

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 70123		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 332 (IL RTE. 1/U.S. RTE. 150)
SECTION 47RS-9

VERMILION COUNTY

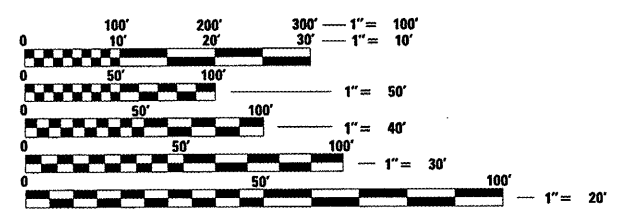
C-95-115-00
RESURFACING (3P) FROM 16TH STREET IN TILTON TO LYONS ROAD IN BELGIUM



FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 5

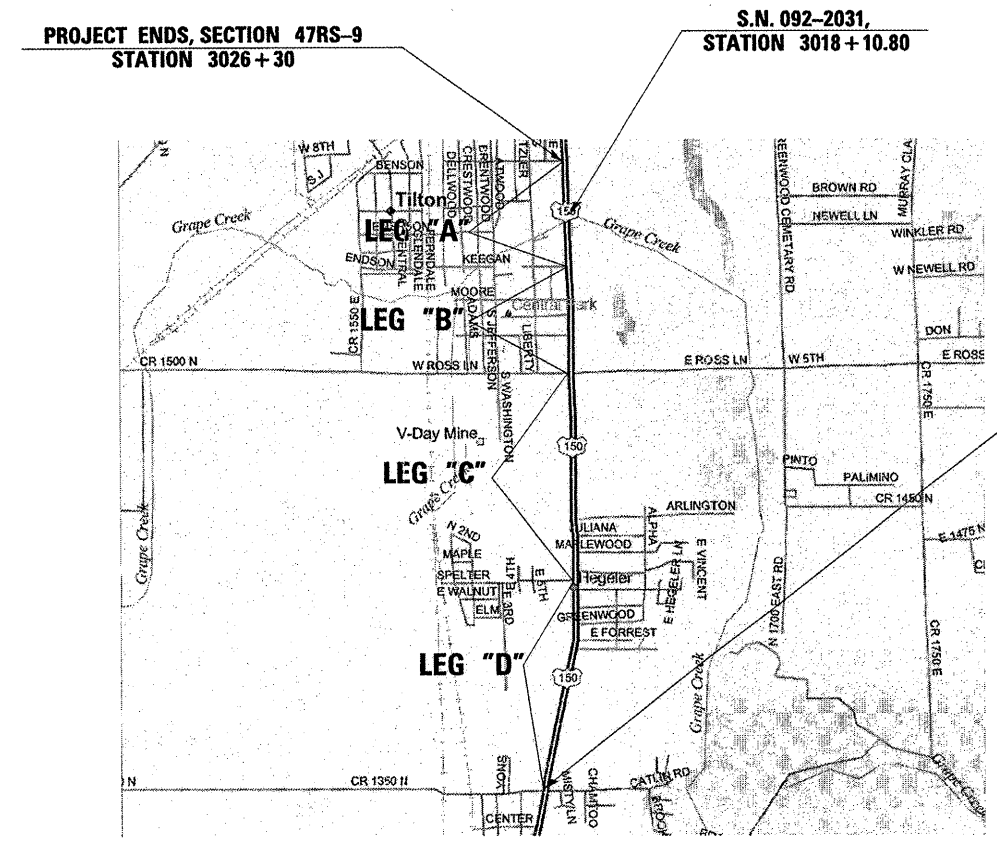
STRUCTURE INFORMATION
S.N. 092-2031 - 1 1/4" REMOVAL/2 1/4" RESURFACING

DESIGN DESIGNATION
OTHER PRINCIPAL ARTERIAL
ADT (2009):
LEG "A" 24,800
LEG "B" 21,500
LEG "C" 20,200
LEG "D" 17,900



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811



PROJECT ENGINEER KEVIN TRAPP 217.466.7305
PROJECT MANAGER MICHAEL LEROY 217.466.7228

CONTRACT NO. 70123

GROSS LENGTH = 11,460.00 FT. = 2.170 MILES
NET LENGTH = 11,460.00 FT. = 2.170 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 1/16 2010
Joseph E. Couwen
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 19, 2010
Scott E. Stitt, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 2010
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

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25	DETAIL - SURVEY MONUMENT COVER ASSEMBLY

LIST OF HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
667101-01	PERMANENT SURVEY MARKERS
701426-03	LANE CLOSURE, MULTI-LANE - INTERMITTENT OR MOVING OPERATION, ≥ 45 MPH
701602-04	TRAFFIC CONTROL AND PROTECTION, STD 701602
701701-06	TRAFFIC CONTROL AND PROTECTION, STD 701701
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTOR LOOPS

FILE NAME =	USER NAME = lercyma	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS/HIGHWAY STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\WIDOT\LEROYHA\d0144976\d9503380.dgn		DRAWN -	REVISED -			332	4TRS-9	VERMILION	25	2
		CHECKED -	REVISED -			CONTRACT NO. 70123				
		DATE -	REVISED -			SCALE: N/A	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

GENERAL NOTES

G.N.-100

ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.07B

EXISTING STATE-OWNED AND MAINTAINED UTILITY LINES ARE SHOWN ON THE PLANS TO INDICATE THEIR PRESENCE AND APPROXIMATE LOCATION. THE CONTRACTOR SHALL NOTIFY THE DISTRICT OPERATIONS ENGINEER TWO WEEKS PRIOR TO COMMENCING ANY EXCAVATION IN THE VICINITY OF THESE LINES. THE STATE WILL THEN LOCATE AND MARK THE HORIZONTAL LOCATIONS OF THE LINES AND PROVIDE ANY AVAILABLE INFORMATION AS TO THEIR DEPTH. SHOULD ANY OF THE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATION, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE STATE.

ALSO THERE MAY BE UTILITIES PRESENT WHICH WERE INSTALLED BY THE STATE BUT ARE MAINTAINED BY OTHERS (CITY, TOWN, ETC.) THE APPROXIMATE LOCATIONS OF THESE LINES ARE ALSO SHOWN ON THE PLANS ALONG WITH THE NAME OF THE MAINTAINING AGENCY. THE CONTRACTOR SHALL COORDINATE THE LOCATING OF THESE LINES WITH THE LOCAL AGENCY PRIOR TO COMMENCING ANY EXCAVATION OR BORING IN THEIR VICINITY. SHOULD THESE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF, AND AT NO COST TO, THE LOCAL AGENCY AND THE STATE.

G.N.-105.09A

ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-406

THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406.05b

ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER. THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-406.10

FOR MULTILANE RESURFACING

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES, THE WORK WILL BE CONFINED TO THE INSIDE TRAFFIC LANE (PASSING LANE) FIRST. THE WORK WILL REMAIN ON THE INSIDE LANE UNTIL THE MIX HAS BEEN ADJUSTED AND APPROVED BY THE ENGINEER BEFORE ANY RESURFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANE(S).

ANY DELAYS OR INCONVENIENCES CAUSED THE CONTRACTOR IN COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS HOT-MIX ASPHALT PAY ITEMS, AS SHOWN IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

GN 406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location	IL 1/ US 150	IL 1/ US 150	IL 1/ US 150	IL 1/ US 150	IL 1/ US 150
Mixture Use	POLYMER SURFACE	POLYMER LEVEL BINDER	POLYMER BINDER	CLASS "D" PATCHING	INCIDENTAL HMA SURFACING
AC/PG	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22	PG 64-22	PG 64-22
RAP % (Max)	10	10	10	10	15
Design Air Voids	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90
Mix Comp(Gradation)	IL 9.5	IL 9.5	IL 19.0	IL 19.0	IL 9.5
Friction Aggregate	Mix D	Mix C	N.A.	N.A.	Mix C

G.N.-408B

THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED, AT THE FOLLOWING LOCATIONS:

ROSS LANE
HEGELER LANE

G.N.-442B – PATCHING SCHEDULES

THE PATCHING SCHEDULES INCLUDED IN THE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AT THE TIME OF COMPLETION OF THE PLANS FOR LETTING. VARIATIONS IN LOCATION AND SIZES OF BOTH FULL-DEPTH AND PARTIAL-DEPTH PATCHES MAY OCCUR.

G.N.-667

THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.

G.N.-703A

SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

FILE NAME = c:\pwwork\p\j\DOT\LEROY\MA\d0144976\d953300.dgn	USER NAME = leroyma	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -	332			47RS-9	VERMILION	25	3	
PLOT DATE = 1/29/2010	DATE -	REVISED -	CONTRACT NO. 70123							
			SCALE: N/A			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		

GENERAL NOTES (CONT)

G.N.-781

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N. - 873

EXISTING DETECTOR LOOPS IN THE AREAS OF PROPOSED SURFACE REMOVAL SHALL BE REPLACED PER THE EXISTING SIZE AND LOCATION EXCEPT AS NOTED IN THE PLANS. EXISTING DETECTOR LOOPS SHALL BE DISCONNECTED AT THE GULFBOX JUNCTION OR HANDHOLE PRIOR TO COLD MILLING AT THAT RESPECTIVE LOCATION. NEW DETECTOR LOOPS SHALL BE CONNECTED TO THE RESPECTIVE EXISTING AMPLIFIER. IN GENERAL, ADVANCED DETECTOR LOOPS FOR DILEMMA ZONE PROTECTION LOCATED AT THE SAME STATION SHALL BE GROUPED TOGETHER ON A COMMON AMPLIFIER. PRESENCE LOOPS SHALL BE GROUPED BY LANE ON A COMMON AMPLIFIER. PRESENCE LOOPS SHALL BE GROUPED BY LANE ON A COMMON AMPLIFIER.

WHERE IT IS NECESSARY TO INSTALL MORE THAN ONE LOOP HOMERUN IN A CONDUIT, HOMERUNS SHARING THE SAME CONDUIT SHALL BE ON A COMMON AMPLIFIER.

NO COMMITMENTS

FILE NAME =	USER NAME = lerrygma	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 1/29/2018	CHECKED -	DATE -	REVISED -		SCALE: N/A	SHEET NO.	OF	SHEETS	STA.	TO STA.
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 70123				

SUMMARY OF QUANTITIES

LOCATION:

FAP 332 (IL RT 1/US 150)
VERMILION CTY
STA. 2912+00
TO
STA. 3026+00
URBAN
FOUR LANE
100% STATE

LOCATION:

FAP 332 (IL RT 1/US 150)
VERMILION CTY
STA. 2912+00
TO
STA. 3026+00
URBAN
FOUR LANE
100% STATE

CONSTRUCTION CODE:

1000

PAY ITEM CODE	PAY ITEM	UNIT	TOTAL
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	9,602.0
40600300	AGGREGATE (PRIME COAT)	TON	355.0
40600845	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90	TON	3,859.0
40600895	CONSTRUCTING TEST STRIP	EACH	1.0
40600990	TEMPORARY RAMP	SQ YD	234.0
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	809.0
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	7,780.0
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	659.0
40800030	AGGREGATE (PRIME COAT)	TON	13.0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	554
44000154	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"	SQ YD	78,947.0
44000177	HOT-MIX ASPHALT SURFACE REMOVAL, 7"	SQ YD	2,063.0
44000196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	6,587.0
44000198	HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	13,326.0
44201839	CLASS D PATCHES, TYPE II, 16 INCH	SQ YD	496.0
44201843	CLASS D PATCHES, TYPE III, 16 INCH	SQ YD	22.0
44201845	CLASS D PATCHES, TYPE IV, 16 INCH	SQ YD	40.0
56109210	WATER VALVES TO BE ADJUSTED	EACH	26.0

CONSTRUCTION CODE:

1000

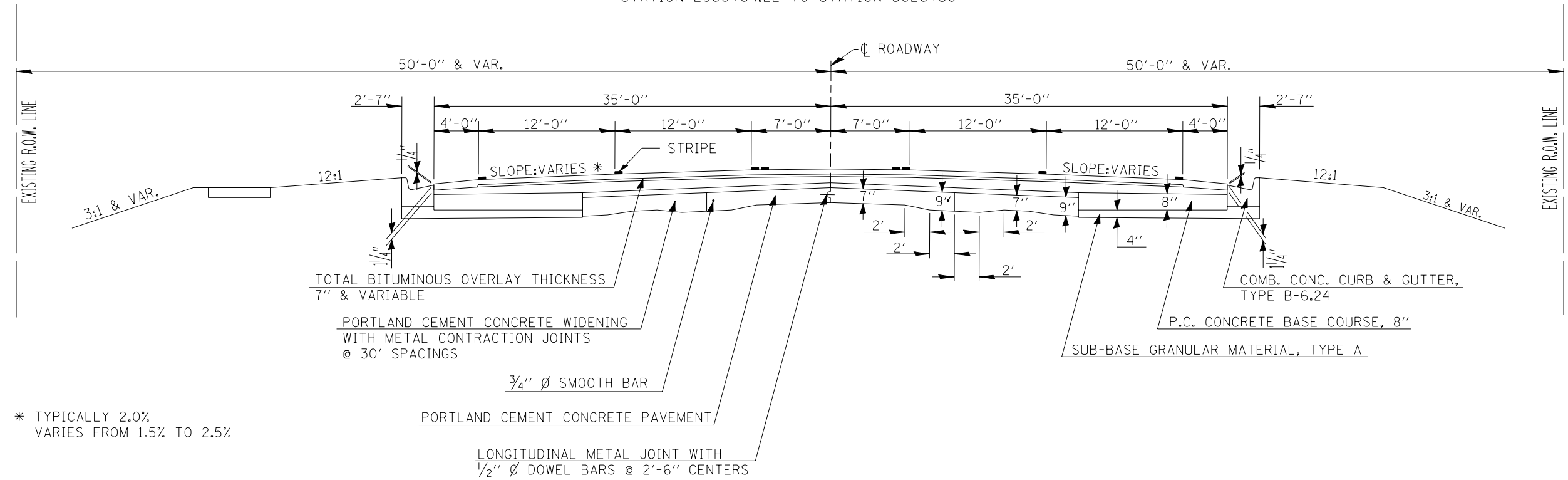
60255500	MANHOLES TO BE ADJUSTED	EACH	58.0
60406500	FRAMES AND LIDS, SPECIAL	EACH	20.0
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	2.0
67100100	MOBILIZATION	LSUM	1.0
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	LSUM	1.0
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1.0
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	6.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	17,472.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,824.0
* 78000100	THERMOPLASTIC PAVEMENT MARKING-LETTERS AND SYMBOLS	SQ FT	1,436.0
* 78000200	THERMOPLASTIC PAVEMENT MARKING-LINE 4"	FOOT	51,239.0
* 78000400	THERMOPLASTIC PAVEMENT MARKING-LINE 6"	FOOT	1,291.0
* 78000650	THERMOPLASTIC PAVEMENT MARKING-LINE 24"	FOOT	316.0
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	874.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,095.0
* 88600100	DETECTOR LOOP, TYPE 1	FOOT	4,567.0
Z0010900	COLD MILLING (SPECIAL)	FOOT	18,415.0
Z0070100	SURVEY MONUMENT COVER ASSEMBLY	EACH	7.0

* SPECIALTY ITEMS

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\p\1007\LEROYMA\0144976\d955300.dgn	DRAWN -	REVISED -	332			47RS-9	VERMILION	25	5	
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 70123							
PLOT DATE = 1/29/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		SCALE: N/A			SHEET NO. OF SHEETS		STA. TO STA.			

① EXISTING TYPICAL CROSS SECTION

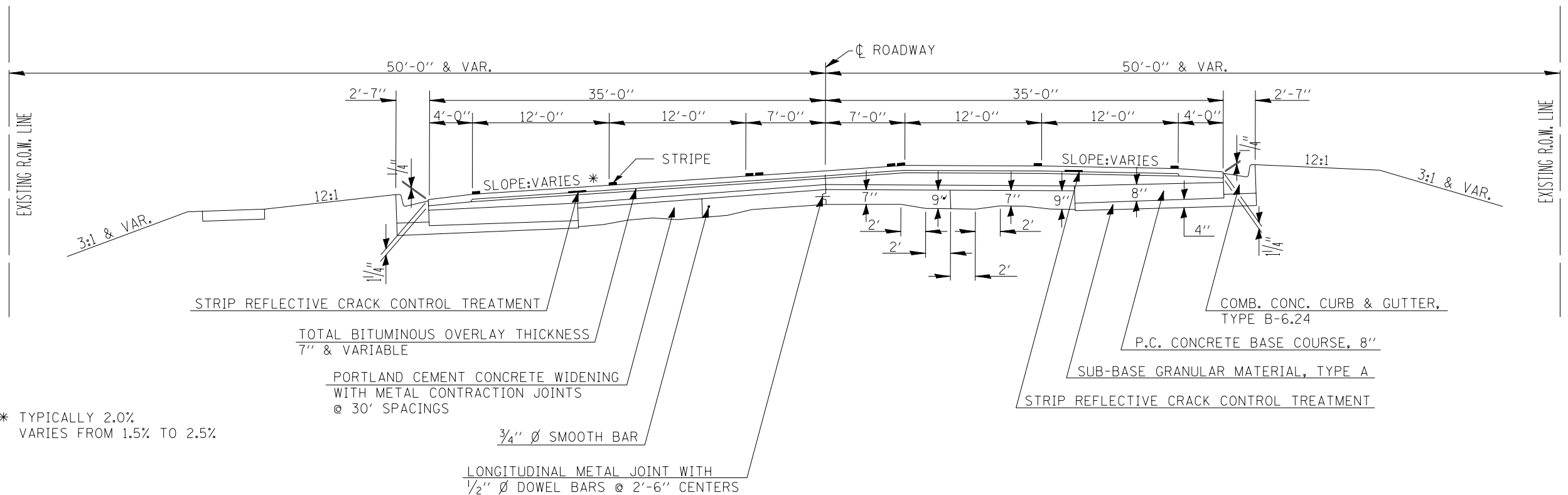
STATION 2911+70 TO STATION 2933+24.87
STATION 2966+64.22 TO STATION 3026+30



* TYPICALLY 2.0%
VARIES FROM 1.5% TO 2.5%

② EXISTING TYPICAL CROSS SECTION

STATION 2933+24.87 TO STATION 2966+64.22



* TYPICALLY 2.0%
VARIES FROM 1.5% TO 2.5%

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

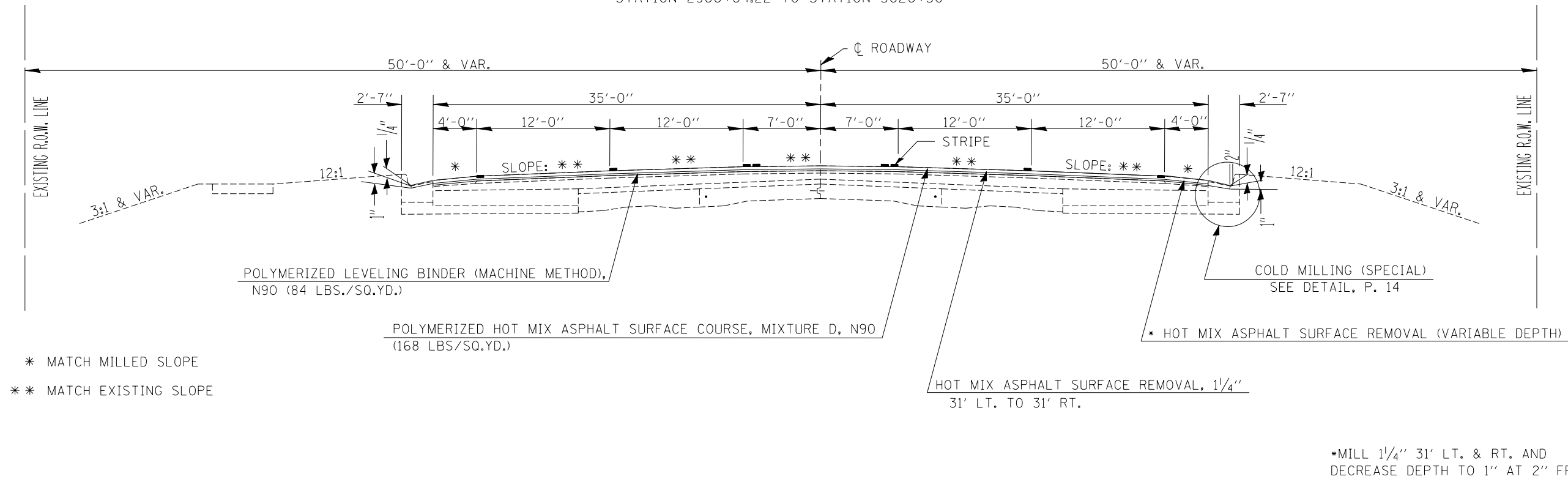
EXISTING TYPICAL CROSS-SECTIONS			
SCALE: N/A	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	6
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 70123	

① PROPOSED TYPICAL CROSS SECTION

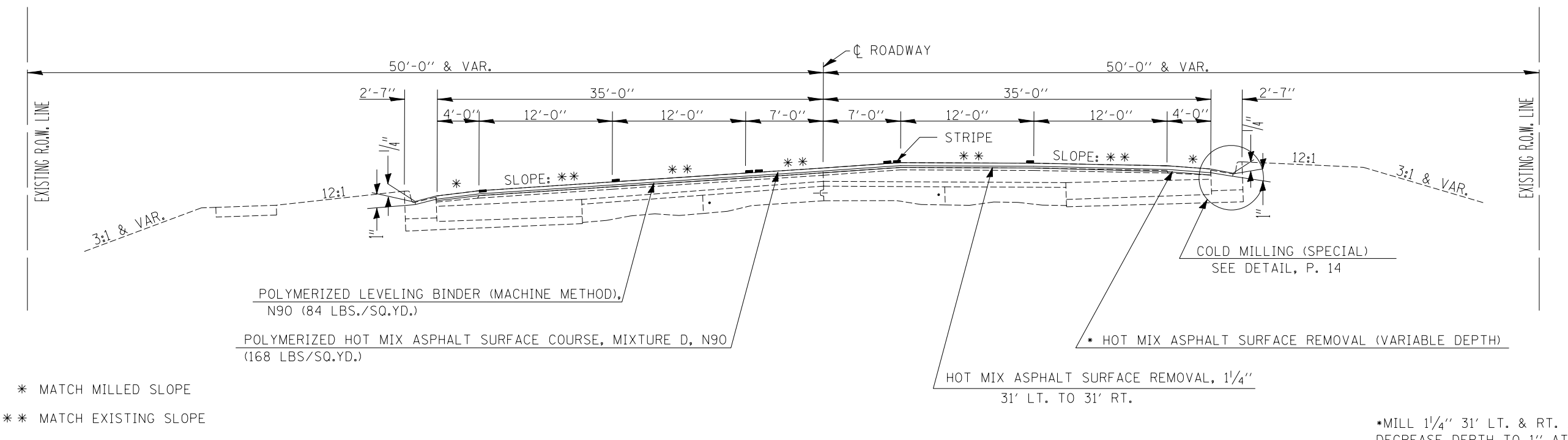
STATION 2911+70 TO STATION 2933+24.87
STATION 2966+64.22 TO STATION 3026+30

OMISSIONS (SEE PROPOSED TYPICAL #3)
STATION 3018+45.00 TO STATION 3020+71.00 (NB)
STATION 3020+71.00 TO STATION 3022+87.00 (SB)
STATION 3018+45.00 TO STATION 3022+87.00 (BI-DIR)



② PROPOSED TYPICAL CROSS SECTION

STATION 2933+24.87 TO STATION 2966+64.22



FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -
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PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/29/2010		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

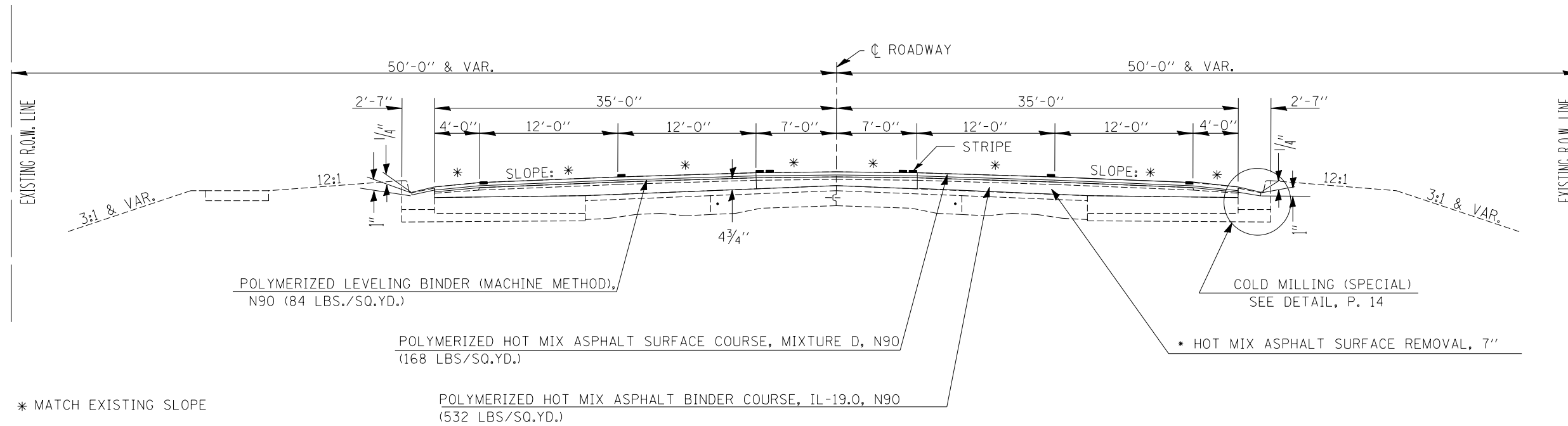
PROPOSED TYPICAL CROSS-SECTIONS			
SCALE: N/A	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	7
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70123	

③ PROPOSED TYPICAL CROSS SECTION

SEE SHEET 13 FOR DETAILS

STATION 3018+45.00 TO STATION 3020+71.00 (NB)
 STATION 3020+71.00 TO STATION 3022+87.00 (SB)
 STATION 3018+45.00 TO STATION 3022+87.00 (BI-DIR LANE)



*MILL 1 1/4" 31' LT. & RT. AND
 DECREASE DEPTH TO 1" AT 2" FROM CURB

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL CROSS-SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ct:\pw\work\PWIDOT\LEROYMA\d0144976\d9505300.dgn		DRAWN -	REVISED -		SCALE: N/A	SHEET NO.	OF	SHEETS	STA.	TO STA.	332	47RS-9	VERMILION	25	8
		CHECKED -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT								
		DATE -	REVISED -												

CLASS "D" PATCHING

PATCH NUMBER	STATION	DIRECTION	LANE	LENGTH	WIDTH	CLASS "D"	CLASS "D"	CLASS "D"
						PATCHES TYPE II, 16" SQ YD	PATCHES TYPE III, 16" SQ YD	PATCHES TYPE IV, 16" SQ YD
				(ft)	(ft)	44201839	44201843	44201845
1	3019+84	NB	PL	6	12	8.00		
2	3019+84	NB	DL	6	12	8.00		
3	3019+84	BI-DIR		6	14	9.33		
4	3019+84	SB	PL	6	12	8.00		
5	3019+84	SB	DL	6	12	8.00		
6	3018+88	NB	PL	6	12	8.00		
7	3018+88	NB	DL	6	12	8.00		
8	3018+88	BI-DIR		6	14	9.33		
9	3018+88	SB	PL	6	12	8.00		
10	3018+88	SB	DL	6	12	8.00		
11	3018+64	SB	PL	6	12	8.00		
12	3018+64	SB	DL	6	12	8.00		
13	3018+46	NB	PL	6	12	8.00		
14	3018+46	NB	DL	6	12	8.00		
15	3018+46	BI-DIR		6	14	9.33		
16	3018+46	SB	PL	6	12	8.00		
17	3018+46	SB	DL	6	12	8.00		
18	3017+83	NB	PL	6	12	8.00		
19	3017+83	NB	DL	6	12	8.00		
20	3017+83	BI-DIR		6	14	9.33		
21	3017+83	SB	PL	6	12	8.00		
22	3017+83	SB	DL	6	12	8.00		
23	3017+61	NB	PL	6	12	8.00		
24	3017+61	NB	DL	6	12	8.00		
25	3017+44	NB	PL	6	12	8.00		
26	3017+44	NB	DL	6	12	8.00		
27	3016+08	SB	PL	6	12	8.00		
28	3016+08	SB	DL	6	12	8.00		
29	3015+82	SB	PL	30	12			40.00
30	2999+12	NB	PL	6	12	8.00		
31	2998+73	NB	DL	16	12		21.33	
32	2992+76	NB	PL	6	12	8.00		
33	2987+98	NB	PL	6	12	8.00		
34	2987+98	NB	DL	6	12	8.00		
35	2987+98	BI-DIR		6	14	9.33		
36	2987+98	SB	PL	6	12	8.00		
37	2987+98	SB	DL	6	12	8.00		
38	2981+05	NB	PL	6	12	8.00		
39	2981+05	NB	DL	6	12	8.00		
40	2981+05	BI-DIR		6	14	9.33		
41	2981+05	SB	PL	6	12	8.00		
42	2981+05	SB	DL	6	12	8.00		
43	2928+51	NB	PL	6	12	8.00		
44	2928+51	NB	DL	6	12	8.00		
45	2928+51	BI-DIR		6	14	9.33		
46	2928+51	SB	PL	6	12	8.00		
47	2928+51	SB	DL	6	12	8.00		
48	2923+23	NB	PL	6	12	8.00		
49	2923+23	NB	DL	6	12	8.00		
50	2923+23	BI-DIR		6	14	9.33		
51	2923+13	SB	PL	6	12	8.00		

CLASS "D" PATCHING (CONT)

52	2923+13	SB	DL	6	12	8.00			
53	2922+35	NB	PL	6	12	8.00			
54	2922+35	NB	DL	6	12	8.00			
55	2922+35	BI-DIR		6	14	9.33			
56	2922+35	SB	PL	6	12	8.00			
57	2922+35	SB	DL	6	12	8.00			
58	2915+02	NB	PL	6	12	8.00			
59	2915+02	NB	DL	6	12	8.00			
60	2915+02	BI-DIR		6	14	9.33			
61	2915+02	SB	PL	6	12	8.00			
62	2915+02	SB	DL	6	12	8.00			
63	2912+49	NB	DL	6	16	10.67			
						TOTAL	496.00	21.33	40.00
						USE	496	22	40

**HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (SHOULDERS)
(44000198)**

LANE	STATION	TO	STATION	LENGTH (FEET)	WIDTH (FEET)	AREA (SQ. YD)	HOT-MIX ASPHALT SURF. REMOVAL VAR. DEP.
							(SQYD)
SB SHLDR	2911+70		2936+28	2,458.00	4.00	1,092.44	1,092.44
SB SHLDR	2938+54		2946+00	746.00	4.00	331.56	331.56
SB SHLDR	2949+18		2953+59	441.00	4.00	196.00	196.00
SB SHLDR	2955+84		2960+66	482.00	4.00	214.22	214.22
SB SHLDR	2962+91		2987+41	2,450.00	4.00	1,088.89	1,088.89
SB SHLDR	2989+89		2994+34	445.00	4.00	197.78	197.78
SB SHLDR	2996+36		3002+01	565.00	4.00	251.11	251.11
SB SHLDR	3004+32		3007+91	359.00	4.00	159.56	159.56
SB SHLDR	3009+70		3026+30	1,660.00	4.00	737.78	737.78
NB SHLDR	2911+70		2937+10	2,540.00	4.00	1,128.89	1,128.89
NB SHLDR	2939+03		2947+01	798.00	4.00	354.67	354.67
NB SHLDR	2949+86		2953+80	394.00	4.00	175.11	175.11
NB SHLDR	2955+84		2960+30	446.00	4.00	198.22	198.22
NB SHLDR	2962+22		2987+94	2,572.00	4.00	1,143.11	1,143.11
NB SHLDR	2990+89		2995+05	416.00	4.00	184.89	184.89
NB SHLDR	2997+26		3001+75	449.00	4.00	199.56	199.56
NB SHLDR	3003+97		3008+47	450.00	4.00	200.00	200.00
NB SHLDR	3010+52		3018+61	809.00	4.00	359.56	359.56
NB SHLDR	3021+82		3026+30	1,025.00	4.00	455.56	455.56
SUB-TOTAL						8,184.44	8,668.89
USE							8,669.00

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -
c:\pwwork\PWIDOT\LEROYMA\d0144976\d9505300.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/29/2010		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	4TR5-9	VERMILION	25	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70123	

HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (AUX. LANES)

(44000198)

STATION	TO	STATION	b1 (FEET)	b2 (FEET)	h (FEET)	PROP	AREA (SQ.YD)	HOT-MIX ASPHALT
						THICKNESS (INCHES)		SURF. REMOVAL VAR.DEP. (SQYD)
2937+10	RT	2939+03	193.00	115	14.00	1.50	239.56	239.56
2947+01	RT	2949+86	285.00	199	14.00	1.50	376.44	376.44
2953+80	RT	2955+84	204.00	119	14.00	1.50	251.22	251.22
2960+30	RT	2962+22	192.00	129	18.00	1.50	321.00	321.00
2987+94	RT	2990+89	295.00	174	14.00	1.50	364.78	364.78
2995+05	RT	2997+26	221.00	108	13.00	1.50	237.61	237.61
3001+75	RT	3003+97	222.00	135	14.00	1.50	277.67	277.67
3008+47	RT	3010+52	205.00	128	13.00	1.50	240.50	240.50
2936+28	LT	2938+54	226.00	90	19.00	1.50	333.56	333.56
2946+00	LT	2949+18	318.00	199	14.00	1.50	402.19	402.19
2953+59	LT	2955+84	225.00	96	14.00	1.50	249.67	249.67
2960+66	LT	2962+91	225.00	87	14.00	1.50	242.67	242.67
2987+41	LT	2989+89	248.00	174	14.00	1.50	328.22	328.22
2994+34	LT	2996+36	202.00	134	14.00	1.50	261.33	261.33
3002+01	LT	3004+32	231.00	134	14.00	1.50	283.89	283.89
3007+91	LT	3009+70	184.00	133	14.00	1.50	246.56	246.56
SUB-TOTAL							4,656.86	4,656.86
USE							4,657.0	4,657.0

HOT MIX ASPHALT SURFACE REMOVAL, 7"

(44000177)

STATION	TO	STATION	LANE	LENGTH FEET	WIDTH FEET	THICKNESS INCH	HMA SURF. REMOVAL 7" SQYD
44000177							
3018+45		3020+71	NBD	226	16	* 7 & Var.	401.78
3018+45		3020+71	NBP	226	12	7 & Var.	301.33
3018+45		3022+87	BI-DIR	442	14	7 & Var.	687.56
3020+71		3022+87	SBD	216	16	* 7 & Var.	384.00
3020+71		3022+87	SBP	216	12	7 & Var.	288.00
TOTAL							2,062.67
USE							2,063.00

* Includes 4' shoulder

HOT MIX ASPHALT SURFACE REMOVAL 1 1/4"

(44000154)

LANE	STATION	STATION	LENGTH FEET	WIDTH FEET	AREA SQ. FEET
NBDL	2911+70	3026+30	11,460.00	12	15,280.00
NBPL	2911+70	3026+30	11,460.00	12	15,280.00
BI-DIR	2911+70	3026+30	11,460.00	14	17,826.67
SBDL	2911+70	3026+30	11,460.00	12	15,280.00
SBPL	2911+70	3026+30	11,460.00	12	15,280.00
TOTAL					78,946.67
USE					78,947.00

SURVEY MONUMENT COVER ASSEMBLY

(Z0070100)

STATION	CONTROL POINT	OFFSET	IN VAULT	CONDITION	EACH
2919+47.78	PC	CENTER LINE	YES	GOOD	1
2925+34.10	PT	CENTER LINE	YES	GOOD	1
2933+24.87	PC	CENTER LINE	YES	GOOD	1
2935+40.00	PI	RT OF CL	YES	GOOD	1
2937+53.87	PT	CENTER LINE	YES	GOOD	1
3002+60.75	PC	CENTER LINE	YES	GOOD	1
3015+42.47	PI	APPROX. 6' RT.	YES	GOOD	1
TOTAL					7

MANHOLES TO BE ADJUSTED

(60255500)

STATION	O/S	LT/RT	STRUCTURE	EACH
2932+31	30	RT	MH	1
2933+78	29	RT	MH	1
2934+53	33	RT	MH	1
2937+10	35	RT	MH	1
2937+78	44	RT	MH	1
2938+61	40	RT	MH	1
2947+40	33	LT	MH	1
2940+77	43	RT	MH	1
2947+51	38	LT	MH	1
2947+83	43	RT	MH	1
2949+21	42	RT	MH	1
2950+84	43	RT	MH	1
2952+97	27	LT	MH	1
2954+13	40	RT	MH	1
2955+29	29	LT	MH	1
2956+99	29	LT	MH	1
2957+37	34	RT	MH	1
2959+11	28	RT	MH	1
2959+73	30	LT	MH	1
2960+57	29	RT	MH	1
2961+17	31	LT	MH	1
2962+15	29	RT	MH	1
2962+35	30	LT	MH	1
2963+48	28	RT	MH	1
2963+54	29	LT	MH	1
2965+02	28	LT	MH	1
2966+53	28	RT	MH	1
2968+05	28	LT	MH	1
2969+50	28	RT	MH	1
2969+52	29	LT	MH	1
2970+98.5	29	LT	MH	1
2972+50.5	30	RT	MH	1
2973+98	30	LT	MH	1
2975+50	29	RT	MH	1
2977+14	28	LT	MH	1
2978+48	29	LT	MH	1
2978+49.5	28	RT	MH	1
2981+40.5	28	RT	MH	1
2981+49	29	LT	MH	1
SUBTOTAL				39

(T)= TELEPHONE MANHOLE

STATION	O/S	LT/RT	STRUCTURE	EACH
2983+01.5	29	LT	MH	1
2984+45.5	28	RT	MH	1
2984+48	29	LT	MH	1
2987+43	27	RT	MH	1
2988+12.5	32	RT	MH	1
2988+71.5	25	RT	MH(T)	1
2989+47	40	RT	MH	1
2996+67	41	RT	MH	1
2997+71	26	RT	MH(T)	1
2999+04	30	RT	MH	1
3002+48	40	RT	MH	1
3003+41.5	41.5	RT	MH	1
3006+76	27	RT	MH(T)	1
3008+82	42	RT	MH	1
3010+00.5	39	RT	MH	1
3015+73.5	32	RT	MH(T)	1
3019+70	30	RT	MH	1
3021+10	40	RT	MH	1
3022+52	28	RT	MH(T)	1
SUBTOTAL				19
TOTAL =				58

THERMOPLASTIC PAVEMENT MARKING LINE 24"

(78000650)

STATION	TO	STATION	TYPE	FEET
2947+19 LT	TO	2947+19 RT	STOP BAR	45
2948+38 RT	TO	2948+50 LT	STOP BAR	58
2988+47 LT	TO	2988+50 RT	STOP BAR	48
2989+63.3 LT	TO	2989+66 RT	STOP BAR	46
3019+99 RT	TO	3020+13 LT	STOP BAR	55
3021+12 RT	TO	3021+28 LT	STOP BAR	64
TOTAL FEET				316

THERMOPLASTIC PAVEMENT MARKING LINE 6" (78000400)

STATION	TO	STATION	FEET
2947+23 LT	TO	2947+23 RT	86
2947+29 LT	TO	2947+29 RT	91
2947+29 LT	TO	2946+54 LT	125
2947+39 LT	TO	2948+43.5 LT	105
2947+29 RT	TO	2947+94 RT	65
2947+36 RT	TO	2947+89 RT	54
2988+54 LT	TO	2989+53 LT	99
2988+66 LT	TO	2989+48 LT	82
2989+53 LT	TO	2989+60.5 RT	97
2989+59 LT	TO	2989+66.5 RT	91
3020+12 RT	TO	3020+17 LT	96
3020+18 RT	TO	3020+23 LT	103
3020+23 LT	TO	3021+25 LT	104
3020+26.5 LT	TO	3021+18 LT	93
TOTAL			1,291.0

INCIDENTAL HOT-MIX ASPHALT SURFACING

					TYPE OF BASE	PROP THICKNESS	SQ YD	BIT. MATERIALS PRIME COAT (GAL)	AGGREGATE PRIME COAT (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACING (TONS)	HOT-MIX ASPHALT SURF. REMOVAL SPECIAL (SQYD)
STATION	TYPE	b1	b2	h				(40800010)	(40800030)	(40800050)	(44000196)
2937+60 RT	FOREST AVE.	50	45	27	BIT	1.5	142.50	14.25	0.29	11.97	142.50
2940+97 RT	GREENWOOD	81	22	35	BIT	1.5	200.28	20.03	0.40	16.82	200.28
2499+38 RT	WOODLAWN	101	22	35	BIT	1.5	239.17	23.92	0.48	20.09	239.17
2947+68 LT	SPELTER	128	22	112	BIT	1.5	933.33	93.33	1.87	78.40	933.33
2947+68 RT	HEGELER	60	33	28	BIT	1.5	144.67	14.47	0.29	12.15	144.67
2954+32 RT	MAPLEWOOD	54	25	31	BIT	1.5	136.06	13.61	0.27	11.43	136.06
2957+57 RT	JULIAN	54	25	31	BIT	1.5	136.06	13.61	0.27	11.43	136.06
2960+82 RT	ARLINGTON	54	25	31	BIT	1.5	136.06	13.61	0.27	11.43	136.06
2989+14 RT	ROSS LANE	117	22	120	BIT	1.5	926.67	92.67	1.85	77.84	926.67
2989+14 LT	ROSS LANE	108	25	96	BIT	1.5	709.33	70.93	1.42	59.58	709.33
2995+85 LT	GRANT	53	22	31	BIT	1.5	129.17	12.92	0.26	10.85	129.17
2999+11 LT	TAYLOR	87	22	40	BIT	1.5	242.22	24.22	0.48	20.35	242.22
3002+55 LT	MOORE	52	27	25	BIT	1.5	109.72	10.97	0.22	9.22	109.72
3009+24 LT	KEEGAN	76	22	33	BIT	1.5	179.67	17.97	0.36	15.09	179.67
3020+71 LT	SOUTHGATE	195	74	31	BIT	1.5	468.17	46.82	0.94	39.33	468.17
3020+71 RT	SOUTHGATE	220	43	120	BIT	1.5	1,753.33	175.33	3.51	147.28	1,753.33
TOTALS							6,586.39	658.64	13.17	553.26	6,586.39
USE								659.00	13.00	554.00	6,587.00

WATER VALVES TO BE ADJUSTED 56109210

Station	RT/LT	O/S	EACH
2934+21	LT	18.0'	1
2934+85	LT	21.0'	1
2936+30	LT	12.0'	1
2937+74	LT	19.0'	1
2943+18	LT	18.0'	1
2944+46	RT	40.0'	1
2947+50	RT	40.0'	1
2949+58.3	LT	3.0'	1
2949+66.7	LT	20.0'	1
2952+81.7	LT	5.7'	1
2954+41	RT	42.0'	1
2957+39.5	RT	44.0'	1
2960+92	LT	45.0'	1
2960+93	RT	59.0'	1
2980+50	LT	10.0'	1
2987+75	LT	45'	1
2988+00	LT	14.0'	1
2988+20	LT	15.5'	1
2988+20	LT	12.1	1
2988+85.5	LT	14.7'	1
2989+47.7	RT	46.6'	1
2989+60.9	LT	13.8'	1
2995+80	LT	20.0'	1
2999+22	LT	17.0'	1
2999+22	LT	45.0'	1
3019+20	LT	14.0'	1
TOTAL			26

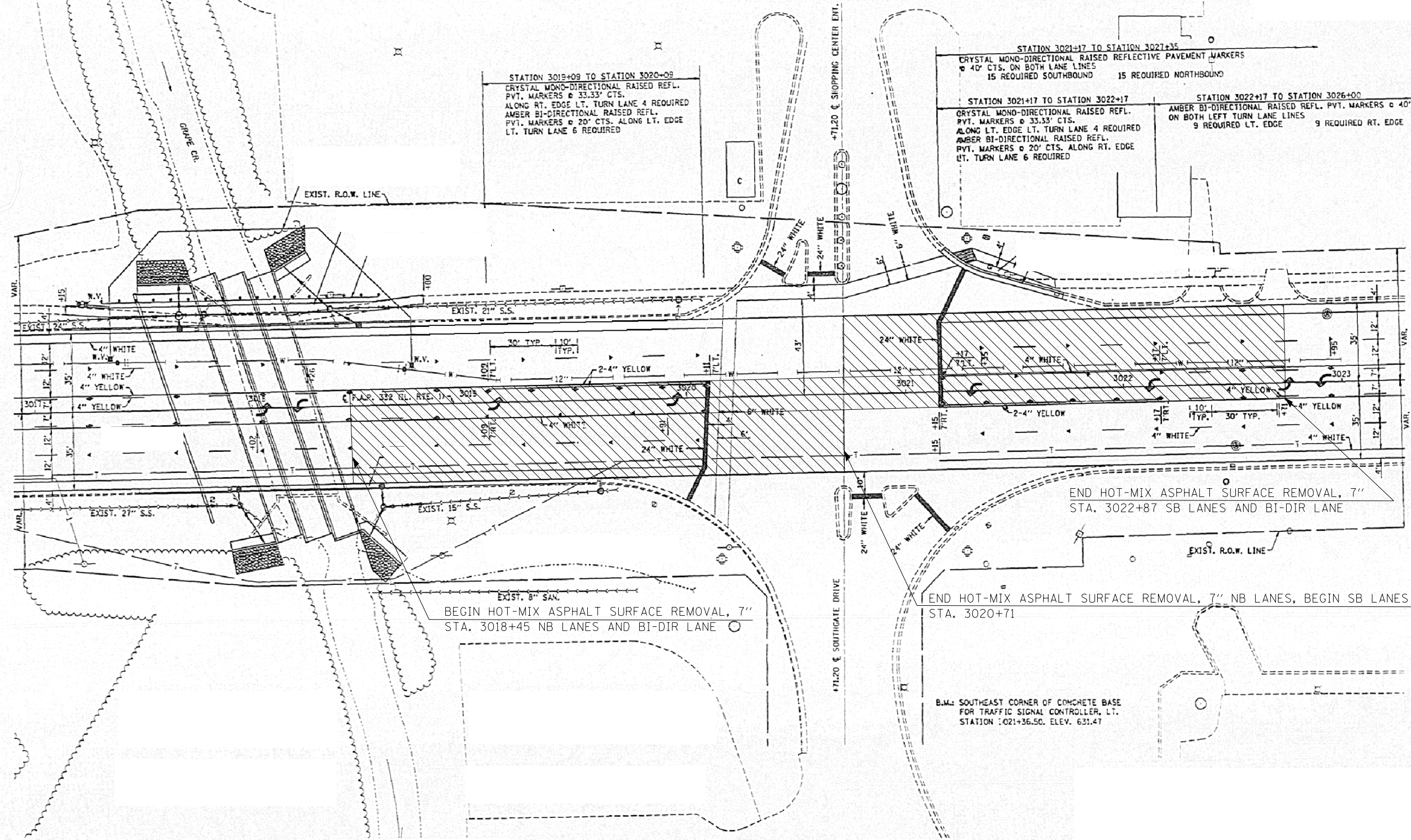
TEMPORARY RAMPS (40600990)

STATION	TO STATION	TOTAL FEET	WIDTH	TOTAL SQ YARD
2911+85	2912+00	15.00	70	116.67
3026+15	3026+30	15.00	70	116.67
TOTAL				233.33
USE				234.0

FRAMES AND LIDS (SPECIAL) (60406500)

STATION	O/S	LT/RT	STRUCTURE	EACH
2986+01	29	LT	MH	1
2987+28	29	LT	MH	1
2989+54.5	28	LT	MH	1
2992+87.5	29	LT	MH	1
2994+40.5	28	LT	MH	1
2996+05	29	LT	MH	1
2996+98	27	LT	MH	1
2996+99	33	LT	MH	1
2998+81	24	LT	MH	1
2998+98	32	LT	MH	1
2999+03	29	LT	MH	1
3000+53	27	LT	MH	1
3002+26.5	28	LT	MH	1
3004+03	28	LT	MH	1
3007+18	28	LT	MH	1
3008+87	30	LT	MH	1
3009+39	34	LT	MH(T)	1
3022+93.5	30	LT	MH	1
3024+00	28	LT	MH	1
3025+37	29	LT	MH	1
SUBTOTAL				20
TOTAL =				20

SECTION 20, T.19N., R.11W., 2ND P.M.



STATION 3019+09 TO STATION 3020+09
 CRYSTAL MONO-DIRECTIONAL RAISED REFL. PVT. MARKERS @ 33.33' CTS. ALONG RT. EDGE LT. TURN LANE 4 REQUIRED AMBER BI-DIRECTIONAL RAISED REFL. PVT. MARKERS @ 20' CTS. ALONG LT. EDGE LT. TURN LANE 6 REQUIRED

STATION 3021+17 TO STATION 3021+35
 CRYSTAL MONO-DIRECTIONAL RAISED REFL. PVT. MARKERS @ 40' CTS. ON BOTH LANE LINES 15 REQUIRED SOUTHBOUND 15 REQUIRED NORTHBOUND

STATION 3021+17 TO STATION 3022+17
 CRYSTAL MONO-DIRECTIONAL RAISED REFL. PVT. MARKERS @ 33.33' CTS. ALONG LT. EDGE LT. TURN LANE 4 REQUIRED AMBER BI-DIRECTIONAL RAISED REFL. PVT. MARKERS @ 20' CTS. ALONG RT. EDGE LT. TURN LANE 6 REQUIRED

STATION 3022+17 TO STATION 3026+00
 AMBER BI-DIRECTIONAL RAISED REFL. PVT. MARKERS @ 40' CTS. ON BOTH LEFT TURN LANE LINES 9 REQUIRED LT. EDGE 9 REQUIRED RT. EDGE

BEGIN HOT-MIX ASPHALT SURFACE REMOVAL, 7" STA. 3018+45 NB LANES AND BI-DIR LANE

END HOT-MIX ASPHALT SURFACE REMOVAL, 7" STA. 3022+87 SB LANES AND BI-DIR LANE

END HOT-MIX ASPHALT SURFACE REMOVAL, 7" NB LANES, BEGIN SB LANES STA. 3020+71

B.M.: SOUTHEAST CORNER OF CONCRETE BASE FOR TRAFFIC SIGNAL CONTROLLER, LT. STATION :021+36.50. ELEV. 631.47

HOT-MIX ASPHALT SURFACE REMOVAL, 7"

B.M.: CHISELED "C" ON NORTHWEST WINGWALL OF EXISTING BRIDGE. ELEV. 630.64

CRYSTAL MONO-DIRECTIONAL RAISED REFLECTIVE PAYEMENT MARKERS
 AMBER BI-DIRECTIONAL RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED - 11/06
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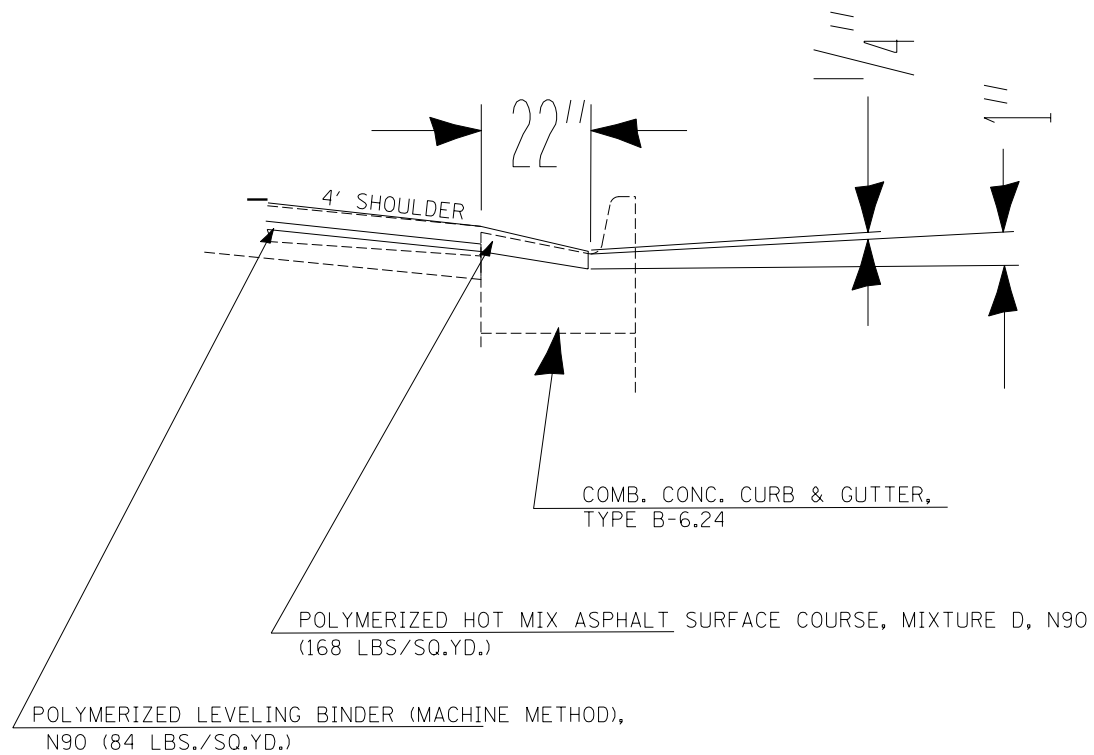
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETAIL OF SOUTHGATE INTERSECTION FULL DEPTH REMOVAL

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	13
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70123	

COLD MILLING (SPECIAL)



GENERAL NOTES:

THE INTENT OF COLD MILLING (SPECIAL) IS TO REMOVE APPROXIMATELY 22" OF SEVERELY DETERIORATED GUTTER FLAG, 1" DEEP AND TO WITHIN 2" OF THE FACE OF CURB. THE MILLING OPERATION SHOULD NOT RESULT IN ADDITIONAL DAMAGE OR CRUSHING OF THE GUTTER FLAG OR CURB. COLD MILL (SPECIAL) DOES NOT EXTEND PAST THE MAINLINE POINT OF RADIUS AND ONTO SIDEROADS OR ENTRANCES.

WHEN RESURFACED, A LIP OF APPROXIMATELY 1/4" SHOULD BE LEFT AT THE EDGE OF RESURFACING. CARE SHALL BE TAKEN TO KEEP THE ROLLERS OFF THE CURB, AND ANY DAMAGE TO THE CURB CAUSED BY ROLLING OPERATIONS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COLD MILLING (SPECIAL).

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/29/2010	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

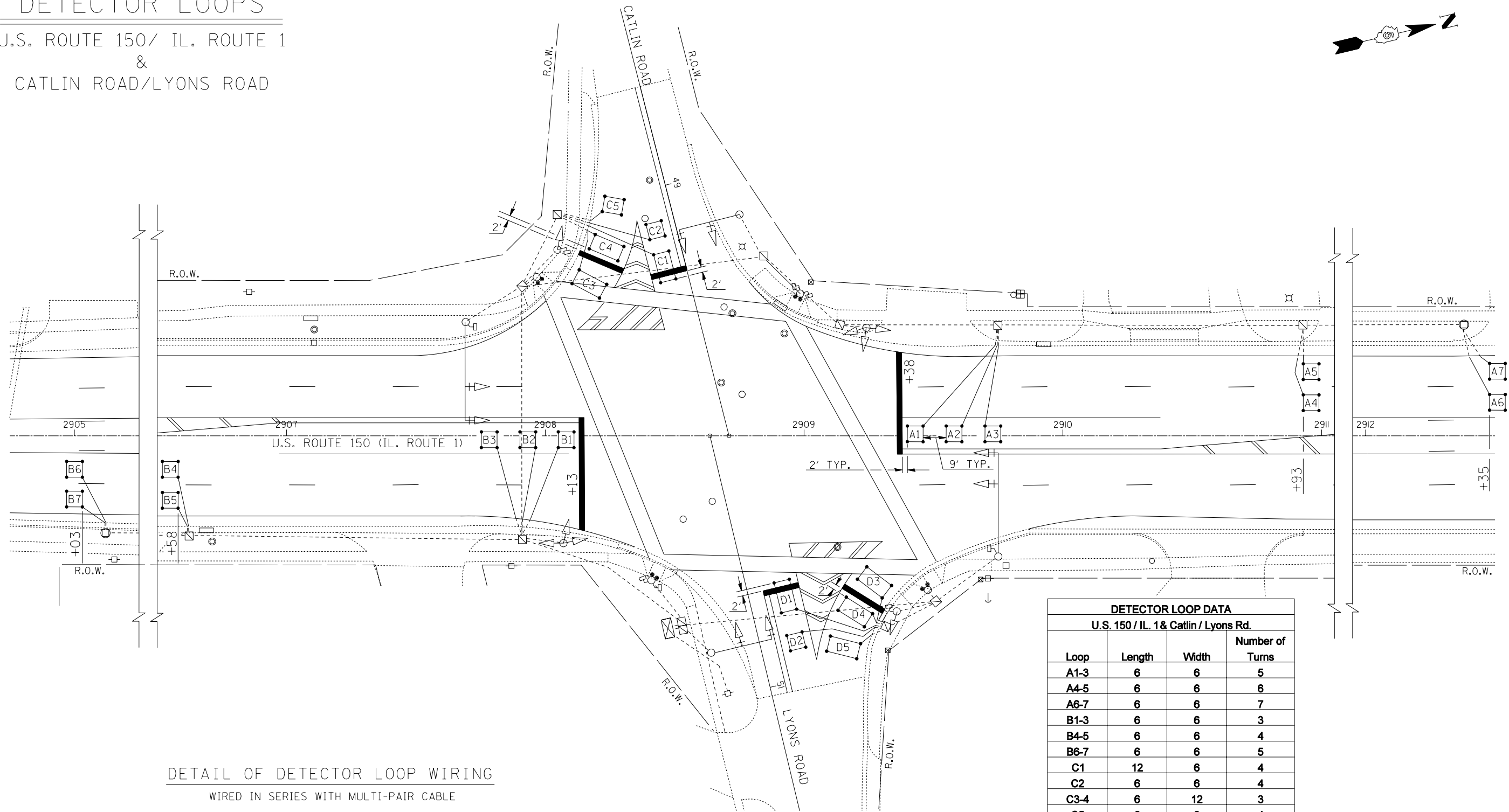
DETAIL OF COLD MILLING SPECIAL

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	14
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70123	

DETECTOR LOOPS

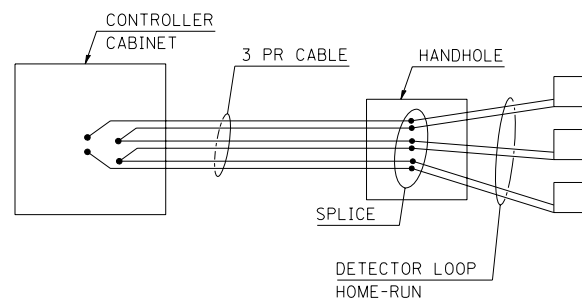
U.S. ROUTE 150/ IL. ROUTE 1
&
CATLIN ROAD/LYONS ROAD



DETECTOR LOOP DATA			
U.S. 150 / IL. 1 & Catlin / Lyons Rd.			
Loop	Length	Width	Number of Turns
A1-3	6	6	5
A4-5	6	6	6
A6-7	6	6	7
B1-3	6	6	3
B4-5	6	6	4
B6-7	6	6	5
C1	12	6	4
C2	6	6	4
C3-4	6	12	3
C5	6	8	4
D1	12	6	4
D2	12	6	4
D3-5	6	12	3

DETAIL OF DETECTOR LOOP WIRING

WIRED IN SERIES WITH MULTI-PAIR CABLE



DETECTOR LOOP, TYPE 1

1117 FT.

THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (A1, A2, A3), (A4, A5), (A6, A7), (B1, B2, B3), (B4, B5), (B6, B7), (C1, C2), (C3, C4), (D1, D2), (D3, D4, D5)

NOTE: LOOPS GROUPED BY LANE SHALL BE SPACED AT 9' - 0"

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOPS
U.S. 150 (IL ROUTE 1) & CATLIN ROAD/LYONS ROAD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	15
CONTRACT NO. 70123				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

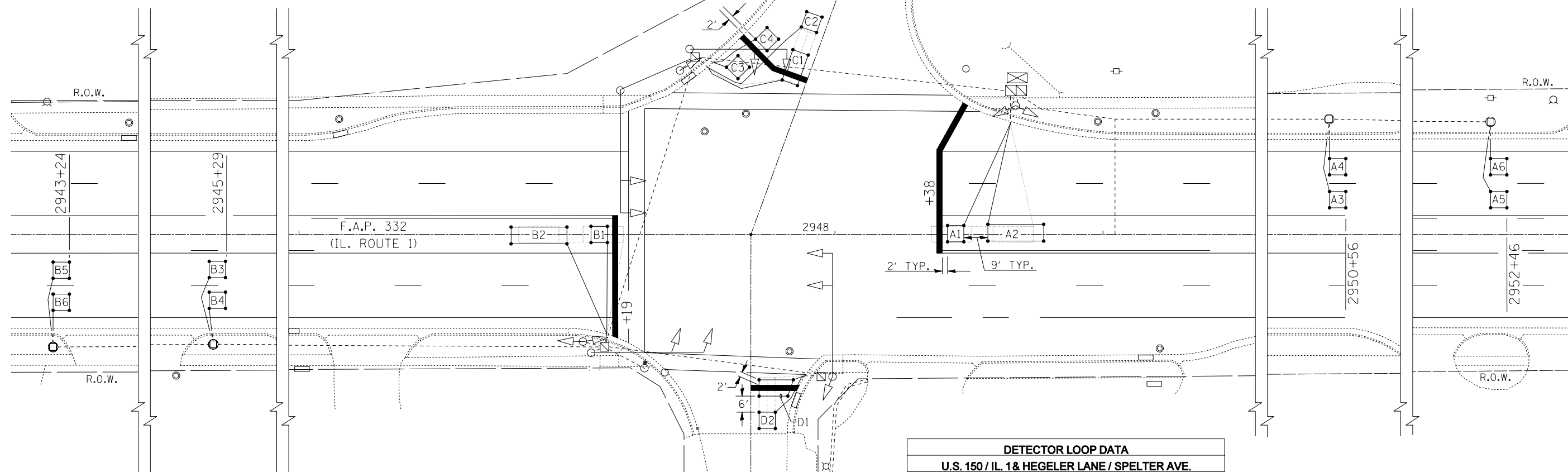


DETECTOR LOOPS

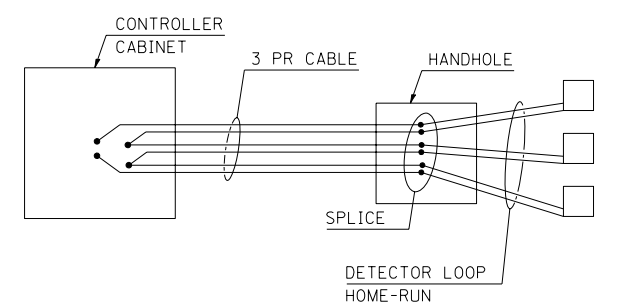
F.A.P. 332 (IL. ROUTE 1)
&
HEGELER LANE/SPELTER AVENUE

DETECTOR LOOP, TYPE 1

897 FT.



DETAIL OF DETECTOR LOOP WIRING
WIRED IN SERIES WITH MULTI-PAIR CABLE



DETECTOR LOOP DATA				
U.S. 150 / IL. 1 & HEGELER LANE / SPELTER AVE.				
Loop	Length	Width	Number of Turns	Delay (sec.)
A1	6	6	3	
A2	20	6	3	
A3-4	6	6	4	
A5-6	6	6	5	
B1	6	6	5	
B2	20	6	3	
B3-4	6	6	6	
B5-6	6	6	6	
C1	12	6	4	
C2	6	6	4	
C3-4 *	6	6	4	10
D1	6	12	4	10
D2	6	6	5	10

* LOOPS C3 & C4 SHALL BE WIRED IN SERIES AT THE HANDHOLE (ONLY 3 EXISTING PAIRS FOR THIS APPROACH). ALL OTHER LOOPS SHALL BE WIRED PER DETAIL.

THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (A1, A2), (A3, A4), (A5, A6), (B1, B2), (B3, B4), (B5, B6), (C1, C2), (C3, C4), (D1, D2)

NOTE: LOOPS GROUPED BY LANE SHALL BE SPACED AT 9' - 0"

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -
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PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/29/2010		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOPS
F.A.P. 332 (IL ROUTE 1) & HEGELER LANE/SPELTER AVENUE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	16
CONTRACT NO. 70123				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

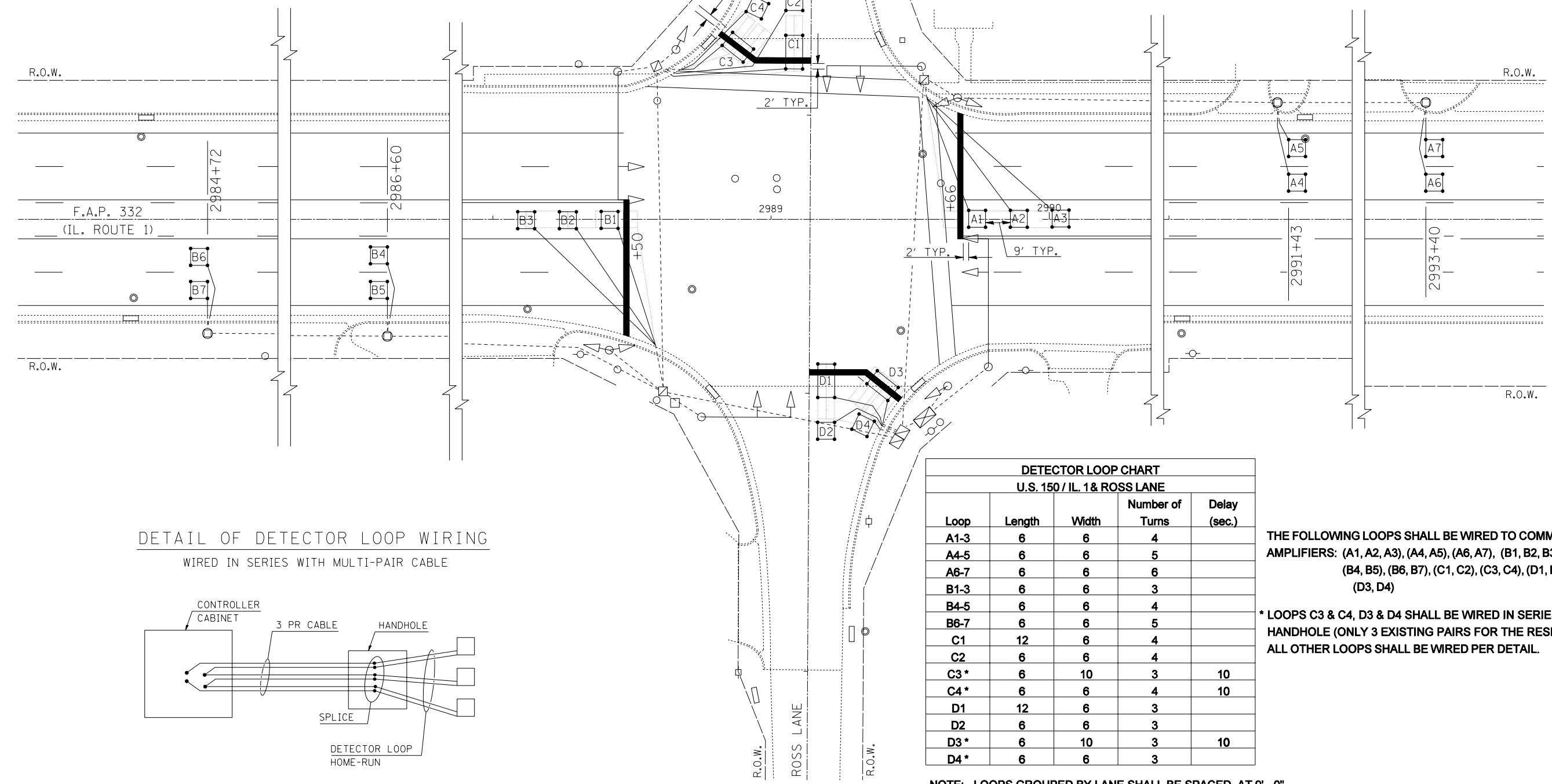
DETECTOR LOOPS

F.A.P. 332 (IL. ROUTE 1)
&
ROSS LANE

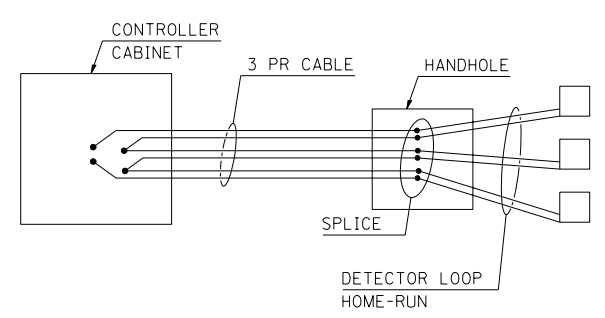


DETECTOR LOOP, TYPE 1

1182 FT.



DETAIL OF DETECTOR LOOP WIRING
WIRED IN SERIES WITH MULTI-PAIR CABLE



DETECTOR LOOP CHART				
U.S. 150 / IL. 1 & ROSS LANE				
Loop	Length	Width	Number of Turns	Delay (sec.)
A1-3	6	6	4	
A4-5	6	6	5	
A6-7	6	6	6	
B1-3	6	6	3	
B4-5	6	6	4	
B6-7	6	6	5	
C1	12	6	4	
C2	6	6	4	
C3*	6	10	3	10
C4*	6	6	4	10
D1	12	6	3	
D2	6	6	3	
D3*	6	10	3	10
D4*	6	6	3	

THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (A1, A2, A3), (A4, A5), (A6, A7), (B1, B2, B3), (B4, B5), (B6, B7), (C1, C2), (C3, C4), (D1, D2), (D3, D4)

* LOOPS C3 & C4, D3 & D4 SHALL BE WIRED IN SERIES AT THE HANDHOLE (ONLY 3 EXISTING PAIRS FOR THE RESPECTIVE APPROACH). ALL OTHER LOOPS SHALL BE WIRED PER DETAIL.

NOTE: LOOPS GROUPED BY LANE SHALL BE SPACED AT 9' - 0"

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		DATE -	REVISED -

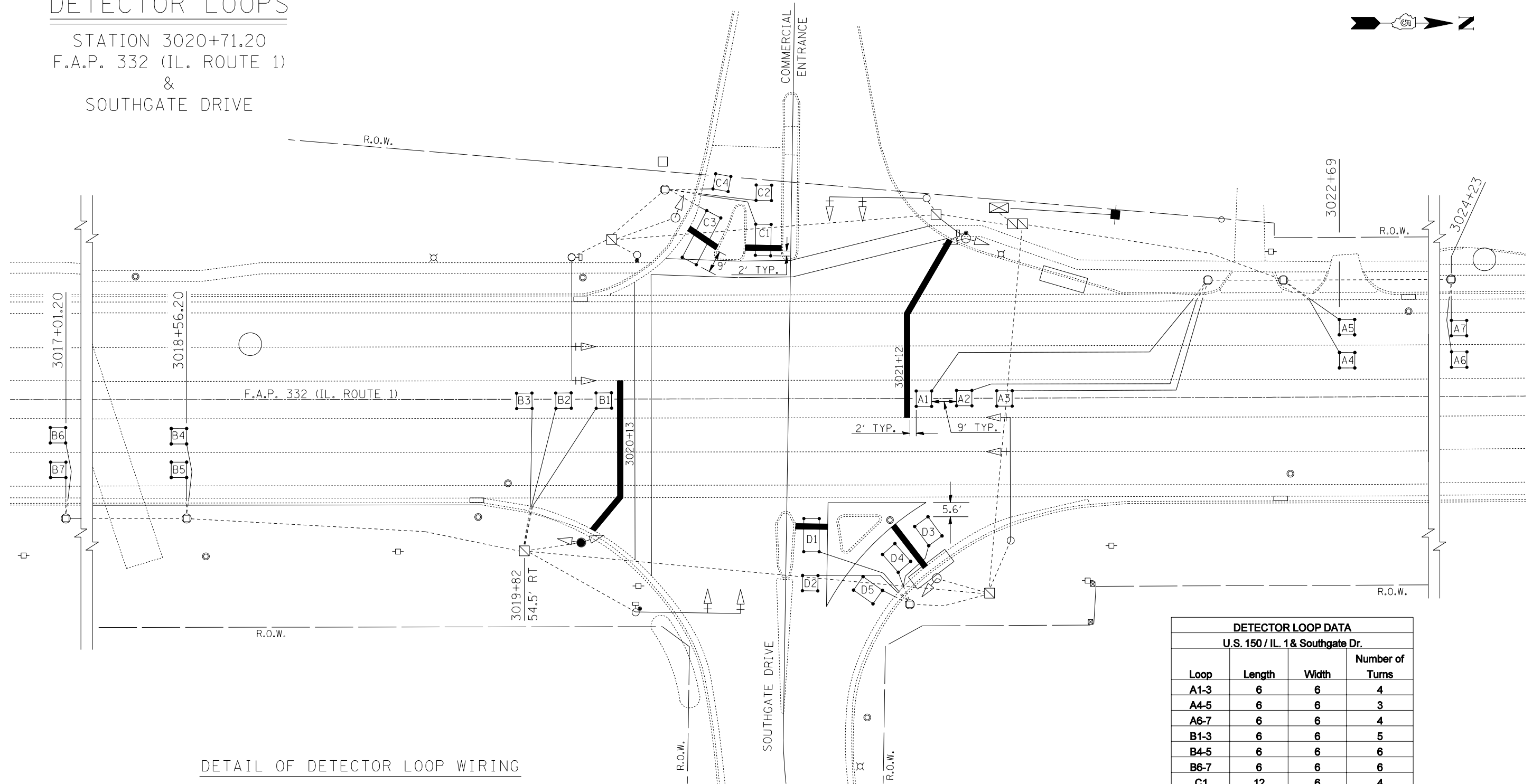
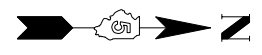
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOPS			
F.A.P. 332 (IL. ROUTE 1) & ROSS LANE			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

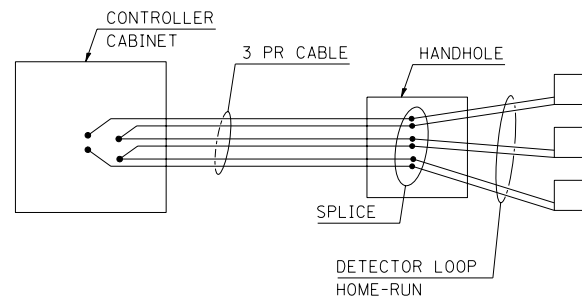
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	17
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 70123	

DETECTOR LOOPS

STATION 3020+71.20
F.A.P. 332 (IL. ROUTE 1)
&
SOUTHGATE DRIVE



DETAIL OF DETECTOR LOOP WIRING
WIRED IN SERIES WITH MULTI-PAIR CABLE



DETECTOR LOOP, TYPE 1

1371 FT.

DETECTOR LOOP DATA			
U.S. 150 / IL. 1 & Southgate Dr.			
Loop	Length	Width	Number of Turns
A1-3	6	6	4
A4-5	6	6	3
A6-7	6	6	4
B1-3	6	6	5
B4-5	6	6	6
B6-7	6	6	6
C1	12	6	4
C2	6	6	4
C3	20	6	3
C4	6	6	4
D1	13	6	4
D2	6	6	4
D3-5	6	9	3

THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (A1, A2, A3), (A4, A5), (A6, A7), (B1, B2, B3), (B4, B5), (B6, B7), (C1, C2), (C3, C4), (D1, D2), (D3, D4, D5)

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED -
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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

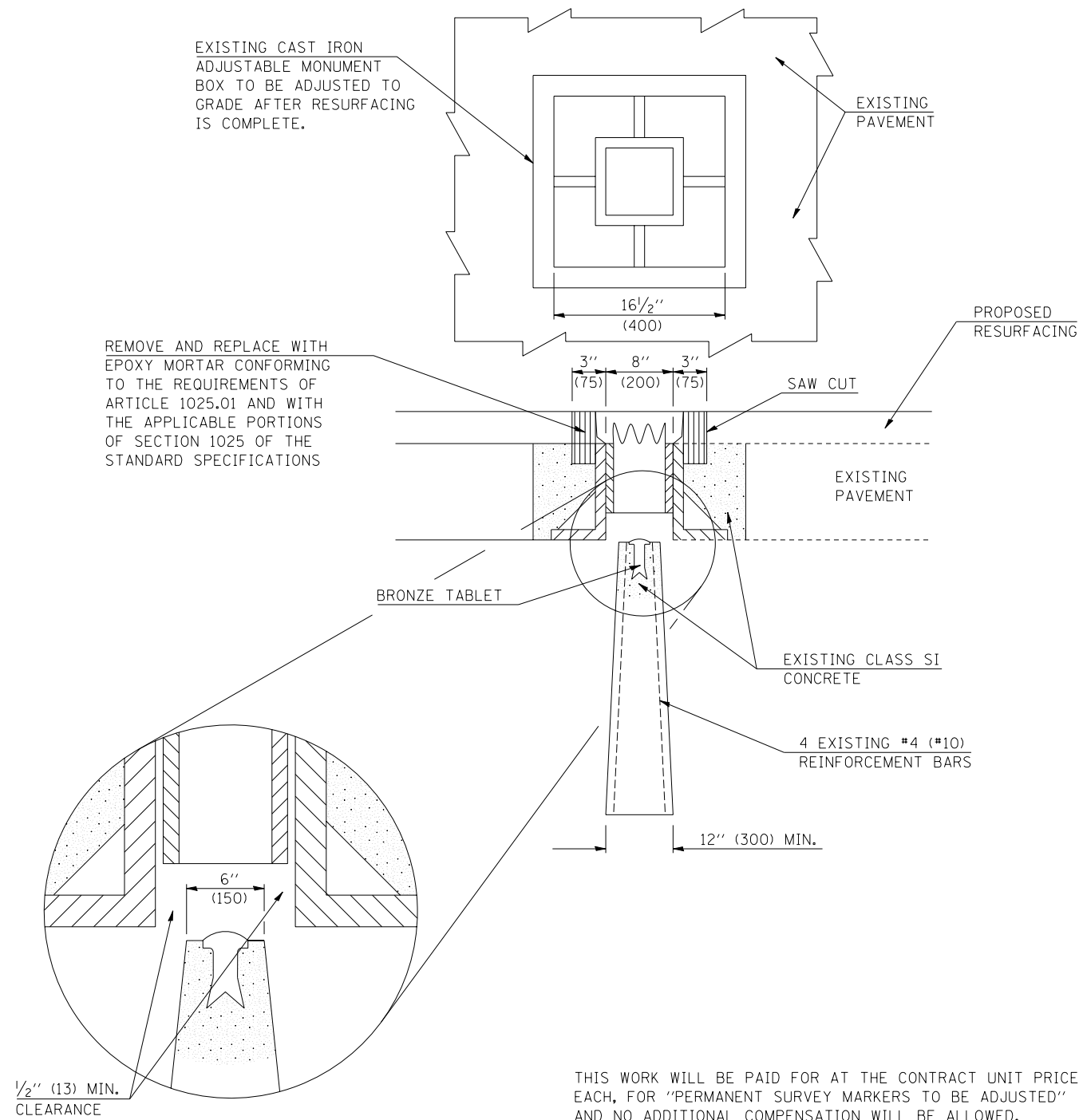
DETECTOR LOOPS
F.A.P. 332 (IL ROUTE 1) & SOUTHGATE DRIVE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	18
CONTRACT NO. 70123				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

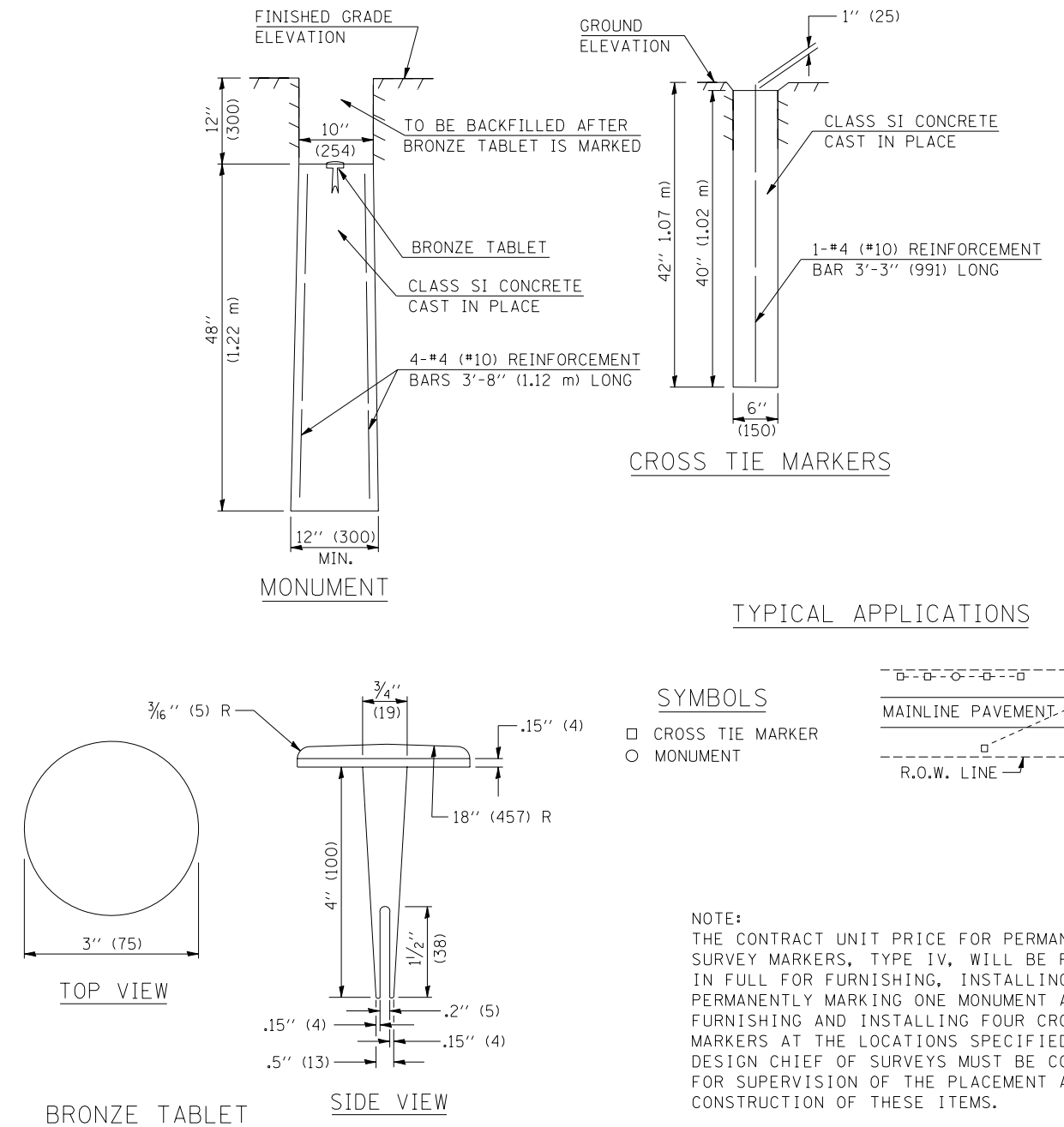
66700110 – PERMANENT SURVEY MARKERS TO BE ADJUSTED

TO BE INSTALLED FOR PRESERVING EXISTING CAST IRON PERMANENT SURVEY MARKERS, TYPE III



66700505 – PERMANENT SURVEY MARKERS, TYPE IV

TO BE INSTALLED IN PAVEMENT OR TURF AREAS WITHIN THE RIGHT-OF-WAY FOR PRESERVING LAND SURVEY MONUMENTS (SECTION OR SUBSECTION CORNERS) UNDER DIRECTION OF THE CHIEF OF SURVEYS



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERMANENT SURVEY MARKERS (TYPE IV AND ADJUSTED)

SCALE: SHEET NO. OF SHEETS STA. TO STA.

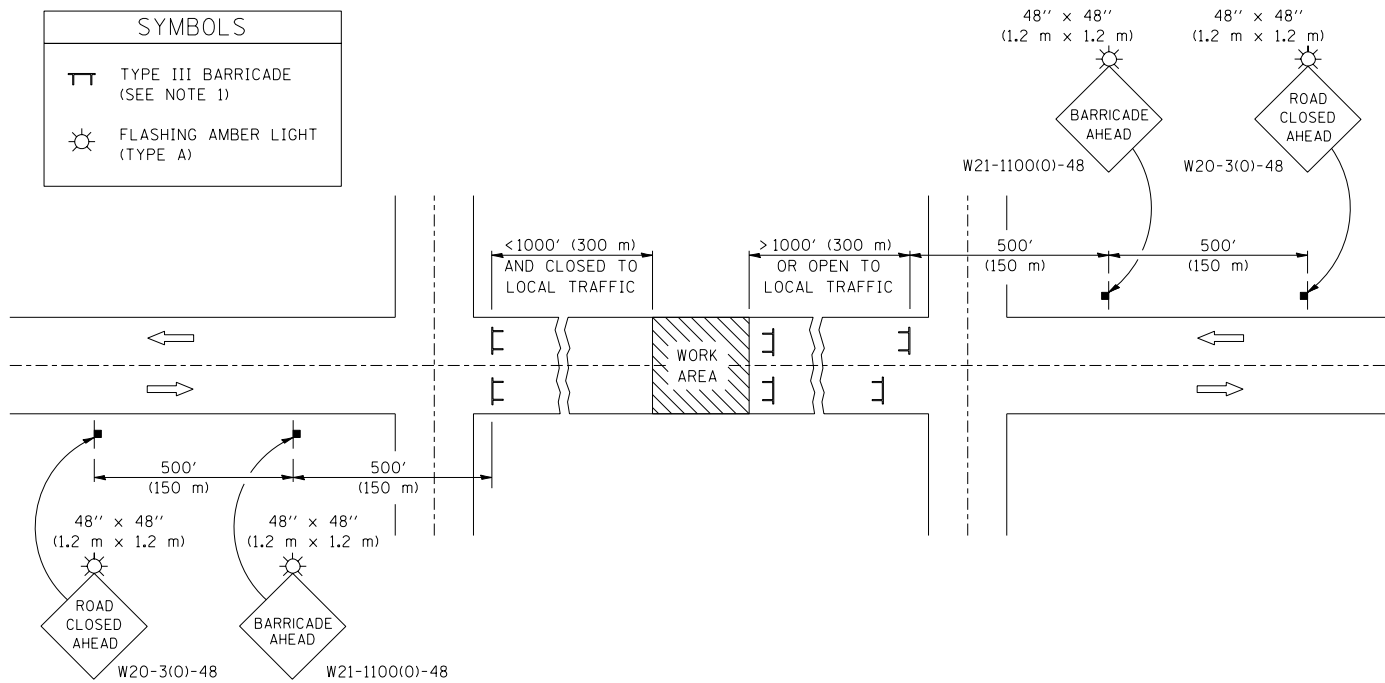
DISTRICT 5 DETAIL NO. 66700AAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47RS-9	VERMILION	25	19
CONTRACT NO. 70123				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

ROAD CLOSURE

SIDEROAD / STREET CLOSURE

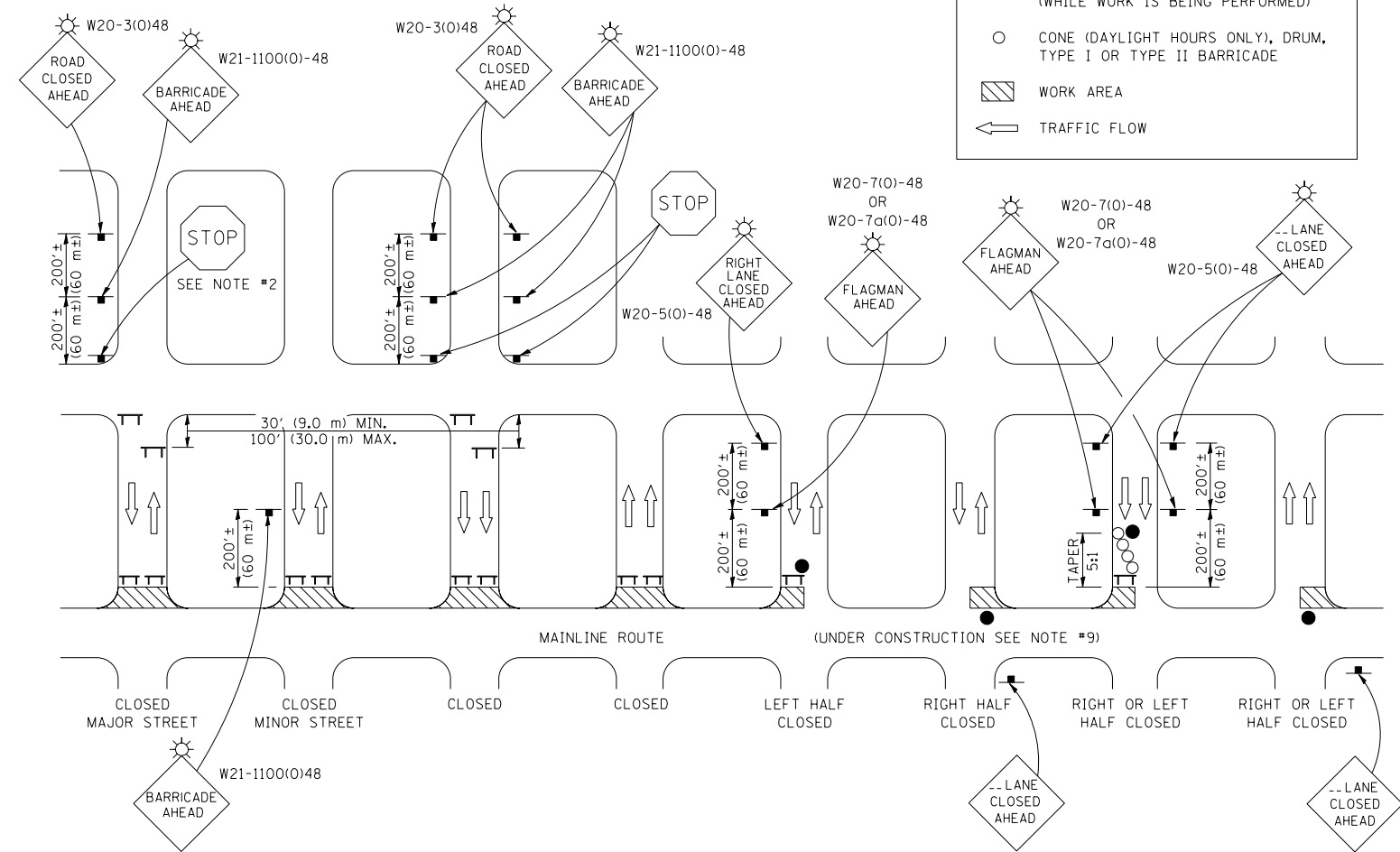
SYMBOLS	
	TYPE III BARRICADE (SEE NOTE 1)
	FLASHING AMBER LIGHT (TYPE A)



GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 702001 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000' (300 m), ANOTHER SET OF TYPE III BARRICADES, EQUIPPED AS IN NOTE 1 ABOVE, SHALL BE PLACED AT EACH END OF THE WORK AREA.
- WHEN A STOP CONDITION EXISTS, NO SIGNS ARE REQUIRED IN ADVANCE OF THE "STOP" SIGN WHEN THE ROAD IS CLOSED WITHIN 100' (30 m) OF THE INTERSECTION.
- STANDARD 702001 SHALL APPLY FOR THE PLACEMENT & DESIGN OF TYPE III BARRICADES.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.
- REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE TYPE III BARRICADES IF ROAD IS OPEN TO LOCAL TRAFFIC.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- A MINIMUM OF TWO FLASHING LIGHTS SHALL BE USED AT NIGHT ON EACH APPROACH IN ADVANCE OF THE WORK AREA. FLASHING LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN THE SERIES.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT. 725 AND BT. 726 ARE REQUIRED.
- WHEN A SIDEROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC DEVICES SHALL BE ERECTED AND PROVIDED AS DIRECTED BY THE ENGINEER.
- AN ADDITIONAL SIGN MAY BE REQUIRED AT A MAJOR INTERSECTING ROAD IN ADVANCE OF THE CLOSURE. THE ADDITIONAL SIGN SHALL GIVE THE DISTANCE TO THE BARRICADE IN MILES OR FRACTIONS OF A MILE.

SYMBOLS	
	TYPE III BARRICADE (SEE NOTE)
	FLASHING LIGHT
	FLAGGER WITH TRAFFIC CONTROL SIGN (WHILE WORK IS BEING PERFORMED)
	CONES (DAYLIGHT HOURS ONLY), DRUM, TYPE I OR TYPE II BARRICADE
	WORK AREA
	TRAFFIC FLOW



GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- WHERE A STOP CONDITION EXISTS, AS SHOWN ABOVE, WARNING SIGNS MAY BE OMITTED IN ADVANCE OF THE "STOP" SIGN.
- STANDARD 702001 SHALL APPLY FOR THE PLACEMENT & MANUFACTURE OF TYPE III BARRICADES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ONE FLASHING LIGHT IS REQUIRED ABOVE EACH ADVANCE WARNING SIGN DURING HOURS OF DARKNESS.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT 725 AND BT 726 ARE REQUIRED.
- THE MAINLINE ROUTE TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS.
- THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS INVOLVING THE RECONSTRUCTION OF ALL APPLICABLE SIDE STREETS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7020000

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	PLOT DATE = 1/29/2010	DATE -	REVISED -

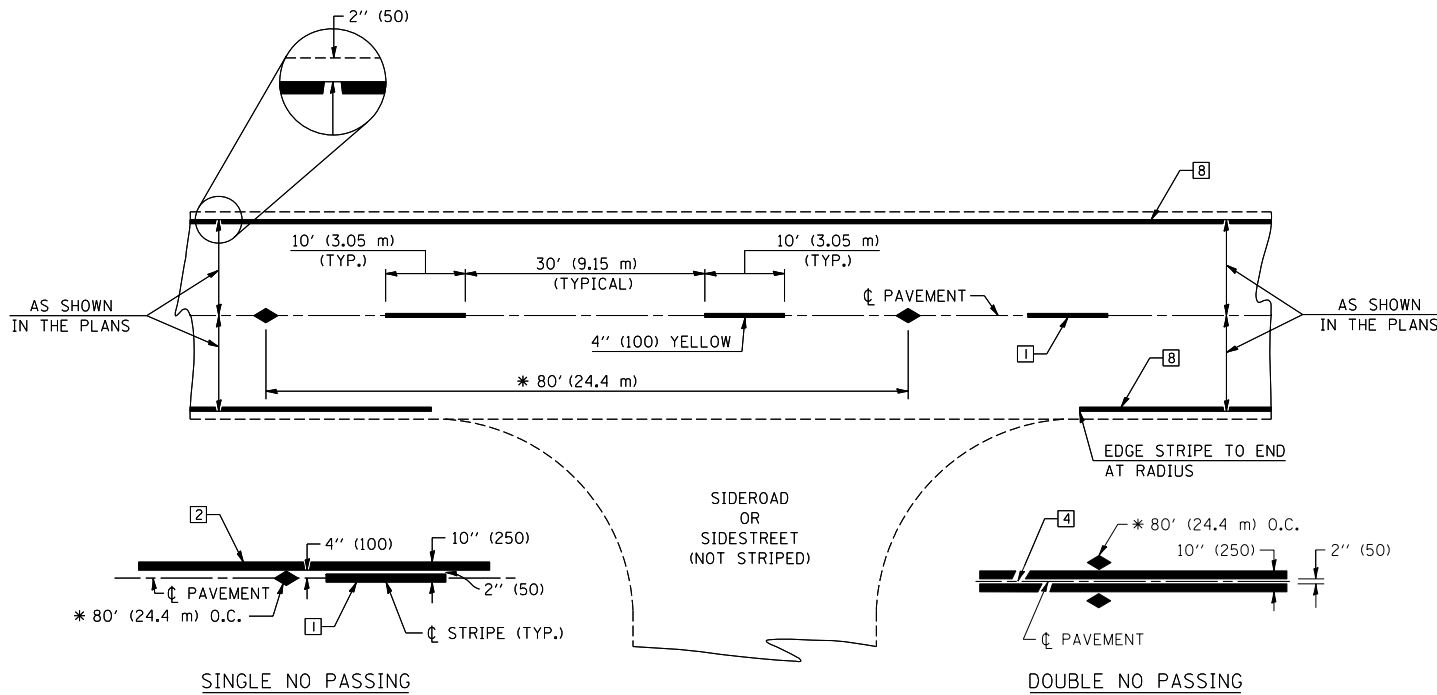
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION DEVICES
(ROAD & SIDEROAD/STREET CLOSURES)

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	4TRS-9	VERMILION	25	20
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 70123



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

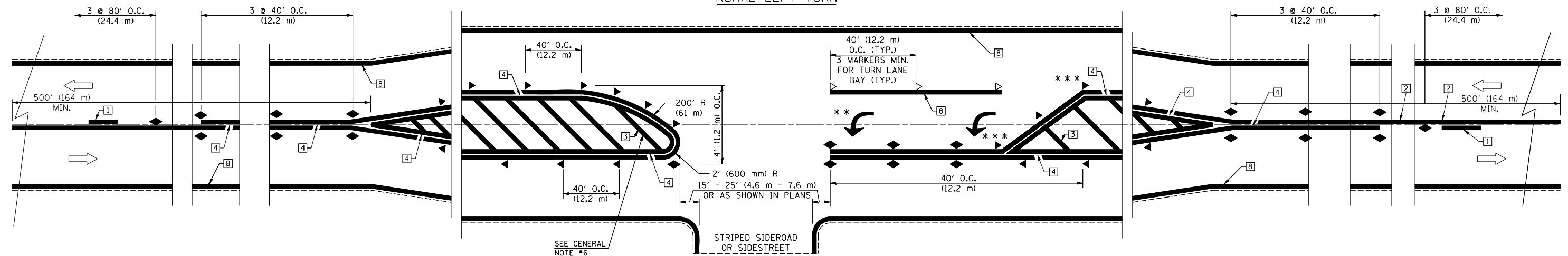
TYPICAL PAVEMENT MARKING LEGEND

- 1 4'' (100) SKIP-DASH (YELLOW)
- 2 4'' (100) SOLID (YELLOW)
- 3 12'' (300) DIAGONAL (YELLOW)
- 4 4'' (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4'' (100) SKIP-DASH (WHITE)
- 8 4'' (100) SOLID (WHITE)
- 9 12'' (300) DIAGONAL (WHITE)
- 10 6'' (150) SOLID (WHITE)
- 11 24'' (600) STOP BAR (WHITE)
- 12 8'' (200) SOLID (WHITE)
- 13 4'' (100) LANE LINE EXTENSIONS (WHITE)
- 14 4'' (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.
 ** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED - 11/06
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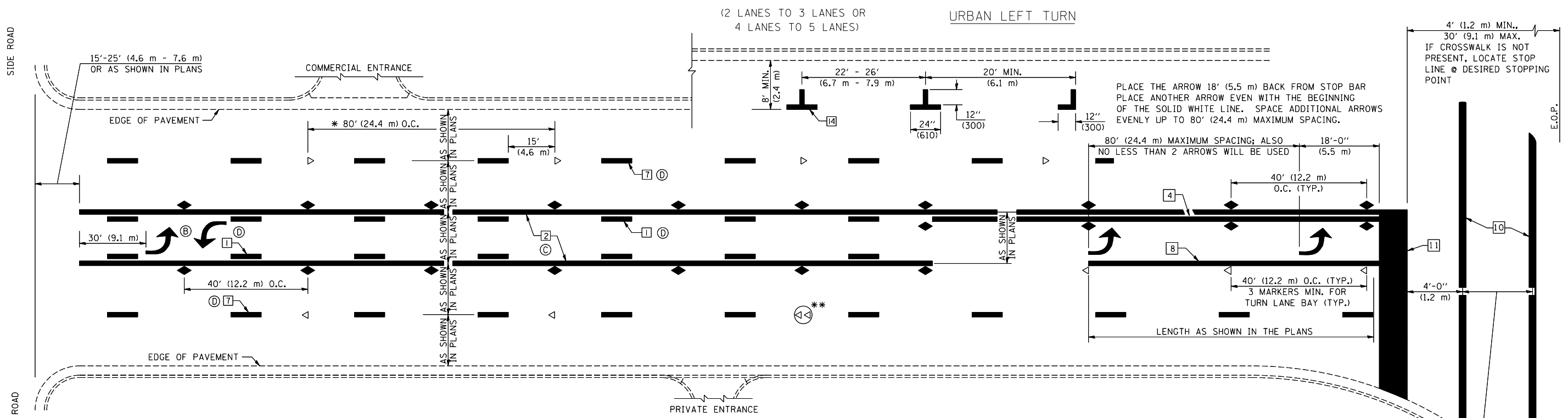
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

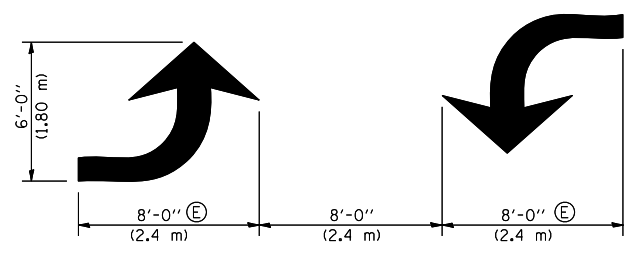
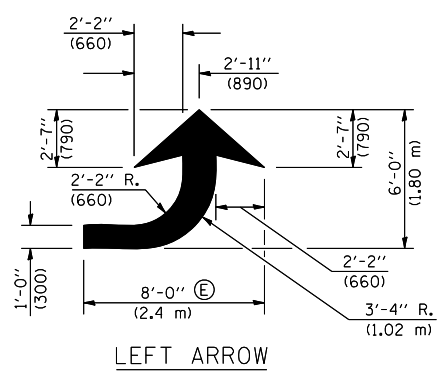
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(47)RS	VERMILION	25	21
CONTRACT NO. 70123				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



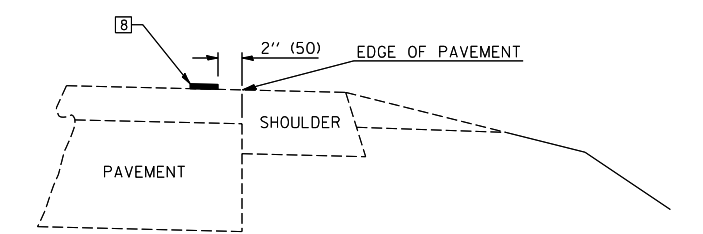
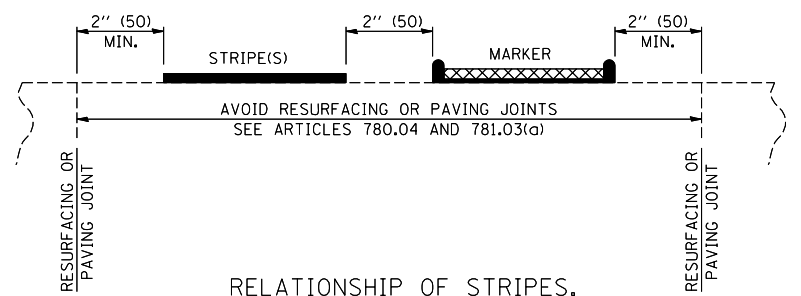
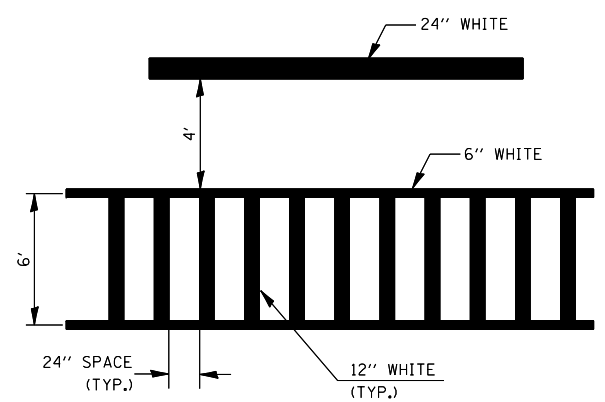
* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

- GENERAL NOTES:**
- ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
 - ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
 - ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
 - ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



BLOOMINGTON-NORMAL CITY LIMITS ONLY



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

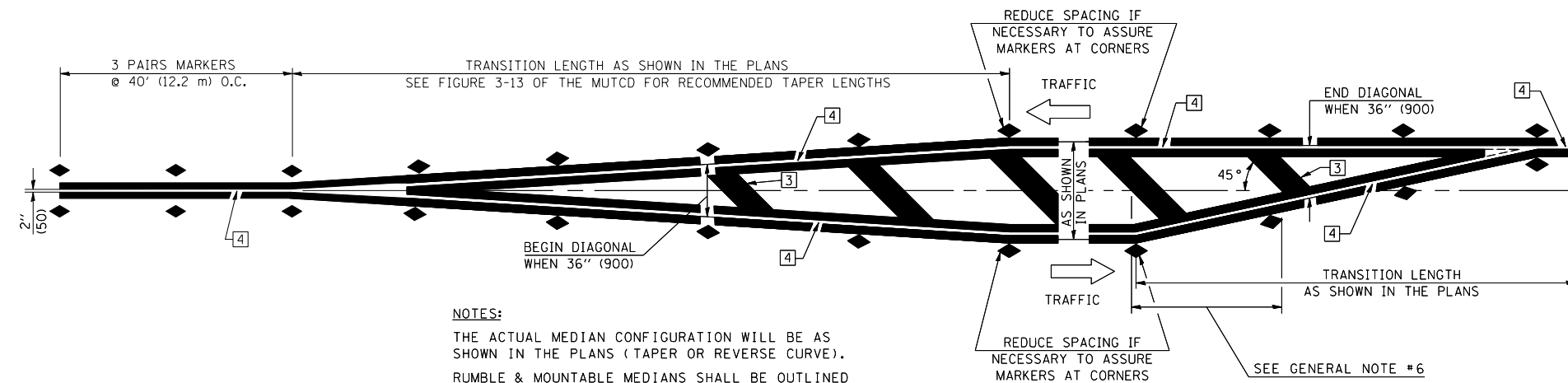
DISTRICT 5 DETAIL NO. 7800AAA

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	PLOT DATE = 1/29/2010	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)			
SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(47)RIS	VERMILION	25	22
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 70123		

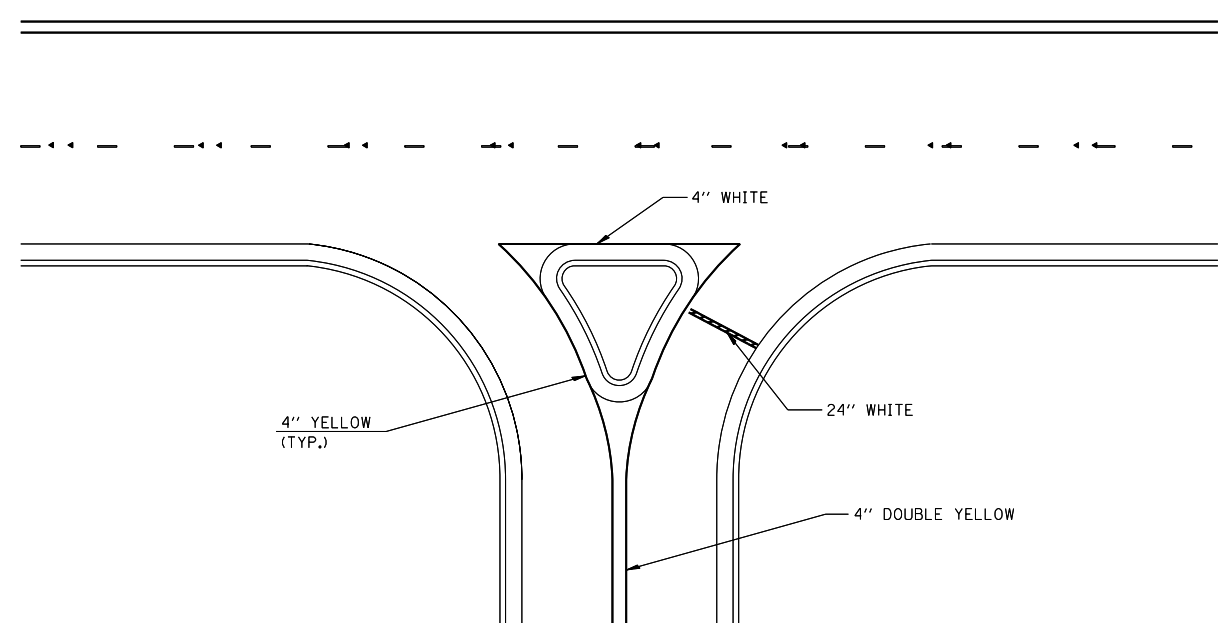


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

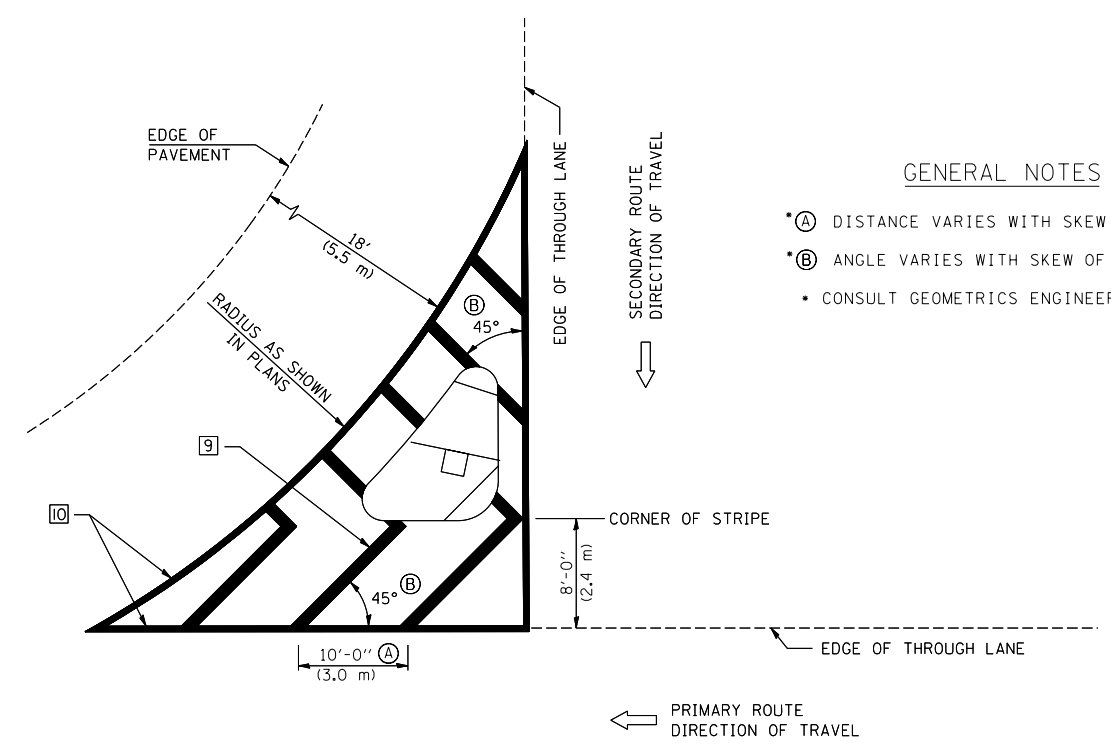
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



RIGHT IN - RIGHT OUT ACCESS



ISLAND

GENERAL NOTES

- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED - 11/06
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	PLOT DATE = 1/29/2010	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

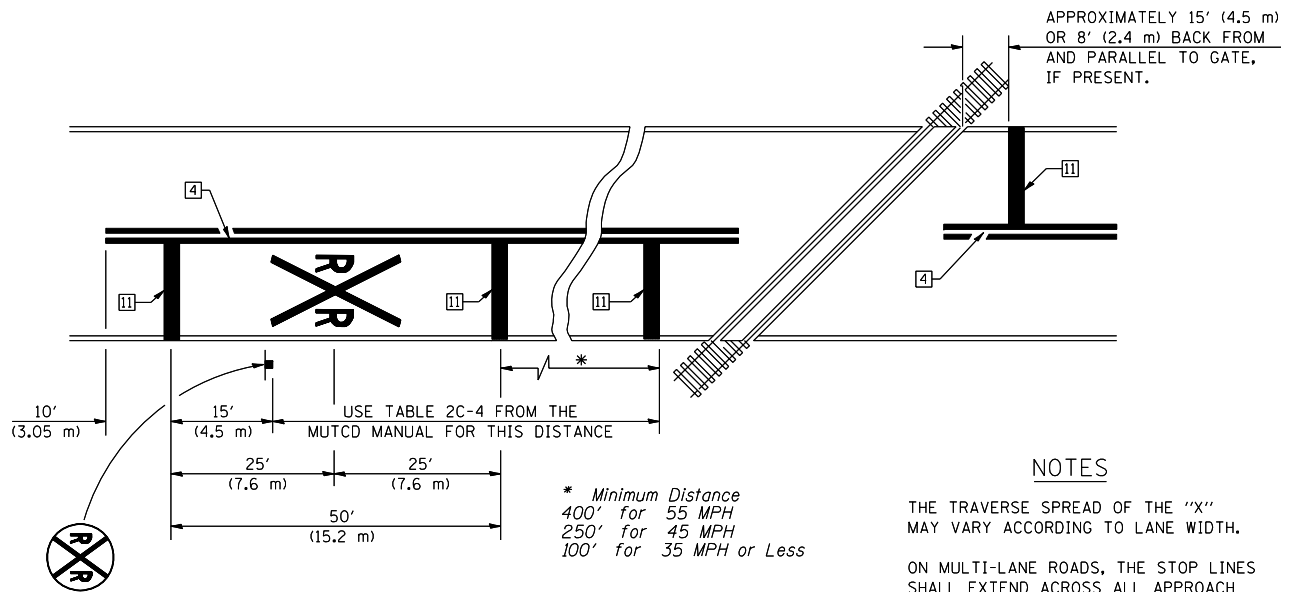
**PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(47)RS	VERMILION	25	23
CONTRACT NO. 70123				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



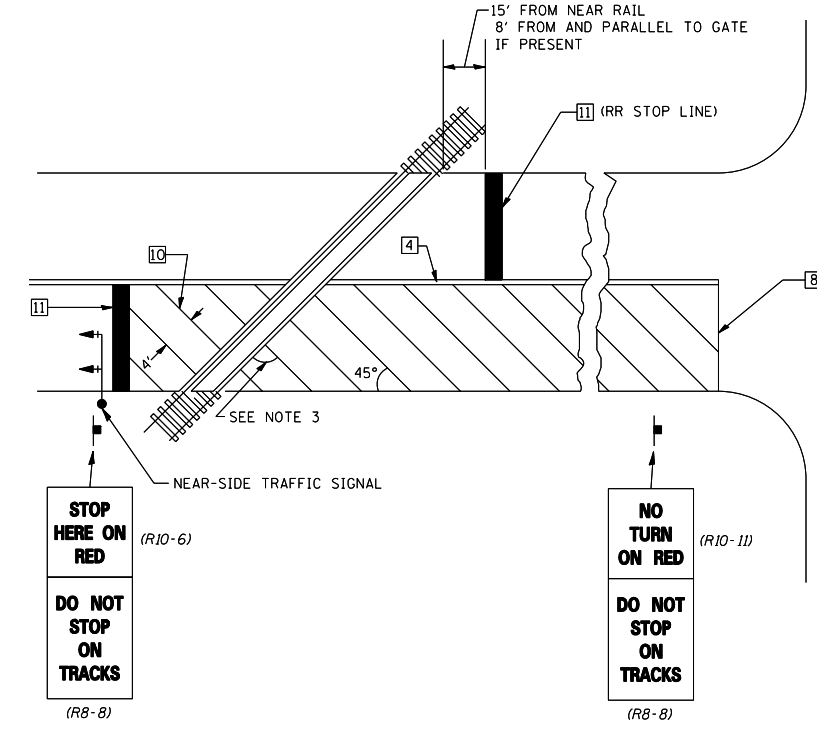
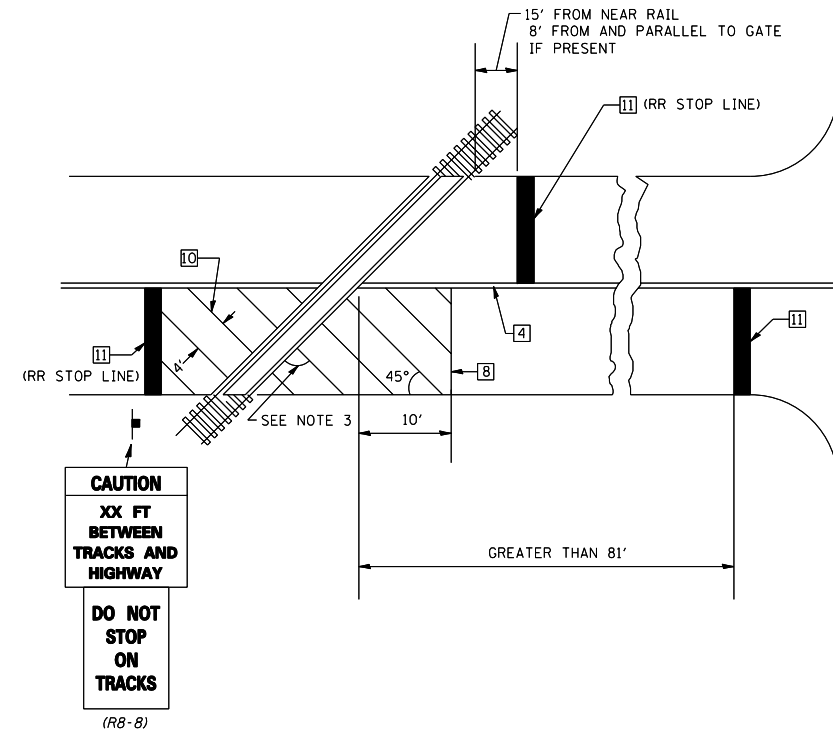
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

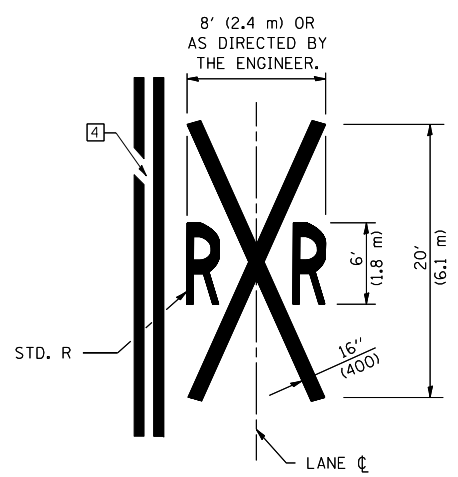
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = leroyma	DESIGNED -	REVISED - 11/06
ct:\pw\work\PWIDOT\LEROYMA\d0144976\d9505300.dgn		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/29/2010	DATE -	REVISED -

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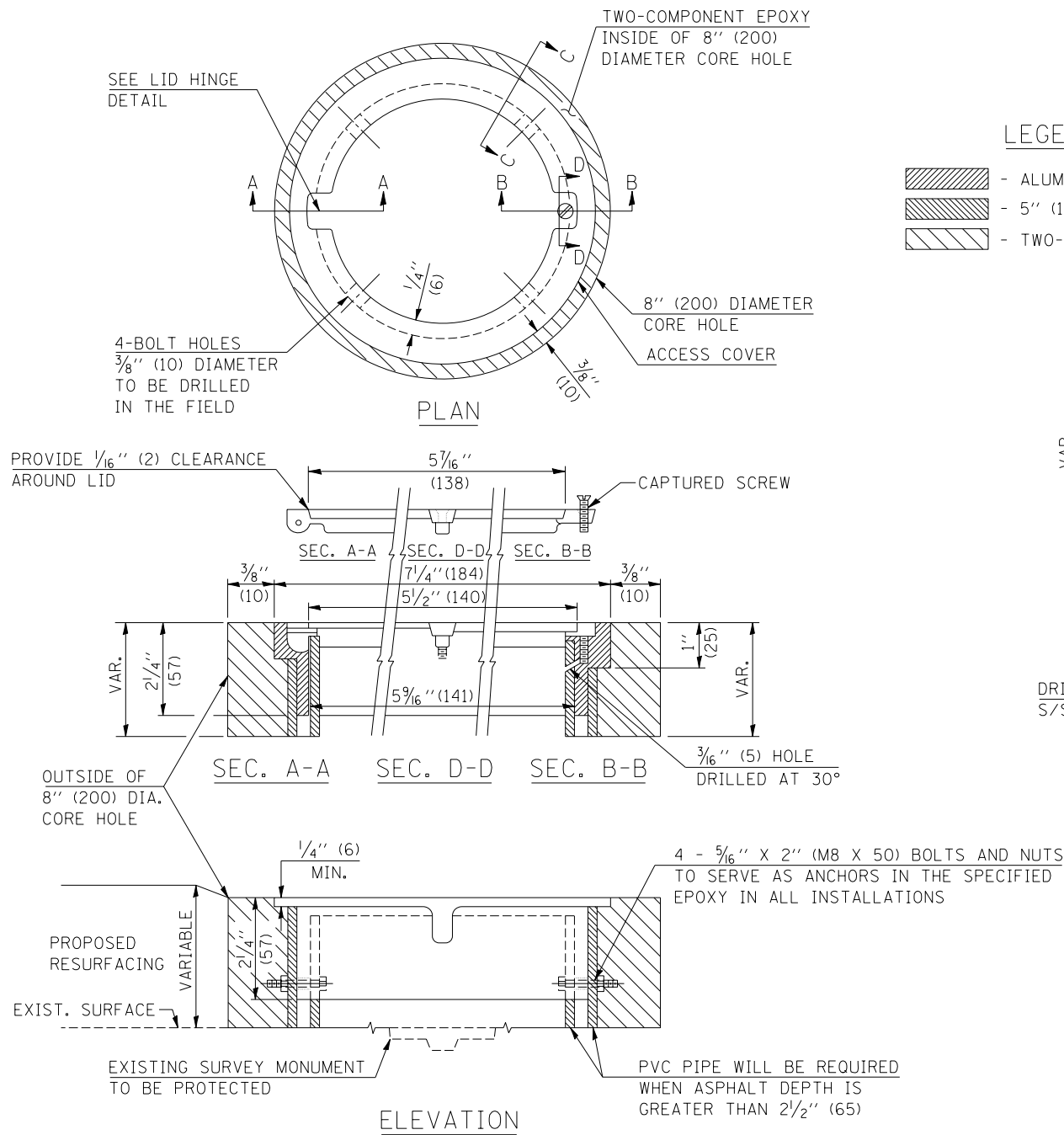
PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAAA

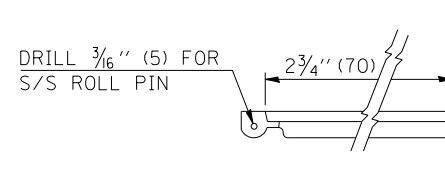
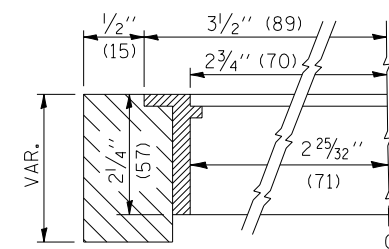
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(47)RS	VERMILION	25	24
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70123	

TO BE INSTALLED IN ALL PAVEMENT TYPES FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S) AND LAND SURVEY MONUMENTS (SECTION OR SUBSECTION CORNERS)



LEGEND

- ALUMINUM CASTING
- 5" (125) OR 6" (150) P.V.C. PIPE
- TWO-COMPONENT EPOXY



SPECIFICATIONS FOR ACCESS COVER FOR USE WITH SURVEY MARKER VAULT(S) AND SURVEY MARKER COVER ASSEMBLY(S): THE ACCESS COVER WILL BE CAST FROM A SPECIAL ALUMINUM ALLOY THAT IS COMPARABLE TO BRONZE IN HARDNESS. THE ACCESS COVER SHALL BE SPECIALLY ENGINEERED AND DESIGNED TO PROVIDE A SNUG FIT, INCORPORATING EQUIDISTANT LOCKING RIDGES, INSIDE A STANDARD 6" (150 mm) DIAMETER, OR OUTSIDE A STANDARD 5" (125 mm) DIAMETER, SCHEDULE 40 PVC PIPE. THE ACCESS COVER SHALL HAVE SPECIAL UNIFORM 1" (25 mm) THICK TOP SURFACE TO PERMIT INFORMATION TO BE EASILY MACHINE-STAMPED INTO IT. THE ACCESS COVER SHALL INCLUDE A STAINLESS CAPTURED SCREW AND AN OPPOSING RECESSED HINGE ASSEMBLY AS ITS LOCKING MECHANISM. THE ACCESS COVER SHALL INCORPORATE A SPECIAL ACCESS HOLE FOR CLEANING AND DRAINAGE, DRILLED AT 30° INSIDE THE RING OF THE ACCESS COVER, TO THE DRILLED AND TAPPED HOLE PROVIDED FOR THE STAINLESS CAPTURED SCREW. COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD - 19,000-21,000 PSI (131-145 MPa); TENSILE - 38,000-44,000 PSI (262-303 MPa); ELONGATION - 10-15% IN 2" (50 mm). SPECIFICATIONS: ALLOY 535.0; 00-A-601Es. NO EXCEPTIONS.

BILL OF MATERIAL

ALUMINUM CASTING OF THE DIMENSIONS AND SPECIFICATIONS SHOWN OR OTHER SUBJECT TO ENGINEER'S APPROVAL OF SHOP DRAWINGS, 4 EACH - 5/16" X 2" (M8 X 50) BOLTS WITH NUTS, EPOXY, 5" OR 6" (125 mm OR 150 mm) DIAMETER P.V.C. PIPE, SCHEDULE 40 (WHEN REQUIRED).

GENERAL NOTES

1. WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
2. THE SURVEY MONUMENT COVER ASSEMBLY SHALL BE CENTERED ABOVE THE SURVEY MONUMENT TO BE PROTECTED.
3. MODIFICATION OF THE ALUMINUM CASTING SHALL BE DONE BY GRINDING OR SAWING WHEN HEIGHT REDUCTION IS REQUIRED.
4. ALL SURVEY MONUMENT COVER ASSEMBLIES SHALL BE PLACED 1/4" (6 mm) ± BELOW THE FINAL SURFACE.
5. ALUMINUM CASTING SHALL BE PLACED OVER A 5" (125 mm) P.V.C. PIPE OR INSIDE OF A 6" (150 mm) P.V.C. PIPE WHEN AN INCREASE IN HEIGHT IS REQUIRED.
6. THE CASTING SHALL BE ANCHORED IN THE 8" (200 mm) DIAMETER CORE HOLE WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
7. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR SURVEY MONUMENT COVER ASSEMBLY WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING CORING THE NEW PAVEMENT SURFACE AND EPOXY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. THE 8" (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. Z0070100

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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/29/2010	DATE -	REVISED -

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SURVEY MONUMENT COVER ASSEMBLY

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	4TRS-9	VERMILION	25	25
FED. ROAD DIST. NO.			CONTRACT NO. 70123	
ILLINOIS FED. AID PROJECT				