

64A27

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	1

\* SECTION (06-5, 06-6, 06-7, 06 & 50-8)M

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAI ROUTE 80 (I-80)  
SECTION (06-5, 06-6, 06-7, 06 & 50-8)M  
PROJECT IM-080-2(062)057  
BUREAU COUNTY  
C-92-054-05

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF STANDARDS, SEE SHEET NO. 2

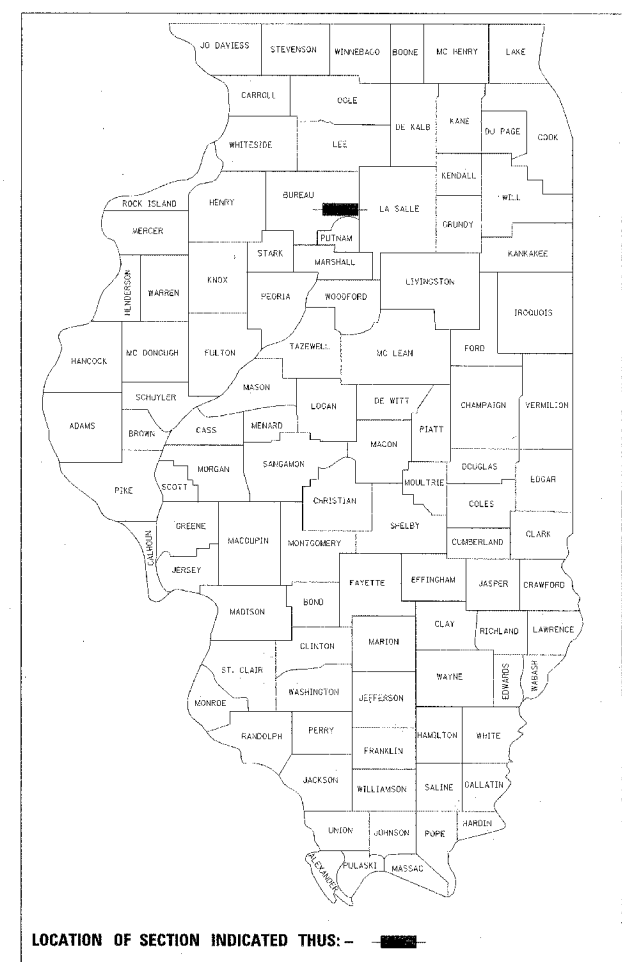
TRAFFIC VOLUMES:

I-80 WEST OF I-180  
CURRENT ADT: 19,300 43% TRUCKS

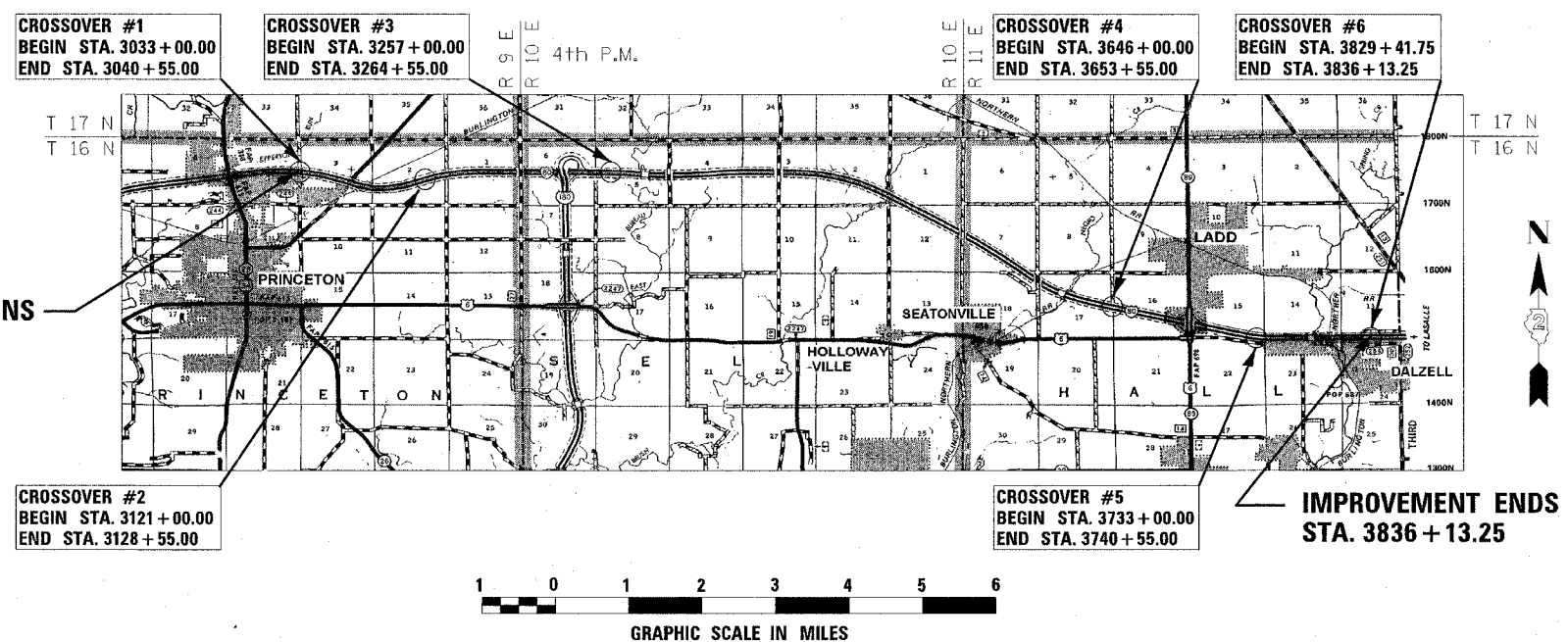
I-80 EAST OF I-180  
CURRENT ADT: 21,500 41% TRUCKS

I-80 EAST OF IL RTE 89  
CURRENT ADT: 25,100 38% TRUCKS

D-92-077-04



**MAURER STUTZ, INC.**  
ENGINEERS SURVEYORS  
7615 N. HARKER DR. PEORIA, IL 61615  
(309) 693-7615  
ILLINOIS PROFESSIONAL DESIGN FIRM CORPORATION NUMBER 184-000177



CROSSOVER #1  
BEGIN STA. 3033 + 00.00  
END STA. 3040 + 55.00

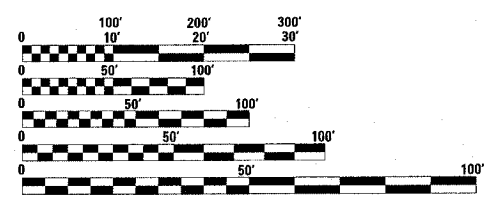
CROSSOVER #3  
BEGIN STA. 3257 + 00.00  
END STA. 3264 + 55.00

CROSSOVER #4  
BEGIN STA. 3646 + 00.00  
END STA. 3653 + 55.00

CROSSOVER #6  
BEGIN STA. 3829 + 41.75  
END STA. 3836 + 13.25

CROSSOVER #2  
BEGIN STA. 3121 + 00.00  
END STA. 3128 + 55.00

CROSSOVER #5  
BEGIN STA. 3733 + 00.00  
END STA. 3740 + 55.00



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

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

PRINCETON TOWNSHIP; SECTIONS: 2, 3, 4  
SELBY TOWNSHIP; SECTION: 5  
HALL TOWNSHIP; SECTIONS: 13, 15, 16, 17, 22, 24

CONTRACT NO. 64A27

GROSS PROJECT LENGTH: 80,313.25 FEET = 15.211 MILES  
NET PROJECT LENGTH: 4,446.50 FEET = 0.842 MILES



*RJA Anderson 4/12/05*

ILLINOIS REGISTRATION NO. 062-044812  
EXPIRATION DATE: 11/30/2005

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED *April 13, 2005*  
*Gregory R. Mountain* DISTRICT ENGINEER

*May 13, 2005*  
*Mike Nunez* ENGINEER OF DESIGN AND ENVIRONMENT

*May 13, 2005*  
*Victor Madec* DIRECTOR, DIVISION OF HIGHWAYS

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OF THE STATE OF ILLINOIS

DISTRICT 2, DIXON, IL

PROJECT ENGINEER: ROBERT WAGNER

CONSULTANT: MAURER-STUTZ INC. CONTACT: RICK ANDERSON (309) 693-7615

SQUAD LEADER: KYLE LORENZ (815) 284-5942

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06 & 50-8/M				

### INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS AND LIST OF STANDARDS
3	SUMMARY OF QUANTITIES
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6-8	HORIZONTAL AND VERTICAL CONTROL
9	GENERAL NOTES
10-13	SCHEDULE OF QUANTITIES
14-19	PLAN SHEETS WITH EROSION CONTROL MEASURES
20	64' MEDIAN CROSSOVER DETAIL
21	50' MEDIAN CROSSOVER DETAIL
22	BEVELED PIPE & GUARD DETAIL
23-28	PAVEMENT ELEVATION TABLES
29	TYPICAL MEDIAN CROSSOVER CLOSURES (98.4 & 87.4)
29	SLOTTED DRAIN PIPE (61.2)
30	STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN (2.1)
31-60	CROSS SECTIONS

### LIST OF STATE STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-05	PAVEMENT JOINTS
420101-02	24' (JOINTED) PCC PAVEMENT
601001	SUB-SURFACE DRAINS
601101	CONCRETE HEADWALLS FOR PIPE DRAINS
701101 -01	OFF-ROAD OPERATIONS MULTILANE LESS THAN 15' AWAY FOR SPEEDS $\geq$ 45 MPH
701106 -01	OFF-ROAD OPERATIONS MULTILANE MORE THAN 15' AWAY FOR SPEEDS $\geq$ 45 MPH
701400-02	APPROACH TO LANE CLOSURE FREEWAY / EXPRESSWAY
701401-03	LANE CLOSURE FREEWAY / EXPRESSWAY
701411 -03	LANE CLOSURE MULTILANE AT ENTRANCE OR EXIT RAMP FOR SPEEDS $\geq$ 45 MPH
701416 -05	LANE CLOSURE FREEWAY / EXPRESSWAY WITH CROSSOVER AND BARRIER (FOR INFORMATION ONLY)
701426-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\geq$ 45 MPH
702001-05	TRAFFIC CONTROL DEVICES

DATE-TIME  
CON-SPEC  
REF  
REF

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**INDEX OF SHEETS  
AND  
LIST OF STANDARDS**

SCALE: VERT.      DRAWN BY BRW  
          HORIZ.      CHECKED BY RJA  
DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* SECTION (06-5, 06-6, 06-7, 06 & 50-81M)				

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE J000-2A
20200100	EARTH EXCAVATION	CU YD	5240	5240
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1010	1010
20400800	FURNISHED EXCAVATION	CU YD	1730	1730
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	276	276
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	276	276
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	276	276
25001830	SEEDING, CLASS 6 (MODIFIED)	ACRE	3.00	3.00
25100115	MULCH, METHOD 2	ACRE	3.00	3.00
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	42	42
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	566	566
28000300	TEMPORARY DITCH CHECKS	EACH	21	21
28000500	INLET AND PIPE PROTECTION	EACH	7	7
31100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	13882	13882
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	16476	16476
42001300	PROTECTIVE COAT	SQ YD	16476	16476
44004250	PAVED SHOULDER REMOVAL	SQ YD	3952	3952
48100100	AGGREGATE SHOULDERS, TYPE A	TON	1950	1950
50104400	CONCRETE HEADWALL REMOVAL	EACH	8	8
50105220	PIPE CULVERT REMOVAL	FOOT	201	201
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	2647	2647
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	14	14
60107600	PIPE UNDERDRAINS 4"	FOOT	9278	9278
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	214	214
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8
67100100	MOBILIZATION	L SUM	1	1
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	4	4
70100307	TRAFFIC CONTROL AND PROTECTION, STANDARD 701400	EACH	4	4
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2	2
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	80	80
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	376	376
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	126	126
*78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	9133	9133
X0301766	DRILL AND GROUT #6 TIE BARS	EACH	3558	3558
X0322288	MEDIAN CLOSURE	EACH	6	6
X0322392	BEVELED PIPE AND GUARD	EACH	12	12
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	7867	7867
Z0065752	SLOTTED DRAIN 12" WITH 6" SLOT	FOOT	755	755

\* SPECIALTY ITEM

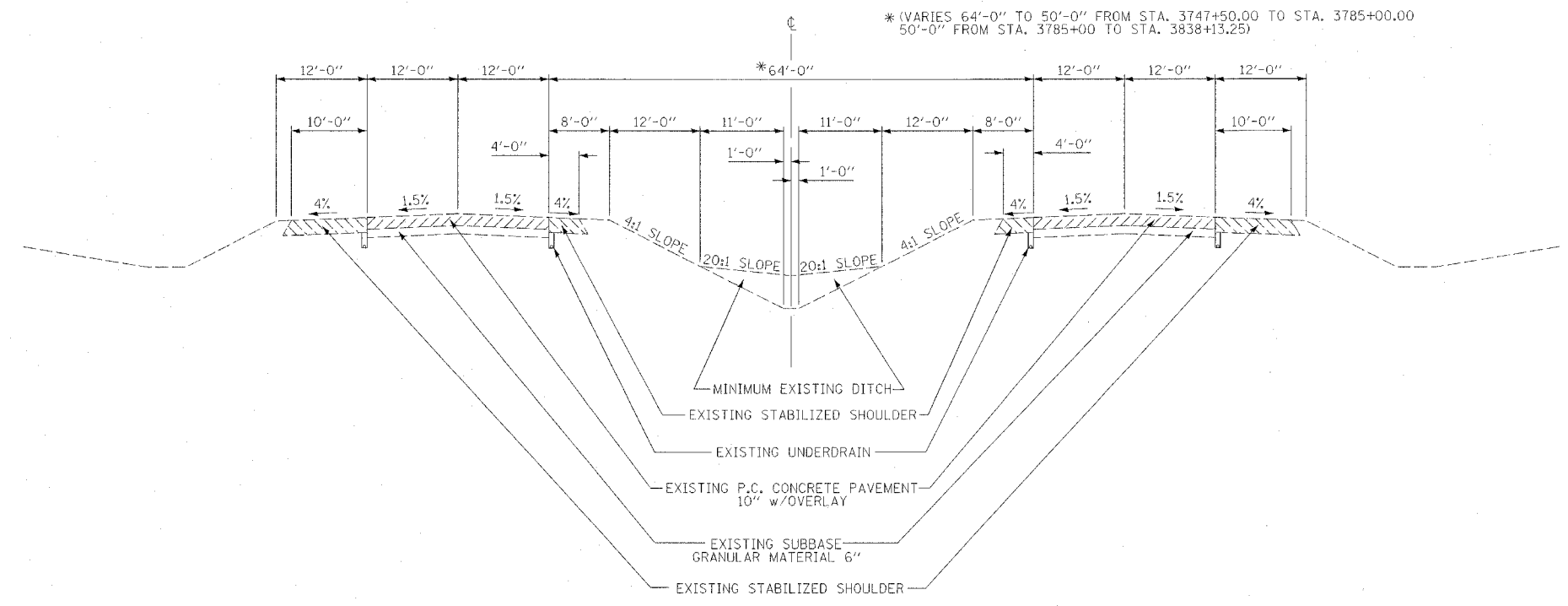
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
SCALE: VERT.	DRAWN BY BRW	CHECKED BY RJA
HORIZ.	DATE	

**SUMMARY OF QUANTITIES**

DATE TIME  
JOB SPEC  
REF  
REF  
REF  
REF

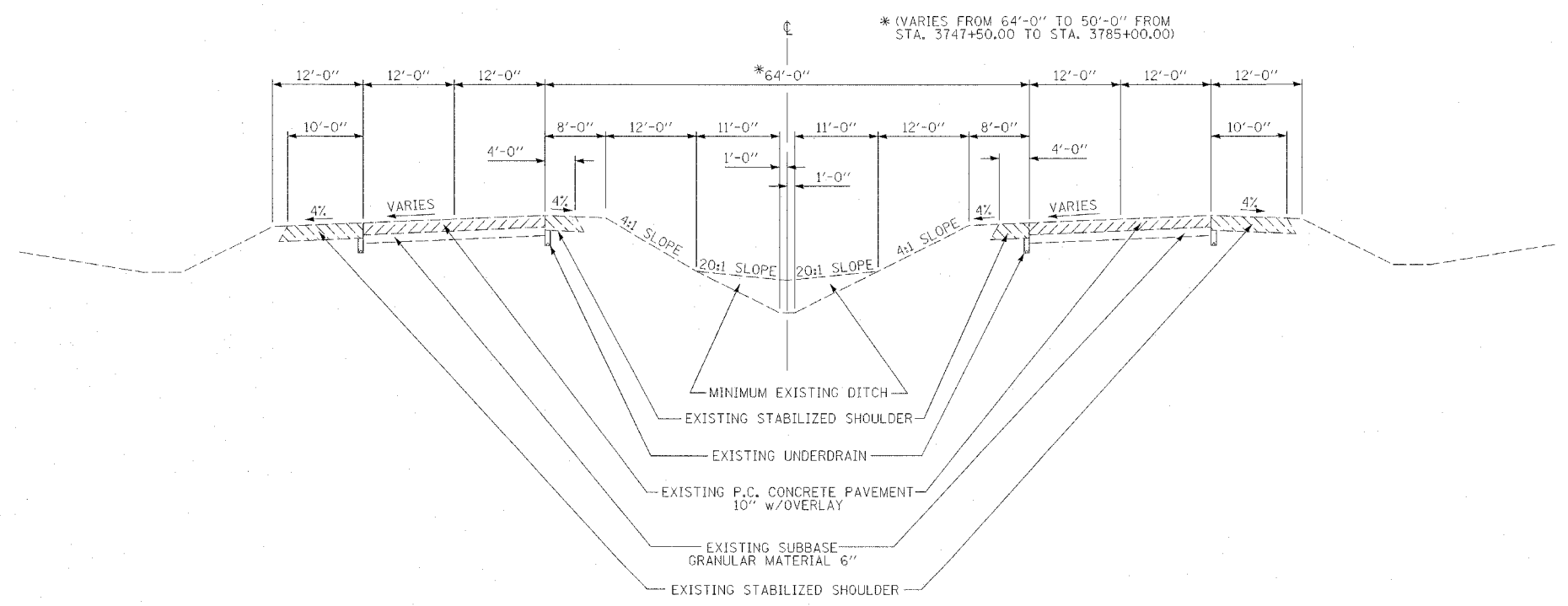
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	4

STA.	TO STA.
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
SECTION 06-5, 06-6, 06-7, 06 & 50-8M	



EXISTING TYPICAL SECTION, NORMAL CROWN

N.T.S.  
 STA. 3029+50.00 TO STA. 3838+13.25  
 (EXCEPT AT SUPERELEVATION LOCATIONS)



EXISTING TYPICAL SECTION, SUPERELEVATION

N.T.S.  
 STA. 3033+00.00 TO STA. 3040+55.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**EXISTING TYPICAL SECTIONS**

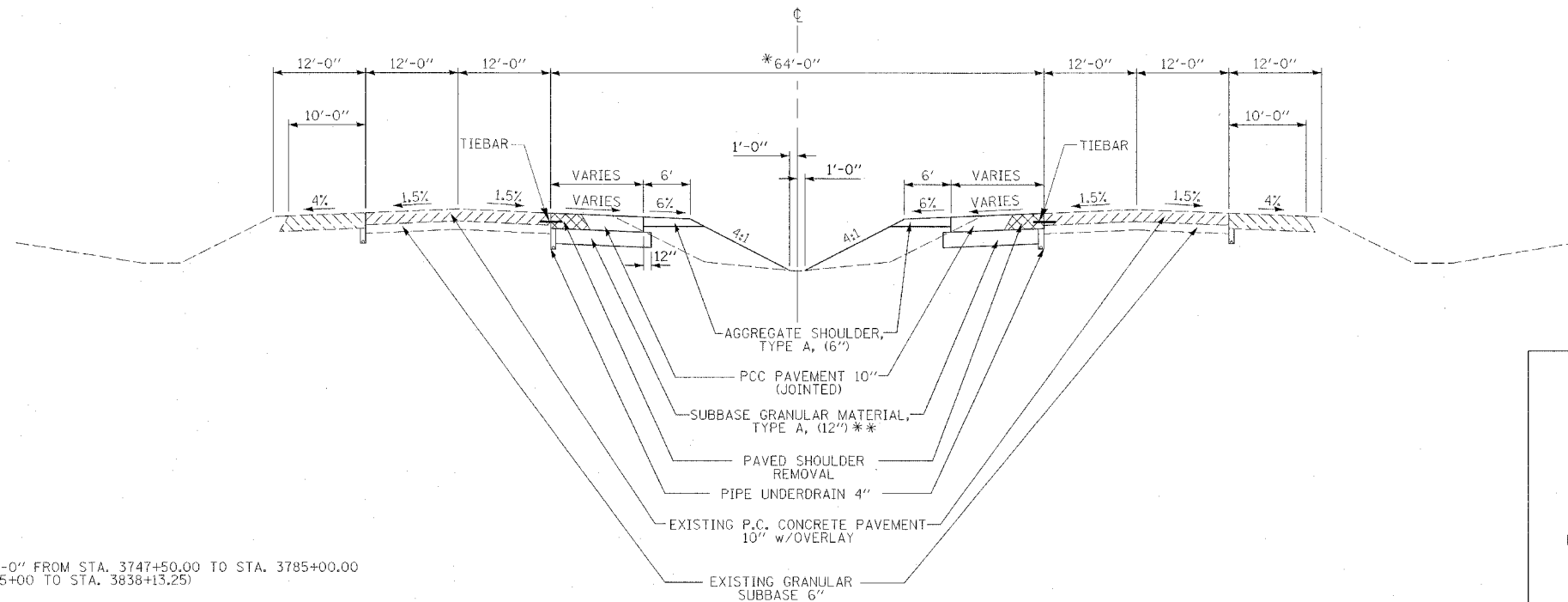
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DRAWN BY BRW / CHECKED BY RJA

DATE-TIME  
 REV-SPEC  
 REF  
 REF  
 REF



F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	BUREAU	60	5
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
SECTION (06-5, 06-6, 06-7, 06 & 50-8M)			



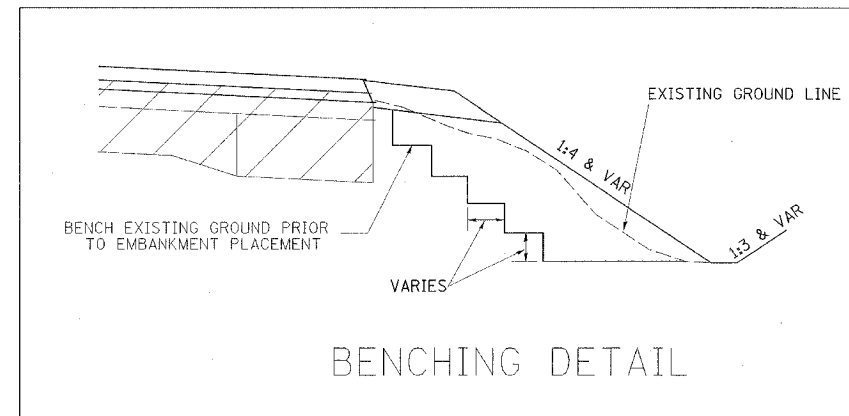
\* (VARIES 64'-0" TO 50'-0" FROM STA. 3747+50.00 TO STA. 3785+00.00  
50'-0" FROM STA. 3785+00 TO STA. 3838+13.25)

\*\* 18" UNDER CROSSOVERS #1 AND #2  
12" UNDER CROSSOVERS #3, #4, #5, AND #6

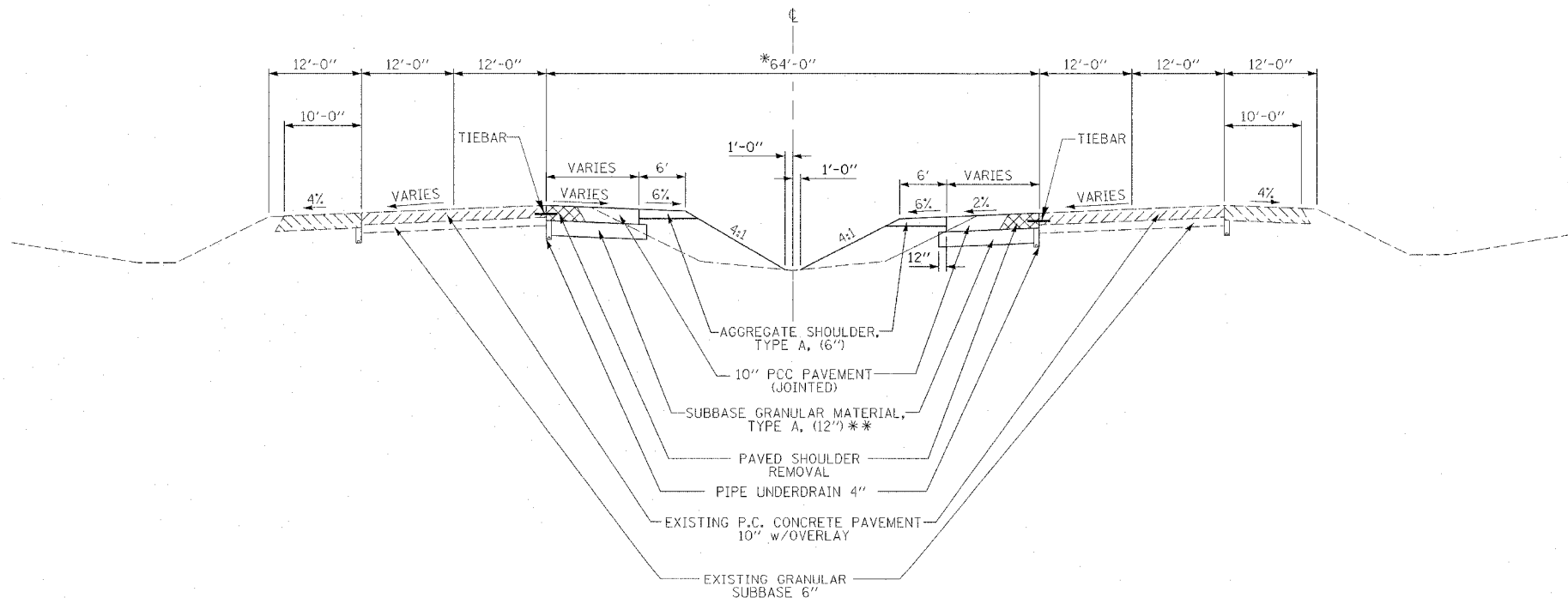
PROPOSED TYPICAL SECTION, NORMAL CROWN

N.T.S.

STA. 3121+00.00 TO STA. 3128+55.00  
STA. 3257+00.00 TO STA. 3264+55.00  
STA. 3646+00.00 TO STA. 3653+55.00  
STA. 3733+00.00 TO STA. 3740+55.00  
STA. 3829+41.75 TO STA. 3836+13.25



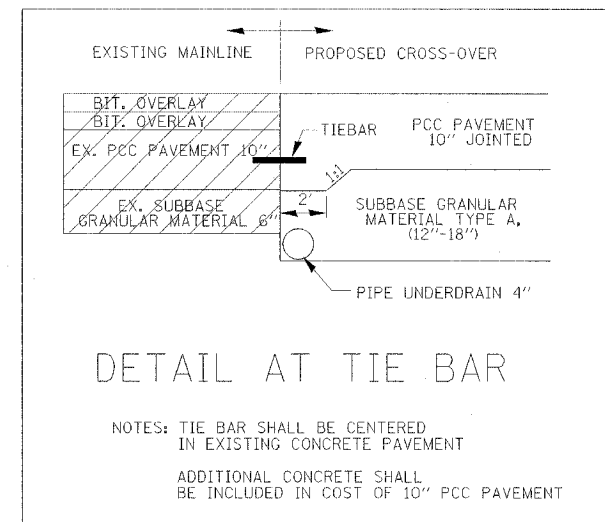
BENCHING DETAIL



PROPOSED TYPICAL SECTION, SUPERELEVATION

N.T.S.

STA. 3033+00.00 TO STA. 3040+55.00



DETAIL AT TIE BAR

NOTES: TIE BAR SHALL BE CENTERED IN EXISTING CONCRETE PAVEMENT  
ADDITIONAL CONCRETE SHALL BE INCLUDED IN COST OF 10" PCC PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED TYPICAL SECTIONS**

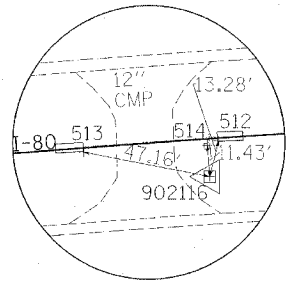
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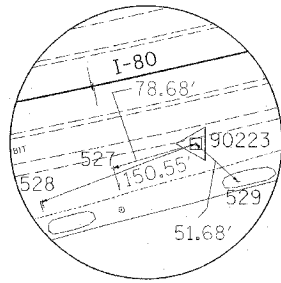
DATE TIME  
BY SPEC  
BY REF  
BY REF  
BY REF

# EXISTING HORIZONTAL AND VERTICAL CONTROL

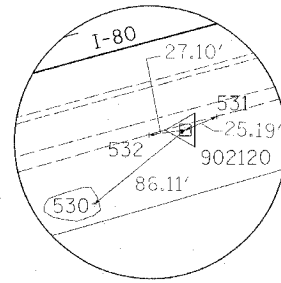
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06 & 50-8M				



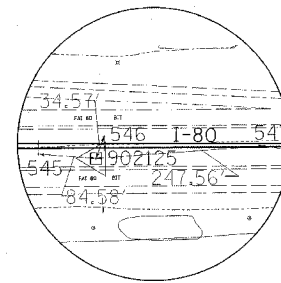
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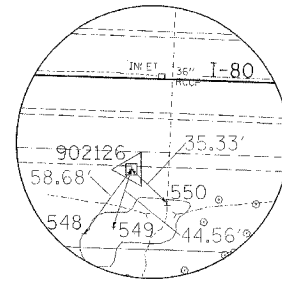
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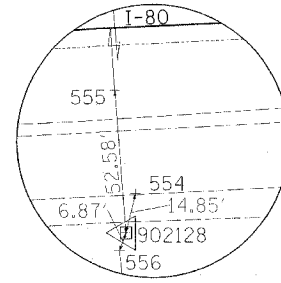
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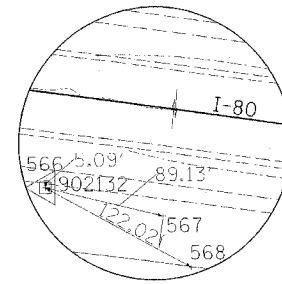
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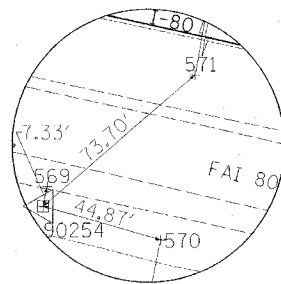
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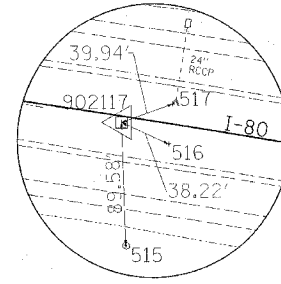
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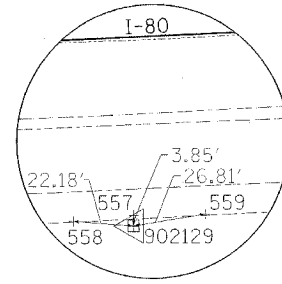
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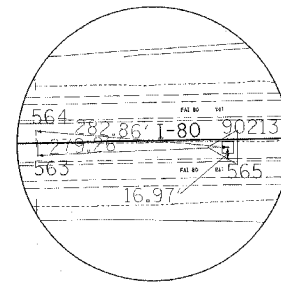
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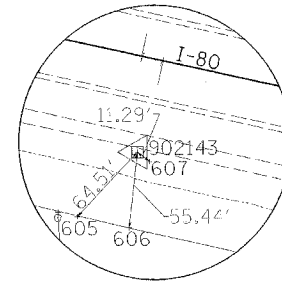
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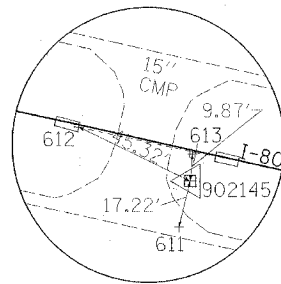
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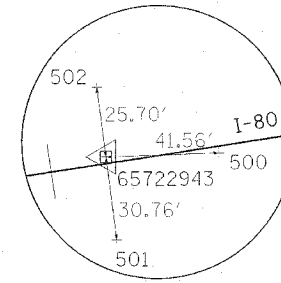
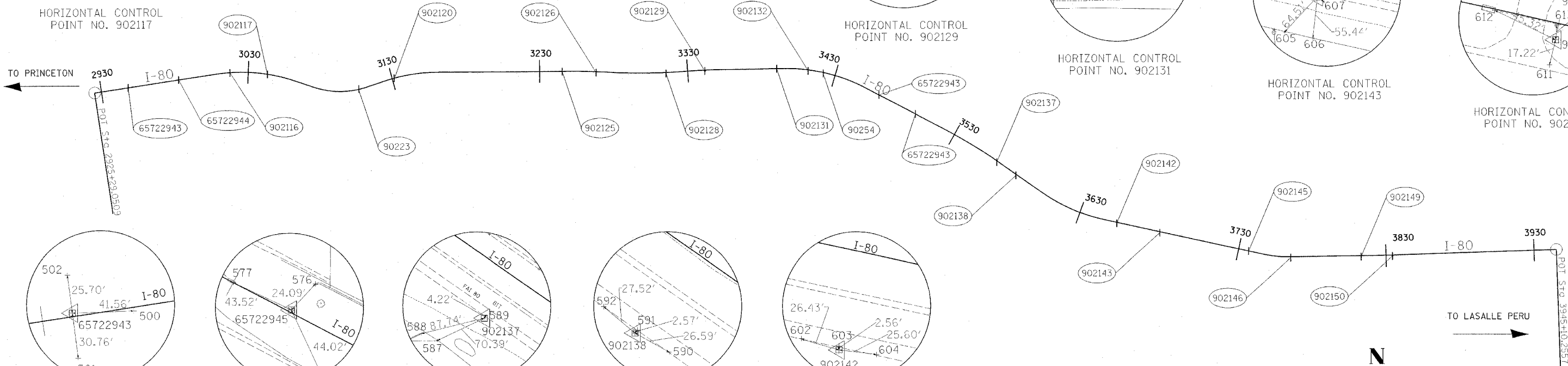
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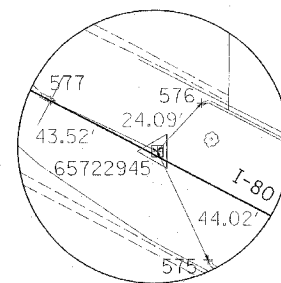
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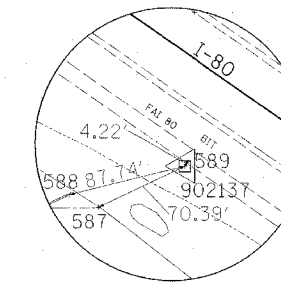
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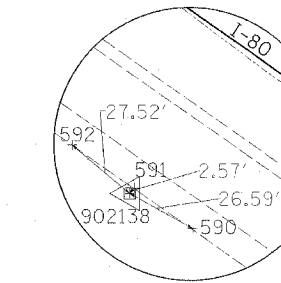
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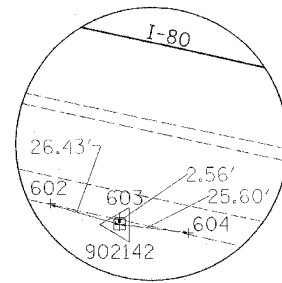
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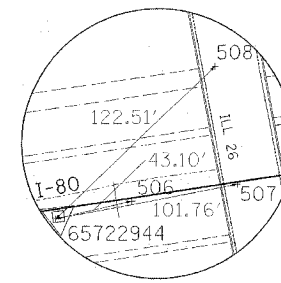
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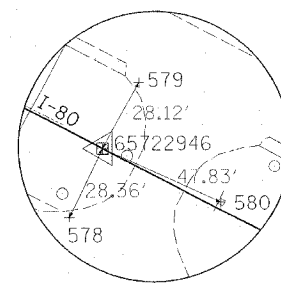
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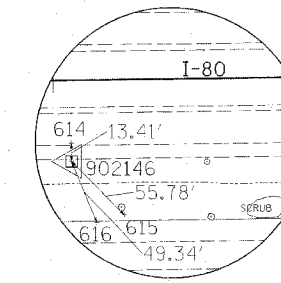
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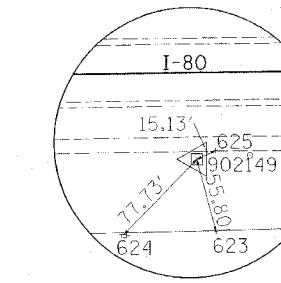
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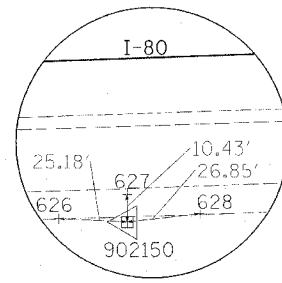
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HORIZONTAL CONTROL POINT NO. 902146



HORIZONTAL CONTROL POINT NO. 902149



HORIZONTAL CONTROL POINT NO. 902150



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

## EXISTING HORIZONTAL AND VERTICAL CONTROL

SCALE: VERT. HORIZ. DATE

DRAWN BY SAM  
CHECKED BY RJA

DATE-TIME  
BY-SPEC.  
BY-CHK.  
BY-REF.  
BY-APP.  
BY-PRF.



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION (06-5, 06-6, 06-7, 06 & 50-8)M				

# EXISTING HORIZONTAL AND VERTICAL CONTROL

Chain I80 contains:  
 1 CUR 1200 CUR 1210 CUR 1220 CUR 1230 CUR 1240 CUR 1250 CUR 1260 CUR 1270 CUR 1280  
 CUR 1290 CUR 1300 38

Beginning chain I80 description

Point 1 N 1,723,562.8520 E 2,482,155.3860 Sta 2925+29.05  
 Course from 1 to PC 1200 N 81° 25' 23.6256" E Dist 8,276.1506

**Curve Data**  
 \*-----\*

Curve 1200  
 P.I. Station = 3035+35.33 N 1,725,204.2673 E 2,493,038.5799  
 Delta = 26° 47' 48.2692" (RT)  
 Degree = 0° 29' 59.6601"  
 Tangent = 2,730.1272  
 Length = 5,360.3606  
 Radius = 11,461.3203  
 External = 320.6769  
 Long Chord = 5,311.6398  
 Mid. Ord. = 311.9489  
 P.C. Station = 3008+05.20 N 1,724,797.1113 E 2,490,338.9838  
 P.T. Station = 3061+65.56 N 1,724,350.6493 E 2,495,631.8271  
 C.C. = 1,713,463.9637 E 2,492,048.2617  
 Back = N 81° 25' 23.6256" E  
 Ahead = S 71° 46' 48.1051" E  
 Chord Bear = S 85° 10' 42.2398" E

Course from PT 1200 to PC 1210 S 71° 46' 48.1052" E Dist 1,367.8882

**Curve Data**  
 \*-----\*

Curve 1210  
 P.I. Station = 3094+24.01 N 1,723,331.8434 E 2,498,726.9066  
 Delta = 36° 28' 59.0837" (LT)  
 Degree = 0° 59' 55.8749"  
 Tangent = 1,890.5598  
 Length = 3,652.4931  
 Radius = 5,736.1507  
 External = 303.5216  
 Long Chord = 3,591.1007  
 Mid. Ord. = 288.2682  
 P.C. Station = 3075+33.45 N 1,723,922.9571 E 2,496,931.1336  
 P.T. Station = 3111+85.94 N 1,723,924.3090 E 2,500,522.2341  
 C.C. = 1,729,371.5152 E 2,498,724.6330  
 Back = S 71° 46' 48.1051" E  
 Ahead = N 71° 44' 12.8112" E  
 Chord Bear = N 89° 58' 42.3530" E

Course from PT 1210 to PC 1220 N 71° 44' 12.8112" E Dist 1,304.8427

**Curve Data**  
 \*-----\*

Curve 1220  
 P.I. Station = 3142+96.95 N 1,724,899.2384 E 2,503,476.5279  
 Delta = 17° 53' 45.9362" (RT)  
 Degree = 0° 29' 58.1483"  
 Tangent = 1,806.1602  
 Length = 3,582.9045  
 Radius = 11,470.9563  
 External = 141.3240  
 Long Chord = 3,568.3578  
 Mid. Ord. = 139.6040  
 P.C. Station = 3124+90.79 N 1,724,333.2220 E 2,501,761.3485  
 P.T. Station = 3160+73.69 N 1,724,910.8079 E 2,505,282.6511  
 C.C. = 1,713,440.0869 E 2,505,356.1291  
 Back = N 71° 44' 12.8112" E  
 Ahead = N 89° 37' 58.7474" E  
 Chord Bear = N 80° 41' 05.7793" E

Course from PT 1220 to PC 1230 N 89° 37' 58.7474" E Dist 9,201.9752

**Curve Data**  
 \*-----\*

Curve 1230  
 P.I. Station = 3262+38.66 N 1,724,975.9203 E 2,515,447.4077  
 Delta = 3° 18' 37.4708" (RT)  
 Degree = 0° 10' 18.9466"  
 Tangent = 1,962.9899  
 Length = 3,325.4440  
 Radius = 33,325.1364  
 External = 13.9108  
 Long Chord = 1,925.1762  
 Mid. Ord. = 13.9050  
 P.C. Station = 3252+75.67 N 1,724,969.7518 E 2,514,484.4375  
 P.T. Station = 3272+01.11 N 1,724,926.4714 E 2,516,409.1272  
 C.C. = 1,691,645.2991 E 2,514,697.9040  
 Back = N 89° 37' 58.7474" E  
 Ahead = S 87° 03' 23.7818" E  
 Chord Bear = S 88° 42' 42.5172" E

Course from PT 1230 to PC 1240 S 87° 03' 23.7818" E Dist 874.6988

**Curve Data**  
 \*-----\*

Curve 1240  
 P.I. Station = 3302+13.75 N 1,724,771.7743 E 2,519,417.7938  
 Delta = 7° 09' 05.8557" (LT)  
 Degree = 0° 10' 02.9006"  
 Tangent = 2,137.9422  
 Length = 4,270.3315  
 Radius = 34,212.0736  
 External = 66.7358  
 Long Chord = 4,267.5599  
 Mid. Ord. = 66.6059  
 P.C. Station = 3280+75.81 N 1,724,881.5562 E 2,517,282.6720  
 P.T. Station = 3323+46.14 N 1,724,928.6597 E 2,521,549.9720  
 C.C. = 1,759,048.4957 E 2,519,039.4389  
 Back = S 87° 03' 23.7818" E  
 Ahead = N 85° 47' 30.3626" E  
 Chord Bear = N 89° 22' 03.2904" E

Course from PT 1240 to PC 1250 N 85° 47' 30.3626" E Dist 804.6665

**Curve Data**  
 \*-----\*

Curve 1250  
 P.I. Station = 3341+19.47 N 1,725,058.7896 E 2,523,318.5236  
 Delta = 3° 14' 52.3904" (RT)  
 Degree = 0° 10' 03.6921"  
 Tangent = 968.6661  
 Length = 1,936.8134  
 Radius = 34,167.2170  
 External = 13.7284  
 Long Chord = 1,936.5541  
 Mid. Ord. = 13.7229  
 P.C. Station = 3331+50.81 N 1,724,987.7074 E 2,522,352.4691  
 P.T. Station = 3350+87.62 N 1,725,075.0248 E 2,524,287.0537  
 C.C. = 1,690,912.6072 E 2,524,859.7107  
 Back = N 85° 47' 30.3626" E  
 Ahead = N 89° 02' 22.7529" E  
 Chord Bear = N 87° 24' 56.5577" E

Course from PT 1250 to PC 1260 N 89° 02' 22.7529" E Dist 4,434.6464

**Curve Data**  
 \*-----\*

Curve 1260  
 P.I. Station = 3424+50.42 N 1,725,198.4284 E 2,531,648.8161  
 Delta = 28° 38' 18.9861" (RT)  
 Degree = 0° 29' 58.0721"  
 Tangent = 2,928.1503  
 Length = 5,733.8626  
 Radius = 11,471.4422  
 External = 367.8167  
 Long Chord = 5,674.3597  
 Mid. Ord. = 356.3895  
 P.C. Station = 3395+22.27 N 1,725,149.3513 E 2,528,721.0772  
 P.T. Station = 3452+56.13 N 1,723,838.2848 E 2,534,241.8980  
 C.C. = 1,713,679.5205 E 2,528,913.3434  
 Back = N 89° 02' 22.7529" E  
 Ahead = S 62° 19' 18.2610" E  
 Chord Bear = S 76° 38' 27.7540" E

Course from PT 1260 to PC 1270 S 62° 19' 18.2610" E Dist 5,859.9896

**Curve Data**  
 \*-----\*

Curve 1270  
 P.I. Station = 3533+10.86 N 1,720,096.8143 E 2,541,374.9237  
 Delta = 7° 17' 06.0849" (RT)  
 Degree = 0° 09' 58.2823"  
 Tangent = 2,194.7393  
 Length = 4,383.5634  
 Radius = 34,476.1659  
 External = 69.7875  
 Long Chord = 4,380.6112  
 Mid. Ord. = 69.6465  
 P.C. Station = 3511+16.12 N 1,721,116.2840 E 2,539,431.3286  
 P.T. Station = 3554+99.68 N 1,718,839.1159 E 2,543,173.5552  
 C.C. = 1,690,585.2281 E 2,523,416.9401  
 Back = S 62° 19' 18.2610" E  
 Ahead = S 55° 02' 12.1761" E  
 Chord Bear = S 58° 40' 45.2185" E

Course from PT 1270 to PC 1280 S 55° 02' 12.1761" E Dist 3,584.8541

**Curve Data**  
 \*-----\*

Curve 1280  
 P.I. Station = 3613+86.67 N 1,715,465.5682 E 2,547,998.0576  
 Delta = 22° 37' 08.3647" (LT)  
 Degree = 0° 29' 51.8721"  
 Tangent = 2,302.1355  
 Length = 4,544.3180  
 Radius = 11,511.1346  
 External = 227.9475  
 Long Chord = 4,514.8661  
 Mid. Ord. = 223.5212  
 P.C. Station = 3590+84.54 N 1,716,784.8102 E 2,546,111.4128  
 P.T. Station = 3636+28.85 N 1,714,973.4046 E 2,550,246.9691  
 C.C. = 1,726,218.4086 E 2,552,707.8846  
 Back = S 55° 02' 12.1761" E  
 Ahead = S 77° 39' 20.5408" E  
 Chord Bear = S 66° 20' 46.3584" E

Course from PT 1280 to PC 1290 S 77° 39' 20.5408" E Dist 11,034.9722

**Curve Data**  
 \*-----\*

Curve 1290  
 P.I. Station = 3755+63.95 N 1,712,421.8529 E 2,561,906.1298  
 Delta = 13° 09' 21.0543" (LT)  
 Degree = 0° 44' 02.4364"  
 Tangent = 900.1208  
 Length = 1,792.3252  
 Radius = 7,805.8570  
 External = 51.7267  
 Long Chord = 1,788.3905  
 Mid. Ord. = 51.3861  
 P.C. Station = 3746+63.83 N 1,712,614.2859 E 2,561,026.8193  
 P.T. Station = 3764+56.15 N 1,712,434.6021 E 2,562,806.1603  
 C.C. = 1,720,239.6761 E 2,562,695.5996  
 Back = S 77° 39' 20.5408" E  
 Ahead = N 89° 11' 18.4049" E  
 Chord Bear = S 84° 14' 01.0679" E

Course from PT 1290 to PC 1300 N 89° 11' 18.4049" E Dist 5,856.9468

**Curve Data**  
 \*-----\*

Curve 1300  
 P.I. Station = 3829+18.99 N 1,712,526.1406 E 2,569,268.3499  
 Delta = 1° 10' 05.5736" (LT)  
 Degree = 0° 05' 47.0690"  
 Tangent = 605.8910  
 Length = 1,211.7400  
 Radius = 59,430.4941  
 External = 3.0884  
 Long Chord = 1,211.7190  
 Mid. Ord. = 3.0883  
 P.C. Station = 3823+13.10 N 1,712,517.5588 E 2,568,662.5196  
 P.T. Station = 3835+24.84 N 1,712,547.0720 E 2,569,873.8792  
 C.C. = 1,771,942.0913 E 2,567,820.7569  
 Back = N 89° 11' 18.4049" E  
 Ahead = N 88° 01' 12.8313" E  
 Chord Bear = N 88° 36' 15.6181" E

Course from PT 1300 to 38 N 88° 01' 12.8313" E Dist 10,985.4171

Point 38 N 1,712,926.5810 E 2,580,852.7390 Sta 3945+10.26

Ending chain I80 description

CURVE POINT NUMBERS				
CURVE	PI	CC	PC	PT
1200	1200	1201	1202	1203
1210	1210	1211	1212	1213
1220	1220	1221	1222	1223
1230	1230	1231	1232	1233
1240	1240	1241	1242	1243
1250	1250	1251	1252	1253

CURVE POINT NUMBERS (continued)				
CURVE	PI	CC	PC	PT
1260	1260	1261	1262	1263
1270	1270	1271	1272	1273
1280	1280	1281	1282	1283
1290	1290	1291	1292	1293
1300	1300	1301	1302	1303

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**EXISTING HORIZONTAL AND VERTICAL CONTROL**

SCALE: VERT. HORIZ.  
 DATE

DRAWN BY BRW  
 CHECKED BY RJA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION (06-5, 06-6, 06-7, 06 & 50-BIM)				

**GENERAL NOTES**

SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.

THE REMOVAL OF BITUMINOUS SURFACING NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.

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 FEET DEEP) OF SOIL PROFILES OF LOCAL SOILS.

IT IS ESTIMATED THAT 1730 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25 PERCENT HAS BEEN USED.

THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 6 (MODIFIED) SHALL BE USED. CLASS 6 (MODIFIED) SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS.

WHEN MULCH WITH EMULSIFIED ASPHALT IS APPLIED, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO COVER OR PROTECT ALL TRAFFIC SIGNS, GUARDRAIL AND CURBS. ANY SIGNS, GUARDRAIL OR CURBS WHICH BECOME COVERED WITH ASPHALTIC MATERIAL SHALL BE CLEANED BY THE CONTRACTOR AT HIS OWN EXPENSE.

SUBBASE DRAINS AND UNDERDRAIN SPECIALS SHALL BE FULLY INSTALLED, OPERATIONAL, AND OUTLETTED PRIOR TO THE PLACEMENT OF ANY RELATED PAVEMENT STRUCTURE.

PREVIOUSLY PUGMILLED STOCKPILES OF TYPE A AGGREGATE 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.

ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110 PERCENT OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10 PERCENT PARTICLES BY WEIGHT PASSING THE #200 SIEVE. THE 110 PERCENT OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL CLEAN OUT ALL AR CULVERTS AND STREAM FLOWS TO THE RIGHT OF WAY LINES AT STA 3256+68±. ALL DISTURBED AREAS SHALL BE GRADED AND SEEDED TO ORIGINAL EXISTING CONDITION OR AS APPROVED BY THE ENGINEER. NO EXTRA COMPENSATION SHALL BE MADE FOR THIS WORK AT THE AR CULVERT CLEAN OUTS. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

THE CONTRACTOR SHALL REMOVE ALL PIPE CULVERTS, GRATES, AND CONCRETE HEADWALLS IN CONDITION FOR REUSE WHICH ARE NOT TO BE LEFT IN PLACE. THEY SHALL BE CLEANED AND STORED ALONG THE RIGHT OF WAY AS DIRECTED AND DELIVERED TO THE IL 40 / I-80 MAINTENANCE YARD BEFORE THE PROJECT IS COMPLETED. CALL (815) 875-2287 TO ARRANGE DELIVERY. IN NO CASE SHALL THEY BE ROUGHLY HANDLED OR SHOVED BY HEAVY MACHINERY. UNUSABLE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE. COST OF THE PIPE CULVERT AND GRATE REMOVAL AND NECESSARY WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PIPE CULVERT REMOVAL. COST OF HEADWALL REMOVAL AND NECESSARY WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE HEADWALL REMOVAL.

THE EXISTING PIPE UNDERDRAIN SYSTEM ADJACENT TO PAVEMENT SHALL BE REMOVED AND DISPOSED OF AT THE CONTRACTOR'S EXPENSE. IF EXISTING CONCRETE HEADWALLS FOR PIPE DRAINS ARE ENCOUNTERED WITHIN THIS SYSTEM THEY SHALL BE CLEANED AND STORED ALONG THE RIGHT OF WAY AS DIRECTED AND DELIVERED TO THE IL 40 / I-80 MAINTENANCE YARD BEFORE THE PROJECT IS COMPLETED. CALL (815) 875-2287 TO ARRANGE DELIVERY. THE COST OF PIPE UNDERDRAIN REMOVAL AND ASSOCIATED WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PIPE UNDERDRAINS 4".

SALVAGE EXISTING DELINEATORS WITHIN THE PROJECT LIMITS AND PLACE ONE AT EACH END OF APPROACH GUARDRAIL TERMINAL SECTION. THE WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

THE CONTRACTOR SHALL HAVE THE PROPOSED CROSSOVER TOTALLY COMPLETED WITH MEDIAN CLOSURE AND SIGNING INSTALLED PRIOR TO THE REMOVAL OF THE ADJACENT EXISTING EMERGENCY CROSSOVER.

THE CONTRACTOR SHALL REMOVE AND REINSTALL EXISTING EMERGENCY CROSSOVER SIGNING IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. IF ANY OF THE SIGNS OR POSTS ARE DAMAGED DURING REMOVAL OR STORAGE, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE. THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS ( KURT GLAZIER ) AT (815) 284-5478 TWO WEEKS PRIOR TO ERECTING THE RELOCATED SIGNS, SO THEY CAN BE INVENTORIED AND PROPERLY LOCATED. THE COST OF THIS WORK AS STATED IN THE STANDARD SPECIFICATIONS SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

ONCE A CROSSOVER IS STARTED IT SHALL BE COMPLETED AND TRAFFIC CONTROL REMOVED PRIOR TO DECEMBER 1, 2005, THIS INCLUDES ALL PAY ITEMS FOR THE SPECIFIC CROSSOVER BEING BUILT. IF THE CONTRACTOR FAILS TO HAVE THE CROSSOVER COMPLETED AND OPEN TO 4 LANES OF TRAFFIC THEY SHALL BE CHARGED LIQUIDATED DAMAGES OF \$1000 PER CALENDAR DAY UNTIL THE CROSSOVER IS FULLY COMPLETED. IF THE RESIDENT AND CONTRACTOR DETERMINE A CROSSOVER CANNOT BE STARTED AND FINISHED BY DECEMBER 1, 2005 NO WORKING DAYS SHALL BE CHARGED AFTER CROSSOVERS CURRENTLY BEING CONSTRUCTED ARE COMPLETED AND TRAFFIC CONTROL IS REMOVED PRIOR TO DECEMBER 1, 2005. NO CROSSOVERS SHALL BE LEFT UNCOMPLETED FOR WINTER SHUTDOWN AND NO ADDITIONAL COMPENSATION SHALL BE GIVEN TO THE CONTRACTOR FOR LATE CROSSOVER CONSTRUCTION DUE TO WEATHER. CROSSOVERS NOT COMPLETED IN 2005 CANNOT BE STARTED UNTIL APRIL 1, 2006.

EXCEPT FOR THE TOP 3 INCHES, ALL AGGREGATE BASES AND SUBBASE 12 INCHES IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADUATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 12 INCHES, THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 6 INCH BREAKER-RUN CRUSHED STONE WITH 15 PERCENT TO 40 PERCENT BY WEIGHT PASSING THE 2 INCH SIEVE, EXCEPT FOR THE TOP 3 INCHES. 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 3 INCHES SHALL BE GRADATION CA-6 OR CA-10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 3 INCH LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.

TRAFFIC CONTROL AND PROTECTION SHALL ONLY BE PAID FOR AS SHOWN IN THE PLANS. NO ADDITIONAL LANE CLOSURES WILL BE PAID FOR. THE CONTRACTOR SHALL BE GIVEN 4 EACH FOR BOTH STANDARDS 701400 AND 701401. THIS IS ONE EASTBOUND FOR CROSSOVERS 1 TO 3, ONE WESTBOUND FOR CROSSOVERS 1 TO 3, ONE EASTBOUND FOR CROSSOVERS 4 TO 6, AND ONE WESTBOUND FOR CROSSOVERS 4 TO 6, FOR A TOTAL OF FOUR FOR BOTH STANDARDS 701400 AND 701401. THE CONTRACTOR WILL BE ALLOWED TO SET UP A SEPARATE LANE CLOSURE FOR EACH CROSSOVER, BUT THE DEPARTMENT SHALL ONLY PAY FOR FOUR TOTAL AS DESCRIBE ABOVE. THIS SHALL BE FOR THE DURATION OF THE CONTRACT EVEN IF THE WORK GOES INTO A SECOND CONSTRUCTION SEASON. IF YOU HAVE ANY QUESTIONS OR CONCERNS PERTAINING TO THIS GENERAL NOTE PLEASE CONTACT THE BUREAU OF PROGRAM DEVELOPMENT ( KYLE LORENZ ) AT (815) 284-5942 OR (815) 284-5474.

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.

**COMMITMENTS**

NO COMMITMENTS WERE MADE DURING PHASE I

THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS 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 PRICES FOR THE ITEMS 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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ART. 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:

NAME AND ADDRESS OF UTILITY	TYPE	TELEPHONE
MR. DANIEL MILLER AMERICAN NATURAL RESOURCES PIPELINE 18428 S. WEST CREEK DRIVE TINLEY PARK, IL 60477	GAS	(708)342-4724
MR. KALIN HINSHAW VERIZON 112 WEST ELM STREET SYCAMORE, IL 60178	TELEPHONE	(815)895-1515
MR. WILLIAM CONOVER SBC AMERITECH TELEPHONE CO. 506 N. I AVE. STERLING, IL 61081	TELEPHONE	(815)626-4230
MR. TIMOTHY McTAGGART ILLINOIS POWER COMPANY 1824 KNOX HWY 9 GALESBURG, IL 61401	ELECTRIC	(815)224-6270
MR. ALAN MEISSNER CORN BELT ENERGY CORP. 1702 WEST PERU STREET PRINCETON, IL 61356-0130	ELECTRIC	(815)875-4480
MR. SCOTT STOGSDILL NICOR GAS CO. 1844 FERRY ROAD NAPERVILLE, IL 60563-9600	GAS	(630)983-8676
MR. GREG JOHNSON INSIGHT COMMUNICATIONS 680 WEST PERU STREET PRINCETON, IL 61356	CATV	(815)875-6491
MR. ANDREW BRANNEN CITY OF PRINCETON 2 S. MAIN STREET PRINCETON, IL 61356	WATER & SEWER	(815)872-7331
MR. VINCE HANNAH NATURAL GAS PIPE LINE 16648 IL HWY 82 GENESE0, IL 61254	GAS	(309)944-4676

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:

NAME AND ADDRESS OF UTILITY	TYPE	TELEPHONE
MR. DENNIS SCHULZ IDOT-DIST 2 819 DEPOT AVE DIXON, IL 61021	GOVT	(815)284-5469

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

SCALE: VERT. DATE      HORIZ. DATE

DRAWN BY BRW  
CHECKED BY RJA

DATE-TIME  
SUB-SPEC  
REF

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06 & 50-81M				

**EARTHWORK SCHEDULE**

LOCATION	20200100 EARTH EXCAVATION (CUT)	20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD	CU YD
<b>NEW CROSSOVERS</b>					
FROM	TO				
3032+50.00	3041+00.00	993	505	745	966
3120+50.00	3129+00.00	938	505	704	1242
3256+50.00	3265+00.00	679		509	847
3645+50.00	3654+00.00	846		635	731
3732+50.00	3741+00.00	770		578	1085
3829+00.00	3836+50.00	511		383	789
	SUBTOTAL	4737		3553	5660
<b>CROSSOVER REMOVALS</b>					
FROM	TO				
3017+00.00	3017+75.00	159		119	0
3175+00.00	3175+75.00	131		98	0
3663+50.00	3664+50.00	86		65	0
3736+25.00	3737+00.00				
3854+00.00	3855+00.00	126		95	0
	SUBTOTAL	502		377	0
	<b>TOTALS</b>	5240		3930	5660
					-1730
		<b>20200100 EARTH EXCAVATION</b>			<b>20400800 FURNISHED EXCAVATION</b>
		5240 CU YD			1730 CU YD

25001830 SEEDING CLASS 6 (MODIFIED)		
NEW CROSSOVERS		
FROM	TO	ACRES
3032+50.00	3041+00.00	0.49
3120+50.00	3129+00.00	0.49
3256+50.00	3265+00.00	0.49
3645+50.00	3654+00.00	0.49
3732+50.00	3741+00.00	0.49
3829+00.00	3836+50.00	0.26
	SUBTOTAL	2.71
EXISTING CROSSOVER REMOVAL		
3017+00.00	3017+75.00	0.08
3175+00.00	3175+75.00	0.08
3663+50.00	3664+50.00	0.11
3736+25.00	3737+00.00	0.00
3854+00.00	3855+00.00	0.08
	SUBTOTAL	0.35
	<b>TOTAL</b>	3.00

25100115 MULCH METHOD 2		
NEW CROSSOVERS		
FROM	TO	ACRES
3032+50.00	3041+00.00	0.49
3120+50.00	3129+00.00	0.49
3256+50.00	3265+00.00	0.49
3645+50.00	3654+00.00	0.49
3732+50.00	3741+00.00	0.49
3829+00.00	3836+50.00	0.26
	SUBTOTAL	2.71
EXISTING CROSSOVER REMOVAL		
3017+00.00	3017+75.00	0.08
3175+00.00	3175+75.00	0.08
3663+50.00	3664+50.00	0.11
3736+25.00	3737+00.00	0.00
3854+00.00	3855+00.00	0.08
	SUBTOTAL	0.35
	<b>TOTAL</b>	3.00

25000400 NITROGEN FERTILIZER NUTRIENT		
NEW CROSSOVERS		
FROM	TO	POUNDS
3032+50.00	3041+00.00	44.1
3120+50.00	3129+00.00	44.1
3256+50.00	3265+00.00	44.1
3645+50.00	3654+00.00	44.1
3732+50.00	3741+00.00	44.1
3829+00.00	3836+50.00	23.4
	SUBTOTAL	243.9
EXISTING CROSSOVER REMOVAL		
3017+00.00	3017+75.00	7.4
3175+00.00	3175+75.00	7.4
3663+50.00	3664+50.00	9.9
3736+25.00	3737+00.00	0.0
3854+00.00	3855+00.00	7.0
	SUBTOTAL	31.8
	<b>TOTAL</b>	276

25000500 PHOSPHORUS FERTILIZER NUTRIENT		
NEW CROSSOVERS		
FROM	TO	POUNDS
3032+50.00	3041+00.00	44.1
3120+50.00	3129+00.00	44.1
3256+50.00	3265+00.00	44.1
3645+50.00	3654+00.00	44.1
3732+50.00	3741+00.00	44.1
3829+00.00	3836+50.00	23.4
	SUBTOTAL	243.9
EXISTING CROSSOVER REMOVAL		
3017+00.00	3017+75.00	7.4
3175+00.00	3175+75.00	7.4
3663+50.00	3664+50.00	9.9
3736+25.00	3737+00.00	0.0
3854+00.00	3855+00.00	7.0
	SUBTOTAL	31.8
	<b>TOTAL</b>	276

25000600 POTASSIUM FERTILIZER NUTRIENT		
NEW CROSSOVERS		
FROM	TO	POUNDS
3032+50.00	3041+00.00	44.1
3120+50.00	3129+00.00	44.1
3256+50.00	3265+00.00	44.1
3645+50.00	3654+00.00	44.1
3732+50.00	3741+00.00	44.1
3829+00.00	3836+50.00	23.4
	SUBTOTAL	243.9
EXISTING CROSSOVER REMOVAL		
3017+00.00	3017+75.00	7.4
3175+00.00	3175+75.00	7.4
3663+50.00	3664+50.00	9.9
3736+25.00	3737+00.00	0.0
3854+00.00	3855+00.00	7.0
	SUBTOTAL	31.8
	<b>TOTAL</b>	276

X0322392 BEVELED PIPE AND GUARD		
LOCATION	OFFSET	EACH
3034+60.00	CL	1
3038+95.00	CL	1
3122+60.00	CL	1
3126+95.00	CL	1
3258+60.00	CL	1
3262+95.00	CL	1
3647+60.00	CL	1
3651+95.00	CL	1
3734+60.00	CL	1
3738+95.00	CL	1
3830+41.00	CL	1
3835+13.00	CL	1
	<b>TOTAL</b>	12

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULE OF QUANTITIES**

SCALE: VERT.  
HORIZ.  
DATE

DRAWN BY BRW  
CHECKED BY RJA



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06 & 50-8M				

28000200 EARTH EXCAVATION FOR EROSION CONTROL		
AT TEMPORARY DITCH CHECKS		
LOCATION	CU YD	
3018+00.00	2.0	
3033+00.00	2.0	
3039+00.00	2.0	
3040+55.00	2.0	
3121+00.00	2.0	
3122+50.00	2.0	
3128+55.00	2.0	
3175+75.00	2.0	
3257+00.00	2.0	
3258+50.00	2.0	
3264+55.00	2.0	
3646+00.00	2.0	
3652+00.00	2.0	
3653+55.00	2.0	
3733+00.00	2.0	
3734+50.00	2.0	
3740+55.00	2.0	
3829+41.75	2.0	
3830+41.00	2.0	
3836+13.00	2.0	
3854+25.00	2.0	
<b>TOTAL</b>	<b>42</b>	

28000300 TEMPORARY DITCH CHECKS		
LOCATION	EACH	
3018+00.00	1	
3033+00.00	1	
3039+00.00	1	
3040+55.00	1	
3121+00.00	1	
3122+50.00	1	
3128+55.00	1	
3175+75.00	1	
3257+00.00	1	
3258+50.00	1	
3264+55.00	1	
3646+00.00	1	
3652+00.00	1	
3653+55.00	1	
3733+00.00	1	
3734+50.00	1	
3740+55.00	1	
3829+41.75	1	
3830+41.00	1	
3836+13.00	1	
3854+25.00	1	
<b>TOTAL</b>	<b>21</b>	

42000501 PCC PAVEMENT 10" (JOINTED)		
FROM	TO	SQ YD
3033+00.00	3040+55.00	2879.6
3121+00.00	3128+55.00	2879.6
3257+00.00	3264+55.00	2879.6
3646+00.00	3653+55.00	2879.6
3733+00.00	3740+55.00	2879.6
3829+41.75	3836+13.25	2077.6
<b>TOTAL</b>		<b>16476</b>

28000500 INLET AND PIPE PROTECTION		
AT NEW CROSSOVERS		
LOCATION	EACH	
3038+95.00	1	
3122+60.00	1	
3258+60.00	1	
3651+95.00	1	
3734+60.00	1	
3830+41.75	1	
<b>SUBTOTAL</b>	<b>6</b>	
AT CROSSOVER REMOVAL		
3664+40.00	1	
<b>SUBTOTAL</b>	<b>1</b>	
<b>TOTAL</b>	<b>7</b>	

28000250 TEMPORARY EROSION CONTROL SEEDING		
NEW CROSSOVERS		
FROM	TO	POUNDS
3032+50.00	3041+00.00	101.5
3120+50.00	3129+00.00	101.5
3256+50.00	3265+00.00	101.5
3645+50.00	3654+00.00	101.5
3732+50.00	3741+00.00	66.3
3829+00.00	3836+50.00	58.5
<b>SUBTOTAL</b>		<b>530.8</b>
EXISTING CROSSOVER REMOVAL		
3017+00.00	3017+75.00	8.3
3175+00.00	3175+75.00	8.3
3663+50.00	3664+50.00	11.0
3854+00.00	3855+00.00	7.8
<b>SUBTOTAL</b>		<b>35.4</b>
<b>TOTAL</b>		<b>566</b>

31100100 SUBBASE GRANULAR MATERIAL TYPE A			
FROM	TO	THICKNESS	TON
3033+00.00	3040+55.00	18"	3094.9
3121+00.00	3128+55.00	18"	3094.9
3257+00.00	3264+55.00	12"	2063.1
3646+00.00	3653+55.00	12"	2063.1
3733+00.00	3740+55.00	12"	2063.1
3829+41.75	3836+13.25	12"	1502.7
<b>TOTAL</b>			<b>13882</b>

42001300 PROTECTIVE COAT		
FROM	TO	SQ YD
3033+00.00	3040+55.00	2879.6
3121+00.00	3128+55.00	2879.6
3257+00.00	3264+55.00	2879.6
3646+00.00	3653+55.00	2879.6
3733+00.00	3740+55.00	2879.6
3829+41.75	3836+13.25	2077.6
<b>TOTAL</b>		<b>16476</b>

44004250 PAVED SHOULDER REMOVAL				
FROM	TO	OFFSET		SQ YD
3033+00.00	3040+55.00	28'RT TO 32'RT	EB	335.6
3033+00.00	3040+55.00	28'LT TO 32'LT	WB	335.6
3121+00.00	3128+55.00	28'RT TO 32'RT	EB	335.6
3121+00.00	3128+55.00	28'LT TO 32'LT	WB	335.6
3257+00.00	3264+55.00	28'RT TO 32'RT	EB	335.6
3257+00.00	3264+55.00	28'LT TO 32'LT	WB	335.6
3646+00.00	3653+55.00	28'RT TO 32'RT	EB	335.6
3646+00.00	3653+55.00	28'LT TO 32'LT	WB	335.6
3733+00.00	3740+55.00	28'RT TO 32'RT	EB	335.6
3733+00.00	3740+55.00	28'LT TO 32'LT	WB	335.6
3829+41.75	3836+13.25	21'RT TO 25'RT	EB	298.4
3829+41.75	3836+13.25	21'LT TO 25'LT	WB	298.4
<b>TOTAL</b>				<b>3952</b>

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULE OF QUANTITIES**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

DRAWN BY BRW  
 CHECKED BY RJA

\*DATE-TIME\*  
 \*DGN-SPEC\*  
 \*REF\*  
 \*REF\*  
 \*REF\*  
 \*REF\*

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06 & 50-8M				

48100100 AGGREGATE SHOULDERS TYPE A				
AT NEW CROSSOVERS (6' SHOULDER)				
FROM	TO	OFFSET		TONS
3033+00.00	3036+14.33	28'RT TO CL	EB	77.6
3033+00.00	3036+14.33	28'LT TO CL	WB	77.6
3037+40.67	3040+55.00	CL TO 28'RT	EB	77.6
3037+40.67	3040+55.00	CL TO 28'LT	WB	77.6
3121+00.00	3124+14.33	28'RT TO CL	EB	77.6
3121+00.00	3124+14.33	28'LT TO CL	WB	77.6
3125+40.67	3128+55.00	CL TO 28'RT	EB	77.6
3125+40.67	3128+55.00	CL TO 28'LT	WB	77.6
3257+00.00	3260+14.33	28'RT TO CL	EB	77.6
3257+00.00	3260+14.33	28'LT TO CL	WB	77.6
3261+40.67	3264+55.00	CL TO 28'RT	EB	77.6
3261+40.67	3264+55.00	CL TO 28'LT	WB	77.6
3646+00.00	3649+14.33	28'RT TO CL	EB	77.6
3646+00.00	3649+14.33	28'LT TO CL	WB	77.6
3650+40.67	3653+55.00	CL TO 28'RT	EB	77.6
3650+40.67	3653+55.00	CL TO 28'LT	WB	77.6
3733+00.00	3736+14.33	28'RT TO CL	EB	77.6
3733+00.00	3736+14.33	28'LT TO CL	WB	77.6
3737+40.67	3740+55.00	CL TO 28'RT	EB	77.6
3737+40.67	3740+55.00	CL TO 28'LT	WB	77.6
3829+41.75	3832+15.00	19'RT TO CL	EB	67.4
3829+41.75	3832+15.00	19'LT TO CL	WB	67.4
3833+40.00	3836+13.25	CL TO 19'RT	EB	67.4
3833+40.00	3836+13.25	CL TO 19'LT	WB	67.4
SUBTOTAL				1821.0
EXISTING CROSSOVER REMOVAL (4' SHOULDER)				
FROM	TO	OFFSET		
3016+90.00	3017+90.00	28'RT TO 24'RT	EB	16.1
3016+90.00	3017+90.00	28'LT TO 24'LT	WB	16.1
3174+92.00	3175+92.00	28'RT TO 24'RT	EB	16.1
3174+92.00	3175+92.00	28'LT TO 24'LT	WB	16.1
3663+54.00	3664+54.00	28'RT TO 24'RT	EB	16.1
3663+54.00	3664+54.00	28'LT TO 24'LT	WB	16.1
3736+12.00	3737+12.00	23'RT TO 19'RT	EB	0.0
3736+12.00	3737+12.00	23'LT TO 19'LT	WB	0.0
3854+06.00	3855+06.00	21'RT TO 17'RT	EB	16.1
3854+06.00	3855+06.00	21'LT TO 17'LT	WB	16.1
SUBTOTAL				129.1
TOTAL				1950

50104400 CONCRETE HEADWALL REMOVAL		
LOCATION	OFFSET	EACH
3017+16.00	CL	1
3017+66.00	CL	1
3175+15.00	CL	1
3175+63.00	CL	1
3736+38.00	CL	1
3736+89.00	CL	1
3854+28.00	CL	1
3854+80.00	CL	1
TOTAL		8

542D0220 PIPE CULVERTS CLASS D TYPE 1 15"			
FROM	TO		FOOT
3034+60.00	3038+95.00	CL	435.0
3122+60.00	3126+95.00	CL	435.0
3258+60.00	3262+95.00	CL	435.0
3647+60.00	3651+95.00	CL	435.0
3734+60.00	3738+95.00	CL	435.0
3830+41.00	3835+13.00	CL	472.0
TOTAL			2647

60100060 CONCRETE HEADWALL FOR PIPE DRAINS			
LOCATION	OFFSET		EACH
3033+00.00	16'RT	EB	1
3033+00.00	16'LT	WB	1
3121+00.00	16'RT	EB	1
3121+00.00	16'LT	WB	1
3128+55.00	16'RT	EB	1
3128+55.00	16'LT	WB	1
3264+55.00	16'RT	EB	1
3264+55.00	16'LT	WB	1
3646+00.00	16'RT	EB	1
3646+00.00	16'LT	WB	1
3740+55.00	16'RT	EB	1
3740+55.00	16'LT	WB	1
3836+13.25	14'RT	EB	1
3836+13.25	14'LT	WB	1
TOTAL			14

50105220 PIPE CULVERT REMOVAL			
FROM	TO		FOOT
3017+16.00	3017+66.00	CL	50
3175+15.00	3175+63.00	CL	48
3736+38.00	3736+89.00	CL	51
3854+28.00	3854+80.00	CL	52
TOTAL			201

67100100 MOBILIZATION		
LOCATION		
FROM	TO	L SUM
ENTIRE PROJECT		1
TOTAL		1

60107600 PIPE UNDERDRAINS 4"				
FROM	TO	OFFSET		FOOT
3033+00.00	3040+55.00	32'RT	EB	755.0
3033+00.00	3040+55.00	32'LT	WB	755.0
3121+00.00	3128+55.00	32'RT	EB	755.0
3121+00.00	3128+55.00	32'LT	WB	755.0
3257+00.00	3264+55.00	32'RT	EB	755.0
3257+00.00	3264+55.00	32'LT	WB	755.0
3646+00.00	3653+55.00	32'RT	EB	755.0
3646+00.00	3653+55.00	32'LT	WB	755.0
3733+00.00	3740+55.00	32'RT	EB	755.0
3733+00.00	3740+55.00	32'LT	WB	755.0
3829+41.75	3836+13.25	25'RT	EB	864.0
3829+41.75	3836+13.25	25'LT	WB	864.0
TOTAL				9278

60108100 PIPE UNDERDRAIN 4" (SPECIAL)			
LOCATION	OFFSET	DIRECTION	FOOT
3033+00.00	16 RT	EB	16
3033+00.00	16 LT	WB	16
3121+00.00	16 RT	EB	16
3121+00.00	16 LT	WB	16
3128+55.00	16 RT	EB	16
3128+55.00	16 LT	WB	16
3264+55.00	16 RT	EB	16
3264+55.00	16 LT	WB	16
3646+00.00	16 RT	EB	16
3646+00.00	16 LT	WB	16
3740+55.00	16 RT	EB	16
3740+55.00	16 LT	WB	16
3836+13.25	14 RT	EB	11
3836+13.25	14 LT	WB	11
TOTAL			214

67000400 ENGINEERS FIELD OFFICE TYPE A			
LOCATION			
FROM	TO	CAL MO	
ENTIRE PROJECT		8	
TOTAL		8	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

## SCHEDULE OF QUANTITIES

SCALE: VERT. DATE:      HORIZ. DATE:      DRAWN BY: BRW      CHECKED BY: RJA

DATE-TIME  
 \*DATE-TIME\*  
 \*DATE-TIME\*  
 \*DATE-TIME\*  
 \*DATE-TIME\*



F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* SECTION (06-5, 06-6, 06-7, 06 & 50-8M)				

70100205 TRAFFIC CONTROL AND PROTECTION STD 701401		
CROSSOVERS	LOCATION	EACH
EB	ENTIRE PROJECT	1
#4 - #6	" "	1
	SUBTOTAL	2
WB	ENTIRE PROJECT	1
#4 - #6	" "	1
	SUBTOTAL	2
	TOTAL	4

70100307 TRAFFIC CONTROL AND PROTECTION STD 701400		
CROSSOVERS	LOCATION	EACH
EB	ENTIRE PROJECT	1
#4 - #6	" "	1
	SUBTOTAL	2
WB	ENTIRE PROJECT	1
#4 - #6	" "	1
	SUBTOTAL	2
	TOTAL	4

70100420 TRAFFIC CONTROL AND PROTECTION STD 701411		
LOCATION	TO	EACH
(RAMP FROM NB 180 TO EB 80 & NB IL 89 TO EB 80 )		2
	TOTAL	2

70103815 TRAFFIC CONTROL SURVEILLANCE		
LOCATION	TO	CAL DA
ENTIRE PROJECT		80
	TOTAL	80

Z0028415 GEOTECHNICAL REINFORCEMENT			
FROM	TO	OFFSET	2 @ 12' WIDE SQ FT
3034+27.50	3039+27.50	32' LT TO 20'LT, 20' RT TO 32' RT	1333.3
3122+27.50	3127+27.50	32' LT TO 20'LT, 20' RT TO 32' RT	1333.3
3258+27.50	3263+27.50	32' LT TO 20'LT, 20' RT TO 32' RT	1333.3
3647+27.50	3652+27.50	32' LT TO 20'LT, 20' RT TO 32' RT	1333.3
3734+27.50	3739+27.50	32' LT TO 20'LT, 20' RT TO 32' RT	1333.3
3830+52.50	3835+02.50	25' LT TO 13' LT, 13' RT TO 25' RT	1200.0
		TOTAL	7867

70300100 SHORT-TERM PAVEMENT MARKING				
FROM	TO	OFFSET		(4' STRIPES) FOOT
3033+00.00	3040+55.00	32'RT	EB	32
3033+00.00	3040+55.00	32'LT	WB	32
3121+00.00	3128+55.00	32'RT	EB	32
3121+00.00	3128+55.00	32'LT	WB	32
3257+00.00	3264+55.00	32'RT	EB	32
3257+00.00	3264+55.00	32'LT	WB	32
3646+00.00	3653+55.00	32'RT	EB	32
3646+00.00	3653+55.00	32'LT	WB	32
3733+00.00	3740+55.00	32'RT	EB	32
3733+00.00	3740+55.00	32'LT	WB	32
3829+41.75	3836+13.25	25'RT	EB	28
3829+41.75	3836+13.25	25'LT	WB	28
		TOTAL		376

70301000 WORK ZONE PAVEMENT MARKING REMOVAL				
FROM	TO	OFFSET		(4" WIDE) SQ FT
3033+00.00	3040+55.00	32'RT	EB	10.7
3033+00.00	3040+55.00	32'LT	WB	10.7
3121+00.00	3128+55.00	32'RT	EB	10.7
3121+00.00	3128+55.00	32'LT	WB	10.7
3257+00.00	3264+55.00	32'RT	EB	10.7
3257+00.00	3264+55.00	32'LT	WB	10.7
3646+00.00	3653+55.00	32'RT	EB	10.7
3646+00.00	3653+55.00	32'LT	WB	10.7
3733+00.00	3740+55.00	32'RT	EB	10.7
3733+00.00	3740+55.00	32'LT	WB	10.7
3829+41.75	3836+13.25	25'RT	EB	9.3
3829+41.75	3836+13.25	25'LT	WB	9.3
		TOTAL		126

7800821 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"				
FROM	TO	OFFSET		FOOT
3032+90.00	3040+65.00	33'RT	EB	775.0
3032+90.00	3040+65.00	33'LT	WB	775.0
3120+90.00	3128+65.00	33'RT	EB	775.0
3120+90.00	3128+65.00	33'LT	WB	775.0
3256+90.00	3264+65.00	33'RT	EB	775.0
3256+90.00	3264+65.00	33'LT	WB	775.0
3645+90.00	3653+65.00	33'RT	EB	775.0
3645+90.00	3653+65.00	33'LT	WB	775.0
3732+90.00	3740+65.00	33'RT	EB	775.0
3732+90.00	3740+65.00	33'LT	WB	775.0
3829+31.75	3836+23.25	26'RT	EB	691.5
3829+31.75	3836+23.25	26'LT	WB	691.5
		TOTAL		9133

X0322288 MEDIAN CLOSURE		
LOCATION	OFFSET	EACH
3036+77.50 *	CL	1
3124+77.50 *	CL	1
3260+77.50	CL	1
3649+77.50 *	CL	1
3736+77.50 *	CL	1
3832+77.50 *	CL	1
	TOTAL	6

\* WITH EMERGENCY OPENING

Z0065752 SLOTTED DRAIN 12" WITH 6" SLOT			
FROM	TO	OFFSET	FOOT
3036+14.50	3037+40.50	CL	126.0
3124+14.50	3125+40.50	CL	126.0
3260+14.50	3261+40.50	CL	126.0
3649+14.50	3650+40.50	CL	126.0
3736+14.50	3737+40.50	CL	126.0
3832+15.00	3833+40.00	CL	125.0
		TOTAL	755

X0301766 DRILL AND GROUT #6 TIE BARS				
FROM	TO	OFFSET		(30" SPACING) EACH
3033+00.00	3040+55.00	32'RT	EB	302
3033+00.00	3040+55.00	32'LT	WB	302
3121+00.00	3128+55.00	32'RT	EB	302
3121+00.00	3128+55.00	32'LT	WB	302
3257+00.00	3264+55.00	32'RT	EB	302
3257+00.00	3264+55.00	32'LT	WB	302
3646+00.00	3653+55.00	32'RT	EB	302
3646+00.00	3653+55.00	32'LT	WB	302
3733+00.00	3740+55.00	32'RT	EB	302
3733+00.00	3740+55.00	32'LT	WB	302
3829+41.75	3836+13.25	25'RT	EB	269
3829+41.75	3836+13.25	25'LT	WB	269
		TOTAL		3558

REVISIONS	
NAME	DATE

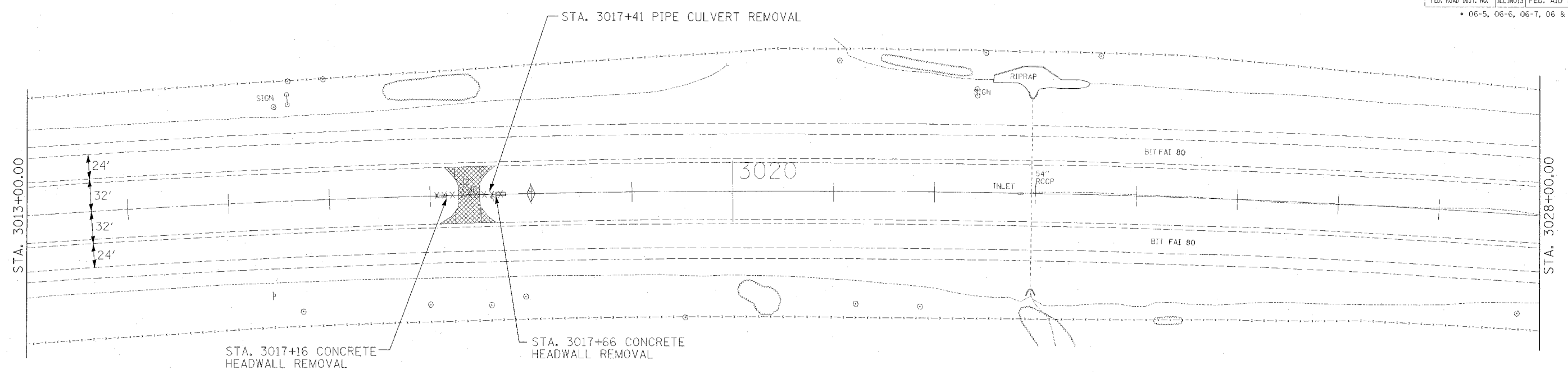
ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULE OF QUANTITIES**

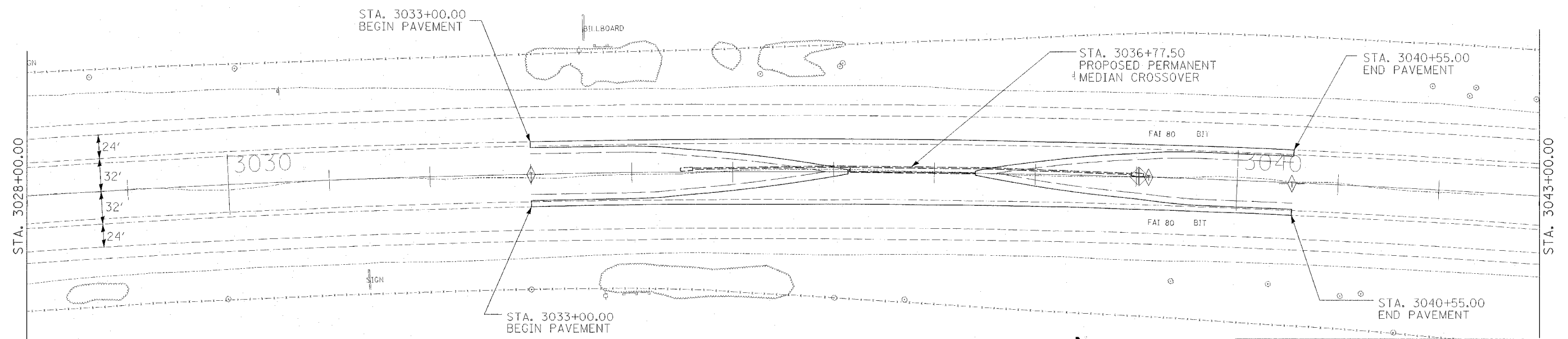
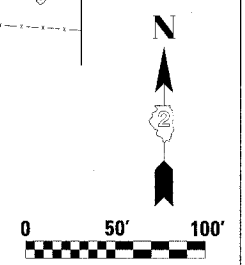
SCALE: VERT. HORIZ. DATE DRAWN BY BRW CHECKED BY RJA

DATE TIME  
\*REC  
\*REF  
\*REF  
\*REF

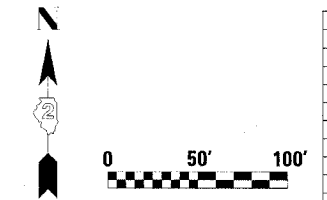
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80	*		60	14
STA. 3013+00.00		TO STA. 3043+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 06-5, 06-6, 06-7, 06 & 50-81M				



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #1  
CONSTRUCTION PLAN**

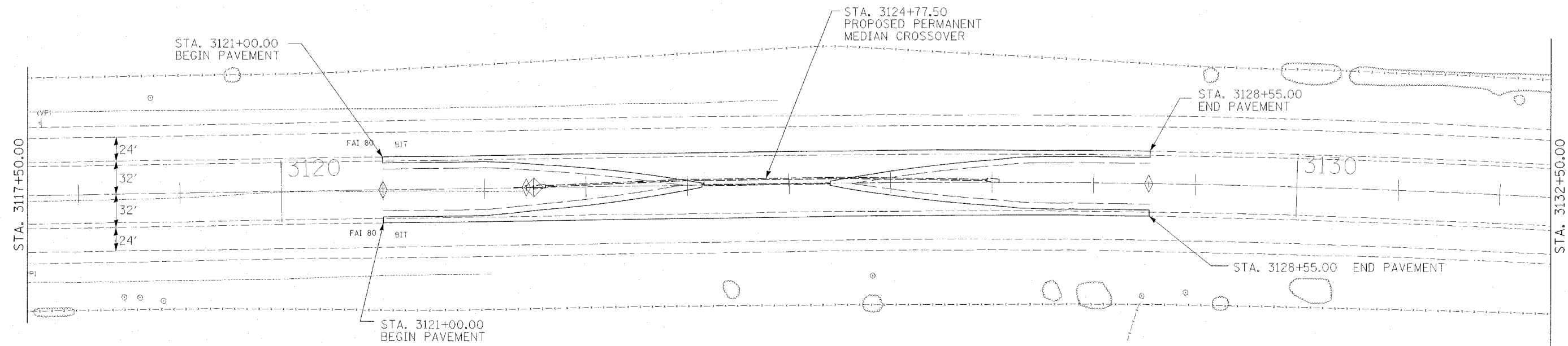
SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

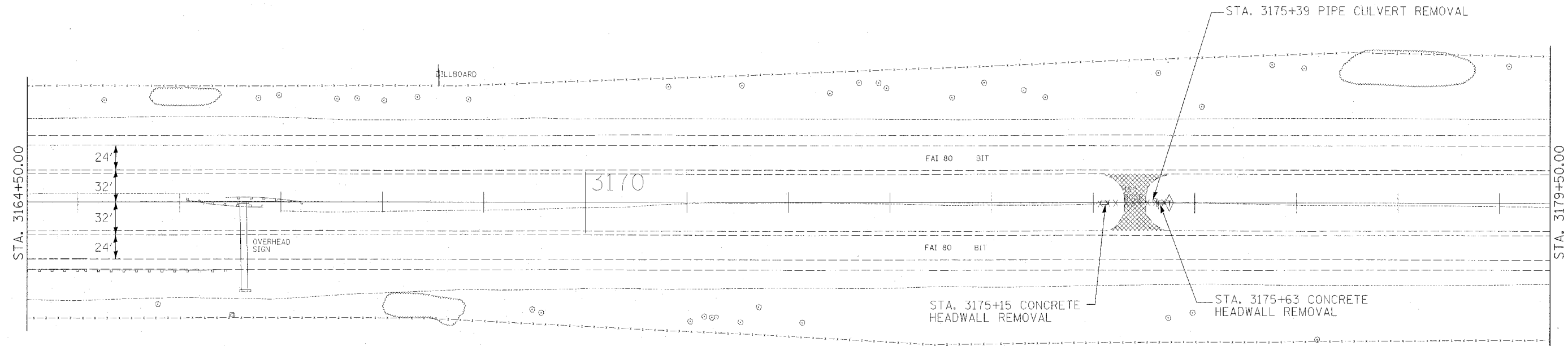
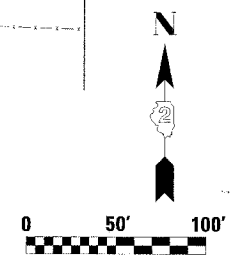
DRAWN BY SAM  
CHECKED BY RJA

PLOT DATE = 04/12/05  
FILE NAME = 061001.dwg  
PLOT SCALE = 1/8\"/>

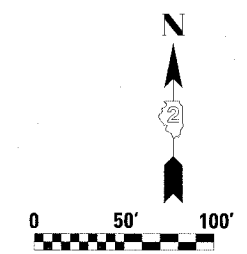
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	15
STA. 3117+50.00		TO STA. 3179+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 06-5, 06-6, 06-7, 06 & 50-8M				



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

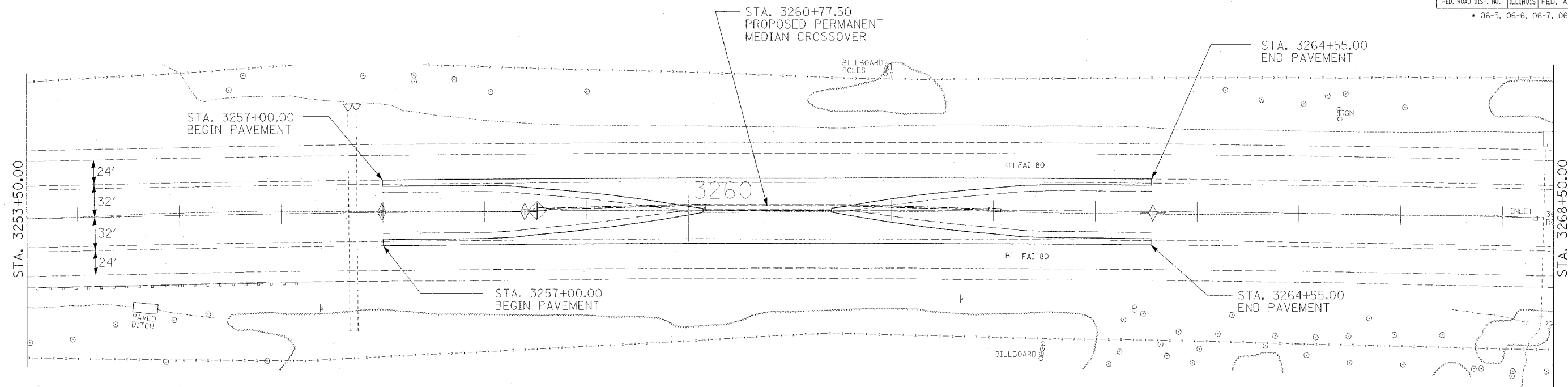
**CROSSOVER #2  
CONSTRUCTION PLAN**

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

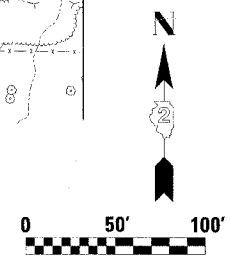
DATE \_\_\_\_\_ DRAWN BY SAM  
CHECKED BY RJA

PLOT DATE = 4/12/05  
FILE NAME = 06115  
PLOT SCALE = 1/8"=1'-0"

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	16
STA. 3253+50.00		TO STA. 3268+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* 06-5, 06-6, 06-7, 06 & 50-81M				



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#

MAURER-STUTZ INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

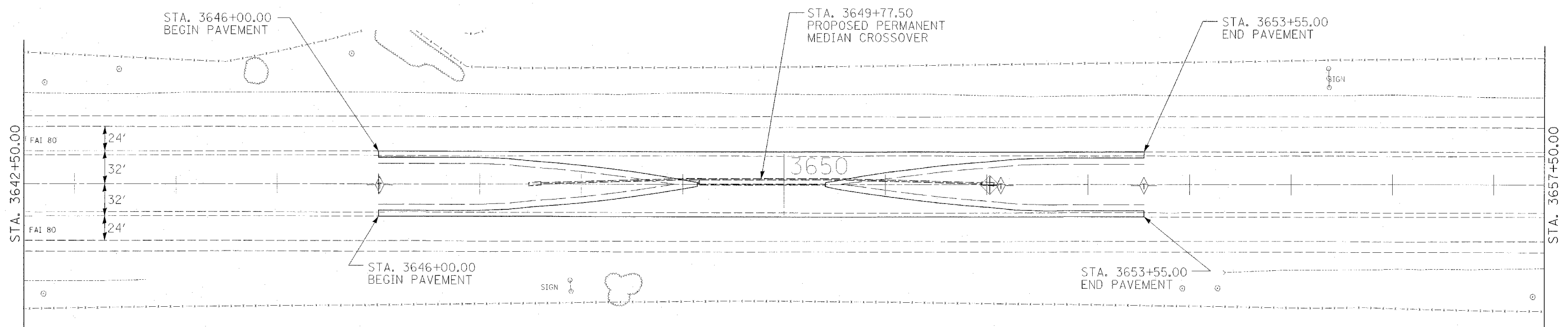
**CROSSOVER #3  
 CONSTRUCTION PLAN**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

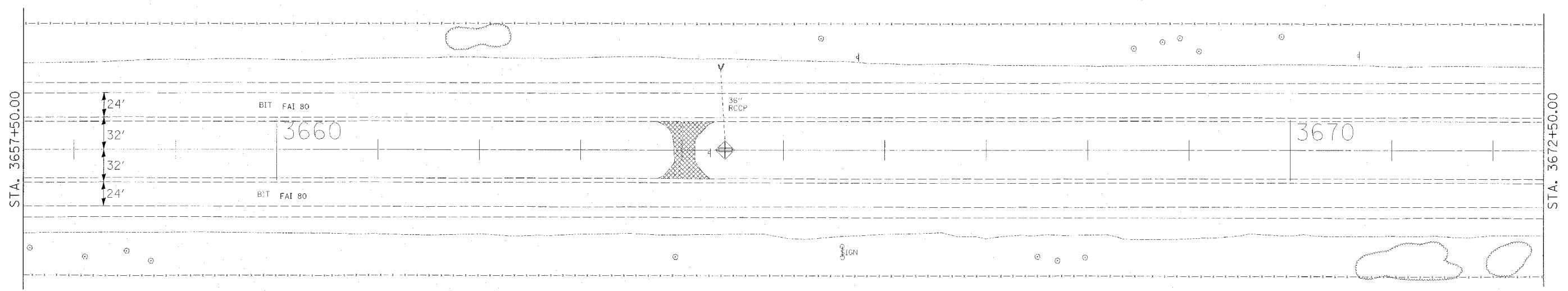
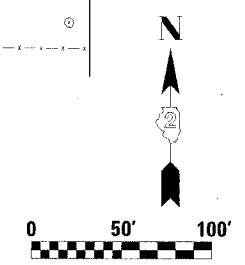
DATE \_\_\_\_\_

DRAWN BY SAM  
 CHECKED BY RJA

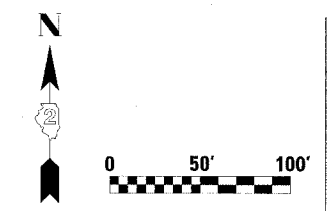
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	17
STA. 3642+50.00		TO STA. 3672+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* 06-5, 06-6, 06-7, 06 & 50-8M				



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #4  
CONSTRUCTION PLAN**

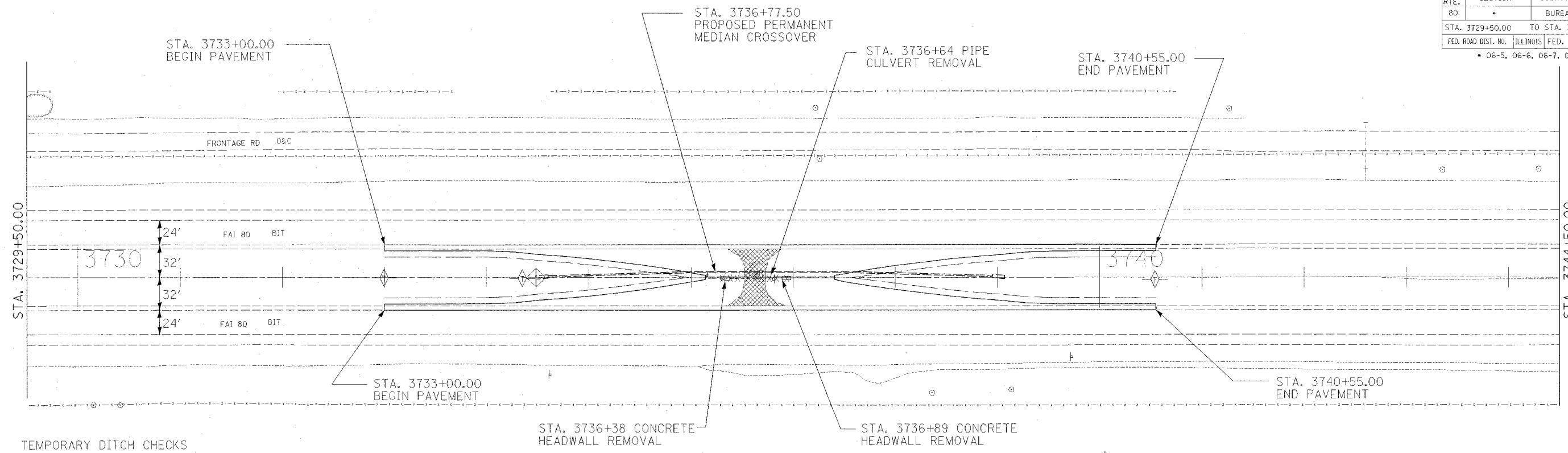
SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

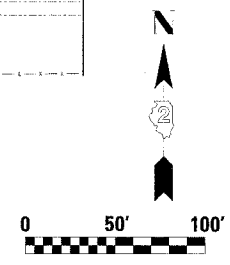
DRAWN BY SAM  
CHECKED BY RJA

PLOT DATE = 8/12/06  
FILE NAME = 8/12/06  
PLOT SCALE = 1/4"=1'

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	18
STA. 3729+50.00		TO STA. 3744+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 06-5, 06-6, 06-7, 06 & 50-8M				



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#

MAURER-STUTZ INC.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #5  
CONSTRUCTION PLAN**

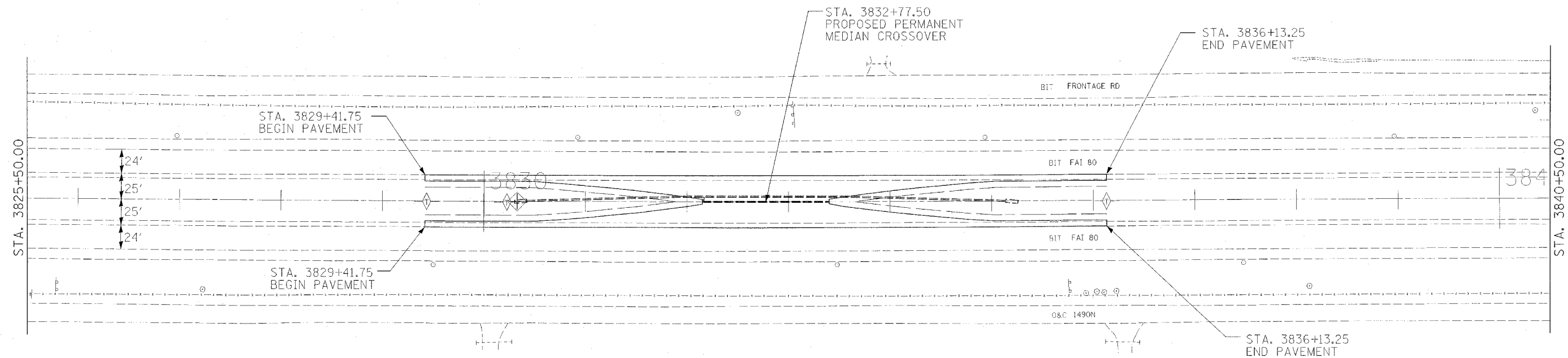
SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

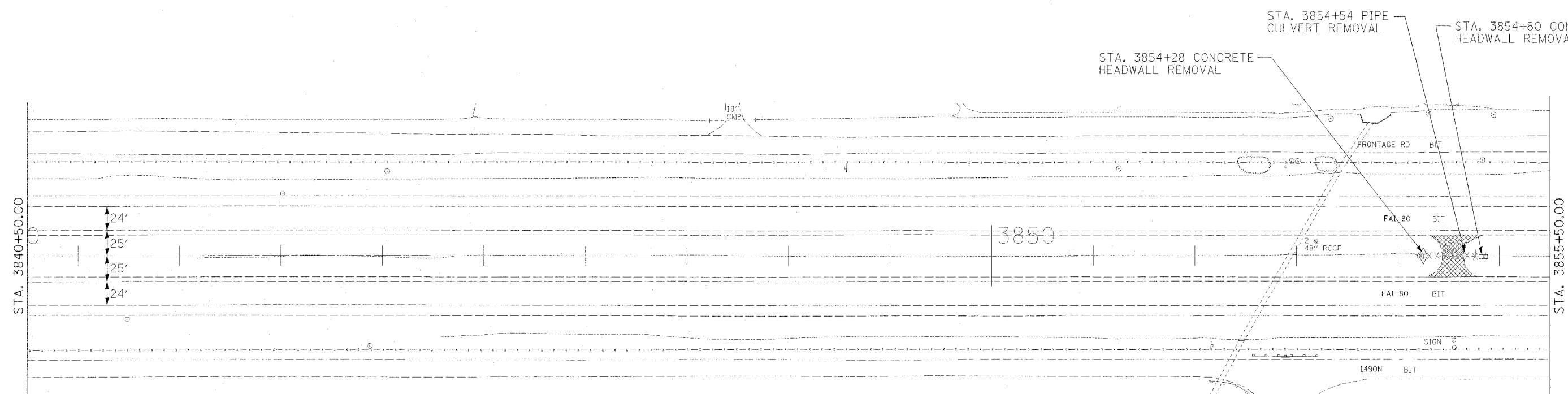
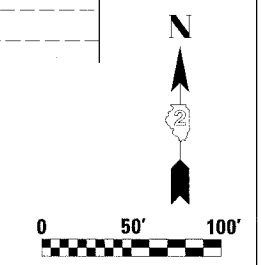
DRAWN BY SAM  
 CHECKED BY RJA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*		60	19
STA. 3825+50.00		TO STA. 3855+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

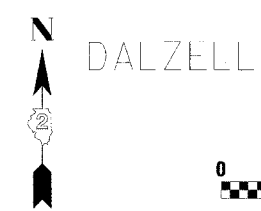
\* 06-5, 06-6, 06-7, 06 & 50-8M



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



- TEMPORARY DITCH CHECKS
- INLET & PIPE PROTECTION
- TO BE REMOVED



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #6  
CONSTRUCTION PLAN**

SCALE: VERT. DATE      HORIZ. DATE

DRAWN BY: SAM  
CHECKED BY: RJA

PLOT DATE = #DATES  
FILE NAME = #FILES  
PLOT SCALE = #SCALES

S. A. REC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B0		BUREAU	60	20
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SECTION 06-5, 06-6, 06-7, 06 & 50-8M				

# 19.5m (64') MEDIAN CROSSOVER

## GENERAL NOTES

The Intent of this plan is to show the construction requirements for a median crossover where the median width is 19.5m (64').

Construction of median crossover shall conform to the requirement of current Standard Specifications.

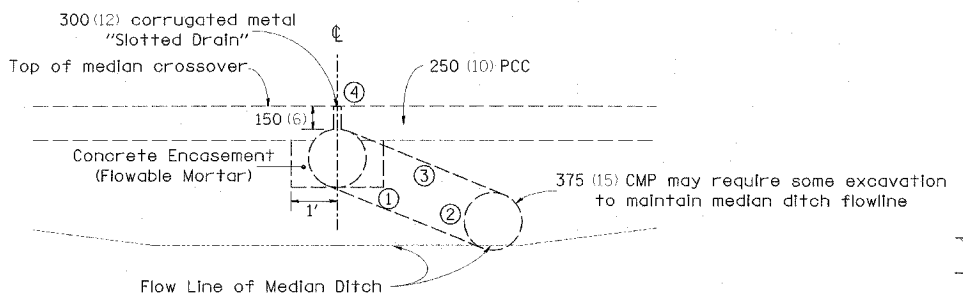
Slotted drain shall be constructed of 14-gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Price bid for contract items shall be considered full compensation for furnishing all necessary materials and labor to construct the median crossover as detailed herein.

Incidental Items to Slotted Drain Flowable Mortar

Elbows, Tees and Caps shall be considered Incidental to the Corrugated Metal Pipe.

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

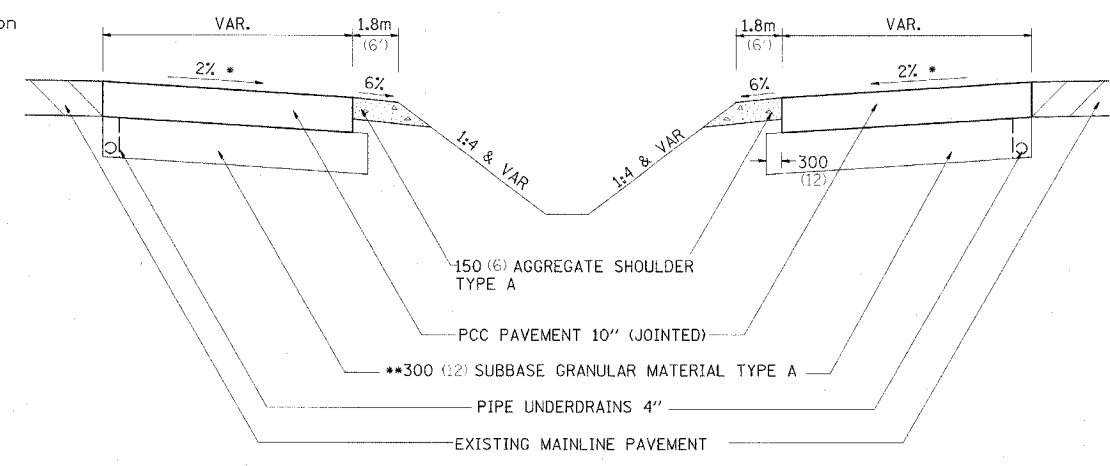


**SECTION A-A**

- ① 300 (12) CMP Elbow
- ② CMP Tee Section with 300 (12) Riser
- ③ 300 (12) Coupling Band
- ④ Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

• SLOPE IS 2.0% UNLESS OTHERWISE NOTED IN PLANS  
 •• 18" AT CROSSOVERS #1 AND #2

## TYPICAL SECTION



## TYPICAL SECTION THRU CENTERLINE OF MEDIAN CROSSOVER

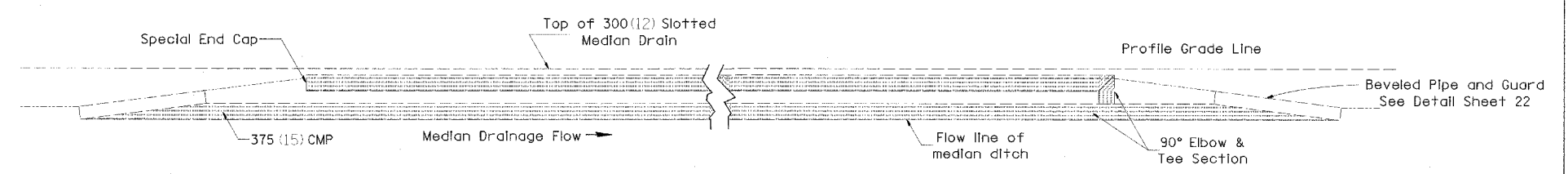
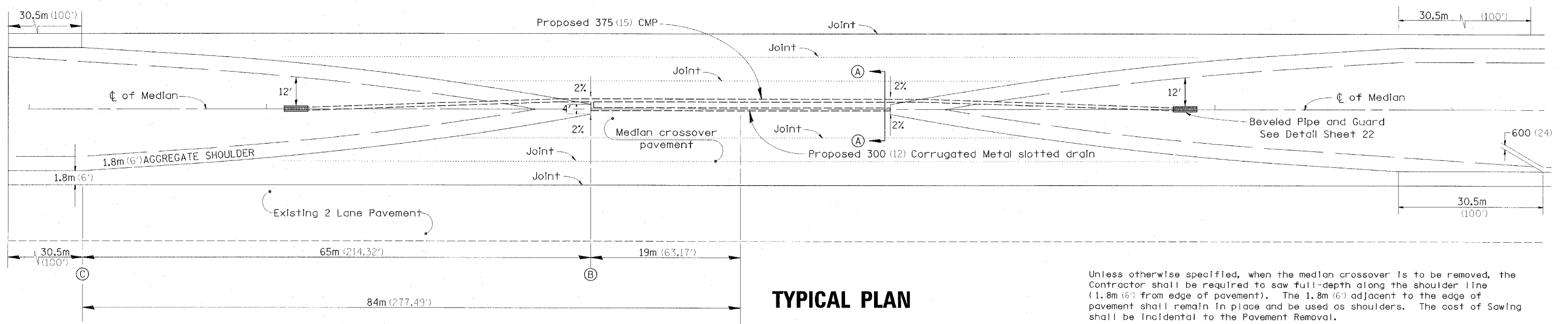


TABLE OF OFFSETS AND DROPS											
Distance meters (feet) from location station	0	19 (63.17)	23 (75)	30.5 (100)	38 (125)	46 (150)	53 (175)	61 (200)	69 (225)	76 (250)	84.5 (277.49)
Offsets meters (feet) from inside edge of pavement	10 (32)	10 (30.00)	8.5 (27.86)	7.2 (23.67)	6 (19.93)	5 (16.64)	4.2 (13.80)	3.5 (11.40)	3 (9.44)	2 (7.00)	1.8 (6.00)
Drop meters (feet) from inside edge of pavement	0.2 (0.64)	0.18 (0.60)	0.17 (0.56)	0.14 (0.47)	0.12 (0.40)	0.10 (0.33)	0.09 (0.28)	0.07 (0.23)	0.06 (0.19)	0.05 (0.16)	0.07 (0.24)



## TYPICAL PLAN

SCALE= 1:250 (1"=20')

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line (1.8m (6') from edge of pavement). The 1.8m (6') adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be Incidental to the Pavement Removal.

Joints shall be sawed at 1/3 of the width from the EOP to the slotted drain. All joints shall be sealed.

CHECKED BY:

DRAWN BY:

DESIGNED BY:

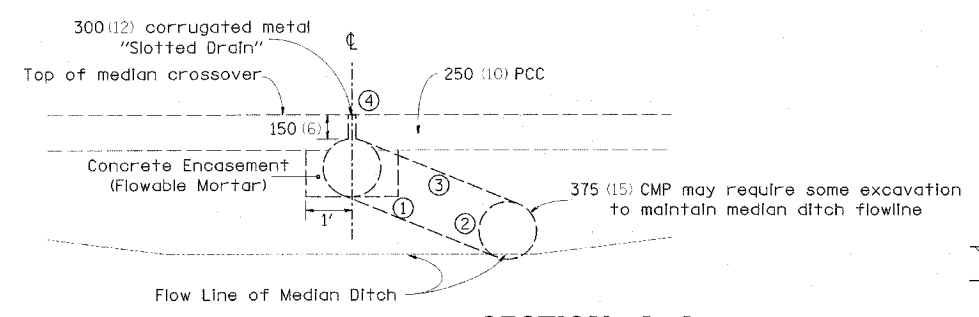
DATE TIME  
 REF  
 REF  
 REF



6427

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ELIMINIS	FED. AID PROJECT		
SECTION (06-5, 06-6, 06-7, 06 & 50-8M)				

# 15.25m (50') MEDIAN CROSSOVER

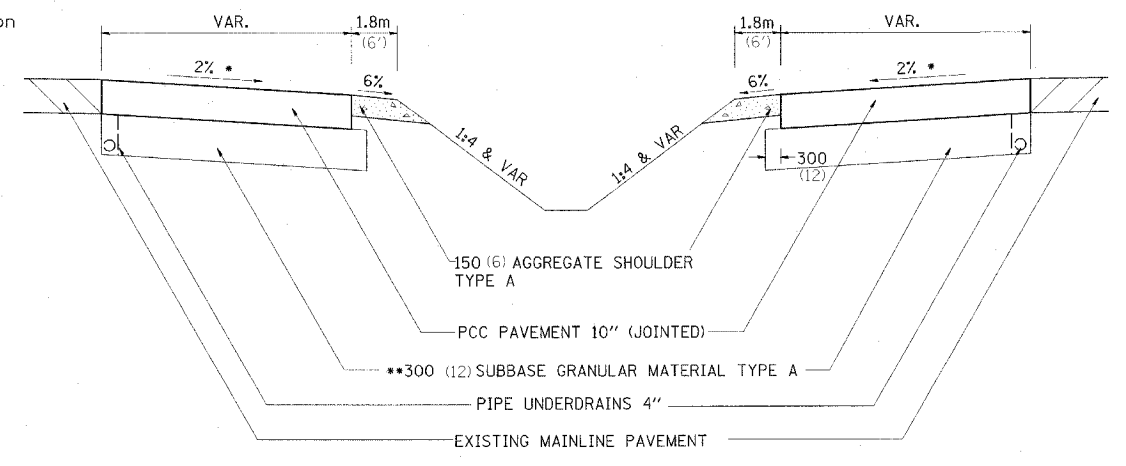


**SECTION A-A**

- ① 300 (12) CMP Elbow
- ② CMP Tee Section with 300 (12) Riser
- ③ 300 (12) Coupling Band
- ④ Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

• SLOPE IS 2.0% UNLESS OTHERWISE NOTED IN PLANS  
 \*\* 18" AT CROSSOVERS #1 AND #2

**TYPICAL SECTION**



## GENERAL NOTES

The Intent of this plan is to show the construction requirements for a median crossover where the median width is 19.5m (64').

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14-gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Price bid for contract items shall be considered full compensation for furnishing all necessary materials and labor to construct the median crossover as detailed hereon.

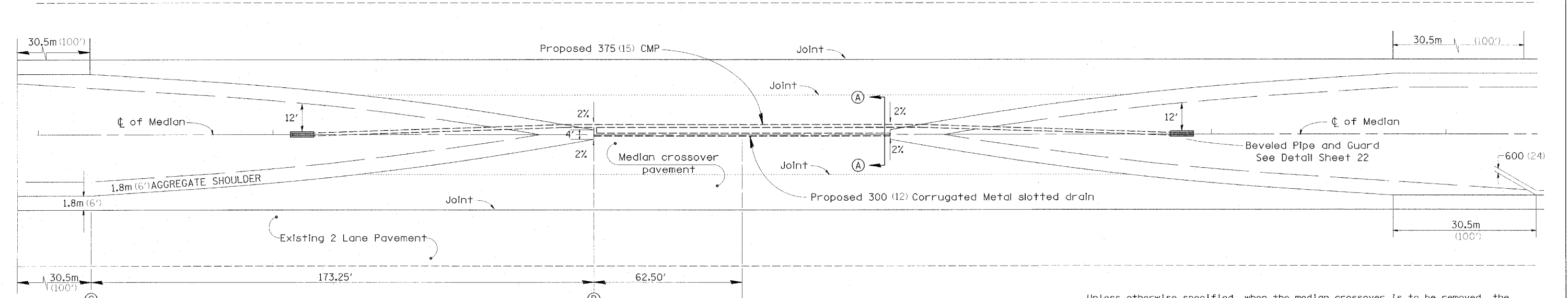
Incidental Items to Slotted Drain Flowable Mortar

Elbows, Tees and Caps shall be considered incidental to the Corrugated Metal Pipe.

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

Distance feet from location station	0'	62.50'	75'	100'	125'	150'	175'	200'	225'	235.75'
Offsets feet from inside edge of pavement	25'	23.00'	21.00'	17.75'	14.75'	12.25'	10.00'	7.75'	6.25'	6.00'
Drop feet from inside edge of pavement	0.50'	0.46'	0.42'	0.36'	0.30'	0.25'	0.20'	0.16'	0.13'	0.24'

**TYPICAL SECTION THRU CENTERLINE OF MEDIAN CROSSOVER**



**TYPICAL PLAN**

SCALE= 1:250 (1"=20')

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line (1.8m (6') from edge of pavement). The 1.8m (6') adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be incidental to the Pavement Removal.

Joints shall be sawed at 1/2 of the width from the EOP to the slotted drain. All joints shall be sealed.

CHECKED BY:

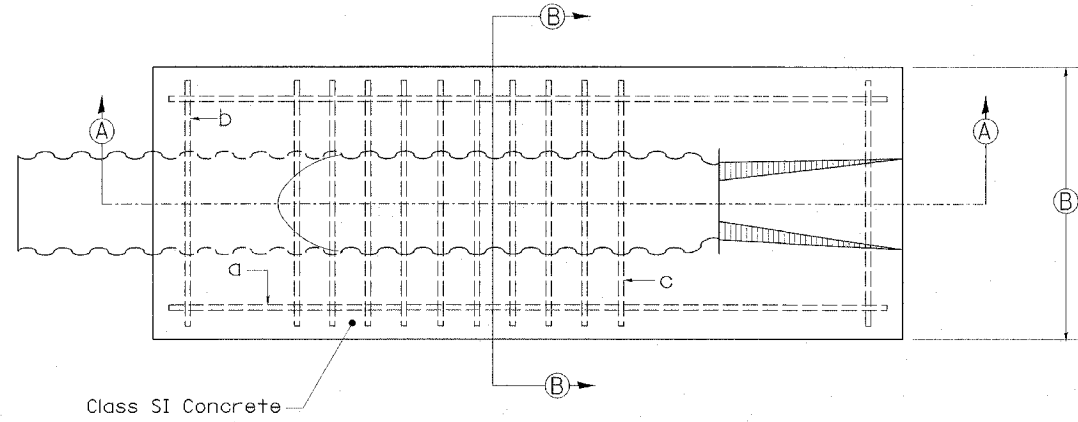
DRAWN BY:

DESIGNED BY:

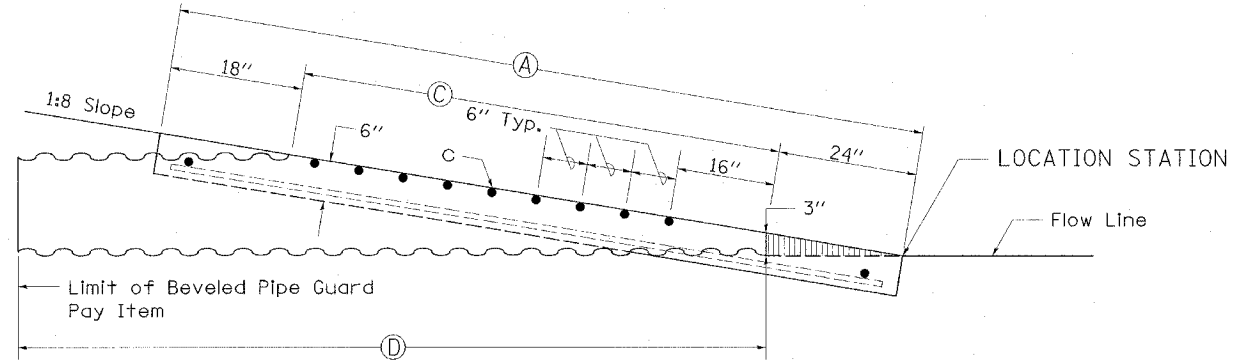
DATE-TIME  
 DRAWN BY  
 CHECKED BY  
 DESIGNED BY  
 PROJECT NO.  
 SHEET NO.

F.A.I. RT.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SECTION 106-5, 06-6, 06-7, 06 & 50-8M				

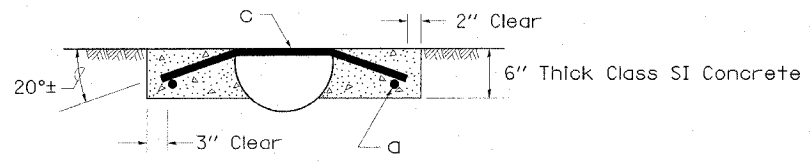
# BEVELED PIPE & GUARD DETAIL



PLAN VIEW



SECTION A-A



SECTION B-B

Mark Req'd	Size	Length	Quantity
a	5	110"	2
b	5	32"	2
c	8	34"	10

Mark Req'd	Size	Length	Quantity
a	5	136"	2
b	5	35"	2
c	8	37"	14

Mark Req'd	Size	Length	Quantity
a	5	162"	2
b	5	38"	2
c	8	40"	18

PIPE SIZE	A	B	C	D
12"	9' - 6"	36"	6'	10'
15"	11' - 8"	39"	8' - 2"	12'
18"	13' - 10"	42"	10' - 4"	14' - 10"

**GENERAL NOTES:**

Details shown hereon are for the construction of beveled pipe and guard. Alternate designs, methods of construction or materials may be submitted to the Engineer for approval. All methods of construction and materials involved shall conform to current Standard Specifications.

Reinforcing steel used in construction of "Beveled Pipe and Guard" shall be deformed bars meeting the requirements of Article 1006.10 of the Standard Specifications. All steel bars shall be hot-dip galvanized in accordance with ASTM A 123 specifications.

Concrete used in construction of the beveled pipe and guard shall be Class "SI" Concrete.

The corrugated metal pipe shall be cut to fit the 1:8 foreslope. Slots shall be cut into the C.M.P. for placement of the No. 8 bars. After the foreslope has been placed, the No. 8 bars shall be fitted into the slots cut in the C.M.P. so they will be in proper position when the concrete collar is poured.

This work shall be paid for at the contract unit price per Each for "Beveled Pipe and Guard", as shown hereon and as directed by the Engineer.

**SPECIAL NOTE:**

Inlet and pipe protection will be required on the upstream end of the culvert. Refer to Standard Road Plan 280001 for construction details.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#  
 REFERENCE = #REF#

F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		60	23
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	
SECTION 06-5, 06-6, 06-7, 06 & 50-8M			

CROSSOVER #1 EB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3033+00.00	32	RT	694.44	-3.0%	26.00	LT	694.26
	3033+50.00	32	RT	694.65	-3.0%	26.00	LT	694.47
START TAPERS	3034+00.00	32	RT	694.87	-3.0%	26.00	LT	694.69
	3034+27.50	32	RT	694.97	-3.0%	25.00	LT	694.76
	3034+52.50	32	RT	695.06	-3.0%	22.56	LT	694.78
	3034+77.50	32	RT	695.20	-3.0%	20.60	LT	694.86
	3035+02.50	32	RT	695.31	-3.0%	18.20	LT	694.90
	3035+27.50	32	RT	694.96	-3.0%	15.36	LT	694.46
	3035+52.50	32	RT	695.05	-3.0%	12.07	LT	694.45
	3035+77.50	32	RT	695.02	-3.0%	8.33	LT	694.31
	3036+02.50	32	RT	695.71	-3.0%	4.14	LT	694.87
	3036+14.33	32	RT	695.75	-3.4%	2.00	LT	694.73
	3036+77.50	32	RT	695.96	-3.1%	0.00	LT	694.96
	3037+40.67	32	RT	696.21	-3.3%	2.00	LT	695.23
	3037+52.50	32	RT	695.89	-3.0%	4.14	LT	695.05
	3037+77.50	32	RT	696.01	-3.0%	8.33	LT	695.30
	3038+02.50	32	RT	696.45	-3.0%	12.07	LT	695.85
	3038+27.50	32	RT	696.51	-3.0%	15.36	LT	696.01
	3038+52.50	32	RT	696.59	-3.0%	18.20	LT	696.18
	3038+77.50	32	RT	696.68	-3.0%	20.60	LT	696.34
	3039+02.50	32	RT	696.79	-3.0%	22.56	LT	696.51
	3039+27.50	32	RT	696.90	-3.0%	25.00	LT	696.69
START TAPERS	3039+55.00	32	RT	697.01	-3.0%	26.00	LT	696.83
	3040+00.00	32	RT	697.16	-3.0%	26.00	LT	696.98
	3040+50.00	32	RT	697.39	-3.0%	26.00	LT	697.21
END PAVEMENT	3040+55.00	32	RT	697.44	-3.0%	26.00	LT	697.26

CROSSOVER #1 WB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3033+00.00	32	LT	694.03	-2.0%	26.00	LT	693.91
	3033+50.00	32	LT	694.23	-2.0%	26.00	LT	694.11
START TAPERS	3034+00.00	32	LT	694.43	-2.0%	26.00	LT	694.31
	3034+27.50	32	LT	694.51	-2.0%	25.00	LT	694.37
	3034+52.50	32	LT	694.37	-2.0%	22.56	LT	694.18
	3034+77.50	32	LT	694.67	-2.0%	20.60	LT	694.44
	3035+02.50	32	LT	694.80	-2.0%	18.20	LT	694.52
	3035+27.50	32	LT	694.94	-2.0%	15.36	LT	694.61
	3035+52.50	32	LT	695.07	-2.0%	12.07	LT	694.67
	3035+77.50	32	LT	695.18	-2.0%	8.33	LT	694.71
	3036+02.50	32	LT	695.29	-2.0%	4.14	LT	694.73
	3036+14.33	32	LT	695.33	-2.0%	2.00	LT	694.73
	3036+77.50	32	LT	695.60	-2.0%	0.00	LT	694.96
	3037+40.67	32	LT	695.83	-2.0%	2.00	LT	695.23
	3037+52.50	32	LT	695.86	-2.0%	4.14	LT	695.30
	3037+77.50	32	LT	695.93	-2.0%	8.33	LT	695.46
	3038+02.50	32	LT	696.02	-2.0%	12.07	LT	695.62
	3038+27.50	32	LT	696.13	-2.0%	15.36	LT	695.80
	3038+52.50	32	LT	696.25	-2.0%	18.20	LT	695.97
	3038+77.50	32	LT	696.35	-2.0%	20.60	LT	696.12
	3039+02.50	32	LT	696.45	-2.0%	22.56	LT	696.26
	3039+27.50	32	LT	696.53	-2.0%	25.00	LT	696.39
START TAPERS	3039+55.00	32	LT	696.65	-2.0%	26.00	LT	696.53
	3040+00.00	32	LT	696.85	-2.0%	26.00	LT	696.73
	3040+50.00	32	LT	697.17	-2.0%	26.00	LT	697.05
END PAVEMENT	3040+55.00	32	LT	697.21	-2.0%	26.00	LT	697.09

DATE-TIME  
 CREAT SPEC  
 REF  
 REF  
 FILE

MAURER-STUTZ INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #1  
 STATION / OFFSETS  
 AND ELEVATIONS**

SCALE: VERT. DATE  
 HORIZ.

DRAWN BY BRW  
 CHECKED BY RJA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* SECTION (06-5, 06-6, 06-7, 06 & 50-8M)				

CROSSOVER #2 EB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
	STATION							
START PAVEMENT	3121+00.00	32	RT	722.35	-2.5%	26.00	RT	722.20
	3121+50.00	32	RT	722.51	-2.5%	26.00	RT	722.36
START TAPERS	3122+00.00	32	RT	722.62	-2.5%	26.00	RT	722.47
	3122+27.50	32	RT	722.67	-2.5%	25.00	RT	722.50
	3122+52.50	32	RT	722.71	-2.5%	22.56	RT	722.47
	3122+77.50	32	RT	722.73	-2.5%	20.60	RT	722.45
	3123+02.50	32	RT	722.76	-2.5%	18.20	RT	722.42
	3123+27.50	32	RT	722.77	-2.5%	15.36	RT	722.35
	3123+52.50	32	RT	722.78	-2.5%	12.07	RT	722.28
	3123+77.50	32	RT	722.78	-2.5%	8.33	RT	722.19
	3124+02.50	32	RT	722.78	-2.5%	4.14	RT	722.08
	3124+14.33	32	RT	722.78	-2.6%	2.00	RT	722.00
	3124+77.50	32	RT	722.78	-2.6%	0.00	RT	721.94
	3125+40.67	32	RT	722.71	-3.0%	2.00	RT	721.80
	3125+52.50	32	RT	722.70	-2.5%	4.14	RT	722.00
	3125+77.50	32	RT	722.65	-2.5%	8.33	RT	722.06
	3126+02.50	32	RT	722.59	-2.5%	12.07	RT	722.09
	3126+27.50	32	RT	722.53	-2.5%	15.36	RT	722.11
	3126+52.50	32	RT	722.45	-2.5%	18.20	RT	722.11
	3126+77.50	32	RT	722.36	-2.5%	20.60	RT	722.08
	3127+02.50	32	RT	722.27	-2.5%	22.56	RT	722.03
	3127+27.50	32	RT	722.17	-2.5%	25.00	RT	722.00
START TAPERS	3127+55.00	32	RT	722.06	-2.5%	26.00	RT	721.91
	3128+00.00	32	RT	721.89	-2.5%	26.00	RT	721.74
	3128+50.00	32	RT	721.72	-2.5%	26.00	RT	721.57
END PAVEMENT	3128+55.00	32	RT	721.71	-2.5%	26.00	RT	721.56

CROSSOVER #2 WB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
	STATION							
START PAVEMENT	3121+00.00	32	LT	722.23	-2.0%	26.00	LT	722.11
	3121+50.00	32	LT	722.37	-2.0%	26.00	LT	722.25
START TAPERS	3122+00.00	32	LT	722.49	-2.0%	26.00	LT	722.37
	3122+27.50	32	LT	722.55	-2.0%	25.00	LT	722.41
	3122+52.50	32	LT	722.59	-2.0%	22.56	LT	722.40
	3122+77.50	32	LT	722.60	-2.0%	20.60	LT	722.37
	3123+02.50	32	LT	722.62	-2.0%	18.20	LT	722.34
	3123+27.50	32	LT	722.62	-2.0%	15.36	LT	722.29
	3123+52.50	32	LT	722.62	-2.0%	12.07	LT	722.22
	3123+77.50	32	LT	722.61	-2.0%	8.33	LT	722.14
	3124+02.50	32	LT	722.60	-2.0%	4.14	LT	722.04
	3124+14.33	32	LT	722.60	-2.0%	2.00	LT	722.00
	3124+77.50	32	LT	722.58	-2.0%	0.00	LT	721.94
	3125+40.67	32	LT	722.40	-2.0%	2.00	LT	721.80
	3125+52.50	32	LT	722.37	-2.0%	4.14	LT	721.81
	3125+77.50	32	LT	722.29	-2.0%	8.33	LT	721.82
	3126+02.50	32	LT	722.22	-2.0%	12.07	LT	721.82
	3126+27.50	32	LT	722.14	-2.0%	15.36	LT	721.81
	3126+52.50	32	LT	722.04	-2.0%	18.20	LT	721.76
	3126+77.50	32	LT	721.93	-2.0%	20.60	LT	721.70
	3127+02.50	32	LT	721.82	-2.0%	22.56	LT	721.63
	3127+27.50	32	LT	721.71	-2.0%	25.00	LT	721.57
START TAPERS	3127+55.00	32	LT	721.59	-2.0%	26.00	LT	721.47
	3128+00.00	32	LT	721.40	-2.0%	26.00	LT	721.28
	3128+50.00	32	LT	721.26	-2.0%	26.00	LT	721.14
END PAVEMENT	3128+55.00	32	LT	721.24	-2.0%	26.00	LT	721.12

DATE TIME  
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MAURER-STUTZ INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #2  
 STATION / OFFSETS  
 AND ELEVATIONS**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

DRAWN BY BRW  
 CHECKED BY RJA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80			60	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
SECTION (06-5, 06-6, 06-7, 06 & 50-8M)				

CROSSOVER #3 EB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3257+00.00	32	RT	682.46	-2.0%	26.00	RT	682.34
	3257+50.00	32	RT	682.27	-2.0%	26.00	RT	682.15
START TAPERS	3258+00.00	32	RT	682.04	-2.0%	26.00	RT	681.92
	3258+27.50	32	RT	681.92	-2.0%	25.00	RT	681.78
	3258+52.50	32	RT	681.81	-2.0%	22.56	RT	681.62
	3258+77.50	32	RT	681.71	-2.0%	20.60	RT	681.48
	3259+02.50	32	RT	681.63	-2.0%	18.20	RT	681.35
	3259+27.50	32	RT	681.54	-2.0%	15.36	RT	681.21
	3259+52.50	32	RT	681.45	-2.0%	12.07	RT	681.05
	3259+77.50	32	RT	681.34	-2.0%	8.33	RT	680.87
	3260+02.50	32	RT	681.23	-2.0%	4.14	RT	680.67
	3260+14.33	32	RT	681.18	-1.9%	2.00	RT	680.61
	3260+77.50	32	RT	680.91	-1.9%	0.00	RT	680.30
	3261+40.67	32	RT	680.64	-1.9%	2.00	RT	680.08
	3261+52.50	32	RT	680.59	-2.0%	4.14	RT	680.03
	3261+77.50	32	RT	680.50	-2.0%	8.33	RT	680.03
	3262+02.50	32	RT	680.39	-2.0%	12.07	RT	679.99
	3262+27.50	32	RT	680.28	-2.0%	15.36	RT	679.95
	3262+52.50	32	RT	680.16	-2.0%	18.20	RT	679.88
	3262+77.50	32	RT	680.05	-2.0%	20.60	RT	679.82
	3263+02.50	32	RT	679.93	-2.0%	22.56	RT	679.74
	3263+27.50	32	RT	679.82	-2.0%	25.00	RT	679.68
START TAPERS	3263+55.00	32	RT	679.69	-2.0%	26.00	RT	679.57
	3264+00.00	32	RT	679.49	-2.0%	26.00	RT	679.37
	3264+50.00	32	RT	679.22	-2.0%	26.00	RT	679.10
END PAVEMENT	3264+55.00	32	RT	679.19	-2.0%	26.00	RT	679.07

CROSSOVER #3 WB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3257+00.00	32	LT	682.53	-2.0%	26.00	LT	682.41
	3257+50.00	32	LT	682.32	-2.0%	26.00	LT	682.20
START TAPERS	3258+00.00	32	LT	682.11	-2.0%	26.00	LT	681.99
	3258+27.50	32	LT	681.99	-2.0%	25.00	LT	681.85
	3258+52.50	32	LT	681.88	-2.0%	22.56	LT	681.69
	3258+77.50	32	LT	681.77	-2.0%	20.60	LT	681.54
	3259+02.50	32	LT	681.67	-2.0%	18.20	LT	681.39
	3259+27.50	32	LT	681.56	-2.0%	15.36	LT	681.23
	3259+52.50	32	LT	681.46	-2.0%	12.07	LT	681.06
	3259+77.50	32	LT	681.36	-2.0%	8.33	LT	680.89
	3260+02.50	32	LT	681.26	-2.0%	4.14	LT	680.70
	3260+14.33	32	LT	681.21	-2.0%	2.00	LT	680.61
	3260+77.50	32	LT	680.94	-2.0%	0.00	LT	680.30
	3261+40.67	32	LT	680.68	-2.0%	2.00	LT	680.08
	3261+52.50	32	LT	680.63	-2.0%	4.14	LT	680.07
	3261+77.50	32	LT	680.52	-2.0%	8.33	LT	680.05
	3262+02.50	32	LT	680.41	-2.0%	12.07	LT	680.01
	3262+27.50	32	LT	680.30	-2.0%	15.36	LT	679.97
	3262+52.50	32	LT	680.19	-2.0%	18.20	LT	679.91
	3262+77.50	32	LT	680.07	-2.0%	20.60	LT	679.84
	3263+02.50	32	LT	679.95	-2.0%	22.56	LT	679.76
	3263+27.50	32	LT	679.83	-2.0%	25.00	LT	679.69
START TAPERS	3263+55.00	32	LT	679.69	-2.0%	26.00	LT	679.57
	3264+00.00	32	LT	679.48	-2.0%	26.00	LT	679.36
	3264+50.00	32	LT	679.23	-2.0%	26.00	LT	679.11
END PAVEMENT	3264+55.00	32	LT	679.20	-2.0%	26.00	LT	679.08

DATE TIME  
 4/12/2005 10:52:50 AM

MAURER-STUTZ INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #3  
 STATION / OFFSETS  
 AND ELEVATIONS**

SCALE: VERT. DATE  
 HORIZ. DATE

DRAWN BY BRW  
 CHECKED BY RJA

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	26
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION (06-5, 06-6, 06-7, 06 & 50-81M)				

CROSSOVER # 4 EB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3646+00.00	32	RT	626.98	-2.0%	26.00	RT	626.86
	3646+50.00	32	RT	627.09	-2.0%	26.00	RT	626.97
START TAPERS	3647+00.00	32	RT	627.20	-2.0%	26.00	RT	627.08
	3647+27.50	32	RT	627.25	-2.0%	25.00	RT	627.11
	3647+52.50	32	RT	627.30	-2.0%	22.56	RT	627.11
	3647+77.50	32	RT	627.35	-2.0%	20.60	RT	627.12
	3648+02.50	32	RT	627.42	-2.0%	18.20	RT	627.14
	3648+27.50	32	RT	627.49	-2.0%	15.36	RT	627.16
	3648+52.50	32	RT	627.56	-2.0%	12.07	RT	627.08
	3648+77.50	32	RT	627.61	-2.0%	8.33	RT	627.07
	3649+02.50	32	RT	627.67	-2.0%	4.14	RT	627.06
	3649+14.33	32	RT	627.70	-2.4%	2.00	RT	627.03
	3649+77.50	32	RT	627.83	-2.3%	0.00	RT	627.12
	3650+40.67	32	RT	627.94	-2.2%	2.00	RT	627.30
	3650+52.50	32	RT	627.96	-2.2%	4.14	RT	627.40
	3650+77.50	32	RT	627.99	-2.2%	8.33	RT	627.52
	3651+02.50	32	RT	628.03	-2.1%	12.07	RT	627.63
	3651+27.50	32	RT	628.09	-2.0%	15.36	RT	627.76
	3651+52.50	32	RT	628.15	-2.0%	18.20	RT	627.87
	3651+77.50	32	RT	628.21	-2.0%	20.60	RT	627.98
	3652+02.50	32	RT	628.27	-2.0%	22.56	RT	628.08
	3652+27.50	32	RT	628.33	-2.0%	25.00	RT	628.19
START TAPERS	3652+55.00	32	RT	628.40	-2.0%	26.00	RT	628.28
	3653+00.00	32	RT	628.47	-2.0%	26.00	RT	628.35
	3653+50.00	32	RT	628.55	-2.0%	26.00	RT	628.43
END PAVEMENT	3653+55.00	32	RT	628.56	-2.0%	26.00	RT	628.44

CROSSOVER # 4 WB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3646+00.00	32	LT	696.96	-2.0%	26.00	LT	696.84
	3646+50.00	32	LT	627.06	-2.0%	26.00	LT	626.94
START TAPERS	3647+00.00	32	LT	627.15	-2.0%	26.00	LT	627.03
	3647+27.50	32	LT	627.19	-2.0%	25.00	LT	627.05
	3647+52.50	32	LT	627.24	-2.0%	22.56	LT	627.05
	3647+77.50	32	LT	627.29	-2.0%	20.60	LT	627.06
	3648+02.50	32	LT	627.35	-2.0%	18.20	LT	627.07
	3648+27.50	32	LT	627.41	-2.0%	15.36	LT	627.08
	3648+52.50	32	LT	627.47	-2.0%	12.07	LT	627.07
	3648+77.50	32	LT	627.53	-2.0%	8.33	LT	627.06
	3649+02.50	32	LT	627.60	-2.0%	4.14	LT	627.04
	3649+14.33	32	LT	627.63	-2.0%	2.00	LT	627.03
	3649+77.50	32	LT	627.76	-2.0%	0.00	LT	627.12
	3650+40.67	32	LT	627.90	-2.0%	2.00	LT	627.30
	3650+52.50	32	LT	627.92	-2.0%	4.14	LT	627.36
	3650+77.50	32	LT	627.97	-2.0%	8.33	LT	627.50
	3651+02.50	32	LT	628.03	-2.0%	12.07	LT	627.63
	3651+27.50	32	LT	628.08	-2.0%	15.36	LT	627.75
	3651+52.50	32	LT	628.13	-2.0%	18.20	LT	627.85
	3651+77.50	32	LT	628.18	-2.0%	20.60	LT	627.95
	3652+02.50	32	LT	628.22	-2.0%	22.56	LT	628.03
	3652+27.50	32	LT	628.26	-2.0%	25.00	LT	628.12
START TAPERS	3652+55.00	32	LT	628.30	-2.0%	26.00	LT	628.18
	3653+00.00	32	LT	628.38	-2.0%	26.00	LT	628.26
	3653+50.00	32	LT	628.47	-2.0%	26.00	LT	628.35
END PAVEMENT	3653+55.00	32	LT	628.48	-2.0%	26.00	LT	628.36

DATE-TIME  
 \*REF-SPEC\*  
 \*REF\*  
 \*REF\*

MAURER-STUTZ INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #4  
 STATION / OFFSETS  
 AND ELEVATIONS**

SCALE: VERT.  
 DATE:      HORIZ.

DRAWN BY BRW  
 CHECKED BY RJA

F.A.T. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	60	27
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	
* SECTION 06-5, 06-6, 06-7, 06 & 50-8MM			

CROSSOVER # 5 EB PAVEMENT STA / OFFSETS AND ELEVATIONS							
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT		
		OFFSET	ELEV.		OFFSET	ELEV.	
START PAVEMENT	3733+00.00	32	RT	653.06	-2.0%	26.00	RT 652.94
	3733+50.00	32	RT	652.97	-2.0%	26.00	RT 652.85
START TAPERS	3734+00.00	32	RT	652.87	-2.0%	26.00	RT 652.75
	3734+27.50	32	RT	652.81	-2.0%	25.00	RT 652.67
	3734+52.50	32	RT	652.75	-2.0%	22.56	RT 652.56
	3734+77.50	32	RT	652.70	-2.0%	20.60	RT 652.47
	3735+02.50	32	RT	652.66	-2.0%	18.20	RT 652.38
	3735+27.50	32	RT	652.61	-2.0%	15.36	RT 652.28
	3735+52.50	32	RT	652.57	-2.0%	12.07	RT 652.17
	3735+77.50	32	RT	652.55	-2.0%	8.33	RT 652.08
	3736+02.50	32	RT	652.53	-2.0%	4.14	RT 651.97
	3736+14.33	32	RT	652.52	-2.2%	2.00	RT 651.87
	3736+77.50	32	RT	652.41	-2.2%	0.00	RT 651.70
	3737+40.67	32	RT	652.30	-2.2%	2.00	RT 651.64
	3737+52.50	32	RT	652.28	-2.0%	4.14	RT 651.72
	3737+77.50	32	RT	652.24	-2.0%	8.33	RT 651.77
	3738+02.50	32	RT	652.20	-2.0%	12.07	RT 651.80
	3738+27.50	32	RT	652.16	-2.0%	15.36	RT 651.83
	3738+52.50	32	RT	652.12	-2.0%	18.20	RT 651.84
	3738+77.50	32	RT	652.09	-2.0%	20.60	RT 651.86
	3739+02.50	32	RT	652.09	-2.0%	22.56	RT 651.90
	3739+27.50	32	RT	652.06	-2.0%	24.00	RT 651.92
START TAPERS	3739+55.00	32	RT	651.97	-2.0%	24.00	RT 651.85
	3740+00.00	32	RT	651.81	-2.0%	24.00	RT 651.69
	3740+50.00	32	RT	651.67	-2.0%	24.00	RT 651.55
END PAVEMENT	3740+55.00	32	RT	651.65	-2.0%	24.00	RT 651.53

CROSSOVER # 5 WB PAVEMENT STA / OFFSETS AND ELEVATIONS							
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT		
		OFFSET	ELEV.		OFFSET	ELEV.	
START PAVEMENT	3733+00.00	32	LT	653.01	-2.0%	26.00	LT 652.89
	3733+50.00	32	LT	652.92	-2.0%	26.00	LT 652.80
START TAPERS	3734+00.00	32	LT	652.84	-2.0%	26.00	LT 652.72
	3734+27.50	32	LT	652.76	-2.0%	25.00	LT 652.62
	3734+52.50	32	LT	652.68	-2.0%	22.56	LT 652.49
	3734+77.50	32	LT	652.65	-2.0%	20.60	LT 652.42
	3735+02.50	32	LT	652.63	-2.0%	18.20	LT 652.35
	3735+27.50	32	LT	652.62	-2.0%	15.36	LT 652.29
	3735+52.50	32	LT	652.58	-2.0%	12.07	LT 652.18
	3735+77.50	32	LT	652.54	-2.0%	8.33	LT 652.07
	3736+02.50	32	LT	652.49	-2.0%	4.14	LT 651.93
	3736+14.33	32	LT	652.47	-2.0%	2.00	LT 651.87
	3736+77.50	32	LT	652.34	-2.0%	0.00	LT 651.70
	3737+40.67	32	LT	652.24	-2.0%	2.00	LT 651.64
	3737+52.50	32	LT	652.21	-2.0%	4.14	LT 651.65
	3737+77.50	32	LT	652.16	-2.0%	8.33	LT 651.69
	3738+02.50	32	LT	652.11	-2.0%	12.07	LT 651.71
	3738+27.50	32	LT	652.09	-2.0%	15.36	LT 651.76
	3738+52.50	32	LT	652.07	-2.0%	18.20	LT 651.79
	3738+77.50	32	LT	652.03	-2.0%	20.60	LT 651.80
	3739+02.50	32	LT	651.97	-2.0%	22.56	LT 651.78
	3739+27.50	32	LT	651.91	-2.0%	24.00	LT 651.77
START TAPERS	3739+55.00	32	LT	651.84	-2.0%	24.00	LT 651.72
	3740+00.00	32	LT	651.71	-2.0%	24.00	LT 651.59
	3740+50.00	32	LT	651.63	-2.0%	24.00	LT 651.51
END PAVEMENT	3740+55.00	32	LT	651.62	-2.0%	24.00	LT 651.50

**NOTE: ELEVATIONS FOR CROSSOVER #5 WERE OBTAINED FROM AN AERIAL SURVEY AND MAY NOT BE TO THE SAME DEGREE OF ACCURACY AS THE OTHER CROSSOVERS. ACTUAL PAVEMENT ELEVATIONS SHOULD BE CHECKED PRIOR TO CONSTRUCTION AND ADJUSTED IF NECESSARY.**

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
SCALE: VERT.	DRAWN BY: BRW	CROSSOVER #5 STATION / OFFSETS AND ELEVATIONS
DATE:	CHECKED BY: RJA	

DATE-TIME  
\*REF \*SPEC  
\*REF \*REF  
\*REF \*REF

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* SECTION 06-5, 06-6, 06-7, 06 & 50-8M				

CROSSOVER # 6 EB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3829+41.75	25	RT	653.52	-2.0%	19.00	RT	653.40
	3829+50.00	25	RT	653.48	-2.0%	19.00	RT	653.36
	3830+00.00	25	RT	653.23	-2.0%	19.00	RT	653.11
START TAPERS	3830+41.75	25	RT	653.00	-2.0%	19.00	RT	652.88
	3830+52.50	25	RT	652.93	-2.0%	18.75	RT	652.81
	3830+77.50	25	RT	652.77	-2.0%	17.25	RT	652.62
	3831+02.50	25	RT	652.60	-2.0%	15.00	RT	652.40
	3831+27.50	25	RT	652.42	-2.0%	12.75	RT	652.18
	3831+52.50	25	RT	652.23	-2.0%	10.25	RT	651.94
	3831+77.50	25	RT	652.04	-2.0%	7.25	RT	651.69
	3832+02.50	25	RT	651.85	-2.0%	4.00	RT	651.43
	3832+15.00	25	RT	651.76	-1.7%	2.00	RT	651.37
	3832+77.50	25	RT	651.27	-1.7%	0.00	RT	650.84
	3833+40.00	25	RT	650.79	-1.9%	2.00	RT	650.36
	3833+52.50	25	RT	650.69	-2.0%	4.00	RT	650.27
	3833+77.50	25	RT	650.49	-2.0%	7.25	RT	650.14
	3834+02.50	25	RT	650.28	-2.0%	10.25	RT	649.99
	3834+27.50	25	RT	650.08	-2.0%	12.75	RT	649.84
	3834+52.50	25	RT	649.88	-2.0%	15.00	RT	649.68
	3834+77.50	25	RT	649.68	-2.0%	17.25	RT	649.53
START TAPERS	3835+02.50	25	RT	649.48	-2.0%	18.75	RT	649.36
	3835+13.25	25	RT	649.39	-2.0%	19.00	RT	649.27
	3835+50.00	25	RT	649.08	-2.0%	19.00	RT	648.96
	3836+00.00	25	RT	648.66	-2.0%	19.00	RT	648.54
END PAVEMENT	3836+13.25	25	RT	648.55	-2.0%	19.00	RT	648.43

CROSSOVER # 6 WB PAVEMENT STA / OFFSETS AND ELEVATIONS								
	LOCATION	EXISTING EDGE OF PAVEMENT		PROPOSED CROSS SLOPE	PROPOSED EDGE OF PAVEMENT			
		OFFSET	ELEV.		OFFSET	ELEV.		
START PAVEMENT	3829+41.75	25	LT	653.41	-2.0%	19.00	LT	653.29
	3829+50.00	25	LT	653.38	-2.0%	19.00	LT	653.26
	3830+00.00	25	LT	653.20	-2.0%	19.00	LT	653.08
START TAPERS	3830+41.75	25	LT	653.00	-2.0%	19.00	LT	652.88
	3830+52.50	25	LT	652.94	-2.0%	18.75	LT	652.82
	3830+77.50	25	LT	652.80	-2.0%	17.25	LT	652.65
	3831+02.50	25	LT	652.66	-2.0%	15.00	LT	652.46
	3831+27.50	25	LT	652.48	-2.0%	12.75	LT	652.24
	3831+52.50	25	LT	652.30	-2.0%	10.25	LT	652.01
	3831+77.50	25	LT	652.12	-2.0%	7.25	LT	651.77
	3832+02.50	25	LT	651.93	-2.0%	4.00	LT	651.51
	3832+15.00	25	LT	651.83	-2.0%	2.00	LT	651.37
	3832+77.50	25	LT	651.34	-2.0%	0.00	LT	650.84
	3833+40.00	25	LT	650.82	-2.0%	2.00	LT	650.36
	3833+52.50	25	LT	650.72	-2.0%	4.00	LT	650.30
	3833+77.50	25	LT	650.53	-2.0%	7.25	LT	650.18
	3834+02.50	25	LT	650.33	-2.0%	10.25	LT	650.04
	3834+27.50	25	LT	650.12	-2.0%	12.75	LT	649.88
	3834+52.50	25	LT	649.91	-2.0%	15.00	LT	649.71
	3834+77.50	25	LT	649.71	-2.0%	17.25	LT	649.56
	3835+02.50	25	LT	649.50	-2.0%	18.75	LT	649.38
START TAPERS	3835+13.25	25	LT	649.41	-2.0%	19.00	LT	649.29
	3835+50.00	25	LT	649.11	-2.0%	19.00	LT	648.99
	3836+00.00	25	LT	648.71	-2.0%	19.00	LT	648.59
END PAVEMENT	3836+13.25	25	LT	648.61	-2.0%	19.00	LT	648.49

DATE TIME  
 DATE SPEC  
 DATE REF  
 DATE REF

MAURER-STUTZ INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CROSSOVER #6  
 STATION / OFFSETS  
 AND ELEVATIONS**

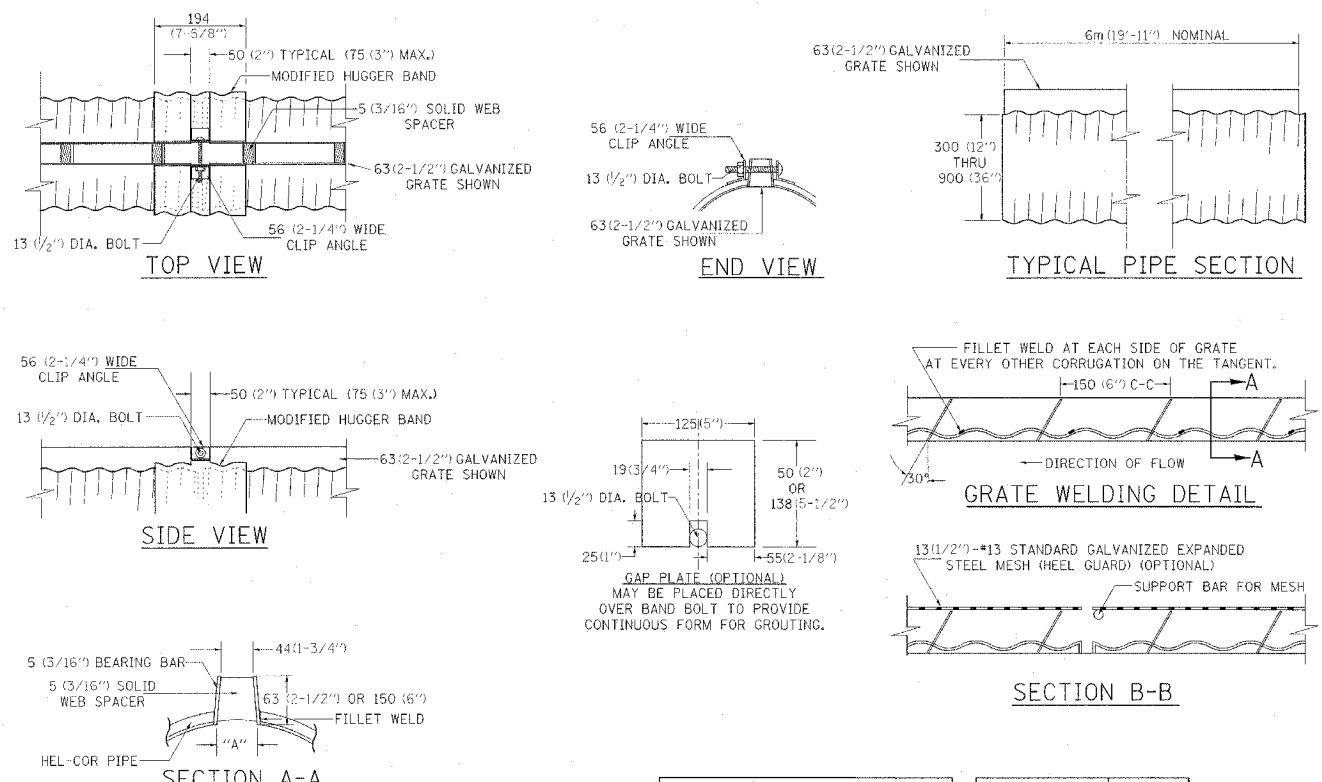
SCALE: VERT.  
 HORIZ.  
 DATE

DRAWN BY BRW  
 CHECKED BY RJA



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	29
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
SECTION 06-5, 06-6, 06-7, 06 & 50-BM				

# SLOTTED DRAIN PIPE



GAGE OF PIPE	DIAMETER OF PIPE						GRATE TYPE	"A"
	300 (12")	375 (15")	450 (18")	600 (24")	750 (30")	900 (36")		
16	X	X	X	X	X	X	X	
14	X	X	X	X	X	X	X	
12	N.A.	N.A.	N.A.	N.A.	X	X	X	

VERT = VERTICAL  
TRAP = TRAPEZOIDAL

- SLOTTED DRAIN NOTES**
- GRATING IS AVAILABLE IN DEPTHS OF 63 (2-1/2") AND 150 (6").
  - VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
  - FOR 150 (6") VERTICAL & TRAPEZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 100 (4") TECHCO BAND ANGLE.
  - DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
  - REFERENCE CONTECH BAND MANUAL DWG. NO. 1008466 FOR BAND DETAILS.
- MANUFACTURING TOLERANCES**
- VERTICAL BOW ± 10 (3/8")
  - HORIZONTAL BOW ± 16 (5/8")
  - TWIST ± 13 (1/2")

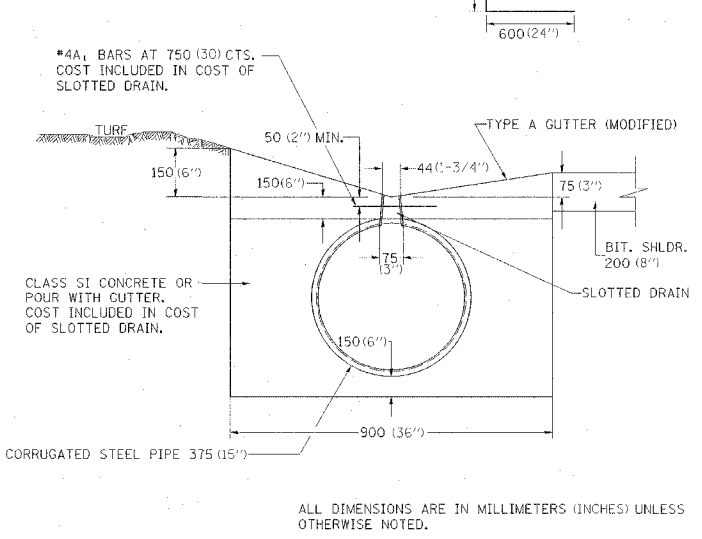
**NOTES**

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

THE SLOTTED DRAIN SHALL BE CORRUGATED PIPE CULVERT WITH INTEGRAL SLOTTED DRAINS. BEFORE PLACING THE CONCRETE ADJACENT TO THE PIPE, THE SLOT SHALL BE COVERED BY EITHER THIN, FLAT METAL SHEETING OR BY A BOARD NOTCHED TO FIT OVER THE GRATE BARS. THIS COVERING MUST FIT CLOSELY IN THE SLOT TO PREVENT ENTRY OF CONCRETE INTO THE PIPE. PAVING OVER THE SLOTTED DRAIN WILL THEN BE ONE CONTINUOUS OPERATION OVER THE PROTECTED DRAIN. THE PROTECTION FOR THE DRAIN SLOT SHALL THEN BE REMOVED. THE PIPE SHALL DRAIN INTO THE SIDE OF THE INLET. THE OPENING WHERE THE SLOT IS REMOVED SHALL BE COVERED TO PREVENT CONCRETE FROM ENTERING THE PIPE.

THE CORRUGATED STEEL PIPE USED IN THE SLOTTED DRAIN SHALL MEET THE REQUIREMENTS OF AASHTO M-36/ASTM A 760. THE CMP SHALL BE GALVANIZED OR ALUMINIZED STEEL TYPE 2. STEEL GRATING SHALL MEET THE GALVANIZING REQUIREMENTS OF AASHTO M-111. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SLOTTED DRAIN PIPE, AND SHALL INCLUDE ELBOWS, DRILLING HOLES IN GRATING, SUPPLYING AND PLACING A1 BARS AND CONCRETE.

USE APPROVED END CAP TO PREVENT CONCRETE ENTRY INTO THE PIPE DURING GUTTER CONSTRUCTION ON THE UPSTREAM END OF PIPE.



**SLOTTED DRAIN PIPE 61.2**

# TYPICAL MEDIAN CROSSOVER CLOSURE

**GENERAL NOTES**

WOOD POSTS, CABLE, AND SIGN SUPPORTS SHALL BE IN ACCORDANCE WITH SECTION 634 & 636 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE PANELS SHALL BE ANCHORED TO THE (3/8) CABLE IN SUCH A MANNER SO THEY CANNOT SLIDE ALONG THE CABLE.

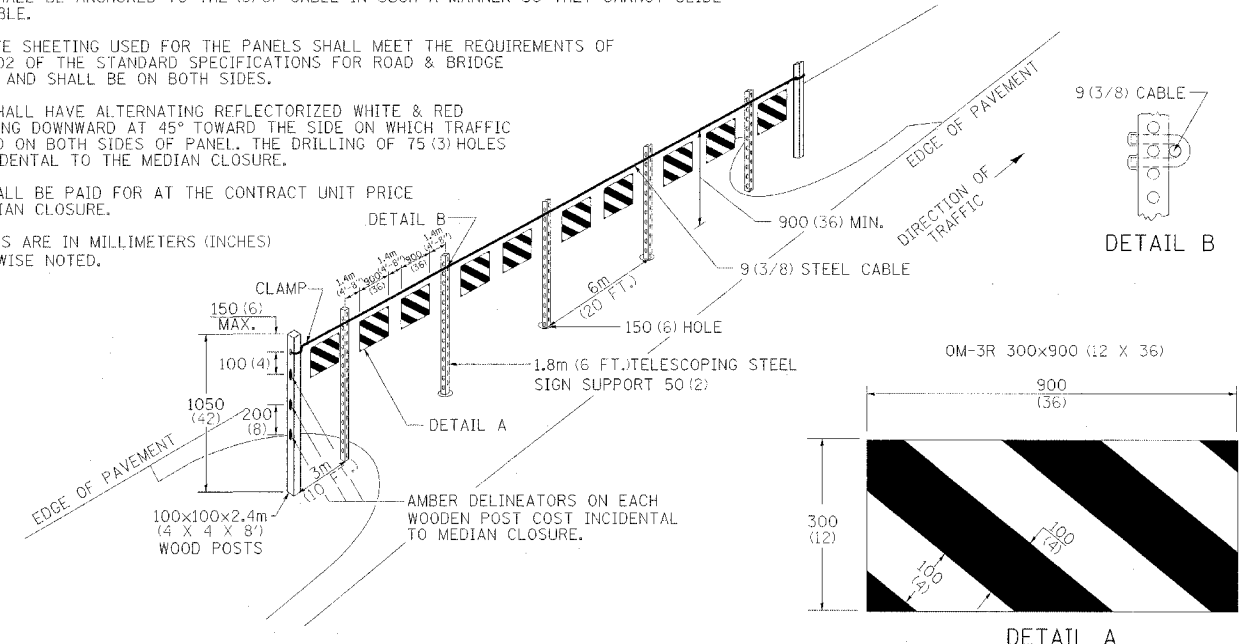
THE REFLECTIVE SHEETING USED FOR THE PANELS SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND SHALL BE ON BOTH SIDES.

ALL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE & RED STRIPES SLOPING DOWNWARD AT 45° TOWARD THE SIDE ON WHICH TRAFFIC WILL PASS AND ON BOTH SIDES OF PANEL. THE DRILLING OF 75 (3) HOLES SHALL BE INCIDENTAL TO THE MEDIAN CLOSURE.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MEDIAN CLOSURE.

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

TO BE USED AT CROSSOVER #3



**TYPICAL MEDIAN CROSSOVER CLOSURE 98.4**

REVISED 12-16-93

# TYPICAL MEDIAN CROSSOVER CLOSURE (WITH EMERGENCY OPENING)

**GENERAL NOTES**

WOOD POSTS, CABLE, AND SIGN SUPPORTS SHALL BE IN ACCORDANCE WITH SECTION 634 & 636 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE PANELS SHALL BE ANCHORED TO THE (3/8) CABLE IN SUCH A MANNER SO THEY CANNOT SLIDE ALONG THE CABLE.

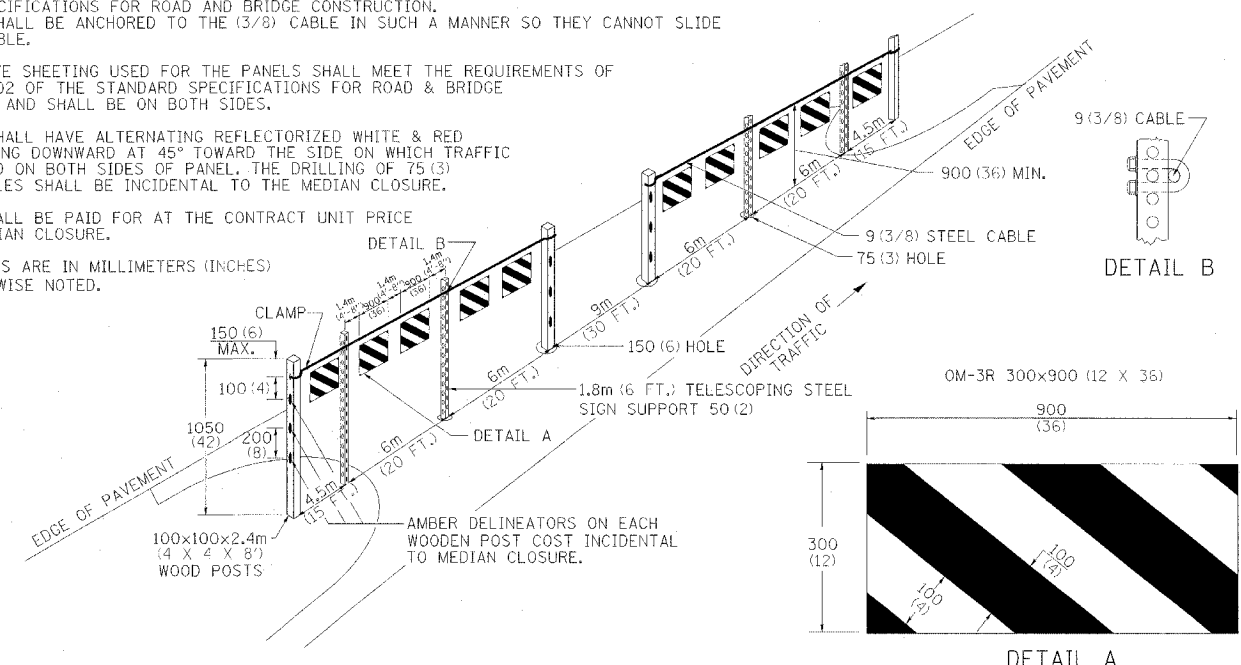
THE REFLECTIVE SHEETING USED FOR THE PANELS SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND SHALL BE ON BOTH SIDES.

ALL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE & RED STRIPES SLOPING DOWNWARD AT 45° TOWARD THE SIDE ON WHICH TRAFFIC WILL PASS AND ON BOTH SIDES OF PANEL. THE DRILLING OF 75 (3) AND 100 (4) HOLES SHALL BE INCIDENTAL TO THE MEDIAN CLOSURE.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MEDIAN CLOSURE.

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

TO BE USED AT CROSSOVERS #1, #2, #4, #5 & #6



**TYPICAL MEDIAN CROSSOVER CLOSURE (WITH EMERGENCY OPENING) 87.4**

REVISED 10-15-04

F.A.I. RITE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	30
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06 & 50-8M				

# 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 CONSTRUCTION OF 6 INTERSTATE MEDIAN CROSSOVERS FOR FUTURE BRIDGE REHABILITATIONS. CONSTRUCTION ACTIVITY IN THE MEDIAN INCLUDES CLEARING, SHOULDER REMOVAL, EMBANKMENT, PAVING AND REMOVAL AND SEEDING OF EXISTING EMERGENCY TURNAROUNDS.

**DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:**

THE SEQUENCE OF EVENTS ARE AS FOLLOWS: CLEARING, EXCAVATION, EMBANKMENT, GRADING AND PAVING.

**AREA OF CONSTRUCTION SITE:**

IT IS ESTIMATED THAT 3.00 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

WATER FROM THE CROSSOVER CONSTRUCTION AREAS DRAINS INTO THE CENTERLINE MEDIAN OF INTERSTATE 80. THE MEDIAN WATER OUTLETS INTO SEVERAL CREEKS AND THEIR TRIBUTARIES ALONG THIS SECTION. FROM WEST TO EAST THEY ARE: EAST BUREAU CREEK, BRUSH CREEK, NEGRO CREEK, AND SPRING CREEK.

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES

**STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:**

PERIMETER EROSION CONTROL SHALL BE PLACED WHERE SPECIFIED 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. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS DESCRIBED IN SECTION 280 OF THE STANDARD SPECIFICATIONS.

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 RESEEDED.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN</b>
SCALE: VERT. _____		DRAWN BY BRW
DATE _____		

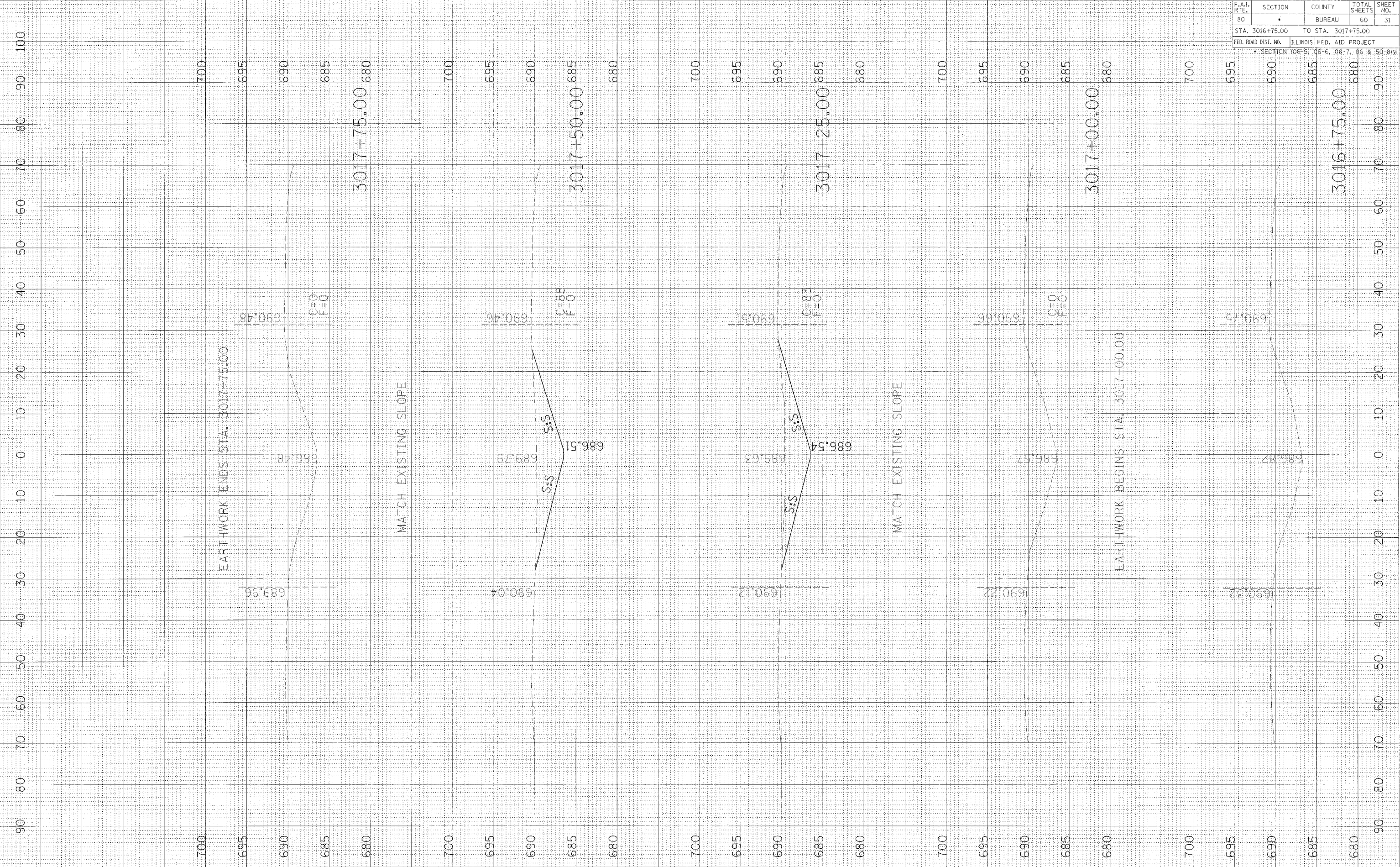
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	31
STA. 3016+75.00		TO STA. 3017+75.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION: 06-5, 06-6, 06-7, 06-8, 50-09M				

NO.	DATE	BY

NO.	DATE	BY

PLOT DATE: 4/12/2015  
 PLOT SCALE: 1"=40' (HORIZONTAL)  
 PLOT SCALE: 1"=80' (VERTICAL)



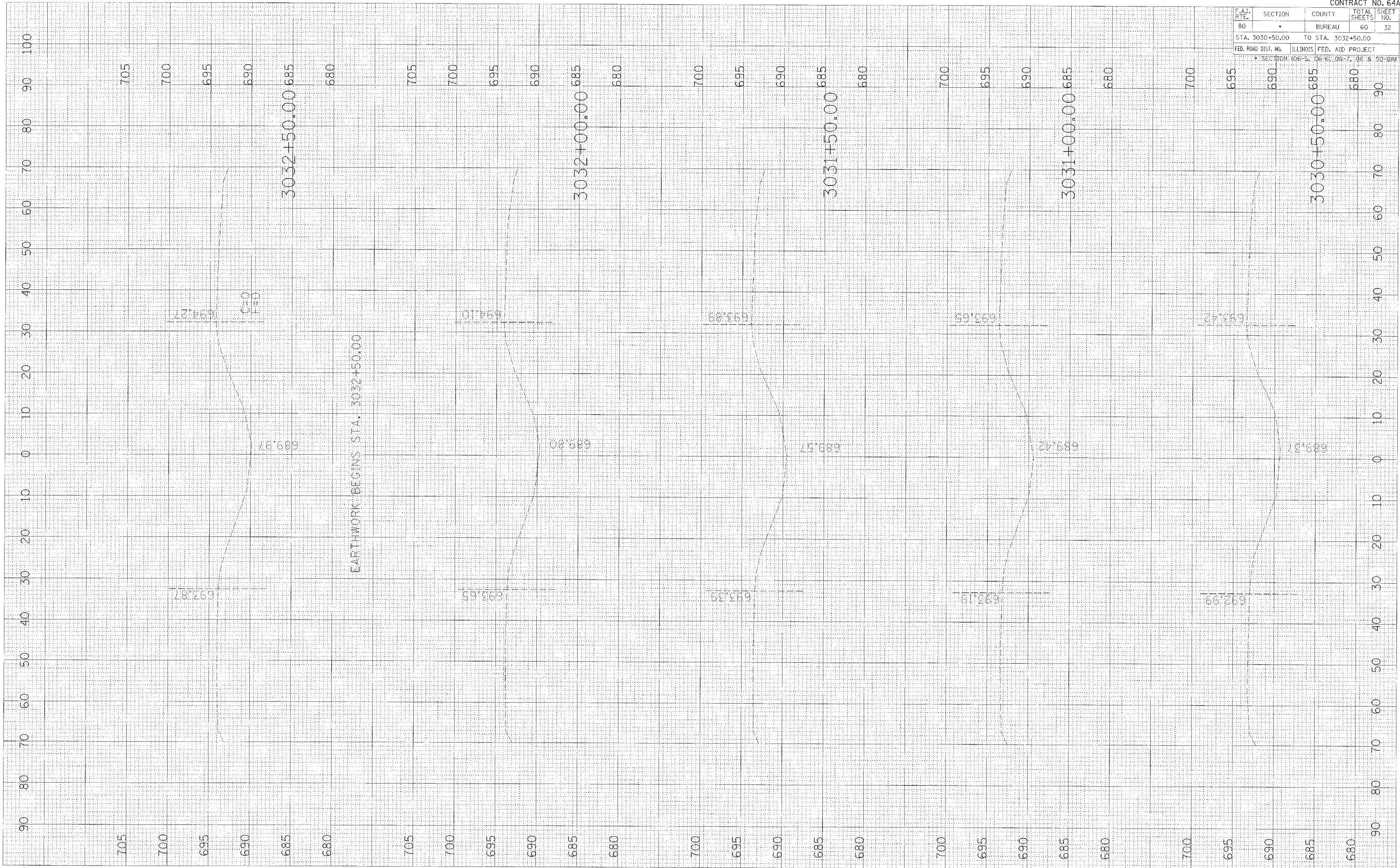


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	.	BUREAU	60	32
STA. 3030+50.00		TO STA. 3032+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION: 06-5, 06-6, 06-7, 06-8 & 50-89M				

NO.	DATE	BY	REVISION
1			ORIGINAL SURVEY
2			REVISED SURVEY
3			PLANNED SURVEY
4			FINAL SURVEY

NO.	DATE	BY	REVISION
1			ORIGINAL SURVEY
2			REVISED SURVEY
3			PLANNED SURVEY
4			FINAL SURVEY

PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#

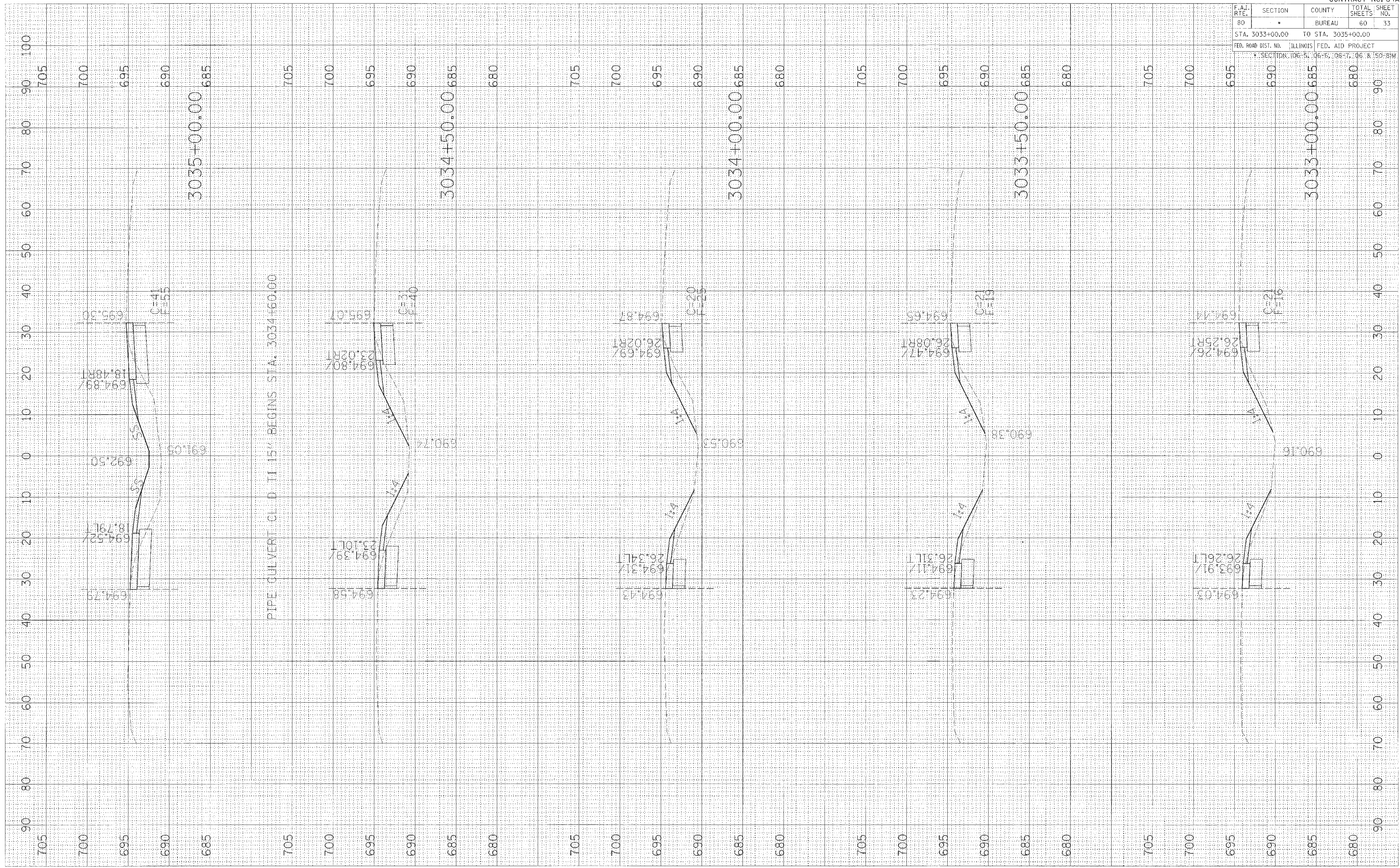


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	33
STA. 3033+00.00 TO STA. 3035+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* SECTION: 06-5, 06-6, 06-7, 06-8, 150-81M				

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

PLOT DATE = 8/24/14  
 FILE NAME = 8741E14  
 PLOT SCALE = 8/3200



PIPE CULVERT CL D 11.15' BEGINS STA. 3034+60.00

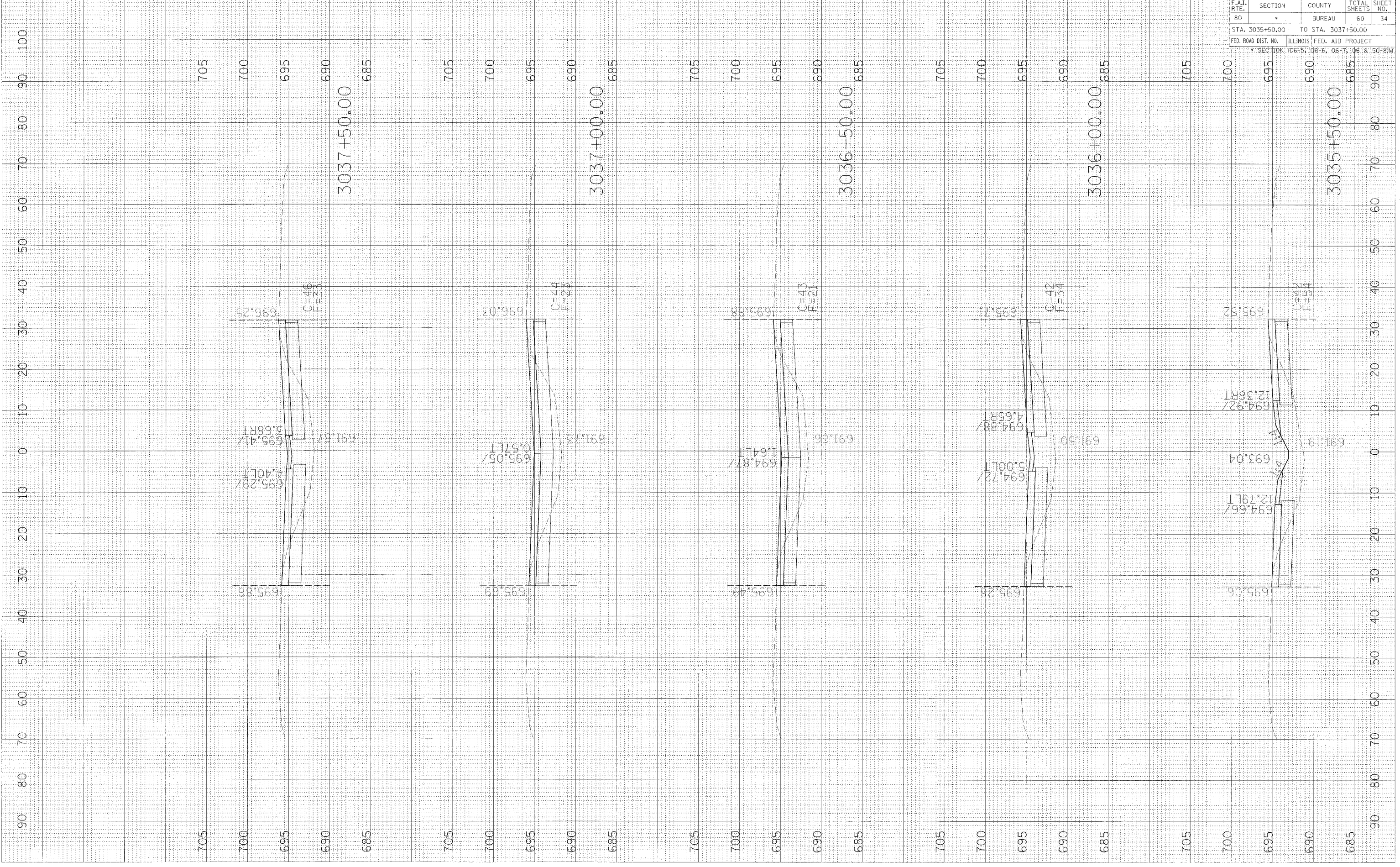


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	34
STA. 3035+50.00 TO STA. 3037+50.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* SECTION: 06-5, 06-6, 06-7, 06-8 & 50-81M				

BY	DATE
SURVEYED	DATE
NOTE BOOK	DATE
AREAS	DATE
AREAS CHECKED	DATE

BY	DATE
SURVEYED	DATE
NOTE BOOK	DATE
AREAS	DATE
AREAS CHECKED	DATE

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

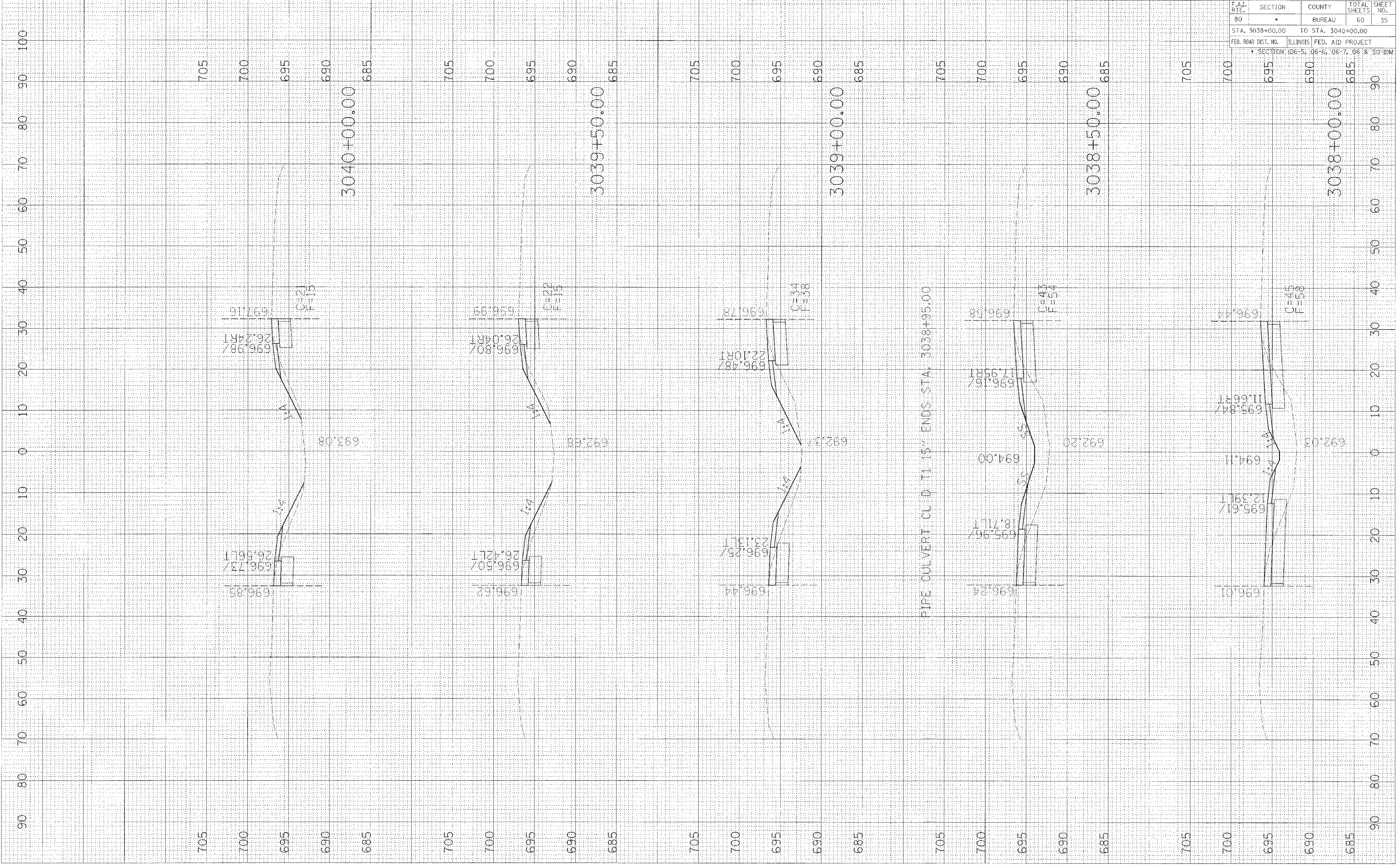


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	35
STA. 3038+00.00		TO STA. 3040+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
SECTION: 06-5, 06-6, 06-7, 06-8 & 50-B1M				

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

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

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





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	36

STA. 3040+50.00 TO STA. 3043+00.00

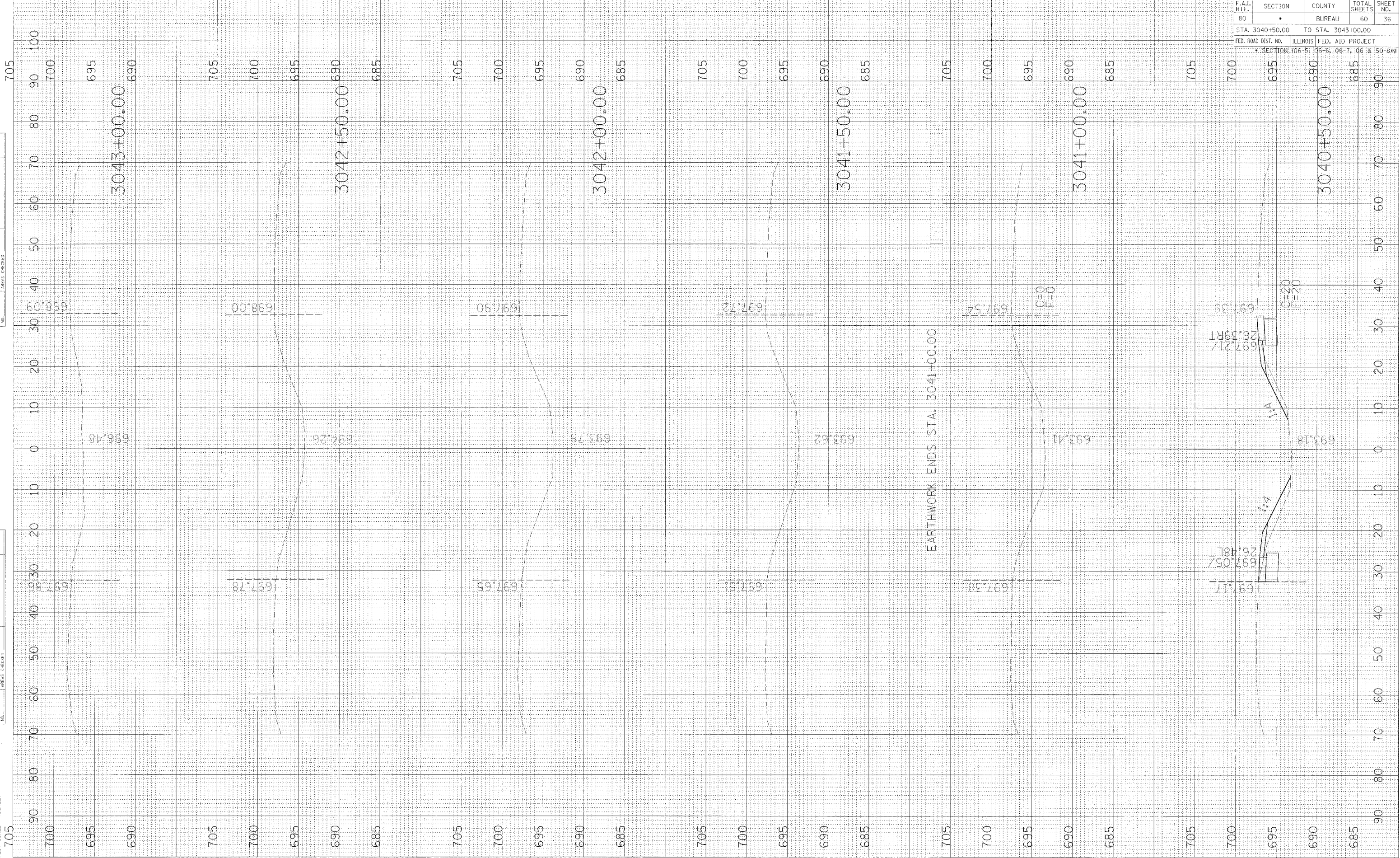
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

\* SECTIONAL 06-5, 06-6, 06-7, 06 & 50-BW

FINAL SURVEY	CHECKED	BY	DATE
NOTE BOOK	PLI/11/12		
NO.	AREAS		
	CREATED		

ORIGINAL SURVEY	CHECKED	BY	DATE
NOTE BOOK	PLI/11/12		
NO.	AREAS		
	CREATED		

PLOT DATE = 04/28/11  
 FILE NAME = 8711E11  
 PLOT SCALE = 80SCALE



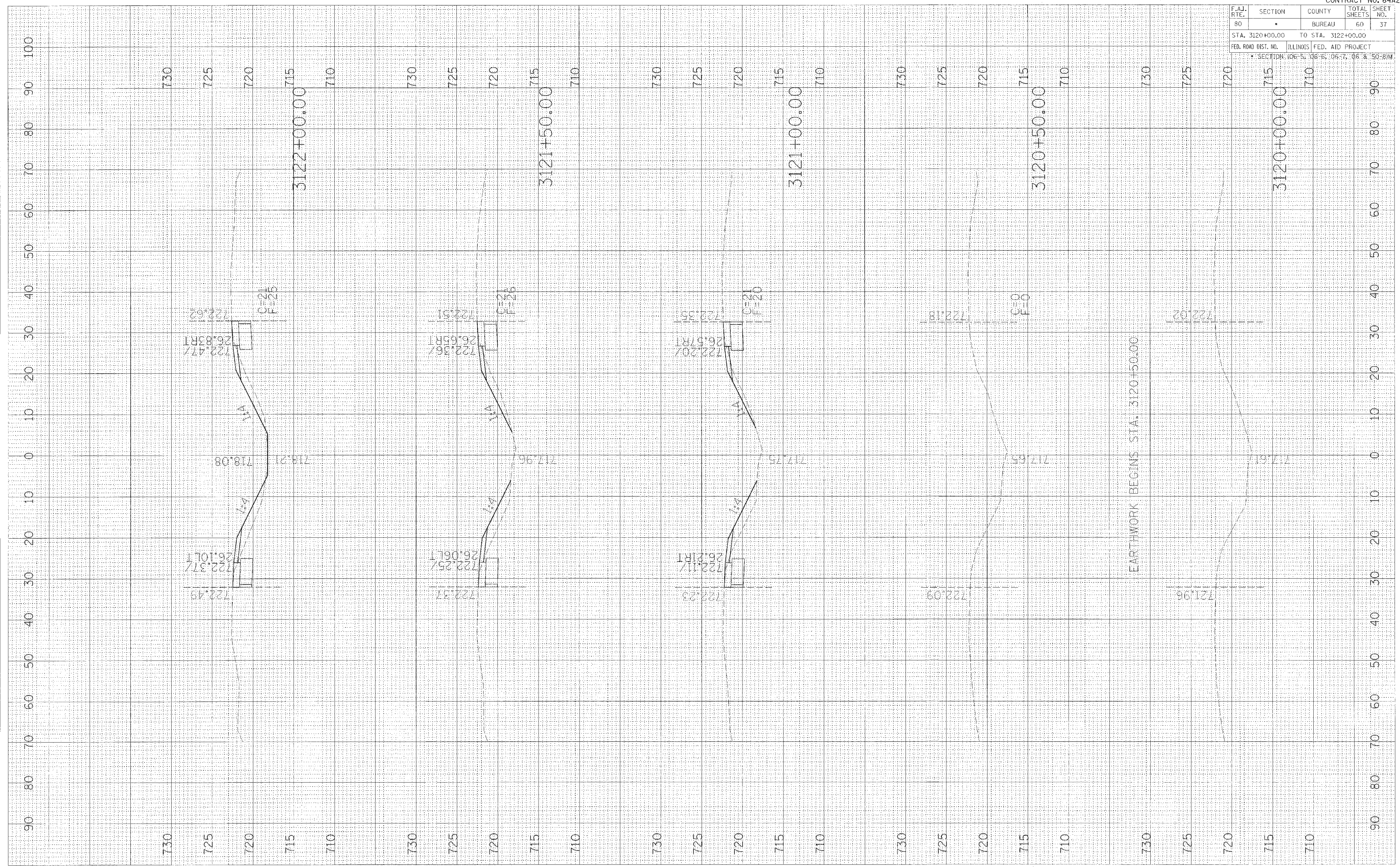


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	BUREAU	60	37
STA. 3120+00.00 TO STA. 3122+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• SECTION: 106-5, 106-6, 106-7, 106-8 & 106-9				

FINAL SURVEY	BY	DATE
NO. _____	_____	____/____/____
SURVEYED	BY	DATE
NOTE BOOK	AREAS	_____
NO. _____	_____	____/____/____

ORIGINAL SURVEY	BY	DATE
NO. _____	_____	____/____/____
SURVEYED	BY	DATE
NOTE BOOK	AREAS	_____
NO. _____	_____	____/____/____

PLOT DATE = 8/24/85  
 PLOT SCALE = 1"=40'  
 PLOT SCALE = 85/3200'

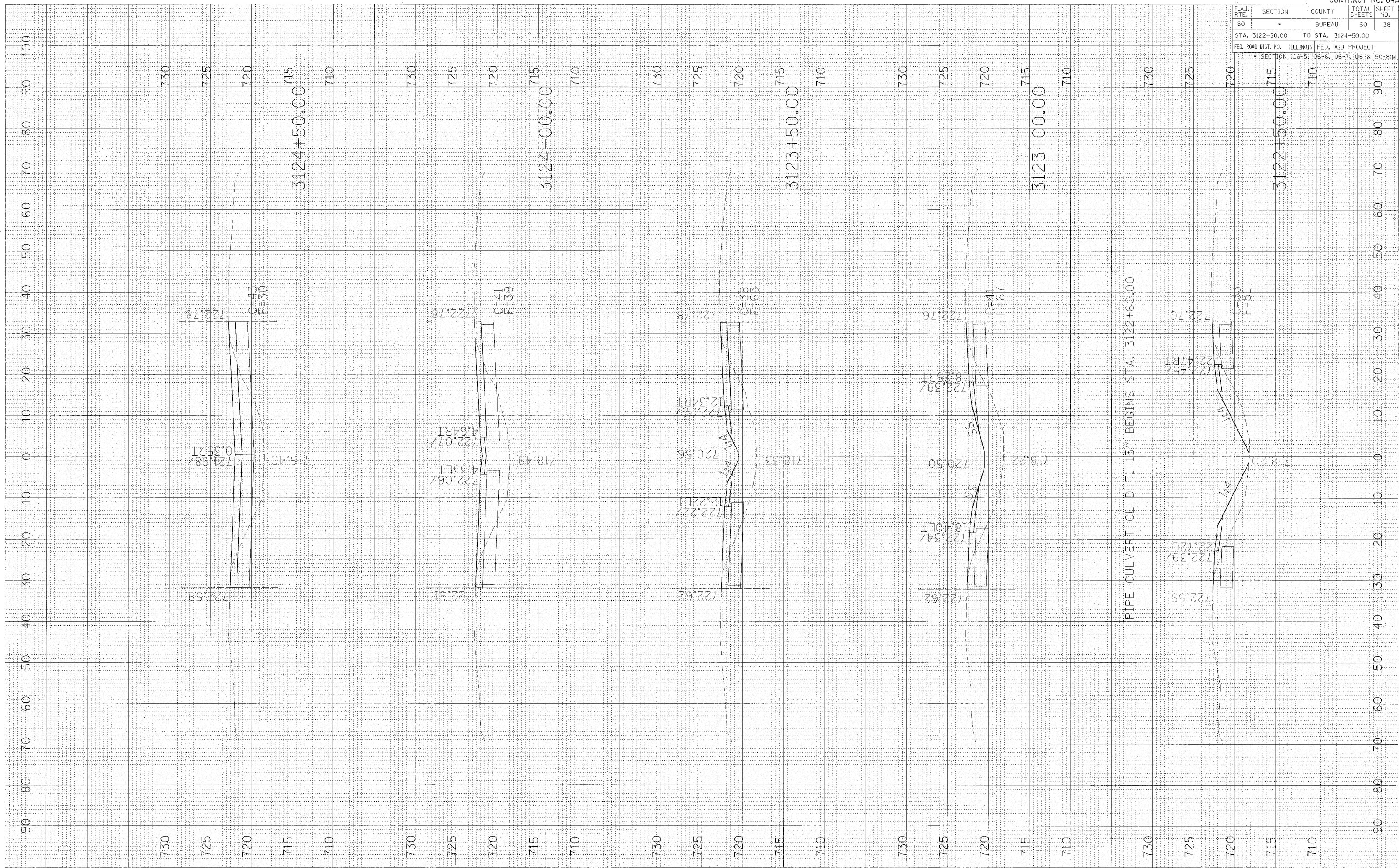


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	38
STA. 3122+50.00		TO STA. 3124+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION 106-51, 06-6, 06-7, 06-8 & 50-87M				

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

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

PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#



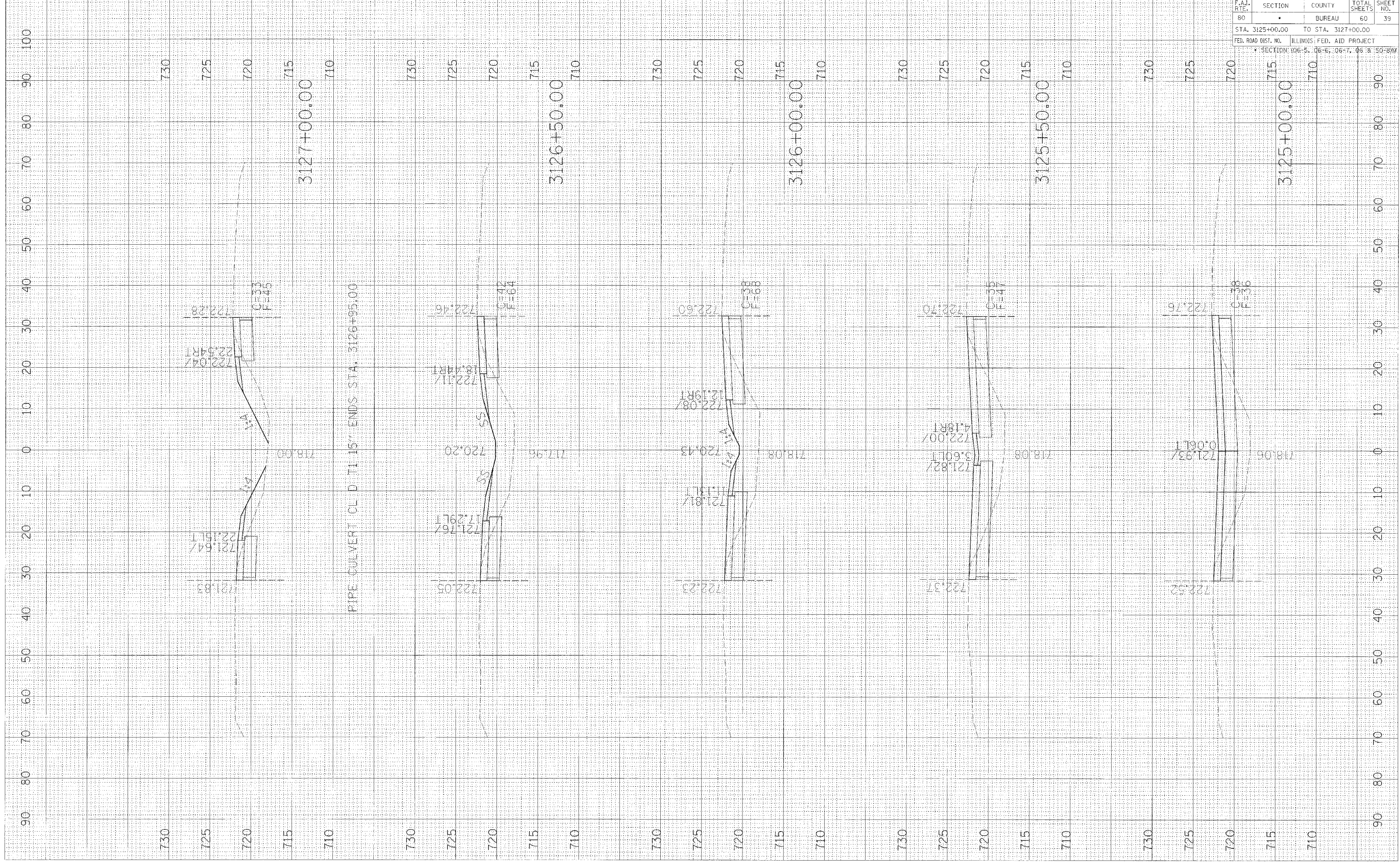


F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	39
STA. 3125+00.00 TO STA. 3127+00.00				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
SECTION: 06-5, 06-6, 06-7, 06-8, 50-87M				

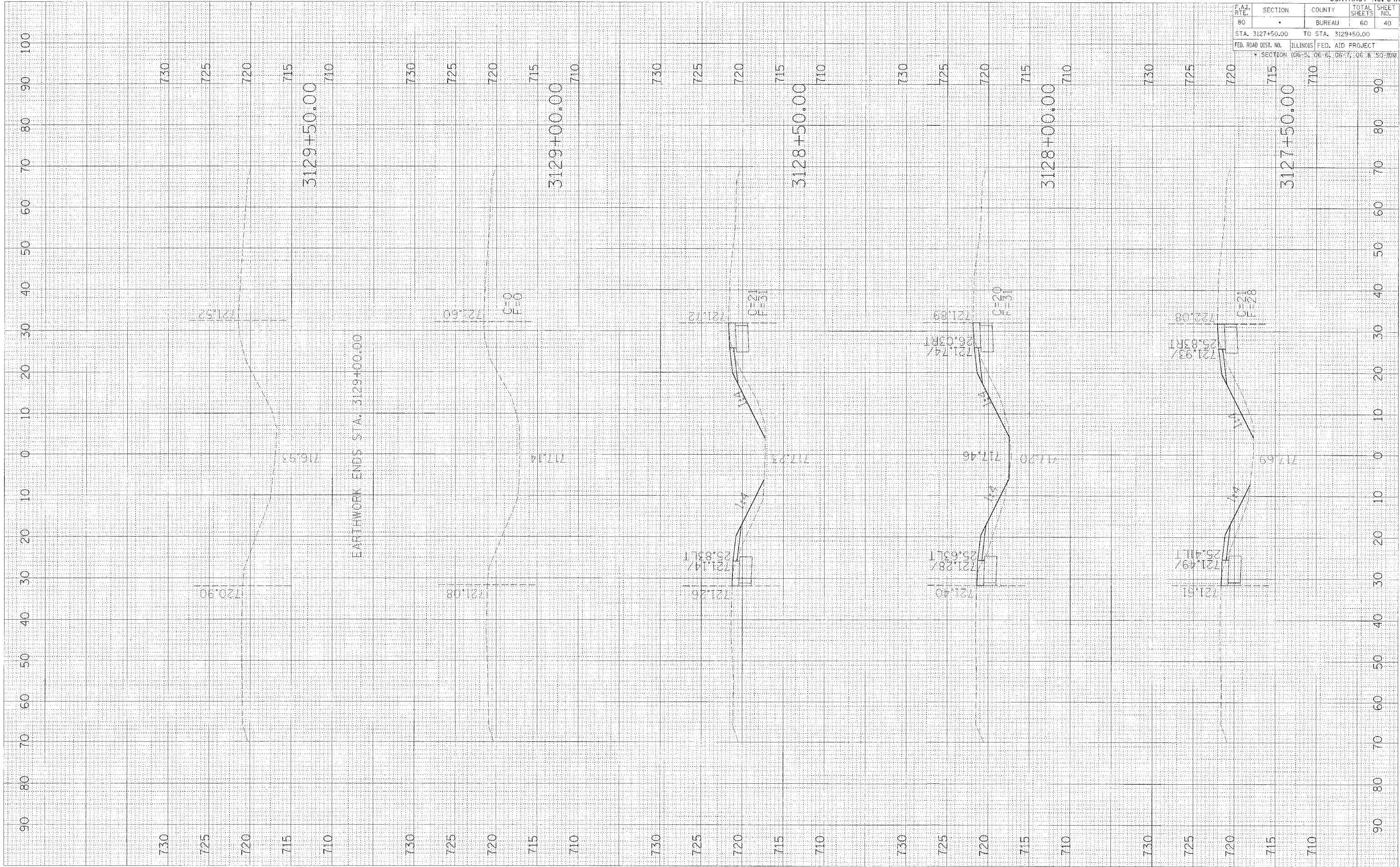
DATE	BY

DATE	BY

PLOT DATE = 04/12/05  
 FILE NAME = 118270702.dwg  
 PLOT SCALE = 1"=50'



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	40
STA. 3127+50.00		TO STA. 3129+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION (06-5, 06-6, 06-7, 06 & 50-9W)				



FINAL SHEET	CHECKED	DATE
NOTE BOOK	PLOTTED	
NO.	AREAS UNCHANGED	

ORIGINAL SHEET	CHECKED	DATE
NOTE BOOK	PLOTTED	
NO.	AREAS UNCHANGED	

PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#

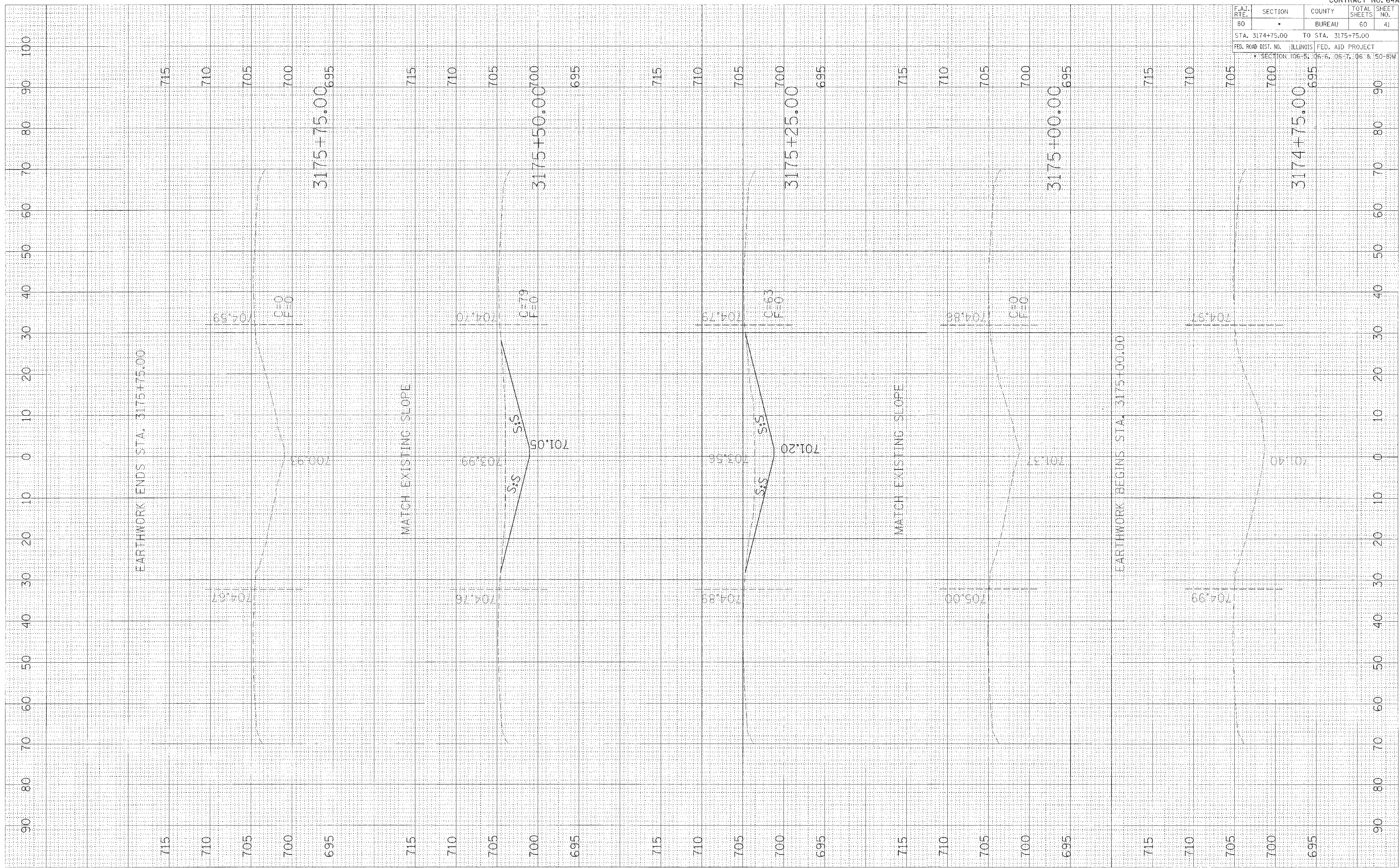


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	41
STA. 3174+75.00 TO STA. 3175+75.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SECTION: 06-51, 06-6, 06-7, 06-8 & 50-51M				

FINAL SURVEY	BY	DATE
NOTE BOOK NO.		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
NOTE BOOK NO.		
AREAS CHECKED		

PLOT DATE = 8/24/85  
 FILE NAME = 87LE1E  
 PLOT SCALE = 8/SCALE

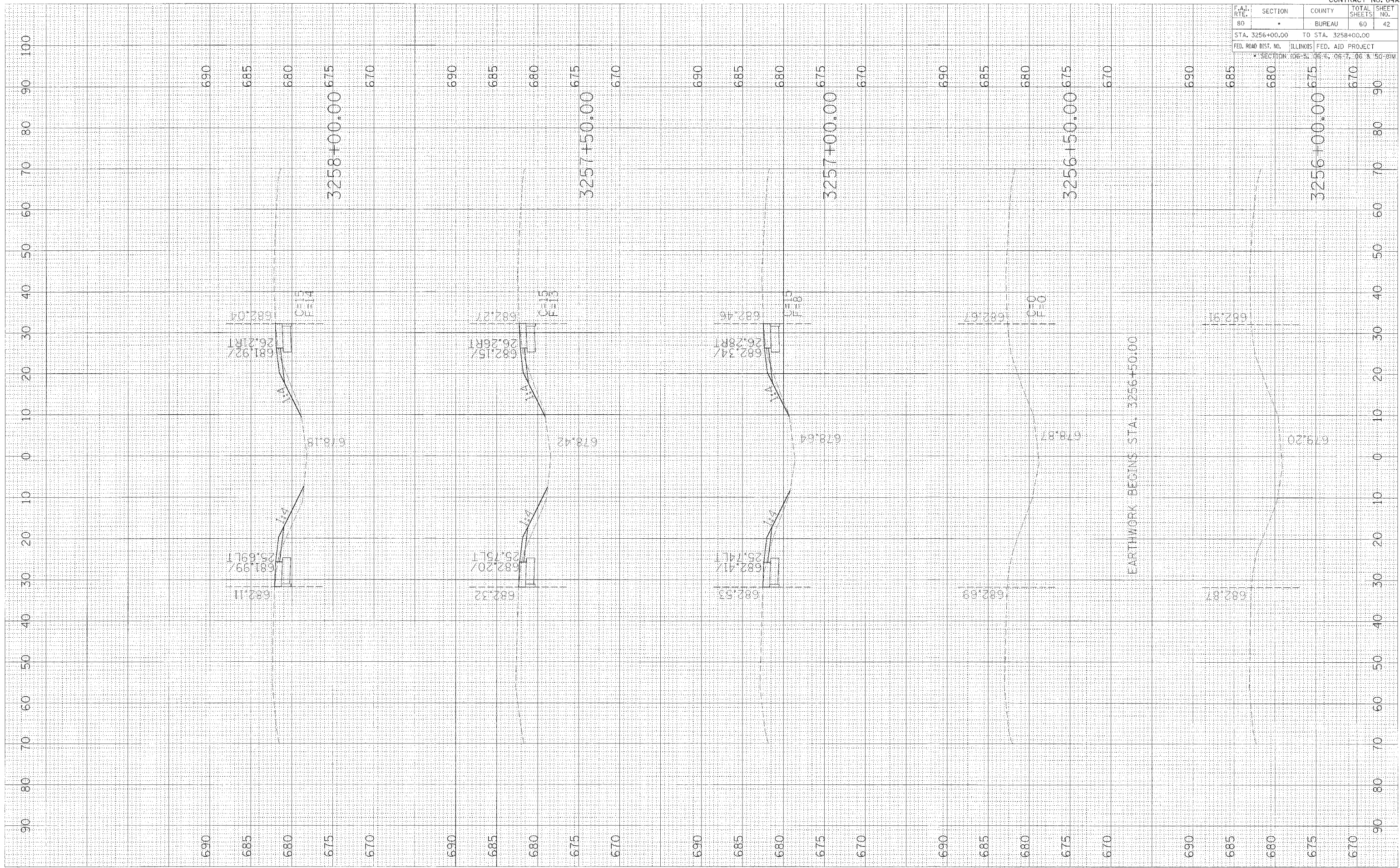


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	42
STA. 3256+00.00 TO STA. 3258+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
*SECTION: 06-51, 06-6, 06-7, 06 & 50-81M				

FINAL	REVISIONS	DATE
SYMBOLS	ADDED	
NOTES	ADDED	
AREAS	CHECKED	
BY		

ORIGINAL	REVISIONS	DATE
SYMBOLS	ADDED	
NOTES	ADDED	
AREAS	CHECKED	
BY		

PLOT DATE = 04/11/06  
 FILE NAME = 87LELE &  
 PLOT SCALE = 80:1





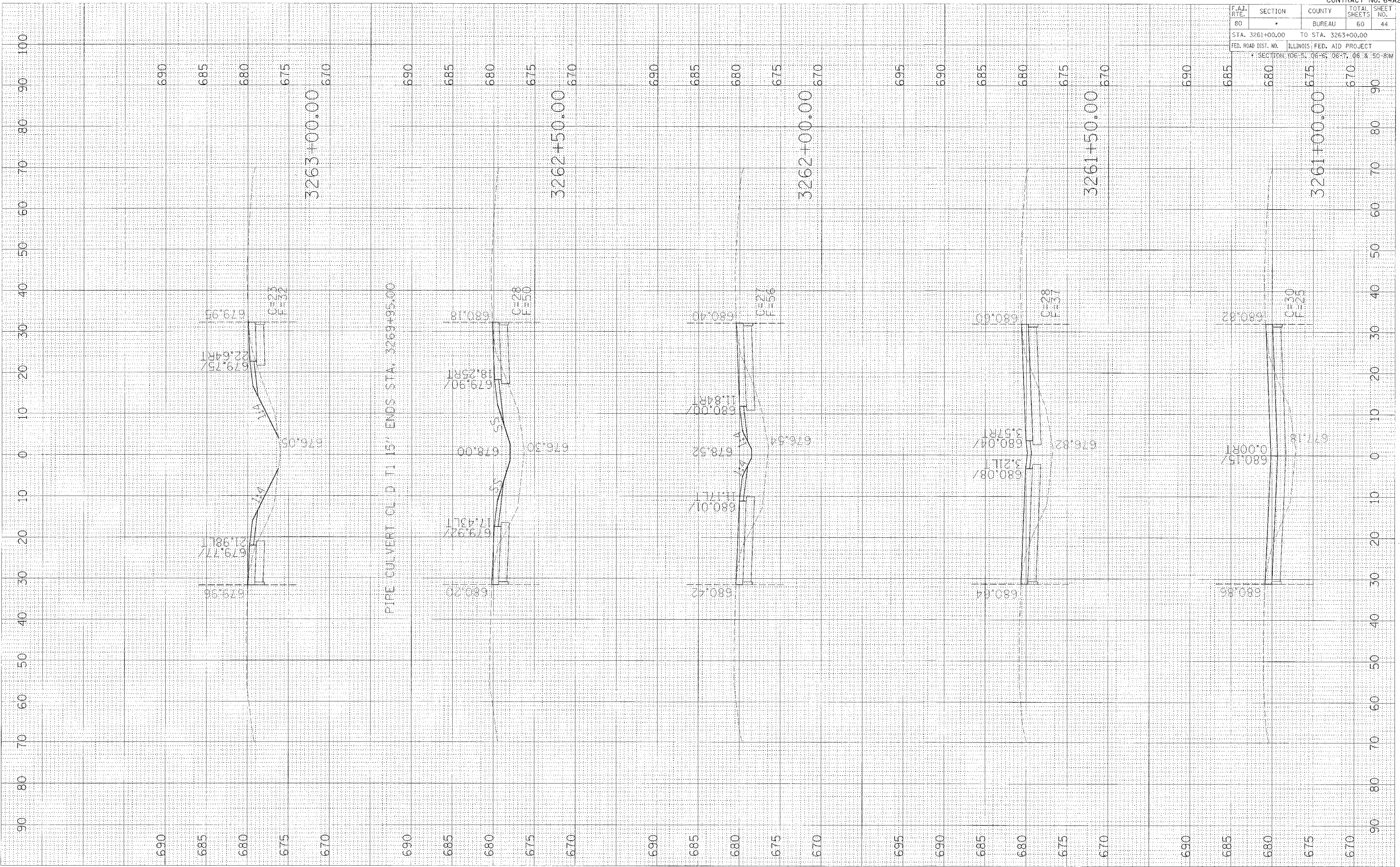


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	44
STA. 3261+00.00 TO STA. 3263+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* SECTION: 06-5, 06-6, 06-7, 06 & 50-21M				

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

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

PLOT DATE = 04/12/05  
 PLOT SCALE = 1"=40'



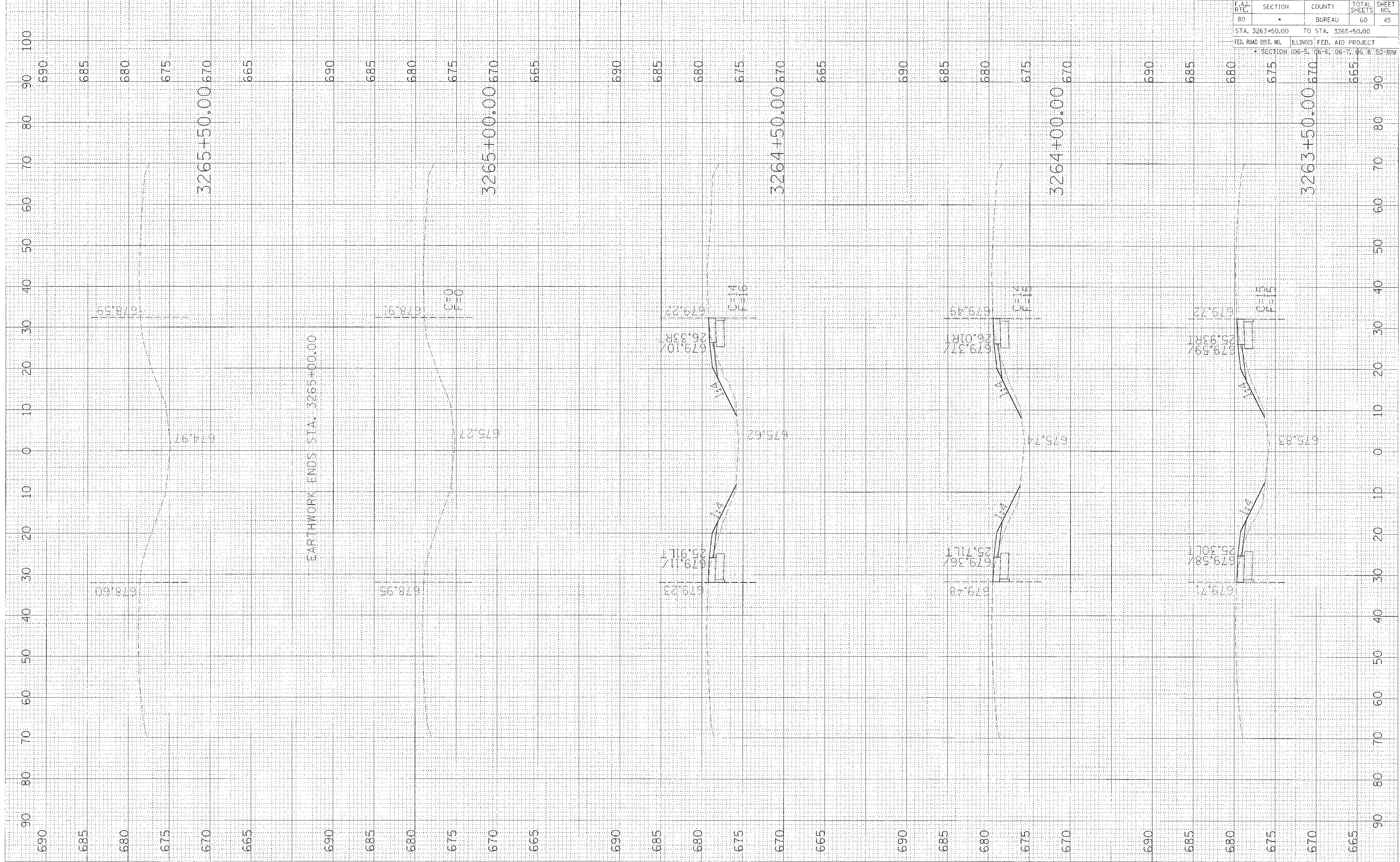


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	45
STA. 3263+50.00		TO STA. 3265+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* SECTION: 06-5, 06-6, 06-7, 06-8, 50-BPM				

FINAL SURVEY	BY	DATE
SERVICES PROVIDED		
NOTICE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
PRINTED		
TEMP. AREAS		
AREAS CHECKED		
NO.		

PLOT DATE \* DATE \*  
 FILE NAME \* FILE \*  
 PLOT SCALE \* SCALE \*

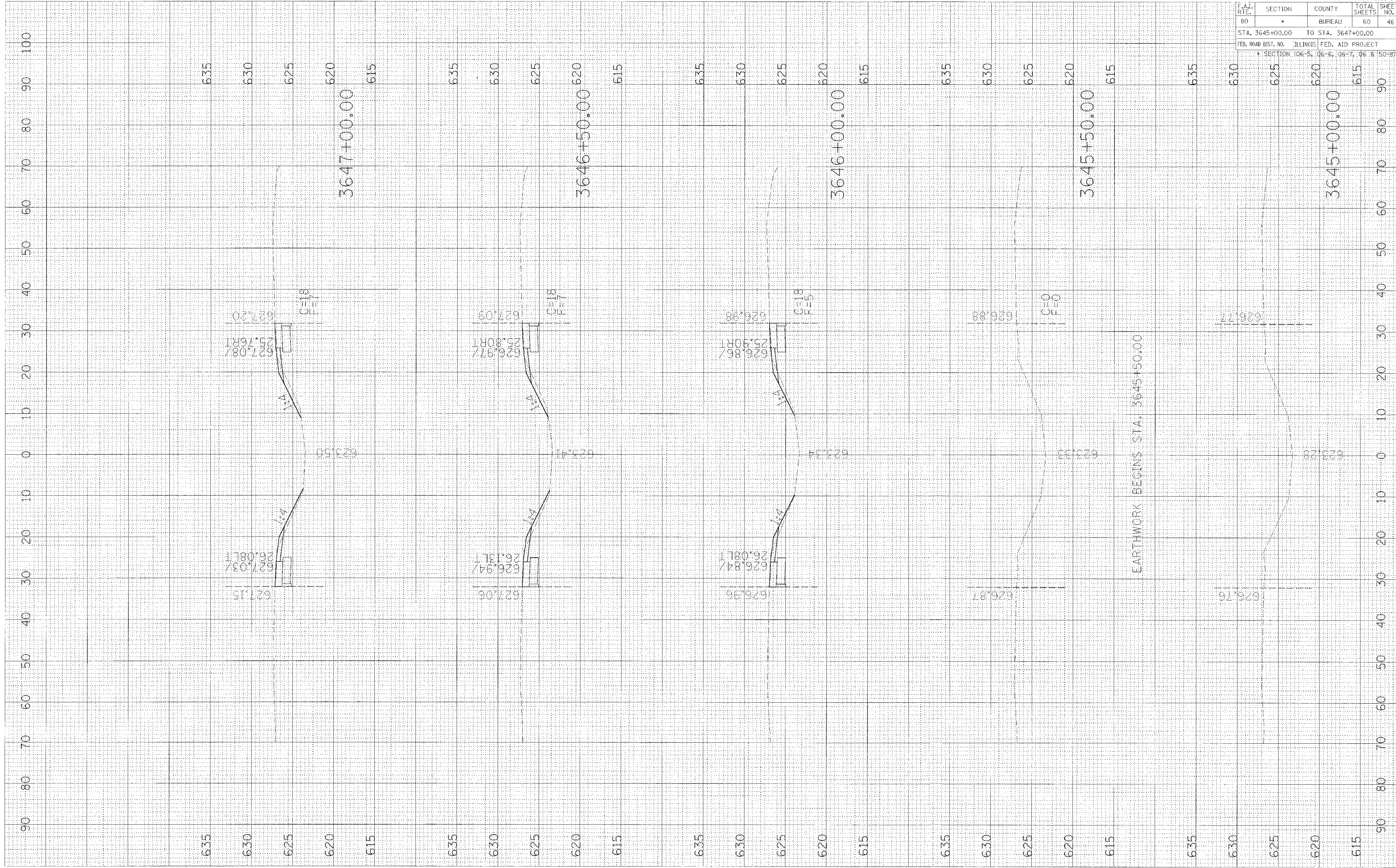


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	46
STA. 3645+00.00 TO STA. 3647+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* SECTION: 06-5, 06-6, 06-7, 06 & 150-87M				

FINAL SURVEY	CHECKED	BY	DATE
NO.	NO.		

ORIGINAL SURVEY	PLOTTED	BY	DATE
NO.	NO.		

PLOT DATE = \$DATE\$  
FILE NAME = \$FILE\$  
PLOT SCALE = \$SCALE\$



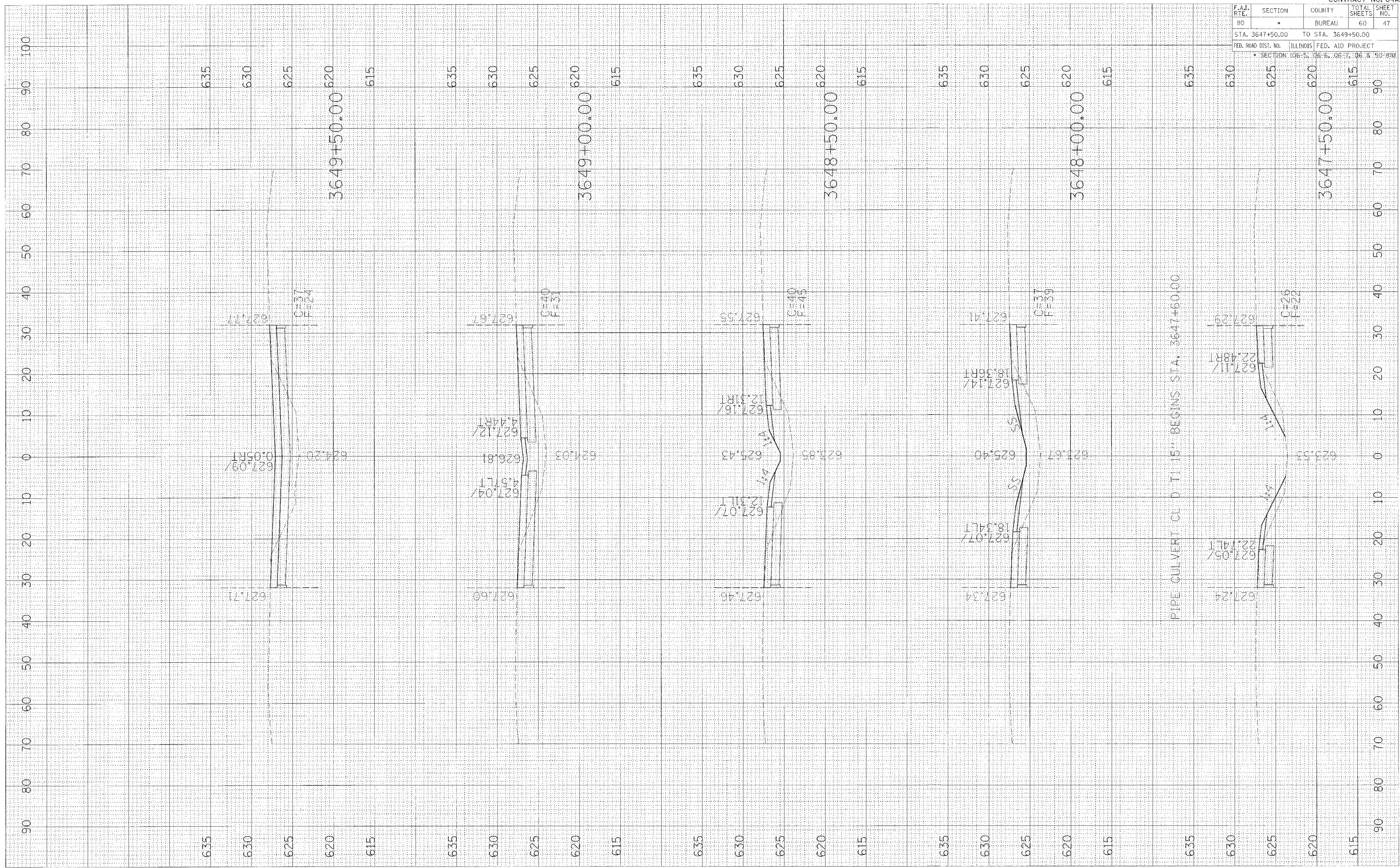


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	47
STA. 3647+50.00 TO STA. 3649+50.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* SECTION: 06-51, 06-6, 06-7, 06-8, 50-8YM				

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

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

PLOT DATE \* NOTES \*  
 FILE NAME \* REF. \*  
 PLOT SCALE \* 5/8" = 1' \*

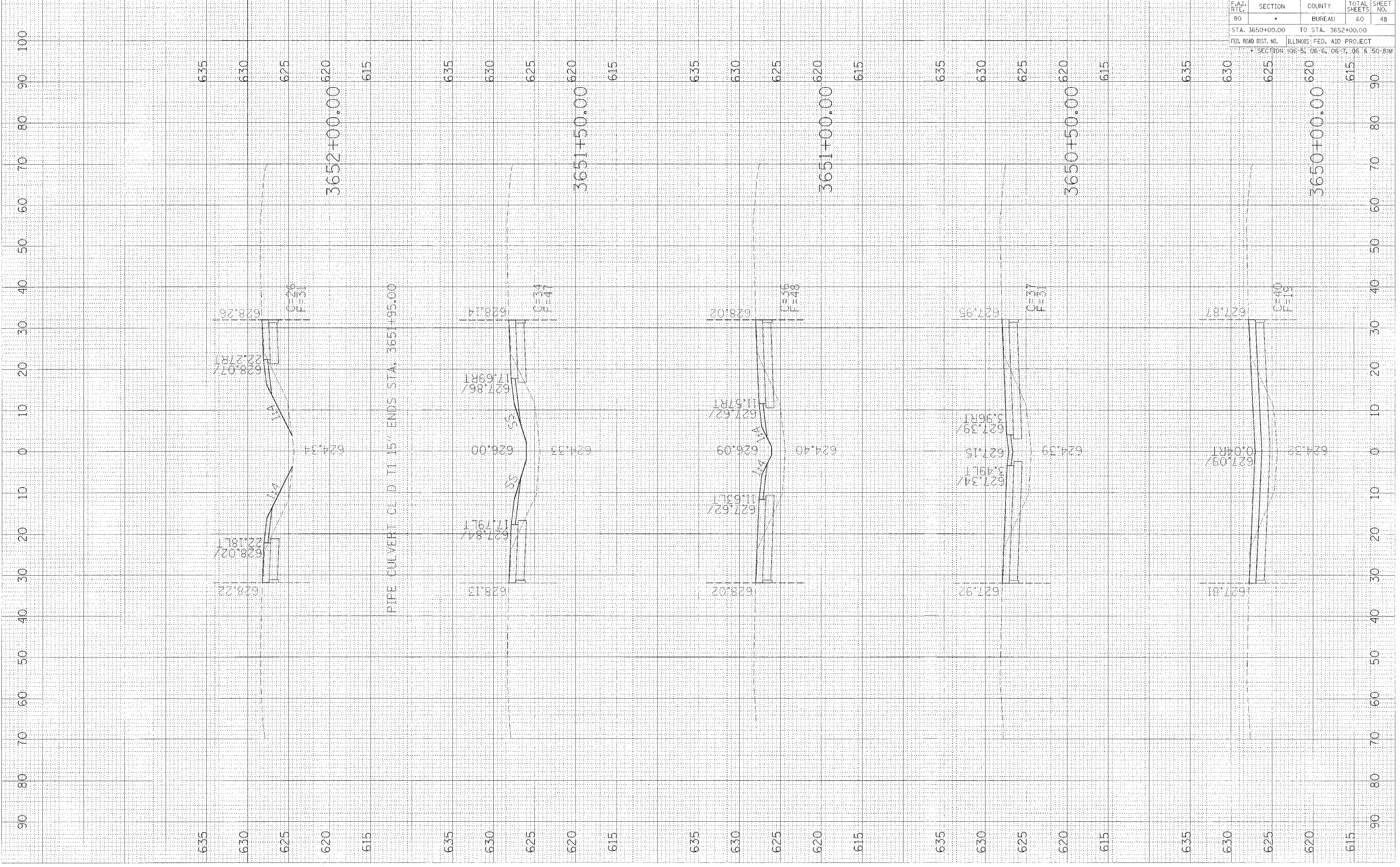


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	BUREAU	60	48
STA. 3650+00.00		TO STA. 3652+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
SECTION: 06-51, 06-52, 06-53, 06-54, 06-55 & 50-81W				

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
AREAS DERIVED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
AREAS DERIVED		

PLOT DATE = 8/24/85  
 PLOT SCALE = 1"=40'  
 PLOT SCALE = 8"=320'



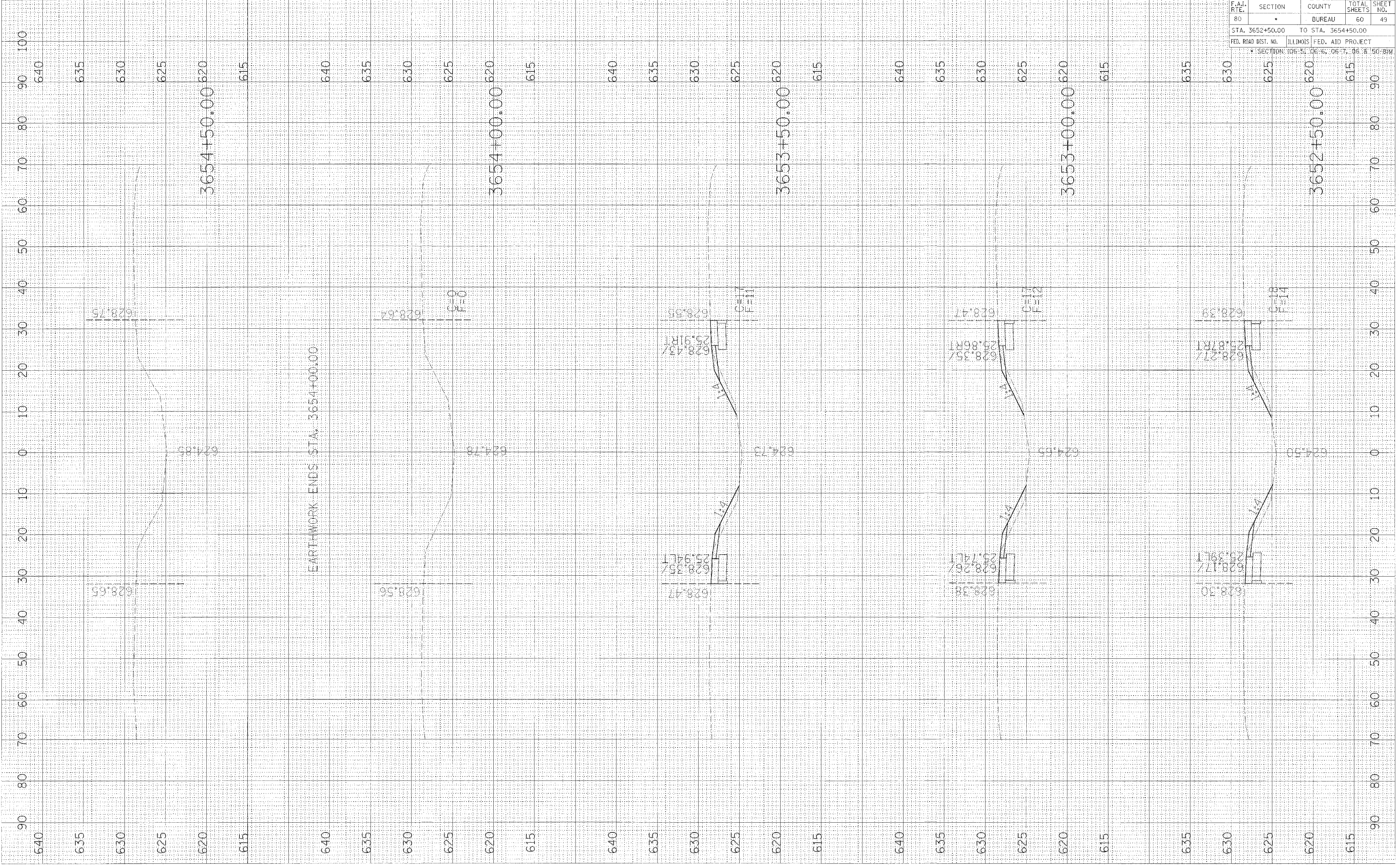


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	49
STA. 3652+50.00		TO STA. 3654+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
SECTION: 06-51, 06-6, 06-7, 06-8, 50-89M				

BY	DATE

BY	DATE

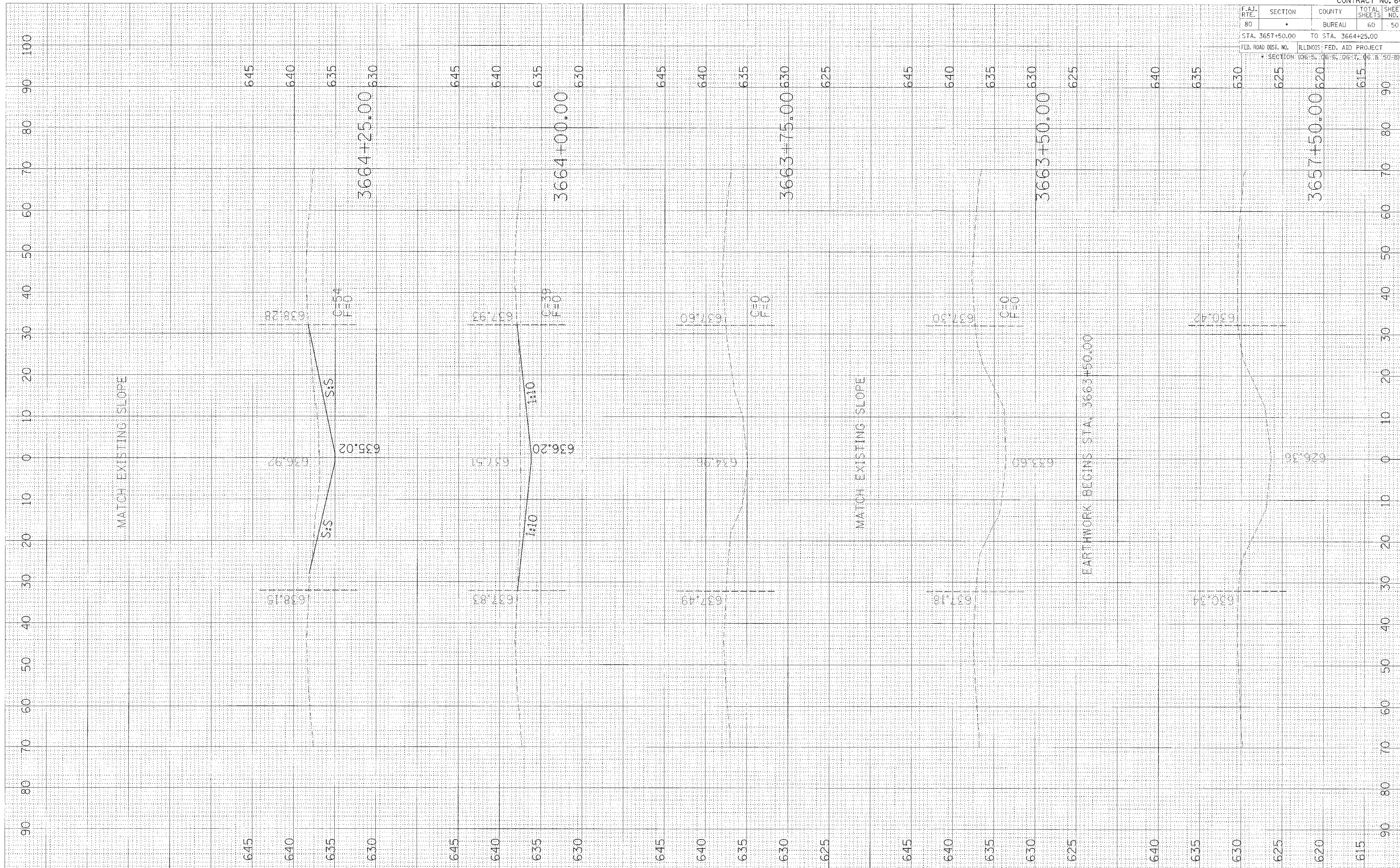
PLOT DATE = #DATE#  
 PLOT NAME = #FILE#  
 PLOT SCALE = #SCALE#



FINI  
 SURVEY  
 NOTE BOOK  
 NO. \_\_\_\_\_  
 BY \_\_\_\_\_  
 DATE \_\_\_\_\_  
 CHECKED  
 AREAS CHECKED

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

PLOT DATE = DATE  
 FILE NAME = FILE#  
 PLOT SCALE = SCALE



CONTRACT NO. 64A27				
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	50
STA. 3657+50.00		TO STA. 3664+25.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06 & 50-69M				



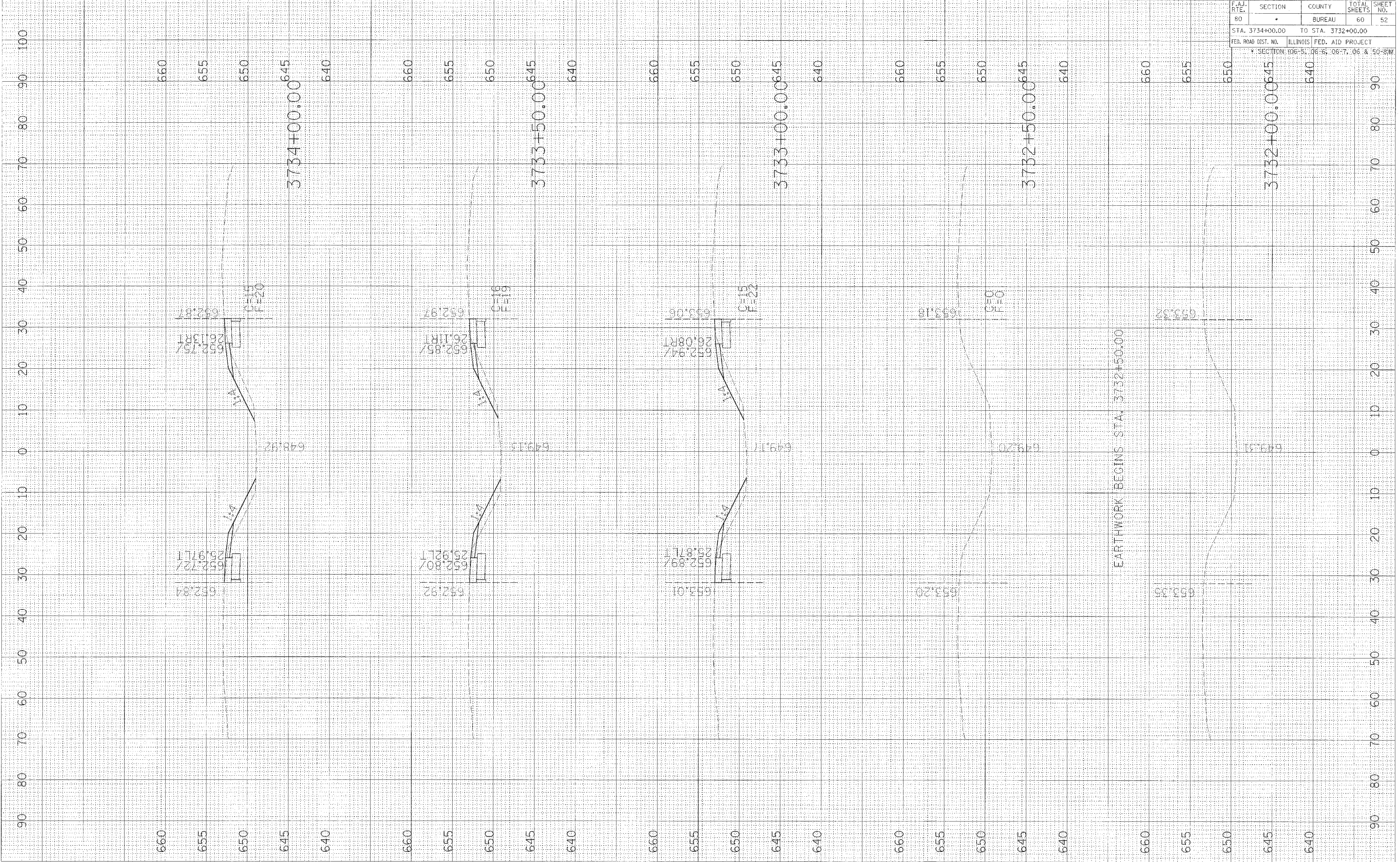


F.A.I. RTE. 80	SECTION •	COUNTY BUREAU	TOTAL SHEETS 60	SHEET NO. 52
STA. 3734+00.00		TO STA. 3732+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION: 06-S, 06-S, 06-T, 06 & 50-SYM				

FINI	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

PLOT DATE = 0DATE\*  
PLOT SCALE = 0SCALE\*



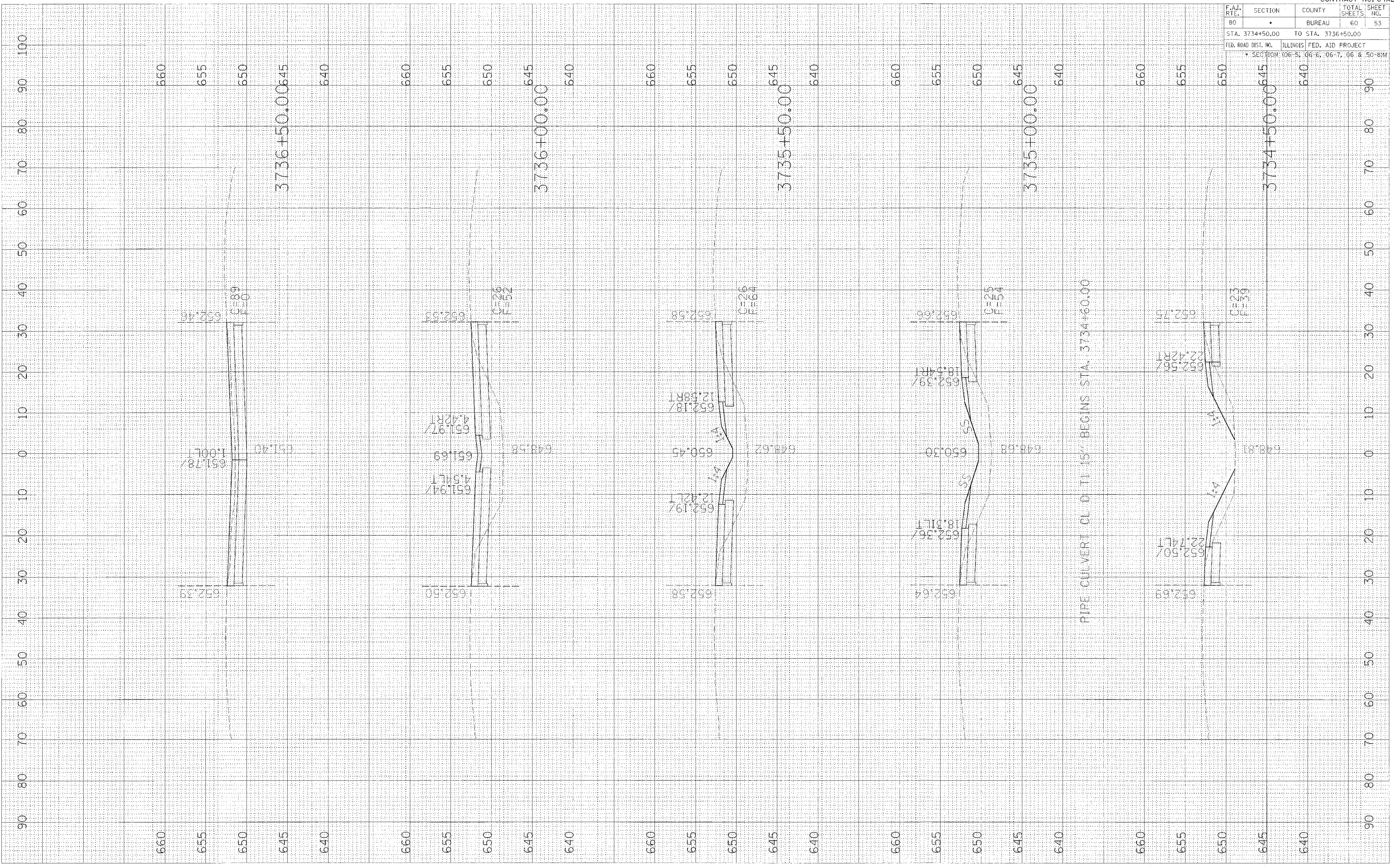


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	BUREAU	60	53
STA. 3734+50.00		TO STA. 3736+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION: 06-5, 06-6, 06-7, 06 & 50-8M				

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS		
CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS		
CHECKED		

PLOT DATE = #DATE\*  
FILE NAME = #FILE#  
PLOT SCALE = #SCALE#

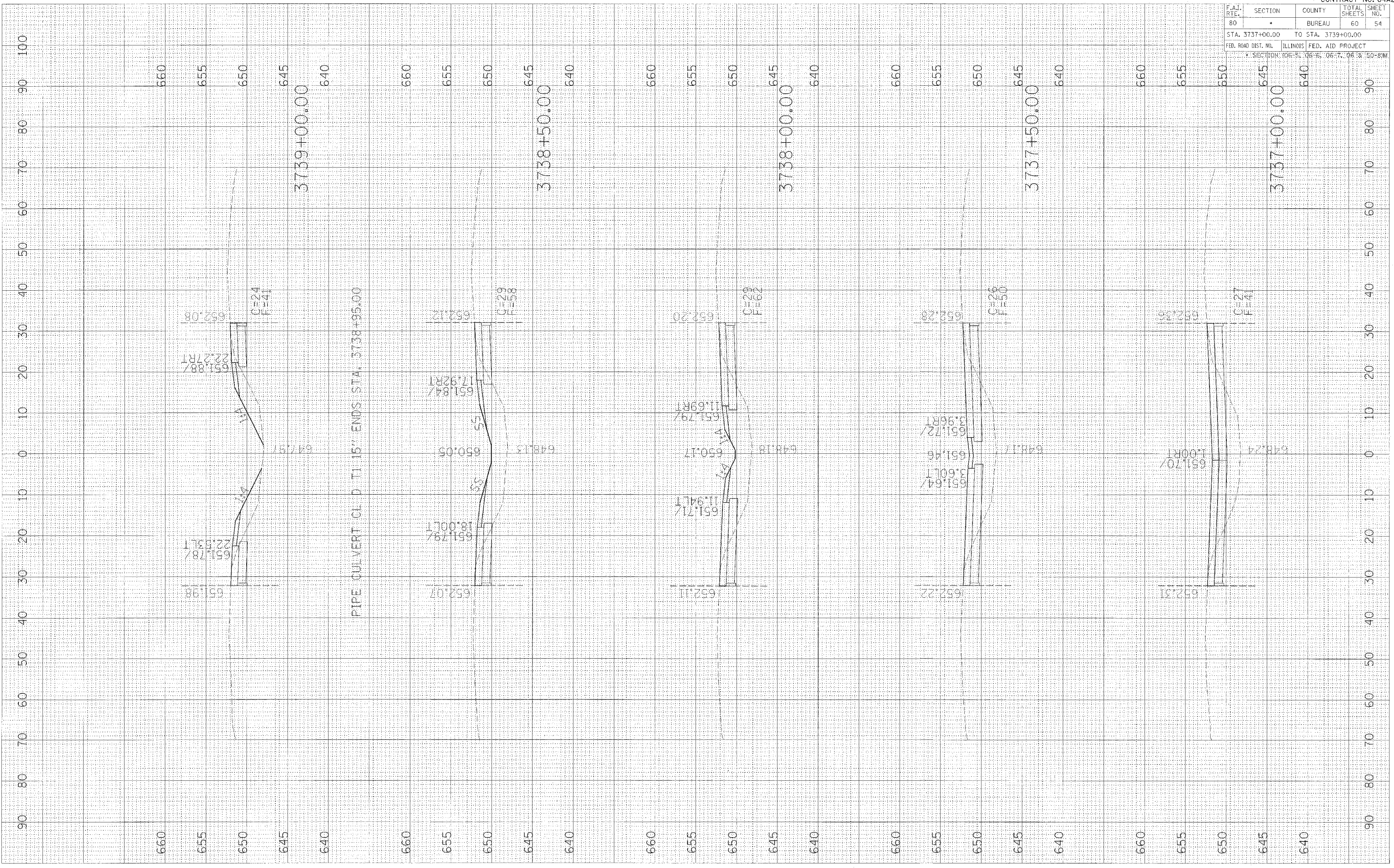


F.A.I. RIE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	54
STA. 3737+00.00		TO STA. 3739+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION: 06-5, 06-6, 06-7, 06-8, 50-21M				

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

PLOT DATE = #DATE#  
 FILE NAME = #FILES#  
 PLOT SCALE = #SCALES#



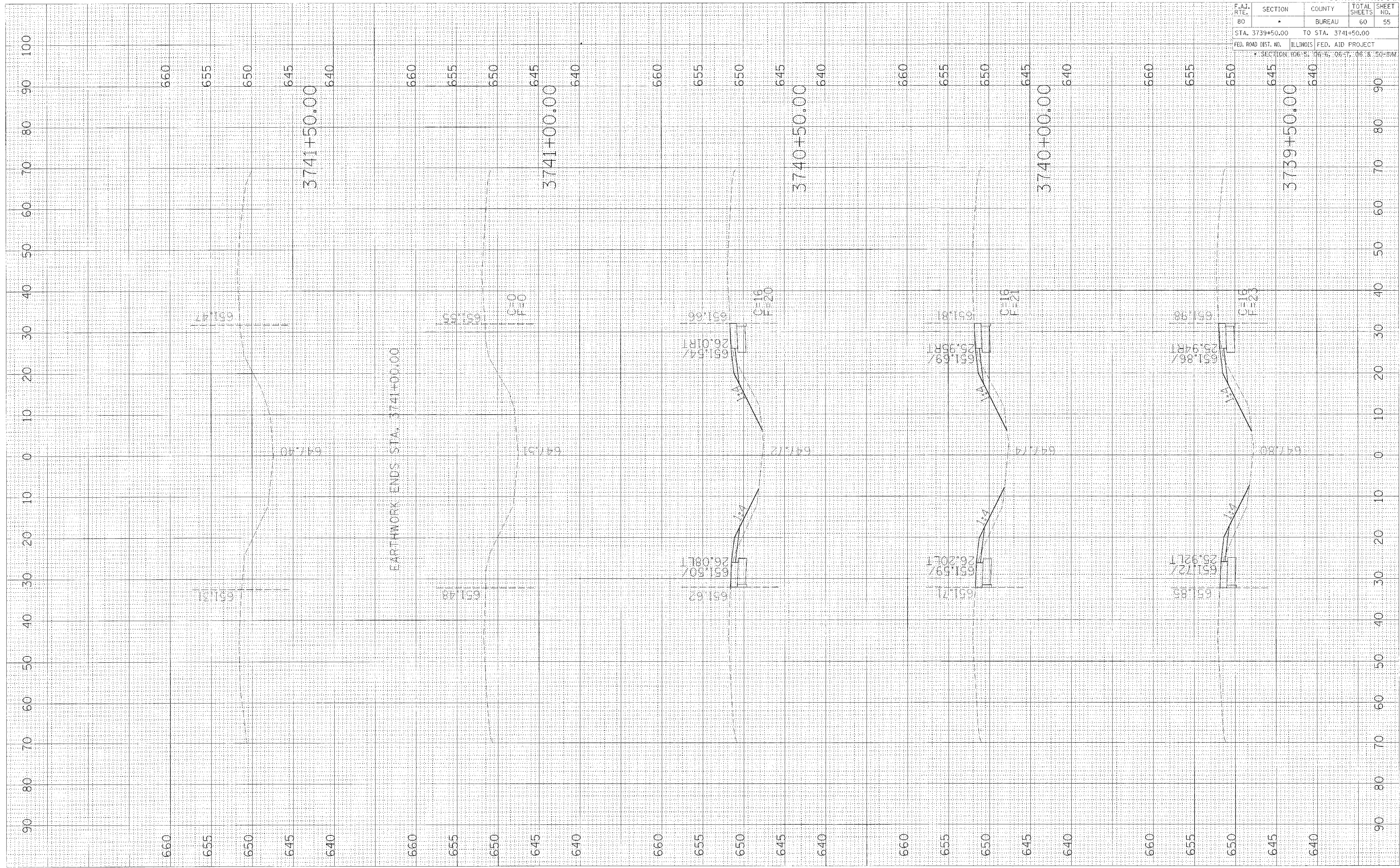


F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	55
STA. 3739+50.00		TO STA. 3741+50.00		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT
		SECTION: 06-51, 06-6, 06-57, 06-8		50-87M

FINI	BY	DATE
SURVEY		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

ORIGINAL	BY	DATE
SURVEY		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

PLOT DATE = 05/15/05  
 FILE NAME = 64A27.dwg  
 PLOT SCALE = 1"=40'



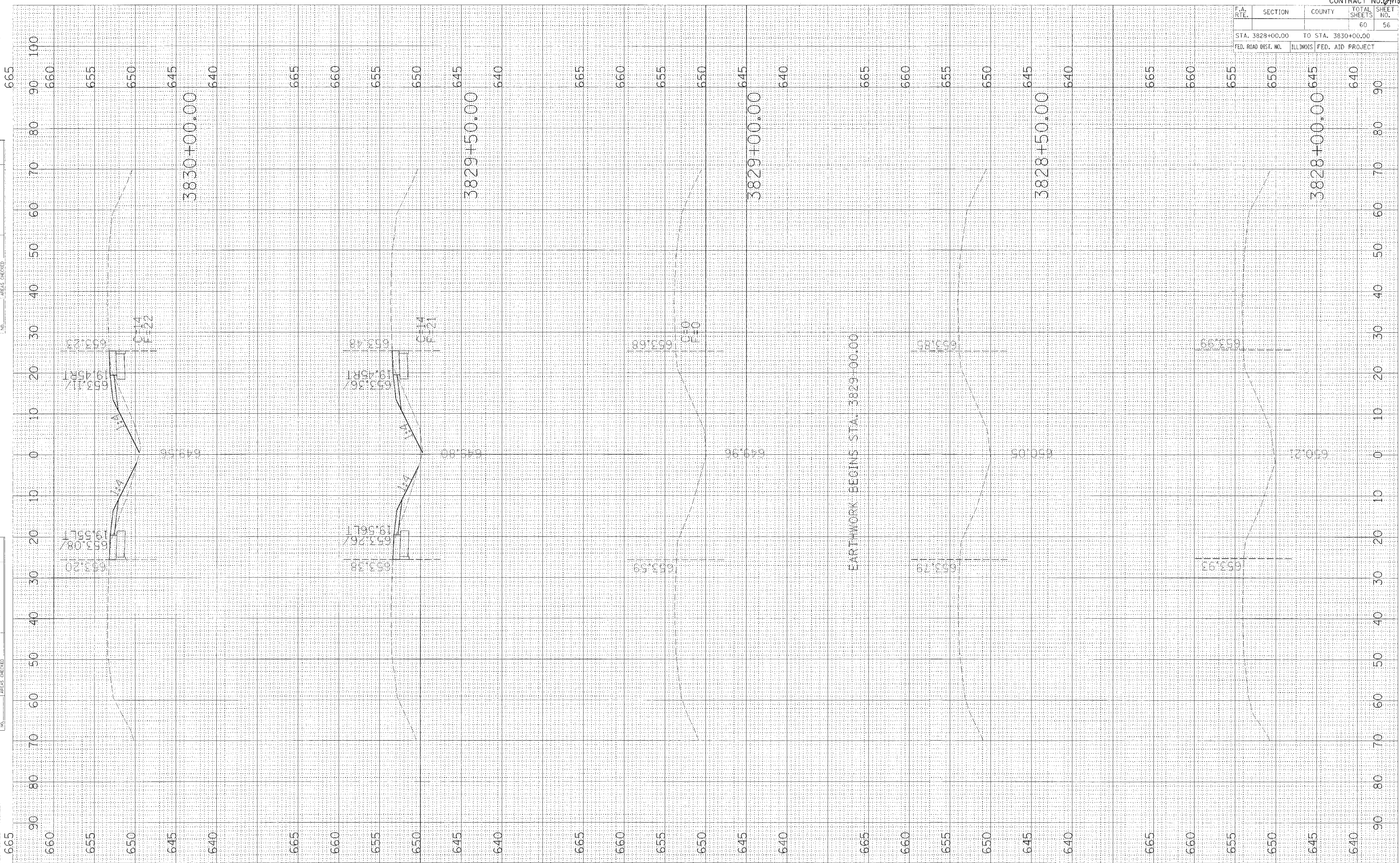
CONTRACT NO. **UAA-1**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			60	56
STA. 3828+00.00		TO STA. 3830+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	DESIGNED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		

ORIGINAL SURVEY	DESIGNED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		

PLOT DATE \* \* \* \* \*  
 FILE NAME \* \* \* \* \*  
 PLOT SCALE \* \* \* \* \*



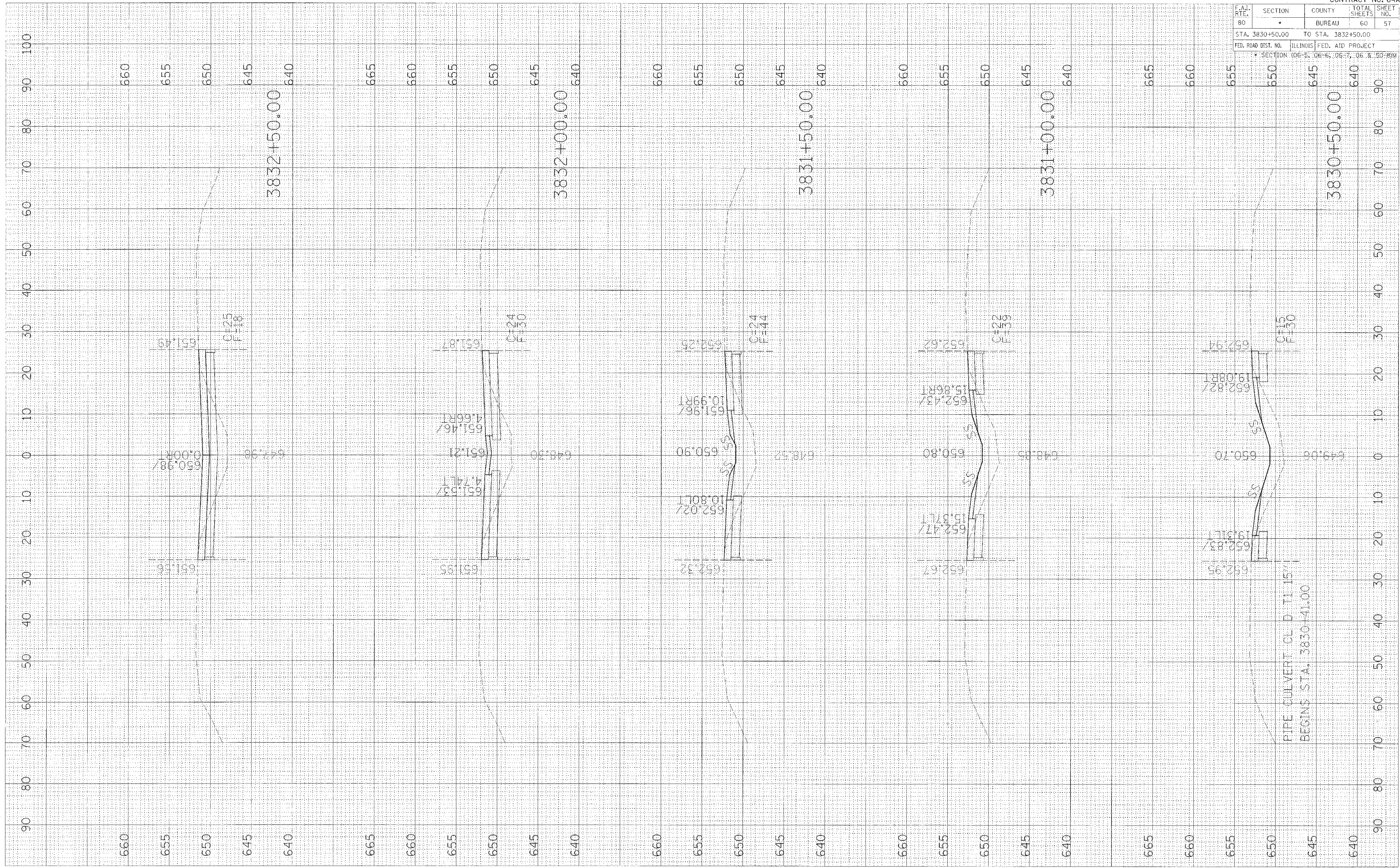


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	57
STA. 3830+50.00		TO STA. 3832+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION 06-5, 06-6, 06-7, 06-8, 50-RYM				

FINAL	SURVEY	BY	DATE
NO.	NO.		

ORIGINAL	SURVEY	BY	DATE
NO.	NO.		

PLOT DATE = \$DATE\$  
 FILE NAME = \$FILE\$  
 PLOT SCALE = \$SCALE\$



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	60	58
STA. 3833+00.00 TO STA. 3835+00.00			ILLINOIS FED. AID PROJECT	
FED. ROAD DIST. NO.			SECTION: 06-5, 06-6, 06-7, 06-8 & 50-6M	

FINL	CHECKED	BY	DATE

SYNCT	PLOTTED	DATE

NOTE BOOK	PLATE	NO.

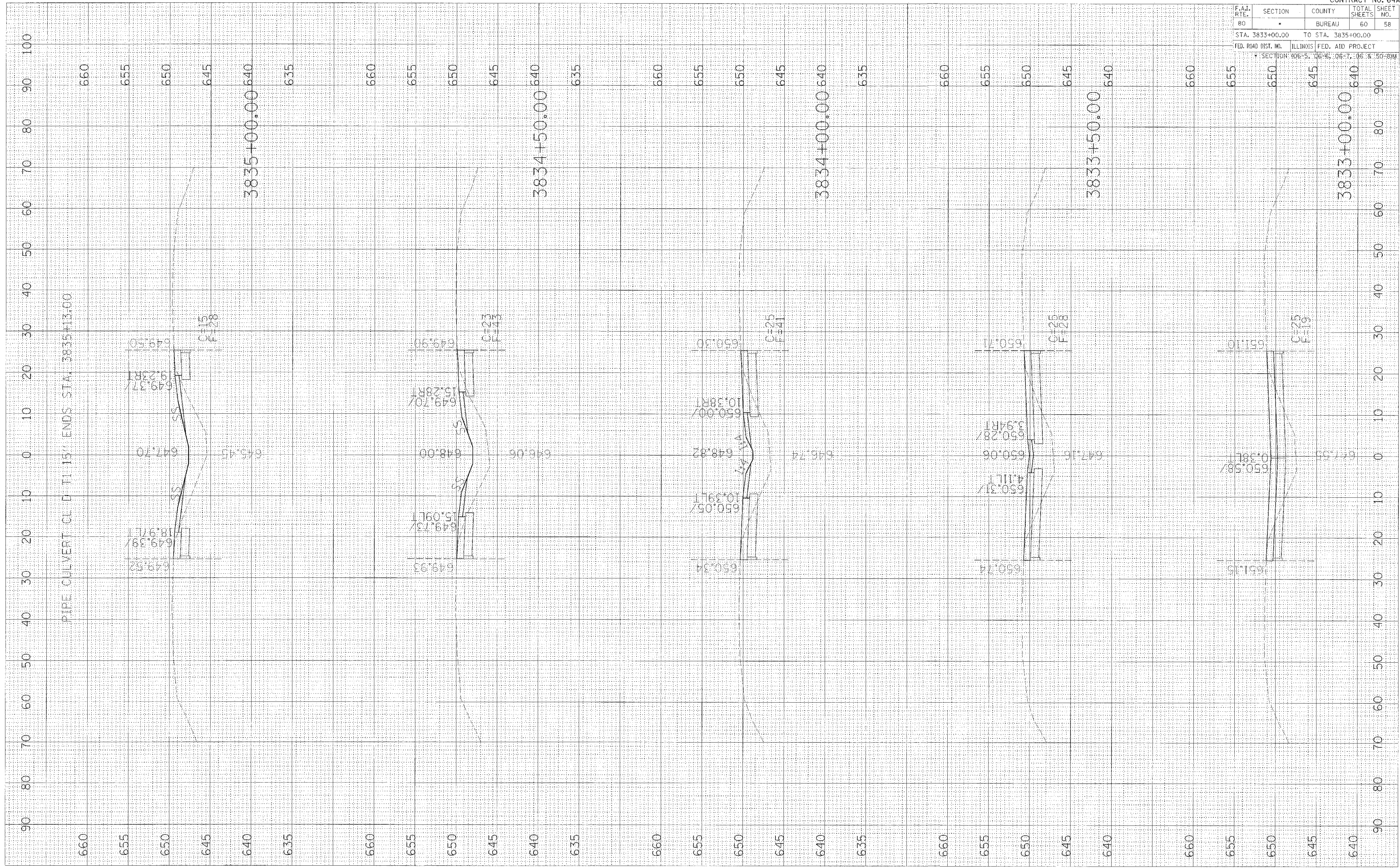
ORIGINAL	CHECKED	BY	DATE

SYNCT	PLOTTED	DATE

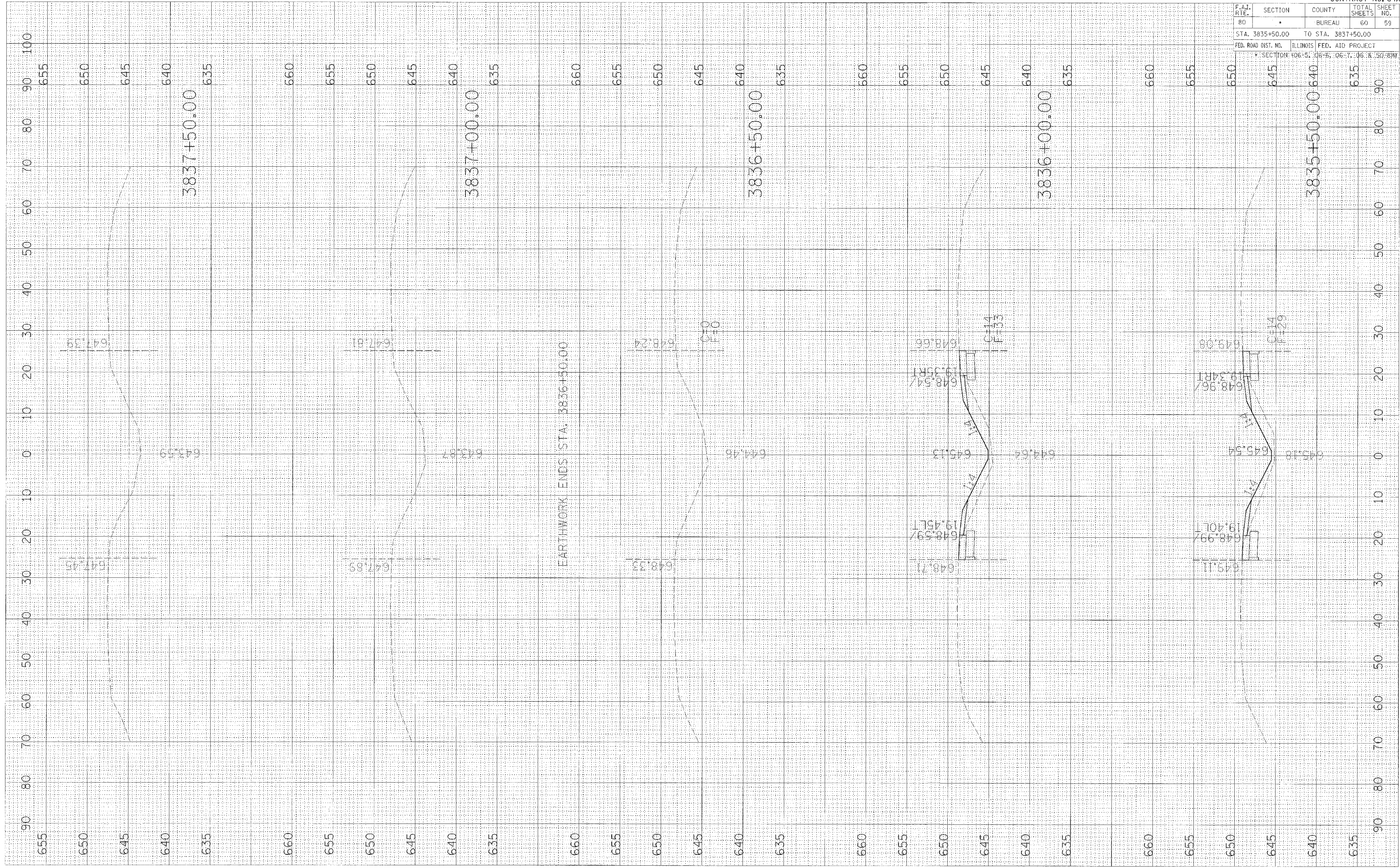
  

NOTE BOOK	PLATE	NO.





F.A.J. RIE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	59
STA. 3835+50.00		TO STA. 3837+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* SECTION: 06-5, 06-6, 06-7, 06-8 & 50-8M				



DATE	BY
<input type="checkbox"/> ORIGINAL SURVEY <input type="checkbox"/> CHECKED <input type="checkbox"/> PLOTTED <input type="checkbox"/> TEMPLATE <input type="checkbox"/> NOTE BOOK <input type="checkbox"/> AREAS CHECKED NO.	

DATE	BY
<input type="checkbox"/> ORIGINAL SURVEY <input type="checkbox"/> CHECKED <input type="checkbox"/> PLOTTED <input type="checkbox"/> TEMPLATE <input type="checkbox"/> NOTE BOOK <input type="checkbox"/> AREAS CHECKED NO.	

PLOT DATE = \*DATE\*  
 FILE NAME = \*FILE\*  
 PLOT SCALE = \*SCALE\*

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80		BUREAU	60	60
STA. 3840+50.00 TO STA. 3854+50.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SECTION: 06-5, 06-6, 06-7, 06-8 & 50-87M				

FINAL SURVEY	DATE
REVISION	
DATE	
BY	
NO.	

ORIGINAL SURVEY	DATE
REVISION	
DATE	
BY	
NO.	

PLOT DATE = 04/12/06  
 FILE NAME = 64A27.dwg  
 PLOT SCALE = 1"=40'

