F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.		

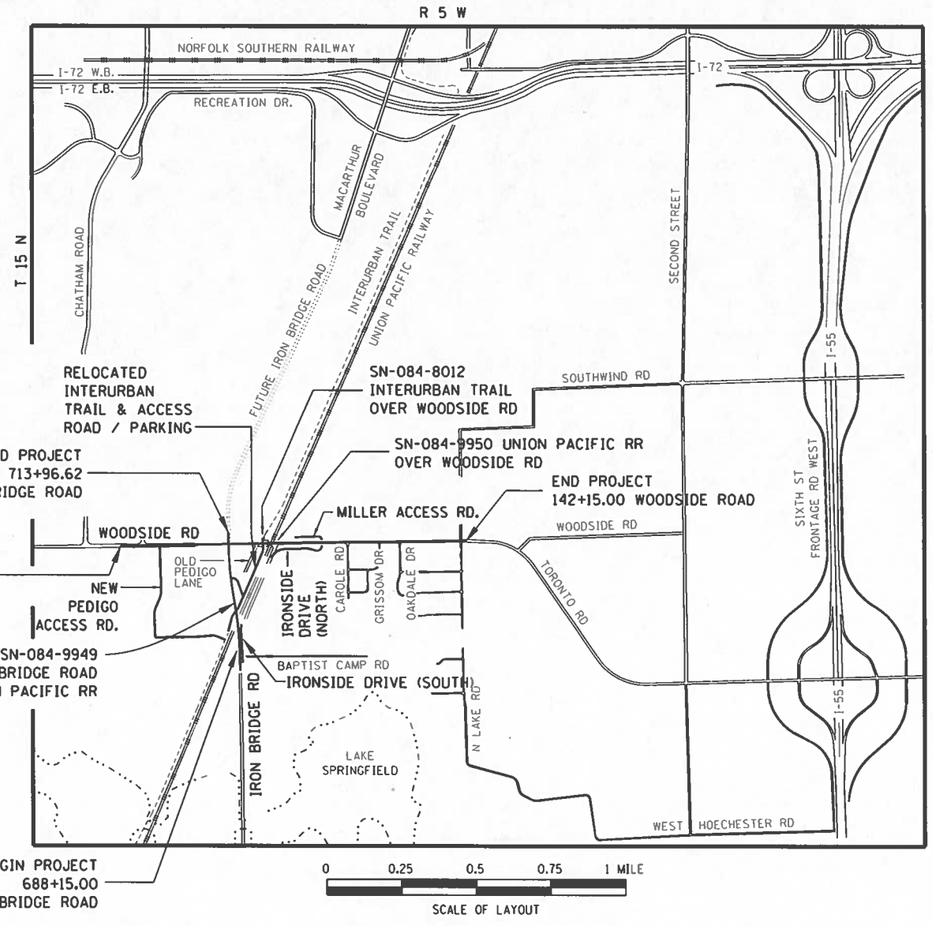
• 07-00164-04-FP, 07-00090-08-FP

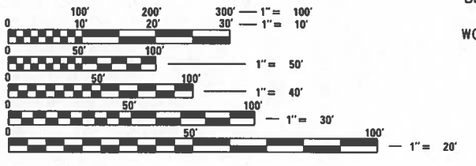
12-13-2024 LETTING ITEM 021

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT
PLANS FOR PROPOSED
FAU RTE 8153 C.H. 22 (IRON BRIDGE ROAD)
AND FAU RTE 8048 C.H. 23 (WOODSIDE ROAD)

SECTION 07-00164-04-FP SECTION 07-00090-08-FP
PROJECT BWWL(183) JOB NO. C-96-011-20
SANGAMON COUNTY
GRADE CROSSING PROTECTION FUNDS

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF STANDARDS, SEE SHEET NO. 2







LOCATION OF SECTION INDICATED THUS:- ▬

APPROVED July 23 20 24
COUNTY ENGINEER

APPROVED August 28 20 24
DISTRICT LOCAL ROADS AND STREETS ENGINEER

APPROVED August 28 20 24
REGION FOUR ENGINEER

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

PROJECT ENGINEER – MIKE BRAND, PE
PROJECT MANAGER – MIKE MENDENHALL, PE, SE

CONTRACT NO. 93671

LENGTH OF IMPROVEMENT =

IRON BRIDGE ROAD	= 2581.62 FEET	= 0.489 MILES
WOODSIDE ROAD	= 6225.00 FEET	= 1.179 MILES
TOTAL LENGTH OF PROJECT	= 8806.62 FEET	= 1.668 MILES

DESIGN DESIGNATION:
C.H. 22 (IRON BRIDGE ROAD) - MINOR ARTERIAL
C.H. 23 (WOODSIDE ROAD) - MINOR ARTERIAL

DESIGN SPEED:
IRON BRIDGE ROAD 45 MPH
WOODSIDE ROAD 45 MPH

ADT
IRON BRIDGE ROAD: 6,700 (2017)
WOODSIDE ROAD: 11,600 (2017)

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JOSH F. COURT — 062-056588 — REGISTERED PROFESSIONAL ENGINEER — ILLINOIS
EXPIRES: 11/30/25
SIGNED: 07/23/24
SHEETS 142-145

MICHAEL D. BRAND — 062-046569 — REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRES: 11/30/25
SIGNED: 07/23/24

LAYOUT	CLC	00/00/09
DRAWN	CLC	00/00/09
REVIEWED	JMD/MWM	00/00/09

7/23/2024
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STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-05	DIAGONAL CURB RAMPS FOR SIDEWALK
424026-03	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATES FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" THRU 84" DIA.
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-03	PRECAST REINFORCED CONCRETE ELLIPTICAL END SECTION
542311-07	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
542406-04	METAL FLARED END SECTIONS FOR PIPE ARCHES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602301-04	INLET, TYPE A
602306-03	INLET, TYPE B
602401-07	PRECAST MANHOLE TYPE A 4' (1.22 M) DIAMETER
602402-03	PRECAST MANHOLE TYPE A 5' (1.52 M) DIAMETER
602406-11	PRECAST MANHOLE TYPE A 6' (1.83 M) DIAMETER
602416-09	PRECAST MANHOLE TYPE A 8' (2.44 M) DIAMETER
602601-06	FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS TYPE 1
604006-05	FRAME AND GRATE, TYPE 3
604021-04	BASE, FRAME AND LIDS TYPE 5
604036-03	GRATE TYPE 8
604041-03	FRAME AND GRATE, TYPE 9
604051-04	FRAME AND GRATE, TYPE 11
604071-07	FRAME AND GRATE, TYPE 20
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-04	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24 (B-15.60)
606101-05	TYPE A GUTTER (INLET, OUTLET AND ENTRANCE)
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
631033-09	TRAFFIC BARRIER TERMINAL, TYPE 6B
664001-02	CHAIN LINK FENCE
665001-02	WOVEN WIRE FENCE
666001-01	RIGHT-OF-WAY MARKERS
668001-01	U.S. GEOLOGICAL SURVEY AND NATIONAL GEODETIC SURVEY BENCHMARKS, RESETTING METHOD
701001-02	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 M) TO 24' (600MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS > 45 MPH
701331-05	LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701602-10	URBAN LANE CLOSURE, MULTILANE. 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
720016-04	MAST ARM MOUNTED STREET NAME SIGNS
720021-03	SIGN PANELS, EXTRUDED ALUMINUM TYPE
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
821101-02	LUMINARE WIRING IN POLE

STANDARDS

825011-04	LIGHTING CONTROLLER PEDESTAL MOUNTED, 240V
830001-03	LIGHT POLE ALUMINUM MAST ARM
836001-04	LIGHT POLE FOUNDATION
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-08	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877002-04	STEEL MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-11	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

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2	INDEX OF SHEETS AND STANDARDS
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4	GENERAL NOTES TRACK
5	GENERAL NOTES AND COMMITMENTS
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204-224	STRUCTURE 084-9950 PLANS
225-228	INTERURBAN TRAIL PEDESTRIAN BRIDGE
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294-296	CROSS SECTIONS TRAIL PARKING ACCESS ROAD PHASE 1
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347-350	CROSS SECTIONS IRONSIDE DRIVE (NORTH) PHASE 2
351-352	CROSS SECTIONS MILLER ROAD
353-360	CROSS SECTIONS SHOOFLY PHASE 2
361-368	CROSS SECTIONS MAINLINE UPRR

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		DRAWN - JDS	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

INDEX & STANDARDS

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	2
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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GENERAL NOTES

PHASE 1 - IRON BRIDGE ROAD OVERPASS - SEC 07-00164-04-FP
PHASE 2 - WOODSIDE ROAD UNDERPASS - SEC 07-00090-08-FP

1 MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE

AT&T
CILCO GAS
COMCAST
CWLP ELECTRIC
CWLP WATER
MCI
SPRINT NEXTEL
SPRINT NEXTEL
UNION PACIFIC FIBER AND SIGNALS

NON-JULIE MEMBERS KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: NONE

2 GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENT AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

3 SEEDING, CLASS 2 SHALL BE USED ON AREAS FLATTER THAN 3:1, SEEDING CLASS 3 SHALL E USED ON AREAS 3:1 AND STEEPER. SEEDING CLASS 7 SHALL BE USED FOR TEMPORARY SEEDING.

4 FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS:

HOT-MIX ASPHALT BASE COURSE - 112 LBS/SQ YD/IN
HOT-MIX ASPHALT BINDER COURSE - 112 LBS/SQ YD/IN
HOT-MIX ASPHALT SURFACE COURSE - 112 LBS/SQ YD/IN
WATER .008 UNITS PER SQ YD OF SUBGRADE
SUBBASE GRANULAR MATERIAL & AGGREGATE BASE - 2.05 TONS/CUBIC YARD
ROCKFILL APPLICATION RATE 1.89 TONS /CUBIC YARD
ALL OTHER AGGREGATE - 1.89 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT):
ON NEW HMA PAVT - 0.025 LB/SQ FT
ON EXIST HMA/PCC - 0.05 LB/SQ FT
ON AGGREGATE SURFACE - 0.25 LB/SQ FT
COVER COATS - 25 LBS/SQ YD; SEAL COATS - 19 LBS/SQ YD
RIPRAP - 1.50 TONS/CU YD
SEEDING FERTILIZER RATIO (NIT:PHOS:POT) - 90:90:90 LBS/AC
AGRICULTURAL GROUND LIMESTONE - 2.00 TONS/ACRE
MULCH - 2.00 TONS/AC
EARTHWORK SHRINKAGE =20%

5 PROPOSED POLE FOUNDATIONS SHALL BE CONSTRUCTED FLUSH WITH THE PROPOSED FINISHED SURFACE.

6 ONLY THOSE TREES LISTED WITHIN THE TREE REMOVAL AREAS SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES, PLANTS, AND WETLANDS FROM DAMAGE.

7 WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. FULL DEPTH SAW CUTTING REQUIRED FOR PAVEMENT REMOVAL WILL BE PAID FOR AS SAWING PAVEMENT (FULL DEPTH). ALL OTHER SAWED JOINTS FOR REMOVALS AND BUTT JOINTS SHALL BE CONSIDERED INCLUDED IN THE ITEM BEING REMOVED OR CONSTRUCTED.

8 CONNECT TRANSVERSE DRAINS AND UNDERDRAINS TO DRAINAGE STRUCTURES THROUGH PRECAST BLOCKOUTS. THE PRECAST BLOCKOUTS SHALL BE INCLUDED IN THE PAY ITEM FOR TRANSVERSE DRAINS.

9 STORM SEWER (WATER MAIN REQUIREMENTS) IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FT. AND THE WATER MAIN INVERT IS LESS THAN 1.5 FT. ABOVE THE STORM SEWER CROWN.

10 STORM SEWER (WATER MAIN REQUIREMENTS) IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 1.5 FT. ABOVE THE TOP OF THE SEWER.

11 EXCAVATION IN OLD GRAVEL OR EXISTING OIL AND CHIP ROADWAYS IS TO BE PAID AS EARTH EXCAVATION.

12 EXISTING UNDERDRAINS AND UNDERDRAIN HEADWALLS SHALL BE REMOVED AS REQUIRED TO CONSTRUCT THE PROPOSED PAVEMENT. THE COST SHALL BE INCLUDED IN EARTH EXCAVATION.

13 ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

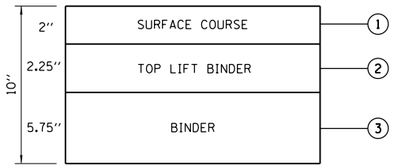
14 THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER.

15 SECTION NUMBERS ARE AS FOLLOWS:
PHASE 1 WORK - SECTION 07-00164-04-FP
PHASE 2 WORK - SECTION 07-00090-08-FP

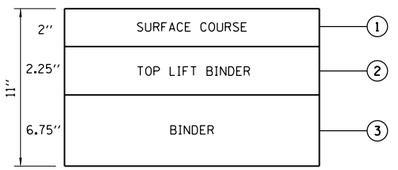
MIXTURE REQUIREMENTS

MIXTURE NUMBER:	NO. 1	NO. 2	NO. 3	NO. 4
LOCATION	IRON BRIDGE RD WOODSIDE RD	IRON BRIDGE RD WOODSIDE RD	IRON BRIDGE RD WOODSIDE RD SIDE ROADS ENTRANCES	INTERURBAN TRAIL SIDE ROADS ENTRANCES
MIXTURE USE (S):	SURFACE COURSE FULL-DEPTH PAVEMENT	TOP LIFT BINDER	BINDER	SURFACE
PG:	SBS PG 70-28	SBS PG 64-28	PG 64-22	PG 58-28
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0	IL 19.0	IL 9.5
FRICTION AGGREGATE	MIX "D"	N/A	N/A	MIX "C"
QUALITY MANAGEMENT	QC/QA	QC/QA	QC/QA	QC/QA
MATERIAL TRANSFER DEVICE REQUIRED ?	YES	YES	YES, FULL-DEPTH NO, OTHER HMA	NO

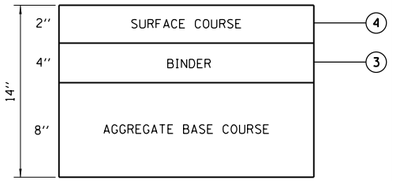
LIFT DIAGRAMS



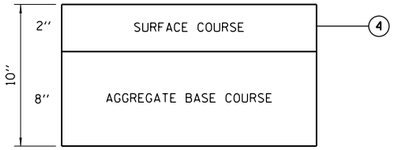
HOT-MIX ASPHALT (FULL DEPTH), 10"
IRON BRIDGE ROAD



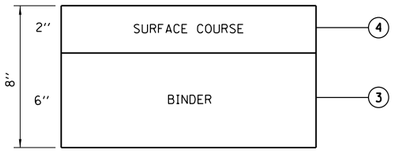
HOT-MIX ASPHALT (FULL DEPTH), 11"
WOODSIDE ROAD



IRONSIDE DRIVE (NORTH)
IRONSIDE DRIVE (SOUTH)
TRAIL PARKING ACCESS ROAD
CAROLE ROAD
GRISSOM DRIVE
OAKDALE DRIVE
NORTH LAKE ROAD
HMA ENTRANCES



INTERURBAN TRAIL
AND BIKE PATH CONNECTOR



HMA SHOULDER

FILE NAME = Fc-1-MIX-GEN_2002.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	GENERAL NOTES & MIXTURE REQUIREMENTS
		DRAWN - JDS	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JWM	REVISED -		SCALE: / SHEET NO. OF SHEETS / STA. / TO STA.
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	3
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

GENERAL NOTES

1. Contractors shall notify Service Alert, (800) 642-2444 and UPRR Fiber Optics Hotline (800) 336-9193, 48 hours prior to any excavation. The USA Authorization Numbers shall be kept at the job site.
2. No work whatsoever shall be commenced without first notifying the UPRR Engineer.
3. The Contractor shall comply with all Federal, State, County, and City Laws and Ordinances and Regulations of the Department of Industrial Relations, OSHA, NPDES and Industrial Accident Commission related to the safety and character of the work, equipment and labor personnel.
4. Contractor shall be responsible for coordinating with all Utility agencies.
5. Contractor shall protect in place (by any means necessary) all existing utilities to remain unless otherwise specified herein, contractor shall be responsible for the complete repair at his expense, for any damage to existing utilities, structures, or other site features, as a result of his work.
6. Prior to placing curbs, pavements, base, subbase, track, etc., all underground utilities shall be installed, backfill completed, and the Engineer notified by each of the utility companies having facilities within the work area, that the utility installation has satisfactorily passed acceptance tests.
7. All existing underground utilities, that are not to be re-used shall be abandoned in place. All existing pipelines to be abandoned in place shall be cement slurry filled and capped at least 3'-0" below top of proposed subgrade.
8. Contractor shall verify locations and elevations of existing utilities whether known or unknown prior to beginning construction.
9. Any underground structures such as cesspools, cisterns, mining shafts, tunnels, septic tanks, wells, and pipelines not located prior to construction shall be brought to the attention of the engineer for determiniation of appropriate action such as removal or treatment in a manner judged suitable to the engineer.
10. Contractor shall coordinate location of all proposed utilities with UPRR to assure accuracy of utility connections and compliance with local codes.
11. Any existing conditions found to be a variance with these drawings must be immediately reported to the Engineer.
12. Contractor shall maintain and clean to the satisfaction of the Engineer, all access and service roads used during construction.
13. Contractor shall perform all construction in such a manner as to protect adjacent existing buildings, and other site elements which are to remain in service.
14. Contractor shall provide As-built Drawings for all improvements.
15. No field changes pertaining to railroad items will be permitted without direct written authorization from the UPRR Engineer or his representative.
16. Contractor shall coordinate work which affects adjacent property owners. Any questions or agreements between adjacent property owners and contractor shall be made in writing. A copy of such agreement shall be provided to the UPRR Engineer or his representative.
17. The contractor is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to comply with State regulations. General specifications and typical erosion control details are included in the plan set.
18. Right-of-way lines shown on the plans were taken from boundary field surveys and are approximate.
19. Match lines for sheets are based on the existing Main Line stationing unless otherwise specified.
20. Track laying, ballasting, and installation of road crossing panels will be done by UPRR unless otherwise stated.
21. Where existing culverts are to be extended, the contractor shall expose existing drainage structures and field verify size and type before ordering.
22. The contractor is responsible for the removal of all pavement markings that will be in conflict with the proposed work.
23. Contractor shall comply with all Illinois Department of Transportation standard specifications for construction of public improvements requirements. Project standard specifications shall prevail.
24. Contractor shall maintain at least one access to all affected business. If necessary, multiphase construction shall be utilized.
25. UPRR General Conditions and Specifications will be followed unless project specifications exceed and deviations are approved by UPRR Engineer.
26. Fill and backfill placed within 100' of the bridge abutments to be compacted to 100% of Modified Proctor (ASTM D 1557/AASHTO T180) per UPRR General Conditions and Specifications Section 31 23 26, Part 3.02C. Additionally, compaction outside of the 100' zone must meet the requirements of Part 3.02B of the General Conditions and Specifications.

TRAFFIC NOTES

1. All barricades, warning signs, lights, devices, etc. for the guidance of vehicle traffic and pedestrians must conform to the installation shown in the Manual on Uniform Traffic Control Devices (MUTCD), current edition.
2. Contractor shall make twice daily inspections of barricades and flashing lights to ensure proper placement and functioning of warning devices.
3. Grade crossings closed to traffic during construction shall be barricaded in accordance with the MUTCD.
4. At all grade crossings, all grade crossing warning signs (crossbuck) shall temporarily be relocated during construction and reset after the grade crossings construction is completed to a point adjacent to the roadway and 15 feet from the centerline of the near track as stated in the MUTOD except where automatic grade crossing warning signals/gates exisit. All automatic warning devices are the responsibility of UPRR. At no time shall a crossing be left open without proper warning signs in place.
5. Contractor shall submit traffic control plans to the Sangamon County Highway Dept. for approval at least 2 weeks prior to each road closure. Plans shall be 11" x 17" engineered drawings, approved by a professional engineer from the Illinois Department of Transportation.
6. The contractor is responsible for the prompt replacememt and/or repair of all traffic control devices and appurtenances damaged or disturbed due to construction.

DESIGN CRITERIA

1. UPRR standard plans and trackworks
2. Illinois Department of Transportation Roadway Standards

SURVEY NOTES

1. Railroad stationing for project profiles and alignments is based on stations established for chord definition spiraled curves at the centerline of the existing UPRR Main Line unless otherwise noted.
2. The contractor is responsible for the preservation of all survey control monuments. In the event monuments are damaged or destroyed by the contractor, the Engineer will replace the monument solely at the contractor's expense.
3. Field survey within the railroad corridor was last obtained on 8/11/2020.

	DATUM
HORIZONTAL	Illinois State Plane Coordinate System NAD 83(97) West Zone All distances are grid distances unless otherwise noted. Combination factor 0.99993923
VERTICAL	Elevations are based on the North American Verical Datum of 1988 (NAVD88)

PROJECT CONTACTS

CONTACT	PHONE NUMBER	UPRR
		Construction Project Manager
		Construction Field Manager
		Project Design Manager
		Project Design Sr. Project Designer
		Structures Design Sr. Manager
		Structures Design Manager
		Information Technology - Fiber
		Real Estate - Utilities
		Real Estate - Acquisitions

CONTACT	PHONE NUMBER	FIBER

CONTACT	PHONE NUMBER	UTILITIES

CONTACT	PHONE NUMBER	FEDERAL AND LOCAL GOVERMENT AGENCY

PHONE NUMBER	GENERAL
(800) 336-9193	UPRR CALL BEFORE YOU DIG
(888) 258-0808	CALL BEFORE YOU DIG (NATIONAL DIRECTORY)
(888) 877-7267	UPRR Response Management Communications Center (RMCC)

UPRR INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS AND STANDARDS
4	GENERAL NOTES - TRACK - PHASE 2
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	DRAWN - DJP	REVISED -	
PLOT SCALE = 99.9998 sf / In.	CHECKED - GCN	REVISED -	
PLOT DATE = 7/29/2024	DATE - 09/29/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES - TRACK - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET I OF I SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	4
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP

FILE NAME: I:\96jobs\96S2002f\CADD\Road\Sheet\UP-Track\Gc-1-General Notes.dgn
MODEL: Default

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PHASE 1 COMMITMENTS

1 JAMES AND MARCHA SMITH - IRON BRIDGE ROAD
- AT THE SMITHS' DRIVEWAY LOCATED NEAR STA 689+16 RT. ON IRON BRIDGE ROAD, THE COUNTY'S CONTRACTOR WILL SAW CUT THE EXISTING CONCRETE SURFACE WHERE NECESSARY TO INSTALL THE NEW ENTRANCE CULVERT. THE CONTRACTOR WILL REPLACE THE AREA OF DRIVEWAY DISTURBED BY THE CONSTRUCTION WITH A MATCHING CONCRETE SURFACE. THE CONCRETE SURFACE WILL TRANSITION TO AN ASPHALT SURFACE UPON THE APPROACH TO THE IRON BRIDGE ROAD. ALL NECESSARY WORK WILL BE PERFORMED WITHIN THE LIMITS OF THE EXISTING ROW.
- THE CONTRACTOR WILL NOT REMOVE THE TWO TREES LOCATED ON THE NORTH AND SOUTH SIDES OF THE DRIVEWAY WHICH ARE IN EXISTING ROW AT OR NEAR STA 689+16.
- IF THE PROPERTY CORNER SURVEY PINS ARE DISTURBED BY THE PROPOSED CONSTRUCTION THEY WILL BE RESET AT NO COST TO THE PROPERTY OWNER.
- IF THE 4 INCH PLASTIC DRIVEWAY DRAIN PIPE THAT DISCHARGES INTO THE EXISTING DITCH IS DISTURBED, THE COUNTY'S CONTRACTOR WILL ALTER THE DRAIN PIPE TO THE NEWLY CONSTRUCTED DITCH.

2 CHRISTOPHER BELL
- THE COUNTY'S CONTRACTOR SHALL CONSTRUCT AN ADDITIONAL PRIVATE ENTRANCE TO THE SOUTH PORTION OF THE PROPERTY AT STA 12+40.00 FROM THE FUTURE IRONSIDE DRIVE (SOUTH). THE LENGTH OF THE ENTRANCE TO BE CONSTRUCTED WILL NOT EXTEND BEYOND THE PROPOSED RIGHT OF WAY LIMITS.

3 BARRY O. HINES, TRUSTEE (NOW WILLIAM C. PARR) - PEDIGO ACCESS ROAD
- THE CONTRACTOR SHALL CONSTRUCT A FARM FIELD ENTRANCE AT THE SOUTHERN STUB TO THE PEDIGO ACCESS ROAD AT APPROXIMATELY STA 116+49.50 FOR THE INGRESS AND EGRESS TO THE OWNER'S PROPERTY.
- THE CONTRACTOR SHALL INSTALL A FIELD ENTRANCE ON THE EAST SIDE OF PROPOSED PEDIGO ACCESS ROAD (AT STA 103+00) FOR THE INGRESS AND EGRESS TO THE OWNER'S PROPERTY.

4 TONY AND LINDA CAPRANICA, DANNY AND WANDA PEDIGO
- THE CONTRACTOR SHALL REMOVE THE PORTION OF EXISTING PEDIGO LANE FROM WOODSIDE RD TO THE NORTH EDGE OF THE PEDIGO PROPERTY AND PROVIDE ALTERNATIVE ACCESS FROM WOODSIDE ROAD TO THE REMAINING PROPERTY. THE ENTRANCE TO THE ACCESS WILL BE LOCATED AT APPROXIMATELY STA 128+51.45 ON PEDIGO ACCESS ROAD AND EXTEND TO THE EXISTING ACCESS AT THE NEW RIGHT OF WAY LINE.

5 SHERRIE AND ROBERT LYNCH
- THE CONTRACTOR SHALL CONSTRUCT A 24 FT WIDE JOINT ENTRANCE CENTERED ON THE LINEAT APPROXIMATELY 689+00.00 LT TO ACCOMMODATE EACH OWNER. SEPARATE 12 FT WIDE DRIVEWAY LANES WILL BE CONSTRUCTED TO SERVE EACH PROPERTY. THE PROPERTY OWNERS SOUTHERN DRIVEWAY PORTION WILL HAVE AN AGGREGATE SURFACE AND THE LENGTH OF THE ENTRANCE WILL EXTEND TO THE RIGHT OF WAY LIMITS. THE UTILITY POLE AND TELEPHONE PEDESTAL IMMEDIATELY SOUTH OF THE ENTRANCE WILL BE COORDINATED TO BE MOVED BETWEEN THE SANGAMON COUNTY HIGHWAY DEPT AND THE UTILITY COMPANIES IN ORDER TO BE MOVED FURTHER SOUTH TO PROVIDE THE NECESSARY ROOM FOR THE DRIVEWAY CONSTRUCTION.

7 SUKUP ET AL - WOODSIDE ROAD
- THE PROPERTY OWNER HAS PREVIOUSLY REMOVED THE TWO EXISTING GRAIN BINS ON THE NORTH SIDE OF WOODSIDE ROAD AT STA. 101+03, 115' LT.
VIA A TEMPORARY USE PERMIT GRANTED TO THE COUNTY, THE CONTRACTOR SHALL REMOVE THE REMAINING CONCRETE BASES, WALLS AND FOUNDATIONS, THEN BACKFILL AND GRADE THE AREA TO PROPERLY BLEND WITH THE EXISTING SURROUNDING GROUND.

PHASE 2 COMMITMENTS

1. JUSTIN M TRASK - WOODSIDE RD
- THE COUNTY'S CONTRACTOR WILL NOT REMOVE ANY OF THE TREES OUTSIDE THE LIMITS OF TREE REMOVAL INCLUDING THE 17" DIAMETER TREE AT APPROXIMATELY STA 126+77, 60' RT.
- ALL TREES TO REMAIN IN PLACE SHALL BE IDENTIFIED BY THE COUNTY AND FLAGGED.

2. WAYNE W. AND CAROLE MENDENHALL
-THE COUNTY'S CONTRACTOR WILL INSTALL WOVEN WIRE MESH IN THE DRIVEWAY TO BE RECONSTRUCTED AT STA. 126+21.5 LT.
-THE COUNTY'S CONTRACTOR WILL INSTALL RIGHT-OF-WAY MARKERS 1'+/- ROADSIDE OF THE RIGHT-OF-WAY CORNERS AT THE FOLLOWING LOCATIONS PRIOR TO THE COMPLETION OF THE PROJECT.
STA. 124+57.04, 70.00' LT
STA. 124+68.79, 70.00' LT
STA. 124+68.79, 60.00' LT
STA. 127+18.68, 60.00' LT (TOP OF MARKER TO BE SET FLUSH WITH GROUND TO FACILITATE MOWING)
STA. 129+27.15, 60.00' LT (TOP OF MARKER TO BE SET FLUSH WITH GROUND TO FACILITATE MOWING)
STA. 129+76.84, 60.00' LT

ENVIRONMENTAL COMMITMENTS

1. IN COORDINATION WITH THE SPRINGFIELD PARK DISTRICT, SANGAMON COUNTY COMMITS TO THE FOLLOWING MEASURES:

-DURING CONSTRUCTION, A TEMPORARY BIKE PATH WILL BE CONSTRUCTED TO ALLOW USERS TO DETOUR AROUND THE CONSTRUCTION AREA. THE TEMPORARY PATH WILL BE A 10-FOOT WIDE PATH WITH 10 INCHES OF COMPACTED AGGREGATE. FULL CLOSURE OF THE PATH, INCLUDING THE TEMPORARY DETOUR PATH, MAY BE REQUIRED TEMPORARILY TO ENSURE THE SAFETY OF TRAIL USERS. THE MAXIMUM ALLOWABLE CLOSURE TIME FOR EACH OF TWO CONSTRUCTION PHASES WILL BE 60 DAYS.

-IMPROVEMENTS TO THE EXISTING AGGREGATE TRAILHEAD, INCLUDING PAVEMENT AND STRIPED PARKING.

-PROVIDE IMPROVED BOLLARDS AT ACCESS POINTS.

-INSTALL ADDITIONAL WAYFINDING SIGNAGE FOR TRAIL USERS.

-PROVIDE LIGHTING FOR THE TRAIL CROSSING UNDER IRON BRIDGE ROAD.

-CONTINUED COORDINATION WITH THE FRIENDS OF SANGAMON VALLEY TO ADDRESS ANY NATIVE PLANTINGS ALONG THE IMPACTED TRAIL SECTIONS THAT MAY BE IMPACTED.

2. REMOVAL OF SAPLINGS AND TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE PERMITTED FROM APRIL 1 THROUGH SEPTEMBER 30.

FILE NAME = FGc-1-Commitments.dgn	USER NAME = johns00944	DESIGNED - CAD	REVISED -
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	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

GENERAL NOTES & COMMITMENTS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	5
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
						SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
					0004	0008	0008	0008	0050
#	20100500	TREE REMOVAL, ACRES	ACRE	3.25	1	0.75	1.50		
	20200100	EARTH EXCAVATION	CU YD	201,400	31,015	78,645	91,740		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	8,630	410		8,220		
	20800150	TRENCH BACKFILL	CU YD	3,381	511	302	2,568		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5,730			5,730		
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	8,295	3,608	2,317	2,370		
#	25000750	MOWING	ACRE	12.75	5.25	3.00	4.50		
#	25100630	EROSION CONTROL BLANKET	SQ YD	36,917	9,230	18,594	9,093		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,010	249	398	363		
	28000305	TEMPORARY DITCH CHECKS	FOOT	140	90	20	30		
	28000400	PERIMETER EROSION BARRIER	FOOT	1,201	1,201				
	28000500	INLET AND PIPE PROTECTION	EACH	111	67	12	32		
	28100125	STONE RIPRAP, CLASS B3	SQ YD	482	273	100	109		
	28100127	STONE RIPRAP, CLASS B4	SQ YD	178	82	96			
	28100129	STONE RIPRAP, CLASS B5	SQ YD	237	237				
#	30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	22,479	22,393		86		
#	31000600	PROCESSING LIME STABILIZED SOIL MIXTURE 12"	SQ YD	1,200			1200		
	31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	120	58	62			
	31101810	SUBBASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	36,042	7,946	12,577	15,519		
	35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	20,732	11,561	4,498	4,673		
	40200500	AGGREGATE SURFACE COURSE, TYPE A 6"	SQ YD	1,361	462	252	647		
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	6,640	4,832	1,808			
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	19,212	10,727	8,200	285		
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	36,947	19,266	8,454	9,227		
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	41,884	23,527	9,291	9,066		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,790	1,514	80	196		
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1,459	414	404	641		

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FILE NAME = FGc-6COMBINESUM01.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	SUMMARY OF QUANTITIES – 1
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	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	6
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
					SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
				0004	0008	0008	0008	0050
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	1,232	475	424	333		
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	567	496	71			
40701881	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	SQ YD	13,917	5,695	8,222			
40701901	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	SQ YD	34,229	20,563		13,666		
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	549		549			
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	290	158	108	24		
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	94	72		22		
42400100	PORTLAND CEMENT CONCRETE SIDEWALK, 4 INCH	SQ FT	40,653	21,851.0	678.0	18,124.0		
42400800	DETECTABLE WARNINGS	SQ FT	317	198		119		
44000100	PAVEMENT REMOVAL	SQ YD	27,937	14,239	5,152	8,546		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	13,234	12,402	636	196		
48101498	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	8,223	4,941	3,282			
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	3,657	1,085	2,572			
48300100	PORTLAND CEMENT CONCRETE SHOULDERS 6"	SQ YD	218	218				
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4				
50105220	PIPE CULVERT REMOVAL	FOOT	1,490	920	224	346		
50200100	STRUCTURE EXCAVATION	CU YD	3,674		2,979	593	62	40
50300225	CONCRETE STRUCTURES	CU YD	1,144		861	261	22	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	446.5		435.9	10.6		
50300260	BRIDGE DECK GROOVING	SQ YD	1,089		1,089			
50300285	FORM LINER TEXTURED SURFACE	SQ FT	15,126			15,126		
50300300	PROTECTIVE COAT	SQ YD	1,344		1,344			
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	152		138		14	
50500505	STUD SHEAR CONNECTORS	EACH	3,528		3,528			
50800105	REINFORCEMENT BARS	POUND	731,290			692,150		39,140
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	361,650		246,810	110,400	4440	
50800515	BAR SPLICERS	EACH	260		180	80		

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FILE NAME = FGc-6COMBINESUM02.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	SUMMARY OF QUANTITIES – 2				
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	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -						

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	7
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
					SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
				0004	0008	0008	0008	0050
51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	1,335		1,335			
51202305	DRIVING PILES	FOOT	1,335		1,335			
51203200	TEST PILE METAL SHELLS	EACH	2		2			
51500100	NAME PLATES	EACH	3		1	1	1	
51603000	DRILLED SHAFT IN SOIL	CU YD	2,468			2,468		
51604000	DRILLED SHAFT IN ROCK	CU YD	146			146		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	90		90			
52100540	ANCHOR BOLTS, 1 1/2"	EACH	48		48			
52200010	TEMPORARY SHEET PILING	SQ FT	1,712		691	1,021		
52200265	SECANT LAGGING	CU FT	2,717			2,717		
52200500	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	31,979		31,979			
52200900	CONCRETE STRUCTURES (RETAINING WALL)	CU YD	584			584		
54003000	CONCRETE BOX CULVERTS	CU YD	242.4					242.4
54205071	PIPE CULVERTS, SPECIAL 36"	FOOT	21			21		
54210572	PIPE ELBOW, 96"	EACH	1	1				
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	12	7	5			
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	5	3		2		
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2				
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	3	1		2		
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	4	3		1		
54213693	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48"	EACH	2	2				
54213711	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 66"	EACH	2	2				
54214521	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36"	EACH	2		2			
54215496	CAST-IN-PLACE REINFORCED CONCRETE END SECTION 96"	EACH	2	2				
5421D018	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	FOOT	88			88		
54260315	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	FOOT	77		77			
54261442	CONCRETE END SECTION, STANDARD 542001, 42", 1:4	EACH	2		2			

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	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

SUMMARY OF QUANTITIES – 3

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	8
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
					SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
				0004	0008	0008	0008	0050
54261712	STEEL FLARED END SECTIONS 12"	EACH	10	2	8			
54261715	STEEL FLARED END SECTIONS 15"	EACH	27	2	14	11		
54261718	STEEL FLARED END SECTIONS 18"	EACH	4	2	2			
54261824	STEEL FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 24"	EACH	8	8				
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	46	46				
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	154	8		146		
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	46	40		6		
542A0247	PIPE CULVERTS, CLASS A, TYPE 1 42"	FOOT	96			96		
542A0253	PIPE CULVERTS, CLASS A, TYPE 1 48"	FOOT	24	24				
542A0271	PIPE CULVERTS, CLASS A, TYPE 1 66"	FOOT	39	39				
542A0301	PIPE CULVERTS, CLASS A, TYPE 1 96"	FOOT	39	39				
542A1093	PIPE CULVERTS, CLASS A, TYPE 2 48"	FOOT	48	48				
542A5491	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 36"	FOOT	102		102			
542C0217	PIPE CULVERTS, CLASS C, TYPE 1 12"	FOOT	144	18	126			
542C0220	PIPE CULVERTS, CLASS C, TYPE 1 15"	FOOT	376	38	203	135		
542C0223	PIPE CULVERTS, CLASS C, TYPE 1 18"	FOOT	48	18		30		
542D5479	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND - SIZE 24"	FOOT	171	171				
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	5,310	3,162	893	1,255		
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	91		91			
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	1,183	1,034		149		
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	436	333		103		
550A0730	STORM SEWERS, CLASS A, TYPE 3 30"	FOOT	551			551		
550A0750	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	522			522		
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	122	14		94	14	
58700300	CONCRETE SEALER	SQ FT	19,725		2,933	16,595	197	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	575			575		
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	1		1			

SPECIALTY ITEM

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FILE NAME = FGc-6COMBINESUM04.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	SUMMARY OF QUANTITIES – 4			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JDS	REVISED -						•	SANGAMON	368	9
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -						96S2002F	CONTRACT NO. 93671		
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
					SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
				0004	0008	0008	0008	0050
60100945	PIPE DRAINS 12"	FOOT	410		410			
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	129	46		83		
60108104	PIPE UNDERDRAIN, TYPE 1, 4"	FOOT	10,272	6,073		4,199		
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	966			966		
60146306	PIPE UNDERDRAINS FOR STRUCTURES 6"	FOOT	283			283		
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	13	13				
60219300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2			2		
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	9	1		8		
60224000	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 5 FRAME, CLOSED LID	EACH	1	1				
60224459	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	2		1		
60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	75	50		25		
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	3			3		
60236600	INLETS, TYPE A, TYPE 9 FRAME AND GRATE	EACH	3		3			
60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	13	8		5		
60240324	INLETS, TYPE B, TYPE 20 FRAME AND GRATE	EACH	5		5			
60260100	INLETS TO BE ADJUSTED	EACH	1			1		
60500040	REMOVING MANHOLES	EACH	1	1				
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	3.6	1.6	2.0			
60600605	CONCRETE CURB, TYPE B	FOOT	50.5		50.5			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	111.5			111.5		
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	10,097.5	6,338.0	316.5	3,443.0		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	319.0			319.0		
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	362			362		
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	14,014			14014		
61000050	CONCRETE THRUST BLOCKS	EACH	4		4			
61100500	EXPLORATION TRENCH 52" DEPTH	FOOT	5,200	4,200	1,000			
61100605	MISCELLANEOUS CONCRETE	CU YD	3.6	3.1	0.5			

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FILE NAME = FGc-6COMBINESUM05.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	SUMMARY OF QUANTITIES – 5				
		DRAWN - JDS	REVISED -						
	PLOT SCALE = 100.000 '/ in.	CHECKED - JWM	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -						

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	10
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
						SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
					0004	0008	0008	0008	0050
	61101007	STORM SEWERS PROTECTED, CLASS A, 6"	FOOT	260	210	50			
	61101009	STORM SEWERS PROTECTED, CLASS A, 8"	FOOT	260	210	50			
	61101011	STORM SEWERS PROTECTED, CLASS A, 10"	FOOT	260	210	50			
	61101013	STORM SEWERS PROTECTED, CLASS A, 12"	FOOT	260	210	50			
#	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POST	FOOT	637.5		187.5	450		
#	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4			
#	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6		4	2		
	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	20		4	16		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	48	48				
	67100100	MOBILIZATION	L SUM	1		1			
	70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	1	1				
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1				
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1				
	70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1				
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1				
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1				
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1				
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	15,000	15000				
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1,600	1600				
	70300231	TEMPORARY PAVEMENT MARKING - LINE 5" - PAINT	FOOT	1,199		1,199			
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,025		1,025			
	70600305	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 3	EACH	4		4			
#	72000100	SIGN PANEL - TYPE 1	SQ FT	200	127	55	18		
#	72000200	SIGN PANEL - TYPE 2	SQ FT	70	60	10			
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	112	94		18		

SPECIALTY ITEM

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FILE NAME = FGc-6COMBINESUM06.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	SUMMARY OF QUANTITIES – 6
		DRAWN - JDS	REVISED -		
	PLOT SCALE = 100.000 '/ in.	CHECKED - JWM	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	11
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
						SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
					0004	0008	0008	0008	0050
	72400720	RELOCATE SIGN PANEL - TYPE 2	SQ FT	12		12			
#	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4			
#	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	688	458	120	110		
#	73000100	WOOD SIGN SUPPORT	FOOT	45		30	15		
#	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	48	31	9	8		
#	78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,238	1,020	90	128		
#	78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	49,159	31,888	12827	4444		
#	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	3,446	2,369	286	791		
#	78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	2,027	1,683	288	56		
#	78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	252	174	64	14		
#	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	505	420	85			
#	78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	19		12	7		
#	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	19		19			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	38	33	5			
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,180	1,180				
#	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1				
#	80500200	SERVICE INSTALLATION, TYPE B	EACH	3		2			1
#	81028310	UNDERGROUND CONDUIT, PVC, 3/4" DIA.	FOOT	235		235			
#	81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	30					30
#	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	71	71				
#	81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	86	86				
#	81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	437	437				
#	81200210	CONDUIT EMBEDDED IN STRUCTURE, 1" DIA. PVC	FOOT	120					120
#	81303950	JUNCTION BOX EMBEDDED IN STRUCTURE, 6" x 6" x 6"	EACH	2					2
#	81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	7	3	4			
#	81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1	1				
#	81603020	UNIT DUCT, 600V, 3-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	365		365			

SPECIALTY ITEM

FILE NAME = FGc-6COMBINESUM07.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	SUMMARY OF QUANTITIES – 7
		DRAWN - JDS	REVISED -		
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	12
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
						SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
					0004	0008	0008	0008	0050
#	81702450	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	160					160
#	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	4		4			
#	82110026	LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION D	EACH	8					8
#	82500335	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240 VOLT, 100 AMP	EACH	2		1			1
#	83008600	LIGHT POLE, ALUMINUM, 40 FT. M.H., 15 FT. MAST ARM	EACH	2	2				
#	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	4	4				
#	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	960	960				
#	87301265	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 9C	FOOT	600	600				
#	87301270	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 10C	FOOT	260	260				
#	87301275	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 12C	FOOT	770	770				
#	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	760	760				
#	87502510	TRAFFIC SIGNAL POST, GALVANIZED STEEL 17 FT.	EACH	4	4				
#	87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	2	2				
#	87700330	STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.	EACH	1	1				
#	87700404	STEEL MAST ARM ASSEMBLY AND POLE, 62 FT.	EACH	1	1				
#	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12	12				
#	87800200	CONCRETE FOUNDATION, TYPE D	FOOT	3.5	3.5				
#	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	41	41				
#	87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21	21				
#	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6	6				
#	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3	3				
#	88030070	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	3	3				
#	88030080	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	3	3				
#	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2	2				
#	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2	2				
#	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4	4				
#	88200510	TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	19	19				

SPECIALTY ITEM

FILE NAME = FGc-6COMBINESUM08.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS** **SANGAMON COUNTY HIGHWAY DEPARTMENT**	**SUMMARY OF QUANTITIES – 8**
		DRAWN - JDS	REVISED -		
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	13
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
						SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
					0004	0008	0008	0008	0050
#	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1				
#	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8	8				
	LR403200	BITUMINOUS MATERIALS (PRIME COAT)	TON	111	76.0	23.0	12.0		
	LR403400	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	TON	94	82.5		11.5		
	LR403500	COVER COAT AGGREGATE	TON	132	104		28		
	LR403600	SEAL COAT AGGREGATE	TON	172	157		15		
	X0301430	PRECAST CONCRETE PARKING BLOCK	EACH	16	16				
	X0320051	CROSSHOLE SONIC LOGGING ACCESS DUCTS	FOOT	1,253			1,253		
	X0320052	CROSSHOLE SONIC LOGGING TESTING	EACH	23			23		
	X0322135	BOLLARDS, QUICK RELEASE	EACH	1	1				
	X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	973				973	
#	X0325346	RAILROAD TRACK	TRK FT	2,138			2,138		
	X0326911	TRANSVERSE DRAINS COMPLETE	EACH	10		4	6		
	X0327301	RELOCATE EXISTING MAILBOX	EACH	23	12	8	3		
	X0350810	BOLLARD REMOVAL	EACH	2		2			
	X0900020	THERMAL INTEGRITY PROFILE TESTING	EACH	23			23		
	X0900044	THERMAL INTEGRITY PROFILE DATA COLLECTION	FOOT	1,253			1,253		
#	X2200014	GATE, TUBULAR 16' SINGLE SWING (SPECIAL)	EACH	1		1			
#	X2300013	BICYCLE RAILING (GROUND MOUNTED)	FOOT	80				80	
#	X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	17.75	11.75	3.00	3.00		
#	X2501100	SEEDING, CLASS 3 (SPECIAL)	ACRE	5.25	2.25	1.50	1.50		
#	X2501810	SEEDING, CLASS 5 (SPECIAL)	ACRE	1.25	1.25				
#	X2501845	SEEDING, CLASS 7 (SPECIAL)	ACRE	17.50	8.50	4.50	4.50		
	X5020100	AGGREGATE COLUMN GROUND IMPROVEMENT	L SUM	1		1			
#	X5091730	BRIDGE FENCE RAILING (SPECIAL)	FOOT	320		320			
	X5211115	HIGH LOAD MULTI-ROTATIONAL BEARINGS, POT, FIXED-300K	EACH	1		1			
	X5211215	HIGH LOAD MULTI-ROTATIONAL BEARINGS, POT, NON-GUIDED EXPANSION-300K	EACH	2		2			

SPECIALTY ITEM

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FILE NAME = FGc-6COMBINESUM09.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS** **SANGAMON COUNTY HIGHWAY DEPARTMENT**
		DRAWN - JDS	REVISED -	
	PLOT SCALE = 100.000 '/ in.	CHECKED - JWM	REVISED -	
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

SUMMARY OF QUANTITIES – 9

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	14
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
						SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
					0004	0008	0008	0008	0050
	X5211315	HIGH LOAD MULTI-ROTATIONAL BEARINGS, POT, GUIDED EXPANSION-300K	EACH	9		9			
	X5220102	RETAINING WALL REMOVAL	FOOT	50			50		
	X5800110	MEMBRANE WATERPROOFING (SPECIAL)	SQ FT	1,879			1879		
	X6010202	TRENCH DRAIN	EACH	1	1				
	X6062700	CONCRETE GUTTER, TYPE A (SPECIAL)	FOOT	305		305			
	X6100120	TYPE E INLET BOX, STANDARD 610001 (SPECIAL)	EACH	4		4			
	X6640104	FENCE REMOVAL	FOOT	3,807	3,582	225			
#	X6640560	CHAIN LINK FENCE, 6' (SPECIAL)	FOOT	3,010		262	2748		
#	X6640585	CHAIN LINK FENCE, ATTACHED TO STRUCTURE, SPECIAL	FOOT	859			859		
	X6640638	TEMPORARY CONSTRUCTION FENCE	FOOT	4,917	4,917				
	X7010016	BARRICADES, TYPE III	EACH	28	20	8			
	X7010238	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL MO	27		27			
	X7240300	SIGN REMOVAL	EACH	25	16		9		
	X7240502	RELOCATE SIGN, SPECIAL	EACH	1		1			
#	X8130350	JUNCTION BOX EMBEDDED IN STRUCTURE, SPECIAL	EACH	8					8
#	X8570226	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1		1			
#	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4	4				
#	X8891001	VIDEO VEHICLE DETECTION SYSTEM	EACH	1	1				
	XX008948	FURNISHING AND ERECTING STRUCTURAL STEEL BRIDGE NO. 1	L SUM	1		1			
	XX008949	FURNISHING AND ERECTING STRUCTURAL STEEL BRIDGE NO. 2	L SUM	1			1		
	XX009289	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1				
#	Z0002400	BALLAST	TON	970			970		
	Z0004002	BOLLARDS	EACH	2	2				
#	Z0007124	STEEL RAILING (SPECIAL)	FOOT	215			215		
	Z0013300	CONCRETE REMOVAL (SPECIAL)	SQ YD	217	217				
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1		0.25	0.25	0.25	0.25
	Z0016702	DETOUR SIGNING	L SUM	1	1				

SPECIALTY ITEM

FILE NAME = FGc-6COMBINESUM10.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

SUMMARY OF QUANTITIES – 10

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	15
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
						SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
					0004	0008	0008	0008	0050
	Z0034105	MATERIAL TRANSFER DEVICE	TON	31,475	17,801	6,318	7,356		
	Z0034809	MODULAR EXPANSION JOINT-SWIVEL 9"	FOOT	86		86			
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				
#	Z0048700	RAILROAD TIES	EACH	51			51		
#	Z0048900	RAILROAD TRACK REMOVAL	FOOT	2,138			2,138		
#	Z0069700	SUB-BALLAST	CU YD	2,880			2880		
+	Z0076600	TRAINEES	HOUR	5,000					
+	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	5,000					

SPECIALTY ITEM + 0042

FILE NAME = FGc-6COMBINESUM11.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS** **SANGAMON COUNTY HIGHWAY DEPARTMENT**
		DRAWN - JDS	REVISED -	
	PLOT SCALE = 100.000 '/ in.	CHECKED - JWM	REVISED -	
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

SUMMARY OF QUANTITIES – 11

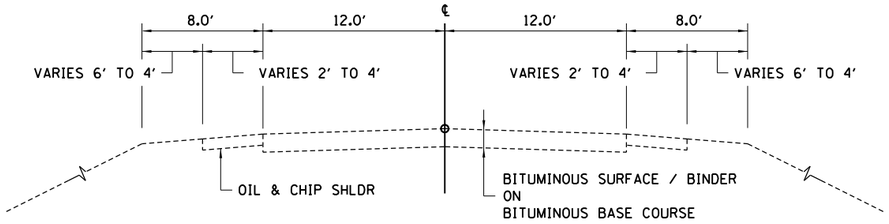
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	16
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

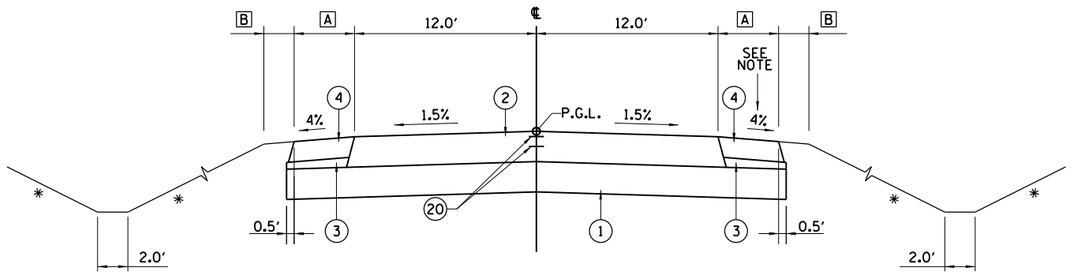
• 07-00164-04-FP, 07-00090-08-FP

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EXISTING IRON BRIDGE ROAD



IRON BRIDGE ROAD

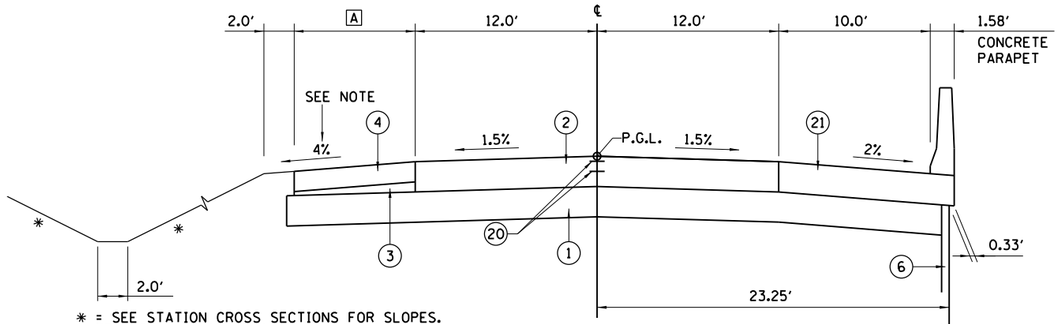
(BEGIN IMPROVEMENT) STA 688+15 TO STA 691+20

A STA 688+15 TO STA 688+50 TAPER EXISTING TO 8.0' (LT/RT)
STA 688+50 TO STA 690+65 = 8.0' (LT/RT)
STA 690+65 TO STA 691+20 TAPER 8.0' TO 10' (RT)
STA 690+65 TO STA 691+20 8.0' (LT)

B STA 688+15 TO STA 688+50 TAPER EXISTING TO 2.0'
STA 688+50 TO STA 691+20 = 2.0'

NOTE: TRANSITION RIGHT SHOULDER CROSS SLOPE FROM 4% TO 2% BETWEEN STA. 690+20 TO STA. 691+20.

* = SEE STATION CROSS SECTIONS FOR SLOPES



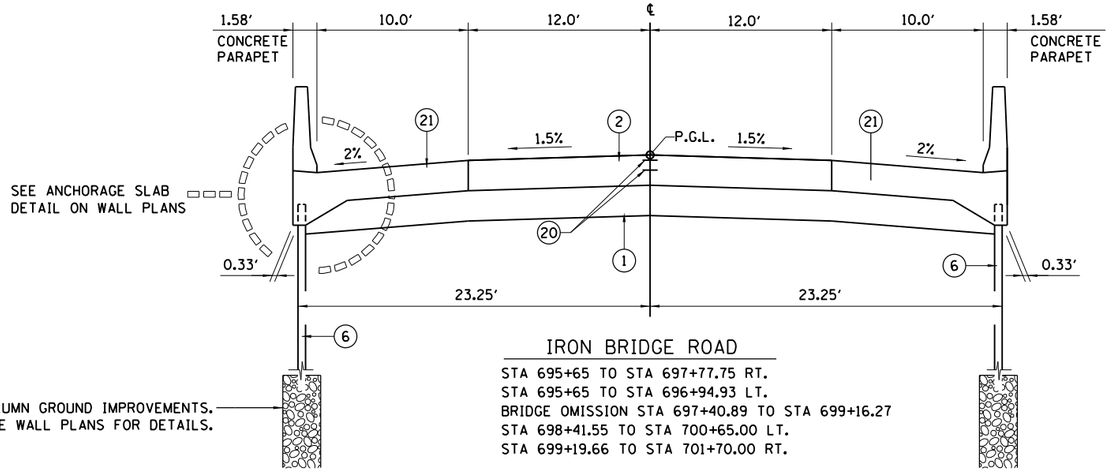
* = SEE STATION CROSS SECTIONS FOR SLOPES.
TRANSITION SLOPE FROM 4:1 TO 3:1 OVER
100' BETWEEN STA 694+50 TO 695+50

IRON BRIDGE ROAD

STA 691+20 TO STA 695+65
STA 700+65 TO STA 701+70

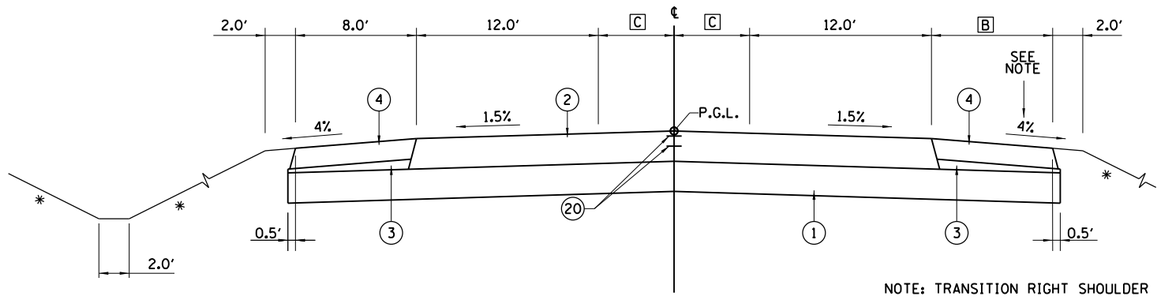
A STA 691+20 TO STA 695+00 8.0'
STA 695+00 TO STA 695+65 TAPER 8.0' TO 10.0'
STA 700+65 TO STA 701+00 TAPER 10.0' TO 8.0'
STA 701+00 TO STA 701+70 8.0'

NOTE: TRANSITION LEFT SHOULDER CROSS SLOPE FROM 4% TO 2% BETWEEN STA. 694+70 TO STA. 695+65. TRANSITION 2% TO 4% BETWEEN STA. 700+65 TO 701+65.



IRON BRIDGE ROAD

STA 695+65 TO STA 697+77.75 RT.
STA 695+65 TO STA 696+94.93 LT.
BRIDGE OMISSION STA 697+40.89 TO STA 699+16.27
STA 698+41.55 TO STA 700+65.00 LT.
STA 699+19.66 TO STA 701+70.00 RT.



* = SEE STATION CROSS SECTIONS FOR SLOPES

IRON BRIDGE ROAD

STA 701+70 TO STA 705+50

B STA 701+70 TO STA 702+00 TAPER 10.0' TO 8.0'
STA 702+00 TO STA 705+50 = 8.0'

C STA 701+70 TO STA 702+98 = 0.0'
STA 702+98 TO STA 705+50 TAPER 0.0' TO 5.60'

NOTE: TRANSITION RIGHT SHOULDER CROSS SLOPE FROM 2% TO 4% FROM STA. 701+70 TO STA. 702+70.

LEGEND

1. SUBBASE GRANULAR MATERIAL TY B 12"
2. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10"
3. SUBBASE GRANULAR MATERIAL TYPE B
4. HOT-MIX ASPHALT SHOULDER 8"
5. PORTLAND CEMENT CONCRETE SHOULDERS, 6"
6. MECHANICALLY STABILIZED EARTH RETAINING WALL
7. AGGREGATE BASE COURSE, TYPE A 8"
8. BITUMINOUS SURFACE TREATMENT, CLASS A-2/A-1
9. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
10. AGGREGATE SHOULDERS TYPE B 4"
11. PROCESSING MODIFIED SOIL 12"
12. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 11"
13. COMBINATION CONCRETE CURB & GUTTER TYPE B-6.18
14. P.C.C. SIDEWALK, 4"
15. PIPE UNDERDRAIN, TYPE 1, 4"
16. CONCRETE MEDIAN TYPE SB-6.12
17. HOT MIX ASPHALT SURFACE REMOVAL, 2"
18. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
19. PAVEMENT REMOVAL
20. LONGITUDINAL JOINT SEALANT
21. CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
22. HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50

FILE NAME = Fc-5-IBJ01TYP1.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

TYPICAL SECTIONS – IRON BRIDGE ROAD – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	17
	96S2002F	CONTRACT NO. 93671		

FED. ROAD DIST. NO. 6 | ILLINOIS | FED. AID PROJECT 6

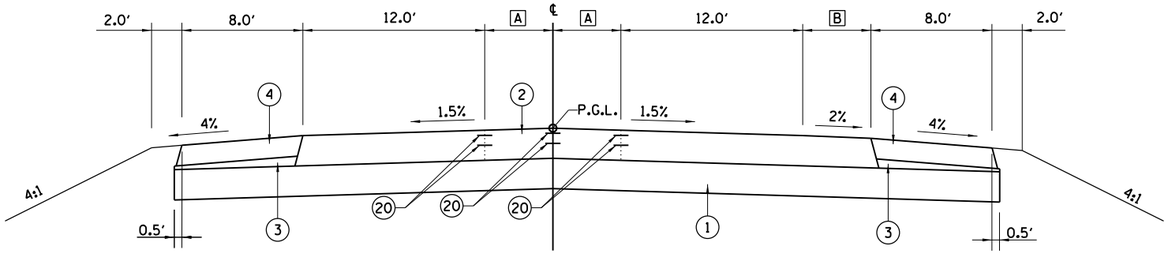
• 07-00164-04-FP, 07-00090-08-FP

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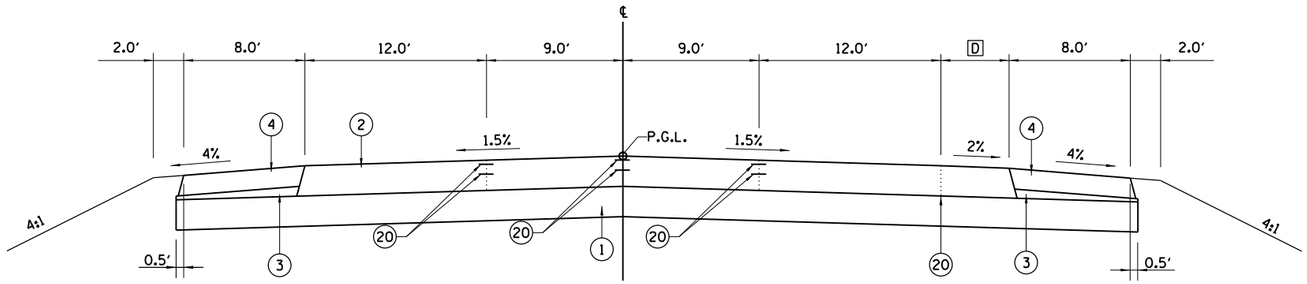
LEGEND

1. SUBBASE GRANULAR MATERIAL TY B 12''
2. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10''
3. SUBBASE GRANULAR MATERIAL TYPE B
4. HOT-MIX ASPHALT SHOULDER 8''
5. PORTLAND CEMENT CONCRETE SHOULDERS, 6''
6. MECHANICALLY STABILIZED EARTH RETAINING WALL
7. AGGREGATE BASE COURSE, TYPE A 8''
8. BITUMINOUS SURFACE TREATMENT, CLASS A-2/A-1
9. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
10. AGGREGATE SHOULDERS TYPE B 4''
11. PROCESSING MODIFIED SOIL 12''
12. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 11''
13. COMBINATION CONCRETE CURB & GUTTER TYPE B-6.18
14. P.C.C. SIDEWALK, 4''
15. PIPE UNDERDRAIN, TYPE 1, 4''
16. CONCRETE MEDIAN TYPE SB-6.12
17. HOT MIX ASPHALT SURFACE REMOVAL, 2''
18. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
19. PAVEMENT REMOVAL
20. LONGITUDINAL JOINT SEALANT
21. CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
22. HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50



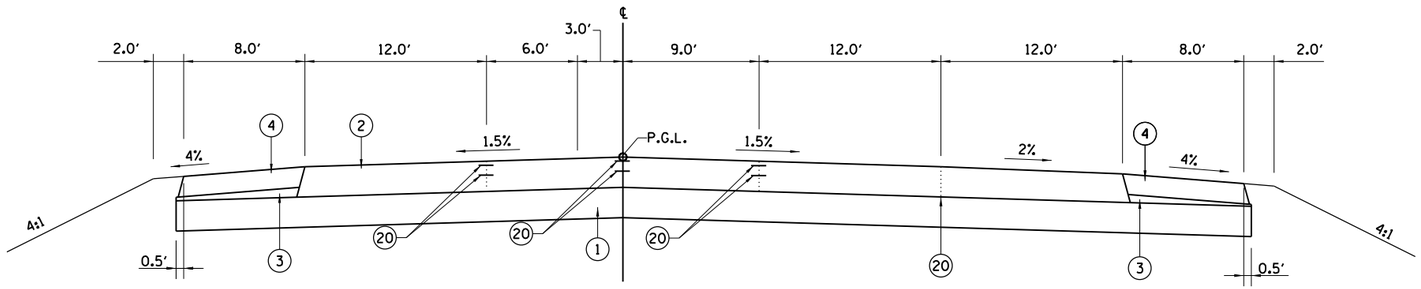
IRON BRIDGE ROAD
STA 705+50 TO STA 707+03

A STA 705+50 TO STA 707+03 TAPER 5.60′ TO 9.0′
B STA 705+50 TO STA 707+03 TAPER 0.0′ TO 4.37′



IRON BRIDGE ROAD
STA 707+03 TO STA 709+70

D STA 707+03 TO STA 709+70 TAPER 4.37′ TO 12.0′



IRON BRIDGE ROAD
STA 709+70 TO 710+18.98 (WOODSIDE ROAD OMISSION)

FILE NAME = Fc-5-IBJ01TYP2.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

TYPICAL SECTIONS – IRON BRIDGE ROAD – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	18
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

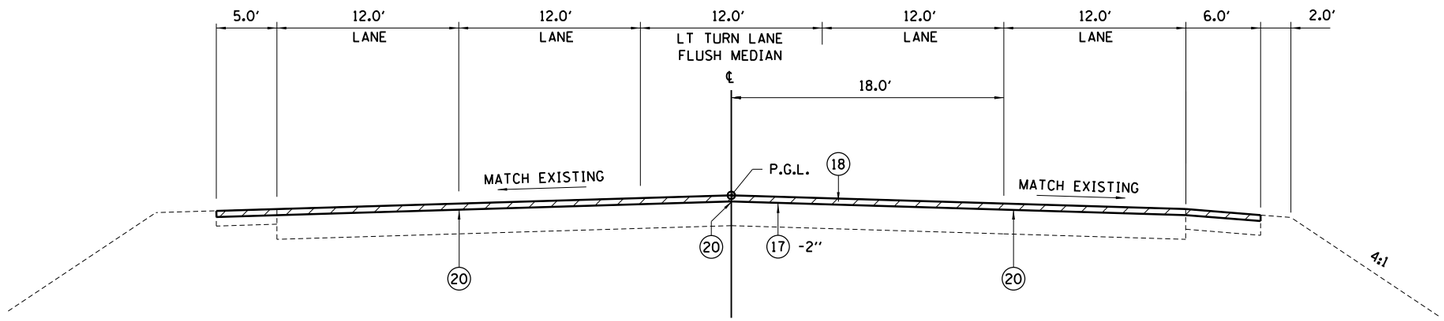
• 07-00164-04-FP, 07-00090-08-FP

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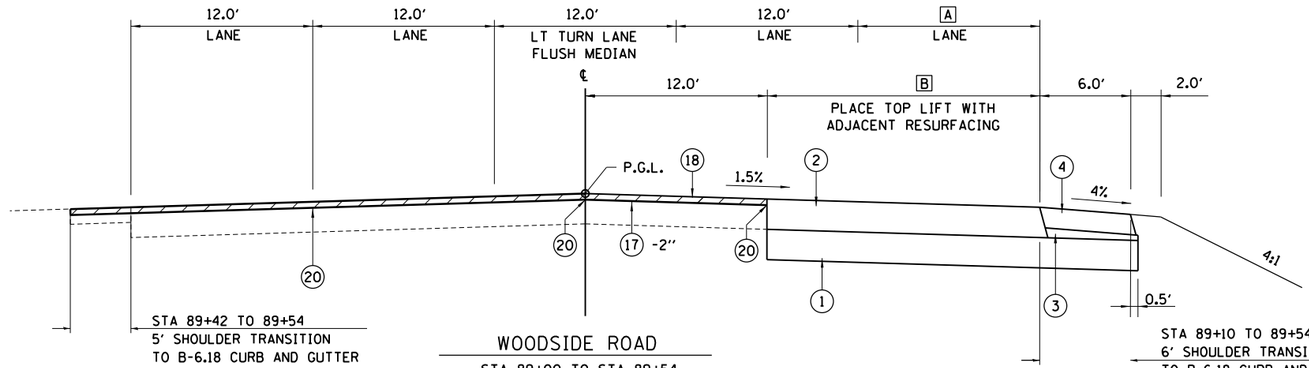
LEGEND

1. SUBBASE GRANULAR MATERIAL TY B 12"
2. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10"
3. SUBBASE GRANULAR MATERIAL TYPE B
4. HOT-MIX ASPHALT SHOULDER 8"
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19. PAVEMENT REMOVAL
20. LONGITUDINAL JOINT SEALANT
21. CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
22. HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50



EXISTING WOODSIDE ROAD

STA 79+90 TO STA 89+00



STA 89+42 TO 89+54
5' SHOULDER TRANSITION
TO B-6.18 CURB AND GUTTER
SEE CONSTRUCTION DETAILS

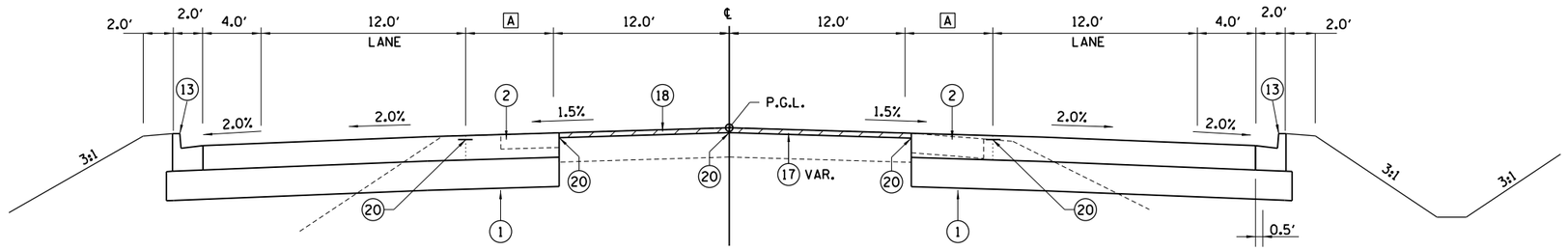
WOODSIDE ROAD

STA 89+00 TO STA 89+54

A STA 89+10 TO 89+54 - TAPER 12.0' TO 16.0'

B STA 89+00 TO 89+10 RT- RESURFACE PREVIOUSLY PLACED PAVEMENT

STA 89+10 TO 89+54
6' SHOULDER TRANSITION
TO B-6.18 CURB AND GUTTER
SEE CONSTRUCTION DETAILS



WOODSIDE ROAD

STA 89+54 TO STA 97+10.00 (BEGIN OMISSION)
(IRON BRIDGE ROAD OMISSION STA 97+10.00 TO 100+91.27)

A STA 89+54 TO STA 90+54 = TAPER 5.25' TO 8' LT
STA 89+54 TO STA 90+54 = TAPER 6' TO 8' RT
STA 90+54 TO STA 97+10 = 8' RT/LT

FILE NAME = Fc-5-WOOD01TYP1.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

TYPICAL SECTIONS WOODSIDE ROAD – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	19
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

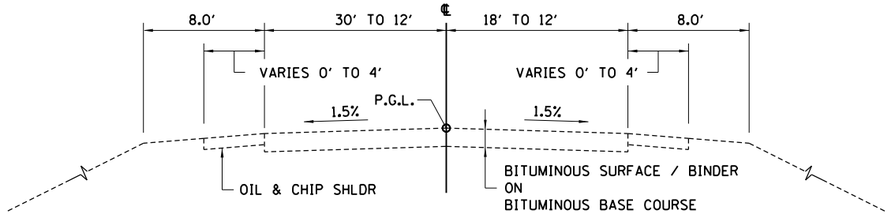
• 07-00164-04-FP, 07-00090-08-FP

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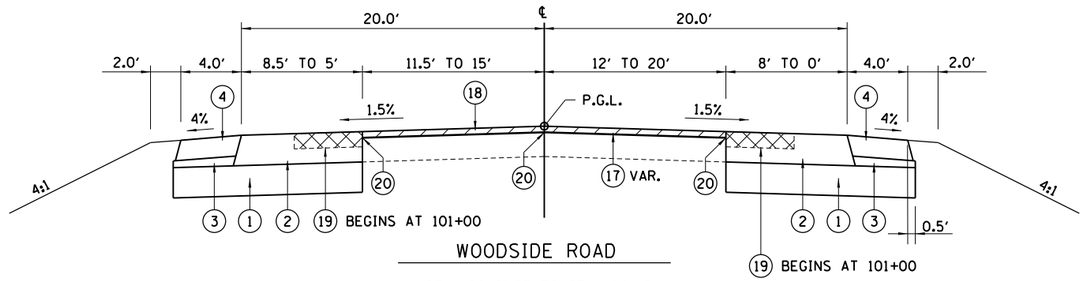
LEGEND

1. SUBBASE GRANULAR MATERIAL TY B 12''
2. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10''
3. SUBBASE GRANULAR MATERIAL TYPE B
4. HOT-MIX ASPHALT SHOULDER 8''
5. PORTLAND CEMENT CONCRETE SHOULDERS, 6''
6. MECHANICALLY STABILIZED EARTH RETAINING WALL
7. AGGREGATE BASE COURSE, TYPE A 8''
8. BITUMINOUS SURFACE TREATMENT, CLASS A-2/A-1
9. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50
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20. LONGITUDINAL JOINT SEALANT
21. CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
22. HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50



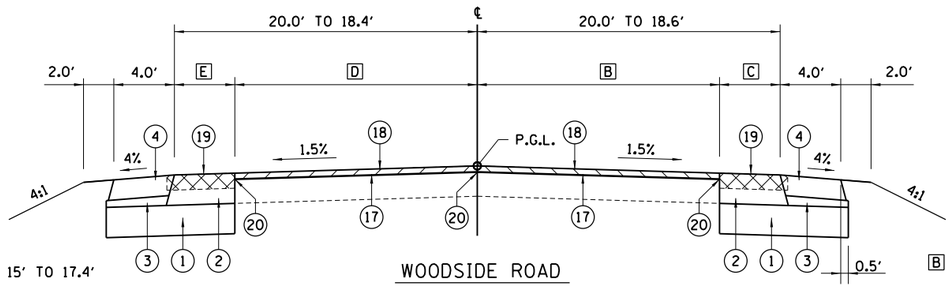
EXISTING WOODSIDE ROAD

STA 89+00 TO STA 105+67



WOODSIDE ROAD

STA 100+91.27 TO STA 104+16



WOODSIDE ROAD

STA 104+16 TO STA 105+67

D STA 104+16 TO STA 104+50 = 15'
STA 104+50 TO STA 105+67 = TAPER FROM 15' TO 17.4'

E STA 104+16 TO STA 104+50 = 5'
STA 104+50 TO STA 105+67 = TAPER FROM 5' TO 1'

B STA 104+16 TO STA 104+29.5 = TAPER FROM 20' TO 15.5'
STA 104+29.5 TO STA 105+67 = TAPER FROM 15.5' TO 17.6'

C STA 104+16 TO STA 104+29.5 = TAPER FROM 0' TO 4.5'
STA 104+29.5 TO STA 105+67 = TAPER FROM 4.5 TO 1'

FILE NAME = Fc-5-WOOD01TYP2.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 '/ in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

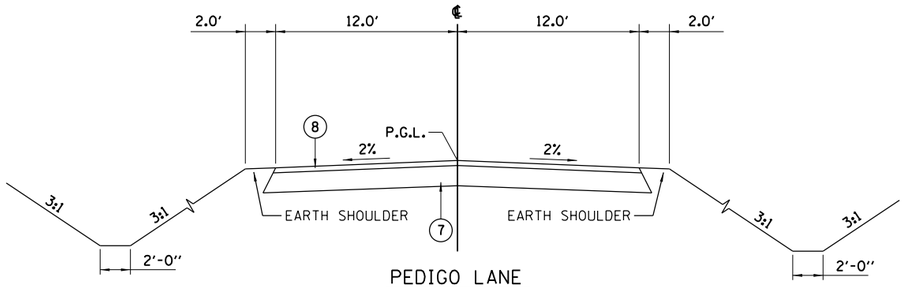
TYPICAL SECTIONS WOODSIDE ROAD – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	20
	96S2002F	CONTRACT NO.		93671

FED. ROAD DIST. NO. 6 | ILLINOIS | FED. AID PROJECT 6

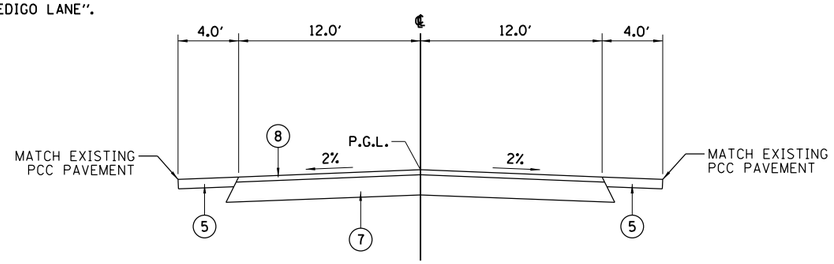
• 07-00164-04-FP, 07-00090-08-FP



PEDIGO LANE
(PEDIGO ACCESS ROAD)

STA 101+07.73 TO 114+51.42
(INTERSECTION OMISSION)
STA 117+40.82 TO 124+93.82
STA 126+70.19 TO 127+56.45

NOTE:
PEDIGO LANE IS REFERRED TO AS "PEDIGO ACCESS ROAD" THROUGH THE PLANS. HOWEVER, NEW STREET NAME SIGNS SHALL SAY "PEDIGO LANE".



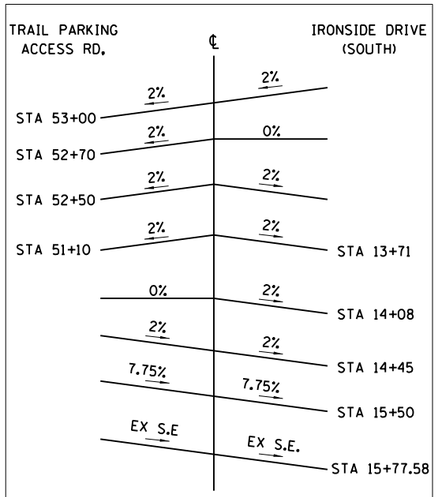
PEDIGO LANE
(PEDIGO ACCESS ROAD)

STA 124+93.82 TO 126+70.19
STA 127+56.45 TO 128+91.03 RT

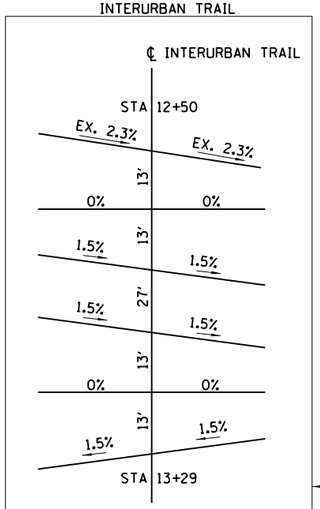
LEGEND

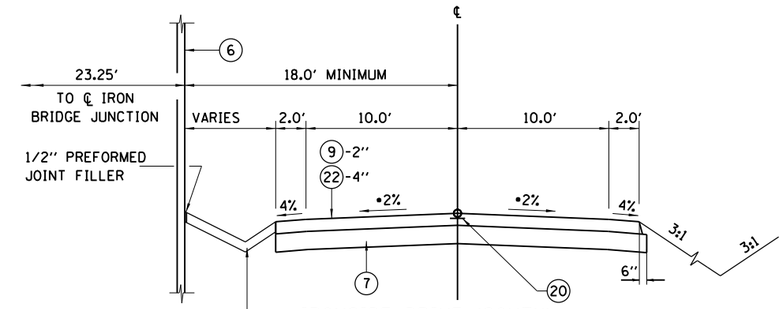
1. SUBBASE GRANULAR MATERIAL TY B 12"
2. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10"
3. SUBBASE GRANULAR MATERIAL TYPE B
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19. PAVEMENT REMOVAL
20. LONGITUDINAL JOINT SEALANT
21. CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
22. HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50

CROSS SLOPE TRANSITION DETAIL
IRONSIDE DRIVE (SOUTH) AND TRAIL PARKING ACCESS RD.



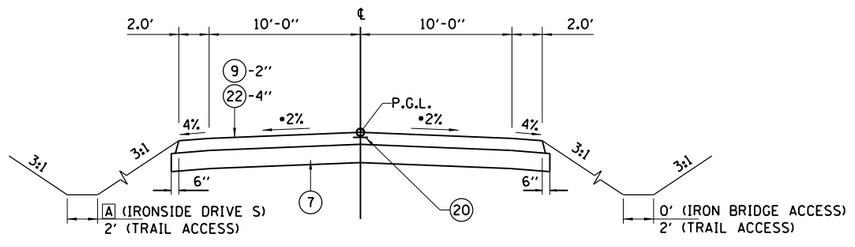
CROSS SLOPE TRANSITION DETAIL
INTERURBAN TRAIL





IRONSIDE DRIVE (SOUTH)
ALONG IRON BRIDGE ROAD WALL

(INTERSECTION OMISSION STA 9+57.80 TO 10+28.91)
STA 10+28.91 TO 14+70.00
•SEE CROSS SLOPE TRANSITION DETAIL

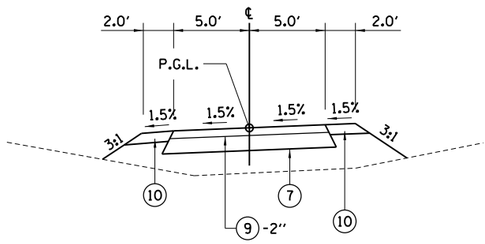


IRONSIDE DRIVE (SOUTH)

•STA 14+70.00 TO 15+50.00
A IRONSIDE DRIVE (S) LEFT DITCH
STA 9+50 TO 10+00 = 2'
STA 14+70 TO 15+50 = 0'

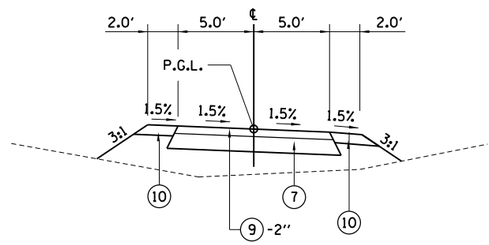
TRAIL PARKING ACCESS ROAD

STA 51+10.00 TO 52+50.00
•STA 52+50.00 TO 53+62.75
•SEE CROSS SLOPE TRANSITION DETAIL



INTERURBAN TRAIL

STA 13+29 TO STA 26+53.3
•SEE CROSS SLOPE TRANSITION DETAIL FOR STA 13+04 TO 13+29



INTERURBAN TRAIL

STA 12+76 TO STA 13+04
•SEE CROSS SLOPE TRANSITION DETAIL FOR STA 12+50 TO 12+76

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FILE NAME = Fc-5-MISC01TYP.dgn	USER NAME = hardi02376	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 9/16/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

TYPICAL SECTIONS – INTERURBAN TRAIL, IRONSIDE DRIVE (SOUTH) TRAIL PARKING ACCESS RD AND EXISTING TYPICAL SECTIONS – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	21
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

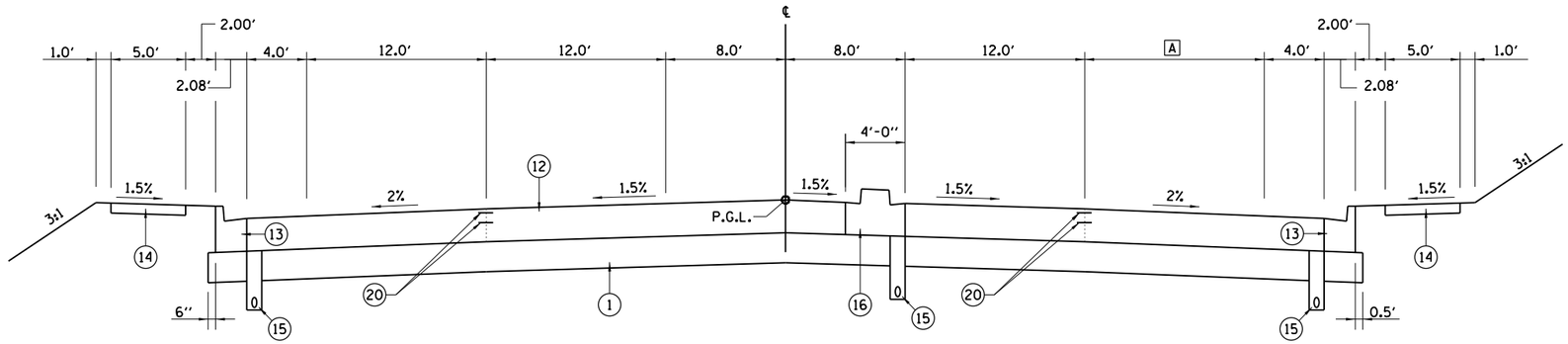
• 07-00164-04-FP, 07-00090-08-FP

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LEGEND

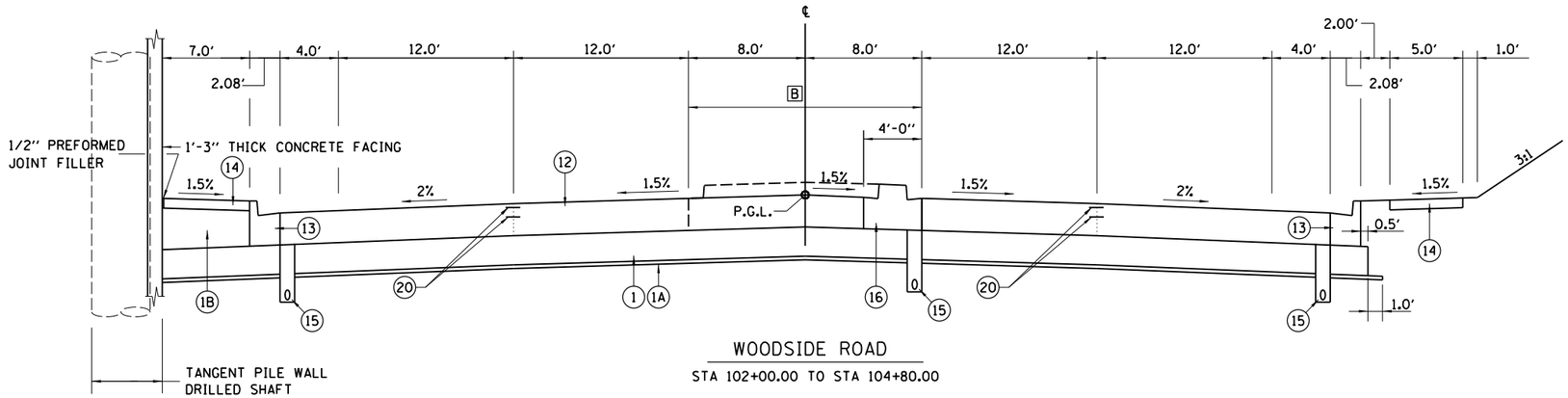
1. SUBBASE GRANULAR MATERIAL TY B 12"
1A. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
1B. TRENCH BACKFILL
2. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10"
3. SUBBASE GRANULAR MATERIAL TYPE B
4. HOT-MIX ASPHALT SHOULDER 8"
5. PORTLAND CEMENT CONCRETE SHOULDERS, 6"
6. MECHANICALLY STABILIZED EARTH RETAINING WALL
7. AGGREGATE BASE COURSE, TYPE A 8"
8. BITUMINOUS SURFACE TREATMENT, CLASS A-2/A-1
9. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
10. AGGREGATE SHOULDERS TYPE B 4"
11. PROCESSING MODIFIED SOIL 12"
12. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 11"
13. COMBINATION CONCRETE CURB & GUTTER TYPE B-6.18
14. P.C.C. SIDEWALK, 4"
15. PIPE UNDERDRAIN, TYPE 1, 4"
16. CONCRETE MEDIAN TYPE SB-6.12
17. HOT MIX ASPHALT SURFACE REMOVAL, 2"
18. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
19. PAVEMENT REMOVAL
20. LONGITUDINAL JOINT SEALANT
21. CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
22. HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50



WOODSIDE ROAD

STA 100+09.13 TO STA 102+00.00
IRON BRIDGE ROAD INTERSECTION OMISSION STA 99+00
TO STA 100+09.13

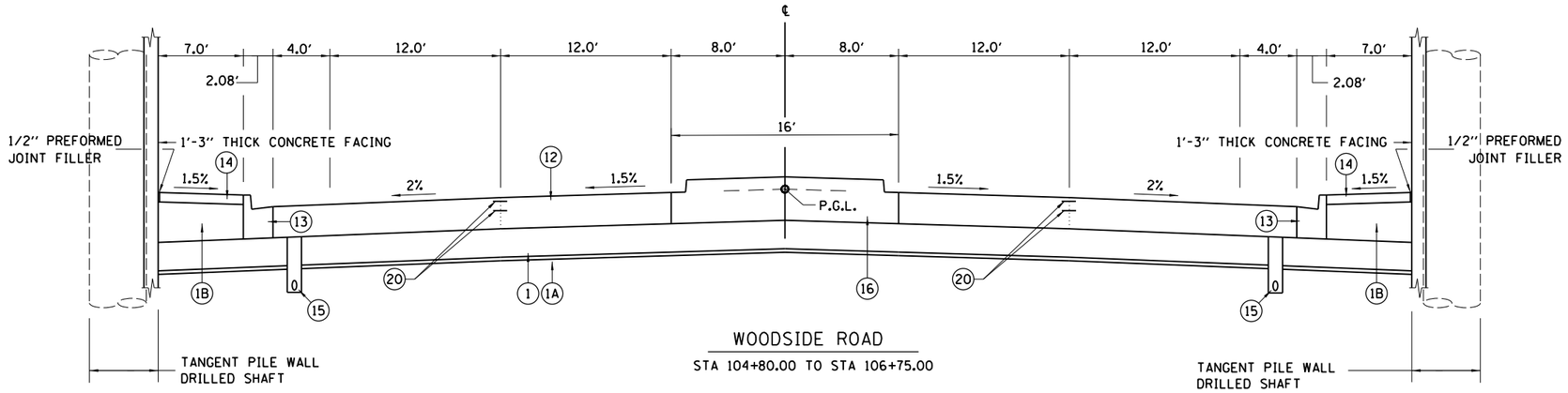
A STA 100+09.13 TO STA 100+91.70 - VARIABLE
STA 100+91.70 TO 102+00.00 - 12.0′



WOODSIDE ROAD

STA 102+00.00 TO STA 104+80.00

B STA 102+60.00 TO STA 104+56.00 TAPER 4.0′ TO 16.0′



WOODSIDE ROAD

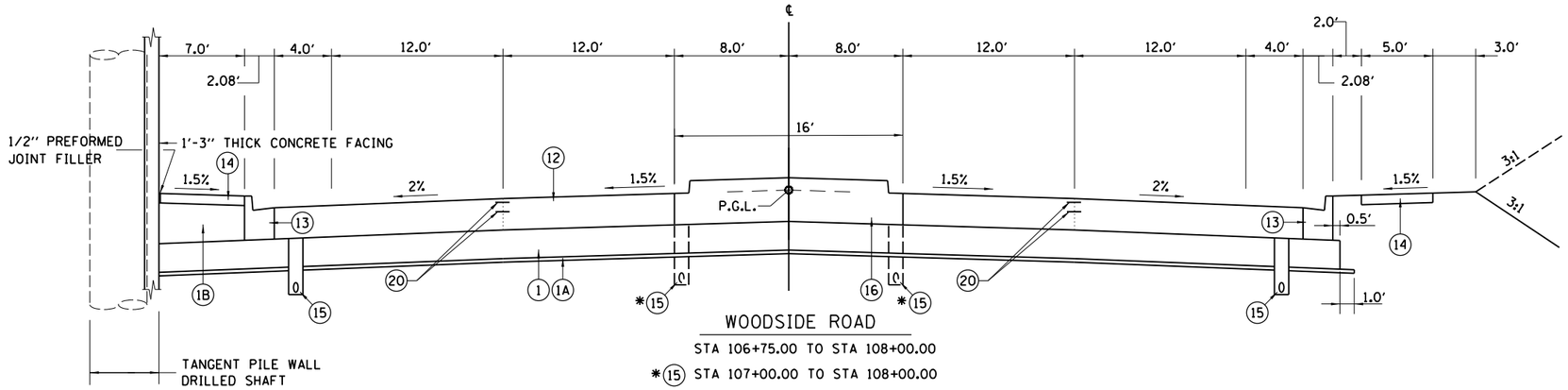
STA 104+80.00 TO STA 106+75.00

FILE NAME = Gc-5-WOOD01TYP1.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS** **SANGAMON COUNTY HIGHWAY DEPARTMENT**	**TYPICAL SECTIONS WOODSIDE ROAD – PHASE 2**	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JDS	REVISED -				•	SANGAMON	368	22
	PLOT SCALE = 100.000 ′ / in.	CHECKED - JWM	REVISED -				96S2002F	CONTRACT NO. 93671		
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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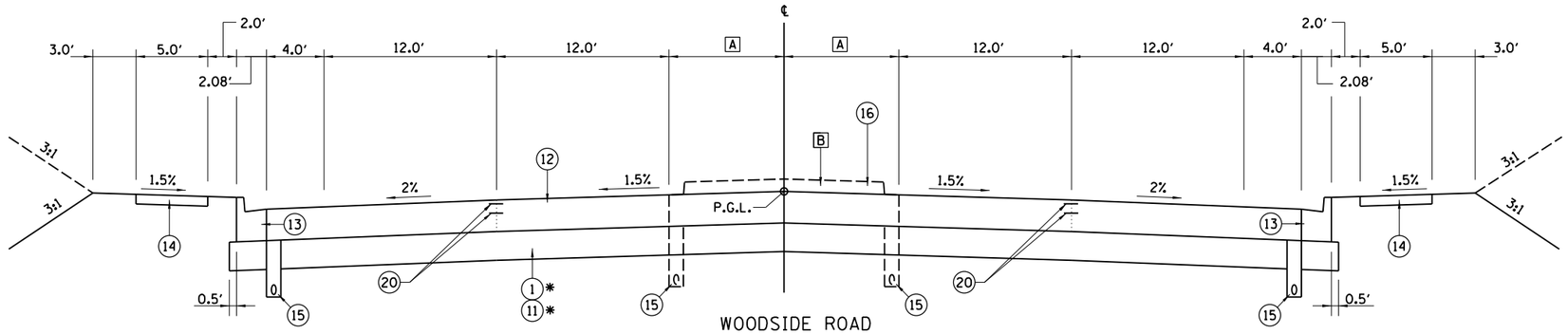
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WOODSIDE ROAD

STA 106+75.00 TO STA 108+00.00

*(15) STA 107+00.00 TO STA 108+00.00



WOODSIDE ROAD

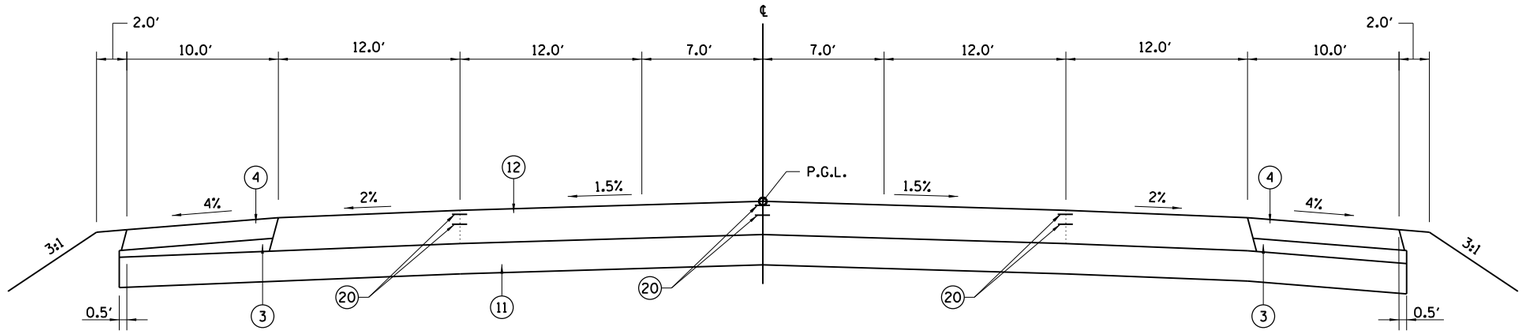
STA 108+00.00 TO STA 139+65.17 (BEGIN NORTH LAKE RD INTERSECTION OMISSION)

A STA 108+00.00 TO STA 116+00 - 8.0′
STA 116+00 TO STA 116+50 TAPER 8.0′ TO 7.0′
STA 116+50 TO STA 139+65.17 - 7.0′

B CONCRETE MEDIAN TYPE SB-6.12 STA 108+00 TO STA 113+21.5
FLUSH MEDIAN STA 113+21.5 TO STA 139+65.17

*(1) STA 108+00.00 TO STA 116+00.00

*(11) STA 116+00.00 TO STA 139+65.17



WOODSIDE ROAD

STA 140+46.30 (END NORTH LAKE RD INTERSECTION OMISSION) TO STA 142+02.00

LEGEND

(1) SUBBASE GRANULAR MATERIAL TY B 12″
(1A) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(1B) TRENCH BACKFILL
(2) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10″
(3) SUBBASE GRANULAR MATERIAL TYPE B
(4) HOT-MIX ASPHALT SHOULDER 8″
(5) PORTLAND CEMENT CONCRETE SHOULDERS, 6″
(6) MECHANICALLY STABILIZED EARTH RETAINING WALL
(7) AGGREGATE BASE COURSE, TYPE A 8″
(8) BITUMINOUS SURFACE TREATMENT, CLASS A-2/A-1
(9) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
(10) AGGREGATE SHOULDERS TYPE B 4″
(11) PROCESSING MODIFIED SOIL 12″
(12) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 11″
(13) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.18
(14) P.C.C. SIDEWALK, 4″
(15) PIPE UNDERDRAIN, TYPE 1, 4″
(16) CONCRETE MEDIAN TYPE SB-6.12
(17) HOT MIX ASPHALT SURFACE REMOVAL, 2″
(18) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
(19) PAVEMENT REMOVAL
(20) LONGITUDINAL JOINT SEALANT
(21) CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
(22) HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50

FILE NAME = Gc-5-WOOD01TYP2.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 ′ / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

TYPICAL SECTIONS WOODSIDE ROAD – PHASE 2

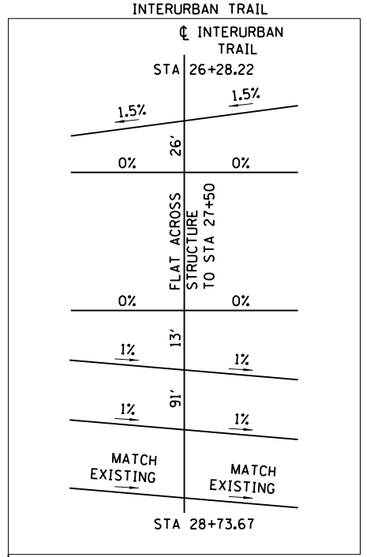
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

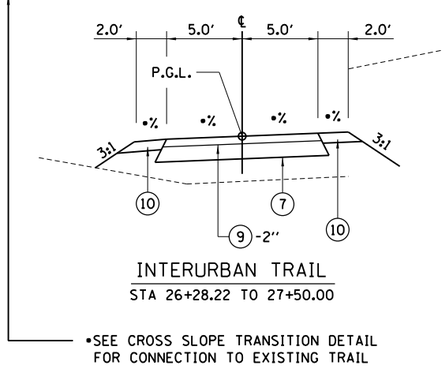
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	23
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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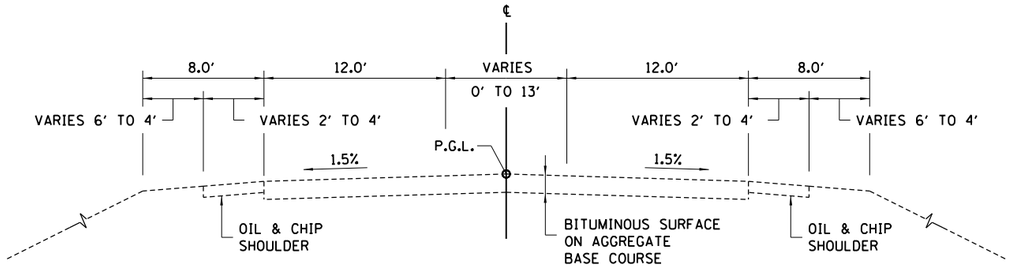
CROSS SLOPE TRANSITION DETAIL
INTERURBAN TRAIL



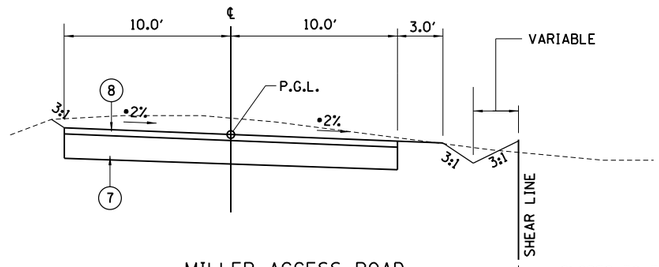


INTERURBAN TRAIL
STA 26+28.22 TO 27+50.00

•SEE CROSS SLOPE TRANSITION DETAIL FOR CONNECTION TO EXISTING TRAIL

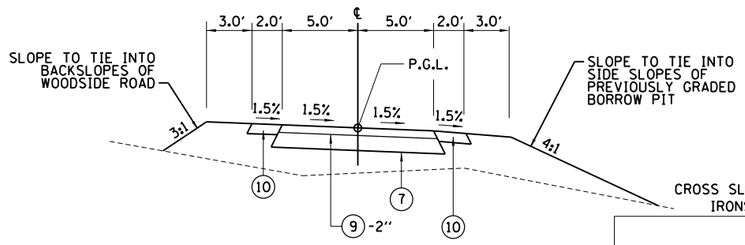


EXISTING WOODSIDE ROAD



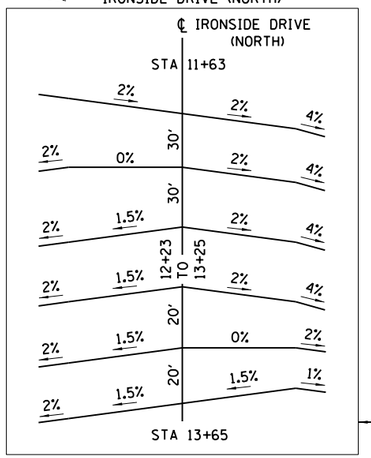
MILLER ACCESS ROAD
STA 11+50.00 TO STA 15+31.71
• TRANSITION CROSS SLOPE FROM -2.0% TO 2% BETWEEN STA 10+50.00 TO STA 11+50.00

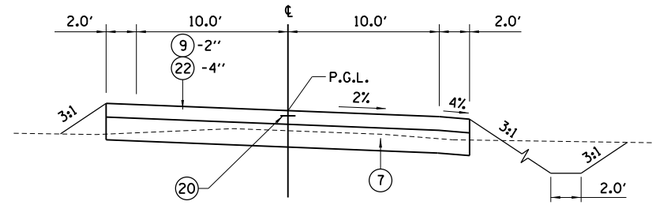
SLOPES TO TIE INTO WOODSIDE ROAD 3:1 BACK SLOPES



BIKE PATH CONNECTOR
STA 1+00.00 TO STA 6+11.00

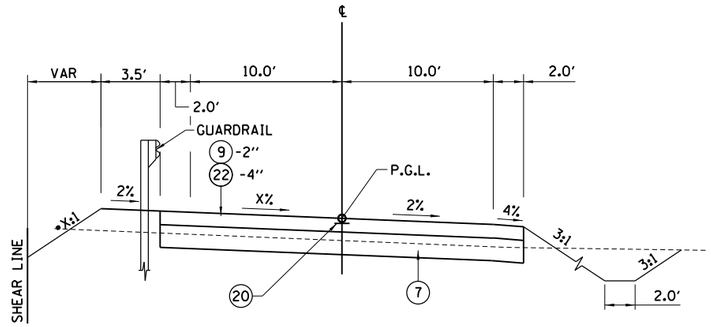
CROSS SLOPE TRANSITION DETAIL
IRONSIDE DRIVE (NORTH)





IRONSIDE DRIVE (NORTH)
STA 5+14.00 TO STA 6+32.00

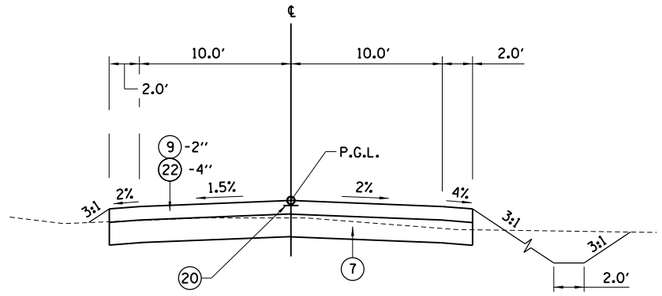
* MATCH EXISTING CROSS SLOPE AND PAVEMENT WIDTH AT STA 4+75.00 AND TRANSITION TO TYPICAL CROSS SECTION BETWEEN STA 4+84.00 TO STA 5+14.00



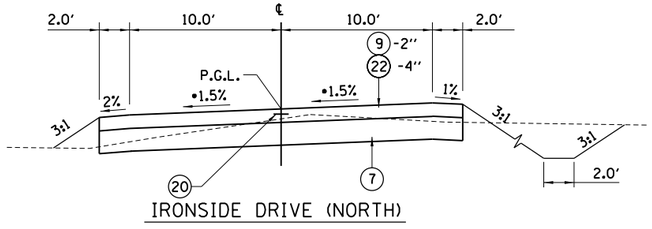
IRONSIDE DRIVE (NORTH)
STA 6+32.00 TO STA 11+63.00

•2:1 STA 7+45.0 TO 9+00.0
•3:1 STA 9+50.0 TO 10+57.5
X% = 2% STA 6+32.00 TO 11+63.00
SEE TRANSISITON DETAIL FOR CROSS SLOPES 11+63.00 TO 12+23.00

SLOPES TO TIE INTO WOODSIDE ROAD 3:1 BACK SLOPES OR EXISTING GROUND



IRONSIDE DRIVE (NORTH)
STA 12+23.00 TO STA 13+25.00



IRONSIDE DRIVE (NORTH)
STA 13+65.00 TO STA 15+03.00

* SEE CROSS SLOPE TRANSITION DETAIL FOR STA 11+63.00 TO 13+65.00

LEGEND

1. SUBBASE GRANULAR MATERIAL TY B 12"
2. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 10"
3. SUBBASE GRANULAR MATERIAL TYPE B
4. HOT-MIX ASPHALT SHOULDER 8"
5. PORTLAND CEMENT CONCRETE SHOULDERS, 6"
6. MECHANICALLY STABILIZED EARTH RETAINING WALL
7. AGGREGATE BASE COURSE, TYPE A 8"
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20. LONGITUDINAL JOINT SEALANT
21. CONCRETE STRUCTURES - PARAPET AND ANCHORAGE SLAB
22. HOT-MIX ASPHALT BINDER COURSE IL-19.0 N50

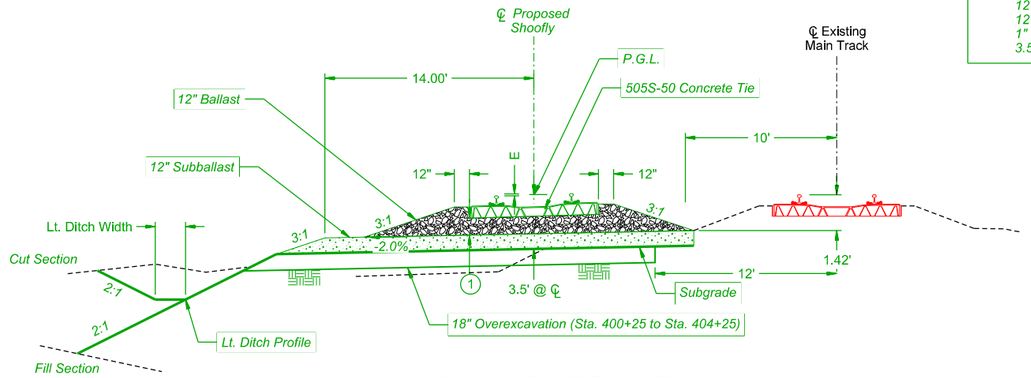
FILE NAME = Gc-5-MISC01TYP.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	PHASE 2 –TYPICAL SECTIONS TRAIL ACCESS RD, IRONSIDE DRIVE (NORTH) AND EXISTING WOODSIDE – PHASE 2
		DRAWN - JDS	REVISED -		
	PLOT SCALE = 100.000 '/ in.	CHECKED - JWM	REVISED -		
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	24
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

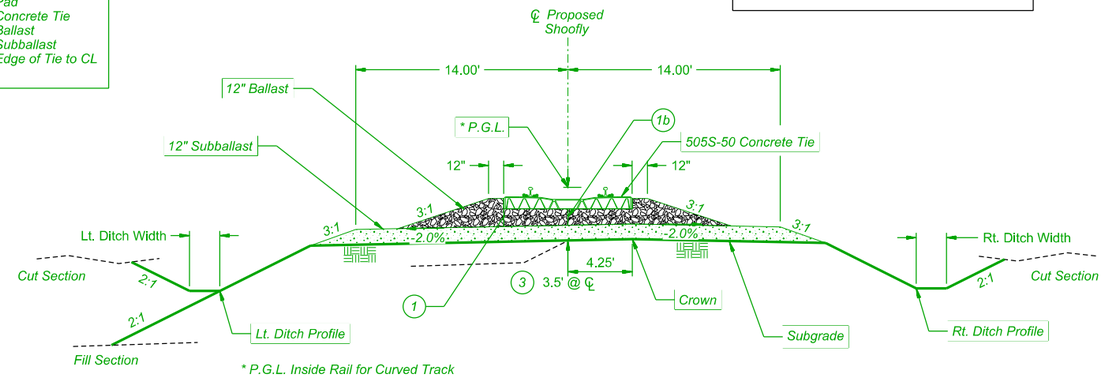
Concrete Ties	
7 - 5/16"	136# Rail
0.32"	Pad
9 - 2/7"	Concrete Tie
12"	Ballast
12"	Subballast
1"	Edge of Tie to CL
3.5'	

See Union Pacific Railroad Geometric Sheets
For Temporary Alignment (Shoofly) Geometrics



Shoofly - Adjacent to Ex UPRR Main Track

Sta. 386+44.12 to Sta. 394+50.00
Sta. 407+20.00 to Sta. 415+03.19



Shoofly - Tangent Track And Curves 190 and 191B

Sta. 394+50.00 to Sta. 396+30.82
Sta. 404+98.14 to Sta. 407+20.00

(1b) *12" Minimum Ballast at Center of Tie For Tangent Track.*

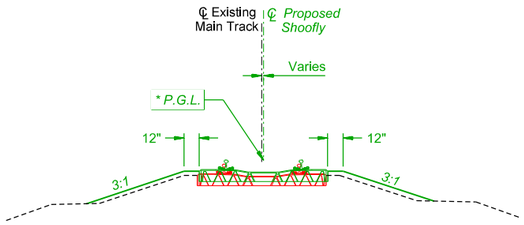
(1) *12" Minimum Ballast at Low End of Tie For Curved Track.*

(2) *Transition From 14' to 15.5' in 10' Ahead of PS Curve 191A. Transition From 15.5' to 14' in 10' After PT Curve 191A.*

(3) *3.46' From Sta. 387+00.00 to Sta. 391+32.90*
Transition From 3.46' to 3.42' From Sta. 391+32.90 to Sta. 391+42.90
3.42' From Sta. 391+42.90 to Sta. 396+30.82.
Transition From 3.42' to 3.46' From Sta. 404+98.14 to Sta. 410+03.18.
3.46' From Sta. 410+03.18 to Sta. 414+00.00.

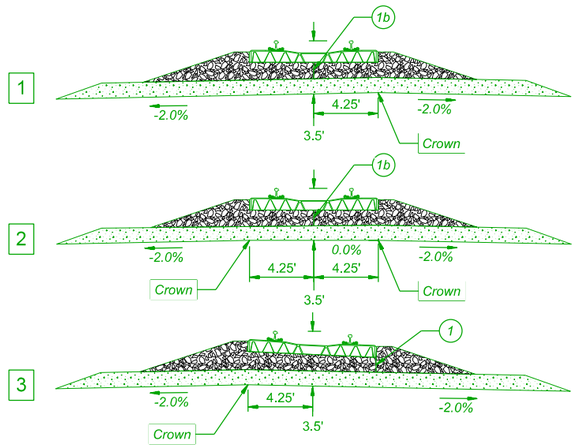
Rt Ditch Width:
- 0' From Sta. 394+50.00 to Sta. 396+00.00
- 2' From Sta. 396+00.00 to Sta. 403+80.00
- Transition From 2' at Sta. 403+80.00 to 5' at Sta. 404+00.00
- 2' From Sta. 404+00.00 to Sta. 406+20.00
- 0' From Sta. 406+20.00 to Sta. 407+20.00

Lt Ditch Width:
- 8' From Sta. 386+00.00 to Sta. 395+00.00
- Transition From 8' at Sta. 395+00.00 to 2.5' at Sta. 396+00.00
- 2' From Sta. 396+25.00 to Sta. 396+70.00
- Transition From 2' at Sta. 396+70.00 to 1' at Sta. 396+80.00
- 1' From Sta. 396+80.00 to Sta. 399+20.00
- 10' From Sta. 399+30.00 to Sta. 400+00.00
- 16' From Sta. 400+20.00 to Sta. 401+00.00
- Transition From 16' at Sta. 401+00.00 to 13' at Sta. 402+00.00
- 13' From Sta. 402+00.00 to Sta. 404+00.00
- Transition From 13' at Sta. 402+00.00 to 12' at Sta. 405+00.00
- Transition From 12' at Sta. 405+00.00 to 0' at Sta. 406+20.00
- 0' From Sta. 406+20.00 to Sta. 408+50.00
- Transition from 0' at Sta. 408+50.00 to 4' at Sta. 408+90.00
- 4' From Sta. 408+90.00 to Sta. 410+70.00
- Transition From 4' at Sta. 410+70.00 to 7' at Sta. 411+50.00



Surface and Line

Sta. 381+38.50 to Sta. 386+44.12
Sta. 415+03.19 to Sta. 418+56.11



Transition Crown For Curve 191A

Transition From 1 to 2 in 10' Ahead of PS Curve 191A
Transition From 2 to 3 in 20' After PS Curve 191A
Transition From 3 to 2 in 20' Ahead of PT Curve 191A
Transition From 2 to 1 in 10' After PT Curve 191A
Sta. 396+30.82 to Sta. 396+60.82
Sta. 404+68.14 to Sta. 404.98.14

Shoofly - Curve 191A

Sta. 396+60.82 to Sta. 404+68.14

Notes:

1. Current Union Pacific R.R. Standards For Gradation of The Ballast Are Included In The Special Provisions.
2. Ballast Shall Consist of Crushed Stone With Angular Fragments Resulting From Crushing By Mechanical Means And Shall Conform to The Standards Provided in The Special Provisions. No Crushed Gravel Shall Be Allowed In The Ballast Rock.
3. Subballast Shall Be Crushed Aggregate Base Conforming to The Requirements In The Special Provisions.
4. Shoofly Grading And Subballast Work Shall Be Done By The Contractor. UPRR Constractor to Perform Cutovers Between Shoofly Track And Mainline Track.
5. The Shoofly Design Speed is 60 MPH (Freight) 90 MPH (Passenger)
6. See Sheet Shoofly Plan and Profile - Track - 1 - Phase 2 For UPRR Abbreviations.
7. Strip 6" of Topsoil Within Grading Limits.
8. See Geotechnical Report For More Information Regarding 18" Overexcavation.

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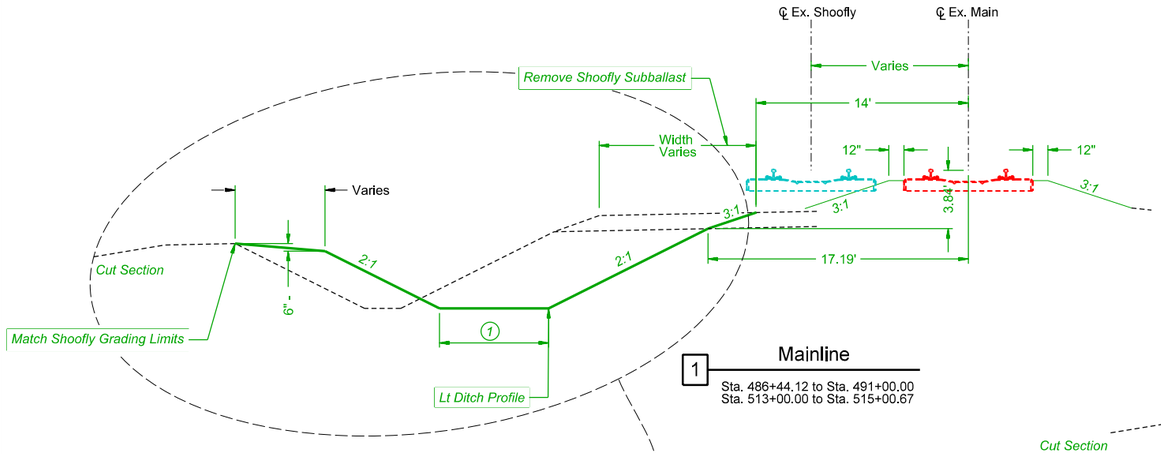
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	DRAWN - DJP	REVISED -	
PLOT SCALE = 10.0000 sf / In.	CHECKED - GCN	REVISED -	
PLOT DATE = 7/29/2024	DATE - 09/29/2020	REVISED -	

TYPICAL SECTIONS - SHOOFLY TRACK - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET I OF I SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	25
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP



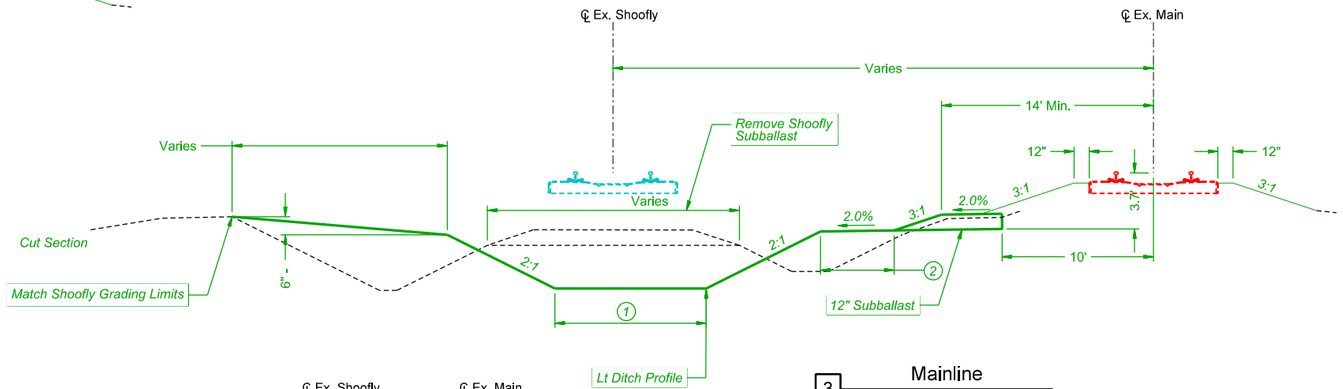
1 **Mainline**

Sta. 486+44.12 to Sta. 491+00.00
Sta. 513+00.00 to Sta. 515+00.67

Notes:

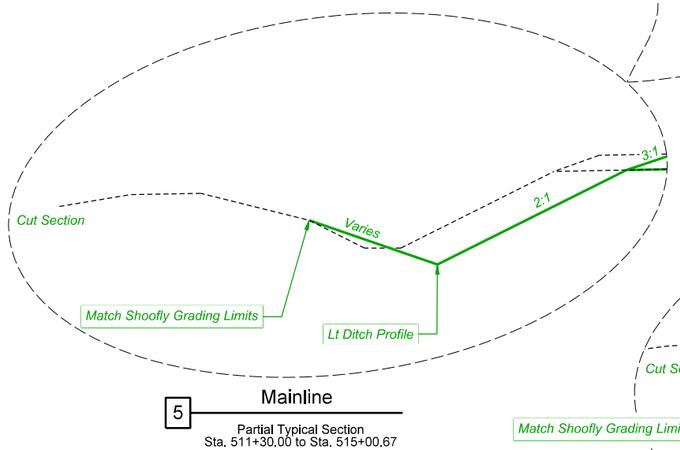
Mainline Sections Show Grading After Shoofly Track and Ballast are Removed.

Existing Rail is 136 RE, Tie is 505S-50.



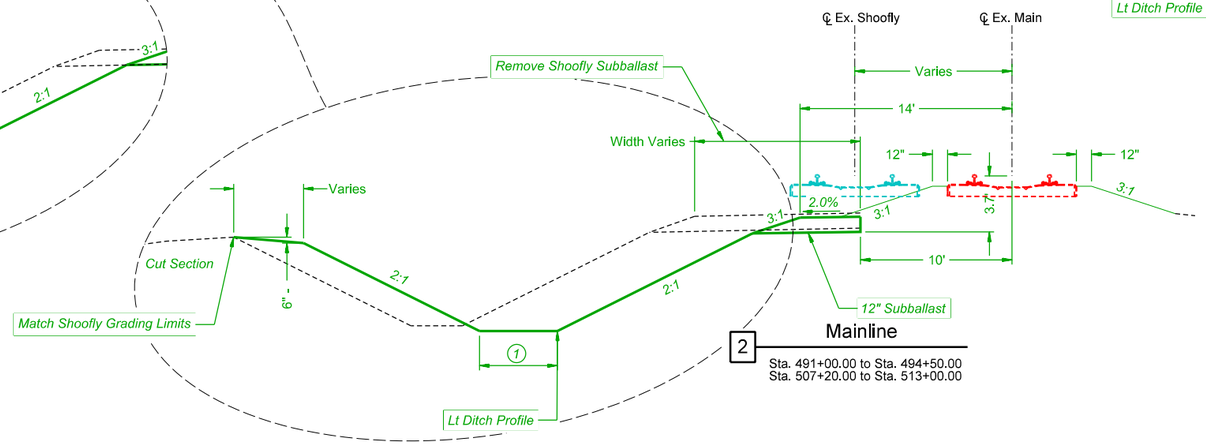
3 **Mainline**

Sta. 494+50.00 to Sta. 499+43.56
Bridge Omission Sta. 499+43.56 to Sta. 500+56.56
Sta. 500+56.56 to Sta. 507+20.00



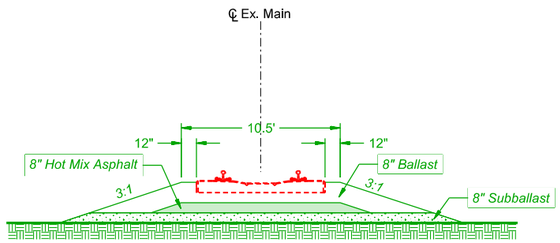
5 **Mainline**

Partial Typical Section
Sta. 511+30.00 to Sta. 515+00.67



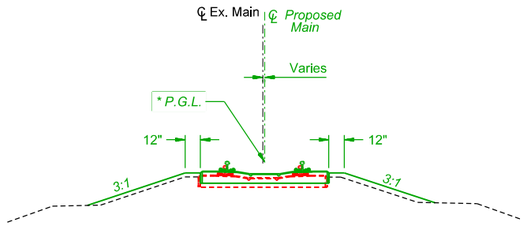
2 **Mainline**

Sta. 491+00.00 to Sta. 494+50.00
Sta. 507+20.00 to Sta. 513+00.00



4 **Mainline**

Sta. 499+03.56 to Sta. 499+43.56
Sta. 500+56.65 to Sta. 500+96.65
Ballast transitions from 8" to 12" in the 10' zone.
HMA transitions from 8" to 2" in the 10' zone.
Subballast transitions from 8" to 10" in the 10' zone.
See UP Standard Drawing 0095.



6 **Surface and Line**

Sta. 481+38.50 to Sta. 486+44.12
Sta. 515+00.67 to Sta. 518+53.58

Concrete Ties	
7 - 5/16"	136# Rail
0.32"	Pad
9 - 2/7"	Concrete Tie
12"	Ballast
12"	Subballast
1"	Edge of Tie to CL
3.5'	

(1) *Lt. Ditch Width:*
Transition From 9' at Sta. 486+00.00 to 4' at Sta. 486+50.00
4' From Sta. 486+50.00 to Sta. 499+43.56
5' From Sta. 500+56.65 to Sta. 511+20.00

(2) *0' Except 5' From Sta. 496+00.00 to Sta. 496+15.00*

FILE NAME: I:\96Jobs\96S2002F\CADD\Road\Sheet\UP-Track\Gc-5-Mainline Typ.dgn
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	DRAWN - DJP	REVISED -	
PLOT SCALE = 10.0000 sf / In.	CHECKED - GCN	REVISED -	
PLOT DATE = 7/29/2024	DATE - 09/29/2020	REVISED -	

TYPICAL SECTIONS - MAINLINE TRACK - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET I OF I SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	26
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP

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PHASE ONE - WOODSIDE/ IRON BRIDGE

PHASE 1 - PIPE CULVERT SCHEDULE

				542D5479	542A5491	542A0229	542A0235	542A0241	542A0247	542C0217	542C0220	54261824	54214521	54261712	54261715	54213669	54213675	54213681
	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r
ROADWAY	STATION (APPROX)	UPSTREAM INVERT ELEV (FT)	DOWNSTREAM INVERT ELEVATION (FT)	PIPE CULVERT, CLASS D, TYPE 1 EQUIVALENT ROUND - SIZE 24"	PIPE CULVERT, CLASS A, TYPE 1 EQUIVALENT ROUND SIZE 36"	PIPE CULVERT, CLASS A, TYPE 1, 24"	PIPE CULVERT, CLASS A, TYPE 1, 30"	PIPE CULVERT, CLASS A, TYPE 1, 36"	PIPE CULVERT, CLASS A, TYPE 1, 42"	PIPE CULVERT, CLASS C,TYPE 1, 12"	PIPE CULVERT, CLASS C,TYPE 1, 15"	STEEL FLARED END SECTIONS, EQUIVALENT ROUND SIZE 24"	PRECAST REINFORCED CONCRETE FLARED END SECTION EQUIVALENT ROUND 36"	STEEL FLARED END SECTIONS 12"	STEEL FLARED END SECTIONS 15"	PRECAST REINFORCED CONCRETE FLARED END SECTION, 24"	PRECAST REINFORCED CONCRETE FLARED END SECTION, 30"	PRECAST REINFORCED CONCRETE FLARED END SECTION, 36"
				(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)
IRON BRIDGE - ENT LEFT	688+98.7	594.11	593.98								31				2			
IRON BRIDGE - ENT RIGHT	689+16.0	593.92	593.91								17				2			
IRON BRIDGE - ENT LEFT	689+57.0	594.25	594.12								22				2			
IRON BRIDGE	708+00.0	590.00	589.00						96									
WOODSIDE	97+90.5	591.62	591.10		102								2					
WOODSIDE	104+15.1	591.14	590.47				8										1	
INTERURBAN TRAIL	23+50.4	588.00	587.21					40										2
PARKING LOT ACCESS	52+00.0	593.44	593.10			46										2		
BAPTIST CAMP ENTRANCE	9+98.1	594.65	594.55								44				2			
IRONSIDE DRIVE (S) - ENT RIGHT	12+40.0	594.63	594.60							21				2				
IRONSIDE DRIVE (S) - ENT RIGHT	13+59.6	594.40	594.30							19				2				
IRONSIDE DRIVE (S) - ENT RIGHT	13+94.6	594.28	594.19								19				2			
IRONSIDE DRIVE (S) - ENT RIGHT	14+61.1	594.12	594.00								25				2			
UPRR ACCESS OFF IRONSIDE DRIVE (S)	698+30.9	593.97	593.80								45				2			
PEDIGO ACCESS ROAD	111+50.0	595.36	595.21	40								2						
PEDIGO ACCESS ROAD	112+50.0	595.30	595.15	39								2						
PEDIGO ACCESS ROAD	116+11.3	594.88	594.79	56								2						
PEDIGO ACCESS ROAD	117+40.8	594.85	594.79	36								2						
TEMPORARY ACCESS ALONG IRON BRIDGE	86+50.0	594.10	593.90							28				2				
TEMPORARY ACCESS ALONG IRON BRIDGE	87+21.3	594.15	594.11							17								
TEMPORARY ACCESS ALONG IRON BRIDGE	87+21.3	594.43	594.35							41				2				
			TOTALS	171	102	46	8	40	96	126	203	8	2	8	14	2	1	2

PHASE ONE - WOODSIDE/ IRON BRIDGE

PH 1-PIPE CULVERT SCHEDULE

				54261442	54260315	20800150
	a	b	c	s	t	u
ROADWAY	STATION (APPROX)	UPSTREAM INVERT ELEV (FT)	DOWNSTREAM INVERT ELEVATION (FT)	CONCRETE END SECTION STD 542001, 42", 1:4	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	TRENCH BACKFILL
				(EA)	(FT)	(CY)
IRON BRIDGE - ENT LEFT	688+98.7	594.11	593.98			2
IRON BRIDGE - ENT RIGHT	689+16.0	593.92	593.91			2
IRON BRIDGE - ENT LEFT	689+57.0	594.25	594.12			2
IRON BRIDGE	708+00.0	590.00	589.00	2	77	68
WOODSIDE	97+90.5	591.62	591.10			29
WOODSIDE	104+15.1	591.14	590.47			
INTERURBAN TRAIL	23+50.4	588.00	587.21			5
PARKING LOT ACCESS	52+00.0	593.44	593.10			6
BAPTIST CAMP ENTRANCE	9+98.1	594.65	594.55			2
IRONSIDE DRIVE (S) - ENT RIGHT	12+40.0	594.63	594.60			2
IRONSIDE DRIVE (S) - ENT RIGHT	13+59.6	594.40	594.30			3
IRONSIDE DRIVE (S) - ENT RIGHT	13+94.6	594.28	594.19			2
IRONSIDE DRIVE (S) - ENT RIGHT	14+61.1	594.12	594.00			2
UPRR ACCESS OFF IRONSIDE DRIVE (S)	698+30.9	593.97	593.80			
PEDIGO ACCESS ROAD	111+50.0	595.36	595.21			3
PEDIGO ACCESS ROAD	112+50.0	595.30	595.15			3
PEDIGO ACCESS ROAD	116+11.3	594.88	594.79			5
PEDIGO ACCESS ROAD	117+40.8	594.85	594.79			5
TEMPORARY ACCESS ALONG IRON BRIDGE	86+50.0	594.10	593.90			7
TEMPORARY ACCESS ALONG IRON BRIDGE	87+21.3	594.15	594.11			2
TEMPORARY ACCESS ALONG IRON BRIDGE	87+21.3	594.43	594.35			5
			TOTALS	2	77	155

FILE NAME = Fc-6sch01.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	PHASE 1 – SCHEDULE OF QUANTITIES – 1
		DRAWN - JDS	REVISED -		
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	27
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PHASE 1- DRAINAGE STRUCTURE SCHEDULE

						INLETS					MANHOLE	END SECTION		
						60235700	60236600	60240220	60240324	X6100120	60224000	54213657	54213663	61000050
						INLET, TYPE A, TYPE 3 F&G	INLETS, TYPE A, TYPE 9 F&G	INLET, TYPE B, TYPE 3 F&G	INLET, TYPE B, TYPE 20 F&G	TYPE E INLET BOX, STD 610001 SPCL	MANHOLES, TYPE A, 6' DIAMETER, TYPE 5 FRAME, CLOSED LID	PRECAST REINF CONC FLARED END SECTION 12"	PRECAST REINF CONC FLARED END SECTION 18"	CONC THRUST BLOCKS
#	ROADWAY	STATION	OFFSET		FRAME REFER ELEV	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
1	Iron Bridge	691+17.00	22.00	R	602.71					1				
2	Iron Bridge	693+85.00	22.00	R	615.63				1					
3	Iron Bridge	695+65.00	22.00	R	623.34				1					
4	Iron Bridge	695+63.00	22.00	L	623.28					1				
5	Iron Bridge	696+90.00	22.00	R	626.41				1					
6	Iron Bridge	696+45.00	22.00	L	625.51				1					
7	Iron Bridge	700+65.00	22.00	R	625.01				1					
8	Iron Bridge	700+66.00	22.00	L	624.99					1				
9	Iron Bridge	701+75.00	22.00	R	621.58					1				
11	Iron Bridge	691+17.00	53.50	R	594.42							1		1
12	Iron Bridge	701+75.00	126.00	R	595.00							1		1
13	Ironside Dr (South)	11+70.00	13.50	L	596.06		1							
14	Ironside Dr (South)	13+00.00	13.50	L	596.22		1							
15	Ironside Dr (South)	14+50.00	13.50	L	596.71		1							
16	Iron Bridge	700+67.00	118.00	L	592.53							1		1
17	Iron Bridge	693+85.00	105.50	L	595.21							1		1
18	Ironside Dr (South)	15+77.35	32.90	L	594.12							1		
22	Woodside	90+45.00	36.70	L	597.31	1								
23	Woodside	91+35.00	37.20	L	597.30	1								
24	Woodside	92+25.00	37.20	L	597.26			1						
25	Woodside	92+25.00	37.20	R	597.26	1								
26	Woodside	93+14.00	37.20	L	597.15	1								
27	Woodside	94+24.00	37.20	L	597.02	1								
28	Woodside	95+34.00	37.20	L	596.89			1						
29	Woodside	95+34.00	37.20	R	596.89	1								
30	Woodside	96+44.00	37.20	L	596.76	1								
31	Woodside	97+54.00	39.30	L	596.60			1						
32	Woodside	97+54.00	37.20	R	596.51	1								
36	Woodside	90+45.00	37.20	R	597.31	1								
37	Woodside	91+35.00	37.20	R	597.30	1								
38	Woodside	93+14.00	37.20	R	597.15	1								
39	Woodside	94+24.00	37.20	R	597.02	1								
40	Woodside	96+44.00	37.20	R	596.76	1								
41	Interurban Trail	20+50.40	16.10	R	593.63						1			
42	Interurban Trail (Temp)	23+37.89	17.10	R	590.25								1	
43	Interurban Trail (Temp)	23+61.42	17.00	R	590.25								1	
					TOTAL	13	3	3	5	4	1	5	2	4

PHASE 1 - EARTHWORK SCHEDULE

		A	B	C	D	E	F	G
		20200100		21101505				
LOCATION		EARTH EXCAVATION	EXCAVATION USED AS EMBANKMENT (20% SHRINKAGE)	TOPSOIL EXCAVATION AND PLACEMENT	TOPSOIL PLACEMENT	TOPSOIL EXCAVATION USED AS EMBANKMENT (20% SHRINKAGE) =(C-D)*0.80	EMBANKMENT	FURNISHED EXCAVATION =(F-E-B) INFORMATION ONLY
		CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
BEGIN STATION	END STATION							
IRON BRIDGE ROAD								
688+15.00	709+75.00	3009.9	2408	2318	2638	-256	72716	70564
709+75.00	710+18.98	528.1	422	128	15	90.16	60	-453
710+18.98	711+05.44	0	0	0	0	0	0	0
WOODSIDE ROAD								
89+00.00	105+67.00	3948.8	3159.04	0	0	0	3277.4	118.36
104+00.00	DITCH RT	21	17	0	0	0	0.00	-17
IRONSIDE DRIVE (SOUTH)								
9+57.80	15+50.00	356	284.8	0	0	0	150	-134.8
INTERURBAN TRAIL								
12+00.00	20+00.00	270	216	0	65	-52	410	246
20+00.00	26+00.00	825	660		125	0	765	105
26+00.00	26+53.30	10	8	0	0	0	2	-6
PEDIGO ACCESS ROAD								
INTERSECTION	101+07.73	0	0	0	0	0	295	295
101+07.73	128+91.03	345	276	3480		2784	8546	5486
PARKING LOT ACCESS								
50+00.00	53+64.53	361	289	0	275	-220	2273	2204
53+64.53	INTERSECTION	0	0	0	76	0	431.7	431.7
TEMPORARY ACCESS ROAD								
84+25.13	85+50.00	0	0	0	0	0	0	0
85+50.00	92+00.00	449	359	0	0	0	8	-351
BORROW PIT								
0+00.00	7+00.00	95856	76685	0	0	0	0	76685
TOTAL		105980	84784	5926	3194.32	2346	88934	1804
ROUNDED TOTAL		105980	84785	5925	3195	2345	88935	1804

NOTE: FURNISHED EXCAVATION SHALL COME FROM BORROW PIT

PHASE 1 - TRANSVERSE DRAIN SCHEDULE

IRON BRIDGE ROAD						X0326911 TRANSVERSE DRAINS COMPLETE	60100060 CONCRETE HEADWALL FOR PIPE DRAINS
STATION	LT/RT	STATION	LT/RT	ANGLE A	ANGLE B	EACH	EACH
691+29.00	LT	691+17.00	RT	70	110	1	
693+98.65	LT	693+85.00	RT	70	110	1	
701+39.60	LT	707+42.00	RT	50	130	1	
704+80.00	LT	705+21.00	RT	50	130	1	
705+21.00	LT	705+36.90	RT	50	130		1
					TOTALS	4	1

FILE NAME = Fc-6sch02.dgn	USER NAME = hardi02376	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 9/16/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 1 – SCHEDULE OF QUANTITIES – 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	28
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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PHASE 1 - REMOVAL SCHEDULE

LOCATION				20100500	40600982	44000100	44000157	50105220	60500040	78300200	78300202	X0350810	Z0013300	X6640104
				TREE REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT-JOINT	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	PIPE CULVERT REMOVAL	REMOVING MANHOLES	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	PAVEMENT MARKING REMOVAL - WATER BLASTING	BOLLARD REMOVAL	CONCRETE REMOVAL (SPECIAL)	FENCE REMOVAL
BEGIN STATION	OFFSET	END STATION	OFFSET	ACRE	SQ YD	SQ YD	SQ YD	FOOT	EACH	EACH	SQ FT	EACH	SQ YD	FOOT
IRON BRIDGE ROAD														
687+85.00	0 RT	688+15.00	0 LT		80.0									
688+15.00	0 LT	690+50.00	0 LT			626.6								
688+85.00		689+15.00	27 LT					30.0						
689+05.00		689+29.00	27 RT			42.0		24.0						
689+54.00		689+78.00	27 LT					24.0						
691+61.00		691+82.00	28 LT					21.0						
691+81.00		692+11.00	29 RT					30.0						
691+96.93	11.8 RT	691+92.61	91.2 RT			161.3								
692+08.66	112.52 RT	695+10.32	54.22 RT	0.17										
693+75.00		693+99.00	33 RT					24.0						
695+17.42	23.9 RT	697+35.17	67.4 RT			368.4								
695+40.00		695+64.00	42 RT					24.0						
695+75.00		695+99.00	46 RT					24.0						
696+40.00		696+63.00	59 RT					23.0						
696+74.23	27.54 LT	698+30.28	26.77 RT	0.06										
698+82.26	67.69 LT	703+89.77	165.13 RT	0.59										
WOODSIDE ROAD														
79+90.00		89+00.00					7412.2			30.0				
89+00.00		89+54.00					74.9							
89+42.00	38.5 LT	89+55.26	38.3 LT			7.3								
89+54.00		97+10.00					2016.0							
97+10.00		100+91.27					954.9							
92+20.00	LT/RT	92+30.00	LT/RT			26.3								
95+29.00	LT/RT	95+39.00	LT/RT			25.9								
97+48.00	LT/RT	97+59.00	LT/RT			26.5								
97+83.90	LT/RT	97+97.20	LT/RT			23.9								
99+79.00		100+10.00	38 RT					31.0						
100+00.00	100.0 RT													
100+17.00		100+70.00	40 LT					10.0						
100+90.00	130' RT												67	
101+03.00	115' LT												150	
100+91.27		104+16.00					993.2							
99+62.00	12.5 RT	103+68.24	24 RT			189.7								
99+62.00	11.5 LT	105+67.00	17.5 LT			335.0								
103+66.00		104+31.00	40 RT					65.0						
103+90.00		104+31.00	RT					90.0						
104+16.00		105+67.00					545.7							
104+16.75	19.5 RT	105+67.00	17.6 RT			69.8								
104+30.78	41.5 RT								1.0					
105+67.00	4.6 RT	105+97.00	5.43 RT		58.3									
105+67.00	4.12 LT	105+97.00	4.34 LT		151.1									
IRONSIDE DRIVE (SOUTH)														
9+89.90	2.3' RT											1.0		
10+10.50	2.4' RT											1.0		
09+47.60	9.0' LT	09+86.10	60.0' RT											80.0
12+28.20	6.3' RT	13+82.40	14.0' RT											136.4
14+07.20	16.0' RT	14+06.60	25.0' RT											9.0
TEMPORARY IRON BRIDGE ACCESS ROAD														
85+45.32	0 LT	89+55.80	0 LT			1102.4								
INTERURBAN TRAIL														
12+35.91	29.8 LT	20+00.00	147 LT			1416.5								
12+50.00	0 LT	13+41.36	47 LT			139.6								
18+50.86	92.03 LT	22+10.18	70.37 LT	0.27										
23+47.00		23+49.00	80 LT					37.0						
23+49.00		23+50.00	127 LT					42.0						
20+00.00	147 LT	26+72.14	127 LT			1244.6								
26+58.66	6.8 LT	26+63.33	108.4 LT			127.5								
22+10.18	70.37 RT	25+81.41	64.95 LT	0.23										
TOTAL				1.32	289.4	5933.2	11996.9	499.0	1.0	30.0	0	2.0	216.8	225.4
ROUNDED TOTAL				**1.25**	**289**	**5933**	**11997**	**499**	**1**	**30**	**0**	**2**	**217**	**225**

PHASE 1 - DRAINAGE PIPE SCHEDULE

STRUCT	PIPE INVERT	STRUCT	PIPE INVERT	550A0050 STORM SEWERS, CLASS A, TYPE 1 12"	550A0070 STORM SEWERS, CLASS A, TYPE 1 15"	550A0090 STORM SEWERS, CLASS A, TYPE 1 18"	60100945 PIPE DRAINS 12"	20800150 TRENCH BACKFILL
	ELEV		ELEV	FOOT	FOOT	FOOT	FOOT	CU YD
IRON BRIDGE								
5	622.81	**6**	621.51	60				13
6	621.41	**4**	619.28	80				17
3	619.74	**4**	619.28	36				7
4	619.18	**17**	595.21				195	1
2	612.03	**1**	599.31	270				58
1	599.11	**11**	594.42				26	1
7	621.41	**8**	620.99	35				6
8	620.89	**16**	592.53				91	0
9	617.98	**12**	595.00				98	0
13	594.60	**14**	594.46	130				17
14	594.46	**15**	594.27	150				20
15	594.27	**18**	594.12	132				8
WOODSIDE ROAD								
22	594.79	**23**	594.44	88				19
23	594.44	**24**	594.09	88				21
24	594.09	**25**	593.73	72				10
25	593.73	**D**	593.66	14				0
26	594.65	**27**	594.11	108				25
27	594.11	**28**	593.57	108				32
28	593.57	**29**	592.85	72				17
29	592.85	**D**	592.57	14				0
30	593.76	**31**	592.68	108				37
31	592.68	**32**	591.57		74			26
32	591.57	**D**	591.32		17			0
36	594.81	**D**	594.48	14				0
37	594.80	**D**	594.09	14				0
38	594.65	**D**	593.30	14				0
39	594.52	**D**	592.81	14				0
40	594.26	**D**	593.85	14				0
INTERURBAN TRAIL (TEMPORARY PIPES)								
42	590.25	**41**	590.22			3.3		
43	590.25	**41**	590.22			2.2		
			TOTALS	**1635**	**91**	**6**	**410**	**338**

PHASE 1 - ROW MARKER SCHEDULE

LOCATION		66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS
BEGIN STATION	OFFSET	EACH
IRON BRIDGE ROAD		
698+98.05	195.45 LT	1
711+09.00	76.00 LT	1
713+13.50	75.00 LT	1
713+25.00	75.00 RT	1
WOODSIDE ROAD		
75+50.00	50.53 RT	1
75+50.00	75.00 RT	1
86+38.62	75.00 RT	1
86+48.70	85.00 RT	1
87+18.50	60.00 LT	1
87+18.70	85.00 RT	1
87+28.62	75.00 RT	1
97+95.00	75.00 LT	1
98+00.00	75.00 RT	1
100+18.00	75.00 LT	1
TOTAL		14
ROUNDED TOTAL		**14**

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PHASE 1 - EROSION CONTROL SCHEDULE

LOCATION				25100630	28000250	28000350	28000400	28000500	28100125	28100127
				EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION	STONE RIPRAP, CLASS B3	STONE RIPRAP, CLASS B4
BEGIN STATION	OFFSET	END STATION	OFFSET	SQ YD	POUND	FOOT	FOOT	EACH	SQ YD	SQ YD
IRON BRIDGE ROAD										
688+37.50	28.19 LT							1		
689+30.58	28.95 RT							1		
689+83.76	28.88 LT							1		
690+00.00	40.81 LT	696+36.42	23.58 LT	4170	86.2		667.19			
690+32.00	44.61 RT	692+15.76	36.6 RT	0	14.2					
691+17.00	49.47 RT								12	
693+85.00	105.65 LT								38	
699+80.55	23.58 LT	702+00.00	145.0 LT	2471	51.1					
700+65.49	23.58 RT	702+00.00	124.36 RT	765	15.8					
700+67.00	106.00 LT								38	
701+75.00	128 RT								12	
702+00.00	145.0 LT	711+45.39	90.89 LT	7225	149.3					
702+00.00	124.36 RT	705+65.41	26.45 RT	3964	81.9					
703+00.00	120.0 LT					10				
706+00.00	80.0 LT					10				
708+00.00	47.3 LT									34
708+00.00	57.3 RT									62
708+00.21	47.52 LT							1		
WOODSIDE ROAD										
89+30.00	48.0 RT					10				
91+60.00	52.5 RT					10				
92+00.00	59.72 RT	98+00.00	67.31 RT	1553	32.1					
93+90.00	55.0 RT					10				
95+00.00	56.20 LT	98+00.00	53.94 LT	597	12.3					
96+20.00	56.0 RT					10				
98+00.00	51.5 RT								39	
99+84.41	36.70 RT	105+00.00	60.36 RT	1876	38.8					
100+63.48	49.98 LT	104+00.00	49.8 LT	607	12.5					
103+74.00	110.5 RT								39	
PARKING LOT ACCESS ROAD										
52+00.00	25.36 LT							1		
52+00.00	25.25 RT								32	
52+00.00	25.25 LT								11	
INTERURBAN TRAIL										
23+50.40	41.43 RT							1		
23+50.40	21.25 LT							1		
23+50.40	15 RT									82
IRONSIDE DRIVE (SOUTH)										
10+23.06	16.73 RT							1		
11+69.30	13.20 LT							1		
12+27.17	16.88 RT							1		
13+00.28	13.64 LT							1		
13+46.45	16.69 RT							1		
13+80.70	16.36 RT							1		
14+44.47	15.77 RT							1		
14+50.20	13.29 LT							1		
PEDIGO ACCESS ROAD										
111+50.00	18.1 RT								13	
111+50.00	16.9 LT								7	
112+50.00	19.5 RT								13	
112+50.00	19.5 LT								7	
116+02.27	33.83 LT								7	
116+16.17	18.49 RT								13	
117+40.82	15.18 LT								7	
117+40.82	14.8 RT								13	
TOTAL				23227.4	494.1	60.0	667.2	15.0	301.0	177.7
ROUNDED TOTAL				**23227**	**494**	**60**	**667**	**15**	**301**	**178**

PHASE 1 - CURB AND GUTTER/ MEDIAN SCHEDULE

LOCATION			60600095	60600605	X6062700	60604400
			CLASS SI CONCRETE (OUTLET)	CONCRETE CURB, TYPE B	CONCRETE GUTTER, TYPE A, (SPECIAL)	CONCRETE CURB AND GUTTER, TYPE B-6.18
BEGIN STATION	END STATION	OFFSET	CU YD	FOOT	FOOT	FOOT
WOODSIDE ROAD						
89+42.00	89+54.00	RT	0.8			
89+42.00	89+54.00	LT	0.8			
89+54.00	97+09.71	LT				755.7
89+54.00	97+09.71	RT				755.7
IRON BRIDGE ROAD						
710+91.14	711+18.67	RT	2			
IRONSIDE DRIVE (SOUTH)						
11+65.00	14+70.00	LT			305	
691+07.40	691+20.00	RT		12.6		
695+52.40	695+65.00	LT		12.6		
700+65.00	700+77.60	LT		12.6		
701+70.00	701+82.60	RT		12.6		
IRON BRIDGE/ WOODSIDE INTERSECTION						
NORTH SIDE		LT				108.2
SOUTH SIDE		RT				208.3
TOTAL			3.6	50.4	305	1827.9
ROUNDED TOTAL			**3.6**	**50.5**	**305**	**1828**

PHASE 1 - GUARDRAIL & TERMINAL SCHEDULE

LOCATION			63000001	63100085	63100167	Z0004002	78200006	78200011	72501000	X0322135
			STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POST	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	BOLLARDS	GUARDRAIL REFLECTORS, TYPE B	BARRIER WALL REFLECTORS, TYPE C	TERMINAL MARKER - DIRECT APPLIED	BOLLARDS, QUICK RELEASE
BEGIN STATION	END STATION	OFFSET	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
IRON BRIDGE ROAD										
689+64.35	690+14.35	RT			1					
689+64.35	691+22.50	RT					4			
689+64.35		RT							1	
690+14.35	690+76.85	RT	62.5							
690+76.85	691+22.50	RT		1						
691+35.00	701+70.00	RT						13		
694+51.02	695+72.50	LT					2			
694+51.02		LT							1	
694+46.10	694+96.10	LT			1					
694+96.10	695+21.10	LT	25							
695+21.10	695+67.50	LT		1						
695+70.00	700+65.00	LT						6		
700+62.50	701+08.15	LT		1						
700+62.50	702+20.65	LT					4			
701+08.15	701+70.65	LT	62.5							
701+67.50	702+13.15	RT		1						
701+67.50	702+75.65	RT					2			
701+70.65	702+20.65	LT			1					
702+13.15	702+25.65	RT	12.5							
702+20.65		LT							1	
702+25.65	702+75.65	RT			1					
702+75.65		RT							1	
IRONSIDE DRIVE (SOUTH)										
9+56.50	9+56.50	LT/RT	25							
INTERURBAN TRAIL										
16+92.45		LT								1
16+87.62	16+97.28	LT				2				
		TOTAL	187.5	4	4	2	12	19	4	1
		ROUNDED TOTAL	**187.5**	**4**	**4**	**2**	**12**	**19**	**4**	**1**

FILE NAME = Fc-6sch04.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS**	**PHASE 1 – SCHEDULE OF QUANTITIES – 4**	F.A.U RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
		DRAWN - RSJ	REVISED -	**SANGAMON COUNTY HIGHWAY DEPARTMENT**			• / SANGAMON / 368 / 30
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -				96S2002F / CONTRACT NO. 93671
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO. 6 / ILLINOIS / FED. AID PROJECT 6

• 07-00164-04-FP, 07-00090-08-FP

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PHASE 1 - PAVING SCHEDULE

LOCATION			31101100	31101810	35100700	40200500	40201000	LR403200	LR403400	LR403500	LR403600	40600275	40600290	40604050	40604060	40603080	40701881	42300200	48101498	48203029	48300100	40600370
			SUBBASE GRANULAR MATERIAL, TYPE B	SUBBASE GRANULAR MATERIAL, TYPE B 12"	AGGREGATE BASE COURSE, TYPE A 8"	AGGREGATE SURFACE COURSE, TYPE A 6"	AGGREGATE FOR TEMPORARY ACCESS	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	COVER COAT AGGREGATE	SEAL COAT AGGREGATE	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"	AGGREGATE SHOULDERS, TYPE B 4"	HOT-MIX ASPHALT SHOULDERS 8"	PORTLAND CEMENT CONCRETE SHOULDERS 6"	LONGITUDINAL JOINT SEALANT
BEGIN STATION	END STATION	OFFSET	CU YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	POUND	POUND	TON	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT
IRON BRIDGE ROAD																						
688+13.26	688+36.18	LT			10	21.5								1.1		2.1						
688+14.00	689+10.00	LT					212.0															
688+15.00	688+50.00	RT	0.70																			
688+15.00	691+50.00	LT/RT		1526.95																		
688+15.00	696+91.00	LT/RT											1576				2229					
688+15.00	691+20.00	RT	0.70																	277		
688+15.00	695+70.00	LT																		674		
688+15.00	696+91.00	CL																				1752
688+50.00	695+00.00	LT	13.43																			
688+50.00	689+80.00	RT	2.69																			
688+81.52	689+11.94	LT			22	6.5								1.8		3.6		6				
689+04.53	689+27.47	RT			24		34.2							1.1		2.2		57				
689+50.64	689+76.64	LT			60									1.3		2.6		44				
689+80.00	690+32.90	RT	1.09																			
690+32.90	690+64.98	RT	0.66																			
690+64.98	691+20.00	RT	1.74																			
691+50.00	697+25.58	LT/RT		2566.49																		
695+00.00	695+70.00	LT	1.67																			
698+87.72	701+70.00	LT/RT		1187.72																		
699+24.47	709+75.00	LT/RT											2723				3937					
699+24.47	705+50.00	CL																				1251
700+65.00	701+00.00	LT	1.23																			
701+00.00	710+18.98	LT	18.99																			
701+70.00	703+00.00	RT	3.71																			
701+70.00	709+75.00	LT/RT		4881.84																		
701+70.00	705+65.33	RT																		345		
705+50.00	707+03.00	LT/RT																				918
703+00.00	705+47.56	RT	5.11																			
706+16.57	709+75.00	RT																		308		
706+33.16	709+75.00	RT	7.06	918.00																		
709+75.00	710+18.98	LT/RT											178				264					
709+75.00	711+27.42	RT																		132		
709+75.00	710+89.18	RT	2.45																			
709+75.00	711+08.80	LT																		115		
707+03.00	711+67.45	LT/RT																				3716
700+65.00	709+75.00	LT																		815		
IRON BRIDGE ROAD SHOULDERS																						
688+15.00	691+50.00	RT											69									
688+15.00	695+70.00	LT											151									
701+70.00	705+65.33	RT											77									
706+16.57	710+89.18	RT											92									
710+89.18	711+27.42	RT											7									
700+65.00	709+75.00	LT											183									
709+75.00	711+08.80	LT											26									
WOODSIDE ROAD																						
79+90.00	89+00.00	LT/RT											2730		830.2							2730
86+90.00	89+54.00												59		36.5							
89+00.00	89+54.00	RT											63									
89+10.00	89+54.00	LT/RT		126.80																		162
89+10.00	89+54.00	RT															95					
89+54.00	97+10.00	LT/RT																				3780
89+54.00	98+03.82	LT/RT		4727.29																		
89+54.00	97+09.71	LT											1389				2057					
89+54.00	97+09.71	RT											1329				1970					
89+54.00	97+09.71												454		226.8							
97+09.71	100+91.27												227		113.1							1144
99+41.42	105+67.00	RT																		287		
100+09.13	105+67.00	LT																		248		
100+09.13	105+67.00	LT/RT		1181.94																		1427
100+36.27	100+76.68	LT			68	47.5								2.2		4.4						
100+91.27	105+67.00	RT	8.18										167				297					
100+91.27	105+67.00	LT	8.18										209				294					
100+91.27	104+16.00												223		111.7							
104+16.00	105+67.00												105		62.3							
105+67.00	105+97.00												34		17.0							

PAVING SCHEDULE CONTINUED ON NEXT SHEET

FILE NAME = Fc-6sch05.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - RSJ	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 1 – SCHEDULE OF QUANTITIES – 5

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	31
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

PHASE 1 - PAVING SCHEDULE

LOCATION			31101100	31101810	35100700	40200500	40201000	LR403200	LR403400	LR403500	LR403600	40600275	40600290	40604050	40604060	40603080	40701881	42300200	48101498	48203029	48300100	40600370
			SUBBASE GRANULAR MATERIAL, TYPE B	SUBBASE GRANULAR MATERIAL, TYPE B 12"	AGGREGATE BASE COURSE, TYPE A 8"	AGGREGATE SURFACE COURSE, TYPE A 6"	AGGREGATE FOR TEMPORARY ACCESS	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	COVER COAT AGGREGATE	SEAL COAT AGGREGATE	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"	AGGREGATE SHOULDERS, TYPE B 4"	HOT-MIX ASPHALT SHOULDERS 8"	PORTLAND CEMENT CONCRETE SHOULDERS 6"	LONGITUDINAL JOINT SEALANT
BEGIN STATION	END STATION	OFFSET	CU YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	POUND	POUND	TON	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT
IRON BRIDGE/ WOODSIDE INTERSECTION			5.06	2324.63									3307				2580					360
WOODSIDE ROAD SHOULDERS																						
89+10.00	89+42.00	RT										0								20		
89+00.00	89+42.00	LT										0								22		
99+41.42	105+67.00	RT										0										
100+09.13	105+67.00	LT										0										
PEDIGO ACCESS ROAD																						
100+35.59	124+90.90	RT																				
100+38.00	101+07.73				348																	
100+36.42	124+93.82	LT																				
100+38.50	101+07.73	LT/RT						4	3.7	4.6	7.0											
101+07.73	114+51.42				3658																	
101+07.73	108+30.00	LT/RT						52	35.9	44.8	68.1											
102+85.00	103+15.00	LT			19									2.2								
114+51.42	117+40.82				1102																	
114+51.42	117+40.82	LT/RT						11	10.9	13.6	20.6											
117+40.82	128+91.03				3131																	
117+40.82	128+91.03	LT/RT						31	30.7	38.3	58.3											
124+93.82	126+70.19	RT																			79	
124+93.82	126+70.19	LT																			78	
126+69.34	127+54.53	RT																				
126+70.19	128+16.39	LT																				
127+52.61	128+91.03	RT																			61	
128+13.16	128+89.73	LT			131			1	1.3	1.6	2.4			14.4		28.8						
IRONSIDE DRIVE (SOUTH)																						
09+55.30	15+50.00				1723							1432	122	61.3								
09+55.80	15+50.00	LT/RT														358.1						
09+90.73	10+09.29	RT			30									10.3		20.5						
10+67.51	10+89.51	RT			8	7.0								1.1		2.1						
11+65.00	14+70.00											1830	153	91.5								
12+29.13	12+50.44	RT			8	8.5								1.0		1.9						
13+49.02	13+70.33	RT			8	18.0								1.0		1.9						
13+83.91	14+05.21	RT			8	13.0								1.0		1.9						
14+48.57	14+71.11	RT			30									3.2		6.5						
14+70.00	15+50.00											524	45	26.2								
TEMPORARY IRON BRIDGE ACCESS ROAD																						
84+25.12	89+57.80				1185	178						2682	536	134.1								
INTERURBAN TRAIL																						
12+50.00	13+44.14				110							234		11.7								
12+50.00	13+45.00	LT																	229			
12+50.00	13+45.00	RT																	229			
14+13.00	20+00.00	LT																	1412			
20+00.00	26+53.30	LT																	1540			
14+13.00	20+00.00	RT																	1412			
14+14.15	20+00.00				583							1499		76.2					1634			
20+00.00	26+53.30				779							1672		83.6								
Temporary Bike Path							1044.0															
TRAIL PARKING ACCESS RD																						
50+00.00	53+62.75	LT/RT			1362									136.3		270.1						
50+09.00	54+12.00	LT																	604			
51+10.00	54+01.34	RT																	867			
53+62.75	54+02.10	LT/RT			133							3257	257				194.2					48
IRON BRIDGE CONSTRUCTION ACCESS ROAD																						
694+26.00	698+59.00	LT/RT				92	437.8															
		TOTAL	82.6	19441.7	14640	391.5	1728	99	82.5	103	156	13129	16492	662	1398	707	13917	108	7926	3242	218	17288
		ROUNDED TOTAL	83	19442	14640	392	1728	99	82.5	103	156	13129	16492	662	1398	707	13917	108	7926	3242	218	17288

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FILE NAME = Fc-6sch06.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS**
		DRAWN - RSJ	REVISED -	**SANGAMON COUNTY HIGHWAY DEPARTMENT**
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -	**PHASE 1 – SCHEDULE OF QUANTITIES – 6**
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	32
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PHASE 1 - PAVEMENT MARKING SCHEDULE

LOCATION			70300231	78001100	78001120	78001130	78001150	78001180	78100100	NOTE
			TEMPORARY PAVEMENT MARKING - LINE 5" - PAINT	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	PAINT PAVEMENT MARKING LINE 5"	PAINT PAVEMENT MARKING LINE 6"	PAINT PAVEMENT MARKING LINE 12"	PAINT PAVEMENT MARKING LINE 24"	RAISED REFLECTIVE PAVEMENT MARKER	
BEGIN STATION	END STATION	OFFSET	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	EACH	
WOODSIDE ROAD										
79+90.00	105+98.50	LT			2552.5					WHITE EOP
79+90.00	98+51.00	RT			1816.8					WHITE EOP
79+90.00	98+35.00	CL							16	2 WAY AMBER
79+90.00	98+35.00	TURN LANES							8	1 WAY CRYSTAL
79+90.00	98+35.00	MEDIAN							75	1 WAY AMBER
79+90.00	98+35.00	LANE LINES							39	1 WAY CRYSTAL
79+90.00	86+10.86	LT			1280.6					DOUBLE YELLOW
79+90.00	86+10.86	RT			1280.6					DOUBLE YELLOW
83+34.37	96+44.00	LT			412.5					WHITE SKIP DASH
79+90.00	95+10.91	RT			380.2					WHITE SKIP DASH
87+09.87	88+49.96	RT			280.2					DOUBLE YELLOW
88+49.96	90+54.00	LT/RT			817.4					DBL YELLOW MED
79+90.00	88+40.00	CL		62.4						TURN ARROWS
90+54.00	98+34.00	LT			1572.5					DOUBLE YELLOW
90+54.00	98+34.00	RT			1572.5					DOUBLE YELLOW
89+54.00	96+44.00	LT		42						BIKE LANE
89+54.00	97+71.00	RT		42						BIKE LANE
84+44.34	86+10.86	RT/LT					172.0			YELLOW
88+49.96	98+34.00	RT/LT					717.0			YELLOW
95+10.91	98+32.00	RT		34.5						THRU ARROWS
95+10.91	98+32.00	RT		46.8						RT TURN ARROWS
79+90.00	88+49.96	LT				280.2				WHITE
79+90.00	89+81.95	LT				264.0				WHITE
95+10.91	98+32.00	RT				321.1				WHITE
99+70.00		LT						24		WHITE STOP BAR
96+44.00	100+09.13	LT					170.0			YELLOW
97+80.00	98+50.00	RT					26			YELLOW
99+70.00	105+98.00	RT/LT					238			WHITE
98+32.00		RT						34.2		WHITE STOP BAR
99+67.00	105+97.00	CL							16	2 WAY AMBER
99+67.00	105+97.00	MEDIAN							16	1 WAYAMBER
99+70.00	105+98.50	RT/LT			1259					DOUBLE YELLOW
99+70.00	105+98.50	RT/LT			1259					DOUBLE YELLOW
99+70.00	105+98.00	RT/LT								WHITE
99+72.00	102+60.00	LT		34.5						THRU ARROWS
99+72.00	102+60.00	CL		46.8						LT TURN ARROWS
99+72.00	102+60.00	LT				288				WHITE
102+60.00	104+16.00	LT				156				WHITE
99+72.00	102+60.00	LT turn							8	1 WAY CRYSTAL
101+00.00	105+98.50	RT			498.5					WHITE EOP
103+66.00		RT		61.2						RR
103+66.50		RT						24		WHITE RR
105+92.50		RT						12.8		WHITE STOP BAR
IRON BRIDGE ROAD										
688+00.00	709+75.00	LT			2175.0					WHITE EOP
709+75.00	711+36.00	LT			172.5					
688+00.00	709+75.00	RT			2175.0					WHITE EOP
709+75.00	711+36.00	RT			241.4					
688+00.00	690+00.00	RT			200.0					SOLID YELLOW
688+00.00	690+00.00	LT			50					YEL SKIP DASH
688+00.00	697+00.00	CL							11	2 WAY AMBER
690+00.00	703+00.00	CL			2600					DOUBLE YELLOW
690+60.00	707+67.00	CL							19	2 WAY AMBER
703+40.00	705+50.00	CL							13	1 WAY AMBER
706+30.00	711+36.00	LT TURN, RT TURN							8	1 WAY CRYSTAL
707+67.00	711+36.00	CL							20	1 WAY AMBER
703+00.00	711+37.00	RT/LT					580			YELLOW
703+00.00	709+75.00	LT			1275					DOUBLE YELLOW
709+75.00	711+40.00	LT			348					
706+30.00	707+67.00	LT TURN				137				WHITE
707+67.00	709+38.00	LT				43				WHITE SKIP DASH
703+00.00	709+75.00	RT			1275					DOUBLE YELLOW
709+75.00	711+40.00	RT			330					
706+45.00	707+45.00	LT		31.2						LT TURN ARROWS
709+70.00	711+34.00	RT		31.2						LT TURN ARROWS
709+70.00	711+34.00	RT		31.2						RT TURN ARROWS
709+70.00	711+34.00	RT TURN				164				WHITE
711+36.00		RT						30		WHITE STOP BAR

PAVEMENT MARKING SCHEDULE CONTINUED ON NEXT SHEET

FILE NAME = Fc-6sch07.dgn	USER NAME = hardi02376	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS** **SANGAMON COUNTY HIGHWAY DEPARTMENT**
		DRAWN - RSJ	REVISED -	
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -	
	PLOT DATE = 9/16/2024	DATE - 4/12/2021	REVISED -	

PHASE 1 – SCHEDULE OF QUANTITIES – 7

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	33
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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PHASE 1 - PAVEMENT MARKING SCHEDULE

LOCATION			70300231 TEMPORARY PAVEMENT MARKING - LINE 5" - PAINT	78001100 PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	78001120 PAINT PAVEMENT MARKING LINE 5"	78001130 PAINT PAVEMENT MARKING LINE 6"	78001150 PAINT PAVEMENT MARKING LINE 12"	78001180 PAINT PAVEMENT MARKING LINE 24"	78100100 RAISED REFLECTIVE PAVEMENT MARKER	NOTE
BEGIN STATION	END STATION	OFFSET	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	EACH	
IRONSIDE DRIVE (SOUTH)										
10+28.66	15+50.00	LT			521.3					WHITE EOP
10+28.66	15+50.00	RT			521.3					WHITE EOP
10+28.66	15+50.00	CL			130.3					YEL SKIP DASH
TEMPORARY ACCESS ROAD										
84+25.13	89+57.80	LT	532.7							WHITE EOP
84+25.13	89+57.80	RT	532.7							WHITE EOP
84+25.13	89+57.80	CL	133.2							YEL SKIP DASH
PARKING LOT										
51+10.00	53+95.00	LT			70.0					YELLOW SKIP DASH
51+10.00	53+95.00	RT			331.7					WHITE EOP
51+10.00	53+95.00	LT			306.5					WHITE EOP
53+95.00		RT						12		WHITE STOP BAR
PARKING				4.6						HANDICAP
PARKING		LT			380					WHITE PARKING
TOTAL			1198.5	468.4	28085.4	1653.3	1903.0	137.0	249.0	
ROUNDED TOTAL			**1,199**	**468**	**28,085**	**1,653**	**1,903**	**137**	**249**	

PHASE 1 - SIGN SCHEDULE

LOCATION		SIGN DETAILS		72000100 SIGN PANEL - TYPE 1	72000200 SIGN PANEL - TYPE 2	72400710 RELOCATE SIGN PANEL - TYPE 1	72400720 RELOCATE SIGN PANEL - TYPE 2	72800100 TELESCOPING STEEL SIGN SUPPORT	73000100 WOOD SIGN SUPPORT	73100100 BASE FOR TELESCOPING STEEL SIGN SUPPORT	X7240502 RELOCATE SIGN, SPECIAL
STATION	OFFSET	TYPE	DESCRIPTION	SQ FT	SQ FT	SQ FT	SQ FT	FOOT	FOOT	EACH	EACH
IRON BRIDGE ROAD											
690+50.00	28 LT	W14-3	NO PASSING ZONE				12	30.0		2	
705+00.00	31 RT	RS-034	PARKING	4.0				15.3			
705+00.00	31 RT	M6-1	SUPPLEMENTAL ARROW RIGHT	2.2						1	
708+00.00	33 LT	RS-034	PARKING	4.0				15.3			
708+00.00	33 LT	M6-1	SUPPLEMENTAL ARROW LEFT	2.2						1	
IRONSIDE DRIVE (SOUTH)											
9+56.50	5 RT	OM4-1	OBJECT MARKER	2.3				15.0		1	
9+56.50	5 LT	OM4-1	OBJECT MARKER	2.3				15.0		1	
9+56.50	0 RT	R11-2	ROAD CLOSED		10.0			29.0		2	
9+71.00	20 RT	SPECIAL	BAPTIST CAMP								1
9+80.00	38 RT	W14-2	NO OUTLET	9.0							
EXISTING IRON BRIDGE		W14-2	NO OUTLET	9.0							
WOODSIDE ROAD											
93+00.00	41 RT	X-R3-7R	RIGHT LANE MUST TURN RIGHT	9.0							
95+10.00	41 LT	R2-1	SPEED LIMIT 40 MPH	7.5				17.0			
95+10.00	41 LT	M1-6	COUNTY ROUTE 23			4.0				1	
101+00.00	32 RT	R2-1	SPEED LIMIT 40 MPH			7.5		15.0		1	
102+00.00	32 RT	W10-1	RR XING ADVANCE WARNING SIGN			4.9		14.5		1	
107+00.00	INTERSECTION	W14-2A	NO OUTLET PLAQUE	2.0							
107+00.00	INTERSECTION	W14-2A	NO OUTLET PLAQUE	2.0							
PEDIGO LANE											
100+47.00	50 LT	D3-2	4 STREET NAME SIGNS	4.5				12.8			
100+75.00	30 LT	R1-1	STOP SIGN	6.3				14.5			
TEMPORARY ACCESS ROAD/EXISTING IRON BRIDGE											
88+75.00	14 LT	W1-4R	REVERSE CURVE (RIGHT)	9.0					15		
685+00.00	24 RT	W1-4R	REVERSE CURVE (RIGHT)	9.0					15		
PARKING LOT											
50+16	33 LT	R7-I101	HANDICAP PARKING WITH $250 FINE	2.0				14.0		1	
INTERURBAN TRAIL											
16+50.00	9 LT	M3-3	SOUTH	0.5				17.5			
16+50.00	9 LT	M3-3	TO CHATHAM	3.0							
16+50.00	9 LT	M3-3	CUSTOM BIKE ROUTE 66 (BY OTHERS)	0.0						1	
16+75.00	9 RT	D1-1	IRON BRIDGE RD P (LT)	1.4				12.5		1	
16+81.40	12 LT	D1-2B	SPRINGFIELD (LT) CHATHAM (RT)	3.0				13.0		1	
17+25.00	9 LT	D1-1	IRON BRIDGE RD P (RT)	1.4				12.5		1	
TOTAL				95	10	16	12	262.8	30	16	1
ROUNDED TOTAL				**95**	**10**	**16**	**12**	**263**	**30**	**16**	**1**

FILE NAME = Fc-6sch08.dgn	USER NAME = hardi02376	DESIGNED - JDS	REVISED -
		DRAWN - RSJ	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 9/16/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 1 – SCHEDULE OF QUANTITIES – 8

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	34
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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PHASE 1 - SEEDING SCHEDULE

LOCATION			X2501000 SEEDING, CLASS 2 (SPECIAL)	X2501100 SEEDING, CLASS 3 (SPECIAL)	X2501845 SEEDING, CLASS 7 (SPECIAL)	25000750 MOWING
BEGIN STATION	END STATION	OFFSET	ACRE	ACRE	ACRE	ACRE
WOODSIDE ROAD						
89+00.00	105+67.00	RT	1.5		1.5	1.5
89+00.00	105+67.00	LT	0.6		0.6	0.6
IRON BRIDGE ROAD						
688+15.00	691+20.00	LT	0.1		0.1	0.1
688+15.00	691+20.00	RT	0.1		0.1	0.1
691+20.00	701+70.00	LT		1.3	1.3	
691+20.00	701+70.00	RT		0.1	0.1	
701+70.00	710+18.98	LT	1.4		1.4	1.4
701+70.00	710+18.98	RT	1.2		1.2	1.2
PEDIGO ACCESS ROAD						
101+07.73	128+91.03	LT	0.3		0.3	0.3
101+07.73	128+91.03	RT	0.3		0.3	0.3
INTERURBAN BIKE TRAIL						
12+50.00	26+00.00	LT	0.7		0.7	0.7
12+50.00	26+00.00	RT	0.2		0.2	0.2
INTERURBAN BIKE TRAIL PARKING						
50+00.00	53+64.53	LT	0.2		0.2	0.2
50+00.00	53+64.53	RT	0.2		0.2	0.2
IRONSIDE DRIVE (SOUTH)						
09+57.80	15+75.00	LT	0.1		0.1	0.1
09+57.80	15+75.00	RT	0.1		0.1	0.1
TEMPORARY IRON BRIDGE ACCESS ROAD						
85+50.00	89+50.00	LT			0.0	
85+50.00	89+50.00	RT			0.1	
BORROW PIT						
10+00.00	16+54.40	LT/RT		1.9	1.3	
		TOTAL	7.0	3.4	9.8	7.0
		ROUNDED TOTAL	7.00	3.25	9.75	7.00

PHASE 1 - FIELD TILE REPLACEMENT SCHEDULE

LOCATION		61100500 EXPLORATION TRENCH 52" DEPTH	61100605 MISCELLANEOUS CONCRETE	61101007 STORM SEWERS PROTECTED, CLASS A 6"	61101009 STORM SEWERS PROTECTED, CLASS A 8"	61101011 STORM SEWERS PROTECTED, CLASS A 10"	61101013 STORM SEWERS PROTECTED, CLASS A 12"
BEGIN STATION	END STATION	FOOT	CU YD	FOOT	FOOT	FOOT	FOOT
IRON BRIDGE ROAD							
702+00.00	709+75.00	775.0	0.4	38.8	38.8	38.8	38.8
709+75.00	711+00.00	125.0	0.1	6.3	6.3	6.3	6.3
713+00.00	714+00.00	100.0	0.1	5.0	5.0	5.0	5.0
PEDIGO ACCESS ROAD							
101+00.00	123+00.00	2200.0	1.1	110.0	110.0	110.0	110.0
TOTAL		3200	1.6	160	160	160	160
ROUNDED TOTAL		3200	1.6	160	160	160	160

PHASE 1 - SIDEWALK SCHEDULE

LOCATION				42400100 PORTLAND CEMENT CONCRETE SIDEWALK, 4"	42400800 DETECTABLE WARNINGS
BEGIN STATION	END STATION	LT/RT	WIDTH (FOOT)	SQ FT	SQ FT
BIKE PATH SLIP RAMP					
97+72.71	98+53.62	RT	VAR	678.0	50
TOTAL				678.0	50.0
ROUNDED TOTAL				678	50

PHASE 1 - TEMP CONC BARRIER & IMPACT ATTENUATOR SCHEDULE

LOCATION			70400100 TEMPORARY CONCRETE BARRIER	70600305 IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 3
BEGIN STATION	END STATION	OFFSET	FOOT	EACH
IRONSIDE DRIVE (SOUTH)				
85+52.00	89+57.80	LT	405.8	
09+57.80	15+75.00	LT	617.2	
85+52.00		LT		1
89+57.80		LT		1
09+57.80		LT		1
15+75.00		LT		1
TOTAL			1023	4
ROUNDED TOTAL			1025	4

PHASE 1 - FENCING SCHEDULE

LOCATION			X6640560 CHAIN LINK FENCE, 6' (SPECIAL)	X2200014 GATE, TUBULAR 16' SINGLE SWING (SPECIAL)	X6640638 TEMPORARY CONSTRUCTION FENCE
BEGIN STATION	END STATION	OFFSET	FOOT	FOOT	FOOT
PHASE 1 - BIKE PATH DETOUR					
WOODSIDE ROAD					
98+43.00	105+60.00	RT			720.00
IRON BRIDGE ROAD					
698+84.00	711+56.00	LT			1330.00
		SUBTOTAL			2050.00
UPRR (TEMPORARY)					
482+76.40	486+54.60	RT			367.0
UPRR (PERMANENT)					
482+01.00	483+78.80	RT	178		
484+75.57	485+68.40	RT	84		
485+12.00	485+23.90	RT		1	
		SUBTOTAL	262	1	367
		ROUNDED TOTAL	262	1	2417

FILE NAME = Fc-6sch09.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - RSJ	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 1 – SCHEDULE OF QUANTITIES – 9

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	35
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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PHASE 2 - CURB AND GUTTER / MEDIAN SCHEDULE

LOCATION			60603800	60604400	60605000	60618300	60619600
			CONCRETE CURB AND GUTTER, TYPE B-6.12	CONCRETE CURB AND GUTTER, TYPE B-6.18	CONCRETE CURB AND GUTTER, TYPE B-6.24	CONCRETE MEDIAN SURFACE, 4 INCH	CONCRETE MEDIAN, TYPE SB-6.12
BEGIN STATION	END STATION	OFFSET	FOOT	FOOT	FOOT	SQ FT	SQ FT
WOODSIDE ROAD							
99+58.48	100+91.70	RT		137.0			
99+69.00	99+75.00	RT				11.6	
99+75.00	103+00.00	7.0 RT					650
100+09.13	116+10.00	LT		1597.5			
100+91.70	114+64.55	RT		1373.0			
103+00.00	104+56.03	CL					1247.7
104+56.03	113+21.50	CL					12116.6
113+21.50	113+28.50	CL				77.0	
115+39.43	116+10.00	RT		70.5			
116+10.00	139+65.69	LT		2356.0			
116+10.00	119+52.26	RT		342.5			
120+33.51	125+26.89	RT		493.5			
125+96.29	128+81.55	RT		285.5			
128+81.55	129+10.21	RT		45.0			
129+31.30	129+59.80	RT		45.0			
129+59.80	139+65.17	RT		1005.0			
139+65.17	139+93.45	RT		45.0			
139+65.69	139+94.42	LT		45.0			
IRON BRIDGE/WOODSIDE INTERSECTION							
NORTH SIDE		LT		156.5	111.6		
712+76.00	712+85.00	RT				223.2	
712+85.00	713+96.60	RT	111.5		207.5	50.2	
IRONSIDE DRIVE (NORTH)							
15+00.00	15+39.29	LT		50.0			
15+00.00	15+39.29	RT		58.5			
CAROLE ROAD							
1+59.39	1+88.50	RT		45.5			
1+60.04	1+88.47	LT		45.0			
GRISSOM DRIVE							
9+39.98	9+63.28	LT		37.0			
9+40.18	9+63.89	RT		37.0			
TOTAL			111.5	8270.0	319.1	361.99	14014.28
ROUNDED TOTAL			**111.5**	**8270.0**	**319.0**	**362**	**14014**

PHASE 2 - FIELD TILE REPLACEMENT SCHEDULE

LOCATION		61100500	61100605	61101007	61101009	61101011	61101013
		EXPLORATION TRENCH 52" DEPTH	MISCELLANEOUS CONCRETE	STORM SEWERS PROTECTED, CLASS A 6"	STORM SEWERS PROTECTED, CLASS A 8"	STORM SEWERS PROTECTED, CLASS A 10"	STORM SEWERS PROTECTED, CLASS A 12"
BEGIN STATION	END STATION	FOOT	CU YD	FOOT	FOOT	FOOT	FOOT
WOODSIDE ROAD							
100+10.00	115+20.00	1510.0	1.5	75.0	75.0	75.0	75.0
134+70.00	139+60.00	490.0	0.5	25.0	25.0	25.0	25.0
TOTAL		2000	2	100	100	100	100
ROUNDED TOTAL		**2000**	**2**	**100**	**100**	**100**	**100**

PHASE 2 - EARTHWORK SCHEDULE

		A	B	C	D	E	F	G	H
		20200100		21101505				Z0069700	
LOCATION		EARTH EXCAVATION	EXCAVATION USED AS EMBANKMENT (20% SHRINKAGE)	TOPSOIL EXCAVATION AND PLACEMENT	TOPSOIL PLACEMENT	TOPSOIL EXCAVATION USED AS EMBANKMENT (20% SHRINKAGE) =(C-D)*0.80	EMBANKMENT	SUBBALLAST	FURNISHED EXCAVATION =(F-E-B) INFORMATION ONLY
		CU YD	CU YD	CU YD	SQ YD	CU YD	CU YD	CU YD	CU YD
BEGIN STATION	END STATION								
WOODSIDE ROAD									
100+00.00	116+00.00	79,725	63,780	0	263	0	4,756		-59,024
116+00.00	119+93.50	277	222	0	248	0	4,799		4,578
119+93.50	125+62.40	1,760	1,408	0	120	0	1,678		270
125+62.40	129+20.80	357	286	0	87	0	1,137		852
129+20.80	139+50.00	840	672	0	138	0	2,035		1,363
INTERSECTION		91	73	0	32	0	99		26
139+64.23	141+50.00	187	149	0	31	0	291		142
WOODSIDE AND IRON BRIDGE INTERSECTION									
INTERSECTION		663.2	530.56	0	794	0	1705.9		1175.34
99+00.00	100+00.00	78	63	0		0	348		285
IRONSIDE DRIVE (NORTH)									
5+00.00	15+00.00	727	581	0	59	0	456		-126
INTERURBAN TRAIL CONNECTION									
5+30.00	6+18.11	38.1	30	0	0	0	0		-30
MILLER ENTRANCE									
10+50.00	15+00.00	627	501	0	26	0	75		-426
CAROLE ROAD									
1+30.00	1+80.00	43	35	0	2	0	2		-32
GRISSOM DRIVE									
8+62.00	9+40.00	6	5	0	12	0	64		59
UPRR SHOOFLY									
386+44.12	415+03.19	2,479	1983	2368	0	446	3477	2420	1048
UPRR MAIN									
486+44.12	515+00.67	7,521	6017	0	0	0	1771	460	-4246
BORROW PIT									
0+00.00	7+00.00	0	0	0	0	1894	50079		48185
TOTAL		95418	76335	2368	1811	2340	72773	2880	-5902
ROUNDED TOTAL		**95420**	**76335**	**2370**	**1811**	**2340**	**72775**	**2880**	**-5902**

NOTE: EXCESS EXCAVATION SHALL BE PLACED IN THE BORROW PIT.

PHASE 2 - RIGHT-OF-WAY MARKER SCHEDULE

LOCATION		FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS
STATION	OFFSET	EACH
WOODSIDE ROAD		
124+57.04	70.0' LT	1
124+68.79	70.0' LT	1
124+68.79	60.0' LT	1
127+18.68	60.0' LT	1
129+27.15	60.0' LT	1
129+76.84	60.0' LT	1
TOTAL		**6**

SEE PHASE 2 COMMITMENTS ON SHEET 5

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PHASE 2 - REMOVAL/ADJUSTMENT SCHEDULE

LOCATION				20100500 TREE REMOVAL	40600982 HOT-MIX ASPHALT SURFACE REMOVAL, BUTT-JOINT	44000100 PAVEMENT REMOVAL	44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2"	50104400 CONCRETE HEADWALL REMOVAL	50105220 PIPE CULVERT REMOVAL	60260100 INLETS TO BE ADJUSTED	X6640104 FENCE REMOVAL	78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING
BEGIN STATION	OFFSET	END STATION	OFFSET	ACRE	SQ YD	SQ YD	SQ YD	EACH	FOOT	EACH	FOOT	EACH	SQ FT
IRON BRIDGE ROAD													
710+59.00		711+36.00										8	
WOODSIDE ROAD													
95+10.91	RT	98+34.00	RT										208.3
98+70.00	97.8 RT	99+00.00	32.0 LT		706		706						
99+00.00	0 RT	100+91.27	0 RT			1696							
100+27.00	LT	100+70.00	LT						43				
100+91.27	0 RT	105+67.00	0 RT			2517							
104+00.00	LT/RT	104+30.00	LT/RT						81				
105+16.60	69.0 LT	105+44.00	106.5 LT	0.06									
105+67.00	0 RT	106+27.23	0 RT			299							
106+49.15	0 RT	107+62.21	0 RT			537							
107+19.80	107.3 RT	108+20.90	63.5 RT	0.12									
107+37.60	89.2 LT	110+29.40	78.4 LT	0.50									
107+62.21	0 RT	116+10.00	0 RT			3732							
108+55.40	71.6 RT	109+42.90	59.3 RT	0.02									
108+96.00	RT	109+29.00	RT						33				
109+78.00	RT	110+15.00	RT						37				
110+52.40	88.4 LT	112+07.70	84.0 LT	0.19									
110+68.70	87.9 RT	111+68.50	75.5 RT	0.03									
111+87.00	RT	121+11.00	RT						24				
112+16.80	103.9 LT	112+95.50	86.0 LT	0.00									
112+25.40	137.5 RT	112+47.30	141.9 RT	0.03									
112+43.00	RT	112+61.00	RT						19				
112+45.58	140.9 RT	117+48.40	45.9 RT								598		
113+31.80	97.3 LT	113+76.90	95.0 LT	0.00									
114+99.10	83.5 LT	116+63.20	68.7 LT	0.06									
116+10.00	0 RT	119+34.00	0 RT			1174							
117+60.40	63.4 RT	118+41.20	73.5 RT	0.02									
117+81.20	42.6 RT	119+80.2	129.4 RT								266		
118+06.90	78.5 LT	118+82.90	67.6 LT	0.01									
118+87.00	LT	119+39.00	LT						52				
119+34.00	0 RT	120+51.17	0 RT			421							
120+28.20	54.9 RT	120+79.60	54.0 RT	0.21									
120+51.17	0 RT	125+58.20	0 RT			1743							
120+97.70	42.6 RT	121+45.20	36.8 RT	0.00									
121+93.20	37.3 RT	123+38.80	54.0 RT	0.00									
124+33.10	86.1 RT	125+05.40	92.1 RT	0.00									
124+48.00	57.8 LT	124+61.20	80.0 LT	0.01									
124+54.77	LT & RT							2					
124+69.5	57.7 LT	126+10.9	54.8 LT								140		
125+58.20	0 RT	125+93.25	0 RT			239							
125+93.25	0 RT	128+75.63	0 RT			1075							
125+94.00	91.4 RT	127+20.80	60.2 RT	0.09									
126+30.6	54.1 LT	132+09.2	45.7 LT								579		
126+78.7	RT							1					
126+84.00	RT	127+51.00	RT						67				
127+26.62	LT							1					
128+75.63	0 RT	129+51.06	0 RT			290							
128+76.00	RT	129+37.00	RT						61				
131+39.00	RT	131+78.00	RT						39				
132+07.00	LT	132+39.00	LT						31				
132+95.00	RT	133+26.00	RT						31				
133+20.00	LT	133+34.00	LT						14				
133+49.00	RT	133+81.00	RT						31				
134+25.00	LT	134+74.00	LT						49				
135+03.00	RT	135+34.00	RT						31				
135+31.00	52.0 LT	136+35.60	44.5 LT	0.02									
136+02.00	RT	136+33.00	RT						31				
136+94.00	RT	137+25.00	RT						31				
138+13.00	RT	138+44.00	RT						31				
139+77.00	RT	140+27.00	RT						50				
139+86.00	LT	140+27.00	LT						41				
140+72.00	RT	141+01.00	RT						28				
140+72.00	LT	140+97.00	LT						26				
142+02.00		142+45.00			335		335						
UPRR													
396+12.10	CL								21				
403+00.00	CL								42				
387+41.17	CL								46				
396+12.00	LT								6				
482+01.00	45.4' RT	486+54.60	27.1' RT								457		
496+27.70	39.0' LT	499+57.00	14.5' LT								335		
497+94.25	144.21' LT	499+17.56	45' LT								198		
500+36.60	17.0' LT	510+20.70	48.6' LT								1008		
502+38.00	75.0' LT	511+40.00	37.0' LT	0.60									
OAKDALE DRIVE													
129+19.68	65.05 RT		21.98 RT			166							

PHASE 2 - REMOVAL/ADJUSTMENT SCHEDULE

LOCATION				20100500 TREE REMOVAL	40600982 HOT-MIX ASPHALT SURFACE REMOVAL, BUTT-JOINT	44000100 PAVEMENT REMOVAL	44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2"	50104400 CONCRETE HEADWALL REMOVAL	50105220 PIPE CULVERT REMOVAL	60260100 INLETS TO BE ADJUSTED	X6640104 FENCE REMOVAL	78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING
BEGIN STATION	OFFSET	END STATION	OFFSET	ACRE	SQ YD	SQ YD	SQ YD	EACH	FOOT	EACH	FOOT	EACH	SQ FT
129+51.06	0 RT	139+53.78	0 RT			4478							
139+53.78	0 RT	140+46.89	0 RT			475							
NORTH LAKE ROAD													
140+03.89	65.58 RT		23.77 RT			155							
140+06.03	65.09 LT		22.10 LT			131							
140+46.89	0 RT	142+15.01	0 RT			843							
IRONSIDE DRIVE (NORTH)													
4+75.00		5+48.42			170		196						
5+11.00	0 RT	6+72.04	151.3 LT		25	1461							
5+46.30	21.1 RT									1			
CAROLE ROAD													
1+25.00	0 RT	2+04.09	0 RT			282							
GRISSOM DRIVE													
8+62.00	0 RT	9+84.57	0 RT			289							
TOTAL				2	1237	22004	1237	4	995	1	3582	8	208
ROUNDED TOTAL				**2**	**1237**	**22004**	**1237**	**4**	**995**	**1**	**3582**	**8**	**208**

PHASE 2 - SIDEWALK SCHEDULE

LOCATION				42400100 PORTLAND CEMENT CONCRETE SIDEWALK, 4"	42400800 DETECTABLE WARNINGS
BEGIN STATION	END STATION	LT/RT	WIDTH (FOOT)	SQ FT	SQ FT
WOODSIDE					
99+59.20	99+72.61	RT	RAMP	127.6	20
99+68.56	104+80.00	RT	5	2561.1	
104+80.00	106+75.00	RT	7	1365.0	
106+75.00	114+69.26	RT	5	3971.3	
114+69.26	114+81.03	RT	RAMP	51.5	17.4
115+20.94	115+33.62	RT	RAMP	54.1	18.8
115+33.62	116+10.00	RT	5	381.9	
116+10.00	119+58.96	RT	5	1740.6	
119+58.96	119+71.59	RT	RAMP	53.9	18.8
120+15.02	120+27.64	RT	RAMP	53.9	18.8
120+27.64	121+66.50	RT	5	694.3	
121+80.50	122+78.00	RT	5	487.5	
122+90.00	125+31.56	RT	5	1209.7	
125+31.56	125+43.25	RT	RAMP	51.5	17.3
125+79.92	125+92.95	RT	RAMP	59.6	17.3
125+92.95	126+98.03	RT	5	528.6	
127+09.97	127+26.98	RT	5	85.2	
127+39.02	128+86.43	RT	5	734.5	
128+86.43	129+00.13	RT	RAMP	59.9	18.9
129+41.31	129+54.95	RT	RAMP	59.9	18.8
129+54.95	131+43.50	RT	5	942.7	
131+69.50	133+03.00	RT	5	667.5	
133+17.00	133+60.00	RT	5	215.0	
133+74.00	135+12.00	RT	5	690.0	
135+26.00	136+11.50	RT	5	427.5	
136+23.50	137+00.98	RT	5	387.4	
137+13.02	138+20.98	RT	5	537.9	
138+33.02	139+70.98	RT	5	690.9	
139+70.98	139+83.54	RT	RAMP	53.8	18.8
99+58.47	100+31.04	LT	VAR	800.4	20.6
100+31.04	100+41.47	LT	5	52.2	42.6
100+71.47	102+00.00	LT	5	642.7	
102+00.00	108+00.00	LT	7	4200.2	
108+00.00	114+90.00	LT	5	3445.3	
115+15.00	116+10.00	LT	5	470.5	
116+10.00	119+04.50	LT	5	1472.5	
119+24.50	121+35.00	LT	5	1056.5	
121+51.00	126+12.98	LT	5	2305.5	
126+30.01	132+16.00	LT	5	2930.6	
132+32.00	135+00.00	LT	5	1340.0	
135+20.00	139+71.16	LT	5	2257.4	
139+71.16	139+84.30	LT	RAMP	56.5	18.9
TOTAL				39974.5	267
ROUNDED TOTAL				**39975**	**267**

FILE NAME = Gc-6sch02.dgn

USER NAME = hardi02376 | PLOT SCALE = 100.000 ' / in. | PLOT DATE = 9/16/2024

DESIGNED - JDS | DRAWN - RSJ | CHECKED - JWM | DATE - 4/12/2021

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 2 – SCHEDULE OF QUANTITIES – 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	37
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

PHASE 2 - PAVING SCHEDULE

LOCATION			30200650	31101100	31101810	35100700	40200500	40201000	LR403200	LR403400	LR403500	LR403600	40600275	40600290	40604050	40603080	40701901	48101498	48203029	42300200	42300400	40600370	21001000
			PROCESSING MODIFIED SOIL 12"	SUBBASE GRANULAR MATERIAL, TYPE B	SUBBASE GRANULAR MATERIAL, TYPE B 12"	AGGREGATE BASE COURSE, TYPE A 8"	AGGREGATE SURFACE COURSE, TYPE A 6"	AGGREGATE FOR TEMPORARY ACCESS	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	COVER COAT AGGREGATE	SEAL COAT AGGREGATE	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	AGGREGATE SHOULDERS, TYPE B 4"	HOT-MIX ASPHALT SHOULDERS 8"	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"	LONGITUDINAL JOINT SEALANT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
BEGIN STATION	END STATION	OFFSET	SQ YD	CU YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	POUND	POUND	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	SQ YD
WOODSIDE ROAD																							
98+70.00	99+00.00	RT/LT																				60	
99+00.00	100+09.13	RT/LT			1081									1132.5	89		1028.3						
99+00.00	102+00.00	RT																				800	
99+00.00	102+00.00	LT																				800	
100+09.13	100+91.70	RT/LT			731									2582.6			646.5						
100+91.70	114+64.55	RT/LT			11771									3605.2			9167.0						
102+00.00	104+80.00	RT																				560	
102+00.00	104+80.00	LT			202																	560	2613
104+80.00	106+75.00	RT/LT			282																	780	1950
106+75.00	108+00.00	RT/LT			90																	500	1167
108+00.00	116+10.00	LT/RT																				3240	
114+64.55	115+39.43	RT/LT			642									404.4			599						
115+39.43	116+00.00	RT/LT			519									380.9			564						
116+00.00	119+52.26	LT/RT	2948											1799.3			2666						
116+00.00	139+65.17	LT/RT																				14131	
119+52.26	120+33.51	LT/RT	679											426.6			632						
120+33.51	125+26.89	LT/RT	4121											2590.3			3837						
125+26.89	125+96.29	LT/RT	666											421.7			625						
125+96.29	128+81.55	LT/RT	2382											1497.6			2219						
128+81.55	129+59.80	LT/RT	760											480.4			712						
129+59.80	139+65.17	LT/RT	8397											5278.2			7820						
139+65.17	140+29.77	LT/RT	763											556.6			825					175	
139+65.17	142+45.00	LT/RT																				839	
140+14.78	140+28.14	RT		1.0															13				
140+16.09	140+29.59	LT		1.0															13				
140+28.14	140+46.32	RT		1.3															16				
140+29.59	140+46.30	LT		1.4															16				
140+29.77	142+15.00	LT/RT	1648											829.7			1117						
140+44.65	142+02.00	RT		14.6															172				
140+46.30	142+15.00	LT		15.6															184				
142+02.00	142+45.00	LT/RT													38								
WOODSIDE ROAD ENTRANCES																							
100+56.50		LT				23	9													24			
115+00.00		LT																			22		
119+14.50		LT				127										24					16		
121+43.00		LT				13	119														13		
121+73.50		RT				36														34			
122+84.00		RT				10	20													10			
126+21.50		LT				62															62		
127+04.00		RT				10	19													10			
127+34.50		RT				10	18													10			
131+56.50		RT				20										7				21			
132+24.00		LT				13	18														13		
133+10.00		RT				11										4				11			
133+67.00		RT				11										4				11			
135+10.00		LT				15										4					16		
135+19.00		RT				11										3				11			
136+17.50		RT				10	14													10			
137+06.75		RT				10										3				10			
138+27.00		RT				10										3				10			
140+86.00		RT				9	14																
140+86.00		LT				9	8																
CAROLE ROAD																							
1+25.00	1+59.36	LT/RT				80							424	42	9	18							
1+25.00	1+73.41	CL																				48	
1+32.86		RT				10										2				10			
1+59.36	1+89.98	LT/RT	115														111						
1+73.41	2+03.19	RT/LT																				88	
MILLER ACCESS ROAD						1184	27		10.8	10.8	27.0	13.5											
MAINTENANCE ACCESS ROAD						410	410																
GRISSOM DRIVE																							
8+62.00	9+40.08	LT/RT				176							354	35	18	38							
8+62.00	9+40.09	CL																				78	
9+40.09	9+63.87	RT/LT																				101	
8+70.5		RT					6																
OAKDALE DRIVE		LT					54															69	
IRONSIDE DRIVE (N) ENTRANCES																							
6+14.49		LT				152	152																
7+30.82		RT				25									3								
8+51.51		RT				24									3								
9+50.00		RT				12	27								1								
11+51.49		RT				49									5								
12+50.00		RT				12	23								1								
IRONSIDE DRIVE (NORTH)																							
4+75.00	5+11.00	RT/LT																					
5+11.00	5+54.62														17	33							
5+54.62	15+00.00					2783									281	562							
14+99.50	15+38.21	RT/LT			138								285	85	22		127						
4+75.00	15+40.79	CL																				1141	

PAVING SCHEDULE CONTINUED ON NEXT SHEET

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FILE NAME = Gc-6sch03.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - RSJ	REVISED -
	PLOT SCALE = 100.000 '/ in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 2 – SCHEDULE OF QUANTITIES – 3

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	38
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PHASE 2 - PAVING SCHEDULE

LOCATION			30200650	31101100	31101810	35100700	40200500	40201000	LR403200	LR403400	LR403500	LR403600	40600275	40600290	40604050	40603080	40701901	48101498	48203029	42300200	42300400	40600370	21001000
			PROCESSING MODIFIED SOIL 12"	SUBBASE GRANULAR MATERIAL, TYPE B	SUBBASE GRANULAR MATERIAL, TYPE B 12"	AGGREGATE BASE COURSE, TYPE A 8"	AGGREGATE SURFACE COURSE, TYPE A 6"	AGGREGATE FOR TEMPORARY ACCESS	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	COVER COAT AGGREGATE	SEAL COAT AGGREGATE	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	AGGREGATE SHOULDERS, TYPE B 4"	HOT-MIX ASPHALT SHOULDERS 8"	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"	LONGITUDINAL JOINT SEALANT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
BEGIN STATION	END STATION	OFFSET	SQ YD	CU YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	POUND	POUND	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	SQ YD
BIKE PATH CONNECTOR						637																	
1+00.00	6+11.00	LT/RT											1284		64			117					
6+11.00	6+21.00	LT/RT											36		2			117					
INTERURBAN TRAIL						170							366										
26+28.22	26+45.05	LT													2			4					
26+28.22	26+45.05	RT																4					
27+47.23	28+73.67	LT													16			29					
27+47.23	28+73.67	RT																27					
WOODSIDE/IRON BRIDGE INTERSECTION																							
712+34.95	713+96.62	LT/RT		1.92	1718									1035			1534					625	
UPRR UNDERLAYMENT																							
499+32.00	499+72.00	LT/RT														23							
500+28.00	500+68.00	LT/RT														23							
TEMPORARY ACCESS																							
TEMPORARY CONNECTION - IRONSIDE DR (NORTH)								187.9															
TEMPORARY CONNECTION - MILLER ACCESS RD								53.4	1.1	0.7	1.4	1.4											
STAGE 4 WORK ZONE AREA - 4% TEMP AGG								228.9															
STAGE 4 WORK ZONE AREA - SHOULDERS								1181.6															
STAGE 5 WORK ZONE AREA - 2% TEMP AGG								247.6															
STAGE 5 WORK ZONE AREA - SHOULDERS								2002.2															
TEMPORARY BIKE PATH								930.2															
		TOTAL	22479	36.8	17174	6140	938	4832	11.9	11.5	28	15	2748	23185	570	752	34229	297	415	182	142	24596	5730
		ROUNDED TOTAL	**22479**	**37**	**17174**	**6140**	**938**	**4832**	**12.0**	**11.5**	**28**	**15**	**2748**	**23185**	**570.4**	**752**	**34229**	**297**	**415**	**182**	**142**	**24596**	**5730**

PHASE 2 - SEEDING SCHEDULE

LOCATION			X2501000	X2501100	X02501810	X2501845	25000750
			SEEDING CLASS 2 (SPECIAL)	SEEDING, CLASS 3 (SPECIAL)	SEEDING, CLASS 5 (SPECIAL)	SEEDING, CLASS 7 (SPECIAL)	MOWING
BEGIN STATION	END STATION	OFFSET	ACRE	ACRE	ACRE	ACRE	ACRE
WOODSIDE ROAD							
99+00.00	105+00.00	RT	0.10	0.21		0.31	0.10
99+00.00	102+11.00	LT	0.06	0.02		0.08	0.06
107+15.00	115+00.00	LT	0.08	0.63		0.71	0.08
106+75.00	115+00.00	RT	0.25	0.56		0.81	0.25
115+00.00	142+15.00	LT	1.36			1.36	1.36
115+00.00	142+15.00	RT	1.71			1.71	1.71
BIKE PATH CONNECTOR							
1+33.00	5+10.00	RT		0.59		0.59	
IRONSIDE DRIVE (NORTH)							
05+50.00	14+86.00	RT	0.38			0.38	0.38
06+63.00	14+64.00	LT	0.34			0.34	0.34
MILLER ACCESS ROAD							
10+36.00	15+31.00	LT	0.14			0.14	0.14
UPRR SHOOFLY							
386+44.12	415+03.19	LT	1.09			1.09	1.09
386+44.12	415+03.19	RT	0.21			0.21	0.21
UPRR MAIN							
486+44.12	515+00.64	LT	2.59				
BORROW PIT	SEE BORROW PIT GRADING PLAN		2.50		1.25		
		TOTAL	10.8	2.0	1.3	7.7	5.7
		ROUNDED TOTAL	**10.75**	**2.00**	**1.25**	**7.75**	**5.75**

PHASE 2 - GUARDRAIL & TERMINAL SCHEDULE

LOCATION			63000001	63100167	78200006
			STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POST	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	GUARDRAIL REFLECTORS, TYPE B
BEGIN STATION	END STATION	OFFSET	FOOT	EACH	EACH
IRONSIDE DRIVE (NORTH)					
6+32.30	6+82.30	12.75 LT		1	
6+32.30	11+83.35	12.75 LT			7
6+82.30	11+33.35	12.75 LT	450.0		
11+33.35	11+83.35	12.75 LT		1	
		TOTAL	450	2	7
		ROUNDED TOTAL	**450**	**2**	**7**

PHASE 2 - FENCING SCHEDULE

LOCATION				X6640560	X6640638
				CHAIN LINK FENCE, 6' (SPECIAL)	TEMPORARY CONSTRUCTION FENCE
BEGIN STATION	OFFSET	END STATION	OFFSET	FOOT	FOOT
INTERURBAN TRAIL					
INTERURBAN TRAIL N OF WOODSIDE		RT			550.00
WOODSIDE ROAD					
99+89.00	105+40.00	RT/LT			660.00
IRON BRIDGE ROAD					
702+60.00	711+41.00	RT			890.00
INTERURBAN TRAIL					
15+00.00	17+30.00	RT			250.00
ADDITIONAL LENGTH AS NEEDED THROUGH PROJECT					150.00
UPRR (TEMPORARY)					
505+50.00	LT	510+20.70	LT	472	
UPRR (PERMANENT)					
486+73.80	28.1' LT	499+26.60	40.0' LT	1255	
500+16.80	83.2' LT	510+20.70	48.6' LT	1021	
TOTAL				2748.1	2500.0
ROUNDED TOTAL				**2748**	**2500**

FILE NAME = Gc-6sch04.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS** SANGAMON COUNTY HIGHWAY DEPARTMENT
		DRAWN - RSJ	REVISED -	
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -	
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

PHASE 2 – SCHEDULE OF QUANTITIES – 4

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	39
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PHASE 2 - EROSION CONTROL SCHEDULE

LOCATION				25100630	28000250	28000305	28000400	28000500
				EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION
BEGIN STATION	OFFSET	END STATION	OFFSET	SQ YD	POUND	FOOT	FOOT	EACH
WOODSIDE ROAD								
99+42.00	113.0' RT	104+69.00	165.2' RT		99.3			
99+48.00	66.2' LT	105+10.50	75.0' LT		37.8			
99+71.90	63.1 RT	104+80.00	45.1 RT	1506				
100+12.00	LT/RT							2
100+56.47	65.0 LT							2
100+71.30	75.0 LT	104+70.50	73.5 LT	733				
100+95.00	37.2 LT							1
100+95.00	37.2 RT							1
101+37.70	65.0 LT					10		
101+40.00	53.0 RT							1
102+45.00	37.2 LT							1
102+45.00	37.2 RT							1
102+87.70	65.0 LT					10		
104+37.00	65.0 LT					10		
104+45.00	37.2 LT							1
104+45.00	37.2 RT							1
105+95.00	37.2 LT							1
105+95.00	37.2 RT							1
106+75.00	45.1 RT	113+00.00	60.6 RT	3366				
106+95.00	37.2 LT							1
107+00.00	37.2 LT							1
106+95.00	37.2 RT							1
107+00.00	37.2 RT							1
107+05.00	37.2 LT							1
107+05.00	37.2 RT							1
107+15.00	45.41 LT	113+00.00	63.7 LT	2225				
107+20.50	134.3' RT	114+81.50	45.6' RT		112.1			
107+22.20	105.0' LT	114+90.00	45.1' LT		73.2			
108+02.00	37.2 LT							1
108+02.00	37.2 RT							1
109+52.00	37.2 LT							1
109+52.00	37.2 RT							1
111+02.00	37.2 LT							1
111+02.00	37.2 RT							1
112+50.00	37.2 LT							1
112+50.00	37.2 RT							1
113+00.00	30.6 RT	114+68.10	107.2 RT	940				
113+00.00	63.7 LT	114+90.00	45.1 LT	322				
113+00.00	148.7 RT	119+77.00	50.0' RT	1635				
114+60.00	37.2 LT							1
114+60.00	37.2 RT							1
114+77.00	59.0 LT							1
115+08.90	54.3' LT	118+87.00	72.0' LT	983				
115+50.00	56.7' RT	119+77.00	50.0' RT		26.4			
115+50.00	53.9' LT	119+00.00	52.7' LT		21.6			
116+00.00	37.2 LT							1
116+00.00	37.2 RT							1
117+00.00	61.6' RT	119+77.00	50.0' RT				238.6	
117+43.00	73.0 LT					10		
117+80.00	36.2 LT							1
117+80.00	36.2 RT							1
118+44.00	72.0 LT					10		
119+11.10	71.9' LT	121+32.90	102.5' LT	494				
119+24.50	54.0' LT	126+13.00	50.1' LT		29.5			
119+44.00	64.0 LT					10		
119+45.00	36.2 LT							1
119+45.00	36.2 RT							1
120+21.00	44.6' RT	125+53.00	73.9' RT		14.7			
120+70.00	36.2 LT							1
120+70.00	36.2 RT							1
121+15.00	36.2 LT							1
121+20.00	36.2 RT							1
121+22.00	36.2 LT							1
121+42.00	36.2 RT							1
121+42.00	51.0 RT							1
121+45.70	117.0' LT	124+68.80	60.0' LT	535				
122+15.00	36.2 LT							1
122+15.00	36.2 RT							1
122+90.00	36.2 LT							1
122+90.00	36.2 RT							1
123+50.00	49.6' RT	125+49.00	73.3' RT	466				
123+65.00	36.2 LT							1
123+65.00	36.2 RT							1
123+65.00	59.0 RT							1
124+40.00	36.2 LT							1

PHASE 2 - EROSION CONTROL SCHEDULE

LOCATION				25100630	28000250	28000305	28000400	28000500
				EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION
BEGIN STATION	OFFSET	END STATION	OFFSET	SQ YD	POUND	FOOT	FOOT	EACH
124+64.90	69.0' RT	125+49.00	73.3' RT				85.5	
125+15.00	36.2 LT							1
125+15.00	36.2 RT							1
125+71.00	78.0' RT	129+00.00	44.6' RT		16.7			
125+81.40	81.2' RT	126+63.90	75.8' RT				85.2	
125+81.44	81.2' RT	126+97.00	44.1' RT	368				
126+00.00	36.2 LT							1
126+00.00	36.2 RT							1
126+30.00	51.0' LT	139+88.00	47.9' LT		12.5			
126+76.81	38.0 RT							1
127+00.00	52.4' LT	128+00.00	54.3' LT	115				
127+00.00	36.2 LT							1
124+55.00	57.0 LT							1
127+34.56	38.0 LT							1
127+50.00	36.2 RT							1
127+50.00	48.0 RT							1
128+60.00	36.2 LT							1
128+60.00	36.2 RT							1
129+34.00	55.4' RT	139+91.00	54.3' RT		23.2			
130+10.00	36.2 LT							1
130+10.00	36.2 RT							1
130+10.00	51.0 RT							1
131+90.00	36.2 LT							1
131+90.00	36.2 RT							1
131+90.00	51.0 RT							1
133+30.00	36.2 LT							1
133+30.00	36.2 RT							1
133+30.00	51.0 RT							1
134+35.00	36.2 LT							1
134+35.00	36.2 RT							1
134+35.00	50.0 RT							1
135+40.00	36.2 LT							1
135+40.00	36.2 RT							1
135+40.00	50.0 RT							1
136+40.00	36.2 LT							1
136+40.00	36.2 RT							1
136+40.00	50.0 RT							1
137+40.00	36.2 LT							1
137+40.00	36.2 RT							1
137+40.00	36.2 LT							1
137+40.00	50.0 RT							1
138+50.00	36.2 LT							1
138+50.00	36.2 RT							1
138+50.00	50.0 RT							1
140+19.00	57.7' RT	142+00.00	42.8 RT		6.3			
140+23.00	48.8' LT	142+15.00	41.0' LT		2.6			
140+40.00	49.0 LT							1
140+40.00	45.0 RT							1
140+47.50	47.0 RT							1
127+05.00	20.0 RT							1
140+86.00	20.0 LT							1
141+19.00	51.0 RT					10		
141+32.00	51.0 LT					10		
IRONSIDE DRIVE (NORTH)								
5+50.00	20.5 RT							1
5+55.00	26.3' RT	15+21.00	50.0' RT		28			
11+45.70	19.5 RT							2
13+50.00	21.7' RT	14+50.00	28.1' RT				124.7	
MILLER ACCESS ROAD								
10+60.00	20.5' LT	15+32.00	60.0' LT		13			
TOTAL				13689.5	516.4	80.0	534.0	96.0
ROUNDED TOTAL				**13690**	**516**	**80**	**534**	**96**

FILE NAME = Gc-6sch05.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - RSJ	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 2 – SCHEDULE OF QUANTITIES – 5

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	40
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

PHASE 2 - PAVEMENT MARKING SCHEDULE

LOCATION			78001100 PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	78001120 PAINT PAVEMENT MARKING LINE 5"	78001130 PAINT PAVEMENT MARKING LINE 6"	78001150 PAINT PAVEMENT MARKING LINE 12"	78001180 PAINT PAVEMENT MARKING LINE 24"	78100100 RAISED REFLECTIVE PAVEMENT MARKER	NOTE
BEGIN STATION	END STATION	OFFSET	SQ FT	FOOT	FOOT	FOOT	FOOT	EACH	
WOODSIDE ROAD									
95+10.91	96+35.00	RT			30.0				30 SKIP-10' DASH
95+10.91	96+35.00	RT	78.0						THRU/RIGHT ARROW
95+10.91	96+35.00	RT						3	ONE WAY CRYSTAL
96+44.00	98+38.83	LT		198.0					SOLID WHITE EDGE LINE
96+44.00	98+00.00	LT		39.0					30' SKIP-10' DASH
98+38.83	99+56.00	LT			227.7				NORTH CROSSWALK
98+51.03	99+58.39	RT			204.7				SOUTH CROSSWALK
98+91.34		RT		159.8					DOUBLE YELLOW
98+91.34	99+09.33	RT				68.1			MEDIAN STRIPING
98+94.30	99+47.90	RT					54.9		SOUTH STOP BAR
99+09.33		RT		151.8					DOUBLE YELLOW
99+56.00	99+66.00	CL			208.7				EAST CROSSWALK
99+66.00	100+00.00	32 RT		36.3					SOLID WHITE EDGE LINE
99+66.00	100+00.00	LT/RT		20.0					30' SKIP-10' DASH
99+66.00	100+36.31	LT			149.6				DIAGONAL WHITE STRIPING
99+70.00	104+56.00	LT/RT		492.7					SOLID YELLOW MEDIAN
99+70.00	104+56.00	RT		486.0					SOLID YELLOW MEDIAN
99+70.00	99+74.70	LT					46.4		EAST STOP BAR
99+72.00	103+00.00	8 LT			328.0				SOLID WHITE LINE
99+72.00	119+52.34	LT/RT						59	ONE WAY CRYSTAL
99+97.00	102+50.00	CL	46.8						LT TURN ARROWS
100+00.00	103+00.00	32 RT		300.0					SOLID WHITE EDGE LINE
100+00.00	103+00.00	LT/RT		150.0					30' SKIP-10' DASH
100+15.00	104+90.00	RT	22.4						BIKE SYMBOL/ ARROW
100+15.72	103+00.00	32 LT		284.8					SOLID WHITE EDGE LINE
101+50.00	104+50.00	LT	22.4						BIKE SYMBOL/ ARROW
103+00.00	114+64.55	32 RT		1164.6					SOLID WHITE EDGE LINE
103+00.00	116+10.00	LT/RT		655.0					30' SKIP-10' DASH
103+00.00	116+10.00	32 LT		1310.0					SOLID WHITE EDGE LINE
104+56.00	113+33.00	LT/RT		1754.0					SOLID YELLOW MEDIAN
107+50.00	113+50.00	LT	33.6						BIKE SYMBOL/ ARROW
107+90.00	113+90.00	RT	33.6						BIKE SYMBOL/ ARROW
113+21.50	114+65.00	LT/RT				56.2			MEDIAN STRIPING
113+33.00	114+65.00	8 LT		157.1					SOLID YELLOW MEDIAN
113+33.00	116+10.00	RT		346.3					TWLT LANE LINE
113+33.00	119+52.34	RT						16	TWO WAY AMBER
113+33.00	114+65.00	LT						4	ONE WAY AMBER
114+62.00	116+10.00	LT/RT		185.0					TWLT LANE LINE
114+65.00	119+52.34	LT						12	TWO WAY AMBER
114+78.24	115+24.32	40 RT			80.2				SOUTH CROSSWALK
115+00.00	115+13.40	RT					13.5		ACCESS ROAD STOP BAR
115+39.47	116+10.00	32 RT		70.5					SOLID WHITE EDGE LINE
116+10.00	119+52.34	LT/RT		855.9					TWLT LANE LINE
116+10.00	119+52.34	LT/RT		85.6					30' SKIP-10' DASH
116+10.00	119+52.34	RT		342.3					SOLID WHITE EDGE LINE
116+10.00	120+00.00	LT		390.0					SOLID WHITE EDGE LINE
116+50.00	119+50.00	LT	22.4						BIKE SYMBOL/ ARROW
116+50.00		CL	31.2						LT TURN ARROWS
116+90.00	119+25.00	RT	22.4						BIKE SYMBOL/ ARROW
118+00.00		CL	31.2						LT TURN ARROWS
119+68.24	120+18.41	39 RT			87.4				SOUTH CROSSWALK
120+00.00	125+50.00	LT		550.0					SOLID WHITE EDGE LINE
120+33.50	125+26.89	LT/RT		1233.5					TWLT LANE LINE
120+33.50	125+26.89	LT/RT		246.7					30' SKIP-10' DASH
120+33.50	125+26.89	RT		493.4					SOLID WHITE EDGE LINE
120+33.50	125+26.84	LT/RT						12	ONE WAY CRYSTAL
120+33.50	125+26.84	LT/RT						24	TWO WAY AMBER
122+00.00		CL	31.2						LT TURN ARROWS
122+50.00	128+50.00	LT	33.6						BIKE SYMBOL/ ARROW
122+70.00	128+50.00	RT	22.4						BIKE SYMBOL/ ARROW
124+00.00		CL	31.2						LT TURN ARROWS
125+40.47	125+82.71	39 RT			73.8				SOUTH CROSSWALK
125+50.00	129+25.00	LT		375.0					SOLID WHITE EDGE LINE
125+96.29	128+81.55	LT/RT		713.1					TWLT LANE LINE
125+96.29	128+81.55	LT/RT		142.6					30' SKIP-10' DASH
125+96.29	128+81.55	RT		285.3					SOLID WHITE EDGE LINE
125+96.29	128+81.55	LT/RT						8	ONE WAY CRYSTAL
125+96.29	128+81.55	LT/RT						14	TWO WAY AMBER
127+25.00		CL	31.2						LT TURN ARROWS
128+96.74	129+44.68	39 RT			82.9				SOUTH CROSSWALK
129+25.00	139+65.26	LT		1040.3					SOLID WHITE EDGE LINE
129+59.80	137+39.24	LT/RT		1948.6					TWLT LANE LINE
129+59.80	139+63.14	LT/RT		501.7					30' SKIP-10' DASH
129+59.80	139+63.14	RT		1003.3					SOLID WHITE EDGE LINE
129+59.80	137+39.24	LT/RT						20	ONE WAY CRYSTAL
129+59.80	137+39.24	LT/RT						38	TWO WAY AMBER
131+00.00		CL	31.2						LT TURN ARROWS
131+50.00	139+25.00	LT	44.8						BIKE SYMBOL/ ARROW
131+90.00	139+65.00	RT	44.8						BIKE SYMBOL/ ARROW

PHASE 2 - PAVEMENT MARKING SCHEDULE

LOCATION			78001100 PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	78001120 PAINT PAVEMENT MARKING LINE 5"	78001130 PAINT PAVEMENT MARKING LINE 6"	78001150 PAINT PAVEMENT MARKING LINE 12"	78001180 PAINT PAVEMENT MARKING LINE 24"	78100100 RAISED REFLECTIVE PAVEMENT MARKER	NOTE
BEGIN STATION	END STATION	OFFSET	SQ FT	FOOT	FOOT	FOOT	FOOT	EACH	
WOODSIDE ROAD									
133+00.00		CL	31.2						LT TURN ARROWS
135+00.00		CL	31.2						LT TURN ARROWS
137+39.24	138+23.19	LT/RT		170.2					DOUBLE YELLOW
137+39.24	139+63.14	LT		447.8					DOUBLE YELLOW
137+40.00	141+85.00							20	TWO WAY AMBER
138+23.00	141+85.00	LT TURNS						8	ONE WAY AMBER
141+85.00	142+69.00	MEDIAN						4	ONE WAY AMBER
138+66.00	139+41.00	CL	31.2						LT TURN ARROWS
139+23.18	139+63.14	7 RT			40.0				SOLID WHITE LINE
140+45.84	142+69.84	RT		448.0					DOUBLE YELLOW
140+45.84	142+45.00	LT/RT		99.6					30' SKIP-10' DASH
140+45.84	142+45.00	LT/RT		398.3					SOLID WHITE EDGE LINE
140+45.84	141+85.84	7 LT			280.0				SOLID WHITE LINE
140+45.84	142+45.00	LT/RT						6	ONE WAY CRYSTAL
140+70.00	141+45.00	CL	31.2						LT TURN ARROWS
141+85.84	142+69.84	LT/RT		170.4					DOUBLE YELLOW
IRON BRIDGE ROAD									
710+59.00	711+35.00	MEDIAN						6	ONE WAY AMBER
710+59.00	711+35.00	RT TURN						2	ONE WAY CRYSTAL
711+10.00		RT	15.6						LT TURN ARROW
711+10.00		RT	15.6						RT TURN ARROW
IRONSIDE DRIVE (NORTH)									
EX IRON BRIDGE		CL		101.0					30' SKIP-10' DASH
EX IRON BRIDGE		LT/RT		808.0					SOLID WHITE EDGE LINE
4+75.00	15+25.71	CL		262.7					30' SKIP-10' DASH
TOTAL			770.4	21074.1	1793.0	124.3	114.8	256.0	
ROUNDED TOTAL			**770**	**21074**	**1793**	**124**	**115**	**256**	

PHASE 2 - SIGN SCHEDULE

LOCATION		SIGN DETAILS		72000100 SIGN PANEL - TYPE 1	72400710 RELOCATE SIGN PANEL - TYPE 1	72800100 TELESCOPING STEEL SIGN SUPPORT	73000100 WOOD SIGN SUPPORT	73100100 BASE FOR TELESCOPING STEEL SIGN SUPPORT
STATION	OFFSET	TYPE	DESCRIPTION	SQ FT	SQ FT	FOOT	FOOT	EACH
WOODSIDE ROAD								
90+00.00	41' RT	R3-17	BIKE LANE	3		13.5		1
97+00.00	42' LT	D11-1C	TO SPAULDING ORCHARD	4		13.5		1
98+25.00	66' RT	M4-5	TO	1				1
98+25.00	66' RT	CUSTOM RTE 66	BIKE ROUTE 66 CUSTOM (BY OTHERS)	0		18.3		
98+25.00	66' RT	D11-1C	INTERURBAN TRAIL	3				
98+25.00	66' RT	M6-3	AHEAD	1				
99+79.00	52' LT	M4-5	TO	1				0
99+79.00	52' LT	CUSTOM RTE 66	BIKE ROUTE 66 CUSTOM (BY OTHERS)	0				
99+79.00	52' LT	D11-1C	INTERURBAN TRAIL	3				
99+79.00	52' LT	M6-1L	LEFT	1				
99+81.00	61' RT	D1-2B	SPAULDING ORCHARD (LT)/UIS (RT)	4		10.0		1
101+90.00	39' LT	R3-17	BIKE LANE	3		10.5		1
102+50.00	39' RT	D11-1C	TO UIS	3		10.5		1
102+70.00	39 RT	R2-1	SPEED LIMIT 40 MPH		7.5	17.0		1
102+70.00	39 RT	M1-6	COUNTY ROUTE 23		4.0			
107+30.00	120' LT	UPRR SPEC	NO TRESPASSING	3.8		13.5		1
115+30.00	50 RT	R1-1	STOP SIGN		6.3	14.5		1
115+30.00	50 RT	D3-2	4 STREET NAME SIGNS	4.5				
118+50.00	38' RT	R3-17	BIKE LANE	3		13.5		1
120+08.00	65 RT	R1-1	STOP SIGN		6.3	14.5		1
120+13.00	50 RT	D3-1	4 STREET NAME SIGNS		4.5	12.8		1
125+76.00	61 RT	R1-1	STOP SIGN		6.3	14.5		1
125+80.00	50 RT	D3-1	4 STREET NAME SIGNS		4.5	12.8		1
129+37.00	65 RT	R1-1	STOP SIGN		6.3	14.5		1
129+40.00	50 RT	D3-1	4 STREET NAME SIGNS		4.5	12.8		1
130+00.00	38 RT	R2-1	SPEED LIMIT 40 MPH		7.5	15.0		1
130+00.00	38 LT	R2-1	SPEED LIMIT 40 MPH		7.5	15.0		1
138+00.00	38' LT	R3-17	BIKE LANE	3		15.0		1
139+40.00	38 LT	R2-1	SPEED LIMIT 40 MPH		7.5	15.0		1
139+73.00	55 LT	R1-1	STOP SIGN		6.3	14.5		1
140+23.00	65 RT	R1-1	STOP SIGN		6.3	14.5		1
140+27.00	48 RT	D3-1	4 STREET NAME SIGNS		4.5	12.8		1
141+15.00	45 RT	W1-2R	CURVE SIGN		6.3	14.5		1
IRONSIDE DRIVE (NORTH)								
6+27.00	19' LT	UPRR SPEC	NO TRESPASSING	3.8		13.5		1
UPRR								
499+37.00	13' RT	UPRR SPEC	NO TRESPASSING	3.8		11.5		1
500+63.00	13' LT	UPRR SPEC	NO TRESPASSING	3.8		11.5		1
TEMPORARY ACCESS ROAD - WOODSIDE ROAD								
115+30.00	30.0 RT	R1-1	STOP SIGN	6.3			14.5	
BIKE PATH CONNECTOR								
6+14.00	15' LT	D1-2B	WOODSIDE ROAD/UIS (RT)	3		13.0		1
6+00.00	9' RT	D1-2B	SPRINGFIELD (LT)/ CHATHAM (RT)	3		13.0		1
INTERURBAN TRAIL								
25+45.00	9' RT	D1-2B	WOODSIDE RD/UIS (LT)	3		13.0		1
26+30.00	9' RT	M3-1	NORTH	1		17.5		1
26+30.00	9' RT	D11-1C	TO SPRINGFIELD	3				
26+30.00	9' RT	CUSTOM RTE 66	BIKE ROUTE 66 CUSTOM (BY OTHERS)	0				
TOTAL				69.0	95.8	425.0	14.5	31.0

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FILE NAME = Gc-6sch06.dgn	USER NAME = hardi02376	DESIGNED - JDS	REVISED -	
		DRAWN - RSJ	REVISED -	
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -	
	PLOT DATE = 9/16/2024	DATE - 4/12/2021	REVISED -	

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 2 – SCHEDULE OF QUANTITIES – 6

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	41
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PHASE 2 - PIPE CULVERT SCHEDULE

ROADWAY	STATION (APPROX)	UPSTREAM INVERT ELEVATION (FT)	DOWNSTREAM INVERT ELEVATION (FT)	542A0235 PIPE CULVERT, CLASS A, TYPE 1 RCCP 30" (FT)	542A0241 PIPE CULVERT, CLASS A, TYPE 1 RCCP 36" (FT)	542A0253 PIPE CULVERT, CLASS A, TYPE 1 RCCP 48" (FT)	542A0271 PIPE CULVERT, CLASS A, TYPE 1 RCCP 66" (FT)	542A0301 PIPE CULVERT, CLASS A, TYPE 1 RCCP 96" (FT)	542A1093 PIPE CULVERT, CLASS A, TYPE 2 RCCP 48" (FT)	542C0217 PIPE CULVERT, CLASS C, TYPE 1 12" (FT)	542C0220 PIPE CULVERT, CLASS C, TYPE 1 15" (FT)	542C0223 PIPE CULVERT, CLASS C, TYPE 1 18" (FT)	5421D018 PIPE CULVERT, CLASS D, TYPE 1 18" (TEMPORARY) (FT)	54205071 PIPE CULVERTS, SPECIAL 36" (FT)	54210572 PIPE ELBOW 96" (EA)	54213675 PRECAST REINFORCED CONCRETE FLARED END SECTION, 30" (EA)	54213681 PRECAST REINFORCED CONCRETE FLARED END SECTION, 36" (EA)	54213693 PRECAST REINFORCED CONCRETE FLARED END SECTION, 48" (EA)	54213711 PRECAST REINFORCED CONCRETE FLARED END SECTION, 66" (EA)	54262712 STEEL FLARED END SECTIONS, 12" (EA)	54262715 STEEL FLARED END SECTIONS, 15" (EA)	54262718 STEEL FLARED END SECTIONS, 18" (EA)	54215496 CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS, 96" (EA)	20800150 TRENCH BACKFILL (CY)
WOODSIDE	100+12.00	590.45	590.00	146												2								38.0
WOODSIDE - ENT LT	100+56.5	590.60	590.52									30										2		4.0
IRONSIDE DRIVE (N)	5+50.0	590.51	590.50								5										1			0.0
IRONSIDE DRIVE (N)	7+29.0	590.90	590.82								25										2			3.3
IRONSIDE DRIVE (N)	8+40.5	590.57	590.49								25										2			3.3
IRONSIDE DRIVE (N)	9+50.0	590.24	590.16								25										2			3.3
IRONSIDE DRIVE (N)	11+45.7	589.67	589.57								30										2			3.3
IRONSIDE DRIVE (N)	12+50.0	589.00	588.45								25										2			0.0
WOODSIDE	117+30.0	566.00	564.80					39								1							2	1.7
WOODSIDE - ENT LT	119+14.5	573.65	573.50								38										2			4.1
WOODSIDE	124+55.0	567.00	564.00				39												2					39.4
WOODSIDE	127+05.0	574.50	567.94			24			48									2						42.1
WOODSIDE - ENT RT	140+86.0	593.49	593.37									18										2		0.0
WOODSIDE - ENT LT	140+86.0	593.95	593.77							18											2			0.0
UPRR SHOOFLY	396+12.1	587.72	587.66		6												1							
UPRR SHOOFLY	403+00.0	592.13	591.95										42											
UPRR SHOOFLY	387+41.2	591.65	591.57										46											
UPRR SHOOFLY	396+12.1	587.66	587.61											21										
			TOTALS	146	6	24	39	39	48	18	173	48	88	21	1	2	1	2	2	2	13	4	2	142.0

PHASE 2 - STORM SEWER SCHEDULE

WOODSIDE ROAD				550A0050	550A0090	550A0120	550A0730	550A0750	20800150	
				STORM SEWERS, CLASS A (FT)						
				TYPE 1			TYPE 3			
FROM #	INVERT ELEV	TO #	INVERT ELEV	12" dia.	18" dia.	24" dia.	30" dia.	36" dia.	TRENCH BACKFILL (CY)	COMMENTS
1	590.22	2	589.82	38					2.0	
3	590.22	2	589.82	32					1.7	
2	589.82	5	583.22	150					19.8	
4	583.62	5	583.22	38					2.0	
6	583.62	5	583.22	32					1.7	
5	583.22	8	574.45	200					31.0	
7	574.85	8	574.45	38					3.8	
9	574.85	8	574.45	32					3.2	
8	573.83	11	571.01		149				30.5	
10	571.41	11	571.01	52					5.2	
12	571.41	11	571.01	23					2.3	
11	569.83	16	569.45			103			28.7	
13	570.68	14	570.58	6						
15	570.68	14	570.58	6						
14	570.58	16	569.45	52					7.9	
17	570.68	18	570.58	6						
19	570.68	18	570.58	6						
18	570.58	16	569.45	23					3.5	
16	569.45	21	569.14				103		30.3	
20	571.30	21	570.90	38					3.8	
22	571.30	21	570.90	32					3.2	
21	569.14	24	568.69				150		139.7	
23	574.58	24	574.18	38					3.8	
25	574.58	24	574.18	32					3.2	
24	568.69	27	568.24				150		295.2	
26	579.25	27	578.85	38					3.8	
28	579.25	27	578.85	32					3.2	
27	568.24	30	567.80				148		431.4	
29	582.20	30	581.80	38					3.8	
31	582.20	30	581.80	32					3.2	
30	567.80	33	567.17					210	648.5	
32	582.57	33	582.17	38					2.0	
34	582.57	33	582.17	32					1.7	
33	567.17	36	566.75					138	470.4	
35	580.33	36	579.93	38					2.6	
37	580.33	36	579.93	32					2.2	
36	566.75	41	566.00					174	108.3	
38	576.30	39	575.50	72					3.7	
39	575.40	40	566.00	40					0.8	
42	574.00	43	573.20	72					3.7	
43	573.20	44	565.00	59					0.7	
45	573.19	49	573.15	5						
46	573.15	48	572.35	72					4.9	
47	573.19	50	573.13	20						
48	572.35	51	571.00	74					17.4	
49	573.09	50	572.40	75					3.9	

STORM SEWER SCHEDULE CONTINUED NEXT SHEET

PHASE 2 - PIPE UNDERDRAIN SCHEDULE

LOCATION			60108100 PIPE UNDERDRAINS 4" (SPECIAL)	601008104 PIPE UNDERDRAINS, TYPE 1, 4"	X0326911 TRANSVERSE DRAINS COMPLETE	CONNECTION NOTES
BEGIN STATION	END STATION	OFFSET	FOOT	FOOT	EACH	
EAST OF IRON BRIDGE ROAD INTERSECTION						
99+00.00	102+45.00	LT	2	345		S-4
99+33.98	102+45.00	RT	2	350		S-6
99+70.00	102+45.00	MEDIAN-RT	2	275		S-5
102+10.00	102+45.00	RT			1	
102+10.00	102+45.00	LT			1	
102+45.00	104+45.00	RT	2	200		S-9
102+45.00	104+45.00	MEDIAN-RT	2	200		S-8
102+45.00	104+45.00	LT	4	200		S-7
104+10.00	104+45.00	RT			1	
104+10.00	104+45.00	LT			1	
104+45.00	106+95.00	RT	3	250		S-17
104+45.00	106+95.00	LT	3	250		S-13
108+02.00	108+40.00	RT			1	
108+02.00	108+40.00	LT			1	
109+52.00	107+00.00	RT	2	252		S-18
109+52.00	107+00.00	MEDIAN-RT	5	252		S-16
109+52.00	107+00.00	MEDIAN-LT	16	252		S-16
109+52.00	107+00.00	LT	2	252		S-14
112+50.00	109+52.00	RT	2	298		S-25
112+50.00	109+20.00	MEDIAN-RT	2	298		S-24
112+50.00	109+20.00	MEDIAN-LT	11	298		S-24
112+50.00	109+20.00	LT	2	298		S-23
113+21.50	109+20.00	MEDIAN-RT	2	72		S-30
113+21.50	109+20.00	MEDIAN LT	11	72		S-30
113+50.00	112+50.00	RT	2	100		S-31
113+50.00	112+50.00	LT	2	100		S-29
113+50.00	114+60.00	RT	2	110		S-34
113+50.00	114+60.00	LT	2	110		S-32
114+85.00	114+60.00	RT	2	65		S-34
IRONSIDE DRIVE (N) TO GRISSOM DRIVE						
114+60.00	116+00.00	LT	2	140		S-35
115+04.00	116+00.00	RT	2	130		S-37
116+00.00	119+45.00	RT	2	345		S-42
116+00.00	119+45.00	LT	2	345		S-43
119+83.50	119+45.00	RT	2	55		S-43
120+03.50	120+65.00	RT	2	77		S-47
119+45.00	120+65.00	LT	2	120		S-45
122+00.00	124+30.00	LT		232		DITCH

PHASE 2 - PIPE UNDERDRAIN SCHEDULE

LOCATION			60108100 PIPE UNDERDRAINS 4" (SPECIAL)	601008104 PIPE UNDERDRAINS, TYPE 1, 4"	X0326911 TRANSVERSE DRAINS COMPLETE	CONNECTION NOTES
BEGIN STATION	END STATION	OFFSET	FOOT	FOOT	EACH	
122+90.00	120+70.00	RT	2	220		S-47
122+90.00	120+70.00	LT	2	220		S-45
125+51.70	122+90.00	RT	2	276		S-56
126+00.00	122+90.00	LT	2	310		S-55
GRISSOM DRIVE TO NORTH LAKE						
125+71.50	126+00.00	RT	2	43		S-68
129+10.71	126+00.00	RT	2	328		S-68
130+10.00	127+34.56	LT	2	275		S-72
127+34.56	126+00.00	LT	2	135		S-67
129+30.80	130+10.00	RT	2	96		S-77
134+35.00	130+10.00	RT	2	435		S-77
134+35.00	130+10.00	LT	2	435		S-76
137+40.00	134+35.00	RT	2	305		S-86
137+40.00	134+35.00	LT	2	305		S-85
139+94.90	137+40.00	RT	2	273		S-95
139+95.90	137+40.00	LT	2	273		S-94
		TOTAL	129	10,272	6	

PHASE 2 - RIPRAP PLACEMENT SCHEDULE

CULVERT LOCATION		STATION	OFFSET	LT/RT	28100125 STONE RIPRAP TYPE B3 (SY)	28100129 STONE RIPRAP TYPE B5 (SY)
WOODSIDE		100+12.00		RT	32.9	
WOODSIDE		117+30.00		LT		76.5
WOODSIDE		117+30.00		RT		110.7
WOODSIDE		124+55.00		RT		49.5
WOODSIDE		127+05.00	19.8	RT	60.1	
UPRR MAIN		496+09.00	34	LT	76.4	
STRUCTURE NUMBER	ROADWAY					
43	WOODSIDE	119+45.00	36.2	RT	11.7	
				TOTAL	181.0	237.0

FILE NAME = Gc-6sch07.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT
		DRAWN - RSJ	REVISED -	PHASE 2 – SCHEDULE OF QUANTITIES – 7
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	42
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PHASE 2 - STORM SEWER SCHEDULE

WOODSIDE ROAD										
				550A0050	550A0090	550A0120	550A0730	550A0750	20800150	
				STORM SEWERS, CLASS A (FT)					TRENCH	
				TYPE 1			TYPE 3		BACKFILL	
FROM #	INVERT ELEV	TO #	INVERT ELEV	12" dia.	18" dia.	24" dia.	30" dia.	36" dia.	(CY)	COMMENTS
50	572.30	51	572.10	14					2.8	
51	571.00	54	570.71		73					
52	573.40	53	572.60	72					3.7	
53	572.50	54	572.30	14					3.6	
54	570.71	57	570.33		75					
55	573.63	56	572.83	72					3.7	
56	572.73	57	572.53	14					3.0	
57	570.33	60	569.96		76					
58	573.86	59	573.06	72					3.7	
59	572.96	60	572.76	22					2.7	
60	569.96	63	565.00		74					
61	574.09	62	573.29	72					3.7	
62	573.19	103	565.00	28					0.7	
64	574.33	65	573.53	72					3.7	
65	573.43	66	566.00	53					1.1	
67	574.59	68	573.79	72					3.7	
68	573.69	69	568.00	33					0.7	
70	575.43	72	575.23	33						
71	574.00	73	573.80			72			18.0	
102	593.20	101	593.00	2						
100	593.40	101	592.00	92						
101	592.00	99	591.00	189						
97	592.83	98	592.03	72					3.7	
98	591.93	99	591.73	14						
99	591.00	96	590.12	110					2.2	
94	592.49	95	591.69	72					3.7	
95	591.59	96	591.39	14					1.0	
96	590.12	93	589.32		100				3.5	
91	592.17	92	591.37	72					3.7	
92	591.27	93	591.07	14					1.4	
93	589.32	90	588.52		100				4.4	
88	591.69	89	590.89	72					3.7	
89	590.79	90	590.59	14					0.7	
90	588.52	87	587.68		105				3.5	
85	590.73	86	589.93	72					3.7	
86	589.83	87	589.63	14						
87	587.68	84	586.84		105				2.2	
82	589.31	83	588.51	72					3.7	
83	588.41	84	588.21	14						
84	586.84	81	584.78		140					
79	586.69	80	585.89	72					3.7	
80	585.79	81	585.59	15						
81	584.78	78	579.52		180				1.6	
76	582.40	77	581.60	72					3.7	
77	581.50	78	581.30	15						
78	579.52	75	576.00			151			19.0	
74	578.77	75	577.97	72					3.7	
75	576.00	71	574.00			110			32.3	
104	575.50	71	575.25	10					9.1	
105	571.00	32	570.50	28					24.1	
106	588.00	6	583.22	105					0.4	
141	594.30	DITCH	592.67	14					1.0	
142	594.79	DITCH	592.87	14					1.0	
143	594.68	DITCH	592.72	14					1.0	
144	594.50	DITCH	592.67	14					1.0	
145	582.77	34	582.57	35					3.3	
			TOTALS	3675	1177	436	551	522	2540.0	

PHASE 2 - DRAINAGE STRUCTURE SCHEDULE

							INLETS			END SECTION			MANHOLES				
							60235700	60240220	60236200	54213657	54213663	54213681	60219000	60219300	60221100	60224459	
#	ROADWAY	STATION	OFFSET (FEET)			REF ELEV	TYPE A, T3 F&G	TYPE B, T3 F&G	TYPE A, T8 G	PRC 12"	PRC 18"	PRC 36"	TYPE A, 4' DIA T8 G	TYPE A, 4' DIA T11 F&G	TYPE A, 5' DIA T1F CL	TYPE A, 8' DIA T1F CL	COMMENTS
							EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
1	WOODSIDE	100+95.00	37.20	LT		593.20	1										
2	WOODSIDE	100+95.00	4.80	RT		593.76								1			Rotate Structure 180 degrees from Detail
3	WOODSIDE	100+95.00	37.20	RT		593.20	1										
4	WOODSIDE	102+45.00	37.20	LT		586.60	1										
5	WOODSIDE	102+45.00	4.80	RT		587.16								1			Rotate Structure 180 degrees from Detail
6	WOODSIDE	102+45.00	37.20	RT		586.60		1									
7	WOODSIDE	104+45.00	37.20	LT		577.83	1										
8	WOODSIDE	104+45.00	4.00	RT		578.87									1		Rotate Structure 180 degrees from Detail
9	WOODSIDE	104+45.00	37.20	RT		577.83	1										
10	WOODSIDE	105+95.00	37.20	LT		574.39	1										
11	WOODSIDE	105+95.00	13.00	RT		574.81									1		Rotate Structure 180 degrees from Detail
12	WOODSIDE	105+95.00	37.20	RT		574.39	1										
13	WOODSIDE	106+95.00	37.20	LT		573.66	1										
14	WOODSIDE	107+00.00	37.20	LT		573.66		1									
15	WOODSIDE	107+05.00	37.20	LT		573.66	1										
16	WOODSIDE	107+00.00	13.00	RT		574.08									1		Rotate Structure 180 degrees from Detail
17	WOODSIDE	106+95.00	37.20	RT		573.66	1										
18	WOODSIDE	107+00.00	37.20	RT		573.66		1									
19	WOODSIDE	107+05.00	37.20	RT		573.66	1										
20	WOODSIDE	108+02.00	37.20	LT		574.28	1										
21	WOODSIDE	108+02.00	4.00	RT		575.32									1		Rotate Structure 180 degrees from Detail
22	WOODSIDE	108+02.00	37.20	RT		574.28	1										
23	WOODSIDE	109+52.00	37.20	LT		577.56	1										
24	WOODSIDE	109+52.00	4.00	RT		578.60									1		Rotate Structure 180 degrees from Detail
25	WOODSIDE	109+52.00	37.20	RT		577.56	1										
26	WOODSIDE	111+02.00	37.20	LT		582.23	1										
27	WOODSIDE	111+02.00	4.00	RT		583.27									1		Rotate Structure 180 degrees from Detail
28	WOODSIDE	111+02.00	37.20	RT		582.23	1										

PHASE 2 - DRAINAGE STRUCTURE SCHEDULE

							INLETS			END SECTION			MANHOLES				
							60235700	60240220	60236200	54213657	54213663	54213681	60219000	60219300	60221100	60224459	
#	ROADWAY	STATION	OFFSET (FEET)			REF ELEV	TYPE A, T3 F&G	TYPE B, T3 F&G	TYPE A, T8 G	PRC 12"	PRC 18"	PRC 36"	TYPE A, 4' DIA T8 G	TYPE A, 4' DIA T11 F&G	TYPE A, 5' DIA T1F CL	TYPE A, 8' DIA T1F CL	COMMENTS
							EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
29	WOODSIDE	112+50.00	37.20	LT		585.18	1										
30	WOODSIDE	112+50.00	4.00	RT		586.22									1		Rotate Structure 180 degrees from Detail
31	WOODSIDE	112+50.00	37.20	RT		585.18	1										
32	WOODSIDE	114+60.00	37.20	LT		585.55		1									
33	WOODSIDE	114+60.00	4.00	RT		586.11									1		Rotate Structure 180 degrees from Detail
34	WOODSIDE	114+60.00	37.20	RT		585.55		1									
35	WOODSIDE	116+00.00	37.20	LT		583.31	1										
36	WOODSIDE	116+00.00	2.17	RT		583.90										1	Rotate Structure 180 degrees from Detail
37	WOODSIDE	116+00.00	37.20	RT		583.31	1										
38	WOODSIDE	117+80.00	36.20	LT		579.29	1										
39	WOODSIDE	117+80.00	36.20	RT		579.29	1										
40	WOODSIDE	118+06.00	74.00	RT		566.00				1							
41	WOODSIDE	117+66.00	78.00	RT		566.00						1					
42	WOODSIDE	119+45.00	36.20	LT		577.00	1										
43	WOODSIDE	119+45.00	36.20	RT		577.00	1										
44	WOODSIDE	119+22.00	96.00	RT		565.00				1							
45	WOODSIDE	121+15.00	36.20	LT		576.19	1										
46	WOODSIDE	120+70.00	36.20	LT		576.24	1										
47	WOODSIDE	121+20.00	36.20	RT		576.19	1										
48	WOODSIDE	120+70.00	36.20	RT		576.24		1									
49	WOODSIDE	121+22.00	36.20	LT		576.18		1									
50	WOODSIDE	121+42.00	36.20	RT		576.20		1									
51	WOODSIDE	121+42.00	51.00	RT		575.60									1		
52	WOODSIDE	122+15.00	36.20	LT		576.39	1										
53	WOODSIDE	122+15.00	36.20	RT		576.39	1										
54	WOODSIDE	122+15.00	51.00	RT		576.35									1		
55	WOODSIDE	122+90.00	36.20	LT		576.63	1										
56	WOODSIDE	122+90.00	36.20	RT		576.63	1										
57	WOODSIDE	122+90.00	51.00	RT		577.10										1	
58	WOODSIDE	123+65.00	36.20	LT		576.86	1										
59	WOODSIDE	123+65.00	36.20	RT		576.86	1										
60	WOODSIDE	123+65.00	59.00	RT		576.20									1		
61	WOODSIDE	124+40.00	36.20	LT		577.09	1										
62	WOODSIDE	124+40.00	36.20	RT		577.09	1										
63	WOODSIDE	124+45.00	72.00	RT		565.00					1						
64	WOODSIDE	125+15.00	36.20	LT		577.32	1										
65	WOODSIDE	125+15.00	36.20	RT		577.32	1										
66	WOODSIDE	124+65.00	72.00	RT		566.00				1							
67	WOODSIDE	126+00.00	36.20	LT		577.59	1										
68	WOODSIDE	126+00.00	36.20	RT		577.59	1										
69	WOODSIDE	126+00.00	78.00	RT		568.00				1							
70	WOODSIDE	127+00.00	36.20	LT		578.42	1										
71	WOODSIDE	127+50.00	36.20	RT		579.24		1									
72	WOODSIDE	127+34.56	38.00	LT		578.90										1	
73	WOODSIDE	126+76.81	38.00	RT		579.08										1	
74	WOODSIDE	128+60.00	36.20	LT		581.77	1										
75	WOODSIDE	128+60.00	36.20	RT		581.77		1									
76	WOODSIDE	130+10.00	36.20	LT		585.40	1										
77	WOODSIDE	130+10.00	36.20	RT		585.40	1										
78	WOODSIDE	130+10.00	51.00	RT		583.32									1		
79	WOODSIDE	131+90.00	36.20	LT		589.68	1										
80	WOODSIDE	131+90.00	36.20	RT		589.68	1										
81	WOODSIDE	131+90.00	51.00	RT		587.74									1		
82	WOODSIDE	133+30.00	36.20	LT		592.30	1										
83	WOODSIDE	133+30.00	36.20	RT		592.30	1										
84	WOODSIDE	133+30.00	51.00	RT		590.48									1		
85	WOODSIDE	134+35.00	36.20	LT		593.73	1										
86	WOODSIDE	134+35.00	36.20	RT		593.73	1										
87	WOODSIDE	134+35.00	50.00	RT		592.05									1		
88	WOODSIDE	135+40.00	36.20	LT		594.68	1										
89	WOODSIDE	135+40.00	36.20	RT		594.68	1										
90	WOODSIDE	135+40.00	50.00	RT		593.52									1		
91	WOODSIDE	136+40.00	36.20	LT		595.17	1										
92	WOODSIDE	136+40.00	36.20	RT		595.17	1										
93	WOODSIDE	136+40.00	50.00	RT		594.70									1		
94	WOODSIDE	137+40.00	36.20	LT		595.48	1										
95	WOODSIDE	137+40.00	36.20	RT		595.48	1										
96	WOODSIDE	137+40.00	50.00	RT		594.54									1		
97	WOODSIDE	138+50.00	36.20	LT		595.83	1										
98	WOODSIDE	138+50.00	36.20	RT		595.83	1										
99	WOODSIDE	138+50.00	50.00	RT		594.41									1		
100	WOODSIDE	140+40.00	49.00	LT		593.40				1							
101	WOODSIDE	140+40.00	45.00	RT		595.00									1		
102	WOODSIDE	140+47.50	47.00	RT		593.20				1							
103	WOODSIDE	124+49.00	68.00	RT		565.00				1							
104	WOODSIDE	127+50.00	48.00	RT		578.75									1		
105	WOODSIDE	114+77.00	59.00	LT		585.50						1					
106	WOODSIDE	101+40.00	53.00	RT		591.50						1					
141	IRON BRIDGE	713+80.00	49.50	RT		595.80	1										
142	IRON BRIDGE	713+80.00	44.50	LT		596.29	1										
143	IRON BRIDGE	713+90.00	34.30	RT		596.18	1										
144	IRON BRIDGE	713+90.00	34.20	LT		596.00	1										
145	IRONSIDE (North)	15+00.00	26.25	LT		584.20										1	
						TOTALS	62	10	2	7	1	1	13	2	9	4	

FILE NAME = Gc-6sch08.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - RSJ	REVISED -
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PHASE 2 – SCHEDULE OF QUANTITIES – 8

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	43
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

UPRR DIVISION OF WORK

Quantity Summary Table - Work by Contractor

Phase	Task/ Item Description	Quantity	Unit	Material Source
P2S1	SWPPP	1	LS	Contractor
P2S1	Excavation for Shoofly	2,517	CY	Contractor
P2S1	Subballast - Furnish, Place, Compact	2,129	CY	Contractor
P2S1	Construct Shoofly, 136# CWR ISSH, Conc Ties	1,638	TF	Contractor
P2S1	Extend 36" SSP for Shoofly (21' SSP and 6' RCCP)	27	LF	Contractor
P2S1	Manhole for Shoofly	1	EA	Contractor
P2S1	18" CMP for Shoofly	88	LF	Contractor
P2S1	18" RCCP for Shoofly	6	LF	Contractor
P2S1	18" Reinf. Conc. End Section for Shoofly	2	EA	Contractor
P2S1	Remove Existing Fencing	335	LF	Contractor
P2S1	Remove Chain Link Fence	1,008	LF	Contractor
P2S1	Install Chain Link Fence	178	LF	Contractor
P2S1	Install Temporary Chain Link Fence	472	LF	Contractor
P2S1	Construct Temporary Fence	2,492	LF	Contractor
P2S1	Construct Retaining Wall Drilled Shafts for Woodside	1	LS	Contractor
P2S1	Retaining Wall Removal	50	LF	
P2S2a	Close Woodside Road	1	LS	Contractor
P2S2a	Excavation for Shoofly (incl. Woodside Road removal)	320	CY	Contractor
P2S2a	Subballast - Furnish, Place, Compact	255	CY	Contractor
P2S2a	Construct Shoofly, 136# CWR ISSH, Conc Ties	200	TF	Contractor
P2S2a	Provide Conc Ties for Shift Main Track to Shoofly	51	EA	Contractor
P2S2a	Provide Conc Ties for Surface and Line Main	43	EA	Contractor
P2S2a	Provide Ballast for Shift Main Track to Shoofly	625	CY	Contractor
P2S2a	Provide Ballast for Surfacing existing vertical curves at shift locations	50	CY	Contractor
P2S2a	Pavement Removal (Woodside Road)	484	SY	Contractor
P2S2a	Remove Traffic Signal Equipment (Woodside Road)	1	LS	Contractor
P2S2a	Remove Highway Signage (Woodside Road)	1	LS	Contractor
P2S2b	Remove Main Track at Woodside Road MP 191.07	300	TF	Contractor
P2S2b	Remove Concrete Crossing MP 191.07	56	LF	Contractor
P2S2b	Construct Railroad Bridge MP 191.07	1	LS	Contractor
P2S3a	Complete Woodside Road Underpass	1	LS	Contractor
P2S3a	Construct New Main Track 136# CWR ISSH Conc. Ties across new Bridge MP 191.07	300	TF	Contractor
P2S3a	Asphalt Underlayment	46	TONS	Contractor
P2S3a	Transition Tie Zone	2	EA	Contractor
P2S3a	Provide Conc Ties for Surface and Line Main	77	EA	Contractor
P2S3a	Provide Ballast for Surface and Line Main Track	300	CY	Contractor
P2S3b	Remove Shoofly	1,838	TF	Contractor
P2S3b	Excavation for Main	4,306	CY	Contractor
P2S3b	Remove Temporary Fence	2,492	LF	Contractor
P2S3b	Remove Temporary Chain Link Fence	472	LF	Contractor
P2S3b	Install Chain Link Fence	2,276	LF	Contractor
P2S3b	Remove 36" SSP	21	LF	Contractor
P2S3b	36" Reinf. Conc. End Section	1	EA	Contractor
P2S3b	Remove 18" CMP for Shoofly	88	LF	Contractor
P2S3b	Remove 18" RCCP and End Sections for Shoofly	6	LF	Contractor
P2S3b	Open Woodside Road	1	LS	Contractor

Quantity Summary Table - Work by UPRR

Phase	Task/ Item Description	Quantity	Unit	Material Source
P2S2a	Shift Main Track to Shoofly (10% Tie Renewal)	1,022	TF	Contractor
P2S2a	Surface and Line Main (existing vertical curves)(10% Tie Renewa	859	TF	Contractor
P2S2a	Remove grade crossing signals and appurtenances MP 191.07	1	LS	UPRR
P2S3a	Shift Shoofly Track to Main	1,022	TF	Contractor
P2S3a	Surface and Line Main within project limits	859	TF	Contractor
P2S3a	Surface and Line Main within project limits (10% Tie Renewal)	1,536	TF	Contractor

Contractor shall provide ballast for UPRR surface and lining, and ties for UPRR shift tie renewal. Prior to furnishing, Contractor shall coordinate with UPRR to confirm quantities needed, date needed, and location of delivery placement.

FILE NAME: I:\96Jobs\96S2002F\CADD\Road\Sheet\UP-Track\Tc-64UPRR Sch.dgn
MODEL: $$modelRs

USER NAME = Johns00944	DESIGNED - GCN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - JLF	REVISED -	
PLOT SCALE = 99.9998 sf / In.	CHECKED - GCN	REVISED -	
PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

UPRR DIVISION OF WORK SCHEDULE
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	44
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP

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HANSON
Hanson Professional Services Inc.

WOODSIDE ROAD		
POINT	NORTHING	EASTING
WR01	1112334.318	2430405.300
WR02	1112351.073	2431389.605
WR03	1112419.323	2434975.019
WR41	1112419.306	2435489.446
WR04	1112419.302	2435614.407
WR42	1112423.869	2435739.284
WR14	1112427.678	2435843.448
WR43	1112429.669	2435947.663
WR51	1112444.052	2436700.589
WR15	1112446.043	2436804.822
WR51	1112444.052	2436700.587
WR52	1112446.215	2436909.075
WR05	1112446.421	2437034.016
WR53	1112450.387	2437158.894
WR06	1112455.945	2437333.865

IRON BRIDGE ROAD		
POINT	NORTHING	EASTING
IBJ01	1109577.197	2433133.393
IBJ02	1110259.838	2433125.524
IBJ03	1110335.268	2433124.654
IBJ04	1110861.376	2433118.590
IBJ05	1111378.674	2433022.529
IBJ06	1111875.247	2432930.316
IBJ07	1112380.225	2432921.029

IRONSIDE DRIVE (NORTH)		
POINT	NORTHING	EASTING
WA00	1,112,081.20	2,433,610.37
WA01	1,112,113.06	2,433,623.78
WA02	1,112,269.75	2,433,689.98
WA03	1,112,283.04	2,433,859.14
WA04	1,112,306.55	2,434,158.83
WA05	1,112,309.84	2,434,200.74
WA06	1,112,300.63	2,434,241.77
WA07	1,112,263.48	2,434,407.19
WA08	1,112,237.25	2,434,524.04
WA09	1,112,356.99	2,434,521.76

MILLER ACCESS ROAD		
POINT	NORTHING	EASTING
ME01	1,112,496.58	2,434,004.88
ME02	1,112,485.18	2,434,490.59
ME03	1,112,484.51	2,434,519.33
ME04	1,112,455.76	2,434,519.88
ME05	1.112.410.68	2,434,520.74

TRAIL PARKING ACCESS ROAD		
POINT	NORTHING	EASTING
ITP01	1111778.907	2432961.867
ITP02	1111441.686	2433148.265
ITP03	1111536.629	2433116.870
ITP04	1111772.681	2433070.411
ITP05	1111451.104	2433176.748

PEDIGO ACCESS ROAD		
POINT	NORTHING	EASTING
PD01	1112357.064	2431704.311
PD02	1111568.123	2431725.246
PD03	1111439.811	2431727.218
PD04	1111425.122	2431698.824
PD05	1111262.331	2431631.531
PD06	1111193.446	2431603.055
PD07	1111118.935	2431605.119
PD08	1110727.729	2431615.953
PD09	1110740.927	2432321.698
PD10	1110742.174	2432388.365
PD11	1110747.858	2432454.801
PD12	1110763.622	2432639.043
PD13	1110766.155	2432668.647
PD14	1110755.096	2432696.224
PD15	1110687.820	2432863.987

COORDINATES BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM NAD83(97) WEST ZONE

ALL DISTANCES ARE GRID DISTANCES UNLESS OTHERWISE NOTED. COMBINATION FACTOR 0.99993923

ELEVATIONS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

-N-

250 0 250 500

(MAC07) PT STA 125+67.88

℄ IRON BRIDGE ROAD "FUTURE"

(MAC06) PI STA 721+26.19

720+00

(WR02) PI STA 83+68.30

EAST LINE NE 1/4 SEC 30
WEST LINE NW 1/4 SEC 29

179°53'04.91"

(WR01) POT STA 73+83.85

80+00

℄ WOODSIDE ROAD

100

90+00

(PD01) POT Sta 100+00.00

℄ PEDIGO ACCESS ROAD

(PD02) PC Sta 107+89.23
(PD03) PI Sta 108+63.56
(PD04) PT Sta 109+35.71
(PD05) PC Sta 111+11.86
(PD06) PI Sta 111+86.40
(PD07) PT Sta 112+58.74

110

(PD08) PI Sta 116+50.10

PROP. CURVE PEDIGO-1
PI STA. = 108+63.56
Δ = 23° 58' 43" (RT)
D = 16° 22' 13"
R = 350.00'
T = 74.33'
L = 146.48'
E = 7.81'
P.C. STA. = 107+89.23
P.T. STA. = 109+35.71

PROP. CURVE PEDIGO-2
PI STA. = 111+86.40
Δ = 24° 02' 42" (LT)
D = 16° 22' 13"
R = 350.00'
T = 74.54'
L = 146.88'
E = 7.85'
P.C. STA. = 111+11.86
P.T. STA. = 112+58.74

PROP. CURVE PEDIGO-3
PI STA. = 124+22.64 (PD10)
Δ = 3° 49' 08" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 66.68'
L = 133.31'
E = 1.11'
P.C. STA. = 123+55.97 (PD09)
P.T. STA. = 124+89.27 (PD11)

PROP. CURVE PEDIGO-4
PI STA. = 127+03.90 (PD13)
Δ = 26° 44' 31" (RT)
D = 45° 50' 12"
R = 125.00'
T = 29.71'
L = 58.34'
E = 3.48'
P.C. STA. = 126+74.19 (PD12)
P.T. STA. = 127+32.53 (PD14)

PD09 PD11 PD13 PD10 PD12 PD14

(PD15) POT Sta 129+13.28

(MAC05) PC STA 716+69.05

65°49'41.73"

(IBJ07) STA 99+00.00 WOODSIDE RD = (PT) STA 712+02.95 IRON BRIDGE ROAD

89°57'47.14"

90°02'12.86"

65°49'41.73"

℄ IRON BRIDGE ROAD

(IUTP2) PC STA 52+70.72
(IUTP3) PI STA 53+38.70
(IUTP4) PT STA 53+90.13
(IBJ06) PI STA 707+00.18

(IUTP5) STA 54+30.87 TRAIL PARKING ACCESS ROAD = STA 706+00 IRON BRIDGE ROAD

(IUTP1) POT STA 50+00.00
(IBJ05) PRC STA 701+95.12

RELOCATED INTERURBAN TRAIL
SEE INTERURBAN TRAIL GEOMETRICS SHEET

700+00

(IBJ04) PI STA 696+71.58

(IBJ03) PC STA 691+45.43

(IBJ01) POT STA 683+87.31

℄ IRON BRIDGE ROAD

(ME02) (ME03) (ME04)

℄ WOODSIDE ROAD

90°
90°

15+00

(WA09)

(WA06) (WA07) (WA08)

℄ MILLER ACCESS RD

(ME01) POT STA 10+00.00

STA 500+00 UNION PACIFIC RR = STA 106+38.39 WOODSIDE ROAD (UPRR OVER WOODSIDE ROAD) RAILWAY MILEPOST 191.06

(EX. IRON BRIDGE RD.) PR IRONSIDE DRIVE

POT STA 4+59.38 (WA00)
PC STA 4+93.94 (WA01)
PI STA 6+63.93 (WA02)
PT STA 7+99.28 (WA03)

10+00

PC STA 10+99.89 (WA04)
PI STA 11+41.93 (WA05)
PT STA 11+83.35 (WA06)
PC STA 13+52.89 (WA07)

15+00

PI STA 14+72.65 (WA08)
PT STA 15+23.09 (WA09)

℄ IRONSIDE DRIVE (NORTH)

(ME02) PC STA 14+85.85
(ME03) PI STA 15+14.60
(ME04) PT STA 15+31.70

(WR03) PI STA 119+54.36

181°05'32.77"

(WR41) PC STA 124+68.79
(WR04) PI STA 125+93.75
(WR42) PRC STA 127+18.69
(WR14) PI STA 128+22.92
(WR43) PT STA 129+27.15

130+00

135+00

℄ WOODSIDE ROAD

(WR06) POT STA 143+13.63
(WR53) PI STA 141+38.57
(WR05) PI STA 140+13.65
(WR52) PRC STA 138+88.71
(WR15) PI STA 137+84.46
(WR51) PC STA 136+80.21

(ME05) STA 115+00.00 WOODSIDE ROAD = STA 15+76.79 MILLER PRIVATE ENTRANCE = STA 15+76.79 IRONSIDE DRIVE (NORTH)

EXISTING RAILWAY
FOR RAILWAY & SHOO FLY GEOMETRICS
SEE UNION PACIFIC RAILROAD GEOMETRICS SHEET
PHASE 2 PLANS ONLY

(IBAC07) POT STA 15+77.35
(IBAC06) PT STA 15+57.27
(IBAC05) PI STA 15+10.45
(IBAC04) PRC STA 14+62.83
PCP 90202
(IBAC03) PI Sta 13+19.79
(IBAC02) PRC Sta 11+76.70

℄ IRONSIDE DRIVE (SOUTH)

(IBAC01) PRC Sta 9+00.00

IRONSIDE DRIVE (SOUTH)		
POINT	NORTHING	EASTING
IBA01	1110285.433	2433172.839
IBA02	1110561.810	2433159.465
IBA03	1110704.736	2433152.548
IBA04	1110847.184	2433138.983
IBA05	1110894.584	2433134.469
IBA06	1110941.051	2433144.853
IBA07	1110960.645	2433149.232

PROPOSED CURVE
WOODSIDE 1
PI STA. = 125+93.75
Δ = 2° 05' 47" (LT)
D = 0° 50' 20"
R = 6,830.00'
T = 124.96'
L = 249.89'
E = 1.143'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 124+68.79
P.T. STA. = 127+18.68

PROPOSED CURVE
WOODSIDE 2
PI STA. = 128+22.92
Δ = 1° 00' 00" (RT)
D = 0° 28' 47"
R = 11,944.00'
T = 104.23'
L = 208.46'
E = 0.455'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 127+18.69
P.T. STA. = 129+27.15

PROPOSED CURVE
WOODSIDE 3
PI STA. = 137+84.46
Δ = 1° 00' 00" (RT)
D = 0° 28' 47"
R = 11,946.00'
T = 104.25'
L = 208.49'
E = 0.455'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 136+80.21
P.T. STA. = 138+88.71

PROPOSED CURVE
WOODSIDE 4
PI STA. = 140+13.65
Δ = 1° 43' 29" (LT)
D = 0° 41' 25"
R = 8,300.00'
T = 124.94'
L = 249.86'
E = 0.940'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 138+88.71
P.T. STA. = 141+38.57

FUTURE PROP. CURVE
IRON BRIDGE ROAD
PI STA. = 721+26.19
Δ = 25° 44' 59" (RT)
D = 2° 51' 53"
R = 2,000.00'
T = 457.14'
L = 898.83'
E = 51.58'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 716+69.05
P.T. STA. = 725+67.88

PROPOSED CURVE
IRONSIDE DRIVE (NORTH) - 1
PI STA. = 6+63.93
Δ = 62° 42' 14" (RT)
D = 20° 32' 10"
R = 279.00'
T = 169.98'
L = 305.33'
E = 47.70'
e = 2.0%
T.R. = NA
S.E. RUN = NA
P.C. STA. = 4+93.94
P.T. STA. = 7+99.28

PROPOSED CURVE
IRONSIDE DRIVE (NORTH) - 2
PI STA. = 11+41.93
Δ = 17° 08' 22" (RT)
D = 20° 32' 10"
R = 279.00'
T = 42.04'
L = 83.46'
E = 3.15'
e = 2.0%
T.R. = 30.0'
S.E. RUN = 30'
P.C. STA. = 10+99.89
P.T. STA. = 11+83.35

PROPOSED CURVE
IRONSIDE DRIVE (NORTH) - 3
PI STA. = 14+72.65
Δ = 103° 44' 42" (LT)
D = 60° 57' 11"
R = 94.00'
T = 119.76'
L = 170.21'
E = 58.25'
e = 2.0%
T.R. = 20.0'
S.E. RUN = 20.0'
P.C. STA. = 13+52.89
P.T. STA. = 15+23.09

PROPOSED CURVE
PE MILLER ACCESS RD
PI STA. = 15+14.60
Δ = 87° 33' 54" (RT)
D = 190° 59' 09"
R = 30.00'
T = 28.75'
L = 45.85'
E = 11.55'
e = NA
P.C. STA. = 14+85.85
P.T. STA. = 15+31.70

PROPOSED CURVE
IRON BRIDGE ROAD -1
PI STA. = 696+71.58
Δ = 9° 51' 34" (LT)
D = 0° 56' 21"
R = 6,100.00'
T = 526.14'
L = 1,049.69'
E = 22.65'
e = NA
P.C. STA. = 691+45.43
P.T. STA. = 701+95.12

PROPOSED CURVE
IRON BRIDGE ROAD -2
PI STA. = 707+00.18
Δ = 9° 27' 59" (RT)
D = 0° 56' 21"
R = 6,100.00'
T = 505.06'
L = 1,007.83'
E = 20.87'
e = NA
P.C. STA. = 701+95.12
P.T. STA. = 712+02.95

PROP. TRAIL PARKING ACCESS RD
PI STA. = 53+38.70
Δ = 68° 25' 09" (LT)
D = 57° 17' 45"
R = 100.00'
T = 67.98'
L = 119.41'
E = 20.92'
e = 2.0%
T.R. = 20.0'
S.E. RUN = 20.0'
P.C. STA. = 52+70.72
P.T. STA. = 53+90.13

PROP. CURVE RIBSCCO2P
IRONSIDE DRIVE (SOUTH) -1
PI STA. = 13+19.79
Δ = 2° 40' 10" (LT)
D = 0° 55' 58"
R = 6,141.58'
T = 143.09'
L = 286.13'
E = 1.67'
e = NC
P.C. STA. = 11+76.70
P.T. STA. = 14+62.83

PROP. CURVE RIBSCCO2P
IRONSIDE DRIVE (SOUTH) -2
PI STA. = 15+10.45
Δ = 18° 02' 12" (RT)
D = 19° 05' 55"
R = 300.00'
T = 47.61'
L = 94.44'
E = 3.75'
TRANSITION FROM PC TO PT TO MATCH EXISTING SUPER SEE PLAN CROSS SECTIONS
P.C. STA. = 14+62.83
P.T. STA. = 15+57.27

FILE NAME = FGc-5-GE0M25001.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 500.0000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

ROADWAY CENTERLINE GEOMETRICS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	45
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

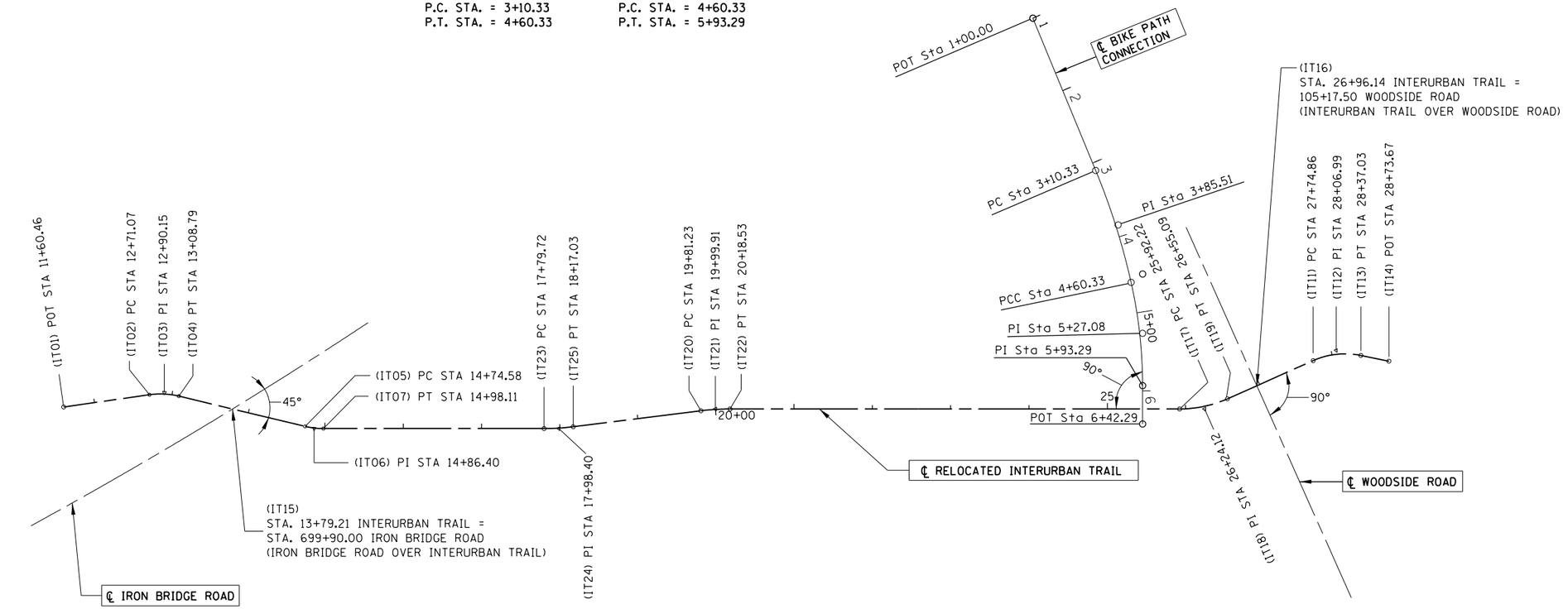
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INTERURBAN TRAIL		
POINT	NORTHING	EASTING
IT01	1110978.974	2432970.331
IT02	1111085.914	2432998.580
IT03	1111104.366	2433003.454
IT04	1111119.726	2433014.781
IT05	1111253.163	2433113.184
IT06	1111262.676	2433120.199
IT07	1111273.563	2433124.803
IT11	1112470.680	2433536.919
IT12	1112502.803	2433536.307
IT13	1112529.270	2433554.520
IT14	1112559.453	2433575.289
IT15	1111176.409	2433056.581
IT16	1112391.977	2433538.417
IT17	1112289.648	2433527.379
IT18	1112319.032	2433539.806
IT19	1112350.930	2433539.198
IT20	1111726.101	2433291.561
IT21	1111744.073	2433296.646
IT22	1111761.275	2433303.921
IT23	1111532.929	2433234.493
IT24	1111550.131	2433241.768
IT25	1110568.103	2433246.854

PROP. CURVE BP_CONNECT-1
PI STA. = 3+85.51
Δ = 9° 42′ 40″ (RT)
D = 6° 28′ 27″
R = 885.00′
T = 75.18′
L = 150.00′
E = 3.19′
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA. = 3+10.33
P.T. STA. = 4+60.33

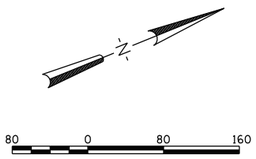
PROP. CURVE BP_CONNECT-2
PI STA. = 5+27.08
Δ = 12° 41′ 46″ (RT)
D = 9° 32′ 57″
R = 600.00′
T = 66.75′
L = 132.95′
E = 3.70′
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA. = 4+60.33
P.T. STA. = 5+93.29



COORDINATES BASED ON THE ILLINOIS
STATE PLANE COORDINATE SYSTEM
NAD83(97) WEST ZONE

ALL DISTANCES ARE GRID DISTANCES
UNLESS OTHERWISE NOTED. COMBINATION
FACTOR 0.99993923

ELEVATIONS BASED ON THE NORTH
AMERICAN VERTICAL DATUM OF 1988 (NAVD88)



PROP. CURVE IT3_CC01P-1
PI STA. = 12+90.15
Δ = 21° 36′ 37″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 19.09′
L = 37.72′
E = 1.80′
e = 2.0%
T.R. = 13′
S.E. RUN = 13′
P.C. STA. = 12+71.07
P.T. STA. = 13+08.78

PROP. CURVE IT3_CC01P-2
PI STA. = 14+86.40
Δ = 13° 28′ 57″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.82′
L = 23.53′
E = 0.70′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 14+74.58
P.T. STA. = 14+98.11

PROP. CURVE IT3_CC01P-3
PI STA. = 17+98.40
Δ = 7° 07′ 30″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 18.68′
L = 37.31′
E = 0.58′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 17+79.72
P.T. STA. = 18+17.03

PROP. CURVE IT3_CC01P-4
PI STA. = 19+99.91
Δ = 7° 07′ 30″ (RT)
D = 19° 05′ 55″
R = 300.00′
T = 18.68′
L = 37.31′
E = 0.58′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 19+81.23
P.T. STA. = 20+18.53

PROP. CURVE IT3_CC01P-5
PI STA. = 26+24.12
Δ = 24° 00′ 53″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 31.90′
L = 62.87′
E = 3.36′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 25+92.22
P.T. STA. = 26+55.09

PROP. CURVE IT3_CC01P-6
PI STA. = 28+06.99
Δ = 35° 37′ 23″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 32.13′
L = 62.17′
E = 5.03′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 27+74.86
P.T. STA. = 28+37.03

FILE NAME = FGc-5-GEOM8001.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	INTERURBAN TRAIL CENTERLINE GEOMETRICS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JDS	REVISED -						•	SANGAMON	368	46
	PLOT SCALE = 160.0000 ' / in.	CHECKED - JWM	REVISED -						96S2002F	CONTRACT NO.	93671	
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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UPRR SHOOFLY TRACK ALIGNMENT CONTROL

ALIGNMENT ELEMENT	DESCRIPTION	ALIGNMENT POINT	STATION	DISTANCE	BEARING	NORTHING	EASTING
BEGIN	POB	POB	379+00.00		N 22°46'12.86" E	1,110,459.1586	2,432,844.1576
CURVE 191B	TOTAL DELTA = 2°47'23.30" LT	PS	386+44.12	744.12'	N 22°46'12.86" E	1,111,145.2892	2,433,132.1610
	DELTA = 1°30'23.34" LT	PSC	387+98.12	154.00'	N 22°07'42.88" E	1,111,287.5078	2,433,191.2339
	DEGREE (chord) = 0°50'00.00"						
	R =6,875.55'						
	L= 180.78'	PI SCS	388+88.55			1,111,370.6658	2,433,226.7629
	T= 90.40'	PI CUR	388+88.52			1,111,371.2445	2,433,225.2844
	Ls-in = 154.0', Ls-out = 154.0' Se=1.75"						
	DS = 60F/90P MPH	PCS	389+78.90	180.78'	N 20°37'19.53" E	1,111,455.8474	2,433,257.1218
		PT	391+32.90	154.00'	N 19°58'49.55" E	1,111,600.3798	2,433,310.2831
CURVE 191A	TOTAL DELTA = 6°03'11.46" RT	PS	396+40.82	507.92'	N 19°58'49.55" E	1,112,077.7213	2,433,483.8366
	DELTA = 3°37'59.57" RT	PSC	398+82.82	242.00'	N 21°11'25.50" E	1,112,304.5630	2,433,568.1251
	DEGREE (chord) = 1°00'00.00"						
	R =5,729.65'						
	L= 363.32'	PI SCS	400+64.78			1,112,476.1682	2,433,628.7053
	T= 181.72'	PI CUR	400+64.54			1,112,473.9995	2,433,633.8126
	Ls-in = 242.0', Ls-out = 242.0' Se=2.75"						
	DS = 60F/90P MPH	PCS	402+46.14	363.32'	N 24°49'25.07" E	1,112,638.9330	2,433,710.1051
		PT	404+88.14	242.00'	N 26°02'01.02" E	1,112,857.1168	2,433,814.7832
CURVE 190	TOTAL DELTA = 2°56'50.05" LT	PS	409+95.52	507.38'	N 26°02'01.02" E	1,113,313.0198	2,434,037.4731
	DELTA = 1°39'50.09" LT	PSC	411+49.52	154.00'	N 25°23'31.04" E	1,113,451.6451	2,434,104.5461
	DEGREE (chord) = 0°50'00.00"						
	R =6,875.55'						
	L= 199.67'	PI SCS	412+49.40			1,113,541.1386	2,434,148.8998
	T= 99.84'	PI CUR	412+49.36			1,113,541.8425	2,434,147.3595
	Ls-in = 154.0', Ls-out = 154.0' Se=1.75"						
	DS = 60F/90P MPH	PCS	413+49.19	199.67'	N 23°43'40.95" E	1,113,633.2451	2,434,187.5358
		PT	415+03.19	154.00'	N 23°05'10.97" E	1,113,774.6848	2,434,248.4501
END	POE	POE	421+00.00	596.81'	N 23°05'10.97" E	1,114,323.6980	2,434,482.4698

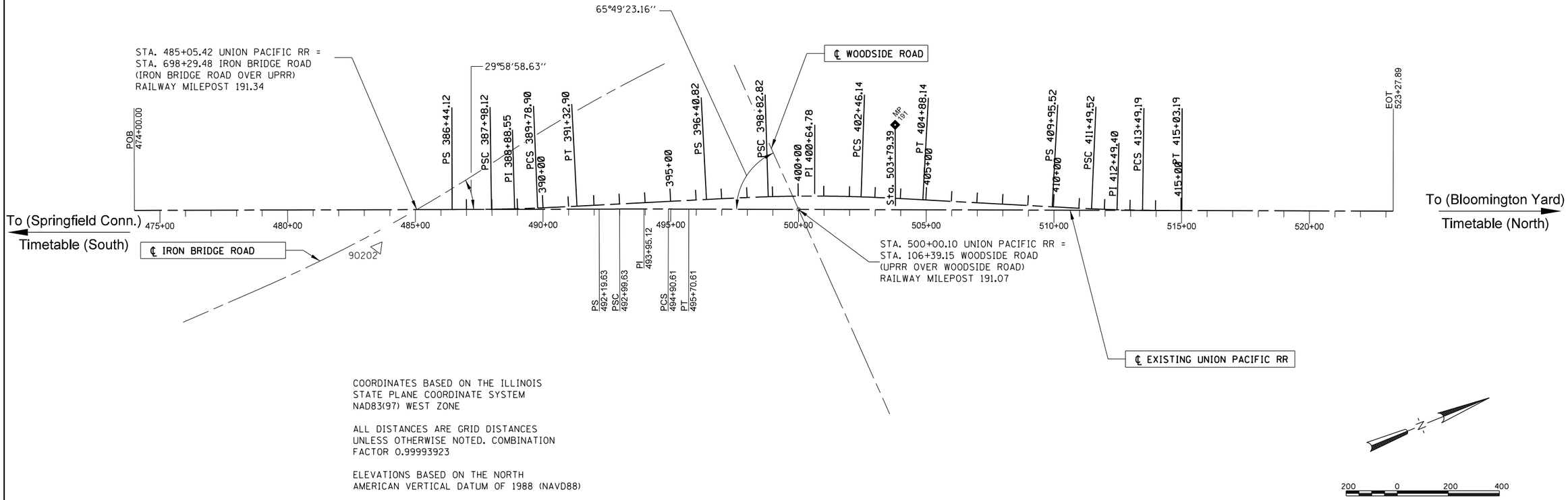
13' CLEAR POINTS ARE:
SHOOFLY STA. 391+55.57 = EX. MAIN STA. 491+55.33 AND
EX. UPRR MAIN STA. 409+93.18 = EX. UPRR MAIN STA. 509+91.00.

UPRR EXISTING MAIN TRACK ALIGNMENT CONTROL

ALIGNMENT ELEMENT	DESCRIPTION	ALIGNMENT POINT	STATION	DISTANCE	BEARING	NORTHING	EASTING
BEGIN	POB	POB	474+00.00		N 22°46'12.86" E	1,109,998.1264	2,432,650.6392
CURVE 191	TOTAL DELTA = 0°18'58.11" RT	PS	492+19.63	1,819.63'	N 22°46'12.86" E	1,111,675.9460	2,433,354.9043
	DELTA = 0°13'22" RT	PSC	492+99.63	80.00'	N 22°49'00.86" E	1,111,749.7027	2,433,385.8873
	DEGREE (chord) = 0°07'00.00"						
	R =49,110.68'						
	L= 190.98'	PI SCS	493+95.12			1,111,837.7588	2,433,422.8253
	T= 95.49'	PI CUR	493+95.12			1,111,837.7200	2,433,422.9169
	Ls-in = 80.0', Ls-out = 80.0' Se=0.75"						
	DS = 60F/90P MPH	PCS	494+90.61	190.98'	N 23°02'22.97" E	1,111,925.5927	2,433,460.2885
		PT	495+70.61	80.00'	N 23°05'10.97" E	1,111,999.1943	2,433,491.6380
END	POE	EOT	523+27.89	2,757.28'	N 23°05'10.97" E	1,114,535.6503	2,434,572.8156

PROJECT CONTROL POINTS

POINT	NORTHING	EASTING	NOTE:
90202	1,110,818.839	2,433,156.089	5/8" IRON PIN W/ IDOT CAP ESTABLISHED BY IDOT



COORDINATES BASED ON THE ILLINOIS
STATE PLANE COORDINATE SYSTEM
NAD83(97) WEST ZONE

ALL DISTANCES ARE GRID DISTANCES
UNLESS OTHERWISE NOTED. COMBINATION
FACTOR 0.99993923

ELEVATIONS BASED ON THE NORTH
AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

FILE NAME = Gc-5-GEOM20001.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

UNION PACIFIC RAILROAD GEOMETRICS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

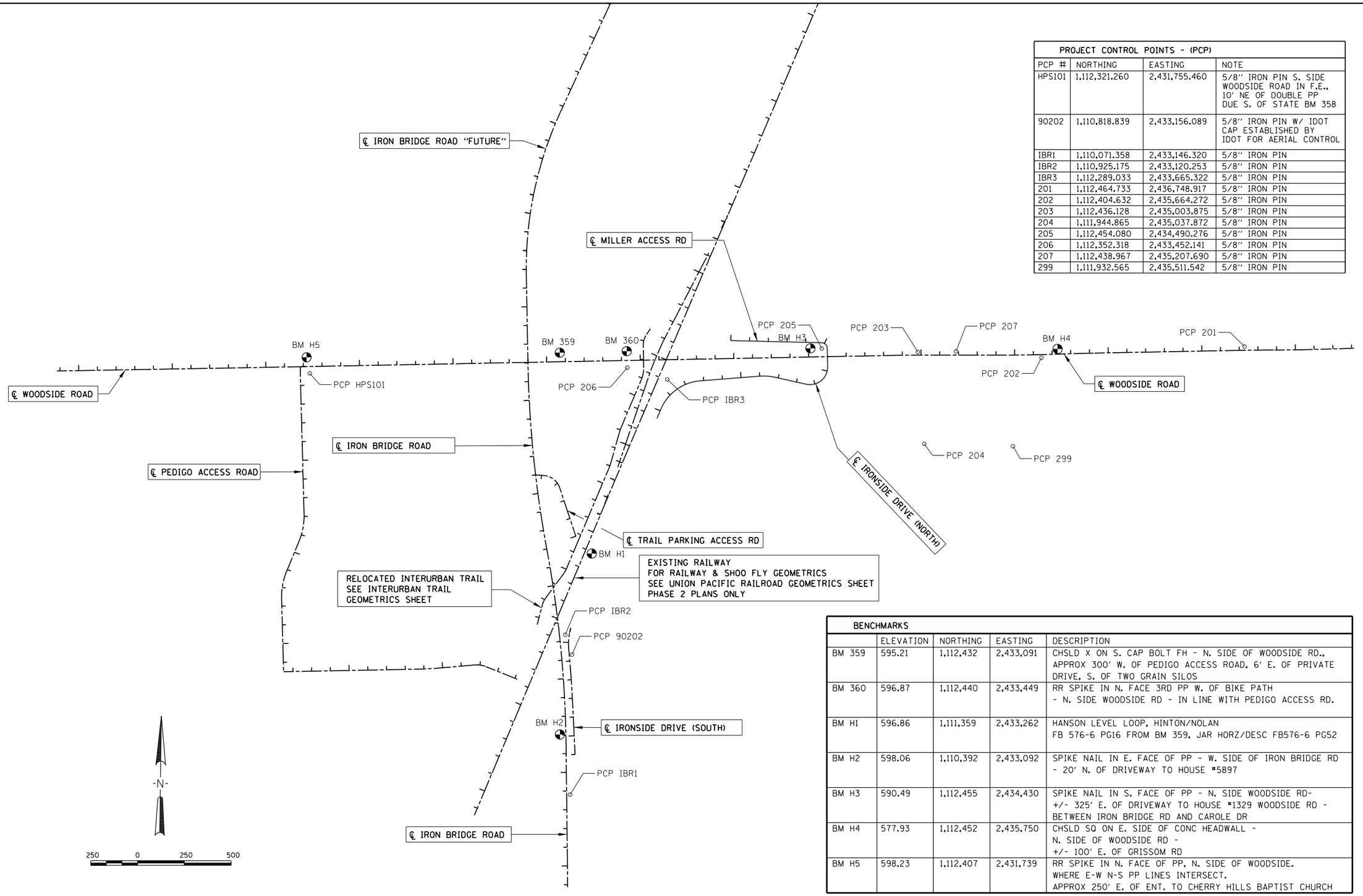
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	47
	96S2002F	CONTRACT NO.	93671	

FED. ROAD DIST. NO. 6 | ILLINOIS | FED. AID PROJECT 6

• 07-00164-04-FP, 07-00090-08-FP

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PROJECT CONTROL POINTS - (PCP)			
PCP #	NORTHING	EASTING	NOTE
HPS101	1,112,321.260	2,431,755.460	5/8" IRON PIN S. SIDE WOODSIDE ROAD IN F.E., 10' NE OF DOUBLE PP DUE S. OF STATE BM 358
90202	1,110,818.839	2,433,156.089	5/8" IRON PIN W/ IDOT CAP ESTABLISHED BY IDOT FOR AERIAL CONTROL
IBR1	1,110,071.358	2,433,146.320	5/8" IRON PIN
IBR2	1,110,925.175	2,433,120.253	5/8" IRON PIN
IBR3	1,112,289.033	2,433,665.322	5/8" IRON PIN
201	1,112,464.733	2,436,748.917	5/8" IRON PIN
202	1,112,404.632	2,435,664.272	5/8" IRON PIN
203	1,112,436.128	2,435,003.875	5/8" IRON PIN
204	1,111,944.865	2,435,037.872	5/8" IRON PIN
205	1,112,454.080	2,434,490.276	5/8" IRON PIN
206	1,112,352.318	2,433,452.141	5/8" IRON PIN
207	1,112,438.967	2,435,207.690	5/8" IRON PIN
299	1,111,932.565	2,435,511.542	5/8" IRON PIN

BENCHMARKS				
	ELEVATION	NORTHING	EASTING	DESCRIPTION
BM 359	595.21	1,112,432	2,433,091	CHSLD X ON S. CAP BOLT FH - N. SIDE OF WOODSIDE RD., APPROX 300' W. OF PEDIGO ACCESS ROAD, 6' E. OF PRIVATE DRIVE, S. OF TWO GRAIN SILOS
BM 360	596.87	1,112,440	2,433,449	RR SPIKE IN N. FACE 3RD PP W. OF BIKE PATH - N. SIDE WOODSIDE RD - IN LINE WITH PEDIGO ACCESS RD.
BM H1	596.86	1,111,359	2,433,262	HANSON LEVEL LOOP, HINTON/NOLAN FB 576-6 PG16 FROM BM 359, JAR HORZ/DESC FB576-6 PG52
BM H2	598.06	1,110,392	2,433,092	SPIKE NAIL IN E. FACE OF PP - W. SIDE OF IRON BRIDGE RD - 20' N. OF DRIVEWAY TO HOUSE #5897
BM H3	590.49	1,112,455	2,434,430	SPIKE NAIL IN S. FACE OF PP - N. SIDE WOODSIDE RD- +/- 325' E. OF DRIVEWAY TO HOUSE #1329 WOODSIDE RD - BETWEEN IRON BRIDGE RD AND CAROLE DR
BM H4	577.93	1,112,452	2,435,750	CHSLD SQ ON E. SIDE OF CONC HEADWALL - N. SIDE OF WOODSIDE RD - +/- 100' E. OF GRISSOM RD
BM H5	598.23	1,112,407	2,431,739	RR SPIKE IN N. FACE OF PP, N. SIDE OF WOODSIDE. WHERE E-W N-S PP LINES INTERSECT. APPROX 250' E. OF ENT. TO CHERRY HILLS BAPTIST CHURCH

FILE NAME = FGc-5-BM_ALGNPTS.dgn	USER NAME = johns80944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 500.000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

BENCHMARKS & ALIGNMENT POINTS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	48
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

PAVEMENT REMOVAL

⊠ PROPOSED ROW MARKERS

STA 688+25.0 — EXISTING 15" PIPE CULVERT TO REMAIN IN PLACE
P.E. LT

STA 688+98.74 — PIPE CULVERT, CLASS C, TYPE 1 15" - 31 LF
P.E. LT USFL 689+16.4, 29' LT EL 594.11
DSFL 688+81.0, 29' LT EL 593.98
2 STEEL FLARED END SECTIONS

STA 689+16.0 — PIPE CULVERT, CLASS C, TYPE 1 15" - 17 LF
P.E. RT USFL 689+27.0, 29' LT EL 593.92
DSFL 689+06.0, 29' LT EL 593.91
2 STEEL FLARED END SECTIONS

STA 689+57.0 — PIPE CULVERT, CLASS C, TYPE 1 15" - 22 LF
P.E. LT USFL 689+83.0, 34' LT EL 594.25
DSFL 689+49.0, 31' LT EL 594.12
2 STEEL FLARED END SECTIONS

STA 698+30.9 — PIPE CULVERT, CLASS C, TYPE 1 15"-45 LF
UPRR P.E. RT USFL 698+06.9, 47' RT EL 593.97
DSFL 698+53.4, 70' RT EL 593.80
2 STEEL FLARED END SECTIONS

(J)	13+84.74, 23.00'RT	(N)	14+43.81, 23.00'RT
(K)	13+83.41, 42.67'RT	(O)	14+42.71, 42.67'RT
(L)	14+04.71, 23.00'RT	(P)	14+74.56, 27.12'RT
(M)	14+03.31, 42.67'RT	(Q)	14+74.28, 45.04'RT

SHERRIE & ROBERT LYNCH · M CARROLL · KEVIN & ANNE SHEA · DAVID & ANGELA MICK · M&J SMITH · M&J SMITH · M&J SMITH · SANGAMON COUNTY · PERMANENT EASEMENT · ℄ UNION PACIFIC RR · BEGIN BR APPR SLAB STA 697+11.00 · POT 15'ø STA 384+00.00 · BK ABUTMENT STA 697+40.89 · STA 698+50 · TREE REMOVAL 0.06 ACRES · UPRR ACCESS ROAD · STA 15+49.95 · IRONSIDE DRIVE · A KAYLOR & S MCLAUGHLIN · D&C YOW · J DAMBACHER · C. BELL · D. BONN · BAPTIST CAMP RD STA 9+98.07

EXISTING ROW · HMA · PROPOSED 30' BUTT JOINT · ℄ IRON BRIDGE ROAD · BEGIN PROJECT STA 688+15 · HOT-MIX ASPHALT SHOULDER · HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) · TRANSVERSE DRAIN, SEE DETAIL SHT · LIMITS OF CONSTRUCTION · MSE WALL PARAPET · ℄ IRONSIDE DRIVE (SOUTH) · TREE REMOVAL 0.17 ACRES · SEE IRONSIDE DRIVE PLAN SHEET FOR CULVERT AND STORM SEWER INFORMATION · VPI STA. 698+22.74 ELEVATION 638.10 · +5.00% · -4.51%

PROPOSED PROFILE · EXISTING PROFILE · K = 81 360.00' V.C. · K = 88 840.00' V.C. · VPI STA. 689+97.66 ELEVATION 596.85 · +17.66 EL. 595.87 · +77.66 EL. 605.85 · +02.74 EL. 617.10 · MINIMUM 23'-4" VERTICAL CLEARANCE · LT DITCH · RT DITCH · +0.54% · +0.08% · +5.06% · +0.39% · +0.26% · +0.15% · +0.28% · +0.26% · +0.26%

593.74 593.99 594.26 594.55 594.81 595.02 595.26 595.52 595.75 596.04 596.11 596.26 596.73 596.53 597.67 596.84 598.92 597.10 600.47 597.28 602.34 597.45 604.51 597.58 606.96 597.66 609.46 597.60 611.96 597.62 614.46 597.74 616.96 597.91 619.34 598.12 621.43 598.38 623.24 597.18 624.76 595.32 626.00 595.91 626.96 594.72 627.64 593.92 628.03 593.77 628.14

684+00 685+00 686+00 687+00 688+00 689+00 690+00 691+00 692+00 693+00 694+00 695+00 696+00 697+00 698+00

FILE NAME = Fc-7-IB5001.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

IRON BRIDGE ROAD PLAN & PROFILE – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	49
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

PLAN: SURVEYED · PLOTTED · DRAWINGS CHECKED · R/W, OF WAY CHECKED · CADD FILE NAME · NOTE BOOK · NO. · BY · DATE

PROFILE: SURVEYED · PLOTTED · DRAWINGS CHECKED · R/W, NOTED · STRUCTURE NO(FA'NS CHKD · NOTE BOOK · NO. · BY · DATE

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ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
CADD FILE NAME	
NOTE BOOK	
NO.	

BY	DATE

PROFILE	
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PLOTTED	
ALIGNMENT CHECKED	
BM. NOTED	
STRUCTURE NO'S/FN'S CHKD	
NOTE BOOK	
NO.	

BY	DATE

BIT SHOULDER/PAVEMENT REMOVAL

⊠ PROPOSED ROW MARKERS

WILLIAM C PARR

W&D PEDIGO

698+98.05, 195.45' LT

698+86.92, 105.99' LT

INTERURBAN TRAIL STRUCTURE
INTERURBAN BRIDGE ROAD =
UNDER IRON BRIDGE ROAD
STA 699+90.00 IRON BRIDGE ROAD =
STA 13+79.21
INTERURBAN TRAIL

700+65.00 END WALL PARAPET

10' TEMP AGGREGATE BIKE TRAIL

EXISTING ROW

LIMITS OF CONSTRUCTION

STA 706+00 IRON BRIDGE ROAD =
STA 54+30.87 TRAIL PARKING ACCESS RD

(PT) STA 712+02.95 IRON BRIDGE ROAD =
STA 99+00.00 WOODSIDE ROAD

711+09.00
76.00' LT

STA 97+50.00

10' TRANSITION
FROM B6.18
TO B6.24

2-TEMP
30" PIPES

+18.98

8.0'

21.0'

33.0'

8.0'

90°(12.86"

WOODSIDE RD.

EX PEDIGO LANE

℄ INTERURBAN TRAIL

IDNR
UPRR

698+82.03,
65.76'LT P.E.

698+75.54, 11.61'LT

TRANSVERSE DRAIN
SEE DETAIL SHEET

PRC STA 701+95.12

8' (TYP)

702+98 12.0' LT

HOT-MIX ASPHALT
SHOULDER

HOT-MIX ASPHALT
PAVEMENT
(FULL-DEPTH)

TRANSVERSE
DRAIN, SEE
DETAIL SHEET

P1 STA 707+00.18

707+03.00, 21.00' LT

702+98.00,
12.0' RT

705+50.00,
17.60' RT

709+70.00,
33.0' RT

711+05.44

ROCK

TEL

EAST LINE W 1/2,
SW 1/4 SEC 29

WEST LINE E 1/2,
SW 1/4 SECT 29

707+03.00, 25.37' RT

STA 698+50

VPI STA. 698+22.74
ELEVATION 638.10

BK. ABUTMENT
STA 699+16.27

+5.00%

-4.51%

66.0'

END BR. APPR. SLAB
STA 699+44.47

699+62.59, 31.76'RT

699+45.12, 29.62'RT

PERMANENT
EASEMENT

℄ UNION PACIFIC RR

IRONSIDE DRIVE

TREE REMOVAL
0.59 ACRES

701+70.00 END
WALL PARAPET

℄ TRAIL PARKING ACCESS RD

SPRINGFIELD PARK DISTRICT

STA 708+00.0
PIPE CULVERT CL A TYPE 1 42" - 96 LF
USFL 708+00.0, 51.00' LT EL 590.00
DSFL 708+00.0, 61.00' RT EL 589.00
SKEW ANGLE 0°
2 PRC FLARED END SECTIONS
W/ TRAVERSABLE PIPE GRATE

CONCRETE REMOVAL (SPECIAL)

STA 101+00.00

PROPOSED PROFILE

EXISTING PROFILE

K = 88
840.00' V.C.

+42.74 EL. 619.17

INTERURBAN STRUCTURE
UNDER IRON BRIDGE ROAD

+20.00
592.69

LT DITCH
+00.00
592.76

-0.34%

K = 97
450.00' V.C.

+25.00 EL. 606.45

+75.00 EL. 596.57

℄ TRAIL PARKING
ACCESS ROAD

VPI STA. 707+50.00
ELEVATION 596.31

+00.00
590.38

-4.51%

+0.12%

-0.38%

+00.00
590.00

+0.26%

+00.00
590.26

+0.30%

+00.00
590.56

+0.30%

+50.00 EL. 596.66

K = 333
100.00' V.C.

VPI STA. 711+00.00
ELEVATION 596.72

+0.12%

+50.00 EL. 596.93

+0.42%

VPI STA. 712+02.95
ELEVATION 597.15

+34.95 EL. 596.91

-0.76%

LT DITCH
711+00.00
590.86

+0.42%

625	620	615	610	605	600	595	590

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ALIGNMENT CHECKED	
B.M. NOTED	
STRUCTURE NO/FA'NS CH'KD	
NOTE BOOK	
NO.	

BY	DATE

⊠ PROPOSED ROW MARKERS

CHERRY HILLS BAPTIST CHURCH

CHATHAM ROAD

WEST LINE NE 1/4 SEC 30

POT STA. 73+83.85

BEGIN PROJECT
STA. 79+90

EXISTING ROW

℄ WOODSIDE ROAD

75+00

80+00

83+00

PI Sta 69+28.64

75+50.00, 50.53'RT

75+50.00, 75.00'RT

EXISTING ROW

WILLIAM C PARR

N

50 0 50 100

EXISTING PROFILE

PROPOSED PROFILE

600
595
590
585
580
575

	74+00		75+00		76+00		77+00		78+00		79+00		80+00		81+00		82+00		83+00	
EXISTING	600.21	600.22	600.19	600.11	599.93	599.78	599.70	599.61	599.52	599.46	599.45	599.35	599.17	599.07	599.06	598.99	598.86	598.76	598.72	
PROPOSED													599.17	599.07	599.06	598.99	598.86	598.76	598.72	

FILE NAME = Fc-7-wd5001.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
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	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

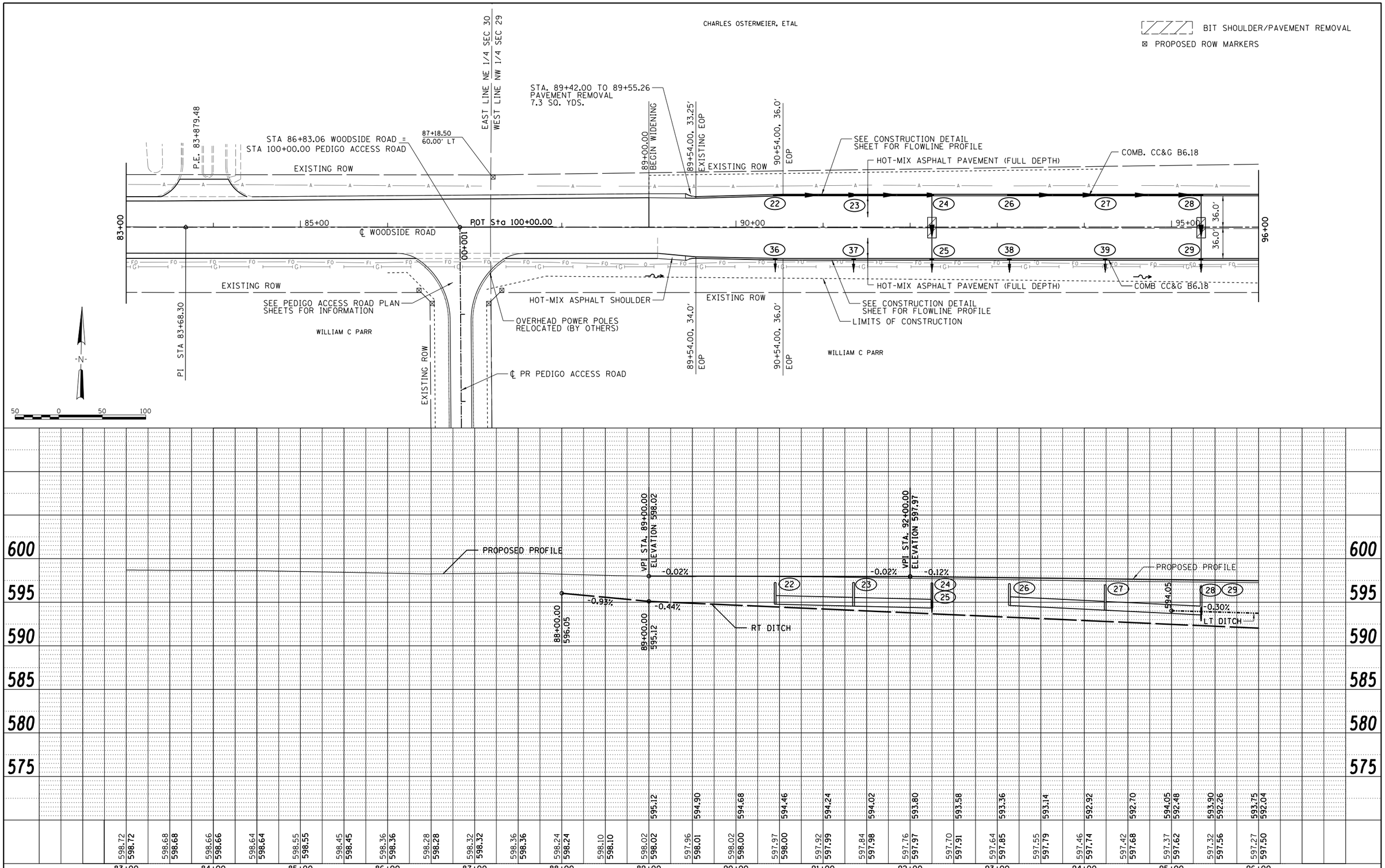
STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

WOODSIDE ROAD PLAN & PROFILE – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	51
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP



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PROFILE — SURVEYED; PLOTTED; PROFILE CHECKED; B.M. NOTED; STRUCTURE NO'S/FN'S CHKD; NOTE BOOK; NO.; BY; DATE

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	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

WOODSIDE ROAD PLAN & PROFILE – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	52
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
C400 FILE NAME		
NOTE BOOK	BY	
NO.		

PROFILE		DATE
SURVEYED		
PLOTTED		
DRAWN / CHECKED		
BM. NOTED		
STRUCTURE NO'S/FN'S CK'D		
NOTE BOOK	BY	
NO.		

PAVEMENT REMOVAL

⊠ PROPOSED ROW MARKERS

℄ IRON BRIDGE ROAD (FUTURE)

714+50.00 75.00' LT — EXISTING ROW — 714+50.00 75.00' RT

EXISTING ROW — 714 — EXISTING ROW

CHARLES OSTERMEIER, ETAL

713+13.50 75.00' LT

97+95.00 75.00' LT

713+25.00 75.00' RT

EAST LINE W 1/2, NW 1/4 SEC 29

WEST LINE E 1/2, NW 1/4 SECT 29

100+08.87 BEGIN HOT-MIX ASPHALT SHLDR

100+18.00 75.00' LT

ROCK

SEE CONSTRUCTION DETAIL SHEET FOR FLOWLINE PROFILE

HOT-MIX ASPHALT PAVEMENT (FULL DEPTH)

EXISTING ROW

713

98+49.20 48.75' RT

98+49.20 32.00' RT

30 — 10' PAVT REMOVAL — 31

36.0'

9.0' PAVT REM

Pt Sta 712+02.95

712

96+00

40 — 36.0' — 32

BIKE LANE SLIP RAMP

90°2'12.86"

HOT-MIX ASPHALT PAVEMENT (FULL DEPTH)

COMB CC&G B6.18

EXISTING ROW

STA 97+90.47
PIPE CULVERT, CLASS A, TYPE 1,
EQ. ROUND SIZE 36" - 102 LF
USFL 97+82.1, 58.2 LT EL 591.62
DSFL 98+00.0, 66.0 RT EL 591.10
SKEW ANGLE APPROX. 8.2° AH RT
2 PRC FLARED END SECTIONS W/
TRAVERSABLE PIPE GRATE

98+03.82

711+09.00 76.00' LT

10.00'

98+00.00 75.00'RT

℄ IRON BRIDGE ROAD

STA 99+00.00 WOODSIDE ROAD =
STA 712+02.95 IRON BRIDGE ROAD

10' TEMP AGGREGATE BIKE TRAIL

CONCRETE REMOVAL (SPECIAL)

100+91.27

ROCK

4.0'

HOT-MIX ASPHALT SHOULDER
REMOVE EXISTING 24" CULVERT, 65'
REMOVE EXISTING MANHOLE
REMOVE EXISTING 30" CULVERT, 90'

STA 104+15.1 EXTEND EXISTING PIPE CULVERT CLASS A TYPE 1 30"
LEFT 8 LF. RELOCATE END SECTION RIGHT. REMOVE MH & REPLACE
WITH PRC FLARED END SECTION, USFL 591.14 LT , DSFL 590.47 RT
SKEW ANGLE APPROX. 21° RT AH. COST TO
RELOCATE END SECTION INCLUDED IN COST FOR PIPE.

EXISTING 18" PIPE CULVERT TO REMAIN IN PLACE
SAW CUT 10' OF PIPE FROM WEST END TO MAINTAIN FLOWLINE AND REPLACE END SECTION.
STA. 100+56 (ENTRANCE)

CONCRETE REMOVAL (SPECIAL)

MARY SUKUP, ETAL

104+55.47 75.00' LT

PARK DISTRICT

PROPOSED ROW

PROPOSED 30' BUTT JOINT

W MENDENHALL

END PHASE 1 STA 105+67

7 LINES

50.00

20.0'

20.0'

℄ WOODSIDE ROAD

TRAIL CONNECTS PHASE 1

90°

EXISTING TRAIL

30' R

EXISTING ROW

ROCK

PARK DISTRICT PEDRO LANE AND EAST INTERURBAN TRAIL

℄ INTERURBAN TRAIL 25'ROW

℄ UNION PACIFIC RR

A MCILHANY

IRON BRIDGE ROAD

PROPOSED ROW

50 0 50 100

-N-

PROPOSED PROFILE
SEE TYPICAL SECTION

EXISTING PROFILE

600 / 595 / 590 / 585 / 580 / 575

PROPOSED PROFILE

99+00.00 597.15

LT DITCH — 30 — +00.00 EL. 593.45 — 31 — 32 — 591.62

-0.30%

-2.23%

-0.44%

-0.50%

RT DITCH

97+00.00 591.60

98+00.00 591.10

RT DITCH 98+07.00 591.10

+50.00 EL. 597.09

100.00' V.C. E = 0.03'

+50.00 EL. 597.08

-0.12%

+0.10%

VPI STA. 100+00.00 ELEVATION 597.03

EXISTING 18" CULVERT

+50.00 EL. 597.18

100.00' V.C. E = -0.00'

+50.00 EL. 597.28

+0.10%

VPI STA. 102+00.00 ELEVATION 597.23

+0.09%

LT DITCH 103+00.00, 591.85

LT DITCH

+0.09%

VPI STA. 104+00.00 ELEVATION 597.42

+00.00 EL. 590.30

+29.63 EL. 590.47

0.57%

104+00.00, 591.60

104+15.12, 591.14

+8.29%

RT DITCH

VPI STA. 104+50.00 ELEVATION 597.36

VPI STA. 105+00.00 ELEVATION 597.28

596.30

VPI STA. 105+50.00 ELEVATION 597.13

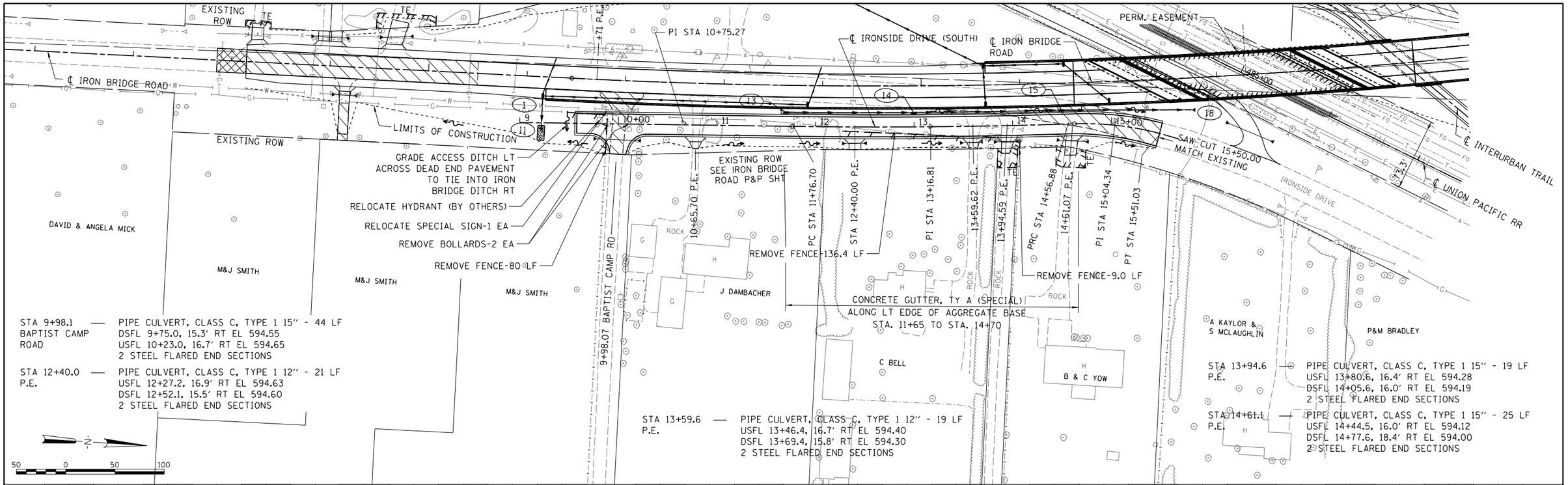
105+67, 597.00

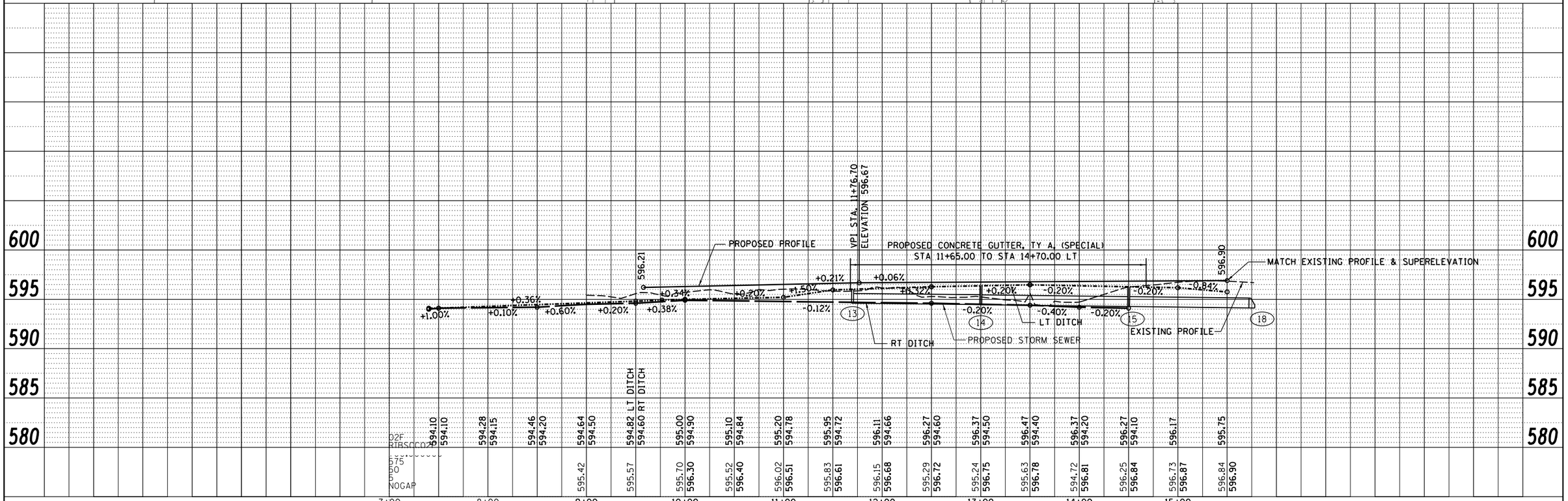
105+67, 597.00 MATCH EXISTING

EXISTING PROFILE

RT DITCH

| | | |





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		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

IRONSIDE DRIVE (SOUTH) PLAN & PROFILE – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	54
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

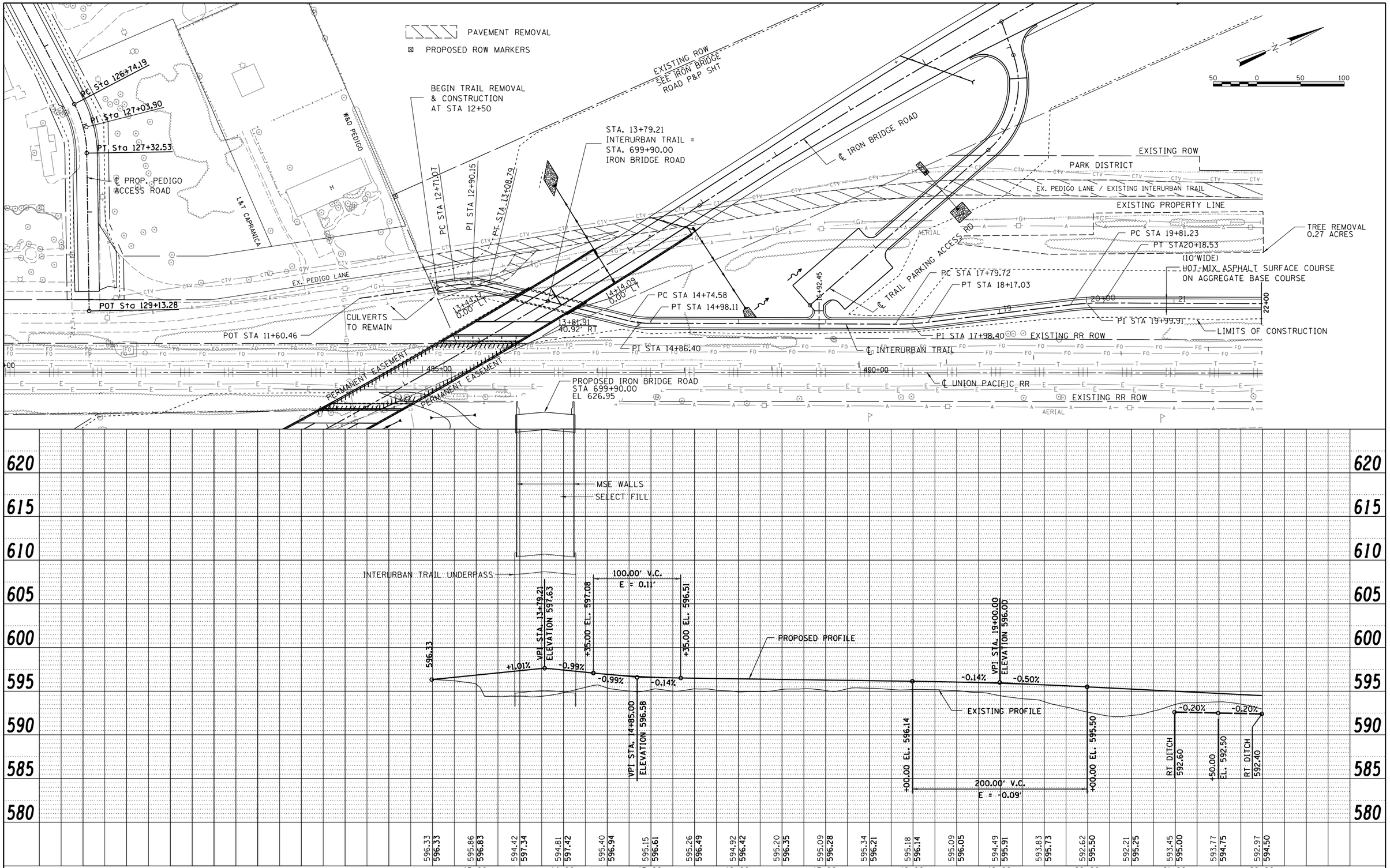
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PROFILE — SURVEYED, PLOTTED, PROFILE CHECKED, BM. NOTED, STRUCTURE NO.FA'NS CHKD, NOTE BOOK, NO., BY, DATE

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PLAN

NO.	NOTE BOOK	SURVEYED	PLOTTED	ALIGNMENT CHECKED	RT. OF WAY CHECKED	CADD FILE NAME	BY	DATE

PROFILE

NO.	NOTE BOOK	SURVEYED	PLOTTED	GRADES CHECKED	BM. NOTED	STRUCTURE NOTATNS CHKD	BY	DATE

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FILE NAME = Fc-7-IUT5001.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

INTERURBAN TRAIL PLAN & PROFILE – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	55
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

PAVEMENT REMOVAL

STAGE CONSTRUCTION NOTE:
CULVERT STA 23+50.4
PLACE DOWNSTREAM END SECTION AFTER
REMOVAL OF SHOOFLY IN PHASE 2.
REMOVE TEMPORARY END SECTIONS 42 AND 43
AND FINAL GRADE AROUND MANHOLE STRUCTURE
AFTER REMOVAL OF SHOOFLY IN PHASE 2.

MARY SUKUP, ETAL

℄ WOODSIDE ROAD

50 0 50 100

PIPE CULVERT REMOVAL - 42 FT
PIPE CULVERT REMOVAL - 37 FT
EXISTING ROW
PARK DISTRICT
PEDIGO LANE / EXISTING INTERURBAN TRAIL
EXISTING PROPERTY LINE
TREE REMOVAL
0.23 ACRES
L&T CAPRANICA AND
L&T PEDIGO C/O PEDCAP
(10'WIDE)
HOT-MIX ASPHALT SURFACE COURSE
ON AGGREGATE BASE COURSE
REMOVE SIGN BY OTHERS
FENCE
REMOVAL
ROCK
WETLAND SITE 1
PERM. IMPACT 0.15 ACRE
22+00
25+00
STA 23+50.4
PIPE CULVERT CLASS A TYPE 1 36" - 40 LF
USFL 23+50.4, 25.0' LT EL 588.00
DSFL 23+50.4, 23.0' RT EL 587.21
SKEW ANGLE 0°
2 PRC FLARED END SECTIONS
(SEE STAGE CONSTRUCTION NOTE)
41
42
43
℄ INTERURBAN TRAIL
LIMITS OF CONSTRUCTION
EXISTING RR ROW
495+00
℄ UNION PACIFIC RR
70.4'
EXISTING RR ROW
PC STA 25+92.22
PI STA 26+24.12
30'R
END PHASE 1
RELOCATION
AT EXISTING
STA 26+53.3±
PT STA 26+55.55
PC STA 27+74.86
PI STA 28+06.99
PT STA 28+37.03
POT STA 28+73.67
EXISTING PROPERTY LINE
PARK DISTRICT
127°3'
EXISTING RR ROW
500+00
505+00
66.0'
EXISTING RR ROW

620 615 610 605 600 595 590 585 580

200.00' V.C.
E = 0.16'
100.00 V.C.
E = 0.15'
+50.00 EL. 594.25
+50.00 EL. 593.87
+96.14 EL. 593.93
+96.14 EL. 594.66
VPI STA. 26+96.14
ELEVATION 596.00
PROPOSED PROFILE
-0.50%
+0.12%
+0.12%
+1.34%
+1.34%
-0.38%
595.32
EXISTING PROFILE
VPI STA. 23+50.00
ELEVATION 593.75
VPI STA. 25+46.14
ELEVATION 594.00
PHASE 1
PHASE 2
26+53.3±
MATCH
EXISTING
+96.14 EL. 594.66
+96.14 EL. 595.62
200.00' V.C.
E = -0.43'

| | | |

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DATE	BY

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CROSSES CHECKED	
B.M. NOTED	
STRUCTURE NO'S/FN'S CHKD	
NOTE BOOK	
NO.	

DATE	BY

⊠ PROPOSED ROW MARKERS

℄ PEDIGO ACCESS ROAD STA 100+00.00 =
℄ WOODSIDE ROAD = STA 86+83.06

POT Sta 100+00.00

EXISTING ROW

87+28.62
75.00' RT

87+18.70
85.00' RT

101+07.73
12.00' LT

24.0'

F.E. 103+00.0

2.0'

35.0'

PROPOSED ROW

W C PARR

100+00

105+00

101+06.28
12.00' RT

℄ PROPOSED PEDIGO LANE

86+48.70
85.00' RT

86+38.62
75.00' RT

℄ WOODSIDE ROAD

85+00

EXISTING ROW

WILLIAM C PARR

PROPOSED ROW

LIMITS OF CONSTRUCTION

107+89.23
35.00' RT

PROP. CURVE PEDIGO-1
PI STA. = 108+63.56
Δ = 23° 58' 43'' (RT)
D = 16° 22' 13''
R = 350.00'
T = 74.33'
L = 146.48'
E = 7.81'
e = NC
P.C. STA. = 107+89.23
P.T. STA. = 109+35.71

PROP. CURVE PEDIGO-2
PI STA. = 111+86.40
Δ = 24° 02' 42'' (LT)
D = 16° 22' 13''
R = 350.00'
T = 74.54'
L = 146.88'
E = 7.85'
e = NC
P.C. STA. = 111+11.86
P.T. STA. = 112+58.74

PC Sta 107+89.23

107+89.23
35.00' LT

PI Sta 108+63.56

PT Sta 109+35.71

EXISTING PROPERTY LINE

STA 112+50.00
PIPE CULVERT CLASS D TYPE 1
EQ ROUND SIZE 24'' - 39 LF
USFL 112+50.0, 21.9' LT EL 595.30
DSFL 112+50.0, 21.9' RT EL 595.15
SKEW ANGLE 0°
2 METAL FLARED END SECTIONS

110+00

PC Sta 111+11.86

PI Sta 111+86.40

PT Sta 112+58.74

112+58.74
35.00' LT

STA 111+50.0
PIPE CULVERT CLASS D TYPE 1
EQ ROUND SIDE 24'' - 40 LF
USFL 111+50.0, 22.0' LT EL 595.36
DSFL 111+50.0, 22.5' RT EL 595.21
SKEW ANGLE 0°
2 METAL FLARED END SECTIONS

112+58.34
35.00' RT

MATCHLINE STA. 114+50.00

50 0 50 100

PROPOSED PROFILE

EXISTING PROFILE

597.86

+0.10%

-0.33%

VPI STA. 112+00.00
ELEVATION 599.06

+00.00 EL. 598.96

+00.00 EL. 598.73

K = 462
200.00' V.C.

620	615	610	605	600	595	590	585	580
598.31	596.38 597.88	596.41 597.93	596.22 597.98	596.34 598.03	596.35 598.09	596.20 598.14	596.06 598.19	596.11 598.24
596.21 598.29	596.05 598.34	595.90 598.39	595.79 598.44	595.75 598.50	595.87 598.55	596.11 598.60	595.99 598.65	595.80 598.70
595.72 598.75	595.60 598.80	595.49 598.85	595.40 598.91	595.34 598.96	595.29 598.98	595.33 598.95	595.40 598.87	595.24 598.73
595.05 598.56	594.94 598.40	594.89 598.23						
100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00
109+00	110+00	111+00	112+00	113+00	114+00			

FILE NAME = Fc-7-PEDIG05001.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
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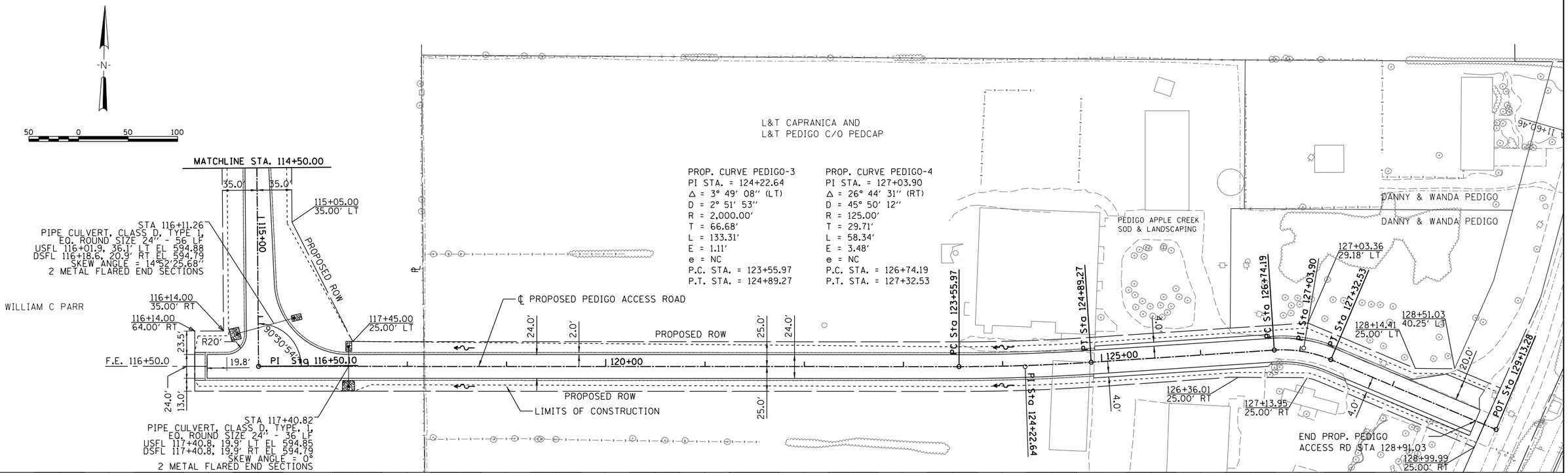
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SANGAMON COUNTY HIGHWAY DEPARTMENT

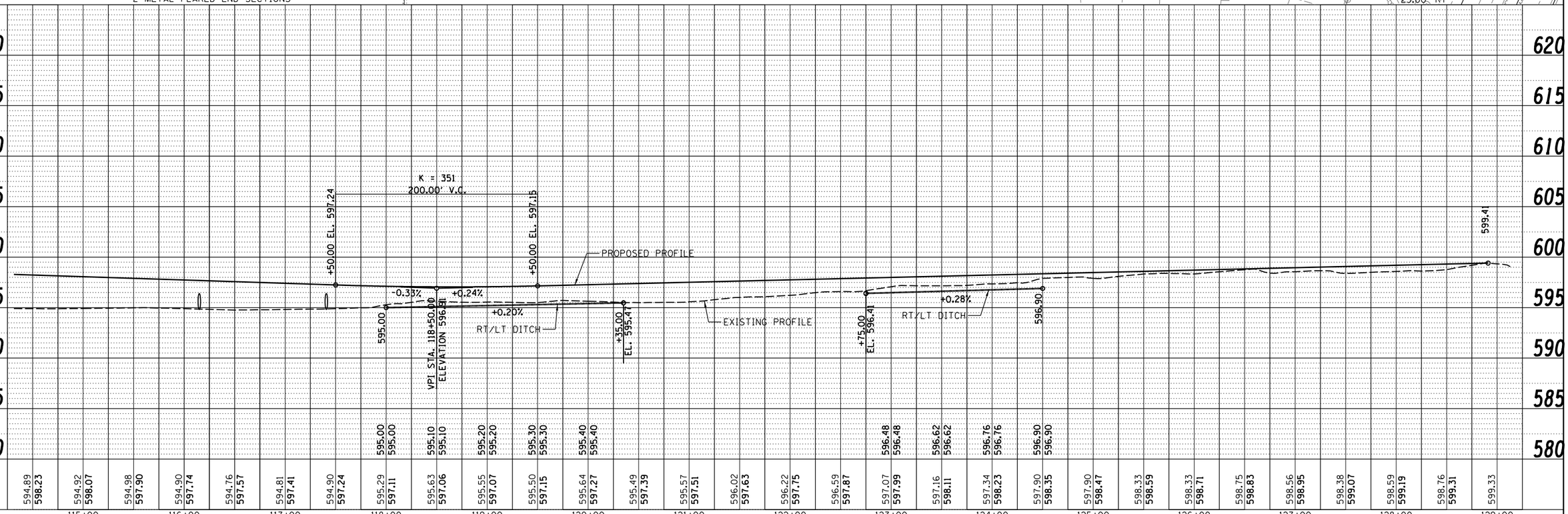
PEDIGO ACCESS ROAD
PLAN & PROFILE – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	57
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP





PLAN

BY	DATE
SURVEYED	
PLOTTED	
DRAWN	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
CADD FILE NAME	
NOTE BOOK	
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PROFILE

BY	DATE
SURVEYED	
PLOTTED	
DRAWN	
CHECKED	
B.M. NOTED	
STRUCTURE NO	FA'NS CH'KD
NOTE BOOK	
NO.	

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STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PEDIGO ACCESS ROAD PLAN & PROFILE – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	58
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

PAVEMENT REMOVAL

STA 706+00 IRON BRIDGE ROAD =
STA 54+30.87 TRAIL PARKING ACCESS RD

EXTEND PROPOSED DITCH TO DRAIN CULVERT AND BIKE PATH

HMA SURFACE COURSE AND BINDER ON AGGREGATE BASE COURSE SEE PLAN DETAIL SHEET FOR PARKING LOT LAYOUT

POT STA 50+00.00

STA 51+00.00

EXISTING ROW

PT STA 53+90.13

SEE INTERSECTION DETAIL SHEET

LIMITS OF CONSTRUCTION

℄ IRON BRIDGE ROAD

STA 99+00.00 WOODSIDE ROAD =
STA 712+02.95 IRON BRIDGE ROAD

℄ TRAIL PARKING ACCESS RD

72.8

PI STA 53+38.70

PC STA 52+70.72

STA 52+00.00
PIPE CULVERT CLASS A TYPE 1 24" - 46 LF
USFL 52+00.0 -29" LT EL 593.44
OSFL 52+00.0 -29" RT EL 593.10
SKEW ANGLE 0°
2 PRC FLARED END SECTIONS

EXISTING RR ROW

480.00'

EXISTING RR ROW

℄ INTERURBAN TRAIL

℄ UNION PACIFIC RR

EXISTING ROW

PARK DISTRICT

EXISTING PROPERTY LINE

EX PEDIGO LANE / EX INTERURBAN TRAIL

SEE CONSTRUCTION DETAILS & PAVEMENT MARKING AND GUARDRAIL SHEETS FOR ADDITIONAL DETAILS

CONCRETE REMOVAL (SPECIAL)

ROCK

N

50 0 50 100

PROPOSED PROFILE

EXISTING PROFILE

LT DITCH

-0.50%

-0.16%

-0.14%

+1.80%

+1.50%

50'

100.00' V.C.

VPI STA. 53+00.00
ELEVATION 601.40

54+30.87
603.36

50+00.00
596.00

+50.00
EL. 600.50

+50.00
EL. 602.15

594.00

LT DITCH 593.75

+50.00
593.51

LT DITCH
+00.00 593.44

595.23
596.00

594.68
596.90

594.91
597.80

593.18
598.70

594.35
599.60

593.90
600.50

593.92
601.36

593.97
602.15

593.83
602.90

50+00 51+00 52+00 53+00 54+00

615 610 605 600 595 590 585 580 575

PLAN
SURVEYED
PLOTTED
ALL DIMENSIONS CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
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DIMENSIONS CHECKED
BM. NOTED
STRUCTURE NO(FA'NS CHKD
NOTE BOOK
NO.
BY
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	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

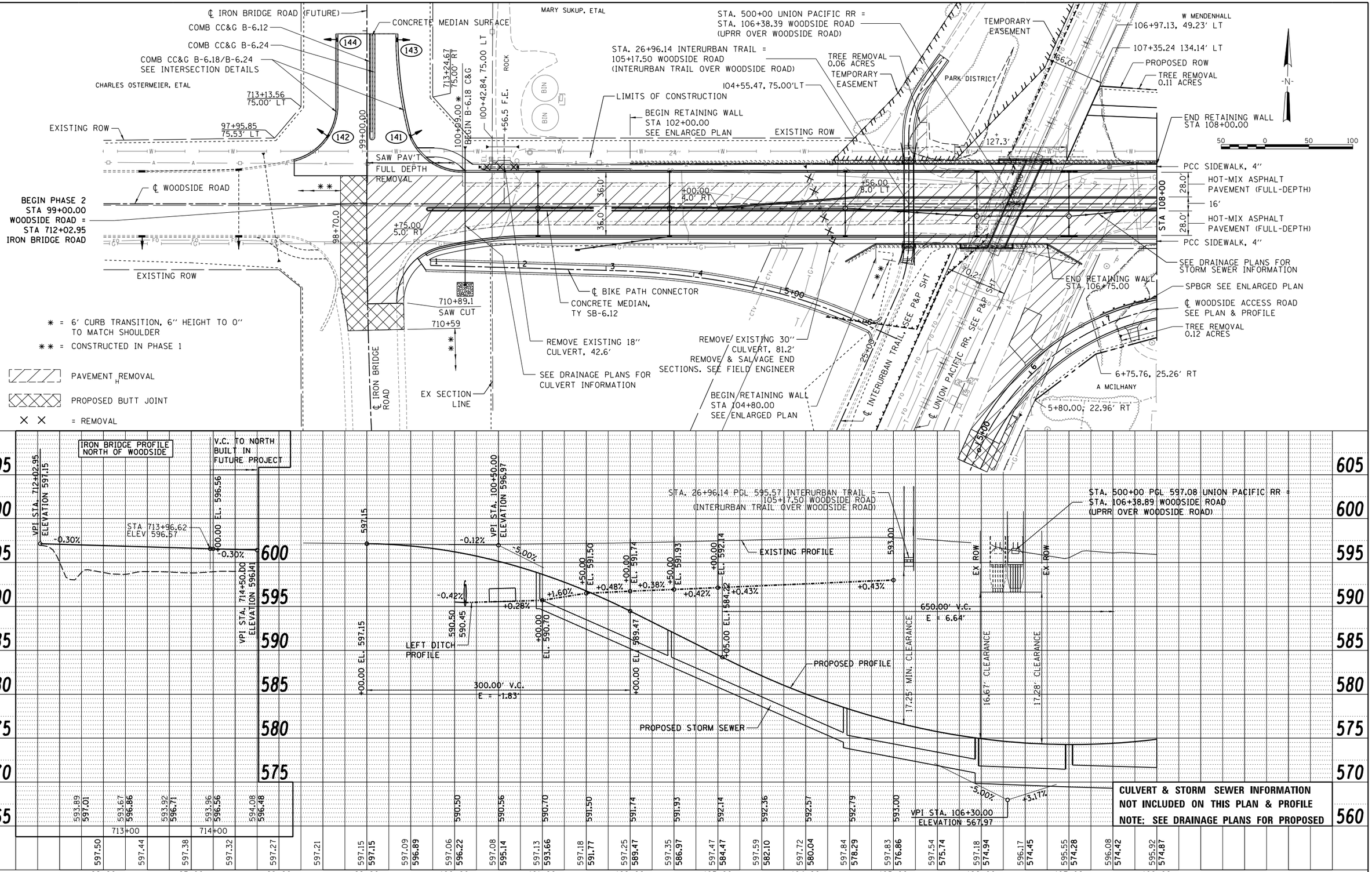
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SANGAMON COUNTY HIGHWAY DEPARTMENT

INTERURBAN TRAIL PARKING ACCESS ROAD – PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	59
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP



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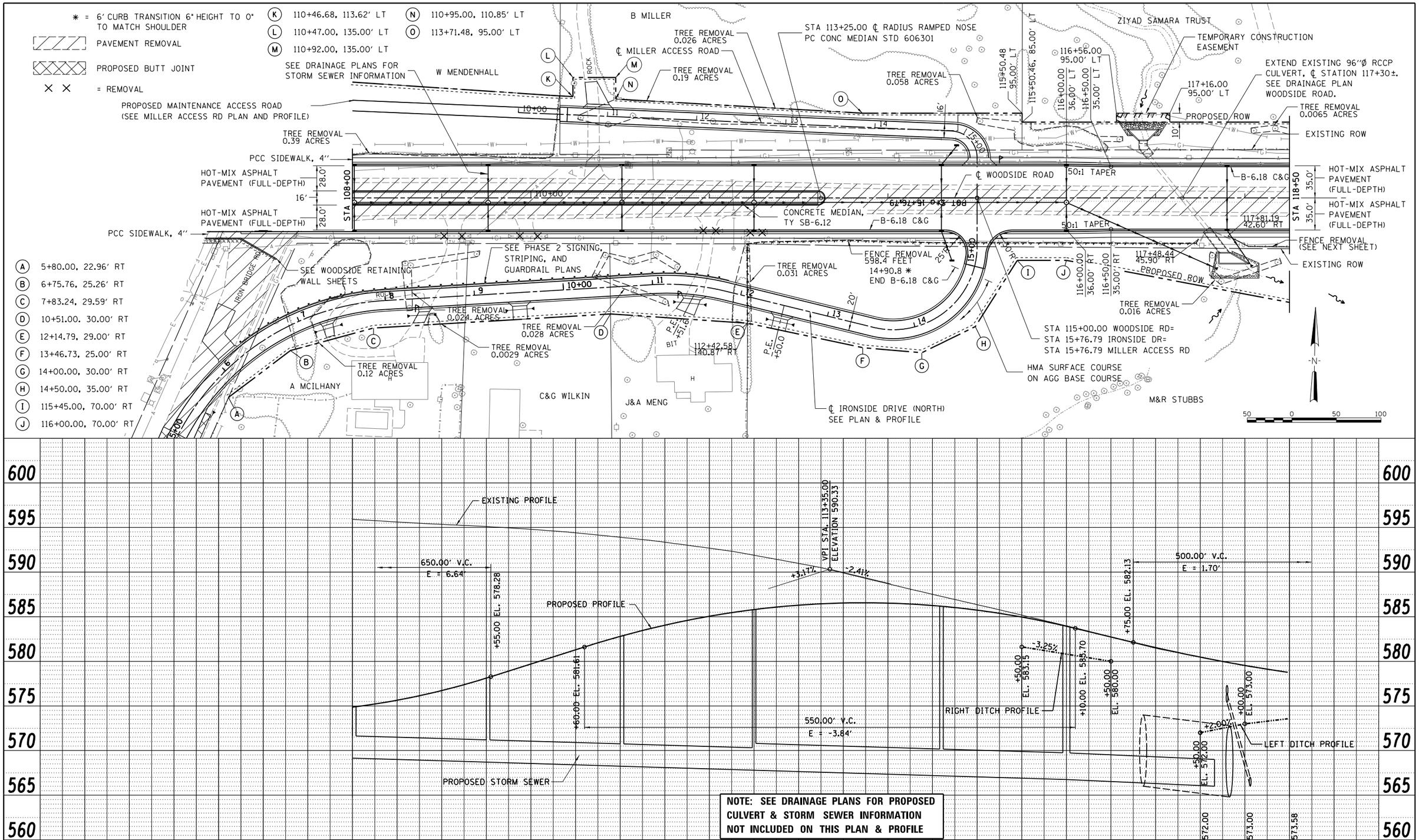
STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

WOODSIDE ROAD PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	60
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP



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FILE NAME = Gc-7-wd5002.dgn	USER NAME = hardi02376	DESIGNED -	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	WOODSIDE ROAD PLAN & PROFILE – PHASE 2
		DRAWN -	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 9/16/2024	DATE -	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	61
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
	BM. NOTED		
NOTE BOOK	STRUCTURE NOTATNS CHKD		
NO.			

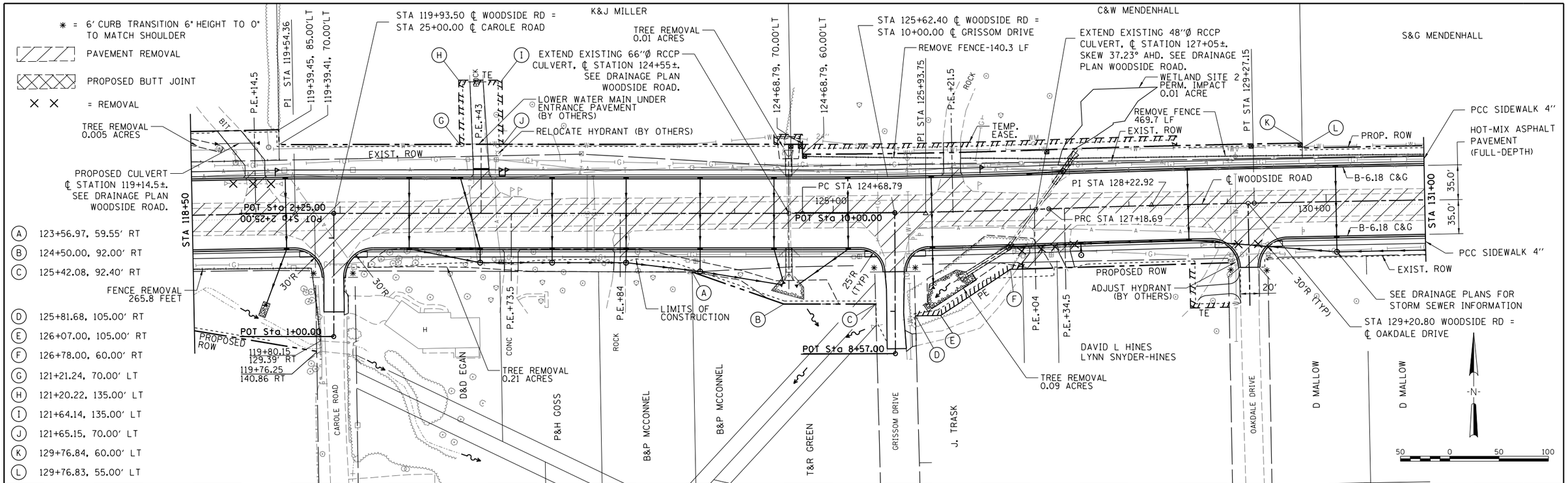
* = 6' CURB TRANSITION 6" HEIGHT TO 0" TO MATCH SHOULDER

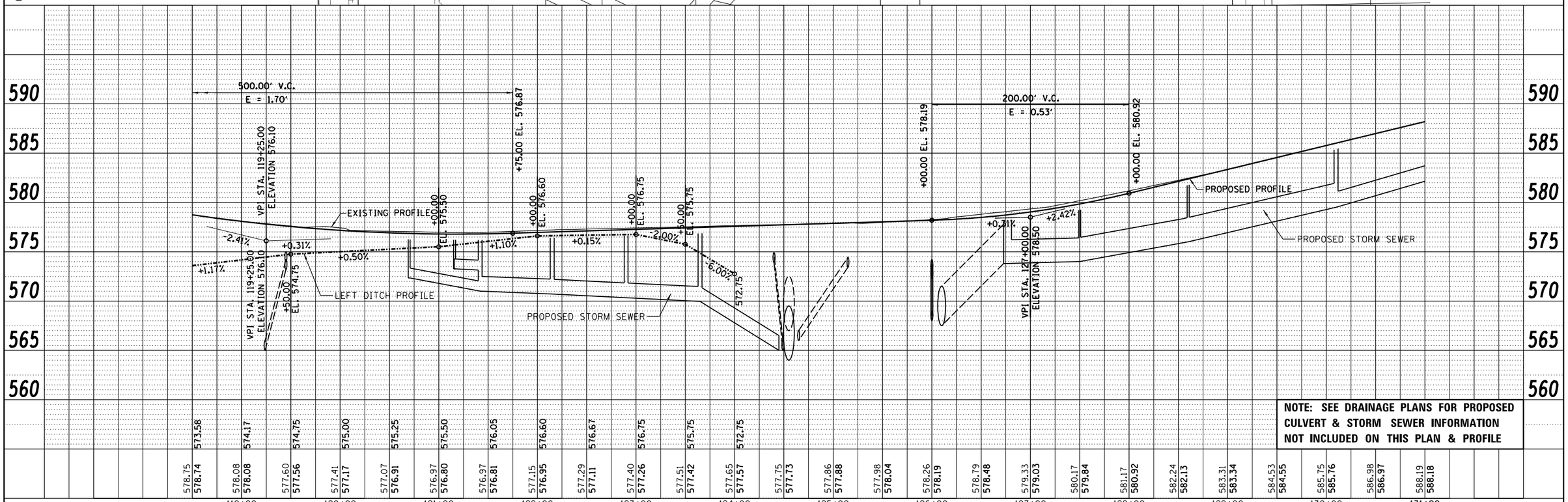
PAVEMENT REMOVAL

PROPOSED BUTT JOINT

X X = REMOVAL

- (A) 123+56.97, 59.55' RT
- (B) 124+50.00, 92.00' RT
- (C) 125+42.08, 92.40' RT
- (D) 125+81.68, 105.00' RT
- (E) 126+07.00, 105.00' RT
- (F) 126+78.00, 60.00' RT
- (G) 121+21.24, 70.00' LT
- (H) 121+20.22, 135.00' LT
- (I) 121+64.14, 135.00' LT
- (J) 121+65.15, 70.00' LT
- (K) 129+76.84, 60.00' LT
- (L) 129+76.83, 55.00' LT





NOTE: SEE DRAINAGE PLANS FOR PROPOSED CULVERT & STORM SEWER INFORMATION NOT INCLUDED ON THIS PLAN & PROFILE

FILE NAME = Gc-7-wd5003.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

WOODSIDE ROAD PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	62
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	RT. OF WAY CHECKED		
NO.	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	DESIGN CHECKED		
NOTE BOOK	BM. NOTED		
NO.	STRUCTURE NOTATNS CHKD		

S&G MENDENHALL

K MILLER

E&M KRELL

STA 140+06.00 WOODSIDE RD = ℄ NORTH LAKE ROAD

PROPOSED CULVERT ℄ STATION 140+86± LT. SEE DRAINAGE PLAN WOODSIDE ROAD.

* = 6' CURB TRANSITION 6" HEIGHT TO 0" TO MATCH SHOULDER

PAVEMENT REMOVAL

PROPOSED BUTT JOINT

× × = REMOVAL

HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)

LIMITS OF CONSTRUCTION

FENCE REMOVAL-109.2 LF

P.E.+24

EXIST. ROW

PROP. ROW

ADJUST HYDRANT (BY OTHERS)

F.E.+10.0

TREE REMOVAL 0.023 ACRES

PC STA 136+80.21

PI STA 137+84.46

PRC STA 138+88.71

30'R (TYP)

PI STA 140+13.62

140+46.30 31.00' LT

PT STA 141+38.57

141+90.00 31.00' LT

END PROJECT STA 142+15.00

35.0'

35.0'

STA 131+00

B-6.18 C&G

℄ WOODSIDE ROAD

135+00

B-6.18 C&G

90°00'00"

89°00'00"

90°00'00"

91°00'00"

+32.00

+45.00

POT STA 143+13.63

(A) 140+22.07, 60.00' RT

(B) 141+77.80, 60.00' RT

(C) 142+77.94, 50.52' RT

(D) 134+95.27, 55.00' LT

(E) 134+95.26, 52.00' LT

(F) 139+83.27, 52.00' LT

P.E.+56.5

WELL

WELL

P.E.+10

P.E.+67

P.E.+19

P.E.+17.5

P.E.+06.75

P.E.+27

EXIST. ROW +74.67 61.00 RT

ADJUST HYDRANT (BY OTHERS)

4' WIDE HOT-MIX ASPHALT PAVT. (FULL-DEPTH) 8" -TYPICAL

PROPOSED CULVERT ℄ STATION 140+86± RT. SEE DRAINAGE PLAN WOODSIDE ROAD.

140+44.65 31.00' RT

P.E.+86

141+90.00 31.00' RT

10' WIDE HOT-MIX ASPHALT PAVT. (FULL-DEPTH) 8" -TYPICAL

J. McNICHOLS

J. & K. MACKE

D. PROST

M MIRICONI

M&S VOILES

R RANDALL

A&L MCDOWELL

TR 495115 UCB

E&M KRELL

NORTH LAKE RD

-N-

50 0 50 100

605 600 595 590 585 580 575

VPI STA. 133+80.00
ELEVATION 594.96

+2.42%

+0.31%

EXISTING PROFILE

PROPOSED PROFILE

PROPOSED STORM SEWER

+30.00 EL. 588.91

500.00' V.C.
E = -1.32'

+30.00 EL. 595.74

+25.00 EL. 596.67

VPI STA. 140+00.00
ELEVATION 596.90

+0.31%

+0.22%

LT DITCH PROFILE

593.50 LT

593.20 RT

+0.64%

+76.00 EL. 597.06

150.00' V.C.
E = -0.02'

RT DITCH PROFILE

+0.86%

+2.86%

+00.00 EL. 593.52 RT

+50.00 EL. 595.00 RT

-0.98%

597.34

594.79 LT

594.51 RT

588.19 588.18
589.30 589.38
590.40 590.50
591.36 591.51
592.27 592.41
593.10 593.21
593.87 593.91
594.48 594.50
595.06 594.98
595.56 595.36
595.93 595.63
596.22 595.80
596.41 595.96
596.55 596.12
596.65 596.27
596.73 596.43
596.80 596.59
596.85 596.74
596.92 596.88
596.99 597.01
597.09 597.12
597.20 597.23
597.34 597.34
597.69

593.20 593.50
593.52 593.93
595.00 594.36
594.51 594.79

31+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00

NOTE: SEE DRAINAGE PLANS FOR PROPOSED CULVERT & STORM SEWER INFORMATION NOT INCLUDED ON THIS PLAN & PROFILE

FILE NAME = Gc-7-wd5004.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

WOODSIDE ROAD PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	63
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

** = SEE WOODSIDE ROAD P&P SHTS FOR ROW CALLOUTS

* = 6' CURB TRANSITION 6" HEIGHT TO 0" TO MATCH SHOULDER

BIT SHOULDER/PAVEMENT REMOVAL

PROPOSED BUTT JOINT

X X = REMOVAL

PIPE CULVERTS

℄ STATION 5+50.0± RT
℄ STATION 7+29.0± RT, P.E.
℄ STATION 8+40.5± RT, P.E.
℄ STATION 9+50.0± RT, P.E.
℄ STATION 11+45.7± RT, P.E.
℄ STATION 12+50.0± RT, P.E.

- SEE DRAINAGE PLAN IRONSIDE DRIVE (NORTH)

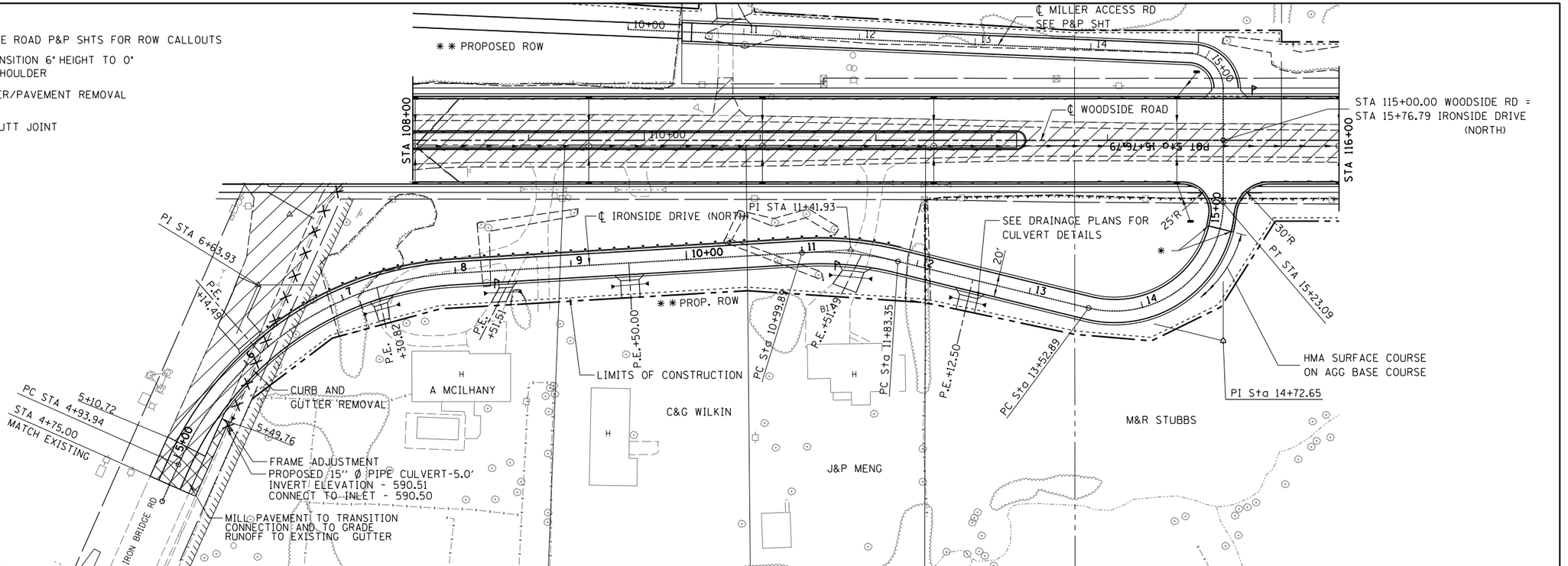
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SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

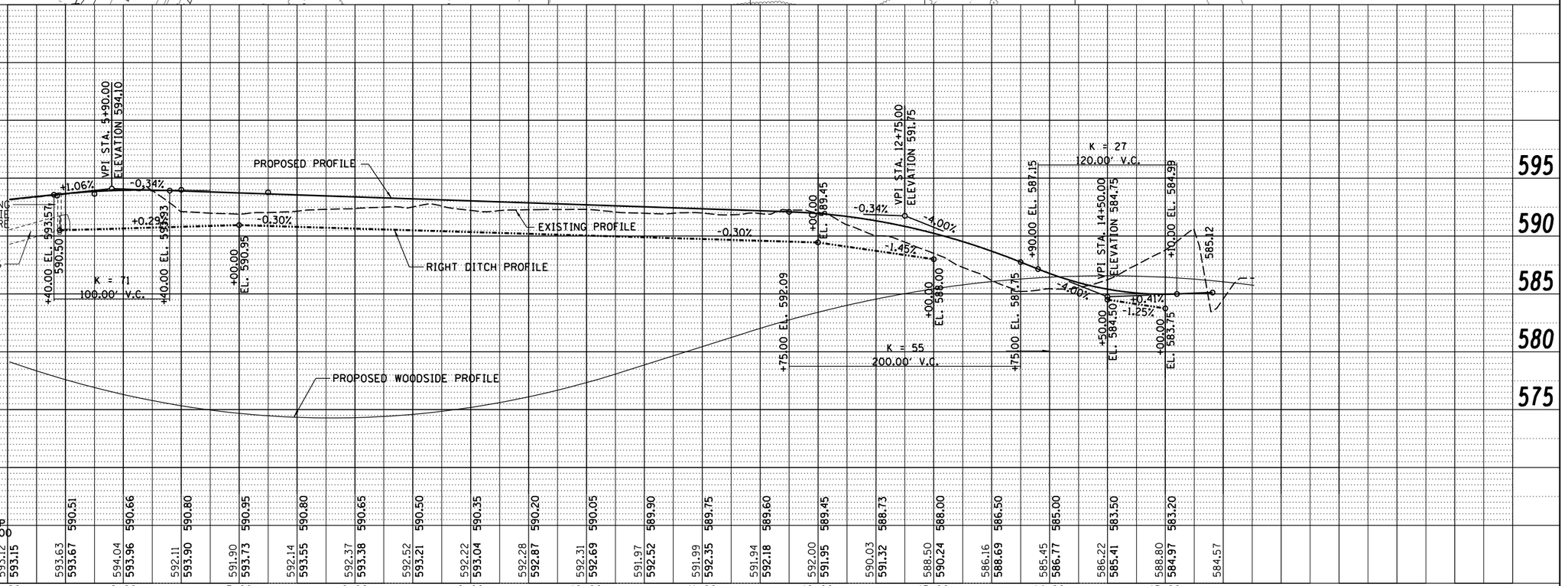
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50 0 50 100

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PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

IRONSIDE DRIVE (NORTH) PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	64
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	DRAWN / CHECKED		
NOTE BOOK	RT. OF WAY CHECKED		
NO.	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	DRAWN / CHECKED		
NOTE BOOK	BM. NOTED		
NO.	STRUCTURE NO'S/FN'S CHK'D		

MARY SUKUP, ETAL

BIN
BIN

℄ WOODSIDE ROAD

EXISTING ROW

EXISTING ROW

TEMPORARY EASEMENT

℄ PR SHOOFLY

66.0'

PROPOSED ROW

127.3'

70.12'

℄ BIKE PATH CONNECTOR

LIMITS OF 3:1 SLOPE

10.00'

SEE DETAIL A

5+00

6+00

℄ INTERURBAN TRAIL STA 25+45.00 = ℄ BIKE PATH CONNECTOR STA 6+23.08

℄ INTERURBAN TRAIL

129.09'

PROPOSED ROW

16.00'

SEE WOODSIDE ROAD CROSS SECTIONS FOR CROSS SLOPE AND EARTH SLOPE DETAILS

EX SECTION LINE

-N-

50 0 50 100

DETAIL A

℄ INTERURBAN TRAIL

6+18.08
15.0' LT
R=10'

6+08.08
5.0' LT

6+00

6+08.08
5.0' RT
R=10'

6+18.08
15.0' RT

REMOVE SHOULDER AND PLACE CONNECTION PAVEMENT

STA 6+42.32

℄ INTERURBAN TRAIL
STA 25+45.00 =
℄ BIKE PATH CONNECTOR
STA 6+23.08

℄ BIKE PATH CONNECTOR

615 610 605 600 595 590 585 580 575

595.55

PROPOSED PROFILE

-0.28%

594.03

EXISTING PROFILE

1+00	2+00	3+00	4+00	5+00	6+00
592.28 / 595.55	591.39 / 595.41	591.37 / 595.27	591.08 / 595.13	591.06 / 594.99	591.03 / 594.85
590.20 / 594.71	588.58 / 594.57	590.77 / 594.43	594.28 / 594.29	594.14 / 594.15	

NOTE: SEE DRAINAGE PLANS FOR PROPOSED CULVERT & STORM SEWER INFORMATION NOT INCLUDED ON THIS PLAN & PROFILE

FILE NAME = Gc-7-BikePath.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

BIKE PATH CONNTECTOR PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	65
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	RT. OF WAY CHECKED		
NO.	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	PROFILE CHECKED		
NOTE BOOK	BM. NOTED		
NO.	STRUCTURE NOTATNS CHKD		

** = SEE WOODSIDE ROAD P&P SHTS FOR ROW CALLOUTS

PAVEMENT REMOVAL

PROPOSED BUTT JOINT

X X = REMOVAL

-N-

50 0 50 100

W MENDENHALL

B MILLER

ZIYAD SAMARA TRUST

STA 10+46.63
BEGIN BIT SURF TREAT CL A-2/A-1
ON AGG BASE CSE AT PROPERTY LINE

AGG SURFACE COURSE 6" ON
AGG BASE COURSE 8"
TO UPRR ROW

PROPOSED ROW

LIMITS OF CONSTRUCTION

2' AGGREGATE SHOULDERS

℄ MILLER ACCESS ROAD

PROPOSED MAINTENANCE ACCESS ROAD

12'

16'

10+00

11 12 13 14

** PROPOSED ROW

PC Sta 14+85.85

PI Sta 15+14.60

15+00

PT STA 15+31.70

℄ WOODSIDE ROAD

10+00

PC Sta 15+76.79

15+76.79

15+00

IRON BRIDGE RD

EXISTING RR ROW

7 8 9 10+00 11 12 13 14

** PROPOSED ROW

℄ IRONSIDE DRIVE (NORTH)

STA 115+00.00 WOODSIDE RD =
STA 15+76.79 MILLER DRIVE

5+00

16

A MCILHANY

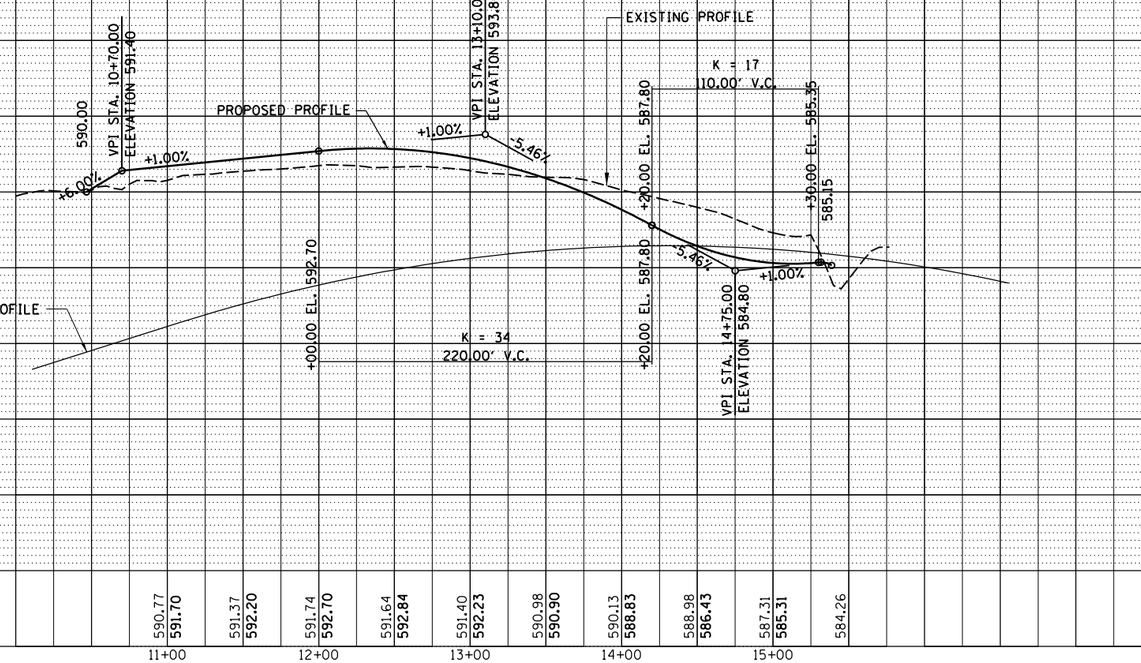
C&G WILKIN

J&P MENG

M&R STUBBS

H

H



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		DRAWN -	REVISED -
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	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

MILLER ACCESS ROAD PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	66
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PLAN		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	CROSS CHECKED		
	BM. NOTED		
	STRUCTURE NO'S/FN'S CK'D		

EXISTING ROW
PROPOSED ROW
CAROLE ROAD
WELL
H
POT Sta 1+00.00
+25.00
1460.05
10.00' LT
R=30'
119+52.26
35.00' LT
PI Sta 119+54.36
POT Sta 2+25.00
20.6'
18.46'
P.E. +32.86
1+59.39
10.01' RT
R=30'
120+33.51
35.00' LT
LIMITS OF CONSTRUCTION
119
120+00
STA 119+93.50 WOODSIDE RD =
STA 2+25 ℄ CAROLE ROAD

N

0 20 40 60
SCALE IN FEET

PROPOSED PROFILE
EXISTING PROFILE
575.88
VPI STA. 1+90.00
ELEVATION 576.61
VPI STA. 2+06.00
ELEVATION 576.92
577.21
+1.12%
+2.00%
+2.00%
+1.50%

578	576	574	572

575.64	575.85	575.97 / 576.05	576.08 / 576.27	576.50 / 576.49	576.99 / 576.81	577.57 / 577.14

1+00 1+50 2+00

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Gc-7-CD5001-20.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

CAROLE ROAD PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	67
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

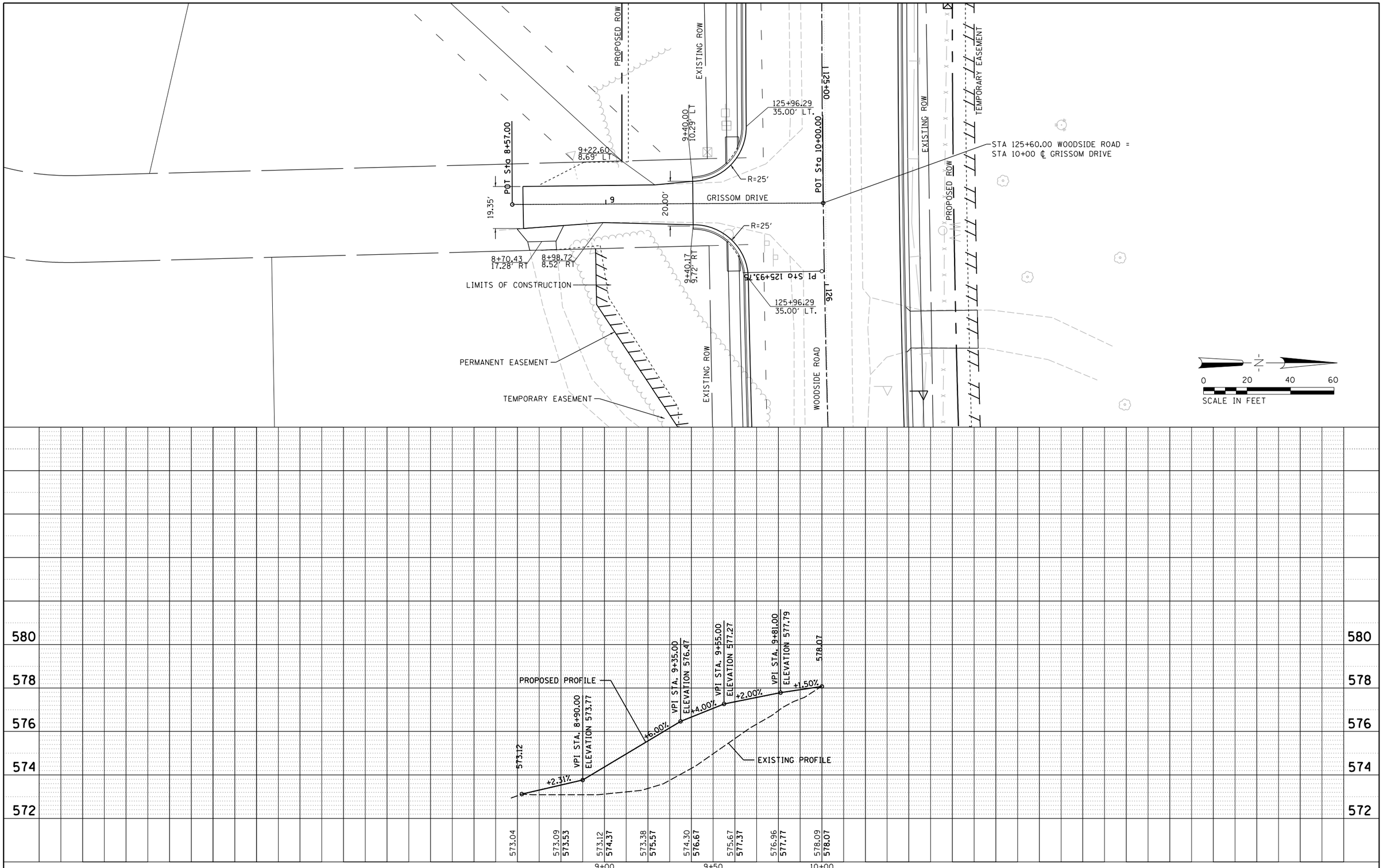
• 07-00164-04-FP, 07-00090-08-FP

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PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	RT. OF WAY CHECKED		
NO.____	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	CURVES CHECKED		
NOTE BOOK	B.M. NOTED		
NO.____	STRUCTURE NO'S/FN'S CHK'D		



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	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

GRISSOM DRIVE PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	68
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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PLAN		BY	DATE
	SURVEYED		
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	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	CROSS CHECKED		
	B.M. NOTED		
	STRUCTURE NO'S/FN'S CHKD		
NOTE BOOK			
NO.			

BEGIN RETAINING WALL
STA 102+00.00
℄ WOODSIDE ROAD

MARY SUKUP, ETAL

℄ BIKE PATH CONNECTOR

10.00'

EXISTING ROW

PC STA 27+78.72
PI STA 28+10.85
PT STA 28+40.89
POT STA 28+77.53

STA. 27+00.00 INTERURBAN TRAIL =
STA 105+17.50 WOODSIDE ROAD
(INTERURBAN TRAIL OVER WOODSIDE ROAD)

BEGIN RETAINING WALL
STA 104+80.00

STA 27+77.53 END PHASE 2 RELOCATION
SAW CUT (MATCH EXISTING)

TEMPORARY
EASEMENT

STA 26+28.22 BEGIN PHASE 2
SAW CUT (MATCH EXISTING)

25+30.00
5.00' LT

25+60.00
5.00' LT

EXISTING INTERURBAN TRAIL
CONSTRUCTED IN PHASE 1

(10' WIDE)
HOT-MIX ASPHALT SURFACE COURSE
ON AGGREGATE BASE COURSE

RETAINING WALL REMOVAL

SPRINGFIELD
PARK DISTRICT

PC STA 25+92.22
PI STA 26+24.12
PT STA 26+55.09

LIMITS OF CONSTRUCTION

℄ INTERURBAN TRAIL
FENCE REMOVAL

EXISTING RR ROW

EXISTING ROW

FENCE REMOVAL

495+00

℄ UNION PACIFIC RR, SEE P&P SHT

EXISTING RR ROW

END RETAINING WALL
STA 106+75.00

505+00

66.0'

70.2'

21.3'

CONSTRUCTED IN PHASE 1
TO REMAIN AND BE PROTECTED

STA 26+28.22 - BEGIN PHASE 2
SEE STRUCTURE PLANS FOR
PREFABRICATED TRUSS PLAN

200.00' V.C.
E = 0.16'

100.00' V.C.
E = 0.15'

+50.00 EL. 594.25
+50.00 EL. 593.87
+96.14 EL. 593.93
+96.14 EL. 594.66
SAW CUT (MATCH EXISTING)
VPI STA. 26+96.14
ELEVATION 596.00

PROPOSED PROFILE

-0.50%
+0.12%
+0.12%
+1.34%
+1.34%
-0.38%
595.32

EXISTING PROFILE

VPI STA. 23+50.00
ELEVATION 593.75

VPI STA. 25+46.14
ELEVATION 594.00

+96.4 EL. 594.66
17'-3" MIN. CL
+96.4 EL. 595.62

200.00' V.C.
E = -0.43'

	620	615	610	605	600	595	590	585	580
22+00	592.97	594.50							
23+00	591.93	594.25	590.59	594.04					
24+00			588.21	593.91	590.95	593.85			
25+00					592.70	593.87	593.57	593.94	
26+00							593.95	594.18	594.27	594.71
27+00									596.11	595.26	597.50	595.59
28+00											596.21	595.70	595.21	595.60	595.34	595.41

FILE NAME = Gc-7-IUT5001.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

INTERURBAN TRAIL PLAN & PROFILE – PHASE 2

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	69
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

ABBREVIATIONS

MISCELLANEOUS

Conc.	Concrete
	Drawing
Elev.	Elevation
EX.	Existing
	Invert
R/W	Right of Way
UPRR	Union Pacific Railroad

STRUCTURES

Culv.	Culvert
F.L.	Flowline
SSP	Smooth Steel Pipe

TRACK

CWR	Continuous Welded Rail
EOT	End of Track
MP	Mile Post
PC	Point of Curve
PCS	Point of Curve to Spiral
POC	Point on Curve
PI	Point of Intersection
PS	Point of Spiral
PSC	Point of Spiral to Curve
PT	Point of Tangent
POT	Point on Tangent
PVC	Point of Vertical Curve
PVI	Point of Vertical Intersection
PVT	Point of Vertical Tangent

TRACK

- Existing Mainline
- Existing Siding or Spur
- Proposed
- Remove
- Shift
- Relay
- Surface & Line
- Future

PROPERTY

- Right of Way

STRUCTURES

- Culvert
- Railroad Bridge

OTHER

- Flow Line
- Milepost

CONSTRUCTION

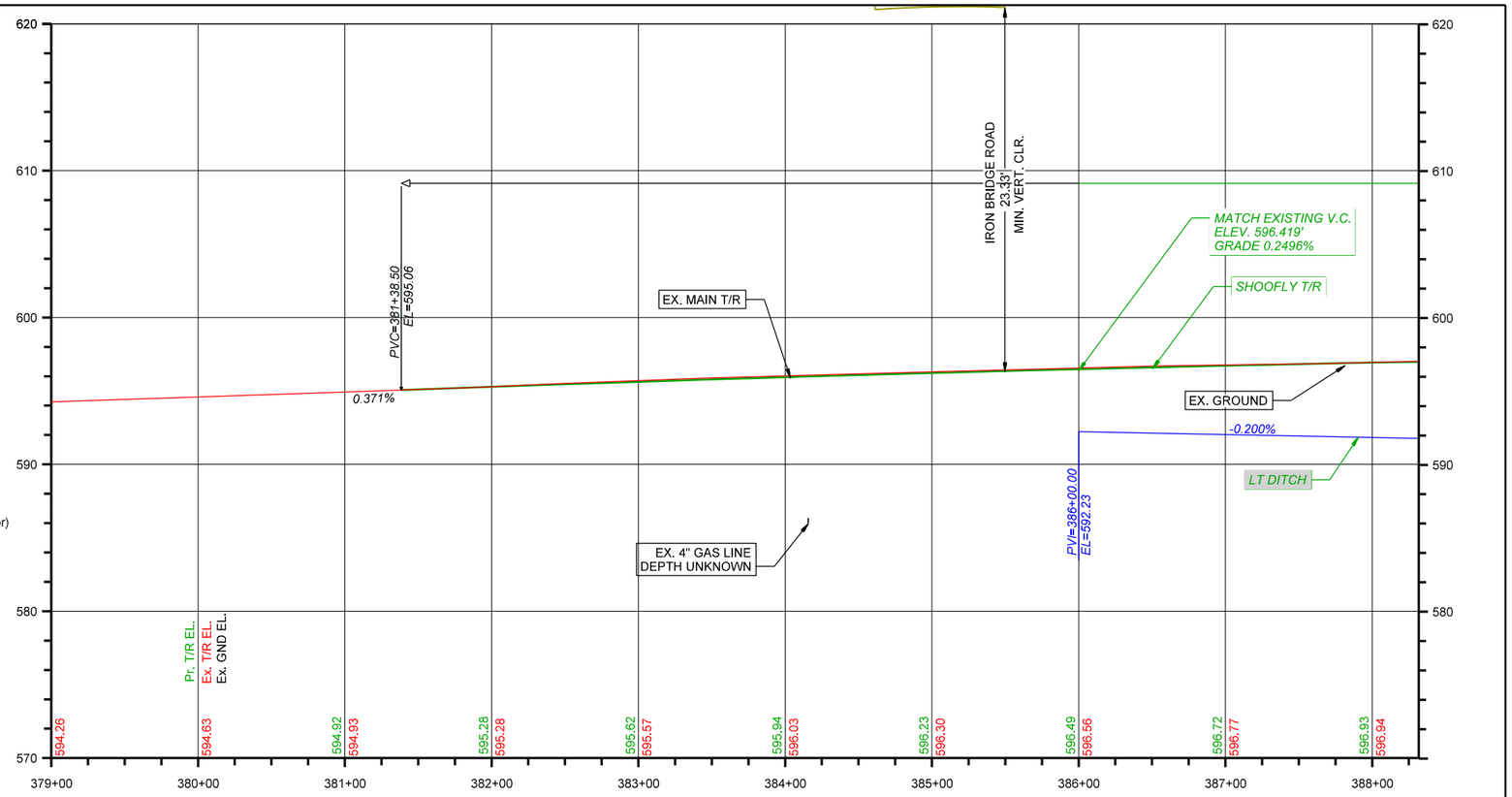
- Note (Work by Contractor)
- Note (Work by UPRR)
- Cut Lines
- Fill Lines

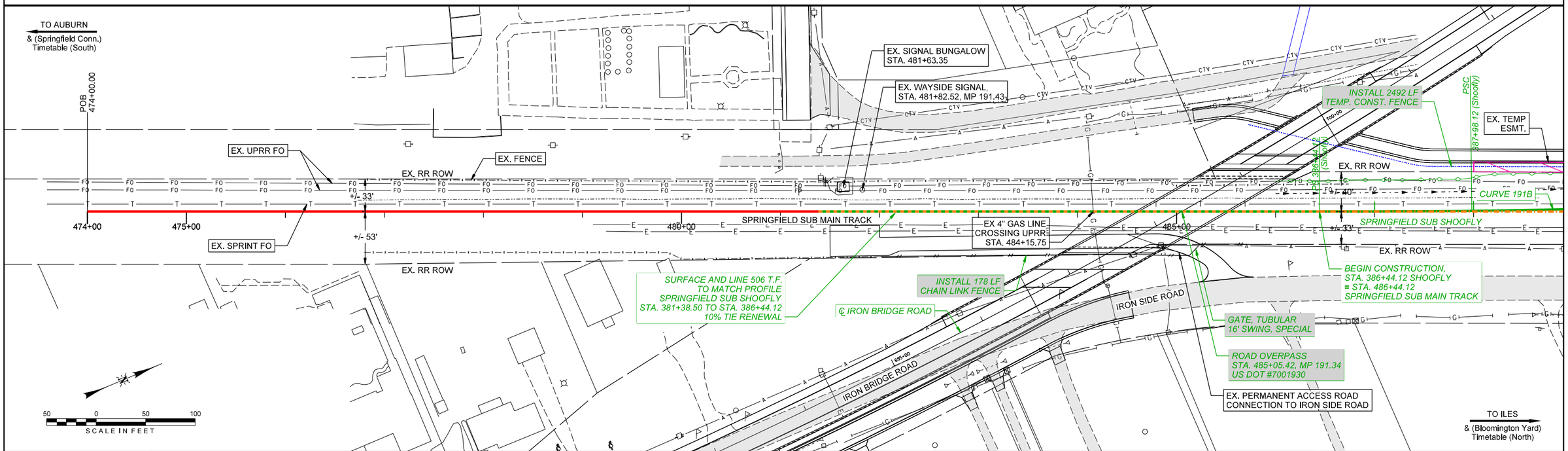
LIGHTING

- Light Pole
- Light Tower

ROAD CROSSING WARNING DEVICES

- Flashing Light Warning Device with Gate





USER NAME = Johns00944	DESIGNED - GCN	REVISED -	
	DRAWN - DJP	REVISED -	
PLOT SCALE = 100.0000 sf / In.	CHECKED - GCN	REVISED -	
PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

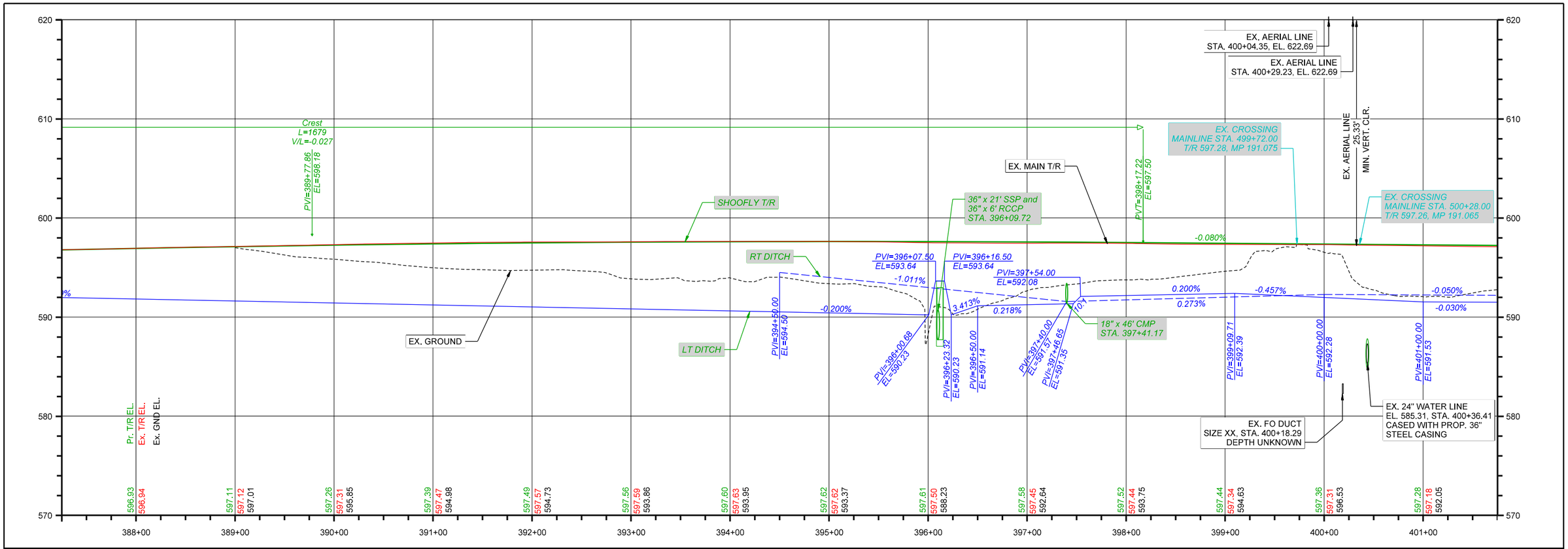
SHOOFLY PLAN AND PROFILE - TRACK - 1 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

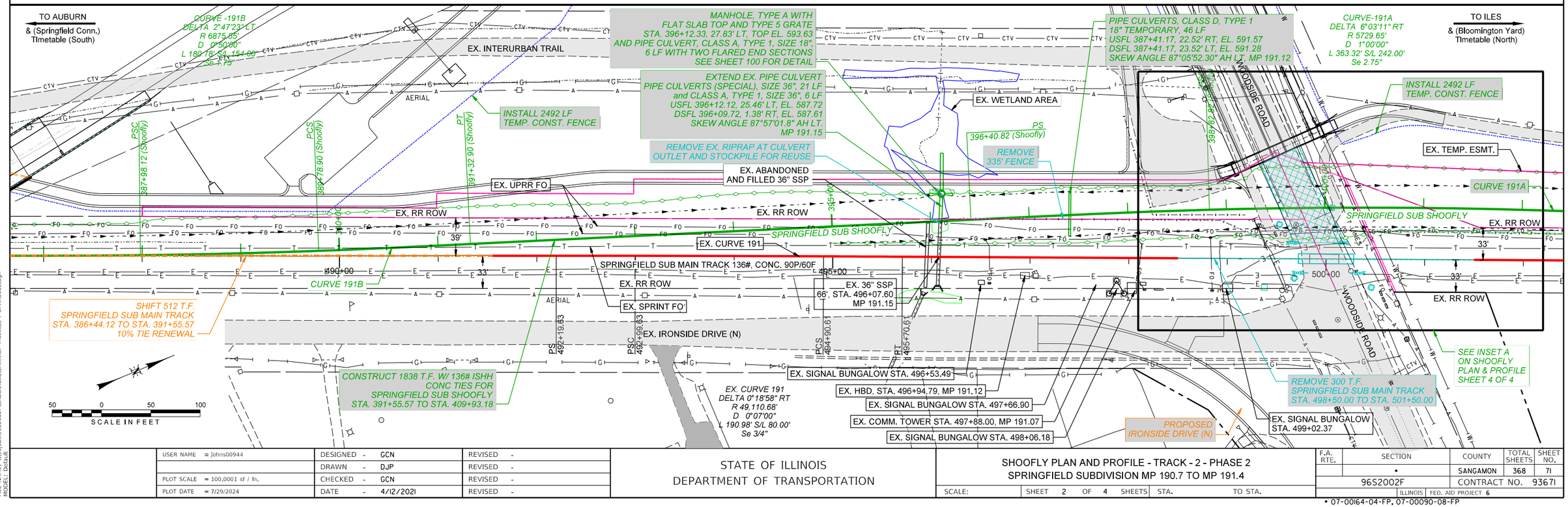
SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	70
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP

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	DRAWN - DJP	REVISED -	
PLOT SCALE = 100.0001 sf / In.	CHECKED - GCN	REVISED -	
PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

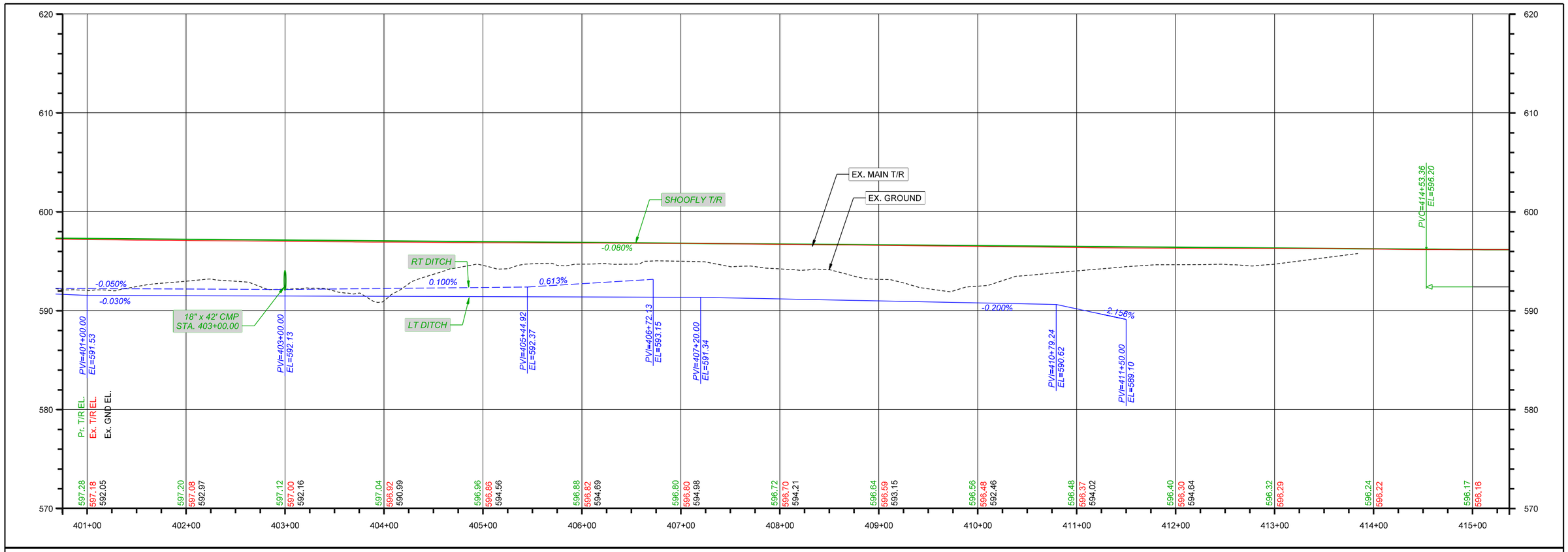
SHOOFLY PLAN AND PROFILE - TRACK - 2 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

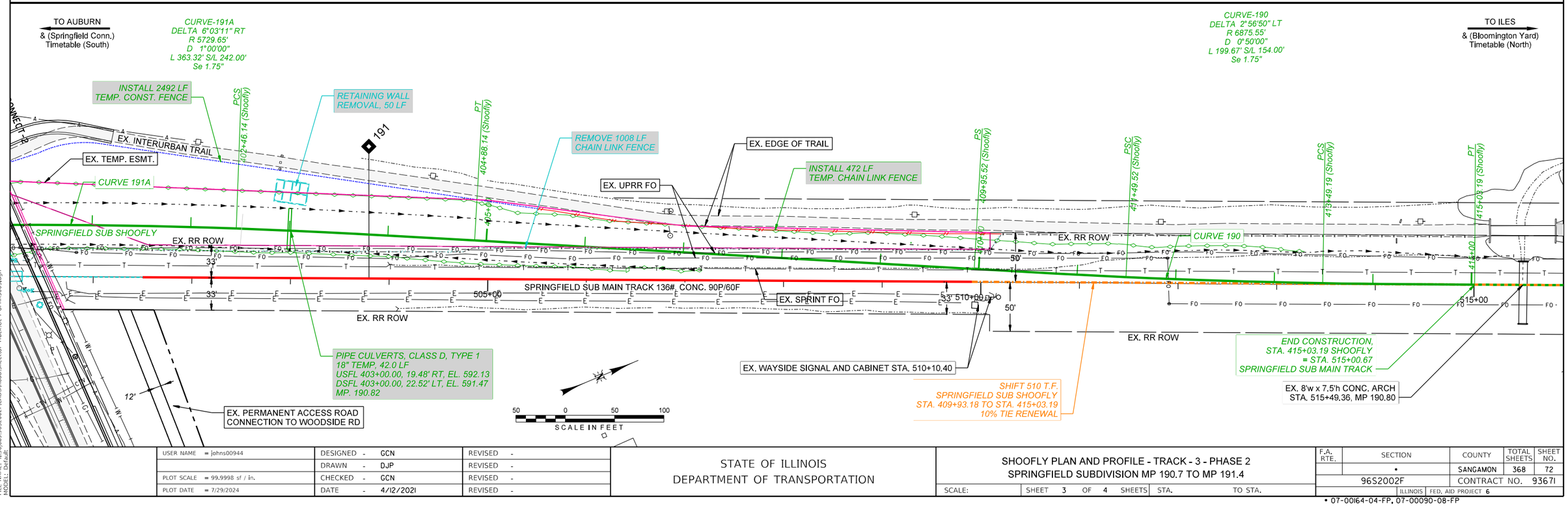
SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	71
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP

FILE NAME: I:\96jobs\96S2002F\CADD\Roadd\Sheet\UP-Track\Gc-7-UPRR5002.dgn
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	DRAWN - DJP	REVISED -	
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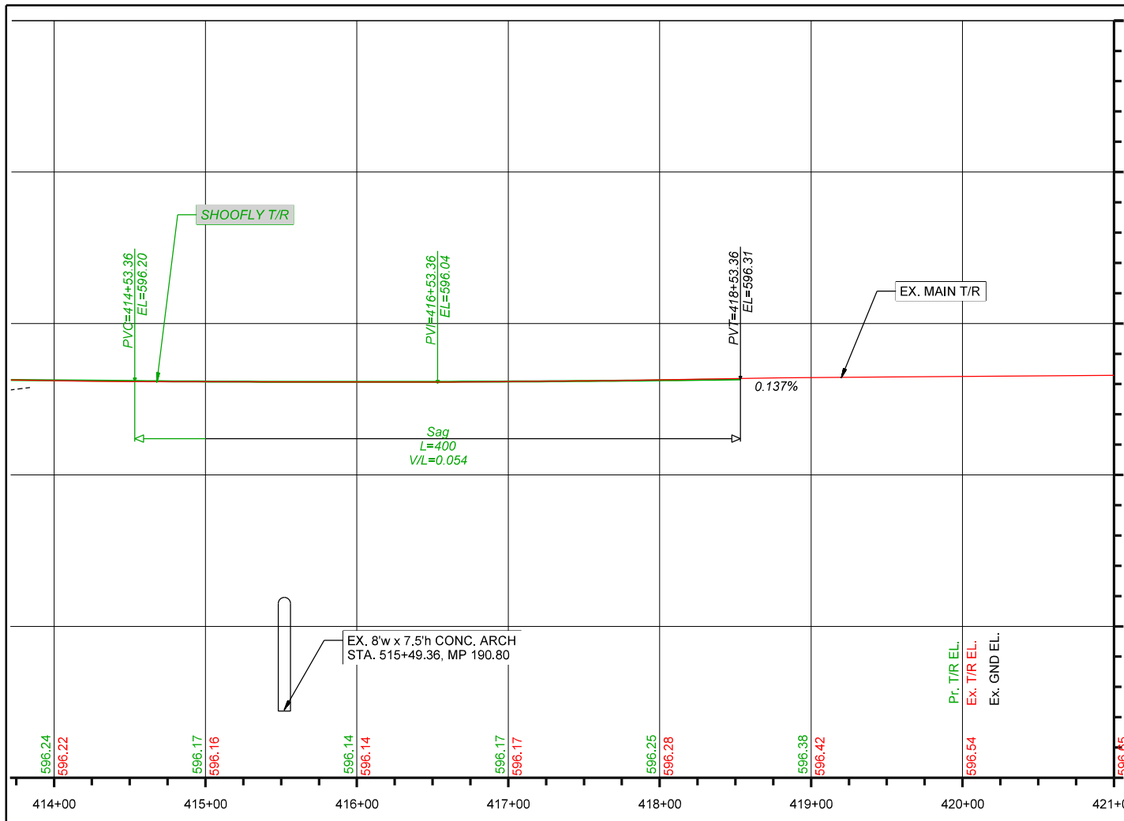
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

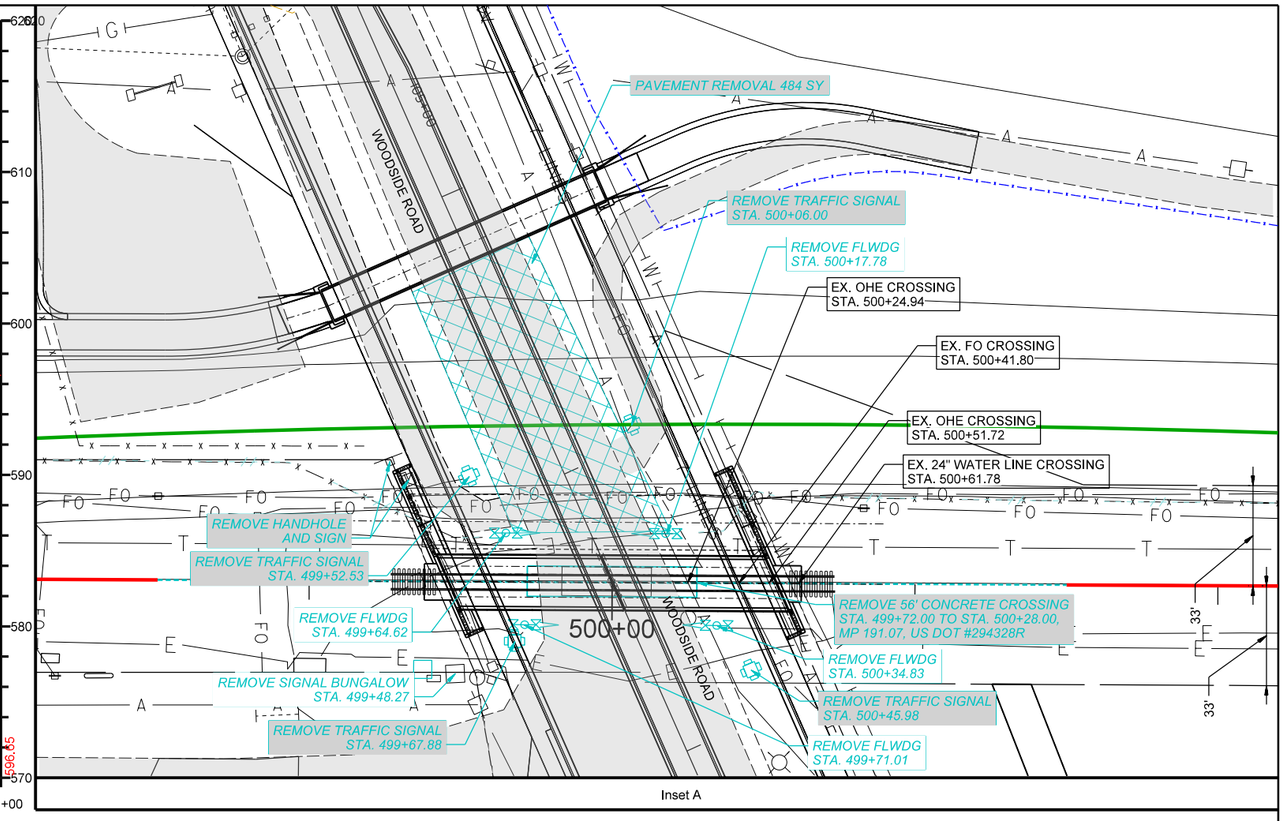
SHOOFLY PLAN AND PROFILE - TRACK - 3 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

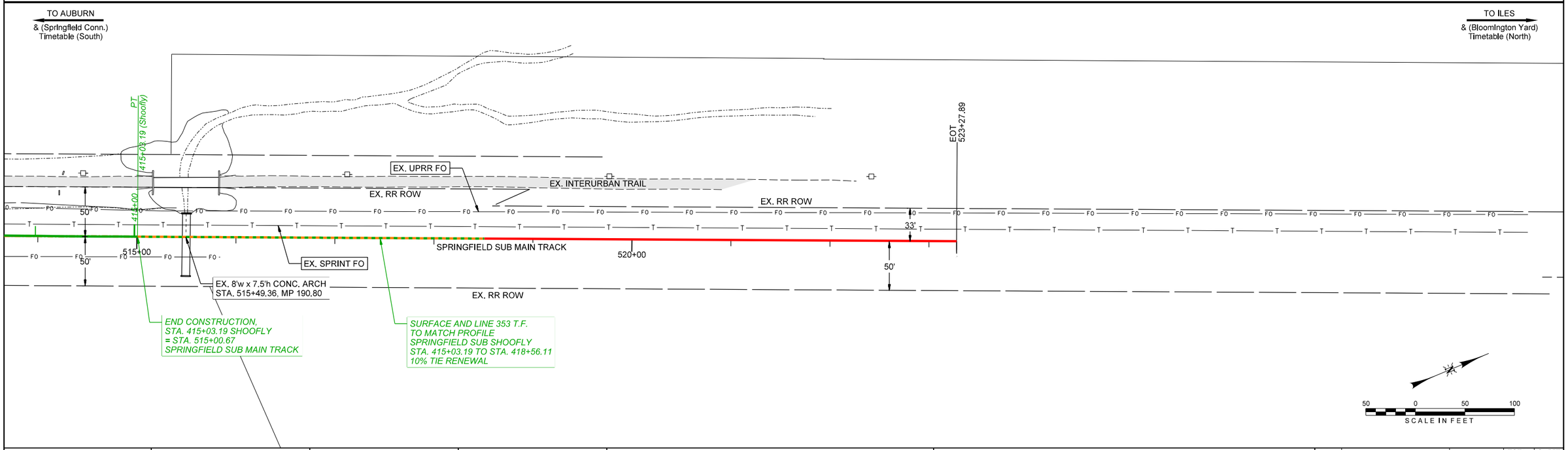
SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	72
	96S2002F	CONTRACT NO.	93671	
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP







USER NAME = Johns00944	DESIGNED - GCN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

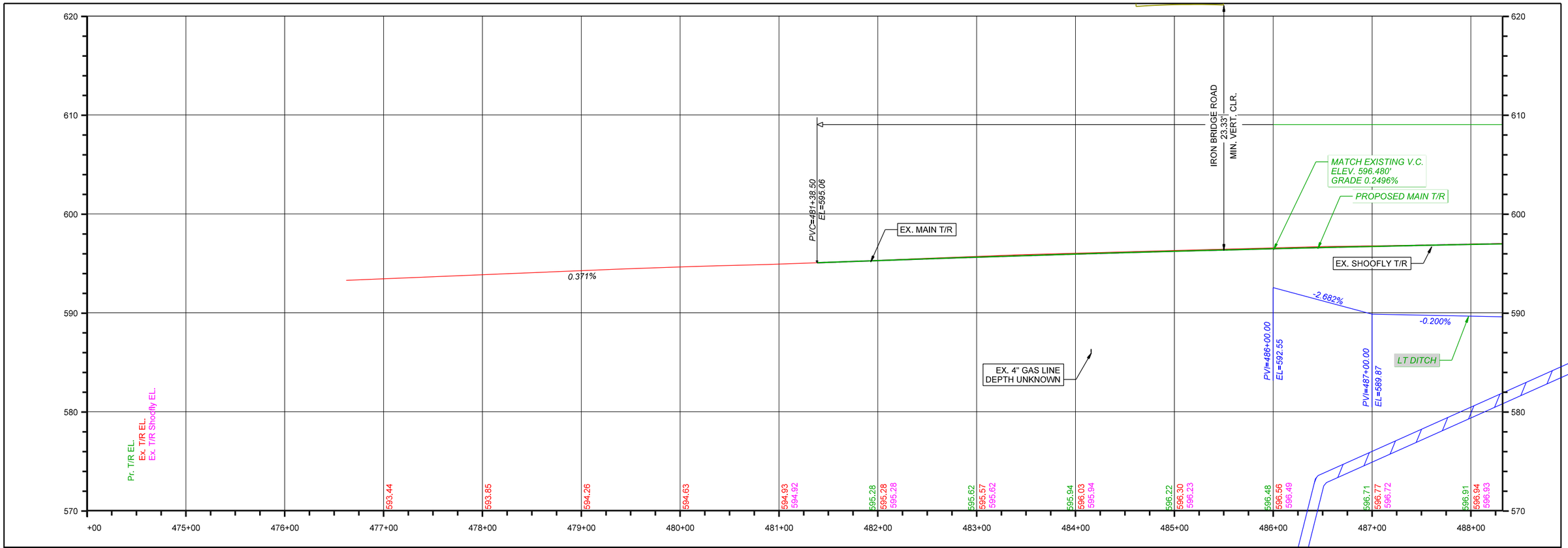
SHOOFLY PLAN AND PROFILE - TRACK - 4 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

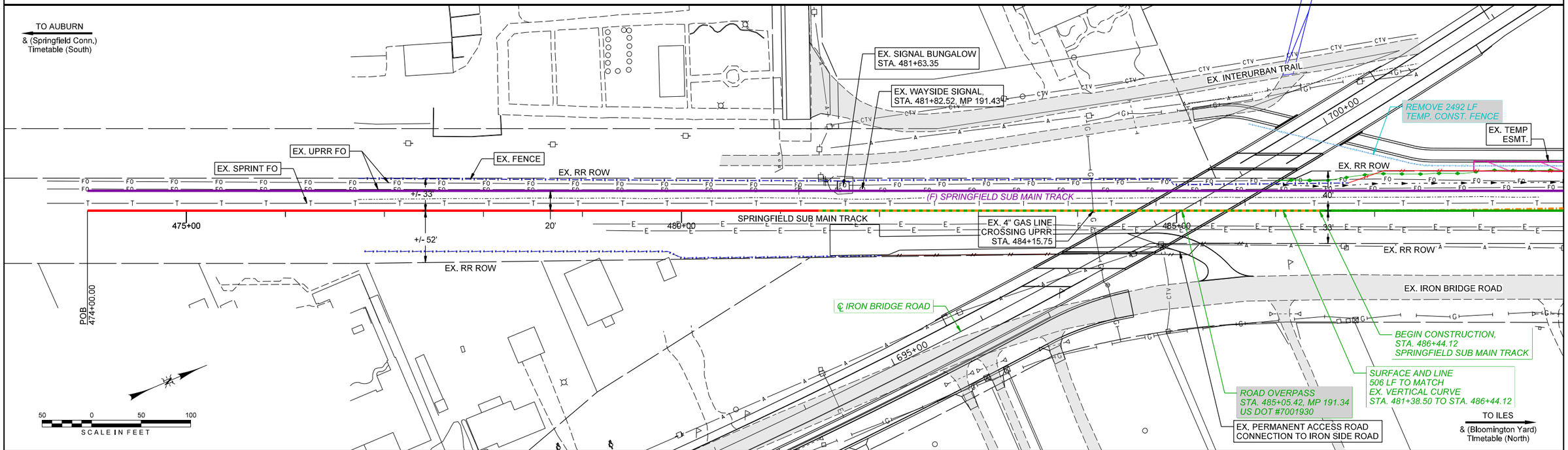
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	73
	96S2002F	CONTRACT NO.	93671	
	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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PLOT SCALE = 100.0000 sf / In.	CHECKED - GCN	REVISED -	
PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

MAINLINE PLAN AND PROFLE - TRACK - 1 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	74
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP

NOTE 1: ABUTMENT
MAINLINE STA. 499+43.56
T/R 597.31, MP 191.082

NOTE 2: ABUTMENT
MAINLINE STA. 500+56.65
T/R 597.20, MP 191.060

EX. AERIAL LINE
STA. 500+25.01, EL. 623.66

EX. AERIAL LINE
STA. 500+29.23, EL. 623.66

EX. AERIAL LINE
26.46'
MIN. VERT. CLR.

Crest
L=1700
V/L=-0.027
PVI=489+88.50
EL=598.22

PROPOSED MAIN T/R

EX. 36" SSP

EX. MAIN T/R

PVT=498+38.50
EL=597.41

NOTE 1

NOTE 2

-0.095%

-0.200%

LT DITCH

-0.200%

-2.892%

7.250%

0.200%

2.939%

-0.200%

PVI=495+95.24
EL=588.08

PVI=496+11.42
EL=587.61

PVI=496+46.80
EL=590.17

PVI=498+40.00
EL=590.56

PVI=499+40.00
EL=593.50

PVI=500+60.00
EL=590.35

WOODSIDE ROAD
16.67'

EX. 24" WATER LINE
EL. 585.38, STA. 500+65.78
CASED WITH PROP. 36"
STEEL CASING

620 610 600 590 580 570

488+00 489+00 490+00 491+00 492+00 493+00 494+00 495+00 496+00 497+00 498+00 499+00 500+00 501+00

596.91 596.94 596.93 597.09 597.12 597.11 597.24 597.31 597.26 597.36 597.47 597.39 597.45 597.57 597.49 597.52 597.59 597.56 597.63 597.57 597.62 597.55 597.50 597.51 597.45 597.44 597.43 597.35 597.34 597.25 597.31 597.16 597.18

TO AUBURN
& (Springfield Conn.)
Timetable (South)

TO ILES
& (Bloomington Yard)
Timetable (North)

IRON BRIDGE ROAD

EX. INTERURBAN TRAIL

AERIAL

REMOVE 2492 LF
TEMP. CONST. FENCE

EX. WETLAND AREA

INSTALL 36" REINF. FLARED END SECTION
DSFL 496+09.89, 50.48' LT, EL. 587.67
STA. 496+09.41, MP 191.15

REMOVE 2492 LF
TEMP. CONST. FENCE

INSTALL 1255 LF
CHAIN LINK FENCE

REMOVE 36" SSP (21 LF),
18" RCCP (6 LF) and 2-18" FES
STA. 496+11.42, MP 191.15

REMOVE 18" CMP
46', STA. 497+40.00
MP 191.12

REMOVE 1838 T.F.
SPRINGFIELD SUB SHOOFLY

RESTORE RIPRAP
AT CULVERT OUTLET

EX. UPRR FO

EX. INTERURBAN TRAIL

STA. 500+00.00
PUBLIC UNDER
DOT # 294328R
MP 191.07

EX. TEMP.
ESMT.

EX. ABANDONED
AND FILLED 36" SSP

EX. 36" SSP
66', STA. 496+07.60
MP 191.15

FUTURE BRIDGE

EX. RR ROW

(F) SPRINGFIELD SUB MAIN TRACK

SPRINGFIELD SUB MAIN TRACK 136#, CONC. 90P/60F

490+00

20'

39'

33'

EX. RR ROW

EX. SPRINT FO

CURVE 191

495+00

500+00

33'

EX. RR ROW

AERIAL

SHIFT 512 T.F.
SPRINGFIELD SUB MAIN TRACK
STA. 486+44.12 TO STA. 491+55.33

℄ WOODSIDE ROAD

CONSTRUCT 300 T.F. W/ 136# ISHH
CONC TIES FOR
SPRINGFIELD SUB MAIN TRACK
STA. 498+50.00 TO STA. 501+50.00

EX. IRONSIDE DRIVE (N)

PS
492+19.63

PSC
492+66.63

PCS
494+90.61

PT
495+70.61

A STANDARD TIE TRANSITION ZONE PER UPRR STD DWG 6031. ASPHALT UNDERLAYMENT PER UPRR STD DWG 0095 AND "TYPICAL SECTIONS - MAINLINE TRACK PHASE 2".

B BRIDGE TO BE PRE-BALLASTED BEFORE SURFACING.

SURFACE AND LINE 695 T.F.
TO MATCH PROFILE
SPRINGFIELD SUB MAIN TRACK
STA. 491+55.33 TO STA. 498+50.00
10% TIE RENEWAL

CURVE 191
DELTA 0°18'58" RT
R 49,110.68'
D 0°07'00"
L 190.98' S/L 80.00'
Se 3/4"

EX. SIGNAL BUNGALOW STA. 496+53.49

EX. HBD, STA. 496+94.79, MP 191.12

EX. SIGNAL BUNGALOW STA. 497+66.90

EX. COMM. TOWER STA. 497+88.00, MP 191.07

EX. SIGNAL BUNGALOW STA. 498+06.18

EX. SIGNAL BUNGALOW
STA. 499+02.37

PROPOSED
IRONSIDE DRIVE (N)

50 0 50 100
SCALE IN FEET

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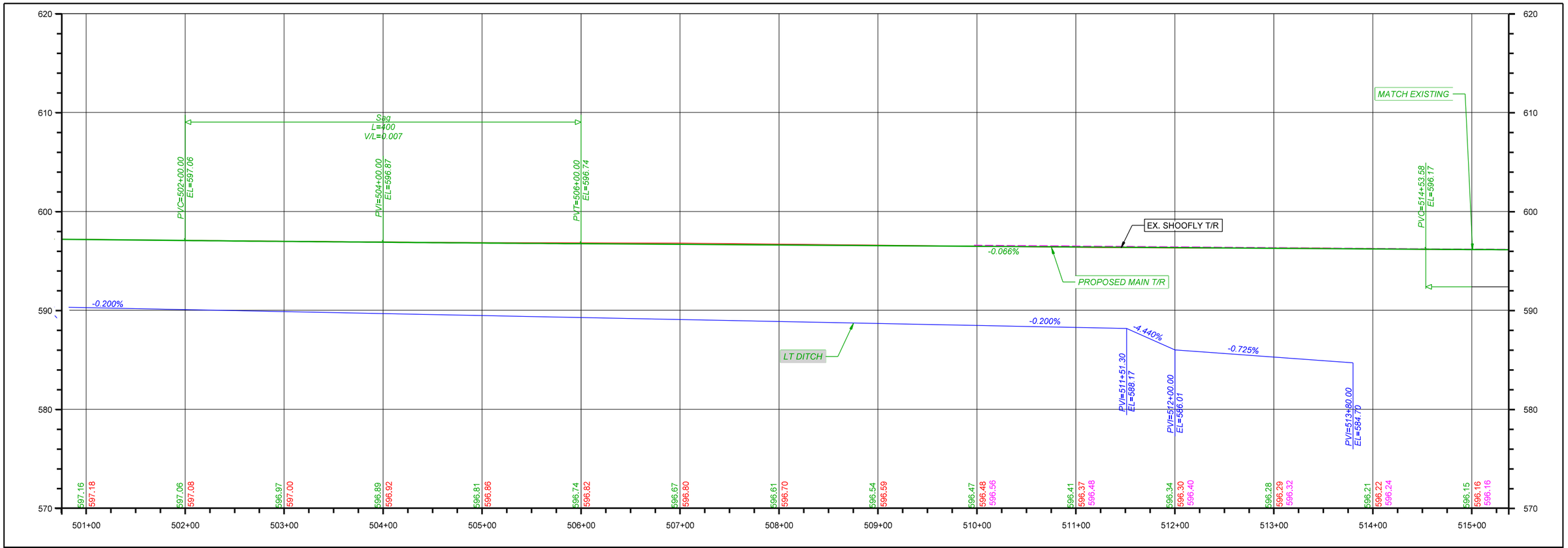
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

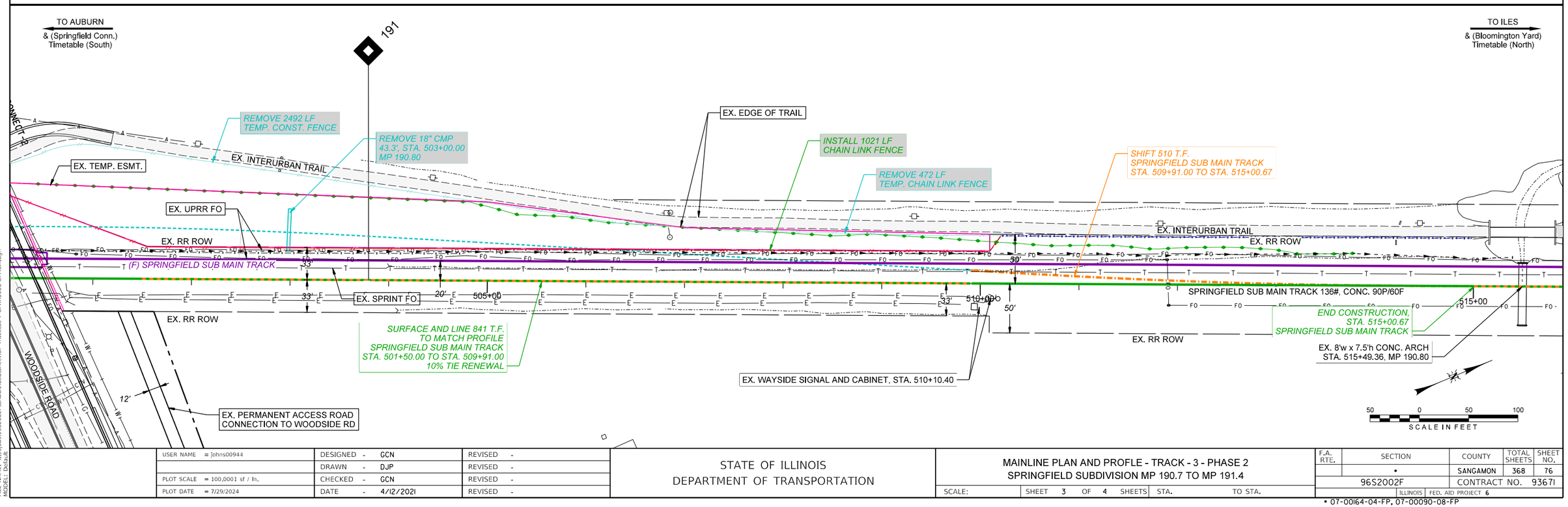
MAINLINE PLAN AND PROFLE - TRACK - 2 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	75
	96S2002F	CONTRACT NO. 93671		
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP





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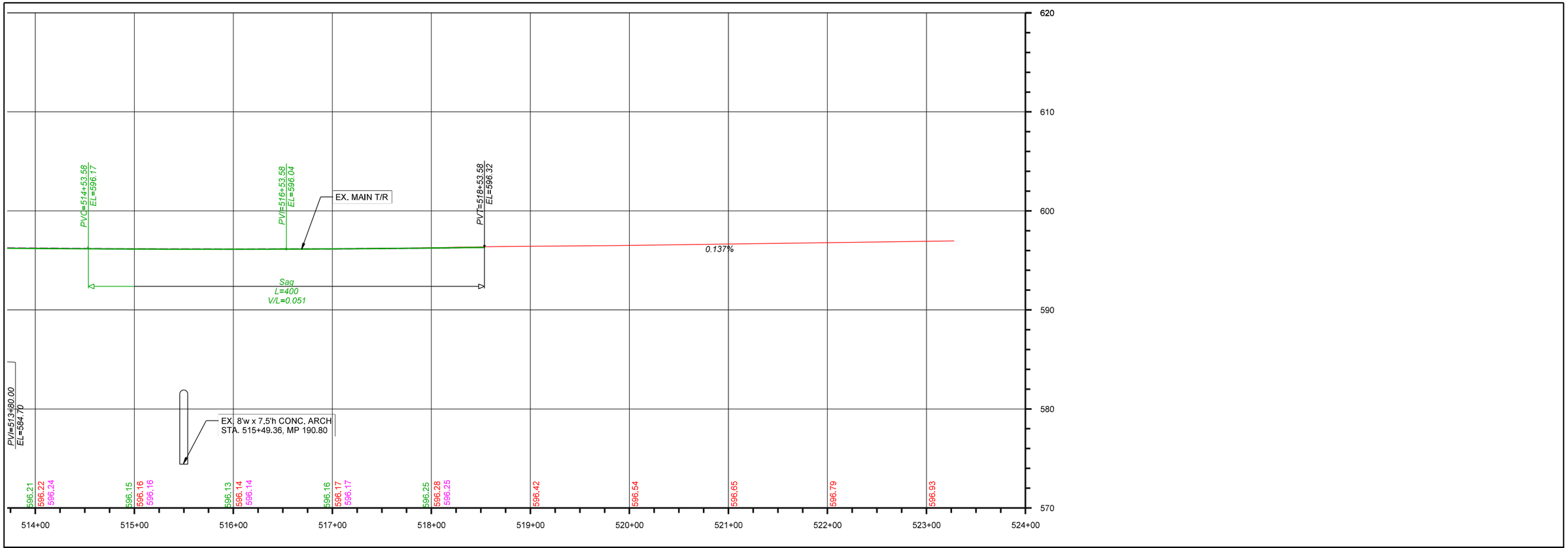
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

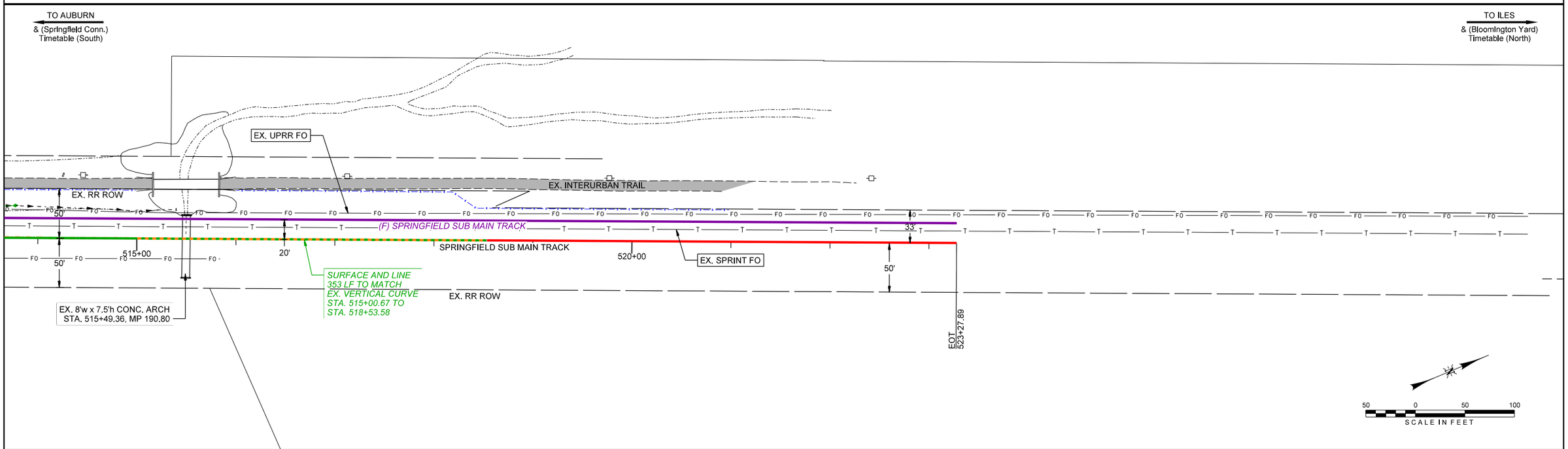
MAINLINE PLAN AND PROFLE - TRACK - 3 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	76
	96S2002F	CONTRACT NO.	93671	
	ILLINOIS	FED. AID PROJECT	6	

• 07-00164-04-FP, 07-00090-08-FP





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PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -	

MAINLINE PLAN AND PROFLE - TRACK - 4 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	77
	96S2002F	CONTRACT NO.	93671	
	ILLINOIS	FED. AID PROJECT 6		

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BORROW PIT CONTROL POINTS		
POINT NO.	NORTHING	EASTING
1	1111715.791	2432979.308
2	1111930.164	2433136.409
3	1112207.709	2433105.746
4	1112208.018	2433332.165
5	1111907.634	2433132.382
6	1111670.189	2433194.825
7	1111695.163	2433124.105
8	1111647.758	2433204.449
9	1112305.933	2433221.651

NOTE:
ALL FURNISH EXCAVATION FROM PHASE 1 & 2 NEEDED TO COMPLETE CONSTRUCTION MAY BE TAKEN FROM BORROW PIT

PAVEMENT REMOVAL

20 0 50 100

STA 706+00 IRON BRIDGE ROAD = STA 54+30.87 TRAIL PARKING ACCESS RD

(PT) STA 712+02.95 IRON BRIDGE ROAD = STA 99+00.00 WOODSIDE ROAD

WOODSIDE ROAD

SEE STATION CROSS SECTIONS

SEED SLOPES WITH SEEDING, CLASS 3 (SPECIAL)

SLOPE BREAK AT 580.00

2:1

4:1

W PARR C/O SOY CAPITAL AG SERVICES

℄ BORROW PIT SEE CROSS SECTIONS

BOTTOM ELEVATION, 574.5' AND VARIES

SEEDING, CLASS 7 (SPECIAL)

PARK DISTRICT

REMOVE EXISTING 24" CULVERT, 42'

PEDIGO LANE AND EXISTING INTERURBAN TRAIL

℄ TRAIL PARKING ACCESS RD

L&T CAPRANICA AND L&T PEDIGO C/O PEDCAP

REMOVE EXISTING 24" CULVERT, 36'

WETLAND SITE 1 PERM. IMPACT 0.15 ACRE

PROVIDE DITCH FROM STA. 104+00, 52' RT., EL. 590.30 TO STA. 103+74, 110.5' RT., EL. 590.00. SEE DETAIL BELOW.
STONE RIPRAP, CLASS B3 - 39 SY

3:1 3:1 2.0'

EXISTING TRAIL

℄ INTERURBAN TRAIL

℄ UNION PACIFIC RR

ROCK

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	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

IRON BRIDGE BORROW PIT GRADING PLAN
PHASE 1

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	78
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

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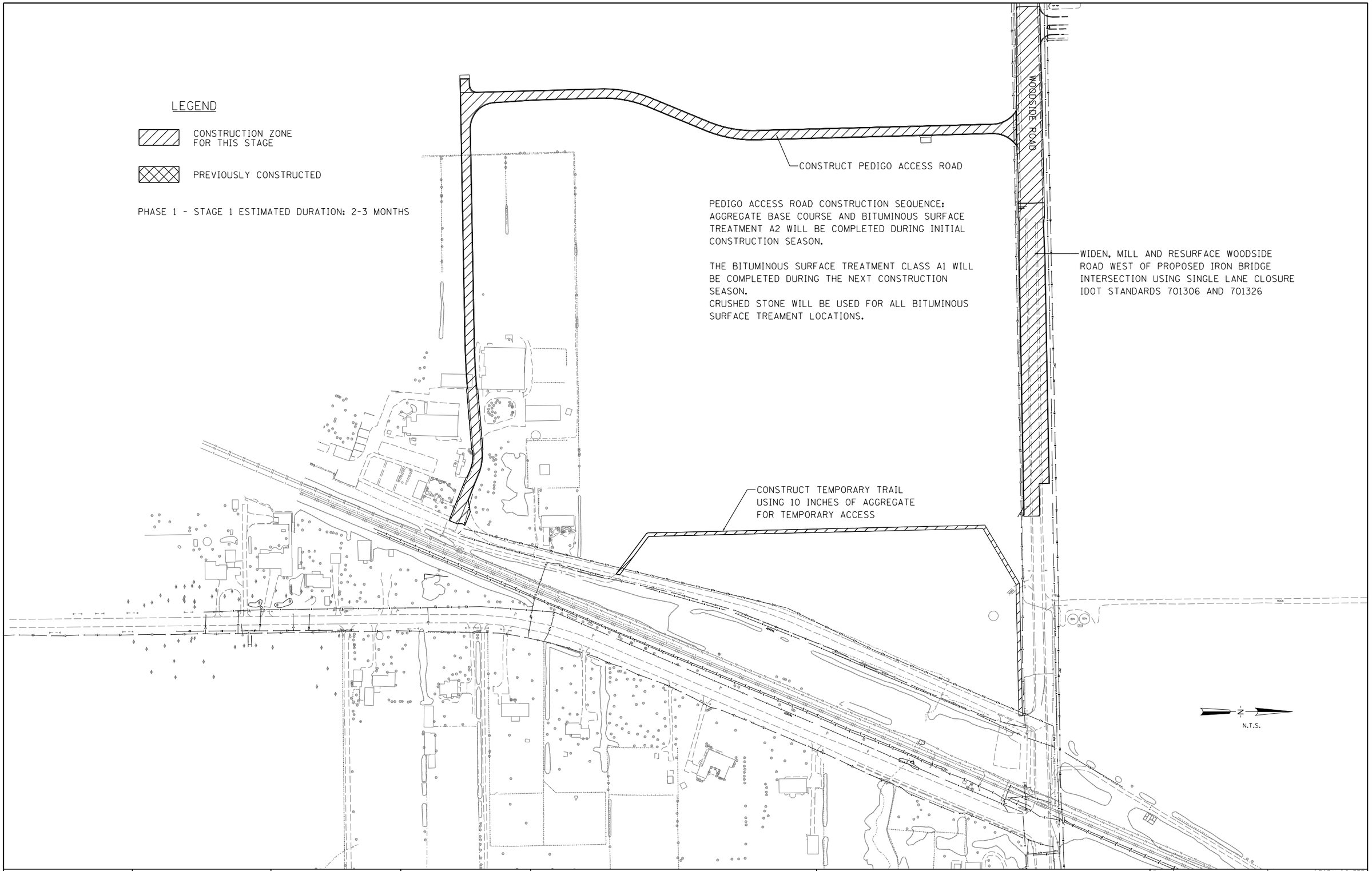
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LEGEND

CONSTRUCTION ZONE FOR THIS STAGE

PREVIOUSLY CONSTRUCTED

PHASE 1 - STAGE 1 ESTIMATED DURATION: 2-3 MONTHS



PEDIGO ACCESS ROAD CONSTRUCTION SEQUENCE:
AGGREGATE BASE COURSE AND BITUMINOUS SURFACE TREATMENT A2 WILL BE COMPLETED DURING INITIAL CONSTRUCTION SEASON.

THE BITUMINOUS SURFACE TREATMENT CLASS A1 WILL BE COMPLETED DURING THE NEXT CONSTRUCTION SEASON.
CRUSHED STONE WILL BE USED FOR ALL BITUMINOUS SURFACE TREAMENT LOCATIONS.

WIDEN, MILL AND RESURFACE WOODSIDE ROAD WEST OF PROPOSED IRON BRIDGE INTERSECTION USING SINGLE LANE CLOSURE IDOT STANDARDS 701306 AND 701326

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	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 1 – STAGE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	79
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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LEGEND

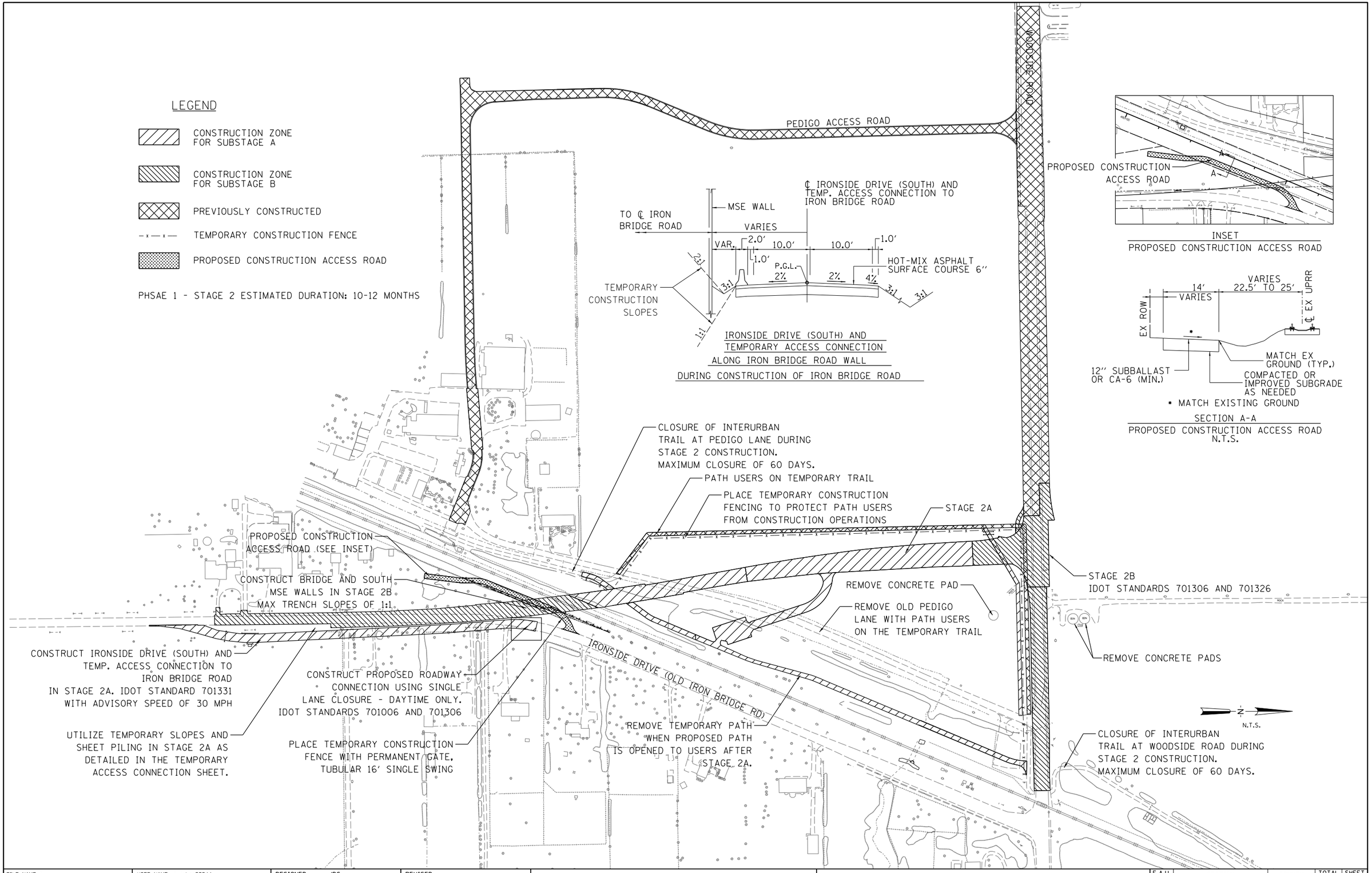
- CONSTRUCTION ZONE FOR SUBSTAGE A
- CONSTRUCTION ZONE FOR SUBSTAGE B
- PREVIOUSLY CONSTRUCTED
- TEMPORARY CONSTRUCTION FENCE
- PROPOSED CONSTRUCTION ACCESS ROAD

PHSAE 1 - STAGE 2 ESTIMATED DURATION: 10-12 MONTHS

IRONSIDE DRIVE (SOUTH) AND
TEMPORARY ACCESS CONNECTION
ALONG IRON BRIDGE ROAD WALL
DURING CONSTRUCTION OF IRON BRIDGE ROAD

INSET
PROPOSED CONSTRUCTION ACCESS ROAD

SECTION A-A
PROPOSED CONSTRUCTION ACCESS ROAD
N.T.S.



FILE NAME = Fc-1-IBSTAGE_200.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
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	PLOT DATE = 7/29/2024	DATE - 4/12/2021	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 1 – STAGE 2

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	80
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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LEGEND

CONSTRUCTION ZONE FOR THIS STAGE

PREVIOUSLY CONSTRUCTED

PHASE 1 - STAGE 3 ESTIMATED DURATION: 1-2 MONTHS

PEDIGO ACCESS ROAD

PEDIGO ACCESS ROAD

IRON BRIDGE ROAD

IRONSIDE DRIVE (OLD IRON BRIDGE RD)

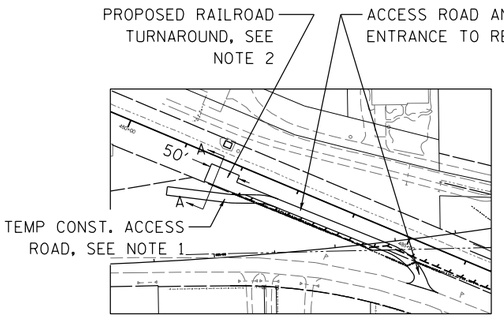
RELOCATE TEMPORARY CONSTRUCTION ACCESS ROAD TO RAILROAD TURNAROUND. SEE INSET

INSTALL CHAIN LINK FENCE, 6'

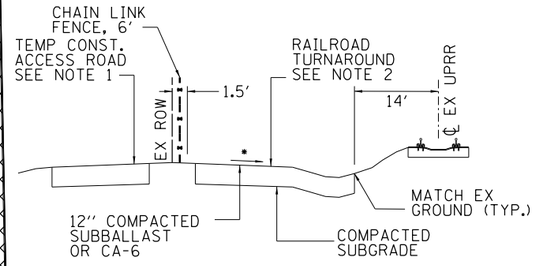
REMOVE TEMPORARY ACCESS USING SINGLE LANE CLOSURE ON IRON BRIDGE ROAD. IDOT STANDARDS 701006 AND 701201.

FINAL GRADE RIGHT SHOULDER FORESLOPES, DITCHES, AND BACKSLOPES OF IRON BRIDGE ROAD, CONSTRUCT PROPOSED IRON BRIDGE ENTRANCE RIGHT, AND DEAD END ROAD IN STAGE 3. MAINTAIN ENTRANCE ACCESS.

PLACE AGGREGATE SURFACE COURSE, TYPE A 6" FOR PERMANENT ACCESS ROAD



INSET
PROPOSED RAILROAD TURNAROUND



* MATCH EXISTING GROUND

SECTION A-A
PROPOSED RAILROAD TURNAROUND
N.T.S.

NOTES:
1. REMOVE TEMPORARY ACCESS ROAD AGGREGATE AND RELOCATE TO RAILROAD TURNAROUND. RESTORE AREA TO EXISTING CONDITIONS.
2. INSTALL RELOCATED AGGREGATE ON PREPARED SUBGRADE, MATCHING EXISTING DRAINAGE CONDITIONS.

N

N.T.S.

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STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 1 – STAGE 3

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	81
	96S2002F	CONTRACT NO.	93671	

FED. ROAD DIST. NO. 6 | ILLINOIS | FED. AID PROJECT 6

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N

20 0 50 100

STA 706+00 IRON BRIDGE ROAD =
STA 54+30.87 TRAIL PARKING ACCESS RD

705+00

710+00

12+02.95
END IRON BRIDGE

(PT) STA 712+02.95 IRON BRIDGE ROAD =
STA 99+00.00 WOODSIDE ROAD

SEE STATION
CROSS SECTIONS

590.0
585.0
580.0
574.5

4:1

2:1

SLOPE BREAK
AT 580.00

FINAL SEED GRADED AREA WITH
SEEDING, CLASS 2 (SPECIAL)

BOTTOM ELEVATION, 574.5'
AND VARIES

SEEDING, CLASS 5 (SPECIAL)

SLOPE BREAK
AT 586.00

SEE STATION
CROSS SECTIONS

WOODSIDE ROAD

PEDIGO LANE AND EXISTING INTERURBAN TRAIL

SLOPE BREAK
AT 580.00

FILL PLACED INTO THE BORROW PIT
SHALL BE NO HIGHER THAN 588.0 AT
THE OUTLET END. ANY EXCESS WILL
BE GRADED TO MAINTAIN FLOWLINES
BETWEEN CULVERTS.

ROCK

15+00

20+00

25+00

℄ TRAIL PARKING ACCESS RD

℄ INTERURBAN TRAIL

℄ UPRR SHOOFLY

490+00

495+00

℄ UNION PACIFIC RR

FILE NAME = Gc-7-BORROW02.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
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	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

WOODSIDE BORROW PIT GRADING PLAN
PHASE 2

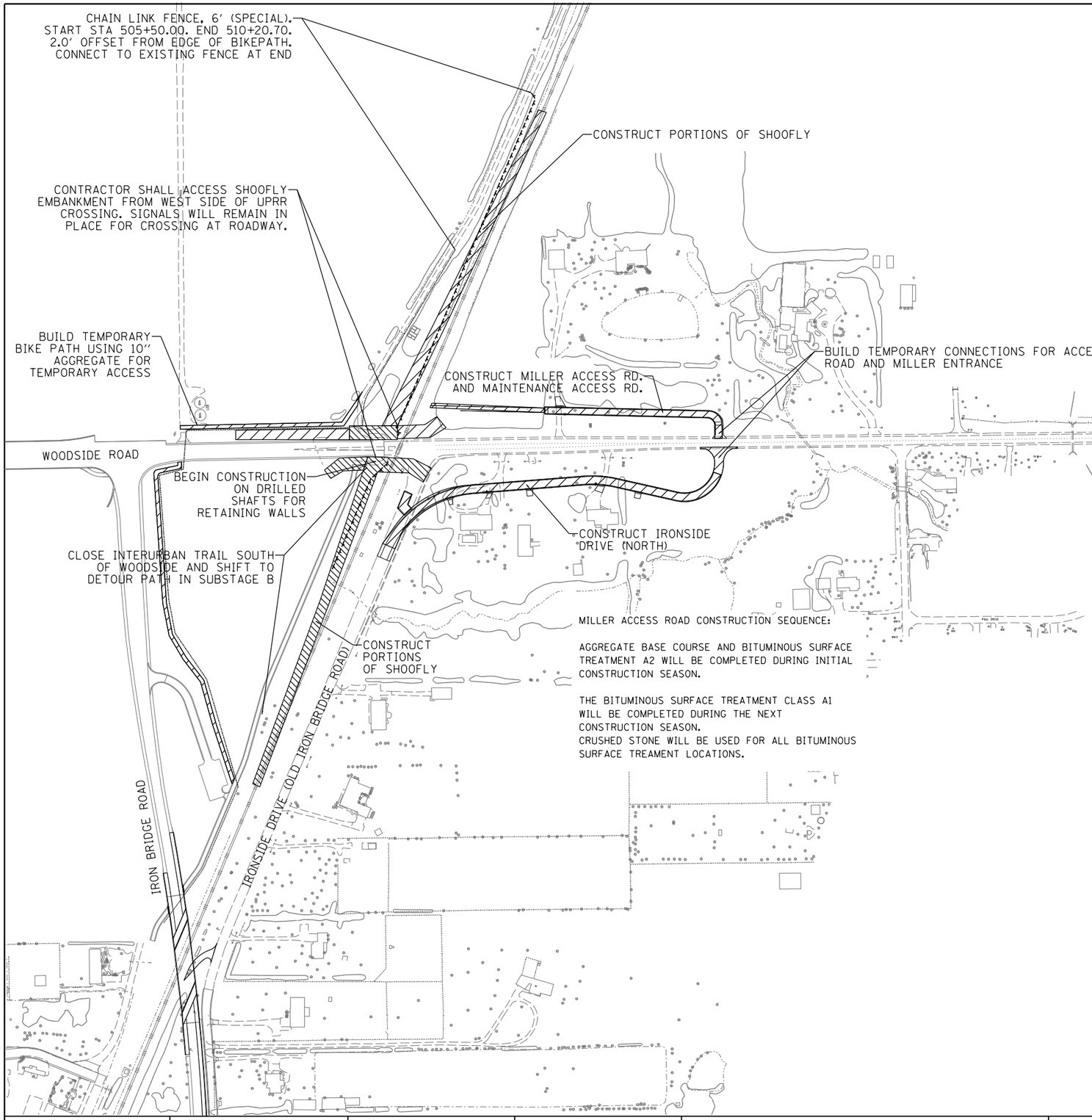
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	82
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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MILLER ACCESS ROAD CONSTRUCTION SEQUENCE:

AGGREGATE BASE COURSE AND BITUMINOUS SURFACE TREATMENT A2 WILL BE COMPLETED DURING INITIAL CONSTRUCTION SEASON.

THE BITUMINOUS SURFACE TREATMENT CLASS A1 WILL BE COMPLETED DURING THE NEXT CONSTRUCTION SEASON.
CRUSHED STONE WILL BE USED FOR ALL BITUMINOUS SURFACE TREAMENT LOCATIONS.

CONSTRUCTION NOTES:
SUBSTAGE A:
-CONSTRUCT TEMPORARY CONNECTION TO EXISTING WOODSIDE ROAD FOR IRONSIDE DRIVE (NORTH)..
-CONSTRUCT MILLER ACCESS ROAD WITH TEMPORARY CONNECTION TO EXISTING WOODSIDE ROAD.
-CONSTRUCT A TEMPORARY BIKE PATH CROSSING AT EXISTING WOODSIDE ROAD TO ALLOW CONSTRUCTION TO BEGIN IN AREAS OF EXISTING BIKE PATH PAVEMENT.
-CONSTRUCT TEMPORARY FENCE WHERE INDICATED ALONG BIKE PATH
-CONSTRUCT PORTIONS OF THE SHOOFLY NORTH OF WOODSIDE ROAD.
-BEGIN CONSTRUCTION OF DRILLED SHAFTS NORTH OF WOODSIDE AND WEST OF TEMPORARY BIKE PATH CONNECTION AND EAST OF EXISTING BIKE PATH.
-REMOVE TRAFFIC SIGNALS AT EXISTING WOODSIDE/ IRON BRIDGE INTERSECTION
-THERE SHALL BE NO CLOSURE TO THE UPRR OUTSIDE OF THE SCHEDULED CUT-OVER WORK FOR THE SHOOFLY CONNECTION

SUBSTAGE B:
-CONSTRUCT PORTIONS OF THE SHOOFLY SOUTH OF WOODSIDE ROAD.
-CONSTRUCTION OF DRILLED SHAFTS SOUTH OF WOODSIDE ROAD AND NORTH OF WOODSIDE ROAD.

TRAFFIC NOTES:
SUBSTAGE A:
-MAINTAIN ACCESS TO OLD IRON BRIDGE ROAD USING EXISTING WOODSIDE INTERSECTION UNTIL IRONSIDE DRIVE (NORTH) AND TEMPORARY CONNECTION ARE COMPLETE.
-MAINTAIN EXISTING MILLER ENTRANCE UNTIL NEW ACCESS ROAD AND TEMPORARY CONNECTION ARE COMPLETE.
-MAINTAIN BIKE PATH USERS ON EXISTING BIKE PATH CROSSING UNTIL TEMPORARY CROSSING IS COMPLETE.
-WOODSIDE ROAD TO REMAIN OPEN.
-UNION PACIFIC TRAFFIC TO REMAIN ON EXISTING TRACK UNTIL SHOOFLY CONSTRUCTION IS COMPLETE.

SUBSTAGE B:
-SHIFT IRONSIDE DRIVE TRAFFIC TO NEW ALIGNMENT.
-OPEN MILLER ACCESS ROAD AND TEMPORARY CONNECTION.
-SHIFT BIKE PATH USERS TO TEMPORARY BIKE PATH CROSSING.
-WOODSIDE ROAD TO REMAIN OPEN.
-UNION PACIFIC TRAFFIC TO REMAIN ON EXISTING TRACK UNTIL SHOOFLY CONSTRUCTION IS COMPLETE.

PHASE 2 - STAGE 1 ESTIMATED DURATION: 3 MONTHS

RAIL NOTES:
SEE UPRR STAGING SHEET 1 FOR TRACK WORK STAGING.

LEGEND

- CONSTRUCTION ZONE FOR SUBSTAGE A
- CONSTRUCTION ZONE FOR SUBSTAGE B
- PREVIOUSLY CONSTRUCTED

-N-
N.T.S.

FILE NAME = Gc-1-STAGE_100.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 300.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 2 – STAGE 1

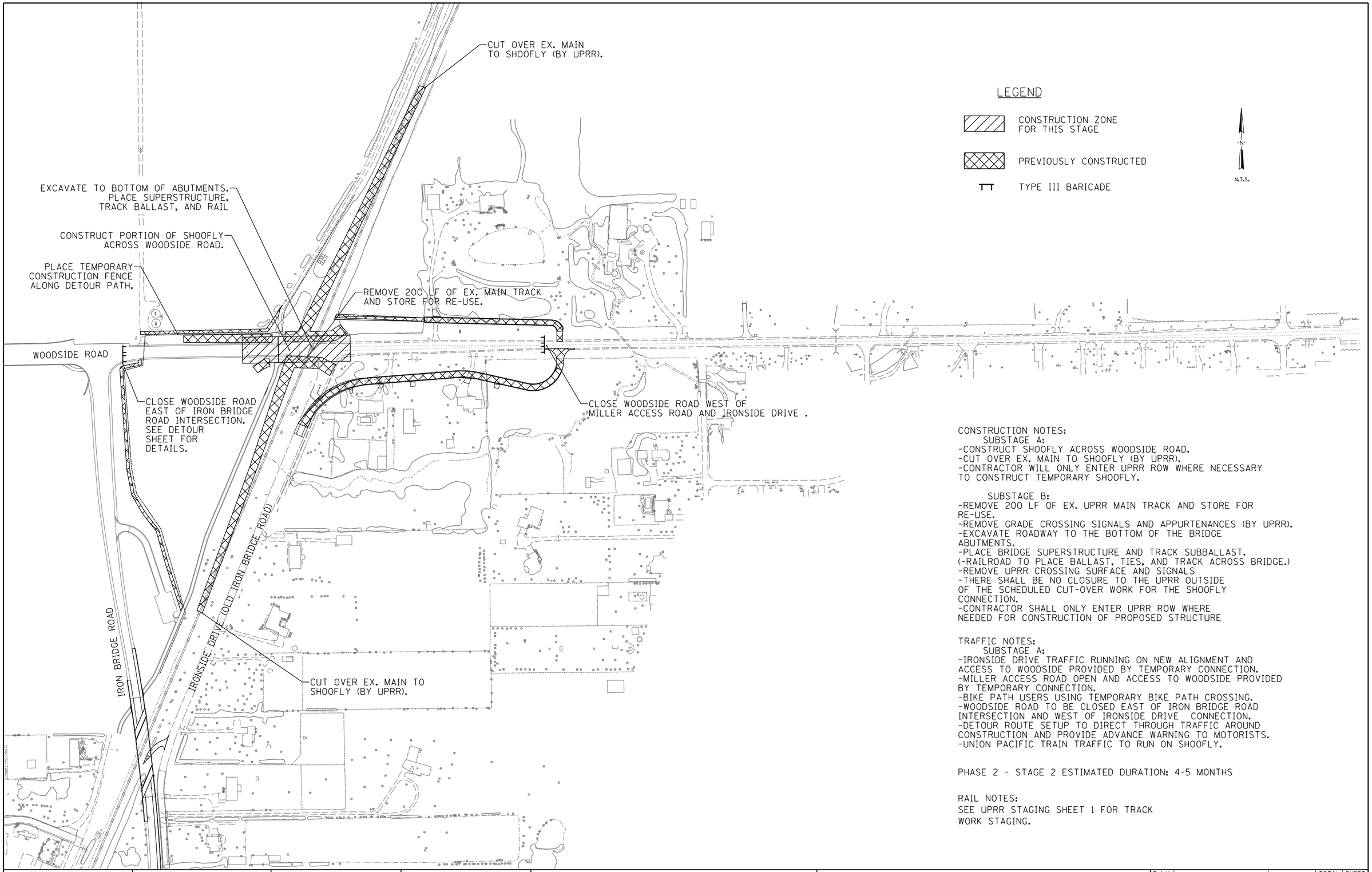
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	83
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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CONSTRUCTION NOTES:
SUBSTAGE A:
-CONSTRUCT SHOOFLY ACROSS WOODSIDE ROAD.
-CUT OVER EX. MAIN TO SHOOFLY (BY UPRR).
-CONTRACTOR WILL ONLY ENTER UPRR ROW WHERE NECESSARY TO CONSTRUCT TEMPORARY SHOOFLY.

SUBSTAGE B:
-REMOVE 200 LF OF EX. UPRR MAIN TRACK AND STORE FOR RE-USE.
-REMOVE GRADE CROSSING SIGNALS AND APPURTENANCES (BY UPRR).
-EXCAVATE ROADWAY TO THE BOTTOM OF THE BRIDGE ABUTMENTS.
-PLACE BRIDGE SUPERSTRUCTURE AND TRACK SUBBALLAST.
(-RAILROAD TO PLACE BALLAST, TIES, AND TRACK ACROSS BRIDGE.)
-REMOVE UPRR CROSSING SURFACE AND SIGNALS
-THERE SHALL BE NO CLOSURE TO THE UPRR OUTSIDE OF THE SCHEDULED CUT-OVER WORK FOR THE SHOOFLY CONNECTION.
-CONTRACTOR SHALL ONLY ENTER UPRR ROW WHERE NEEDED FOR CONSTRUCTION OF PROPOSED STRUCTURE

TRAFFIC NOTES:
SUBSTAGE A:
-IRONSIDE DRIVE TRAFFIC RUNNING ON NEW ALIGNMENT AND ACCESS TO WOODSIDE PROVIDED BY TEMPORARY CONNECTION.
-MILLER ACCESS ROAD OPEN AND ACCESS TO WOODSIDE PROVIDED BY TEMPORARY CONNECTION.
-BIKE PATH USERS USING TEMPORARY BIKE PATH CROSSING.
-WOODSIDE ROAD TO BE CLOSED EAST OF IRON BRIDGE ROAD INTERSECTION AND WEST OF IRONSIDE DRIVE CONNECTION.
-DETOUR ROUTE SETUP TO DIRECT THROUGH TRAFFIC AROUND CONSTRUCTION AND PROVIDE ADVANCE WARNING TO MOTORISTS.
-UNION PACIFIC TRAIN TRAFFIC TO RUN ON SHOOFLY.

PHASE 2 - STAGE 2 ESTIMATED DURATION: 4-5 MONTHS

RAIL NOTES:
SEE UPRR STAGING SHEET 1 FOR TRACK WORK STAGING.

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		DRAWN -	REVISED -
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	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 2 – STAGE 2

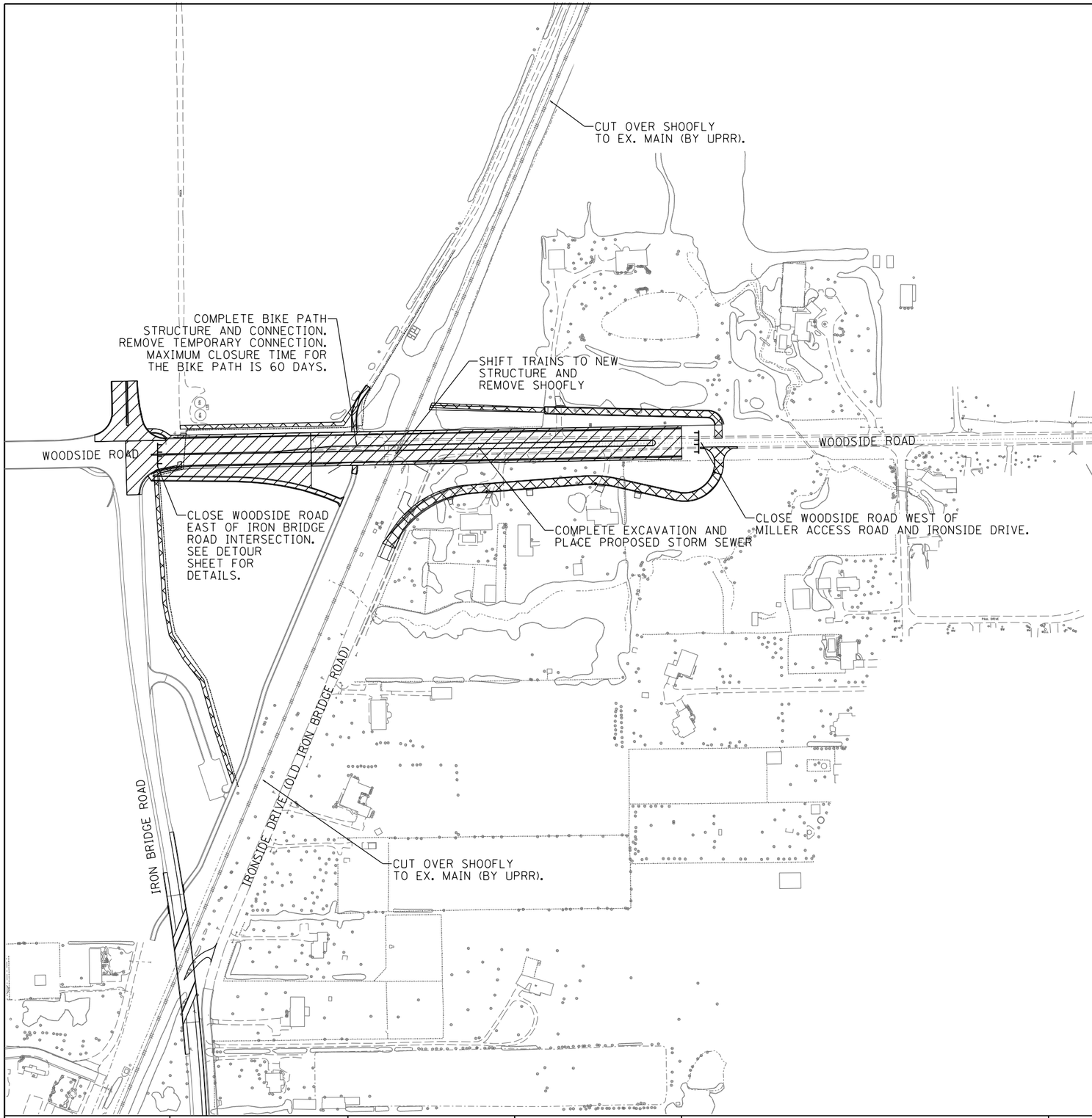
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	84
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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CONSTRUCTION NOTES:

SUBSTAGE A:

-UPRR TO CONSTRUCT TRACK ACROSS WOODSIDE BRIDGE REUSING EX. MAIN TRACK THAT WAS REMOVED AND STORED IN PHASE 2 SUBSTAGE B.
-CUT OVER SHOOFLY TO MAIN (BY UPRR).

SUBSTAGE B:

-CONSTRUCT BIKE PATH STRUCTURE, PLACE PAVEMENT ON BIKE PATH, AND CONSTRUCT BIKE PATH CONNECTIONS NORTH AND SOUTH OF WOODSIDE ROAD. REMOVE TEMPORARY CONNECTION.
-REMOVE SHOOFLY
-COMPLETE ROADWAY EXCAVATION, PLACE PROPOSED STORM SEWER, ROADWAY PAVEMENT, CURB AND GUTTER, AND SIDEWALKS ALONG UNDERPASS.
-STAGE IRON BRIDGE AND WOODSIDE INTERSECTION TO CONSTRUCT INTERSECTION PAVEMENT, CURB AND GUTTER, AND SIDEWALKS.
-THERE SHALL BE NO CLOSURE TO THE UPRR OUTSIDE THE SCHEDULED CUT-OVER WORK TO PLACE RAIL TRAFFIC ON THE NEW UPRR STRUCTURE.
-CONTRACTOR WILL ONLY ENTER UPRR ROW WHERE NECESSARY TO REMOVE TEMPORARY SHOOFLY.

TRAFFIC NOTES:

-IRONSIDE DRIVE ACCESS TRAFFIC RUNNING ON NEW ALIGNMENT AND ACCESS TO WOODSIDE PROVIDED BY TEMPORARY CONNECTION.
-MILLER ACCESS ROAD OPEN AND ACCESS TO WOODSIDE PROVIDED BY TEMPORARY CONNECTION.
-BIKE PATH TO BE CLOSED FOR A MAXIMUM OF 60 DAYS DURING CONSTRUCTION OF STRUCTURE AND BIKE PATH PAVEMENT.
-WOODSIDE ROAD TO BE CLOSED EAST OF IRON BRIDGE ROAD INTERSECTION AND WEST OF IRONSIDE DRIVE CONNECTION.
-INTERSECTION OF WOODSIDE ROAD AND IRON BRIDGE ROAD TO BE STAGED TO CONSTRUCT ROADWAY ITEMS IN INTERSECTION.
-DETOUR ROUTE SETUP TO DIRECT THROUGH TRAFFIC AROUND CONSTRUCTION AND PROVIDE ADVANCE WARNING TO MOTORISTS.
-UNION PACIFIC TRAIN TRAFFIC TO RUN ON NEW STRUCTURE ON EXISTING ALIGNMENT.

PHASE 2 - STAGE 3 ESTIMATED DURATION: 7-8 MONTHS

RAIL NOTES:

SEE UPRR STAGING SHEET 1 FOR TRACK WORK STAGING.

LEGEND

CONSTRUCTION ZONE FOR THIS STAGE

PREVIOUSLY CONSTRUCTED

-N-

N.T.S.

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		DRAWN -	REVISED -
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	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 2 – STAGE 3

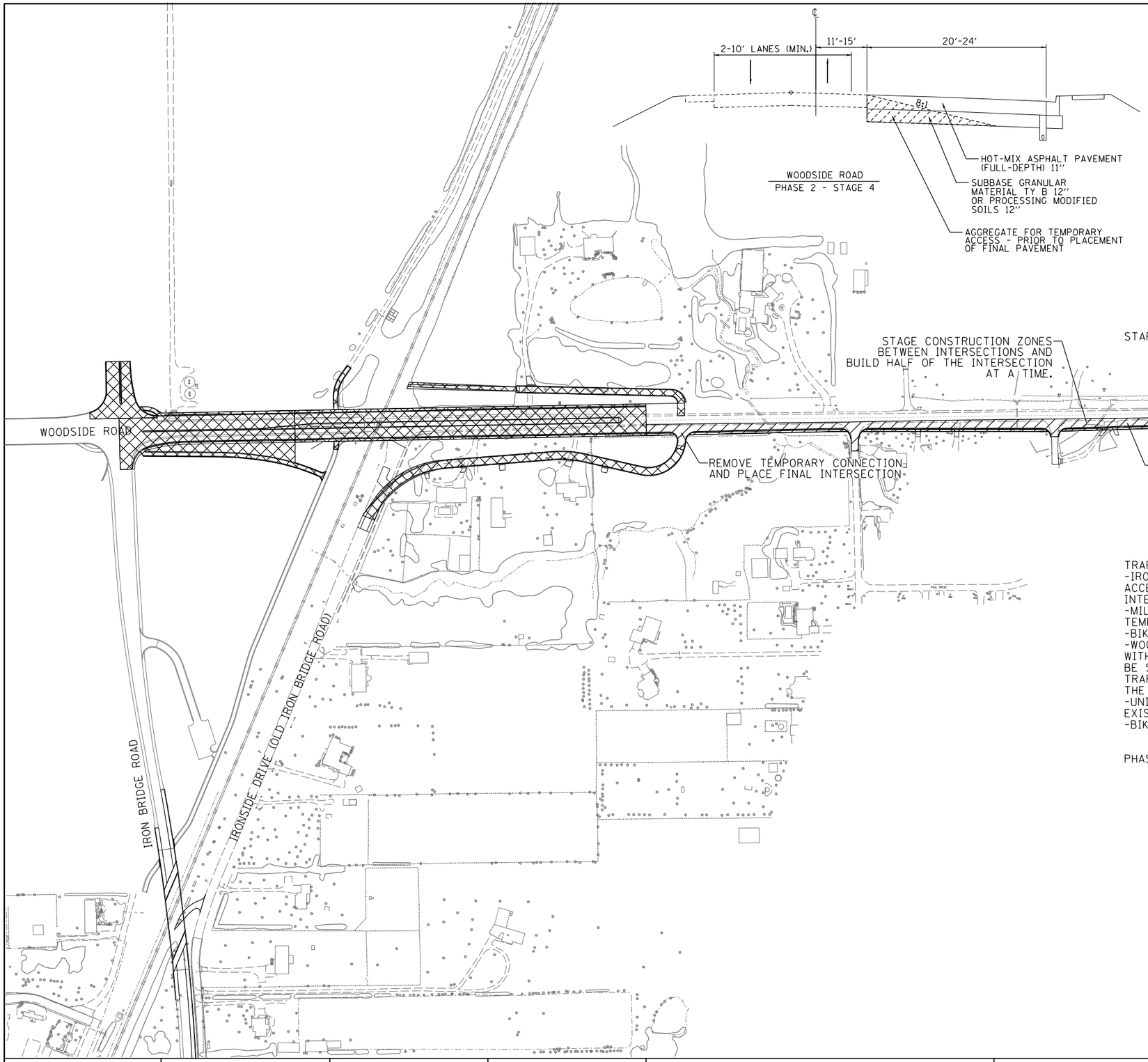
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	85
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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CONSTRUCTION NOTES:
-CONSTRUCT SOUTH LANE(S) OF WOODSIDE ROAD, SOUTH BIKE LANE, AND SOUTH CURB AND GUTTER.
-CONSTRUCT PROPOSED INTERSECTION AT IRONSIDE DRIVE.
-PLACE PROPOSED STORM SEWER AND CULVERTS AND CAP PIPES AT EDGE OF CONSTRUCTION ZONE FOR FINAL CONNECTION IN NEXT STAGE.
-STAGE CONSTRUCTION OF WORK ZONES TO MAINTAIN ACCESS TO SIDE ROADS AT ALL TIMES.
-ENTRANCES SHOULD BE STAGED TO MAINTAIN ACCESS TO PROPERTIES AT ALL TIMES.
-USE OF TEMPORARY AGGREGATE SHOULD BE UTILIZED WHEN PAVEMENT HAS BEEN REMOVED AND IS NOT REPLACED WITHIN THE SAME DAY.

TRAFFIC NOTES:
-IRONSIDE DRIVE TRAFFIC RUNNING ON NEW ALIGNMENT AND ACCESS TO WOODSIDE PROVIDED BY PROPOSED INTERSECTION. INTERSECTION SHOULD BE STAGED TO MAINTAIN ACCESS AT ALL TIMES.
-MILLER ACCESS ROAD OPEN AND ACCESS TO WOODSIDE PROVIDED BY TEMPORARY CONNECTION.
-BIKE PATH TO BE OPEN AND USERS RUNNING ON PROPOSED STRUCTURE.
-WOODSIDE ROAD OPEN FROM IRON BRIDGE ROAD TO NORTH LAKE WITH TWO LANES OF TRAFFIC. A LANE DROP AND LANE TAPER SHOULD BE STAGED FOR EB TRAFFIC THROUGH THE UNDERPASS TO CHANNEL TRAFFIC INTO THE EXISTING SOUTH LANE OF WOODSIDE ROAD EAST OF THE IRONSIDE DRIVE INTERSECTION AND ALONG THE CONSTRUCTION ZONE.
-UNION PACIFIC TRAIN TRAFFIC TO RUN ON NEW STRUCTURE ON EXISTING ALIGNMENT.
-BIKE LANES CLOSED TO BIKE USERS UNTIL CONSTRUCTION IS COMPLETE.

PHASE 2 - STAGE 4 ESTIMATED DURATION: 3 MONTHS

LEGEND

CONSTRUCTION ZONE FOR THIS STAGE

PREVIOUSLY CONSTRUCTED

N

N.T.S.

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		DRAWN -	REVISED -
	PLOT SCALE = 300.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 2 – STAGE 4

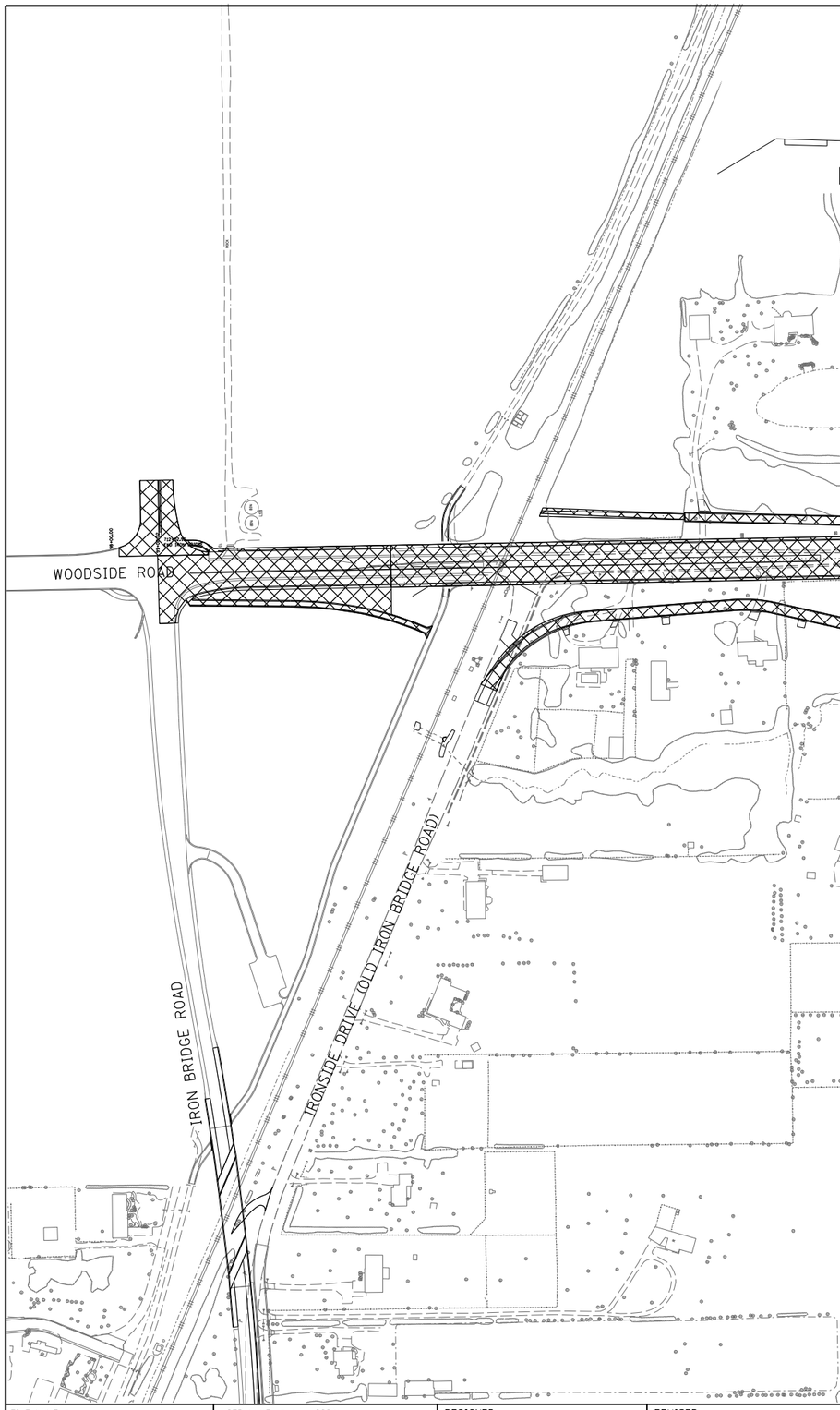
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	86
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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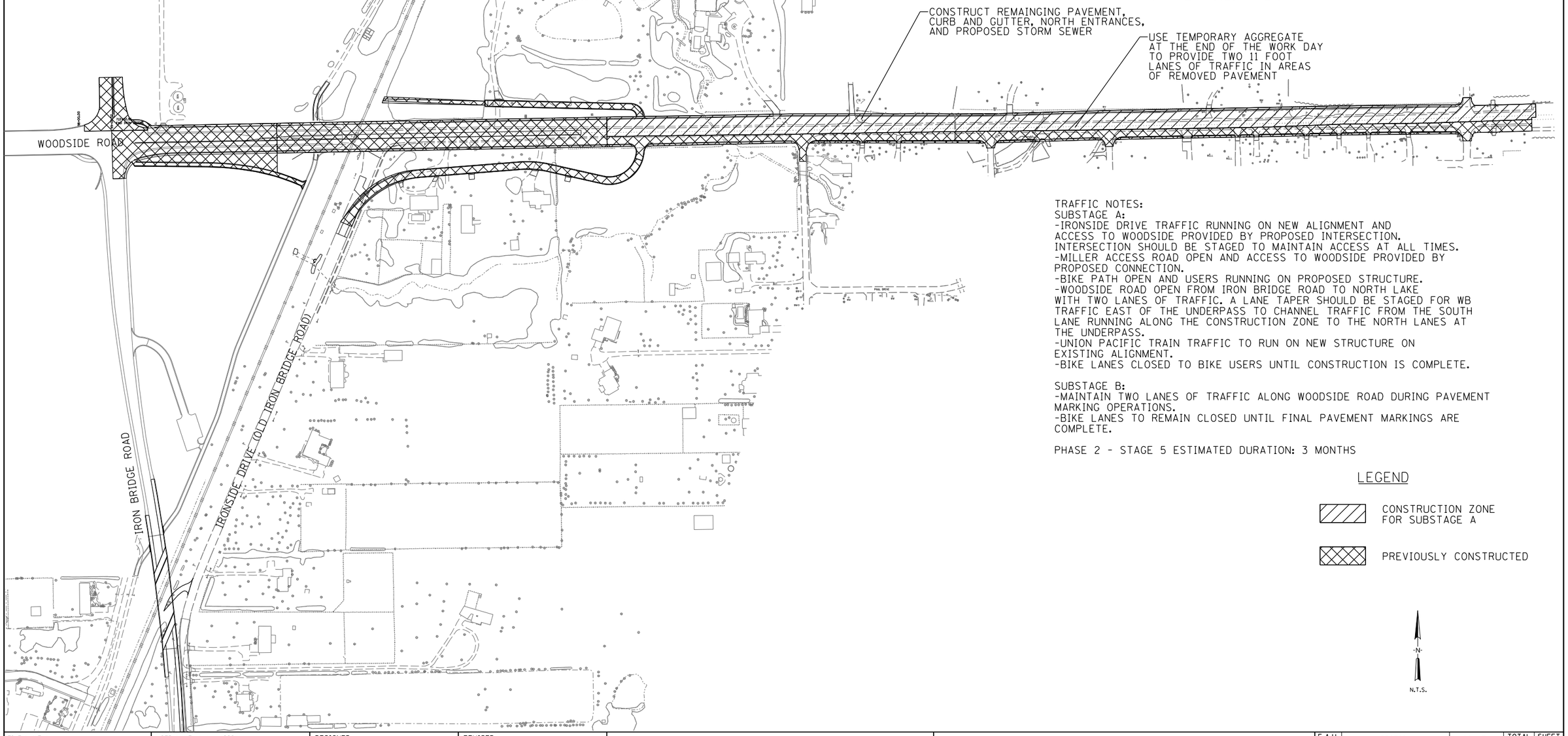
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CONSTRUCTION NOTES:
SUBSTAGE A:
-CONSTRUCT REMAINING NORTH LANES OF WOODSIDE ROAD, NORTH BIKE LANE, AND NORTH CURB AND GUTTER.
-CONSTRUCT PROPOSED INTERSECTION AT MILLER ACCESS ROAD AND ALL NORTH ENTRANCES ALONG WOODSIDE ROAD.
-CONSTRUCT ALL REMAINING DRAINAGE ITEMS AND CONNECT PROPOSED STORM SEWER AND CULVERTS TO SECTIONS OF THE PROPOSED PIPES PLACED IN PREVIOUS STAGE.
-STAGE CONSTRUCTION OF WORK ZONES TO MAINTAIN ACCESS TO SIDE ROADS AT ALL TIMES.
-ENTRANCES SHOULD BE STAGED TO MAINTAIN ACCESS TO PROPERTIES AT ALL TIMES.
-USE OF TEMPORARY AGGREGATE SHOULD BE UTILIZED WHEN PAVEMENT HAS BEEN REMOVED AND IS NOT REPLACED THE SAME DAY.
-USE OF TEMPORARY AGGREGATE SHOULD BE UTILIZED TO MAINTAIN TWO LANES OF TRAFFIC ALONG WOODSIDE ROAD.

SUBSTAGE B:
-PLACE TOP LIFT OF HMA PAVEMENT ALONG WOODSIDE ROAD.
-PLACE ALL FINAL PAVEMENT MARKINGS THROUGHOUT THE PROJECT.
-REMOVE TEMPORARY TRAFFIC CONTROL AND EROSION CONTROL ITEMS FROM THE PROJECT AREA.



TRAFFIC NOTES:
SUBSTAGE A:
-IRONSIDE DRIVE TRAFFIC RUNNING ON NEW ALIGNMENT AND ACCESS TO WOODSIDE PROVIDED BY PROPOSED INTERSECTION. INTERSECTION SHOULD BE STAGED TO MAINTAIN ACCESS AT ALL TIMES.
-MILLER ACCESS ROAD OPEN AND ACCESS TO WOODSIDE PROVIDED BY PROPOSED CONNECTION.
-BIKE PATH OPEN AND USERS RUNNING ON PROPOSED STRUCTURE.
-WOODSIDE ROAD OPEN FROM IRON BRIDGE ROAD TO NORTH LAKE WITH TWO LANES OF TRAFFIC. A LANE TAPER SHOULD BE STAGED FOR WB TRAFFIC EAST OF THE UNDERPASS TO CHANNEL TRAFFIC FROM THE SOUTH LANE RUNNING ALONG THE CONSTRUCTION ZONE TO THE NORTH LANES AT THE UNDERPASS.
-UNION PACIFIC TRAIN TRAFFIC TO RUN ON NEW STRUCTURE ON EXISTING ALIGNMENT.
-BIKE LANES CLOSED TO BIKE USERS UNTIL CONSTRUCTION IS COMPLETE.

SUBSTAGE B:
-MAINTAIN TWO LANES OF TRAFFIC ALONG WOODSIDE ROAD DURING PAVEMENT MARKING OPERATIONS.
-BIKE LANES TO REMAIN CLOSED UNTIL FINAL PAVEMENT MARKINGS ARE COMPLETE.

PHASE 2 - STAGE 5 ESTIMATED DURATION: 3 MONTHS

LEGEND

CONSTRUCTION ZONE FOR SUBSTAGE A

PREVIOUSLY CONSTRUCTED

N

N.T.S.

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		DRAWN -	REVISED -
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STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

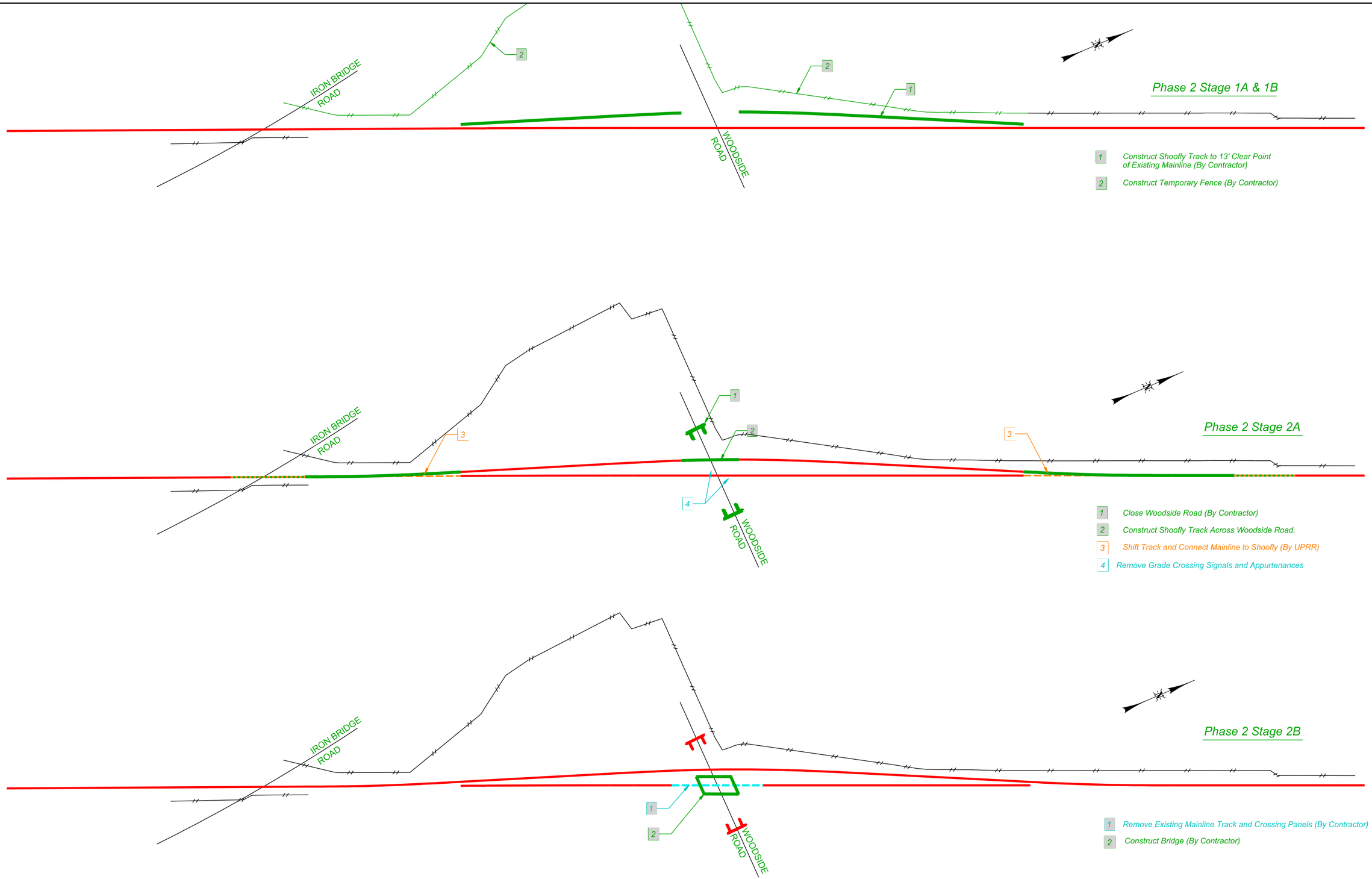
PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 2 – STAGE 5

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	87
	96S2002F	CONTRACT NO.	93671	

FED. ROAD DIST. NO. 6 | ILLINOIS | FED. AID PROJECT 6

• 07-00164-04-FP, 07-00090-08-FP



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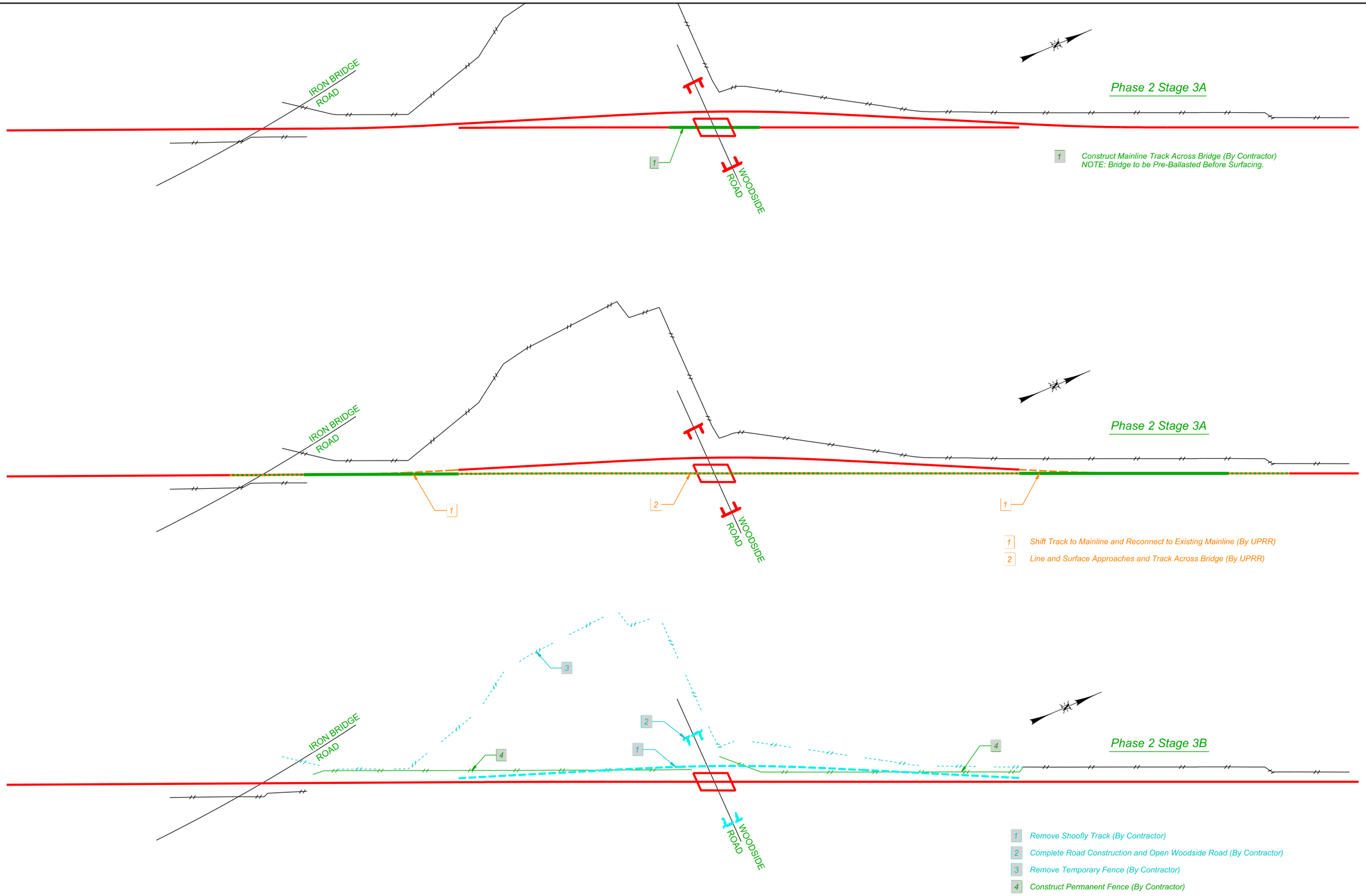
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PLOT DATE = 7/29/2024	DATE - 09/29/2020	REVISED -	

TRACK STAGING - 1 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	88
	96S2002F	CONTRACT NO.	93671	
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP



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PLOT DATE = 7/29/2024	DATE - 09/29/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRACK STAGING - 2 - PHASE 2
SPRINGFIELD SUBDIVISION MP 190.7 TO MP 191.4

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	89
	96S2002F	CONTRACT NO.	93671	
	ILLINOIS FED. AID PROJECT 6			

• 07-00164-04-FP, 07-00090-08-FP

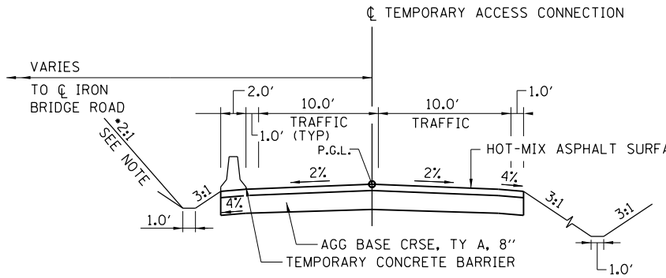
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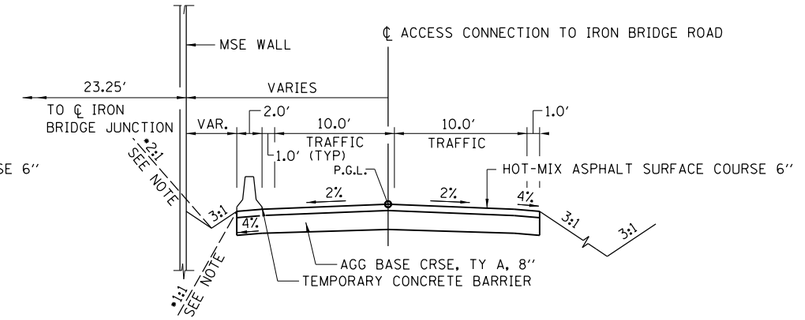
IRON BRIDGE ROAD AT TEMPORARY CONNECTION						
	STATION	OFFSET	℄ OR ℄	NORTHING	EASTING	ELEVATION
1	84+25.13	12.00 RT	TEMP ALIGN	1,109,816.0796	2,433,142.6401	595.02
2	85+64.31	10.00 RT	TEMP ALIGN	1,109,956.0825	2,433,140.8527	595.67
3	84+25.13	0.00 RT	TEMP ALIGN	1,109,815.9413	2,433,130.6409	595.23
4	85+78.13	0.00 RT	TEMP ALIGN	1,109,966.2973	2,433,154.6697	595.44
5	87+41.89	0.00 RT	TEMP ALIGN	1,110,127.4234	2,433,178.4455	595.78
	PI 85+02.36		TEMP ALIGN	1,109,893.1816	2,433,129.7505	
	PI 86+60.92		TEMP ALIGN	1,110,044.6729	2,433,181.3817	

LEGEND

- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- AGGREGATE FOR TEMPORARY ACCESS
- EDGE DRUMS
- TEMPORARY SHEET PILING

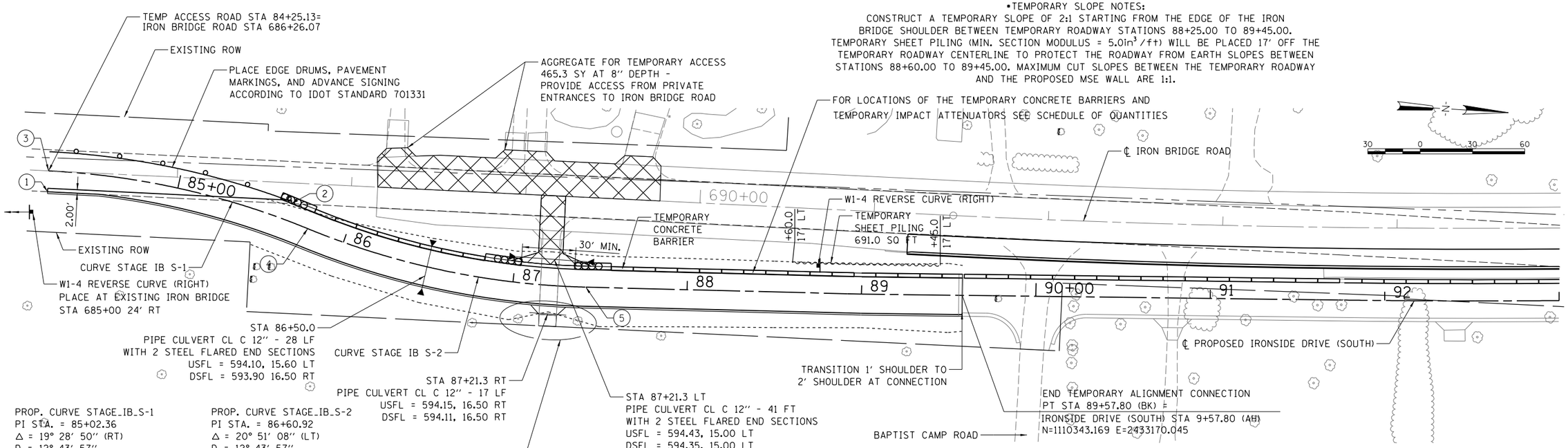


TEMPORARY ACCESS CONNECTION
DURING CONSTRUCTION OF IRON BRIDGE ROAD



TEMPORARY ACCESS CONNECTION
ALONG IRON BRIDGE ROAD WALL
DURING CONSTRUCTION OF IRON BRIDGE ROAD

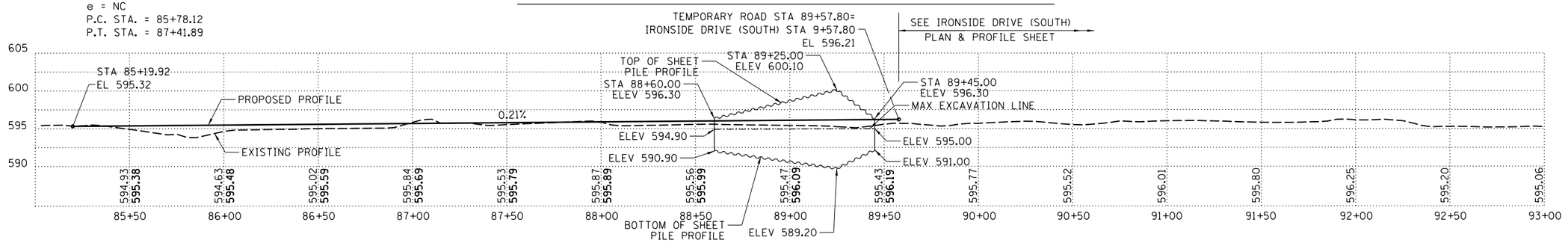
•TEMPORARY SLOPE NOTES:
CONSTRUCT A TEMPORARY SLOPE OF 2:1 STARTING FROM THE EDGE OF THE IRON BRIDGE SHOULDER BETWEEN TEMPORARY ROADWAY STATIONS 88+25.00 TO 89+45.00. TEMPORARY SHEET PILING (MIN. SECTION MODULUS = 5.0in³/ft) WILL BE PLACED 17′ OFF THE TEMPORARY ROADWAY CENTERLINE TO PROTECT THE ROADWAY FROM EARTH SLOPES BETWEEN STATIONS 88+60.00 TO 89+45.00. MAXIMUM CUT SLOPES BETWEEN THE TEMPORARY ROADWAY AND THE PROPOSED MSE WALL ARE 1:1.



PROP. CURVE STAGE_IB_S-1
PI STA. = 85+02.36
Δ = 19° 28′ 50″ (RT)
D = 12° 43′ 57″
R = 450.00′
T = 77.25′
L = 153.00′
E = 6.58′
e = NC
P.C. STA. = 84+25.12
P.T. STA. = 85+78.12

PROP. CURVE STAGE_IB_S-2
PI STA. = 86+60.92
Δ = 20° 51′ 08″ (LT)
D = 12° 43′ 57″
R = 450.00′
T = 82.80′
L = 163.77′
E = 7.55′
e = NC
P.C. STA. = 85+78.12
P.T. STA. = 87+41.89

PLAN - TEMPORARY ACCESS CONNECTION TO IRON BRIDGE ROAD



PROFILE - TEMPORARY ACCESS CONNECTION TO IRON BRIDGE ROAD

FILE NAME = Fa-1-IBSTAGE_1.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	TEMPORARY ACCESS CONNECTION TO IRON BRIDGE ROAD PHASE 1 – STAGE 2				
		DRAWN - JDS	REVISED -						
	PLOT SCALE = 60.0000 ′ / in.	CHECKED - JWM	REVISED -						
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	90
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		
• 07-00164-04-FP, 07-00090-08-FP				

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LEGEND

CONSTRUCTION WORK ZONE

ROAD CLOSED TO THRU TRAFFIC
R11-4 60 X 30

ROAD CLOSED
R11-2 48 X 30

DETOUR AHEAD
W20-2(0)-36

M4-10L M4-10R 48 X 18

END DETOUR
M4-8A 24 X 18

DETOUR
M4-9 30 X 24

TYPE 3 BARRICADES

NO LEFT TURN (R3-2) 24 X 24
NO RIGHT TURN (R3-1) 24 X 24

NO OUTLET
W14-2 30X30

(1) CUSTOM DETOUR SIGN 1
BLACK LETTERING AND BORDER
WITH ORANGE HI-REFLECTIVITY
FIELD 48 X 48

(2) ROAD CLOSED AHEAD
W20-3(0)-36

(3) ROAD CLOSED 500 FT
W20-3(0)-36

FLASHING LIGHT

-N-

CHANGEABLE MESSAGE SIGN
LOCATION PRIOR TO
CONSTRUCTION

FILE NAME = Gc-1-STAGE_Detour.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 2000.0000 / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

PROJECT STAGING AND MAINTENANCE OF TRAFFIC
PHASE 2 – DETOUR PLAN AND SIGNING

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	91
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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LEGEND

PROPOSED GUARDRAIL

EDGE DRUMS

AGGREGATE FOR TEMPORARY ACCESS

BITUMINOUS SURFACE TREATMENT A-2

℄ MILLER ACCESS ROAD

℄ WOODSIDE ROAD

℄ IRONSIDE DRIVE (NORTH)

BITUMINOUS SURFACE TREATMENT
A-2 SURFACE ON TEMP AGG

EDGE DRUMS
118.0 FT

114+92.00
45.00′ LT

115+13.00
45.00′ LT

114+91.75
18.66′ LT

45° FLARES

115+12.75
18.15′ LT

115+21.57
9.32′ LT

114+82.58
9.50′ LT

39.0′

115+00

100.0′

114+50.28
13.96′ RT

4.00′

40′R

40′R

4.00′

115+50.30
14.67′ RT

TEMPORARY AGGREGATE

114+90.00
54.23′ RT

115+10.00
54.37′ RT

114+89.35
64.10′ RT

20.0′

115+09.20
66.57′ RT

114+83.22
81.28′ RT

115+05.82
89.36′ RT

PROPOSED GUARDRAIL SEE SIGNING,
STRIPING AND GUARDRAIL PLAN SHEETS

EDGE DRUMS
360.0 FT

11 12 13 14 15+00 111 112 113 114 116

-N-

20 0 20 40

FILE NAME = Gc-1-STAGE_1.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 40.0000 ′ / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

TEMPORARY ACCESS CONNECTION TO WOODSIDE ROAD
PHASE 2 – STAGE 1

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	92
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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TEMPORARY EROSION CONTROL NOTES

GENERAL

1. THE EROSION CONTROL PLANS ARE INCLUDED TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

2. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION WORK ZONE AS SOON AS POSSIBLE TO STABILIZE EXPOSED SOILS AND PREVENT ON-SITE DAMAGE. THIS WORK MAY BE CONSTRUCTED OF TEMPORARY DITCH CHECKS, SILT FILTER FENCE, SEEDING, OR OTHER APPROPRIATE METHODS AND MATERIALS, SEPARATELY OR IN COMBINATION AS APPROVED BY THE RESIDENT ENGINEER.

3. EROSION CONTROL DEVICES SHALL BE IN PLACE AND APPROVED BY THE RESIDENT ENGINEER AS TO PROPER PLACEMENT AND INSTALLATION PRIOR TO BEGINNING OTHER WORK.

4. THE CONTRACTOR SHALL PLACE PERMANENT SEEDING WITHIN A REASONABLE AMOUNT OF TIME.

5. THE RESIDENT ENGINEER WILL DETERMINE WHEN TEMPORARY EROSION CONTROL SYSTEMS SHOWN ON THE PLAN MAY BE MOVED TO A DIFFERENT LOCATION OR DELETED.

6. THE WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 280- TEMPORARY EROSION CONTROL OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

7. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE RESIDENT ENGINEER AND AS SHOWN IN STANDARD 280001.

8. TEMPORARY EROSION CONTROL SYSTEMS ARE NOTED ON THE EROSION CONTROL PLAN SHEETS. THE PLAN MAY INCLUDED THE FOLLOWING:

-TEMPORARY DITCH CHECKS
-PERIMETER EROSION BARRIER
-INLET AND PIPE PROTECTION
-TEMPORARY EROSION CONTROL SEEDING
-EROSION CONTROL BLANKET

9. THE EROSION CONTROL PLANS INCLUDE WEEKLY INSPECTIONS TO BE COMPLETED BY THE CONTRACTOR AND RESIDENT ENGINEER.

PRIOR TO CONSTRUCTION

1. PRIOR TO PERFORMING CONSTRUCTION ACTIVITIES RESULTING IN LAND DISTURBANCE, THE CONTRACTOR SHALL INSTALL ITEMS (IF SPECIFIED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER) INTENDED TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. THE ITEMS MAY INCLUDE THE FOLLOWING TEMPORARY EROSION CONTROL SYSTEMS:

-TEMPORARY DITCH CHECKS
-INLET AND PIPE PROTECTION
-PERIMETER EROSION BARRIER

DURING CONSTRUCTION

1. DURING CONSTRUCTION, THE CONTRACTOR SHALL:

-CLEAN UP AND GRADE THE WORK AREA TO ELIMINATE CONCENTRATION OF RUNOFF.

-INSTALL TEMPORARY DITCH CHECKS AT LOCATIONS SPECIFIED IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

-INSTALL INLET AND PIPE PROTECTION AT LOCATIONS SPECIFIED IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER FOR CULVERTS AND INLETS AS THEY ARE INSTALLED AND AS WORK PROCEEDS.

-INSTALL PERIMETER EROSION BARRIER AT LOCATIONS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

-COVER THE OPEN ENDS OF PIPES IN TRENCHES AT THE CLOSE OF EACH WORKING DAY.

-PERFORM TEMPORARY EROSION CONTROL SEEDING AS SPECIFIED IN ARTICLE 280.04(f) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER.

2. THE CONTRACTOR SHALL MAINTAIN OR REPLACE (IF SPECIFIED BY THE RESIDENT ENGINEER) SEDIMENT CONTROL ITEMS.

-THE TEMPORARY EROSION CONTROL SYSTEMS INSTALLED BY THE CONTRACTOR SHALL BE PROPERLY MAINTAINED AS DIRECTED BY THE RESIDENT ENGINEER TO CONTROL SILTATION AT ALL TIMES DURING THE LIFE OF THE CONTRACT. THIS WORK SHALL INCLUDE REPAIR OF THE VARIOUS SYSTEMS, REMOVAL OF TRAPPED SEDIMENT AND CLEANING OF ANY SILT FILTER FABRIC AND HAY OR STRAW BALES.

-IF THE CONTRACTOR FAILS TO MAINTAIN THE TEMPORARY EROSION CONTROL SYSTEMS AS DIRECTED BY THE RESIDENT ENGINEER, THE RESIDENT ENGINEER MAY AT THE EXPIRATION OF A PERIOD OF 48 HOURS, AFTER HAVING GIVEN THE CONTRACTOR WRITTEN NOTICE, PROCEED TO MAINTAIN THE SYSTEMS AS DEEMED NECESSARY, AND THE COST THEREOF WILL BE DEDUCTED FROM ANY COMPENSATION DUE, OR WHICH MAY BECOME DUE TO THE CONTRACTOR UNDER THIS CONTRACT.

PRIOR TO LANDSCAPING/RESTORATION

1. IMMEDIATELY PRIOR TO LANDSCAPING/RESTORATION WORK, THE CONTRACTOR SHALL:

-REMOVE AND DISPOSE OF SILT RETAINED BY THE TEMPORARY DITCH CHECKS, REINSTALL THE TEMPORARY DITCH CHECKS AFTER CLEANING, AND REMOVE AND REPLACE PLUGGED OR DAMAGED HAY OR STRAW BALES.

-REMOVE AND DISPOSE OF SILT RETAINED BY THE PERIMETER EROSION BARRIER, REINSTALL THE PERIMETER EROSION BARRIER AFTER CLEANING, AND REMOVE AND REPLACE PLUGGED OR DAMAGED SILT FILTER FENCE.

FOLLOWING LANDSCAPING/RESTORATION

1. AFTER LANDSCAPING/RESTORATION WORK, THE CONTRACTOR SHALL MAINTAIN OR REPLACE (IF SPECIFIED BY THE RESIDENT ENGINEER) SEDIMENT CONTROL ITEMS.

VEGETATION ESTABLISHED

1. AFTER THE VEGETATION IS ESTABLISHED IN THE DISTURBED AREA, THE CONTRACTOR SHALL:

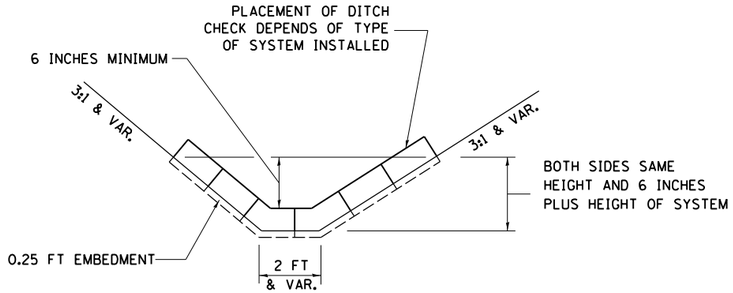
-REMOVE THE REMAINING SEDIMENT CONTROL ITEMS AS DIRECTED BY THE RESIDENT ENGINEER.

-RESTORE THE AREAS DISTURBED BY THE SEDIMENT CONTROL ITEMS BY PERMANENT SEEDING AND MULCHING.

STORM WATER POLLUTION PREVENTION PLAN NOTES

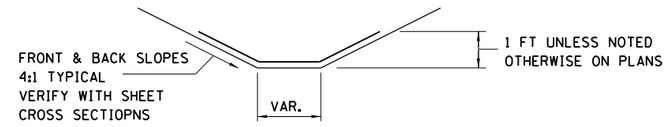
1. ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON THIS SHEET, ON STANDARD 280001, AND AS DIRECTED BY THE ENGINEER.

2. THE SYMBOLOGY ON THE STORM WATER POLLUTION PREVENTION PLAN SHEETS DOES NOT REPRESENT THE SIZE OR QUANTITIY OF DITCH CHECKS. FOR PLACEMENT OF DITCH CHECKS REFER TO DETAILS AND NOTES SHOWN ON THIS SHEET AND/OR AS DIRECTED BY THE ENGINEER.



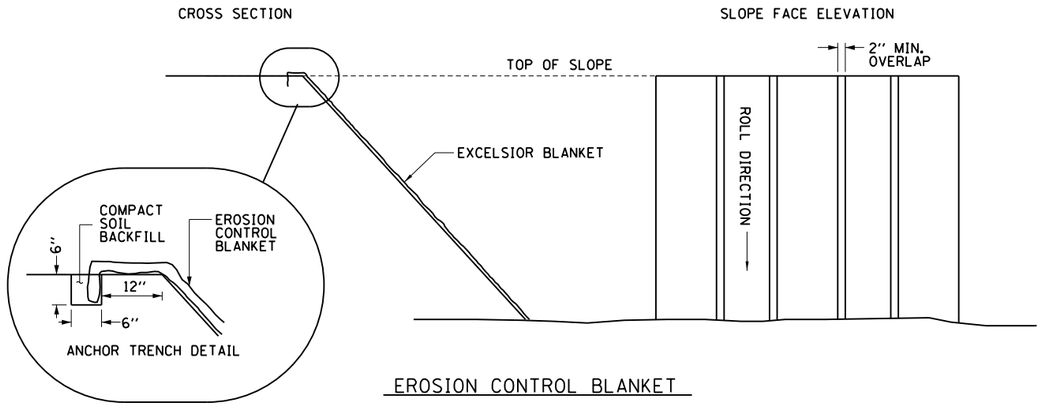
TEMPORARY DITCH CHECK

INSTALLATION SHALL BE PER MANUFACTURER'S SPECIFICATIONS AND TO THE APPROVAL OF THE RESIDENT ENGINEER



TYPICAL EROSION CONTROL BLANKET DITCH APPLICATION

(TYPICAL)



EROSION CONTROL BLANKET

FILE NAME = Gc-5-EROSION_GN_1001.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	EROSION CONTROL NOTES & DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JDS	REVISED -				•	SANGAMON	368	93
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JWM	REVISED -				96S2002F	CONTRACT NO.	93671	
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6

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50 0 50 100

PCI Sta 126+74.19
PI Sta 127+03.90
PT Sta 127+32.53
POT Sta 129+13.28
PEDIGO APPLE CREEK SOD & LANDSCAPING
476+00
480+00
℄ UNION PACIFIC RR
PEDIGO LANE
POT Sta 384+00.00
PERM. EASEMENT
385+00
TS Sta 386+00.00
SC Sta 386+44.12
PERM. EASEMENT
700+00
702+00
STONE RIPRAP, TYPE B3 - 38.0 SY
22.5'
22.0'
STONE RIPRAP, TYPE B3 38.0 SY
25.0'
15.0'
7.0'
℄ IRON BRIDGE ROAD
690+00
695+00
BEGIN PROJECT STA 688+15
10+00
15+00
9
11
12
13
14
15.0'
7.0'
STONE RIPRAP, TYPE B3 12.0 SY
℄ IRONSIDE DRIVE (SOUTH)
IRON BRIDGE ROAD
STONE RIPRAP, TYPE B3 - 12.0 SY
15.3'
PT Sta 387+88.22
℄ INTERURBAN TRAIL
SC Sta 387+98.12
CS
BAPTIST CAMP RD
ROCK
G
H

LEGEND

- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- DITCH CHECK TEMPORARY
- INLET AND PIPE PROTECTION
- DITCH FLOW
- DITCH FLOW SUMMIT

FILE NAME = Fe-1-EROS01.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

EROSION CONTROL PLAN –1
PHASE 1 – IRON BRIDGE ROAD

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	94
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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50 0 50 100

STA 706+00 IRON BRIDGE ROAD =
STA 54+30.87 TRAIL PARKING ACCESS RD

STONE RIPRAP,
TYPE B4 - 34.0 SY

10.5'

29.0'

(PT) STA 712+02.95 IRON BRIDGE ROAD =
STA 99+00.00 WOODSIDE ROAD

98+00

710+00

℄ IRON BRIDGE ROAD

705+00

702+00

STONE RIPRAP,
TYPE B4 - 62.0 SY

22.0'

25.5'

℄ TRAIL PARKING
ACCESS RD

590.0
585.0
580.0
574.5

STONE RIPRAP,
TYPE B3
6'X16'- 11.0 SY

16.0'

18.0'

STONE RIPRAP,
TYPE B3 - 32.0 SY

10+00

H 12 13 14 15+00 16

100+00

BIN BIN

℄ INTERURBAN TRAIL

490+00

℄ UNION PACIFIC RR

STONE RIPRAP,
TYPE B3 - 39.0 SY

℄ WOODSIDE ROAD

11.1'

37.0'

22.0'

16.0'

9.0'

5.4'

STONE RIPRAP,
TYPE B4 - 82.0 SY

495+00

25+00

105+00

OLD IRON BRIDGE ROAD

500+00

LEGEND

- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- DITCH CHECK TEMPORARY
- INLET AND PIPE PROTECTION
- DITCH FLOW
- DITCH FLOW SUMMIT

FILE NAME = Fc-1-EROS02.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

EROSION CONTROL PLAN –2
PHASE 1 – IRON BRIDGE ROAD

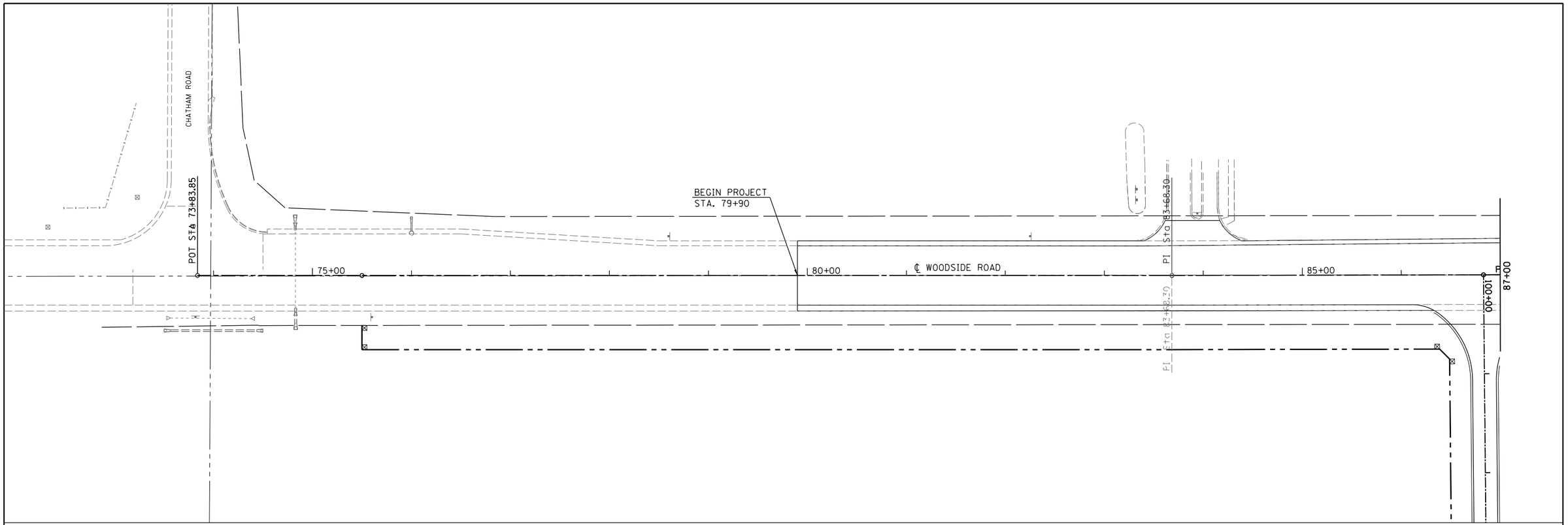
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	95
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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LEGEND

- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- DITCH CHECK TEMPORARY
- INLET AND PIPE PROTECTION
- DITCH FLOW

FILE NAME = Fc-1-EROS03.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -
		DRAWN - JDS	REVISED -
	PLOT SCALE = 100.0001 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

EROSION CONTROL PLAN –3
PHASE 1 – WOODSIDE ROAD

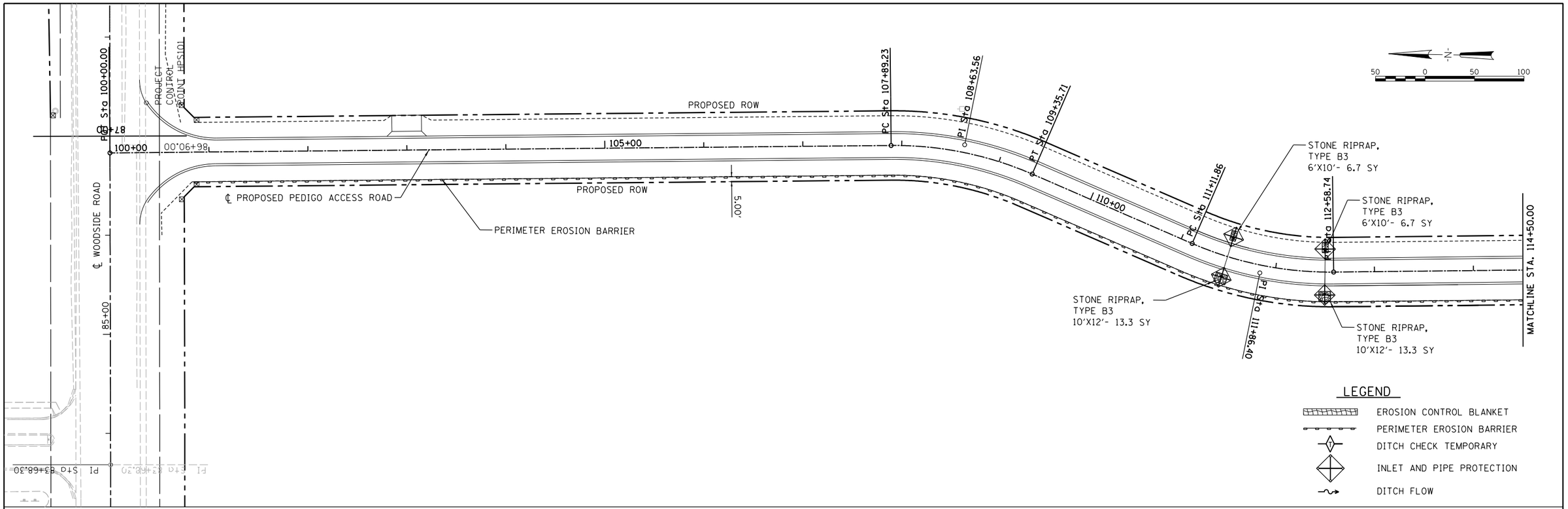
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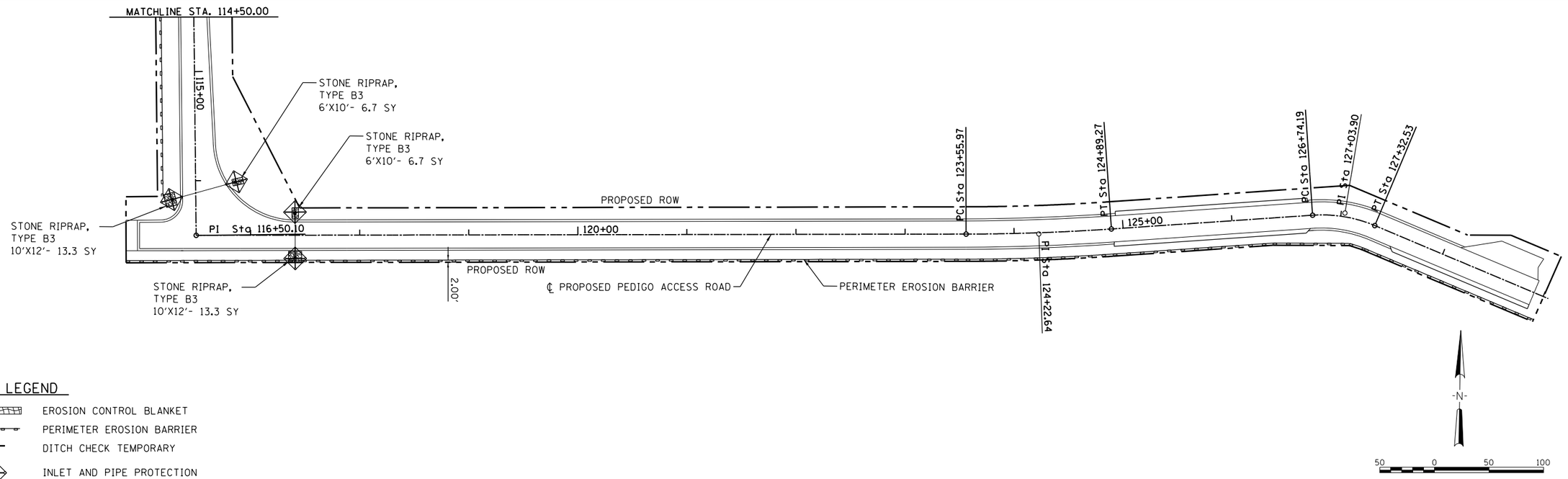
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	96
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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FILE NAME = Fc-1-EROS-PED.dgn	USER NAME = johns00944	DESIGNED - JEO	REVISED -
		DRAWN - JEO	REVISED -
	PLOT SCALE = 100.0001 ' / in.	CHECKED - JWM	REVISED -
	PLOT DATE = 7/29/2024	DATE - 1/21/2020	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

EROSION CONTROL PLAN
PHASE 1 – PEDIGO ACCESS ROAD

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	97
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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STA. 500+00 UNION PACIFIC RR =
STA. 106+38.39 WOODSIDE ROAD
(UPRR OVER WOODSIDE ROAD)

STA. 27+00.00 INTERURBAN TRAIL =
105+17.50 WOODSIDE ROAD
(INTERURBAN TRAIL OVER WOODSIDE ROAD)

℄ WOODSIDE ROAD

℄ IRON BRIDGE ROAD

℄ INTERURBAN TRAIL

℄ UNION PACIFIC RR

℄ IRONSIDE DRIVE (NORTH)

IRON BRIDGE ROAD

MAINTAINENCE ACCESS ROAD (12'W)

℄ MILLER ACCESS

STA 113+00

BIN

BIN

100+71.31
75.00' LT

104+70.48
73.50' LT

107+15.00
45.08' LT

107+69.48
94.95' LT

113+00.00
63.73' LT

99+71.90
63.08' RT

104+80.00
45.08' RT

106+75.00
45.08' RT

106+97.53
141.52' RT

112+01.48
69.32' RT

111+97.43
88.39' RT

100+00

95+00

110+00

105+00

115+00

495+00

25+70

590.0

585.0

580.0

574.5

LEGEND

- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- DITCH CHECK TEMPORARY
- INLET AND PIPE PROTECTION
- DITCH FLOW
- DITCH FLOW SUMMIT

-N-

50 0 50 100

FILE NAME = Gc-1-EROS01.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

EROSION CONTROL PLAN –1
PHASE 2 – WOODSIDE ROAD

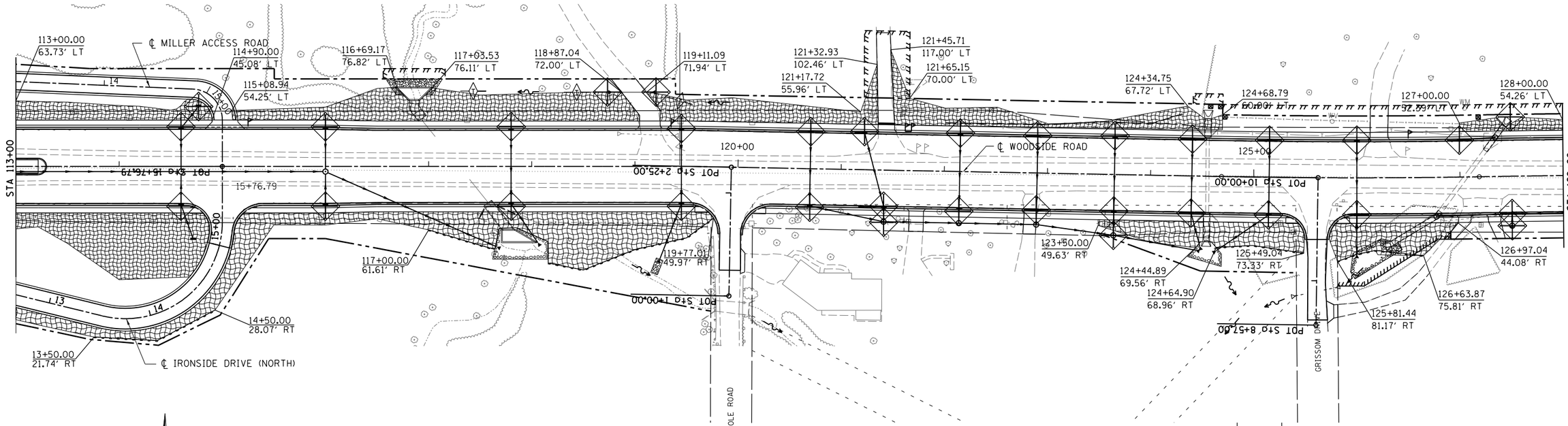
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	98
	96S2002F	CONTRACT NO.	93671	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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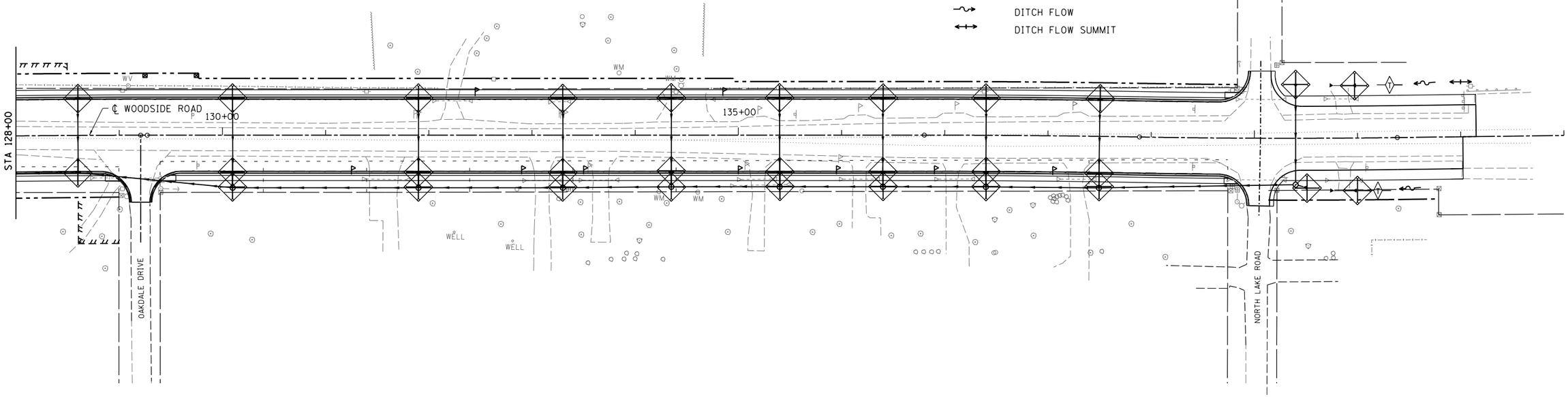
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LEGEND

- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- DITCH CHECK TEMPORARY
- INLET AND PIPE PROTECTION
- DITCH FLOW
- DITCH FLOW SUMMIT



FILE NAME = Gc-1-EROS02.dgn	USER NAME = johns00944	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/29/2024	DATE -	REVISED -

STATE OF ILLINOIS
SANGAMON COUNTY HIGHWAY DEPARTMENT

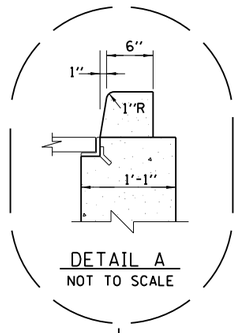
EROSION CONTROL PLAN –2
PHASE 2 – WOODSIDE ROAD

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

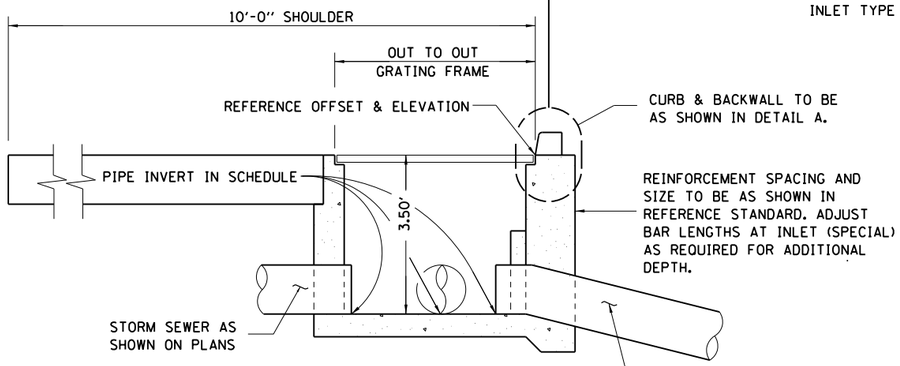
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	SANGAMON	368	99
	96S2002F	CONTRACT NO. 93671		
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

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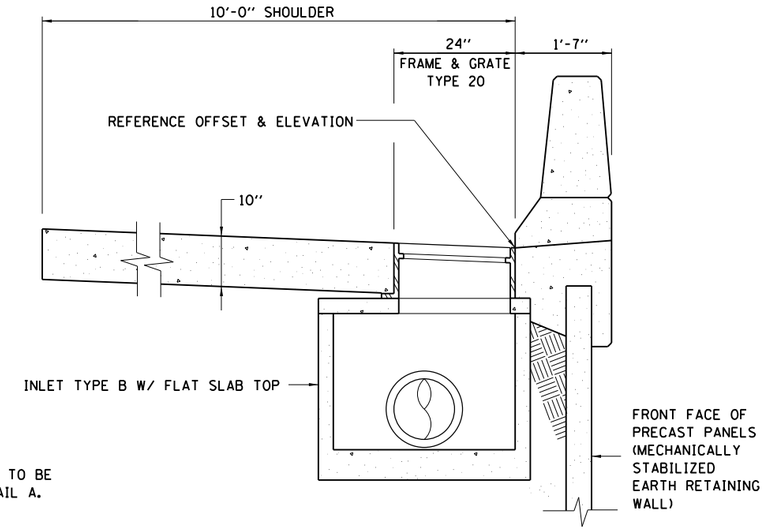
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HANSON
Hanson Professional Services Inc.



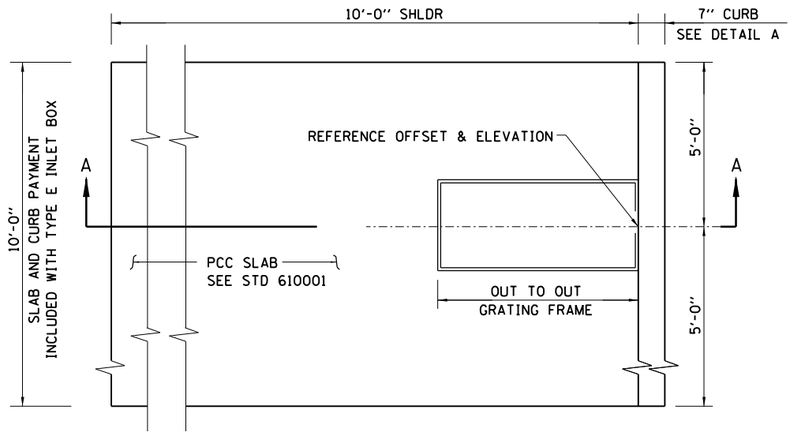
DETAIL A
NOT TO SCALE



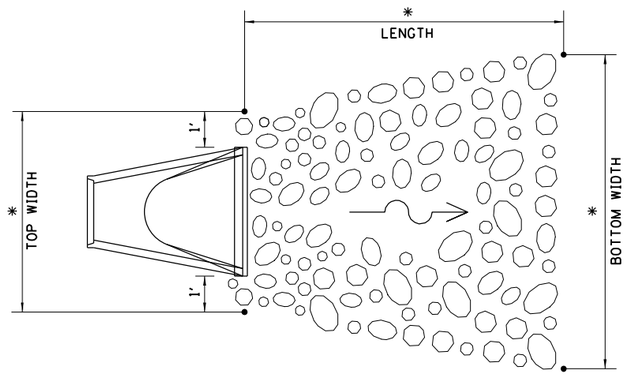
SECTION A-A
INLET BOX TYPE E (SPECIAL)
NOT TO SCALE
INLET BOX TO BE IN ACCORDANCE WITH STD 610001 EXCEPT AS SHOWN.



SECTION THRU INLET TY B W/ TY 20 F&G
ADJACENT TO PARAPET/MSE WALL
NOT TO SCALE

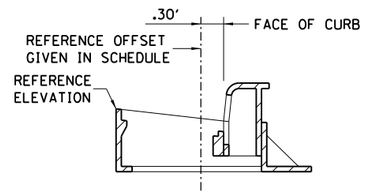


PLAN - INLET BOX TYPE E (SPECIAL)
NOT TO SCALE



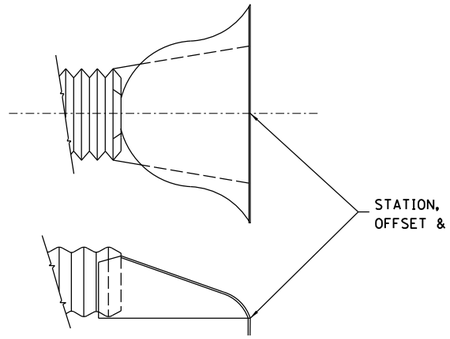
* = DIMENSIONS SHOWN AT LOCATIONS ON PLAN SHEETS AND SCHEDULES

TYPICAL RIPRAP LAYOUT AT PIPE OUTLETS
NOT TO SCALE

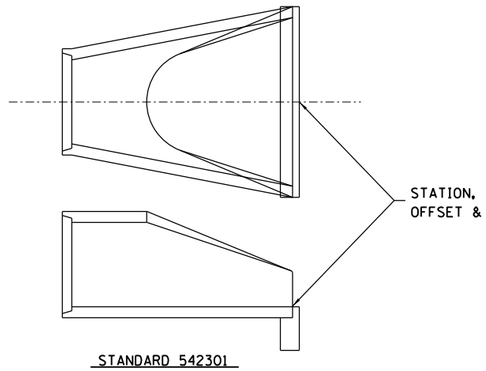


FRAME & GRATE TYPE 3
NOT TO SCALE

STATION & OFFSET TO INLETS TYPE A & B & MANHOLE TYPE A ARE TO THE ℄ OF THE OPENING



STANDARD 542401



STANDARD 542301

END SECTION OFFSETS

FILE NAME = FC-5-DRAIN_DTLS_1.dgn	USER NAME = johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS SANGAMON COUNTY HIGHWAY DEPARTMENT	DRAINAGE STRUCTURE DETAILS				F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JDS	REVISED -							•	SANGAMON	368	100
	PLOT SCALE = 100.000 ' / in.	CHECKED - JWM	REVISED -							96S2002F	CONTRACT NO. 93671		
	PLOT DATE = 7/29/2024	DATE - 8/24/2020	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP