

08-01-14 LETTING ITEM 111

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 332 (US 45)
SECTION (29,30)R-1
PROJECT ACNHPP - 0332 (119)
SALINE COUNTY
4 LANE EXPRESSWAY

C-99-063-08

| | | | | |
|---------------------|------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (29,30)R-1 | SALINE | 745 | 1 |
| FED. ROAD DIST. NO. | ILLINOIS | CONTRACT NO. 78077 | | |

* 745 + 10 = 701 TOTAL SHEETS
D-99-046-08



FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 6

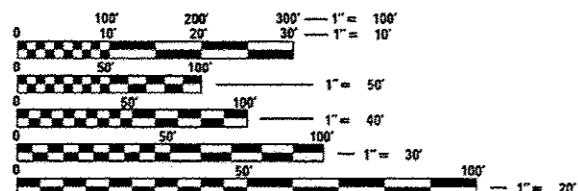
STATION EQUATION:

OMISSIONS: NONE

TRAFFIC DATA:
2007 ADT FOR FAP 332 (US 45)

SALINE COUNTY:
10,300 WITH 5.3% TRUCKS (URBAN)
4,450 WITH 17.4% TRUCKS (RURAL)

TOWNSHIPS:
EAST ELDORADO, RECTOR



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

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

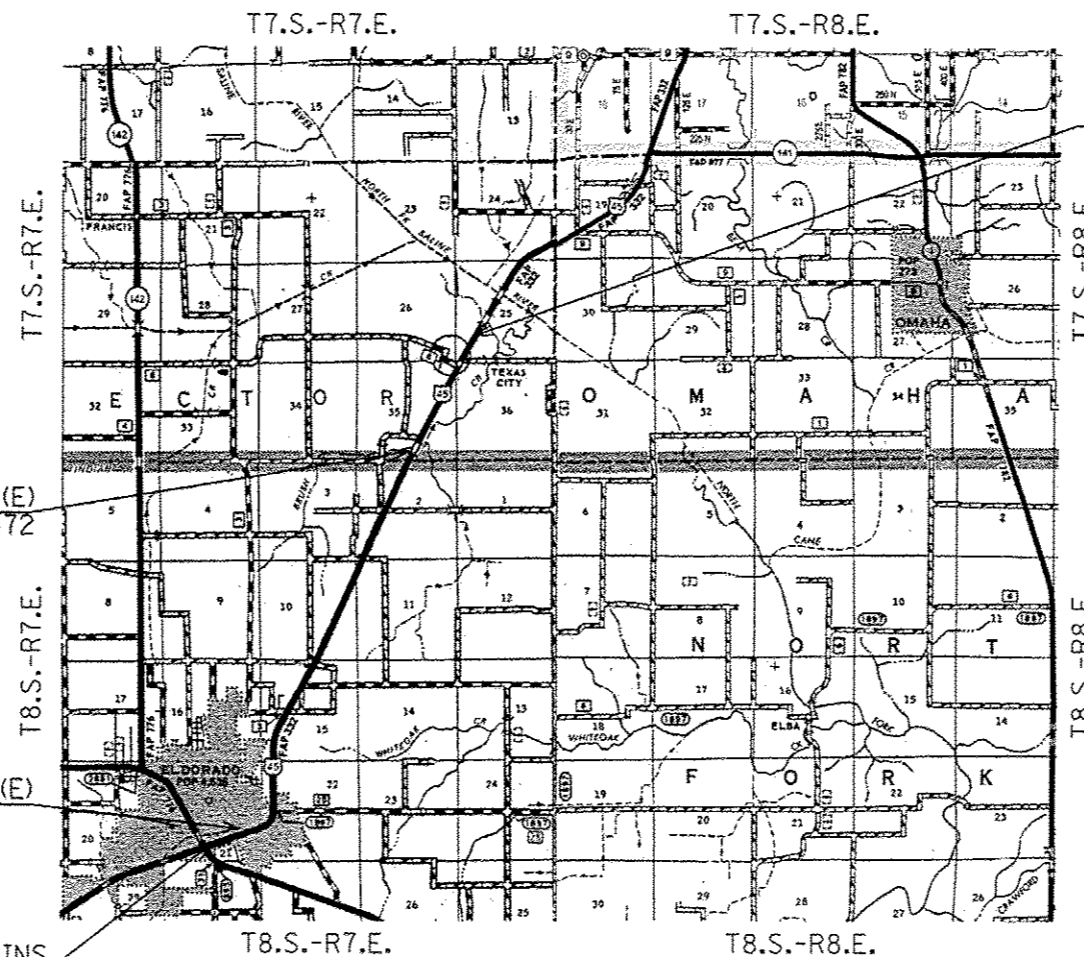
PROJECT ENGINEER CHARLES STEIN
PROJECT MANAGER KEVIN CRIDER

CONTRACT NO. 78077

S.N. 083-2000 (E)
STA. 645+08.6472

S.N. 083-6008 (E)
FOURTH STREET

PROJECT BEGINS
STA. 392+75.00



PROJECT ENDS
STA. 710+60.77



APPROX. SCALE
1" = 5000'

FAP RTE 332 (US 45)
GROSS LENGTH OF PROJECT : 31,785.77 FT. = 6.020 MILES
NET LENGTH OF PROJECT : 31,785.77 FT. = 6.020 MILES

BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

BFW

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan 31 20 14
Kevin Reed Crider
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 27 20 14
John D. Balamo, P.E.
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

June 27 20 14
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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- o INCLUDES SHEET 375A
- o o INCLUDES SHEET 470A
- * INCLUDES SHEET 479A
- * * INCLUDES SHEET 483A
- INCLUDES SHEET 485A
- □ INCLUDES SHEETS 745A-745I

Prepared By: Joe Zdaniewicz
DISTRICT STUDIES & PLANS ENGINEER

Examined By: [Signature]
DISTRICT LAND ACQUISITION ENGINEER

Examined By: Carrie Nelson
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: Karl Kelly
DISTRICT OPERATIONS ENGINEER

Examined By: Daryl J. Hurst
DISTRICT CONSTRUCTION ENGINEER

Examined By: Bruce J. Peoples
DISTRICT MATERIALS ENGINEER

Examined By: [Signature]
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Approved By: Duffrey L. Keim
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

Jan 29 2014
DATE

| | | | | | | | | | | | | | |
|---|--|------------|-----------|---|------------------------------------|------------|--------|--------|--------------------|---------|---------------------|---------------------------|--------------|
| FILE NAME * | USER NAME * bamerly | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SIGNATURE SHEET U.S. 45 | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US | 5 Ph2\CV\CADD Sheets\0978877-shr-gemnote.d | DRAWN - | REVISED - | | 332 | (29,30)R-1 | SALINE | 745 | 3 | | | | |
| | PLOT SCALE * 100.000' / 1" = | CHECKED - | REVISED - | | | | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE * 1/27/2014 | DATE - | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | |

GENERAL NOTES

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

| | |
|-------------------------------------|---|
| ALL HOT-MIX ASPHALT ----- | 2.016 TONS/CU. YD. |
| ALL AGGREGATE ----- | 2.05 TONS/CU. YD. |
| BITUMINOUS MATERIALS: | |
| ON PAVEMENT ----- | 0.09 GAL./SQ. YD. |
| INTERMEDIATE LIFTS (FOG COAT) ----- | 0.04 GAL./SQ. YD. |
| ON AGGREGATE SURFACE ----- | 0.32 GAL./SQ. YD. |
| AGGREGATE (PRIME COAT) ----- | 0.0015 TONS/SO. YD. |
| STONE RIP RAP: | |
| RIPRAP ----- | 1.50 TONS/CU. YD. |
| PROCESSING LIME MODIFIED SOILS: | |
| LIME ----- | 6% OF WEIGHT OF EARTH |
| EARTH ----- | 110 LBS./CU. FT. |
| WATER ----- | 500 GALS./TONS OF LIME (1000 GALS./UNIT) |

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. EXISTING PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4 IN. OR MORE ABOVE THE GROUNDLINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 4 IN. OR GREATER.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

TRIM EDGES OF EXISTING HOT-MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW PAVEMENT.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE SURFACE COURSE FOR THE RESURFACING AREAS.

FORMS FOR CONCRETE GUTTER, CONCRETE CURB, AND COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT SURFACE REMOVAL.

AGGREGATE FOR TEMPORARY ACCESS SHALL BE USED AS DIRECTED BY THE ENGINEER FOR MAINTENANCE PURPOSES. THE GRADATION SHALL BE CA-6 OR CA-10 AS DIRECTED BY THE ENGINEER. A QUANTITY OF 1,000 TONS HAS BEEN ESTIMATED FOR THIS WORK.

TRENCH BACKFILL REQUIRED FOR STORM SEWER, SANITARY SEWER, OR WATER MAINS SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT-MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 100 m (300 FT.) INTERVALS ON BOTH OUTSIDE EDGES OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 140 mm (5 1/2 IN.) TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. ALL EQUATION STATIONS SHALL ALSO BE STAMPED AT THEIR PROPER LOCATION, INCLUDING THE TEMPORARY PERMANENT ALIGNMENT AT THE NORTH TIE-IN.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (0.6 m (2 FT.) OR LESS) ARE ENCASED. IF MORE THAN 0.6 m (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY CULVERT, THE ENTIRE LENGTH OF THE EXISTING CULVERT SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04

BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 600 METERS (2,000 FT.), THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, WILL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPARATELY.

ALL BUILDINGS AND BUILDING DEBRIS, WHETHER SHOWN ON THE PLANS OR NOT, WITHIN THE LIMITS OF THE RIGHT OF WAY WILL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201.

EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT IS INCLUDED IN THE COST OF THE DRIVEWAY PAVEMENT REMOVAL.

QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGES AND THE BRIDGE APPROACH PAVEMENTS (SPECIAL)

TRAFFIC CONTROL DEVICES SHOULD REMAIN IN A PAVED LANE TO THE GREATEST EXTENT POSSIBLE. IF ANY STAGED LANES LESS THAN 12 FT WIDE ARE NEEDED, THEY ARE TO BE LIMITED AS DIRECTED BY THE ENGINEER.

ALL RIGHT OF WAY MARKERS SHALL BE CONSTRUCTED USING METHOD A OF HIGHWAY STANDARD 666001.

REMOVAL OF ABANDON UTILITIES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

STANDARDS

| | | | | |
|-----------|-----------|-----------|-----------|-----------|
| 000001-06 | 542301-03 | 630201-06 | 701106-02 | 720006-04 |
| 001001-02 | 542401-01 | 630301-06 | 701201-04 | 720011-01 |
| 001006 | 601001-04 | 631011-09 | 701301-04 | 720021-02 |
| 202001-01 | 601101-01 | 631031-12 | 701306-03 | 729001-01 |
| 280001-07 | 602301-04 | 635001-01 | 701311-03 | 780001-04 |
| 406201-01 | 602401-03 | 635006-03 | 701316-08 | 781001-03 |
| 420001-07 | 602701-02 | 635011-02 | 701326-04 | BLR 21-9 |
| 420401-10 | 604001-03 | 642001-02 | 701501-06 | BLR 27-1 |
| 424001-07 | 604036-02 | 666001-01 | 701502-06 | |
| 424026-01 | 606001-05 | 667101-02 | 701602-07 | |
| 442201-03 | 606301-04 | 701001-02 | 701701-09 | |
| 482001-02 | 606401-01 | 701006-05 | 701901-03 | |
| 482011-03 | 609006-05 | 701011-04 | 704001-07 | |
| 515001-03 | 630001-10 | 701101-04 | 720001-01 | |
| 542011 | | | | |

| | |
|--|--|
| Location(s): | Hot-Mix Asphalt Surface Course |
| Mixture Use(s): | Hot-Mix Asphalt Surface Course, Mix D, N90 |
| AC/PG: | PG64-22 |
| ABR % (Max): | See Special Provision |
| Design Air Voids: | 4.0%, 90 Gyration Design |
| Mixture Composition: (Gradation Mixture): | IL-9.5 mm |
| Friction Aggregate: | D Surface |

| | |
|--|---|
| Location(s): | Hot-Mix Asphalt Binder Course |
| Mixture Use(s): | Hot-Mix Asphalt Binder Course, N90, IL-19.0 |
| AC/PG: | PG64-22 |
| ABR % (Max): | See Special Provision |
| Design Air Voids: | 4.0%, 90 Gyration Design |
| Mixture Composition: (Gradation Mixture): | IL-19.0 mm |
| Friction Aggregate: | None |

| | |
|--|--------------------------------|
| Location(s): | Hot-Mix Asphalt Shoulders |
| Mixture Use(s): | Hot-Mix Asphalt Shoulders, N30 |
| AC/PG: | PG58-22 |
| ABR % (Max): | 50 |
| Design Air Voids: | 2.0%, 30 Gyration Design |
| Mixture Composition: (Gradation Mixture): | HMA Shoulder |
| Friction Aggregate: | None |

| | |
|--|--|
| Location(s): | Hot-Mix Asphalt Surface Course (Sideroads) |
| Mixture Use(s): | Hot-Mix Asphalt Surface Course, Mix C, N90 |
| AC/PG: | PG64-22 |
| ABR % (Max): | See Special Provision |
| Design Air Voids: | 4.0%, 90 Gyration Design |
| Mixture Composition: (Gradation Mixture): | IL-9.5 mm |
| Friction Aggregate: | C Surface |

| | | | | | | | | | | |
|--|--|-------------|--------------------|---|--|---------------------|------------|---------|---------------------|---------------------------|
| FILE NAME: | USER NAME: bamaq | DESIGNED: - | REVISED: - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES, STANDARDS, MIXTURE REQUIREMENTS, & COMMITMENTS U.S. 45 | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| PK:\Projects\2011 Projects\11297 - 100T US | PK2\CY\CADD Sheets\0978077-11297\gannata.dwg | DRAWN: - | REVISED: - | | | 332 | (29.30)R-1 | SALINE | 745 | 4 |
| PLOT SCALE: 100,000' / in. | CHECKED: - | REVISED: - | SCALE: | | | SHEET NO. OF SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |
| PLOT DATE: 1/27/2014 | DATE: - | REVISED: - | CONTRACT NO. 78077 | | | | | | | |

COMMITMENTS:

TREE CLEARING WILL NOT BE ALLOWED FROM APRIL 1st TO SEPTEMBER 30th.

AN ENTRANCE FOR A SINGLE FAMILY RESIDENCE SHOULD BE LOCATED HALFWAY BETWEEN THE SOUTHERN PROPERTY LINE AND THE MIDPOINT OF THE PROPERTY AT APPROXIMATELY STA. 437+38.75 RT. RESIDENT ENGINEER TO VERIFY IN THE FIELD.

A FORTY FOOT CULVERT SHOULD BE INSTALLED IN THE EXISTING DITCH WHERE SHILOH ROAD WILL BE REMOVED IN ORDER TO ALLOW ACCESS BETWEEN THE FIELDS ON EITHER SIDE OF THE REMOVED ROADWAY. A PREFERRED LOCATION FOR THE CULVERT WAS NOT SPECIFIED BY THE PROPERTY OWNER, AND THE PRECISE LOCATION CAN BE DETERMINED BY IDOT.

BLIND CHILD SIGNS SHOULD BE INSTALLED ON BOTH ENDS OF RELOCATED ALEXANDER ROAD. ONE SIGN SHOULD BE IN A LOCATION VISIBLE TO DRIVERS TURNING ONTO RELOCATED ALEXANDER ROAD FROM US 45. THE OTHER SHOULD BE VISIBLE TO DRIVERS HEADING EAST ON ALEXANDER ROAD TOWARD US 45, IN THE AREA WHERE ALEXANDER ROAD CURVES SOUTH ONTO ITS RELOCATED PORTION.

| Drop-off Location | Normal Posted Speed | Drop-off Height (x) and Type | Treatment Required |
|---|----------------------|---|--|
| ≤ 3 ft ⁽¹⁾⁽²⁾ | all | ≤ 1 in | None |
| | | 1 in < x ≤ 3 in | Low Shoulder signs (2 mile spacing) |
| | < 45 mph | 3 in < x ≤ 18 in | Place channelizing devices at 50-ft spacing |
| | ≥ 45 mph | 3 in < x ≤ 12 in | Place channelizing devices at 100-ft spacing |
| | < 45 mph | 18 in < x ≤ 24 in for < 0.5 mile or < 48 hours ⁽⁴⁾ | Place channelizing devices at 50-ft spacing |
| | ≥ 45 mph | 12 in < x ≤ 18 in for < 0.5 mile or < 48 hours | Place channelizing devices at 100-ft spacing |
| | ≥ 45 mph | 12 in < x ≤ 24 in for > 0.5 mile or > 48 hours | Closure using temporary traffic barrier |
| | < 45 mph | 18 in < x ≤ 24 in ⁽⁵⁾ | Closure using temporary traffic barrier |
| 3 ft < x ≤ 8 ft ⁽³⁾ | all | ≤ 1 in | none |
| | | 1 in < x ≤ 3 in | Low Shoulder signs (2-mile spacing) |
| | < 45 mph | 3 in < x ≤ 24 in ⁽⁴⁾ | Place channelizing devices at 50-ft spacing |
| | ≥ 45 mph | 3 in < x ≤ 24 in | Place channelizing devices at 100-ft spacing |
| all | 24 in ⁽⁵⁾ | Closure using temporary traffic barrier | |
| > 8 ft to the work zone clear zone ⁽³⁾ | < 45 mph | 12 in < x ≤ 24 in ⁽⁴⁾ | Place channelizing devices at 50-ft spacing |
| | ≥ 45 mph | 12 in < x ≤ 24 in | Place channelizing devices at 100-ft spacing |
| | all | > 24 in ⁽⁵⁾ | Closure using temporary traffic barrier |

Notes:

- (1) Place channelizing devices and/or temporary barrier at the same level as the traveling lane or shoulder profile.
- (2) Channelizing devices may be placed at the drop-off elevation to preserve lane width. Raise the reflective area and warning light (if required) to the elevation above the traveling lane or shoulder profile as per Highway Standard 701901.
- (3) Place channelizing devices or temporary barrier at same level as the side slope profile to be fully visible.
- (4) Length and duration may be exceeded for urban areas when engineering judgment indicates sight distance will be adversely affected by temporary barrier.
- (5) Temporary traffic barrier may be eliminated for stationary operations of less than 24 hours for multilane, and may be eliminated for stationary operations of less than 96 hours per stage for two lanes, based on engineering judgment.

**CONDITION 2 — DROP-OFF BETWEEN TRAVEL LANE AND SHOULDER/EDGE OF PAVEMENT (US Customary)
Figure 55-2.B**

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES, STANDARDS, MIXTURE REQUIREMENTS & COMMITMENTS

U.S. 45

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|------------|--------|---------------------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 5 |
| CONTRACT NO. 78077 | | | ILLINOIS FED. AID PROJECT | |

| | | | |
|---|--|------------|-----------|
| FILE NAME : | USER NAME : bamerj | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US | S:\PH2\CV\CADD Sheets\0978077-shlr\gennote.dwg | DRAWN - | REVISED - |
| PLOT SCALE : 100.000' / in. | CHECKED - | REVISED - | REVISED - |
| PLOT DATE : 1/27/2014 | DATE - | REVISED - | REVISED - |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|------------|---------------------------------------|-------|----------------|-----------------------------------|-----------------------------------|----------------------------------|---------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE BRIDGE | SALINE 80% FED. 20% STATE BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 179 | 67 | 112 | | |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 552 | 198 | 354 | | |
| 20100500 | TREE REMOVAL, ACRES | ACRE | 46.75 | 0.50 | 46.25 | | |
| 20200100 | EARTH EXCAVATION | CU YD | 440,710 | 11,590 | 429,120 | | |
| 20700110 | POROUS GRANULAR EMBANKMENT | TON | 4,980 | 303 | 4,677 | | |
| 20700220 | POROUS GRANULAR EMBANKMENT | CU YD | 1,170 | 27 | 674 | | 469 |
| 20800150 | TRENCH BACKFILL | CU YD | 3,560 | 3,323 | 237 | | |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 5,800 | | 5,800 | | |
| * 25000100 | SEEDING, CLASS 1 | ACRE | 5.00 | 5.00 | | | |
| * 25000210 | SEEDING, CLASS 2A | ACRE | 87.25 | | 87.25 | | |
| * 25000314 | SEEDING, CLASS 4B | ACRE | 27.50 | | 27.5 | | |
| * 25000350 | SEEDING, CLASS 7 | ACRE | 123.25 | 5.00 | 118.25 | | |
| * 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 21,834 | 895 | 20,939 | | |
| * 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 21,834 | 895 | 20,939 | | |

* SPECIALTY ITEM

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|------------|-----------------------------------|-------|----------------|------------------------------|------------------------------|---------------------------------|--------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 URBAN | ROADWAY 0003 RURAL | BRIDGE 0014 S.N. 083-6008 | BOX CULVERT 0040 S.N. 083-2023 |
| * 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 21,834 | 895 | 20,939 | | |
| * 25000700 | AGRICULTURAL GROUND LIMESTONE | TON | 485.2 | 19.8 | 465.4 | | |
| * 25100115 | MULCH, METHOD 2 | ACRE | 161.75 | 6.50 | 155.25 | | |
| * 25100630 | EROSION CONTROL BLANKET | SQ YD | 194,509 | 8,366 | 186,143 | | |
| * 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 27,640 | 1,490 | 26,150 | | |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 2,964 | 60 | 2,904 | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 47,850 | 2,800 | 45,050 | | |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 208 | 119 | 89 | | |
| 28100101 | STONE RIPRAP, CLASS A1 | SQ YD | 697 | 95 | 602 | | |
| 28100107 | STONE RIPRAP, CLASS A4 | SQ YD | 183 | | | 183 | |
| 28100109 | STONE RIPRAP, CLASS A5 | SQ YD | 345 | 48 | 114 | | 183 |
| 28100707 | STONE DUMPED RIPRAP, CLASS A4 | SQ YD | 929 | 291 | 638 | | |
| 28200200 | FILTER FABRIC | SQ YD | 663 | 183 | 114 | 183 | 183 |
| 30200650 | PROCESSING MODIFIED SOIL 12" | SQ YD | 301,050 | 25,935 | 275,115 | | |

* SPECIALTY ITEM

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---------------------|--|-------------------|------------------|------------------------------|------------------------------|---------------------------------|--------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 URBAN | ROADWAY 0003 RURAL | BRIDGE 0014 S.N. 083-6008 | BOX CULVERT 0040 S.N. 083-2023 |
| 30201500 | LIME | TON | 8,941.2 | 770.3 | 8,170.9 | | |
| 31100300 | SUBBASE GRANULAR MATERIAL, TYPE A 4" | SQ YD | 1,818 | 1,818 | | | |
| 35100100 | AGGREGATE BASE COURSE, TYPE A | TON | 645 | 362 | 283 | | |
| 35100300 | AGGREGATE BASE COURSE, TYPE A 4" | SQ YD | 1,996 | 1,996 | | | |
| 35100800 | AGGREGATE BASE COURSE, TYPE A 9" | SQ YD | 23,167 | | 23,167 | | |
| 40200200 | AGGREGATE SURFACE COURSE, TYPE A | CU YD | 375 | 109 | 266 | | |
| 40201000 | AGGREGATE FOR TEMPORARY ACCESS | TON | 1,670 | | 1,670 | | |
| 40300300 | BITUMINOUS MATERIALS (COVER AND SEAL COATS) | GALLON | 1,985 | | 1,985 | | |
| 40300500 | COVER COAT AGGREGATE | TON | 33 | | 33 | | |
| 40300600 | SEAL COAT AGGREGATE | TON | 17 | | 17 | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 207 | 207 | | | |
| 40600990 | TEMPORARY RAMP | SQ YD | 69 | 69 | | | |
| 40603090 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 | TON | 1,868 | 56 | 1,812 | | |
| 40603320 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90 | TON | 2,768 | 117 | 2,651 | 43 | |

* SPECIALTY ITEM

| | | | | | | | | | | | | |
|--|-----------------------|-----------------------|---------------------------|---|------------------------------|--|--|-----------------------|-----------------------|------------------|------------------------|-------------------|
| FILE NAME : P:\Projects\2011 Projects\11297 - 100T US 95 Ph2\CV\CADD Sheets\0978077-shs-300.dgn | USER NAME : benary | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.P. RTE. 332 | SECTION (29.3DR-1) | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 8 |
| PLOT SCALE : 100.00' / in. | CHECKED - | REVISED - | SCALE: N.T.S. | | | | | 3 | STA. | TO STA. | CONTRACT NO. 78077 | |
| PLOT DATE : 1/28/2014 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|----------|--|-------|----------------|------------------------------|------------------------------|---------------------------------|--------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 URBAN | ROADWAY 0003 RURAL | BRIDGE 0014 S.N. 083-6008 | BOX CULVERT 0040 S.N. 083-2023 |
| 42001200 | PAVEMENT FABRIC | SQ YD | 1,530 | 1,530 | | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 8,741 | 8,741 | | | |
| 42300300 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH | SQ YD | 1,593 | 1,593 | | | |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SQ YD | 1,530 | 1,530 | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 20,166.0 | 20,166.0 | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 97,157 | 3,180 | 88,972 | | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 2,458 | 2,458 | | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 2,657 | 2,657 | | | |
| 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 1,384 | | 1,384 | | |
| 44200168 | PAVEMENT PATCHING, TYPE II, 14 INCH | SQ YD | 11 | | 11 | | |
| 44200172 | PAVEMENT PATCHING, TYPE III, 14 INCH | SQ YD | 25 | | 25 | | |
| 44200174 | PAVEMENT PATCHING, TYPE IV, 14 INCH | SQ YD | 217 | 217 | | | |
| 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 11,426 | 11,426 | | | |
| 48101200 | AGGREGATE SHOULDERS, TYPE B | TON | 16,141 | 434 | 15,707 | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | |
|---|-----------------------|-----------------------|---------------------------|---|------------------------------|--------|------|---------|-----------------------|------------------------|------------------|------------------------|-------------------|
| FILE NAME : P:\Projects\2011 Projects\11297 - IDOT US 332\CV\CD00 Sheets\0978077-111-500.dgn | USER NAME : bemery | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. 332 | SECTION (29,301R-1) | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 9 |
| PLT SCALE : 100.00' / in. | CHECKED - | REVISED - | SCALE: N.T.S. | | SHEET NO. 4 OF | SHEETS | STA. | TO STA. | CONTRACT NO. 78077 | | | | |
| PLT DATE : 1/28/2014 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | | |
| | | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|----------|--------------------------------------|-------|----------------|-----------------------------------|-----------------------------------|----------------------------------|---------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE BRIDGE | SALINE 80% FED. 20% STATE BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| 48101500 | AGGREGATE SHOULDERS, TYPE B 6" | SQ YD | 1,909 | | 1,909 | | |
| 48203033 | HOT-MIX ASPHALT SHOULDERS, 9" | SQ YD | 427 | | 427 | | |
| 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 11 | | 11 | | |
| 50100300 | REMOVAL OF EXISTING STRUCTURES NO. 1 | EACH | 1 | 1 | | | |
| 50100400 | REMOVAL OF EXISTING STRUCTURES NO. 2 | EACH | 1 | | 1 | | |
| 50100500 | REMOVAL OF EXISTING STRUCTURES NO. 3 | EACH | 1 | | 1 | | |
| 50100600 | REMOVAL OF EXISTING STRUCTURES NO. 4 | EACH | 1 | | | | 1 |
| 50100700 | REMOVAL OF EXISTING STRUCTURES NO. 5 | EACH | 1 | | | | 1 |
| 50100800 | REMOVAL OF EXISTING STRUCTURES NO. 6 | EACH | 1 | | | 1 | |
| 50100900 | REMOVAL OF EXISTING STRUCTURES NO. 7 | EACH | 1 | | | 1 | |
| 50101500 | REMOVAL OF EXISTING SUPERSTRUCTURES | EACH | 1 | | | 1 | |
| 50102400 | CONCRETE REMOVAL | CU YD | 1.8 | | | 1.8 | |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 3,182 | 1,566 | 1,616 | | |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 43 | | | 43 | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | |
|---|-----------------------|-----------------------|---------------------------|---|------------------------------|--------|------|---------|-----------------------|-----------------------|------------------|------------------------|--------------------|
| FILE NAME : P:\Projects\2011 Projects\11297 - IDOT US 5 PH2\CV\CADD Sheets\0970077-sh1-500.dgn | USER NAME : bamery | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. 332 | SECTION (29,30)R-1 | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 10 |
| PLOT SCALE : 100.00 // in. | CHECKED - | REVISED - | SCALE: N.T.S. | | SHEET NO. 5 OF | SHEETS | STA. | TO STA. | CONTRACT NO. 78077 | | | | |
| PLOT DATE : 1/28/2014 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | | |
| | | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|----------|--|-------|----------------|------------------------------|------------------------------|---------------------------------|--------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 URBAN | ROADWAY 0003 RURAL | BRIDGE 0014 S.N. 083-6008 | BOX CULVERT 0040 S.N. 083-2023 |
| 50200450 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES | CU YD | 888 | 63 | 401 | | 424 |
| 50300225 | CONCRETE STRUCTURES | CU YD | 46.1 | | | 46.1 | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 133.7 | | | 133.7 | |
| 50400305 | PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH) | SQ FT | 1,778 | | | 1,778 | |
| 50800105 | REINFORCEMENT BARS | POUND | 199,070 | | 64,110 | | 134,960 |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 42,150 | | | 42,150 | |
| 50800515 | BAR SPLICERS | EACH | 224 | | 88 | | 136 |
| 50901050 | STEEL RAILING, TYPE SM | FOOT | 79 | | | 79 | |
| 51201400 | FURNISHING STEEL PILES HP10X42 | FOOT | 94 | | | 94 | |
| 51202305 | DRIVING PILES | FOOT | 94 | | | 94 | |
| 51204650 | PILE SHOES | EACH | 4 | | | 4 | |
| 51500100 | NAME PLATES | EACH | 2 | | | 1 | 1 |
| 54001001 | BOX CULVERT END SECTIONS, CULVERT NO. 1 | EACH | 2 | 2 | | | |
| 54001002 | BOX CULVERT END SECTIONS, CULVERT NO. 2 | EACH | 2 | 2 | | | |
| 54001003 | BOX CULVERT END SECTIONS, CULVERT NO. 3 | EACH | 2 | | 2 | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | |
|--|------------------------|-----------------------|------------------------|---|------------------------------|----------------|--------|------|-----------------------|-----------------------|------------------|------------------------|--------------------|
| FILE NAME : P:\Projects\2011 Projects\11297 - I00T US 316 Ph2\CAD\CADD Sheets\0978077.sht-500.dgn | USER NAME : bomerly | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. 332 | SECTION (29.30)R-1 | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 11 |
| PLOT SCALE : 1/8" = 1'-0" | CHECKED - | REVISED - | REVISED - | | SCALE: N.T.S. | SHEET NO. 6 OF | SHEETS | STA. | TO STA. | CONTRACT NO. 78077 | | | |
| PLOT DATE : 1/28/2014 | DATE - | REVISED - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|----------|--|-------|----------------|---------------------------|---------------------------|---------------------------|---------------------------|
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY | ROADWAY | BRIDGE | BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| 54001004 | BOX CULVERT END SECTIONS, CULVERT NO. 4 | EACH | 2 | | 2 | | |
| 54001005 | BOX CULVERT END SECTIONS, CULVERT NO. 5 | EACH | 2 | | 2 | | |
| 54001006 | BOX CULVERT END SECTIONS, CULVERT NO. 6 | EACH | 2 | | 2 | | |
| 54001007 | BOX CULVERT END SECTIONS, CULVERT NO. 7 | EACH | 2 | | 2 | | |
| 54001008 | BOX CULVERT END SECTIONS, CULVERT NO. 8 | EACH | 2 | | 2 | | |
| 54001009 | BOX CULVERT END SECTIONS, CULVERT NO. 9 | EACH | 4 | | 4 | | |
| 54001010 | BOX CULVERT END SECTIONS, CULVERT NO. 10 | EACH | 4 | | 4 | | |
| 54001011 | BOX CULVERT END SECTIONS, CULVERT NO. 11 | EACH | 2 | | 2 | | |
| 54003000 | CONCRETE BOX CULVERTS | CU YD | 1070.6 | | 402.0 | | 668.6 |
| 54010302 | PRECAST CONCRETE BOX CULVERTS 3' X 2' | FOOT | 100 | | 100 | | |
| 54010403 | PRECAST CONCRETE BOX CULVERTS 4' X 3' | FOOT | 218 | | 218 | | |
| 54010503 | PRECAST CONCRETE BOX CULVERTS 5' X 3' | FOOT | 523 | 119 | 404 | | |
| 54010504 | PRECAST CONCRETE BOX CULVERTS 5' X 4' | FOOT | 32 | | 32 | | |
| 54010603 | PRECAST CONCRETE BOX CULVERTS 6' X 3' | FOOT | 162 | | 162 | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | |
|---|-----------------------|-----------------|----------------|---|------------------------------|----------------|--------|------|-----------------------|-----------------------|------------------|---------------------|-----------------|
| FILE NAME : P:\Projects\2011 Projects\11297 - IDOT US 5 PH2\CV\CADD Sheets\0978077-shc-500.dgn | USER NAME : bamary | DESIGNED : - | REVISED : - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. 332 | SECTION (29,30)R-1 | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 12 |
| PLT SCALE : 100.00 / 1 in. | CHECKED : - | REVISED : - | REVISED : - | | SCALE: N.T.S. | SHEET NO. 7 OF | SHEETS | STA. | TO STA. | CONTRACT NO. 18077 | | | |
| PLT DATE : 1/28/2014 | DATE : - | REVISED : - | REVISED : - | | ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---------------------|---|-----------------|----------------|---|---|--|---|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE BRIDGE | SALINE 80% FED. 20% STATE BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| 54010604 | PRECAST CONCRETE BOX CULVERTS 6' X 4' | FOOT | 44 | | 44 | | |
| 54010707 | PRECAST CONCRETE BOX CULVERTS 7' X 7' | FOOT | 54 | 54 | | | |
| 54010803 | PRECAST CONCRETE BOX CULVERTS 8' X 3' | FOOT | 44 | | 44 | | |
| 54213657 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12" | EACH | 3 | 1 | 2 | | |
| 54213660 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15" | EACH | 5 | 5 | | | |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 22 | 3 | 19 | | |
| 54213675 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30" | EACH | 4 | 2 | 2 | | |
| 54213681 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36" | EACH | 11 | 3 | 8 | | |
| 54213687 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42" | EACH | 2 | | 2 | | |
| 54213693 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48" | EACH | 2 | | 2 | | |
| 54213870 | STEEL END SECTIONS 15" | EACH | 14 | 8 | 6 | | |
| 54213873 | STEEL END SECTIONS 18" | EACH | 14 | | 14 | | |
| 54213879 | STEEL END SECTIONS 24" | EACH | 18 | | 18 | | |
| 54213885 | STEEL END SECTIONS 30" | EACH | 10 | | 10 | | |
| 54213891 | STEEL END SECTIONS 36" | EACH | 4 | | 4 | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | | |
|--|-------------------|------------|-----------|---|------------------------------|----------------|--------|------|----------------|---------|-------------|-----------------|--------------|----|
| FILE NAME : P:\Projects\2011 Projects\11297 - IDOT US 45 PH2\CV\CADD Sheets\0978077-shr-500.dgn | USER NAME : bmary | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| PLOT SCALE : 100.00' / 1" = 100' | CHECKED - | REVISED - | REVISED - | | SCALE: N.T.S. | SHEET NO. 8 OF | SHEETS | STA. | TO STA. | 332 | (29.301R-1) | SALINE | 745 | 13 |
| PLOT DATE : 1/28/2014 | DATE - | REVISED - | REVISED - | | CONTRACT NO. 78077 | | | | | | | | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|----------|--|-------|----------------|-----------------------------------|-----------------------------------|----------------------------------|---------------------------------------|
| | | | | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE BRIDGE | SALINE 80% FED. 20% STATE BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| | | | | | | | |
| 54213897 | STEEL END SECTIONS 42" | EACH | 2 | | 2 | | |
| 54214515 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 30" | EACH | 2 | | 2 | | |
| 54214521 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36" | EACH | 1 | 1 | | | |
| 54214527 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 42" | EACH | 2 | 2 | | | |
| 54214539 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 54" | EACH | 2 | | 2 | | |
| 54244405 | FLUSH INLET BOX FOR MEDIAN, STANDARD 542546 | EACH | 20 | | 20 | | |
| 54248510 | CONCRETE COLLAR | CU YD | 3.0 | 3.0 | | | |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 94 | 94 | | | |
| 55101200 | STORM SEWER REMOVAL 24" | FOOT | 2,055 | 2,055 | | | |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 9 | | | 9 | |
| 60100060 | CONCRETE HEADWALLS FOR PIPE DRAINS | EACH | 183 | 5 | 178 | | |
| 60107600 | PIPE UNDERDRAINS 4" | FOOT | 94,520 | 1,850 | 92,670 | | |
| 60108100 | PIPE UNDERDRAINS 4" (SPECIAL) | FOOT | 3,444 | 90 | 3,354 | | |
| 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | | |
|---|--------------------|------------|-----------|---|------------------------------|----------------|--------|------|-------------|---------|------------|--------------|-----------|----|
| FILE NAME : P:\Projects\2011 Projects\11297 - 100T US | USER NAME : bamery | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| 5 Ph2\CV\CA00 Sheets\0978077-shi-500.dgn | DRAWN - | REVISED - | REVISED - | | SCALE: N.T.S. | SHEET NO. 9 OF | SHEETS | STA. | TO STA. | 332 | (29,30R-1) | SALINE | 745 | 14 |
| PLOT SCALE * 100.00' / in. | CHECKED - | REVISED - | REVISED - | | CONTRACT NO. 780?? | | | | | | | | | |
| PLOT DATE * 1/28/2014 | DATE - | REVISED - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|------------|---|-------|----------------|--|--|---|--|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE ROADWAY 0003 URBAN | SALINE 80% FED. 20% STATE ROADWAY 0003 RURAL | SALINE 80% FED. 20% STATE BRIDGE 0014 S.N. 083-6008 | SALINE 80% FED. 20% STATE BOX CULVERT 0040 S.N. 083-2023 |
| | | | | | | | |
| 60219000 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE | EACH | 2 | 2 | | | |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | |
| 60221700 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE | EACH | 6 | 6 | | | |
| 60236200 | INLETS, TYPE A, TYPE 8 GRATE | EACH | 27 | 27 | | | |
| 60240301 | INLETS, TYPE B, TYPE 8 GRATE | EACH | 1 | 1 | | | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 10 | 10 | | | |
| 60260100 | INLETS TO BE ADJUSTED | EACH | 5 | 5 | | | |
| 60500050 | REMOVING CATCH BASINS | EACH | 7 | 7 | | | |
| 60500060 | REMOVING INLETS | EACH | 10 | 10 | | | |
| 60600095 | CLASS SI CONCRETE (OUTLET) | CU YD | 1.8 | 1.8 | | | |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 8,658.0 | 8,658.0 | | | |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 75.0 | 75.0 | | | |
| * 63100075 | TRAFFIC BARRIER TERMINAL, TYPE 5A | EACH | 4 | 4 | | | |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 3 | 3 | | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | |
|---|-----------------------|--|--|---|-----------------------|-----------------|--------|------|-----------------------|---|------------------|---------------------|-----------------|
| FILE NAME : P:\Projects\2011 Projects\11297 - IODT US\5 Ph2\CV\CADD Sheets\0978077-uh1-500.dgn | USER NAME : Bemery | DESIGNED - DRAWN - CHECKED - DATE - | REVISED - REVISED - REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. 332 | SECTION (29.301R-1) | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 15 |
| PLOT SCALE = 1/80.00" = 1' | | | | | SCALE: N.T.S. | SHEET NO. 10 OF | SHEETS | STA. | TQ STA. | ILLINOIS FED. AID PROJECT CONTRACT NO. 78077 | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|------------|---|--------|----------------|------------------------------|------------------------------|------------------------------|------------------------------|
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 | ROADWAY 0003 | BRIDGE 0014 | BOX CULVERT 0040 |
| | | | | URBAN | RURAL | S.N. 083-6008 | S.N. 083-2023 |
| 64200116 | SHOULDER RUMBLE STRIPS, 16 INCH | FOOT | 96,160 | 2,600 | 93,560 | | |
| 66500105 | WOVEN WIRE FENCE, 4' | FOOT | 56,120 | | 56,120 | | |
| 66501800 | WOVEN WIRE GATES, 4' X 20' DOUBLE | EACH | 17 | | 17 | | |
| 66600105 | FURNISHING AND ERECTING RIGHT OF WAY MARKERS | EACH | 304 | | 304 | | |
| 66700305 | PERMANENT SURVEY MARKERS, TYPE II | EACH | 18 | 4 | 14 | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 1300 | 1300 | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 20 | 20 | | | |
| * 66900450 | SPECIAL WASTE PLANS AND REPORTS | L SUM | 1 | 1 | | | |
| 67000600 | ENGINEER'S FIELD LABORATORY | CAL MO | 14 | 14 | | | |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 3 | 3 | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 0.5 | 0.5 | | |
| 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 | 0.5 | 0.5 | | |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 | 0.5 | 0.5 | | |
| 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 | 0.5 | 0.5 | | |
| 70101830 | TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 | L SUM | 1 | | 1 | | |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | | | |
| 70102622 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701502 | L SUM | 1 | 1 | | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | | |
|--|-------------------|-------------|------------|---|------------------------------|-----------------|--------|------|----------------|----------|-------------|---------------|------------|----|
| FILE NAME: P:\Projects\2011 Projects\11297 - IODT US 35 Ph2\CV\CADD Sheets\0978077-sht-500.dgn | USER NAME: fbarny | DESIGNED: - | REVISED: - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. R.T.E.: | SECTION: | COUNTY: | TOTAL SHEETS: | SHEET NO.: | |
| | | DRAWN: - | REVISED: - | | SCALE: N.T.S. | SHEET NO. 11 OF | SHEETS | STA. | TO STA. | 332 | (29,301R-1) | SALINE | 745 | 16 |
| | | CHECKED: - | REVISED: - | | CONTRACT NO. 78077 | | | | | | | | | |
| | | DATE: - | REVISED: - | | ILLINOIS FED. AID PROJECT | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|------------|--|--------|----------------|-----------------------------------|-----------------------------------|----------------------------------|---------------------------------------|
| | | | | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE BRIDGE | SALINE 80% FED. 20% STATE BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| | | | | | | | |
| 70102632 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701602 | L SUM | 1 | 1 | | | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 350 | 350 | | | |
| 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 84 | 42 | 42 | | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 11,360 | 2,075 | 9,285 | | |
| 70300210 | TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS | SQ FT | 96 | | 96 | | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 157,391 | 26,829 | 130,562 | | |
| 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 125 | 125 | | | |
| 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 333 | | 333 | | |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 7,445 | 3,345 | 4,100 | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 621 | | 396 | | 225 |
| 70600250 | IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3 | EACH | 6 | | 6 | | |
| * 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 31.25 | 23.75 | 7.50 | | |
| * 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 89.00 | 60.50 | 28.50 | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | | |
|--|--------------------|------------|-----------|---|------------------------------|-----------------|--------|------|-------------|---------|------------|--------------|-----------|----|
| FILE NAME = P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CA00 Sheets\0978077-ah1-500.dgn | USER NAME = bamary | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | | DRAWN - | REVISED - | | SCALE: N.T.S. | SHEET NO. 12 OF | SHEETS | STA. | TO STA. | 332 | (29,30R-1) | SALINE | 745 | 17 |
| | | CHECKED - | REVISED - | | CONTRACT NO. 78077 | | | | | | | | | |
| | | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|------------|--|-------|----------------|-----------------------------------|-----------------------------------|----------------------------------|---------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE BRIDGE | SALINE 80% FED. 20% STATE BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| * 78004210 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4" | FOOT | 28,033 | 15,122 | 12,911 | | |
| * 78004280 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" | FOOT | 607 | 343 | 264 | | |
| * 78009000 | MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 1,411 | 654 | 757 | | |
| * 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 110,933 | 3,622 | 107,311 | | |
| * 78009012 | MODIFIED URETHANE PAVEMENT MARKING - LINE 12" | FOOT | 1,289 | 941 | 348 | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1,205 | 412 | 793 | | |
| 78300100 | PAVEMENT MARKING REMOVAL | SQ FT | 1,141 | 1,141 | | | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 470 | 141 | 329 | | |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 480 | 480 | | | |
| 5421A024 | PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY) | FOOT | 84 | | 84 | | |
| 5421D018 | PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY) | FOOT | 100 | | 100 | | |
| 5421D024 | PIPE CULVERTS, CLASS D, TYPE 1 24" (TEMPORARY) | FOOT | 828 | | 828 | | |
| 542A0217 | PIPE CULVERTS, CLASS A, TYPE 1 12" | FOOT | 32 | | 32 | | |
| 542A0229 | PIPE CULVERTS, CLASS A, TYPE 1 24" | FOOT | 43 | | 43 | | |

* SPECIALTY ITEM

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|----------|--|------|----------------|---|---|--|---|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE ROADWAY | SALINE 80% FED. 20% STATE BRIDGE | SALINE 80% FED. 20% STATE BOX CULVERT |
| | | | | 0003 URBAN | 0003 RURAL | 0014 S.N. 083-6008 | 0040 S.N. 083-2023 |
| 542A0235 | PIPE CULVERTS, CLASS A, TYPE 1 30" | FOOT | 46 | | 46 | | |
| 542A0241 | PIPE CULVERTS, CLASS A, TYPE 1 36" | FOOT | 208 | 10 | 198 | | |
| 542A0253 | PIPE CULVERTS, CLASS A, TYPE 1 48" | FOOT | 36 | | 36 | | |
| 542A1069 | PIPE CULVERTS, CLASS A, TYPE 2 24" | FOOT | 96 | 48 | 48 | | |
| 542A1081 | PIPE CULVERTS, CLASS A, TYPE 2 36" | FOOT | 332 | 162 | 170 | | |
| 542A1087 | PIPE CULVERTS, CLASS A, TYPE 2 42" | FOOT | 44 | | 44 | | |
| 542A5497 | PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 42" | FOOT | 10 | 10 | | | |
| 542A5509 | PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 54" | FOOT | 34 | | 34 | | |
| 542A8215 | PIPE CULVERTS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 30" | FOOT | 170 | | 170 | | |
| 542A8227 | PIPE CULVERTS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 42" | FOOT | 14 | 14 | | | |
| 542D0215 | PIPE CULVERTS, CLASS D, TYPE 1 10" | FOOT | 48 | 48 | | | |
| 542D0220 | PIPE CULVERTS, CLASS D, TYPE 1 15" | FOOT | 261 | 162 | 99 | | |
| 542D0223 | PIPE CULVERTS, CLASS D, TYPE 1 18" | FOOT | 190 | | 190 | | |
| 542D0229 | PIPE CULVERTS, CLASS D, TYPE 1 24" | FOOT | 360 | | 360 | | |

* SPECIALTY ITEM

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|----------|---|------|----------------|------------------------------|------------------------------|---------------------------------|--------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 URBAN | ROADWAY 0003 RURAL | BRIDGE 0014 S.N. 083-6008 | BOX CULVERT 0040 S.N. 083-2023 |
| 542D0235 | PIPE CULVERTS, CLASS D, TYPE 1 36" | FOOT | 216 | | 216 | | |
| 542D0241 | PIPE CULVERTS, CLASS D, TYPE 1 36" | FOOT | 76 | | 76 | | |
| 542D0247 | PIPE CULVERTS, CLASS D, TYPE 1 42" | FOOT | 51 | | 51 | | |
| 542D1063 | PIPE CULVERTS, CLASS D, TYPE 2 18" | FOOT | 55 | | 55 | | |
| 550A0120 | STORM SEWERS, CLASS A, TYPE 1 24" | FOOT | 144 | | 144 | | |
| 550A0340 | STORM SEWERS, CLASS A, TYPE 2 12" | FOOT | 152 | 152 | | | |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 1,649 | 1,649 | | | |
| 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 613 | 613 | | | |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24" | FOOT | 2,907 | 1,843 | 1,064 | | |
| 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30" | FOOT | 1,136 | 1,136 | | | |
| 550A0450 | STORM SEWERS, CLASS A, TYPE 2 36" | FOOT | 260 | 260 | | | |
| 550A5300 | STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 36" | FOOT | 227 | 227 | | | |
| 550B0340 | STORM SEWERS, CLASS B, TYPE 2 12" | FOOT | 57 | 57 | | | |
| 550B0360 | STORM SEWERS, CLASS B, TYPE 2 15" | FOOT | 172 | 172 | | | |

* SPECIALTY ITEM

| | | | | | | | | | | | | | |
|---|--------------------|------------|---------------------------|---|------------------------------|--------|------|---------|-----------------|-------------|--------|-----------------|--------------|
| FILE NAME : P:\Projects\2011 Projects\11297 - IDOT US | USER NAME : bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE.: | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 5 PH2\CV\CADD Sheets\0978077-shr-300.dgn | DRAWN - | REVISED - | SCALE: N.T.S. | | SHEET NO. 15 OF | SHEETS | STA. | TO STA. | 332 | (29,301R-1) | SALINE | 745 | 20 |
| PLOT SCALE = 100.00 1/4 in. | CHECKED - | REVISED - | CONTRACT NO. 78077 | | | | | | | | | | |
| PLOT DATE = 1/20/2014 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|-----------------------|---|-----------------|----------------|------------------------------|------------------------------|---------------------------------|--------------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 URBAN | ROADWAY 0003 RURAL | BRIDGE 0014 S.N. 083-6008 | BOX CULVERT 0040 S.N. 083-2023 |
| 550B0380 | STORM SEWERS, CLASS B, TYPE 2 18" | FOOT | 116 | 116 | | | |
| 550B0410 | STORM SEWERS, CLASS B, TYPE 2 24" | FOOT | 350 | 350 | | | |
| 550B0430 | STORM SEWERS, CLASS B, TYPE 2 30" | FOOT | 188 | 188 | | | |
| * A2C022G3 | TREE, CARYA ILLINOENSIS (PECAN), CONTAINER GROWN, 3-GALLON | EACH | 794 | | 794 | | |
| * A2C035G3 | TREE, JUGLANS NIGRA (BLACK WALNUT), CONTAINER GROWN, 3-GALLON | EACH | 635 | | 635 | | |
| * A2C050G3 | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), CONTAINER GROWN, 3-GALLON | EACH | 794 | | 794 | | |
| * A2C056G3 | TREE, QUERCUS MACROCARPA (BURR OAK), CONTAINER GROWN, 3-GALLON | EACH | 794 | | 794 | | |
| * A2C060G3 | TREE, QUERCUS PALUSTRIS (PIN OAK), CONTAINER GROWN, 3-GALLON | EACH | 794 | | 794 | | |
| * C2001160 | SHRUB, CEPHALANTHUS OCCIDENTALIS (BUTTON BUSH), 5' HEIGHT, BALLED AND BURLAPPED | EACH | 109 | | 109 | | |
| * D2C015G3 | EVERGREEN, JUNIPERUS VIRGINIANA (EASTERN RED CEDAR), CONTAINER GROWN, 3-GALLON | EACH | 32 | | 32 | | |
| □ X2503100 | MOWING | UNIT | 122 | | 122 | | |
| X0322936 | REMOVE EXISTING FLARED END SECTION | EACH | 2 | 2 | | | |
| X0325279 | CLASS SI CONCRETE (MISCELLANEOUS) | CU YD | 6.7 | | 6.7 | | |
| X0327371 | PLUG EXISTING PIPE | CU YD | 0.2 | | 0.2 | | |
| X4024000 | TEMPORARY ACCESS (FIELD ENTRANCE) | EACH | 6.0 | | 6.0 | | |

□ NON-PART. (100% STATE)
* SPECIALTY ITEM

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|-------------|---|-------|----------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| | | | | RURAL | | RURAL | |
| | | | | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE | SALINE 80% FED. 20% STATE |
| | | | | ROADWAY 0003 URBAN | ROADWAY 0003 RURAL | BRIDGE 0014 S.N. 083-6008 | BOX CULVERT 0040 S.N. 083-2023 |
| X4401198 | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | SQ YD | 21,008 | 19,838 | 1,170 | | |
| X5121800 | PERMANENT STEEL SHEET PILING | SQ FT | 567 | | | | 567 |
| X5860110 | GRANULAR BACKFILL FOR STRUCTURES | CU YD | 11 | | | 11 | |
| X6024240 | INLETS, SPECIAL | EACH | 63 | 63 | | | |
| Z0000100 | ABANDON EXISTING CULVERT | EACH | 1 | | 1 | | |
| Z0004552 | APPROACH SLAB REMOVAL | SQ YD | 164 | | | 164 | |
| Z0007601 | BUILDING REMOVAL NO. 1 | L SUM | 1 | | 1 | | |
| Z0007602 | BUILDING REMOVAL NO. 2 | L SUM | 1 | | 1 | | |
| Z0007603 | BUILDING REMOVAL NO. 3 | L SUM | 1 | | 1 | | |
| Z0007604 | BUILDING REMOVAL NO. 4 | L SUM | 1 | | 1 | | |
| Z0007605 | BUILDING REMOVAL NO. 5 | L SUM | 1 | | 1 | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 0.5 | 0.5 | | |
| Z0029604 | HEADWALL REMOVAL | EACH | 2 | 2 | | | |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 77 | | | 77 | |
| φ Z0076600 | TRAINEES | Hour | 2000 | 1000 | 1000 | | |
| * Z0054517 | ROCK FILL - FOUNDATION | TON | 687 | | | | 687 |
| φ Z0076604 | TRAINEES TRAINING PROGRAM GRADUATE | Hour | 2000 | 1000 | 1000 | | |
| // Z0073002 | TEMPORARY SOIL RETENTION SYSTEM | SQ FT | 935 | 542 | | | 393 |

* SPECIALTY ITEM φ 0042

| | | | |
|--|-------------|------------|-----------|
| FILE NAME : | USER NAME : | DESIGNED : | REVISED : |
| P:\Projects\2011 Projects\11297 - 100T US 5 PH2\CV\CADD Sheets\0978077-sh1-500.dgn | bemary | DRAWN : | REVISED : |
| PLOT SCALE : | CHECKED : | DATE : | REVISED : |
| 100.00' / 1" | | 1/28/2014 | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

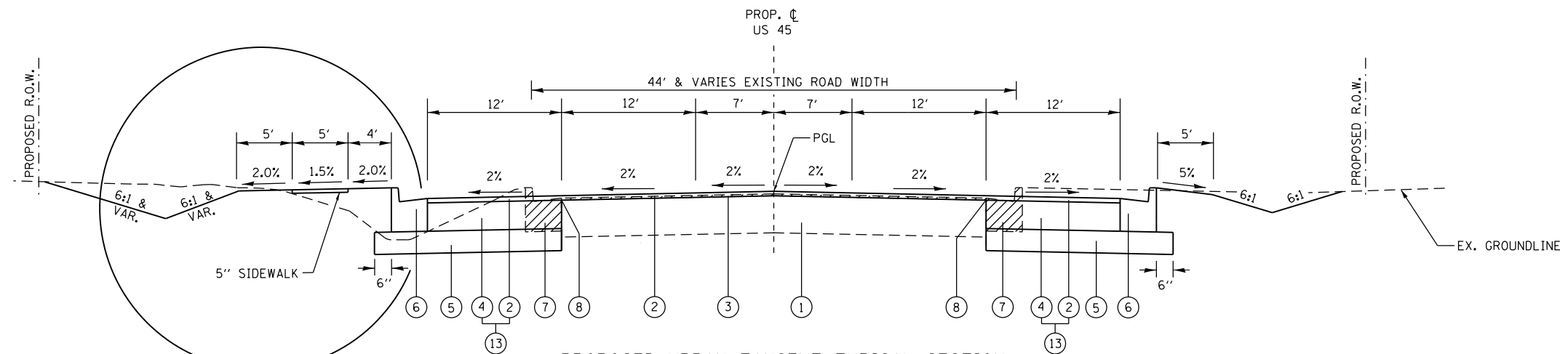
SCALE: N.T.S. SHEET NO. 16 OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 22 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

ALTERNATE BID SUMMARY OF QUANTITIES

| CODE NO. | ITEM | UNIT | ALTA TOTAL QUANTITY | CONSTRUCTION CODE | | | | |
|---------------------|--|-------------------|---------------------|--|-------------------|----------------------|--|-------------------|
| | | | | SALINE 80% FED. 20% STATE ROADWAY 0003 | | ALT B TOTAL QUANTITY | SALINE 80% FED. 20% STATE ROADWAY 0003 | |
| | | | | ALTERNATE A URBAN | ALTERNATE A RURAL | | ALTERNATE B URBAN | ALTERNATE B RURAL |
| | | | | ALTERNATE A URBAN | ALTERNATE A RURAL | ALTERNATE B URBAN | ALTERNATE B RURAL | ALTERNATE B RURAL |
| 20400100 | BORROW EXCAVATION | CU YD | 83,430 | 3,410 | 80,020 | 118,635 | 3,410 | 115,225 |
| 31101900 | SUBBASE GRANULAR MATERIAL, TYPE C | TON | 18,996 | 687 | 18,309 | 785 | 687 | 98 |
| 40300100 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 82,728 | 9,557 | 73,171 | 13,407 | 9,557 | 3,850 |
| 40603345 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 | TON | 2,635 | 2,487 | 148 | 2,487 | 2,487 | |
| 40701906 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 1/4" | SQ YD | 166,480 | 19,491 | 146,989 | 19,491 | 19,491 | |
| 42000401 | PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED) | SQ YD | 0 | | | 150,098 | | 150,098 |
| 42101300 | PROTECTIVE COAT | SQ YD | 0 | | | 225,398 | | 225,398 |
| 48203029 | HOT-MIX ASPHALT SHOULDERS, 8" | SQ YD | 83,840 | 3,425 | 80,415 | 4,625 | 3,425 | 1,200 |
| 48300400 | PORTLAND CEMENT CONCRETE SHOULDERS 9" | SQ YD | 0 | | | 78,225 | | 78,225 |
| X4060110 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 486,939 | 41,495 | 445,444 | 97,200 | 41,495 | 55,705 |
| * X7830068 | GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS | SQ FT | 0 | | | 728 | | 728 |
| * X7830070 | GROOVING FOR RECESSED PAVEMENT MARKING 5" | FOOT | 0 | | | 116,258 | | 116,258 |
| * X7830078 | GROOVING FOR RECESSED PAVEMENT MARKING 13" | FOOT | 0 | | | 348 | | 348 |
| Z0034105 | MATERIAL TRANSFER DEVICE | TON | 51,580 | 8,217 | 43,363 | 8,217 | 8,217 | |

* SPECIALTY ITEM



PROPOSED URBAN TANGENT TYPICAL SECTION
TO BE USED: STA. 392+75.00 TO 411+87.84

NOTES: EXISTING CURB & GUTTER STA. 392+75.00 TO STA. 406+29.38 ONLY
SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS

EXISTING ROAD WIDTH VARIES FROM 62 FT (STA. 392+75.00) TO 44 FT (STA. 395+39.05)
EXISTING ROAD WIDTH VARIES FROM 44 FT (STA. 406+87.02) TO 25 FT (STA. 411+88.47)

PAVEMENT STRUCTURE DESIGN

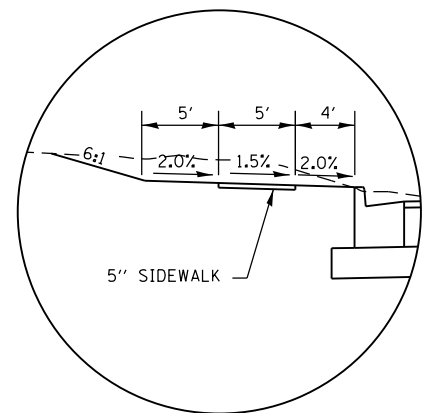
| | |
|--|---------------------------------------|
| STRUCTURAL DESIGN TRAFFIC: | YEAR 2024 |
| PV = 9470 | SU = 595 MU = 235 |
| ROAD/STREET CLASSIFICATION: | CLASS 1 |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = 32% | S = 45% M = 45% |
| TRAFFIC FACTOR: | ACTUAL TF = 1.74 MINIMAL TF = 3.56 |
| PG GRADE: | BINDER = 64-22 SURFACE = 64-22 |

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

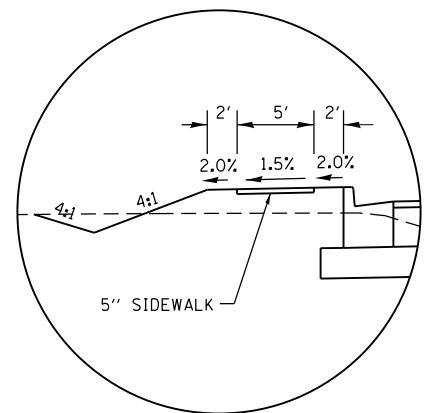
| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |

LEGEND

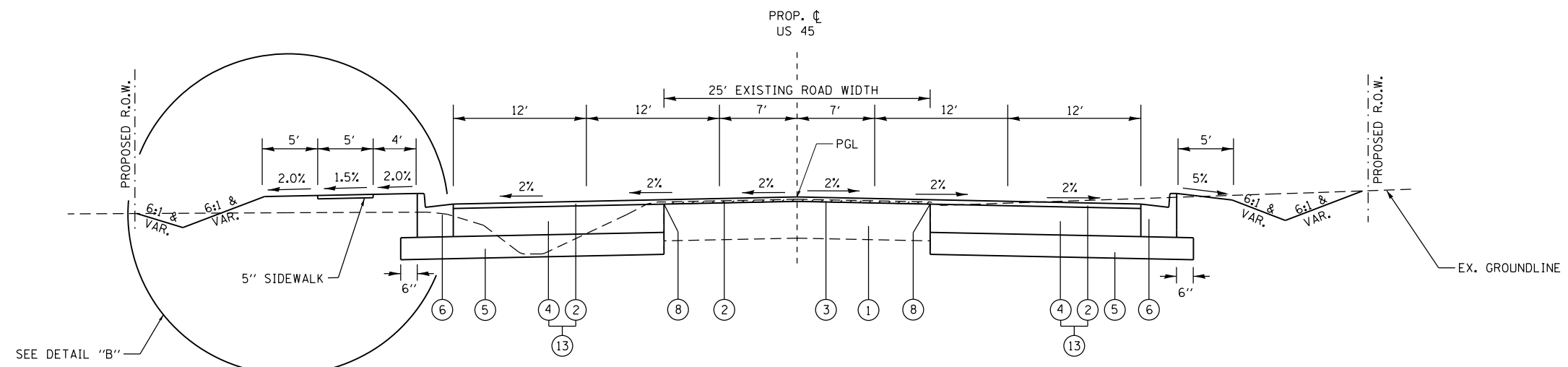
- ① EXISTING HOT-MIX ASPHALT RESURFACED PCC PAVEMENT, 14"
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
- ③ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
- ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑦ COMBINATION CONCRETE CURB & GUTTER REMOVAL
- ⑧ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑬ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25"



SIDEWALK DETAIL A
TO BE USED
STA. 391+80.00 TO 405+59.30 LT



SIDEWALK DETAIL B
TO BE USED
STA. 411+75.00 TO 413+50.00 LT
(TRANSITION FROM STA. 411+50.00 TO 411+75.00 LT)



PROPOSED URBAN TANGENT TYPICAL SECTION
TO BE USED: STA. 411+87.84 TO 422+32.59

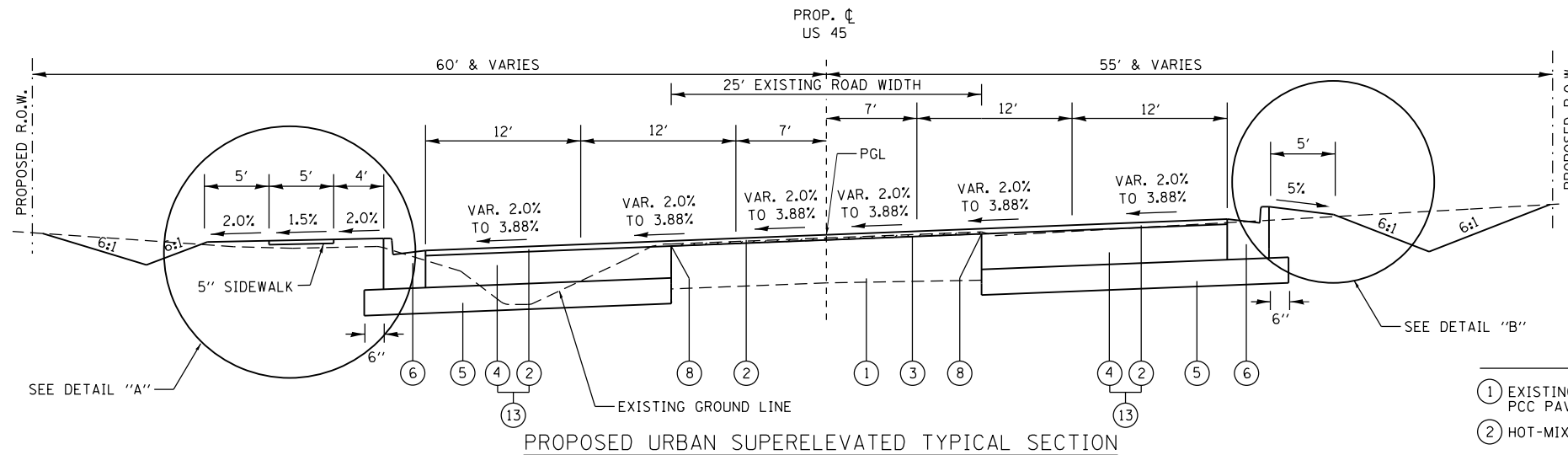
SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS

PAVEMENT STRUCTURE DESIGN

STRUCTURAL DESIGN TRAFFIC: YEAR 2024
 PV = 9470 SU = 595 MU = 235
 ROAD/STREET CLASSIFICATION: CLASS 1
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 32% S = 45% M = 45%
 TRAFFIC FACTOR: ACTUAL TF = 1.74
 MINIMAL TF = 3.56
 PG GRADE: BINDER = 64-22 SURFACE = 64-22

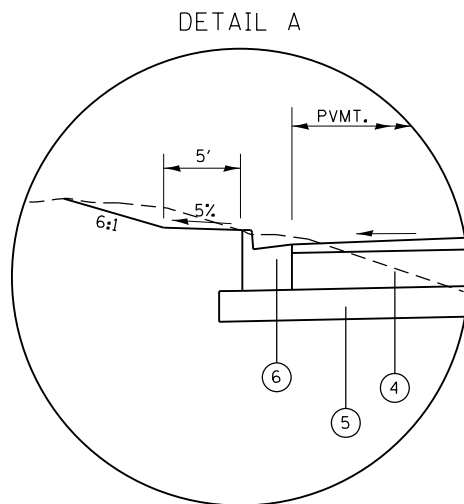
NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |

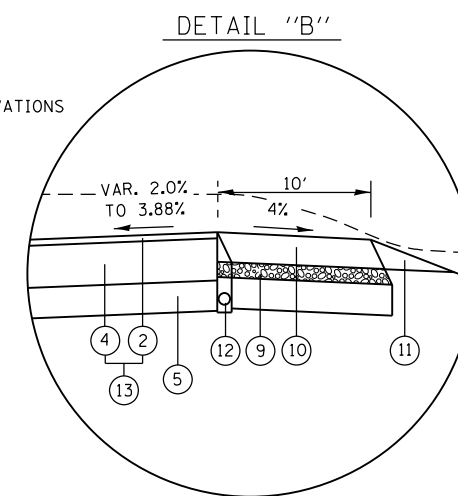


PROPOSED URBAN SUPERELEVATED TYPICAL SECTION

TO BE USED: STA. 422+32.59 TO 434+60.86
 NOTE: FOR SUPERELEVATION TRANSITION
 SEE SUPERELEVATION SCHEDULE
 SEE CROSS SECTIONS FOR DITCH LOCATION AND ELEVATIONS



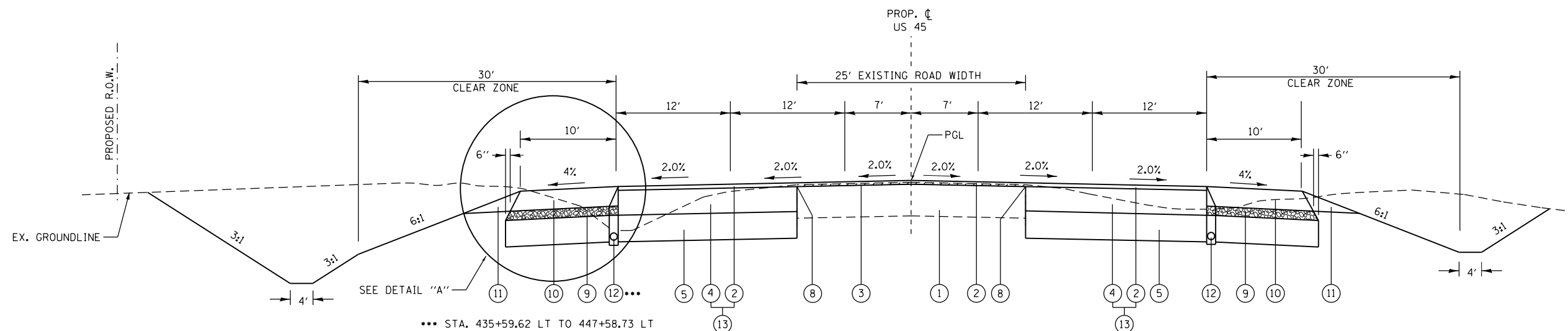
TO BE USED: STA. 433+34.74 TO 435+59.62 LT
 (GUTTER OUTLET STA. 435+59+62 TO STA. 435+74.62 LT)



TO BE USED: STA. 433+24.18 RT. TO 434+60.86 RT.

LEGEND

- ① EXISTING HOT-MIX ASPHALT RESURFACED PCC PAVEMENT, 14"
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
- ③ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
- ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C"
- ⑩ HOT-MIX ASPHALT SHOULDERS, 8"
- ⑪ AGGREGATE SHOULDERS, TYPE B
- ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
- ⑬ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25"



PROPOSED URBAN TRANSITION TYPICAL SECTION

TO BE USED: STA. 434+60.86 TO 447+58.73
 SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS

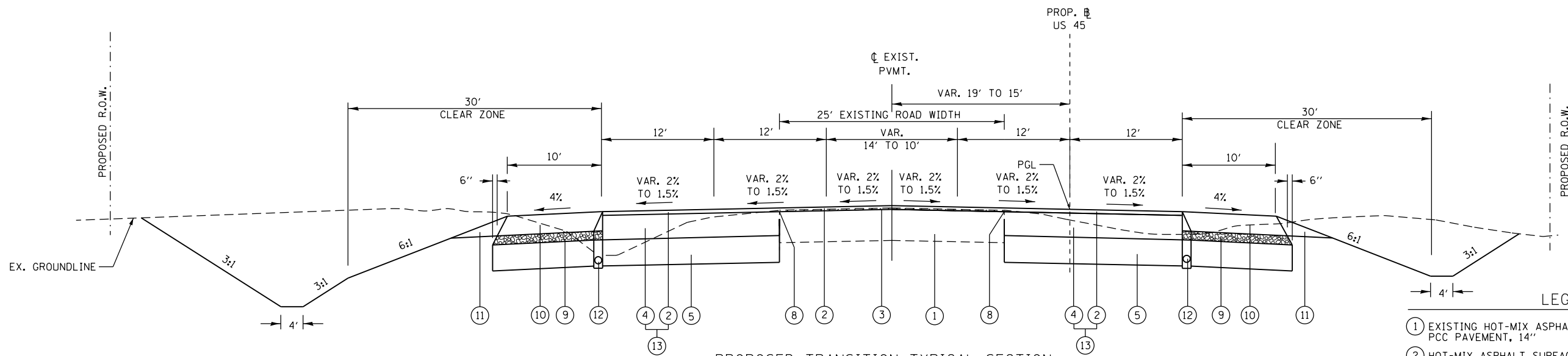
| | | | |
|---|--------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000' / 1in. | | CHECKED - | REVISED - |
| PLOT DATE = 4/30/2014 | | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 U.S. 45

SCALE: N.T.S. SHEET NO. 2 OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 25 |
| CONTRACT NO. 78077 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



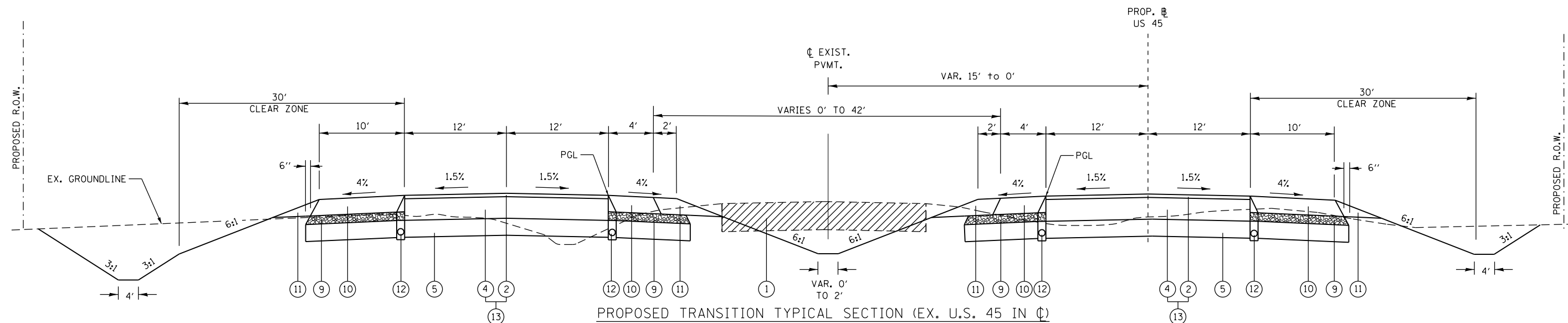
PAVEMENT STRUCTURE DESIGN

| | |
|--|---|
| STRUCTURAL DESIGN TRAFFIC: | YEAR <u>2024</u> |
| PV = <u>9470</u> | SU = <u>595</u> MU = <u>235</u> |
| ROAD/STREET CLASSIFICATION: | CLASS <u>1</u> |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = <u>32%</u> | S = <u>45%</u> M = <u>45%</u> |
| TRAFFIC FACTOR: | ACTUAL TF = <u>1.74</u> MINIMAL TF = <u>3.56</u> |
| PG GRADE: | BINDER = <u>64-22</u> SURFACE = <u>64-22</u> |

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |

- LEGEND
- ① EXISTING HOT-MIX ASPHALT RESURFACED PCC PAVEMENT, 14"
 - ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
 - ③ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
 - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
 - ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
 - ⑧ STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C" (TO BE OMITTED IF ALT B IS USED)
 - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8" OR ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
 - ⑪ AGGREGATE SHOULDERS, TYPE B
 - ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
 - ⑬ ALT A: HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25" OR ALT B: PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- REMOVAL

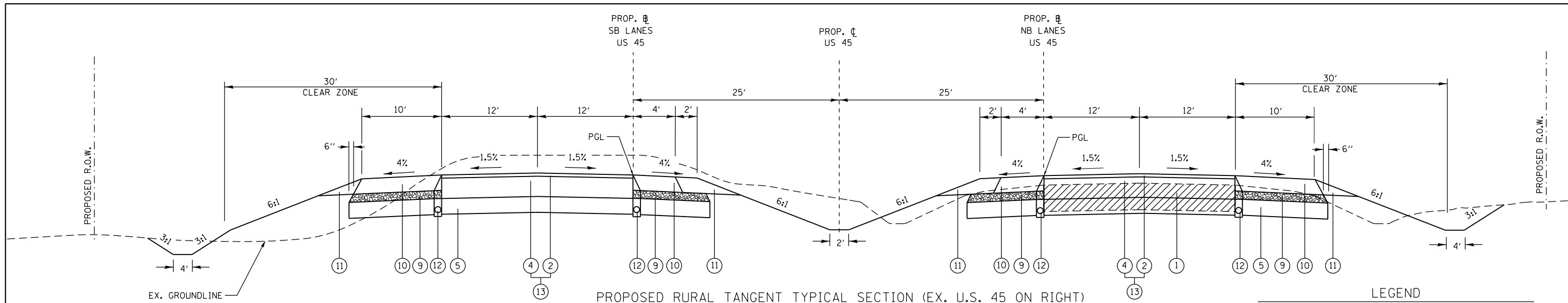


| | | | |
|---|--------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000' / 1in. | | CHECKED - | REVISED - |
| PLOT DATE = 4/30/2014 | | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| TYPICAL SECTIONS | | | |
|------------------|----------------|--------|--------------|
| U.S. 45 | | | |
| SCALE: N.T.S. | SHEET NO. 3 OF | SHEETS | STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 26 |
| CONTRACT NO. 78077 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



PROPOSED RURAL TANGENT TYPICAL SECTION (EX. U.S. 45 ON RIGHT)

TO BE USED: STA. 458+45.08 TO 464+19.61
 STA. 479+66.94 TO 502+82.93 **
 STA. 516+21.71 TO 680+52.29 **

**SEE PROPOSED RURAL TANGENT TYPICAL SECTION WITH TURN LANES TYPICAL FOR TURN LANE LOCATIONS.
 SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS

LEGEND

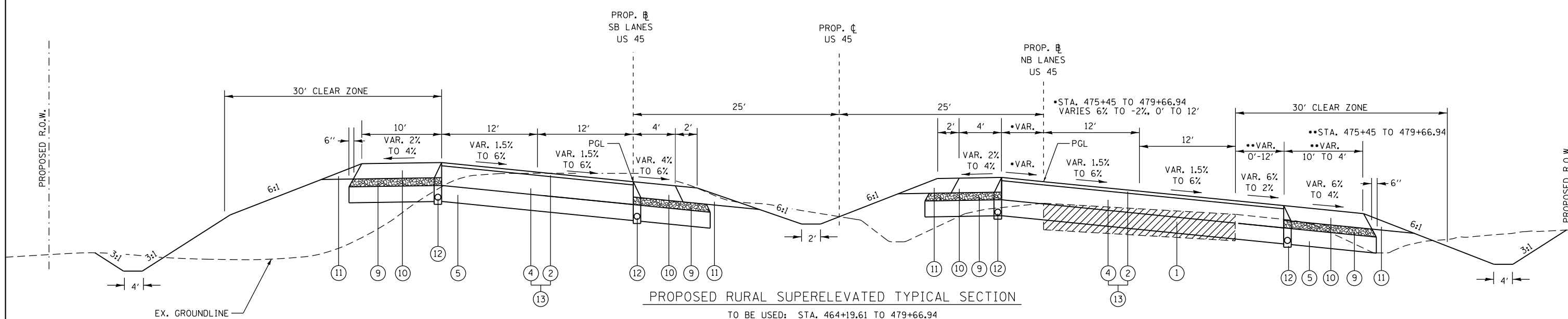
- ① EXISTING HOT-MIX ASPHALT RESURFACED PCC PAVEMENT, 14"
 - ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
 - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
 - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
 - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C" (TO BE OMITTED IF ALT B IS USED)
 - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8" OR ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
 - ⑪ AGGREGATE SHOULDERS, TYPE B
 - ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
 - ⑬ ALT A: HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25" OR ALT B: PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- REMOVAL

PAVEMENT STRUCTURE DESIGN

| | |
|--|---------------------------------|
| STRUCTURAL DESIGN TRAFFIC: | YEAR <u>2024</u> |
| PV = <u>9470</u> | SU = <u>595</u> MU = <u>235</u> |
| ROAD/STREET CLASSIFICATION: | CLASS <u>1</u> |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = <u>32%</u> | S = <u>45%</u> M = <u>45%</u> |
| TRAFFIC FACTOR: ACTUAL TF = <u>1.74</u> | |
| MINIMAL TF = <u>3.56</u> | |
| PG GRADE: BINDER = <u>64-22</u> | SURFACE = <u>64-22</u> |

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

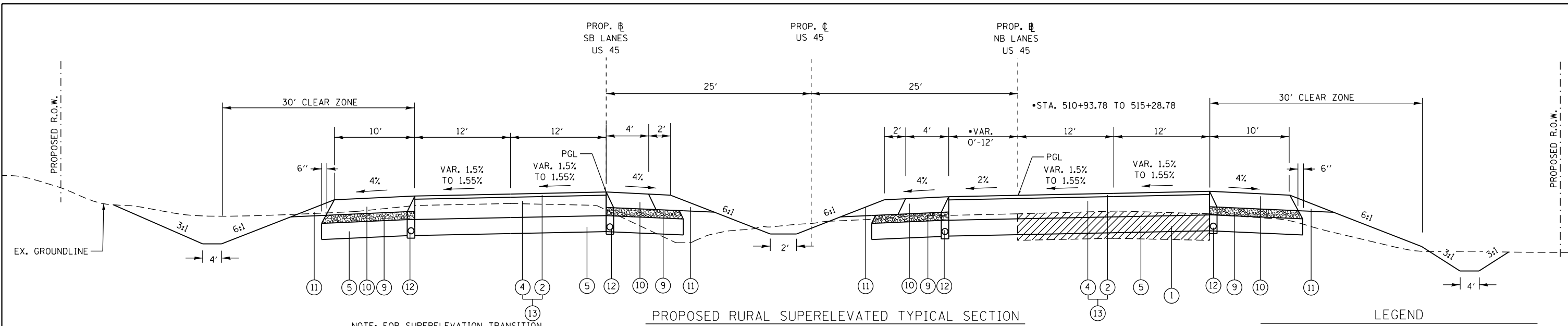
| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |



PROPOSED RURAL SUPERELEVATED TYPICAL SECTION

TO BE USED: STA. 464+19.61 TO 479+66.94
 NOTE: FOR SUPERELEVATION TRANSITION SEE SUPERELEVATION SCHEDULE

| | | | | | | | | | | | | | |
|---|--------------------|------------|-----------|---|-------------------------------------|----------------|--------|------|-----------------|--------------------|---------------|------------------|--------------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS U.S. 45 | | | | F.A.P. RTE. 332 | SECTION (29,30)R-1 | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 27 |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | | DRAWN - | REVISED - | | SCALE: N.T.S. | SHEET NO. 4 OF | SHEETS | STA. | TO STA. | CONTRACT NO. 78077 | | | |
| PLOT SCALE = 100.0000' / 1in. | | CHECKED - | REVISED - | | | | | | | | | | |
| PLOT DATE = 4/30/2014 | | DATE - | REVISED - | | | | | | | | | | |



NOTE: FOR SUPERELEVATION TRANSITION SEE SUPERELEVATION SCHEDULE

PROPOSED RURAL SUPERELEVATED TYPICAL SECTION

TO BE USED: STA. 502+82.93 TO 516+21.71

LEGEND

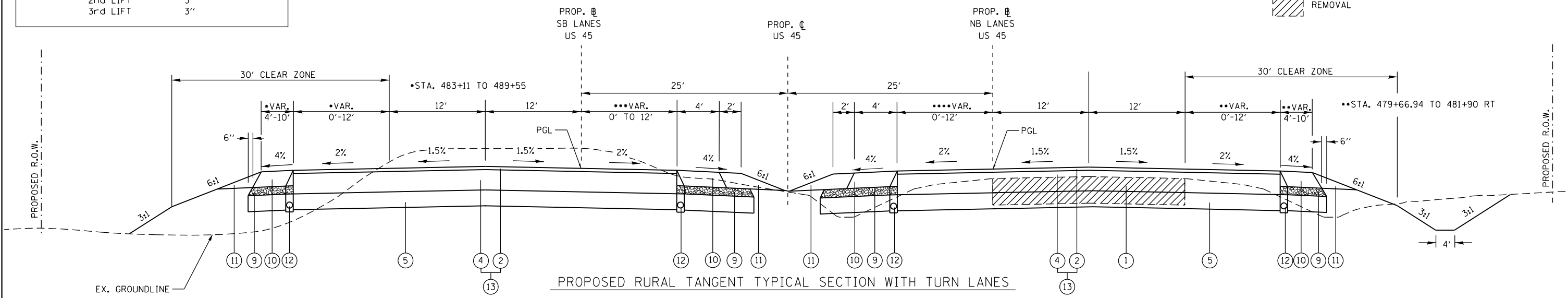
- ① EXISTING HOT-MIX ASPHALT RESURFACED PCC PAVEMENT, 14"
 - ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
 - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
 - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
 - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C" (TO BE OMITTED IF ALT B IS USED)
 - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8" OR ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
 - ⑪ AGGREGATE SHOULDERS, TYPE B
 - ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
 - ⑬ ALT A: HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25" OR ALT B: PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- REMOVAL

PAVEMENT STRUCTURE DESIGN

| | |
|--|------------------------------------|
| STRUCTURAL DESIGN TRAFFIC: | YEAR 2024 |
| PV = 9470 | SU = 595 MU = 235 |
| ROAD/STREET CLASSIFICATION: | CLASS 1 |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = 32% | S = 45% M = 45% |
| TRAFFIC FACTOR: | ACTUAL TF = 1.74 MINIMAL TF = 3.56 |
| PG GRADE: | BINDER = 64-22 SURFACE = 64-22 |

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

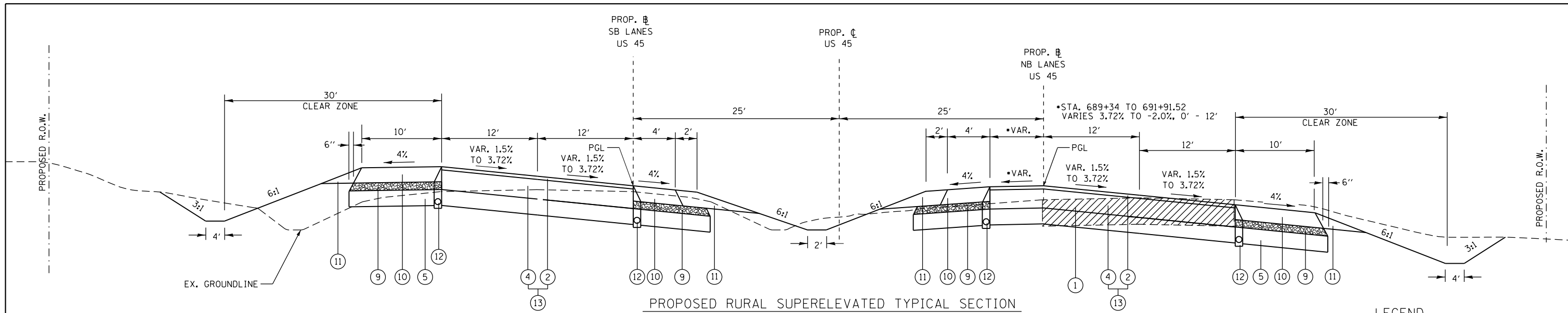
| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |



*** STA. 483+40 TO 489+55 LT
STA. 517+42 TO 521+77 LT
STA. 577+92 TO 582+27 LT
STA. 607+30 TO 611+65 LT

**** STA. 479+66.94 TO 481+60 RT
STA. 571+77 TO 576+12 RT
STA. 601+15 TO 605+50 RT

SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS



PROPOSED RURAL SUPERELEVATED TYPICAL SECTION

TO BE USED: STA. 680+52.29 TO 691+91.52

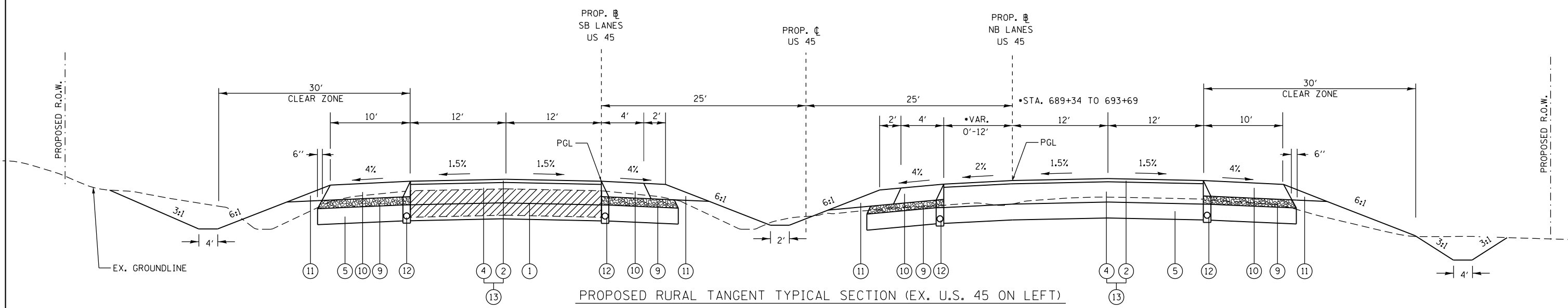
NOTE: FOR SUPERELEVATION TRANSITION
SEE SUPERELEVATION SCHEDULE
SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS

| | |
|--|---------------------------------------|
| STRUCTURAL DESIGN TRAFFIC: | YEAR 2024 |
| PV = 9470 | SU = 595 MU = 235 |
| ROAD/STREET CLASSIFICATION: | CLASS 1 |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = 32% | S = 45% M = 45% |
| TRAFFIC FACTOR: | ACTUAL TF = 1.74 MINIMAL TF = 3.56 |
| PG GRADE: | BINDER = 64-22 SURFACE = 64-22 |

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |

- LEGEND
- ① EXISTING HOT-MIX ASPHALT RESURFACED
PCC PAVEMENT, 14"
 - ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
 - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
 - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.)
(SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
 - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C"
(TO BE OMITTED IF ALT B IS USED)
 - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8"
OR
ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
 - ⑪ AGGREGATE SHOULDERS, TYPE B
 - ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
 - ⑬ ALT A: HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25"
OR
ALT B: PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- REMOVAL

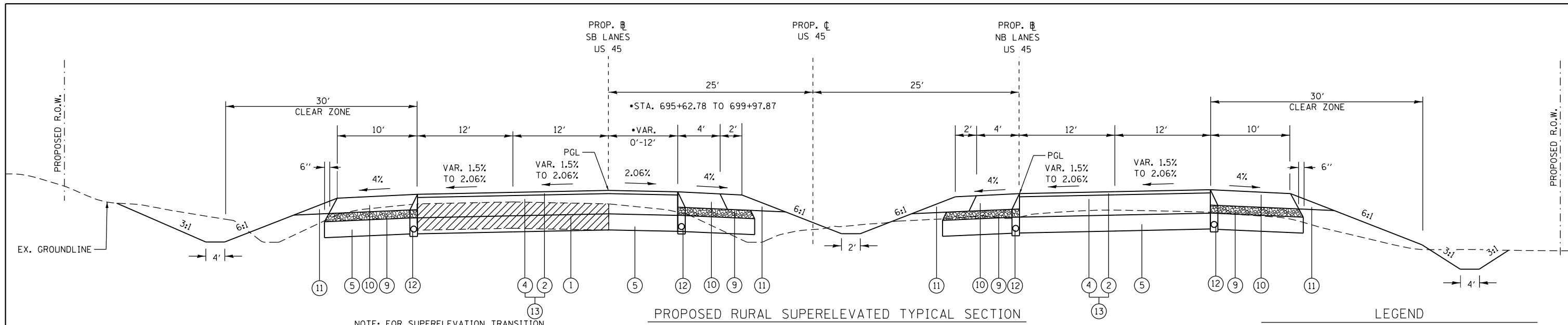


PROPOSED RURAL TANGENT TYPICAL SECTION (EX. U.S. 45 ON LEFT)

TO BE USED: STA. 691+91.52 TO 693+82.59

SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS

| | | | | | | | | | | | | | |
|---|--------------------|------------|-----------|---|---|----------------|--------|------|-----------------|--------------------|---------------|------------------|--------------|
| FILE NAME = | USER NAME = bemyrj | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS U.S. 45 | | | | F.A.P. RTE. 332 | SECTION (29,30)R-1 | COUNTY SALINE | TOTAL SHEETS 745 | SHEET NO. 29 |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | DRAWN - | CHECKED - | REVISED - | | SCALE: N.T.S | SHEET NO. 6 OF | SHEETS | STA. | TO STA. | CONTRACT NO. 78077 | | | |
| PLOT SCALE = 100.0000' / 1in. | | DATE - | REVISED - | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | | | | |
| PLOT DATE = 4/30/2014 | | | | | | | | | | | | | |



PROPOSED RURAL SUPERELEVATED TYPICAL SECTION

TO BE USED: STA. 693+82.59 TO 700+00

PAVEMENT STRUCTURE DESIGN

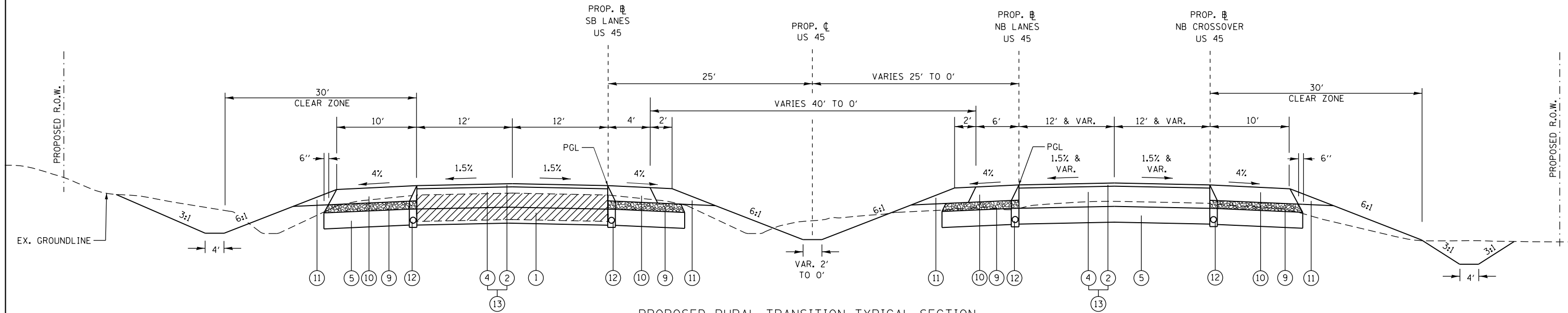
| | |
|--|---------------------------------------|
| STRUCTURAL DESIGN TRAFFIC: | YEAR 2024 |
| PV = 9470 | SU = 595 MU = 235 |
| ROAD/STREET CLASSIFICATION: | CLASS 1 |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = 32% | S = 45% M = 45% |
| TRAFFIC FACTOR: | ACTUAL TF = 1.74 MINIMAL TF = 3.56 |
| PG GRADE: | BINDER = 64-22 SURFACE = 64-22 |

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |

LEGEND

- ① EXISTING HOT-MIX ASPHALT RESURFACED
PCC PAVEMENT, 14"
 - ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
 - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
 - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.)
(SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
 - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C"
(TO BE OMITTED IF ALT B IS USED)
 - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8"
OR
ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
 - ⑪ AGGREGATE SHOULDERS, TYPE B
 - ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
 - ⑬ ALT A: HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25"
OR
ALT B: PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- REMOVAL



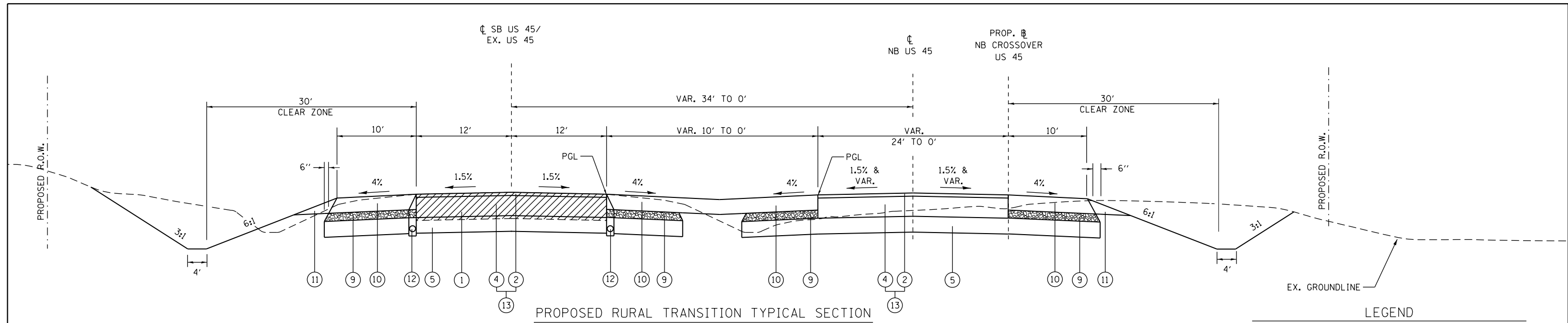
PROPOSED RURAL TRANSITION TYPICAL SECTION

TO BE USED: STA. 700+00 TO 705+49.18 (CL US 45) = STA. 2700+00 TO 2705+55.13 (NB CROSSOVER)

SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS

| | | | | | | | | | | | | |
|---|--------------------|------------|-----------|---|-------------------------------------|----------|------------------|-------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS U.S. 45 | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | DRAWN - | REVISED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 30 |
| PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - | REVISED - | | CONTRACT NO. 78077 | | | | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISED - | REVISED - | | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | | | | |

SCALE: N.T.S SHEET NO. 7 OF SHEETS STA. TO STA.



PROPOSED RURAL TRANSITION TYPICAL SECTION

TO BE USED: STA. 705+49.18 TO 710+60.77 (CL US 45) = STA. 2705+55.13 TO 2710+64.21 (NB CROSSOVER)

NOTE: ALT A & ALT B OPTION ENDS AT STATION 710+60.77

PAVEMENT STRUCTURE DESIGN

| | |
|--|--|
| STRUCTURAL DESIGN TRAFFIC: | YEAR <u>2024</u> |
| PV = <u>9470</u> | SU = <u>595</u> MU = <u>235</u> |
| ROAD/STREET CLASSIFICATION: | CLASS <u>1</u> |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = <u>32%</u> | S = <u>45%</u> M = <u>45%</u> |
| TRAFFIC FACTOR: | ACTUAL TF = <u>1.74</u> |
| | MINIMAL TF = <u>3.56</u> |
| PG GRADE: | BINDER = <u>64-22</u> SURFACE = <u>64-22</u> |

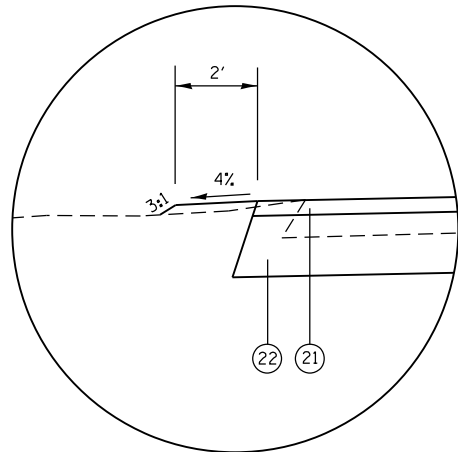
NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

| 9" BINDER | |
|-----------|----|
| 1st LIFT | 3" |
| 2nd LIFT | 3" |
| 3rd LIFT | 3" |

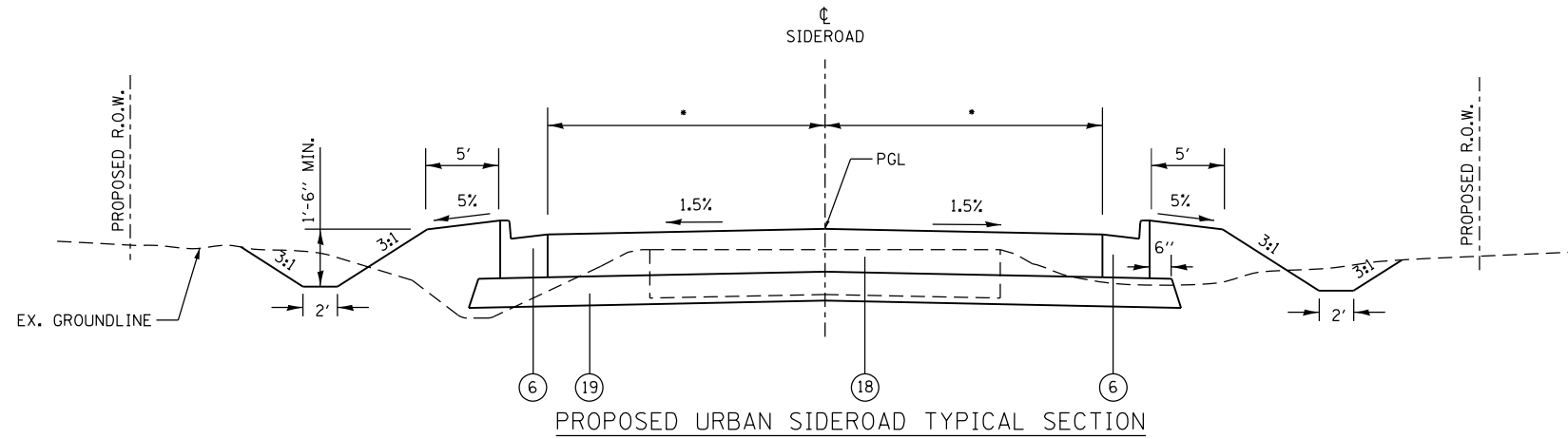
LEGEND

- ① EXISTING HOT-MIX ASPHALT RESURFACED PCC PAVEMENT, 14"
 - ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
 - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
 - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
 - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C" (TO BE OMITTED IF ALT B IS USED)
 - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8" OR ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
 - ⑪ AGGREGATE SHOULDERS, TYPE B
 - ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
 - ⑬ ALT A: HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25" OR ALT B: PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- REMOVAL

EARTH SHOULDER DETAIL



TO BE USED:
 CHOISSER ST. STA. 10+68.79 TO STA. 10+84.45 LT. & RT.
 GROVE ST. STA. 8+98.97 TO STA. 9+29.32 LT. & RT.
 JEFFERSON ST. STA. 8+95.80 TO STA. 9+28.35 LT.
 STA. 10+70.91 TO STA. 11+04.73 LT. & RT.
 POPLAR ST. STA. 10+72.85 TO STA. 11+17.27 LT. & RT.
 ADAMS ST. STA. 10+70.95 TO STA. 11+13.58 LT. & RT.
 DEWEY ST. STA. 8+93.41 TO STA. 9+40.60 RT.
 DEWEY RD. STA. 10+57.56 TO STA. 11+49.50 RT.



PROPOSED URBAN SIDEROAD TYPICAL SECTION

| | | |
|--------------------------|--|--|
| TO BE USED: CHOISSER ST. | STA. 10+24.06 TO 10+68.78 LT. | STA. 10+43.78 TO 10+68.79 RT. |
| JEFFERSON ST. | STA. 9+28.35 TO 9+53.38 LT. STA. 10+23.61 TO 10+70.91 LT. | STA. 9+28.35 TO 9+76.53 RT. STA. 10+45.88 TO 10+70.91 RT. |
| FOURTH ST. (SOUTH) | STA. 10+48.90 TO 11+23.30 LT. | STA. 10+16.29 TO 11+23.30 RT. |
| FOURTH ST. (NORTH) | STA. 9+48.52 TO 9+82.56 LT. | STA. 9+40.21 TO 9+53.51 RT. |
| GROVE ST. | STA. 9+29.32 TO 9+54.42 LT. | STA. 9+29.32 TO 9+76.35 RT. |
| POPLAR ST. | STA. 10+23.29 TO 10+72.85 LT. | STA. 10+47.80 TO 10+72.84 RT. |
| ADAMS ST. | STA. 10+23.60 TO 10+70.95 LT. | STA. 10+45.90 TO 10+70.95 RT. |
| DEWEY ST. | STA. 9+40.60 TO 9+69.31 LT. | STA. 9+40.60 TO 9+65.22 RT. |

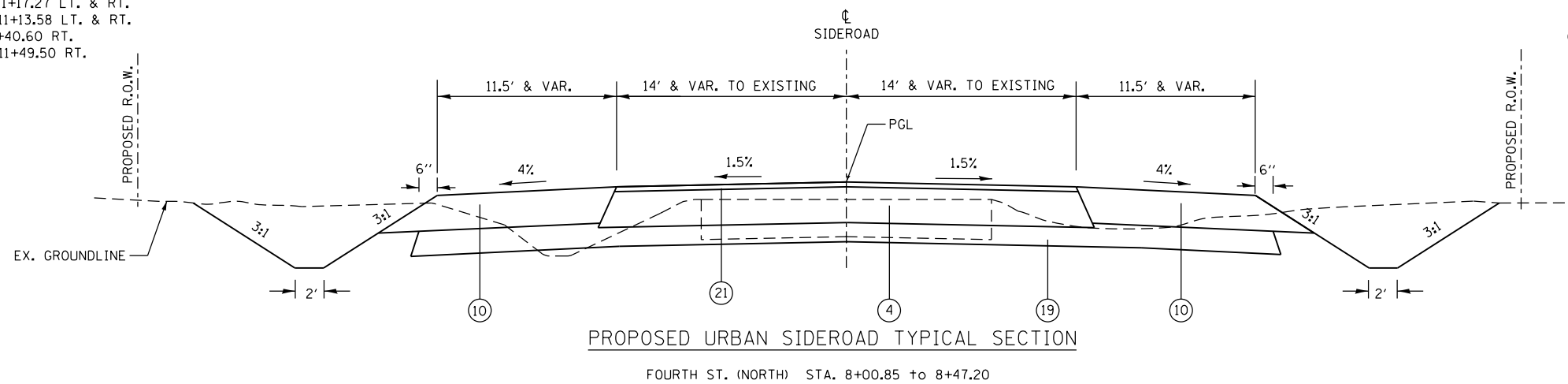
PAVEMENT LANE WIDTHS

- 10' - CHOISSER ST.
JEFFERSON ST.
GROVE ST.
POPLAR ST.
ADAMS ST.
- 11' - DEWEY ST. (LT)
- 13' - FOURTH ST. (SOUTH)
- 14' - FOURTH ST. (NORTH)

NOTE: PAVEMENT WIDTHS ARE AT THE END OF THE RADIUS RETURNS. MATCH EXISTING PAVEMENT SURFACE TYPE FROM END OF RADIUS RETURN TO CONSTRUCTION LIMITS. (SEE STANDARD 9-84, URBAN SIDEROAD DETAILS)

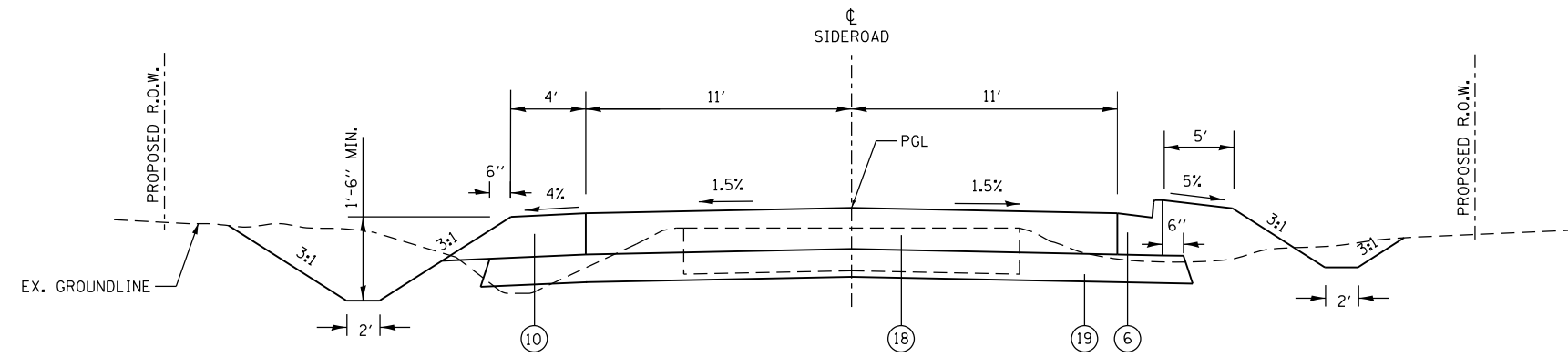
LEGEND

- ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 8"
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑩ HOT-MIX ASPHALT SHOULDERS, 8"
- ⑪ AGGREGATE SHOULDERS, TYPE B, 8"
- ⑱ PCC DRIVEWAY PAVEMENT, 8"
- ⑲ SUB-BASE GRANULAR MATERIAL, 4"
- ⑳ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 1.5"
- ㉔ AGGREGATE BASE COURSE TYPE A, 4"
- REMOVAL



PROPOSED URBAN SIDEROAD TYPICAL SECTION

FOURTH ST. (NORTH) STA. 8+00.85 to 8+47.20



PROPOSED URBAN & RURAL SIDEROAD TYPICAL SECTION

DEWEY RD. STA. 10+39.00 TO 11+49.50 LT. STA. 10+39.00 TO 10+57.56 RT.

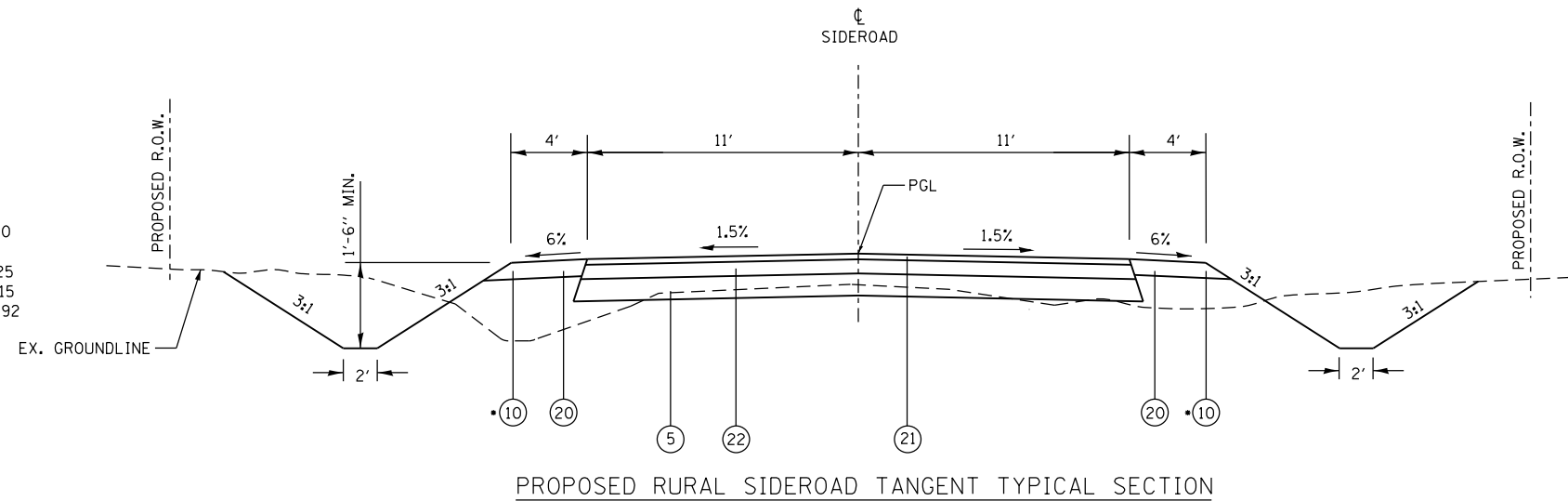
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| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | DRAWN - | REVISED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 32 |
| PLOT SCALE = 100.0000' / 1" = | CHECKED - | REVISED - | REVISED - | | CONTRACT NO. 78077 | | | | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISED - | REVISED - | | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | | | | |

SCALE: N.T.S. SHEET NO. 1 OF SHEETS STA. TO STA.

TO BE USED:

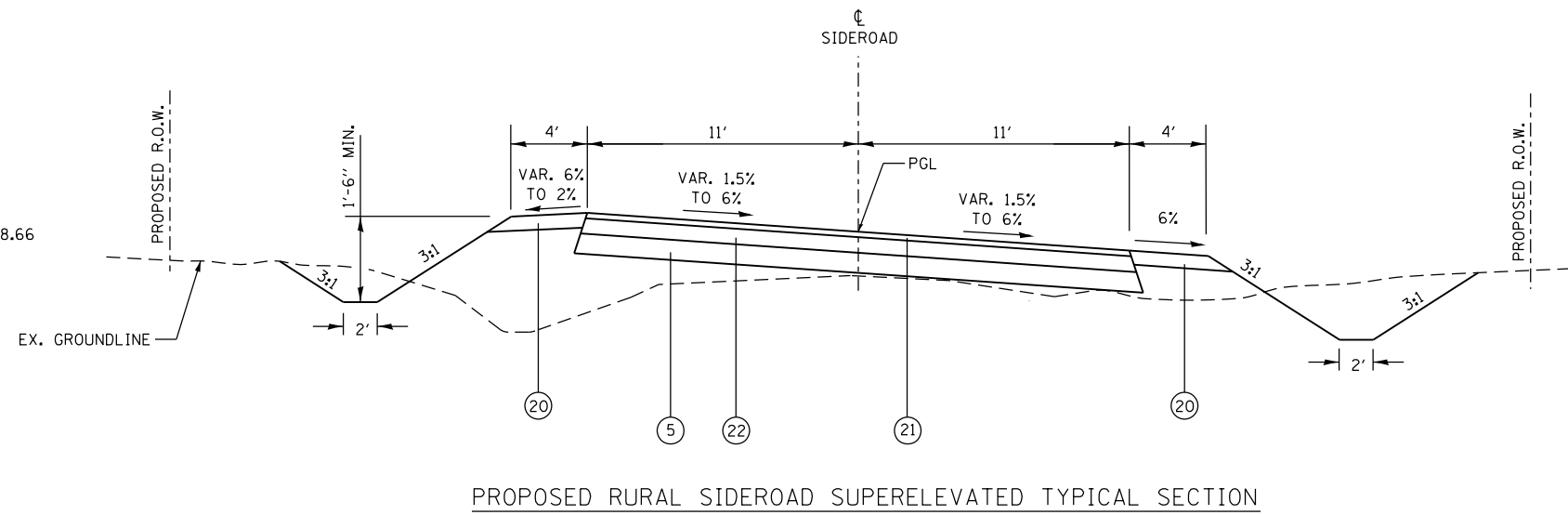
ALEXANDER RD STA. 0+13.20 TO 0+76.79
 STA. 5+17.63 TO 5+94.85
 STA. 8+88.75 TO 8+89.00
 •STA. 8+89.00 TO 9+39.00

SOUTH COOK RD •STA. 10+61.00 TO 11+11.25
 STA. 16+62.54 TO 20+73.15
 STA. 24+88.66 TO 25+05.92



TO BE USED:

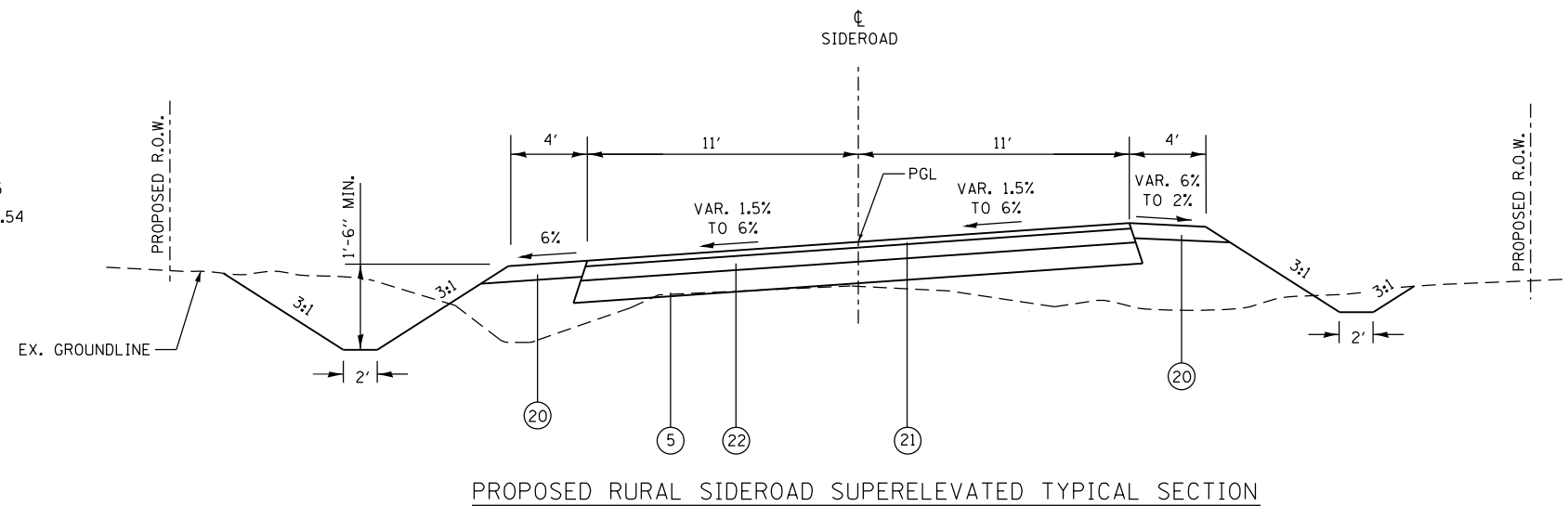
ALEXANDER RD STA. 0+76.79 TO 5+17.63
 SOUTH COOK RD STA. 20+73.15 TO 24+88.66



NOTE: FOR SUPERELEVATION TRANSITION
 SEE SUPERELEVATION SCHEDULE

TO BE USED:

ALEXANDER RD STA. 5+94.85 TO 8+88.75
 SOUTH COOK RD STA. 11+11.25 TO 16+62.54



NOTE: FOR SUPERELEVATION TRANSITION
 SEE SUPERELEVATION SCHEDULE

LEGEND

- ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.)
(SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
- ⑩ HOT-MIX ASPHALT SHOULDERS, 8"
(ONLY AT LOCATIONS INDICATED)
- ⑳ AGGREGATE SHOULDERS, TYPE B 6"
- ㉑ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 2"
- ㉒ AGGREGATE BASE COURSE TYPE A, 9"
- REMOVAL

| | | | |
|--|-------------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / 1" = | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 CROSSROADS

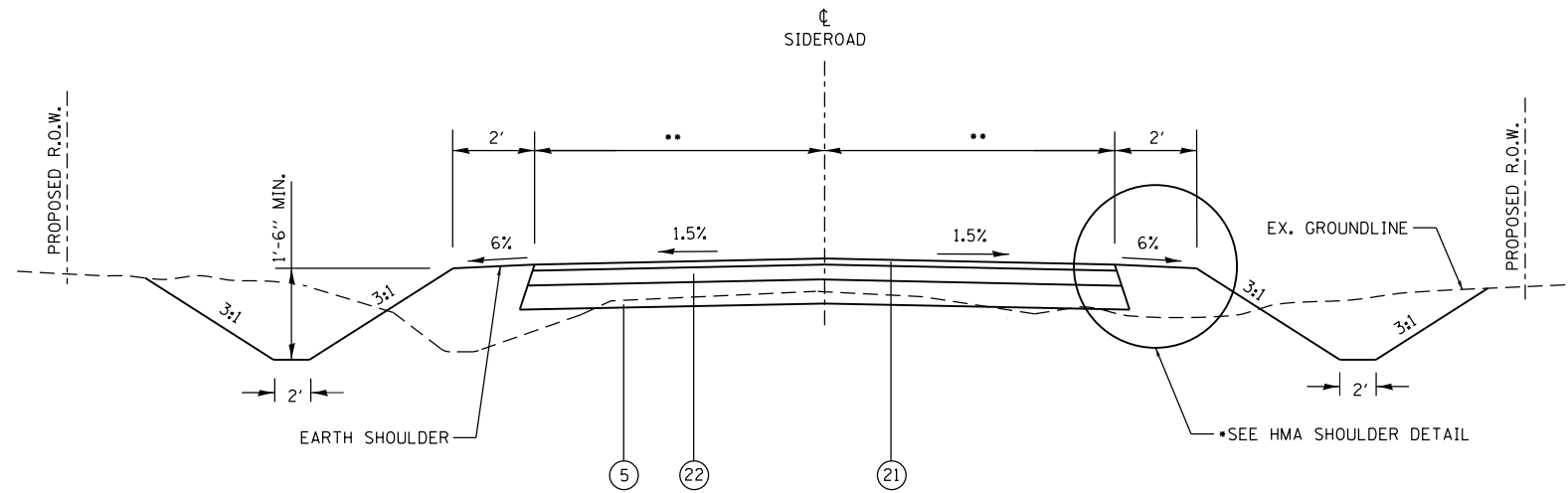
SCALE: N.T.S. SHEET NO. 2 OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 33 |
| CONTRACT NO. 78077 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

TO BE USED:

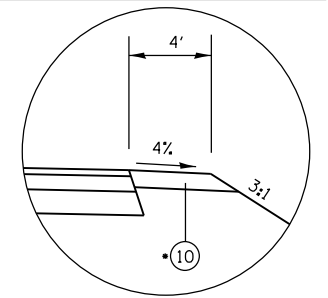
DODD CEMETERY RD. STA. 10+11.00 TO 10+39.60
 SCHNAKE RD. STA. 10+11.00 TO 10+29.44
 STA. 12+13.27 TO 12+40.94
 LEFT COOK RD. STA. 10+11.00 TO 10+98.96
 GANDERTOWN RD. STA. 10+11.00 TO 11+00.00
 BOURLAND RD. STA. 3+31.64 TO 3+56.78
 *STA. 6+88.20 TO 9+50.55
 SHILOH RD. STA. 10+09.00 TO 10+33.09
 STA. 12+49.86 TO 12+64.86
 STA. 15+04.40 TO 15+29.74
 NORTH COOK RD. *STA. 10+49.98 TO 11+36.58
 CARTER FARM RD. STA. 6+53.83 TO 6+79.55
 *STA. 8+91.65 TO 9+51.00
 BAIRD RD. STA. 10+09.00 TO 10+50.34

VANGAMPLER RD. *STA. 10+49.00 TO 10+98.99
 STA. 18+33.64 TO 18+65.63
 UNTHANK RD. STA. 5+37.00 TO 6+40.44
 *STA. 8+99.17 TO 9+51.00
 ABELL RD. STA. 10+09.00 TO 10+31.97
 STA. 12+64.40 TO 12+79.40
 STA. 15+18.85 TO 15+47.03
 FLANDERS RD. *STA. 10+49.00 TO 11+01.50
 STA. 15+14.15 TO 15+76.09
 STA. 18+70.06 TO 18+89.96
 GARNER RD. STA. 7+11.96 TO 7+17.06
 *STA. 8+96.06 TO 9+51.00
 TEXAS CITY RD. *STA. 7+92.23 TO 9+50.86
 COTTONWOOD RD. *STA. 10+49.09 TO 10+79.74
 STA. 19+61.91 TO 19+84.41



PROPOSED RURAL SIDEROAD TANGENT TYPICAL SECTION

HMA SHOULDER DETAIL

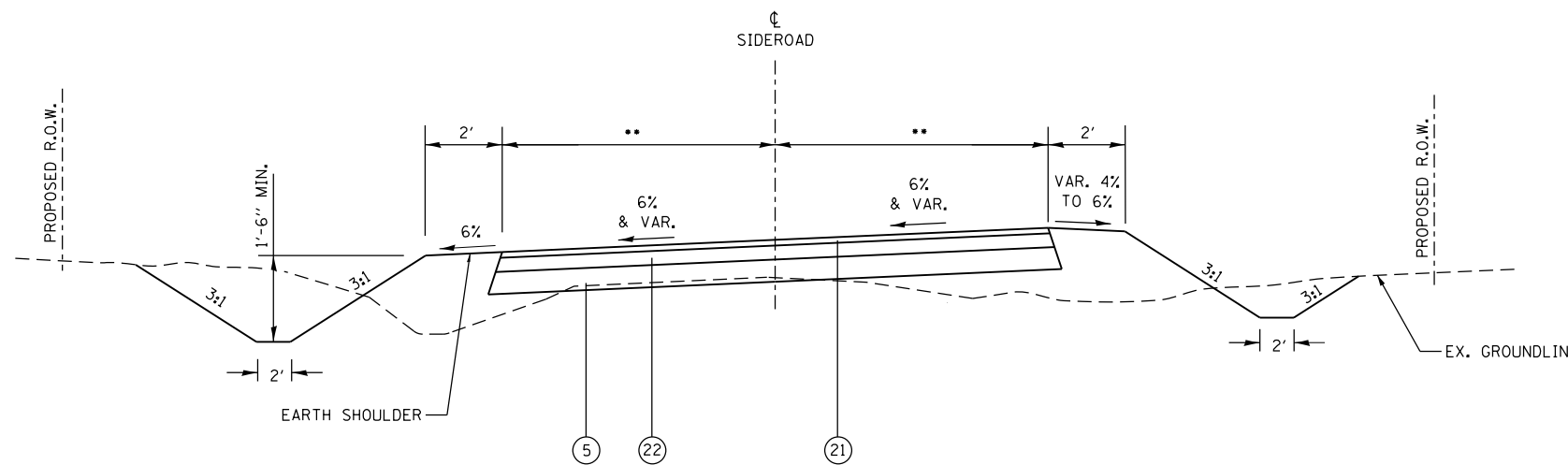


TO BE USED:

BOURLAND RD.
 LT. STA. 9+0.098 TO 9+50.55
 RT. STA. 8+92.09 TO 9+50.55
 NORTH COOK RD.
 LT. STA. 10+49.98 TO 11+13.21
 RT. STA. 10+49.98 TO 10+88.73
 CARTER FARM RD.
 LT. & RT. STA. 9+01.00 TO 9+51.00
 VANGAMPLER RD.
 LT. & RT. STA. 10+49.00 TO 10+98.99
 UNTHANK RD.
 LT. & RT. STA. 9+01.00 TO 9+51.00
 FLANDERS RD.
 LT. & RT. STA. 10+49.00 TO 10+99.00
 GARNER RD.
 LT. & RT. STA. 9+01.00 TO 9+51.00
 TEXAS CITY RD.
 LT. STA. 9+05.24 TO 9+50.86
 RT. STA. 8+95.80 TO 9+50.86
 COTTONWOOD RD.
 LT. STA. 10+49.09 TO 11+02.53
 RT. STA. 10+49.05 TO 10+95.48

TO BE USED:

LEFT COOK RD. STA. 10+98.96 TO 12+72.24
 SHILOH RD. STA. 12+64.86 TO 15+04.40
 VANGAMPLER RD. STA. 10+98.99 TO 15+26.89
 ABELL RD. STA. 12+79.40 TO 15+18.85
 FLANDERS RD. STA. 11+01.50 TO 15+14.15
 COTTONWOOD RD. STA. 10+79.74 TO 15+98.59

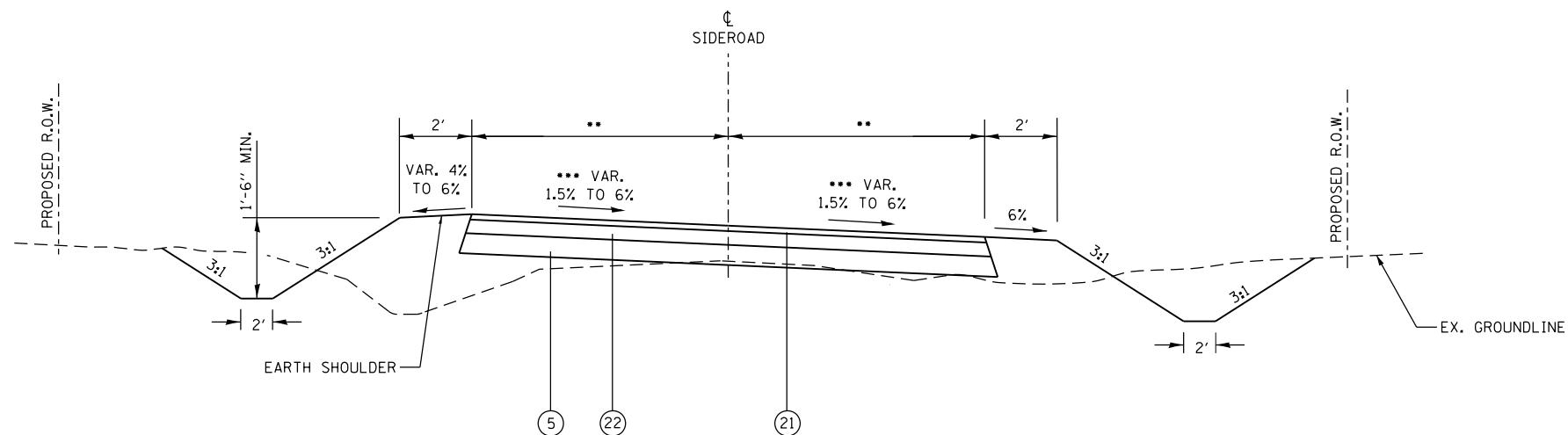


PROPOSED RURAL SIDEROAD SUPERELEVATED TYPICAL SECTION

NOTE: FOR SUPERELEVATION TRANSITION
 SEE SUPERELEVATION SCHEDULE

TO BE USED:

SCHNAKE RD. STA. 10+29.44 TO 12+13.27
 GANDERTOWN RD. STA. 19+93.86 TO 25+90.06
 BOURLAND RD. STA. 3+56.78 TO 6+88.20
 *** VAR. 1.5% TO 3.88%
 SHILOH RD. STA. 10+33.09 TO 12+49.86
 CARTER FARM RD. STA. 6+79.55 TO 8+91.65
 VAR. 1.5% TO 4.80%
 VANGAMPLER RD. STA. 15+26.89 TO 18+33.64
 UNTHANK RD. STA. 6+40.44 TO 8+99.17
 ABELL RD. STA. 10+31.97 TO 12+64.40
 FLANDERS RD. STA. 15+76.09 TO 18+70.06
 GARNER RD. STA. 7+17.06 TO 8+96.06
 *** VAR. 1.5% TO 4.80%
 COTTONWOOD RD. STA. 15+98.59 TO 19+61.91



PROPOSED RURAL SIDEROAD SUPERELEVATED TYPICAL SECTION

NOTE: FOR SUPERELEVATION TRANSITION
 SEE SUPERELEVATION SCHEDULE

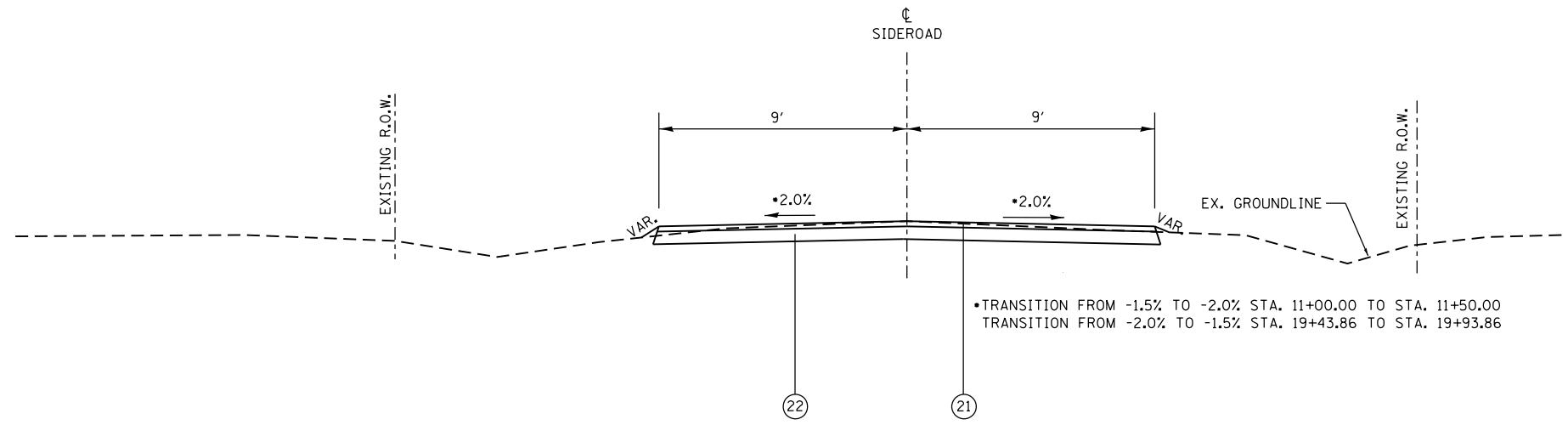
LEGEND

- 5 PROCESSING LIME MODIFIED SOILS (12" MIN.)
 (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
- 10 HOT-MIX ASPHALT SHOULDERS, 8"
 (ONLY AT LOCATIONS INDICATED)
- 21 HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90, 2"
- 22 AGGREGATE BASE COURSE TYPE A, 9"
- REMOVAL

PAVEMENT LANE WIDTHS

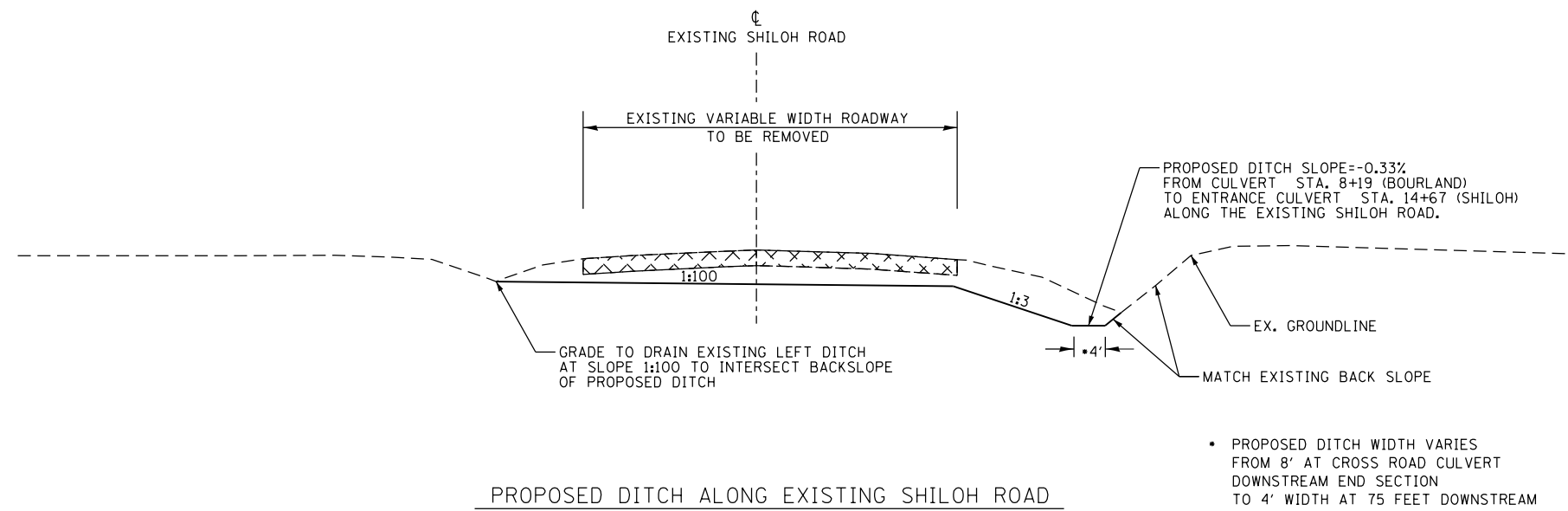
- 7' - LEFT COOK RD.
- 9' - DODD CEMETERY RD.
 SCHNAKE RD.
 GANDERTOWN RD.
 BOURLAND RD.
 SHILOH RD.
 CARTER FARM RD.
 BAIRD RD.
 VANGAMPLER RD.
 UNTHANK RD.
 ABELL RD.
 FLANDERS RD.
 GARNER RD.
 COTTONWOOD RD.
- 11.0' - NORTH COOK RD.
- 11.5' - TEXAS CITY RD.

| | | | | | | | | | | | | | |
|--|--------------------|------------|-----------|---|--|----------------|------------------|------|-------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS CROSSROADS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | | DRAWN - | REVISED - | | 332 | (29,30)R-1 | SALINE | 745 | 34 | | | | |
| PLOT SCALE = 100.0000' / 1" | | CHECKED - | REVISED - | | CONTRACT NO. 78077 | | | | | | | | |
| PLOT DATE = 4/30/2014 | | DATE - | REVISED - | | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | | | | | |
| | | | | | SCALE: N.T.S. | SHEET NO. 3 OF | SHEETS | STA. | TO STA. | | | | |



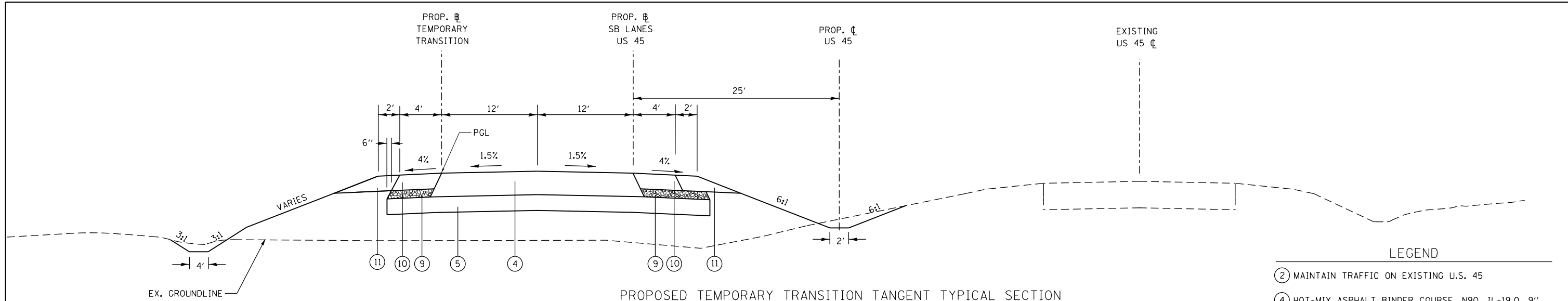
PROPOSED RURAL SIDEROAD TANGENT TYPICAL SECTION
 GANDERTOWN RD. STA. 11+00.00 TO STA. 19+93.86

- LEGEND**
- ① HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90, 2"
 - ② AGGEGATE BASE COURSE TYPE A, 9"

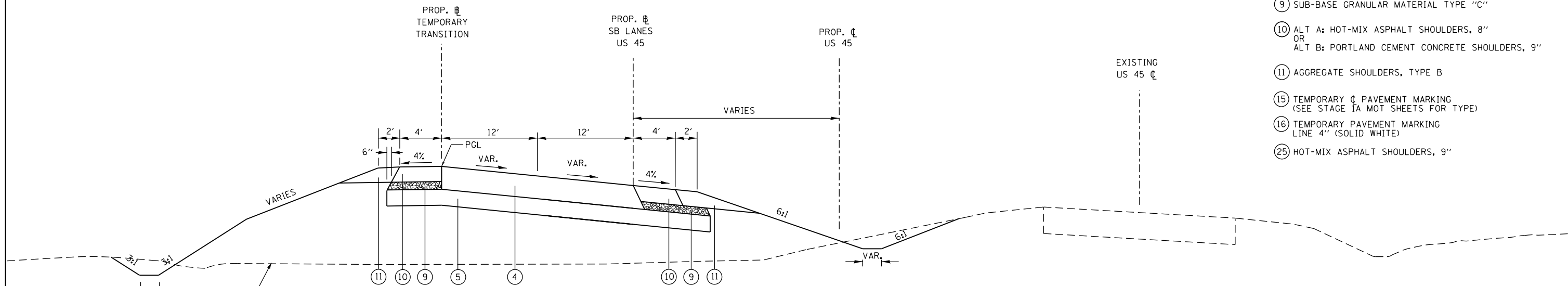


PROPOSED DITCH ALONG EXISTING SHILOH ROAD

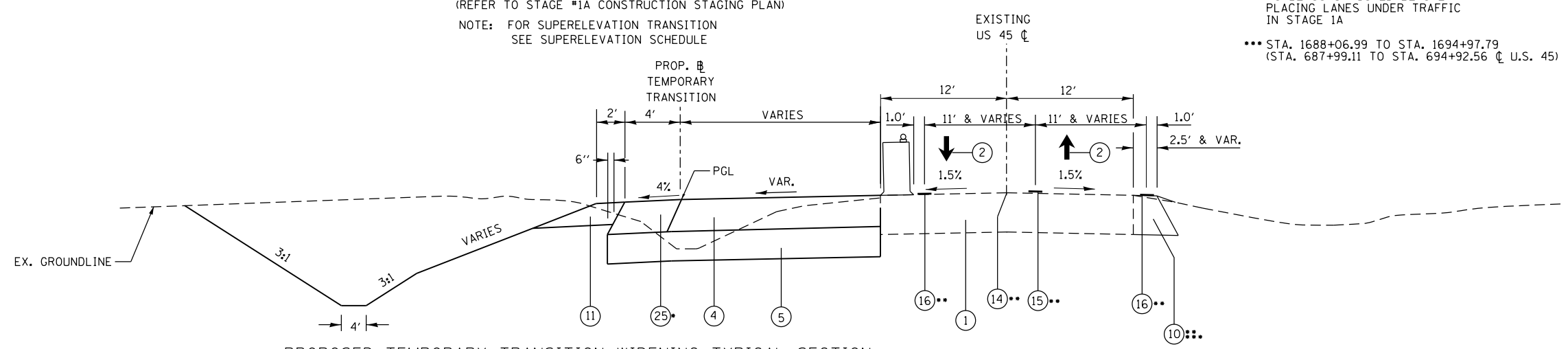
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| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS CROSSROADS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| P:\Projects\2011 Projects\11297 - IDOT US#5 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | DRAWN - | REVISED - | REVISED - | | SCALE: N.T.S. | SHEET NO. 4 OF | SHEETS | STA. | TO STA. | 332 | (29,30)R-1 | SALINE | 745 | 35 |
| PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - | REVISED - | | | | | | CONTRACT NO. 78077 | | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISED - | REVISED - | | | | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | |



PROPOSED TEMPORARY TRANSITION TANGENT TYPICAL SECTION
 STA. 1678+00.00 TO 1681+07.18 (TEMP. TRANS. 1) = STA. 678+00 TO 681+07.18 (CL U.S. 45)
 (REFER TO STAGE #1A CONSTRUCTION STAGING PLAN)



PROPOSED TEMPORARY TRANSITION SUPERELEVATED TYPICAL SECTION
 STA. 1681+07.18 TO 1689+81.87 (TEMP. TRANS. 1) = STA. 681+07.18 TO 689+75.23 (CL U.S. 45)
 (REFER TO STAGE #1A CONSTRUCTION STAGING PLAN)
 NOTE: FOR SUPERELEVATION TRANSITION SEE SUPERELEVATION SCHEDULE



PROPOSED TEMPORARY TRANSITION WIDENING TYPICAL SECTION
 STA. 1689+81.87 TO 1693+58.01 (TEMP. TRANS. 1) = STA. 689+75.23 TO 693+50.97 (CL U.S. 45)
 (REFER TO STAGE #1A CONSTRUCTION STAGING PLAN)

- LEGEND**
- ② MAINTAIN TRAFFIC ON EXISTING U.S. 45
 - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
 - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
 - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C"
 - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8" OR ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
 - ⑪ AGGREGATE SHOULDERS, TYPE B
 - ⑮ TEMPORARY CL PAVEMENT MARKING (SEE STAGE 1A MOT SHEETS FOR TYPE)
 - ⑯ TEMPORARY PAVEMENT MARKING LINE 4" (SOLID WHITE)
 - ⑳ HOT-MIX ASPHALT SHOULDERS, 9"

- HOT-MIX ASPHALT SHOULDERS, 9" BEGINS AT STA. 689+74.00 (US 45)
- TO BE CONSTRUCTED BEFORE PLACING LANES UNDER TRAFFIC IN STAGE 1A
- STA. 1688+06.99 TO STA. 1694+97.79 (STA. 687+99.11 TO STA. 694+92.56 CL U.S. 45)

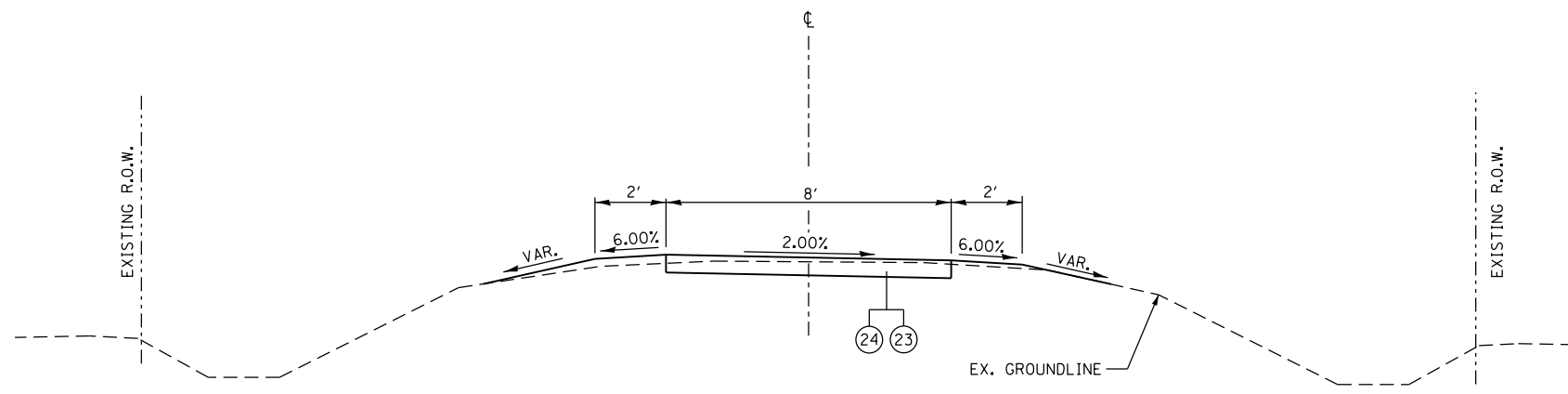
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| | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

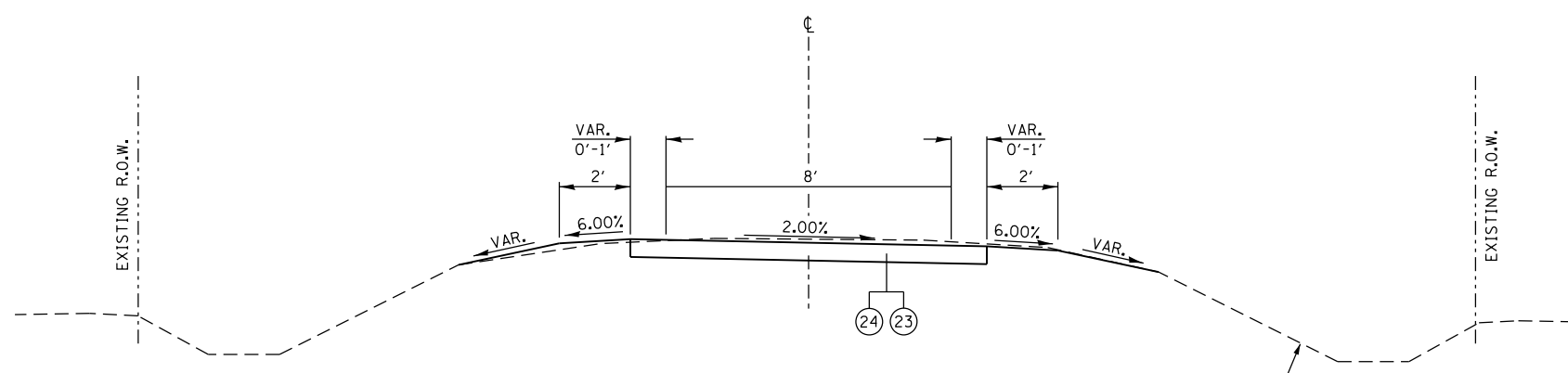
**TYPICAL SECTIONS
 TEMPORARY TRANSITION #1**

SCALE: N.T.S. SHEET NO. 1 OF SHEETS STA. TO STA.

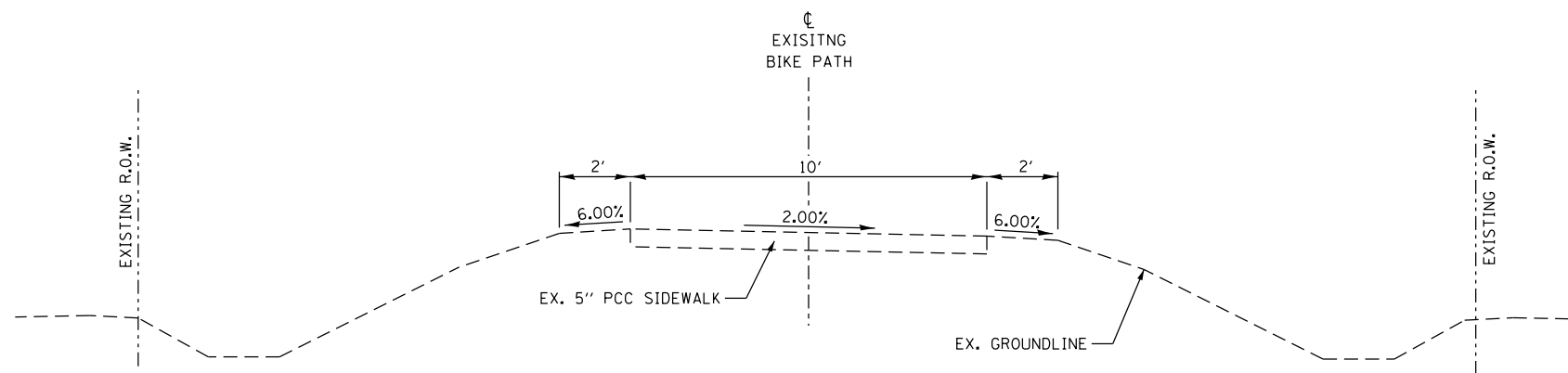
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (29,30)R-1 | SALINE | 745 | 36 |
| CONTRACT NO. 78077 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



PROPOSED BIKE PATH
TO BE USED: STA. 401+95.00 TO 423+30.18 (BIKE PATH)



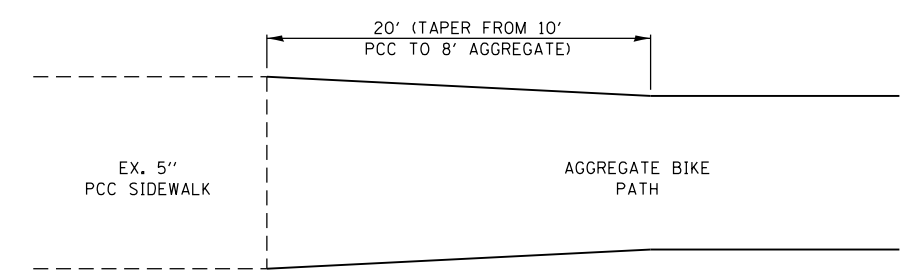
PROPOSED BIKE PATH TRANSITION
TO BE USED: STA. 401+75.00 TO 401+95.00 (BIKE PATH)



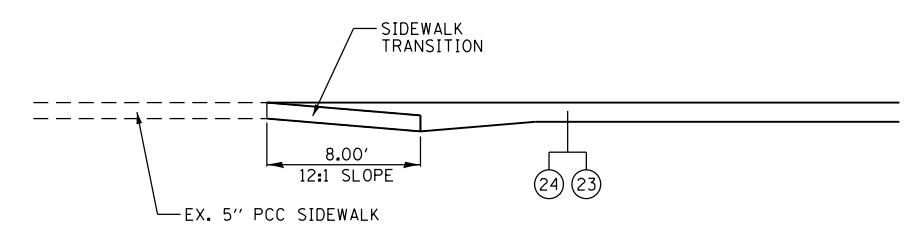
EXISTING BIKE PATH
TO BE USED: STA. 400+00.00 TO 401+75.00 (BIKE PATH)

LEGEND

- (23) 4" AGGREGATE BASE COARSE, TYPE A 4"
- (24) 2" AGGREGATE SURFACE COARSE, TYPE A



PLAN VIEW



PROFILE VIEW

PATH TRANSITION DETAIL
TO BE USED: STA. 401+75.00 TO 401+95.00

| | | | |
|---|--|------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US | 5 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / 1" = | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

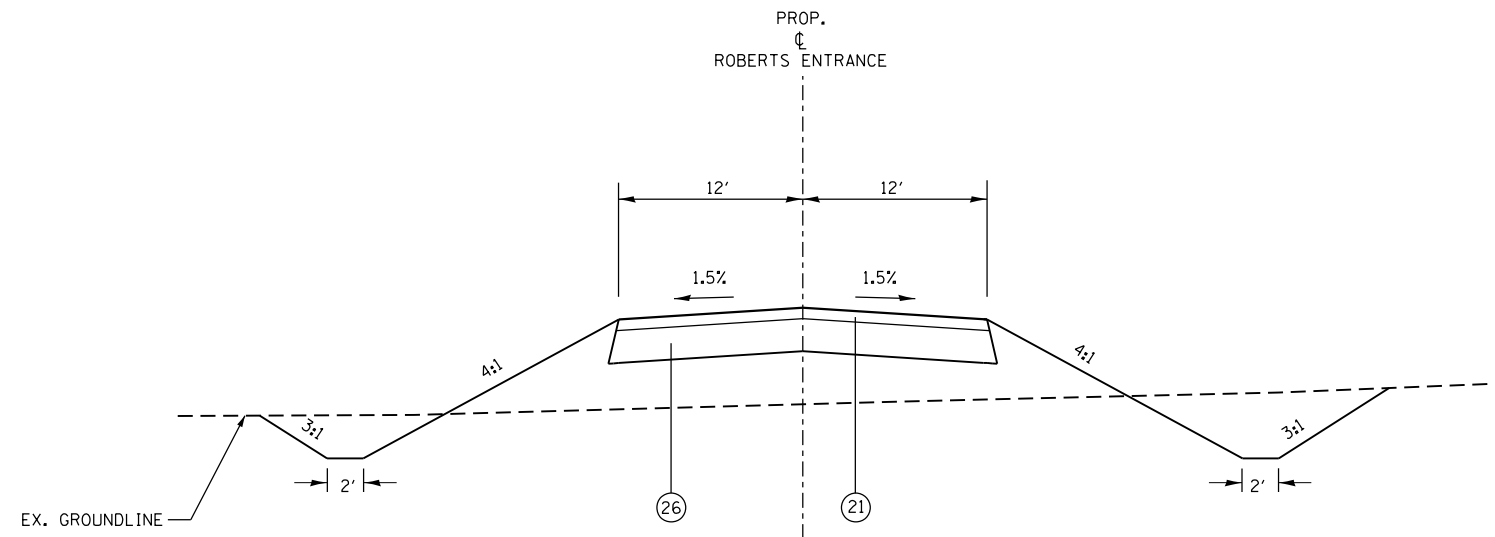
**TYPICAL SECTIONS
BIKE PATH**

SCALE: N.T.S. SHEET NO. 1 OF SHEETS STA. TO STA.

| | | | | |
|---|------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (29,30)R-1 | SALINE | 745 | 37 |
| CONTRACT NO. 78077 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

LEGEND

- ②1 HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90, 2"
- ②6 AGGREGATE BASE COURSE TYPE A, 6"



PROPOSED ROBERTS ENTRANCE
 TO BE USED: STA. 0+15.00 TO STA. 3+09.32 (ROBERTS ENTRANCE)

| | | | |
|--|-------------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-typical.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 BIKE PATH

SCALE: N.T.S. SHEET NO. 1 OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------|--------------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 38 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 78077 | |

PORTLAND CEMENT CONCRETE

| LOCATION STATION TO STATION | PCC SIDEWALK, 5" | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | CLASS SI CONCRETE (OUTLET) | PROTECTIVE COAT |
|---------------------------------|------------------------|---|----------------------------------|--------------------|
| | SQ FT | FOOT | CU YD | SQ YD |
| STAGE 1A | | | | |
| U.S. 45 | | | | |
| LT. STA 391+80 TO 392+35 | 277.0 | | | 31 |
| LT. STA 392+72 TO 405+07 | 6,172.0 | | | 686 |
| LT. STA 405+92 TO 406+70 | 388.0 | | | 43 |
| LT. STA 406+75 (EX. BIKE TRAIL) | 202.0 | | | 22 |
| LT. STA 406+79 TO 413+63 | 3,416.5 | | | 380 |
| LT. STA 414+01 TO 418+65 | 2,318.0 | | | 258 |
| LT. STA 419+03 TO 432+84 | 6,906.5 | | | 767 |
| LT. STA 392+91.01 TO 435+60 | | 4,225.0 | | 1,408 |
| 31.0' LT. STA 435+60 | | | 1.8 | 11 |
| STAGE 1B | | | | |
| U.S. 45 | | | | |
| RT. 392+75 TO 432+98 | | 4,433.0 | | 1,478 |
| RT. STA 406+65 (EX. BIKE TRAIL) | 486.0 | | | 54 |
| PROJECT TOTAL | | | | |
| | 20,166.0 | 8,658.0 | 1.8 | 5,138 |

HOT-MIX ASPHALT PAVEMENT

| LOCATION STATION TO STATION | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 | HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11 1/4" | PAVEMENT PATCHING, TYPE II, 14 " | PAVEMENT PATCHING, TYPE III, 14 " | PAVEMENT PATCHING, TYPE IV, 14 " | STRIP REFLECTIVE CRACK CONTROL TREATMENT | TEMPORARY RAMP | BITUMINOUS MATERIALS (PRIME COAT) * |
|--------------------------------|--|---|--|--|---|--|--|-------------------|---|
| | TON | TON | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | SQ YD | POUND |
| STAGE 1A | | | | | | | | | |
| U.S. 45 | | | | | | | | | |
| 392+91 TO 449+88 | | | 9,616 | | | | | | 10,817.9 |
| 397+32 | | | | | 73 | | | | |
| 425+59 | | | | | 76 | | | | |
| 426+13 | | | | | 68 | | | | |
| 680+54 | | | | 11 | | | | | |
| 691+50 | | | | | 25 | | | | |
| TEMP. TRANS | | | | | | | | | |
| 1678+00 TO 1689+82 | | 1,638 | | | | | | | 315.2 |
| 1678+00 TO 1693+58 | | | | | | | | | 32.8 |
| 1689+82 TO 1693+58 | | 174 | | | | | | | |
| STAGE 1B | | | | | | | | | |
| U.S. 45 | | | | | | | | | |
| 392+91 TO 449+88 | | | 9,875 | | | | | | 11,108.9 |
| STAGE 2 | | | | | | | | | |
| U.S. 45 | | | | | | | | | |
| STAGE 3 | | | | | | | | | |
| U.S. 45 | | | | | | | | | |
| 392+91 TO 449+88 | 2,487 | | | | | | | | 8,881.7 |
| 392+75 RT TO 449+88 RT | | | | | | | 5,713 | | |
| 392+75 LT TO 449+88 LT | | | | | | | 5,713 | | |
| 392+75 TO 392+85 | | | | | | | | 69 | |
| PROJECT TOTAL | | | | | | | | | |
| | 2,487 | 1,812 | 19,491 | 11 | 25 | 217 | 11,426 | 69 | 31,157 |

* SEE CALCULATION FILE FOR APPLICATION RATES

AGGREGATE SURFACE

| LOCATION STATION TO STATION | AGGREGATE BASE COURSE, TYPE A 4" | AGGREGATE SURFACE COURSE, TYPE A | AGGREGATE FOR TEMPORARY ACCESS |
|--------------------------------|---|--|--------------------------------------|
| | SQ YD | CU YD | TON |
| ESTIMATED MAINTENANCE | | | |
| | | | 1,000 |
| STAGE 1A | | | |
| BIKE PATH | | | |
| 401+75 TO 423+30 | 1,996 | 109 | |
| U.S. 45 | | | |
| 480+00 | | | 49 |
| 482+50 | | | 46 |
| 482+50 RT. | | | 66 |
| 516+32 | | | 33 |
| 540+78 | | | 42 |
| 577+00 | | | 40 |
| 606+40 | | | 41 |
| 606+40 RT. | | | 97 |
| 649+37 | | | 49 |
| STAGE 2 | | | |
| U.S. 45 | | | |
| 492+47 | | | 29 |
| 507+00 | | | 29 |
| 523+80 | | | 29 |
| 541+48 | | | 34 |
| 597+93 | | | 29 |
| 694+67 | | | 27 |
| STAGE 3 | | | |
| U.S. 45 | | | |
| 540+53 | | | 29 |
| PROJECT TOTAL | | | |
| | 1,996 | 109 | 1,670 |

TEMPORARY ACCESS

| LOCATION STATION TO STATION | TEMPORARY ACCESS (FIELD ENTRANCE) EACH |
|--------------------------------|---|
| STAGE 2 | |
| U.S. 45 | |
| 512+17 | 1 |
| 529+59 | 1 |
| 537+68 | 1 |
| 563+00 | 1 |
| 623+79 | 1 |
| 666+00 | 1 |
| PROJECT TOTAL | |
| | 6 |

NOTE:
FOR LIMITS OF ALTERNATE BIDDING QUANTITIES SEE ALTERNATE
BID A SCHEDULE SHEET AND ALTERNATE BID B SCHEDULE SHEET

ENTRANCES & STREETS/SIDEROADS

| LOCATION TYPE / STATION | FOR INFORMATION ONLY | | | | | | PCC | PCC | PCC | SUBBASE | PAVEMENT | PROTECTIVE | HOT-MIX ASPHALT | HOT-MIX ASPHALT | HOT-MIX ASPHALT | AGGREGATE | AGGREGATE | AGGREGATE | BITUMINOUS | | | | | | | | | |
|----------------------------|----------------------|--------|-------|-------|--------|--------|----------|----------|----------|-----------|----------|---|-----------------|-----------------|-----------------|--------------|--------------|----------------|--------------|-----|-----|-----|-----|-------|-------|-----|---------|--|
| | EXISTING | RADIUS | E-E | F-F | RADIUS | LENGTH | DRIVEWAY | DRIVEWAY | DRIVEWAY | GRANULAR | FABRIC | COAT | SURFACE COURSE, | SURFACE COURSE, | BINDER COURSE, | BASE COURSE, | BASE COURSE, | SURFACE | MATERIALS | | | | | | | | | |
| | SURFACE | (FT.) | (FT.) | (FT.) | (FT.) | (FT.) | 6" | 7" | 8" | MATERIAL, | SQ. YD. | SQ. YD. | MIX "C", N90, | MIX "C", N90, | N90, | TYPE A 9" | TYPE A, | COURSE, TYPE A | (PRIME COAT) | | | | | | | | | |
| | | | | | | | SQ. YD. | SQ. YD. | SQ. YD. | TYPE A 4" | | | 2" | 1 1/2" | IL-19.0, 8" | SQ. YD. | TON | CU. YD. | POUND | | | | | | | | | |
| STAGE 1A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CEL 393+72.36 | PCC | 15 | 31 | 35 | 15 | 17 | | 55 | | | | 55 | | | | | | | | | | | | | | | | |
| CEL 394+97.36 | PCC | 15 | 20 | 24 | 15 | 23 | | 54 | | | | 54 | | | | | | | | | | | | | | | | |
| CEL 395+72.14 | HMA | 15 | 20 | 24 | 15 | 26 | | 33 | | | | 33 | 3 | | | 8 | | | | | | | | | | | | |
| CEL 396+30.99 | HMA | 15 | 20 | 24 | 15 | 32.5 | | 33 | | | | 33 | 5 | | | 13 | | | | | | | | | | | | |
| CEL 397+03.24 | ROCK | 15 | 31 | 35 | 15 | 21 | | 47 | | | | 47 | | | | | | 5 | | | | | | | | | | |
| CEL 397+80.10 | ROCK | 15 | 20 | 24 | 15 | 21 | | 32 | | | | 32 | | | | | | 3 | | | | | | | | | | |
| CEL 398+74.49 | ROCK | 15 | 20 | 24 | 15 | 18 | | 33 | | | | 33 | | | | | | 2 | | | | | | | | | | |
| CEL 399+68.44 | HMA | 15 | 20 | 24 | 15 | 22 | | 33 | | | | 33 | 2 | | | 5 | | | | | | | | | | | | |
| CEL 400+67.36 | PCC | 15 | 20 | 24 | 15 | 22 | | 33 | | | | 33 | 2 | | | 5 | | | | | | | | | | | | |
| CEL 402+80.28 | HMA | 15 | 31 | 35 | 15 | 22 | | 48 | | | | 48 | 3 | | | 8 | | | | | | | | | | | | |
| CEL 411+11.08 | PCC | 15 | 24 | 28 | 15 | 38 | | 110 | | | | 110 | | | | | | | | | | | | | | | | |
| PEL 414+99.02 | HMA | X | 12 | X | X | 12 | | 31 | | | | 31 | | | | | | | | | | | | | | | | |
| * PEL 416+61.90 | PCC | X | 19 | X | X | 12 | | 70 | | | | 70 | | | | | | | | | | | | | | | | |
| * CEL 420+36.05 | ROCK | 15 | 20 | 24 | 15 | 31.5 | | 59 | | | | 59 | | | | | | 9 | | | | | | | | | | |
| * CEL 423+78.43 | ROCK | 15 | 20 | 24 | 15 | 23 | | 63 | | | | 63 | | | | | | 3 | | | | | | | | | | |
| * PEL 427+84.15 | ROCK | X | 18 | X | X | 37 | | 49 | | | | 49 | | | | | | 8 | | | | | | | | | | |
| CEL 430+57.74 | ROCK | 15 | 30 | 34 | 15 | 39 | | 50 | | | | 50 | | | | | | 18 | | | | | | | | | | |
| CEL 434+63.56 | ROCK | 15 | 20 | 24 | 15 | 15 | | 33 | | | | 33 | | | | | | | | | | | | | | | | |
| PEL 446+41.87 | ROCK | 15 | 12 | X | 15 | 40 | | | | | | | | | | | | 7 | | | | | | | | | | |
| FEL 460+01.07 | ROCK | 15 | 22 | X | 15 | 52 | | | | | | | | | | | | 17 | | | | | | | | | | |
| PEL 540+52.49 | ROCK | 15 | 12 | X | 15 | 43.5 | | | | | | | | | | | | 7 | | | | | | | | | | |
| FOURTH ST. NORTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGE | | | | | | | | | | | | SEE SN 083-6008 PLANS | | | | | | | | 22 | | | | | | | | |
| NORTH APPROACH | | | | | | | | | | | | SEE SN 083-6008 PLANS | | | | | | | | 10 | | | | | | | | |
| SOUTH APPROACH | | | | | | | | | | | | SEE SN 083-6008 PLANS | | | | | | | | 11 | | | | | | | | |
| 8+00.85 to 8+47.20 | | | | | | | | | | | | HMA SEE FOURTH ST. N. ROADWAY PLANS | | | | | | | | | | | | 417.6 | | | | |
| 9+52.31 to 9+68.29 | | | | | | | | | | | | HMA 50 SEE FOURTH ST. N. ROADWAY PLANS | | | | | | | | 158 | 158 | 158 | 158 | | | | | |
| CEL 7+13.55 | | | | | | | | | | | | PCC SEE FOURTH ST. N. ROADWAY PLANS | | | | | | | | 159 | | | | | | | | |
| PER 7+78.27 | | | | | | | | | | | | PCC SEE FOURTH ST. N. ROADWAY PLANS | | | | | | | | 5 | | | | | | | | |
| JEFFERSON ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8+95.80 to 9+67.14 | | | | | | | | | | | | HMA 25 20 24 25 71.3 | | | | | | | | 124 | 156 | 124 | 124 | 9 | | 42 | 170.1 | |
| CER 9+03.23 | | | | | | | | | | | | PCC 15 25 X 15 9.5 | | | | | | | | 34 | | | | 34 | | | | |
| GROVE ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8+98.97 to 9+67.33 | | | | | | | | | | | | HMA 25 20 24 25 68.3 | | | | | | | | 121 | 168 | 121 | 121 | 8 | | 41 | 159.3 | |
| CER 9+04.92 | | | | | | | | | | | | ROCK 15 20 X 15 12.5 | | | | | | | | 39 | | | | 39 | | | | |
| CEL 9+05.55 | | | | | | | | | | | | ROCK 15 20 X 15 12 | | | | | | | | 38 | | | | 38 | | | | |
| DEWEY ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8+93.41 9+68.94 | | | | | | | | | | | | HMA 25 22 24 25 75.5 | | | | | | | | 101 | 114 | 101 | 101 | 13 | | 40 | 279.5 | |
| CEL 9+38.38 | | | | | | | | | | | | ROCK 15 27 X 15 16.5 | | | | | | | | 61 | | | | 61 | | 17 | | |
| ALEXANDER RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0+75.91 to 9+39.00 | | | | | | | | | | | | HMA 50 22 X 50 869 | | | | | | | | | | | | 247 | 2,256 | | 6,124.0 | |
| PER 7+66.63 | | | | | | | | | | | | ROCK 15 12 X 15 33 | | | | | | | | | | | | | | | 7 | |
| DODD CEMETERY RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+11.00 to 10+39.61 | | | | | | | | | | | | ROCK 25 18 X 25 28.6 | | | | | | | | | | | | 10 | 86 | | 210.6 | |
| SCHNAKE RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+11.00 to 12+40.94 | | | | | | | | | | | | OIL/CHIP 25 14 X 25 230 | | | | | | | | | | | | 55 | 503 | | 143.1 | |
| SOUTH COOK RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11+11.00 to 25+05.94 | | | | | | | | | | | | ROCK SEE MAINTENANCE OF TRAFFICE STAGE 1A 1395 | | | | | | | | | | | | 378 | 3,448 | | 8,713.0 | |
| CER (ROBERTS) 13+86.89 | | | | | | | | | | | | NA 15 24 X 15 294 | | | | | | | | | | | | 93 | | 282 | 2,027.3 | |
| LEFT COOK RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+11 to 12+72.24 | | | | | | | | | | | | NA 25 14 X 25 261 | | | | | | | | | | | | 49 | 456 | | 1,118.5 | |
| PER 11+61.53 | | | | | | | | | | | | NA 15 22 X 15 40 | | | | | | | | | | | | | | | | |
| GANDERTOWN RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+07.23 to 11+00.00 | | | | | | | | | | | | ROCK 60 11.6 X 25 685 | | | | | | | | | | | | 33 | 297 | | | |
| BOURLAND RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3+31.64 to 9+50.55 | | | | | | | | | | | | ROCK 50 18 X 50 619.4 | | | | | | | | | | | | 154 | 1,405 | | 3,058.1 | |
| SHILOH RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+09.00 to 15+29.74 | | | | | | | | | | | | ROCK 25 18 X 25 521 | | | | | | | | | | | | 121 | 1,110 | | 2,410.6 | |
| FEL 11+50.00 | | | | | | | | | | | | NA 15 22 X 15 13 | | | | | | | | | | | | | | | | |
| FER 12+57.36 | | | | | | | | | | | | NA 15 22 X 15 15 | | | | | | | | | | | | | | | | |
| FER 14+67.48 | | | | | | | | | | | | NA 15 22 X 15 23 | | | | | | | | | | | | | | | | |
| CARTER FARM RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6+53.83 to 9+51.00 | | | | | | | | | | | | ROCK 50 16 X 50 297 | | | | | | | | | | | | 81 | 735 | | 1,858.3 | |
| PEL 8+19.72 | | | | | | | | | | | | ROCK 15 16 X 15 32 | | | | | | | | | | | | | | 14 | | |
| BAIRD RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+09.00 to 10+50.34 | | | | | | | | | | | | ROCK 25 18 X 25 41.3 | | | | | | | | | | | | 13 | 116 | | 280.5 | |
| UNTHANK RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5+37.00 to 9+51.00 | | | | | | | | | | | | ROCK 50 18 X 50 414 | | | | | | | | | | | | 106 | 972 | | 2,119.1 | |
| ABELL RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+09.00 to 15+47.00 | | | | | | | | | | | | ROCK 25 18 X 25 538 | | | | | | | | | | | | 125 | 1,145 | | 2,487.2 | |
| FER 13+32.20 | | | | | | | | | | | | NA 15 22 X 15 20 | | | | | | | | | | | | | | | | |
| FLANDERS RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11+70.51 to 18+90.00 | | | | | | | | | | | | ROCK SEE MAINTENANCE OF TRAFFICE STAGE 1A 719.5 | | | | | | | | | | | | 163 | 1,492 | | 3,237.5 | |
| GARNER RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7+11.96 to 9+51.00 | | | | | | | | | | | | ROCK 50 18 X 50 239 | | | | | | | | | | | | 67 | 611 | | 1,335.0 | |

* INCLUDES QUANTITY FOR MAILBOX TURNOUT.

NOTE:
FOR LIMITS OF ALTERNATE BIDDING QUANTITIES
SEE ALTERNATE BID A SCHEDULE SHEET AND
ALTERNATE BID B SCHEDULE SHEET

| | | | | | | | | | | | | | | | | |
|--|--------------------|------------|-----------|--|--|---|-------------------------------|------------|--------|--------|-------------|--------------------|--------|--------------|-----------|---------------------------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - | | | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dgn | | DRAWN - | REVISED - | | | | 332 | (29,30)R-1 | SALINE | 745 | 40 | CONTRACT NO. 78077 | | | | |
| PLOT SCALE = 100.00' / in. | | CHECKED - | REVISED - | | | | SCALE: N.T.S. | SHEET NO. | OF | SHEETS | STA. | TO | STA. | | | |
| PLOT DATE = 4/30/2014 | | DATE - | REVISED - | | | | | | | | | | | | | ILLINOIS FED. AID PROJECT |

ENTRANCES & STREETS/SIDEROADS

| LOCATION / STATION | TYPE | FOR INFORMATION ONLY | | | | | | PCC DRIVEWAY PAVEMENT, 6" | PCC DRIVEWAY PAVEMENT, 7" | PCC DRIVEWAY PAVEMENT, 8" | SUBBASE GRANULAR MATERIAL, TYPE A 4" | PAVEMENT FABRIC | PROTECTIVE COAT | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 2" | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 1 1/2" | HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0.8" | AGGREGATE BASE COURSE, TYPE A 9" | AGGREGATE BASE COURSE, TYPE A | AGGREGATE SURFACE COURSE, TYPE A | BITUMINOUS MATERIALS (PRIME COAT) |
|-------------------------|----------|----------------------|--------------|-----------|-----------|--------------|--------------|---------------------------|---------------------------|---------------------------|--------------------------------------|-----------------|-----------------|--|--|--|----------------------------------|-------------------------------|----------------------------------|-----------------------------------|
| | | EXISTING SURFACE | RADIUS (FT.) | E-E (FT.) | F-F (FT.) | RADIUS (FT.) | LENGTH (FT.) | | | | | | | | | | | | | |
| | | SQ. YD. | SQ. YD. | SQ. YD. | SQ. YD. | SQ. YD. | SQ. YD. | | | | | | | | | | | | | |
| STAGE 1B | | | | | | | | | | | | | | | | | | | | |
| US 45 | | | | | | | | | | | | | | | | | | | | |
| CER 394+34.62 | PCC | 15 | 20 | 24 | 15 | 15 | | | | | | 33 | | | | | | | | |
| CER 394+91.71 | PCC | 15 | 31 | 35 | 15 | 15 | | | | | | 48 | | | | | | | | |
| CER 396+72.47 | PCC | 15 | 27 | 31 | 15 | 18.2 | | | | | | 42 | | | | | | | | |
| CER 397+54.38 | PCC | 15 | 20 | 24 | 10 | 15 | | | | | | 31 | | | | | | | | |
| CER 398+02.08 | PCC | 10 | 29 | 33 | 15 | 15 | | | | | | 43 | | | | | | | | |
| CER 398+71.42 | PCC | 15 | 29 | 33 | 15 | 15 | | | | | | 45 | | | | | | | | |
| CER 399+51.85 | PCC | 15 | 20 | 24 | 15 | 15 | | | | | | 33 | | | | | | | | |
| CER 400+47.81 | PCC | 15 | 20 | 24 | 15 | 15 | | | | | | 33 | | | | | | | | |
| CER 401+12.95 | PCC | 15 | 20 | 24 | 15 | 16.5 | | | | | | 36 | | | | | | | | |
| CER 402+49.62 | PCC | 15 | 25 | 29 | 15 | 15 | | | | | | 39 | | | | | | | | |
| CER 403+77.44 | PCC | 15 | 31 | 35 | 15 | 15 | | | | | | 48 | | | | | | | | |
| PER 409+83.95 | PCC | X | 12 | X | X | 23 | 37 | | | | | 37 | | | | | | | | |
| PER 410+37.31 | PCC | X | 13 | X | X | 12 | 22 | | | | | 22 | | | | | | | | |
| PER 411+87.03 | HMA | X | 13 | X | X | 12 | 23 | | | | | 23 | | | | | | | | |
| PER 412+87.42 | PCC | X | 12 | X | X | 12 | 21 | | | | | 21 | | | | | | | | |
| PER 414+56.18 | HMA | X | 12 | X | X | 12 | 32 | | | | | 32 | | | | | | | | |
| PER 415+58.08 | PCC | X | 14 | X | X | 12 | 23 | | | | | 23 | | | | | | | | |
| PER 416+36.92 | PCC | X | 16 | X | X | 12 | 25 | | | | | 25 | | | | | | | | |
| PER 417+10.37 | PCC | X | 13 | X | X | 12 | 22 | | | | | 22 | | | | | | | | |
| PER 418+34.84 | EARTH | X | 13 | X | X | 12 | 23 | | | | | 23 | | | | | | | | |
| PER 422+99.34 | ROCK | X | 14 | X | X | 12 | 23 | | | | | 23 | | | | | | | | |
| PER 424+90.04 | ROCK | X | 16 | X | X | 29 | 25 | | | | | 25 | | | | | | 5 | | |
| CER 427+38.34 | ROCK | 15 | 20 | 24 | 15 | 36 | | 33 | | | | 33 | | | | | | 13 | | |
| CER 428+43.88 | ROCK | 15 | 31 | 35 | 15 | 31 | | 47 | | | | 47 | | | | | | 12 | | |
| CER 429+33.58 | ROCK | 15 | 26 | 30 | 15 | 31 | | 39 | | | | 39 | | | | | | 11 | | |
| PER 439+66.78 | ROCK | 15 | 12 | X | 15 | 55 | | | | | | | | | | | | 10 | | |
| PER 446+34.65 | ROCK | 15 | 12 | X | 15 | 30 | | | | | | | | | | | | 4 | | |
| CHOISSER ST. | | | | | | | | | | | | | | | | | | | | |
| 10+32.33 to 10+84.45 | OIL/CHIP | 50 | 20 | 24 | 50 | 52 | | | 116 | 116 | 116 | 116 | 4 | | | | 12 | | 80.8 | |
| FOURTH ST. SOUTH | | | | | | | | | | | | | | | | | | | | |
| 10+31.92 to 11+23.30 | HMA | 2-C | 26 | 30 | 50 | 91.4 | | | 446 | 497 | 446 | 446 | | | | | | | | |
| JEFFERSON ST. | | | | | | | | | | | | | | | | | | | | |
| 10+32.72 to 11+04.73 | HMA | 25 | 20 | 24 | 25 | 72 | | | 122 | 162 | 122 | 122 | 9 | | | | 26 | | 174.1 | |
| POPLAR ST. | | | | | | | | | | | | | | | | | | | | |
| 10+33.09 to 11+13.58 | HMA | 25 | 20 | 24 | 25 | 84.3 | | | 127 | 168 | 127 | 127 | 11 | | | | 34 | | 220.4 | |
| 10+59.26 | PEL | X | 20 | X | X | 11 | 27 | | | | | 27 | | | | | | | | |
| ADAMS ST. | | | | | | | | | | | | | | | | | | | | |
| 10+32.72 to 11+13.58 | HMA | 25 | 20 | 24 | 25 | 80.9 | | | 122 | 169 | 122 | 122 | 11 | | | | 32 | | 212.8 | |
| 10+61.93 | PEL | X | 12 | X | X | 12 | 22 | | | | | 22 | | | | | | | | |
| DEWEY RD. | | | | | | | | | | | | | | | | | | | | |
| 10+31.06 to 11+49.50 | HMA | 25 | 22 | 26 | 25 | 118.4 | | | 92 | 109 | 92 | 92 | 26 | | | | 77 | | 509.6 | |

* INCLUDES QUANTITY FOR MAILBOX TURNOUT.

NOTE:
FOR LIMITS OF ALTERNATE BIDDING QUANTITIES
SEE ALTERNATE BID A SCHEDULE SHEET AND
ALTERNATE BID B SCHEDULE SHEET

| | | | | | | | | | | | | |
|--|--------------------|------------|---------------------------|---|-------------------------------|---------------|-----------|--------|--------------|-----------|----|------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | DRAWN - | REVISOR - | 332 | | | (29,30)R-1 | SALINE | 745 | 41 | | | |
| PLOT SCALE = 100.00' / in. | CHECKED - | REVISOR - | CONTRACT NO. 78077 | | | | | | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISOR - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| | | | | | | SCALE: N.T.S. | SHEET NO. | OF | SHEETS | STA. | TO | STA. |

ENTRANCES & STREETS/SIDEROADS

| LOCATION / STATION | TYPE | FOR INFORMATION ONLY | | | | | PCC DRIVEWAY PAVEMENT, 6" | PCC DRIVEWAY PAVEMENT, 7" | PCC DRIVEWAY PAVEMENT, 8" | SUBBASE GRANULAR MATERIAL, TYPE A 4" | PAVEMENT FABRIC | PROTECTIVE COAT | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 2" | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 1 1/2" | HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 8" | AGGREGATE BASE COURSE, TYPE A 9" | AGGREGATE BASE COURSE, TYPE A | AGGREGATE SURFACE COURSE, TYPE A | BITUMINOUS MATERIALS (PRIME COAT) |
|-----------------------|----------|----------------------|--------------|-----------|-----------|--------------|---------------------------|---------------------------|---------------------------|--------------------------------------|-----------------|-----------------|--|--|---|----------------------------------|-------------------------------|----------------------------------|-----------------------------------|
| | | EXISTING SURFACE | RADIUS (FT.) | E-E (FT.) | F-F (FT.) | RADIUS (FT.) | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| US 45 | | | | | | | | | | | | | | | | | | | |
| FER 460+01.07 | ROCK | 15 | 20 | X | 15 | 96 | | | | | | | | | | | | | |
| PER 492+47.04 | ROCK | 15 | 12 | X | 15 | 54 | | | | | | | | | | | | 10 | |
| PER 507+04.16 | ROCK | 15 | 12 | X | 15 | 45 | | | | | | | | | | | | 7 | |
| FER 512+17.03 | ROCK | 15 | 22 | X | 15 | 38.5 | | | | | | | | | | | | | |
| PER 523+80.32 | ROCK | 15 | 12 | X | 15 | 45 | | | | | | | | | | | | 7 | |
| FER 529+58.65 | ROCK | 15 | 22 | X | 15 | 51 | | | | | | | | | | | | | |
| PER 537+67.00 | ROCK | 15 | 22 | X | 15 | 75 | | | | | | | | | | | | 24 | |
| PER 541+48.00 | ROCK | 15 | 15 | X | 15 | 29 | | | | | | | | | | | | 13 | |
| FER 563+04.93 | EARTH | 15 | 22 | X | 15 | 62 | | | | | | | | | | | | | |
| PER 597+73.02 | ROCK | 15 | 13 | X | 15 | 67 | | | | | | | | | | | | 10 | |
| FER 623+78.97 | EARTH | 15 | 22 | X | 15 | 47 | | | | | | | | | | | | | |
| FER 666+00.74 | EARTH | 15 | 22 | X | 15 | 53 | | | | | | | | | | | | | |
| FER 686+00.00 | NA | 15 | 22 | X | 15 | 43 | | | | | | | | | | | | | |
| SOUTH COOK RD. | | | | | | | | | | | | | | | | | | | |
| 10+61.00 to 11+11.00 | ROCK | 50 | 22 | X | 50 | 50 | | | | | | 23 | | | 208 | | | | 493.3 |
| GANDERTOWN RD. | | | | | | | | | | | | | | | | | | | |
| 11+00.00 to 25+90.06 | ROCK | X | X | X | X | 1490 | | | | | | 334 | | | 3,228 | | | | 7574.2 |
| PER 17+81.13 | NA | 15 | 24 | X | 15 | 15 | | | | | | | | | | | | 9 | |
| PER 21+10.03 | ROCK | 10 | 15 | X | 10 | 15 | | | | | | | | | | | | 5 | |
| FER 23+00.00 | NA | 10 | 22 | X | 10 | 13 | | | | | | | | | | | | | |
| NORTH COOK RD. | | | | | | | | | | | | | | | | | | | |
| 10+49.98 to 11+36.58 | OIL/CHIP | 50 | 22 | X | 50 | 86.6 | | | | | | 38 | | | 344 | | | | 760.2 |
| FEL 11+74.97 | NA | 15 | 16 | X | 15 | 15 | | | | | | | | | | | | | |
| VANGAMPLER RD. | | | | | | | | | | | | | | | | | | | |
| 10+49.00 to 18+65.62 | ROCK | 50 | 18 | X | 50 | 816.6 | | | | | | 196 | | | 1,793 | | | | 3928.3 |
| PER 15+87.89 | ROCK | 15 | 16 | X | 15 | 92 | | | | | | | | | | | | 27 | |
| FER 3+05.25 | NA | 15 | 16 | X | 15 | 15 | | | | | | | | | | | | | |
| FLANDERS RD. | | | | | | | | | | | | | | | | | | | |
| 10+49.00 to 11+70.51 | ROCK | 50 | 18 | X | 50 | 121.5 | | | | | | 41 | | | 371 | | | | 815.1 |
| FEL 15+50.00 | NA | 15 | 22 | X | 15 | 25 | | | | | | | | | | | | | |
| FER 15+50.00 | NA | 15 | 22 | X | 15 | 25 | | | | | | | | | | | | | |
| COTTONWOOD RD. | | | | | | | | | | | | | | | | | | | |
| 10+49.00 to 19+84.41 | ROCK | 50 | 18 | X | 50 | 935.4 | | | | | | 224 | | | 2,055 | | | | 446.1 |
| FEL 16+45.13 | NA | 15 | 22 | X | 15 | 20 | | | | | | | | | | | | | |
| FER 16+60.13 | NA | 15 | 22 | X | 15 | 20 | | | | | | | | | | | | | |
| STAGE 3 | | | | | | | | | | | | | | | | | | | |
| US 45 | | | | | | | | | | | | | | | | | | | |
| FEL 699+44.94 | NA | 15 | 22 | X | 15 | 38 | | | | | | | | | | | | | |
| TEXAS CITY RD. | | | | | | | | | | | | | | | | | | | |
| 7+92.23 to 9+50.59 | OIL/CHIP | 50 | 23 | X | 50 | 159 | | | | | | 59 | | | 537 | | | | 1181.0 |
| PROJECT TOTAL | | | | | | | 480 | 1,593 | 1,530 | 1,818 | 1,530 | 3,603 | 2,757 | 11 | 56 | 23,167 | 645 | 266 | 52,545 |

* INCLUDES QUANTITY FOR MAILBOX TURNOUT.

NOTE:
FOR LIMITS OF ALTERNATE BIDDING QUANTITIES
SEE ALTERNATE BID A SCHEDULE SHEET AND
ALTERNATE BID B SCHEDULE SHEET

SHOULDERS

| LOCATION STATION TO STATION | | | DESCRIPTION | HOT-MIX ASPHALT SHOULDERS 8" | SUBBASE GRANULAR MATERIAL, TYPE C | BITUMINOUS MATERIALS (PRIME COAT)* | HOT-MIX ASPHALT SHOULDERS 9" | AGGREGATE SHOULDERS TYPE B | AGGREGATE SHOULDERS TYPE B 6" | SHOULDER RUMBLE STRIPS, 16 INCH |
|--------------------------------|----|---------|---------------|---------------------------------------|--|--|---------------------------------------|----------------------------------|--|--|
| | | | | SQ YD | TON | POUND | SQ YD | TON | SQ YD | FOOT |
| STAGE 1A | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 435+75 | TO | 449+88 | SB OS | 1,570 | 315 | 4,274.3 | | | | |
| 435+75 | TO | 446+20 | SB OS | | | | | | 1,045 | |
| 435+85 | TO | 459+89 | SB OS | | | | | 244 | | |
| 446+65 | TO | 459+75 | SB OS | | | | | | 1,310 | |
| 452+20 | TO | 459+70 | SB IS | | | | | | 750 | |
| 451+56 | TO | 482+03 | SB IS | | | | | 618 | | |
| 460+13 | TO | 482+12 | SB OS | | | | | 222 | | |
| 460+30 | TO | 481+60 | SB IS | | | | | | 2,130 | |
| 460+30 | TO | 481+90 | SB OS | | | | | | 2,160 | |
| 482+97 | TO | 515+72 | SB IS | | | | | 664 | | |
| 483+11 | TO | 515+86 | SB OS | | | | | 331 | | |
| 489+55 | TO | 515+30 | SB IS | | | | | | 2,575 | |
| 489+55 | TO | 515+60 | SB OS | | | | | | 2,605 | |
| 516+52 | TO | 540+45 | SB OS | | | | | 242 | | |
| 516+80 | TO | 540+30 | SB OS | | | | | | 2,350 | |
| 516+99 | TO | 576+55 | SB IS | | | | | 1,207 | | |
| 521+75 | TO | 576+10 | SB IS | | | | | | 5,435 | |
| 540+59 | TO | 576+69 | SB OS | | | | | 365 | | |
| 540+75 | TO | 576+40 | SB OS | | | | | | 3,565 | |
| 577+34 | TO | 606+08 | SB OS | | | | | 290 | | |
| 577+48 | TO | 605+93 | SB IS | | | | | 577 | | |
| 577+60 | TO | 605+80 | SB OS | | | | | | 2,820 | |
| 582+25 | TO | 605+50 | SB IS | | | | | | 2,325 | |
| 607+00 | TO | 648+75 | SB OS | | | | | | 4,175 | |
| 611+65 | TO | 678+00 | SB IS | | | | | | 6,635 | |
| 606+87 | TO | 678+00 | SB IS | | | | | 1,442 | | |
| 606+73 | TO | 649+05 | SB OS | | | | | 427 | | |
| 649+70 | TO | 678+00 | SB OS | | | | | 286 | | |
| 649+95 | TO | 678+00 | SB OS | | | | | | 2,805 | |
| 687+99 | TO | 694+93 | EXUS 45 NB OS | 156 | | | | | | |
| 1678+00 | TO | 1693+58 | TEMP TRANS OS | | | | | 316 | | |
| 1678+00 | TO | 1689+82 | TEMP TRANS OS | | | | | 240 | | |
| 1678+00 | TO | 1689+74 | TEMP TRANS OS | 522 | 49 | 1,614.3 | | | | |
| 1678+00 | TO | 1689+74 | TEMP TRANS IS | 522 | 49 | 1,614.3 | | | | |
| 1689+74 | TO | 1693+58 | SB OS | | | 945.6 | 427 | | | |
| ALEXANDER RD. | | | | | | | | | | |
| 0+76 | TO | 9+01 | RT | | | | | | 367 | |
| 0+76 | TO | 3+65 | LT | | | | | | 128 | |
| 4+00 | TO | 8+89 | LT | | | | | | 217 | |
| COOK RD. SOUTH | | | | | | | | | | |
| 10+99 | TO | 21+14 | LT | | | | | | 451 | |
| 11+11 | TO | 25+06 | RT | | | | | | 620 | |
| 21+59 | TO | 23+80 | LT | | | | | | 98 | |
| 24+44 | TO | 25+06 | LT | | | | | | 28 | |
| STAGE 1B | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 433+20 | TO | 447+59 | NB OS | 1,601 | 321 | 4,357.9 | | | | |
| 433+31 | TO | 439+60 | NB OS | | | | | 64 | | |
| 433+40 | TO | 447+59 | NB OS | | | | | | 1,419 | |
| 439+74 | TO | 446+28 | NB OS | | | | | 66 | | |
| 446+42 | TO | 447+59 | NB OS | | | | | 12 | | |
| DEWEY RD. | | | | | | | | | | |
| 10+43 | TO | 11+50 | LT | | | | | 48 | | |

SHOULDERS

| LOCATION STATION TO STATION | | | DESCRIPTION | HOT-MIX ASPHALT SHOULDERS 8" | SUBBASE GRANULAR MATERIAL, TYPE C | BITUMINOUS MATERIALS (PRIME COAT)* | HOT-MIX ASPHALT SHOULDERS 9" | AGGREGATE SHOULDERS TYPE B | AGGREGATE SHOULDERS TYPE B 6" | SHOULDER RUMBLE STRIPS, 16 INCH |
|--------------------------------|----|--------|-------------|---------------------------------------|--|--|---------------------------------------|----------------------------------|--|--|
| | | | | SQ YD | TON | POUND | SQ YD | TON | SQ YD | FOOT |
| STAGE 2 | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 447+59 | TO | 449+88 | NB OS | 254 | 51 | 692.7 | | | | |
| 447+59 | TO | 459+75 | NB OS | | | | | | | 1,216 |
| 447+59 | TO | 459+89 | NB OS | | | | | 124 | | |
| 450+00 | TO | 452+20 | SB IS | | | | | | | 320 |
| 450+00 | TO | 459+70 | NB IS | | | | | | | 970 |
| 451+56 | TO | 482+03 | NB IS | | | | | 618 | | |
| 460+13 | TO | 481+89 | NB OS | | | | | 220 | | |
| 460+30 | TO | 475+75 | NB OS | | | | | | | 1,515 |
| 460+30 | TO | 480+30 | NB IS | | | | | | | 1,515 |
| 482+88 | TO | 492+40 | NB OS | | | | | 96 | | |
| 482+97 | TO | 515+72 | NB IS | | | | | 664 | | |
| 483+10 | TO | 492+25 | NB OS | | | | | | | 915 |
| 483+40 | TO | 510+90 | NB IS | | | | | | | 2,750 |
| 492+54 | TO | 506+98 | NB OS | | | | | 146 | | |
| 492+70 | TO | 506+80 | NB IS | | | | | | | 1,410 |
| 507+11 | TO | 512+05 | NB OS | | | | | 50 | | |
| 507+25 | TO | 511+90 | NB OS | | | | | | | 465 |
| 512+29 | TO | 516+12 | NB OS | | | | | 39 | | |
| 512+45 | TO | 515+90 | NB OS | | | | | | | 345 |
| 516+92 | TO | 523+73 | NB OS | | | | | 69 | | |
| 517+00 | TO | 576+55 | NB IS | | | | | 1,207 | | |
| 517+15 | TO | 523+60 | NB OS | | | | | | | 645 |
| 517+45 | TO | 571+75 | NB IS | | | | | | | 5,430 |
| 523+87 | TO | 529+47 | NB OS | | | | | 57 | | |
| 524+00 | TO | 529+30 | NB OS | | | | | | | 530 |
| 529+71 | TO | 537+55 | NB OS | | | | | 79 | | |
| 529+85 | TO | 537+40 | NB OS | | | | | | | 755 |
| 537+79 | TO | 541+40 | NB OS | | | | | 37 | | |
| 537+95 | TO | 541+25 | NB OS | | | | | | | 330 |
| 541+56 | TO | 562+93 | NB OS | | | | | 216 | | |
| 541+70 | TO | 562+75 | NB OS | | | | | | | 2,105 |
| 563+17 | TO | 576+79 | NB OS | | | | | 138 | | |
| 563+30 | TO | 576+40 | NB OS | | | | | | | 1,310 |
| 577+34 | TO | 597+66 | NB OS | | | | | 205 | | |
| 577+60 | TO | 597+50 | NB OS | | | | | | | 1,990 |
| 577+90 | TO | 601+15 | NB IS | | | | | | | 2,325 |
| 577+47 | TO | 605+93 | NB IS | | | | | 577 | | |
| 597+80 | TO | 606+08 | NB OS | | | | | 84 | | |
| 597+95 | TO | 605+80 | NB OS | | | | | | | 785 |
| 606+73 | TO | 623+67 | NB OS | | | | | 171 | | |
| 607+00 | TO | 623+50 | NB OS | | | | | | | 1,650 |
| 607+30 | TO | 689+30 | NB IS | | | | | | | 8,200 |
| 606+87 | TO | 694+13 | NB IS | | | | | 1,760 | | |
| 623+91 | TO | 665+87 | NB OS | | | | | 424 | | |
| 624+05 | TO | 665+70 | NB OS | | | | | | | 4,165 |
| 666+15 | TO | 694+41 | NB OS | | | | | 285 | | |
| 666+30 | TO | 685+75 | NB OS | | | | | | | 1,945 |
| 686+25 | TO | 694+15 | NB OS | | | | | | | 790 |
| 695+06 | TO | 710+60 | NB OS | | | | | 157 | | |
| 695+20 | TO | 705+53 | NB IS | | | | | 209 | | |
| 695+30 | TO | 710+60 | NB OS | | | | | | | 1,530 |
| 695+65 | TO | 705+65 | NB IS | | | | | | | 1,000 |
| STAGE 3 | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 678+00 | TO | 694+24 | SB OS | | | | | | 164 | |
| 678+00 | TO | 694+13 | SB IS | | | | | 327 | | |
| 678+00 | TO | 693+95 | SB OS | | | | | | | 1,595 |
| 678+00 | TO | 693+70 | SB IS | | | | | | | 1,535 |
| 694+95 | TO | 699+33 | SB OS | | | | | 44 | | |
| 695+21 | TO | 705+32 | SB IS | | | | | 205 | | |
| 695+25 | TO | 710+60 | SB OS | | | | | | | 1,570 |
| 699+57 | TO | 710+61 | SB OS | | | | | 112 | | |
| 700+00 | TO | 705+50 | SB IS | | | | | | | 550 |
| PROJECT TOTAL | | | | 4,625 | 785 | 13,499 | 427 | 16,141 | 1,909 | 96,160 |

NOTE:
FOR LIMITS OF ALTERNATE BIDDING QUANTITIES
SEE ALTERNATE BID A SCHEDULE SHEET AND
ALTERNATE BID B SCHEDULE SHEET

EARTHWORK

| LOCATION STATION TO STATION | EARTH EXCAVATION | FOR INFORMATION ONLY | | | | TOPSOIL FURNISH AND PLACE, 4" |
|--------------------------------|---------------------|--------------------------------|-----------------------------------|------------|--|-------------------------------------|
| | | AVERAGE SHRINKAGE FACTOR | EARTH EXCAVATION (ADJUSTED) | EMBANKMENT | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) | |
| | | CU YD | % | CU YD | CU YD | |
| STAGE 1A | | | | | | |
| US 45 | | | | | | |
| 392+00 TO 449+88 | 3,285 | 58.1% | 1,898 | 4,986 | -3,388 | |
| 449+88 TO 693+00 | 100,790 | 77.5% | 78,149 | 193,615 | -115,466 | |
| FOURTH ST. | | | | | | |
| 6+85 TO 9+50 | 390 | 68.1% | 265 | 228 | 37 | |
| JEFFERSON ST. | | | | | | |
| 9+00 TO 9+50 | 84 | 68.3% | 57 | 0 | 57 | |
| GROVE ST. | | | | | | |
| 9+00 TO 9+50 | 73 | 66.8% | 49 | 23 | 26 | |
| DEWEY ST. | | | | | | |
| 8+50 TO 9+50 | 124 | 65.0% | 81 | 2 | 79 | |
| ALEXANDER RD. | | | | | | |
| 0+78 TO 9+00 | 6239 | 79.8% | 4979 | 359 | 4,620 | 5,000 |
| SCHNAKE RD. | | | | | | |
| 10+00 TO 12+41 | 217 | 61.5% | 133 | 88 | 45 | 800 |
| S. COOK RD. | | | | | | |
| 10+50 TO 25+06 | 3,218 | 72.7% | 2,338 | 1,820 | 518 | |
| M. ROBERTS ENTRANCE | | | | | | |
| 0+10 TO 3+11 | 1,070 | 75.5% | 808 | 279 | 529 | |
| M. ROBERTS DITCH | | | | | | |
| 0+00 TO 8+18 | 1,901 | 72.5% | 1,378 | 642 | 737 | |
| LEFT COOK RD. | | | | | | |
| 10+25 TO 12+72 | 618 | 73.0% | 451 | 88 | 353 | |
| GANDERTOWN RD. | | | | | | |
| 10+00 TO 11+00 | 38 | 45.9% | 17 | 5 | 12 | |
| BOURLAND RD. | | | | | | |
| 3+31 TO 9+00 | 1,339 | 72.3% | 968 | 228 | 740 | |
| SHILOH RD. | | | | | | |
| 10+00 TO 15+30 | 845 | 68.2% | 576 | 148 | 428 | |
| CARTER FARM RD. | | | | | | |
| 6+54 TO 9+00 | 805 | 75.5% | 608 | 47 | 551 | |
| UNTHANK RD. | | | | | | |
| 5+37 TO 9+00 | 268 | 59.0% | 158 | 621 | -462 | |
| ABELL RD. | | | | | | |
| 10+00 TO 15+47 | 705 | 67.0% | 472 | 46 | 426 | |
| FLANDERS RD. | | | | | | |
| 11+70 TO 18+90 | 510 | 49.4% | 252 | 4,823 | -4,571 | |
| GARNER RD. | | | | | | |
| 7+12 TO 9+00 | 142 | 59.2% | 84 | 298 | -214 | |
| BIKE PATH | | | | | | |
| 401+75 TO 409+00 | 48 | 41.7% | 20 | 246 | -226 | |
| WETLANDS SITE | | | | | | |
| WETLAND SITE | 259,797 | 75.0% | 194,848 | 255 | 194,593 | |
| STAGE 1A TOTALS | 382,484 | | | | | 5,800 |

EARTHWORK

| LOCATION STATION TO STATION | EARTH EXCAVATION | FOR INFORMATION ONLY | | | | TOPSOIL FURNISH AND PLACE, 4" |
|--------------------------------|---------------------|--------------------------------|-----------------------------------|------------|--|-------------------------------------|
| | | AVERAGE SHRINKAGE FACTOR | EARTH EXCAVATION (ADJUSTED) | EMBANKMENT | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) | |
| | | CU YD | % | CU YD | CU YD | |
| STAGE 1B | | | | | | |
| U.S. 45 | | | | | | |
| 392+00 TO 447+59 | 7,232 | 71.9% | 5,200 | 4,234 | 966 | |
| CHOISSER ST. | | | | | | |
| 10+50 TO 11+00 | 68 | 65.8% | 44 | 1 | 43 | |
| FOURTH ST. SOUTH | | | | | | |
| 10+50 TO 11+50 | 171 | 71.1% | 121 | 33 | 88 | |
| JEFFERSON ST. | | | | | | |
| 10+50 TO 11+00 | 81 | 67.9% | 55 | 0 | 55 | |
| POPLAR ST. | | | | | | |
| 10+50 TO 11+00 | 47 | 61.2% | 29 | 0 | 29 | |
| DEWEY RD. | | | | | | |
| 10+50 TO 13+50 | 3 | 41.7% | 1 | 58 | -57 | |
| ADAMS ST. | | | | | | |
| 10+50 TO 11+00 | 23 | 51.6% | 12 | 4 | 8 | |
| STAGE 1B TOTALS | 7,625 | | | | | 0 |
| STAGE 2 | | | | | | |
| U.S. 45 | | | | | | |
| 447+50 TO 449+88 | 30 | 40.2% | 12 | 97 | -85 | |
| 449+88 TO 722+00 | 40,790 | 70.4% | 28,708 | 162,773 | -134,065 | |
| GANDERTOWN RD. | | | | | | |
| 11+00 TO 25+90 | 1,545 | 69.3% | 1,071 | 203 | 868 | |
| N. COOK RD. | | | | | | |
| 10+50 TO 11+38 | 63 | 58.3% | 37 | 0 | 37 | |
| VANGAMPLER RD. | | | | | | |
| 10+50 TO 18+66 | 1,700 | 71.5% | 1,215 | 470 | 745 | |
| FLANDERS RD. | | | | | | |
| 11+00 TO 11+70 | 15 | 41.7% | 6 | 469 | -463 | |
| COTTONWOOD RD. | | | | | | |
| 10+50 TO 19+85 | 1,920 | 72.8% | 1,397 | 888 | 509 | |
| STAGE 2 TOTALS | 46,063 | | | | | 0 |
| STAGE 3 | | | | | | |
| U.S. 45 | | | | | | |
| 638+00 TO 722+00 | 4,449 | 67.7% | 3,014 | 20,923 | -17,909 | |
| TEXAS CITY RD. | | | | | | |
| 7+92 TO 9+00 | 87 | 60.3% | 53 | 133 | -80 | |
| STAGE 3 TOTALS | 4,536 | | | | | 0 |
| PROJECT TOTAL | 440,710 | | | | | 5,800 |

NOTE: SEE ALTERNATE BID A AND ALTERNATE BID B SCHEDULE SHEETS FOR BORROW EXCAVATION SCHEDULE

NOTE:
FOR LIMITS OF ALTERNATE BIDDING QUANTITIES
SEE ALTERNATE BID A SCHEDULE SHEET AND
ALTERNATE BID B SCHEDULE SHEET

| | | | | | | | | | | | |
|--|--------------------|------------|------------|---|-------------------------------|---------------------------|------------|--------|-----------------|--------------|----|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | DRAWN - | REVISIED - | REVISIED - | | | 332 | (29,30)R-1 | SALINE | 745 | 44 | |
| PLOT SCALE = 100.00' / in. | CHECKED - | REVISIED - | REVISIED - | | | CONTRACT NO. 78077 | | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISIED - | REVISIED - | | | SCALE: N.T.S. | SHEET NO. | OF | SHEETS | STA. | TO |

SEEDING

| LOCATION STATION TO STATION | SEEDING, CLASS 1 | SEEDING, CLASS 2A | SEEDING, CLASS 4B | SEEDING, CLASS 7 | TEMPORARY EROSION CONTROL SEEDING | MULCH, METHOD 2 | NITROGEN FERTILIZER NUTRIENT | PHOSPHORUS FERTILIZER NUTRIENT | POTASSIUM FERTILIZER NUTRIENT | AGRICULTURAL GROUND LIMESTONE |
|-----------------------------|------------------|-------------------|-------------------|------------------|-----------------------------------|-----------------|------------------------------|--------------------------------|-------------------------------|-------------------------------|
| | ACRE | ACRE | ACRE | ACRE | POUND | ACRE | POUND | POUND | POUND | TON |
| STAGE 1A | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 391+78 LT TO 405+16 LT | 0.28 | | | 0.28 | 85 | 0.51 | 51 | 51 | 51 | 1.1 |
| 405+69 LT TO 432+90 LT | 1.08 | | | 1.08 | 323 | 1.97 | 194 | 194 | 194 | 4.3 |
| 433+23 LT TO 447+59 LT | 0.72 | | | 0.72 | 215 | 1.25 | 129 | 129 | 129 | 2.9 |
| 447+59 LT TO 482+35 LT | | 4.60 | | 4.60 | 1380 | 9.14 | 828 | 828 | 828 | 18.4 |
| 447+59 LT TO 693+50 LT | | | | 22.89 | | 22.89 | 2060 | 2060 | 2060 | 45.8 |
| 460+12 CL TO 482+39 CL | | | | 1.59 | | 1.59 | 143 | 143 | 143 | 3.2 |
| 482+61 CL TO 488+35 CL | | | | 0.35 | | 0.35 | 31 | 31 | 31 | 0.7 |
| 482+65 LT TO 516+07 LT | | 3.71 | | 3.71 | 1112 | 2.92 | 667 | 667 | 667 | 14.8 |
| 488+59 CL TO 516+21 CL | | | | 1.74 | | 1.74 | 157 | 157 | 157 | 3.5 |
| 516+31 LT TO 576+91 LT | | 5.89 | | 5.89 | 1767 | 5.56 | 1060 | 1060 | 1060 | 23.6 |
| 516+40 CL TO 576+93 CL | | | | 4.11 | | 4.11 | 370 | 370 | 370 | 8.2 |
| 577+10 CL TO 606+31 CL | | | | 2.11 | | 2.11 | 190 | 190 | 190 | 4.2 |
| 577+13 LT TO 606+29 LT | 2.67 | | | 2.67 | 801 | 2.67 | 480 | 480 | 480 | 10.7 |
| 606+49 CL TO 649+28 CL | | | | 2.31 | | 2.31 | 208 | 208 | 208 | 4.6 |
| 606+51 LT TO 649+05 LT | | 5.42 | | 5.42 | 1627 | 3.90 | 976 | 976 | 976 | 21.7 |
| 649+46 CL TO 689+28 CL | | | | 2.69 | | 2.69 | 242 | 242 | 242 | 5.4 |
| 649+70 LT TO 693+50 LT | | 6.54 | | 6.54 | 1962 | 7.33 | 1177 | 1177 | 1177 | 26.2 |
| FOURTH ST. | | | | | | | | | | |
| 6+89 LT TO 7+01 LT | 0.01 | | | 0.01 | 2 | 0.01 | 1 | 1 | 1 | 0.0 |
| 7+01 RT TO 9+01 RT | 0.09 | | | 0.09 | 26 | 0.04 | 15 | 15 | 15 | 0.3 |
| 7+62 LT TO 8+88 LT | 0.05 | | | 0.05 | 14 | | 8 | 8 | 8 | 0.2 |
| DEWEY ST. | | | | | | | | | | |
| 8+93 LT TO 9+25 LT | 0.01 | | | 0.01 | 3 | | 2 | 2 | 2 | 0.04 |
| ALEXANDER RD. | | | | | | | | | | |
| 0+76 LT TO 1+52 RT | | 0.03 | | 0.03 | 8 | | 5 | 5 | 5 | 0.1 |
| 0+76 RT TO 7+67 RT | | 0.41 | | 0.41 | 124 | | 74 | 74 | 74 | 1.6 |
| 1+34 LT TO 4+24 LT | | 0.32 | | 0.32 | 96 | 0.18 | 58 | 58 | 58 | 1.3 |
| 3+89 LT TO 8+66 RT | | 0.36 | | 0.36 | 109 | | 66 | 66 | 66 | 1.5 |
| 7+72 RT TO 9+02 RT | | 0.11 | | 0.11 | 32 | | 19 | 19 | 19 | 0.4 |
| SOUTH COOK RD. | | | | | | | | | | |
| 10+49 LT TO 21+28 LT | | 0.61 | | 0.61 | 182 | | 109 | 109 | 109 | 2.4 |
| 10+49 RT TO 13+76 RT | | 0.52 | | 0.52 | 156 | | 94 | 94 | 94 | 2.1 |
| 13+98 RT TO 25+06 RT | | 0.51 | | 0.51 | 153 | | 92 | 92 | 92 | 2.0 |
| 21+46 LT TO 24+14 LT | | 0.32 | | 0.32 | 96 | 0.38 | 58 | 58 | 58 | 1.3 |
| M. ROBERTS ENTRANCE | | | | | | | | | | |
| 0+41 LT TO 2+75 LT | | 0.09 | | 0.09 | 27 | | 16 | 16 | 16 | 0.4 |
| 0+41 RT TO 2+82 RT | | 0.20 | | 0.20 | 60 | | 36 | 36 | 36 | 0.8 |
| M. ROBERTS DITCH | | | | | | | | | | |
| 0+10 TO 2+45 | | 0.20 | | 0.20 | 60 | | 36 | 36 | 36 | 0.8 |
| 2+88 TO 8+18 | | 0.51 | | 0.51 | 153 | | 92 | 92 | 92 | 2.0 |
| BOURLAND RD. | | | | | | | | | | |
| 3+32 LT TO 5+40 LT | | 0.11 | | 0.11 | 34 | | 20 | 20 | 20 | 0.5 |
| 3+32 RT TO 8+91 RT | | 0.36 | | 0.36 | 107 | | 64 | 64 | 64 | 1.4 |
| 5+61 LT TO 9+09 LT | | 0.26 | | 0.26 | 77 | | 46 | 46 | 46 | 1.0 |
| SHILOH RD. | | | | | | | | | | |
| 10+15 RT TO 15+30 RT | | 0.44 | | 0.44 | 133 | 0.62 | 80 | 80 | 80 | 1.8 |
| 11+59 LT TO 15+30 LT | | 0.08 | | 0.08 | 25 | | 15 | 15 | 15 | 0.3 |
| CARTER FARM RD. | | | | | | | | | | |
| 6+54 LT TO 6+89 LT | | 0.01 | | 0.01 | 2 | | 1 | 1 | 1 | 0.0 |
| 6+54 RT TO 9+01 RT | | 0.11 | | 0.11 | 32 | | 19 | 19 | 19 | 0.4 |
| 7+11 LT TO 8+00 LT | | 0.05 | | 0.05 | 15 | | 9 | 9 | 9 | 0.2 |
| 8+13 LT TO 9+01 RT | | 0.07 | | 0.07 | 21 | | 12 | 12 | 12 | 0.3 |
| UNTHANK RD. | | | | | | | | | | |
| 5+37 RT TO 8+87 RT | | 0.08 | | 0.08 | 24 | | 15 | 15 | 15 | 0.3 |
| 6+09 LT TO 8+92 LT | | 0.27 | | 0.27 | 82 | | 49 | 49 | 49 | 1.1 |
| ABELL RD. | | | | | | | | | | |
| 10+08 LT TO 15+47 LT | | 0.12 | | 0.12 | 36 | | 21 | 21 | 21 | 0.5 |
| 12+77 RT TO 15+47 RT | | 0.26 | | 0.26 | 78 | 0.40 | 47 | 47 | 47 | 1.0 |
| FLANDERS RD. | | | | | | | | | | |
| 10+50 LT TO 15+39 LT | | 0.21 | | 0.21 | 64 | | 38 | 38 | 38 | 0.8 |
| 10+50 RT TO 15+39 RT | | 0.27 | | 0.27 | 80 | | 48 | 48 | 48 | 1.1 |
| 15+61 LT TO 18+90 LT | | 0.08 | | 0.08 | 23 | | 14 | 14 | 14 | 0.3 |
| 15+61 RT TO 18+90 RT | | 0.06 | | 0.06 | 19 | | 11 | 11 | 11 | 0.3 |
| GARNER RD. | | | | | | | | | | |
| 7+12 LT TO 9+41 LT | | 0.09 | | 0.09 | 28 | | 17 | 17 | 17 | 0.4 |
| 7+12 RT TO 9+41 RT | | 0.09 | | 0.09 | 28 | | 17 | 17 | 17 | 0.4 |
| WETLAND SITE | | | | | | | | | | |
| 650+75 LT TO 665+25 LT | | | 27.45 | | | 27.45 | 2471 | 2471 | 2471 | 54.9 |

SEEDING

| LOCATION STATION TO STATION | SEEDING, CLASS 1 | SEEDING, CLASS 2A | SEEDING, CLASS 4B | SEEDING, CLASS 7 | TEMPORARY EROSION CONTROL SEEDING | MULCH, METHOD 2 | NITROGEN FERTILIZER NUTRIENT | PHOSPHORUS FERTILIZER NUTRIENT | POTASSIUM FERTILIZER NUTRIENT | AGRICULTURAL GROUND LIMESTONE |
|-----------------------------|------------------|-------------------|-------------------|------------------|-----------------------------------|-----------------|------------------------------|--------------------------------|-------------------------------|-------------------------------|
| | ACRE | ACRE | ACRE | ACRE | POUND | ACRE | POUND | POUND | POUND | TON |
| STAGE 1B | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 392+75 RT TO 405+71 RT | 0.37 | | | 0.37 | 111 | 0.43 | 66 | 66 | 66 | 1.5 |
| 405+95 RT TO 433+06 RT | 1.33 | | | 1.33 | 399 | 1.65 | 239 | 239 | 239 | 5.3 |
| 433+20 RT TO 447+59 RT | 1.04 | | | 1.04 | 312 | 0.69 | 187 | 187 | 187 | 4.2 |
| POPLAR ST. | | | | | | | | | | |
| 10+69 LT TO 11+18 LT | 0.01 | | | 0.01 | 2 | 0.01 | 1 | 1 | 1 | 0.02 |
| ADAMS ST. | | | | | | | | | | |
| 10+68 LT TO 11+14 LT | 0.01 | | | 0.01 | 2 | 0.01 | 1 | 1 | 1 | 0.02 |
| STAGE 2 | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 451+56 CL TO 459+90 CL | | 0.48 | | | 144 | 0.48 | 43 | 43 | 43 | 1.0 |
| 457+59 RT TO 482+35 RT | | 1.77 | | 1.77 | 531 | 1.04 | 319 | 319 | 319 | 7.1 |
| 460+12 CL TO 482+03 CL | | 1.77 | | 1.12 | 531 | 2.89 | 260 | 260 | 260 | 5.8 |
| 482+65 RT TO 516+54 RT | | 3.33 | | 3.33 | 999 | 3.05 | 599 | 599 | 599 | 13.3 |
| 482+97 CL TO 515+72 CL | | 2.59 | | 1.24 | 777 | 3.83 | 345 | 345 | 345 | 7.7 |
| 516+70 RT TO 576+91 RT | | 5.91 | | 5.91 | 1773 | 5.42 | 1064 | 1064 | 1064 | 23.6 |
| 516+99 CL TO 576+55 CL | | 4.97 | | 2.71 | 1491 | 7.69 | 692 | 692 | 692 | 15.4 |
| 577+13 RT TO 606+29 RT | | 2.82 | | 2.82 | 846 | 2.61 | 508 | 508 | 508 | 11.3 |
| 577+49 CL TO 605+94 CL | | 2.26 | | 1.68 | 678 | 3.94 | 355 | 355 | 355 | 8.0 |
| 606+51 RT TO 694+62 RT | | 9.71 | | 9.71 | 2913 | 7.97 | 1748 | 1748 | 1748 | 38.8 |
| 606+88 CL TO 678+00 CL | | 6.09 | | 3.41 | 1827 | 9.50 | 855 | 855 | 855 | 19.0 |
| 682+32 CL TO 694+12 CL | | | | 0.48 | | 0.48 | 44 | 44 | 44 | 1.0 |
| 694+85 RT TO 721+58 RT | | 2.44 | | 2.44 | 732 | 1.38 | 439 | 439 | 439 | 9.8 |
| 695+21 CL TO 705+21 CL | | | | 0.60 | | 0.60 | 54 | 54 | 54 | 1.2 |
| GANDERTOWN RD. | | | | | | | | | | |
| 19+94 RT TO 21+02 RT | | | | 0.02 | | 0.02 | 6 | 4 | 4 | 0.1 |
| 21+18 RT TO 22+88 RT | | | | 0.05 | | 0.05 | 15 | 9 | 9 | 0.2 |
| 23+12 RT TO 25+90 RT | | | | 0.11 | | 0.11 | 33 | 20 | 20 | 0.4 |
| VANGAMPLER RD. | | | | | | | | | | |
| 11+10 LT TO 15+79 LT | | 0.28 | | 0.28 | 84 | 0.08 | 50 | 50 | 50 | 1.1 |
| 11+10 RT TO 18+66 RT | | 0.30 | | 0.30 | 90 | | 54 | 54 | 54 | 1.2 |
| 15+95 LT TO 18+66 LT | | 0.13 | | 0.13 | 39 | | 23 | 23 | 23 | 0.5 |
| COTTONWOOD RD. | | | | | | | | | | |
| 10+95 RT TO 16+52 RT | | 0.24 | | 0.24 | 72 | | 44 | 44 | 44 | 1.0 |
| 11+00 LT TO 16+37 LT | | 0.18 | | 0.18 | 54 | | 33 | 33 | 33 | 0.7 |
| 16+53 LT TO 19+84 LT | | 0.16 | | 0.16 | 48 | | 28 | 28 | 28 | 0.6 |
| 16+68 RT TO 18+66 LT | | 0.14 | | 0.14 | 42 | | 25 | 25 | 25 | 0.6 |
| STAGE 3 | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 678+00 LT TO 694+38 LT | | 0.90 | | 0.90 | 270 | 0.08 | 162 | 162 | 162 | 3.6 |
| 678+00 CL TO 694+13 CL | | 1.30 | | 1.30 | 390 | 2.59 | 234 | 234 | 234 | 5.2 |
| 694+65 LT TO 699+34 LT | | 0.45 | | 0.45 | 135 | 0.40 | 81 | 81 | 81 | 1.8 |
| 695+21 CL TO 705+21 CL | | 0.59 | | 0.59 | 177 | 1.19 | 106 | 106 | 106 | 2.4 |
| 699+56 LT TO 721+48 LT | | 2.14 | | 2.14 | 642 | 1.45 | 385 | 385 | 385 | 8.6 |
| PROJECT TOTAL | | | | | | | | | | |
| | 5.00 | 87.25 | 27.50 | 123.25 | 27,640 | 161.75 | 21,834 | 21,834 | 21,834 | 485.3 |

NOTE: FERTILIZER APPLICATION RATE = 90 LB/ACRE
 AGRICULTURAL GROUND LIMESTONE RATE = 2 TONS/ACRE
 TEMPORARY EROSION CONTROL SEEDING INCLUDES 3 APPLICATIONS, APPLICATION RATE = 100 LB/ACRE

EROSION CONTROL

| LOCATION STATION TO STATION | EROSION CONTROL BLANKET | PERIMETER EROSION BARRIER | STONE RIPRAP, CLASS A4 | STONE RIPRAP, CLASS A5 | STONE DUMPED RIPRAP, CLASS A4 | FILTER FABRIC | TEMPORARY DITCH CHECKS | INLET & PIPE PROTECTION |
|-----------------------------|-------------------------|---------------------------|------------------------|------------------------|-------------------------------|---------------|------------------------|-------------------------|
| | SQ YD | FOOT | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | EACH |
| STAGE 1A | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 392+21 LT TO 394+55 LT | | | | | | | | 7 |
| 394+96 LT TO 395+59 LT | | 65 | | | | | | 2 |
| 395+88 LT TO 396+19 LT | | 30 | | | | | | 1 |
| 396+43 LT TO 396+86 LT | | 45 | | | | | | 1 |
| 397+21 LT TO 397+68 LT | | 50 | | | | | | 1 |
| 397+25 RT | | | | | | | | 1 |
| 397+92 LT TO 398+59 LT | | 50 | | | | | | 2 |
| 399+04 LT TO 402+10 LT | | | | | | | | 7 |
| 403+01 LT TO 404+66 LT | | 75 | | | | | | 1 |
| 404+00 LT TO 405+16 LT | 145 | | | | | | | |
| 404+66 LT TO 405+24 LT | | | | 168 | | 168 | | |
| 405+56 LT TO 406+96 LT | | 105 | | | | | | 1 |
| 405+89 LT TO 407+21 LT | 446 | | | | | | | |
| 407+00 LT | | | | 24 | 52 | 7 | | |
| 407+17 LT TO 409+00 LT | | 275 | | | | | | 2 |
| 409+30 LT TO 412+20 LT | | | | | | | | 5 |
| 413+00 LT TO 413+71 LT | | 85 | | | | | | 2 |
| 413+90 LT | | | | | | | | 1 |
| 414+50 LT TO 423+00 LT | | | | | | | | 11 |
| 424+09 LT TO 425+22 LT | | 110 | | | | | | 1 |
| 424+90 LT | | | | 53 | | | | |
| 425+92 RT | | | | | | | | 1 |
| 426+05 LT | | | | | | | | 1 |
| 427+94 LT TO 430+39 LT | | 235 | | | | | | 2 |
| 430+96 LT | | | | | | | | 2 |
| 433+33 LT TO 434+51 LT | | 120 | | | | | | 2 |
| 434+76 LT TO 446+00 LT | | 1,135 | | | | | 48 | |
| 436+04 LT TO 446+38 LT | 360 | | | | | | | 1 |
| 446+48 LT TO 447+52 LT | 76 | | | | | | | |
| 447+60 LT | | | | | | | 12 | |
| 449+50 LT TO 459+00 LT | | 955 | | | | | 12 | |
| 459+64 CL | | | | | | | | 1 |
| 459+00 LT TO 459+90 LT | 139 | | | | | | | 1 |
| 460+44 CL | | | | | | | | 1 |
| 464+00 LT TO 481+90 LT | | | | | | | 96 | 4 |
| 473+28 CL | | | | | | | | 1 |
| 480+75 LT | | | | 21 | | 21 | | |
| 481+75 LT | | | | | 116 | | | |
| 482+15 RT | | | | | 30 | | | |
| 482+65 LT TO 516+07 LT | 10,868 | | | | | | 120 | 1 |
| 483+00 RT | | | | | | | | 1 |
| 484+94 RT | | | | | | | | 1 |
| 486+50 LT TO 487+68 LT | | 125 | | | | | | |
| 488+12 LT TO 515+67 LT | | 2,790 | | | | | | |
| 506+25 CL | | | | | | | | 1 |
| 506+25 LT | | | | 30 | | | | |
| 506+25 RT | | | | | | | | 1 |
| 510+60 CL | | | | | | | | 1 |
| 516+50 LT TO 540+46 LT | 6,354 | | | | | | 120 | |
| 516+64 LT TO 540+42 LT | | 2,390 | | | | | | |
| 526+50 CL | | | | | | | | 1 |
| 526+50 LT | | | | 30 | | | | |
| 526+50 RT | | | | | | | | 1 |
| 533+55 CL | | | | | | | | 1 |
| 533+55 RT | | | | | | | | 1 |
| 540+51 LT TO 576+77 LT | 8,700 | | | | | | 144 | |
| 540+51 LT TO 576+34 LT | | 3,585 | | | | | | |
| 541+00 CL | | | | | | | | 1 |
| 571+00 CL | | | | | | | | 1 |
| 571+60 RT | | | | | | | | 1 |
| 576+71 LT | | | | | | | | 1 |
| 577+51 LT TO 606+29 LT | 6,456 | | | | | | 72 | |
| 577+75 LT TO 605+82 LT | | 2,810 | | | | | | |
| 590+35 RT | | | | | | | | 1 |
| 598+00 CL | | | | | | | | 1 |
| 606+51 LT TO 649+00 LT | 16,798 | | | | | | 132 | |
| 607+19 LT TO 614+00 LT | | 685 | | | | | | |
| 613+00 CL | | | | | | | | 1 |
| 614+41 LT | | | | | | | | 1 |
| 616+00 LT TO 630+00 LT | | 1,410 | | | | | | |
| 632+08 CL | | | | | | | | 1 |
| 636+00 LT TO 648+00 LT | | 1,205 | | | | | | |
| 644+96 LT | | | | 91 | | 91 | | |
| 649+70 LT TO 693+50 LT | 13,916 | | | | | | 264 | |
| 649+80 CL | | | | | | | | 1 |
| 657+00 LT | | | | | | | | 1 |
| 657+75 LT | | | | 36 | | 36 | | |
| 663+96 CL | | | | | | | | 1 |
| 671+00 LT TO 687+00 LT | | 1,640 | | | | | | |
| 680+54 CL | | | | | | | | 1 |
| 690+41 LT | | | | | | | | 1 |
| 691+77 RT | | | | | 30 | | | |

EROSION CONTROL

| LOCATION STATION TO STATION | EROSION CONTROL BLANKET | PERIMETER EROSION BARRIER | STONE RIPRAP, CLASS A4 | STONE RIPRAP, CLASS A5 | STONE DUMPED RIPRAP, CLASS A4 | FILTER FABRIC | TEMPORARY DITCH CHECKS | INLET & PIPE PROTECTION |
|-----------------------------|-------------------------|---------------------------|------------------------|------------------------|-------------------------------|---------------|------------------------|-------------------------|
| | SQ YD | FOOT | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | EACH |
| FOURTH ST. | | | | | | | | |
| 6+89 LT TO 7+01 LT | | 25 | | | | | | 1 |
| 7+01 RT TO 9+01 RT | 314 | 240 | | | | | | 1 |
| 7+62 LT TO 8+88 LT | 219 | 155 | | | | | | |
| FOURTH ST. BRIDGE | | | 183 | | | 183 | | |
| DEWEY ST. | | | | | | | | |
| 8+93 LT TO 9+25 LT | 46 | | | | | | | |
| 9+12 RT TO 9+50 RT | 70 | | | | | | | |
| BIKE PATH | | | | | | | | |
| 411+00 LT TO 413+13 LT | | 200 | | | | | | |
| ALEXANDER RD. | | | | | | | | |
| 0+76 LT TO 1+52 RT | 130 | | | | | | | |
| 0+76 RT TO 7+67 RT | 1,996 | 675 | | | | | 24 | |
| 1+43 RT | | | | | 30 | | | |
| 1+74 LT TO 4+24 LT | 1,125 | | | | | | | 1 |
| 2+00 LT TO 7+00 LT | | | | | | | 36 | |
| 3+89 LT TO 8+66 RT | 1,763 | | | | | | | |
| 7+72 RT TO 9+02 RT | 507 | | | | | | | 2 |
| 7+77 RT TO 8+47 RT | | 80 | | | | | | 12 |
| 7+96 RT | | | | | 53 | | | |
| SCHNAKE RD. | | | | | | | | |
| 11+00 LT TO 12+40 LT | | | | | | | 24 | |
| SOUTH COOK RD. | | | | | | | | |
| 10+49 LT TO 21+28 LT | 2,926 | | | | | | 72 | 2 |
| 10+49 RT TO 13+76 RT | 2,492 | | | | | | | 1 |
| 10+95 LT TO 21+10 LT | | 1,045 | | | | | | |
| 13+98 RT TO 25+06 RT | 2,458 | | | | | | 60 | |
| 21+46 LT TO 24+14 LT | 1,529 | | | | | | 12 | |
| 25+00 LT | | | | | | | 12 | |
| M. ROBERTS ENTRANCE | | | | | | | | |
| 0+41 LT TO 2+75 LT | 423 | | | | | | | |
| 0+41 RT TO 2+82 RT | 983 | | | | | | | |
| 2+05 LT TO 2+86 LT | | 295 | | | | | 12 | 1 |
| M. ROBERTS DITCH | | | | | | | | |
| 0+10 TO 2+45 | 988 | | | | | | | |
| BOURLAND RD. | | | | | | | | |
| 3+32 LT TO 5+40 LT | 548 | | | | | | 12 | |
| 3+32 RT TO 8+91 RT | 1,728 | | | | | | 24 | 1 |
| 5+81 LT TO 9+09 LT | 1,240 | | | | | | 36 | |
| 8+22 LT | | | | | 53 | | | |
| SHILOH RD. | | | | | | | | |
| 11+59 LT TO 15+30 LT | 395 | | | | | | 12 | 1 |
| 12+68 RT TO 15+30 RT | 653 | | | | | | | 2 |
| CARTER FARM RD. | | | | | | | | |
| 6+54 LT TO 6+89 LT | 28 | | | | | | | |
| 6+54 RT TO 9+01 RT | 506 | | | | | | 12 | |
| 7+11 LT TO 8+00 LT | 247 | | | | | | | 1 |
| 8+13 LT TO 9+01 RT | 332 | | | | | | | |
| UNTHANK RD. | | | | | | | | |
| 5+37 RT TO 8+87 RT | 394 | | | | | | 24 | |
| 5+77 LT | | | | | | | | 1 |
| 6+09 LT TO 8+92 LT | 1,324 | | | | | | 24 | |
| ABELL RD. | | | | | | | | |
| 10+08 LT TO 15+47 LT | 577 | | | | | | 24 | |
| 10+36 RT | | | | | | | 12 | |
| 13+43 RT TO 15+47 RT | 283 | | | | | | 12 | 1 |
| FLANDERS RD. | | | | | | | | |
| 10+50 LT TO 15+39 LT | 1,024 | | | | | | 12 | |
| 10+50 RT TO 15+39 RT | 1,298 | | | | | | 12 | 2 |
| 10+93 LT TO 15+39 LT | | 440 | | | | | | |
| 10+98 RT TO 15+39 RT | | 490 | | | | | | 1 |
| 15+81 LT TO 16+55 LT | | 100 | | | | | | |
| 15+81 LT TO 18+90 LT | 376 | | | | | | 24 | |
| 15+81 RT TO 18+58 RT | | 290 | | | | | | |
| 15+81 RT TO 18+90 RT | 307 | | | | | | 24 | |
| GARNER RD. | | | | | | | | |
| 7+12 LT TO 9+41 LT | 453 | | | | | | 12 | |
| 7+12 RT TO 9+41 RT | 447 | | | | | | 12 | |

EROSION CONTROL

| LOCATION STATION TO STATION | EROSION CONTROL BLANKET | PERIMETER EROSION BARRIER | STONE RIPRAP, CLASS A4 | STONE RIPRAP, CLASS A5 | STONE DUMPED RIPRAP, CLASS A4 | FILTER FABRIC | TEMPORARY DITCH CHECKS | INLET & PIPE PROTECTION |
|--------------------------------|-------------------------------|---------------------------------|------------------------------|------------------------------|--|------------------|------------------------------|----------------------------|
| | SQ YD | FOOT | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | EACH |
| STAGE 1B | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 392+92 RT | | | | | | | | 1 |
| 393+00 RT TO 393+35 RT | 75 | | | | | | | 1 |
| 393+48 RT TO 393+87 RT | 85 | | | | | | | 2 |
| 393+97 RT | | | | | | | | 1 |
| 395+26 RT TO 402+94 RT | | | | | | | | 17 |
| 404+50 RT TO 405+71 RT | 577 | | | | | | | 3 |
| 405+95 RT TO 407+50 RT | 750 | | | | | | | 3 |
| 407+00 RT | | | | 24 | 58 | 8 | | |
| 408+42 RT TO 412+65 RT | | | | | | | | 9 |
| 412+93 RT TO 413+29 RT | 88 | | | | | | | 2 |
| 413+52 RT TO 413+82 RT | 50 | | | | | | | 2 |
| 414+88 RT TO 428+70 RT | | | | | | | | 18 |
| 426+60 RT | | | | | 13 | | | |
| 429+48 RT TO 433+06 RT | 1,563 | | | | | | | 1 |
| 433+27 RT TO 439+61 RT | 2,618 | | | | | | | 1 |
| 439+73 RT TO 446+30 RT | 648 | | | | | | | 1 |
| 446+39 RT TO 447+50 RT | 97 | | | | | | | |
| STAGE 2 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 458+50 RT TO 459+76 RT | | 155 | | | | | | 1 |
| 458+50 RT TO 459+90 RT | 331 | | | | | | | |
| 459+97 RT TO 466+25 RT | | 650 | | | | | | |
| 459+97 RT TO 482+35 RT | 5,742 | | | | | | | |
| 466+40 RT TO 474+00 RT | | 725 | | | | 60 | | |
| 473+54 RT | | | | | 30 | | | |
| 480+70 RT TO 505+50 RT | | | | | | 132 | | 2 |
| 480+75 RT | | | 21 | | | 21 | | |
| 482+65 RT TO 492+65 RT | 2,406 | | | | | | | |
| 484+50 RT TO 486+00 RT | | 150 | | | | | | |
| 492+33 RT | | | | 13 | | | | |
| 492+84 CL | | | | | | | | 1 |
| 492+61 RT TO 507+05 RT | 4,592 | | | | | | | |
| 494+05 RT TO 502+08 RT | | 835 | | | | | | |
| 505+50 RT TO 507+05 RT | | 160 | | | | | | 1 |
| 506+67 CL | | | | | | | | 1 |
| 507+13 RT TO 512+06 RT | 803 | 500 | | | | | | 2 |
| 512+28 RT TO 516+54 RT | 928 | 500 | | | | 12 | | 1 |
| 512+38 RT | | | | | 13 | | | |
| 512+58 CL | | | | | | | | 1 |
| 516+70 RT TO 523+79 RT | 1,770 | | | | | 12 | | 2 |
| 517+12 RT TO 523+79 RT | | 655 | | | | | | |
| 523+44 CL | | | | | | | | 1 |
| 523+87 RT TO 529+48 RT | 1,415 | 560 | | | | 12 | | 1 |
| 529+23 CL | | | | | | | | 1 |
| 529+70 RT TO 533+00 RT | | 330 | | | | | | |
| 529+70 RT TO 537+78 RT | 1,948 | | | | | 24 | | 2 |
| 529+83 RT | | | | 30 | | | | |
| 537+79 RT TO 541+62 RT | 818 | | | | | 12 | | |
| 538+04 CL | | | | | | | | 1 |
| 541+58 RT TO 562+94 RT | 5,319 | | | | | 84 | | |
| 541+86 CL | | | | | | | | 1 |
| 557+79 CL | | | | | | | | 1 |
| 554+00 RT TO 562+94 RT | | 900 | | | | | | 1 |
| 563+16 RT TO 576+25 RT | | 1,315 | | | | | | |
| 563+16 RT TO 576+91 RT | 4,205 | | | | | 48 | | 1 |
| 577+13 RT TO 597+67 RT | 5,527 | | | | | 72 | | |
| 577+32 RT | | | | 41 | | | | |
| 577+75 RT TO 597+67 RT | | 2,010 | | | | | | |
| 587+67 CL | | | | | | | | 1 |
| 590+33 RT | | | | 30 | | | | |
| 597+82 RT TO 606+29 RT | 1,812 | | | | | 12 | | 1 |
| 597+85 RT TO 605+78 RT | | 795 | | | | | | |
| 606+51 RT TO 623+68 RT | 4,803 | | | | | 60 | | |
| 607+02 RT TO 617+50 RT | | 1,060 | | | | | | |
| 613+00 CL | | | | | | | | 1 |
| 621+00 RT TO 623+68 RT | | 270 | | | | | | 1 |
| 623+00 CL | | | | | | | | 1 |
| 623+00 RT | | | | 13 | | | | |
| 623+90 RT TO 645+48 RT | | 2,170 | | | | | | |
| 623+90 RT TO 666+07 RT | 15,855 | | | | | 204 | | |
| 644+89 CL | | | | | | | | 1 |
| 644+96 RT | | | | 92 | | 92 | | |
| 649+07 RT TO 666+07 RT | | 2,040 | | | | | | |
| 657+75 RT | | | | 36 | | 36 | | |
| 665+85 RT | | | | | 41 | | | |

EROSION CONTROL

| LOCATION STATION TO STATION | EROSION CONTROL BLANKET | PERIMETER EROSION BARRIER | STONE RIPRAP, CLASS A4 | STONE RIPRAP, CLASS A5 | STONE DUMPED RIPRAP, CLASS A4 | FILTER FABRIC | TEMPORARY DITCH CHECKS | INLET & PIPE PROTECTION |
|--------------------------------|-------------------------------|---------------------------------|------------------------------|------------------------------|--|------------------|------------------------------|----------------------------|
| | SQ YD | FOOT | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | EACH |
| 666+18 RT TO 685+89 RT | 5,244 | | | | | | 72 | 1 |
| 666+30 RT TO 685+89 RT | | 1,955 | | | | | | |
| 686+11 RT TO 686+57 RT | | 340 | | | | | | |
| 686+11 RT TO 694+62 RT | 1,786 | | | | | | 48 | 2 |
| 689+73 RT TO 694+45 RT | | 860 | | | | | | |
| 694+85 RT TO 721+58 RT | 8,455 | | | | | | | 1 |
| 695+04 RT TO 712+43 RT | | 1,785 | | | | | 96 | |
| 712+65 RT TO 714+00 RT | | 130 | | | | | | |
| 714+00 RT TO 721+00 RT | | | | | | | 60 | |
| GANDERTOWN RD. | | | | | | | | |
| 19+94 RT TO 21+02 RT | 105 | | | | | | | 1 |
| 21+18 RT TO 22+88 RT | 260 | | | | | | | 1 |
| 23+12 RT TO 25+90 RT | 546 | 265 | | | | | 12 | 1 |
| 23+98 LT TO 25+31 LT | | 175 | | | | | 24 | |
| VANGAMPLER RD. | | | | | | | | |
| 11+10 LT TO 15+79 LT | 1,144 | | | | | | 12 | |
| 11+10 LT TO 18+66 LT | | 750 | | | | | | |
| 11+10 RT TO 18+66 RT | 1,433 | 795 | | | | | 36 | |
| 15+95 LT TO 18+66 LT | 611 | | | | | | 24 | 1 |
| COTTONWOOD RD. | | | | | | | | |
| 10+95 RT TO 16+52 RT | 1,180 | | | | | | 12 | 1 |
| 11+00 LT TO 16+37 LT | 892 | | | | | | 12 | 1 |
| 16+53 LT TO 19+84 LT | 757 | | | | | | 12 | |
| 16+68 RT TO 18+66 RT | 690 | | | | | | | |
| 19+50 RT | | | | | | | 12 | |
| STAGE 3 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 678+00 LT TO 686+05 LT | | 1,025 | | | | | | |
| 678+00 LT TO 694+46 LT | 4,141 | | | | | | 72 | 1 |
| 694+65 LT TO 696+34 LT | 1,222 | | | | | | 24 | 1 |
| 699+56 LT TO 721+49 LT | 6,833 | | | | | | 120 | |
| PROJECT TOTAL | | | | | | | | |
| | 194,509 | 47,850 | 183 | 345 | 929 | 663 | 2,964 | 208 |

WETLAND SITE

| LOCATION | O/S | REINFORCEMENT BARS | CLASS SI CONCRETE, (MISC.) | NOTES |
|----------------------|----------|-----------------------|----------------------------------|----------|
| | | POUND | CU YD | |
| STAGE 1A | | | | |
| U.S. 45 | | | | |
| 657+75 | 140.5 LT | 280 | 6.7 | SPILLWAY |
| PROJECT TOTAL | | 280 | 6.7 | |

TREE REMOVAL

| LOCATION STATION | OFFSET | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | TREE REMOVAL (OVER 15 UNITS DIAMETER) | TREE REMOVAL (ACRES) | COMMENTS |
|-------------------------|---------|---------------------------------------|---------------------------------------|----------------------|----------|
| | | UNIT | UNIT | ACRES | |
| STAGE 1A | | | | | |
| U.S. 45 | | | | | |
| 411+33 | 46' LT | 6 | | | |
| 411+67 | 57' LT | 6 | | | |
| 412+29 | 50' LT | 15 | | | |
| 414+11 | 34' LT | | 30 | | |
| 415+16 | 32' LT | 6 | | | |
| 415+35 TO 416+45 | 20' LT | | | 0.11 | |
| 417+43 | 46' LT | 12 | | | |
| 428+00 | 54' LT | | 18 | | |
| 457+80 TO 480+00 | 75' LT | | | 0.25 | |
| 470+70 TO 482+00 | 10' LT | | | 1.36 | |
| 480+95 | 100' RT | | 30 | | |
| 482+30 | 4' LT | | 18 | | |
| 482+45 TO 486+70 | 5' LT | | | 0.17 | |
| 482+50 TO 487+95 | 45' LT | | | 0.88 | |
| 482+80 TO 483+50 | 70' LT | | | 0.05 | |
| 488+81 | 74' LT | | 48 | | |
| 489+20 TO 516+00 | 40' LT | | | 3.95 | |
| 490+00 | 20' LT | | 18 | | |
| 491+00 | 20' LT | | 24 | | |
| 492+20 TO 501+25 | 25' LT | | | 0.39 | |
| 501+55 TO 506+95 | 15' LT | | | 0.18 | |
| 507+03 | 32' LT | | 18 | | |
| 507+09 | 27' LT | | 24 | | |
| 507+20 | 27' LT | | 24 | | |
| 507+30 TO 508+50 | 15' LT | | | 0.04 | |
| 508+55 TO 509+00 | 15' LT | | | 0.02 | |
| 509+25 TO 514+30 | 15' LT | | | 0.18 | |
| 516+45 TO 539+15 | 55' LT | | | 4.06 | |
| 526+71 | 6' LT | | 18 | | |
| 540+90 TO 577+50 | 50' LT | | | 4.76 | |
| 541+90 TO 574+50 | 20' LT | | | 2.60 | |
| 578+15 | 1' RT | | 30 | | |
| 580+30 TO 600+30 | 15' LT | | | 1.58 | |
| 580+55 TO 607+00 | 75' LT | | | 3.38 | |
| 602+65 TO 603+85 | 5' LT | | | 0.10 | |
| 604+90 TO 606+25 | 25' LT | | | 0.05 | |
| 607+20 TO 644+35 | 90' LT | | | 4.23 | |
| 610+35 TO 647+60 | 40' LT | | | 3.35 | |
| 649+95 TO 692+90 | 35' LT | | | 5.77 | |
| 651+80 TO 685+00 | 100' LT | | | 1.94 | |
| 665+20 TO 678+50 | 150' LT | | | 0.55 | |
| 695+15 TO 699+20 | 105' LT | | | 0.27 | |
| 703+10 TO 711+90 | 70' LT | | | 0.04 | |
| 712+00 TO 718+20 | 110' LT | | | 0.52 | |
| 718+35 TO 721+35 | 125' LT | | | 0.10 | |
| BIKE PATH | | | | | |
| 401+75 TO 423+41 | 25' RT | | | 0.11 | |
| 401+75 TO 423+41 | 20' LT | | | 2.54 | |
| S. COOK RD. | | | | | |
| 11+40 | 45' LT | | | 0.03 | |
| 12+21 | 105' RT | | | 0.06 | |
| 22+05 | 110' LT | | | 0.00 | |
| 22+20 | 95' LT | | | 0.01 | |
| 23+25 | 30' LT | | | 0.02 | |
| ROBERTS ENTRANCE | | | | | |
| 3+00 | CL | | | 0.42 | |
| LEFT COOK RD. | | | | | |
| 11+30 | 70' RT | | | 0.01 | |
| 11+70 | 35' RT | | | 0.01 | |
| 12+15 | 20' RT | | | 0.01 | |
| CARTER FARM RD. | | | | | |
| 7+36 | 29' LT | | 24 | | |
| 7+91 | 28' LT | | 24 | | |

TREE REMOVAL

| LOCATION STATION | OFFSET | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | TREE REMOVAL (OVER 15 UNITS DIAMETER) | TREE REMOVAL (ACRES) | COMMENTS |
|-----------------------|---------|---------------------------------------|---------------------------------------|----------------------|----------|
| | | UNIT | UNIT | ACRES | |
| STAGE 1B | | | | | |
| U.S. 45 | | | | | |
| 410+60 | 45' RT | 12 | | | |
| 411+15 | 42' RT | | 18 | | |
| 414+08 | 65' LT | | 24 | | |
| 417+15 TO 418+25 | 25' RT | | | 0.06 | |
| 422+83 | 39' RT | | 24 | | |
| 424+00 TO 424+45 | 35' RT | | | 0.02 | |
| 434+05 | 97' RT | 10 | | | |
| 434+30 | 68' RT | | 24 | | |
| 436+55 TO 439+15 | 70' RT | | | 0.11 | |
| 439+93 | 60' RT | | 24 | | |
| 446+30 | 28' RT | | 36 | | |
| STAGE 2 | | | | | |
| U.S. 45 | | | | | |
| 480+77 | 73' RT | 12 | | | |
| 481+55 TO 482+85 | 78' RT | | | 0.14 | |
| 489+55 | 98' RT | | 18 | | |
| 490+77 | 97' RT | 15 | | | |
| 490+97 | 97' RT | 15 | | | |
| 491+35 TO 492+10 | 84' RT | | | 0.03 | |
| 495+00 TO 495+35 | 64' RT | | | 0.01 | |
| 499+10 | 90' RT | 10 | | | |
| 499+58 | 70' RT | 10 | | | |
| 499+60 | 75' RT | 10 | | | |
| 499+62 | 75' RT | 10 | | | |
| 499+67 | 75' RT | 10 | | | |
| 499+72 | 75' RT | 10 | | | |
| 499+85 TO 500+60 | 65' RT | | | 0.02 | |
| 500+70 TO 502+00 | 64' RT | | | 0.03 | |
| 501+76 | 90' RT | 10 | | | |
| 502+40 TO 503+45 | 145' LT | | | 0.04 | |
| 526+90 TO 528+35 | 95' RT | | | 0.07 | |
| 597+21 | 82' RT | | 36 | | |
| 645+55 TO 645+95 | 120' RT | | | 0.01 | |
| 689+45 TO 691+75 | 55' RT | | | 0.32 | |
| 691+65 TO 693+70 | 15' LT | | | 0.31 | |
| 712+20 TO 721+65 | 95' RT | | | 1.34 | |
| ALEXANDER RD. | | | | | |
| 5+40 | 20' RT | | | 0.01 | |
| 5+75 | 10' RT | | | 0.04 | |
| 6+50 | 35' RT | | | 0.05 | |
| PROJECT TOTALS | | | | | |
| | | 179 | 552 | 46.75 | |

LIME MODIFIED SOILS

| LOCATION STATION TO STATION | PROCESSING MODIFIED SOILS 12" | *LIME | FOR INFO. ONLY |
|-----------------------------|-------------------------------|---------|----------------|
| | SQ YD | TON | **WATER UNIT |
| STAGE 1A | | | |
| U.S. 45 | | | |
| SB STA. 392+75 TO 449+88 | 12,733 | 378.2 | 189.1 |
| SB STA. 449+88 TO 678+00 | 110,813 | 3,291.2 | 1,645.6 |
| ALEXANDER RD. | | | |
| STA. 0+76 TO 9+38 | 2,278 | 67.6 | 33.8 |
| LT. STA. 10+10 TO 12+41 | 426 | 12.6 | 6.3 |
| BOURLAND RD. | | | |
| STA. 3+32 TO 9+40 | 1,339 | 39.8 | 19.9 |
| SHILOH RD. | | | |
| STA. 10+09 TO 15+30 | 1,128 | 33.5 | 16.7 |
| CARTER FARM RD. | | | |
| STA. 6+54 TO 9+40 | 658 | 19.5 | 9.8 |
| UNTHANK RD. | | | |
| STA. 5+37 TO 9+40 | 898 | 26.7 | 13.3 |
| ABELL RD. | | | |
| STA. 10+09 TO 15+39 | 1,154 | 34.3 | 17.1 |
| GARNER RD. | | | |
| STA. 7+12 TO 9+40 | 532 | 15.8 | 7.9 |
| TEMPORARY TRANSITION | | | |
| STA. 1678+00 TO 1689+82 | 4,641 | 137.8 | 68.9 |
| STA. 1689+82 TO 1693+58 | 626 | 18.5 | 9.3 |
| STAGE 1B | | | |
| U.S. 45 | | | |
| NB STA. 392+75 TO 449+88 | 13,202 | 392.1 | 196.0 |
| STAGE 2 | | | |
| U.S. 45 | | | |
| NB STA. 449+88 TO 678+00 | 125,244 | 3,719.7 | 1,859.9 |
| S. COOK RD. | | | |
| STA. 10+62 TO 25+06 | 3,689 | 109.6 | 54.8 |
| GANDERTOWN RD. | | | |
| STA. 19+94 TO 25+90 | 1,255 | 37.3 | 18.6 |
| VANGAMPLER RD. | | | |
| STA. 10+60 TO 18+66 | 1,743 | 51.8 | 25.9 |
| FLANDERS RD. | | | |
| STA. 10+60 TO 18+90 | 1,803 | 53.6 | 26.8 |
| COTTONWOOD RD. | | | |
| STA. 10+60 TO 19+85 | 1,990 | 59.1 | 29.6 |
| STAGE 3 | | | |
| U.S. 45 | | | |
| SB STA. 678+00 TO 710+61 | 14,899 | 442.5 | 221.2 |
| PROJECT TOTAL | | | |
| | 301,050 | 8,941.2 | 4,470.5 |

*ASSUMES LIME USED IS 6% BY WEIGHT OF SOIL (SOIL UNIT WEIGHT = 110 PCF)
 **ASSUMES 500 GAL OF WATER PER TON OF LIME, 1 UNIT = 1000 GAL

LANDSCAPING

| LOCATION | O/S | EVERGREEN, JUNIPERUS VIRGINIANA (EASTERN RED CEDAR), CONTAINER GROWN, 3-GAL. | TREE, CARYA ILLINOENSIS (PECAN), CONTAINER GROWN, 3-GALLON | TREE, JUGLANS NIGRA (BLACK WALNUT), CONTAINER GROWN, 3-GAL. | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), CONTAINER GROWN, 3-GAL. | TREE, QUERCUS PALUSTRIS (PIN OAK), CONTAINER GROWN, 3-GAL. | TREE, QUERCUS MACROCARPA (BUR OAK), CONTAINER GROWN, 3-GAL. | SHRUB, CEPHALANTHUS OCCIDENTALIS (BUTTON BUSH), 5' HEIGHT, BALLED AND BURLAPPED |
|----------------------|-----------|--|--|---|--|--|---|---|
| | | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| STAGE 1 A | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 650+75 TO 665+25 | LT | | 635 | 635 | 635 | 635 | 635 | 109 |
| 495+85 TO 497+80 | 115.00 LT | 14 | | | | | | |
| STAGE 2 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 490+50 TO 492+45 | 99.41 RT | 14 | | | | | | |
| 493+05 TO 493+50 | 99.41 RT | 4 | | | | | | |
| PROJECT TOTAL | | | | | | | | |
| | | 32 | 635 | 635 | 635 | 635 | 635 | 109 |

REMOVAL

| LOCATION STATION TO STATION | DRIVEWAY PAVEMENT REMOVAL | COMBINATION CURB AND GUTTER REMOVAL | PAVED SHOULDER REMOVAL | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH |
|--------------------------------|---------------------------------|--|------------------------------|--|--|
| | SQ YD | FOOT | SQ YD | SQ YD | SQ YD |
| STAGE 1A | | | | | |
| U.S. 45 | | | | | |
| 392+91 LT TO 405+34 LT | | 1,256 | | | |
| 393+72 | 70 | | | | |
| 394+97 | 51 | | | | |
| 395+72 TO 396+35 | 273 | | | | |
| 399+58 | 92 | | | | |
| 400+69 | 84 | | | | |
| 401+50 TO 402+80 | 484 | | | | |
| 406+62 LT TO 406+11 LT | | 65 | | | |
| 411+11 | 152 | | | | |
| 414+96 | 44 | | | | |
| 416+53 | 68 | | | | |
| JEFFERSON ST. 9+03 | 38 | | | | |
| STAGE 1B | | | | | |
| U.S. 45 | | | | | |
| 392+95 RT TO 393+37 RT | | 56 | | | |
| 393+53 RT TO 405+56 RT | | 1,235 | | | |
| 394+34 | 53 | | | | |
| 394+92 | 84 | | | | |
| 396+37 | 87 | | | | |
| 397+54 | 65 | | | | |
| 398+02 | 76 | | | | |
| 398+71 | 82 | | | | |
| 399+52 | 54 | | | | |
| 400+03 | 35 | | | | |
| 400+48 | 63 | | | | |
| 401+13 | 60 | | | | |
| 402+50 | 89 | | | | |
| 403+77 | 93 | | | | |
| 405+97 RT TO 406+33 RT | | 45 | | | |
| 412+87 | 48 | | | | |
| 414+58 | 47 | | | | |
| 415+58 | 56 | | | | |
| 416+40 | 82 | | | | |
| 417+11 | 49 | | | | |
| STAGE 2 | | | | | |
| U.S. 45 | | | | | |
| 687+99 RT TO 694+93 RT | | | 156 | | |
| STAGE 3 | | | | | |
| U.S. 45 | | | | | |
| 392+75 TO 393+05 | | | | 207 | |
| 392+75 TO 449+88 | | | | | 19,838 |
| 678+00 LT TO 693+51 LT | | | 711 | | |
| 678+00 RT TO 689+74 RT | | | 516 | | |
| 706+32 TO 710+61 | | | | | 1,170 |
| PROJECT TOTAL | 2,458 | 2,657 | 1,384 | 207 | 21,008 |

REMOVAL

| LOCATION STATION TO STATION | PAVEMENT REMOVAL SQ YD | FOR INFORMATION ONLY | |
|--|----------------------------------|---------------------------------|--|
| | | PAVEMENT TO BE REMOVED | |
| STAGE 1A | | | |
| FOURTH ST. NORTH | | | |
| 8+00.85 TO 8+82.23 | 202 | EXISTING FOURTH STREET NORTH | |
| 9+36.85 TO 9+77.78 | 230 | EXISTING FOURTH STREET NORTH | |
| JEFFERSON ST. LT | | | |
| 8+95.80 TO 9+87.34 | 215 | EXISTING JEFFERSON STREET LEFT | |
| GROVE ST. | | | |
| 8+98.97 TO 9+87.04 | 224 | EXISTING GROVE ST. | |
| DEWEY ST. LEFT | | | |
| 8+93.41 TO 9+81.92 | 305 | EXISTING DEWEY ST. LEFT | |
| ALEXANDER RD TO SCHNAKE RD | 1,227 | EXISTING ALEXANDER RD | |
| 0+75.19 TO 12+40.97 | | | |
| U.S. 45 - 25' RT TO U.S. 45 - 125' LT | | | |
| 488+73.57 TO 487+68.80 | 473 | EXISTING ALEXANDER RD | |
| U.S. 45 - 49' RT TO U.S. 45 - 108' RT | | | |
| 488+87.94 TO 489+27.37 | 162 | EXISTING S. COOK RD | |
| LEFT COOK RD TO S. COOK RD | | | |
| 12+72.24 TO 25+05.94 | 1,112 | EX S. COOK RD & GANDERTOWN RD | |
| U.S. 45 - 25' RT TO BOURLAND RD | | | |
| 516+37.95 TO 3+31.64 | 1,604 | EXISTING BOURLAND RD | |
| BOURLAND - 11' LT TO SHILOH RD | | | |
| 8+00.00 TO 15+29.82 | 880 | EXISTING SHILOH RD | |
| U.S. 45 - 25' RT TO CARTER FARM RD | | | |
| 578+05.26 TO 6+53.83 | 835 | EXISTING CARTER FARM & BAIRD RD | |
| U.S. 45 - 25' RT TO UNTHANK RD | | | |
| 607+55.11 TO 5+37.04 | 946 | EXISTING UNTHANK RD | |
| UNTHANK RD - 13' LT TO ABELL RD | | | |
| 8+18.50 TO 15+47.06 | 867 | EXISTING ABELL RD | |
| U.S. 45 - 49' RT TO FLANDERS RD | | | |
| 607+68.12 TO 18+89.96 | 1,573 | EXISTING FLANDERS RD | |
| U.S. 45 - 25' RT TO GARNER RD | | | |
| 649+84.13 TO 7+11.96 | 648 | EXISTING GARNER RD | |
| STAGE 1B | | | |
| CHOISSER ST | | | |
| 10+30.23 TO 10+84.45 | 152 | EXISTING CHOISSER ST. | |
| FOURTH ST. SOUTH | | | |
| 10+22.34 TO 11+23.30 | 772 | EX FOURTH ST. SOUTH & MUNDY ST. | |
| JEFFERSON ST. RT | | | |
| 10+13.17 TO 11+04.73 | 203 | EXISTING JEFFERSON ST. RIGHT | |
| POPLAR ST. | | | |
| 10+13.34 TO 11+74.4 | 257 | EXISTING POPLAR ST. | |
| ADAMS ST. | | | |
| 10+13.04 TO 11+13.58 | 240 | EXISTING ADAMS ST. | |
| DEWEY RD. RIGHT | | | |
| 10+10.77 TO 11+49.51 | 379 | EXISTING DEWEY RD. RIGHT | |
| STAGE 2 | | | |
| U.S. 45 - 49' RT TO GANDERTOWN RD | | | |
| 503+50.42 TO 11+00.00 | 1,821 | EXISTING GANDERTOWN RD | |
| U.S. 45 - 37' RT TO GANDERTOWN RD | | | |
| 504+44.64 TO 25+90.06 | 657 | EXISTING TWO MILE RD | |
| N. COOK RD | | | |
| 10+50.86 TO 11+36.58 | 196 | EXISTING N. COOK RD | |
| U.S. 45 - 49' RT TO U.S. 45 - 139' RT | | | |
| 578+13.75 TO 578+55.89 | 184 | EXISTING VANGAMPLER RD | |
| VANGAMPLER - 89' LT TO VANGAMPLER RD | | | |
| 15+53.65 TO 18+65.63 | 523 | EXISTING VANGAMPLER RD | |
| U.S. 45 - 21' LT TO COTTONWOOD RD | | | |
| 696+41.58 TO 19+84.41 | 1,312 | EXISTING COTTONWOOD RD | |
| U.S. 45 | | | |
| 449+88.26 TO 691+76.51 | 65,584 | EXISTING U.S. 45 | |
| STAGE 3 | | | |
| U.S. 45 | | | |
| 678+00 TO 691+96.41 | 3,470 | TEMPORARY TRANSITION #1 | |
| 689+31 TO 706+32 | 4,398 | EXISTING U.S. 45 | |
| TEXAS CITY ROAD | | | |
| 9+58.84 TO 7+92.29 | 501 | EXISTING TEXAS CITY ROAD | |
| PROJECT TOTAL | 92,152 | | |

| | | | |
|--|--------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | | DRAWN - | REVISED - |
| | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|-------------------------------|-----------|-----------|--------------|
| SCHEDULE OF QUANTITIES | | | |
| SCALE: N.T.S. | SHEET NO. | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (29,30)R-1 | SALINE | 745 | 49 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

DRAINAGE REMOVAL

| LOCATION STATION | REMOVAL OF EXISTING STRUCTURES | REMOVAL OF EXISTING STRUCTURES NO._ | PIPE CULVERT REMOVAL | STORM SEWER REMOVAL | | REMOVING CATCH BASINS | REMOVING INLETS | REMOVE EXISTING FLARED END SECTION | PLUG EXISTING PIPE | HEADWALL REMOVAL |
|---------------------------|--------------------------------|-------------------------------------|----------------------|---------------------|-------|-----------------------|-----------------|------------------------------------|--------------------|------------------|
| | | | | 12" | 24" | | | | | |
| | | | | FOOT | FOOT | | | | | |
| STAGE 1A | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 392+21 | 40.5 LT | | | | | 1 | | | | |
| 392+89 | 40.0 LT | | | | | 1 | | | | |
| 392+92 TO 404+90 | LT | | | | 1,178 | | | | | |
| 394+22 | 37.0 LT | | | | | 1 | | | | |
| 394+22 | 29.5 LT | | | | | | 1 | | | |
| 395+31 | 24.7 LT | | | | | | 1 | | | |
| 399+05 | 23.3 LT | | | | | | 1 | | | |
| 401+95 | 23.5 LT | | | | | | 1 | | | |
| 404+74 | 50.0 LT | | | | | | | 1 | | |
| 404+93 | 25.7 LT | | | | | | 1 | | | |
| 405+01 | 37.0 LT | | | | | | | | 1 | |
| 405+67 | 58.7 LT | | | 29 | | | 1 | | | |
| 410+91 | 26.0 LT | | 40 | | | | | | | |
| 413+70 | 23.0 LT | | 33 | | | | | | | |
| 414+75 | 22.0 LT | | 33 | | | | | | | |
| 416+39 | 23.0 LT | | 30 | | | | | | | |
| 417+77 | 23.0 LT | | 13 | | | | | | | |
| 418+54 | 23.0 LT | | 38 | | | | | | | |
| 420+20 | 33.0 LT | | 29 | | | | | | | |
| 423+74 | 32.0 LT | | 32 | | | | | | | |
| 426+13 | C.L. | 1 | | | | | | | | |
| 427+63 | 35.0 LT | | 44 | | | | | | | |
| 446+25 | 23.0 LT | | 30 | | | | | | | |
| 459+92 | 7.0 RT | | 29 | | | | | | | |
| 472+94 | 58.0 LT | | 44 | | | | | | | |
| 472+97 | 58.0 LT | | 44 | | | | | | | |
| 480+75 | 14.0 LT | 1 | | | | | | | | |
| 488+58 | 9.0 RT | | 59 | | | | | | | |
| 533+53 | 26.0 RT | | 38 | | | | | | | |
| 577+94 | 8.5 RT | | 33 | | | | | | | |
| 657+75 | 60.0 LT | 1 | | | | | | | | |
| 590+23 | 32.0 LT | | 26 | | | | | | | |
| 644+96 | 60.0 LT | 1 | | | | | | | | |
| 689+43 | 29.0 LT | | 38 | | | | | | | |
| 690+40 | 34.0 LT | | 47 | | | | | | | |
| 691+59 | C.L. | 1 | | | | | | | | |
| 692+50 | 47.5 LT | | 33 | | | | | | | |
| FOURTH ST NORTH | | | | | | | | | | |
| 7+45 | LT | | 105 | | | | | | | |
| 7+82 | RT | | 21 | | | | | | | |
| 8+68 | RT | | 54 | | | | | | | |
| 8+71 | LT | | 19 | | | | | | | |
| JEFFERSON ST. LEFT | | | | | | | | | | |
| 9+04 | RT | | 48 | | | | | | | |
| ALEXANDER RD | | | | | | | | | | |
| 1+60 | 21.0 LT | | 35 | | | | | | | |
| S. COOK RD | | | | | | | | | | |
| 11+64 | 120.0 RT | | 17 | | | | | | | |
| GANDERTOWN RD | | | | | | | | | | |
| 10+58 | 17.0 LT | | 27 | | | | | | | |
| LT. COOK RD | | | | | | | | | | |
| 11+68 | 37.0 RT | | 40 | | | | | | | |
| BOURLAND RD | | | | | | | | | | |
| 8+00 | 26.0 LT | 1 | | | | | | | | |
| 8+19 | | | 36 | | | | | | | |
| SHILOH RD | | | | | | | | | | |
| 14+67 | 17.0 LT | | 17 | | | | | | | |
| UNTHANK RD | | | | | | | | | | |
| 8+00 | 36.0 LT | | 41 | | | | | | | |
| STAGE 1B | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| 392+95 TO 401+87 | RT | | | | | | | | | |
| 393+32 | 61.1 RT | | | 877 | | 1 | | | | |
| 393+61 | 64.2 RT | | 23 | | | | | | | |
| 393+75 | 38.7 RT | | | | | | 1 | | | |
| 393+77 | 40.0 RT | | 19 | | | | | | | |
| 393+97 | 45.5 RT | | | | | 1 | | | | |
| 395+32 | 24.8 RT | | | | | | 1 | | | |
| 395+33 | 32.5 RT | | | | | | | | | |
| 397+81 | 37.0 RT | | 47 | | | | | | | |
| 398+52 | 36.0 RT | | 44 | | | | | | | |
| 399+34 | 34.0 RT | | 31 | | | | | | | |
| 399+91 | 35.0 RT | | 25 | | | | | | | |
| 400+34 | 36.0 RT | | 31 | | | | | | | |
| 401+22 | 37.0 RT | | 30 | | | | | | | |
| 404+74 | 44.0 RT | | | | | | | 1 | | |
| 405+50 | 54 RT | | | 13 | | | | | | |

DRAINAGE REMOVAL

| LOCATION STATION | REMOVAL OF EXISTING STRUCTURES | REMOVAL OF EXISTING STRUCTURES NO._ | PIPE CULVERT REMOVAL | STORM SEWER REMOVAL | | REMOVING CATCH BASINS | REMOVING INLETS | REMOVE EXISTING FLARED END SECTION | PLUG EXISTING PIPE | HEADWALL REMOVAL | |
|------------------------|--------------------------------|-------------------------------------|----------------------|---------------------|------|-----------------------|-----------------|------------------------------------|--------------------|------------------|---|
| | | | | 12" | 24" | | | | | | |
| | | | | FOOT | FOOT | | | | | | |
| 406+10 | 45.0 RT | | | | | | | | | | |
| 405+01 | 36.0 RT | | | | | | | | | 1 | |
| 405+50 | 52.0 RT | | | | | | 1 | | | | |
| 406+01 | 50.0 RT | | | | | | 1 | | | | |
| 406+75 | 30.0 RT | | 33 | | | | | | | | |
| 407+00 | 56.0 RT | 1 | | | | | | | | | |
| 409+76 | 33.0 RT | | 25 | | | | | | | | |
| 410+28 | 31.0 RT | | 25 | | | | | | | | |
| 411+77 | 27.0 RT | | 22 | | | | | | | | |
| 412+79 | 24.0 RT | | 22 | | | | | | | | |
| 413+39 | 22.0 RT | | 32 | | | | | | | | |
| 414+46 | 21.0 RT | | 20 | | | | | | | | |
| 415+48 | 22.0 RT | | 25 | | | | | | | | |
| 416+30 | 21.0 RT | | 25 | | | | | | | | |
| 417+00 | 21.0 RT | | 25 | | | | | | | | |
| 418+37 | 22.0 RT | | 17 | | | | | | | | |
| 419+27 | 30.0 RT | | 62 | | | | | | | | |
| 421+19 | 29.0 RT | | 43 | | | | | | | | |
| 421+84 | 28.0 RT | | 31 | | | | | | | | |
| 422+16 | 28.0 RT | | 64 | | | | | | | | |
| 423+20 | 26.3 RT | | | | | | | 1 | | | |
| 427+02 | 33.0 RT | | 44 | | | | | | | | |
| 428+22 | 31.0 RT | | 42 | | | | | | | | |
| 429+17 | 30.0 RT | | 36 | | | | | | | | |
| 432+93 | 28.0 RT | | 36 | | | | | | | | |
| 435+20 | 28.0 RT | | 28 | | | | | | | | |
| 439+53 | 29.0 RT | | 26 | | | | | | | | |
| 446+27 | 19.0 RT | | 24 | | | | | | | | |
| FOURTH ST SOUTH | | | | | | | | | | | |
| 10+92 | RT | | 48 | | | | | | | | |
| ADAMS ST. | | | | | | | | | | | |
| 10+62 | LT | | 15 | | | | | | | | |
| STAGE 2 | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | |
| 459+83 | 64.0 RT | | 29 | | | | | | | | |
| 466+30 | 21.0 RT | 1 | | | | | | | | | |
| 473+33 | 20.0 RT | 1 | | | | | | | | | |
| 480+75 | 16.0 RT | | 1 | | | | | | | | |
| 488+94 | 60.0 RT | 1 | | | | | | | | | |
| 490+00 | 60.0 RT | | 127 | | | | | | | | |
| 492+29 | 53.0 RT | | 53 | | | | | | | | |
| 493+88 | 58.0 RT | | 24 | | | | | | | | |
| 496+75 | 57.0 RT | | 18 | | | | | | | | |
| 498+70 | 59.0 RT | | 70 | | | | | | | | |
| 503+57 | 54.0 RT | | 66 | | | | | | | | |
| 506+45 | 20.0 RT | 1 | | | | | | | | | |
| 507+00 | 60.0 RT | | 20 | | | | | | | | |
| 510+68 | 58.0 RT | | 52 | | | | | | | | |
| 516+35 | 8.0 RT | | 33 | | | | | | | | |
| 516+47 | 62.0 RT | | 32 | | | | | | | | |
| 523+77 | 62.0 RT | | 23 | | | | | | | | |
| 526+48 | 20.0 RT | 1 | | | | | | | | | |
| 533+55 | 20.0 RT | 1 | | | | | | | | | |
| 537+55 | 57.0 RT | | 40 | | | | | | | | |
| 563+11 | 63.0 RT | | 15 | | | | | | | | |
| 571+60 | C.L. | | | | | | | | 0.1 | | |
| 578+22 | 61.0 RT | | 33 | | | | | | | | |
| 590+16 | 20.0 RT | 1 | | | | | | | | | |
| 597+68 | 61.0 RT | | 38 | | | | | | | | |
| 613+28 | 20.0 RT | 1 | | | | | | | | | |
| 623+77 | 69.0 RT | | 38 | | | | | | | | |
| 633+50 | 77.0 RT | | 43 | | | | | | | | |
| 637+32 | 100.0 RT | | 44 | | | | | | | | |
| 644+96 | 10.0 RT | | 1 | | | | | | | | |
| 657+75 | C.L. | 1 | | | | | | | | | |
| 690+00 | 43.0 RT | | 109 | | | | | | | | |
| 696+71 | 51.0 RT | | 18 | | | | | | | | |
| GANDERTOWN RD | | | | | | | | | | | |
| 21+00 | 14.0 RT | | 31 | | | | | | | | |
| 23+45 | 39.0 LT | | 27 | | | | | | | | |
| STAGE 3 | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | |
| 694+66 | LT | | 40 | | | | | | | | |
| 698+00 | LT | | 18 | | | | | | | | |
| 699+00 | C.L. | | | | | | | | 0.1 | | |
| PROJECT TOTAL | | | | | | | | | | | |
| | | 11 | 7 | 3,182 | 94 | 2,055 | 7 | 10 | 2 | 0.2 | 2 |

| | | | |
|--|----------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.00' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|-------------------------------|-----------|-----------|--------------|
| SCHEDULE OF QUANTITIES | | | |
| SCALE: N.T.S. | SHEET NO. | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (29,30)R-1 | SALINE | 745 | 50 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

DRAINAGE STRUCTURES

| LOCATION STATION | MANHOLES, TYPE A, 4'-DIA., TY 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 4'-DIA., TY 8 GRATE | MANHOLES, TYPE A, 5'-DIA., TY 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 5'-DIA., TY 8 GRATE | INLETS, TYPE A, TYPE 8 GRATE | INLETS, TYPE B, TYPE 8 GRATE | MANHOLES TO BE ADJUSTED | INLETS TO BE ADJUSTED | FLUSH INLET BOX FOR MEDIAN STD. 542546 | INLETS, SPECIAL |
|------------------|---|---------------------------------------|---|---------------------------------------|------------------------------|------------------------------|-------------------------|-----------------------|--|-----------------|
| | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| STAGE 1A | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| LT 392+21.00 | | | | | | | | 1 | | |
| LT 392+21.50 | | | | | 1 | | | | | |
| LT 392+89.00 | | | | | 1 | | | 1 | | |
| 393+37.00 | | | | | | | | | | 1 |
| LT 393+97.00 | | | | | | | 1 | | | |
| 394+08.00 | | | | | | | | | | 1 |
| 394+55.00 | | | | | | | | | | 1 |
| 395+44.00 | | | | | | | | | | 1 |
| 396+01.50 | | | | | | | | | | 1 |
| 396+60.00 | | | | | | | | | | 1 |
| 397+39.00 | | | | | | | | | | 1 |
| 398+10.00 | | | | | | | | | | 1 |
| 398+46.00 | | | | | | | | | | 1 |
| 399+04.00 | | | | | | | | | | 1 |
| 399+34.16 | | | | | | | | | | 1 |
| 399+97.00 | | | | | | | | | | 1 |
| 400+40.00 | | | | | | | | | | 1 |
| 400+95.00 | | | | | | | | | | 1 |
| 401+40.00 | | | | | | | | | | 1 |
| 402+10.00 | | | | | | | | | | 1 |
| 403+15.00 | | | | | | | | | | 1 |
| 405+86.48 | | | | | | | | | | 1 |
| 407+17.00 | | | | | | | | | | 1 |
| 408+25.00 | | | | | | | | | | 1 |
| 409+30.00 | | | | | | | | | | 1 |
| 410+35.00 | | | | | | | | | | 1 |
| LT 411+42.00 | | | | | 1 | | | | | |
| 411+42.00 | | | | | | | | | | 1 |
| 412+20.00 | | | | | | | | | | 1 |
| LT 413+25.00 | | | | | 1 | | | | | |
| 413+25.00 | | | | | | | | | | 1 |
| LT 414+50.00 | | | | | 1 | | | | | |
| 414+50.00 | | | | | | | | | | 1 |
| LT 415+25.00 | | | | | 1 | | | | | |
| LT 416+95.00 | | | | | 1 | | | | | |
| 416+95.00 | | | | | | | | | | 1 |
| LT 419+25.00 | | | | | 1 | | | | | |
| 419+25.00 | | | | | | | | | | 1 |
| LT 420+98.00 | | | | | 1 | | | | | |
| 420+98.00 | | | | | | | | | | 1 |
| LT 423+00.00 | | | | | | | | | | 1 |
| 424+11.00 | | | | | | | | | | 1 |
| 426+05.00 | | | | | | | | | | 1 |
| LT 428+13.84 | | | | 1 | | | | | | |
| LT 428+48.00 | | | | | 1 | | | | | |
| 428+48.00 | | | | | | | | | | 1 |
| 430+96.00 | | | | | 1 | | | | | 1 |
| 433+46.00 | | | | | | | | | | 1 |
| LT 434+39.00 | | | | | 1 | | | | | |
| C.L. 480+44.07 | | | | | | | | | 1 | |
| LT 473+27.96 | | | | | | | | | 1 | |
| C.L. 506+25.00 | | | | | | | | | 1 | |
| C.L. 510+60.00 | | | | | | | | | 1 | |
| C.L. 526+50.00 | | | | | | | | | 1 | |
| C.L. 533+55.53 | | | | | | | | | 1 | |
| C.L. 571+60.00 | | | | | | | | | 1 | |
| C.L. 598+00.00 | | | | | | | | | 1 | |
| C.L. 632+08.00 | | | | | | | | | 1 | |
| C.L. 663+95.75 | | | | | | | | | 1 | |
| C.L. 680+54.10 | | | | | | | | | 1 | |
| STAGE 1B | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| RT 392+92.00 | | | | | | | | 1 | | |
| RT 393+56.00 | | | | | | | 1 | | | |
| 393+67.94 | | | | | | | | | | 1 |
| RT 393+85.00 | | | | | | | 1 | | | |
| RT 395+26.00 | | | | | 1 | | | | | |
| 395+26.00 | | | | | | | | | | 1 |
| 396+20.00 | | | | | | | | | | 1 |
| RT 396+73.00 | | | | | | | 1 | | | |
| 397+25.00 | | | | | | | | | | 1 |

| | | | |
|--|----------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.00' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 51 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

DRAINAGE STRUCTURES

| LOCATION STATION | MANHOLES, TYPE A, 4'-DIA., TY 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 4'-DIA., TY 8 GRATE | MANHOLES, TYPE A, 5'-DIA., TY 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 5'-DIA., TY 8 GRATE | INLETS, TYPE A, TYPE 8 GRATE | INLETS, TYPE B, TYPE 8 GRATE | MANHOLES TO BE ADJUSTED | INLETS TO BE ADJUSTED | FLUSH INLET BOX FOR MEDIAN STD. 542546 | INLETS, SPECIAL |
|----------------------|---|---------------------------------------|---|---------------------------------------|------------------------------|------------------------------|-------------------------|-----------------------|--|-----------------|
| | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| 397+76.00 | | | | 1 | | | | | | |
| RT 398+36.00 | | | | | | | | | | 1 |
| RT 398+36.00 | | | | | 1 | | | | | |
| RT 399+05.00 | | | | | | | | 1 | | |
| RT 399+05.00 | | | | | 1 | | | | | 1 |
| RT 399+05.00 | | | | | | | | | | 1 |
| 399+82.00 | | | | | | | | | | 1 |
| 399+85 | | | | | | | 1 | | | |
| 400+25.00 | | | | 1 | | | | | | |
| RT 400+84.00 | | | | | 1 | | | | | |
| 400+84.00 | | | | | | | | | | 1 |
| RT 401+88.00 | | | | | | | | 1 | | |
| RT 401+90.00 | | | | | 1 | | | | | 1 |
| 401+90.00 | | | | | | | | | | 1 |
| RT 402+94.00 | | | | | 1 | | | | | |
| 402+94.00 | | | | | | | | | | 1 |
| 405+43.82 | | | | | | | | | | 1 |
| 406+06.84 | | | | | | | | | | 1 |
| 406+43 | | | | | | | 1 | | | |
| 407+35.00 | | | | | | | | | | 1 |
| 408+42.00 | | | | | | | | | | 1 |
| 409+50.00 | | | | | | | | | | 1 |
| RT 410+03.00 | | | | | 1 | | | | | |
| 410+03.00 | | | | | | | | | | 1 |
| 410+19 | | | | | | | 1 | | | |
| RT 410+59.00 | | | | | 1 | | | | | |
| 410+59.00 | | | | | | | | | | 1 |
| 411+57.00 | | | | | | | | | | 1 |
| RT 412+65.00 | | | | | 1 | | | | | |
| 412+65.00 | | | | | | | | | | 1 |
| RT 413+06.00 | | 1 | | | | | | | | |
| 413+06.00 | | | | | | | | | | 1 |
| RT 413+53.00 | | | | | | | 1 | | | |
| RT 413+86.00 | | 1 | | | | | | | | |
| 413+86.00 | | | | | | | | | | 1 |
| RT 414+88.00 | | | | | 1 | | | | | |
| 414+88.00 | | | | | | | | | | 1 |
| RT 415+85.00 | | | | | 1 | | | | | |
| 415+85.00 | | | | | | | | | | 1 |
| RT 416+60.00 | | | | | 1 | | | | | |
| 416+60.00 | | | | | | | | | | 1 |
| RT 417+38.00 | | | | | 1 | | | | | |
| 417+38.00 | | | | | | | | | | 1 |
| RT 418+60.00 | | | | | 1 | | | | | |
| 418+60.00 | | | | | | | | | | 1 |
| RT 419+88.00 | | | | | 1 | | | | | |
| 419+88.00 | | | | | | | | | | 1 |
| RT 421+56.66 | 1 | | | | | | | | | |
| RT 421+78.00 | | | | | | 1 | | | | |
| 421+78.00 | | | | | | | | | | 1 |
| RT 423+25.00 | | | | | 1 | | | | | |
| 427+60.00 | | | | 1 | | | | | | |
| 428+70.00 | | | | 1 | | | | | | |
| 429+70.00 | | | | 1 | | | | | | |
| RT 433+19.00 | | | | | | | 1 | | | |
| RT 439+30.00 | | | | | | | 1 | | | |
| STAGE 2 | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | |
| LT 480+73.82 | | | | | | | | 1 | | |
| RT 484+50.00 | | | | | | | | 1 | | |
| C.L. 557+79.17 | | | | | | | | 1 | | |
| C.L. 587+87.19 | | | | | | | | 1 | | |
| C.L. 613+00.00 | | | | | | | | 1 | | |
| C.L. 623+00.00 | | | | | | | | 1 | | |
| C.L. 644+89.37 | | | | | | | | 1 | | |
| LT 693+50.00 | | | | | | | | 1 | | |
| RT 699+00.00 | | | | | | | | 1 | | |
| PROJECT TOTAL | 1 | 2 | 1 | 6 | 27 | 1 | 10 | 5 | 20 | 63 |

| | | | |
|--|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.00' / 1" = | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|------------|--------|---------------------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 52 |
| CONTRACT NO. 78077 | | | ILLINOIS FED. AID PROJECT | |

STORM SEWER PIPES

| LOCATION STATION | TRENCH BACKFILL | POROUS GRANULAR EMBANKMENT | STORM SEWERS, CLASS A, | | | | | | | | | STORM SEWERS, CLASS B, | | | | | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, | | | | | | |
|------------------|-----------------|----------------------------|------------------------|------|------|--------|------|------|------|------|------|------------------------|------|------|------|------|--|------|------|------|------|------|------|
| | | | TYPE 1 | | | TYPE 2 | | | | | | EQ R-S | | | | | TYPE 2 | | | | | | |
| | | | 24" | 12" | 15" | 18" | 24" | 30" | 36" | 36" | 12" | 15" | 18" | 24" | 30" | 12" | 15" | 24" | 36" | 36" | 12" | 15" | 24" |
| CU YD | TON | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | EACH | EACH | EACH | EACH | EACH | EACH |
| STAGE 1A | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | | | | | | | |
| P1 | 1 | | | 6 | | | | | | | | | | | | | | | | | | | |
| P2 | 1 | | | 7 | | | | | | | | | | | | | | | | | | | |
| P3 | 12 | | | | 42 | | | | | | | | | | | | | | | | | | |
| P6 | 18 | | | | 65 | | | | | | | | | | | | | | | | | | |
| P8 | 10 | | | | 41 | | | | | | | | | | | | | | | | | | |
| P9 | 22 | | | | 83 | | | | | | | | | | | | | | | | | | |
| P12 | 12 | | | | 52 | | | | | | | | | | | | | | | | | | |
| P14 | 17 | | | | | | | | | | | | | | 73 | | | | | | | | |
| P15 | | 50 | | | | | | | | | | | | | | | 68 | | | | | | |
| P16 | 295 | | | | | | | | | 226 | | | | | | | | | | | | | 1 |
| P17 | 25 | | | | | | 65 | | | | | | | | | | | | | | | | |
| P19 | 10 | | | | | | | | | | | | | | 30 | | | | | | | | |
| P22 | 16 | | | | | 52 | | | | | | | | | | | | | | | | | |
| P23 | 7 | | | | | 24 | | | | | | | | | | | | | | | | | |
| P26 | 17 | | | | | 57 | | | | | | | | | | | | | | | | | |
| P28 | 9 | | | | 37 | | | | | | | | | | | | | | | | | | |
| P30 | 11 | | | | 49 | | | | | | | | | | | | | | | | | | |
| P33 | 9 | | | | 39 | | | | | | | | | | | | | | | | | | |
| P34 | 15 | | | | 64 | | | | | | | | | | | | | | | | | | |
| P37 | 25 | | | | | | | | | | | | | | 99 | | | | | | | | |
| P45 | | | | | 37 | | | | | | | | | | | | | | | | | | |
| P50 | 8 | | | | | | | | | 37 | | | | | | | | | | 1 | | | 1 |
| P51 | 85 | | | | | | | | | 102 | | | | | | | | | | | | | |
| P53 | 82 | | | | | | | | | 99 | | | | | | | | | | | | | |
| P55 | 82 | | | | | | | | | 99 | | | | | | | | | | | | | |
| P59 | 84 | | | | | | | | | 101 | | | | | | | | | | | | | |
| P62 | 2 | | | | | | | | | | | | | 14 | | | | | | | | | |
| P63 | 60 | | | | | | | | | 72 | | | | | | | | | | | | | |
| P65 | 82 | | | | | | | | | 99 | | | | | | | | | | | | | |
| P70 | 2 | | | | | | | | | | | | | 11 | | | | | | | | | |
| P71 | 67 | | | | | | | | | | | | | | | | | | | | | | 119 |
| P74 | 2 | | | 12 | | | | | | | | | | | | | | | | | | | |
| P75 | 20 | | | | | | | | | 73 | | | | | | | | | | | | | |
| P78 | 47 | | | | | | | 167 | | | | | | | | | | | | | | | |
| P84 | 2 | | | 12 | | | | | | | | | | | | | | | | | | | |
| P89 | 161 | | | | | | | | | | | | | | 224 | | | | | | | | |
| P90 | 1 | | | 12 | | | | | | | | | | | | | | | | | | | |
| P93 | 120 | | | | | | 167 | | | | | | | | | | | | | | | | |
| P94 | 2 | | | 16 | | | | | | | | | | | | | | | | | | | |
| P99 | 152 | | | | 196 | | | | | | | | | | | | | | | | | | |
| P101 | 78 | | | | 101 | | | | | | | | | | | | | | | | | | |
| P102 | 7 | | | | | | | | | 65 | | | | | | | | | | | | | 1 |
| P103 | 129 | | | | | | | | | 194 | | | | | | | | | | | | | |
| P106 | 18 | | | | | | 27 | | | | | | | | | | | | | | | | |
| P107 | 2 | | | 10 | | | | | | | | | | | | | | | | | | | |
| P108 | 49 | | | | 231 | | | | | | | | | | | | | | | | | | |
| P111 | 49 | | | | 233 | | | | | | | | | | | | | | | | | | |
| P112 | 19 | | | | 88 | | | | | | | | | | | | | | | | | | |
| P113 | 1 | | | 11 | | | | | | | | | | | | | | | | | | | |
| 459+70.57, C.L. | 3 | 11 | 72 | | | | | | | | | | | | | | | | | | | | 1 |
| 460+44.07, LT | | 28 | | | | | | | | 78 | | | | | | | | | | | | | 1 |
| 510+60, LT | | 59 | | | | | | | | 82 | | | | | | | | | | | | | 1 |
| 571+60, LT | | 66 | | | | | | | | 82 | | | | | | | | | | | | | 1 |
| 598+00, LT | | 35 | | | | | | | | 80 | | | | | | | | | | | | | 1 |
| 613+00, LT | | 62 | | | | | | | | 80 | | | | | | | | | | | | | 1 |
| 632+08.00, LT | | 62 | | | | | | | | 82 | | | | | | | | | | | | | 1 |
| 663+95.75, LT | | 125 | | | | | | | | 94 | | | | | | | | | | | | | 1 |
| 680+54.00, RT | | 55 | | | | | | | | 80 | | | | | | | | | | | | | 1 |

NOTE: SEE URBAN DRAINAGE STRUCTURE SHEET FOR LOCATION OF URBAN STORM SEWER ITEMS (P#)

STORM SEWER PIPES

| LOCATION STATION | TRENCH BACKFILL | POROUS GRANULAR EMBANKMENT | STORM SEWERS, CLASS A, | | | | | | | | STORM SEWERS, CLASS B, | | | | | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, | | | | | |
|----------------------|-----------------|----------------------------|------------------------|------------|--------------|------------|--------------|--------------|------------|------------|------------------------|------------|------------|------------|------------|--|----------|-----------|----------|----------|----------|
| | | | TYPE 1 | | TYPE 2 | | | | EQ R-S | TYPE 2 | | | | | 12" | 15" | 24" | 30" | 36" | EQRS 36" | |
| | | | 24" | 12" | 15" | 18" | 24" | 30" | 36" | 36" | 12" | 15" | 18" | 24" | 30" | EACH | EACH | EACH | EACH | EACH | EACH |
| CU YD | TON | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | |
| STAGE 1B | | | | | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | | | | | |
| P4 | 23 | | | | | | | 73 | | | | | | | | | | | 1 | | |
| P5 | | | | 21 | | | | | | | | | | | | | | | | | |
| P7 | 53 | | | | | | | 160 | | | | | | | | | | | | | |
| P10 | | | | 3 | | | | | | | | | | | | | | | | | |
| P13 | 26 | | | | | | | 88 | | | | | | | | | | | | | |
| P18 | 43 | | | | | | | | 47 | | | | | | | | | | | | |
| P20 | 54 | | | | | | | | 56 | | | | | | | | | | | | |
| P21 | | | | 4 | | | | | | | | | | | | | | | | | |
| P24 | 63 | | | | | | | | 63 | | | | | | | | | | | | |
| P25 | | | | 4 | | | | | | | | | | | | | | | | | |
| P27 | 62 | | | | | | | 71 | | | | | | | | | | | | | |
| P29 | 23 | | | | | | | 38 | | | | | | | | | | | | | |
| P29A | | | | | 3 | | | | | | | | | | | | | | 1 | | |
| P31 | 15 | | | | | | | 54 | | | | | | | | | | | | | |
| P32 | | | | 4 | | | | | | | | | | | | | | | | | |
| P35 | 35 | | | | | | | 100 | | | | | | | | | | | | | |
| P36 | | | | 4 | | | | | | | | | | | | | | | | | |
| P38 | 30 | | | | | | | 98 | | | | | | | | | | | | | |
| P39 | | | | 4 | | | | | | | | | | | | | | | | | |
| P41 | | | | | 16 | | | | | | | | | | | | | | 1 | | |
| P47 | | | | | 79 | | | | | | | | | | | | | | 1 | | |
| P49 | | | | | | | | 38 | | | | | | | | | | | | 1 | |
| P52 | 93 | | | | | | | 101 | | | | | | | | | | | | | |
| P54 | 94 | | | | | | | 102 | | | | | | | | | | | | | |
| P56 | 43 | | | | | | | 47 | | | | | | | | | | | | | |
| P57 | | | | 8 | | | | | | | | | | | | | | | | | |
| P58 | 35 | | | | | | | 50 | | | | | | | | | | | | | |
| P60 | | | | 7 | | | | | | | | | | | | | | | | | |
| P61 | 58 | | | | | | | 92 | | | | | | | | | | | | | |
| P64 | 65 | | | | | | | 102 | | | | | | | | | | | | | |
| P66 | | | | | | | | | | 5 | | | | | | | | | | | |
| P67 | 22 | | | | | | | 35 | | | | | | | | | | | | | |
| P68 | | | | | | | | | | 6 | | | | | | | | | | | |
| P69 | 13 | | | | | | | 78 | | | | | | | | | | | | | |
| P72 | | | | | | | | 4 | | | | | | | | | | | | | |
| P76 | 39 | | | | | | | | | | | | | 96 | | | | | | | |
| P77 | | | | | | | | | | 6 | | | | | | | | | | | |
| P79 | 62 | | | | | | | 91 | | | | | | | | | | | | | |
| P80 | | | | | | | | | | 6 | | | | | | | | | | | |
| P81 | 28 | | | | | | | 69 | | | | | | | | | | | | | |
| P82 | | | | | | | | | | 5 | | | | | | | | | | | |
| P83 | 60 | | | | | | | 72 | | | | | | | | | | | | | |
| P85 | | | | 6 | | | | | | | | | | | | | | | | | |
| P86 | 79 | | | | | | | | | | | | 116 | | | | | | | | |
| P87 | | | | | | | | | | 5 | | | | | | | | | | | |
| P88 | 83 | | | | | | 122 | | | | | | | | | | | | | | |
| P91 | | | | 5 | | | | | | | | | | | | | | | | | |
| P92 | 125 | | | | | | 184 | | | | | | | | | | | | | | |
| P95 | 10 | | | | 31 | | | | | | | | | | | | | | 1 | | |
| P96 | | | | | 18 | | | | | | | | | | | | | | | | |
| P97 | | | | | | 7 | | | | | | | | | | | | | | | |
| P98 | | | | | 144 | | | | | | | | | | | | | | | | |
| P104 | 7 | | | | | | | 100 | | | | | | | | | | | | 1 | |
| P105 | 10 | | | | | | | 115 | | | | | | | | | | | | | |
| P109 | 10 | | | | | | | 105 | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | | | | | |
| 484+50, RT | | 15 | 72 | | | | | | | | | | | | | | | | | 1 | |
| 557+79.17, RT | | 33 | | | | | | 80 | | | | | | | | | | | | 1 | |
| 587+87.19, RT | | 35 | | | | | | 80 | | | | | | | | | | | | 1 | |
| 623+00, RT | | 55 | | | | | | 80 | | | | | | | | | | | | 1 | |
| 693+50.00, RT | | 75 | | | | | | 86 | | | | | | | | | | | | 1 | |
| 699+00, RT | | 62 | | | | | | 80 | | | | | | | | | | | | 1 | |
| PROJECT TOTAL | 3,311 | 828 | 144 | 152 | 1,649 | 613 | 2,907 | 1,136 | 260 | 227 | 57 | 172 | 116 | 350 | 188 | 1 | 5 | 16 | 2 | 1 | 1 |

NOTE: SEE URBAN DRAINAGE STRUCTURE SHEET FOR LOCATION OF URBAN STORM SEWER ITEMS (P#)

| | | | | | | | | | | | |
|--|--------------------|------------|------------|---|-------------------------------|---------------------------|---------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | DRAWN - | REVISIED - | REVISIED - | | | 332 | (29,30)R-1 | SALINE | 745 | 54 | |
| PLOT SCALE = 100.00' / in. | CHECKED - | REVISIED - | REVISIED - | | | CONTRACT NO. 78077 | | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISIED - | REVISIED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | | SCALE: N.T.S. | | SHEET NO. OF SHEETS | | STA. TO STA. | | |

PIPE CULVERTS

| LOCATION STATION | POROUS GRANULAR EMBANKMENT | TRENCH BACKFILL | PIPE CULVERTS, CLASS A, | | | | | | | | | | | | | PIPE CULVERTS, CLASS D, | | | | | | | | PRECAST REINFORCED CONCRETE FLARED END SECTIONS | | | | | | | | | STEEL END SECTIONS | | | | | | PIPE CULVERTS, CLASS D (TEMPORARY) | | CONCRETE COLLAR | | |
|-----------------------|----------------------------|-----------------|-------------------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|-----------|-------------------------|------------|------------|------------|------------|-----------|-----------|-----------|---|----------|----------|-----------|----------|----------|----------|----------|----------|--------------------|----------|-----------|-----------|-----------|-----------|------------------------------------|----------|-----------------|------------|------------|
| | | | TYPE 1 | | | | | | TYPE 2 | | | | | | | TYPE 1 | | | | TYPE 2 | | | | | | | | | | | TYPE 1 | | | | | | | | | | | | |
| | | | 12" | 24" | 30" | 36" | 48" | EQRS 42" | EQRS 54" | 24" TEMP. | 24" | 36" | 42" | EQRS 30" | EQRS 42" | 10" | 15" | 18" | 24" | 30" | 36" | 42" | 18" | 12" | 24" | 30" | 36" | 42" | 48" | EQRS 30" | EQRS 42" | EQRS 54" | 15" | 18" | 24" | 30" | 36" | 42" | 18" | 24" | | | |
| TON | CU YD | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FOOT | FOOT | CU YD | | | | | |
| STAGE 1B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 404+74.52, 41.1 RT | | | | | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0.8 | | | |
| 405+01.26, 36.4 RT | | | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0.7 | | | |
| 433+06.69, 67.0 RT | | 20 | | | | | | | | 48 | | | | | | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | |
| 446+34.35, 51.10 RT | | 2 | | | | | | | | | | | | | | 22 | | | | | | | | | | | | | | | | | | | | 2 | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 460+01.07, 89.6 RT | | 8 | | | | | | | | | | | | | | | | | | 44 | | | | | | | | | | | | | | | | | 2 | | | | | | |
| 492+47, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 74 | | | |
| 492+47.04, 84.1 RT | | 5 | | | | | | | | | | | | | | | 46 | | | | | | | | | | | | | | | | | | | | 2 | | | | | | |
| 506+25.00, RT | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 507+04, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 74 | | | |
| 507+04.16, 88.6 RT | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 74 | | | |
| 512+17, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 82 | | | |
| 512+17.03, 82.9 RT | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 523+80.32, 89.0 RT | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 523+81, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 74 | | | |
| 526+50.00, RT | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 529+58.65, 90.0 RT | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 529+59, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 72 | | | |
| 537+67.20, 85.9 RT | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 537+68, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 72 | | | |
| 541+48, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 76 | | | |
| 563+04.93, 95.7 RT | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 597+73.02, 90.9 RT | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 623+78.97, 89.3 RT | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 666+00.00 C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 666+00.73, 104.8 RT | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 50 | | | |
| 691+00, 8.6' RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 699+00.00 C.L. | | | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GANDERTOWN RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21+10.15, 16.74 RT | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23+00.00, 16.23 RT | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24+56.69, C.L. | 8 | 5 | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. COOK RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+86.43, C.L. | 16 | | | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11+74.97, 16.28 LT | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VANGAMPLER RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10+94.61, C.L. | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15+87.99, 20.05 LT | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COTTONWOOD RD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16+45.13, 23.3 LT | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16+60.13, 23.9 RT | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STAGE 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 540+52, C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 699+44.94, 92.4 LT | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROJECT TOTAL | 742 | 249 | 32 | 43 | 46 | 208 | 36 | 10 | 34 | 84 | 96 | 332 | 44 | 170 | 14 | 48 | 261 | 190 | 360 | 216 | 76 | 51 | 55 | 2 | 6 | 2 | 10 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 14 | 14 | 18 | 10 | 4 | 2 | 100 | 828 | 3.0 |

BOX CULVERTS

| LOCATION STATION TO STATION | POROUS GRANULAR EMBANKMENT | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES | CONCRETE BOX CULVERTS | REINFORCEMENT BARS | PRECAST CONCRETE BOX CULVERTS 3' X 2' | PRECAST CONCRETE BOX CULVERTS 4' X 3' | PRECAST CONCRETE BOX CULVERTS 5' X 3' | PRECAST CONCRETE BOX CULVERTS 5' X 4' | PRECAST CONCRETE BOX CULVERTS 6' X 3' | PRECAST CONCRETE BOX CULVERTS 8' X 3' | PRECAST CONCRETE BOX CULVERTS 7' X 7' | * BOX CULVERT END SECTIONS, CULV. NO. _ | STONE RIPRAP, CLASS A1 | TEMPORARY CONCRETE BARRIER | IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE) TEST LEVEL 3 | PERMANENT SHEET PILING | TEMPORARY SOIL RETENTION SYSTEM |
|----------------------------------|----------------------------------|--|-----------------------------|-----------------------|---|---|---|---|---|---|---|---|------------------------------|----------------------------------|---|------------------------------|--|
| | CU YD | CU YD | CU YD | POUND | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | EACH | SQ YD | FOOT | EACH | SQ FT | SQ FT |
| STAGE 1A | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | |
| LT. STA. 407+00.84 | 14 | 32 | | | | | | | | | | 27 | 1 | 48 | | | 290 |
| STA. 425+59.98 | | | | | | | | 119 | | | | | 2 | | | | |
| LT. STA. 466+30.68 | | | | | | 93 | | | | | | | 1 | | | | |
| LT. STA. 473+27.96 | | | | | | | | 124 | | | | | 1 | | | | |
| LT. STA. 479+85.58 TO 481+06.08 | | | | | | | | | | | | | | 121 | 2 | | |
| LT. STA. 480+74.83 | 69 | 63 | 53.4 | 6,532 | | | | | | | | | 95 | | | | |
| LT. STA. 533+55.53 | | | | | | | | | | 92 | | | 1 | | | | |
| LT. STA. 590+33.56 | | | | | | | 84 | | | | | | 1 | | | | |
| LT. STA. 643+45.99 TO 645+70.99 | | | | | | | | | | | | | | 225 | 2 | | |
| LT. STA. 644+96.30 (SN 083-2023) | 197 | 178 | 280.8 | 56,683 | | | | | | | | | | 275 | 2 | 284 | 393 |
| LT. STA. 656+12.50 TO 658+87.50 | | | | | | | | | | | | | | | | | |
| LT. STA. 657+75.00 | 245 | 119 | 131.6 | 23,275 | | | | | | | | | 179 | | | | |
| BIKE PATH | | | | | | | | | | | | | | | | | |
| STA. 423+00.18 | | | | | | | | 52 | | | | | | | | | |
| ALEXANDER ROAD | | | | | | | | | | | | | | | | | |
| 1+42.64 | | | | | | | | 44 | | | | | | | | | |
| RT. STA. 7+66.63 | | | | | | | | | 32 | | | | | | | | |
| STA. 9+15.00 | | | | | | 100 | | | | | | | | | | | |
| ROBERTS ENTRANCE | | | | | | | | | | | | | | | | | |
| STA. 2+91.48 | | | | | | | | | | | | | 44 | | | | |
| STAGE 1B | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | |
| RT. STA. 407+00.84 | 13 | 31 | | | | | | | | | | | 27 | 1 | 47 | | 252 |
| STAGE 2 | | | | | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | | | | | |
| RT. STA. 466+30.68 | | | | | | | 73 | | | | | | | | | | |
| RT. STA. 473+27.96 | | | | | | | | 78 | | | | | | | | | |
| RT. STA. 480+74.83 | 104 | 95 | 80.0 | 9,798 | | | | | | | | | 142 | | | | |
| RT. STA. 533+55.53 | | | | | | | | | | 70 | | | 1 | | | | |
| RT. STA. 590+33.56 | | | | | | | | | | | | | 1 | | | | |
| RT. STA. 644+96.30 (SN 083-2023) | 272 | 246 | 387.8 | 78,277 | | | | | | | | | | | | 283 | |
| RT. STA. 657+75.00 | 256 | 124 | 137.0 | 24,225 | | | | | | | | | 186 | | | | |
| PROJECT TOTAL | 1,170 | 888 | 1,070.6 | 198,790 | 100 | 218 | 523 | 32 | 162 | 44 | 54 | 26 | 697 | 621 | 6 | 567 | 935 |

* SEE PRECAST BOX CULVERT SCHEDULE BELOW FOR THE CULVERT NO.. OF THE PAY ITEM FOUND IN THE SUMMARY OF QUANTITIES.

BRIDGE SN 083-6008

| LOCATION STATION TO STATION | REMOVAL OF EXISTING SUPERSTRUCTURE | CONCRETE REMOVAL | STRUCTURE EXCAVATION | CONCRETE STRUCTURES | CONCRETE SUPERSTRUCTURE | PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH) | REINFORCEMENT BARS, EPOXY COATED | STEEL RAILING, TYPE SM | FURNISHING STEEL PILES HP10X42 | DRIVING PILES | PILE SHOES | GEOCOMPOSITE WALL DRAIN | GRANULAR BACKFILL FOR STRUCTURES | APPROACH SLAB REMOVAL | PIPE UNDERDRAINS FOR STRUCTURES 4" |
|-----------------------------------|--|---------------------|-------------------------|------------------------|----------------------------|---|--|------------------------------|--------------------------------------|------------------|---------------|----------------------------|---|-----------------------------|--|
| | EACH | CU YD | CU YD | CU YD | CU YD | SQ FT | POUND | FOOT | FOOT | FOOT | EACH | SQ YD | CU YD | SQ YD | FOOT |
| STAGE 1A | | | | | | | | | | | | | | | |
| FOURTH ST. | | | | | | | | | | | | | | | |
| BRIDGE | 1 | 1.8 | 43 | 46.1 | 133.7 | 1,778 | 42,150 | 79 | 94 | 94 | 4 | 9 | 11 | 164 | 77 |
| PROJECT TOTAL | 1 | 1.8 | 43 | 46.1 | 133.7 | 1,778 | 42,150 | 79 | 94 | 94 | 4 | 9 | 11 | 164 | 77 |

PRECAST BOX CULVERT SCHEDULE (ASTM C 1577)

| CULVERT NUMBER | STATION | SIZE | | ES DESIGN FILL | | | *POROUS GRANULAR EMBANKMENT TON |
|----------------------|---------------------------|---------------|------|--------------------|------|------|---------------------------------------|
| | | SPAN x HEIGHT | SKEW | MIN | MAX | | |
| 1 | 407+00.84 | 7 | 7 | 1° 54' 33" LT. AH. | 0.43 | 1.84 | |
| 2 | 425+59.98 | 5 | 3 | 30° 0' 0" RT. AH. | 1.35 | 3.37 | 253 |
| 3 | 466+30.68 | 4 | 3 | 0 | 4.95 | 6.02 | 794 |
| 4 | 473+27.96 | 5 | 3 | 5° 32' 55" RT. AH. | 4.45 | 6.89 | 880 |
| 5 | 533+55.53 | 6 | 3 | 0 | 3.8 | 4.75 | 602 |
| 6 | 590+33.56 | 5 | 3 | 0 | 2.97 | 3.91 | 433 |
| 7 | ALEXANDER RD 1+42.64 | 5 | 3 | 0 | 0.55 | 1.05 | 121 |
| 8 | ALEXANDER RD. FER 7+66.63 | 5 | 4 | 0 | 1.04 | 1.35 | 80 |
| 9 | BIKE PATH 423+00.18 | DBL 4 | 3 | 28 LT. AH. | 0.46 | 0.58 | 32 |
| 10 | ALEXANDER RD. 9+15 | DBL 3 | 2 | 0 | 0.81 | 1.35 | 111 |
| 11 | ROBERTS ENT. 2+91.48 | 8 | 3 | 0 | 0.99 | 1.10 | 104 |
| PROJECT TOTAL | | | | | | | 3,410 |

* SEE PIPE CULVERT SCHEDULE FOR ADDITIONAL QUANTITY.

| | | | | | | | | | | | | | |
|--|------------------|------------|-----------|---|--|--|--|--|---------------------------|------------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = bemy | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | DRAWN - | REVISED - | REVISED - | | | | | | 332 | (29,30)R-1 | SALINE | 745 | 57 |
| PLOT SCALE = 100.00' / 1" = | CHECKED - | REVISED - | REVISED - | | SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA. | | | | CONTRACT NO. 78077 | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISED - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

PIPE UNDERDRAIN SCHEDULE

SOUTHBOUND OUTSIDE EDGE OF PAVEMENT

| LOCATION STATION TO STATION | PIPE UNDERDRAINS 4" | OUTLET STATION | PIPE UNDERDRAIN 4" (SPECIAL) | CONCRETE HEADWALL FOR PIPE DRAINS EACH | |
|--------------------------------------|---------------------|----------------|------------------------------|--|------|
| | | | | | FOOT |
| STAGE 1A | | | | | |
| 436+00 | 441+00 | 500.0 | 441+00 | 18.0 | 1 |
| 441+00 | 444+50 | 350.0 | 444+50 | 18.0 | 1 |
| 453+50 | 456+00 | 250.0 | 453+50 | 18.0 | 1 |
| 456+00 | 461+00 | 500.0 | 456+00 | 18.0 | 1 |
| 461+00 | 466+00 | 500.0 | 461+00 | 18.0 | 1 |
| 466+00 | 471+50 | 550.0 | 466+00 | 18.0 | 1 |
| 471+50 | 476+50 | 500.0 | 476+50 | 18.0 | 1 |
| 476+50 | 482+00 | 550.0 | 482+00 | 18.0 | 1 |
| 483+00 | 484+50 | 150.0 | 484+50 | 18.0 | 1 |
| 484+50 | 489+00 | 450.0 | 484+50 | 13.5 | |
| 489+00 | 494+00 | 500.0 | 489+00 | 18.0 | 1 |
| 494+00 | 497+00 | 300.0 | 494+00 | 18.0 | 1 |
| 497+00 | 502+00 | 500.0 | 502+00 | 18.0 | 1 |
| 502+00 | 507+00 | 500.0 | 507+00 | 18.0 | 1 |
| 507+00 | 512+00 | 500.0 | 512+00 | 18.0 | 1 |
| 512+00 | 515+60 | 380.0 | 516+50 | 18.0 | 1 |
| 517+00 | 522+00 | 500.0 | 522+00 | 18.0 | 1 |
| 522+00 | 527+00 | 500.0 | 527+00 | 18.0 | 1 |
| 527+00 | 534+00 | 700.0 | 534+00 | 18.0 | 1 |
| 534+00 | 539+00 | 500.0 | 534+00 | 18.0 | 1 |
| 539+00 | 543+00 | 400.0 | 539+00 | 18.0 | 1 |
| 543+00 | 547+00 | 400.0 | 547+00 | 18.0 | 1 |
| 547+00 | 552+00 | 500.0 | 552+00 | 18.0 | 1 |
| 552+00 | 556+00 | 400.0 | 556+00 | 18.0 | 1 |
| 556+00 | 558+50 | 250.0 | 558+50 | 18.0 | 1 |
| 558+50 | 563+00 | 450.0 | 558+50 | 18.0 | 1 |
| 563+00 | 568+00 | 500.0 | 568+00 | 18.0 | 1 |
| 568+00 | 573+00 | 500.0 | 573+00 | 18.0 | 1 |
| 573+00 | 576+50 | 350.0 | 576+50 | 18.0 | 1 |
| 577+60 | 583+00 | 540.0 | 583+00 | 18.0 | 1 |
| 583+00 | 588+00 | 500.0 | 588+00 | 18.0 | 1 |
| 588+00 | 593+00 | 500.0 | 588+00 | 18.0 | 1 |
| 593+00 | 596+00 | 500.0 | 593+00 | 18.0 | 1 |
| 596+00 | 602+00 | 400.0 | 596+00 | 18.0 | 1 |
| 602+00 | 605+80 | 380.0 | 602+00 | 18.0 | 1 |
| 607+00 | 612+00 | 500.0 | 612+00 | 18.0 | 1 |
| 612+00 | 617+00 | 500.0 | 617+00 | 18.0 | 1 |
| 617+00 | 622+00 | 500.0 | 622+00 | 18.0 | 1 |
| 622+00 | 627+00 | 500.0 | 627+00 | 18.0 | 1 |
| 627+00 | 632+00 | 500.0 | 632+00 | 18.0 | 1 |
| 632+00 | 636+00 | 400.0 | 632+00 | 18.0 | 1 |
| 636+00 | 639+00 | 300.0 | 636+00 | 18.0 | 1 |
| 639+00 | 644+00 | 500.0 | 644+00 | 18.0 | 1 |
| 644+00 | 647+50 | 350.0 | 647+50 | 18.0 | 1 |
| 647+50 | 648+80 | 130.0 | 647+50 | 18.0 | 1 |
| 650+00 | 653+00 | 300.0 | 650+00 | 18.0 | 1 |
| 653+00 | 656+00 | 300.0 | 653+00 | 18.0 | 1 |
| 656+00 | 664+00 | 800.0 | 664+00 | 18.0 | 1 |
| 664+00 | 669+00 | 500.0 | 664+00 | 18.0 | 1 |
| 669+00 | 672+00 | 300.0 | 669+00 | 18.0 | 1 |
| 672+00 | 677+00 | 500.0 | 677+00 | 18.0 | 1 |
| STAGE 1A SUBTOTAL | | | | | |
| | | 22,610.0 | | 911.5 | 44 |
| STAGE 3 | | | | | |
| 677+00 | 681+50 | 450.0 | 681+50 | 18.0 | 1 |
| 681+50 | 686+00 | 450.0 | 681+50 | 18.0 | 1 |
| 686+00 | 689+00 | 300.0 | 686+00 | 18.0 | 1 |
| 689+00 | 694+00 | 500.0 | 694+00 | 18.0 | 1 |
| 695+20 | 697+00 | 180.0 | 697+00 | 18.0 | 1 |
| 697+00 | 702+00 | 500.0 | 697+00 | 18.0 | 1 |
| 702+00 | 705+00 | 300.0 | 702+00 | 18.0 | 1 |
| STAGE 3 SUBTOTAL | | | | | |
| | | 2,680.0 | | 126.0 | 5 |
| SOUTHBOUND OUTSIDE EDGE TOTAL | | | | | |
| | | 25,290.0 | | 1,037.5 | 49 |

PIPE UNDERDRAIN SCHEDULE

SOUTHBOUND INSIDE EDGE OF PAVEMENT

| LOCATION STATION TO STATION | PIPE UNDERDRAINS 4" | OUTLET STATION | PIPE UNDERDRAIN 4" (SPECIAL) | CONCRETE HEADWALL FOR PIPE DRAINS EACH | |
|-------------------------------------|---------------------|----------------|------------------------------|--|------|
| | | | | | FOOT |
| STAGE 1A | | | | | |
| 456+00 | 459+00 | 300.0 | 456+00 | 14.0 | 1 |
| 459+00 | 464+00 | 500.0 | 459+00 | 14.0 | 1 |
| 464+00 | 469+00 | 500.0 | 464+00 | 14.0 | 1 |
| 469+00 | 471+50 | 250.0 | 469+00 | 14.0 | 1 |
| 471+50 | 476+50 | 500.0 | 476+50 | 14.0 | 1 |
| 476+50 | 481+00 | 450.0 | 481+00 | 14.0 | 1 |
| 487+50 | 494+00 | 650.0 | 487+50 | 14.0 | 1 |
| 494+00 | 497+00 | 300.0 | 494+00 | 14.0 | 1 |
| 497+00 | 502+00 | 500.0 | 502+00 | 14.0 | 1 |
| 502+00 | 507+00 | 500.0 | 507+00 | 14.0 | 1 |
| 507+00 | 512+00 | 500.0 | 512+00 | 14.0 | 1 |
| 517+50 | 522+00 | 450.0 | 522+00 | 14.0 | 1 |
| 522+00 | 527+00 | 500.0 | 522+00 | 14.0 | 1 |
| 527+00 | 534+00 | 700.0 | 534+00 | 14.0 | 1 |
| 534+00 | 539+00 | 500.0 | 534+00 | 14.0 | 1 |
| 539+00 | 543+00 | 400.0 | 539+00 | 14.0 | 1 |
| 543+00 | 547+00 | 400.0 | 547+00 | 14.0 | 1 |
| 547+00 | 552+00 | 500.0 | 552+00 | 14.0 | 1 |
| 552+00 | 556+00 | 400.0 | 556+00 | 14.0 | 1 |
| 556+00 | 558+50 | 250.0 | 558+50 | 14.0 | 1 |
| 558+50 | 563+00 | 450.0 | 558+50 | 14.0 | 1 |
| 563+00 | 568+00 | 500.0 | 568+00 | 14.0 | 1 |
| 568+00 | 573+00 | 500.0 | 573+00 | 14.0 | 1 |
| 578+00 | 583+00 | 500.0 | 583+00 | 14.0 | 1 |
| 583+00 | 588+00 | 500.0 | 588+00 | 14.0 | 1 |
| 588+00 | 593+00 | 500.0 | 588+00 | 14.0 | 1 |
| 593+00 | 598+00 | 500.0 | 593+00 | 14.0 | 1 |
| 598+00 | 602+00 | 400.0 | 598+00 | 14.0 | 1 |
| 602+00 | 605+50 | 350.0 | 602+00 | 14.0 | 1 |
| 607+30 | 612+00 | 470.0 | 612+00 | 14.0 | 1 |
| 612+00 | 617+00 | 500.0 | 617+00 | 14.0 | 1 |
| 617+00 | 622+00 | 500.0 | 622+00 | 14.0 | 1 |
| 622+00 | 627+00 | 500.0 | 627+00 | 14.0 | 1 |
| 627+00 | 632+00 | 500.0 | 632+00 | 14.0 | 1 |
| 632+00 | 636+00 | 400.0 | 632+00 | 14.0 | 1 |
| 636+00 | 639+00 | 300.0 | 636+00 | 14.0 | 1 |
| 639+00 | 644+00 | 500.0 | 644+00 | 14.0 | 1 |
| 644+00 | 647+50 | 350.0 | 647+50 | 14.0 | 1 |
| 647+50 | 653+00 | 550.0 | 647+50 | 14.0 | 1 |
| 653+00 | 656+00 | 300.0 | 653+00 | 14.0 | 1 |
| 656+00 | 664+00 | 800.0 | 664+00 | 14.0 | 1 |
| 664+00 | 669+00 | 500.0 | 664+00 | 14.0 | 1 |
| 669+00 | 672+00 | 300.0 | 669+00 | 14.0 | 1 |
| 672+00 | 677+00 | 500.0 | 677+00 | 14.0 | 1 |
| STAGE 1A SUBTOTAL | | | | | |
| | | 20,220.0 | | 616.0 | 38 |
| STAGE 3 | | | | | |
| 677+00 | 680+50 | 350.0 | 680+50 | 14.0 | 1 |
| 680+50 | 686+00 | 550.0 | 680+50 | 14.0 | 1 |
| 686+00 | 689+00 | 300.0 | 686+00 | 14.0 | 1 |
| 689+00 | 693+00 | 400.0 | 693+00 | 14.0 | 1 |
| 699+00 | 702+00 | 300.0 | 699+00 | 14.0 | 1 |
| 702+00 | 705+00 | 300.0 | 702+00 | 14.0 | 1 |
| STAGE 3 SUBTOTAL | | | | | |
| | | 2,200.0 | | 84.0 | 5 |
| SOUTHBOUND INSIDE EDGE TOTAL | | | | | |
| | | 22,420.0 | | 700.0 | 43 |

PIPE UNDERDRAIN SCHEDULE

NORTHBOUND INSIDE EDGE OF PAVEMENT

| LOCATION STATION TO STATION | PIPE UNDERDRAINS 4" | OUTLET STATION | PIPE UNDERDRAIN 4" (SPECIAL) | CONCRETE HEADWALL FOR PIPE DRAINS EACH | |
|-------------------------------------|---------------------|----------------|------------------------------|--|------|
| | | | | | FOOT |
| STAGE 2 | | | | | |
| 456+00 | 459+00 | 300.0 | 456+00 | 14.0 | 1 |
| 459+00 | 464+00 | 500.0 | 459+00 | 14.0 | 1 |
| 464+00 | 469+00 | 500.0 | 464+00 | 14.0 | 1 |
| 469+00 | 471+50 | 250.0 | 469+00 | 14.0 | 1 |
| 471+50 | 476+50 | 500.0 | 476+50 | 14.0 | 1 |
| 476+50 | 481+00 | 450.0 | 481+00 | 14.0 | 1 |
| 485+00 | 489+00 | 400.0 | 485+00 | 14.0 | 1 |
| 489+00 | 494+00 | 500.0 | 489+00 | 14.0 | 1 |
| 494+00 | 497+00 | 300.0 | 494+00 | 14.0 | 1 |
| 497+00 | 502+00 | 500.0 | 502+00 | 14.0 | 1 |
| 502+00 | 507+00 | 500.0 | 507+00 | 14.0 | 1 |
| 507+00 | 511+50 | 450.0 | 511+50 | 14.0 | 1 |
| 517+50 | 522+00 | 450.0 | 522+00 | 14.0 | 1 |
| 522+00 | 527+00 | 500.0 | 527+00 | 14.0 | 1 |
| 527+00 | 534+00 | 700.0 | 534+00 | 14.0 | 1 |
| 534+00 | 539+00 | 500.0 | 534+00 | 14.0 | 1 |
| 539+00 | 543+00 | 400.0 | 539+00 | 14.0 | 1 |
| 543+00 | 547+00 | 400.0 | 547+00 | 14.0 | 1 |
| 547+00 | 552+00 | 500.0 | 552+00 | 14.0 | 1 |
| 552+00 | 556+00 | 400.0 | 556+00 | 14.0 | 1 |
| 556+00 | 558+50 | 250.0 | 558+50 | 14.0 | 1 |
| 558+50 | 563+00 | 450.0 | 558+50 | 14.0 | 1 |
| 563+00 | 568+00 | 500.0 | 568+00 | 14.0 | 1 |
| 568+00 | 573+00 | 500.0 | 573+00 | 14.0 | 1 |
| 578+00 | 583+00 | 500.0 | 583+00 | 14.0 | 1 |
| 583+00 | 588+00 | 500.0 | 588+00 | 14.0 | 1 |
| 588+00 | 593+00 | 500.0 | 588+00 | 14.0 | 1 |
| 593+00 | 598+00 | 500.0 | 593+00 | 14.0 | 1 |
| 598+00 | 602+00 | 400.0 | 598+00 | 14.0 | 1 |
| 602+00 | 605+50 | 350.0 | 602+00 | 14.0 | 1 |
| 607+30 | 612+00 | 470.0 | 612+00 | 14.0 | 1 |
| 612+00 | 617+00 | 500.0 | 617+00 | 14.0 | 1 |
| 617+00 | 622+00 | 500.0 | 622+00 | 14.0 | 1 |
| 622+00 | 627+00 | 500.0 | 627+00 | 14.0 | 1 |
| 627+00 | 632+00 | 500.0 | 632+00 | 14.0 | 1 |
| 632+00 | 636+00 | 400.0 | 632+00 | 14.0 | 1 |
| 636+00 | 639+00 | 300.0 | 636+00 | 14.0 | 1 |
| 639+00 | 644+00 | 500.0 | 644+00 | 14.0 | 1 |
| 644+00 | 647+50 | 350.0 | 647+50 | 14.0 | 1 |
| 647+50 | 653+00 | 550.0 | 647+50 | 14.0 | 1 |
| 653+00 | 656+00 | 300.0 | 653+00 | 14.0 | 1 |
| 656+00 | 664+00 | 800.0 | 664+00 | 14.0 | 1 |
| 664+00 | 669+00 | 500.0 | 664+00 | 14.0 | 1 |
| 669+00 | 672+00 | 300.0 | 669+00 | 14.0 | 1 |
| 672+00 | 677+00 | 500.0 | 677+00 | 14.0 | 1 |
| 677+00 | 680+50 | 350.0 | 680+50 | 14.0 | 1 |
| 680+50 | 686+00 | 550.0 | 680+50 | 14.0 | 1 |
| 686+00 | 689+00 | 300.0 | 686+00 | 14.0 | 1 |
| 689+00 | 691+00 | 200.0 | 691+00 | 14.0 | 1 |
| NORTHBOUND INSIDE EDGE TOTAL | | | | | |
| | | 21,770.0 | | 686.0 | 42 |

PIPE UNDERDRAIN SCHEDULE

NORTHBOUND OUTSIDE EDGE OF PAVEMENT

| LOCATION STATION TO STATION | PIPE UNDERDRAINS 4" | OUTLET STATION | PIPE UNDERDRAIN 4" (SPECIAL) | CONCRETE HEADWALL FOR PIPE DRAINS EACH | |
|-----------------------------|---------------------|----------------|------------------------------|--|------|
| | | | | | FOOT |
| STAGE 1B | | | | | |
| 433+50 | 436+00 | 250.0 | 436+00 | 18.0 | 1 |
| 436+00 | 441+00 | 500.0 | 441+00 | 18.0 | 1 |
| 441+00 | 443+50 | 250.0 | 443+50 | 18.0 | 1 |
| STAGE 1B SUBTOTAL | | | | | |
| | | 1,000.0 | | 54.0 | 3 |
| STAGE 2 | | | | | |
| 453+50 | 456+00 | 250.0 | 453+50 | 18.0 | 1 |
| 456+00 | 461+00 | 500.0 | 456+00 | 18.0 | 1 |
| 461+00 | 466+00 | 500.0 | 461+00 | 18.0 | 1 |
| 466+00 | 471+50 | 550.0 | 466+00 | 18.0 | 1 |
| 471+50 | 476+50 | 500.0 | 476+50 | 18.0 | 1 |
| 476+50 | 481+90 | 540.0 | 481+90 | 12.5 | 1 |
| 483+10 | 484+50 | 140.0 | 484+50 | 18.0 | 1 |
| 484+50 | 489+00 | 450.0 | 484+50 | 18.0 | 1 |
| 489+00 | 494+00 | 500.0 | | | |

TEMPORARY PAVEMENT MARKINGS

| STATION BEGIN | STATION END | *SIDE | **LOCATION | DESCRIPTION | TEMPORARY PAVEMENT MARKING | | | | | SHORT TERM PAVEMENT MARKING | |
|---|-------------|-------|------------|---------------|----------------------------|----------------|----------------|---------------|------------------------------|-----------------------------|----------------|
| | | | | | LINE 4" | | LINE 12" | LINE 24" | LETTERS AND SYMBOLS SQ FT | LINE 4" | |
| | | | | | WHITE FOOT | YELLOW FOOT | YELLOW FOOT | WHITE FOOT | | WHITE FOOT | YELLOW FOOT |
| STAGE 1A | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | |
| 392+26 | 394+95 | LT | SB | SOLID | | 289 | | | | | |
| 394+95 | 408+40 | LT | SB | SOLID | | 1,346 | | | | | |
| 408+40 | 410+42 | LT | SB | SOLID | | 250 | | | | | |
| 410+89 | 411+44 | LT | SB | SOLID | | 55 | | | | | |
| 411+44 | 447+58 | LT | SB | SOLID | | 3,615 | | | | | |
| 411+07 | 428+65 | CL | SB | SKIP DASH | | | 440 | | | | |
| 423+26 | 428+65 | CL | SB | CL SOLID | | | 539 | | | | |
| 428+65 | 433+68 | CL | SB | DOUBLE SOLID | | 1,006 | | | | | |
| 433+68 | 447+58 | CL | SB | CL SOLID | | 1,391 | | | | | |
| 433+68 | 447+58 | CL | SB | SKIP DASH | | | 348 | | | | |
| 458+45 | 477+18 | LT | SB | SOLID | | 1,873 | | | | | |
| 458+45 | 477+18 | CL | SB | DOUBLE SOLID | | | 3,746 | | | | |
| 458+45 | 477+18 | RT | SB | SOLID | | 1,873 | | | | | |
| 477+18 | 487+00 | CL | SB | SKIP DASH | | | 246 | | | | |
| 477+18 | 481+89 | LT | SB | SOLID | | 471 | | | | | |
| 477+18 | 481+89 | RT | SB | SOLID | | 471 | | | | | |
| 483+11 | 486+45 | LT | SB | SOLID | | 334 | | | | | |
| 483+11 | 486+45 | LT | SB | TURN LANE | | 334 | | | | | |
| 483+11 | 487+00 | RT | SB | SOLID | | 389 | | | | | |
| 483+37 | | LT | SB | RT TURN ARROW | | | | 16 | | | |
| 484+74 | | LT | SB | RT TURN ARROW | | | | 16 | | | |
| 486+11 | | LT | SB | RT TURN ARROW | | | | 16 | | | |
| 486+45 | 489+83 | LT | SB | SOLID | | 339 | | | | | |
| 489+83 | 515+59 | LT | SB | SOLID | | 2,577 | | | | | |
| 487+00 | 495+00 | CL | SB | CL SOLID | | | 800 | | | | |
| 487+00 | 495+00 | CL | SB | SKIP DASH | | | 200 | | | | |
| 487+00 | 515+75 | RT | SB | SOLID | | 2,875 | | | | | |
| 495+00 | 500+00 | CL | SB | SKIP DASH | | | 125 | | | | |
| 500+00 | 506+00 | CL | SB | CL SOLID | | | 600 | | | | |
| 500+00 | 506+00 | CL | SB | SKIP DASH | | | 150 | | | | |
| 506+00 | 534+00 | CL | SB | SKIP DASH | | | 700 | | | | |
| 516+78 | 576+43 | LT | SB | SOLID | | 5,965 | | | | | |
| 516+78 | 576+43 | RT | SB | SOLID | | 5,965 | | | | | |
| 534+00 | 540+00 | CL | SB | SKIP DASH | | | 150 | | | | |
| 534+00 | 540+00 | CL | SB | CL SOLID | | | 800 | | | | |
| 540+00 | 546+00 | CL | SB | SKIP DASH | | | 150 | | | | |
| 546+00 | 551+00 | CL | SB | CL SOLID | | | 500 | | | | |
| 546+00 | 551+00 | CL | SB | SKIP DASH | | | 125 | | | | |
| 551+00 | 693+52 | CL | SB | SKIP DASH | | | 3,563 | | | | |
| 577+81 | 605+81 | LT | SB | SOLID | | 2,821 | | | | | |
| 577+81 | 605+81 | RT | SB | SOLID | | 2,821 | | | | | |
| 606+99 | 648+78 | LT | SB | SOLID | | 4,179 | | | | | |
| 606+99 | 693+52 | RT | SB | SOLID | | 8,653 | | | | | |
| 649+96 | 693+52 | LT | SB | SOLID | | 4,357 | | | | | |
| ALEXANDER RD. / S. COOK RD. | | | | | | | | | | | |
| 8+89 | 9+39 | LT | | SOLID | | 79 | | | | | |
| 8+89 | 9+51 | RT | | SOLID | | 91 | | | | | |
| 8+89 | 10+25 | LT | | SOLID | | 153 | | | | | |
| 8+89 | 10+25 | RT | | SOLID | | 153 | | | | | |
| 10+13 | | RT | | STOP BAR | | | | 17 | | | |
| 10+49 | 11+11 | LT | | SOLID | | 80 | | | | | |
| 10+49 | 11+11 | RT | | SOLID | | 80 | | | | | |
| 10+61 | | LT | | STOP BAR | | | | | 17 | | |
| BOURLAND RD. / N. COOK RD. | | | | | | | | | | | |
| 8+92 | 10+30 | LT | | SOLID | | 146 | | | | | |
| 8+92 | 10+19 | RT | | SOLID | | 143 | | | | | |
| 8+92 | 9+58 | LT | | SOLID | | 88 | | | | | |
| 8+92 | 9+42 | RT | | SOLID | | 86 | | | | | |
| 10+10 | | RT | | STOP BAR | | | | | 13 | | |
| CARTER FARM RD. / VANGAMPLER RD. | | | | | | | | | | | |
| 9+00 | 9+51 | LT | | SOLID | | 79 | | | | | |
| 9+00 | 9+51 | RT | | SOLID | | 79 | | | | | |
| 9+01 | 10+25 | LT | | SOLID | | 141 | | | | | |
| 9+01 | 10+25 | RT | | SOLID | | 141 | | | | | |
| 10+13 | | RT | | STOP BAR | | | | | 15 | | |
| UNTHANK RD. / FLANDERS RD. | | | | | | | | | | | |
| 9+01 | 10+25 | LT | | SOLID | | 142 | | | | | |
| 9+01 | 10+25 | RT | | SOLID | | 142 | | | | | |
| 9+01 | 9+51 | LT | | SOLID | | 139 | | | | | |
| 9+01 | 9+51 | RT | | SOLID | | 139 | | | | | |
| 10+13 | | RT | | STOP BAR | | | | | 15 | | |
| 10+50 | 11+70 | LT | | SOLID | | 79 | | | | | |
| 10+50 | 11+70 | RT | | SOLID | | 79 | | | | | |
| 10+61 | | LT | | STOP BAR | | | | | 15 | | |

TEMPORARY PAVEMENT MARKINGS

| STATION BEGIN | STATION END | *SIDE | **LOCATION | DESCRIPTION | TEMPORARY PAVEMENT MARKING | | | | | SHORT TERM PAVEMENT MARKING | |
|------------------------------------|-------------|-------|------------|----------------|----------------------------|----------------|----------------|---------------|------------------------------|-----------------------------|----------------|
| | | | | | LINE 4" | | LINE 12" | LINE 24" | LETTERS AND SYMBOLS SQ FT | LINE 4" | |
| | | | | | WHITE FOOT | YELLOW FOOT | YELLOW FOOT | WHITE FOOT | | WHITE FOOT | YELLOW FOOT |
| GARNER RD. | | | | | | | | | | | |
| 9+01 | 9+51 | LT | | SOLID | | 79 | | | | | |
| 9+01 | 9+51 | RT | | SOLID | | 79 | | | | | |
| 9+01 | 10+24 | LT | | SOLID | | 141 | | | | | |
| 9+01 | 10+24 | RT | | SOLID | | 141 | | | | | |
| 10+13 | | RT | | STOP BAR | | | | | 15 | | |
| STAGE 1B | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | |
| 392+44 | 395+10 | RT | NB | SOLID | | 267 | | | | | |
| 395+10 | 407+35 | RT | NB | SOLID | | 1,226 | | | | | |
| 406+08 | 447+59 | LT | SB | SOLID | | 4,151 | | | | | |
| 407+35 | 411+50 | CL | SB | SOLID DIAGONAL | | | | 125 | | | |
| 407+35 | 411+50 | RT | NB | SOLID | | 416 | | | | | |
| 407+35 | 411+50 | CL | SB | CL SOLID | | | 416 | | | | |
| 407+35 | 411+50 | CL | SB | CL SOLID | | | 416 | | | | |
| 411+50 | 447+59 | RT | SB | SOLID | | 3,609 | | | | | |
| 411+50 | 428+65 | CL | SB | SKIP DASH | | | 429 | | | | |
| 423+20 | 428+65 | CL | SB | CL SOLID | | | 539 | | | | |
| 428+65 | 433+68 | CL | SB | DOUBLE SOLID | | | 1,006 | | | | |
| 433+68 | 445+50 | CL | SB | CL SOLID | | | 1,183 | | | | |
| 433+68 | 445+50 | CL | SB | SKIP DASH | | | 296 | | | | |
| 445+50 | 447+59 | CL | SB | DOUBLE SOLID | | | 418 | | | | |
| 444+25 | 458+45 | LT | SB | SOLID | | 1,421 | | | | | |
| 444+25 | 458+45 | RT | SB | SOLID | | 1,421 | | | | | |
| 444+25 | 458+45 | CL | SB | SKIP DASH | | | 356 | | | | |
| STAGE 2 | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | |
| 447+59 | 458+45 | CL | NB | SKIP DASH | | | 272 | | | | |
| 447+59 | 481+89 | LT | NB | SOLID | | 3,430 | | | | | |
| 447+59 | 475+15 | RT | NB | SOLID | | 2,757 | | | | | |
| 458+45 | 477+18 | CL | NB | DOUBLE SOLID | | | 3,747 | | | | |
| 475+15 | 478+55 | RT | NB | SOLID | | 340 | | | | | |
| 478+55 | 481+89 | RT | NB | SOLID | | 334 | | | | | |
| 478+55 | 481+89 | RT | NB | SOLID | | 334 | | | | | |
| 477+18 | 700+00 | CL | NB | SKIP DASH | | | 5,571 | | | | |
| 478+89 | | RT | NB | RT TURN ARROW | | | | | 16 | | |
| 480+26 | | RT | NB | RT TURN ARROW | | | | | 16 | | |
| 481+65 | | RT | NB | RT TURN ARROW | | | | | 16 | | |
| 483+11 | 515+89 | LT | NB | SOLID | | 3,259 | | | | | |
| 483+11 | 515+90 | LT | NB | SOLID | | 3,279 | | | | | |
| 487+00 | 495+00 | CL | NB | SOLID | | | 800 | | | | |
| 500+00 | 506+00 | CL | NB | SOLID | | | 600 | | | | |
| 516+88 | 576+43 | LT | NB | SOLID | | 5,955 | | | | | |
| 517+14 | 576+43 | RT | NB | SOLID | | 5,929 | | | | | |
| 534+00 | 540+00 | CL | NB | SOLID | | | 600 | | | | |
| 546+00 | 551+00 | CL | NB | SOLID | | | 500 | | | | |
| 577+61 | 605+81 | LT | NB | SOLID | | 2,821 | | | | | |
| 577+61 | 605+81 | RT | NB | SOLID | | 2,821 | | | | | |
| 606+99 | 694+04 | LT | NB | SOLID | | 8,705 | | | | | |
| 606+99 | 694+15 | RT | NB | SOLID | | 8,716 | | | | | |
| 695+28 | 710+61 | LT | NB | SOLID | | 1,534 | | | | | |
| 695+32 | 710+61 | RT | NB | SOLID | | 1,529 | | | | | |
| 700+00 | 710+61 | CL | NB | DOUBLE SOLID | | | 2,122 | | | | |
| ALEXANDER RD. / S. COOK RD. | | | | | | | | | | | |
| 8+89 | 10+25 | LT | | SOLID | | 165 | | | | | |
| 8+89 | 10+25 | RT | | SOLID | | 165 | | | | | |
| 9+39 | | RT | | STOP BAR | | | | | 24 | | |
| 9+75 | 11+11 | LT | | SOLID | | 165 | | | | | |
| 9+75 | 11+11 | RT | | SOLID | | 165 | | | | | |
| 9+87 | | LT | | STOP BAR | | | | | 24 | | |
| 10+61 | 10+99 | LT | | SOLID | | 79 | | | | | |
| 10+61 | 11+11 | RT | | SOLID | | 79 | | | | | |
| BOURLAND RD. / N. COOK RD. | | | | | | | | | | | |
| 8+92 | 10+36 | | | | | | | | | | |

PAVEMENT MARKINGS

| STA. BEGIN | STA. END | *SIDE | LOC. | DESCRIPTION | PREF. PLASTIC, TYPE B-INLAID | | MODIFIED URETHANE PAVEMENT MARKING | | | | | LETTERS AND SYMBOLS | |
|----------------|----------|-----------------|-------|----------------|------------------------------|-------------|------------------------------------|------------|-------------|------------|-------------|---------------------|-------|
| | | | | | LINE 4" | | LINE 24" | | LINE 4" | | LINE 12" | | |
| | | | | | WHITE FOOT | YELLOW FOOT | WHITE FOOT | WHITE FOOT | YELLOW FOOT | WHITE FOOT | YELLOW FOOT | | SQ FT |
| STAGE 3 | | | | | | | | | | | | | |
| U.S. 45 | | | | | | | | | | | | | |
| 392+75 | 403+04 | LT IS | SB | SOLID | | 1,030 | | | | | | | |
| 392+75 | 403+04 | LT IS | SB | SKIP DASH | | 258 | | | | | | | |
| 392+75 | 403+04 | RT IS | NB | SKIP DASH | | 258 | | | | | | | |
| 392+75 | 403+04 | RT IS | NB | SOLID | | 1,030 | | | | | | | |
| 392+75 | 405+04 | LT CL | SB | SKIP DASH | 308 | | | | | | | | |
| 392+75 | 405+04 | RT CL | NB | SKIP DASH | 308 | | | | | | | | |
| 394+50 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 396+50 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 398+50 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 400+50 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 402+50 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 403+04 | 405+04 | LT IS | SB | DOUBLE SOLID | | | | 400 | | | | | |
| 404+04 | 405+04 | RT IS TURN LANE | NB | SOLID | | | 100 | | | | | | |
| 404+09 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 9 | | |
| 404+59 | | RT IS | NB | BICYCLE | | | | | | | 9 | | |
| 404+59 | | RT OS | NB | BICYCLE | | | | | | | 9 | | |
| 404+79 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 9 | | |
| 404+99 | | RT IS | NB | XING | | | | | | | 20 | | |
| 404+99 | | RT OS | NB | XING | | | | | | | 20 | | |
| 406+16 | 407+16 | LT IS TURN LANE | SB | SOLID | | | 100 | | | | | | |
| 406+16 | 408+16 | RT IS | NB | DOUBLE SOLID | | | | 400 | | | | | |
| 406+16 | 447+59 | LT CL | SB | SKIP DASH | 1,036 | | | | | | | | |
| 406+16 | 447+59 | RT CL | NB | SKIP DASH | 1,036 | | | | | | | | |
| 406+21 | | RT IS | NB | BICYCLE | | | | | | | 9 | | |
| 406+21 | | RT OS | NB | BICYCLE | | | | | | | 9 | | |
| 406+34 | | RT IS | NB | XING | | | | | | | 20 | | |
| 406+34 | | RT OS | NB | XING | | | | | | | 20 | | |
| 406+41 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 9 | | |
| 407+11 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 9 | | |
| 407+82 | | LT IS | SB | XING | | | | | | | 20 | | |
| 407+82 | | LT OS | SB | XING | | | | | | | 20 | | |
| 408+16 | 447+59 | LT IS | SB | SOLID | | 3,943 | | | | | | | |
| 408+16 | 447+59 | LT IS | SB | SKIP DASH | | 986 | | | | | | | |
| 408+16 | 447+59 | RT IS | NB | SKIP DASH | | 986 | | | | | | | |
| 408+16 | 447+59 | RT IS | NB | SOLID | | 3,943 | | | | | | | |
| 408+22 | | LT IS | SB | BICYCLE | | | | | | | 9 | | |
| 408+22 | | LT OS | SB | BICYCLE | | | | | | | 9 | | |
| 409+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 411+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 413+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 415+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 417+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 419+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 421+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 423+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 425+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 427+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 429+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 431+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 433+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 433+37 | 447+59 | RT OS | NB | SOLID | | | | 1,422 | | | | | |
| 435+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 435+60 | 447+59 | LT OS | SB | SOLID | | | 1,200 | | | | | | |
| 437+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 439+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 441+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 443+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 445+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 447+00 | | CL | TWLTL | LT TURN ARROWS | | | | | | | 18 | | |
| 447+59 | 449+88 | CL | CL | SOLID DIAGONAL | | | | | | | 623 | | |
| 447+59 | 481+89 | LT OS | SB | SOLID | | | 3,431 | | | | | | |
| 447+59 | 481+80 | LT IS | SB | SOLID | | | | 3,402 | | | | | |
| 447+59 | 481+80 | RT IS | NB | SOLID | | | | 3,402 | | | | | |
| 447+59 | 481+89 | RT OS | NB | SOLID | | | 3,431 | | | | | | |
| 447+59 | 705+27 | LT CL | SB | SKIP DASH | 6,443 | | | | | | | | |
| 447+59 | 703+47 | RT CL | NB | SKIP DASH | 6,398 | | | | | | | | |
| 478+55 | 481+89 | RT OS TURN LANE | NB | SOLID | | | 334 | | | | | | |
| 478+89 | | RT OS TURN LANE | NB | RT TURN ARROW | | | | | | | 16 | | |
| 479+21 | 481+60 | RT IS TURN LANE | NB | SOLID | | | 239 | | | | | | |
| 479+57 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 480+28 | | RT OS TURN LANE | NB | RT TURN ARROW | | | | | | | 16 | | |
| 480+46 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 481+35 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 481+63 | | RT OS TURN LANE | NB | RT TURN ARROW | | | | | | | 16 | | |
| 483+11 | 515+59 | LT OS | SB | SOLID | | | 3,249 | | | | | | |

PAVEMENT MARKINGS

| STA. BEGIN | STA. END | *SIDE | LOC. | DESCRIPTION | PREF. PLASTIC, TYPE B-INLAID | | MODIFIED URETHANE PAVEMENT MARKING | | | | | LETTERS AND SYMBOLS | |
|------------|----------|-----------------|------|---------------|------------------------------|-------------|------------------------------------|------------|-------------|------------|-------------|---------------------|-------|
| | | | | | LINE 4" | | LINE 24" | | LINE 4" | | LINE 12" | | |
| | | | | | WHITE FOOT | YELLOW FOOT | WHITE FOOT | WHITE FOOT | YELLOW FOOT | WHITE FOOT | YELLOW FOOT | | SQ FT |
| 483+11 | 486+45 | LT OS TURN LANE | SB | SOLID | | 334 | | | | | | | |
| 483+11 | 515+90 | RT OS | NB | SOLID | | 3,279 | | | | | | | |
| 483+37 | | LT OS TURN LANE | SB | RT TURN ARROW | | | | | | | 16 | | |
| 483+40 | 486+45 | LT IS TURN LANE | SB | SOLID | | 305 | | | | | | | |
| 483+40 | 515+29 | LT IS | SB | SOLID | | | | 3,189 | | | | | |
| 483+40 | 515+29 | RT IS | NB | SOLID | | | | 3,189 | | | | | |
| 483+64 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 484+73 | | LT OS TURN LANE | SB | RT TURN ARROW | | | | | | | 16 | | |
| 484+88 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 486+10 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 486+10 | | LT OS TURN LANE | SB | RT TURN ARROW | | | | | | | 16 | | |
| 513+14 | 515+29 | RT IS TURN LANE | NB | SOLID | | 215 | | | | | | | |
| 513+49 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 514+26 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 515+04 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 516+78 | 576+43 | LT OS | SB | SOLID | | 5,965 | | | | | | | |
| 517+42 | 519+57 | LT IS TURN LANE | SB | SOLID | | 215 | | | | | | | |
| 517+42 | 576+12 | LT IS | SB | SOLID | | | | 5,870 | | | | | |
| 517+42 | 576+12 | RT IS | NB | SOLID | | | | 5,870 | | | | | |
| 517+67 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 518+45 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 519+22 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 573+97 | 576+12 | RT IS TURN LANE | NB | SOLID | | 215 | | | | | | | |
| 517+14 | 576+43 | RT IS | NB | SOLID | | 5,929 | | | | | | | |
| 574+31 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 575+09 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 575+86 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 577+61 | 605+81 | LT OS | SB | SOLID | | 2,821 | | | | | | | |
| 577+92 | 580+07 | LT IS TURN LANE | SB | SOLID | | 215 | | | | | | | |
| 577+92 | 605+50 | LT IS | SB | SOLID | | | | 2,759 | | | | | |
| 577+92 | 605+50 | RT IS | NB | SOLID | | | | 2,759 | | | | | |
| 577+61 | 605+81 | RT OS | NB | SOLID | | 2,821 | | | | | | | |
| 578+17 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 578+94 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 579+72 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 603+35 | 605+50 | RT IS TURN LANE | NB | SOLID | | 215 | | | | | | | |
| 603+70 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 604+48 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 605+25 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | | | | 16 | | |
| 606+99 | 648+78 | LT OS | SB | SOLID | | 4,179 | | | | | | | |
| 606+99 | 694+15 | RT OS | NB | SOLID | | 8,716 | | | | | | | |
| 607+30 | 609+45 | LT IS TURN LANE | SB | SOLID | | 215 | | | | | | | |
| 607+30 | 693+71 | LT IS | SB | SOLID | | | | 8,641 | | | | | |
| 607+30 | 693+69 | RT IS | NB | SOLID | | | | 8,639 | | | | | |
| 607+56 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 608+33 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |
| 609+11 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | | | | 16 | | |

RAISED REFLECTIVE PAVEMENT MARKERS

| STATION BEGIN | STATION END | LOCATION | SIDE | MINIMUM SPACING FT | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL EACH | RAISED REFLECTIVE PAVEMENT MARKER | | |
|----------------------|-------------|----------|-----------|-----------------------|---|-----------------------------------|-------------------------|--|
| | | | | | | TWO-WAY AMBER EACH | ONE-WAY CRYSTAL EACH | |
| STAGE 1A | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 411+13 | 447+59 | | CL | 80 | 46 | | | |
| STAGE 3 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 392+75 | 405+04 | NB | CL | 80 | | | 16 | |
| 392+75 | 405+04 | SB | CL | 80 | | | 16 | |
| 392+75 | 405+04 | NB | TWLTL | 40 | | 31 | | |
| 392+75 | 405+04 | SB | TWLTL | 40 | | 31 | | |
| 392+75 | 405+13 | NB | TWLTL | 40 | 31 | | | |
| 392+75 | 405+13 | SB | TWLTL | 40 | 31 | | | |
| 404+04 | 405+04 | NB | TURN LANE | 40 | | | 3 | |
| 404+13 | 405+13 | NB | TURN LANE | 40 | 3 | | | |
| 406+08 | 406+67 | SB | TURN LANE | 40 | 2 | | | |
| 406+08 | 411+13 | NB | TWLTL | 40 | 13 | | | |
| 406+08 | 411+13 | SB | TWLTL | 40 | 13 | | | |
| 406+16 | 407+16 | SB | TURN LANE | 40 | | | 3 | |
| 406+16 | 447+59 | NB | TWLTL | 40 | | 104 | | |
| 406+16 | 447+59 | SB | TWLTL | 40 | | 104 | | |
| 406+16 | 447+59 | NB | CL | 80 | | | 52 | |
| 406+16 | 447+59 | SB | CL | 80 | | | 52 | |
| 406+76 | 407+09 | SB | TURN LANE | 40 | 2 | | | |
| 447+59 | 710+61 | | CL | 80 | 329 | | | |
| 447+59 | 705+27 | SB | CL | 80 | | | 323 | |
| 447+59 | 703+47 | NB | CL | 80 | | | 320 | |
| 478+55 | 481+89 | NB | TURN LANE | 40 | | | 9 | |
| 479+21 | 481+80 | NB | TURN LANE | 40 | | | 6 | |
| 483+11 | 486+45 | SB | TURN LANE | 40 | | | 9 | |
| 483+40 | 486+45 | SB | TURN LANE | 40 | | | 8 | |
| 513+14 | 515+25 | NB | TURN LANE | 40 | | | 6 | |
| 517+42 | 519+57 | SB | TURN LANE | 40 | | | 6 | |
| 573+97 | 576+12 | NB | TURN LANE | 40 | | | 6 | |
| 577+92 | 580+07 | SB | TURN LANE | 40 | | | 6 | |
| 603+34 | 605+50 | NB | TURN LANE | 40 | | | 6 | |
| 607+30 | 609+45 | SB | TURN LANE | 40 | | | 6 | |
| 691+54 | 693+69 | NB | TURN LANE | 40 | | | 6 | |
| 695+63 | 697+78 | SB | TURN LANE | 40 | | | 6 | |
| 699+20 | 710+61 | NB | RT | 20 | | 58 | | |
| 706+32 | 707+82 | NB | LT | 40 | | 4 | | |
| 706+32 | 707+82 | SB | LT | 40 | | 4 | | |
| 707+82 | 710+61 | | CL | 80 | | 4 | | |
| PROJECT TOTAL | | | | | 470 | 340 | 865 | |

PAVEMENT MARKING REMOVAL

| LOCATION STATION TO STATION | LOCATION | SIDE | DESCRIPTION | PAVEMENT MARKING REMOVAL SQ FT | WORK ZONE PAVEMENT MARKING REMOVAL | |
|---|----------|------|--------------|-----------------------------------|------------------------------------|-----------------|
| | | | | | WHITE SQ FT | YELLOW SQ FT |
| STAGE 1A | | | | | | |
| U.S. 45 | | | | | | |
| 411+13 TO 423+26 | | CL | SKIP DASH | 102 | | |
| 423+26 TO 428+65 | | CL | SKIP DASH | 45 | | |
| 423+26 TO 428+65 | | CL | SOLID | 180 | | |
| 428+65 TO 433+68 | | CL | DOUBLE SOLID | 336 | | |
| 433+68 TO 444+50 | | CL | SOLID | 361 | | |
| 433+68 TO 444+50 | | CL | SKIP DASH | 91 | | |
| 444+50 TO 447+59 | | CL | SKIP DASH | 26 | | |
| ALEXANDER RD. / S. COOK RD. | | | | | | |
| 8+89 TO 10+25 | | LT | SOLID | | 51 | |
| 8+89 TO 10+25 | | RT | SOLID | | 51 | |
| BOURLAND RD. / N. COOK RD. | | | | | | |
| 8+92 TO 10+30 | | LT | SOLID | | 49 | |
| 8+92 TO 10+19 | | RT | SOLID | | 48 | |
| CARTER FARM RD. / VANGAMPLER RD. | | | | | | |
| 9+01 TO 10+25 | | LT | SOLID | | 47 | |
| 9+01 TO 10+25 | | RT | SOLID | | 47 | |
| UNTHANK RD. / FLANDERS RD. | | | | | | |
| 9+01 TO 10+25 | | LT | SOLID | | 47 | |
| 9+01 TO 10+25 | | RT | SOLID | | 47 | |
| GARNER RD. | | | | | | |
| 9+01 TO 10+24 | | LT | SOLID | | 47 | |
| 9+01 TO 10+24 | | RT | SOLID | | 47 | |
| STAGE 1B | | | | | | |
| U.S. 45 | | | | | | |
| 405+00 TO 408+40 | | LT | SOLID | | 113 | |
| 408+40 TO 410+42 | | LT | SOLID | | 83 | |
| 410+89 TO 411+44 | | LT | SOLID | | 18 | |
| 411+44 TO 447+58 | | LT | SOLID | | 1,205 | |
| 411+07 TO 428+65 | | CL | SKIP DASH | | | 147 |
| 423+26 TO 428+65 | | CL | SOLID | | | 180 |
| 428+65 TO 433+68 | | CL | DOUBLE SOLID | | | 335 |
| 433+68 TO 447+58 | | CL | SOLID | | | 464 |
| 433+68 TO 447+58 | | CL | SKIP DASH | | | 116 |
| STAGE 2 | | | | | | |
| ALEXANDER RD. / S. COOK RD. | | | | | | |
| 9+75 TO 11+11 | | LT | SOLID | | 55 | |
| 9+75 TO 11+11 | | RT | SOLID | | 55 | |
| BOURLAND RD. / N. COOK RD. | | | | | | |
| 9+64 TO 10+89 | | RT | SOLID | | 55 | |
| 9+64 TO 11+13 | | LT | SOLID | | 48 | |
| CARTER FARM RD. / VANGAMPLER RD. | | | | | | |
| 9+75 TO 10+99 | | LT | SOLID | | 51 | |
| 9+75 TO 10+99 | | RT | SOLID | | 51 | |
| UNTHANK RD. / FLANDERS RD. | | | | | | |
| 9+75 TO 11+70 | | LT | SOLID | | 75 | |
| 9+75 TO 11+70 | | RT | SOLID | | 75 | |
| STAGE 3 | | | | | | |
| U.S. 45 | | | | | | |
| 392+75 TO 703+47 | NB | CL | SKIP DASH | | 1,036 | |
| 392+75 TO 710+61 | SB | CL | SKIP DASH | | 1,080 | |
| 392+75 TO 707+82 | NB | LT | SOLID | | | 421 |
| 392+75 TO 707+82 | SB | RT | SOLID | | | 421 |
| 392+75 TO 710+61 | NB | RT | SOLID | | 424 | |
| 392+75 TO 710+61 | SB | LT | SOLID | | 424 | |
| TEXAS CITY RD. / COTTONWOOD RD. | | | | | | |
| 9+83 TO 10+95 | | RT | SOLID | | 26 | |
| 9+85 TO 11+03 | | LT | SOLID | | 26 | |
| PROJECT TOTAL | | | | 1,141 | 5,361 | 2,084 |

R.O.W. & SURVEY MARKERS

| LOCATION STATION TO STATION | SIDE | WOVEN WIRE FENCE | WOVEN WIRE GATES | FURNISHING AND ERECTING R.O.W. MARKERS EACH |
|--------------------------------|------|---------------------|---------------------|---|
| STAGE 3 | | | | |
| U.S. 45 | | | | |
| 447+00.00 TO 482+50.00 | LT | 3,681 | | 18 |
| 460+01.07 | LT | | 1 | |
| 447+00.00 TO 482+50.00 | RT | 3,480 | | 12 |
| 459+94.52 | RT | | 1 | |
| 482+50.00 TO 518+32.21 | LT | 3,235 | | 4 |
| 482+50.00 TO 518+32.21 | RT | 3,271 | | 17 |
| 492+76.36 | RT | | 1 | |
| 507+17.28 | RT | | 1 | |
| 512+17.03 | RT | | 1 | |
| 516+32.21 TO 577+01.53 | LT | 6,013 | | 12 |
| 540+32.29 | RT | | 1 | |
| 516+32.21 TO 577+01.53 | RT | 5,764 | | 4 |
| 523+87.76 | RT | | 1 | |
| 529+58.65 | RT | | 1 | |
| 541+84.12 | RT | | 1 | |
| 563+04.93 | RT | | 1 | |
| 577+01.53 TO 606+40.43 | LT | 2,830 | | 4 |
| 577+01.53 TO 606+40.43 | RT | 2,825 | | 4 |
| 597+73.02 | | | 1 | |
| 606+40.43 TO 649+37.28 | LT | 4,274 | | 10 |
| 606+40.43 TO 694+67.60 | RT | 8,605 | | 5 |
| 623+78.97 | RT | | 1 | |
| 666+32.81 | RT | | 1 | |
| 649+37.28 TO 694+67.60 | LT | 4,203 | | 3 |
| 694+67.60 TO 710+94.32 | LT | 1,642 | | 2 |
| 699+44.95 | LT | | 1 | |
| 694+67.60 TO 711+86.46 | RT | 1,716 | | 6 |
| ALEXANDER RD. | | | | |
| 6+38.79 TO 10+00.00 | RT | 182 | | 6 |
| 7+75.22 | RT | | 1 | |
| 6+38.79 TO 10+00.00 | LT | 222 | | 11 |
| S. COOK RD. | | | | |
| 10+00.00 TO 13+80.34 | RT | 258 | | 13 |
| 10+00.00 TO 13+80.34 | LT | 180 | | 16 |
| GANDERTOWN RD. | | | | |
| 20+15.00 TO 25+80.00 | RT | | | 11 |
| 20+42.47 TO 25+80.00 | LT | | | 5 |
| BOURLAND | | | | |
| 6+96.12 TO 10+00.00 | RT | 154 | | 6 |
| 6+96.12 TO 10+00.00 | LT | 124 | | 7 |
| COOK RD. N. | | | | |
| 10+00.00 TO 13+55.96 | RT | 235 | | 1 |
| 10+00.00 TO 13+55.96 | LT | 196 | | 2 |
| 11+74.97 | LT | | 1 | |
| SHILOH RD. | | | | |
| 10+00.00 TO 15+35.29 | | | | 11 |
| 10+00.00 TO 14+97.79 | | | | 9 |
| CARTER FARM RD. | | | | |
| 6+39.48 TO 10+00.00 | RT | 254 | | 5 |
| 7+17.54 TO 10+00.00 | LT | 118 | | 6 |
| 8+04.08 | LT | | 1 | |
| VANGAMPLER RD. | | | | |
| 10+00.00 TO 13+65.56 | RT | 262 | | 10 |
| 10+00.00 TO 13+65.56 | LT | 191 | | 7 |
| ABELL RD. | | | | |
| 10+00.00 TO 15+63.81 | RT | | | 10 |
| 10+00.00 TO 15+68.81 | LT | | | 8 |
| UNTHANK RD. | | | | |
| 6+40.56 TO 10+00.00 | RT | 248 | | 4 |
| 6+40.56 TO 10+00.00 | LT | 269 | | 7 |
| FLANDERS RD. | | | | |
| 10+00.00 TO 13+72.47 | RT | 273 | | 9 |
| 10+00.00 TO 13+72.47 | LT | 214 | | 8 |
| GARNER RD. | | | | |
| 6+44.44 TO 10+00.00 | RT | 216 | | 4 |
| 6+44.44 TO 10+00.00 | LT | 236 | | 2 |
| TEXAS CITY RD. | | | | |
| 6+51.13 TO 10+00.00 | RT | 87 | | 3 |
| 6+51.13 TO 10+00.00 | LT | 184 | | 2 |
| COTTONWOOD RD. | | | | |
| 10+00.00 TO 13+70.23 | RT | 271 | | 9 |
| 10+00.00 TO 13+70.23 | LT | 208 | | 11 |
| PROJECT TOTALS | | 56,120 | 17 | 304 |

SIGNS

| LOCATION | NAME | SIGN PANEL TYPE 1 | | TELESCOPING STEEL SIGN SUPPORT FOOT | |
|----------------------|--------|-------------------|---------|--|--------------|
| | | NO. | SQ. FT. | | |
| STAGE 1A | | | | | |
| BIKE PATH | | | | | |
| 403+48 | LT | MILE 182 | D10-3 | 2.50 | 13.00 |
| 403+48 | LT | MILE 182 | D10-3 | 2.50 | - |
| 423+10 | LT | NO MOTOR VEHICLES | R5-3 | 4.00 | 12.00 |
| 423+20 | RT | STOP SIGN | R1-1 | 2.25 | 11.50 |
| ALEXANDER RD. | | | | | |
| 8+60 | RT | BIKE ROUTE | D11-1 | 3.00 | 14.25 |
| 8+60 | RT | BIKE ROUTE ARROW | M6-1 | 0.75 | - |
| 9+10 | LT | BIKE ROUTE | D11-1 | 3.00 | 14.25 |
| 9+10 | LT | BIKE ROUTE ARROW | M6-1 | 0.75 | - |
| U.S. 45 | | | | | |
| 406+65 | 45' LT | STOP SIGN | R1-1 | 2.25 | - |
| 406+65 | 45' LT | NO MOTOR VEHICLES | R5-3 | 4.00 | 12.00 |
| STAGE 1B | | | | | |
| U.S. 45 | | | | | |
| 406+80 | 40' RT | STOP SIGN | R1-1 | 2.25 | - |
| 406+80 | 40' RT | NO MOTOR VEHICLES | R5-3 | 4.00 | 12.00 |
| PROJECT TOTAL | | | | 31.25 | 89.00 |

ROADWAY BARRIERS

| LOCATION STATION TO STATION | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | TRAFFIC BARRIER TERMINAL, TYPE 5A |
|--------------------------------|--|---|---|
| | FOOT | FACH | FACH |
| STAGE 1A | | | |
| U.S. 45 | | | |
| 403+81.52 TO 404+31.52 | LT | 1 | |
| 404+31.52 TO 404+94.02 | LT | | |
| 404+94.02 TO 405+23.76 | LT | | 1 |
| 405+66.96 TO 405+69.75 | LT | | 1 |
| 405+69.75 TO 405+76.36 | LT | 12.5 | |
| FOURTH ST. NORTH | | | |
| 7+87.54 TO 8+37.54 | LT | 1 | |
| 8+37.54 TO 8+81.31 | LT | | 1 |
| 7+91.33 TO 8+41.33 | RT | 1 | |
| 8+41.33 TO 8+85.10 | RT | | 1 |
| PROJECT TOTAL | | 75.0 | 4 |

| | | | |
|--|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.00' / 1" = | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SCHEDULE OF QUANTITIES | | | |
|------------------------|-----------|-----------|--------------|
| SCALE: N.T.S. | SHEET NO. | OF SHEETS | STA. TO STA. |
| | | | |

| | | | | |
|---------------------------|------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (29,30)R-1 | SALINE | 745 | 62 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

EARTHWORK ALTERNATE BID A

| LOCATION STATION TO STATION | EARTH EXCAVATION CU YD | FOR INFORMATION ONLY | | | | *BORROW EXCAVATION CU YD | REMARKS |
|-----------------------------|---------------------------|-------------------------------|--------------------------------------|---------------------|---|-----------------------------|--|
| | | AVERAGE SHRINKAGE FACTOR % | EARTH EXCAVATION (ADJUSTED) CU YD | EMBANKMENT CU YD | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) CU YD | | |
| STAGE 1A | | | | | | | |
| US 45 | | | | | | | |
| 392+00 TO 449+88 | 3,265 | 58.1% | 1,898 | 4,986 | -3,088 | | ** SEE EARTHWORK NOTES |
| 449+88 TO 693+00 | 100,790 | 77.5% | 78,149 | 193,615 | -115,466 | | *** SEE EARTHWORK NOTES |
| FOURTH ST. | | | | | | | |
| 6+85 TO 9+50 | 390 | 68.1% | 265 | 228 | 37 | | 37 CY TO BE USED AT STA 392+00 TO 449+88 |
| JEFFERSON ST. | | | | | | | |
| 9+00 TO 9+50 | 84 | 68.3% | 57 | 0 | 57 | | 57 CY TO BE USED AT STA 392+00 TO 449+88 |
| GROVE ST. | | | | | | | |
| 9+00 TO 9+50 | 73 | 66.8% | 49 | 23 | 26 | | 26 CY TO BE USED AT STA 392+00 TO 449+88 |
| DEWEY ST. | | | | | | | |
| 8+50 TO 9+50 | 124 | 65.0% | 81 | 2 | 79 | | 79 CY TO BE USED AT STA 392+00 TO 449+88 |
| ALEXANDER RD. | | | | | | | |
| 0+76 TO 9+00 | 6239 | 79.8% | 4979 | 359 | 4,620 | | 2,899 CY TO BE USED AT STA 392+00 TO 449+88, 226 CY TO BE USED AT BIKE PATH, 1,505 CY TO BE USED AT STA 449+88 TO 693+00 |
| SCHNAKE RD. | | | | | | | |
| 10+00 TO 12+41 | 217 | 61.5% | 133 | 88 | 45 | | 45 CY TO BE USED AT STA 449+88 TO 693+00 |
| S. COOK RD. | | | | | | | |
| 10+50 TO 25+06 | 3,216 | 72.7% | 2,338 | 1,820 | 518 | | 518 CY TO BE USED AT 449+88 TO 693+00 |
| M. ROBERTS ENTRANCE | | | | | | | |
| 0+10 TO 3+11 | 1,070 | 75.5% | 808 | 279 | 529 | | 529 CY TO BE USED AT 449+88 TO 693+00 |
| M. ROBERTS DITCH | | | | | | | |
| 0+00 TO 8+18 | 1,901 | 72.5% | 1,378 | 642 | 737 | | 737 CY TO BE USED AT 449+88 TO 693+00 |
| LEFT COOK RD. | | | | | | | |
| 10+25 TO 12+72 | 618 | 73.0% | 451 | 88 | 363 | | 363 CY TO BE USED AT 449+88 TO 693+00 |
| GANDERTOWN RD. | | | | | | | |
| 10+00 TO 11+00 | 38 | 45.9% | 17 | 5 | 12 | | 12 CY TO BE USED AT 449+88 TO 693+00 |
| BOURLAND RD. | | | | | | | |
| 3+31 TO 9+00 | 1,339 | 72.3% | 968 | 228 | 740 | | 740 CY TO BE USED AT 449+88 TO 693+00 |
| SHILOH RD. | | | | | | | |
| 10+00 TO 15+30 | 845 | 68.2% | 576 | 148 | 428 | | 428 CY TO BE USED AT 449+88 TO 693+00 |
| CARTER FARM RD. | | | | | | | |
| 6+54 TO 9+00 | 805 | 75.5% | 608 | 47 | 561 | | 561 CY TO BE USED AT FLANDERS RD. |
| UNTHANK RD. | | | | | | | |
| 5+37 TO 9+00 | 268 | 59.0% | 158 | 621 | -462 | | 426 CY FROM ABELL RD., 36 CY FROM WETLAND SITE |
| ABELL RD. | | | | | | | |
| 10+00 TO 15+47 | 705 | 67.0% | 472 | 46 | 426 | | 426 CY TO BE USED ON UNTHANK RD. |
| FLANDERS RD. | | | | | | | |
| 11+70 TO 18+90 | 510 | 49.4% | 252 | 4,823 | -4,571 | | 561 CY FROM CARTER FARM RD., 4,010 CY FROM WETLAND SITE |
| GARNER RD. | | | | | | | |
| 7+12 TO 9+00 | 142 | 59.2% | 84 | 298 | -214 | | 214 CY FROM WETLAND SITE |
| BIKE PATH | | | | | | | |
| 401+75 TO 409+00 | 48 | 41.7% | 20 | 246 | -226 | | 226 CY FROM ALEXANDER RD. |
| WETLAND SITE 1 | | | | | | | |
| WETLAND SITE 1 | 259,797 | 75.0% | 194,848 | 255 | 194,593 | | 110,589 CY TO BE USED AT STA 449+88 TO 693+00, 36 CY TO BE USED AT UNTHANK RD., 4010 CY TO BE USED AT FLANDERS RD., 214 CY TO BE USED AT GARNER RD. 79,744 CY TO BE USED STAGE 2 |
| STAGE 1A TOTALS | | | | | | | |
| | 382,484 | | | | | 0 | |

EARTHWORK ALTERNATE BID A

| LOCATION STATION TO STATION | EARTH EXCAVATION CU YD | FOR INFORMATION ONLY | | | | *BORROW EXCAVATION CU YD | REMARKS |
|-----------------------------|---------------------------|-------------------------------|--------------------------------------|---------------------|---|-----------------------------|--|
| | | AVERAGE SHRINKAGE FACTOR % | EARTH EXCAVATION (ADJUSTED) CU YD | EMBANKMENT CU YD | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) CU YD | | |
| STAGE 1B | | | | | | | |
| U.S. 45 | | | | | | | |
| 392+00 TO 447+59 | 7,232 | 71.9% | 5,200 | 4,234 | 966 | | |
| CHOISSER ST. | | | | | | | |
| 10+50 TO 11+00 | 68 | 65.7% | 44 | 1 | 43 | | |
| FOURTH ST. SOUTH | | | | | | | |
| 10+50 TO 11+50 | 171 | 71.1% | 121 | 33 | 88 | | 57 CY TO BE USED AT DEWEY RD. |
| JEFFERSON ST. | | | | | | | |
| 10+50 TO 11+00 | 81 | 68.1% | 55 | 0 | 55 | | |
| POPLAR ST. | | | | | | | |
| 10+50 TO 11+00 | 47 | 61.2% | 29 | 0 | 29 | | |
| DEWEY RD. | | | | | | | |
| 10+50 TO 13+50 | 3 | 41.8% | 1 | 58 | -57 | | 57 CY FROM FOURTH ST. SOUTH |
| ADAMS ST. | | | | | | | |
| 10+50 TO 11+00 | 23 | 51.6% | 12 | 4 | 8 | | |
| STAGE 1B TOTALS | | | | | | | |
| | 7,625 | | | | | 0 | |
| STAGE 2 | | | | | | | |
| U.S. 45 | | | | | | | |
| 447+50 TO 449+88 | 30 | 40.2% | 12 | 97 | -85 | | 85 CY FROM GANDERTOWN RD. |
| 449+88 TO 722+00 | 40,790 | 70.4% | 28,708 | 162,773 | -134,065 | 62,201 | 780 CY FROM GANDERTOWN, 37 CY FROM N. COOK, 46 CY FROM COTTONWOOD, 745 CY FROM VANGAMPLER RD., 79,744 CY FROM WETLAND SITE |
| GANDERTOWN RD. | | | | | | | |
| 10+00 TO 25+90 | 1,545 | 69.3% | 1,071 | 206 | 865 | | 85 CY TO BE USED AT STA 447+50 TO 449+88 780 CY TO BE USED AT STA 449+88 TO 722+00 |
| N. COOK RD. | | | | | | | |
| 10+50 TO 11+38 | 63 | 58.3% | 37 | 0 | 37 | | 37 CY TO BE USED AT STA 449+88 TO 722+00 |
| VANGAMPLER RD. | | | | | | | |
| 10+50 TO 18+66 | 1,700 | 71.5% | 1,215 | 470 | 745 | | 745 CY TO BE USED AT STA 449+88 TO 722+00 |
| FLANDERS RD. | | | | | | | |
| 11+00 TO 11+70 | 15 | 41.7% | 6 | 469 | -463 | | 463 CY FROM COTTONWOOD RD. |
| COTTONWOOD RD. | | | | | | | |
| 10+50 TO 19+85 | 1,920 | 72.8% | 1,397 | 888 | 509 | | 463 CY TO BE USED AT FLANDERS RD. 46 CY TO BE USED AT STA 449+88 TO 722+00 |
| STAGE 2 TOTALS | | | | | | | |
| | 46,063 | | | | | 62,201 | |
| STAGE 3 | | | | | | | |
| U.S. 45 | | | | | | | |
| 638+00 TO 722+00 | 4,449 | 67.7% | 3,014 | 20,923 | -17,909 | 21,133 | |
| TEXAS CITY RD. | | | | | | | |
| 7+92 TO 9+00 | 87 | 60.3% | 53 | 133 | -80 | 95 | |
| STAGE 3 TOTALS | | | | | | | |
| | 4,536 | | | | | 21,227 | |
| PROJECT TOTAL | | | | | | | |
| | 440,710 | | | | | 83,430 | |

EARTHWORK NOTES:

* A SWELL FACTOR OF 1.18 WAS USED TO CALCULATE THE BORROW EXCAVATION.
 ** 37 CY FROM FOURTH ST., 57 CY FROM JEFFERSON ST., 26 CY FROM GROVE ST., 79 CY FROM DEWEY ST., 2889 CY FROM ALEXANDER RD.
 *** 1505 CY FROM ALEXANDER RD., 45 CY FROM SCHNAKE RD., 518 CY FROM S. COOK RD., 529 CY FROM ROBERTS ENTRANCE, 737 CY FROM ROBERTS DITCH,
 363 CY FROM LEFT COOK RD., 12 CY FROM GANDERTOWN RD., 740 CY FROM BOURLAND RD., 428 CY FROM SHILOH RD., 110,589 CY FROM WETLAND SITE 1.

NOTE:
 LIMITS SHOWN FOR PAY ITEMS
 ON THESE SCHEDULES MAY HAVE
 ADDITIONAL LIMITS AND VALUES
 IN OTHER SCHEDULES.

HOT-MIX ASPHALT ATLERNATE BID A

| LOCATION STATION TO STATION | DESCRIPTION | HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11 1/4" | FOR INFORMATION ONLY | | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 | SUBBASE GRANULAR MATERIAL, TYPE C | BITUMINOUS MATERIALS (PRIME COAT) * | HOT-MIX ASPHALT SHOULDERS 8" |
|--------------------------------|-------------|--|-------------------------|---------------|---|--|---|---------------------------------------|
| | | | SQ YD | TON | | | | |
| STAGE 1A | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 449+88 | 678+00 | SB US 45 | 64,988 | 8,188 | | | 73,111.3 | |
| 449+88 | 482+39 | SB OS | | | 721 | 9,801.9 | 3,600 | |
| 482+61 | 516+09 | SB OS | | | 658 | 8,935.9 | 3,282 | |
| 516+29 | 578+93 | SB OS | | | | 1,341 | 18,218.1 | 6,692 |
| 577+10 | 606+31 | SB OS | | | 641 | 8,713.8 | 3,201 | |
| 606+49 | 649+28 | SB OS | | | 944 | 12,821.5 | 4,709 | |
| 649+46 | 678+00 | SB OS | | | 631 | 8,571.6 | 3,148 | |
| 452+18 | 482+05 | SB IS | | | 412 | 4,169.0 | 1,348 | |
| 483+40 | 515+74 | SB IS | | | 439 | 4,450.5 | 1,439 | |
| 517+42 | 576+57 | SB IS | | | 803 | 8,137.6 | 2,630 | |
| 577+92 | 605+95 | SB IS | | | 381 | 3,860.6 | 1,248 | |
| 607+30 | 678+00 | SB IS | | | 960 | 9,724.7 | 3,143 | |
| STAGE 2 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 449+88 | 710+61 | NB US 45 | 73,616 | 9,276 | | | 82,818.3 | |
| 449+88 | 482+39 | NB OS | | | 592 | 8,709.0 | 3,199 | |
| 482+61 | 516+39 | NB OS | | | 748 | 10,158.6 | 3,731 | |
| 516+65 | 576+93 | NB OS | | | 1,336 | 18,153.9 | 6,668 | |
| 577+10 | 606+31 | NB OS | | | 641 | 8,713.5 | 3,201 | |
| 606+49 | 694+64 | NB OS | | | 1,951 | 26,518.1 | 9,740 | |
| 694+83 | 710+61 | NB OS | | | 348 | 4,731.7 | 1,738 | |
| 449+88 | 452+18 | SB IS | | | 27 | 271.2 | 88 | |
| 449+88 | 482+05 | NB IS | | | 438 | 4,432.7 | 1,433 | |
| 482+91 | 515+74 | NB IS | | | 456 | 4,614.8 | 1,492 | |
| 516+93 | 576+57 | NB IS | | | 819 | 8,299.2 | 2,683 | |
| 577+43 | 605+95 | NB IS | | | 397 | 4,022.2 | 1,300 | |
| 606+81 | 693+70 | NB IS | | | 1,186 | 12,018.5 | 3,885 | |
| 695+18 | 706+20 | NB IS | | | 187 | 664.8 | 614 | |
| 700+00 | 706+20 | NB IS | | | | | | |
| STAGE 3 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 678+00 | 706+32 | SB US 45 | 8,365 | 1,056 | | | 9,433.0 | |
| 706+32 | 710+61 | SB US 45 | | | 148 | 264.0 | | |
| 678+00 | 694+48 | SB OS | | | 364 | 4,950.7 | 1,818 | |
| 694+72 | 710+61 | SB OS | | | 347 | 4,711.7 | 1,731 | |
| 689+05 | 694+15 | NB IS | | | 71 | 722.6 | 234 | |
| 678+00 | 694+15 | SB IS | | | 220 | 2,226.8 | 720 | |
| 695+14 | 706+32 | SB IS | | | 153 | 1,553.4 | 502 | |
| PROJECT TOTAL | | | 146,989 | 18,520 | 148 | 18,211 | 389,739 | 79,215 |

* SEE CALCULATION SHEETS FOR APPLICATION RATES

MATERIAL TRANSFER DEVICE ATLERNATE BID A

| LOCATION STATION TO STATION | ITEMS | AREA | SURFACE COURSE AND TOP BINDER | | VOLUME | CONVERSION | MATERIAL TRANSFER DEVICE |
|-----------------------------------|----------------------------------|---------|-------------------------------------|----|--------|------------|--------------------------------|
| | | | SQ FT | IN | | | |
| STAGE 1A | | | | | | | |
| U.S. 45 | | | | | | | |
| 449+88 TO 678+00 | HMA PAVEMENT FULL DEPTH, 11.25" | 584,892 | 5.25 | | 9477 | 2.016 | 19106 |
| STAGE 2 | | | | | | | |
| U.S. 45 | | | | | | | |
| 449+88 TO 710+61 | HMA PAVEMENT FULL DEPTH, 11.25" | 662,544 | 5.25 | | 10736 | 2.016 | 21643 |
| STAGE 3 | | | | | | | |
| U.S. 45 | | | | | | | |
| 678+00 TO 706+32 | HMA PAVEMENT FULL DEPTH, 11.25" | 75,465 | 5.25 | | 1223 | 2.016 | 2465 |
| 706+32 TO 710+61 | HMA SURFACE COURSE, MIX "D", N90 | 10,560 | 2.25 | | 73 | 2.016 | 148 |
| PROJECT TOTAL | | | | | | | 43,363 |

NOTE:
LIMITS SHOWN FOR PAY ITEMS
ON THESE SCHEDULES MAY HAVE
ADDITIONAL LIMITS AND VALUES
IN OTHER SCHEDULES.

| | | | | | | | | | | | |
|--|--------------------|------------|------------|---|---|---------------------------|------------|--------|-----------------|--------------|----|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES ALTERNATE BID A | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | DRAWN - | REVISIED - | REVISIED - | | | 332 | (29,30)R-1 | SALINE | 745 | 64 | |
| PLOT SCALE = 100.00' / in. | CHECKED - | REVISIED - | REVISIED - | | | CONTRACT NO. 78077 | | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISIED - | REVISIED - | | | SCALE: N.T.S. | SHEET NO. | OF | SHEETS | STA. | TO |

ILLINOIS FED. AID PROJECT

EARTHWORK ALTERNATE BID B

| LOCATION STATION TO STATION | EARTH EXCAVATION | FOR INFORMATION ONLY | | | | | *BORROW EXCAVATION | REMARKS |
|-----------------------------|------------------|--------------------------|-----------------------------|------------|--|-------|--|---------|
| | | AVERAGE SHRINKAGE FACTOR | EARTH EXCAVATION (ADJUSTED) | EMBANKMENT | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) | | | |
| | | CU YD | % | CU YD | CU YD | CU YD | | |
| STAGE 1A | | | | | | | | |
| US 45 | | | | | | | | |
| 392+00 TO 449+88 | 3,265 | 58.1% | 1,898 | 4,986 | -3,088 | | ** SEE EARTHWORK NOTES | |
| 449+88 TO 693+00 | 100,790 | 77.5% | 78,149 | 199,618 | -121,469 | | *** SEE EARTHWORK NOTES | |
| FOURTH ST. | | | | | | | | |
| 6+85 TO 9+50 | 390 | 68.1% | 265 | 228 | 37 | | 37 CY TO BE USED AT STA 392+00 TO 449+88 | |
| JEFFERSON ST. | | | | | | | | |
| 9+00 TO 9+50 | 84 | 68.3% | 57 | 0 | 57 | | 57 CY TO BE USED AT STA 392+00 TO 449+88 | |
| GROVE ST. | | | | | | | | |
| 9+00 TO 9+50 | 73 | 66.8% | 49 | 23 | 26 | | 26 CY TO BE USED AT STA 392+00 TO 449+88 | |
| DEWEY ST. | | | | | | | | |
| 8+50 TO 9+50 | 124 | 65.0% | 81 | 2 | 79 | | 79 CY TO BE USED AT STA 392+00 TO 449+88 | |
| ALEXANDER RD. | | | | | | | | |
| 0+76 TO 9+00 | 6239 | 79.8% | 4979 | 359 | 4,620 | | 2,889 CY TO BE USED AT STA 392+00 TO 449+88, 226 CY TO BE USED AT BIKE PATH, 1,505 CY TO BE USED AT STA 449+88 TO 693+00 | |
| SCHNAKE RD. | | | | | | | | |
| 10+00 TO 12+41 | 217 | 61.5% | 133 | 88 | 45 | | 45 CY TO BE USED AT STA 449+88 TO 693+00 | |
| S. COOK RD. | | | | | | | | |
| 10+50 TO 25+06 | 3,218 | 72.7% | 2,338 | 1,820 | 518 | | 518 CY TO BE USED AT 449+88 TO 693+00 | |
| M. ROBERTS ENTRANCE | | | | | | | | |
| 0+10 TO 3+11 | 1,070 | 75.5% | 808 | 279 | 529 | | 529 CY TO BE USED AT 449+88 TO 693+00 | |
| M. ROBERTS DITCH | | | | | | | | |
| 0+00 TO 8+18 | 1,901 | 72.5% | 1,378 | 642 | 737 | | 737 CY TO BE USED AT 449+88 TO 693+00 | |
| LEFT COOK RD. | | | | | | | | |
| 10+25 TO 12+72 | 618 | 73.0% | 451 | 88 | 363 | | 363 CY TO BE USED AT 449+88 TO 693+00 | |
| GANDERTOWN RD. | | | | | | | | |
| 10+00 TO 11+00 | 38 | 45.9% | 17 | 5 | 12 | | 12 CY TO BE USED AT 449+88 TO 693+00 | |
| BOURLAND RD. | | | | | | | | |
| 3+31 TO 9+00 | 1,339 | 72.3% | 968 | 228 | 740 | | 740 CY TO BE USED AT 449+88 TO 693+00 | |
| SHILOH RD. | | | | | | | | |
| 10+00 TO 15+30 | 845 | 68.2% | 576 | 148 | 428 | | 428 CY TO BE USED AT 449+88 TO 693+00 | |
| CARTER FARM RD. | | | | | | | | |
| 6+54 TO 9+00 | 805 | 75.5% | 608 | 47 | 561 | | 561 CY TO BE USED AT FLANDERS RD. | |
| UNTHANK RD. | | | | | | | | |
| 5+37 TO 9+00 | 268 | 59.0% | 158 | 621 | -462 | | 426 CY FROM ABELL RD. 36 CY FROM WETLAND SITE | |
| ABELL RD. | | | | | | | | |
| 10+00 TO 15+47 | 705 | 67.0% | 472 | 46 | 426 | | 426 CY TO BE USED ON UNTHANK RD. | |
| FLANDERS RD. | | | | | | | | |
| 11+70 TO 18+90 | 510 | 49.4% | 252 | 4,823 | -4,571 | | 561 CY FROM CARTER FARM RD. 4,010 CY FROM WETLAND SITE | |
| GARNER RD. | | | | | | | | |
| 7+12 TO 9+00 | 142 | 59.2% | 84 | 298 | -214 | | 214 CY FROM WETLAND SITE | |
| BIKE PATH | | | | | | | | |
| 401+75 TO 409+00 | 48 | 41.7% | 20 | 246 | -226 | | 226 CY FROM ALEXANDER RD. | |
| WETLAND SITE 1 | | | | | | | | |
| WETLAND SITE 1 | 259,797 | 75.0% | 194,848 | 255 | 194,593 | | 116,592 CY TO BE USED AT 449+88 TO 693+00 36 CY TO BE USED AT UNTHANK RD., 4,010 CY TO BE USED AT FLANDERS RD. 214 CY TO BE USED AT GARNER RD. 73,741 TO BE USED STAGE 2 | |
| STAGE 1A TOTALS | | | | | | | | |
| | 382,484 | | | | | 0 | | |

EARTHWORK ALTERNATE BID B

| LOCATION STATION TO STATION | EARTH EXCAVATION | FOR INFORMATION ONLY | | | | | *BORROW EXCAVATION | REMARKS |
|-----------------------------|------------------|--------------------------|-----------------------------|------------|--|---------|---|---------|
| | | AVERAGE SHRINKAGE FACTOR | EARTH EXCAVATION (ADJUSTED) | EMBANKMENT | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) | | | |
| | | CU YD | % | CU YD | CU YD | CU YD | | |
| STAGE 1B | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 392+00 TO 447+59 | 7,232 | 71.9% | 5,200 | 4,234 | 966 | | | |
| CHOISSER ST. | | | | | | | | |
| 10+50 TO 11+00 | 68 | 65.7% | 44 | 1 | 43 | | | |
| FOURTH ST. SOUTH | | | | | | | | |
| 10+50 TO 11+50 | 171 | 71.1% | 121 | 33 | 88 | | 57 CY TO BE USED AT DEWEY RD. | |
| JEFFERSON ST. | | | | | | | | |
| 10+50 TO 11+00 | 81 | 68.1% | 55 | 0 | 55 | | | |
| POPLAR ST. | | | | | | | | |
| 10+50 TO 11+00 | 47 | 61.2% | 29 | 0 | 29 | | | |
| DEWEY RD. | | | | | | | | |
| 10+50 TO 13+50 | 3 | 41.8% | 1 | 58 | -57 | | 57 CY FROM FOURTH ST. SOUTH | |
| ADAMS ST. | | | | | | | | |
| 10+50 TO 11+00 | 23 | 51.6% | 12 | 4 | 8 | | | |
| STAGE 1B TOTALS | | | | | | | | |
| | 7,625 | | | | | 0 | | |
| STAGE 2 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 447+50 TO 449+88 | 30 | 40.2% | 12 | 97 | -85 | 0 | 85 CY FROM GANDERTOWN RD. | |
| 449+88 TO 722+00 | 40,790 | 70.4% | 28,708 | 169,214 | -140,506 | 76,885 | 780 CY FROM GANDERTOWN, 37 CY FROM N. COOK RD., 46 CY FROM COTTONWOOD 745 CY FROM VANGAMPLER RD., 73,741 CY FROM WETLAND SITE 1 | |
| GANDERTOWN RD. | | | | | | | | |
| 20+00 TO 25+90 | 1,545 | 69.3% | 1,071 | 206 | 865 | | 85 CY TO BE USED AT STA 447+50 TO 449+88 | |
| N. COOK RD. | | | | | | | | |
| 10+50 TO 11+38 | 63 | 58.3% | 37 | 0 | 37 | | 780 CY TO BE USED AT 449+88 TO 722+00 | |
| VANGAMPLER RD. | | | | | | | | |
| 10+50 TO 18+66 | 1,700 | 71.5% | 1,215 | 470 | 745 | | 37 CY TO BE USED AT STA 449+88 TO 722+00 | |
| FLANDERS RD. | | | | | | | | |
| 11+00 TO 11+70 | 15 | 41.7% | 6 | 469 | -463 | | 463 CY FROM COTTONWOOD RD. | |
| COTTONWOOD RD. | | | | | | | | |
| 10+50 TO 19+85 | 1,920 | 72.8% | 1,397 | 888 | 509 | | 463 CY TO BE USED AT FLANDERS RD. 46 CY TO BE USED AT STA. 449+88 TO 722+00 | |
| STAGE 2 TOTALS | | | | | | | | |
| | 46,063 | | | | | 76,885 | | |
| STAGE 3 | | | | | | | | |
| U.S. 45 | | | | | | | | |
| 638+00 TO 722+00 | 4,449 | 67.7% | 3,014 | 38,315 | -35,301 | 41,655 | | |
| TEXAS CITY RD. | | | | | | | | |
| 7+92 TO 9+00 | 87 | 60.3% | 53 | 133 | -80 | 95 | | |
| STAGE 3 TOTALS | | | | | | | | |
| | 4,536 | | | | | 41,750 | | |
| PROJECT TOTAL | | | | | | | | |
| | 440,710 | | | | | 118,635 | | |

EARTHWORK NOTES:

- * A SWELL FACTOR OF 1.18 WAS USED TO CALCULATE THE BORROW EXCAVATION.
- ** 37 CY FROM FOURTH ST., 57 CY FROM JEFFERSON ST., 26 CY FROM GROVE ST., 79 CY FROM DEWEY ST., 2,889 CY FROM ALEXANDER RD.
- *** 1,505 CY FROM ALEXANDER RD., 45 CY FROM SCHNAKE RD., 518 CY FROM S. COOK RD., 529 CY FROM ROBERTS ENTRANCE, 737 CY FROM ROBERTS DITCH, 363 CY FROM LEFT COOK RD., 12 CY FROM GANDERTOWN RD., 740 CY FROM BOURLAND RD., 428 CY FROM SHILOH RD., 116,592 FROM WETLAND SITE

NOTE:
LIMITS SHOWN FOR PAY ITEMS
ON THESE SCHEDULES MAY HAVE
ADDITIONAL LIMITS AND VALUES
IN OTHER SCHEDULES.

| | | | | | | | | | | | | | |
|--|--------------------|------------|-----------|---|---|------------|-----------|------|-------------|---------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES ALTERNATE BID B | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | | DRAWN - | REVISED - | | 332 | (29,30)R-1 | SALINE | 745 | 65 | | | | |
| PLOT SCALE = 100.00' / in. | | CHECKED - | REVISED - | | CONTRACT NO. 78077 | | | | | | | | |
| PLOT DATE = 4/30/2014 | | DATE - | REVISED - | | SCALE: N.T.S. | SHEET NO. | OF SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | | |

RECESSED PAVEMENT MARKING GROOVING ALT. BID B

PORTLAND CEMENT CONCRETE
ATLERNATE BID B

| LOCATION STATION TO STATION | DESCRIPTION | PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED) SQ YD | PROTECTIVE COAT SQ YD | PORTLAND CEMENT CONCRETE SHOULDERS 9" SQ YD |
|--------------------------------|---------------|---|-----------------------------|--|
| STAGE 1A | | | | |
| U.S. 45 | | | | |
| 449+88 TO 678+00 | | 65,541 | 65,541 | |
| 449+88 TO 482+39 | Outside Shld. | 3,635 | 3,635 | 3,635 |
| 482+61 TO 515+89 | Outside Shld. | 3,270 | 3,270 | |
| 516+48 TO 576+73 | Outside Shld. | 6,672 | 6,672 | |
| 577+31 TO 606+11 | Outside Shld. | 3,180 | 3,180 | |
| 606+69 TO 649+08 | Outside Shld. | 4,689 | 4,689 | |
| 649+66 TO 678+00 | Outside Shld. | 3,138 | 3,138 | |
| 451+53 TO 482+05 | Inside Shld. | 1,348 | 1,348 | |
| 483+40 TO 515+74 | Inside Shld. | 1,439 | 1,439 | |
| 517+42 TO 576+56 | Inside Shld. | 2,630 | 2,630 | |
| 577+92 TO 605+95 | Inside Shld. | 1,248 | 1,248 | |
| 607+30 TO 678+00 | Inside Shld. | 3,143 | 3,143 | |
| STAGE 2 | | | | |
| U.S. 45 | | | | |
| 449+88 TO 449+88 | | 75,035 | 75,035 | |
| 449+88 TO 482+39 | Outside Shld. | 3,172 | 3,172 | 3,172 |
| 482+61 TO 516+39 | Outside Shld. | 3,731 | 3,731 | |
| 516+65 TO 576+93 | Outside Shld. | 6,668 | 6,668 | |
| 577+11 TO 606+31 | Outside Shld. | 3,201 | 3,201 | |
| 606+49 TO 694+65 | Outside Shld. | 9,740 | 9,740 | |
| 694+83 TO 710+61 | Outside Shld. | 1,738 | 1,738 | |
| 449+88 TO 482+09 | Inside Shld. | 1,433 | 1,433 | |
| 482+91 TO 515+78 | Inside Shld. | 1,492 | 1,492 | |
| 516+93 TO 576+61 | Inside Shld. | 2,683 | 2,683 | |
| 577+43 TO 605+99 | Inside Shld. | 1,300 | 1,300 | |
| 606+81 TO 689+05 | Inside Shld. | 3,678 | 3,678 | |
| 695+19 TO 706+20 | Inside Shld. | 486 | 486 | |
| STAGE 3 | | | | |
| U.S. 45 | | | | |
| 678+00 TO 706+32 | | 9,082 | 9,082 | |
| 689+34 TO 693+69 | | 440 | 440 | |
| 678+00 TO 694+48 | Outside Shld. | 1,819 | 1,819 | |
| 694+71 TO 706+32 | Outside Shld. | 1,255 | 1,255 | |
| 678+00 TO 694+19 | Inside Shld. | 746 | 746 | |
| 695+15 TO 706+32 | Inside Shld. | 484 | 484 | |
| 689+05 TO 693+69 | Inside Shld. | 208 | 208 | |
| PROJECT TOTAL | | 150,098 | 228,323 | 78,225 |

| STATION BEGIN | STATION END | *SIDE | LOCATION | DESCRIPTION | GROOVING FOR RECESSED PAVEMENT MARKING | | | | |
|----------------------|----------------|-----------------|----------|-----------------|--|----------------|----------------|------------|---|
| | | | | | 5" | | 13" | | LETTERS, NUMBERS, & SYMBOLS SQ FT |
| | | | | | WHITE FOOT | YELLOW FOOT | YELLOW FOOT | | |
| STAGE 3 | | | | | | | | | |
| U.S. 45 | | | | | | | | | |
| 449+88 | 481+89 | LT OS | SB | SOLID | 3,201 | | | | |
| 449+88 | 481+60 | LT IS | SB | SOLID | | 3,172 | | | |
| 449+88 | 481+60 | RT IS | NB | SOLID | | 3,172 | | | |
| 449+88 | 481+89 | RT OS | NB | SOLID | 3,201 | | | | |
| 449+88 | 705+27 | LT CL | SB | SKIP DASH | 6,385 | | | | |
| 449+88 | 703+47 | RT CL | NB | SKIP DASH | 6,340 | | | | |
| 478+55 | 481+89 | RT OS TURN LANE | NB | SOLID | 334 | | | | |
| 478+89 | | RT OS TURN LANE | NB | RT TURN ARROW | | | | 16 | |
| 479+21 | 481+60 | RT IS TURN LANE | NB | SOLID | 239 | | | | |
| 479+57 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 480+28 | | RT OS TURN LANE | NB | RT TURN ARROW | | | | 16 | |
| 480+46 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 481+35 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 481+63 | | RT OS TURN LANE | NB | RT TURN ARROW | | | | 16 | |
| 483+11 | 515+59 | LT OS | SB | SOLID | 3,249 | | | | |
| 483+11 | 486+45 | LT OS TURN LANE | SB | SOLID | 334 | | | | |
| 483+11 | 515+90 | RT OS | NB | SOLID | 3,279 | | | | |
| 483+37 | | LT OS TURN LANE | SB | RT TURN ARROW | | | | 16 | |
| 483+40 | 486+45 | LT IS TURN LANE | SB | SOLID | 305 | | | | |
| 483+40 | 515+29 | LT IS | SB | SOLID | | 3,189 | | | |
| 483+40 | 515+29 | RT IS | NB | SOLID | | 3,189 | | | |
| 483+64 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 484+73 | | LT OS TURN LANE | SB | RT TURN ARROW | | | | 16 | |
| 484+88 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 486+10 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 486+10 | | LT OS TURN LANE | SB | RT TURN ARROW | | | | 16 | |
| 513+14 | 515+29 | RT IS TURN LANE | NB | SOLID | 215 | | | | |
| 513+49 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 514+26 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 515+04 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 516+78 | 576+43 | LT OS | SB | SOLID | 5,965 | | | | |
| 517+42 | 519+57 | LT IS TURN LANE | SB | SOLID | 215 | | | | |
| 517+42 | 576+12 | LT IS | SB | SOLID | | 5,870 | | | |
| 517+42 | 576+12 | RT IS | NB | SOLID | | 5,870 | | | |
| 517+67 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 518+45 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 519+22 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 573+97 | 576+12 | RT IS TURN LANE | NB | SOLID | 215 | | | | |
| 574+14 | 576+43 | RT IS | NB | SOLID | 5,929 | | | | |
| 574+31 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 575+09 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 575+86 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 577+61 | 605+81 | LT OS | SB | SOLID | 2,821 | | | | |
| 577+92 | 580+07 | LT IS TURN LANE | SB | SOLID | 215 | | | | |
| 577+92 | 605+50 | LT IS | SB | SOLID | | 2,759 | | | |
| 577+92 | 605+50 | RT IS | NB | SOLID | | 2,759 | | | |
| 577+61 | 605+81 | RT OS | NB | SOLID | 2,821 | | | | |
| 578+17 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 578+94 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 579+72 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 603+35 | 605+50 | RT IS TURN LANE | NB | SOLID | 215 | | | | |
| 603+70 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 604+48 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 605+25 | | RT IS TURN LANE | NB | LT TURN ARROW | | | | 16 | |
| 606+99 | 648+78 | LT OS | SB | SOLID | 4,179 | | | | |
| 606+99 | 694+15 | RT OS | NB | SOLID | 8,716 | | | | |
| 607+30 | 609+45 | LT IS TURN LANE | SB | SOLID | 215 | | | | |
| 607+30 | 693+71 | LT IS | SB | SOLID | | 8,641 | | | |
| 607+30 | 693+69 | RT IS | NB | SOLID | | 8,639 | | | |
| 607+56 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 608+33 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 609+11 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 649+96 | 693+98 | LT OS | SB | SOLID | 4,402 | | | | |
| 691+54 | 693+69 | RT IS TURN LANE | NB | SOLID | 215 | | | | |
| 691+89 | | | NB | LT TURN ARROW | | | | 16 | |
| 692+67 | | | NB | LT TURN ARROW | | | | 16 | |
| 693+44 | | | NB | LT TURN ARROW | | | | 16 | |
| 693+65 | | RT IS | NB | LANE DROP ARROW | | | | 42 | |
| 695+22 | 710+61 | LT OS | SB | SOLID | 1,539 | | | | |
| 695+32 | 710+61 | RT OS | NB | SOLID | 1,529 | | | | |
| 695+63 | 697+78 | LT IS TURN LANE | SB | SOLID | 216 | | | | |
| 695+63 | 707+82 | LT IS | SB | SOLID | | 1,220 | | | |
| 695+64 | 707+82 | RT IS | NB | SOLID | | 1,219 | | | |
| 695+88 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 696+65 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 697+36 | | RT IS | NB | LANE DROP ARROW | | | | 42 | |
| 697+43 | | LT IS TURN LANE | SB | LT TURN ARROW | | | | 16 | |
| 700+37 | | RT IS | NB | LANE DROP ARROW | | | | 42 | |
| 703+37 | | RT IS | NB | LANE DROP ARROW | | | | 42 | |
| 703+43 | 707+82 | CL | CL | SOLID DIAGONAL | | | 348 | | |
| 707+82 | 710+61 | CL | SB | SKIP DASH | | 70 | | | |
| PROJECT TOTAL | | | | | 66,489 | 49,769 | 348 | 728 | |

* IS = INSIDE LANE, OS = OUTSIDE LANE, LT & RT ARE BASED ON FORWARD STATIONING

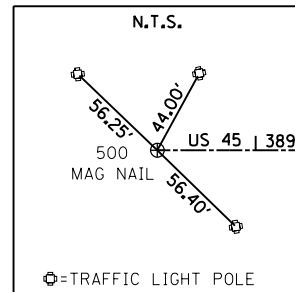
NOTE:
LIMITS SHOWN FOR PAY ITEMS
ON THESE SCHEDULES MAY HAVE
ADDITIONAL LIMITS AND VALUES
IN OTHER SCHEDULES.

| | | | |
|--|--------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-schedule.dwg | | DRAWN - | REVISED - |
| PLOT SCALE = 100.00' / in. | | CHECKED - | REVISED - |
| PLOT DATE = 4/30/2014 | | DATE - | REVISED - |

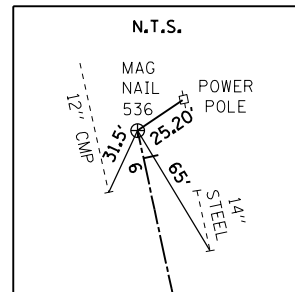
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---|-----------|-----------|--------------|
| SCHEDULE OF QUANTITIES ALTERNATE BID B | | | |
| SCALE: N.T.S. | SHEET NO. | OF SHEETS | STA. TO STA. |

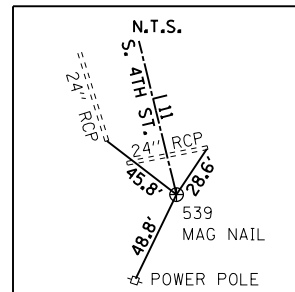
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|---------------------------|------------|--------|-----------------|--------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (29,30)R-1 | SALINE | 745 | 66 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



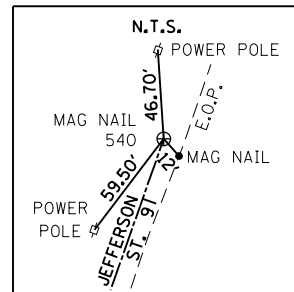
P.O.T. STA. 388+48.82 ϕ U.S. 45
 N. 415,296.0684
 E. 953,408.7074



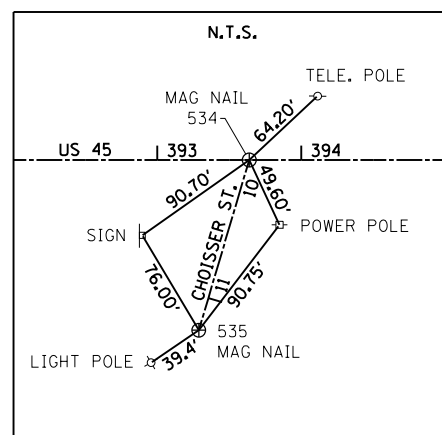
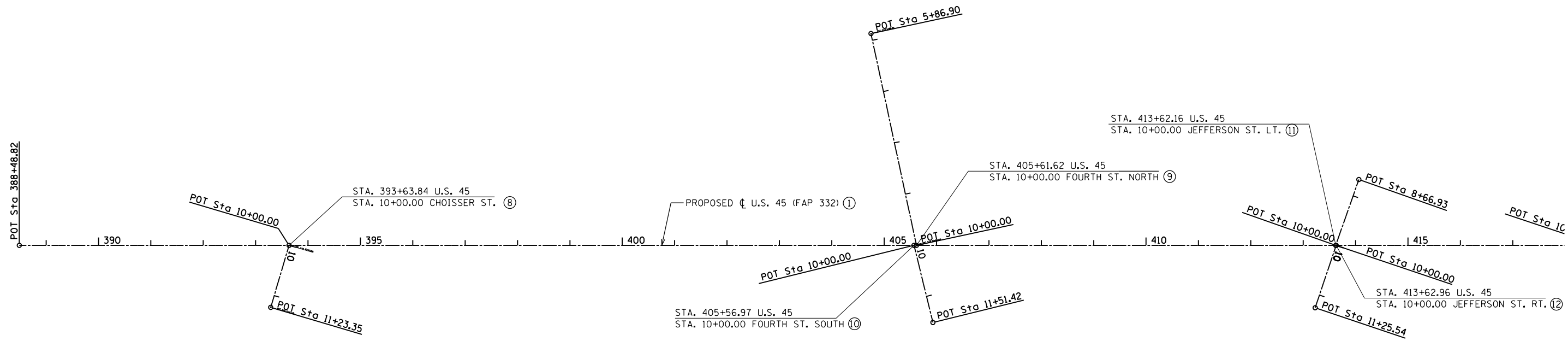
P.O.T. STA. 5+86.90 ϕ FOURTH ST. NORTH
 N. 416,230.6058
 E. 954,799.2414



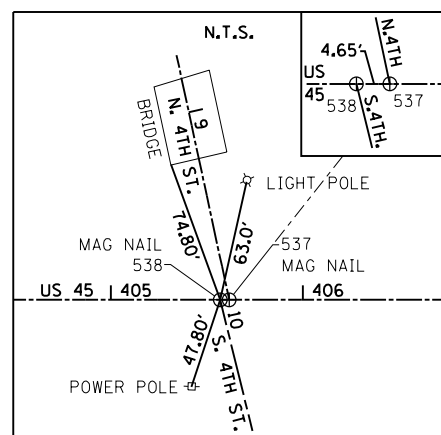
P.O.T. STA. 11+51.42 ϕ FOURTH ST. SOUTH
 N. 415,753.1064
 E. 955,098.4051



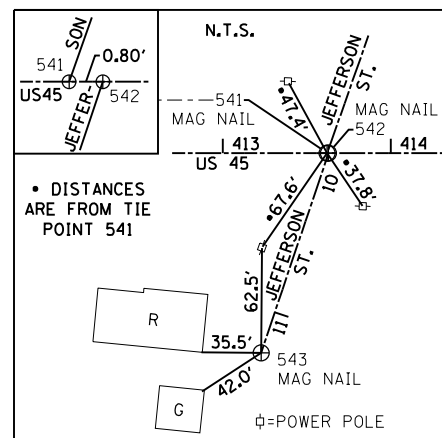
P.O.T. STA. 8+66.93 ϕ JEFFERSON ST. LT.
 N. 416,286.8701
 E. 955,769.7649



P.O.T. STA. 10+00.00 ϕ CHOISSER ST.
 STA. 393+63.84 ϕ U.S. 45
 N. 415,471.8316
 E. 953,892.8045
 P.O.T. STA. 11+23.35 ϕ CHOISSER ST.
 N. 415,348.7077
 E. 953,900.1975

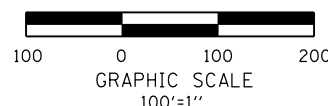


P.O.T. STA. 10+00.00 ϕ FOURTH ST. NORTH
 STA. 405+61.62 ϕ U.S. 45
 N. 415,880.6083
 E. 955,018.6811
 P.O.T. STA. 10+00.00 ϕ FOURTH ST. SOUTH
 STA. 405+56.97 ϕ U.S. 45
 N. 415,879.0208
 E. 955,014.3087

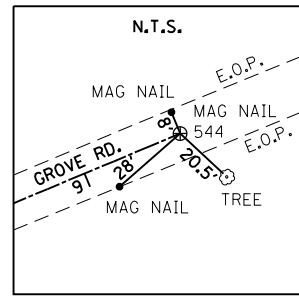


P.O.T. STA. 10+00.00 ϕ JEFFERSON ST. LT.
 STA. 413+62.16 ϕ U.S. 45
 N. 416,153.8109
 E. 955,771.1516
 P.O.T. STA. 10+00.00 ϕ JEFFERSON ST. RT.
 STA. 413+62.96 ϕ U.S. 45
 N. 416,154.0851
 E. 955,771.9068
 P.O.T. STA. 11+25.54 ϕ JEFFERSON ST. RT.
 N. 416,028.5783
 E. 955,774.7876

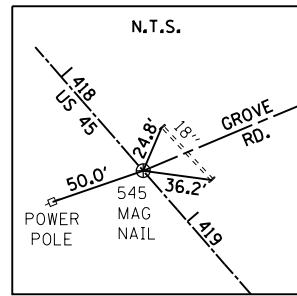
⊕ • REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



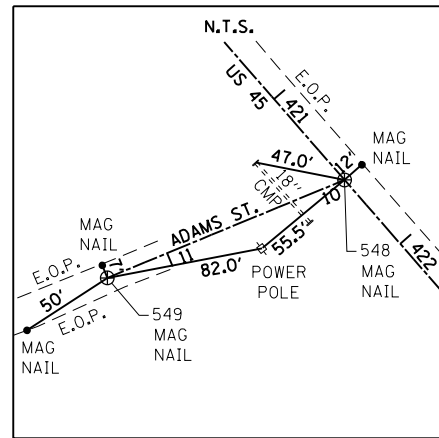
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| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | DRAWN - | REVISED - | 332 | | | (29,30)R-1 | SALINE | 745 | 67 | | |
| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | | CONTRACT NO. 78077 | | | | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |



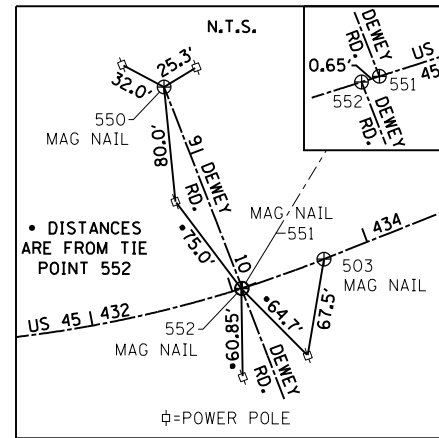
P.O.T. STA. 8+64.00 \oslash GROVE RD.
N. 416,461.3293
E. 956,240,0400



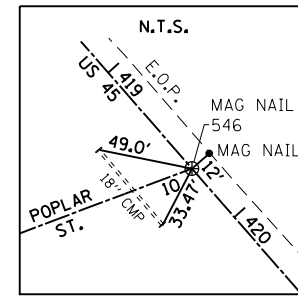
P.O.T. STA. 10+00.00 \oslash GROVE RD.
STA. 418+64.88 \oslash U.S. 45
N. 416,325.3784
E. 956,243.6928



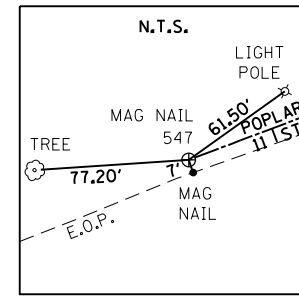
P.O.T. STA. 10+00.00 \oslash ADAMS ST.
STA. 421+55.85 \oslash U.S. 45
N. 416,424.6795
E. 957,082.4571
P.O.T. STA. 11+33.71 \oslash ADAMS ST.
N. 416,290.9979
E. 956,520.1549



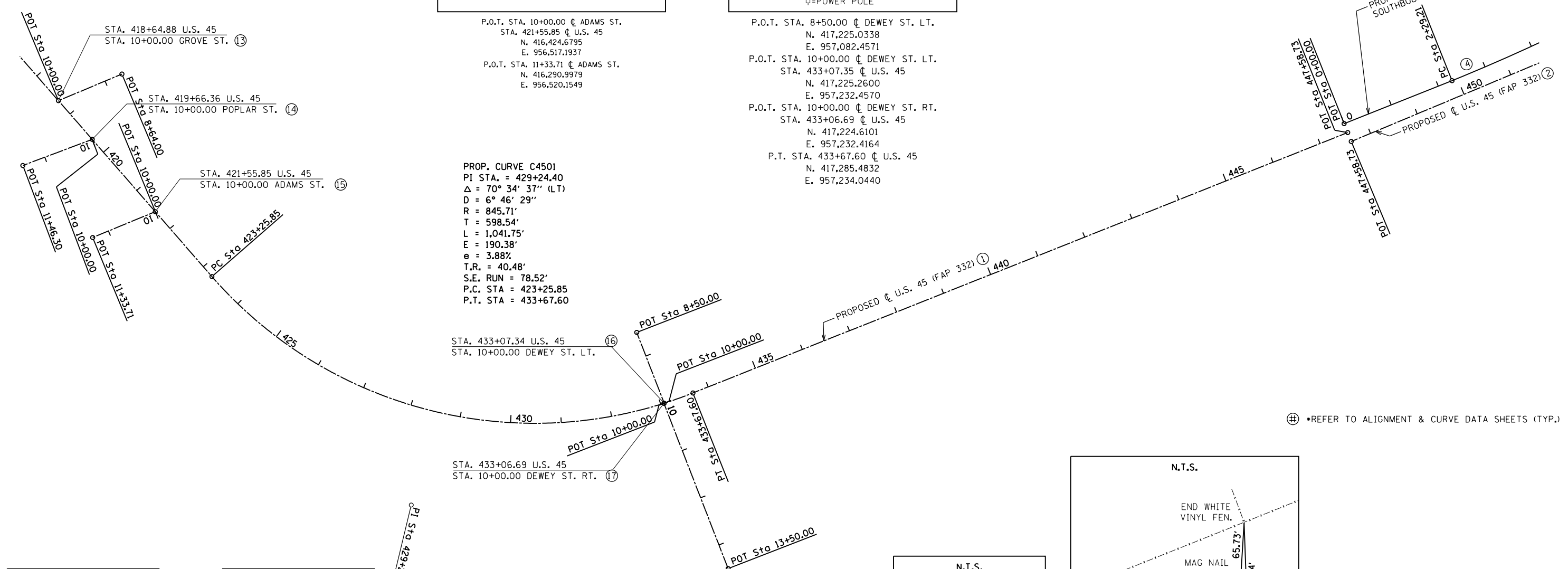
P.O.T. STA. 8+50.00 \oslash DEWEY ST. LT.
N. 417,225.0338
E. 957,082.4571
P.O.T. STA. 10+00.00 \oslash DEWEY ST. LT.
STA. 433+07.35 \oslash U.S. 45
N. 417,225.2600
E. 957,232.4570
P.O.T. STA. 10+00.00 \oslash DEWEY ST. RT.
STA. 433+06.69 \oslash U.S. 45
N. 417,224.6101
E. 957,232.4164
P.T. STA. 433+67.60 \oslash U.S. 45
N. 417,285.4832
E. 957,234.0440



P.O.T. STA. 10+00.00 \oslash POPLAR ST.
STA. 419+66.36 \oslash U.S. 45
N. 416,360.0116
E. 956,339.0817

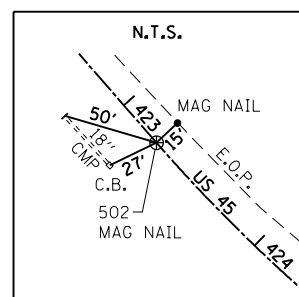


P.O.T. STA. 11+46.30 \oslash POPLAR ST.
N. 416,213.7168
E. 956,337.7527

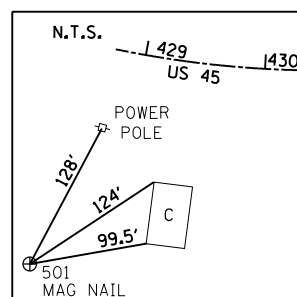


PROP. CURVE C4501
PI STA. = 429+24.40
 Δ = 70° 34' 37" (LT)
D = 6° 46' 29"
R = 845.71'
T = 598.54'
L = 1,041.75'
E = 190.38'
e = 3.88%
T.R. = 40.48'
S.E. RUN = 78.52'
P.C. STA = 423+25.85
P.T. STA = 433+67.60

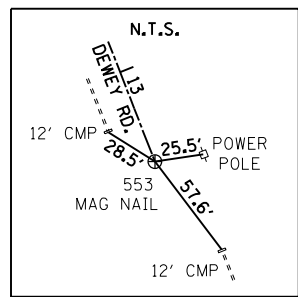
⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



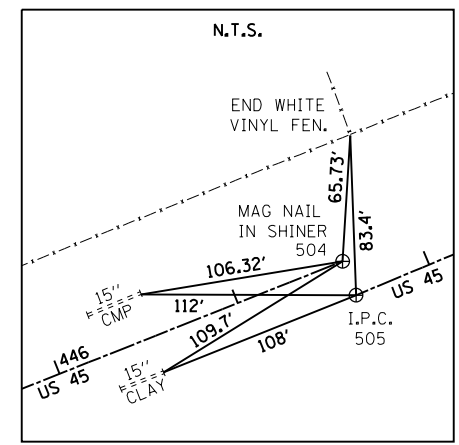
P.C. STA. 423+25.85 \oslash U.S. 45
N. 416,482.6971
E. 956,676.9891



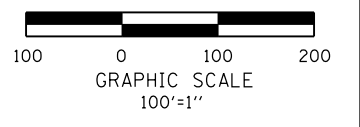
P.I. STA. 429+24.40 \oslash U.S. 45
N. 416,686.9657
E. 957,239.5976



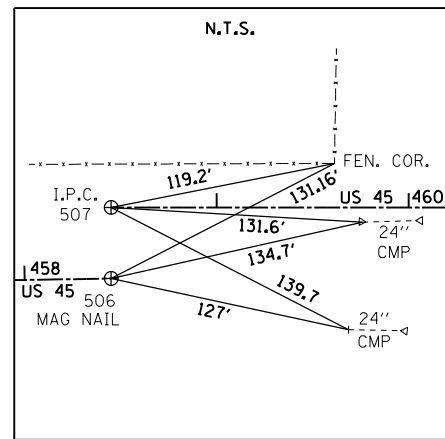
P.O.T. STA. 13+50.00 \oslash DEWEY ST. RT.
N. 417,225.1379
E. 957,582.4161



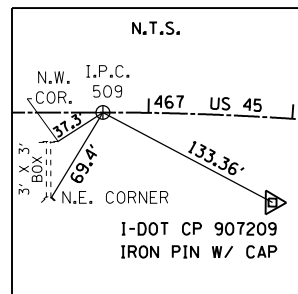
P.O.T. STA. 447+58.73 (BACK) \oslash U.S. 45
N. 418,676.5542
E. 957,221.1364
P.O.T. STA. 447+58.73 (AHEAD) \oslash U.S. 45
N. 418,676.7305
E. 957,240.1374



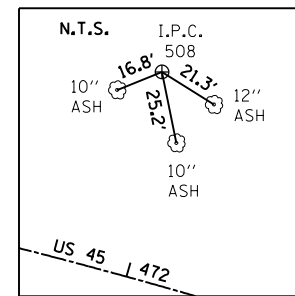
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| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | | 332 | (29,30)R-1 | SALINE | 745 | 68 | |
| Default | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | | CONTRACT NO. 78077 | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | | |



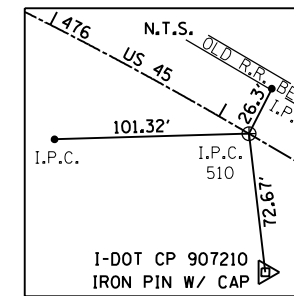
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E. 957,211.0582
P.O.T. STA. 458+45.08 (AHEAD) \bar{C} U.S. 45
N. 419,762.3453
E. 957,174.0598



P.C. STA. 466+68.38 \bar{C} U.S. 45
N. 420,585.6141
E. 957,166.4208



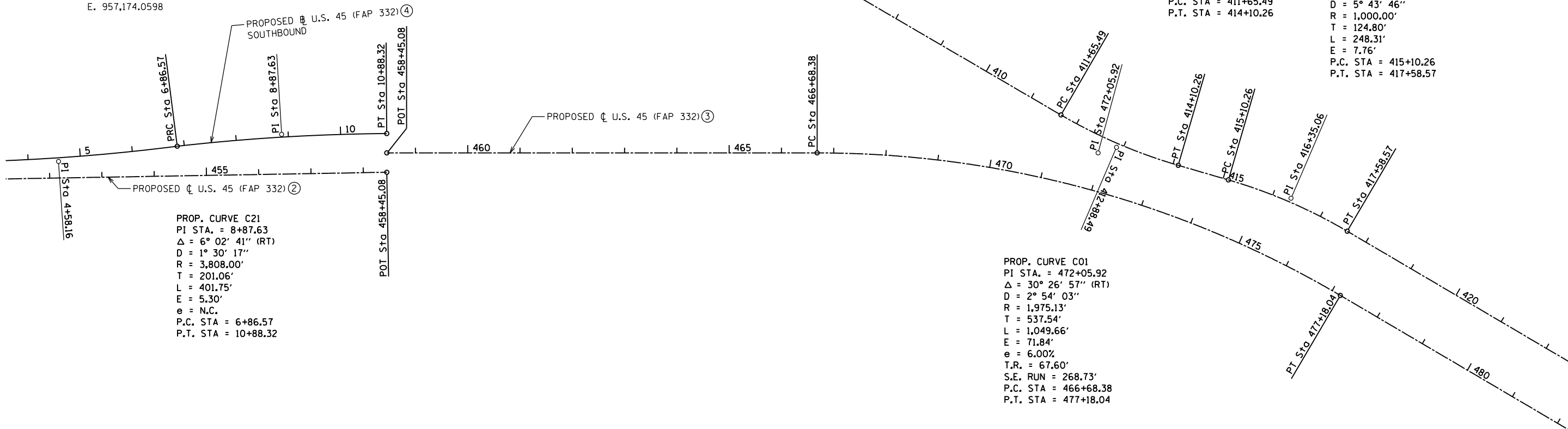
P.I. STA. 472+05.92 \bar{C} U.S. 45
N. 421,123.1339
E. 957,161.4332



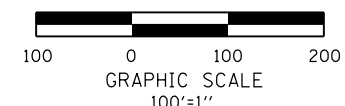
P.T. STA. 477+18.04 \bar{C} U.S. 45
N. 421,589.0459
E. 957,429.5348

PROP. CURVE BPCUR1
PI STA. = 412+88.49
 Δ = 14° 01' 27" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 123.00'
L = 244.77'
E = 7.54'
P.C. STA = 411+65.49
P.T. STA = 414+10.26

PROP. CURVE BPCUR2
PI STA. = 416+35.06
 Δ = 14° 13' 38" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 124.80'
L = 248.31'
E = 7.76'
P.C. STA = 415+10.26
P.T. STA = 417+58.57

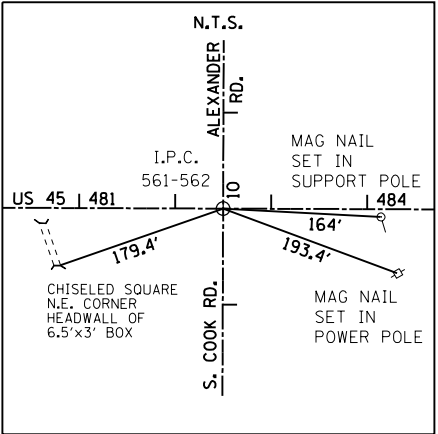
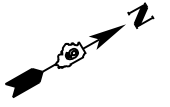


PROP. CURVE C01
PI STA. = 472+05.92
 Δ = 30° 26' 57" (RT)
D = 2° 54' 03"
R = 1,975.13'
T = 537.54'
L = 1,049.66'
E = 71.84'
e = 6.00%
T.R. = 67.60'
S.E. RUN = 268.73'
P.C. STA = 466+68.38
P.T. STA = 477+18.04

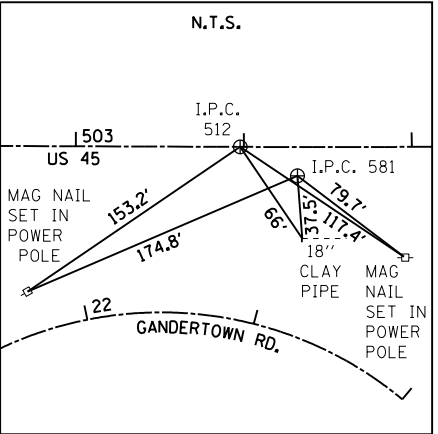


⊕ *REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)

| | | | | | | | | | | | | |
|-------------|--|------------|-----------|---|--|---------|--------------|-------------------|----------------------|---------------------------|--------------------|----------------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENTS & TIES U.S. 45 | | | F.A.P. RTE. = 332 | SECTION = (29,30)R-1 | COUNTY = SALINE | TOTAL SHEETS = 745 | SHEET NO. = 69 |
| Default | P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | DRAWN - | REVISED - | | SCALE: 100'=1" | SHEET 3 | OF 11 SHEETS | STA. | TO STA. | CONTRACT NO. 78077 | | |
| | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | | | | | | ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | | | | | | | | |



P.O.T. STA. 10+00.00 @ ALEXANDER RD.
 STA. 482+50.00 @ U.S. 45
 P.O.T. STA. 10+00.00 @ S. COOK RD.
 N. 422,050.1124
 E. 957,694.8482



P.C. STA. 503+97.83 @ U.S. 45
 N. 423,911.7353
 E. 958,766.0896
 P.I. STA. 23+49.87 @ GANDERTOWN RD.
 N. 423,932.8046
 E. 958,797.9601

PROP. CURVE SC30
 PI STA. = 3+09.70
 $\Delta = 56^\circ 57' 05''$ (RT)
 D = 20° 50' 05"
 R = 275.00'
 T = 149.16'
 L = 273.35'
 E = 37.85'
 e = 6.00%
 T.R. = 25.00'
 S.E. RUN = 100.00'
 P.C. STA = 1+60.54
 P.T. STA = 4+33.88

PROP. CURVE SC31
 PI STA. = 7+42.94
 $\Delta = 26^\circ 20' 11''$ (LT)
 D = 20° 50' 05"
 R = 275.00'
 T = 64.34'
 L = 126.41'
 E = 7.43'
 e = 6.00%
 T.R. = 25.00'
 S.E. RUN = 100.00'
 P.C. STA = 6+78.60
 P.T. STA = 8+05.00

PROP. CURVE SC32
 PI STA. = 11+23.69
 $\Delta = 44^\circ 11' 26''$ (RT)
 D = 49° 49' 21"
 R = 115.00'
 T = 46.69'
 L = 88.70'
 E = 9.12'
 e = 6.00%
 T.R. = 14.00'
 S.E. RUN = 57.00'
 P.C. STA = 10+77.01
 P.T. STA = 11+65.70

PROP. CURVE C02
 PI STA. = 509+52.63
 $\Delta = 4^\circ 40' 37''$ (LT)
 D = 0° 25' 18"
 R = 13,585.55'
 T = 554.80'
 L = 1,108.98'
 E = 11.32'
 e = 1.55%
 T.R. = 67.84'
 S.E. RUN = 70.10'
 P.C. STA = 503+97.83
 P.T. STA = 515+06.81

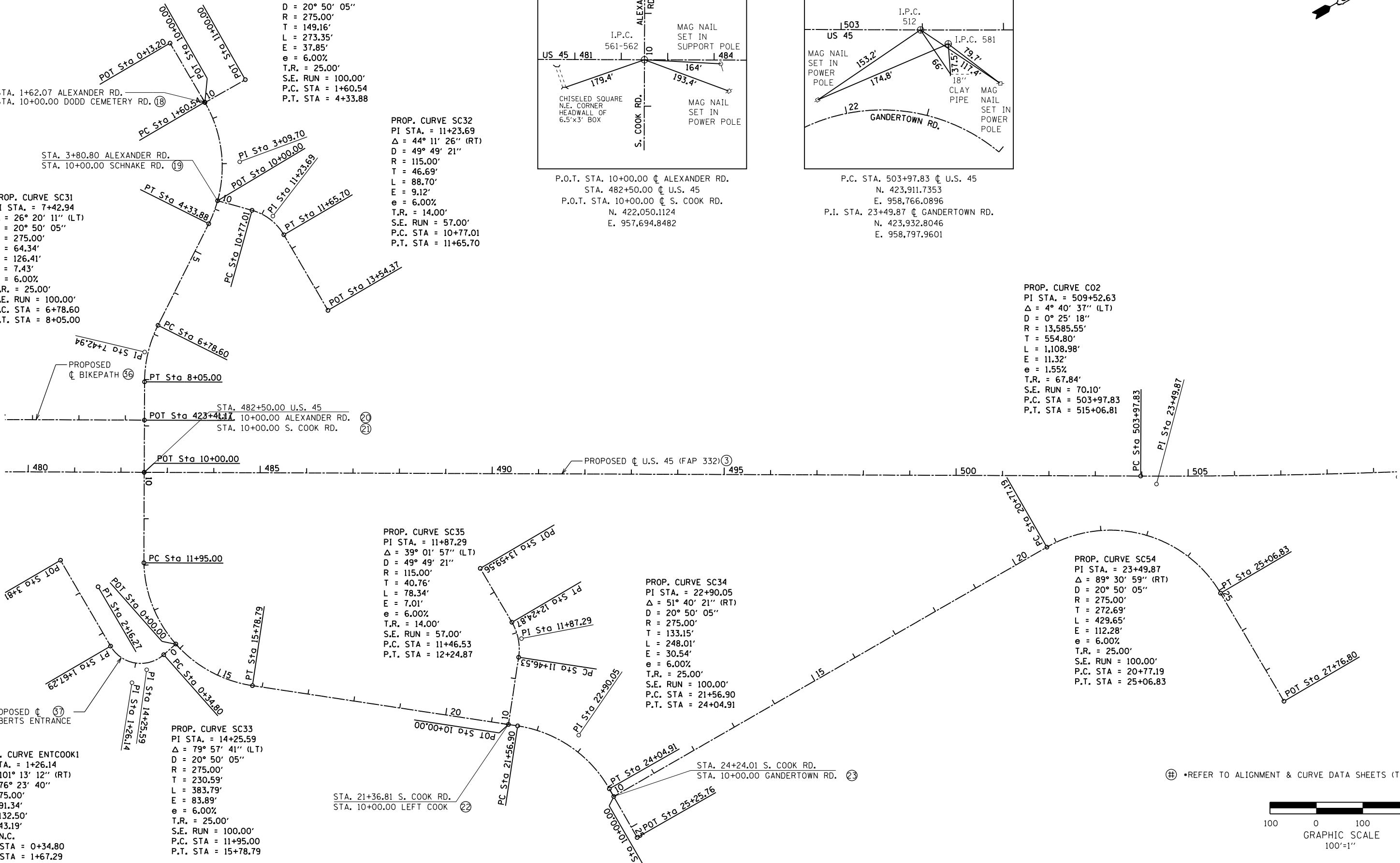
PROP. CURVE SC35
 PI STA. = 11+87.29
 $\Delta = 39^\circ 01' 57''$ (LT)
 D = 49° 49' 21"
 R = 115.00'
 T = 40.76'
 L = 78.34'
 E = 7.01'
 e = 6.00%
 T.R. = 14.00'
 S.E. RUN = 57.00'
 P.C. STA = 11+46.53
 P.T. STA = 12+24.87

PROP. CURVE SC34
 PI STA. = 22+90.05
 $\Delta = 51^\circ 40' 21''$ (RT)
 D = 20° 50' 05"
 R = 275.00'
 T = 133.15'
 L = 248.01'
 E = 30.54'
 e = 6.00%
 T.R. = 25.00'
 S.E. RUN = 100.00'
 P.C. STA = 21+56.90
 P.T. STA = 24+04.91

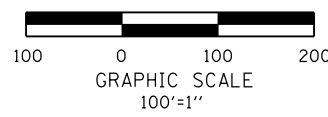
PROP. CURVE SC54
 PI STA. = 23+49.87
 $\Delta = 89^\circ 30' 59''$ (RT)
 D = 20° 50' 05"
 R = 275.00'
 T = 272.69'
 L = 429.65'
 E = 112.28'
 e = 6.00%
 T.R. = 25.00'
 S.E. RUN = 100.00'
 P.C. STA = 20+77.19
 P.T. STA = 25+06.83

PROP. CURVE ENTCOOK1
 PI STA. = 1+26.14
 $\Delta = 101^\circ 13' 12''$ (RT)
 D = 76° 23' 40"
 R = 75.00'
 T = 91.34'
 L = 132.50'
 E = 43.19'
 e = N.C.
 P.C. STA = 0+34.80
 P.T. STA = 1+67.29

PROP. CURVE SC33
 PI STA. = 14+25.59
 $\Delta = 79^\circ 57' 41''$ (LT)
 D = 20° 50' 05"
 R = 275.00'
 T = 230.59'
 L = 383.79'
 E = 83.89'
 e = 6.00%
 T.R. = 25.00'
 S.E. RUN = 100.00'
 P.C. STA = 11+95.00
 P.T. STA = 15+78.79



⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



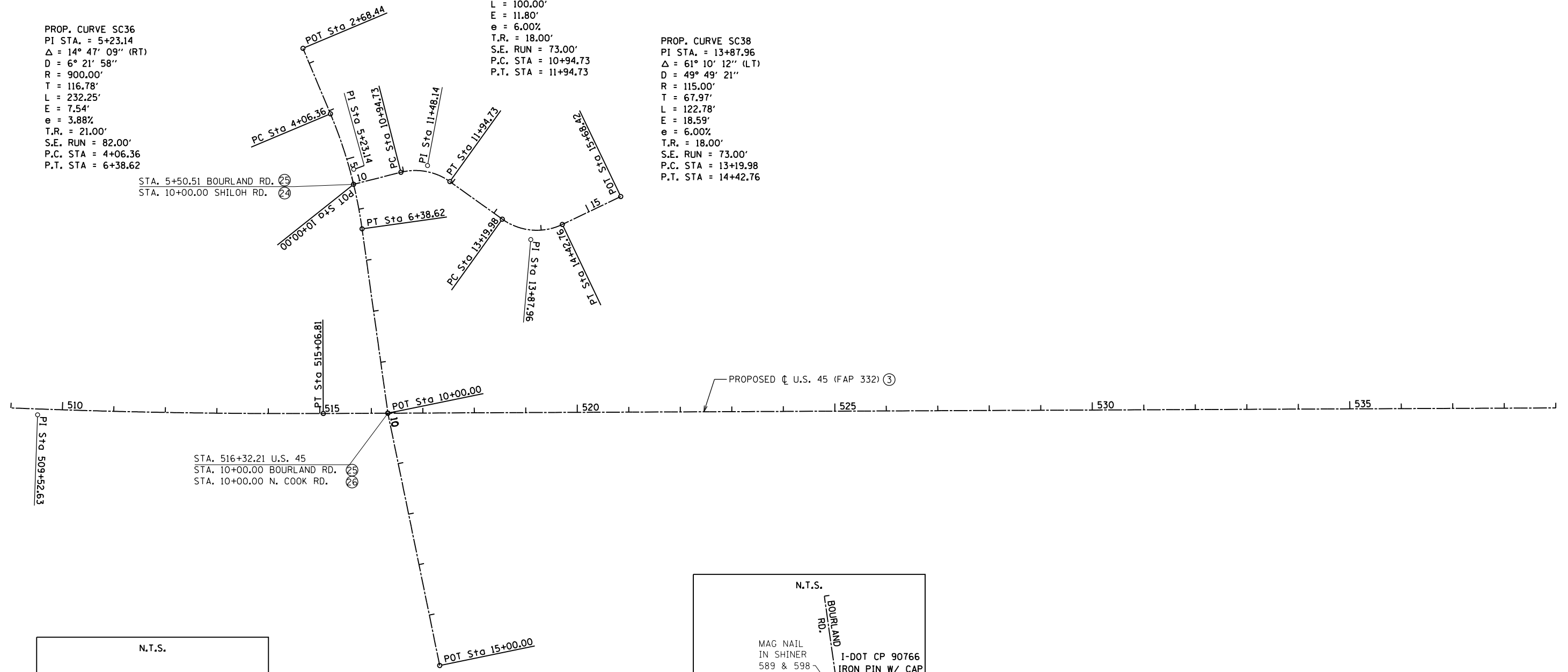
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|---|------------------------------|------------|-----------|---|---|--|--|-------------------|----------------------|-----------------|--------------------|----------------|
| FILE NAME = P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | USER NAME = bemery | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENTS & TIES U.S. 45, ALEXANDER RD., S. COOK RD. & GANDERTOWN RD. | | | F.A.P. RTE. = 332 | SECTION = (29,30)R-1 | COUNTY = SALINE | TOTAL SHEETS = 745 | SHEET NO. = 70 |
| | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | | | | SCALE: 100'=1" | SHEET 4 OF 11 SHEETS | STA. TO STA. | CONTRACT NO. 78077 | |
| Default | PLOT DATE = 4/30/2014 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | |



PROP. CURVE SC36
 PI STA. = 5+23.14
 $\Delta = 14^\circ 47' 09''$ (RT)
 $D = 6^\circ 21' 58''$
 $R = 900.00'$
 $T = 116.78'$
 $L = 232.25'$
 $E = 7.54'$
 $e = 3.88\%$
 $T.R. = 21.00'$
 $S.E. RUN = 82.00'$
 $P.C. STA = 4+06.36$
 $P.T. STA = 6+38.62$

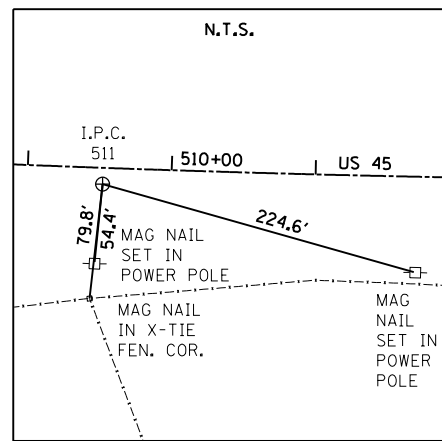
PROP. CURVE SC37
 PI STA. = 11+48.14
 $\Delta = 49^\circ 49' 21''$ (RT)
 $D = 49^\circ 49' 21''$
 $R = 115.00'$
 $T = 53.41'$
 $L = 100.00'$
 $E = 11.80'$
 $e = 6.00\%$
 $T.R. = 18.00'$
 $S.E. RUN = 73.00'$
 $P.C. STA = 10+94.73$
 $P.T. STA = 11+94.73$

PROP. CURVE SC38
 PI STA. = 13+87.96
 $\Delta = 61^\circ 10' 12''$ (LT)
 $D = 49^\circ 49' 21''$
 $R = 115.00'$
 $T = 67.97'$
 $L = 122.78'$
 $E = 18.59'$
 $e = 6.00\%$
 $T.R. = 18.00'$
 $S.E. RUN = 73.00'$
 $P.C. STA = 13+19.98$
 $P.T. STA = 14+42.76$

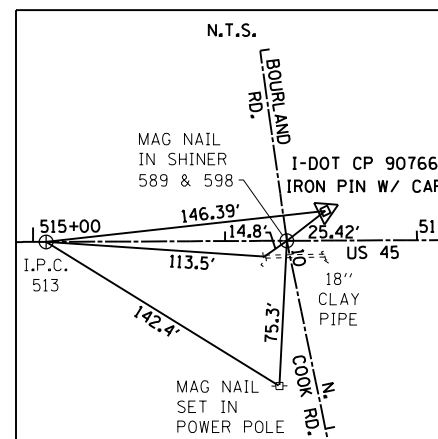


STA. 5+50.51 BOURLAND RD. (25)
 STA. 10+00.00 SHILOH RD. (24)

STA. 516+32.21 U.S. 45 (25)
 STA. 10+00.00 BOURLAND RD. (25)
 STA. 10+00.00 N. COOK RD. (26)

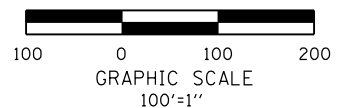


P.I. STA. 509+52.63 \oslash U.S. 45
 N. 424,392.6029
 E. 959,042.7973



P.T. STA. 515+06.81 \oslash U.S. 45
 N. 424,894.4317
 E. 959,279.3742
 P.O.T. STA. 10+00.00 \oslash BOURLAND RD.
 STA. 516+32.21 \oslash U.S. 45
 P.O.T. STA. 10+00.00 \oslash N. COOK RD.
 N. 425,007.8537
 E. 959,332.8447

⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)

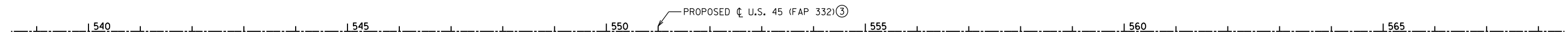


| | | | |
|--|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | | DRAWN - | REVISED - |
| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

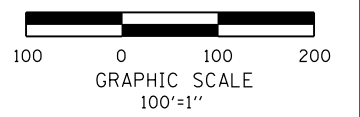
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| ALIGNMENTS & TIES | | | |
|-------------------------------------|---------|--------------|--------------|
| U.S. 45, BOURLAND RD. & N. COOK RD. | | | |
| SCALE: 100'=1'' | SHEET 5 | OF 11 SHEETS | STA. TO STA. |

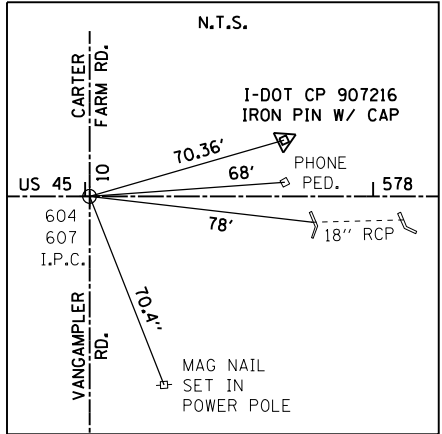
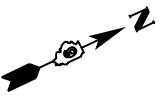
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 71 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



⊕ •REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



| | | | | | | | | | | | | |
|---|--------------------|------------|----------------|---|--|--------------|--------------|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENTS & TIES U.S. 45 | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | DRAWN - | REVISED - | 332 | | | | | (29,30)R-1 | SALINE | 745 | 72 | |
| PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | SCALE: 100'=1" | | SHEET 6 | OF 11 SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | | | |
| PLOT DATE = 4/30/2014 | DATE - | REVISED - | | | | | | | | | | |



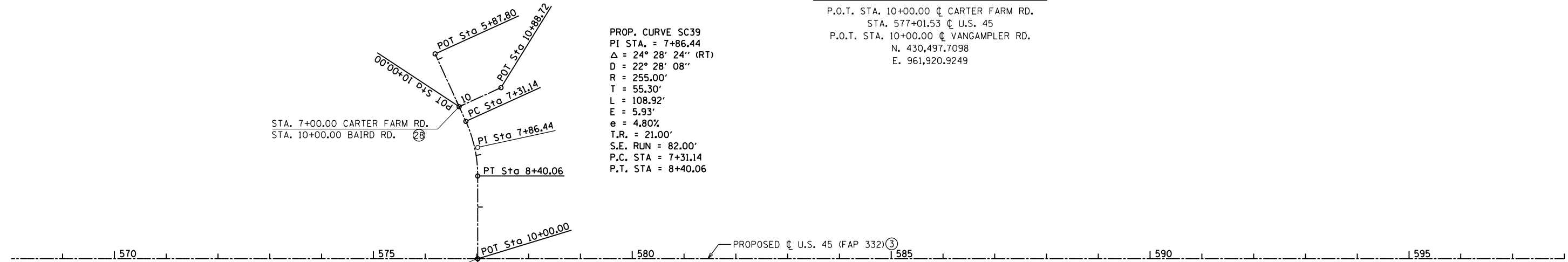
P.O.T. STA. 10+00.00 \bar{C} CARTER FARM RD.
 STA. 577+01.53 \bar{C} U.S. 45
 P.O.T. STA. 10+00.00 \bar{C} VANGAMPLER RD.
 N. 430,497.7098
 E. 961,920.9249

PROP. CURVE SC39
 PI STA. = 7+86.44
 Δ = 24° 28' 24" (RT)
 D = 22° 28' 08"
 R = 255.00'
 T = 55.30'
 L = 108.92'
 E = 5.93'
 e = 4.80%
 T.R. = 21.00'
 S.E. RUN = 82.00'
 P.C. STA = 7+31.14
 P.T. STA = 8+40.06

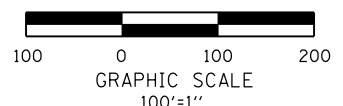
PROP. CURVE SC40
 PI STA. = 13+28.04
 Δ = 60° 23' 50" (LT)
 D = 20° 50' 05"
 R = 275.00'
 T = 160.04'
 L = 289.89'
 E = 43.18'
 e = 6.00%
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 11+68.00
 P.T. STA = 14+57.89

PROP. CURVE ENTVANI
 PI STA. = 0+65.51
 Δ = 55° 12' 38" (LT)
 D = 76° 23' 40"
 R = 75.00'
 T = 39.22'
 L = 72.27'
 E = 9.63'
 e = N.C.
 P.C. STA = 0+26.29
 P.T. STA = 0+98.56

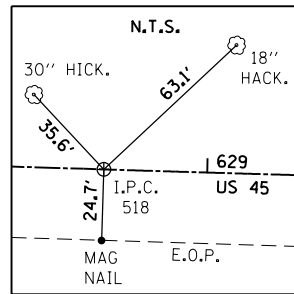
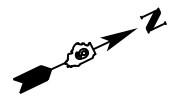
PROP. CURVE SC41
 PI STA. = 16+83.01
 Δ = 35° 09' 24" (RT)
 D = 20° 50' 05"
 R = 275.00'
 T = 87.12'
 L = 168.74'
 E = 13.47'
 e = 6.00%
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 15+95.89
 P.T. STA = 17+64.63



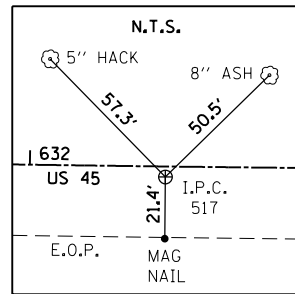
⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



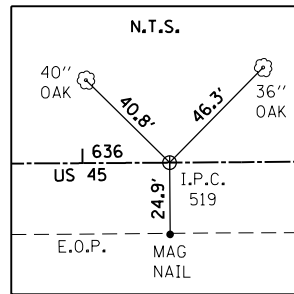
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|--|------------------------------|------------|-----------|---|--|---------------------------|---------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENTS & TIES U.S. 45, CARTER FARM RD. & VANGAMPLER RD. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | DRAWN - | REVISED - | 332 | | | (29,30)R-1 | SALINE | 745 | 73 | | |
| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | | CONTRACT NO. 78077 | | | | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |



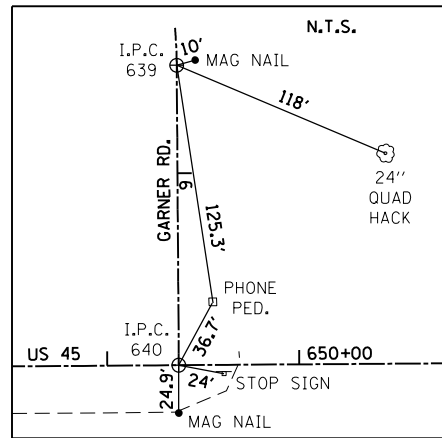
P.C. STA. 628+64.09 $\text{\textcircled{C}}$ U.S. 45
 N. 435,157.0323
 E. 964,143.4567



P.I. STA. 632+47.21 $\text{\textcircled{C}}$ U.S. 45
 N. 435,497.0978
 E. 964,319.9129



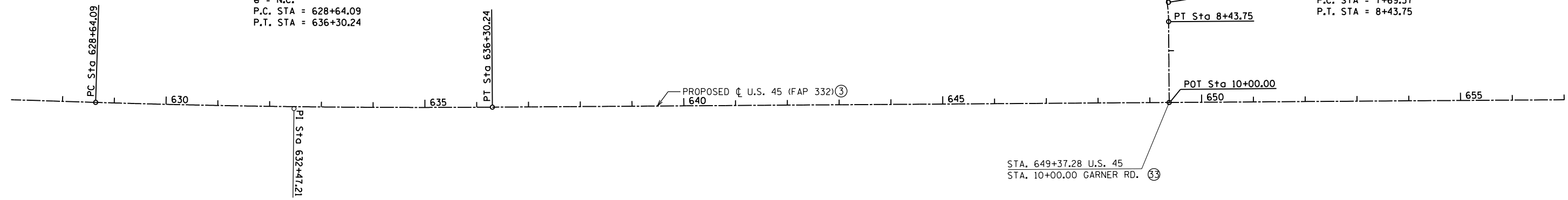
P.T. STA. 636+30.24 $\text{\textcircled{C}}$ U.S. 45
 N. 435,843.6386
 E. 964,483.2862



P.O.T. STA. 10+00.00 $\text{\textcircled{C}}$ GARNER RD.
 STA. 649+37.28 $\text{\textcircled{C}}$ U.S. 45
 N. 437,025.8872
 E. 965,040.6429
 P.T. STA. 8+43.75 $\text{\textcircled{C}}$ GARNER RD.
 N. 437,092.5182
 E. 964,899.3070

PROP. CURVE C04
 PI STA. = 632+47.21
 $\Delta = 2^\circ 11' 00''$ (LT)
 $D = 0^\circ 17' 06''$
 $R = 20,106.61'$
 $T = 383.12'$
 $L = 766.15'$
 $E = 3.65'$
 $e = \text{N.C.}$
 P.C. STA = 628+64.09
 P.T. STA = 636+30.24

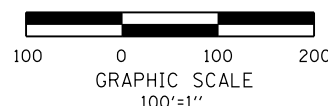
PROP. CURVE SC47
 PI STA. = 8+06.82
 $\Delta = 16^\circ 42' 40''$ (RT)
 $D = 22^\circ 28' 08''$
 $R = 255.00'$
 $T = 37.45'$
 $L = 74.37'$
 $E = 2.74'$
 $e = 4.80\%$
 $T.R. = 18.00'$
 S.E. RUN = 73.00'
 P.C. STA = 7+69.37
 P.T. STA = 8+43.75



NO TIES AVAILABLE FOR THE FOLLOWING ALIGNMENT POINTS:

- P.O.T. STA. 5+50.00 $\text{\textcircled{C}}$ GARNER RD.
 N. 437,146.5823
 E. 964,611.4466
- P.C. STA. 7+69.37 $\text{\textcircled{C}}$ GARNER RD.
 N. 437,114.0444
 E. 964,828.3908
- P.I. STA. 8+06.82 $\text{\textcircled{C}}$ GARNER RD.
 N. 437,108.4893
 E. 964,865.4297

$\text{\textcircled{+}}$ •REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



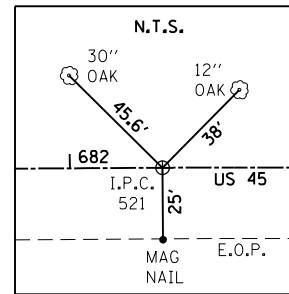
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| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | | DRAWN - | REVISED - |
| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

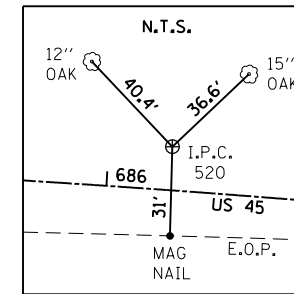
**ALIGNMENTS & TIES
 U.S. 45 & GARNER RD.**

SCALE: 100'=1" SHEET 9 OF 11 SHEETS STA. TO STA.

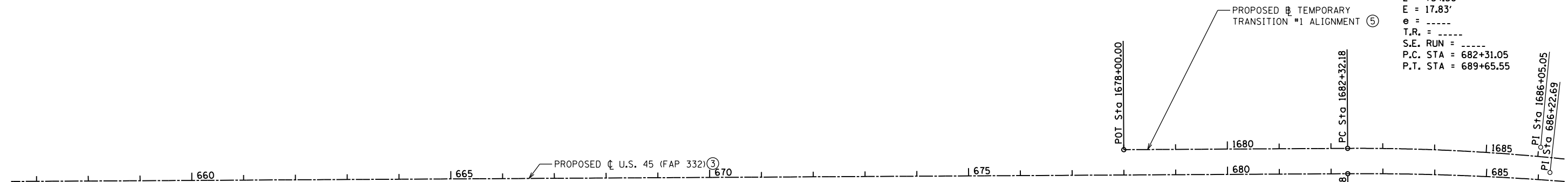
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 75 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



P.C. STA. 682+32.18 ∇ U.S. 45
 N. 440,006.1941
 E. 966,445.6722



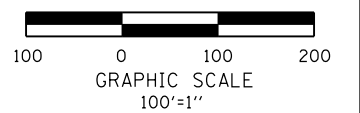
P.I. STA. 686+22.69 ∇ U.S. 45
 N. 440,359.4193
 E. 966,612.1959



PROP. CURVE T1
 PI STA. = 685+99.45
 Δ = 11° 05' 11" (RT)
 D = 1° 30' 34"
 R = 3,796.00'
 T = 368.40'
 L = 734.50'
 E = 17.83'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 682+31.05
 P.T. STA = 689+65.55

PROP. CURVE C08
 PI STA. = 686+22.69
 Δ = 8° 53' 15" (RT)
 D = 1° 08' 25"
 R = 5,025.00'
 T = 390.51'
 L = 779.45'
 E = 15.15'
 e = 3.72'
 T.R. = 67.53'
 S.E. RUN = 167.07'
 P.C. STA = 682+32.18
 P.T. STA = 690+11.63

⊕ •REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



| | | | |
|--|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | | DRAWN - | REVISED - |
| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS & TIES
 U.S. 45**

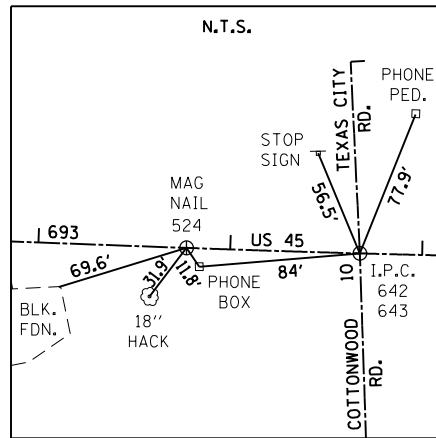
SCALE: 100'=1" SHEET 10 OF 11 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 76 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

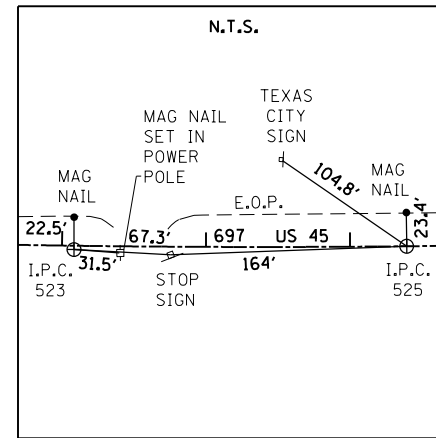
NO TIES AVAILABLE FOR THE FOLLOWING ALIGNMENT POINTS:

P.T. STA. 690+11.63 @ U.S. 45
 N. 440,682.6767
 E. 966,831.2914

PROP. CURVE T1
 PI STA. = 685+99.45
 $\Delta = 11^\circ 05' 11''$ (RT)
 $D = 1^\circ 30' 34''$
 $R = 3,796.00'$
 $T = 368.40'$
 $L = 734.50'$
 $E = 17.83'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA = 682+31.05
 P.T. STA = 689+65.55

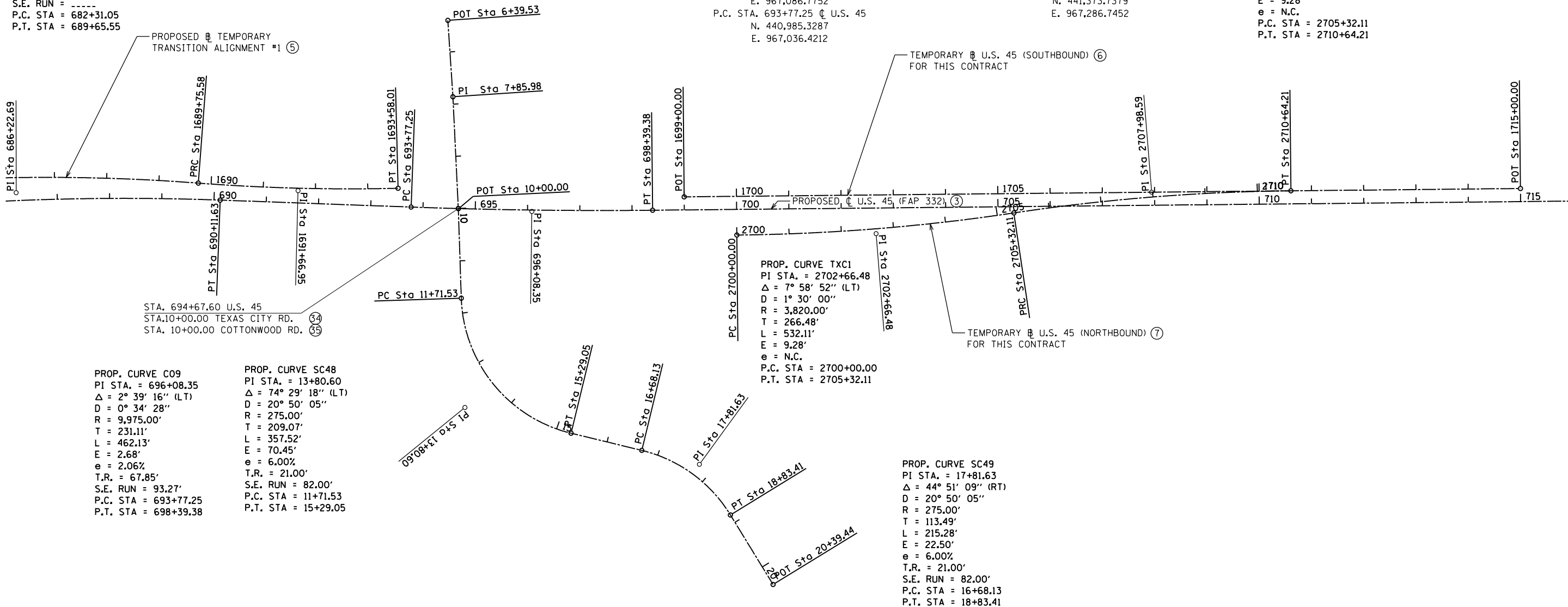


P.O.T. STA. 10+00.00 @ TEXAS CITY RD.
 STA. 694+67.60 @ U.S. 45
 P.O.T. STA. 10+00.00 @ COTTONWOOD RD.
 N. 441,060.3513
 E. 967,086.7752
 P.C. STA. 693+77.25 @ U.S. 45
 N. 440,985.3287
 E. 967,036.4212



P.I. STA. 696+08.35 @ U.S. 45
 N. 441,176.6335
 E. 967,166.0826
 P.T. STA. 698+39.38 @ U.S. 45
 N. 441,373.7379
 E. 967,286.7452

PROP. CURVE TXC2
 PI STA. = 2707+98.59
 $\Delta = 7^\circ 58' 52''$ (RT)
 $D = 1^\circ 30' 00''$
 $R = 3,820.00'$
 $T = 266.48'$
 $L = 532.11'$
 $E = 9.28'$
 $e = N.C.$
 P.C. STA = 2705+32.11
 P.T. STA = 2710+64.21



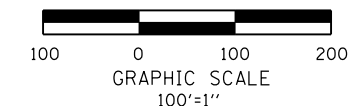
PROP. CURVE C09
 PI STA. = 696+08.35
 $\Delta = 2^\circ 39' 16''$ (LT)
 $D = 0^\circ 34' 28''$
 $R = 9,975.00'$
 $T = 231.11'$
 $L = 462.13'$
 $E = 2.68'$
 $e = 2.06\%$
 $T.R. = 67.85'$
 $S.E. RUN = 93.27'$
 P.C. STA = 693+77.25
 P.T. STA = 698+39.38

PROP. CURVE SC48
 PI STA. = 13+80.60
 $\Delta = 74^\circ 29' 18''$ (LT)
 $D = 20^\circ 50' 05''$
 $R = 275.00'$
 $T = 209.07'$
 $L = 357.52'$
 $E = 70.45'$
 $e = 6.00\%$
 $T.R. = 21.00'$
 $S.E. RUN = 82.00'$
 P.C. STA = 11+71.53
 P.T. STA = 15+29.05

PROP. CURVE TXC1
 PI STA. = 2702+66.48
 $\Delta = 7^\circ 58' 52''$ (LT)
 $D = 1^\circ 30' 00''$
 $R = 3,820.00'$
 $T = 266.48'$
 $L = 532.11'$
 $E = 9.28'$
 $e = N.C.$
 P.C. STA = 2700+00.00
 P.T. STA = 2705+32.11

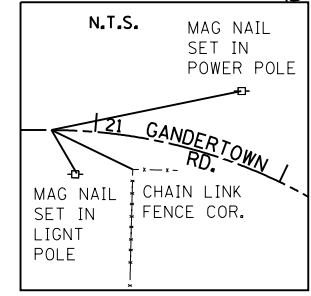
PROP. CURVE SC49
 PI STA. = 17+81.63
 $\Delta = 44^\circ 51' 09''$ (RT)
 $D = 20^\circ 50' 05''$
 $R = 275.00'$
 $T = 113.49'$
 $L = 215.28'$
 $E = 22.50'$
 $e = 6.00\%$
 $T.R. = 21.00'$
 $S.E. RUN = 82.00'$
 P.C. STA = 16+68.13
 P.T. STA = 18+83.41

⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)

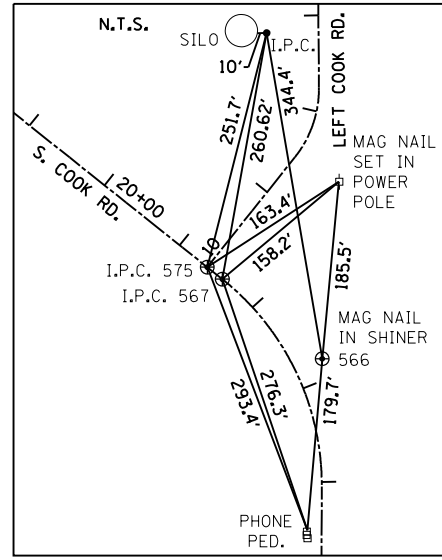
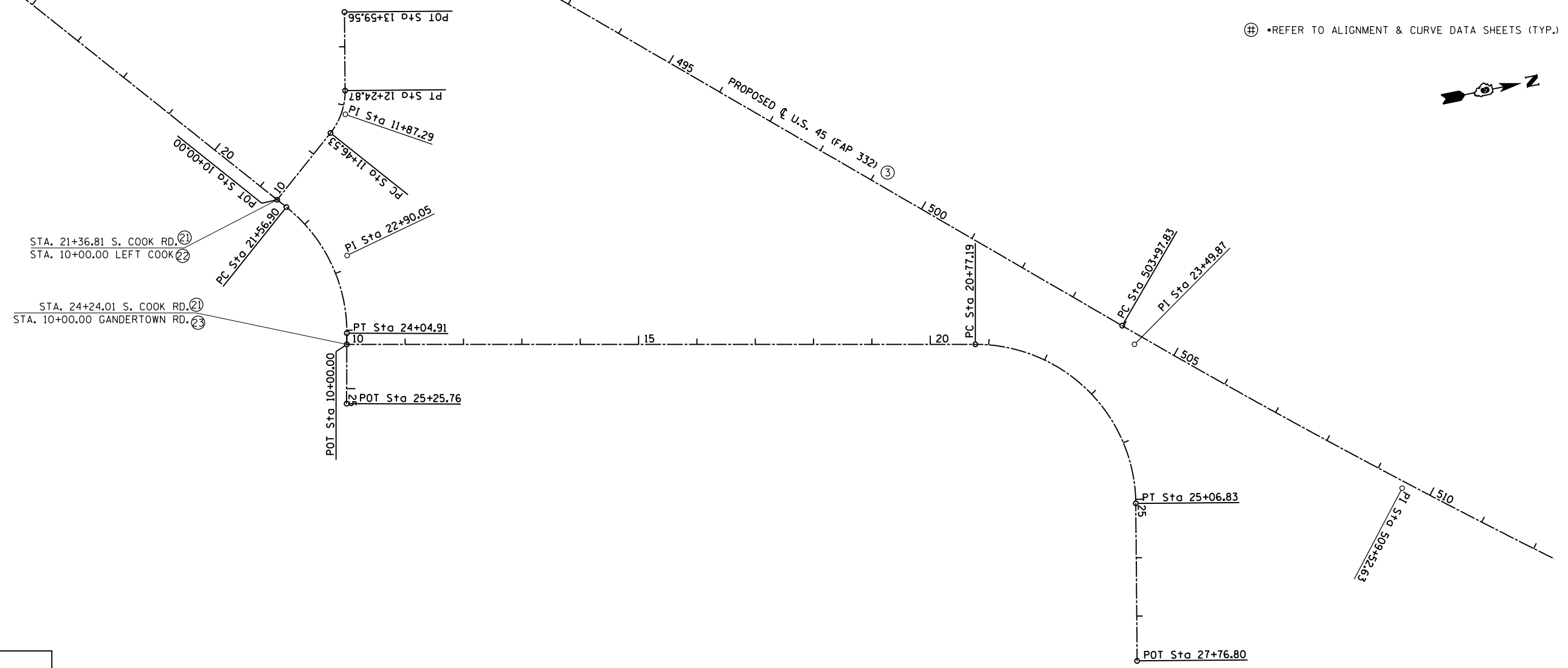


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|--|--------------------|------------|---------------------------|---|---|-------------|--------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENTS & TIES U.S. 45, TEXAS CITY RD. & COTTONWOOD RD. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | DRAWN - | REVISED - | 332 | | | (29,30)R-1 | SALINE | 745 | 77 | | |
| PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | CONTRACT NO. 78077 | | | | | | | | |
| Default | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | |
| SCALE: 100'-1" | | | | | | SHEET 11 | OF 11 SHEETS | STA. | TO STA. | | |

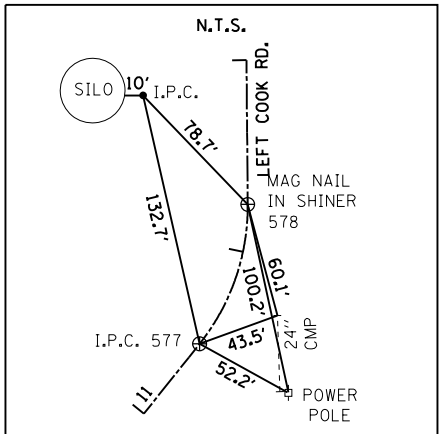
⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



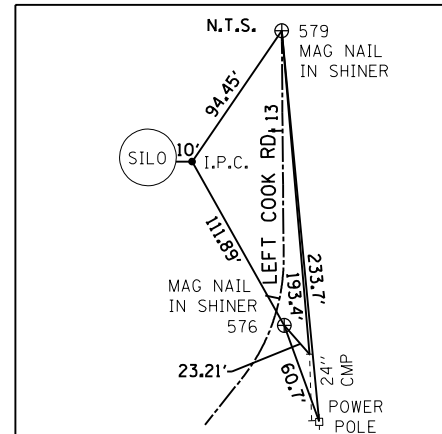
P.C. STA. 20+77.19 @ GANDERTOWN RD.
N. 423,660.1179
E. 958,799.0132



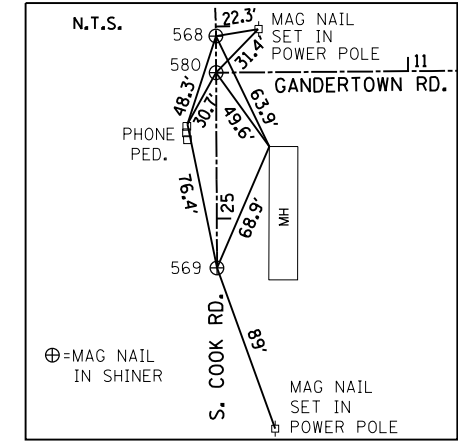
P.O.T. STA. 10+00.00 @ LEFT COOK RD.
STA. 21+36.81 @ S. COOK RD.
N. 422,462.7116
E. 958,555.8831
P.C. STA. 21+56.90 @ S. COOK RD.
N. 422,478.4702
E. 958,568.3408
P.I. STA. 22+90.05 @ S. COOK RD.
N. 422,582.9270
E. 958,650.9176



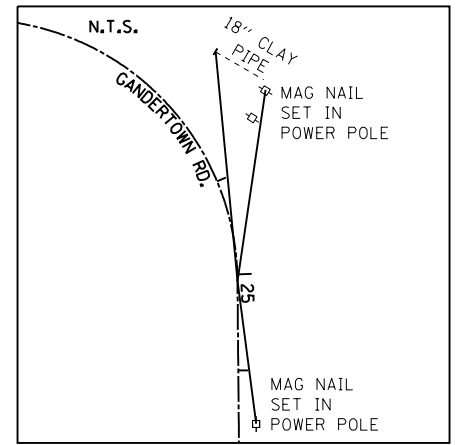
P.C. STA. 11+46.53 @ LEFT COOK RD.
N. 422,553.5827
E. 958,440.9342
P.T. STA. 12+24.87 @ LEFT COOK RD.
N. 422,578.3591
E. 958,368.2013



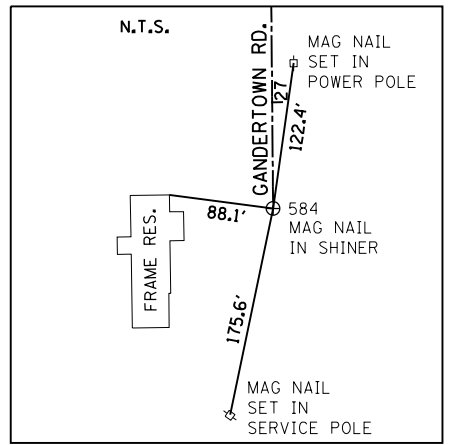
P.I. STA. 11+87.29 @ LEFT COOK RD.
N. 422,578.8606
E. 958,408.9586
P.O.T. STA. 13+59.56 @ LEFT COOK RD.
N. 422,576.7021
E. 958,233.5280



P.O.T. STA. 10+00.00 @ GANDERTOWN RD
STA. 24+24.01 @ S. COOK RD.
N. 422,582.9398
E. 958,803.1734
P.T. STA. 24+04.91 @ S. COOK RD.
N. 422,582.9270
E. 958,784.0722
P.O.T. STA. 25+25.76 @ S. COOK RD.
N. 422,583.0077
E. 958,904.9263



P.T. STA. 25+06.83 @ GANDERTOWN RD.
N. 423,936.1591
E. 959,070.6282



P.O.T. STA. 27+97.85 @ GANDERTOWN RD.
N. 423,939.4802
E. 959,340.5778

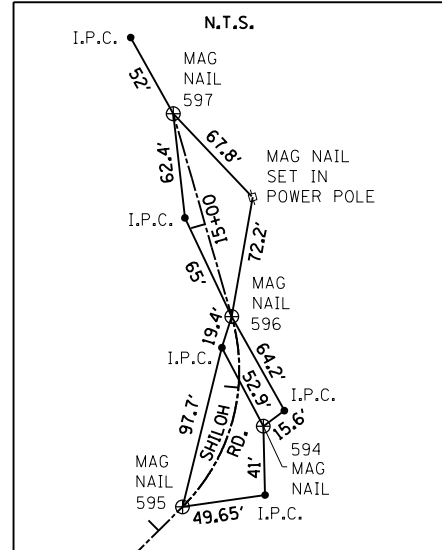
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| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

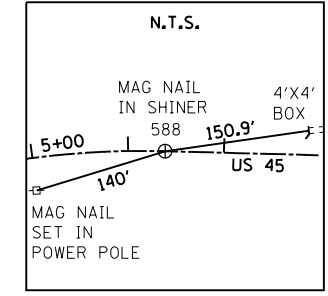
| ALIGNMENTS & TIES | | | |
|--|-------|-----------|--------------|
| GANDERTOWN RD., L COOK RD. & S. COOK RD. | | | |
| SCALE: 100'-1" | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 79 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

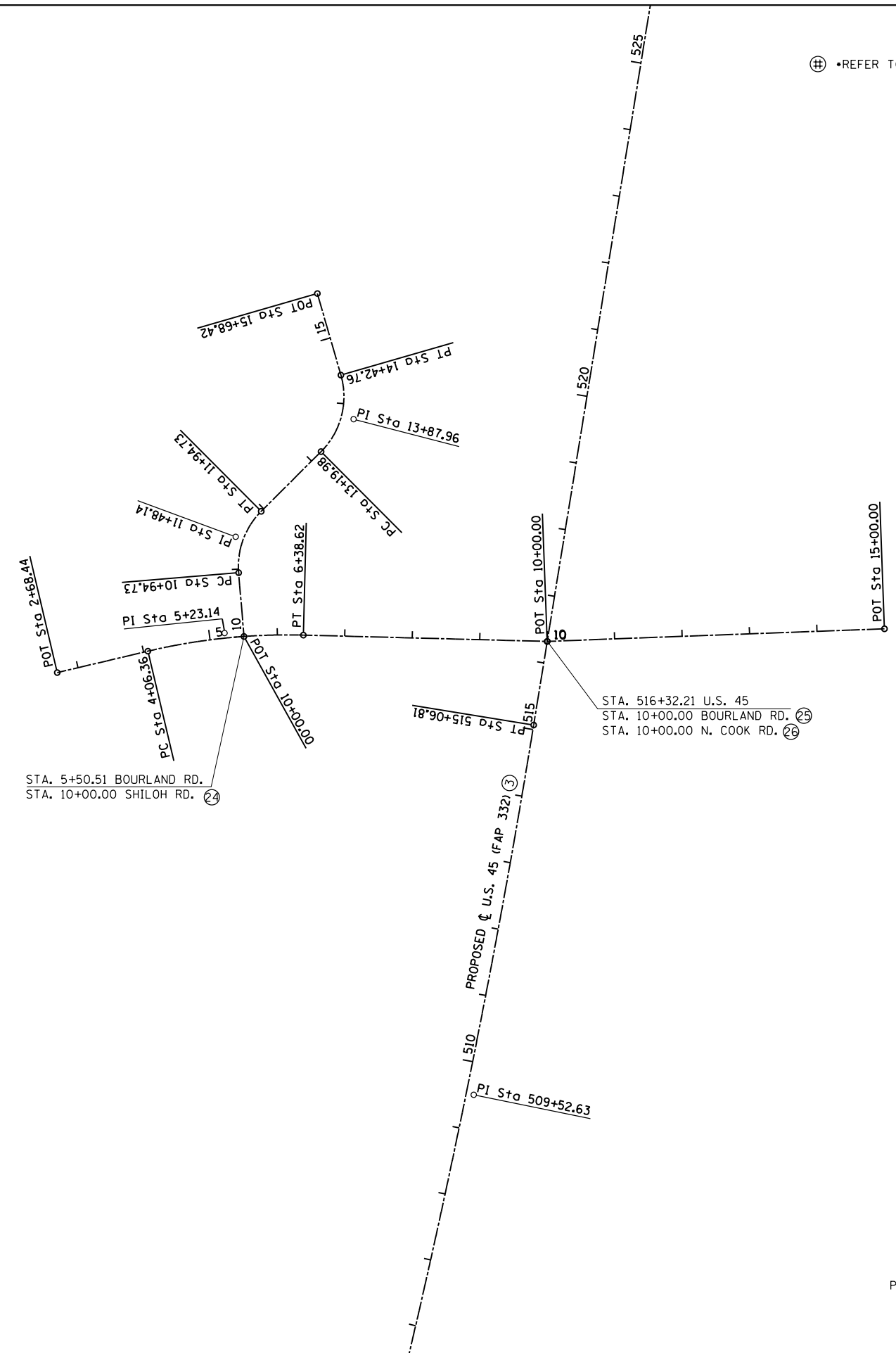
⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



P.C. STA. 13+19.98 \oslash SHILOH RD.
 N. 425,370.5542
 E. 959,088.5049
 P.I. STA. 13+87.96 \oslash SHILOH RD.
 N. 425,403.3807
 E. 959,148.0228
 P.T. STA. 14+42.76 \oslash SHILOH RD.
 N. 425,471.3510
 E. 959,147.9652
 P.O.T. STA. 15+68.42 \oslash SHILOH RD.
 N. 425,597.0142
 E. 959,147.8586

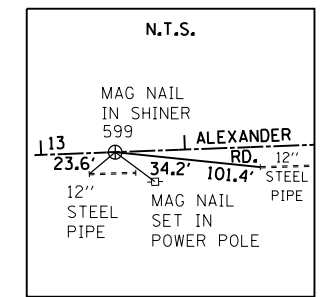


P.T. STA. 6+38.62 \oslash BOURLAND RD.
 N. 425,116.6310
 E. 958,988.2207



NO TIES AVAILABLE FOR THE FOLLOWING ALIGNMENT POINTS:

- P.C. STA. 10+94.73 \oslash SHILOH RD.
 N. 425,231.8954
 E. 958,921.5958
- P.I. STA. 11+48.14 \oslash SHILOH RD.
 N. 425,284.2687
 E. 958,932.0601
- P.T. STA. 11+94.73 \oslash SHILOH RD.
 N. 425,310.0626
 E. 958,978.8271
- P.O.T. STA. 15+00.00 \oslash N. COOK RD.
 N. 424,887.7912
 E. 959,818.2153
- P.O.T. STA. 10+00.00 \oslash SHILOH RD.
 STA. 5+50.51 \oslash BOURLAND RD
 N. 425,139.0000
 E. 958,903.0349
- P.O.T. STA. 2+68.44 \oslash BOURLAND RD.
 N. 425,163.9229
 E. 958,622.4124
- P.C. STA. 4+06.36 \oslash BOURLAND RD.
 N. 425,157.3469
 E. 958,760.2178
- P.I. STA. 5+23.14 \oslash BOURLAND RD.
 N. 425,151.7807
 E. 958,876.8607



P.O.T. STA. 13+51.49 \oslash N. COOK RD.
 N. 424,923.4521
 E. 959,674.0508

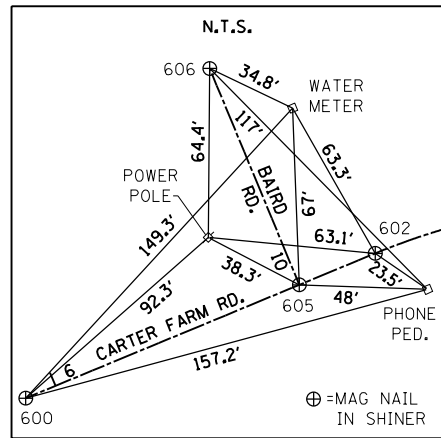
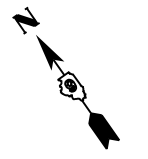
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| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

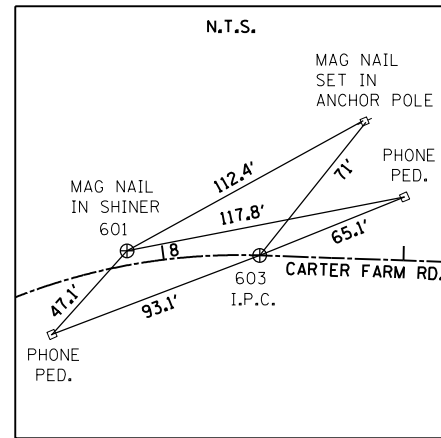
| ALIGNMENTS & TIES | | | |
|--|-------|-----------|--------------|
| SHILOH RD., BOURLAND RD. & N. COOK RD. | | | |
| SCALE: 100'-1" | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 80 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

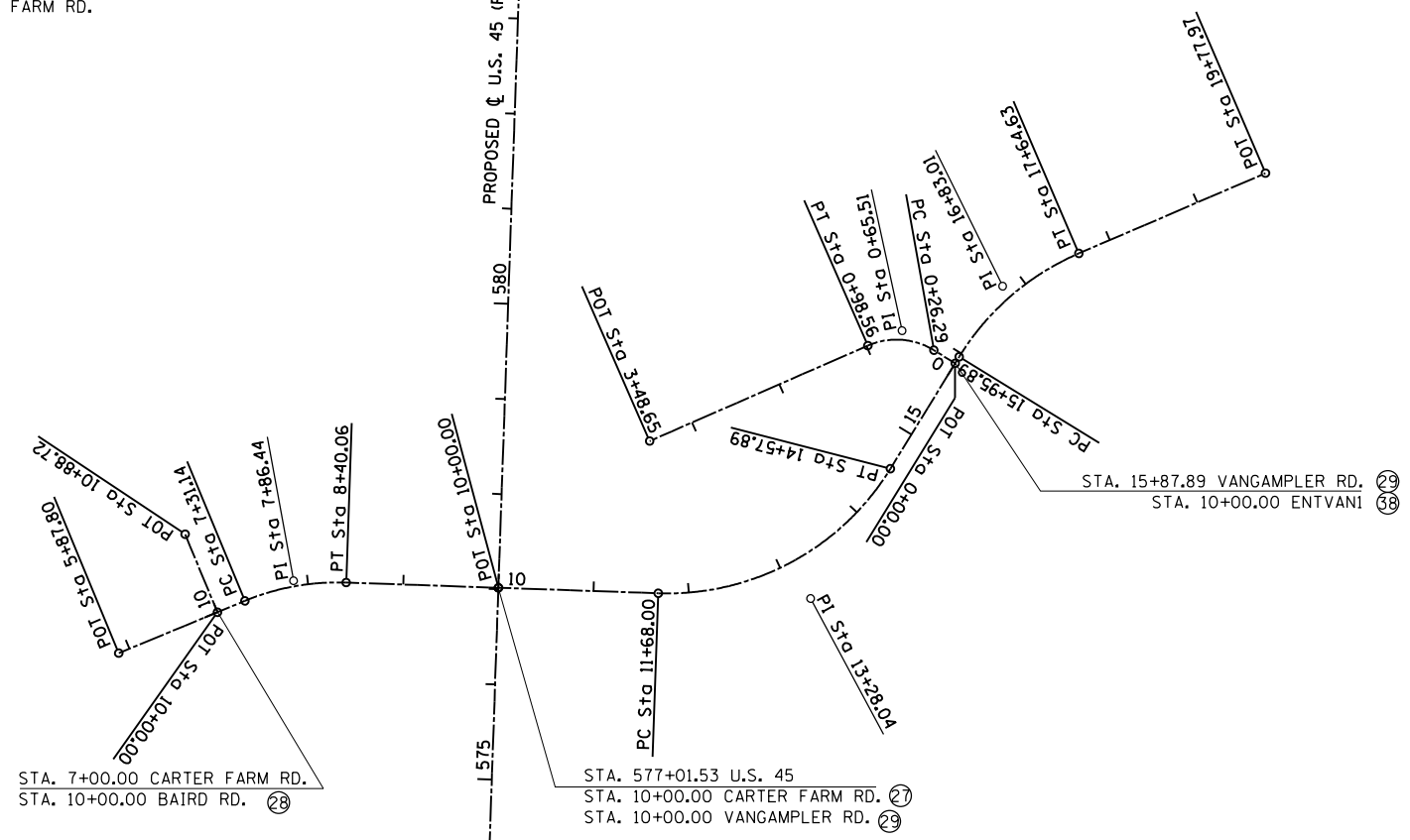
⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)



P.O.T. STA. 5+87.80 @ CARTER FARM RD.
 N. 430,592.1537
 E. 961,527.6064
 P.O.T. STA. 10+00.00 @ BAIRD RD.
 STA. 7+00.00 @ CARTER FARM RD.
 N. 430,590.6516
 E. 961,639.7859
 P.C. STA. 7+31.14 @ CARTER FARM RD.
 N. 430,590.2345
 E. 961,670.9326
 P.O.T. STA. 10+88.72 @ BAIRD RD.
 N. 430,679.3610
 E. 961,640.9738



P.I. STA. 7+86.44 @ CARTER FARM RD.
 N. 430,589.4940
 E. 961,726.2316
 P.T. STA. 8+40.06 @ CARTER FARM RD.
 N. 430,565.9113
 E. 961,776.2553



NO TIES AVAILABLE FOR THE FOLLOWING ALIGNMENT POINTS:

- P.C. STA. 11+68.00 @ VANGAMPLER RD.
 N. 430,426.0712
 E. 962,072.8852
- P.I. STA. 13+28.04 @ VANGAMPLER RD.
 N. 430,357.8249
 E. 962,217.6498
- P.T. STA. 14+57.89 @ VANGAMPLER RD.
 N. 430,449.9809
 E. 962,348.4995
- P.C. STA. 15+95.89 @ VANGAMPLER RD.
 N. 430,529.4430
 E. 962,461.3255
- P.I. STA. 16+83.01 @ VANGAMPLER RD.
 N. 430,579.6082
 E. 962,532.5536
- P.T. STA. 17+64.63 @ VANGAMPLER RD.
 N. 430,579.6082
 E. 962,619.6741
- P.O.T. STA. 19+77.97 @ VANGAMPLER RD.
 N. 430,579.6082
 E. 962,833.0189

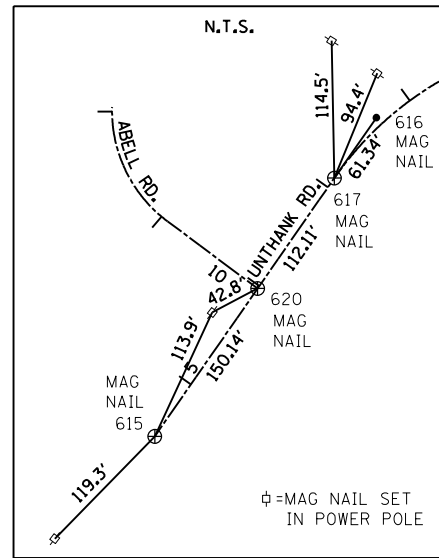
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| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS & TIES
 BAIRD RD., CARTER FARM RD., & VANGAMPLER RD.**

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 81 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

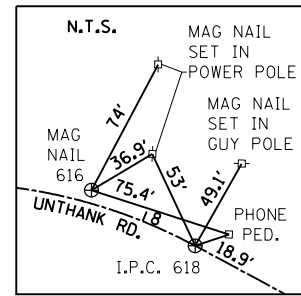
SCALE: 100'-1" SHEET OF SHEETS STA. TO STA.



P.O.T. STA. 10+00.00 @ ABELL RD.
 STA. 5+97.34 @ UNTHANK RD.
 N. 433,254.6037
 E. 962,791.5438

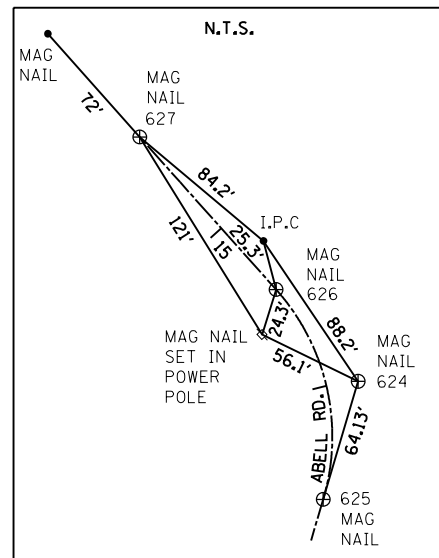
P.O.T. STA. 4+47.20 @ UNTHANK RD.
 N. 433,254.6037
 E. 962,641.4052

P.C. STA. 7+09.45 @ UNTHANK RD.
 N. 433,254.6037
 E. 962,903.6546



P.I. STA. 7+70.79 @ UNTHANK RD.
 N. 433,254.5553
 E. 962,964.9988

P.T. STA. 8+30.16 @ UNTHANK RD.
 N. 433,228.4407
 E. 963,020.5068

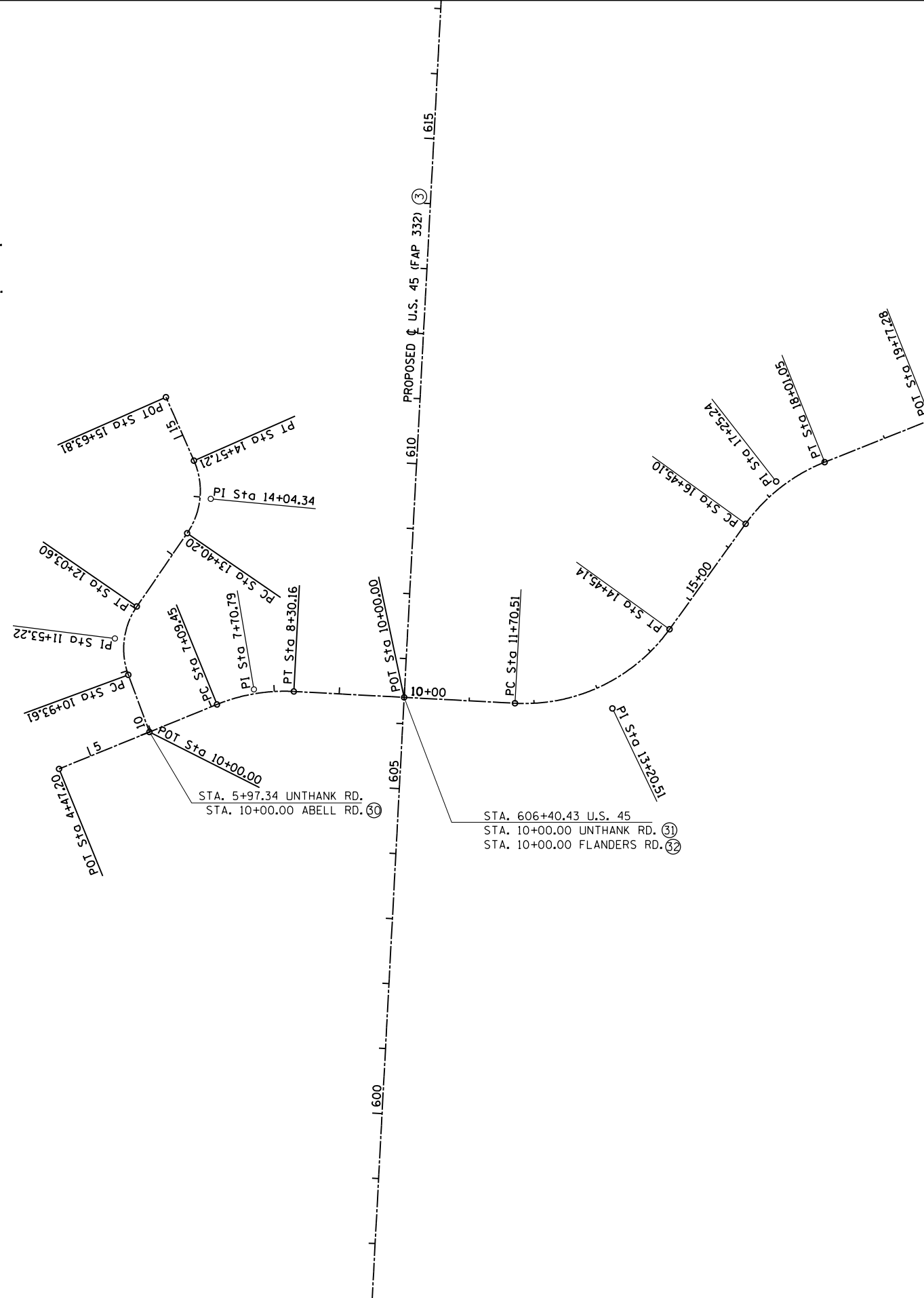


P.C. STA. 13+40.20 @ ABELL RD.
 N. 433,515.4925
 E. 962,960.5803

P.I. STA. 14+04.34 @ ABELL RD.
 N. 433,550.7134
 E. 963,014.1787

P.T. STA. 14+57.21 @ ABELL RD.
 N. 433,614.8231
 E. 963,012.3808

P.O.T. STA. 15+63.81 @ ABELL RD.
 N. 433,721.3816
 E. 963,009.3927



NO TIES AVAILABLE FOR THE FOLLOWING ALIGNMENT POINTS:

- P.C. STA. 10+93.61 @ ABELL RD.
N. 433,348.1663
E. 962,794.6361
- P.I. STA. 11+53.22 @ ABELL RD.
N. 433,407.7405
E. 962,796.6051
- P.T. STA. 12+03.60 @ ABELL RD.
N. 433,440.4745
E. 962,846.4191
- P.C. STA. 11+70.51 @ FLANDERS RD.
N. 433,083.3081
E. 963,328.3632
- P.I. STA. 13+20.51 @ FLANDERS RD.
N. 433,019.3483
E. 963,464.0353
- P.T. STA. 14+45.14 @ FLANDERS RD.
N. 433,098.7832
E. 963,591.2667
- P.C. STA. 16+45.10 @ FLANDERS RD.
N. 433,204.6818
E. 963,760.8852
- P.I. STA. 17+25.24 @ FLANDERS RD.
N. 433,247.1190
E. 963,828.8571
- P.T. STA. 18+01.05 @ FLANDERS RD.
N. 433,246.4015
E. 963,908.9857
- P.O.T. STA. 19+77.28 @ FLANDERS RD.
N. 433,244.8234
E. 964,085.2089



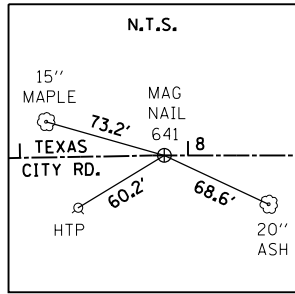
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| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| ALIGNMENTS & TIES | | | |
|---------------------------------------|-------|-----------|--------------|
| UNTHANK RD., ABELL RD. & FLANDERS RD. | | | |
| SCALE: 100'-1" | SHEET | OF SHEETS | STA. TO STA. |

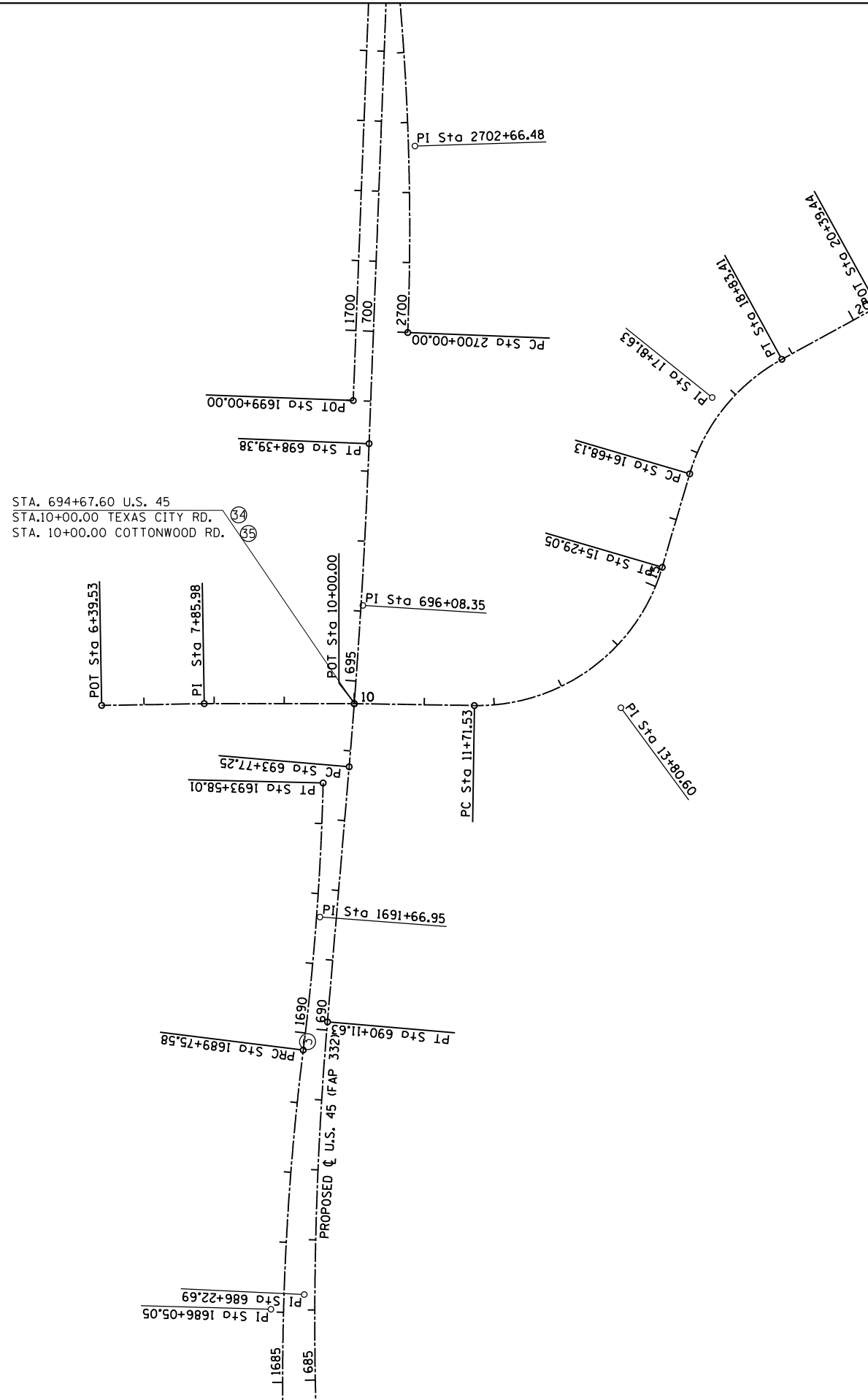
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 82 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

⊕ REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)

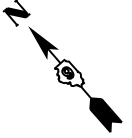


P.I. STA. 7+85.98 @ TEXAS CITY RD.
 N. 441,164.9853
 E. 966,900.0754

STA. 694+67.60 U.S. 45
 STA. 10+00.00 TEXAS CITY RD.
 STA. 10+00.00 COTTONWOOD RD.

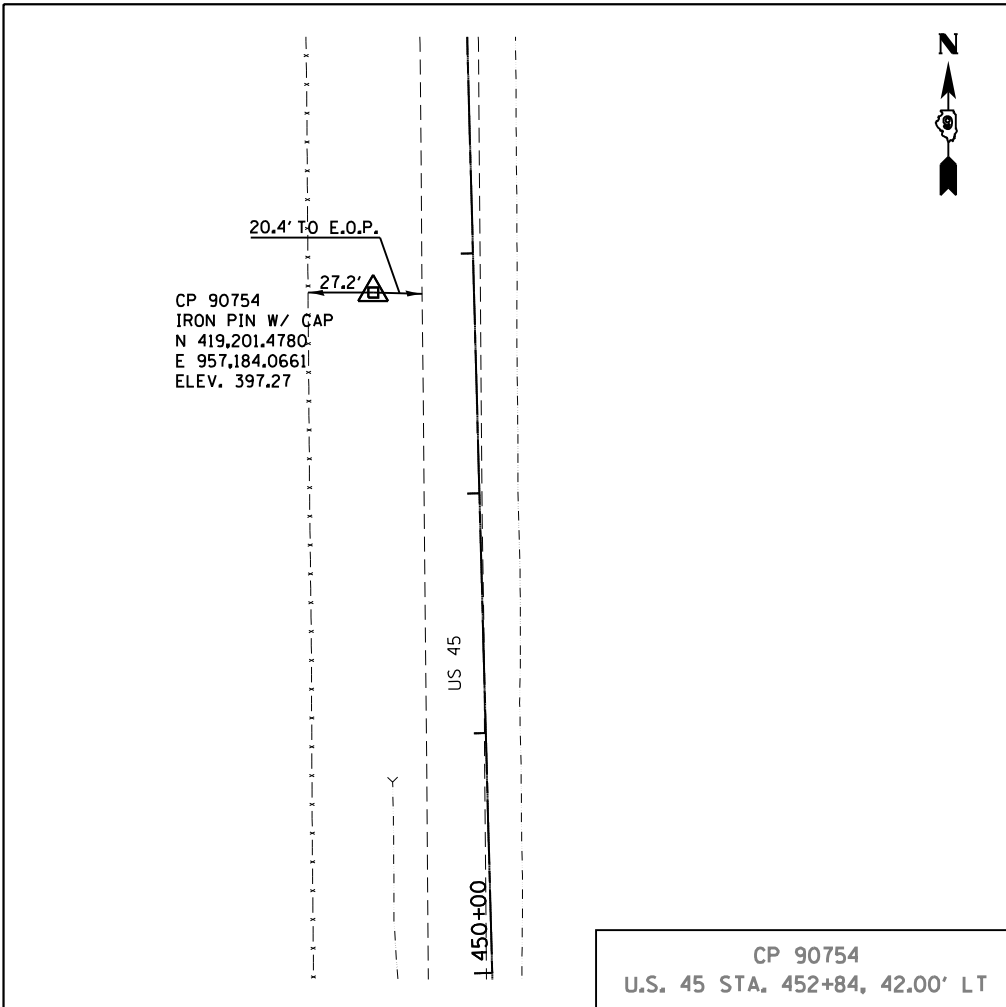


- NO TIES AVAILABLE FOR THE FOLLOWING ALIGNMENT POINTS:
- P.O.T. STA. 6+39.54 @ TEXAS CITY RD.
N. 441,234.3406
E. 966,771.0960
 - P.C. STA. 11+71.53 @ COTTONWOOD RD.
N. 440,974.1820
E. 967,235.0940
 - P.I. STA. 13+80.60 @ COTTONWOOD RD.
N. 440,869.1559
E. 967,415.8702
 - P.T. STA. 15+29.05 @ COTTONWOOD RD.
N. 441,015.2597
E. 967,565.4167
 - P.C. STA. 16+68.13 @ COTTONWOOD RD.
N. 441,112.4530
E. 967,664.9003
 - P.I. STA. 17+81.63 @ COTTONWOOD RD.
N. 441,191.7656
E. 967,746.0817
 - P.T. STA. 18+83.41 @ COTTONWOOD RD.
N. 441,190.7364
E. 967,859.5712
 - P.O.T. STA. 20+39.44 @ COTTONWOOD RD.
N. 441,189.3214
E. 968,015.5918

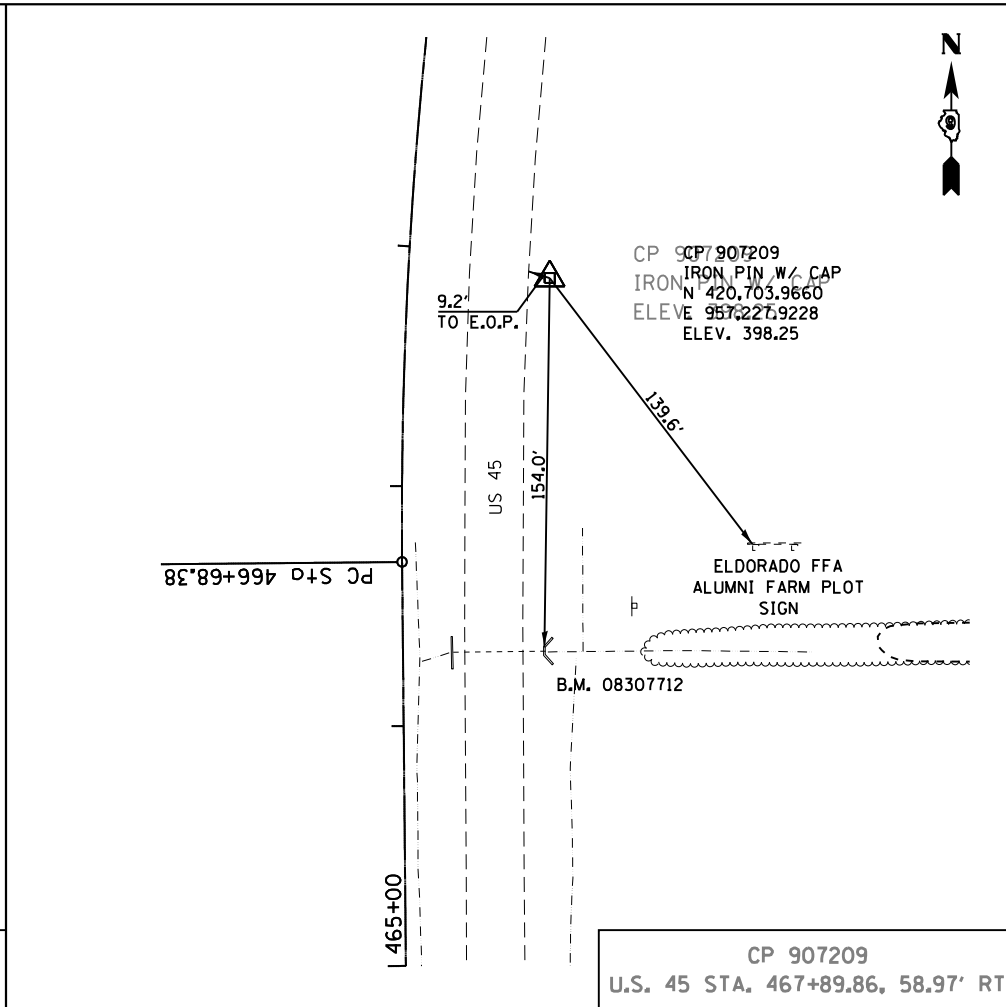


⊕ •REFER TO ALIGNMENT & CURVE DATA SHEETS (TYP.)

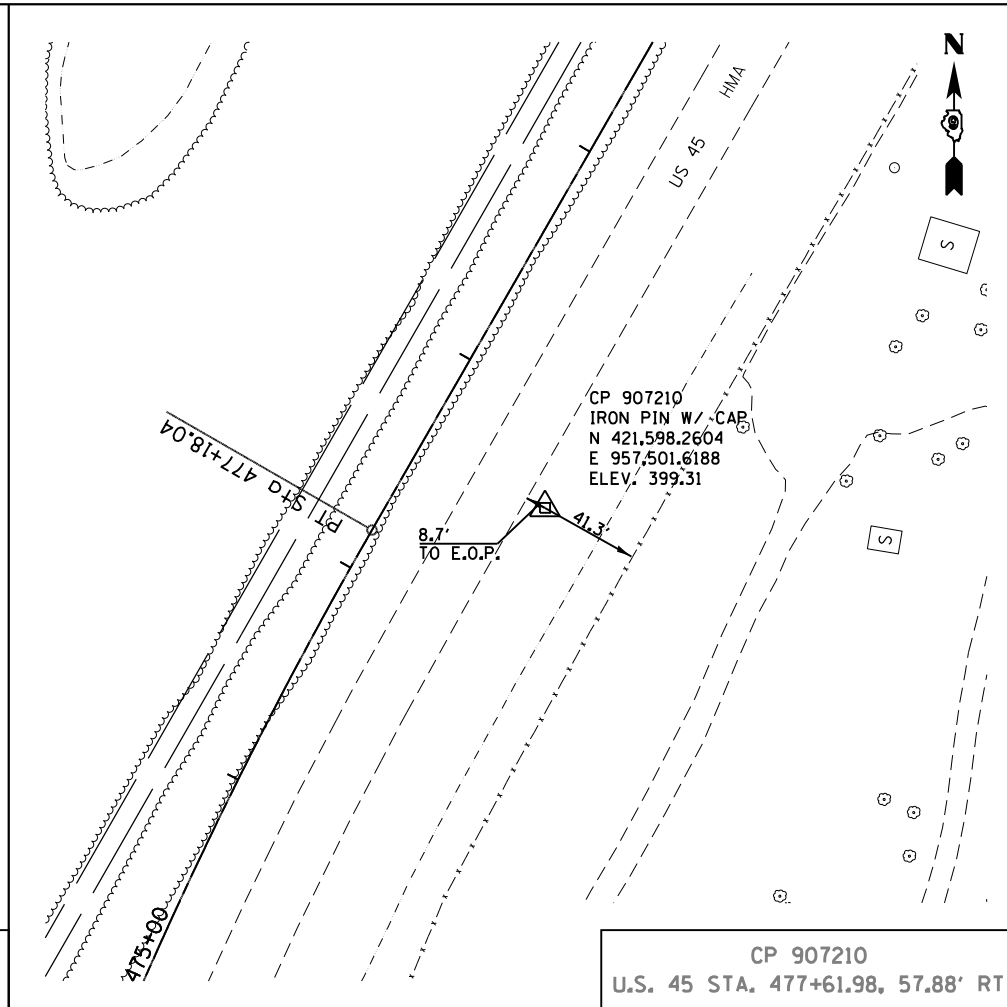
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| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENTS & TIES TEXAS CITY RD. & COTTONWOOD RD. | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB-Ties.dwg | | DRAWN - | REVISED - | | 332 | (29,30)R-1 | SALINE | 745 | 83 | | | | |
| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | SCALE: 100'-1" SHEET OF SHEETS STA. TO STA. | | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |



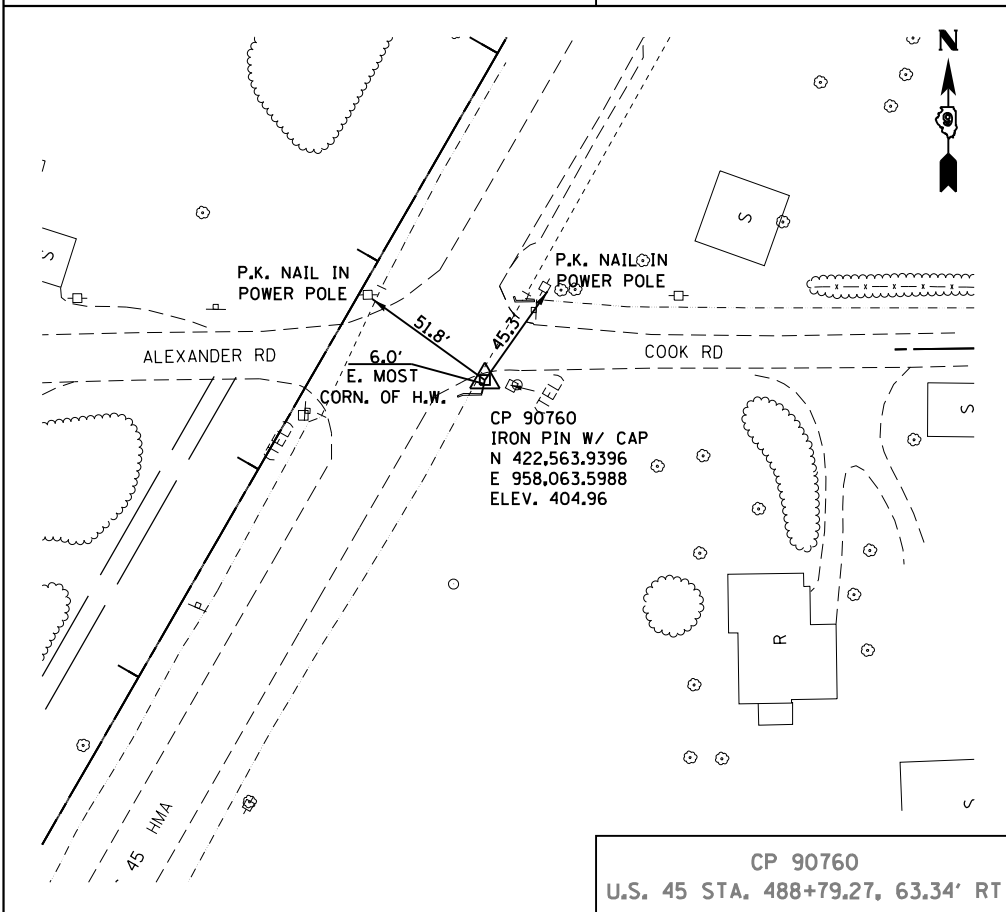
CP 90754
U.S. 45 STA. 452+84, 42.00' LT



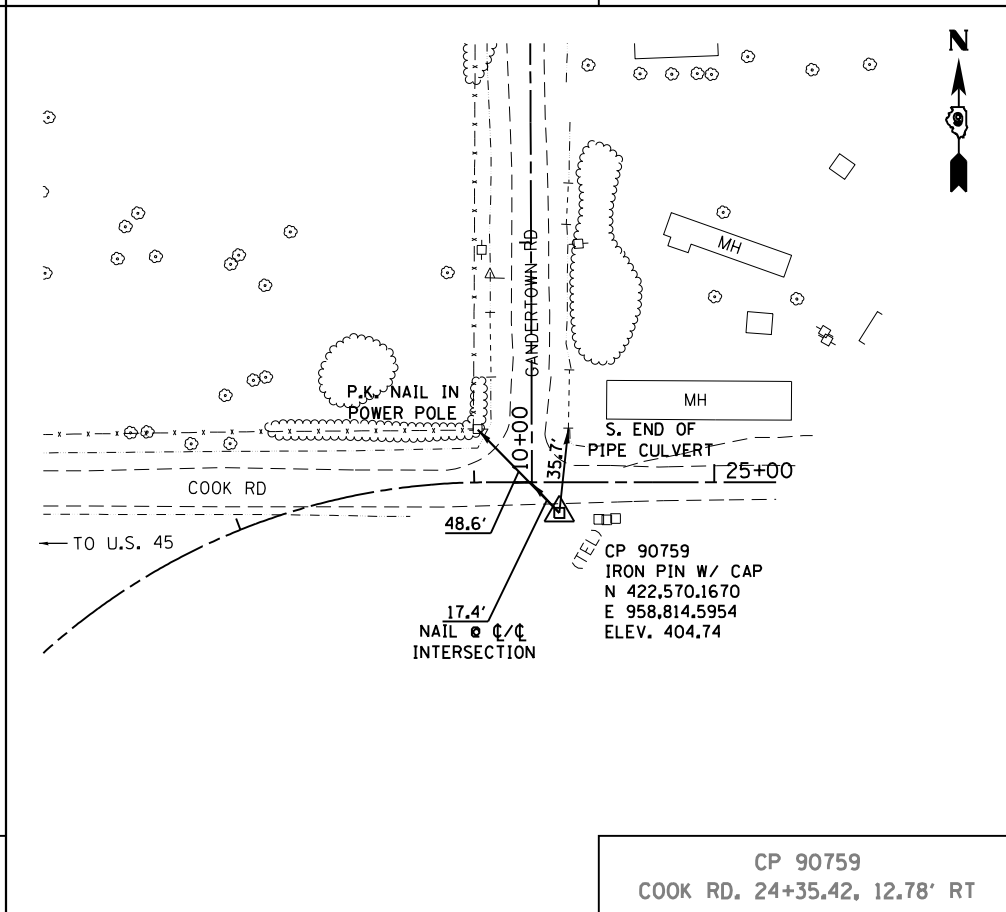
CP 907209
U.S. 45 STA. 467+89.86, 58.97' RT



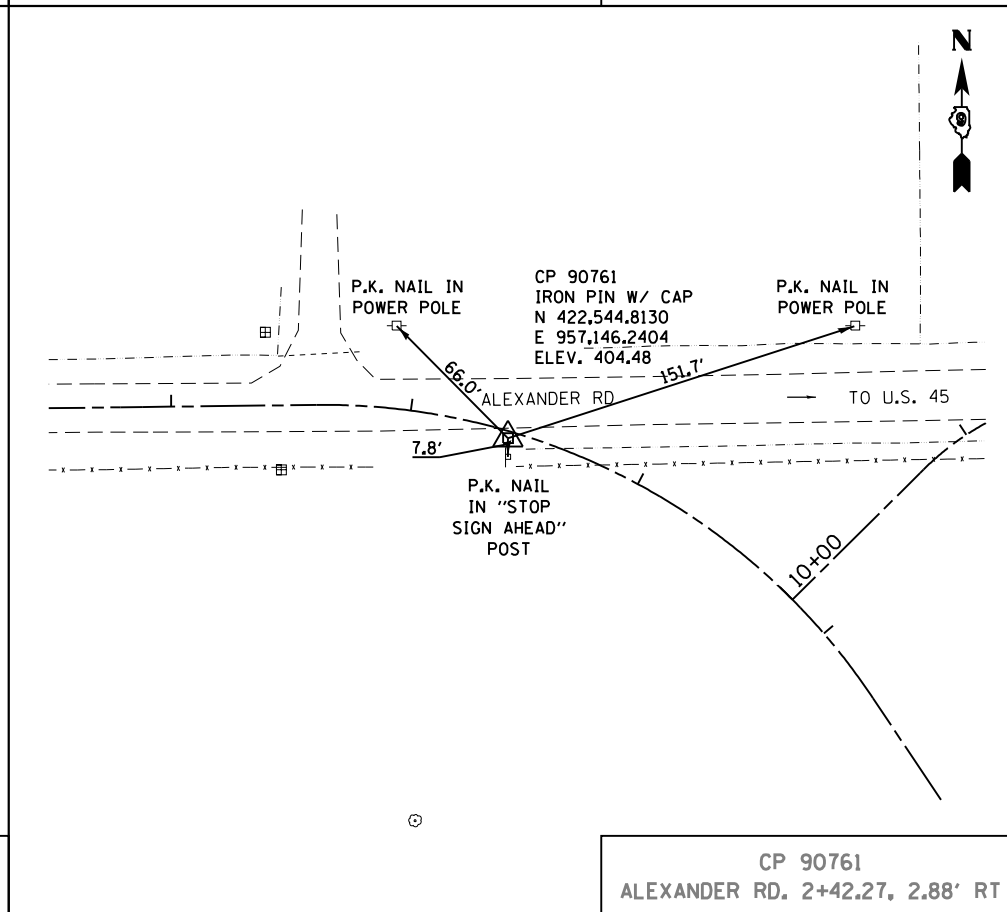
CP 907210
U.S. 45 STA. 477+61.98, 57.88' RT



CP 90760
U.S. 45 STA. 488+79.27, 63.34' RT



CP 90759
COOK RD. 24+35.42, 12.78' RT



CP 90761
ALEXANDER RD. 2+42.27, 2.88' RT

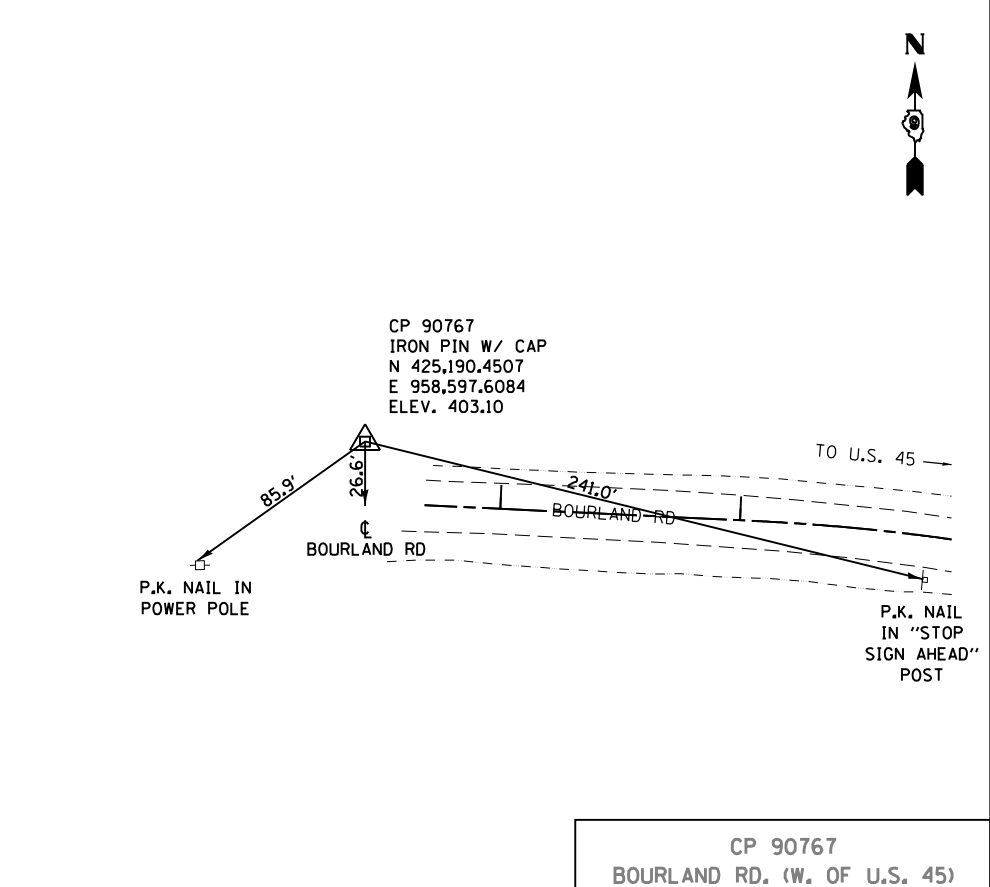
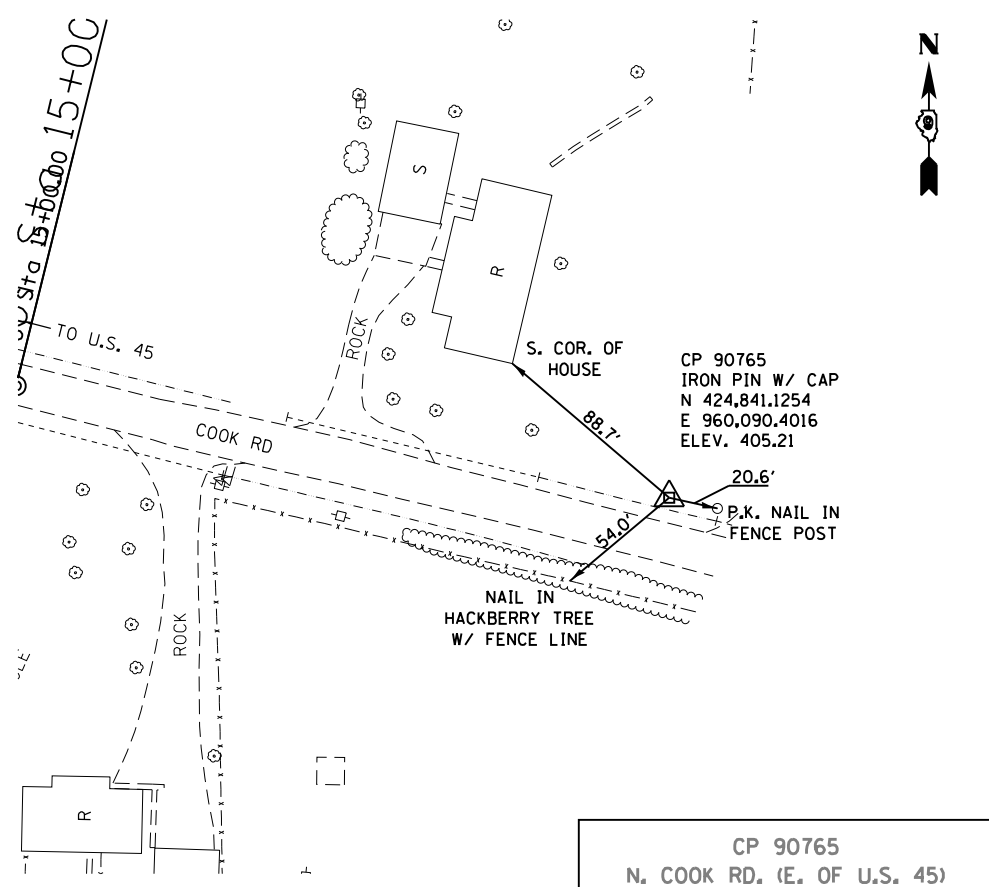
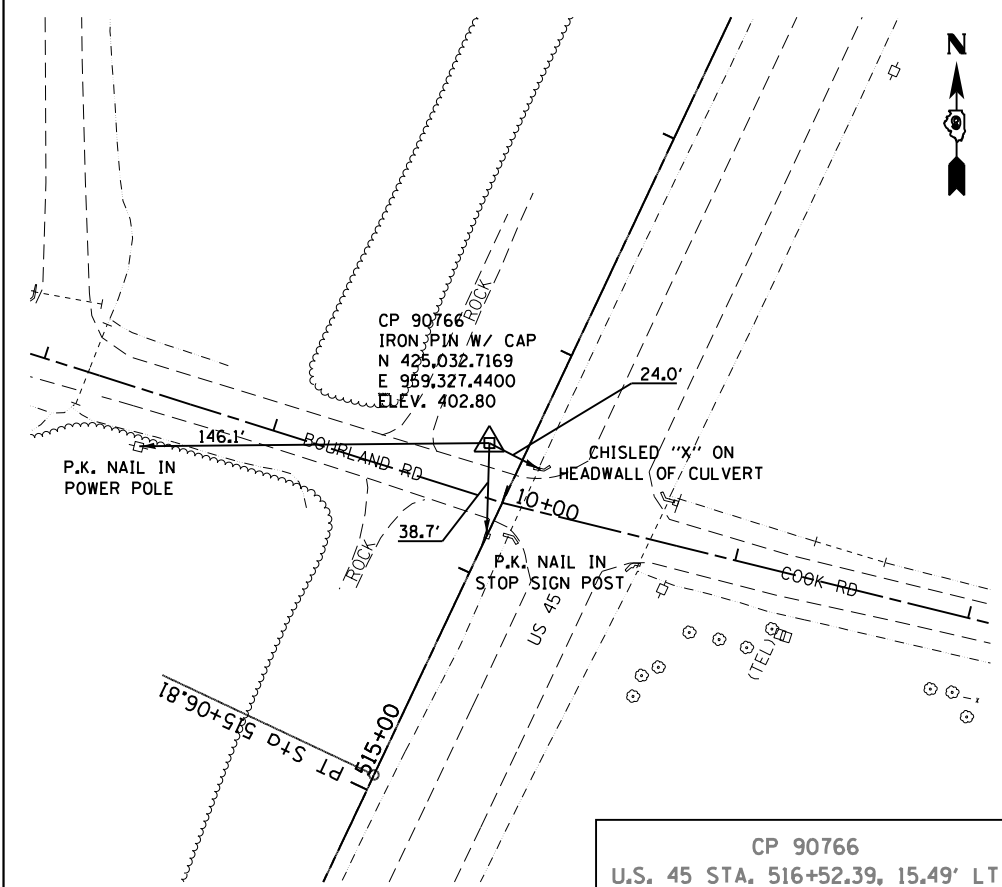
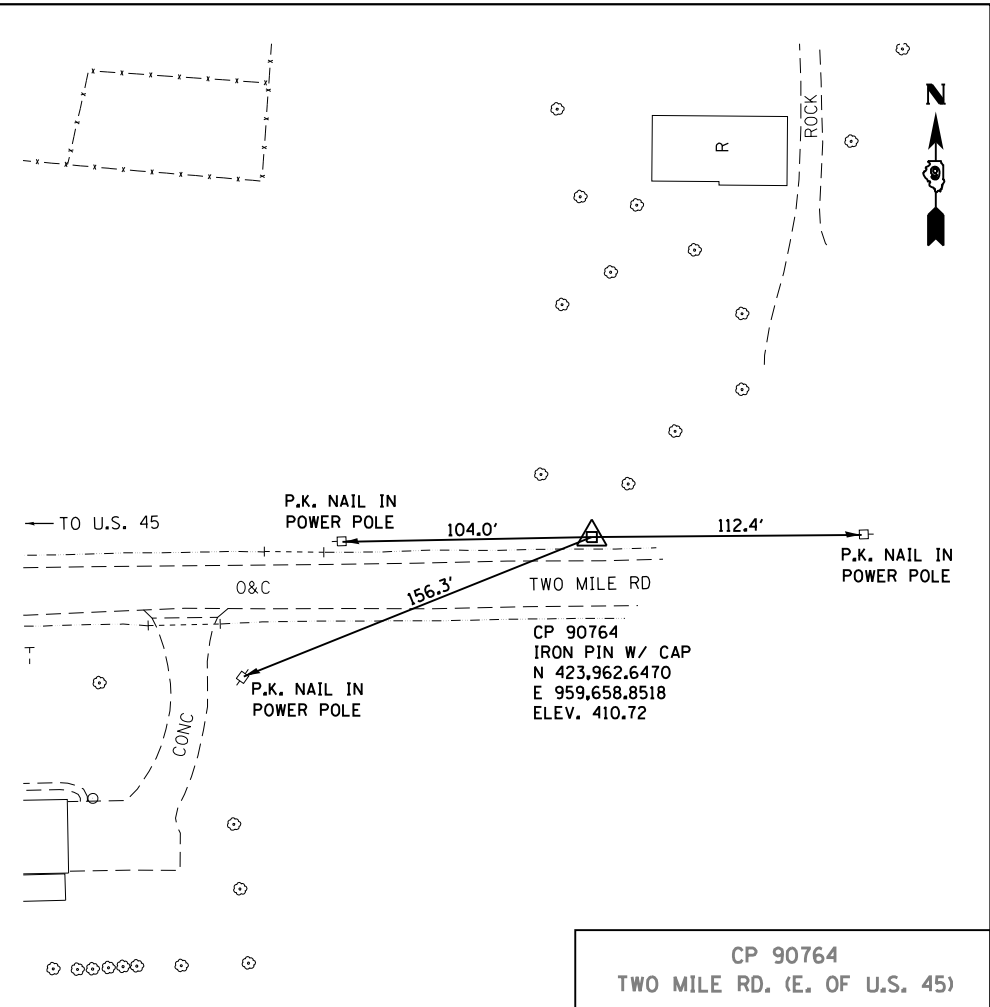
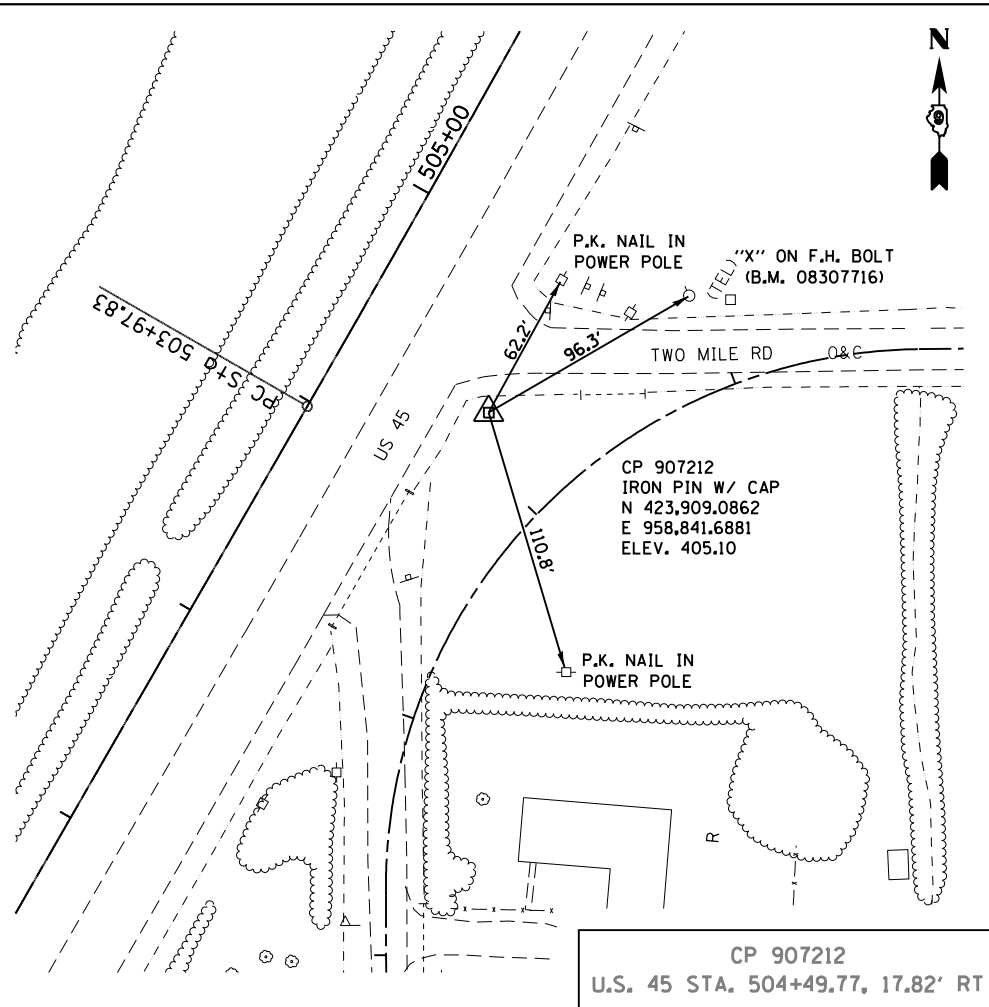
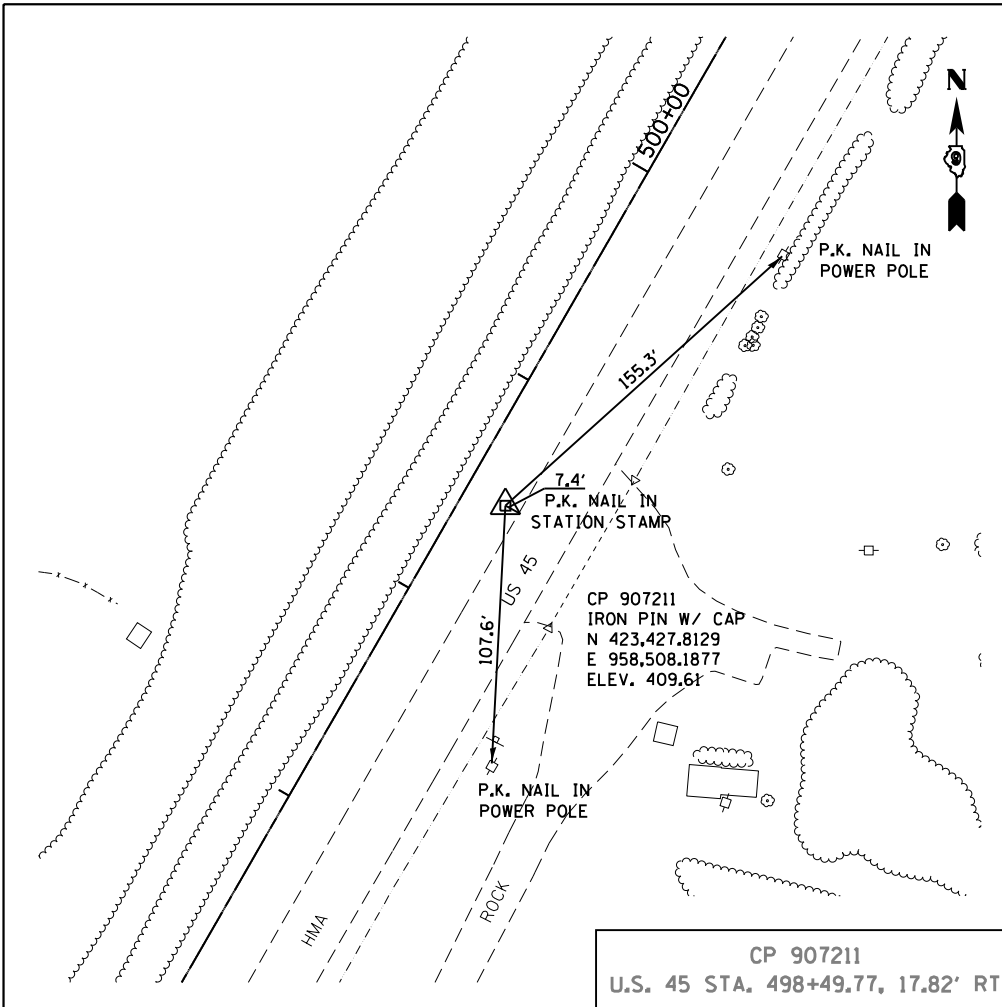
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| Default | PLOT SCALE = 80.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTROL POINTS

SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

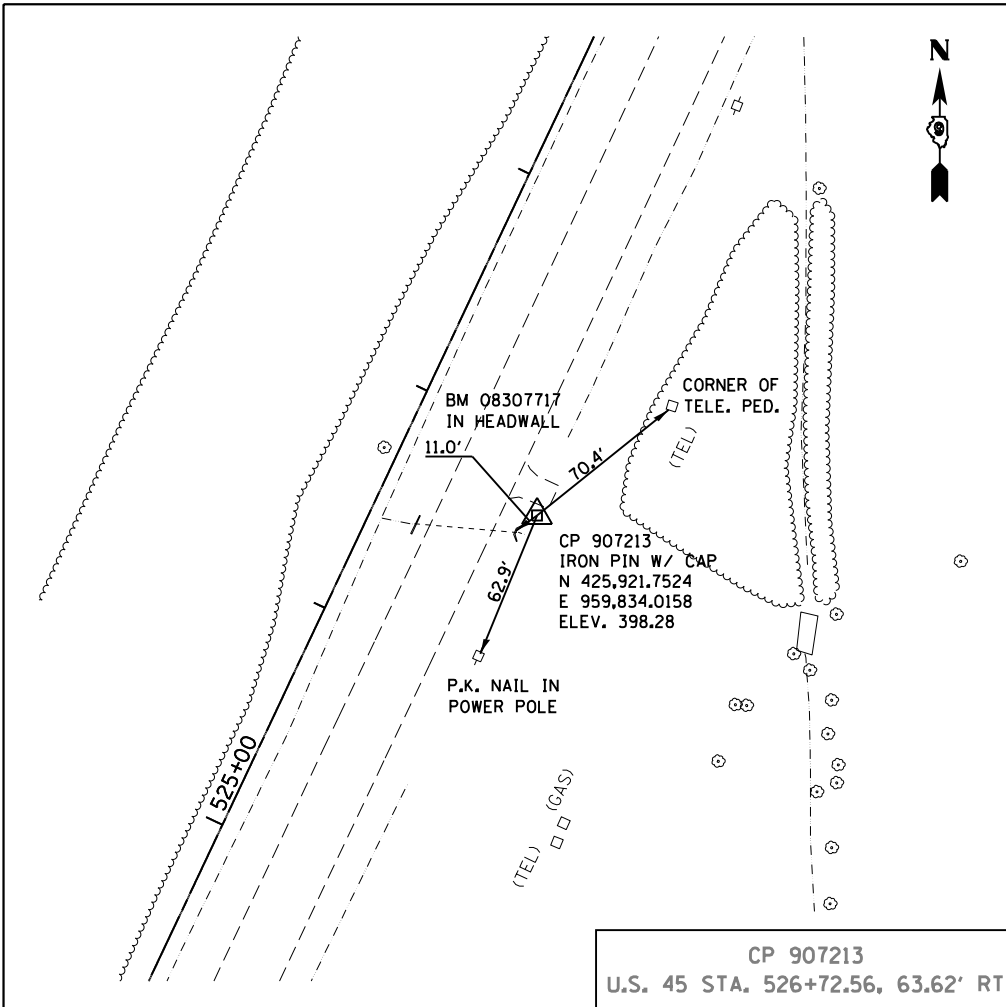
| F.A.P. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 85 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



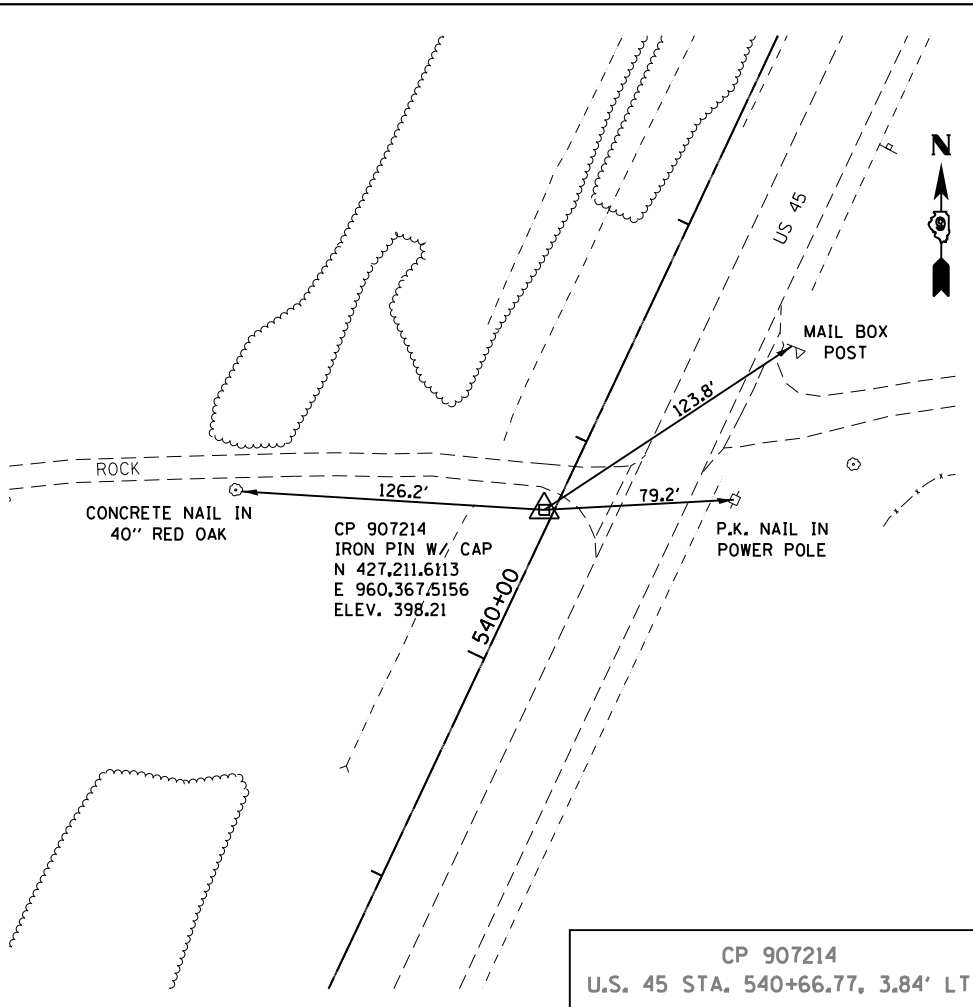
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| Default | PLOT SCALE = 80.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

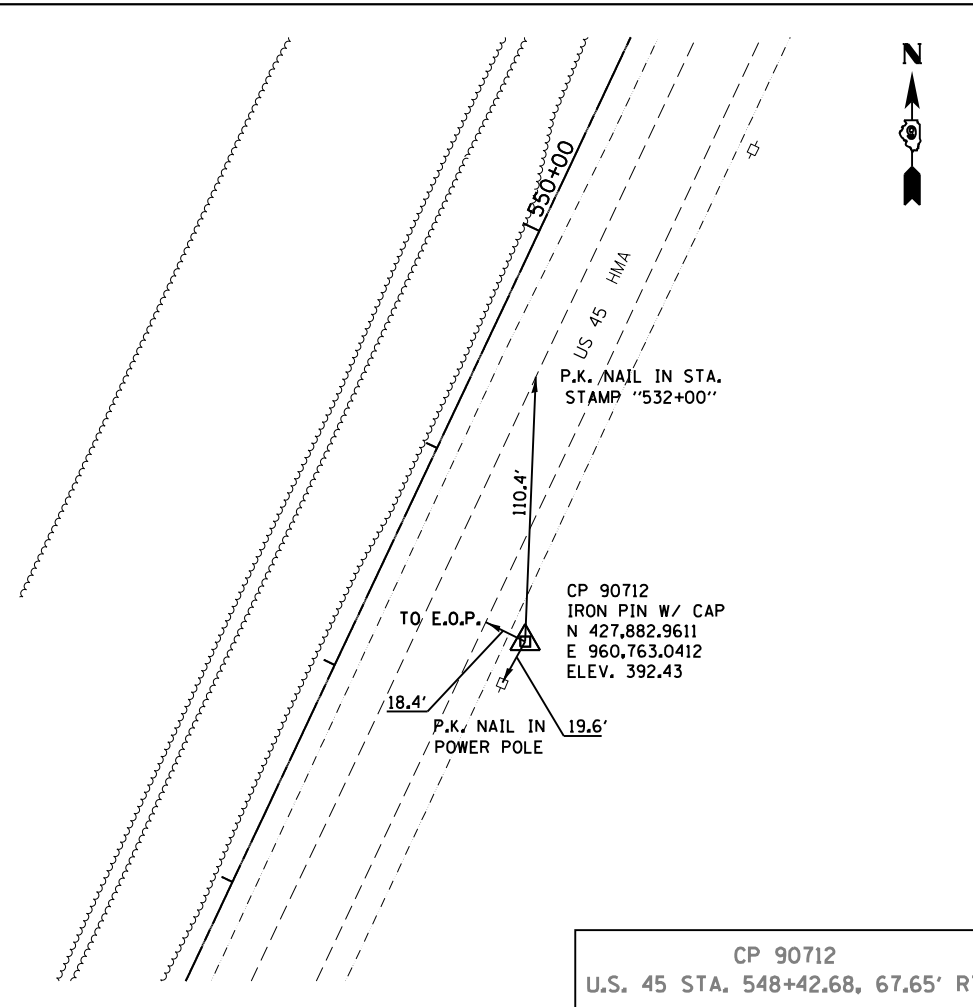
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| CONTROL POINTS | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| SCALE: | SHEET 3 OF 7 SHEETS | 332 | (29,30)R-1 | SALINE | 745 | 86 |
| STA. | TO STA. | CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | | | |



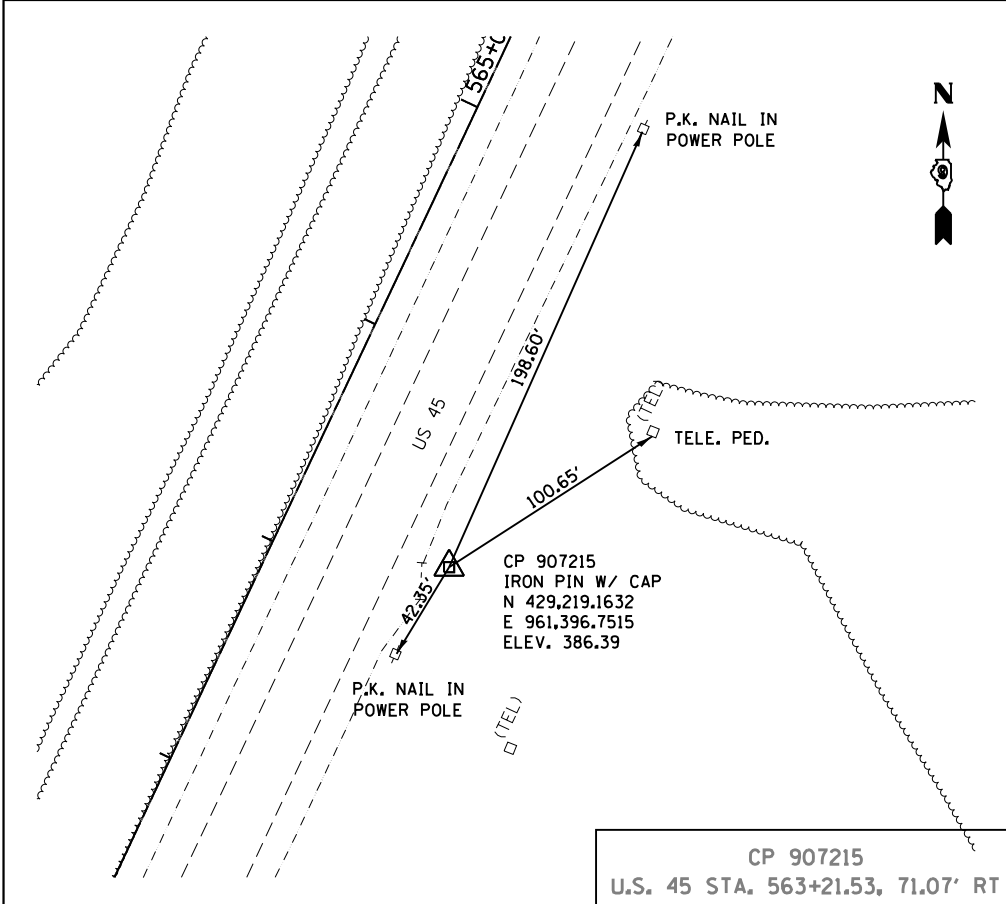
CP 907213
U.S. 45 STA. 526+72.56, 63.62' RT



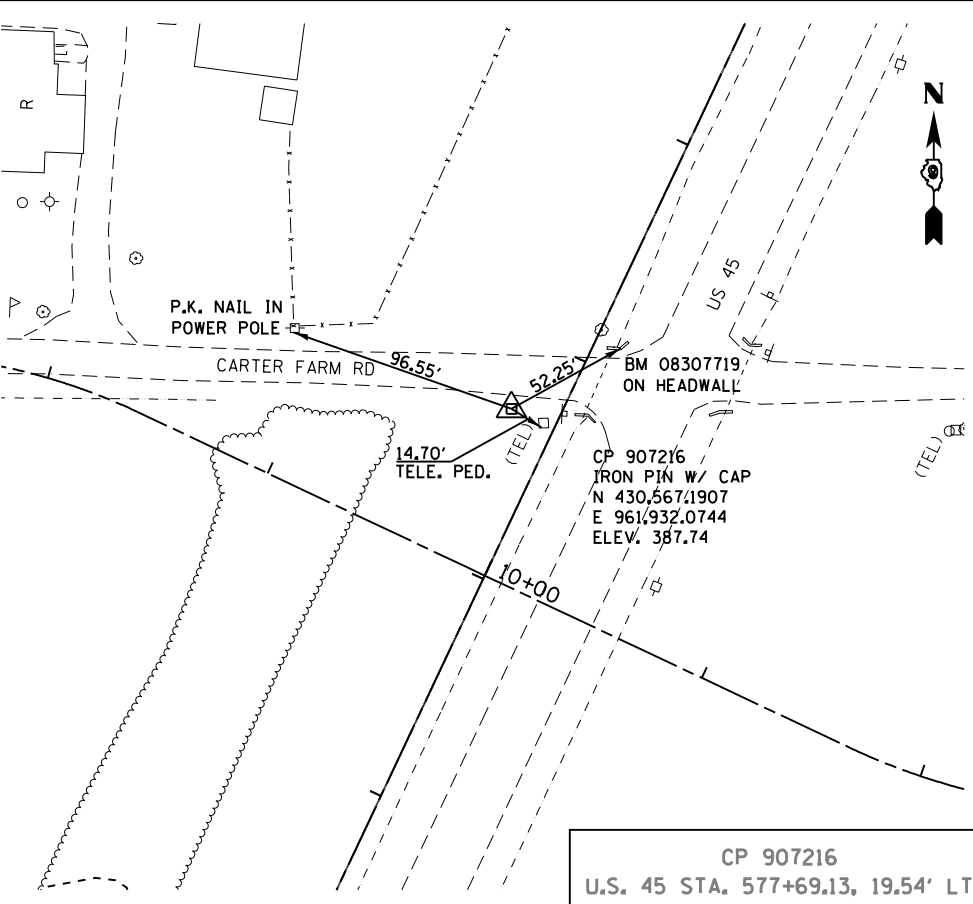
CP 907214
U.S. 45 STA. 540+66.77, 3.84' LT



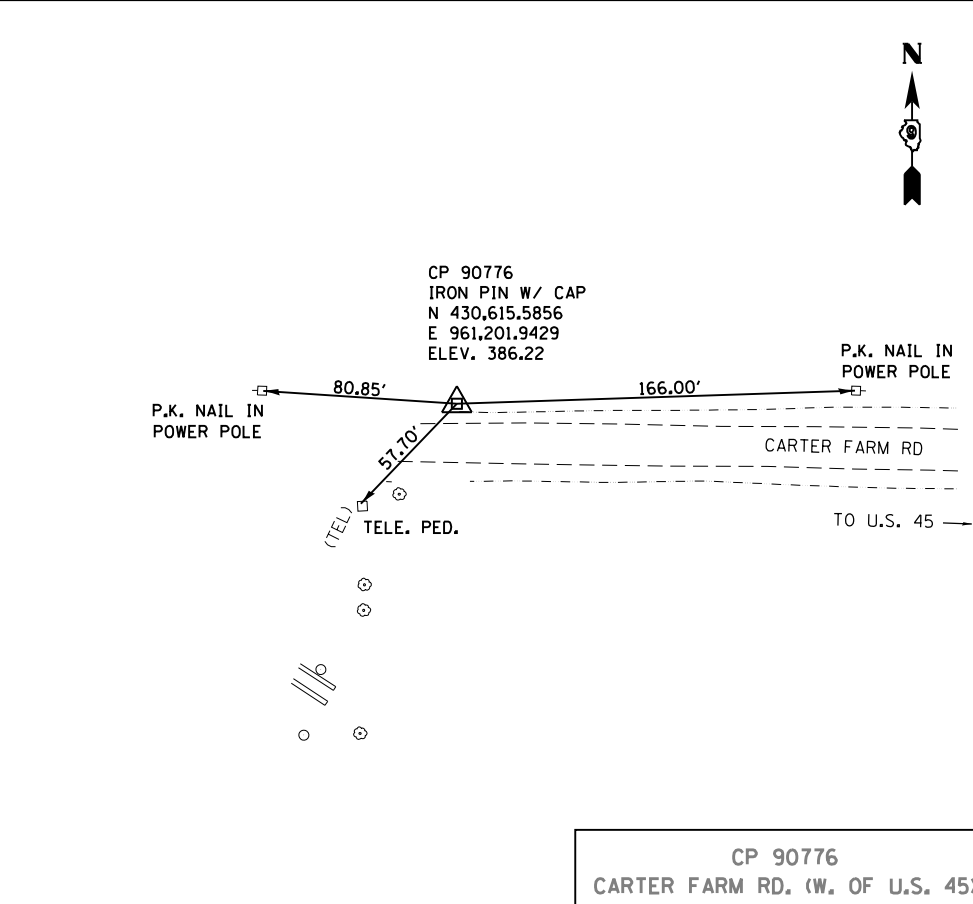
CP 90712
U.S. 45 STA. 548+42.68, 67.65' RT



CP 907215
U.S. 45 STA. 563+21.53, 71.07' RT



CP 907216
U.S. 45 STA. 577+69.13, 19.54' LT



CP 90776
CARTER FARM RD. (W. OF U.S. 45)

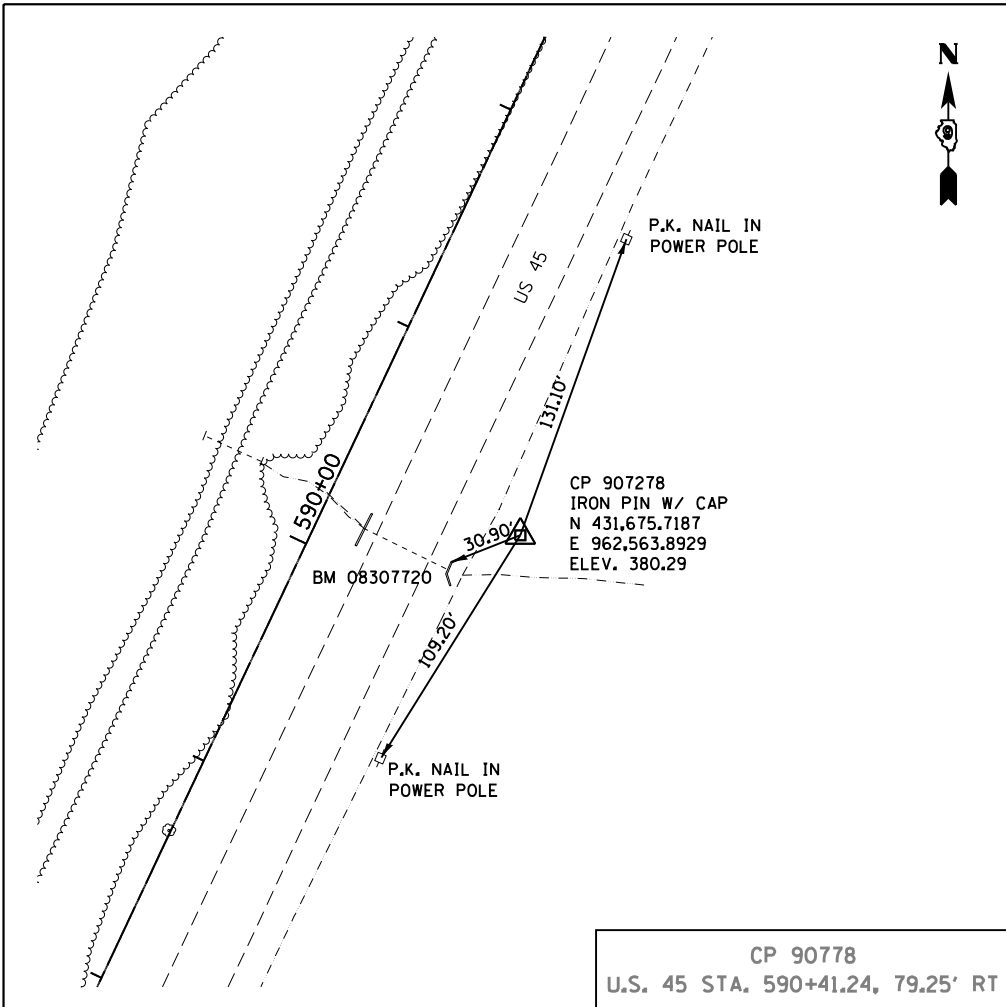
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| Default | PLOT SCALE = 80.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

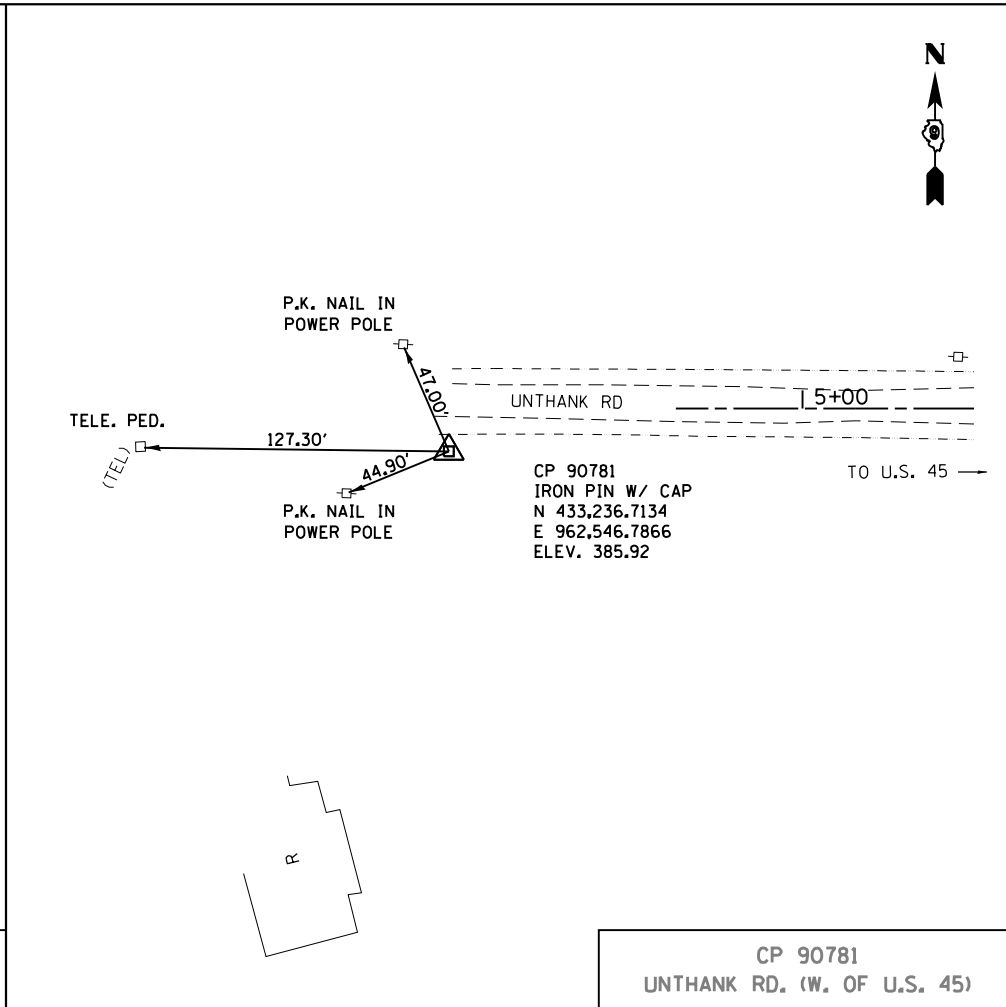
CONTROL POINTS

SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

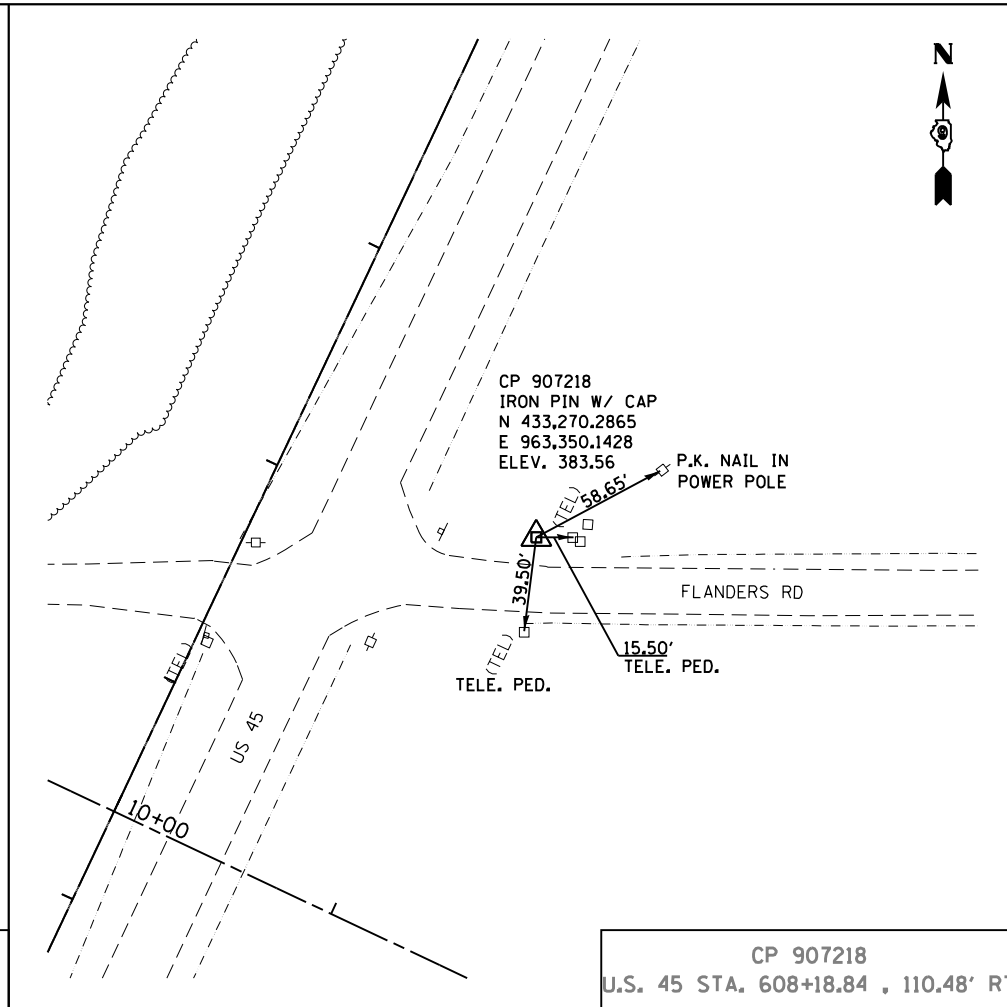
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 87 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



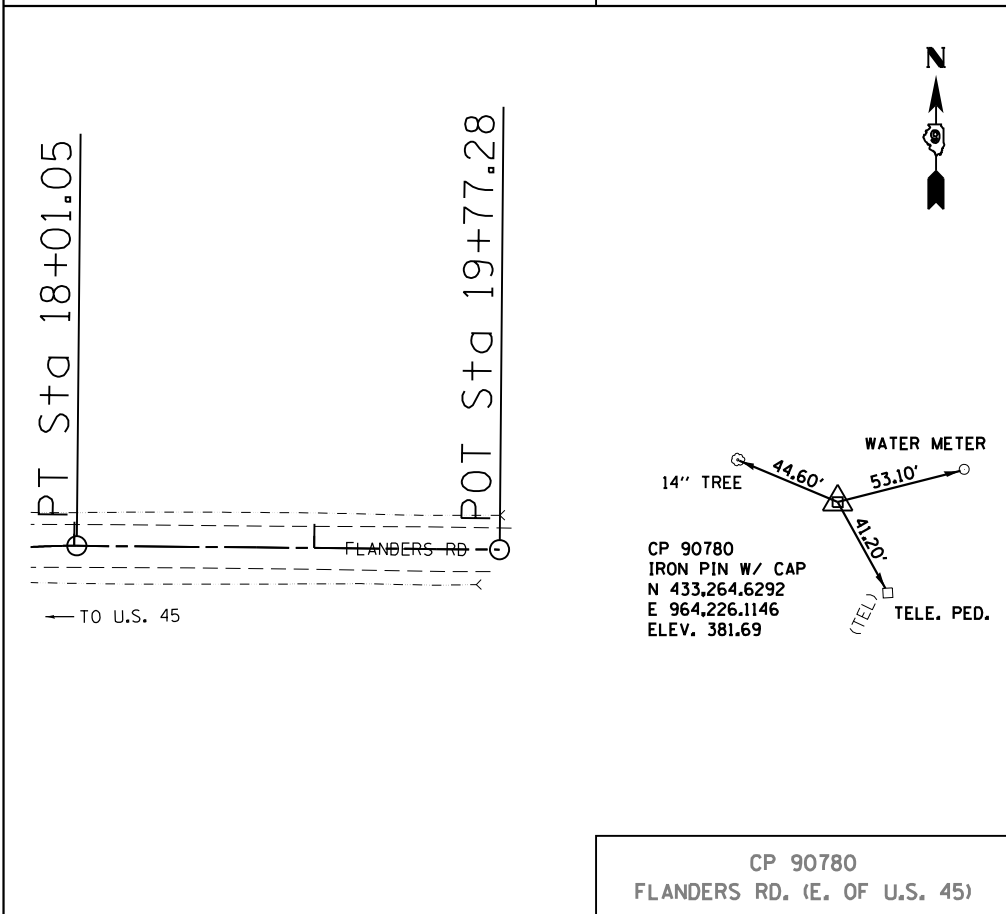
CP 90778
U.S. 45 STA. 590+41.24, 79.25' RT



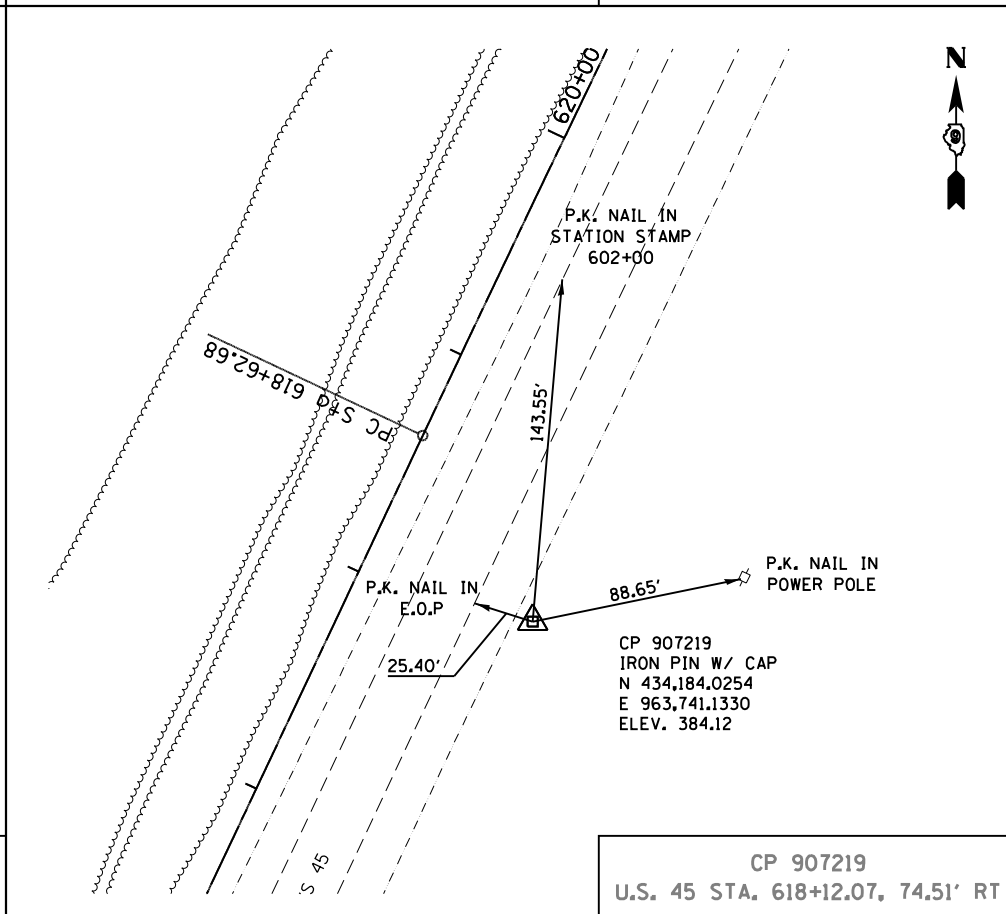
CP 90781
UNTHANK RD. (W. OF U.S. 45)



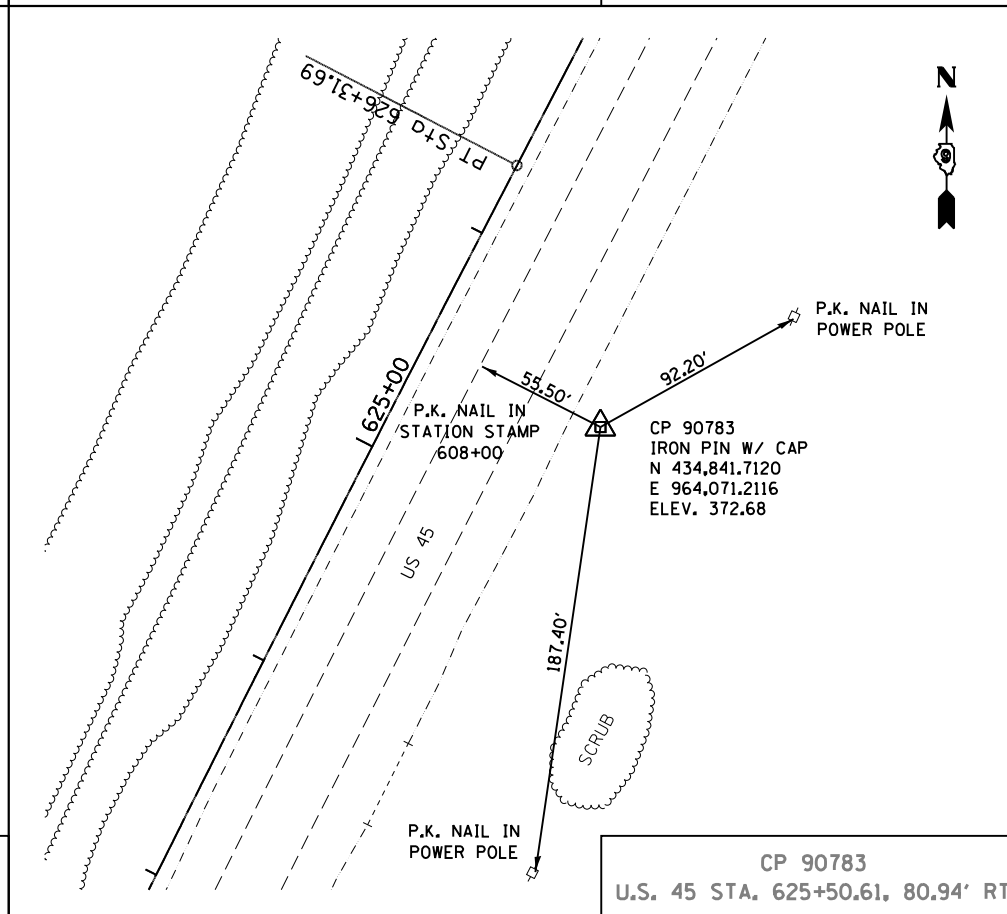
CP 907218
U.S. 45 STA. 608+18.84, 110.48' RT



CP 90780
FLANDERS RD. (E. OF U.S. 45)



CP 907219
U.S. 45 STA. 618+12.07, 74.51' RT



CP 90783
U.S. 45 STA. 625+50.61, 80.94' RT

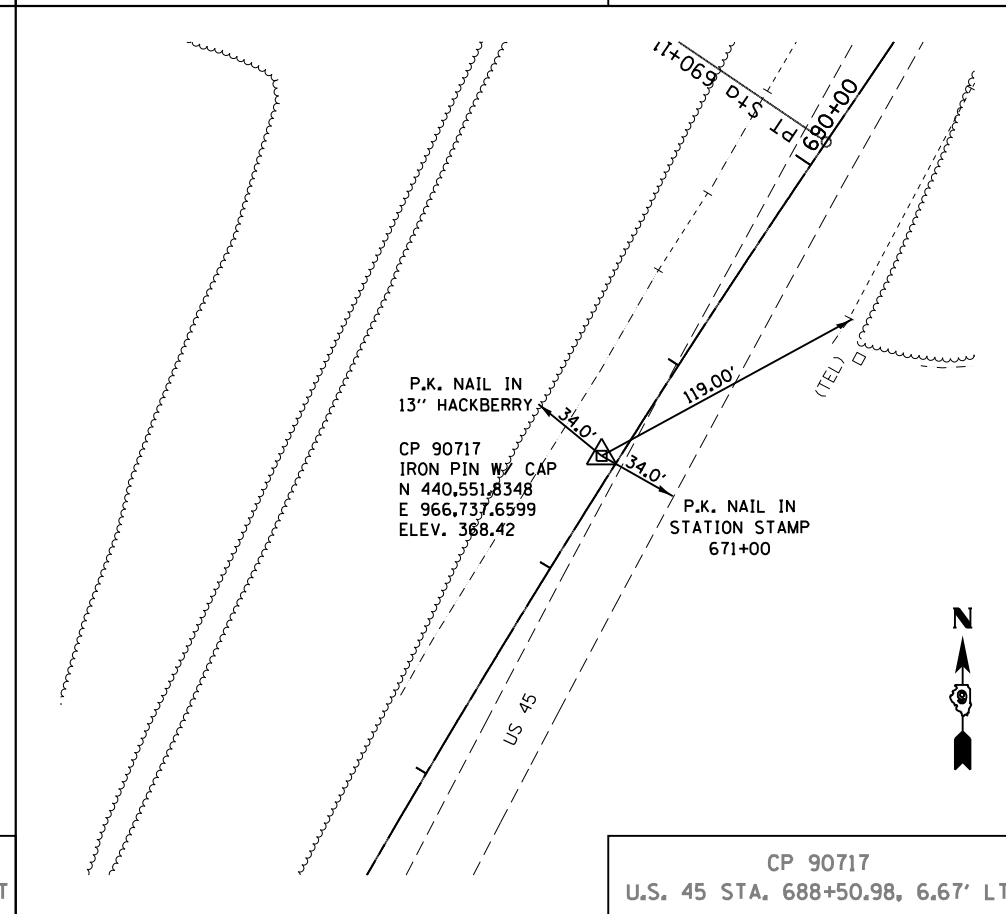
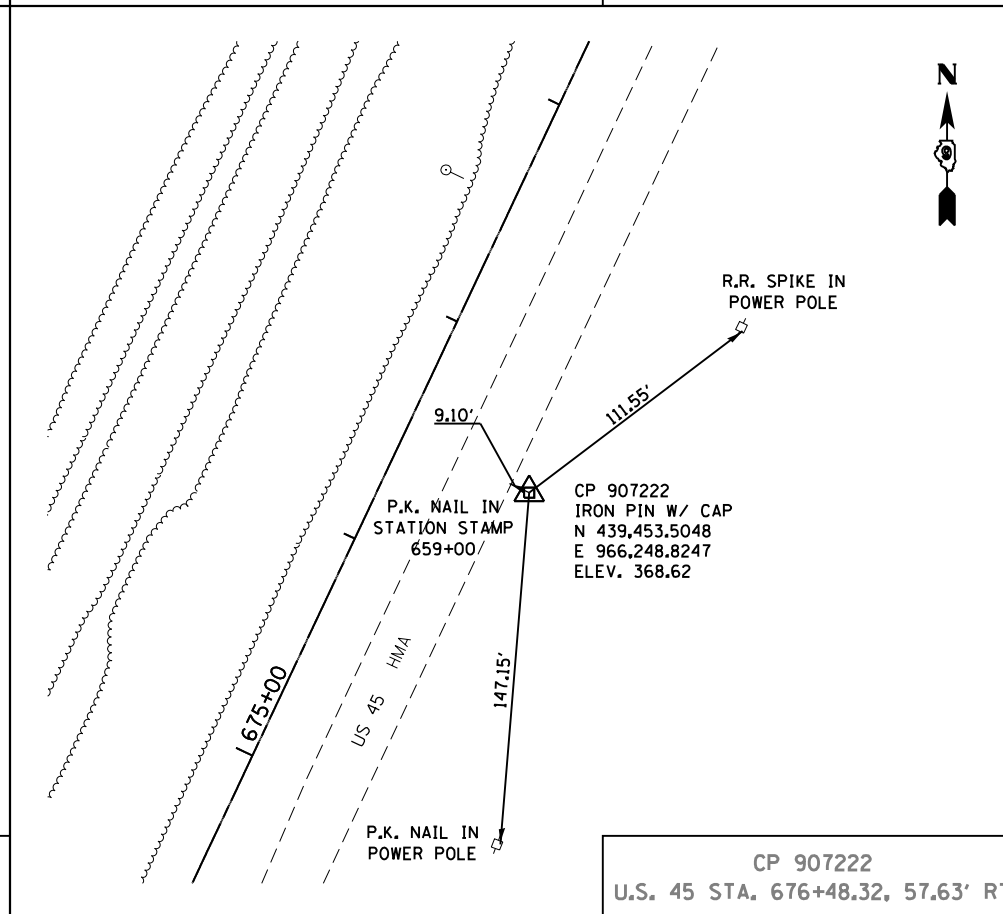
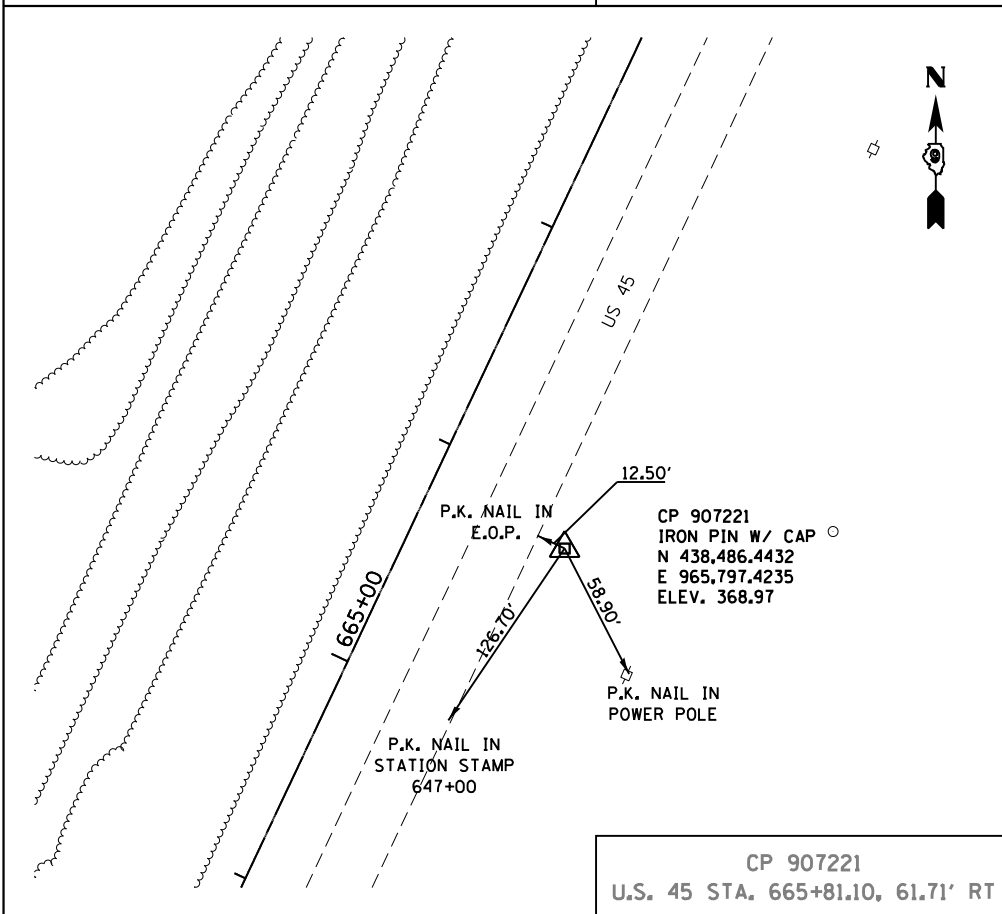
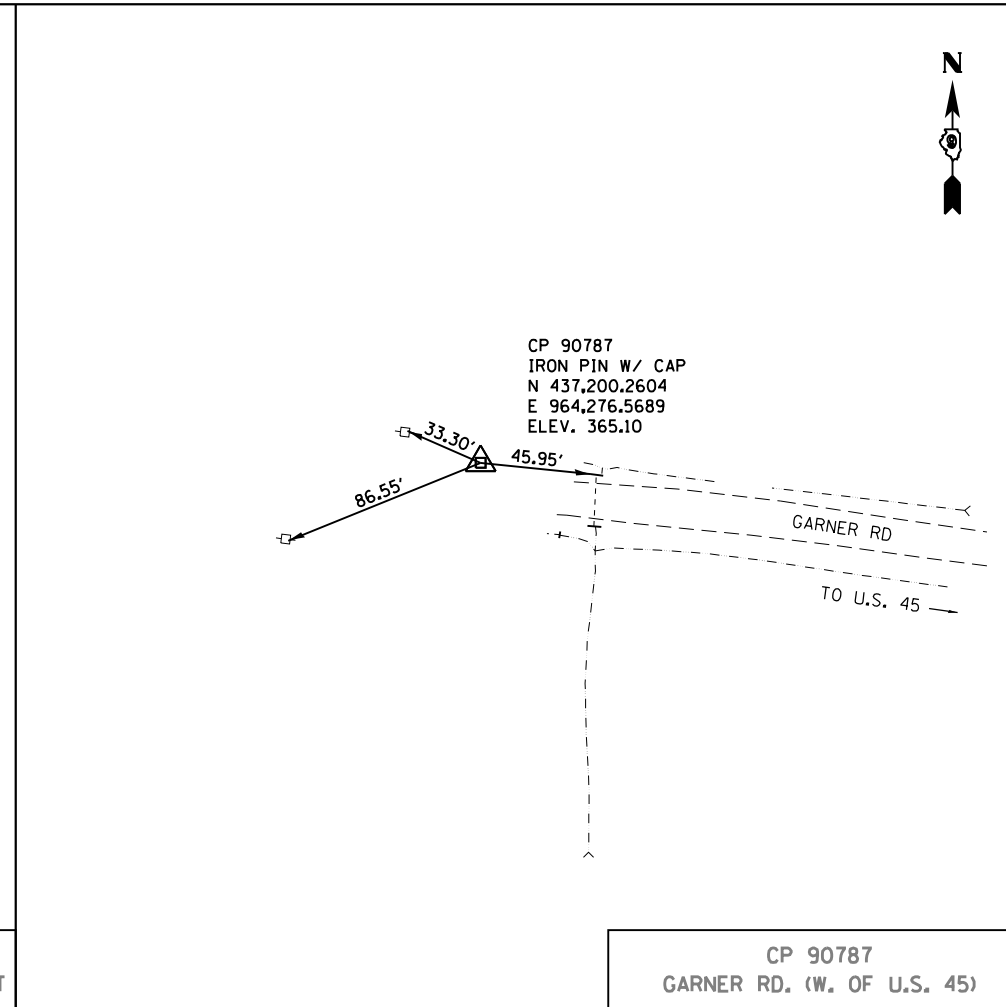
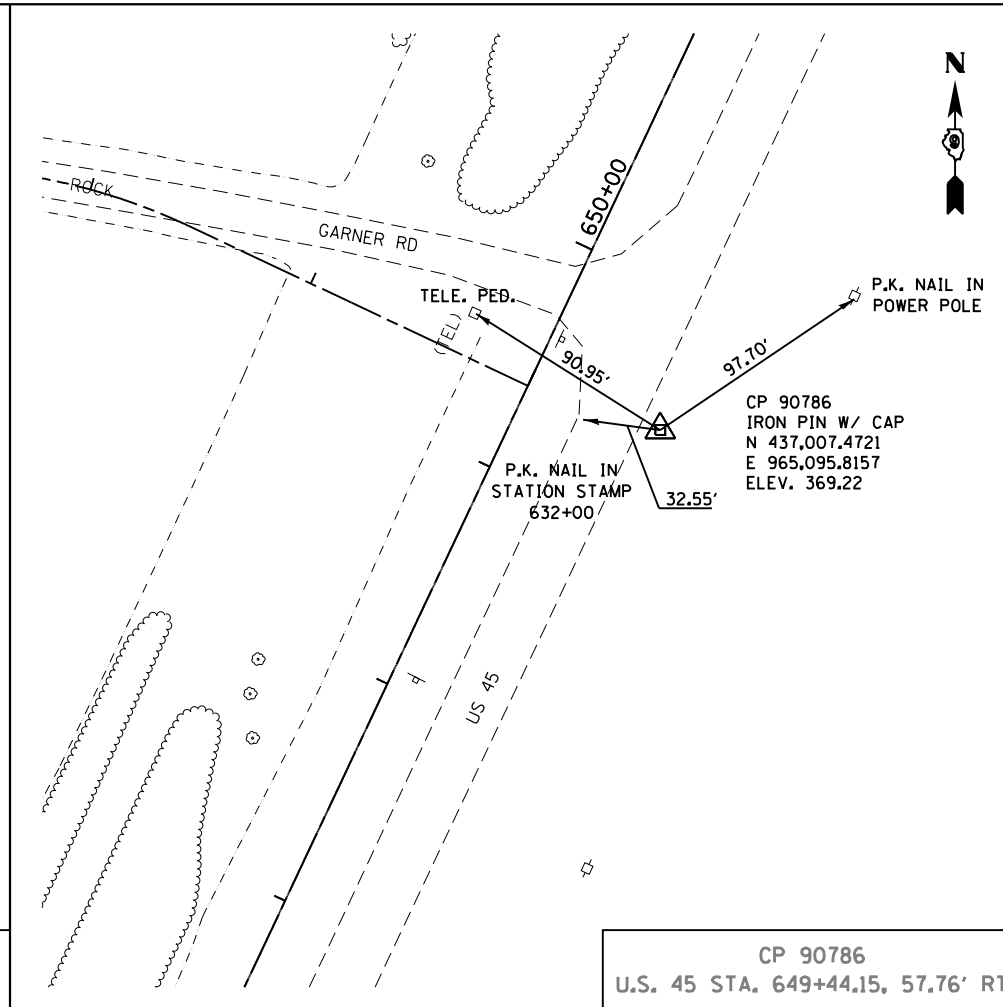
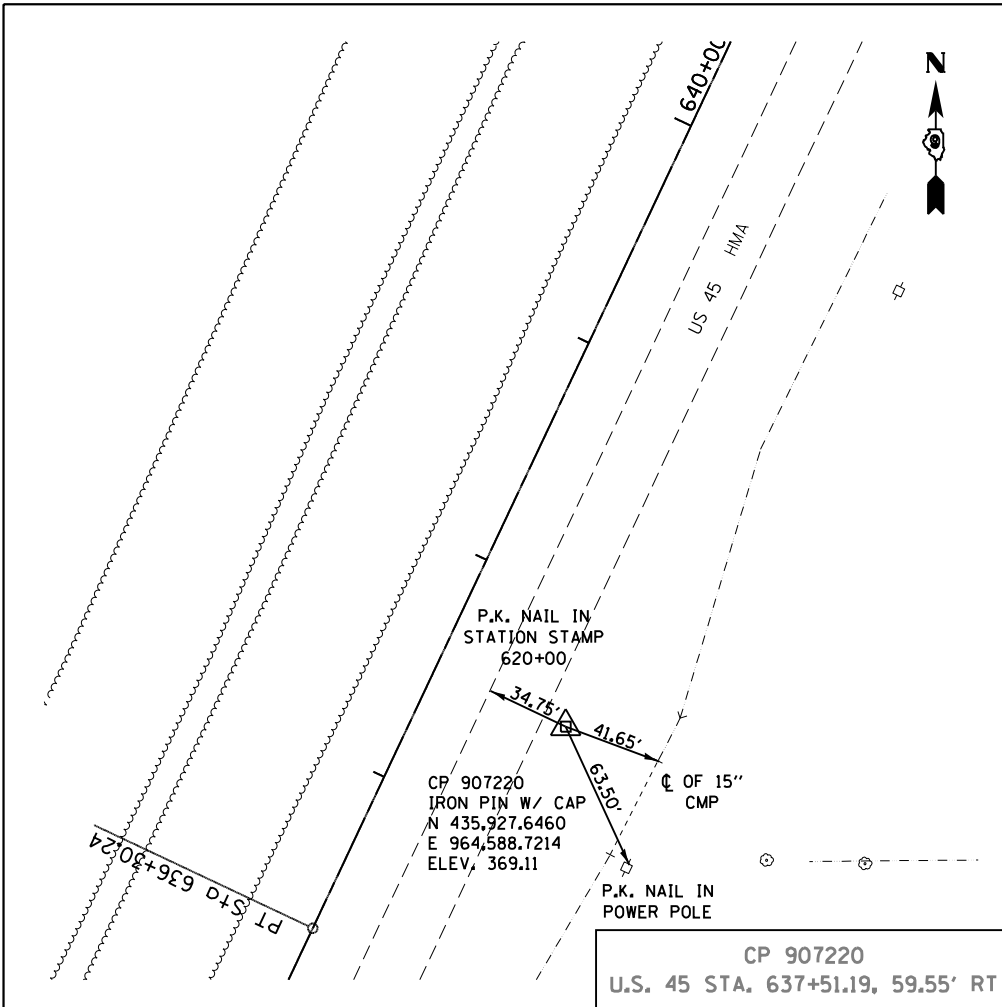
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| Default | PLOT SCALE = 80.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTROL POINTS

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

| F.A.P. R.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 88 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



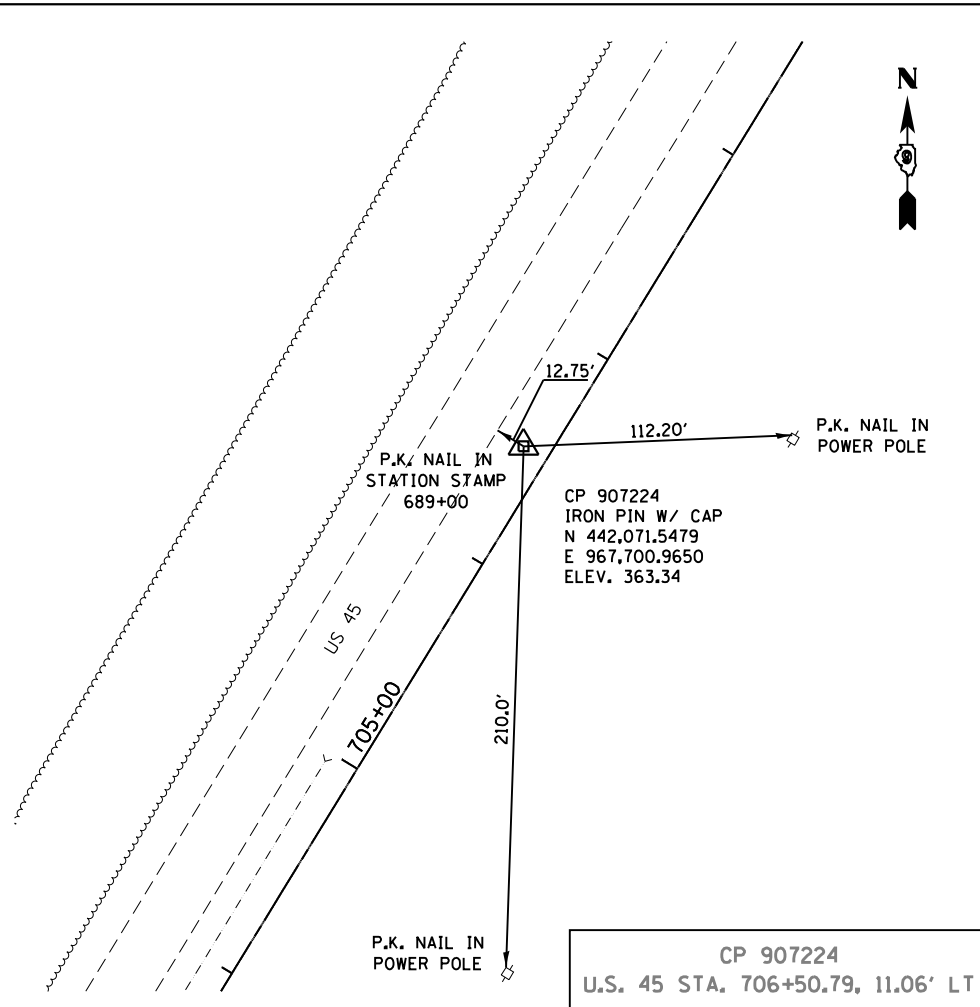
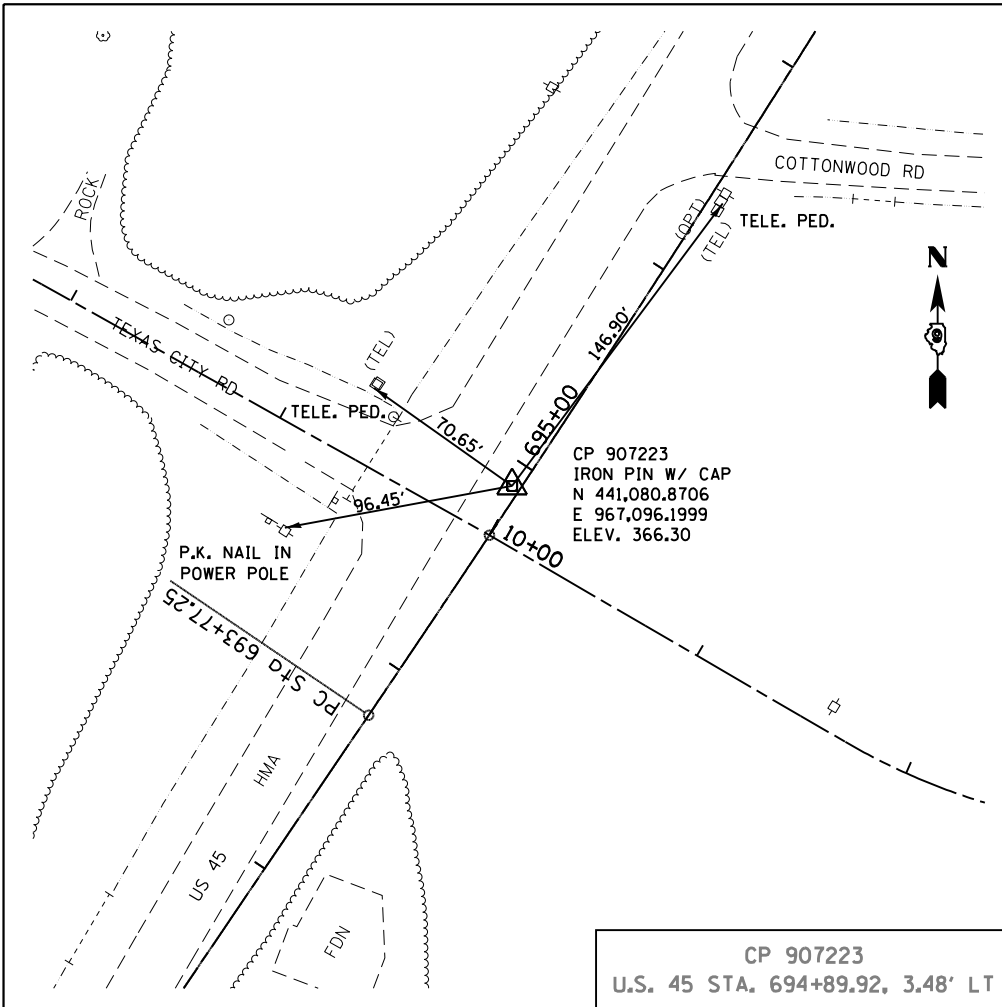
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| Default | PLOT SCALE = 80.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONTROL POINTS

SCALE: SHEET 6 OF 7 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 89 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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|---|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - |
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| Default | PLOT SCALE = 80.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | | | |
|-----------------------|--|--------|---------------------|------|---------|
| CONTROL POINTS | | SCALE: | SHEET 7 OF 7 SHEETS | STA. | TO STA. |
| | | | | | |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 90 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

BENCHMARK "08307707"

R.R. SPIKE IN POWER POLE ON SOUTH SIDE OF U.S. 45; N.E. OF ELDORADO LOCKER. STA. 382+18± @ 36'± RT. ELEV. 372.17

BENCHMARK "08307708"

SAW CUT SQUARE ON TOP OF THE STREET SIDE OF CURB ISLAND FOR STOPLIGHT MAST ARM IN S.W. QUAD. OF IL 142 AND U.S. 45 INTERSECTION IN ELDORADO. STA. 387+92± @ 38'± RT. ELEV. 378.27

BENCHMARK "08307709"

SAW CUT SQUARE ON TOP OF S.W. WINGWALL, NORTH OF U.S. 45 ON WEST SIDE OF 4TH ST. S.N. 083-6008 STA. 405+50± @ 53'± LT. ELEV. 384.77

BENCHMARK "08307710"

R.R. SPIKE IN POWER POLE ON SOUTH SIDE OF U.S. 45 BETWEEN POPLAR ST. AND ADAMS ST. STA. 420+50± @ 38'± RT. ELEV. 391.08

BENCHMARK "08307711"

R.R. SPIKE IN POWER POLE ON EAST SIDE OF U.S. 45, S.E. OF TEN OAKS FEED. STA. 443+01± @ 69'± RT. ELEV. 401.90

BENCHMARK "08307714"

SAW CUT SQUARE ON TOP OF EAST HEADWALL OF A 3'x6' RCBC ALONG U.S. 45. STA. 463+13± @ 21'± RT. ELEV. 399.32

BENCHMARK "08307712"

SAW CUT SQUARE ON TOP OF EAST HEADWALL OF A 3'x3' RCBC ALONG U.S. 45. STA. 466+48± @ 21'± RT. ELEV. 398.20

BENCHMARK "08307715"

R.R. SPIKE IN POWER POLE IN N.E. QUAD. OF INTERSECTION OF U.S. 45 AND COOK RD. AND ALEXANDER RD. STA. 471+75± @ 25'± RT. ELEV. 405.13

BENCHMARK "08307713"

SAW CUT SQUARE ON TOP OF EAST HEADWALL OF A 3'x3' RCBC ALONG U.S. 45. STA. 473+41± @ 24'± RT. ELEV. 398.04

BENCHMARK "08307716"

CHISELED "X" ON TOP OF WESTERN MOST ANCHOR BOLT OF A FIRE HYDRANT IN THE N.E. QUAD. OF THE INTERSECTION OF U.S. 45 AND TWO MILE RD. STA. 487+60± @ 47'± RT. ELEV. 384.09

BENCHMARK "08307717"

SAW CUT SQUARE ON TOP CENTER OF A HEADWALL OF A RCBC ALONG U.S. 45. STA. 487+60± @ 47'± RT. ELEV. 405.46

BENCHMARK "08307718"

R.R. SPIKE IN POWER POLE ALONG U.S. 45. STA. 537+90± @ 26'± RT. ELEV. 390.52

BENCHMARK "08307719"

SAW CUT SQUARE ON TOP OF A HEADWALL OF A RCP IN THE N.W. QUAD. OF THE INTERSECTION OF U.S. 45 AND CARTER FARM RD. STA. 560+60± @ 24'± LT. ELEV. 386.79

BENCHMARK "08307720"

SAW CUT SQUARE ON TOP CENTER OF A HEADWALL OF A RCBC ALONG U.S. 45. STA. 572+62± @ 22'± RT. ELEV. 382.31

BENCHMARK "08307721"

CHISELED SQUARE ON TOP CENTER OF HEADWALL FOR ABANDONED CONCRETE RAILROAD STRUCTURE, W. OF U.S. 45 OVER SAME CHANNEL AS S.N. 083-2000. STA. 627+07± @ 131'± RT. ELEV. 366.69

BENCHMARK "08307722"

SAW CUT SQUARE ON TOP OF SOUTH END OF EAST HEADWALL OF 5'x10' RCBC, S.N. 083-7062, ALONG U.S. 45. STA. 640+10± @ 39'± RT. ELEV. 360.02

BENCHMARK "08307723"

SAW CUT SQUARE ON TOP CENTER OF EAST HEADWALL OF A 2'x2' RCBC S. OF TEXAS CITY RD. ALONG U.S. 45. STA. 674+09± @ 23'± RT. ELEV. 365.05

BENCHMARK "08307724"

CHISELED SQUARE ON TOP OF WINGWALL OF S.W. CORNER OF S.N. 083-0002 ALONG U.S. 45. STA. 703+50± @ 17'± LT. ELEV. 370.45

BENCHMARK "08307725"

CHISELED SQUARE ON TOP OF WINGWALL OF N.E. CORNER OF S.N. 083-0002 ALONG U.S. 45. STA. 705+88± @ 17'± LT. ELEV. 370.45

BENCHMARK "08307726"

CHISELED SQUARE ON TOP OF WINGWALL OF N.E. CORNER OR S.N. 083-0001 ALONG U.S. 45. STA. 722+20± @ 17'± RT. ELEV. 370.51

BENCHMARK "09707805"

CHISELED SQUARE ON TOP OF WEST END OF NORTH HEADWALL OF A RCBC 3'x2' UNDER A PRIVATE ENTRANCE ALONG U.S. 45. STA. 722+50± @ 35'± LT. ELEV. 379.89

BENCHMARK "08307727"

SAW CUT SQUARE ON TOP CENTER OF A HEADWALL OF A 2'x2' RCBC ALONG U.S. 45. STA. 753+12± @ 22'± RT. ELEV. 363.27

BENCHMARK "08307728"

R.R. SPIKE IN POWER POLE IN S.E. QUAD. OF INTERSECTION OF U.S. 45 AND SHAIN CEMETERY RD. STA. 776+98± @ 65'± RT. ELEV. 382.89

BENCHMARK "08307729"

SAW CUT SQUARE ON TOP OF N.W. CORNER OF A HEADWALL OF A 4'x4' RCBC ALONG U.S. 45. STA. 804+19± @ 22'± LT. ELEV. 392.79

BENCHMARK "08307730"

R.R. SPIKE IN POWER POLE WITH LIGHT IN THE S.E. QUAD. OF THE INTERSECTION OF U.S. 45 AND IL 141. STA. 835+62± @ 20'± RT. ELEV. 402.12

BENCHMARK "09707800"

CHISELED SQUARE ON TOP OF N.E. CORNER OF A CONC. CATCH BASIN FOR A 2'x2' RCBC ALONG U.S. 45. STA. 857+48± @ 24'± RT. ELEV. 415.25

BENCHMARK "08307734"

SAW CUT SQUARE ON TOP OF S.W. CORNER OF A HEADWALL OF A 60" PLASTIC PIPE CULVERT S.N. 097-7010 ALONG IL 141. STA. 19+95± @ 25'± RT. ELEV. 377.62

BENCHMARK "08307736"

CHISELED SQUARE ON TOP OF HUBGUARD BESIDE CONC. BARRIER WALL OF S.W. CORNER OF S.N. 097-0027 OVER BEAR CREEK; 2'± S. OF DISTRICT 7 BM51 ALONG IL 141. STA. 47+74± @ 14'± RT. ELEV. 382.75

BENCHMARK "08307737"

SAW CUT SQUARE ON TOP CENTER OF A HEADWALL OF A 48" CMP ALONG IL 141. STA. 76+36± @ 18'± RT. ELEV. 392.03

| | | | | | | | | | | | | |
|--|-----------------------------|------------|-----------|---|---|--|--|---------------------------|------------|--------------------|--------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | BENCHMARKS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB_BM51.dgn | PLLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 91 |
| Default | PLLOT DATE = 4/30/2014 | DATE - | REVISED - | | SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | | | | | | CONTRACT NO. 78077 | | |

1

Chain PR45-1 contains:

D1 CUR C4501 D22

Beginning chain PR45-1 description

Feature: 667

Description: US 45 Urban Section Centerline

=====

Point D1 N 415,296.0684 E 953,408.7074 Sta 388+48.820

Course from D1 to PC C4501 N 70° 02' 43.252" E Dist 3,477.0322

Curve Data

Curve C4501

Feature: 667

P.I. Station 429+24.395 N 416,686.9657 E 957,239.5976

Delta = 70° 34' 37.105" (LT)

Degree = 6° 46' 29.451"

Tangent = 598.5432

Length = 1,041.7500

Radius = 845.7132

External = 190.3779

Long Chord = 977.1262

Mid. Ord. = 155.3967

P.C. Station 423+25.852 N 416,482.6971 E 956,676.9891

P.T. Station 433+67.602 N 417,285.4832 E 957,234.0440

C.C. N 417,277.6362 E 956,388.3672

Back = N 70° 02' 43.249" E

Ahead = N 0° 31' 53.856" W

Chord Bear = N 34° 45' 24.697" E

Course from PT C4501 to D22 N 0° 31' 53.859" W Dist 1,391.1309

Point D22 N 418,676.5542 E 957,221.1364 Sta 447+58.733

=====

Ending chain PR45-1 description

2

Chain PR45-2 contains:

D23 D24

Beginning chain PR45-2 description

Feature: 667

Description: US 45 South Transition Centerline

=====

Point D23 N 418,676.7305 E 957,240.1374 Sta 447+58.730

Course from D23 to D24 N 1° 32' 01.921" W Dist 1,086.3474

Point D24 N 419,762.6886 E 957,211.0582 Sta 458+45.077

=====

Ending chain PR45-2 description

3

Chain PR45-3X0V contains:

D25 CUR C01 CUR C02 CUR C03 CUR C04 CUR C08 CUR C09 CUR C10 CUR C07 D17 D26

Beginning chain PR45-3X0V description

Feature: 667

Description: US 45 Divided Section Centerline

=====

Point D25 N 419,762.3453 E 957,174.0598 Sta 458+45.077

Course from D25 to PC C01 N 0° 31' 53.859" W Dist 823.3042

Curve Data

Curve C01

Feature: 667

Description: CL RURAL DIVIDED

P.I. Station 472+05.925 N 421,123.1339 E 957,161.4332

Delta = 30° 26' 57.191" (RT)

Degree = 2° 54' 03.082"

Tangent = 537.5430

Length = 1,049.6632

Radius = 1,975.1335

External = 71.8411

Long Chord = 1,037.3545

Mid. Ord. = 69.3197

P.C. Station 466+68.382 N 420,585.6141 E 957,166.4208

P.T. Station 477+18.045 N 421,589.0459 E 957,429.5348

C.C. N 420,603.9404 E 959,141.4693

Back = N 0° 31' 53.859" W

Ahead = N 29° 55' 03.332" E

Chord Bear = N 14° 41' 34.737" E

Course from PT C01 to PC C02 N 29° 55' 03.333" E Dist 2,679.7882

Curve Data

Curve C02

Feature: 667

Description: CL RURAL DIVIDED

P.I. Station 509+52.631 N 424,392.6029 E 959,042.7973

Delta = 4° 40' 37.266" (LT)

Degree = 0° 25' 18.266"

Tangent = 554.7980

Length = 1,108.9797

Radius = 13,585.5483

External = 11.3235

Long Chord = 1,108.6718

Mid. Ord. = 11.3141

P.C. Station 503+97.833 N 423,911.7353 E 958,766.0896

P.T. Station 515+06.813 N 424,894.4317 E 959,279.3742

C.C. N 430,687.5804 E 946,990.9019

Back = N 29° 55' 03.333" E

Ahead = N 25° 14' 26.067" E

Chord Bear = N 27° 34' 44.700" E

Course from PT C02 to PC C03 N 25° 14' 26.067" E Dist 10,355.8715

Curve Data

Curve C03

Feature: 667

Description: CL RURAL DIVIDED

P.I. Station 622+47.236 N 434,609.4162 E 963,859.3048

Delta = 2° 11' 01.400" (RT)

Degree = 0° 17' 02.275"

Tangent = 384.5516

Length = 769.0102

Radius = 20,177.0333

External = 3.6642

Long Chord = 768.9636

Mid. Ord. = 3.6636

P.C. Station 618+62.684 N 434,261.5795 E 963,695.3243

P.T. Station 626+31.694 N 434,950.7520 E 964,036.4201

C.C. N 425,657.6901 E 981,945.9615

Back = N 25° 14' 26.067" E

Ahead = N 27° 25' 27.468" E

Chord Bear = N 26° 19' 56.767" E

Course from PT C03 to PC C04 N 27° 25' 27.468" E Dist 232.3971

Curve Data

Curve C04

Feature: 667

Description: CL RURAL DIVIDED

P.I. Station 632+47.212 N 435,497.0978 E 964,319.9129

Delta = 2° 10' 59.577" (LT)

Degree = 0° 17' 05.856"

Tangent = 383.1205

Length = 766.1483

Radius = 20,106.6088

External = 3.6497

Long Chord = 766.1020

Mid. Ord. = 3.6491

P.C. Station 628+64.091 N 435,157.0323 E 964,143.4567

P.T. Station 636+30.240 N 435,843.6386 E 964,483.2862

C.C. N 444,417.6583 E 946,296.4255

Back = N 27° 25' 27.468" E

Ahead = N 25° 14' 27.891" E

Chord Bear = N 26° 19' 57.679" E

Course from PT C04 to PC C08 N 25° 14' 27.463" E Dist 4,601.9373

| | | | | | | | | | | | | | |
|--|----------------------------|------------|-----------|---|---|--|--|--|--------------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMason.dgn | PLotted | DRAWN | REVISED | | | | | | 332 | (29,30)R-1 | SALINE | 745 | 92 |
| Default | PLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - | | SCALE: N/A SHEET 1 OF 8 SHEETS STA. N/A TO STA. N/A | | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

Curve C08
 Description: CL RURAL DIVIDED
 P.I. Station 686+22.687 N 440,359.4193 E 966,612.1959
 Delta = 8° 53' 14.801" (RT)
 Degree = 1° 08' 24.772"
 Tangent = 390.5102
 Length = 779.4537
 Radius = 5,025.0000
 External = 15.1511
 Long Chord = 778.6725
 Mid. Ord. = 15.1056
 P.C. Station 682+32.177 N 440,006.1941 E 966,445.6722
 P.T. Station 690+11.631 N 440,682.6767 E 966,831.2914
 C.C. N 437,863.4031 E 970,990.8974
 Back = N 25° 14' 27.463" E
 Ahead = N 34° 07' 42.263" E
 Chord Bear = N 29° 41' 04.863" E

Course from PT C08 to PC C09 N 34° 07' 42.263" E Dist 365.6179

Curve Data

Curve C09
 Description: CL RURAL DIVIDED
 P.I. Station 696+08.354 N 441,176.6335 E 967,166.0826
 Delta = 2° 39' 15.957" (LT)
 Degree = 0° 34' 27.818"
 Tangent = 231.1052
 Length = 462.1277
 Radius = 9,975.0000
 External = 2.6768
 Long Chord = 462.0864
 Mid. Ord. = 2.6761
 P.C. Station 693+77.249 N 440,985.3287 E 967,036.4212
 P.T. Station 698+39.376 N 441,373.7379 E 967,286.7452
 C.C. N 446,581.7972 E 958,779.2930
 Back = N 34° 07' 42.263" E
 Ahead = N 31° 28' 26.306" E
 Chord Bear = N 32° 48' 04.285" E

Course from PT C09 to PC C10 N 31° 28' 26.306" E Dist 5,226.9526

4

Chain 45STRAN contains:
 D6 CUR C20 CUR C21
 Beginning chain 45STRAN description
 Feature: 667
 Description: US 45 Southbound Baseline URBAN to RURAL
 =====
 Point D6 N 418,676.3779 E 957,202.1372 Sta 0+00.000
 Course from D6 to PC C20 N 0° 31' 53.859" W Dist 229.2059

Curve Data

Curve C20
 P.I. Station 4+58.160 N 419,134.4949 E 957,196.1302
 Delta = 6° 50' 18.353" (LT)
 Degree = 1° 29' 42.660"
 Tangent = 228.9539
 Length = 457.3641
 Radius = 3,832.0239
 External = 6.8336
 Long Chord = 457.0927
 Mid. Ord. = 6.8215
 P.C. Station 2+29.206 N 418,905.5739 E 957,200.0105
 P.T. Station 6+86.570 N 419,361.3253 E 957,165.0198
 C.C. N 418,840.6284 E 953,368.5370
 Back = N 0° 58' 15.959" W
 Ahead = N 7° 48' 34.312" W
 Chord Bear = N 4° 23' 25.136" W

Curve Data

Curve C21
 P.I. Station 8+87.629 N 419,560.8797 E 957,140.4659
 Delta = 6° 02' 41.021" (RT)
 Degree = 1° 30' 16.617"
 Tangent = 201.0593
 Length = 401.7456
 Radius = 3,808.0004
 External = 5.3042
 Long Chord = 401.5593
 Mid. Ord. = 5.2968
 P.C. Station 6+86.570 N 419,361.3253 E 957,165.0198
 P.T. Station 10+88.316 N 419,761.9102 E 957,137.0626
 C.C. N 419,826.3682 E 960,944.5174
 Back = N 7° 00' 52.632" W
 Ahead = N 0° 58' 11.611" W
 Chord Bear = N 3° 59' 32.121" W

Ending chain 45STRAN description

5

Chain TEMP1 contains:
 TT1 CUR TT1 CUR TT2
 Beginning chain TEMP1 description
 =====
 Point TT1 N 439,636.1751 E 966,217.0590 Sta 1678+00.000
 Course from TT1 to PC TT1 N 25° 14' 27.462" E Dist 432.1770

Curve Data

Curve TT1
 Description: TEMP 1
 P.I. Station 1686+05.054 N 440,364.3646 E 966,560.3551
 Delta = 11° 09' 00.594" (RT)
 Degree = 1° 29' 59.602"
 Tangent = 372.8771
 Length = 743.3991
 Radius = 3,820.0000
 External = 18.1555
 Long Chord = 742.2266
 Mid. Ord. = 18.0696
 P.C. Station 1682+32.177 N 440,027.0889 E 966,401.3506
 P.T. Station 1689+75.576 N 440,664.5253 E 966,781.5809
 C.C. N 438,398.1413 E 969,856.6262
 Back = N 25° 14' 27.463" E
 Ahead = N 36° 23' 28.057" E
 Chord Bear = N 30° 48' 57.760" E

Curve Data

Curve TT2
 Description: TEMP 1
 P.I. Station 1691+66.954 N 440,818.5814 E 966,895.1240
 Delta = 5° 44' 09.973" (LT)
 Degree = 1° 29' 59.602"
 Tangent = 191.3774
 Length = 382.4351
 Radius = 3,820.0000
 External = 4.7909
 Long Chord = 382.2754
 Mid. Ord. = 4.7849
 P.C. Station 1689+75.576 N 440,664.5253 E 966,781.5809
 P.T. Station 1693+58.011 N 440,983.2143 E 966,992.7012
 C.C. N 442,930.9093 E 963,706.5356
 Back = N 36° 23' 28.057" E
 Ahead = N 30° 39' 18.084" E
 Chord Bear = N 33° 31' 23.070" E

Ending chain TEMP1 description

| | | | | | | | | | | | | |
|--|----------------------------|------------|-----------|---|---|--|--|--------------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMsond | DRAWN | CHECKED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 93 |
| Default | PLOT SCALE = 2.0000' / in. | DATE - | REVISED - | | SCALE: N/A SHEET 2 OF 8 SHEETS STA. N/A TO STA. N/A | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | | | | ILLINOIS FED. AID PROJECT | | | | | | | |

6

Chain T1LEP contains:

TAPERTXC1 TAPERTXC2

Beginning chain T1LEP description

Description: CHAIN ALONG LEP FOR SB LANES OF TAPER

=====

Point TAPERTXC1 N 441,438.4951 E 967,297.0755 Sta 1699+00.000

Course from TAPERTXC1 to TAPERTXC2 N 31° 28' 26.306" E Dist 1,600.0000

Point TAPERTXC2 N 442,803.0990 E 968,132.4534 Sta 1715+00.000

=====

Ending chain T1LEP description

7

Chain T1REP contains:

CUR TXC1 CUR TXC2

Beginning chain T1REP description

=====

Curve Data

Curve TXC1

P.I. Station 2702+66.484 N 441,712.4251 E 967,551.5340

Delta = 7° 58' 51.644" (LT)

Degree = 1° 29' 59.602"

Tangent = 266.4844

Length = 532.1067

Radius = 3,820.0000

External = 9.2837

Long Chord = 531.6766

Mid. Ord. = 9.2612

P.C. Station 2700+00.000 N 441,485.1466 E 967,412.3996

P.T. Station 2705+32.107 N 441,956.8204 E 967,657.7644

C.C. N 443,479.6114 E 964,154.4078

Back = N 31° 28' 26.306" E

Ahead = N 23° 29' 34.662" E

Chord Bear = N 27° 29' 00.484" E

Curve Data

Curve TXC2

P.I. Station 2707+98.591 N 442,201.2156 E 967,763.9948

Delta = 7° 58' 51.644" (RT)

Degree = 1° 29' 59.602"

Tangent = 266.4844

Length = 532.1067

Radius = 3,820.0000

External = 9.2837

Long Chord = 531.6766

Mid. Ord. = 9.2612

P.C. Station 2705+32.107 N 441,956.8204 E 967,657.7644

P.T. Station 2710+64.213 N 442,428.4941 E 967,903.1292

C.C. N 440,434.0293 E 971,161.1210

Back = N 23° 29' 34.662" E

Ahead = N 31° 28' 26.306" E

Chord Bear = N 27° 29' 00.484" E

=====

Ending chain T1REP description

8

Chain CHOISSER contains:

CL100 CL101

Beginning chain CHOISSER description

Feature: 211

Description: CITY STREET

=====

Point CL100 N 415,471.8316 E 953,892.8045 Sta 10+00.000

Course from CL100 to CL101 S 3° 26' 10.289" E Dist 123.3456

Point CL101 N 415,348.7077 E 953,900.1975 Sta 11+23.346

=====

Ending chain CHOISSER description

9

Chain 4TH.ST.NTH contains:

D4 D5

Beginning chain 4TH.ST.NTH description

Feature: 603

Description: CITY STREET

=====

Point D4 N 416,230.6058 E 954,799.2414 Sta 5+86.899

Course from D4 to D5 S 32° 05' 12.042" E Dist 413.1005

Point D5 N 415,880.6083 E 955,018.6811 Sta 10+00.000

=====

Ending chain 4TH.ST.NTH description

10

Chain 4TH.ST.STH contains:

8 9

Beginning chain 4TH.ST.STH description

Feature: 603

Description: CITY STREET

=====

Point 8 N 415,879.0208 E 955,014.3087 Sta 10+00.000

Course from 8 to 9 S 33° 44' 18.221" E Dist 151.4155

Point 9 N 415,753.1064 E 955,098.4051 Sta 11+51.415

=====

Ending chain 4TH.ST.STH description

| | | | | | | | | | | | | |
|--|----------------------------|------------|-----------|---|-----------------------------|---------------------|----------|-------------|--------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMs.dwg | DRAWN | REVISION | REVISION | | | | | 332 | (29,30)R-1 | SALINE | 745 | 94 |
| Default | PLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - | | SCALE: N/A | SHEET 2 OF 8 SHEETS | STA. N/A | TO STA. N/A | CONTRACT NO. 78077 | | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

11

Chain JEFFERSON_LT contains:
CL102 CL103
Beginning chain JEFFERSON_LT description
Feature: 211
Description: CITY STREET

Point CL102 N 416,286.8701 E 955,769.7649 Sta 8+66.934

Course from CL102 to CL103 S 0° 35' 49.433" E Dist 133.0664

Point CL103 N 416,153.8109 E 955,771.1516 Sta 10+00.000

Ending chain JEFFERSON_LT description

14

Chain POPLAR contains:
CL108 CL109
Beginning chain POPLAR description
Feature: 211
Description: CITY STREET

Point CL108 N 416,360.0116 E 956,339.0817 Sta 10+00.000

Course from CL108 to CL109 S 0° 31' 13.777" W Dist 146.3009

Point CL109 N 416,213.7168 E 956,337.7527 Sta 11+46.301

Ending chain POPLAR description

17

Chain DEWEY_RT contains:
CL114 D187
Beginning chain DEWEY_RT description
Feature: 211
Description: CITY STREET

Point CL114 N 417,224.6101 E 957,232.4164 Sta 10+00.000

Course from CL114 to D187 N 89° 54' 48.969" E Dist 350.0000

Point D187 N 417,225.1379 E 957,582.4161 Sta 13+50.000

Ending chain DEWEY_RT description

12

Chain JEFFERSON_RT contains:
CL104 CL105
Beginning chain JEFFERSON_RT description
Feature: 211
Description: CITY STREET

Point CL104 N 416,154.0851 E 955,771.9068 Sta 10+00.000

Course from CL104 to CL105 S 1° 18' 53.569" E Dist 125.5399

Point CL105 N 416,028.5783 E 955,774.7876 Sta 11+25.540

Ending chain JEFFERSON_RT description

15

Chain ADAMS contains:
CL110 CL111
Beginning chain ADAMS description
Feature: 211
Description: CITY STREET

Point CL110 N 416,424.6795 E 956,517.1937 Sta 10+00.000

Course from CL110 to CL111 S 1° 16' 08.263" E Dist 133.7144

Point CL111 N 416,290.9979 E 956,520.1549 Sta 11+33.714

Ending chain ADAMS description

18

Chain DODD contains:
24 25
Beginning chain DODD description
Description: DODD CEMETERY RD.

Point 24 N 422,558.6640 E 957,067.5697 Sta 10+00.000

Course from 24 to 25 N 0° 06' 09.256" E Dist 100.0000

Point 25 N 422,658.6638 E 957,067.7487 Sta 11+00.000

Ending chain DODD description

13

Chain GROVE contains:
CL106 CL107
Beginning chain GROVE description
Feature: 211
Description: CITY STREET

Point CL106 N 416,461.3293 E 956,240.0400 Sta 8+64.000

Course from CL106 to CL107 S 1° 32' 20.578" E Dist 136.0000

Point CL107 N 416,325.3784 E 956,243.6928 Sta 10+00.000

Ending chain GROVE description

16

Chain DEWEY_LT contains:
CL112 CL113
Beginning chain DEWEY_LT description
Feature: 211
Description: CITY STREET

Point CL112 N 417,225.0338 E 957,082.4571 Sta 8+50.000

Course from CL112 to CL113 N 89° 54' 48.969" E Dist 150.0000

Point CL113 N 417,225.2600 E 957,232.4570 Sta 10+00.000

Ending chain DEWEY_LT description

| | | | |
|---|----------------------------|------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-ATB_BM.dgn | | CHECKED - | REVISED - |
| Default | PLOT SCALE = 2.0000' / in. | DATE - | REVISED - |
| | PLOT DATE = 4/30/2014 | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT CURVE DATA

SCALE: N/A SHEET 3 OF 8 SHEETS STA. N/A TO STA. N/A

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 332 | (29,30)R-1 | SALINE | 745 | 95 |
| CONTRACT NO. 78077 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

19

Chain SCHNAKE contains:

D108 CUR SC32 D111

Beginning chain SCHNAKE description

Description: SIDEROAD OFF OF ALEXANDER

=====

Point D108 N 422,477.4697 E 957,264.8295 Sta 10+00.000

Course from D108 to PC SC32 N 45° 11' 35.849" E Dist 77.0075

Curve Data

Curve SC32

Description: SCHNAKE

P.I. Station 11+23.693 N 422,564.6383 E 957,352.5883

Delta = 44° 11' 25.672" (RT)

Degree = 49° 49' 20.701"

Tangent = 46.6855

Length = 88.6959

Radius = 115.0000

External = 9.1150

Long Chord = 86.5138

Mid. Ord. = 8.4456

P.C. Station 10+77.008 N 422,531.7382 E 957,319.4654

P.T. Station 11+65.703 N 422,565.1404 E 957,399.2711

C.C. N 422,450.1471 E 957,400.5079

Back = N 45° 11' 35.849" E

Ahead = N 89° 23' 01.520" E

Chord Bear = N 67° 17' 18.685" E

Course from PT SC32 to D111 N 89° 23' 01.520" E Dist 188.6642

Point D111 N 422,567.1696 E 957,587.9243 Sta 13+54.368

=====

Ending chain SCHNAKE description

20

Chain ALEXANDER contains:

D103 CUR SC30 CUR SC31 D16

Beginning chain ALEXANDER description

Description: SIDEROAD

=====

Point D103 N 422,556.8584 E 956,919.0474 Sta 0+13.200

Course from D103 to PC SC30 N 89° 18' 08.914" E Dist 147.3360

Curve Data

Curve SC30

Description: ALEXANDER

P.I. Station 3+09.698 N 422,560.4679 E 957,215.5235

Delta = 56° 57' 05.406" (RT)

Degree = 20° 50' 05.384"

Tangent = 149.1622

Length = 273.3476

Radius = 275.0000

External = 37.8488

Long Chord = 262.2327

Mid. Ord. = 33.2698

P.C. Station 1+60.536 N 422,558.6520 E 957,066.3724

P.T. Station 4+33.884 N 422,436.4384 E 957,298.3850

C.C. N 422,283.6724 E 957,069.7202

Back = N 89° 18' 08.914" E

Ahead = S 33° 44' 45.680" E

Chord Bear = S 62° 13' 18.383" E

Course from PT SC30 to PC SC31 S 33° 44' 45.680" E Dist 244.7124

Curve Data

Curve SC31

Description: ALEXANDER

P.I. Station 7+42.936 N 422,179.4590 E 957,470.0673

Delta = 26° 20' 10.987" (LT)

Degree = 20° 50' 05.384"

Tangent = 64.3396

Length = 126.4056

Radius = 275.0000

External = 7.4263

Long Chord = 125.2957

Mid. Ord. = 7.2310

P.C. Station 6+78.596 N 422,232.9580 E 957,434.3258

P.T. Station 8+05.002 N 422,147.3694 E 957,525.8332

C.C. N 422,385.7239 E 957,662.9906

Back = S 33° 44' 45.680" E

Ahead = S 60° 04' 56.667" E

Chord Bear = S 46° 54' 51.173" E

Course from PT SC31 to D16 S 60° 04' 56.667" E Dist 195.0000

Point D16 N 422,050.1124 E 957,694.8482 Sta 10+00.002

=====

Ending chain ALEXANDER description

21

Chain COOK_STH contains:

D18 CUR SC33 CUR SC34 D119

Beginning chain COOK_STH description

Description: SIDEROAD

=====

Point D18 N 422,050.1124 E 957,694.8482 Sta 10+00.000

Course from D18 to PC SC33 S 60° 04' 56.668" E Dist 195.0000

Curve Data

Curve SC33

Description: COOK SOUTH

P.I. Station 14+25.594 N 421,843.8581 E 958,067.0706

Delta = 79° 57' 40.560" (LT)

Degree = 20° 50' 05.384"

Tangent = 230.5940

Length = 383.7865

Radius = 275.0000

External = 83.8852

Long Chord = 353.3908

Mid. Ord. = 64.2780

P.C. Station 11+95.000 N 421,952.8554 E 957,863.8633

P.T. Station 15+78.787 N 422,024.9546 E 958,209.8209

C.C. N 422,195.1947 E 957,993.8503

Back = S 61° 47' 29.683" E

Ahead = N 38° 14' 49.757" E

Chord Bear = N 78° 13' 40.037" E

Course from PT SC33 to PC SC34 N 38° 19' 39.347" E Dist 578.1115

Curve Data

Curve SC34

Description: COOK SOUTH

P.I. Station 22+90.053 N 422,582.9270 E 958,650.9176

Delta = 51° 40' 20.653" (RT)

Degree = 20° 50' 05.384"

Tangent = 133.1546

Length = 248.0097

Radius = 275.0000

External = 30.5408

Long Chord = 239.6899

Mid. Ord. = 27.4880

P.C. Station 21+56.898 N 422,478.4702 E 958,568.3408

P.T. Station 24+04.908 N 422,582.9270 E 958,784.0722

C.C. N 422,307.9270 E 958,784.0722

Back = N 38° 19' 39.347" E

Ahead = Due East

Chord Bear = N 64° 09' 49.673" E

Course from PT SC34 to D119 N 89° 57' 42.293" E Dist 120.8542

Point D119 N 422,583.0077 E 958,904.9263 Sta 25+25.762

=====

Ending chain COOK_STH description

| | | | | | | | | | | | | |
|--|----------------------------|------------|-----------|---|-----------------------------|---------------------|----------------------|--------------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMsandDRAWN.dgn | | CHECKED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 96 |
| Default | PLOT SCALE = 2.0000' / in. | DATE - | REVISED - | | SCALE: N/A | SHEET 4 OF 8 SHEETS | STA. N/A TO STA. N/A | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | | | | ILLINOIS FED. AID PROJECT | | | | | | | |

22

Chain LEFTCOOK contains:

D120 CUR SC35 D185

Beginning chain LEFTCOOK description

Description: SIDEROAD OFF OF COOK SOUTH

=====

Point D120 N 422,462.7116 E 958,555.8831 Sta 10+00.000

Course from D120 to PC SC35 N 51° 40' 20.653" W Dist 146.5292

Curve Data

Curve SC35

Description: LEFT COOK SOUTH

P.I. Station 11+87.290 N 422,578.8606 E 958,408.9586

Delta = 39° 01' 57.120" (LT)

Degree = 49° 49' 20.701"

Tangent = 40.7604

Length = 78.3433

Radius = 115.0000

External = 7.0099

Long Chord = 76.8371

Mid. Ord. = 6.6071

P.C. Station 11+46.529 N 422,553.5827 E 958,440.9342

P.T. Station 12+24.873 N 422,578.3591 E 958,368.2013

C.C. N 422,463.3678 E 958,369.6161

Back = N 51° 40' 20.653" W

Ahead = S 89° 17' 42.227" W

Chord Bear = N 71° 11' 19.213" W

Course from PT SC35 to D185 S 89° 17' 42.227" W Dist 134.6834

Point D185 N 422,576.7021 E 958,233.5280 Sta 13+59.556

=====

Ending chain LEFTCOOK description

23

Chain GANDERTOWN contains:

D113 CUR SC54 D189

Beginning chain GANDERTOWN description

=====

Point D113 N 422,582.9398 E 958,803.1734 Sta 10+00.000

Course from D113 to PC SC54 N 0° 13' 16.604" W Dist 1,077.1861

Curve Data

Curve SC54

P.I. Station 23+49.875 N 423,932.8046 E 958,797.9601

Delta = 89° 30' 59.128" (RT)

Degree = 20° 50' 05.384"

Tangent = 272.6887

Length = 429.6480

Radius = 275.0000

External = 112.2779

Long Chord = 387.2641

Mid. Ord. = 79.7268

P.C. Station 20+77.186 N 423,660.1179 E 958,799.0132

P.T. Station 25+06.834 N 423,936.1591 E 959,070.6282

C.C. N 423,661.1799 E 959,074.0112

Back = N 0° 13' 16.604" W

Ahead = N 89° 17' 42.524" E

Chord Bear = N 44° 32' 12.960" E

Course from PT SC54 to D189 N 89° 17' 42.524" E Dist 269.9700

Point D189 N 423,939.4802 E 959,340.5778 Sta 27+76.804

=====

Ending chain GANDERTOWN description

24

Chain SHILOH contains:

D128 CUR SC37 CUR SC38 D133

Beginning chain SHILOH description

=====

Point D128 N 425,139.0000 E 958,903.0349 Sta 10+00.000

Course from D128 to PC SC37 N 11° 17' 56.849" E Dist 94.7315

Curve Data

Curve SC37

P.I. Station 11+48.140 N 425,284.2687 E 958,932.0601

Delta = 49° 49' 20.616" (RT)

Degree = 49° 49' 20.701"

Tangent = 53.4085

Length = 100.0000

Radius = 115.0000

External = 11.7970

Long Chord = 96.8790

Mid. Ord. = 10.6994

P.C. Station 10+94.731 N 425,231.8954 E 958,921.5958

P.T. Station 11+94.731 N 425,310.0626 E 958,978.8271

C.C. N 425,209.3633 E 959,034.3668

Back = N 11° 17' 56.849" E

Ahead = N 61° 07' 17.465" E

Chord Bear = N 36° 12' 37.157" E

Course from PT SC37 to PC SC38 N 61° 07' 17.465" E Dist 125.2535

Curve Data

Curve SC38

P.I. Station 13+87.955 N 425,403.3807 E 959,148.0228

Delta = 61° 10' 12.343" (LT)

Degree = 49° 49' 20.701"

Tangent = 67.9703

Length = 122.7762

Radius = 115.0000

External = 18.5850

Long Chord = 117.0279

Mid. Ord. = 15.9994

P.C. Station 13+19.985 N 425,370.5542 E 959,088.5049

P.T. Station 14+42.761 N 425,471.3510 E 959,147.9652

C.C. N 425,471.2535 E 959,032.9652

Back = N 61° 07' 17.465" E

Ahead = N 0° 02' 54.878" W

Chord Bear = N 30° 32' 11.294" E

Course from PT SC38 to D133 N 0° 02' 54.878" W Dist 125.6633

Point D133 N 425,597.0142 E 959,147.8586 Sta 15+68.424

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Ending chain SHILOH description

| | | | | | | | | | | | | |
|---|----------------------------|------------|-----------|---|---|--|--|--------------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemory | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMsond | DRAWN | REVISED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 97 |
| Default | PLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - | | SCALE: N/A SHEET 5 OF 8 SHEETS STA. N/A TO STA. N/A | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

25

Chain BOURLAND contains:

D127 CUR SC36 D124

Beginning chain BOURLAND description

Point D127 N 425,163.9229 E 958,622.4124 Sta 2+68.400

Course from D127 to PC SC36 S 87° 16' 04.542" E Dist 137.9622

Curve Data

Curve SC36

Description: BOURLAND

P.I. Station 5+23.138 N 425,151.7807 E 958,876.8607

Delta = 14° 47' 08.633" (RT)

Degree = 6° 21' 58.312"

Tangent = 116.7756

Length = 232.2537

Radius = 900.0000

External = 7.5442

Long Chord = 231.6098

Mid. Ord. = 7.4815

P.C. Station 4+06.362 N 425,157.3469 E 958,760.2178

P.T. Station 6+38.616 N 425,116.6310 E 958,988.2207

C.C. N 424,258.3698 E 958,717.3188

Back = S 87° 16' 04.542" E

Ahead = S 72° 28' 55.909" E

Chord Bear = S 79° 52' 30.226" E

Course from PT SC36 to D124 S 72° 28' 55.909" E Dist 361.3837

Point D124 N 425,007.8537 E 959,332.8447 Sta 10+00.000

Ending chain BOURLAND description

26

Chain COOK_NTH contains:

D124 D134

Beginning chain COOK_NTH description

Point D124 N 425,007.8537 E 959,332.8447 Sta 10+00.000

Course from D124 to D134 S 76° 06' 21.856" E Dist 499.9996

Point D134 N 424,887.7912 E 959,818.2153 Sta 14+99.999

Ending chain COOK_NTH description

27

Chain CARTER_FARM contains:

D138 CUR SC39 D135

Beginning chain CARTER_FARM description

Point D138 N 430,592.1537 E 961,527.6064 Sta 5+87.800

Course from D138 to PC SC39 S 89° 13' 58.110" E Dist 143.3391

Curve Data

Curve SC39

Description: CARTER FARM

P.I. Station 7+86.443 N 430,589.4940 E 961,726.2316

Delta = 24° 28' 24.177" (RT)

Degree = 22° 28' 08.159"

Tangent = 55.3039

Length = 108.9210

Radius = 255.0000

External = 5.9282

Long Chord = 108.0948

Mid. Ord. = 5.7935

P.C. Station 7+31.139 N 430,590.2345 E 961,670.9326

P.T. Station 8+40.060 N 430,565.9113 E 961,776.2553

C.C. N 430,335.2573 E 961,667.5183

Back = S 89° 13' 58.110" E

Ahead = S 64° 45' 33.933" E

Chord Bear = S 76° 59' 46.021" E

Course from PT SC39 to D135 S 64° 45' 33.933" E Dist 159.9398

Point D135 N 430,497.7098 E 961,920.9249 Sta 10+00.000

Ending chain CARTER_FARM description

28

Chain BAIRD contains:

D139 D140

Beginning chain BAIRD description

Feature: 211

Description: SIDEROAD (CARTER FARM RD. STA. 7+00.00 LT)

Point D139 N 430,590.6516 E 961,639.7859 Sta 10+00.000

Course from D139 to D140 N 0° 46' 01.890" E Dist 88.7174

Point D140 N 430,679.3610 E 961,640.9738 Sta 10+88.717

Ending chain BAIRD description

29

Chain VANGAMPLER contains:

D135 CUR SC40 CUR SC41 D145

Beginning chain VANGAMPLER description

Feature: 211

Description: SIDEROAD

Point D135 N 430,497.7098 E 961,920.9249 Sta 10+00.000

Course from D135 to PC SC40 S 64° 45' 33.932" E Dist 168.0000

Curve Data

Curve SC40

Description: VANGAMPLER

P.I. Station 13+28.045 N 430,357.8249 E 962,217.6498

Delta = 60° 23' 49.984" (LT)

Degree = 20° 50' 05.384"

Tangent = 160.0449

Length = 289.8858

Radius = 275.0000

External = 43.1813

Long Chord = 276.6494

Mid. Ord. = 37.3211

P.C. Station 11+68.000 N 430,426.0712 E 962,072.8852

P.T. Station 14+57.886 N 430,449.9809 E 962,348.4995

C.C. N 430,674.8157 E 962,190.1507

Back = S 64° 45' 33.923" E

Ahead = N 54° 50' 36.093" E

Chord Bear = N 85° 02' 31.085" E

Course from PT SC40 to PC SC41 N 54° 50' 36.252" E Dist 137.9998

Curve Data

Curve SC41

Description: VANGAMPLER

P.I. Station 16+83.006 N 430,579.6082 E 962,532.5536

Delta = 35° 09' 23.748" (RT)

Degree = 20° 50' 05.384"

Tangent = 87.1205

Length = 168.7396

Radius = 275.0000

External = 13.4701

Long Chord = 166.1049

Mid. Ord. = 12.8411

P.C. Station 15+95.886 N 430,529.4430 E 962,461.3255

P.T. Station 17+64.625 N 430,579.6082 E 962,619.6741

C.C. N 430,304.6082 E 962,619.6741

Back = N 54° 50' 36.252" E

Ahead = Due East

Chord Bear = N 72° 25' 18.126" E

Course from PT SC41 to D145 S 89° 59' 59.997" E Dist 213.3448

Point D145 N 430,579.6082 E 962,833.0189 Sta 19+77.970

Ending chain VANGAMPLER description

| | | | | | | | | | | | | |
|---|----------------------------|------------|-----------|---|---|--|--|--------------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemyrj | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMsond | DRAWN by: bta.dgn | CHECKED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 98 |
| Default | PLOT SCALE = 2.0000' / in. | DATE - | REVISED - | | SCALE: N/A SHEET 6 OF 8 SHEETS STA. N/A TO STA. N/A | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | | | | ILLINOIS FED. AID PROJECT | | | | | | | |

Chain ABELL contains:

D150 CUR SC43 CUR SC44 D155

Beginning chain ABELL description

Description: SIDEROAD

Point D150 N 433,254.6037 E 962,791.5438 Sta 10+00.000

Course from D150 to PC SC43 N 1° 53' 34.699" E Dist 93.6137

Curve Data

Curve SC43

Description: ABELL

P.I. Station 11+53.220 N 433,407.7405 E 962,796.6051

Delta = 54° 47' 49.683" (RT)

Degree = 49° 49' 20.701"

Tangent = 59.6067

Length = 109.9849

Radius = 115.0000

External = 14.5298

Long Chord = 105.8408

Mid. Ord. = 12.8999

P.C. Station 10+93.614 N 433,348.1663 E 962,794.6361

P.T. Station 12+03.599 N 433,440.4745 E 962,846.4191

C.C. N 433,344.3675 E 962,909.5734

Back = N 1° 53' 34.699" E

Ahead = N 56° 41' 24.383" E

Chord Bear = N 29° 17' 29.541" E

Course from PT SC43 to PC SC44 N 56° 41' 24.383" E Dist 136.6033

Curve Data

Curve SC44

Description: ABELL

P.I. Station 14+04.337 N 433,550.7134 E 963,014.1787

Delta = 58° 17' 47.085" (LT)

Degree = 49° 49' 20.701"

Tangent = 64.1350

Length = 117.0084

Radius = 115.0000

External = 16.6750

Long Chord = 112.0262

Mid. Ord. = 14.5633

P.C. Station 13+40.202 N 433,515.4925 E 962,960.5803

P.T. Station 14+57.210 N 433,614.8231 E 963,012.3808

C.C. N 433,611.5995 E 962,897.4260

Back = N 56° 41' 24.383" E

Ahead = N 1° 36' 22.703" W

Chord Bear = N 27° 32' 30.840" E

Course from PT SC44 to D155 N 1° 36' 22.703" W Dist 106.6004

Point D155 N 433,721.3816 E 963,009.3927 Sta 15+63.811

Ending chain ABELL description

30

Chain UNTHANK contains:

D146 CUR SC42 D149

Beginning chain UNTHANK description

Point D146 N 433,254.6037 E 962,641.4052 Sta 4+47.200

Course from D146 to PC SC42 Due East Dist 262.2495

Curve Data

Curve SC42

Description: UNTHANK

P.I. Station 7+70.794 N 433,254.5553 E 962,964.9988

Delta = 25° 09' 00.531" (RT)

Degree = 20° 50' 05.384"

Tangent = 61.3442

Length = 120.7120

Radius = 275.0000

External = 6.7590

Long Chord = 119.7453

Mid. Ord. = 6.5968

P.C. Station 7+09.449 N 433,254.6037 E 962,903.6546

P.T. Station 8+30.162 N 433,228.4407 E 963,020.5068

C.C. N 433,228.4407 E 963,020.5068

Back = S 89° 57' 17.237" E

Ahead = S 64° 48' 16.706" E

Chord Bear = S 77° 22' 46.971" E

Course from PT SC42 to D149 S 64° 45' 33.943" E Dist 169.8385

Point D149 N 433,156.0182 E 963,174.1300 Sta 10+00.000

Ending chain UNTHANK description

31

Chain FLANDERS contains:

D149 CUR SC45 CUR SC46 D160

Beginning chain FLANDERS description

Description: SIDEROAD

Point D149 N 433,156.0182 E 963,174.1300 Sta 10+00.000

Course from D149 to PC SC45 S 64° 45' 33.943" E Dist 170.5129

Curve Data

Curve SC45

Description: FLANDERS

P.I. Station 13+20.505 N 433,019.3483 E 963,464.0353

Delta = 57° 13' 06.646" (LT)

Degree = 20° 50' 05.384"

Tangent = 149.9925

Length = 274.6291

Radius = 275.0000

External = 38.2455

Long Chord = 263.3585

Mid. Ord. = 33.5760

P.C. Station 11+70.513 N 433,083.3081 E 963,328.3632

P.T. Station 14+45.142 N 433,098.7832 E 963,591.2667

C.C. N 433,332.0525 E 963,445.6287

Back = S 64° 45' 33.943" E

Ahead = N 58° 01' 19.411" E

Chord Bear = N 86° 37' 52.734" E

Course from PT SC45 to PC SC46 N 58° 01' 19.411" E Dist 199.9623

Curve Data

Curve SC46

Description: FLANDERS

P.I. Station 17+25.236 N 433,247.1190 E 963,828.8571

Delta = 32° 29' 27.609" (RT)

Degree = 20° 50' 05.384"

Tangent = 80.1318

Length = 155.9456

Radius = 275.0000

External = 11.4369

Long Chord = 153.8645

Mid. Ord. = 10.9802

P.C. Station 16+45.104 N 433,204.6818 E 963,760.8852

P.T. Station 18+01.050 N 433,246.4015 E 963,908.9857

C.C. N 432,971.4125 E 963,906.5232

Back = N 58° 01' 19.411" E

Ahead = S 89° 29' 12.980" E

Chord Bear = N 74° 16' 03.216" E

Course from PT SC46 to D160 S 89° 29' 12.980" E Dist 176.2303

Point D160 N 433,244.8234 E 964,085.2089 Sta 19+77.280

Ending chain FLANDERS description

32

| | | | | | | | | | | | | |
|---|----------------------------|------------|-----------|---|---|--|--|--------------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemery | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMsondra.dgn | PLotted | CHECKED - | REVISED - | | | | | 332 | (29,30)R-1 | SALINE | 745 | 99 |
| Default | PLOT SCALE = 2.0000' / in. | DATE - | REVISED - | | SCALE: N/A SHEET 7 OF 8 SHEETS STA. N/A TO STA. N/A | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | | | | ILLINOIS FED. AID PROJECT | | | | | | | |

33

Chain GARNER contains:

D161 CUR SC47 D164

Beginning chain GARNER description

Point D161 N 437,146.5823 E 964,611.4466 Sta 5+50.000

Course from D161 to PC SC47 S 81° 28' 12.804" E Dist 219.3707

Curve Data

Curve SC47

Description: GARNER

P.I. Station 8+06.824 N 437,108.4893 E 964,865.4297

Delta = 16° 42' 40.266" (RT)

Degree = 22° 28' 08.159"

Tangent = 37.4532

Length = 74.3746

Radius = 255.0000

External = 2.7358

Long Chord = 74.1113

Mid. Ord. = 2.7068

P.C. Station 7+69.371 N 437,114.0444 E 964,828.3908

P.T. Station 8+43.745 N 437,092.5182 E 964,899.3070

C.C. N 436,861.8650 E 964,790.5684

Back = S 81° 28' 12.804" E

Ahead = S 64° 45' 32.537" E

Chord Bear = S 73° 06' 52.671" E

Course from PT SC47 to D164 S 64° 45' 32.537" E Dist 156.2547

Point D164 N 437,025.8872 E 965,040.6429 Sta 10+00.000

Ending chain GARNER description

34

Chain TEXASCITY contains:

D190 D186 D166

Beginning chain TEXASCITY description

Point D190 N 441,234.3406 E 966,771.0960 Sta 6+39.535

Course from D190 to D186 S 61° 43' 55.206" E Dist 146.4440

Point D186 N 441,164.9853 E 966,900.0754 Sta 7+85.979

Course from D186 to D166 S 60° 43' 55.206" E Dist 214.0212

Point D166 N 441,060.3513 E 967,086.7752 Sta 10+00.000

Ending chain TEXASCITY description

35

Chain COTTONWOOD contains:

D166 CUR SC48 CUR SC49 D171

Beginning chain COTTONWOOD description

Feature: 211

Description: SIDEROAD

Point D166 N 441,060.3513 E 967,086.7752 Sta 10+00.000

Course from D166 to PC SC48 S 59° 50' 40.360" E Dist 171.5332

Curve Data

Curve SC48

Description: COTTONWOOD

P.I. Station 13+80.604 N 440,869.1559 E 967,415.8702

Delta = 74° 29' 17.899" (LT)

Degree = 20° 50' 05.384"

Tangent = 209.0706

Length = 357.5182

Radius = 275.0000

External = 70.4497

Long Chord = 332.8670

Mid. Ord. = 56.0825

P.C. Station 11+71.533 N 440,974.1820 E 967,235.0940

P.T. Station 15+29.051 N 441,015.2597 E 967,565.4167

C.C. N 441,211.9651 E 967,373.2397

Back = S 59° 50' 40.360" E

Ahead = N 45° 40' 01.740" E

Chord Bear = N 82° 54' 40.690" E

Course from PT SC48 to PC SC49 N 45° 40' 01.740" E Dist 139.0810

Curve Data

Curve SC49

Feature: 211

Description: COTTONWOOD

P.I. Station 17+81.627 N 441,191.7656 E 967,746.0817

Delta = 44° 51' 08.857" (RT)

Degree = 20° 50' 05.384"

Tangent = 113.4941

Length = 215.2764

Radius = 275.0000

External = 22.4994

Long Chord = 209.8215

Mid. Ord. = 20.7978

P.C. Station 16+68.132 N 441,112.4530 E 967,664.9003

P.T. Station 18+83.409 N 441,190.7364 E 967,859.5712

C.C. N 440,915.7477 E 967,857.0773

Back = N 45° 40' 01.740" E

Ahead = S 89° 28' 49.403" E

Chord Bear = N 68° 05' 36.169" E

Course from PT SC49 to D171 S 89° 28' 49.403" E Dist 156.0270

Point D171 N 441,189.3214 E 968,015.5918 Sta 20+39.436

Ending chain COTTONWOOD description

36

Chain BIKEPATH contains:

BP01 BP1 CUR BPCUR1 CUR BPCUR2 BP4

Beginning chain BIKEPATH description

Point BP01 N 419,778.6349 E 956,363.0862 Sta 397+00.000

Course from BP01 to BP1 N 29° 42' 51.793" E Dist 475.0000

Point BP1 N 420,191.1757 E 956,598.5326 Sta 401+75.000

Course from BP1 to PC BPCUR1 N 29° 42' 51.793" E Dist 990.4893

Curve Data

Curve BPCUR1

P.I. Station 412+88.488 N 421,158.2477 E 957,150.4626

Delta = 14° 01' 26.919" (LT)

Degree = 5° 43' 46.481"

Tangent = 122.9984

Length = 244.7675

Radius = 1,000.0000

External = 7.5359

Long Chord = 244.1569

Mid. Ord. = 7.4795

P.C. Station 411+65.489 N 421,051.4227 E 957,089.4952

P.T. Station 414+10.257 N 421,276.6630 E 957,183.7259

C.C. N 421,547.0995 E 956,220.9881

Back = N 29° 42' 51.793" E

Ahead = N 15° 41' 24.874" E

Chord Bear = N 22° 42' 08.334" E

Course from PT BPCUR1 to PC BPCUR2 N 15° 41' 24.874" E Dist 100.0000

Curve Data

Curve BPCUR2

P.I. Station 416+35.056 N 421,493.0854 E 957,244.5197

Delta = 14° 13' 38.459" (RT)

Degree = 5° 43' 46.481"

Tangent = 124.7990

Length = 248.3141

Radius = 1,000.0000

External = 7.7573

Long Chord = 247.6766

Mid. Ord. = 7.6976

P.C. Station 415+10.257 N 421,372.9367 E 957,210.7695

P.T. Station 417+58.571 N 421,601.2541 E 957,306.7637

C.C. N 421,102.5002 E 958,173.5074

Back = N 15° 41' 24.874" E

Ahead = N 29° 55' 03.333" E

Chord Bear = N 22° 48' 14.104" E

Course from PT BPCUR2 to BP4 N 29° 55' 03.333" E Dist 582.6037

Point BP4 N 422,106.2222 E 957,597.3396 Sta 423+41.175

Ending chain BIKEPATH description

| | | | | | | | | | | | | |
|---|----------------------------|------------|-----------|---|---|--|--|--------------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bemyrj | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT CURVE DATA | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-ATB_BMsond | DRWN | REVISION | REVISION | | | | | 332 | (29,30)R-1 | SALINE | 745 | 100 |
| Default | PLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - | | SCALE: N/A SHEET 8 OF 8 SHEETS STA. N/A TO STA. N/A | | | CONTRACT NO. 78077 | | | | |
| | PLOT DATE = 4/30/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |