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|---------------------|-----------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 74 | (72-7)R-3 | PEORIA | 1360 | 72 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

| CONCRETE CURB AND GUTTER AND MEDIAN SCHEDULE | | | | | | | | | | | | | | | |
|--|-------------|----|-------------------|--------|----------|-----------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-----------------------|-----------------------|-------------------------|----------------------------|
| COMBINATION CONCRETE CURB AND GUTTER | | | | | | | | | | | | | | | |
| CONCRETE MEDIAN | | | | | | | | | | | | | | | |
| LOCATIONS | STA | TO | STA | OFFSET | DISTANCE | TYPE A, MODIFIED M | TYPE M SPECIAL M | TYPE B-22.30 M | TYPE B-22.60 M | TYPE B-15.30 M | TYPE B-15.60 M | TYPE SB-22.30 SQ M | TYPE SB-15.30 SQ M | SURFACE, 100 MM SQ M | PAVED DITCH TYPE A-15 M |
| FAI ROUTE 74 (I-74) | | | | | | | | | | | | | | | |
| I-74 WB | 142+690.000 | TO | 142+900.000 | | | 210.00 | | | | | | | | | |
| | 141+626.096 | TO | 141+691.096 | RT | | | | | | | | | | | 65.00 |
| | 143+400.000 | TO | 143+538.911 | RT | | 138.92 | | | | | | | | | |
| Ramp B-3 | 10+141.183 | TO | 10+421.672 | RT | 280.49 | 280.49 | | | | | | | | | |
| Ramp B-5 | 10+691.235 | TO | 10+725.000 | RT | 33.76 | 27.77 | 33.76 | | | | | | | | |
| Ramp B-5 | 10+725.000 | TO | 10+813.100 | | 88.10 | 75.00 | 88.10 | | | | | | | | |
| Ramp B-5 | 10+850.000 | TO | 10+929.552 | | 79.55 | 79.55 | | | | | | | | | |
| Ramp B-5 | 10+929.552 | TO | 11+106.695 | | 177.14 | 177.14 | | | | | | | | | |
| Ramp B-6 | 10+012.234 | TO | 10+075.000 | | 62.77 | 62.77 | | | | | | | | | |
| Ramp B-6 | 10+075.000 | TO | 10+170.351 | | 95.35 | 95.35 | | | | | | | | | |
| TOTAL FOR I-74 and RAMPS | | | | | | 1,146.99 | 121.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 65.00 |
| WAR MEM DRIVE | 38+965.070 | TO | 39+150.000 | | 184.93 | | | | | 177.42 | | | 5.73 | | |
| | 39+095.684 | TO | 39+150.000 | LT | 92.00 | | | | | | | | | | |
| | 39+093.111 | TO | 39+150.000 | RT | | | | | | | | | | | |
| | 39+150.000 | TO | 39+402.490 | | | | | | | | | | | | |
| Median | 39+150.000 | TO | 39+404.199 | | 255.00 | | | | | 405.53 | | | 95.79 | 23.08 | |
| Median | 39+440.993 | TO | 39+500.000 | | | | | | | | | | 108.04 | | |
| Island | 39+406.785 | TO | 39+425.529 | LT | | | | | | | | 38.83 | | | |
| Island | 39+432.385 | TO | 39+439.775 | LT | | | | | | | | 40.42 | | | |
| Island | 39+430.440 | TO | 39+441.340 | RT | | | | | | | | 46.80 | | | |
| Median | 39+444.699 | TO | 39+500.000 | LT | | | | | | | | | | | |
| | 39+500.000 | TO | 39+850.000 | | 350.00 | | | | | 622.48 | | | 75.54 | 22.98 | |
| | 39+392.157 | TO | 39+500.000 | RT | | | | | | | | | | | |
| | 39+420.132 | TO | 39+500.000 | RT | | | | | | | | | | | |
| | 39+500.000 | TO | 39+673.256 | LT | | | | | | | | | | | |
| | 39+500.000 | TO | 39+850.000 | RT | | | | | | | | | | | |
| | 39+850.000 | TO | 39+899.607 | RT | | | | | | | | | | | |
| Median | 39+850.000 | TO | 40+175.000 | | 325.00 | | | | | 649.98 | | | | | |
| Median | 40+175.000 | TO | 40+266.800 | | 90.00 | | | | | 178.87 | | | | 5.07 | |
| | 40+265.679 | TO | 40+371.455 | | 105.77 | | | | | | | | | | |
| Median | 40+283.669 | TO | 40+376.670 | | 90.00 | | | | | 174.96 | | | | 11.53 | |
| | 40+175.000 | TO | 40+480.820 | | 305.82 | | | | | | | | | | |
| SCENIC DRIVE | | | | | | | | | | | | | | | |
| Median | 10+120.769 | TO | 10+222.188 | | | | | 194.87 | | | | | | | |
| Median | 10+050.000 | TO | 10+101.950 | | | | | 144.15 | | | | | | | |
| Incl Frontage Rd | 10+050.000 | TO | 10+168.545 | LT | | | | | 134.75 | | | | | | |
| | 10+050.000 | TO | 10+088.90 | RT | | | | | 38.90 | | | | | | |
| | 10+121.700 | TO | 10+199.945 | RT | | | | | 79.87 | | | | | | |
| Island | 10+112.665 | TO | 10+121.370 | | | | | | | | | | 52.18 | | |
| MALL ACCESS | | | | | | | | | | | | | | | |
| Median | 10+109.220 | TO | 10+107.215 | | | | | | | | | | 20.12 | | |
| | 9+936.556 | TO | 10+121.697 | | | | | | | | | | | | |
| BRANDYWINE DR | 39+397.322 | TO | 39+402.490 | LT | | | | | | | 54.36 | | | | |
| | 39+444.699 | TO | 39+458.226 | LT | | | | | | | 36.51 | | | | |
| | 101+038.000 | TO | 101+181.340 | | 143.34 | | | | | | 49.22 | | | | |
| STERLING AVE | 100+910.908 | TO | 100+970.889 | | 59.98 | | | | | | | | | | |
| | 100+976.295 | TO | 100+950.537 | RT | | | | | | | | | 18.03 | | |
| Median | 100+994.975 | TO | 100+910.908 | | | | | | | | | 103.39 | | | |
| FRONTAGE RD | 39+346.675 | TO | 39+392.157 | RT | | | | | | | 53.38 | | | | |
| TOTAL FOR WAR MEM & CROSS STS | | | | | | 0 | 0 | 339 | 447 | 2,209 | 1,348 | 335 | 302 | 452 | 0 |
| | | | TOTAL FOR I000-2A | | | 0 | 0 | 339 | 447 | 2,209 | 1,348 | 335 | 302 | 452 | 0 |
| | | | TOTAL FOR J000-2A | | | 1,147.0 | 121.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65.0 |
| | | | TOTAL | | | 1,147.0 | 121.9 | 339.0 | 447.0 | 2,209.2 | 1,348.1 | 335.0 | 301.7 | 452.1 | 65.0 |

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION CONCRETE CURB AND GUTTER AND MEDIAN SCHEDULE FAI ROUTE 74 (I-74) (WB) |
|-----------|------|--|
| NAME | DATE | |
| | | DRAWN BY CADD CHECKED BY RSC DATE 11/12/04 |
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