

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
 FEDERAL HIGHWAY PROJECT**

FAP ROUTES 322 & 327 (U.S. ROUTES 51 & 50)
 PROJECT # NHI-0005(473)

SECTIONS 18Z & 18Y, RS & 28Z
 MARION COUNTY
 C-97-072-02

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------|-------------------|----------|--------------------|-----------|
| 322 & 327 | 18Z & 18Y, RS 28Z | MARION | 222 | 1 |
| IDOT DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | |
| | | | CONTRACT NO. 94700 | |
| | | | + 16 238 | |

D-97-032-02

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATION EQUATIONS:
 STA. 2330 + 05.20 BK =
 STA. 1330 + 04.20 AH

 STA. 1299 + 65.70 BK =
 STA. 2299 + 65.70 AH

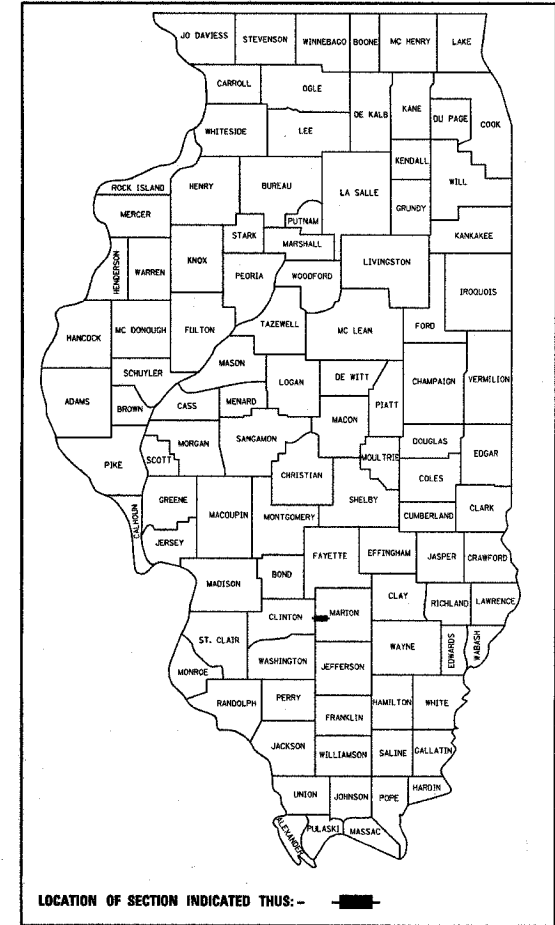
RAILROAD OMISSION:
 RT. 51 - 1330 + 19.55 TO 1330 + 27.87

PROPOSED IMPROVEMENTS
 US ROUTE 50
 END STATION 538 + 50.00

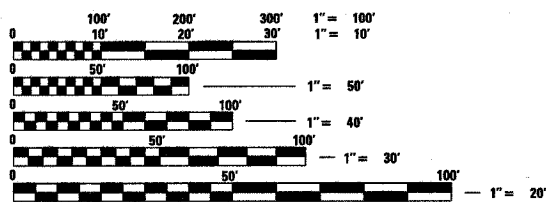
PROPOSED IMPROVEMENTS
 US ROUTE 51
 EXISTING STATION 1299 + 65.70
 NEW STATION 2299 + 65.70

PROPOSED IMPROVEMENTS
 US ROUTE 50
 BEGIN STATION 458 + 89.94

PROPOSED IMPROVEMENTS
 US ROUTE 51
 END STATION 1352 + 96.36



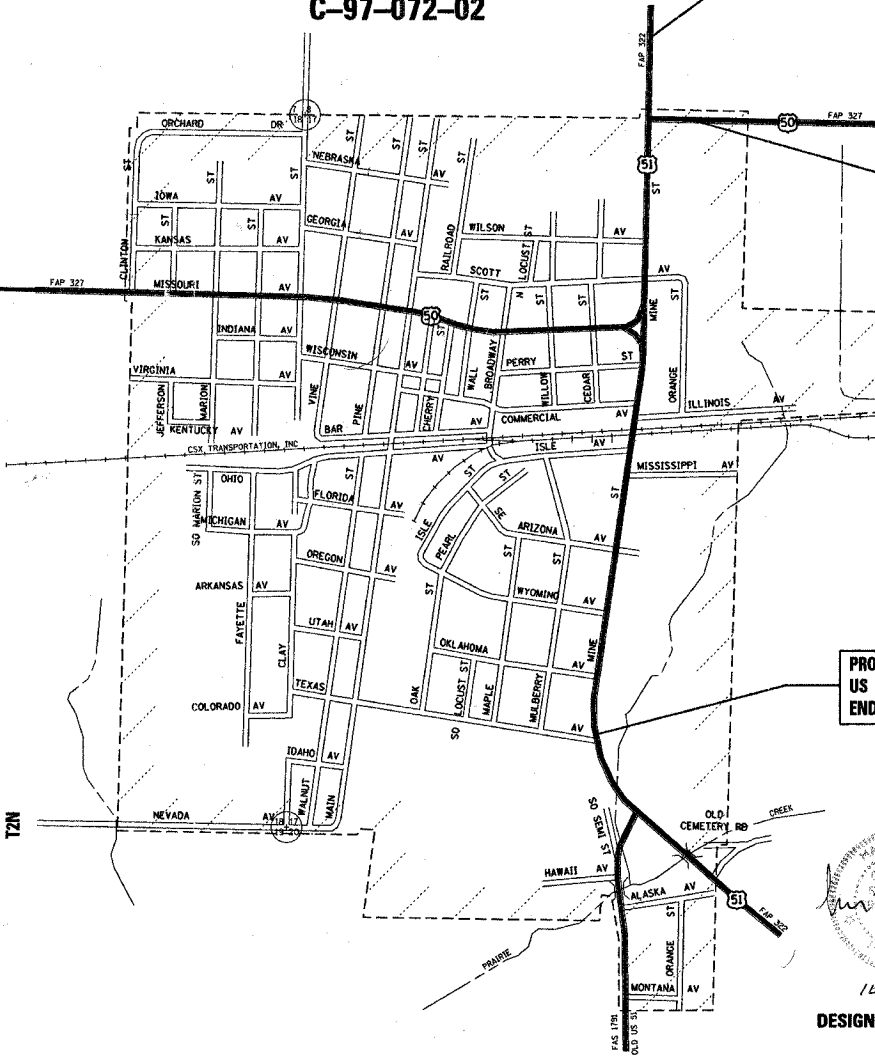
ENGLISH RATIOS



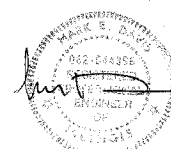
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 94700
 TOWNSHIP: SANDOVAL
 ADT = 6,400 (01)



GROSS LENGTH = 13291.72 FEET = 2.52 MILES
 NET LENGTH = 13291.72 FEET = 2.52 MILES



10-21-05
 DESIGN DESIGNATION - 937 (05) ARTERIAL 3.81 (FD-20)

SEAL

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED Oct. 26, 2005
Mike H. Reed DISTRICT ENGINEER

ENGINEER OF PROJECT DEVELOPMENT AND IMPLEMENTATION
February 3, 2006
Mike H. Reed

ENGINEER OF DESIGN AND ENVIRONMENT
February 3, 2006
Milton R. Sees, P.E.
 DIRECTOR, DIVISION OF HIGHWAYS

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 THE STATE OF ILLINOIS

PROJECT ENGINEER : BILL STANLEY
 SQUAD LEADER :
 TELEPHONE : 217-342-8320

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS. THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 1997; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2004 AND THE "SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL.

THIS PROJECT IS LOCATED ON US ROUTES 50 AND 51 IN MARION COUNTY. THIS PROJECT BEGINS AT THE NORTH EDGE OF THE TOWN OF SANDOVAL ON US ROUTE 51 APPROXIMATELY 800 FEET NORTH OF INTERSECTION OF US ROUTES 50 AND 51 AND EXTENDS SOUTH 1.0 MILES TO THE SOUTH EDGE OF SANDOVAL. THE US ROUTE 50 PORTION OF THE PROJECT BEGINS NORTH EAST OF SANDOVAL APPROXIMATELY 450 FEET EAST OF THE NORTH INTERSECTION OF US ROUTES 50 AND 51 AND EXTENDS WEST 1.5 MILES TO THE MARION COUNTY CLINTON COUNTY LINE.

THE WORK IN SECTIONS 18Z & 18Y, RS 28Z CONSISTS OF PAVEMENT PATCHING, PAVEMENT REMOVAL, EARTH EXCAVATION, PAVEMENT WIDENING, MILLING BITUMINOUS RESURFACING, CONCRETE CURB AND GUTTER, PCC AND BITUMINOUS ENTRANCES, STORM SEWER, PAVEMENT MARKINGS AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION

STRINGLINES SHALL BE USED FOR GRADE CONTROL FOR BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) AND DURING PLACEMENT OF LEVEL BINDER (MACHINE METHOD). PRIOR TO MILLING, CONSTRUCTION BITUMINOUS WIDENING AND COMBINATION CONCRETE CURB AND GUTTER. THE CONTRACTOR WILL BE REQUIRED TO LAY LEVELING BINDER TO AN ELEVATION 1.5 INCHES BELOW PROPOSED PAVEMENT GRADE TO FILL IN THE LOW SPOTS IN THE EXISTING PAVEMENT. THE STRINGLINES SHALL BE PROVIDED, ERECTED, MAINTAINED, REMOVED, AND DISPOSED OF BY THE CONTRACTOR. THE COST OF PROVIDING, ERECTING, MAINTAINING, REMOVING, DISPOSING OF, AND EMPLOYING THE STRINGLINE AS GRADE CONTROL WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) AND LEVEL BINDER (MACHINE METHOD) SUPERPAVE N90.

THE EXCAVATION OF MATERIAL FOR BITUMINOUS MIXTURE COMPLETE AND AGGREGATE BASE COURSE TYPE B, IS TO BE PAID FOR AS EARTH EXCAVATION. THE EXCAVATION FOR PCC BASE COURSE WIDENING WILL BE PAID FOR AS EARTH EXCAVATION. EXCAVATION FOR ENTRANCE WORK AS SHOWN ON THE ENTRANCE SCHEDULE SHALL BE PAID FOR AS EARTH EXCAVATION. ALL CONTAMINATED MATERIAL ENCOUNTERED DURING EXCAVATION OPERATIONS SHALL BE HANDLED AND DISPOSED OF AS OUTLINED IN THE SPECIAL PROVISIONS.

EXCAVATION FOR STONE DUMPED RIPRAP PLACEMENT WILL BE INCLUDED IN THE COST OF STONE DUMPED RIPRAP.

SOME OF THE PLAN DIMENSIONS, DETAILS, AND ELEVATIONS RELATIVE TO THE EXISTING STORM SEWER AND SANITARY SEWER HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS, DETAILS, AND ELEVATIONS IN THE FIELD AND MAKE THE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE THE CAUSE FOR THE ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

IF EXISTING CONCRETE PATCHES ARE ENCOUNTERED THEY SHALL BE MILLED WITH THE ADJACENT BITUMINOUS SURFACE REMOVAL. NO ADDITIONAL PAYMENT WILL BE ALLOWED.

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. THE QUANTITY OF PATCHING SHOWN ON THE PLANS IS AN ESTIMATE ONLY AND THE FINAL LOCATIONS AND QUANTITY SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVAL OF THE EXISTING WIDENING WITH BITUMINOUS OVERLAYS WILL BE PAID FOR AS PAVEMENT REMOVAL.

THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO MAINTAIN DRAINAGE DURING THE CONSTRUCTION OF THE STORM SEWER

SHORT-TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED PAVEMENT, BITUMINOUS MATERIALS (PRIME COAT), LEVEL BINDER, AND SURFACE COURSE AS SPECIFIED IN SECTION 703 IN THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE, BUT PAINT MARKINGS WILL BE ALLOWED FOR ALL OTHER APPLICATIONS.

THE STORM SEWER SHALL BE CONSTRUCTED UTILIZING STAGE CONSTRUCTION AT STREET CROSSINGS, WHERE THE STREETS ARE TO REMAIN OPEN TO TRAFFIC. DURING THIS OPERATION, ONE-WAY TRAFFIC SHALL BE PERMITTED AT ALL TIMES. THE STORM SEWER SHALL BE CONSTRUCTED ONE-HALF WIDTH AT A TIME IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF ARTICLE 701.05 OF THE STANDARD SPECIFICATIONS. THE NECESSARY PAVEMENT REMOVAL AND REPLACEMENT WILL BE PAID FOR AT THE UNIT CONTRACT PRICE PER SQUARE YARD FOR PAVEMENT PATCHING OF THE TYPE AND THE THICKNESS SHOWN IN THE PLANS. ANY DELAYS OR INCONVENIENCES CAUSED BY THE CONTRACTOR DUE TO COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 781 OF THE STANDARD SPECIFICATIONS.

STORM SEWER INSTALLATION OF THE DIAMETER SPECIFIED SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONTRACT UNIT PRICE SHALL INCLUDE FURNISHING ALL NEW PIPE REQUIRED. AN ESTIMATED QUANTITY OF THE STORM SEWER INSTALLATIONS, CLASS B, HAS BEEN ALLOWED FOR THE CONNECTION OF EXISTING ROOF DRAINS TO THE PROPOSED STORM SEWER AT LOCATIONS AS DESIGNATED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWER INSTALLATIONS, CLASS B, WHICH PRICE SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK.

AT THE LOCATIONS INDICATED ON THE PLANS PIPE TEES WILL BE REQUIRED, THE MATERIAL USED IN FABRICATING THE PIPE TEES SHALL BE THE SAME AS THE MATERIAL USED IN FABRICATING THE STORM SEWER OR PIPE CULVERT TO WHICH IT IS CONNECTED. THE TEES SHALL BE FACTORY FABRICATED. THE PIPE TEES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR THE VARIOUS SIZES AND TYPE OF THE STORM SEWER SPECIFIED.

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING BITUMINOUS CONCRETE SURFACES, CONCRETE PAVEMENT, CONCRETE DRIVEWAY PAVEMENT OR CONCRETE SIDEWALK. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING SURFACE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS CONCRETE SURFACE AT THE LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER SO AS TO MEET THE EXISTING PAVEMENT WITH A SAWED BUTT JOINT. THE REMOVAL SHALL BE DONE IN A MANNER THAT WILL NOT DAMAGE THE UNDERLYING OR THE ADJACENT MATERIAL. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR BITUMINOUS CONCRETE SURFACE REMOVAL (BUTT JOINT).

BEFORE ORDERING CULVERTS, MANHOLES, INLETS, STORM SEWERS, AND OTHER DRAINAGE STRUCTURES, THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER FOR EXACT LENGTHS, DIMENSIONS, INVERTS, AND ALIGNMENTS AND SUBMIT REQUIRED SHOP DRAWINGS. CARE SHOULD BE EXERCISED IN CONSTRUCTION OF MANHOLE STRUCTURES TO BE LOCATED UNDER SIDEWALKS, AS SIDEWALK SURFACE ELEVATIONS WILL BE SET IN THE FIELD. SOME MANHOLE STRUCTURES REQUIRE SEVERAL PIPE OPENINGS. SOME OF THE PIPES TO BE INSERTED ARE NOT IN LINE WITH THE CENTER OF THE MANHOLE. INVERTS ARE TO THE INSIDE DIAMETER OF THE PIPES. SLOPES ARE CALCULATED USING PIPE LENGTHS AND INVERTS FROM CENTER TO CENTER OF DRAINAGE STRUCTURE. PIPE LENGTHS DO NOT INCLUDE A LENGTH THROUGH SAID STRUCTURES. FRAMES, GRATES, AND LIDS SHALL BE POSITIONED SO THEY ARE CENTERED AND IN LINE WITH CURBING REQUIRING FIELD ADJUSTMENT. SOME MANHOLES REQUIRING ADJUSTMENT OR RECONSTRUCTION WILL REQUIRE THE LIDS AND OR CORBELS TO BE LIFTED AND RESET TO AVOID PROPOSED FEATURES. ADJUSTMENT AND SOME RECONSTRUCTION WILL REQUIRE CONCRETE ADJUSTING RINGS. ADJUSTMENTS SHALL BE MADE PRIOR TO FINAL SURFACING. "SPECIAL FRAME AND GRATE" REFERS TO NEENAH R-3508B, TO BE USED IN DEPRESSED CURBING.

PROPOSED OFFSETS ARE CALLED OUT TO THE CENTER OF THE 2' OPENING FOR MOST INLETS. PROPOSED OFFSETS ARE CALLED OUT TO THE CENTER OF THE 2' OPENING FOR INLETS, TYPE B HAVING AN INNER DIAMETER LARGER THAN 2' WITH A FLAT SLAB OR CORBEL. PROPOSED OFFSETS FOR MANHOLES ARE TO THE CENTER OF THE 4', 5', OR 6' DIAMETER AND NOT THE 2' OPENING FOR THE GRATE OR LID. "RESTRICTED DEPTH MANHOLES" REFERS TO THOSE FOR WHICH A FLAT SLAB TOP MAY BE USED AT THE OPTION OF THE CONTRACTOR.

MATERIAL FOR SUBGRADE 12" TYPE B GRANULAR MATERIAL SHALL BE CRUSHED

BITUMINOUS MATERIALS (PRIME COAT), THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-IHP.

THE MATERIALS USED FOR AGGREGATE SHOULDERS, TYPE B, AGGREGATE SURFACE COURSE, TYPE B, AGGREGATE BASE COURSE, TYPE B AND SUBBASE GRANULAR, MATERIAL TYPE B AND C SHALL BE CRUSHED STONE WITH A MIN. IBS > 80.

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THE ROW PLANS ARE PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. : 222

THE FOLLOWING STANDARDS ARE PART OF THESE PLANS AND ARE INCLUDED AFTER ROW PLANS.

STD. NO. DESCRIPTION

| | |
|-----------|--|
| 000001-04 | STANDARD SYMBOLS, ABBREVIATION, AND PATTERNS |
| 280001-02 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420501-02 | PCC PAVEMENT AND PCC BASE COURSE ADJACENT TO RAILROAD GRADE CROSSING |
| 424001-04 | CURB RAMPS ACCESSIBLE TO DISABLED |
| 442201-01 | CLASS C AND D PATCHES |
| 482001 | BITUMINOUS SHOULDER ADJACENT TO FLEXIBLE PAVEMENT |
| 482011-01 | BIT. SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 542301 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 542306 | PRECAST REINFORCED ELLIPTICAL FLARED END SECTION |
| 542311 | GRATING FOR CONCRETE FLARED END SECTION (FOR 24" THRU 54" PIPE) |
| 542401 | METAL END SECTION FOR PIPE CULVERTS |
| 542606 | REINFORCED CONCRETE PIPE TEE |
| 602301 | INLET - TYPE A |
| 602306 | INLET - TYPE B |
| 602401 | MANHOLE TYPE A |
| 602601 | PRECAST REINFORCED CONCRETE FLAT SLAB TOP |
| 604001-02 | FRAME AND LIDS TYPE 1 |
| 604006-02 | FRAME AND GRATE TYPE 3 |
| 604036-01 | GRATE TYPE 8 |
| 606001-02 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 606301-02 | PC CONCRETE ISLANDS AND MEDIANS |
| 701201-02 | LANE CLOSURE 2L, 2W DAY ONLY ON-RD TO 24" OFF ROAD FOR SPEDS ≥ 45MPH |
| 701301-02 | LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS FOR SPEEDS ≥ 45 MPH |
| 701326-02 | LANE CLOSURE 2L, 2W PAVEMENT WIDENING FOR SPEEDS ≥ 45 MPH |
| 701336-04 | LANE CLOSURE 2L, 2W WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH |
| 702001-05 | TRAFFIC CONTROL DEVICES |
| 780001-01 | TYPICAL PAVEMENT MARKINGS |
| 781001-02 | TYPICAL APPLICATION OF RAISED REFLECTIVE PAVEMENT MARKERS |

THE CONTRACTOR WILL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

THE TREES LISTED IN THE SUMMARY OF QUANTITIES SHALL BE APPROVED AND HAND PLANTED AT LOCATIONS DIRECTED BY THE ROADSIDE MAINTENANCE TECHNICIAN, TOM WILSON (D7), (217) 342-8270 OR RON CHLOPEK (D8), 1-618-346-3286. THE CONTRACTOR SHALL BE REQUIRED TO GIVE TWO WEEKS NOTICE TO SCHEDULE A TIME FOR THE LOCATIONS TO BE STAKED AND ON THE SAME DAY THE TREES SHALL BE DELIVERED TO THE JOBSITE FOR ACCEPTANCE OF THE PLANTING MATERIAL BY THE ROADSIDE MAINTENANCE TECHNICIAN.

THE EXISTING TRAFFIC CONTROL SIGNS WHICH INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND RESET AS DIRECTED BY THE ENGINEER. UPON COMPLETION OF THE CONTRACT, THE EXISTING SIGNS SHALL BECOME THE PROPERTY OF THE DEPARTMENT OF TRANSPORTATION. THE DEPARTMENT OF TRANSPORTATION WILL INSTALL NEW TRAFFIC SIGNS THROUGHOUT THE PROJECT. CONTACT PERSON IS JEFF ABEL (D8), 1-618-346-3283. THE EXISTING SIGNS WILL THEN BE REMOVED AND DELIVERED TO THE WEST MAINTENANCE YARD LOCATED ON ROUTE 40 WEST OF EFFINGHAM. THIS WORK SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS TRAFFIC CONTROL ITEMS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

| | |
|---------------------------------|-----------------|
| BITUMINOUS CONCRETE | 112 LBS/S.Y./IN |
| BITUMINOUS MATERIALS PRIME COAT | 0.1 GAL/S.Y. |
| AGGREGATE PRIME COAT | 4 LBS/S.Y. |
| AGGREGATE MATERIAL | 2.05 TONS.C.Y. |

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

| MIXTURE USE: | SURFACE COURSE | LEVEL BINDER (mm) | BITUMINOUS SHOULDERS | BINDER COURSE & TEMP. PAVEMENT |
|----------------------|---------------------|---------------------|----------------------|--------------------------------|
| AC/PG: | PG 64-22 | PG 64-22 | PG 58-22 | PG 64-22 |
| RAP %: | 15% | 15% | 30% | 25% |
| DESIGN AIR VOIDS: | 4.0% @ NDESIGN = 90 | 4.0% @ NDESIGN = 90 | 2.0% @ NDESIGN = 30 | 4.0% @ NDESIGN = 70 |
| MIXTURE COMPOSITION: | IL-9.5 | IL-9.5 | N/A | IL-19.0 |
| FRICTION AGGREGATE: | MIXTURE D | N/A | N/A | N/A |

| MIXTURE USE: | BASE COURSE WIDENING | BASE COURSE |
|----------------------|----------------------|---------------------|
| AC/PG: | PG 64-22 | PG 64-22 |
| RAP %: | 25% | 30% |
| DESIGN AIR VOIDS: | 4.0% @ NDESIGN = 70 | 4.0% @ NDESIGN = 70 |
| MIXTURE COMPOSITION: | IL-19.0 | N/A |
| FRICTION AGGREGATE: | N/A | N/A |

| | |
|---------------------------|-----------------------------|
| INCIDENTAL SURFACE COURSE | BITUMINOUS MIXTURE COMPLETE |
| PG 64-22 | PG 64-22 |
| 15% | 15% |
| 4.0% @ NDESIGN = 50 | 4.0% @ NDESIGN = 50 |
| IL-9.5 | IL-19.5 |
| MIXTURE C | MIXTURE C |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**INDEX OF SHEETS
HIGHWAY STANDARDS, AND
GENERAL NOTES**

SCALE: VERT.
HORIZ.
DATE 2/23/04

DRAWN BY MEC
CHECKED BY MJM

REVISED 1/18/06

| | | | | |
|-----------------------|-------------------------|---------------------------|--------------|-----------|
| F.A.P. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 327 | 187 & 187, RS & 282' | MARION | 222 | 3 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

SUMMARY OF QUANTITIES

#USER#
#DATE#
#DGN-SPEC#

| SUMMARY OF QUANTITIES | | | 80% FED. 20% STATE TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | |
|-----------------------|---|--------|--|------------------------|------|--|
| CODE NO | ITEM | UNIT | | 1000-2A | Y003 | |
| X0325226 | REINFORCED CONCRETE ELLIPTICAL PIPE TEE, SPAN 34, RISE 22 WITH 15" RISER | EACH | 2 | 2 | | |
| X0325227 | REINFORCED CONCRETE ELLIPTICAL PIPE TEE, SPAN 45, RISE 29 WITH 15" RISER | EACH | 10 | 10 | | |
| X0325329 | REINFORCED CONCRETE ELLIPTICAL PIPE TEE, SPAN 53, RISE 34 WITH 15" RISER | EACH | 3 | 3 | | |
| X0325330 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 53, RISE 34 | FOOT | 274 | 274 | | |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 75 | 75 | | |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 540 | 540 | | |
| 20200100 | EARTH EXCAVATION | CU YD | 10,924 | 10,924 | | |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 1152 | 1152 | | |
| 20800150 | TRENCH BACKFILL | CU YD | 992 | 992 | | |
| *21101505 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 7643 | 7643 | | |
| *21101625 | TOPSOIL FURNISH AND PLACE, 6" | SO YD | 2610 | 2610 | | |
| *25000100 | SEEDING, CLASS 1 | ACRE | 5.6 | 5.6 | | |
| *25000200 | SEEDING, CLASS 2 | ACRE | 5.9 | 5.9 | | |
| *25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 1035 | 1035 | | |
| *25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 1035 | 1035 | | |
| *25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 1035 | 1035 | | |
| *25000700 | AGRICULTURAL GROUND LIMESTONE | TON | 23 | 23 | | |
| *25100105 | MULCH, METHOD 1 | ACRE | 12 | 12 | | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 1150 | 1150 | | |
| 28000300 | TEMPORARY DITCH CHECKS | EACH | 34 | 34 | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 3500 | 3500 | | |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 226 | 226 | | |
| 28100207 | STONE RIPRAP, CLASS A4 | TON | 149 | 149 | | |
| 28100705 | STONE DUMPED RIPRAP, CLASS A3 | SO YD | 80 | 80 | | |
| 28200200 | FILTER FABRIC | SO YD | 276 | 276 | | |
| 28300510 | EROSION CONTROL FIBER BLANKET | SO YD | 680 | 680 | | |
| 31101810 | SUB-BASE GRANULAR MATERIAL, TYPE B 12" | SO YD | 13958 | 13958 | | |
| 31101900 | SUB-BASE GRANULAR MATERIAL, TYPE C | TON | 34 | 34 | | |
| 35101800 | AGGREGATE BASE COURSE, TYPE B 6" | SO YD | 717 | 717 | | |
| 35102000 | AGGREGATE BASE COURSE, TYPE B 8" | SO YD | 1022 | 1022 | | |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B | TON | 140 | 140 | | |
| 40500300 | BITUMINOUS MIXTURE COMPLETE | TON | 205 | 205 | | |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 4886 | 4886 | | |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 35 | 35 | | |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 | 1 | | |
| 40600980 | BITUMINOUS SURFACE REMOVAL - BUTT JOINT | SO YD | 640 | 640 | | |
| 40600990 | TEMPORARY RAMP | SO YD | 77 | 77 | | |

| SUMMARY OF QUANTITIES | | | 80% FED. 20% STATE TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | |
|-----------------------|--|--------|--|------------------------|------|--|
| CODE NO | ITEM | UNIT | | 1000-2A | Y003 | |
| 42000300 | PORTLAND CEMENT CONCRETE PAVEMENT 8" | SQ YD | 5050 | 5050 | | |
| 42001200 | PAVEMENT FABRIC | SO YD | 5050 | 5050 | | |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SO YD | 1167 | 1167 | | |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SO YD | 3925 | 3925 | | |
| 42400100 | PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH | SO FT | 6356 | 6356 | | |
| 42400800 | DETECTABLE WARNINGS | SQ.FT. | 400 | 400 | | |
| 44000030 | BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) | SO YD | 33579 | 33579 | | |
| 44000100 | PAVEMENT REMOVAL | SO YD | 7047 | 7047 | | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SO YD | 4313 | 4313 | | |
| 44000300 | CURB REMOVAL | FOOT | 141 | 141 | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 412 | 412 | | |
| 44000600 | SIDEWALK REMOVAL | SO FT | 5905 | 5905 | | |
| 44002805 | ISLAND REMOVAL | SO FT | 463 | 463 | | |
| 44004250 | PAVED SHOULDER REMOVAL | SO YD | 9372 | 9372 | | |
| 44200176 | PAVEMENT PATCHING, TYPE I, 15 INCH | SO YD | 156 | 156 | | |
| 44200180 | PAVEMENT PATCHING, TYPE II, 15 INCH | SO YD | 671 | 671 | | |
| 44200184 | PAVEMENT PATCHING, TYPE III, 15 INCH | SO YD | 54 | 54 | | |
| 44200186 | PAVEMENT PATCHING, TYPE IV, 15 INCH | SO YD | 28 | 28 | | |
| 48101600 | AGGREGATE SHOULDERS, TYPE B 8" | SO YD | 3886 | 3886 | | |
| 48202410 | BITUMINOUS SHOULDERS SUPERPAVE 6 1/2" | SO YD | 2426 | 2426 | | |
| 50104400 | CONCRETE HEADWALL REMOVAL | EACH | 17 | 17 | | |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 248 | 248 | | |
| 50800105 | REINFORCEMENT BARS | POUND | 70 | 70 | | |
| 54001002 | BOX CULVERT END SECTION, CULVERT NO.2 | EACH | 2 | 2 | | |
| 54002070 | EXPANSION BOLTS 3/4 INCH X 15 INCH | EACH | 20 | 20 | | |
| 54010603 | PRECAST CONCRETE BOX CULVERT 6' X 3' | FOOT | 5 | 5 | | |
| 54020403 | PRECAST CONCRETE BOX CULVERT 4' X 3' (M273) | FOOT | 9 | 9 | | |
| 54200439 | PIPE CULVERTS, TYPE 1 RCCP 24" | FOOT | 79 | 79 | | |
| 54200463 | PIPE CULVERTS, TYPE 1 RCCP 48" | FOOT | 152 | 152 | | |
| 54200643 | PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18" | FOOT | 389 | 389 | | |
| 54200649 | PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 24" | FOOT | 128 | 128 | | |
| 54200661 | PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 36" | FOOT | 101 | 101 | | |

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT. HORIZ.
DATE

DRAWN BY
CHECKED BY

*SPECIALTY ITEMS

Rev.

REVISED 12/20/05

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|-----------------------|------------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 327 | 182 & 18Y, R5 & 282 | MARION | 222 | 3A |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

SUMMARY OF QUANTITIES

\$USER\$
 \$DATE\$
 DCN-SPEC

| SUMMARY OF QUANTITIES | | | 801.FED. 201.STATE TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | |
|-----------------------|---|------|--|------------------------|------|
| CODE NO | ITEM | UNIT | | 1000-2A | Y003 |
| 54215553 | METAL FEND SECTIONS 18" | EACH | 18 | 18 | |
| 54215559 | METAL FEND SECTIONS 24" | EACH | 6 | 6 | |
| 54215571 | METAL FEND SECTIONS 36" | EACH | 4 | 4 | |
| 54215583 | METAL FEND SECTIONS 48" | EACH | 2 | 2 | |
| 54213660 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15" | EACH | 20 | 20 | |
| 54213663 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | EACH | 4 | 4 | |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 6 | 6 | |
| 54213675 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30" | EACH | 2 | 2 | |
| 54213681 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36" | EACH | 3 | 3 | |
| 54213687 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42" | EACH | 1 | 1 | |
| 54213693 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48" | EACH | 4 | 4 | |
| 54214731 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS - ELLIPTICAL, EQUIVALENT ROUND-SIZE 36" | EACH | 3 | 3 | |
| 54216555 | REINFORCED CONCRETE PIPE TEE, 15" PIPE WITH 15" RISER | EACH | 23 | 23 | |
| 54216560 | REINFORCED CONCRETE PIPE TEE, 18" PIPE WITH 15" RISER | EACH | 6 | 6 | |
| 54216570 | REINFORCED CONCRETE PIPE TEE, 24" PIPE WITH 15" RISER | EACH | 7 | 7 | |
| 54216580 | REINFORCED CONCRETE PIPE TEE, 30" PIPE WITH 15" RISER | EACH | 14 | 14 | |
| 54216597 | REINFORCED CONCRETE PIPE TEE, 36" PIPE WITH 15" RISER | EACH | 9 | 9 | |
| 54216971 | REINFORCED CONCRETE PIPE TEE, 42" PIPE WITH 18" RISER | EACH | 1 | 1 | |
| 542J0024 | PIPE CULVERTS, CLASS D 24" (JACKED) | FOOT | 104 | 104 | |
| 542J0048 | PIPE CULVERTS, CLASS D 48" (JACKED) | FOOT | 54 | 54 | |
| 55034400 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 34, RISE 22 | FOOT | 244 | 244 | |
| 55034600 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 45, RISE 29 | FOOT | 846 | 846 | |
| 550A0070 | STORM SEWERS, CLASS A, TYPE 1 15" | FOOT | 4797 | 4797 | |
| 550A0090 | STORM SEWERS, CLASS A, TYPE 1 18" | FOOT | 631 | 631 | |
| 550A0120 | STORM SEWERS, CLASS A, TYPE 1 24" | FOOT | 1315 | 1315 | |
| 550A0140 | STORM SEWERS, CLASS A, TYPE 1 30" | FOOT | 1387 | 1387 | |
| 550A0160 | STORM SEWERS, CLASS A, TYPE 1 36" | FOOT | 1961 | 1961 | |
| 550A0180 | STORM SEWERS, CLASS A, TYPE 1 42" | FOOT | 172 | 172 | |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 2 | 2 | |

| SUMMARY OF QUANTITIES | | | 801.FED. 201.STATE TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | |
|-----------------------|---|------|--|------------------------|------|
| CODE NO | ITEM | UNIT | | 1000-2A | Y003 |
| 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 474 | 474 | |
| 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30" | FOOT | 629 | 629 | |
| 55100100 | STORM SEWER REMOVAL 4" | FOOT | 14 | 14 | |
| 55100200 | STORM SEWER REMOVAL 6" | FOOT | 62 | 62 | |
| 55100300 | STORM SEWER REMOVAL 8" | FOOT | 310 | 310 | |
| 55100400 | STORM SEWER REMOVAL 10" | FOOT | 101 | 101 | |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 797 | 797 | |
| 55100700 | STORM SEWER REMOVAL 15" | FOOT | 1178 | 1178 | |
| 55100900 | STORM SEWER REMOVAL 18" | FOOT | 2312 | 2312 | |
| 55101100 | STORM SEWER REMOVAL 21" | FOOT | 24 | 24 | |
| 55101200 | STORM SEWER REMOVAL 24" | FOOT | 324 | 324 | |
| 55101400 | STORM SEWER REMOVAL 30" | FOOT | 50 | 50 | |
| 55101600 | STORM SEWER REMOVAL 36" | FOOT | 62 | 62 | |
| 551A0500 | STORM SEWER INSTALLATION, CLASS A 12" | FOOT | 7 | 7 | |
| 551B0200 | STORM SEWER INSTALLATION, CLASS B 6" | FOOT | 101 | 101 | |
| 551B0300 | STORM SEWER INSTALLATION, CLASS B 8" | FOOT | 15 | 15 | |
| 551B0400 | STORM SEWER INSTALLATION, CLASS B 10" | FOOT | 5 | 5 | |
| 552A1300 | STORM SEWERS JACKED IN PLACE, CLASS A 36" | FOOT | 50 | 50 | |
| 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 24 | 24 | |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 40 | 40 | |
| 60221200 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 3 FRAME AND GRATE | EACH | 1 | 1 | |
| 60221700 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE | EACH | 6 | 6 | |
| 60228600 | MANHOLES, SPECIAL WITH TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | |
| 60235700 | INLETS, TYPE A, TYPE 3 FRAME AND GRATE | EACH | 93 | 93 | |
| 60236200 | INLETS, TYPE A, TYPE 8 GRATE | EACH | 43 | 43 | |
| 60237470 | INLETS, TYPE A, TYPE 24 FRAME AND GRATE | EACH | 2 | 2 | |
| 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 3 | 3 | |
| 60240220 | INLETS, TYPE B, TYPE 3 FRAME AND GRATE | EACH | 32 | 32 | |
| 60240301 | INLETS, TYPE B, TYPE 8 GRATE | EACH | 6 | 6 | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 5 | 5 | |

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT. DATE
HORIZ. DATE

DRAWN BY
CHECKED BY

REVISED 12/20/05

SUMMARY OF QUANTITIES

\$USER\$
\$DATE\$
DON-SPEC

| SUMMARY OF QUANTITIES | | | 80% FED. 20% STATE TOTAL | CONSTRUCTION TYPE CODE | | |
|-----------------------|--|--------|--------------------------------|------------------------|------|--|
| CODE NO | ITEM | UNIT | QUANTITIES | 1000-2A | Y003 | |
| 60500060 | REMOVING INLETS | EACH | 25 | 25 | | |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 990 | 990 | | |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 14971 | 14971 | | |
| 60609200 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12 | FOOT | 211 | 211 | | |
| 60618320 | CONCRETE MEDIAN SURFACE, 6 INCH | SQ FT | 800 | 800 | | |
| 66700095 | PERMANENT SURVEY MARKERS | EACH | 16 | 16 | | |
| *66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 2585 | 2585 | | |
| *66900450 | SPECIAL WASTE PLANS AND REPORT | L SUM | 1 | 1 | | |
| *66900530 | SOIL DISPOSAL ANALYSIS | EACH | 10 | 10 | | |
| *66901000 | BACKFILL PLUGS | CU YD | 145 | 145 | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 24 | 24 | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 | 1 | | |
| 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 | 1 | | |
| 70100600 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701336 | L SUM | 1 | 1 | | |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 30 | 30 | | |
| 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 3000 | 3000 | | |
| 70300210 | TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 3304 | 3304 | | |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 43721 | 43721 | | |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 3033 | 3033 | | |
| 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 2751 | 2751 | | |
| 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 356 | 356 | | |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SO FT | 2000 | 2000 | | |
| *78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 1652 | 1652 | | |
| *78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 21861 | 21861 | | |
| *78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 1517 | 1517 | | |
| *78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 1376 | 1376 | | |
| *78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 178 | 178 | | |
| *78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 189 | 189 | | |

| SUMMARY OF QUANTITIES | | | 80% FED. 20% STATE TOTAL | CONSTRUCTION TYPE CODE | | |
|-----------------------|--|-------|--------------------------------|------------------------|------|--|
| CODE NO | ITEM | UNIT | QUANTITIES | 1000-2A | Y003 | |
| *A2000716 | TREE, ACER PLATANOIDES COLUMNARE, (COLUMNAR NORWAY MAPLE), 2" CALIPER BALLED AND BURLAPPED | EACH | 5 | | 5 | |
| *A2001216 | TREE, ACER RUBRUM RED SUNSET (RED SUNSET RED MAPLE), 2" CALIPER, BALLED AND BURLAPPED | EACH | 5 | | 5 | |
| *A2001716 | TREE, ACER SACCHARUM (SUGAR MAPLE), 2" CALIPER, BALLED AND BURLAPPED | EACH | 5 | | 5 | |
| *A2002320 | TREE, BETULA NIGRA (RIVER BIRCH), 2-1/2" CALIPER, BALLED AND BURLAPPED | EACH | 5 | | 5 | |
| *B2001116 | TREE, CERCIS CANADENSIS (EASTERN REDBUD) 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 5 | | 5 | |
| *D2002972 | EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 6' HEIGHT, BALLED AND BURLAPPED | EACH | 5 | | 5 | |
| X0301828 | ENGINEERED BARRIER | SO YD | 275 | 275 | | |
| X0712400 | TEMPORARY PAVEMENT | SO YD | 627 | 627 | | |
| X0919000 | TEMPORARY PAVEMENT REMOVAL | SO YD | 627 | 627 | | |
| X0976600 | END SECTIONS TO BE REMOVED AND REINSTALLED | EACH | 1 | 1 | | |
| X3550900 | BITUMINOUS BASE COURSE SUPERPAVE 12" | SO YD | 6673 | 6673 | | |
| X3560160 | BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 12 INCH | SO YD | 4347 | 4347 | | |
| X4021000 | TEMPORARY ACCESS (PRIVATE ENTRANCE) | EACH | 31 | 31 | | |
| X4022000 | TEMPORARY ACCESS (COMMERCIAL ENTRANCE) | EACH | 45 | 45 | | |
| X4023000 | TEMPORARY ACCESS (ROAD) | EACH | 35 | 35 | | |
| X4066428 | BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N90 | TON | 3951 | 3951 | | |
| X4066616 | BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70 | TON | 388 | 388 | | |
| X4066775 | LEVELING BINDER (MACHINE METHOD), SUPERPAVE N90 | TON | 1881 | 1881 | | |
| X4080020 | INCIDENTAL BITUMINOUS SURFACING, SUPERPAVE, N50 | TON | 120 | 120 | | |
| Z0007601 | BUILDING REMOVAL NO. 1 | L SUM | 1 | 1 | | |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 | 1 | | |
| Z0068200 | STEEL CASINGS 30" | FOOT | 100 | 100 | | |
| Z0068400 | STEEL CASINGS 42" | FOOT | 50 | 50 | | |
| Z0068412 | STEEL CASINGS 54" | FOOT | 50 | 50 | | |
| Z0076600 | TRAINEES | hour | 500 | 500 | | |

* SPECIALTY ITEMS
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ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
SCALE: VERT. DATE
HORIZ. DATE
DRAWN BY
CHECKED BY

REVISED 12/20/05

STORM SEWER REMOVAL, 4" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 6" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 8" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 10" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 12" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 15" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 18" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 21" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 24" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 30" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

STORM SEWER REMOVAL, 36" table with columns: FROM, TO, STATION, OFFSET, SIDE, LENGTH

US 51 NBL PATCHING table with columns: LOCATION, SIZE, TYPE I, TYPE II, TYPE III, TYPE IV

US 51 SBL PATCHING table with columns: LOCATION, SIZE, TYPE I, TYPE II, TYPE III, TYPE IV

US 51 SBL PATCHING table with columns: LOCATION, SIZE, TYPE I, TYPE II, TYPE III, TYPE IV

US 50 WBL PATCHING table with columns: LOCATION, SIZE, TYPE I, TYPE II, TYPE III, TYPE IV

US 50 EBL PATCHING table with columns: LOCATION, SIZE, TYPE I, TYPE II, TYPE III, TYPE IV

PROJECT TOTALS PATCHING table with columns: LOCATION, SIZE, TYPE I, TYPE II, TYPE III, TYPE IV

DRIVEWAY PAVEMENT REMOVAL table with columns: SIDE, STATION, ROUTE, QUANTITY (SQ. FT.), ENTRANCE TYPE

CONCRETE HEADWALL REMOVAL table with columns: SIDE, STATION, OFFSET, QUANTITY (EACH)

ILLINOIS DEPARTMENT OF TRANSPORTATION REVISIONS table with columns: NAME, DATE

SCHEDULE

SCALE: VERT. N.T.S. HORIZ. N.T.S. DRAWN BY ELA CHECKED BY AEF

REVISED 12/20/05

PLAN SURVEYED BY DATE ADJUSTMENT CHECKED NO. FILE NAME

DATE: DATE-TIME: DATE-SPEC: REF:

PAVEMENT SCHEDULE

Main pavement schedule table with columns for STATION, ROUTE, BITUMINOUS SURFACE REMOVAL, CONCRETE SURFACE COURSE SUPERPAVE, LEVELING BINDER, BITUMINOUS SHOULDERS, BITUMINOUS CONCRETE BINDER COURSE, BITUMINOUS BASE COURSE, AGGREGATE SHOULDERS, SUB-BASE GRANULAR MATERIAL, SUB-BASE GRANULAR MATERIAL, SAW CUTTING, BITUMINOUS MATERIALS, and AGGREGATE (PRIME COAT).

THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW table with columns for STATION, OFFSET, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 4" SKIP/DASH YELLOW table with columns for STATION, OFFSET, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE table with columns for STATION, OFFSET, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW table with columns for STATION, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, DOUBLE 4" SOLID YELLOW table with columns for STATION, OFFSET, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE table with columns for STATION, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 24" STOPBAR table with columns for STATION, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE table with columns for STATION, OFFSET, ROUTE, and LENGTH (FT).

COMBINATION CURB AND GUTTER REMOVAL table with columns for STATION, SIDE, ROUTE, and LENGTH (FT).

UNSUITABLE EXCAVATION table with columns for LT. STA., U.S. ROUTE 51, LENGTH, WIDTH, and CU. YD.

THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW table with columns for STATION, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE table with columns for STATION, ROUTE, and LENGTH (FT).

THERMOPLASTIC PAVEMENT MARKING, 24" STOPBAR table with columns for STATION, ROUTE, and LENGTH (FT).

CONCRETE MEDIAN SURFACE, 6" table with columns for STATION, SIDE, ROUTE, AREA (SF), and CURB & GUTTER TYPE.

ISLAND REMOVAL table with columns for STATION, SIDE, ROUTE, and AREA (SF).

TEMPORARY PAVEMENT & REMOVAL table with columns for STATION, SIDE, ROUTE, and SIZE (SY).

BITUMINOUS SURFACE REMOVAL-BUTT JOINT table with columns for BEGIN STATION, END STATION, ROUTE, LENGTH, WIDTH, and TOTAL.

PAVEMENT REMOVAL table with columns for SIDE, STATION, ROUTE, AREA (SF), and TOTAL.

COMBINATION CONCRETE CURB & GUTTER, TYPE B6.24 table with columns for STATION, ROUTE, SIDE (LT, RT), and LENGTH.

COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 table with columns for STATION, ROUTE, SIDE (LT, RT), and LENGTH.

PAVED SHOULDER REMOVAL table with columns for STATION, ROUTE, and AREA (SY).

SIDEWALK REMOVAL table with columns for STATION, SIDE (LT, RT), and AREA (SF).

THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS table with columns for TYPE, AMOUNT, and AREA (SF).

TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS table with columns for TYPE, AMOUNT, and AREA (SF).

CURB REMOVAL table with columns for STATION, SIDE, ROUTE, and LENGTH (FT).

REVISIONS table with columns for NAME and DATE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE

SCALE: VERT. N.T.S., HORIZ. N.T.S. DATE: DRAWN BY: ELA, CHECKED BY: AEF

Revised 1/18/06

DATE: BY: SURVEYED, ADJUSTED, CHECKED, P.L., DATE, NO. PLAN, NOTE BOOK, FILE NAME

#DATE, #DATE-TIME, #REF, #REF, #REF

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-----------|---------|--------------|-----------|
| 322 | 182 & 18V | MARION | 222 | 8 |
| 327 | RS & 282 | | | |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT | | | | |
| CONTRACT NO. 94700 | | | | |

| EARTHWORK SCHEDULE - US ROUTE 51 (FAP 322) | | | | | | | |
|---|-------------------|---------------------|---|---------------------|--|---------------|---|
| LOCATION STATION TO STATION MATCHES PLAN SHEETS | TOPSOIL, 6" | | TOPSOIL BALANCE WASTE (+) SHORTAGE (-) | EARTH EXCAVATION | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25% | EARTH FILL | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) |
| | EXCAVATION CUT | TOPSOIL, 6" FILL | | | | | |
| | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD |
| STA. 2299+70.77 TO 2305+00 | 415.0 | 433.0 | -18.0 | 1130.0 | 847.5 | 220.0 | 627.5 |
| STA. 2305+00 TO 2309+00 | 329.0 | 368.0 | -39.0 | 1060.0 | 795.0 | 517.0 | 278.0 |
| STA. 2309+00 TO 2315+00 | 177.0 | 270.0 | -93.0 | 281.0 | 210.8 | 639.0 | -428.3 |
| STA. 2315+00 TO 2321+00 | 0.0 | 237.0 | -237.0 | 427.0 | 320.3 | 377.0 | -56.8 |
| STA. 2321+00 TO 2327+00 | 95.0 | 188.0 | -93.0 | 686.0 | 514.5 | 187.0 | 327.5 |
| STA. 2327+00 TO 1333+00 | 242.0 | 286.0 | -44.0 | 259.0 | 194.3 | 461.0 | -266.8 |
| STA. 1333+00 TO 1339+00 | 217.0 | 320.0 | -103.0 | 215.0 | 161.3 | 407.0 | -245.8 |
| STA. 1339+00 TO 1345+00 | 157.0 | 236.0 | -79.0 | 218.0 | 163.5 | 234.0 | -70.5 |
| STA. 1345+00 TO 1349+53 | 139.0 | 166.0 | -27.0 | 159.0 | 119.3 | 228.0 | -108.8 |
| ADDITIONAL FILL DUE TO UNSUITABLE EXCAVATION | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 182.0 | -182.0 |
| TOTALS | 1771 | 2504 | -733 | 4435 | 3326 | 3452 | -126 |

| SURVEY BENCHMARKS | |
|-------------------|--|
| TBM NO. | Description |
| 99 | Chiseled square center of the south headwall, Southeast quadrant of U.S. 50 (Missouri St) and north Willow St. in Sandoval - ELEV. = 507.80 |
| 100 | Chiseled square in the west side of an old sign foundation 9.30 meters west of centerline of Route U.S. 51 and 38.50 meters south of Scott Ave. in Sandoval - ELEV. = 510.29 |
| 101 | Chiseled square on the east corner of south median of north intersection of U.S. 50 and U.S. 51 - ELEV. = 513.81 |
| 125 | Chiseled square on the northeast corner of the Star Foundation pump - ELEV. = 509.93 |
| 126 | Chiseled square on the northwest side of the headwall located at US 51 and Commercial St. - ELEV. = 509.69 |
| 127 | Chiseled "X" on the railroad signal box bolt (wiring) - ELEV. = 511.07 |
| 128 | Chiseled "X" on the fire hydrant at the intersection of Wyoming and Mine St. - ELEV. = 505.27 |
| 129 | Chiseled "X" on the fire hydrant at the intersection of US 51 and Texas Ave. - ELEV. = 498.45 |
| 134 | Stamped "0" stamped on the end of 1335+00 on US 51 - ELEV. = 501.39 |
| 135 | Survey marker at ± PT bridge 19± feet off the centerline at Station 1334+05± - ELEV. = 501.68 |
| 136 | Stamped "0" stamped on the end of 1330+00 on US 51 - ELEV. = 503.72 |
| 137 | Stamped "0" stamped on the end of 1327+50 on US 51 - ELEV. = 504.71 |
| 138 | Stamped "0" stamped on the end of 1322+50 on US 51 - ELEV. = 506.47 |
| 139 | Stamped "0" stamped on the end of 1312+50 on US 51 - ELEV. = 505.61 |
| 140 | Chiseled square located on the box culverts east headwall at Station 1307+50±47 feet RT ELEV. = 504.42 |
| 141 | Stamped "0" stamped on the end of 1302+50 on US 51 - ELEV. = 505.92 |
| 142 | Stamped "0" stamped on the end of 1300+00 on US 51 - ELEV. = 506.55 |

| PERMANENT SURVEY MARKERS | | | |
|--------------------------|------|-------|-----------|
| STATION | ROAD | PC/PT | EA. |
| 473+54.40 | 50 | PC | 1 |
| 478+46.61 | 50 | PT | 1 |
| 479+82.29 | 50 | PC | 1 |
| 482+69.78 | 50 | PT | 1 |
| 485+60.13 | 50 | PC | 1 |
| 490+46.88 | 50 | PT | 1 |
| 511+47.99 | 50 | PT | 1 |
| 2299+89.87 | 51 | PC | 1 |
| 2299+91.53 | 51 | PT | 1 |
| 2304+09.93 | 51 | PC | 1 |
| 2304+11.59 | 51 | PT | 1 |
| 2324+04.83 | 51 | PC | 1 |
| 2325+59.31 | 51 | PCC | 1 |
| 2327+12.74 | 51 | PT | 1 |
| 2329+78.93 | 51 | PC | 1 |
| 2329+80.57 | 51 | PT | 1 |
| TOTAL | | | 16 |

| EARTHWORK SCHEDULE - US ROUTE 50 (FAP 327) | | | | | | | |
|---|-------------------|---------------------|---|---------------------|--|---------------|---|
| LOCATION STATION TO STATION MATCHES PLAN SHEETS | TOPSOIL, 6" | | TOPSOIL BALANCE WASTE (+) SHORTAGE (-) | EARTH EXCAVATION | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25% | EARTH FILL | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) |
| | EXCAVATION CUT | TOPSOIL, 6" FILL | | | | | |
| | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD |
| STA. 459+00 TO 462+25 | 122.0 | 133.0 | -11.0 | 175.0 | 131.3 | 70.0 | 61.3 |
| STA. 464+00 TO 469+00 | 172.0 | 221.0 | -49.0 | 356.0 | 267.0 | 409.0 | -142.0 |
| STA. 469+00 TO 475+00 | 245.0 | 280.0 | -35.0 | 160.0 | 120.0 | 576.0 | -456.0 |
| STA. 475+00 TO 481+00 | 401.0 | 426.0 | -25.0 | 289.0 | 216.8 | 937.0 | -720.3 |
| STA. 481+00 TO 487+00 | 192.0 | 286.0 | -94.0 | 288.0 | 216.0 | 236.0 | -20.0 |
| STA. 487+00 TO 493+00 | 386.0 | 372.0 | 14.0 | 513.0 | 384.8 | 278.0 | 106.8 |
| STA. 493+00 TO 499+00 | 416.0 | 372.0 | 44.0 | 238.0 | 178.5 | 666.0 | -487.5 |
| STA. 499+00 TO 505+00 | 438.0 | 384.0 | 54.0 | 200.0 | 150.0 | 999.0 | -849.0 |
| STA. 505+00 TO 511+00 | 519.0 | 448.0 | 71.0 | 749.0 | 561.8 | 604.0 | -42.3 |
| STA. 511+00 TO 517+00 | 540.0 | 494.0 | 46.0 | 1156.0 | 867.0 | 420.0 | 447.0 |
| STA. 517+00 TO 523+00 | 637.0 | 532.0 | 105.0 | 1853.0 | 1389.8 | 351.0 | 1038.8 |
| STA. 523+00 TO 529+00 | 736.0 | 615.0 | 121.0 | 2642.0 | 1981.5 | 490.0 | 1491.5 |
| STA. 529+00 TO 535+00 | 700.0 | 599.0 | 101.0 | 2037.0 | 1527.8 | 511.0 | 1016.8 |
| STA. 535+00 TO 538+50 | 368.0 | 320.0 | 48.0 | 973.0 | 729.8 | 189.0 | 540.8 |
| ADDITIONAL FILL DUE TO UNSUITABLE EXCAVATION | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 971.0 | -971.0 |
| TOTALS | 5872 | 5482 | 390 | 11629 | 8722 | 7707 | 1015 |

| EARTHWORK SCHEDULE - CHERRY ST. DRAINAGE IMPROVEMENTS | | | | |
|---|----------------------------|----------------------------|------------|--|
| LOCATION | EARTH EXCAVATION | | EARTH FILL | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) |
| | ADJUSTED FOR SHRINKAGE 25% | ADJUSTED FOR SHRINKAGE 25% | | |
| | CU YD | CU YD | CU YD | CU YD |
| CHERRY STREET DITCH | | | | |
| 2+75.00 TO 3+00.00 | 18 | 14.4 | 0 | 14.4 |
| 3+00.00 TO 3+50.00 | 60 | 48 | 0 | 48 |
| 3+50.00 TO 4+00.00 | 52 | 41.6 | 0 | 41.6 |
| 4+00.00 TO 4+50.00 | 51 | 40.8 | 0 | 40.8 |
| 4+50.00 TO 5+00.00 | 53 | 42.4 | 0 | 42.4 |
| 5+00.00 TO 5+50.00 | 54 | 43.2 | 0 | 43.2 |
| 5+50.00 TO 6+00.00 | 59 | 47.2 | 0 | 47.2 |
| 6+00.00 TO 6+25.00 | 35 | 28 | 0 | 28 |
| 6+25.00 TO 7+00.00 | 58 | 46.4 | 0 | 46.4 |
| 7+00.00 TO 7+50.00 | 35 | 28 | 0 | 28 |
| 7+50.00 TO 8+00.00 | 0 | 0 | 0 | 0 |
| 8+00.00 TO 8+50.00 | 118 | 94.4 | 0 | 94.4 |
| 8+50.00 TO 9+00.00 | 194 | 155.2 | 0 | 155.2 |
| 9+00.00 TO 9+50.00 | 212 | 169.6 | 0 | 169.6 |
| 9+50.00 TO 10+00.00 | 234 | 187.2 | 0 | 187.2 |
| 10+00.00 TO 10+50.00 | 250 | 200 | 0 | 200 |
| 10+50.00 TO 11+00.00 | 266 | 212.8 | 0 | 212.8 |
| 11+00.00 TO 11+50.00 | 185 | 148 | 0 | 148 |
| TOTALS: | 1934 | 1547 | 0 | 1547 |

| IRON RODS, AND MONUMENTS TO BE PROTECTED | | | | |
|--|--------|------|-----------|----------------------|
| Station | Offset | LT/R | Type | ROW or Property Line |
| 2303+65.15 | 53.30 | LT | Monument | ROW |
| 2305+35.01 | 67.24 | RT | Monument | ROW |
| 2306+97.37 | 67.02 | RT | Monument | ROW |
| 2306+97.54 | 37.02 | RT | Iron Rod | ROW |
| 2313+67.46 | 36.98 | RT | Iron Rod | ROW |
| 2315+10.08 | 23.03 | LT | Iron Rod | Property Line |
| 2317+47.08 | 23.25 | LT | Iron Rod | Property Line |
| 2319+21.99 | 36.94 | RT | Iron Rod | ROW |
| 2320+95.76 | 23.07 | LT | Iron Rod | Property Line |
| 2323+46.62 | 23.09 | LT | Iron Rod | Property Line |
| 2326+94.31 | 23.56 | LT | Iron Rod | Property Line |
| 2329+73.69 | 27.03 | LT | Iron Rod | ROW |
| 1335+44.85 | 38.14 | RT | Iron Rod | Property Line |
| 1336+88.54 | 37.44 | RT | Iron Rod | Property Line |
| 1337+88.53 | 37.40 | RT | Iron Pipe | Property Line |
| 1338+88.22 | 37.37 | RT | Iron Pipe | ROW |
| 1339+62.64 | 37.64 | LT | Iron Rod | ROW |
| 1341+13.50 | 37.32 | RT | Iron Rod | Property Line |
| 1343+62.60 | 37.27 | RT | Iron Rod | ROW |
| 1343+62.02 | 37.73 | LT | Iron Rod | Property Line |
| 1347+38.11 | 37.80 | LT | Iron Rod | Property Line |
| 1348+37.11 | 37.84 | LT | Iron Rod | ROW |
| 459+77.97 | 49.86 | LT | Monument | ROW |
| 459+92.67 | 49.44 | RT | Monument | ROW |
| 473+01.97 | 34.44 | RT | Iron Rod | Property Line |
| 474+63.79 | 32.63 | RT | Iron Rod | ROW |
| 482+25.94 | 40.40 | RT | Iron Rod | ROW |
| 490+55.14 | 37.33 | RT | Iron Rod | ROW |

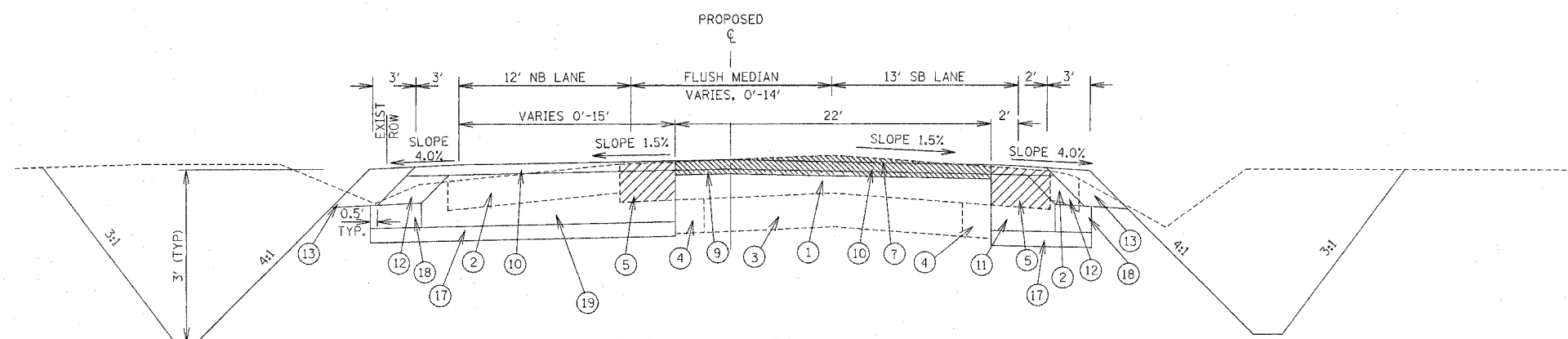
| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
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HORIZ. N.T.S.
DATE: - - - - - DRAWN BY: ELA
CHECKED BY: AEF

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| REVISION | |
| PLAN | |
| NOTE BOOK | |
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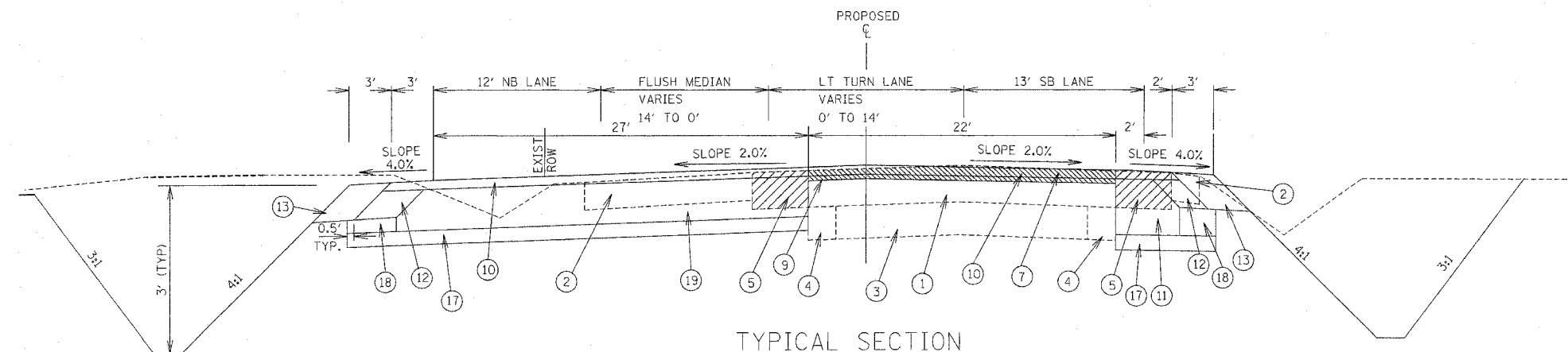
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DATE-SPEC
DATE-REF

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| F.A.C. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 9 |
| STA. 2299+90.77 | | TO STA. | 2306+97.16 | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



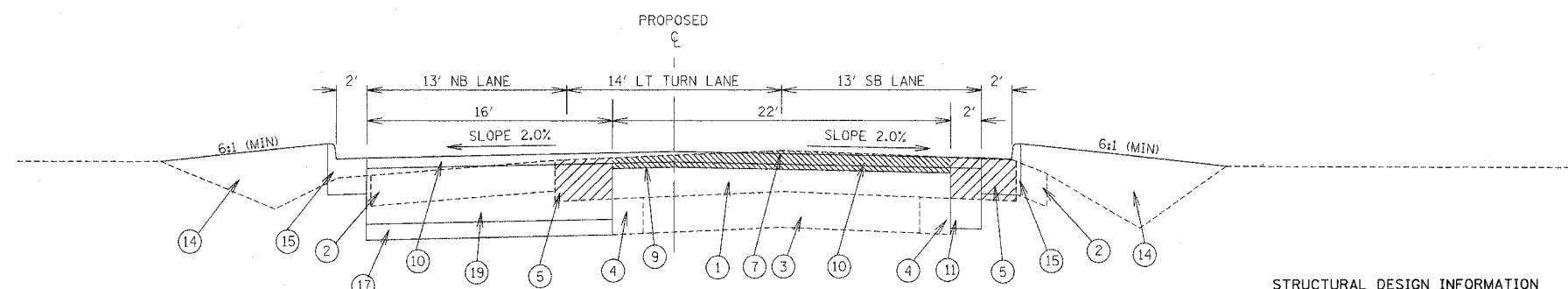
TYPICAL SECTION

FROM STATION 2299+60.70
TO STATION 2304+10.82



TYPICAL SECTION

FROM STATION 2304+10.82
TO STATION 2305+64.76



TYPICAL SECTION

FROM STATION 2305+64.76
TO STATION 2306+97.09

- ① EXISTING PAVEMENT
- ② EXISTING AGGREGATE SHOULDER-TO BE REMOVED
- ③ ORIGINAL CONCRETE ROADWAY
- ④ EXISTING 2' CONCRETE WIDENING
- ⑤ EXISTING ASPHALT SHOULDER- REMOVE 11' FROM EXISTING CENTERLINE
- ⑥ EXISTING SIDEWALK
- ⑦ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑧ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0, N70- DEPTH VARIES
- ⑨ LEVELING BINDER (MACHINE METHOD), SUPERPAVE N90, (MINIMUM 1" & VARIES)
- ⑩ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE D, N90 1.50"
- ⑪ BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE, 12"
- ⑫ BITUMINOUS SHOULDER, 6 1/2"
- ⑬ AGGREGATE SHOULDER, TYPE B, 8"
- ⑭ EARTH FILL
- ⑮ COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- ⑯ EXISTING CONCRETE CURB AND GUTTER
- ⑰ SUB-BASE GRANULAR MATERIAL, TYPE B, 12"
- ⑱ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑲ BITUMINOUS CONCRETE BASE COURSE SUPERPAVE, 12"

STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2015 ADT = 8134
 PV = 85.5% SU = 6.6% MU = 7.8%
 ROAD / STREET CLASSIFICATION: CLASS II
 PERCENT STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 PV = 0.5 SU = 0.5 MU = 0.5
 MINIMUM SOIL SUPPORT: IBR = 2
 MINIMUM TRAFFIC FACTOR = 3.81

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

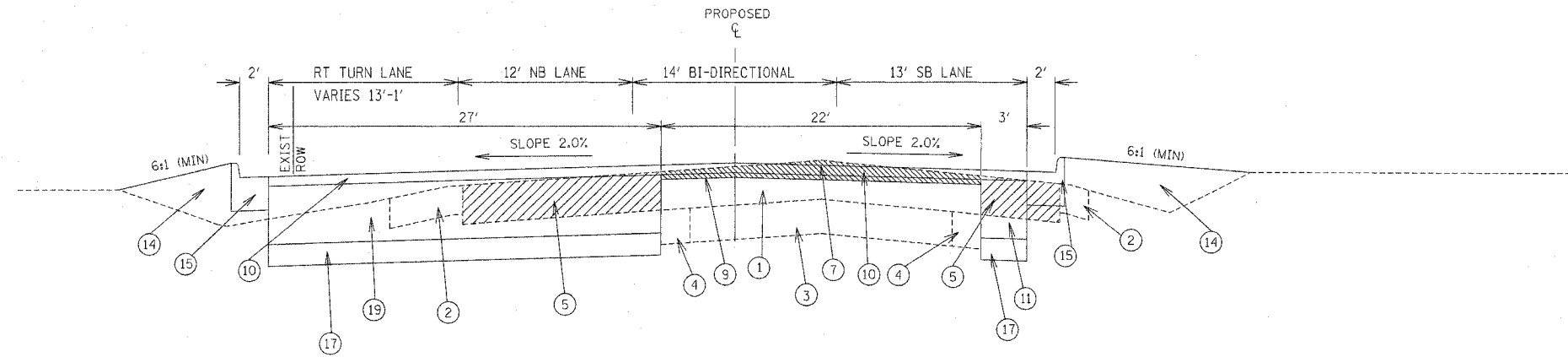
TYPICAL SECTIONS
U.S. ROUTE 51

SCALE: VERT.
HORIZ.
DATE 6/27/03

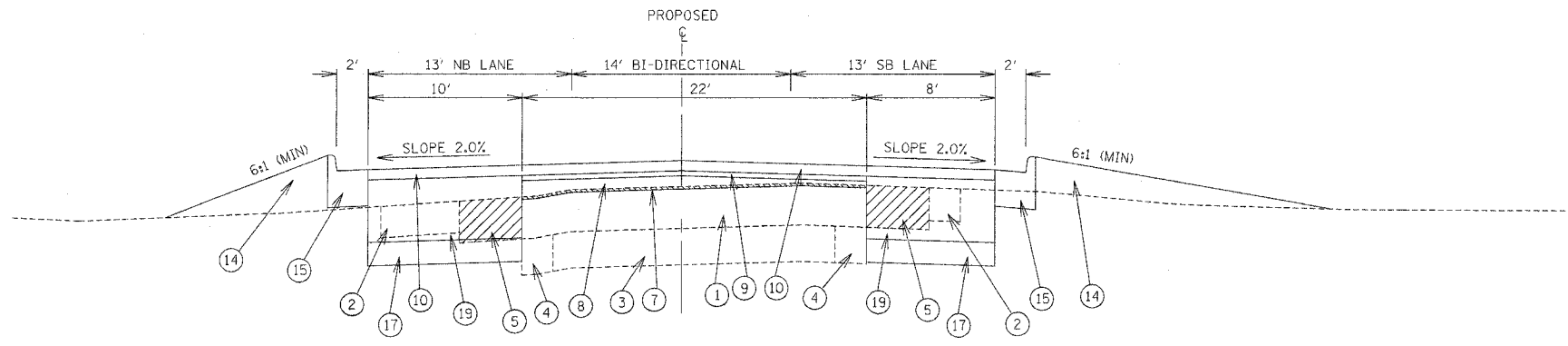
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REVISED 12/20/05

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| F.P.C. No. | SECTION | COUNTY | TOTAL SHEETS | SHEET No. |
| 322 18Z & 18Y, RS 28Z | | MARION | 222 | 10 |
| STA. 2306+97.16 | TO STA. 2318+60.19 | | | |
| IDOT DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



TYPICAL SECTION
FROM STATION 2306+97.09
TO STATION 2311+57.26



TYPICAL SECTION
FROM STATION 2311+57.26
TO STATION 2318+60.12

- ① EXISTING PAVEMENT
- ② EXISTING AGGREGATE SHOULDER-TO BE REMOVED
- ③ ORIGINAL CONCRETE ROADWAY
- ④ EXISTING 2' CONCRETE WIDENING
- ⑤ EXISTING ASPHALT SHOULDER- REMOVE 11' FROM EXISTING CENTERLINE
- ⑥ EXISTING SIDEWALK
- ⑦ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑧ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0, N70- DEPTH VARIES
- ⑨ LEVELING BINDER (MACHINE METHOD), SUPERPAVE N90, (MINIMUM 1" & VARIES)
- ⑩ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE D, N90 1.50"
- ⑪ BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE, 12"
- ⑫ BITUMINOUS SHOULDER, 6 1/2"
- ⑬ AGGREGATE SHOULDER, TYPE B, 8"
- ⑭ EARTH FILL
- ⑮ COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- ⑯ EXISTING CONCRETE CURB AND GUTTER
- ⑰ SUB-BASE GRANULAR MATERIAL, TYPE B, 12"
- ⑱ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑲ BITUMINOUS CONCRETE BASE COURSE SUPERPAVE, 12"

STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2015 ADT = 8134
 PV = 85.5% SU = 6.6% MU = 7.8%
 ROAD / STREET CLASSIFICATION: CLASS II
 PERCENT STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 PV = 0.5 SU = 0.5 MU = 0.5
 MINIMUM SOIL SUPPORT: IBR = 2
 MINIMUM TRAFFIC FACTOR = 3.81

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

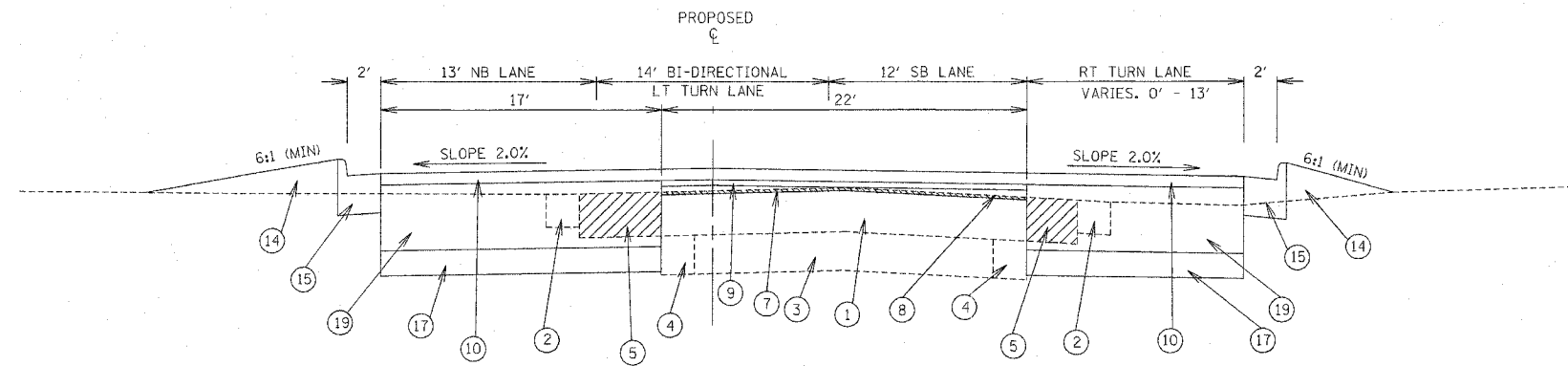
U.S. ROUTE 51

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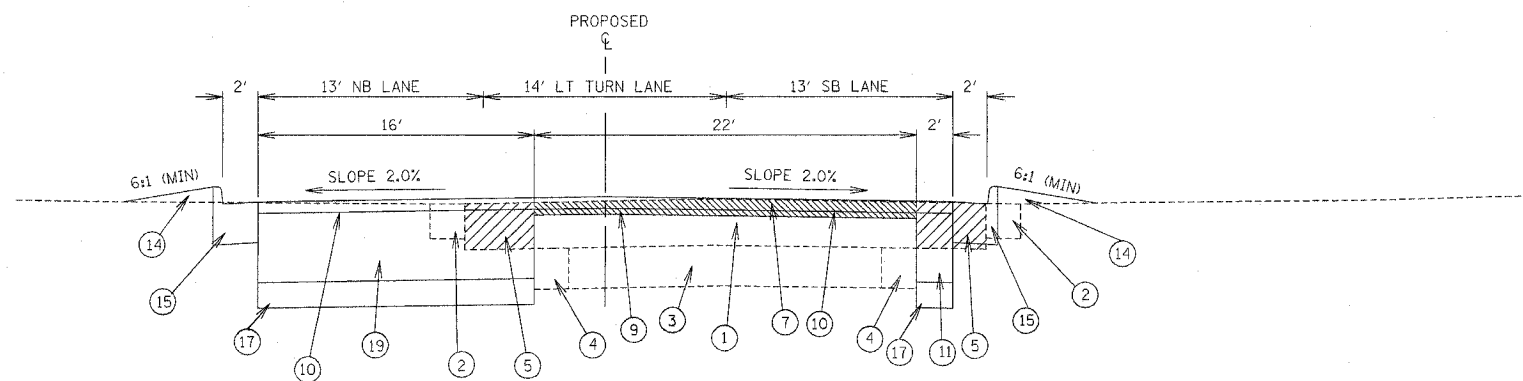
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| F.A.D. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 11 |
| STA. | 2318+60.19 | TO STA. | 2324+09.63 |
| DOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | |



TYPICAL SECTION

FROM STATION 2318+60.12
TO STATION 2322+43.19



TYPICAL SECTION

FROM STATION 2322+43.90
TO STATION 2324+04.83

- ① EXISTING PAVEMENT
- ② EXISTING AGGREGATE SHOULDER-TO BE REMOVED
- ③ ORIGINAL CONCRETE ROADWAY
- ④ EXISTING 2' CONCRETE WIDENING
- ⑤ EXISTING ASPHALT SHOULDER- REMOVE 11' FROM EXISTING CENTERLINE
- ⑥ EXISTING SIDEWALK
- ⑦ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑧ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0, N70- DEPTH VARIES
- ⑨ LEVELING BINDER (MACHINE METHOD), SUPERPAVE N90, (MINIMUM 1" & VARIES)
- ⑩ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE D, N90 1.50"
- ⑪ BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE, 12"
- ⑫ BITUMINOUS SHOULDER, 6 1/2"
- ⑬ AGGREGATE SHOULDER, TYPE B, 8"
- ⑭ EARTH FILL
- ⑮ COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- ⑯ EXISTING CONCRETE CURB AND GUTTER
- ⑰ SUB-BASE GRANULAR MATERIAL, TYPE B, 12"
- ⑱ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑲ BITUMINOUS CONCRETE BASE COURSE SUPERPAVE, 12"

STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2015 ADT = 8134
 PV = 85.5% SU = 6.6% MU = 7.8%
 ROAD / STREET CLASSIFICATION: CLASS II
 PERCENT STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 PV = 0.5 SU = 0.5 MU = 0.5
 MINIMUM SOIL SUPPORT: IBR = 2
 MINIMUM TRAFFIC FACTOR = 3.81

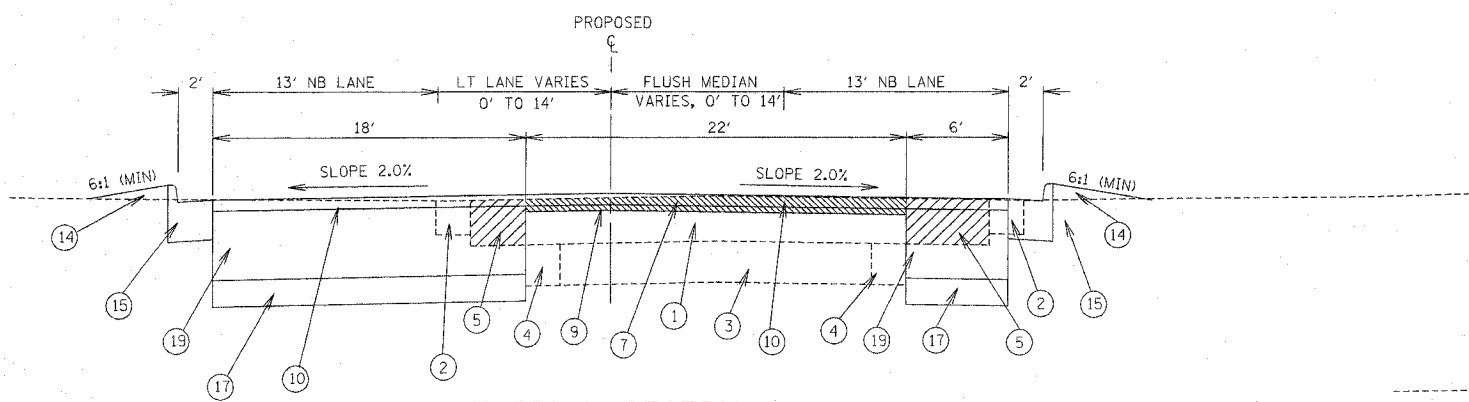
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 U.S. ROUTE 51

SCALE: VERT. DRAWN BY ALM
 HORIZ. CHECKED BY MJM
 DATE 6/27/03

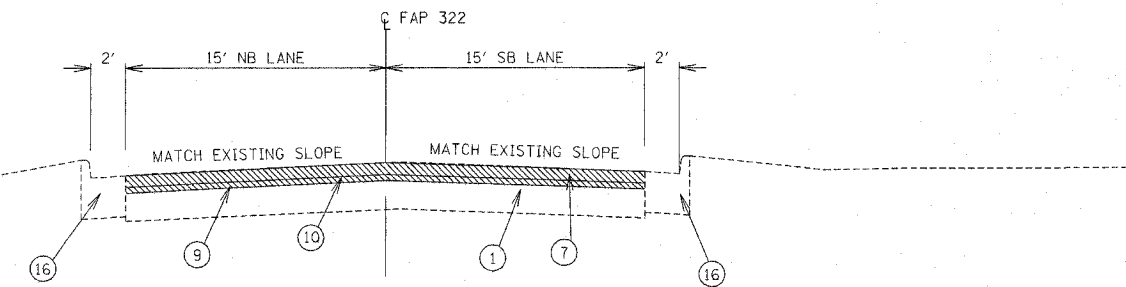
REVISED 12/20/05

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|--------------------|-------------------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 12 |
| STA. | 2324+09.63 | TO STA. | 1352+96.61 | |
| DOT DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



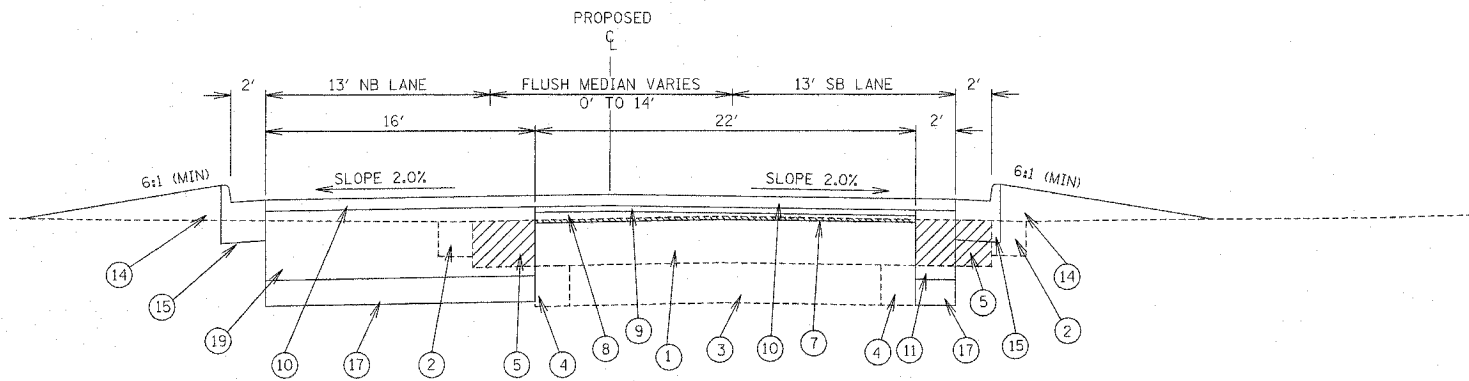
TYPICAL SECTION

FROM STATION 2324+04.83
TO STATION 2325+59.29



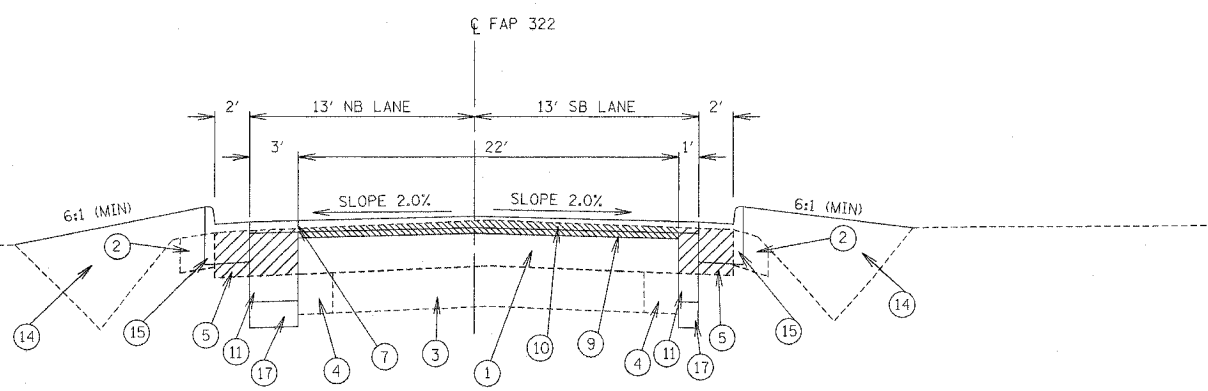
TYPICAL SECTION

FROM STATION 1329+21.96
TO STATION 1352+96.36



TYPICAL SECTION

FROM STATION 2325+59.29
TO STATION 2330+05.20
STATION EQUATION: STATION 2330+05.20 BACK=
STATION 1330+04.20 AHEAD



TYPICAL SECTION

FROM STATION 1330+04.20
TO STATION 1348+21.96

NOTE:
EXISTING CURB AND GUTTER
BEGINS STA. 1348+64.16

- ① EXISTING PAVEMENT
- ② EXISTING AGGREGATE SHOULDER-TO BE REMOVED
- ③ ORIGINAL CONCRETE ROADWAY
- ④ EXISTING 2' CONCRETE WIDENING
- ⑤ EXISTING ASPHALT SHOULDER- REMOVE 11' FROM EXISTING CENTERLINE
- ⑥ EXISTING SIDEWALK
- ⑦ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑧ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0, N70- DEPTH VARIES
- ⑨ LEVELING BINDER (MACHINE METHOD), SUPERPAVE N90, (MINIMUM 1" & VARIES)
- ⑩ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE D, N90 1.50"
- ⑪ BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE, 12"
- ⑫ BITUMINOUS SHOULDER, 6 1/2"
- ⑬ AGGREGATE SHOULDER, TYPE B, 8"
- ⑭ EARTH FILL
- ⑮ COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- ⑯ EXISTING CONCRETE CURB AND GUTTER
- ⑰ SUB-BASE GRANULAR MATERIAL, TYPE B, 12"
- ⑱ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑲ BITUMINOUS CONCRETE BASE COURSE SUPERPAVE, 12"

STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2015 ADT = 8134
PV = 85.5% SU = 6.6% MU = 7.8%
ROAD / STREET CLASSIFICATION: CLASS II
PERCENT STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
PV = 0.5 SU = 0.5 MU = 0.5
MINIMUM SOIL SUPPORT: IBR = 2
MINIMUM TRAFFIC FACTOR = 3.81

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ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

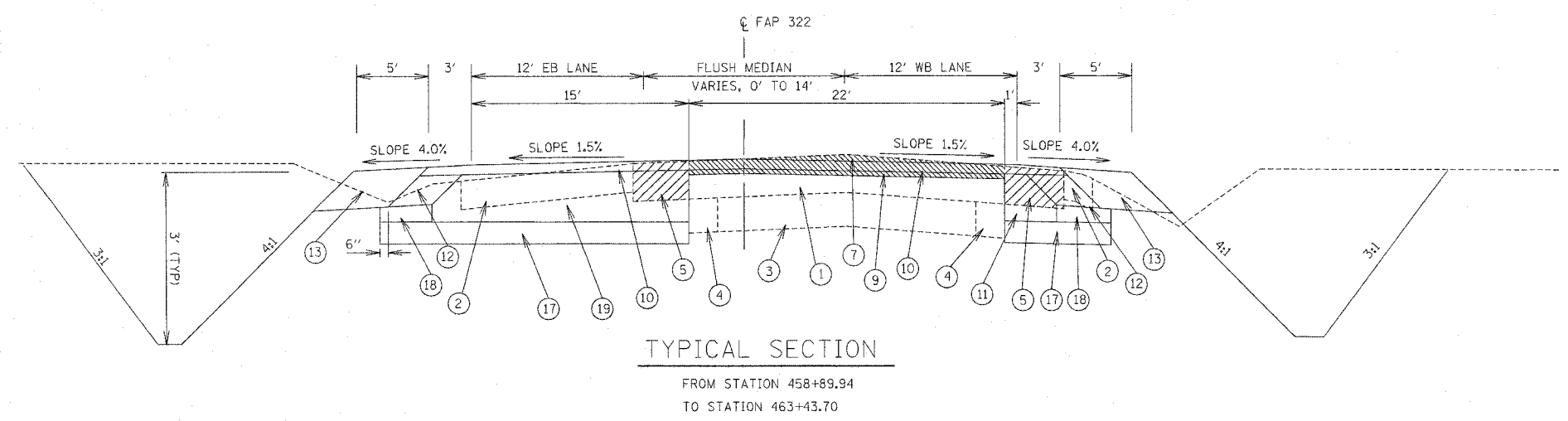
U.S. ROUTE 51

SCALE: VERT. _____
HORIZ. _____
DATE 6/27/03

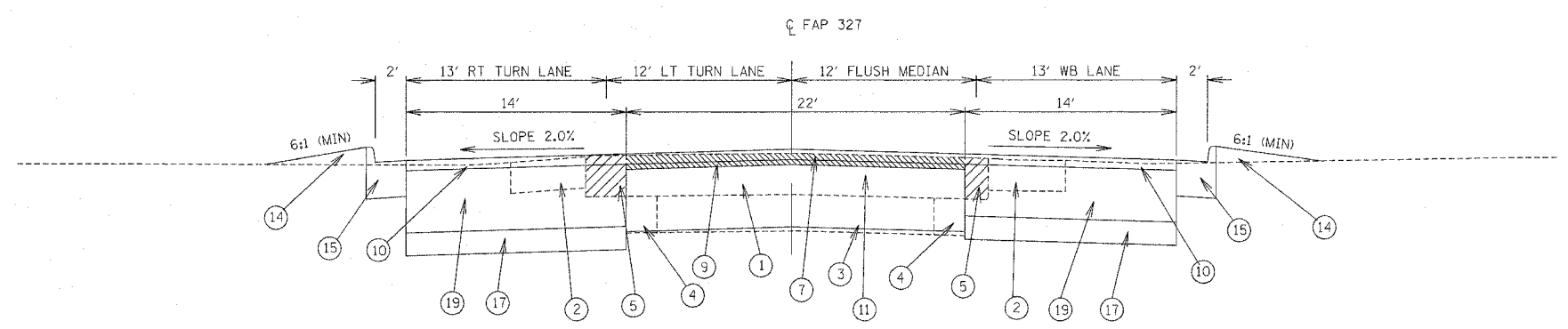
DRAWN BY ALM
CHECKED BY MJM

REVISED 12/20/05

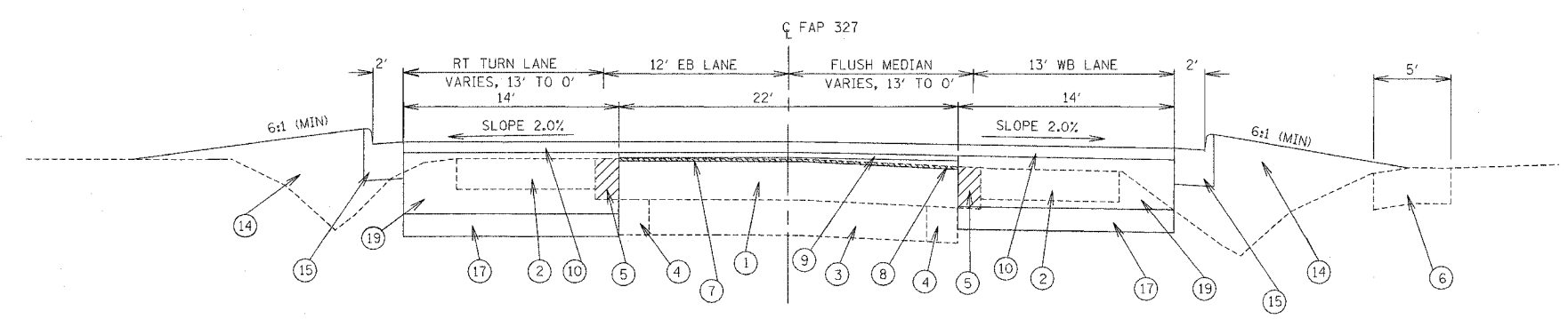
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|--------------------|---------------------------|---------|--------------|-----------|
| F.A.R. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 18Y, RS 282 | MARION | 222 | 13 |
| STA. | 458+89.94 | TO STA. | 467+94.98 | |
| IDOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |



TYPICAL SECTION
FROM STATION 458+89.94
TO STATION 463+43.70



TYPICAL SECTION
FROM STATION 463+43.70
TO STATION 465+54.98



TYPICAL SECTION
FROM STATION 465+54.98
TO STATION 467+94.98

- ① EXISTING PAVEMENT
- ② EXISTING AGGREGATE SHOULDER-TO BE REMOVED
- ③ ORIGINAL CONCRETE ROADWAY
- ④ EXISTING 2' CONCRETE WIDENING
- ⑤ EXISTING ASPHALT SHOULDER- REMOVE 11' FROM EXISTING CENTERLINE
- ⑥ EXISTING SIDEWALK
- ⑦ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑧ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0, N70- DEPTH VARIES
- ⑨ LEVELING BINDER (MACHINE METHOD), SUPERPAVE N90, (MINIMUM 1" & VARIES)
- ⑩ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE D, N90 1.50"
- ⑪ BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE, 12"
- ⑫ BITUMINOUS SHOULDER, 6 1/2"
- ⑬ AGGREGATE SHOULDER, TYPE B, 8"
- ⑭ EARTH FILL
- ⑮ COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- ⑯ EXISTING CONCRETE CURB AND GUTTER
- ⑰ SUB-BASE GRANULAR MATERIAL, TYPE B, 12"
- ⑱ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑲ BITUMINOUS CONCRETE BASE COURSE SUPERPAVE, 12"

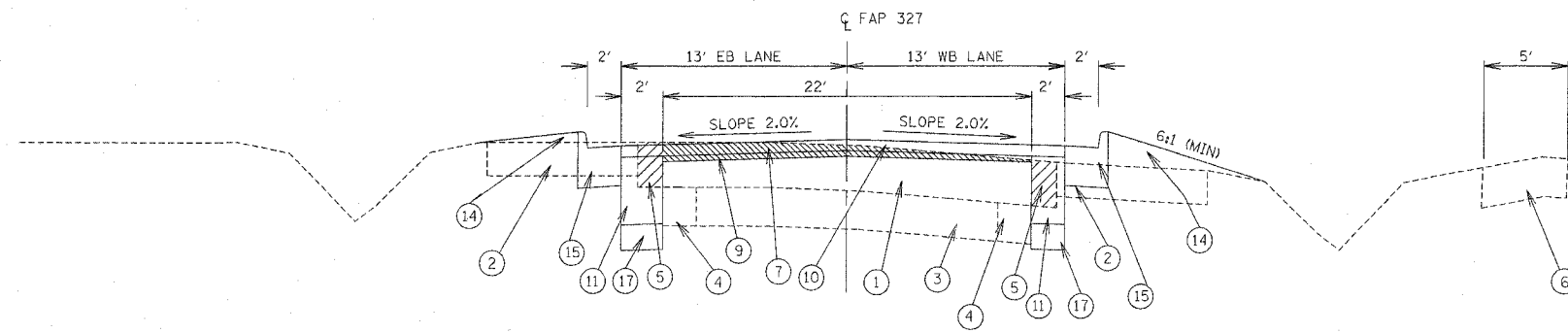
STRUCTURAL DESIGN INFORMATION
 STRUCTURAL DESIGN TRAFFIC: YEAR 2015 ADT = 8134
 PV = 85.5% SU = 6.6% MU = 7.8%
 ROAD / STREET CLASSIFICATION: CLASS II
 PERCENT STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 PV = 0.5 SU = 0.5 MU = 0.5
 MINIMUM SOIL SUPPORT: IBR = 2
 MINIMUM TRAFFIC FACTOR = 3.81

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 U.S. ROUTE 50
 SCALE: VERT. _____
 DATE 6/27/03
 DRAWN BY ALM
 CHECKED BY MJM

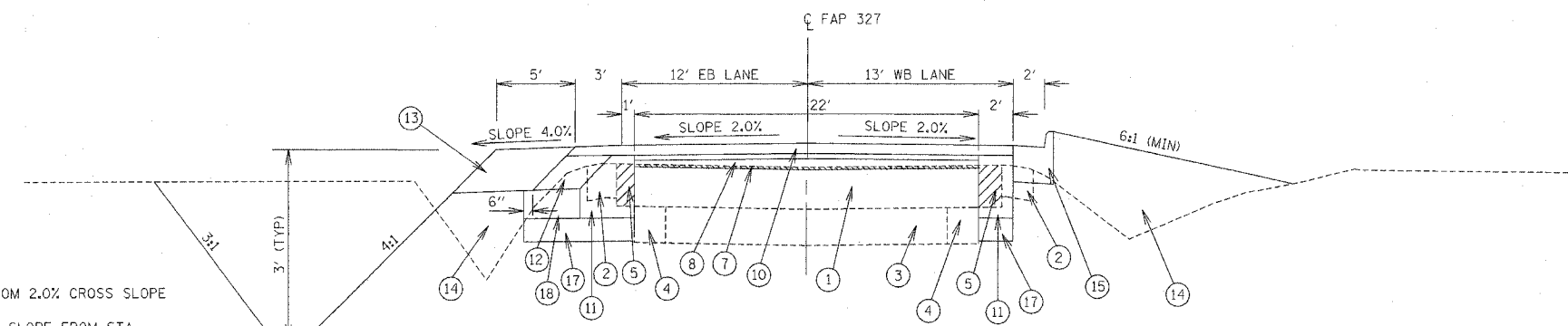
REVISED 12/20/05

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|--------------------|-------------------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 187, RS 282 | MARION | 222 | 14 |
| STA. | 467+94.98 | TO STA. | 538+50.03 | |
| IDOT DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



TYPICAL SECTION

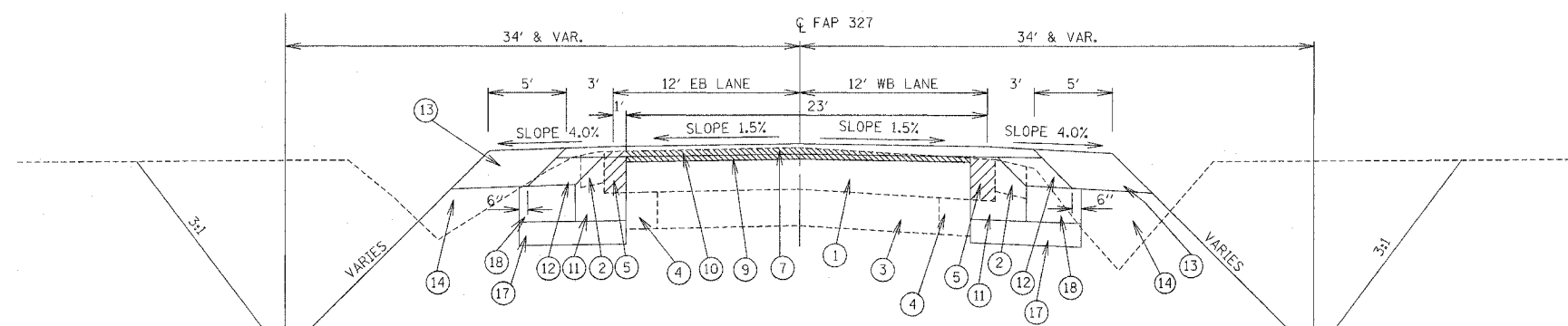
FROM STATION 467+94.98
TO STATION 503+06.98



TYPICAL SECTION

FROM STATION 503+06.98
TO STATION 513+82.61

NOTE: TRANSITION FROM 2.0% CROSS SLOPE
TO 1.5% CROSS SLOPE FROM STA
513+82.61 TO STA 514+32.61



TYPICAL SECTION

FROM STATION 513+82.61
TO STATION 538+50.03

- ① EXISTING PAVEMENT
- ② EXISTING AGGREGATE SHOULDER-TO BE REMOVED
- ③ ORIGINAL CONCRETE ROADWAY
- ④ EXISTING 2' CONCRETE WIDENING
- ⑤ EXISTING ASPHALT SHOULDER- REMOVE 11' FROM EXISTING CENTERLINE
- ⑥ EXISTING SIDEWALK
- ⑦ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑧ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL-19.0, N70- DEPTH VARIES
- ⑨ LEVELING BINDER (MACHINE METHOD), SUPERPAVE N90, (MINIMUM 1" & VARIES)
- ⑩ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE D, N90 1.50"
- ⑪ BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE, 12"
- ⑫ BITUMINOUS SHOULDER, 6 1/2"
- ⑬ AGGREGATE SHOULDER, TYPE B, 8"
- ⑭ EARTH FILL
- ⑮ COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- ⑯ EXISTING CONCRETE CURB AND GUTTER
- ⑰ SUB-BASE GRANULAR MATERIAL, TYPE B, 12"
- ⑱ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑲ BITUMINOUS CONCRETE BASE COURSE SUPERPAVE, 12"

STRUCTURAL DESIGN INFORMATION

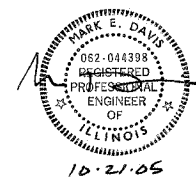
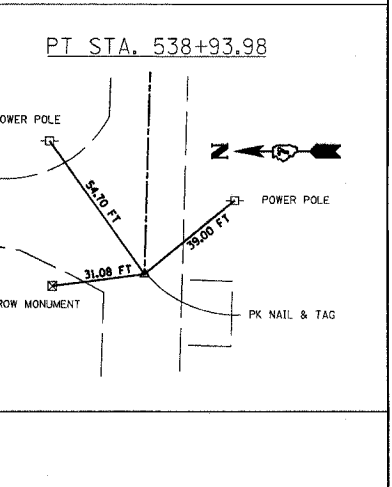
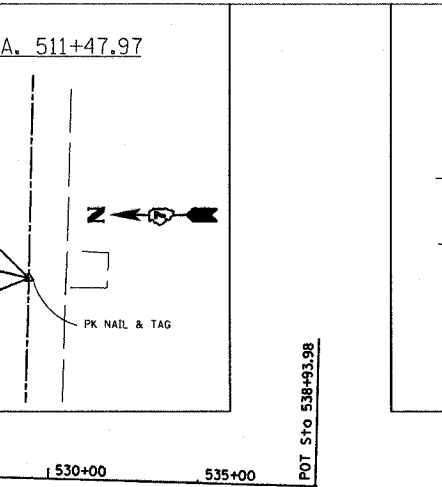
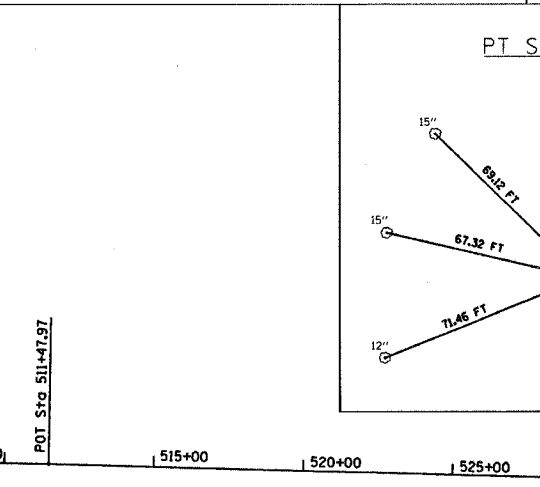
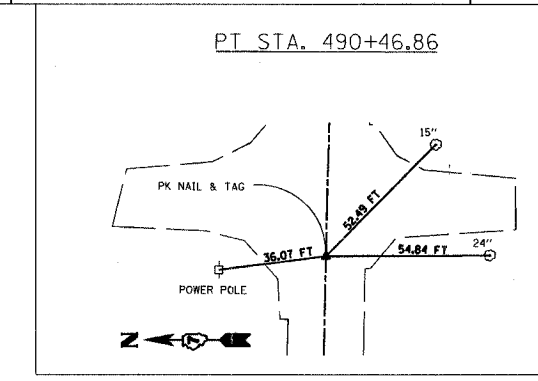
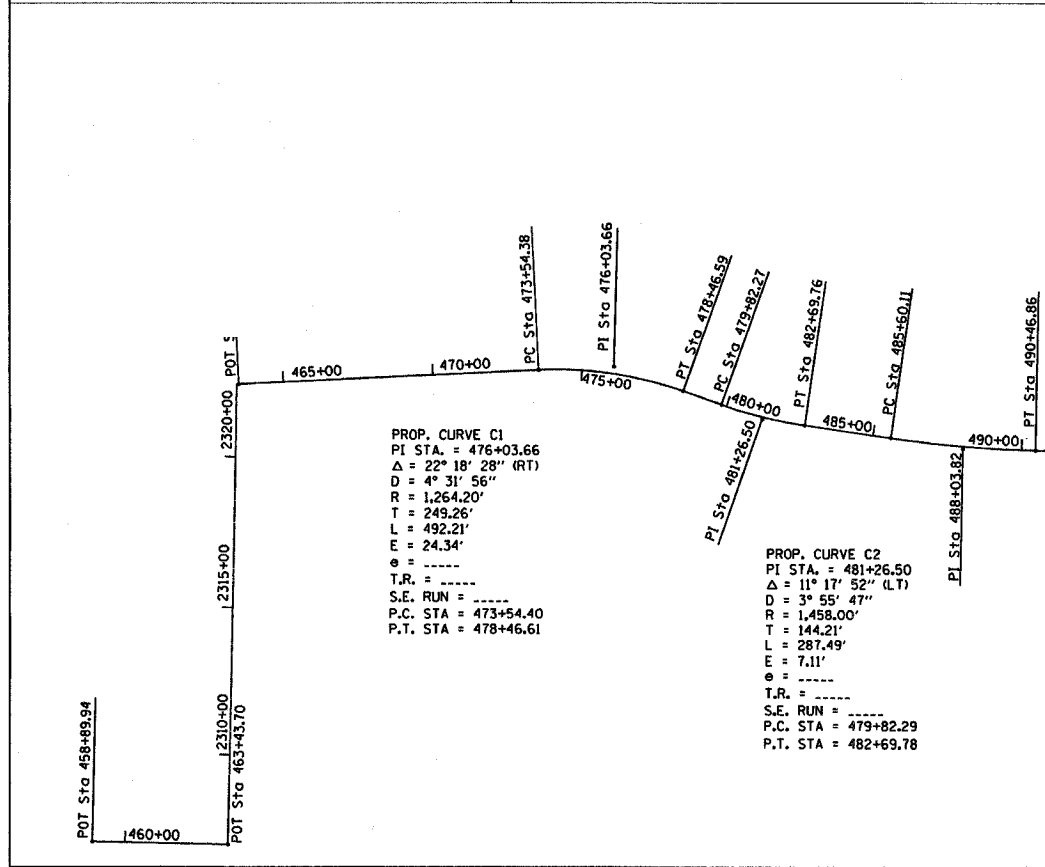
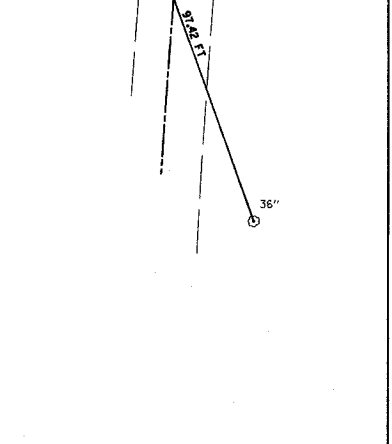
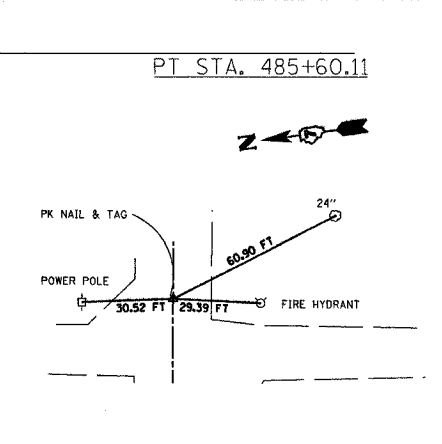
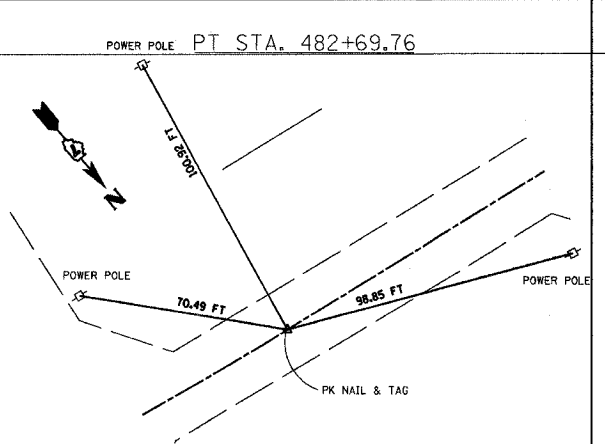
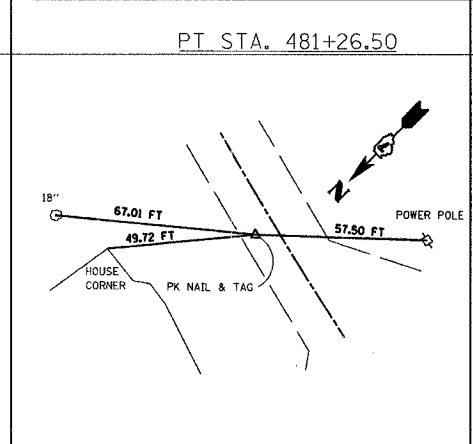
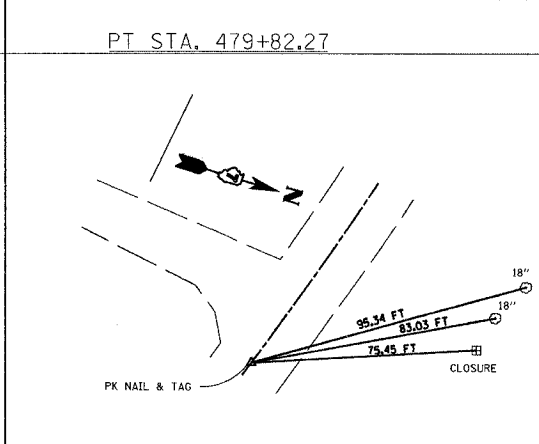
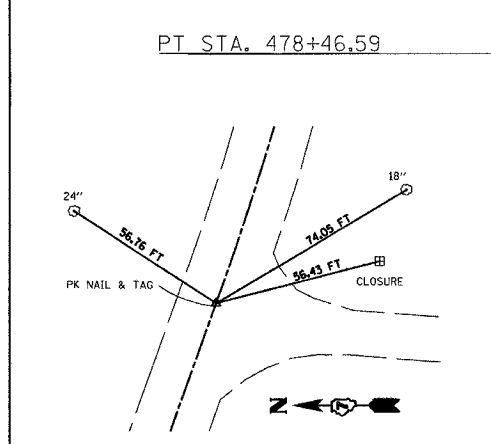
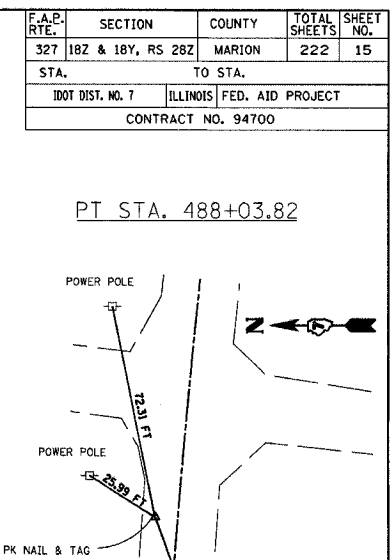
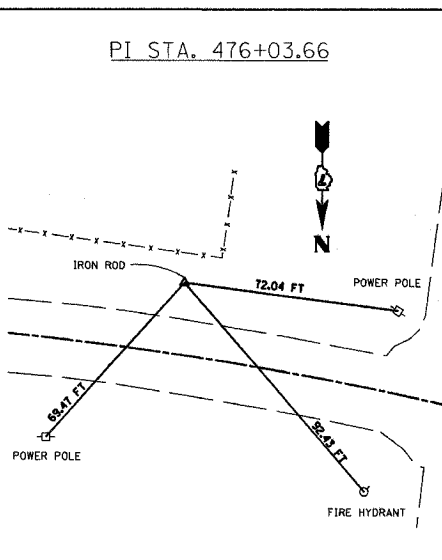
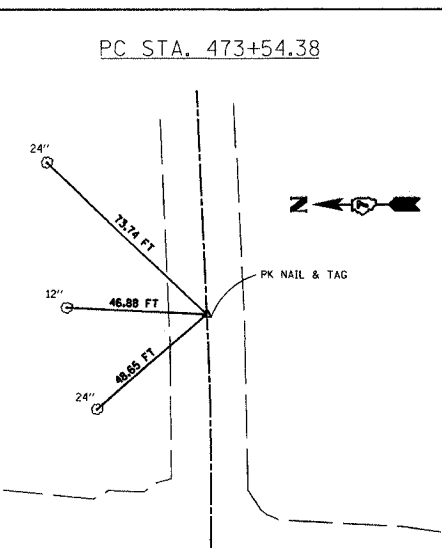
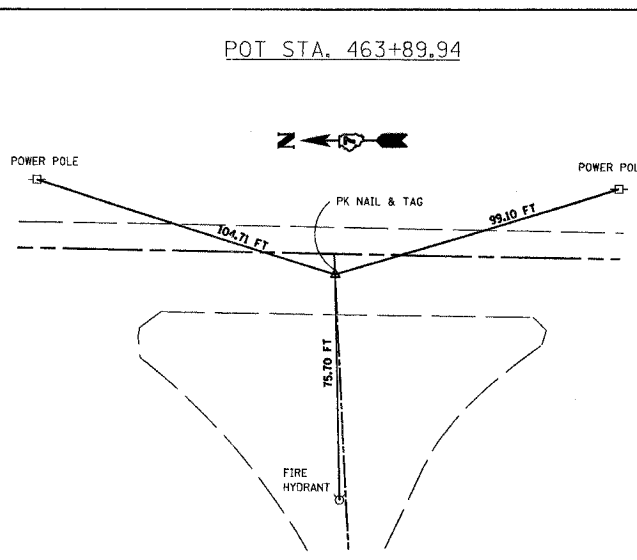
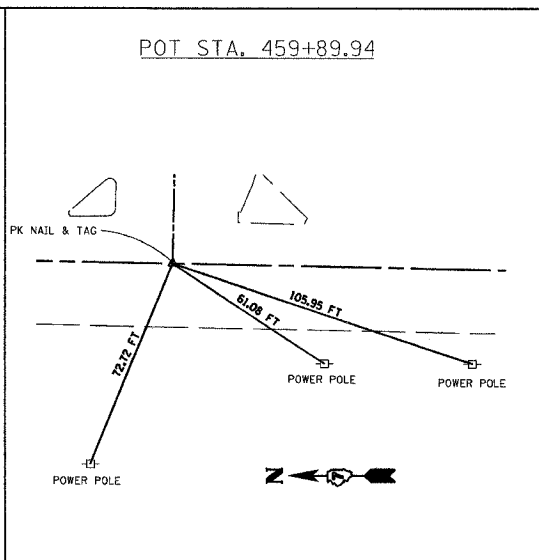
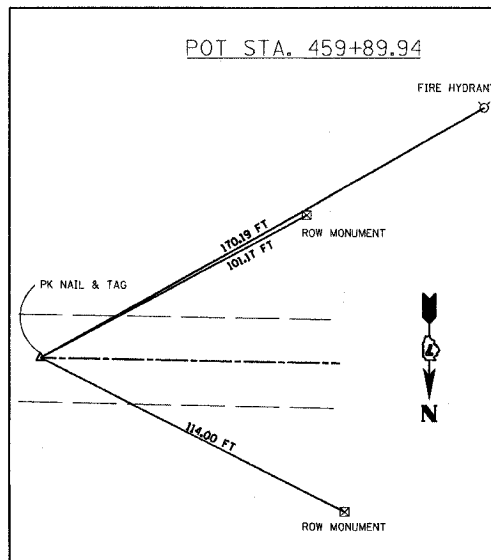
STRUCTURAL DESIGN TRAFFIC: YEAR 2015 ADT = 8134
 PV = 85.5% SU = 6.6% MU = 7.8%
 ROAD / STREET CLASSIFICATION: CLASS II
 PERCENT STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 PV = 0.5 SU = 0.5 MU = 0.5
 MINIMUM SOIL SUPPORT: IBR = 2
 MINIMUM TRAFFIC FACTOR = 3.81

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
U.S. ROUTE 50
 SCALE: VERT. DRAWN BY ALM
 HORIZ. CHECKED BY MJM
 DATE 6/27/03

REVISED 12/20/05

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|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 15 |
| STA. | | TO STA. | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT TIES

U.S. ROUTE 50

SCALE: VERT. _____
 HORIZ. _____
 DATE: 6/27/03

DRAWN BY MEC
 CHECKED BY MJM

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|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 182 & 18Y, RS 28Z | MARION | 222 | 16 |
| STA. | | TO STA. | | |
| 1007 DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

EXIST. CURVE C26
 PI STA. = 1356+57.19
 $\Delta = 63^\circ 08' 48''$ (LT)
 $D = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $T = 704.24'$
 $L = 1,262.94'$
 $E = 199.10'$
 $\theta =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 1349+52.95
 P.T. STA. = 1362+15.89

EXIST. CURVE C25
 PI STA. = 1336+83.21
 $\Delta = 0^\circ 17' 02''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 24.78'$
 $L = 49.56'$
 $E = 0.03'$
 $\theta =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 1336+58.43
 P.T. STA. = 1337+07.99

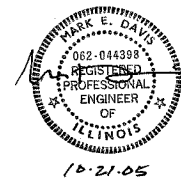
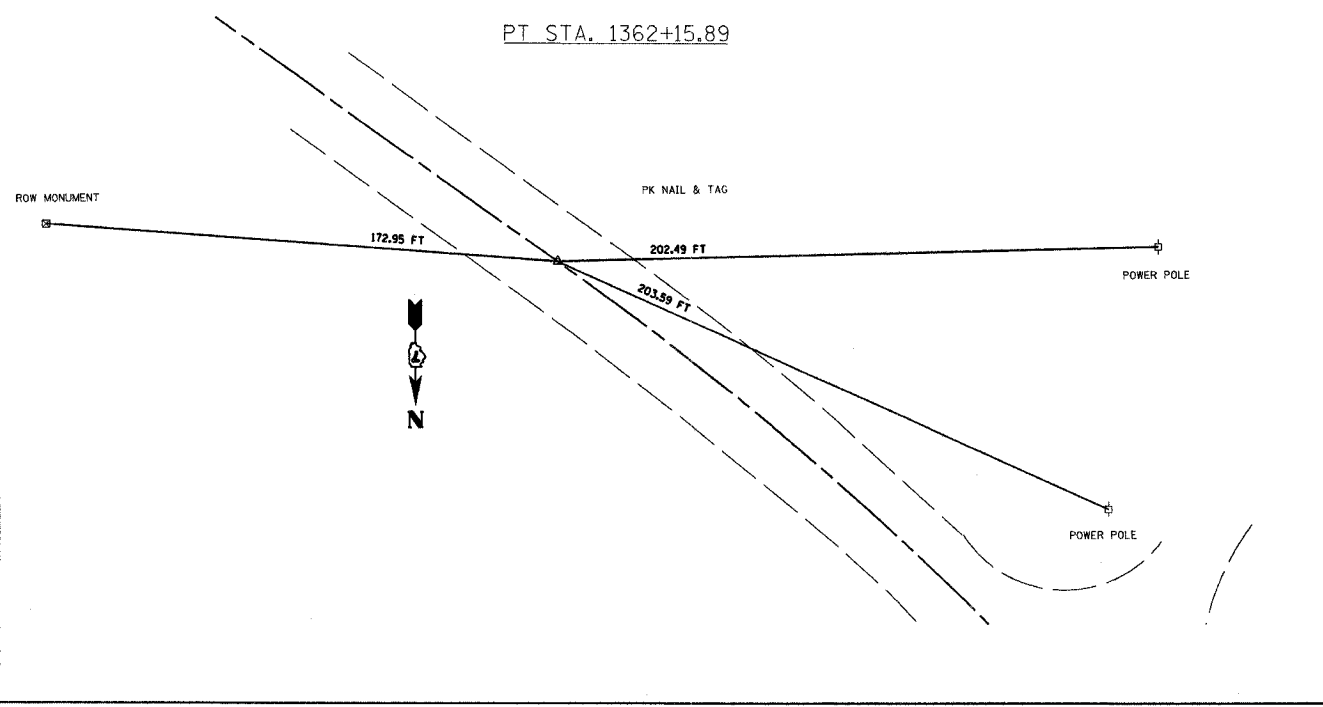
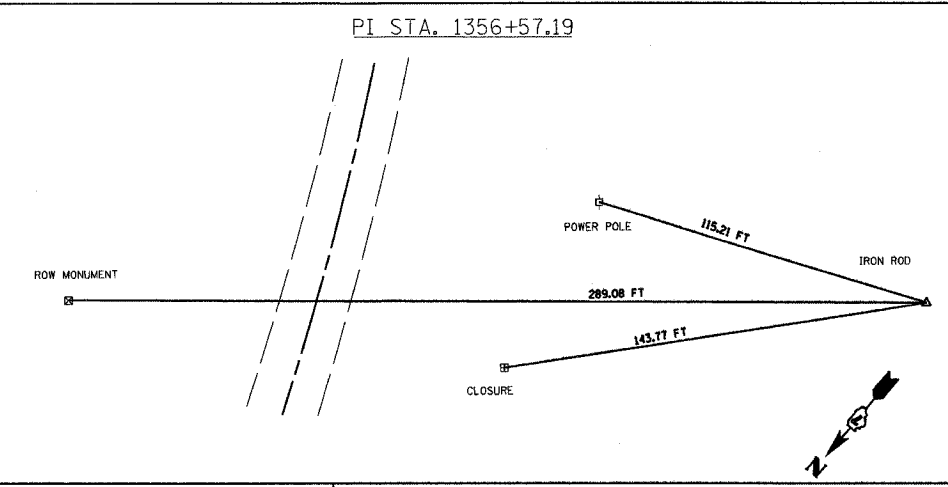
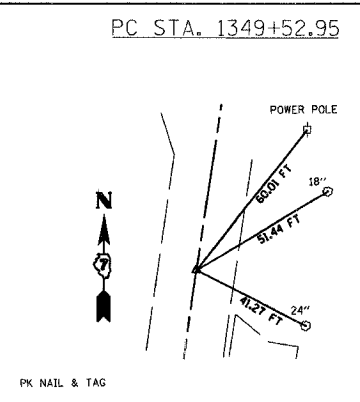
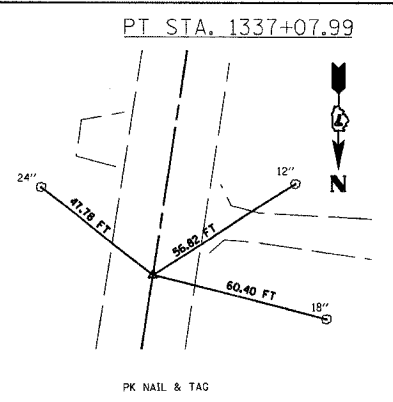
PROP. CURVE PROP4
 PI STA. = 2329+80.20
 $\Delta = 0^\circ 56' 17''$ (LT)
 $D = 1^\circ 52' 34''$
 $R = 3,053.87'$
 $T = 25.00'$
 $L = 50.00'$
 $E = 0.10'$
 $\theta =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 2329+55.20
 P.T. STA. = 2330+05.20

PROP. CURVE PROP3
 PI STA. = 2325+58.42
 $\Delta = 8^\circ 42' 29''$ (RT)
 $D = 3^\circ 10' 59''$
 $R = 1,800.00'$
 $T = 137.05'$
 $L = 273.57'$
 $E = 5.21'$
 $\theta =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 2324+21.37
 P.T. STA. = 2326+94.94

PROP. CURVE PROP2
 PI STA. = 2304+11.19
 $\Delta = 0^\circ 57' 14''$ (RT)
 $D = 1^\circ 54' 28''$
 $R = 3,003.39'$
 $T = 25.00'$
 $L = 50.00'$
 $E = 0.10'$
 $\theta =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 2303+86.19
 P.T. STA. = 2304+36.19

PROP. CURVE PROP1
 PI STA. = 2299+90.70
 $\Delta = 0^\circ 57' 14''$ (LT)
 $D = 1^\circ 54' 28''$
 $R = 3,003.39'$
 $T = 25.00'$
 $L = 50.00'$
 $E = 0.10'$
 $\theta =$
 T.R. =
 S.E. RUN =
 P.C. STA. = 2299+65.70
 P.T. STA. = 2300+15.70

PT Sta 2300+15.70
 PC Sta 2299+65.70
 EQUATION:
 STA 2299+65.70 BK =
 STA 2299+65.70 AH =
 PT Sta 2299+00.00
 PT Sta 2299+00.00



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ILLINOIS DEPARTMENT OF TRANSPORTATION
 HORIZONTAL ALIGNMENT TIES
 U.S. ROUTE 51
 SCALE: VERT. DATE
 HORIZ. DATE
 DRAWN BY
 CHECKED BY

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|---------------------|---------------------------|--------|--------------|-----------|
| F.A.B. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 17 |
| STA. | TO STA. | | | |
| IDOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 184700 | | | | |

EXIST. CURVE C26
 PI STA. = 1356+57.19
 $\Delta = 63^\circ 08' 48''$ (LT)
 $D = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $T = 704.24'$
 $L = 1,262.94'$
 $E = 199.10'$
 $\theta = \dots$
 T.R. = \dots
 S.E. RUN = \dots
 P.C. STA. = 1349+52.95
 P.T. STA. = 1362+15.89

EXIST. CURVE C25
 PI STA. = 1336+83.21
 $\Delta = 0^\circ 17' 02''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 24.78'$
 $L = 49.56'$
 $E = 0.03'$
 $\theta = \dots$
 T.R. = \dots
 S.E. RUN = \dots
 P.C. STA. = 1336+58.43
 P.T. STA. = 1337+07.99

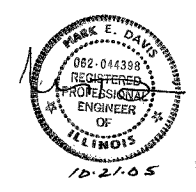
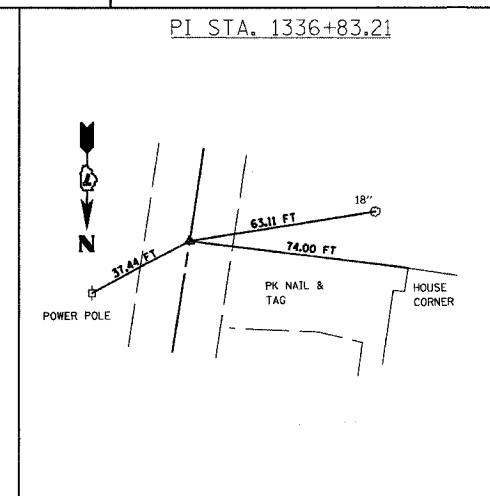
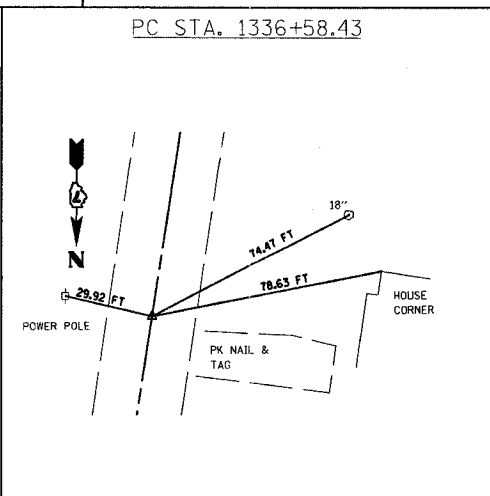
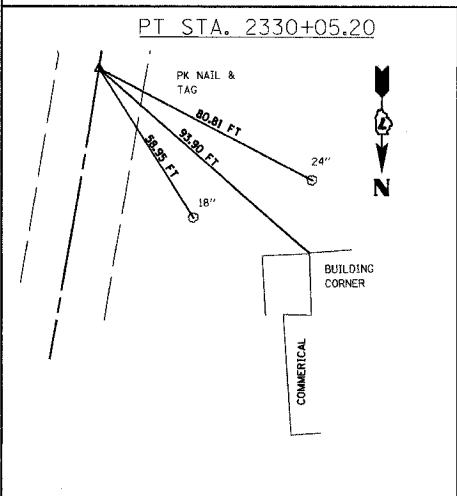
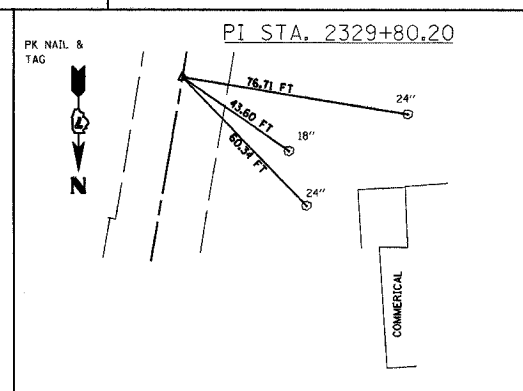
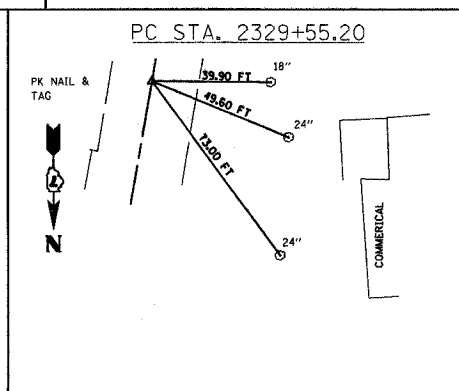
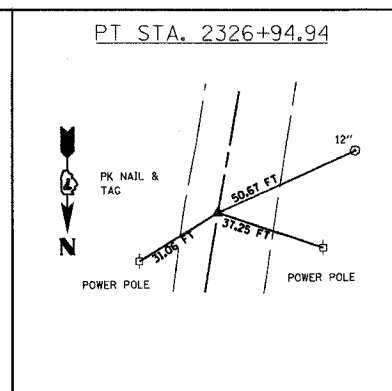
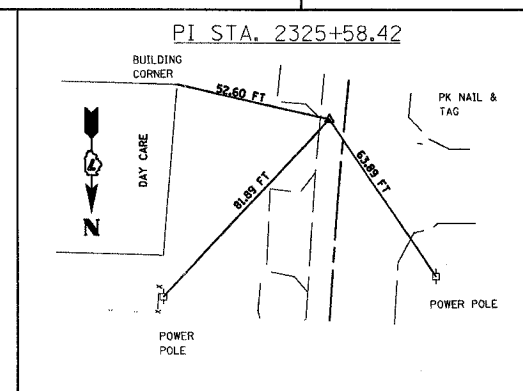
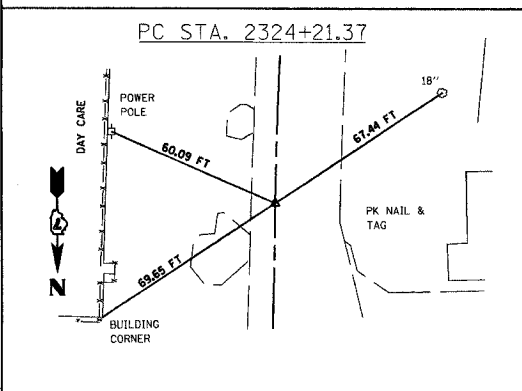
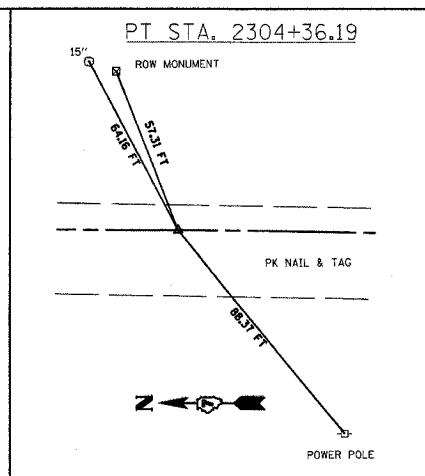
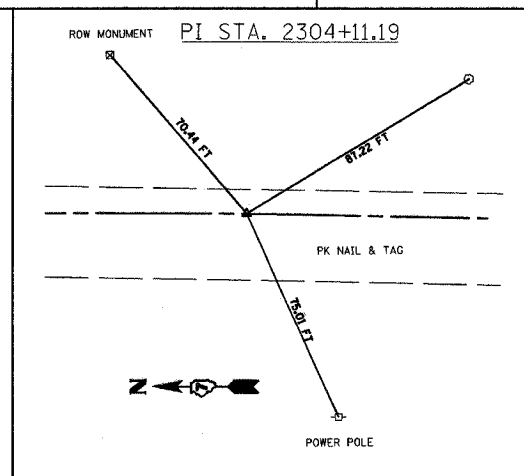
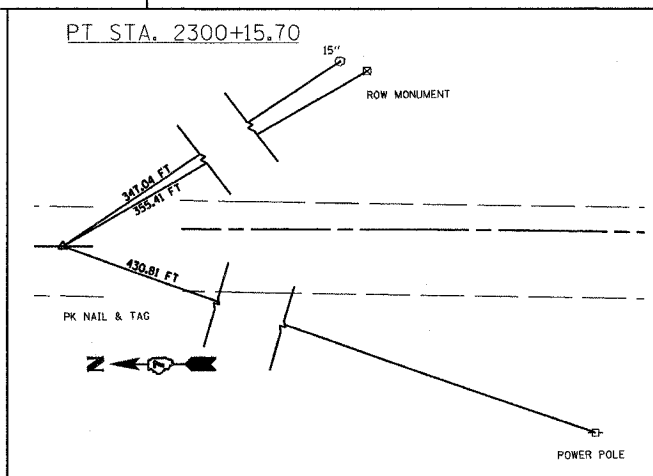
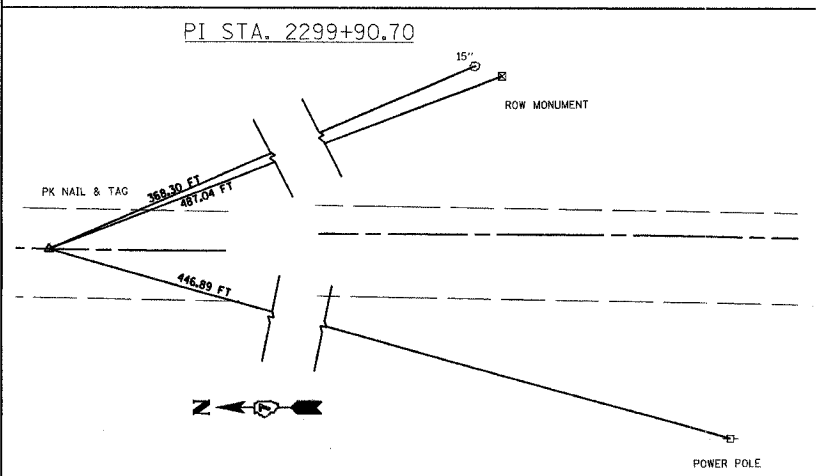
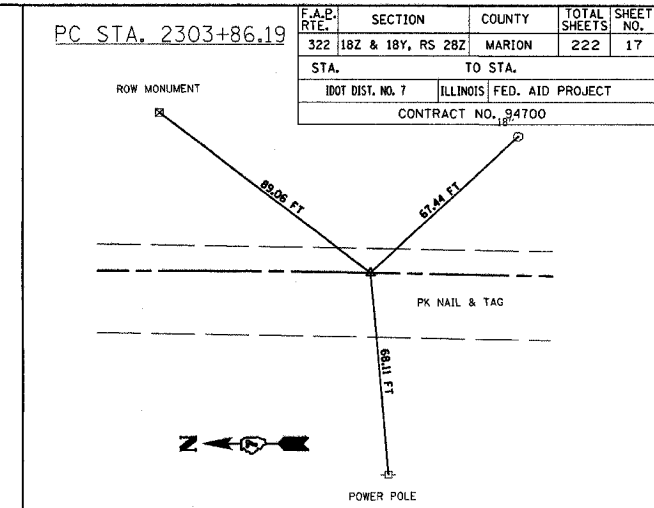
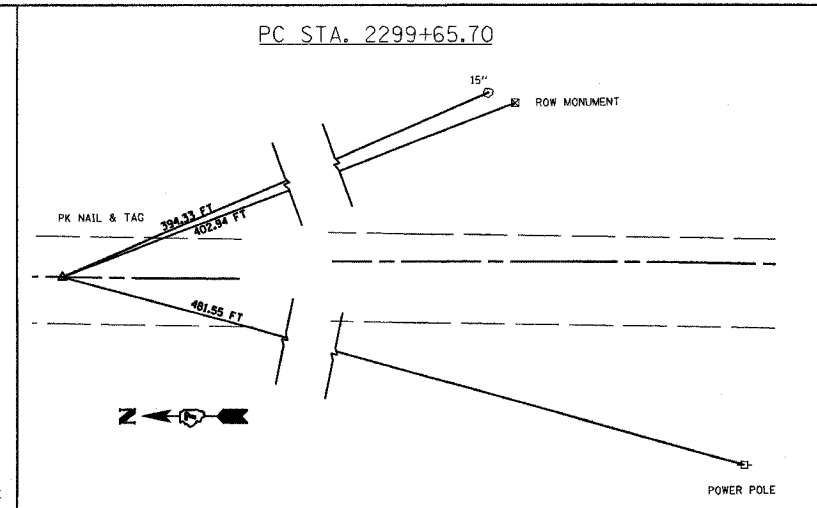
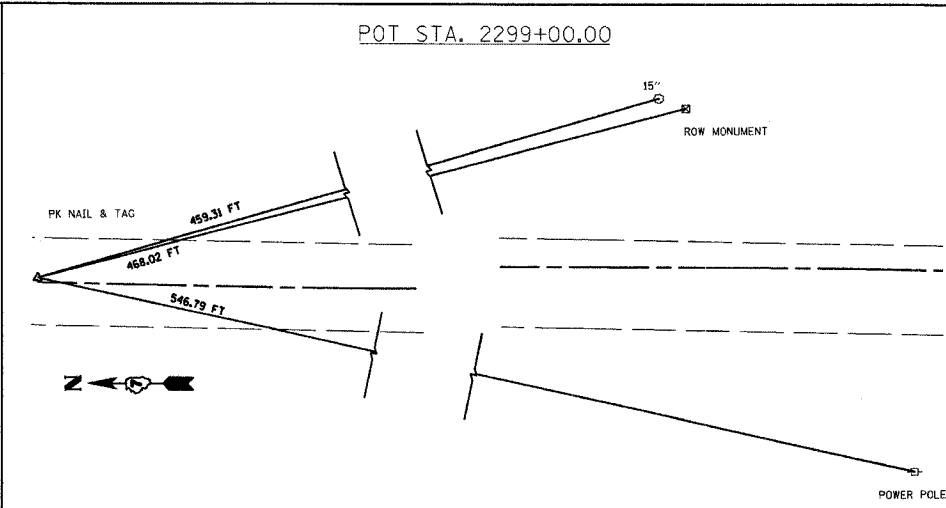
PROP. CURVE PROP4
 PI STA. = 2329+80.20
 $\Delta = 0^\circ 56' 17''$ (LT)
 $D = 1^\circ 52' 34''$
 $R = 3,053.87'$
 $T = 25.00'$
 $L = 50.00'$
 $E = 0.10'$
 $\theta = \dots$
 T.R. = \dots
 S.E. RUN = \dots
 P.C. STA. = 2329+55.20
 P.T. STA. = 2330+05.20

PROP. CURVE PROP3
 PI STA. = 2325+58.42
 $\Delta = 8^\circ 42' 29''$ (RT)
 $D = 3^\circ 10' 59''$
 $R = 1,800.00'$
 $T = 137.05'$
 $L = 273.57'$
 $E = 5.21'$
 $\theta = \dots$
 T.R. = \dots
 S.E. RUN = \dots
 P.C. STA. = 2324+21.37
 P.T. STA. = 2326+94.94

PROP. CURVE PROP1
 PI STA. = 2299+90.70
 $\Delta = 0^\circ 57' 14''$ (LT)
 $D = 1^\circ 54' 28''$
 $R = 3,003.39'$
 $T = 25.00'$
 $L = 50.00'$
 $E = 0.10'$
 $\theta = \dots$
 T.R. = \dots
 S.E. RUN = \dots
 P.C. STA. = 2299+65.70
 P.T. STA. = 2300+15.70

PROP. CURVE PROP2
 PI STA. = 2304+11.19
 $\Delta = 0^\circ 57' 14''$ (RT)
 $D = 1^\circ 54' 28''$
 $R = 3,003.39'$
 $T = 25.00'$
 $L = 50.00'$
 $E = 0.10'$
 $\theta = \dots$
 T.R. = \dots
 S.E. RUN = \dots
 P.C. STA. = 2303+86.19
 P.T. STA. = 2304+36.19

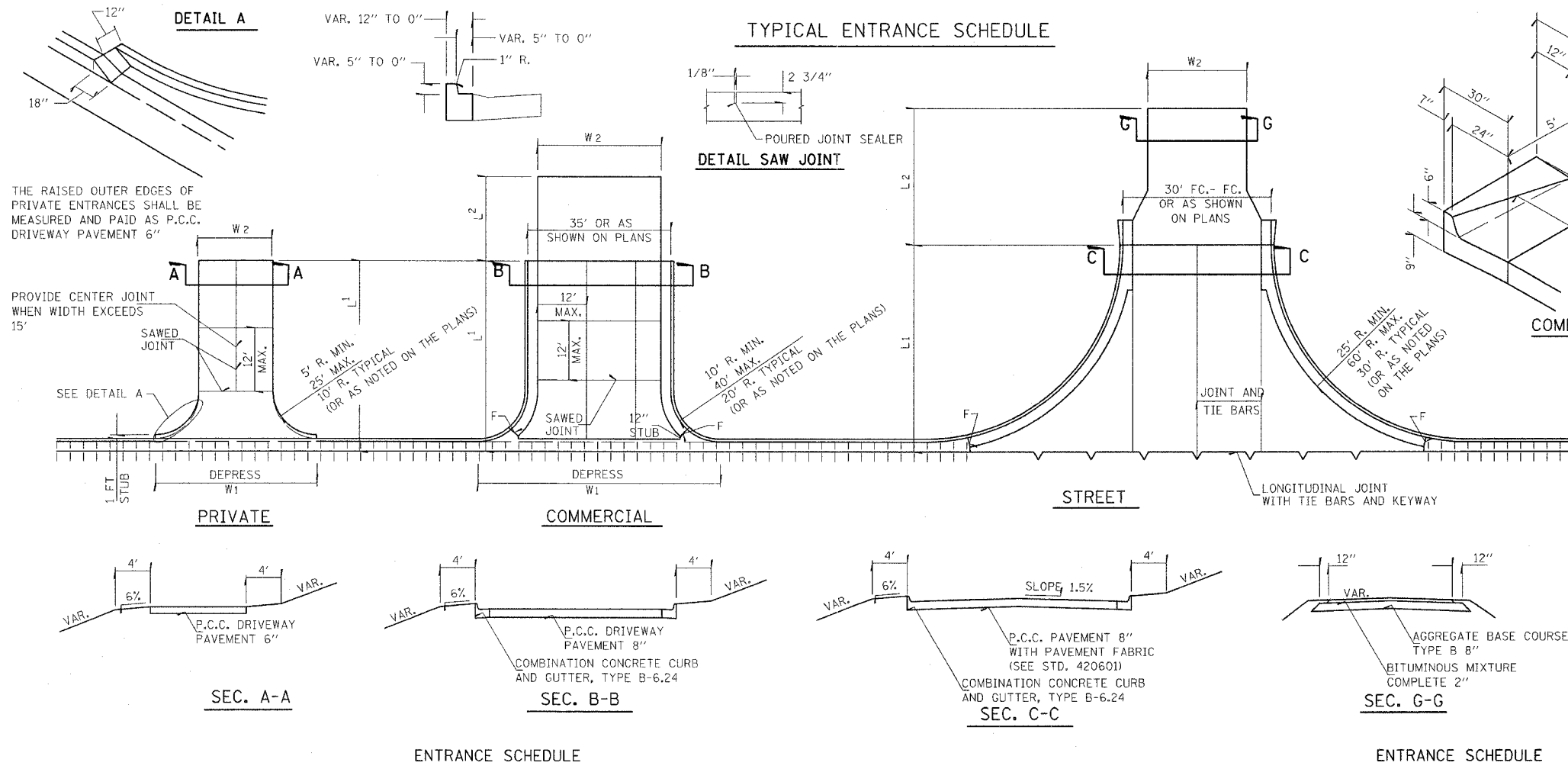
EQUATION:
 Sta 2330+05.20 BK =
 Sta 1330+04.20 AH



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 HORIZONTAL ALIGNMENT TIES
 U.S. ROUTE 51
 SCALE: VERT. _____
 HORIZ. _____
 DATE 6/27/03
 DRAWN BY MEC
 CHECKED BY MJM

| | | | | |
|--------------------|---------------------------|--------|--------------|-----------|
| F.A.E. SHEETS | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 327 | 187 & 18Y, RS 28Z | MARION | 222 | 18 |
| STA. | TO STA. | | | |
| IDOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |



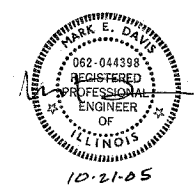
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

THIS WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARD 606001 AND SECTION 606 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

- NOTES**
- OMIT TIE BARS WITHIN 15' OF MAINLINE PAVEMENT CONTRACTION JOINT OCCURRING WITHIN LIMITS OF ENTRANCES AND RADIUS RETURNS.
 - CONTRACTION JOINTS IN MAINLINE PAVEMENT SHALL EXTEND THRU ENTRANCES AND RADIUS RETURNS. SAWED JOINTS SHALL BE ADJUSTED ACCORDINGLY.
 - F = 1" PREFORMED EXPANSION JOINT FILLER.
 - WHEN PAVEMENT IS CONSTRUCTED MONOLITHICALLY, THE JOINTS SHALL BE SAWED JOINTS WITH TIE BARS. WHEN CONSTRUCTED OTHERWISE, THE JOINTS SHALL BE LONGITUDINAL JOINTS WITH TIE BARS AND KEYWAY.
 - DEPRESSED CURB & GUTTER THROUGH COMMERCIAL ENTRANCES SHALL BE PAID FOR AS DRIVEWAY PAVEMENT.
 - DEPRESSED CURB AND GUTTER THROUGH PRIVATE ENTRANCES SHALL BE PAID FOR AS CURB AND GUTTER.

TYPICAL ENTRANCE SCHEDULE (NEXT SHEET)

BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO THE COST OF BITUMINOUS MIXTURE COMPLETE



| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

URBAN ENTRANCE DETAILS & SCHEDULES

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

US ROUTE 51 ENTRANCE SCHEDULE

| | | | | |
|--------------------|---------|---------------------------|--------------|-----------|
| F.A.P. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 18Z & 18Y, RS 28Z | MARION | 222 | 19 | |
| STA. | | TO STA. | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

| STATION | SIDE | TYPE | L1 | L2 | W1 | W2 | RADIUS | | PAVEMENT AREA | PAVEMENT AREA 2 | DEPRESSED CURB AND GUTTER PAID FOR AS PAVEMENT | AGGREGATE BASE COURSE, TYPE B, 8" | BITUMINOS MATERIALS COMPLETE | PCC PAVEMENT 8" (SE) | PAVEMENT FABRIC | PCC DRIVEWAY PAVEMENT, 6" (PE) | PCC DRIVEWAY PAVEMENT, 8" (CE) | TEMPORARY ACCESS (PRIVATE ENTRANCE) | TEMPORARY ACCESS (COMMERCIAL ENTRANCE) | TRMPORARY ACCESS (ROAD) |
|------------|------|------|-------|-------|-------|-------|--------|----|---------------|-----------------|--|-----------------------------------|------------------------------|----------------------|-----------------|--------------------------------|--------------------------------|-------------------------------------|--|-------------------------|
| | | | | | | | LT | RT | | | | | | | | | | | | |
| 2309+40.00 | RT | CE | 17.00 | | 74.00 | 31.00 | 20 | 20 | 642.05 | | 185.00 | | | | | | 91.9 | | 1 | |
| 2310+88.96 | RT | CE | 17.00 | | 69.00 | 31.00 | 20 | 20 | 609.56 | | 172.50 | | | | | | 86.9 | | 1 | |
| 2311+43.27 | LT | CE | 22.50 | | 75.50 | 30.00 | 20 | 20 | 846.68 | | 188.75 | | | | | | 115.0 | | 1 | |
| 2311+91.26 | RT | CE | 17.00 | | 60.00 | 30.00 | 15 | 15 | 606.57 | | 150.00 | | | | | | 84.1 | | 1 | |
| 2312+51.50 | RT | CE | 17.00 | | 60.00 | 30.00 | 15 | 15 | 606.57 | | 150.00 | | | | | | 84.1 | | 1 | |
| 2312+54.75 | LT | CE | 23.00 | | 68.00 | 24.00 | 20 | 20 | 723.68 | | 170.00 | | | | | | 99.3 | | 1 | |
| 2313+45.95 | RT | CE | 17.00 | | 54.00 | 20.00 | 15 | 15 | 436.57 | | 135.00 | | | | | | 63.5 | | 1 | |
| 2314+05.00 | LT | CE | 23.00 | | 68.00 | 24.00 | 20 | 20 | 723.68 | | 170.00 | | | | | | 99.3 | | 1 | |
| 2314+90.55 | RT | CE | 17.00 | | 54.00 | 20.00 | 15 | 15 | 436.57 | | 135.00 | | | | | | 63.5 | | 1 | |
| 2316+09.03 | LT | CE | 23.00 | | 68.00 | 24.00 | 20 | 20 | 723.68 | | 170.00 | | | | | | 99.3 | | 1 | |
| 2316+13.64 | RT | SE | 32.00 | 22.00 | | 26.00 | 30 | 30 | 1218.28 | 503.17 | | 55.9 | 6.3 | 135.4 | 135.4 | | 72.2 | | 1 | 1 |
| 2316+85.63 | RT | CE | 17.00 | | 58.00 | 24.00 | 15 | 15 | 504.57 | | 145.00 | | | | | | 72.2 | | 1 | |
| 2317+72.77 | RT | CE | 17.00 | | 58.00 | 24.00 | 15 | 15 | 504.57 | | 145.00 | | | | | | 72.2 | | 1 | |
| 2318+84.63 | LT | SE | 32.00 | 38.00 | | 28.00 | 30 | 30 | 1282.28 | 866.70 | | 96.3 | 10.8 | 142.5 | 142.5 | | | | 1 | 1 |
| 2318+86.35 | RT | SE | 34.00 | 25.00 | | 26.00 | 30 | 30 | 1270.28 | 557.17 | | 61.9 | 6.9 | 141.1 | 141.1 | | | | 1 | 1 |
| 2319+62.94 | RT | CE | 21.50 | | 64.00 | 26.00 | 15 | 15 | 655.57 | | 160.00 | | | | | | 90.6 | | 1 | |
| 2319+67.89 | LT | CE | 23.50 | | 68.50 | 26.00 | 20 | 20 | 782.68 | | 171.25 | | | | | | 106.0 | | 1 | |
| 2320+60.22 | LT | CE | 23.00 | | 71.00 | 29.00 | 20 | 20 | 838.68 | | 177.50 | | | | | | 112.9 | | 1 | |
| 2320+64.88 | RT | CE | 16.00 | | 51.50 | 21.00 | 15 | 15 | 432.57 | | 128.75 | | | | | | 62.4 | | 1 | |
| 2321+17.46 | RT | CE | 31.00 | | 58.00 | 26.00 | 15 | 15 | 902.57 | | 145.00 | | | | | | 116.4 | | 1 | |
| 2321+31.61 | LT | CE | 23.50 | | 73.00 | 31.00 | 20 | 20 | 900.18 | | 182.50 | | | | | | 120.3 | | 1 | |
| 2322+38.91 | LT | CE | 23.50 | | 73.50 | 37.00 | 20 | 20 | 1041.18 | | 183.75 | | | | | | 136.1 | | 1 | |
| 2323+18.34 | LT | CE | 23.50 | | 58.00 | 24.00 | 15 | 15 | 660.57 | | 145.00 | | | | | | 89.5 | | 1 | |
| 2323+77.29 | RT | CE | 20.00 | | 75.00 | 27.00 | 20 | 20 | 711.68 | | 187.50 | | | | | | 99.9 | | 1 | |
| 2323+79.31 | LT | CE | 15.50 | | 55.00 | 31.00 | 10 | 10 | 523.42 | | 137.50 | | | | | | 73.4 | | 1 | |
| 2324+57.26 | LT | CE | 15.50 | | 54.50 | 31.00 | 10 | 10 | 523.42 | | 136.25 | | | | | | 73.3 | | 1 | |
| 2325+11.30 | LT | CE | 15.50 | | 54.50 | 31.00 | 10 | 10 | 523.42 | | 136.25 | | | | | | 73.3 | | 1 | |
| 2325+36.06 | RT | SE | 37.00 | 10.00 | | 26.00 | 30 | 30 | 1348.28 | 239.15 | | 26.6 | 3.0 | 149.8 | 149.8 | | | | 1 | 1 |
| 2325+74.15 | LT | CE | 15.50 | | 60.50 | 31.00 | 10 | 15 | 523.42 | | 151.25 | | | | | | 75.0 | | 1 | |
| 2326+25.95 | RT | CE | 20.00 | | 75.50 | 31.00 | 20 | 20 | 791.68 | | 188.75 | | | | | | 108.9 | | 1 | |
| 2327+23.34 | LT | CE | 28.00 | | 65.50 | 25.00 | 15 | 20 | 796.57 | | 163.75 | | | | | | 106.7 | | 1 | |
| 2328+24.90 | RT | SE | 39.00 | 4.00 | | 26.00 | 30 | 30 | 1400.28 | 105.42 | | 11.7 | 1.3 | 155.6 | 155.6 | | | | 1 | 1 |
| 2328+78.67 | LT | SE | 38.00 | 13.00 | | 26.00 | 30 | 30 | 1374.28 | 318.01 | | 35.3 | 4.0 | 152.7 | 152.7 | | | | 1 | 1 |
| 1331+40.92 | RT | CE | 27.00 | | 75.00 | 34.00 | 20 | 20 | 1089.68 | | 187.50 | | | | | | 141.9 | | 1 | |
| 1331+77.47 | LT | CE | 22.00 | | 75.00 | 31.00 | 20 | 20 | 853.68 | | 187.50 | | | | | | 115.7 | | 1 | |
| 1332+64.49 | RT | SE | 40.00 | 20.00 | | 26.00 | 30 | 30 | 1426.28 | 476.24 | | 52.9 | 5.9 | 158.5 | 158.5 | | | | 1 | 1 |
| 1333+52.74 | RT | SE | 39.00 | 24.00 | | 26.00 | 30 | 30 | 1400.28 | 545.98 | | 60.7 | 6.8 | 155.6 | 155.6 | | | | 1 | 1 |
| 1334+47.96 | RT | CE | 26.00 | | 45.00 | 11.00 | 15 | 15 | 382.57 | | 112.50 | | | | | | 55.0 | | 1 | |
| 1335+21.36 | RT | PE | 25.00 | | 35.00 | 15.00 | 10 | 10 | 417.92 | | | | | | 46.4 | | | 1 | | |
| 1335+86.32 | RT | PE | 27.00 | 27.00 | | 35.00 | 10 | 10 | 447.92 | 474.19 | | 52.7 | 5.9 | | 49.8 | | | 1 | | |
| 1336+48.41 | RT | PE | 25.00 | | 48.00 | 18.00 | 15 | 15 | 546.57 | | | | | | 60.7 | | | 1 | | |
| 1337+29.03 | RT | PE | 25.00 | | 32.00 | 12.00 | 10 | 10 | 342.92 | | | | | | 38.1 | | | 1 | | |
| 1337+56.21 | LT | PE | 25.00 | | 35.00 | 15.00 | 10 | 10 | 417.92 | | | | | | 46.4 | | | 1 | | |

BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO THE COST OF BITUMINOUS MIXTURE COMPLETE

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

URBAN ENTRANCE DETAILS & SCHEDULES

SCALE: VERT. DATE
HORIZ. DRAWN BY
CHECKED BY

REVISED 12/20/05

| | | | | |
|--------------------|-------------------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 18Z & 18Y, RS 28Z | MARION | 222 | 19A |
| STA. | TO STA. | | | |
| IDOT DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

US ROUTE 51 ENTRANCE SCHEDULE

| STATION | SIDE | TYPE | L1 | L2 | W1 | W2 | RADI I | | PAVEMENT AREA | PAVEMENT AREA 2 | DEPRESSED CURB AND GUTTER PAID FOR AS PAVEMENT | AGGREGATE BASE COURSE, TYPE B, 8" | BITUMINOS MATERIALS COMPLETE | PCC PAVEMENT 8" (SE) | PAVEMENT FABRIC | PCC DRIVEWAY PAVEMENT, 6" (PE) | PCC DRIVEWAY PAVEMENT, 8" (CE) | TEMPORARY ACCESS (PRIVATE ENTRANCE) | TEMPORARY ACCESS (COMMERCIAL ENTRANCE) | TRMPOARY ACCESS (ROAD) |
|------------|------|------|-------|-------|-------|-------|--------|----|---------------|-----------------|--|-----------------------------------|------------------------------|----------------------|-----------------|--------------------------------|--------------------------------|-------------------------------------|--|------------------------|
| | | | | | | | LT | RT | | | | | | | | | | | | |
| 1339+23.06 | RT | SE | 33.00 | 2.50 | | 26.00 | 30 | 30 | 1244.28 | 66.64 | | 7.4 | 0.8 | 138.3 | 138.3 | | | | | 1 |
| 1339+27.23 | LT | PE | 25.00 | | 47.00 | 17.00 | 15 | 15 | 521.57 | | | | | | | 58.0 | | | | 1 |
| 1341+28.96 | LT | PE | 25.00 | | 32.00 | 12.00 | 10 | 10 | 342.92 | | | | | | | 38.1 | | | | 1 |
| 1341+37.50 | RT | CE | 25.00 | | 48.00 | 14.00 | 15 | 15 | 446.57 | | 120.00 | | | | | | 63.0 | | 1 | |
| 1342+45.66 | RT | CE | 25.00 | | 74.00 | 31.00 | 20 | 20 | 946.68 | | 185.00 | | | | | | 125.7 | | 1 | |
| 1342+71.11 | LT | PE | 25.00 | | 32.00 | 12.00 | 10 | 10 | 342.92 | | | | | | | 38.1 | | | 1 | |
| 1343+14.35 | RT | CE | 24.50 | | 58.00 | 23.00 | 15 | 15 | 660.07 | | 145.00 | | | | | | 89.5 | | 1 | |
| 1343+95.46 | RT | SE | 34.50 | 20.00 | | 35.00 | 30 | 30 | 1593.78 | 736.71 | | 81.9 | 9.2 | 177.1 | 177.1 | | | | | 1 |
| 1344+09.38 | LT | PE | 26.00 | | 48.50 | 18.00 | 15 | 15 | 564.57 | | | | | | | 62.7 | | | 1 | |
| 1345+32.25 | LT | PE | 25.00 | | 45.00 | 15.00 | 15 | 15 | 471.57 | | | | | | | 52.4 | | | 1 | |
| 1346+05.23 | LT | PE | 25.00 | | 32.00 | 12.00 | 10 | 10 | 342.92 | | | | | | | 38.1 | | | 1 | |
| 1346+33.79 | LT | PE | 25.00 | | 28.50 | 12.00 | 10 | 10 | 342.92 | | | | | | | 38.1 | | | 1 | |
| 1347+54.81 | RT | PE | 25.00 | | 32.00 | 12.00 | 10 | 10 | 342.92 | | | | | | | 38.1 | | | 1 | |
| 1347+62.02 | LT | PE | 25.00 | | 45.00 | 15.00 | 15 | 15 | 471.57 | | | | | | | 52.4 | | | 1 | |
| 1348+77.87 | RT | SE | 27.00 | | | 26.00 | 30 | 30 | 1088.28 | | | 0.0 | 0.0 | 120.9 | 120.9 | | | | | 1 |
| TOTALS | | | | | | | | | | | | 543.3 | 60.8 | 1627.4 | 1627.4 | 657.5 | 3066.7 | 14 | 33 | 11 |

BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO THE COST OF BITUMINOUS MIXTURE COMPLETE

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
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| NAME | DATE | |
| | | URBAN ENTRANCE DETAILS & SCHEDULES |
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SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

REVISED 12/20/05

US ROUTE 50 ENTRANCE SCHEDULE

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|--------------------|---------------------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 182 & 18Y, RS 282 | MARION | 222 | 20 |
| STA. | TO STA. | | | |
| IDOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |

| STATION | SIDE | TYPE | L1 | L2 | W1 | W2 | RADII | | PAVEMENT AREA | PAVEMENT AREA 2 | DEPRESSED CURB AND GUTTER PAID FOR AS PAVEMENT | AGGREGATE BASE COURSE, TYPE B, 8" | BITUMINOS MATERIALS COMPLETE | PCC PAVEMENT 8" (SE) | PAVEMENT FABRIC | PCC DRIVEWAY PAVEMENT, 6" (PE) | PCC DRIVEWAY PAVEMENT, 8" (CE) | TEMPORARY ACCESS (PRIVATE ENTRANCE) | TEMPORARY ACCESS (COMMERCIAL ENTRANCE) | TRMPORARY ACCESS (ROAD) |
|-----------|------|------|-------|-------|--------|-------|-------|----|---------------|-----------------|--|-----------------------------------|------------------------------|----------------------|-----------------|--------------------------------|--------------------------------|-------------------------------------|--|-------------------------|
| | | | | | | | LT | RT | | | | | | | | | | | | |
| 465+22.73 | LT | CE | 29.00 | | 77.17 | 35.00 | 20 | 20 | 1186.68 | | 192.93 | | | | | | 153.3 | | 1 | |
| 466+23.33 | RT | CE | 25.00 | | 75.00 | 31.00 | 20 | 20 | 946.68 | | 187.50 | | | | | | 126.0 | | 1 | |
| 467+42.20 | LT | PRA | 35.00 | 23.00 | | 26.00 | 30 | 30 | 1296.28 | 576.26 | | 64.0 | 7.2 | 144.0 | 144.0 | | | | | 1 |
| 467+43.20 | RT | PRA | 32.00 | 28.00 | | 26.00 | 30 | 30 | 1218.28 | 617.50 | | 68.6 | 7.7 | 135.4 | 135.4 | | | | | 1 |
| 470+64.01 | LT | PRA | 32.00 | 10.00 | | 26.00 | 30 | 30 | 1218.28 | 262.51 | | 29.2 | 3.3 | 135.4 | 135.4 | | | | | 1 |
| 470+64.40 | RT | PRA | 32.00 | 21.00 | | 26.00 | 30 | 30 | 1218.28 | 506.21 | | 56.2 | 6.3 | 135.4 | 135.4 | | | | | 1 |
| 471+72.42 | LT | PE | 27.00 | | 42.00 | 12.00 | 15 | 15 | 420.57 | | | | | | | 46.7 | | 1 | | |
| 472+68.12 | LT | CE | 27.00 | | 75.00 | 31.00 | 20 | 20 | 1008.68 | | 187.50 | | | | | | 132.9 | | 1 | |
| 474+31.79 | RT | PRA | 36.00 | 23.00 | | 26.00 | 30 | 30 | 1322.28 | 523.36 | | 58.2 | 6.5 | 146.9 | 146.9 | | | | | 1 |
| 474+34.05 | LT | PRA | 35.00 | 7.50 | | 26.00 | 30 | 30 | 1296.28 | 193.74 | | 21.5 | 2.4 | 144.0 | 144.0 | | | | | 1 |
| 475+12.48 | LT | CE | 27.00 | | 67.00 | 24.00 | 20 | 20 | 819.68 | | 167.50 | | | | | | 109.7 | | 1 | |
| 477+00.35 | LT | PRA | 37.00 | | | 26.00 | 30 | 30 | 1348.28 | | | 0.0 | 0.0 | 149.8 | 149.8 | | | | | 1 |
| 477+03.09 | RT | PRA | 35.00 | 26.00 | | 26.00 | 30 | 30 | 1296.28 | 598.71 | | 66.5 | 7.5 | 144.0 | 144.0 | | | | | 1 |
| 478+43.99 | LT | PRA | 43.00 | 40.00 | | 26.00 | 30 | 30 | 1504.28 | 809.66 | | 90.0 | 10.1 | 167.1 | 167.1 | | | | | 1 |
| 479+17.14 | RT | PE | 23.00 | | 51.50 | 21.00 | 15 | 15 | 579.57 | | | | | | | 64.4 | | 1 | | |
| 480+01.24 | LT | PRA | 34.00 | 34.00 | | 26.00 | 30 | 30 | 1270.28 | 703.51 | | 78.2 | 8.8 | 141.1 | 141.1 | | | | | 1 |
| 480+95.33 | LT | CE | 38.00 | | 76.00 | 31.00 | 20 | 20 | 1349.68 | | 190.00 | | | | | | 171.1 | | 1 | |
| 481+90.48 | LT | PRA | 53.00 | | | 26.00 | 30 | 30 | 1764.28 | | | 0.0 | 0.0 | 196.0 | 196.0 | | | | | 1 |
| 481+90.88 | RT | PRA | 34.00 | 22.00 | | 26.00 | 30 | 30 | 1270.28 | 510.47 | | 56.7 | 6.4 | 141.1 | 141.1 | | | | | 1 |
| 482+67.37 | LT | CE | 23.00 | | 64.50 | 20.00 | 20 | 20 | 631.68 | | 161.25 | | | | | | 88.1 | | 1 | |
| 483+90.79 | RT | PRA | 33.00 | 19.00 | | 26.00 | 30 | 30 | 1244.28 | 453.05 | | 50.3 | 5.6 | 138.3 | 138.3 | | | | | 1 |
| 483+97.77 | LT | PRA | 35.00 | | | 26.00 | 30 | 30 | 1296.28 | | | 0.0 | 0.0 | 144.0 | 144.0 | | | | | 1 |
| 485+77.60 | RT | CE | 24.00 | | 50.00 | 16.00 | 15 | 15 | 480.57 | | 125.00 | | | | | | 67.3 | | 1 | |
| 485+78.39 | LT | CE | 25.00 | | 50.00 | 16.00 | 15 | 15 | 496.57 | | 125.00 | | | | | | 69.1 | | 1 | |
| 486+34.00 | RT | CE | 23.00 | | 46.00 | 16.00 | 15 | 15 | 464.57 | | 115.00 | | | | | | | 1 | | |
| 487+61.36 | RT | PRA | 28.00 | 17.00 | | 26.00 | 30 | 30 | 1114.28 | 417.55 | | 46.4 | 5.2 | 123.8 | 123.8 | | | | | 1 |
| 487+63.15 | LT | PRA | 28.00 | 20.00 | | 26.00 | 30 | 30 | 1114.28 | 498.48 | | 55.4 | 6.2 | 123.8 | 123.8 | | | | | 1 |
| 489+19.35 | RT | CE | 35.00 | | 63.50 | 20.00 | 20 | 20 | 871.68 | | 158.75 | | | | | | 114.5 | | 1 | |
| 490+25.67 | RT | PRA | 33.00 | 26.50 | | 26.00 | 30 | 30 | 1244.28 | 590.49 | | 65.6 | 7.3 | 138.3 | 138.3 | | | | | 1 |
| 490+28.56 | LT | PRA | 32.00 | 36.00 | | 26.00 | 30 | 30 | 1218.28 | 745.16 | | 82.8 | 9.3 | 135.4 | 135.4 | | | | | 1 |
| 493+41.51 | RT | PRA | 32.00 | 24.00 | | 26.00 | 30 | 30 | 1218.28 | 553.16 | | 61.5 | 6.9 | 135.4 | 135.4 | | | | | 1 |
| 493+44.45 | LT | PRA | 33.00 | 24.00 | | 26.00 | 30 | 30 | 1244.28 | 541.45 | | 60.2 | 6.7 | 138.3 | 138.3 | | | | | 1 |
| 496+67.00 | RT | PRA | 33.00 | 29.00 | | 26.00 | 30 | 30 | 1244.28 | 696.31 | | 77.4 | 8.7 | 138.3 | 138.3 | | | | | 1 |
| 496+69.69 | LT | PRA | 34.00 | 30.00 | | 26.00 | 30 | 30 | 1270.28 | 639.64 | | 71.1 | 8.0 | 141.1 | 141.1 | | | | | 1 |
| 500+08.30 | RT | PRA | 33.00 | 31.00 | | 26.00 | 30 | 30 | 1244.28 | 661.94 | | 73.5 | 8.2 | 138.3 | 138.3 | | | | | 1 |
| 503+22.93 | RT | PRA | 36.00 | 17.00 | | 26.00 | 30 | 30 | 1322.28 | 407.63 | | 45.3 | 5.1 | 146.9 | 146.9 | | | | | 1 |
| 503+69.72 | RT | PE | 37.00 | | 22.00 | 12.00 | 5 | 5 | 454.73 | | | | | | | 50.5 | | 1 | | |
| 504+31.33 | RT | PE | 37.00 | | 52.00 | 21.00 | 15 | 15 | 873.57 | | | | | | | 97.1 | | 1 | | |
| 505+12.01 | RT | PE | 37.00 | | 42.00 | 12.00 | 15 | 15 | 540.57 | | | | | | | 60.1 | | 1 | | |
| 507+00.05 | RT | PE | 37.00 | | 43.00 | 14.00 | 15 | 15 | 614.57 | | | | | | | 68.3 | | 1 | | |
| 507+70.21 | RT | PE | 37.00 | | 32.00 | 14.00 | 15 | 15 | 614.57 | | | | | | | 68.3 | | 1 | | |
| 508+43.24 | RT | PE | 37.00 | | 32.00 | 12.00 | 10 | 10 | 486.92 | | | | | | | 54.1 | | 1 | | |
| 510+25.16 | RT | CE | 37.00 | | 96.00 | 31.00 | 30 | 30 | 1533.28 | | 240.00 | | | | | | 170.4 | | 1 | |
| 513+23.29 | RT | CE | 37.00 | | 116.00 | 48.00 | 30 | 30 | 2162.28 | | 290.00 | | | | | | 240.3 | | 1 | |
| TOTALS | | | | | | | | | | | | 1278.5 | 143.2 | 3422.1 | 3422.1 | 509.5 | 1442.5 | 8 | 12 | 24 |

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ILLINOIS DEPARTMENT OF TRANSPORTATION

URBAN ENTRANCE DETAILS & SCHEDULES

SCALE: VERT. _____
HORIZ. _____

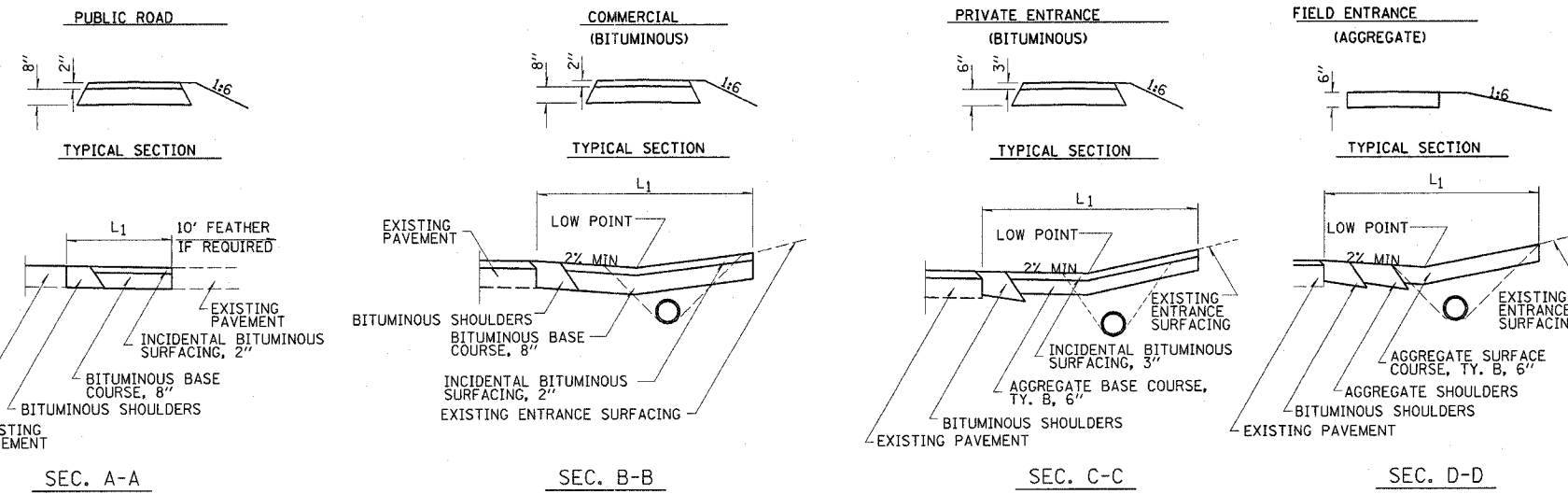
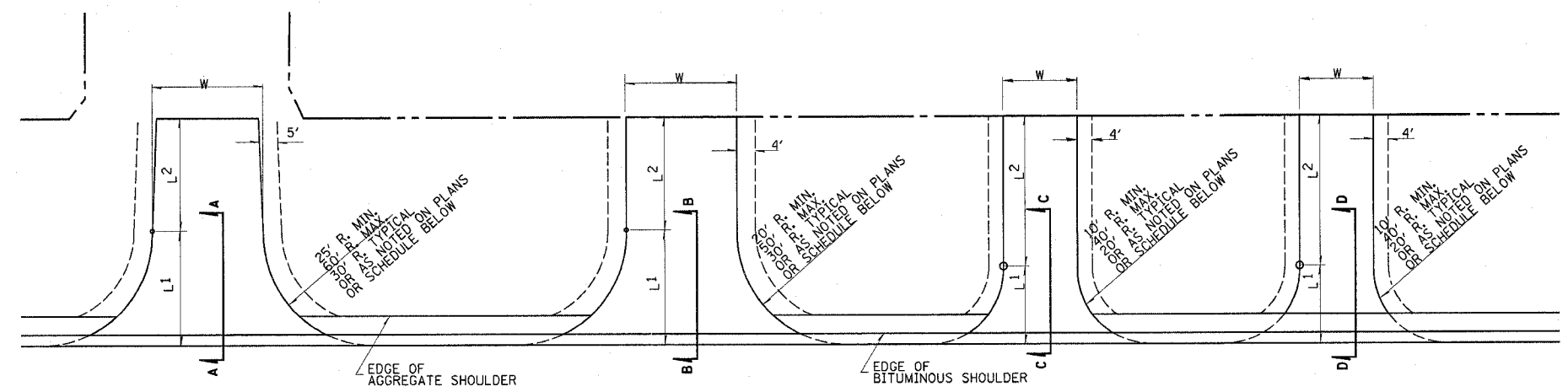
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CHECKED BY _____

BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO THE COST OF BITUMINOUS MIXTURE COMPLETE

REVISED 12/20/05

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------------------|-------------------|--------|----------------------|-----------|
| 327 | 182 & 181, RS 282 | MARION | 222 | 21 |
| 322 | | | | |
| FED. ROAD DIST. NO. 7 ILLINOIS | | | FED. AID PROJECT NO. | |

1 2 3 4 5 6 7 8 9 \$\$\$DATE\$\$
 10.11.12.13.14.15.16.17.18
 19.20.21.22.23.24.25.26.27
 28.29.30.31.32.33.34.35.36
 37.38.39.40.41.42.43.44.45
 46.47.48.49.50.51.52.53.54
 55.56.57.58.59.60.61.62.63



| RURAL ENTRANCE SCHEDULE | | | | | | | | | | | | | |
|-------------------------|------|-------|------|----|------|----|------|----|--------------------------|---|--|--|-------------------------------|
| STATION | SIDE | ROUTE | TYPE | L1 | L2 | W | RADI | | PAVEMENT AREA SQ. FT. | AGGREGATE BASE COURSE TYPE B, 6" SQ YD | AGGREGATE SURFACE COURSE TYPE B, 6" TON | INCIDENTAL BITUMINOUS SURFACING, 3" TON | TEMPORARY ACCESS (PE) EACH |
| | | | | | | | LT | RT | | | | | |
| 2 302+97.78 | LT | 51 | PE | 20 | 17.5 | 30 | 20 | 20 | 1048.79 | 116.5 | | 19.6 | 1 |
| 2 302+99.59 | RT | 51 | PE | 20 | 27.5 | 14 | 20 | 20 | 669.71 | 74.4 | | 12.5 | 1 |
| 2 305+33.14 | LT | 51 | PE | 20 | 31.5 | 15 | 20 | 20 | 717.62 | 79.7 | | 13.4 | 1 |
| 460+66.57 | LT | 50 | PE | 12 | | 39 | 20 | 20 | 617.96 | 68.7 | | 11.5 | 1 |
| 511+44.65 | LT | 50 | FE | 20 | 18 | 12 | 20 | 20 | 357.94 | | 13.6 | | |
| 514+94.55 | RT | 50 | PE | 20 | 18 | 16 | 20 | 20 | 736.18 | 81.8 | | 13.7 | 1 |
| 516+29.32 | RT | 50 | PE | 20 | 18 | 15 | 20 | 20 | 697.76 | 77.5 | | 13.0 | 1 |
| 517+94.64 | LT | 50 | PE | 20 | 18 | 15 | 20 | 20 | 632.97 | 70.3 | | 11.8 | 1 |
| 518+66.58 | LT | 50 | PE | 20 | 18 | 12 | 20 | 20 | 518.69 | 57.6 | | 9.7 | 1 |
| 520+51.90 | LT | 50 | PE | 20 | 18 | 18 | 20 | 20 | 810.50 | 90.1 | | 15.1 | 1 |
| 521+80.93 | LT | 50 | FE | 20 | 18 | 22 | 20 | 20 | 667.89 | | 25.3 | | |
| 523+38.59 | RT | 50 | FE | 20 | 18 | 25 | 20 | 20 | 759.95 | | 28.8 | | |
| 528+77.00 | LT | 50 | FE | 20 | 18 | 20 | 20 | 20 | 607.89 | | 23.1 | | |
| 531+18.36 | RT | 50 | FE | 20 | 18 | 20 | 20 | 20 | 610.20 | | 23.1 | | |
| 535+74.55 | LT | 50 | FE | 20 | 18 | 22 | 20 | 20 | 667.90 | | 25.3 | | |
| TOTALS | | | | | | | | | | 716.7 | 139.2 | 120.4 | 9 |

NOTES

L1 = DISTANCE FROM EDGE OF PAVEMENT TO RADIUS POINT OR MAXIMUM DISTANCE OF 30'

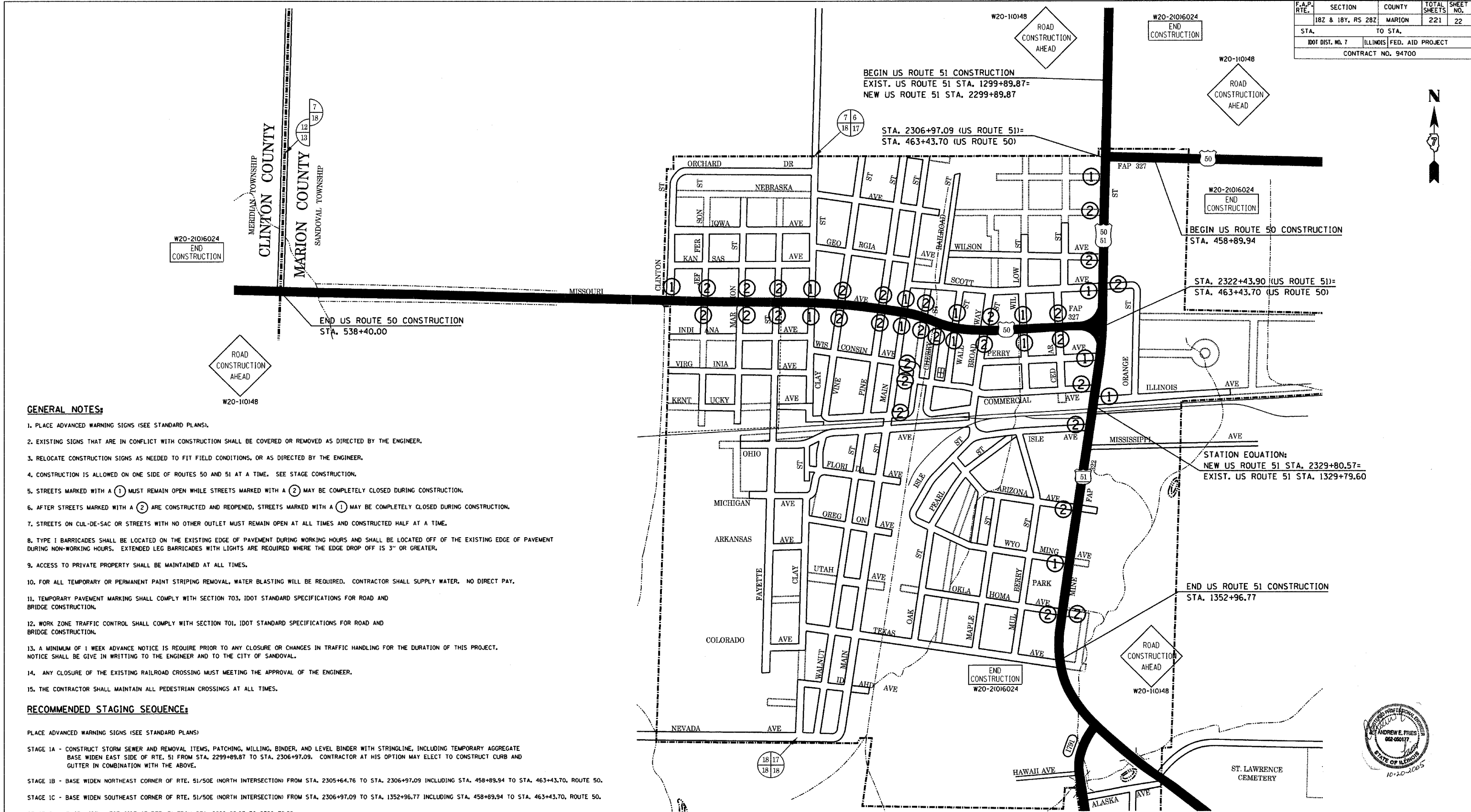
L2 = DISTANCE FROM RADIUS POINT OR MAXIMUM DISTANCE OF 30' FROM EDGE OF PAVEMENT TO R.O.W. LINE

MATERIAL USED TO CONSTRUCT L2 LENGTH SHALL BE THE SAME TYPE OF MATERIAL AS THE EXISTING ENTRANCE

THE THICKNESS OF THE BITUMINOUS SHOULDERS THROUGH COMMERCIAL ENTRANCES (BITUMINOUS) AND PUBLIC ROADS SHALL BE 10'. THE COST OF THE EXTRA THICKNESS SHALL BE INCLUDED WITH THE BITUMINOUS SHOULDERS PAY ITEM.

THE COST OF THE BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE INCLUDED IN THE PAY ITEM INCIDENTAL BITUMINOUS SURFACING.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------------------|--------|--------------|-----------|
| 18Z & 18Y, RS 28Z | | MARION | 221 | 22 |
| STA. | TO STA. | | | |
| IDOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |

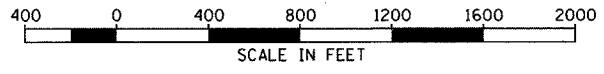


GENERAL NOTES:

1. PLACE ADVANCED WARNING SIGNS (SEE STANDARD PLANS).
2. EXISTING SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
3. RELOCATE CONSTRUCTION SIGNS AS NEEDED TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.
4. CONSTRUCTION IS ALLOWED ON ONE SIDE OF ROUTES 50 AND 51 AT A TIME. SEE STAGE CONSTRUCTION.
5. STREETS MARKED WITH A ① MUST REMAIN OPEN WHILE STREETS MARKED WITH A ② MAY BE COMPLETELY CLOSED DURING CONSTRUCTION.
6. AFTER STREETS MARKED WITH A ② ARE CONSTRUCTED AND REOPENED, STREETS MARKED WITH A ① MAY BE COMPLETELY CLOSED DURING CONSTRUCTION.
7. STREETS ON CUL-DE-SAC OR STREETS WITH NO OTHER OUTLET MUST REMAIN OPEN AT ALL TIMES AND CONSTRUCTED HALF AT A TIME.
8. TYPE I BARRICADES SHALL BE LOCATED ON THE EXISTING EDGE OF PAVEMENT DURING WORKING HOURS AND SHALL BE LOCATED OFF OF THE EXISTING EDGE OF PAVEMENT DURING NON-WORKING HOURS. EXTENDED LEG BARRICADES WITH LIGHTS ARE REQUIRED WHERE THE EDGE DROP OFF IS 3" OR GREATER.
9. ACCESS TO PRIVATE PROPERTY SHALL BE MAINTAINED AT ALL TIMES.
10. FOR ALL TEMPORARY OR PERMANENT PAINT STRIPING REMOVAL, WATER BLASTING WILL BE REQUIRED. CONTRACTOR SHALL SUPPLY WATER. NO DIRECT PAY.
11. TEMPORARY PAVEMENT MARKING SHALL COMPLY WITH SECTION 703, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
12. WORK ZONE TRAFFIC CONTROL SHALL COMPLY WITH SECTION 701, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
13. A MINIMUM OF 1 WEEK ADVANCE NOTICE IS REQUIRED PRIOR TO ANY CLOSURE OR CHANGES IN TRAFFIC HANDLING FOR THE DURATION OF THIS PROJECT. NOTICE SHALL BE GIVEN IN WRITING TO THE ENGINEER AND TO THE CITY OF SANDOVAL.
14. ANY CLOSURE OF THE EXISTING RAILROAD CROSSING MUST MEET THE APPROVAL OF THE ENGINEER.
15. THE CONTRACTOR SHALL MAINTAIN ALL PEDESTRIAN CROSSINGS AT ALL TIMES.

RECOMMENDED STAGING SEQUENCE:

- PLACE ADVANCED WARNING SIGNS (SEE STANDARD PLANS)
- STAGE 1A - CONSTRUCT STORM SEWER AND REMOVAL ITEMS, PATCHING, MILLING, BINDER, AND LEVEL BINDER WITH STRINGLINE, INCLUDING TEMPORARY AGGREGATE BASE WIDEN EAST SIDE OF RTE. 51 FROM STA. 2299+89.87 TO STA. 2306+97.09. CONTRACTOR AT HIS OPTION MAY ELECT TO CONSTRUCT CURB AND GUTTER IN COMBINATION WITH THE ABOVE.
 - STAGE 1B - BASE WIDEN NORTHEAST CORNER OF RTE. 51/50E (NORTH INTERSECTION) FROM STA. 2305+64.76 TO STA. 2306+97.09 INCLUDING STA. 458+89.94 TO STA. 463+43.70, ROUTE 50.
 - STAGE 1C - BASE WIDEN SOUTHEAST CORNER OF RTE. 51/50E (NORTH INTERSECTION) FROM STA. 2306+97.09 TO STA. 1352+96.77 INCLUDING STA. 458+89.94 TO STA. 463+43.70, ROUTE 50.
 - STAGE 2A - BASE WIDEN WEST SIDE OF RTE. 51 FROM STA. 2299+89.87 TO 2320+38.98.
 - STAGE 2B - BASE WIDEN WEST SIDE OF RTE 51 FROM STA. 2324+15.55 TO STA. 1352+96.77
 - STAGE 3A - REMOVE GRASS ISLAND AT RTE. 51/50W (SOUTH INTERSECTION) AND BASE WIDEN.
 - STAGE 3B - BASE WIDEN SOUTHWEST CORNER OF RTE. 51/50W (SOUTH INTERSECTION) FROM STA. 2324+15.55 TO STA. 2324+15.55 INCLUDING STA. 463+43.70 TO STA. 466+00.00, ROUTE 50.
 - STAGE 3C - BASE WIDEN NORTHWEST CORNER OF RTE. 51/50W (SOUTH INTERSECTION) FROM STA. 2320+64.95 TO STA. 2322+43.90 INCLUDING STA. 463+43.70 TO STA. 465+50.00, ROUTE 50.
 - STAGE 4A - BASE WIDEN NORTH SIDE OF RTE. 50 FROM STA. 465+50.00 TO STA. 538+40.00.
 - STAGE 4B - BASE WIDEN SOUTH SIDE OF RTE. 50 FROM STA. 466+00.00 TO STA. 538+40.00.



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ILLINOIS DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC ROUTES 51/50

SCALE: AS NOTED
DATE 10/20/2005

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CHECKED BY AEF

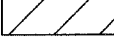




| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 18Z & 18Y, RS 28Z | MARION | 221 | 23 |
| STA. 2303+86.19 | | TO STA. 2309+57.26 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

GENERAL NOTES:

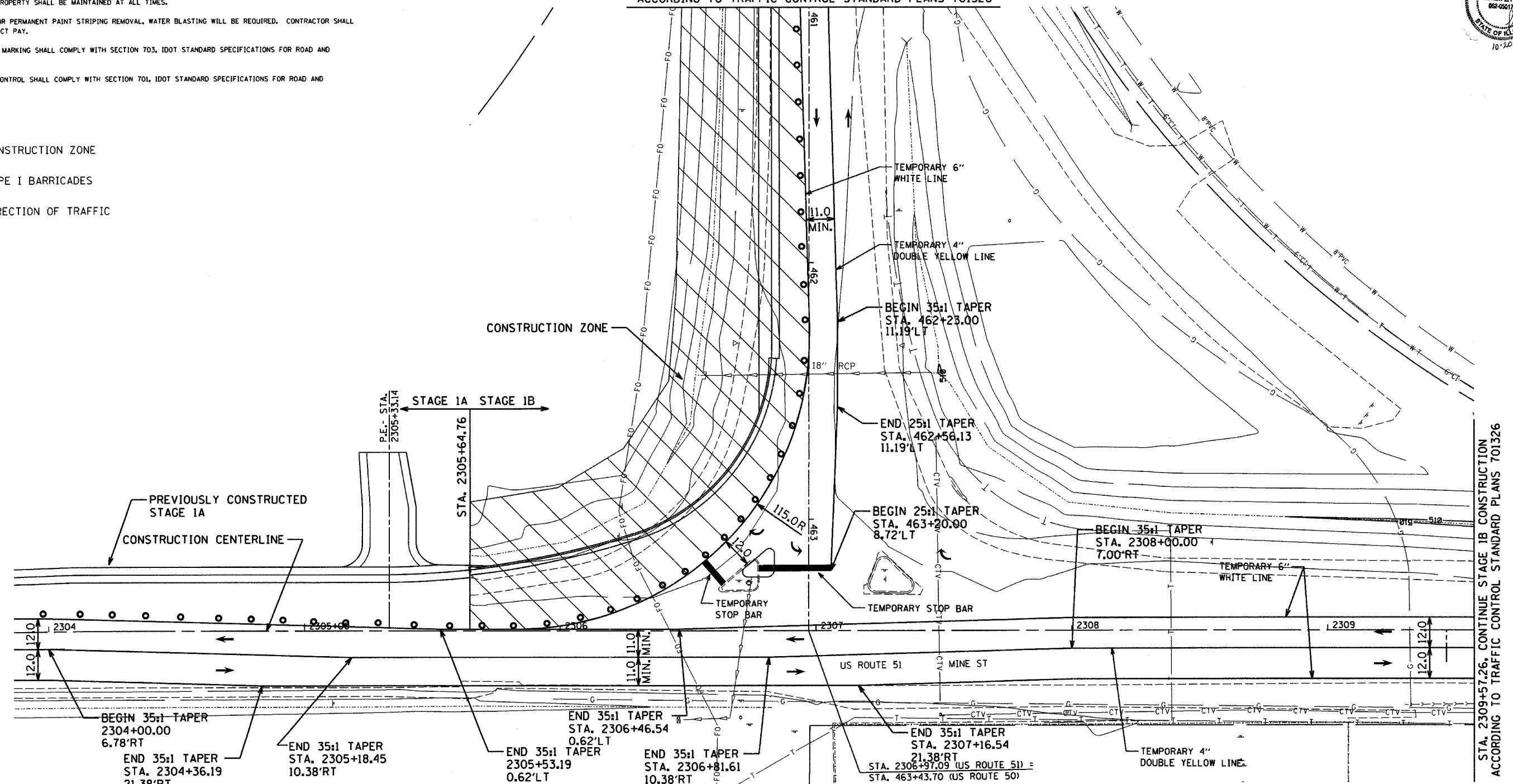
1. PLACE ADVANCED WARNING SIGNS (SEE STANDARD PLANS).
2. EXISTING SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
3. ADJUST CONSTRUCTION SIGNS AS NEEDED TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.
4. CONSTRUCTION IS ALLOWED ON ONE SIDE OF ROUTES 50 AND 51 AT A TIME.
5. TYPE I BARRICADES SHALL BE LOCATED ON THE EXISTING EDGE OF PAVEMENT DURING WORKING HOURS AND SHALL BE LOCATED OFF OF THE EXISTING EDGE OF PAVEMENT DURING NON-WORKING HOURS. EXTENDED LEG BARRICADES WITH LIGHTS ARE REQUIRED WHERE THE EDGE DROP OFF IS 3" OR GREATER.
6. ACCESS TO PRIVATE PROPERTY SHALL BE MAINTAINED AT ALL TIMES.
7. FOR ALL TEMPORARY OR PERMANENT PAINT STRIPING REMOVAL, WATER BLASTING WILL BE REQUIRED. CONTRACTOR SHALL SUPPLY WATER. NO DIRECT PAY.
8. TEMPORARY PAVEMENT MARKING SHALL COMPLY WITH SECTION 703, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
9. WORK ZONE TRAFFIC CONTROL SHALL COMPLY WITH SECTION 701, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

LEGEND:

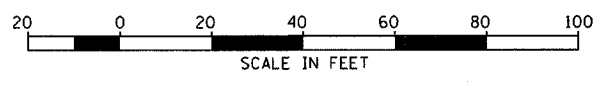
-  CONSTRUCTION ZONE
-  TYPE I BARRICADES
-  DIRECTION OF TRAFFIC



**STA. 461+00.00, CONTINUE STAGE 1B CONSTRUCTION
ACCORDING TO TRAFFIC CONTROL STANDARD PLANS 701326**



STA. 2309+57.26, CONTINUE STAGE 1B CONSTRUCTION
ACCORDING TO TRAFFIC CONTROL STANDARD PLANS 701326



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ILLINOIS DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC
51/50 EAST INTERSECTION
STAGE 1B DETAILS**

SCALE: AS NOTED
DATE: 10/20/2005

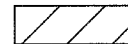


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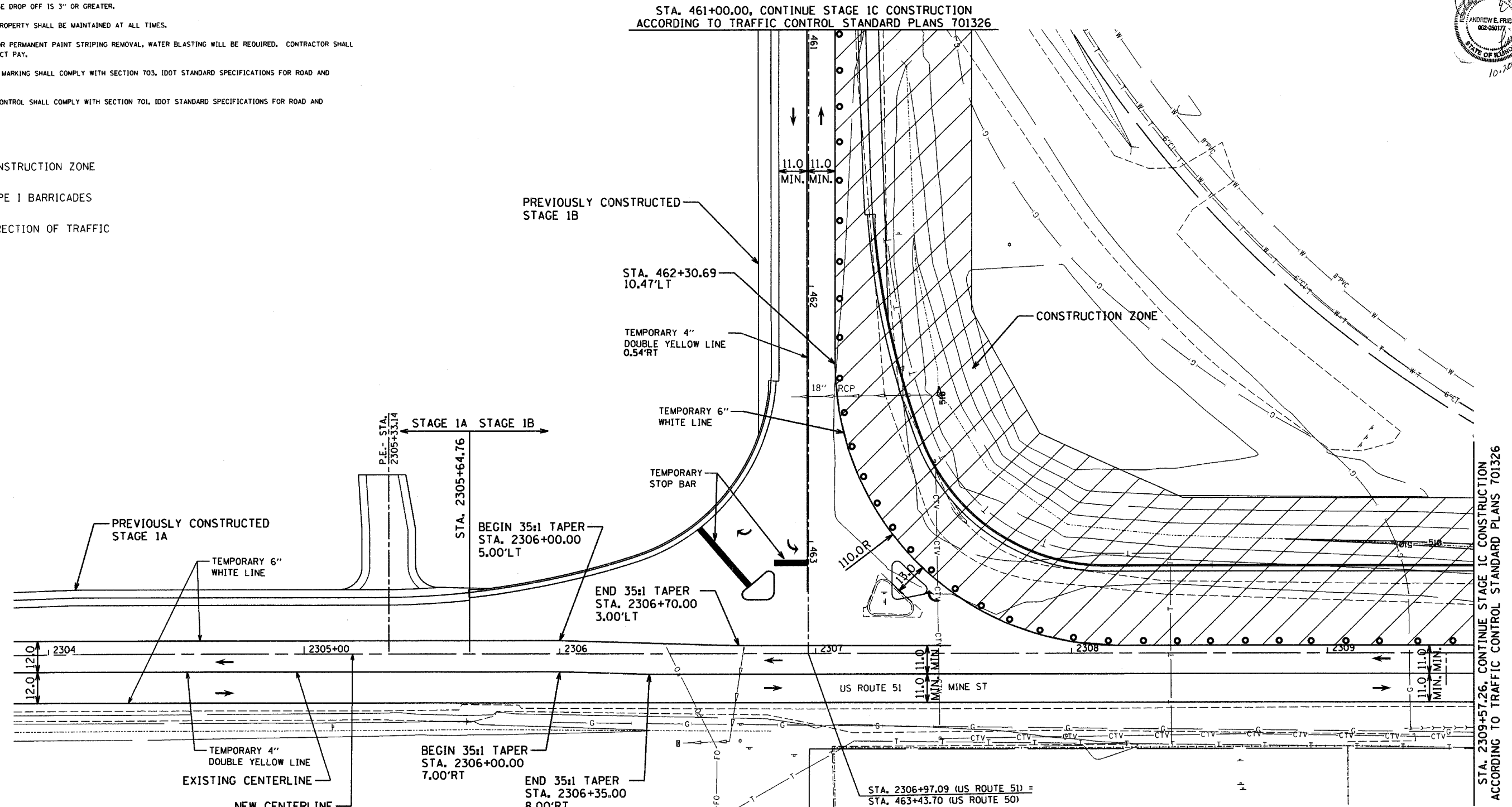
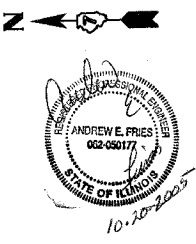
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 182 & 18V, RS 28Z | MARION | 221 | 24 | |
| STA. 2303+86.19 TO STA. 2309+57.26 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

GENERAL NOTES:

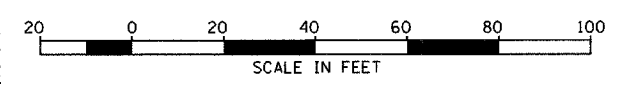
1. PLACE ADVANCED WARNING SIGNS (SEE STANDARD PLANS).
2. EXISTING SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
3. ADJUST CONSTRUCTION SIGNS AS NEEDED TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.
4. CONSTRUCTION IS ALLOWED ON ONE SIDE OF ROUTES 50 AND 51 AT A TIME. SEE STAGE CONSTRUCTION.
5. TYPE I BARRICADES SHALL BE LOCATED ON THE EXISTING EDGE OF PAVEMENT DURING WORKING HOURS AND SHALL BE LOCATED OFF OF THE EXISTING EDGE OF PAVEMENT DURING NON-WORKING HOURS. EXTENDED LEG BARRICADES WITH LIGHTS ARE REQUIRED WHERE THE EDGE DROP OFF IS 3" OR GREATER.
6. ACCESS TO PRIVATE PROPERTY SHALL BE MAINTAINED AT ALL TIMES.
7. FOR ALL TEMPORARY OR PERMANENT PAINT STRIPING REMOVAL, WATER BLASTING WILL BE REQUIRED. CONTRACTOR SHALL SUPPLY WATER. NO DIRECT PAY.
8. TEMPORARY PAVEMENT MARKING SHALL COMPLY WITH SECTION 703, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
9. WORK ZONE TRAFFIC CONTROL SHALL COMPLY WITH SECTION 701, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

LEGEND:

-  CONSTRUCTION ZONE
-  TYPE I BARRICADES
-  DIRECTION OF TRAFFIC



STA. 2309+57.26, CONTINUE STAGE 1C CONSTRUCTION
ACCORDING TO TRAFFIC CONTROL STANDARD PLANS 701326



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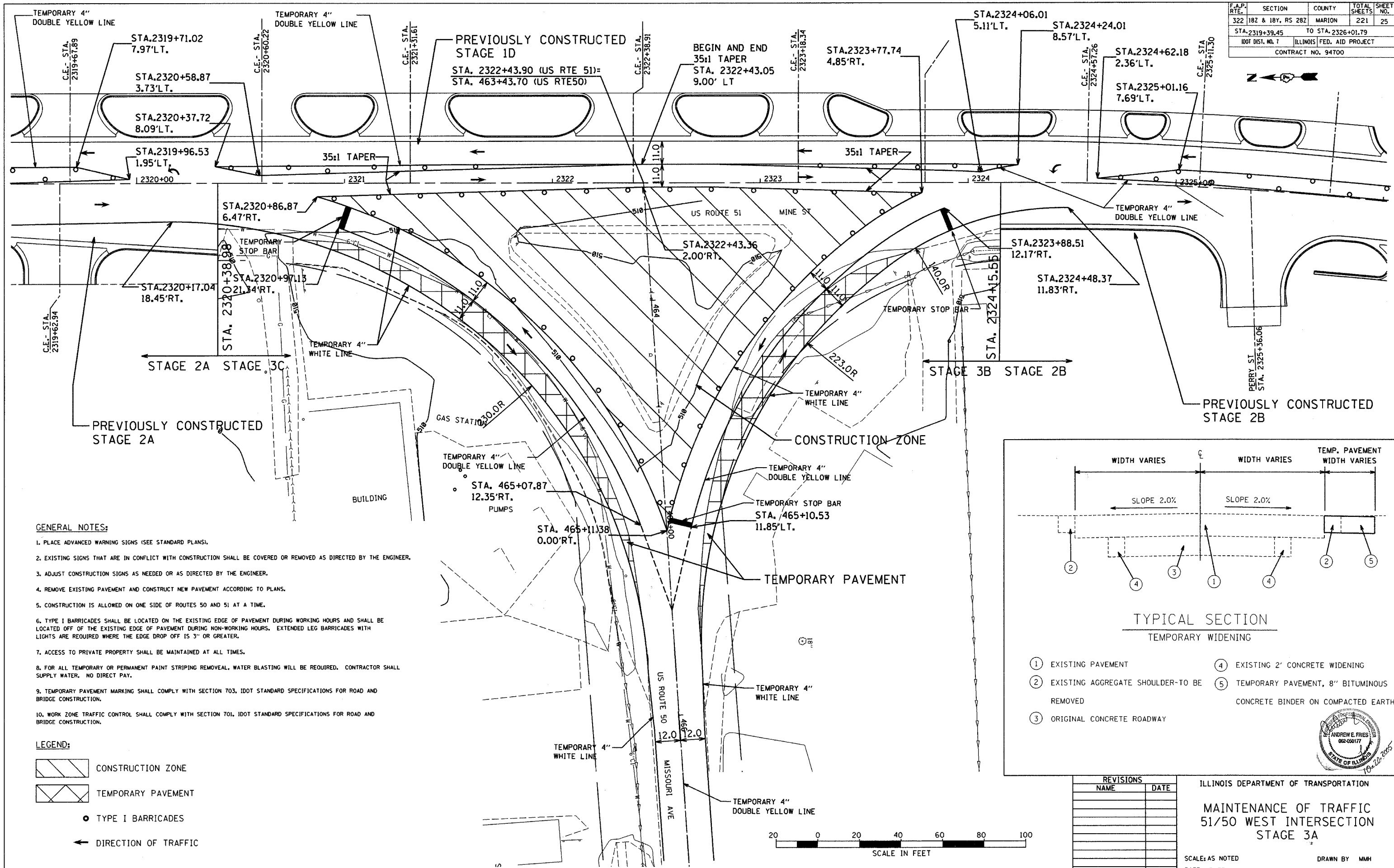
ILLINOIS DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC
51/50 EAST INTERSECTION
STAGE 1C DETAILS**

SCALE: AS NOTED
DATE: 10/20/2005

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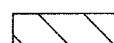
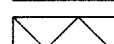


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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 182 & 18Y, RS 282 | MARION | 221 | 25 |
| STA. 2319+39.45 | | TO STA. 2326+01.79 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

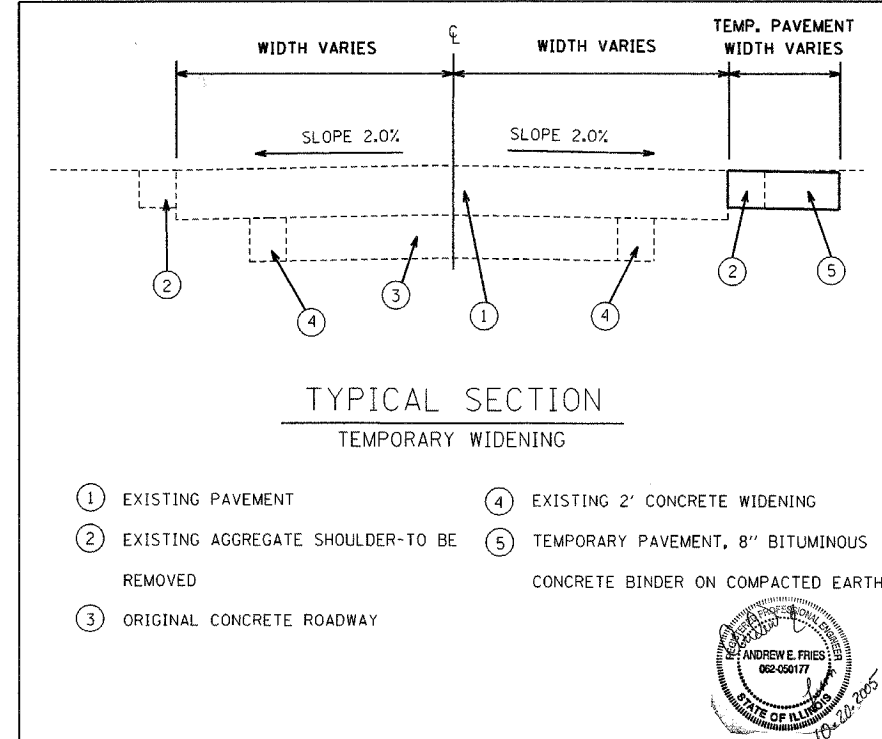


GENERAL NOTES:

1. PLACE ADVANCED WARNING SIGNS (SEE STANDARD PLANS).
2. EXISTING SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
3. ADJUST CONSTRUCTION SIGNS AS NEEDED OR AS DIRECTED BY THE ENGINEER.
4. REMOVE EXISTING PAVEMENT AND CONSTRUCT NEW PAVEMENT ACCORDING TO PLANS.
5. CONSTRUCTION IS ALLOWED ON ONE SIDE OF ROUTES 50 AND 51 AT A TIME.
6. TYPE I BARRICADES SHALL BE LOCATED ON THE EXISTING EDGE OF PAVEMENT DURING WORKING HOURS AND SHALL BE LOCATED OFF OF THE EXISTING EDGE OF PAVEMENT DURING NON-WORKING HOURS. EXTENDED LEG BARRICADES WITH LIGHTS ARE REQUIRED WHERE THE EDGE DROP OFF IS 3" OR GREATER.
7. ACCESS TO PRIVATE PROPERTY SHALL BE MAINTAINED AT ALL TIMES.
8. FOR ALL TEMPORARY OR PERMANENT PAINT STRIPING REMOVAL, WATER BLASTING WILL BE REQUIRED. CONTRACTOR SHALL SUPPLY WATER. NO DIRECT PAY.
9. TEMPORARY PAVEMENT MARKING SHALL COMPLY WITH SECTION 703, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
10. WORK ZONE TRAFFIC CONTROL SHALL COMPLY WITH SECTION 701, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

LEGEND:

-  CONSTRUCTION ZONE
-  TEMPORARY PAVEMENT
-  TYPE I BARRICADES
-  DIRECTION OF TRAFFIC

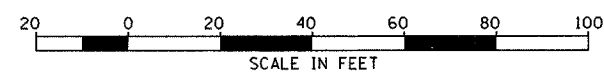


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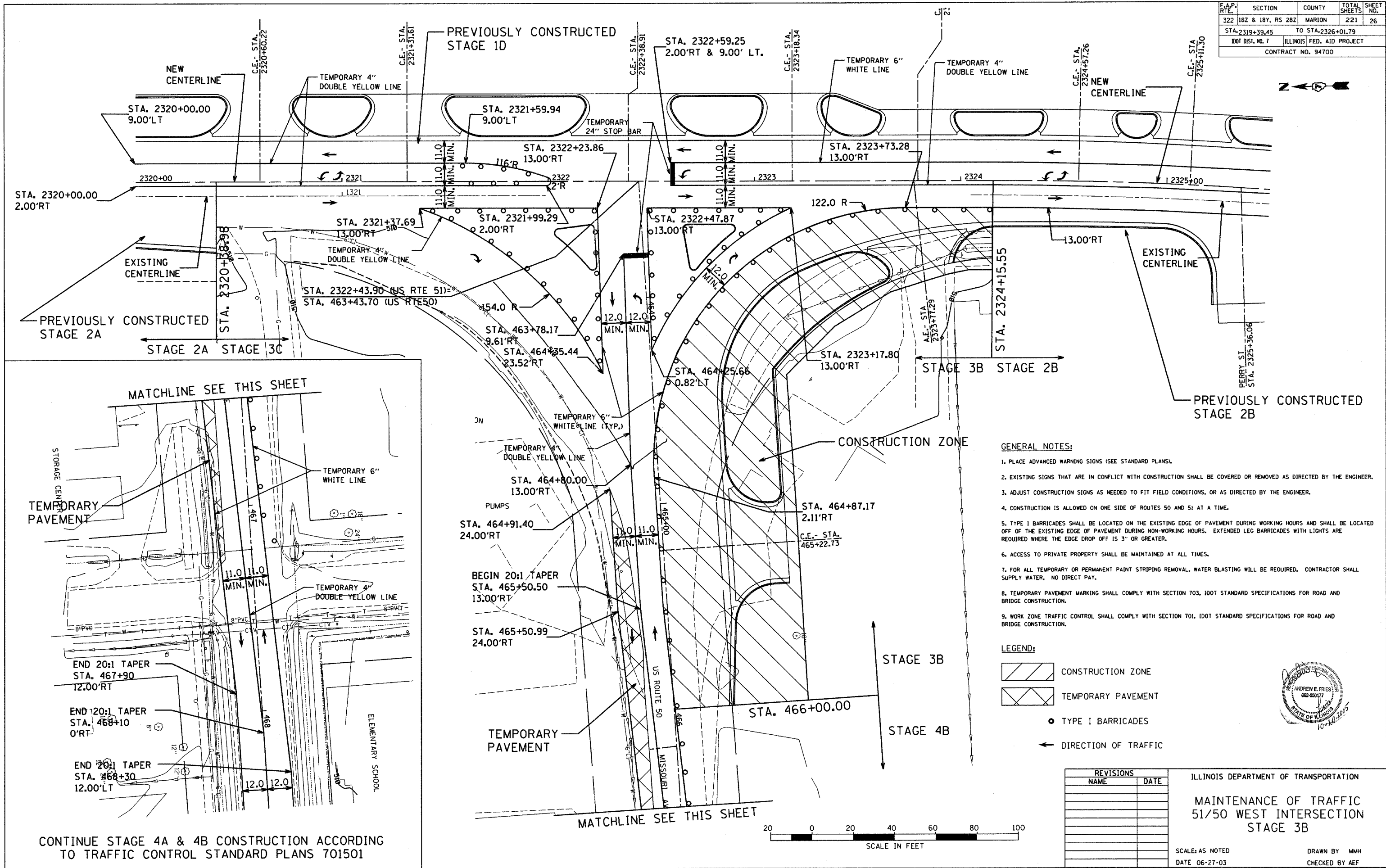
ILLINOIS DEPARTMENT OF TRANSPORTATION
**MAINTENANCE OF TRAFFIC
 51/50 WEST INTERSECTION
 STAGE 3A**

SCALE: AS NOTED
 DATE: 08/20/07

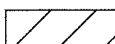



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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 1B2 & 1B4, RS 2B2 | | MARION | 221 | 26 |
| STA. 2319+39.45 | | TO STA. 2326+01.79 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



- GENERAL NOTES:**
1. PLACE ADVANCED WARNING SIGNS (SEE STANDARD PLANS).
 2. EXISTING SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
 3. ADJUST CONSTRUCTION SIGNS AS NEEDED TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.
 4. CONSTRUCTION IS ALLOWED ON ONE SIDE OF ROUTES 50 AND 51 AT A TIME.
 5. TYPE I BARRICADES SHALL BE LOCATED ON THE EXISTING EDGE OF PAVEMENT DURING WORKING HOURS AND SHALL BE LOCATED OFF OF THE EXISTING EDGE OF PAVEMENT DURING NON-WORKING HOURS. EXTENDED LEG BARRICADES WITH LIGHTS ARE REQUIRED WHERE THE EDGE DROP OFF IS 3" OR GREATER.
 6. ACCESS TO PRIVATE PROPERTY SHALL BE MAINTAINED AT ALL TIMES.
 7. FOR ALL TEMPORARY OR PERMANENT PAINT STRIPING REMOVAL, WATER BLASTING WILL BE REQUIRED. CONTRACTOR SHALL SUPPLY WATER. NO DIRECT PAY.
 8. TEMPORARY PAVEMENT MARKING SHALL COMPLY WITH SECTION 703, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
 9. WORK ZONE TRAFFIC CONTROL SHALL COMPLY WITH SECTION 701, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

- LEGEND:**
-  CONSTRUCTION ZONE
 -  TEMPORARY PAVEMENT
 -  TYPE I BARRICADES
 -  DIRECTION OF TRAFFIC

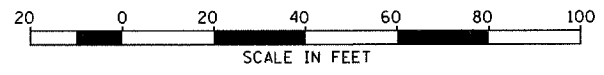


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ILLINOIS DEPARTMENT OF TRANSPORTATION
**MAINTENANCE OF TRAFFIC
 51/50 WEST INTERSECTION
 STAGE 3B**

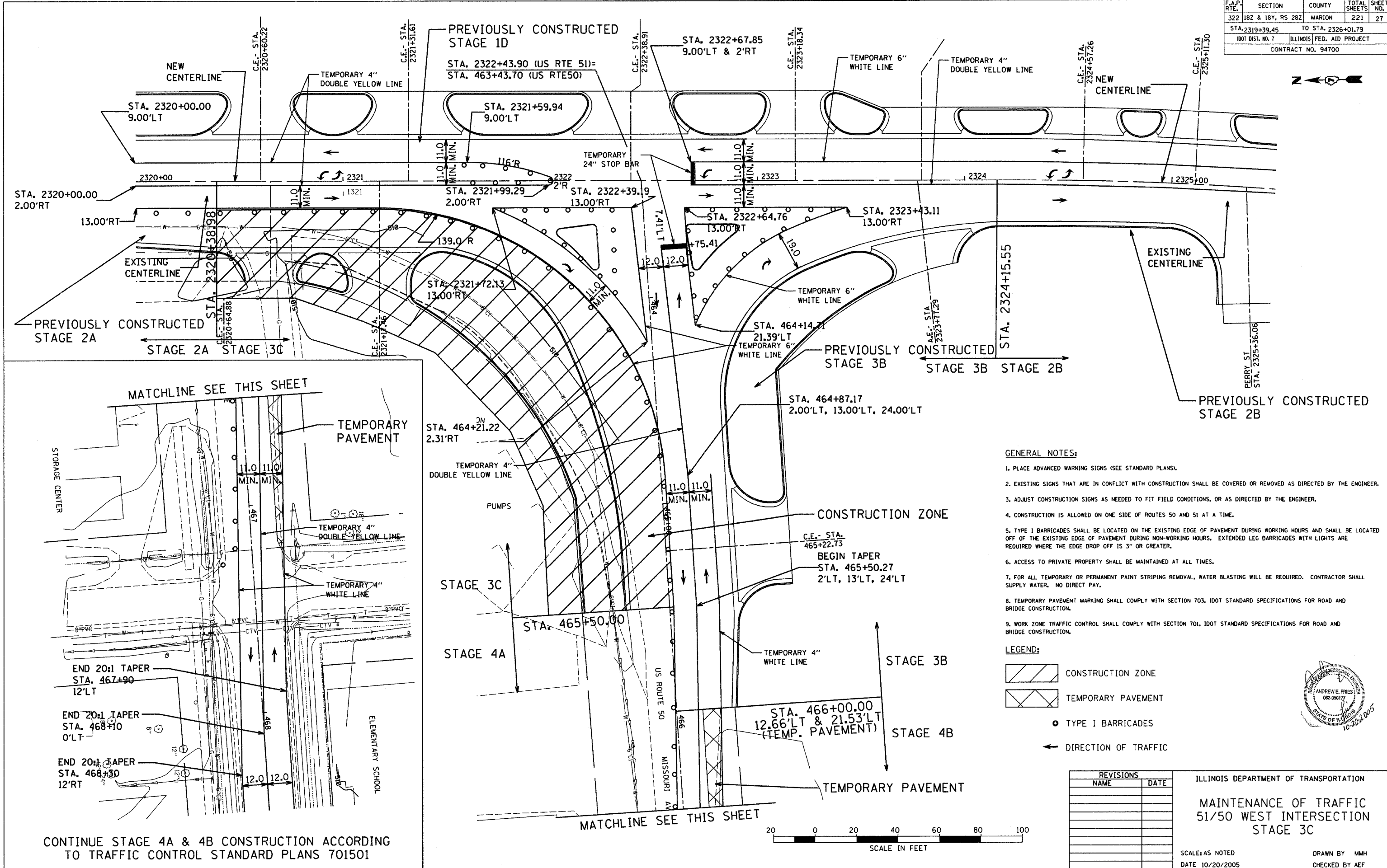
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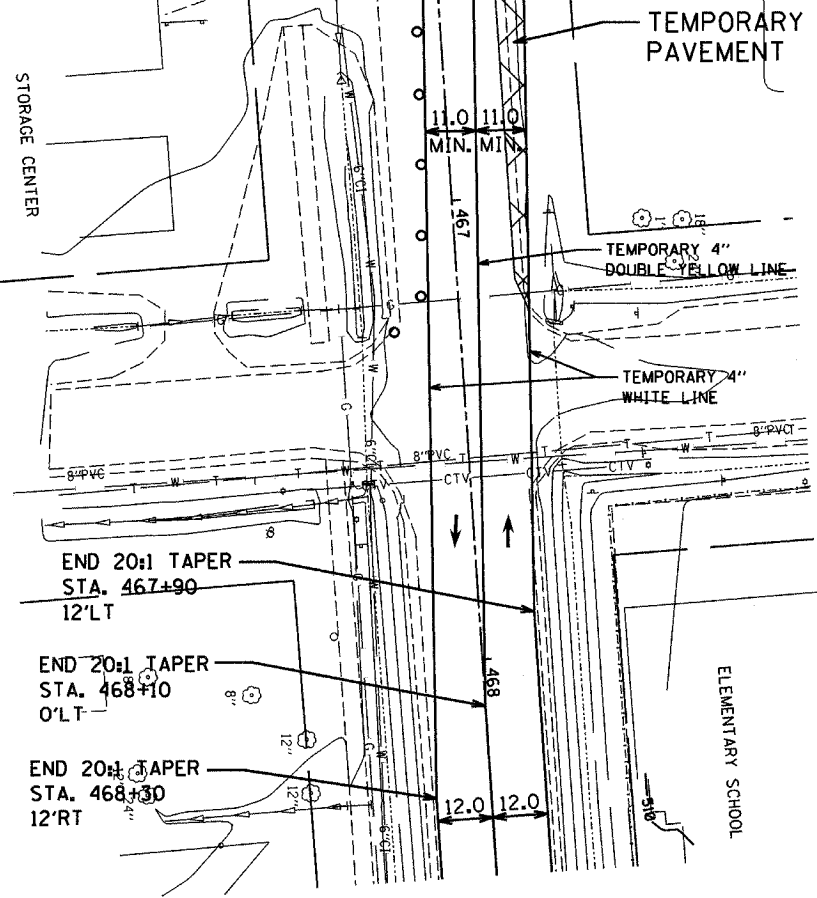


CONTINUE STAGE 4A & 4B CONSTRUCTION ACCORDING TO TRAFFIC CONTROL STANDARD PLANS 701501

| F.A.P. RTE. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 1BZ & 1BY, RS 2BZ | MARION | 221 | 27 |
| STA. 2319+39.45 TO STA. 2326+01.79 | | ILLINOIS FED. AID PROJECT | | |
| IDOT DIST. NO. 7 | | CONTRACT NO. 94700 | | |



MATCHLINE SEE THIS SHEET



CONTINUE STAGE 4A & 4B CONSTRUCTION ACCORDING TO TRAFFIC CONTROL STANDARD PLANS 701501

- GENERAL NOTES:**
1. PLACE ADVANCED WARNING SIGNS (SEE STANDARD PLANS).
 2. EXISTING SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
 3. ADJUST CONSTRUCTION SIGNS AS NEEDED TO FIT FIELD CONDITIONS, OR AS DIRECTED BY THE ENGINEER.
 4. CONSTRUCTION IS ALLOWED ON ONE SIDE OF ROUTES 50 AND 51 AT A TIME.
 5. TYPE I BARRICADES SHALL BE LOCATED ON THE EXISTING EDGE OF PAVEMENT DURING WORKING HOURS AND SHALL BE LOCATED OFF OF THE EXISTING EDGE OF PAVEMENT DURING NON-WORKING HOURS. EXTENDED LEG BARRICADES WITH LIGHTS ARE REQUIRED WHERE THE EDGE DROP OFF IS 3" OR GREATER.
 6. ACCESS TO PRIVATE PROPERTY SHALL BE MAINTAINED AT ALL TIMES.
 7. FOR ALL TEMPORARY OR PERMANENT PAINT STRIPING REMOVAL, WATER BLASTING WILL BE REQUIRED. CONTRACTOR SHALL SUPPLY WATER. NO DIRECT PAY.
 8. TEMPORARY PAVEMENT MARKING SHALL COMPLY WITH SECTION 703, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
 9. WORK ZONE TRAFFIC CONTROL SHALL COMPLY WITH SECTION 701, IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

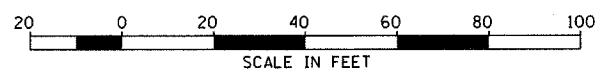
- LEGEND:**
- CONSTRUCTION ZONE
 - TEMPORARY PAVEMENT
 - TYPE I BARRICADES
 - DIRECTION OF TRAFFIC

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
**MAINTENANCE OF TRAFFIC
 51/50 WEST INTERSECTION
 STAGE 3C**

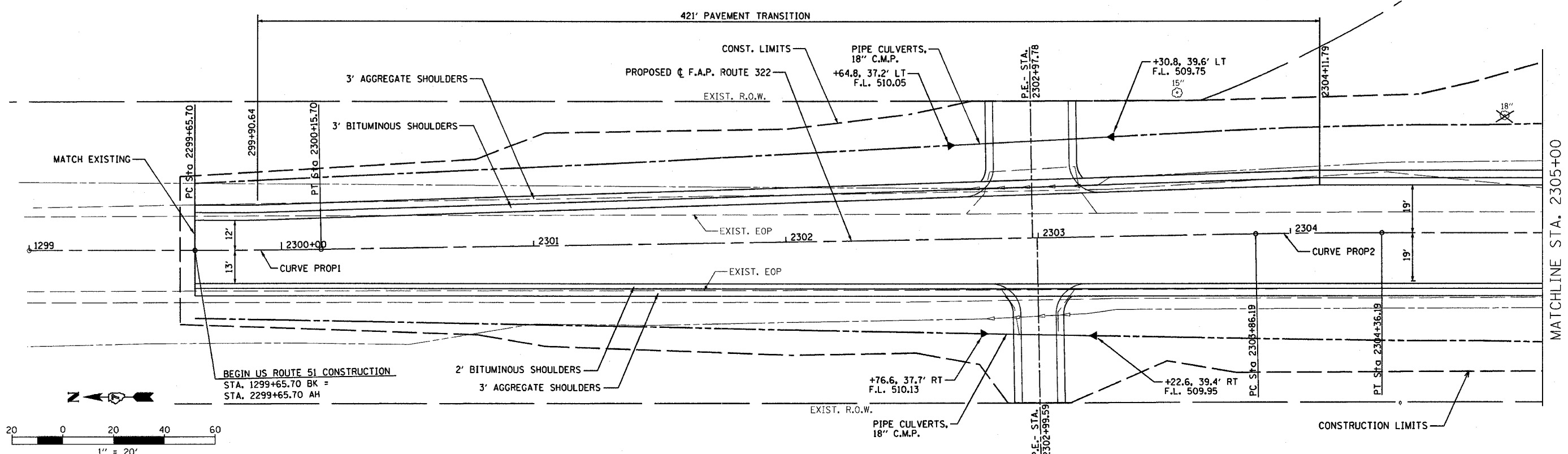
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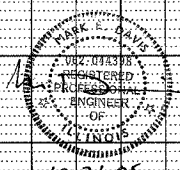
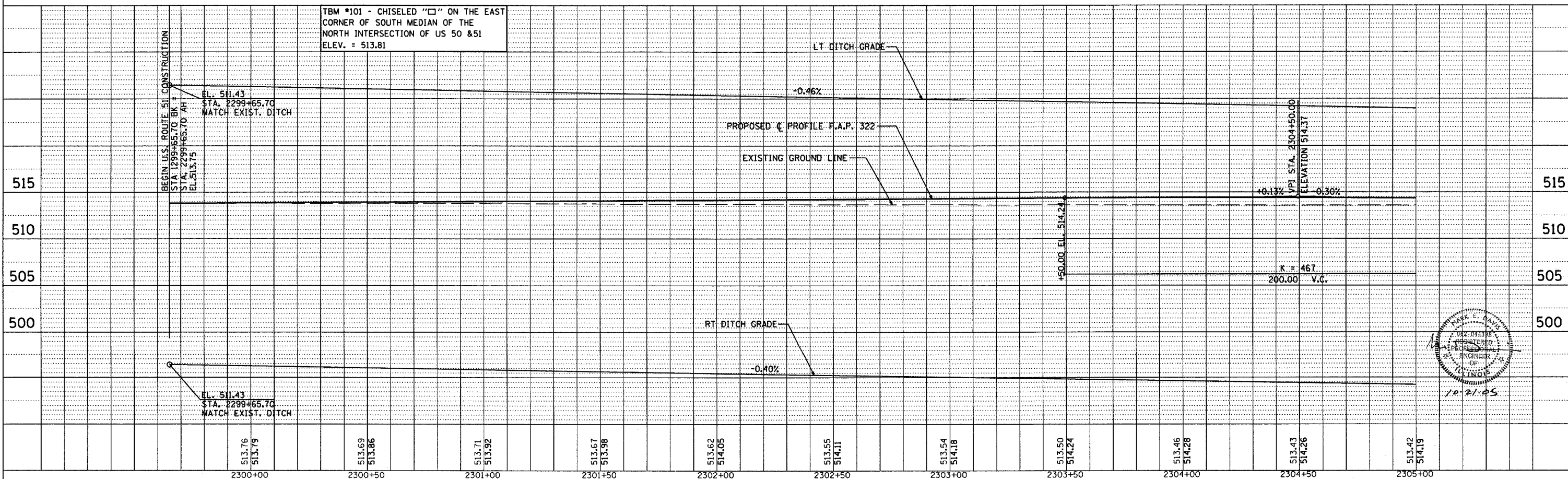


| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 28 |
| STA. 1299+00.00 TO STA. 2305+00.00 | | | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

| PLAN | DATE |
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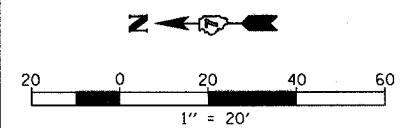
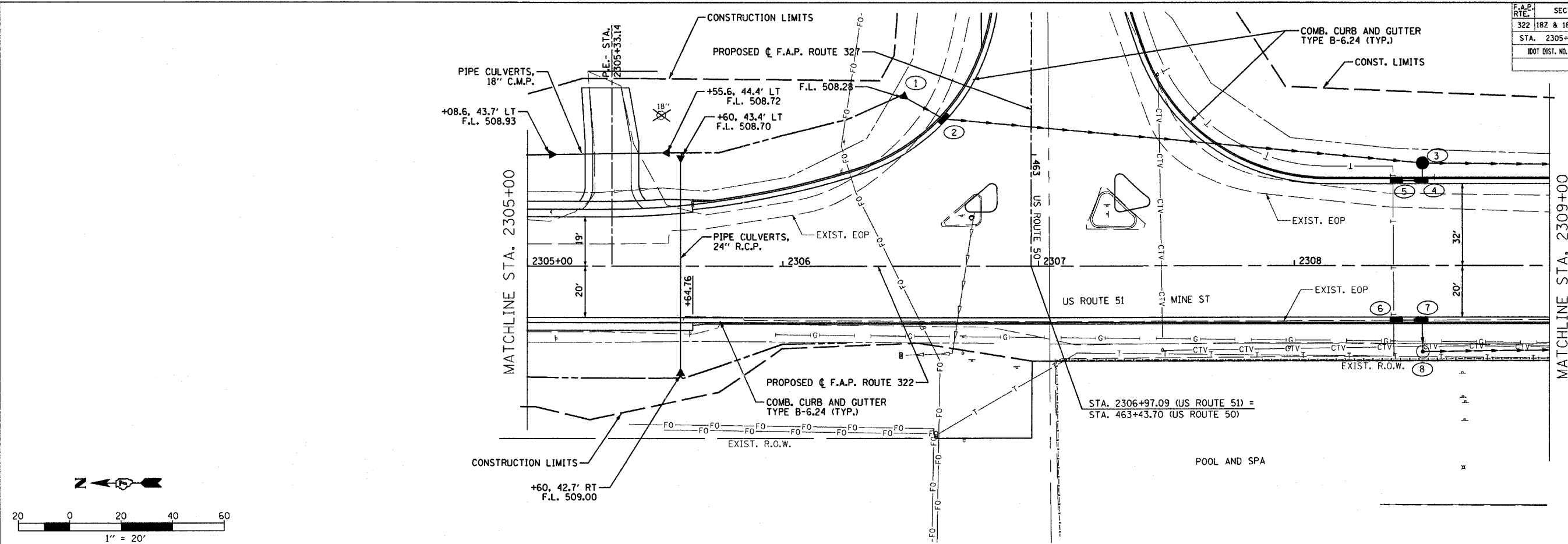


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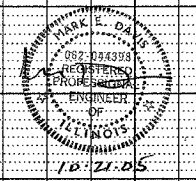
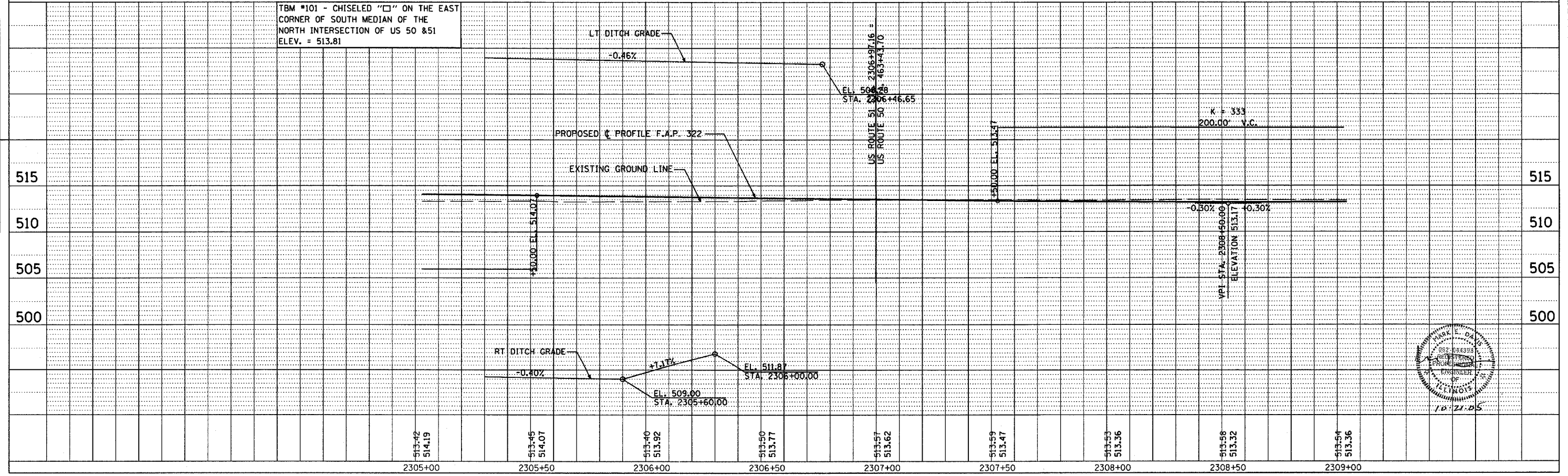


| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------------|-------------------|--------|--------------|-----------|
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 29 |
| STA. 2305+00.00 TO STA. 2309+00.00 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |
| CONTRACT NO. 94700 | | | | |

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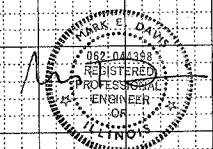
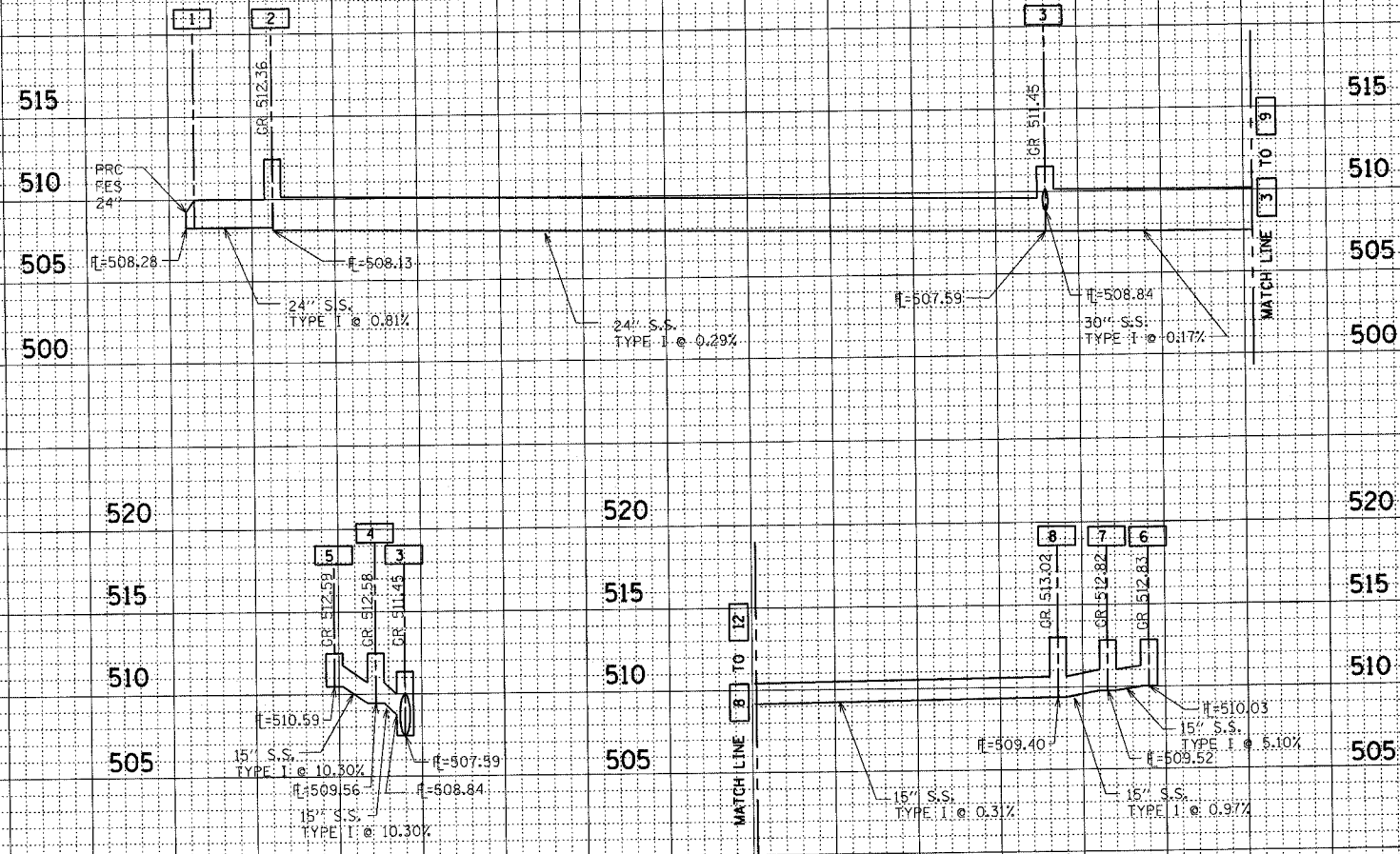
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 182 & 18Y, RS 282 | MARION | 222 | 30 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

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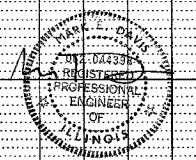
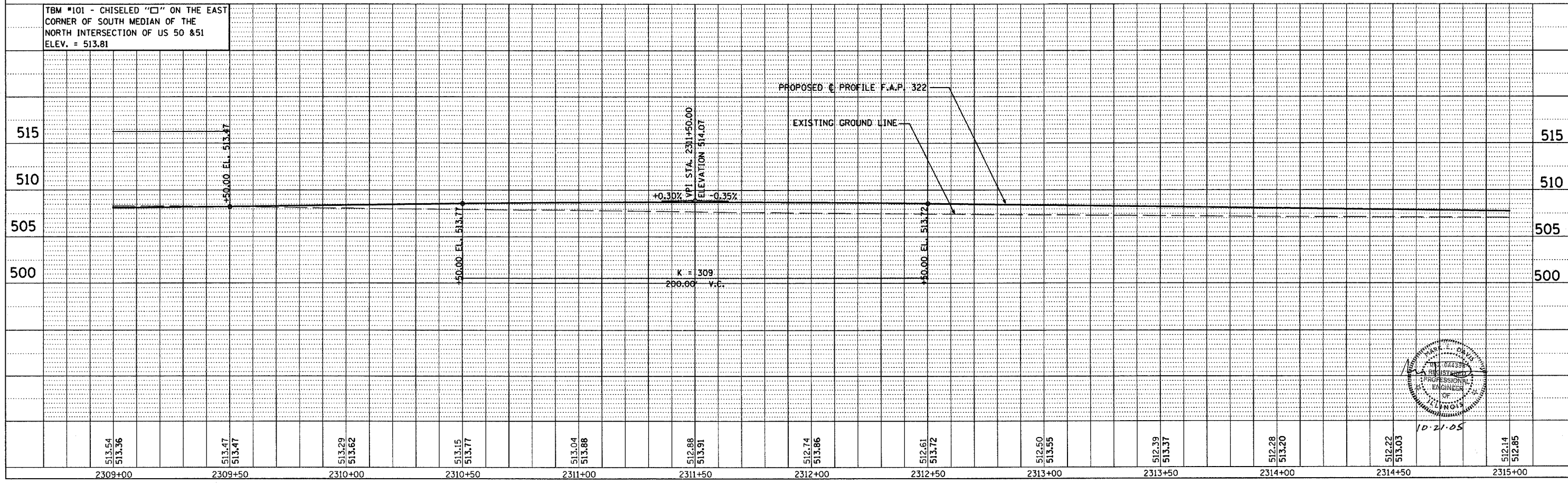
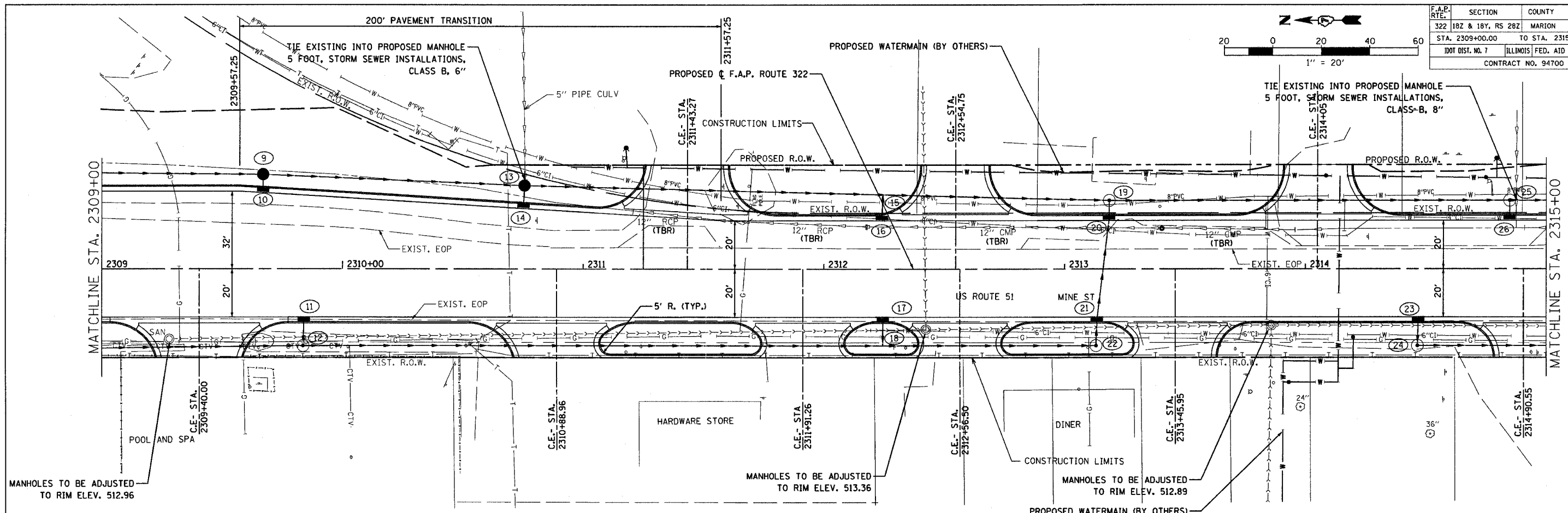
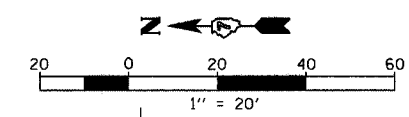
CONTRACT NO. 94700

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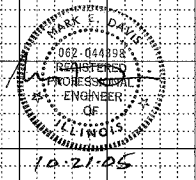
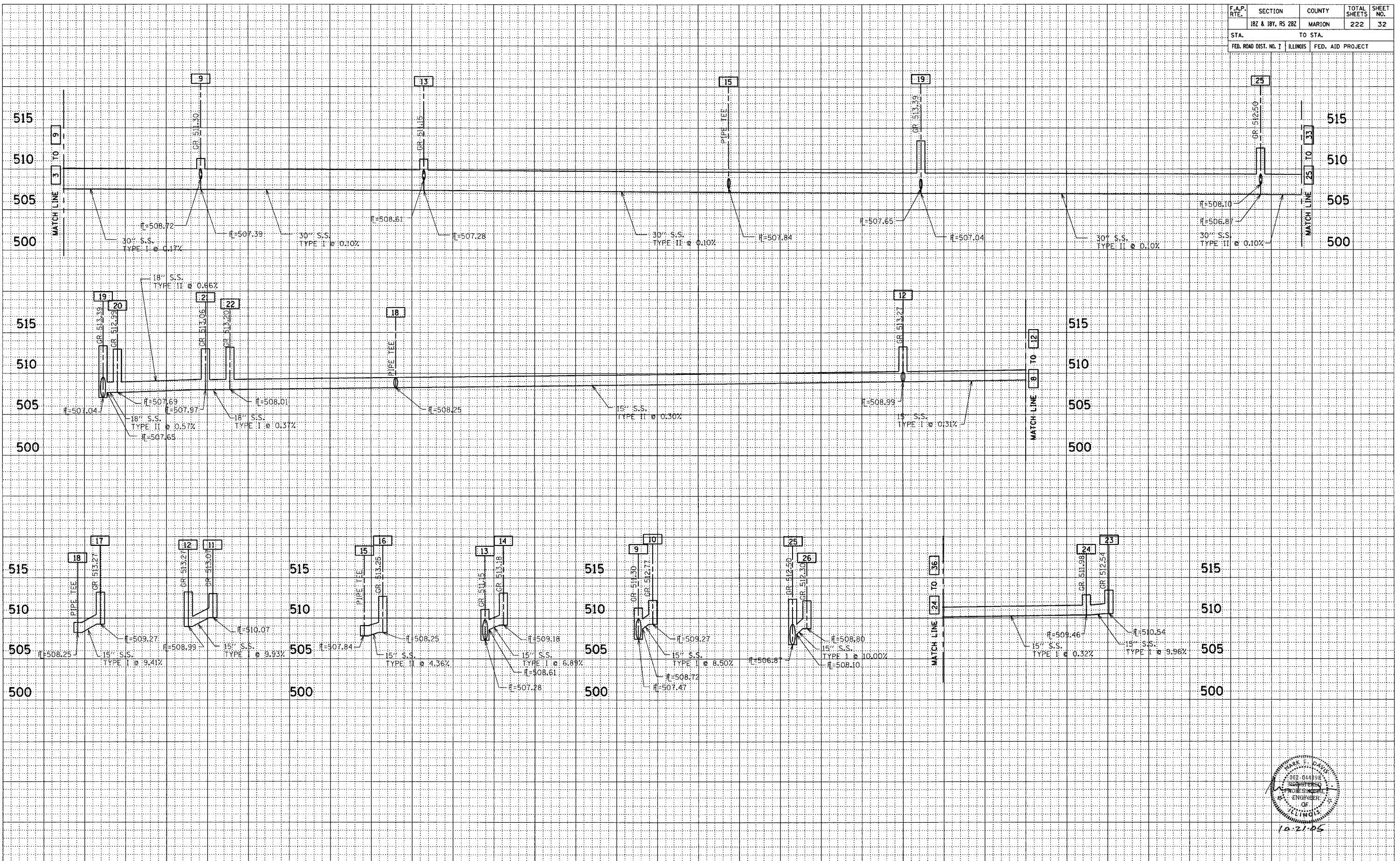
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 31 |
| STA. 2309+00.00 | | TO STA. 2315+00.00 | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



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|-------------------|---------|---|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 18Y, RS 282 | MARION | 222 | 32 | |
| STA. TO STA. | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |

BY DATE
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 FINAL SURVEY PLOTTED
 NOTE BOOK DATE
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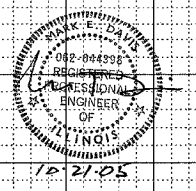
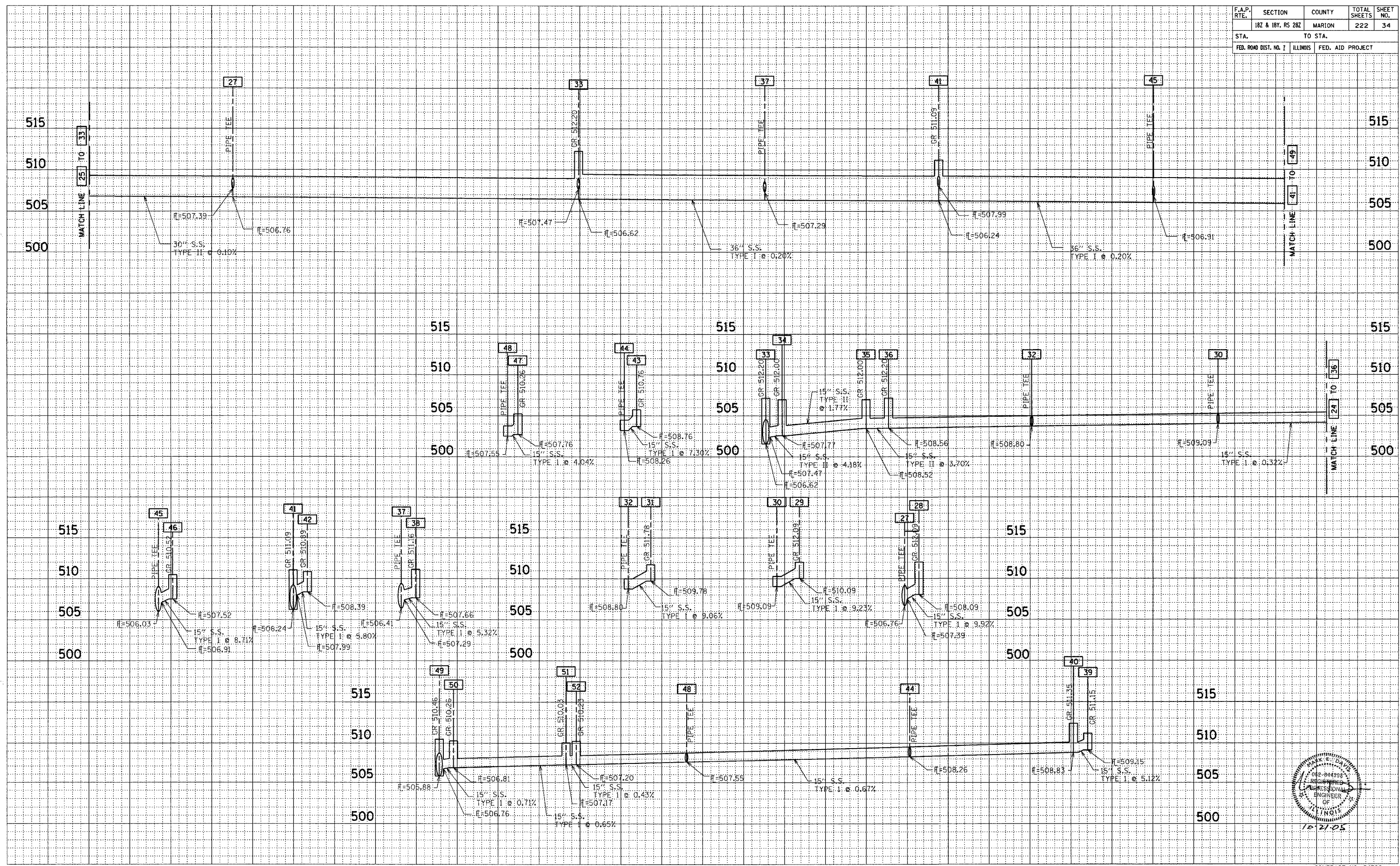
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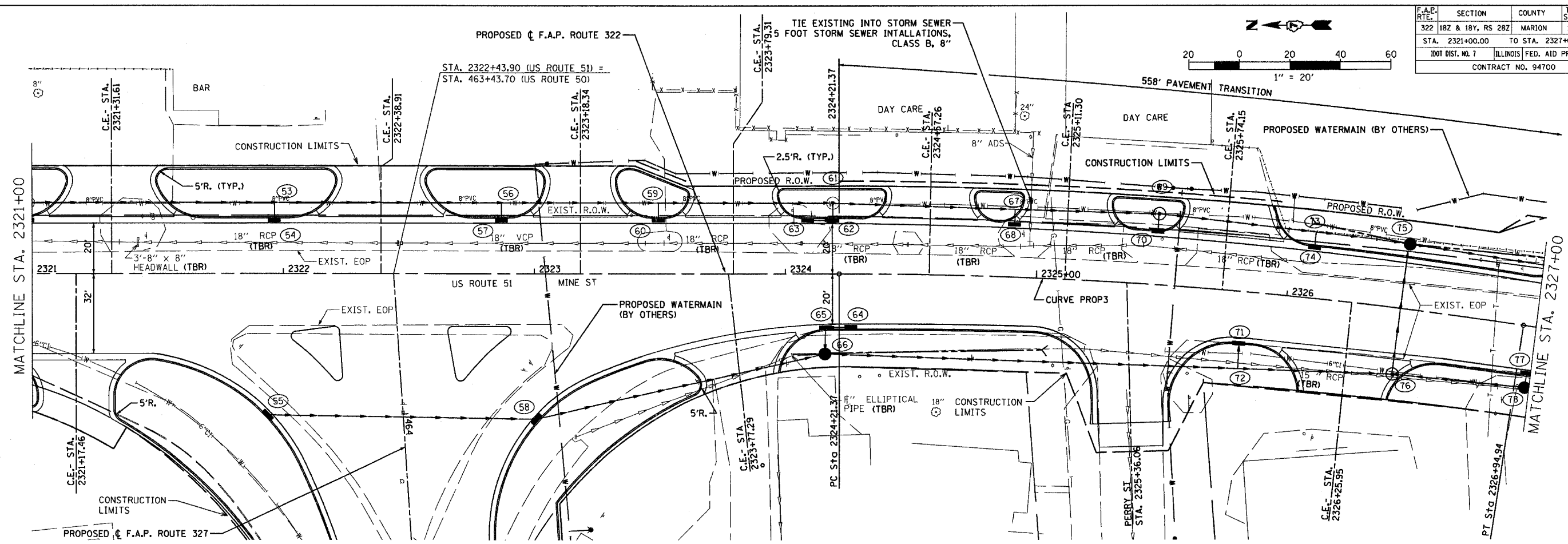
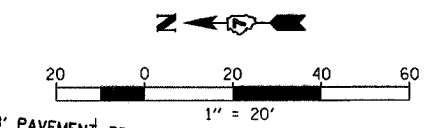
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 18Y, RS 282 | MARION | | 222 | 34 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

DATE
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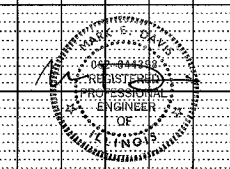
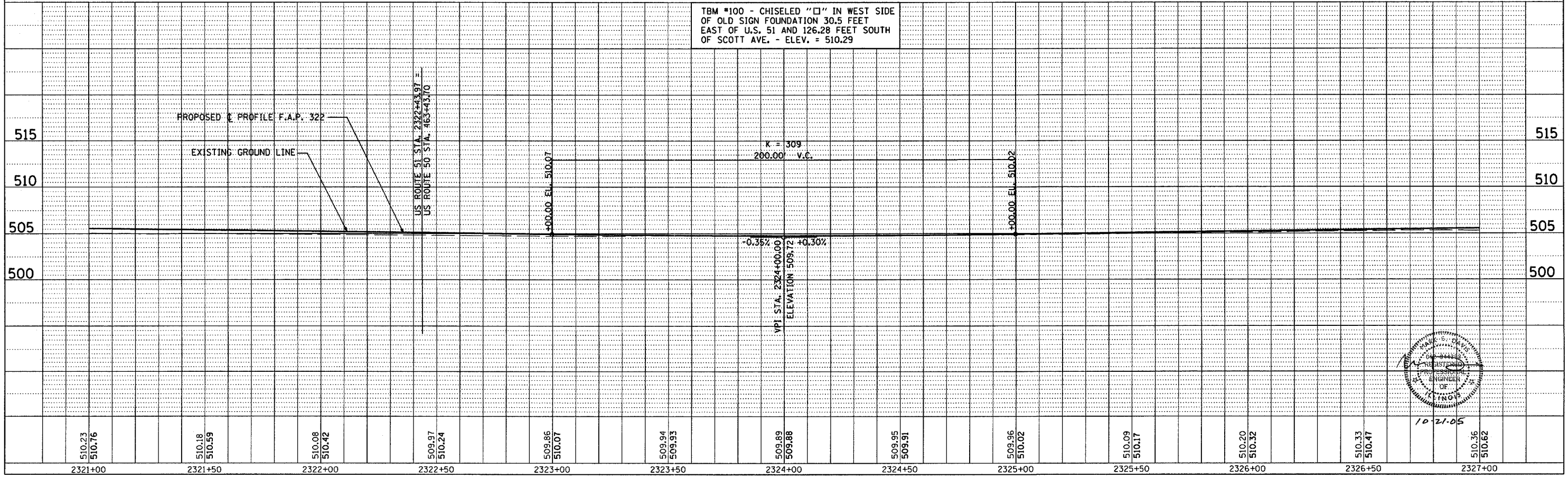


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| F.A.P. ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 182 & 18Y, RS 282 | MARION | 222 | 35 |
| STA. 2321+00.00 | | TO STA. 2327+00.00 | | |
| DIST. DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



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| NO. | |

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| PROFILE | DATE |
| BY | |
| NO. | |



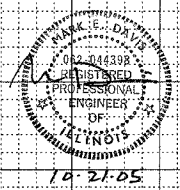
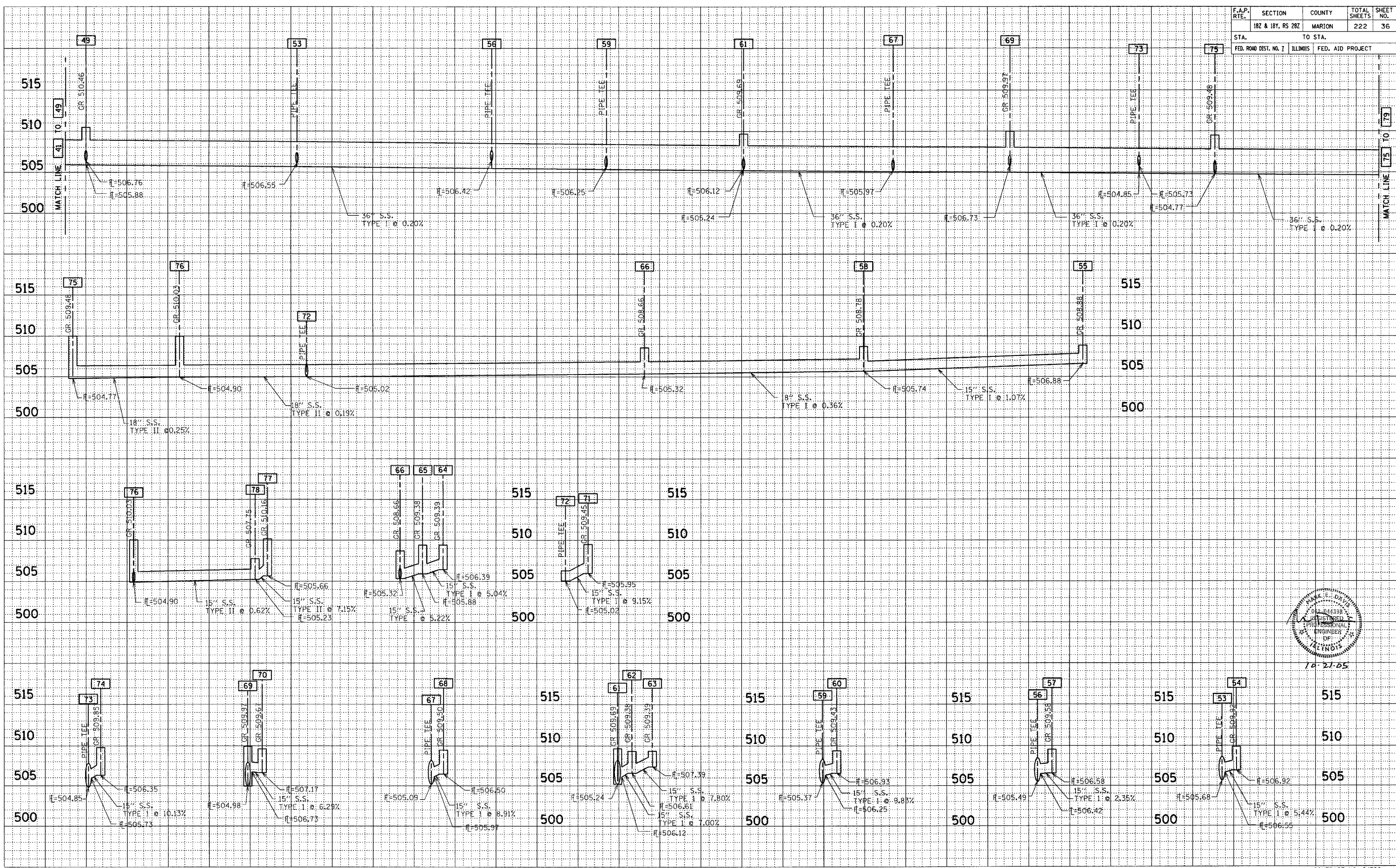
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|-------------------|---------------------------|--------------|-----------|
| | 182 & 18Y, RS 282 | MARION | 222 | 36 |
| STA. 10+49 | | TO STA. 10+75 | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |

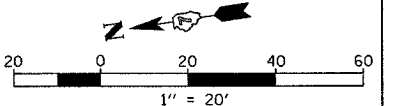
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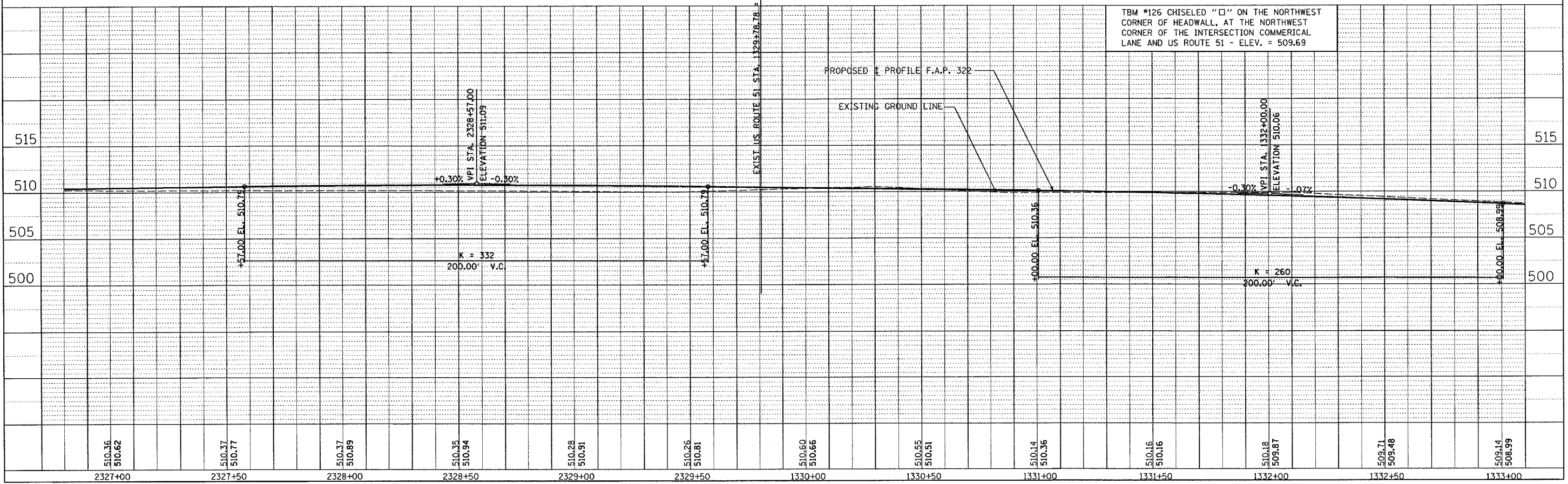
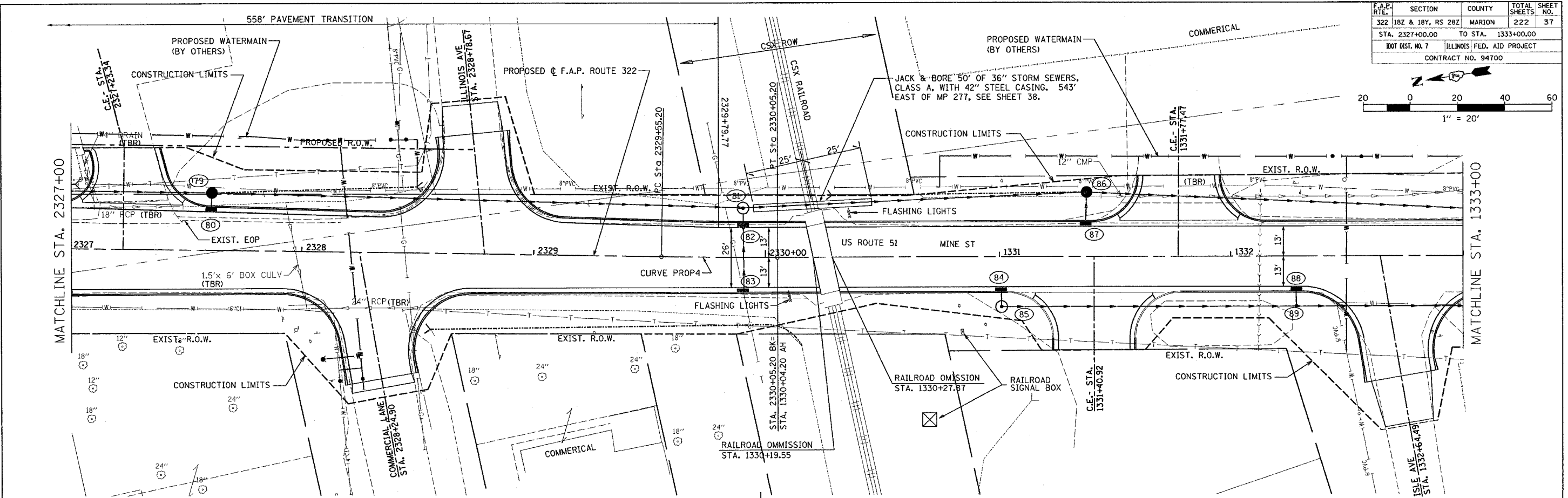


| F.A.P. RTLE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|--------------------|--------------|-----------|
| 322 | 182 & 18Y, RS 28Z | MARION | 222 | 37 |
| STA. 2327+00.00 | | TO STA. 1333+00.00 | | |
| ILLINOIS | | FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



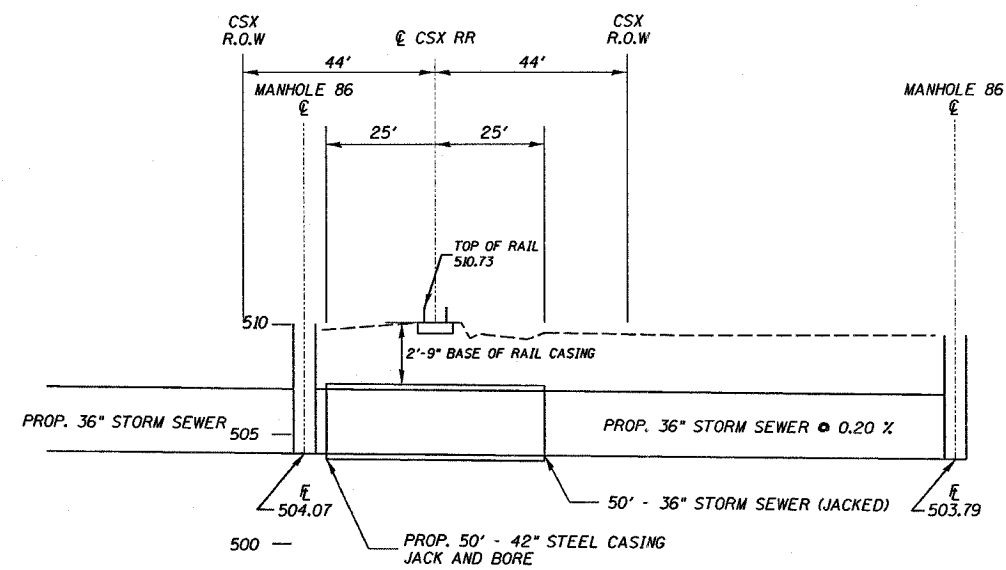
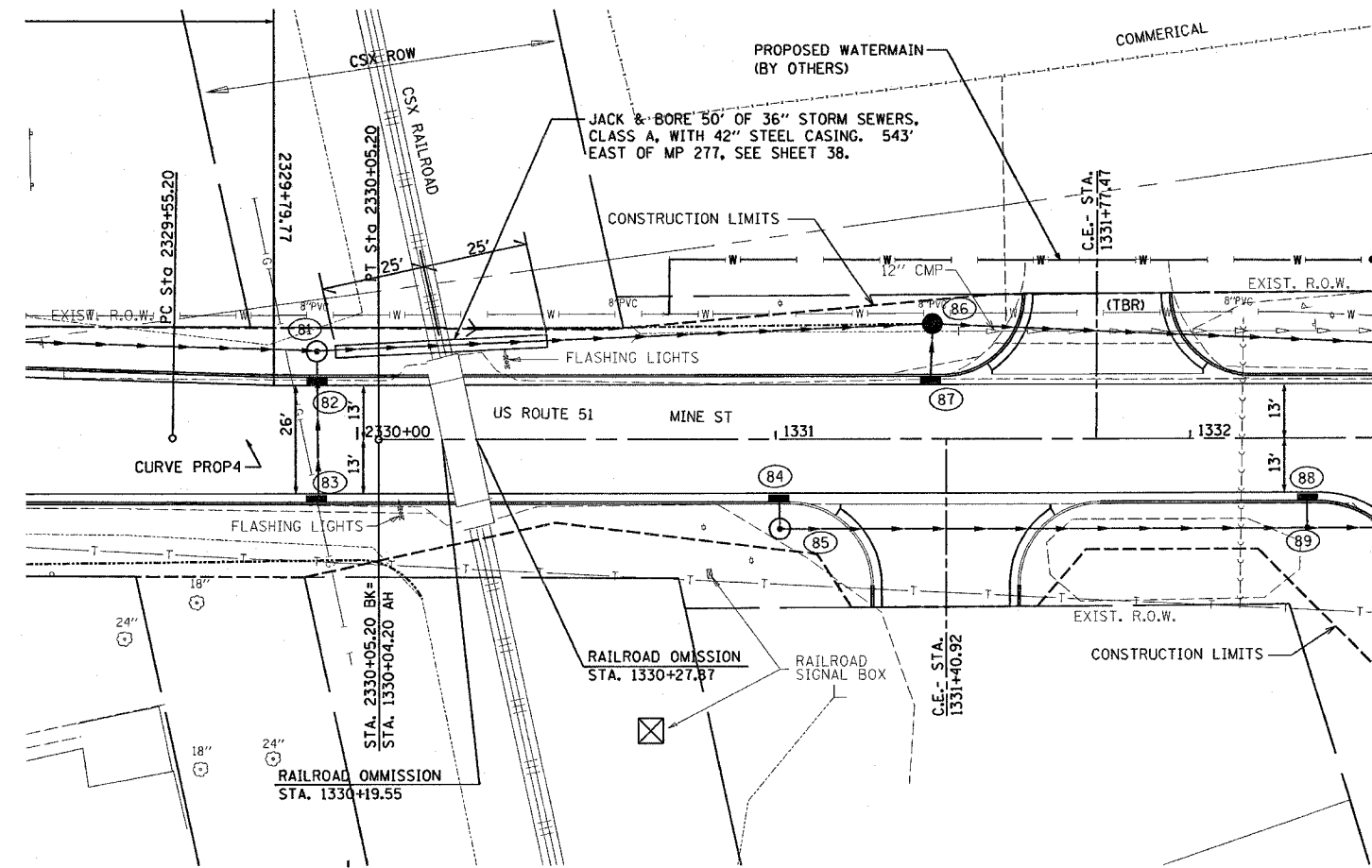
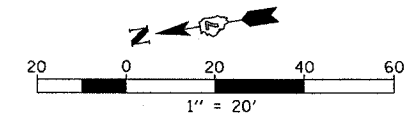
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REVISED DATED 1/18/06

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 18Y, RS 28Z | | MARION | 222 | 37A |
| STA. | | TO STA. | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



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ILLINOIS DEPARTMENT OF TRANSPORTATION

**US 51
CULVERT CROSSING
DETAIL**

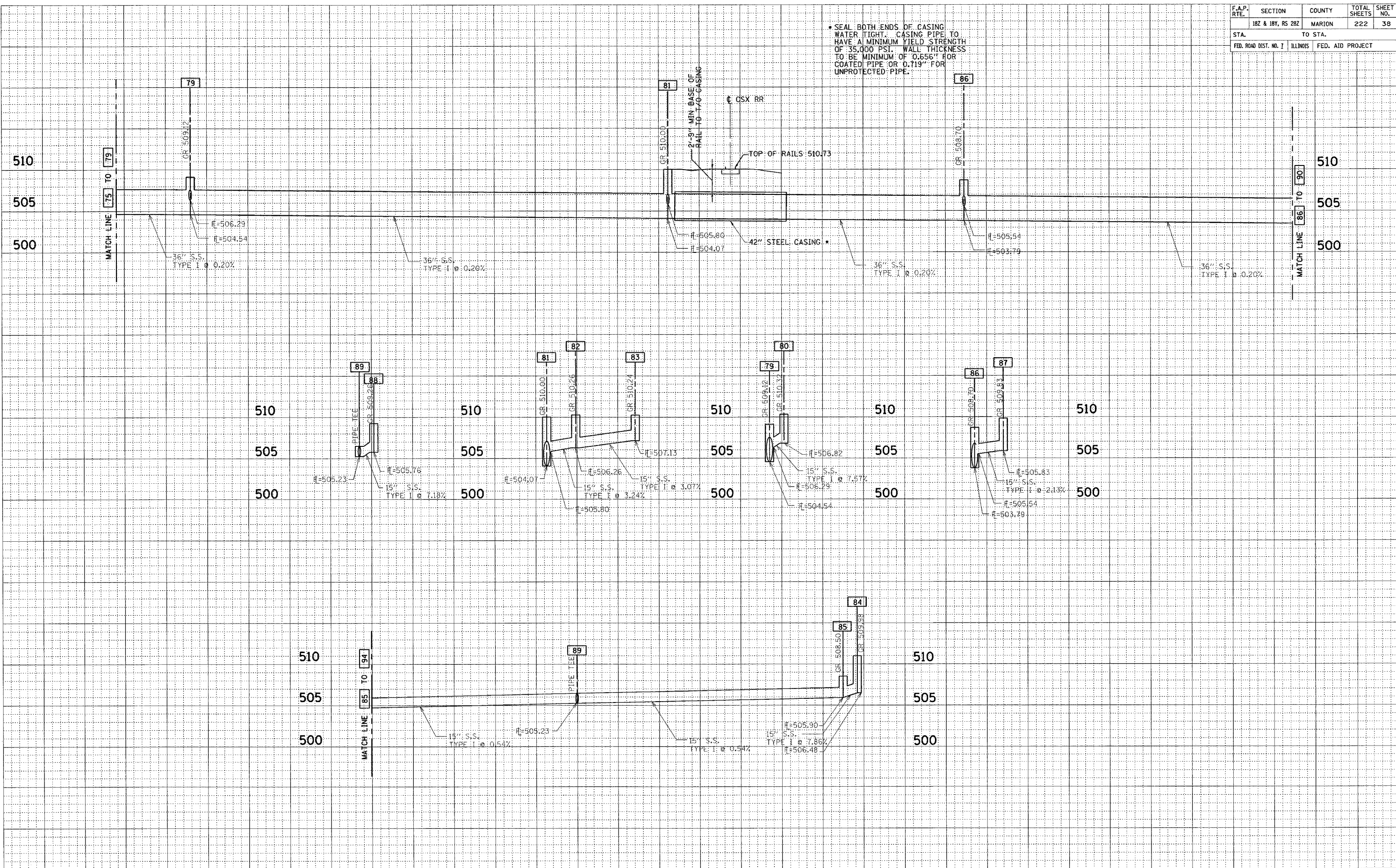
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DATED 1/18/06

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|---------------------------|--------------|-----------|
| 182 & 18Y, RS 28Z | | MARION | 222 | 38 |
| STA. 182 + 00.00 | | TO STA. 182 + 00.00 | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |

• SEAL BOTH ENDS OF CASING WATER TIGHT. CASING PIPE TO HAVE A MINIMUM YIELD STRENGTH OF 35,000 PSI. WALL THICKNESS TO BE MINIMUM OF 0.656" FOR COATED PIPE OR 0.719" FOR UNPROTECTED PIPE.

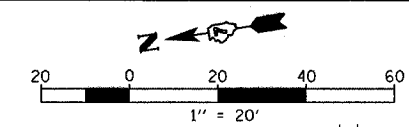


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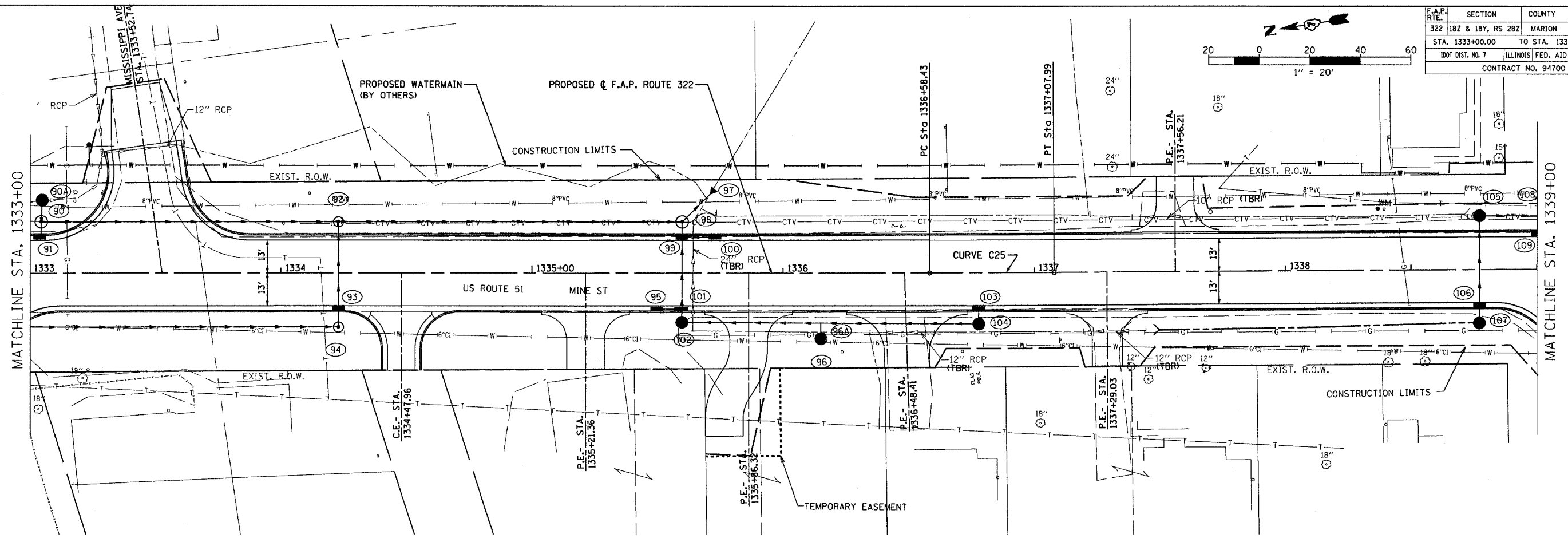
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Revised 1/10/06

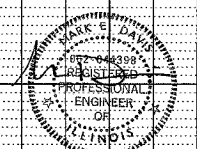
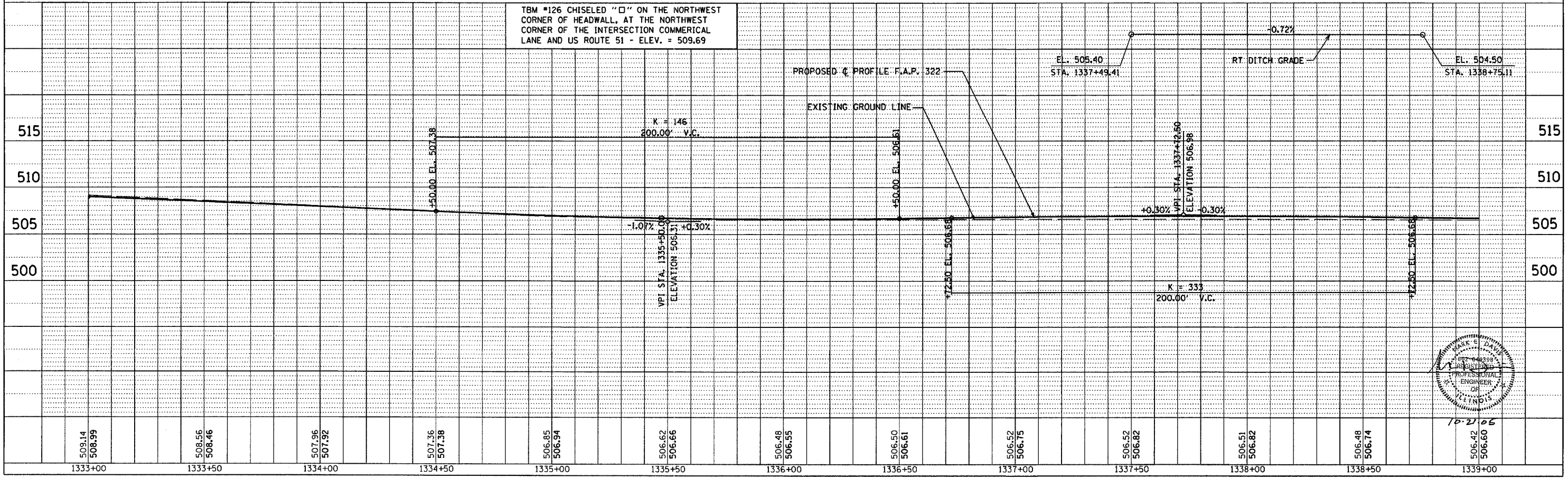
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 182 & 18Y, RS 28Z | MARION | 222 | 39 |
| STA. 1333+00.00 | | TO STA. 1339+00.00 | | |
| 1001 DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



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| PLAN | SURVEYED | DATE |
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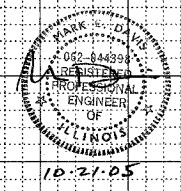
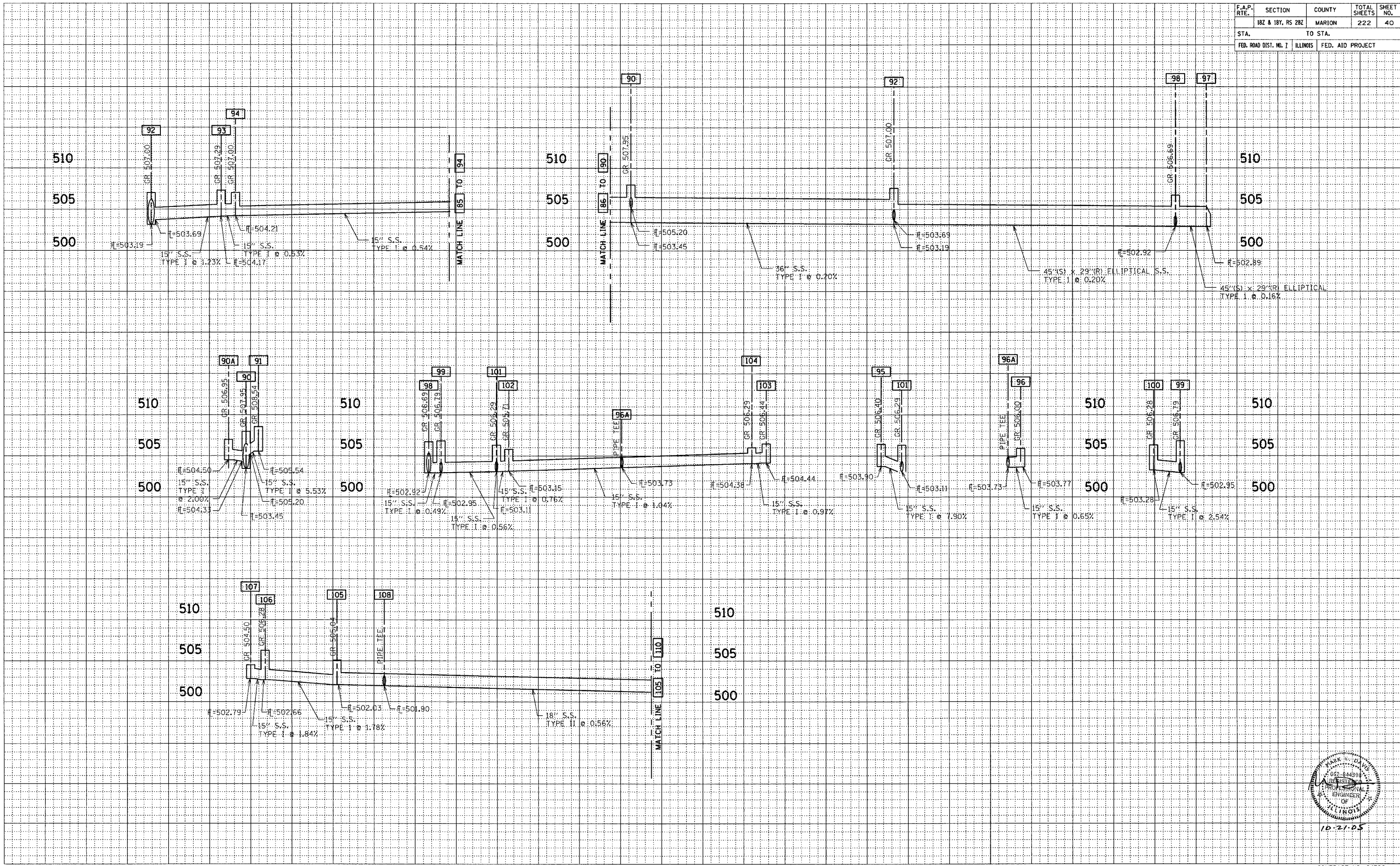


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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------------|---------|------------------|--------------|-----------|
| 182 & 18Y, RS 282 | MARION | ILLINOIS | 222 | 40 |
| STA. TO STA. | | FED. AID PROJECT | | |

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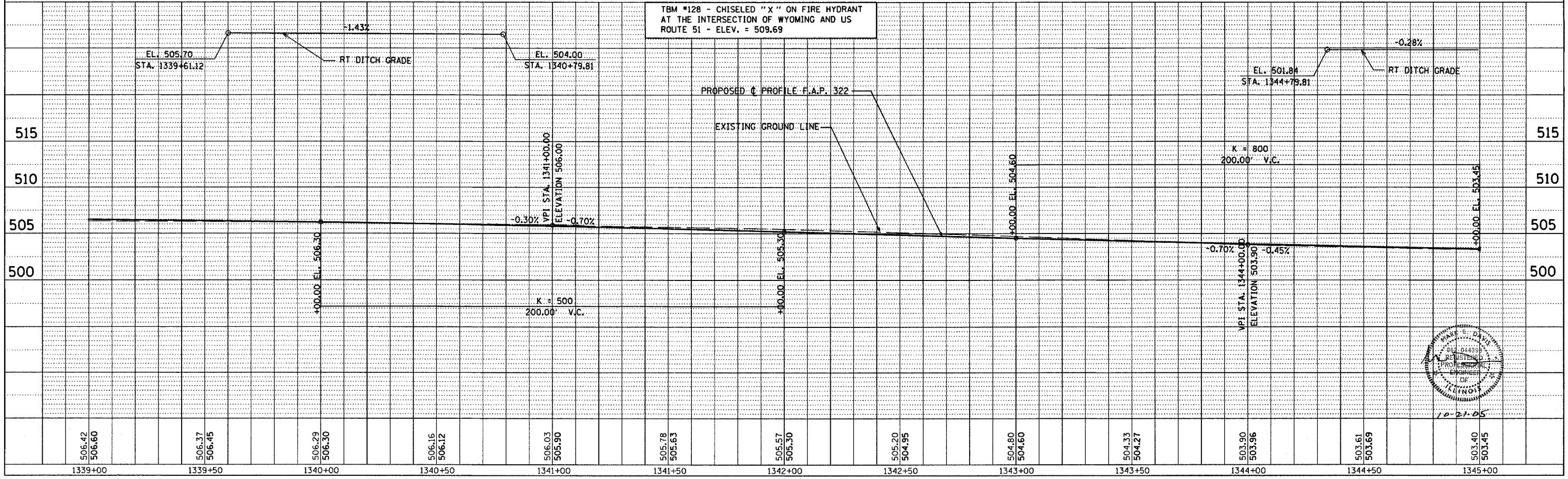
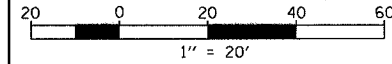
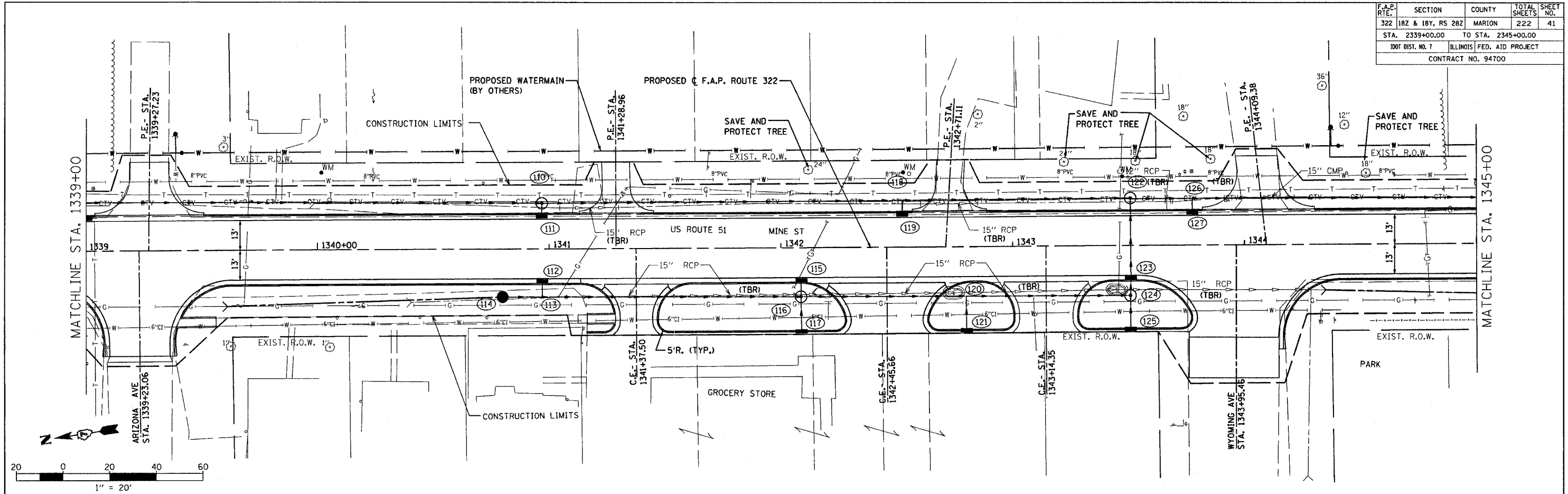
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| F.A.P. ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 182 & 18Y, RS 282 | MARION | 222 | 41 |
| STA. 2339+00.00 | | TO STA. 2345+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

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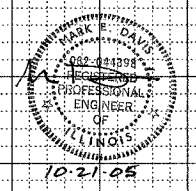
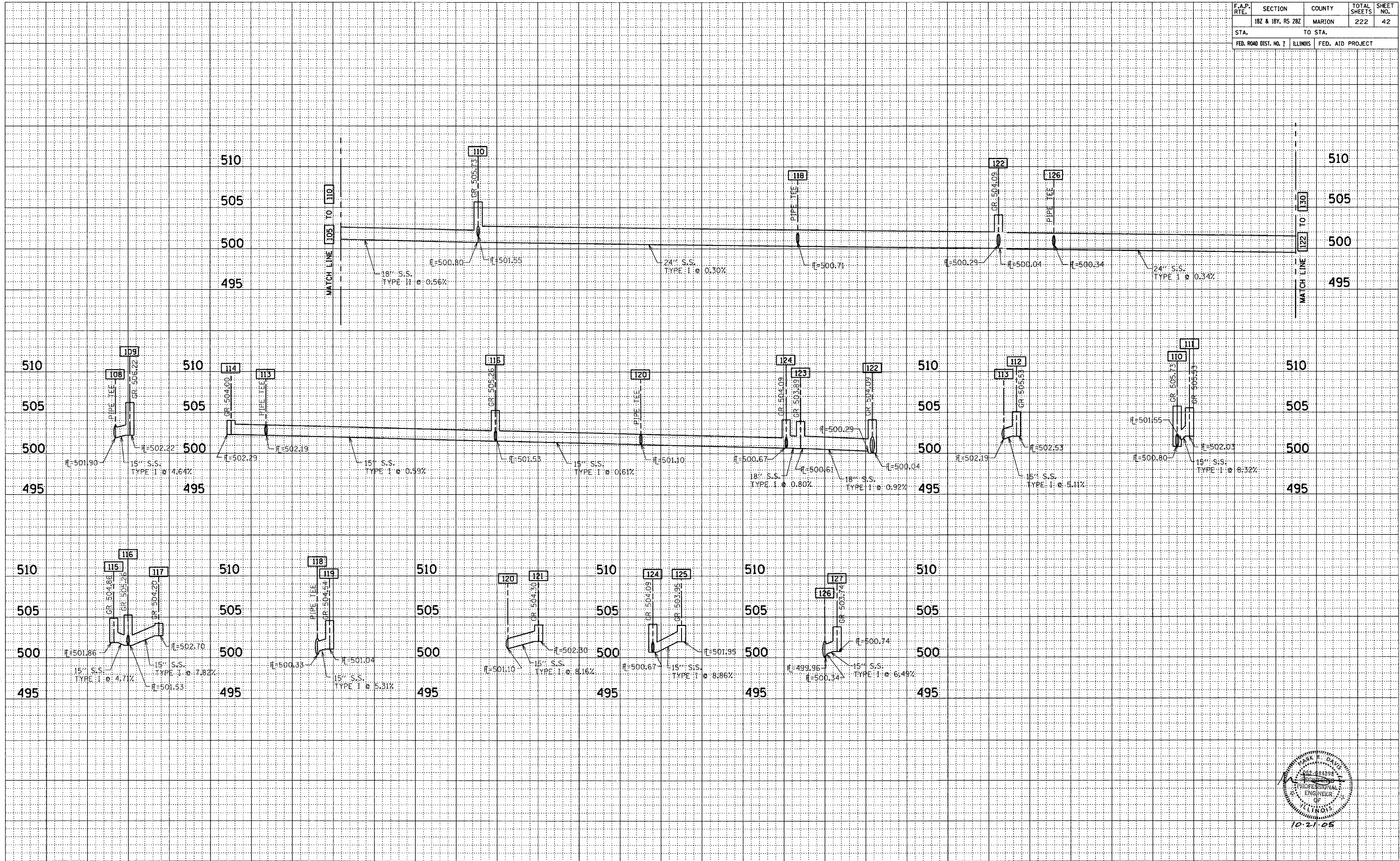
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 18Y, RS 282 | MARION | | 222 | 42 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |

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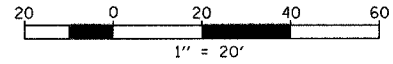
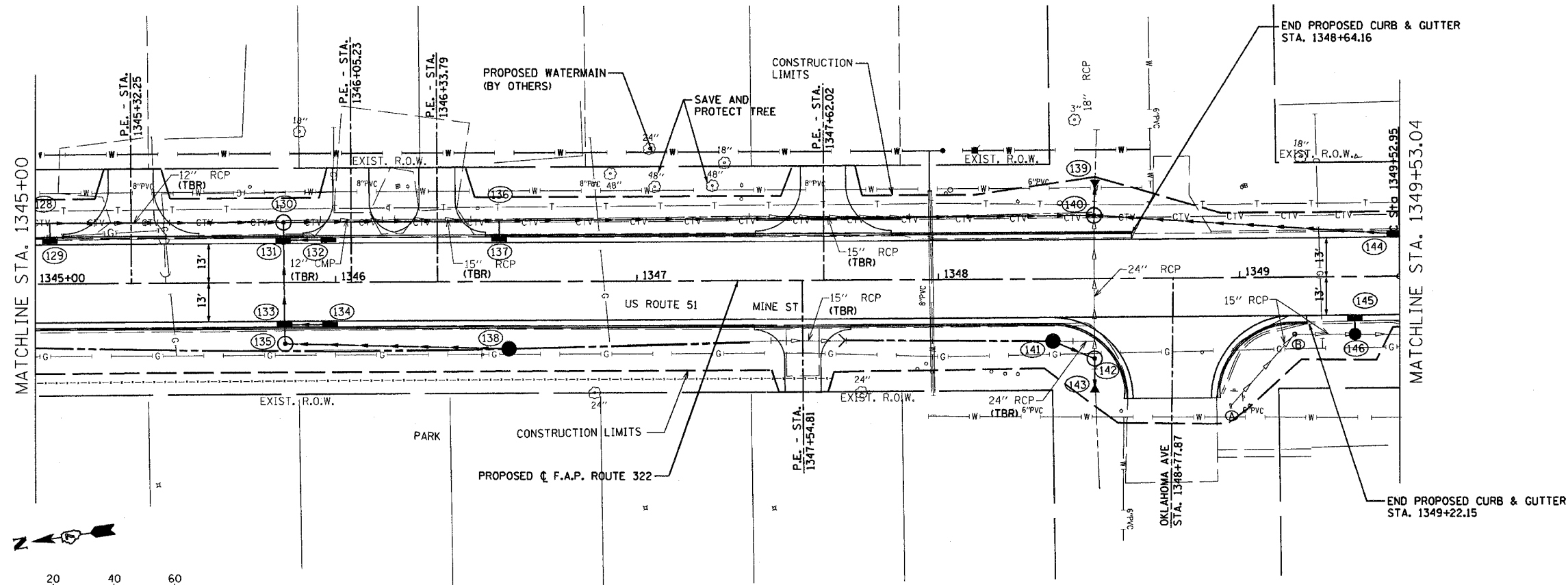
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CONTRACT NO. 94700

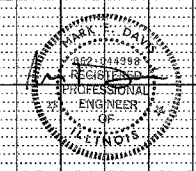
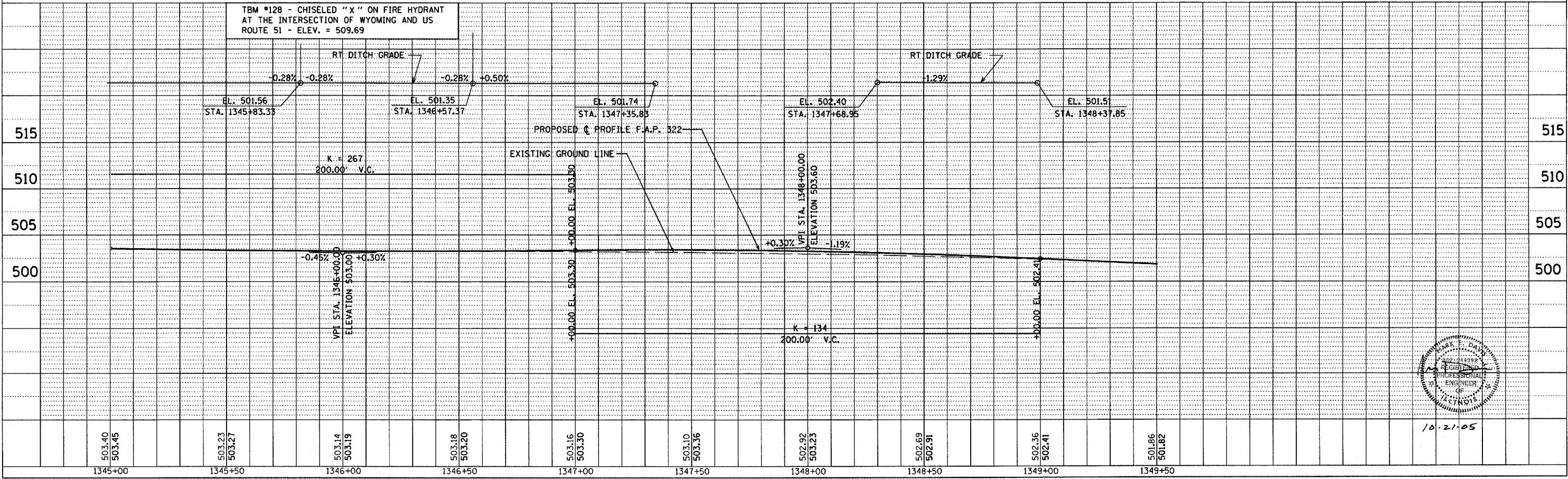
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 43 |
| STA. 1345+00.00 | | TO STA. 1349+53.04 | | |
| 100T DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

| PLAN | DATE |
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| SAVED | |
| ALIGNED | |
| CHECKED | |
| RT. OF WAY CHECKED | |
| NO. | |



| PROFILE | DATE |
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| SAVED | |
| CHECKED | |
| GRADES | |
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| NO. | |

TBM #128 - CHISELED "X" ON FIRE HYDRANT AT THE INTERSECTION OF WYOMING AND US ROUTE 51 - ELEV. = 509.69

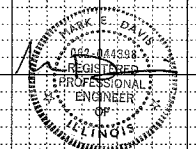
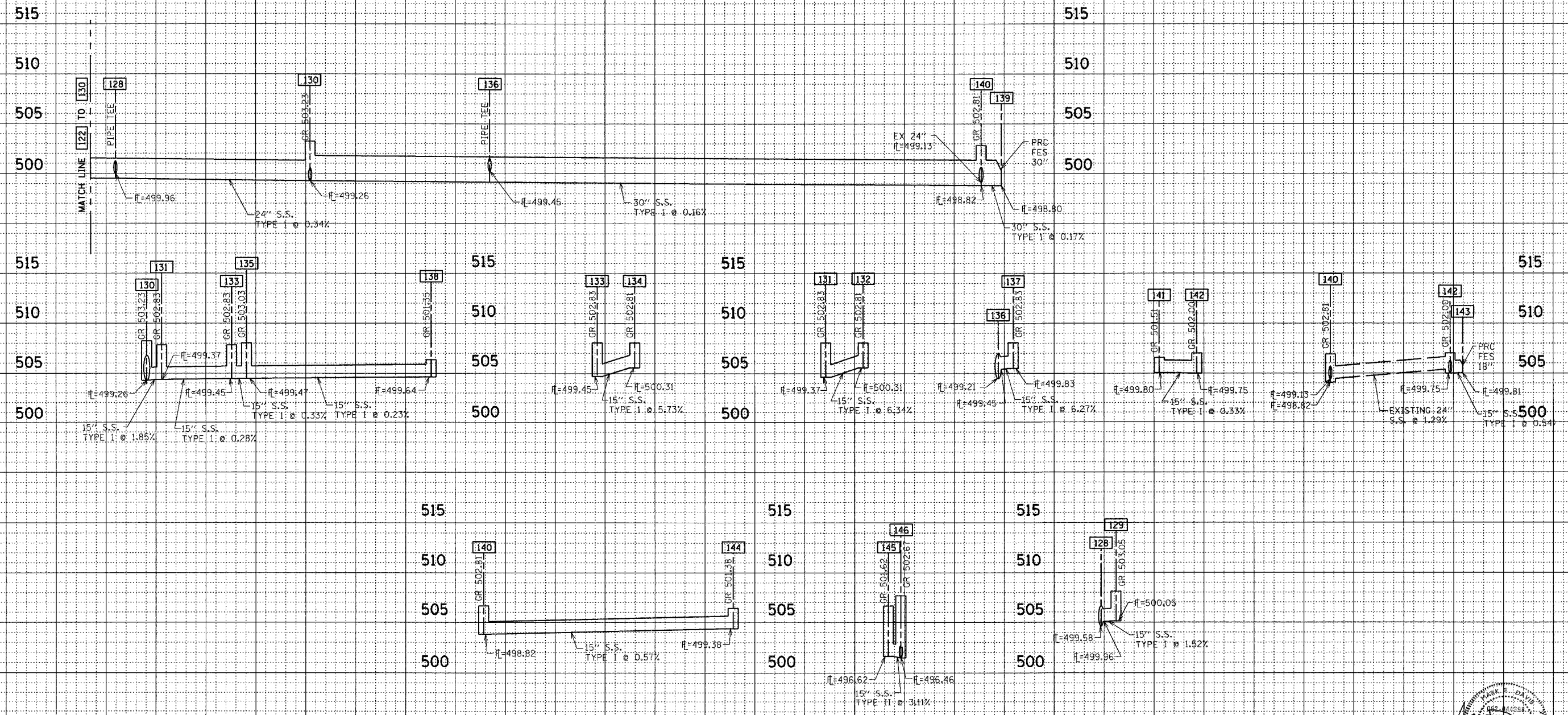


10.21.05

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|----------|------------------|-----------|
| 182 & 18Y, RS 282 | MARION | | 222 | 44 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

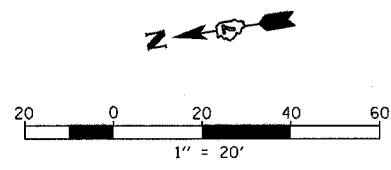
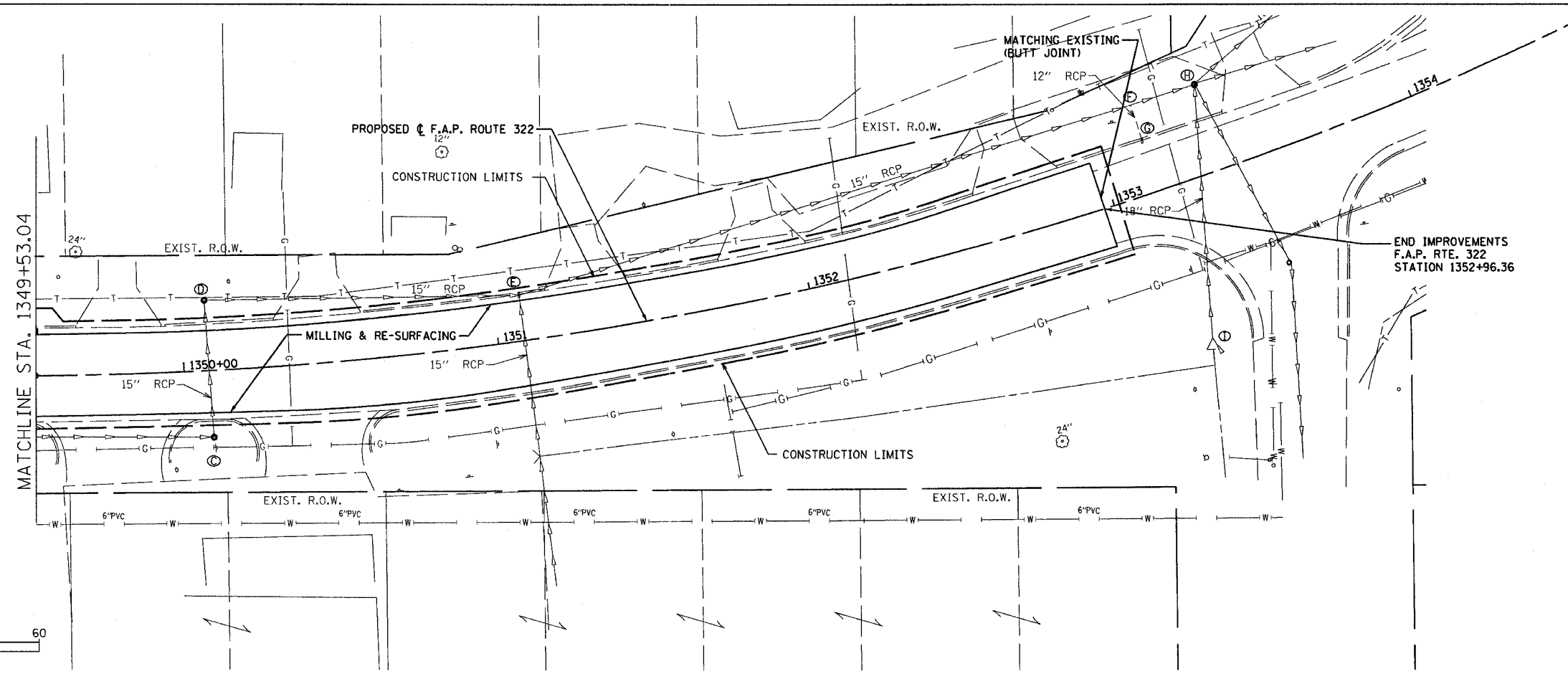
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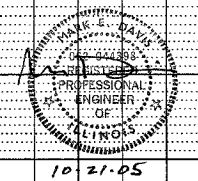
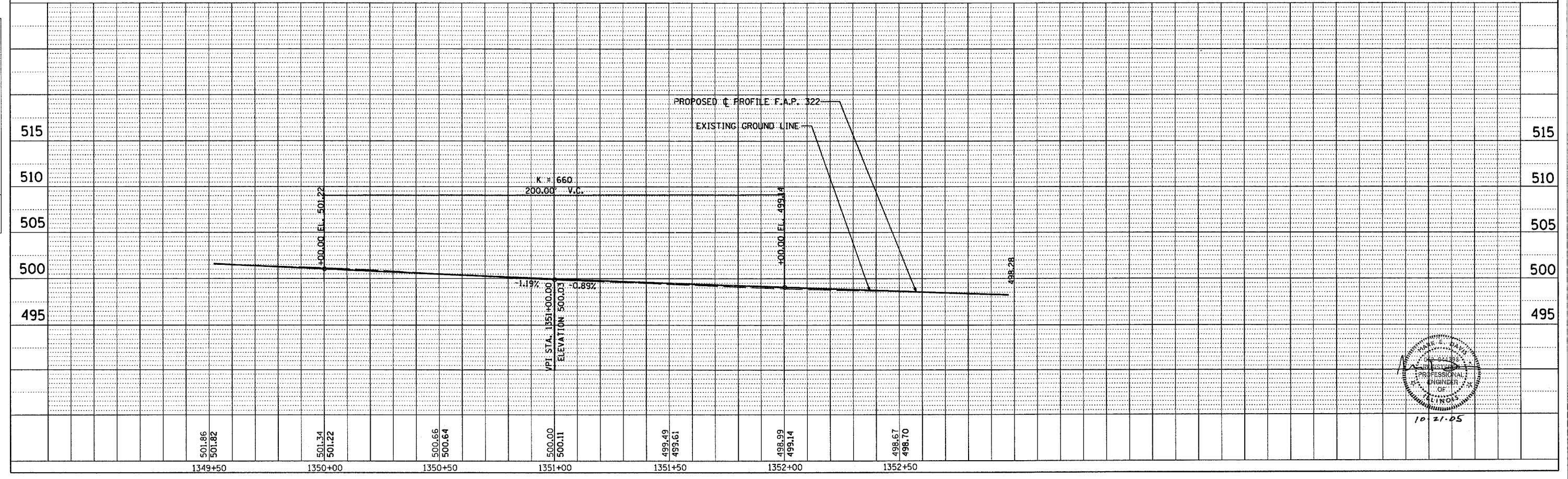
10-27-05

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 182 & 18V, RS 28Z | MARION | 222 | 45 |
| STA. 1349+53.04 | | TO STA. 1352+97.84 | | |
| 100' DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



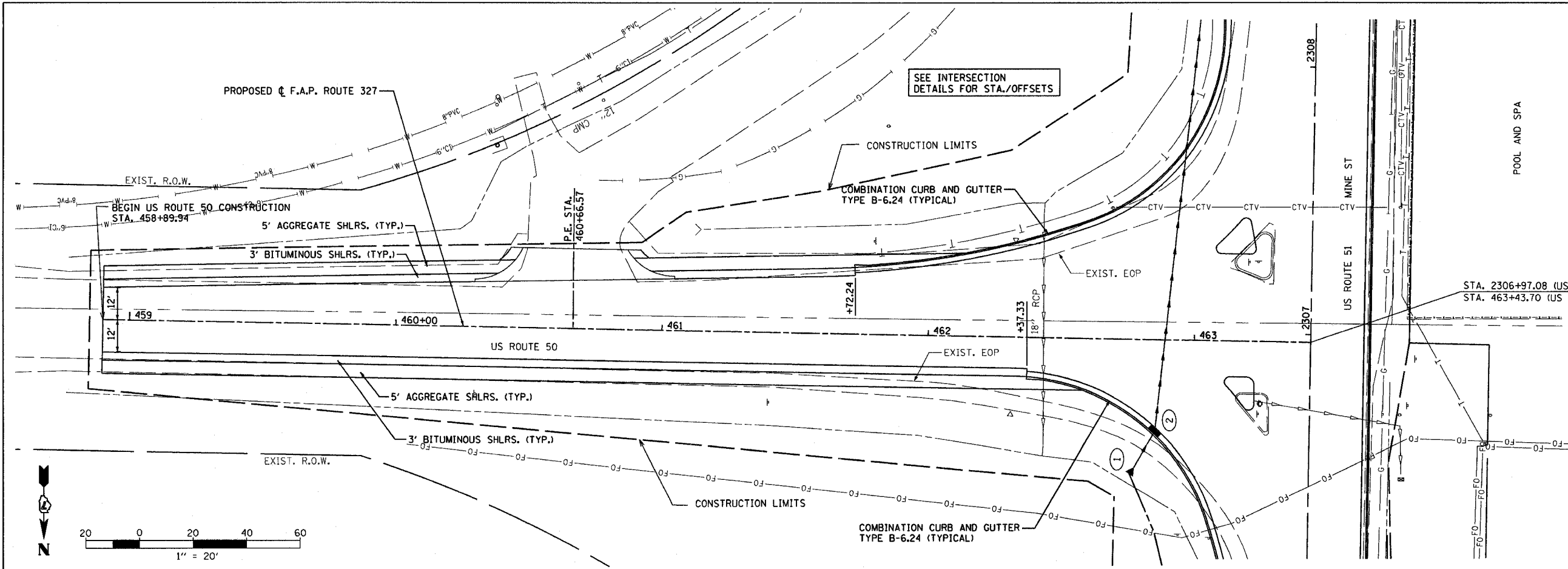
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| NO. | |

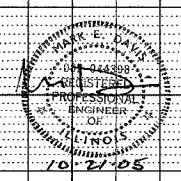
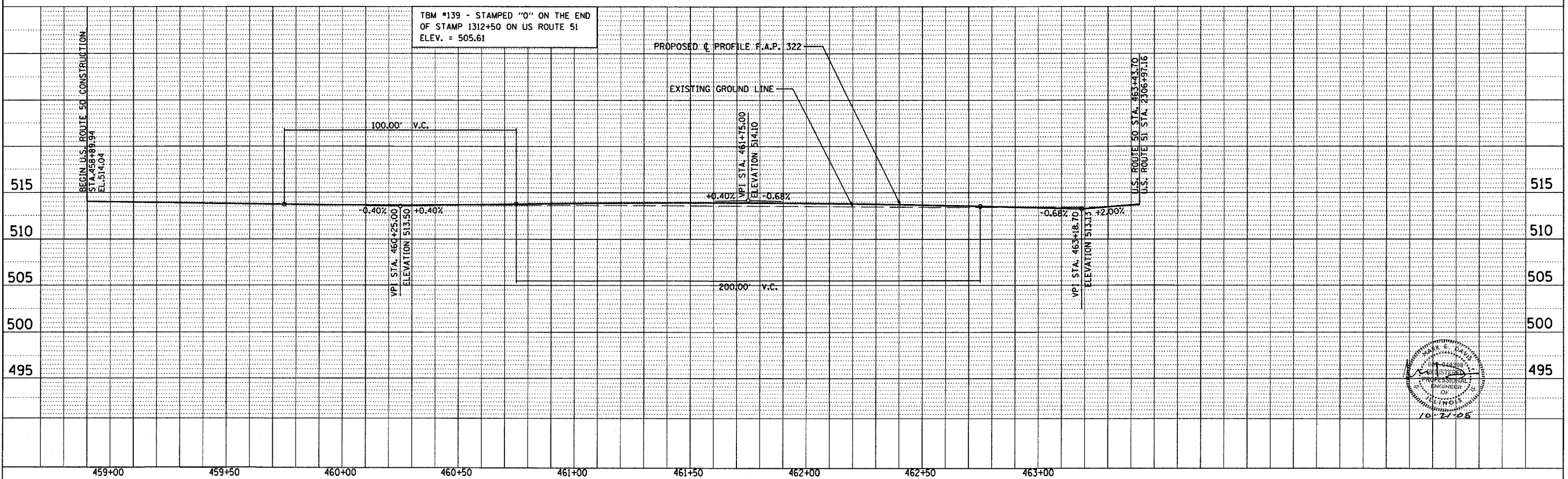


| F.A.P. ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 46 |
| STA. 458+89.94 | | TO STA. 463+43.70 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

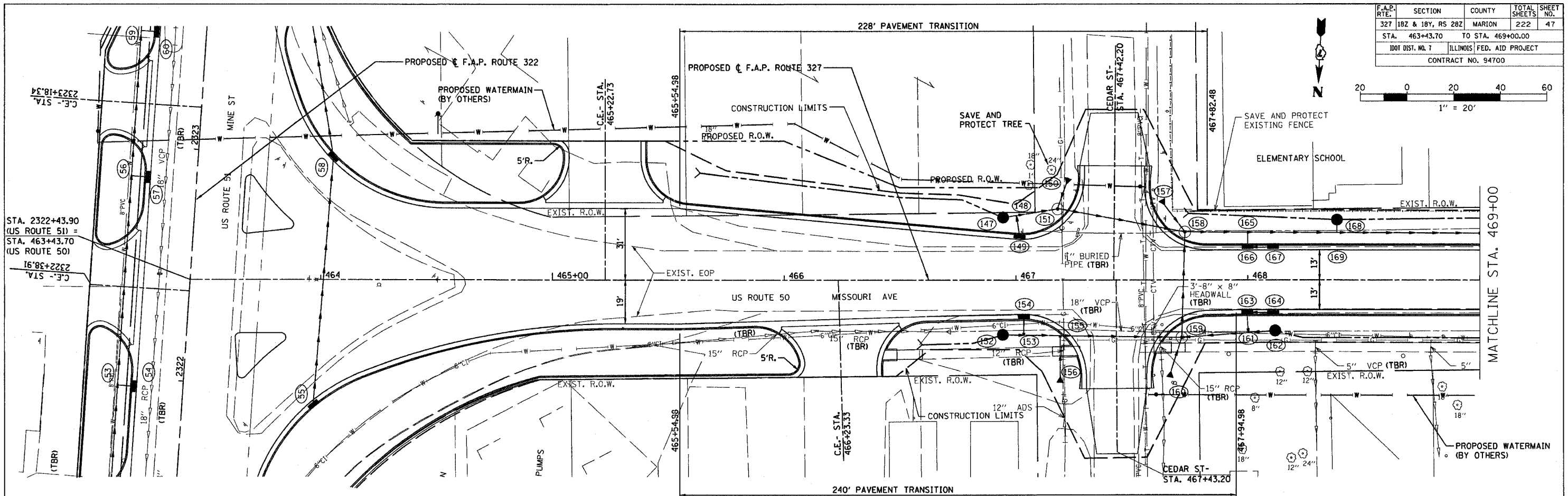
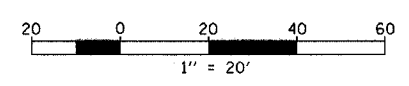
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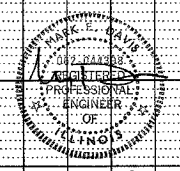
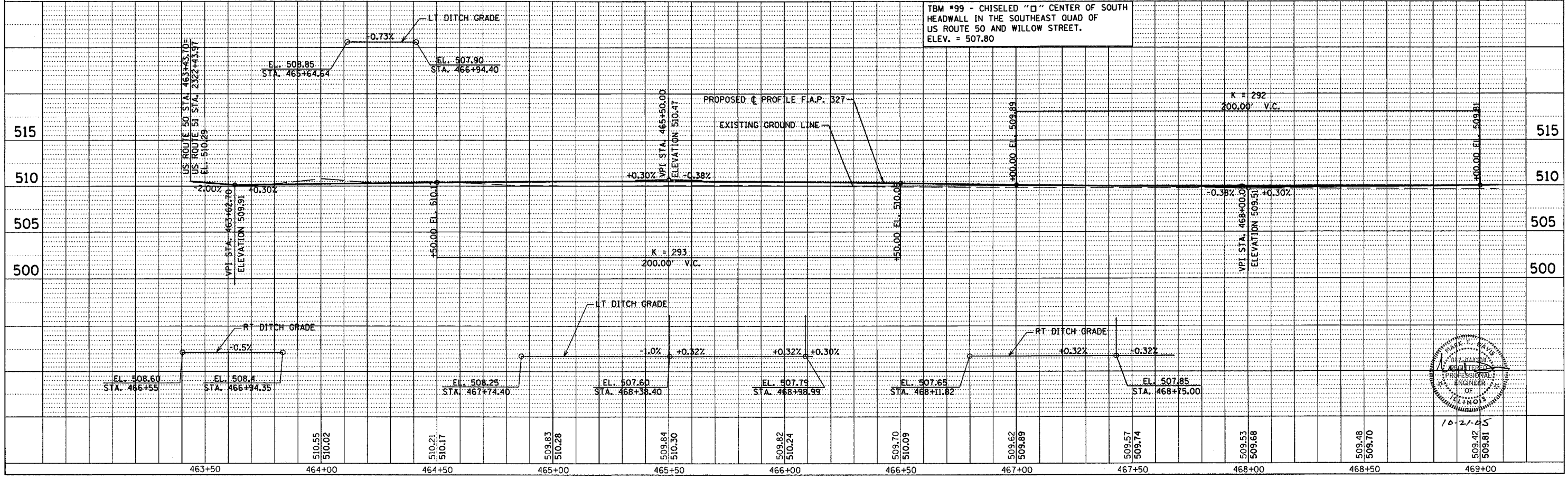


| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 1B2 & 1B1, RS 2B2 | MARION | 222 | 47 |
| STA. 463+43.70 | | TO STA. 469+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



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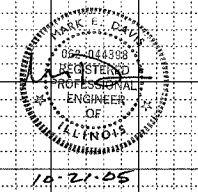
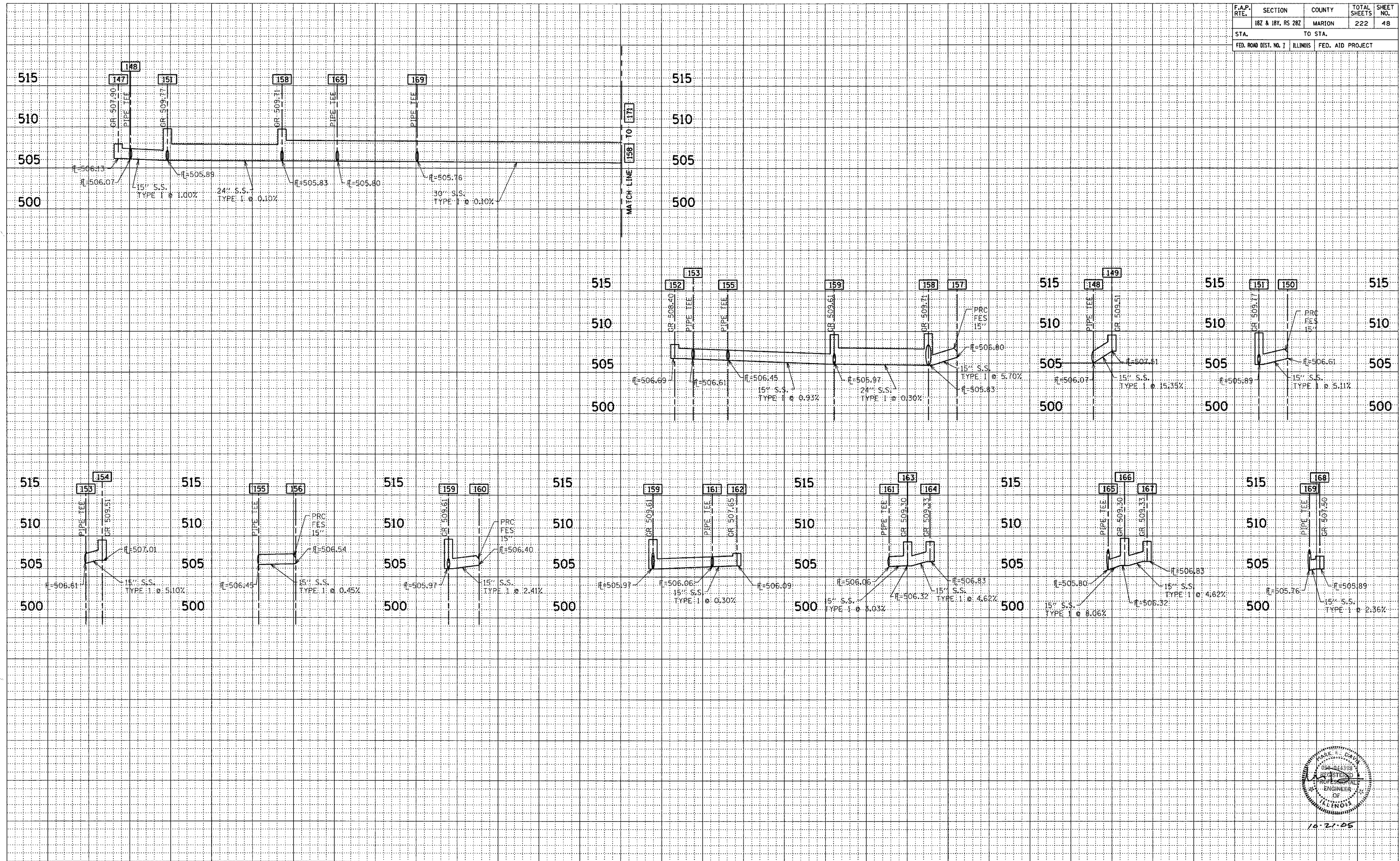
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 187, RS 282 | MARION | ILLINOIS | 222 | 48 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 7 | FED. AID PROJECT | | | |

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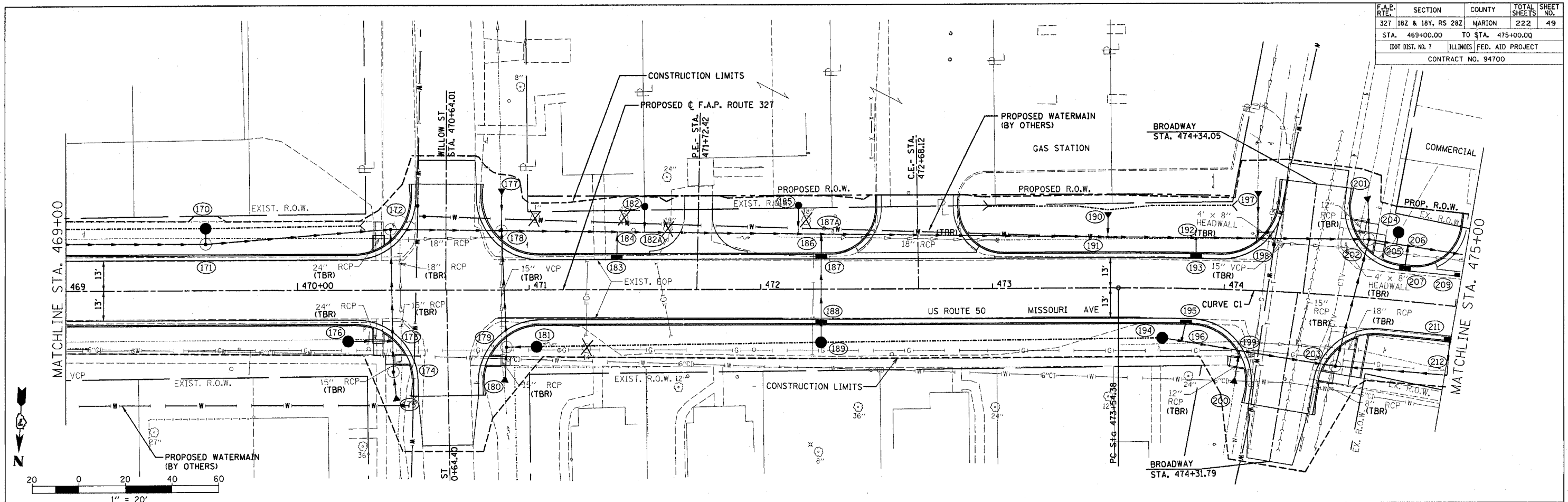
10-27-06

CONTRACT NO. 94700

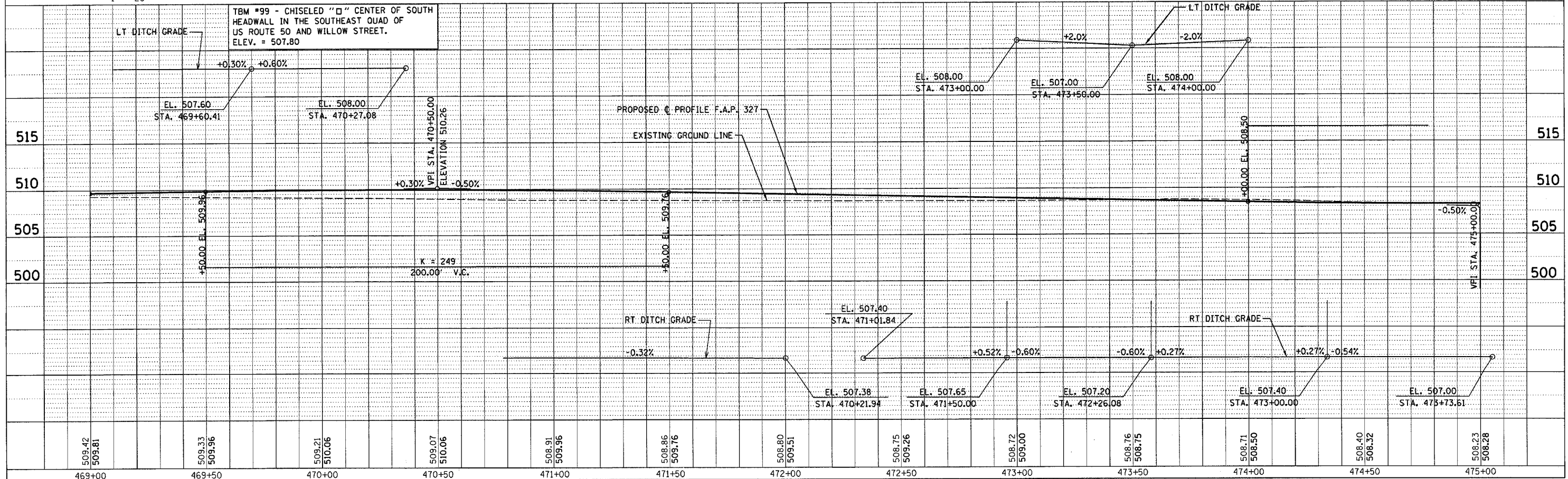
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 18Y, RS 282 | MARION | 222 | 49 |
| STA. 469+00.00 | TO STA. 475+00.00 | | | |
| DOT DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

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| PLAN | DATE |
| NO. | |
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| REVISION | |
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| DATE | |



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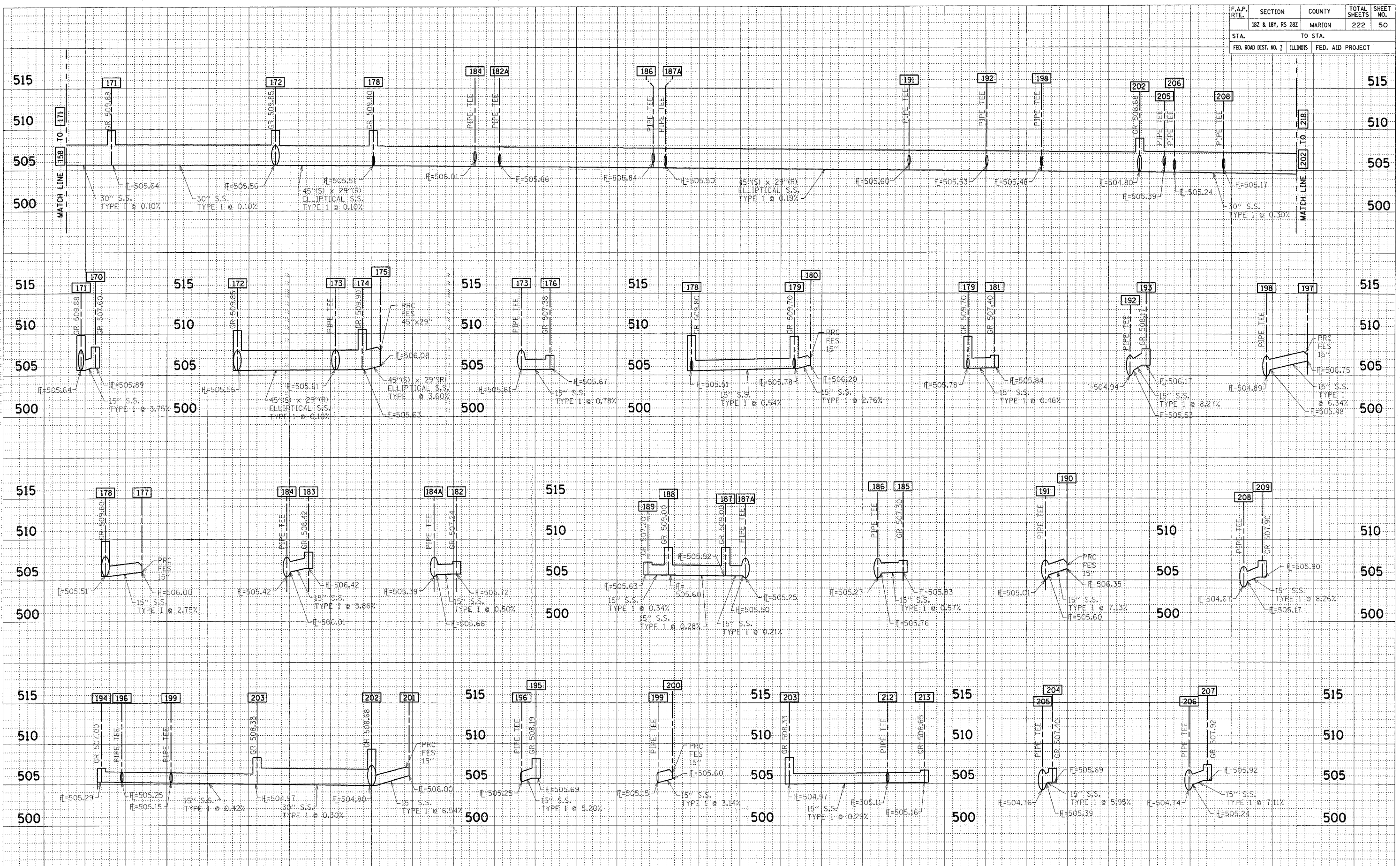
Revised 2/7/2006

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 181, RS 282 | MARION | ILLINOIS | 222 | 50 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | FED. AID PROJECT | | |

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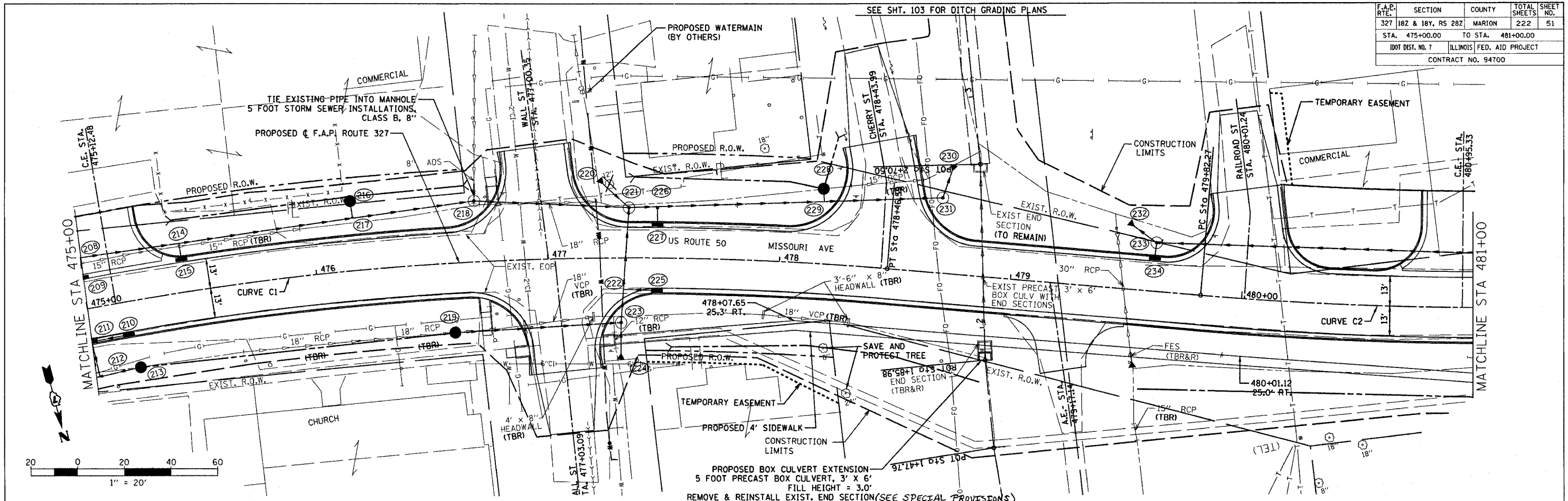
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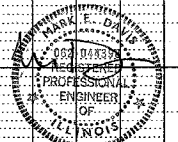
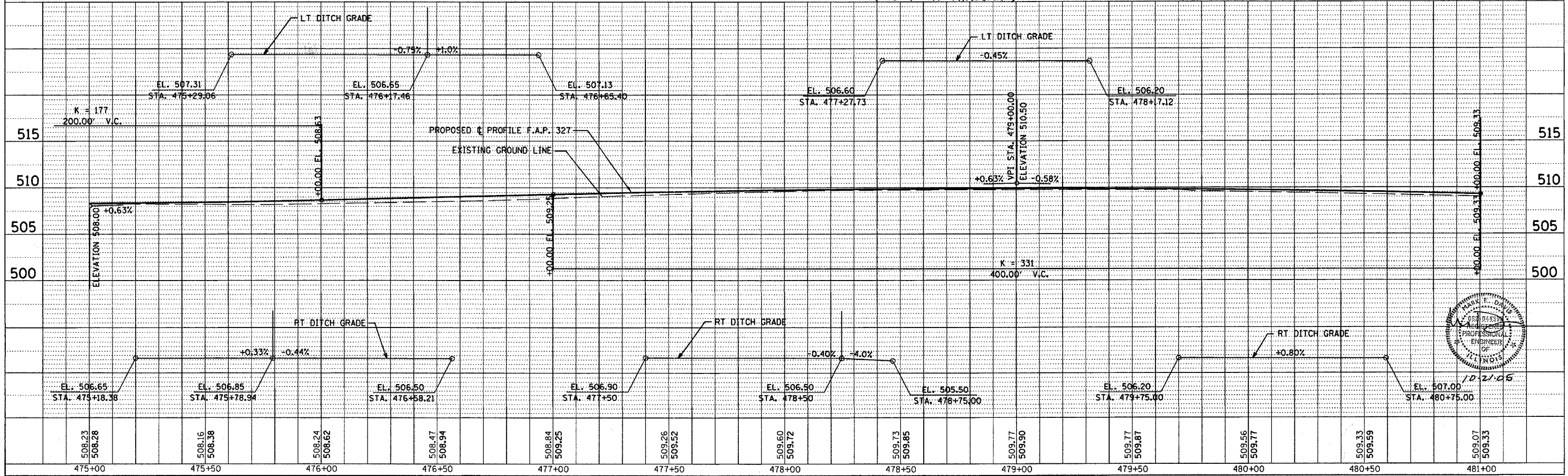
Revised 2/17/2006

| F.A.P. RITE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|-------------------|--------------|------------------|
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 51 |
| STA. 475+00.00 | | TO STA. 481+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS | | FED. AID PROJECT |
| CONTRACT NO. 94700 | | | | |

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| REVISIONS | |
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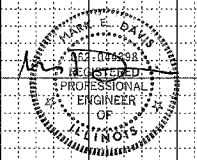
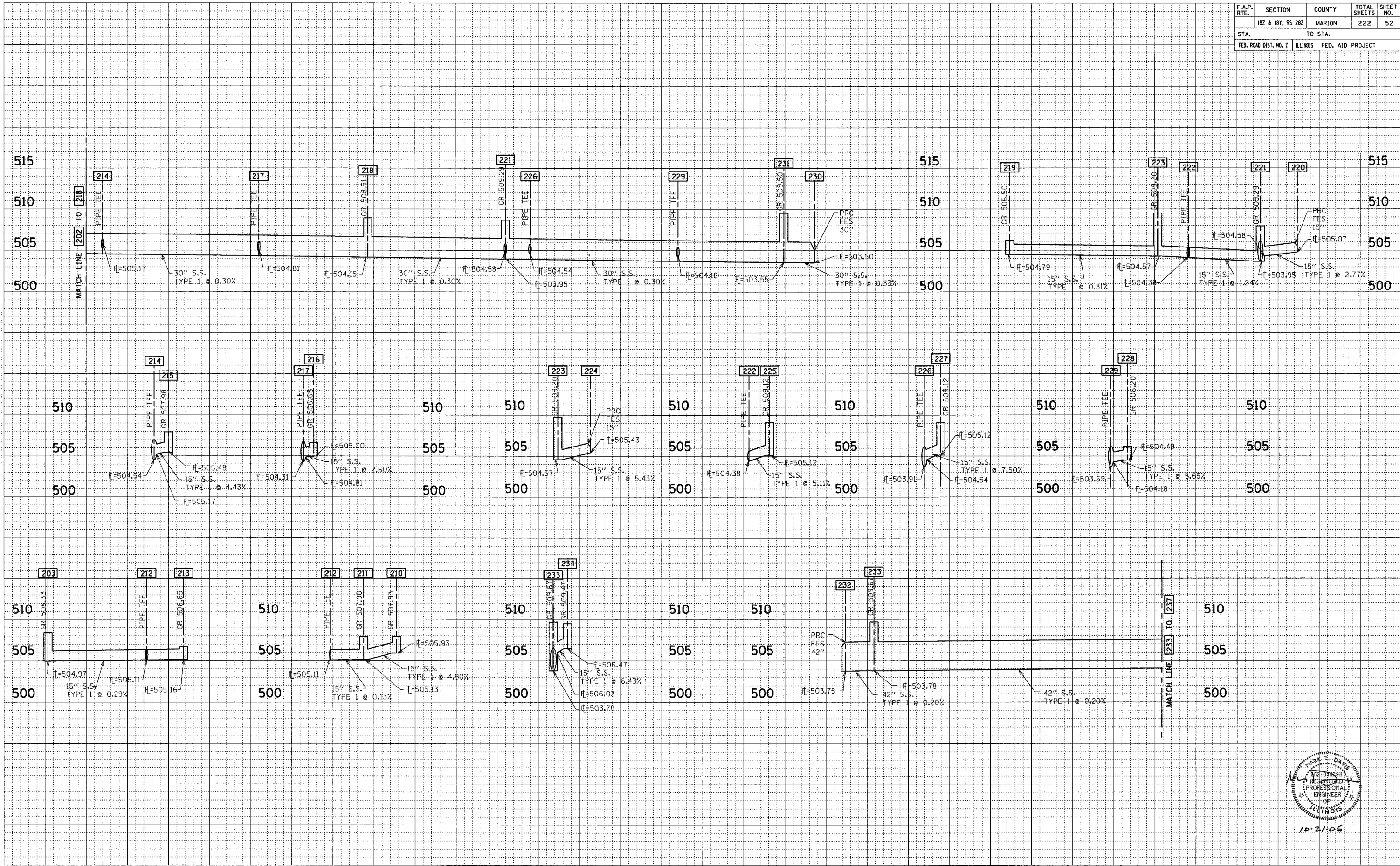
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 182 & 18Y, RS 282 | MARION | 222 | 52 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | |

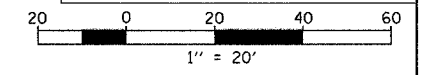
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| NOTE BOOK NO. | |

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| NOTE BOOK NO. | |

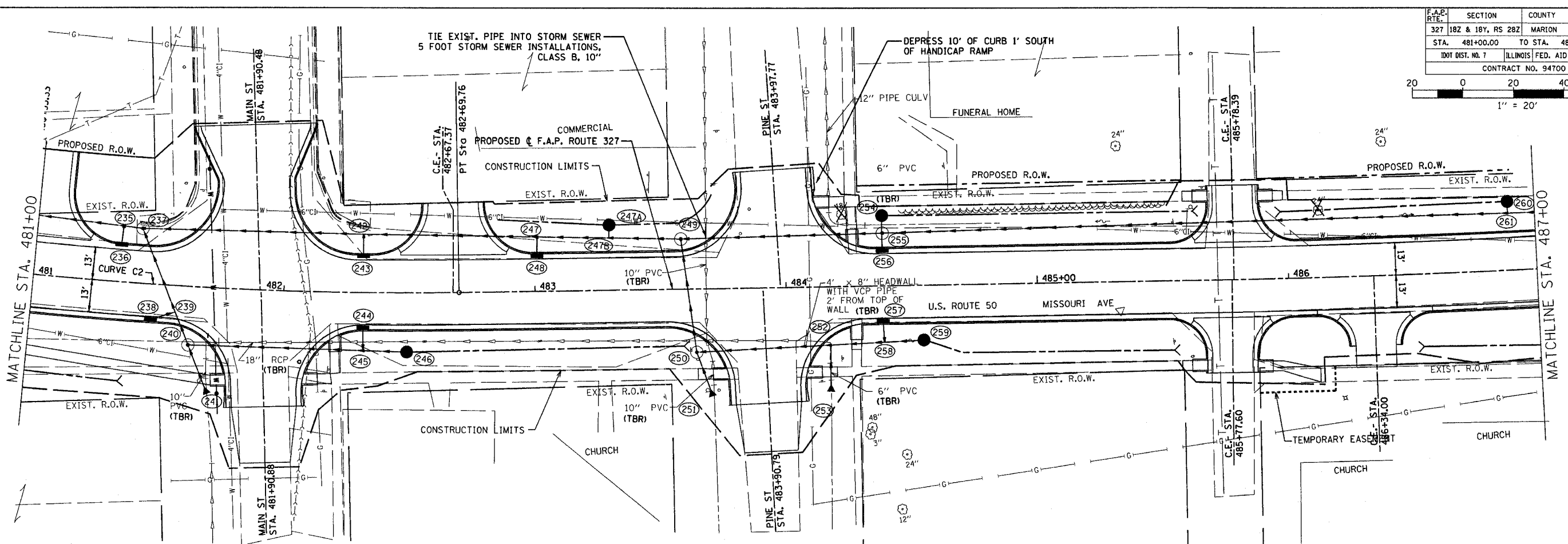


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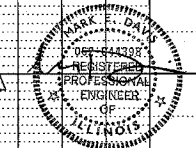
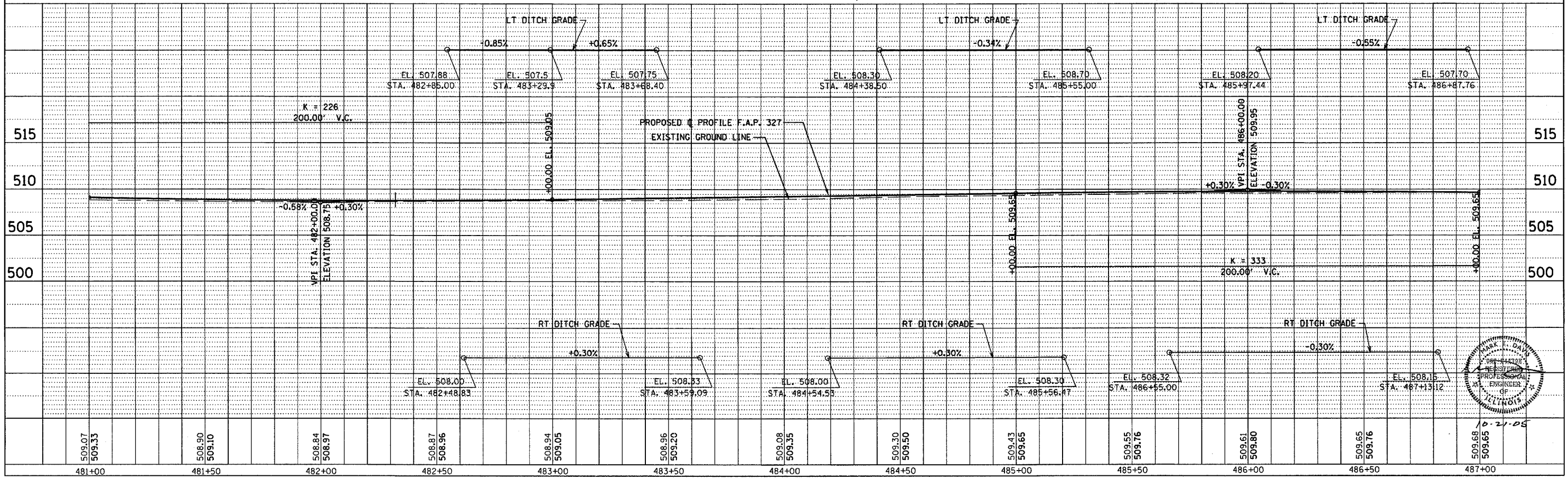
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 53 |
| STA. | 481+00.00 | TO STA. | 487+00.00 | |
| IDOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |



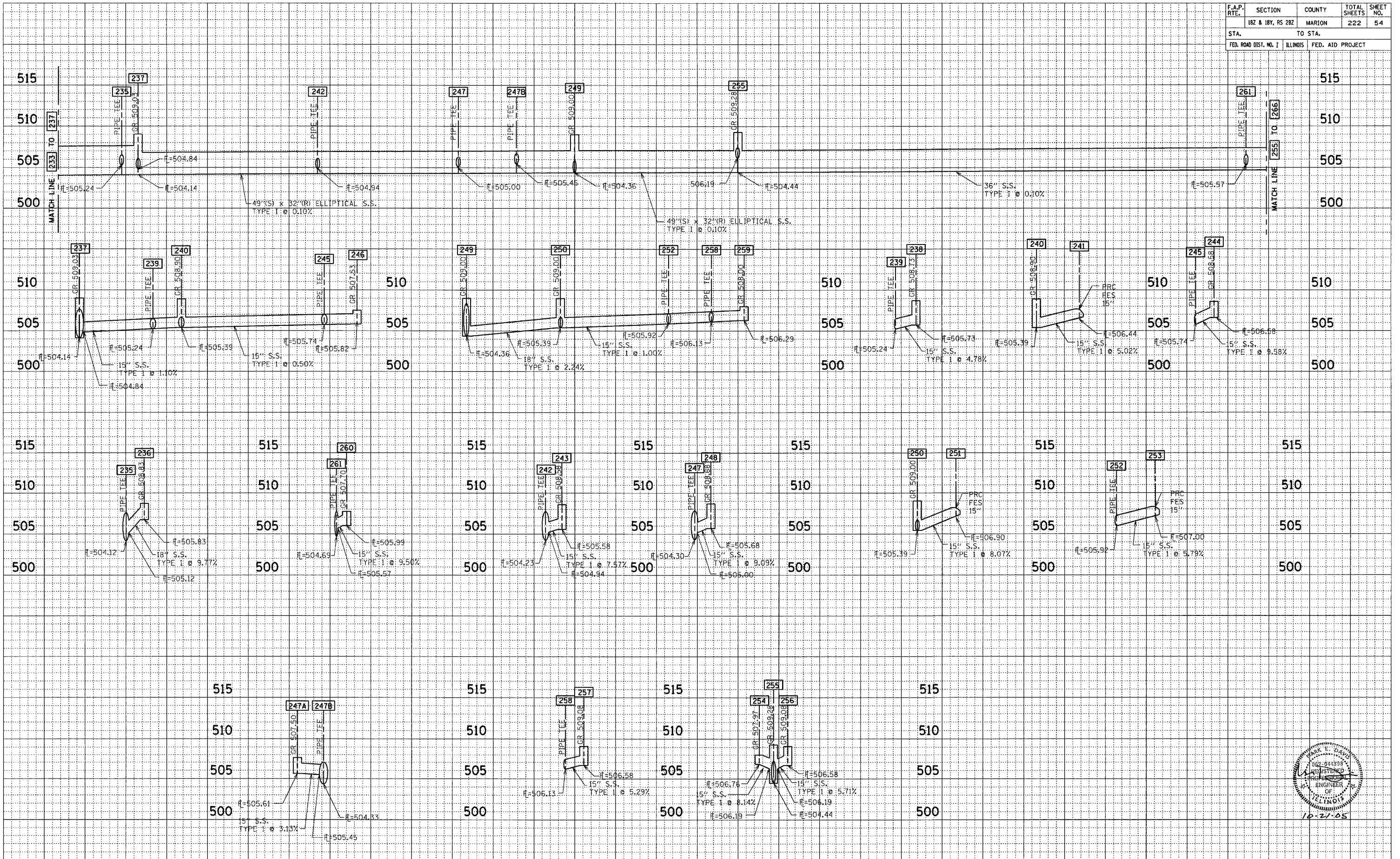
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| PROFILE | SURVEYED | DATE |
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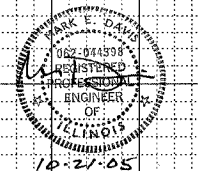


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|-----------------------|----------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 18Y, RS 282 | MARION | MARION | 222 | 54 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |



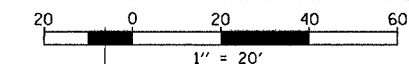
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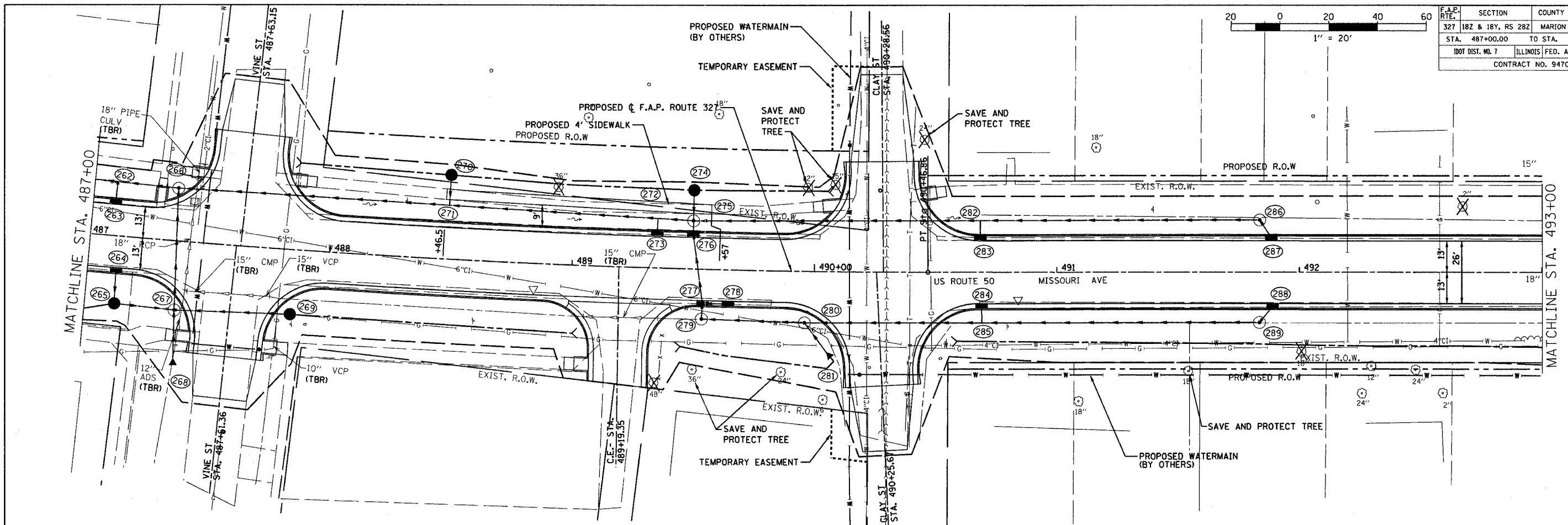


CONTRACT NO. 94700

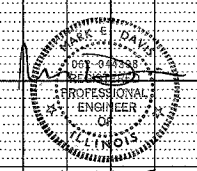
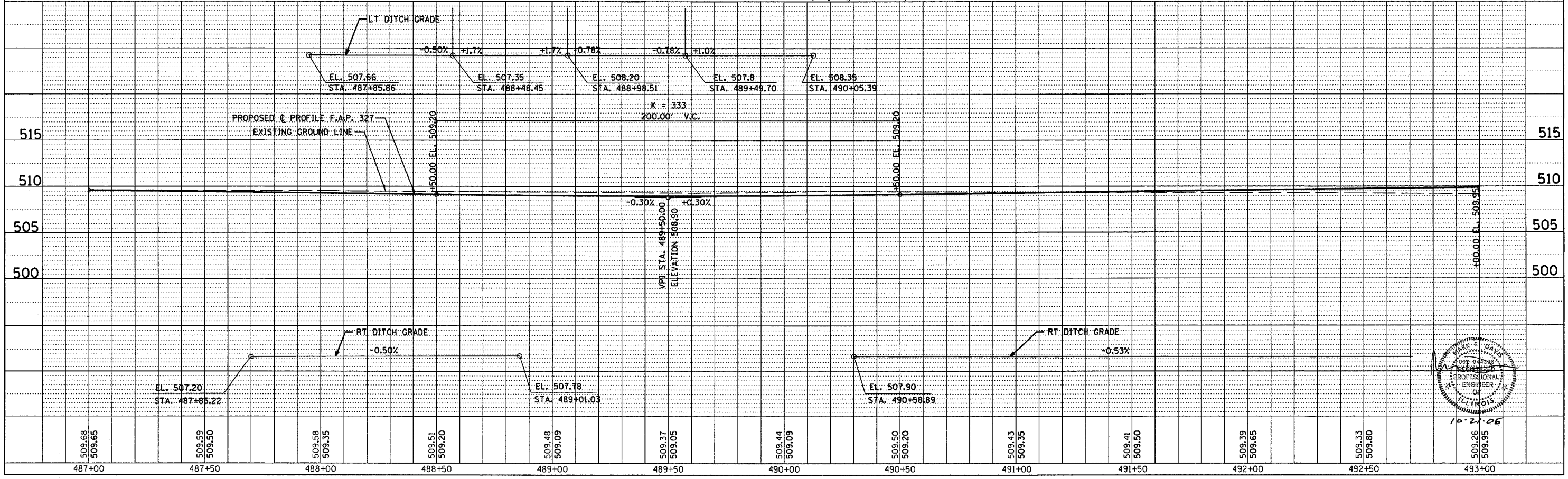
| F.A.P. ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 55 |
| STA. 487+00.00 | | TO STA. 493+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



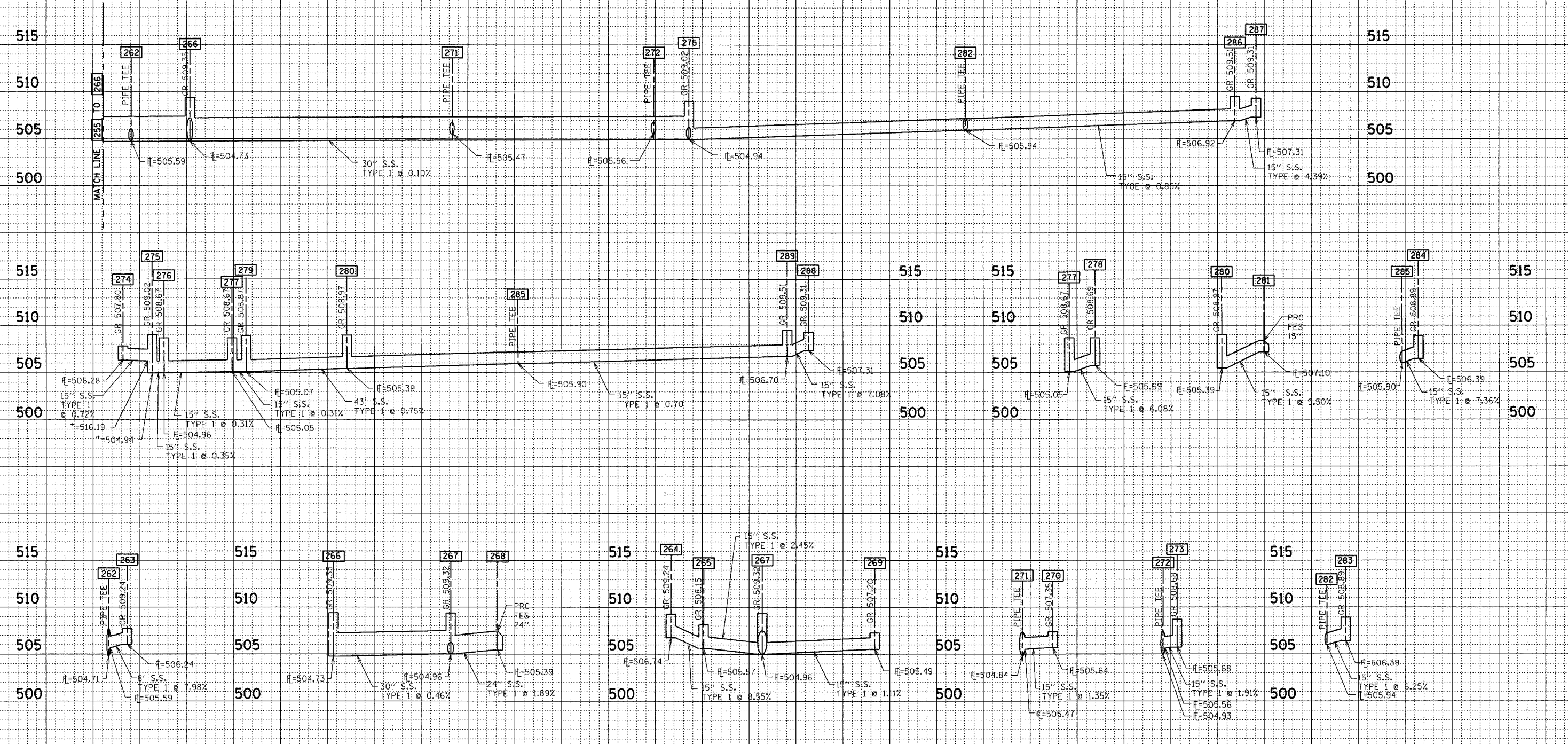
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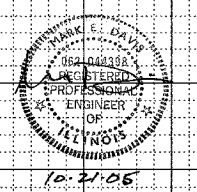


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|-----------------------|---------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 187, RS 282 | MARION | ILLINOIS | 222 | 56 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | FED. AID PROJECT | | |

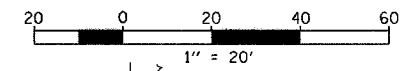


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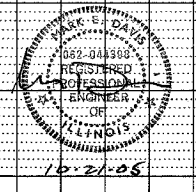
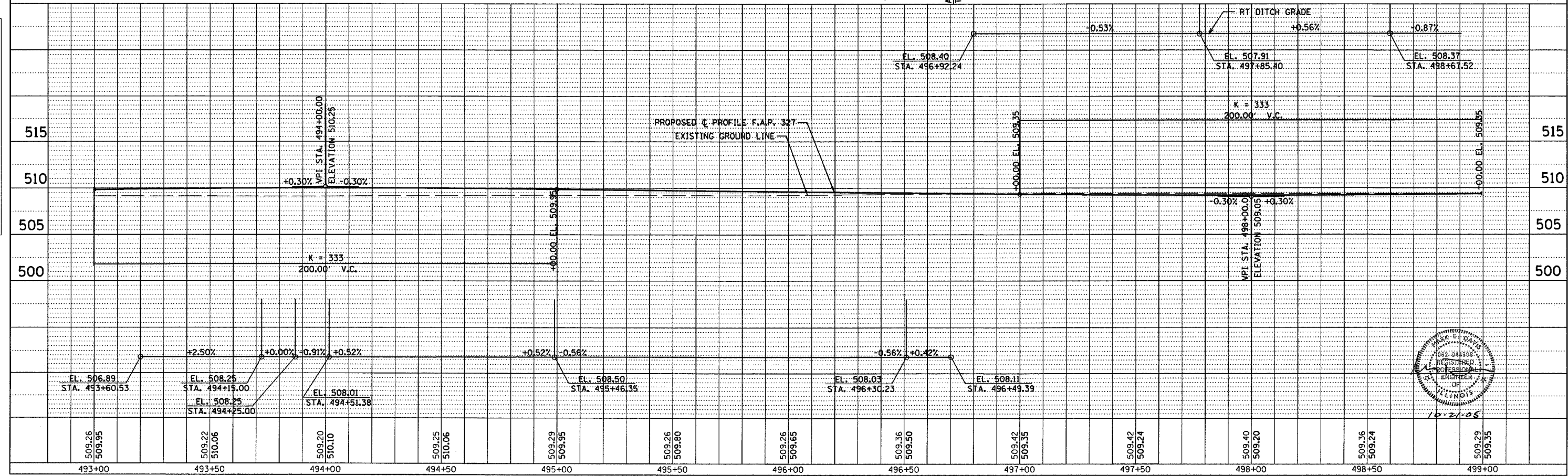
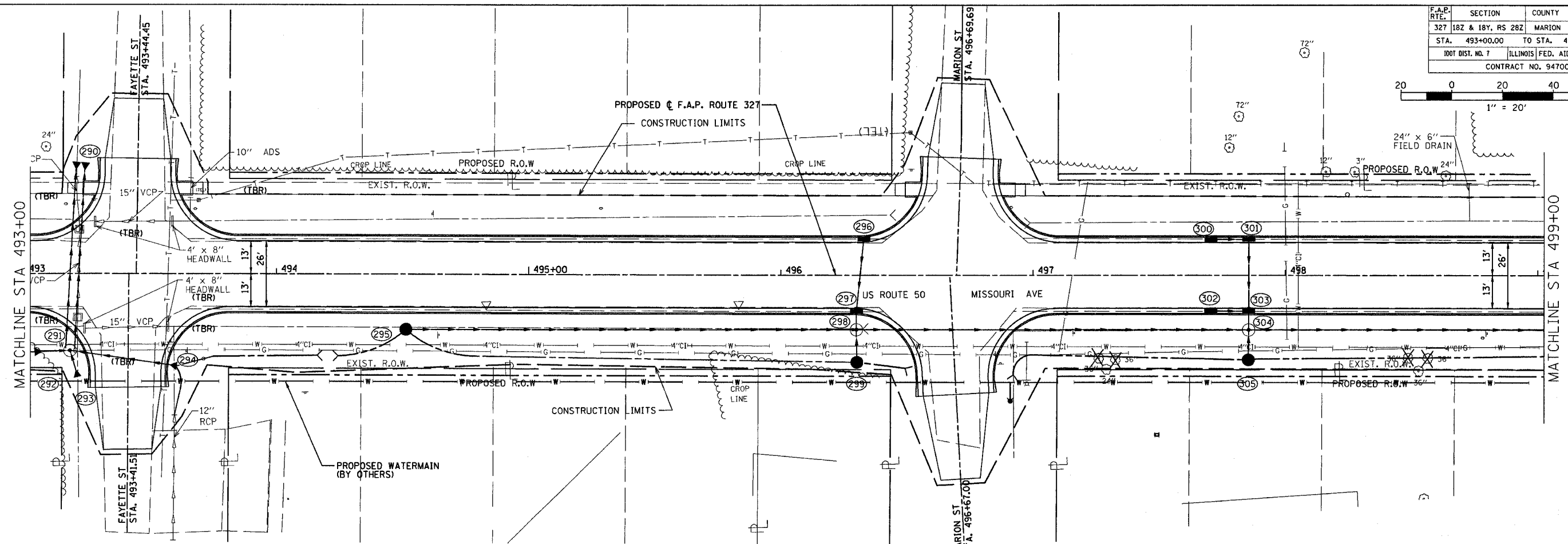


| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 18Z & 18Y, RS 28Z | MARION | 222 | 57 |
| STA. 493+00.00 TO STA. 499+00.00 | | ILLINOIS FED. AID PROJECT | | |
| 100' DIST. NO. 7 | | CONTRACT NO. 94700 | | |

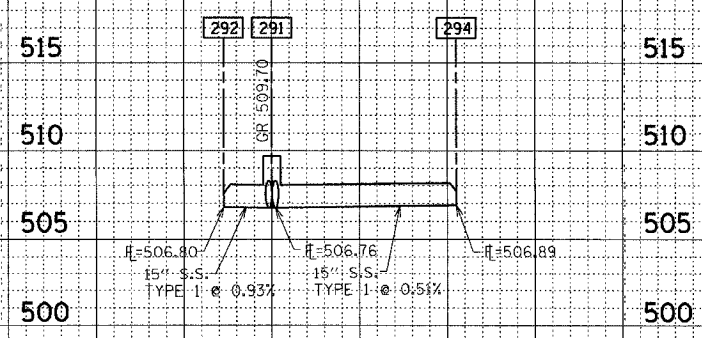
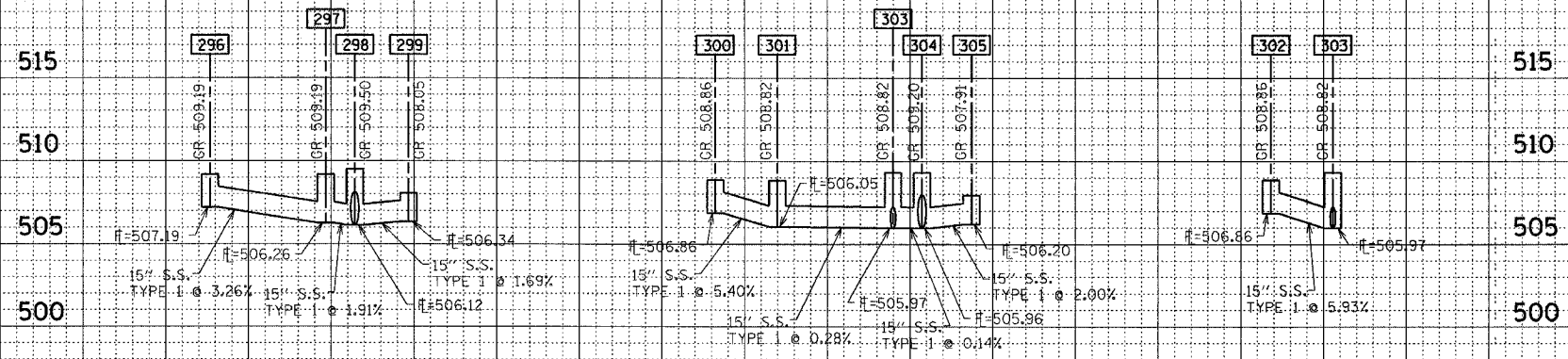
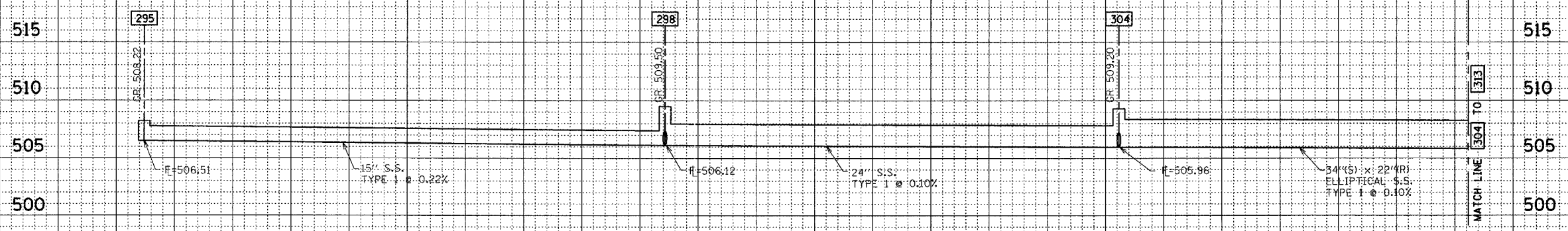


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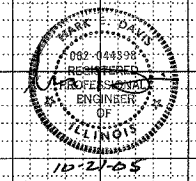


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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 181, RS 282 | MARION | | 222 | 58 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

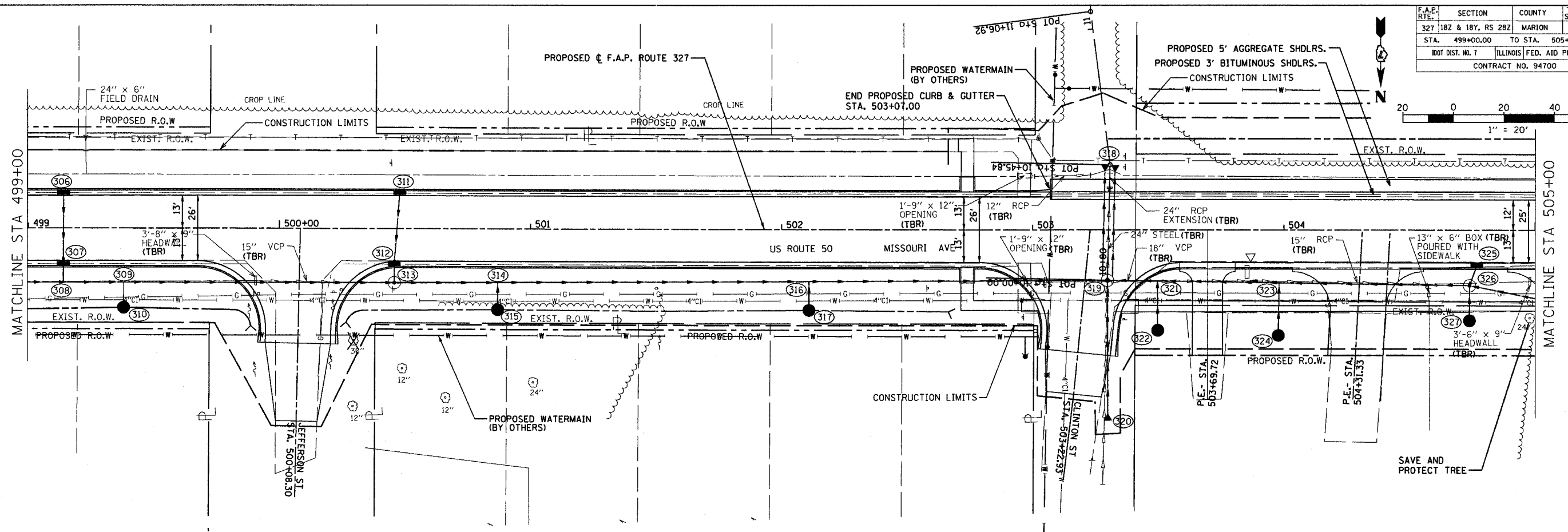
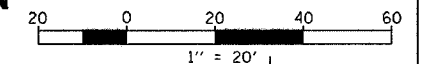


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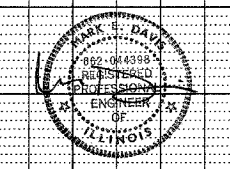
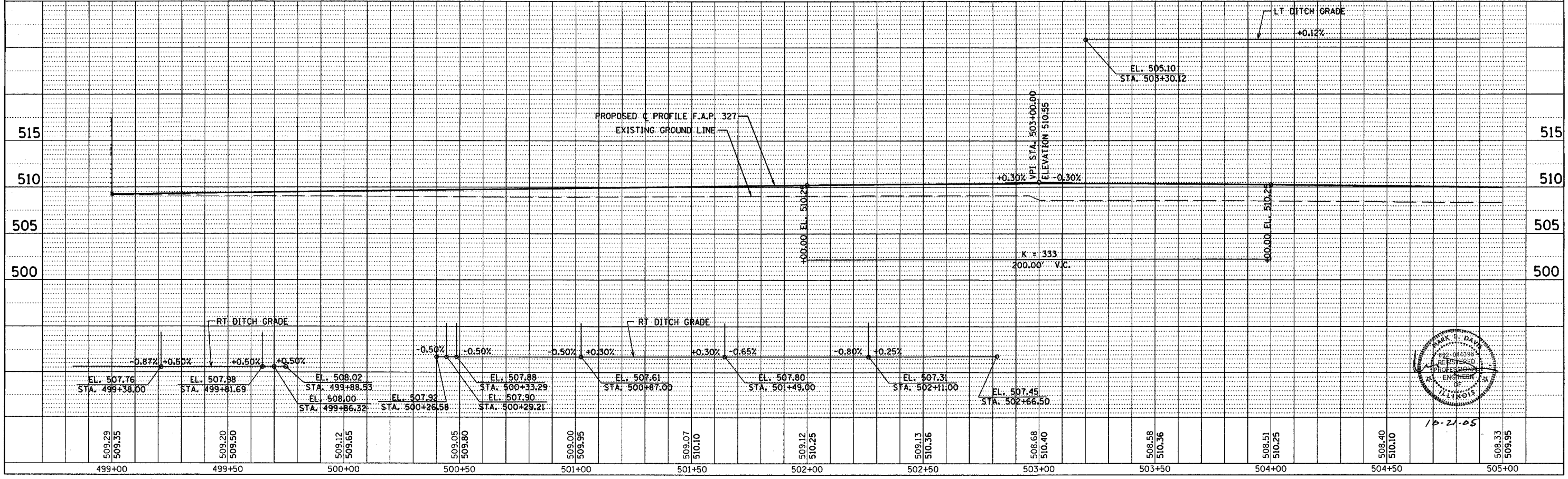


| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------------------|---------|--------------|-----------|
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 59 |
| STA. | 499+00.00 | TO STA. | 505+00.00 | |
| IDOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |



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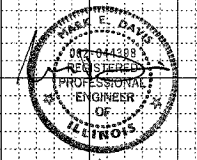
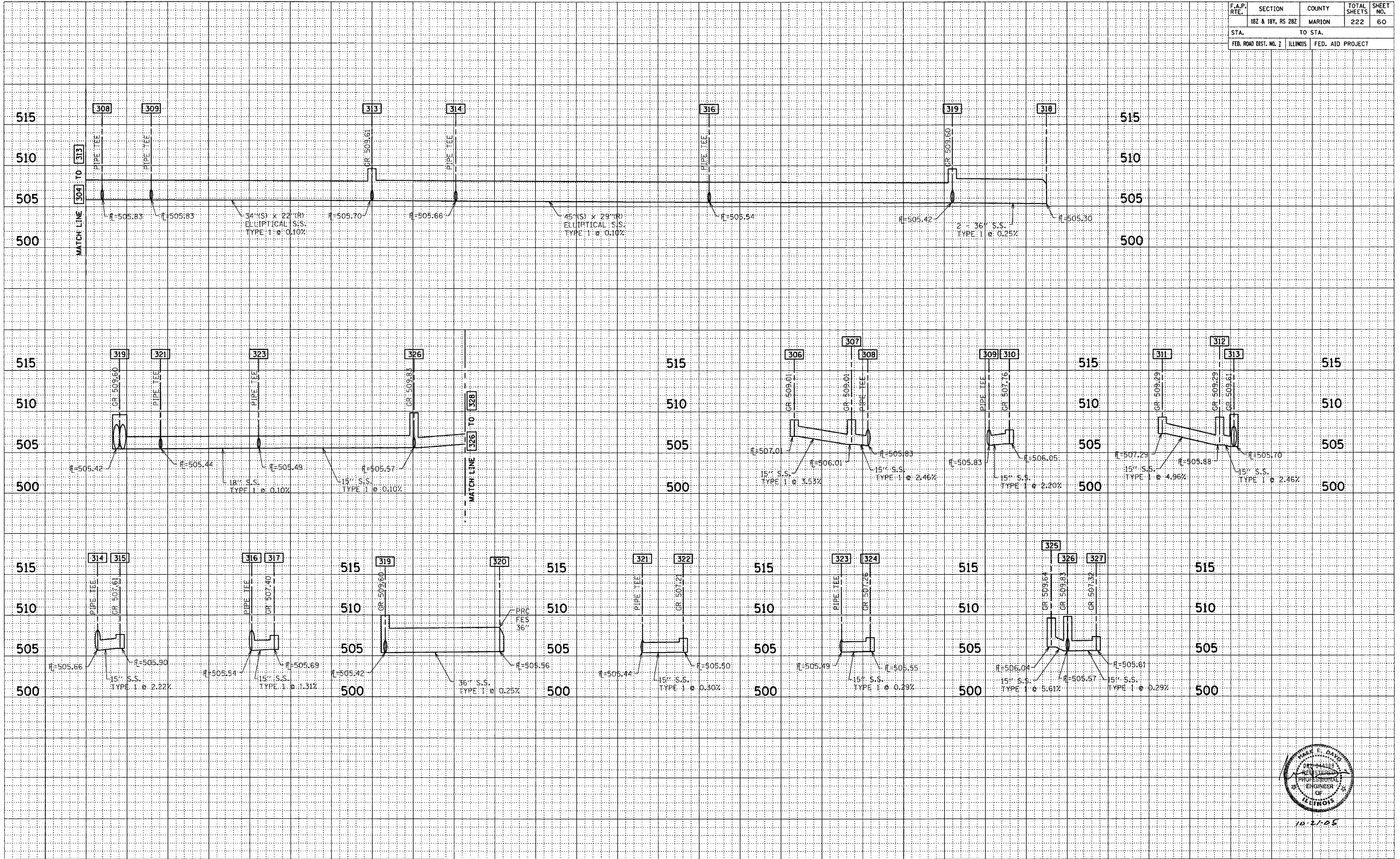
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| F.A.P. RT. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 182 & 18Y, RS 282 | MARION | 222 | 60 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | | FED. AID PROJECT |

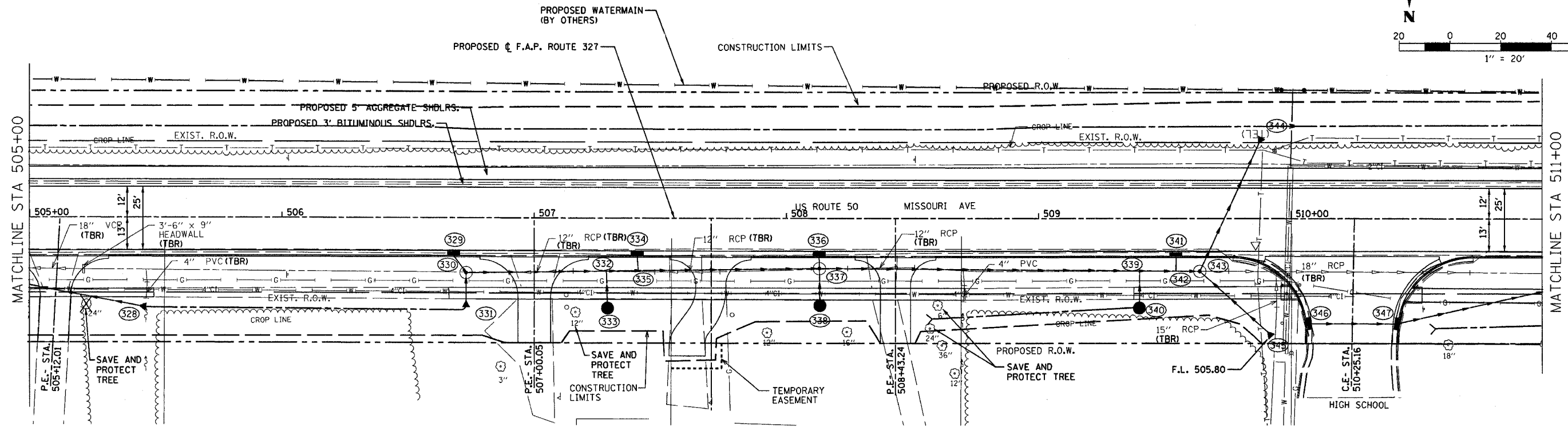
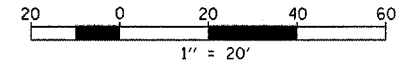
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| AREAS CHECKED | |
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| TEMPLATE | |
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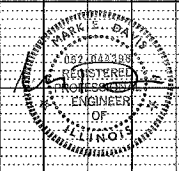
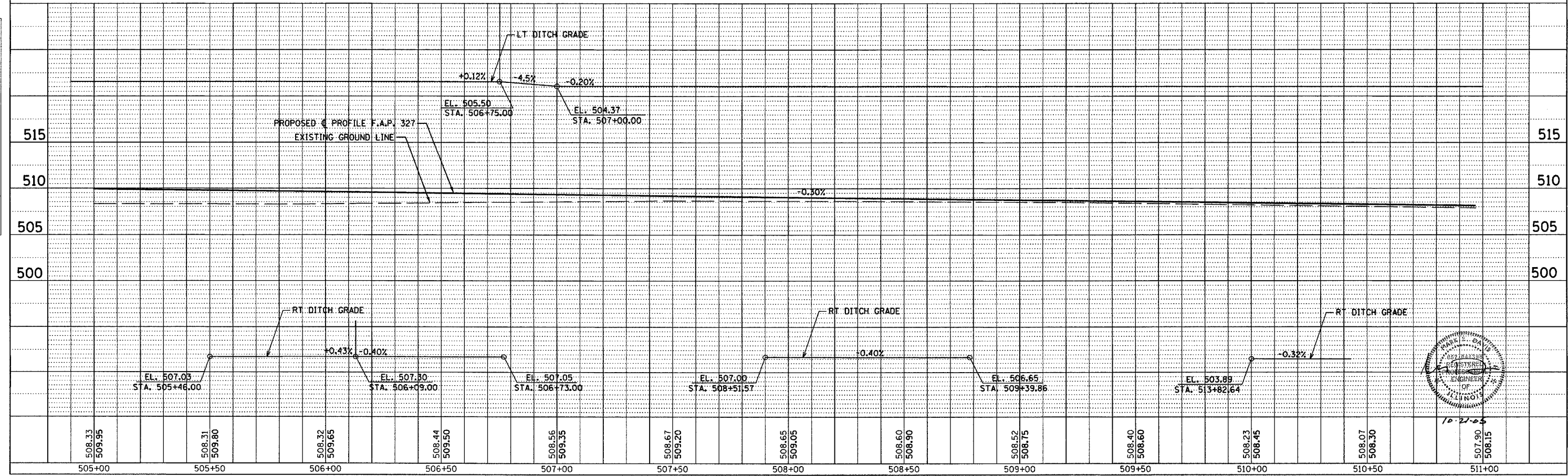
10-27-05

| F.A.P. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 18Z & 18Y, RS 28Z | MARION | 222 | 61 |
| STA. 505+00.00 | | TO STA. 511+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



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| PLAN | SURVEYED | BY | DATE |
| | NOTE BOOK | | |
| | NO. OF SHEETS | | |
| | NO. | | |

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| PROFILE | SURVEYED | BY | DATE |
| | GRADES CHECKED | | |
| | NO. OF SHEETS | | |
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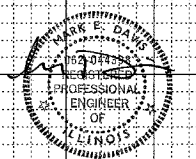
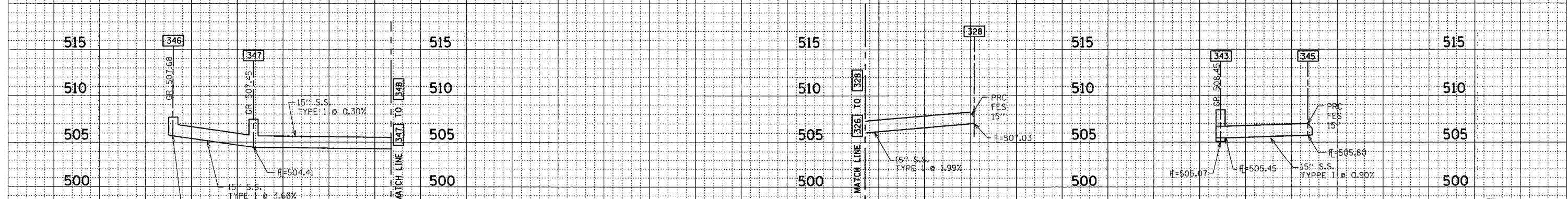
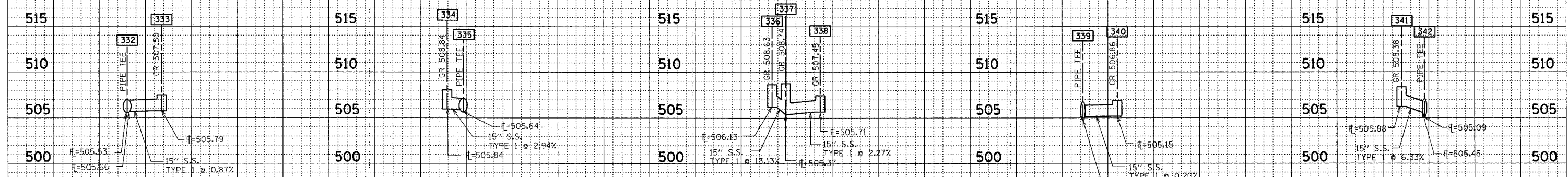
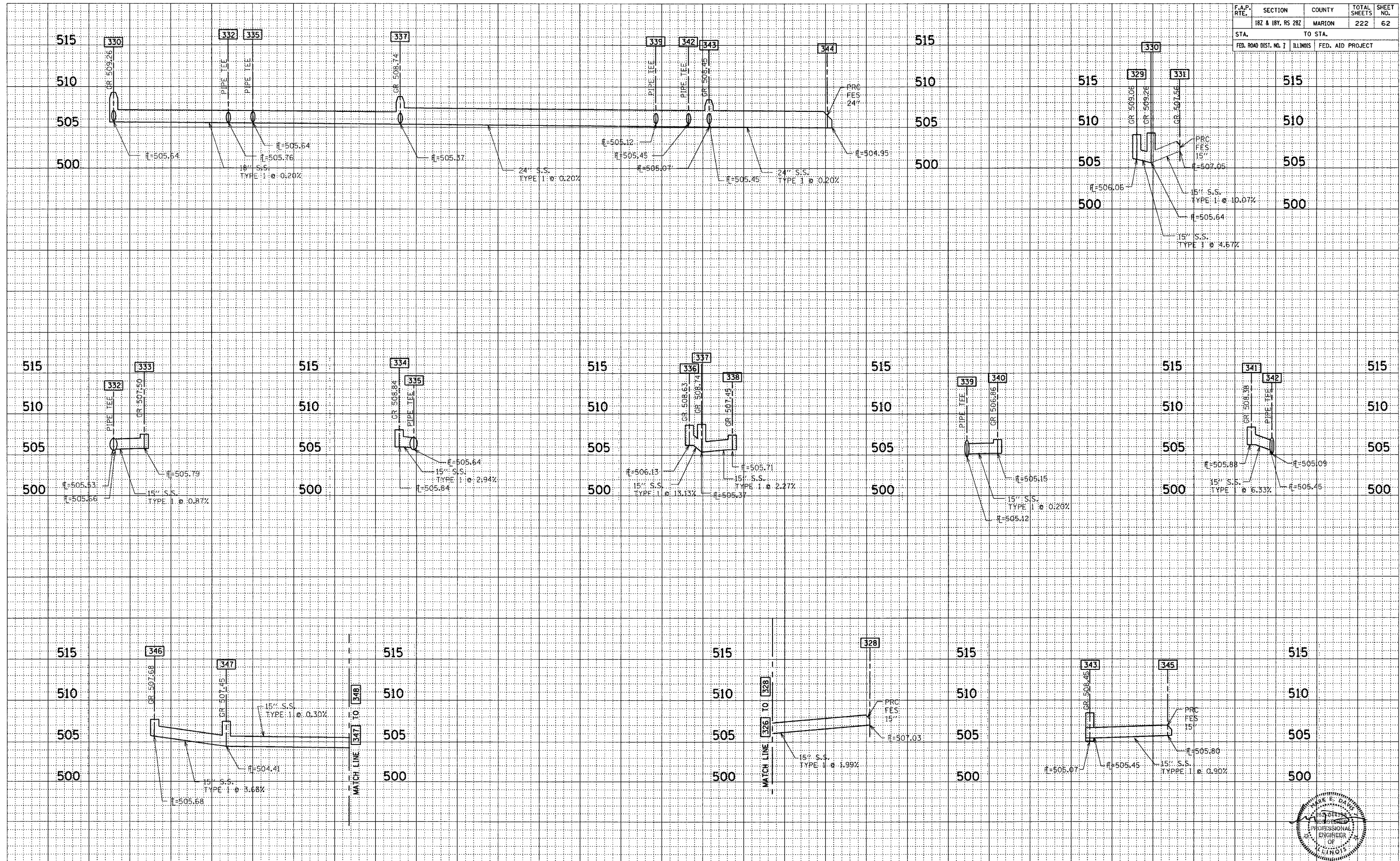


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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 182 & 187, RS 282 | MARION | ILLINOIS | 222 | 62 |
| STA. TO STA. | | FED. AID PROJECT | | |

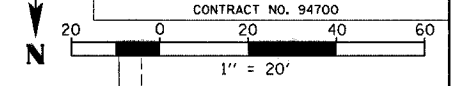
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 NO. _____



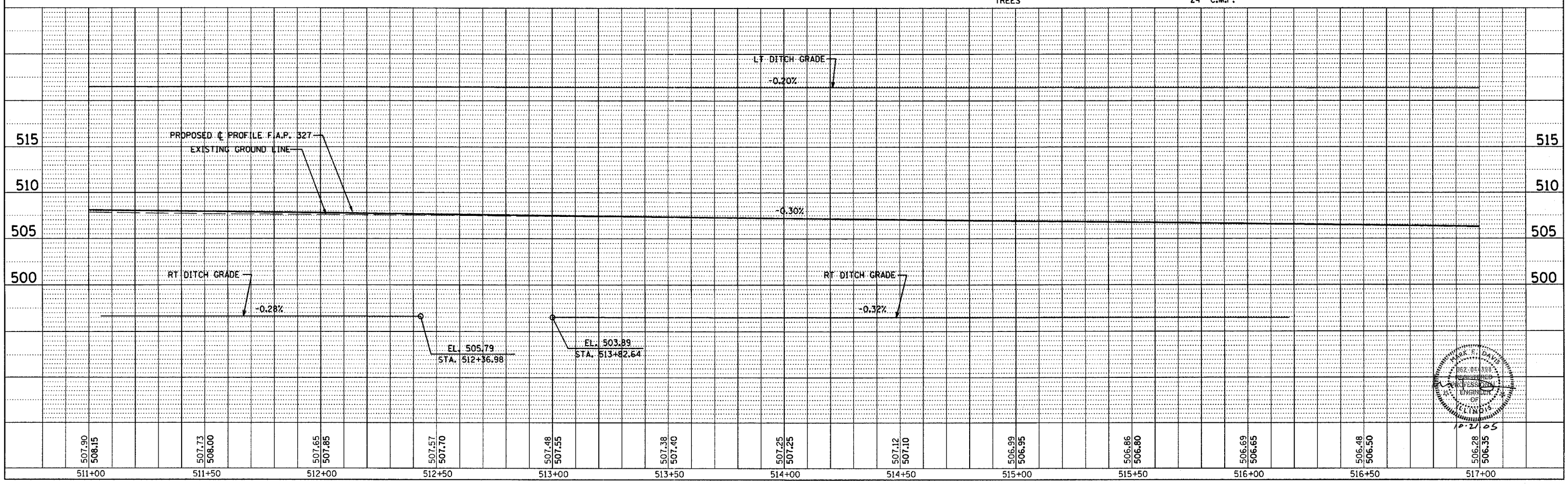
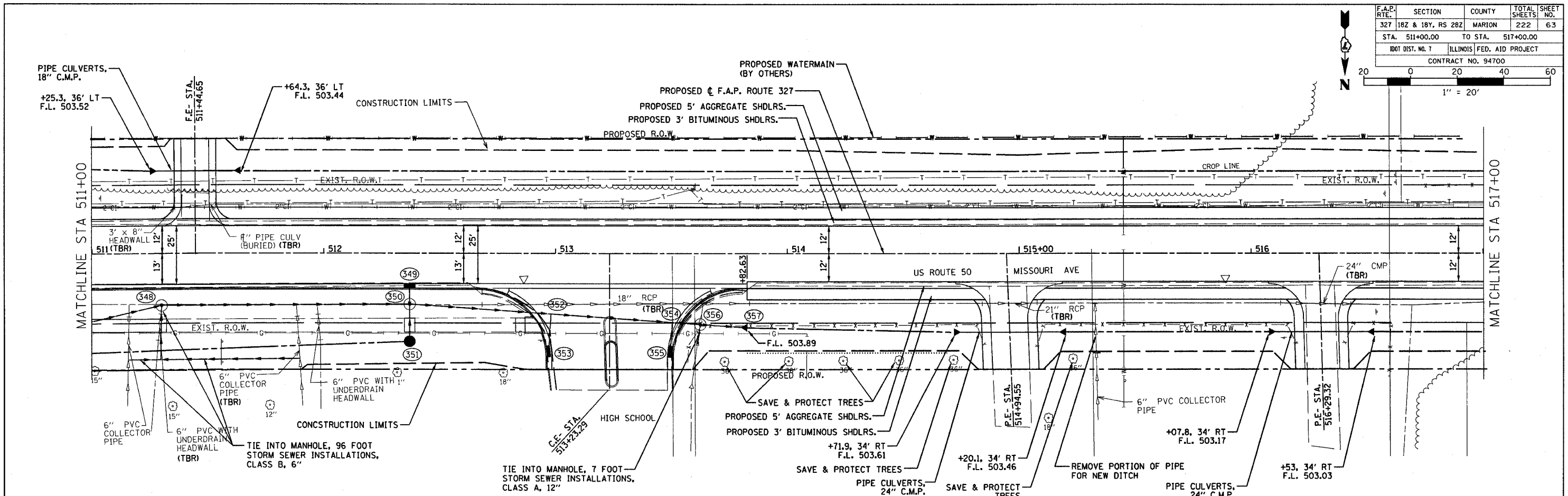
CONTRACT NO. 94700
 10-21-05

| F.A.P. ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 18Z & 18Y, RS 28Z | MARION | 222 | 63 |
| STA. 511+00.00 TO STA. 517+00.00 | | | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



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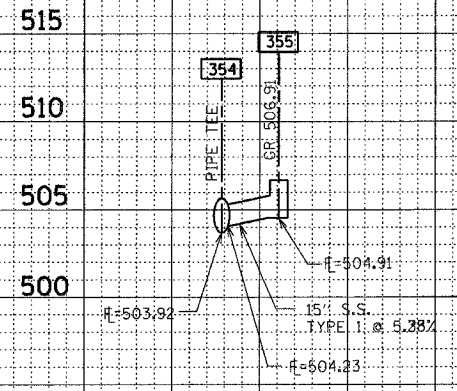
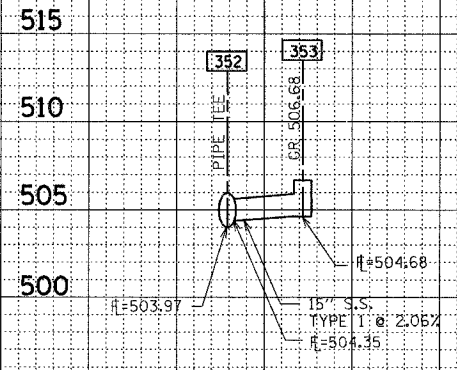
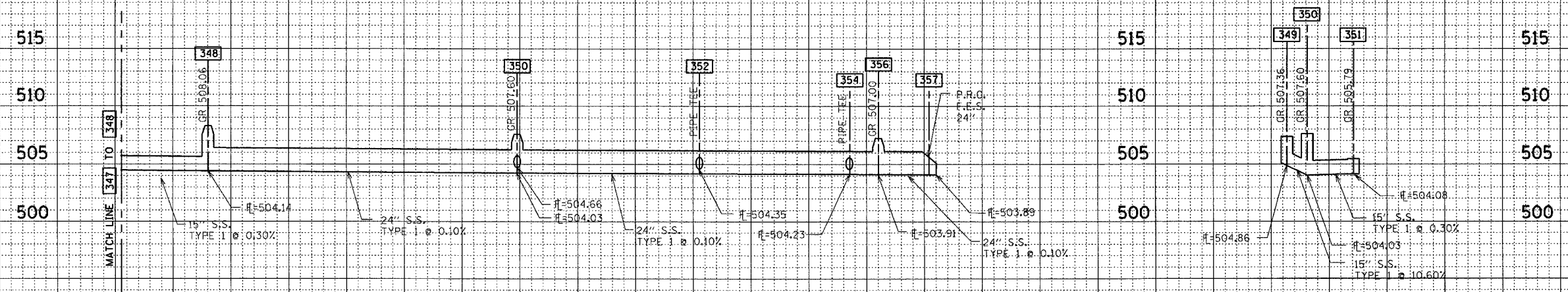


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|-----------------------|-------------------|----------|------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 182 & 187, RS 282 | MARION | 222 | 64 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT | |

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| FINAL SURVEY | DATE |
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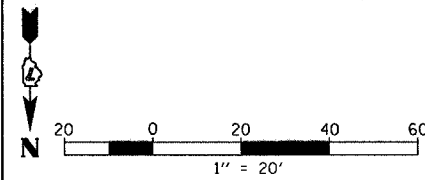
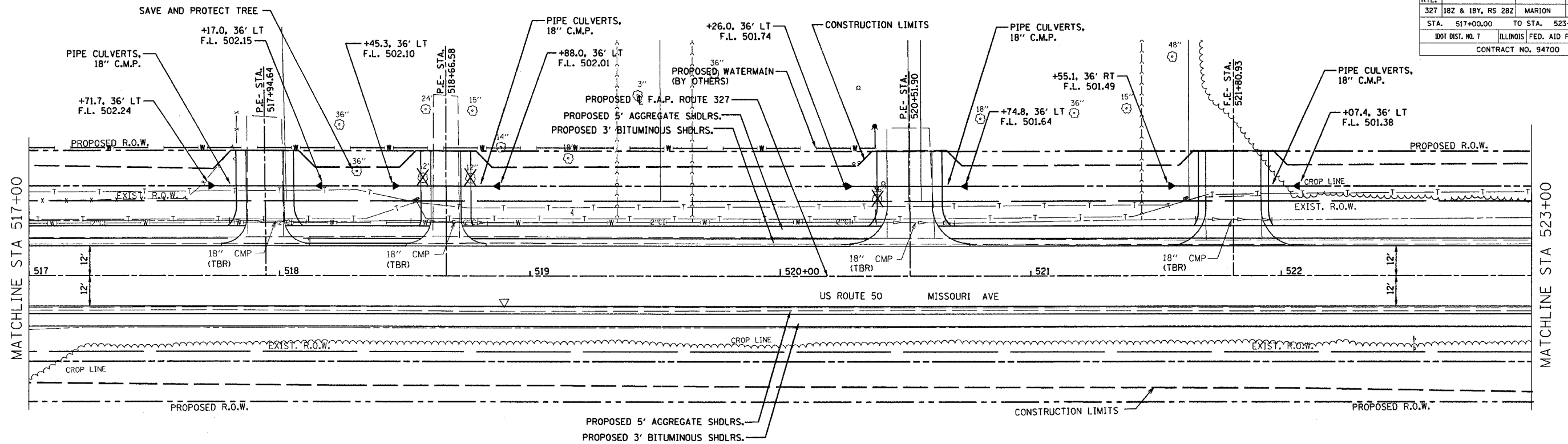
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
|--------------------|-------------------|------------------|-----------------|
| 327 | 182 & 18Y, RS 28Z | MARION | 222 |
| STA. | 517+00.00 | TO STA. | 523+00.00 |
| IDOT DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | |
| CONTRACT NO. 94700 | | | |

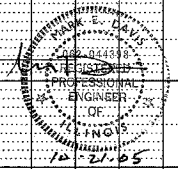
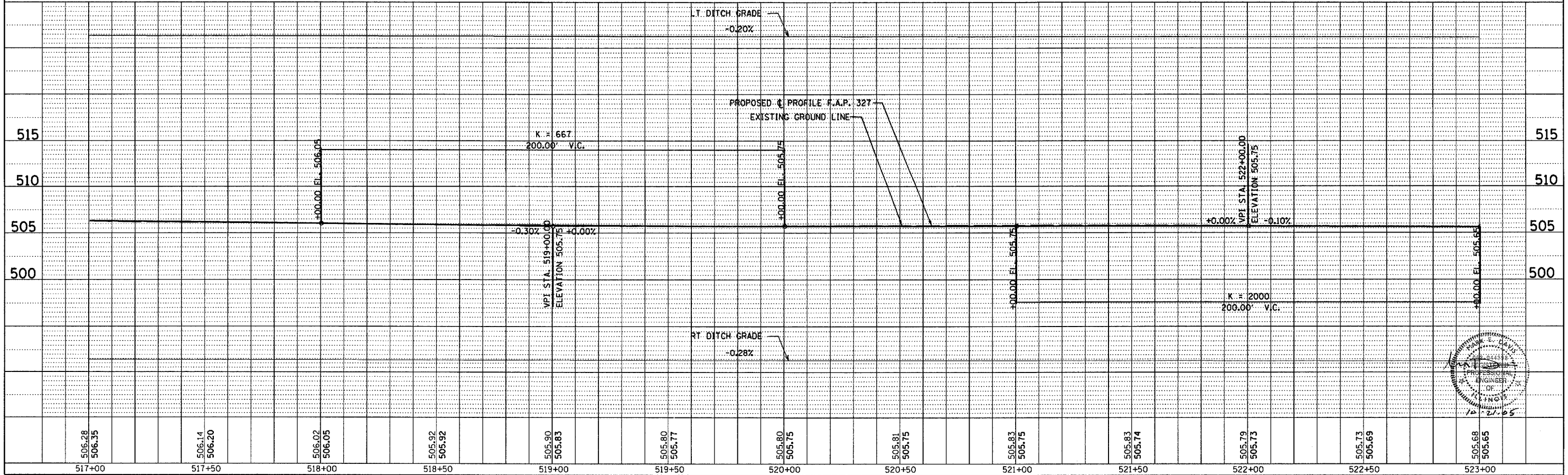
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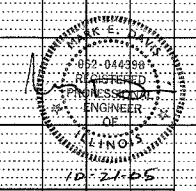
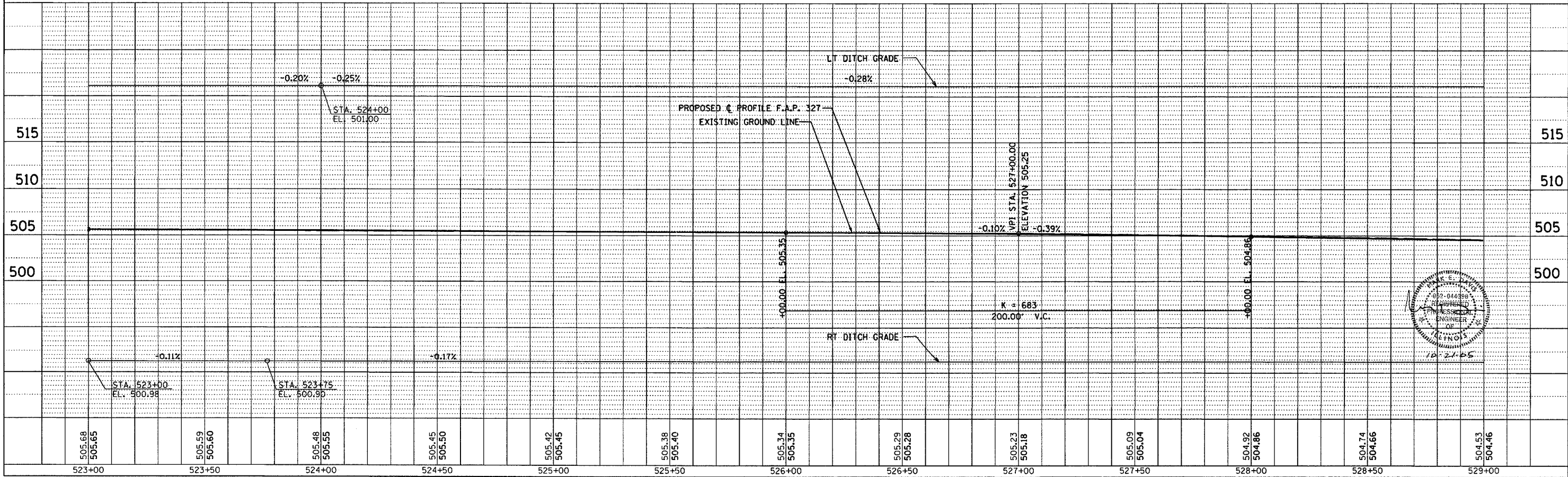
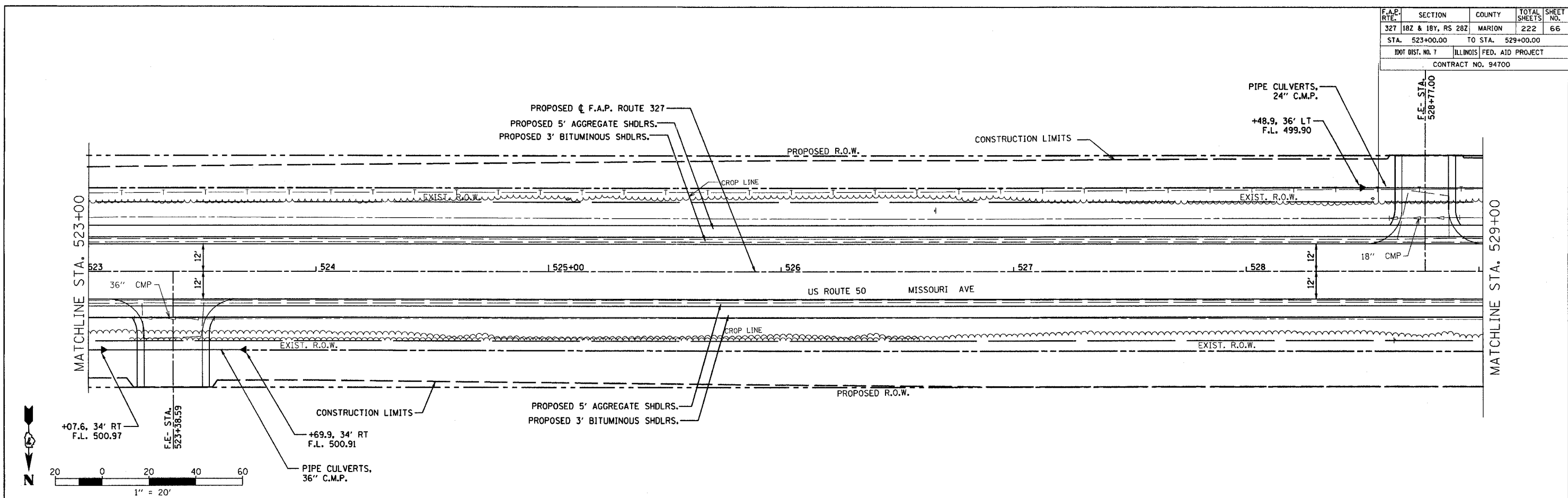
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 18Z & 18Y, RS 28Z | MARION | 222 | 66 |
| STA. 523+00.00 | TO STA. 529+00.00 | | | |
| DOT DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

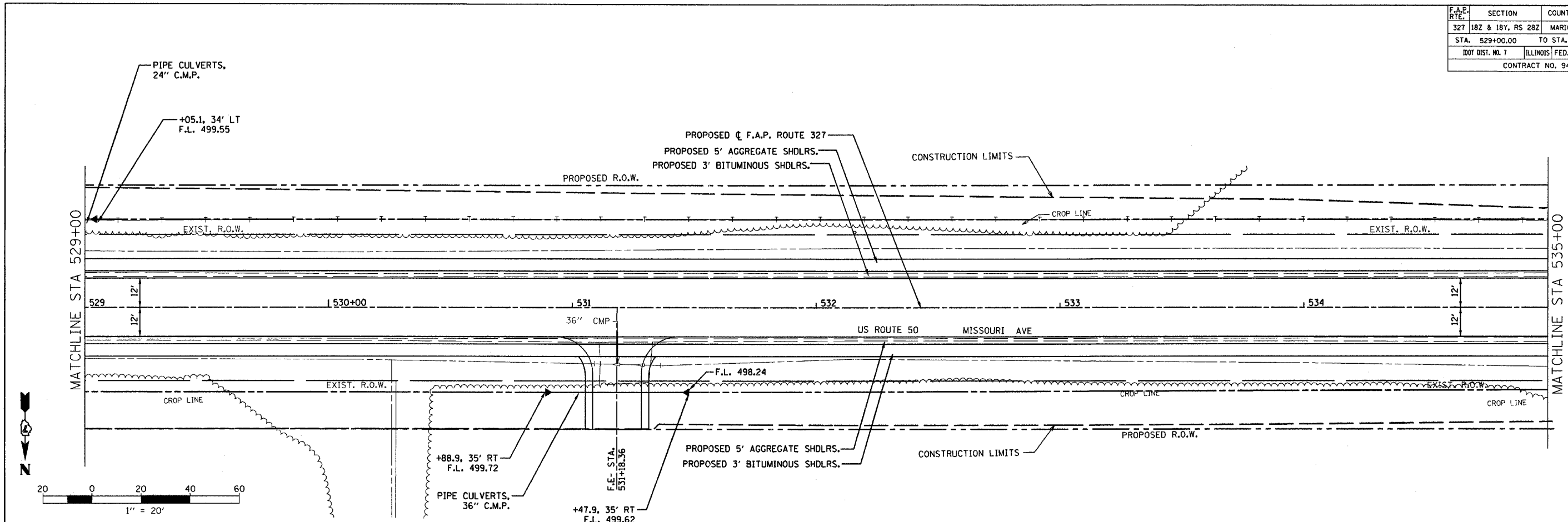
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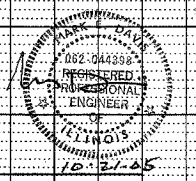
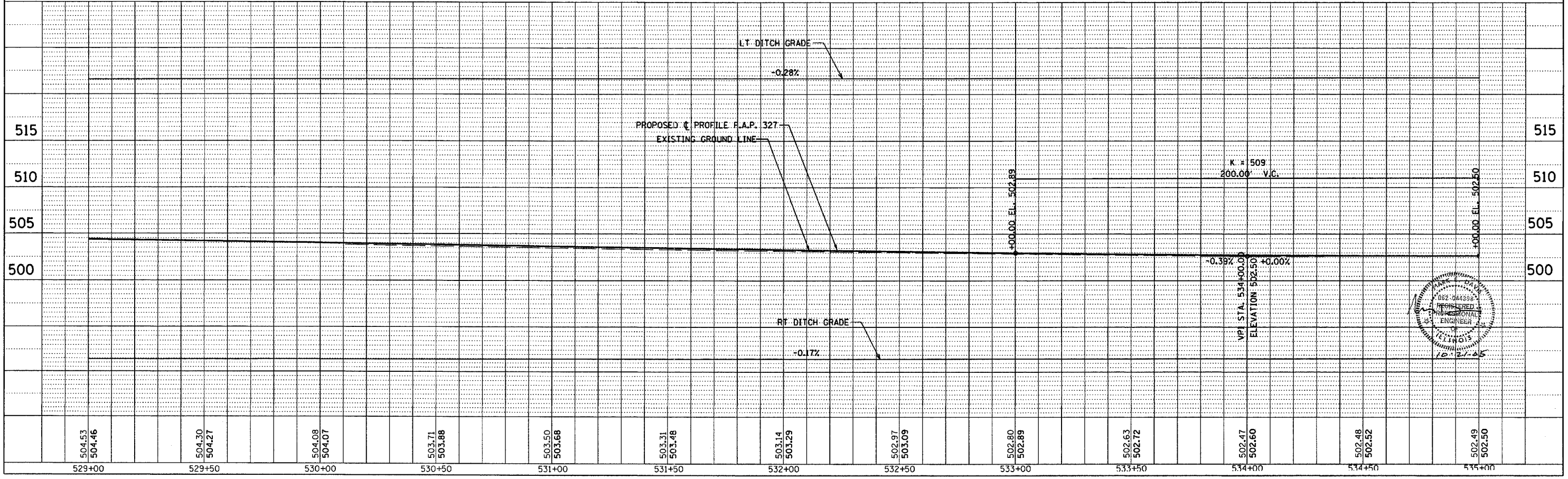


| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 67 |
| STA. 529+00.00 | | TO STA. 535+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

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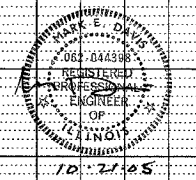
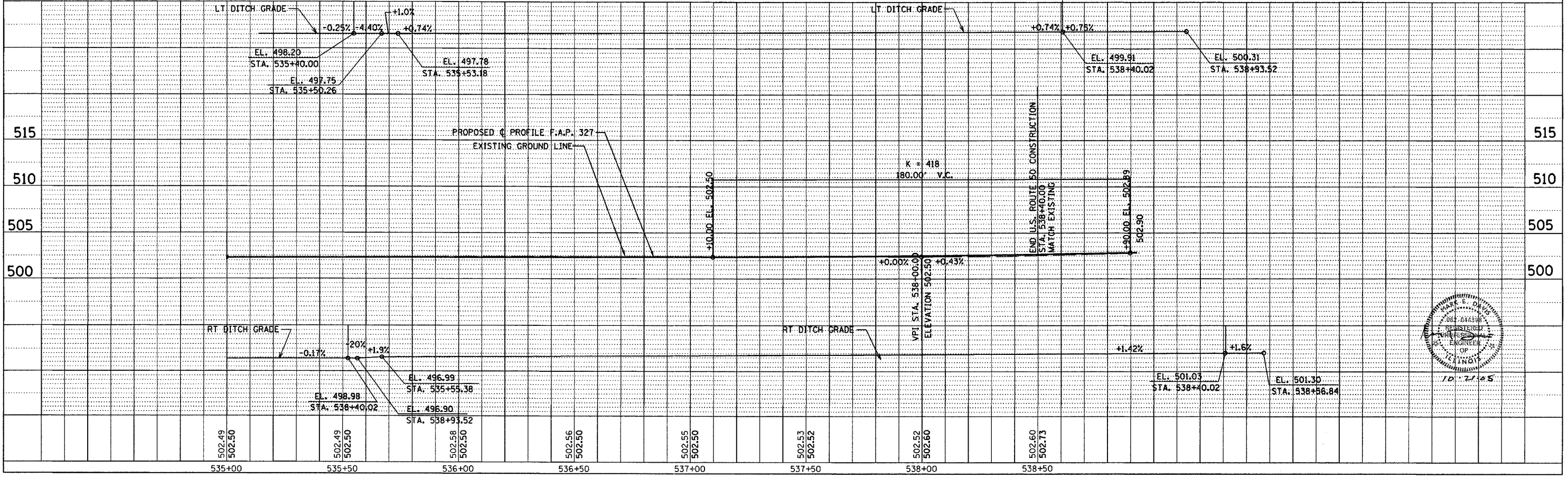
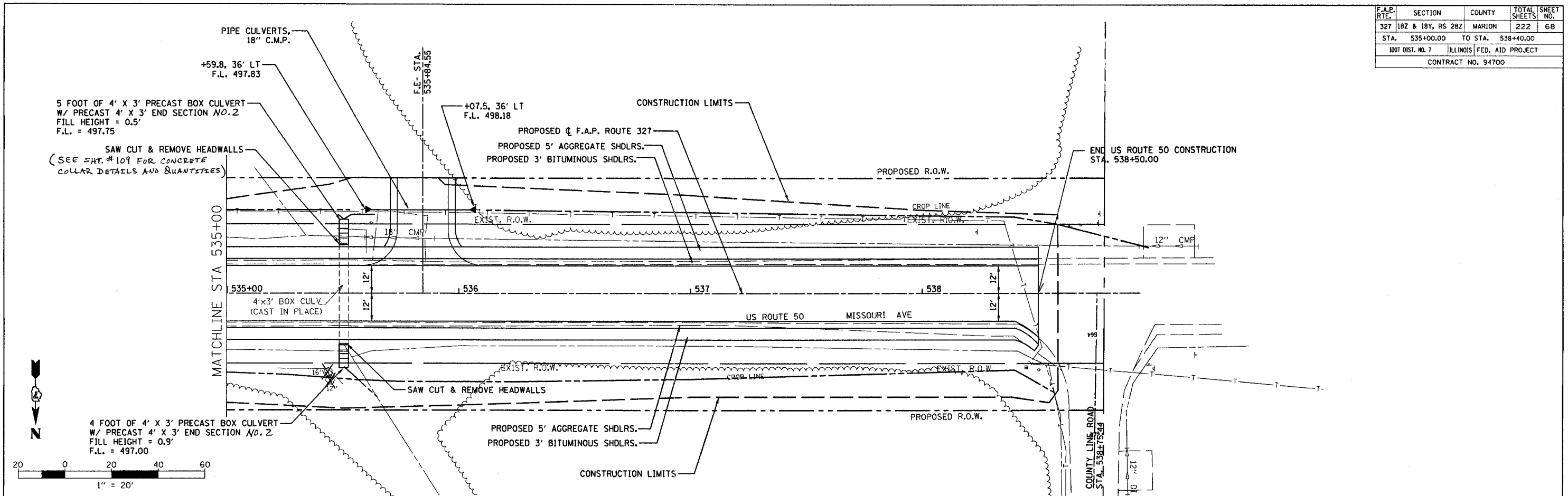
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------------|-------------------|----------|--------------|------------------|
| 327 | 182 & 18Y, RS 28Z | MARION | 222 | 68 |
| STA. 535+00.00 TO STA. 538+40.00 | | | | |
| IDOT DIST. NO. 7 | | ILLINOIS | | FED. AID PROJECT |
| CONTRACT NO. 94700 | | | | |

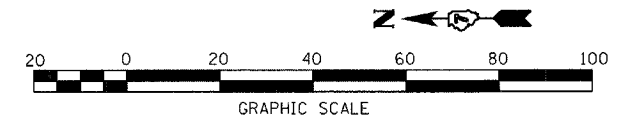
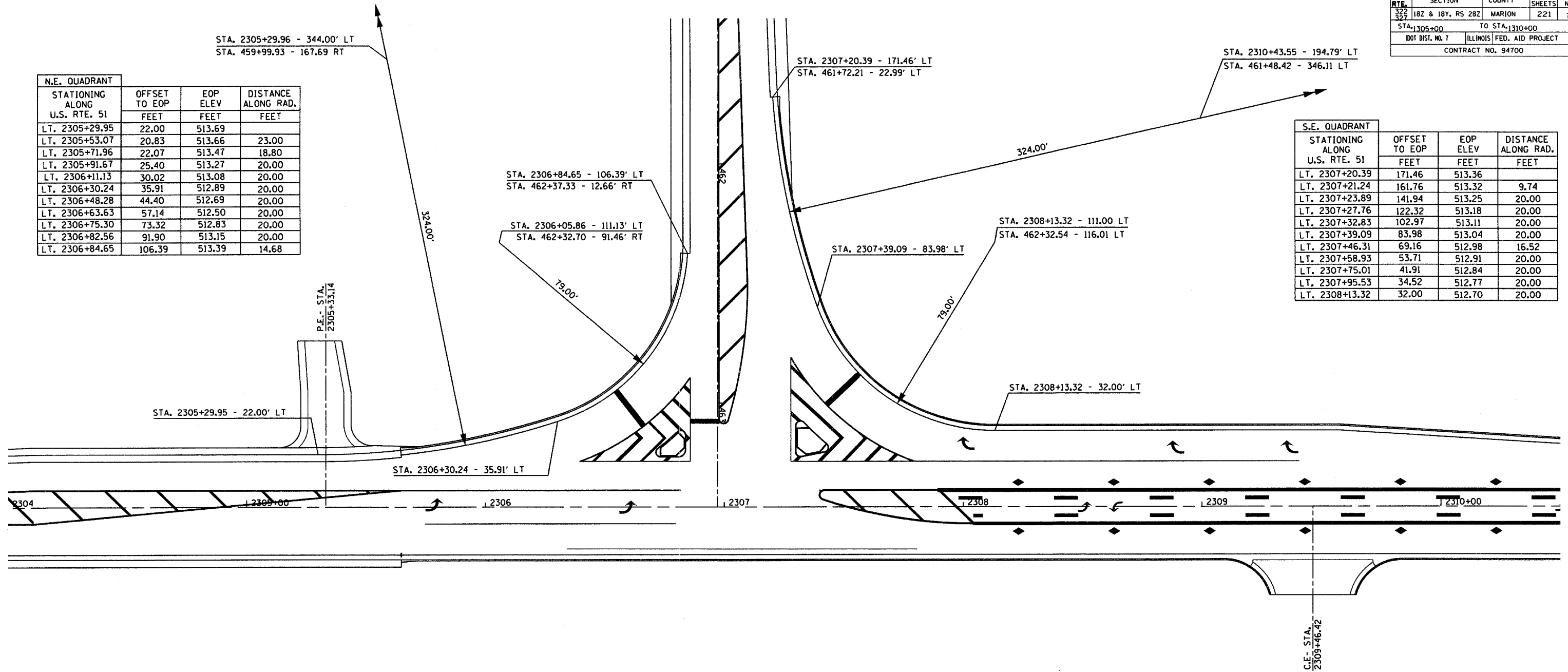
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| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 2305+29.95 | 22.00 | 513.69 | |
| LT. 2305+53.07 | 20.83 | 513.66 | 23.00 |
| LT. 2305+71.96 | 22.07 | 513.47 | 18.80 |
| LT. 2305+91.67 | 25.40 | 513.27 | 20.00 |
| LT. 2306+11.13 | 30.02 | 513.08 | 20.00 |
| LT. 2306+30.24 | 35.91 | 512.89 | 20.00 |
| LT. 2306+48.28 | 44.40 | 512.69 | 20.00 |
| LT. 2306+63.63 | 57.14 | 512.50 | 20.00 |
| LT. 2306+75.30 | 73.32 | 512.83 | 20.00 |
| LT. 2306+82.56 | 91.90 | 513.15 | 20.00 |
| LT. 2306+84.65 | 106.39 | 513.39 | 14.68 |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 2307+20.39 | 171.46 | 513.36 | |
| LT. 2307+21.24 | 161.76 | 513.32 | 9.74 |
| LT. 2307+23.89 | 141.94 | 513.25 | 20.00 |
| LT. 2307+27.76 | 122.32 | 513.18 | 20.00 |
| LT. 2307+32.83 | 102.97 | 513.11 | 20.00 |
| LT. 2307+39.09 | 83.98 | 513.04 | 20.00 |
| LT. 2307+46.31 | 69.16 | 512.98 | 16.52 |
| LT. 2307+58.93 | 53.71 | 512.91 | 20.00 |
| LT. 2307+75.01 | 41.91 | 512.84 | 20.00 |
| LT. 2307+95.53 | 34.52 | 512.77 | 20.00 |
| LT. 2308+13.32 | 32.00 | 512.70 | 20.00 |



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
**INTERSECTION WARPING /
 GEOMETRIC LAYOUT**
 U.S. ROUTE 51

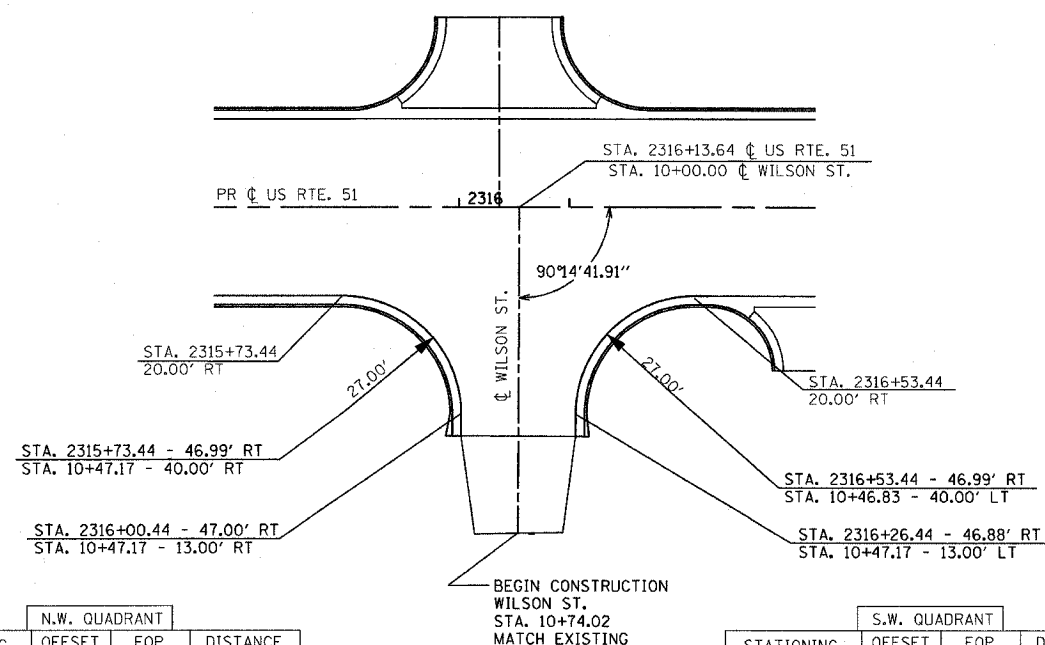
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 HORIZ. 1" = 20'
 DATE 6-27-03

DRAWN BY MMH
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| F.A.R. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 77 |
| STA. | | TO STA. | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

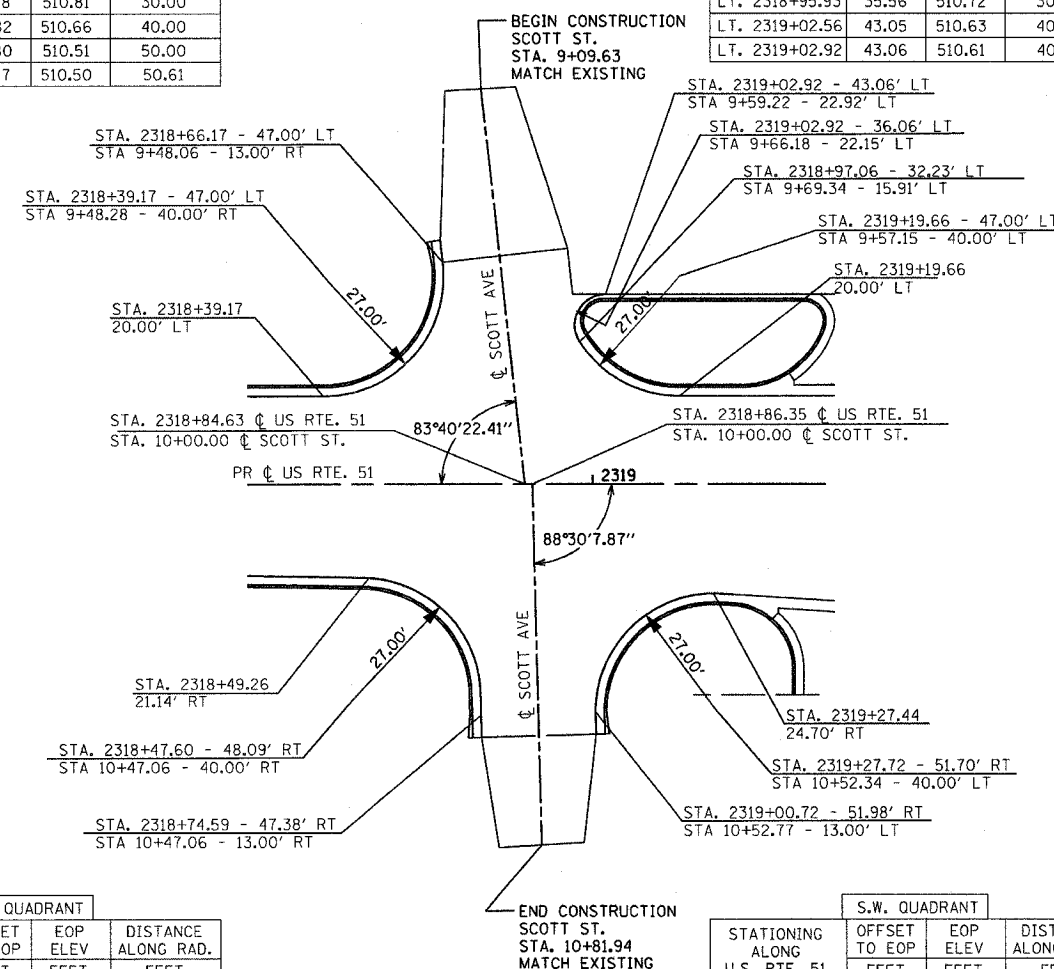
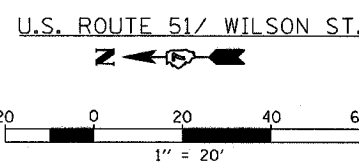
| N.E. QUADRANT | | | |
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| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 2318+39.17 | 20.00 | 511.26 | |
| LT. 2318+49.00 | 21.85 | 511.11 | 10.00 |
| LT. 2318+57.48 | 27.15 | 510.96 | 20.00 |
| LT. 2318+63.45 | 35.18 | 510.81 | 30.00 |
| LT. 2318+66.08 | 44.82 | 510.66 | 40.00 |
| LT. 2318+65.47 | 54.80 | 510.51 | 50.00 |
| LT. 2318+65.43 | 55.17 | 510.50 | 50.61 |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 2319+19.66 | 20.00 | 510.99 | |
| LT. 2319+09.83 | 21.85 | 510.90 | 10.00 |
| LT. 2319+01.36 | 27.15 | 510.81 | 20.00 |
| LT. 2318+95.93 | 35.56 | 510.72 | 30.00 |
| LT. 2319+02.56 | 43.05 | 510.63 | 40.00 |
| LT. 2319+02.92 | 43.06 | 510.61 | 40.36 |



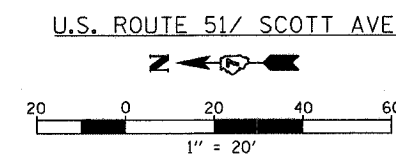
| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 2315+73.44 | 20.00 | 512.19 | |
| RT. 2315+83.27 | 21.85 | 512.00 | 10.00 |
| RT. 2315+91.75 | 27.15 | 511.81 | 20.00 |
| RT. 2316+97.72 | 35.18 | 511.63 | 30.00 |
| RT. 2316+00.35 | 44.82 | 511.44 | 40.00 |
| RT. 2316+00.44 | 52.12 | 511.30 | 47.30 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 2316+53.44 | 20.00 | 511.92 | |
| RT. 2316+43.62 | 21.85 | 511.79 | 10.00 |
| RT. 2316+35.14 | 27.15 | 511.66 | 20.00 |
| RT. 2316+29.17 | 35.18 | 511.53 | 30.00 |
| RT. 2316+26.53 | 44.82 | 511.40 | 40.00 |
| RT. 2316+26.42 | 52.24 | 511.30 | 47.42 |



| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 2318+49.26 | 21.14 | 511.20 | |
| RT. 2318+58.96 | 23.59 | 511.01 | 10.00 |
| RT. 2318+67.09 | 29.41 | 510.82 | 20.00 |
| RT. 2318+72.55 | 37.79 | 510.64 | 30.00 |
| RT. 2318+74.59 | 47.58 | 510.45 | 40.00 |
| RT. 2318+74.85 | 57.57 | 510.26 | 50.00 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 2319+27.44 | 24.70 | 510.88 | |
| RT. 2319+17.63 | 26.66 | 510.75 | 10.00 |
| RT. 2319+09.21 | 32.05 | 510.62 | 20.00 |
| RT. 2319+03.32 | 40.13 | 510.49 | 30.00 |
| RT. 2318+00.78 | 49.81 | 510.36 | 40.00 |
| RT. 2319+00.85 | 56.98 | 510.26 | 47.18 |



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION WARPING / GEOMETRIC LAYOUT U.S. ROUTE 51

SCALE: VERT. 1"=20'
HORIZ. 1"=20'

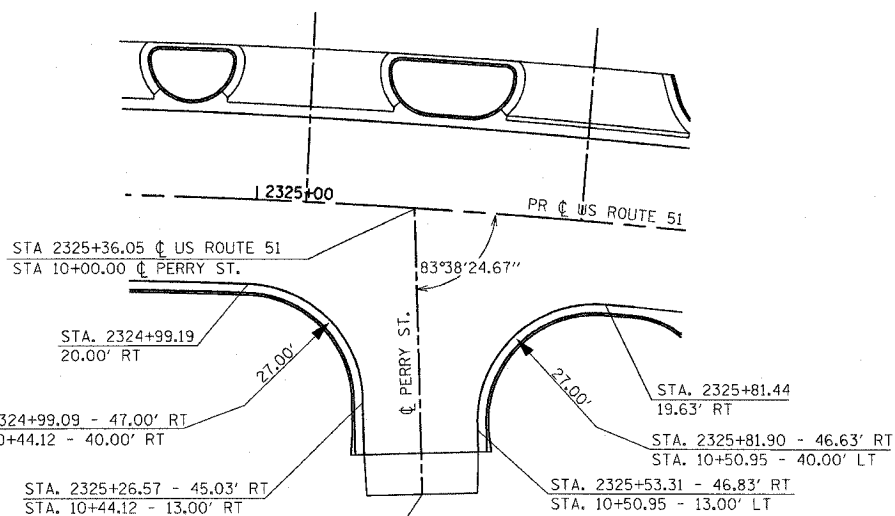
DATE 6/27/03

DRAWN BY MEC
CHECKED BY MJM

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|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | 79 |
| STA. | | TO STA. | | |
| BOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

| N.E. QUADRANT | | | | |
|-------------------------------|--------------------|---------------|--------------------------|--|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET | |
| LT. 2328+33.25 | 15.58 | 510.62 | | |
| LT. 2328+43.11 | 17.16 | 510.44 | 10.00 | |
| LT. 2328+51.67 | 22.32 | 510.26 | 20.00 | |
| LT. 2328+57.78 | 30.24 | 510.08 | 30.00 | |
| LT. 2328+60.58 | 39.84 | 509.90 | 40.00 | |
| LT. 2328+60.00 | 49.83 | 509.72 | 50.00 | |
| LT. 2328+60.00 | 50.38 | 509.69 | 50.56 | |

| S.E. QUADRANT | | | | |
|-------------------------------|--------------------|---------------|--------------------------|--|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET | |
| LT. 2329+13.88 | 14.11 | 510.61 | | |
| LT. 2329+04.08 | 16.13 | 510.44 | 10.00 | |
| LT. 2328+95.70 | 21.57 | 510.27 | 20.00 | |
| LT. 2328+89.86 | 29.70 | 510.10 | 30.00 | |
| LT. 2328+87.86 | 39.78 | 509.93 | 40.00 | |
| LT. 2328+86.27 | 49.32 | 509.76 | 50.00 | |
| LT. 2328+85.85 | 53.21 | 509.69 | 53.92 | |

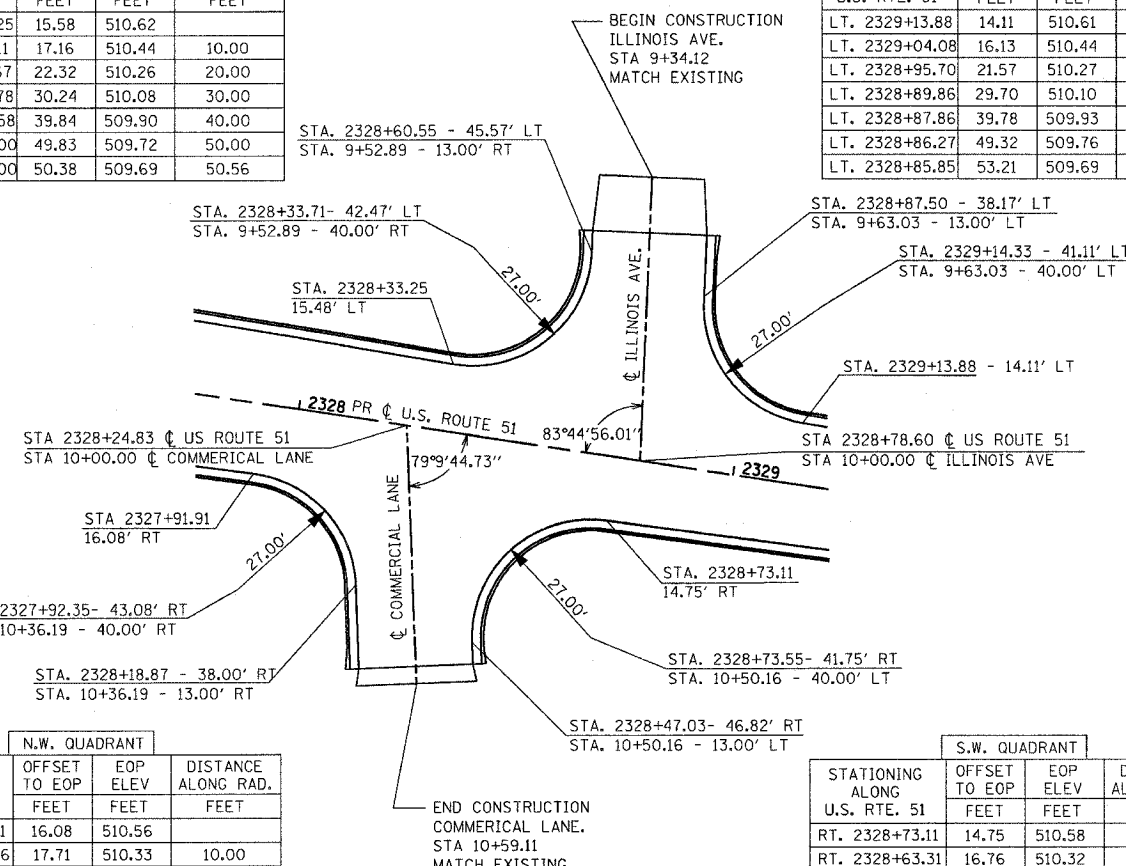


| N.W. QUADRANT | | | | |
|-------------------------------|--------------------|---------------|--------------------------|--|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET | |
| RT. 2324+99.09 | 20.00 | 509.62 | | |
| RT. 2325+09.01 | 21.83 | 509.52 | 10.00 | |
| RT. 2325+17.62 | 27.08 | 509.42 | 20.00 | |
| RT. 2325+23.74 | 35.05 | 509.32 | 30.00 | |
| RT. 2325+26.54 | 44.66 | 509.22 | 40.00 | |
| RT. 2325+27.35 | 54.63 | 509.12 | 50.00 | |
| RT. 2325+27.54 | 56.85 | 509.11 | 52.22 | |

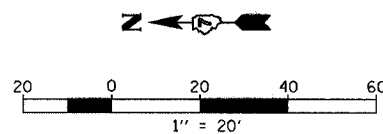
| S.W. QUADRANT | | | | |
|-------------------------------|--------------------|---------------|--------------------------|--|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET | |
| RT. 2325+81.44 | 19.63 | 509.87 | | |
| RT. 2325+71.55 | 21.63 | 509.72 | 10.00 | |
| RT. 2325+63.03 | 27.02 | 509.57 | 20.00 | |
| RT. 2325+56.43 | 35.04 | 509.42 | 30.00 | |
| RT. 2325+53.63 | 44.66 | 509.27 | 40.00 | |
| RT. 2325+54.09 | 54.63 | 509.11 | 49.99 | |

| N.W. QUADRANT | | | | |
|-------------------------------|--------------------|---------------|--------------------------|--|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET | |
| RT. 2327+91.91 | 16.08 | 510.56 | | |
| RT. 2328+01.76 | 17.71 | 510.33 | 10.00 | |
| RT. 2328+10.33 | 22.93 | 510.10 | 20.00 | |
| RT. 2328+16.43 | 30.86 | 509.87 | 30.00 | |
| RT. 2328+19.33 | 40.43 | 509.64 | 40.00 | |
| RT. 2328+21.21 | 50.25 | 509.41 | 50.00 | |
| RT. 2328+22.43 | 56.62 | 509.24 | 56.49 | |

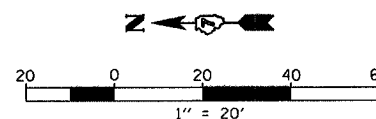
| S.W. QUADRANT | | | | |
|-------------------------------|--------------------|---------------|--------------------------|--|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET | |
| RT. 2328+73.11 | 14.75 | 510.58 | | |
| RT. 2328+63.31 | 16.76 | 510.32 | 10.00 | |
| RT. 2328+54.92 | 22.20 | 510.06 | 20.00 | |
| RT. 2328+49.08 | 30.32 | 509.80 | 30.00 | |
| RT. 2328+46.60 | 40.01 | 509.54 | 40.00 | |
| RT. 2328+47.68 | 51.21 | 509.28 | 51.55 | |
| RT. 2328+47.97 | 51.73 | 509.24 | 51.81 | |



U.S. ROUTE 51/ PERRY ST.



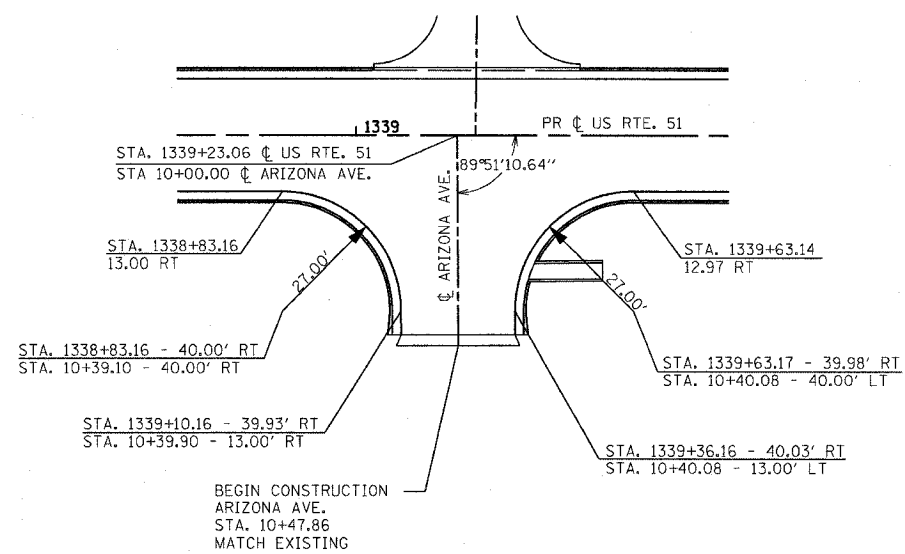
U.S. ROUTE 51/ ILINOIS AVE. & COMMERCIAL LN.



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
**INTERSECTION WARPING/
 GEOMETRIC LAYOUT
 U.S. ROUTE 51**
 SCALE: VERT. 1"=20'
 HORIZ. 1"=20'
 DATE 6/27/03
 DRAWN BY MEC
 CHECKED BY MJM

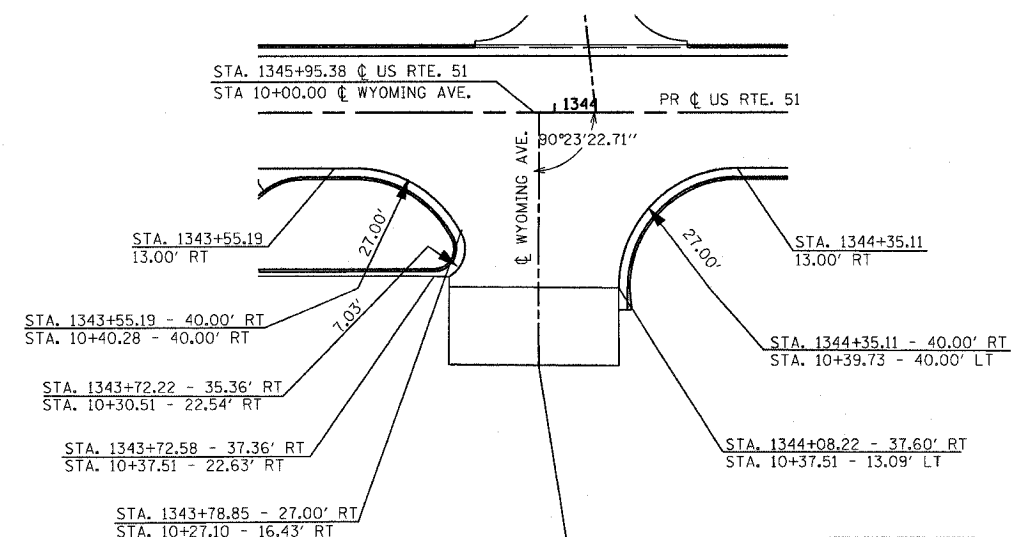
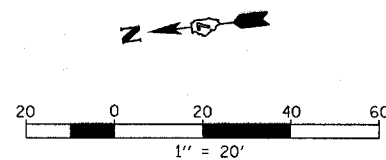
| | | | | |
|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 222 | B1 |
| STA. | | TO STA. | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 1338+83.16 | 13.00 | 506.39 | |
| RT. 1338+92.99 | 14.85 | 506.24 | 10.00 |
| RT. 1339+01.47 | 20.15 | 506.09 | 20.00 |
| RT. 1339+07.44 | 28.18 | 505.94 | 30.00 |
| RT. 1339+10.07 | 37.82 | 505.79 | 40.00 |
| RT. 1339+10.18 | 45.43 | 505.69 | 47.61 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 1339+63.14 | 12.97 | 506.15 | |
| RT. 1339+53.32 | 14.83 | 506.05 | 10.00 |
| RT. 1339+44.84 | 20.14 | 505.95 | 20.00 |
| RT. 1339+38.88 | 28.17 | 505.85 | 30.00 |
| RT. 1339+36.25 | 37.81 | 505.75 | 40.00 |
| RT. 1339+36.18 | 45.36 | 505.69 | 47.55 |

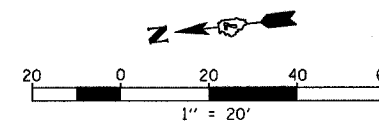
U.S. ROUTE 51 / ARIZONA AVE.



| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 1343+55.11 | 13.00 | 503.97 | |
| RT. 1343+64.94 | 14.85 | 503.93 | 10.00 |
| RT. 1343+73.42 | 20.15 | 503.89 | 20.00 |
| RT. 1343+79.30 | 28.24 | 503.86 | 30.00 |
| RT. 1343+74.62 | 37.07 | 503.82 | 40.00 |
| RT. 1343+72.50 | 37.36 | 503.81 | 42.14 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 1344+35.11 | 12.99 | 503.54 | |
| RT. 1344+25.29 | 14.85 | 503.60 | 10.00 |
| RT. 1344+16.81 | 20.15 | 503.66 | 20.00 |
| RT. 1344+10.84 | 28.18 | 503.72 | 30.00 |
| RT. 1344+08.22 | 37.82 | 503.78 | 40.00 |
| RT. 1344+08.19 | 42.60 | 503.81 | 44.77 |

U.S. ROUTE 51 / WYOMING AVE.



| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
|-----------|------|--|
| NAME | DATE | |
| | | INTERSECTION WARPING/ GEOMETRIC LAYOUT U.S. ROUTE 51 |
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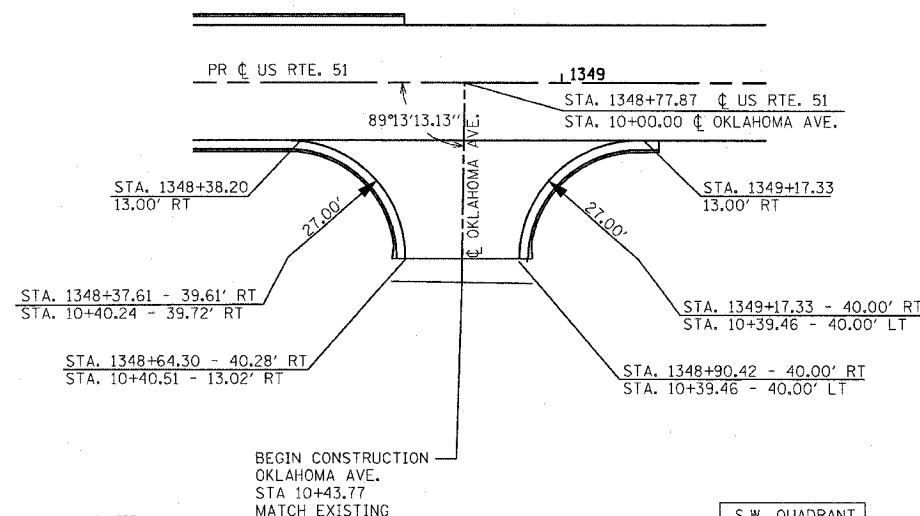
SCALE: VERT. 1" = 20'
HORIZ. 1" = 20'
DATE 6/27/03

DRAWN BY MEC
CHECKED BY MJM

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|--------------------|---------------------------|--------|--------------|-----------|
| F.A.E. SHEETS NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 327 | 1B2 & 1B7, RS 2B2 | MARION | 222 | 82 |
| STA. | TO STA. | | | |
| DOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 467+00.23 | 17.73 | 509.53 | |
| LT. 467+10.18 | 18.74 | 509.59 | 10.00 |
| LT. 467+19.07 | 23.31 | 509.64 | 20.00 |
| LT. 467+25.70 | 30.80 | 509.70 | 30.00 |
| LT. 467+29.15 | 40.18 | 509.75 | 40.00 |
| LT. 467+29.55 | 49.43 | 509.48 | 49.26 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 467+82.28 | 13.08 | 509.43 | |
| LT. 467+72.47 | 15.00 | 509.50 | 10.00 |
| LT. 467+64.03 | 20.37 | 509.58 | 20.00 |
| LT. 467+58.12 | 28.43 | 509.65 | 30.00 |
| LT. 467+55.56 | 38.10 | 509.73 | 40.00 |
| LT. 467+55.54 | 48.10 | 509.78 | 50.00 |
| LT. 467+55.55 | 49.24 | 509.48 | 51.14 |

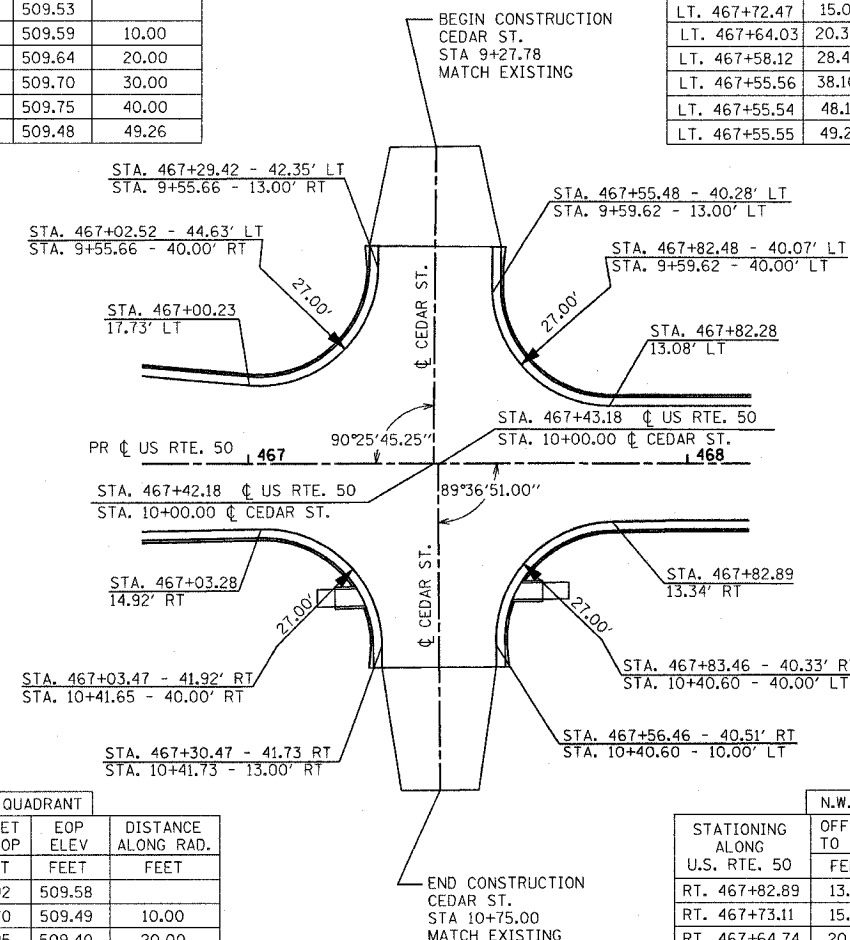


| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 1348+38.20 | 13.00 | 502.75 | |
| RT. 1348+47.98 | 15.09 | 502.49 | 10.00 |
| RT. 1348+56.30 | 20.63 | 502.22 | 20.00 |
| RT. 1348+62.00 | 28.85 | 501.96 | 30.00 |
| RT. 1348+64.29 | 38.58 | 501.43 | 40.00 |
| RT. 1348+64.22 | 45.29 | 501.51 | 46.71 |

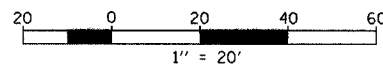
| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 1349+17.33 | 13.00 | 501.94 | |
| RT. 1349+07.51 | 14.85 | 502.10 | 10.00 |
| RT. 1348+99.03 | 20.15 | 502.25 | 20.00 |
| RT. 1348+93.06 | 28.18 | 502.20 | 30.00 |
| RT. 1348+90.42 | 37.82 | 501.76 | 40.00 |
| RT. 1348+90.25 | 45.71 | 501.51 | 47.89 |

| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 467+03.28 | 14.92 | 509.58 | |
| RT. 467+13.12 | 16.70 | 509.49 | 10.00 |
| RT. 467+21.64 | 21.95 | 509.40 | 20.00 |
| RT. 467+27.66 | 29.93 | 509.31 | 30.00 |
| RT. 467+30.36 | 39.56 | 509.22 | 40.00 |
| RT. 467+30.50 | 46.81 | 509.15 | 47.26 |

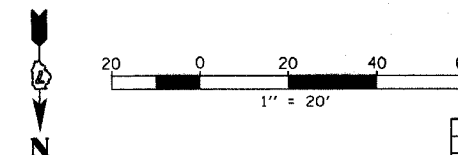
| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 467+82.89 | 13.34 | 509.42 | |
| RT. 467+73.11 | 15.39 | 509.36 | 10.00 |
| RT. 467+64.74 | 20.87 | 509.31 | 20.00 |
| RT. 467+58.94 | 29.02 | 509.25 | 30.00 |
| RT. 467+56.51 | 38.71 | 509.20 | 40.00 |
| RT. 467+56.50 | 46.64 | 509.15 | 47.93 |



U.S. ROUTE 51 / OKLAHOMA AVE.



U.S. ROUTE 50 / CEDAR ST.



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERSECTION WARPING / GEOMETRIC LAYOUT
U.S. ROUTE 50 & 51
 SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 6/27/03
 DRAWN BY MEC
 CHECKED BY MJM

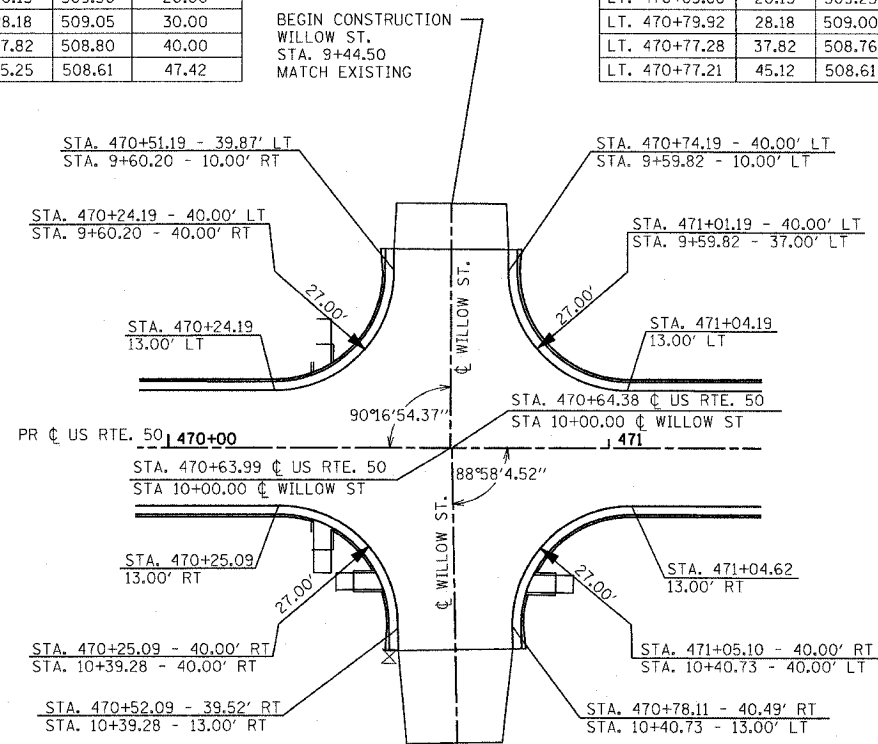
| | | | | |
|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.E. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 18Z & 18Y, RS 28Z | MARION | 222 | 83 |
| STA. | | TO STA. | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 470+24.19 | 13.00 | 509.80 | |
| LT. 470+34.02 | 14.85 | 509.55 | 10.00 |
| LT. 470+42.49 | 20.15 | 509.30 | 20.00 |
| LT. 470+48.46 | 28.18 | 509.05 | 30.00 |
| LT. 470+51.10 | 37.82 | 508.80 | 40.00 |
| LT. 470+51.21 | 45.25 | 508.61 | 47.42 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 471+04.19 | 13.00 | 509.68 | |
| LT. 470+94.36 | 14.85 | 509.45 | 10.00 |
| LT. 470+85.88 | 20.15 | 509.23 | 20.00 |
| LT. 470+79.92 | 28.18 | 509.00 | 30.00 |
| LT. 470+77.28 | 37.82 | 508.76 | 40.00 |
| LT. 470+77.21 | 45.12 | 508.61 | 47.30 |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 473+98.10 | 12.97 | 508.25 | |
| LT. 474+07.78 | 15.02 | 508.08 | 10.00 |
| LT. 474+15.99 | 20.55 | 507.91 | 20.00 |
| LT. 474+21.58 | 28.77 | 507.74 | 30.00 |
| LT. 474+23.82 | 38.50 | 507.57 | 40.00 |
| LT. 474+24.48 | 47.78 | 507.41 | 49.30 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 474+75.38 | 13.00 | 508.04 | |
| LT. 474+65.67 | 14.89 | 507.91 | 10.00 |
| LT. 474+57.36 | 20.28 | 507.78 | 20.00 |
| LT. 474+51.64 | 28.40 | 507.65 | 30.00 |
| LT. 474+49.25 | 38.10 | 507.52 | 40.00 |
| LT. 474+49.50 | 46.15 | 507.41 | 48.05 |

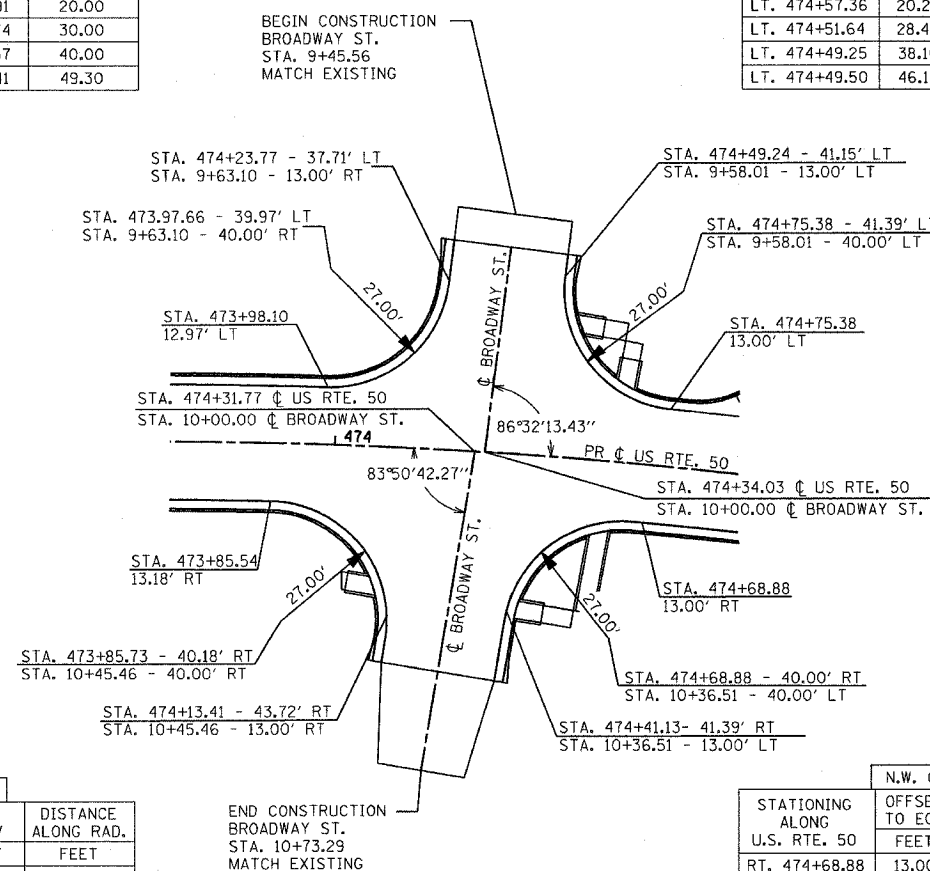


| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 470+25.09 | 13.00 | 509.80 | |
| RT. 470+34.92 | 14.85 | 509.56 | 10.00 |
| RT. 470+43.40 | 20.15 | 509.36 | 20.00 |
| RT. 470+49.36 | 28.18 | 509.09 | 30.00 |
| RT. 470+52.00 | 37.82 | 508.85 | 40.00 |
| RT. 470+52.20 | 45.95 | 508.66 | 48.13 |

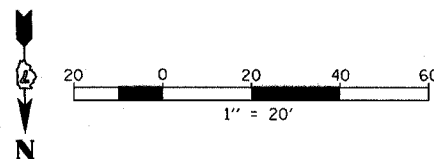
| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 471+04.62 | 13.00 | 509.68 | |
| RT. 470+94.82 | 15.03 | 509.46 | 10.00 |
| RT. 470+86.44 | 20.49 | 509.25 | 20.00 |
| RT. 470+80.62 | 28.62 | 509.03 | 30.00 |
| RT. 470+78.16 | 38.31 | 508.82 | 40.00 |
| RT. 470+78.20 | 45.49 | 508.86 | 47.18 |

| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 473+85.54 | 13.18 | 508.31 | |
| RT. 473+95.50 | 14.93 | 508.25 | 10.00 |
| RT. 474+04.19 | 20.08 | 508.19 | 20.00 |
| RT. 474+10.47 | 27.95 | 508.13 | 30.00 |
| RT. 474+13.45 | 37.52 | 508.07 | 40.00 |
| RT. 474+12.94 | 47.51 | 508.01 | 50.00 |
| RT. 474+12.79 | 48.68 | 508.00 | 51.18 |

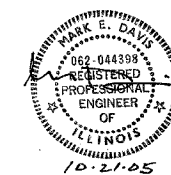
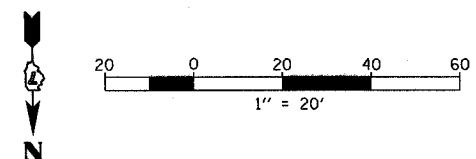
| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 474+68.88 | 13.00 | 508.05 | |
| RT. 474+58.93 | 14.81 | 508.13 | 10.00 |
| RT. 474+50.78 | 20.02 | 508.21 | 20.00 |
| RT. 474+44.05 | 27.94 | 508.29 | 30.00 |
| RT. 474+41.13 | 37.53 | 508.37 | 40.00 |
| RT. 474+40.12 | 47.78 | 508.17 | 50.00 |
| RT. 474+39.70 | 51.54 | 508.00 | 54.08 |



U.S. ROUTE 50 / WILLOW ST.



U.S. ROUTE 50 / BROADWAY ST.



| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION WARPING / GEOMETRIC LAYOUT U.S. ROUTE 50

SCALE: VERT. 1" = 20'
HORIZ. 1" = 20'
DATE 6/27/03

DRAWN BY MEC
CHECKED BY MJM

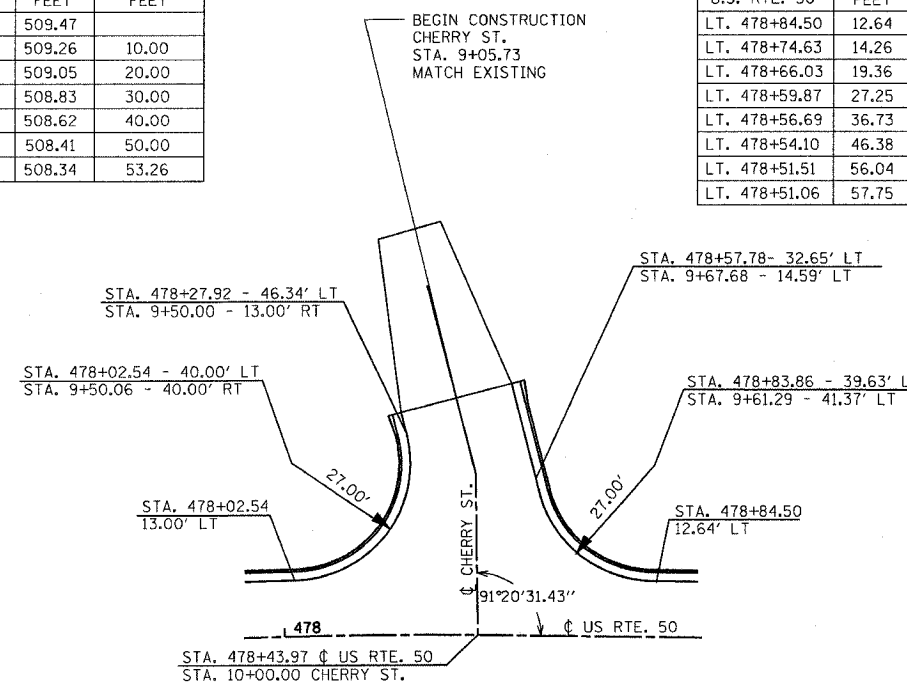
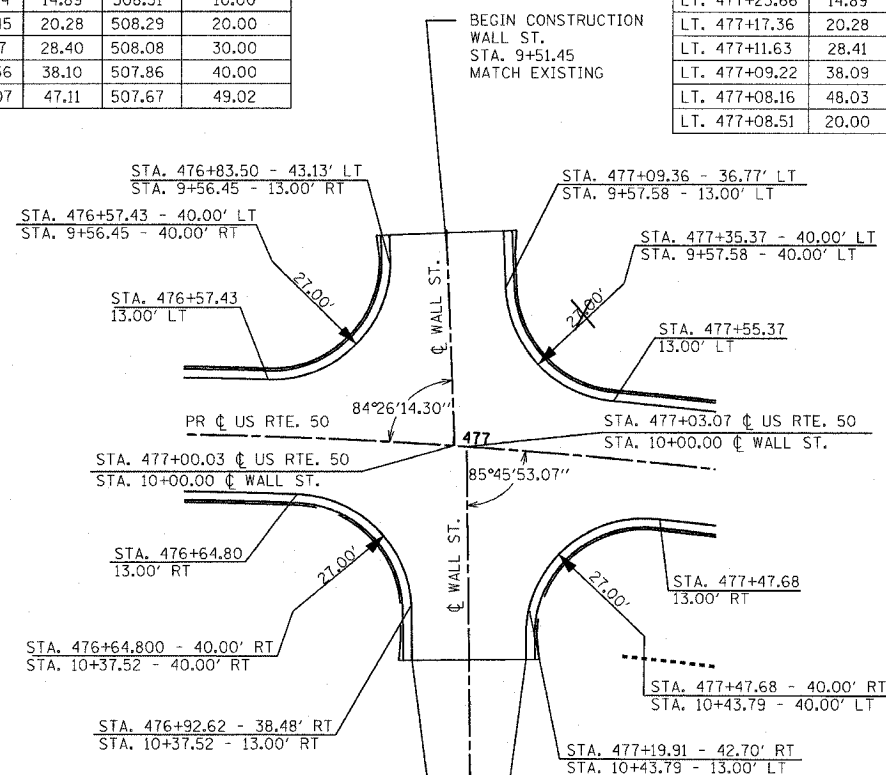
| F.A.D. No. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 327 | 1B2 & 1B3, RS 2B2 | MARION | 222 | 84 |
| STA. | | TO STA. | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 476+57.43 | 13.00 | 508.72 | |
| LT. 476+67.14 | 14.89 | 508.51 | 10.00 |
| LT. 476+75.45 | 20.28 | 508.29 | 20.00 |
| LT. 476+81.17 | 28.40 | 508.08 | 30.00 |
| LT. 476+83.56 | 38.10 | 507.86 | 40.00 |
| LT. 476+83.07 | 47.11 | 507.67 | 49.02 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 477+35.37 | 13.00 | 509.28 | |
| LT. 477+25.66 | 14.89 | 508.97 | 10.00 |
| LT. 477+17.36 | 20.28 | 508.66 | 20.00 |
| LT. 477+11.63 | 28.41 | 508.34 | 30.00 |
| LT. 477+09.22 | 38.09 | 508.03 | 40.00 |
| LT. 477+08.16 | 48.03 | 507.72 | 50.00 |
| LT. 477+08.51 | 20.00 | 507.67 | 51.64 |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 478+02.54 | 13.00 | 509.47 | |
| LT. 478+12.25 | 14.89 | 509.26 | 10.00 |
| LT. 478+20.56 | 20.28 | 509.05 | 20.00 |
| LT. 478+26.28 | 28.41 | 508.83 | 30.00 |
| LT. 478+28.67 | 38.10 | 508.62 | 40.00 |
| LT. 478+27.51 | 48.03 | 508.41 | 50.00 |
| LT. 478+26.74 | 51.19 | 508.34 | 53.26 |

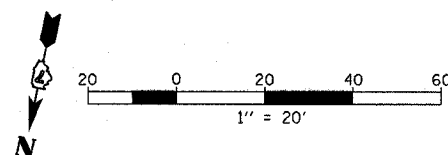
| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 478+84.50 | 12.64 | 509.62 | |
| LT. 478+74.63 | 14.26 | 509.41 | 10.00 |
| LT. 478+66.03 | 19.36 | 509.21 | 20.00 |
| LT. 478+59.87 | 27.25 | 509.00 | 30.00 |
| LT. 478+56.69 | 36.73 | 508.79 | 40.00 |
| LT. 478+54.10 | 46.38 | 508.59 | 50.00 |
| LT. 478+51.51 | 56.04 | 508.38 | 60.00 |
| LT. 478+51.06 | 57.75 | 508.34 | 61.80 |



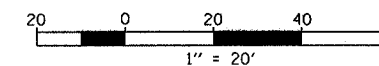
| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 476+64.80 | 13.00 | 509.03 | |
| RT. 476+74.75 | 14.81 | 508.79 | 10.00 |
| RT. 476+83.40 | 20.02 | 508.56 | 20.00 |
| RT. 476+89.63 | 27.94 | 508.32 | 30.00 |
| RT. 476+92.54 | 37.53 | 508.09 | 40.00 |
| RT. 476+93.26 | 47.50 | 507.85 | 50.00 |
| RT. 476+93.41 | 49.72 | 507.80 | 52.22 |

| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 51 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 477+47.68 | 13.00 | 509.25 | |
| RT. 477+37.74 | 14.81 | 508.96 | 10.00 |
| RT. 477+29.08 | 20.02 | 508.67 | 20.00 |
| RT. 477+22.86 | 27.94 | 508.39 | 30.00 |
| RT. 477+19.95 | 37.53 | 508.10 | 40.00 |
| RT. 477+20.36 | 47.52 | 507.81 | 50.00 |
| RT. 477+20.37 | 47.68 | 507.80 | 50.26 |

U.S. ROUTE 50 / WALL ST.



U.S. ROUTE 50 / CHERRY ST.



| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERSECTION WARPING / GEOMETRIC LAYOUT / U.S. ROUTE 50
 SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 6/27/03
 DRAWN BY MEC
 CHECKED BY MJM

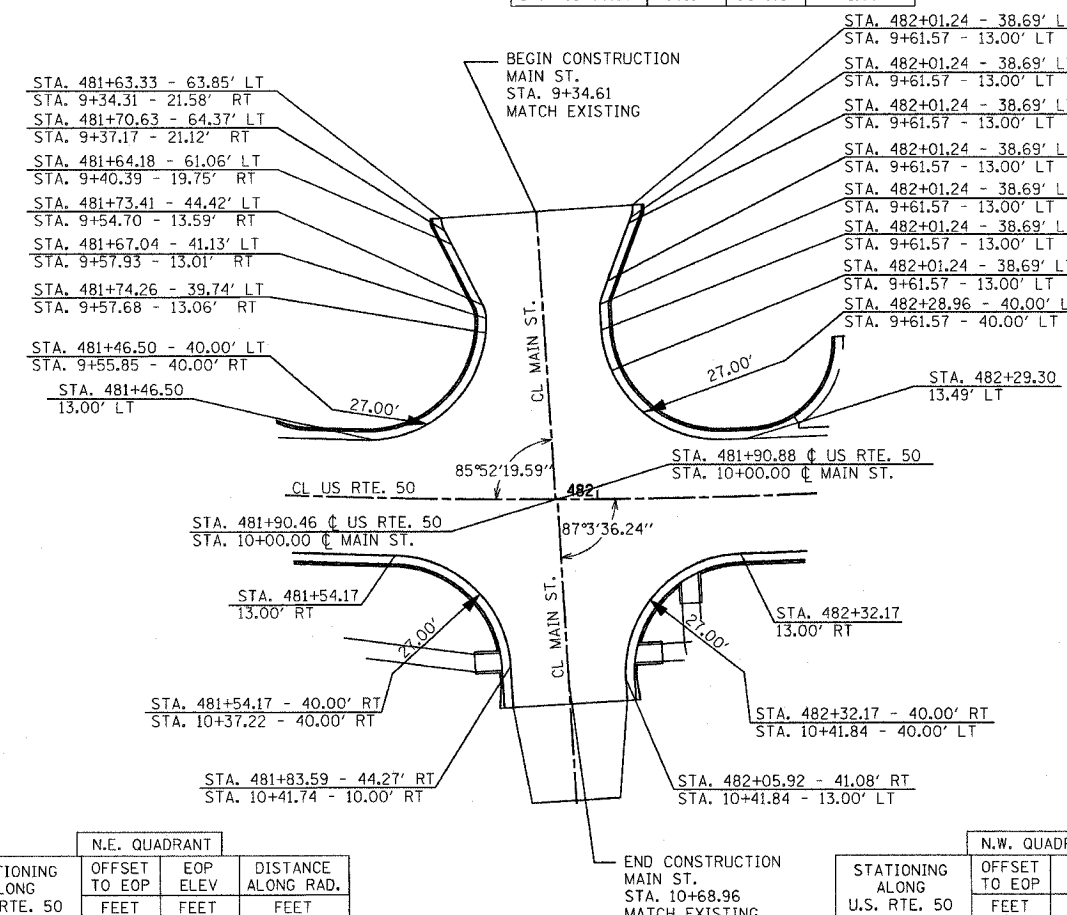
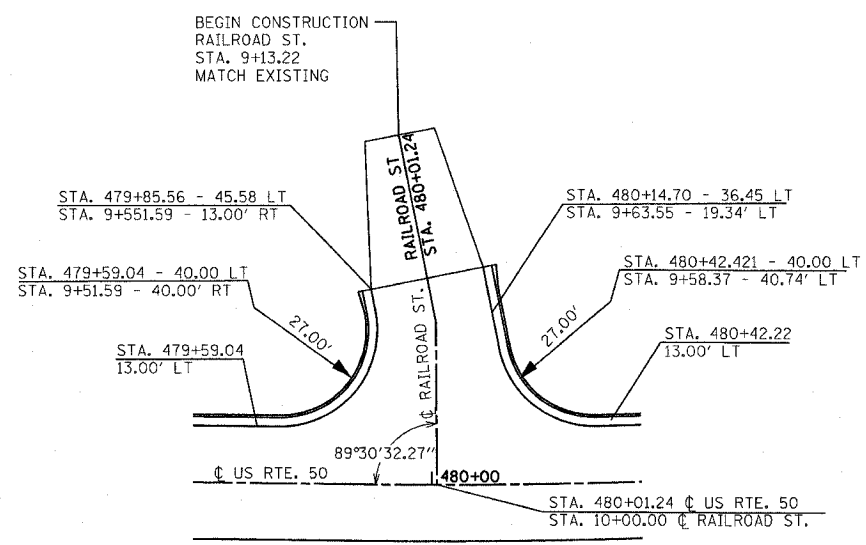
| | | | | |
|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 187, RS 282 | MARION | 222 | 85 |
| STA. | | TO STA. | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 481+46.50 | 13.00 | 508.86 | |
| LT. 481+56.43 | 14.82 | 508.72 | 10.00 |
| LT. 481+65.06 | 20.04 | 508.58 | 20.00 |
| LT. 481+71.25 | 27.97 | 508.44 | 30.00 |
| LT. 481+74.13 | 37.57 | 508.30 | 40.00 |
| LT. 481+71.82 | 47.31 | 508.17 | 50.00 |
| LT. 481+66.94 | 56.14 | 508.03 | 60.00 |
| LT. 481+63.33 | 63.85 | 507.91 | 68.45 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 482+28.96 | 13.00 | 508.70 | |
| LT. 482+19.03 | 14.82 | 508.59 | 10.00 |
| LT. 482+10.40 | 20.04 | 508.48 | 20.00 |
| LT. 482+04.21 | 27.97 | 508.37 | 30.00 |
| LT. 482+01.33 | 37.57 | 508.26 | 40.00 |
| LT. 481+01.42 | 46.27 | 508.15 | 50.00 |
| LT. 481+05.14 | 55.61 | 508.04 | 60.00 |
| LT. 481+08.82 | 64.96 | 507.93 | 70.00 |
| LT. 481+08.98 | 66.84 | 507.91 | 71.88 |

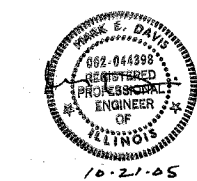
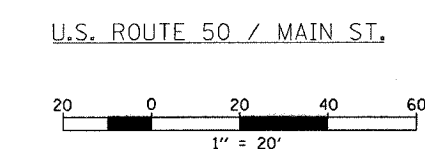
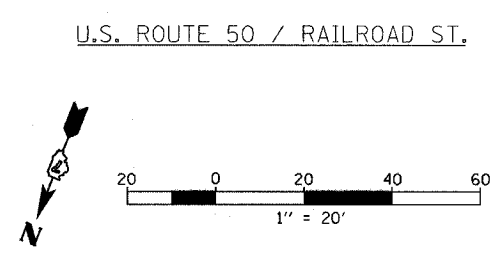
| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 479+59.04 | 13.00 | 509.59 | |
| LT. 479+68.87 | 14.85 | 509.34 | 10.00 |
| LT. 479+77.35 | 20.15 | 509.10 | 20.00 |
| LT. 479+88.33 | 28.17 | 508.85 | 30.00 |
| LT. 479+86.05 | 37.81 | 508.61 | 40.00 |
| LT. 479+85.08 | 47.77 | 508.36 | 50.00 |
| LT. 479+84.50 | 50.48 | 508.29 | 52.76 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 480+41.90 | 14.21 | 509.33 | |
| LT. 480+31.97 | 16.06 | 509.08 | 10.00 |
| LT. 480+23.35 | 21.32 | 508.84 | 20.00 |
| LT. 480+17.19 | 29.27 | 508.59 | 30.00 |
| LT. 480+14.24 | 38.85 | 508.34 | 40.00 |
| LT. 480+12.32 | 48.68 | 508.29 | 42.04 |



| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 481+54.17 | 13.00 | 508.83 | |
| RT. 481+63.90 | 14.88 | 508.92 | 10.00 |
| RT. 481+72.22 | 20.27 | 509.01 | 20.00 |
| RT. 481+77.98 | 28.37 | 509.10 | 30.00 |
| RT. 481+80.40 | 38.06 | 509.12 | 40.00 |
| RT. 481+81.09 | 47.56 | 508.94 | 49.52 |

| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 482+32.17 | 13.00 | 508.70 | |
| RT. 482+22.44 | 14.88 | 508.83 | 10.00 |
| RT. 482+14.12 | 20.27 | 508.96 | 20.00 |
| RT. 482+08.36 | 28.38 | 509.09 | 30.00 |
| RT. 482+05.94 | 38.06 | 509.11 | 40.00 |
| RT. 482+06.16 | 46.07 | 508.94 | 48.01 |



| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
|-----------|------|---|
| NAME | DATE | |
| | | INTERSECTION WARPING / GEOMETRIC LAYOUT U.S. ROUTE 50 |
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SCALE: VERT. 1" = 20'
HORIZ. 1" = 20'
DATE 6/27/03

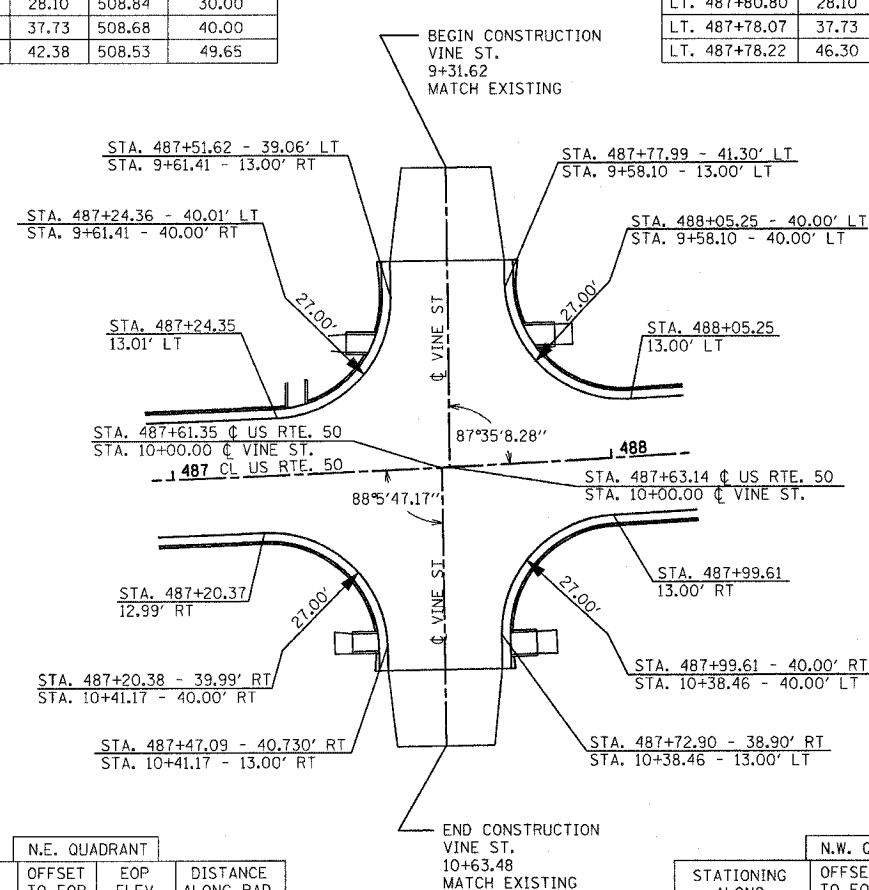
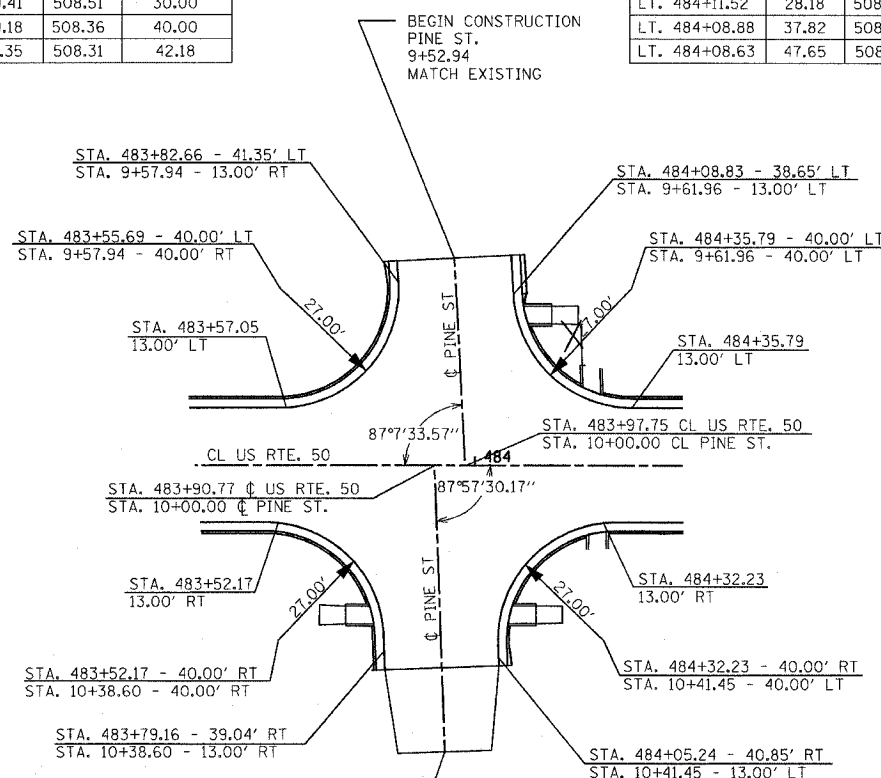
DRAWN BY MEC
CHECKED BY MJM

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 483+57.05 | 13.03 | 508.96 | |
| LT. 483+66.77 | 15.38 | 508.81 | 10.00 |
| LT. 483+74.97 | 21.10 | 508.66 | 20.00 |
| LT. 483+80.53 | 29.41 | 508.51 | 30.00 |
| LT. 483+82.68 | 39.18 | 508.36 | 40.00 |
| LT. 483+82.66 | 41.35 | 508.31 | 42.18 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 484+35.79 | 13.00 | 509.17 | |
| LT. 484+25.97 | 14.85 | 509.00 | 10.00 |
| LT. 484+17.49 | 20.15 | 508.83 | 20.00 |
| LT. 484+11.52 | 28.18 | 508.66 | 30.00 |
| LT. 484+08.88 | 37.82 | 508.49 | 40.00 |
| LT. 484+08.63 | 47.65 | 508.31 | 49.84 |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 487+24.35 | 13.01 | 509.32 | |
| LT. 487+34.21 | 14.85 | 509.16 | 10.00 |
| LT. 487+42.75 | 20.11 | 509.00 | 20.00 |
| LT. 487+48.80 | 28.10 | 508.84 | 30.00 |
| LT. 487+51.53 | 37.73 | 508.68 | 40.00 |
| LT. 487+51.93 | 42.38 | 508.53 | 49.65 |

| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 488+05.25 | 13.00 | 509.08 | |
| LT. 487+95.38 | 14.84 | 508.97 | 10.00 |
| LT. 487+86.85 | 20.11 | 508.86 | 20.00 |
| LT. 487+80.80 | 28.10 | 508.75 | 30.00 |
| LT. 487+78.07 | 37.73 | 508.64 | 40.00 |
| LT. 487+78.22 | 46.30 | 508.53 | 48.57 |



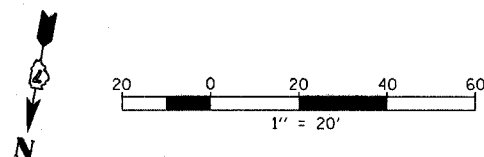
| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 483+52.17 | 13.00 | 508.95 | |
| RT. 483+62.00 | 14.85 | 509.04 | 10.00 |
| RT. 483+70.48 | 20.15 | 509.13 | 20.00 |
| RT. 483+76.45 | 28.18 | 509.22 | 30.00 |
| RT. 483+79.09 | 37.82 | 509.32 | 40.00 |
| RT. 483+79.43 | 46.78 | 509.26 | 48.86 |

| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 484+32.23 | 13.00 | 509.16 | |
| RT. 484+22.40 | 14.85 | 509.21 | 10.00 |
| RT. 484+13.92 | 20.15 | 509.26 | 20.00 |
| RT. 484+07.95 | 28.18 | 509.31 | 30.00 |
| RT. 484+05.31 | 37.82 | 509.30 | 40.00 |
| RT. 484+05.42 | 45.85 | 509.26 | 43.03 |

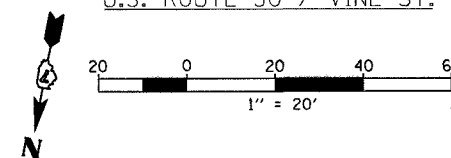
| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 487+20.37 | 12.99 | 509.33 | |
| RT. 487+30.16 | 14.86 | 509.37 | 10.00 |
| RT. 487+38.59 | 20.19 | 509.41 | 20.00 |
| RT. 487+44.48 | 28.25 | 509.45 | 30.00 |
| RT. 487+47.03 | 37.91 | 509.49 | 40.00 |
| RT. 487+46.93 | 45.73 | 509.39 | 47.82 |

| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 487+99.61 | 13.00 | 509.09 | |
| RT. 487+89.82 | 14.86 | 509.19 | 10.00 |
| RT. 487+81.40 | 20.20 | 509.29 | 20.00 |
| RT. 487+75.51 | 28.25 | 509.39 | 30.00 |
| RT. 487+72.96 | 37.91 | 509.49 | 40.00 |
| RT. 487+72.61 | 46.61 | 509.39 | 48.70 |

U.S. ROUTE 50 / PINE ST.



U.S. ROUTE 50 / VINE ST.

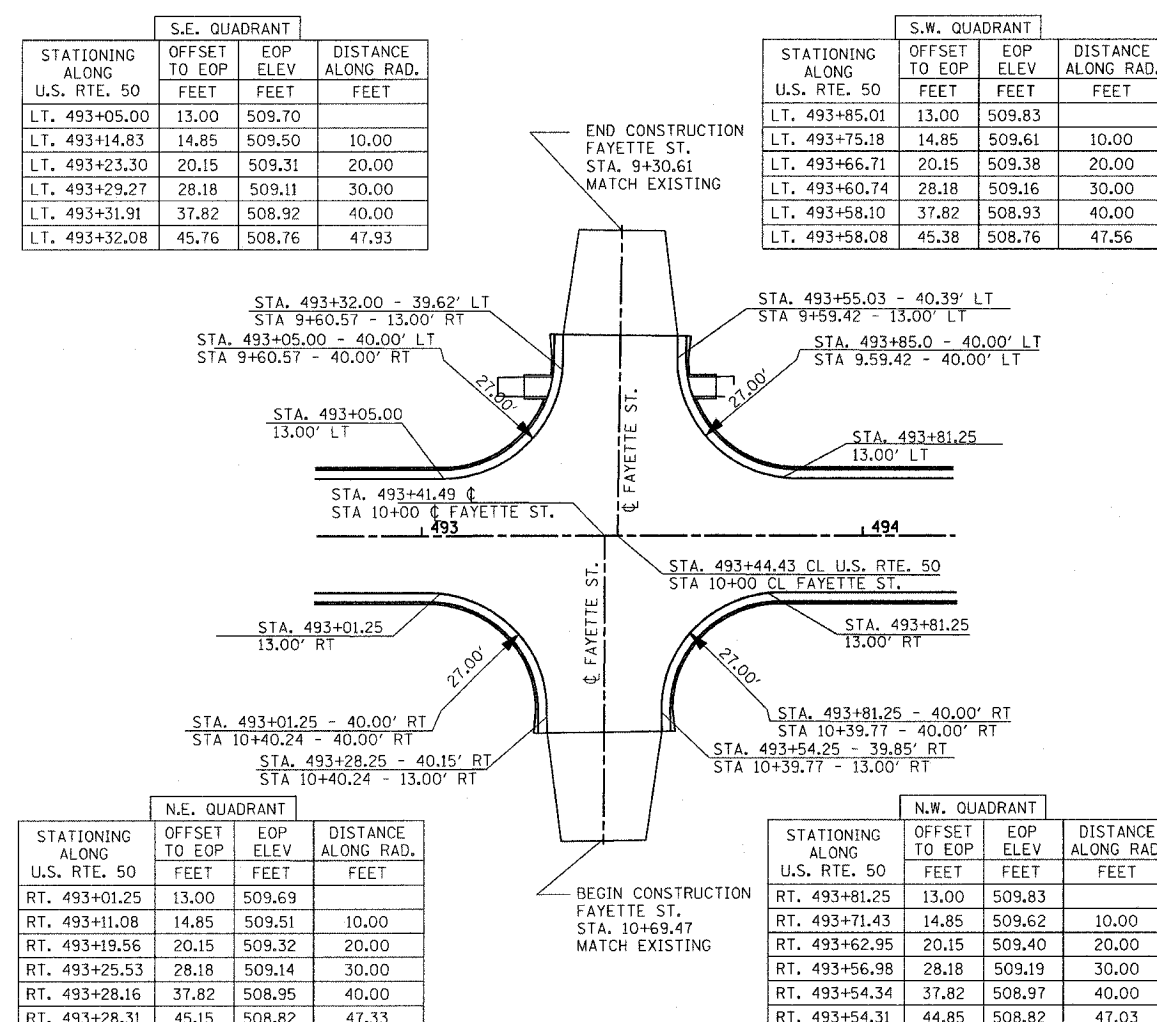
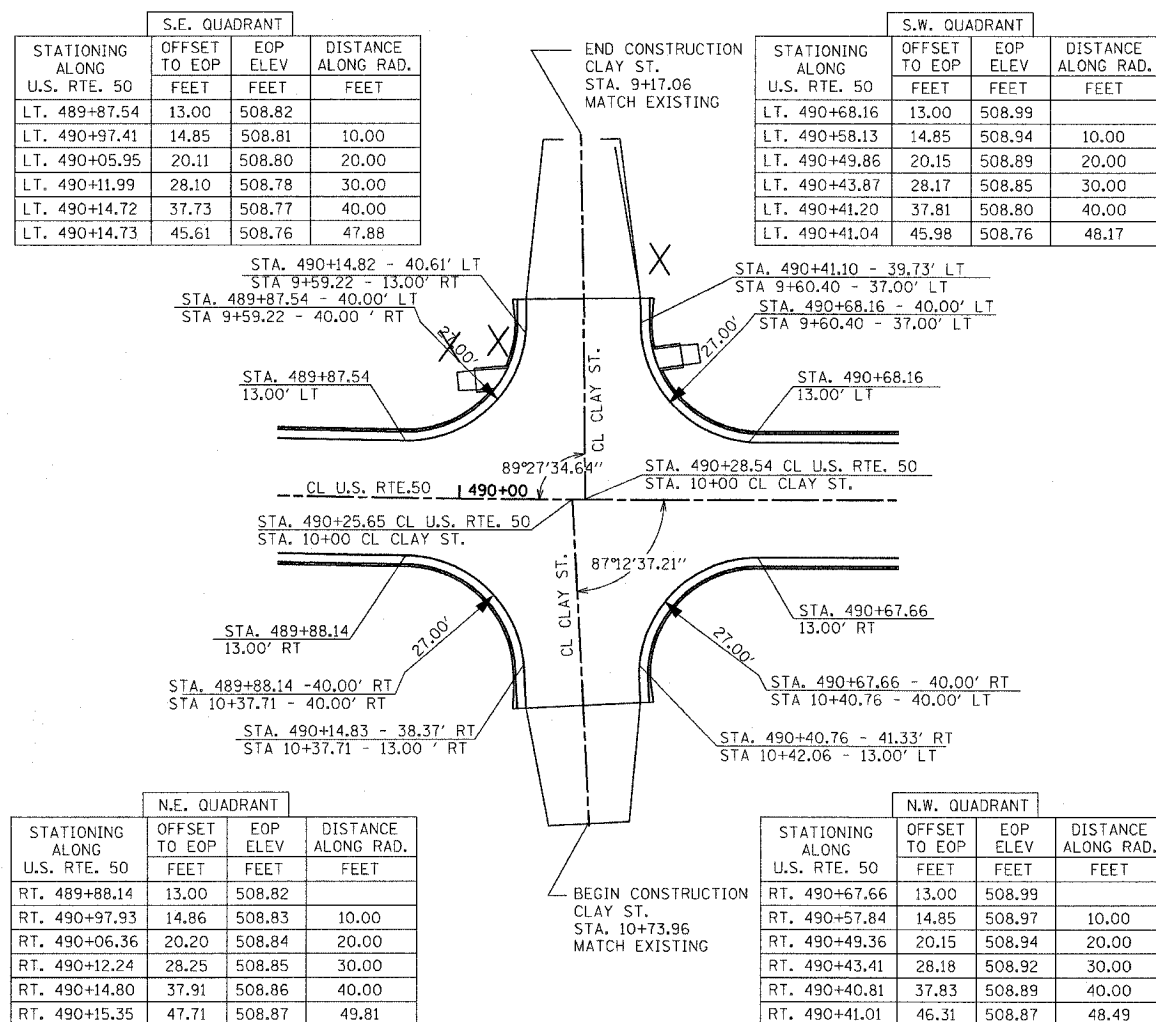


| REVISIONS | |
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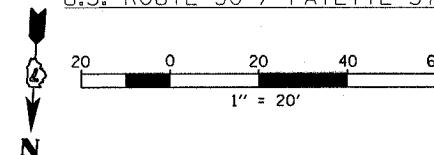
ILLINOIS DEPARTMENT OF TRANSPORTATION
**INTERSECTION WARPING /
 GEOMETRIC LAYOUT
 U.S. ROUTE 50**

SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 6/27/03
 DRAWN BY MEC
 CHECKED BY MJM

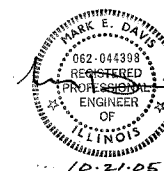
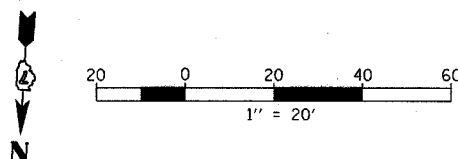
| | | | | |
|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 18Y, RS 282 | MARION | 222 | 87 |
| STA. | | TO STA. | | |
| RD DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



U.S. ROUTE 50 / FAYETTE ST.



U.S. ROUTE 50 / CLAY ST.



| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
|-----------|------|---|
| NAME | DATE | |
| | | INTERSECTION WARPING / GEOMETRIC LAYOUT U.S. ROUTE 50 |
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SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 6/27/03

DRAWN BY MEC
 CHECKED BY MJM

| | | | | |
|--------------------|---------------------------|--------|--------------|-----------|
| F.A.E. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 18Y, RS 282 | MARION | 222 | 88 |
| STA. | TO STA. | | | |
| DOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |

| S.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 496+31.03 | 13.00 | 509.55 | |
| LT. 496+40.86 | 14.85 | 509.36 | 10.00 |
| LT. 496+49.34 | 20.15 | 509.17 | 20.00 |
| LT. 496+55.31 | 28.18 | 508.98 | 30.00 |
| LT. 496+57.95 | 37.82 | 508.79 | 40.00 |
| LT. 496+58.29 | 46.84 | 508.62 | 49.02 |

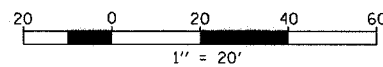
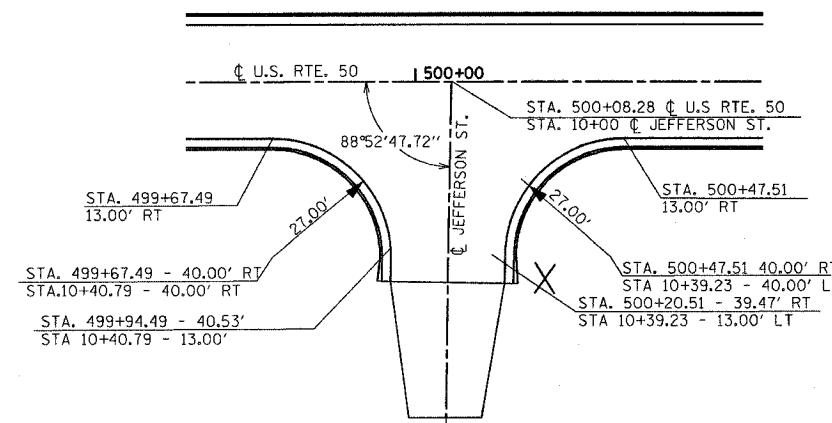
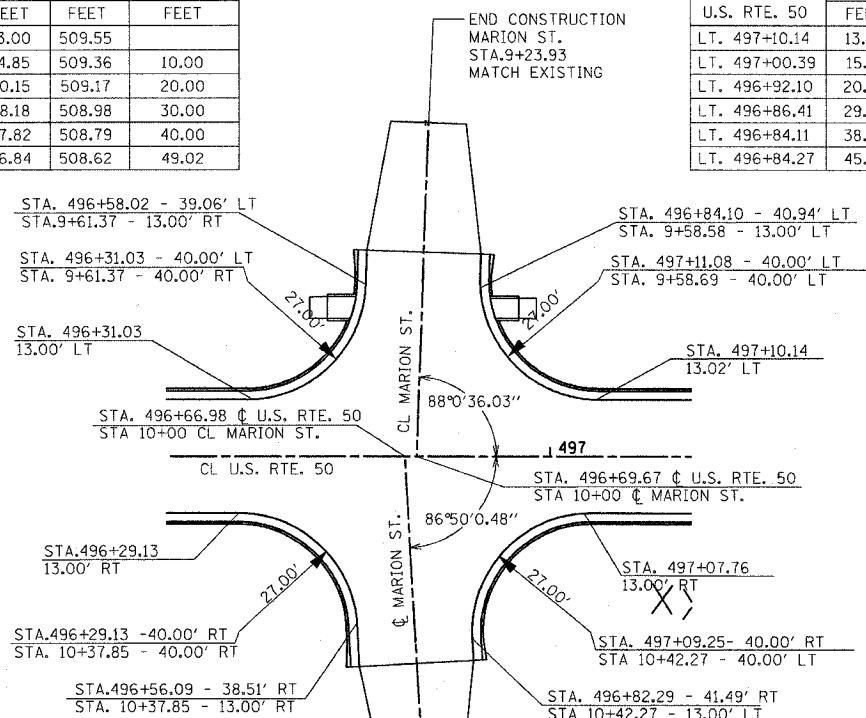
| S.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| LT. 497+10.14 | 13.02 | 509.22 | |
| LT. 497+00.39 | 15.21 | 509.09 | 10.00 |
| LT. 496+92.10 | 20.80 | 508.97 | 20.00 |
| LT. 496+86.41 | 29.03 | 508.84 | 30.00 |
| LT. 496+84.11 | 38.76 | 508.71 | 40.00 |
| LT. 496+84.27 | 45.93 | 508.62 | 47.18 |

| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 496+29.13 | 13.00 | 509.56 | |
| RT. 496+38.96 | 14.85 | 509.60 | 10.00 |
| RT. 496+47.43 | 20.15 | 509.64 | 20.00 |
| RT. 496+53.40 | 28.18 | 509.68 | 30.00 |
| RT. 496+56.04 | 37.52 | 509.72 | 40.00 |
| RT. 496+56.60 | 47.81 | 509.30 | 50.00 |
| RT. 496+56.60 | 47.92 | 509.29 | 50.11 |

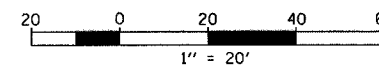
| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 497+07.76 | 13.04 | 509.23 | |
| RT. 496+98.05 | 15.43 | 509.36 | 10.00 |
| RT. 496+89.88 | 21.19 | 509.48 | 20.00 |
| RT. 496+84.36 | 29.54 | 509.61 | 30.00 |
| RT. 496+82.26 | 39.31 | 509.73 | 40.00 |
| RT. 496+82.57 | 46.48 | 509.29 | 47.18 |

| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 499+67.49 | 13.00 | 509.29 | |
| RT. 499+77.32 | 14.85 | 509.19 | 10.00 |
| RT. 499+85.80 | 20.15 | 509.08 | 20.00 |
| RT. 499+91.77 | 28.18 | 509.98 | 30.00 |
| RT. 499+94.40 | 37.82 | 508.87 | 40.00 |
| RT. 499+94.39 | 45.53 | 508.79 | 47.70 |

| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 500+47.51 | 13.00 | 509.53 | |
| RT. 500+37.68 | 14.85 | 509.38 | 10.00 |
| RT. 500+29.20 | 20.15 | 509.22 | 20.00 |
| RT. 500+23.23 | 28.18 | 509.07 | 30.00 |
| RT. 500+20.59 | 37.82 | 508.92 | 40.00 |
| RT. 500+20.38 | 46.04 | 508.79 | 48.21 |



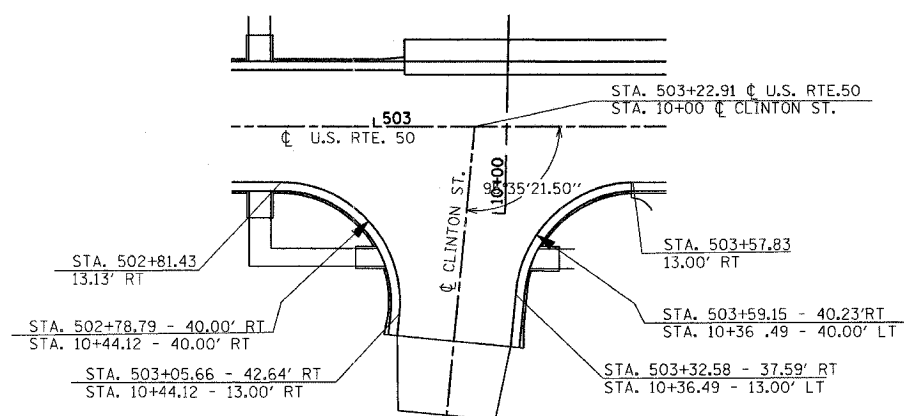
U.S. ROUTE 50 / JEFFERSON ST.



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ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERSECTION WARPING / GEOMETRIC LAYOUT
 U.S. ROUTE 50
 SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 6/27/03
 DRAWN BY MEC
 CHECKED BY MJM

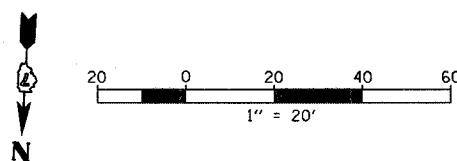
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|--------------------|---------------------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 18Z & 18Y, RS 28Z | MARION | 222 | 89 |
| STA. | TO STA. | | | |
| DOT DIST. NO. 7 | ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 94700 | | | | |



| N.E. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 502+81.43 | 13.13 | 510.12 | |
| RT. 502+91.03 | 15.93 | 509.86 | 10.00 |
| RT. 502+98.95 | 22.04 | 509.59 | 20.00 |
| RT. 503+04.10 | 30.61 | 509.33 | 30.00 |
| RT. 503+05.79 | 40.47 | 509.07 | 40.00 |
| RT. 503+05.17 | 47.62 | 508.88 | 47.18 |

| N.W. QUADRANT | | | |
|-------------------------------|--------------------|---------------|--------------------------|
| STATIONING ALONG U.S. RTE. 50 | OFFSET TO EOP FEET | EOP ELEV FEET | DISTANCE ALONG RAD. FEET |
| RT. 503+58.97 | 13.23 | 510.08 | |
| RT. 503+49.16 | 15.14 | 509.85 | 10.00 |
| RT. 503+40.17 | 20.50 | 509.62 | 20.00 |
| RT. 503+34.80 | 28.50 | 509.39 | 30.00 |
| RT. 503+32.22 | 38.22 | 509.16 | 40.00 |
| RT. 503+31.24 | 48.18 | 508.93 | 50.00 |
| RT. 503+31.05 | 50.16 | 508.88 | 52.00 |

U.S. ROUTE 50 / CLINTON ST.

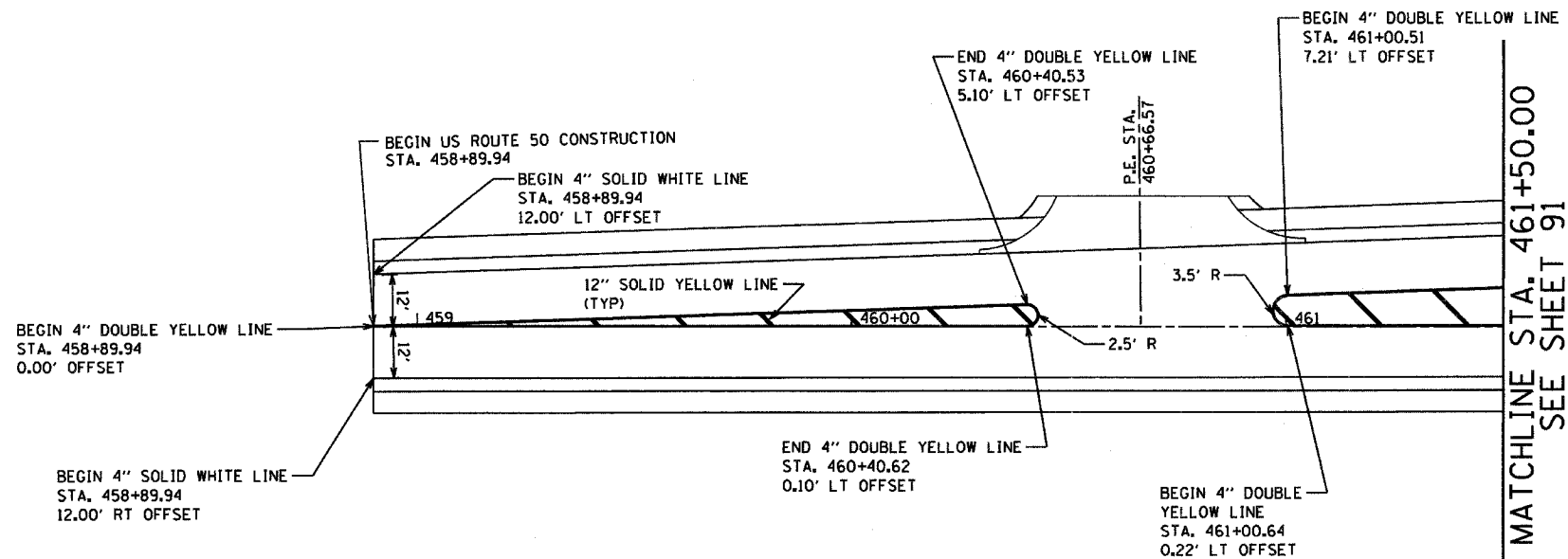
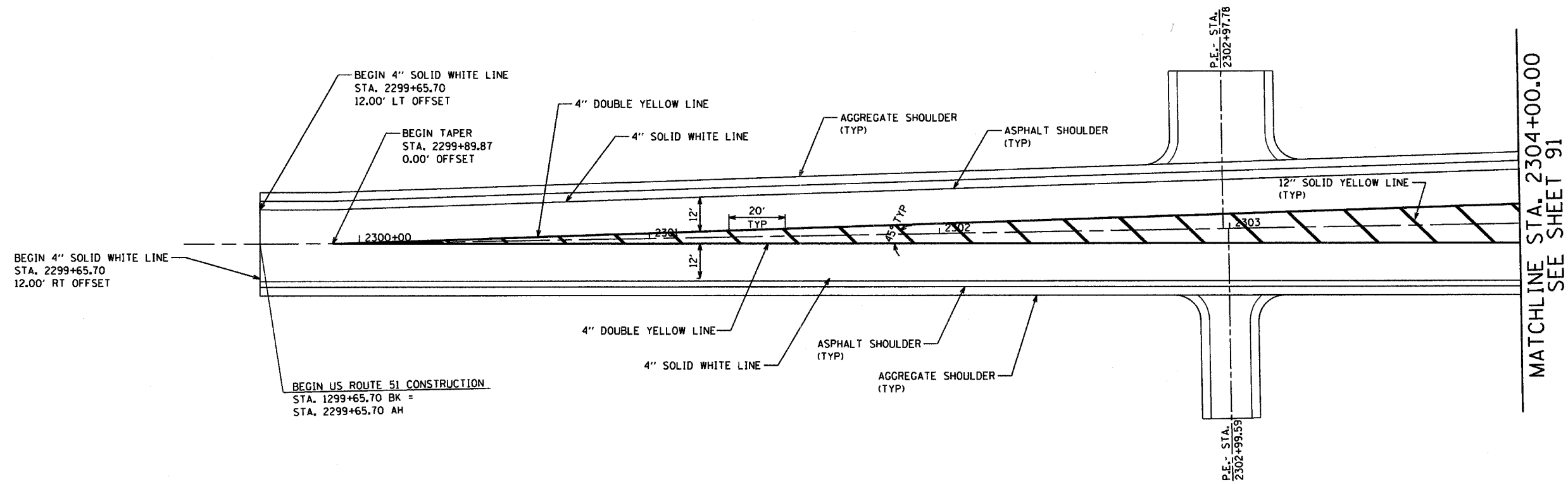


| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
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| NAME | DATE | |
| | | INTERSECTION WARPING / GEOMETRIC LAYOUT U.S. ROUTE 50 |
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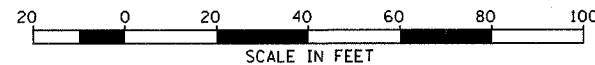
SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 6/27/03

DRAWN BY MEC
 CHECKED BY MJM

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 182 & 18Y, RS 28Z | MARION | 221 | 90 |
| STA. 2299+90.77 | | TO STA. 2309+00.00 | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



SEE STD. 780001 FOR ADDITIONAL INFORMATION



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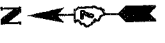
ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING

SCALE AS NOTED
 DATE 10/20/2005

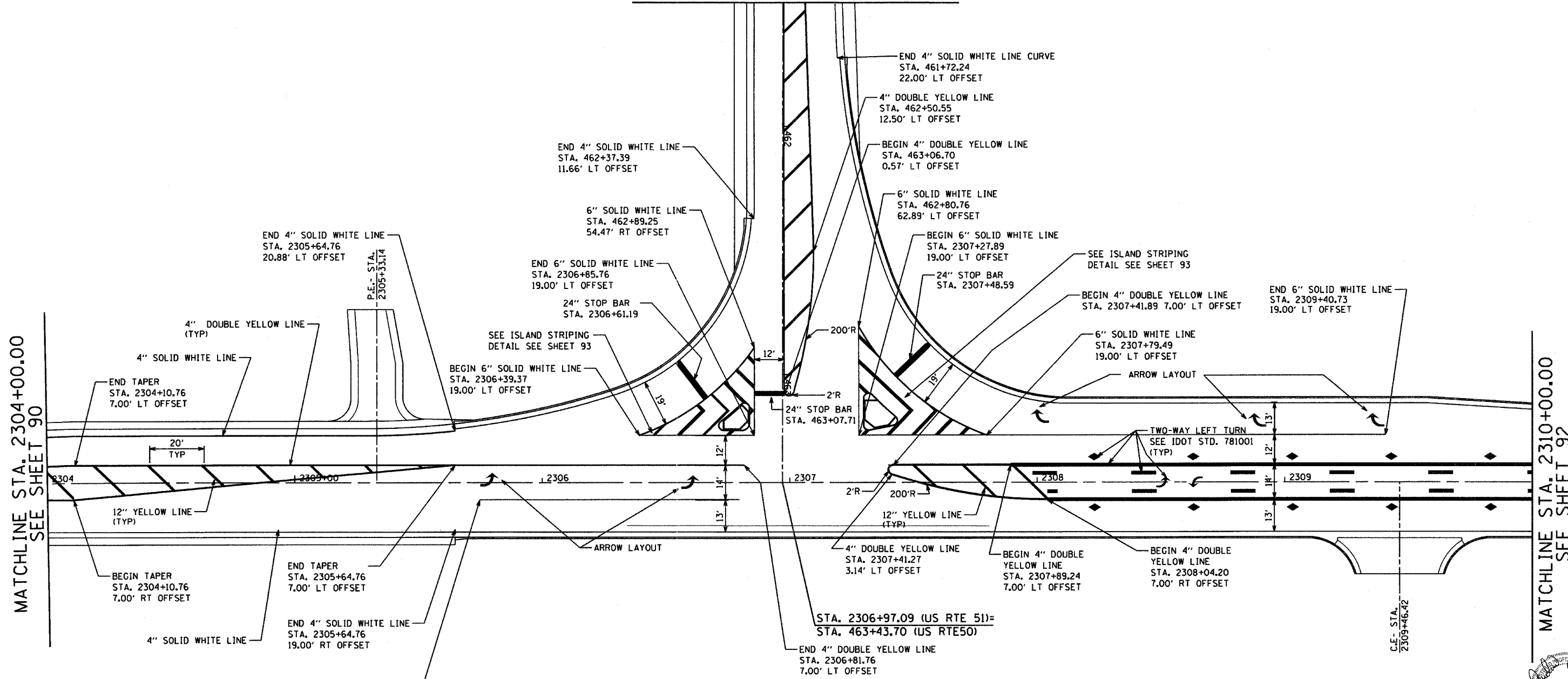
DRAWN BY MMH
 CHECKED BY AEF



| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 18Z & 18Y, RS 28Z | MARION | 221 | 91 |
| STA. 2299+90.77 | | TO STA. 2309+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



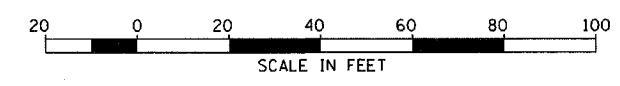
MATCHLINE STA. 461+50.00
SEE SHEET 90



MATCHLINE STA. 2304+00.00
SEE SHEET 90

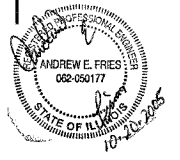
MATCHLINE STA. 2310+00.00
SEE SHEET 92

SEE STD. 780001 FOR ADDITIONAL INFORMATION



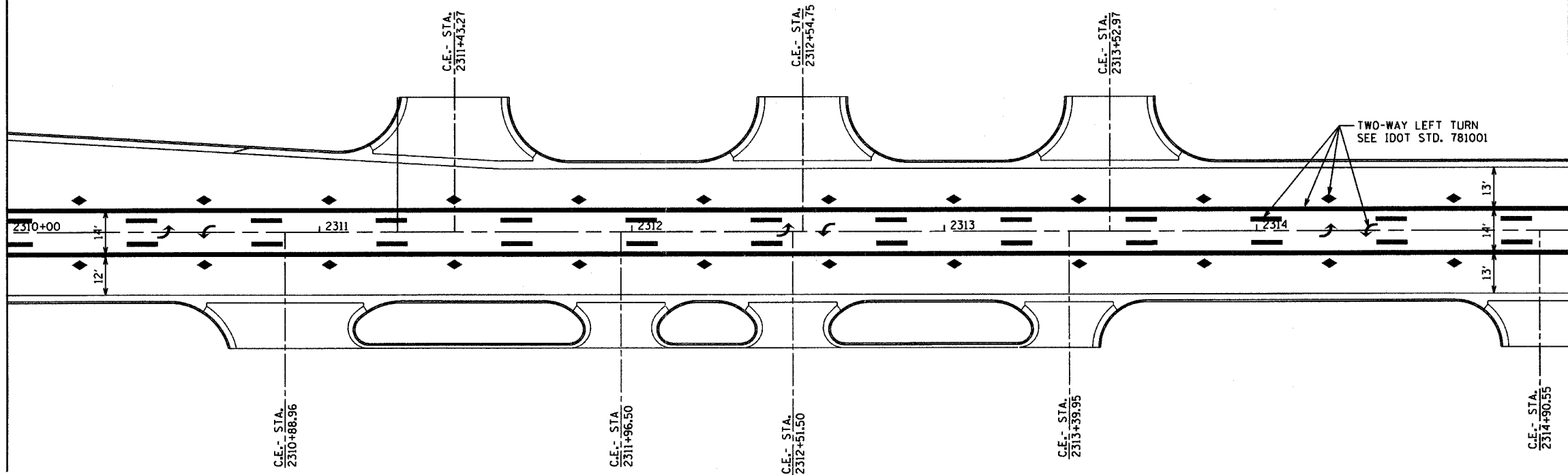
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ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING
 US ROUTE 51 AT US ROUTE 50(EAST) INTERSECTION
 SCALE: AS NOTED
 DATE: 10/20/2005
 DRAWN BY: MMH
 CHECKED BY: AEF



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|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 18Z & 18Y, RS 28Z | MARION | 221 | 92 |
| STA. 2309+00.00 | | TO STA. 2321+00.00 | | |
| DOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

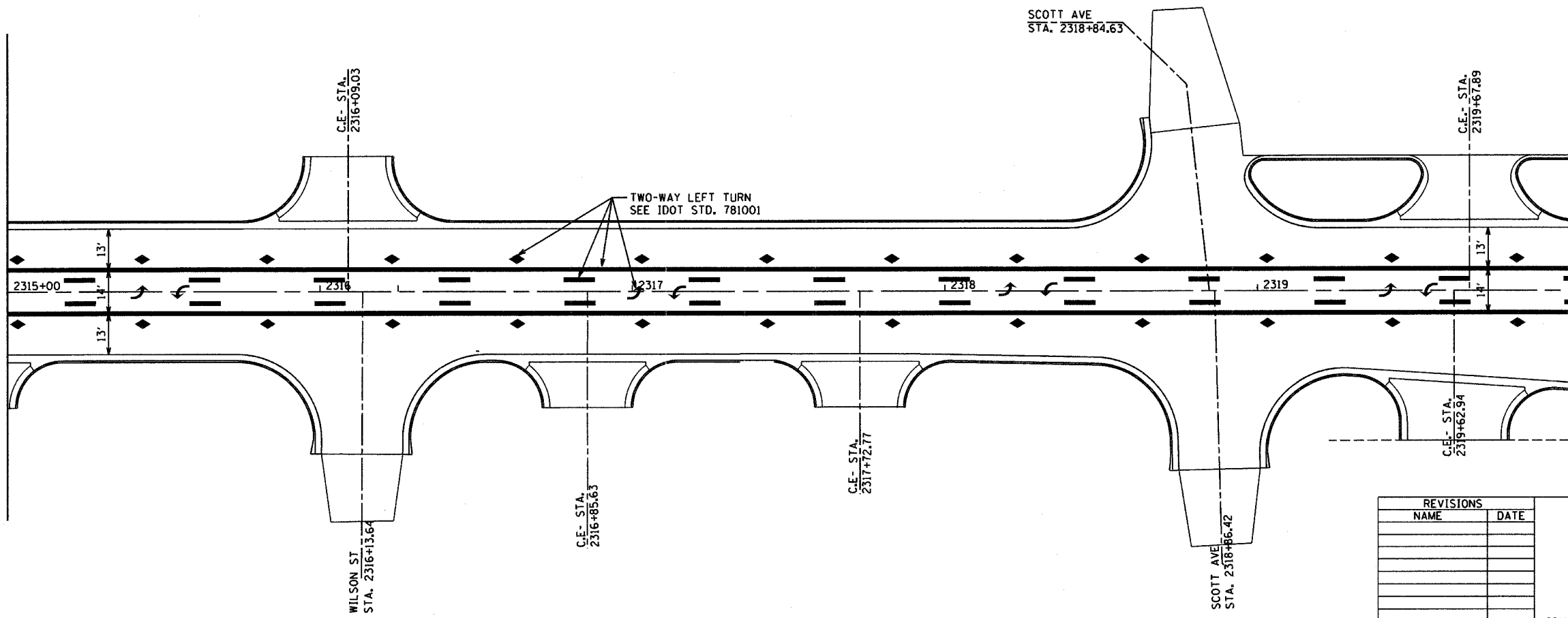
MATCHLINE STA. 2310+00.00
SEE SHEET 91



MATCHLINE STA. 2315+00.00

SEE STD. 780001 FOR ADDITIONAL INFORMATION

MATCHLINE STA. 2315+00.00



MATCHLINE STA. 2320+00.00
SEE SHEET 93



| REVISIONS | |
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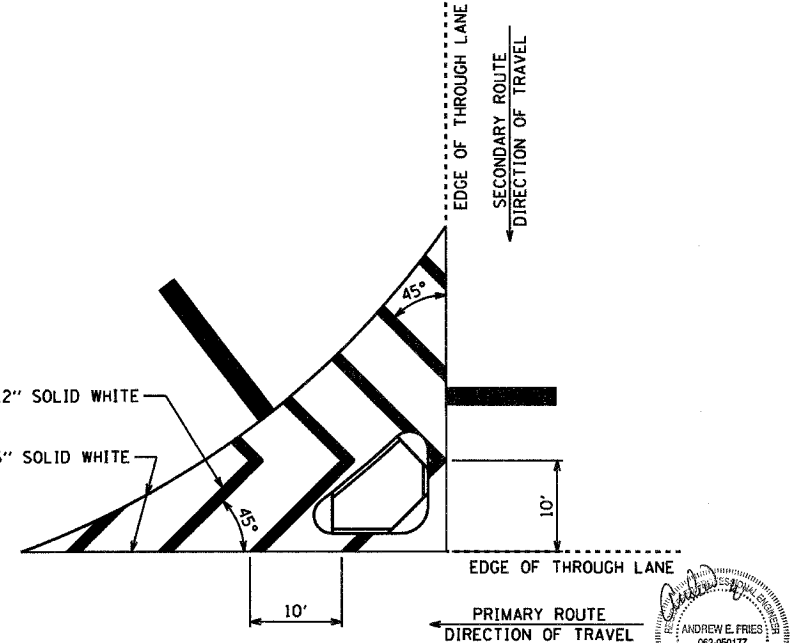
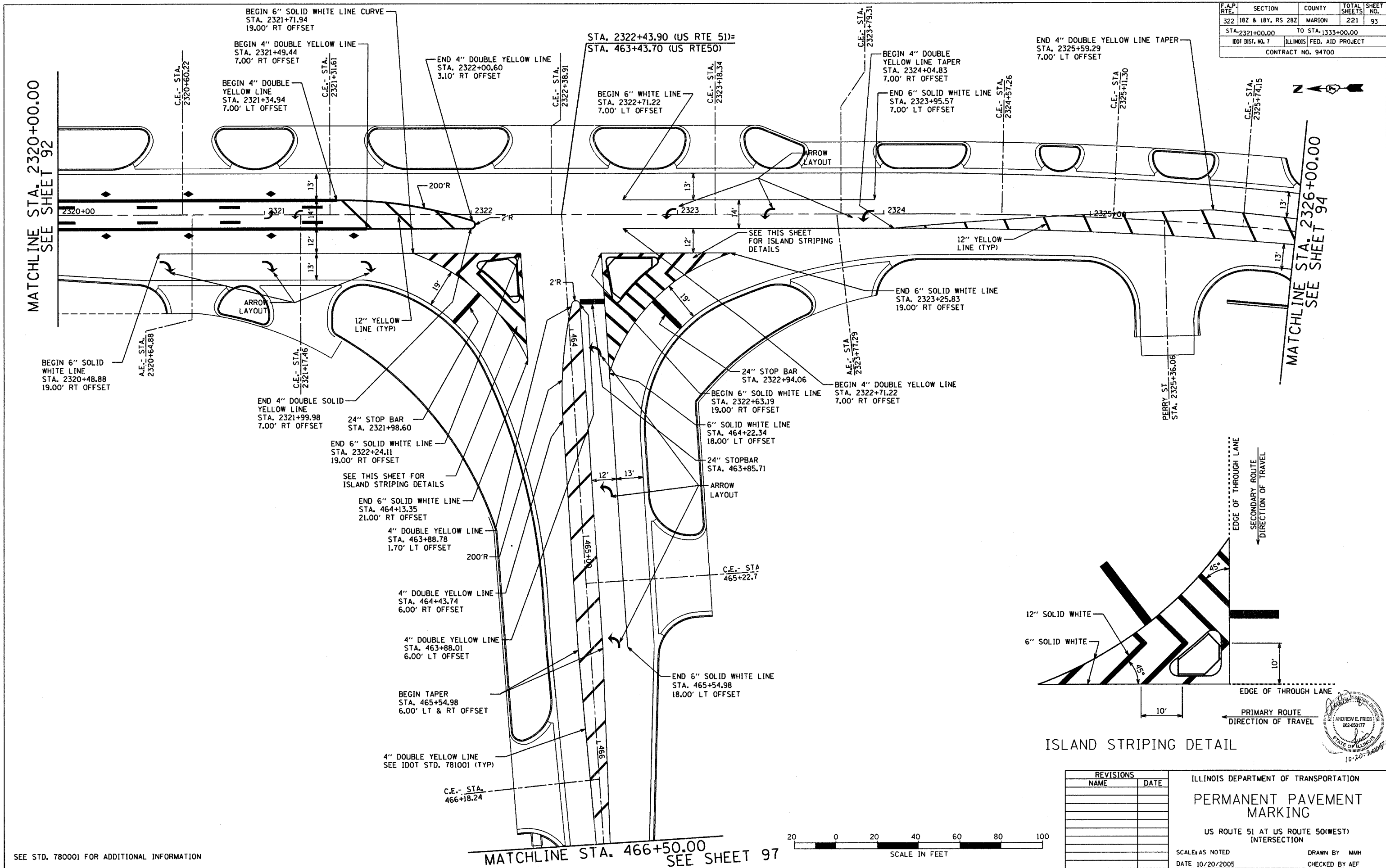
ILLINOIS DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKING

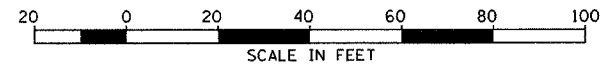
SCALE: AS NOTED
DATE: 10/20/2005

DRAWN BY: ELA
CHECKED BY: AEF

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|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 | 1BZ & 1BY, RS 28Z | MARION | 221 | 93 |
| STA. 2321+00.00 | | TO STA. 1333+00.00 | | |
| 1001 DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



ISLAND STRIPING DETAIL



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ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING
 US ROUTE 51 AT US ROUTE 50(WEST) INTERSECTION
 SCALE: AS NOTED
 DATE: 10/20/2005
 DRAWN BY: MMH
 CHECKED BY: AEF

SEE STD. 780001 FOR ADDITIONAL INFORMATION

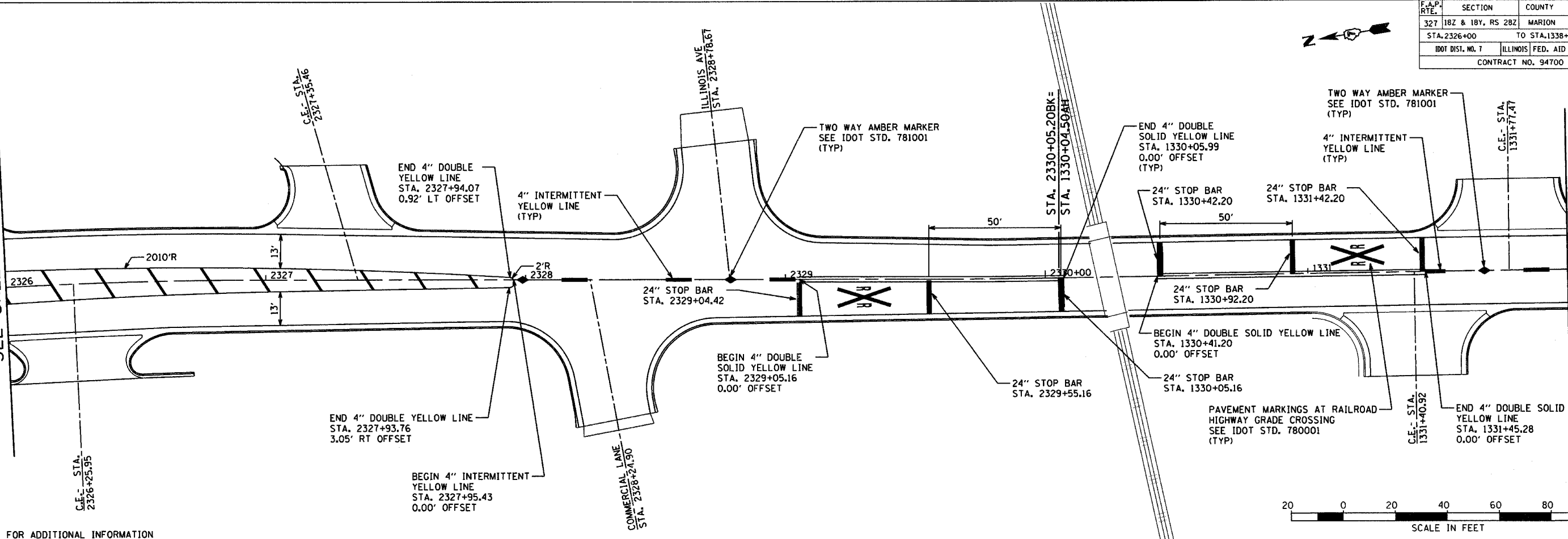
MATCHLINE STA. 466+50.00
 SEE SHEET 97



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|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 1BZ & 18Y, RS 28Z | | MARION | 221 | 94 |
| STA. 2326+00 | | TO STA. 1338+00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

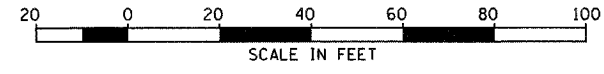


MATCHLINE STA. 2326+00.00
SEE SHEET 93

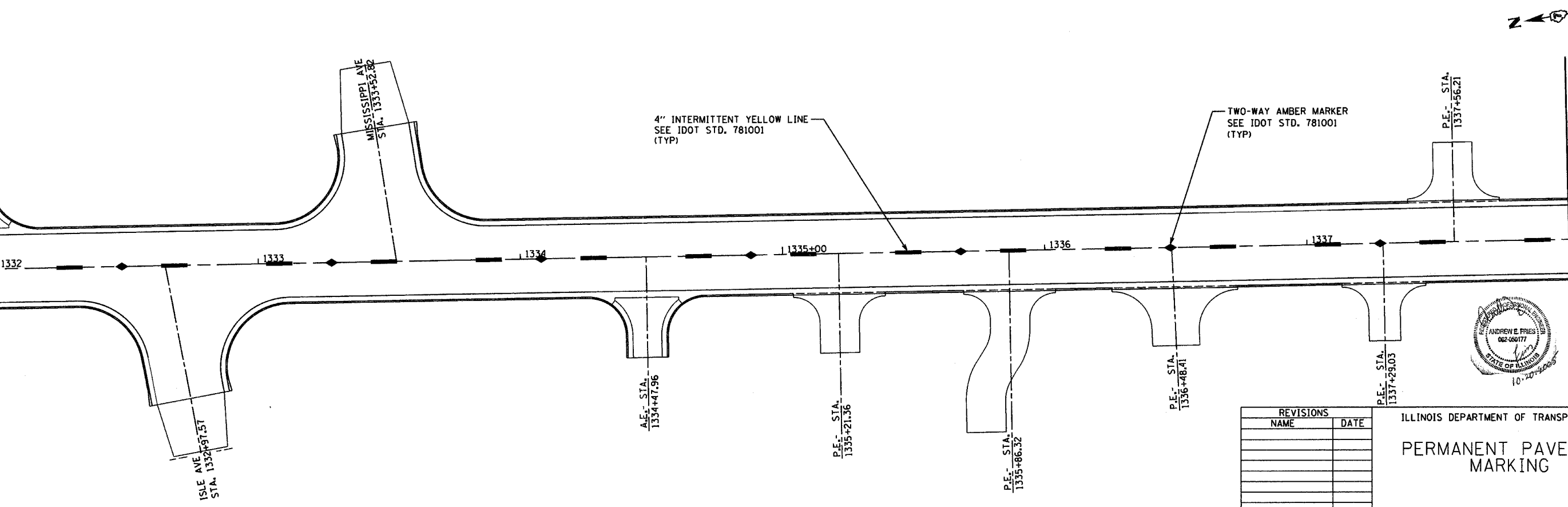


MATCHLINE STA. 1332+00.00

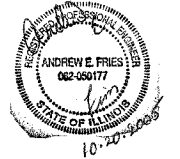
SEE STD. 780001 FOR ADDITIONAL INFORMATION



MATCHLINE STA. 1332+00.00



MATCHLINE STA. 1338+00.00
SEE SHEET 95



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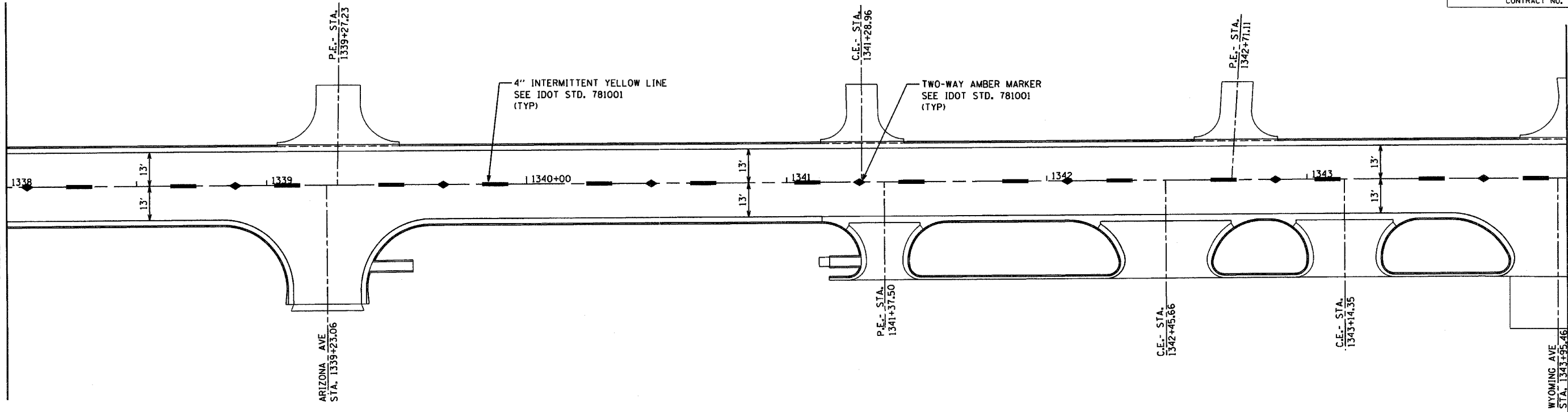
ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING

SCALE: AS NOTED
DATE 10/20/2005
DRAWN BY MMH
CHECKED BY AEF

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|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 322 18Z & 18Y, RS 28Z | MARION | 221 | 95 | |
| STA. 1333+00.00 | | TO STA. 1345+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



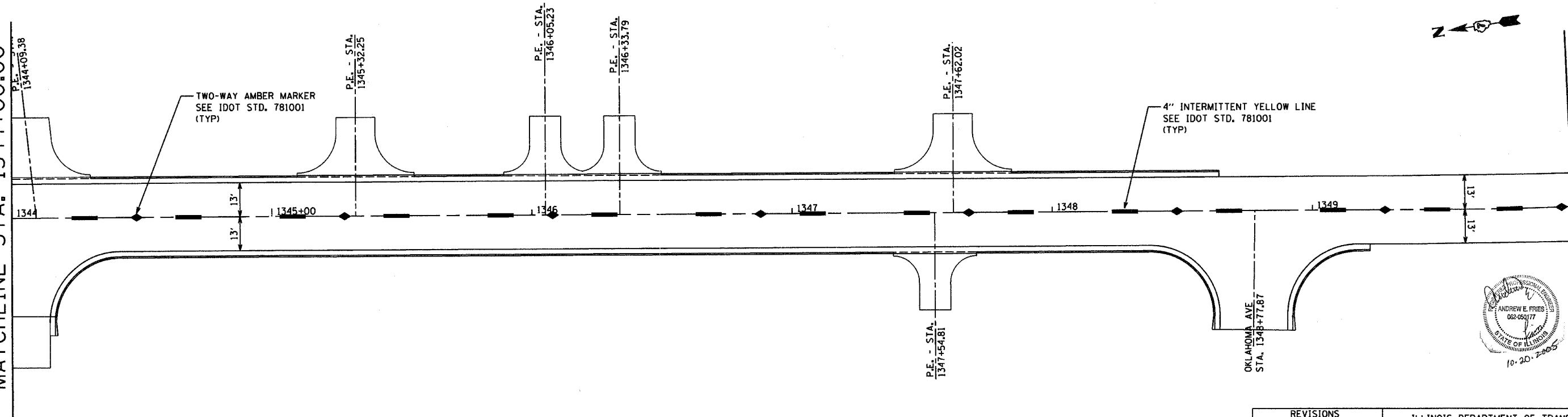
MATCHLINE STA. 1338+00.00
SEE SHEET 94



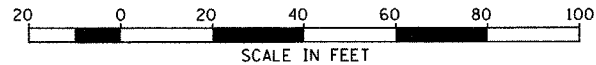
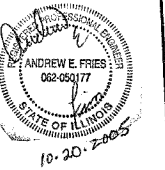
MATCHLINE STA. 1344+00.00

SEE STD. 780001 FOR ADDITIONAL INFORMATION

MATCHLINE STA. 1344+00.00



MATCHLINE STA. 1350+00.00
SEE SHEET 96



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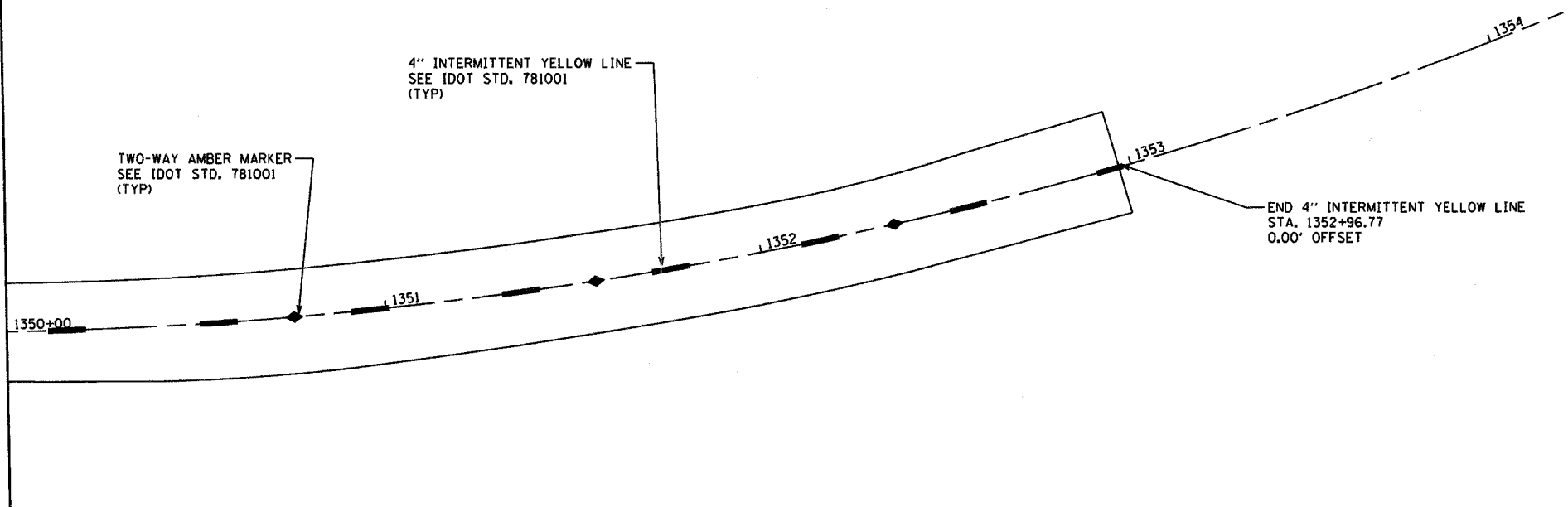
ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING

SCALE: AS NOTED
DATE 10/20/2005
DRAWN BY ELA
CHECKED BY AEF

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------|---------------------------|--------------|-----------|
| 322 | 182 & 18Y, RS 28Z | MARION | 221 | 96 |
| STA. 1345+00.00 | | TO STA. 1352+59.26 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



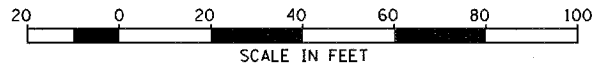
MATCHLINE STA. 1350+00.00
SEE SHEET 95



TWO-WAY AMBER MARKER
SEE IDOT STD. 781001
(TYP)

4" INTERMITTENT YELLOW LINE
SEE IDOT STD. 781001
(TYP)

END 4" INTERMITTENT YELLOW LINE
STA. 1352+96.77
0.00' OFFSET



SEE STD. 780001 FOR ADDITIONAL INFORMATION



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ILLINOIS DEPARTMENT OF TRANSPORTATION

**PERMANENT PAVEMENT
MAKING**

SCALE: AS NOTED
DATE 10/20/2005

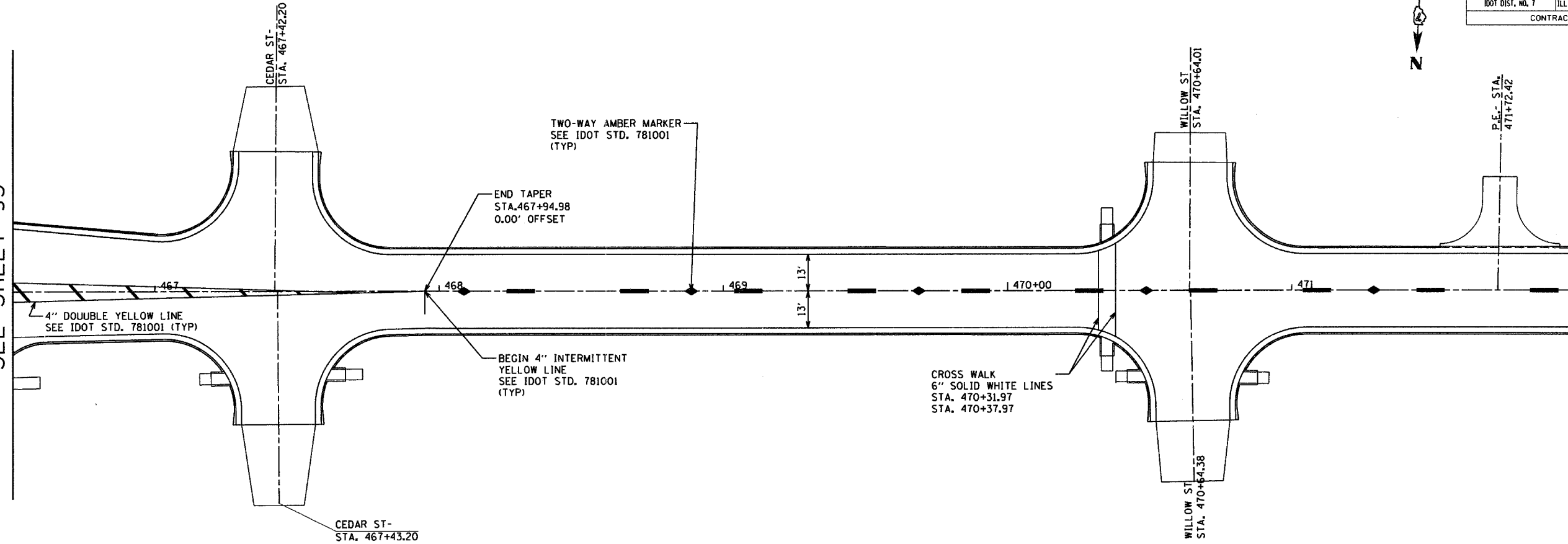
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 18Z & 18Y, RS 28Z | MARION | 221 | 97 |
| STA. 463+50.70 | | TO STA. 475+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



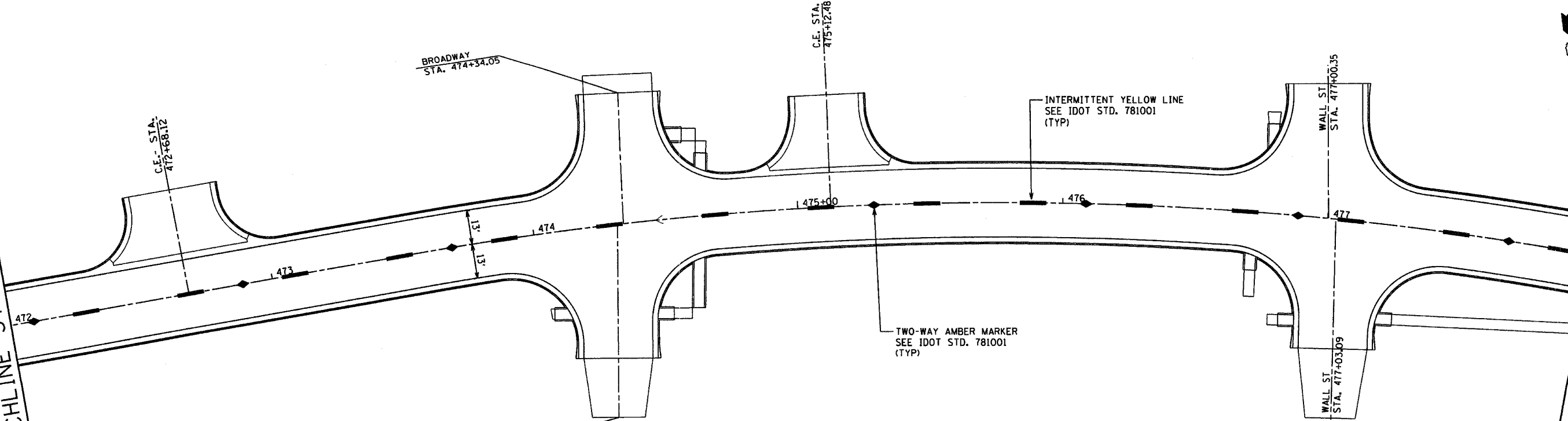
MATCHLINE STA. 466+50.00
SEE SHEET 93

MATCHLINE STA. 472+00.00

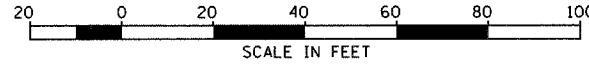


MATCHLINE STA. 472+00.00

MATCHLINE STA. 478+00.00
SEE SHEET 98



SEE STD. 780001 FOR ADDITIONAL INFORMATION



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ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING
SCALE: AS NOTED
DATE: 10/20/2005
DRAWN BY: ELA
CHECKED BY: AEF



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|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 182 & 18Y, RS 28Z | | MARION | 221 | 98 |
| STA. 475+00.00 | | TO STA. 487+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

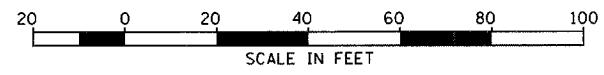
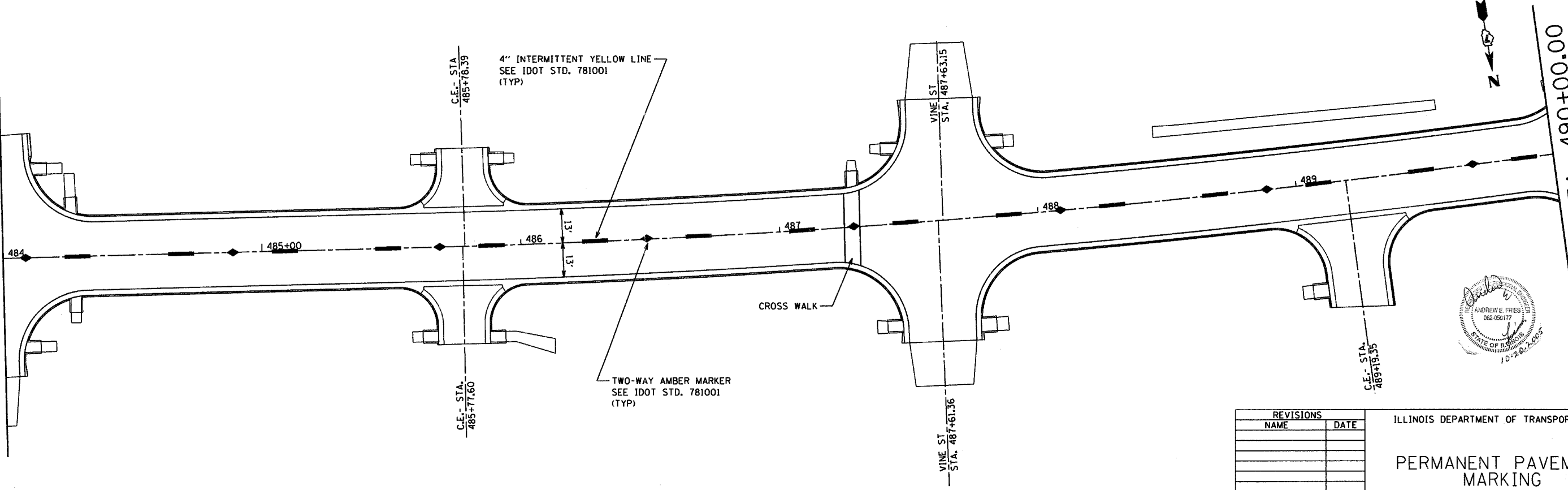
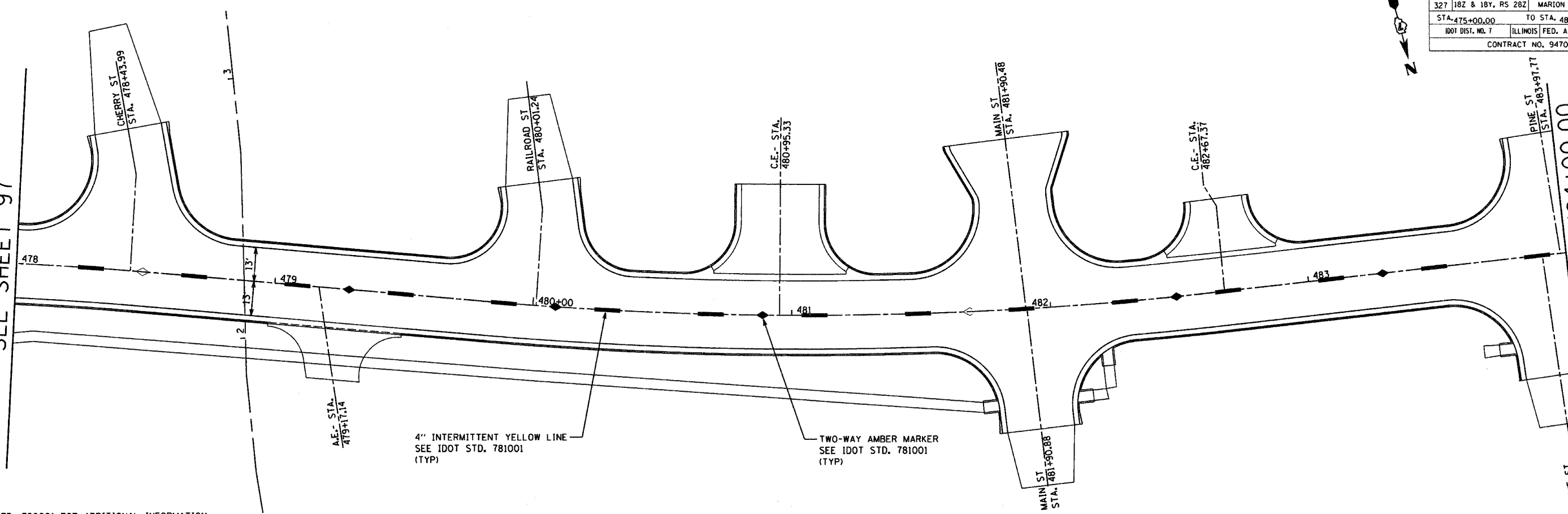
MATCHLINE STA. 478+00.00
SEE SHEET 97

MATCHLINE STA. 484+00.00

SEE STD. 780001 FOR ADDITIONAL INFORMATION

MATCHLINE STA. 484+00.00

MATCHLINE STA. 490+00.00
SEE SHEET 99

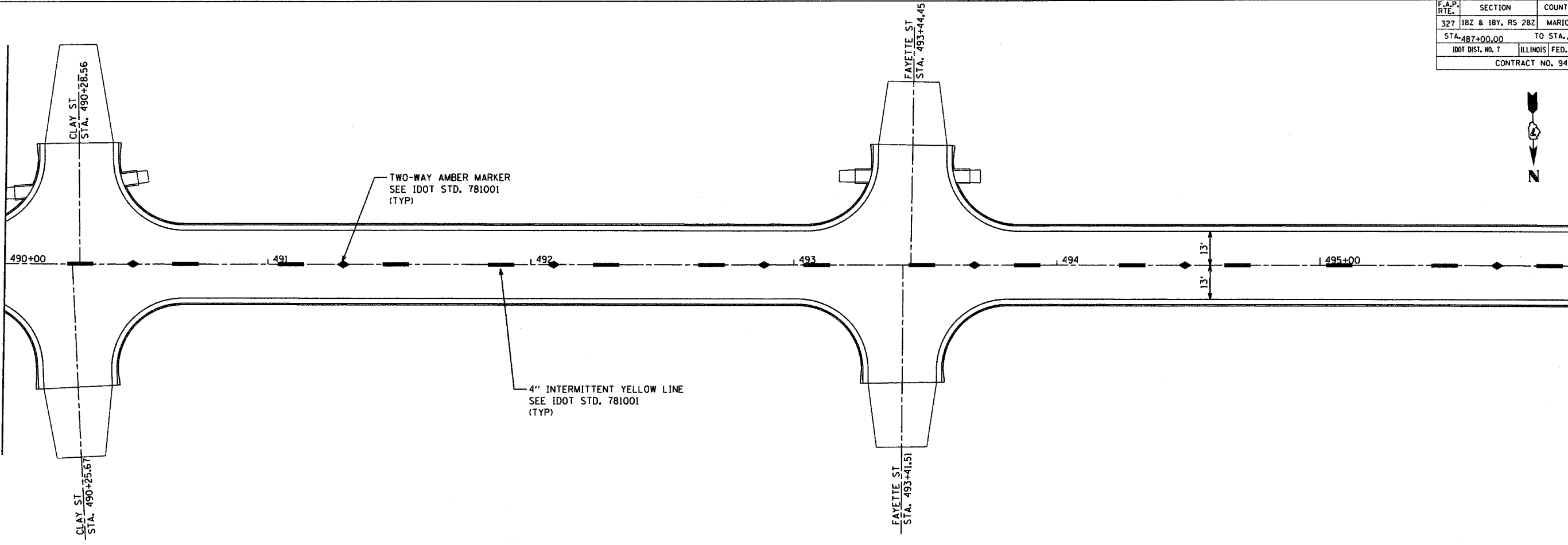


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ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING
SCALE AS NOTED
DATE 10/20/2005
DRAWN BY ELA
CHECKED BY AEF

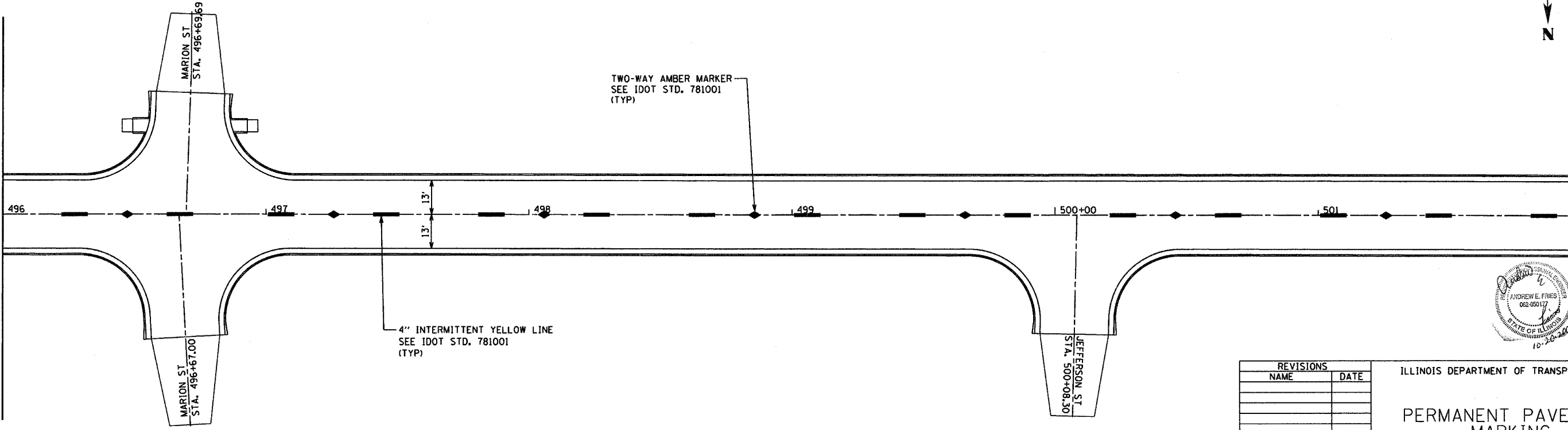
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 1B2 & 1B4, RS 282 | MARION | 221 | 99 |
| STA. 487+00.00 | | TO STA. 499+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |

MATCHLINE STA. 490+00.00
SEE SHEET 98



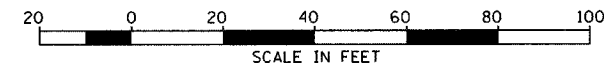
MATCHLINE STA. 496+00.00

MATCHLINE STA. 496+00.00



MATCHLINE STA. 502+00.00
SEE SHEET 100

SEE STD. 780001 FOR ADDITIONAL INFORMATION



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ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING
SCALE: AS NOTED
DATE 10/20/2005
DRAWN BY ELA
CHECKED BY AEF



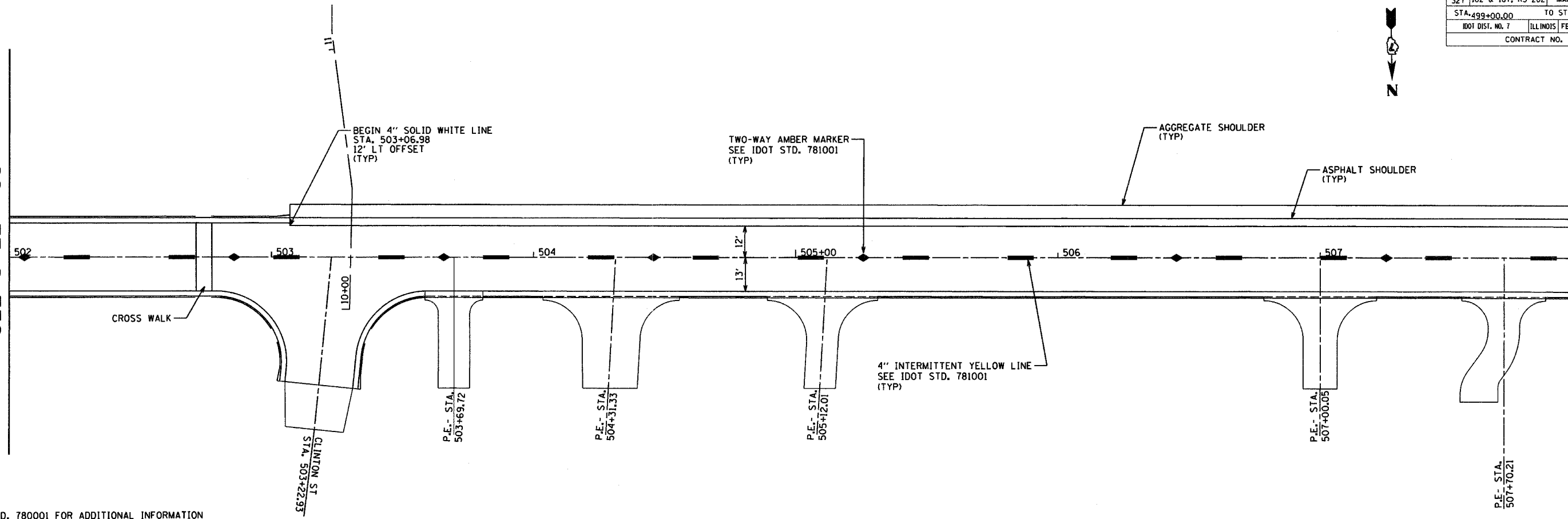
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|--------------------|-------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 327 | 182 & 18Y, RS 282 | MARION | 221 | 100 |
| STA. 499+00.00 | | TO STA. 511+00.00 | | |
| IDOT DIST. NO. 7 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 94700 | | | | |



MATCHLINE STA. 502+00.00
SEE SHEET 99

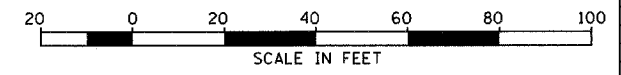
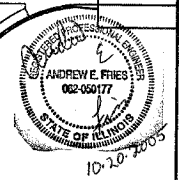
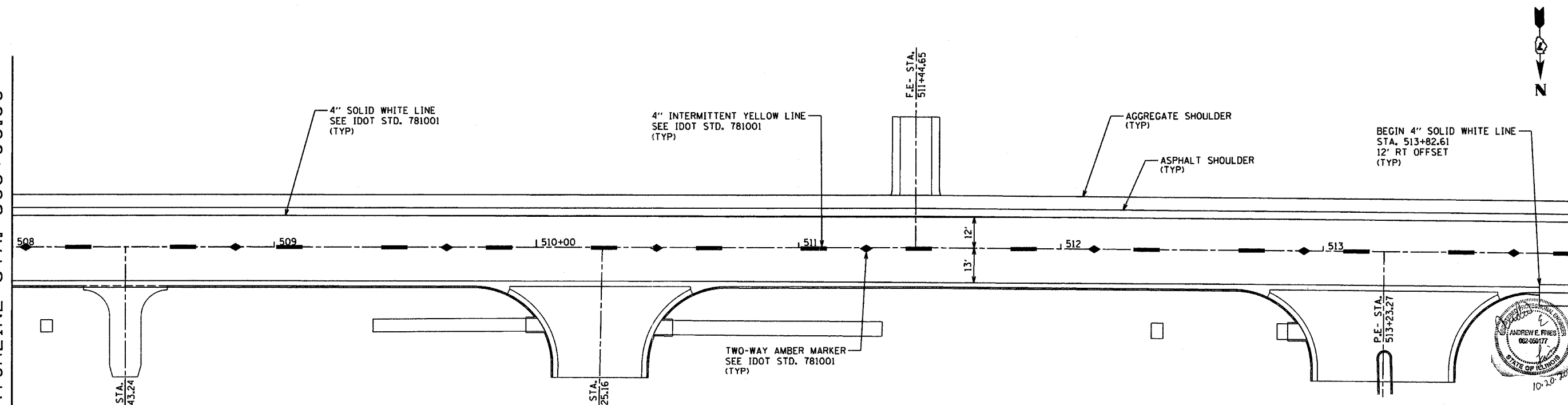
MATCHLINE STA. 508+00.00

SEE STD. 780001 FOR ADDITIONAL INFORMATION



MATCHLINE STA. 508+00.00

MATCHLINE STA. 514+00.00
SEE SHEET 101



| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
PERMANENT PAVEMENT MARKING
SCALE: AS NOTED
DATE 10/20/2005
DRAWN BY ELA
CHECKED BY AEF