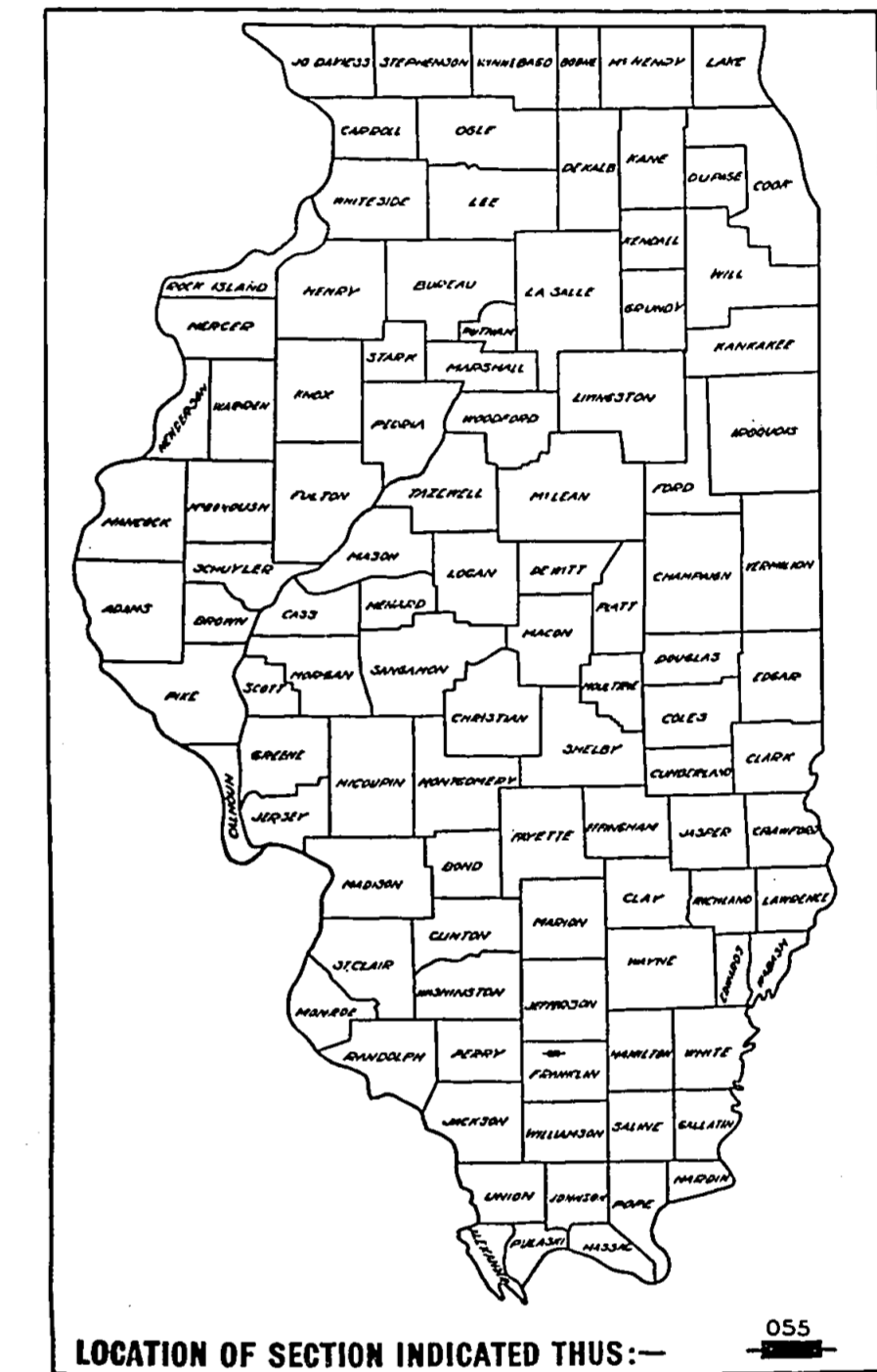


STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
 DIVISION OF HIGHWAYS
 PLANS FOR PROPOSED
 STATE BOND ISSUE HIGHWAY

ROAD DISTRICT	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112 R	FRANKLIN	47	1

P-99-101-63

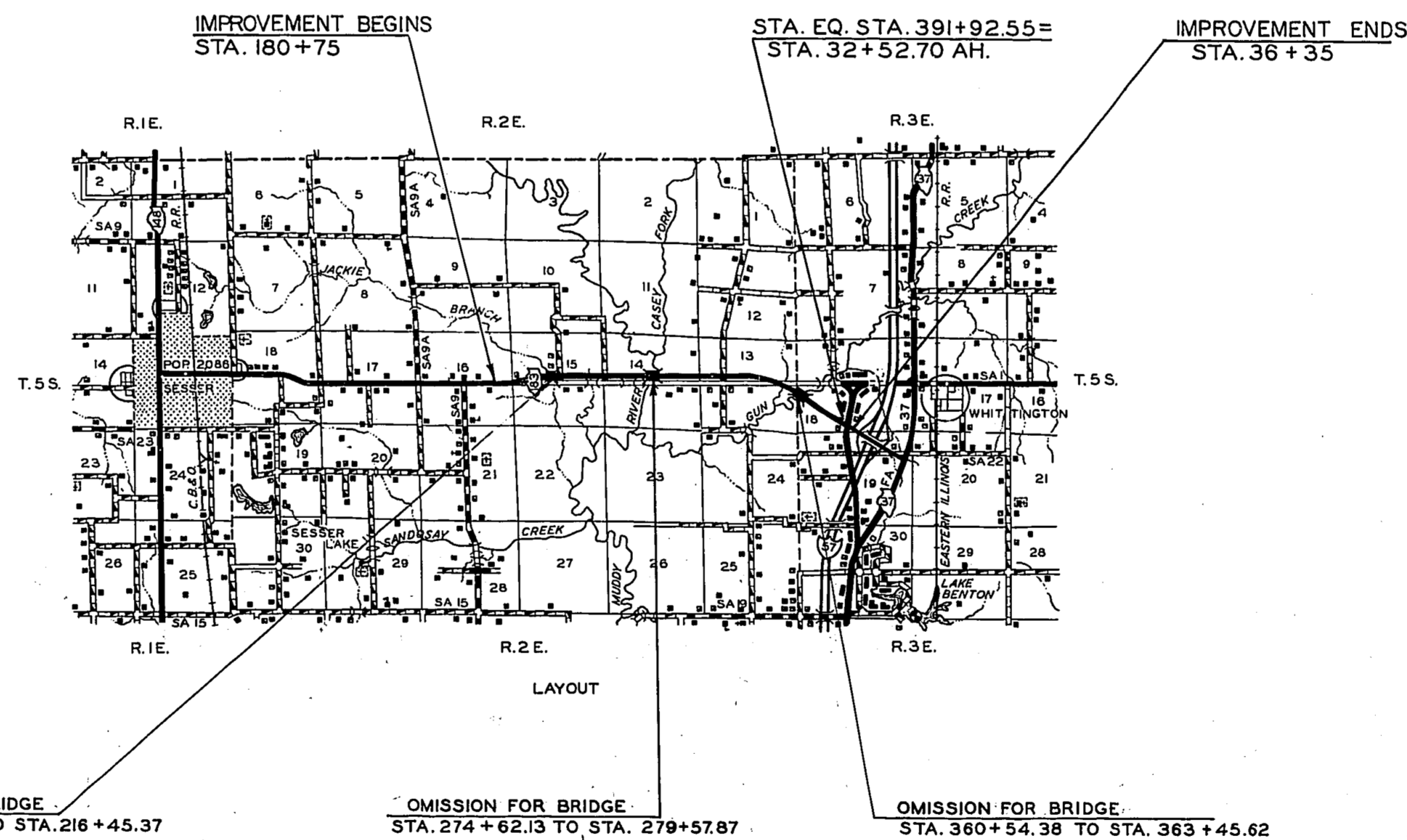


SCALES
 PLAN 1 INCH = 100 FT.
 PROFILE, HOR. 1 INCH = 100 FT.
 PROFILE, VERT. 1 INCH = 10 FT.
 CROSS-SECTIONS 1 INCH = 10 FT.

S.B.I. ROUTE 183
 SECTION 112 R
 FRANKLIN COUNTY

C-99-416-67

INDEX OF SHEETS ON SHEETS NO. 5
 SUMMARY OF QUANTITIES ON SHEET NO. 6



APPROXIMATE SCALE 1" = 1 MILE

NET LENGTH 20502.12 LIN. FT. 388.30 MILES

CONTRACT NO. 25516

FRANKLIN COUNTY SECTION 112 R S. B. I. ROUTE 183

STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
 DIVISION OF HIGHWAYS

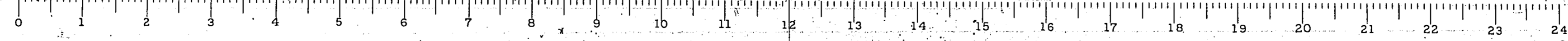
SUBMITTED: *March 27, 1967*

EXAMINED: *April 19, 1968*

PASSED: *April 19, 1968*

APPROVED: *April 20, 1968*

APPROVED: *April 20, 1968*



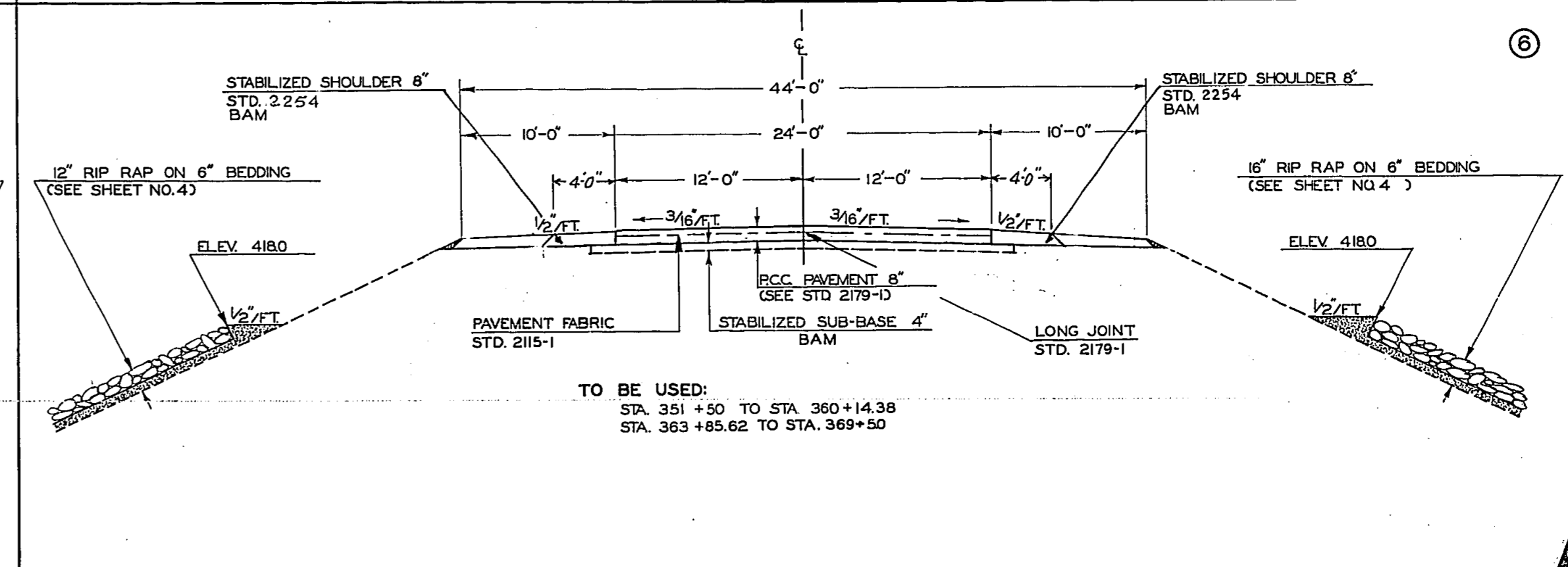
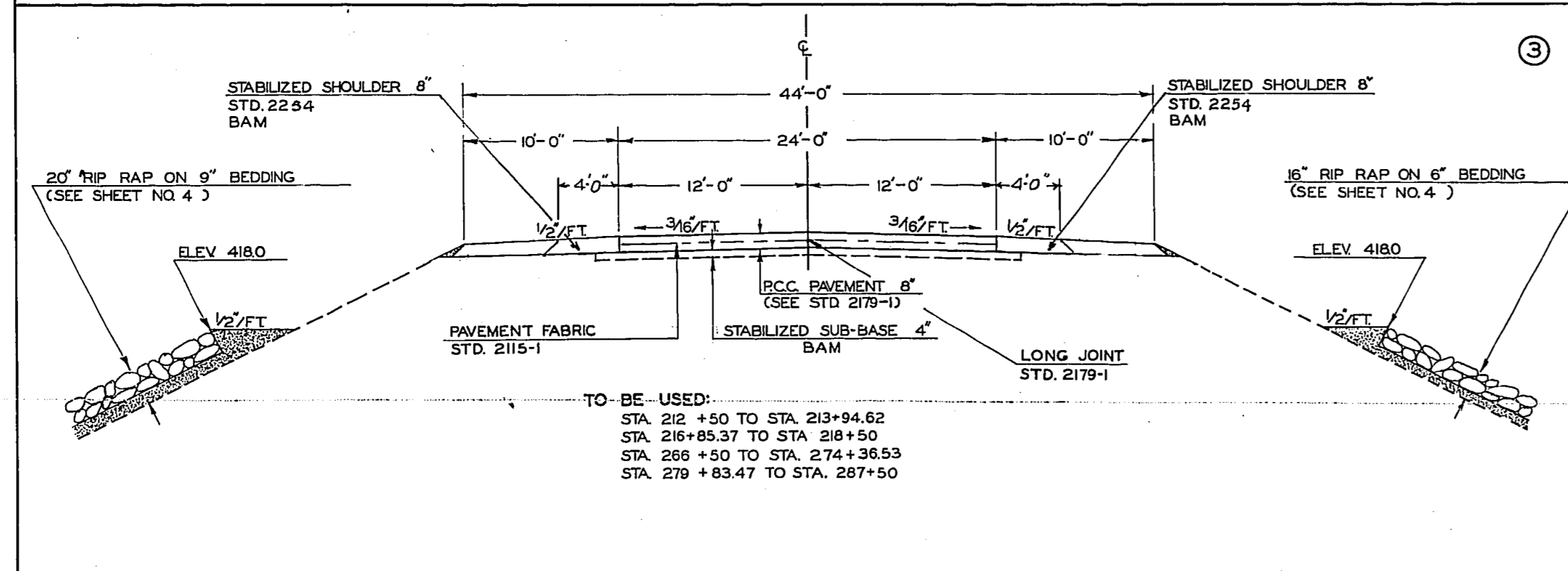
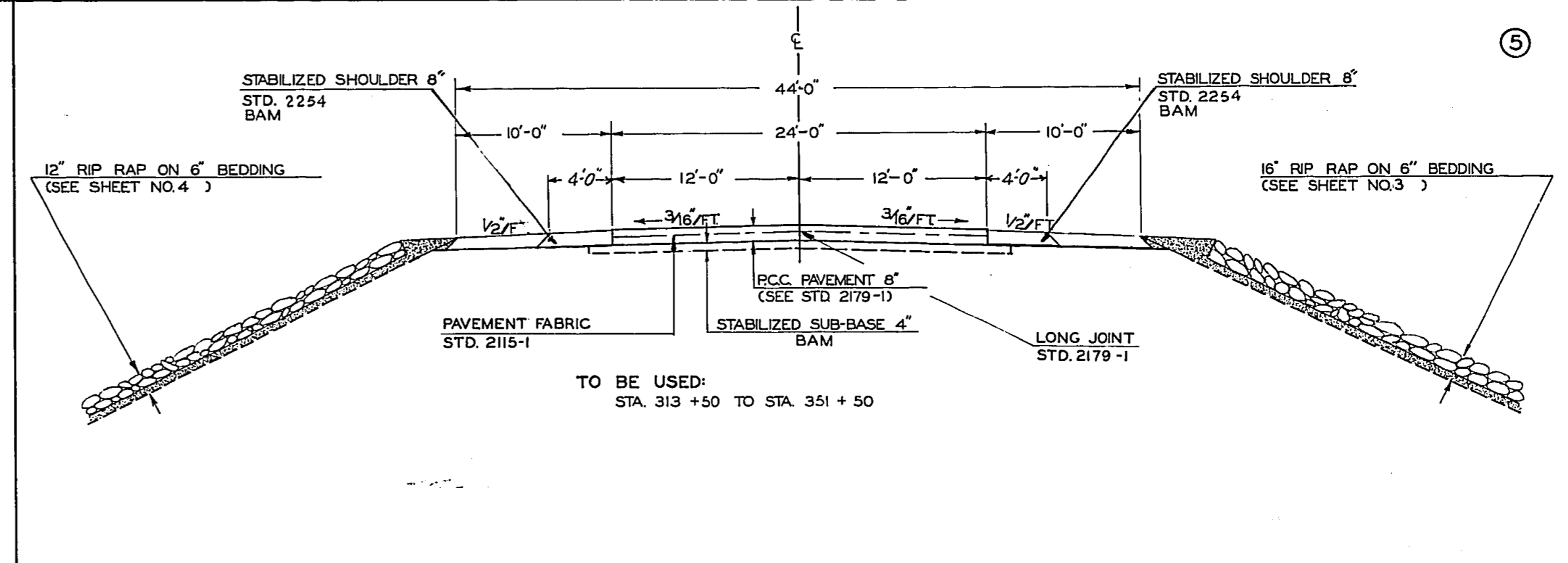
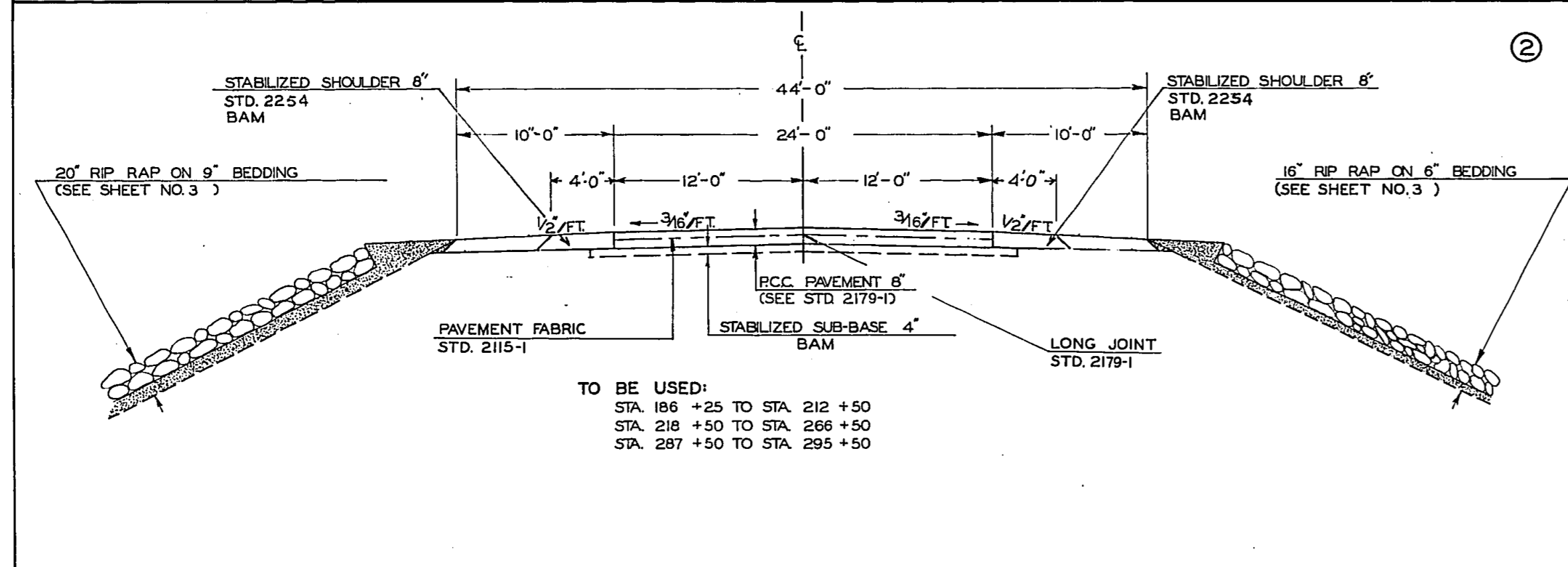
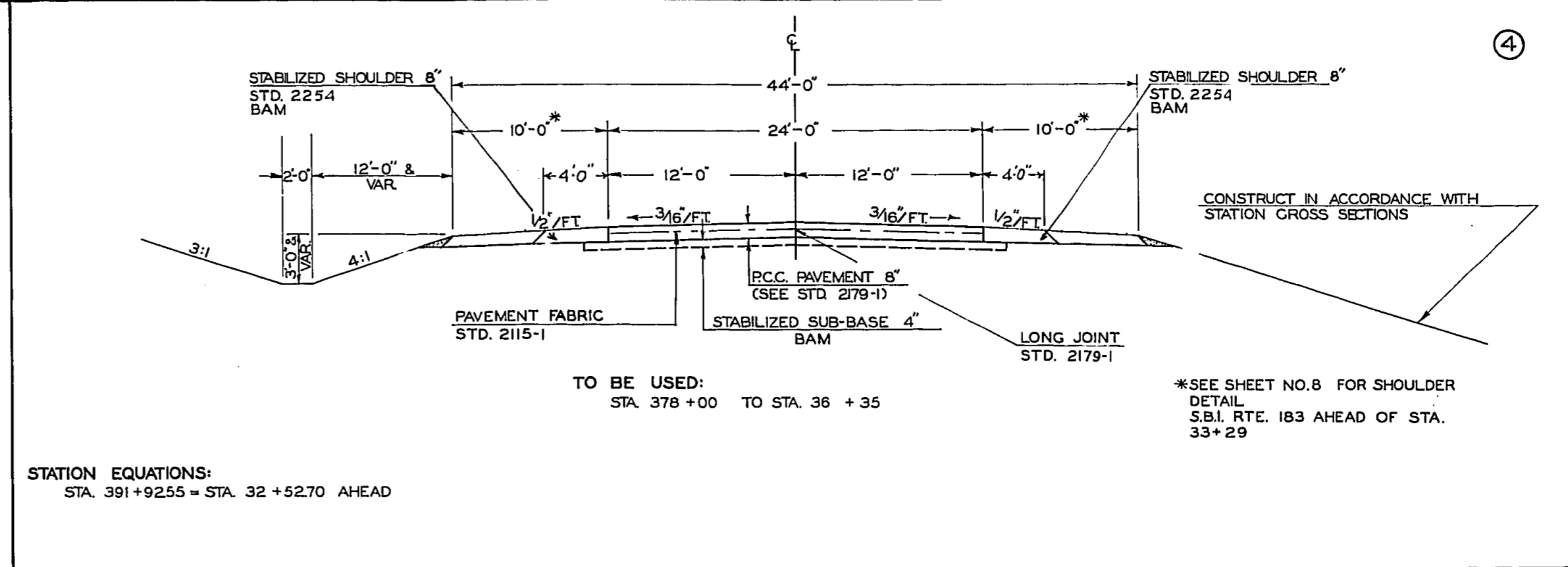
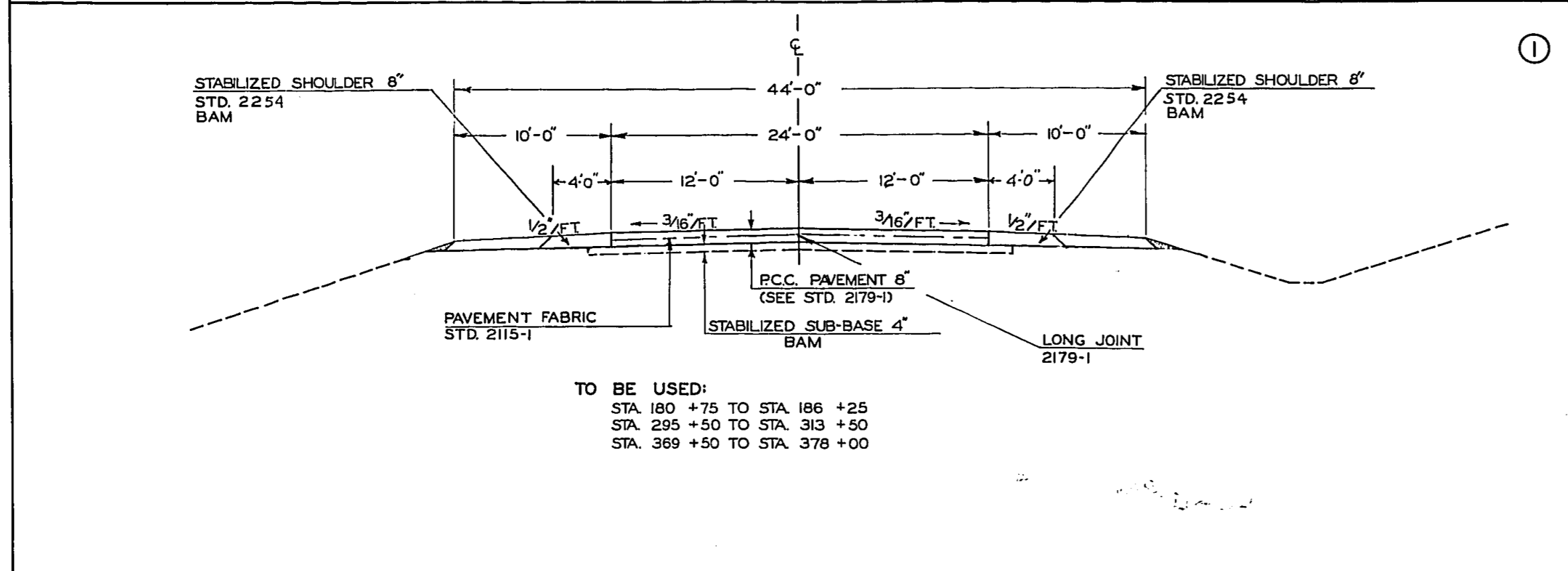
NOTE - THE NOMINAL THICKNESSES FOR SUBBASE GRANULAR MATERIAL; BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS OF THE ABOVE ITEMS SHALL NOT BE LESS THAN 90 PER CENT OF THE NOMINAL THICKNESS AT ANY LOCATION.
 THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

TYPICAL SECTIONS

675(88) · C · 07(KRCC-20)

NOTE: LINE SYMBOLS FOR TYPICAL SECTIONS
 - - - - - DASHED LINE INDICATES PREGRADED SECTION
 ———— SOLID LINE INDICATES ULTIMATE SECTION

ROUTE NO.	INC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	2
NO. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

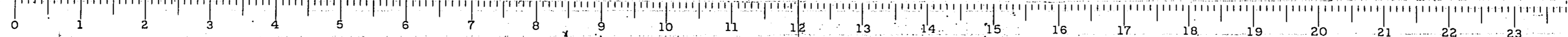


TYPICAL SECTION

6-19-68 Revised

S.B.I. ROUTE 183 SECTION 112R FRANKLIN COUNTY

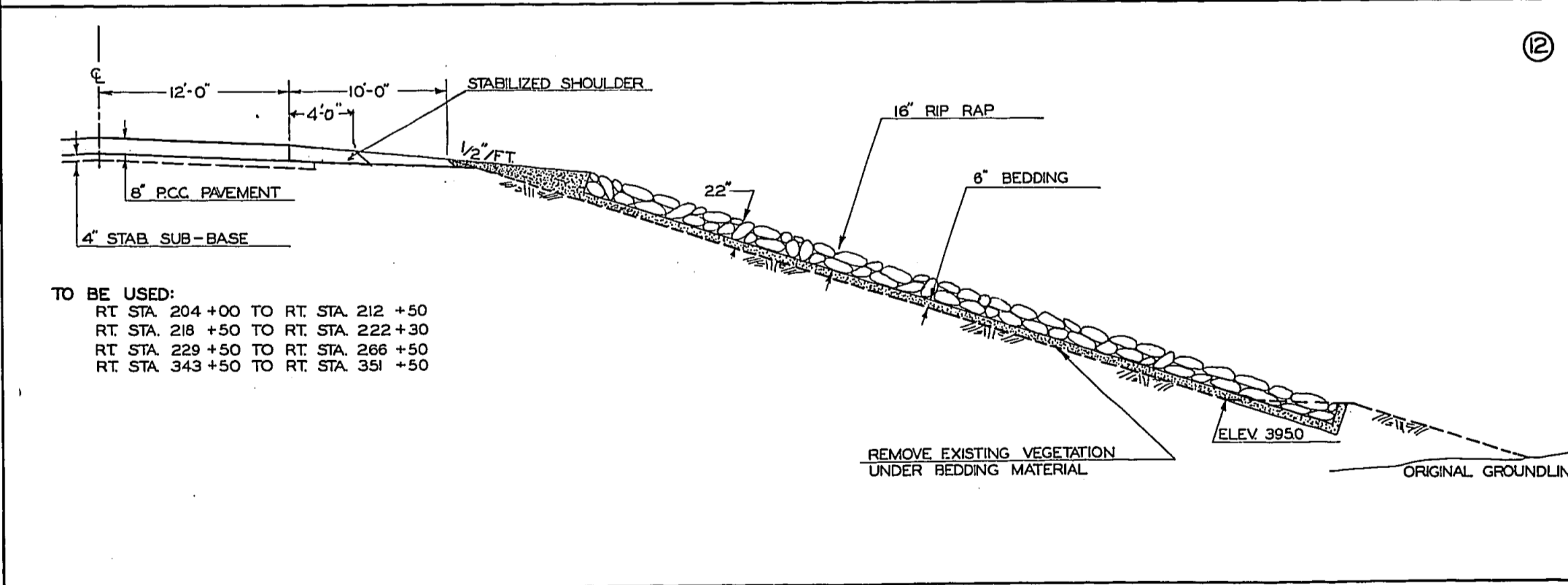
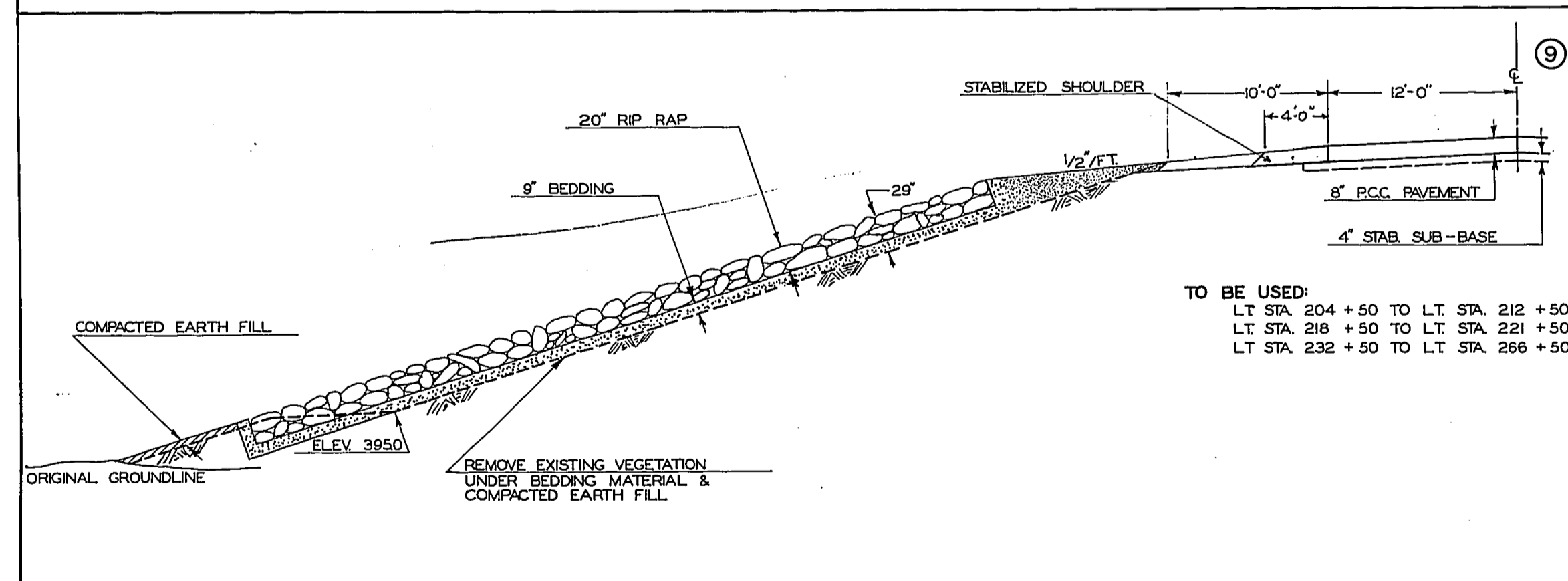
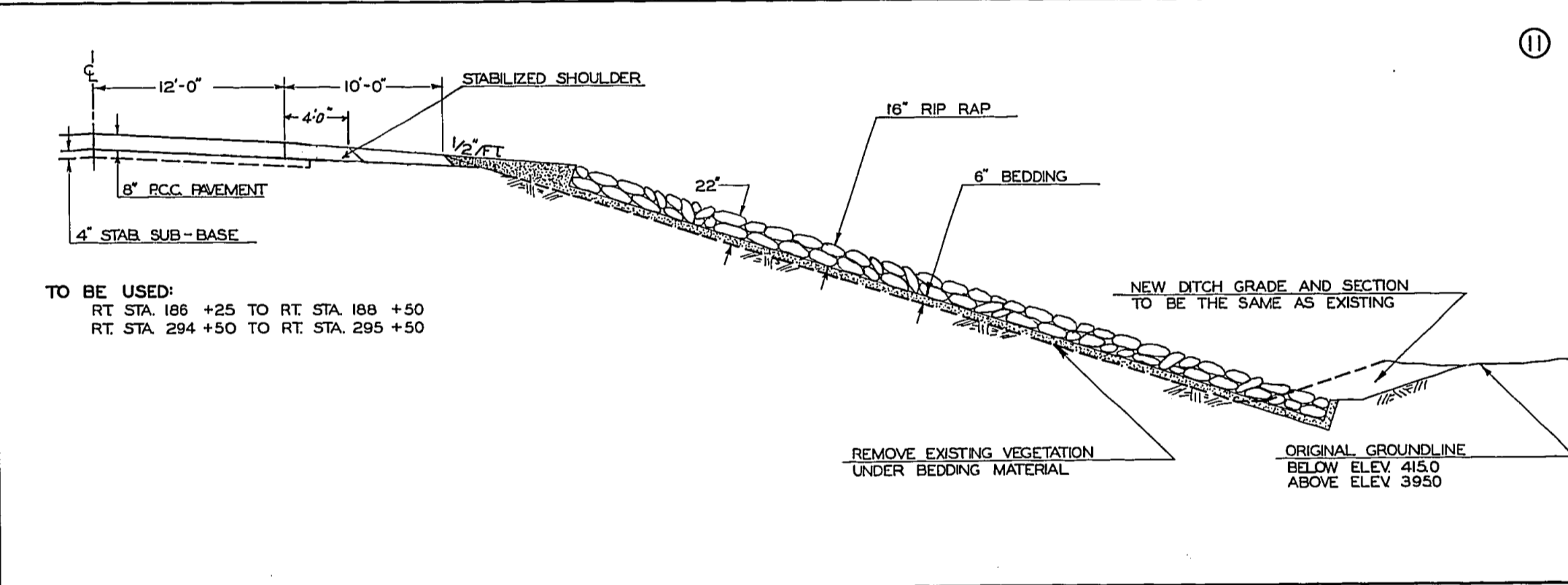
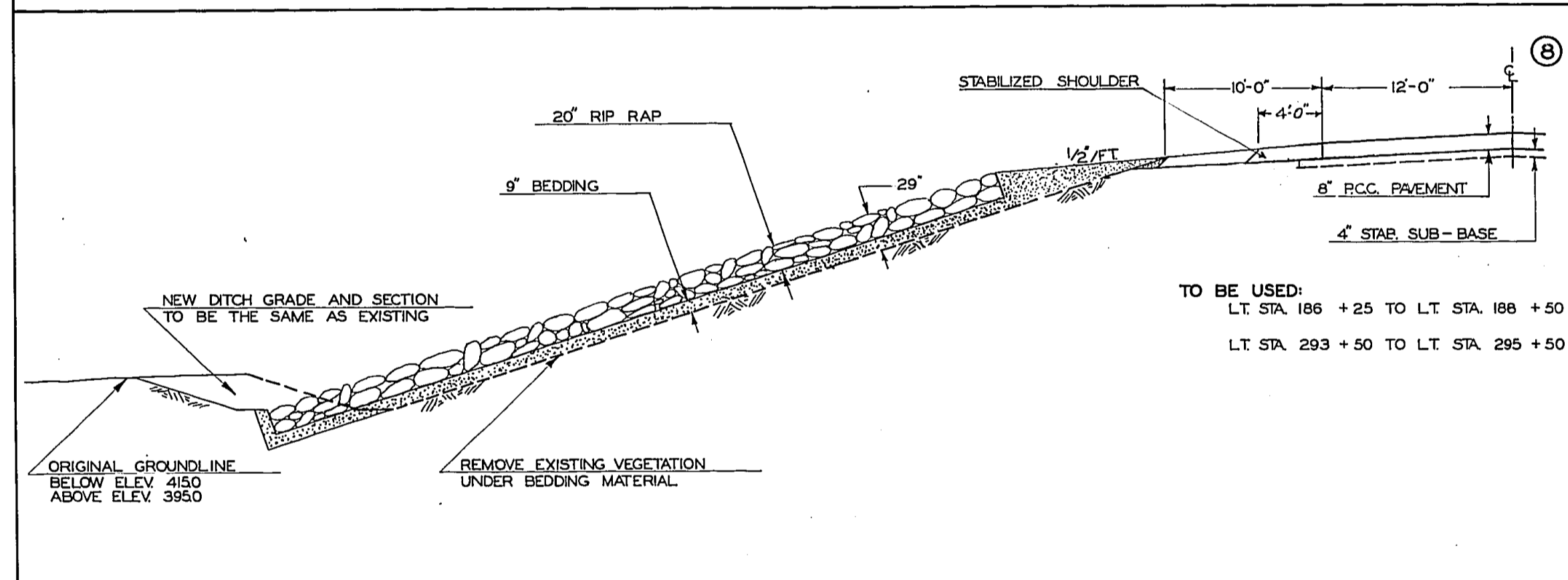
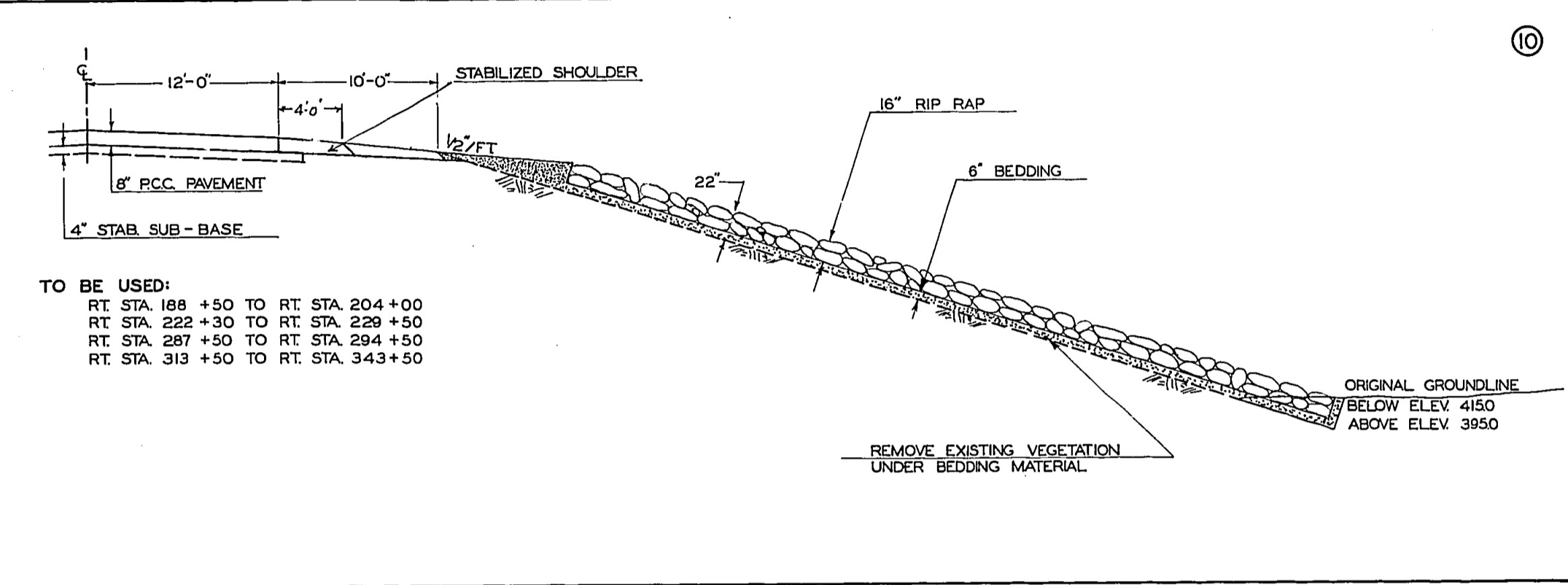
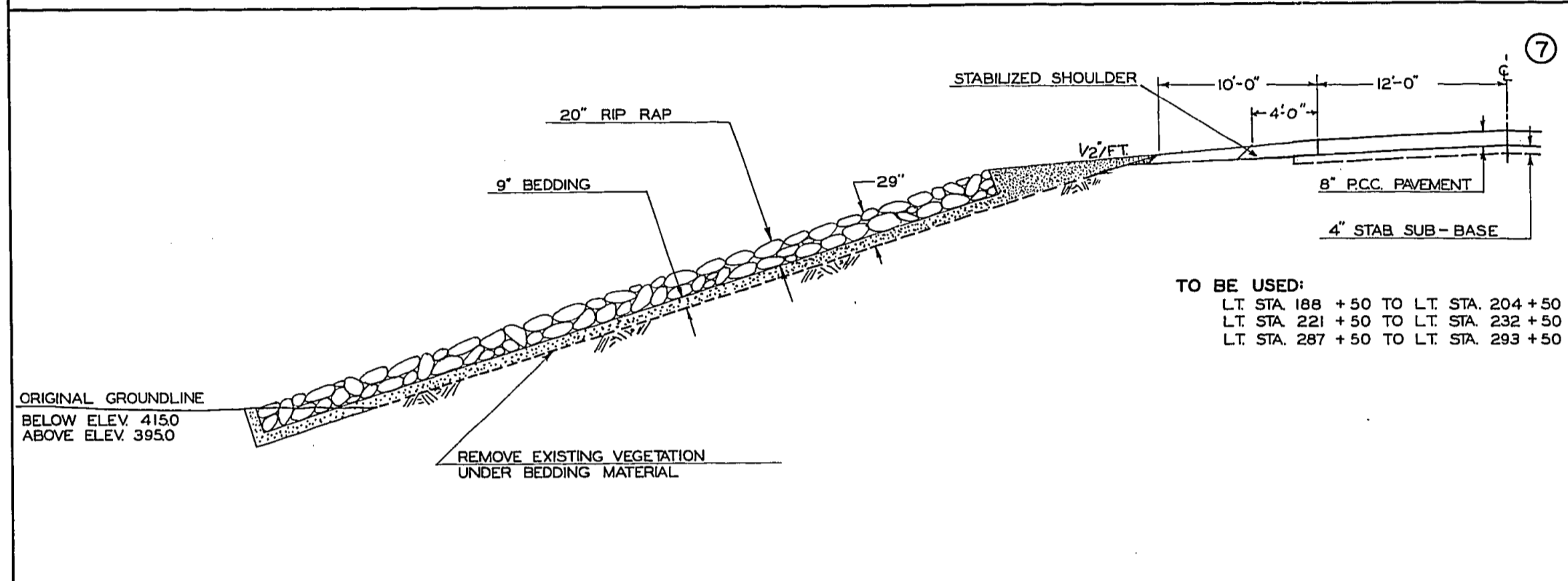
Rev. S.H.H. Details 6-19-68



TYPICAL SECTIONS

NOTE: LINE SYMBOLS FOR TYPICAL SECTIONS
 - - - - - DASHED LINE INDICATES PREGRADED SECTION
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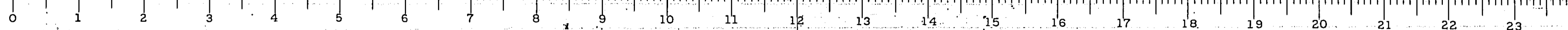
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	3
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



TYPICAL SECTIONS

6-19-68 Revised

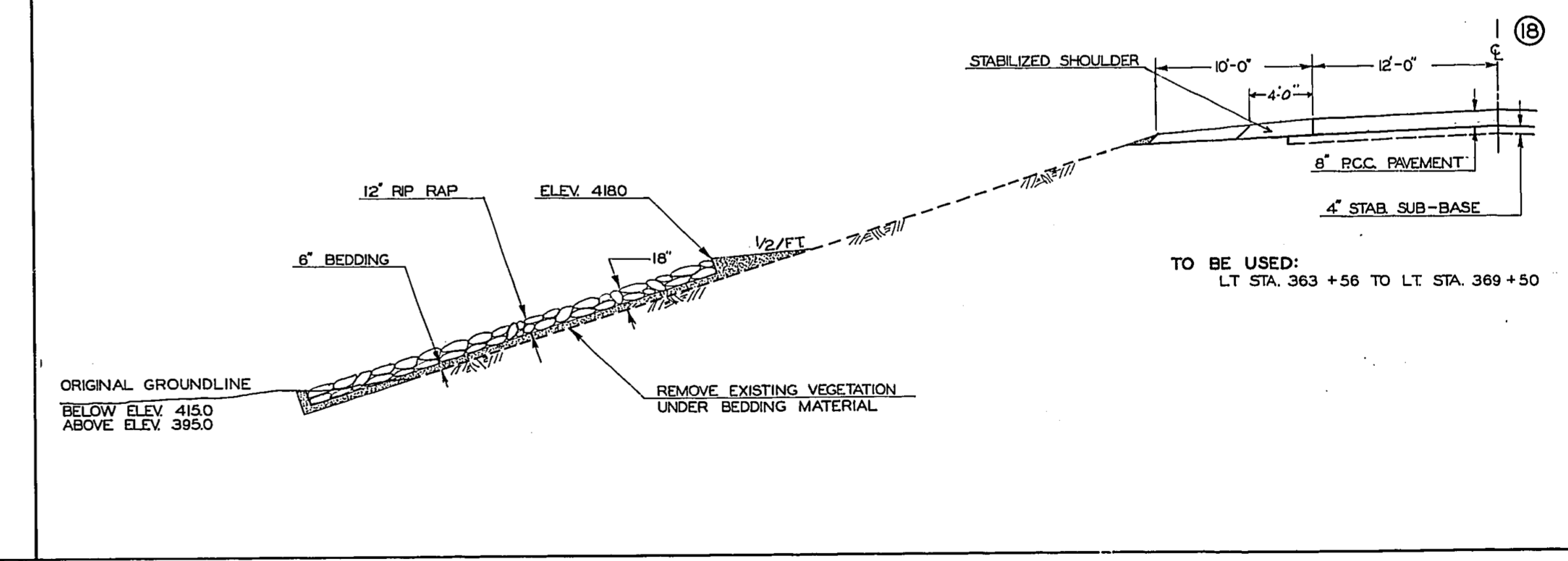
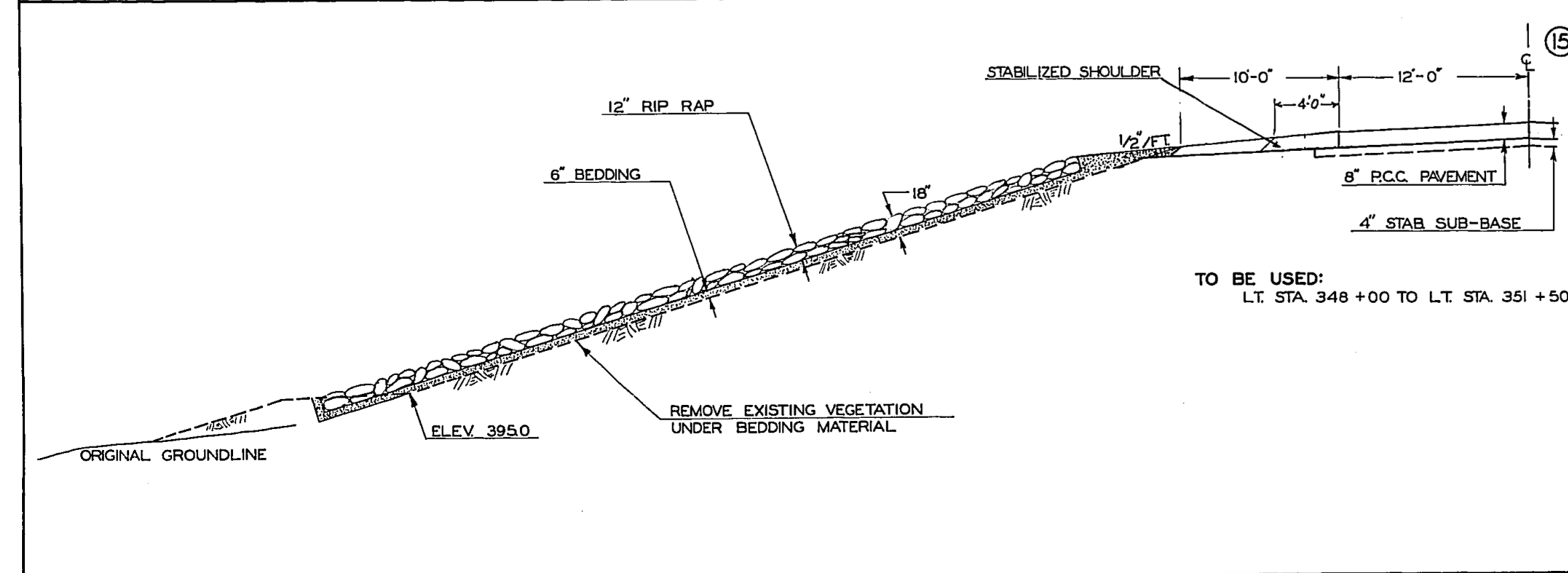
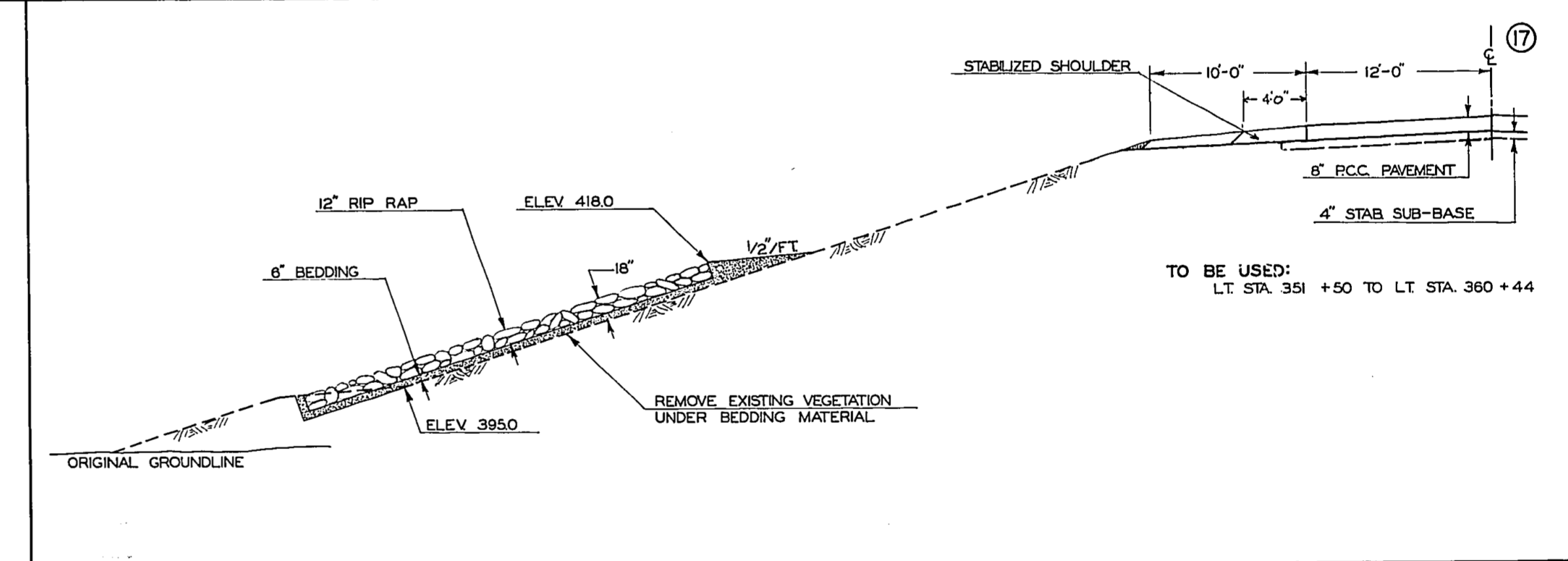
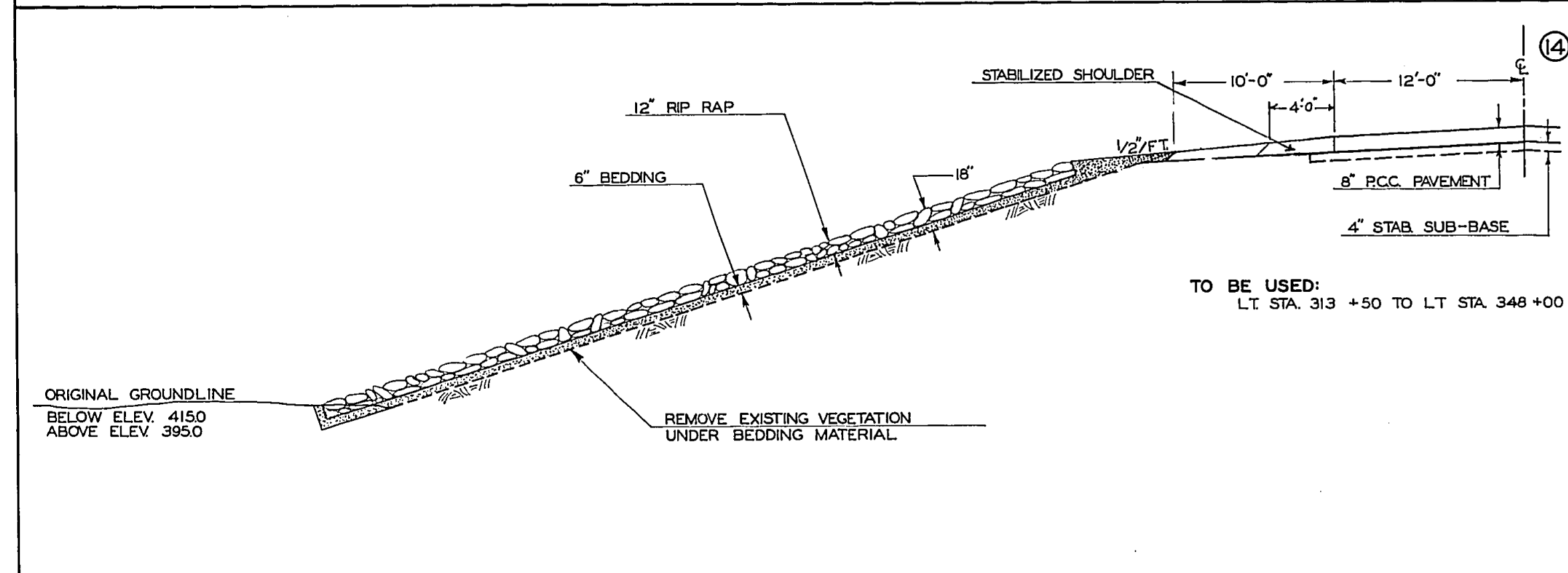
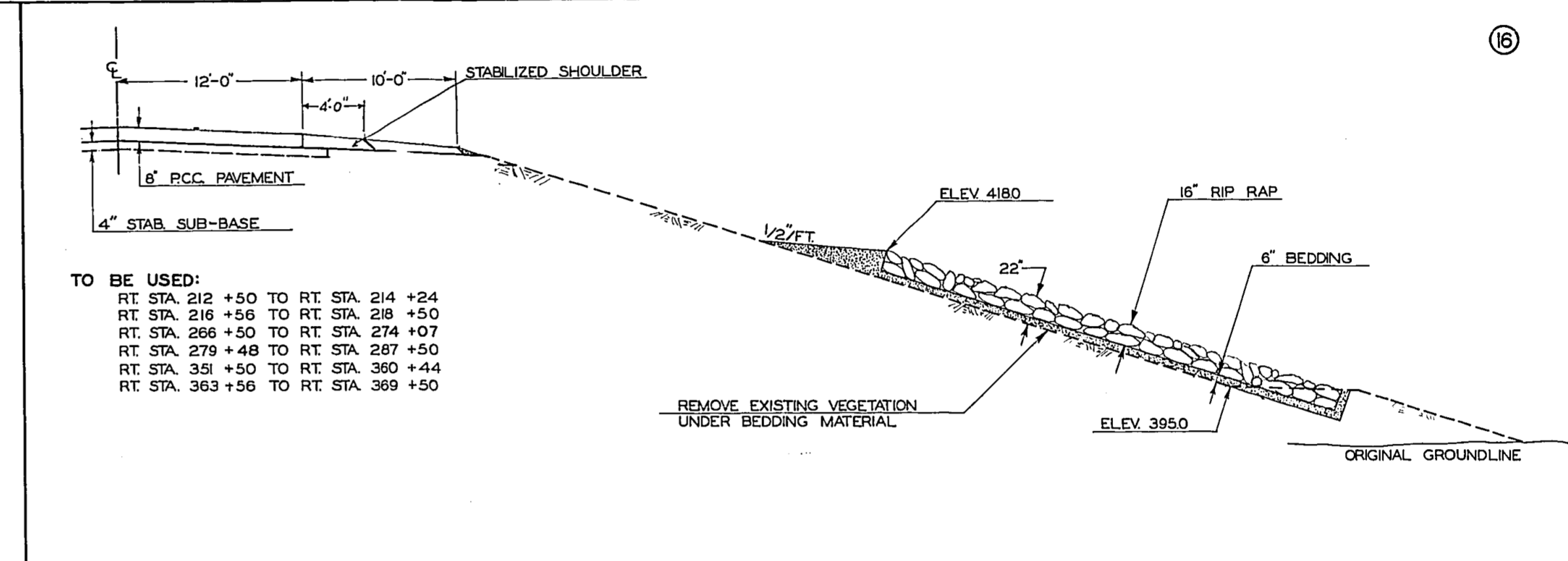
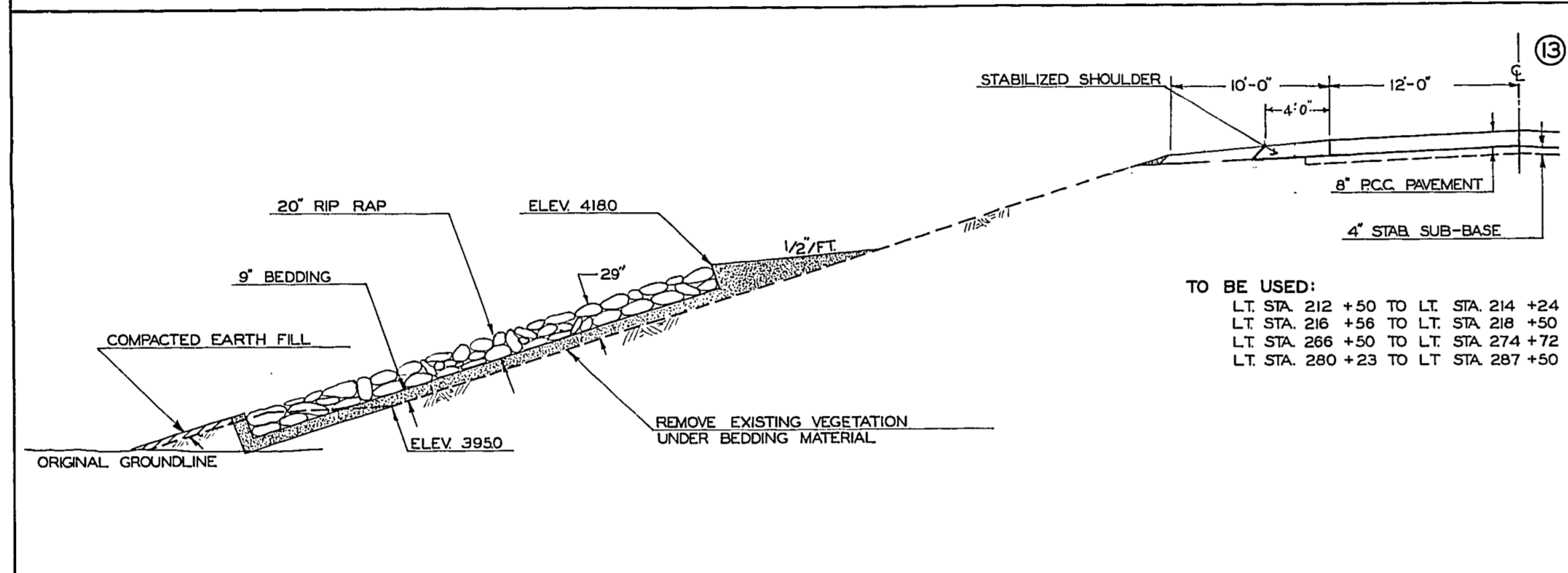
S.B.I. ROUTE 183 SECTION 112R FRANKLIN COUNTY



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 183	112R	FRANKLIN	47	41
716. ROAD DIST. NO. 7		SUBDIVISION	PROJECT	

TYPICAL SECTION

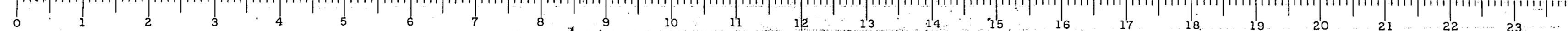
NOTE: LINE SYMBOLS FOR TYPICAL SECTIONS
 - - - DASHED LINE INDICATES PREGRADED SECTION
 ——— SOLID LINE INDICATES ULTIMATE SECTION



TYPICAL SECTION

6-19-68 Revised

S.B.I. ROUTE 183 SECTION 112R FRANKLIN COUNTY



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 183	112 R	FRANKLIN	47	5
112 R				
112 R				

GENERAL NOTES

INDEX OF SHEETS

1	COVER SHEET
2	TYPICAL SECTIONS - ROADWAY
3-4	TYPICAL SECTIONS - RIPRAP
5	INDEX OF SHEETS - GENERAL NOTES
6	SUMMARY OF QUANTITIES
7	EARTHWORK - SCHEDULE OF QUANTITIES
8	SCHEDULE OF QUANTITIES
9	PLAN-PROFILE STA. 175 +00 - STA. 195 +00 SBI. RTE. 183
10	PLAN-PROFILE STA. 195 +00 - STA. 225 +00 SBI. RTE. 183
11	PLAN-PROFILE STA. 225 +00 - STA. 255 +00 SBI. RTE. 183
12	PLAN-PROFILE STA. 255 +00 - STA. 285 +00 SBI. RTE. 183
13	PLAN-PROFILE STA. 285 +00 - STA. 315 +00 SBI. RTE. 183
14	PLAN-PROFILE STA. 315 +00 - STA. 345 +00 SBI. RTE. 183
15	PLAN-PROFILE STA. 345 +00 - STA. 375 +00 SBI. RTE. 183
16	PLAN-PROFILE STA. 375 +00 - STA. 36 +35 SBI. RTE. 183
17	PLAN-PROFILE STA. 837 +50 - STA. 846 +00 OLD SBI. RTE. 37
18	CONTOUR MAP STA. 184 +00 - STA. 315 +00
19	CONTOUR MAP STA. 315 +00 - STA. 36 +35
20 & 21	INTERSECTION GEOMETRICS - SBI. RTE. 183 & OLD SBI. RTE. 37
21	INTERSECTION ELEVATIONS - SBI. RTE. 183 & OLD SBI. RTE. 37 (DELETED FROM PLANS)
22	ENTRANCES ALONG OLD SBI. RTE. 37
23	ACCESS ROADS "A" AND "B"
24	WIDTH TRANSITIONS & TEMPORARY GUIDE POSTS
25	BENCH MARKS & TIES
26	LOCATION OF BARRICADES & CROSS ROAD AT STA. 317 +05
27	TYPICAL LAYOUT OF ENTRANCES, MAILBOX TURNOUTS AND DETAIL OF RIPRAP RT. STA. 360 +00
28	TYPICAL SECTION FOR TRANSITION OF SLOPES INCIDENTAL GRADING AND PAVED DITCH CONNECTION TO PIPE HEADWALL
29	DETAILS OF PAVED DITCH
30	DETAILS OF HEADWALL SPECIAL INSTRUCTIONS FOR STAKING 3 CENTERED CURVES, MODIFIED PLATE "B" FOR STD. 2230-2
31	DETAILS FOR SEEDING AND MULCHING
32-34	X-SECTIONS SBI. RTE. 183
35-37	X-SECTIONS OLD SBI. RTE. 37
38	X-SECTIONS ACCESS ROAD "B"
39, A, B	STD. 1683-2, STD. 1688-3, STD. 1744-1
40, A, B	STD. 1766-4, STD. 2114, STD. 2115-1
41	STD. 1909-8
42	STD. 2051
43, A, B	STD. 2130, STD. 2135, STD. 2143-1
44	STD. 2179-1
45, A	STD. 2208-2, STD. 2222-1
46	STD. 2230-2
47, A	STD. 2231-2, STD. 2254

THE HEAVY GRADING BETWEEN STATION 180 +75 AND STATION 376 +00 WILL BE COMPLETED UNDER SEPARATE CONTRACT. NO OVERHAUL WILL BE ALLOWED FOR EARTH MOVED FROM ANY SOURCE.

MULCHING OF SEEDED AREAS, IN ACCORDANCE WITH METHOD 2 OF SECTION III OF THE STANDARD SPECIFICATIONS WILL BE REQUIRED.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. ACCOMPLISH TRANSITION IN THICKNESS OF BITUMINOUS CONCRETE SURFACING, FROM FULL THICKNESS TO FEATHER-EDGE BETWEEN THE FOLLOWING STATIONS:

STATION 178 + 15 AND STATION 178 + 75 (SBI. ROUTE 183)
STATION 835 + 50 AND STATION 836 + 10 (OLD SBI. RTE. 37)
STATION 847 + 40 AND STATION 848 + 00 (OLD SBI. RTE. 37)

IF A SLIP FORM PAVER IS USED THE STABILIZED SUB-BASE SHALL BE EXTENDED AN ADDITIONAL 12 INCHES. THE ADDITIONAL 12 INCHES SHALL BE CONSIDERED AS BEING INCLUDED IN THE PRICE OF PORTLAND CEMENT CONCRETE PAVEMENT.

~~ADDITIONAL WIDTH OF GUTTER FLAG AT NUMEROUS LOCATIONS AS INDICATED ON THE PLANS SHALL BE PAVED MONOLITHIC WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPARATELY.~~

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

ALL PIPE CULVERTS DESIGNATED ON THE PLANS (R.C.C.P.) SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF ARTICLE 1233 OF THE SUPPLEMENTAL SPECIFICATIONS.

~~ALL STORM SEWERS SHALL BE REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE CONFORMING TO THE REQUIREMENTS OF SECTION 66 OF THE STANDARD SPECIFICATIONS AND AS REVISED BY THE SUPPLEMENTAL SPECIFICATIONS.~~

AT ALL LOCATIONS WHERE A HIGH TYPE PAVEMENT JOINS AN EXISTING HIGH TYPE PAVEMENT A SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCIDENTAL TO THE TYPE OF PAVEMENT BEING CONSTRUCTED.

WHEREVER IN THESE PLANS REFERENCE IS MADE TO THE "STANDARD SPECIFICATIONS", IT IS UNDERSTOOD TO INCLUDE THE "SUPPLEMENTAL SPECIFICATIONS", EFFECTIVE JANUARY 3, 1966.

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

~~PROTECTIVE COAT SHALL ALSO BE APPLIED TO ALL GUTTER FLAGS AND FACE OF CURB.~~

SUPPLEMENTAL WATERING IS BASED ON 5 APPLICATIONS AT THE RATE OF 1 GALLON PER SQ. YD. FOR JUTE MATTING (1000 GALLON PER UNIT).

THE STABILIZED SHOULDER SHALL BE THICKENED AT THE EXISTING BRIDGES TO PROVIDE A TRANSITION RAMP FROM THE NORMAL SHOULDER ELEVATION TO THE ELEVATION OF THE BRIDGE HUB GUARD. THIS TRANSITION SHALL BE MADE IN A MINIMUM DISTANCE OF 10 FEET. THE ADDITIONAL MATERIALS, LABOR AND EQUIPMENT INVOLVED SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE OF STABILIZED SHOULDER (8").

ACCESS ROADS "A" AND "B" SHALL BE REMOVED AND THE AREA RESTORED TO ITS NATURAL CONTOUR WHEN THE INTERSECTION OF OLD SBI. RTE. 37 AND SBI. RTE. 183 IS COMPLETED AND OPEN TO TRAFFIC. THE ACCESS ROADS SHALL BE ELIMINATED IF THEIR NEED NO LONGER EXISTS AT THE TIME OF CONSTRUCTION. THEIR NEED SHALL BE AS DETERMINED BY THE ENGINEER.

NO EXISTING PRIVATE ENTRANCES ARE TO BE REPLACED ALONG SBI. ROUTE 183. THE PROPOSED ENTRANCES ALONG OLD SBI. ROUTE 37 ARE TO BE BUILT ONLY IF THE PROPERTY WHICH THEY SERVE IS STILL OCCUPIED. THE ENGINEER SHALL DETERMINE AT THE TIME OF CONSTRUCTION WHICH ENTRANCES ARE TO BE BUILT.

STATION CROSS-SECTIONS AND END AREAS HAVE NOT BEEN REVISED TO CONFIRM WITH THE TYPICAL SECTIONS. SHOULDER DETAILS WOULD BE GOVERNED BY THE TYPICAL SECTIONS AND STANDARD 2254. QUANTITIES EFFECTED BY THE CHANGE HAVE BEEN REFLECTED IN THE SUMMARY OF QUANTITIES.

"CENTRAL ILLINOIS PUBLIC SERVICE COMPANY WILL RELOCATE THEIR 34.5KV POWER LINE FROM STATION 180+00 TO STATION 355+00. THE UTILITY COMPANY WILL PLACE ITS POLES JUST BEYOND THE SHOULDER LINE BREAK (i.e., JUST OUTSIDE THE GUARD RAIL)."

PREPARED BY:	<i>R. D. McRay</i>
DIST. DESIGN ENGINEER	
EXAMINED BY:	<i>Amold</i>
DIST. CONST. ENGINEER	
EXAMINED BY:	<i>J. H. Miller</i>
DIST. MANTY ENGINEER	
EXAMINED BY:	<i>A. C. Sullivan</i>
DIST. TRAFFIC ENGINEER	
EXAMINED BY:	<i>J. H. Miller</i>
DIST. MATERIALS ENGINEER	
EXAMINED BY:	<i>F. S. McGee</i>
DIST. R.O.W. ENGINEER	
APPROVED:	<i>J. H. Miller</i>
DISTRICT ENGINEER	
DATE:	Nov 27, 1967

Revised 6-19-68

SBI. ROUTE 183 SECTION 112R FRANKLIN COUNTY INDEX OF SHEETS & GENERAL NOTES

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112 R	FRANKLIN	47	6
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

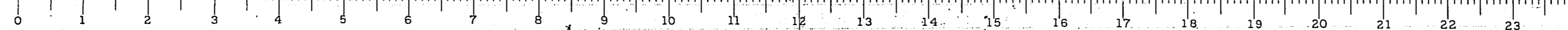
SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	SBI RTE 183 SEC 112R		
	LOCATION OF WORK			ROAD STA. 180+75 TO STA. 36+35		
	CONSTRUCTION TYPE CODE			7223	Y005	CE.58
010001	TREE REMOVAL (6 TO 15 INCH DIAMETER)	IN. DIA.	247	247	--	--
010002	TREE REMOVAL (OVER 15 INCH DIAMETER)	IN. DIA.	296	296	--	--
011001	EARTH EXCAVATION	CU YD.	16456	16456	--	--
013001	BORROW EXCAVATION	CU YD.	15,870	15,870	--	--
016003	WATER APPLIED	UNIT	7	7	--	--
024001	SUB-BASE --- GRANULAR MATERIAL, TYPE A	TON	142	142	--	--
024016	STABILIZED SUB-BASE 4"	SQ. YD.	61,028	61,028	--	--
026003	GRAVEL OR CRUSHED STONE SHOULDERS, TYPE B	TON	67	67	--	--
036001	GRAVEL OR CRUSHED STONE SURFACE COURSE, TYPE A	TON	1765	1765	--	--
047001	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	793	793	--	--
047002	AGGREGATE (PRIME COAT)	TON	4	4	--	--
029001	GRAVEL OR CRUSHED STONE BASE COURSE, TYPE A	TON	1086	1086	--	--
Z00142	INCIDENTAL BITUMINOUS SURFACING	TON	413	413	--	--
048008	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ. YD.	54198	54198	--	--
048011	PORTLAND CEMENT CONCRETE PAVEMENT 16 1/2-10 1/2-16 1/2	SQ. YD.	563	563	--	--
048019	PAVEMENT FABRIC	SQ. YD.	54109	54109	--	--
052003	CLASS X CONCRETE	CU YD.	67	67	--	--
052016	CLASS X CONCRETE (HEADWALL)	CU YD.	68	68	--	--
052021	PROTECTIVE COAT	SQ. YD.	54672	54672	--	--
058199	PIPE CULVERT, TYPE I, 15"	LIN. FT.	270	270	--	--
059001	REINFORCEMENT BARS	POUND	36590	36590	--	--
158050	PIPE CULVERTS, TYPE 5A RCCP 36"	LIN. FT.	188	188	--	--
062016	BEDDING MATERIAL	TON	72205	--	72205	--
X03498	RIPRAP, 12"	TON	14530	--	14530	--
X03499	RIPRAP, 16"	TON	65380	--	65380	--

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	SBI RTE 183 SEC. 112R		
	LOCATION OF WORK			ROAD STA. 180+75 TO STA. 36+35		
	CONSTRUCTION TYPE CODE			7223	Y005	CE.58
X03500	RIPRAP, 20"	TON	54970	--	54970	--
006003	STORM SEWERS TYPE 118"	LINE FT.	72	72	--	--
075110	INLETS TYPE A TYPE 16 FRAME	EACH	4	4	--	--
080002	COMBINATION CONCRETE CURB & GUTTER TYPE B-C-21	LINE FT.	716	716	--	--
082001	PAVEMENT REMOVAL	SQ. YD.	3282	3282	--	--
082005	COMBINATION CURB AND GUTTER REMOVAL	LIN. FT.	377	377	--	--
091002	PAVED DITCH 3 FEET	LIN. FT.	1880	--	1880	--
091003	PAVED DITCH 4 FEET	LIN. FT.	210	--	210	--
094001	STEEL PLATE BEAM GUARD RAIL	LIN. FT.	26796	26796	--	--
097003	TEMPORARY GUIDE POSTS	EACH	79	79	--	--
102001	CALCIUM CHLORIDE APPLIED	TON	108	108	--	--
104001	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	12	12	--	--
110004	COMPLETE SEEDING	ACRE	160	--	160	--
110005	FERTILIZER NUTRIENTS	TON	5.2	--	5.2	--
110006	AGRICULTURE GROUND LIMESTONE	TON	110	--	110	--
111002	STRAW FOR ASPHALT-COATED MULCH	TON	41	--	41	--
111003	EMULSIFIED ASPHALT	GAL.	3380	--	3380	--
112002	SUPPLEMENTAL WATERING	UNIT	8	--	8	--
K00015	JUTE MATTING	SQ. YD.	1536	--	1536	--
K00020	CROWN VETCH SEEDING	ACRE	2.3	--	2.3	--
Z00350	PERMANENT SURVEY MARKERS TYPE I	EACH	16	16	--	--
Z01379	ENGINEER'S FIELD LABORATORY	EACH	1	--	--	1
Z01394	STABILIZED SHOULDERS (8')	SQ. YD.	18,119	18,119	--	--
026001	GRAVEL OR CRUSHED STONE SHOULDERS TYPE A	TON	10,305	10,305	--	--
Z01398	ENGINEER'S FIELD OFFICE TYPE A	EACH	1	--	--	1

Revised 6-17-68

SBI ROUTE 183 SECTION 112R FRANKLIN COUNTY SUMMARY OF QUANTITIES



EARTHWORK QUANTITIES AND BALANCE POINTS

BALANCE NO.	LOCATION	EARTH EXCAVATION CU. YDS.	FILL CU. YDS.	EXCESS EXCAVATION CU. YDS.	EXC. REQ'D TO COMPLETE FILL CU. YDS.	BORROW EXCAVATION CU. YDS.	REMARKS
S.B.I. RTE. 183							
1	317+05	0	200	0	0	240	SIDE ROADS
2	377+78 TO 391+00	6283	18910	0	9670	7456	OBTAIN 9670 CU. YDS. OF EXCAVATION FROM OTHER BALANCES AS INDICATED 4466 CU. YDS. OF EXCAVATION TO BE PLACED IN BALANCE NO. 2
3	INTERSECTION AREA	4466	0	4466	0	0	697 CU. YDS. OF EXCAVATION TO BE PLACED IN BALANCE NO. 2
4	34+00 TO 37+82	700	2	697	0	0	
OLD S.B.I. RTE. 37							
5	837+50 TO 841+00	1038	96	915	0	0	915 CU. YDS. OF EXCAVATION TO BE PLACED IN BALANCE NO. 2
6	843+00 TO 846+00	1062	64	980	0	0	980 CU. YDS. OF EXCAVATION TO BE PLACED IN BALANCE NO. 2
ACCESS ROAD "A"							
* 7	0'A+00 TO 9'A+98 (END STAGE)	2307	11	2292	0	0	2292 CU. YDS. OF EXCAVATION TO BE PLACED IN BALANCE NO. 2 315 CU. YDS. OF SURFACING TO BE WASTED AS DIRECTED BY THE ENGINEER
* 8	0'A+00 TO 9'A+98	444	1486	0	0	1292	
ACCESS ROAD "B"							
* 9	0'B+00 TO 5'B+45 (END STAGE)	530	154	320	0	0	320 CU. YDS. OF EXCAVATION TO BE PLACED IN BALANCE NO. 2 175 CU. YDS. OF SURFACING TO BE WASTED AS DIRECTED BY THE ENGINEER
* 10	0'B+00 TO 5'B+45	348	510	0	0	425	
TOTALS		16456	-	-	-	9413	
						6,457	TO REPLACE SUB-BASE TYPE C WHICH IS DELETED.

* TO BE BUILT ONLY IF DIRECTED BY THE ENGINEER - SEE GENERAL NOTES

15,870 TOTAL BORROW EXCAVATION

TREE REMOVAL

STATION	DISTANCE LT. (FT.)	DISTANCE RT. (FT.)	6-15 IN. DIA. (IN. DIA.)	OVER 15 IN. DIA. (IN. DIA.)	REMARKS
S.B.I. RTE. 183					
379+79		75		30.0	SNAG
380+85		3	2 @ 6.0		PERSIMMON
380+87	18		6.0		ELM
381+16	41		4 @ 6.0		LOCUST
390+00	50		10.0		MAPLE
390+98		41	13.1		ELM
OLD S.B.I. RTE. 37					
836+07		50	7.1		MAPLE
836+76	28			17.6	PERSIMMON
837+26		30	14.6		STUMP
837+36		30		16.8	STUMP
837+69	28		13.5		PERSIMMON
837+85	29		12.6		PERSIMMON
837+93	45		13.4		MAPLE
838+20		48	14.0		MAPLE
838+27		31		18.3	PERSIMMON
838+30		31		17.3	PERSIMMON
838+34	28		12.5		PERSIMMON
838+69	28		7.4		OAK
838+91		42		17.0	MAPLE
839+09		36		20.0	MAPLE
839+39		35		15.2	MAPLE
839+61		40	13.5		MAPLE
839+77		40		19.8	MAPLE
840+13	29		12.3		MAPLE
843+35	29		13.0		PERSIMMON
843+42	29		11.6		PERSIMMON
843+42	45			20.8	MAPLE
843+50	29		12.4		PERSIMMON
843+55		28		20.3	PERSIMMON
843+64	44			17.4	MAPLE
843+86	46			17.6	MAPLE
844+05	46			15.8	MAPLE
844+11		39		16.0	MAPLE
844+31		38		15.8	MAPLE
844+36	49		10.9		PERSIMMON
844+44	28		12.7		PERSIMMON
TOTAL			246.6	295.7	

SUB-BASE TYPE C 4"

LOCATION	TON
LT. 178+75 TO 214+34.62	846
RT. 178+75 TO 214+34.62	946
LT. 216+45.37 TO 274+67.73	1547
RT. 216+45.37 TO 274+67.73	1544
LT. 279+63.47 TO 316+75.0	986
RT. 279+63.47 TO 316+75.0	990
LT. 317+29.0 TO 360+54.38	1150
RT. 317+29.0 TO 360+54.38	1147
LT. 363+45.62 TO 391+45.0	744
RT. 363+45.62 TO 391+45.0	751
TOTAL	10,751

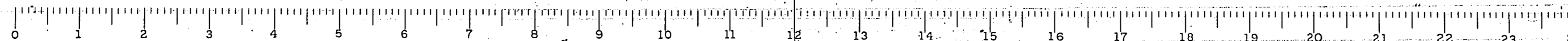
STEEL PLATE BM. GUARD RAIL

STATION TO STATION	RIGHT SIDE LIN. FT.	LEFT SIDE LIN. FT.
194+61.57 TO 214+25.00	1963.4	
216+54.99 TO 274+53.74	5798.8*	
279+49.48 TO 291+25.06	1175.6	
318+31.32 TO 360+44.76	4213.4	
363+55.24 TO 365+31.8	175.9	
196+24.05 TO 214+25.00		1801.0
216+54.99 TO 274+70.52		5815.5*
279+66.26 TO 290+55.34		1088.1
318+68.82 TO 360+44.76		4175.9
363+55.24 TO 369+43.68		588.4
TOTALS	13,327.1	13,468.9

* ODD LENGTH BETWEEN BRIDGE WINGS

CROWN VETCH SEEDING

LOCATION
LT. 266+50 TO 274+72
RT. 266+50 TO 274+07
LT. 280+23 TO 287+50
RT. 279+48 TO 287+50
LT. 351+50 TO 360+44
RT. 351+50 TO 360+44
LT. 363+56 TO 369+50
RT. 363+56 TO 369+50



DATE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
SBL 183	12 R	FRANKLIN	47	8
SBL 183		FRANKLIN		8
SBL 183		FRANKLIN		8

SIDE APPROACHES												
STATION	TYPE	GRADING				SURFACING						
		RDWY WIDTH FT.	GRADE %	EXC. CU YDS	EMB. CU YDS	SURF. WIDTH FT.	SURF. LENGTH FT.	RADIUS FT.	GR. OF CR. ST. SURFACING TYPE A TON	BIT. MATL'S PRIME COAT GALLONS	AGGREGATE PRIME COAT TONS	INC. BIT. SURFACING TONS
SBL ROUTE 183												
317+05	SRR	32	-100	0	100	20	35	35	46	25	0.12	11
317+05	SRL	32	-100	0	100	20	35	35	46	25	0.12	11
OLD SBL RTE 37												
836+15	PER	22	-2.0	0	21	16	42	16	29	9	0.04	4
836+96	GER	34	-2.0	0	21	24	38	30	50	46	0.22	20
838+41	PER	22	+4.0	6	32	16	41	15	28	9	0.04	4
838+49	FER	22	-2.0	5	32	-	-	-	-	-	-	-
840+09	PER	22	+6.0	18	32	16	41	15	28	9	0.04	4
844+31	PER	22	+6.0	15	32	18	41	15	28	9	0.04	4
844+81	CER	34	-5.0	3	32	24	41	30	55	48	0.22	20
MAILBOX TURNOUTS												
TOTALS												
									283	123	0.58	54

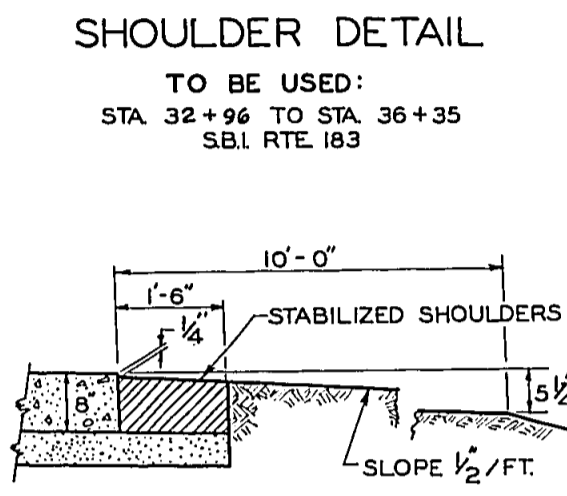
* INCLUDED IN MAINLINE EARTHWORK BALANCES
 ** TO BE BUILT ONLY IF DIRECTED BY THE ENGINEER-SEE GENERAL NOTES

BRIDGE APPROACH SLABS REINF. CONC. CAPS STD. 1909-8				
LOCATION	APPROACH SLAB		REIN. CONC. CAP	
	PCC PAV'T 16 1/2 - 10 1/2 - 16 1/2 SQ. YD.	REINF BARS POUNDS	CLASS X CONCRETE CU. YD.	REINF BARS POUNDS
METHOD I				
274+36.53 TO 274+62.13	68.2	3409	-	-
279+57.87 TO 279+83.47	68.2	3409	-	-
METHOD II				
213+94.62 TO 214+34.62	106.7	6814	1.67	581
216+45.37 TO 216+85.37	106.7	6814	1.67	581
360+14.38 TO 360+54.38	106.7	6814	1.67	581
363+45.62 TO 363+85.62	106.7	6814	1.67	581
TOTAL	563.2	34074	6.7	2324

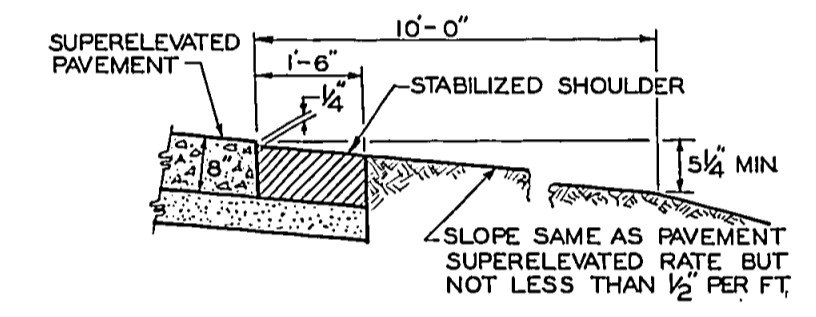
COMBINATION CONCRETE CURB & GUTTER	
LOCATION	LENGTH LIN. FT.
TYPE B-624	
LT STA 390+87 SBL 183 TO RT STA 840+49 OLD SBL 37	181
RT STA 390+87 SBL 183 TO RT STA 842+77 OLD SBL 37	177
LT STA 840+71 OLD SBL 37 TO LT STA 33+57 SBL 183	177
LT STA 843+04 OLD SBL 37 TO RT STA 33+77 SBL 183	181
TOTAL	716

PERMANENT SURVEY MARKERS	
LOCATION	NO.
181+00	1
184+99.89	1
194+99.89	1
199+32.45	1
209+32.45	1
232+00	1
255+00	1
274+00	1
302+00	1
322+00	1
342+23.08	1
374+24.19	1
378+85.62	1
389+83.95	1
36+00	1
280+00	1
TOTALS	16

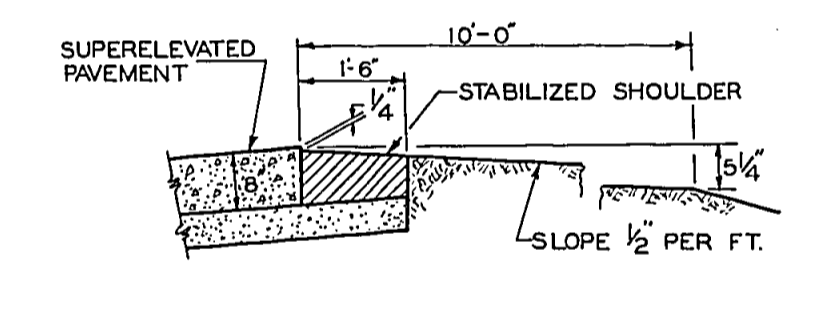
STABILIZED SHOULDERS 8'		
LOCATION	NO.	SQ. YD.
SBL ROUTE 183		
LT 178+15 TO 214+34.62	1609	
LT 216+45.37 TO 274+67.73	2588	
LT 279+63.47 TO 316+75.0	1650	
LT 317+29.0 TO 360+54.38	1922	
LT 363+45.62 TO 391+45.0	1244	
LT 32+96 TO 36+35	23	
RT 178+15 TO 214+34.62	1609	
RT 216+45.37 TO 274+56.53	2583	
RT 279+52.27 TO 316+77.0	1655	
RT 317+40.0 TO 360+54.38	1918	
RT 363+45.62 TO 391+73	1297	
RT 33+20.0 TO 36+35	21	
TOTAL	18,119	
LT 835+50 TO 838+23	45	
LT 838+80 TO 840+97	40	
LT 842+74 TO 844+12	23	
LT 844+50 TO 848+00	58	
RT 835+50 TO 835+98	8	
RT 836+33 TO 835+60	5	
RT 837+31 TO 839+91	43	
RT 840+27 TO 840+73	8	
RT 842+48 TO 844+46	33	
RT 845+17 TO 848+00	47	
TOTALS	45,367	



DETAIL OF SHOULDERS (TANGENT PAVEMENT)



DETAIL OF SHOULDERS ON IN SIDE OF CURVE (SUPERELEVATED PAVEMENT)



DETAIL OF SHOULDER ON OUTSIDE OF CURVE (SUPERELEVATED PAVEMENT)

RIPRAP				
LOCATION	TONS			
	BEDDING	TYPE A 20"	TYPE B 16"	TYPE C 12"
LT 186+25 TO 214+24	6325	9680	-	-
RT 186+25 TO 214+24	5080	-	10310	-
LT 216+56 TO 274+72	22465	40140	-	-
RT 216+56 TO 274+07	13580	-	29665	-
LT 280+23 TO 295+50	3475	5150	-	-
LT 313+50 TO 360+44	7940	-	-	13080
RT 279+48 TO 360+44	11850	-	24450	-
LT 363+56 TO 369+50	900	-	-	1450
RT 363+56 TO 369+50	590	-	900	-
RT 380+60	20	-	55	-
TOTALS	72205	54970	65380	14530

TABULATION OF SUB-BASE		
LOCATION STATION TO STATION	GRANULAR TYPE "A" 4" TON	STABILIZED 4" SQ. YDS.
MAINLINE		
178+75 TO 180+75	-	155.6
180+75 TO 213+94.62	-	9958.9
213+94.62 TO 214+34.12	27.0	-
216+45.67 TO 216+85.37	27.0	-
216+85.37 TO 274+36.53	-	17253.5
274+36.53 TO 274+61.59	17.1	-
279+58.42 TO 279+83.47	17.1	-
279+83.47 TO 360+14.38	-	24,092.7
360+14.38 TO 360+53.88	27.0	-
363+46.12 TO 363+85.62	27.0	-
363+85.62 TO 391+20	-	8203.1
391+20 TO 33+27.5	-	442.0
33+27.5 TO 36+35	-	922.5
TOTAL	-	61,028.3
835+50 TO 837+50	-	155.6
837+50 TO 841+61.47	-	1218.8
841+61.47 TO 846+00	-	1223.2
846+00 TO 848+00	-	155.6
TOTAL	142.2	64,650.7

PAVEMENT REMOVAL	
LOCATION	SQ. YD.
SBL RTE 183 32+65.23 TO 36+35	1277
OLD SBL RTE 37 837+50 TO 846+00	2005
TOTAL	3282

JUTE MATTING	
LOCATION	SQ. YD.
ALONG PAVED DITCH	1394
LT 367+00 TO 367+50	42
LT 374+50 TO 374+74	20
LT 377+76 TO 378+00	20
LT 380+60	20
LT 384+00 TO 384+24	20
RT 385+00 TO 385+24	20
TOTAL	1536

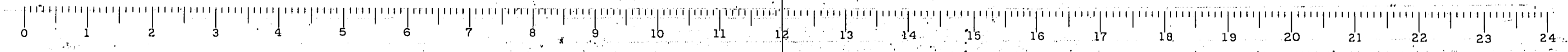
COMBINATION CURB AND GUTTER REMOVAL	
LOCATION	LIN. FT.
LT STA 840+7079 OLD SBL RTE 37 TO LT STA 33+6791 SBL RTE 183	173
LT STA 842+947 OLD SBL RTE 37 TO RT STA 33+814 SBL RTE 183	164
LT STA 32+59 TO STA 32+72	40
TOTAL	377

FURNISHING AND ERECTING RIGHT OF WAY MARKERS	
LOCATION	EACH
ALONG OLD SBL RTE 37	12
TOTAL	12

PAVED DITCH		
LOCATION	LIN. FEET	
	3'	4'
LT 367+50 TO LT 374+50	725	-
LT 378+00 TO LT 381+30	335	-
RT 379+80 TO RT 385+00	540	-
LT 380+60	-	210
LT 381+20 TO LT 384+00	280	-
TOTALS	1880	210

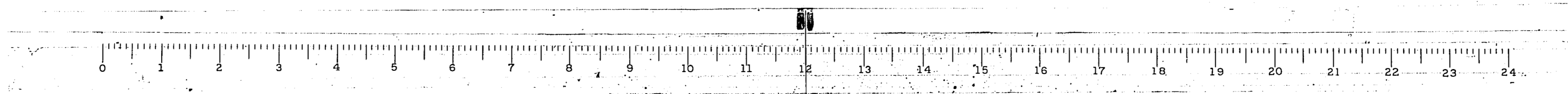
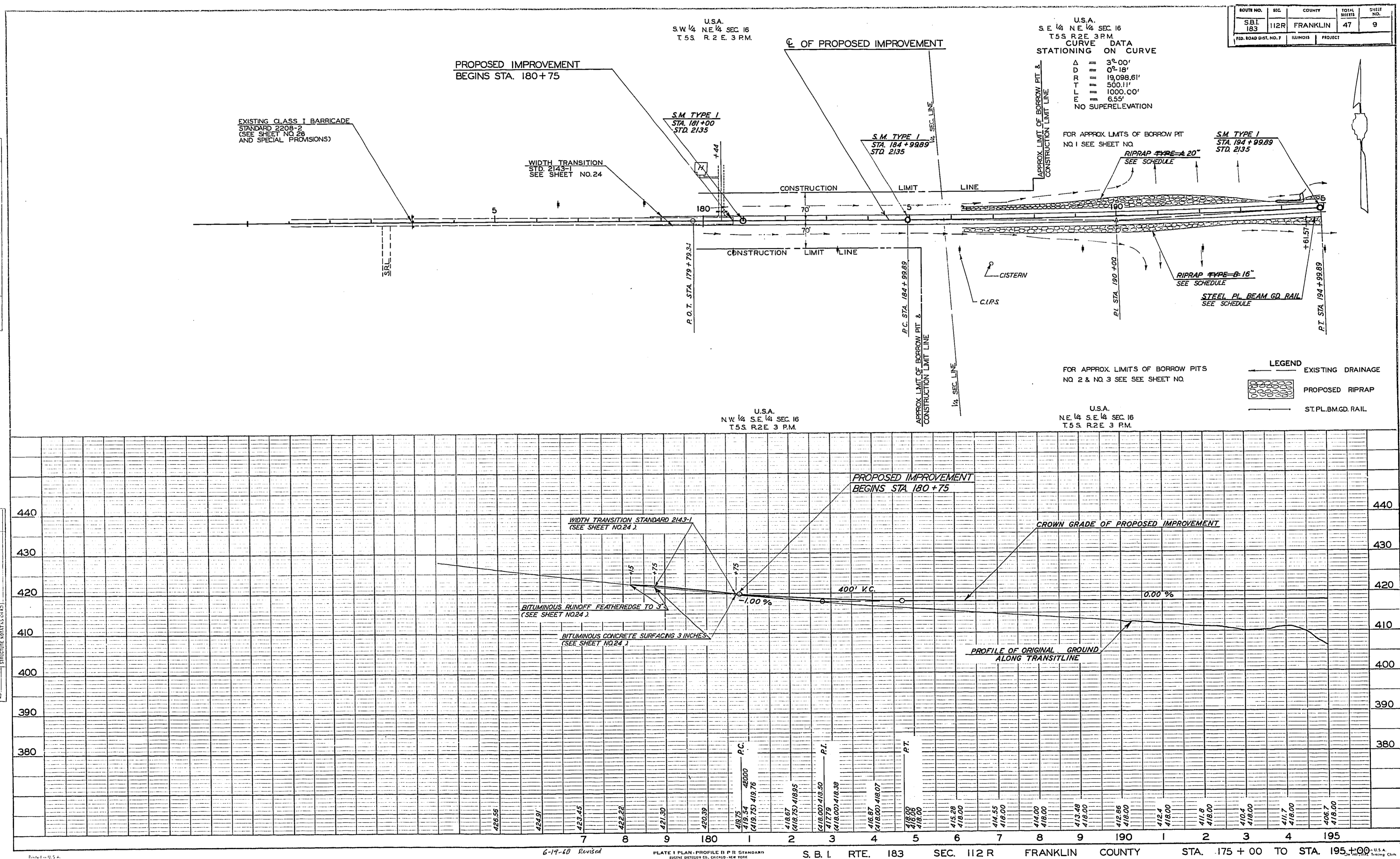
CLASS X CONCRETE	
ITEM	CU. YD.
PILING CAPS (CLASS X CONC.)	6.7
PIPE CULVERT HDWLS & SPECIAL HDWLS (CLASS X CONC. HDWL)	6.8

SUMMARY OF PAVEMENT		
ITEM	WIDTH	SQ. YD.
STANDARD 8'	24'	54109
STANDARD 8'	VAR.	99



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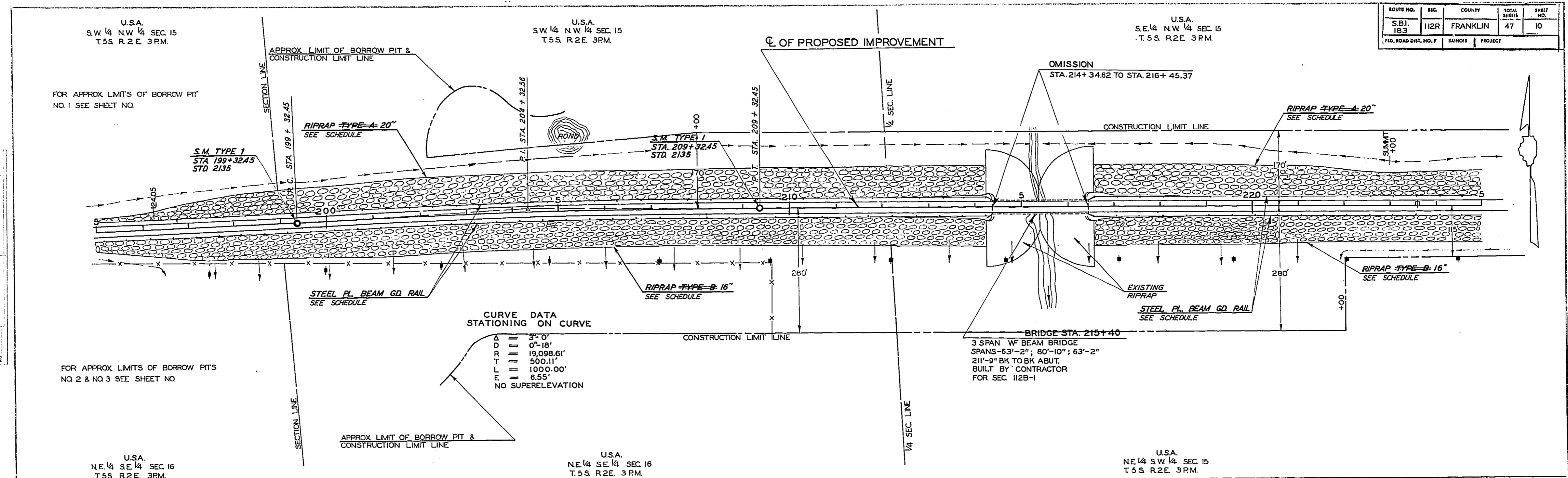
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6-19-68 Revised

PLATE 1 PLAN - PROFILE B.P.R. STANDARD
 ENGINE DIVISION CO. CHICAGO - NEW YORK

S. B. I. RTE. 183 SEC. 112 R FRANKLIN COUNTY STA. 175+00 TO STA. 195+00 U.S.A.



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 183	112R	FRANKLIN	47	10
FILE ROAD DIST. NO. 7	BLINDS	PROJECT		

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DATE	BY	REVISION

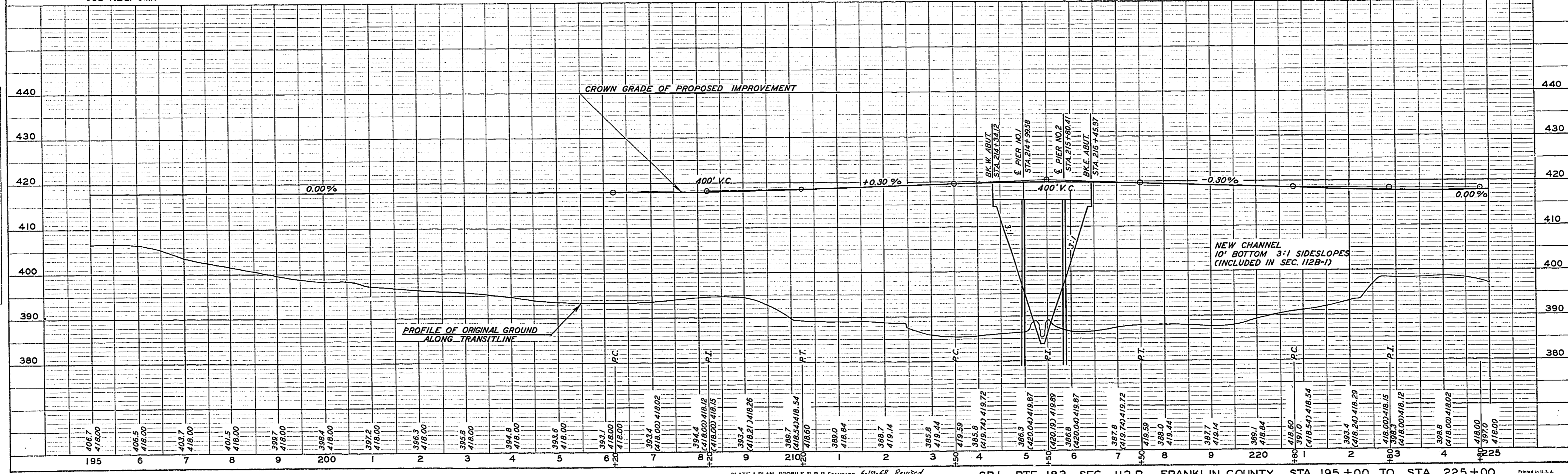
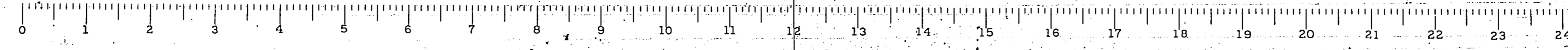
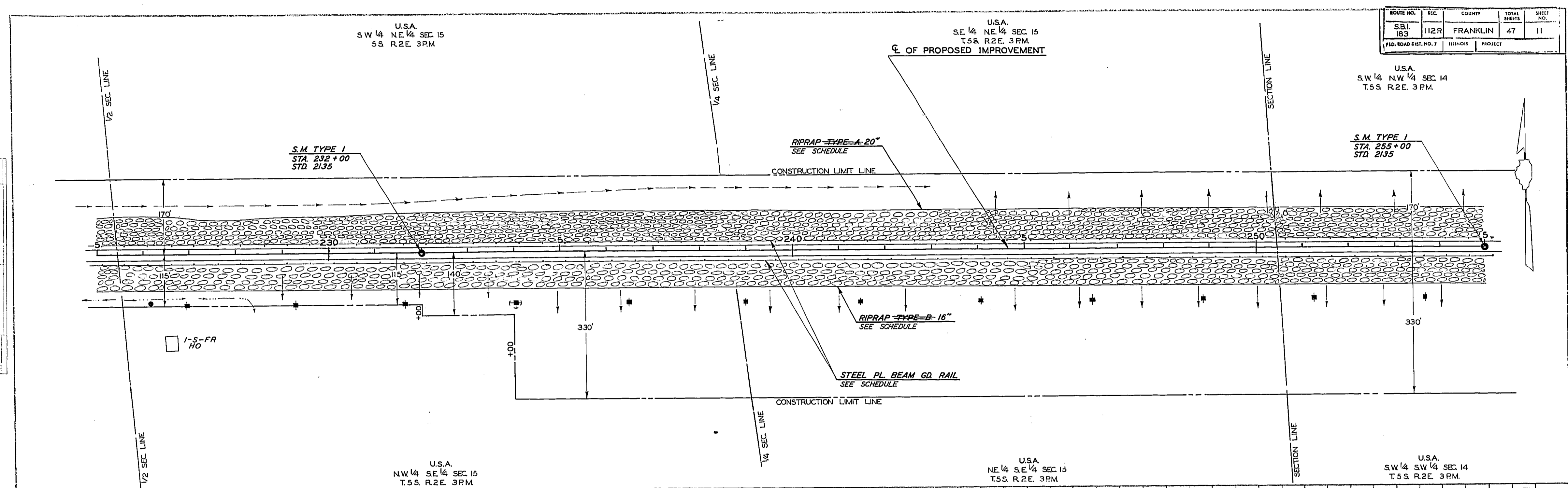


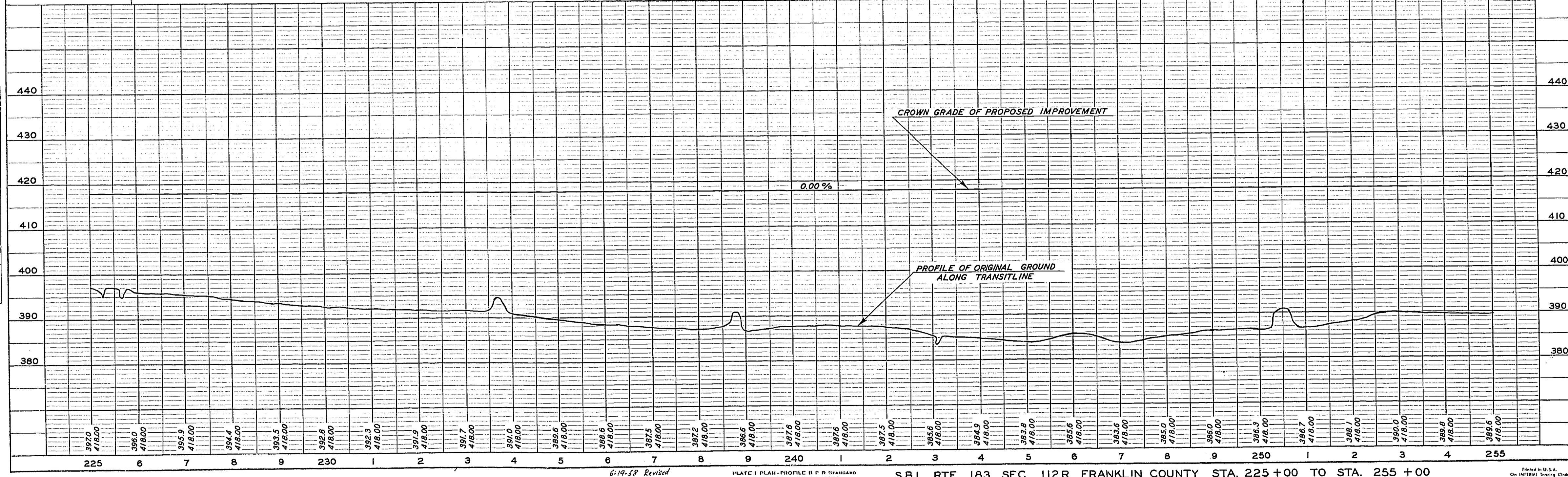
PLATE 1 PLAN - PROFILE II P 15 STANDARD 6-19-88 Revised SBI. RTE. 183 SEC. 112 R FRANKLIN COUNTY STA. 195+00 TO STA. 225+00



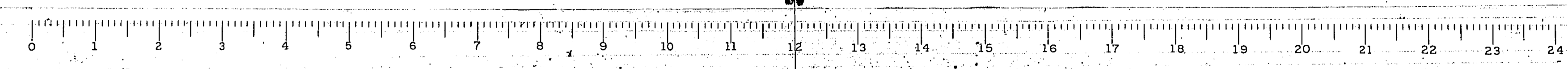


ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	11
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

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		BY NOTE	NO. 1
		BY CHECK	NO. 2

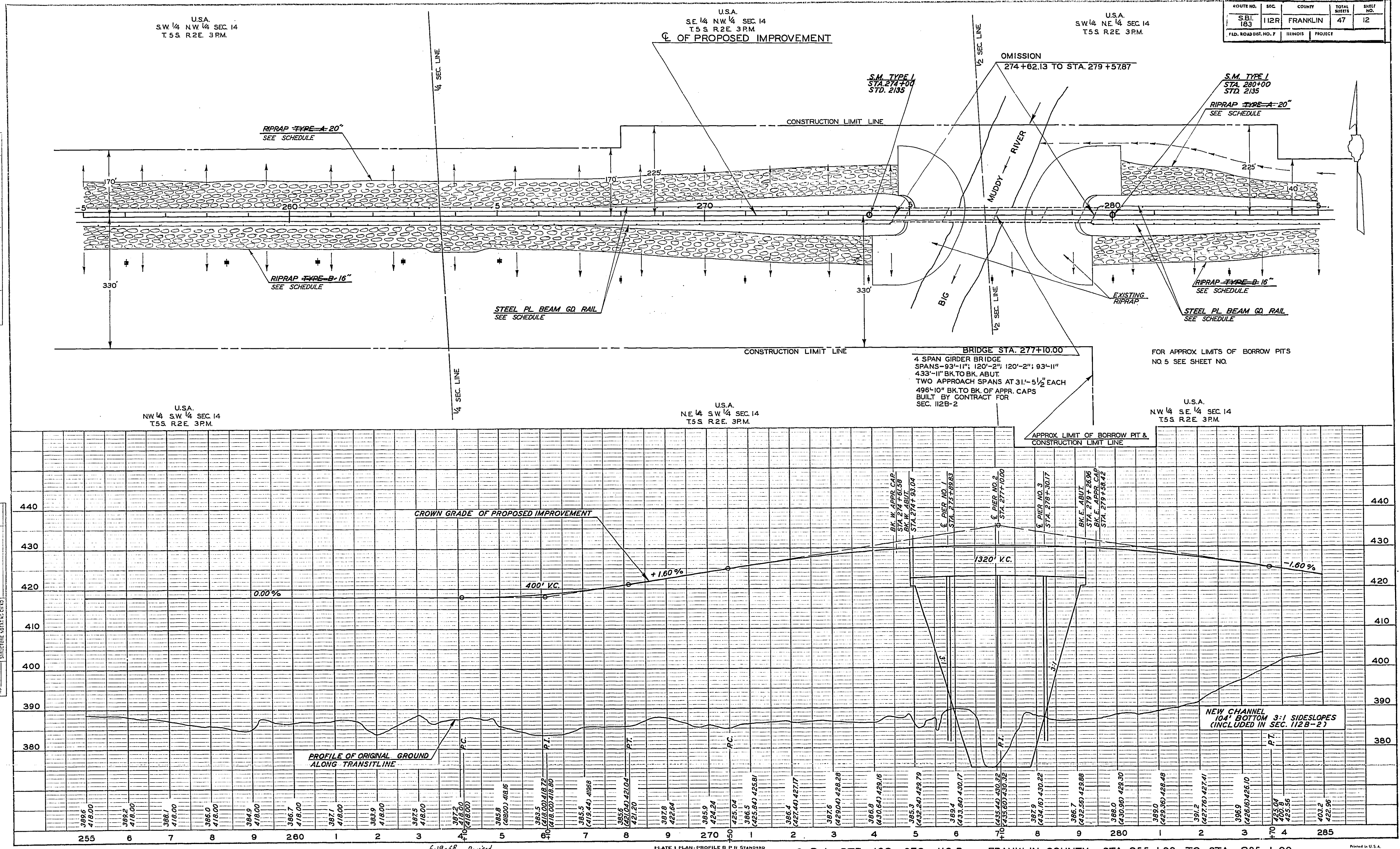


6-19-18 Revised
 PLATE 1 PLAN - PROFILE B P R STANDARD
 S.B.I. RTE. 183 SEC. 112R FRANKLIN COUNTY STA. 225+00 TO STA. 255+00
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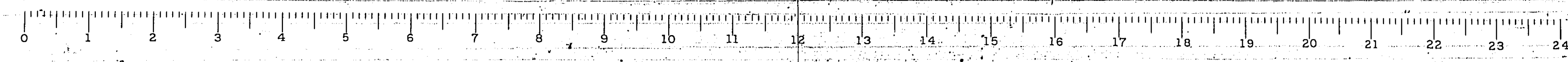
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ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	12
FILE NO. 183		ILLINOIS		
PROJECT				

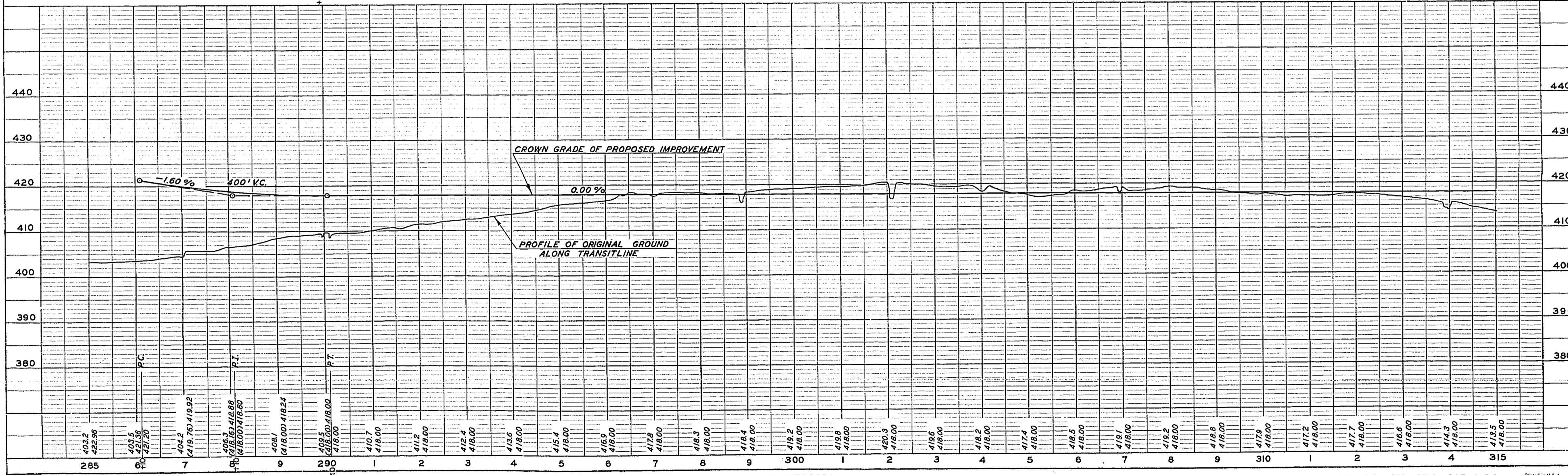
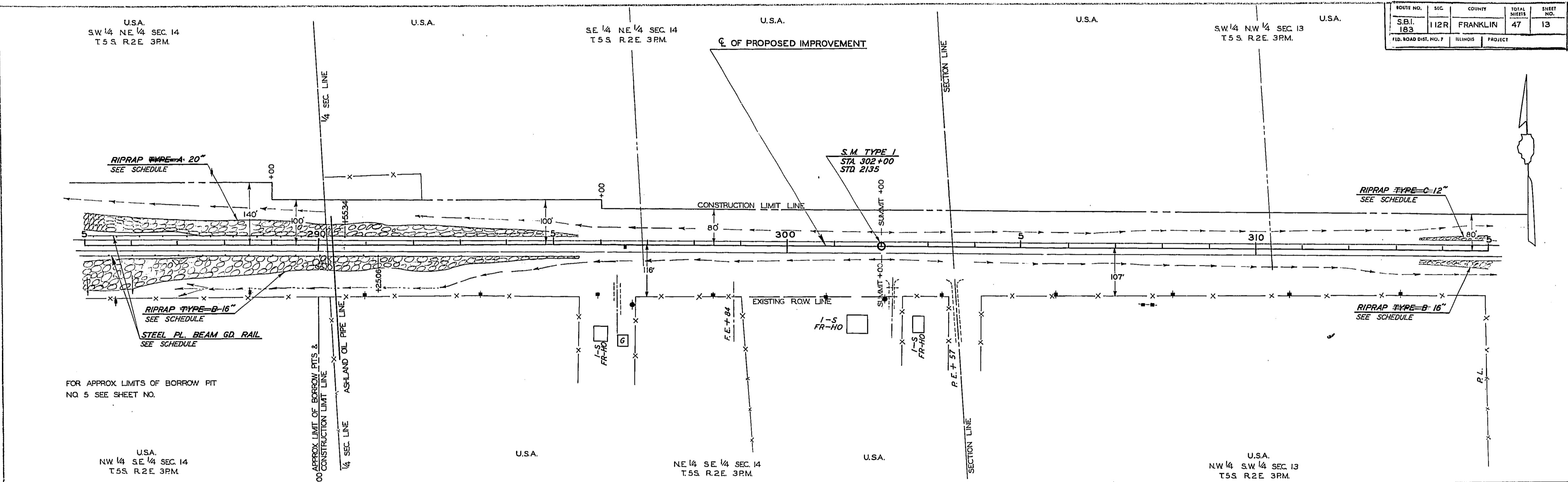
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 PLATE 1 PLAN-PROFILE B P R STANDARD
 S. B. I. RTE. 183 SEC. 112 R FRANKLIN COUNTY STA. 255 +00 TO STA. 285 +00
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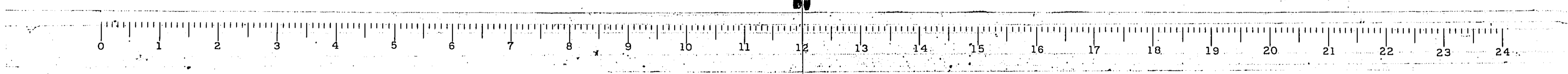
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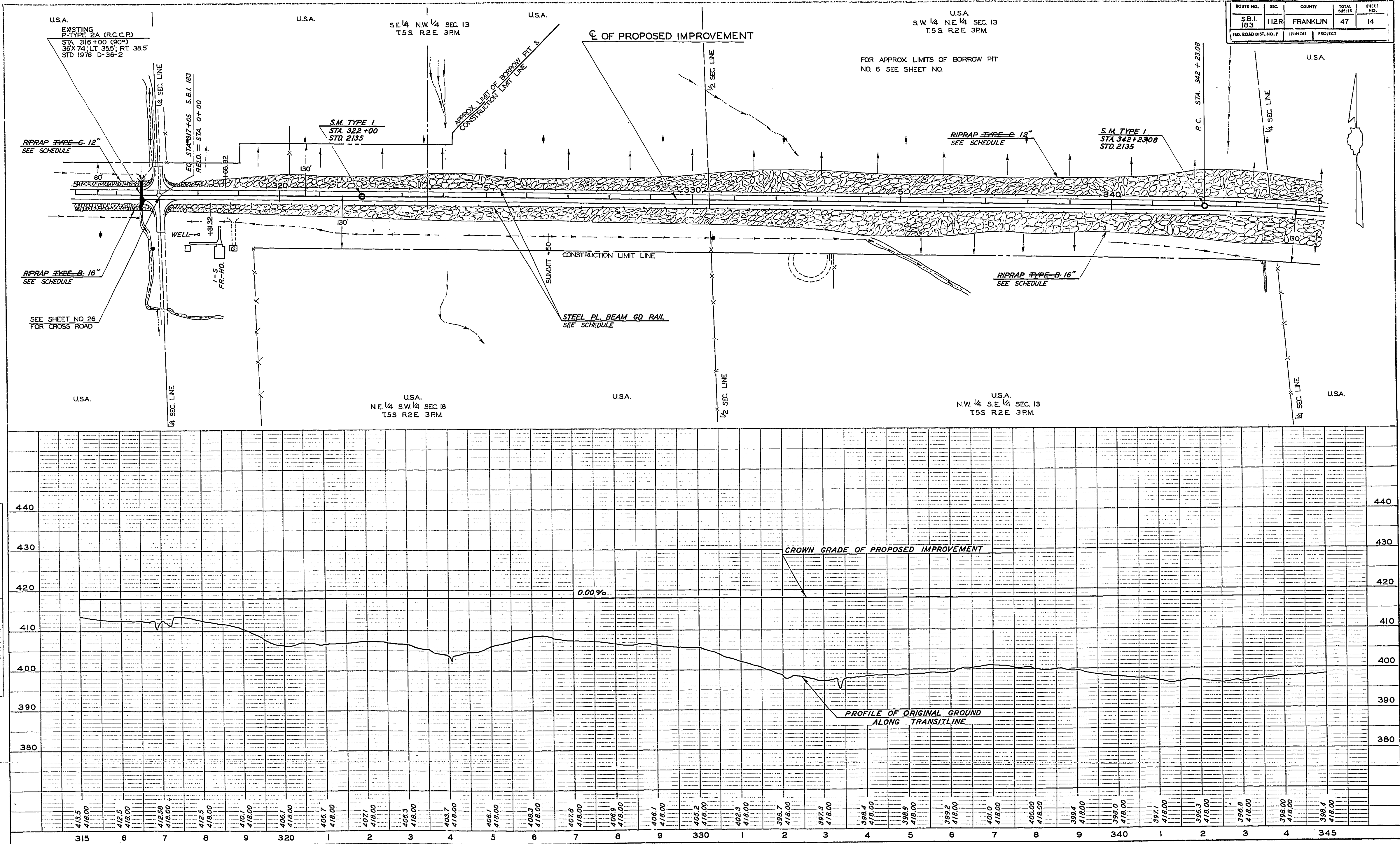
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ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	13
S.B.I. DIST. NO. 7		ILLINOIS	PROJECT	



6-19-68 Revised
 PLATE I PLAN-PROFILE B P R STANDARD
 S.B.I. RTE. 183 SEC. 112 R FRANKLIN COUNTY STA. 285+00 TO STA. 315+00
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ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	14
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

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DATE	BY	REVISIONS

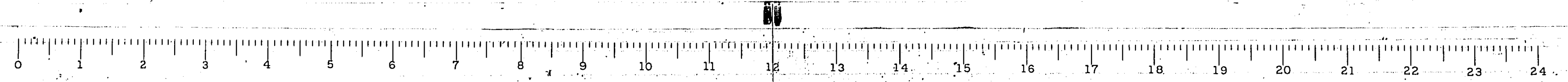
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6-19-68 Revised

PLATE 1 PLAN AND PROFILE OF P. 18 STANBARD
ENGINE DISTRICT OF ILLINOIS

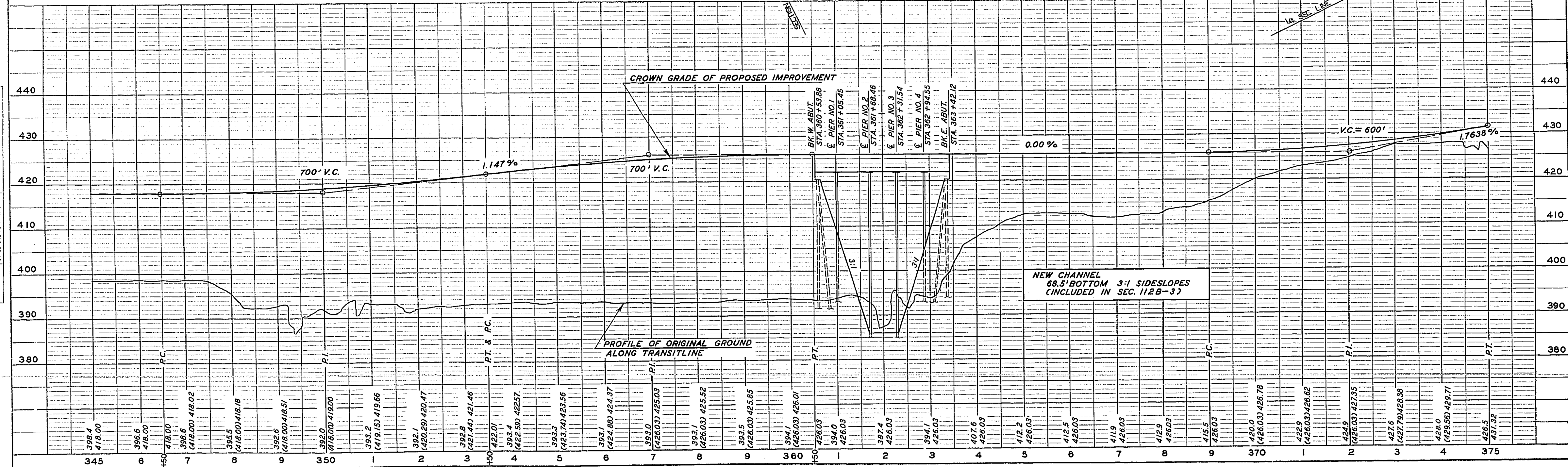
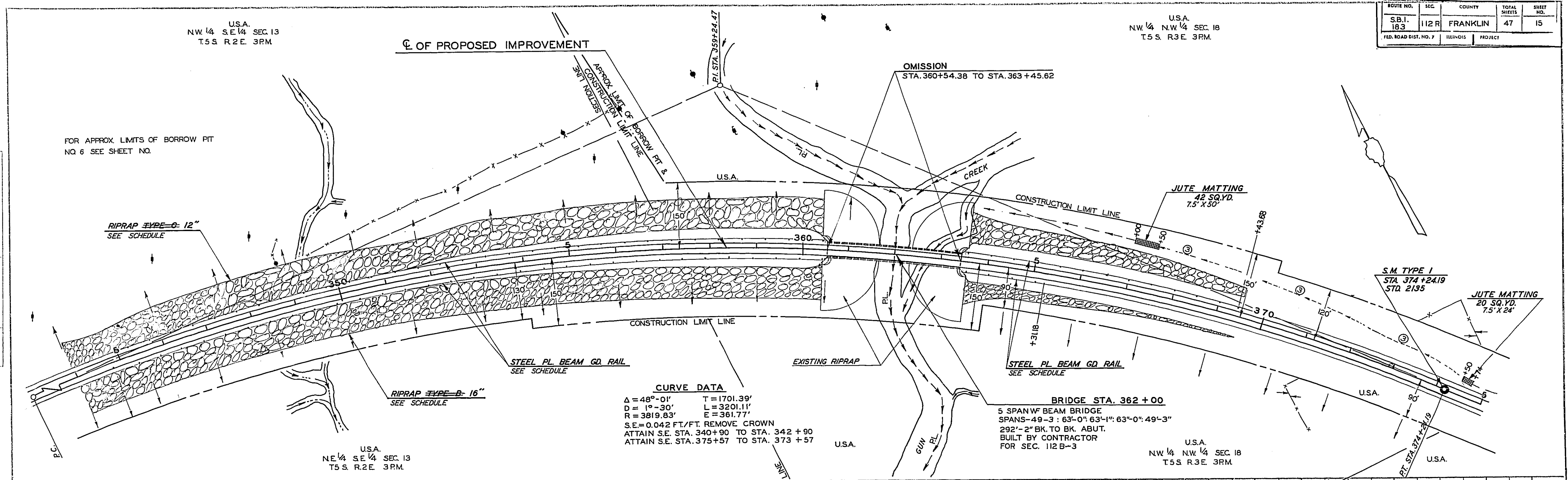
S. B. I. RTE. 183 SEC. 112 R FRANKLIN COUNTY STA. 315+00 TO STA. 345+00

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6-19-68 Revised

PLATE 1 PLAN-PROFILE II P IN STANDARD ENGINEERING CO. CHICAGO-NEW YORK

S.B.I. RTE. 183 SEC. 112 R FRANKLIN COUNTY STA. 345+00 TO STA. 375+00

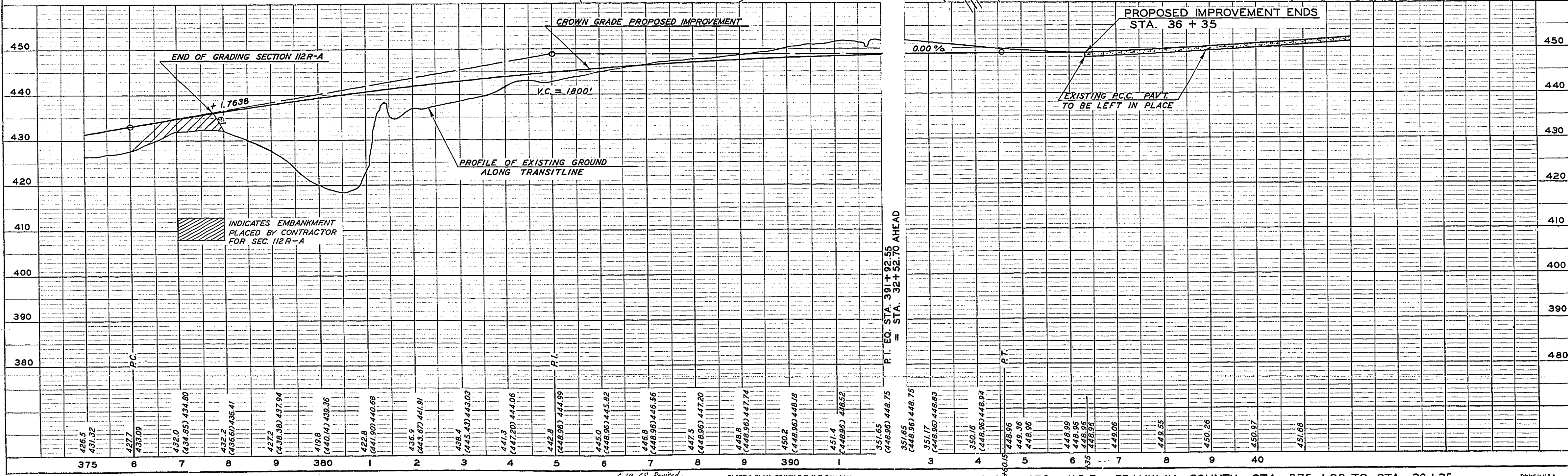
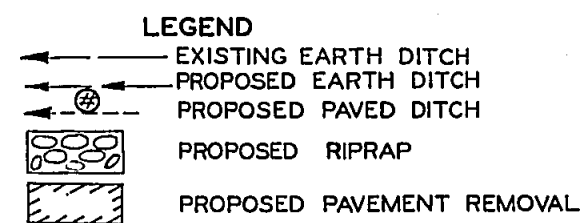
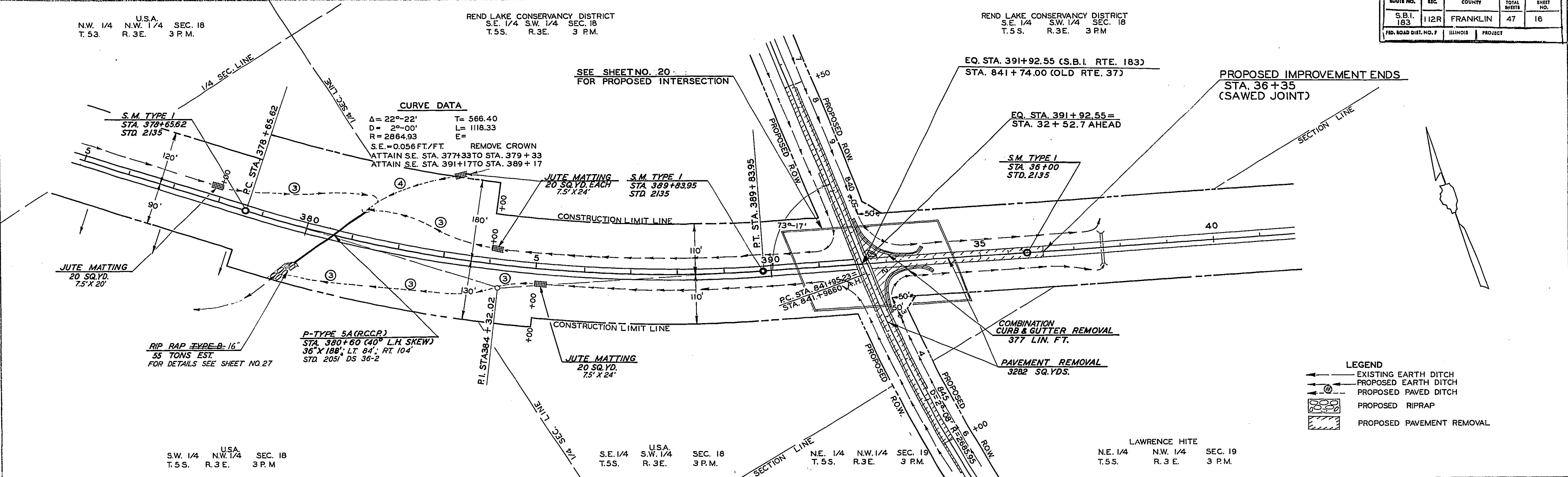
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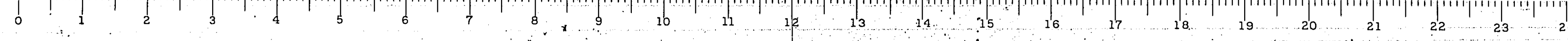
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BY	DATE	
BY	DATE	

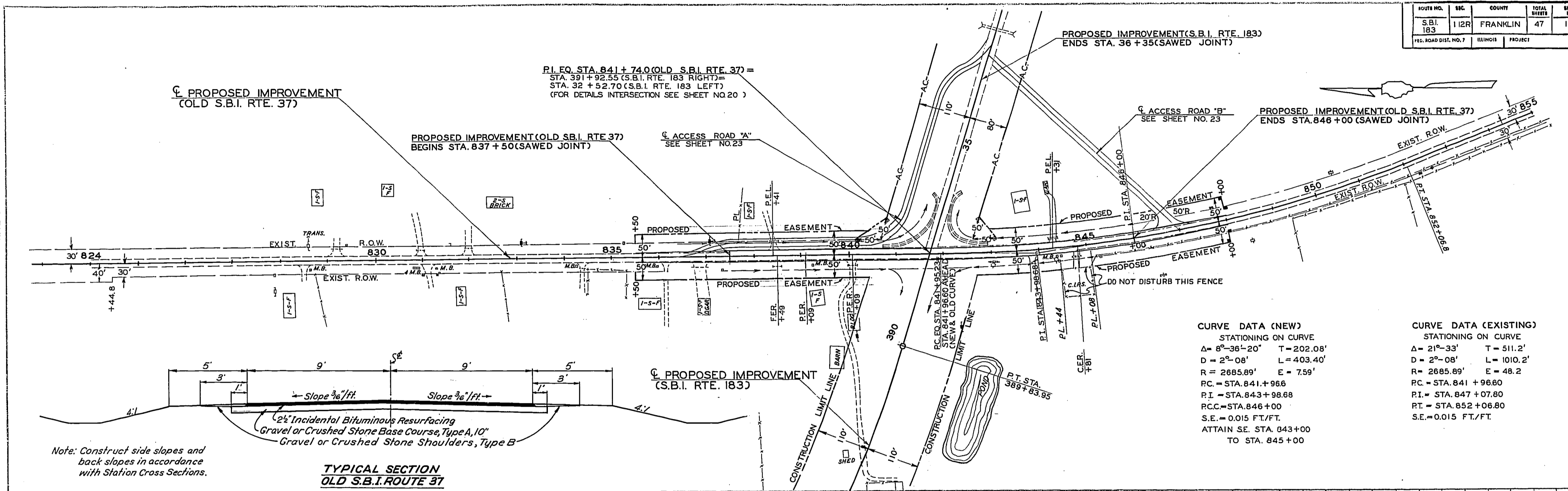
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	16
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				



6-19-68 Revised
 PLATE 1 PLAN - PROFILE 11 1/2" STANDARD
 ENGINE DISTRICT CO. CHICAGO - NEW YORK
 S.B.I. RTE. 183 SEC. 112 R FRANKLIN COUNTY STA. 375+00 TO STA. 36+35
 Printed in U.S.A. by M.F.C. Printing Co.



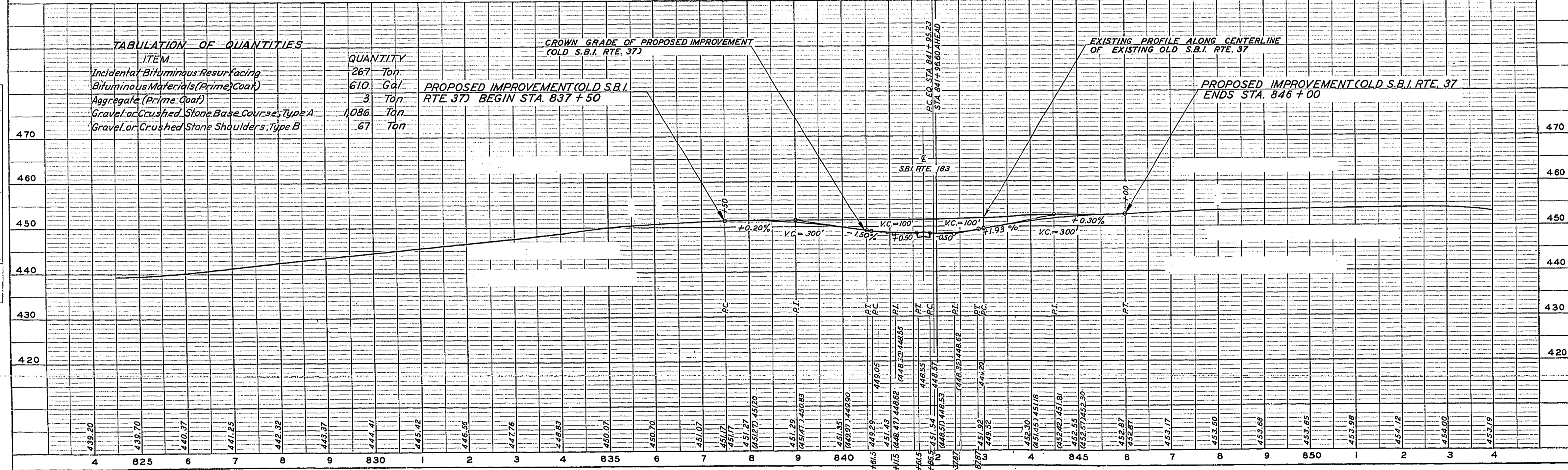
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	17
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



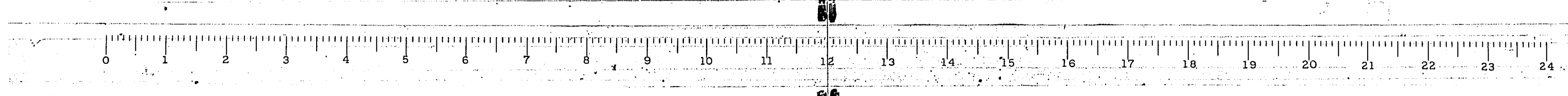
CURVE DATA (NEW)		CURVE DATA (EXISTING)	
STATIONING ON CURVE			
$\Delta = 8^{\circ}-36'-20''$	$T = 202.08'$	$\Delta = 21^{\circ}-33'$	$T = 511.2'$
$D = 2^{\circ}-08'$	$L = 403.40'$	$D = 2^{\circ}-08'$	$L = 1010.2'$
$R = 2685.89'$	$E = 7.59'$	$R = 2685.89'$	$E = 48.2'$
$PC = STA. 841+96.60$		$PC = STA. 841+96.60$	
$PI = STA. 843+96.68$		$PI = STA. 847+07.80$	
$PCC = STA. 846+00$		$PT = STA. 852+06.80$	
$S.E. = 0.015 \text{ FT/FT}$		$S.E. = 0.015 \text{ FT/FT}$	
ATTAIN SE. STA. 043+00 TO STA. 045+00			

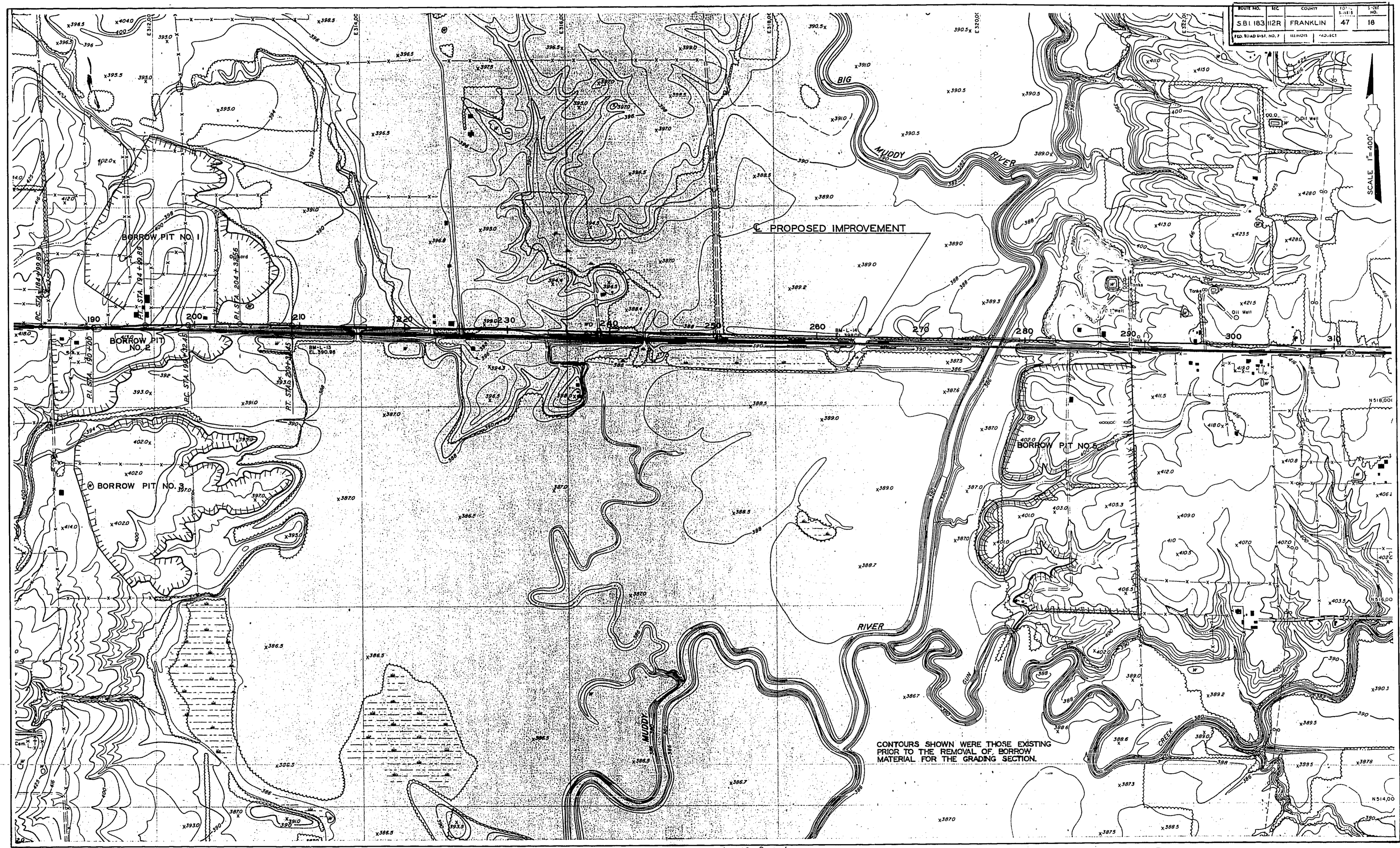
PLAN	DATE	BY
DATE		
DATE		
DATE		
DATE		

PROFILE	DATE	BY
DATE		
DATE		
DATE		
DATE		



SPECIAL SHEET - PROPOSED IMPROVEMENT ALONG OLD S.B.I. RTE. 37





BOOK NO.	SHEET NO.	COUNTY	TOWNSHIP	RANGE
S.B.I. 183	112R	FRANKLIN	47	18
FED. ROAD DIST. NO. 1		ILLINOIS	40-183	

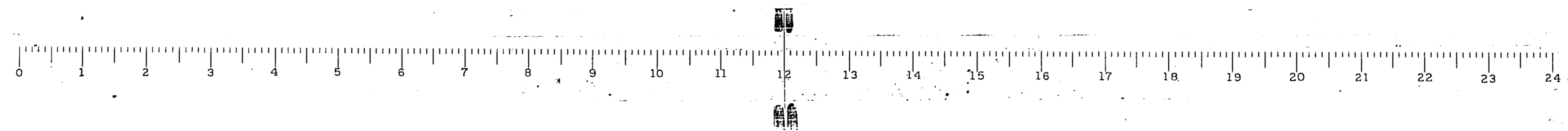
SCALE 1" = 400'

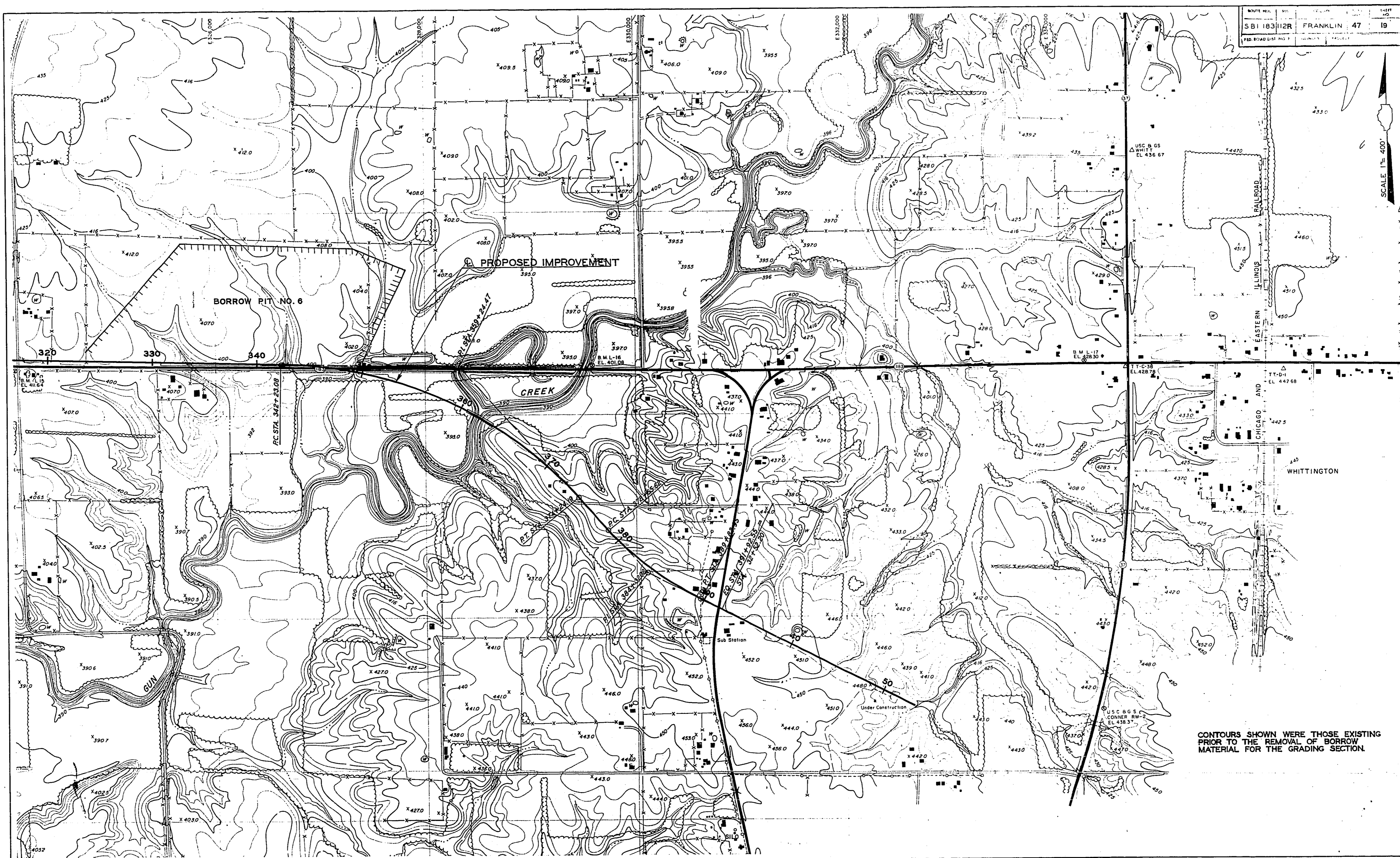
CONTOURS SHOWN WERE THOSE EXISTING PRIOR TO THE REMOVAL OF BORROW MATERIAL FOR THE GRADING SECTION.

SPECIAL SHEET-PROPOSED BORROW PITS NO. 1, 2, 3, 4 & 5

6-19-68 Revised.

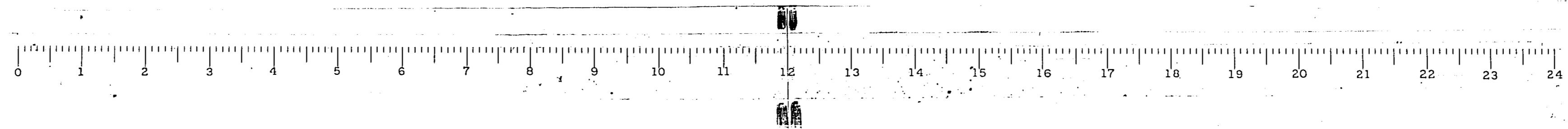
S.B.I. RTE. 183 SECTION 112R FRANKLIN COUNTY





SPECIAL SHEET - PROPOSED BORROW PIT NO. 6

S.B.I. RTE. 183 SECTION 112R FRANKLIN COUNTY



ROUTE NO.	SIC	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	20
*RD DIST. NO. 7		ILLINOIS	PROJECT	

INTERSECTION GEOMETRICS
(S.B.I. ROUTE 183 & OLD S.B.I. ROUTE 37)

CURVE DATA
THREE CENTERED CURVE

$R_1 = 100$ $R_2 = 35$
 $P = 1361$ $Q = 1661$
 $W = 470$ $S = 500$
 $Z_p = 3021$ $Z_c = 3021$

PT A STA. 840+88.16
PT B STA. 391+08.94
PT C STA. 841+07.68
PT D STA. 391+28.46
PT M STA. 841+18.19
PT N STA. 391+38.97
OFFSET = 3.0'

CURVE DATA
THREE CENTERED CURVE

$R_1 = 120$ $R_2 = 45$
 $P = 152$ $Q = 12.2$
 $W = 580$ $S = 560$
 $Z_p = 2770$ $Z_c = 2770$

PT A STA. 33+10.66
PT B STA. 841+12.01
PT C STA. 32+93.46
PT D STA. 841+29.21
PT M STA. 32+83.40
PT N STA. 841+39.53
OFFSET = 2.0'

CURVE DATA
THREE CENTERED CURVE

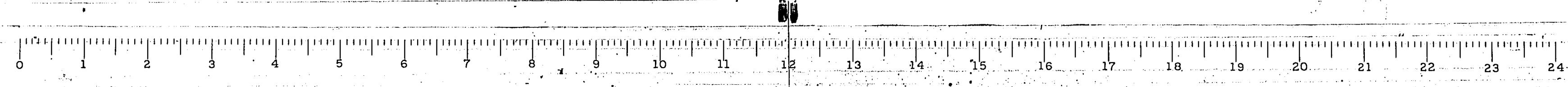
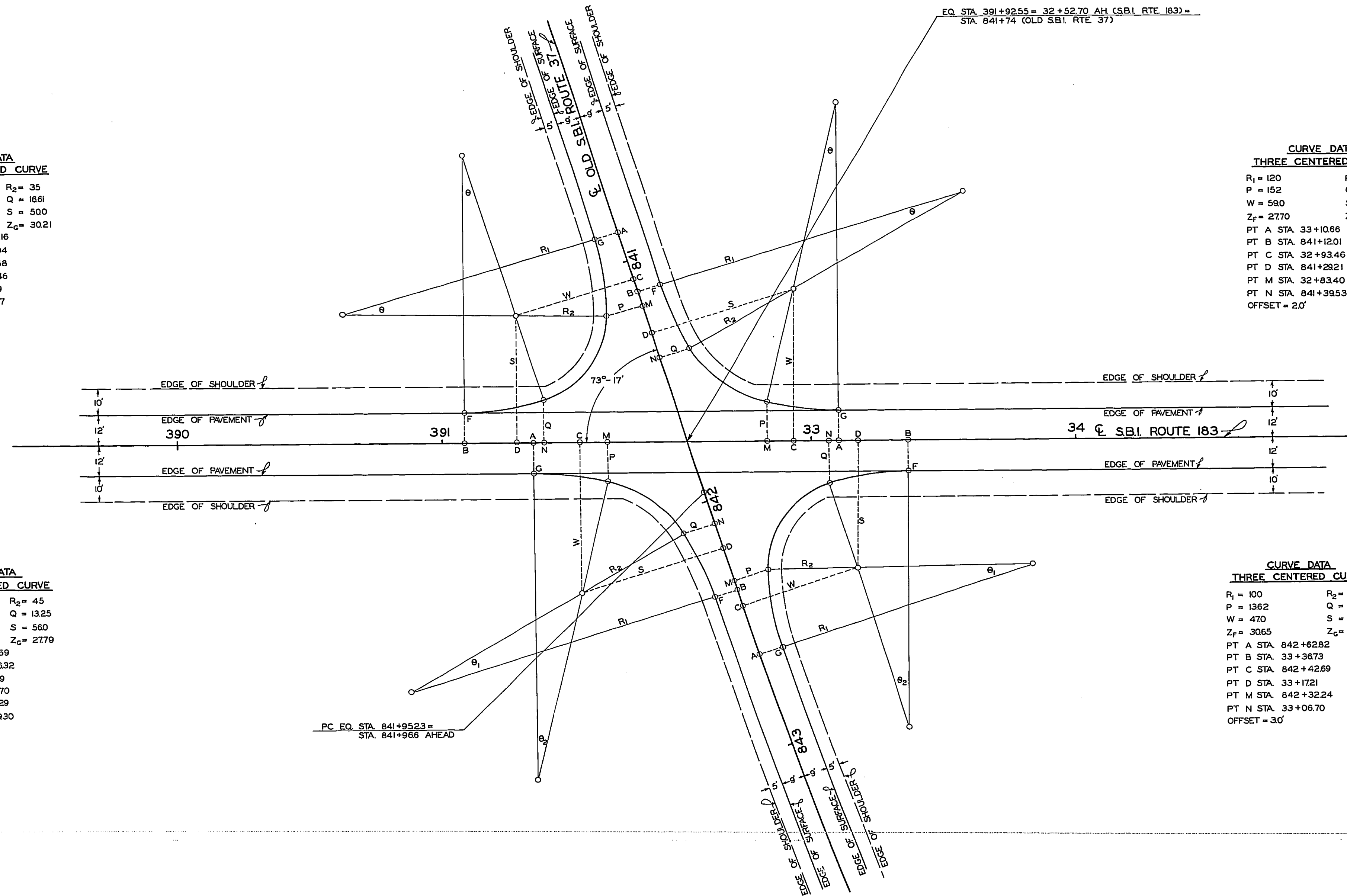
$R_1 = 120$ $R_2 = 45$
 $P = 1525$ $Q = 1325$
 $W = 590$ $S = 560$
 $Z_p = 2722$ $Z_c = 2779$

PT A STA. 391+34.69
PT B STA. 842+36.32
PT C STA. 391+51.69
PT D STA. 842+19.70
PT M STA. 391+62.29
PT N STA. 842+09.30
OFFSET = 2.0'

CURVE DATA
THREE CENTERED CURVE

$R_1 = 100$ $R_2 = 35$
 $P = 1362$ $Q = 1662$
 $W = 470$ $S = 500$
 $Z_p = 3065$ $Z_c = 3098$

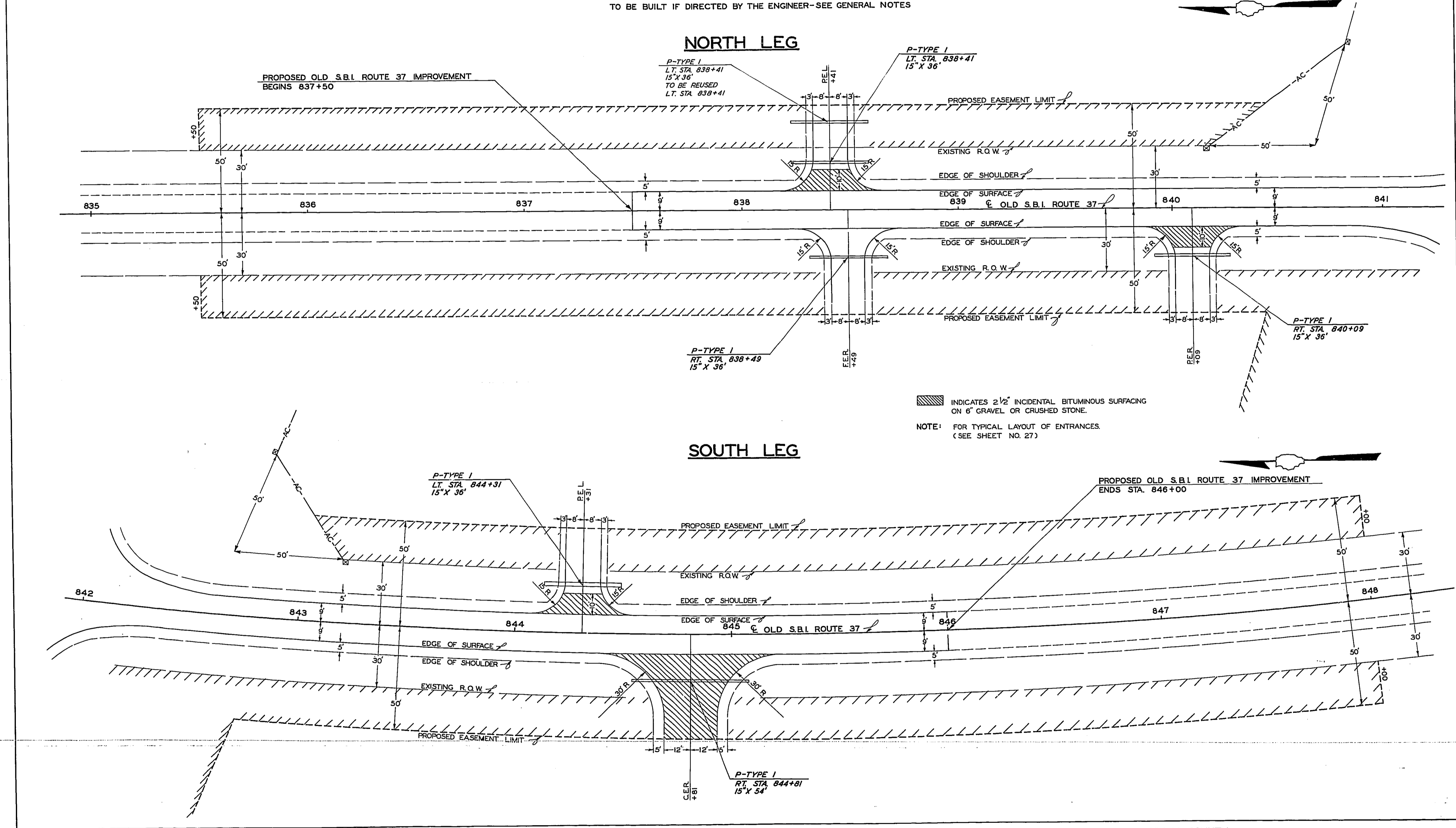
PT A STA. 842+62.82
PT B STA. 33+36.73
PT C STA. 842+42.69
PT D STA. 33+17.21
PT M STA. 842+32.24
PT N STA. 33+06.70
OFFSET = 3.0'



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	22
HD. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

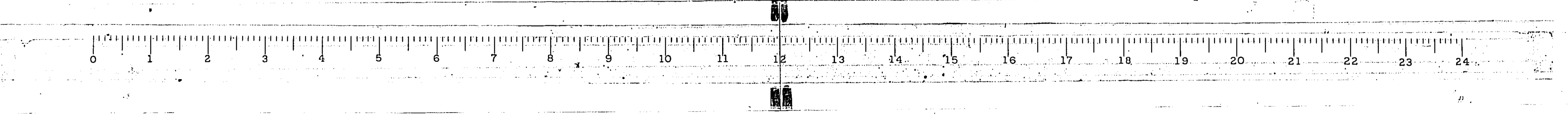
LAYOUT OF ENTRANCES ALONG OLD S.B.I. ROUTE 37

TO BE BUILT IF DIRECTED BY THE ENGINEER—SEE GENERAL NOTES



SPECIAL SHEET

S. B. I. ROUTE 183 SECTION 112R FRANKLIN COUNTY



ACCESS ROADS "A" & "B"

TO BE BUILT ONLY IF DIRECTED BY THE ENGINEER-SEE GENERAL NOTES

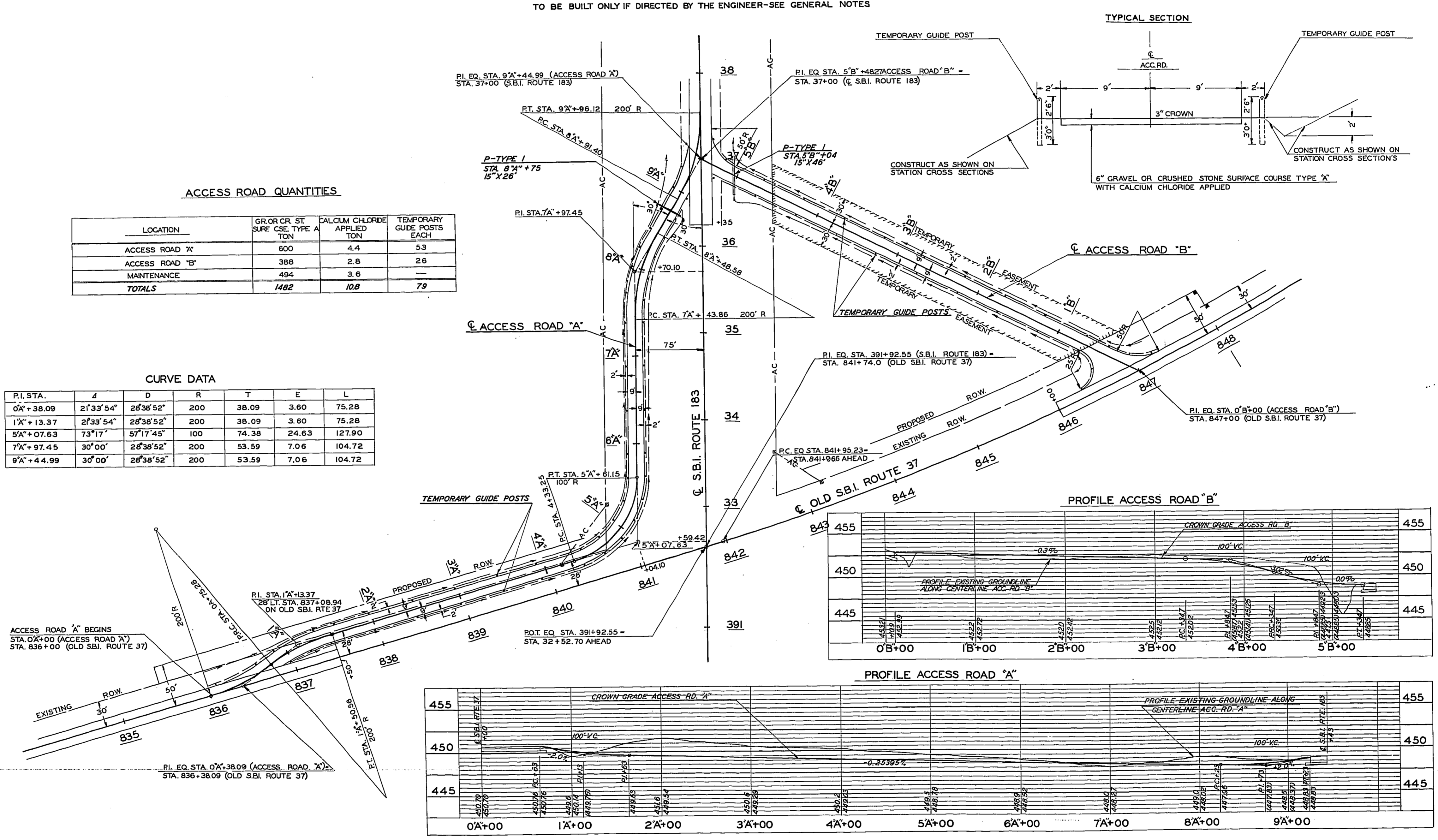
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	23
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

ACCESS ROAD QUANTITIES

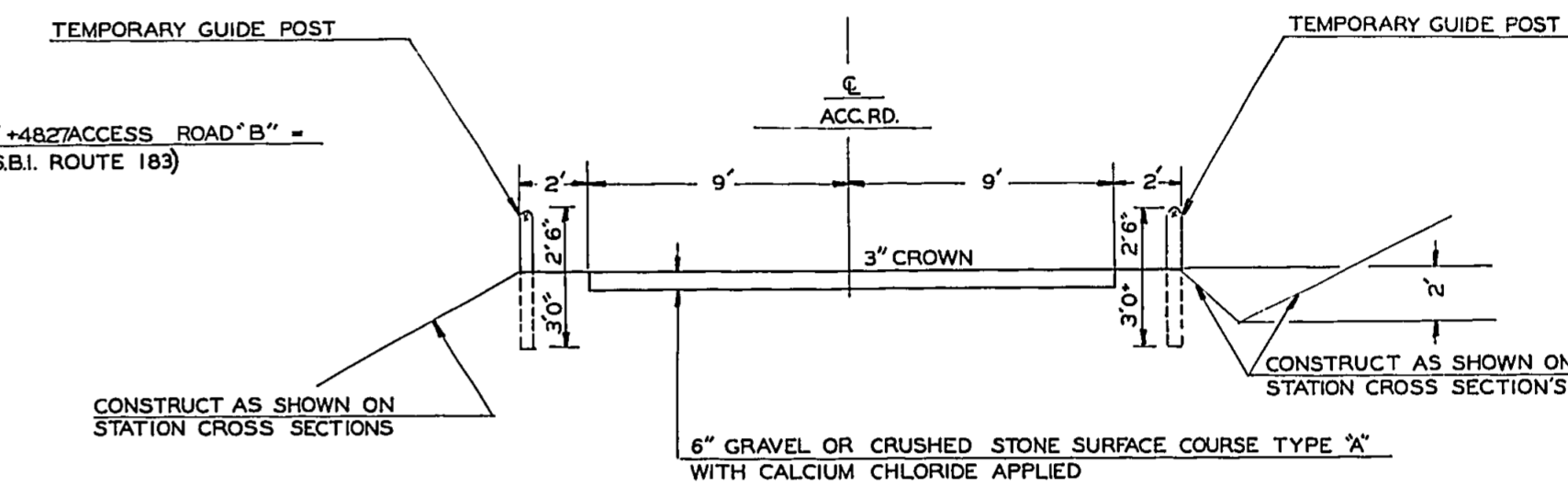
LOCATION	GR. OR CR. ST. SURF. CSE. TYPE A	CALCLM. CHLORIDE APPLIED TON	TEMPORARY GUIDE POSTS EACH
ACCESS ROAD "A"	600	4.4	5.3
ACCESS ROAD "B"	388	2.8	2.6
MAINTENANCE	494	3.6	—
TOTALS	1482	10.8	7.9

CURVE DATA

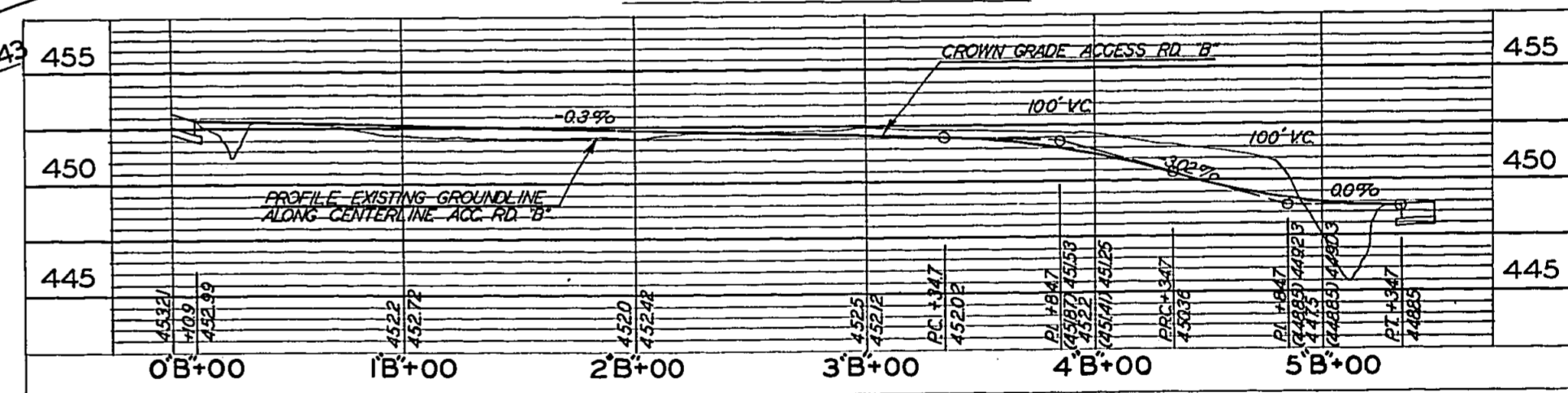
P.I. STA.	d	D	R	T	E	L
0'A+38.09	21°33'54"	28°38'52"	200	38.09	3.60	75.28
1'A+13.37	21°33'54"	28°38'52"	200	38.09	3.60	75.28
5'A+07.63	73°17'	57°17'45"	100	74.38	24.63	127.90
7'A+97.45	30°00'	28°38'52"	200	53.59	7.06	104.72
9'A+44.99	30°00'	28°38'52"	200	53.59	7.06	104.72



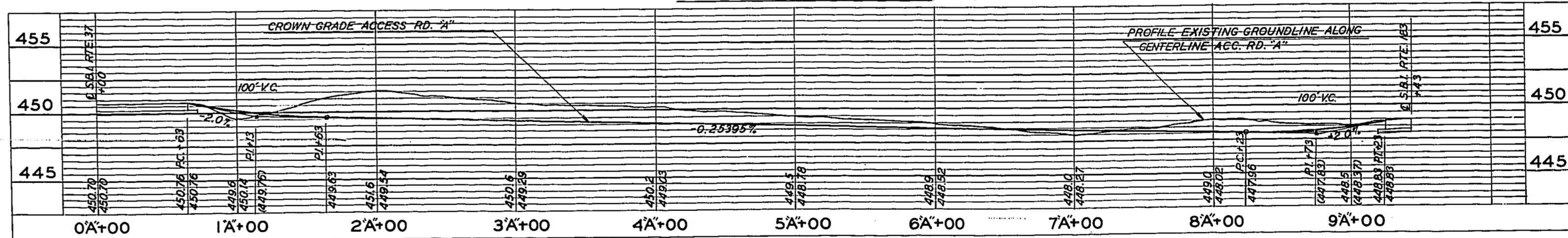
TYPICAL SECTION



PROFILE ACCESS ROAD "B"

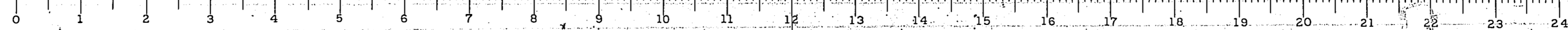


PROFILE ACCESS ROAD "A"



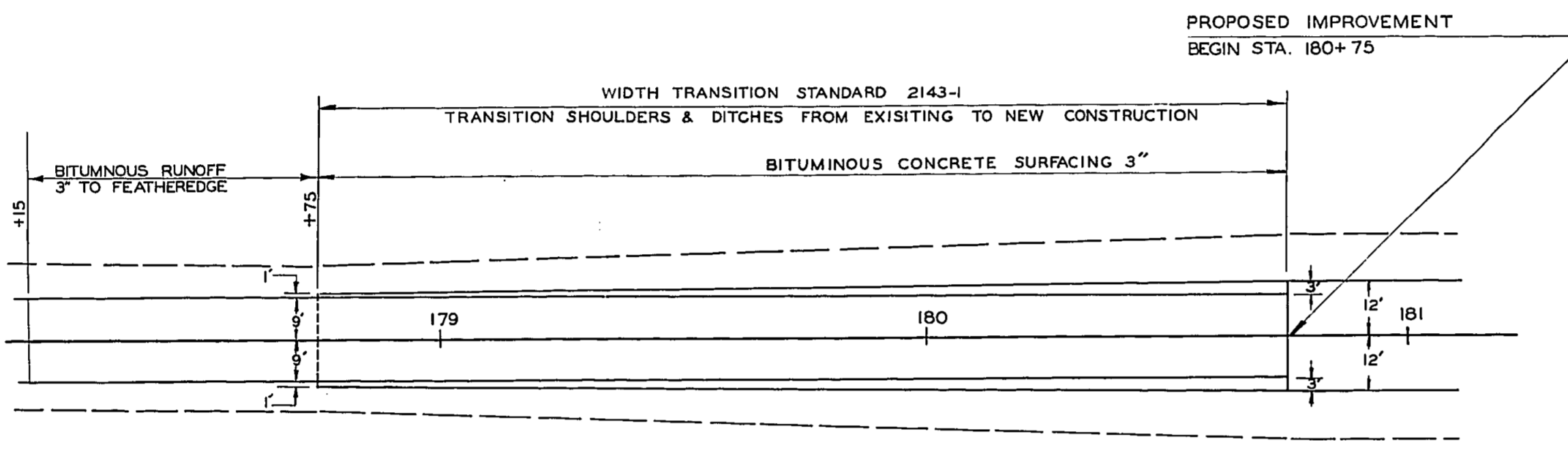
SPECIAL SHEET

S.B.I. RTE. 183 SEC. 112R FRANKLIN CO.



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112 R	FRANKLIN	47	24
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

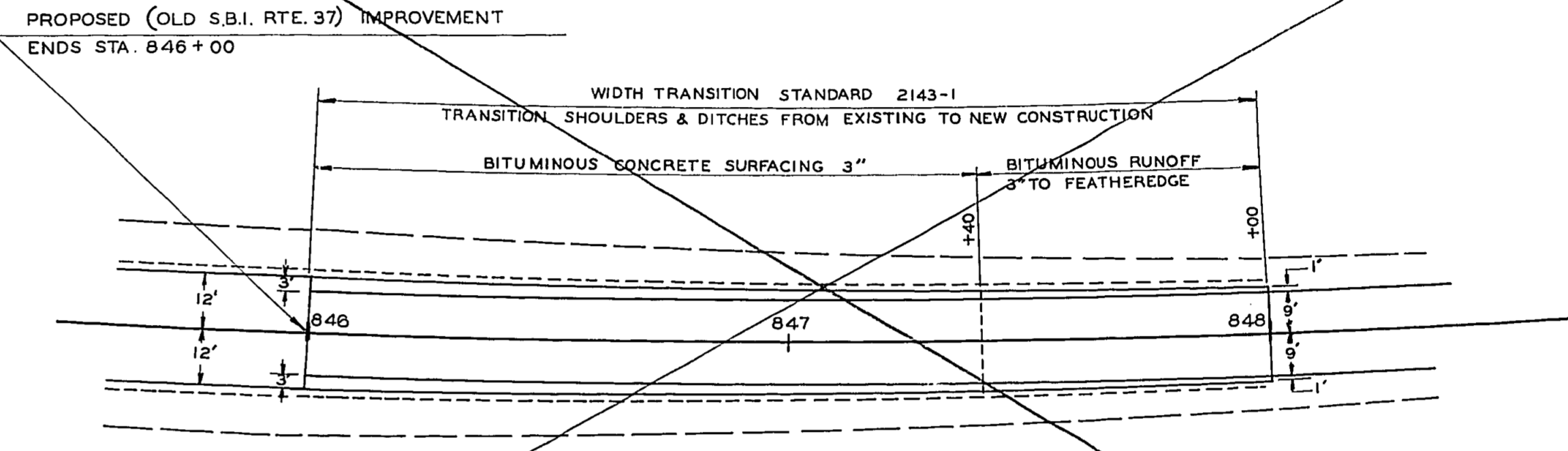
TRANSITION STA. 178+75 TO STA. 180+75 (S.B.I. ROUTE 183)



TABULATION OF QUANTITIES

ITEM	QUANTITY
BIT. MAT'L'S PRIME COAT	60 GAL.
AGGREGATE PRIME COAT	10 TON
INC. BIT. SURF.	92.2 TON

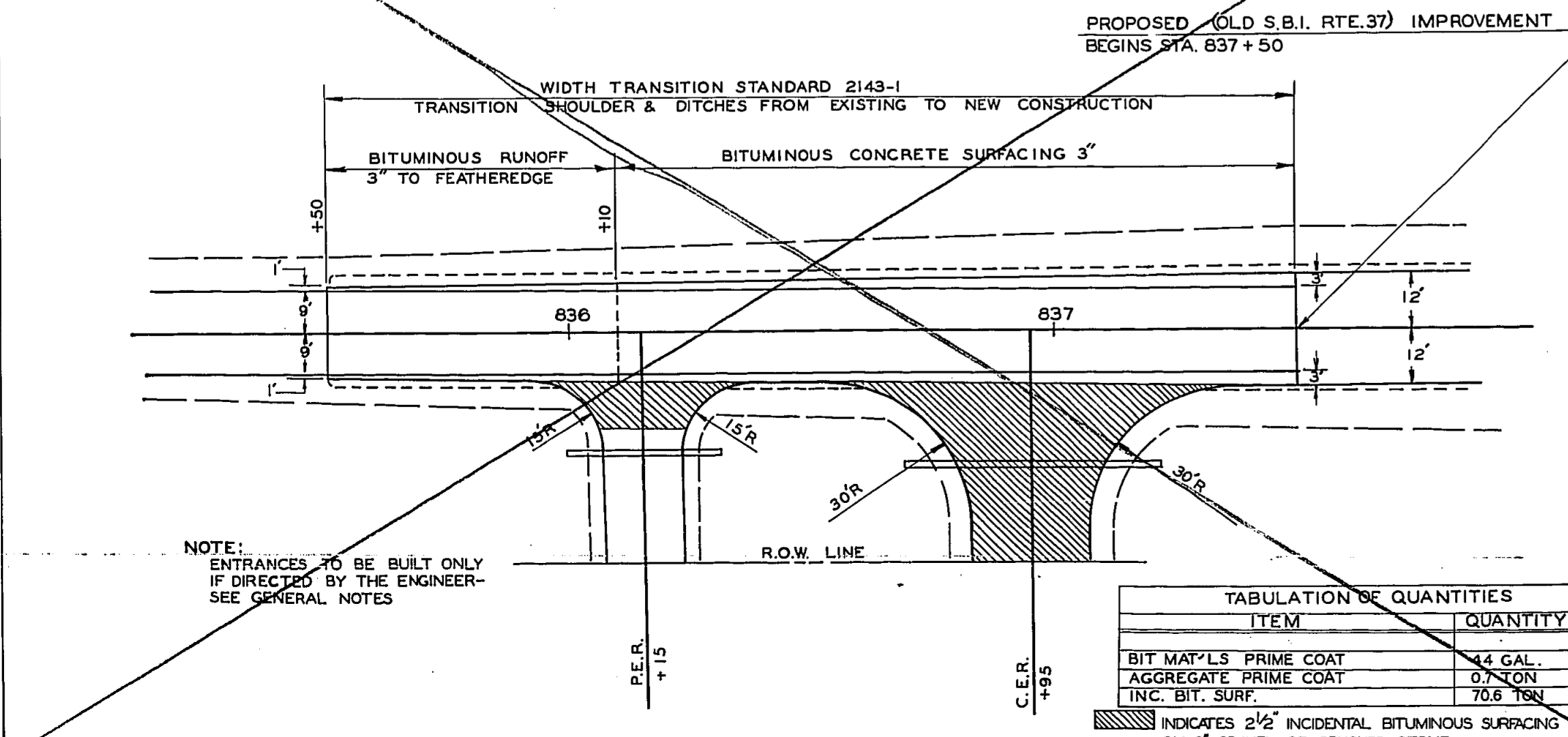
TRANSITION STA. 846+00 TO STA. 848+00 (OLD ROUTE 37)



TABULATION OF QUANTITIES

ITEM	QUANTITY
BIT. MAT'L'S PRIME COAT	44 GAL.
AGGREGATE PRIME COAT	0.7 TON
INC. BIT. SURF.	70.6 TON

TRANSITION STA. 835+50 TO STA. 837+50 (OLD ROUTE 37)



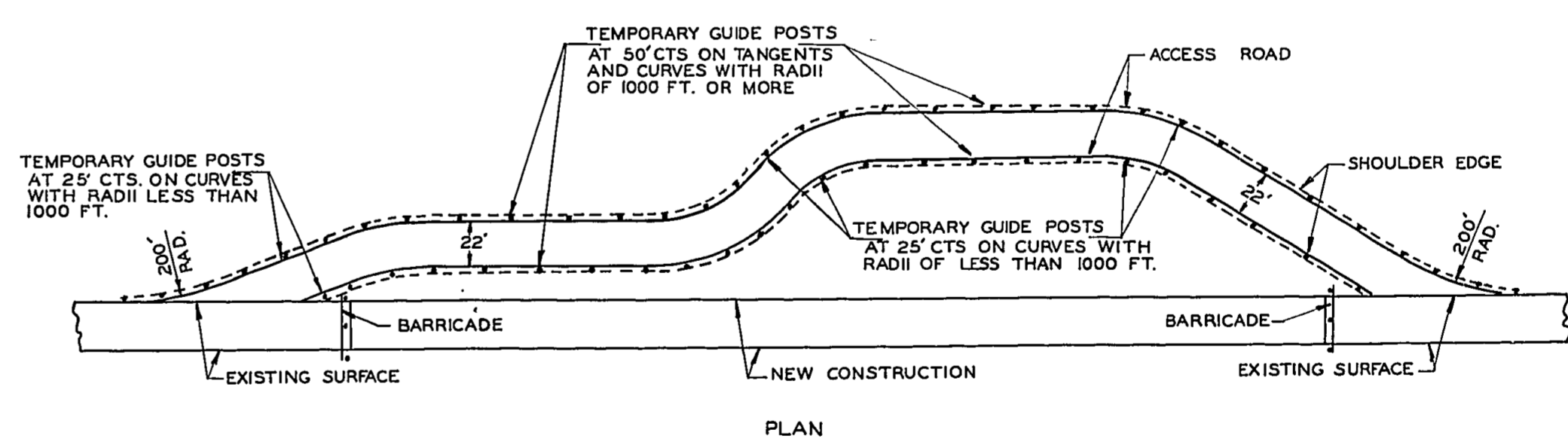
TABULATION OF QUANTITIES

ITEM	QUANTITY
BIT. MAT'L'S PRIME COAT	34 GAL.
AGGREGATE PRIME COAT	0.7 TON
INC. BIT. SURF.	70.6 TON

INDICATES 2 1/2\"/>

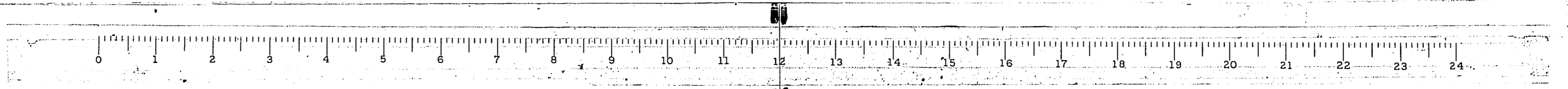
NOTE:
ENTRANCES TO BE BUILT ONLY
IF DIRECTED BY THE ENGINEER-
SEE GENERAL NOTES

PLACEMENT OF TEMPORARY GUIDE POSTS

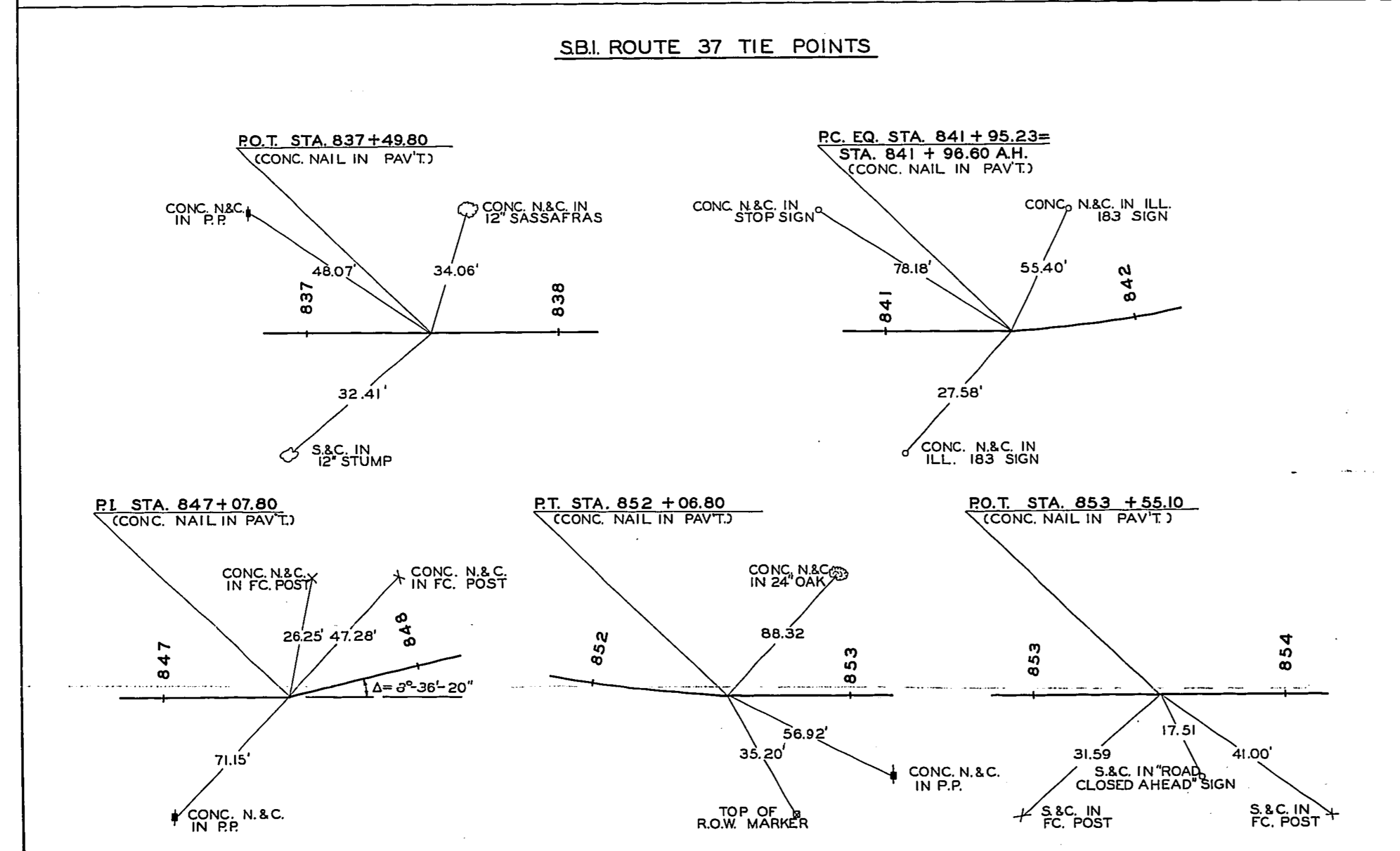
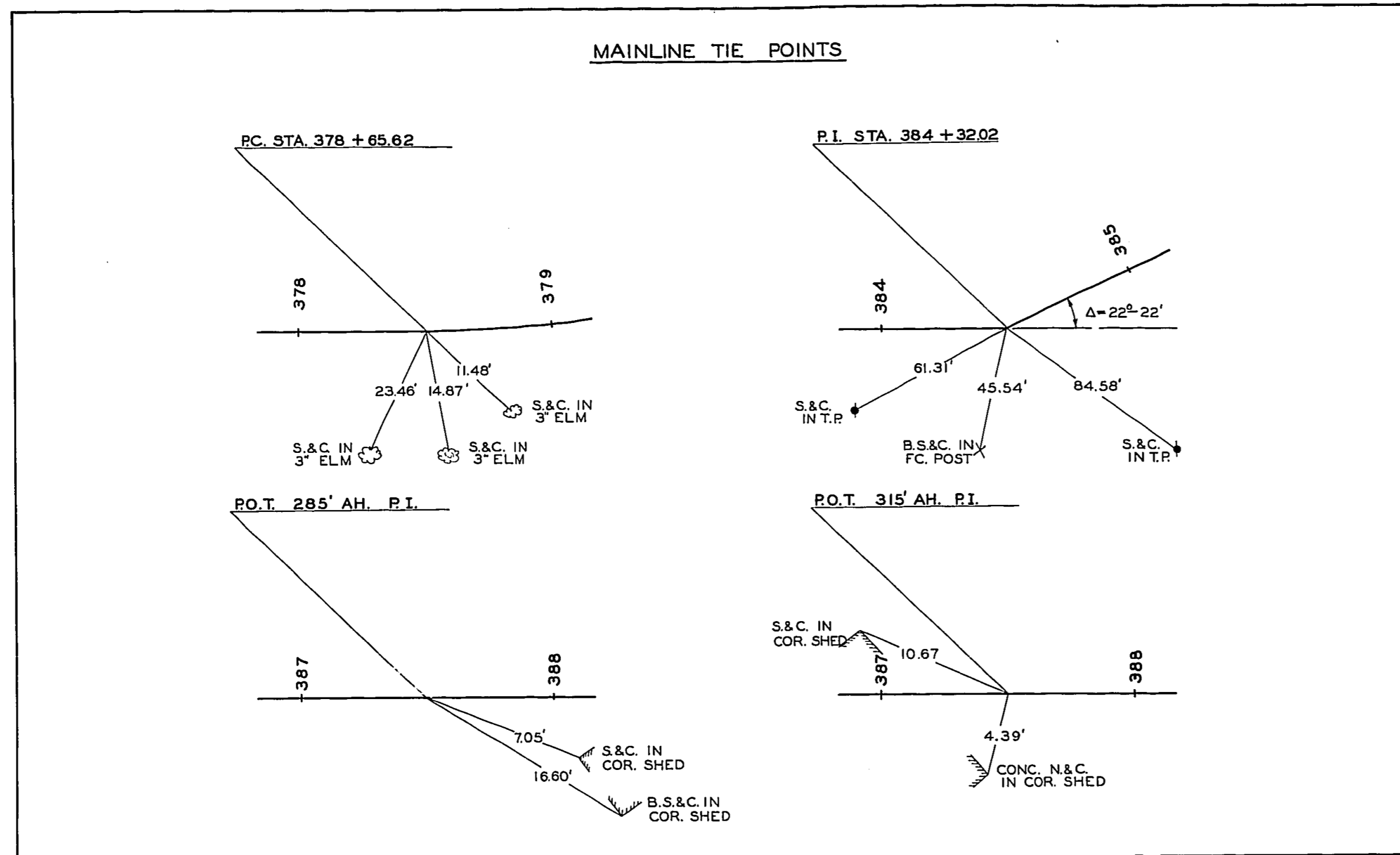


SPECIAL SHEET

S.B.I. RTE. 183 SEC. 112 R FRANKLIN COUNTY



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	25
IND. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



TIE POINTS AND BENCH MARKS

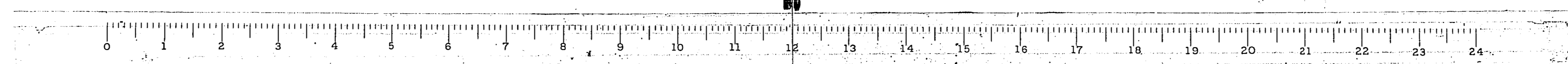
BENCH MARKS

- BENCH MARK NO. 1**
TOP OF R.O.W. MARKER
65' RT. STA. 185+67.
ELEV. 418.45.
- BENCH MARK NO. 2**
SPIKE & 2 WASHERS IN ROOT OF 24" MAPLE
50' LT. STA. 194+45.
ELEV. 417.96.
- BENCH MARK NO. 3**
SPIKE & 2 WASHERS IN ROOT OF 6" WILLOW
141' LT. STA. 205+18.
ELEV. 396.78.
- BENCH MARK NO. 4**
SPIKE & 2 WASHERS IN TOP OF 8" STUMP
189' RT. STA. 217+00.
ELEV. 391.16.
- BENCH MARK NO. 5**
SPIKE & 2 WASHERS IN ROOT OF 24" CATALPA
146' RT. STA. 226+95.
ELEV. 398.72.
- BENCH MARK NO. 6**
SPIKE & 2 WASHERS IN TOP OF 24" STUMP
80' LT. STA. 242+30.
ELEV. 389.52.
- BENCH MARK NO. 7**
SPIKE & 2 WASHERS IN TOP OF 6" STUMP
89' LT. STA. 251+05.
ELEV. 389.32.
- BENCH MARK NO. 8**
SPIKE & 2 WASHERS IN TOP OF 18" STUMP
178' RT. STA. 261+40.
ELEV. 389.42.
- BENCH MARK NO. 9**
SPIKE & 2 WASHERS IN ROOT OF 30" MAPLE
166' LT. STA. 273+30.
ELEV. 388.61.
- BENCH MARK NO. 10**
TOP OF R.O.W. MARKER
335' RT. STA. 283+75.
ELEV. 396.40.
- BENCH MARK NO. 11**
SPIKE & 2 WASHERS IN ROOT OF 30" OAK
237' RT. STA. 295+70.
ELEV. 416.97.

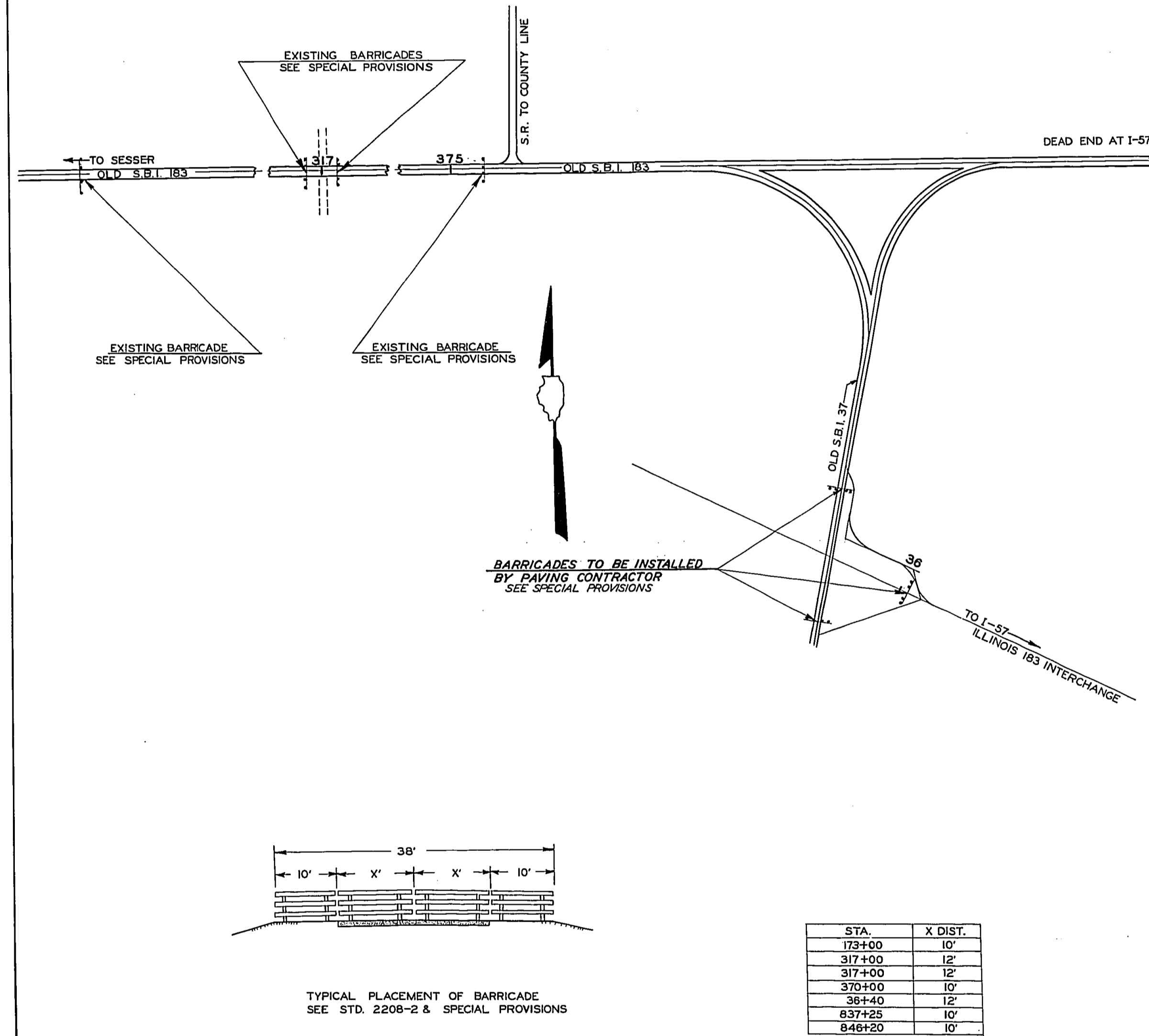
BENCH MARKS

- BENCH MARK NO. 12**
SPIKE & 2 WASHERS IN TOP OF 30" STUMP
85' LT. STA. 305+75.
ELEV. 421.92.
- BENCH MARK NO. 13**
SPIKE & 2 WASHERS IN TOP OF 8" STUMP
128' RT. STA. 315+39.
ELEV. 412.06.
- BENCH MARK NO. 14**
SPIKE & 2 WASHERS IN ROOT OF 15" ELM
113' LT. STA. 323+62.
ELEV. 406.85.
- BENCH MARK NO. 15**
2 SPIKES IN POWER POLE
73' RT. STA. 335+30.
ELEV. 398.15.
- BENCH MARK NO. 16**
2 SPIKES IN POWER POLE
111' RT. STA. 345+95.
ELEV. 397.10.
- BENCH MARK NO. 17**
SPIKE & 2 WASHERS IN ROOT OF 20" OAK
179' LT. STA. 355+35.
ELEV. 394.43.
- BENCH MARK NO. 18**
SPIKE & 2 WASHERS IN ROOT OF 10" OAK
67' RT. STA. 362+36.
ELEV. 394.67.
- BENCH MARK NO. 19**
SPIKE & 2 WASHERS IN ROOT OF 20" MAPLE
68' RT. STA. 372+94.
ELEV. 424.32.
- BENCH MARK NO. 20**
SPIKE & 2 WASHERS IN 36" MAPLE
267' LT. STA. 380+00.
ELEV. 436.66.
- BENCH MARK NO. 21**
SPIKE & 2 WASHERS IN ROOT OF 10" PERSIMMON
92' LT. STA. 385+22.
ELEV. 444.84.
- BENCH MARK NO. 22**
SQUARE CUT IN S.W. CORNER OF SOUTH HEADWALL
75' RT. STA. 840+18 (S.B.I. ROUTE 37).
ELEV. 451.54.

S.B.I. RTE. 183 SECTION 112R FRANKLIN COUNTY

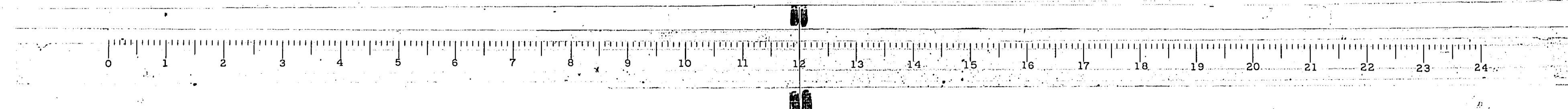
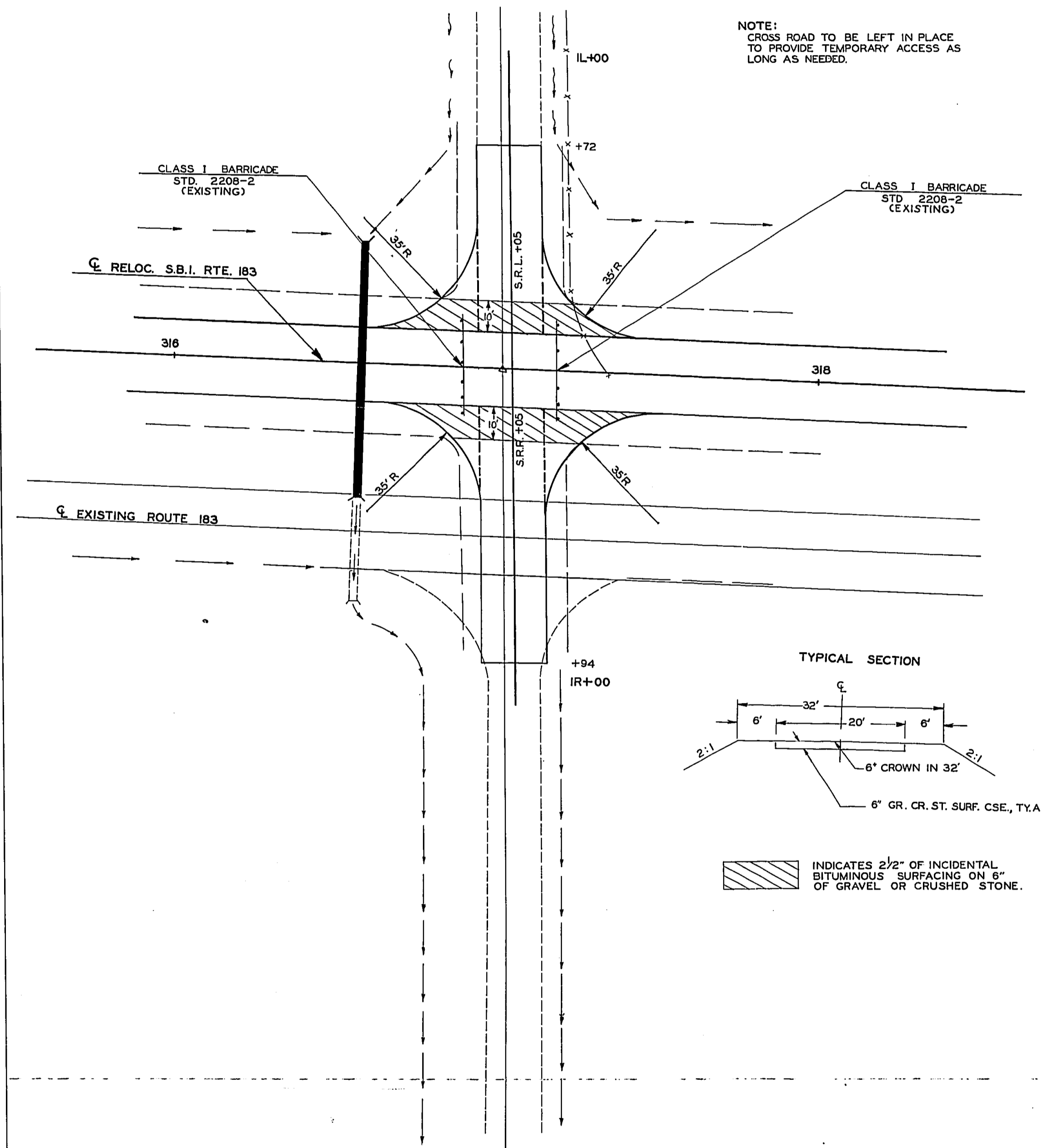


LOCATION OF BARRICADES



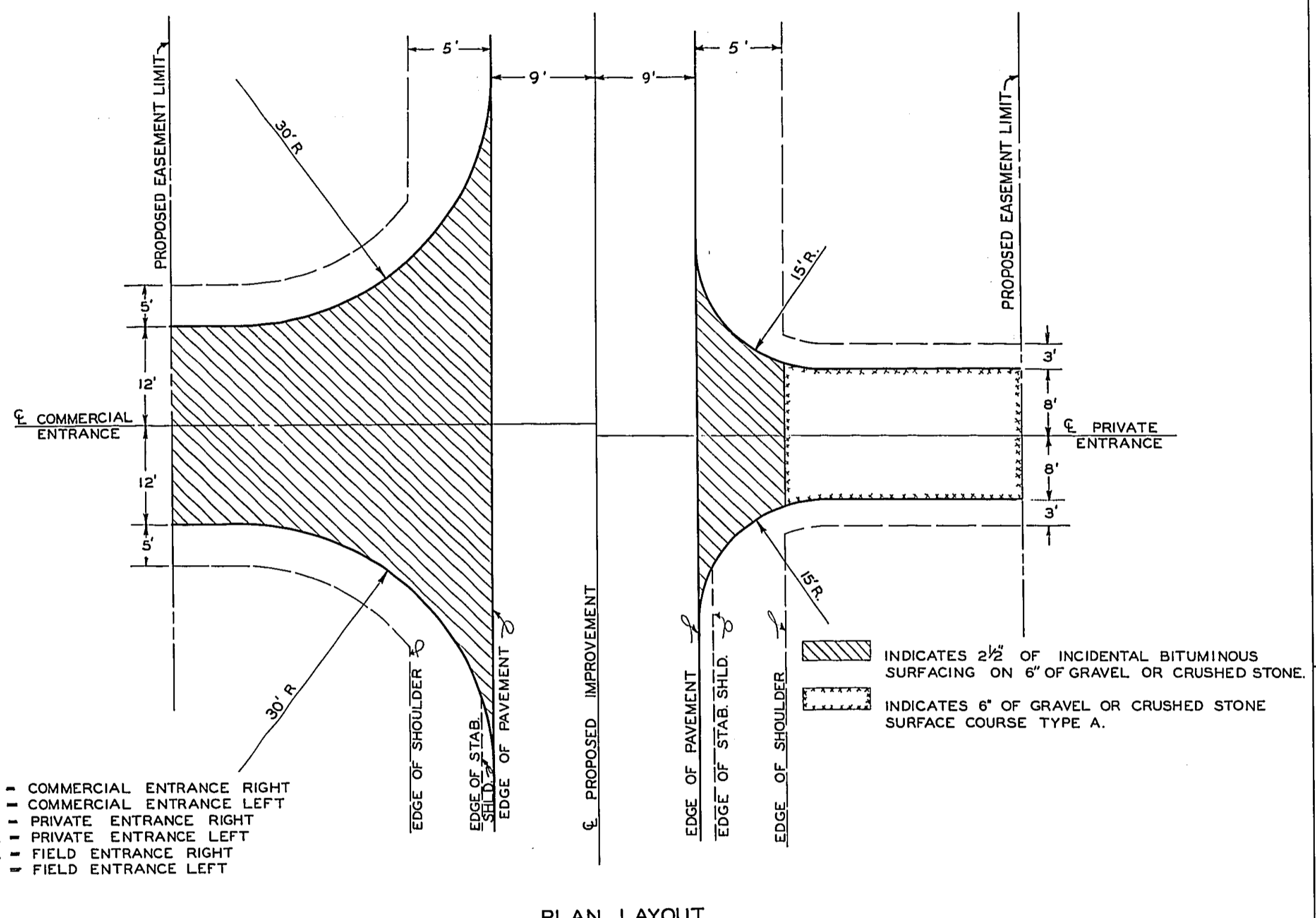
LAYOUT OF TEMPORARY CROSS ROAD STA. 317+05

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	26



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	27
IND. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

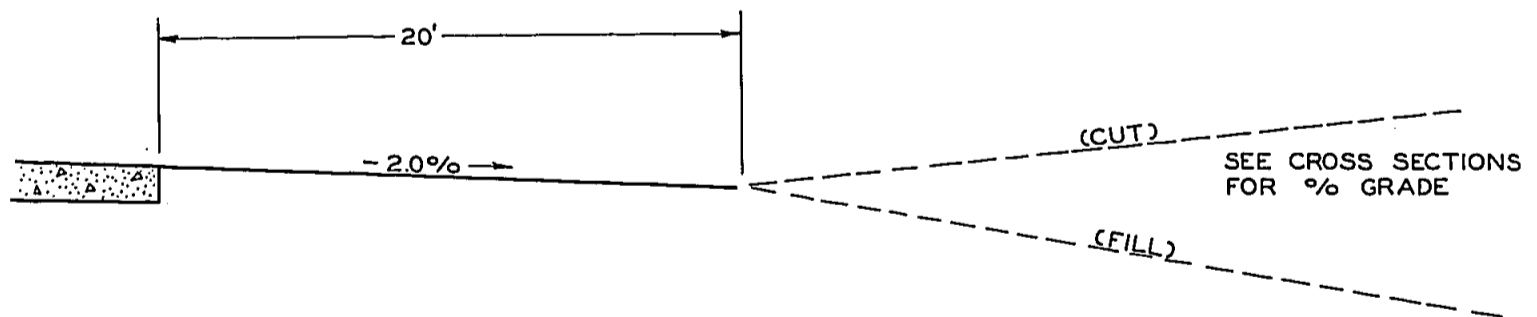
TYPICAL LAYOUT OF ENTRANCES



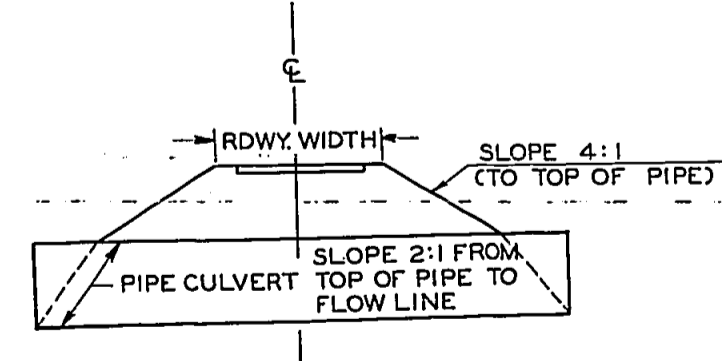
NOTE:
 C.E.R. - COMMERCIAL ENTRANCE RIGHT
 C.E.L. - COMMERCIAL ENTRANCE LEFT
 P.E.R. - PRIVATE ENTRANCE RIGHT
 P.E.L. - PRIVATE ENTRANCE LEFT
 F.E.R. - FIELD ENTRANCE RIGHT
 F.E.L. - FIELD ENTRANCE LEFT

PLAN LAYOUT

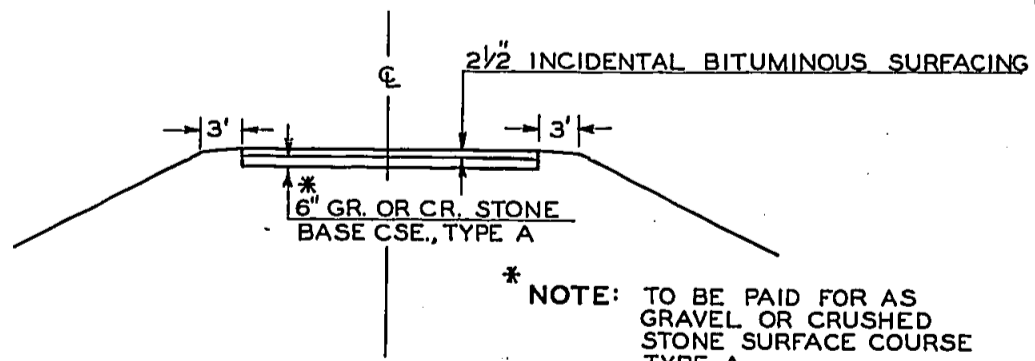
NOTE: SEE TABULATION OF SIDE APPROACH QUANTITIES FOR QUANTITIES. THE ROADWAY SURFACE SHALL BE CROWNED AS DIRECTED BY THE ENGINEER. THOSE ENTRANCES DESIGNATED AS PRIVATE ENTRANCES AND COMMERCIAL ENTRANCES SHALL BE SURFACED AS SHOWN IN THE PLAN LAYOUT. OMIT ALL SURFACING ON THOSE ENTRANCES DESIGNATED AS FIELD ENTRANCES.



PROFILE ALONG C. OF ENTRANCE



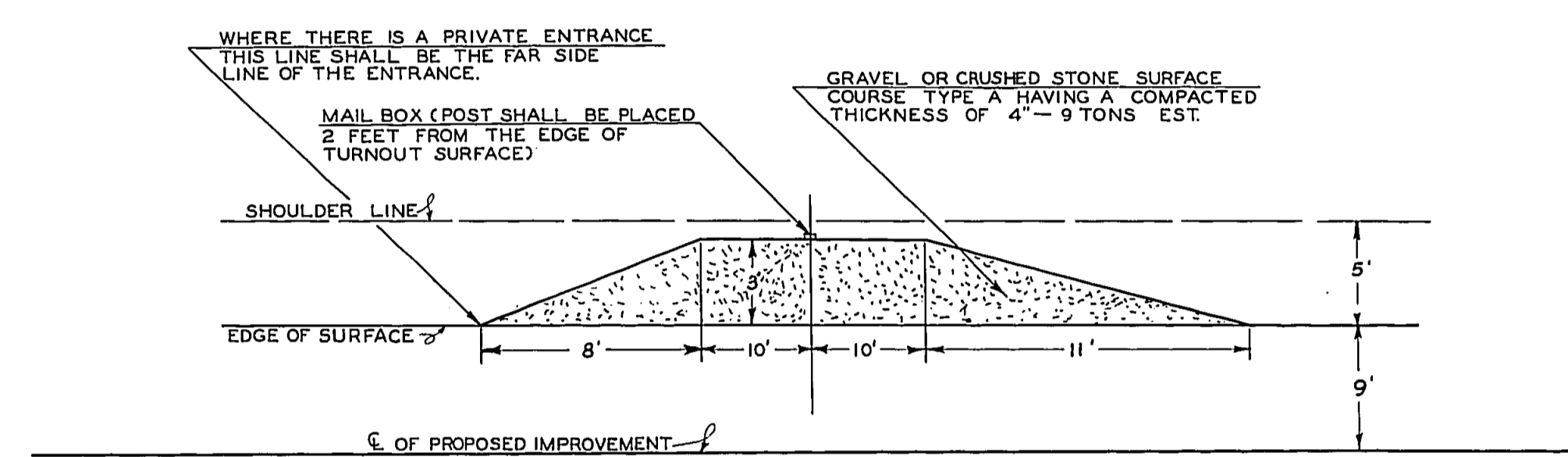
METHOD OF CALCULATING PIPE LENGTH



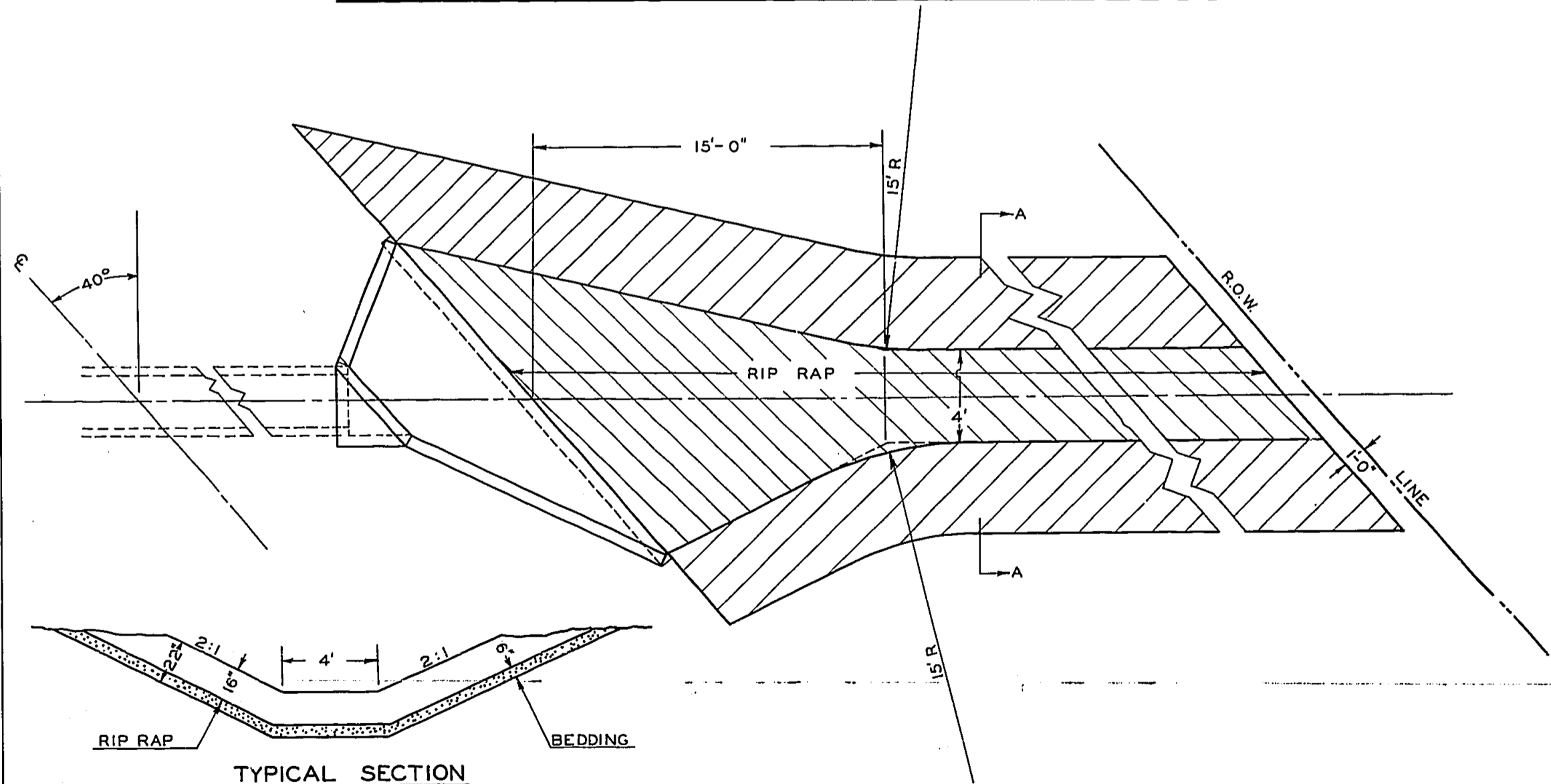
TYPICAL SECTION

TYPICAL LAYOUT OF MAIL BOX TURNOUTS

(TO BE USED ON OLD S.B.I. 37 ONLY)

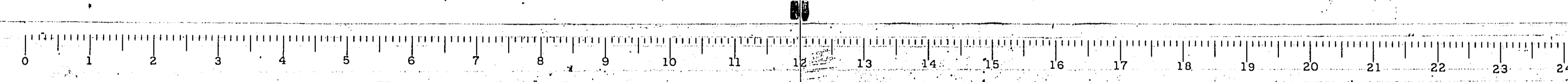


RIP RAPPED CHANNEL RIGHT STA. 380 + 60



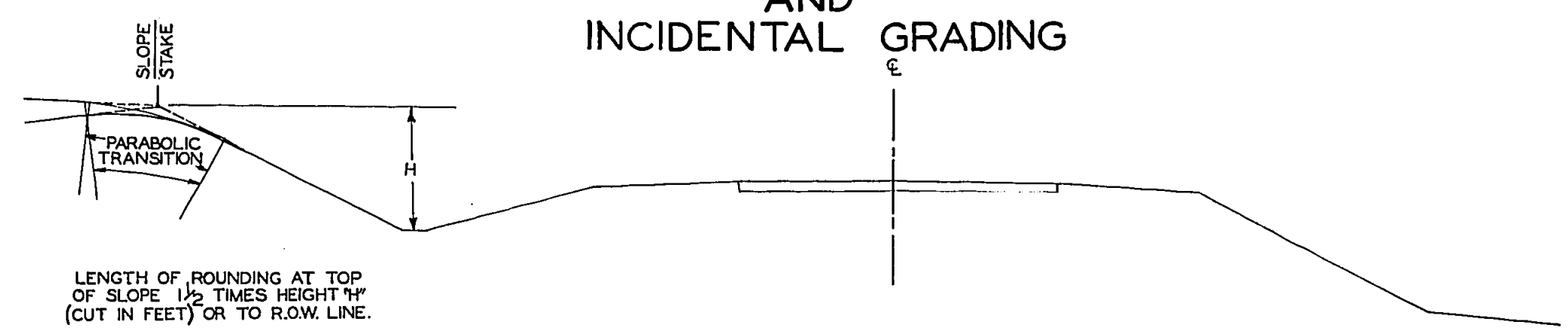
TYPICAL SECTION

S.B.I. RTE. 15 SECTION 112R FRANKLIN COUNTY

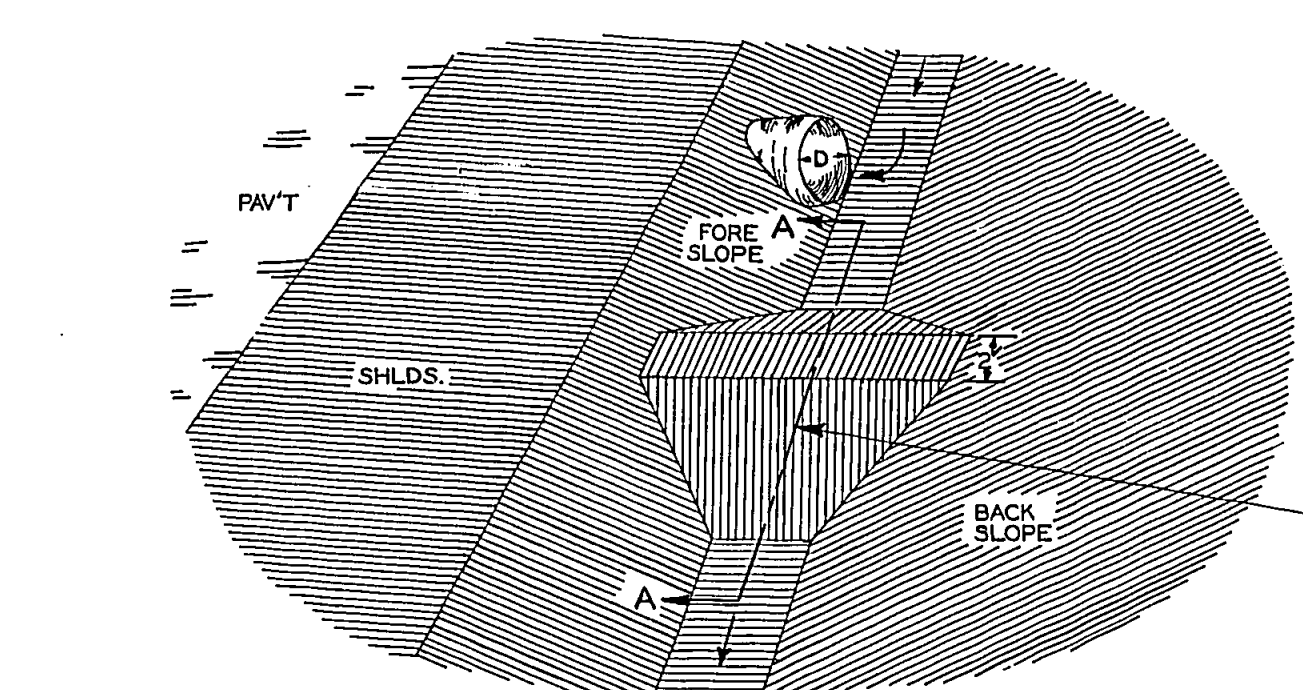


ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	28
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

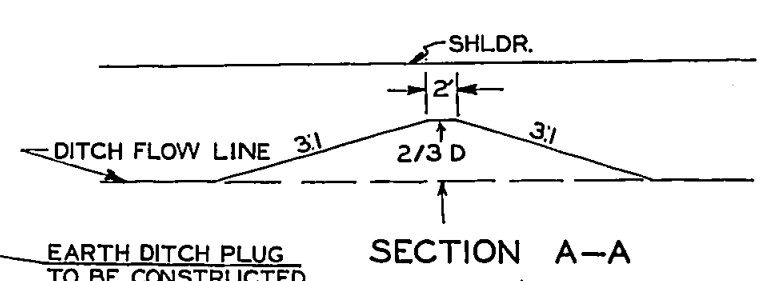
TYPICAL SECTIONS OF TRANSITIONS OF SLOPES AND INCIDENTAL GRADING



SECTION SHOWING TRANSITIONS OF PROPOSED SLOPES

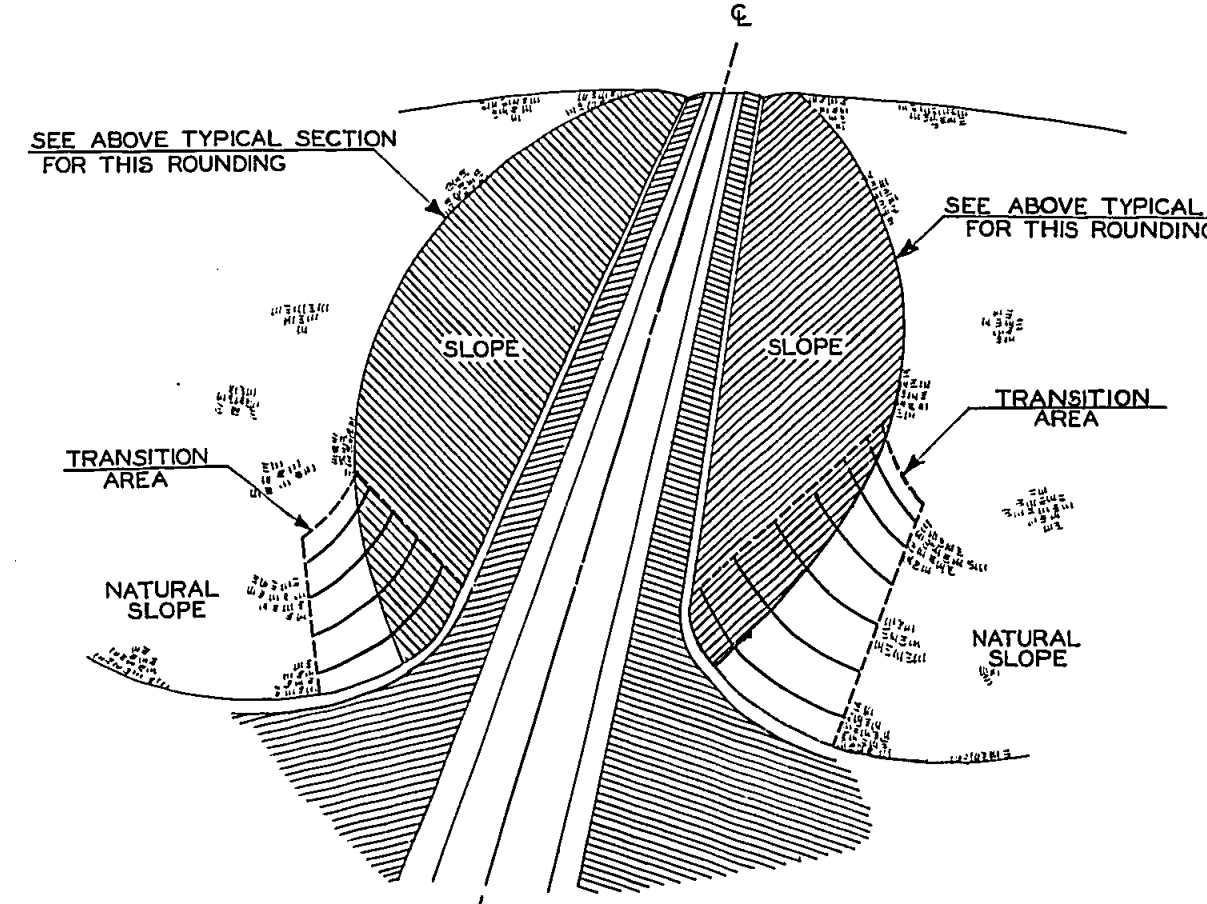


NOTE: DITCH PLUG TO BE CONSTRUCTED AS DIRECTED BY THE ENGINEER, INCIDENTAL TO EARTH EXCAVATION.



SECTION A-A

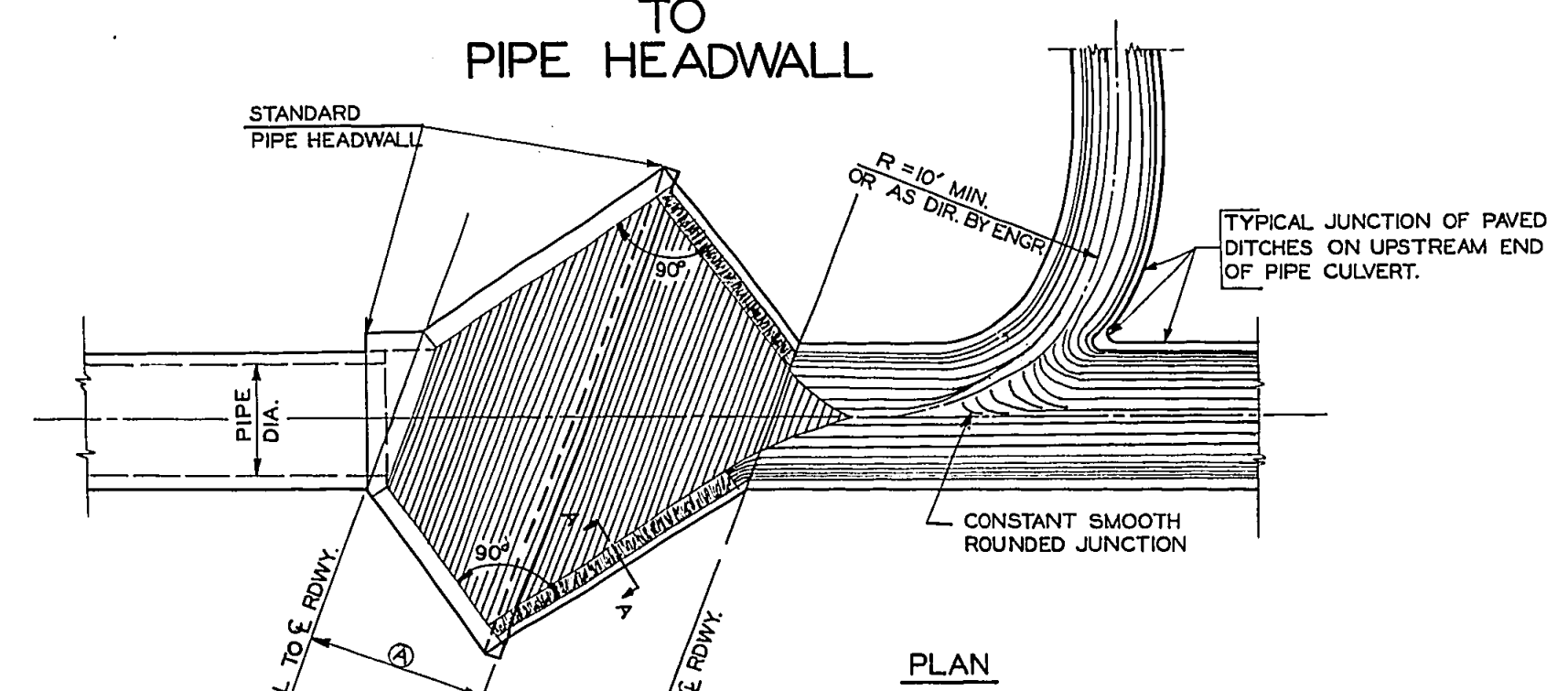
DITCH PLUG DETAIL



DETAIL OF SLOPE TO NATURAL GROUND TRANSITION

SPECIAL SHEET

PAVED DITCH CONNECTION TO PIPE HEADWALL

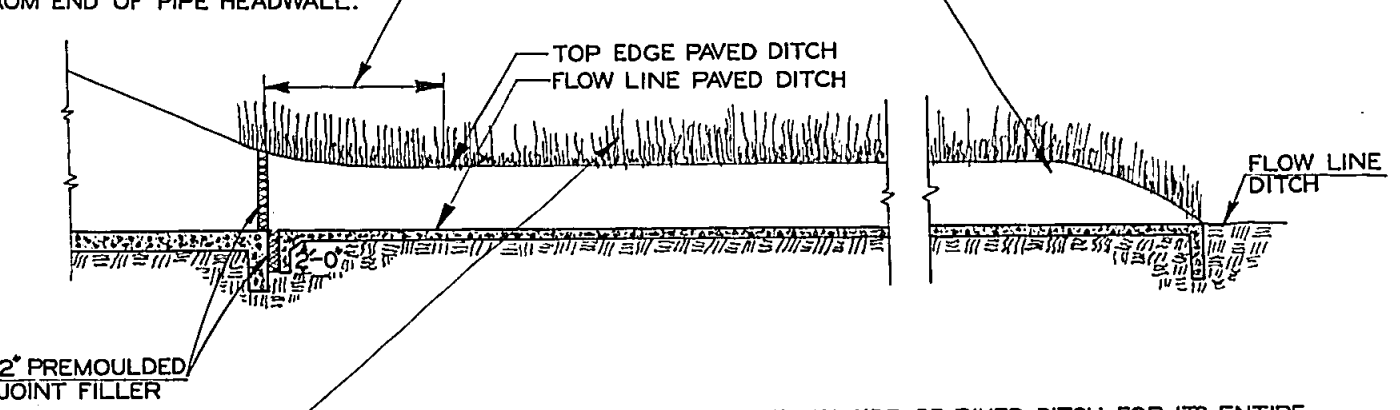


PLAN

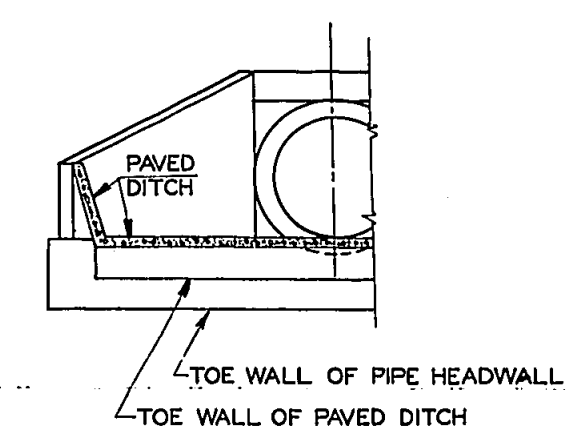
TRANSITION PAVED DITCH DEPTH TO MEET END HEIGHT OF WINGWALL IN THE PAVED DITCH CONNECTOR LENGTH.

NOTE: WELDED WIRE FABRIC, 6"x6" #4 GAGE, 58 LBS. PER 100 SQ. FT. USED IN ALL PAVED DITCH FOR A LENGTH OF 20 FEET FROM END OF PIPE HEADWALL.

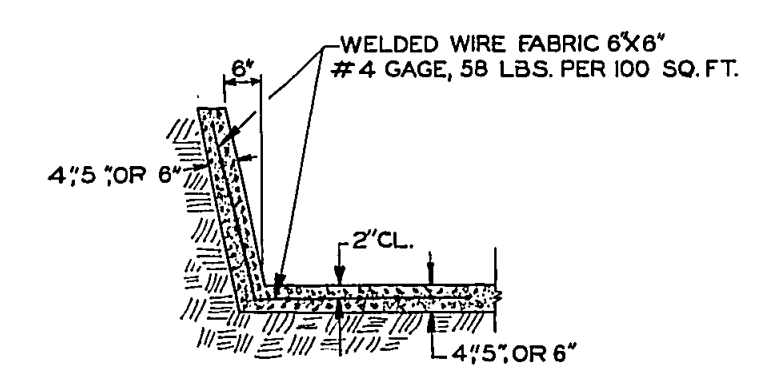
USE STD. SEC. D-D INLET OR SEC. E-E OUTLET OF PAVED DITCH DETAILS ON SHEET NO. 29



LONGITUDINAL CROSS SECTION



DETAIL AT JUNCTION OF WINGWALL AND PAVED DITCH



SECTION A-A

NOTE: THE COST OF THE PAVED DITCH CONNECTION TO THE PIPE HEADWALL, INCLUDING 6"x6" #4 GA. 58 LBS. PER 100 SQ. FT. WELDED WIRE FABRIC, ONE HALF INCH PREMOULDED JOINT FILLER, TOE WALLS AND ANY AND ALL EARTH EXCAV. SHALL BE INCIDENTAL TO THE ITEM OF PAVED DITCH LINEAL FEET OF THE SIZE AND QUAN. SHOWN ON THE TABULATION OF QUANTITIES, THE PLAN SHEETS, OR THE STATION CROSS SECTIONS.

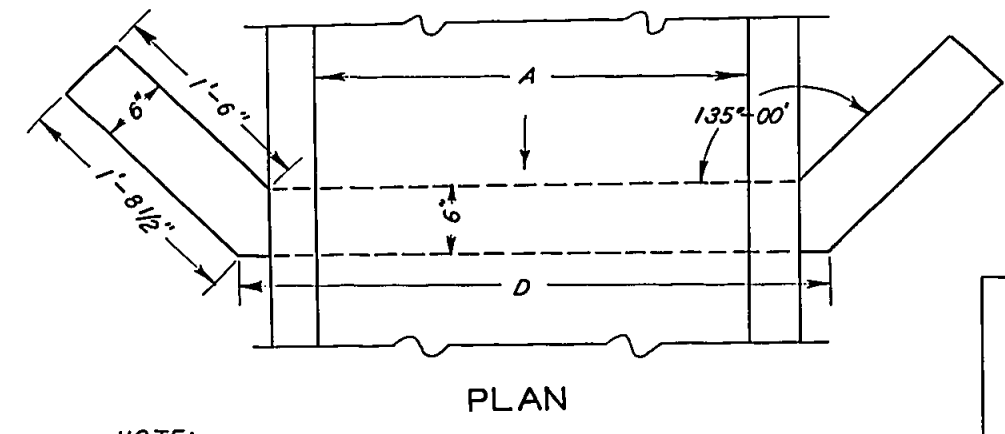
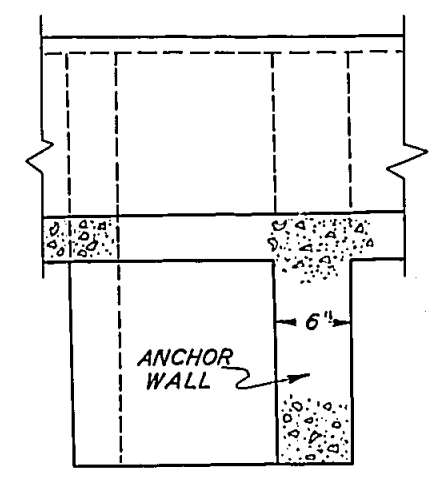
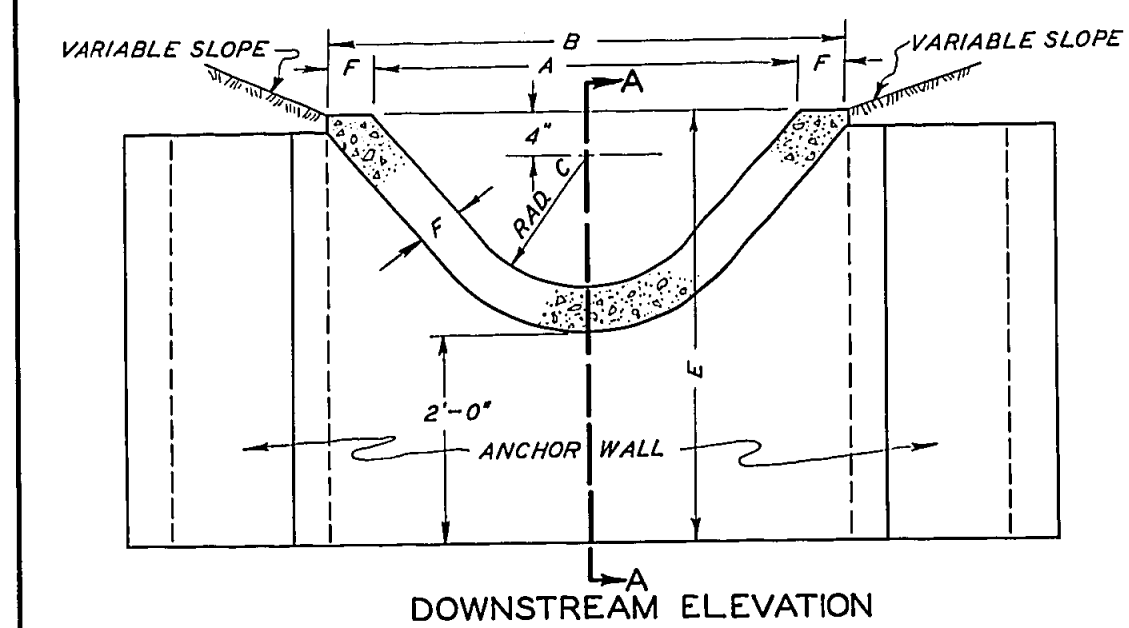
REVISIONS	
9-8-63	
STD. 9-50	

S.B.I. RTE.183 SEC.112R FRANKLIN CO.



PAVED DITCH DETAILS

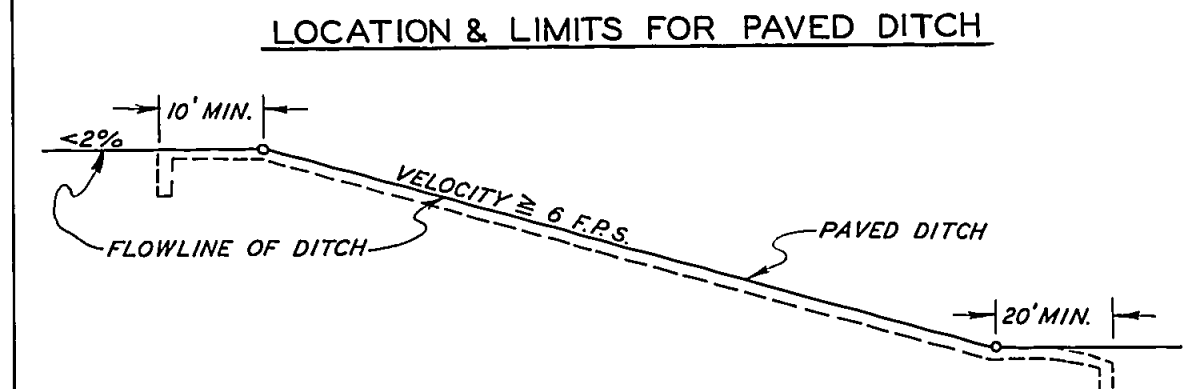
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112R	FRANKLIN	47	29
FIG. ROAD DIST. NO. 7	BLINDS	PROJECT		



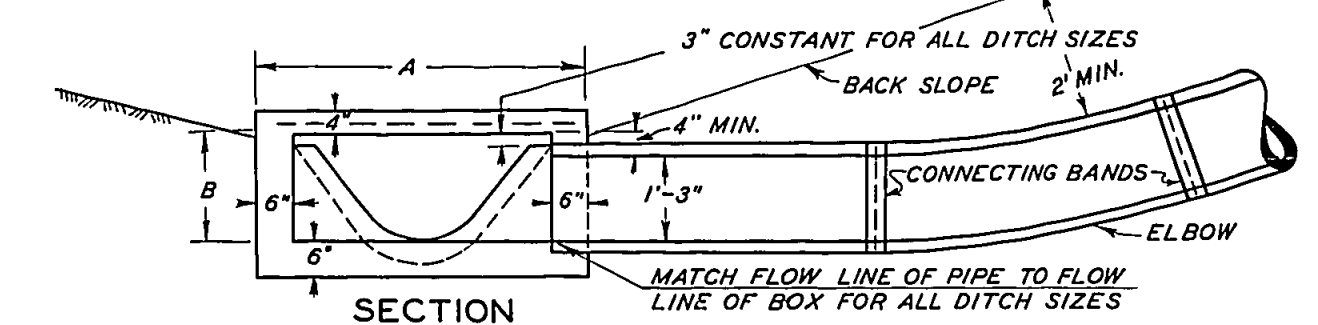
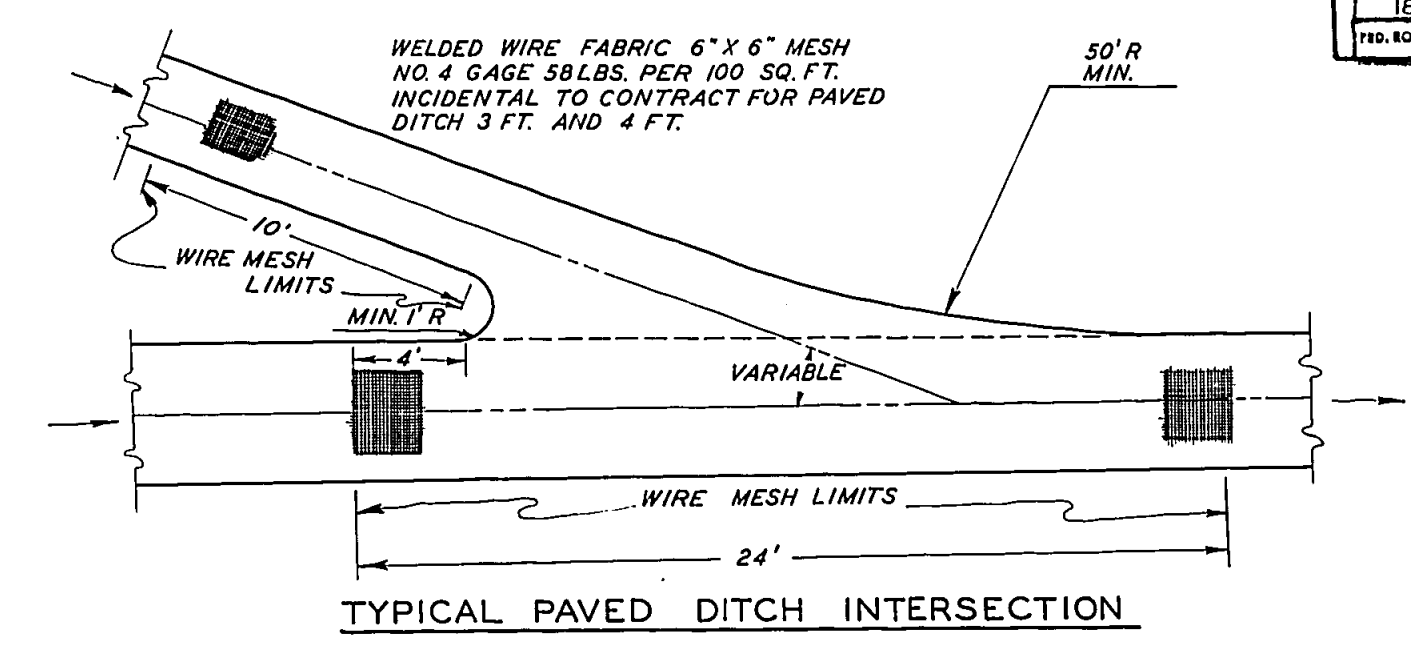
PAVED DITCH SIZE	A	B	C	D	E	F	WELDED WIRE FABRIC #
3 FEET	3'-0"	3'-8"	1'-0"	4'-1"	3'-8"	4"	NONE
4 FEET	4'-0"	4'-8"	1'-6"	5'-1"	4'-2"	4"	NONE
5 FEET	5'-0"	5'-8"	2'-0"	6'-1"	4'-8"	4"	YES
6 FEET	6'-0"	6'-10"	2'-6"	7'-3"	5'-3"	5"	YES
7 FEET	7'-0"	8'-0"	3'-0"	8'-3"	5'-10"	6"	YES

* 6" X 6" MESH #4 GAGE 58 LBS. PER 100 SQ. FT. SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVED DITCH 5 FT., 6 FT., & 7 FT.

NOTE: CLASS X CONCRETE SHALL BE USED THROUGHOUT. ANCHOR WALLS SHALL BE PROVIDED AT CENTER OF EACH 50 FOOT UNIT AND AT UPPER END OF PAVED DITCH. ANCHOR WALLS SHALL BE CONSTRUCTED MONOLITHICALLY WITH THE DITCH. ONE-HALF INCH PREMOULDED JOINT FILLER SHALL BE INSTALLED AT JUNCTION OF PAVED DITCH WITH ANY OTHER STRUCTURE. COST OF ANCHOR WALLS AND JOINT FILLER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR PAVED DITCHES.

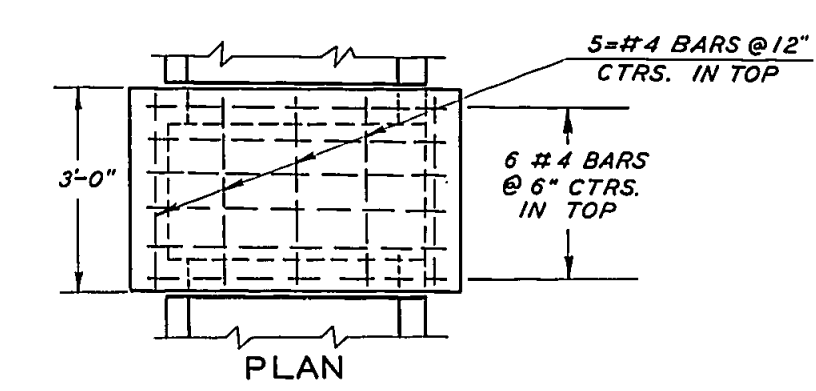


NOTE: PAVED DITCH SHALL EXTEND FOR A MINIMUM DISTANCE OF 10' BACK AND 20' AHEAD AT POINTS OF ABRUPT GRADE CHANGE.

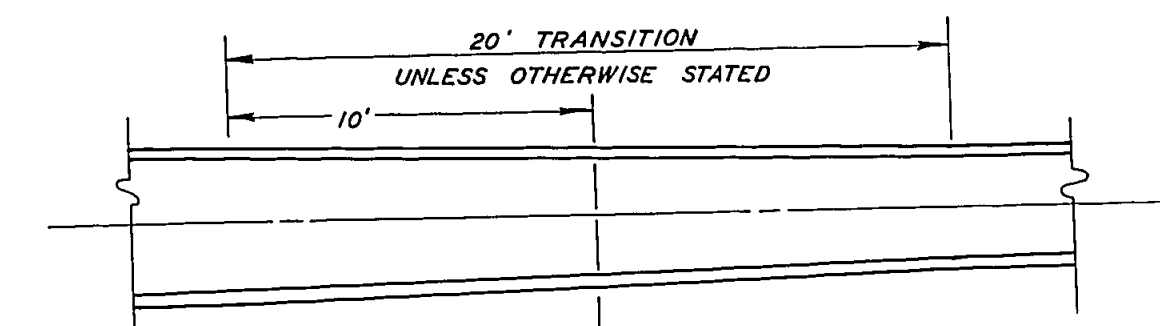


NOTE: CLASS X CONCRETE SHALL BE USED THROUGHOUT. THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL, TYPE 2 SHALL INCLUDE THE REINFORCEMENT BARS.

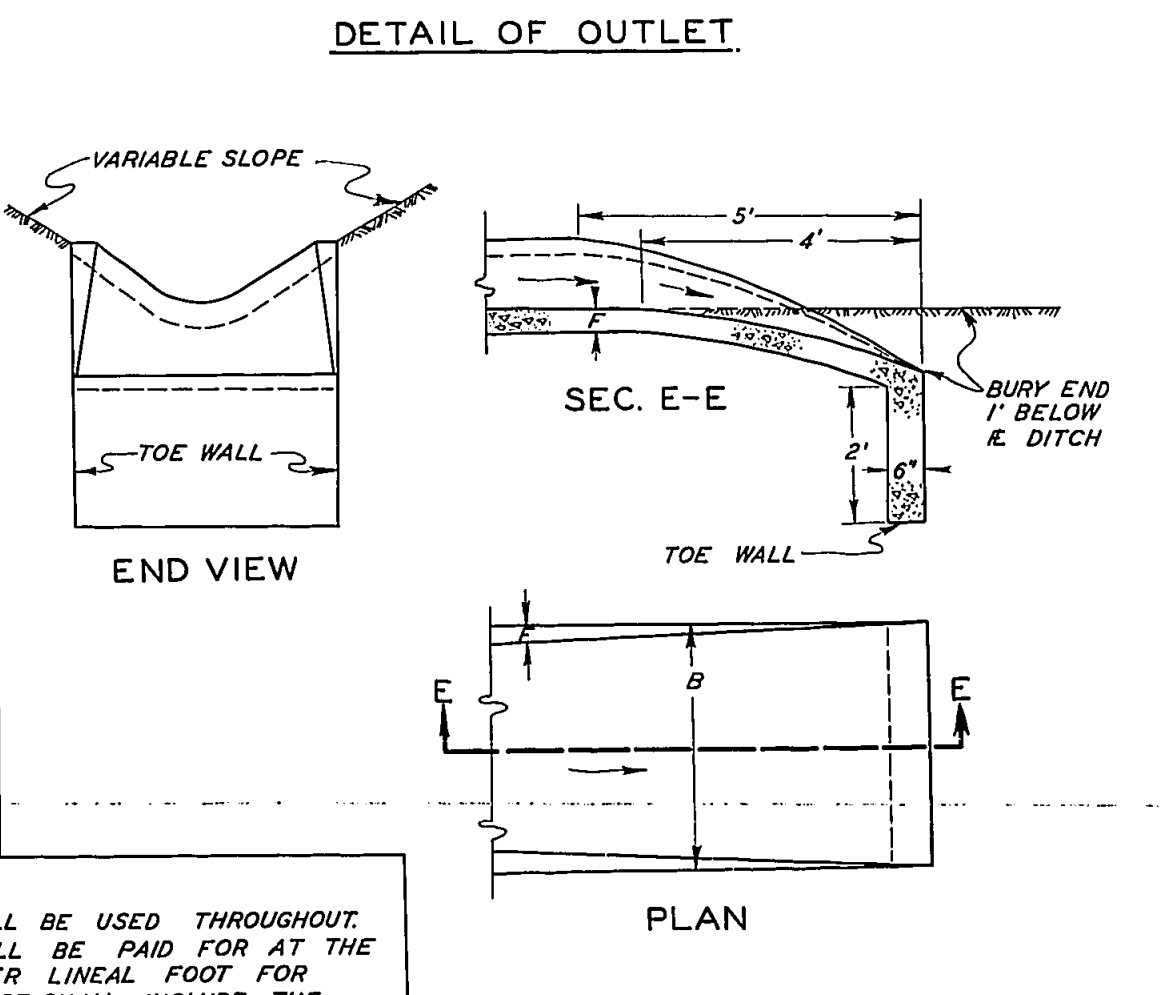
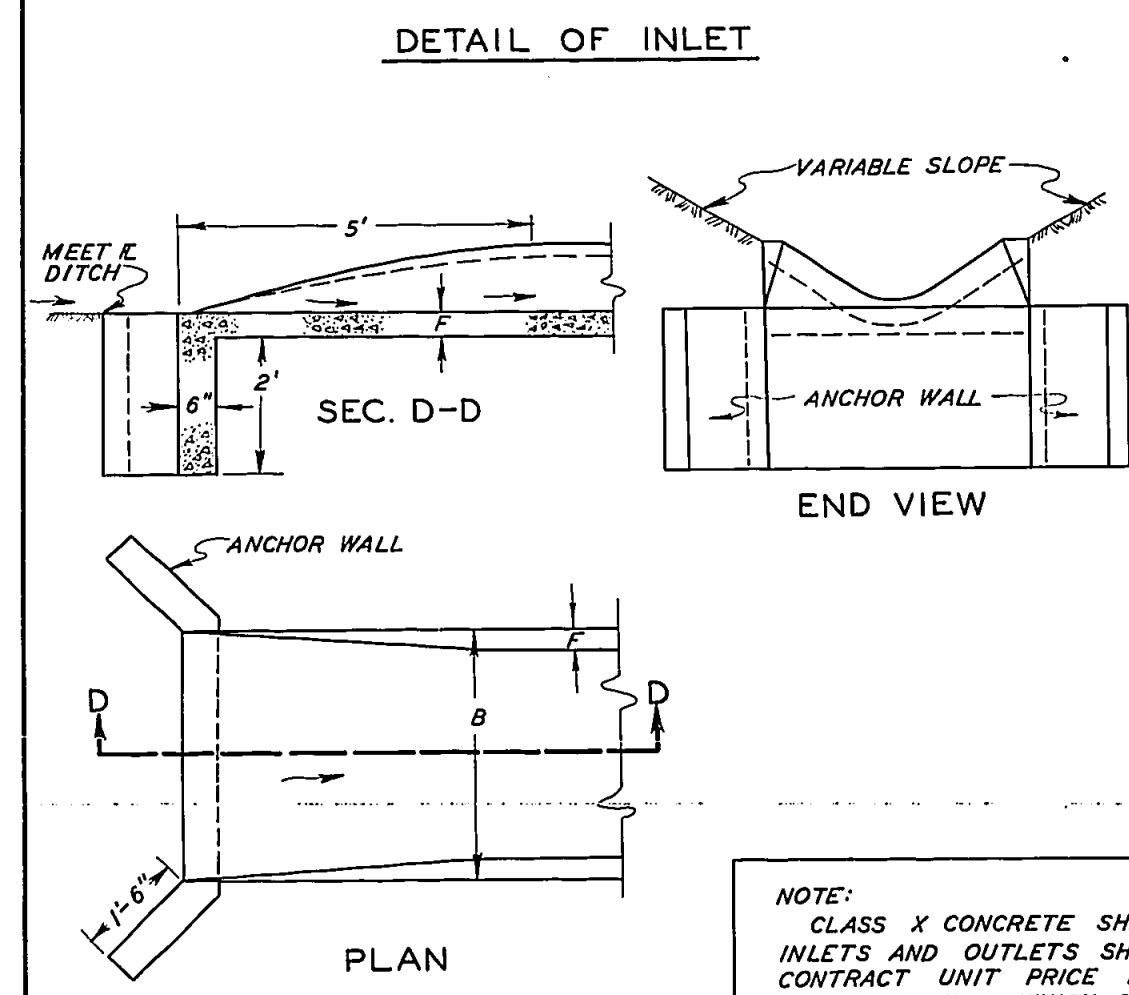
PAVD. D. SIZE	A	B
3'	4'-8"	1'-7"
4'	5'-8"	2'-1"
5'	6'-8"	2'-7"
6'	7'-10"	3'-1"
7'	9'-0"	3'-7"



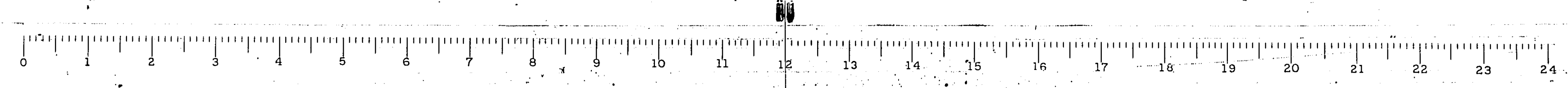
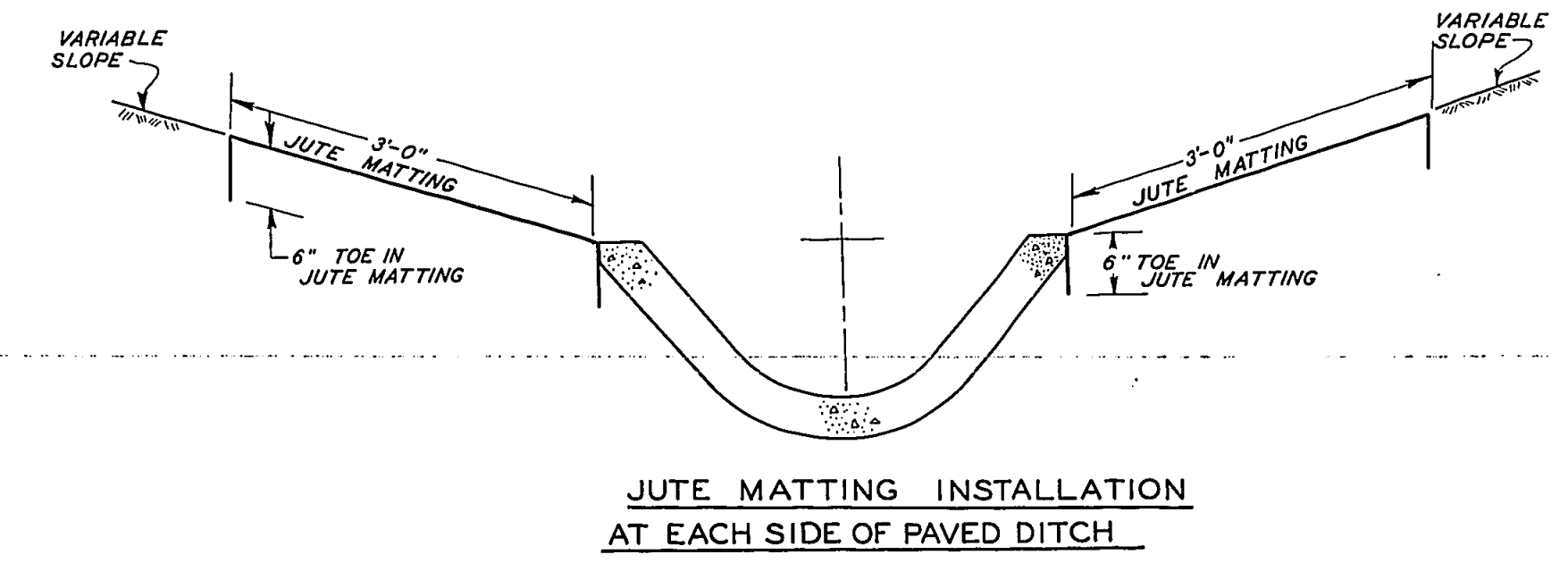
TYPICAL TRANSITION



NOTE: TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR PAVED DITCH OF THE LARGER SIZE.



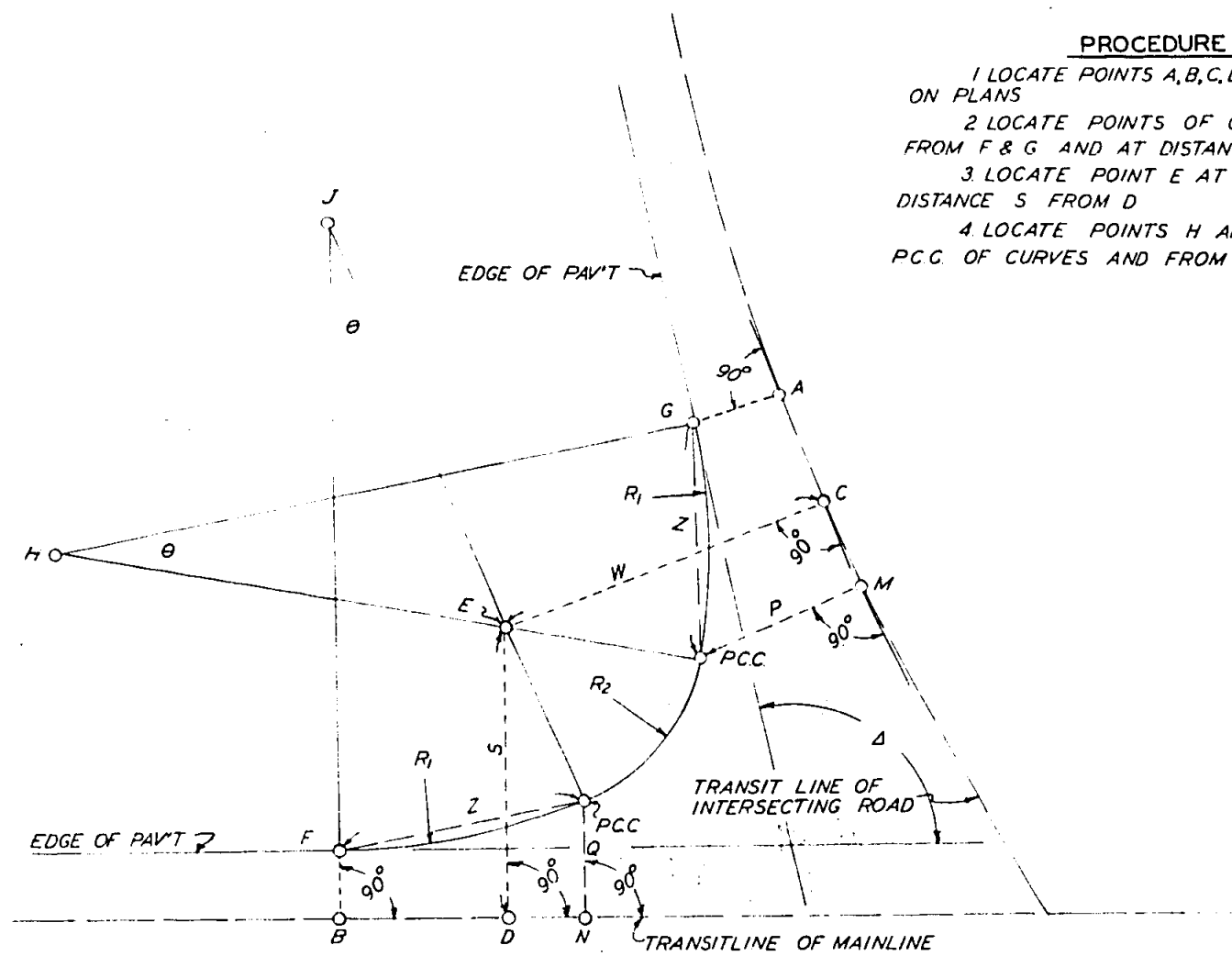
NOTE: CLASS X CONCRETE SHALL BE USED THROUGHOUT. INLETS AND OUTLETS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR PAVED DITCHES, WHICH PRICE SHALL INCLUDE THE COST OF TOE WALLS AND ANCHOR WALLS.



INSTRUCTIONS FOR STAKING CONTROL POINTS FOR THREE CENTERED CURVES

PROCEDURE

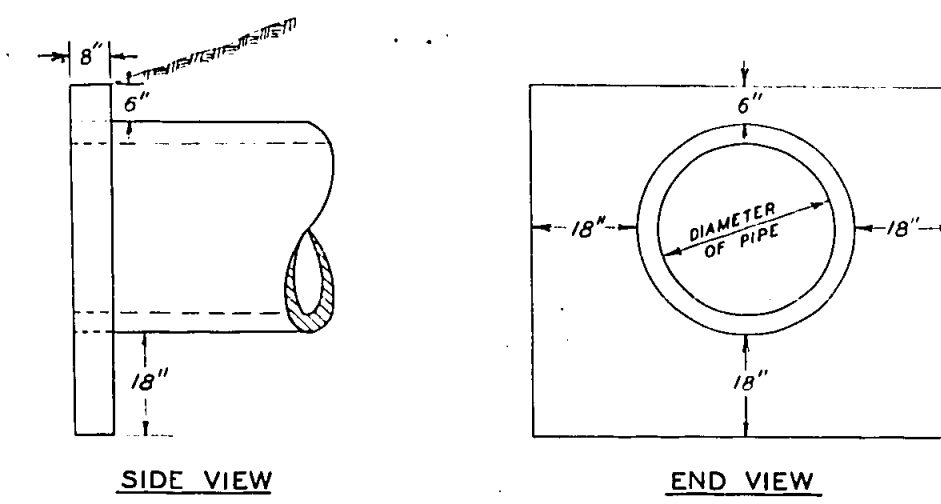
- 1 LOCATE POINTS A, B, C, D, F, G, M, & N FROM INFORMATION ON PLANS
- 2 LOCATE POINTS OF COMPOUND CURVE, AT DISTANCE Z FROM F & G AND AT DISTANCES P & O FROM POINTS M & N
- 3 LOCATE POINT E AT DISTANCE W FROM C AND DISTANCE S FROM D
- 4 LOCATE POINTS H AND J AT DISTANCE R₁ FROM P.C.C. OF CURVES AND FROM POINTS F & G



REVISIONS
10-28-64
STD 9-24

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
SBL 183	112 R	FRANKLIN	47	30

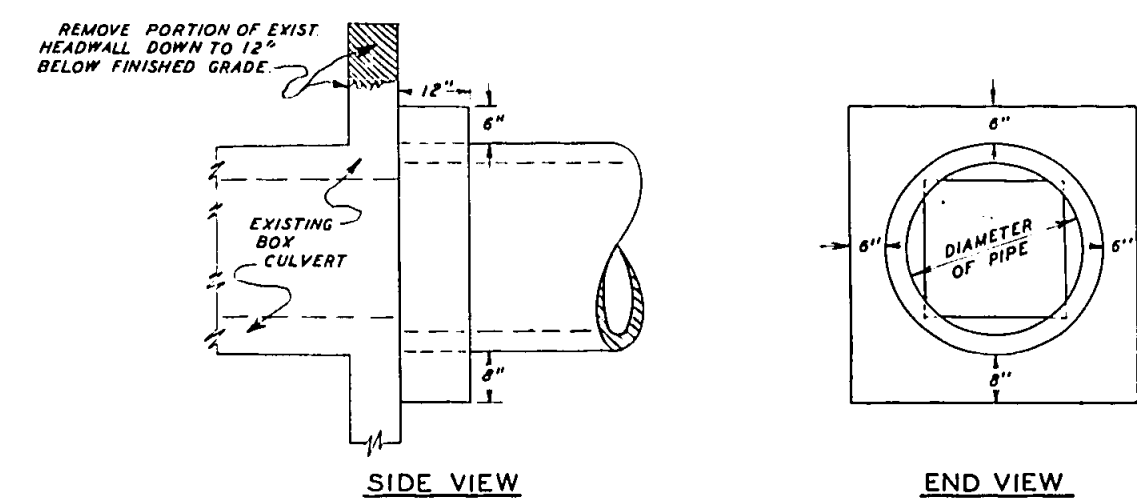
DETAILS OF SPECIAL HEADWALL



DIAMETER OF PIPE	CL X CONC. CU YDS EST.
12" OR LESS	0.32
15"	0.36
18"	0.40
24"	0.49
30"	0.58
36"	0.67

SPECIAL HEADWALL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS X CONCRETE (HEADWALL) EXPOSED EDGES SHALL BE BEVELLED 1/4". CLASS X CONCRETE SHALL BE USED THROUGHOUT.

DETAILS OF CONCRETE COLLAR



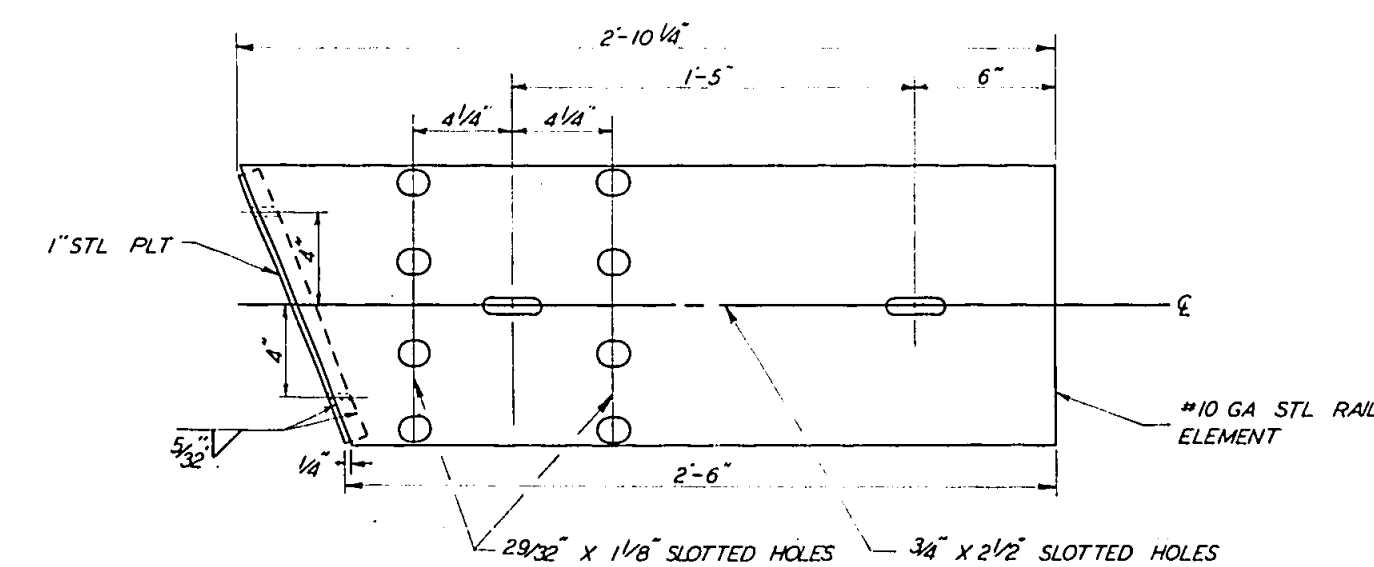
DIAMETER OF PIPE	CL X CONC. CU YDS EST.
18"	0.21
24"	0.29
30"	0.37
36"	0.44
42"	0.53
48"	0.62
54"	0.71
60"	0.81
72"	1.03

CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS X CONC. (HDWL.) WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AS MAY BE REQUIRED. CLASS X CONCRETE SHALL BE USED THROUGHOUT.

REVISIONS
7-31-64
STD 9-45

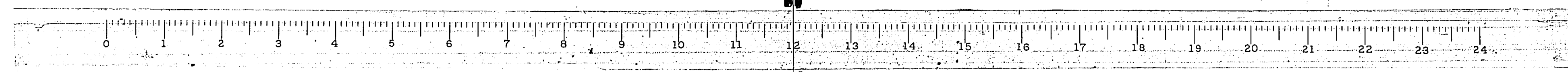
MODIFIED PLATE "B" STD 2230-2

TO BE USED FOR WINGWALLS AT STA. 215+40 AND STA. 362+00



NOTE: 2 RIGHT PLATES AND 2 LEFT PLATES WILL BE REQUIRED FOR EACH BRIDGE

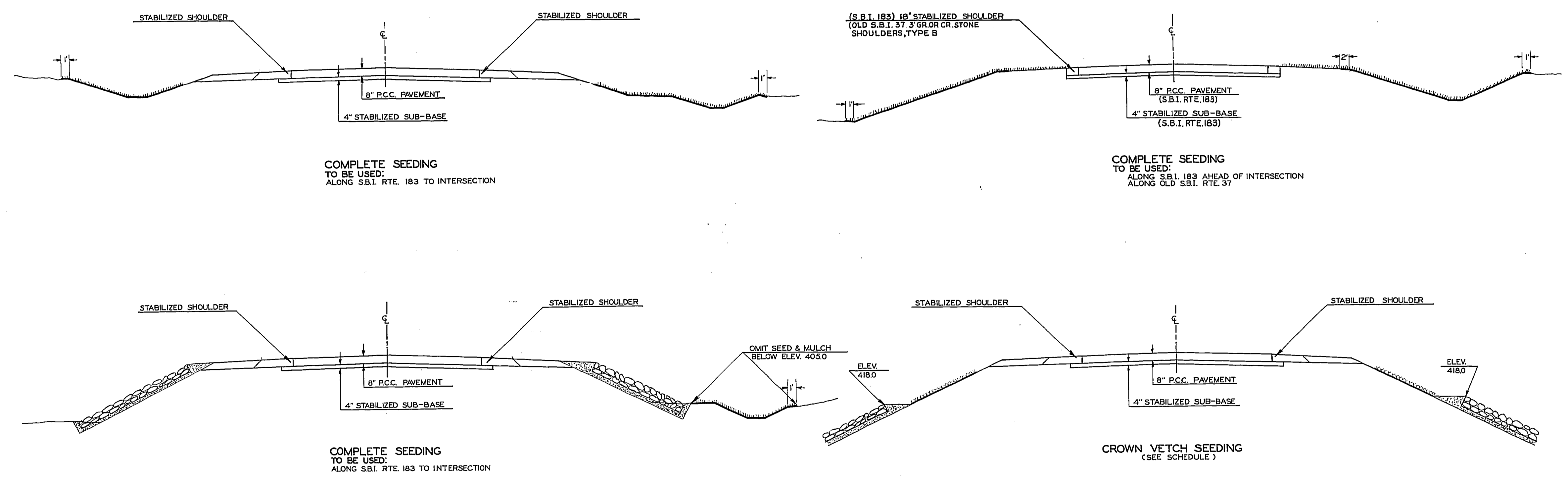
SBL ROUTE 183 SECTION 112 R FRANKLIN COUNTY



ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112 R	FRANKLIN	47	31
H.G. ROAD DIST. NO. 7		ILLINOIS	P.L. 2001	

TYPICAL CROSS SECTION
SHOWING AREA TO BE COVERED WITH
COMPLETE OR CROWN VETCH SEEDING
AND ASPHALT-COATED MULCH

INDICATES MULCHING
INDICATES COMPLETE SEEDING
INDICATES CROWN VETCH SEEDING



NOTE:
DO NOT SEED OR MULCH
BELOW ELEVATION 4050

GENERAL NOTES

IN GENERAL, THE ENTIRE EARTH SURFACE WITHIN CONSTRUCTION LIMITS SHALL BE SEEDED AND MULCHED WITH THE FOLLOWING EXCEPTIONS:
(A) MULCH ON SHOULDERS SHALL BE PLACED ON THE OUTER TWO FEET ONLY.
QUANTITIES OF STRAW ON AREAS TO BE MULCHED:
COMPLETE SEEDING 2 TONS PER ACRE
CROWN VETCH SEEDING 4 TONS PER ACRE

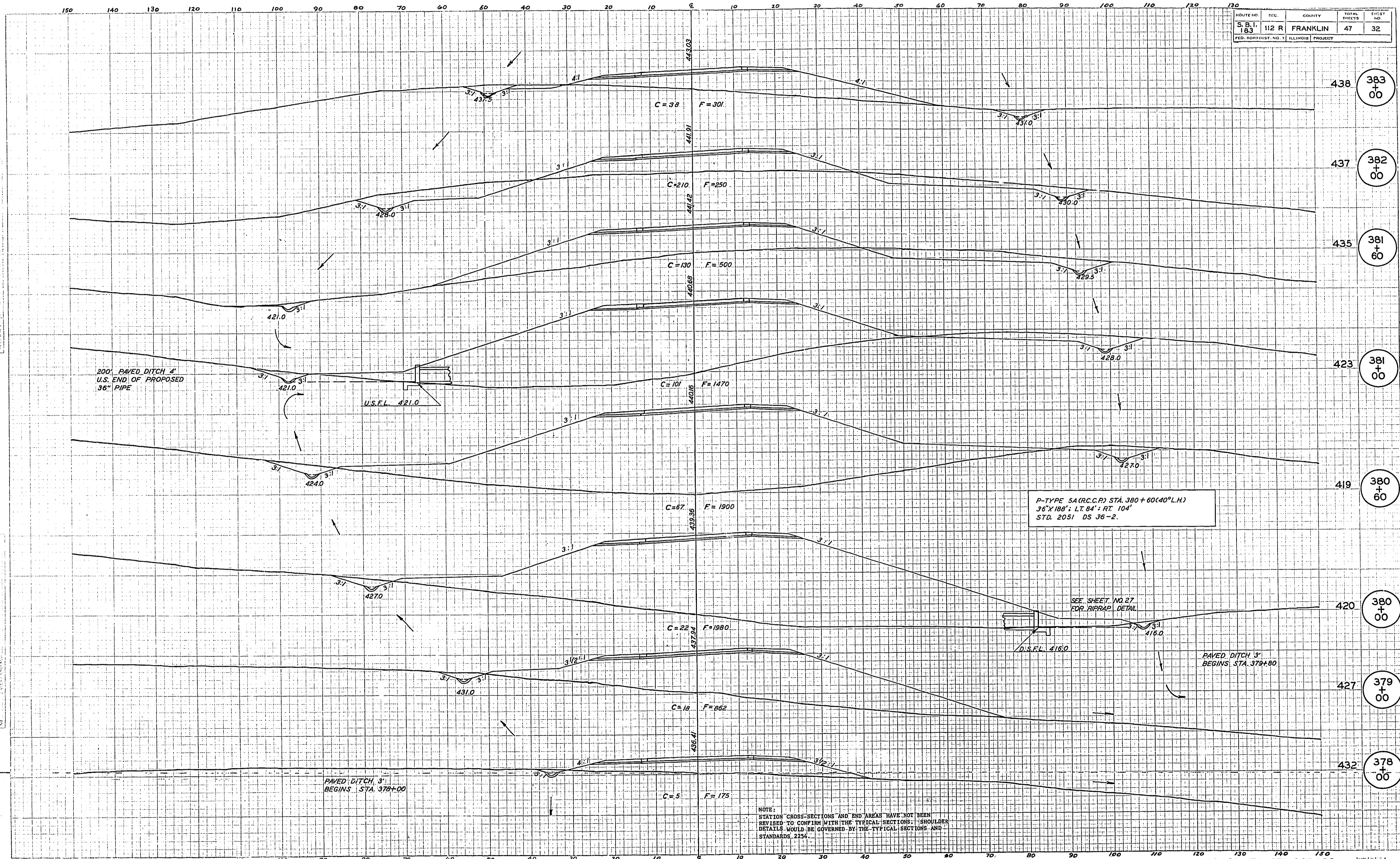
- SEQUENCE OF OPERATION FOR SEEDING AND MULCHING.
1. SPREAD FERTILIZER AND AGRICULTURAL GROUND LIMESTONE.
 2. PERFORM THE OPERATION OF GROUND PREPARATION.
 3. PERFORM THE OPERATION OF SEEDING. THE SEED SHALL BE SOWN ON THE SURFACE OF THE PREPARED GROUND.
 - 3A. THE OPERATION FOR COVERING THE SEED BY HARROWING OR OTHER MEANS SHALL BE PERFORMED ON COMPLETE SEEDING UNLESS DIRECTED OTHERWISE BY THE ENGINEER. THIS OPERATION SHALL NOT BE PERFORMED ON CROWN VETCH SEEDING.
 4. SECTION 110 AND 111 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK, EXCEPT AS NOTED HEREIN.

SPECIAL SHEET.

6-19-88 Revised

S.B.I. ROUTE 183 SECTION 112R FRANKLIN COUNTY





ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S. 183	112 R	FRANKLIN	47	32
FED. ROAD DIST. NO. 1 ILLINOIS PROJECT				

DRAWN BY: []
 CHECKED BY: []
 DATE: []

ORIGINAL SURVEY: []
 DATE: []
 SCALE: []

P-TYPE SA (R.C.C.P.) STA. 380+60 (40' L.H.)
 36" X 18" L.T. 84" RT. 104"
 STD. 2051 DS 36-2.

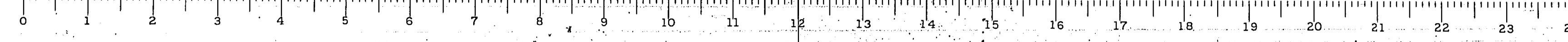
SEE SHEET NO. 27 FOR RIVERAP DETAIL

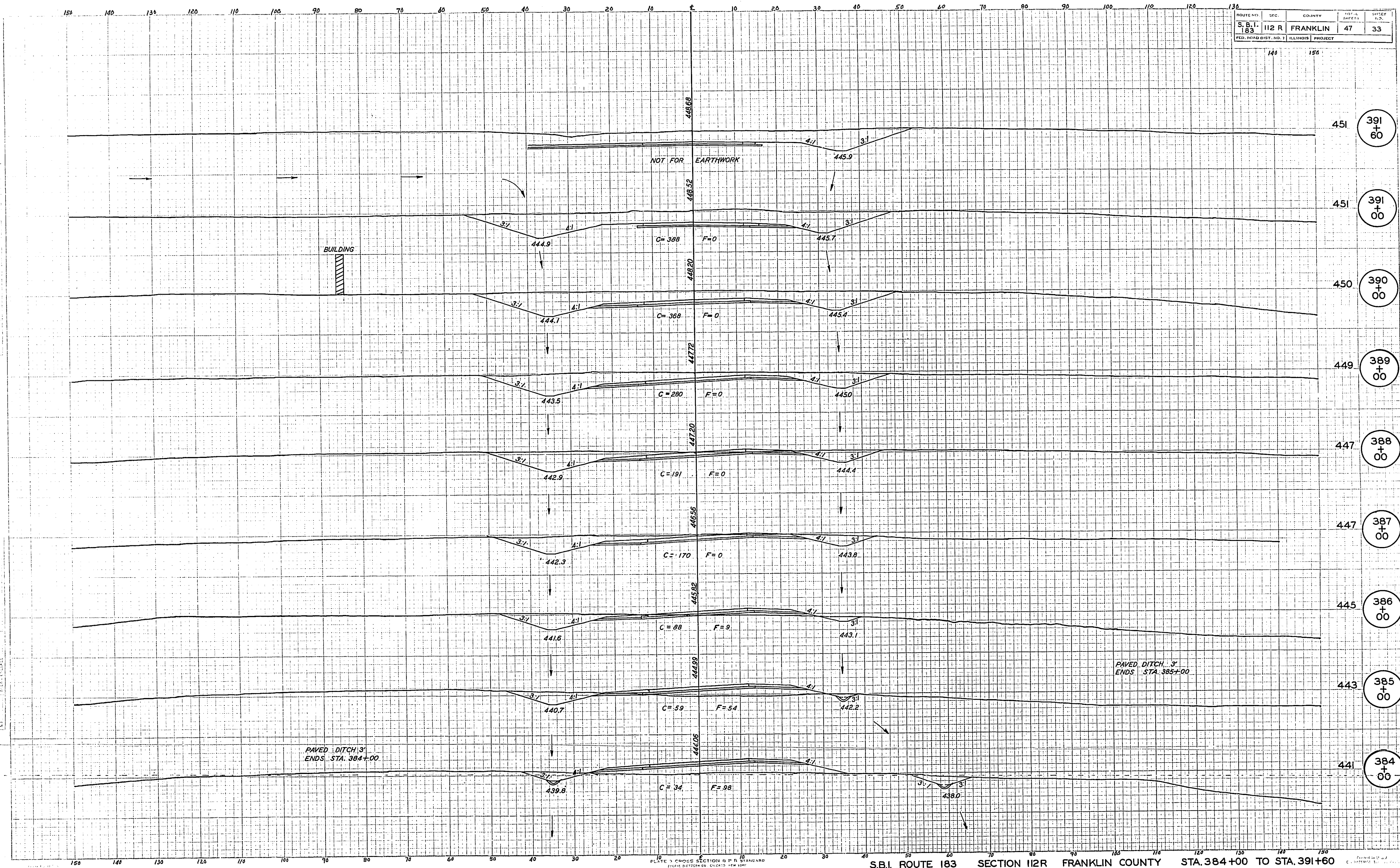
PAVED DITCH 3' BEGINS STA. 379+80

PAVED DITCH 3' BEGINS STA. 378+00

NOTE: STATION CROSS-SECTIONS AND END AREAS HAVE NOT BEEN REVISED TO CONFORM WITH THE TYPICAL SECTIONS - SHOULDER DETAILS WOULD BE GOVERNED BY THE TYPICAL SECTIONS AND STANDARDS 2254.

S.B.I. ROUTE 183 SECTION 112R FRANKLIN COUNTY STA. 378+00 TO STA. 383+00



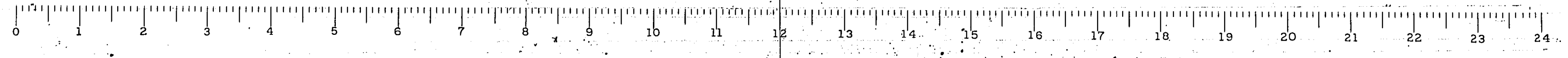


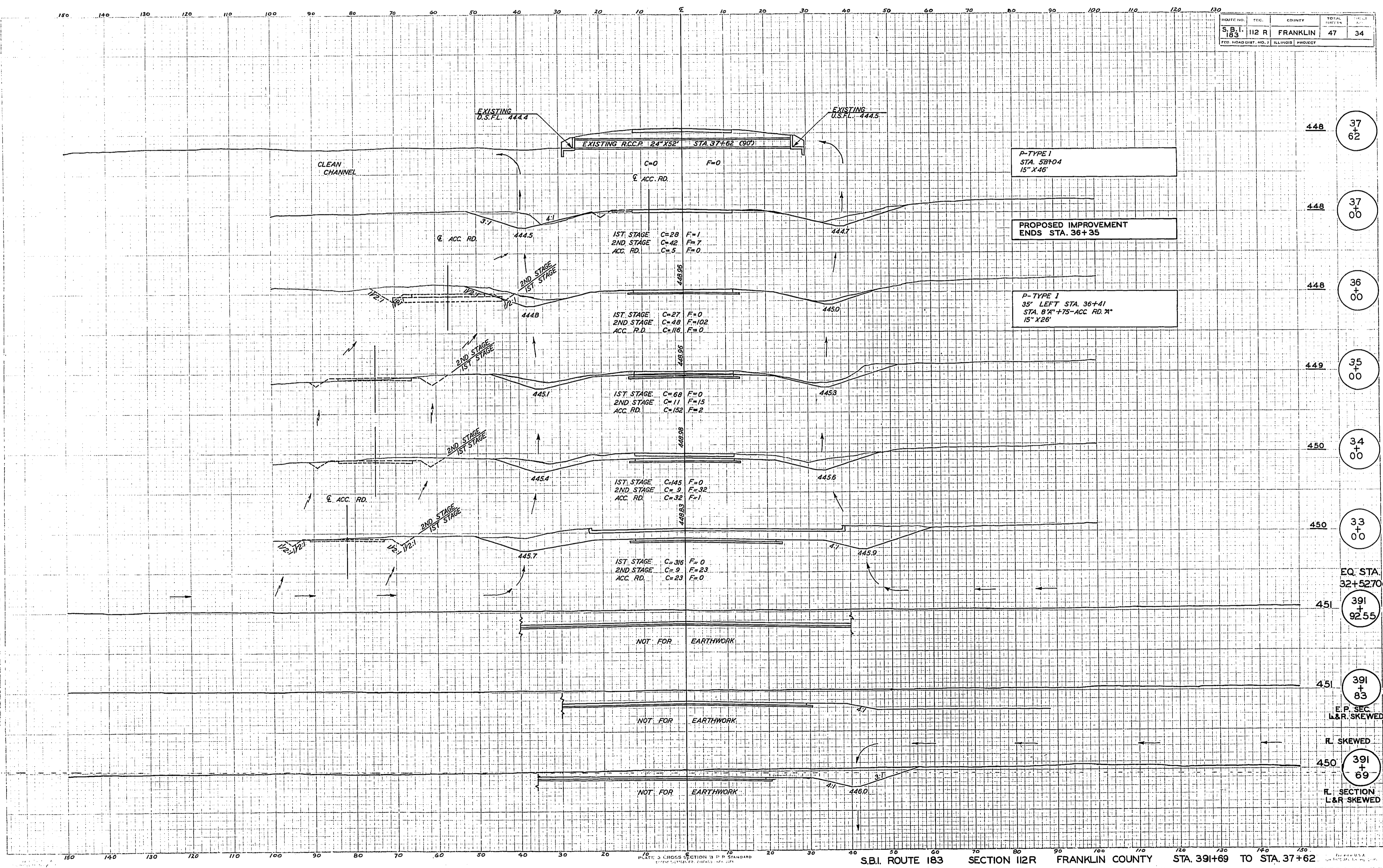
PROJECT	S. B. I. 183	SEC.	112 R	COUNTY	FRANKLIN	SHEET NO.	47	TOTAL SHEETS	33
FED. ROAD DIST. NO.		ILLINOIS PROJECT							

ENGINEER
 SURVEYOR
 LICENSE NO. 12345
 DATE: 12/15/2024

ORIGINAL
 SURVEY
 DATE: 12/15/2024

S.B.I. ROUTE 183 SECTION 112R FRANKLIN COUNTY STA. 384+00 TO STA. 391+60





ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 183	112 R	FRANKLIN	47	34
E.C. ROAD DIST. NO. 1 ILLINOIS PROJECT				

P-TYPE 1
STA. 58+04
15' X 46'

PROPOSED IMPROVEMENT
ENDS STA. 36+35

P-TYPE 1
35' LEFT STA. 36+41
STA. 8' X 15'-ACC. RD. 7'
15' X 26'

NOT FOR EARTHWORK

NOT FOR EARTHWORK

NOT FOR EARTHWORK

448 37+62

448 37+00

448 36+00

449 35+00

450 34+00

450 33+00

EQ. STA. 32+52.70

451 391+92.55

451 391+83

E.P. SEC. L&R SKEWED

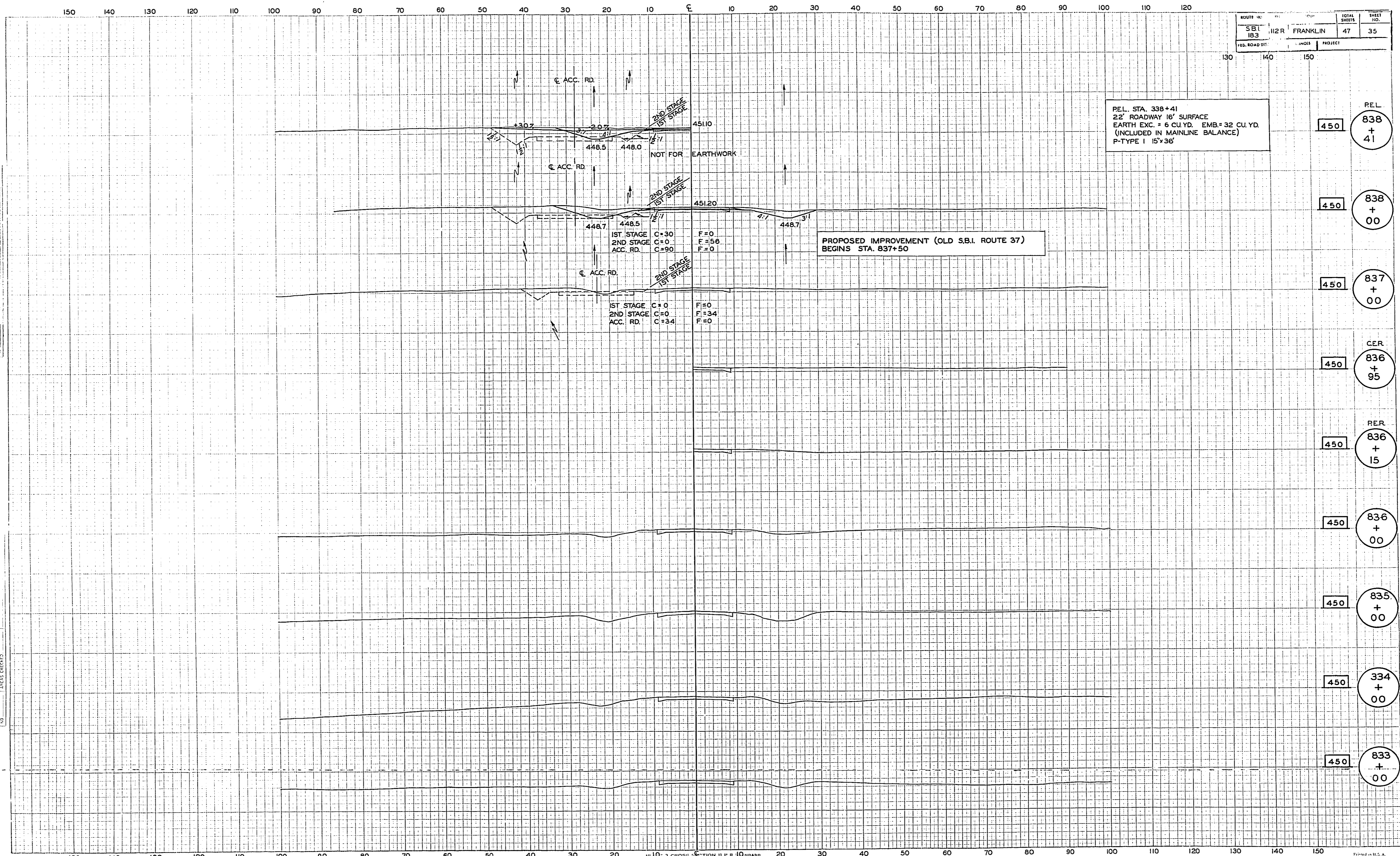
R. SKEWED

450 391+69

R. SECTION L&R SKEWED

S.B.I. ROUTE 183 SECTION 112R FRANKLIN COUNTY STA. 391+69 TO STA. 37+62

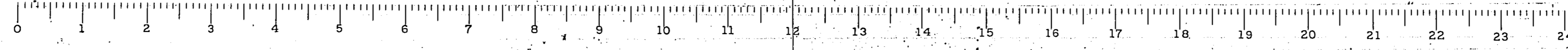


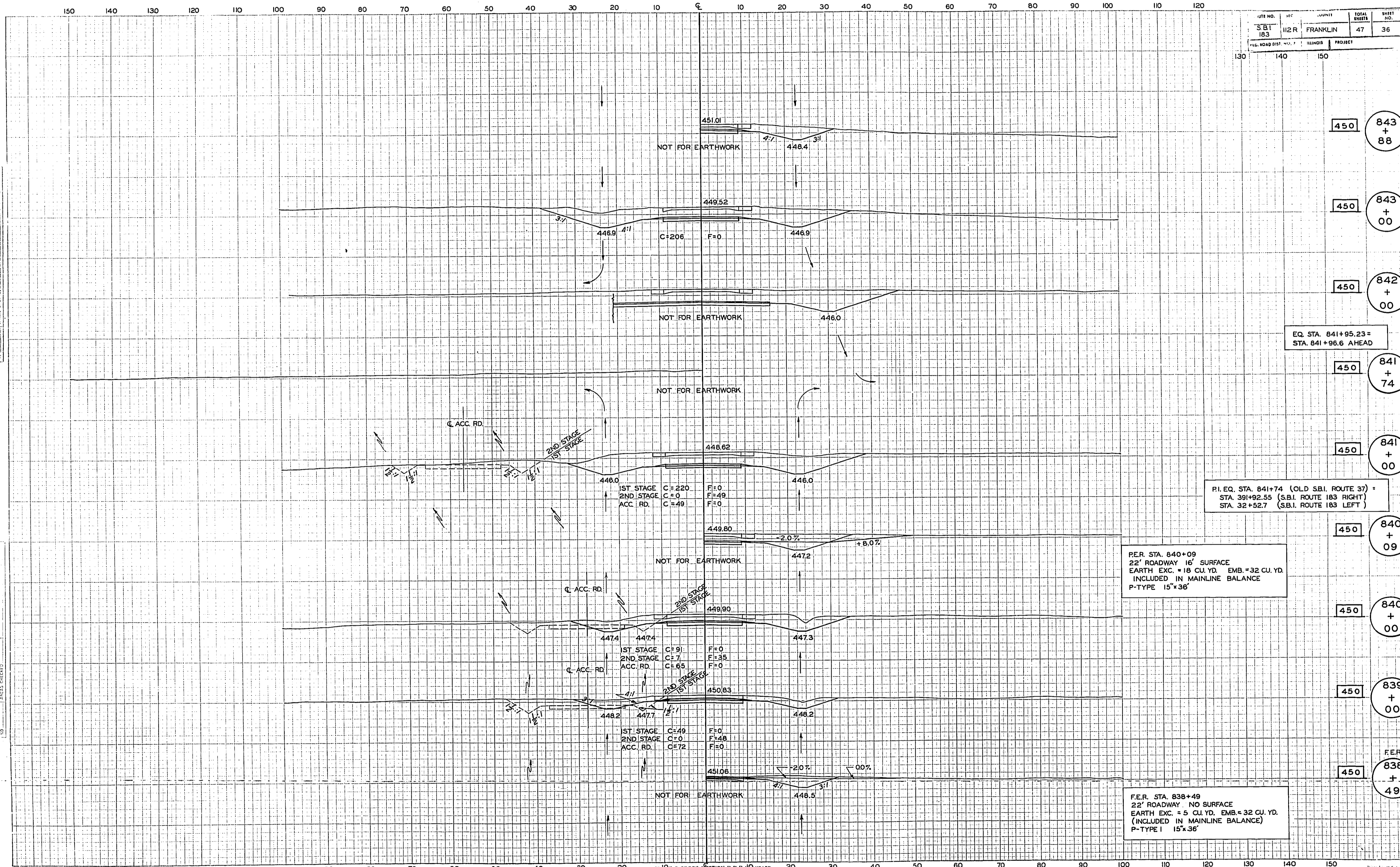


FEDERAL SURVEY
 CONTROL POINT
 183
 112R
 FRANKLIN
 47
 35

ORIGINAL SURVEY
 REVISIONS
 DATE
 BY
 183
 112R
 FRANKLIN
 47
 35

SPECIAL SHEET - OLD S.B.I. RTE. 37 RT. & LT. STA. 391+92.5 (S.B.I. RTE. 183) = STA. 841+74 (OLD S.B.I. RTE. 37) S.B.I. ROUTE 183 - SECTION 112R - FRANKLIN COUNTY - STA. 833+00 - TO - STA. 838+41





FINISH
 SURFACE
 PROPOSED
 AND EXIST.
 DATE: 10/25/55

ORIGINAL
 SURVEY
 NOTED
 DATE: 10/25/55

DATE NO.	112R	FRANKLIN	47	36
PROJECT				

450 843 + 88

450 843 + 00

450 842 + 00

450 841 + 74

450 841 + 00

450 840 + 09

450 840 + 00

450 839 + 00

450 838 + 49

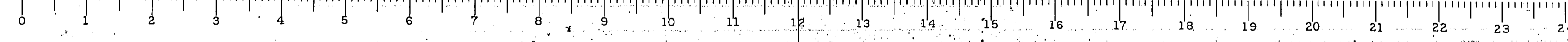
EQ. STA. 841+95.23 = STA. 841+96.6 AHEAD

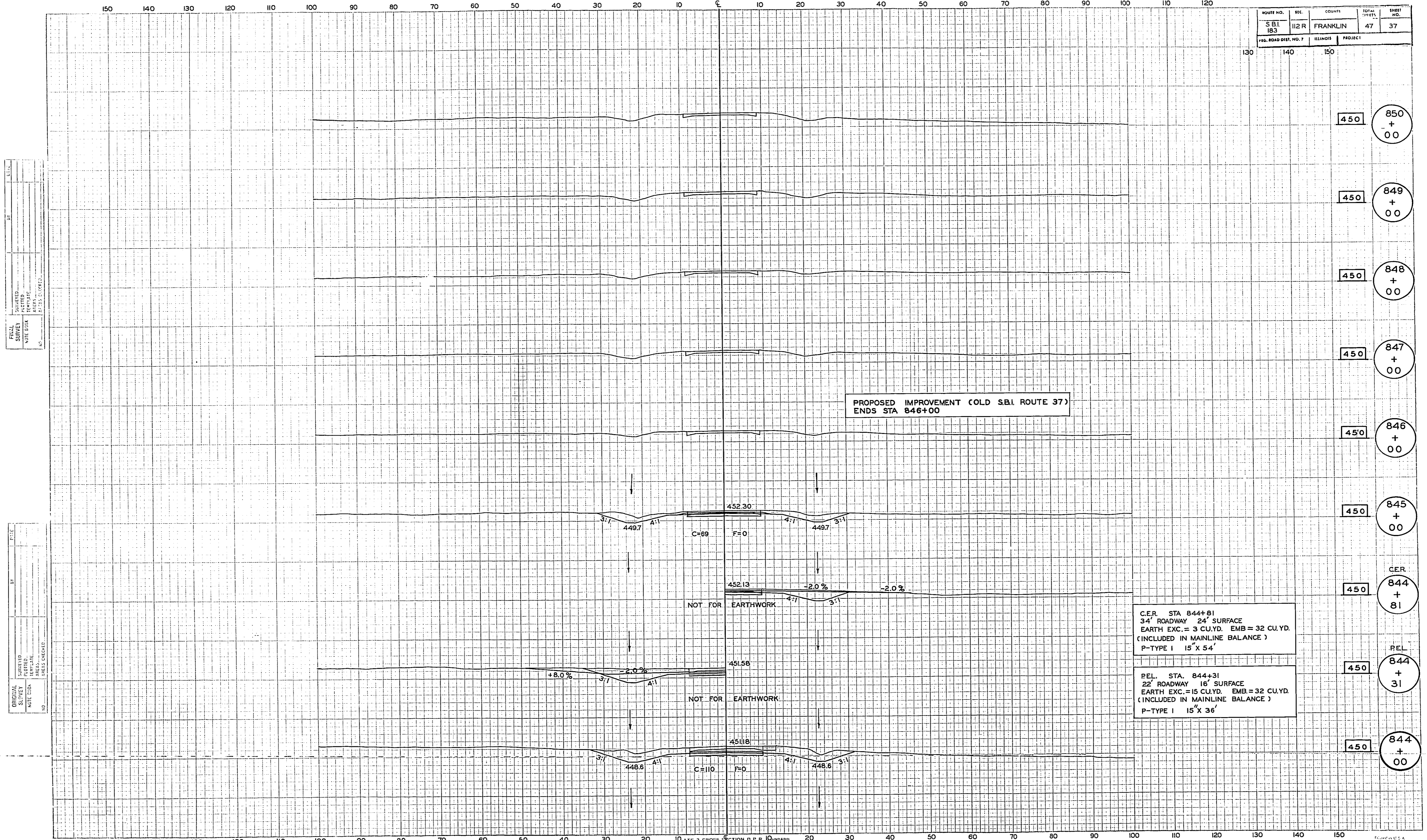
P.I. EQ. STA. 841+74 (OLD S.B.I. ROUTE 37) =
 STA. 391+92.55 (S.B.I. ROUTE 183 RIGHT)
 STA. 32+52.7 (S.B.I. ROUTE 183 LEFT)

P.E.R. STA. 840+09
 22' ROADWAY 16' SURFACE
 EARTH EXC. = 18 CU. YD. EMB. = 32 CU. YD.
 INCLUDED IN MAINLINE BALANCE
 P-TYPE 15'x36'

F.E.R. STA. 838+49
 22' ROADWAY - NO SURFACE
 EARTH EXC. = 5 CU. YD. EMB. = 32 CU. YD.
 INCLUDED IN MAINLINE BALANCE
 P-TYPE 15'x36'

SPECIAL SHEET—OLD S.B.I. RTE. 37 RT. & LT. STA. 391+92.5 (S.B.I. RTE. 183) = STA. 841+74 (OLD S.B.I. RTE. 37) — S.B.I. ROUTE 183 — SECTION 112R — FRANKLIN COUNTY — STA. 838+49 TO STA. 843+88





ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 183	112R	FRANKLIN	47	37
FIG. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

FINAL SURVEY
 DATE: 12/23/2009
 BY: [Signature]

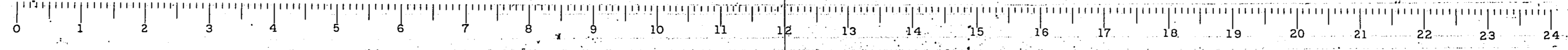
ORIGINAL SURVEY
 DATE: [Blank]
 BY: [Blank]

PROPOSED IMPROVEMENT COLD S.B.I. ROUTE 37
ENDS STA 846+00

C.E.R. STA 844+81
 34' ROADWAY 24' SURFACE
 EARTH EXC. = 3 CU.YD. EMB = 32 CU.YD.
 (INCLUDED IN MAINLINE BALANCE)
 P-TYPE I 15' X 54'

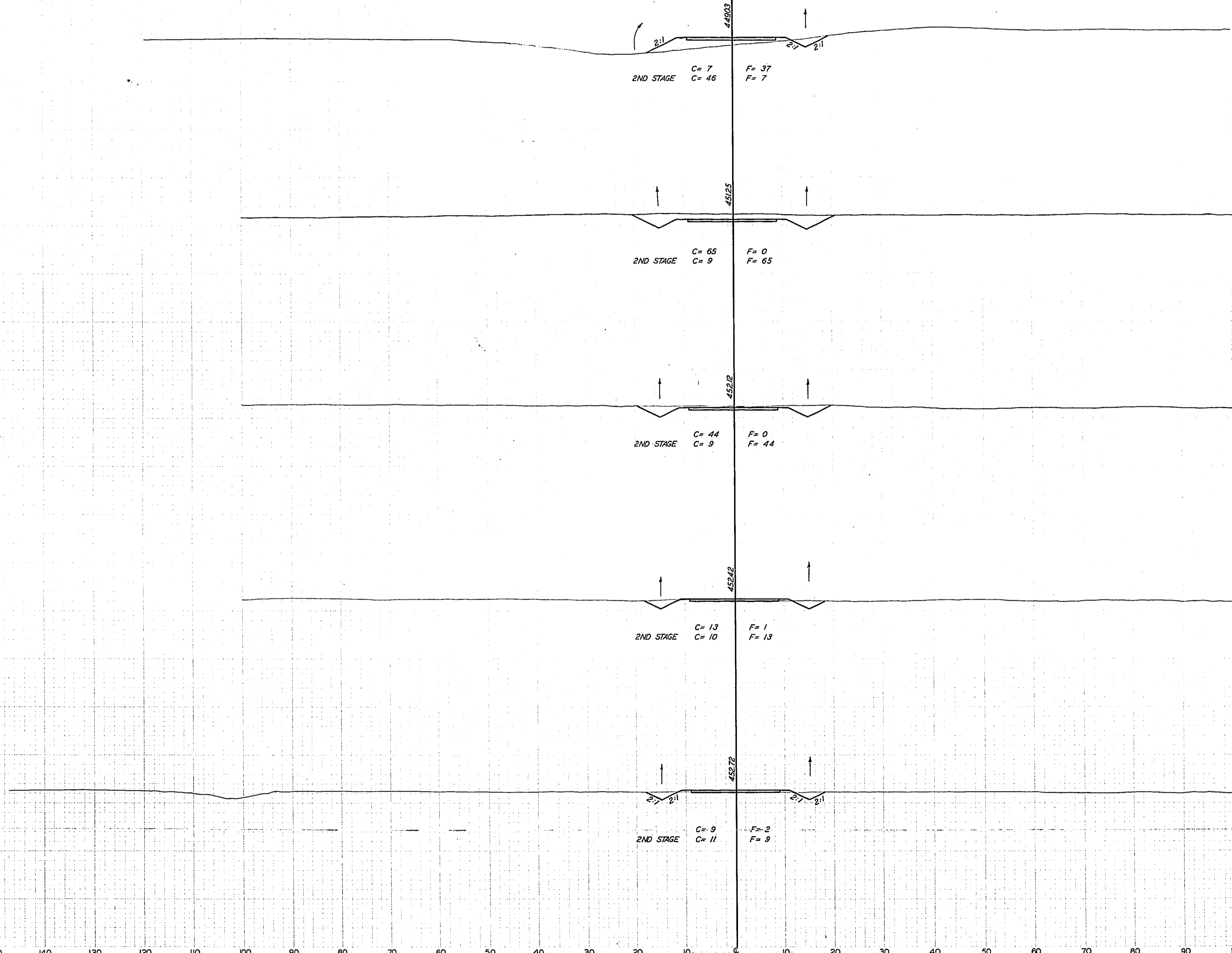
REL. STA. 844+31
 22' ROADWAY 16' SURFACE
 EARTH EXC. = 15 CU.YD. EMB = 32 CU.YD.
 (INCLUDED IN MAINLINE BALANCE)
 P-TYPE I 15' X 36'

SPECIAL SHEET - OLD S.B.I. RTE. 37 RT. & LT. STA. 391+92.5 (S.B.I. RTE. 183) = STA. 841+74 (COLD S.B.I. RTE. 37) S.B.I. ROUTE 183 - SECTION 112R - FRANKLIN COUNTY - STA. 844+00 TO STA. 850+00



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130

ROUTE NO.	LT.	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 183	112 R	FRANKLIN	47	38
U.S. ROAD DIST. NO. 7	140	150	PROJECT	



450 5B + 00

450 4B + 00

450 3B + 00

450 2B + 00

450 1B + 00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

SBI ROUTE 183 SECTION 112 R FRANKLIN COUNTY ACCESS ROAD "B"

