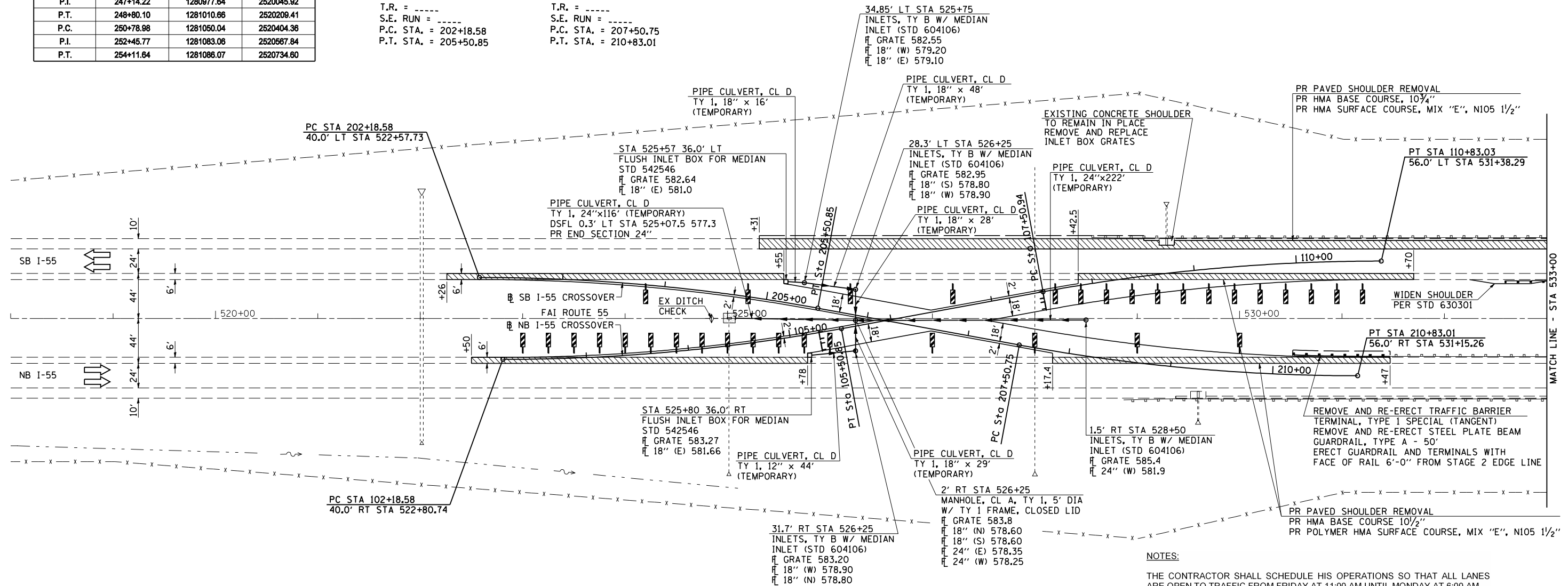


X5356_SB			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.C.	202+18.58	1280992.25	2515568.19
P.I.	203+85.17	1280995.24	2515722.75
P.T.	205+50.85	1280988.19	2515887.13
P.C.	207+50.75	1280935.72	2516084.38
P.I.	209+17.34	1280908.67	2516248.76
P.T.	210+83.01	1280911.66	2516415.32
P.C.	245+47.43	1280974.63	2519879.16
P.I.	247+14.22	1280977.64	2520045.92
P.T.	248+80.10	1281010.66	2520209.41
P.C.	250+78.98	1281050.04	2520404.36
P.I.	252+45.77	1281083.06	2520567.84
P.T.	254+11.64	1281088.07	2520734.60

PROP. CURVE XSB01
 PI STA. = 203+85.17
 $\Delta = 10^\circ 22' 29''$ (RT)
 $D = 3^\circ 07' 21''$
 $R = 1,835.00'$
 $T = 166.59'$
 $L = 332.27'$
 $E = 7.55'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 202+18.58
 P.T. STA. = 205+50.85

PROP. CURVE XSB02
 PI STA. = 209+17.34
 $\Delta = 10^\circ 22' 28''$ (LT)
 $D = 3^\circ 07' 21''$
 $R = 1,835.00'$
 $T = 166.59'$
 $L = 332.26'$
 $E = 7.55'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 207+50.75
 P.T. STA. = 210+83.01



X5356_NB			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.C.	102+18.58	1280912.67	2515580.84
P.I.	103+85.17	1280915.66	2515747.20
P.T.	105+50.85	1280948.60	2515910.50
P.C.	107+50.94	1280988.16	2516106.64
P.I.	109+17.44	1281021.08	2516269.85
P.T.	110+83.03	1281024.09	2516436.32
P.C.	145+52.20	1281087.12	2519904.93
P.I.	147+18.67	1281090.12	2520071.37
P.T.	148+84.23	1281063.12	2520235.83
P.C.	150+84.76	1281030.59	2520433.50
P.I.	152+51.23	1281003.59	2520597.77
P.T.	154+16.79	1281006.59	2520764.21

PROP. CURVE XNB01
 PI STA. = 103+85.17
 $\Delta = 10^\circ 22' 29''$ (LT)
 $D = 3^\circ 07' 21''$
 $R = 1,835.00'$
 $T = 166.59'$
 $L = 332.27'$
 $E = 7.55'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 102+18.58
 P.T. STA. = 105+50.85

PROP. CURVE XNB02
 PI STA. = 109+17.44
 $\Delta = 10^\circ 22' 08''$ (RT)
 $D = 3^\circ 07' 21''$
 $R = 1,835.00'$
 $T = 166.50'$
 $L = 332.08'$
 $E = 7.54'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 107+50.94
 P.T. STA. = 110+83.03

INDICATES LIMITS OF PAVED SHOULDER REMOVAL

NOTES:

- THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT ALL LANES ARE OPEN TO TRAFFIC FROM FRIDAY AT 11:00 AM UNTIL MONDAY AT 6:00 AM.
- SEQUENCE OF OPERATIONS SN 054-0053, 0054, 0055, 0056
- PRESTAGE 1
- 1. CLOSE SOUTHBOUND OUTSIDE LANE USING TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701401.
- 2. REMOVE SOUTHBOUND OUTSIDE SHOULDER AND CONSTRUCT HMA BASE COURSE AND SURFACE COURSE.
- 3. REMOVE AND REPLACE INLET BOX GRATES
- 4. OPEN SB OUTSIDE LANE; CLOSE SB MEDIAN LANE AND NB MEDIAN LANE USING TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701401
- 5. REMOVE MEDIAN SHOULDERS AND CONSTRUCT TEMPORARY PIPE CULVERTS AND CROSSOVER PAVEMENT; INSTALL TEMPORARY EROSION CONTROL MEASURES AND SEED DISTURBED AREAS IN MEDIAN
- 6. INSTALL TEMPORARY GUARDRAIL AND TERMINALS; INSTALL TEMPORARY LIGHTING.



JOB = 2236.09
 FILE NAME = 0672E10-shr-xoprest1.dgn
 PLOT SCALE = 1/8" = 100.00' / IN.
 PLOT DATE = 9/8/2011

DESIGNED - NAK
 DRAWN - TJD
 CHECKED - NAK
 DATE - 8/12/2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRE-STAGE 1
 CROSSOVER PLAN

SCALE: SHEET NO. OF SHEETS STA. 518+00 TO STA. 533+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	D6 LOGAN CO BR 2011	LOGAN	224	57
CONTRACT NO. 72E10				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				