

PAVEMENT PATCHING SCHEDULE

| LOCATION STA. | LENGTH FT. | WIDTH FT. | PAVEMENT PATCHING, 9 INCH | | | | PAVEMENT PATCHING, 8 INCH | | |
|---------------|------------|-----------|---------------------------|-----------------|------------------|-----------------|---------------------------|-----------------|------------------|
| | | | TYPE I SQ. YD. | TYPE II SQ. YD. | TYPE III SQ. YD. | TYPE IV SQ. YD. | TYPE I SQ. YD. | TYPE II SQ. YD. | TYPE III SQ. YD. |
| 19+88 RT. | 13 | 8 | | 11.6 | | | | | |
| 20+15 RT. | 3 | 6.5 | 2.2 | | | | | | |
| 20+48 RT. | 3 | 5 | 1.7 | | | | | | |
| 20+48 LT. | 3 | 10 | 3.3 | | | | | | |
| 20+83 RT. | 3 | 6.5 | 2.2 | | | | | | |
| 21+17 RT. | 3 | 6.5 | 2.2 | | | | | | |
| 21+60 RT. | 3 | 7.5 | 2.5 | | | | | | |
| 21+85 RT. | 3 | 6.5 | 2.2 | | | | | | |
| 21+96 RT. | 4 | 9 | 4.0 | | | | | | |
| 22+08 LT. | 27.5 | 13.5 | | | | 41.3 | | | |
| 22+19 RT. | 15 | 13.5 | | | 22.5 | | | | |
| 22+69 RT. | 23 | 10 | | | 25.6 | | | | |
| 22+69 LT. | 25 | 5 | | 13.9 | | | | | |
| 22+94 LT. | 3 | 10 | 3.3 | | | | | | |
| 23+04 LT. | 5 | 6 | 3.3 | | | | | | |
| 23+25 RT. | 3 | 9.5 | 3.2 | | | | | | |
| 23+42 RT. | 5 | 9.5 | | 5.3 | | | | | |
| 25+04 RT. | 4 | 12 | | 5.3 | | | | | |
| 25+28 RT. | 4 | 4 | 1.8 | | | | | | |
| 25+42 RT. | 6 | 6 | 4.0 | | | | | | |
| 27+11 LT. | 3 | 4 | 1.3 | | | | | | |
| 27+22 RT. | 3 | 10.5 | 3.5 | | | | | | |
| 27+30 LT. | 5.5 | 9 | | 5.5 | | | | | |
| 27+35 RT. | 7 | 3 | 2.3 | | | | | | |
| 27+36 LT. | 13 | 4 | | 5.8 | | | | | |
| 27+47 RT. | 14 | 3 | 4.7 | | | | | | |
| 27+55 LT. | 21.5 | 6.5 | | 13.1 | | | | | |
| 27+85 LT. | 17 | 10 | | | 18.9 | | | | |
| 27+90 RT. | 3 | 10 | 3.3 | | | | | | |
| 27+90 LT. | 21 | 3 | | 7.0 | | | | | |
| 28+63 RT. | 3 | 7 | 2.3 | | | | | | |
| 28+82 RT. | 3 | 13 | 4.3 | | | | | | |
| 29+14 LT. | 3 | 7 | 2.3 | | | | | | |
| 29+82 RT. | 21 | 10 | | | 23.3 | | | | |
| 29+82 LT. | 21 | 4 | | 9.3 | | | | | |
| 30+42 LT. | 10 | 8 | | 8.9 | | | | | |
| 30+62 RT. | 17 | 4 | | | 26.4 | | | | |
| 30+78 LT. | 3 | 5.5 | | | | 1.8 | | | |
| 30+97 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 31+99 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 31+67 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 31+74 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 31+60 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 32+10 RT. | 3 | 10 | | | | 3.3 | | | |
| 32+50 LT. | 3 | 3 | | | | 1.0 | | | |
| 32+54 LT. | 8 | 3 | | | | 2.7 | | | |
| 32+67 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 32+77 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 33+00 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 33+33 LT. | 3 | 7 | | | | 2.3 | | | |
| 33+45 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 33+66 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 34+03 RT. | 5 | 5 | | | | 2.8 | | | |
| 34+05 LT. | 3 | 11.5 | | | | 3.8 | | | |
| 34+12 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 34+19 LT. | 3 | 4 | | | | 1.3 | | | |
| 34+55 LT. | 4 | 13.5 | | | | | 6.0 | | |
| 34+43 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 34+98 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 34+76 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 34+99 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 35+10 PT. | 3 | 13.5 | | | | 4.5 | | | |
| 35+34 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 35+46 RT. | 14 | 13.5 | | | | | 21.0 | | |
| 35+67 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 35+76 RT. | 3 | 5 | | | | 1.7 | | | |
| 35+96 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 36+10 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 36+35 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 36+84 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 36+94 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 37+5 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 37+35 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 37+71 RT. | 3 | 13.5 | | | | 4.5 | | | |
| 37+73 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 37+99 LT. | 3 | 13.5 | | | | 4.5 | | | |
| 38+32 RT. | 14 | 13.5 | | | | | 21.0 | | |
| 38+38 LT. | 3 | 13.5 | | | | 4.5 | | | |
| TOTALS | | | 59.9 | 74.1 | 64.7 | 93.3 | 151.2 | 6.0 | 42.0 |

GENERAL NOTES

- THIS PROJECT SHALL BE CONSTRUCTED ACCORDING TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2007 AND THE SPECIAL PROVISIONS OF THE PROJECT CONTRACT.
- INFORMATION ON THE PLANS REGARDING UTILITIES IS TAKEN FROM THE BEST AVAILABLE RECORDS, BUT IS NOT REPRESENTED AS BEING CORRECT OR COMPLETE. THE CONTRACTOR SHALL NOTIFY J.U.L.E. IN ADVANCE OF CROSSING OVER OR UNDER UTILITIES.
- THE CONTRACTOR SHALL USE ALL DUE PRECAUTION NOT TO DAMAGE OR DISTURB UTILITIES. THE ENTIRE COST OF MAKING REPAIRS TO, OR REPLACEMENT OF, ANY DAMAGED LINE WILL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.
- ALL ELEVATIONS REFER TO NATIONAL GEODETIC SURVEY (N.G.S.) DATUM.
- THE CONTRACTOR, AT HIS EXPENSE, SHALL DISPOSE OF ALL EXCESS MATERIALS FROM EXCAVATION AND REMOVAL ITEMS IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.
- PLAN QUANTITIES FOR HOT-MIX ASPHALT ITEMS WERE CALCULATED BASED ON USING 112 LBS. / SQ. YD. / IN.

SUMMARY OF QUANTITIES

| CODE NO. | CONSTRUCTION TYPE CODE | ITEM | ROADWAY | |
|----------|------------------------|--|---------------|----------------|
| | | | 100% FED. ARA | 1000 |
| | | | UNIT | TOTAL QUANTITY |
| 20048665 | | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 |
| 40600100 | | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 798 |
| 40500300 | | AGGREGATE (PRIME COAT) | TON | 16 |
| 40600400 | | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 1 |
| 40600335 | | LEVELING BINDER (MACHINE METHOD), N70 | TON | 782 |
| 40600882 | | HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT | SQ YD | 361 |
| 40600990 | | TEMPORARY RAMP | SQ YD | 195 |
| 40603340 | | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 670 |
| 42300200 | | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH | SQ YD | 4 |
| 42300400 | | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 8 INCH | SQ YD | 35 |
| 42400100 | | PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH | SQ FT | 1,447 |
| 42400410 | | PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH | SQ FT | 53 |
| 42400800 | | DETECTABLE WARNINGS | SQ FT | 156 |
| 44000155 | | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | SQ YD | 4,472 |
| 44000200 | | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 35 |
| 44000500 | | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 515 |
| 44000600 | | SIDEWALK REMOVAL | SQ FT | 1,535 |
| 44200089 | | PAVEMENT PATCHING, TYPE I, 8 INCH | SQ YD | 151 |
| 44200094 | | PAVEMENT PATCHING, TYPE II, 8 INCH | SQ YD | 6 |
| 44200099 | | PAVEMENT PATCHING, TYPE III, 8 INCH | SQ YD | 42 |
| 44200104 | | PAVEMENT PATCHING, TYPE I, 9 INCH | SQ YD | 60 |
| 44200108 | | PAVEMENT PATCHING, TYPE II, 9 INCH | SQ YD | 74 |
| 44200112 | | PAVEMENT PATCHING, TYPE III, 9 INCH | SQ YD | 65 |
| 44200114 | | PAVEMENT PATCHING, TYPE IV, 9 INCH | SQ YD | 93 |
| 44300200 | | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 7,130 |
| 60265500 | | MANHOLES TO BE ADJUSTED | EACH | 8 |
| 60285700 | | VALVE VAULTS TO BE ADJUSTED | EACH | 6 |
| 60600605 | | CONCRETE CURB, TYPE B | FOOT | 6 |
| 60604400 | | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 | FOOT | 509 |
| 67100100 | | MOBILIZATION | L SUM | 1 |
| 70101700 | | TRAFFIC CONTROL AND PROTECTION | L SUM | 1 |
| 70300100 | | SHORT-TERM PAVEMENT MARKING | FOOT | 460 |
| 70300210 | | TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 122.4 |
| 70300220 | | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 2,685 |
| 70300230 | | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 1,079 |
| 70300280 | | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 260 |
| 70301000 | | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 60 |
| 78000100 | | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 122.4 |
| 78000200 | | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 2,685 |
| 78000300 | | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 1,079 |
| 78000350 | | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 260 |
| 78100100 | | RAISED REFLECTIVE PAVEMENT MARKING | EACH | 45 |
| | | SPECIALTY ITEM | | |

STRIP REFLECTIVE CRACK CONTROL TREATMENT SCHEDULE

| LOCATION STA. | LENGTH FT. |
|---------------------------------|------------|
| C/L STA. 19+00 TO STA. 22+34.43 | 334.46 |
| C/L STA. 22+43.13 TO STA. 38+80 | 1,642.87 |
| LT. STA. 19+00 TO STA. 19+43 | 43.00 |
| LT. STA. 20+00 TO STA. 22+34.46 | 234.46 |
| LT. STA. 22+43.13 TO STA. 30+00 | 756.87 |
| LT. STA. 22+43.13 TO STA. 28+30 | 586.87 |
| LT. STA. 27+10 TO STA. 28+35 | 125.00 |
| LT. STA. 30+62 TO STA. 38+86 | 824.00 |
| RT. STA. 19+00 TO STA. 19+40 | 40.00 |
| RT. STA. 20+00 TO STA. 22+34.46 | 234.46 |
| RT. STA. 22+43.13 TO STA. 21+55 | 711.87 |
| RT. STA. 22+43.13 TO STA. 29+89 | 745.87 |
| RT. STA. 30+35 TO STA. 38+86 | 851.00 |
| TOTAL | 7,129.73 |

** FOR CRACKING WITHIN LANES

COMMITMENTS

NONE

MIX DESIGNS

| MIXTURE USE | SURFACE |
|------------------|----------------|
| AC/PG | PG 64-22 |
| RAP% (MAX.) | 10% |
| DESIGN AIR VOIDS | 4.0% @ NDES=70 |
| MIX COMPOSITION | -- |
| FRICTION AGG. | MIX D |

| MIXTURE USE | LEVEL BINDER |
|------------------|----------------|
| AC/PG | PG 64-22 |
| RAP% (MAX.) | 10% |
| DESIGN AIR VOIDS | 4.0% @ NDES=70 |
| MIX COMPOSITION | IL-12.5 |
| FRICTION AGG. | MIX C |

| MIXTURE USE | PAVEMENT |
|------------------|----------------|
| AC/PG | PG 64-22 |
| RAP% (MAX.) | 15% |
| DESIGN AIR VOIDS | 4.0% @ NDES=70 |
| MIX COMPOSITION | IL-19.0 |
| FRICTION AGG. | -- |

GENERAL LEGEND

| | | | |
|--------------|------------------------------------|-------------|--|
| — | CENTERLINE OF PROPOSED IMPROVEMENT | □ | EXISTING INLET |
| — R.O.W. — | EXISTING RIGHT-OF-WAY LINE | — | EXISTING PIPE CULVERT |
| — R.O.W. — | PROPOSED RIGHT-OF-WAY LINE | —>>> | EXISTING SANITARY SEWER |
| — T.C.E. — | TEMPORARY CONSTRUCTION EASEMENT | —>>> | EXISTING STORM SEWER |
| — | PROPERTY LINE | — W — W — | EXISTING WATER LINE |
| — S.L. — | SECTION LINE | — G — G — | EXISTING GAS LINE |
| — 1/2 S.L. — | 1/2 SECTION LINE | — T — T — | EXISTING TELEPHONE LINE |
| ○ I.P. | IRON PIPE FOUND | — FO — FO — | EXISTING FIBER OPTIC CABLE |
| ● I.P. | IRON PIPE SET | — EI — EI — | EXISTING ELECTRIC CABLE |
| □ MON. | MONUMENT FOUND | — PI — PI — | EXISTING PIPE LINE |
| ■ | PROPOSED R.O.W. MONUMENT | ■ | SURFACE TO BE REMOVED |
| — | FENCE | — | 18' TREE |
| — | EDGE OF EXISTING FEATURES | — | SOIL BORING LOCATION |
| — | CONSTRUCTION LIMITS | — | PROPOSED DITCH |
| ○ | UTILITY POLE | ○ | PROPOSED MANHOLE |
| ○ | UTILITY POLE W/ DOWN GUY | ○ | PROPOSED INLET |
| × | LIGHT POLE | × | PROPOSED STORM SEWER |
| ⊠ | GAS METER | ⊠ | PROPOSED END SECTION |
| ⊙ | WATER METER | ⊙ | PROPOSED RIP RAP |
| ⊕ | FIRE HYDRANT | ⊕ | SETTLEMENT PLATFORM |
| ⊖ | WATER OR GAS VALVE | ⊖ | INCLINOMETER |
| △ | TELEPHONE PEDestal | △ | PIEZOMETER |
| ⊕ | EXISTING SIGN | ⊕ | EXISTING SPOT ELEVATION |
| ⊖ | PROPOSED SIGN | ⊖ | PROPOSED SPOT ELEVATION |
| ⊠ | MAIL BOX | ⊠ | PROPOSED DEPRESSED CURB |
| ⊙ | EXISTING MANHOLE | ⊙ | PROPOSED INCIDENTAL BITUMINOUS SURFACING |
| △ | CONTROL POINT | △ | |

ABBREVIATIONS

| | |
|----------|---|
| T.C. | - TOP OF CURB |
| E.P. | - EDGE OF PAVEMENT |
| F.L. | - FLOW LINE |
| RDWH | - RESTRICTED DEPTH MANHOLE |
| PRCF | - PRECAST REINFORCED CONCRETE FLARED |
| F. & G. | - FRAME AND GRATE |
| O.L. | - OPEN LID |
| C.L. | - CLOSED LID |
| SS1 | - STORM SEWER TYPE 1 |
| SS1WQ | - STORM SEWER TYPE 1, WATER MAIN QUALITY PIPE |
| PC1 | - PIPE CULVERT TYPE 1 |
| T.B. | - TRENCH BACKFILL |
| C.L.S.M. | - CONTROLLED LOW-STRENGTH MATERIAL |
| CUT | - EARTH EXCAVATION QUANTITY SHOWN ON CROSS SECTIONS |
| FILL | - EMBANKMENT QUANTITY SHOWN ON CROSS SECTIONS |

SURVEY CONTROL POINTS

| VERTICAL CONTROL | | | | |
|------------------|---------------------------|-----------|--|--|
| CONTROL POINT | LOCATION | ELEVATION | DESCRIPTION | |
| BM #1 | STA. 19+01.72, 20.66' LT. | 443.30 | R.R. SPIKE IN P.P. N.E. CORNER OF MAIN ST. AND SHAMROCK ST. | |
| BM #2 | STA. 23+10.82, 26.56 RT. | 440.87 | R.R. SPIKE IN P.P. LOCATED IN PARK LANDSCAPING EAST OF RAILROAD TRACKS | |
| BM #3 | STA. 28+12, 26.16 RT. | 441.00 | CUT "C" ON FIRST STEP OF HOUSE LOCATED AT 116 MAIN ST. | |
| BM #4 | STA. 33+66.14, 17.80 LT. | 444.55 | R.R. SPIKE IN P.P. N.E. CORNER OF MAIN ST. AND MONROE ST. | |
| BM #5 | STA. 39+18.75, 16.44 LT. | 437.88 | R.R. SPIKE IN P.P. N.E. CORNER OF MAIN ST. AND LAKESIDE AVE. | |

| HORIZONTAL CONTROL | | | | |
|--------------------|-------------|---------------|-----------|---|
| CONTROL POINT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
| CP #1000 | 807,250.804 | 2,312,494.877 | 441.93 | CHISELED 'X' IN FLAG POLE BASE S.W. COR. INTER. SHAMROCK & W. MAIN |
| CP #1001 | 807,284.451 | 2,312,866.583 | 439.20 | CHISELED 'X' IN SIDEWALK S. SIDE EAST. M-IN 59' EAST OF R.R. TRACKS |
| CP #1002 | 807,283.910 | 2,313,273.702 | 438.49 | CHISELED 'X' IN SIDEWALK EAST OF DRIVEWAY FOR 111 E. MAIN |
| CP #1003 | 807,377.807 | 2,313,602.417 | 441.28 | PI NAIL IN SIDEWALK @ S.E. COR. OF MAIN ST. & BROADWAY |
| CP #1004 | 807,585.575 | 2,313,886.670 | 443.13 | PI NAIL IN MONROE ST. NORTH OF EAST MAIN ST. |
| CP #1005 | 807,741.731 | 2,314,228.958 | 439.08 | RI BAR W/CAP @ S.E. COR OF 30WMAN & MAIN ST. |

* ELEVATIONS SHOULD BE CHECKED FROM A BENCHMARK

REVISIONS

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ENGINEERS

EAST ALTON, ILLINOIS - MAIN STREET IMPROVEMENTS
SECTION 09-00045-01-RS
FAU ROUTE 8967
GENERAL NOTES, LEGEND, PATCHING SCHEDULE, AND SUMMARY