INDEX OF SHEETS COVER SHEET - VOLUME 1 OF 2 INDEX OF SHEETS, LEGEND & GENERAL NOTES JOB SPECIFIC NOTES, COMMITMENTS, & PHONE NUMBERS STATUS OF UTILITIES TO BE ADJUSTED (TO BE SUPPLIED BY IDOT) SUMMARY OF QUANTITIES 5 - 24A EXISTING TYPICAL SECTIONS - US 67 25 - 26 TYPICAL SECTIONS (ALT. A) - IL 336 & RAMPS 27 - 32TYPICAL SECTIONS (ALT. B) - IL 336 & RAMPS 33 ~ 38 39 TYPICAL SECTIONS RESURFACING - US 67 40 - 47 TYPICAL SECTIONS (ALT. A) - US 67 48 - 55 TYPICAL SECTIONS (ALT. 8) - US 67 TYPICAL SECTIONS - SIDEROADS 56 SUPERELEVATION TRANSITION DETAILS 57 - 59 60 - 73 SCHEDULES OF QUANTITIES 74 PROJECT LINE DIAGRAM ALIGNMENT LAYOUTS 75 - 88 ALIGNMENT TIES AND BENCHMARKS 89 - 94 MAINTENANCE OF TRAFFIC SCHEMATICS - SIDEROADS 95 - 98 STAGE CONSTRUCTION PLANS - US 67 99 - 116 117 ~ 182 STAGE CONSTRUCTION CROSS SECTIONS - US 67 REMOVAL PLANS - US 67 183 - 184 ROADWAY PLAN & PROFILE - IL 336 185 - 210 211 - 231 ROADWAY PLAN & PROFILE - SIDEROADS & RAMPS ROADWAY PLAN & PROFILE - US 67 232 - 238 239 - 243 DRAINAGE PLAN & PROFILE - SIDEROADS DRAINAGE PLAN & PROFILE - US 67 244 - 250 251 - 259 EROSION CONTROL PLANS - SIDEROADS & US 67 260 - 275 RIGHT OF WAY PLANS INTERSECTION DETAILS 276 - 281 CROSSOVER DETAILS 282 - 283 284 - 298 ROADWAY JOINT PLANS (ALT. A) PAVEMENT MARKING & SIGNING PLANS 299 - 323 324 - 351 SIGNING DETAILS & SCHEDULES LIGHTING PLANS & DETAILS 352 - 360 BRIDGE PLANS - EAST FORK LAMOINE RIVER (SN 055-0046) 361 - 413 414 - 432 BRIDGE PLANS - WILDLIFE CROSSING \*1 (SN 055-0068) 433 ~ 461 BRIDGE PLANS - IL 336/IL 110 OVER CH 14 (SN 055-0070) 462 - 482 BRIDGE PLANS - WILDLIFE CROSSING #2 (SN 055-0072) 483 - 505 BRIDGE PLANS - TR 950E OVER IL 336/IL 110 (SN 055-0074) 506 - 525 BRIDGE PLANS - WILDLIFE CROSSING #3 (SN 055-0075) 526 - 552 BRIDGE PLANS - CH 20 OVER IL 336/IL 110 (SN 055-0077) BRIDGE PLANS - TR 1100E OVER IL 336/IL 110 (SN 055-0078) 553 - 578 579 - 583 BOX CULVERT EXTENSION - US 67 OVER DRAINAGE DITCH (SN 055-2508) 584 - 585 RAMP TERMINAL DETAILS 586 - 589 SPECIAL DETAILS 590 - 614 DISTRICT 4 STANDARD DETAILS 615 COVER SHEET - VOLUME 2 OF 2 616 - 764 CROSS SECTIONS - IL 336/IL 110 765 - 852 CROSS SECTIONS - SIDEROADS & RAMPS 853 - 874 CROSS SECTIONS - US 67

INCLUDES SHEETS 24A, 396A, 421A, 444A, 470A, 490A, 514A, 549A AND 574A

# LIST OF STANDARDS

(UNLESS OTHERWISE NOTED. STANDARDS SHALL APPLY TO ALTERNATE A & B)

|     |          |       |     |           | ~ *       |
|-----|----------|-------|-----|-----------|-----------|
| 00  | 00001-06 |       |     | 606001-06 | 701901-04 |
| 28  | 80001-07 |       |     | 606006-02 | 704001-07 |
| 40  | 06001-06 | (ALT. | 8)  | 606301-04 | 720001-01 |
| 40  | 06101-05 | (ALT. | 8)  | 630001-10 | 720006-04 |
| 42  | 20001-08 | (ALT. | A } | 630301-06 | 720011-01 |
| 42  | 20101-05 | (ALT. | A)  | 631031-13 | 720021-02 |
| 42  | 20201-09 | (ALT. | A.) | 635001-01 | 728001-01 |
| 42  | 20301-06 | (ALT. | A)  | 635006-03 | 780001-05 |
| 42  | 20401-11 |       |     | 635011-02 | 781001-03 |
| 44  | 42201-03 |       |     | 642001-02 | 782001    |
| 48  | 82001-02 | (ALT. | 8)  | 643001-02 | 821101-01 |
| 48  | 83001-04 | (ALT. | A)  | 664001-02 | 825006-02 |
| 5.5 | 15001-03 |       |     | 665001-02 | 830021-02 |
| 54  | 42301-03 |       |     | 666001-01 | 830026    |
| 54  | 42401-01 |       |     | 701001-02 | 836001-02 |
| 60  | 01001-04 |       |     | 701006-05 | 838001    |
| 60  | 01101-01 |       |     | 701011-04 | BLR 21-9  |
| 60  | 02301-04 |       |     | 701101-04 | BLR 22-7  |
| 60  | 02306-03 |       |     | 701106-02 | BLR 24-2  |
| 60  | 02401-03 |       |     | 701400-08 |           |
| 60  | 02601-03 |       |     | 701401-09 |           |
|     | 02701-02 |       |     | 701402-10 |           |
|     | 04086-03 |       |     | 701406-09 |           |
| -   | 04101-01 |       |     | 701428    |           |
| ~ ~ |          |       |     |           |           |

GENERAL NOTES

SOIL REPORT AVAILABILITY
THE SOILS REPORT AND ALL SOILS DATA COLLECTED AND PROCESSED FOR THE SOILS REPORT MADE IN
CONJUNCTION WITH THE DESIGN OF THIS IMPROVEMENT IS ON FILE AT THE DISTRICT OFFICE WHERE IT IS AVAILABLE FOR INSPECTION BY CONTRACTORS OR PROSPECTIVE BIDDERS. BY SUBMITTING A BID. THE CONTRACTOR ACKNOWLEDGES THAT THE SOILS REPORT HAS BEEN MADE AVAILABLE AND IS AWARE OF THE REPORT CONTENTS AND APPENDICES.

AVAILABILITY OF ELECTRONIC FILES
MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR.
IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND
DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

THE LOCATION/INFORMATION ON PLANS
THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE
LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION
AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

TREE REMOVAL - UTILITY RELOCATION
TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR
FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT
TREE REMOVAL ACTIVITIES WITH THE UTILITY COMPANIES TO ELIMINATE CONFLICTS AND POTENTIAL DELAYS CAUSED BY UTILITY TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.

PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.

TREE REMOVAL
THE DISTRICT FOUR TREE COMMITTEE SHOULD BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS.

RIGHT-OF-WAY
UNLESS OTHERWISE INDICATED ON THE ROW PLAN SHEETS, ALL RIGHT-OF-WAY SHOWN IN THE PLANS AS PROPOSED ROW WAS PREVIOUSLY ACQUIRED FOR CONSTRUCTION OF THE PRE-GRADED SECTION (55-3) AND IS CONSIDERED EXISTING ROW.

PROPERTY OWNER ACCESS REQUIREMENT ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

SFEDING - SIDESLOPE RIPPING ALL SLOPES STEEPER THAN 3 TO 1 AND OVER 15 FT. (4.5 m) IN HEIGHT SHALL BE RIPPED. THIS SHALL CONSIST OF RIPPING BETWEEN 18 INCHES TO 24 INCHES (450 mm TO 600 mm) DEEP NORMAL TO THE SLOPE. THE INTERVAL OF RIPPING ALONG THE SLOPE SHALL BE 12 FT. (3.6 m). THIS WORK SHALL BE DONE AFTER THE SEED BED HAS BEEN PREPARED BUT BEFORE ANY FERTILIZER OR SEED HAS BEEN APPLIED. THE FERTILIZER AND SEED SHALL BE APPLIED WITHIN A 24-HOUR PERIOD AFTER THE RIPPING HAS BEEN DONE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE VARIOUS ITEMS OF SEEDING INVOLVED.

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107,22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (CULTURAL AND NATURAL RESOURCES REVIEW OF BORROW AREAS)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM D4 PIO101

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED WASTE SITE ENVIRONMENTAL CLEARANCES AND FIVE WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.

# LECEND OF MONESTANDARD SYMBOLS

| LEGEND OF N                               | ION-STANDARD SYMBOLS                     |
|---|--|
| ~~»~~»                                    | PROPOSED DITCH                           |
| مارات وزيامه ماريت                        | EXISTING DITCH                           |
| TOG                                       | TOP OF GRATE                             |
| TOC                                       | TOP OF CUR8                              |
| EOP                                       | EDGE OF PAVEMENT                         |
|   | SPECIAL DITCH LEFT (SP DT LT)            |
|   | SPECIAL DITCH RIGHT (SP DT RT)           |
|   | SPECIAL MEDIAN DITCH (SP MED DT)         |
| TBR                                       | ITEM TO BE REMOVED                       |
|   | HOT-MIX ASPHALT SURFACE REMOVAL          |
| ~\$&\!\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | FENCE REMOVAL                            |
|   | PAVEMENT/SHOULDER REMOVAL                |
|   | PAVEMENT PATCHING                        |
| FST                                       | FLAT SLAB TOP<br>(SEE HWY STO OR DETAIL) |
| (TB)                                      | TRENCH BACKFILL, CU. YDS.                |

### HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| HE FOLLOWING MIXTURE REQUI               | REMENTS ARE APPLICABLE F                         | OK 1HI2 PROJECT:                                    |                                      |                                |                               |                                    | Ţ                               | <del></del>                  |
|--|--|---|--------------------------------------|--------------------------------|-------------------------------|------------------------------------|---------------------------------|------------------------------|
| MIXTURE USE(S):                          | FULL DEPTH HMA<br>POLYMER SURFACE<br>COURSE (2") | FULL DEPTH HMA<br>POLYMER BINDER<br>COURSE (2 1/4") | FULL DEPTH HMA<br>LOWER BINDER LIFTS | HMA SHOULDER<br>(SURFACE LIFT) | HMA SHOULDER<br>(LOWER LIFTS) | HMA SURFACE<br>COURSE (SIDE ROADS) | HMA BASE COURSE<br>(SIDE ROADS) | INCIDENTAL SURFACE<br>COURSE |
| AC/PG:                                   | SBS OR SBR 70-28                                 | SBS OR SBR 70-28                                    | PG 64-22                             | PG 64-22                       | PG 64-22                      | PG 64-22                           | PG 64-22                        | PG 64-22                     |
| DESIGN AIR VOIDS:                        | 4.0% <b>c</b> N=70                               | 4.0% <b>e</b> №70                                   | 4,0% <b>e</b> N≈70                   | 4.0% <b>e</b> N=50             | 4.0% @ N=50                   | 4.0% & N=50                        | 4.0% @ N=50                     | 4.0% <b>Q</b> N=50           |
| MIXTURE COMPOSITION: (MIXTURE GRADATION) | IL 9.5   | IL 9.5  | IL 19.0                              | IL 9.5                         | IL 19.0                       | IL 9.5                             | IL 19.0                         | IL 9.5                       |
| FRICTION AGGREGATE:                      | MIX D (DOLOMITE ONLY)                            | N.A.  | N.A.                                 | MIX C                          | N.A.                          | MIX C                              | N.A.                            | MIX C                        |
| QUALITY MANAGEMENT<br>PROGRAM:           | PFP  | PFP   | PFP                                  | QCQA                           | QCQA                          | QCQA                               | QCQA                            | QCQA                         |

10 INDIVIDUAL LIFT THICKNESS OF EACH MIX TYPE WILL BE NO LESS THAN 3 TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 TIMES NOMINAL MAXIMUM AGGREGATE SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2) FOR DESIGN PURPOSES, MIXTURE WEIGHT FOR ALL MIXES IS DETERMINED TO BE 112.0 LB/S.Y./IN., UNLESS OTHERWISE NOTED.

3) SUBLOT SIZES FOR PFP AND QCP MIXES WILL BE 1000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

| Δ | REVISED | 6-1-15 |
|---|---------|--------|
|   |         | _ ,    |

|     | Fire wase, -                             | SSER WARE - Steen                      | DESIGNED - | JRB       | REVISED - |                              |   | FAP ROUTE 407 (I        | L 336 /IL 110)   |             | F.A.P. | SECTION                     | COUNTY      | TOTAL SHEETS | NO. |
|-----|--|--|------------|-----------|-----------|------------------------------|---|-------------------------|--|-------------|--------|-----------------------------|-------------|--------------|-----|
|     | Villeamsportation/2011/2-Lane Faving Pla | roNEASO SheetsNO4E8844-sht-germote.dgn | DRAWN      | TJD       | REVISED - | STATE OF ILLINOIS            | INDEX OF SHEETS, LEGEND & GENERAL NOTES |                         |  |             | 407    | 55C3(PV,H8(2-6);8,8-1,8-2)] | MoDONOUGH   | 874          | 2   |
| - 1 |  | PLOF SCALE : 2,000 Ft / IN.            | CHECKED .  | JRB       | REVISEO - | DEPARTMENT OF TRANSPORTATION |   |                         | an engagement of the part of t |             |        |                             | CONTRACT    | NO. 688      | 44  |
| - 1 |  | FL01 0A3E : 27272015                   | DATE       | 1-30-2015 | REVISED - |                              | SCALE: N/A                              | SHEET NO. 1 OF 2 SHEETS | STA. N/A   | TO STA, N/A |        | ILLINOIS FED. A             | ato project |              |     |

HOT-MIX ASPHALT PAVING (ALTERNATE B)
ALL LIFTS OF HOT-MIX ASPHALT BINDER COURSE, IL 19.0, NTO; POLYMERIZED HOT-MIX ASPHALT BINDER
COURSE, IL 19.0, NTO AND POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, NTO SHALL BE
PLACED ACROSS BOTH LANES OF IL 336 SIMULTANEOUSLY. THIS SHALL BE ACCOMPLISHED BY USING ONE HMA PAVER CAPABLE OF PAVING THE ENTIRE WIDTH OF BOTH LANES OR USING TWO HMA PAVERS

PAVEMENT STATION NUMBERS & PLACEMENT
THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY, THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20 mm) WIDE, 5 INCHES (125 mm) HIGH AND 5/8 INCH (15 mm) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150 mm) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

- 2, 3, & 5 LANE PAVEMENTS RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)", WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ASSOCIATED

AGGREGATE FOR DRIVEWAY REPLACEMENT THE MATERIAL USED FOR CONSTRUCTION OF PERMANENT AGGREGATE DRIVEWAYS SHALL BE GRAVEL OR CRUSHED STONE, AS DIRECTED BY THE ENGINEER. TO REPLACE IN KIND THE EXISTING AGGREGATE DRIVEWAYS.

NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR THIS REQUIREMENT BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PAY ITEM FOR THE AGGREGATE AS SPECIFIED ON THE PLANS.

PAVING SURFACE COURSE CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE, NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS
THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS, THE CONNECTING OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.

MEDIAN AND ISLAND NOSES WHEN CONSTRUCTING MEDIAN AND ISLAND NOSES THE FOLLOWING CRITERIA SHOULD BE FOLLOWED:

- BARRIER CURB SHALL BE USED TO CONSTRUCT NOSES WHEN THE MEDIAN OR ISLAND SURROUNDS A MAST ARM OR OTHER NON-BREAKAWAY FOUNDATION.
- RAMPED NOSES SHALL BE USED ON MEDIANS OR ISLANDS WITH BREAKAWAY POSTS.

BUTT JOINT CUTTING TIME RESTRICTION
BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE HMA SURFACE COURSE.

SIGN POST HOLES

VERTICAL HOLES SHALL BE CONSTRUCTED IN THE ISLAND PAVEMENT AND/OR CONCRETE MEDIAN OF THE TYPE SPECIFIED OR CONCRETE MEDIAN SURFACE 4 INCHES (100 mm). THE HOLES SHALL BY 24 INCHES (600mm) IN DIAMETER OR 24 INCHES (600 mm) SQUARE AND THEY SHALL BE FREE OF ANY OBSTRUCTION EXCEPT EARTH, FOR A DEPTH OF 5 FEET (1.5 m) AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, ANY HOLES NOT USED FOR THE PLACEMENT OF SIGNS SHALL BE FILLED AND COMPACTED FLUSH WITH THE TOP OF THE ISLAND PAVEMENT, CONCRETE MEDIAN OF THE TYPES SPECIFIED, OR CONCRETE MEDIAN SURFACE 4 INCHES (100 mm). THE TOP 3 INCHES (75 mm) OF SAID COMPACTED FILL SHALL CONSIST OF A HOT-MIX ASPHALT MIXTURE, ALL HOLES IN WHICH THE SIGN POSTS ARE INSTALLED AT THE TIME OF THIS CONTRACT SHALL BE SIMILARLY FILLED.

THIS WORK, INCLUDING ANY REQUIRED PAVEMENT REMOVAL NECESSARY TO CONSTRUCT THE SIGN POST HOLES, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR ISLAND PAVEMENT AND/OR CONCRETE MEDIAN OF THE TYPE SPECIFIED. OR CONCRETE MEDIAN SURFACE, 4 INCHES (100 mm),

FILE

RIGHT-OF-WAY MARKERS
WHEN INSTALLING RIGHT-OF-WAY MAKERS, CARE SHALL BE TAKEN TO NOT DISTURB ANY EXISTING PROPERTY/RIGHT-OF-WAY PINS. IF A PROPERTY/RIGHT-OF-WAY PIN IS FOUND AT THE LOCATION OF A PROPOSED RIGHT-OF-WAY MARKER, THE MARKER SHALL BE PLACED ONE (1) FOOT IN FRONT OF THE PIN. ENGINEERS FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (I) AND 670.04 (a):

ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

SETTING OF SECTION CORNER MONUMENTATION
ALL SECTION CORNER LOCATION ON THIS PROJECT SHALL BE LOCATED AND VERIFIED BY A LICENSED LAND SURVEYOR PRIOR TO ANY REMOVAL WORK BEING PERFORMED. THE LAND SURVEYOR SHALL LOCATE THE EXISTING SECTION CORNERS THROUGH COURTHOUSE RESEARCH, PERSONAL KNOWLEDGE OR THROUGH THE ASSISTANCE OF LOCAL FIRMS PERFORMING LAND SURVEYING IN THE AREA. IF THE SECTION CORNER DOES NOT EXIST THROUGH EITHER ITS PHYSICAL LOCATION OR THROUGH TIES IN THE FIELD IT SHALL NOT BE RESET. THERE SHALL BE NO CALCULATING OF SECTION CORNERS ONTO A PROJECT REQUIRED.

ONCE THE PAVING AND STRIPING OPERATIONS HAVE BEEN PERFORMED THE SECTION CORNER SHALL BE RESET AT THE DIRECTION OF A LICENSED LAND SURVEYOR. IF ANY DIMENSIONS HAVE BEEN CHANGED, IT SHALL BE THE RESPONSIBILITY OF THE SURVEYOR TO FILE A NEW MONUMENT RECORD IN THE APPROPRIATE COURTHOUSE.

A COPY OF ALL DRAWINGS OR MONUMENT RECORDS PRODUCED FROM THIS PROJECT SHALL BE SENT TO THE CHIEF OF SURVEYS, ILLINOIS DEPARTMENT OF TRANSPORTATION, REGION THREE/DISTRICT FOUR. PEORIA ILLINOIS

THE SUPPLYING, DRILLING, SETTING OF DISKS, PROFESSIONAL SERVICES, LABOR AND ANY OTHER ADDITIONAL WORK REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR UNDER PAY ITEM FOR PERMANENT SURVEY MARKERS, TYPE I.

REFER TO DISTRICT FOUR CADD STANDARD 667101 FOR DETAILS.

SIGNING SIGN LOCATIONS MAY VARY FROM THE STATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH DIRECTIONS FROM THE ENGINEER AT THE TIME OF CONSTRUCTION, SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD TO AVOID ANY FOUND UTILITIES.

ALL WOOD POST LOCATIONS SHALL BE VERIFIED WITH THE BUREAU OF OPERATIONS, TRAFFIC SECTION, BEFORE INSTALL ATION.

## JOB SPECIFIC NOTES

EURNISHED EXCAVATION

THERE IS SUITABLE EMBANKMENT LOCATED IN THE INFIELD OF THE US 136/IL 336 INTERCHANGE THAT CAN BE USED AS EMBANKMENT. THE CONTRACTOR SHALL HAVE ACCESS TO THIS LOCATION FOR PROVIDING THE FURNISHED EXCAVATION NECESSARY FOR CONSTRUCTION. ALL AREAS DISTURBED BY EXCAVATION SHALL GRADED, SEEDED AND PROPER EROSION CONTROL PLACED TO THE SATISFACTION OF THE ENGINEER. THE WORK ASSOCIATED WITH THIS SITE RESTORATION SHALL NOT BE PAID FOR SEPARATELY, BUT CONSIDERED INCLUDED IN THE COST OF THE FURNISHED EXCAVATION. ANY TRAFFIC CONTROL NECESSARY TO UTILIZE THIS AREA SHALL BE INSTALLED TO THE SATISFACTION OF THE ENGINEER AND SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

MANHOLES AND INLETS

FOR INLETS AND MANHOLES CONSTRUCTED IN CONJUNCTION WITH THE CURB AND GUTTER, THE DISTANCE SHOWN ON THE PLANS IS TO THE FACE OF CURB, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONSTRUCT EACH INLET OR MANHOLE, AT THE PROPER LOCATION, SO THAT THE FRAME OR GRATE MATCHES THE CURB LINE.

FOR ALL MANHOLES OR INLETS NOT CONSTRUCTED IN CONJUNCTION WITH THE CURB AND GUTTER OR CURB, THE DISTANCE SHOWN ON THE PLAN IS TO THE CENTER OF THE MANHOLE OR INLET.

TOP SOIL REMOVAL
MATERIAL ACCEPTABLE FOR USE AS TOPSOIL IS AVAILABLE THROUGHOUT THE LIMITS OF THE SIDEROAD
IMPROVEMENT PORTIONS OF THE PROJECT WITHIN THE ROW LIMITS IN BOTH CUT AND FILL SECTIONS.
TOPSOIL SHOULD BE REMOVED TO THE DEPTH ENCOUNTERED OR TO AN AVERAGE DEPTH OF 4". THE TOPSOIL SHALL BE STOCKPILED FOR LATER USE, AS APPROPRIATE.

ACTUAL TOPSOIL THICKNESSES ENCOUNTERED VARY FROM 4" TO 12" WITHIN THE LIMITS OF THE IMPROVEMENTS. BELOW IS A LIST OF ANTICIPATED TOPSOIL THICKNESSES AS IDENTIFIED IN THE ROADWAY GEOTECHNICAL REPORT (RGR). ACTUAL TOPSOIL THICKNESSES WILL LIKELY VARY.

ESTIMATED THICKNESS

TOWER ROAD CH 20 TR 1100E US 67

EXISTING EROSION CONTROL

ANY EXISTING EROSION CONTROL ITEM FROM PREVIOUS OR ADJACENT CONTRACTS SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.

12"

SETTLEMENT
TO FACILITATE PROPER SETTLEMENT OF UNDERLYING SOILS IN AREAS OF PROPOSED EMBANKMENTS, THERE ARE AREAS THAT HAVE BEEN IDENTIFIED IN THE ROADWAY GEOTECHNICAL REPORT (RGR) AND SHOWN IN THE PLANS THAT REQUIRE THE OF SETTLEMENT PLATFORMS.

THE FOLLOWING ARE THE LOCATIONS HAVING SOILS THAT WILL REQUIRE SETTLEMENT MEASURES:

LOCATION
TR 950E: STA 3017+00 TO 3020+00
CH 20: STA 5008+00 TO 5013+00
TR 1100E: STA 6017+00 TO 6021+00

LOCAL DETOUR
PAVEMENT PATCHING OF LOCAL DETOUR ROADWAYS SHALL BE COMPLETED
PRIOR TO THE CLOSURE ANY SIDEROAD.

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

# FAP ROUTE 407 (IL 336 /IL 110) **GENERAL NOTES, COMMITMENTS & PHONE NUMBERS** SHEET NO. 2 OF 2 SHEETS STA. N/A

SCALE: N/A

SECTION COUNTY TOTAL SHEE McDONOUGH 874 3 CONTRACT NO. 68844

# ALTERNATE BID NOTES:

THOSE SHOWN WITHIN.

AND BEHIND THE GATE.

MR. JEFF LEE (309) 333-7333 (C)

LOCATIONS

IL 336/IL 110:

PARTIES TO WHICH THE COMMITMENT WAS MADE.

McDONOUGH COUNTY ENGINEER: MR. TOM HICKMAN (309) 833-4196 (W)

EMMET TOWNSHIP ROAD COMMISSIONER:

McDONOUGH COUNTY ESDA: (309) 837-2686

US POST OFFICE IN MACOMB: (309) 833-5594

BOARD OF EDUCATION: (309) 833-4161

PROCESSING LIME MODIFIED SOIL

IL 336/IL 110: STA 598+00 TO STA 603+50 STA 607+00 TO STA 610+50 STA 615+00 TO STA 618+00 STA 712+00 TO STA 722+00 STA 723+00 TO STA 730+00 STA 745+00 TO STA 750+50 STA 750+50 TO STA 750+50 STA 750+50 TO STA 760+00 STA 775+00 TO STA 778+50 STA 775+00 TO STA 778+50 STA 7950+00 TO STA 784+00 STA 795+50 TO STA 806+00 STA 847+00 TO STA 863+00

RAMP L: STA 66+50 TO STA 73+50

RAMP K: STA 100+00 TO STA 107+00

RAMP A: STA 321+00 TO STA 326+50

FIRE DEPARTMENT: (309) 836-7800 (NON-EMERGENCY)

AMBULANCE SERVICE: (309) 837-4500 (NON-EMERGENCY)

SCHOOL DISTRICT 185 TRANSPORTATION DEPT: (309) 836-6806

McDONOUGH COUNTY PUBLIC TRANSPORTATION: (309) 837-3941

THE PLANS CONTAIN PROVISIONS FOR A BASE BID OF PORTLAND CEMENT CONCRETE PAVEMENT (PCC), ALTERNATE A, AND AN ALTERNATE BID OF HOT-MIX ASPHALT PAVEMENT (HMA), ALTERNATE B. THE ALTERNATE BID PROVISION SHALL APPLY TO THE IL 336 MAINLINE, RAMPS K AND L AT THE US 136 INTERCHANGE, AND RAMPS A AND D AT THE US 67 INTERCHANGE. ALL OTHER SIDEROAD PAVEMENTS SHALL BE AS SHOWN IN THE PLANS, THE CONTRACTOR SHALL NOTE THE FOLLOWING:

IF THE BASE BID (ALTERNATE A-PCC) IS AWARDED, THE FOLLOWING SHEETS AND STANDARDS SHALL BE DELETED FROM THE PLAN SET: SHEETS 33-38, 48-55 AND 62-63; STANDARDS 406001-06, 406101-05 AND 482001-02.

JOB SPECIFIC NOTES (CONTINUED)

CONSECUTIVE SIDE STREET (ROAD) CLOSURE SIDE STREETS (ROADS) MAY BE CLOSED AT THE SAME TIME DURING CONSTRUCTION. ONLY AS INDICATED IN THE TRAFFIC CONTROL PLANS AND AS APPROVED BY THE ENGINEER.

BLR STANDARD 21 SHALL BE USED FOR ALL LOCAL ROAD CLOSURES WITHOUT ANY ENTRANCES WITHIN THE CLOSED AREA. BLR STANDARD 22 CAN BE USED WHERE IT IS NECESSARY TO ALLOW LOCAL TRAFFIC ACCESS.

COMMITMENTS
THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER (JAMES OR SHELLEY STANDLEY)

NEWLY INSTALLED FENCE AND SHALL BE CONFINED TO THE AREA DIRECTLY IN FRONT OF

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL

ANY ENTITIES REALIZED TO BE AFFECTED BY CONSTRUCTION SHALL BE CONTACTED

McDONOUGH COUNTY SHERIFF'S DEPT .: (309) 833-2323 (NON-EMERGENCY/ADMIN.)

PROCESSING LIME MODIFIED SOIL SHALL BE 12" MINIMUM, EXCEPT IN THE AREAS AND DEPTHS SHOWN BELOW:

16" 16" 18" 24" 18" 24" 14" 14"

16"

VARYING FIELD CONDITIONS
THESE PLANS WERE PREPARED BASED UPON THE GRADING SECTION (55-3)A,

CONTRACT NO. 68A42, HAVING BEEN BUILT AS SHOWN IN THOSE PLANS.

BECAUSE CONSTRUCTION WAS NOT COMPLETE PRIOR TO THE COMPLETION

OF THESE PLANS, ACTUAL AS-BUILT FIELD CONDITIONS MAY VARY FROM

PRIOR TO THE CLOSING OF THE ROADWAY. THESE INCLUDE BUT ARE NOT LIMITED TO:

PRIOR TO ANY WORK BEING PERFORMED ON THEIR DRIVEWAY ON THE SOUTH SIDE OF COUNTY

HIGHWAY 20 WHICH ACCESSES THE PASTURE, WEST OF THEIR HOUSE. ALL WORK NECESSARY TO PREPARE THE LOCATION AND PLACE THE AGGREGATE DRIVE SHALL NOT DISTURB THE

IF THE ALTERNATE BID (ALTERNATE B-HMA) IS AWARDED. THE FOLLOWING SHEETS AND STANDARDS SHALL BE DELETED FROM THE PLAN SET: SHEETS 27-32, 40-47, 60-61 AND 284-298; STANDARDS 420001-08, 420101-05, 420201-09, 420301-06 AND 483001-04.

| NAME :                               | USER NAME » Jūgan                      | DESIGNED - | JRB       | REVISED | - | Δ | 5/15/2015 |   |
|--------------------------------------|--|------------|-----------|---------|---|---|-----------|---|
| ransportation\Z891\Z-Lane Paving Pla | rs\cadd aneets\D468844-sht-gennoto.dgn | DRAWN -    | TJD       | REVISED | - |   |           |   |
|                                      | PLOT SCALE : 2.000 FT / IN.            | CHECKED -  | JR8       | REVISED | - |   |           |   |
|                                      | 54 DY DAYE - 621922855                 | DATE .     | 1-30-2015 | REVISED |   |   |           | i |

|   |  |        |                      | CONSTRUCTION CODE    |  |                      |  |                      |                      |                      |                      |  |   |
|---|--|--------|----------------------|----------------------|--|----------------------|--|----------------------|----------------------|----------------------|----------------------|--|---|
|   |  |        |                      | FED/STATE<br>80%/20% | FED/STATE<br>80%/20%                         | FED/STATE<br>80%/20% | FED/STATE<br>80%/20%   | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20%   | FED/STATE<br>80%/20%                    |
|   |  |        | FED/STATE<br>80%/20% | ROADWAY              | HIGHWAY<br>LIGHTING                          | BRIDGE               | BRIDGE   | BRIDGE               | BRIDGE               | BRIDGE               | BRIDGE               | BRIDGE   | BRIDGE                                  |
| CODE                                    |  | ļ      | TOTAL                | 0001                 | 0021   | 0008                 | 0008   | 0008                 | 8000                 | 8000                 | 0008                 | 0008   | 0008                                    |
| NO.                                     | ITEM   | UNIT   | QUANTITY             | RURAL                | NONE   | 055~0046             | 055-0068   | 055-0070             | 055-0072             | 055-0074             | 055-0075             | 055-0077   | 055-0078                                |
| 1070000                                 |  | TON    | 07.4                 | 97.4                 | ***************************************      |                      |  |                      |                      |                      |                      |  |   |
| 40300400                                | BITUMINOUS MATERIALS (COVER AND SEAL COATS)              | TON    | 97.4                 | 91.4                 |  |                      | The state of the s |                      |                      |                      |                      |  |   |
| 40300500                                | COVER COAT AGGREGATE                                     | TON    | 407.3                | 407.3                |  |                      | ***************************************  |                      |                      |                      |                      |  |   |
|   |  |        |                      |                      |  |                      | -  |                      |                      |                      |                      |  |   |
| 40300600                                | SEAL COAT AGGREGATE                                      | TON    | 203. 7               | 203. 7               |  |                      |  |                      |                      |                      |                      |  |   |
| 40600285                                | POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)            | POLÍND | SEE TABLE 1 -        | ALTERNATE PAVE       | MENT QUANTITIE                               | S                    | PA-94-94-94-94-94-94-94-94-94-94-94-94-94-   |                      |                      |                      |                      |  |   |
| 10000203                                | TOE SHERITZED OF GRATIOUS MATERIALS TO THE SOUTH         |        |                      |                      |  |                      | ***************************************  |                      |                      |                      |                      |  |   |
| 40600990                                | TEMPORARY RAMP   | sa yo  | 116                  | . 116                |  |                      | Transport and the second and the sec |                      |                      |                      |                      |  |   |
|   |  |        |                      |                      |  |                      |  |                      |                      |                      |                      |  |   |
| 40603085                                | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70              | TON    | SEE TABLE 1 -        | ALTERNATE PAVE       | MENT QUANTITIE                               | S                    |  | I                    |                      |                      | T                    | <u> </u>   | T                                       |
|   |  |        |                      |                      |  |                      | 3  |                      |                      |                      |                      |  |   |
| 40603235                                | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70  | TON    | SEE TABLE 1 -        | ALIERNAIE PAVE       | MENT QUANTITIE                               | \$                   |  |                      |                      |                      |                      |  |   |
| 40603310                                | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50             | TON    | 6322                 | 6322                 | )  |                      |  |                      |                      |                      |                      |  |   |
| .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |  |        |                      | ستتت                 | 7  |                      |  |                      |                      |                      |                      |  |   |
| 40603540                                | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON    | SEE TABLE 1 -        | ALTERNATE PAVE       | MENT QUANTITIE                               | S                    |  | <u> </u>             |                      |                      | 1                    |  | <u> </u>                                |
|   |  |        |                      |                      |  |                      | The state of the s |                      |                      |                      |                      |  |   |
| 40800050                                | INCIDENTAL HOT-MIX ASPHALT SURFACING                     | TON    | 233                  | 233                  |  |                      | Water Common Com |                      |                      |                      |                      | The state of the s |   |
| 42000401                                | PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)           | SO YD  | SEE TABLE 1 -        | ALTERNATE PAVE       | MENT QUANTITIE                               | \$                   | THE PARTY OF THE P |                      |                      |                      | V                    |  |   |
|   |  |        | -                    |                      |  |                      |  |                      |                      |                      |                      |  |   |
| 42000406                                | PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" ( JOINTED)      | sa yo  | SEE TABLE 1 -        | ALTERNATE PAVE       | MENT QUANTITIE                               | S                    | 1  | \$                   |                      |                      | \$                   |  | *************************************** |
|   |  |        |                      |                      | N. F. C. |                      | THE STATE OF THE S |                      |                      |                      |                      | \$   |   |
| 42001200                                | PAVEMENT FABRIC  | SQ YD  | SEE TABLE 1 -        | ALTERNATE PAVE       | MENT QUANTITIE                               | S                    | ***************************************  |                      |                      |                      |                      |  |   |
| 42001300                                | PROTECTIVE COAT  | SO YD  | SEE TABLE 1 -        | ALTERNATE PAVE       | MENT QUANTITIE                               | S                    | - Personal Para Para Para Para Para Para Para Pa   | 1                    |                      |                      |                      |  |   |
| 45001300                                | ) ROTECTIFE COAT   | 54 10  |                      |                      |  |                      |  |                      |                      |                      |                      |  |   |
|   |  |        | <u></u>              | L                    | <u></u>                                      | L                    |  | L                    |                      | <u> </u>             | <u> </u>             |  | <u> </u>                                |

A REVISED 6-1-15

| FILE NAME :                              | USER NAME * JDoon                     | DESIGNED - | JRB       | REVISED - |                              |
|--|---------------------------------------|------------|-----------|-----------|------------------------------|
| viltransportation\2891\2*lane paying pla | hs\zodd sheets\0465844~sht~\$0604,dgn | DRAWN -    | TJD       | REVISED - | STATE OF ILLINOIS            |
|  | PLOT SCALE = 100.0000 '/ IN.          | CHECKED -  | JRB       | REVISED - | DEPARTMENT OF TRANSPORTATION |
| Sefault                                  | PLOT DATE > 1/25/2015                 | DATE -     | 1-30-2015 | REVISED - |                              |

| SECTION                     | COUNTY                      | SHEETS                                | NO.  |
|-----------------------------|-----------------------------|---------------------------------------|------|
| 55(3(PV;H8(2-6);8,8-1,8-2)] | Mc00NOUGH                   | 874                                   | 8    |
|                             | CONTRACT                    | NO. 6                                 | 8844 |
| ILLINOIS FED. A             | D PROJECT                   |                                       |      |
| -                           | 55(3(PV;HB(2-6);8,8-1,8-2)] | 55[3(PV;HB(2-6);8,8-1,8-2)] Mc00NOUGH |      |

TO STA.

|  |   |       |   |                        | ·                    | ,                    | ş                    | CONSTRUC             | TION CODE            | y                    |                      | ş                    | T                   |
|--|---|-------|---|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
|  |   |       |   | FED/STATE<br>80%/20%   | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STATE<br>80%/20% | FED/STAT<br>80%/20% |
| And a second sec |   |       | FED/STATE<br>80%/20%                    | ROADWAY                | HIGHWAY<br>LIGHTING  | BRIDGE               | BRIDGE              |
| CODE   |   |       | TOTAL                                   | 0001                   | 0021                 | 8000                 | 0008                 | 0008                 | 0008                 | 0008                 | 0008                 | 0008                 | 0008                |
| NO.  | ITEM  | UNIT  | QUANTITY                                | RURAL                  | NONE                 | 055-0046             | 055-0068             | 055-0070             | 055-0072             | 055-0074             | 055-0075             | 055-0077             | 055-007             |
| 42001420   | BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)      | SQ YD | SEE TABLE 1 -                           | L<br>ALTERNATE PAVE    | L<br>MENT QUANTITIE  | \$                   |                      |                      |                      |                      |                      |                      |                     |
| 42001430   | BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) | SQ YD | SEE TABLE 1 -                           | ALTERNATE PAVE         | MENT QUANTITIE       | S                    |                      |                      |                      |                      |                      | 4                    |                     |
|  |   |       |   |                        |                      | W                    |                      |                      |                      |                      |                      |                      |                     |
| 44000100   | PAVEMENT REMOVAL                              | sa yo | 24668                                   | 24668                  |                      |                      |                      |                      |                      |                      |                      |                      |                     |
| 44000153   | HOT-MIX ASPHALT SURFACE REMOVAL , 11/2"       | SQ YD | 21355                                   | 21355                  | )                    |                      |                      |                      |                      |                      |                      |                      |                     |
| 44000157   | HOT-MIX ASPHALT SURFACE REMOVAL, 2"           | SQ YO | 11603                                   | 11603                  |                      |                      |                      |                      |                      |                      |                      |                      |                     |
| 44201741   | CLASS D PATCHES, TYPE II. 8 INCH              | SQ YD | 22                                      | 22                     |                      |                      |                      |                      |                      |                      |                      |                      |                     |
| 48101200   | AGGREGATE SHOULDERS, TYPE B                   | TON   | SEE TABLE 1 -                           | ALTERNATE PAVE         | MENT QUANTITIE       | S                    |                      |                      |                      |                      |                      |                      |                     |
|  |   |       | · · · · · · · · · · · · · · · · · · ·   |                        |                      |                      |                      |                      |                      |                      |                      |                      |                     |
| 48203029   | HOT-MIX ASPHALT SHOULDERS, 8"                 | SO YO | SEE TABLE 1 -                           | ALTERNATE PAVE         | MENT QUANTITIE       | \$                   |                      |                      |                      |                      |                      |                      | T                   |
| 48300400   | PORTLAND CEMENT CONCRETE SHOULDERS 9"         | sa ya | SEE TABLE 1 -                           | <br>ALTERNATE PAVE<br> | MENT QUANTITIE       | S                    |                      |                      |                      |                      |                      |                      |                     |
| 48300405   | PORTLAND CEMENT CONCRETE SHOULDERS 9 1/4"     | SQ YD | SEE TABLE 1 ~                           | ALTERNATE PAVE         | MENT QUANTITIE       | \$                   |                      |                      |                      |                      |                      |                      |                     |
|  |   |       |   |                        |                      |                      |                      |                      |                      |                      |                      |                      |                     |
| 50105220   | PIPE CULVERT REMOVAL                          | FOOT  | 160                                     | 160                    |                      |                      |                      |                      |                      |                      |                      |                      |                     |
| 50200100   | STRUCTURE EXCAVATION                          | си ур | 2570                                    |                        |                      | 192                  | 232                  | 849                  | 196                  | 121                  | 214                  | 406                  | 360                 |
| 50300225   | CONCRETE STRUCTURES                           | CU YD | 1750. 7                                 |                        |                      | 661.3                | 65. 6                | 378.8                | 85. 4                | 135. 7               | 89. 7                | 228. 2               | 106.0               |
| 50300255   | CONCRETE SUPERSTRUCTURE                       | CU YD | 3326.5                                  |                        |                      | 1029.3               | 225                  | 408.5                | 234.8                | 405.3                | 250.5                | 419.1                | 354.0               |
|  |   |       | *************************************** |                        |                      |                      |                      |                      |                      |                      |                      |                      |                     |
| 50300260   | BRIDGE DECK GROOVING                          | SQ YD | 8256                                    |                        |                      | 2989                 | 479                  | 923                  | 490                  | 955                  | 504                  | 1070                 | 846                 |

A REVISED 6-1-15

| FILE NAME *                              | USER NAME * JDoor                     | DESIGNED | - | JRB       | REVISED - |
|--|---------------------------------------|----------|---|-----------|-----------|
| vi/transportation\2891\2-lane paving pla | ra\chdd sheats\D468844-sht-\$0085.dgm | DRAWN    | - | TJD       | REVISED - |
|  | PLOT SCALE > 188188888 '/ IN.         | CHECKED  | - | JRB       | REVISED - |
| Sefault                                  | PLOT DATE × 1/29/2015                 | DATE     | - | 1-30-2015 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

|                 | F     | AP | ROUTE  | 407 (IL 336 /IL 110 | )       |
|-----------------|-------|----|--------|---------------------|---------|
|                 |       | S  | UMMARY | OF QUANTITIES       |         |
| <br>SCALE: NONE | SHEET | 5  | OF 21  | SHEETS STA.         | TO STA. |

F.A.P. SECTION COUNTY TOTAL SHEET NO. 407 SSE3(PV:HB(2-6):B.B-1.B-2)] MCDONOUGH 874 9

CONTRACT NO. 68844

TABLE 1 - ALTERNATE PAVEMENT QUANTITIES

| CODE<br>NO. | ITEM   | UNIT  | TOTAL<br>QUANTITY<br>(ALT. A - PCC) | TOTAL<br>QUANTITY<br>(ALT. B - HMA) |
|-------------|--|-------|-------------------------------------|-------------------------------------|
| 20200100    | EARTH EXCAVATION   | CU YD | 15,500                              | 74, 695                             |
|             |  |       | }                                   |                                     |
| 20400800    | FURNISHED EXCAVATION                                     | CU YD | 129,000                             | 130, 135                            |
| 30200650    | PROCESSING MODIFIED SOIL 12"                             | SQ YD | 194, 727                            | 200, 829                            |
| 30200750    | PROCESSING MODIFIED SOIL 14"                             | SQ YD | 6, 606                              | 6, 820                              |
| 30200850    | PROCESSING MODIFIED SOIL 16"                             | SQ YD | 9, 667                              | 10.029                              |
| 30200950    | PROCESSING MODIFIED SOIL 18"                             | SO YO | 16, 207                             | 16, 760                             |
| 30201050    | PROCESSING MODIFIED SOIL 20"                             | SQ YD | 2, 506                              | 2, 587                              |
| 30201250    | PROCESSING MODIFIED SOIL 24"                             | SQ YD | 4,784                               | 4, 939                              |
| 30201500    | LIME   | TON   | 5, 016. 7                           | 5, 177. 4                           |
| 31200100    | STABILIZED SUBBASE 4"                                    | SO YD | 153, 037                            |                                     |
| 40600285    | POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)            | POUND | 51,015.4                            | 291,182.8                           |
| 40603085    | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70              | TON   | 1,017                               | 52, 048                             |
| 40603235    | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70  | TON   | 339                                 | 17, 341                             |
| 40603540    | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON   | 1,591                               | 16, 485                             |

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A REVISED 6-1-15

| FAP ROUTE 407 (IL 336 /L 110)  VI\Strangeriation\299\Z-lane peving plets\cadd sheets\0468844-sht:50028.dgn DRAWN - TUD REVISED  STATE OF ILLINOIS | RTE. SECTION COUNTY SHEET                            |
|---|--|
|   | 407 [ 55[3]PV-HB[2~6]-8 8~1 R~2]]   MoDONOLICH   87/ |
| PLOT SCALE = 100.0000 1/ IN. CHECKED - JRB REVISED - DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES - ALTERNATE PAVEMENT QUANTITIES           | CONTRACT NO.   |
| Refork PLOT DATE - 1-30-2015 REVISED - SCALE: NONE SHEET 20 OF 21 SHEETS STA. TO STA.   | ILLINOIS FED. AID PROJECT                            |

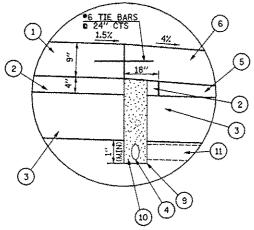
TABLE 1 - ALTERNATE PAVEMENT QUANTITIES

| CODE<br>NO. | ITEM   | UNIT  | TOTAL<br>QUANTITY<br>(ALT. A - PCC) | TOTAL<br>QUANTITY<br>(ALT. B - HMA) |
|-------------|--|-------|-------------------------------------|-------------------------------------|
| 42000401    | PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)     | SQ YD | 116, 449                            |                                     |
| 42000406    | PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED) | SQ YD | 15, 502                             |                                     |
| 42001200    | PAVEMENT FABRIC                                    | SO YD | 4.607                               |                                     |
| 42001300    | PROTECTIVE COAT                                    | SQ YD | 214, 362                            | 2, 725                              |
| 42001420    | BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)           | SQ YD | 4,607                               |                                     |
| 42001430    | BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)      | SQ YD |                                     | 4, 607                              |
| 48101200    | AGGREGATE SHOULDERS. TYPE B                        | ТОИ   | 24,299                              | 19,073                              |
| 48203029    | HOT-MIX ASPHALT SHOULDERS, 8"                      | SO YD |                                     | 75, 081                             |
| 48300400    | PORTLAND CEMENT CONCRETE SHOULDERS 9"              | SQ YD | 68,081                              |                                     |
| 48300405    | PORTLAND CEMENT CONCRETE SHOULDERS 9 1/4"          | SQ YO | 7, 001                              |                                     |
| X0324159    | WHITEWASHING FOR CONCRETE PAVEMENTS                | SQ YD | 153, 037                            |                                     |
| Z0034105    | MATERIAL TRANSFER DEVICE                           | TON   | 2, 474                              | 85, 401                             |

12

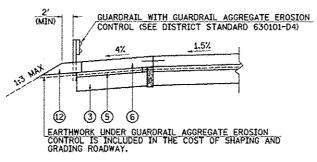
A REVISED 6-1-15

| FILE NAME -                              | USER NAME * JOsen                    | DESIGNED ~ | JRB       | REVISED - |                              |             | FΔP       | ROUTE    | 407 (IL 336 /IL 11 | 1)               | F.A.P. | SECTION                               | COUNTY         | SHEETS                                  | HEET NO. |
|--|--------------------------------------|------------|-----------|-----------|------------------------------|-------------|-----------|----------|--------------------|------------------|--------|---------------------------------------|----------------|---|----------|
| vs/transportation/2891/2-lane paving pla | nalcodd sheetalOA68844raht-S8021,dgn | DRAWN -    | TJD       | REVISED - | STATE OF ILLINOIS            | CHARRAN     |           |          | ,                  | MENT QUANTITIES  | 407 5  | S(3(PV:HB(2-6):8.8-1.8-               | -2)] McDONDUGI | H 874                                   | 24A      |
|  | PLO1 STALE < 109.8000 1/ IN.         | CHECKED -  | JRB       | REVISED - | DEPARTMENT OF TRANSPORTATION | SUMMIAN     | T UF QUAR | 111159 - | - ALIENNAIE PAVE   | MIENI UUANIIIIES |        | · · · · · · · · · · · · · · · · · · · | CONTRAC        | CT NO. 68f                              | 844      |
| Cefoult                                  | PLOT DATE * 1/29/2015                | DATE -     | 1-30-2015 | REVISED - |                              | SCALE: NONE | SHEET 21  | OF 21    | SHEETS STA.        | TO STA.          |        | ILLINOIS FE                           | D. AID PROJECT | *************************************** |          |



PIPE UNDERDRAIN DETAIL

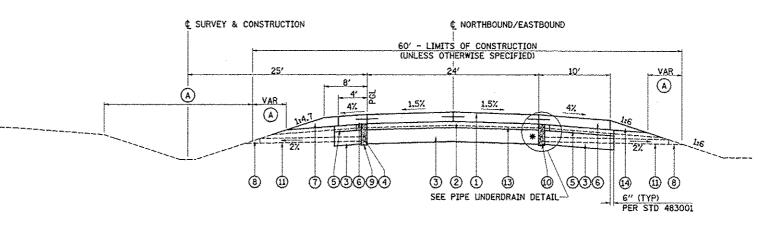
\* CONSTRUCT ② TO 18" BEYOND EDGE OF PAVEMENT
CONSTRUCT ① WITHOUT TIE BARS
CONSTRUCT ② AND COMPLETE CONSTRUCTION OF ④ AND ⑥
INSTALL TIE BARS AND COMPLETE ⑤ AND ⑥.



GUARDRAIL SECTION

## LEGEND

- 1) PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)
- (2) STABILIZED SUBBASE 4"
- 3 LIME MODIFIED SOIL (12" MIN)
- 4) PIPE UNDERDRAINS 4"
- 5 COMPACTED SUBGRADE (EMBANKMENT)
- 6 PORTLAND CEMENT CONCRETE SHOULDERS 9"
- 7 AGGREGATE SHOULDERS, TYPE B (9")
- (8) CONCRETE HEADWALL FOR PIPE DRAINS (PER STD 601101)
- 9 UNDERDRAIN TRENCH (PER STD 601001) TO BE INSTALLED WITH LASER-GUIDED TRENCHER
- (10) FA-4 OR FM-4 SAND (INCLUDED IN COST OF PIPE UNDERDRAINS 4")
- (11) PIPE UNDERDRAINS 4" (SPECIAL) (PER ARTICLE 601.04) AT 2% SLOPE
- (12) GUARDRAIL AGGREGATE EROSION CONTROL
- (13) EXISTING PRE-GRADE GROUND LINE (111/4" BELOW PGL)
- (14) AGGREGATE WEDGE SHOULDER, TYPE B (9") ~ TO BE PAID FOR AS AGGREGATE SHOULDER, TYPE B
- (A) SEEDING, CLASS 2A



# ( NOTE:

FOR STA 627+00.00 TO STA 630+50.00, THE CONTRACTOR SHALL REMOVE 1' OF SUBGRADE FROM EDGE OF PROPOSED SHOULDER TO EDGE OF PROPOSED SHOULDER AND REPLACE WITH COMPACTED EARTH TO THE SATISFACTION OF THE ENGINEER.

THE REMOVED SUBGRADE MATERIAL SHALL BE CONSIDERED A RESTRICTED EMBANKMENT MATERIAL. THE MATERIAL USED TO REPLACE THIS MATERIAL SHALL BE PLACED PRIOR TO THE LIME STABILIZATION AND SHALL BE LIME MODIFIED.

# IL 336 /IL 110 TANGENT SECTION

STA 577+00.00 TO STA 578+67.56

STA 578+67.56 TO STA 579+74.26 - CURVE #2 RT

STA 579+74.26 TO STA 586+87.33 - BRIDGE & APPROACH PAVEMENT OMISSION

STA 586+87.33 TO STA 602+01.15 - CURVE #2 RT

STA 602+01.15 TO STA 633+39.48

STA 633+39.48 TO STA 634+86.98 - BRIDGE & APPROACH PAVEMENT OMISSION

STA 634+86.98 TO STA 635+34.06

STA 648+71.14 TO STA 657+80.17 STA 708+30.50 TO STA 708+50.00

STA 708+50.00 TO STA 710+25.00 - TRANSITION MEDIAN WIDTH FROM 50' TO 55'

| 1 | FILE NAME :                              | USER NAME « JOSON                        | DESIGNED - | JR8       | REVISED - 🛆 5/15/2015 |   |
|---|--|--|------------|-----------|-----------------------|---|
| 1 | vilsrensportation\2891\2-Lane Paving Pla | ra\cadd sheeta\0468844-aht-typica}87,dgn | DRAWN -    | TJD       | REVISED -             |   |
| 1 |  | PLOT SCALE : 28,28 '/ IN.                | CHECKED    | JR8       | REVISED -             |   |
| 1 |  | PLOT DATE + 5/19/2015                    | DATE -     | 1-30-2015 | REVISED -             | L |

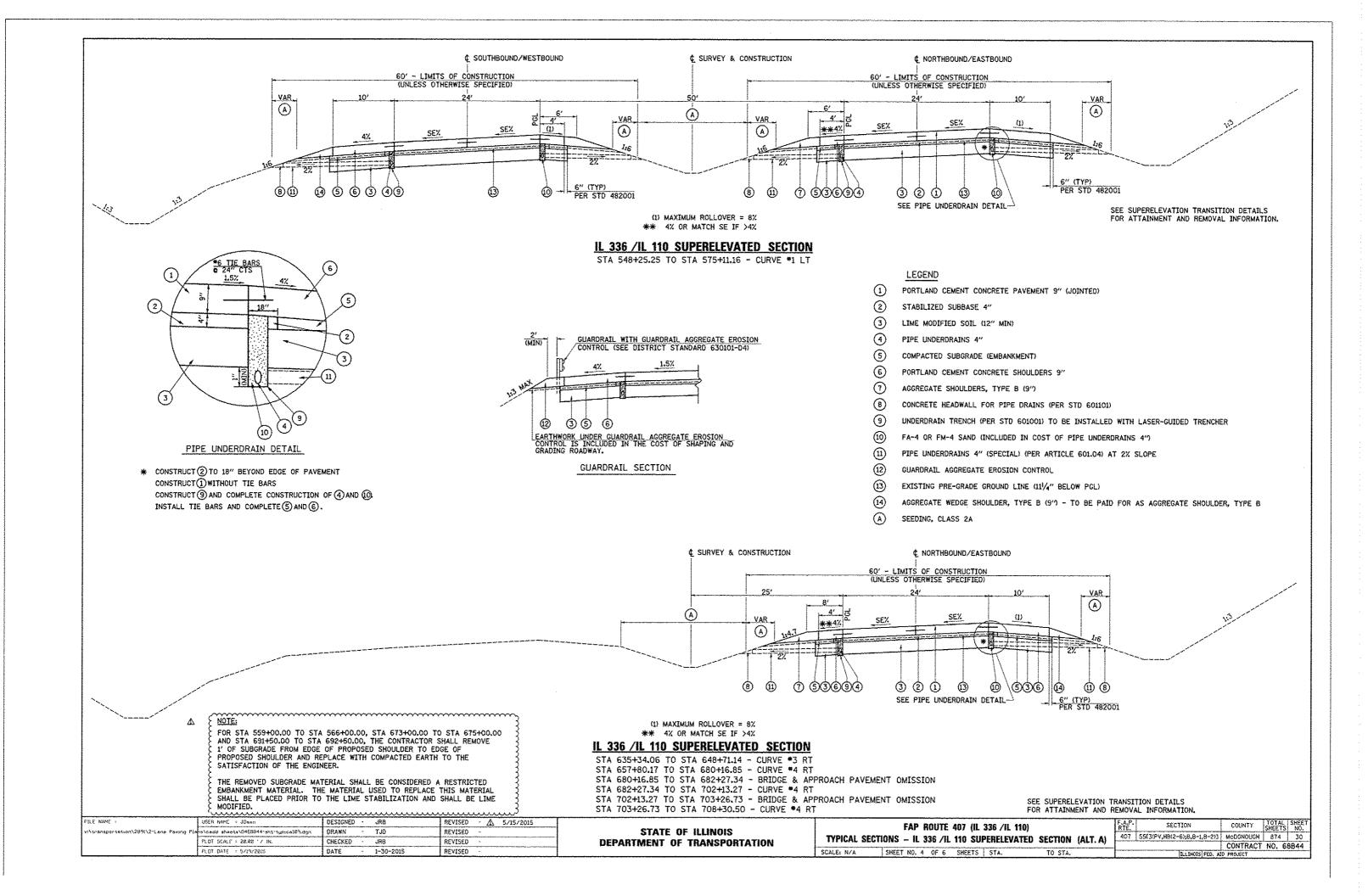
# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

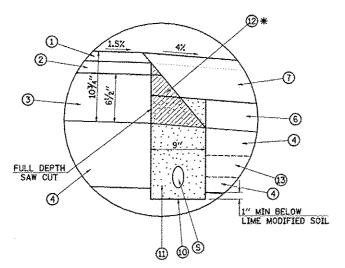
| FAP ROUTE 407 (IL 336 /IL 110)                             | F.A.P.<br>RTE. | SECTION                     |
|--|----------------|-----------------------------|
| TYPICAL SECTIONS - IL 336 /IL 110 TANGENT SECTION (ALT. A) | 407            | 55(3(PV.H8(2-6);B.B-1,B-2)) |
| SCALE: N/A SHEET NO. 2 OF 6 SHEETS STA. TO STA.            | <b> </b> -     | THE INNES CENT              |

COUNTY TOTAL SHEE SHEETS NO.

MoDONOUGH 874 28

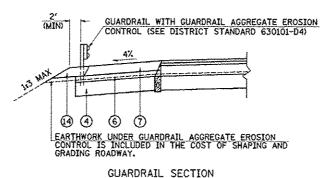
CONTRACT NO. 68844





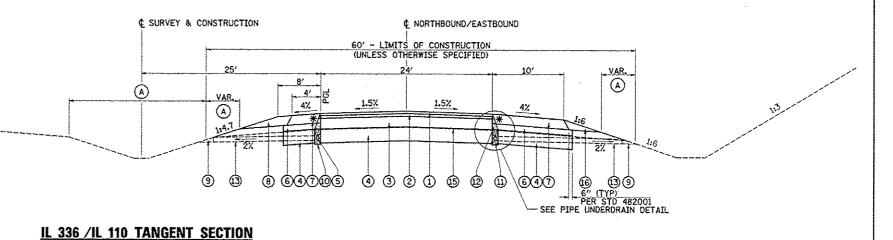
# PIPE UNDERDRAIN DETAIL

\* CONSTRUCT ② AND ③. SAWCUT AS SHOWN IN DETAIL. THEN CONSTRUCT ⑥.
CONSTRUCT ⑤, ⑩, AND ⑪. CONSTRUCT ⑦ TO TOP OF ② PRIOR TO PLACING ①.
CONSTRUCT ① AND COMPLETE CONSTRUCTION OF ⑦.



# LEGEND

- 1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NTO 2"
- 2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 21/4"
- 3 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, NTO 61/2"
- 4) LIME MODIFIED SOIL (12" MIN)
- 5 PIPE UNDERDRAINS 4"
- 6 COMPACTED SUBGRADE (EMBANKMENT)
- 7 HOT-MIX ASPHALT SHOULDERS, 8"
- 8 AGGREGATE SHOULDERS, TYPE B (8")
- (9) CONCRETE HEADWALL FOR PIPE DRAINS (PER STD 601101)
- (10) 9" TRENCH FOR PIPE UNDERDRAINS (PER STD 601001) TO BE INSTALLED WITH LASER-GUIDED TRENCHER
- (11) FA-4 OR FM-4 SAND (INCLUDED IN COST OF PIPE UNDERDRAINS 4")
- (12) HOT-MIX ASPHALT WEDGE TO BE REMOVED PRIOR TO TRENCHING (INCLUDED IN COST OF PIPE UNDERDRAINS 4")
- (13) PIPE UNDERDRAINS 4" (SPECIAL) (PER ARTICLE 601.04) AT 2% SLOPE
- (14) GUARDRAIL AGGREGATE EROSION CONTROL
- (15) EXISTING PRE-GRADE GROUND LINE (111/4" BELOW PGL)
- (16) AGGREGATE WEDGE SHOULDER, TYPE B (8") TO BE PAID FOR AS AGGREGATE SHOULDER, TYPE B
- (A) SEEDING, CLASS 2A



# NOTE:

FOR STA 627+00.00 TO STA 630+50.00, THE CONTRACTOR SHALL REMOVE 1' OF SUBGRADE FROM EDGE OF PROPOSED SHOULDER TO EDGE OF PROPOSED SHOULDER AND REPLACE WITH COMPACTED EARTH TO THE SATISFACTION OF THE ENGINEER.

THE REMOVED SUBGRADE MATERIAL SHALL BE CONSIDERED A RESTRICTED EMBANKMENT MATERIAL. THE MATERIAL USED TO REPLACE THIS MATERIAL SHALL BE PLACED PRIOR TO THE LIME STABILIZATION AND SHALL BE LIME MODIFIED.

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STA 577+00.00 TO STA 578+67.56

STA 602+01.15 TO STA 633+39.48

STA 634+86.98 TO STA 635+34.06

STA 708+30.50 TO STA 708+50.00

STA 648+71.14 TO STA 657+80.17

STA 578+67.56 TO STA 579+74.26 - CURVE \*2 RT

STA 586+87.33 TO STA 602+01.15 - CURVE #2 RT

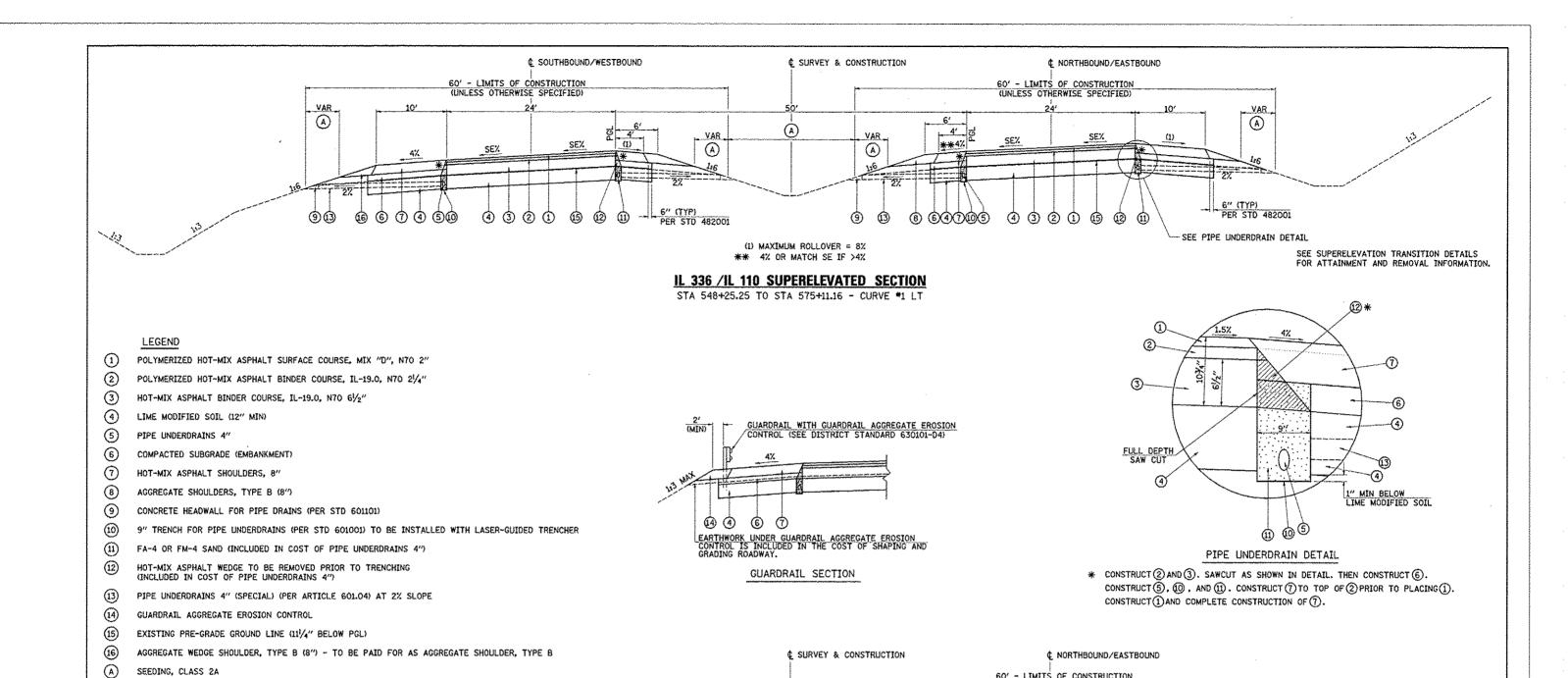
STA 579+74.26 TO STA 586+87.33 - BRIDGE & APPROACH PAVEMENT OMISSION

STA 633+39.48 TO STA 634+86.98 - BRIDGE & APPROACH PAVEMENT OMISSION

STA 708+50.00 TO STA 710+25.00 - TRANSITION MEDIAN WIDTH FROM 50' TO 55'

|            | FAP        | ROUTE    | 407 (IL | 336 /IL 11 | 0)               |
|------------|------------|----------|---------|------------|------------------|
| TYPICAL    | SECTIONS - | · IL 336 | /IL 110 | TANGENT    | SECTION (ALT. B) |
| SCALE: N/A | SHEET NO.  | 2 OF 6   | SHEETS  | STA.       | TO STA.          |

| F.A.P.<br>RTE. | SECTION                     | COUNTY    | TOTAL<br>SHEETS | SHEET<br>NO. |
|----------------|-----------------------------|-----------|-----------------|--------------|
| 407            | 55(3(PV,H8(2-6);8,8-1,8-2)) | McDONOUGH | 874             | 34           |
|                |                             | CONTRACT  | NO. 68          | 844          |
|                | ILLINOIS FED. A             | D PROJECT |                 | 1            |



FOR STA 559+00.00 TO STA 566+00.00, STA 673+00.00 TO STA 675+00.00

AND STA 691+50.00 TO STA 692+50.00, THE CONTRACTOR SHALL REMOVE

THE REMOVED SUBGRADE MATERIAL SHALL BE CONSIDERED A RESTRICTED EMBANKMENT MATERIAL. THE MATERIAL USED TO REPLACE THIS MATERIAL SHALL BE PLACED PRIOR TO THE LIME STABILIZATION AND SHALL BE LIME

DESIGNED - JRB

DRAWN -

CHECKED

DATE

TJD

JRB

1-30-2019

REVISED - A 5/15/2015

REVISED .

REVISED

REVISED

1' OF SUBGRADE FROM EDGE OF PROPOSED SHOULDER TO EDGE OF PROPOSED SHOULDER AND REPLACE WITH COMPACTED EARTH TO THE

NOTE:

MODIFIED.

PLOI SCALE = 20.00 1/ IN.

PLOT DATE : 5/19/2015

s\cadd aheata\0468844-sht-topical03.don

USER NAME . JOSEP

FILE NAME :

(\transcortation\2891\2-Lane Paving P

SATISFACTION OF THE ENGINEER.

60' - LIMITS OF CONSTRUCTION (UNLESS OTHERWISE SPECIFIED)

SEX

FAP ROUTE 407 (IL 336 /IL 110)

TYPICAL SECTIONS - IL 336 /IL 110 SUPERELEVATED SECTION (ALT. B)

SHEET NO. 4 OF 6 SHEETS STA.

4 3 2 1 1 1 1 1

4' 0

\*\*4%

8 600005

(A)

STA 680+16.85 TO STA 682+27.34 - BRIDGE & APPROACH PAVEMENT OMISSION

STA 702+13.27 TO STA 703+26.73 - BRIDGE & APPROACH PAVEMENT OMISSION

(1) MAXIMUM ROLLOVER = 8%

\*\* 4% OR MATCH SE IF >4%

IL 336 /IL 110 SUPERELEVATED SECTION

STA 635+34.06 TO STA 648+71.14 - CURVE #3 RT

STA 657+80.17 TO STA 680+16.85 - CURVE \*4 RT

STA 682+27.34 TO STA 702+13.27 - CURVE \*4 RT

STA 703+26.73 TO STA 708+30.50 - CURVE \*4 RT

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

SEX

(A)

(3) (9) 6" (TYP) PER STD 482001

SEE PIPE UNDERDRAIN DETAIL

SEE SUPERELEVATION TRANSITION DETAILS

FOR ATTAINMENT AND REMOVAL INFORMATION.

SECTION

407 55(3(PV,H8(2-6);8,8-1,8-2)] McDONOUGH 874 36

COUNTY TOTAL SHEET NO.

CONTRACT NO. 68844

\**⑥**④⑦

**(6)** 

EARTHWORK (ALTERNATE A)

| STA 541+57.1 STA 559+00.0 STA 559+00.0 STA 577+00.0 STA 577+00.0 STA 577+00.0 STA 634+32.0 STA 634+32.0 STA 632+14.8 STA 691+50.0 STA 702+98.3 STA 702+98.3 STA 729+00.0 STA 734+00.0 STA 779+84.8 STA 801+00.0 STA 805+00.0 STA 805+00.0 STA 840+00.0 STA 805+00.0 STA 822+00.0 STA 322+00.0 STA 322+00.0 STA 322+00.0 STA 323+50.0 RAMP A STA 322+00.0 STA 323+50.0 STA 3201+00 STA 3001+00 STA 3001+00 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 50012+19. STA 5042+00 L100E STA 6005+00   | LOCATION  407 (IL 336/IL 110)  14 TO STA 577+00.00 .00 TO STA 566+00.00 .00 TO STA 566+00.00 .00 TO STA 630+60.96 .00 TO STA 630+50.00 .45 TO STA 680+63.18 .00 TO STA 675+00.00 .64 TO STA 675+00.00 .65 TO STA 692+50.00 .00 TO STA 702+42.09 .00 TO STA 729+00.00 .00 TO STA 734+00.00 .00 TO STA 734+00.00 .00 TO STA 734+00.00 .00 TO STA 805+00.00 .00 TO STA 805+00.00 .00 TO STA 805+00.00 .00 TO STA 805+00.00 .00 TO STA 840+00.00 .00 TO STA 864+50.00 .00 TO STA 8864+50.00 .00 TO STA 8864+50.00 | 985.2<br>985.2<br>492.6<br>281.5<br>140.7<br>49,345.6<br>1,241.9 | EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE • CU YD  39,476.5  993.5  682.3 | 1,182.2  591.1  337.8  168.8  183.8  2,782.9  2,878.7 | (1,182.2) (1,182 | TOPSOIL FURNIS & PLACE 4"  SQ YD  2,590.  142 2,309  2,263.  991  1,271. 6,477. 2,211. 1,034 |
|--|---|--|--|---|--|--|
| STA 541+57.1 STA 559+00.0 STA 559+00.0 STA 577+00.0 STA 577+00.0 STA 577+00.0 STA 634+32.0 STA 634+32.0 STA 632+14.8 STA 691+50.0 STA 702+98.3 STA 702+98.3 STA 729+00.0 STA 734+00.0 STA 779+84.8 STA 801+00.0 STA 805+00.0 STA 805+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 322+00.0 STA 323+50.0 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5002+00 STA 5002+00 STA 6005+00  | 14 TO STA 577+00.00 .00 TO STA 566+00.00 .00 TO STA 566+00.00 .00 TO STA 580+03.80 .70 TO STA 633+80.96 .00 TO STA 630+50.00 .45 TO STA 680+63.18 .00 TO STA 675+00.00 .84 TO STA 702+42.09 .00 TO STA 729+00.00 .00 TO STA 734+00.00 .00 TO STA 734+00.00 .00 TO STA 805+00.00 .00 TO STA 842+00.00 .00 TO STA 842+00.00 .00 TO STA 864+50.00 .00 TO STA 866+50.00                                  | 492.6<br>281.5<br>140.7<br>49,345.6                              | 39,476.5<br>993,5  | 591.1<br>337.8<br>168.8<br>183.8                      | (591.1) (337.8) (168.8) (168.8) (39,292.7  | 2,590. 142 2,309 2,263. 991 1,271. 6,477. 2,211.   |
| STA 541+57.1 STA 559+00.0 STA 559+00.0 STA 577+00.0 STA 577+00.0 STA 577+00.0 STA 634+32.0 STA 634+32.0 STA 632+14.8 STA 691+50.0 STA 702+98.3 STA 702+98.3 STA 729+00.0 STA 702+98.3 STA 779+84.8 STA 801+00.0 STA 805+00.0 STA 805+00.0 STA 840+00.0 STA 864+50.0 STA 805+00.0 STA 879+84.8 STA 101+45.0 RAMP L STA 50+00.0 STA 322+00.0 STA 323+50.0 RAMP A STA 322+00.0 STA 323+50.0 COUNTY HIGH STA 5000+50 STA 5000+50 STA 5000+50 STA 5000+60 STA 6005+00   | 14 TO STA 577+00.00 .00 TO STA 566+00.00 .00 TO STA 566+00.00 .00 TO STA 580+03.80 .70 TO STA 633+80.96 .00 TO STA 630+50.00 .45 TO STA 680+63.18 .00 TO STA 675+00.00 .84 TO STA 702+42.09 .00 TO STA 729+00.00 .00 TO STA 734+00.00 .00 TO STA 734+00.00 .00 TO STA 805+00.00 .00 TO STA 842+00.00 .00 TO STA 842+00.00 .00 TO STA 864+50.00 .00 TO STA 866+50.00                                  | 492.6<br>281.5<br>140.7<br>49,345.6                              | 993,5  | 591.1<br>337.8<br>168.8<br>183.8                      | (591.1) (337.8) (168.8) (168.8) (39,292.7  | 142<br>2,309<br>2,263<br>991<br>1,271<br>6,477<br>2,211                                      |
| STA 559+00.0 STA 577+00.0 STA 577+00.0 STA 577+00.0 STA 586+57. STA 627+00.0 STA 634+32.0 STA 634+32.0 STA 673+00.0 STA 691+50.0 STA 702+98.3 STA 702+98.3 STA 729+00.0 STA 779+84.8 STA 729+00.0 STA 805+00.0 STA 805+00.0 STA 840+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 323+50.0 STA 200+00.0 STA 200+00.0 STA 200+00.0 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 L100E STA 6005+00  | .00 TO STA 566+00.00  | 492.6<br>281.5<br>140.7<br>49,345.6                              | 993,5  | 591.1<br>337.8<br>168.8<br>183.8                      | (591.1) (337.8) (168.8) (168.8) (39,292.7  | 142<br>2,309<br>2,263<br>991<br>1,271<br>6,477<br>2,211<br>1,034                             |
| STA 577+00.0 STA 586+57. STA 627+00.0 STA 634+32. STA 634+32. STA 634+32. STA 631+50.0 STA 682+14.8 STA 691+50.0 STA 702+98.0 STA 729+00.0 STA 729+00.0 STA 801+00.0 STA 805+00.0 STA 840+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 323+50.0 STA 219+04.5 EMORY ROAD STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50.0 STA 5012+19. STA 5042+00.1 1100E STA 6005+00.0 | .00 TO STA 580+03.80 .70 TO STA 633+80.96 .00 TO STA 630+50.00 .45 TO STA 680+63.18 .00 TO STA 675+00.00 .84 TO STA 675+00.00 .84 TO STA 702+42.03 .87 TO STA 692+50.00 .80 TO STA 734+00.00 .00 TO STA 734+00.00 .00 TO STA 734+00.00 .00 TO STA 805+00.00 .00 TO STA 805+00.00 .00 TO STA 805+00.00 .00 TO STA 805+00.00 .00 TO STA 842+00.00 .00 TO STA 842+00.00 .00 TO STA 864+50.00 .00 TO STA 886+50.00  | 492.6<br>281.5<br>140.7<br>49,345.6                              | 993,5  | 591.1<br>337.8<br>168.8<br>183.8                      | (591.1) (337.8) (168.8) (168.8) (39,292.7  | 2,309<br>2,263<br>991<br>1,271<br>6,477<br>2,211<br>1,034                                    |
| STA 586+57.  STA 627+00.  STA 634+32.  STA 631+50.  STA 702+98.  STA 702+98.  STA 729+00.  STA 734+00.0  STA 805+00.  STA 805+00.  STA 840+00.  STA 840+00.  STA 840+00.  STA 82+00.0  STA 82+00.0  RAMP L  STA 50+00.0  RAMP A  STA 322+00.0  STA 323+50.0  RAMP D  STA 322+00.0  STA 200+00.  STA 200+00.  STA 3013+21.  TOWER ROAD  RE-GRADE EX  STA 11+00.00  COUNTY HIGH  STA 5000+50  STA 5012+19.  STA 5042+00  LIOOE  STA 6005+00   | 70 TO STA 633+80.96 .00 TO STA 630+50.00  | 281.5<br>140.7<br>49,345.6<br>1,241.9                            | 993,5  | 337.8<br>168.8<br>183.8<br>2,782.9                    | (337.8) {<br>(168.8) {<br>39,292.7   | 2,309<br>2,263<br>991<br>1,271<br>6,477<br>2,211<br>1,034                                    |
| STA 627+00.  STA 634+32.  STA 634+32.  STA 632+14.8  STA 632+14.8  STA 632+50.0  STA 702+98.3  STA 702+98.3  STA 729+00.0  STA 734+00.0  STA 805+00.0  STA 805+00.0  STA 840+00.0  STA 864+50.0  RAMP L  STA 50+00.0  RAMP A  STA 322+00.0  STA 322+00.0  STA 322+00.0  STA 323+50.0  RAMP D  STA 200+00.0  STA 3001+00  STA 3001+00  STA 3001+00  STA 3001+00  STA 3001+00  STA 5000+50  STA 5000+50  STA 5002+00  STA 6005+00  | .00 TO STA 630+50.00  | 281.5<br>140.7<br>49,345.6<br>1,241.9                            | 993,5  | 337.8<br>168.8<br>183.8<br>2,782.9                    | (337.8) {<br>(168.8) {<br>39,292.7   | 2,263<br>991<br>1,271<br>6,477<br>2,211<br>1,034   |
| STA 634+32.  STA 673+00.  STA 673+00.  STA 682+14.8  STA 691+50.0  STA 702+98.5  STA 702+98.5  STA 729+00.0  STA 734+00.0  STA 779+84.8  STA 801+00.0  STA 805+00.0  STA 840+00.0  STA 840+00.0  STA 864+50.0  RAMP L  STA 50+00.0  RAMP A  STA 322+00.0  STA 322+00.0  STA 322+00.0  STA 323+50.0  RAMP D  STA 200+00.0  STA 3001+00  STA 3001+00  STA 3013+21.  TOWER ROAD  RE-GRADE EX  STA 11+00.00  COUNTY HIGH  STA 5000+50  STA 5012+19.  STA 5042+00  1100E  STA 6005+00  | .45 TO STA 680+63.18 .00 TO STA 675+00.00   | 281.5<br>140.7<br>49,345.6<br>1,241.9                            | 993,5  | 337.8<br>168.8<br>183.8<br>2,782.9                    | (337.8) {<br>(168.8) {<br>39,292.7   | 991<br>1,271<br>6,477<br>2,211<br>1,034  |
| STA 673+00,1 STA 682+14.8 STA 682+14.8 STA 682+14.8 STA 682+14.8 STA 682+14.8 STA 682+14.8 STA 691+50.0 STA 702+98.3 STA 729+00.0 STA 734+00.1 STA 805+00.0 STA 805+00.0 STA 840+00.1 STA 840+00.1 STA 864+50.4 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 200+00.1 STA 219+04.5 EMORY ROAD STA 3013+21. TOWER ROAD STA 5000+50. STA 5012+19. STA 5004+00. STA 5004+00. STA 5004+00. STA 6005+00.  | .00 TO STA 675+00.00  | 140.7<br>49,345.6<br>1,241.9                                     | 993.5  | 168.8<br>183.8<br>2,782.9                             | (168.8) § 39,292.7   | 991<br>1,271<br>6,477<br>2,211<br>1,034  |
| STA 682+14.8 STA 691+50.0 STA 702+98.1 STA 702+98.1 STA 729+00.0 STA 729+00.0 STA 739+00.0 STA 801+00.0 STA 801+00.0 STA 805+00.0 STA 840+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 322+00.0 STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21. TOWER ROAD STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 1100E STA 6005+00  | 84 TO STA 702+42.09 00 TO STA 692+50.00   | 140.7<br>49,345.6<br>1,241.9                                     | 993.5  | 168.8<br>183.8<br>2,782.9                             | (168.8) § 39,292.7   | 1,271<br>6,477<br>2,211<br>1,034   |
| STA 691+50.0 STA 702+98.1 STA 702+98.1 STA 702+98.1 STA 702+98.1 STA 729+00.4 STA 734+00.0 STA 801+00.0 STA 801+00.0 STA 805+00.0 STA 840+00.0 STA 840+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.4 STA 322+00.4 STA 219+04.5 EMORY ROAD STA 3013+01. TOWER ROAD STA 3013+21. TOWER ROAD STA 5000+50 STA 5012+19. STA 5000+50 STA 5012+19. STA 5042+00 LIDONE STA 6005+00  | 00 TO STA 692+50.00   | 49,345.6   | 993.5  | 183.8<br>2,782.9                                      | 39,292.7   | 1,271<br>6,477<br>2,211<br>1,034   |
| STA 702+98.9 STA 702+98.9 STA 729+00.0 STA 734+00.0 STA 739+84.8 STA 801+00.0 STA 805+00.0 STA 840+00.1 STA 842+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 322+00.0 STA 322+00.0 STA 3013+21, TOWER ROAD STA 3013+21, TOWER ROAD STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19, STA 5042+00 1100E STA 6005+00  | .91 TO STA 729+00.00<br>.00 TO STA 734+00.00<br>.00 TO STA 779+23.37<br>.87 TO STA 801+00.00<br>.00 TO STA 805+00.00<br>.00 TO STA 840+00.00<br>.00 TO STA 842+00.00<br>.00 TO STA 864+50.00<br>.00 TO STA 8864+50.00   | 49,345.6   | 993.5  | 183.8<br>2,782.9                                      | 39,292.7   | 6,477<br>2,211<br>1,034  |
| STA 729+00.0 STA 734+00.0 STA 734+00.0 STA 779+84.8 STA 801+00.0 STA 805+00.0 STA 840+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 STA 323+50.0 STA 200+00.0 STA 219+04.5 EMORY ROAD STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 1100E STA 6005+00   | .00 TO STA 734+00.00<br>.00 TO STA 779+23.37<br>.87 TO STA 801+00.00<br>.00 TO STA 805+00.00<br>.00 TO STA 840+00.00<br>.00 TO STA 842+00.00<br>.00 TO STA 864+50.00  | 1,241.9  | 993.5  | 2,782.9   |  | 6,477<br>2,211<br>1,034  |
| STA 734+00.0 STA 779+84.8 STA 801+00.0 STA 805+00.0 STA 840+00.0 STA 842+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP B STA 322+00.0 STA 323+50.0 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 1100E STA 6005+00   | .00 TO STA 779+23.37<br>.87 TO STA 801+00.00<br>.00 TO STA 805+00.00<br>.00 TO STA 840+00.00<br>.00 TO STA 842+00.00<br>.00 TO STA 864+50.00<br>.00 TO STA 886+50.00  | 1,241.9  | 993.5  | 2,782.9   |  | 2,211<br>1,034   |
| STA 779+84,6 STA 801+00.0 STA 805+00.0 STA 840+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 323+50.0 STA 203+00.0 STA 203+00.0 STA 203+00.0 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5012+19. STA 5012+19. STA 5012+19. STA 5042+00 1100E STA 6005+00   | .87 TO STA 801+00.00<br>.00 TO STA 805+00.00<br>.00 TO STA 840+00.00<br>.00 TO STA 842+00.00<br>.00 TO STA 864+50.00  |  |  |   | (1,789.4)  | 1,034  |
| STA 801+00.0 STA 805+00.0 STA 805+00.0 STA 840+00.0 STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 322+00.0 STA 323+50.0 RAMP D STA 200+00.0 STA 200+00.0 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 1100E STA 6005+00  | .00 TO STA 805+00.00<br>.00 TO STA 840+00.00<br>.00 TO STA 842+00.00<br>.00 TO STA 864+50.00<br>.00 TO STA 886+50.00  |  |  |   | (1,789.4)  | · <del></del>  |
| STA 805+00.  STA 840+00.  STA 840+00.  STA 842+00.0  STA 864+50.0  RAMP L  STA 50+00.0  RAMP K  STA 101+45.0  RAMP A  STA 322+00.0  STA 323+50.0  RAMP D  STA 200+00.  STA 200+00.  STA 3001+00  STA 3013+21.  TOWER ROAD  STA 5000+50  STA 5012+19.  STA 5012+19.  STA 5042+00  1100E  STA 6005+00  STA 6005+00  STA 6005+00  STA 6005+00  STA 6005+00  | .00 TO STA 840+00.00<br>.00 TO STA 842+00.00<br>.00 TO STA 864+50.00<br>.00 TO STA 886+50.00  |  |  |   |  | 2,006  |
| STA 840+00.  STA 842+00.  STA 864+50.  RAMP L  STA 50+00.0  RAMP K  STA 101+45.0  RAMP A  STA 322+00.  STA 323+50.  RAMP D  STA 200+00.  STA 219+04.5  EMORY ROAD  STA 3013+21.  TOWER ROAD  STA 5002+00.  STA 5042+00  STA 5042+00  STA 6005+00  | .00 TO STA 842+00.00<br>.00 TO STA 864+50.00<br>.00 TO STA 886+50.00  | 852.9  | 682,3  | 2,878.7   |  | 1,711  |
| STA 842+00.0 STA 864+50.0 RAMP L STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 322+00.0 STA 323+50.0 RAMP D STA 200+00.0 STA 219+04.5 EMORY ROAD STA 3011+00 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 L100E STA 6005+00 STA 6005+00 STA 6020+09   | .00 TO STA 864+50.00<br>.00 TO STA 886+50.00  |  |  |   | (2,196.4)  | 865  |
| STA 864+50,0 RAMP L STA 50+00,0 RAMP K STA 101+45,0 RAMP A STA 322+00,0 STA 323+50,0 RAMP D STA 200+00,0 STA 219+04,5 EMORY ROAD STA 3013+21, TOWER ROAD RE-GRADE EX STA 11+00,00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6005+00 STA 6020+09  | .00 TO STA 886+50.00  |  |  |   | 10,2001  | 1,100  |
| RAMP L  STA 50+00.0  RAMP K  STA 101+45.0  RAMP A  STA 322+00.1  STA 323+50.1  RAMP D  STA 200+00.2  STA 219+04.5  EMORY ROAD  STA 3001+00  STA 3013+21.  TOWER ROAD  RE-GRADE EX  STA 11+00.00  COUNTY HIGH  STA 5000+50  STA 5042+00  1100E  STA 6005+00  STA 6020+09  |   |  | 1  |   |  | 1,679  |
| STA 50+00.0 RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 200+00.0 STA 219+04.5 EMORY ROAD STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5002+50 STA 6005+00 STA 6005+00 STA 6020+09  | 00 TO STA 72+04.23  |  |  |   |  |  |
| RAMP K STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 200+00.0 STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09  | 20 10 018 1E.0 MEG  | 100  | T  |   |  | 916  |
| STA 101+45.0 RAMP A STA 322+00.0 STA 323+50.0 RAMP D STA 200+00.0 STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21, TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09   |   |  |  | <del></del>   |  | 779  |
| RAMP A  STA 322+00.0  STA 323+50.0  RAMP D  STA 200+00.0  STA 219+04.5  EMORY ROAD  STA 3013+21.  TOWER ROAD  RE-GRADE EX  STA 11+00.00  COUNTY HIGH  STA 5000+50  STA 5042+00  1100E  STA 6005+00  STA 6020+09  | 00 TO CT1 17:107 #2   | <del></del>  | <del></del>  |   |  | 1.400  |
| STA 322+00.0 STA 323+50.0 RAMP D STA 200+00. STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09  | 00 10 51A 131793.42   |  |  |   |  | 1,490  |
| STA 323+50.0 RAMP D STA 200+00. STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21, TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09   | AA TA AT, MARIE AA  |  |  |   |  |  |
| RAMP D  STA 200+00. STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09   | .00 T0 STA 323+50.00  | 0.0  | 0.0  | 1,073,5   | (1,073.5)  | 1,274  |
| STA 200+00. STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09   | .00 TO STA 345+42.00  |  |  |   |  | 761  |
| STA 219+04.5 EMORY ROAD STA 3001+00 STA 3013+21, TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09   |   | <del> </del>   |  |   |  |  |
| EMORY ROAD  STA 3001+00  STA 3013+21,  TOWER ROAD  RE-GRADE EX  STA 11+00.00  COUNTY HIGH  STA 5000+50  STA 5042+00  1100E  STA 6005+00  STA 6020+09   | .00 TO STA 219+04.55  |  |  |   |  | 769  |
| STA 3001+00 STA 3013+21. TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5042+00 1100E STA 6005+00 STA 6020+09   | 55 TO STA 219+50.00   | 0.0  | 0,0  | 342.6   | (342.6)  | 184  |
| STA 3013+21.  TOWER ROAD  RE-GRADE EX  STA 11+00.00  COUNTY HIGH  STA 5000+50  STA 5042+00  1100E  STA 6005+00  STA 6020+09  |   |  |  |   |  | ······································   |
| TOWER ROAD RE-GRADE EX STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 1100E STA 6005+00 STA 6020+09   | 0.00 TO STA 3010+75.89 (BACK OF ABUTMENT)   | 1,223.7  | 979.0  | 15,371.0  | (14,392.0)   | 6,707  |
| RE-GRADE EX<br>STA 11+00.00<br>COUNTY HIGH<br>STA 5000+50<br>STA 5012+19.<br>STA 5042+00<br>1100E<br>STA 6005+00<br>STA 6020+09  | .78 (BACK OF ABUTMENT) TO STA 3027+00.00  | 2,924.3  | 2,339.4  | 18,658.2  | (16,318.8)   | 8,356  |
| STA 11+00.00 COUNTY HIGH STA 5000+50 STA 5012+19. STA 5042+00 1100E STA 6005+00 STA 6020+09  | (1400N)   |  |  |   |  |  |
| COUNTY HIGH<br>STA 5000+50<br>STA 5012+19.<br>STA 5042+00<br>1100E<br>STA 6005+00<br>STA 6020+09   | KISTING ROADBED   | 390.0  | 312.0  | 867.0   | (555,0)  | 3,900  |
| STA 5000+50<br>STA 5012+19,<br>STA 5042+00<br>1100E<br>STA 6005+00<br>STA 6020+09  | 0 TO STA 28+00.00   | 3,985.6  | 3,188.5  | 7,648.7   | (4,460.2)  | 12,163   |
| STA 5012+19.<br>STA 5042+00<br>1100E<br>STA 6005+00<br>STA 6020+09   | TWAY 20 (1500N)   |  |  |   |  |  |
| STA 5042+00<br>1100E<br>STA 6005+00<br>STA 6020+09   | 0,00 TO STA 5009+33.81 (BACK OF ABUTMENT)   | 48.6   | 38.9   | 33,086.8  | (33,047,9)   | 7,065  |
| 1100E<br>STA 6005+00<br>STA 6020+09  | .25 (BACK OF ABUTMENT) TO STA 5031+00.00  | 320.4  | 256.3  | 40,165.0  | (39,908.7)   | 9,443  |
| STA 6005+00<br>STA 6020+09   | 0.00 TO STA 5051+00.00  | 39.5   | 31.6   | 753.4   | (721.8)  | 769  |
| STA 6020+09  |   | ······································                           |  | · · · · · · · · · · · · · · · · · · ·                 |  |  |
| STA 6020+09  | 0.00 TO STA 6017+97.81 (BACK OF ABUTMENT)   | 57.0   | 45.6   | 28,638.4  | (28,592.8)   | 7,195  |
|  | 9.81 (BACK OF ABUTMENT) TO STA 6031+78.00   | 107.6  | 86.1   | 24,534,8  | (24,448.7)   | 5,436  |
|  | VE  |  |  |   |  |  |
|  | 00,00 TO STA 10839+80,00  | 100.5  | 80.4   | 998.8   | (918.4)  | 753  |
| FAP ROUTE 3  |   |  |  |   | ,  | ,  |
|  | MO (US 67)  | 56.6   | 45,3   | 137,9   | (92.6)   | 609  |
|  |   | 40.8   | 32.6   | 29.9  | 2,7  | 303  |
| ······································   | G (STA 435+24.79 TO STA 438+50.00)  | 3,776.0  | 3,020.8  | 962.6   | 2,058,2  | 7,410  |
|  | G (STA 435+24.79 TO STA 438+50.00)<br>L (STA 439+25.00 TO STA 446+00.00)  | <del></del>  | 3,135.2  | 1,865,4   | 1,269.8  | 4,654,1  |
|  | G (STA 435+24.79 TO STA 438+50.00)<br>L (STA 439+25.00 TO STA 446+00.00)<br>A 438+50.00 TO STA 461+50.00)   | 3.919.0  | 4,135.4  | 4,616.6   | (481.2)  | 12,129   |
| TOTAL  | G (STA 435+24.79 TO STA 438+50.00)<br>1 (STA 439+25.00 TO STA 446+00.00)<br>A 438+50.00 TO STA 461+50.00)<br>A 438+50.00 TO STA 461+50.00)  | 3,919.0<br>5.169.3   | P( a 1 . J . J . P   | 187,876.0   | (128,996.6)  | 118,646  |
| USE  | G (STA 435+24.79 TO STA 438+50.00)<br>L (STA 439+25.00 TO STA 446+00.00)<br>A 438+50.00 TO STA 461+50.00)   | 5,169.3<br>75,499.3  | 58,879.4   |   | \$ 12201330101 }   | ********   |

•• SEE GENERAL NOTES & TYPICAL SECTIONS A

DESIGNED - JRB REVISED - △ 5/15/2015 FILE NAME . neeQt : 3MM R32U FAP ROUTE 407 (IL 336 /IL 110) STATE OF ILLINOIS ns/CABO Sheets/D468B44-sht-schedule81.dgn DRAWN - TJD REVISED -SCHEDULES OF QUANTITIES PLOT SCALE : 160.0880 1/ IN. CHECKED - JR8 REVISED **DEPARTMENT OF TRANSPORTATION** DATE - 1-30-2015 SCALE: NONE SHEET 1 OF 14 SHEETS STA. TO STA. PLOT DATE 4 5/19/2015 REVISED

EARTHWORK (ALTERNATE B)

| LOCATION   EARTH   EXAVATION   STA AUSISTED OR SHRIBKAGE   |   | 20400800   | 21101615   |
|--|---|--|--|
| FAP ROUTE 407 (IL 336/FL 110)  STA 554+00.00 TO STA 577+00.00  STA 554+00.00 TO STA 566+00.00  STA 554+00.00 TO STA 566+00.00  STA 554+00.00 TO STA 566+00.00  STA 585+00.00 TO STA 560+03.80  STA 585+00.70 TO STA 630+63.80  STA 627+00.00 TO STA 630+63.80  STA 627+00.00 TO STA 630+63.81  STA 637+00.00 TO STA 630+63.81  STA 637+00.00 TO STA 630+63.81  STA 637+00.00 TO STA 630+63.81  STA 632+3.81 TO STA 630+63.81  STA 631+00.00 TO STA 630+63.81  STA 631+00.00 TO STA 630+63.81  STA 631+00.00 TO STA 630+63.81  STA 753+00.00 TO STA 754+00.00  STA 754+00.00 TO STA 754+00.00  STA 801+00.00 TO STA 754+00.00  STA 804+00.00 TO STA 805+00.00  STA 804+00.00 TO STA 72+04.23  STA STA 754+00.00 TO STA 72+04.23  STA 804+00.00 TO STA 72+04.23  STA 804+00.00 TO STA 72+04.25  STA 804+00.00 TO STA 72+04.55  STA 804+00.00 TO STA 23+50.00  O.0  CAMP D  STA 200+00.00 TO STA 23+50.00  STA 23+50.00 TO STA 345+2.00  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 302+00.00  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 302+00.00  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 302+00.00  STA 3010+00.00 TO STA 509+33.81 (BACK OF ABUTMENT) 48.6  38.9  STA 500+00.00 TO STA 601+78.89 (BACK OF ABUTMENT) 57.0  STA 500+90.00 TO STA 601+78.80 (BACK OF ABUTMENT) 57.0  STA 500+90.00 TO STA 601+78.80 (BACK OF ABUTMENT) 57.0  STA 500+90.00 TO STA 601+78.80 (BACK OF ABUTMENT) 57.0  STA 500+90.00 TO STA 601+78.80 (BACK OF ABUTMENT) 57.0  STA 600+90.00 TO STA 601+78.80 (BACK OF ABUTMENT) 57.0  STA 600+90.00 TO STA 601+78.80 (BACK OF ABUTMENT) 57.0  STA 600+90.00 TO STA 601+78.80 (BACK OF ABUTMENT) 57.   | EMBANKMENT                              | BALANCE WASTE (+)<br>OR SHORTAGE (-)             | TOPSOIL FURNI<br>& PLACE 4"                      |
| STA SSH-900.00 TO STA SSH-000.00  STA SSH-00.00 TO STA SSH-00.00  A 492.6  STA 627-00.00 TO STA 633-490.96  STA 627-00.00 TO STA 633-490.96  STA 627-00.00 TO STA 630-490.00  A 492.6  STA 634-32.45 TO STA 630-490.00  A 281.5  STA 634-32.45 TO STA 630-450.00  A 281.5  STA 634-32.45 TO STA 7024-42.09  STA 634-32.00 TO STA 632-450.00  A 140.7  STA 7024-98.31 TO STA 724-90.00  STA 7024-98.31 TO STA 724-90.00  STA 724-90.00 TO STA 734-90.00  STA 734-90.00 TO STA 734-90.00  STA 734-90.00 TO STA 734-90.00  STA 734-90.00 TO STA 804-90.00  STA 734-90.00 TO STA 804-90.00  STA 804-90.00 TO STA 804-90.00  STA 804-90.00 TO STA 844-90.00  STA 804-90.00 TO STA 724-94.23  RAMP L  STA 504-90.00 TO STA 724-94.23  RAMP B  STA 324-90.00 TO STA 323-450.00  STA 3001-90.00 TO STA 323-90.00  STA 3001-90.00 TO STA 3001-975.89 (BACK OF ABUTMENT)  STA 3001-90.00 TO STA 219-90.55  STA 3001-90.00 TO STA 5001-975.89 (BACK OF ABUTMENT)  STA 3001-90.00 TO STA 5009-93.81 (BACK OF ABUTMENT)  STA 501-91.25 (BACK OF RABUTMENT) TO STA 5031-90.00  39.985.6  3,188.5  STA 5024-90.00 TO STA 5031-91.00  STA 5024-90.00 TO STA 5031-91.00  STA 5020-90.81 (BACK OF ABUTMENT) TO STA 6031-90.00  39.50  STA 5020-90.81 (BACK OF ABUTMENT) TO STA 6031-90.00  39.50  STA 5020-90.81 (BACK OF ABUTMENT) TO STA 6031-90.00  39.50  STA 605-90.00 TO STA 601-90.00  STA 605-90.   | CU YD                                   |  | SQ YD  |
| STA 559400.00 TO STA 566+00.00   |   |  | <del>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del> |
| STA 5714-00.00 TO STA 630+00.00  STA 658+57.70 TO STA 633+60.95  STA 658+57.70 TO STA 633+60.95  STA 658+57.70 TO STA 633+60.96  STA 658+57.70 TO STA 633+60.00  Δ 492.6  STA 634+32.45 TO STA 680+63.18  STA 673+00.00 TO STA 675+00.00  Δ 281.5  STA 673+00.00 TO STA 692+50.00  STA 702+90.91 TO STA 702+42.09  STA 702+90.91 TO STA 702+42.09  STA 702+90.91 TO STA 722+00.00  STA 702+90.91 TO STA 722+00.00  STA 702+90.91 TO STA 734+00.00  STA 702+90.91 TO STA 734+00.00  STA 702+90.00 TO STA 734+00.00  STA 702+90.00 TO STA 704+00.00  STA 801+00.00 TO STA 805+00.00  STA 801+00.00 TO STA 805+00.00  STA 801+00.00 TO STA 805+00.00  STA 804+00.00 TO STA 804+00.00  STA 804+50.00 TO STA 804+50.00  STA 804+50.00 TO STA 804+50.00  STA 804+50.00 TO STA 804+50.00  STA 504+00.00 TO STA 72+04.23  RAMP K  STA 101+45.00 TO STA 131+93.42  RAMP A  STA 224+00.00 TO STA 234+60.00  STA 2324+00.00 TO STA 234+60.00  STA 2334+50.00 TO STA 234+60.00  STA 234+00.00 TO STA 234+00.00  STA 3031+21.10 (804 CO FABUTMENT) TO STA 3027+00.00  2,924,3  2,339,4  TOWER ROAD (1400N)  RE-GRADD (1400N)  RE-GRADD (1400N)  STA 5000+50.00 TO STA 5009+33.81 (8ACK OF ABUTMENT)  STA 5000+50.00 TO STA 5009+33.81 (8ACK OF ABUTMENT)  STA 5000+00.00 TO STA 5009+33.81 (8ACK OF ABUTMENT)  STA 5000+00.00 TO STA 5009+33.81 (8ACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (8ACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (8ACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (8ACK OF ABUTMENT)  STA 60000+00.00 TO STA 6017+97.81 (8ACK OF ABUTMENT)  STA 6000+00.00 TO STA 6017+97.81 (8ACK OF ABUTMENT)  STA 6000+00.00 TO STA 60017+97.81 (8ACK OF ABUTMENT)  STA 6000+00.00 TO STA 60017+97.81 (8AC  | ·····                                   |  | 2,590  |
| STA 971+00.00 TO STA 580+00.00  STA 980+37.70 TO STA 630+90.00  A 492.6  STA 980+37.70 TO STA 630+90.00  A 492.6  STA 627+00.00 TO STA 630+60.00  A 281.5  STA 631+30.00 TO STA 630+60.00  STA 631+00.00 TO STA 630+60.00  STA 632+14.04 TO STA 632+50.00  A 140.7  STA 631+00.00 TO STA 781+00.00  STA 631+00.00 TO STA 781+00.00  STA 782+00.00 TO STA 781+00.00  STA 782+00.00 TO STA 781+00.00  STA 781+00.00 TO STA 781+00.00  STA 781+00.00 TO STA 781+25.37  STA 781+00.00 TO STA 781+25.37  STA 781+00.00 TO STA 801+00.00  STA 801+00.00 TO STA 801+00.00  STA 801+00.00 TO STA 801+00.00  STA 801+00.00 TO STA 801+00.00  STA 804+00.00 TO STA 804+00.00  STA 804+00.00 TO STA 804+00.00  STA 804+00.00 TO STA 804+00.00  STA 804+00.00 TO STA 804+50.00  RAMP L  STA 50+00.00 TO STA 804+50.00  RAMP L  STA 101+45.00 TO STA 781+04.23  RAMP A  STA 101+45.00 TO STA 323+50.00  O .0 0.0  STA 231+00.00 TO STA 345+42.00  RAMP D  STA 3001+00.00 TO STA 345+42.00  STA 3001+00.00 TO STA 345+42.00  STA 3001+00.00 TO STA 345+42.00  STA 3001+00.00 TO STA 3500+75.89 (8ACK OF ABUTMENT)  STA 3001+00.00 TO STA 3500+75.89 (8ACK OF ABUTMENT)  STA 3001+00.00 TO STA 280000  STA 3001+00.00 TO STA 280000  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  48.6  38.9  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  57.0  45.6  57.6  STA 6005+00.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  57.0  45.6  STA 6005+00.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  57.0  45.6  57.6  STA 6005+00.00 TO STA 610+77.81 (BACK OF ABUTMENT)  57.0  45.6  57.7  57.6  57.6  57.6  57.6  57.6  57.7  57.6  57.7  57.6  57.7  57.6  57.7  57.0  57.0  57.7  57.0  57   | 1,182.2                                 | (1,182.2)  | <u> </u>   |
| STA 627+00.00 TO STA 650+50.00   | ******                                  |  | 142  |
| STA 634-32-45 TO STA 680-63.18  STA 673-40.00 TO STA 678-00.00   | *************************************** | ······································           | 2,309  |
| STA 673+00.00 TO STA 675+00.00   | 591.1                                   | (591,1)  | ]  |
| STA 682+14.84 TO STA 702+12.09         31 40.7           STA 691+50,00 TO STA 692+50.000         Δ           STA 702+98.91 TO STA 729+00.00         39,476.5           STA 732+90.00 TO STA 734+00.00         49,345.6           STA 732+90.00 TO STA 734+00.00         49,345.6           STA 734+00.00 TO STA 801+00.00         1,241.9           STA 801+00.00 TO STA 801+00.00         1,241.9           STA 801+00.00 TO STA 801+00.00         852.9           STA 842+00.00 TO STA 864+50.00         852.9           STA 842+00.00 TO STA 864+50.00         852.9           STA 801+00.00 TO STA 724-01.23         874.00           STA 801+00.00 TO STA 724-01.23         874.00           STA 702+00.00 TO STA 724-01.23         874.00           STA 702+00.00 TO STA 724-01.23         874.00           STA 702+00.00 TO STA 724-00.00         0.0           STA 3224-00.00 TO STA 345+42.00         0.0           STA 204-00.00 TO STA 345+42.00         0.0           STA 204-00.00 TO STA 244-00.00         0.0           STA 204-00.00 TO STA 244-00.00 <td>······································</td> <td></td> <td>2,263</td>   | ······································  |  | 2,263  |
| \$\frac{\text{STA}}{\text{SQL}}\$\frac{\text{SQL}}{\text{SQL}}\$\frac{\text{STA}}{\text{TQ2}}\$\frac{\text{SQL}}{\text{SQL}}\$\fra | 337.8                                   | (337,8)  | <u> </u>   |
| STA 702+98,91 TO STA 729+00,00   | *************************************** |  | 991  |
| STA 729+00.00 TO STA 734+00.00   | 168.8                                   | (168,8)  | ]  |
| STA 734+00.00 TO STA 779+23.37  STA 779+84.87 TO STA 801+00.00  STA 801+00.00 TO STA 805+00.00  STA 801+00.00 TO STA 805+00.00  STA 804+00.00 TO STA 805+00.00  STA 804+00.00 TO STA 804+00.00  STA 804+00.00 TO STA 804+50.00  STA 804+00.00 TO STA 804+50.00  STA 804+00.00 TO STA 804+50.00  STA 804+00.00 TO STA 72+04.23  RAMP L  STA 101+45.00 TO STA 72+04.23  RAMP A  STA 101+45.00 TO STA 131+93.42  RAMP A  STA 323+50.00 TO STA 323+50.00  STA 323+50.00 TO STA 323+50.00  STA 323+50.00 TO STA 323+50.00  STA 209+00.00 TO STA 219+04.55  STA 219+04.55 TO STA 219+04.55  STA 219+04.55 TO STA 219+04.55  STA 219+04.55 TO STA 219+05.00  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  393.0  312.0  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  3,985.6  3,188.5  COUNTY HIGHWAY 20 (ISDON)  STA 5000+50.00 TO STA 5059+33.81 (BACK OF ABUTMENT)  STA 5000+50.00 TO STA 5059+33.81 (BACK OF ABUTMENT)  STA 5000+50.00 TO STA 5059+33.81 (BACK OF ABUTMENT)  STA 5000+00.00 TO STA 5059+00.00  39.5  STA 5002+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  ST   |   |  | 1,271  |
| STA 779+84.87 TO STA 801+00.00   1,241.9   993.5   STA 801+00.00 TO STA 8040+00.00   STA 805+00.00   STA 8040+00.00   STA 8040+00.00   STA 842+00.00   STA 842+00.00   STA 842+00.00   STA 842+00.00   STA 842+00.00   STA 842+00.00   STA 864+50.00   STA 8   | 183.8                                   | 39,292,7   | 6,477  |
| STA 801+00.00 TO STA 805+00.00   |   |  | 2,211  |
| STA 805+00.00 TO STA 840+00.00   STA 840+00.00   STA 840+00.00 TO STA 842+00.00   STA 840+00.00 TO STA 886+50.00   STA 864+50.00 TO STA 886+50.00   STA 864+50.00 TO STA 886+50.00   STA 864+50.00 TO STA 886+50.00   STA 80+00.00 TO STA 886+50.00   STA 72+04.23   STA 101+45.00 TO STA 72+04.23   STA 101+45.00 TO STA 131+93.42   STA 322+00.00 TO STA 323+50.00   O.0   O.0   O.0   STA 323+50.00   O.0   STA 323+50.00   STA 323+50.00   STA 323+50.00 TO STA 345+42.00   STA 220+00.00 TO STA 3219+04.55   STA 219+04.55   STA 219+04.55 TO STA 219+50.00   O.0   O.0   STA 3013+21.78 (BACK OF ABUTMENT)   1,223.7   979.0   STA 3013+21.78 (BACK OF ABUTMENT)   1,223.7   979.0   STA 3013+21.78 (BACK OF ABUTMENT)   TO STA 3027+00.00   2,924.3   2,339.4   TOWER ROAD (1400N)   STA 11+00.00 TO STA 28+00.00   390.0   312.0   STA 11+00.00 TO STA 28+00.00   3,985.6   3,188.5   STA 5012+19.25 (BACK OF ABUTMENT)   TO STA 5031+00.00   399.0   30.0   31.0   STA 5001+00.00 TO STA 5051+00.00   399.5   31.6   STA 5002+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6017+9T.81 (BACK OF ABUTMENT)   57.0   45.6   STA 6050+00.00 TO STA 6051+9T.80   STA 6051+9T.80   STA 6051+9T.80   STA 6051+9T.80   ST   |   |  | 1,034  |
| STA 840+00.00 TO STA 842+00.00 STA 842+00.00 TO STA 864+50.00 STA 864+50.00 TO STA 864+50.00  RAMP L  STA 50+00.00 TO STA 72+04.23  RAMP K  STA 101+45.00 TO STA 131+93.42  STA 322+00.00 TO STA 131+93.42  STA 322+00.00 TO STA 323+50.00  STA 323+50.00 TO STA 323+50.00  STA 323+50.00 TO STA 325+50.00  RAMP D  STA 209+00.05 TO STA 219+04.55  STA 209+00.05 TO STA 219+50.00  STA 203+00.00 TO STA 219+50.00  STA 203+00.00 TO STA 219+50.00  STA 303+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 303+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 303+21.78 (BACK OF ABUTMENT) TO STA 302+00.00  STA 500+00.00 TO STA 209+50.00  STA 500+00.00 TO STA 209+50.00  STA 5000+50.00 TO STA 209+50.00  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5002+00.00 TO STA 5051+00.00  STA 502+00.00 TO STA 5051+00.00  STA 502+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 502+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 5020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00  STA 10838+00.00 TO STA 10839+80.00  FAP ROUTE 310 (US 6T)  RESURFACING (STA 435+24.79 TO STA 438+50.00)  SA 530.9  \$2,624.7  STAGE 1 (STA 438+50.00 TO STA 461+50.00)  3,530.9  \$2,624.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00)  3,465.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00)  3,465.7  | 2,782.9                                 | (1,789.4)  | 2,006  |
| STA 842+00.00 TO STA 864+50.00 STA 864+50.00 TO STA 886+50.00 RAMP L STA 50+00.00 TO STA 72+04.23 RAMP K STA 101+45.00 TO STA 131+93.42 RAMP A STA 322+00.00 TO STA 323+50.00 STA 323+50.00 TO STA 323+50.00 STA 323+50.00 TO STA 345+42.00 STA 220+00.00 TO STA 345+42.00 STA 200+00.00 TO STA 219+04.55 STA 219+04.55 TO STA 219+04.55 STA 219+04.55 TO STA 219+05.00 STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT) STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT) STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT) STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00 STA 3103+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00 STA 3104-00.00 TO STA 229+00.00 STA 3104-00.00 TO STA 280+00.00 STA 5000+50.00 TO STA 280+00.00 STA 5000+50.00 TO STA 5059+33.81 (BACK OF ABUTMENT) STA 5002+00.00 TO STA 5051+00.00 STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMEN   |   | <u> </u>   | 1,71   |
| STA 864+50.00 TO STA 886+50.00  RAMP L  STA 50+00.00 TO STA 72+04.23  RAMP K  STA 101+45.00 TO STA 131+93.42  RAMP A  STA 322+00.00 TO STA 323+50.00  STA 323+50.00 TO STA 323+50.00  STA 323+50.00 TO STA 345+42.00  STA 200+00.00 TO STA 345+42.00  STA 200+00.00 TO STA 219+04.55  STA 219+04.55 TO STA 219+04.55  STA 219+04.55 TO STA 219+50.00  EMORY ROAD (950E)  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 11+00.00 TO STA 28+00.00  STA 11+00.00 TO STA 290+00.00  STA 11+00.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5002+00.00 TO STA 5051+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 10838+00.00 TO STA 10839+80.00  STA 10838+00.00 TO STA 10839+80.00  STA 6015 STA 6025 STA 438+50.00  STA 6017 STA 438+50.00 TO STA 461+50.00)  STAGE 1 (STA 438+50.00 TO STA 461+50.00)  STAGE 1 (STA 438+50.00 TO STA 461+50.00)  STAGE 2 (STA  | 2,878.7                                 | (2,196.4)  | 865  |
| RAMP L  STA 50+00.00 TO STA 72+04.23  RAMP K  STA 101+45.00 TO STA 131+93.42  RAMP A  STA 322+00.00 TO STA 323+50.00  STA 323+50.00 TO STA 345+42.00  RAMP D  STA 200+00.00 TO STA 219+04.55  STA 219+04.55 TO STA 219+04.55  STA 219+04.55 TO STA 219+50.00  EMORY ROAD (950E)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED  390.0  312.0  STA 11+00.00 TO STA 28+00.00  STA 3004+00.00 TO STA 28+00.00  STA 5010+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 6002+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6009+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6009+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6009+00.00 TO STA 10839+80.00  STA 10838+00.00 TO STA 10839+80.00  STA FORDER STA 439+50.00 TO STA 484+50.00)  SAGE (STA 439+50.00 TO STA 481+50.00)  SAGE (STA 439+50.00 TO STA 461+50.00)  3,550.9  2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00)  3,465.7  2,772.6  |   |  | 1,100  |
| STA 50+00,00 TO STA 72+04.23  RAMP K  STA 101+45,00 TO STA 131+93.42  RAMP A  STA 322+60,00 TO STA 323+50.00  STA 323+50.00 TO STA 345+42.00  STA 323+50.00 TO STA 219+04.55  STA 220+00,00 TO STA 219+04.55  STA 219+04.55 TO STA 219+50.00  CMORY ROAD (950E)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  STA 3003+21.76 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 3013+21.76 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 3014-00.00 TO STA 28+00.00  STA 3015+21.76 (SACK OF ABUTMENT) TO STA 3027+00.00  STA 3015+21.76 (SACK OF ABUTMENT) TO STA 3027+00.00  STA 3001+00.00 TO STA 28+00.00  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 502+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 502+00.00 TO STA 5051+00.00  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00  STA 1038+00.00 TO STA 10839+80.00  STA 1038+00.00 TO STA 10839+80.00  STA 1038+00.00 TO STA 10839+80.00  STA CI (STA 438+50.00 TO STA 461+50.00)  STAGE 1 (STA 438+50.00 TO STA 461+50.00)  STAGE 1 (STA 438+50.00 TO STA 461+50.00)  STAGE 2 (STA 438+50.00 TO STA 461+50.00)   |   | <u> </u>   | 1,679  |
| RAMP K  STA 101+45.00 TO STA 131+93.42  RAMP A  STA 322+00.00 TO STA 323+50.00  STA 323+50.00 TO STA 323+50.00  STA 323+50.00 TO STA 345+42.00  RAMP D  STA 200+00.00 TO STA 219+04.55  STA 219+04.55 TO STA 219+60.00  EMORY ROAD (950E)  STA 3010+75.89 (BACK OF ABUTMENT)  STA 3013+21.76 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 3013+21.76 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 3103+21.76 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 11+00.00 TO STA 28+00.00  STA 11+00.00 TO STA 28+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 6005+00.00 TO STA 5051+00.00  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 10839+80.00  STA 10838+00.00 TO STA 10839+80.00  100.5  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00  100.5  SERGIFACING (STA 435+24.79 TO STA 438+50.00)  FRE-STAGE 1 (STA 439+25.00 TO STA 461+50.00)  STAGE 2 (STA 438+50.00 TO STA 461+50.00)  STAGE 3 (STA 438+50.00 TO STA 461+50.00)  STAGE 3 (STA 438+50.00 TO STA 461+50.00)  STAGE 3 (STA 438+50.00 TO STA 461+50.00)  STAGE 5 (STA 438+50.00   | ····                                    | · · · · · · · · · · · · · · · · · · ·            | **************************************           |
| STA 101+45.00 TO STA 131+93.42  RAMP A  STA 322+00.00 TO STA 323+50.00  STA 323+50.00 TO STA 325+50.00  STA 323+50.00 TO STA 345+42.00  RAMP D  STA 200+00.00 TO STA 219+04.55  STA 219+04.55 TO STA 219+50.00  STA 219+04.55 TO STA 219+50.00  STA 301+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  STA 3015+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  Z,924.3  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED  STA 11+00.00 TO STA 28+00.00  STA 100+00.00 TO STA 28+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 5002+50.00 TO STA 5051+00.00  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 10838+00.00 TO STA 10839+80.00  TARE STA 10838+00.00 TO STA 10839+80.00  STA 5004-50.00 TO STA 445+50.00 TO STA 461+50.00)  STAGE 1 (STA 438+50.00 TO STA 461+50.00)  STAGE 2 (STA 438+50.00 TO STA 461+50.00)  S   |   |  | 916  |
| RAMP A  STA 322+00,00 TO STA 323+50.00  STA 323+50.00 TO STA 345+42.00  RAMP D  STA 200+00,00 TO STA 219+04.55  STA 200+00,00 TO STA 219+60.00  EMORY ROAD (950E)  STA 3001+00,00 TO STA 3010+75.89 (BACK OF ABUTMENT)  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00,00  RE-GRADE EXISTING ROADBED  STA 11+00,00 TO STA 28+00,00  STA 11+00,00 TO STA 28+00,00  STA 5000+50,00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5002+19.25 (BACK OF ABUTMENT) TO STA 5031+00,00  STA 5042+00,00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00,00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00,00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6000+00,00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6020+09,81 (BACK OF ABUTMENT) TO STA 6031+78.00  STA 10838+00,00 TO STA 10839+80,00  TO STA 10838+00,00 TO STA 484+24.79 TO STA 438+50,00)  STAGE 1 (STA 438+50,00 TO STA 461+50,00)  STAGE 2 (STA 438+50,00 TO STA 461+50,00)  STAGE 2 (STA 438+50,00 TO STA 461+50,00)  3,530,9  2,624,7  STAGE 2 (STA 438+50,00 TO STA 461+50,00)  3,465,7  2,772,6   |   |  |  |
| STA 322+00,00 TO STA 323+50.00   |   |  | 1,490  |
| STA 323+50.00 TO STA 345+42.00  RAMP D  STA 200+00.00 TO STA 219+04.55  STA 219+04.55 TO STA 219+50.00  EMORY ROAD (950E)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED  STA 11+00.00 TO STA 28+00.00  STA 11+00.00 TO STA 28+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00  STA FOUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00)  STAGE 1 (STA 438+50.00 TO STA 461+50.00)  STAGE 2 (STA 438+50.00 TO STA 461+50.00)  3,550.9  3,465.7  2,772.6   |   | <del>***                                  </del> | ······································           |
| RAMP D  STA 200+00,00 TO STA 219+04.55  STA 219+04.55 TO STA 219+50.00 0,0 0,0 0.0  EMORY ROAD (950E)  STA 3001+00,00 TO STA 3010+75.89 (BACK OF ABUTMENT) 1,223.7 979.0  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00,00 2,924.3 2,339.4  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED 390.0 312.0  STA 11+00.00 TO STA 28+00.00 3,985.6 3,188.5  COUNTY HIGHWAY 20 (1500N)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00 320.4 256.3  STA 5042+00.00 TO STA 5051+00.00 39.5 31.6  1100E  STA 6005+00,00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 438+50.00 TO STA 461+50.00) 3,530.9 2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6   | 1,073.5                                 | (1,073.5)  | 1,274  |
| STA 200+00.00 TO STA 219+04.55  STA 219+04.55 TO STA 219+50.00  CO.0  EMORY ROAD (950E)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT)  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00  RE-GRADE EXISTING ROADBED  STA 11+00.00 TO STA 28+00.00  STA 11+00.00 TO STA 28+00.00  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00  STA 5042+00.00 TO STA 5051+00.00  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00  STA 10838+00.00 TO STA 10839+80.00  TO STA 10838+00.00 TO STA 435+24.79 TO STA 438+50.00)  STA 516E 1 (STA 438+50.00 TO STA 461+50.00)  STAGE 2 (STA 438+50.00 TO STA 461+50.00)  3,465.7  2,772.6  |   | 1  | 761  |
| STA 219+04.55 TO STA 219+50.00 0.0 0.0  EMORY ROAD (950E)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT) 1,223.7 979.0  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00 2,924.3 2,339.4  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED 390.0 312.0  STA 11+00.00 TO STA 28+00.00 3,985.6 3,188.5  COUNTY HIGHWAY 20 (1500N)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00 320.4 256.3  STA 5042+00.00 TO STA 5051+00.00 39.5 31.6  1100E  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 446+00.00) 40.8 32.6  STAGE 1 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6   | <del></del>                             |  |  |
| STA 219+04.55 TO STA 219+50.00 0.0 0.0  EMORY ROAD (950E)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT) 1,223.7 979.0  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00 2,924.3 2,339.4  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED 390.0 312.0  STA 11+00.00 TO STA 28+00.00 3,985.6 3,188.5  COUNTY HIGHWAY 20 (1500N)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00 320.4 256.3  STA 5042+00.00 TO STA 5051+00.00 39.5 31.6  1100E  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 446+00.00) 40.8 32.6  STAGE 1 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6   |   | T  | 769  |
| EMORY ROAD (950E)  STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT) 1,223.7 979.0  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00 2,924.3 2,339.4  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED 390.0 312.0  STA 11+00.00 TO STA 28+00.00 3,985.6 3,188.5  COUNTY HIGHWAY 20 (1500N)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00 320.4 256.3  STA 5042+00.00 TO STA 5051+00.00 39.5 31.6  1100E  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 438+50.00 TO STA 461+50.00) 3,530.9 2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6   | 342,6                                   | (342,6)  | 184  |
| STA 3001+00.00 TO STA 3010+75.89 (BACK OF ABUTMENT) 1,223.7 979.0  STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00 2,924.3 2,339.4  TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED 390.0 312.0  STA 11+00.00 TO STA 28+00.00 3,985.6 3,188.5  COUNTY HIGHWAY 20 (1500N)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00 320.4 256.3  STA 5042+00.00 TO STA 5051+00.00 39.5 31.6  1100E  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 439+25.00 TO STA 461+50.00) 3,530.9 2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6  | 0.210                                   | 12 (210)   |  |
| STA 3013+21.78 (BACK OF ABUTMENT) TO STA 3027+00.00       2,924.3       2,339.4         TOWER ROAD (1400N)       390.0       312.0         RE-GRADE EXISTING ROADBED       390.0       312.0         STA 11+00.00 TO STA 28+00.00       3,985.6       3,188.5         COUNTY HIGHWAY 20 (1500N)       300.0       300.0         STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)       48.6       38.9         STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00       320.4       256.3         STA 5042+00.00 TO STA 5051+00.00       39.5       31.6         1100E         STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)       57.0       45.6         STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00       107.6       86.1         SERVICE DRIVE         STA 10838+00.00 TO STA 10839+80.00       100.5       80.4         FAP ROUTE 310 (US 67)         RESURFACING (STA 435+24.79 TO STA 438+50.00)       56.6       45.3         PRE-STAGE 1 (STA 439+25.00 TO STA 466+00.00)       40.8       32.6         STAGE 2 (STA 438+50.00 TO STA 461+50.00)       3,530.9       2,824.7         STAGE 2 (STA 438+50.00 TO STA 461+50.00)       3,465.7       2,772.6  | 15,371.0                                | (14,392.0)                                       | c 707  |
| TOWER ROAD (1400N)  RE-GRADE EXISTING ROADBED 390.0 312.0  STA 11+00.00 TO STA 28+00.00 3,985.6 3,188.5  COUNTY HIGHWAY 20 (1500N)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00 320.4 256.3  STA 5042+00.00 TO STA 5051+00.00 39.5 31.6  1100E  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 439+25.00 TO STA 461+50.00) 3,530.9 2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6  | 18,658.2                                | (16,318.8)                                       | 6,707  |
| RE-GRADE EXISTING ROADBED 390.0 312.0  STA 11+00.00 TO STA 28+00.00 3,985.6 3,188.5  COUNTY HIGHWAY 20 (1500N)  STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00 320.4 256.3  STA 5042+00.00 TO STA 5051+00.00 39.5 31.6  1100E  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 439+25.00 TO STA 464+00.00) 40.8 32.6  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6  | 10,030.2                                | (10,310.0)                                       | 8,356  |
| STA 11+00.00 T0 STA 28+00.00       3,985.6       3,188.5         COUNTY HIGHWAY 20 (1500N)         STA 5000+50.00 T0 STA 5009+33.81 (BACK OF ABUTMENT)       48.6       38.9         STA 5012+19.25 (BACK OF ABUTMENT) T0 STA 5031+00.00       320.4       256.3         STA 5042+00.00 T0 STA 5051+00.00       39.5       31.6         HIO0E         STA 6005+00.00 T0 STA 6017+97.81 (BACK OF ABUTMENT)       57.0       45.6         STA 6020+09.81 (BACK OF ABUTMENT) T0 STA 6031+78.00       107.6       86.1         SERVICE DRIVE         STA 10838+00.00 T0 STA 10839+80.00       100.5       80.4         FAP ROUTE 310 (US 67)         RESURFACING (STA 435+24.79 T0 STA 438+50.00)       56.6       45.3         PRE-STAGE 1 (STA 439+25.00 T0 STA 446+00.00)       40.8       32.6         STAGE 1 (STA 438+50.00 T0 STA 461+50.00)       3,530.9       2,824.7         STAGE 2 (STA 438+50.00 T0 STA 461+50.00)       3,465.7       2,772.6   | ^^7.0                                   | 1555.01  |  |
| COUNTY HIGHWAY 20 (1500N)  STA 5000+50,00 TO STA 5009+33,81 (BACK OF ABUTMENT) 48.6 38.9  STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00,00 320.4 256.3  STA 5042+00,00 TO STA 5051+00,00 39.5 31.6  1100E  STA 6005+00,00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6005+00,81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00,00 TO STA 10839+80.00 100,5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00) 40.8 32.6  STAGE 1 (STA 438+50.00 TO STA 461+50.00) 3,530.9 2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6   | 867.0                                   | (555.0)  | 3,900  |
| STA 5000+50.00 TO STA 5009+33.81 (BACK OF ABUTMENT)       48.6       38.9         STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00       320.4       256.3         STA 5042+00.00 TO STA 5051+00.00       39.5       31.6         1100E         STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)       57.0       45.6         STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00       107.6       86.1         SERVICE DRIVE         STA 10838+00.00 TO STA 10839+80.00       100.5       80.4         FAP ROUTE 310 (US 67)         RESURFACING (STA 435+24.79 TO STA 438+50.00)       56.6       45.3         PRE-STAGE 1 (STA 439+25.00 TO STA 464+00.00)       40.8       32.6         STAGE 1 (STA 438+50.00 TO STA 461+50.00)       3,530.9       2,824.7         STAGE 2 (STA 438+50.00 TO STA 461+50.00)       3,465.7       2,772.6  | 7,648,7                                 | (4,460.2)  | 12,163   |
| STA 5012+19.25 (BACK OF ABUTMENT) TO STA 5031+00.00       320.4       256.3         STA 5042+00.00 TO STA 5051+00.00       39.5       31.6         1100E         STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)       57.0       45.6         STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00       107.6       86.1         SERVICE DRIVE         STA 10838+00.00 TO STA 10839+80.00       100.5       80.4         FAP ROUTE 310 (US 67)         RESURFACING (STA 435+24.79 TO STA 438+50.00)       56.6       45.3         PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00)       40.8       32.6         STAGE 1 (STA 438+50.00 TO STA 461+50.00)       3,530.9       2,824.7         STAGE 2 (STA 438+50.00 TO STA 461+50.00)       3,465.7       2,772.6  |   |  |  |
| \$\text{STA 5042+00.00 TO STA 5051+00.00}\$  \$\text{31.6}\$  \$\text{1100E}\$  \$\text{STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)}\$  \$\text{57.0}\$  \$\text{57.0}\$  \$\text{45.6}\$  \$\text{STA 6020+09.81 (BACK OF ABUTMENT)}\$  \$\text{TO STA 6031+78.00}\$  \$\text{107.6}\$  \$\text{86.1}\$  \$\text{SERVICE DRIVE}\$  \$\text{STA 10838+00.00 TO STA 10839+80.00}\$  \$\text{100.5}\$  \$\text{80.4}\$  \$\text{FAP ROUTE 310 (US 67)}\$  \$\text{RESURFACING (STA 435+24.79 TO STA 438+50.00)}\$  \$\text{56.6}\$  \$\text{45.3}\$  \$\text{PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00)}\$  \$\text{40.8}\$  \$\text{3.530.9}\$  \$\text{2.824.7}\$  \$\text{STAGE 2 (STA 438+50.00 TO STA 461+50.00)}\$  \$\text{3.465.7}\$  \$\text{2.772.6}\$   | 33,086,8                                | (33,047.9)                                       | 7,065  |
| 1100E  STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT) 57.0 45.6  STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00) 40.8 32.6  STAGE 1 (STA 438+50.00 TO STA 461+50.00) 3,530.9 2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6  | 40,165.0                                | (39,908.7)                                       | 9,443  |
| STA 6005+00.00 TO STA 6017+97.81 (BACK OF ABUTMENT)       57.0       45.6         STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00       107.6       86.1         SERVICE DRIVE         STA 10838+00.00 TO STA 10839+80.00       100.5       80.4         FAP ROUTE 310 (US 67)         RESURFACING (STA 435+24.79 TO STA 438+50.00)       56.6       45.3         PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00)       40.8       32.6         STAGE 1 (STA 438+50.00 TO STA 461+50.00)       3,530.9       2,824.7         STAGE 2 (STA 438+50.00 TO STA 461+50.00)       3,465.7       2,772.6   | 753.4                                   | (721.8)  | 769  |
| STA 6020+09.81 (BACK OF ABUTMENT) TO STA 6031+78.00 107.6 86.1  SERVICE DRIVE  STA 10838+00.00 TO STA 10839+80.00 100.5 80.4  FAP ROUTE 310 (US 67)  RESURFACING (STA 435+24.79 TO STA 438+50.00) 56.6 45.3  PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00) 40.8 32.6  STAGE 1 (STA 438+50.00 TO STA 461+50.00) 3,530.9 2,824.7  STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772.6  |   | ·  |  |
| SERVICE DRIVE           STA 10838+00.00 T0 STA 10839+80.00         100,5         80,4           FAP ROUTE 310 (US 67)         FRESURFACING (STA 435+24.79 T0 STA 438+50.00)           FRE-STAGE 1 (STA 439+25.00 T0 STA 446+00.00)         40,8         32,6           STAGE 1 (STA 438+50.00 T0 STA 461+50.00)         3,530,9         2,824.7           STAGE 2 (STA 438+50.00 T0 STA 461+50.00)         3,465.7         2,772.6   | 28,638.4                                | (28,592.8)                                       | 7,195  |
| STA 10838+00,00 T0 STA 10839+80,00     100,5     80,4       FAP ROUTE 310 (US 67)       RESURFACING (STA 435+24.79 T0 STA 438+50,00)     56.6     45.3       PRE-STAGE 1 (STA 439+25.00 T0 STA 446+00.00)     40.8     32.6       STAGE 1 (STA 438+50.00 T0 STA 461+50.00)     3,530.9     2,824.7       STAGE 2 (STA 438+50.00 T0 STA 461+50.00)     3,465.7     2,772.6  | 24,534,8                                | (24,448,7)                                       | 5,436  |
| FAP ROUTE 310 (US 67)       RESURFACING (STA 435+24.79 TO STA 438+50.00)     56.6     45.3       PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00)     40.8     32.6       STAGE 1 (STA 438+50.00 TO STA 461+50.00)     3,530.9     2,824.7       STAGE 2 (STA 438+50.00 TO STA 461+50.00)     3,465.7     2,772.6  |   |  |  |
| RESURFACING (STA 435+24.79 TO STA 438+50.00)     56.6     45.3       PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00)     40.8     32.6       STAGE 1 (STA 438+50.00 TO STA 461+50.00)     3,530.9     2,824.7       STAGE 2 (STA 438+50.00 TO STA 461+50.00)     3,465.7     2,772.6  | 998.8                                   | (918,4)  | 753  |
| RESURFACING (STA 435+24.79 TO STA 438+50.00)     56.6     45.3       PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00)     40.8     32.6       STAGE 1 (STA 438+50.00 TO STA 461+50.00)     3,530.9     2,824.7       STAGE 2 (STA 438+50.00 TO STA 461+50.00)     3,465.7     2,772.6  |   |  |  |
| PRE-STAGE 1 (STA 439+25.00 TO STA 446+00.00)       40.8       32.6         STAGE 1 (STA 438+50.00 TO STA 461+50.00)       3,530.9       2,824.7         STAGE 2 (STA 438+50.00 TO STA 461+50.00)       3,465.7       2,772.6   | 137.9                                   | (92.6)   | 609  |
| STAGE 1 (STA 438+50.00 TO STA 461+50.00)     3,530.9     2,824.7       STAGE 2 (STA 438+50.00 TO STA 461+50.00)     3,465.7     2,772.6  | 29.9                                    | 2.7  | 800  |
| STAGE 2 (STA 438+50.00 TO STA 461+50.00) 3,465.7 2,772,6   | 1,058.6                                 | 1,766.1  | 7,410  |
|  | 2,117.5                                 | ·  | <del></del>                                      |
| 4.1414 CICCUIC 10 STA TOLTION TO STATE OF OCCUPANT OF THE OCCUPANT OF THE OCCUPANT O   |   | 655.1  | 4,654  |
| TOTAL  | 4,756,5                                 | (709.1)  | 12,129   |
| TOTAL 74,690.9 58,232.7  | 188,364.0                               | (130,131.3)                                      | 118,646  |
| USE 74,695 58,233  | 188,364                                 | 130,135  | 118,64   |

FILE NAME : USCR NAME - JORGO DESIGNED - JRB REVISED - ⚠ 5/15/2015 FAP ROUTE 407 (IL 336 /IL 110) c>londd sheoss\0460844-shtrachedula83.dgn ORAWN - TJD REVISED -STATE OF ILLINOIS SCHEDULES OF QUANTITIES PLOT SCALE : 100.0000 1/ IN. CHECKED - JRB REVISED DEPARTMENT OF TRANSPORTATION PLOT DATE \* 5/19/2015 DATE 1-30-2015 REVISED SCALE: NONE SHEET 3 OF 14 SHEETS STA. TO STA.

# 40600285 POLYMERIZED BIT. MATERIALS ( PRIME COAT) POUND LOCATION CH 14 DETOUR 10,732 ADAMS STREET DETOUR 9,610 CH 20 DETOUR 7,216 TOTAL 27,558

40603310

| HMA SURFACE CSE, MIX "C", N50, 1.5" | TON   |
|-------------------------------------|-------|
| LOCATION                            | 1     |
| CH 14 DETOUR                        | 2,003 |
| ADAMS STREET DETOUR                 | 1,794 |
| CH 20 DETOUR                        | 1,347 |
| TOTAL                               | 5,144 |

| TOTAL                    | 21,355 |
|--------------------------|--------|
|                          |        |
| ADAMS STREET DETOUR      | 21,355 |
| HMA SURFACE REMOVAL 1.5" | SQ YD  |

Δ

| AGGREGATE SHOULDERS, TYPE B | HTGIW                                  | TON |  |  |
|-----------------------------|--|-----|--|--|
| LOCATION                    |  |     |  |  |
| CH 14 DETOUR                | 2 Feet wedge                           | 311 |  |  |
| CH 20 DETOUR                | 2 Feet wedge                           | 210 |  |  |
|                             | ************************************** |     |  |  |
| TOTAL                       |  |     |  |  |

QUANTITIES ARE ESTIMATED AND SHALL BE USED AS DIRECTED BY THE ENGINEER.

PIPE UNDERDRAINS SCHEDULE

|              | i TO S | TATION             |             |  |             |  |  |  | ······································           | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | <del></del>     | <del></del>                             |
|--------------|--------|--------------------|-------------|--|-------------|--|--|--|--|--|-----------------|---|
|              | I TO S | TATION             |             | PIPE UNDERDRAINS 4"                    |             |  |  |  |  |  |                 |   |
|              |        | STATION TO STATION |             | NB/ EB LANES SB/ WB LANES              |             | RAMPS                                  |  | US RTE 67                              |  |  |                 |   |
|              | 1      |                    | LT OUTSIDE  | LT MEDIAN                              |             | RT OUTSIDE                             | LT                                     | RT                                     | I T OUTSTOF                                      | LT MEDIAN                              |                 | PT OUTSTOE                              |
|              |        |                    |             |  |             |  | FOOT                                   |  | 10, 00.000                                       | Li masari                              | IVI MILESAMOV 1 | IT OD ISLUE                             |
| FAP ROUTE 40 |        |                    |             |  |             | ······································ | ······································ |  |  | ······                                 |                 | <del></del>                             |
| 541+57.14    | TO     | 577+00,00          | 3,542.9     | 3,542.9                                |             |  |  |  | T T  |  |                 |   |
| 546+24.47    | TO     | 579+75.00          |             |  | 3,350.5     | 3,350.5                                |  |  |  |  |                 |   |
| 586+87.00    | TO     | 633442.00          |             |  |             | 4,655.0                                |  |  | 1  |  |                 |   |
| 586487.00    | TO     | 633+52.00          |             |  | 4,665.0     |  |  |  | † <u></u>  | ~~~~                                   |                 |   |
| 634+55.00    | TO     | 680+53.00          |             |  |             | 4,598.0                                |  |  | T  |  |                 | ·                                       |
| 634+65.00    | TO     | 680+29,00          |             |  | 4,564.0     |  |  |  | 1  |  |                 | *************************************** |
| 682+41,00    | TO     | 702+12.00          |             |  | 1,971.0     |  |  | ·······                                | 1  |  |                 | <del></del>                             |
| 682+66.00    | TO     | 702+12.00          |             |  |             | 1,946.0                                |  |  | <del>                                     </del> |  |                 |   |
| 703+28.00    | TO     | 778+75.00          |             | ~                                      |             | 7.547.0                                |  |  | <u> </u>   |  |                 |   |
| 703+28.00    | TO     | 778+98.00          |             |  | 7,570.0     |  |  | · · · · · · · · · · · · · · · · · · ·  |  |  | ~               |   |
| 779+94.00    | TO     | 886+50.00          |             |  |             | 10,656.0                               |  |  | <del> </del>                                     |  |                 | ······································  |
| 780+18.00    | TO     | 886+50.00          |             |  | 10,632.0    |  |  |  | <del> </del>                                     |  |                 |   |
| 864+50.00    | TO     | 886+50.00          | 2,200.0     | 2,200.0                                |             |  |  |  | <del> </del>                                     |  |                 | ~~~~                                    |
| RAMP L       |        |                    |             |  |             |  |  |  | <u> </u>   |  |                 |   |
| 50+00.00     | TO     | 72+04,23           |             |  |             |  |  | 2,204.2                                | T  |  | T               |   |
| 56+58.52     | TO     | 72+04.23           |             |  |             |  | 1,545.7                                | 2,20 (11                               | <del> </del>                                     |  | <del></del>     | ····                                    |
| RAMP K       |        |                    | ·······     | ······································ |             |  |  | ······································ | 1  |  |                 |   |
| 101+45.00    | TO     | 119+61.56          |             |  |             |  | 1,816,6                                |  | T  | <del></del>                            | ·               |   |
| 101+45,00    | TO     | 129+67.15          |             |  | ~~~         |  | 2322019                                | 2,822,2                                |  |  |                 |   |
| RAMP A       |        |                    | <del></del> |  | <del></del> | <del></del>                            |  |  | ·  |  | <del></del>     | <del></del>                             |
| 322+40.00    | TÓ     | 345+42.02          |             |  |             | 7                                      |  | 2,302.0                                |  | ·                                      |                 |   |
| 322+50.00    | TO     | 334+73.72          |             |  | ·           |  | 1,223.7                                | 2,002.0                                | }  |  |                 |   |
| RAMP D       |        |                    |             |  | <del></del> |  |  | <del></del>                            | <del></del>                                      |  |                 |   |
| 200+00.00    | TO     | 219+00.00          |             | <del></del>                            |             |  | <del></del>                            | 1,900.0                                | F  | <del></del>                            | <del></del>     |   |
| 206+06.82    | TO     | 218+00.00          |             |  |             |  | 1.193.2                                | 1,500.0                                | ļ  |  |                 |   |
| FAP ROUTE 31 | O (US  |                    |             |  |             | ·                                      |  |  | LL   |  |                 | ······································  |
| 438+46.31    | TO     | 460+50,00          |             | <del></del>                            |             |  |  |  |  | ·····                                  | <del></del>     | 2,203.7                                 |
| 438+46.31    | TO     | 461+30.00          |             |  |             |  |  | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | 2,283.7  |  |                 | 2,203.1                                 |
|              | TO     | 444+84.29          |             | ·                                      |             |  |  | ·····                                  | 2,203.1  | 638.0                                  |                 |   |
|              | TO     | 445+00.76          |             |  |             | <del></del>                            |  |  | <del> </del>                                     | 030.0                                  | 654.5           | ·                                       |
| 454+99.24    | TO     | 461+50.00          |             |  |             | ·                                      |  |  |  | 650.8                                  | 654.5           | ~~ <del>~~~~~~~~~</del>                 |
| 455+15.70    | TO     | 461+50.00          |             |  |             |  |  |  |  | 650.0                                  | 634.3           |   |
| TOTAL        |        | .54.00.00          | 5,742.9     | 5,742,9                                | 32,752.5    | 32,752.5                               | 5,779.2                                | 9,228,4                                | 2,283.7  | 1 200 2                                | 1,288.8         |   |
| USE          |        |                    | 211703      | 2017514                                | 25113213    | J&91JE4J                               | 99,064                                 | 3,220,4                                | £,£83.1  | 1,288.6                                | 1,288.8         | 2,203.7                                 |

CONCRETE CURB, GUTTER, MEDIANS & ISLANDS

|           |                       |               |       | 31102100                                      | 42001300           | 60608552  | 60608582 |                            |  |  |   |  |   |   |
|-----------|-----------------------|---------------|-------|---|--------------------|---|----------|----------------------------|--|--|---|--|---|---|
|           | то                    | STATION       | SIDE  |   | 42001300           | 60606332  | 60600362 | 60610400                   | 60618300                               | 60618320                                     | X6060097                                    | X6061902                               | X6062400                                  | X6062700                                |
| STATION   |                       |               |       | SUBBASE<br>GRANULAR<br>MATERIAL,<br>TYPE C 4" | PROTECTIVE<br>COAT | COMBINATION CONCRETE CURB AND GUTTER  TYPE M-4.06 TYPE M-4.24 TYPE M-6.24 |          | CONCRETE MEDIAN<br>SURFACE |  | CLASS SI<br>CONCRETE<br>(OUTLET),<br>SPECIAL | CONCRETE<br>MEDIAN,<br>TYPE SM<br>(SPECIAL) | CONCRETE<br>GUTTER<br>(SPECIAL)        | CONCRETE<br>GUTTER<br>TYPE A<br>(SPECIAL) |   |
|           |                       |               |       | SO.   | YD                 | 11FE M-4.00   | FOOT     | 111.E W-0.54               | 4 INCH<br>SQ                           | 6 INCH                                       |   |  |   |   |
| FAP ROUTE | 407 (                 | IL 336/IL 110 | ))    | <u></u>                                       |                    |   | FUUI     |                            |  | rı   | CU YD                                       | SQ FT                                  | F0  | 01                                      |
| 553+00.00 | TO                    | 555+15.00     | LT    |   | 126.5              |   |          | 1                          | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | <del></del>                                  |   | <del></del>                            | 514.7                                     |   |
| 553+47.47 | TO                    | 555+50.00     | BT    |   | 122.3              |   | ·····    |                            | ····                                   |  |   |  | 214.3                                     |   |
| 568+06.77 | TO                    | 569+89,26     | LŤ    |   | 115.8              |   |          |                            |  |  |   |  | 206.6                                     |   |
| 568+60.85 | TO                    | 570+46,48     | RT    |   | 120.1              |   |          |                            |  |  |   |  | 182.3<br>188.6                            |   |
| RAMP D    |                       |               |       | ······································        | 12011              |   |          | l                          |  |  | L   |  | 100.0                                     |   |
| 219+81,75 | TO                    | 220+06,88     | RT    |   | 36,4               | 1   |          | 61.4                       | 161.5                                  |  |   | ·                                      | ····                                      |   |
| FAP ROUTE | FAP ROUTE 310 (US 67) |               |       |   |                    |   |          |                            |  |  |   |  |   |   |
| 435+24.79 | TO                    | 445+04.26     | LT/RT | 221.0   | 726.3              | 1   | 1,972.2  |                            |  | 1,014.3                                      |   |  |   | <del></del>                             |
| 445+35.93 | TO                    | 446+82.20     | LT    |   | 209.1              | 136.3   | 172.3    |                            | •                                      | 1.222.1                                      |   | ~~~~                                   |   | <del></del>                             |
| 445+70,76 | TO                    | 447+13.89     | RT    |   | 126.2              |   |          |                            |  |  |   | 1,135,6                                | ~   | ~~~~~                                   |
| 447+13.89 | TO                    | 449+06.59     | RT    |   | 27.8               | 192.7   |          |                            | ·                                      |  |   |  |   |   |
| 447+13.89 | TO                    | 450+93,40     | LT/RT |   | 118.3              |   | 380.1    |                            |  |  |   | ······································ |   |   |
| 449+06.59 | TO                    | 452+85.10     | LT/RT |   | 118.3              | 1   | 380.1    |                            |  |  |   |  |   | *************************************** |
| 450+93.40 | TO                    | 452+86.10     | LT    |   | 27.8               | 192,7   |          |                            |  |  |   |  |   |   |
| 452+86.10 | TO                    | 454+29.23     | LT    |   | 126,2              |   |          |                            |  |  |   | 1.135.7                                |   |   |
| 453+17.79 | TO                    | 454+64.18     | RT    |   | 209,1              | 136.4   | 172.3    |                            |  | 1,221.8                                      |   |  |   | ·                                       |
| 448+07,46 | TO                    | 449+10.00     | RT    |   | 47.0               |   |          |                            |  |  | 10.0  |  |   |   |
| 449+10.00 | TO                    | 456+40.00     | RT    |   | 275.8              |   |          |                            |  |  | -   |  |   | 730.0                                   |
| 456+40.00 | TO                    | 457+43.03     | RT    |   | 47.1               |   |          |                            |  |  | 10.0  |  |   |   |
| 454+95.74 | TO                    | 455+45.16     | LT/RT |   | 144.0              |   | 110.0    |                            |  | 987.8  |   |  |   |   |
| TOTAL     |                       |               |       | 221.0   | 2,724.1            | 658.1   | 3,187.0  | 61.4                       | 161.5                                  | 4,446.0                                      | 20.0  | 2,271.3                                | 791.8                                     | 730.0                                   |
| USE       |                       |               |       | 221   | 2,725              | 658.5   | 3,187.0  | 61.5                       | 162                                    | 4,446  | 20.0  | 2,272                                  | 792.0                                     | 730.0                                   |

| FILE NAME :                              | USER NAME -> JDoan                        | DESIGNED - | JRB       | REVISED - 🛆 5/15/2015 |
|--|---|------------|-----------|-----------------------|
| v:\transportation\2891\2-lane paving plo | na\cadd sheets\0468844-sht-achedulai0.dgn | DRAWN -    | TJO       | REVISED ~             |
|  | PLOT SCALE : 189,8888 17 IN.              | CHECKED -  | JR6       | REVISED -             |
| Default.                                 | PLOT DATE = 5/21/2015                     | DATE -     | 1-30-2015 | REVISED -             |

| STATE OF      | LLINOIS        |
|---------------|----------------|
| DEPARTMENT OF | TRANSPORTATION |

|   | FAP ROUTE 407 (IL 336 /I               | F.A.P.<br>RTE. | SECTION                     | COUNTY            | TOTAL<br>SHEETS | SHE                                     |      |
|---|--|----------------|-----------------------------|-------------------|-----------------|---|------|
|   | SCHEDULES OF QUANTIT                   | 407            | 55(3(PV;H8(2-6);B,B-1,B-2)] | McDONOUGH         | 874             | 69                                      |      |
|   |  |                |                             |                   | CONTRACT        | NO. 6                                   | 38B4 |
| ! | SCALE: NONE SHEET 10 OF 14 SHEETS STA. | TO STA.        |                             | TLL INOIS FFO. AT | S PROJECT       | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |      |