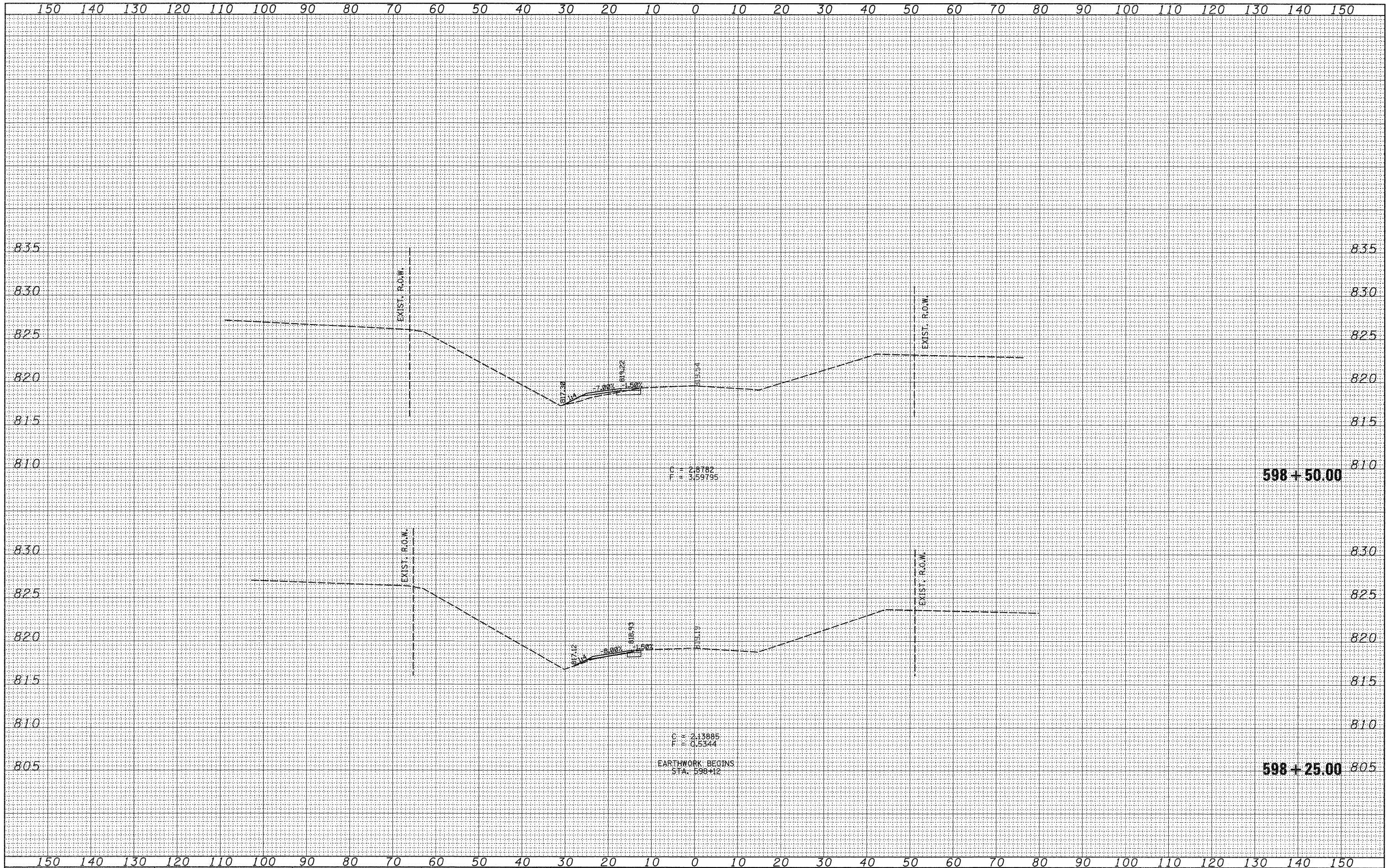
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SURVEYED	
PLANNED	
TEMPLATE	
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DATE	
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SURVEYED	BY
TEMPLATE	
NOTE BOOK	
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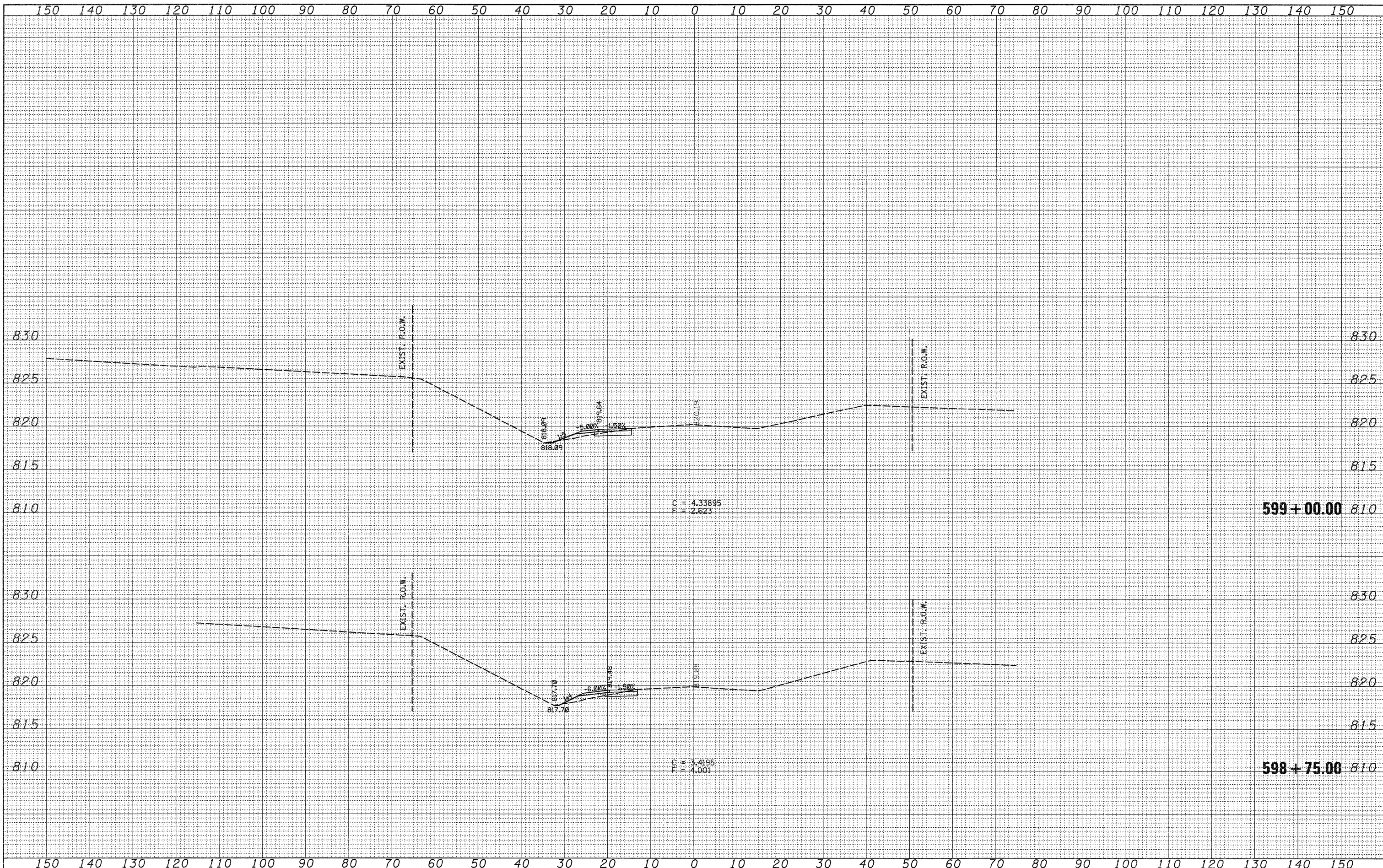
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PLOT DATE = Fri Oct 09 13:14:18 2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

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

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



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DESIGNED -
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 CHECKED -
 DATE -

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

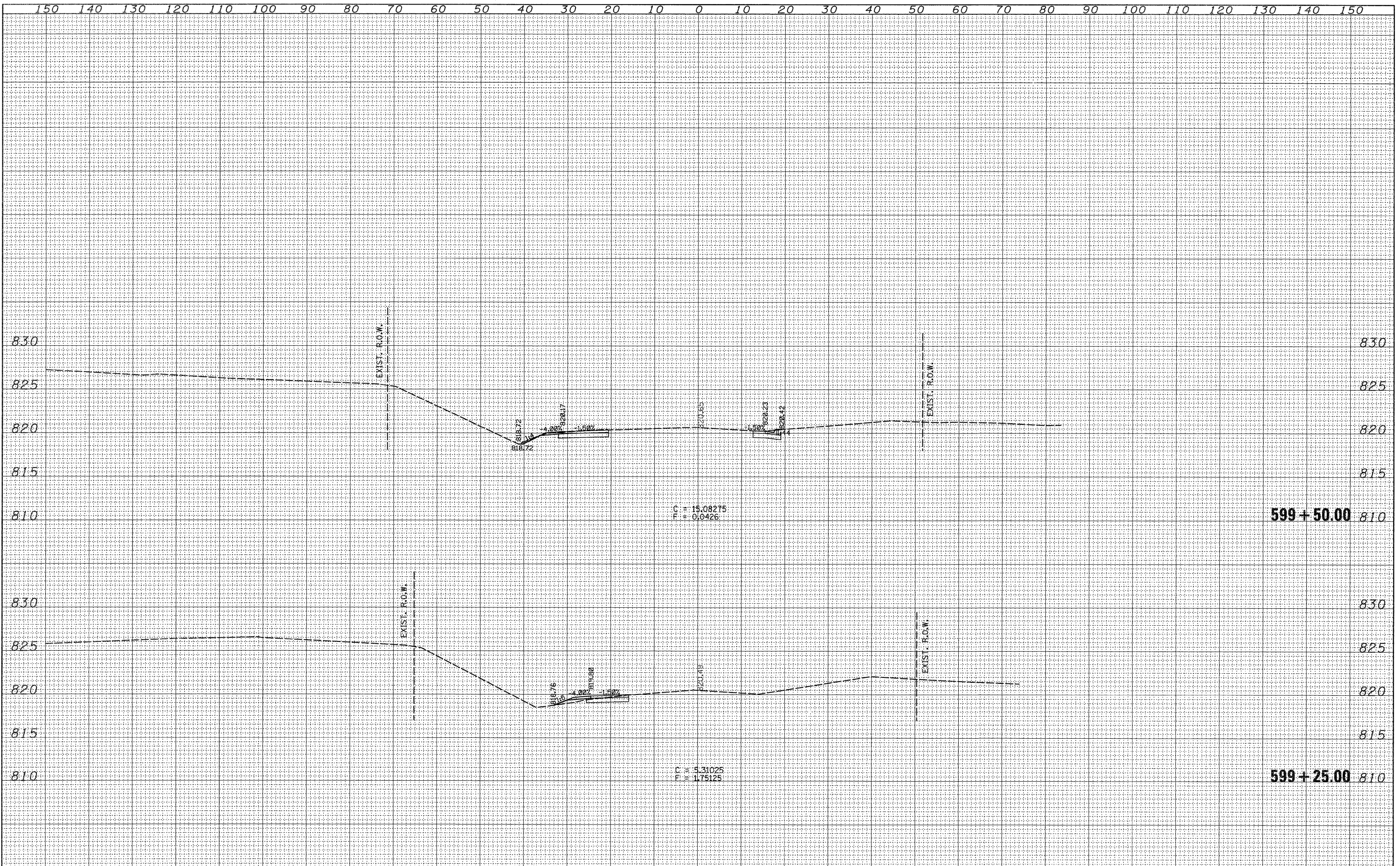
N-MERIDIAN CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 598+75.00 TO STA. 599+00.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 95
CONTRACT NO. 64E89			ILLINOIS FED. AID PROJECT	

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SURVEYED	BY
FIELD	
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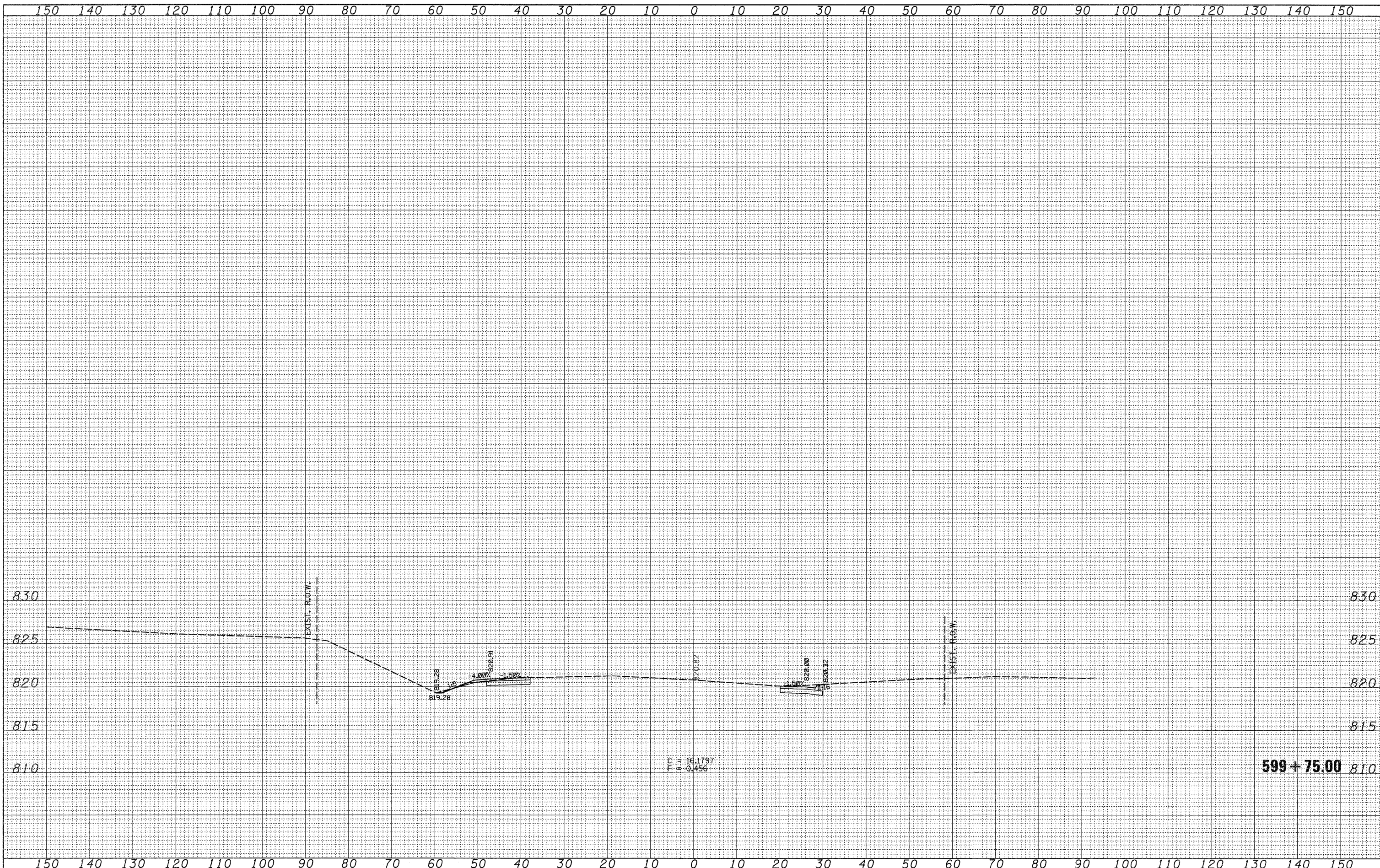
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SURVEYED	BY
FIELD	
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c:\pw\work\pwsdot\goffjl\d0142204\d04309\sd3.dgn		DRAWN -	REVISED -									505	115RS-2	WINNEBAGO	120	96
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PLOT DATE = Fri Oct 09 13:14:19 2009		DATE -	REVISED -									ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA. 599+25.00	TO STA. 599+50.00							

FINAL SURVEY	DATE
SURVEYED	BY
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
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ORIGINAL SURVEY	DATE
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TEMPLATE	
NOTE BOOK	
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DESIGNED -
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 DATE -

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

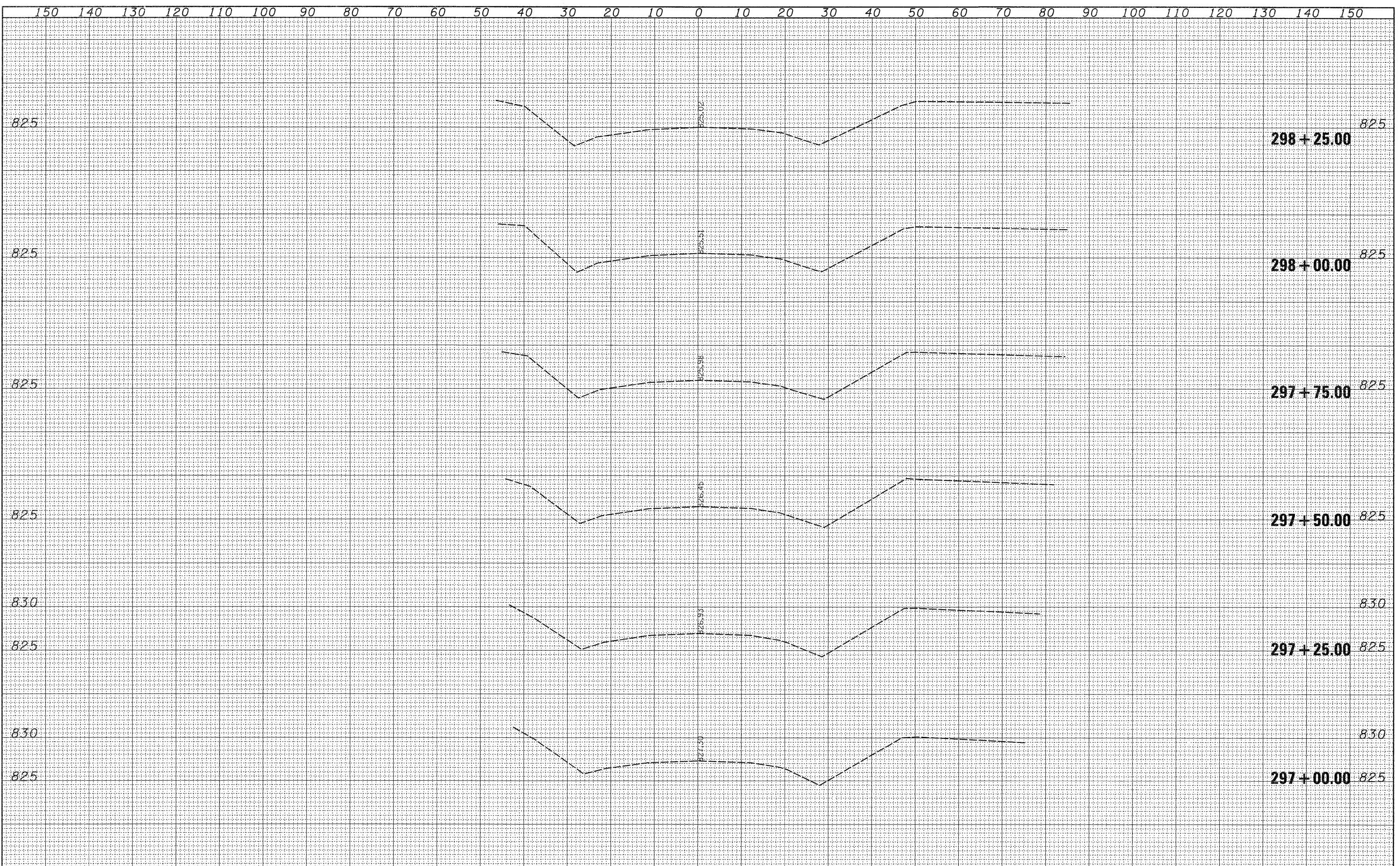
N.MERIDIAN CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 599+75.00 TO STA. 599+75.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 97
CONTRACT NO. 64E89				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
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PLANTING	
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NOTE BOOK	
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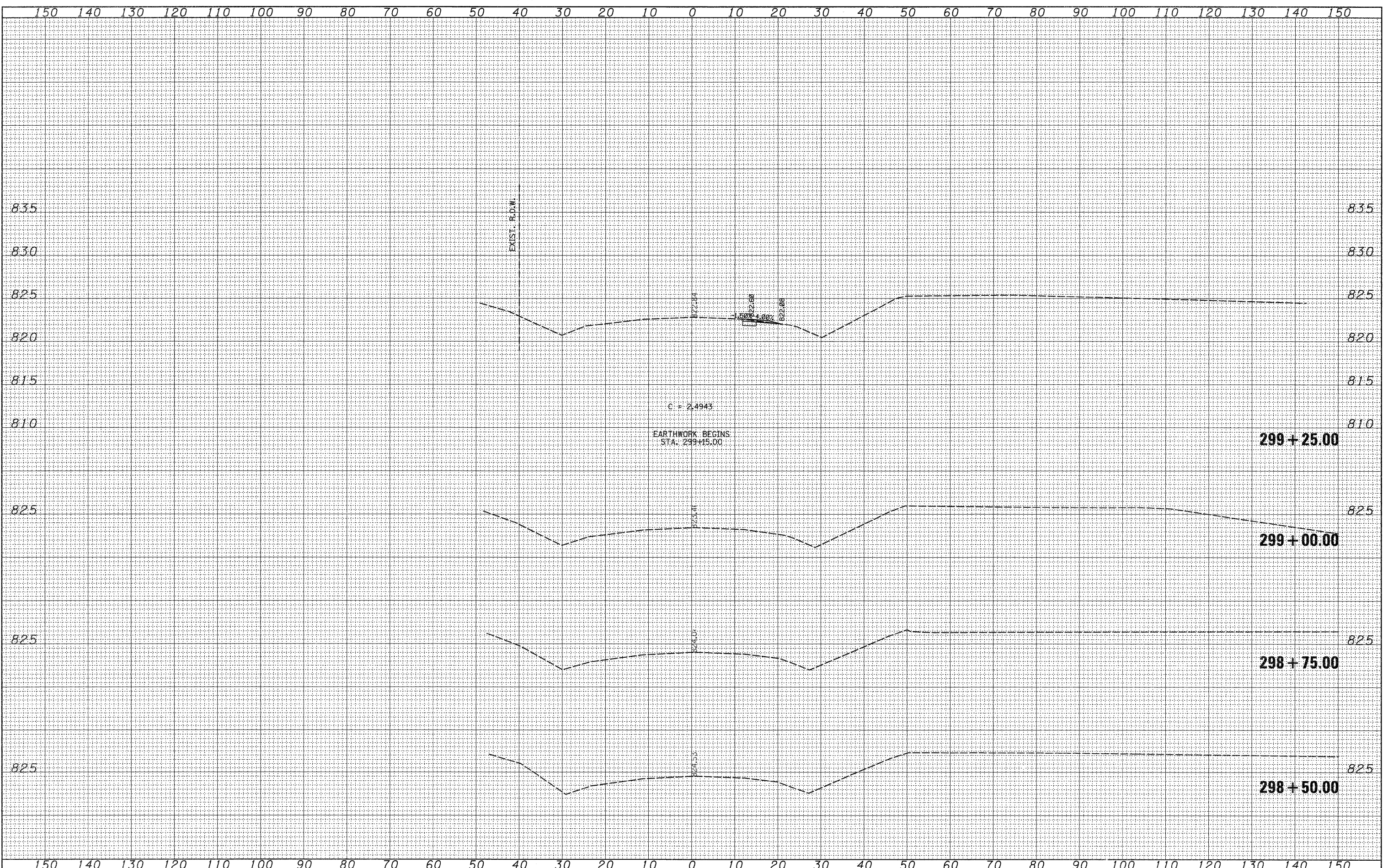
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SURVEYED	BY
PLANTING	
TEMPLATE	
NOTE BOOK	
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c:\p\work\pwsdot\goffjl\0142284\084309\d4.dgn		DRAWN -	REVISED -									505	115RS-2	WINNEBAGO	120	98							
		PLOT SCALE = 10.0000' / IN.	REVISED -									SCALE:				SHEET NO.	OF	SHEETS	STA. 297+00.00	TO STA. 298+25.00	CONTRACT NO. 64E89		
		PLOT DATE = Fri Oct 09 13:14:35 2009	REVISED -																ILLINOIS FED. AID PROJECT				

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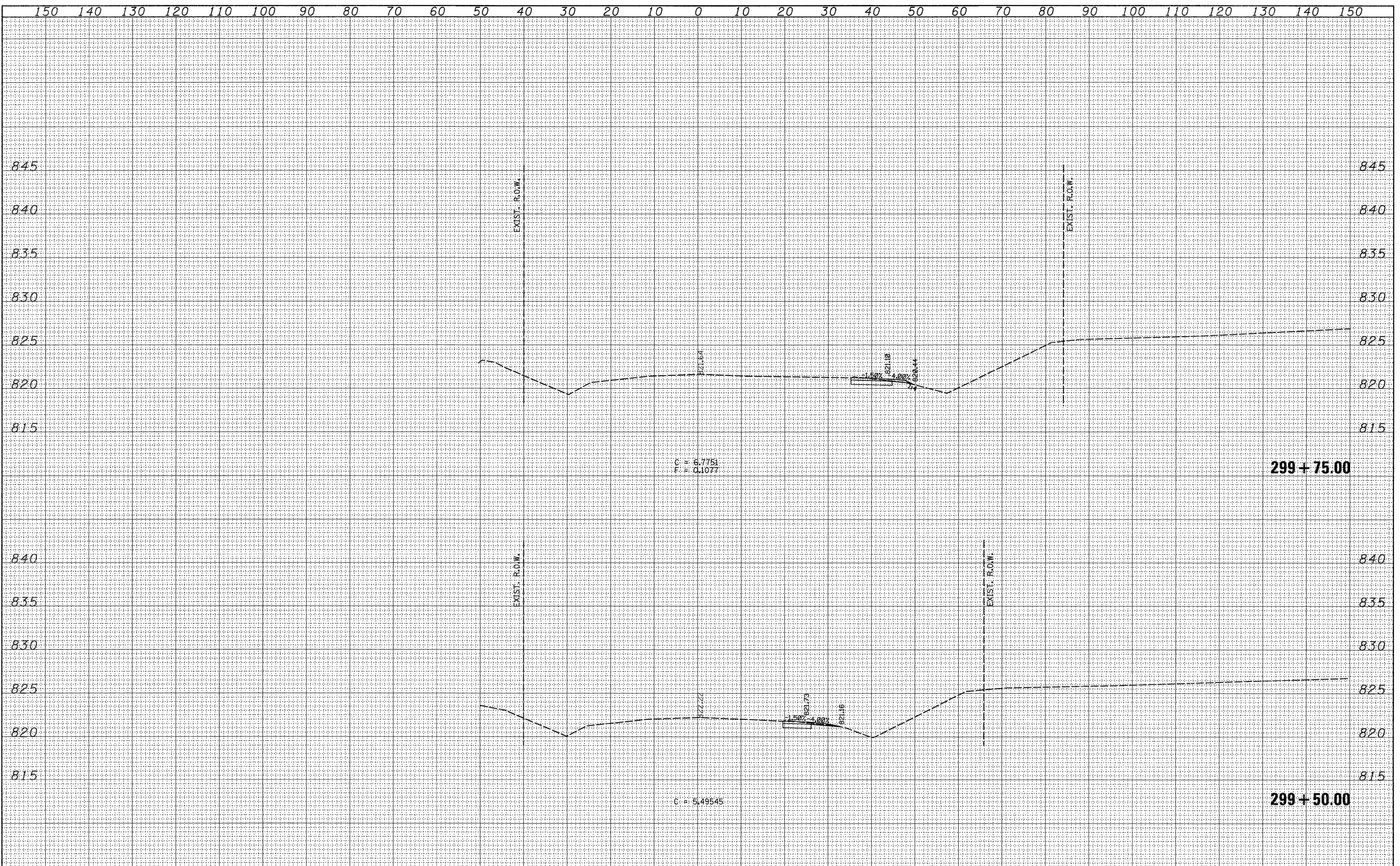
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NOTE BOOK	PLANNED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SHIRLAND CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
c:\p\work\psidot\goffjl\d0142204\d04309\sd4.dgn		DRAWN -	REVISED -									505	115RS-2	WINNEBAGO	120	99		
PLOT SCALE = 10,0000' / IN.		CHECKED -	REVISED -									SCALE: SHEET NO. OF SHEETS STA. 298+50.00 TO STA. 299+25.00				ILLINOIS FED. AID PROJECT		
PLOT DATE = Fri Oct 09 13:14:36 2009		DATE -	REVISED -															

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

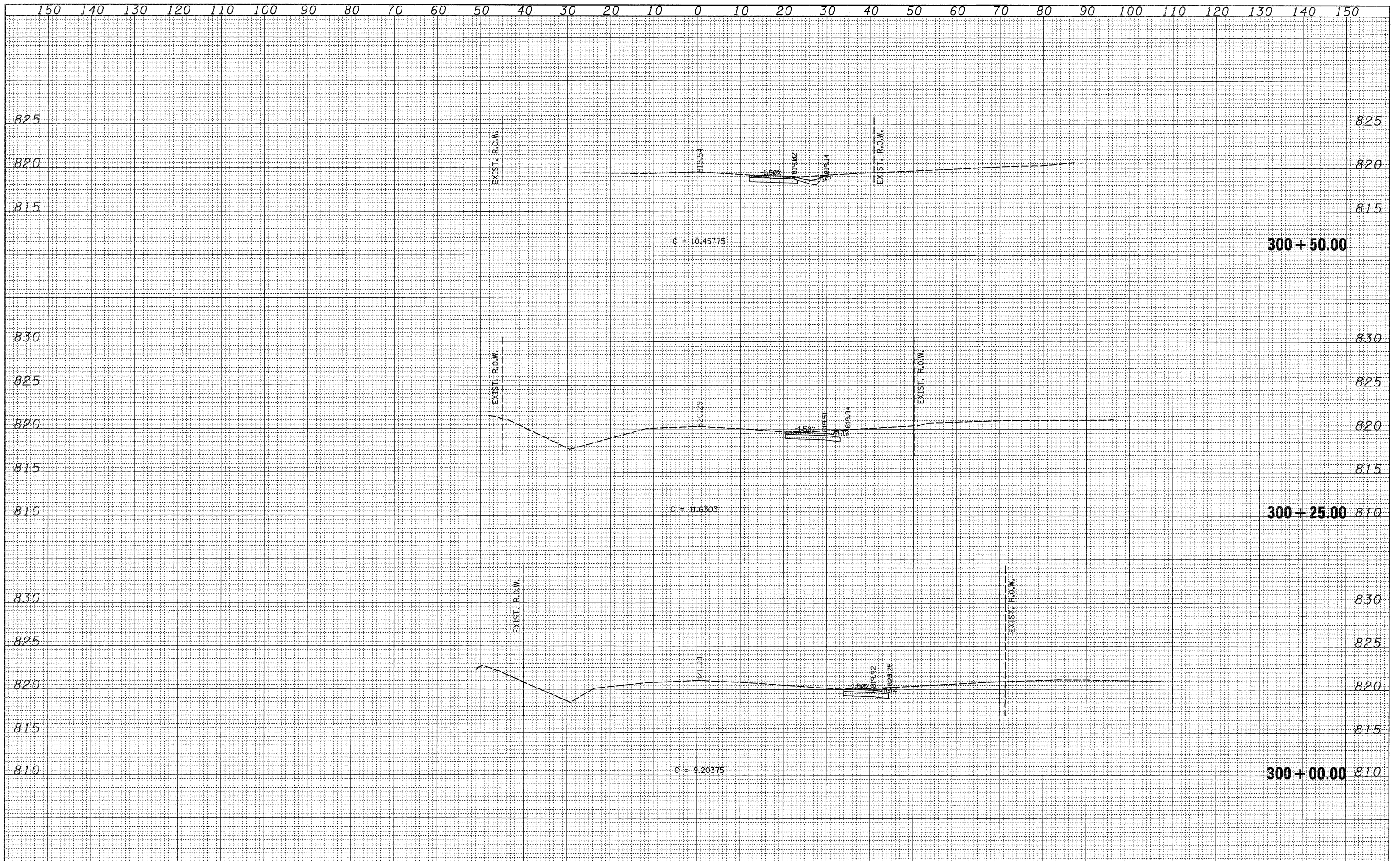
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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SHIRLAND CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
c:\pv_work\pwsdot\goffjl\d0142204\d0430%v.d4.dgn		DRAWN -	REVISED -									505	115RS-2	WINNEBAGO	120	100		
PLOT SCALE = 10.0000' / IN.		CHECKED -	REVISED -									SCALE: SHEET NO. OF SHEETS STA. 299+50.00 TO STA. 299+75.00				ILLINOIS FED. AID PROJECT		
PLOT DATE = Fri Oct 09 13:14:36 2009		DATE -	REVISED -															

DATE	
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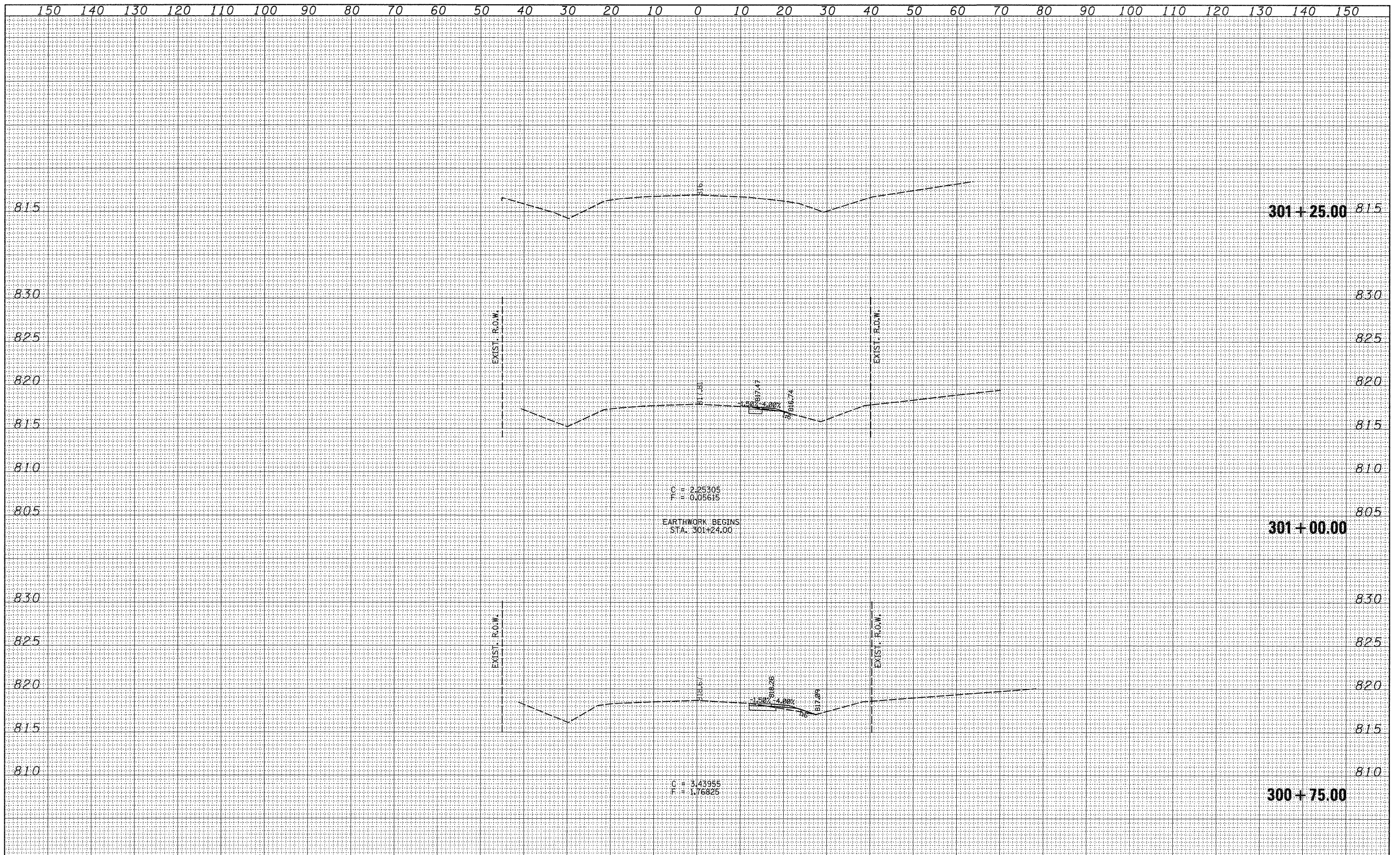
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α:\pwork\pwork\goffjl\ad0142284\ad04309\ad4.dg		DRAWN -	REVISED -					505	115RS-2	WINNEBAGO	120	101	
PLOT SCALE = 10,0000 ' / IN.		CHECKED -	REVISED -					SCALE: SHEET NO. OF SHEETS STA. 300+00.00 TO STA. 300+50.00				CONTRACT NO. 64E89	
PLOT DATE = Fri Oct 09 13:14:37 2009		DATE -	REVISED -					ILLINOIS FED. AID PROJECT					

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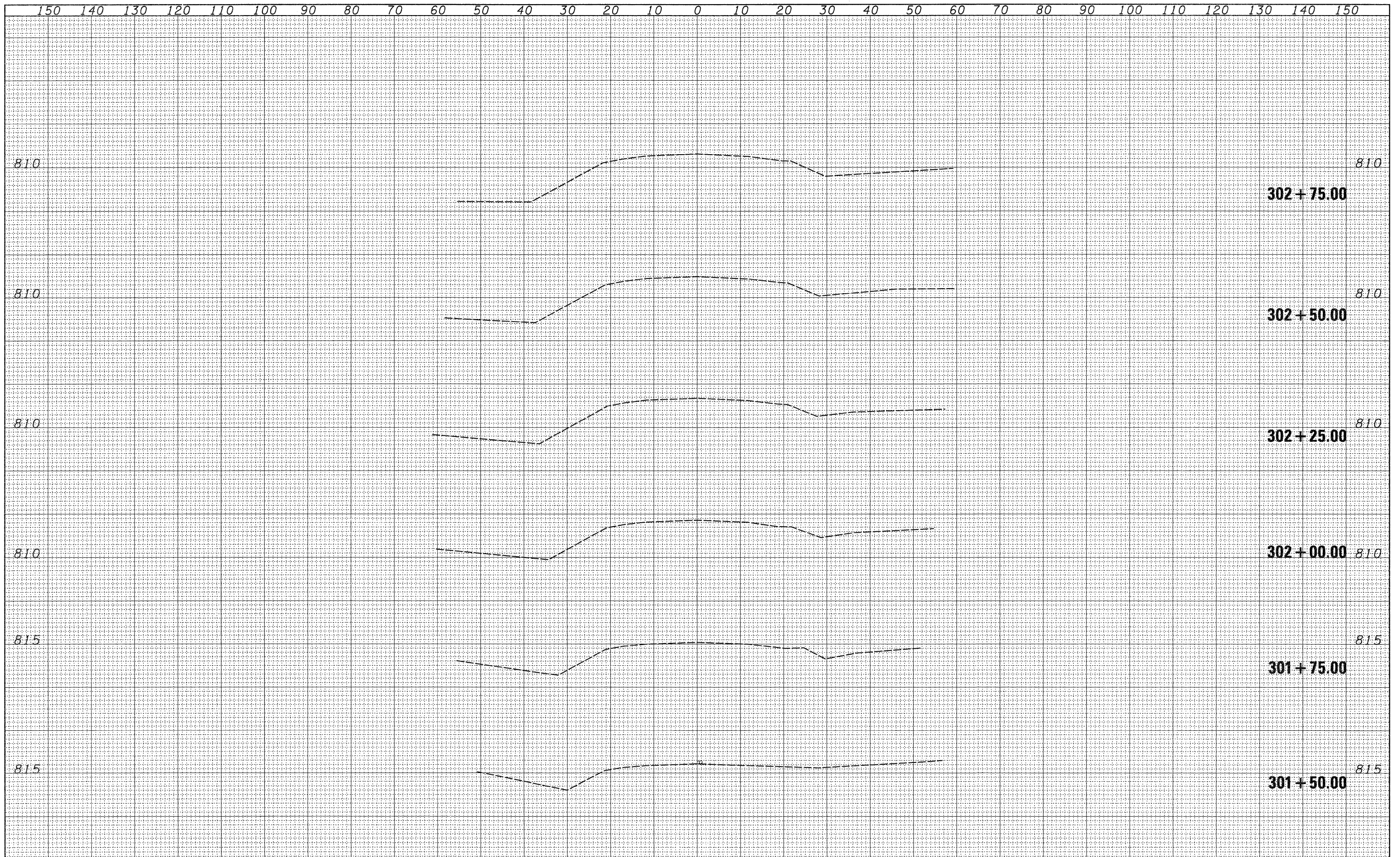
ORIGINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
TEMPLATE		
AREAS		
CHECKED		
NO.		



FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SHIRLAND CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidat\goffjl\d0142284\d04309xd4.dgn		DRAWN -	REVISED -					SCALE:	SHEET NO.	OF	SHEETS	STA. 300+75.00	TO STA. 301+25.00	505	115RS-2	WINNEBAGO
PLOT SCALE = 10,0000' / IN.		CHECKED -	REVISED -									CONTRACT NO. 64E89				
PLOT DATE = Fri Oct 09 13:14:37 2009		DATE -	REVISED -									ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	
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NOTE BOOK	
NO.	
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DATE	
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NOTE BOOK	
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AREAS CHECKED	

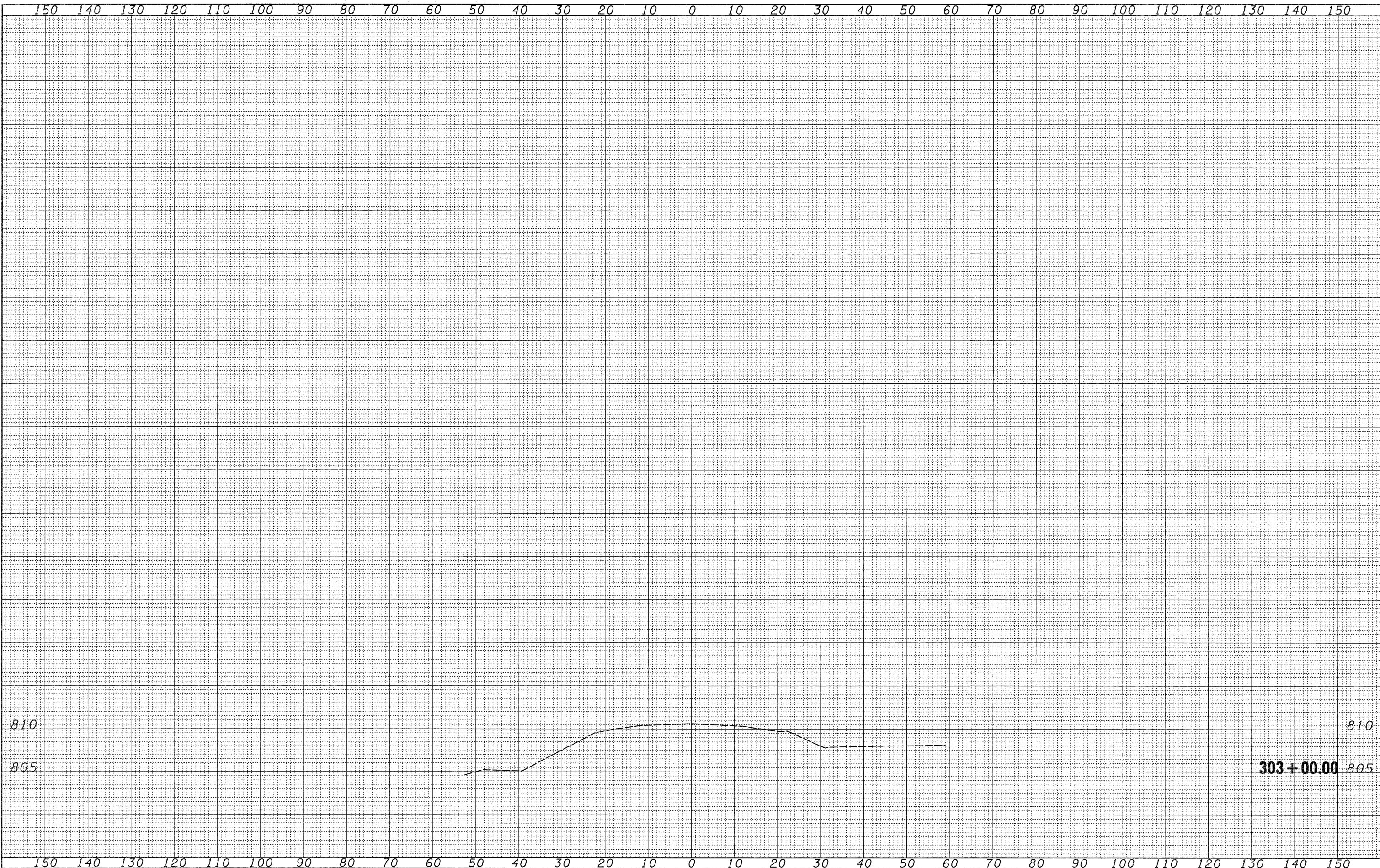


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cr\pw_work\pwsdot\goffjl\d0142284\d04389xd4.dgn		DRAWN -	REVISED -		505	115RS-2	WINNEBAGO	120	103				
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PLOT DATE = Fri Oct 09 13:4:38 2009		DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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



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 PLOT DATE = Fri Oct 09 13:14:38 2009

DESIGNED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHIRLAND CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 303+00.00 TO STA. 303+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	115RS-2	WINNEBAGO	120	104
			CONTRACT NO. 64E89	

303+00.00 805

810

805

810

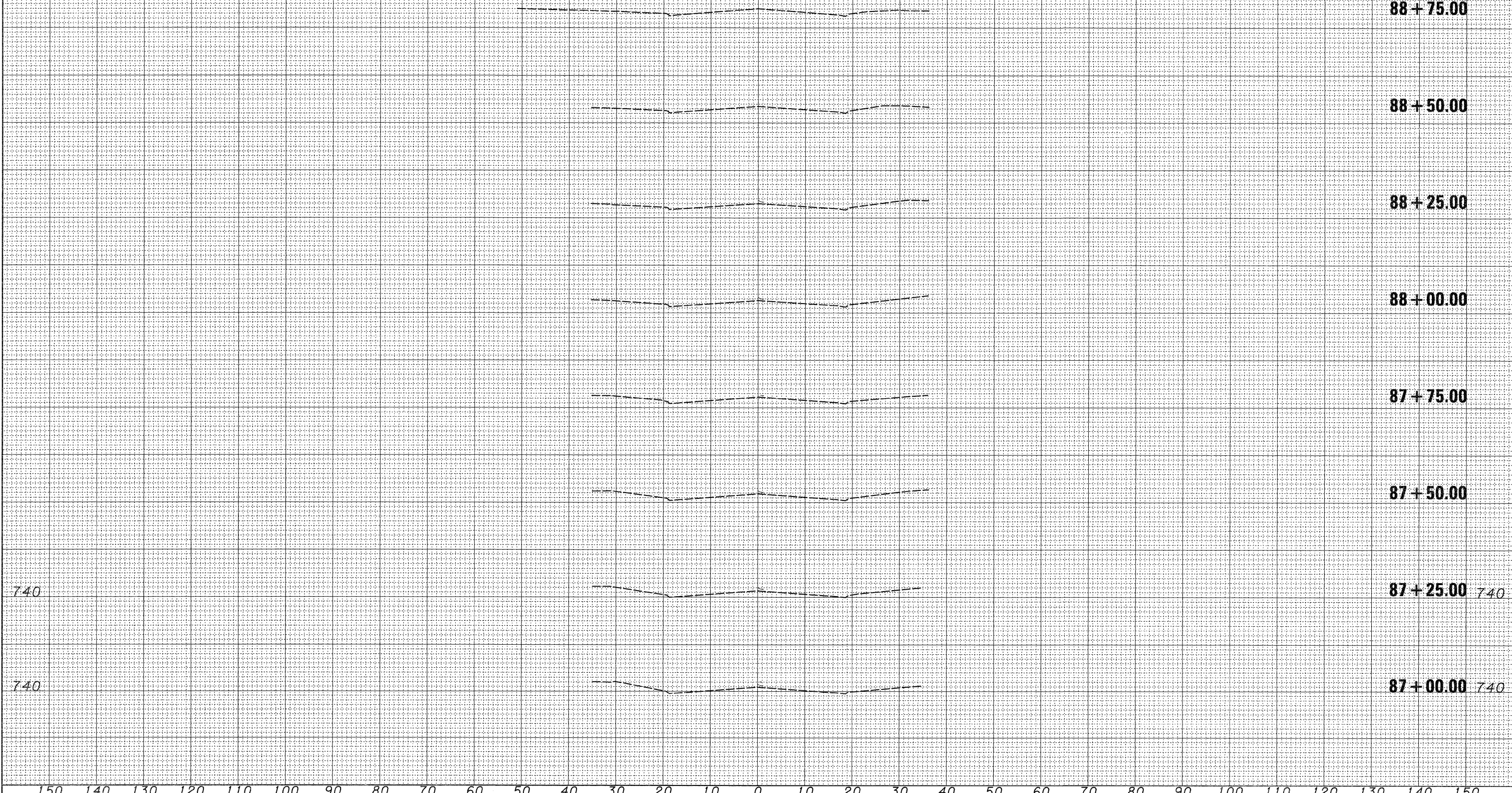
805

ILLINOIS FED. AID PROJECT

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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

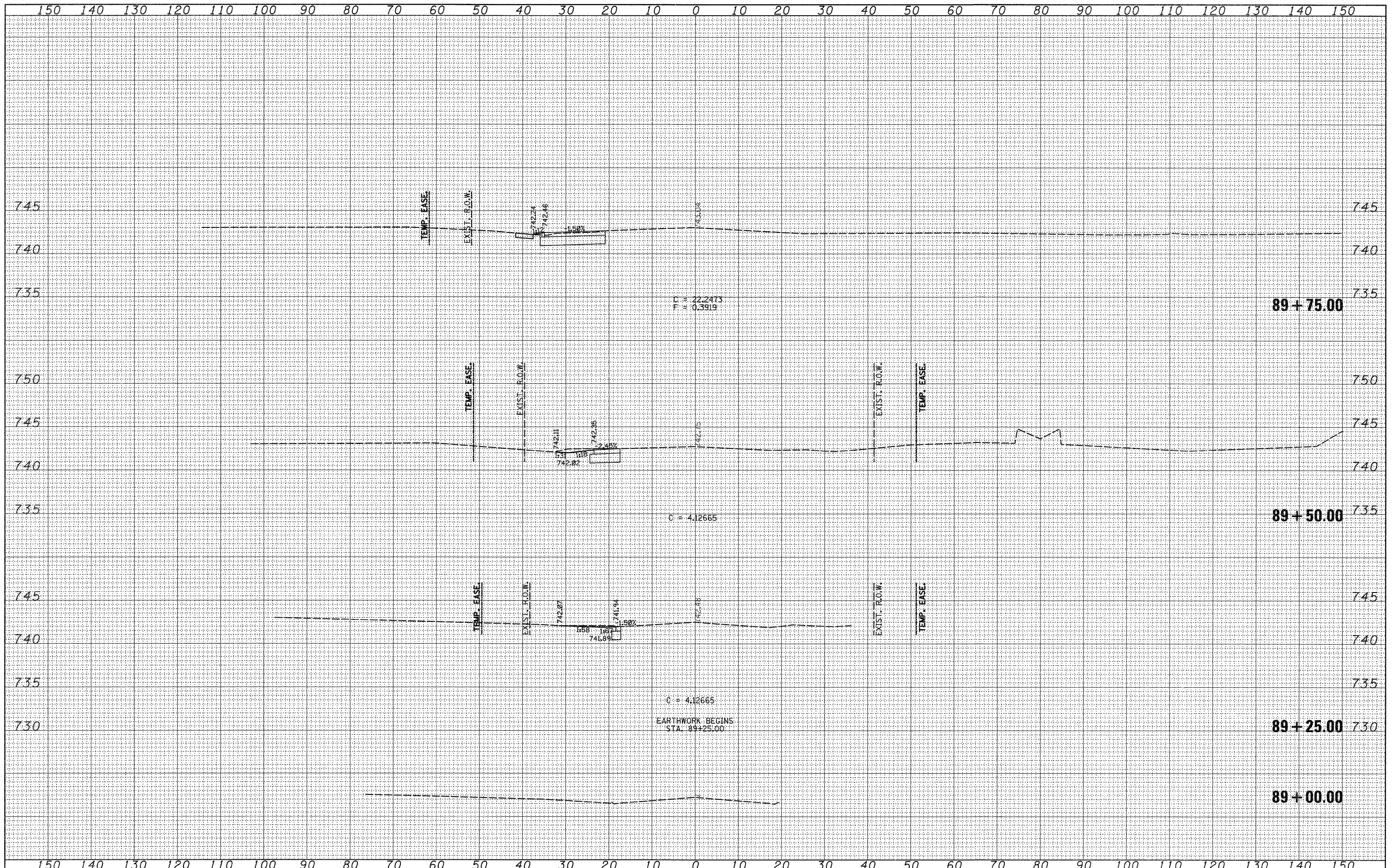


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	PLOT SCALE = 10,0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 87+00.00	TO STA. 88+75.00	CONTRACT NO. 64E89		
	PLOT DATE = Fri Oct 09 13:15:01 2009	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
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FINAL	DATE
SURVEY	BY
NOTE BOOK	
TEMPLATE	
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ORIGINAL	DATE
SURVEY	BY
NOTE BOOK	
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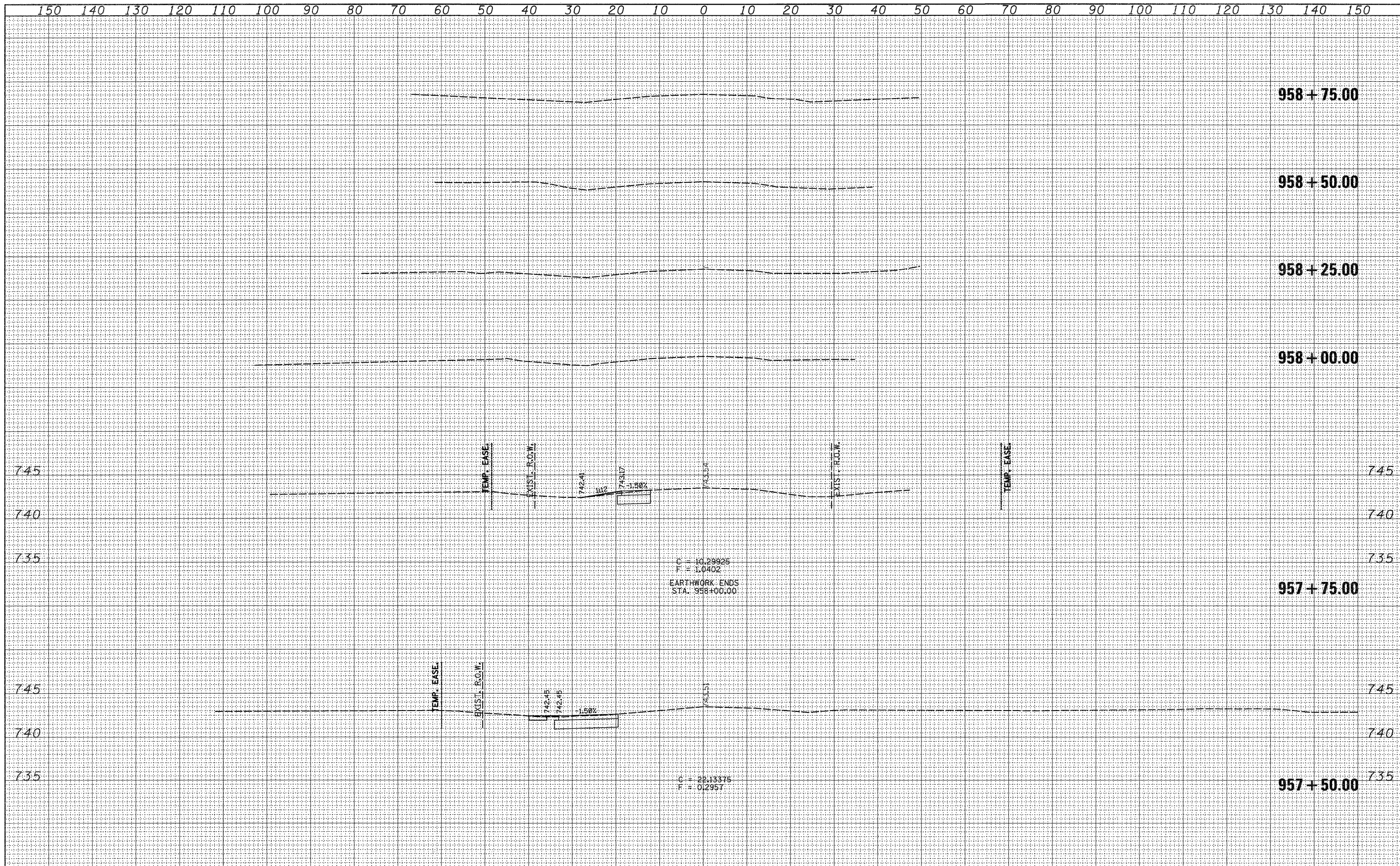
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROCKTON CROSS SECTIONS
 SCALE: SHEET NO. OF SHEETS STA. 89+00.00 TO STA. 89+75.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY WINNEBAGO	TOTAL SHEETS 120	SHEET NO. 106
				CONTRACT NO. 64E89
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
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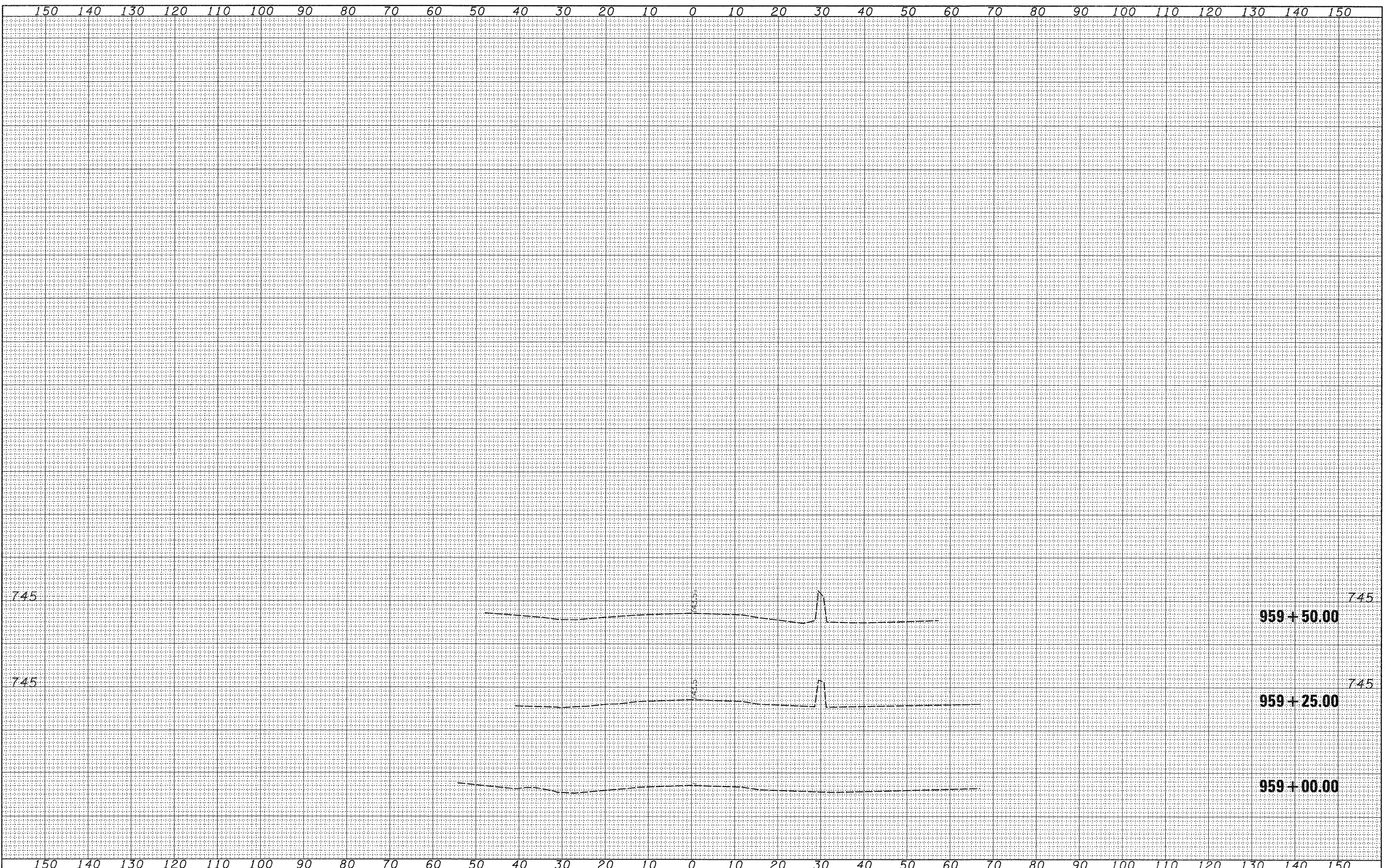
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ct:\pwork\pwork\goffjl\ad8142284\d84389\ad8.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 957+50.00	TO STA. 958+75.00	CONTRACT NO. 64E89		
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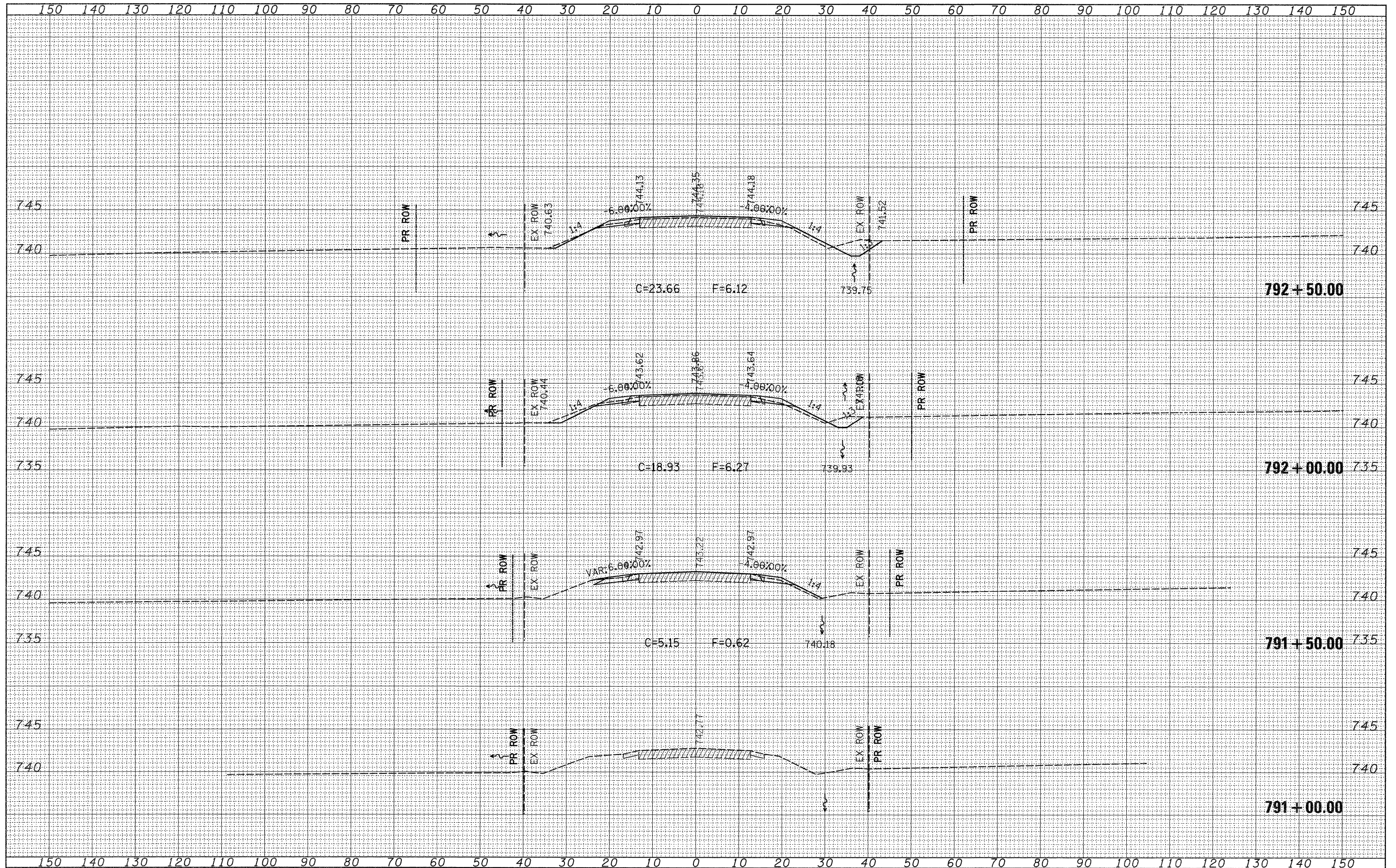
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SURVEYED	BY
NOTE BOOK	
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ORIGINAL SURVEY	DATE
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NOTE BOOK	
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FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMP. DATE		
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMP. DATE		
NO.	AREAS CHECKED		



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

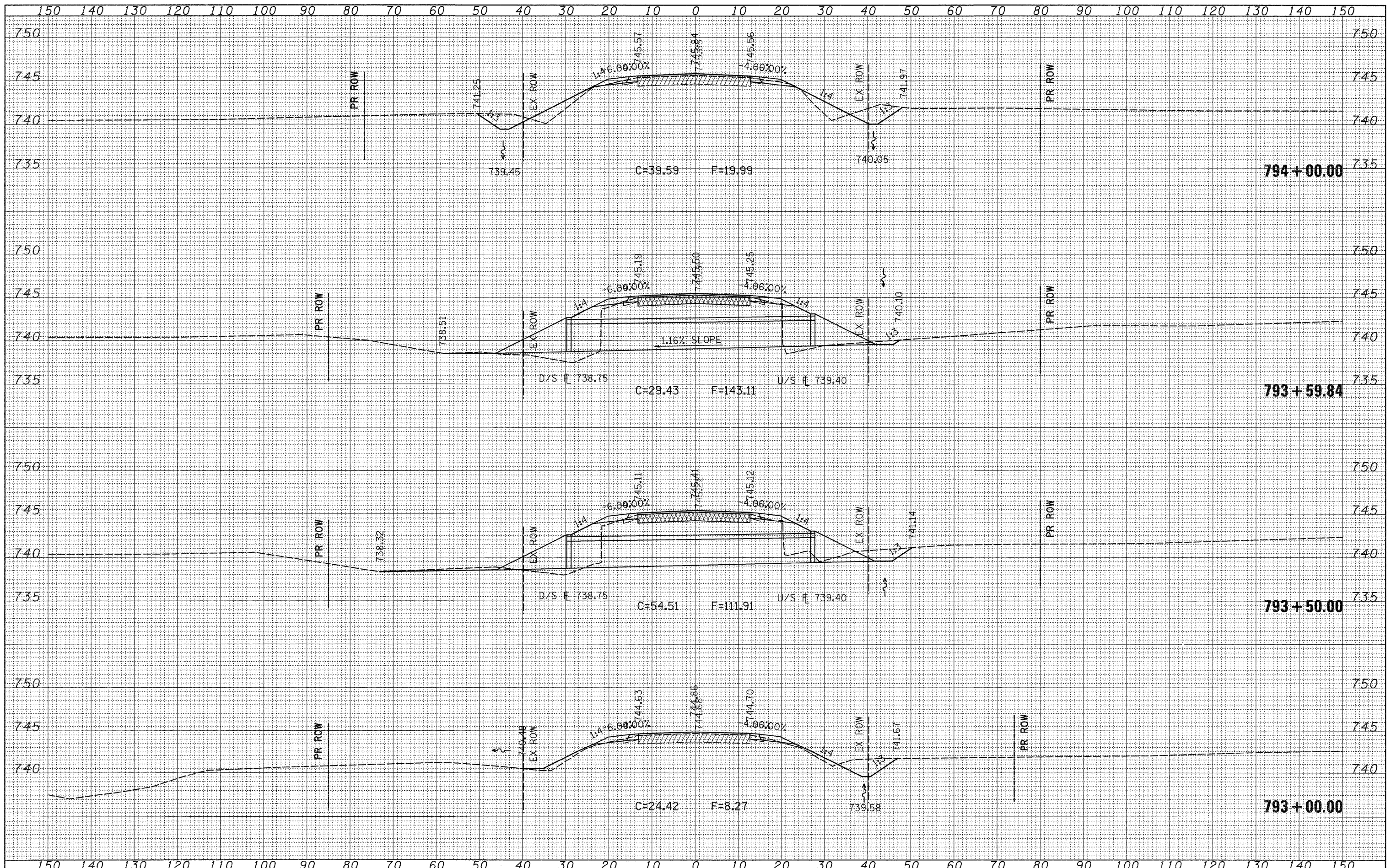
IL ROUTE 75

SCALE: SHEET NO. OF SHEETS STA. 791+00.00 TO STA. 792+50.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY Winnebago	TOTAL SHEETS 120	SHEET NO. 109
CONTRACT NO. 64E89				
ILLINOIS FED. AID PROJECT				

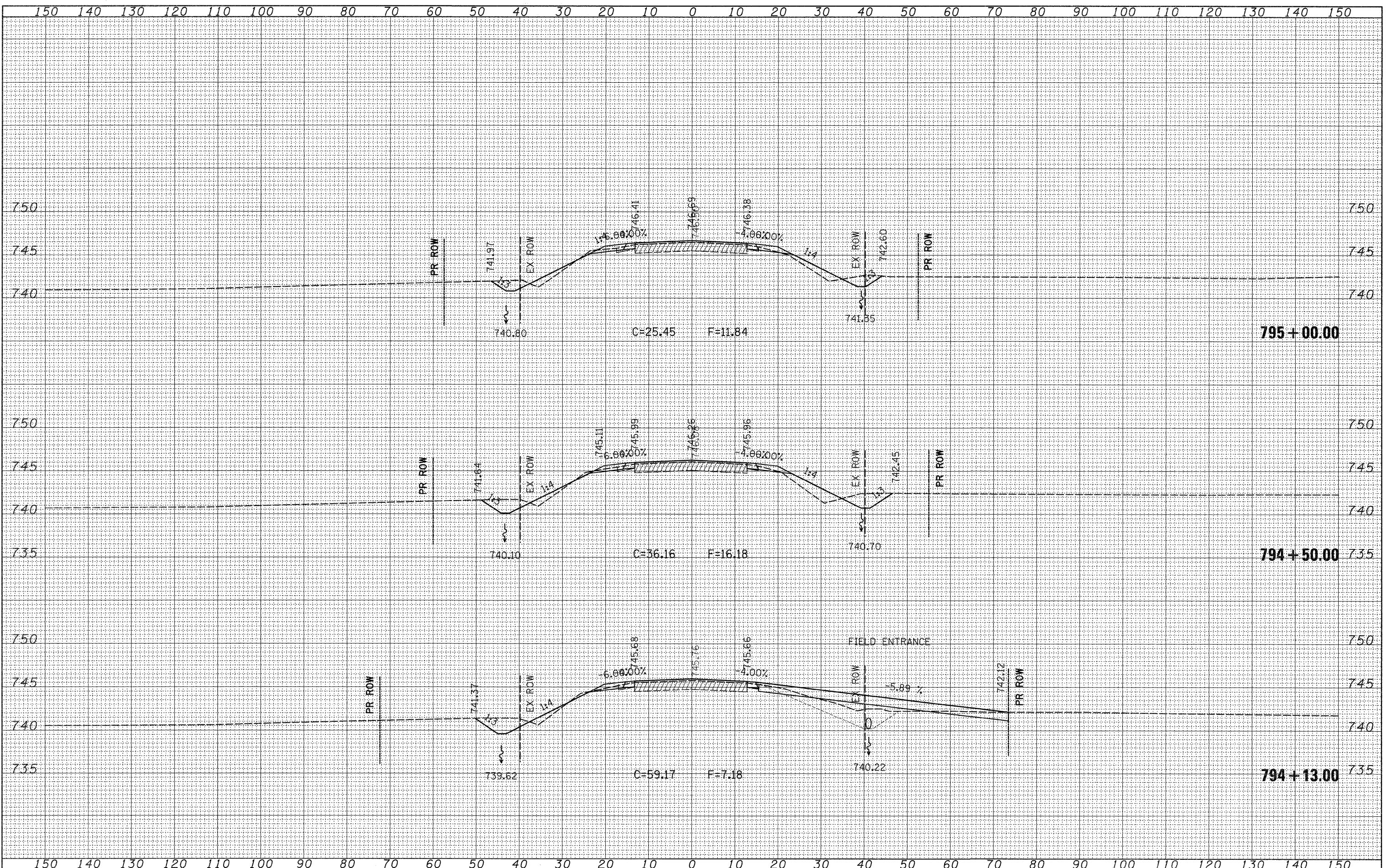
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SURVEYED	BY
NOTE BOOK	
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AREAS CHECKED	
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ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



BY	DATE
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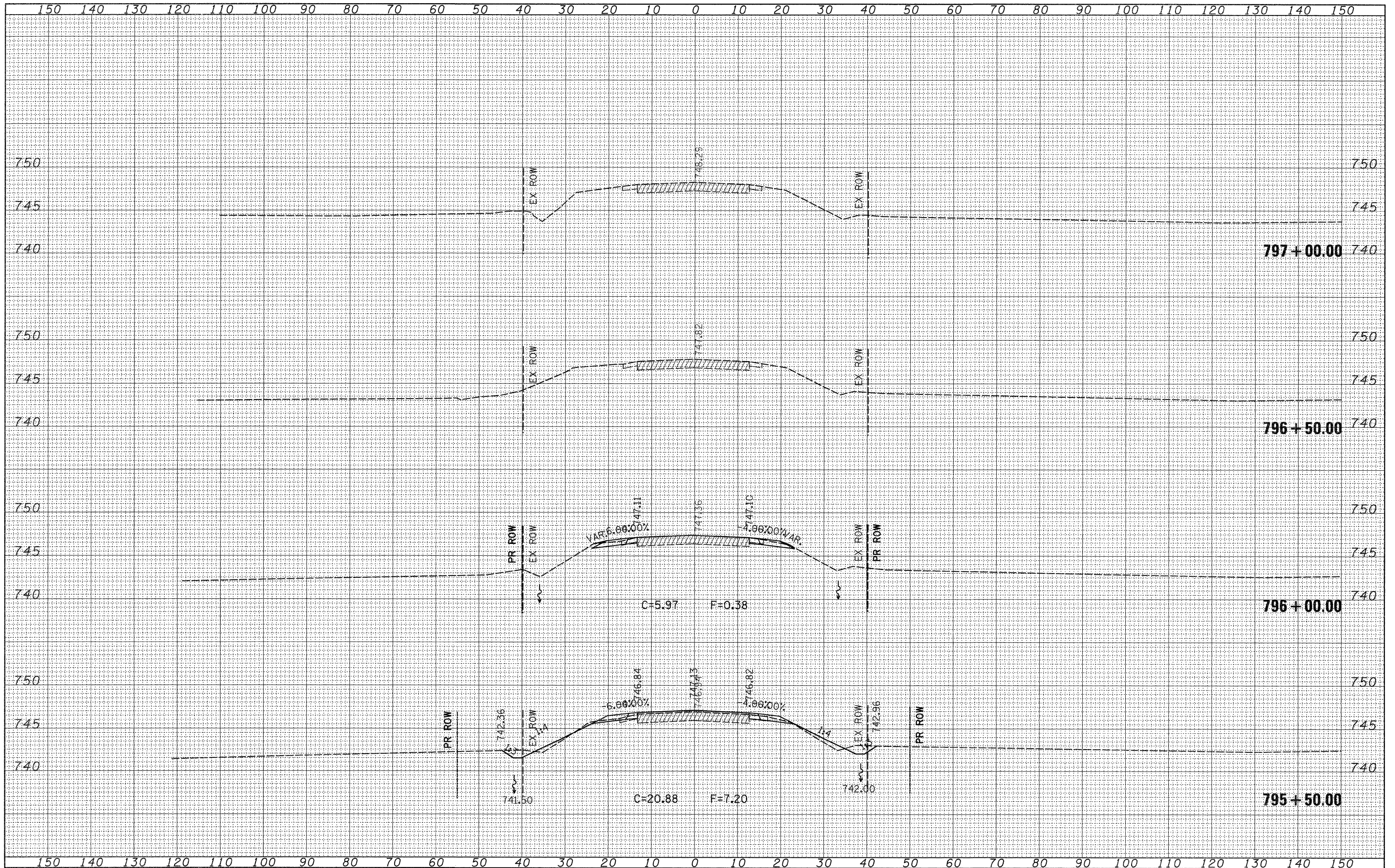
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 75
 SCALE: SHEET NO. OF SHEETS STA. 794+13.00 TO STA. 795+00.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY Winnebago	TOTAL SHEETS 120	SHEET NO. 111
CONTRACT NO. 64E89				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
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ORIGINAL SURVEY	
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NOTE BOOK	
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 PLOT DATE = Fri Oct 09 13:15:29 2009

DESIGNED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

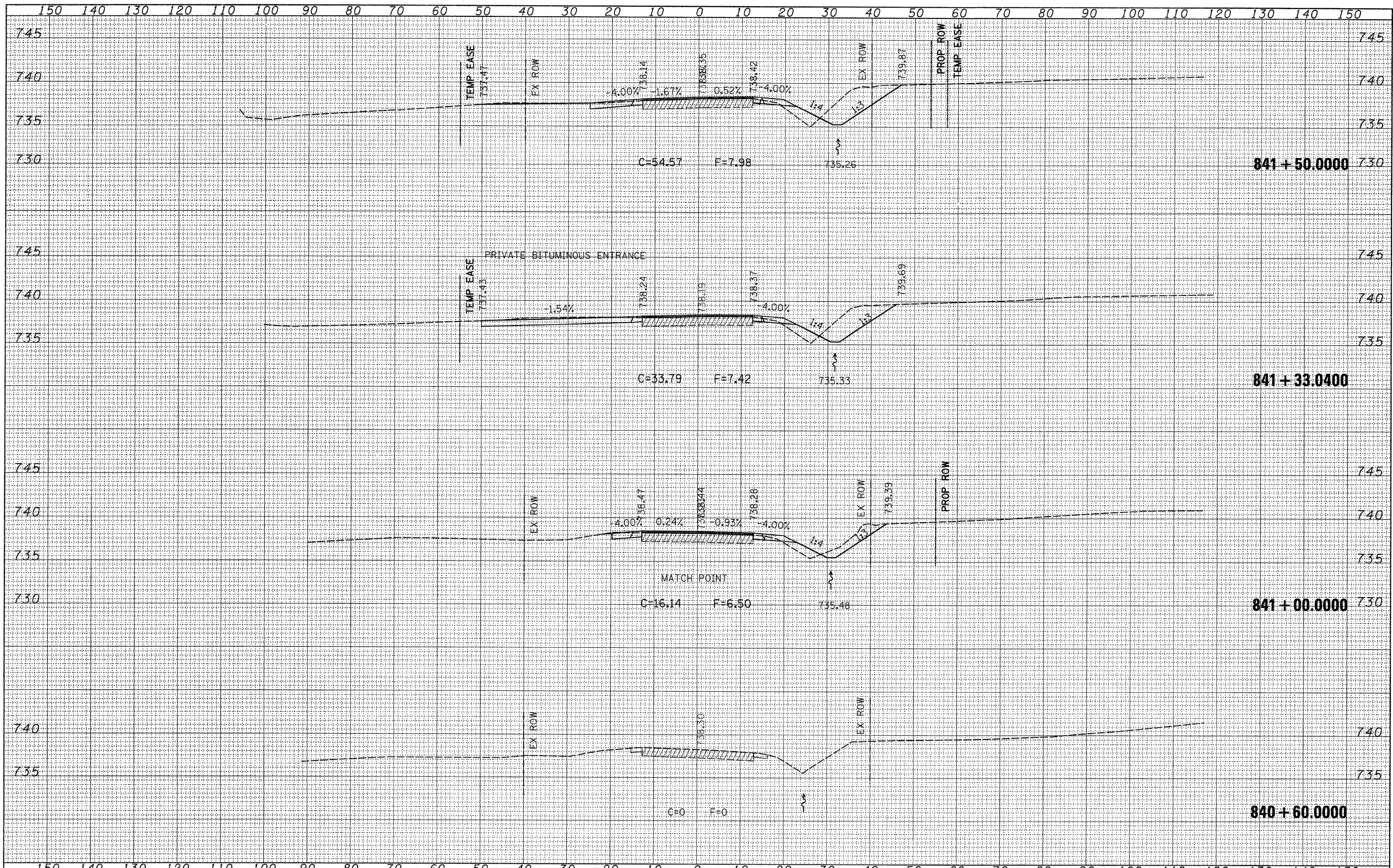
IL ROUTE 75

SCALE: SHEET NO. OF SHEETS STA. 795+50.00 TO STA. 797+00.00

F.A.P. RTE. 505	SECTION 115RS-2	COUNTY Winnebago	TOTAL SHEETS 120	SHEET NO. 112
CONTRACT NO. 64E89				
ILLINOIS FED. AID PROJECT				

DATE	
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NOTE BOOK	
AREAS CHECKED	

DATE	
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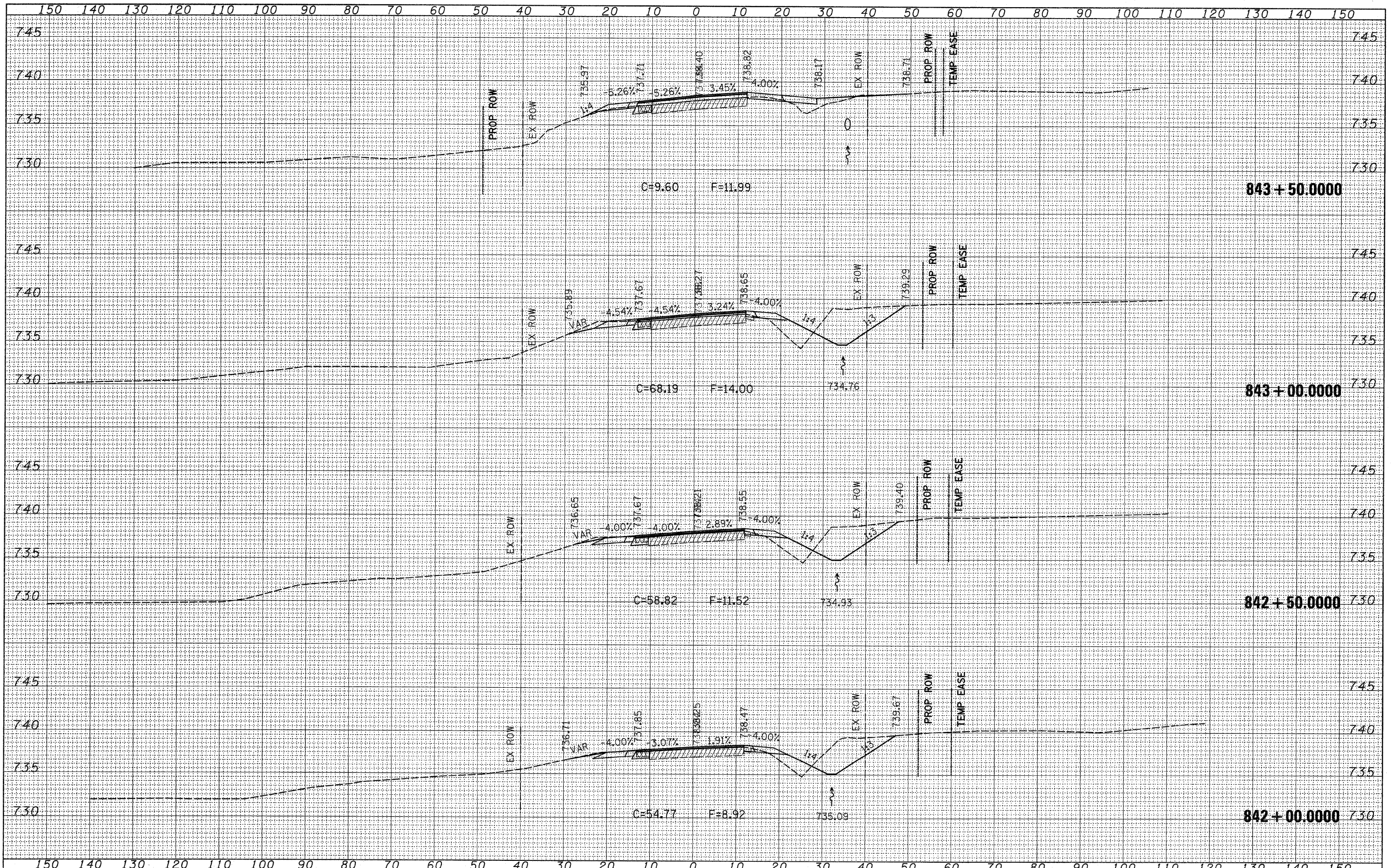


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ca:\pwwork\pwwork\dossed\0142204\04309.xml.dwg	PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -			505	115RS-2	Winnebago	120	113
PLOT DATE = Thu Nov 12 14:51:58 2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 64E89				
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. 840+60.0000 TO STA. 841+50.0000

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	

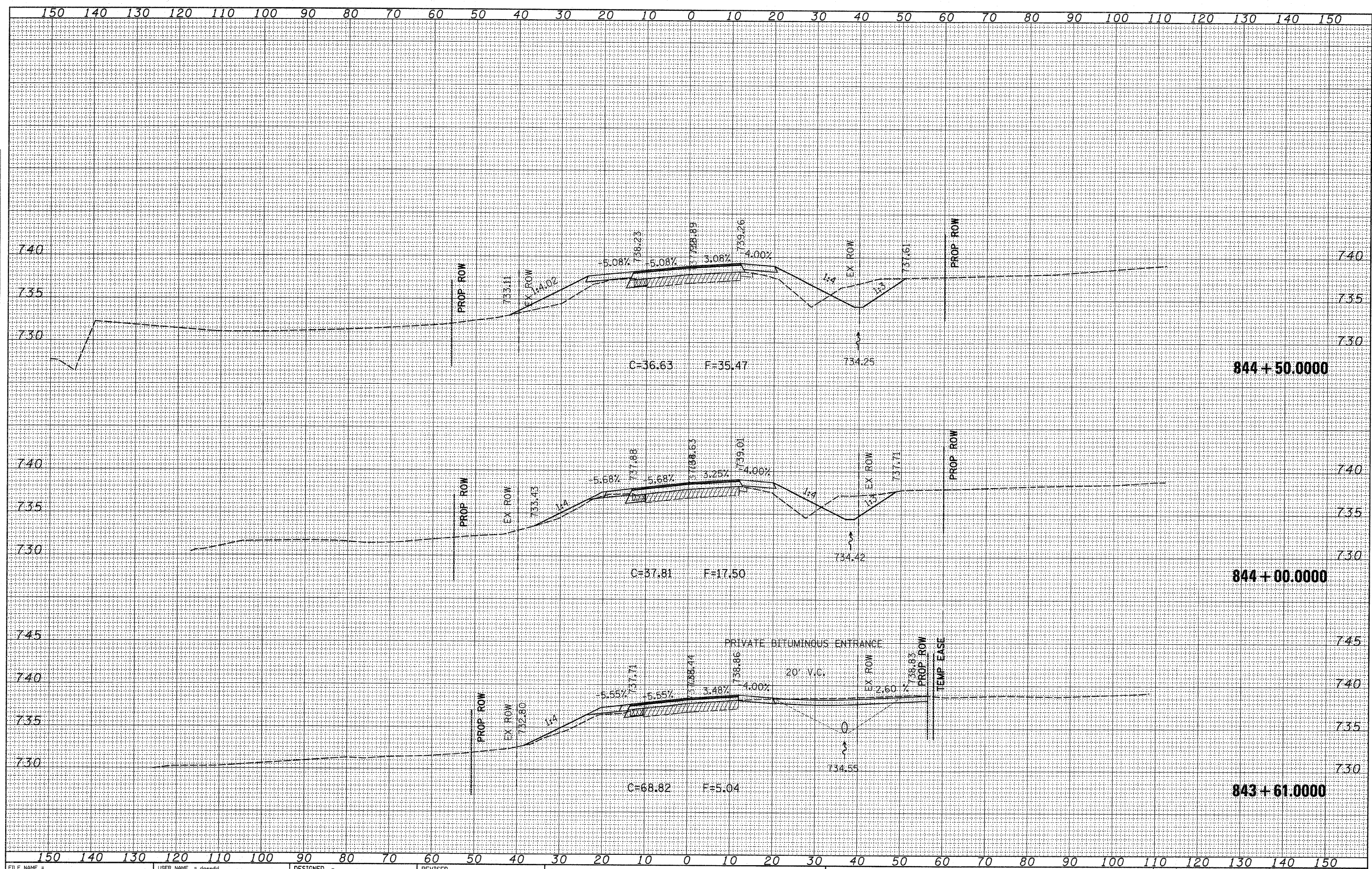
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BY	
ORIGINAL SURVEY	
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AREAS CHECKED	



FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 75	F.A.P. RTE. 505 SECTION 115RS-2 COUNTY Winnebago TOTAL SHEETS 120 SHEET NO. 114 CONTRACT NO. 64E89 ILLINOIS FED. AID PROJECT
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		DATE -	REVISED -			
SCALE:					SHEET NO. OF SHEETS	STA. 842+00.0000 TO STA. 843+50.0000

FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS	
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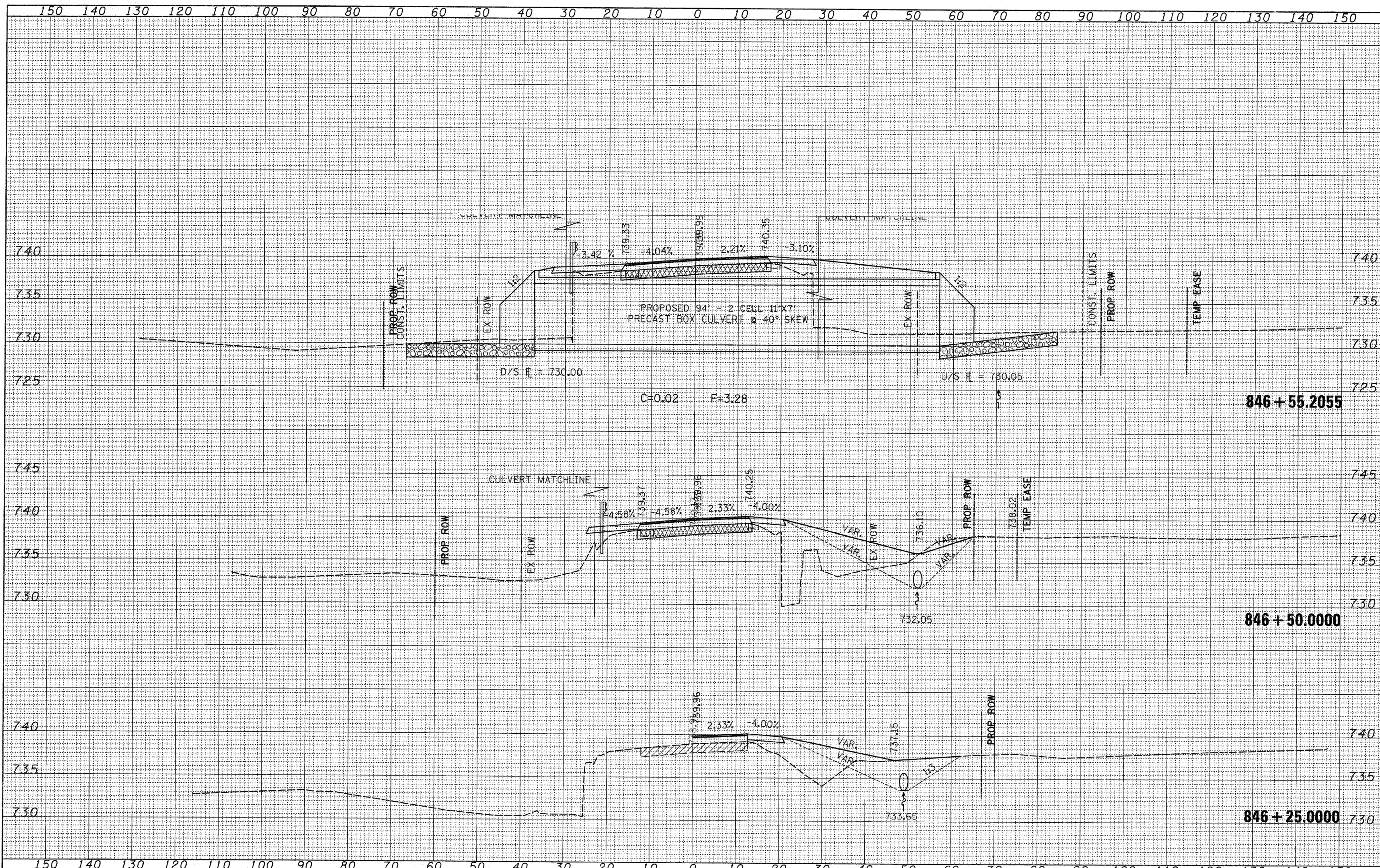


FILE NAME =	USER NAME = doesdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 75		<table border="1"> <tr><td>F.A.P. RTE.</td><td>SECTION</td><td>COUNTY</td><td>TOTAL SHEETS</td><td>SHEET NO.</td></tr> <tr><td>505</td><td>115RS-2</td><td>Winnebago</td><td>120</td><td>115</td></tr> </table>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	505	115RS-2	Winnebago	120	115
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS		SHEET NO.												
505	115RS-2	Winnebago	120		115												
ce:\pw_work\pwr\dtd\doesdd\0142204\04309.xml.dwg		DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS		STA. 843+61.0000 TO STA. 844+50.0000									
		CHECKED -	REVISED -														
		DATE -	REVISED -														

ILLINOIS FED. AID PROJECT

DATE	
BY	
FINAL SURVEY	
NOTED SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTED SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	



846 + 55.2055

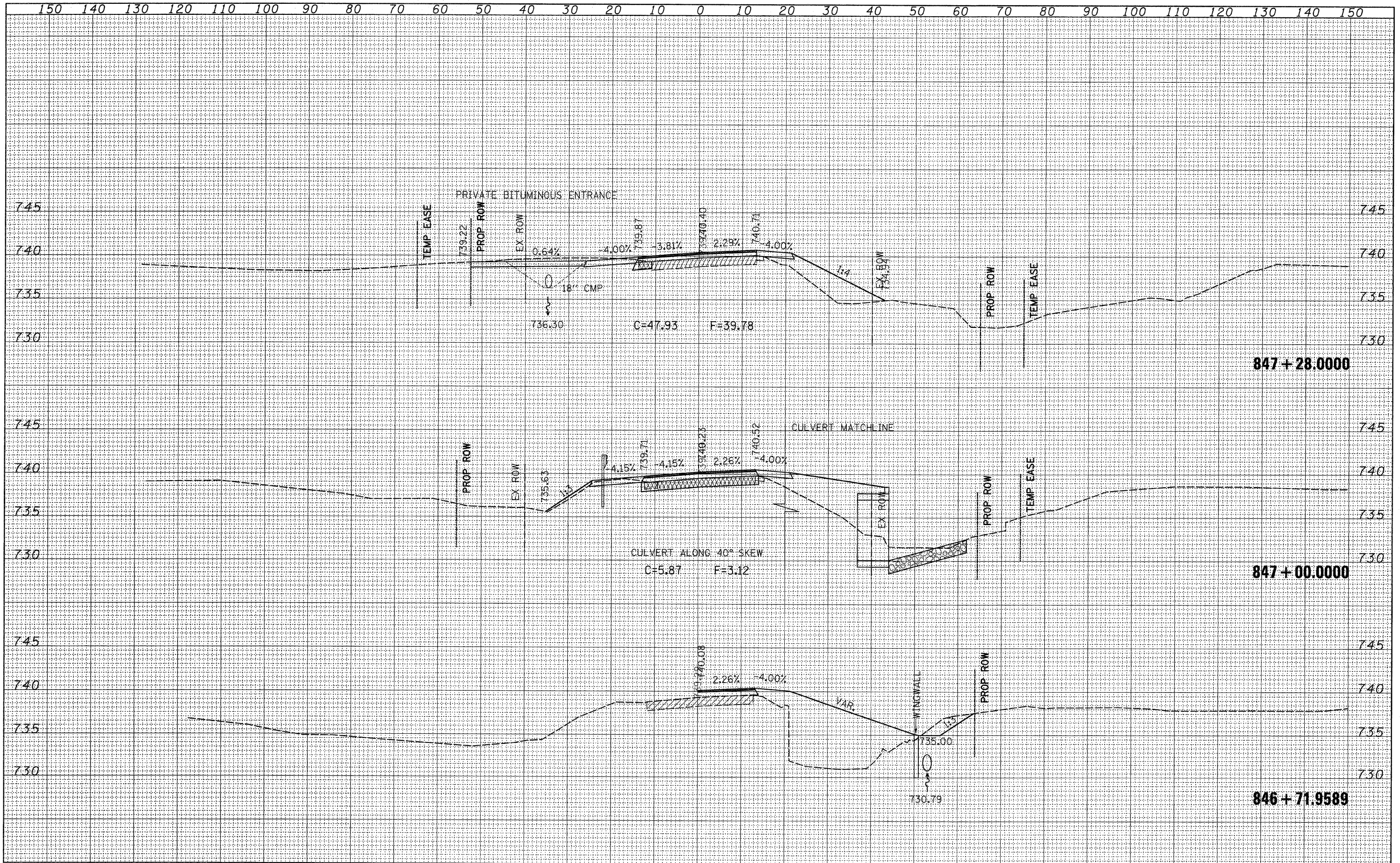
846 + 50.0000

846 + 25.0000

FILE NAME =	USER NAME = dosadd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 75	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pw\work\pwsdot\dosadd\142284\1424389.xml.dgn		DRAWN -	REVISED -			505	115RS-2	Winnebago	120	117	
		CHECKED -	REVISED -			CONTRACT NO. 64E89					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT SCALE = 10.0000' / IN.		PLOT DATE = Thu Nov 12 14:52:00 2009		SCALE:		SHEET NO. OF SHEETS		STA. 846+25.0000 TO STA. 846+55.2055			

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

DATE	
BY	
ORIGINAL SURVEY	
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NOTE BOOK	
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AREAS CHECKED	
NO.	



847 + 28.0000

847 + 00.0000

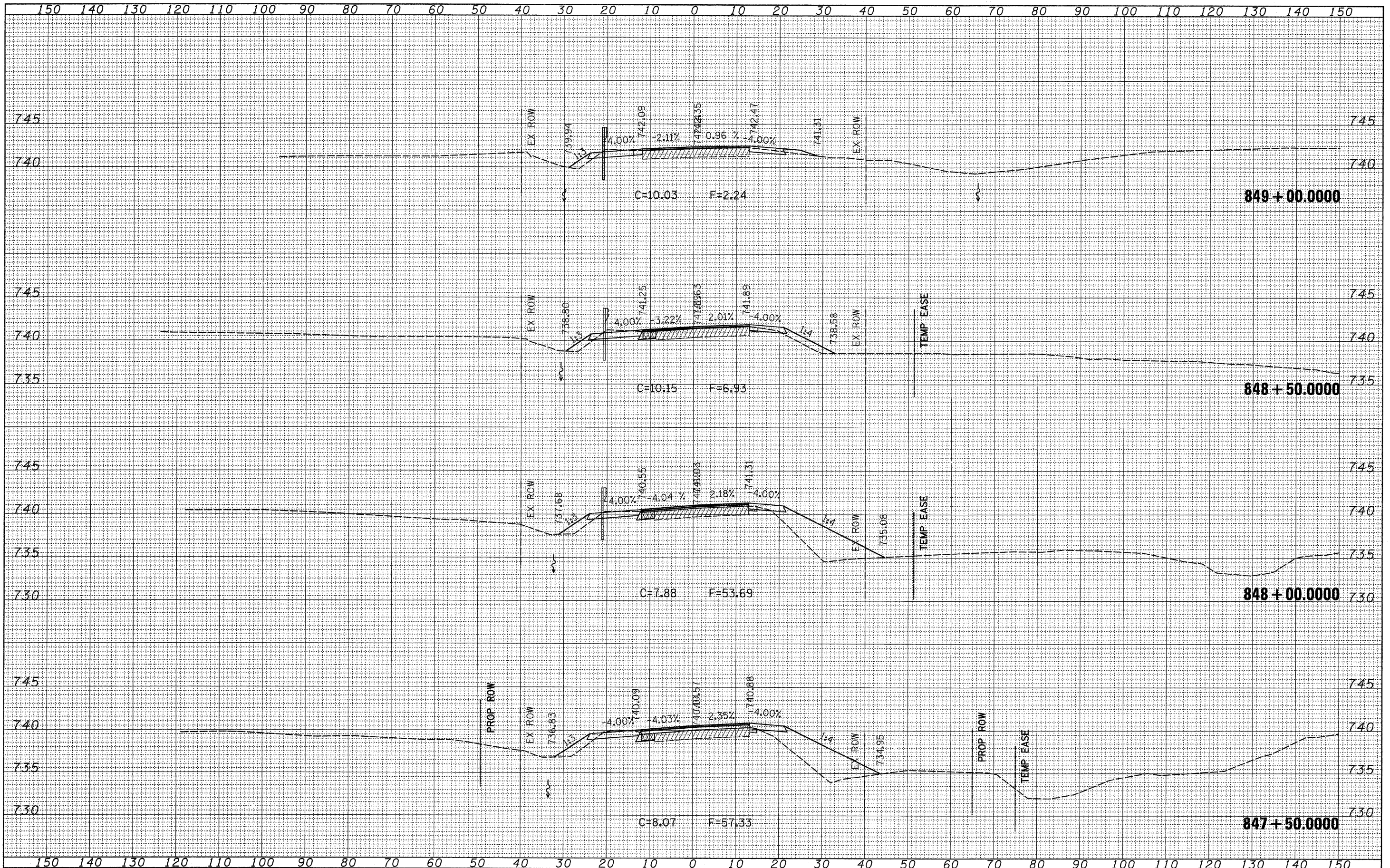
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FILE NAME =	USER NAME = dosadd	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">IL ROUTE 75</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\pwwork\pwwork\dosadd\d0142204\d04309\m1.dgn		DRAWN -	REVISED -		505	115RS-2	Winnebago	120	118
PLOT SCALE = 18.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 64E89				
PLOT DATE = Thu Nov 12 14:52:01 2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. 846+71.9589 TO STA. 847+28.0000

DATE	
BY	
FINAL SURVEY	
REVISED SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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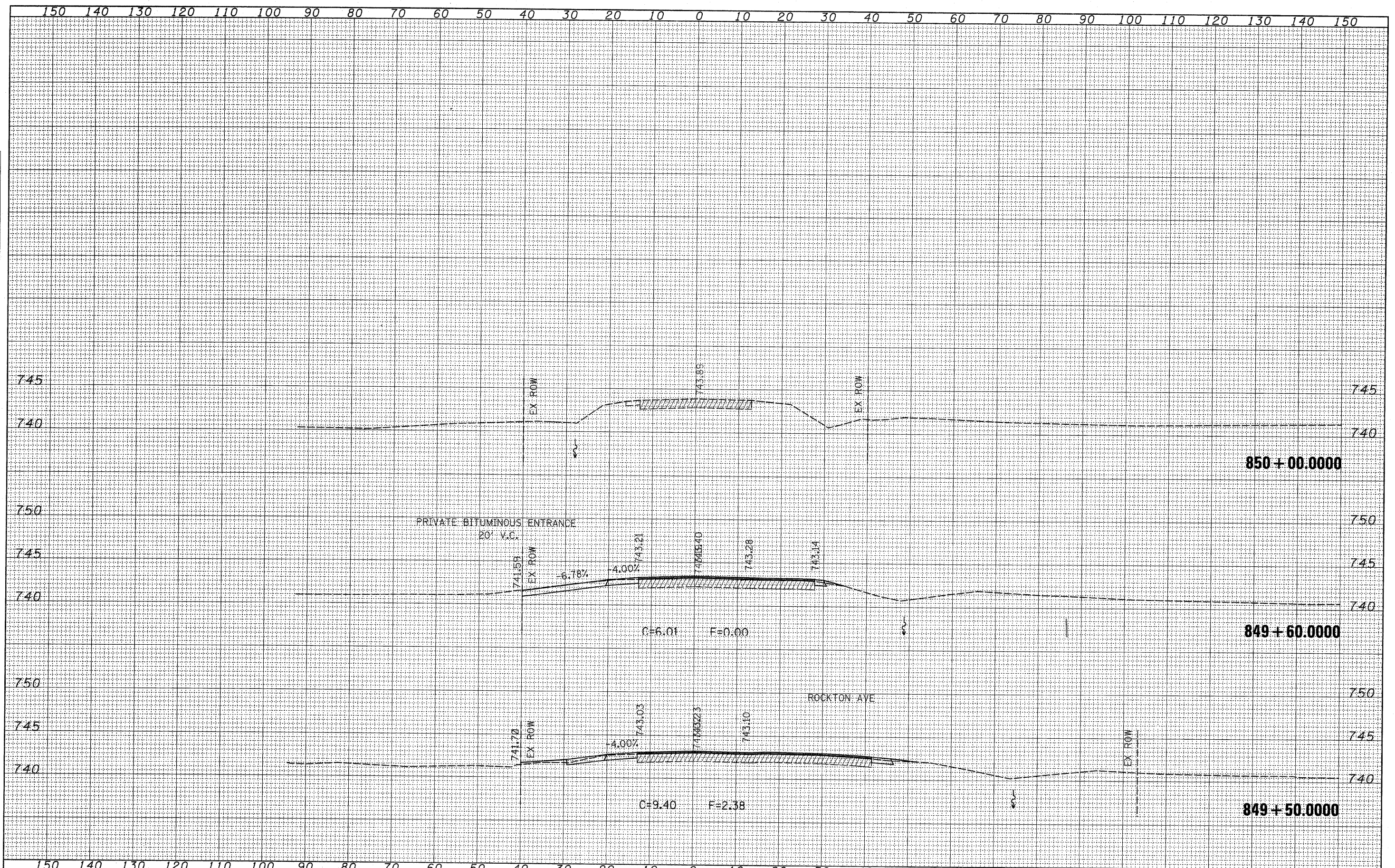
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AREAS CHECKED	
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FILE NAME =	USER NAME = dssdd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION IL ROUTE 75	<table border="1"> <tr><td>F.A.P. RTE.</td><td>SECTION</td><td>COUNTY</td><td>TOTAL SHEETS</td><td>SHEET NO.</td></tr> <tr><td>505</td><td>115RS-2</td><td>Winnebago</td><td>120</td><td>119</td></tr> <tr><td colspan="4"></td><td>CONTRACT NO. 64E89</td></tr> <tr><td colspan="5">ILLINOIS FED. AID PROJECT</td></tr> </table>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	505	115RS-2	Winnebago	120	119					CONTRACT NO. 64E89	ILLINOIS FED. AID PROJECT				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS			SHEET NO.																			
505	115RS-2	Winnebago	120			119																			
						CONTRACT NO. 64E89																			
ILLINOIS FED. AID PROJECT																									
ea\p\work\p\p\dot\dssdd\d0142224\d04309.xml.dwg		DRAWN -	REVISED -																						
PLOT SCALE = 10.0000' / IN.		CHECKED -	REVISED -																						
PLOT DATE = Thu Nov 12 14:52:02 2009		DATE -	REVISED -																						
SCALE: SHEET NO. OF SHEETS STA. 847+50.0000 TO STA. 849+00.0000																									

DATE	
BY	
SURVEYED	
NOTE BOOK	
PLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
NOTE BOOK	
PLATE	
AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = dosadd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION IL ROUTE 75	<table border="1"> <tr><th>F.A.P. RTE.</th><th>SECTION</th><th>COUNTY</th><th>TOTAL SHEETS</th><th>SHEET NO.</th></tr> <tr><td>505</td><td>115RS-2</td><td>Winnebago</td><td>120</td><td>120</td></tr> </table>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	505	115RS-2	Winnebago	120	120
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS			SHEET NO.									
505	115RS-2	Winnebago	120			120									
c:\pwwork\pwwork\dosadd\d01422204\d04389.xml.dgn		DRAWN -	REVISED -												
		CHECKED -	REVISED -												
		DATE -	REVISED -												
PLOT SCALE = 10.0000' / IN.		PLOT DATE = Thu Nov 12 14:52:02 2009		SCALE:	SHEET NO. OF SHEETS										
				STA. 849+50.0000 TO STA. 850+00.0000	CONTRACT NO. 64E89										
				ILLINOIS FED. AID PROJECT											