

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP 332 /ILLINOIS ROUTE 394
SECTION 2010-067-T
OVER DITCH (2.1 MI. N. OF IL-1)
PAVEMENT REPAIRS AND CULVERT WING
WALL REPLACEMENT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2010-067-T	WILL	15	1
		ILLINOIS	CONTRACT NO. 60L49	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

OTHER PRINCIPAL ARTERIAL
ADT 8700 (2009)
SPEED LIMIT 55 MPH

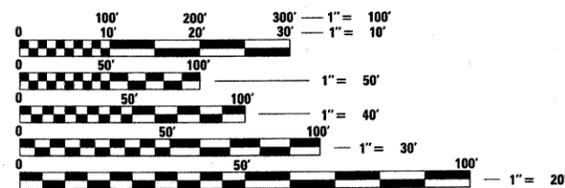
**IMPROVEMENT LOCATED
IN THE TOWN OF CRETE**

WILL COUNTY

C-91-703-10

CRETE TOWNSHIP

Range 14E - 3rd. PM

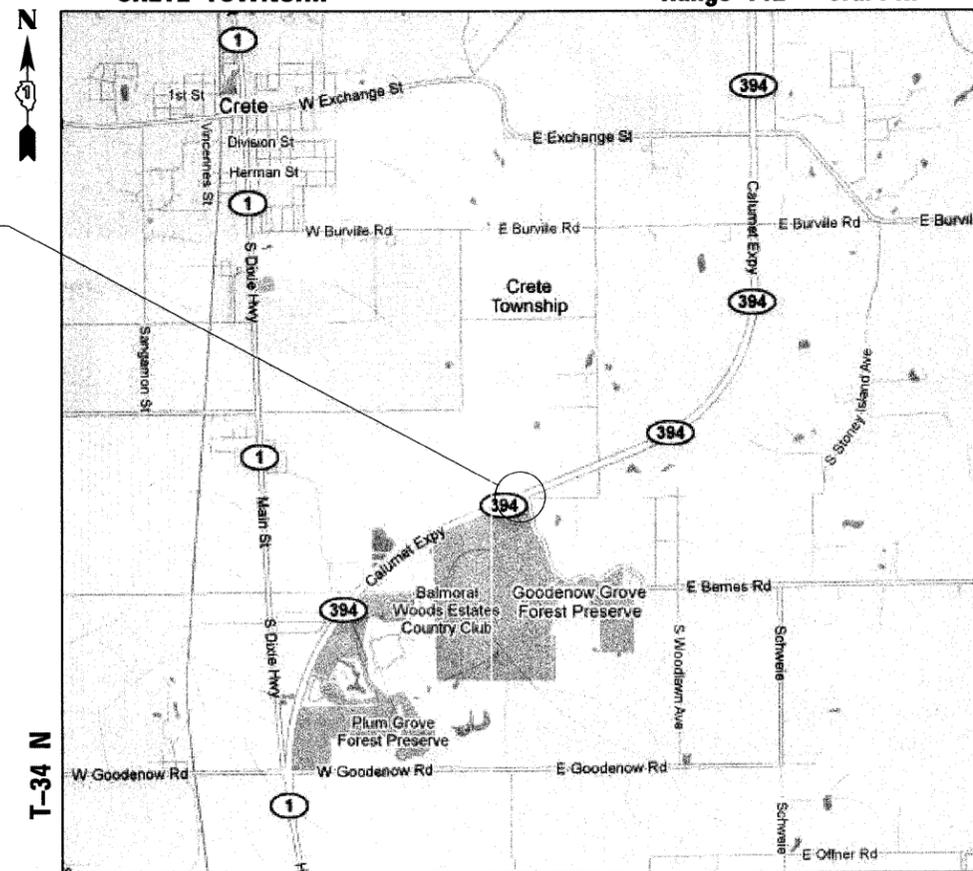


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

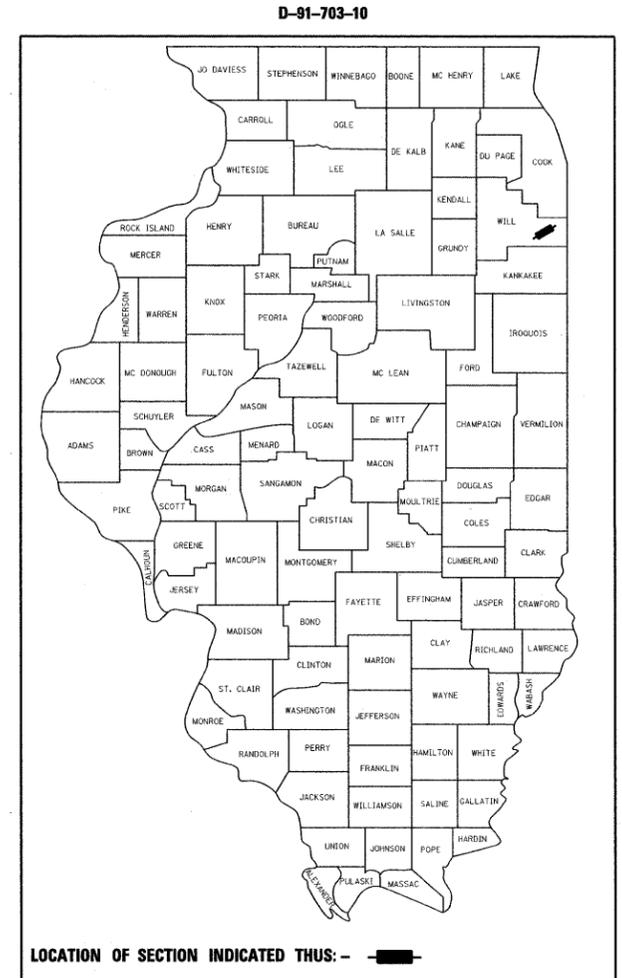
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER: MR. ISSAM RAYYAN, P.E. (847) 705-4178
PROJECT ENGINEER: MR. ROBERT T. BORO, P.E. (847) 705-4237

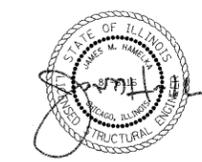
CONTRACT NO. 60L49



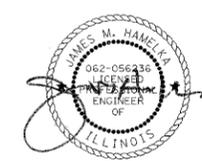
GROSS LENGTH = 1,030 FT. = 0.20 MILE
NET LENGTH = 1,030 FT. = 0.20 MILE



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -



COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 81-6116
EXPIRES 11-30-2012



COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 062-056236
EXPIRES 11-30-2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MAY 25, 20 11

Diana M. O'Neil
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

July 1 20 11
Scott E. Stitt, P.E.
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

July 1 20 11
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

COLLINS ENGINEERS
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-000993

INDEX OF SHEETS

- 1 Title Sheet
- 2 Index of Sheets, General Notes and Highway Standards
- 3 Summary of Quantities
- 4 Roadway Plan
- 5 Maintenance of Traffic
- 6 Erosion Control Plan
- 7-12 Structure Plans S1-S6
- 13 Traffic Control and Protection for Side Roads, Intersections, and Driveways (TC-10)
- 14 District One Typical Pavement Markings (TC-13)
- 15 Arterial Road Information Sign (TC-22)

INDEX OF HIGHWAY STANDARDS

Standard No.	Description
420001-07	Pavement Joints
420701-02	Pavement Fabric
442101-07	Class B Patches
601001-04	Subsurface Drains
601101-01	Concrete Headwall for Pipe Drain
635011-02	Reflector Markers and Mounting Details
642001-01	Shoulder Rumble Strips
701101-02	Off Road Operations, Multilane, 15' to 2' From Pavement Edge
701421-03	Lane Closure Multilane Day Operations Only for Speeds 45-55 mph
701422-03	Lane Closure Multilane For Speeds 45-55 mph
701426-04	Lane Closure Multilane Intermittant or Moving Operations Speeds >45 mph
701701-07	Urban Lane Closure Multilane Intersection
701901-01	Traffic Control Devices
704001-06	Temporary Concrete Barrier
780001-02	Typical Pavement Markings

HOT-MIX ASPHALT MIXTURE REQUIREMENTS MIXTURE TYPE	AC Type	AIR VOIDS @ Ndes
Shoulder and Pavement Resurfacing		
Hot-mix Asphalt Surface Course, Mix "D", N70 (IL 9.5mm), 1 1/2"	PG 64-22	4% @ 70 GYR.
Hot-Mix Asphalt Binder, Course, IL-19.0, N70, 2 1/4"	PG 64-22	4% @ 70 GYR.

The unit weight to calculate all Hot-Mix Asphalt surface mixtures is 112 lbs/sq yd / in.

The "AC Type" for all polymerized HMA mixes shall be SBS / SBR "PG 70-22" and for non-polymerized HMA the "AC Type" shall be "PG-64-22" unless modified by the District One Special Provisions.

For "Percent of RAP", see District One Special Provisions.

GENERAL NOTES

These plans have been prepared from notes received from IDOT Bridge Maintenance Engineers.

10 ft (3 m) transitions shall be used to match proposed items of work to existing items in the field, unless otherwise shown. The transitions shall be paid for at the contract unit price for the proposed item of work specified.

Where artificial lighting is utilized in night operations, the Contractor shall exercise the utmost precautions in preventing adverse visibility to the motoring public and adjoining residential areas.

The Contractor must contact the Traffic Control Supervisor at (847)705-4470 at least 72 hours prior to the start of work.

The Resident Engineer shall contact the Area Traffic Field Engineer (Lawrence Hill) at (815) 485-6475 at least two (2) weeks prior to the placement of permanent pavement markings.

All pavement markings and raised reflectors affected by the repairs shall be replaced.

The Contractor will not be allowed to set up a yard or field office on State property without written permission from the Department.

Do not scale these plans for construction purposes.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work. However, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

Before beginning any work, the Contractor shall retain and record for future reference, all existing pavement marking lines, symbols and letters (and raised reflective markers) in order that these locations can be re-established for striping.

Exact locations of all pavement markings and raised reflective pavement markers shall be as directed by the Engineer.

Prior to the placement of patches for base repair, the subgrade shall be inspected by the Engineer. If additional subbase repair is necessary, the area shall be undercut and backfilled with Porous Granular Embankment Subgrade (P.G.E.S.) material as approved by the Engineer.

All pavement patching locations to be determined in the field by the Engineer.

The minimum Class B Patch dimensions shall be a length of 6 feet and a width that includes the full width of the travel way.

The existing roadway typical section is assumed to be 3-3/4" HMA over 8" Portland Cement Concrete (PCC) pavement.

Joint sealing for Class B Patches is to be replaced with a solid plastic bond breaker (1/8 inch x T/3 inch; where T is equal to the thickness of the patch). the cost of the solid plastic bond breaker is to included in the cost of the Class B Patch.

COMMITMENTS

There shall be no impacts to Goodenow Grove Nature Preserve, which occurs west of the project culvert and south of IL 394 along IL 394 right of way.

In order to avoid impacts to the state listed Kirtland's snake, herpetologist Andrew Kuhns of Illinois Natural History Survey shall present identification and habitat information regarding the snake at the preconstruction meeting. Contact information: 217/265-6707 and arkuhns@illinois.edu.

No snakes of any species shall be harassed or killed during construction.

If any snakes are found during construction, Will County Forest Preserve District ecologist Dave Robson shall be contacted (DROBSON@fpdwc.org and 815/722-7374.)

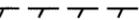
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	PLOT DATE = #DATE#	DATE - JUNE 2011	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60L49						
										ILLINOIS FED. AID PROJECT			

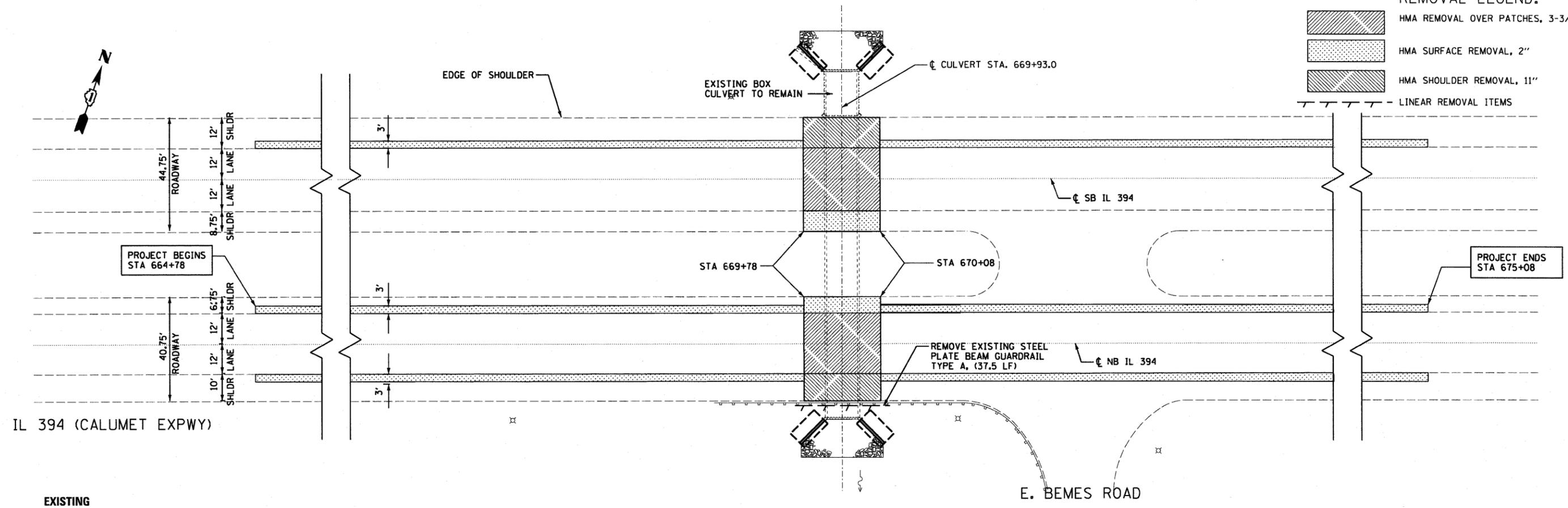
SUMMARY OF QUANTITIES				CONSTR. TYPE CODE
CODE	ITEM DESCRIPTION	UNIT	QUANTITY	STRUCTURE 0040
				STATE 100%
20101400	Nitrogen Fertilizer Nutrient	Pound	10	10
20101500	PHOSPHORUS FERTILIZER NUTRIENT	Pound	10	10
20101600	POTASSIUM FERTILIZER NUTRIENT	Pound	10	10
20300100	Channel Excavation	Cu. Yd.	223	223
21101615	Topsoil Furnish and Place, 4"	Sq. Yd.	70	70
25000312	Seeding, Class 4A	Acre	0.02	0.02
25100630	Erosion Control Blanket	Sq. Yd.	70	70
25200200	Supplemental Watering	Unit	10	10
28000250	Temporary Erosion Control Seeding	Pound	10	10
28000400	Perimeter Erosion Barrier	Foot	80	80
28100107	Stone Rip Rap, Class A4	Sq. Yd.	85	85
28200200	Filter Fabric	Sq. Yd.	85	85
40600100	Bituminous Materials (Prime Coat)	Gallon	178	178
40603085	Hot-Mix Asphalt Binder Course, IL-19.0, N70	Ton	20	20
40603340	Hot-Mix Asphalt Surface Course, Mix "D", N70	Ton	105	105
44000157	Hot-Mix Asphalt Surface Removal, 2"	Sq. Yd.	1385	1385
44002215	Hot-Mix Asphalt Removal Over Patches, 3 3/4"	Sq. Yd.	160	160
44004250	Paved Shoulder Removal	Sq. Yd.	74	74
44200944	Class B Patches, Type IV, 8Inch	Sq. Yd.	160	160
44201299	Dowel Bars, 1-1/2"	Each	144	144
44213100	Pavement Fabric	Sq. Yd.	160	160
44213200	Saw Cuts	Foot	216	216
44213204	Tie Bars, 3/4"	Each	24	24
50102400	Concrete Removal	Cu. Yd.	36.3	36.3
50200100	Structure Excavation	Cu. Yd.	299	299
50300225	Concrete Structures	Cu. Yd.	52.8	52.8
50800205	Reinforcement Bars, Epoxy Coated	Pound	3970	3970
59100100	Geocomposite Wall Drain	Sq. Yd.	42	42
60100060	Concrete Headwalls for Pipe Drains	Each	4	4

SUMMARY OF QUANTITIES				CONSTR. TYPE CODE
CODE	ITEM DESCRIPTION	UNIT	QUANTITY	STRUCTURE 0040
				STATE 100%
60107600	Pipe Underdrains, 4"	Foot	96	96
60108100	Pipe Underdrains, 4" (Special)	Foot	54	54
63301210	Remove and Re-Erect Steel Plate Beam Guardrail, Type A	Foot	37.5	37.5
64200105	Shoulder Rumble Strips	Foot	2916	2916
67000400	Engineer's Field Office, Type A	Cal. Mo.	6	6
67100100	Mobilization	L. Sum	1	1
70301000	Work Zone Pavement Marking Removal	Sq. Ft.	2719	2719
70400100	Temporary Concrete Barrier	Foot	112	112
78000200	Thermoplastic Pavement Marking - Line 4"	Foot	5210	5210
78100300	Replacement Reflector	Each	26	26
78200100	Monodirectional Prismatic Barrier Reflector	Each	10	10
78300100	Pavement Marking Removal	Sq. Ft.	1030	1030
X2070304	Porous Granular Embankment, Special	Cu. Yd.	13.8	13.8
X7010216	Traffic Control and Protection, (Special)	L. Sum	1	1
X7030030	Wet Reflective Temporary Tape Type III, 4 Inch	Foot	8240	8240
Z0001050	Aggregate Subgrade, 12"	Sq. Yd.	74	74
Z0023201	Sediment Control, Silt Curtain	Each	1	1
Z0026407	Temporary Sheet Piling	Sq. Ft.	1800	1800
Z0030250	Impact Attenuator, Temporary (Non-Redirective), Test Level 3	Each	1	1
Z0030850	Temporary Information Signing	Sq. Ft.	51.4	51.4
Z0042002	Porous Granular Embankment, Subgrade	Cu. Yd.	10	10

* SPECIALTY ITEM

REMOVAL LEGEND:

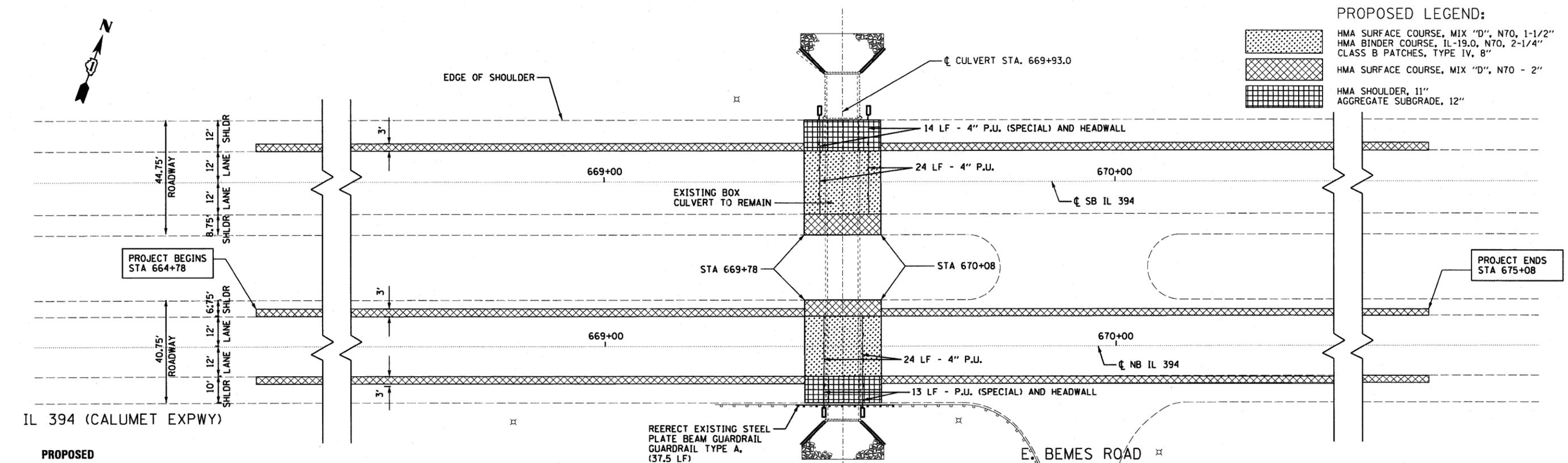
-  HMA REMOVAL OVER PATCHES, 3-3/4"
-  HMA SURFACE REMOVAL, 2"
-  HMA SHOULDER REMOVAL, 11"
-  LINEAR REMOVAL ITEMS



EXISTING

PROPOSED LEGEND:

-  HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
-  HMA BINDER COURSE, IL-19.0, N70, 2-1/4" CLASS B PATCHES, TYPE IV, 8"
-  HMA SURFACE COURSE, MIX "D", N70 - 2"
-  HMA SHOULDER, 11" AGGREGATE SUBGRADE, 12"



PROPOSED

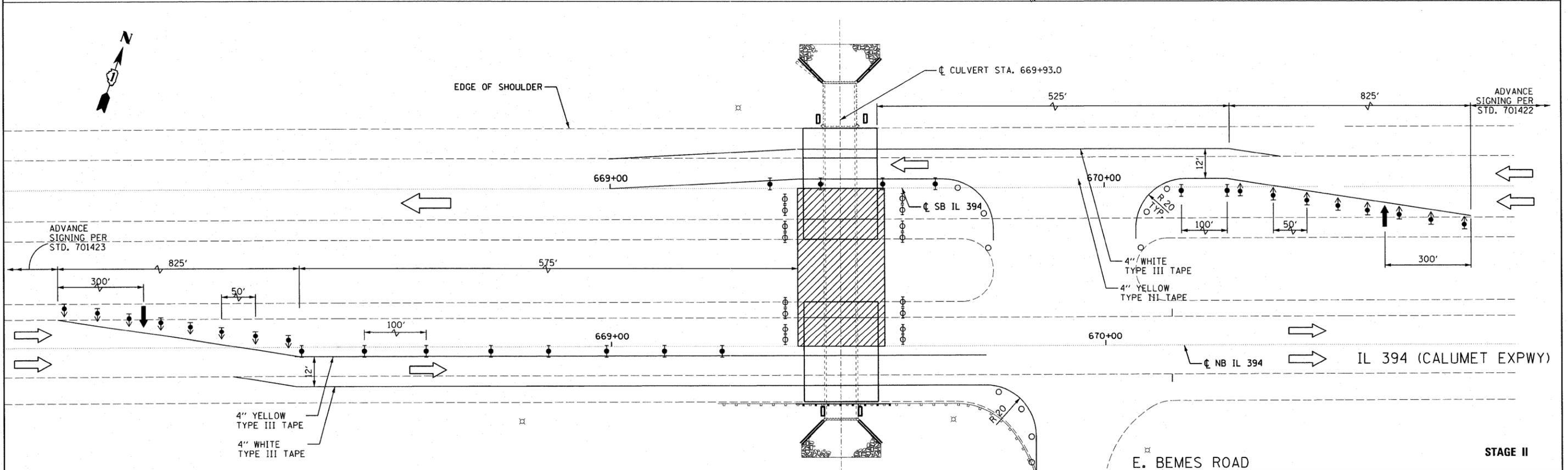
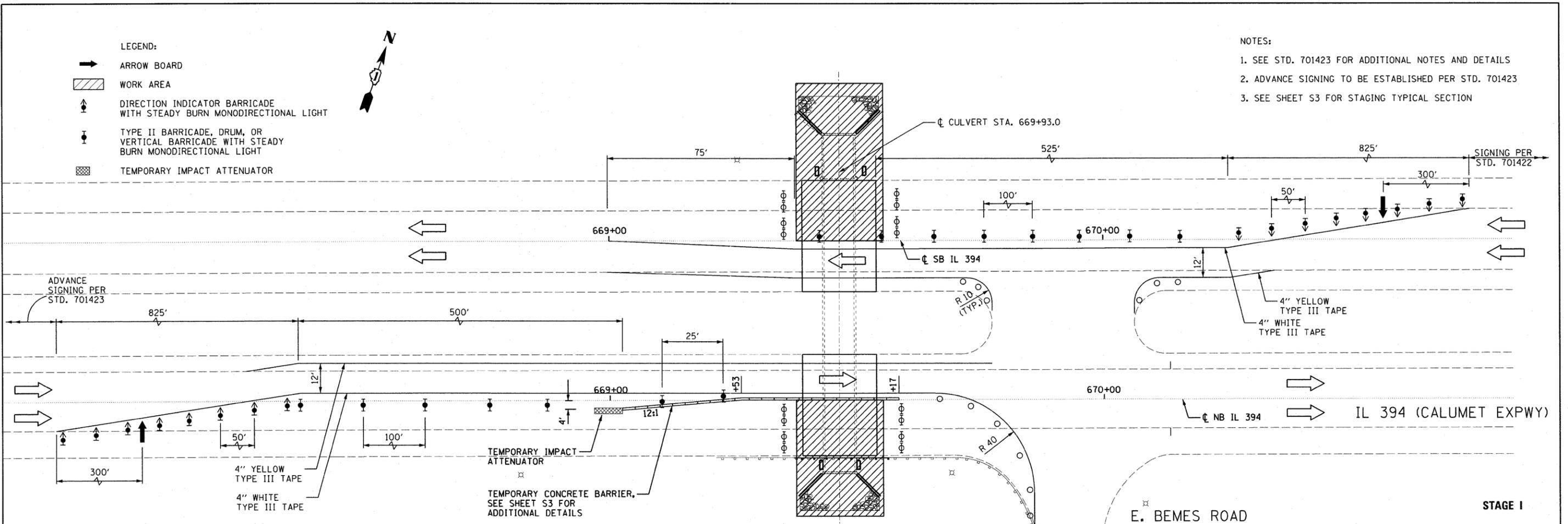
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	PLOT DATE = #DATE#	CHECKED - JMH	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - JUNE 2011	REVISED -									

LEGEND:

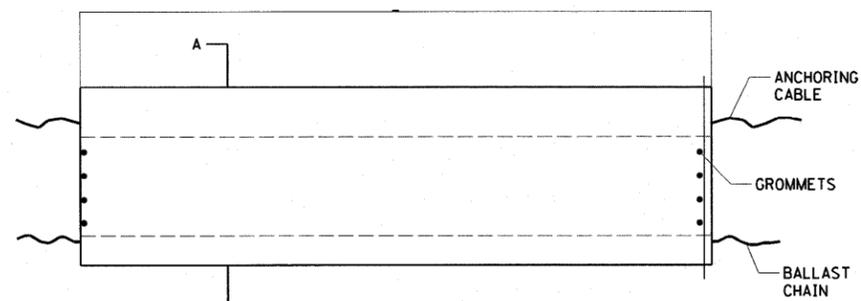
-  ARROW BOARD
-  WORK AREA
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TEMPORARY IMPACT ATTENUATOR

NOTES:

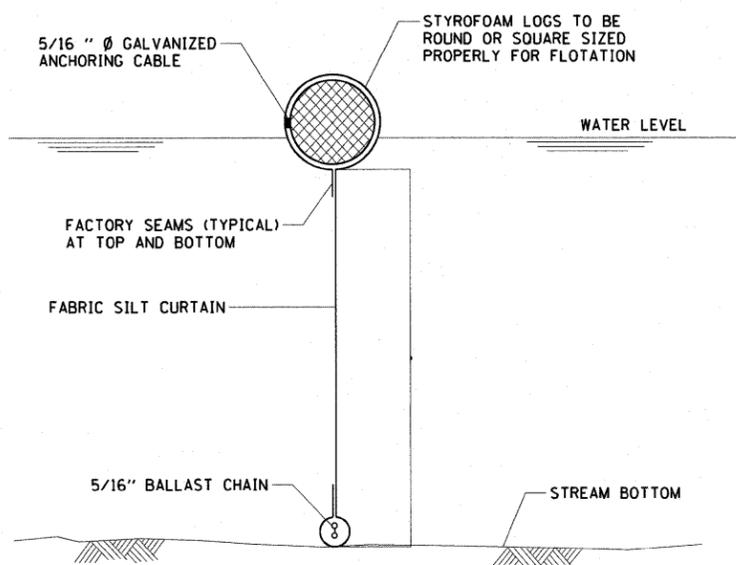
1. SEE STD. 701423 FOR ADDITIONAL NOTES AND DETAILS
2. ADVANCE SIGNING TO BE ESTABLISHED PER STD. 701423
3. SEE SHEET S3 FOR STAGING TYPICAL SECTION



FILE#	FILE NAME =	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 394 MAINTENANCE OF TRAFFIC			F.A.P. RTE. 332	SECTION 2010-067-T	COUNTY WILL	TOTAL SHEETS 15	SHEET NO. 5	
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ELEVATION

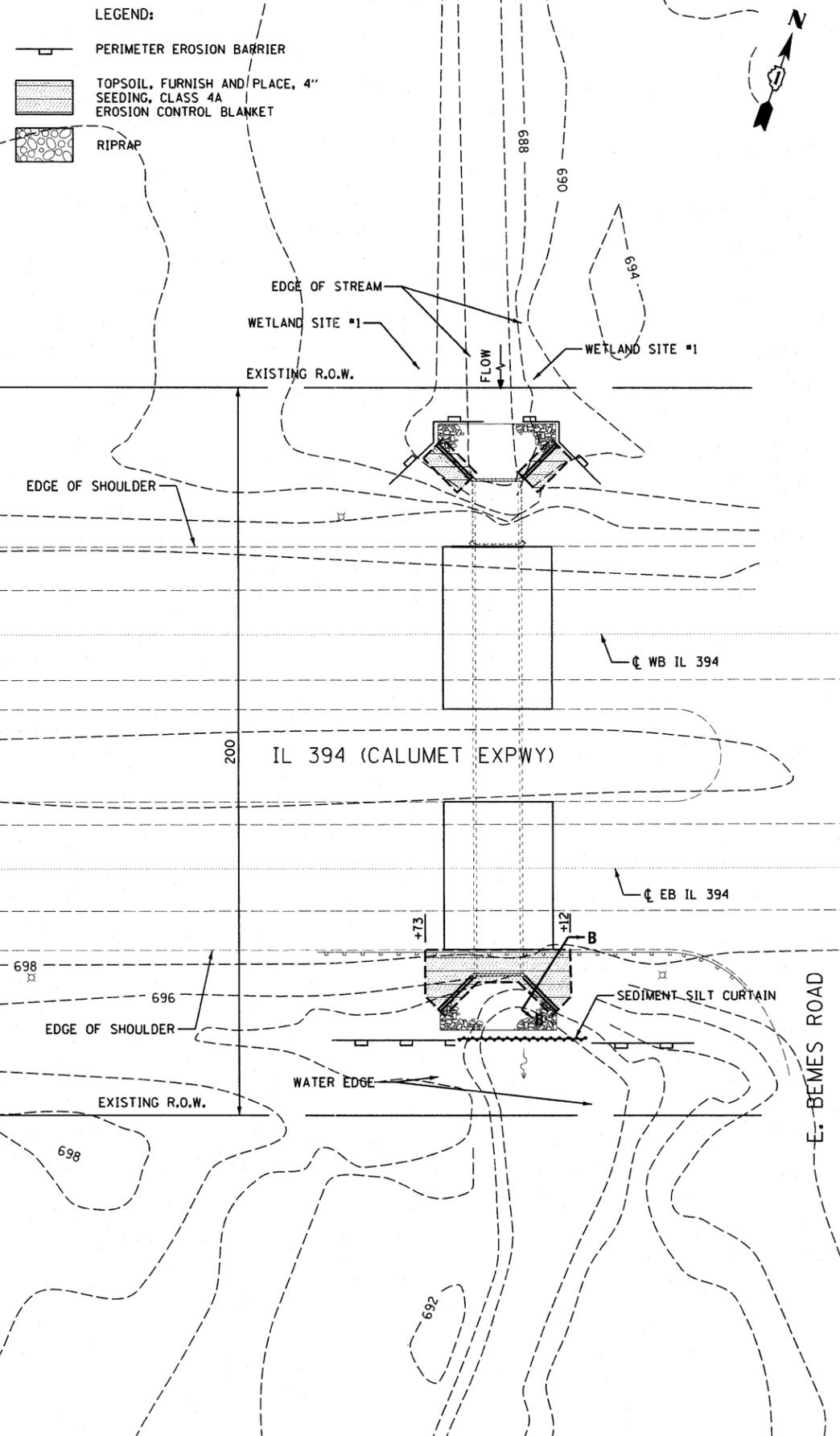


SECTION A-A

APPLICATION: SEDIMENT SILT CURTAINS TO BE USED TO CONTROL TURBIDITY AND DEBRIS WHEN WORKING IN WATERWAYS.

SEDIMENT SILT CURTAIN

STANDARD SYMBOL

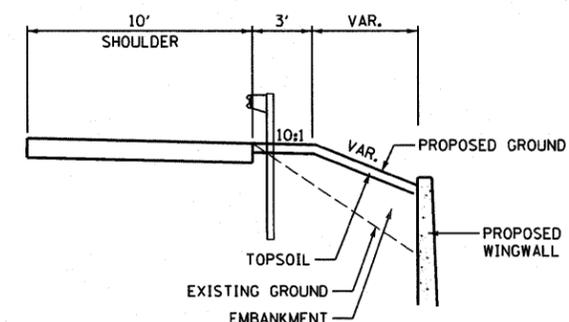


LEGEND:

- PERIMETER EROSION BARRIER
- TOPSOIL, FURNISH AND PLACE, 4" SEEDING, CLASS 4A EROSION CONTROL BLANKET
- RIPRAP

NOTES:

1. THE CONTRACTOR SHALL PREVENT DEBRIS FROM FALLING INTO THE STREAM DURING THE REMOVAL OF THE WINGWALLS. THIS WORK IS INCLUDED IN THE PAY ITEM FOR CONCRETE REMOVAL AND WILL NOT BE PAID FOR SEPARATELY, BUT IS CONSIDERED INCIDENTAL.
2. ALL EROSION CONTROL ITEMS TO BE FURNISHED AND MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT, AS DIRECTED BY THE ENGINEER.
3. UNLESS DIRECTED OTHERWISE, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTAL EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE WILL COUNTY SWCD.
6. ALL ADJACENT STREETS AND DRIVEWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
7. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EACH 1/2" RAINFALL.
8. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL SLOPES AND IN CRITICAL AREAS IMMEDIATELY UPON FINAL GRADING.
9. THE PRIORITY SHALL BE GIVEN TO THE COMPLETION AND FINAL STABILIZATION OF THE DISTURBED AREAS. WORK IN THESE AREAS SHALL NOT BE PROLONGED IN ATTEMPT THAT ALL FINAL GRADING AND STABILIZATION CAN TAKE PLACE AT THE ONE TIME.
10. STOCKPILES OF SOIL AND OTHER MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 21 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
11. IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 21 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR ON THE 14TH DAY AFTER WORK HAS CEASED.
12. COMPLETED SLOPES SHALL BE SEEDDED AND BLANKETED AS THE EXCAVATION PROCEEDS TO THE EXTENT CONSIDERED DESIRABLE AND PRACTICAL. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDDED AT ONE TIME.
13. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. THE STREAM BANKS SHOULD BE STABILIZED AT THE END OF EACH DAY. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
14. THE SIDE SLOPES AND DITCHES MUST BE SEEDDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS.



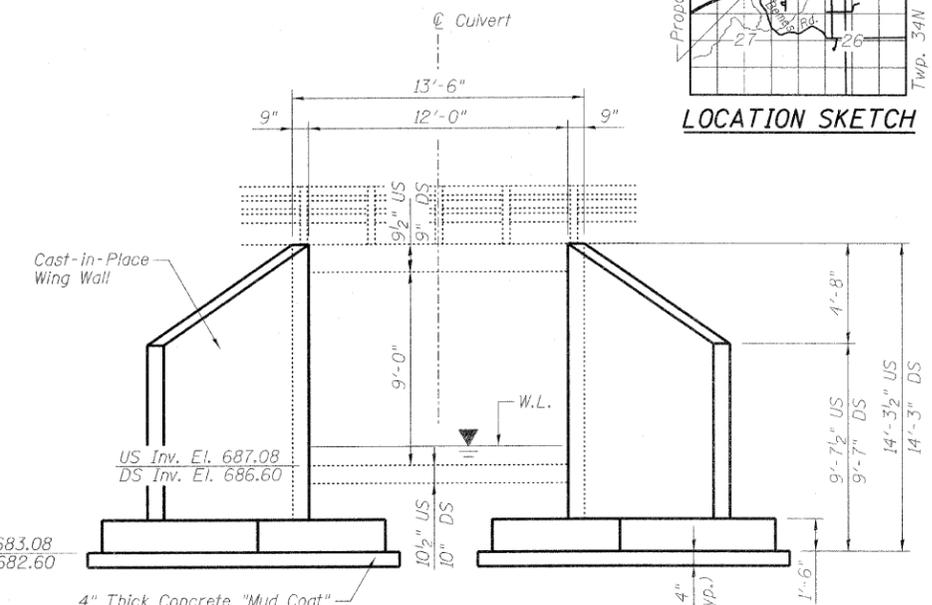
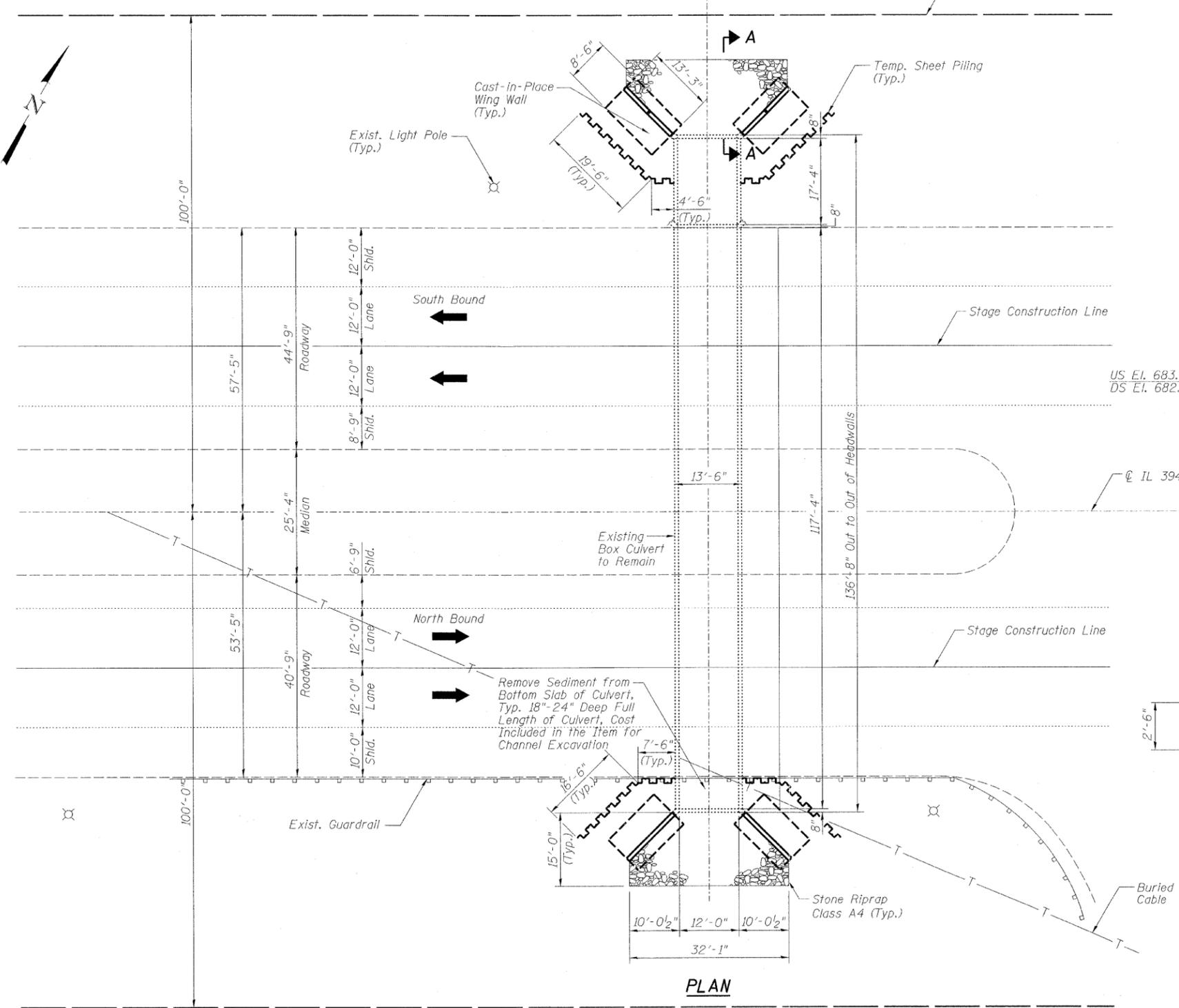
SECTION B-B

FILE NAME =	USER NAME = #USER#	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN	F.A.P. RTE. 332	SECTION 2010-067-T	COUNTY WILL	TOTAL SHEETS 15	SHEET NO. 6
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PLOT DATE = #DATE#	DATE - JUNE 2011	REVISED -								
SCALE: SHEET NO. OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT							

Bench Mark: Square cut in southwest end of headwall, 62' left of Sta. 669+87, elevation 696.88'.

Existing Structure: SN 099-0517 was built in 1952 and extended in 1968. The structure consists of a cast-in-place box culvert with cast-in-place wing walls. Staged construction will be utilized as shown.

No Salvage.



ELEVATION

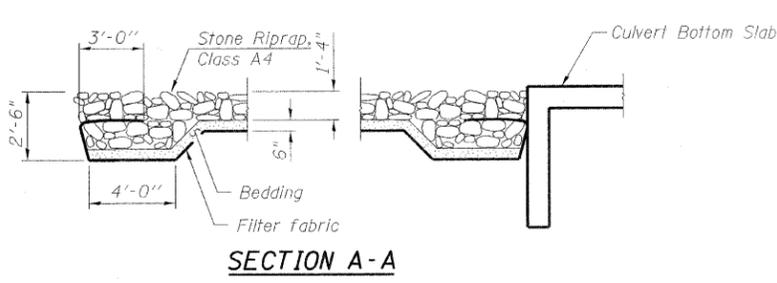
4" Thick Concrete "Mud Coat" Over Entire Footing Excavation Area, The Concrete Shall be in Accordance With Section 1020 of the Standard Specifications and Shall be Class S1 Concrete, The "Mud Coat" Shall be Poured After the Engineer has Approved the Excavation and Soil Strength, Paid as "Concrete Structure" (Typ.)

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges (17th Edition)

LOADING HS20-44

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)



COLLINS ENGINEERS, INC.
 JAMES M. HAMELKA
 NO. 81-6116
 EXPIRES 11-30-2012

GENERAL PLAN AND ELEVATION
IL. RT. 394 OVER DRAINAGE DITCH
F.A.P. RT. 332 - SEC. 2010-067-T
WILL COUNTY
STATION 669+93.0
STRUCTURE NO. 099-0517

FILE NAME =	USER NAME =	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 099-0517	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE =	CHECKED - JMS	REVISED -	332			2010-067-T	WILL	15	7	
PLOT DATE =	DRAWN - DR	REVISED -	CONTRACT NO. 60L49							
	CHECKED - JMH	REVISED -	ILLINOIS FED. AID PROJECT							

INDEX OF SHEETS

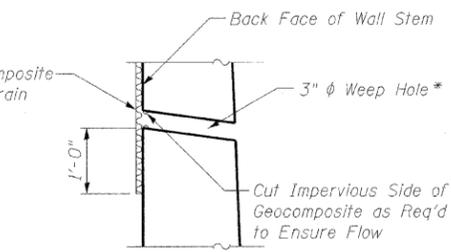
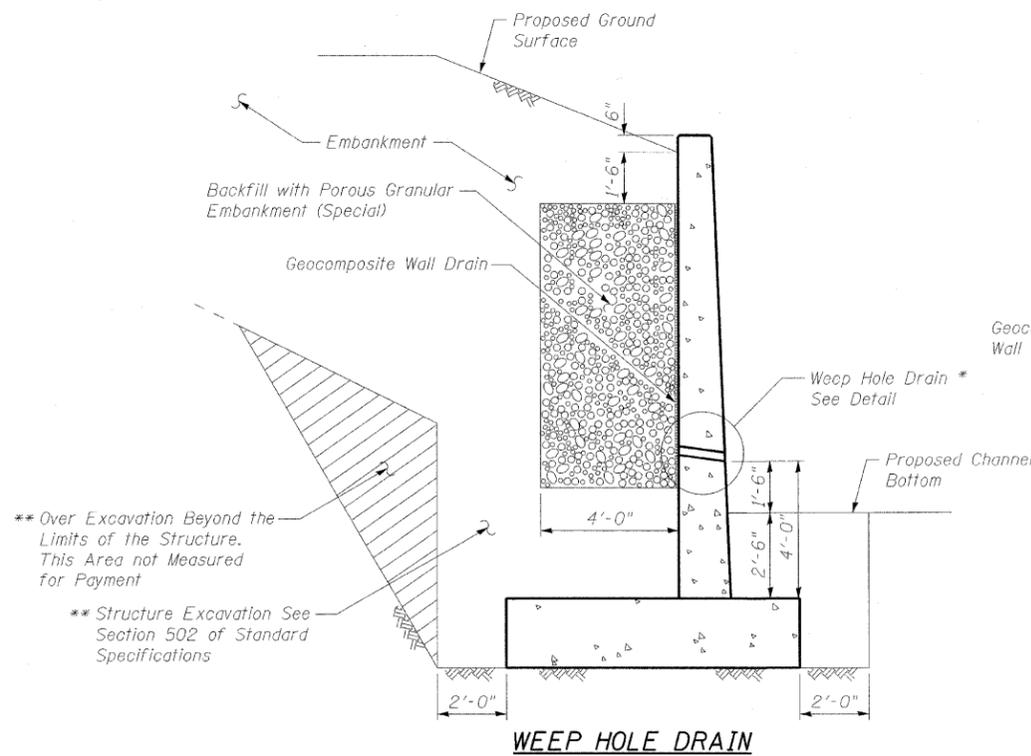
- S1. General Plan and Elevation
- S2. General Notes, Bill of Materials and Index of Sheets
- S3. Stage Construction Details
- S4. Removal Plan
- S5. Wing Wall Details
- S6. Soil Borings

GENERAL NOTES:

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60. See Special Provisions.
2. All reinforcement bars shall be epoxy coated.
3. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. Stage construction shall be utilized to maintain traffic during construction.
5. The Contractor shall make his own investigation to determine the existence, nature, and exact location of all utility lines and appurtenances within the limits of the work. The cost of this work shall be incidental to the contract.
6. Contractor shall exercise caution during excavation around the existing culvert to avoid undermining the foundation.
7. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
8. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
9. Channel excavation includes removal of sediment from bottom slab of culvert and excavation for riprap installation.

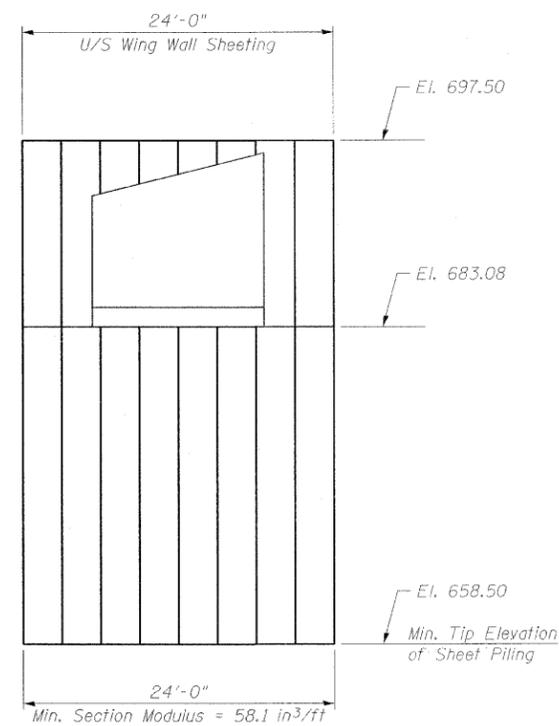
TOTAL BILL OF MATERIAL

ITEM DESCRIPTION	UNIT	TOTAL
Concrete Removal	Cu. Yd.	36.3
Stone Rip Rap, Class A4	Sq. Yd.	85
Filter Fabric	Sq. Yd.	85
Temporary Sheet Piling	Sq. Ft.	1,800
Structure Excavation	Cu. Yd.	299
Channel Excavation	Cu. Yd.	223
Reinforcing Bars, Epoxy Coated	Pound	3,970
Concrete Structure	Cu. Yd.	52.8
Geocomposite Wall Drain	Sq. Yd.	42
Porous Granular Embankment, Special	Cu. Yd.	13.8

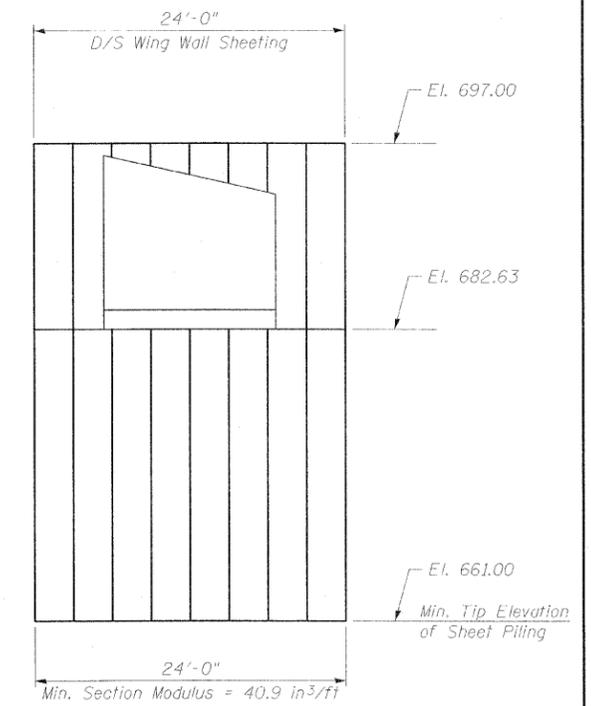


WEEP HOLE DRAIN DETAIL

- * Weep Holes Shall be Centered Along Wing Wall Length.
- ** Backfill Remainder of Structure Excavation and Over Excavation Material From Structural Excavation.

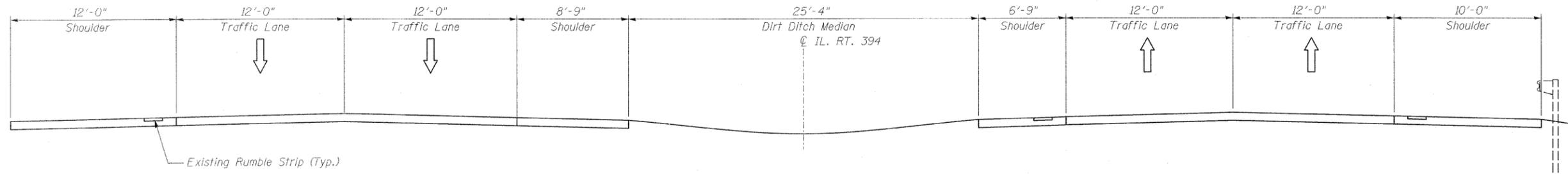


U/S WING WALL TEMP. SHEET PILING

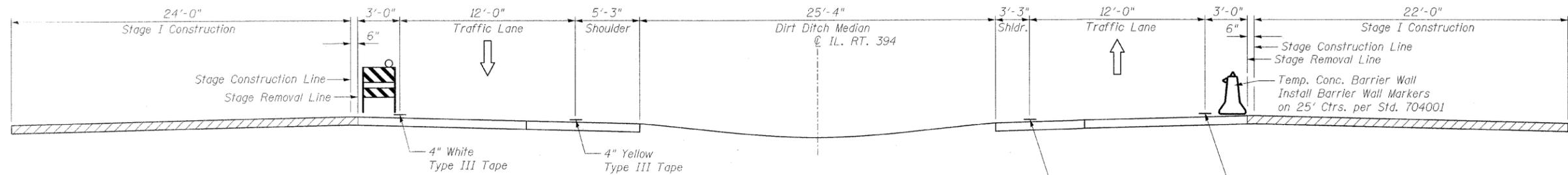


D/S WING WALL TEMP. SHEET PILING

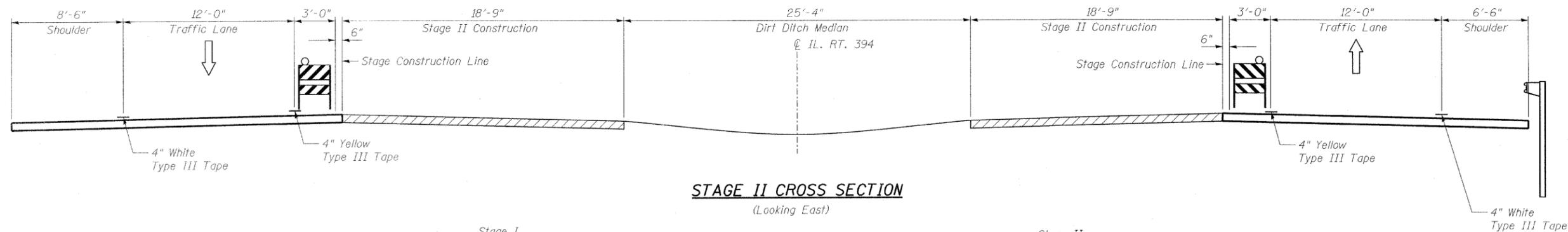
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PLOT SCALE =	DRAWN - DR	CHECKED - JMS	REVISD -			CONTRACT NO. 60L49					
PLOT DATE =	CHECKED - JMH	DRAWN - DR	REVISD -			ILLINOIS FED. AID PROJECT					
		CHECKED - JMS	REVISD -			SHEET NO. S2 OF S6 SHEETS					



EXISTING CROSS SECTION
(Looking East)



STAGE I CROSS SECTION
(Looking East)



STAGE II CROSS SECTION
(Looking East)

Pre-Stage

1. Mill inside and outside shoulders to remove shoulder rumble strips. Place HMA surface course on shoulders. Traffic control for this work will be done using standard 701421.

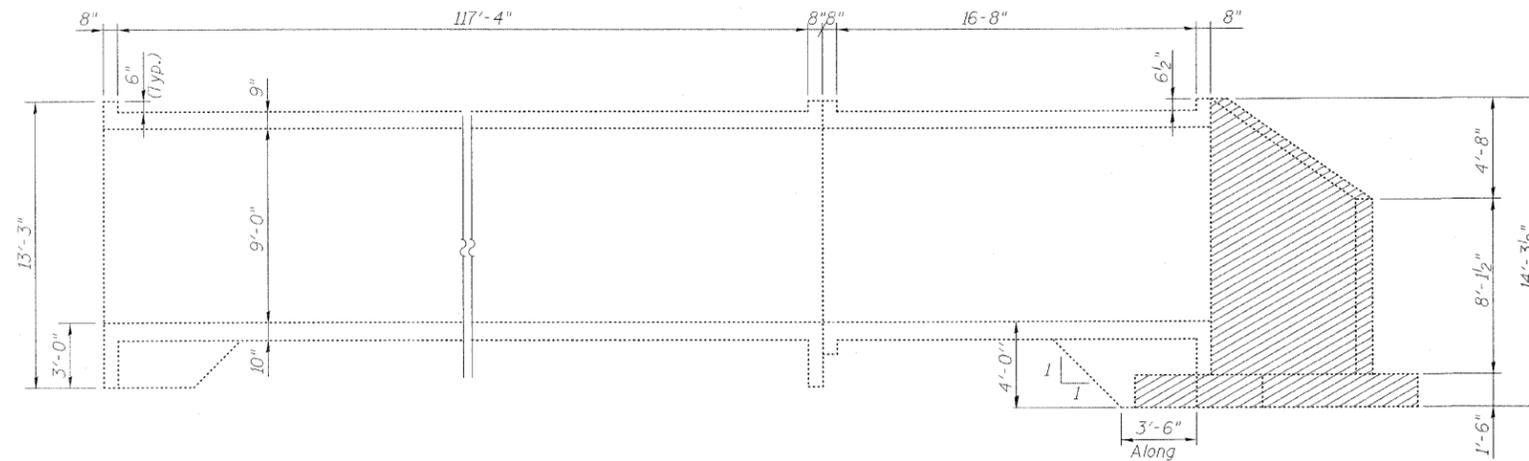
Stage I

1. During this stage, work will be performed on the outside lane and shoulder of both the southbound and northbound directions of I-394.
2. Close the outside lane and shoulder of I-394, in accordance with the typical cross section, standard 701422, and as shown in the plans.
3. Install temporary concrete barrier wall and temporary impact attenuator along northbound I-394.
4. Remove guardrail
5. Complete culvert repairs.
6. Complete pavement patching and pavement resurfacing for the outside lane and shoulder.
7. Reerect guardrail

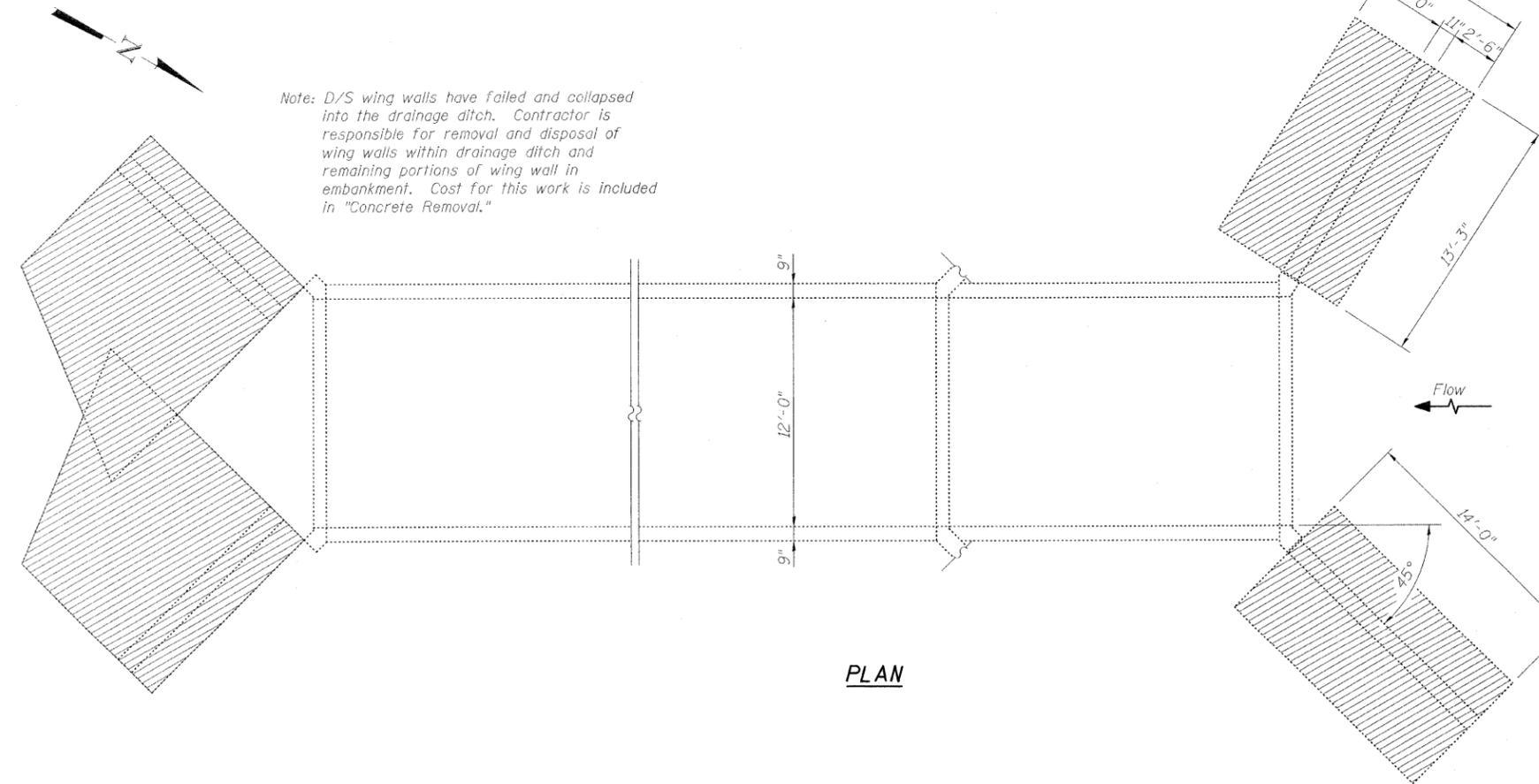
Stage II

1. During this stage, work will be performed on the inside lane and shoulder of both the southbound and northbound directions of I-394.
2. Close the inside lane and shoulder of I-394, in accordance with the typical cross section, standard 701422, and as shown on the plans.
3. Complete pavement patching and pavement resurfacing for the inside lane and shoulder.
4. Install shoulder rumble strips and final pavement markings. Traffic control for this work shall be done in accordance with standard 701426.

FILE NAME =	USER NAME =	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS STRUCTURE NO. 099-0517	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE =	DRAWN - DR	REVISED -			CONTRACT NO. 60L49				
		CHECKED - JMH	REVISED -			ILLINOIS FED. AID PROJECT				



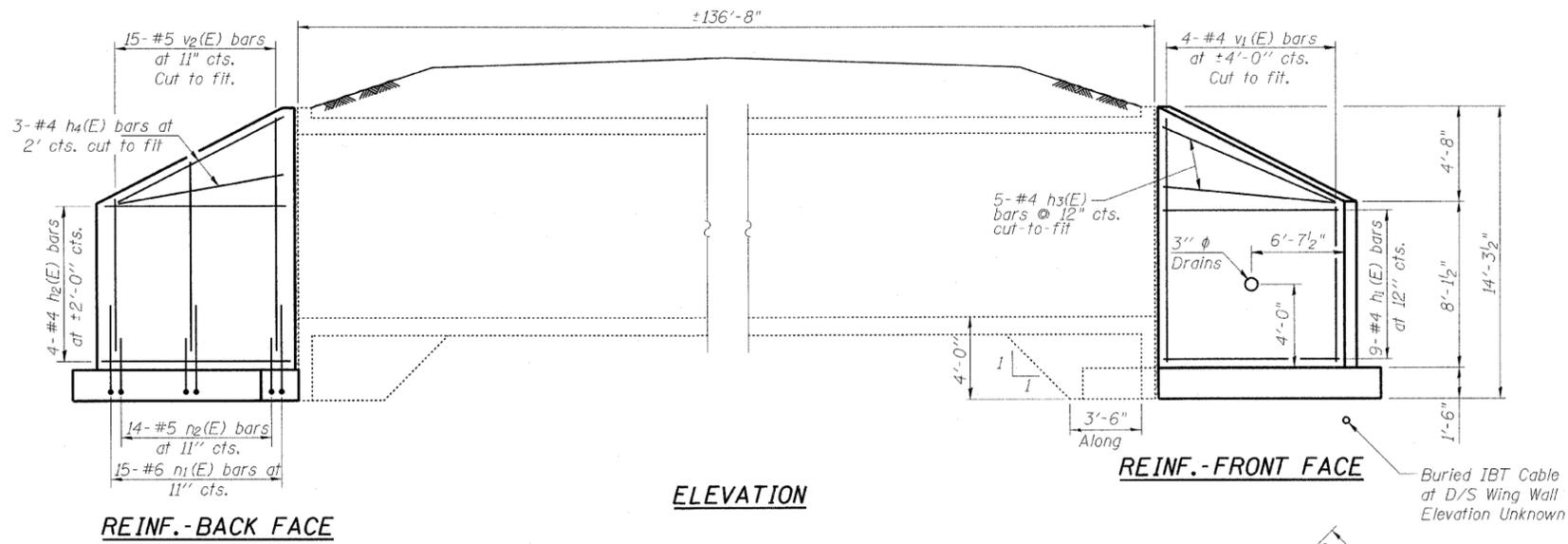
ELEVATION



PLAN

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Concrete Removal	Cu. Yd.	36.3

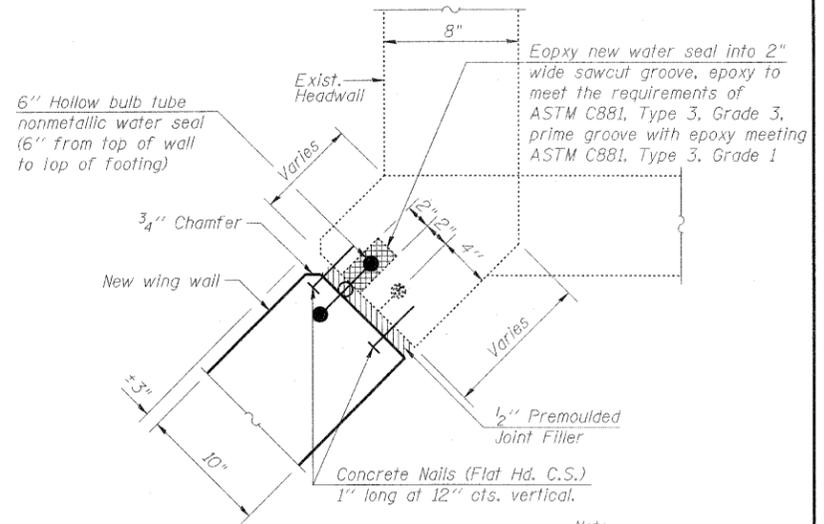


REINF.-BACK FACE

ELEVATION

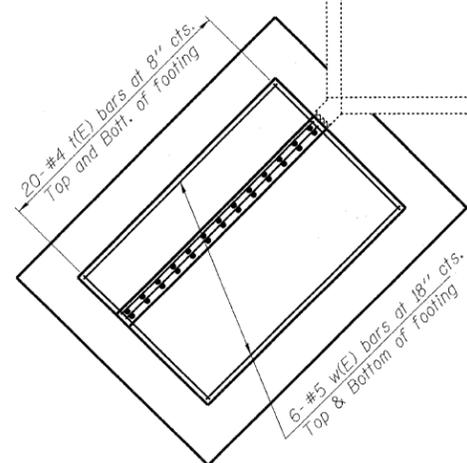
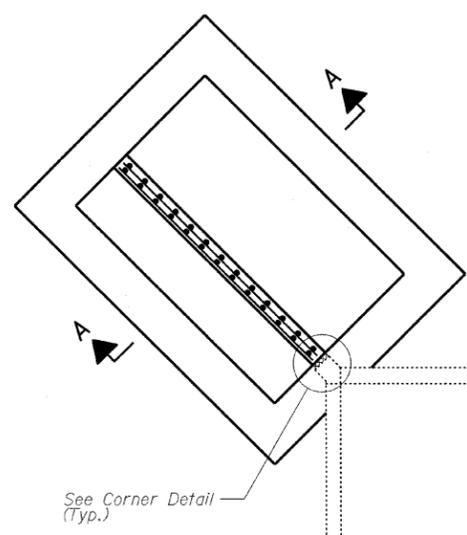
REINF.-FRONT FACE

Buried IBT Cable at D/S Wing Wall Elevation Unknown

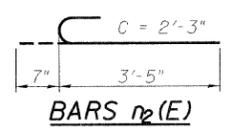
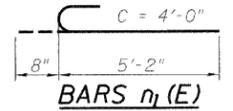
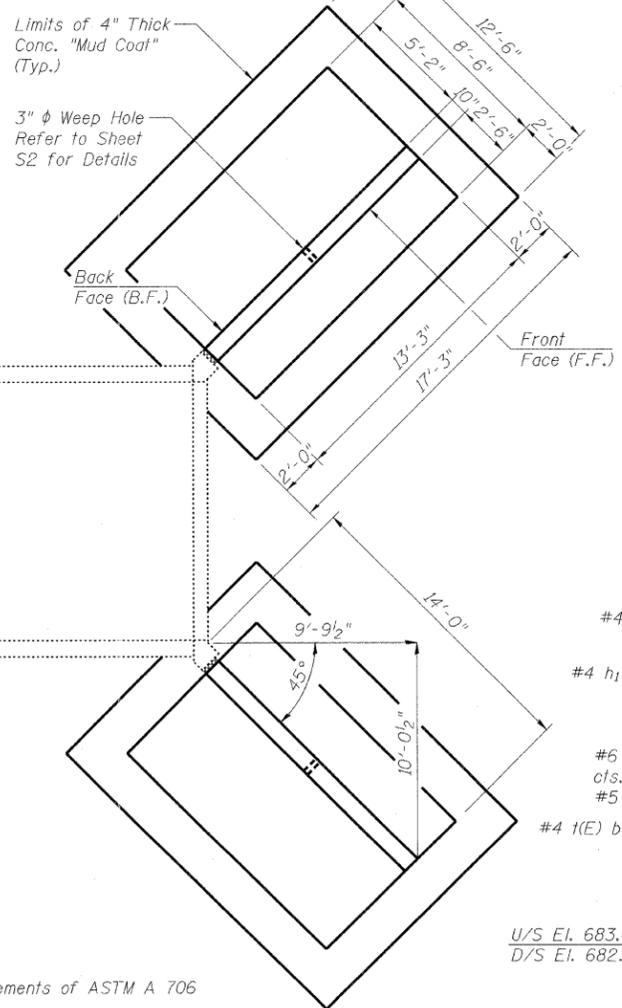


CORNER DETAIL

Note: Cost for all labor and materials associated with the Corner Detail shall be included in the pay item for Concrete Structure.



PLAN



DESIGN STRESSES

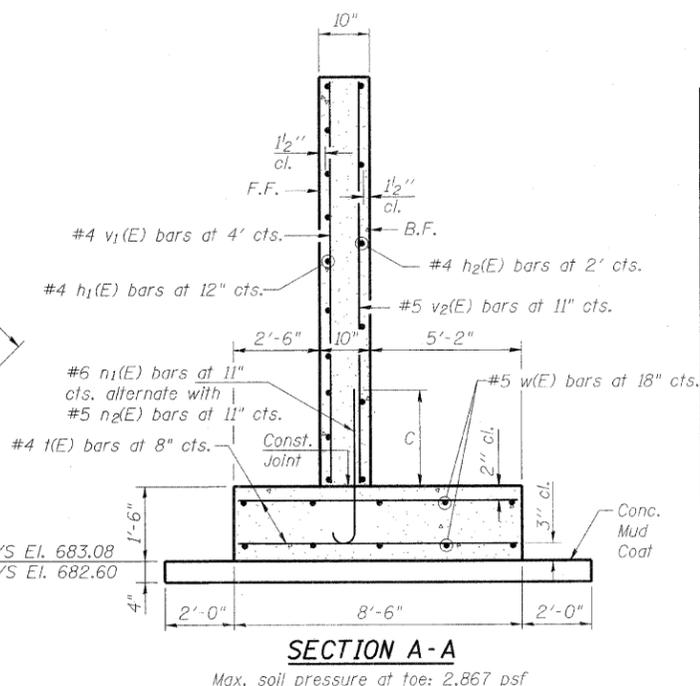
fy = 60,000 psi
f'c = 3,500 psi
Max. Soil Pressure under footing = 2,867 psf

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	36	#4	13'-0"	—
h2(E)	16	#4	13'-0"	—
h3(E)	20	#4	14'-6"	—
h4(E)	12	#4	14'-6"	—
n1(E)	60	#6	5'-10"	U
n2(E)	56	#5	4'-0"	U
t(E)	160	#4	8'-2"	—
v1(E)	16	#4	12'-6"	—
v2(E)	60	#5	12'-6"	—
w(E)	48	#5	13'-0"	—
Concrete Structure			Cu. Yd.	42.1
Reinforcement Bars, Epoxy Coated			Pound	3,970

MINIMUM BAR LAPS

#4 Bar = 2'-7"
#5 Bar = 3'-3"
#6 Bar = 3'-10"



SECTION A-A

Max. soil pressure at toe: 2,867 psf

NOTES:

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. All reinforcement bars shall be epoxy coated.
3. All wing wall dimensions shown are typical u.n.o.

PAGE 1 of 1
DATE 11/8/2010
LOGGED BY RJ
GSI JOB No. 10181

SOIL BORING LOG

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-7838

ROUTE F.A. 122 (IL 394) DESCRIPTION Wing Wall Repair - Illinois 394 South Of Barnes Road
SECTION 2010-67-T LOCATION SEC. 27, T34 N., R 14 E., CRETE TOWNSHIP, 3rd P.M.
COUNTY Will DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 099-0517
Station XX
BORING NO. B-01
Northing 670+12
Easting 50.0' Left
Ground Surface Elev. 698.6

DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	Surface Water Elev. <u>n/a</u>				Stream Bed Elev. <u>n/a</u>				Groundwater Elevation:			
				DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)
10.0"				ASPHALT											
	5		100	SILTY LOAM to SILT-dark gray- very loose to loose (A-4)											
	4	2.2B	23												
	4														
	2			Clayey SAND & GRAVEL- brown-loose (A-2)											
	3														
	5		17												
	2		98	SAND with Gravel-gray- medium dense (A-1-b)											
	2	1.25B	24												
	3														
	3		95												
	5	1.4B	27	SILTY CLAY-dark gray- stiff (A-6/A-7) Wet											
	3														
	5	1.0P	32												
	6		115												
	9	7.4B	16	CLAY-gray-hard (A-6)											
	13														
	4														
	7														
	8	NP	14	SILTY LOAM to SILT-dark gray- very loose to loose (A-4)											
	4														
	10														
	11	NP	16												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

PAGE 1 of 1
DATE 11/8/2010
LOGGED BY RJ
GSI JOB No. 10181

SOIL BORING LOG

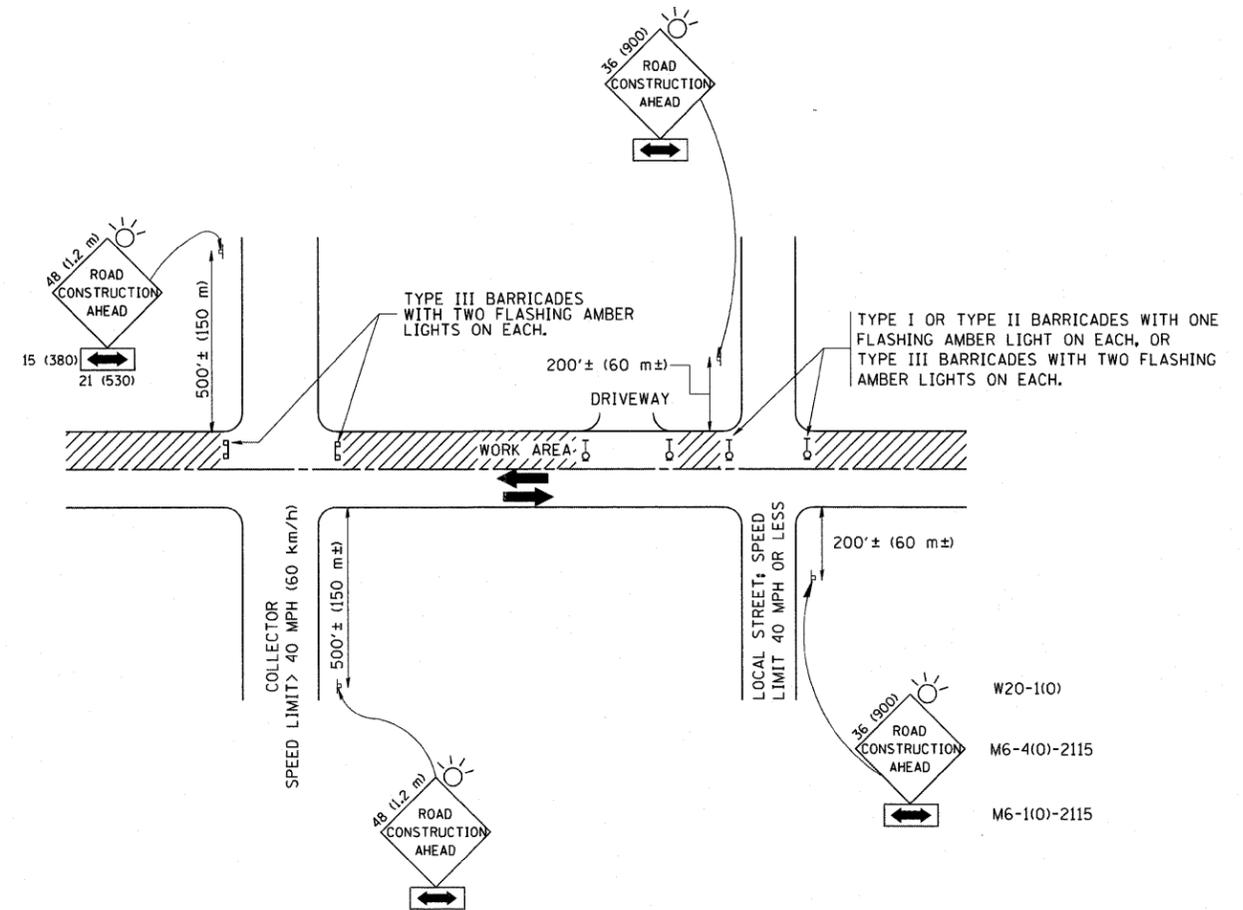
Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
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ROUTE F.A. 122 (IL 394) DESCRIPTION Wing Wall Repair - Illinois 394 South Of Barnes Road
SECTION 2010-67-T LOCATION SEC. 27, T34 N., R 14 E., CRETE TOWNSHIP, 3rd P.M.
COUNTY Will DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 099-0517
Station XX
BORING NO. B-02
Northing 669+69
Easting 65.5' Right
Ground Surface Elev. 698.3

DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	Surface Water Elev. <u>n/a</u>				Stream Bed Elev. <u>n/a</u>				Groundwater Elevation:			
				DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)
				3.0" TOPSOIL-black											
	2		105	SILTY CLAY LOAM-gray- very loose to loose (A-4)											
	2														
	3	1.4B	21												
	2		98	SILTY CLAY-brown & gray- medium stiff to stiff (A-6) Fill											
	2														
	5	1.3B	27	Silty SAND & GRAVEL- gray-medium dense (A-2)											
	2		104												
	2	0.9B	23	SAND with Gravel-gray- medium dense (A-1-b)											
	2														
	2		94	SILTY CLAY-gray-very stiff (A-6)											
	3														
	4	1.2B	30	SILTY CLAY-brown- stiff (A-6/A-7) Wet											
	3		81												
	5	1.3B	37												
	1		103	CLAY-gray-hard (A-6)											
	1														
	1	0.7B	23	SILTY CLAY-dark gray- medium stiff (A-6/A-4)											
	3														
	3	0.5P	23	SILTY CLAY LOAM-gray- very loose to loose (A-4)											
	3														
	5	0.5P	19												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

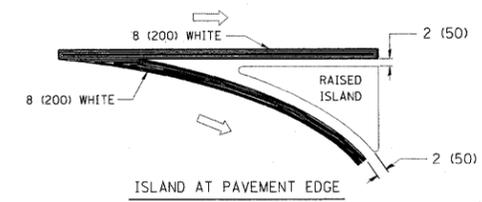
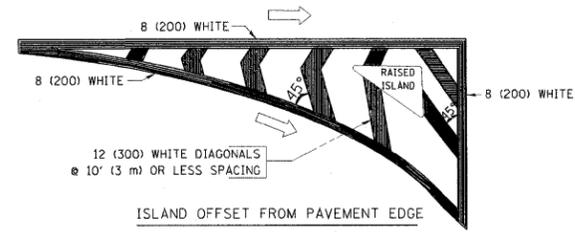
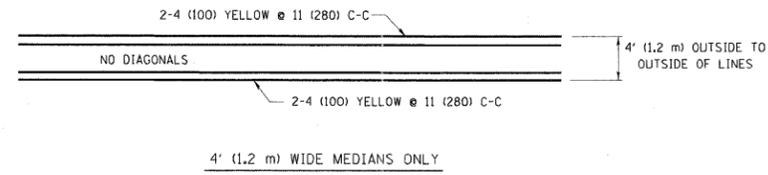
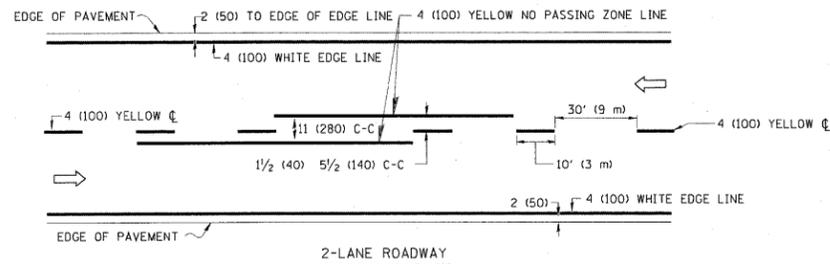
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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

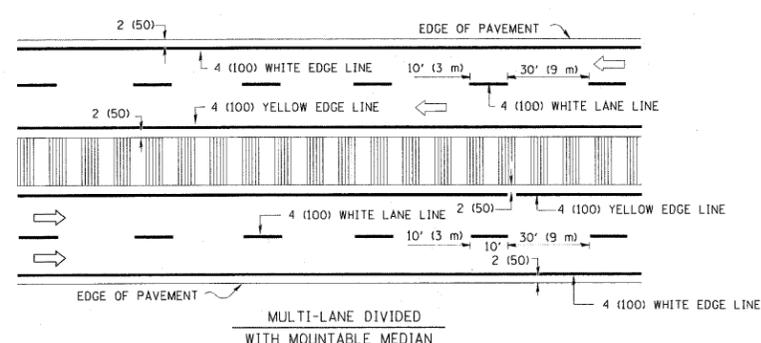
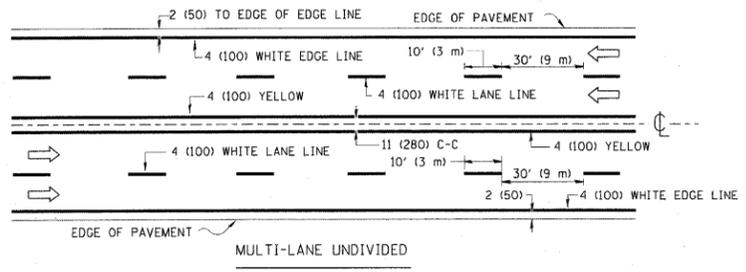
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 332	SECTION 2010-067-T	COUNTY Will	TOTAL SHEETS 15	SHEET NO. 13
TC-10			CONTRACT NO. 60149	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

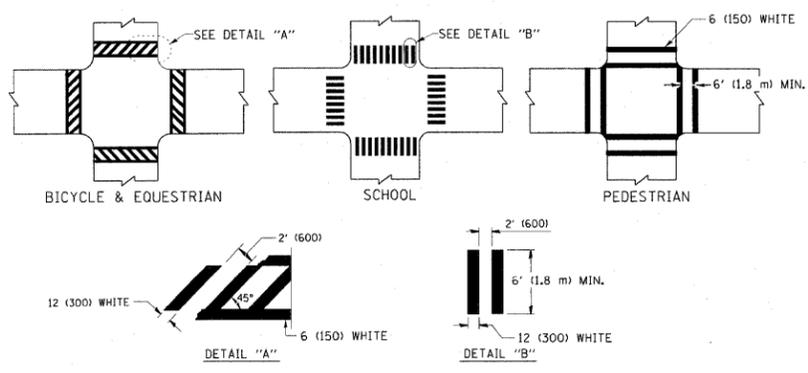


TYPICAL ISLAND MARKING

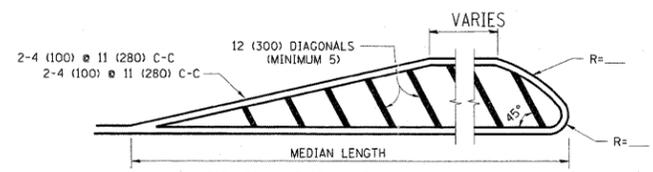


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



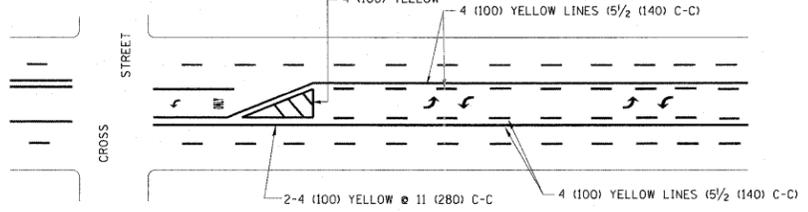
TYPICAL CROSSWALK MARKING



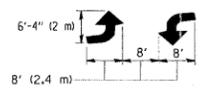
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

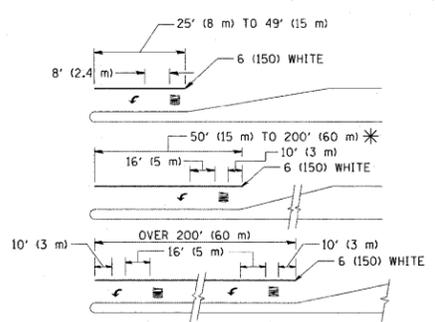


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
TWO WAY LEFT TURN MARKING	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
CROSSWALK LINES (BICYCLE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
CROSSWALK LINES (LONGITUDINAL BARS (SCHOOL))	12 (300) @ 90°	SOLID	WHITE	SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALKS, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS				
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" 15' (4.5 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

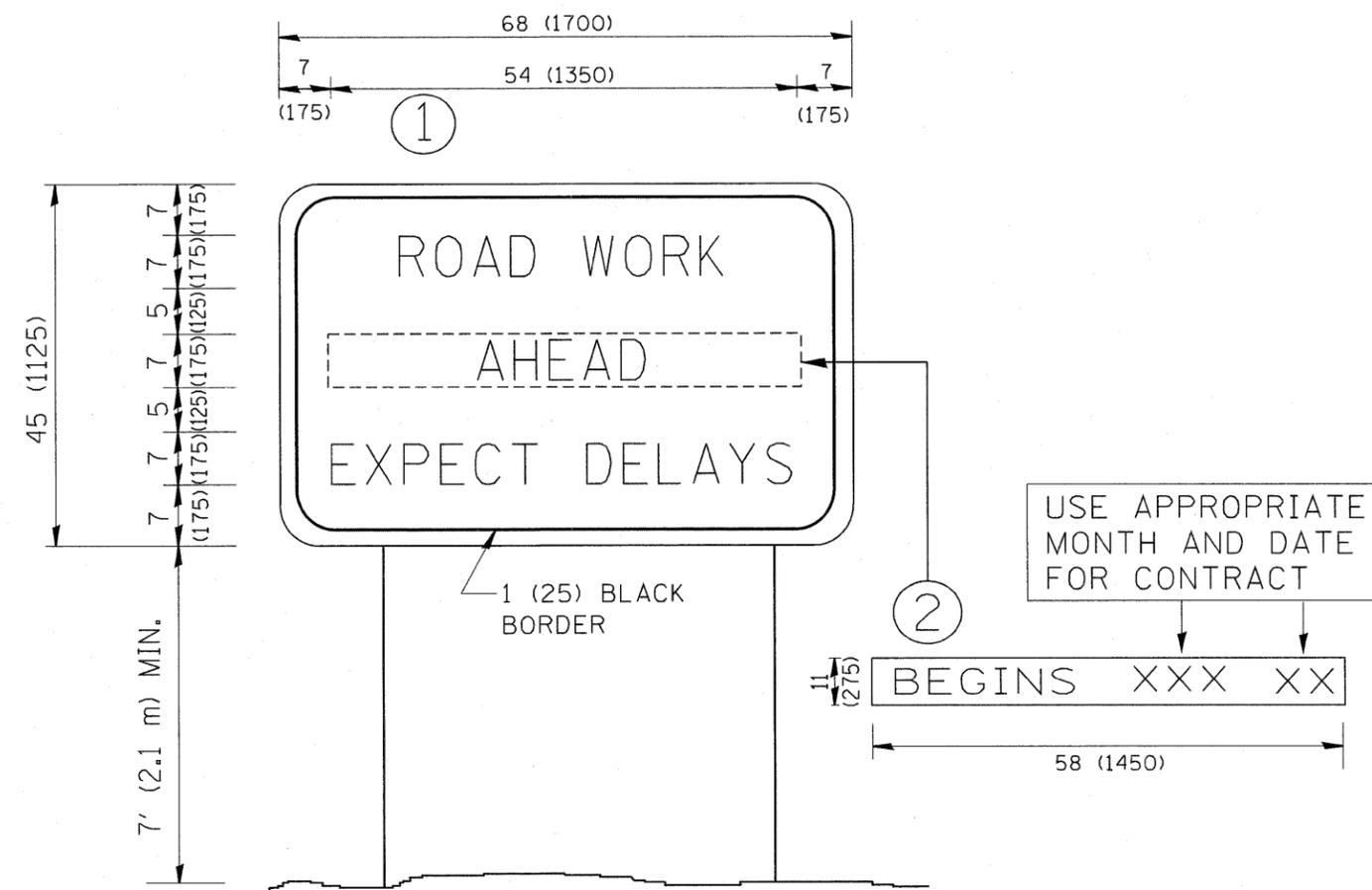
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ca:\pwwork\pwwidoc\drivakosgn\d0186315\td	3.dgn	DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	2010-067-T	Will	15	14
TC-13		CONTRACT NO. 60L49		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = geglcnobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE. 332	SECTION 2010-067-T	COUNTY Will	TOTAL SHEETS 15	SHEET NO. 15
PLOT SCALE = 50.000 / / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 60L49				
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
						SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		