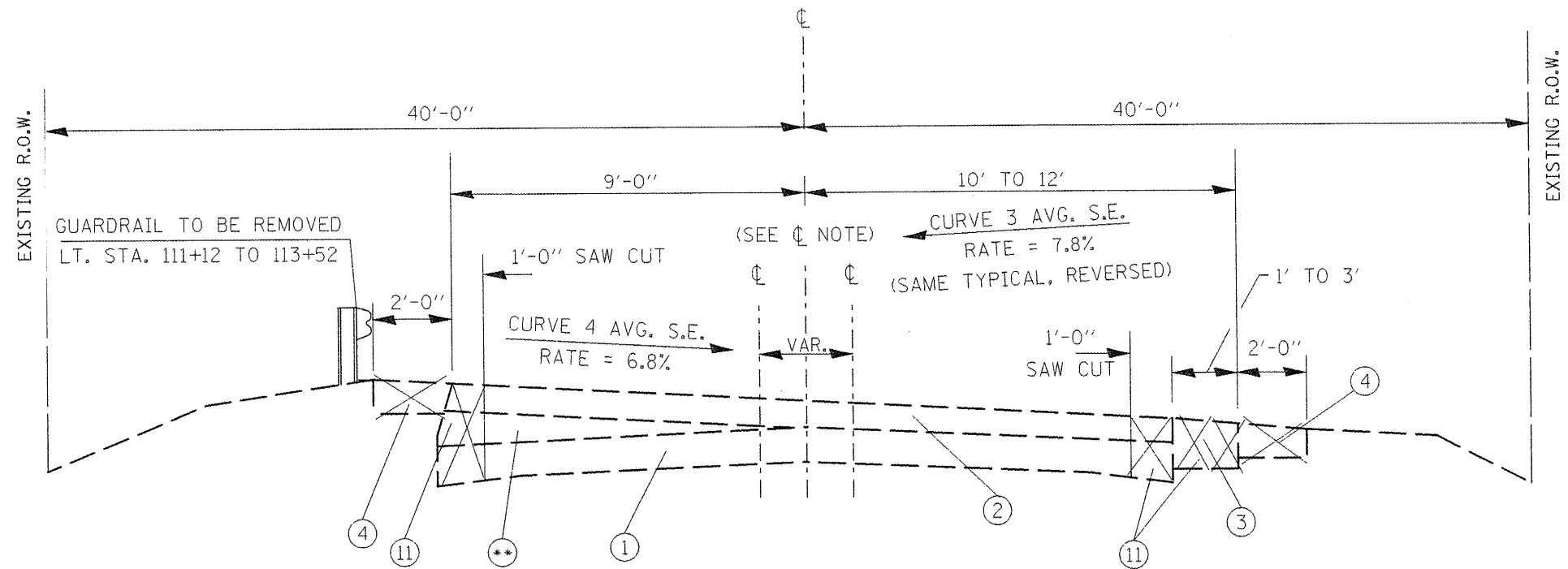


ESTIMATED LOCATION OF CLAY OR SHALE PIPE UNDERDRAINS THAT WERE CONSTRUCTED IN THE STANDARD "Y" CONNECTION AT 50' SPACINGS:  
 STA. 117+00 TO 133+00  
 STA. 157+25 TO 163+25  
 STA. 217+50 TO 220+85

**IL ROUTE 116 - MAINLINE**  
 STA. 121+66 TO 126+78

**CL NOTE**  
 THE EXISTING IL 116 ALIGNMENT DOES NOT EVENLY SPLIT THE PAVEMENT. THE ROADWAY WILL BE IMPROVED TO BE SYMMETRICAL ABOUT THE ALIGNMENT. THIS WILL RESULT IN VARIABLE WIDTH WIDENING AND RELOCATION OF PAVEMENT CROWN.



**IL ROUTE 116 - MAINLINE**  
 CURVE 3- (PC) STA. 78+66.19 TO (PT) 86+25.38  
 CURVE 4- (PC) STA. 105+59.58 TO (PT) 117+56.93  
 \*\*SUPERS WHERE CORRECTED IN 1981 WITH LEVELING BINDER RANGING FROM 0.25' TO 1.25' THICK.

**EXISTING LEGEND**

- ① 9-6-9 PCC PAVEMENT
- ② 5"± HMA OVERLAY'S
- ③ 8" HMA BASE CSE. WIDENING WITH 3" OVERLAY
- ④ 6" HMA SHOULDER CURRENTLY BEING USED AS WIDENING TO BE REMOVED (PAID AS PAVEMENT REMOVAL)
- ⑤ AGG. SHOULDER
- ⑥ BURIED GUTTER & HMA OVERLAY TO BE REMOVED (PAID AS PAVEMENT REMOVAL, SPECIAL)
- ⑦ TYPE A MODIFIED GUTTER TO BE REMOVED
- ⑧ TYPE B MODIFIED GUTTER TO BE REMOVED
- ⑨ GUTTER TO BE REMOVED (UNKNOWN TYPE)
- ⑩ CURB & GUTTER, TY B-6.24 TO BE REMOVED
- ⑪ PAVEMENT REMOVAL (SEE SPECIAL PROVISIONS)

**NOTES**

- (1'-0" OF THE ORIGINAL 9-6-9 PAVEMENT SHALL BE REMOVED AT LOCATIONS SPECIFIED TO ESTABLISH CLEAN EDGE FOR PROPOSED WIDENING.)
- HMA SURFACE REMOVAL IS SHOWN ON PROP. TYPICALS