

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	1

D-95-010-04

PROJECT ENGINEER: TIM BRANDENBURG (217)465-4181

SQUAD LEADER: MICHAEL LERDY

DESIGNER: DANA HENNESSY

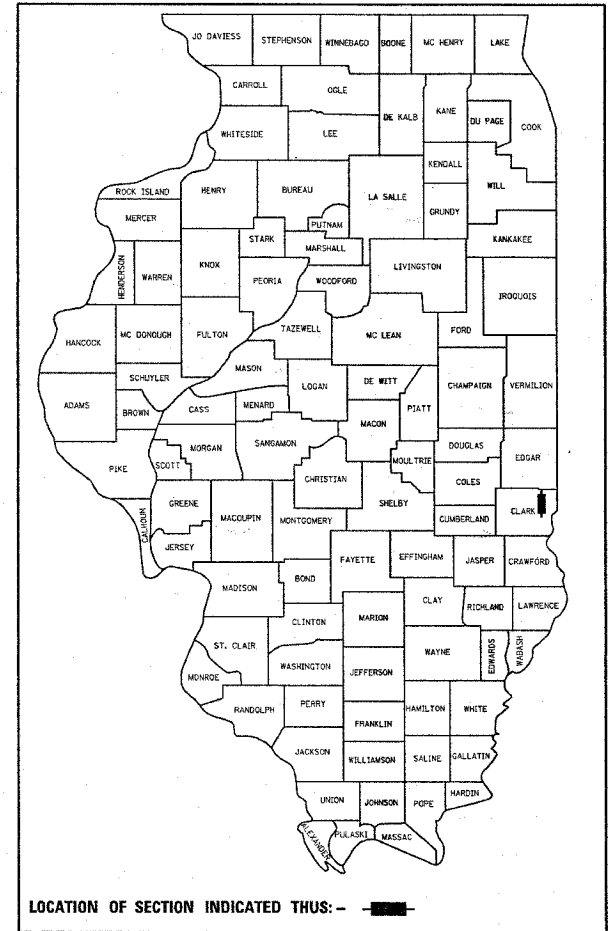
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 6-7

FAP ROUTE 332 (IL 1)  
SECTION (F-1,1)RS-4  
PROJECT NHF -0332(088)  
CLARK COUNTY

C-97-036-06

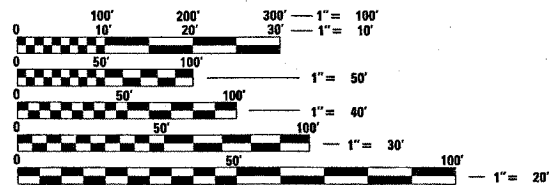
RESURFACING FROM SCL OF MARSHALL  
TO 0.15 MILES SOUTH OF U.S. 40



LOCATION OF SECTION INDICATED THUS: - [black box] -

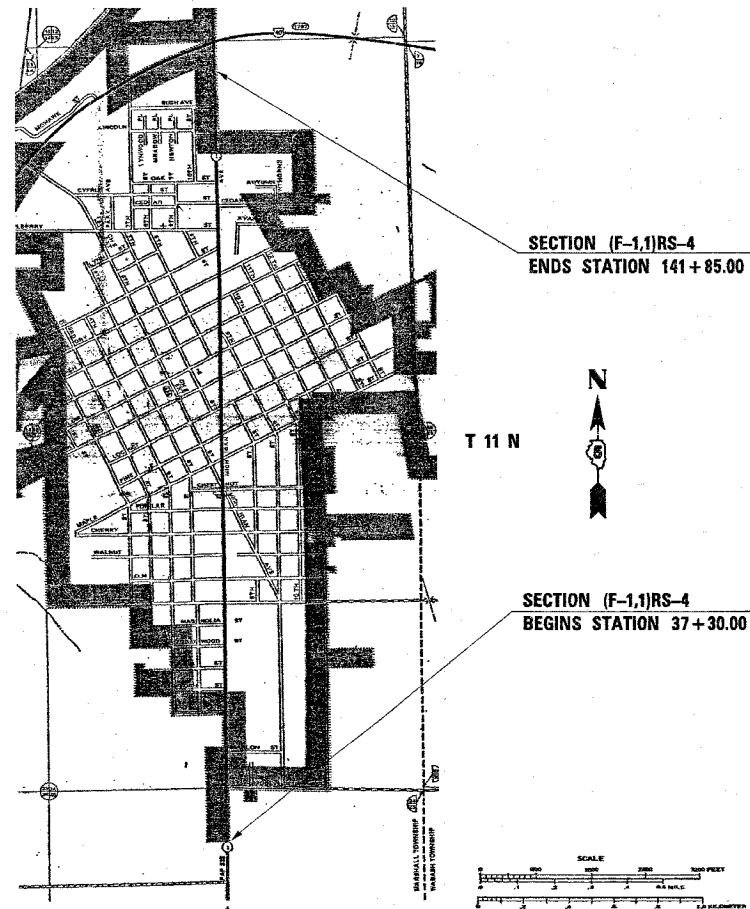
**CURRENT ADT**  
8,721 (2006)

**DESIGN DESIGNATION**  
N/A



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



SECTION (F-1,1)RS-4  
ENDS STATION 141+85.00

SECTION (F-1,1)RS-4  
BEGINS STATION 37+30.00



R 12 W  
TOTAL LENGTH OF SECTION & PROJECT = 10,455.00 FEET = 1.980 MILES  
NET LENGTH OF SECTION & PROJECT = 10,455.00 FEET = 1.980 MILES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MARCH 15, 20 07  
Christ M. Reed  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11, 20 07  
Eric E. Schmitt  
ENGINEER OF DESIGN AND ENVIRONMENT

May 11, 20 07  
Milton R. Sees, P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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**LIST OF HIGHWAY STANDARDS**

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701426-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-01	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-04	URBAN LANE CLOSURE, MULTI-LANE INTERSECTION
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	3
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## 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.-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.-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:

LT.STATION 68+99.29 (VINE STREET)  
 LT.STATION 100+61.11 (ARCHER AVENUE)  
 RT.STATION 100+61.11 (ARCHER AVENUE)

**G.N.-440B**

THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**G.N.-440(SPECIAL)**

SAW CUTS SHALL BE REQUIRED AT THE EDGE OF PAVEMENT IN COMBINATION CURB AND GUTTER REMOVAL LOCATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT COST PER FOOT FOR COMBINATION CURB AND GUTTER REMOVAL.

**G.N.-442B -- PATCHING SCHEDULES**

THE PATCHING QUANTITIES 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.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	4
STA.		TO STA.		
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**GENERAL NOTES (cont'd)**

**G.N.-602(SPECIAL)**

THERE MAY BE MANHOLE STRUCTURES UNDER THE EXISTING BITUMINOUS PAVEMENT, WHICH MAY HAVE BEEN ABANDONED OR FILLED IN, AT THE FOLLOWING APPROXIMATE LOCATIONS:

- STATION 85+73, 10' LT.
- STATION 96+76, 12.5' LT.
- STATION 100+64, 14.5' LT.

THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS WHEN MILLING IN THESE AREAS TO PREVENT DAMAGING THE MILL.

**G.N.-606(SPECIAL)**

ALL WORK NECESSARY TO RESTORE THE GROUND COVER BEHIND THE NEW COMBINATION CURB AND GUTTER TO PREVIOUS CONDITIONS, INCLUDING SOIL PREPARATION, SODDING AND FERTILIZATION IN ACCORDANCE WITH SECTION 252 OF THE STANDARD SPECIFICATIONS, SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER AND WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

**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). SHORT TERM PAVEMENT MARKING ON THE MILLED SURFACE SHALL BE PAINT.

**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.

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.

**G.N.-1004.01**

COARSE AGGREGATE GRADATION CA-10 SHALL BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

THERE IS A TOTAL OF 5835 FEET OF 4" WHITE PAVEMENT MARKING AND 16312 FEET OF 4" YELLOW.

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### GENERAL NOTES (cont'd)

G.N.-406H

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION	IL 1 37+30.00 TO 141+85.00	IL 1 MAINLINE 63+76.26 TO 141+85.00	IL 1 SOUTHBOUND THROUGH LANE 101+18.40 TO 102+65.00	IL 1 MAINLINE 37+30.00 TO 141+85.00	IL 1 BITUMINOUS SHOULDERS 37+30.00 TO 63+76.26
MIXTURE USE	PARTIAL DEPTH PATCH/PAVEMENT CLEANING/INCIDENT.	POLYMER LEVEL BINDER	POLYMER BINDER	POLYMER SURFACE	LOW ESAL SURFACE
AC/PG	PG 64-22	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22	PG 58-22*
RAP % (MAX)	10	0	0	0	30
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70	3.0% @ Ndes=30
MIX COMP (GRADATION)	IL 9.5	IL 9.5	IL 19.0	IL 9.5	IL 9.5L
FRICTION AGGREGATE	MIX C	MIX C	N.A.	MIX D	MIX C

\* PG 64-22 MAY BE USED IF THE MAXIMUM % OF RAP USED IN THE MIX IS 20% OR LESS.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

### SUMMARY OF QUANTITIES

LOCATION OF WORK:

IL ROUTE 1  
CLARK COUNTY  
STATION 37+30.00  
TO  
STATION 63+76.26  
RURAL 2-LANE  
80% FEDERAL  
20% STATE  
1000-2A

IL ROUTE 1  
CLARK COUNTY  
STATION 63+76.26  
TO  
STATION 141+85.00  
RURAL 3-LANE  
80% FEDERAL  
20% STATE  
1000-2A

CONSTRUCTION TYPE CODE:

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	7.0	0.0	7.0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	5,325.0	1,067.0	4,258.0
40600300	AGGREGATE (PRIME COAT)	TON	41.0	6.0	35.0
40600837	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70	TON	1,908.0	0.0	1,908.0
40600895	CONSTRUCTING TEST STRIP	EACH	1.0	1.0	0.0
40600990	TEMPORARY RAMP	SQ YD	1,162.0	123.0	1,039.0
40603235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	55.0	0.0	55.0
40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30	TON	353.0	353.0	0.0
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3,405.0	543.0	2,862.0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	468.0	0.0	468.0
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	10,668.0	10,668.0	0.0
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	36,933.0	0.0	36,933.0
44000169	HOT-MIX ASPHALT SURFACE REMOVAL, 5"	SQ YD	195.0	0.0	195.0
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	29.0	0.0	29.0
44200176	PAVEMENT PATCHING, TYPE I, 15 INCH	SQ YD	58.0	49.0	9.0
44200180	PAVEMENT PATCHING, TYPE II, 15 INCH	SQ YD	197.0	52.0	145.0
44200184	PAVEMENT PATCHING, TYPE III, 15 INCH	SQ YD	55.0	0.0	55.0
56109210	WATER VALVES TO BE ADJUSTED	EACH	3.0	0.0	3.0
60255500	MANHOLES TO BE ADJUSTED	EACH	6.0	0.0	6.0
60604000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (DOWELLED)	FOOT	29.0	0.0	29.0
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	4.0	2.0	2.0
67100100	MOBILIZATION	L SUM	1.0	0.5	0.5
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1.0	1.0	0.0
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1.0	0.0	1.0
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1.0	0.0	1.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	6,396.0	953.0	5,443.0
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	599.0	0.0	599.0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	22,068.0	5,422.0	16,646.0
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	687.0	0.0	687.0

PLOT DATE = 3/13/2007  
FILE NAME = c:\pcc\jobs\74143\74143test.dgn  
PLOT SCALE = 28.0000 / IN.  
USER NAME = staff@nwk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**SUMMARY OF QUANTITIES**

LOCATION OF WORK:

IL ROUTE 1  
CLARK COUNTY  
STATION 37+30.00  
TO  
STATION 63+76.26  
RURAL 2-LANE  
80% FEDERAL  
20% STATE  
1000-2A

IL ROUTE 1  
CLARK COUNTY  
STATION 63+76.26  
TO  
STATION 141+85.00  
RURAL 3-LANE  
80% FEDERAL  
20% STATE  
1000-2A

CONSTRUCTION TYPE CODE:

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	59.0	0.0	59.0
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	128.0	0.0	128.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	766.0	159.0	607.0
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	599.0	0.0	599.0
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	22,068.0	5,422.0	16,646.0
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	687.0	0.0	687.0
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	59.0	0.0	59.0
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	128.0	0.0	128.0
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	367.0	34.0	333.0
• 87301515	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	FOOT	20.0	0.0	20.0
• 88600100	DETECTOR LOOP, TYPE 1	FOOT	701.0	0.0	701.0
X4401705	PARTIAL DEPTH REMOVAL	SQ YD	405.0	65.0	340.0
X4421000	PARTIAL DEPTH PATCHING	TON	114.0	18.0	96.0
Z0010900	COLD MILLING (SPECIAL)	FOOT	6,852.0	0.0	6,852.0
Z0070100	SURVEY MONUMENT COVER ASSEMBLY	EACH	2.0	1.0	1.0

• SPECIALTY ITEM

# SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	8
STA.		TO STA.		
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### TEMPORARY RAMP

STATION		SQ YD
37+30.00		21.1
43+19.71 RT.	(SYCAMORE STREET)	28.4
48+23.68 RT.	(MARLON STREET)	14.7
54+00.32 LT.	(MYRTLE STREET)	14.7
56+98.32 LT.	(PECAN STREET)	14.7
60+04.68 LT.	(PALM STREET)	14.7
62+98.94 LT.	(REDWOOD STREET)	14.7
65+97.09 LT.	(MAGNOLIA STREET)	14.4
1798+60.33	(W. VINE STREET)	26.4
68+99.29 RT.	(E. VINE STREET)	16.0
72+30.69 LT.	(ELM STREET)	14.9
72+30.69 RT.	(ELM STREET)	14.9
75+62.83 LT.	(WALNUT STREET)	14.9
78+89.45 LT.	(CHERRY STREET)	15.1
78+89.45 RT.	(CHERRY STREET)	15.1
82+20.98 LT.	(POPLAR STREET)	14.7
82+20.98 RT.	(POPLAR STREET)	14.7
85+45.70 LT.	(CHESTNUT STREET)	43.6
85+50.18 RT.	(MICHIGAN AVENUE)	38.4
89+25.60 LT.	(MAPLE STREET)	18.7
89+25.60 RT.	(MAPLE STREET)	26.0
93+00.83 LT.	(PINE STREET)	23.1
93+00.83 RT.	(PINE STREET)	18.4
96+70.91 LT.	(LOCUST STREET)	24.4
96+70.91 RT.	(LOCUST STREET)	22.2
100+61.11 LT.	(ARCHER AVENUE @ CROSSWALK)	70.8
2801+16.85	(E. ARCHER AVENUE)	38.7
104+50.94 LT.	(PLUM STREET)	42.5
104+50.94 RT.	(PLUM STREET)	35.9
106+90.70 RT.	(9TH STREET)	24.6
108+22.10 LT.	(BEECH STREET)	36.8
108+22.10 RT.	(BEECH STREET)	35.9
111+91.99 LT.	(ASH STREET)	36.8
111+91.99 RT.	(ASH STREET)	34.9
115+64.19 LT.	(HICKORY STREET)	34.9
115+64.19 RT.	(HICKORY STREET)	35.9
119+34.21 LT.	(SPRUCE STREET)	36.8
121+94.05 LT.	(MULBERRY STREET)	29.3
125+46.19 RT.	(CEDAR LANE)	27.4
125+58.12 LT.	(CEDAR STREET)	28.3
128+73.03 LT.	(OAK STREET)	25.5
135+47.70 LT.	(LINCOLN DRIVE)	33.1
141+85.00		34.0
141+85.00		20.0
TOTAL =		1,162.0

### SUBBASE GRANULAR MATERIAL, TYPE B, 4"

STATION	TO	STATION	OFFSET	SQ YD
110+09.00		110+19.00	21.0' LT.	2.3
110+25.00		110+38.00	21.0' RT.	4.4
TOTAL =				7.0

### INCIDENTAL HOT-MIX ASPHALT SURFACING

STATION	OFFSET	TONS
68+99.29	(VINE STREET) 18.0' LT.	70.6
100+61.11	(ARCHER AVENUE) 20.5' LT.	54.4
100+61.11	(ARCHER AVENUE) 19.0' RT.	109.5
104+50.94	(PLUM STREET) 21.0' LT.	18.4
104+50.94	(PLUM STREET) 21.0' RT.	15.0
106+90.70	(9TH STREET) 21.0' RT.	11.6
108+22.10	(BEECH STREET) 21.0' LT.	15.6
108+22.10	(BEECH STREET) 21.0' RT.	15.3
111+91.99	(ASH STREET) 21.0' LT.	16.1
111+91.99	(ASH STREET) 21.0' RT.	14.9
115+64.19	(HICKORY STREET) 21.0' LT.	15.3
115+64.19	(HICKORY STREET) 21.0' RT.	15.2
119+34.21	(SPRUCE STREET) 21.0' LT.	15.5
121+94.05	(MULBERRY STREET) 21.0' LT.	13.4
125+46.19	(CEDAR LANE) 21.0' RT.	12.8
125+58.12	(CEDAR STREET) 21.0' LT.	13.9
128+73.03	(OAK STREET) 21.0' LT.	22.8
135+47.70	(LINCOLN DRIVE) 21.0' LT.	17.0
TOTAL =		468.0

### COMBINATION CURB AND GUTTER REMOVAL

STATION	TO	STATION	OFFSET	FEET
110+09.00		110+19.00	21.0' LT.	10.0
110+25.00		110+38.00	21.0' RT.	19.0
TOTAL =				29.0

### COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (DOWELLED)

STATION	TO	STATION	OFFSET	FEET
110+09.00		110+19.00	21.0' LT.	10.0
110+25.00		110+38.00	21.0' RT.	19.0
TOTAL =				29.0

### WATER VALVES TO BE ADJUSTED

STATION	OFFSET	EACH
68+81.62	31.4' LT.	1
69+19.46	21.6' LT.	1
125+60.54	13.0' RT.	1
TOTAL =		3

### MANHOLES TO BE ADJUSTED

STATION	OFFSET	EACH
69+23.78	21.6' LT.	1
96+63.78	14.1' LT.	1
115+62.70	2.2' LT.	1
121+94.05	33.5' LT.	1
123+73.51	15.1' RT.	1
125+55.14	32.4' LT.	1
TOTAL =		6

### COLD MILLING (SPECIAL)

STATION	TO	STATION	OFFSET	FEET
102+86.50		104+00.00	21.0' LT.	123.1
103+05.00		104+58.40	21.0' RT.	167.5
104+46.50		107+80.00	21.0' LT.	367.6
104+96.20		106+76.80	21.0' RT.	196.8
107+03.20		108+24.30	21.0' RT.	135.1
108+20.00		111+56.80	21.0' LT.	353.5
108+62.70		112+00.00	21.0' RT.	350.3
111+96.20		115+23.80	21.0' LT.	342.7
112+41.60		115+67.00	21.0' RT.	342.7
115+59.50		118+93.50	21.0' LT.	349.2
116+05.90		125+33.00	21.0' RT.	938.4
119+32.40		121+78.90	21.0' LT.	259.5
122+09.70		125+43.20	21.0' LT.	348.1
125+62.70		138+51.00	21.0' RT.	1,294.0
125+74.00		128+59.50	21.0' LT.	311.4
128+86.50		135+29.70	21.0' LT.	673.5
135+64.90		138+51.00	21.0' LT.	298.4
TOTAL =				6,852.0

### SURVEY MONUMENT COVER ASSEMBLY

STATION	OFFSET	EACH
53+57.83	CENTERLINE	1
100+00.00	CENTERLINE	1
TOTAL =		2

PLOT DATE = 3/13/2007  
 FILE NAME = c:\p\projects\74143\74143.dgn  
 PLOT SCALE = 28.0000 / IN.  
 USER NAME = staffennk



### SCHEDULE OF QUANTITIES (cont'd)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	9
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**THERMOPLASTIC PAVEMENT MARKINGS, LETTERS AND SYMBOLS**

STATION		SQ FT
66+38.26	(LEFT TURN, URBAN, SMALL)	8.8
67+11.50	(LEFT TURN, URBAN, SMALL)	8.8
67+76.75	(LEFT TURN, URBAN, SMALL)	8.8
68+42.00	(LEFT TURN, URBAN, SMALL)	8.8
70+65.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
73+97.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
77+25.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
80+55.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
83+80.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
87+43.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
91+25.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
94+88.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
97+53.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
99+04.00	(LEFT TURN, URBAN, SMALL)	8.8
99+80.50	(LEFT TURN, URBAN, SMALL)	8.8
2800+94.00	(LEFT TURN, URBAN, SMALL - E. ARCHER AVE.)	8.8
2801+70.00	(LEFT TURN, URBAN, SMALL - E. ARCHER AVE.)	8.8
101+39.50	(RIGHT TURN, URBAN, SMALL)	8.8
101+39.50	(LEFT TURN, URBAN, SMALL)	8.8
101+98.70	(RIGHT TURN, URBAN, SMALL)	8.8
102+20.40	(LEFT TURN, URBAN, SMALL)	8.8
103+25.00	(LEFT TURN, URBAN, SMALL)	8.8
103+92.00	(LEFT TURN, URBAN, SMALL)	8.8
105+72.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
106+98.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
109+42.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
110+73.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
112+97.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
114+68.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
116+62.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
118+38.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
120+57.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
122+97.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
124+48.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
126+62.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
127+68.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
129+77.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
132+15.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
134+53.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
136+96.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
139+46.00	(LEFT TURN, BI-DIRECTIONAL)	17.6
TOTAL =		599.0

**THERMOPLASTIC PAVEMENT MARKINGS, LINE 4"**

STATION	TO	STATION	OFFSET	COLOR	TYPE	FEET
37+30.00		53+59.31	11.0' LT.	WHITE	SOLID	1,629.3
37+30.00		63+76.26	CENTERLINE	YELLOW	DASH	661.6
37+30.00		42+58.96	11.0' RT.	WHITE	SOLID	529.0
44+17.68		47+82.86	11.0' RT.	WHITE	SOLID	365.2
48+64.86		63+76.26	11.0' RT.	WHITE	SOLID	1,511.4
54+41.31		56+56.92	11.0' LT.	WHITE	SOLID	215.6
57+38.92		59+63.82	11.0' LT.	WHITE	SOLID	224.9
60+45.82		62+57.69	11.0' LT.	WHITE	SOLID	211.9
63+39.69		63+76.26	11.0' LT.	WHITE	SOLID	36.6
63+39.69		63+76.26	0.3' RT.	YELLOW	SOLID	36.6
63+76.26		65+62.26	0' - 6' LT.	YELLOW	SOLID	379.9
63+76.26		65+62.26	0' - 6' RT.	YELLOW	SOLID	379.9
63+76.26		65+56.26	11' - 18' LT.	WHITE	SOLID	180.0
63+76.26		65+56.26	11' - 18' RT.	WHITE	SOLID	180.0
66+38.26		68+60.00	6.0' LT.	YELLOW	SOLID	443.5
66+38.26		68+60.00	6.0' RT.	WHITE	SOLID	221.7
1798+60.33		1799+82.00	CENTERLINE	YELLOW	DASH	30.4 (VINE)
69+40.00		71+90.00	6.0' LT.	YELLOW	SOLID	250.0
69+40.00		71+90.00	6.0' LT.	YELLOW	DASH	62.5
69+40.00		71+90.00	6.0' RT.	YELLOW	SOLID	250.0
69+40.00		71+90.00	6.0' RT.	YELLOW	DASH	62.5
72+70.00		75+25.00	6.0' LT.	YELLOW	SOLID	245.0
72+70.00		75+25.00	6.0' LT.	YELLOW	DASH	63.8
72+70.00		75+25.00	6.0' RT.	YELLOW	SOLID	245.0
72+70.00		75+25.00	6.0' RT.	YELLOW	DASH	63.8
76+00.00		78+50.00	6.0' LT.	YELLOW	SOLID	250.0
76+00.00		78+50.00	6.0' LT.	YELLOW	DASH	62.5
76+00.00		78+50.00	6.0' RT.	YELLOW	SOLID	250.0
76+00.00		78+50.00	6.0' RT.	YELLOW	DASH	62.5
79+30.00		81+80.00	6.0' LT.	YELLOW	SOLID	250.0
79+30.00		81+80.00	6.0' LT.	YELLOW	DASH	62.5
79+30.00		81+80.00	6.0' RT.	YELLOW	SOLID	250.0
79+30.00		81+80.00	6.0' RT.	YELLOW	DASH	62.5
82+60.00		85+00.00	6.0' LT.	YELLOW	SOLID	240.0
82+60.00		85+00.00	6.0' LT.	YELLOW	DASH	60.0
82+60.00		85+00.00	6.0' RT.	YELLOW	SOLID	240.0
82+60.00		85+00.00	6.0' RT.	YELLOW	DASH	60.0
86+00.00		88+85.00	6.0' LT.	YELLOW	SOLID	285.0
86+00.00		88+85.00	6.0' LT.	YELLOW	DASH	71.3
86+00.00		88+85.00	6.0' RT.	YELLOW	SOLID	285.0
86+00.00		88+85.00	6.0' RT.	YELLOW	DASH	71.3
89+65.00		92+60.00	6.0' LT.	YELLOW	SOLID	295.0
89+65.00		92+60.00	6.0' LT.	YELLOW	DASH	73.8
89+65.00		92+60.00	6.0' RT.	YELLOW	SOLID	295.0
89+65.00		92+60.00	6.0' RT.	YELLOW	DASH	73.8
93+40.00		96+35.00	6.0' LT.	YELLOW	SOLID	295.0
93+40.00		96+35.00	6.0' LT.	YELLOW	DASH	73.8
93+40.00		96+35.00	6.0' RT.	YELLOW	SOLID	295.0
93+40.00		96+35.00	6.0' RT.	YELLOW	DASH	73.8
97+10.00		98+15.00	6.0' LT.	YELLOW	SOLID	105.0
97+10.00		98+15.00	6.0' LT.	YELLOW	DASH	26.3
97+10.00		98+15.00	6.0' RT.	YELLOW	SOLID	105.0
97+10.00		98+15.00	6.0' RT.	YELLOW	DASH	26.3
98+15.00		100+00.00	6.0' LT.	YELLOW	SOLID	370.0
99+04.00		100+00.00	6.0' RT.	WHITE	SOLID	96.0
2800+75.50		2801+70.00	CENTERLINE	YELLOW	SOLID	189.0 (ARCHER)
2800+75.50		2801+70.00	11.0' LT.	WHITE	SOLID	94.5
101+21.50		101+98.70	18.0' LT.	WHITE	SOLID	77.2

**THERMOPLASTIC PAVEMENT MARKINGS, LINE 4"**

STATION	TO	STATION	OFFSET	COLOR	TYPE	FEET
101+21.50		101+98.70	18.0' LT.	WHITE	SOLID	77.2
101+21.50		102+20.40	6.0' LT.	WHITE	SOLID	98.9
101+21.50		102+20.40	6.0' RT.	YELLOW	SOLID	197.8
102+20.40		103+25.00	6' RT. - 6' LT.	YELLOW	SOLID	209.2
103+25.00		104+10.00	6.0' LT.	YELLOW	SOLID	170.0
103+25.00		104+10.00	6.0' RT.	WHITE	SOLID	85.0
104+90.00		107+80.00	6.0' LT.	YELLOW	SOLID	290.0
104+90.00		107+80.00	6.0' LT.	YELLOW	DASH	72.5
104+90.00		107+80.00	6.0' RT.	YELLOW	SOLID	290.0
104+90.00		107+80.00	6.0' RT.	YELLOW	DASH	72.5
108+60.00		111+55.00	6.0' LT.	YELLOW	SOLID	295.0
108+60.00		111+55.00	6.0' RT.	YELLOW	DASH	73.8
108+60.00		111+55.00	6.0' RT.	YELLOW	SOLID	295.0
108+60.00		111+55.00	6.0' RT.	YELLOW	DASH	73.8
112+35.00		115+30.00	6.0' LT.	YELLOW	SOLID	295.0
112+35.00		115+30.00	6.0' RT.	YELLOW	SOLID	295.0
112+35.00		115+30.00	6.0' RT.	YELLOW	DASH	73.8
116+00.00		119+00.00	6.0' LT.	YELLOW	SOLID	300.0
116+00.00		119+00.00	6.0' LT.	YELLOW	DASH	75.0
116+00.00		119+00.00	6.0' RT.	YELLOW	SOLID	300.0
116+00.00		119+00.00	6.0' RT.	YELLOW	DASH	75.0
116+00.00		119+00.00	6.0' RT.	YELLOW	SOLID	300.0
116+00.00		119+00.00	6.0' RT.	YELLOW	DASH	75.0
119+60.00		121+55.00	6.0' LT.	YELLOW	SOLID	195.0
119+60.00		121+55.00	6.0' LT.	YELLOW	DASH	48.8
119+60.00		121+55.00	6.0' RT.	YELLOW	SOLID	195.0
119+60.00		121+55.00	6.0' RT.	YELLOW	DASH	48.8
122+35.00		125+10.00	6.0' LT.	YELLOW	SOLID	275.0
122+35.00		125+10.00	6.0' LT.	YELLOW	DASH	68.8
122+35.00		125+10.00	6.0' RT.	YELLOW	SOLID	275.0
122+35.00		125+10.00	6.0' RT.	YELLOW	DASH	68.8
126+00.00		128+30.00	6.0' LT.	YELLOW	SOLID	230.0
126+00.00		128+30.00	6.0' LT.	YELLOW	DASH	57.5
126+00.00		128+30.00	6.0' RT.	YELLOW	SOLID	230.0
126+00.00		128+30.00	6.0' RT.	YELLOW	DASH	57.5
129+15.00		135+15.00	6.0' LT.	YELLOW	SOLID	600.0
129+15.00		135+15.00	6.0' LT.	YELLOW	DASH	150.0
129+15.00		135+15.00	6.0' RT.	YELLOW	SOLID	600.0
129+15.00		135+15.00	6.0' RT.	YELLOW	DASH	150.0
135+85.00		138+00.00	6.0' LT.	YELLOW	SOLID	215.0
135+85.00		138+00.00	6.0' LT.	YELLOW	DASH	53.8
135+85.00		138+00.00	6.0' RT.	YELLOW	SOLID	215.0
135+85.00		138+00.00	6.0' RT.	YELLOW	DASH	53.8
138+00.00		141+00.00	6' LT. - 1' RT.	YELLOW	SOLID	300.0
138+00.00		141+00.00	6' LT. - 1' RT.	YELLOW	DASH	75.0
138+00.00		141+00.00	6' RT. - 13' RT.	YELLOW	SOLID	300.0
138+00.00		141+00.00	6' RT. - 13' RT.	YELLOW	DASH	75.0
141+00.00		141+85.00	1.0' RT.	YELLOW	SOLID	85.0
141+00.00		141+85.00	1.0' RT.	YELLOW	DASH	21.3
141+00.00		141+85.00	13.0' RT.	YELLOW	SOLID	85.0
141+00.00		141+85.00	13.0' RT.	YELLOW	DASH	21.3
TOTAL =						22,068.0

### SCHEDULE OF QUANTITIES (cont'd)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**THERMOPLASTIC PAVEMENT MARKINGS, LINE 6" (CROSSWALK)**

STATION	TO	STATION	OFFSET	COLOR	TYPE	FEET
74+41.00		74+41.00	18' LT - 18' RT	WHITE	SOLID	36.0
74+51.00		74+51.00	18' LT - 18' RT	WHITE	SOLID	36.0
99+90.50		100+20.50	31' LT - 21' RT	WHITE	SOLID	59.5
99+96.50		100+29.50	34' LT - 24' RT	WHITE	SOLID	65.9
99+96.50		100+84.00	34' LT - 34' LT	WHITE	SOLID	87.5
100+03.00		100+78.00	40' LT - 40' LT	WHITE	SOLID	75.0
100+44.00		101+24.80	34' RT - 48' RT	WHITE	SOLID	81.1
100+50.00		101+28.30	41' RT - 54' RT	WHITE	SOLID	78.9
100+94.00		101+24.80	30' LT - 48' RT	WHITE	SOLID	82.7
101+00.50		101+32.00	29' LT - 49' RT	WHITE	SOLID	84.3
TOTAL =						687.0

**RAISED REFLECTIVE PAVEMENT MARKERS**

STATION	TO	STATION	2-WAY AMBER	1-WAY AMBER	1-WAY CRYSTAL
37+30.00		63+76.26	34		
63+76.26		65+97.09		11	
66+38.26		68+60.00	12		
66+38.26		68+60.00			6
69+40.00		96+35.00	102		
97+10.00		100+00.00	15		
99+04.00		100+00.00			3
2800+75.50		2801+70.00	6		
2800+75.50		2801+70.00			3
101+21.50		104+10.00			9
101+21.50		104+10.00	14		
104+90.00		141+85.00	152		
TOTAL =			335	11	21

**THERMOPLASTIC PAVEMENT MARKINGS, LINE 12" (PAINTED MEDIAN DIAGONAL)**

STATION	COLOR	FEET
64+24.30	YELLOW	2.7
64+44.30	YELLOW	4.3
64+64.30	YELLOW	5.4
64+84.30	YELLOW	8.6
65+04.30	YELLOW	10.8
65+24.30	YELLOW	12.4
65+44.30	YELLOW	14.6
TOTAL =		59.0

**PARTIAL DEPTH REMOVAL**

STATION	TO	STATION	DIRECTION	LENGTH	WIDTH	SQ YD
*AS DIRECTED BY THE ENGINEER (PARTIAL DEPTH PATCHING TO BE DONE PRIOR TO MILLING)						

**THERMOPLASTIC PAVEMENT MARKINGS, LINE 24" (STOP BAR)**

STATION	TO	STATION	OFFSET	COLOR	FEET
100+00.00		100+00.00	6' LT - 18' RT	WHITE	24.0
2799+36.00		2799+50.54	0' - 29.5' RT	WHITE	33.0
2800+75.50		2800+75.50	0' - 22' LT	WHITE	22.0
2800+75.50		2800+82.60	22' LT - 32.6' LT	WHITE	12.5
101+20.50		101+20.50	30' LT - 6' RT	WHITE	36.0
TOTAL =					128.0

**DETECTOR LOOP, TYPE 1**

STATION	LOOP NO.	LANE	FEET
97+44.00	B5	NORTHBOUND	27.0
98+67.00	B4	NORTHBOUND	27.0
99+67.00	B3	NB - LT. TURN	56.0
99+82.00	B2	NB - LT. TURN	44.0
99+97.00	B1	NB - LT. TURN	52.0
2800+78.00	D1	WB - LT. TURN	57.0
2800+93.00	D2	WB - LT. TURN	51.0
2801+08.00	D3	WB - LT. TURN	63.0
2800+78.00	D4	WESTBOUND	53.0
2800+93.00	D5	WESTBOUND	38.0
101+24.00	A1	SB - LT. TURN	51.0
101+39.00	A2	SB - LT. TURN	56.0
101+54.00	A3	SB - LT. TURN	66.0
102+58.00	A4	SOUTHBOUND	32.0
103+97.00	A5	SOUTHBOUND	28.0
TOTAL =			701.0

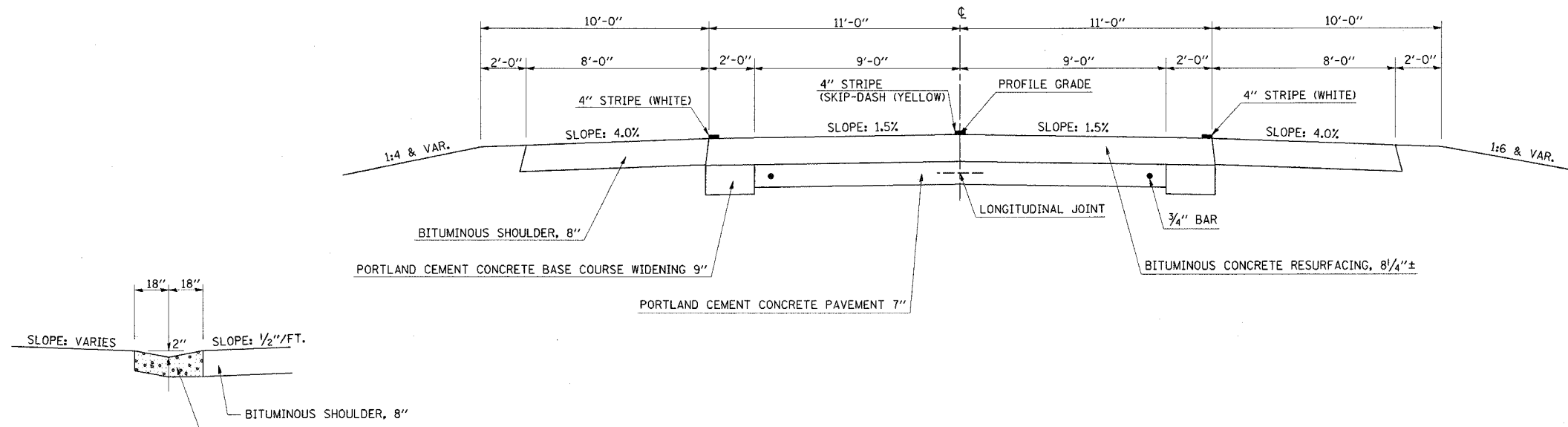
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 USER NAME = staff\ank

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	11

**(A) EXISTING TYPICAL CROSS SECTION**

**FAP 332 (IL 1)**

STATION 37+30.00 TO STATION 63+76.26 (B)



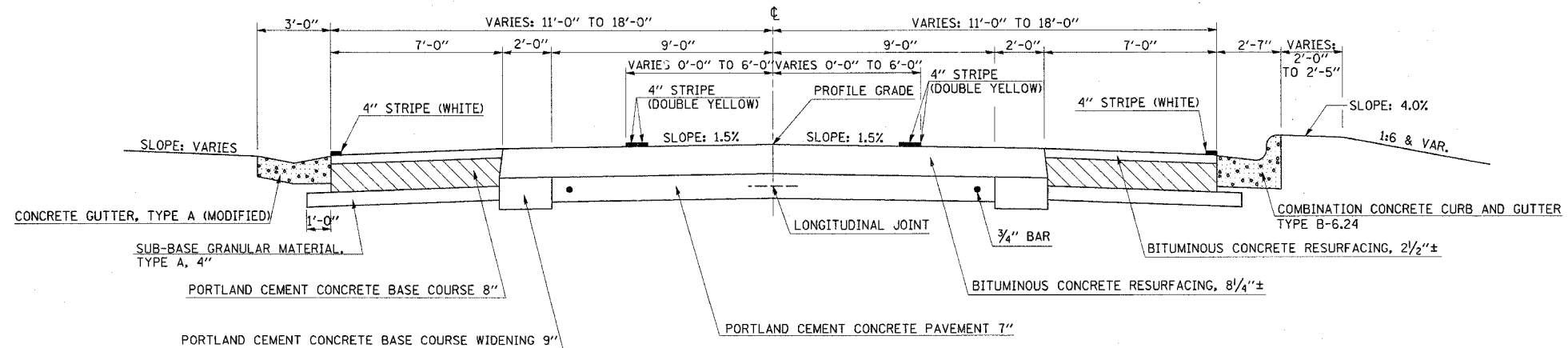
CONCRETE GUTTER, TYPE A (MODIFIED)

DETAIL OF CONCRETE GUTTER, TYPE A, (MODIFIED)  
 LT. STA. 57+19.00 TO STA. 63+76.26

**(B) EXISTING TYPICAL CROSS SECTION**

**FAP 332 (IL 1)**

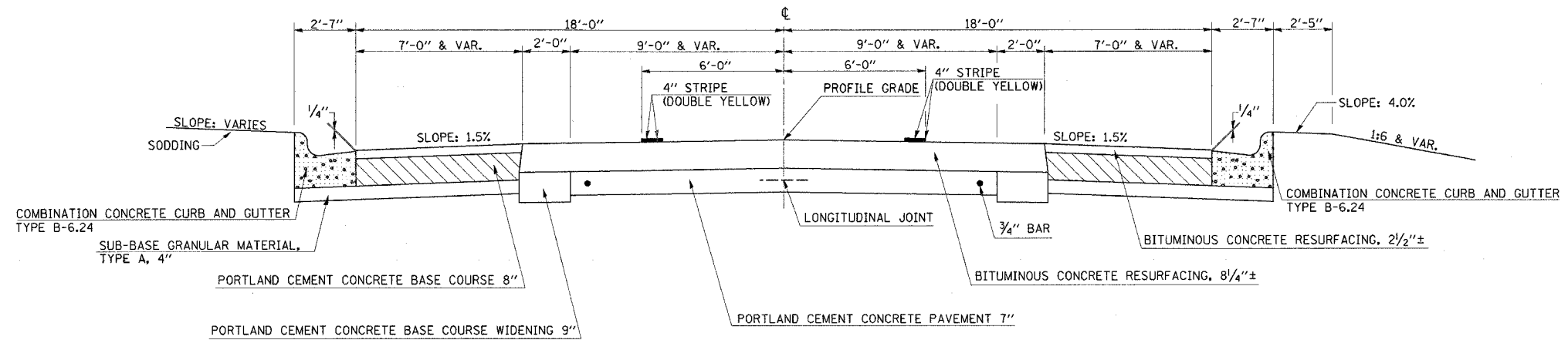
(A) STATION 63+76.26 TO STATION 65+56.26 (C)



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-L)RS-4	CLARK	46	12

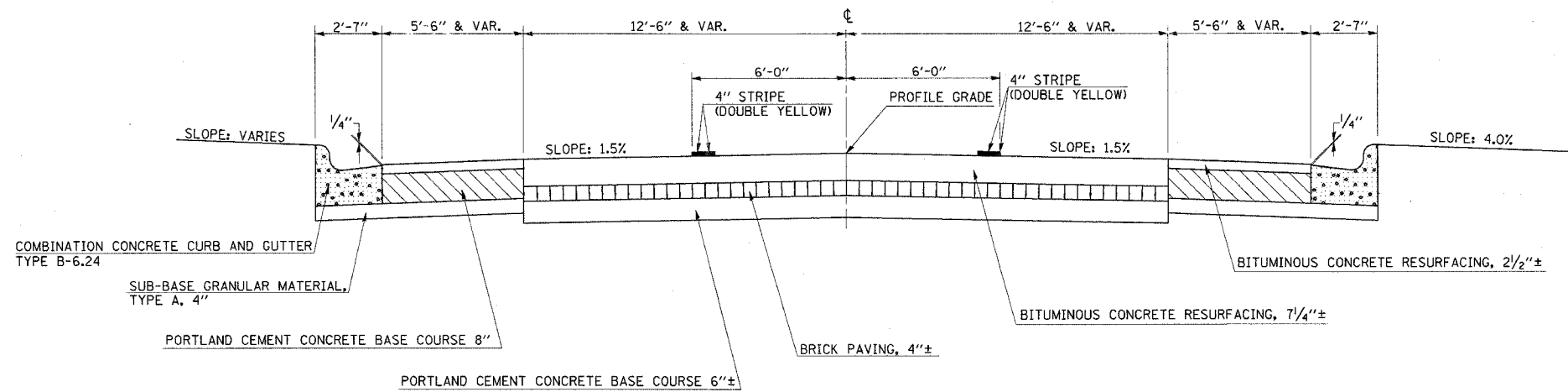
**(C) EXISTING TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION TO STATION  
 (B) 65+56.26 TO 68+54.29 (D)  
 (D) 85+95.70 TO 100+61.00 (E)



**(D) EXISTING TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

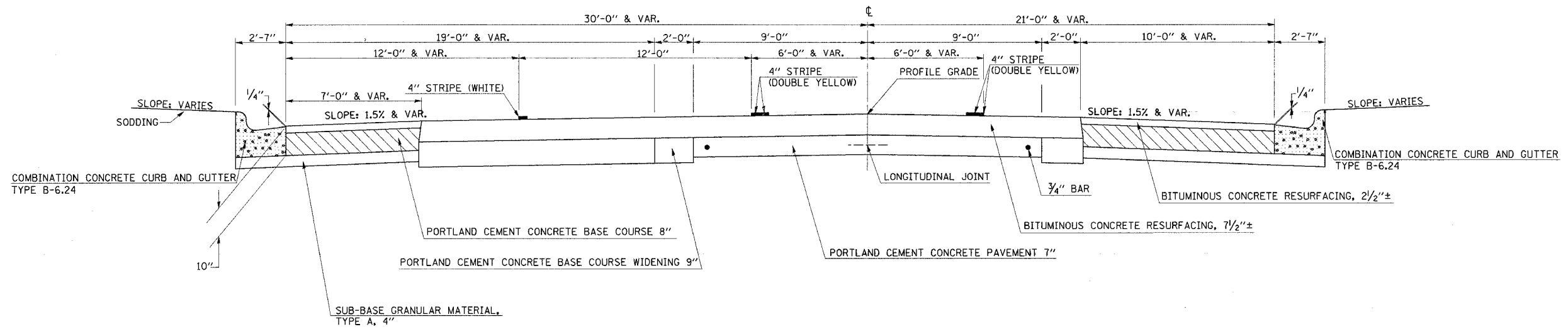
STATION TO STATION  
 (C) 68+54.29 TO 85+95.70 (C)



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1RS-4	CLARK	46	13

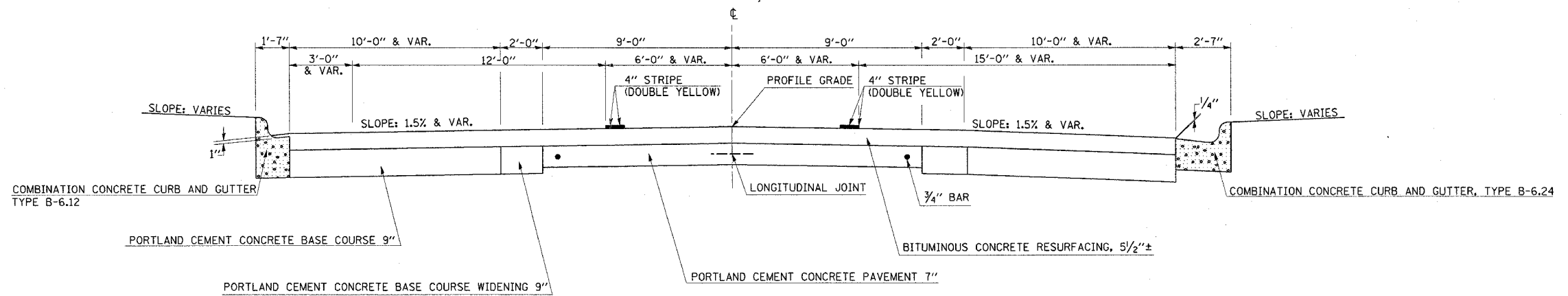
**(E) EXISTING TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION **(C)** 100+61.00 TO STATION 102+65.00 **(F)**



**(F) EXISTING TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION **(E)** 102+65.00 TO STATION 103+75.00 **(G)**

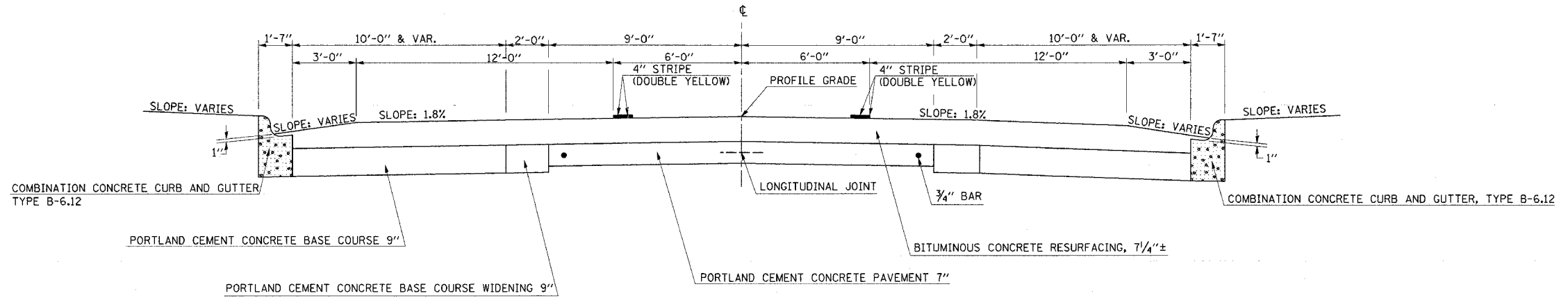


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	14

**G EXISTING TYPICAL CROSS SECTION**

**FAP 332 (IL 1)**

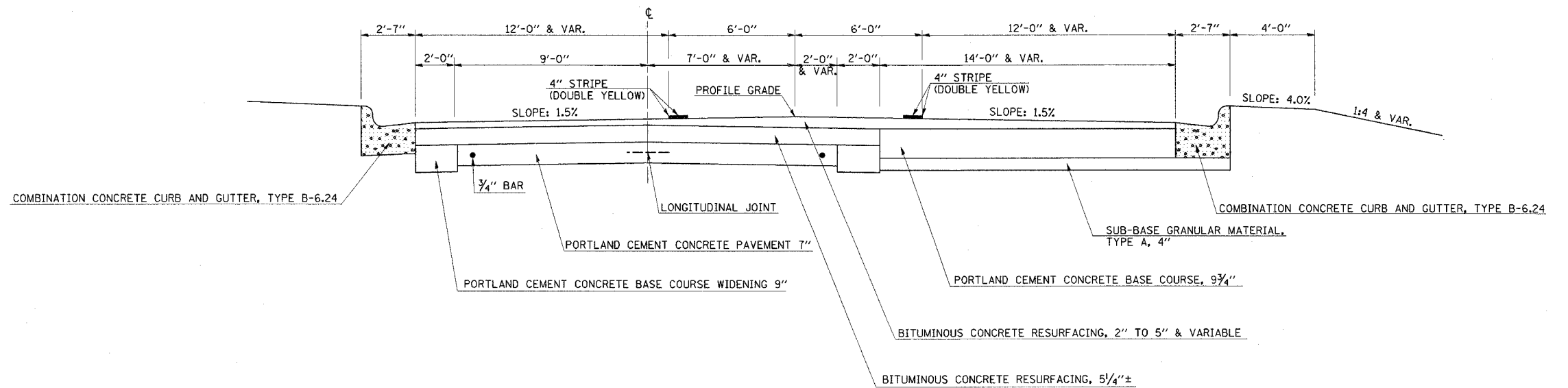
STATION TO STATION  
 (F) 103+75.00 (H) 138+51.00



**H EXISTING TYPICAL CROSS SECTION**

**FAP 332 (IL 1)**

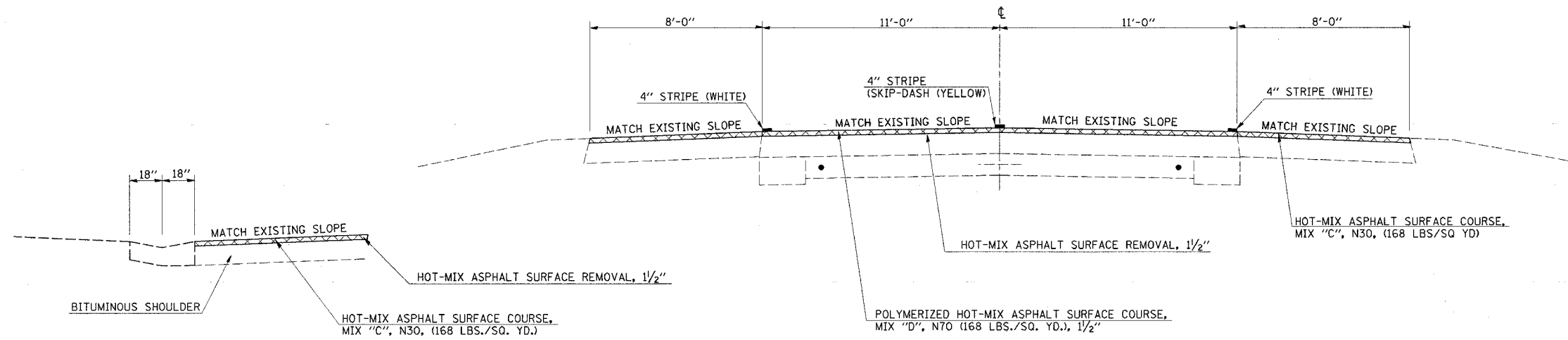
STATION TO STATION  
 (G) 138+51.00 (H) 141+85.00



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	15

**1 PROPOSED TYPICAL CROSS SECTION**  
**FAP 332 (IL 1)**

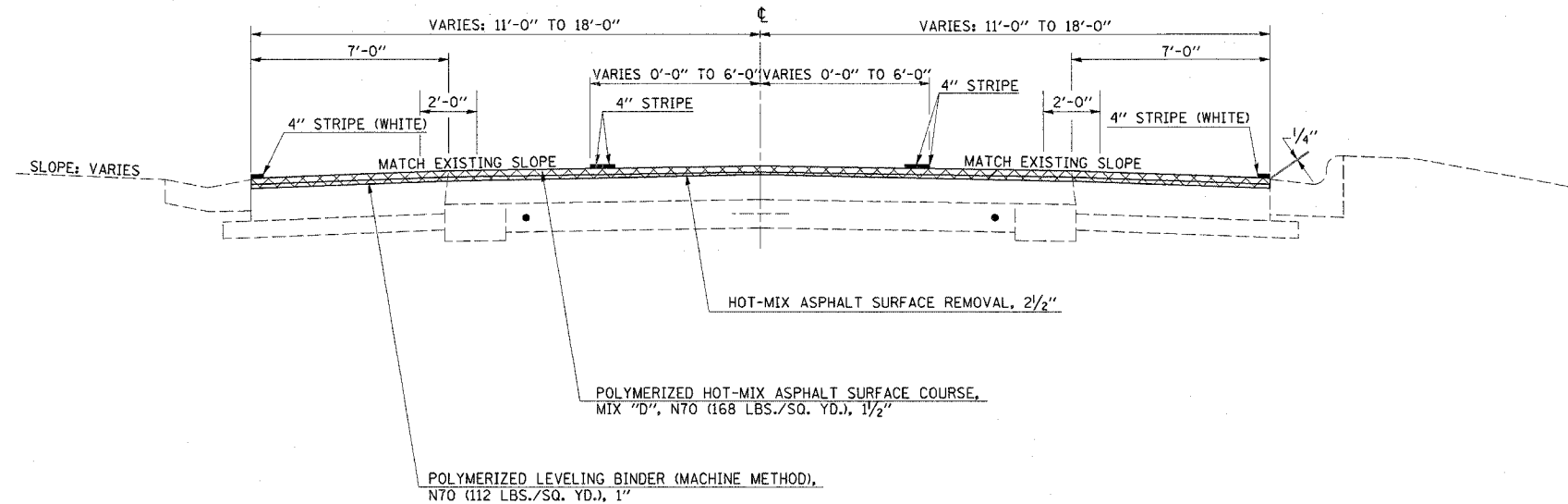
STATION 37+30.00 TO STATION 63+76.26 ②



DETAIL OF CONCRETE GUTTER, TYPE A, (MODIFIED)  
LT. STA. 57+19.00 TO STA. 63+76.26

**2 PROPOSED TYPICAL CROSS SECTION**  
**FAP 332 (IL 1)**

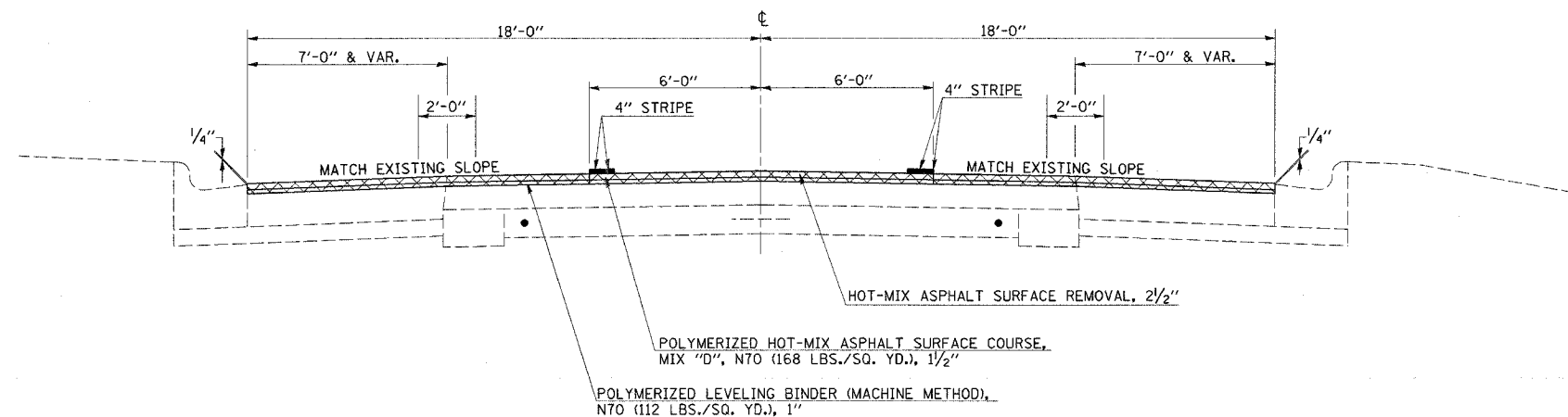
STATION ① 63+76.26 TO STATION 65+56.26 ③



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	16

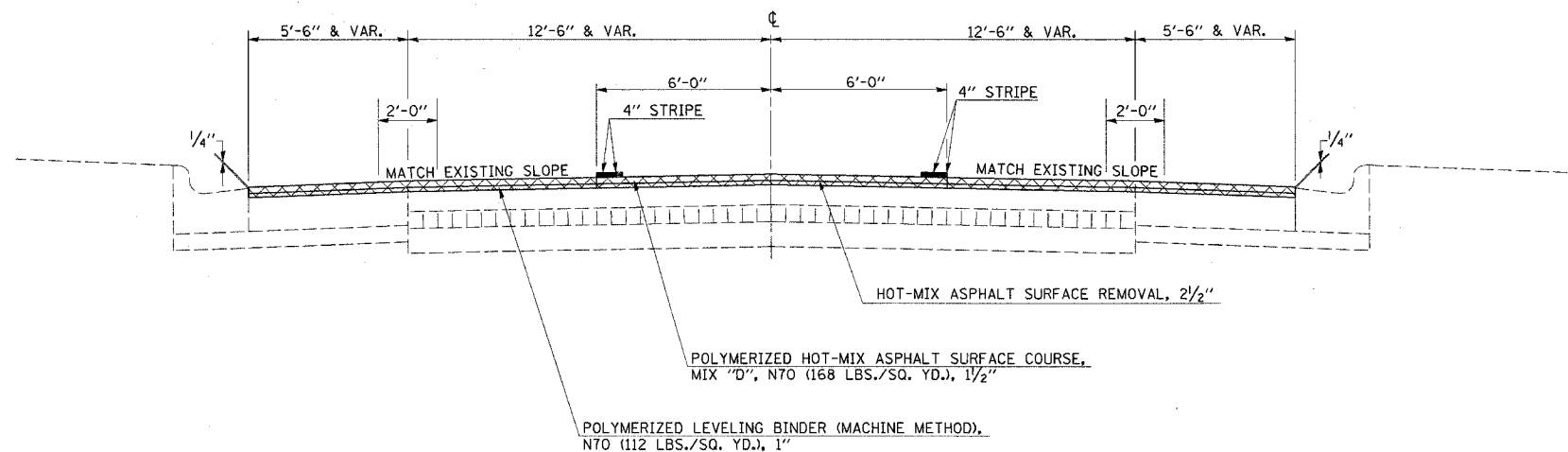
**③ PROPOSED TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION TO STATION  
 ② 65+56.26 TO 68+54.29 ④  
 ④ 85+95.70 TO 100+61.00 ⑤



**④ PROPOSED TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION TO STATION  
 ③ 68+54.29 TO 85+95.70 ③

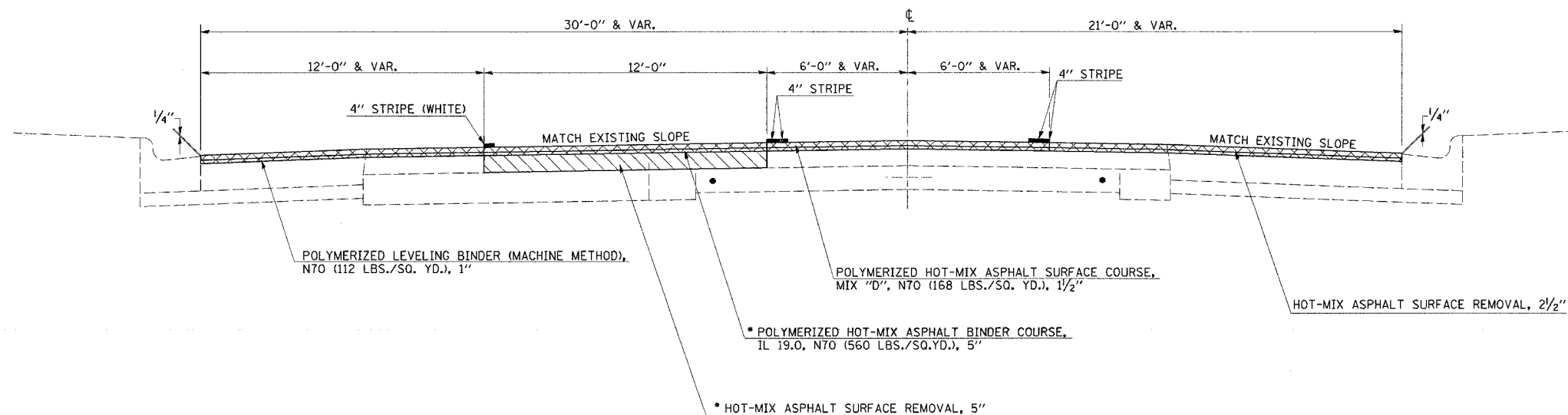




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	17

**⑤ PROPOSED TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

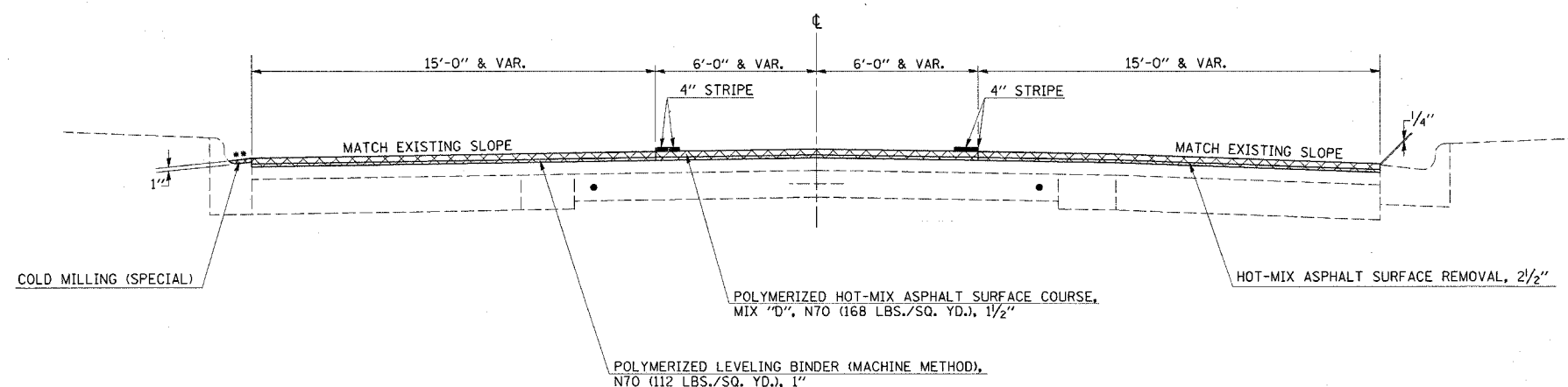
STATION ③ 100+61.00 TO STATION 102+65.00 ⑥



- STATION 101+18.40 TO STATION 102+65.00
- MILLING SHALL BE TO REMOVE ALL HOT-MIX ASPHALT MIXTURE ABOVE THE PCC PAVEMENT IN THIS AREA

**⑥ PROPOSED TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION ⑤ 102+65.00 TO STATION 103+75.00 ⑦

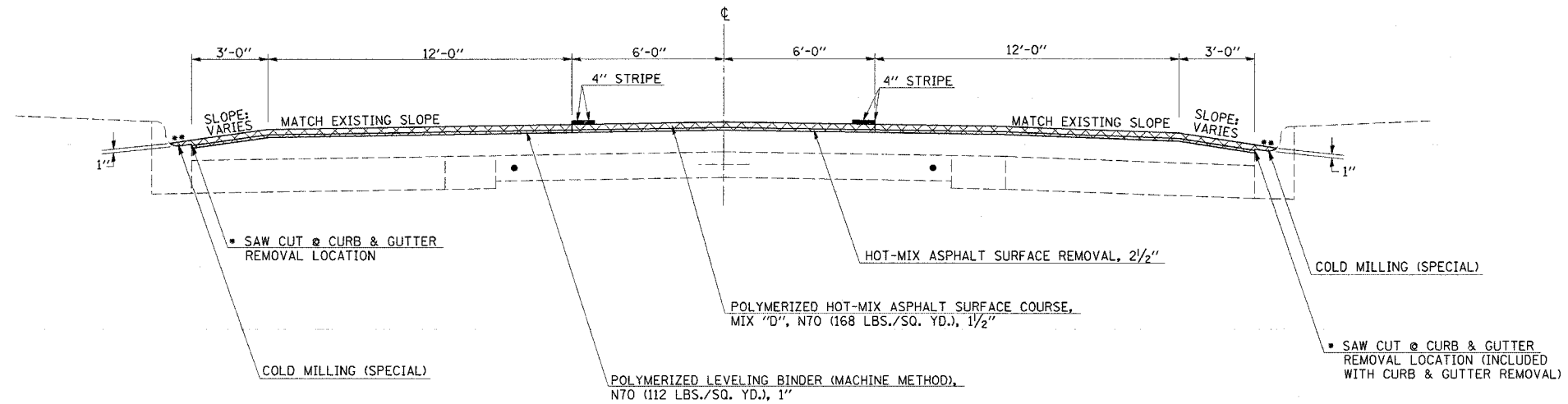


- THE INTENT IS TO REMOVE THE EXISTING HOT-MIX ASPHALT IN THE GUTTER FLAG TO THE TOP OF EXISTING GUTTER FLAG. SEE SPECIAL PROVISIONS.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	18

**7 PROPOSED TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION ⑥ 103+75.00 TO STATION 138+51.00 ⑧

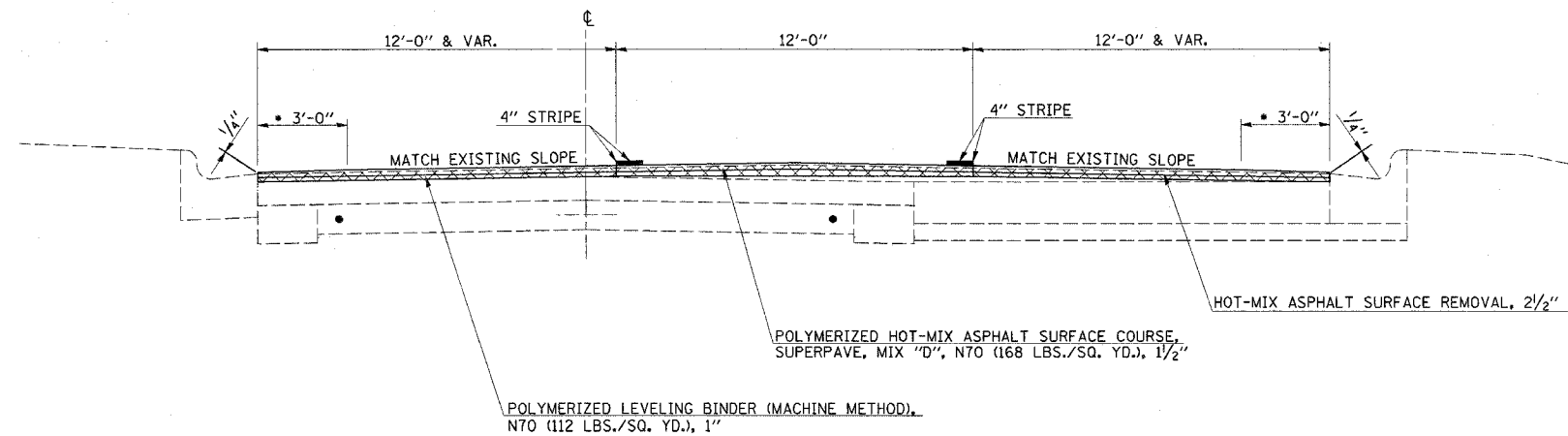


- CURB & GUTTER REMOVAL AND REPLACEMENT:  
LT. STATION 110+09.00 TO LT. STATION 110+19.00  
RT. STATION 110+25.00 TO RT. STATION 110+38.00

- THE INTENT IS TO REMOVE THE EXISTING HOT-MIX ASPHALT SURFACING IN THE GUTTER FLAG TO THE TOP OF EXISTING GUTTER FLAG. SEE SPECIAL PROVISIONS.

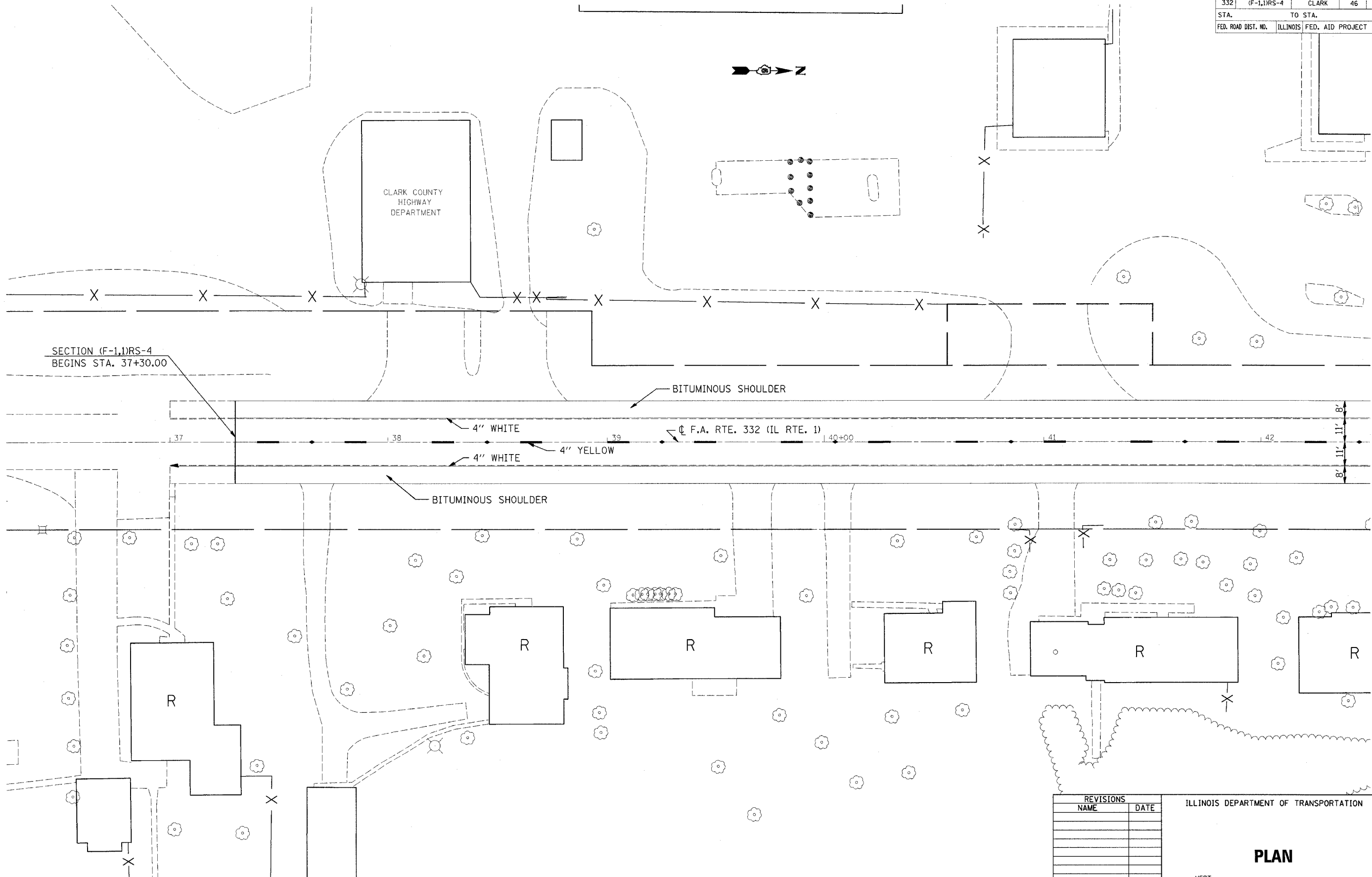
**8 PROPOSED TYPICAL CROSS SECTION  
FAP 332 (IL 1)**

STATION ⑦ 138+51.00 TO STATION 141+85.00



- THE OUTER 3' OF THE RESURFACING SHALL BE TAPERED FROM 2.5" TO 2.25" AT THE EDGE OF PAVEMENT TO ALLOW FOR A 0.25" HOT-MIX ASPHALT LIP TO BE MAINTAINED ABOVE THE CURB AND GUTTER ON BOTH THE LT. & RT.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLOT DATE = 01/03/2007  
 FILE NAME = c:\pcc\mca\74143\19\sping\_sheets\dgn  
 PLOT SCALE = 20,000 / IN.  
 USER NAME = stefFermik

REVISIONS	
NAME	DATE

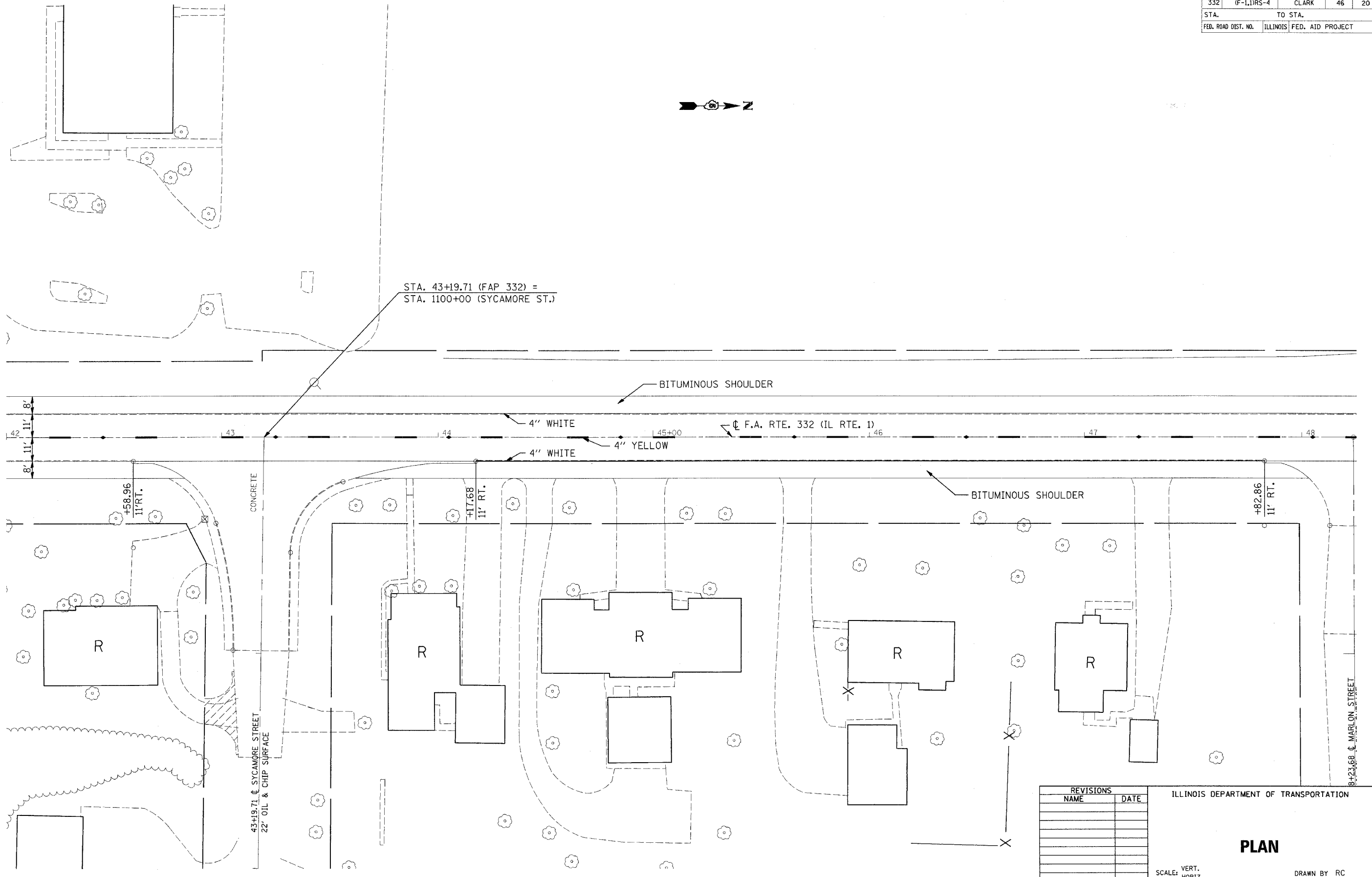
ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

VERT. SCALE: HORIZ.  
 DATE 05/06

DRAWN BY RC  
 CHECKED BY DH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE = 2/12/2007  
 FILE NAME = c:\prowork\74143\74143\prowork\sheet1.dgn  
 PLOT SCALE = 20,000 / 1" IN.  
 USER NAME = staff\erik

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

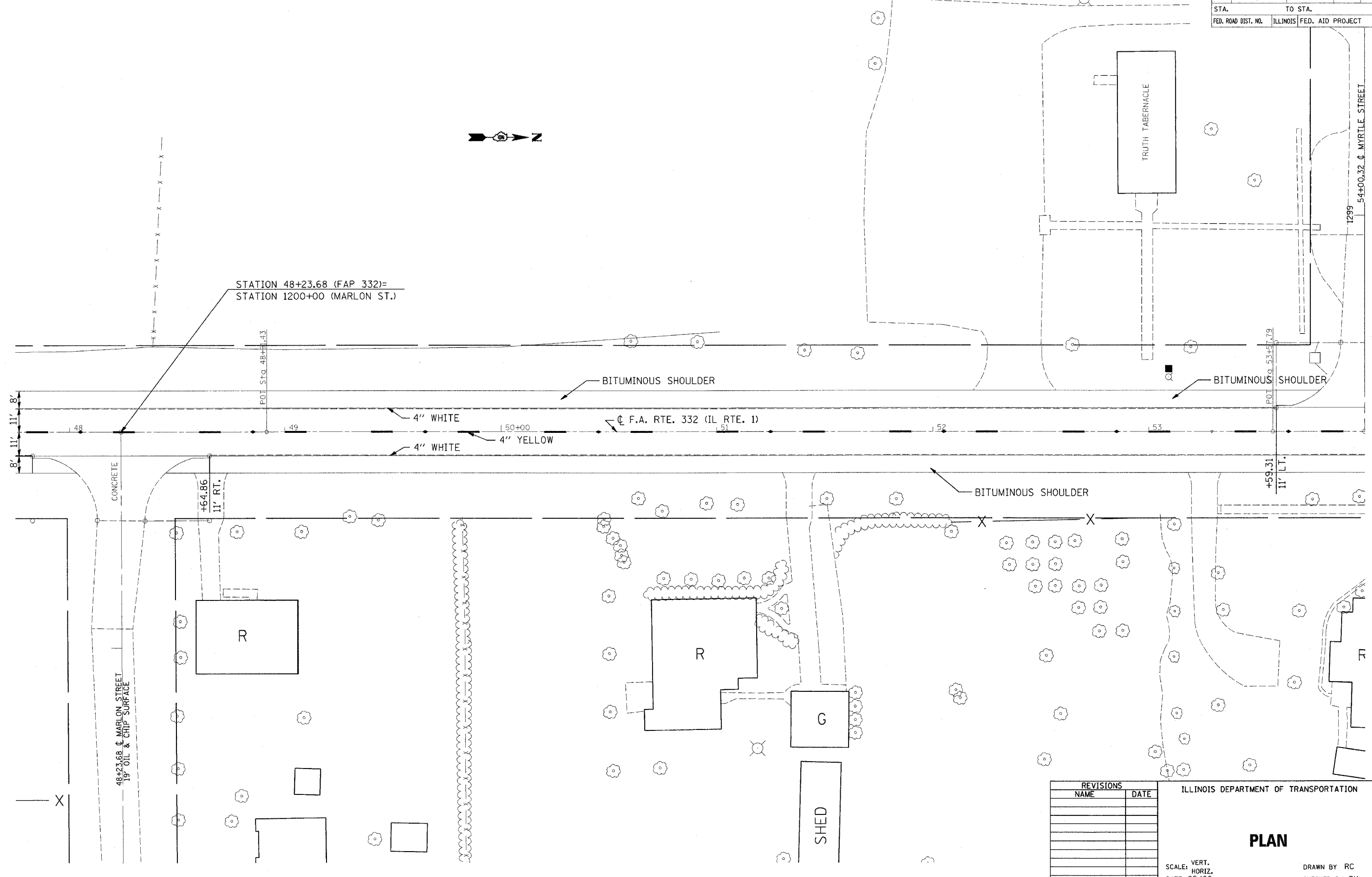
VERT. SCALE: HORIZ.  
DATE: 05/06

DRAWN BY RC  
CHECKED BY DH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STATION 48+23.68 (FAP 332)=  
STATION 1200+00 (MARLON ST.)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

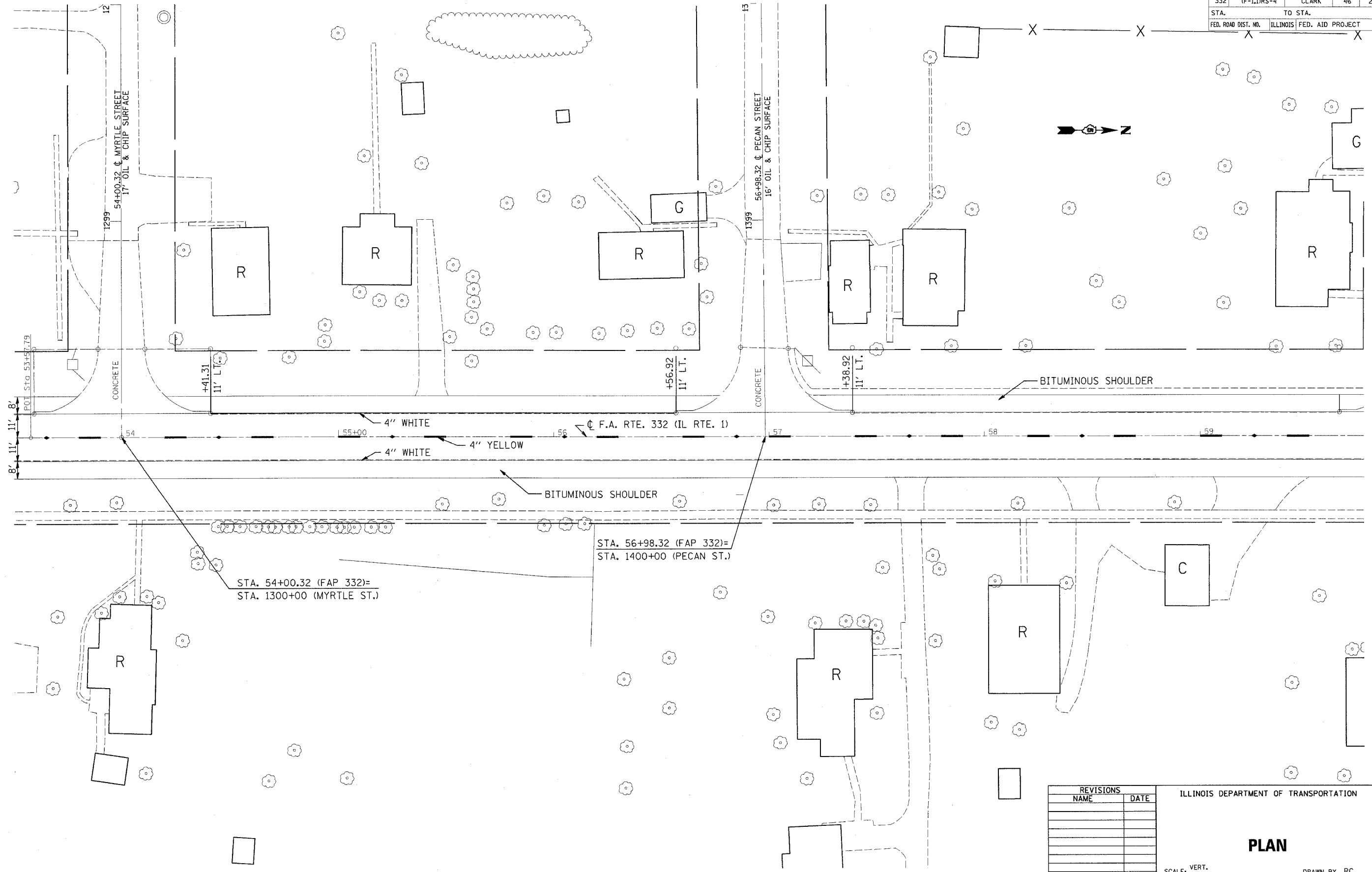
**PLAN**

SCALE: VERT. / HORIZ. / DATE 05/06

DRAWN BY RC / CHECKED BY DH

PLOT DATE = 05/13/2007  
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 PLOT SCALE = 20,000 / IN.  
 USER NAME = vtaffernk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA. 54+00.32 (FAP 332)=  
STA. 1300+00 (MYRTLE ST.)

STA. 56+98.32 (FAP 332)=  
STA. 1400+00 (PECAN ST.)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

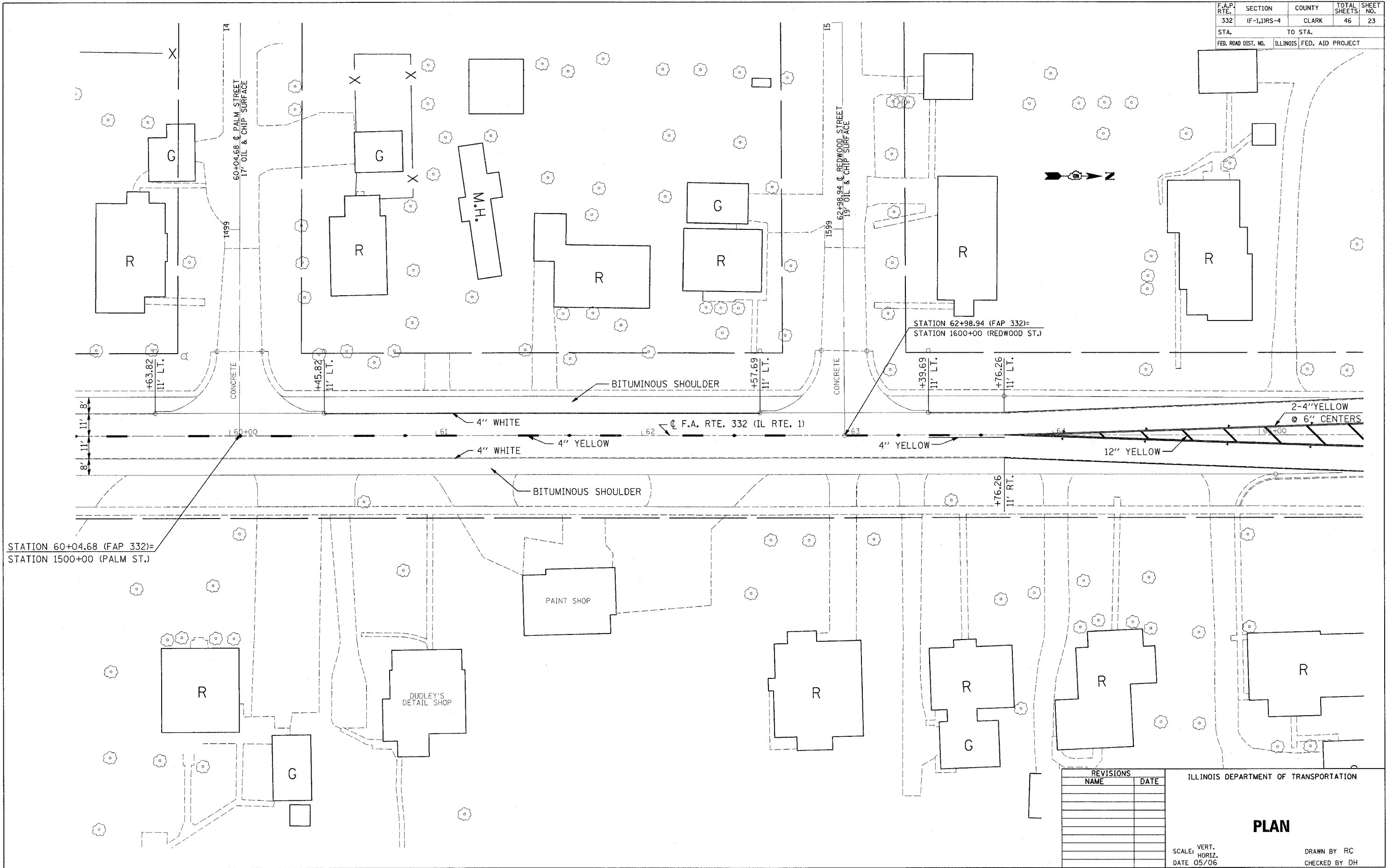
**PLAN**

SCALE: VERT.  
HORIZ.  
DATE 05/06

DRAWN BY RC  
CHECKED BY DH

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PLOT SCALE = 20,000 / IN.  
USER NAME = staff\emmk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	23
STA. 60+04.68		TO STA. 62+98.94		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

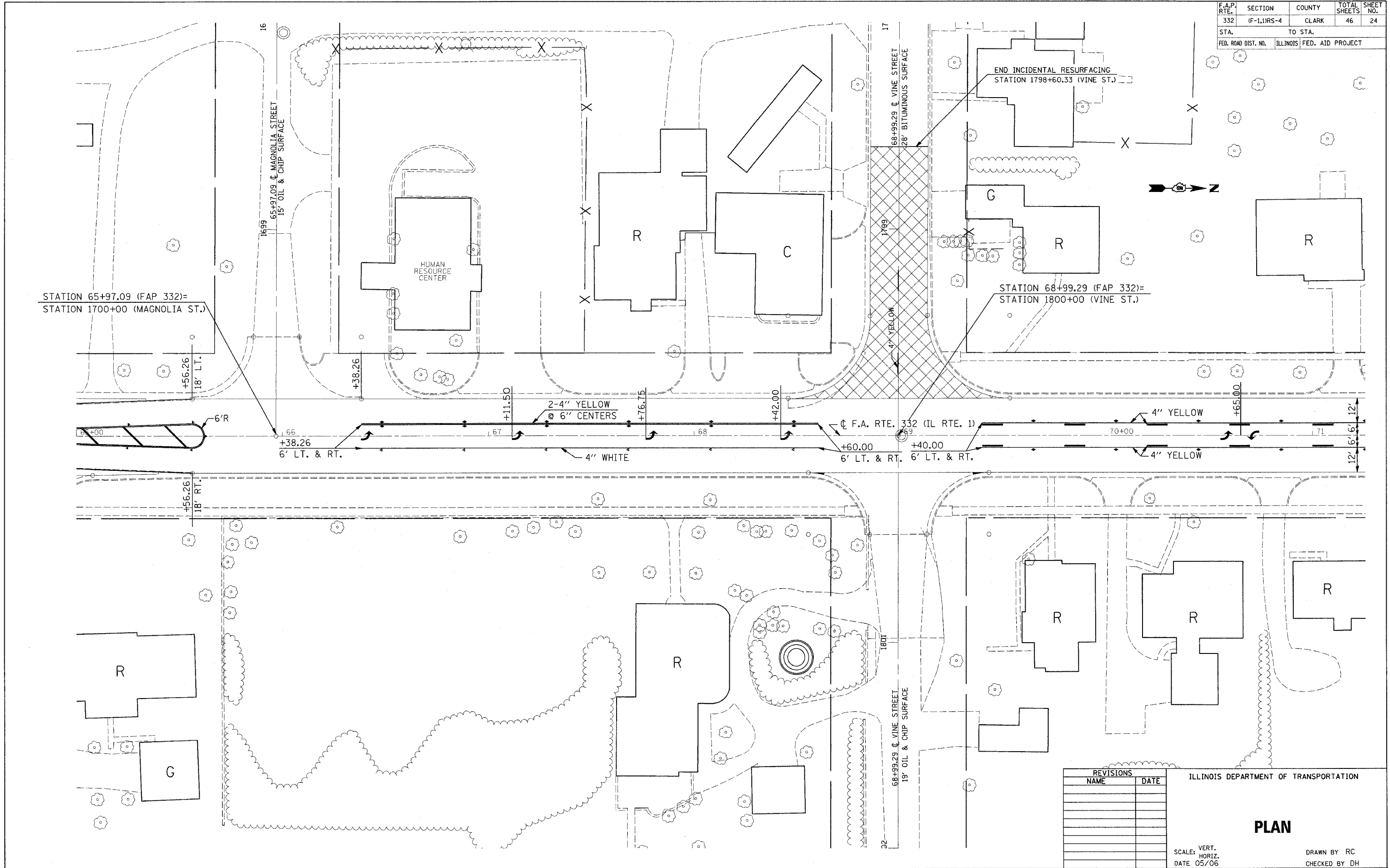
**PLAN**

SCALE: VERT. / HORIZ. / DATE 05/06

DRAWN BY RC / CHECKED BY DH

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 USER NAME = staffernk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

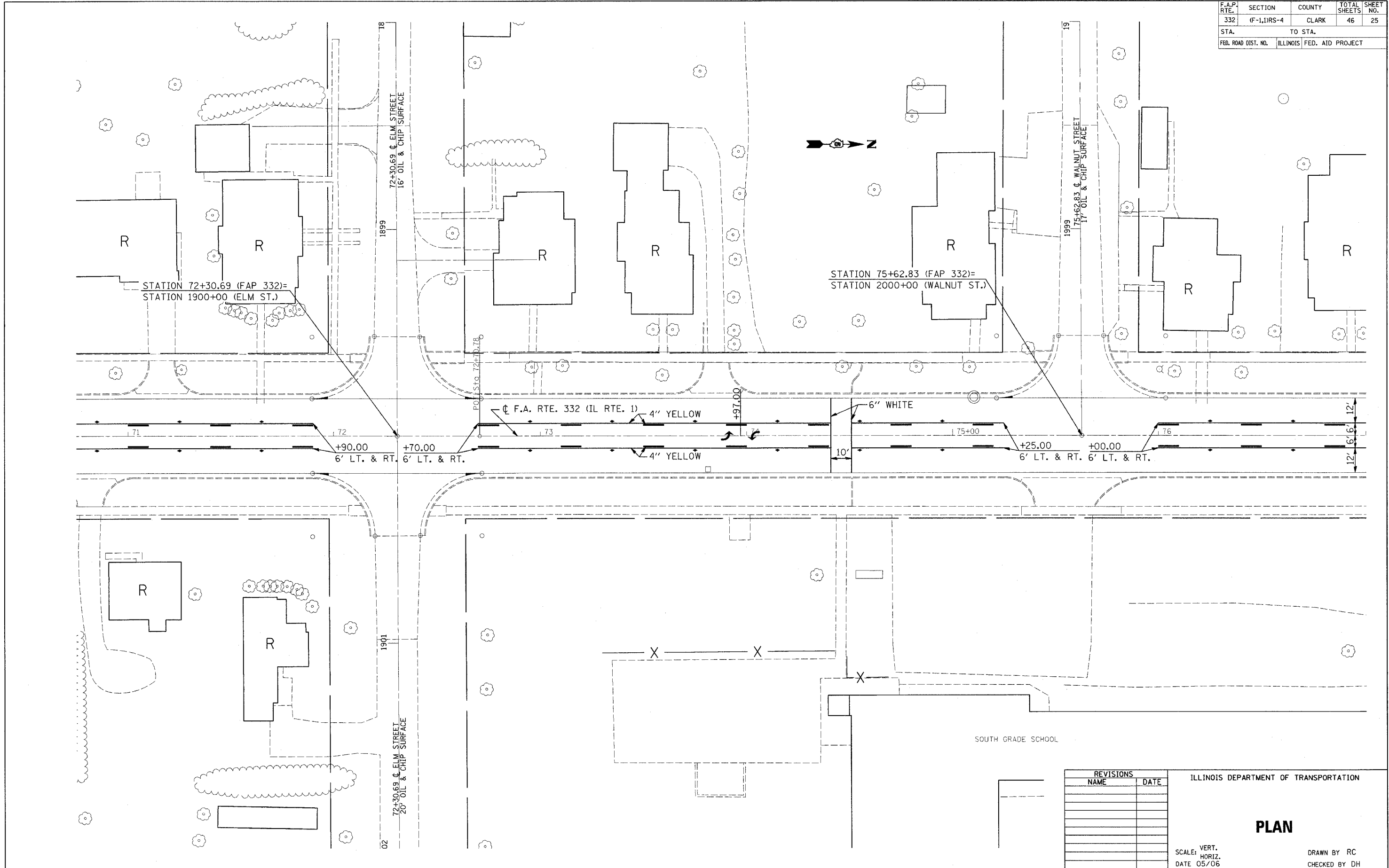
SCALE: VERT. HORIZ. DATE 05/06

DRAWN BY RC CHECKED BY DH

PLOT DATE = 3/13/2007  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE = 3/13/2007  
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 USER = staff@rc.com

REVISIONS	
NAME	DATE

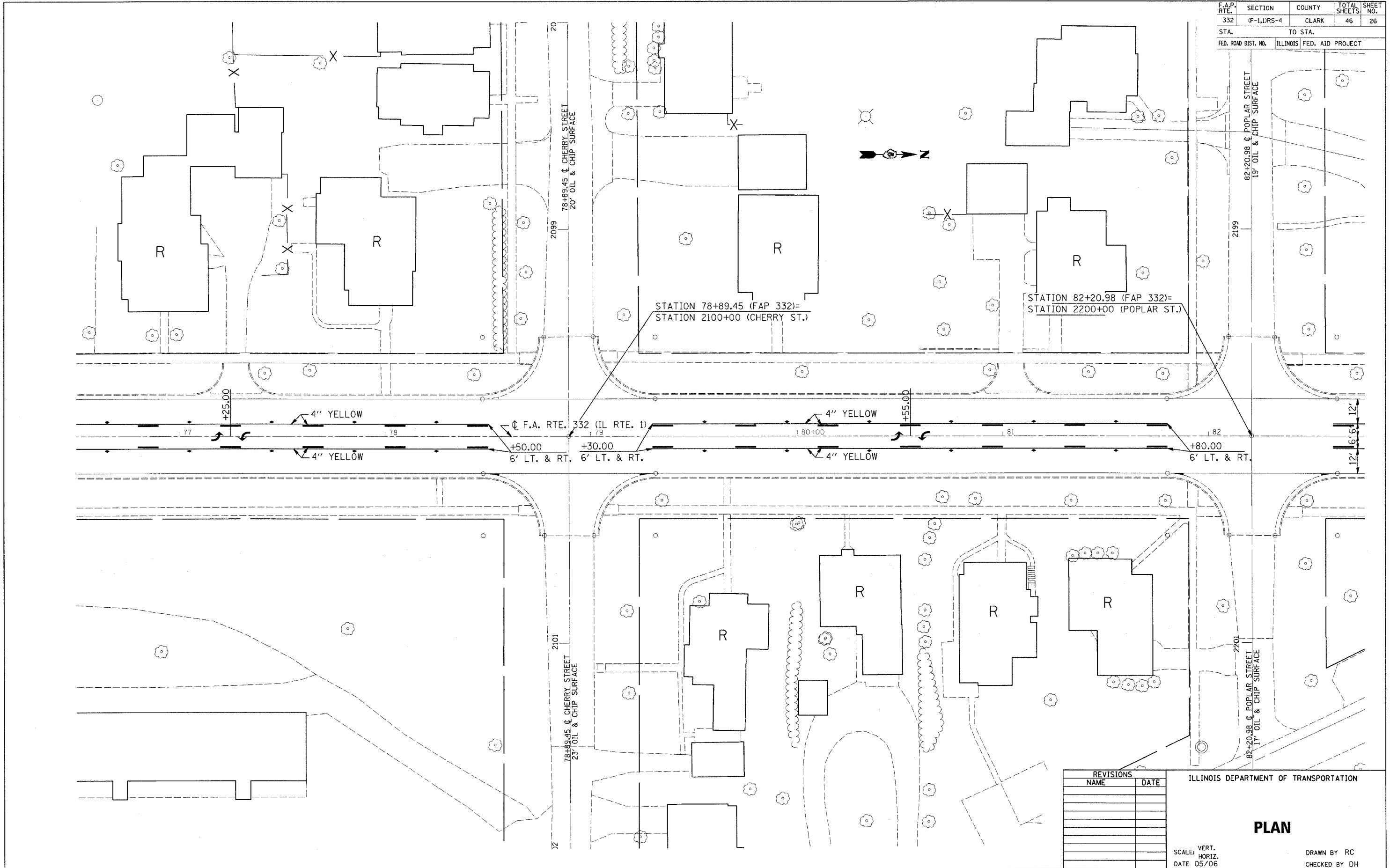
ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

SCALE: VERT. HORIZ. DATE 05/06

DRAWN BY RC  
 CHECKED BY DH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1)RS-4	CLARK	46	26
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE = 5/13/2007  
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 USER NAME = staff\erik

REVISIONS	
NAME	DATE

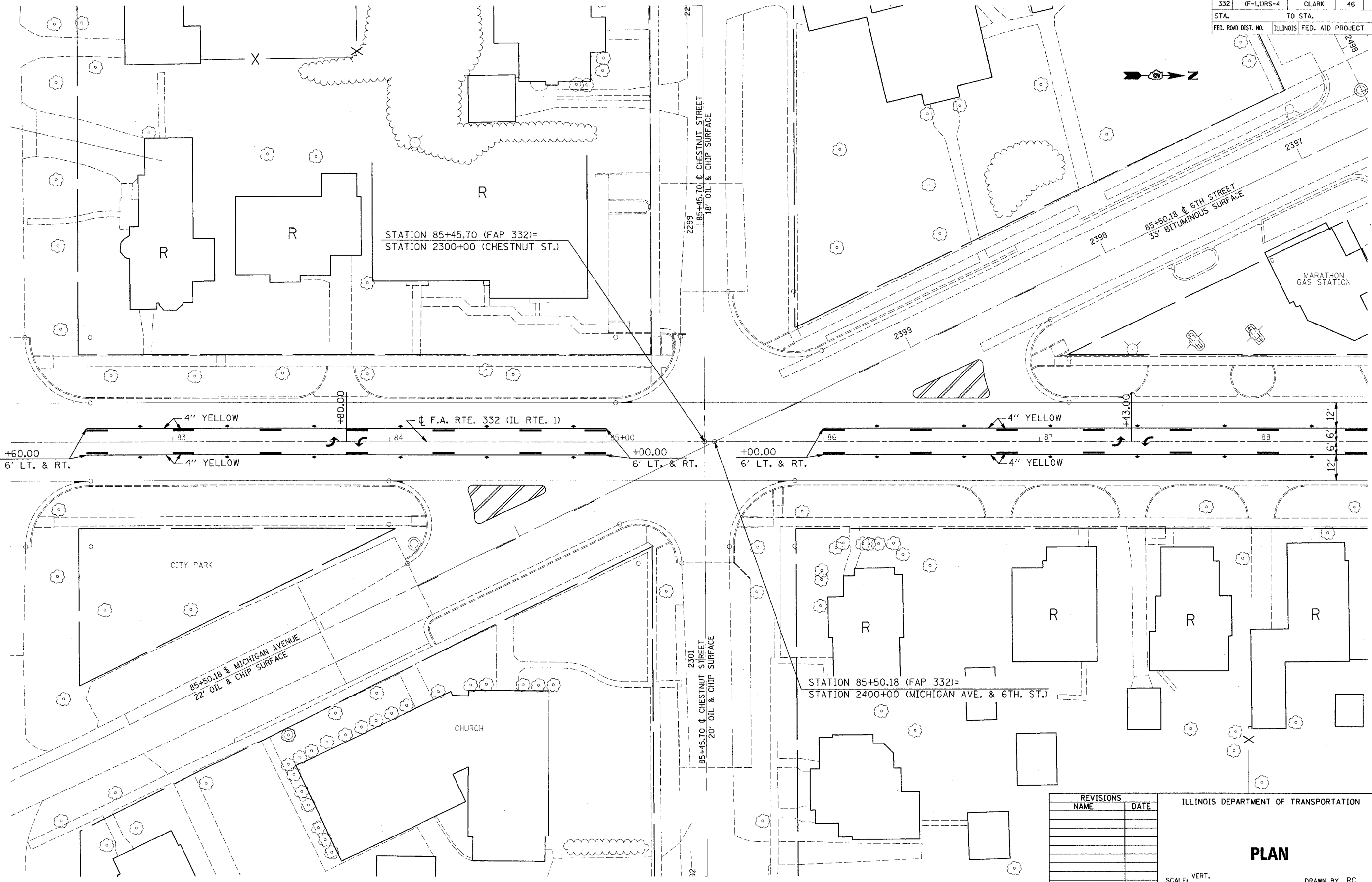
ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

SCALE: VERT.  
 HORIZ.  
 DATE 05/06

DRAWN BY RC  
 CHECKED BY DH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,URS-4	CLARK	46	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

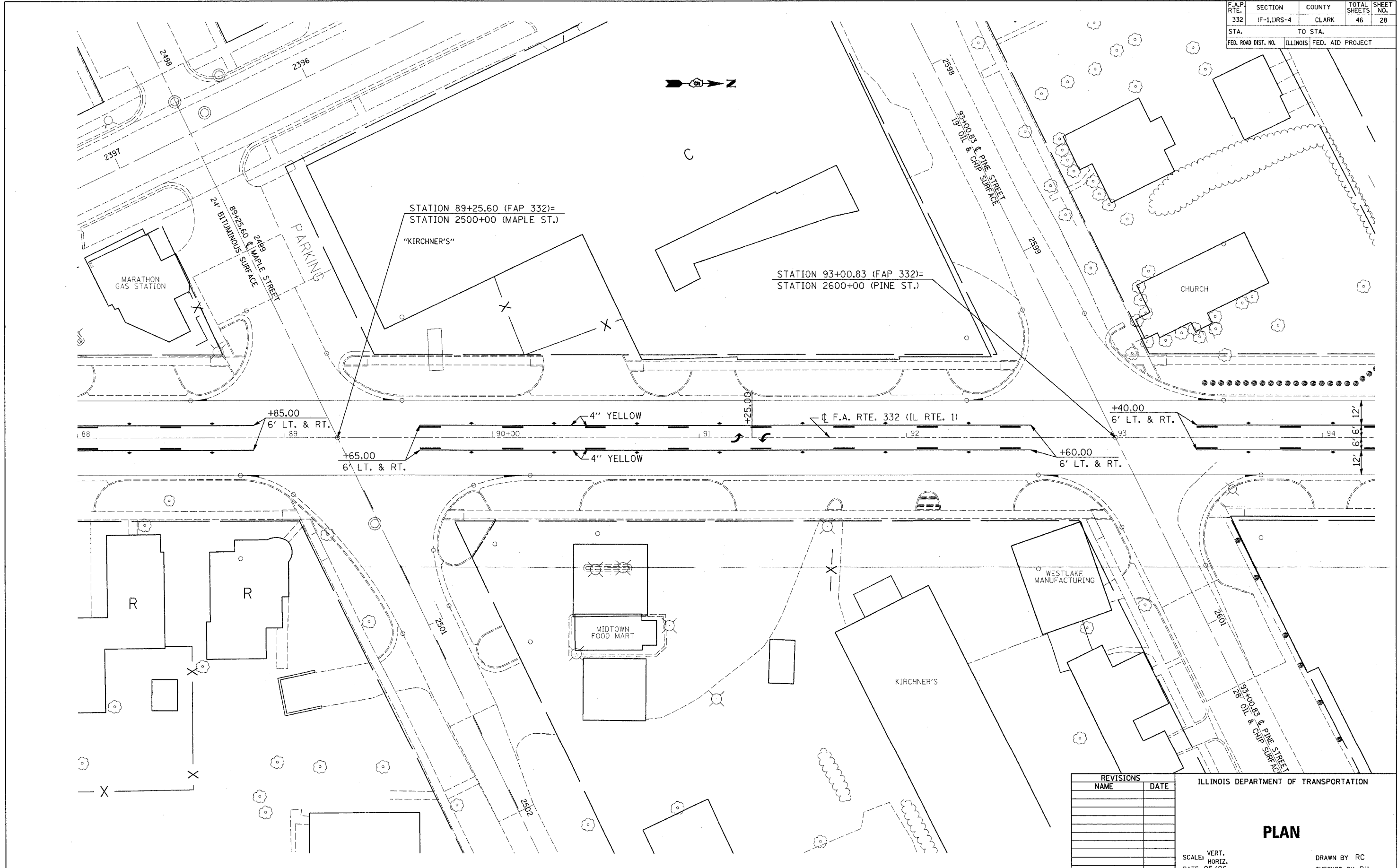
**PLAN**

SCALE: VERT. 1"=10'  
HORIZ. 1"=40'  
DATE 05/06

DRAWN BY RC  
CHECKED BY DH

PLOT DATE = 3/13/2007  
FILE NAME = c:\proje\74143\74143.dwg  
PLOT SCALE = 28.0000 / IN.  
USER NAME = sdrfernk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1)RS-4	CLARK	46	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

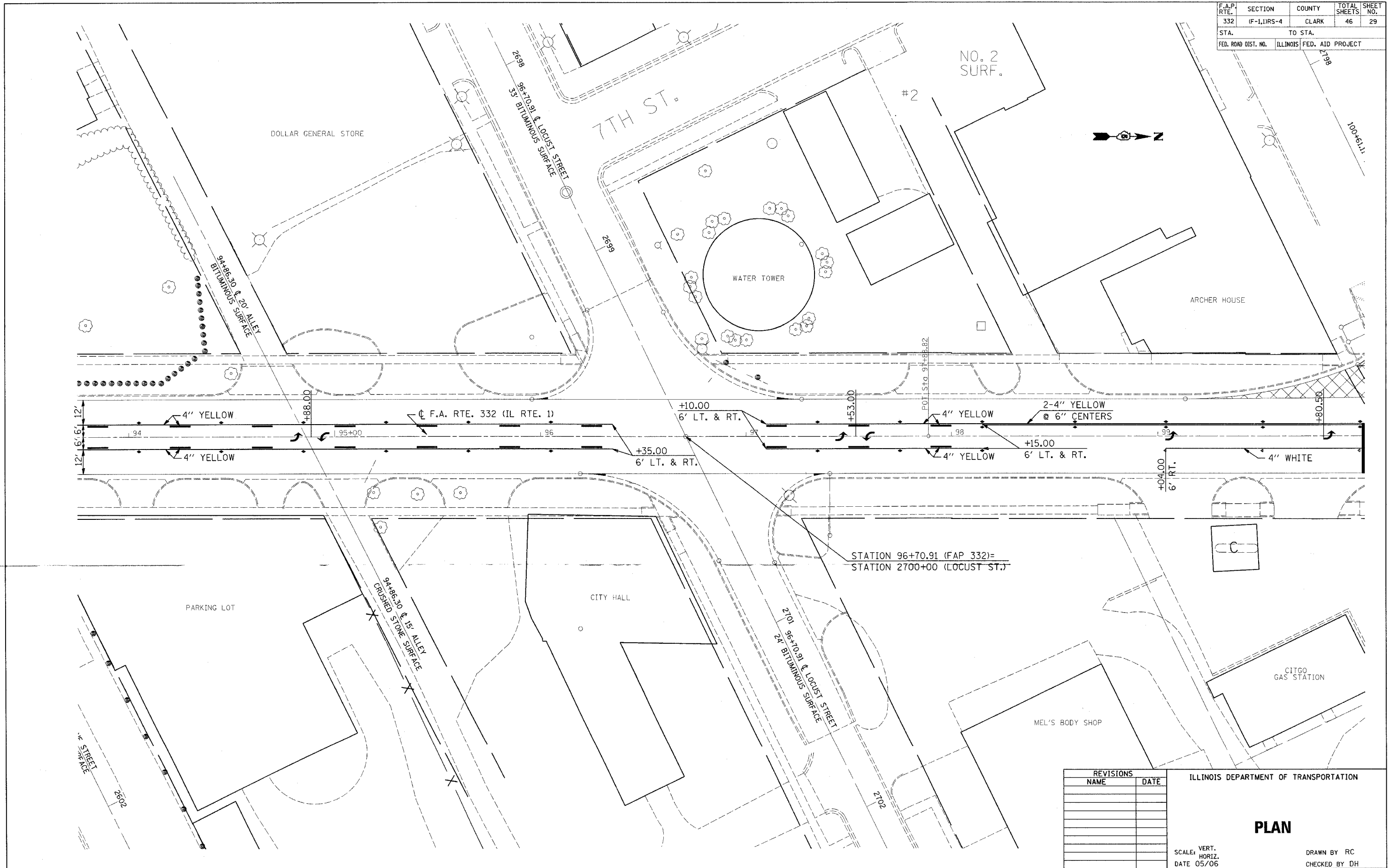
**PLAN**

SCALE: VERT. HORIZ. DATE 05/06

DRAWN BY RC CHECKED BY DH

PLOT DATE = 3/13/2007  
 FILE NAME = c:\projects\74143\74143\strip\mg\_sheets.dgn  
 USER NAME = asoff@emk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

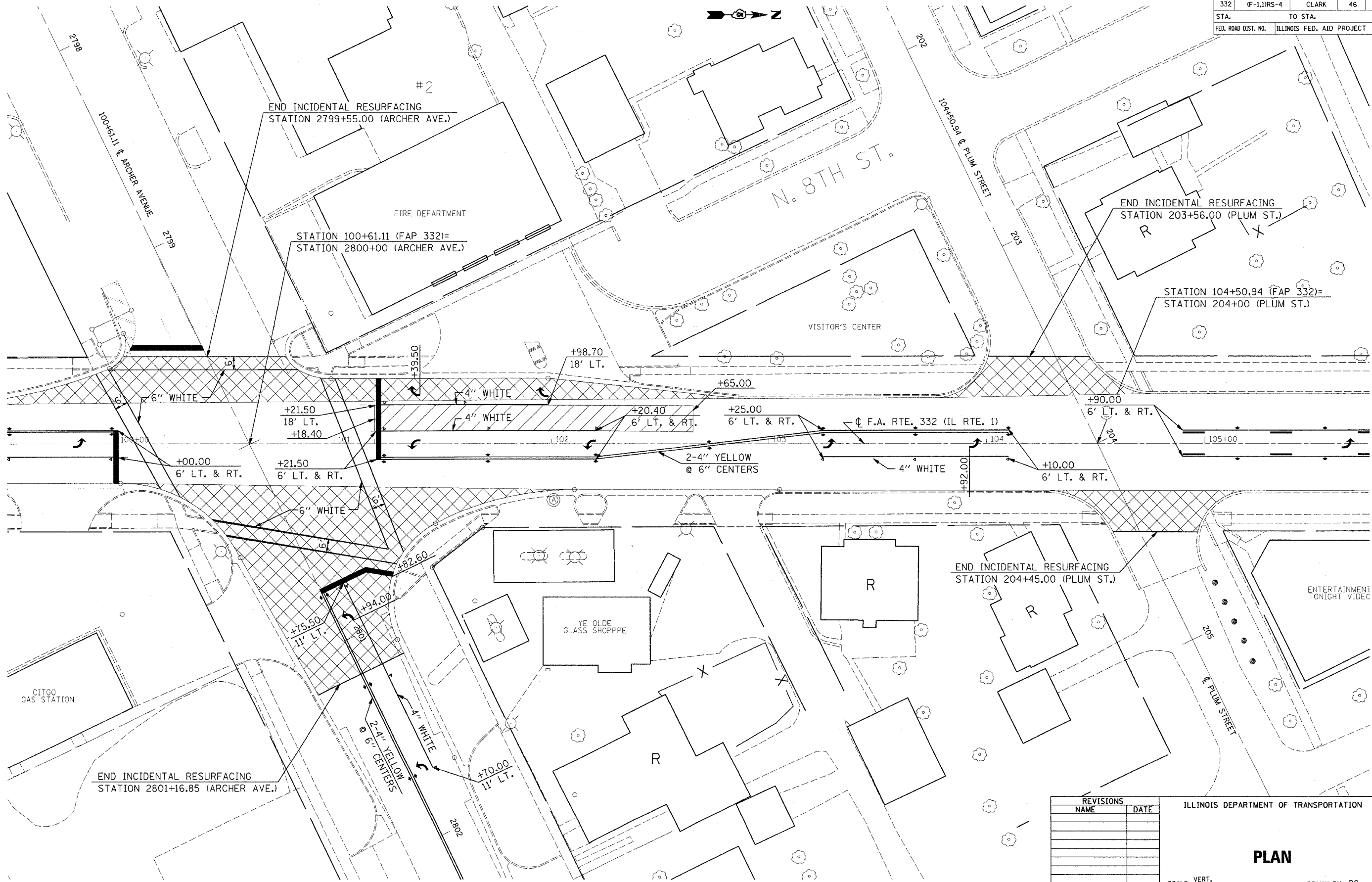
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SCALE: VERT. HORIZ. DATE 05/06

DRAWN BY RC CHECKED BY DH

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 PLOT SCALE = 280000 / IN.  
 USER NAME = user1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1, IRS-4	CLARK	46	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE = 3/13/2007  
 PLOT SCALE = 28,000 / IN.  
 USER NAME = staffanmk

INCIDENTAL HOT-MIX ASPHALT SURFACING, 2 1/2"

HOT-MIX ASPHALT SURFACE REMOVAL, 5"

REVISIONS	
NAME	DATE

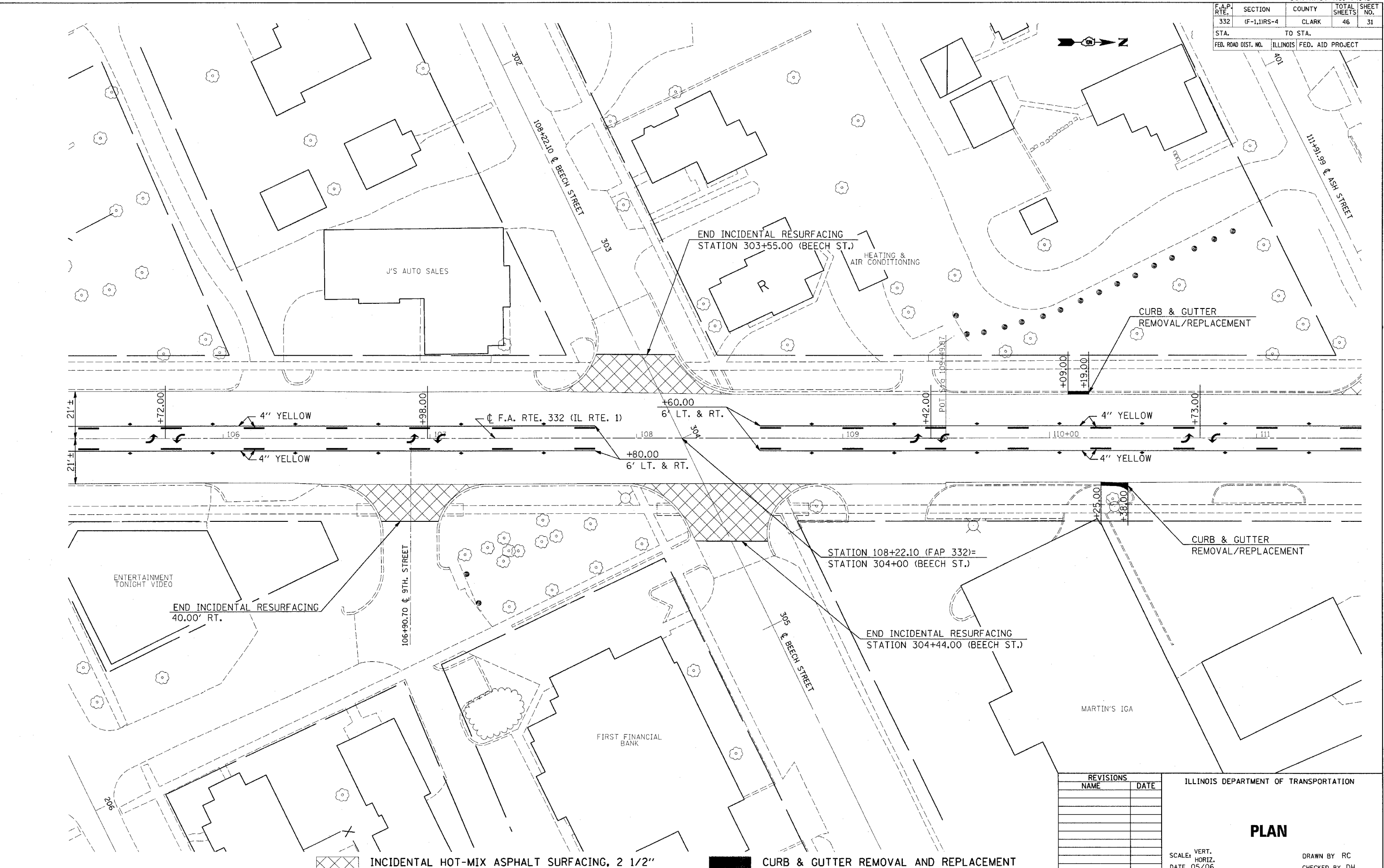
ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

SCALE: VERT. HORIZ. DATE 05/06

DRAWN BY RC CHECKED BY DH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE = 3/13/2007  
 PLOT SCALE = 20,000 / 1" IN.  
 USER NAME = staff/erick

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

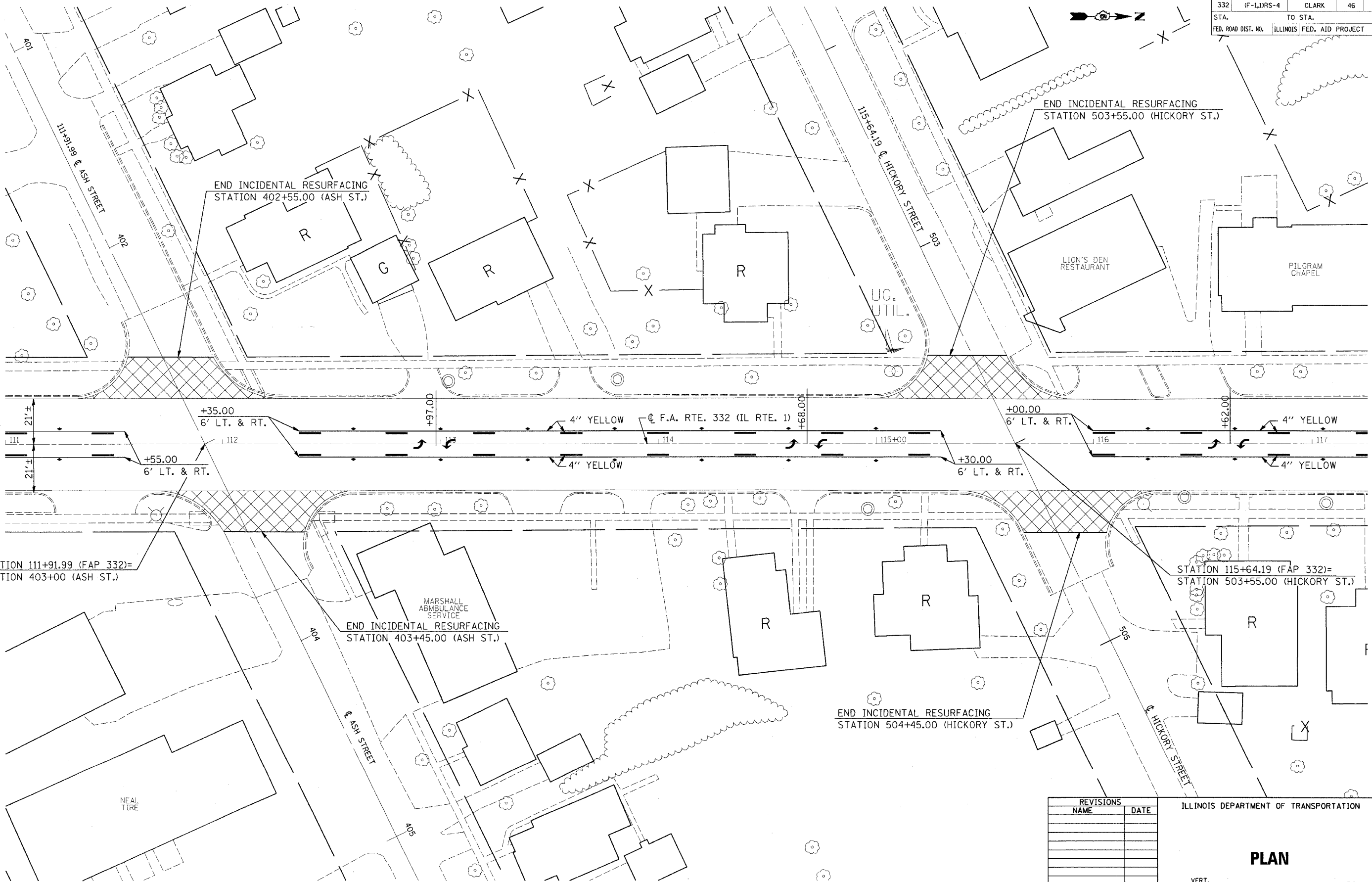
**PLAN**

SCALE: VERT. DATE 05/06  
 HORIZ.

DRAWN BY RC  
 CHECKED BY DH

INCIDENTAL HOT-MIX ASPHALT SURFACING, 2 1/2"
 
 CURB & GUTTER REMOVAL AND REPLACEMENT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	IF-1,DRS-4	CLARK	46	32
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLOT DATE = 3/13/2007  
 FILE NAME = c:\projects\74143\74143.dwg  
 PLOT SCALE = 28.0000' / IN.  
 USER NAME = stafffernk

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

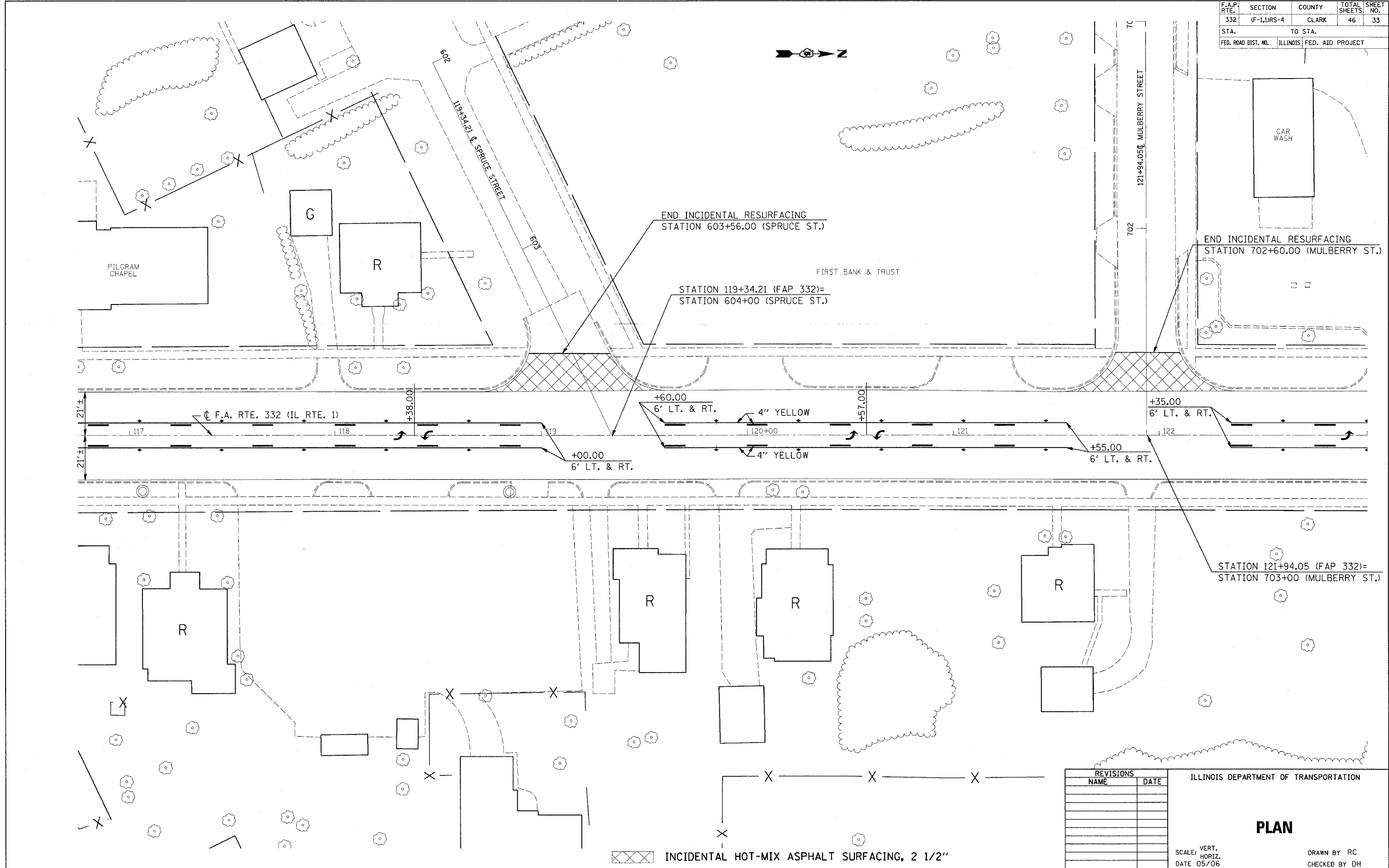
SCALE: VERT. / HORIZ.  
DATE 05/06

DRAWN BY RC  
CHECKED BY DH

INCIDENTAL HOT-MIX ASPHALT SURFACING, 2 1/2"



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1)RS-4	CLARK	46	33
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLOT DATE = 3/13/2007  
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 USER NAME = asb\terrik

REVISIONS	
NAME	DATE

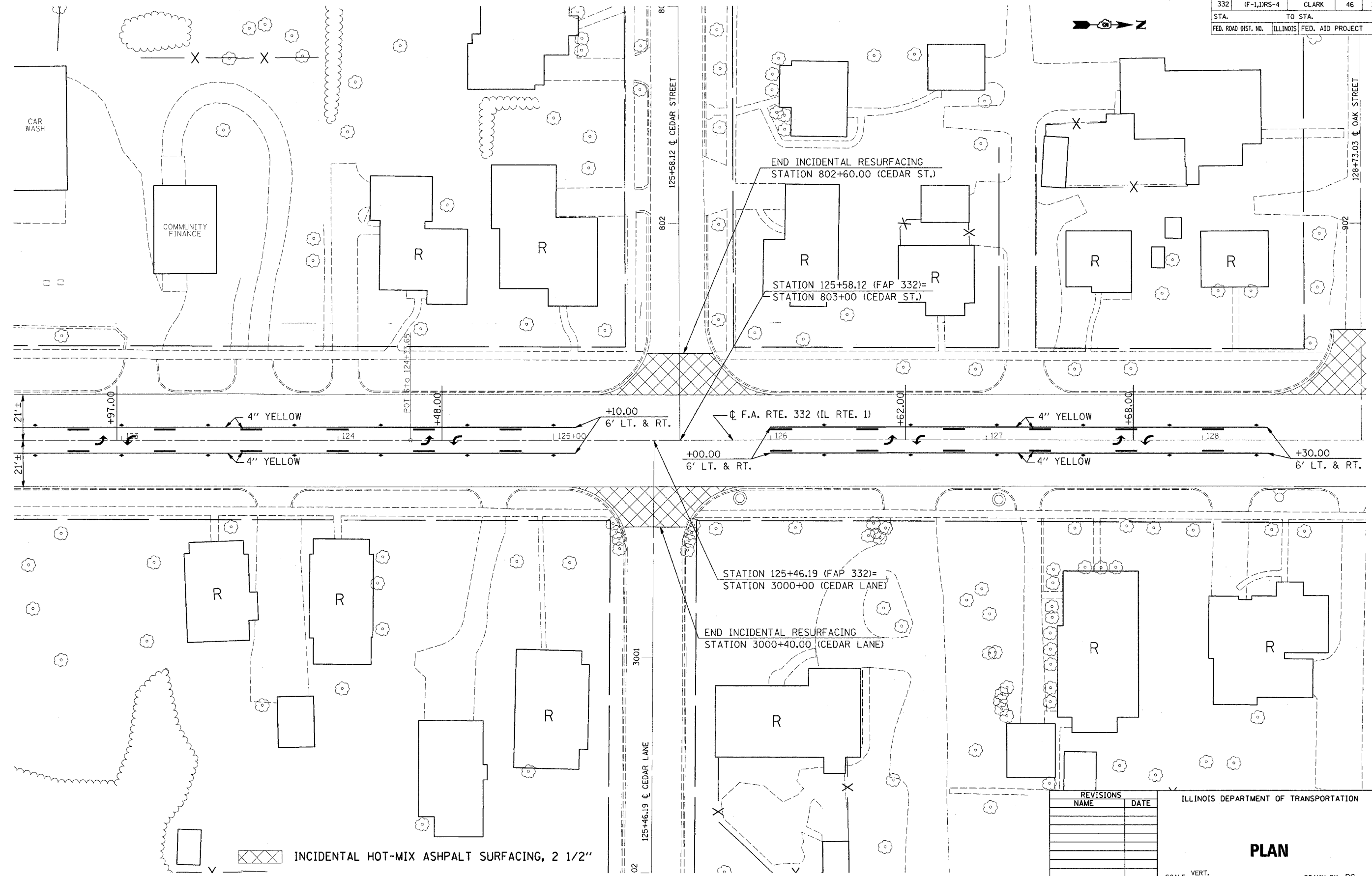
ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

SCALE: VERT. DATE 05/06  
 HORIZ.  
 DRAWN BY RC  
 CHECKED BY DH

XXXXX INCIDENTAL HOT-MIX ASPHALT SURFACING, 2 1/2"

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1)RS-4	CLARK	46	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLOT DATE = 2/13/2007  
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 USER NAME = staffnmk

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

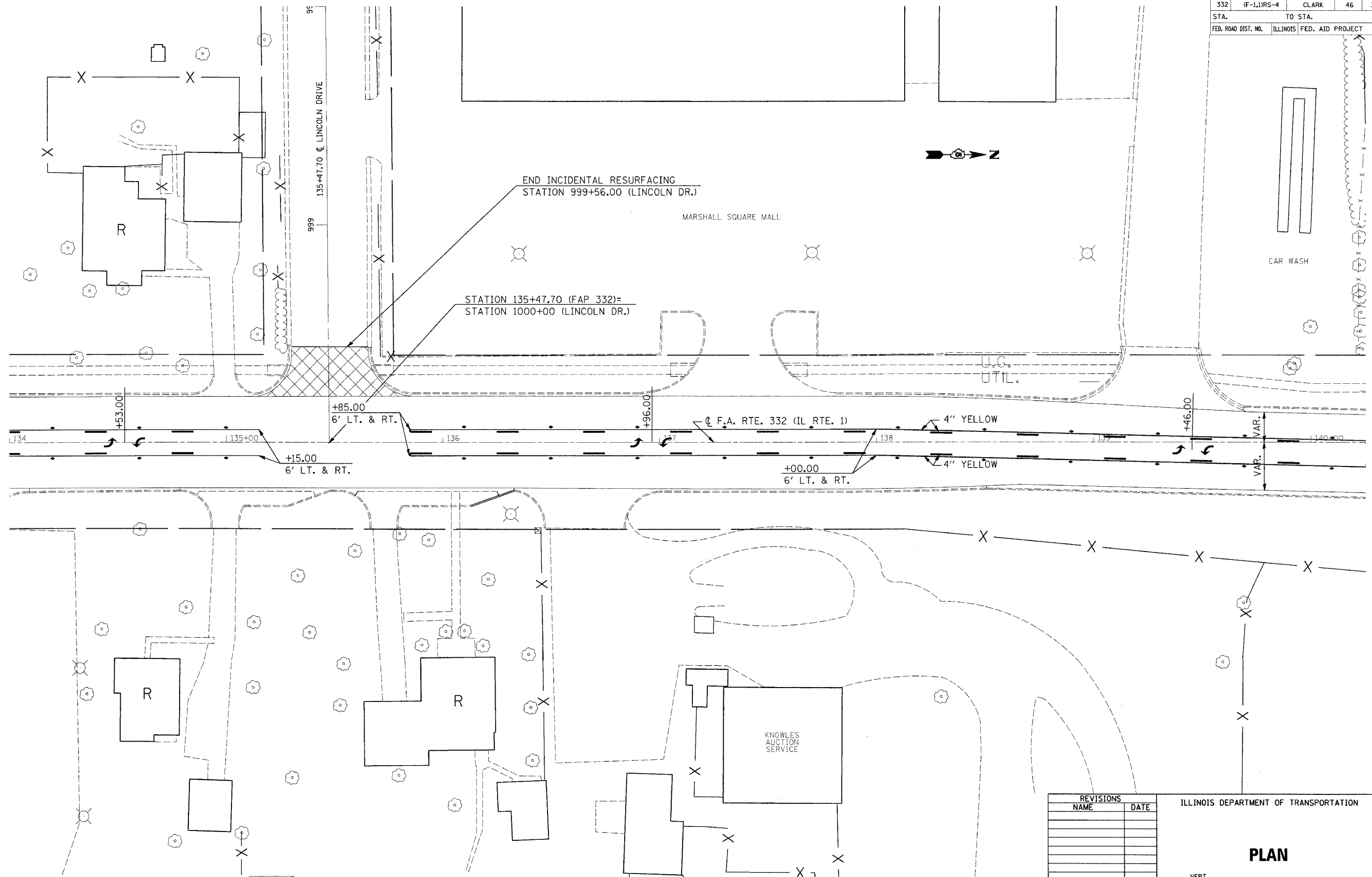
**PLAN**

SCALE: VERT. HORIZ.  
DATE 05/06

DRAWN BY RC  
CHECKED BY DH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1, I)RS-4	CLARK	46	36
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



▨▨▨▨ INCIDENTAL HOT-MIX ASPHALT SURFACING, 2 1/2"

REVISIONS	
NAME	DATE

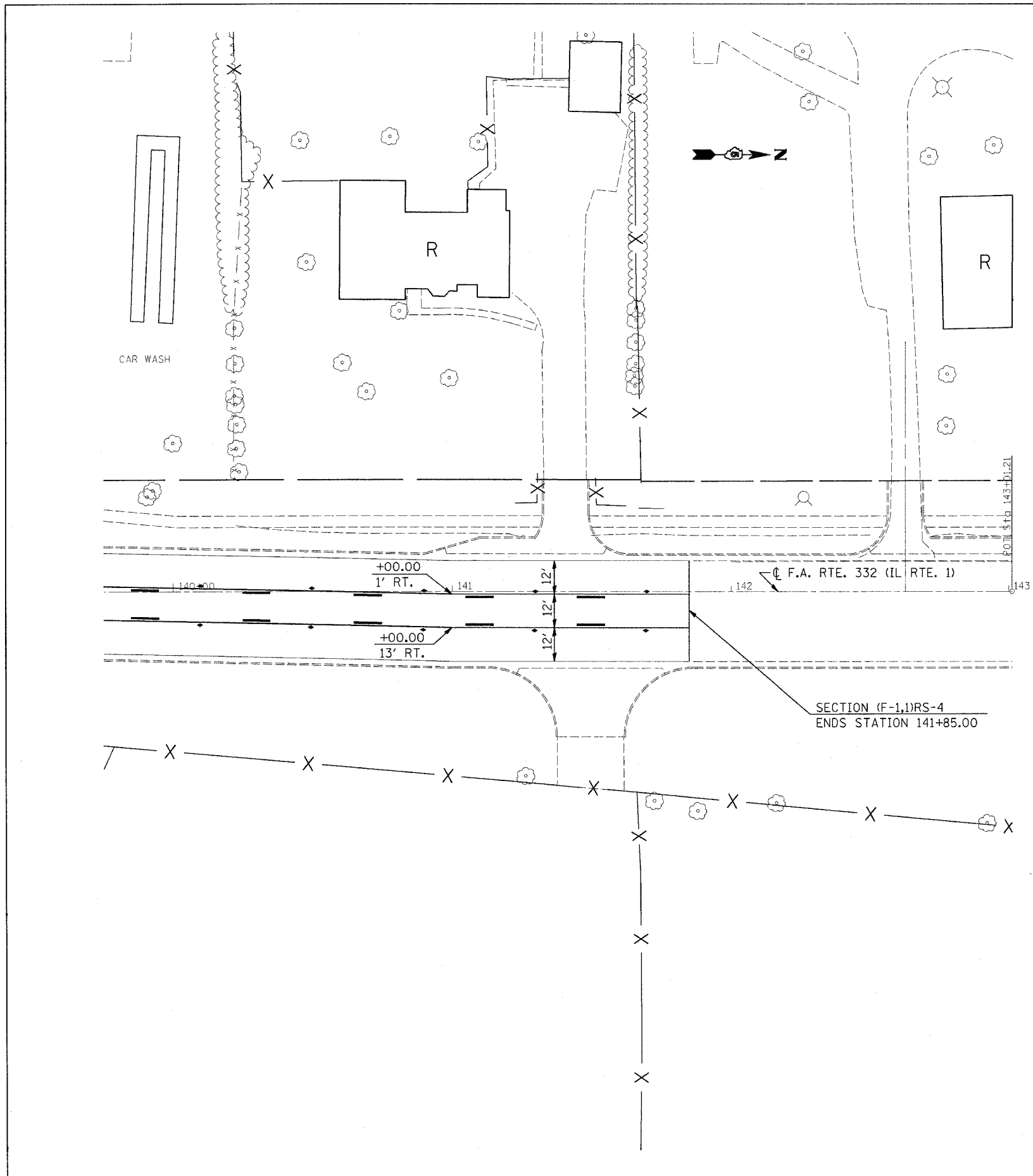
ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN**

SCALE: VERT. DATE 05/06  
HORIZ. DRAWN BY RC  
CHECKED BY DH

PLOT DATE = 3/13/2007  
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PLOT SCALE = 28.0000 / IN.  
USER NAME = staff@emk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLOT DATE = 5/19/2007  
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 USER NAME = steffennik

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

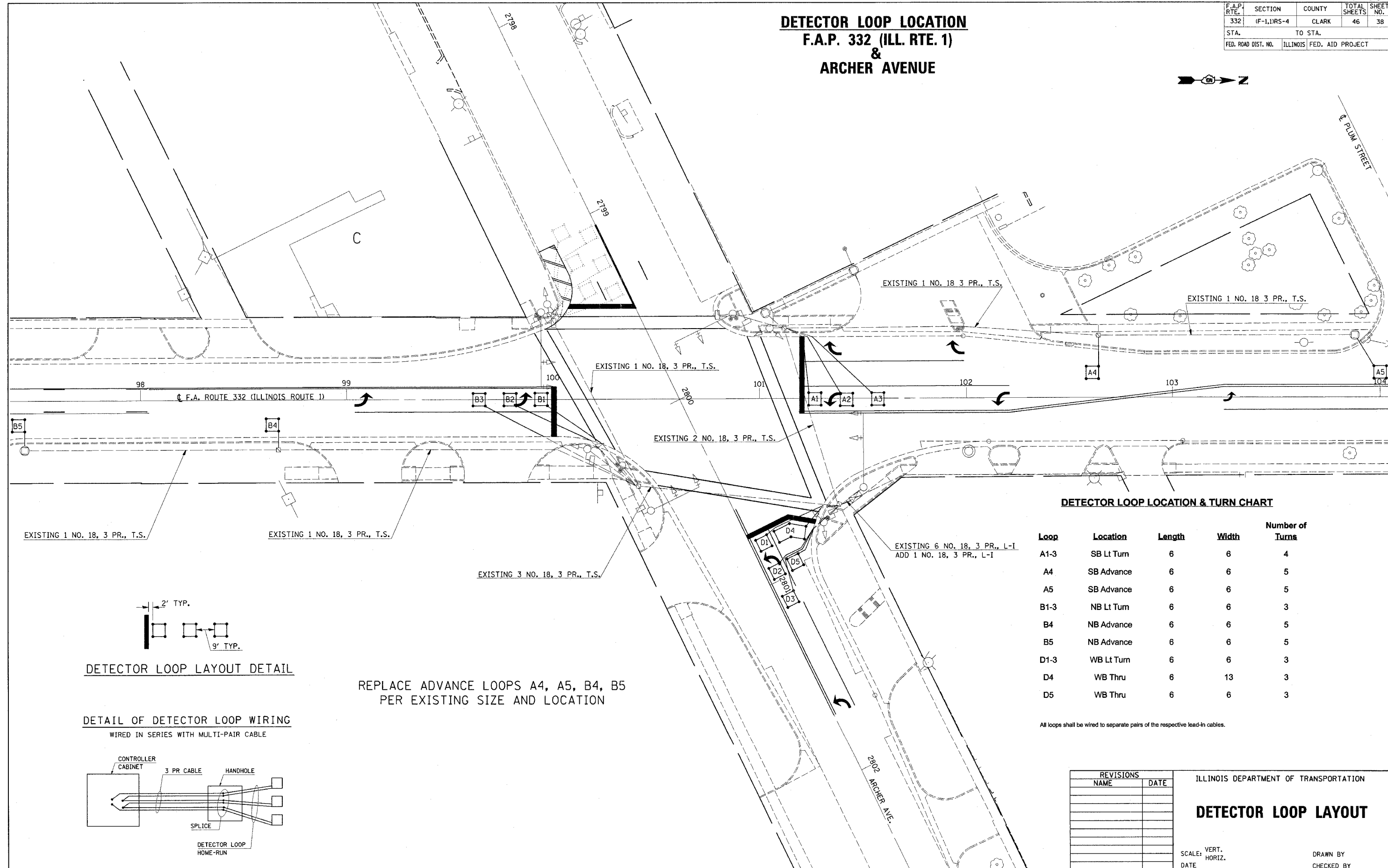
**PLAN**

SCALE: VERT.  
 HORIZ.  
 DATE 05/06

DRAWN BY RC  
 CHECKED BY DH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	IF-1,11RS-4	CLARK	46	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

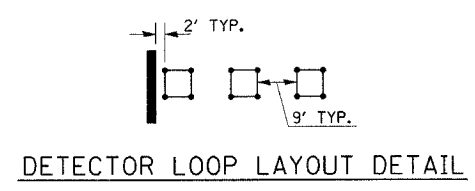
### DETECTOR LOOP LOCATION F.A.P. 332 (ILL. RTE. 1) & ARCHER AVENUE



**DETECTOR LOOP LOCATION & TURN CHART**

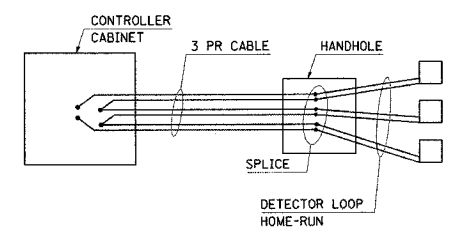
Loop	Location	Length	Width	Number of Turns
A1-3	SB Lt Turn	6	6	4
A4	SB Advance	6	6	5
A5	SB Advance	6	6	5
B1-3	NB Lt Turn	6	6	3
B4	NB Advance	6	6	5
B5	NB Advance	6	6	5
D1-3	WB Lt Turn	6	6	3
D4	WB Thru	6	13	3
D5	WB Thru	6	6	3

All loops shall be wired to separate pairs of the respective lead-in cables.



REPLACE ADVANCE LOOPS A4, A5, B4, B5  
PER EXISTING SIZE AND LOCATION

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



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

## DETECTOR LOOP LAYOUT

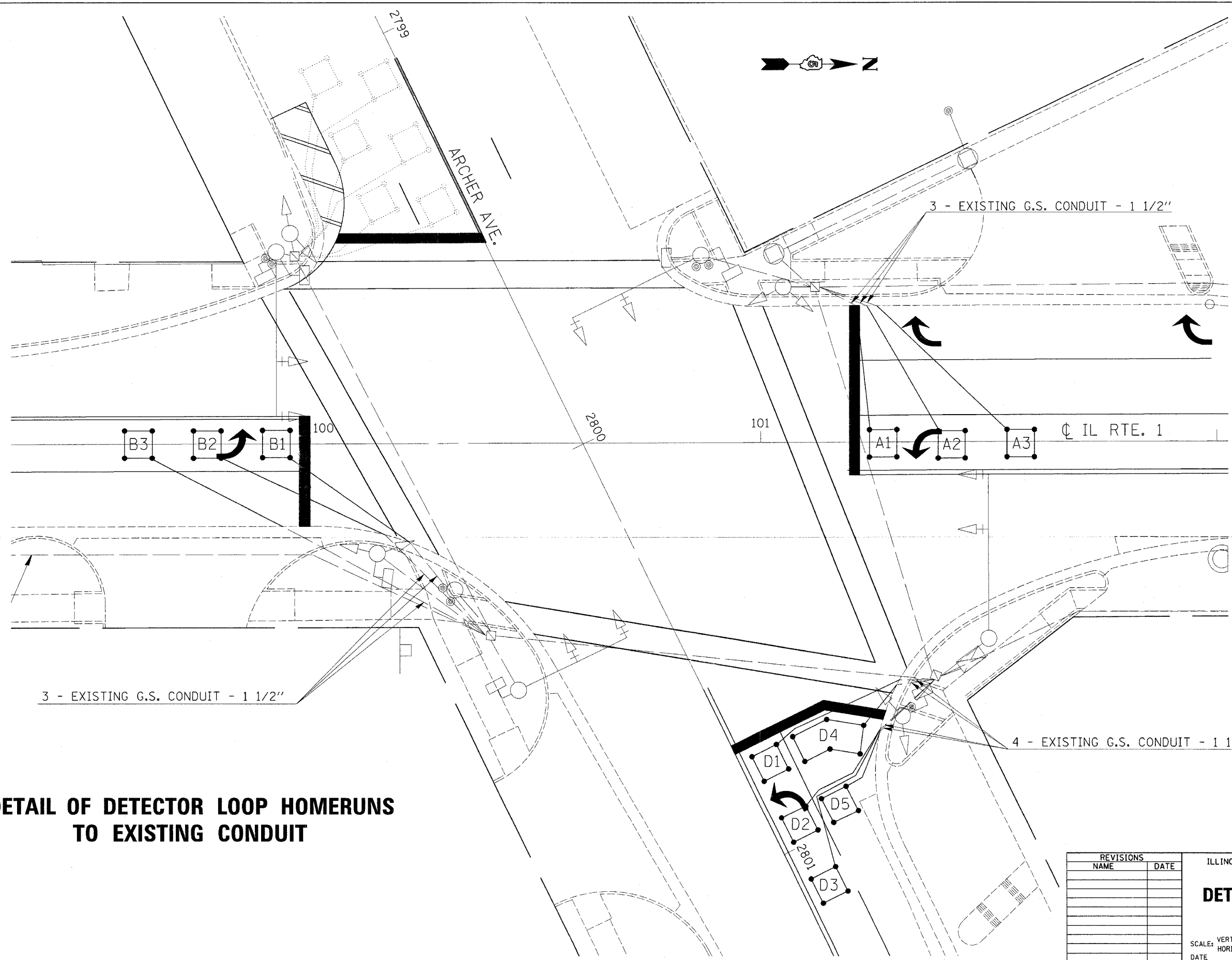
SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

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 USER NAME = starfermk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	39
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**DETAIL OF DETECTOR LOOP HOMERUNS TO EXISTING CONDUIT**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DETECTOR LOOP LAYOUT**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

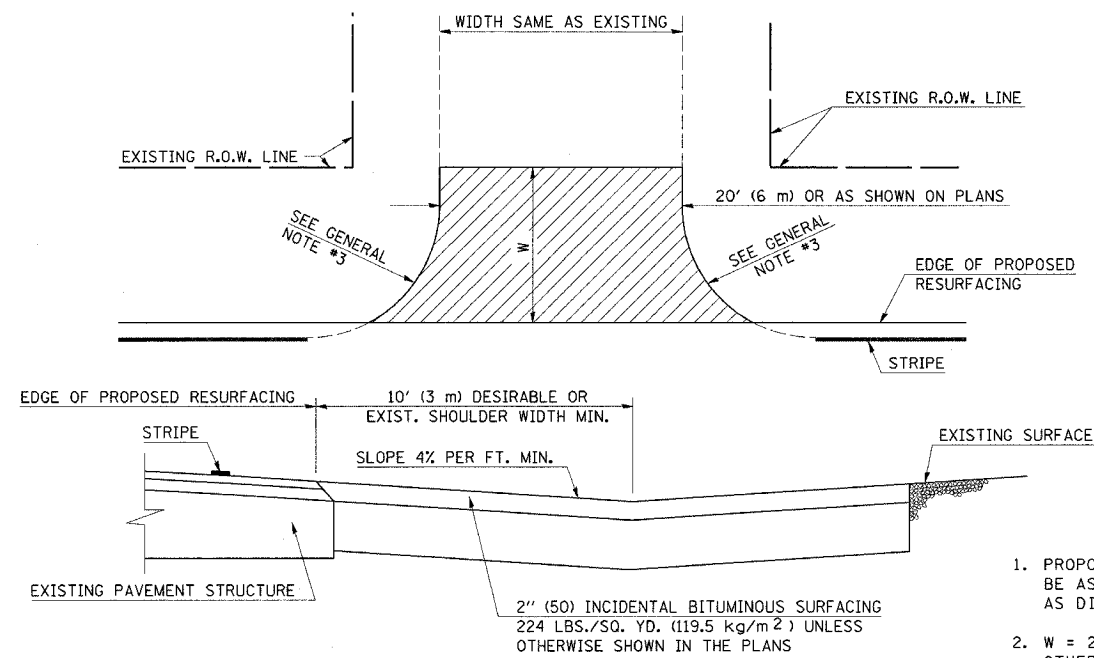
DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

PLOT DATE = 9/12/2007  
 FILE NAME = c:\projects\74143\74143.dgn  
 PLOT SCALE = 1/8"=1'-0" / IN.  
 USER NAME = stefFermik

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1, IRS-4	CLARK	46	40
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

### DETAIL OF SIDEROAD RETURNS



#### GENERAL NOTES

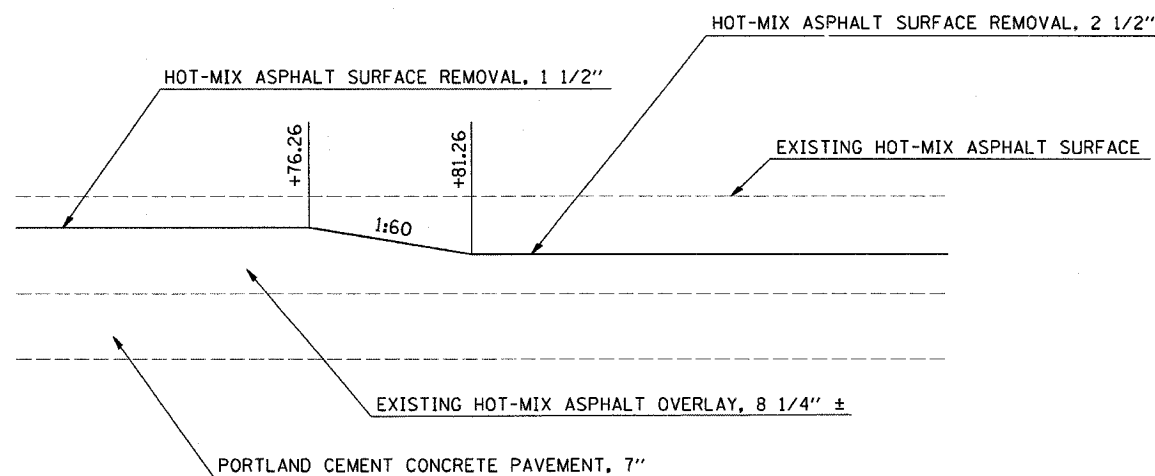
1. PROPOSED SIDEROAD GRADES SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
2. W = 20' (6 m) MINIMUM UNLESS OTHERWISE SHOWN IN THE PLANS.
3. MATCH EXISTING RADIUS UNLESS OTHERWISE SHOWN IN THE PLANS.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

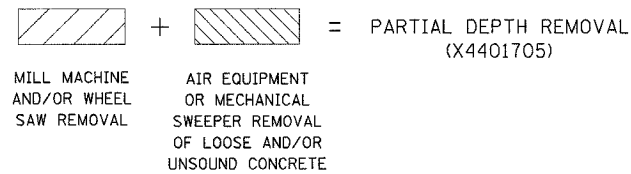
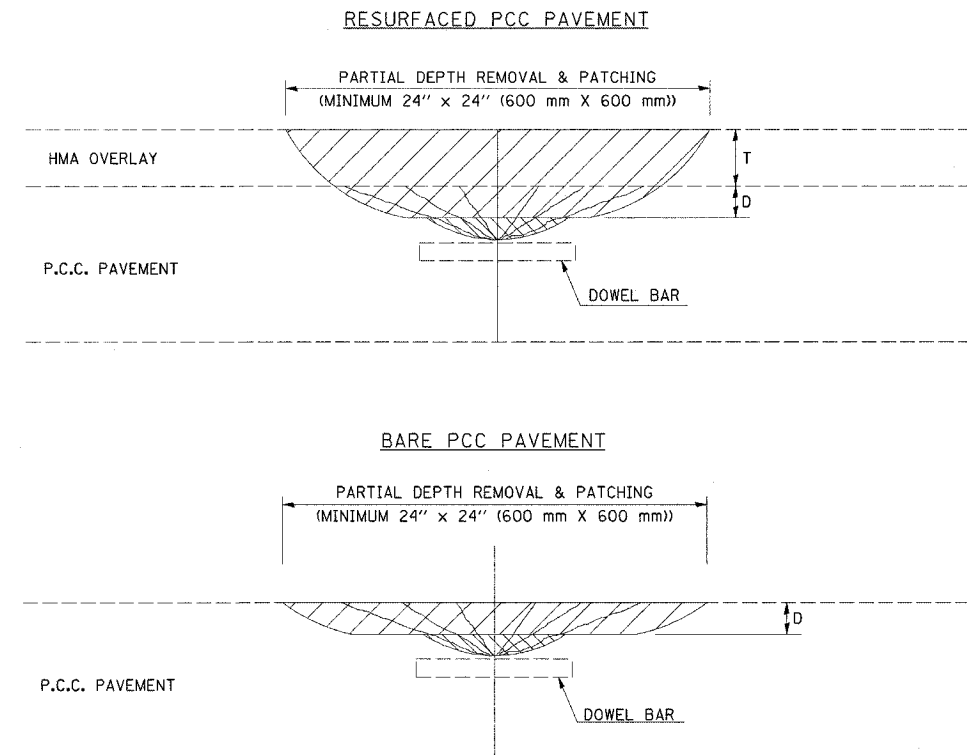
	NAME		DATE		REVISIONS	
	DESIGNED	CHECKED	CADD NO.	NAME	DATE	
	J.M.H.	P.E.K.	C-1.22	D.L.P.	07/96	
				K.A.G.	06/03	

### MILLING TRANSITION DETAIL

STATION 63+76.26 TO STATION 63+81.26



### PCC PARTIAL DEPTH HOT-MIX ASPHALT PATCHING



#### GENERAL NOTES

ALL VOLUME OF PARTIAL DEPTH REMOVAL SHALL BE REPLACED WITH HOT-MIX ASPHALT (HMA) AND PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR PARTIAL DEPTH PATCHING.

T = THICKNESS OF HMA OVERLAY(S). SEE EXISTING TYPICAL CROSS SECTION.

GENERAL NOTE 406H SHALL INCLUDE MIXTURE REQUIREMENTS FOR PARTIAL DEPTH PATCHING.

HMA REPLACEMENT IN RESURFACED PCC PAVEMENT LOCATIONS SHALL BE ACCORDING TO SECTION 406 OF THE STANDARD SPECIFICATIONS.

D = DEPTH OF PARTIAL DEPTH REMOVAL INTO EXISTING PCC PAVEMENT. (3" (75 mm) ± OR TO SOUND CONCRETE)

TRANSVERSE CONTRACTION JOINT SHOWN - OTHER LOCATIONS SIMILAR.

#### DESIGN NOTES

PARTIAL DEPTH HMA PATCHING SHALL NOT BE USED WHEN HMA OVERLAY THICKNESS (T) ON PCC PAVEMENT EXCEEDS 4 3/4 INCHES (145 mm) OR ON CRC PAVEMENT.

USE WITH RECURRING SPECIAL PROVISION CHECK SHEET #15.

	NAME		DATE		REVISIONS	
	DESIGNED	CHECKED	CADD NO.	NAME	DATE	
	T.J.B.		X4421000			

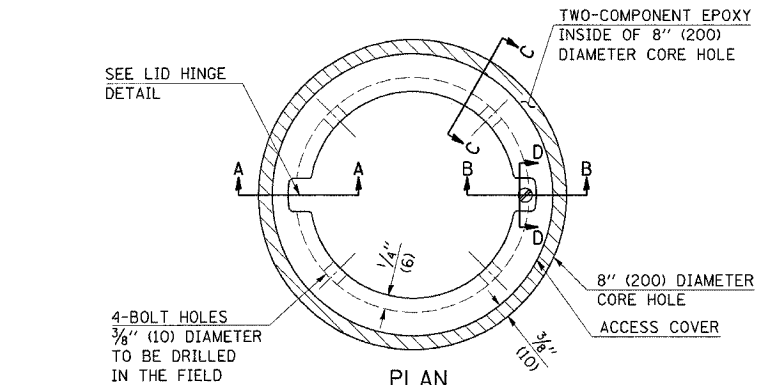
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1, DRS-4)	CLARK	46	41
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

### Z0070100 - SURVEY MONUMENT COVER ASSEMBLY

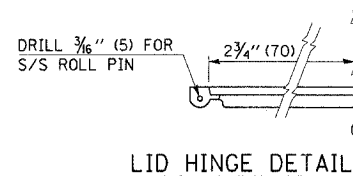
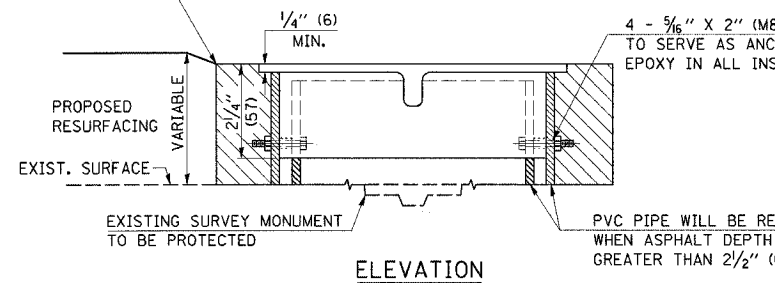
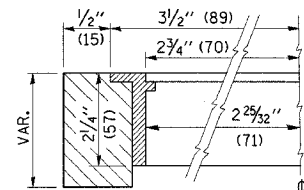
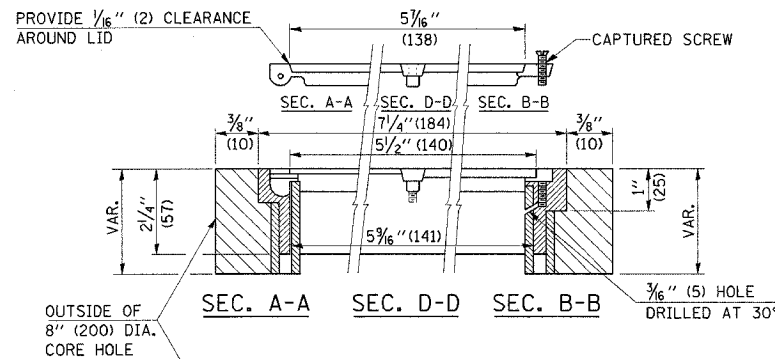
TO BE INSTALLED IN ALL PAVEMENT TYPES FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S) AND LAND SURVEY MONUMENTS (SECTION OR SUBSECTION CORNERS)



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; Q0-A-601Es. NO EXCEPTIONS.

#### LEGEND

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



#### GENERAL NOTES

- WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
- THE SURVEY MONUMENT COVER ASSEMBLY SHALL BE CENTERED ABOVE THE SURVEY MONUMENT TO BE PROTECTED.
- MODIFICATION OF THE ALUMINUM CASTING SHALL BE DONE BY GRINDING OR SAWING WHEN HEIGHT REDUCTION IS REQUIRED.
- ALL SURVEY MONUMENT COVER ASSEMBLIES SHALL BE PLACED 1/4" (6 mm) ± BELOW THE FINAL SURFACE.
- 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.
- 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.
- 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.
- THE 8" (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

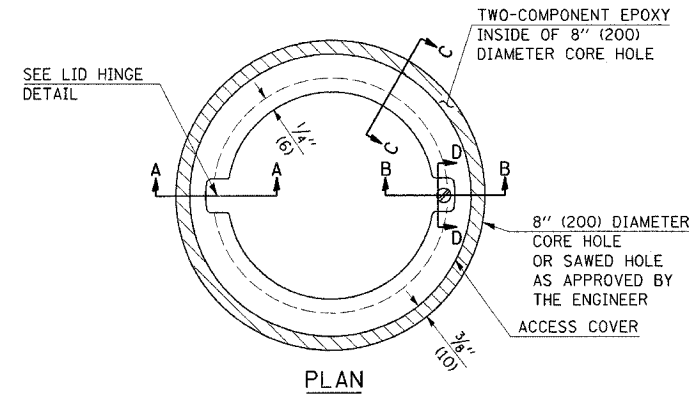
#### BILL OF MATERIAL

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).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

### X0301232 - SURVEY MARKER VAULT

TO BE INSTALLED IN RIGID OR COMPOSITE PAVEMENT FOR PRESERVING LAND SURVEY MONUMENTS (SECTION OR SUBSECTION CORNERS)

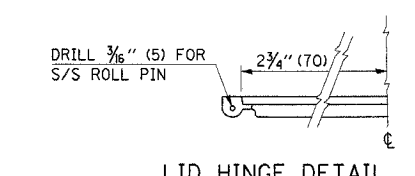
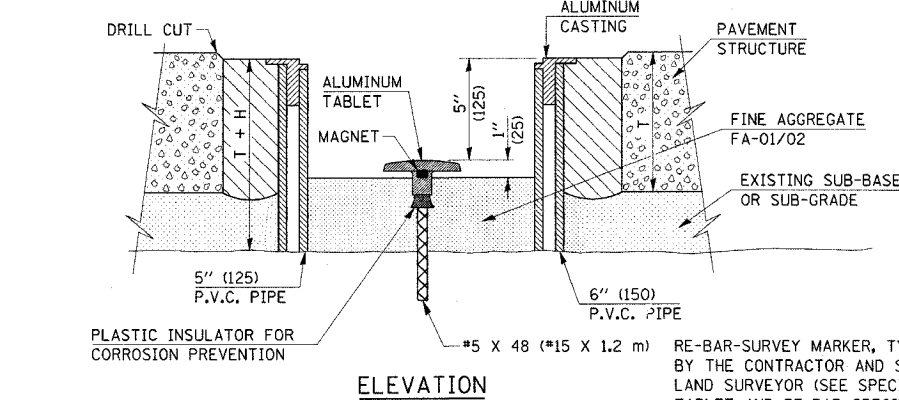
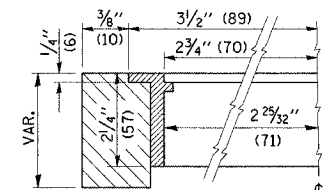
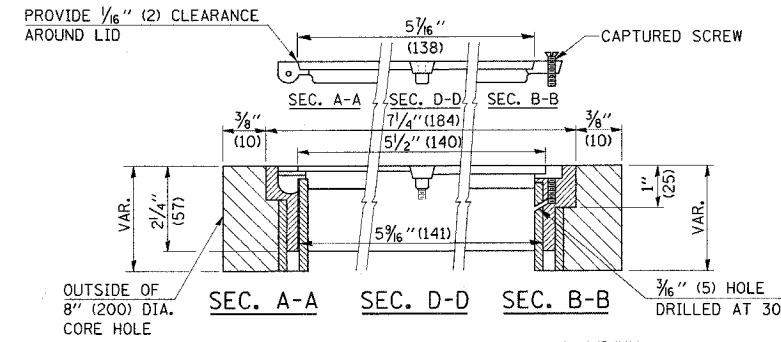


SPECIFICATIONS FOR ACCESS COVER FOR USE WITH SURVEY MARKER VAULT(S) AND SURVEY MARKER COVER ASSEMBLY(S): THE ACCESS COVER WILL BE CAST FROM A SPECIAL ALUMINUM ALLOY THAT IS COMPARABLE TO BRONZE IN HARDNESS. THE ACCESS COVER SHALL BE SPECIALLY ENGINEERED AND DESIGNED TO PROVIDE A SNUG FIT, INCORPORATING 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; Q0-A-601Es. NO EXCEPTIONS.

#### LEGEND

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

T = THICKNESS OF PAVEMENT STRUCTURE  
H = THE THICKNESS OF THE SUB-BASE GRANULAR + 1" (25)



#### GENERAL NOTES

- ALUMINUM CASTING SHALL BE EITHER PLACED OVER A 5" (125 mm) P.V.C. PIPE OR INSIDE OF A 6" (150 mm) P.V.C. PIPE.
- BACKFILL WITH FINE AGGREGATE - FA-01/02.
- WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
- THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR SURVEY MARKER VAULT WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING CORING, EPOXY AND FA-01/02 AGGREGATE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 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.
- ALL SURVEY MARKER (VAULTS) SHALL BE PLACED 1/4" (6 mm) ± BELOW THE FINAL SURFACE.
- THE 8" (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

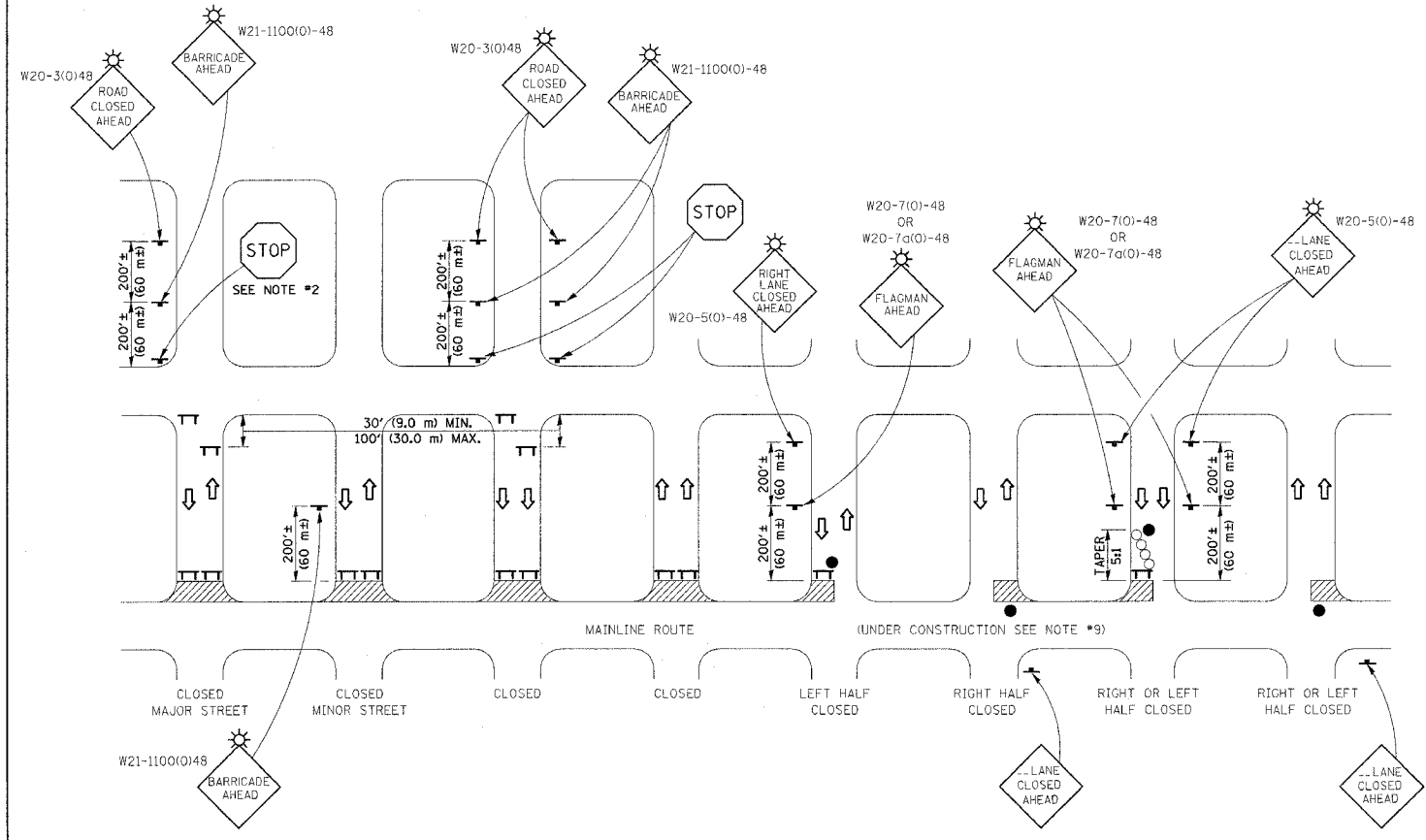
#### BILL OF MATERIAL

ALUMINUM CASTING OF THE DIMENSIONS AND SPECIFICATIONS SHOWN OR OTHER SUBJECT TO ENGINEER'S APPROVAL OF SHOP DRAWINGS, 5" OR 6" (125 mm OR 150 mm) DIAMETER P.V.C. PIPE, SCHEDULE 40, ALUMINUM TABLET, STAMPED IN ACCORDANCE WITH STANDARD 667101, 5/8" X 48" (#15 X 1.2 m) RE-BAR, EPOXY AND FA-01/02 AGGREGATE.

NAME	DATE	REVISIONS	DATE
DESIGNED	A.W.H.	2-28-91	
CHECKED	J.H.M.	2-28-91	10/96
CADD NO.	D-104	K.A.G.	08/04

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,1)RS-4	CLARK	46	42
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

### TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR SIDE STREET CLOSURE



#### 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.

#### SYMBOLS

- TT TYPE III BARRICADE (SEE NOTE)
- ⚡ FLASHING LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN (WHILE WORK IS BEING PERFORMED)
- CONE (DAYLIGHT HOURS ONLY), DRUM, TYPE I OR TYPE II BARRICADE
- ▨ WORK AREA
- ← TRAFFIC FLOW

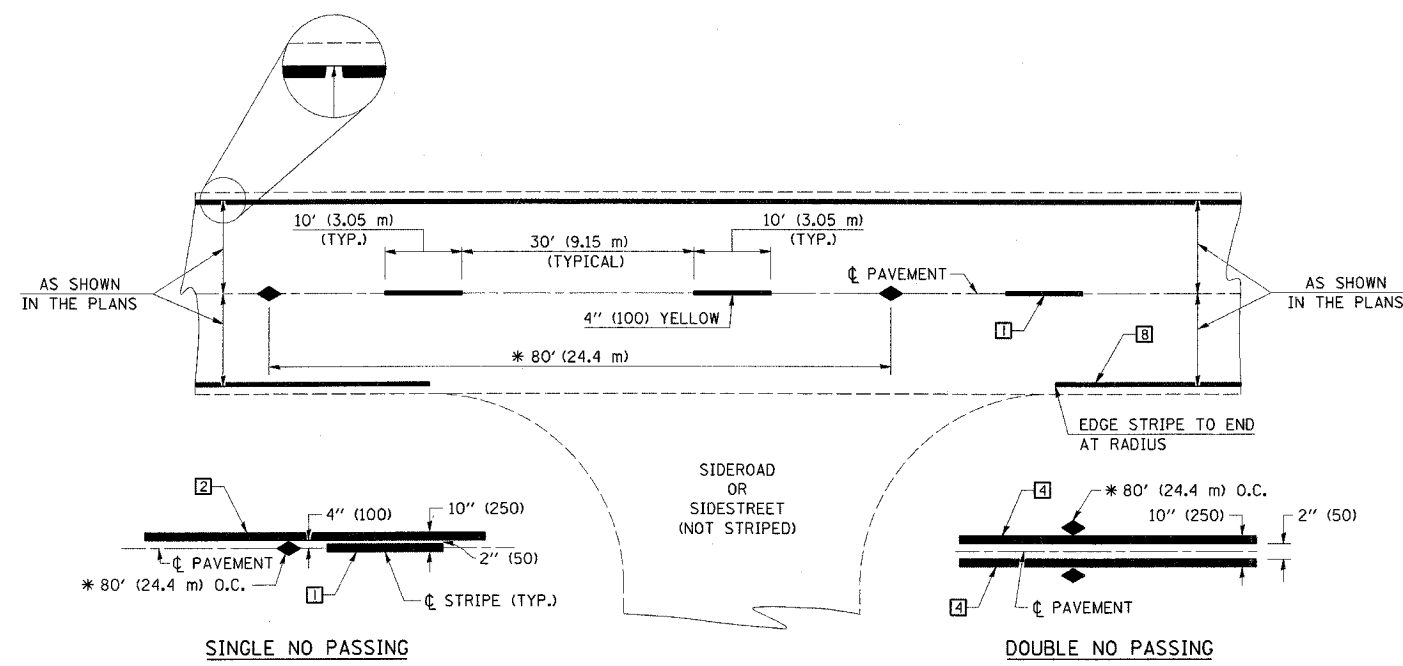
PLOT DATE = 3/12/2007  
 PLOT SCALE = 20/80000  
 USER NAME = staff/ernk

	NAME	DATE	REVISIONS	
DESIGNED	J.H.M.	8-11-87	NAME	DATE
CHECKED	P.E.K.	8-25-87	R.M.H.	12/97
CADD NO.	F-5.04		K.A.G.	08/03

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	IF-1, IRS-4	CLARK	46	43
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



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

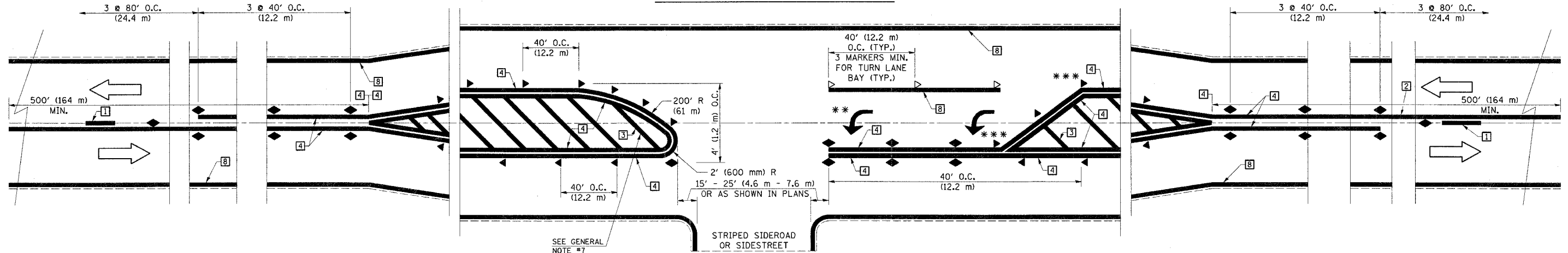
#### TYPICAL PAVEMENT MARKING LEGEND

- 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) CROSS WALK (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

#### DETAIL OF RURAL LEFT TURN LANE



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

#### SHEET 1 OF 4

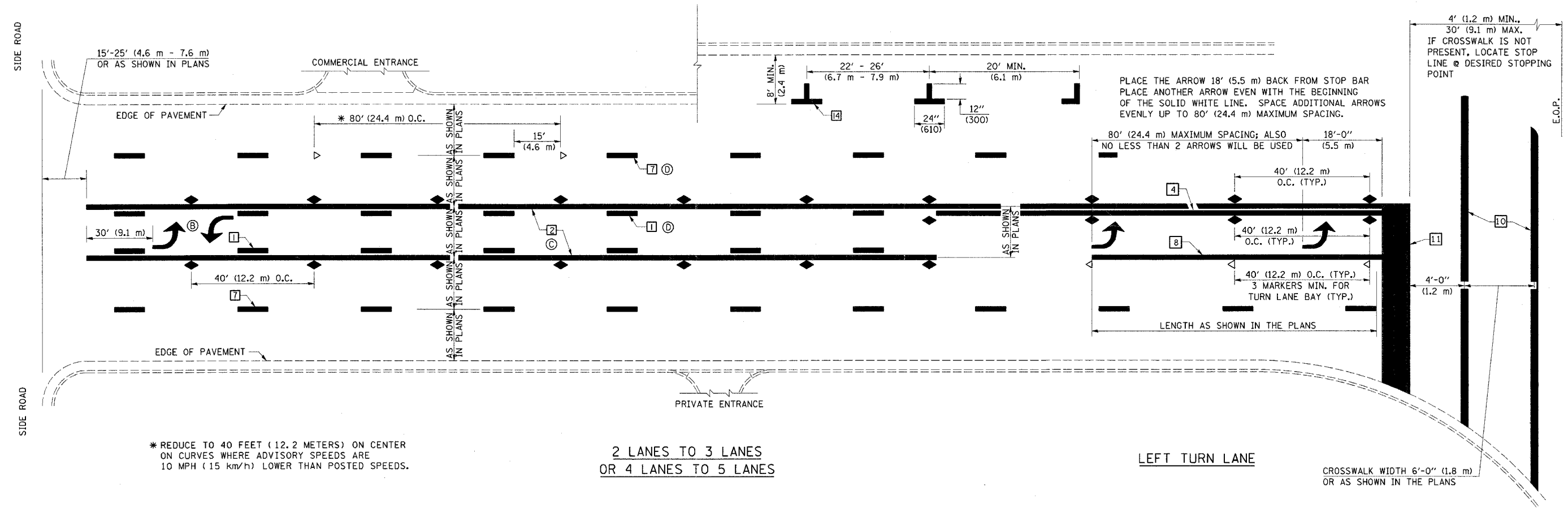
DESIGNED	NAME	DATE	REVISIONS
J.M.H.	J.M.H.	5/85	
FMS	FMS	6/85	
CTD	CTD	6/88	
F-5.25	F-5.25		

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

PLOT DATE = 9/12/2007  
 FILE NAME = c:\p1\74143\74143.dwg  
 PLOT SCALE = 20.0000 / IN.  
 USER NAME = stefanmk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1),DRS-4	CLARK	46	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



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

2 LANES TO 3 LANES  
OR 4 LANES TO 5 LANES

LEFT TURN LANE

CROSSWALK WIDTH 6'-0" (1.8 m)  
OR AS SHOWN IN THE PLANS

SHEET 2 OF 4

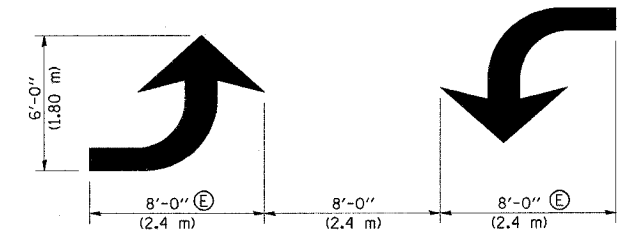
DESIGNED	NAME	DATE	REVISIONS	DATE
J.M.H.	J.M.H.	5/85	NAME	
FMS	FMS	6/85	GEOMETRICS/K.A.G.	07/02
CDD	CDD	6/85		
F-5.25	F-5.25		K.A.G.	09/05

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

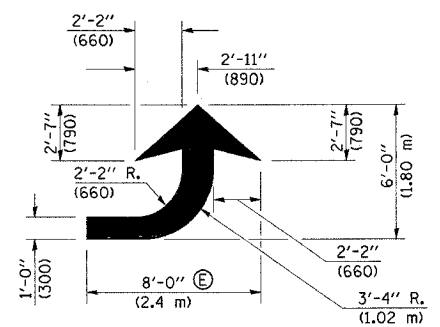
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 FILE NAME = 30122007\F-5.25\74143\74143.dgn  
 PLOT SCALE = 20,000% / IN.  
 USER NAME = stefanmk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1, IRS-4)	CLARK	46	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

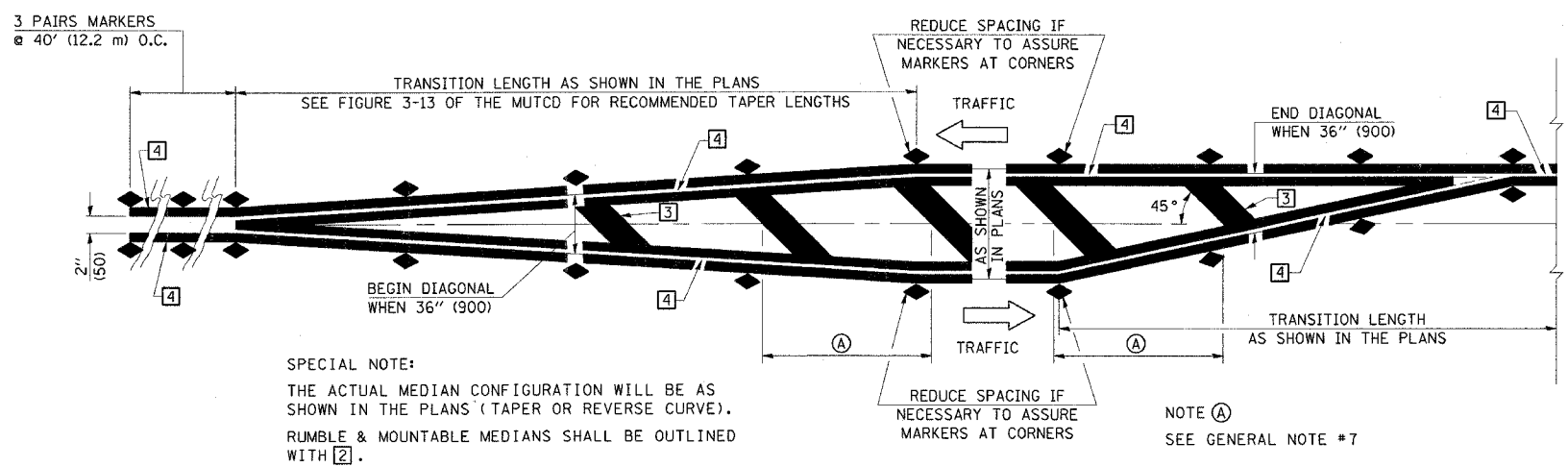
### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



TYPICAL DOUBLE TURN ARROWS (WHITE)

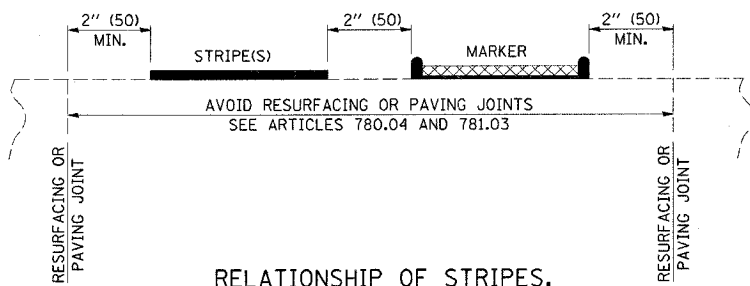


LEFT ARROW  
REVERSE FOR RIGHT ARROW  
AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
(WHITE)

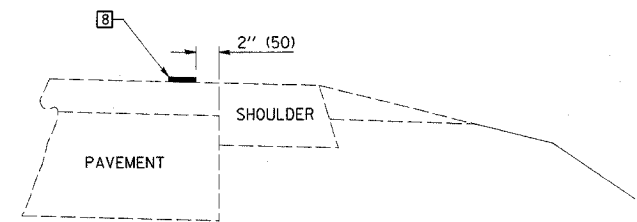


SPECIAL NOTE:  
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

TYPICAL MEDIAN TRANSITIONS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



RELATIONSHIP OF EDGE STRIPE TO SAFETY SHOULDER OR PAVED SURFACE

- SPECIAL NOTES:
- (B) 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.
  - (C) 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.
  - (D) 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.
  - (E) TURN ARROW SIZE DEPENDS ON THE LOCATION.  
RURAL LOCATION - LARGE ARROW SIZE  
URBAN LOCATION - SMALL ARROW SIZE

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SCALE: NONE
3. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
4. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
5. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
6. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
7. 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)

SHEET 3 OF 4

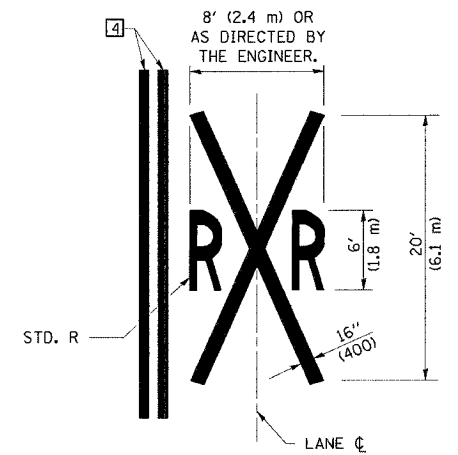
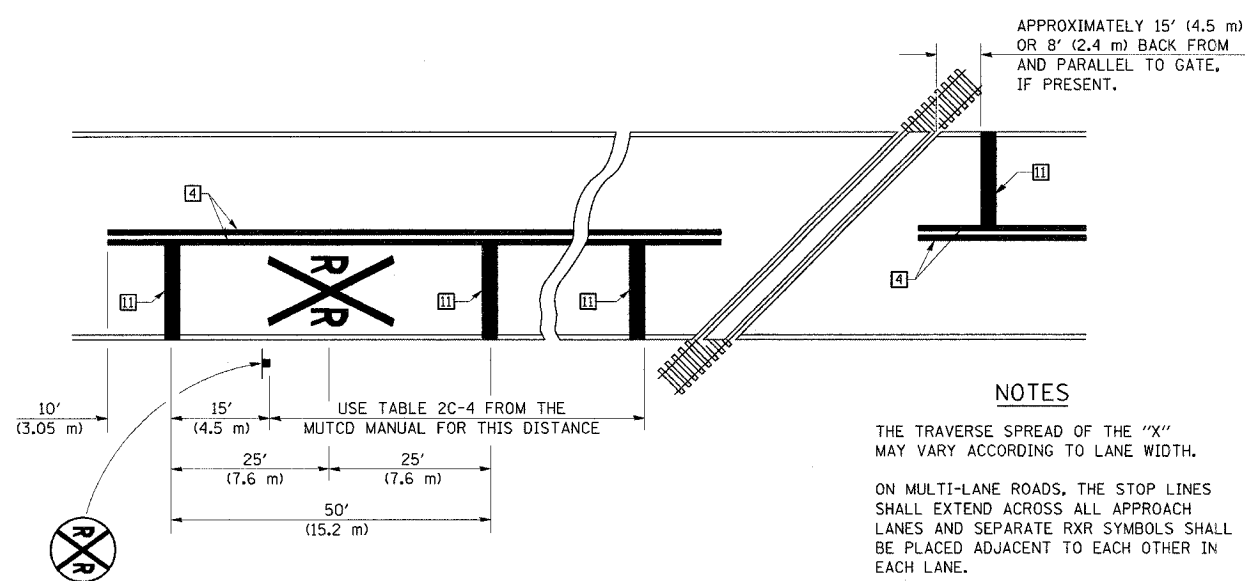
NAME	DATE	REVISIONS
DESIGNED J.M.H.	5/85	NAME
CHECKED FMS	6/85	GEOMETRICS/K.A.G.
CADD NO. F-5.25	6/85	K.A.G.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

DATE = 3/12/2007  
 PLOT DATE = 3/12/2007  
 PLOT SCALE = 20.00000 X IN.  
 USER NAME = stafffermh

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



**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.

#### PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

SHEET 4 OF 4

DESIGNED	NAME	DATE	REVISIONS	DATE
DESIGNED	J.M.H.	5/85	NAME	
CHECKED	FMS	6/85	GEOMETRICS/K.A.G.	07/02
CADD NO.	F-5.25		K.A.G.	09/05

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

PLOT FILE = 3/12/2007  
 FILE NAME = 74143\74143.dwg  
 PLOT SCALE = 28.0000 / IN.  
 USER NAME = steffemmk