



CONTACT JULIE AT 811
OR 800-892-0123

08-02-2024 LETTING ITEM 058

With the following:

County MADISON

City / Township CITY OF WOOD RIVER

Sec & 1/4 Sec No. NORTH HALF OF SEC. 27 T.5N., R.9W.
SOUTH HALF OF SEC. 22 T.5N., R.9W.

48 HOURS (2 working days) BEFORE YOU DIG

AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

- * CHARTER COMMUNICATIONS
4767 SIGNATURE INDUSTRIAL DRIVE
EDWARDSVILLE, IL 62025
(618) 779-4179
- * WOOD RIVER PUBLIC SERVICES
100 ANDERSON AVE.
WOOD RIVER, IL 62095
(618) 251-3122
WATER, STORM SEWER, & SANITARY SEWER
- * AT&T COMMUNICATIONS
203 GOETHE
COLLINSVILLE, IL 62234
(618) 346-6422
- * AMEREN ILLINOIS
2600 N. CENTER STREET
MARYVILLE, IL 62062
(618) 346-1244 (GAS)
- * AMEREN ILLINOIS
700 OAKWOOD AVENUE
P.O. BOX 478
ALTON, IL 62002
(618) 463-4041
- * AMEREN ILLINOIS
700 OAKWOOD AVENUE
P.O. BOX 478
ALTON, IL 62002
(618) 463-4027

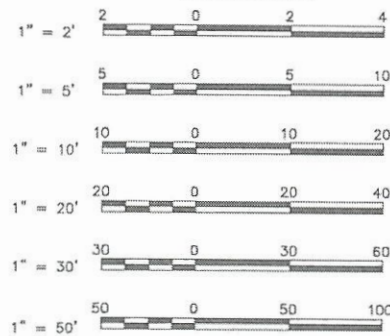
INDEX TO SHEETS

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HIGHWAY STANDARDS

420701-03	701006-05	720006-04
424001-11	701011-04	728001-01
424006-05	701301-04	780001-05
424011-04	701311-03	873001-02
424016-05	701501-06	876001-04
424021-06	701502-09	878001-11
424031-02	701701-10	880006-01
442101-09	701801-06	886001-01
606001-08	701901-09	886006-01
606301-04	720001-01	

SCALES



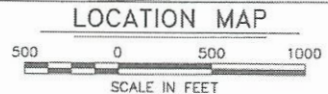
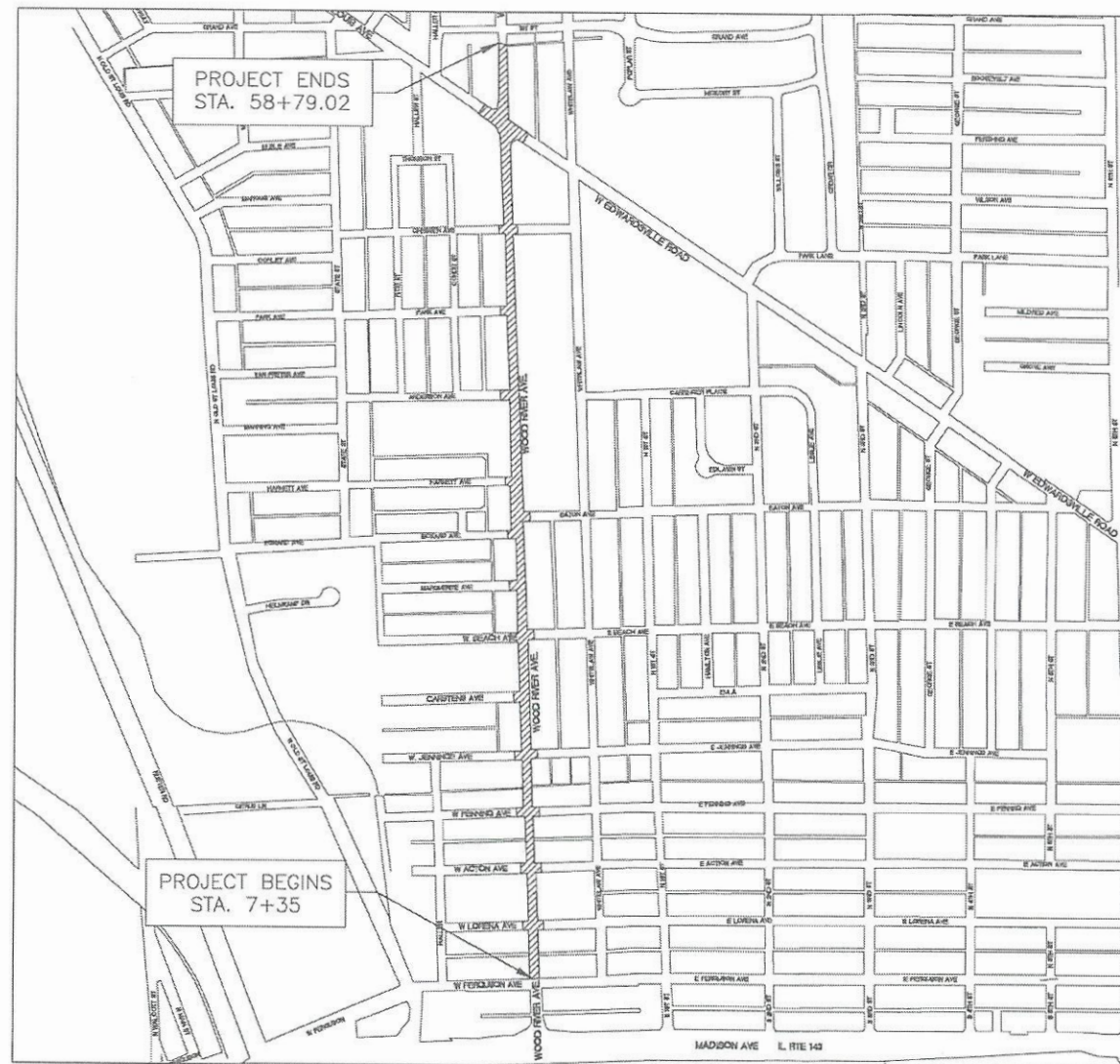
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS THE ABOVE SCALES MAY BE USED.

FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR
DESIGN SPEED = 30 M.P.H.
ADT: 3,850 (2021), 3,970 (2024)

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STU FUNDS WOOD RIVER AVENUE SECTION 17-00048-00-RS SECTION 18-00048-01-RS FAU ROUTE 9006 PROJECT L71R(847) CITY OF WOOD RIVER, ILLINOIS MADISON COUNTY JOB C-98-005-021

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
16-00051-01-RS	MADISON	52	1
FEDERAL AID PROJECT		CONTRACT NO. 97840	



LENGTH OF PROJECT = 5,144.02 FEET = 0.974 MILES

SMS ENGINEERS Sheppard Morgan & Schwaab, Inc.
CONSULTING ENGINEERS & LAND SURVEYORS
215 Market Street
Alton, Illinois 62002
618/462-0755



LOCATION OF SECTION INDICATED THUS:-

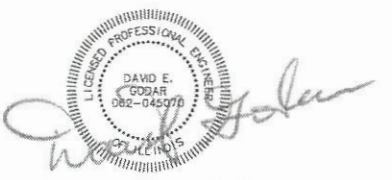
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED: May 9 2024
John J. Stalup
MAYOR

PASSED: 5-16 2024
[Signature]
DISTRICT 8 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED UPON LIMITED
REVIEW: 5-16 2024
[Signature]
REGION 5 ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS



DATE SIGNED 5-9-24
EXPIRATION DATE 11-30-25

STANDARD SYMBOL LEGEND

EXISTING

- EXISTING GUY POLE --○
- EXISTING LIGHT POLE --X
- EXISTING POWER POLE --○
- EXISTING TELEPHONE POLE --○
- EXISTING GUY WIRE --←
- EXISTING TRANSMISSION TOWER --□
- EXISTING ELECTRIC SPLICE BOX --□^E
- EXISTING TELEPHONE SPLICE BOX --□^T
- EXISTING CABLE SPLICE BOX --□^{TV}
- EXISTING WATER HYDRANT --⊕
- EXISTING GAS METER --⊕
- EXISTING WATER METER --⊕
- EXISTING WATER VALVE --⊕
- EXISTING GAS VALVE --⊕
- EXISTING FIRE HYDRANT --⊕^{FH}
- EXISTING SANITARY MANHOLE TOP --⊕
- EXISTING STORM MANHOLE TOP --○
- EXISTING TELEPHONE MANHOLE TOP --⊕
- EXISTING SANITARY CLEAN OUT --⊕
- CONTROL POINT --△^{XXX}
- BENCHMARK --^{B.M.}
- TEST PIT / NUMBER --^{T.P.#} X
- BORING / NUMBER --^{B.#} X
- RIGHT-OF-WAY MARKER --⊕^{MON}
- AXLE FOUND --○^{AXLE}
- BOLT FOUND --○^{BOLT}
- CHISELED "X" FOUND --X
- PIN FOUND --○^{IP}
- PINCH PIPE FOUND --○^{IP}
- PK NAIL FOUND --○^{PK}
- RAILROAD SPIKE FOUND --○^{RR}
- STONE FOUND --□^{STONE}
- BRASS MONUMENT FOUND --○^{MON}
- IRON PIPE FOUND --○^{IP}
- MONUMENT FOUND --□^{MON}
- REBAR FOUND --○^{RBR}
- EXISTING MAILBOX --^F
- EXISTING FENCE POST --⊕
- EXISTING GATE POST --⊕
- EXISTING FLAG POLE --○
- EXISTING GUARD POST --○^{GP}
- EXISTING ADVERTISING SIGN --^T
- EXISTING TRAFFIC SIGN --^T
- EXISTING PARKING METER --⊕
- EXISTING RAILROAD MILE POST --^{MP}
- EXISTING RAILROAD SIGNAL CONTROLLER --⊕
- EXISTING RAILROAD CROSSING GATE --^X
- EXISTING TRAFFIC SIGNAL --○
- EXISTING TRAFFIC SIGNAL CONTROLLER --⊕
- EXISTING HANDHOLE --⊕
- EXISTING DOUBLE HANDHOLE --⊕
- EXISTING MAST ARM BASE --○
- EXISTING DECIDUOUS TREE / SIZE --^{XX}
- EXISTING EVERGREEN TREE / SIZE --^{XX}
- EXISTING STUMP / SIZE --^{XX}
- EXISTING BUSH --^B
- EXISTING SHRUB --^S
- EXISTING TREE TO BE REMOVED --^{XX}

PROPOSED

- PROPOSED GUY POLE --○
- PROPOSED LIGHT POLE --X
- PROPOSED POWER POLE --○
- PROPOSED TELEPHONE POLE --○
- PROPOSED GUY WIRE --←
- PROPOSED TRANSMISSION TOWER --□
- PROPOSED ELECTRIC SPLICE BOX --□^E
- PROPOSED TELEPHONE SPLICE BOX --□^T
- PROPOSED CABLE SPLICE BOX --□^{TV}
- PROPOSED WATER HYDRANT --⊕
- PROPOSED GAS METER --⊕
- PROPOSED WATER METER --⊕
- PROPOSED WATER VALVE --⊕
- PROPOSED GAS VALVE --⊕
- PROPOSED FIRE HYDRANT --⊕^{FH}
- PROPOSED SANITARY MANHOLE TOP --⊕
- PROPOSED STORM MANHOLE TOP --○
- PROPOSED TELEPHONE MANHOLE TOP --⊕
- PROPOSED SANITARY CLEAN OUT --⊕
- PROPOSED MAILBOX --^F
- PROPOSED GUARD POST --^{GP}
- PROPOSED ADVERTISING SIGN --^T
- PROPOSED TRAFFIC SIGN --^T
- PROPOSED RAILROAD MILE POST --^{MP}
- PROPOSED RAILROAD SIGNAL CONTROLLER --⊕
- PROPOSED RAILROAD CROSSING GATE --^X
- PROPOSED TRAFFIC SIGNAL --○
- PROPOSED TRAFFIC SIGNAL CONTROLLER --⊕
- PROPOSED HANDHOLE --⊕
- PROPOSED DOUBLE HANDHOLE --⊕
- PROPOSED MAST ARM BASE --○
- PROPOSED DECIDUOUS TREE / SIZE --^{XX}
- PROPOSED EVERGREEN TREE / SIZE --^{XX}
- PROPOSED BUSH --^B
- PROPOSED PLANT --^P
- PROPOSED EDGE OF PAVEMENT ELEVATION -- +512.00 EP
- PROPOSED PAVEMENT ELEVATION -- +505.50 P
- PROPOSED CURB ELEVATION -- +550.25 TC
- PROPOSED SIDEWALK ELEVATION -- +515.15 SW
- PROPOSED FLOWLINE ELEVATION -- +501.58 FL

COMMITMENTS

- THE CONTRACTOR SHALL NOT RESTRICT PUBLIC ACCESS TO AND FROM THE JACK IN THE BOX PROPERTY EXCEPT FOR SHORT PERIODS OF TIME DURING DAYTIME WORK HOURS FOR CONSTRUCTION ACTIVITIES ONLY AND ONLY ONE ENTRANCE MAY BE AFFECTED AT A TIME. THE CONTRACTOR SHALL PROVIDE PRIOR NOTICE TO THE MANAGER OF THE JACK IN THE BOX RESTAURANT AND OBTAIN THEIR APPROVAL TO RESTRICT ANY DRIVEWAY AND WHEN A DRIVEWAY IS RESTRICTED, THE CONTRACTOR SHALL PROVIDE CONES OR BARRICADES FOR TRAFFIC PROTECTION FOR THE JACK IN THE BOX CUSTOMERS AND SHALL PROVIDE A TRAFFIC CONTROL FLAGMAN IF SITE DISTANCE IS RESTRICTED ONTO THE PUBLIC STREETS.

STANDARD LINE TYPE LEGEND

EXISTING FEATURES

- EXISTING CENTERLINE
- EXISTING BASELINE
- EXISTING RIGHT-OF-WAY
- EXISTING SECTION LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING SETBACK
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING DITCH
- EXISTING POND, LAKE, BODY OF WATER, ETC.
- EXISTING RAILROAD
- EXISTING BRUSH / HEDGE / TREE LINE
- EXISTING FENCE
- EXISTING GUARDRAIL
- EXISTING CULVERT
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING FORCEMAIN
- EXISTING WATER
- EXISTING UNDERGROUND ELECTRIC
- EXISTING GAS
- EXISTING UNDERGROUND TELEPHONE
- EXISTING FIBER OPTIC
- EXISTING UNDERGROUND CABLE TV
- EXISTING OVERHEAD TELEPHONE
- EXISTING OVERHEAD ELECTRIC
- EXISTING OVERHEAD CABLE TV

SIDEWALK LEGEND

- RAMP -- MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ DETECTABLE WARNING
- L LANDING -- MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
- BT BLENDED TRANSITION -- MAX. CROSS SLOPE = 2.0%, MAX. RUNNING SLOPE = 5.0%
- T TRANSITION TO MEET EXISTING SIDEWALK
- P PASSING SPACE -- MIN. SIZE 5' X 5', MAX. CROSS SLOPE = 2.0%

ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC	OL	OPEN LID
BK	BACK	PC	POINT OF CURVE
BM	BENCH MARK	PE	PRIVATE ENTRANCE
BVCE	BEGIN VERTICAL CURVE ELEVATION	PI	POINT OF INTERSECTION
BVCS	BEGIN VERTICAL CURVE STATION	PK	PK NAIL
C&G	CURB AND GUTTER	PP	POWER POLE
C/L	CENTER LINE	PRCF	PRECAST REINFORCED CONCRETE FLARED
CE	COMMERCIAL ENTRANCE	PT	POINT OF TANGENT
CI	CAST IRON	PVC	POINT OF VERTICAL CURVE
CL	CLOSED LID	R	RADIUS
CM	CONCRETE MONUMENT	RBR	REBAR
CMP	CORRUGATED METAL PIPE	RDH	RESTRICTED DEPTH MANHOLE
CONC	CONCRETE	ROW	RIGHT OF WAY
CT	CRIMP TOP PIPE	RR	RAILROAD
CUYD	CUBIC YARD	RRPM	RAISED REFLECTIVE PAVEMENT MARKER
DE	DRAINAGE EASEMENT	RT	RIGHT
DIP	DUCTILE IRON PIPE	R	RIGHT
E	EAST	S	SOUTH
ELEV	ELEVATION	SE	SOUTHEAST
EP	EDGE OF PAVEMENT	SL	SECTION LINE
EQN STA	EQUATION STATION	SS1	STORM SEWER TYPE 1
ES	EDGE OF SHOULDER	SS2	STORM SEWER TYPE 2
FE	FIELD ENTRANCE	SS3	STORM SEWER TYPE 3
FH	FIRE HYDRANT	STA	STATION
FL	FLOW LINE	SW	SOUTHWEST
FT	FOOT	TB	TRENCH BACKFILL
FWD	FORWARD	TBR	TO BE REMOVED
GP	GUARD POST	TC	TOP OF CURB
HDPE	HIGH DENSITY POLYETHYLENE	TCE	TEMPORARY CONSTRUCTION EASEMENT
HMA	HOT-MIX ASPHALT	TPM	TEMPORARY PAVEMENT MARKING
IP	IRON PIPE	TPPM	THERMOPLASTIC PAVEMENT MARKING
LT	LEFT	TUP	TEMPORARY USE PERMIT
MON	MONUMENT	TY	TYPE
MP	MILE PIPE	TYP	TYPICAL
N	NORTH	VC	VERTICAL CURVE
NE	NORTHEAST	VCP	VITRIFIED CLAY PIPE
NW	NORTHWEST	W	WEST
O&C	OIL AND CHIP	WMQ	WATER MAIN QUALITY

PROPOSED FEATURES

- PROPOSED CENTERLINE
- PROPOSED BASELINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- PROPOSED CONSTRUCTION EASEMENT OR TEMPORARY USE PERMIT
- PROPOSED SETBACK
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED DITCH
- PROPOSED POND, LAKE, BODY OF WATER, ETC.
- PROPOSED RAILROAD
- PROPOSED FENCE
- PROPOSED GUARDRAIL
- PROPOSED PERIMETER EROSION BARRIER
- PROPOSED CULVERT
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED FORCEMAIN
- PROPOSED WATER
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- PROPOSED UNDERGROUND CABLE TV
- PROPOSED OVERHEAD TELEPHONE
- PROPOSED OVERHEAD ELECTRIC
- PROPOSED OVERHEAD CABLE TV

BENCHMARK INFORMATION

SITE BENCHMARK:
CUT "B" ON NE. COR. OF BUSINESS SIGN BASE
STA. 35+66.22, 26.28' LT.
ELEV. = 442.16

GENERAL NOTES

- THE PLANS SHOW THE APPROXIMATE LOCATION OF KNOWN UTILITIES, BUT DO NOT SHOW HOUSE OR SERVICE CONNECTIONS. UTILITY INFORMATION PROVIDED IS BASED ON INFORMATION OBTAINED FROM UTILITY COMPANIES AND SHALL NOT BE CONSIDERED TO BE ACCURATE OR COMPLETE. THE CONTRACTOR SHALL USE ALL DUE PRECAUTION NOT TO DAMAGE OR DISTURB ANY UTILITIES AND THE ENTIRE COST OF MAKING REPAIRS TO, OR REPLACEMENT OF, ANY DAMAGED LINE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- PROPOSED ELEVATIONS SHOWN ON THE PLANS AS +/- ARE APPROXIMATE. EXACT ELEVATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. IF APPLICABLE, ELEVATIONS SHALL BE DETERMINED PRIOR TO FABRICATION OF THE DRAINAGE STRUCTURES.
- PLAN QUANTITIES FOR HOT-MIX ASPHALT ITEMS WERE CALCULATED BASED ON USING 112 LBS. / SQ. YD. / IN.
- UNLESS OTHERWISE PROVIDED FOR HEREIN, THE CONTRACTOR SHALL PROTECT AND RESTORE EXISTING TRAFFIC SIGNS IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AT LOCATIONS WHERE NEW SIGNS REPLACE EXISTING SIGNS, THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNS AND DELIVER THEM TO THE CITY OF WOOD RIVER STREET DEPARTMENT. THE COST OF THIS WORK WILL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL CONSTRUCTION ON THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS OF THE "PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES" (PROWAG) WITHIN THE PEDESTRIAN ACCESS ROUTE (PAR). THE PAR IS A SPACE WITH A MINIMUM WIDTH OF 4 FEET WITHIN SIDEWALKS, CURB RAMPS, DRIVEWAY PAVEMENTS AND PAVEMENT SURFACE WITHIN CROSSWALKS.
- TEMPORARY RAMPS SHALL BE 5' LONG ON WOOD RIVER AVE. AND EDWARDSVILLE ROAD. TEMPORARY RAMPS WILL NOT BE REQUIRED FOR SIDE STREETS.
- AT LOCATIONS WHERE CONCRETE CURB, TYPE B OR COMBINATION CONCRETE CURB AND GUTTER IS REMOVED AND REPLACED ADJACENT TO AREAS WHERE THE HOT MIX ASPHALT RESURFACING EXTENDS TO THE CURB, DEPRESSED CURBS FOR DRIVEWAYS OR CURB RAMPS SHALL BE PLACE AT THE PROPER HEIGHT REQUIRED TO MEET THE PROPOSED FINAL PAVEMENT SURFACE.
- TO AVOID MILLING THE CONCRETE PATCHES AND TO MATCH THE UNDERLYING CONCRETE PAVEMENT, THE PAVEMENT PATCHING WORK SHALL BE DONE AFTER THE MILLING OPERATION. THE NORMAL REQUIREMENT OF RESURFACING WITHIN 10 DAYS OF MILLING SHALL BE WAIVED FOR THIS PROJECT.
- THE CITY OF WOOD RIVER HAS A MAJOR SEWER SEPARATION PROJECT UNDERWAY THAT INVOLVES SEWER WORK IN AND ALONG WOOD RIVER AVE. FROM FERGUSON AVE. TO CHESSEN AVE. THE PORTION OF SEWER WORK ALONG WOOD RIVER AVE. IS EXPECTED TO BE COMPLETED BY SEPTEMBER 11, 2024. THE CONTRACTOR FOR THE STREET IMPROVEMENT PROJECT MAY WORK IN AREAS THAT ARE OUTSIDE OF THE LIMITS OF THE SEWER PROJECT AND IN AREAS THAT DO NOT CONFLICT WITH THE SEWER PROJECT. WORKING DAYS WILL NOT BE CHARGED TO THE EXTENT THAT THE SEWER PROJECT DELAYS THE CONTRACTOR'S WORK ON THE CONTROLLING ITEM. THE CONTRACTOR SHALL COOPERATE WITH OTHER CONTRACTORS ACCORDING TO ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS SUCH THAT BOTH PROJECTS CAN PROCEED IN A TIMELY MANNER.
- NEW MANHOLES WILL BE CONSTRUCTED WITH THE SEWER SEPARATION PROJECT AND ARE SHOWN ON THE PLANS AS "NEW M.H. BY OTHERS". THE PROPOSED HMA SURFACE COURSE SHALL MATCH THE ELEVATION OF THE NEW MANHOLES. THE CONTRACTOR SHALL PAVE OVER THE OLD EXISTING MANHOLES AND MARK THEIR LOCATIONS. AFTER PAVING IS COMPLETED, THE CITY OF WOOD RIVER WILL REPLACE AND ADJUST THE OLD MANHOLE FRAME AND LIDS.

SURVEY CONTROL POINTS				
VERTICAL CONTROL (BENCH MARKS)				
BENCH MARK	LOCATION	ELEVATION	DESCRIPTION	
30	STA. 8+59.13, 27.95' LT.	434.22	R.R. SPIKE E. SIDE OF PP ON WEST SIDE OF WOOD RIVER AVE.	
31	STA. 14+78.44, 18.87' LT.	433.24	"O" IN "OPEN" ON TOP FLANGE OF FIRE HYDRANT	
32	STA. 19+31.24, 20.66' LT.	437.57	CUT "B" ON NE. COR. OF LIGHT STANDARD BASE	
33	STA. 24+58.78, 35.42' LT.	441.63	"O" IN "OPEN" ON TOP FLANGE OF FIRE HYDRANT	
34	STA. 31+44.27, 31.78' LT.	444.42	TOP OF NE. BOLT OF BUSINESS SIGN BASE	
36	STA. 39+82.25, 23.29' RT.	440.56	CUT "B" ON NW. COR. OF CONC. BASE OF BUS STOP SHELTER	
37	STA. 44+67.00, 23.26' RT.	442.84	CUT "B" AT TOP-END OF WALL AND HANDRAIL NEAR SIDE ENTRANCE OF EAWR HIGHSCHOOL	
38	STA. 48+69.69, 26.07' RT.	442.86	R.R. SPIKE W. SIDE OF PP ON WEST SIDE OF WOOD RIVER AVE.	
39	STA. 55+14.05, 42.86' LT.	445.29	TOP OF BOLT ON E. SIDE OF MAST ARM AT THE N.W. COR. OF INTERSECTION.	
40	STA. 59+94.88, 17.25' LT.	442.95	"O" IN "OPEN" ON TOP FLANGE OF FIRE HYDRANT	
HORIZONTAL CONTROL				
CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP #10	798799.65	2316069.38	432.61	CUT "X"
CP #11	798981.88	2316069.10	431.62	CUT "X"
CP #12	799153.85	2316059.73	433.32	CUT "X"
CP #13	799355.31	2316100.49	435.73	CUT "X"
CP #14	799597.26	2316081.66	431.09	CUT "X"
CP #15	799972.90	2316007.13	434.18	CUT "X"
CP #16	800306.34	2316049.71	437.56	CUT "X"
CP #17	800648.99	2315987.53	437.24	CUT "X"
CP #18	800899.87	2315959.78	440.84	CUT "X"
CP #19	801271.99	2316010.38	442.58	CUT "X"
CP #20	801429.39	2315956.31	443.06	CUT "X"
CP #21	801808.49	2315944.55	442.41	CUT "X"
CP #22	802204.59	2315926.54	440.15	CUT "X"
CP #23	802686.83	2315958.54	441.93	REBAR WITH CAP
CP #24	803194.01	2315884.75	442.21	CUT "X"
CP #25	803674.03	2315866.08	445.34	CUT "X"
CP #26	803887.32	2315855.02	443.62	CUT "X"
CP #27	804239.18	2315840.95	441.27	CUT "X"

* ELEVATIONS SHOULD BE CHECKED FROM A BENCHMARK.

REVISIONS

SMS Sheppard, Morgan & Schwab, Inc.
CONSULTING ENGINEERS AND LAND SURVEYORS
215 Market Street, Alton, IL 62002 618/462-9755 E-mail: mail@smsengineers.com
DESIGN FIRM # 184-000992

CITY OF WOOD RIVER, ILLINOIS
SECTION 17-00048-00-RS
SECTION 18-00048-01-RS
WOOD RIVER AVENUE
GENERAL NOTES, LEGENDS, CONTROL POINTS, AND COMMITMENTS

CONTRACT NO.	97840
REF. BK.	PG.
JOB NO.	489470.1
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	MAY, 2024
SCALE:	
SHEET	2 OF 52

PAVEMENT PATCHING SCHEDULE

STATION TO STATION	LANE	LENGTH (FEET)	WIDTH (FEET)	CLASS "B" PATCHES, 8 INCH (SQ. YD.)				DOWEL BARS 1 1/4" (EACH)	WELDED WIRE REINFORCEMENT (SQ. YD.)	TIE BARS 3/4" (EACH)	SAW CUTS (FT.)
				TYPE I	TYPE II	TYPE III	TYPE IV				
7+64 Rt. 7+70 Rt.	NB	6	8		5.3			14			28
8+69 Rt. 8+76 Rt.	NB	7	5	3.9				8			24
10+21 Rt. 10+25 Rt.	NB	4	8	3.6				14			24
10+26 Lt. 10+30 Lt.	SB	4	6	2.7				10			20
10+80 Lt. 10+86 Lt.	SB	6	17.5		11.7			30			47
10+80 Rt. 10+86 Rt.	NB	6	17.5		11.7			30			41
11+33 Rt. 11+43 Rt.	NB	10	10		11.1			18			40
11+90 Lt. 11+96 Lt.	SB	6	17.5		11.7			30			47
11+90 Rt. 11+96 Rt.	NB	6	17.5		11.7			30			41
12+55 Lt. 12+61 Lt.	SB	6	17.5		11.7			30			47
12+55 Rt. 12+61 Rt.	NB	6	17.5		11.7			30			41
12+61 Rt. 12+96 Rt.	NB	35	6			23.3		10	23.3	22	76
13+62 Lt. 13+68 Lt.	SB	6	17.5		11.7			30			47
13+62 Rt. 13+68 Rt.	NB	6	17.5		11.7			30			41
14+03 Lt. 14+09 Lt.	SB	6	17.5		11.7			30			47
14+03 Rt. 14+09 Rt.	NB	6	17.5		11.7			30			41
14+81 Lt. 14+99 Lt.	SB	18	11			22.0		22	22.0		58
15+51 Lt. 15+57 Lt.	SB	6	17.5		11.7			30			47
15+51 Rt. 15+57 Rt.	NB	6	17.5		11.7			30			41
15+32 Lt. 15+38 Lt.	SB	6	17.5		11.7			30			47
15+32 Rt. 15+38 Rt.	NB	6	17.5		11.7			30			41
16+14 Lt. 16+20 Lt.	SB	6	17.5		11.7			30			47
16+14 Rt. 16+20 Rt.	NB	6	17.5		11.7			30			41
16+23 Lt. 16+29 Lt.	SB	6	14		9.3			24			40
17+14 Rt. 17+20 Rt.	NB	6	8		5.3			14			28
17+39 Rt. 17+45 Rt.	NB	6	16		10.7			28			44
17+54 Rt. 17+60 Rt.	NB	6	16		10.7			28			44
18+01 Lt. 18+07 Lt.	SB	6	16		10.7			28			44
18+01 Rt. 18+07 Rt.	NB	6	16		10.7			28			38
18+94 Lt. 19+00 Lt.	SB	6	16		10.7			28			44
18+94 Rt. 19+00 Rt.	NB	6	16		10.7			28			38
19+56 Rt. 19+64 Rt.	NB	8	16		14.2			28			48
19+93 Lt. 19+99 Lt.	SB	6	16		10.7			28			44
19+93 Rt. 19+99 Rt.	NB	6	16		10.7			28			38
20+51 Lt. 20+57 Lt.	SB	6	16		10.7			28			44
20+51 Rt. 20+57 Rt.	NB	6	16		10.7			28			38
20+92 Lt. 20+98 Lt.	SB	6	16		10.7			28			44
20+92 Rt. 20+98 Rt.	NB	6	16		10.7			28			38
21+38 Rt. 21+44 Rt.	NB	6	16		10.7			28			44
21+69 Rt. 21+75 Rt.	NB	6	16		10.7			28			44
21+73 Rt. 21+86 Rt.	NB	13	6		8.7			10			38
22+93 Rt. 23+01 Rt.	NB	8	6		5.3			10			28
25+40 Lt. 25+53 Lt.	SB	13	6		8.7			10			38
25+40 Rt. 25+53 Rt.	NB	13	6		8.7			10			38
25+82 Lt. 25+88 Lt.	SB	6	16		10.7			28			44
25+82 Rt. 25+88 Rt.	NB	6	16		10.7			28			38
27+27 Lt. 27+39 Lt.	SB	12	7		9.3			12			38
27+27 Rt. 27+39 Rt.	NB	12	4		5.3			6			20
28+59 Rt. 28+68 Rt.	NB	9	6		6.0			10			50
28+93 Rt. 29+06 Rt.	NB	13	16			23.1		28	23.1		58
29+24 Lt. 29+30 Lt.	SB	6	16		10.7			28			44
29+24 Rt. 29+30 Rt.	NB	6	16		10.7			28			38
32+14 Rt. 32+20 Rt.	NB	6	16		10.7			28			44
32+20 Lt. 32+26 Lt.	SB	6	16		10.7			28			44
32+31 Rt. 32+43 Rt.	NB	12	6		8.0			10			44
32+84 Lt. 32+94 Lt.	SB	10	12		10.8			20			32
32+94 Lt. 33+00 Lt.	SB	6	16		10.7			28			44

PAVEMENT PATCHING SCHEDULE

STATION TO STATION	LANE	LENGTH (FEET)	WIDTH (FEET)	CLASS "B" PATCHES, 8 INCH (SQ. YD.)				DOWEL BARS 1 1/4" (EACH)	WELDED WIRE REINFORCEMENT (SQ. YD.)	TIE BARS 3/4" (EACH)	SAW CUTS (FT.)	
				TYPE I	TYPE II	TYPE III	TYPE IV					
32+94 Rt. 33+00 Rt.	NB	6	16		10.7			28			38	
33+09 Lt. 33+15 Lt.	SB	6	16		10.7			28			44	
33+41 Rt. 33+57 Rt.	NB	16	6		10.7			10			44	
35+19 Lt. 35+25 Lt.	SB	6	16		10.7			28			44	
35+19 Rt. 35+25 Rt.	NB	6	16		10.7			28			38	
35+94 Rt. 36+00 Rt.	NB	6	16		10.7			28			44	
36+38 Rt. 36+58 Rt.	NB	20	6		13.3			10		12	52	
37+14 Rt. 37+34 Rt.	NB	20	6		13.3			10		12	52	
39+74 Lt. 39+92 Lt.	SB	18	14				28.0	24	28.0		64	
40+17 Lt. 40+23 Lt.	SB	6	16		10.7			28			44	
40+36 Lt. 40+42 Lt.	SB	6	16		10.7			28			44	
40+36 Rt. 40+42 Rt.	NB	6	16		10.7			28			38	
41+71 Rt. 41+83 Rt.	NB	12	6		8.0			10			36	
42+17 Lt. 42+23 Lt.	SB	6	16		10.7			28			44	
42+17 Rt. 42+23 Rt.	NB	6	16		10.7			28			38	
42+52 Lt. 42+58 Lt.	SB	6	16		10.7			28			44	
42+52 Rt. 42+58 Rt.	NB	6	16		10.7			28			38	
43+50 Lt. 43+56 Lt.	SB	6	16		10.7			28			44	
43+50 Rt. 43+56 Rt.	NB	6	16		10.7			28			38	
44+28 Lt. 44+34 Lt.	SB	6	10		6.7			18			32	
44+28 Rt. 44+34 Rt.	NB	6	16		10.7			28			38	
44+77 Lt. 44+83 Lt.	SB	6	10		6.7			18			32	
44+77 Rt. 44+83 Rt.	NB	6	16		10.7			28			38	
45+21 Lt. 45+45 Lt.	SB	24	6		16.0			10		14	60	
46+45 Rt. 46+63 Rt.	NB	18	16				32.0	28	32.0		68	
18+63 Rt. 18+90 Rt.	NB	27	6		18.0			10		16	60	
47+20 Lt. 47+26 Lt.	SB	6	16		10.7			28			44	
47+20 Rt. 47+26 Rt.	NB	6	16		10.7			28			38	
47+37 Rt. 47+43 Rt.	NB	6	13		8.7			22			38	
48+32 Lt. 48+38 Lt.	SB	6	16		10.7			28			44	
48+32 Rt. 48+38 Rt.	NB	6	16		10.7			28			38	
48+73 Lt. 48+79 Lt.	SB	6	16		10.7			28			44	
48+73 Rt. 48+79 Rt.	NB	6	16		10.7			28			38	
48+95 Lt. 49+01 Lt.	SB	6	13		8.7			22			38	
49+00 Rt. 49+06 Rt.	NB	6	16		10.7			28			44	
49+14 Lt. 49+21 Lt.	SB	7	16		12.4			28			46	
49+14 Rt. 49+21 Rt.	NB	7	16		12.4			28			39	
50+06 Rt. 50+18 Rt.	NB	12	16			21.3		28	21.3		56	
50+09 Lt. 50+23 Lt.	SB	14	16			24.9		28	24.9		60	
50+30 Lt. 50+36 Lt.	SB	6	16		10.7			28			44	
50+30 Rt. 50+36 Rt.	NB	6	16		10.7			28			38	
50+71 Lt. 50+77 Lt.	SB	6	16		10.7			28			44	
50+71 Rt. 50+77 Rt.	NB	6	16		10.7			28			38	
53+06 Lt. 53+12 Lt.	O-SB	6	12		8.0			20			36	
53+15 Lt. 53+21 Lt.	O-SB	6	12		8.0			20			36	
53+15 Rt. 53+21 Lt.	I-SB	6	12		8.0			20			36	
56+66 Lt. 56+72 Lt.	SB	6	15		10.0			26			42	
56+66 Rt. 56+72 Rt.	NB	6	15		10.0			26			36	
57+90 Lt. 58+05 Lt.	SB	15	5		8.3			8			40	
57+95 Rt. 58+00 Rt.	NB	5	5		2.8			8			20	
58+51 Lt. 58+66 Lt.	SB	15	5		8.3			8			40	
58+58 Rt. 58+66 Rt.	NB	8	5		4.4			8			26	
TOTALS					17.4	1,012.3	114.6	60	2,560	174.6	76	4,555
ROUNDED TOTALS					18	1,013	115	60	2,560	175	76	4,555

REVISIONS

SMS Sheppard, Morgan & Schwaab, Inc.
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 DESIGN FIRM # 184-000992

CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 SCHEDULES

CONTRACT NO.
 97840

REF. BK. PG.
 JOB NO. 489470.1
 DSN. BY: DEG
 DWN. BY: CDP
 CHK. BY: DEG
 DATE: MAY, 2024

SCALE:
 SHEET 4 OF 52

SIGNING SCHEDULE								
LOCATION STATION	LEGEND OR TYPE	MUTCD SIGN DESIGNATION	SIZE W X H (INCHES)	REMOVE SIGN PANEL ASSEMBLY - TYPE A (EACH)	RELOCATE EXISTING SIGNS (EACH)	SIGN PANEL TYPE 1 (SQ. FT.)	TELESCOPING STEEL SIGN SUPPORT (FT.)	REMARKS
8+94 RT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	AHEAD	W16-9P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
10+52 RT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
10+58 LT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
13+14 RT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
13+20 LT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
19+94 LT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
19+94 RT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
25+91 RT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
25+93 LT.	PEDESTRIAN	W11-2 (FLUORESCENT YELLOW GREEN)	30" X 30"			6.25	17.5	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
29+51 RT.	SPEED LIMIT (20)	R2-1	24" X 30"			5	17	FLUORESCENT YELLOW GREEN
	SCHOOL	S4-3P (FLUORESCENT YELLOW GREEN)	24" X 8"			1.34		
	WHEN CHILDREN ARE PRESENT	S4-2P	24" X 10"			1.66		
30+50 RT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	AHEAD	W16-9P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
31+93 RT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
32+03 LT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
34+46 RT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
34+50 LT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
39+62 RT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
39+73 LT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
44+09 RT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
44+17 LT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
48+25 LT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
48+25 RT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	DOWNWARD DIAGNAL ARROW	W16-7P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
50+00 LT.	PEDESTRIANS	S1-1 (FLUORESCENT YELLOW GREEN)	36" X 36"			6.75	17	FLUORESCENT YELLOW GREEN
	AHEAD	W16-9P (FLUORESCENT YELLOW GREEN)	24" X 12"			2		
50+55 LT.	MCT BUS STOP	N/A	12" X 18"	1	1		14.5	RE-USE EXISTING SIGN ON NEW TSSS

LOCATION STATION	LEGEND OR TYPE	MUTCD SIGN DESIGNATION	SIZE W X H (INCHES)	REMOVE SIGN PANEL ASSEMBLY - TYPE A (EACH)	RELOCATE EXISTING SIGNS (EACH)	SIGN PANEL TYPE 1 (SQ. FT.)	TELESCOPING STEEL SIGN SUPPORT (FT.)	REMARKS	
51+50 LT.	SPEED LIMIT (20)	R2-1	24" X 30"			5	17	FLUORESCENT YELLOW GREEN	
	SCHOOL	S4-3P (FLUORESCENT YELLOW GREEN)	24" X 8"			1.34			
	WHEN CHILDREN ARE PRESENT	S4-2P	24" X 10"			1.66			
53+45 RT.	PUSH BUTTON	R10-3	9" X 12"			2		REMOVE PUSH BUTTON FOR WALK STA. 53+45 RT.	
	FOR WALK								
						(2 EACH)			
54+04 LT.	PUSH BUTTON	R10-3	9" X 12"			2		REMOVE PUSH BUTTON FOR WALK STA. 53+87 LT.	
	FOR WALK								
						(2 EACH)			
54+35 RT.	PUSH BUTTON	R10-3	9" X 12"			1		REMOVE PUSH BUTTON FOR WALK STA. 54+39 RT.	
	FOR WALK								
54+53 RT.	PUSH BUTTON	R10-3	9" X 12"			1		REMOVE PUSH BUTTON FOR WALK STA. 54+66 RT.	
	FOR WALK								
54+75 LT.	PUSH BUTTON	R10-3	9" X 12"			2		REMOVE PUSH BUTTON FOR WALK STA. 54+88 LT.	
	FOR WALK								
						(2 EACH)			
TOTAL						9	1	201.25	410
ROUNDED TOTAL						9	1	202	410

EARTHWORK SCHEDULE					
LOCATION	EARTH EXCAVATION (CUT) (CU. YD.)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE * (CU. YD.)	EMBANKMENT (FILL) (CU. YD.)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU. YD.)	FURNISHED EXCAVATION (CU. YD.)
STA. 56+12 TO STA. 58+79	155	116	0	116	0
Total :	155	116	0	116	0

* ASSUME SHRINKAGE FACTOR = 25%

PAVEMENT MARKING SCHEDULE		
ITEM	QUANTITY	UNIT
THERMOPLASTIC PAVEMENT MARKING - 4" (WHITE)	3,878	FOOT
THERMOPLASTIC PAVEMENT MARKING - 4" (YELLOW)	10,338	FOOT
TOTAL 4"	14,216	FOOT
THERMOPLASTIC PAVEMENT MARKING - 6" (WHITE)	2,004	FOOT
TOTAL 6"	2,004	FOOT
THERMOPLASTIC PAVEMENT MARKING - 12" (WHITE)	736	FOOT
THERMOPLASTIC PAVEMENT MARKING - 12" (YELLOW)	86	FOOT
TOTAL 12"	822	FOOT
THERMOPLASTIC PAVEMENT MARKING - 24" (WHITE)	456	FOOT
TOTAL 24"	456	FOOT
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)	62.4	SQ. FT.

REVISIONS

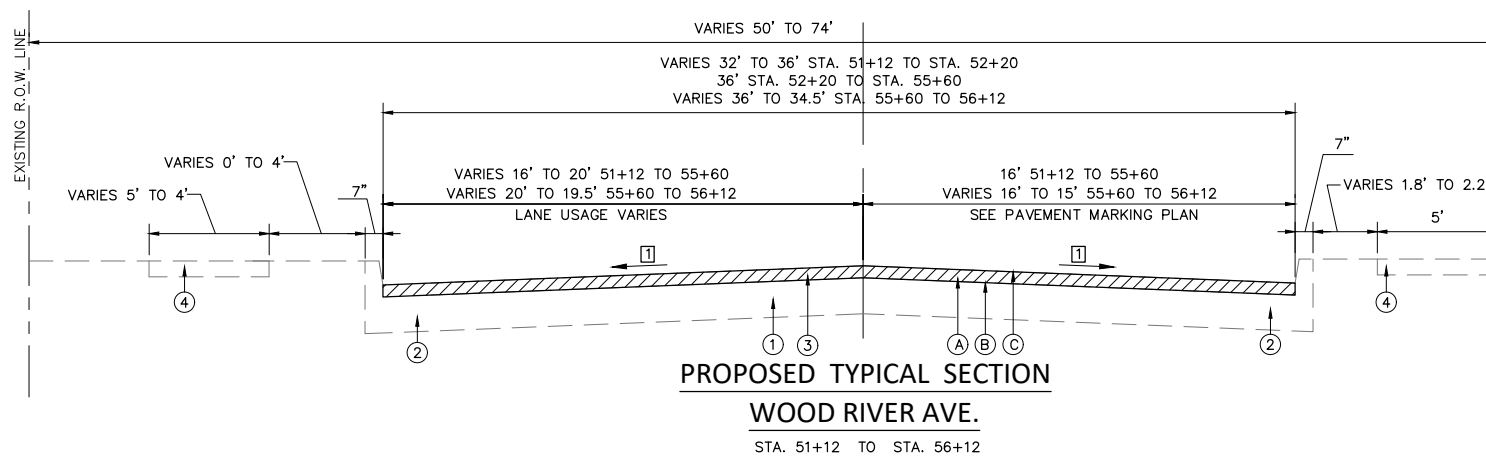
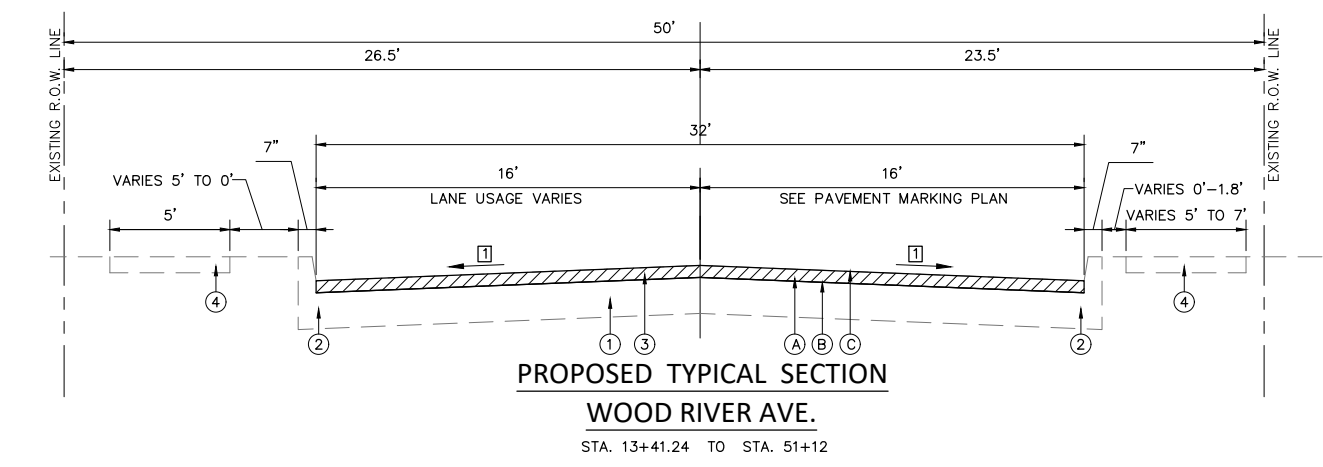
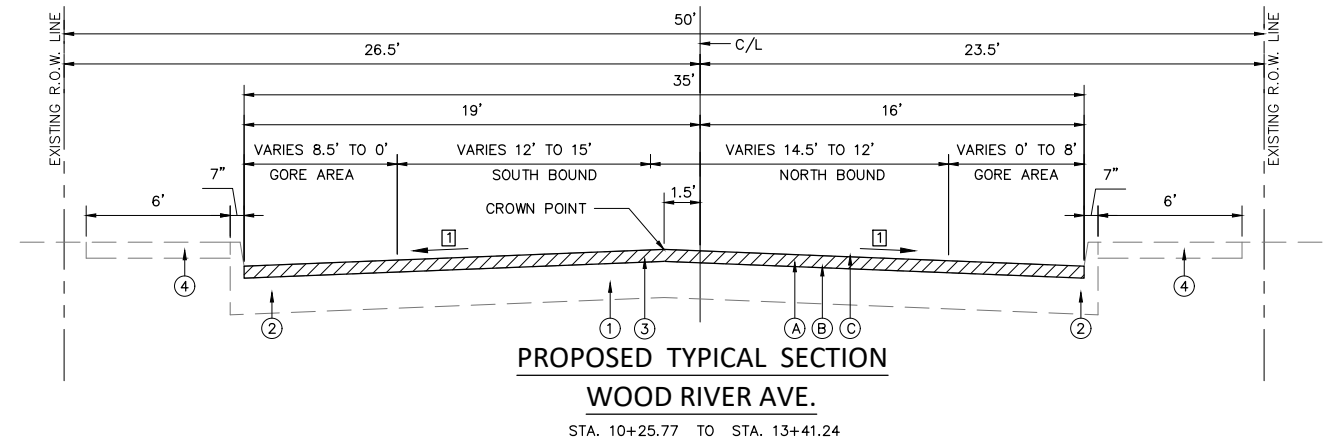
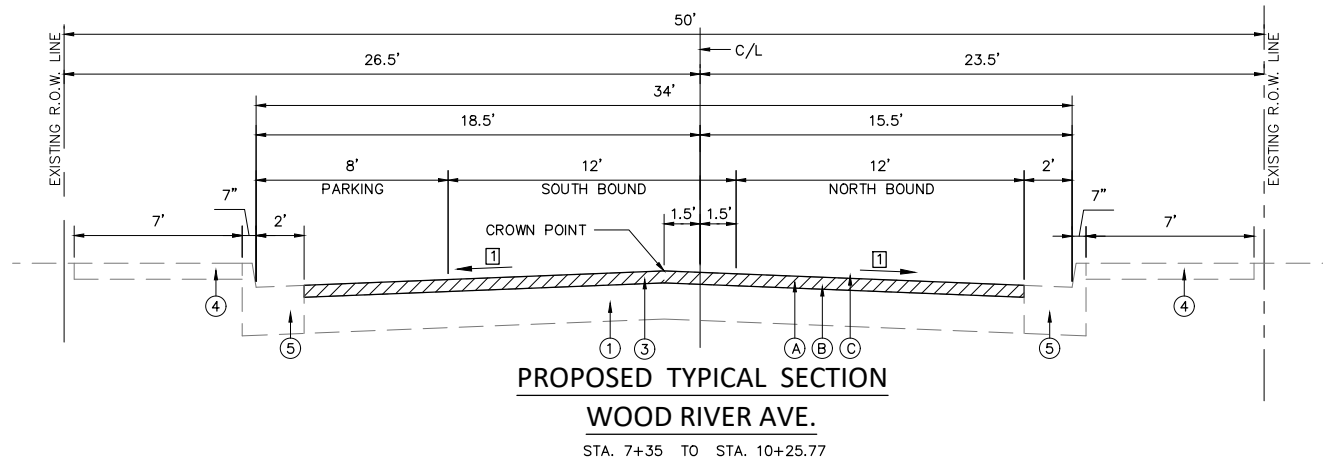
SMS Sheppard, Morgan & Schwaab, Inc.
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 215 Market Street, Alton, IL 62002 618462-9755 Email: mail@smsengineers.com
 DESIGN FIRM # 184-000992

CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 SCHEDULES

CONTRACT NO. 97840

REF. BK. PG.
 JOB NO. 489470.1
 DSN. BY: DEG
 DWN. BY: CDP
 CHK. BY: DEG
 DATE: MAY, 2024

SCALE:
 SHEET 5 OF 52

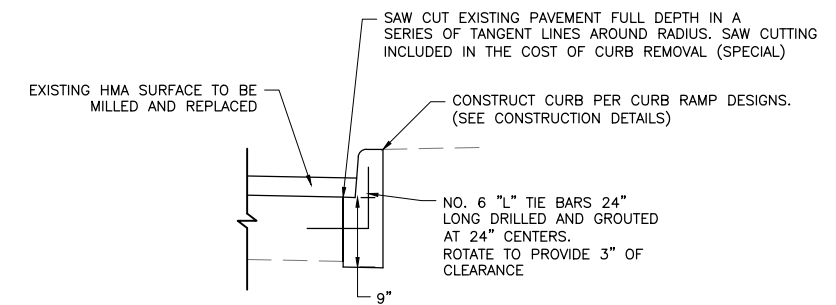


PAVING LEGEND

- ① EXISTING P.C.C. PAVEMENT, 8"
- ② EXISTING P.C.C. PAVEMENT WIDENING WITH MONOLITHIC CONCRETE CURB, TYPE B
- ③ EXISTING HMA SURFACE, 1-1/2"
- ④ EXISTING P.C.C. SIDEWALK, 4"
- ⑤ EXISTING C.C.C.&G. TYPE B-6.24
- Ⓐ PROPOSED HMA SURFACE REMOVAL, 1-1/2", SHOWN AS
- Ⓑ PROPOSED BITUMINOUS MATERIALS (TACK COAT) (SSI-VH)
- Ⓒ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "C", N70, 1-1/2"
- Ⓓ PROPOSED AGGREGATE BASE COURSE, TYPE A, 4"
- Ⓔ PROPOSED P.C.C. BASE COURSE WIDENING, 8"
- Ⓕ PROPOSED CONCRETE CURB, TYPE B

TYPICAL SECTION NOTES

Ⓜ MATCH EXISTING CROSS SLOPE WHICH IS 1.5% TO 2.0%



PROPOSED TYPICAL SECTION

CONCRETE CURB, TYPE B (SPECIAL)

MIX DESIGNS		
LOCATION	ENTIRE JOB	
MIXTURE USE	POLY SURFACE	INCIDENTAL
PG	SBS PG 70-22	PG 64-22
DESIGN AIR VOIDS	4% @ NDES = 70	4% @ NDES = 50 OR 70
MIX COMPOSITION	IL 9.5	----
FRICITION AGG	MIX C	MIX C
MIXTURE WEIGHT	112.0 LB/SQ YD/INCH	112.0 LB/SQ YD/INCH
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A
MATERIAL TRANSFER DEVICE (REQUIRED?)	NO	NO

REVISIONS

SMS ENGINEERS
 Sheppard, Morgan & Schwaab, Inc.
 CONSULTING ENGINEERS AND LAND SURVEYORS
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 DESIGN FIRM # 184-000932

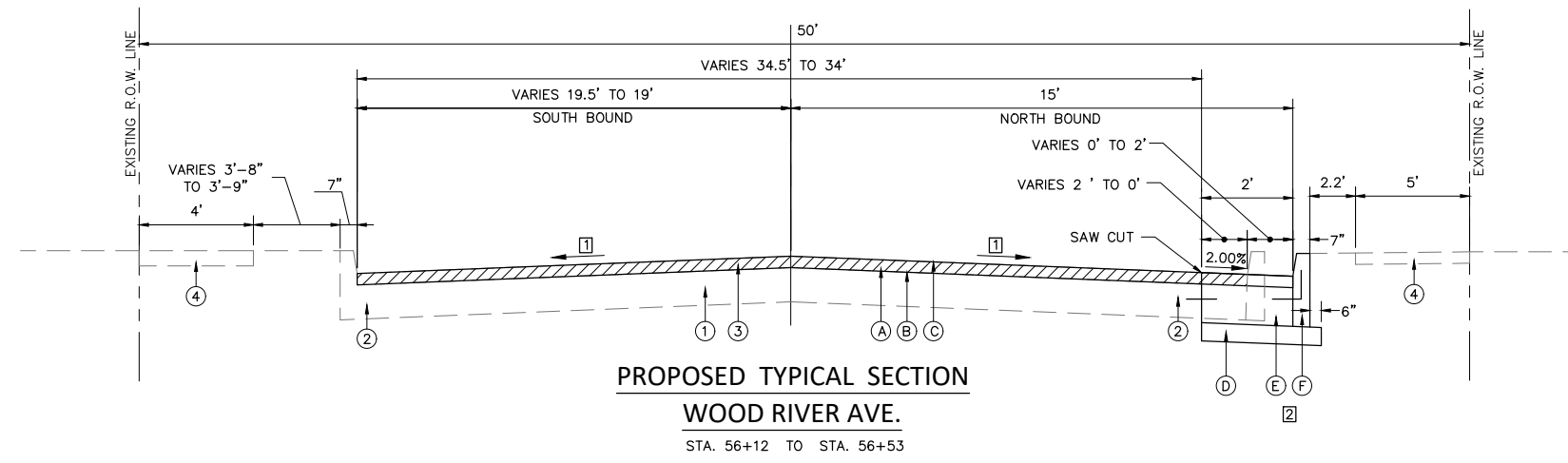
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 TYPICAL SECTIONS

CONTRACT NO.
 97840

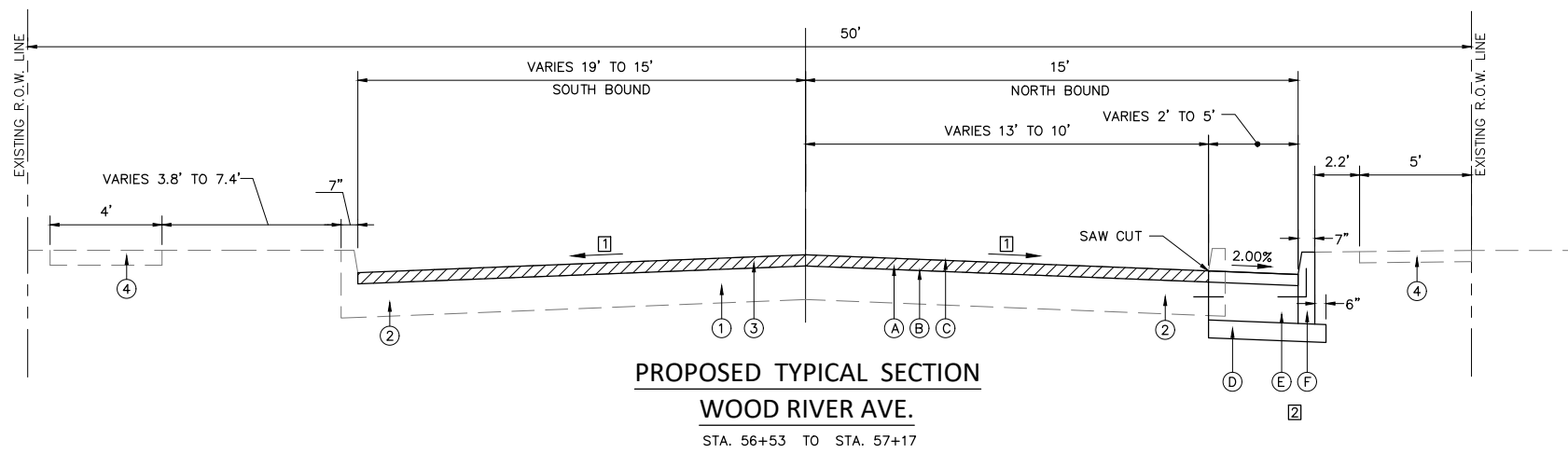
REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1" = 4'

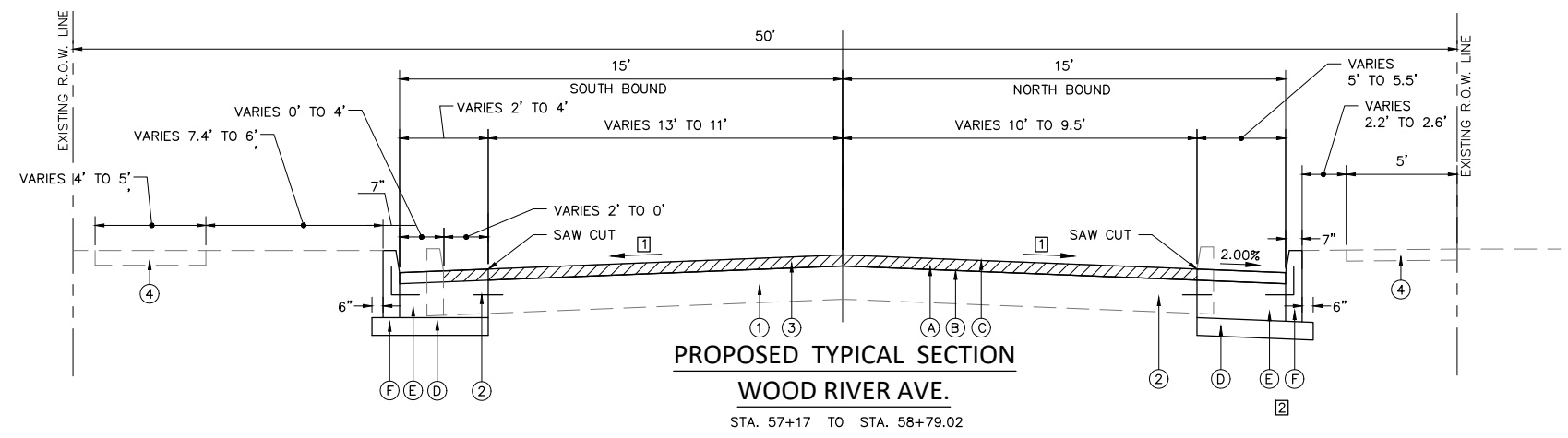
SHEET 7 OF 52



PROPOSED TYPICAL SECTION
WOOD RIVER AVE.
 STA. 56+12 TO STA. 56+53



PROPOSED TYPICAL SECTION
WOOD RIVER AVE.
 STA. 56+53 TO STA. 57+17



PROPOSED TYPICAL SECTION
WOOD RIVER AVE.
 STA. 57+17 TO STA. 58+79.02

PAVING LEGEND

- ① EXISTING P.C.C. PAVEMENT, 8"
- ② EXISTING P.C.C. PAVEMENT WIDENING WITH MONOLITHIC CONCRETE CURB, TYPE B
- ③ EXISTING HMA SURFACE, 1-1/2"
- ④ EXISTING P.C.C. SIDEWALK, 4"
- ⑤ EXISTING C.C.C.&G. TYPE B-6.24
- Ⓐ PROPOSED HMA SURFACE REMOVAL, 1-1/2", SHOWN AS- [diagonal hatching]
- Ⓑ PROPOSED BITUMINOUS MATERIALS (TACK COAT) (SSI-VH)
- Ⓒ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "C", N70, 1-1/2"
- Ⓓ PROPOSED AGGREGATE BASE COURSE, TYPE A, 4"
- Ⓔ PROPOSED P.C.C. BASE COURSE WIDENING, 8"
- Ⓕ PROPOSED CONCRETE CURB, TYPE B

TYPICAL SECTION NOTES

- ① MATCH EXISTING CROSS SLOPE WHICH IS 1.5% TO 2.0%
- ② Ⓔ AND Ⓕ MAY BE CONSTRUCTED MONOLITHICALLY AND TIE BARS WILL NOT BE REQUIRED

NO.	REVISIONS

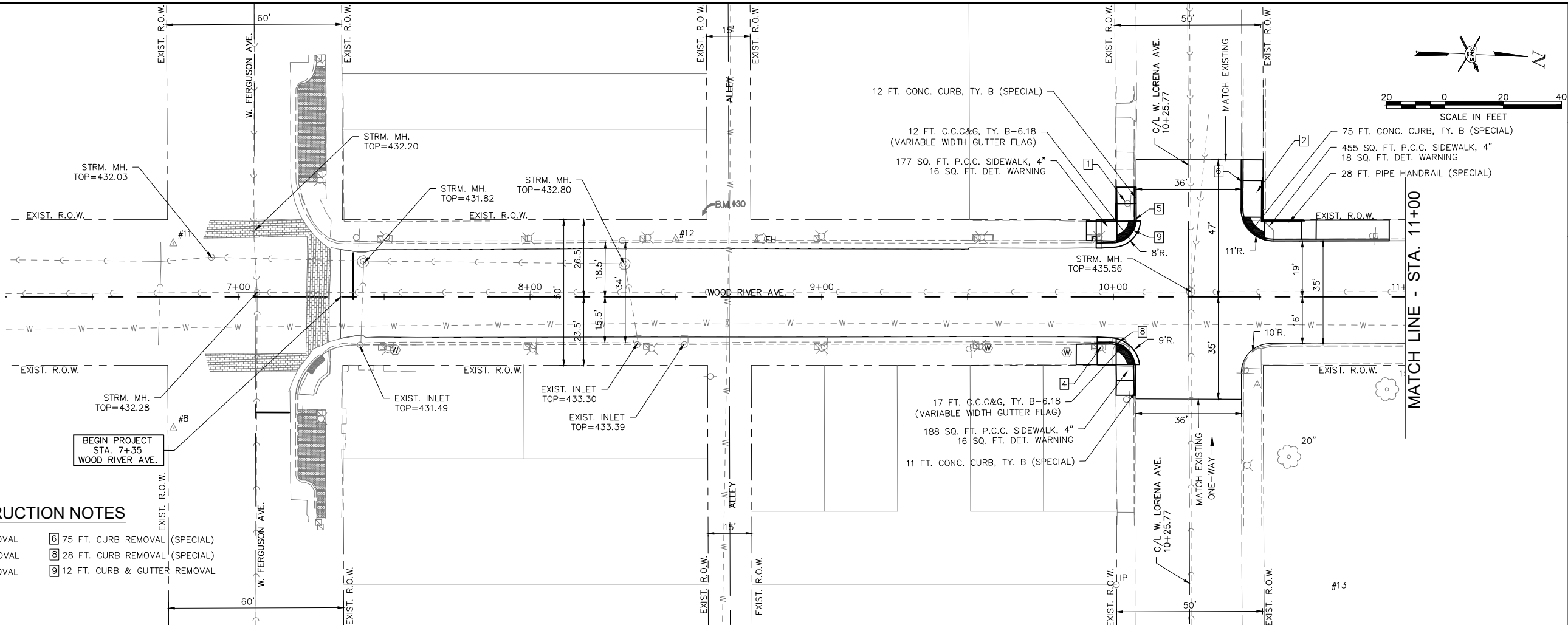
SMS Sheppard, Morgan & Schwaab, Inc.
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 215 Market Street, Alton, IL 62002 618/462-9755 E-mail: mail@smsengineers.com
ENGINEERS DESIGN FIRM # 184-000932

CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 TYPICAL SECTIONS

CONTRACT NO.
 97840

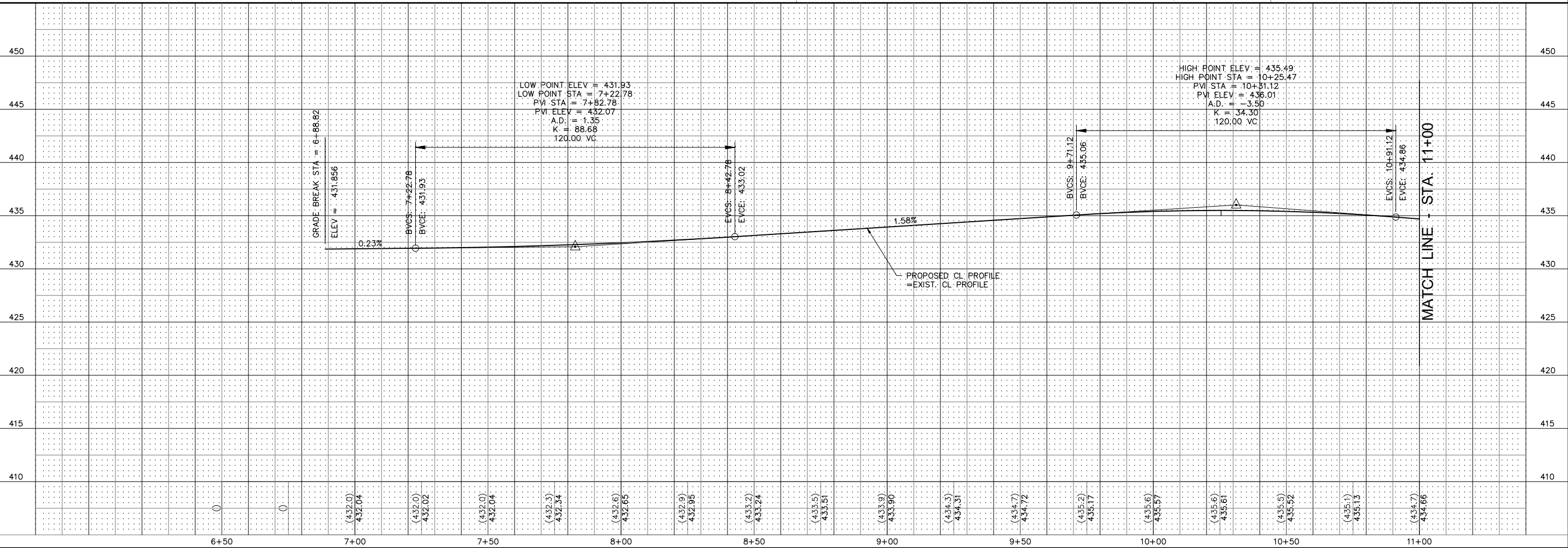
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JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1" = 4'
 SHEET 8 OF 52



CONSTRUCTION NOTES

- 1 177 SQ. FT. SIDEWALK REMOVAL
- 2 455 SQ. FT. SIDEWALK REMOVAL
- 4 199 SQ. FT. SIDEWALK REMOVAL
- 5 12 FT. CURB REMOVAL
- 6 75 FT. CURB REMOVAL (SPECIAL)
- 8 28 FT. CURB REMOVAL (SPECIAL)
- 9 12 FT. CURB & GUTTER REMOVAL



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 DESIGN FIRM # 184-000992

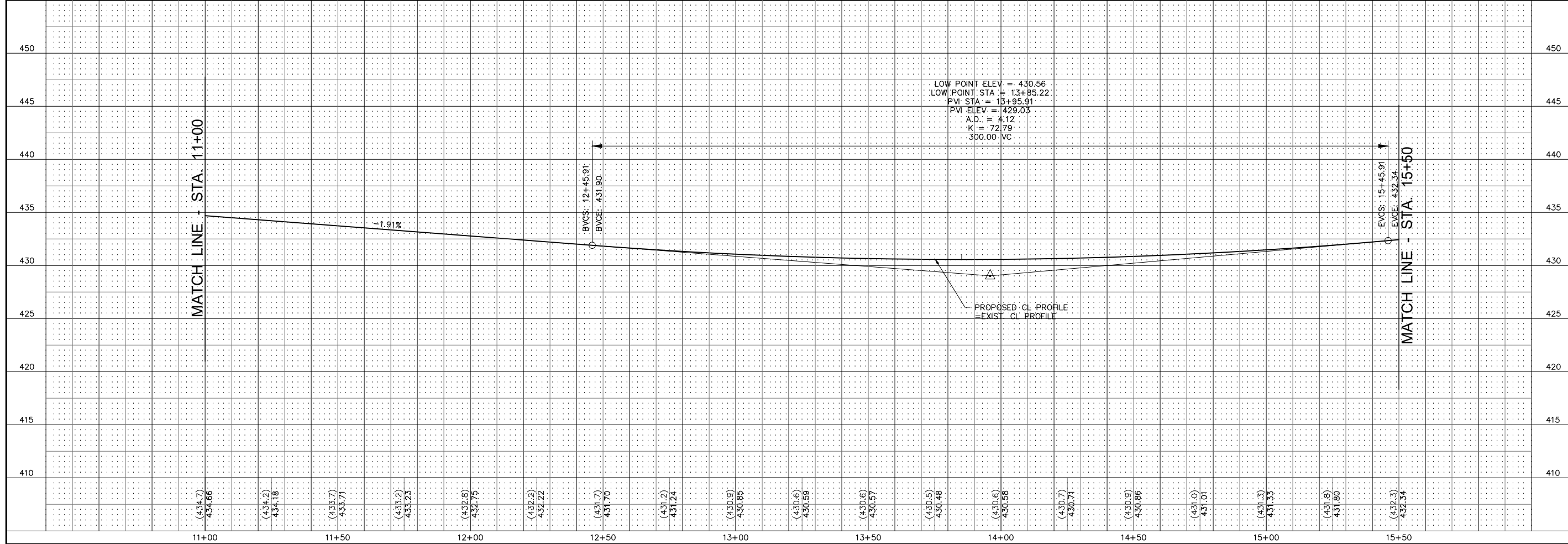
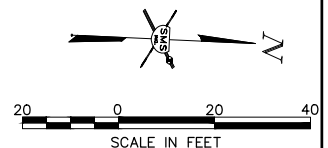
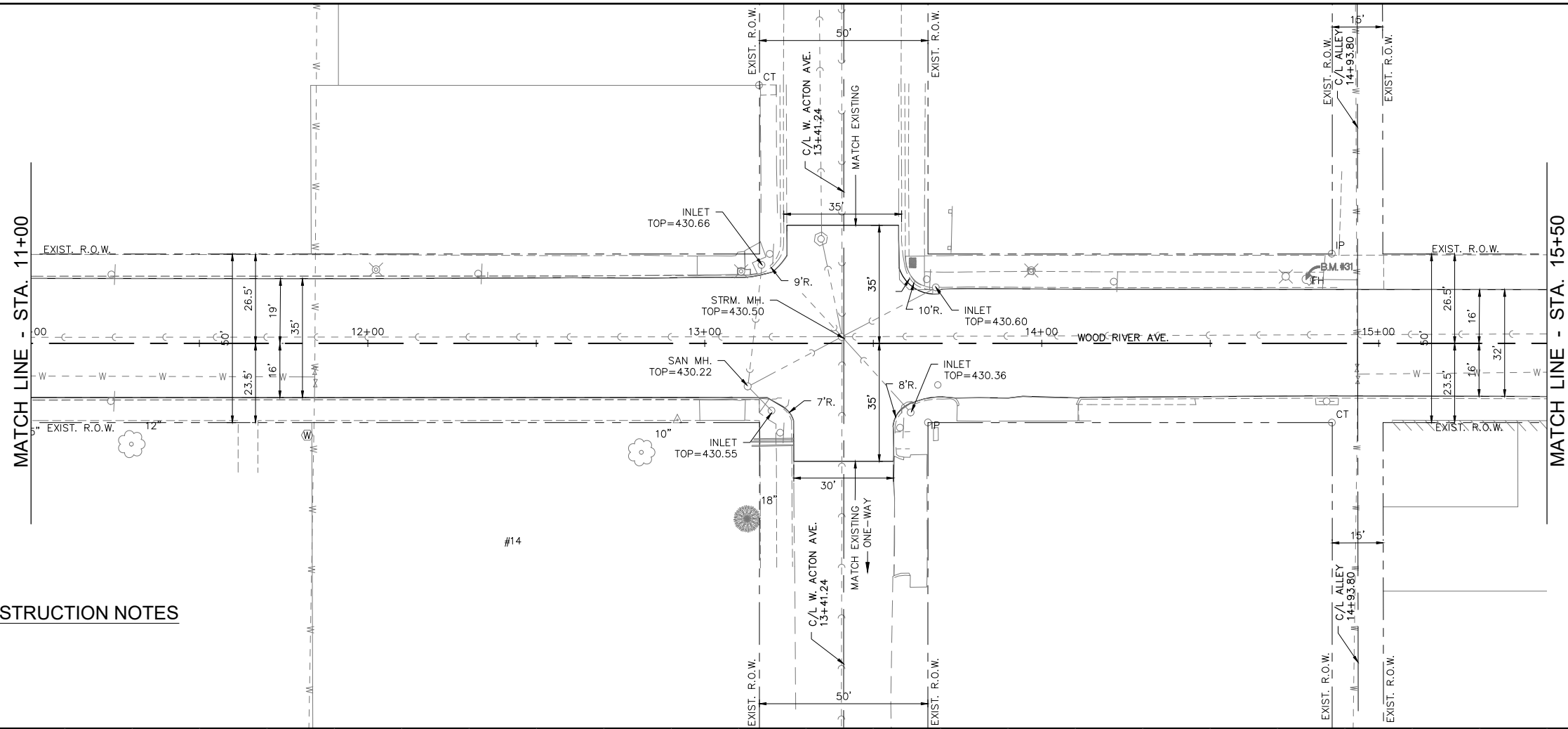
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PLAN AND PROFILE

CONTRACT NO.
 97840

REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: HORIZ: 1" = 20'
 VERT: 1" = 5'
 SHEET 9 OF 52

CONSTRUCTION NOTES



LOW POINT ELEV = 430.56
 LOW POINT STA = 13+85.22
 PVI STA = 13+95.91
 PVI ELEV = 429.03
 A.D. = 4.12
 K = 72.79
 300.00 VC

REVISIONS

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 DESIGN FIRM # 184-000992

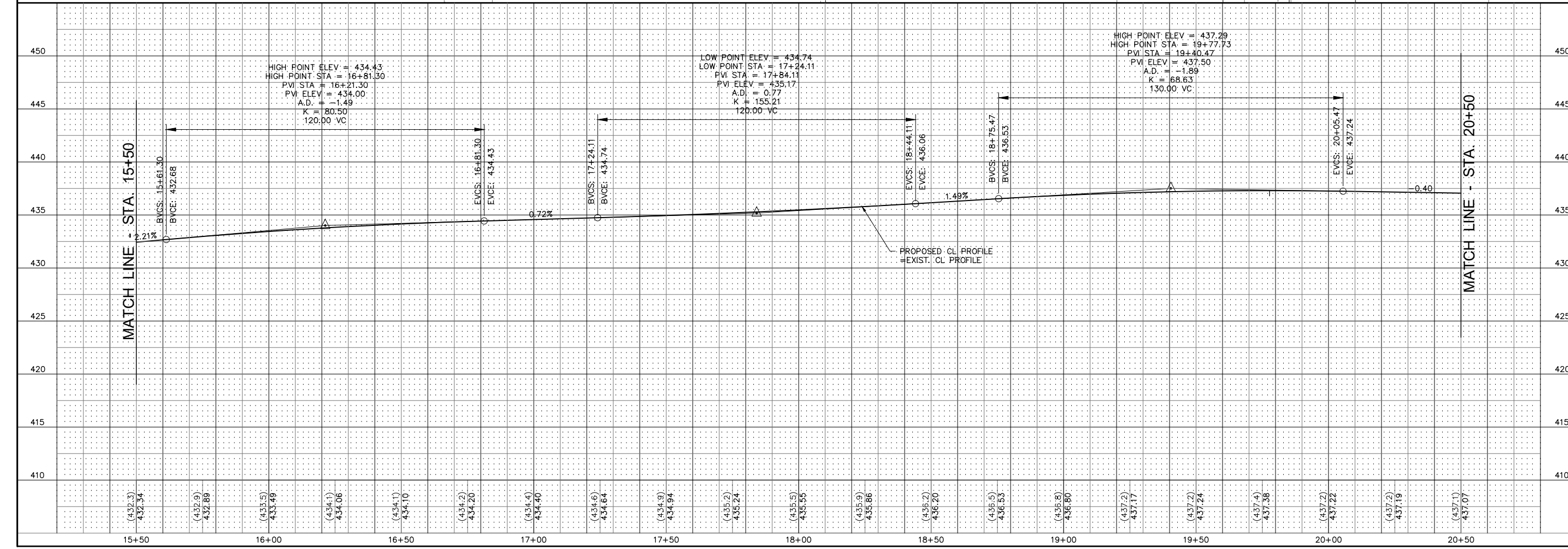
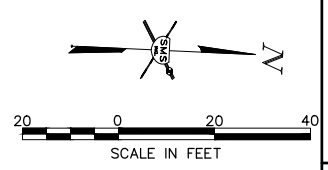
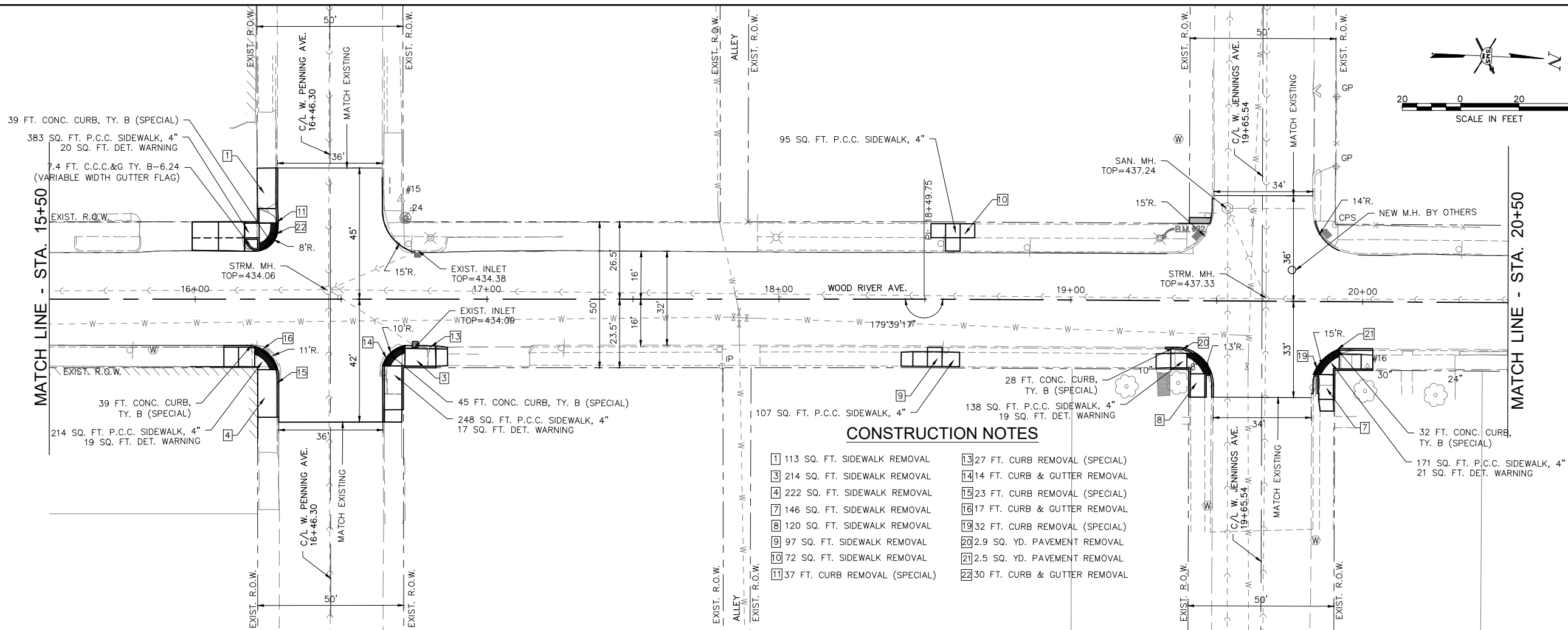
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PLAN AND PROFILE

CONTRACT NO.
 97840

REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: HORZ: 1" = 20'
 VERT: 1" = 5'

SHEET 10 OF 52



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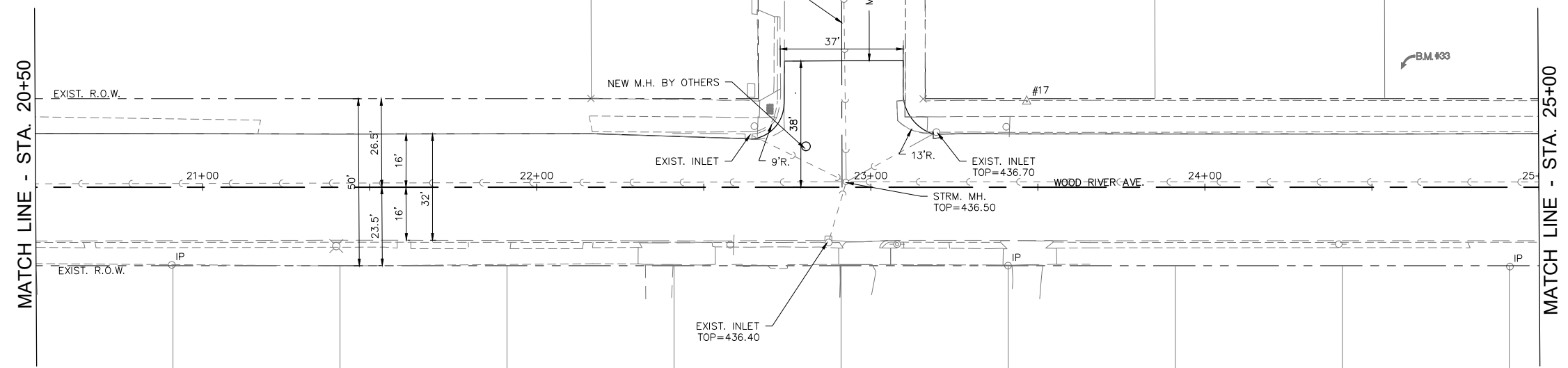
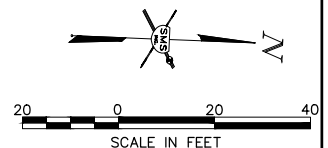
CITY OF WOOD RIVER, ILLINOIS
SECTION 17-00048-00-RS
SECTION 18-00048-01-RS
WOOD RIVER AVENUE
PLAN AND PROFILE

CONTRACT NO. 97840

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JOB NO. 489470.1
DSN. BY: DEG
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CHK. BY: DEG
DATE: MAY, 2024

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VERT: 1" = 5'

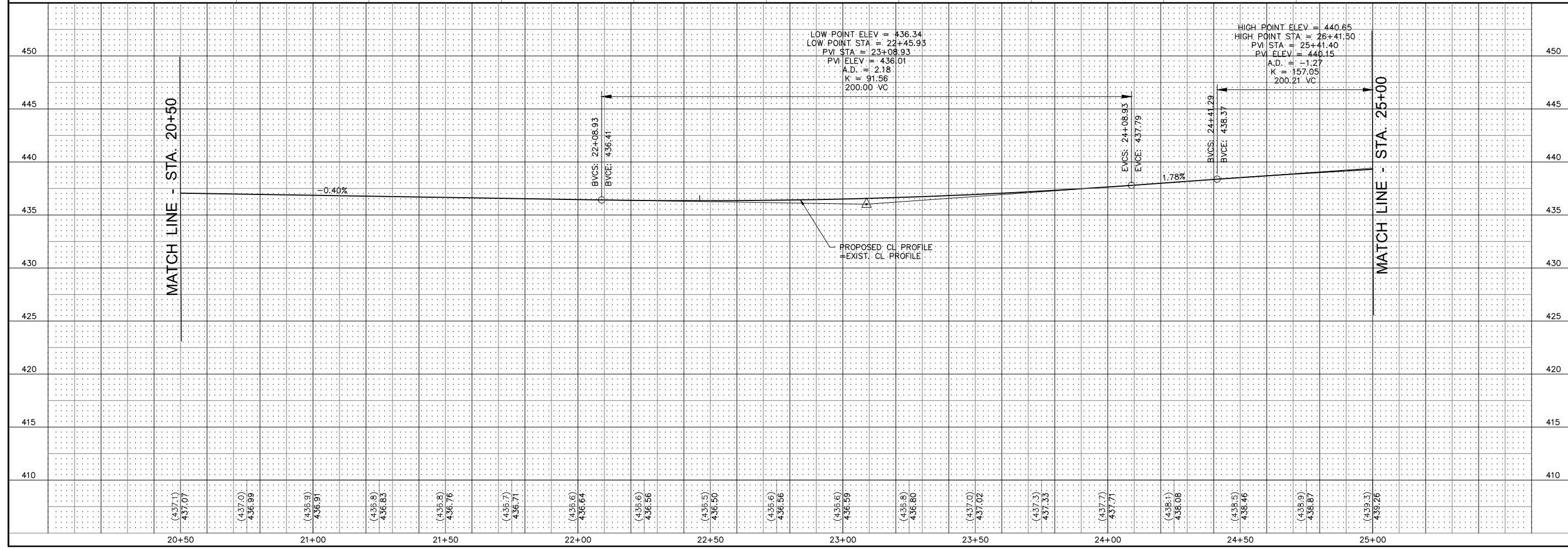
SHEET 11 OF 52



CONSTRUCTION NOTES

NO.	DESCRIPTION

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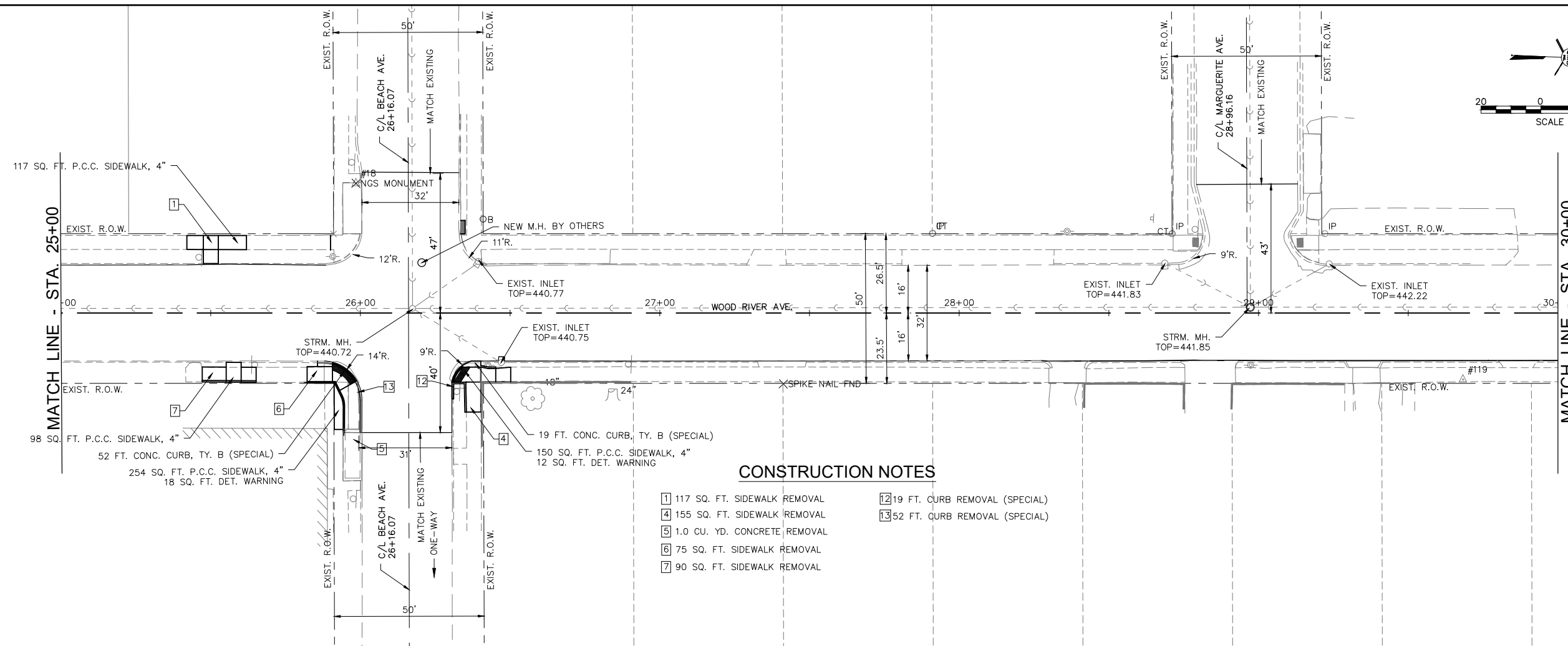
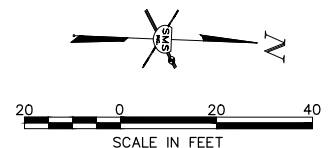


CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PLAN AND PROFILE

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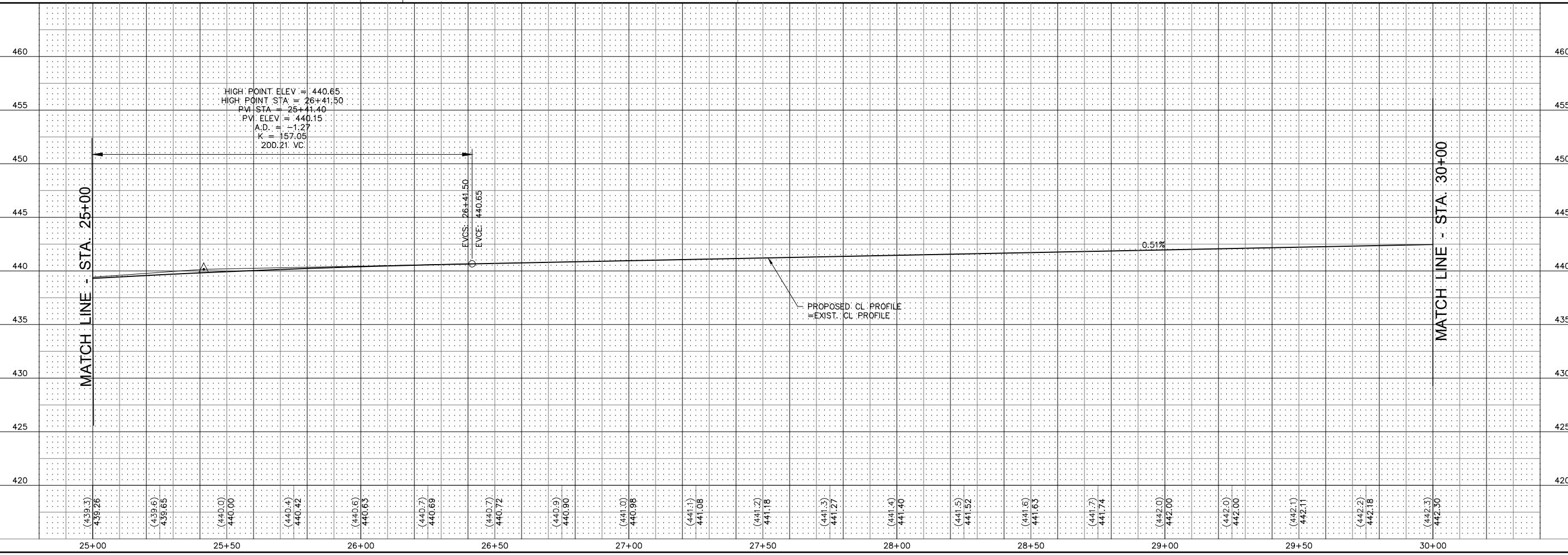
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DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: HORZ: 1" = 20'
 VERT: 1" = 5'



CONSTRUCTION NOTES

- 1 117 SQ. FT. SIDEWALK REMOVAL
- 4 155 SQ. FT. SIDEWALK REMOVAL
- 5 1.0 CU. YD. CONCRETE REMOVAL
- 6 75 SQ. FT. SIDEWALK REMOVAL
- 7 90 SQ. FT. SIDEWALK REMOVAL
- 12 19 FT. CURB REMOVAL (SPECIAL)
- 13 52 FT. CURB REMOVAL (SPECIAL)



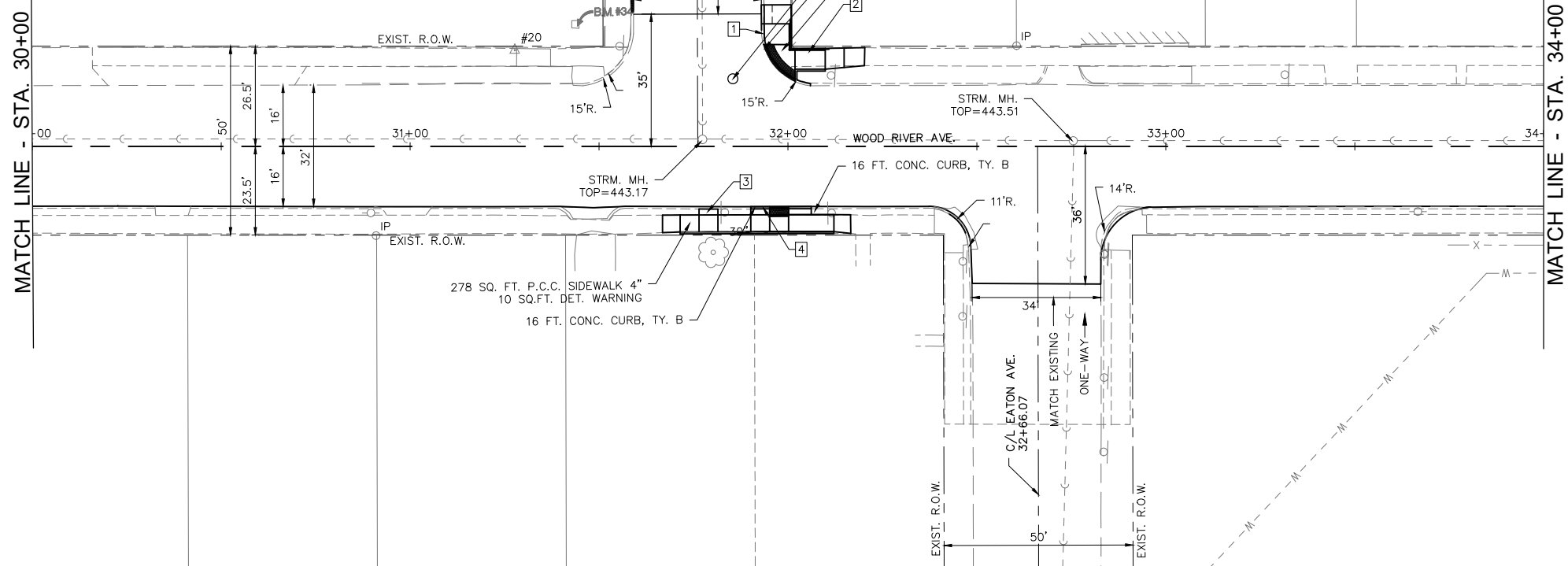
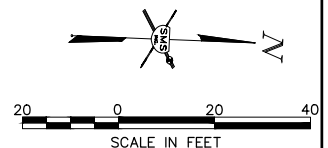
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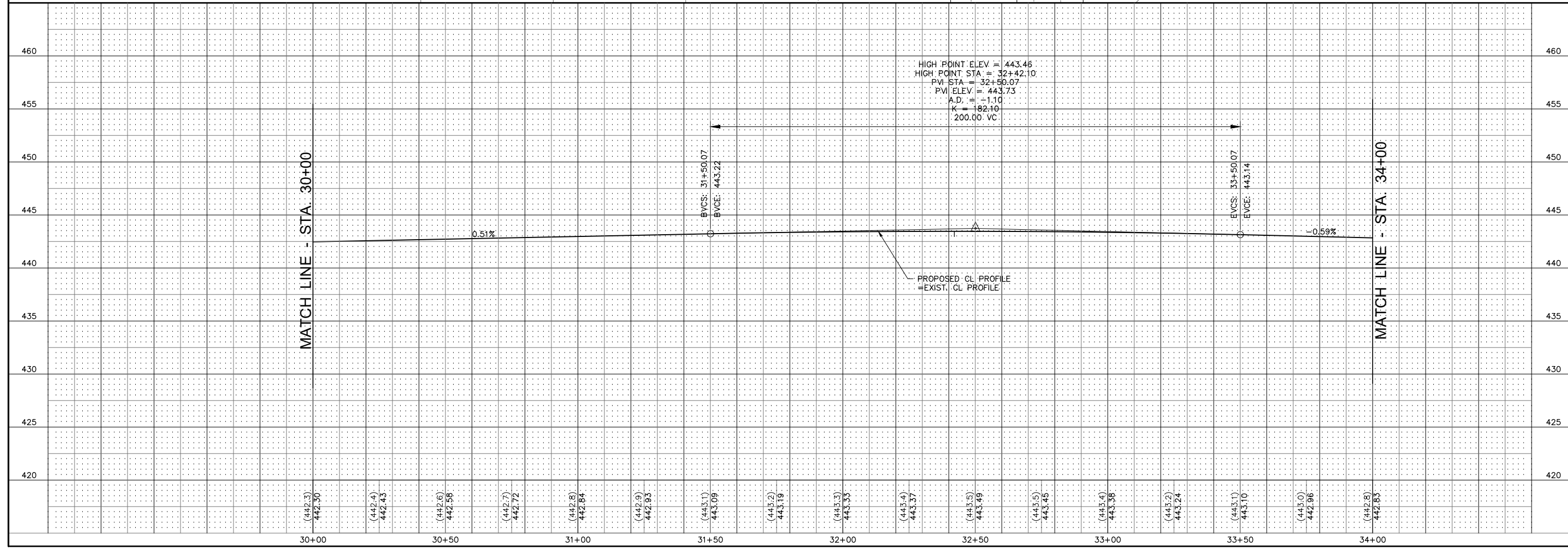
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CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: HORZ: 1" = 20'
 VERT: 1" = 5'
 SHEET 13 OF 52



CONSTRUCTION NOTES

- 1 28 FT. CURB REMOVAL (SPECIAL)
- 2 200 SQ. FT. SIDEWALK REMOVAL
- 3 225 SQ. FT. SIDEWALK REMOVAL
- 4 16 FT. CURB REMOVAL



NO.	REVISIONS

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 DESIGN FIRM # 184-000992

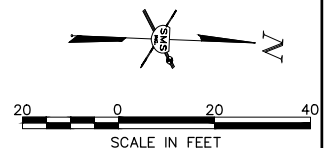
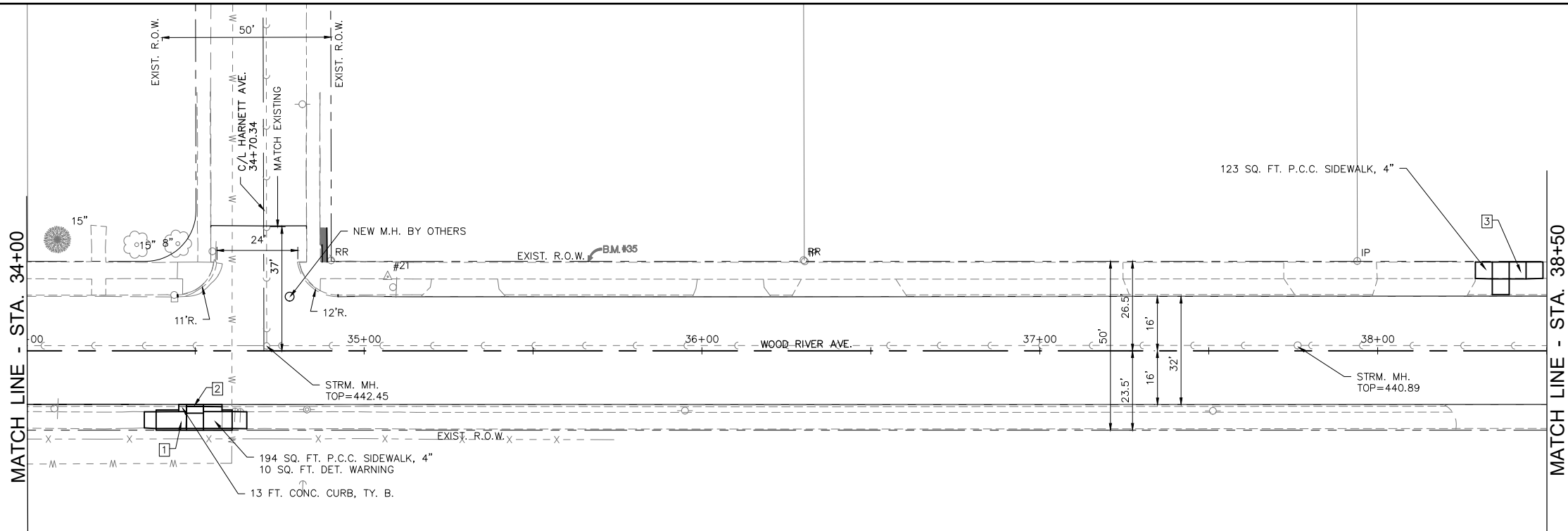
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
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 WOOD RIVER AVENUE
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CONTRACT NO.
97840

REF. BK.	PG.
JOB NO.	489470.1
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	MAY, 2024

SCALE: HORZ: 1" = 20'
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SHEET 14 OF 52

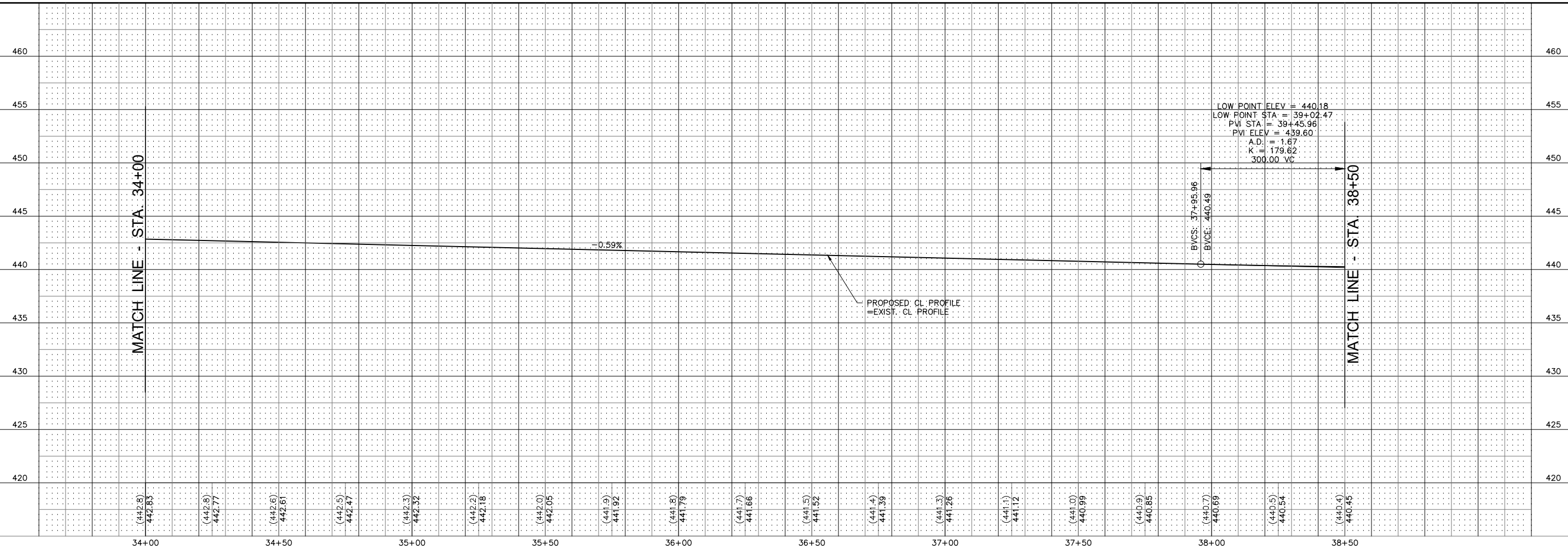


CONSTRUCTION NOTES

- 1 130 SQ. FT. SIDEWALK REMOVAL
- 2 13 FT. CURB REMOVAL
- 3 100 SQ. FT. SIDEWALK REMOVAL

NO.	DESCRIPTION

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 DESIGN FIRM # 184-000992

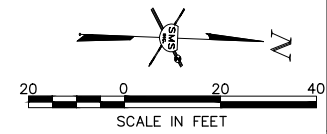
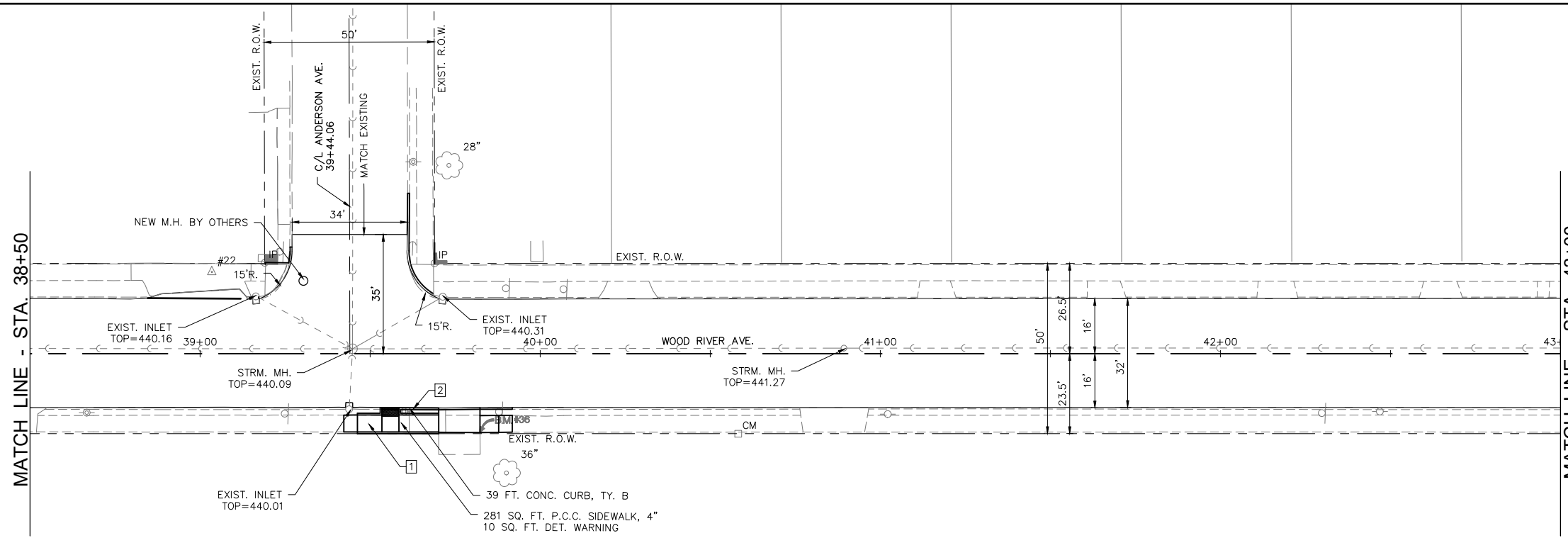


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 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PLAN AND PROFILE

CONTRACT NO.
97840

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JOB NO. 489470.1	
DSN. BY: DEG	
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CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: HORZ: 1" = 20'
 VERT: 1" = 5'
 SHEET 15 OF 52

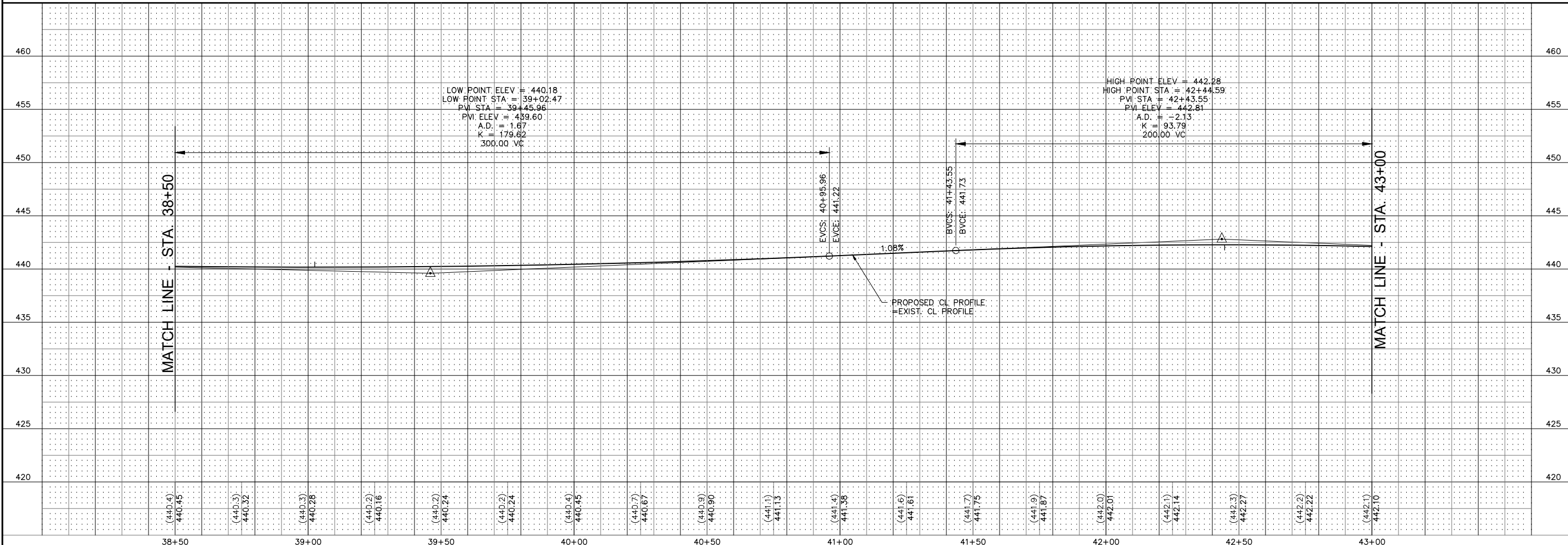


NO.	DESCRIPTION

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 DESIGN FIRM # 184-000992

CONSTRUCTION NOTES

- 1 265 SQ. FT. SIDEWALK REMOVAL
- 2 39 FT. CURB REMOVAL

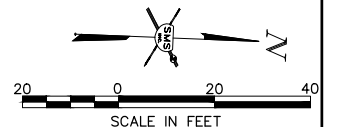
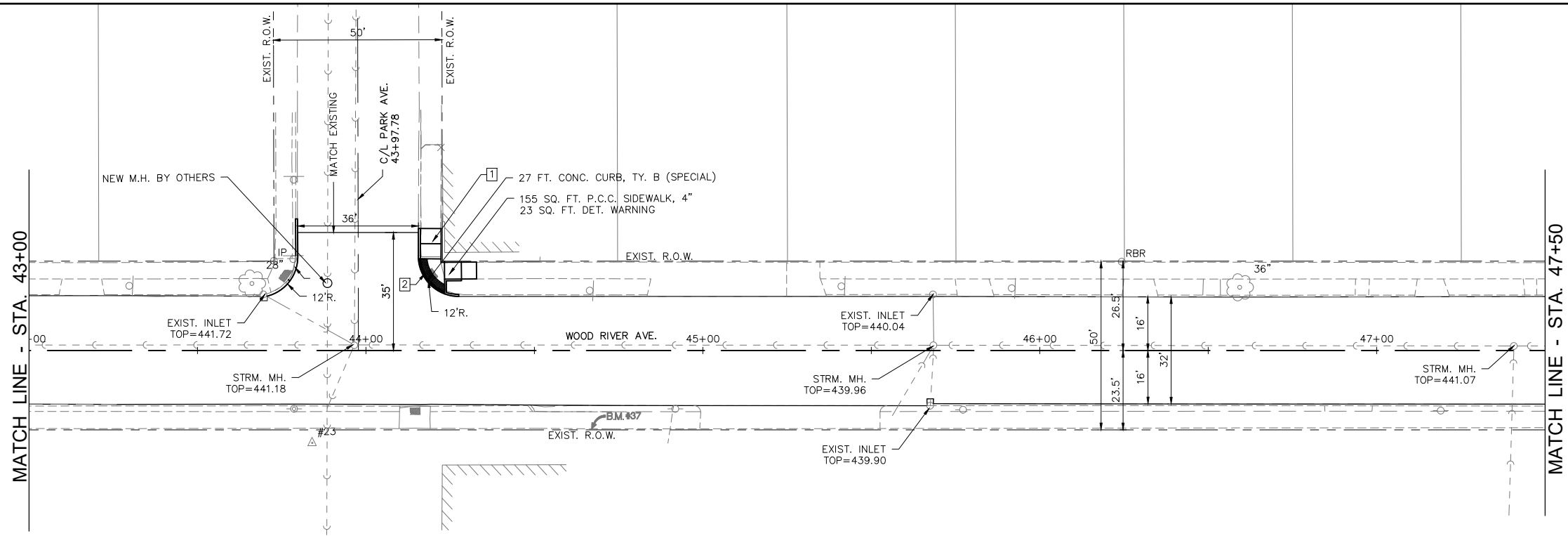


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 WOOD RIVER AVENUE
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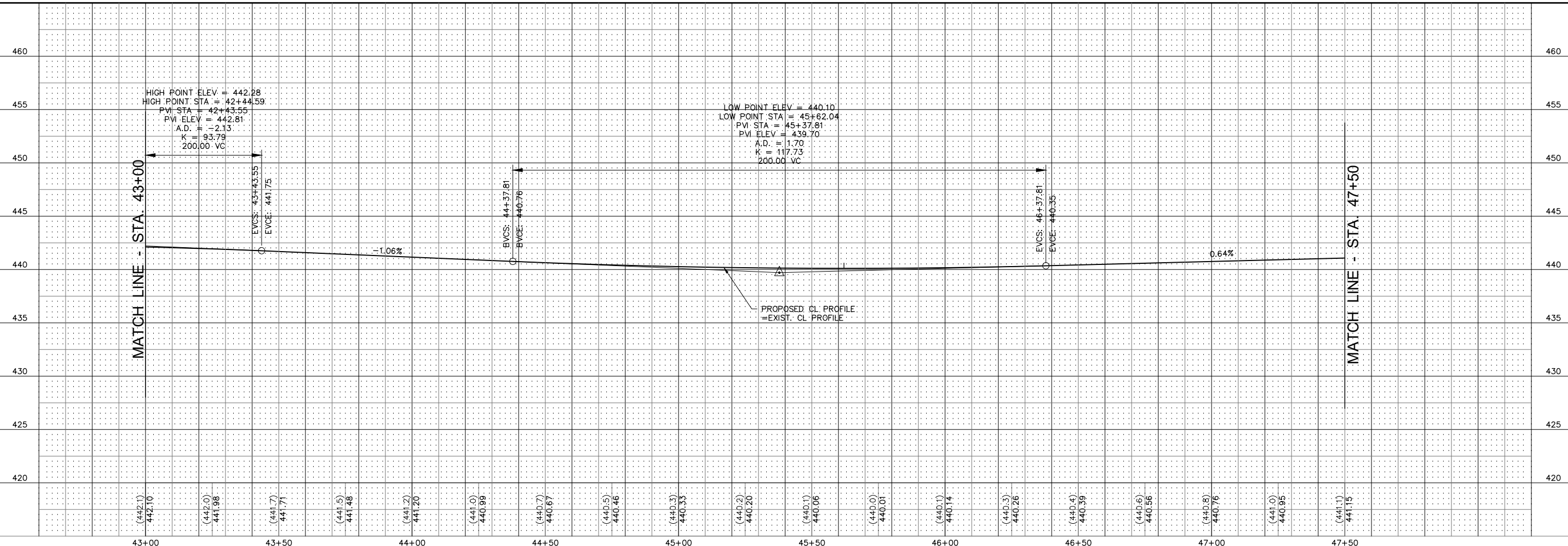


CONSTRUCTION NOTES

- 1 149 SQ. FT. SIDEWALK REMOVAL
- 2 27 FT. CURB REMOVAL (SPECIAL)

NO.	DESCRIPTION

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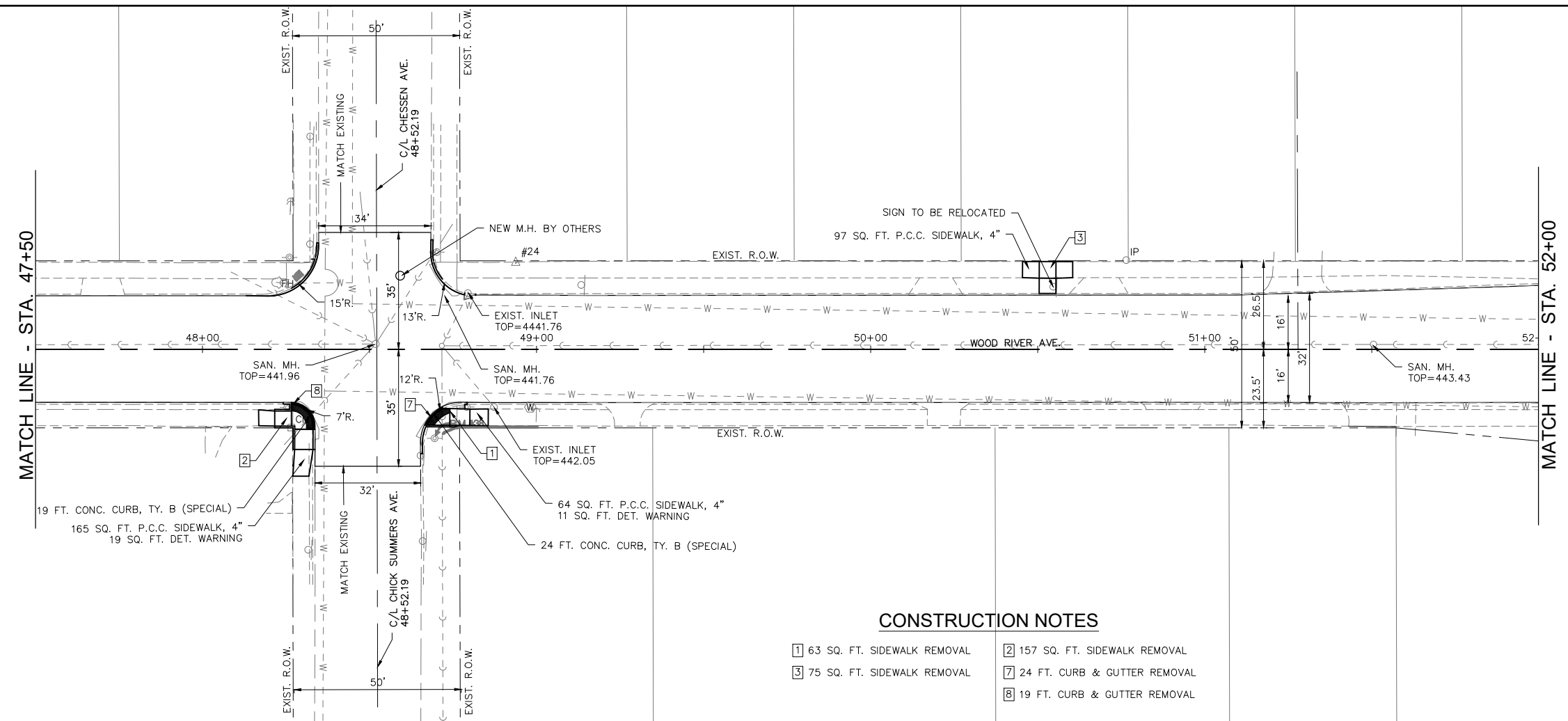
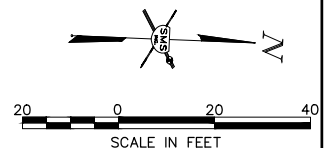


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 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PLAN AND PROFILE

CONTRACT NO.
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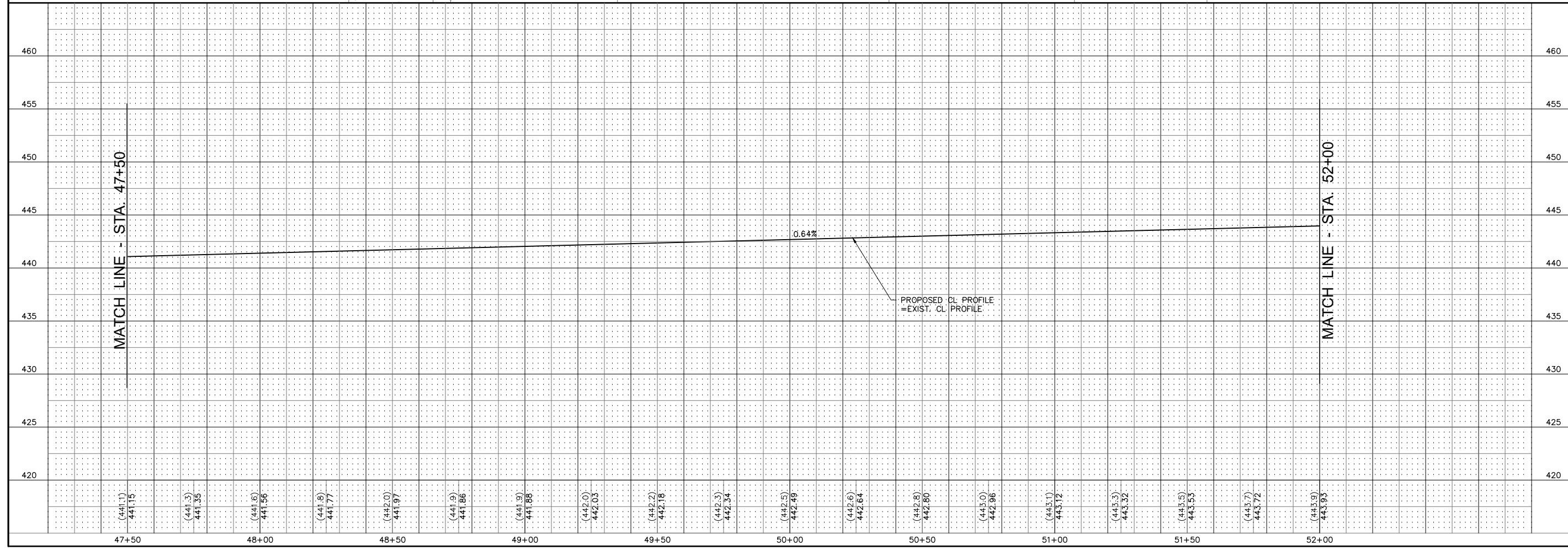
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DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: HORZ: 1" = 20'
 VERT: 1" = 5'
 SHEET 17 OF 52



CONSTRUCTION NOTES

- 1 63 SQ. FT. SIDEWALK REMOVAL
- 2 157 SQ. FT. SIDEWALK REMOVAL
- 3 75 SQ. FT. SIDEWALK REMOVAL
- 7 24 FT. CURB & GUTTER REMOVAL
- 8 19 FT. CURB & GUTTER REMOVAL



REVISIONS

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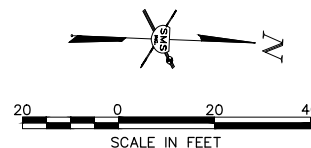
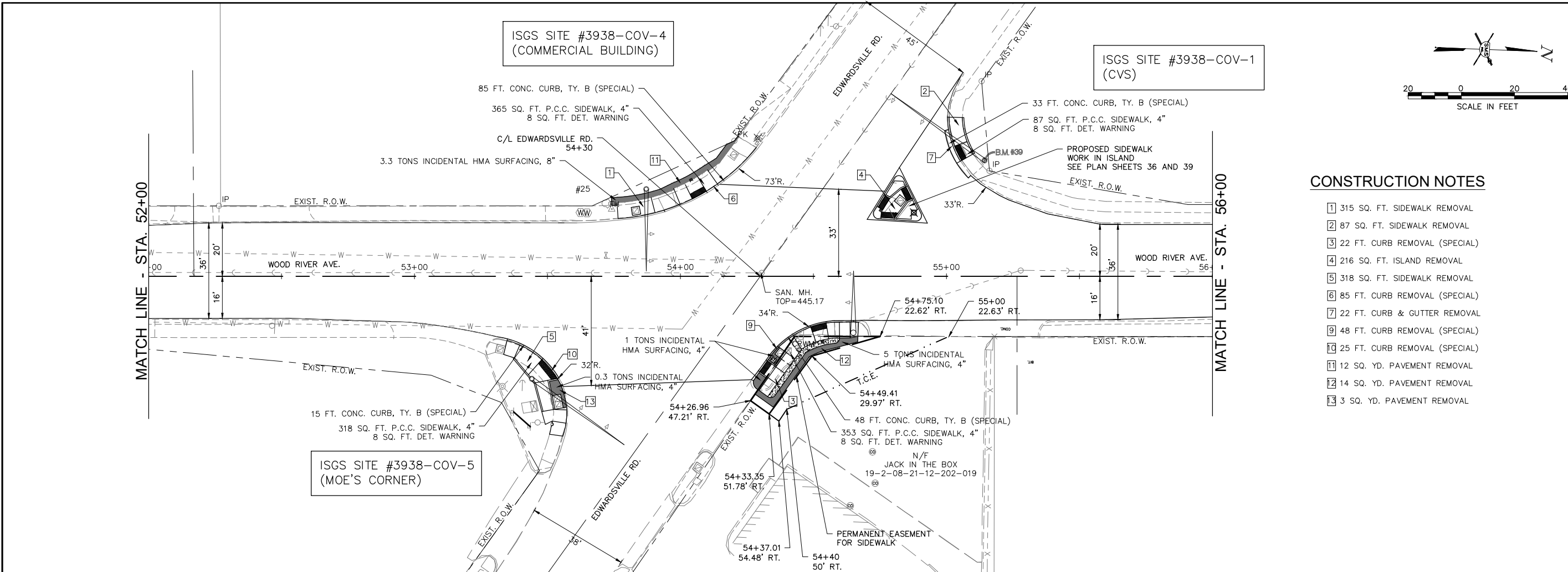
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PLAN AND PROFILE

CONTRACT NO.
97840

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JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: HORZ: 1" = 20'
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SHEET 18 OF 52

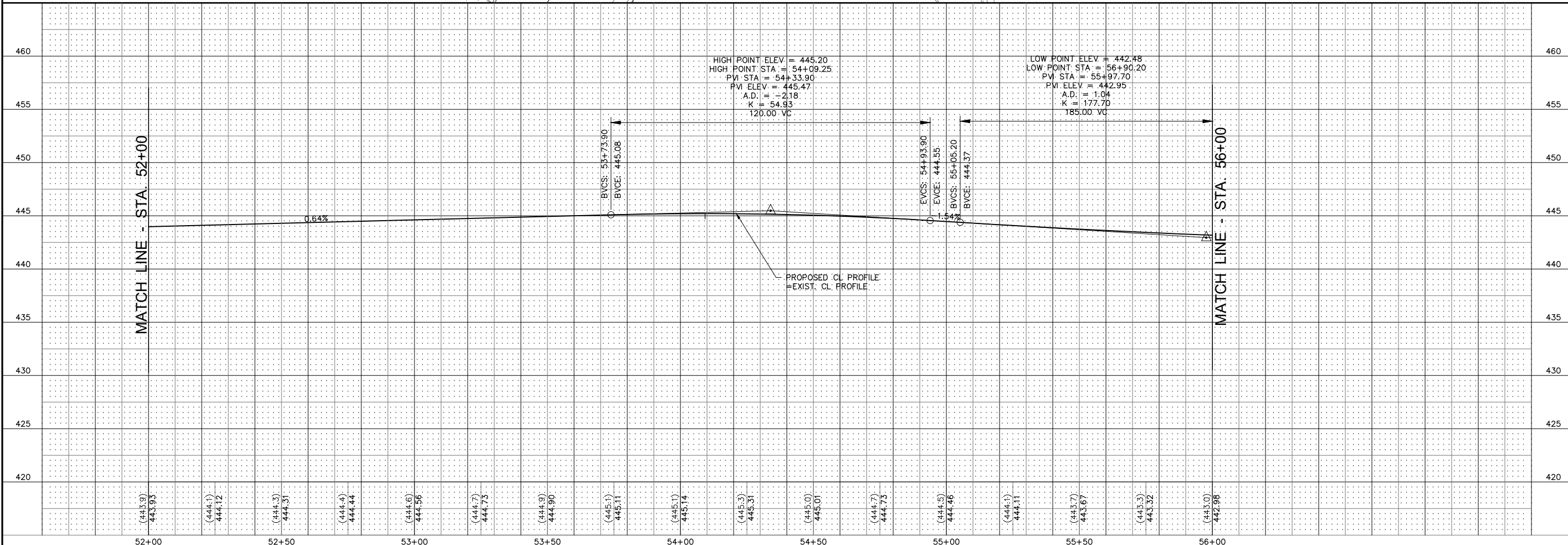


CONSTRUCTION NOTES

- 1 315 SQ. FT. SIDEWALK REMOVAL
- 2 87 SQ. FT. SIDEWALK REMOVAL
- 3 22 FT. CURB REMOVAL (SPECIAL)
- 4 216 SQ. FT. ISLAND REMOVAL
- 5 318 SQ. FT. SIDEWALK REMOVAL
- 6 85 FT. CURB REMOVAL (SPECIAL)
- 7 22 FT. CURB & GUTTER REMOVAL
- 9 48 FT. CURB REMOVAL (SPECIAL)
- 10 25 FT. CURB REMOVAL (SPECIAL)
- 11 12 SQ. YD. PAVEMENT REMOVAL
- 12 14 SQ. YD. PAVEMENT REMOVAL
- 13 3 SQ. YD. PAVEMENT REMOVAL

NO.	REVISIONS

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 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PLAN AND PROFILE

CONTRACT NO.
97840

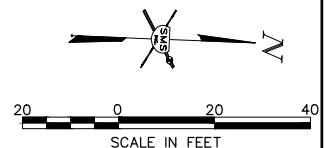
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DATE: MAY, 2024	

SCALE: HORZ: 1" = 20'
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 SHEET 19 OF 52

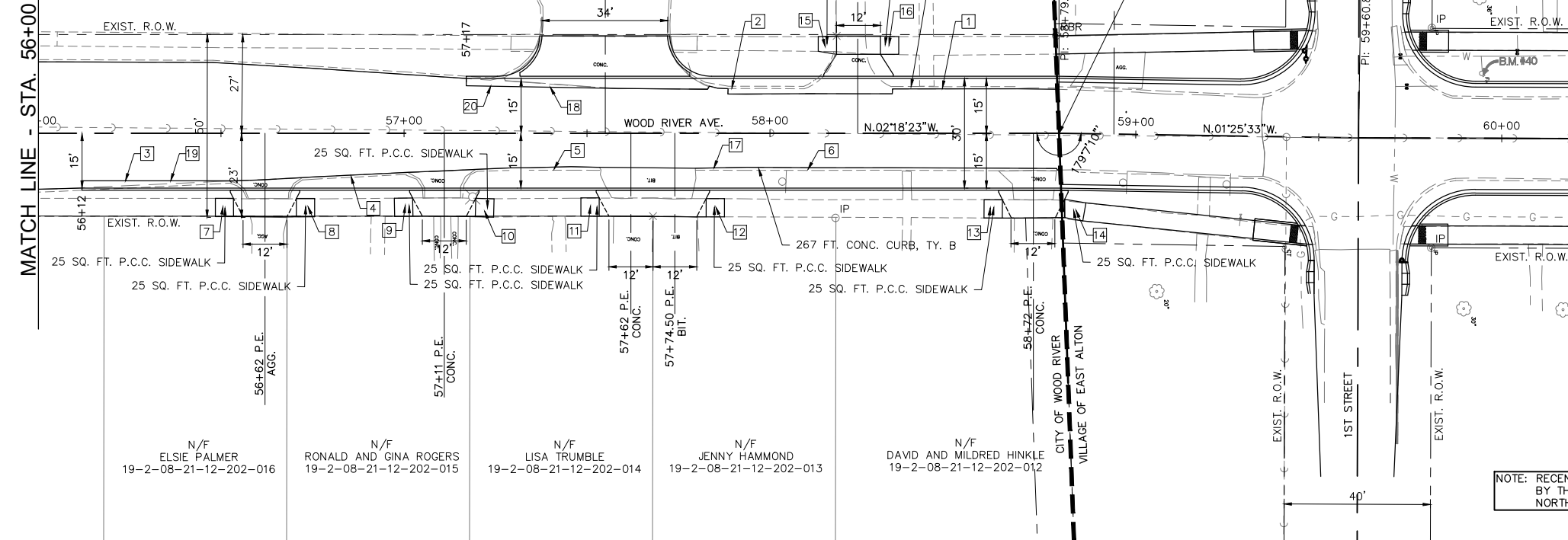
N/F
CFCDS 28 LLC
19-2-08-21-12-202-041

N/F
SHAWN LYNCH
19-2-08-21-12-202-011

ISGS SITE #3938-COV-1
(CVS)



MATCH LINE - STA. 56+00



CONSTRUCTION NOTES

- 1 45 FT. CURB REMOVAL
- 2 45 FT. CURB & GUTTER REMOVAL
- 3 40 FT. CURB REMOVAL
- 4 30 FT. CURB REMOVAL
- 5 33 FT. CURB REMOVAL
- 6 98 FT. CURB REMOVAL
- 7 25 SQ. FT. SIDEWALK REMOVAL
- 8 25 SQ. FT. SIDEWALK REMOVAL
- 9 25 SQ. FT. SIDEWALK REMOVAL
- 10 25 SQ. FT. SIDEWALK REMOVAL
- 11 25 SQ. FT. SIDEWALK REMOVAL
- 12 25 SQ. FT. SIDEWALK REMOVAL
- 13 25 SQ. FT. SIDEWALK REMOVAL
- 14 25 SQ. FT. SIDEWALK REMOVAL
- 15 20 SQ. FT. SIDEWALK REMOVAL
- 16 20 SQ. FT. SIDEWALK REMOVAL
- 17 267 FT. SAW CUTS
- 18 162 FT. SAW CUTS
- 19 7 SQ. YD. PAVEMENT REMOVAL
- 20 5 SQ. YD. PAVEMENT REMOVAL

NOTE: RECENTLY CONSTRUCTED IMPROVEMENTS
BY THE VILLAGE OF EAST ALTON SHOWN
NORTH OF STA. 58+79.02

N/F
ELSIE PALMER
19-2-08-21-12-202-016

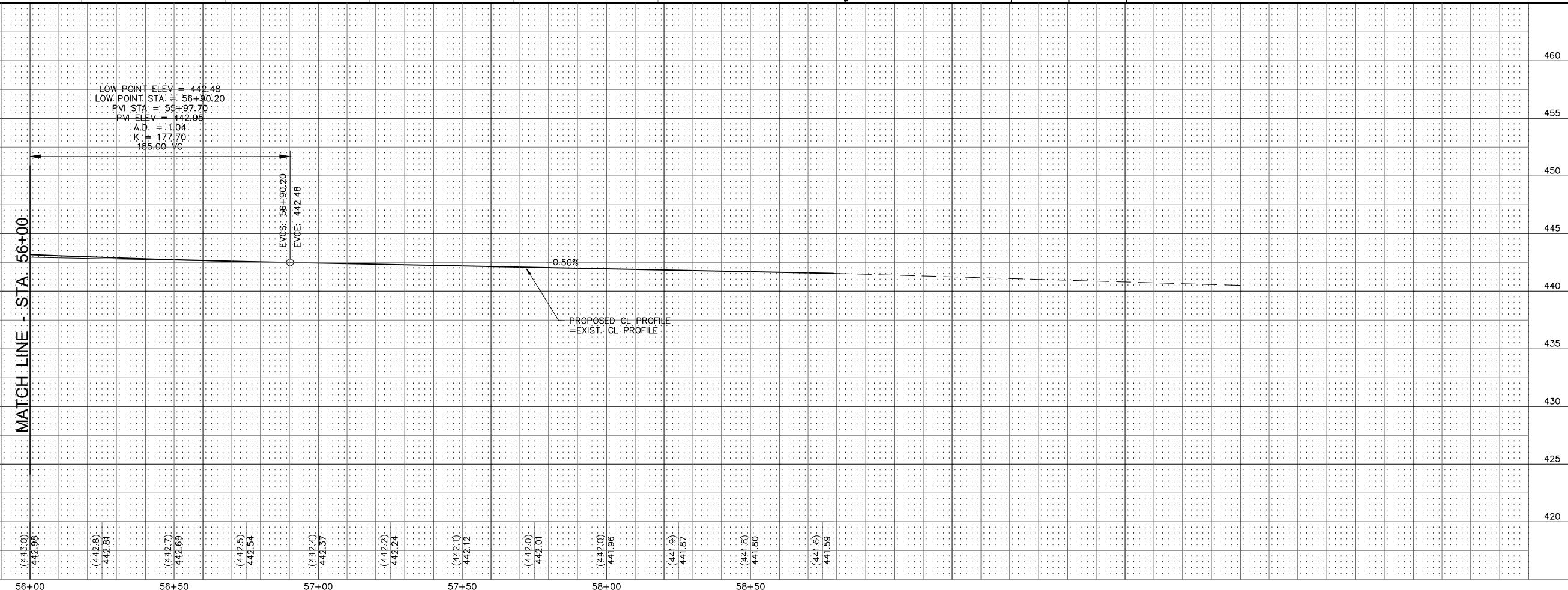
N/F
RONALD AND GINA ROGERS
19-2-08-21-12-202-015

N/F
LISA TRUMBLE
19-2-08-21-12-202-014

N/F
JENNY HAMMOND
19-2-08-21-12-202-013

N/F
DAVID AND MILDRED HINKLE
19-2-08-21-12-202-012

MATCH LINE - STA. 56+00



LOW POINT ELEV = 442.48
LOW POINT STA. = 56+90.20
PVI STA. = 55+97.70
PVI ELEV = 442.98
A.D. = 1.04
K = 177.70
185.00 VC

442.98 442.81 442.69 442.54 442.37 442.24 442.12 442.01 441.96 441.87 441.80 441.59

REVISIONS

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DESIGN FIRM # 184-000992

CITY OF WOOD RIVER, ILLINOIS
SECTION 17-00048-00-RS
SECTION 18-00048-01-RS
WOOD RIVER AVENUE
PLAN AND PROFILE

CONTRACT NO.
97840





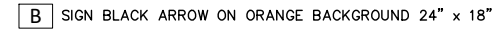

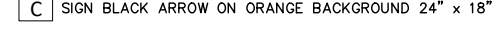

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JOB NO. 489470.1
DSN. BY: DEG
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CHK. BY: DEG
DATE: MAY, 2024

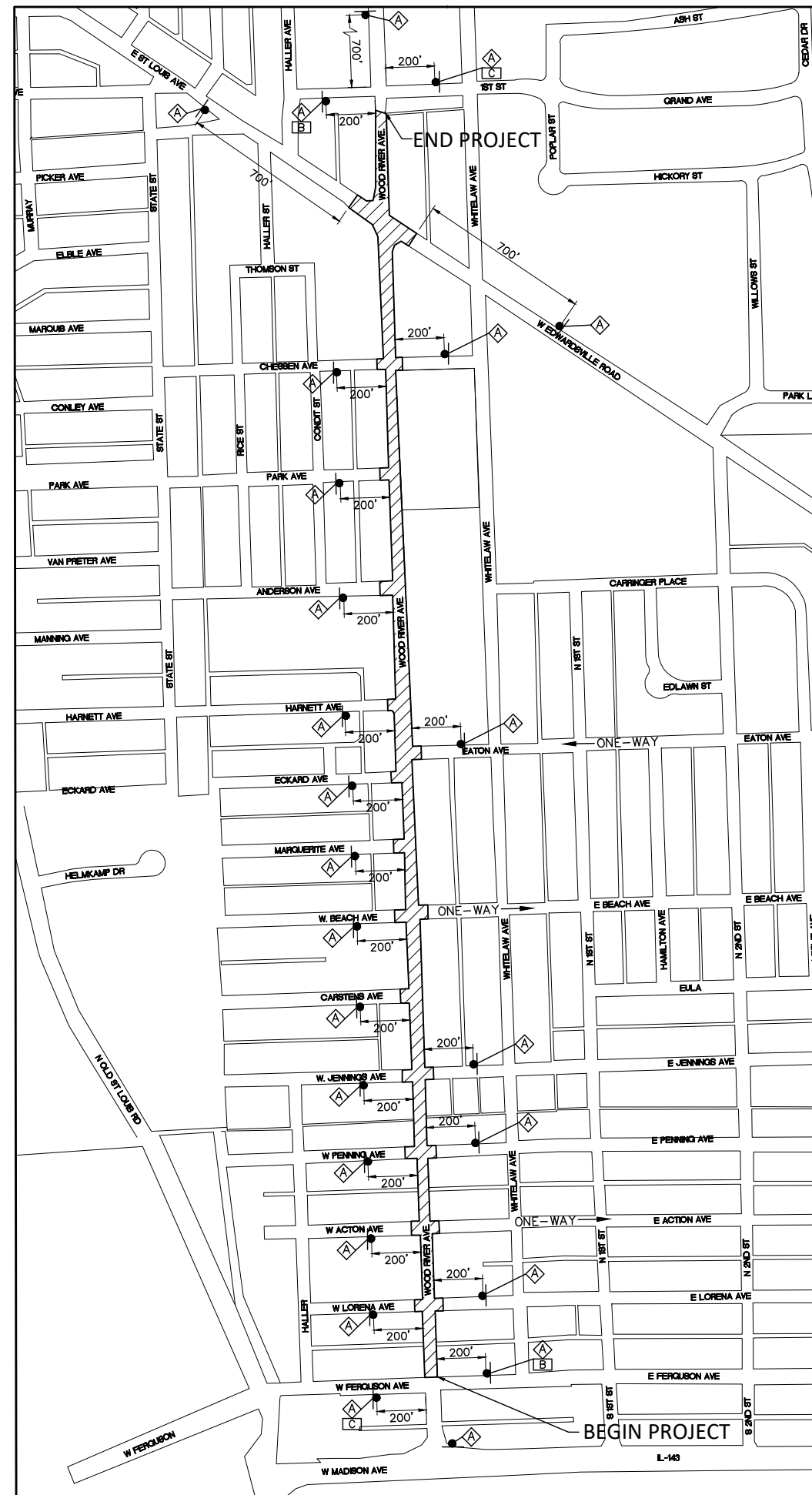
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VERT: 1" = 5'
SHEET 20 OF 52

TRAFFIC CONTROL NOTES

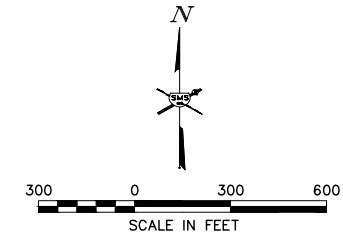
- THE CONTRACTOR SHALL PROVIDE THE TRAFFIC CONTROL SHOWN ON THE GENERAL TRAFFIC CONTROL PLAN AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT. ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED BELOW AND IN ACCORDANCE WITH THE SPECIFIED HIGHWAY STANDARDS. THE COST FOR ALL TRAFFIC CONTROL REQUIRED FOR THIS PROJECT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- AT TIMES WHEN ALL TRAFFIC LANES ARE OPEN, PROVIDE TRAFFIC CONTROL AS NEEDED PER HIGHWAY STANDARD 701006 AND 701011.
- WOOD RIVER AVENUE SHALL REMAIN OPEN TO THRU TRAFFIC AT ALL TIMES. ONE TRAFFIC LANE AT A TIME WILL BE ALLOWED TO BE CLOSED AS NEEDED AS DESCRIBED BELOW.
 - FOR SPOT LOCATIONS THAT ARE LESS THAN 1 BLOCK LONG AND FOR 1 HOUR OR LESS, PROVIDE TRAFFIC CONTROL PER HIGHWAY STANDARD 701301.
 - WHEN A LANE IS CLOSED - PROVIDE TRAFFIC CONTROL PER HIGHWAY STANDARD 701311, 701501, 701502 OR 701701.
 - DURING PAVEMENT WIDENING OPERATIONS AND PAVEMENT PATCHING, THE CONTRACTOR SHALL PROVIDE ADDITIONAL CONES, DRUMS, OR BARRICADES TO PROTECT EACH AREA AS DIRECTED BY THE ENGINEER.
- VARIOUS CONSTRUCTION OPERATIONS WILL INTERFERE WITH TRAFFIC ON SIDE STREETS. THE CONTRACTOR SHALL HAVE THE OPTION TO EITHER KEEP SIDE STREETS OPEN TO TRAFFIC AND PROVIDE A FLAGGER OR TO CLOSE THE SIDE STREETS AND PROVIDE PROPER SIGNS AND BARRICADES. IF SIDE STREETS ARE CLOSED, NO MORE THAN 3 OR 4 CONSECUTIVE SIDE STREETS SHALL BE CLOSED AT THE SAME TIME. TRAFFIC CONTROL AT SIDE STREETS FOR EITHER OPTION SHALL BE PROVIDED IN ACCORDANCE WITH HIGHWAY STANDARD 701501. THE COST OF ALL SIDE STREET TRAFFIC CONTROL INCLUDING FLAGGERS, SIGNS AND BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL). NO ADDITIONAL PAYMENT WILL BE MADE FOR TRAFFIC CONTROL AT SIDE STREETS.
- FOR SIDEWALK REMOVAL AND REPLACEMENT, TRAFFIC CONTROL FOR SIDEWALK CLOSURES SHALL BE PROVIDED PER HIGHWAY STANDARD 701801. SIDEWALK REMOVAL AND REPLACEMENT SHALL BE SEQUENCED AS MUCH AS POSSIBLE TO ALWAYS ALLOW AN ACCESSIBLE ROUTE TO PRIVATE PROPERTY AND BUSINESSES.
- WHERE A HIGHWAY STANDARD REQUIRES A "ROAD CONSTRUCTION AHEAD" SIGN, THIS REQUIREMENT WILL BE CONSIDERED FULFILLED BY THE SIGNS REQUIRED ON THE GENERAL TRAFFIC CONTROL PLAN.
- ALL HAZARDS WITHIN WORK ZONES OPEN TO TRAFFIC SHALL BE PROTECTED WITH TYPE I BARRICADES OR DRUMS WITH FLASHING LIGHTS IF LESS THAN 100' IN LENGTH. IF GREATER THAN 100' IN LENGTH, LIGHTS SHALL BE STEADY BURN.
- ALL CONSTRUCTION SIGNS SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS".
- IF THE CONTRACTOR WISHES TO DEVIATE FROM THIS TRAFFIC CONTROL PLAN, HE SHALL PROVIDE A REVISED TRAFFIC CONTROL PLAN IN WRITING FOR THE REVIEW AND APPROVAL OF THE ENGINEER.
- DURING CONSTRUCTION ALL OPEN EXCAVATIONS DUE TO PATCHING OPERATIONS SHALL BE FILLED WITH THE PATCHING MATERIAL BY THE END OF EACH WORK DAY. OPEN EXCAVATION OVERNIGHT WILL NOT BE ALLOWED.
- IF ANY AREA REQUIRES "NO PARKING" SIGNS BE PLACED PRIOR TO MILLING OR HMA PAVING OPERATIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 2 DAYS IN ADVANCE OF THE NEED FOR "NO PARKING" SIGNS. THE WOOD RIVER PUBLIC SERVICES DEPT. WILL PLACE "NO PARKING" SIGNS AS NEEDED.
- THE CONTRACTOR SHALL MAINTAIN ACCESS FOR RESIDENTS AND BUSINESSES DURING PAVEMENT WIDENING WORK TO THE MAXIMUM EXTENT POSSIBLE. THE CONTRACTOR SHALL NOTIFY BUSINESSES AND RESIDENTS WHEN ACCESS TO THEIR PROPERTIES WILL BE LIMITED.
- THE CONTRACTOR SHALL NOT RESTRICT PUBLIC ACCESS TO AND FROM THE JACK IN THE BOX PROPERTY EXCEPT FOR SHORT PERIODS OF TIME DURING DAYTIME WORK HOURS FOR CONSTRUCTION ACTIVITIES ONLY AND ONLY ONE ENTRANCE MAY BE AFFECTED AT A TIME. THE CONTRACTOR SHALL PROVIDE PRIOR NOTICE TO THE MANAGER OF THE JACK IN THE BOX RESTAURANT AND OBTAIN THEIR APPROVAL TO RESTRICT ANY DRIVEWAY AND WHEN A DRIVEWAY IS RESTRICTED, THE CONTRACTOR SHALL PROVIDE CONES OR BARRICADES FOR TRAFFIC PROTECTION FOR THE JACK IN THE BOX CUSTOMERS AND SHALL PROVIDE A TRAFFIC CONTROL FLAGMAN IF SITE DISTANCE IS RESTRICTED ONTO THE PUBLIC STREETS.

TRAFFIC CONTROL LEGEND

-  WORK AREA
-  TYPE III BARRICADE WITH REFLECTORIZED STRIPING ON BOTH SIDES WITH FLASHING LIGHTS
-  CONE, DRUM OR BARRICADE
-  SIGN "ROAD CONSTRUCTION AHEAD" W20-1(0) - 48" x 48" WITH MONODIRECTIONAL FLASHING LIGHT
-  SIGN BLACK ARROW ON ORANGE BACKGROUND 24" x 18" 
-  SIGN BLACK ARROW ON ORANGE BACKGROUND 24" x 18" 



GENERAL TRAFFIC CONTROL PLAN
SCALE: 1"=300'

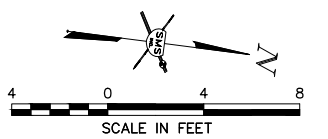
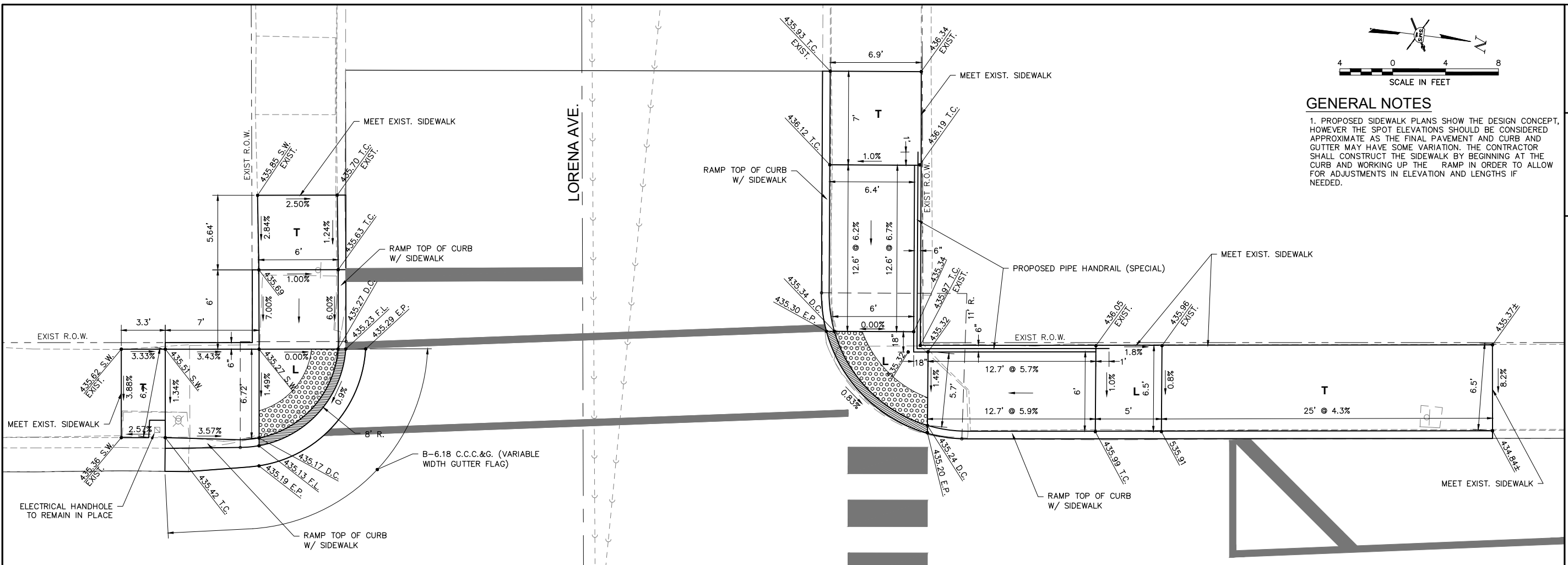


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CITY OF WOOD RIVER, ILLINOIS
SECTION 17-00048-00-RS
SECTION 18-00048-01-RS
WOOD RIVER AVENUE
GENERAL TRAFFIC CONTROL PLAN

CONTRACT NO.	97840
REF. BK.	PG.
JOB NO.	489470.1
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	MAY, 2024
SCALE:	1" = 300'
SHEET	21 OF 52

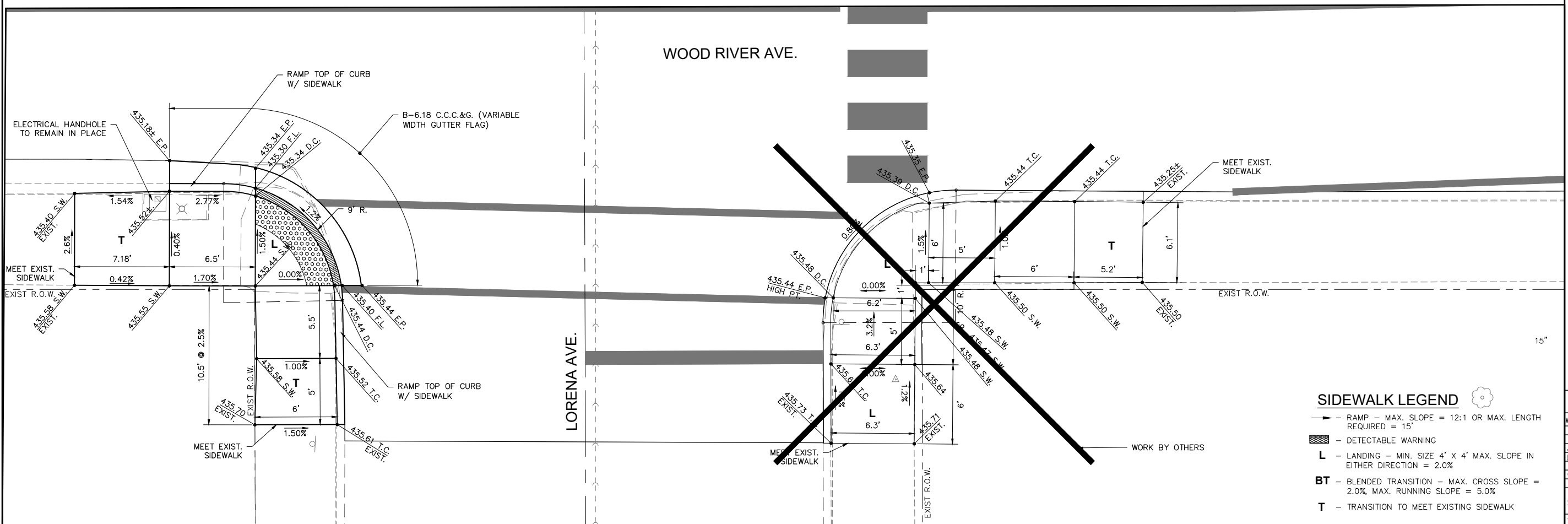


GENERAL NOTES

1. PROPOSED SIDEWALK PLANS SHOW THE DESIGN CONCEPT, HOWEVER THE SPOT ELEVATIONS SHOULD BE CONSIDERED APPROXIMATE AS THE FINAL PAVEMENT AND CURB AND GUTTER MAY HAVE SOME VARIATION. THE CONTRACTOR SHALL CONSTRUCT THE SIDEWALK BY BEGINNING AT THE CURB AND WORKING UP THE RAMP IN ORDER TO ALLOW FOR ADJUSTMENTS IN ELEVATION AND LENGTHS IF NEEDED.

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SIDEWALK LEGEND

RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'

DETECTABLE WARNING

L - LANDING - MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%

BT - BLENDED TRANSITION - MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%

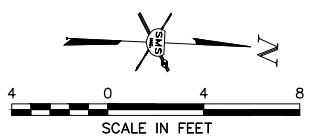
T - TRANSITION TO MEET EXISTING SIDEWALK

CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 CONSTRUCTION DETAILS

CONTRACT NO. 97840
 WR AVE CONST DETAILS.DWG

REF. BK. PG.
 JOB NO. 489470.1
 DSN. BY: DEG
 DWN. BY: CDP
 CHK. BY: DEG
 DATE: MAY, 2024

SCALE: 1"=4'
 SHEET 22 OF 52

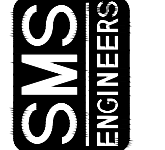


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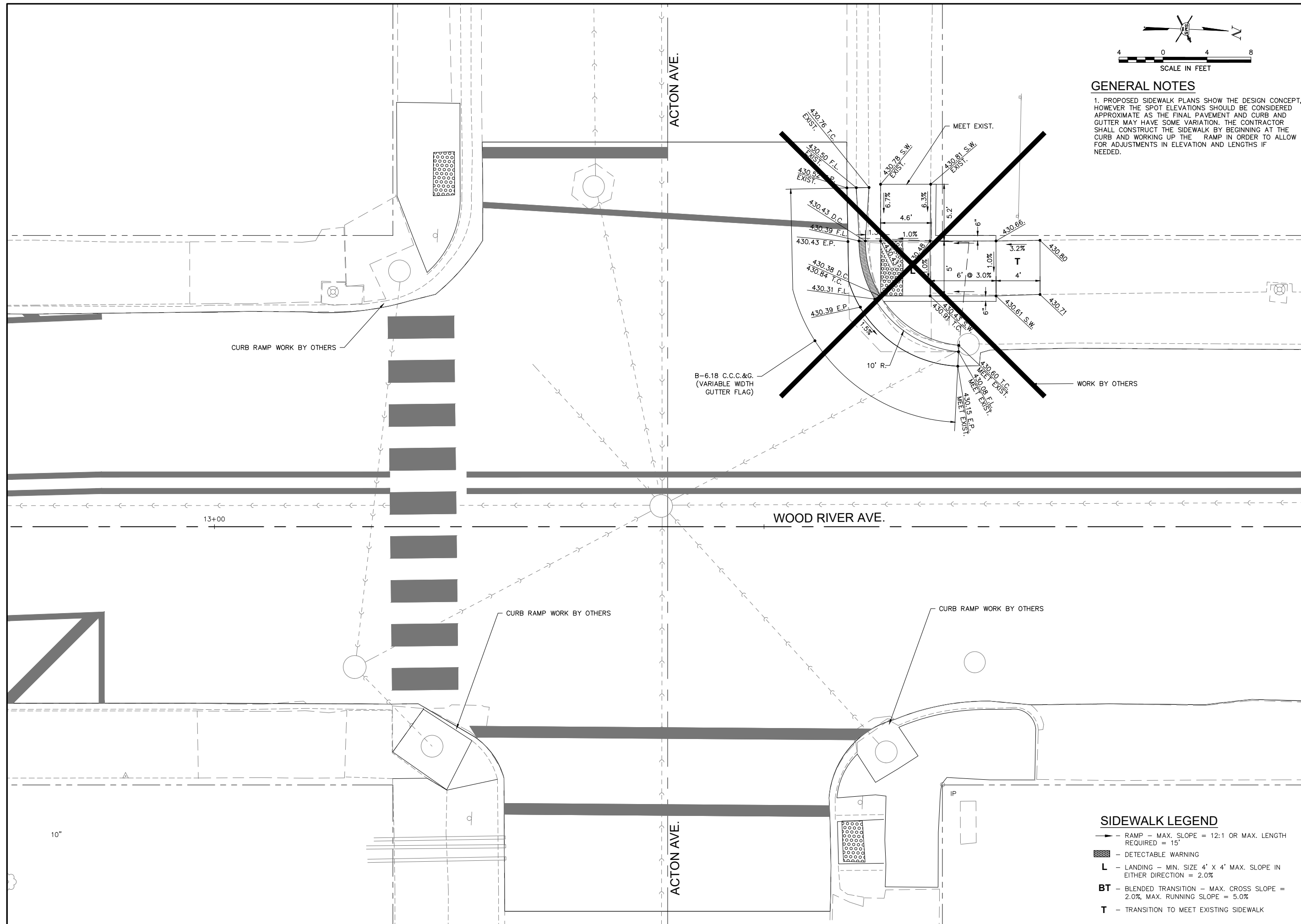


CITY OF WOOD RIVER, ILLINOIS
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CONTRACT NO.
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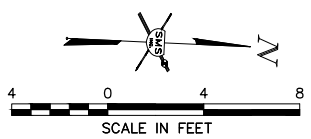
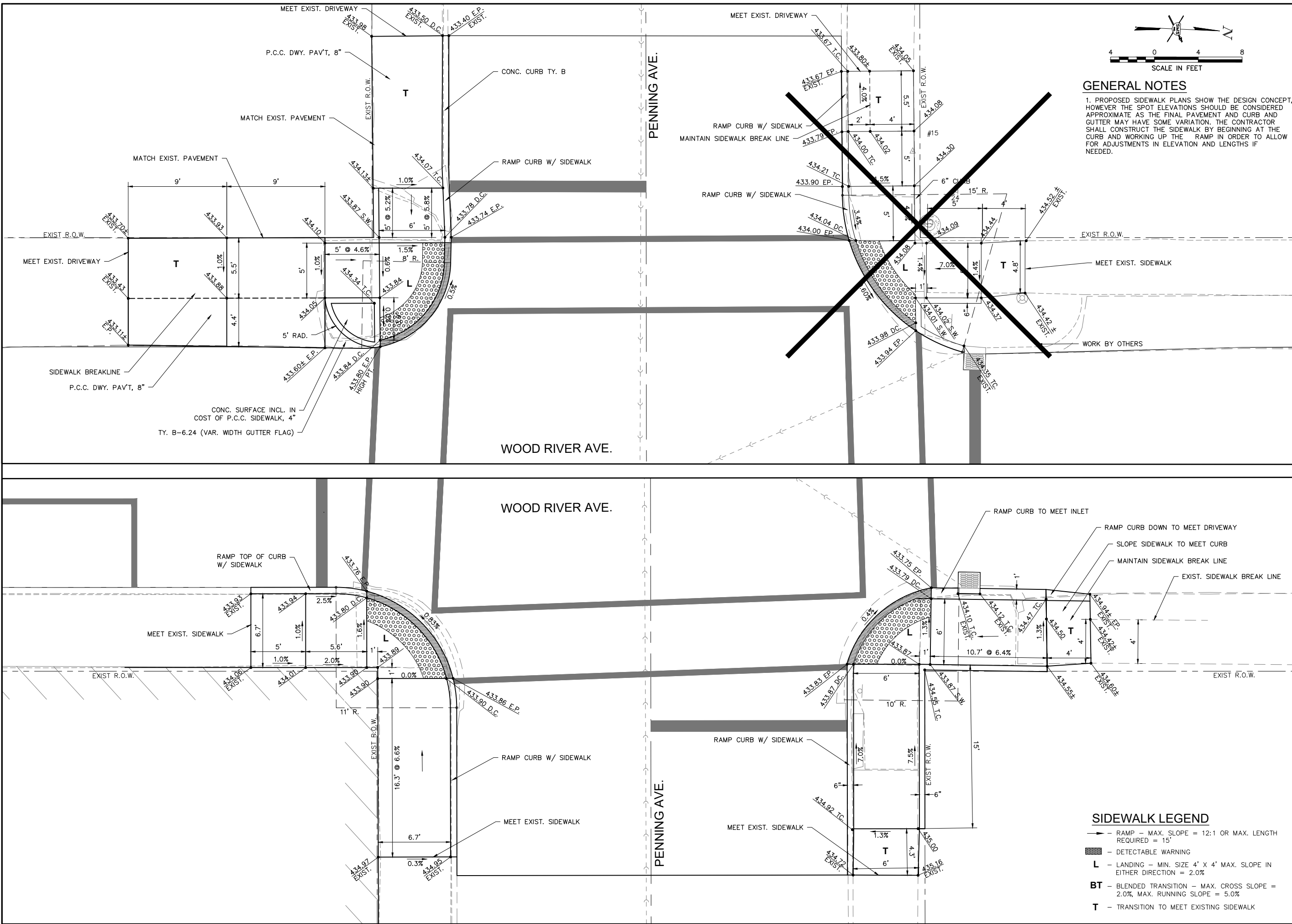
REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1"=4'
 SHEET 23 OF 52



SIDEWALK LEGEND

- RAMP — MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ — DETECTABLE WARNING
- L — LANDING — MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
- BT — BLENDED TRANSITION — MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%
- T — TRANSITION TO MEET EXISTING SIDEWALK



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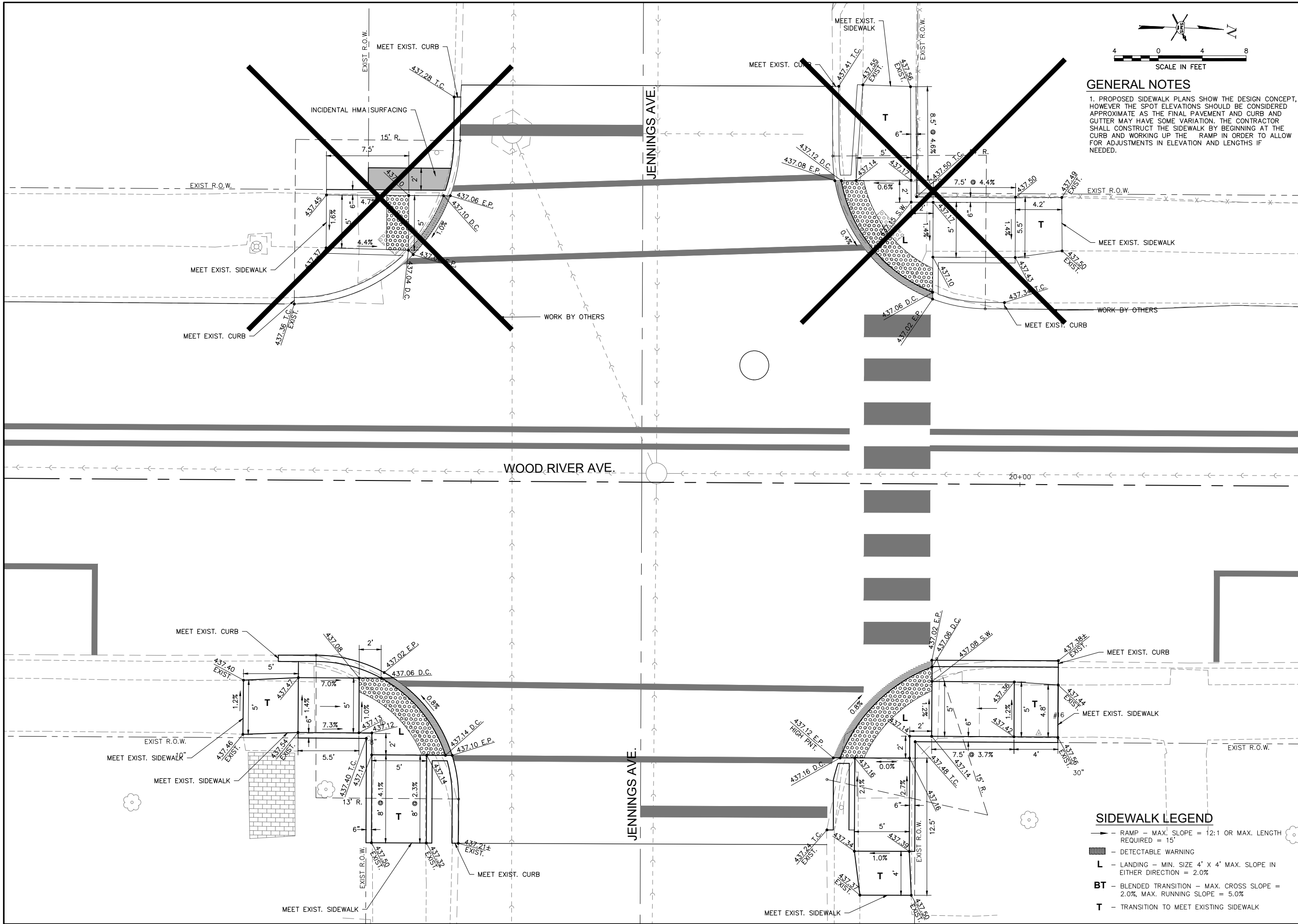
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 JOB NO. 489470.1
 DSN. BY: DEG
 DWN. BY: CDP
 CHK. BY: DEG
 DATE: MAY, 2024
 SCALE: 1"=4'
 SHEET 24 OF 52

SIDEWALK LEGEND

- RAMP — MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ — DETECTABLE WARNING
- L — LANDING — MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
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- BT BLENDED TRANSITION — MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%
- T TRANSITION TO MEET EXISTING SIDEWALK

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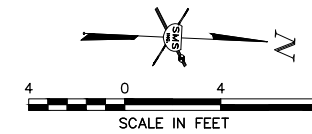
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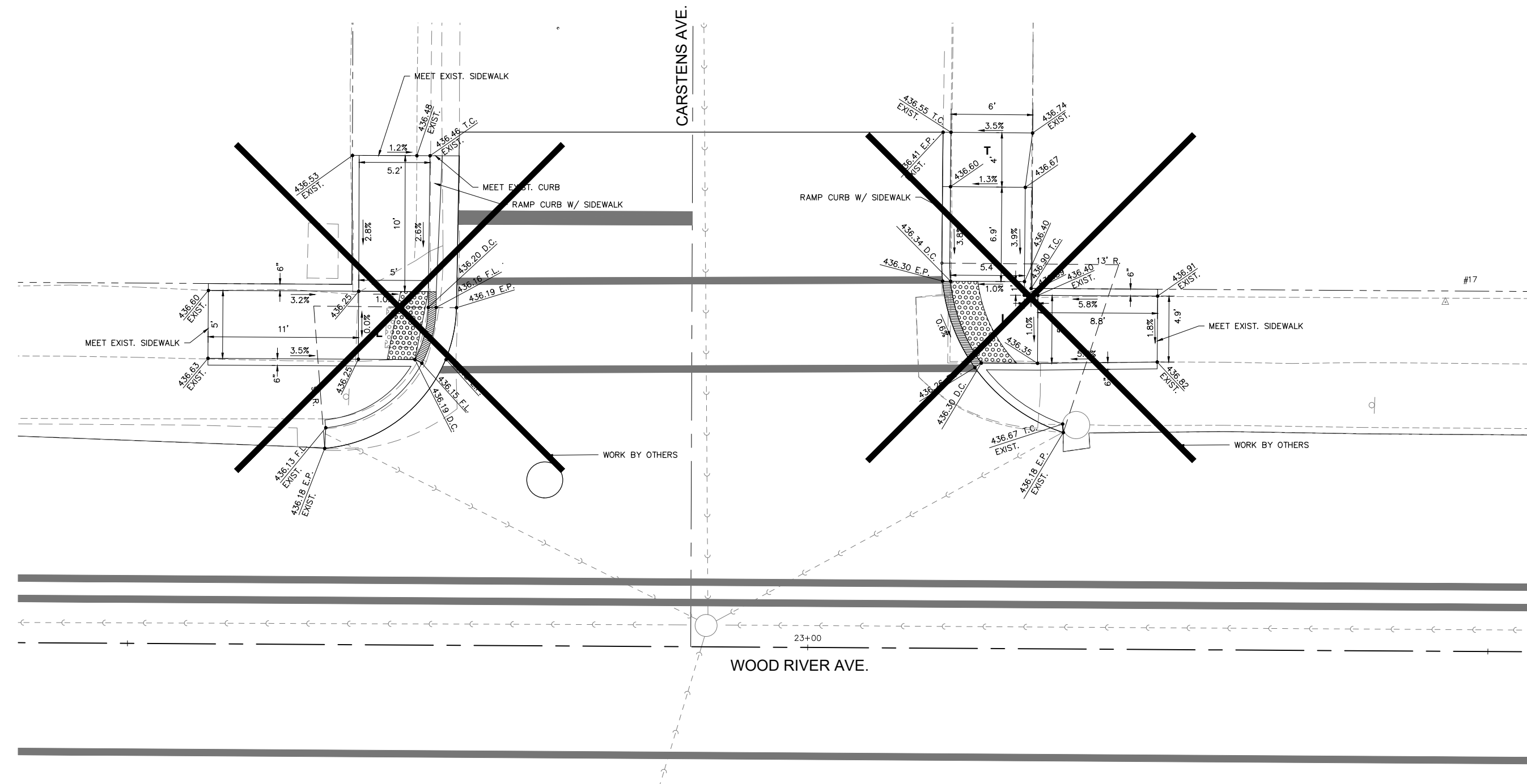
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SCALE: 1"=4'
 SHEET 25 OF 52



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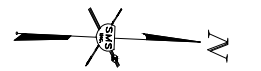
SIDEWALK LEGEND

- RAMP — MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ — DETECTABLE WARNING
- L** — LANDING — MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
- BT** — BLENDED TRANSITION — MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%
- T** — TRANSITION TO MEET EXISTING SIDEWALK

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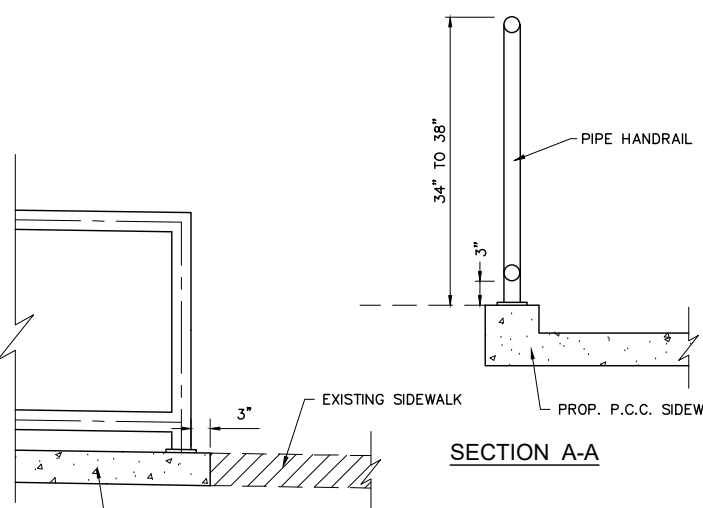
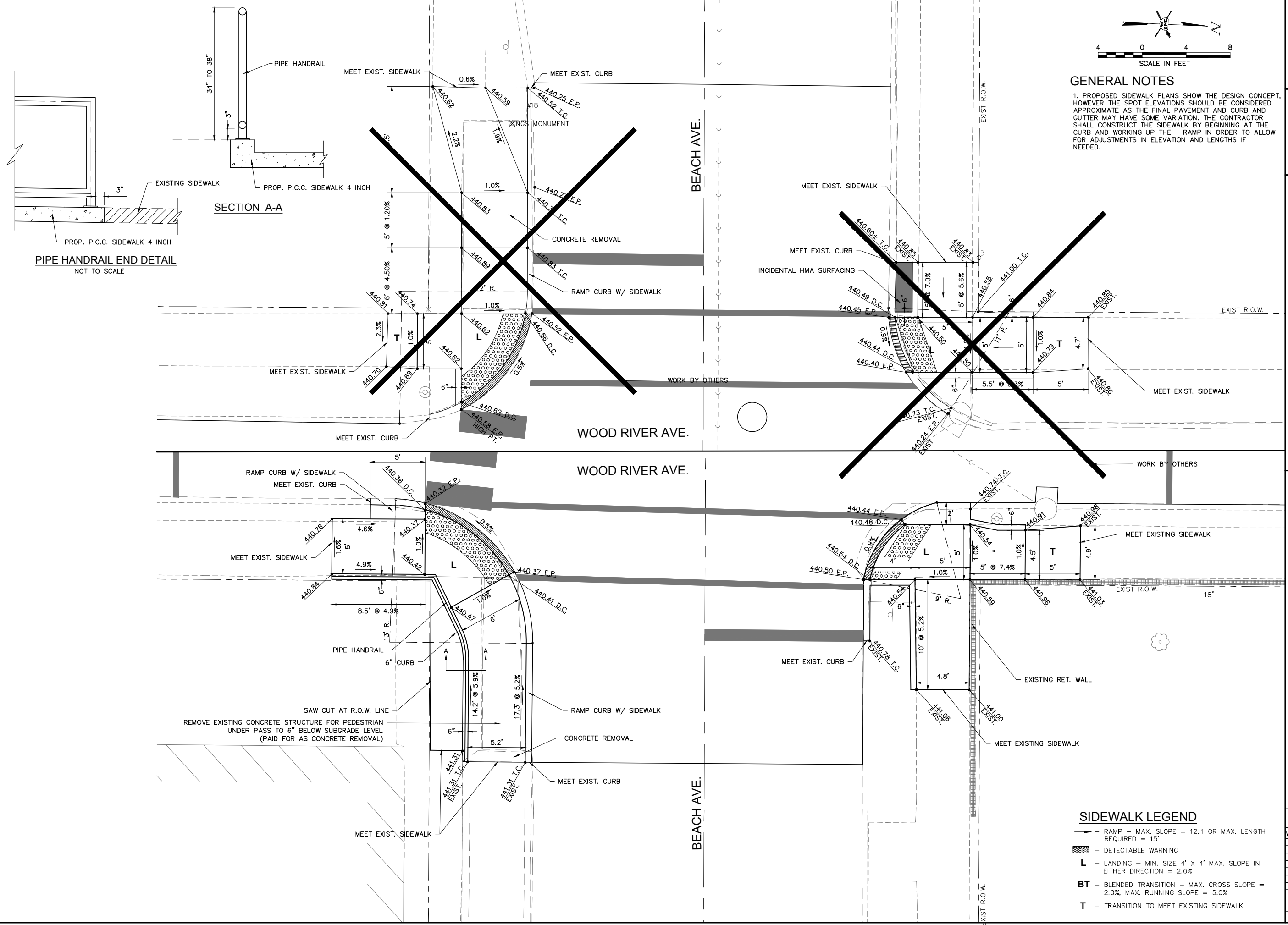
SCALE: 1"=4'
 SHEET 26 OF 52



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SCALE IN FEET

GENERAL NOTES

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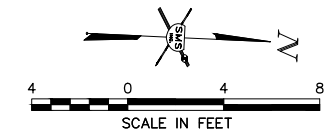
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DSN. BY: DEG
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CHK. BY: DEG
DATE: MAY, 2024
SCALE: 1"=4'
SHEET 27 OF 52

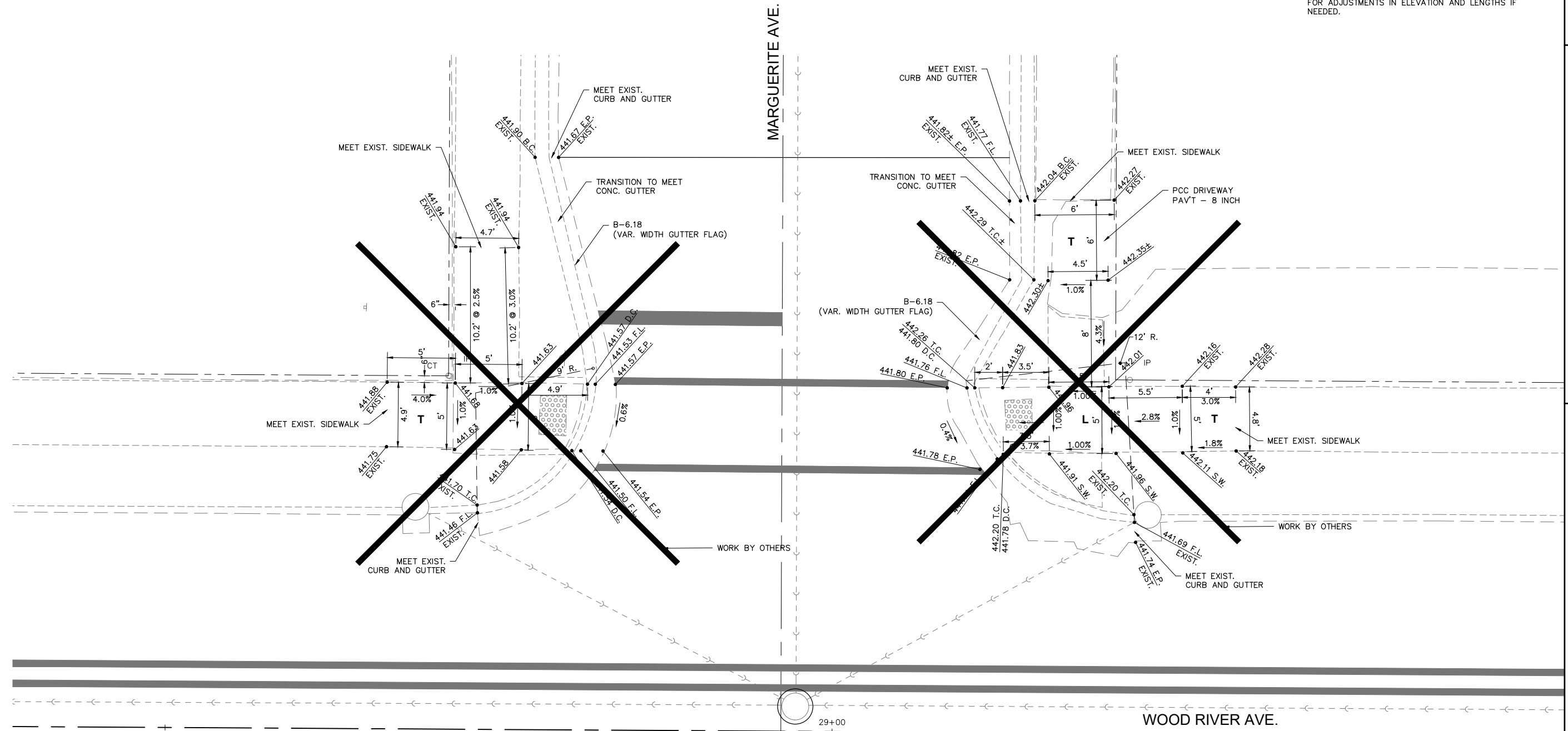
SIDEWALK LEGEND

- RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ DETECTABLE WARNING
- L LANDING - MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
- BT BLENDED TRANSITION - MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%
- T TRANSITION TO MEET EXISTING SIDEWALK



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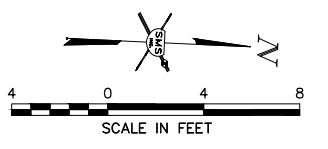
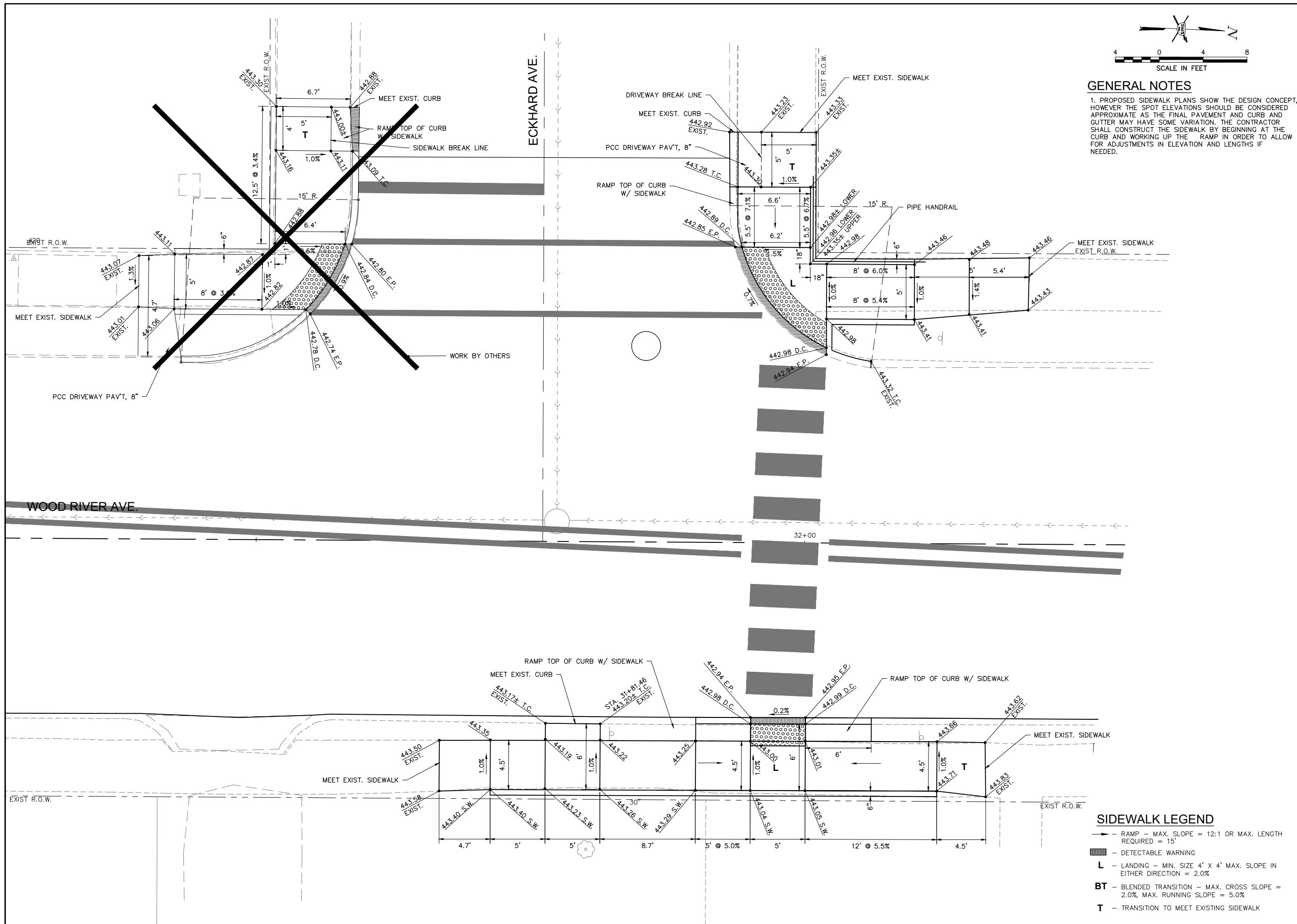
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DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1"=4'
 SHEET 28 OF 52

SIDEWALK LEGEND

- RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ DETECTABLE WARNING
- L LANDING - MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
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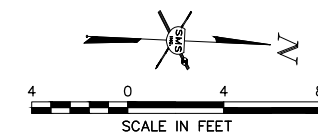
CITY OF WOOD RIVER, ILLINOIS
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DATE: MAY, 2024	

SCALE: 1"=4'
 SHEET 29 OF 52

- SIDEWALK LEGEND**
- RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
 - ▨ - DETECTABLE WARNING
 - L - LANDING - MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
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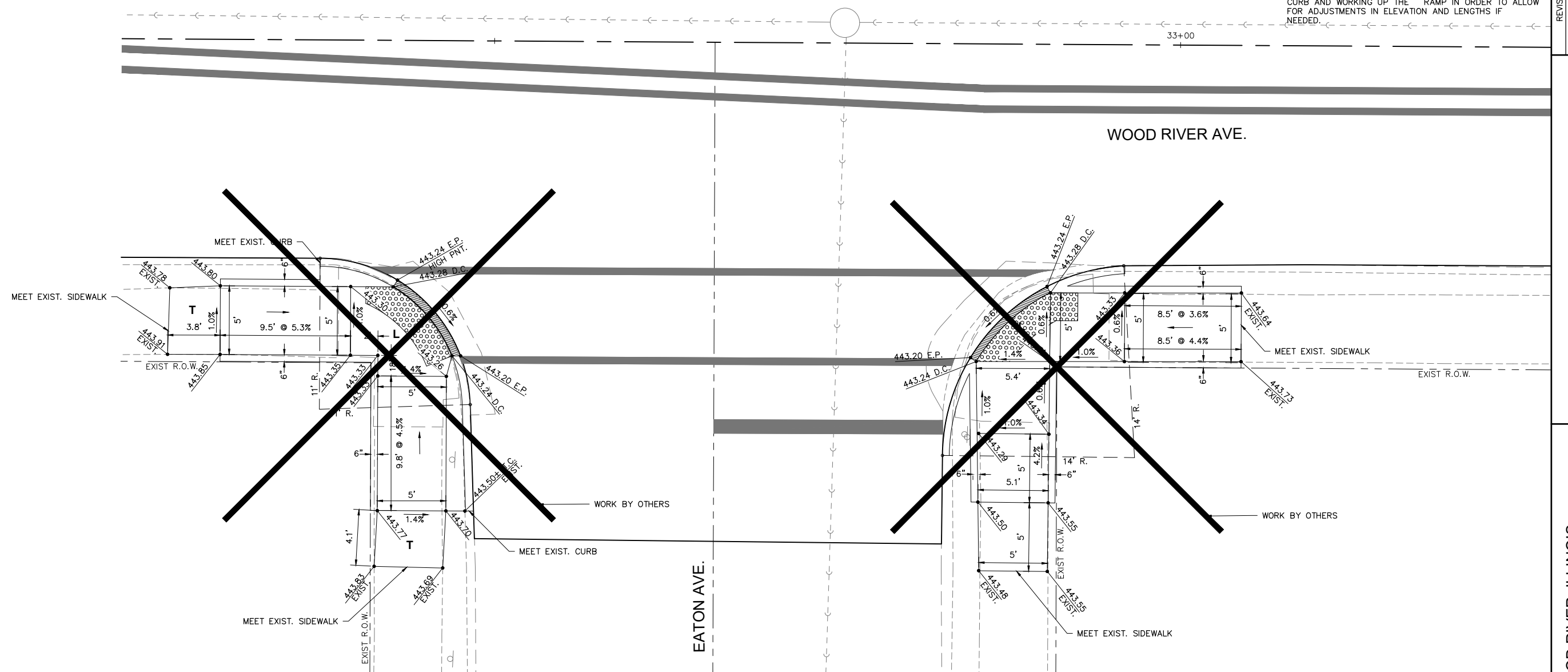
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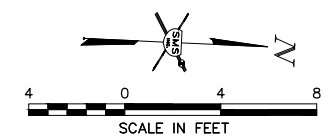
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JOB NO. 489470.1
DSN. BY: DEG
DWN. BY: CDP
CHK. BY: DEG
DATE: MAY, 2024

SCALE: 1"=4'
SHEET 30 OF 52



SIDEWALK LEGEND

- ➡ - RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
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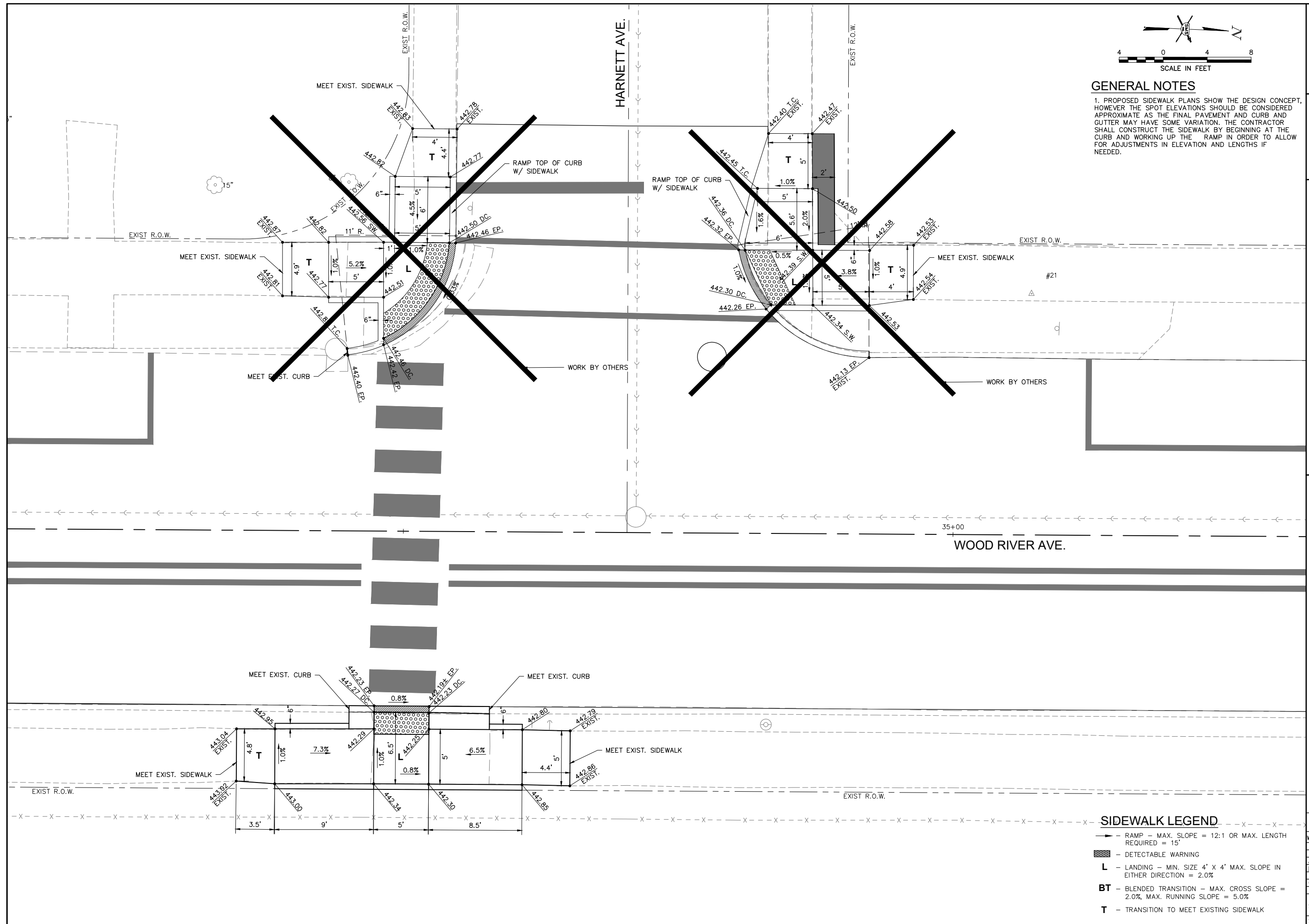
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 215 Market Street, Alton, IL 62002 618462-9755 E-mail: mail@smsengineers.com
 DESIGN FIRM # 184-000992

CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 CONSTRUCTION DETAILS

CONTRACT NO. 97840
 WR AVE CONST DETAILS.DWG

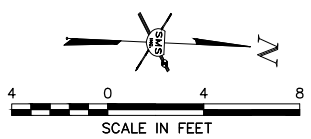
REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1"=4'
 SHEET 31 OF 52



SIDEWALK LEGEND

- RAMP — MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ — DETECTABLE WARNING
- L — LANDING — MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
- BT — BLENDED TRANSITION — MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%
- T — TRANSITION TO MEET EXISTING SIDEWALK



GENERAL NOTES

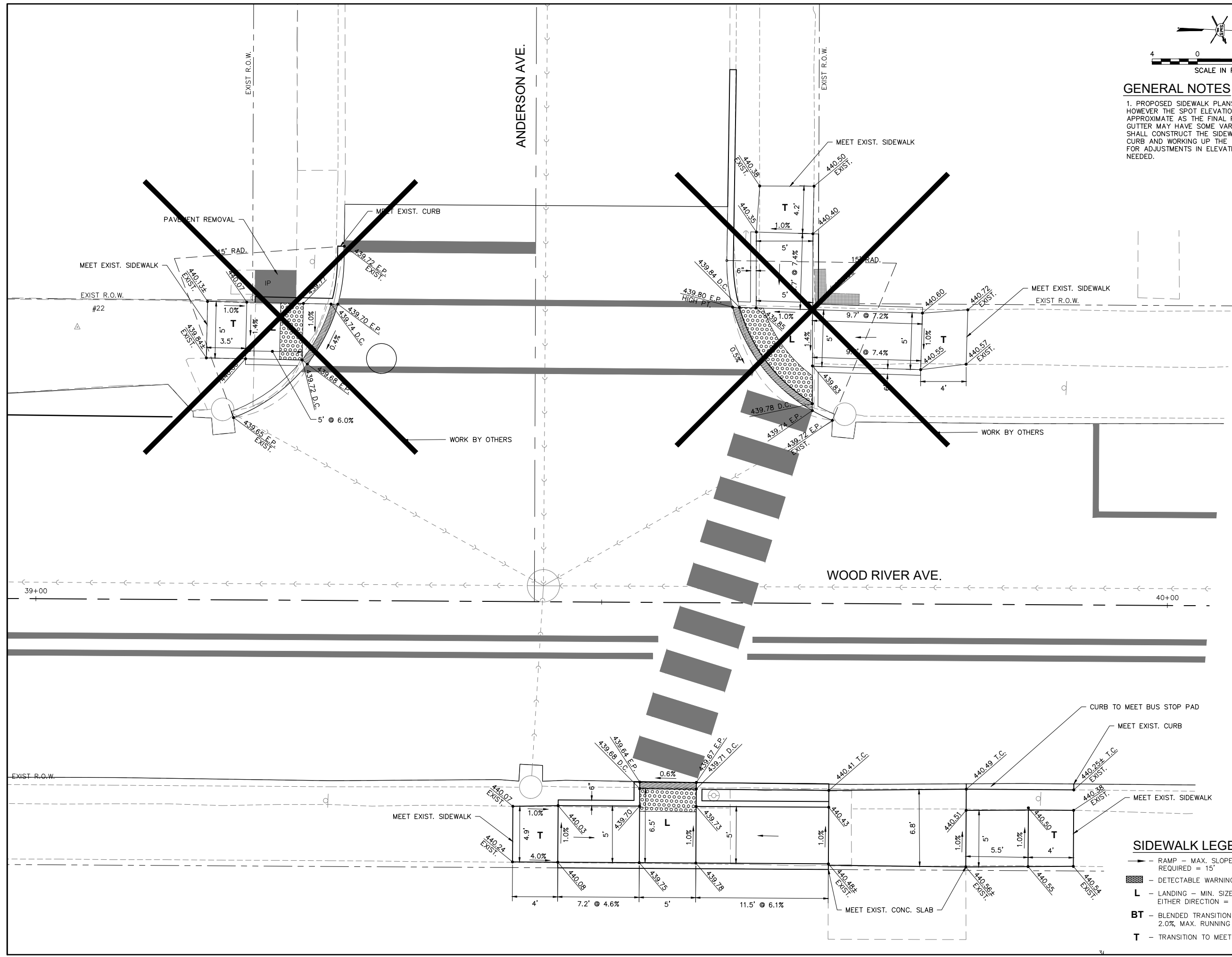
1. PROPOSED SIDEWALK PLANS SHOW THE DESIGN CONCEPT, HOWEVER THE SPOT ELEVATIONS SHOULD BE CONSIDERED APPROXIMATE AS THE FINAL PAVEMENT AND CURB AND GUTTER MAY HAVE SOME VARIATION. THE CONTRACTOR SHALL CONSTRUCT THE SIDEWALK BY BEGINNING AT THE CURB AND WORKING UP THE RAMP IN ORDER TO ALLOW FOR ADJUSTMENTS IN ELEVATION AND LENGTHS IF NEEDED.

NO.	REVISIONS

SMS ENGINEERS
 Sheppard, Morgan & Schwab, Inc.
 CONSULTING ENGINEERS AND LAND SURVEYORS
 215 Market Street, Alton, IL 62002 618462-9755 E-mail: mail@smsengineers.com
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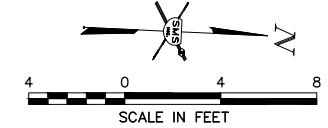
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
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CONTRACT NO. 97840
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 REF. BK. PG.
 JOB NO. 489470.1
 DSN. BY: DEG
 DWN. BY: CDP
 CHK. BY: DEG
 DATE: MAY, 2024
 SCALE: 1"=4'
 SHEET 32 OF 52



SIDEWALK LEGEND

- RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ▨ - DETECTABLE WARNING
- L - LANDING - MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
- BT - BLENDED TRANSITION - MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%
- T - TRANSITION TO MEET EXISTING SIDEWALK



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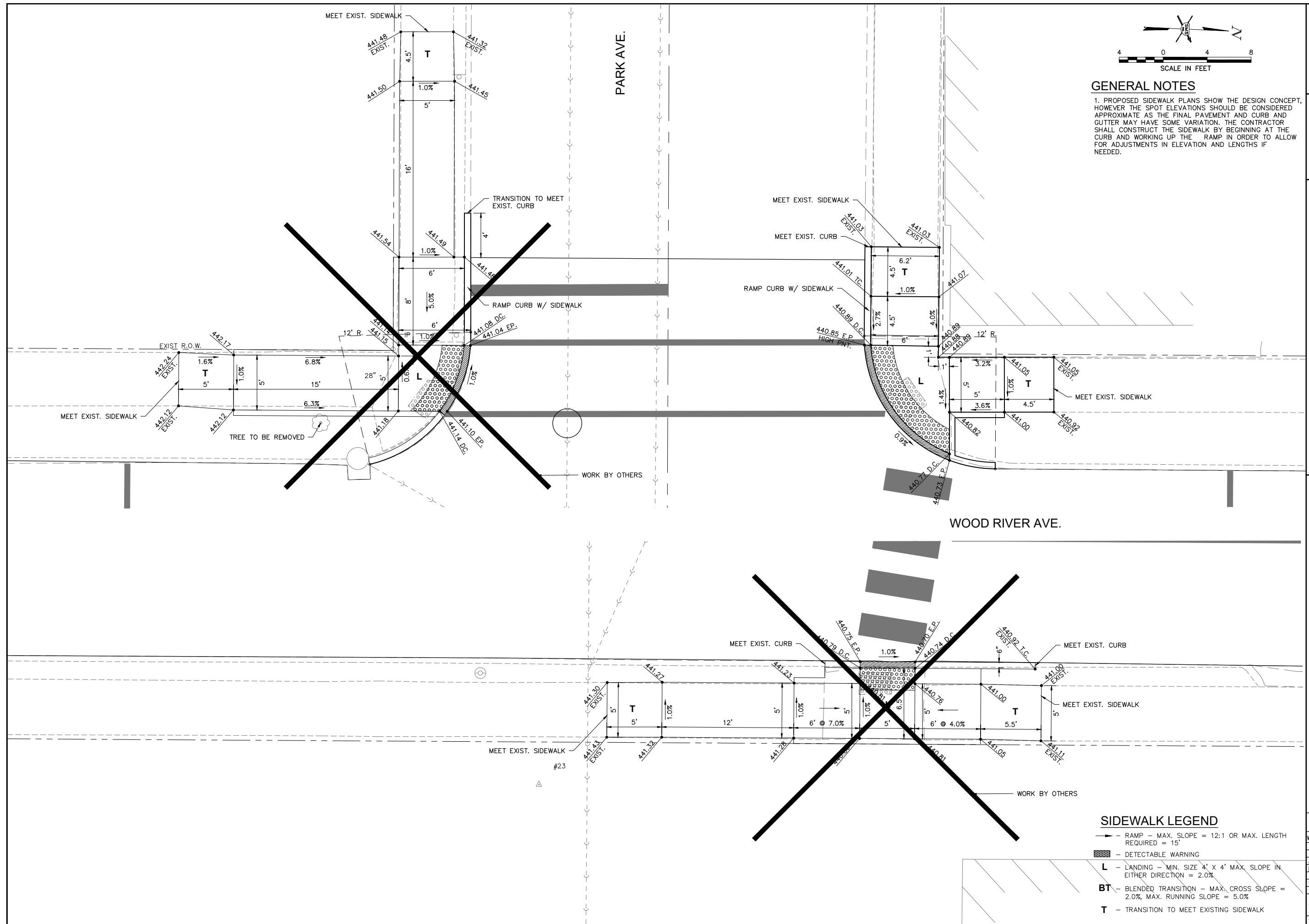
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
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 WOOD RIVER AVENUE
 CONSTRUCTION DETAILS

CONTRACT NO.
97840

WR AVE CONST DETAILS.DWG

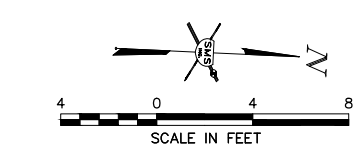
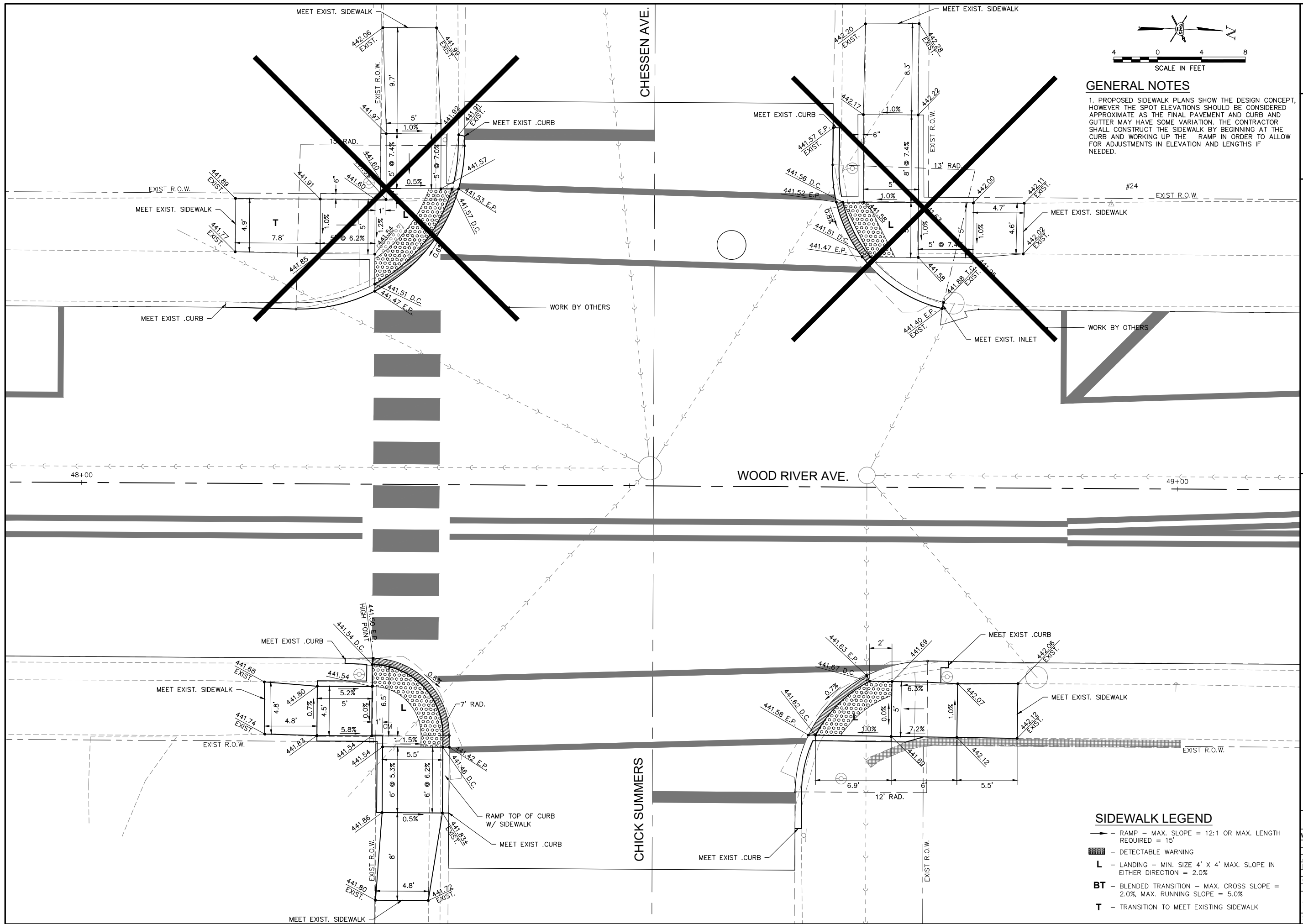
REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1"=4'
 SHEET 33 OF 52



SIDEWALK LEGEND

- ▶ - RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- ◻ - DETECTABLE WARNING
- L - LANDING - MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
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- T - TRANSITION TO MEET EXISTING SIDEWALK



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NO.	REVISIONS

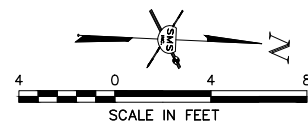
SMS ENGINEERS
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CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 CONSTRUCTION DETAILS

CONTRACT NO.	97840
REF. BK.	PG.
JOB NO.	489470.1
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	MAY, 2024
SCALE:	1"=4'
SHEET	34 OF 52

SIDEWALK LEGEND

- RAMP - MAX. SLOPE = 12:1 OR MAX. LENGTH REQUIRED = 15'
- DETECTABLE WARNING
- L** - LANDING - MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
- BT** - BLENDED TRANSITION - MAX. CROSS SLOPE = 2.0% MAX. RUNNING SLOPE = 5.0%
- T** - TRANSITION TO MEET EXISTING SIDEWALK

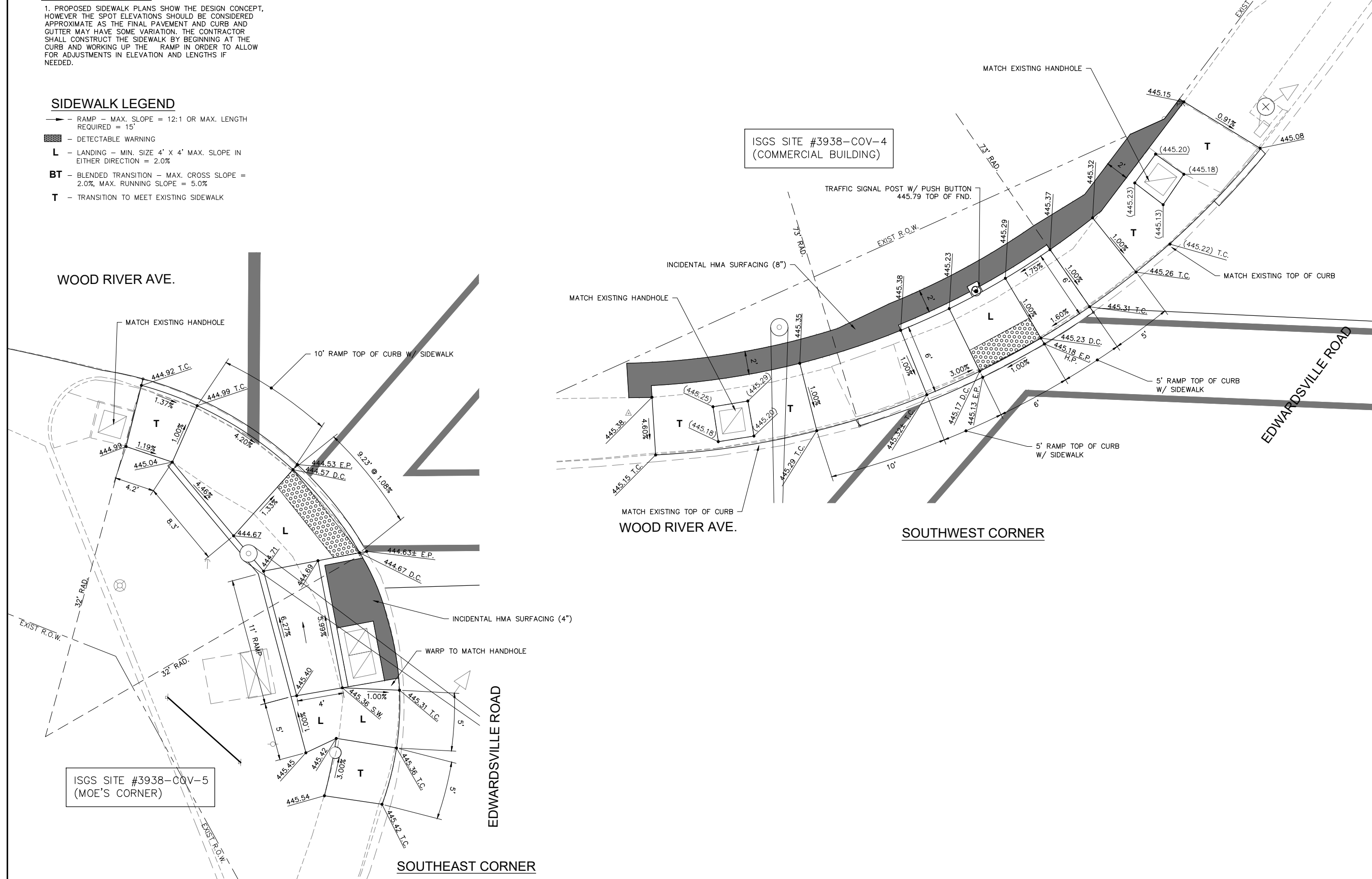


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- T** - TRANSITION TO MEET EXISTING SIDEWALK



REVISIONS

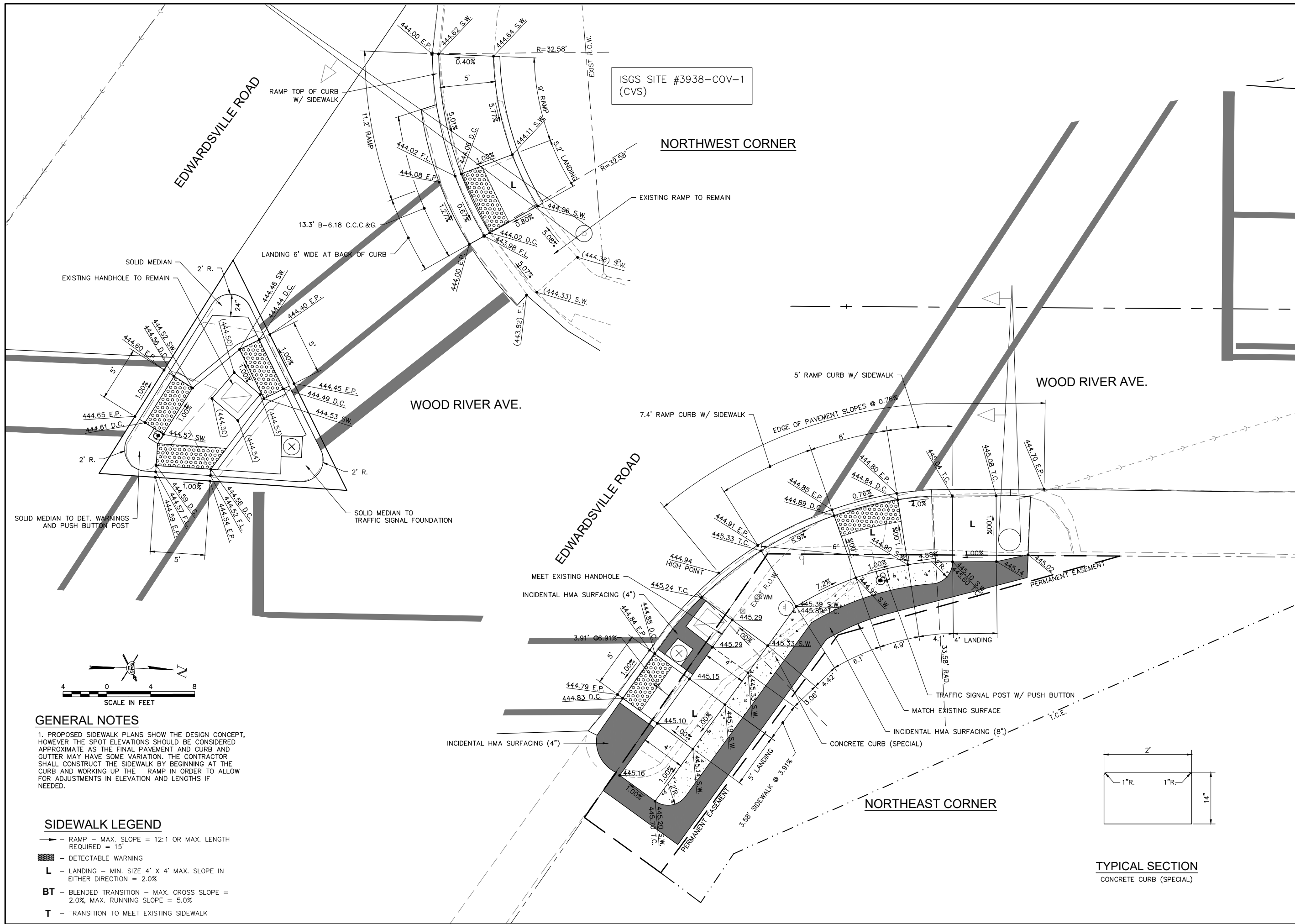
SMS Sheppard, Morgan & Schwab, Inc.
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ENGINEERS DESIGN FIRM # 184-000992

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CONTRACT NO. 97840
 WR AVE CONST DETAILS.DWG

REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1"=4'
 SHEET 35 OF 52



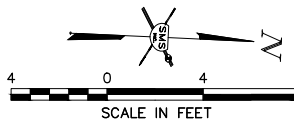
ISGS SITE #3938-COV-1
(CVS)

NORTHWEST CORNER

WOOD RIVER AVE.

EDWARDSVILLE ROAD

NORTHEAST CORNER

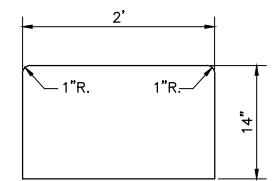


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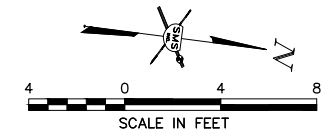
TYPICAL SECTION
CONCRETE CURB (SPECIAL)

NO.	DESCRIPTION

SMS Sheppard, Morgan & Schwab, Inc.
ENGINEERS
CONSULTING ENGINEERS AND LAND SURVEYORS
215 Market Street, Alton, IL 62002 618.462.9755 E-mail: mail@smsengineers.com
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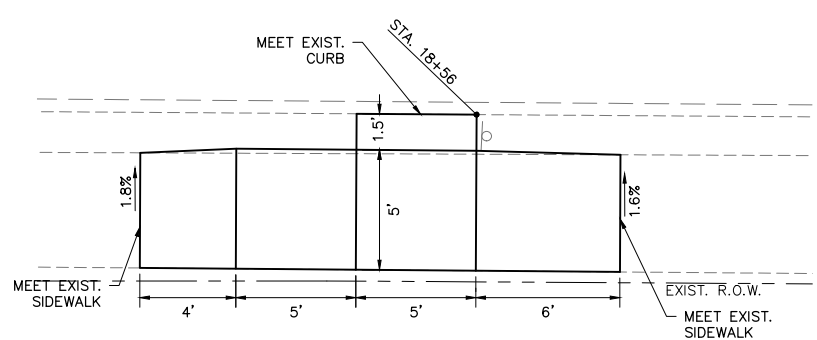
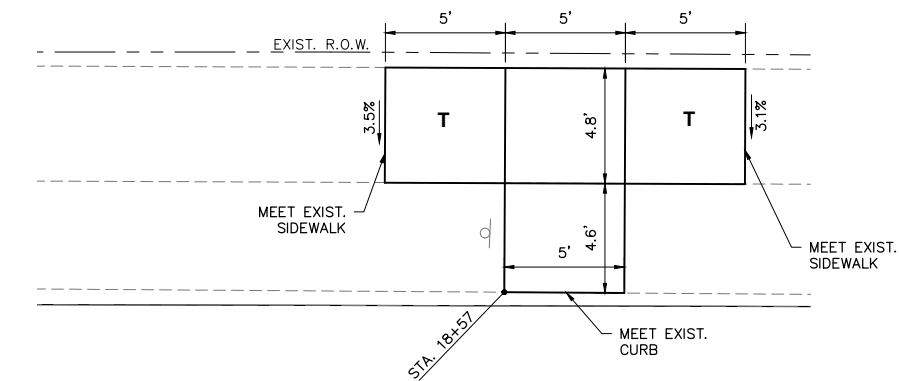
CITY OF WOOD RIVER, ILLINOIS
SECTION 17-00048-00-RS
SECTION 18-00048-01-RS
WOOD RIVER AVENUE
CONSTRUCTION DETAILS

CONTRACT NO. 97840	
WR AVE CONST DETAILS.DWG	
REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	
SCALE: 1"=4'	
SHEET 36 OF 52	

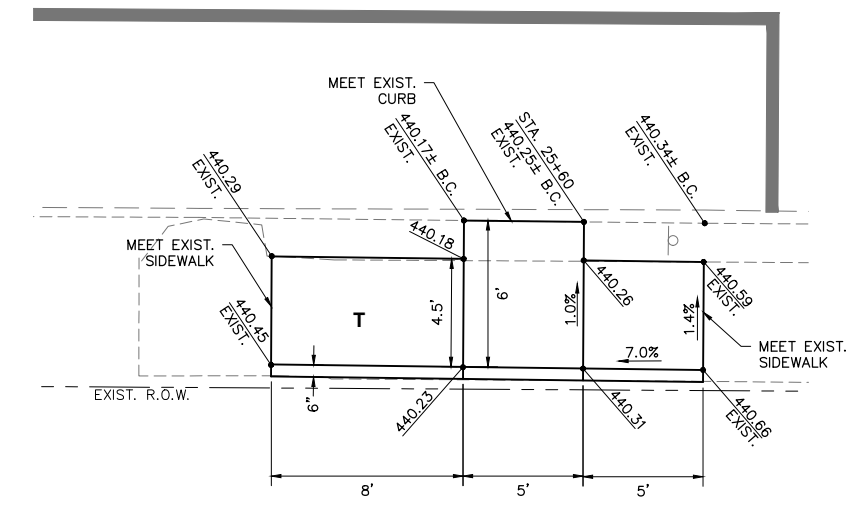
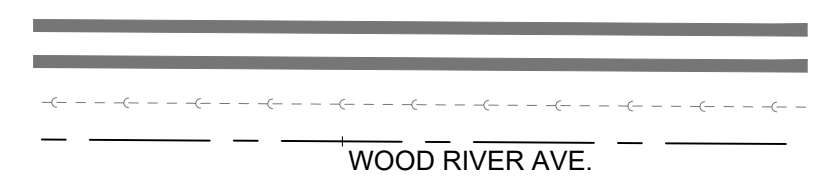
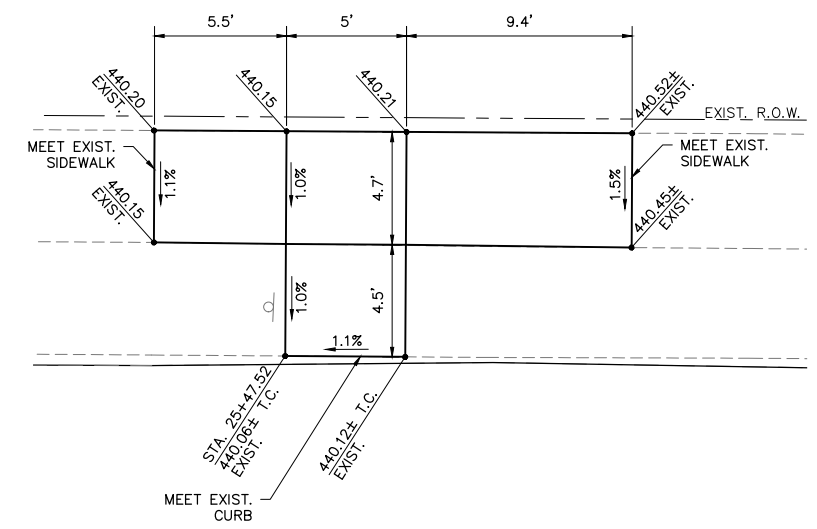


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BUS STOP PADS 18+56±



BUS STOP PADS 25+50±

SIDEWALK LEGEND

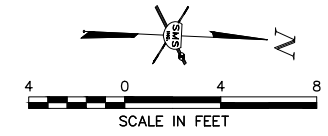
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- L — LANDING — MIN. SIZE 4' X 4' MAX. SLOPE IN EITHER DIRECTION = 2.0%
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REVISIONS

SMS ENGINEERS
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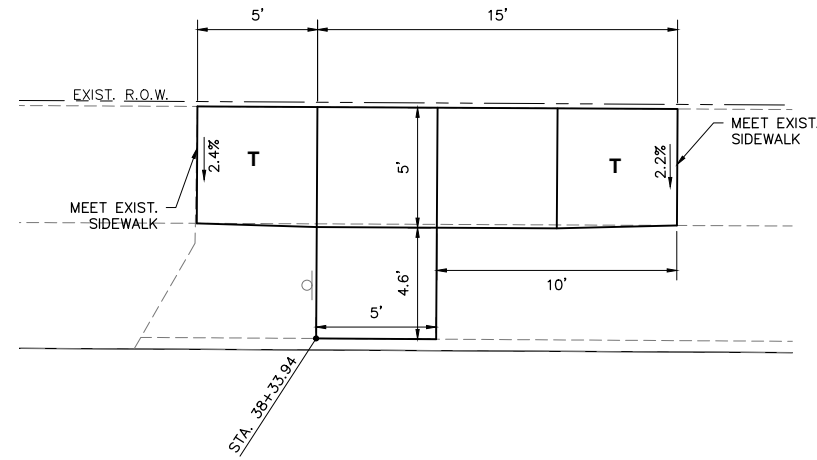
CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
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CONTRACT NO.	97840
WR AVE CONST DETAILS.DWG	
REF. BK.	PG.
JOB NO.	489470.1
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	MAY, 2024
SCALE:	1"=4'
SHEET	37 OF 52



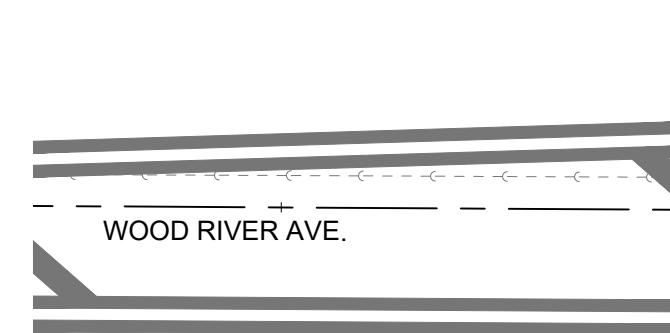
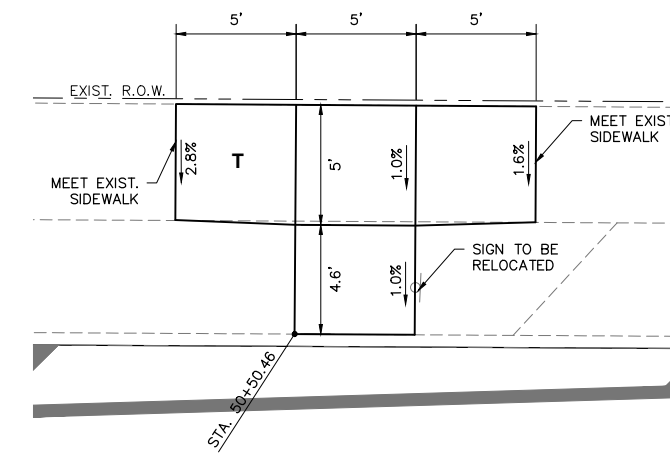
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WOOD RIVER AVE.

BUS STOP PAD 38+33±



WOOD RIVER AVE.

BUS STOP PAD 50+50±

SIDEWALK LEGEND

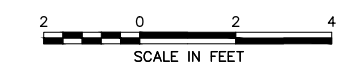
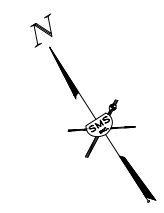
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REVISIONS

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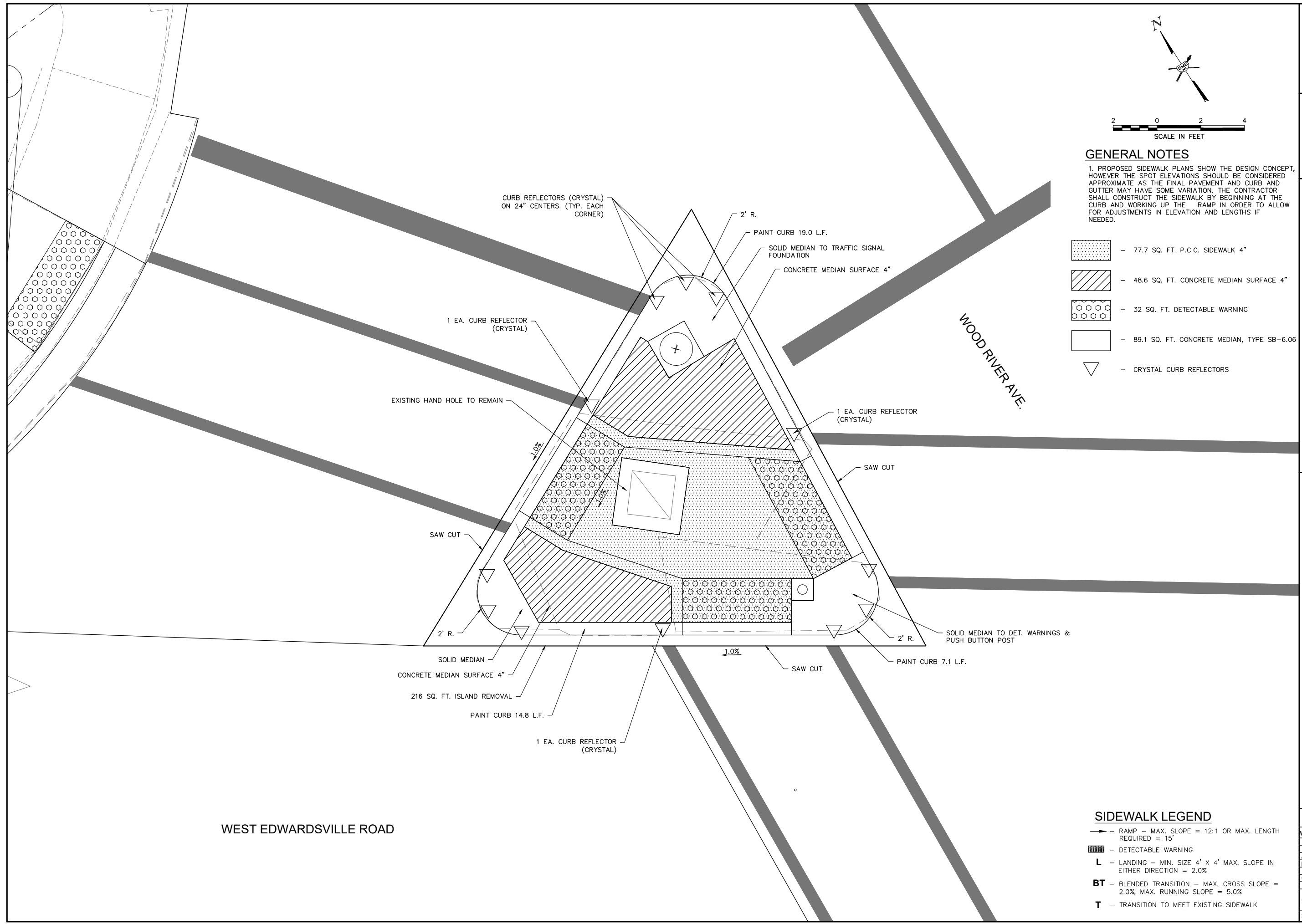
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REF. BK.	PG.
JOB NO.	489470.1
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	MAY, 2024
SCALE:	1"=4'
SHEET	38 OF 52



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- 77.7 SQ. FT. P.C.C. SIDEWALK 4"
- 48.6 SQ. FT. CONCRETE MEDIAN SURFACE 4"
- 32 SQ. FT. DETECTABLE WARNING
- 89.1 SQ. FT. CONCRETE MEDIAN, TYPE SB-6.06
- CRYSTAL CURB REFLECTORS



SIDEWALK LEGEND

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REVISIONS	
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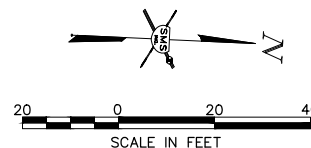
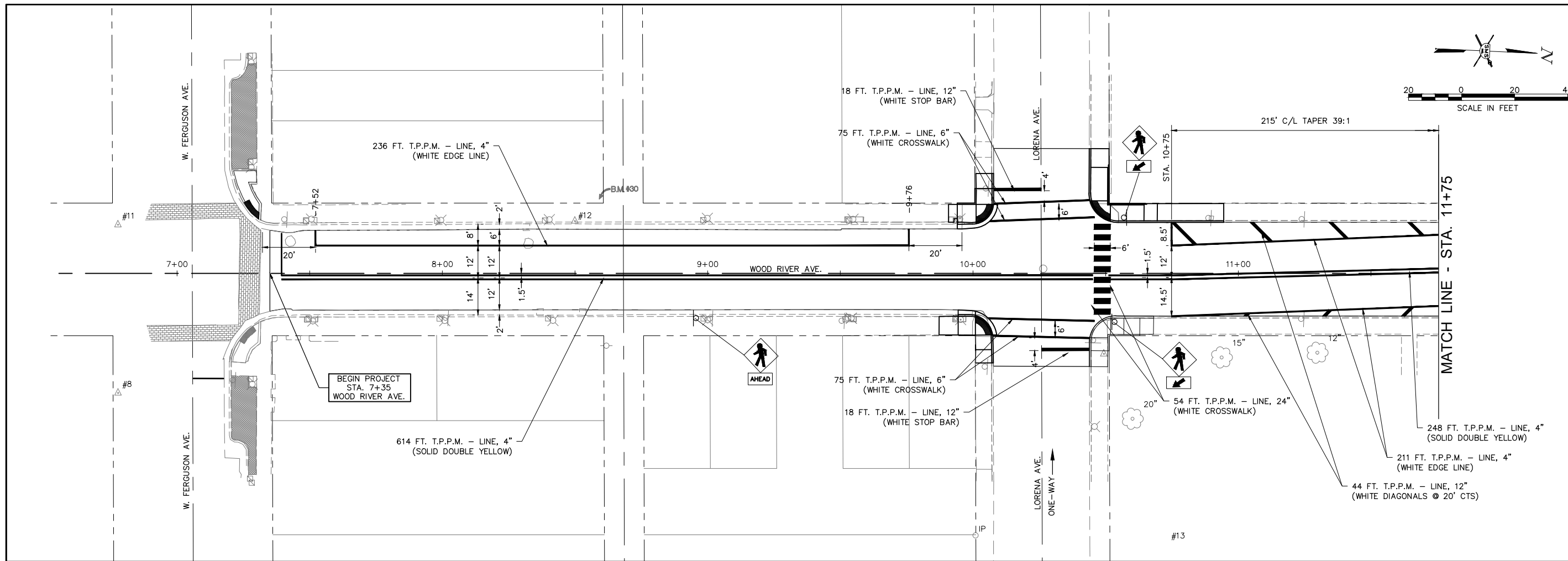
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DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	
SCALE: 1"=2'	
SHEET 39 OF 52	

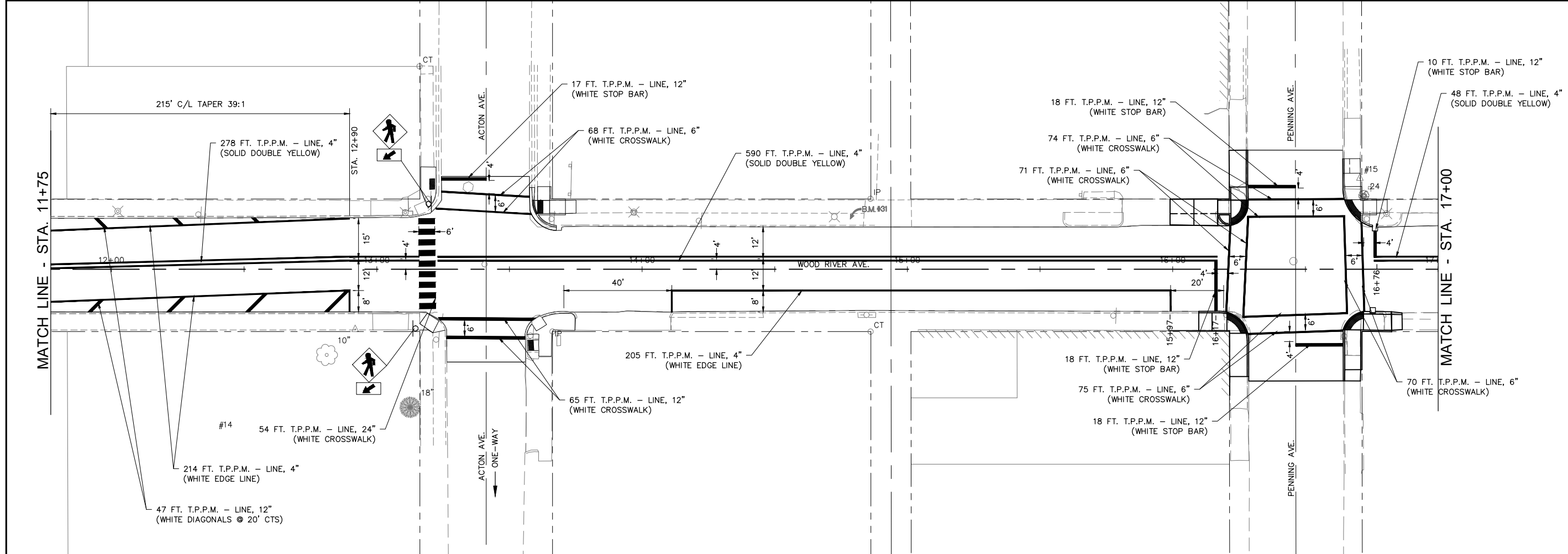
WEST EDWARDSVILLE ROAD

WOOD RIVER AVE.



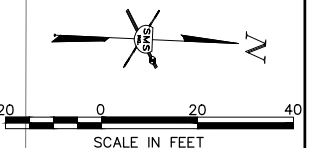
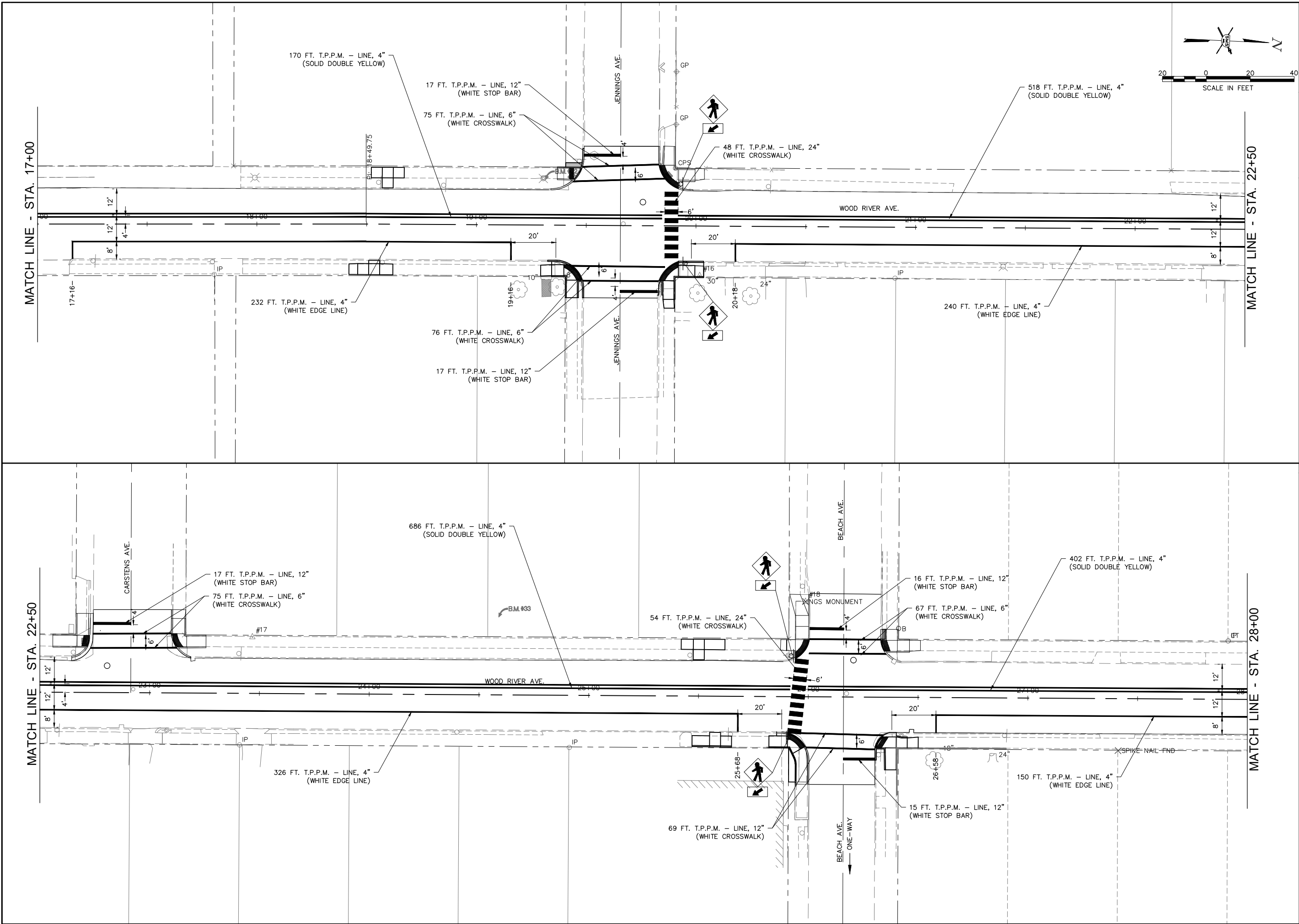
NO.	DESCRIPTION

SMS Sheppard, Morgan & Schwaab, Inc.
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215 Market Street, P.O. Box E, Alton, IL 62002 618462-9755 E-mail: mail@smsengineers.com
ENGINEERS DESIGN FIRM # 184-000992



CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PAVEMENT MARKING AND SIGNING PLAN

CONTRACT NO. 97840	
REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	
SCALE: 1" = 20'	
SHEET 40 OF 52	



NO.	DATE	DESCRIPTION

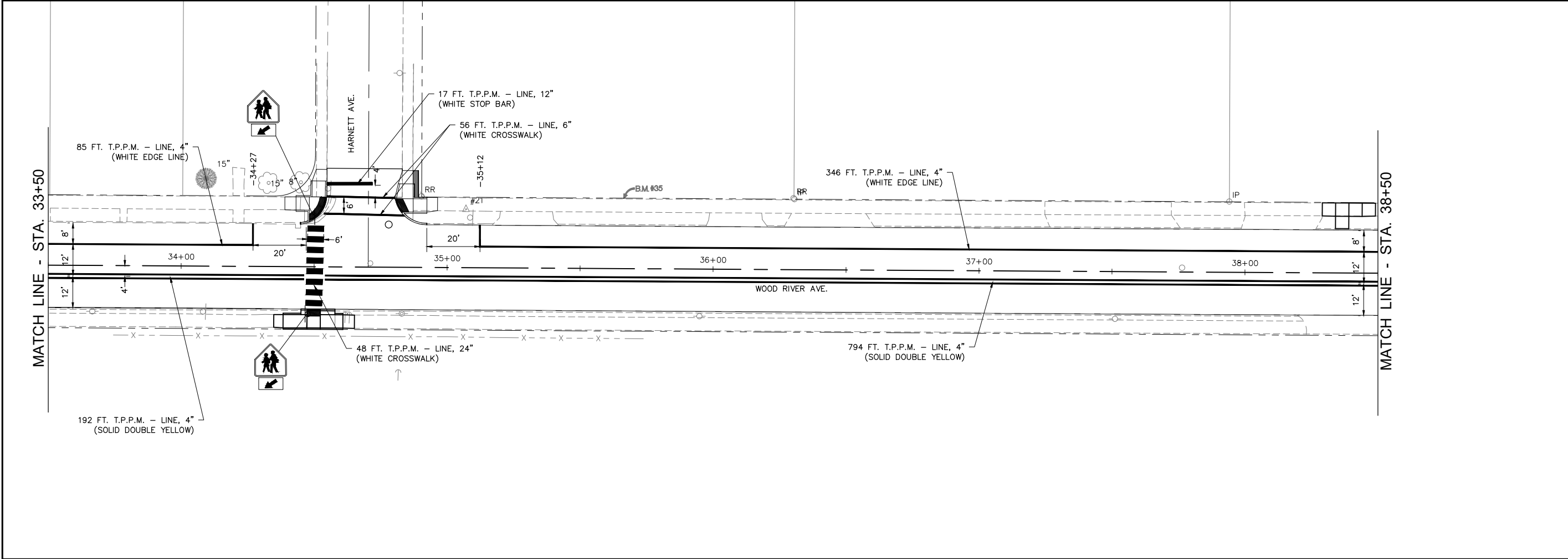
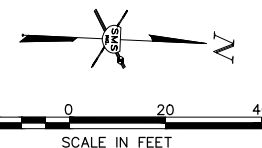
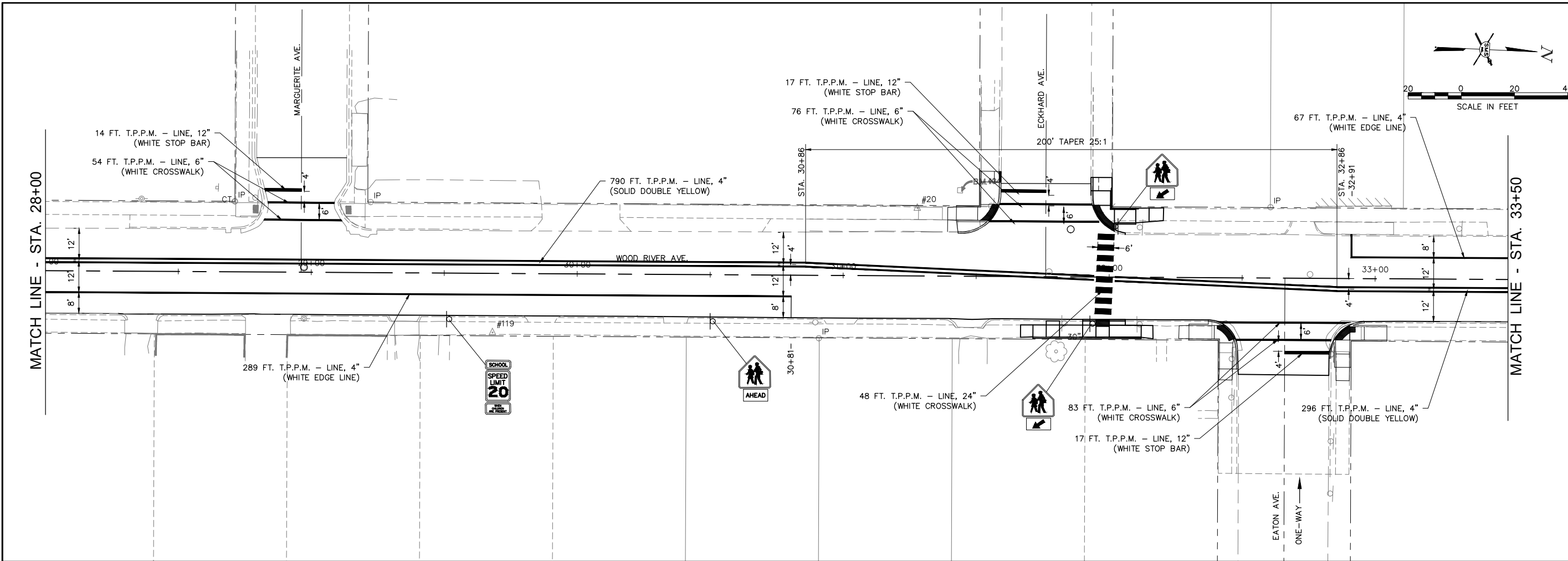
SMS ENGINEERS
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SCALE: 1" = 20'
 SHEET 41 OF 52

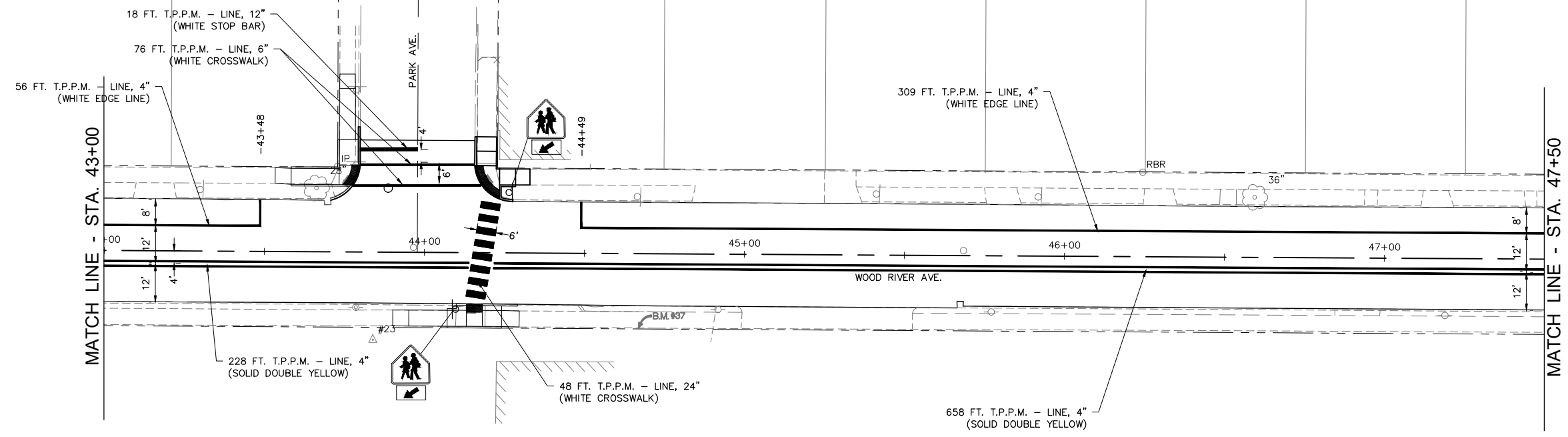
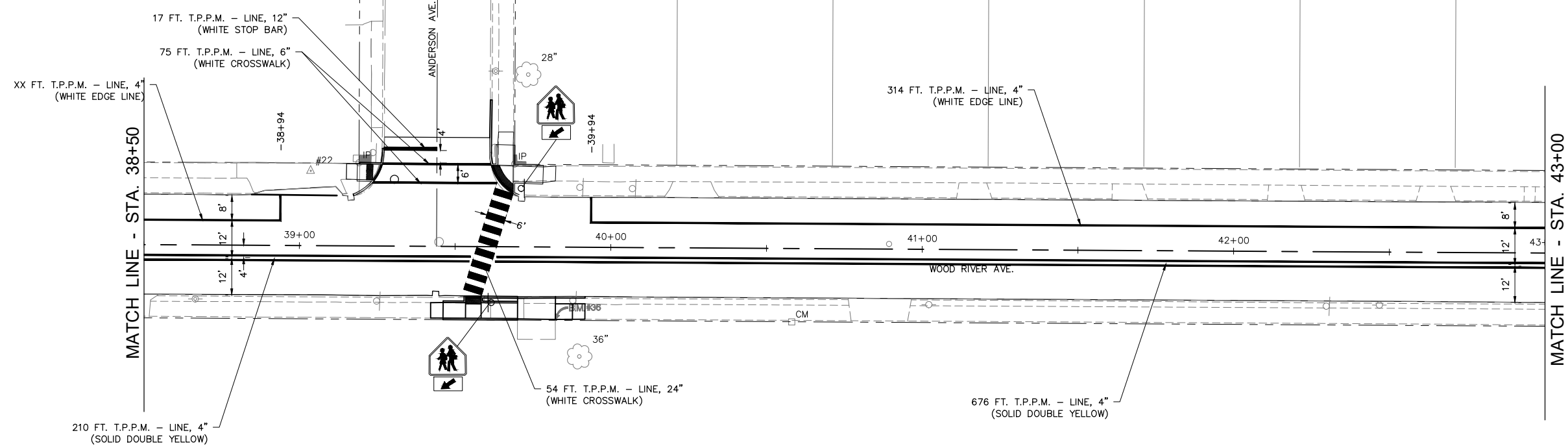
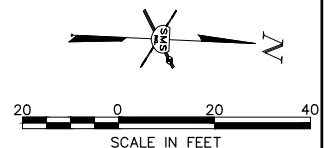


NO.	DATE	REVISIONS

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SCALE: 1" = 20'	
SHEET 42 OF 52	

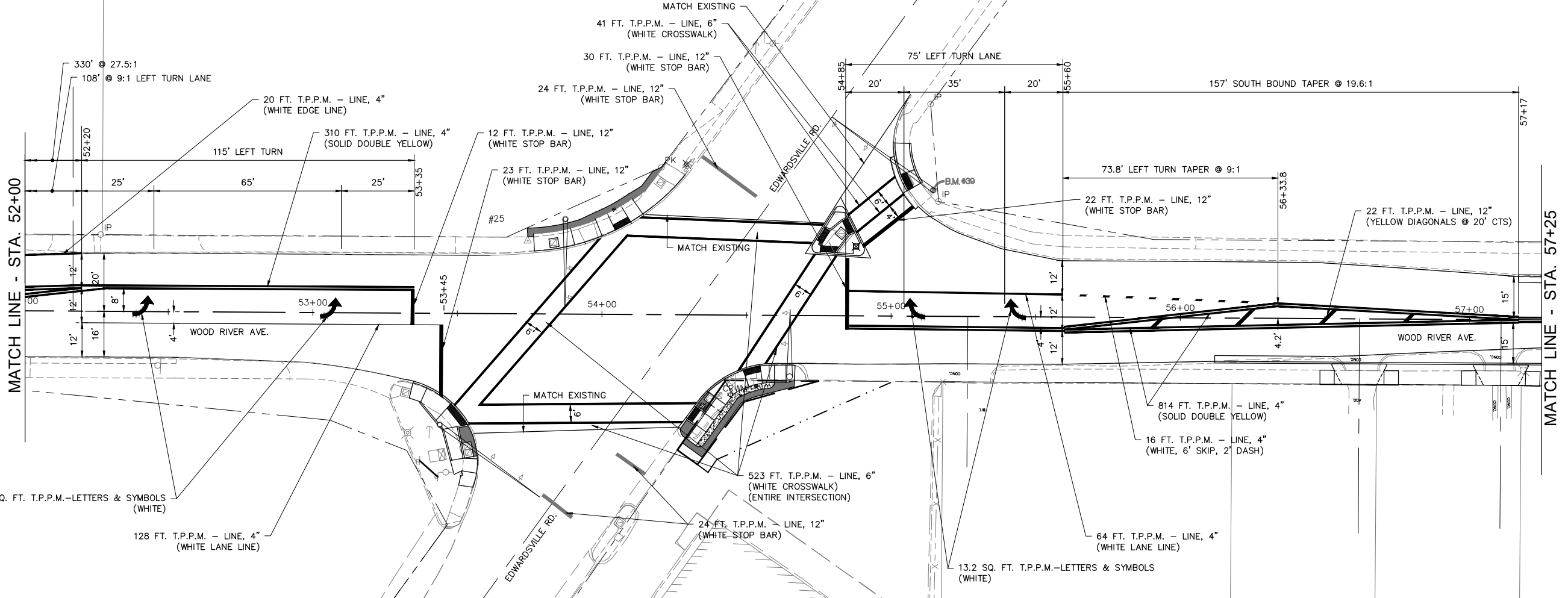
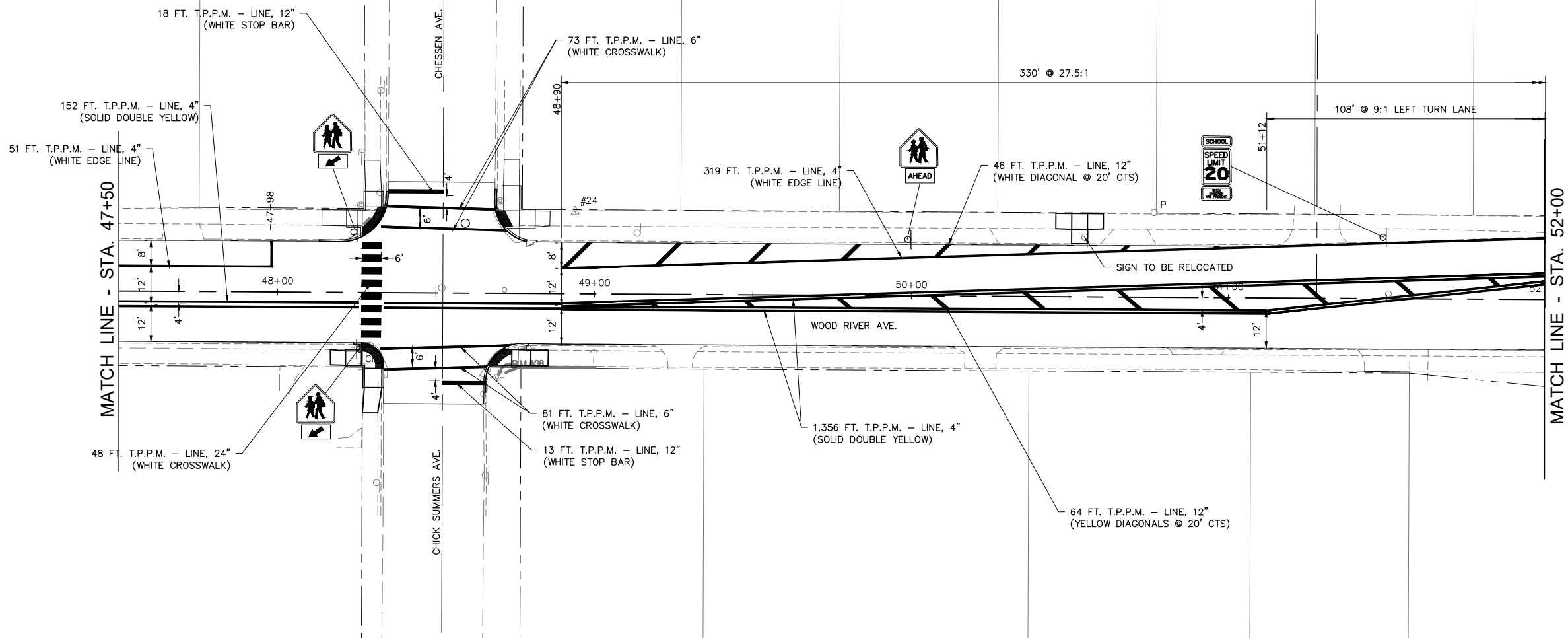


NO.	DESCRIPTION

SMS ENGINEERS
 Sheppard, Morgan & Schwab, Inc.
 CONSULTING ENGINEERS AND LAND SURVEYORS
 215 Market Street, P.O. Box E, Alton, IL 62002 618462-9755 E-mail: mail@smsengineers.com
 DESIGN FIRM # 184-000992

CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PAVEMENT MARKING AND SIGNING PLAN

CONTRACT NO. 97840	
REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	
SCALE: 1" = 20'	
SHEET 43 OF 52	



REVISIONS

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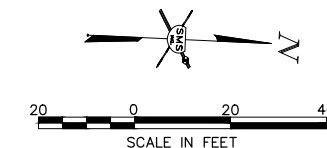
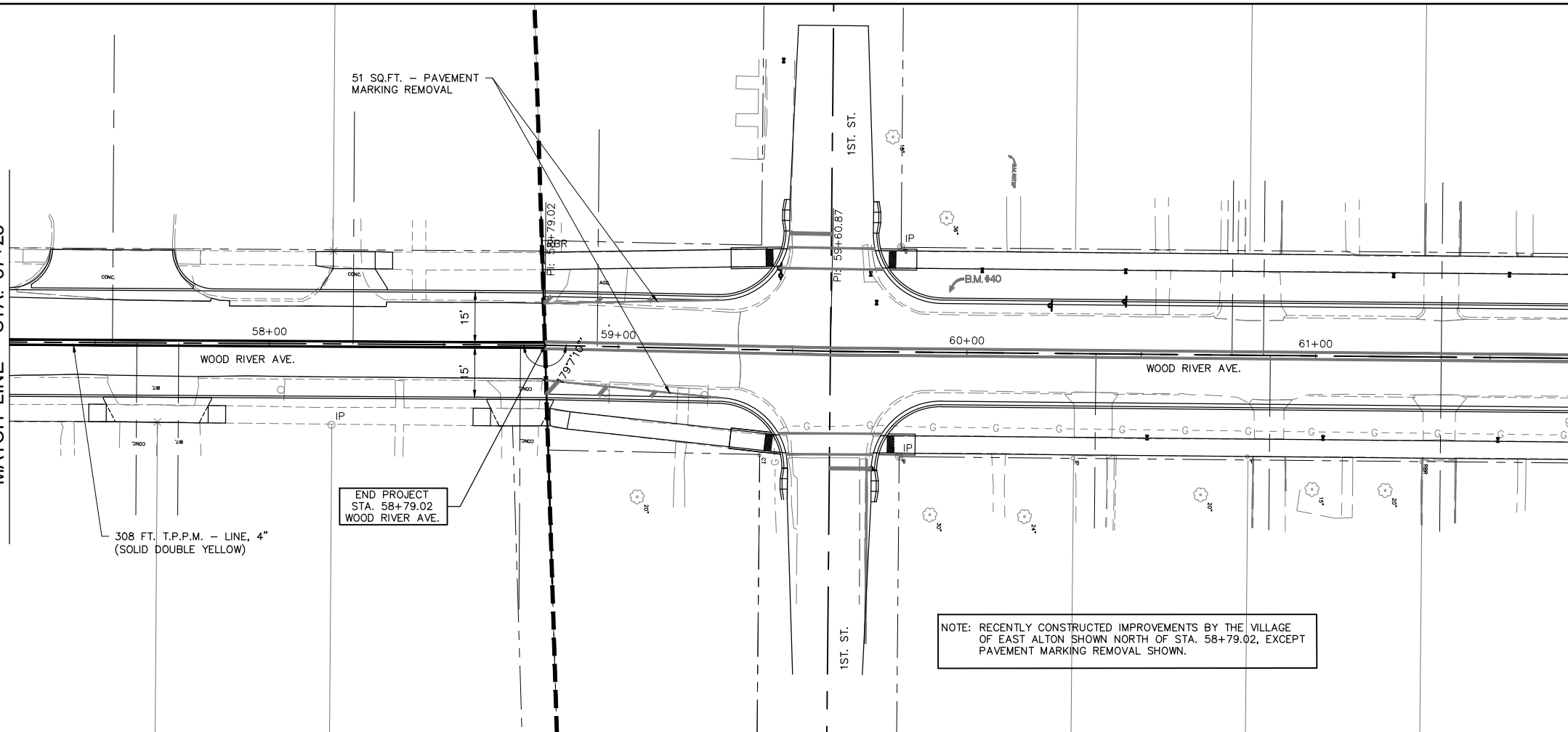
CONTRACT NO. 97840

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DSN. BY: DEG	
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CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1" = 20'

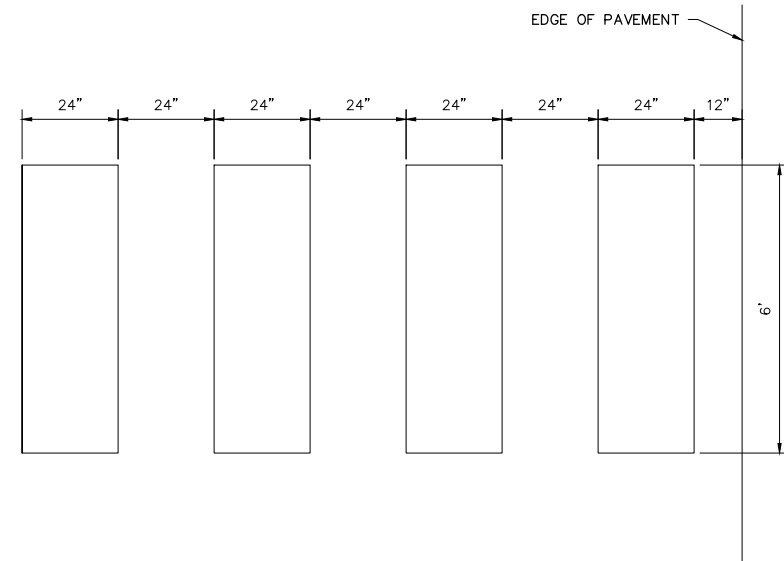
SHEET 44 OF 52

MATCH LINE - STA. 57+25



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TYPICAL CROSSWALK BARS DETAIL
 NO SCALE

CITY OF WOOD RIVER, ILLINOIS
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 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 PAVEMENT MARKING AND SIGNING PLAN

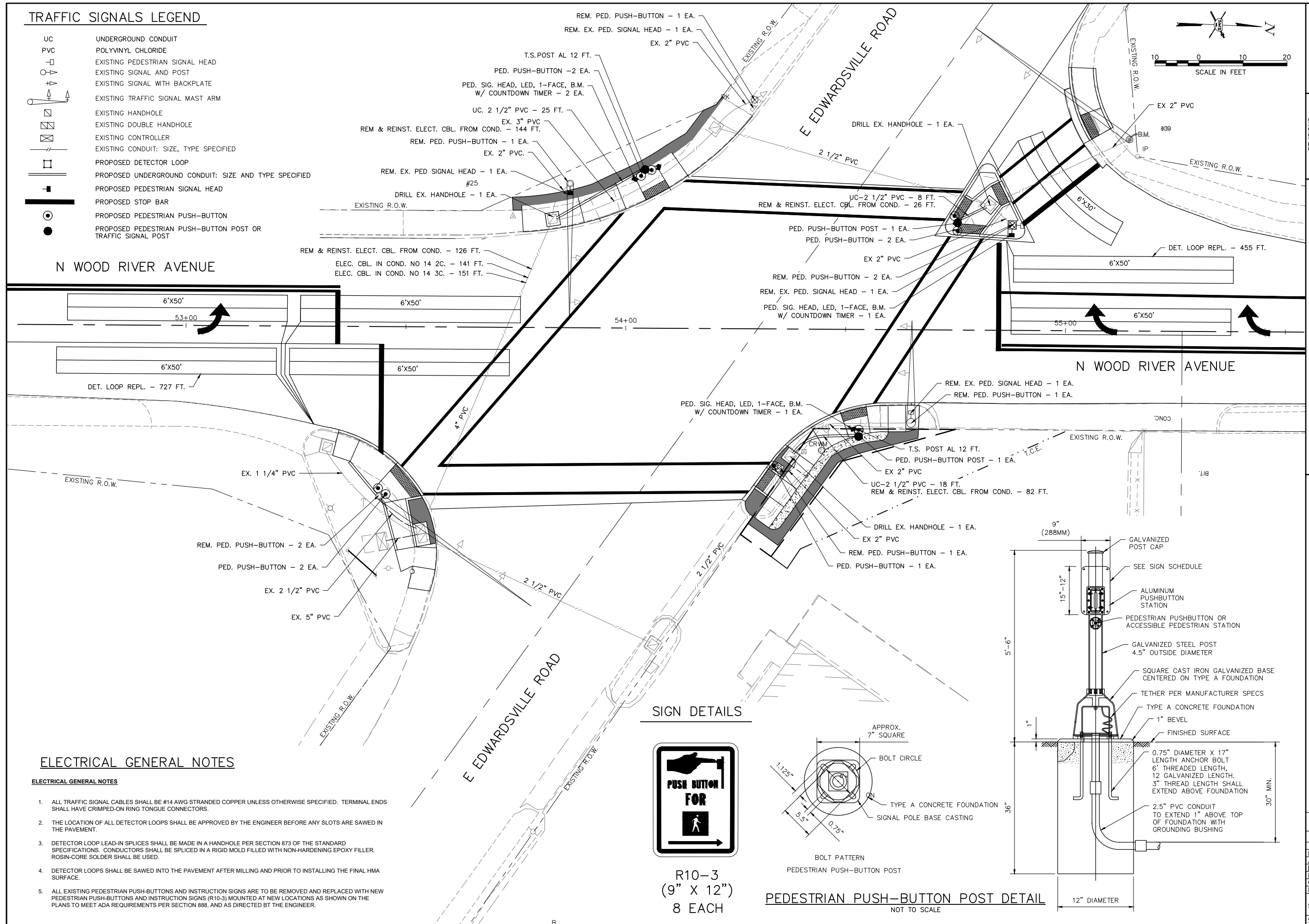
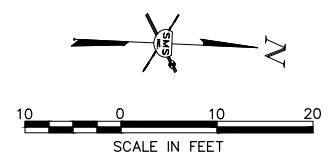
CONTRACT NO.
 97840

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JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1" = 20'
 SHEET 45 OF 52

TRAFFIC SIGNALS LEGEND

- UC UNDERGROUND CONDUIT
- PVC POLYVINYL CHLORIDE
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING SIGNAL AND POST
- EXISTING SIGNAL WITH BACKPLATE
- EXISTING TRAFFIC SIGNAL MAST ARM
- EXISTING HANDHOLE
- EXISTING DOUBLE HANDHOLE
- EXISTING CONTROLLER
- EXISTING CONDUIT: SIZE, TYPE SPECIFIED
- PROPOSED DETECTOR LOOP
- PROPOSED UNDERGROUND CONDUIT: SIZE AND TYPE SPECIFIED
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED STOP BAR
- PROPOSED PEDESTRIAN PUSH-BUTTON
- PROPOSED PEDESTRIAN PUSH-BUTTON POST OR TRAFFIC SIGNAL POST



N WOOD RIVER AVENUE

N WOOD RIVER AVENUE

E EDWARDSVILLE ROAD

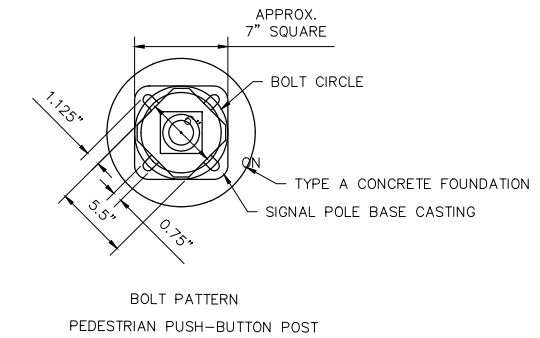
ELECTRICAL GENERAL NOTES

- ELECTRICAL GENERAL NOTES**
1. ALL TRAFFIC SIGNAL CABLES SHALL BE #14 AWG STRANDED COPPER UNLESS OTHERWISE SPECIFIED. TERMINAL ENDS SHALL HAVE CRIMPED-ON RING TONGUE CONNECTORS.
 2. THE LOCATION OF ALL DETECTOR LOOPS SHALL BE APPROVED BY THE ENGINEER BEFORE ANY SLOTS ARE SAWED IN THE PAVEMENT.
 3. DETECTOR LOOP LEAD-IN SPLICES SHALL BE MADE IN A HANDHOLE PER SECTION 873 OF THE STANDARD SPECIFICATIONS. CONDUCTORS SHALL BE SPLICED IN A RIGID MOLD FILLED WITH NON-HARDENING EPOXY FILLER. ROSIN-CORE SOLDER SHALL BE USED.
 4. DETECTOR LOOPS SHALL BE SAWED INTO THE PAVEMENT AFTER MILLING AND PRIOR TO INSTALLING THE FINAL HMA SURFACE.
 5. ALL EXISTING PEDESTRIAN PUSH-BUTTONS AND INSTRUCTION SIGNS ARE TO BE REMOVED AND REPLACED WITH NEW PEDESTRIAN PUSH-BUTTONS AND INSTRUCTION SIGNS (R10-3) MOUNTED AT NEW LOCATIONS AS SHOWN ON THE PLANS TO MEET ADA REQUIREMENTS PER SECTION 888, AND AS DIRECTED BY THE ENGINEER.

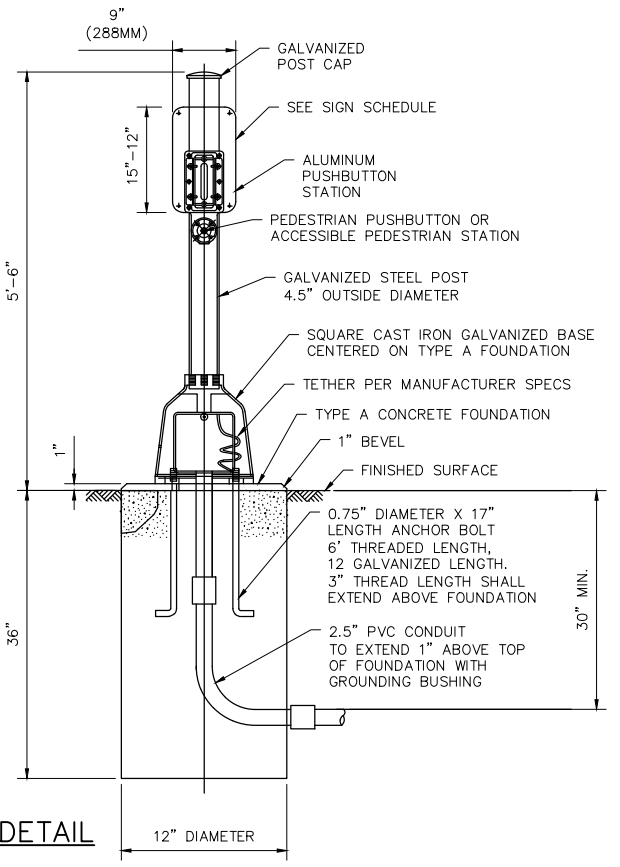
SIGN DETAILS



R10-3
(9" X 12")
8 EACH



PEDESTRIAN PUSH-BUTTON POST DETAIL
NOT TO SCALE



REVISIONS

SMS Sheppard, Morgan & Schwaab, Inc.
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ENGINEERS

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DESIGN FIRM # 184-000992

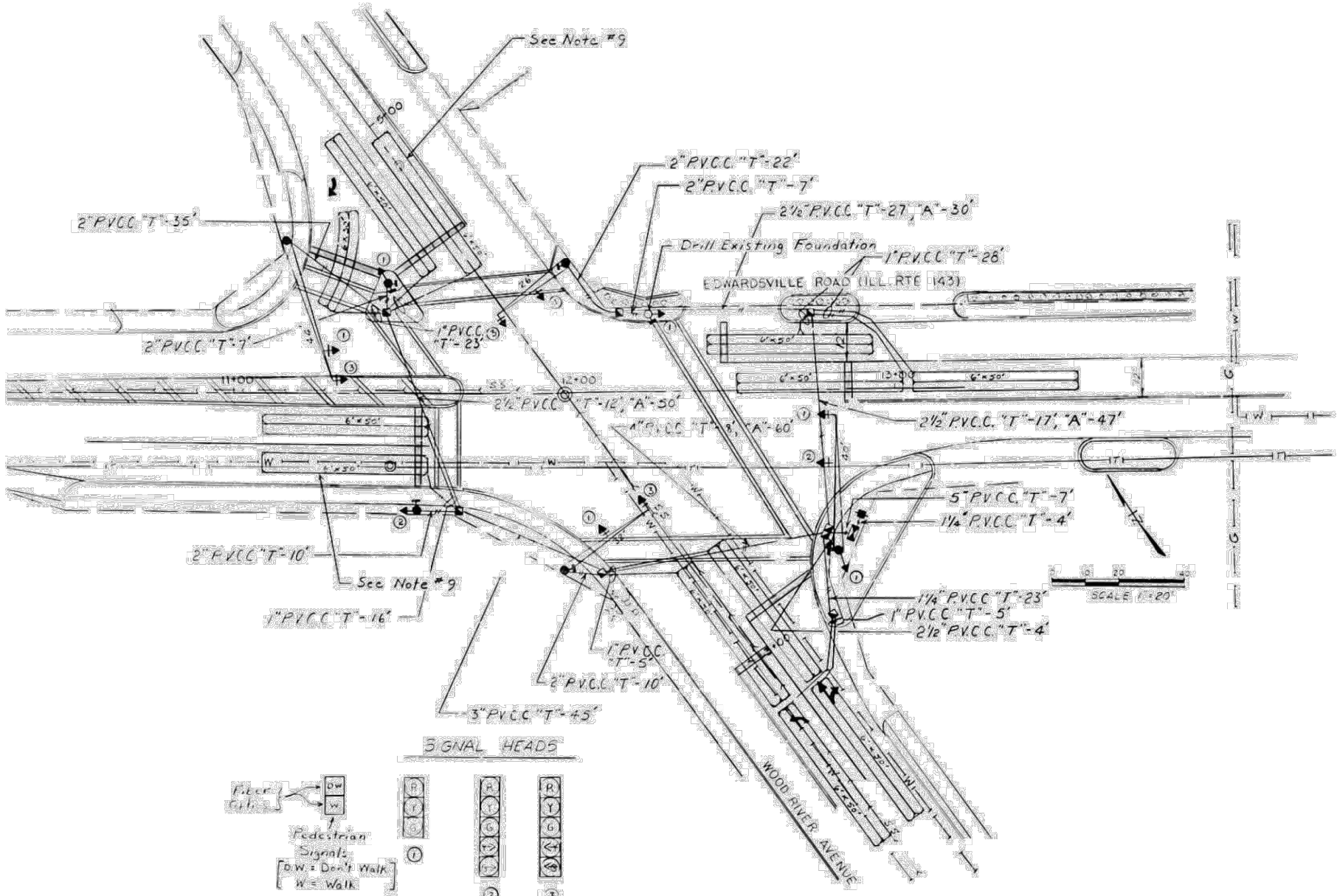
CITY OF WOOD RIVER, ILLINOIS
SECTION 17-00048-00-RS
SECTION 18-00048-01-RS
WOOD RIVER AVENUE
TRAFFIC SIGNAL PLAN

CONTRACT NO.
97840

REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

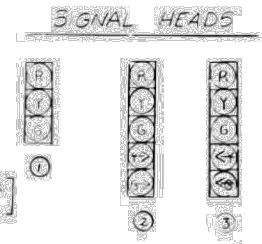
SCALE: 1" = 20'
SHEET 46 OF 52

FAD	SECTION	COUNTY	TOTAL	SHEET
ROUTE NO.			AREAS	NO.
8997	A	ILLINOIS	16	8

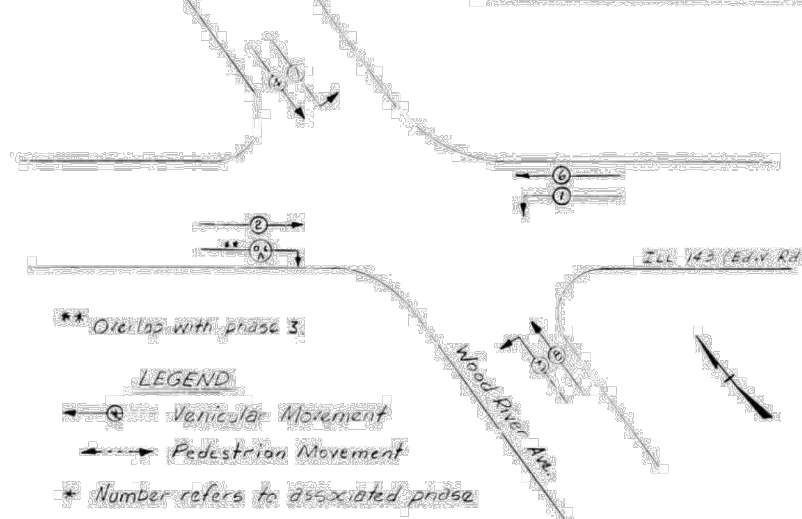


- LEGEND**
- Proposed Signal Head, Bracket Mounted on T.S. Post on Most Arm Support Pole
 - Proposed Signal Head with Backplate, Most Arm Mounted
 - Proposed Pedestrian Signal
 - Proposed Pedestrian Pushbutton
 - Proposed Handhole
 - Proposed Double Handhole
 - Proposed Service Installation
 - Proposed Traffic Signal Controller
 - Proposed Detector Loop, Quadrupole Type
 - Proposed Cable Run in Conduit - T in Trench, A Augered
 - Polyvinyl Chloride Conduit
 - Existing Sanitary Sewer
 - Existing Telephone Line
 - Existing Water Line
 - Existing Concrete Foundation, Type A
 - Existing Manhole
 - Existing Electric Light

- NOTES**
1. Pedestrian and vehicle signal heads shall have all 12" sections. Mounting hardware shall be unpainted aluminum.
 2. Backplates shall be ABS plastic.
 3. Signal posts and bases and Type IV Controller Cabinet shall be unpainted aluminum.
 4. The locations of most arm supports shall be approved by the Engineer before the foundations are constructed.
 5. The locations of all detector loops shall be approved by the Engineer before any slots are sawed in the pavement.
 6. All traffic signal cable shall be #14 AWG, stranded copper unless otherwise indicated. Terminal ends shall have crimped-on full tongue connectors.
 7. All utilities shall be located in the field prior to any attempt to construct any component of this Traffic Signal System.
 8. The Contractor shall fabricate, deliver, and install two street name signs at the specified locations. The signs shall conform to Standards 2380 and 2319. The size and message shall be as shown in Detail A of the Traffic Signal Plan. Materials shall conform to Section T601.01 of the Standard Specifications for Traffic Control Items. See Note #11 for additional information.
 9. Detector Loops for EB right (O.L.A.) and SB left (Movement #7) shall be Single Loop (Slot Plan) and wired for Long Loop (Wiring Diagram) per Standard 2394. All other Detector Loops shall be Quadrupole Loops per Standard 2394.
 10. See Detail B of the Traffic Signal Plan for Layout of Pedestrian Signal Pushbuttons.
 11. Install one street name sign on Most Arm Support Pole in NW quadrant. It shall be visible to WB traffic on Ill. Route 143. Also, install an identical sign on the Most Arm Support Pole in the SE quadrant. It shall be visible to EB traffic on Ill. Route 143.
 12. Pier depths for most arm support foundations shall be:
 - NE quadrant = 10'
 - NW " = 12.5'
 - SW " = 10'
 - SE " = 11'



PHASE DESIGNATION DIAGRAM



PROPOSED CONTROLLER OPERATION

Full Actuated Controller, 8 Phases, Special Sequence

	1	2	3	4	5	6	7	8
VEH. MOV.					NOT USED			
PEDEST. MOV.	16	16	7 or 8	7 or 8	USED	1 or 2	3 or 4	3 or 4

1. A yellow arrow shall be used with a yellow arrow.

2. Pedestrian Signals shall be pushbutton actuated. Pedestrian Phase shall be terminated with a flashing "Don't Walk".

3. In flash mode, all vehicle faces shall flash Red and pedestrian faces shall be dark.

FOR INFORMATION ONLY

TRAFFIC SIGNAL PLAN
(Sheet 2 of 3)
Proposed Traffic Signal System

REVISIONS

NO.	DESCRIPTION

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DESIGN FIRM # 184-000992

CITY OF WOOD RIVER, ILLINOIS
SECTION 17-00048-00-RS
SECTION 18-00048-01-RS
WOOD RIVER AVENUE
EXISTING TRAFFIC SIGNAL PLANS

CONTRACT NO. 97840

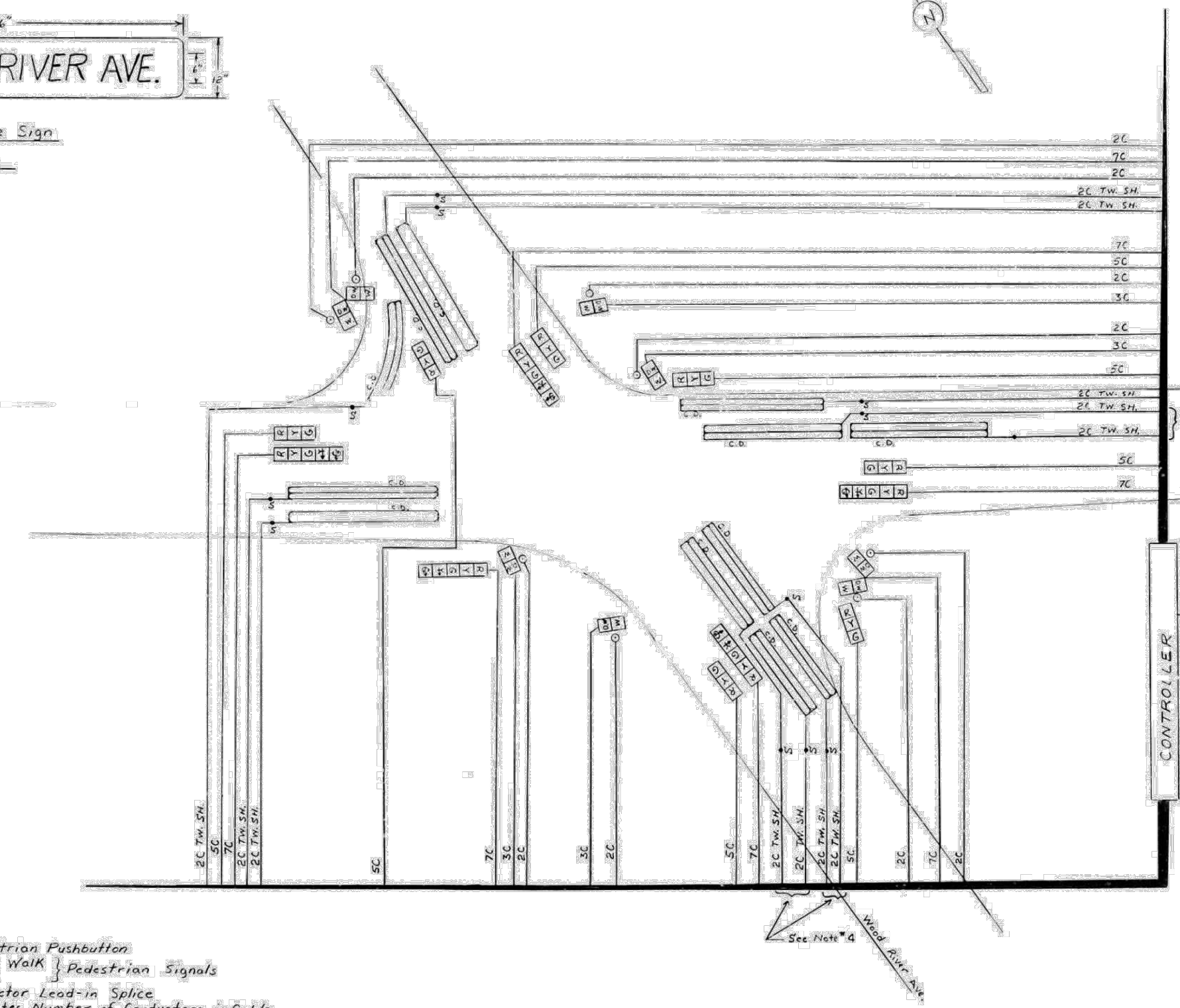
REF. BK.	PG.
JOB NO.	489470.1
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	MAY, 2024

SCALE: 1" = 20'
SHEET 47 OF 52

FAV ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B9PO	4	Madison	18	9

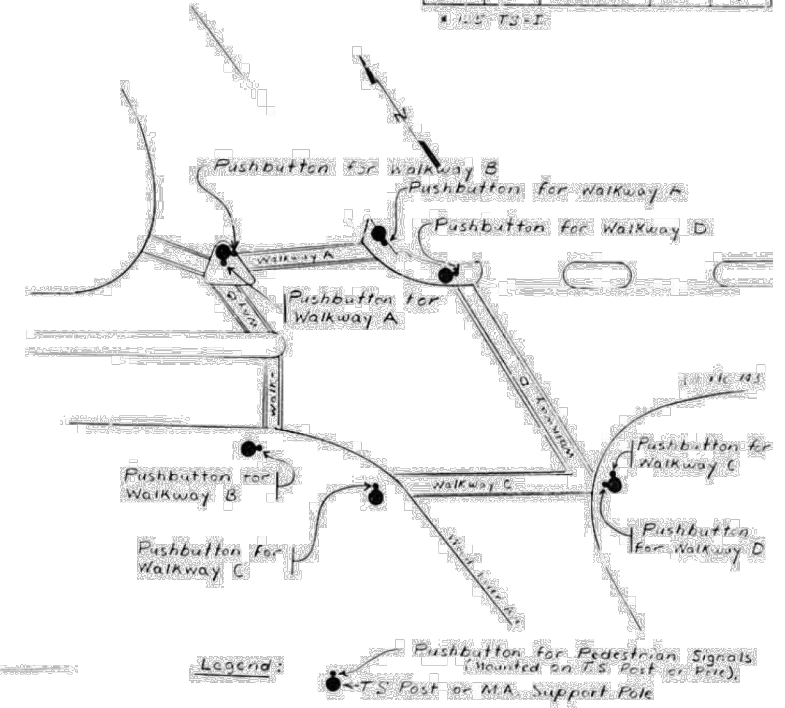
66' **WOOD RIVER AVE.**

Project Name Sign
DETAIL A



CABLE DIAGRAM

LEGEND
 P Pedestrian Pushbutton
 D.W. - Don't Walk } Pedestrian Signals
 W. = Walk
 S = Detector Lead-in Splice
 2C = Denotes Number of Conductors in Cable
 TW SH = Twisted & Shielded Cable
 C.D. = Call Delay



Legend:
 Pushbutton for Pedestrian Signals (Mounted on T.S. Post or Pole)
 T.S. Post or M.A. Support Pole
Pedestrian Pushbutton Locations
DETAIL B

NOTES

1. Detector Loop Lead-in Splice shall be made in a handhole and shall be Type II per Section 421 of the Standard Specs. for Traffic Control Items.
2. Call Delay shall not function when related phase is in the green mode.
3. All cable shall be #14 AWG, Stranded Copper unless otherwise indicated.
4. Connect these two Cables to the same amplifier input terminal in the Controller Cabinet.

TRAFFIC SIGNAL PLAN
 (Sheet 3 of 3)
 Cable Diagram & Traffic Signal Details

FOR INFORMATION ONLY

REVISIONS

NO.	DESCRIPTION

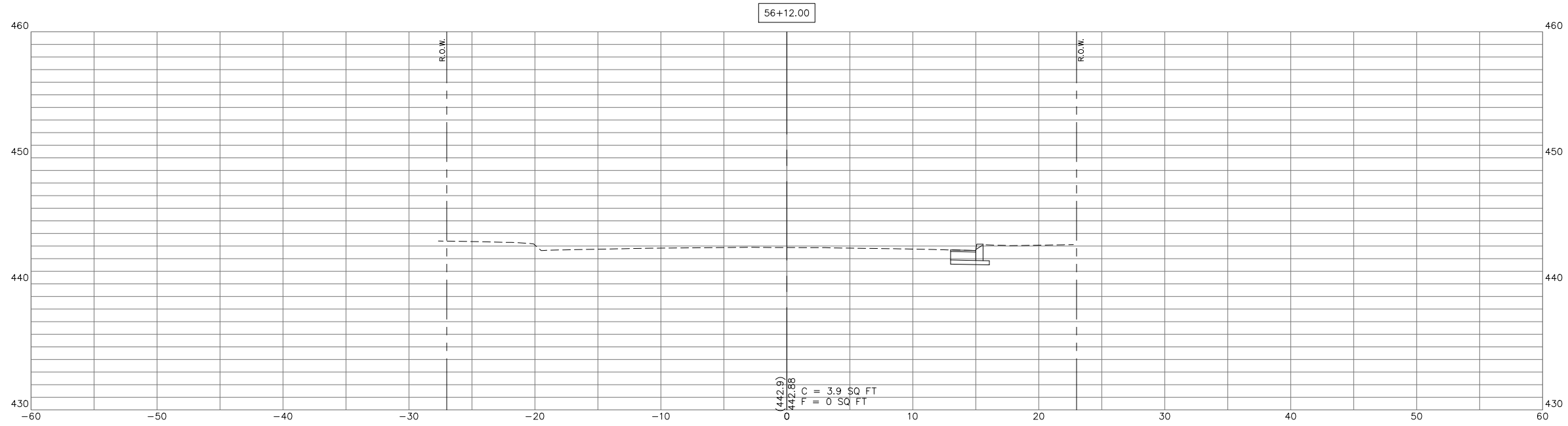
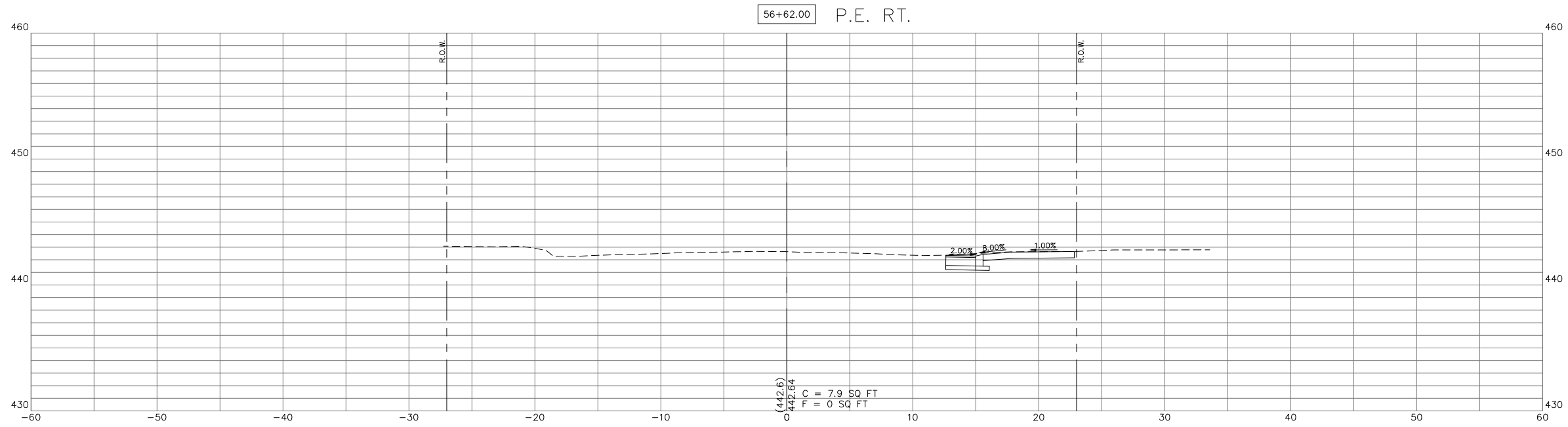
SMS ENGINEERS
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CITY OF WOOD RIVER, ILLINOIS
 SECTION 17-00048-00-RS
 SECTION 18-00048-01-RS
 WOOD RIVER AVENUE
 EXISTING TRAFFIC SIGNAL PLANS

CONTRACT NO. 97840

REF. BK.	PG.
JOB NO. 489470.1	
DSN. BY: DEG	
DWN. BY: CDP	
CHK. BY: DEG	
DATE: MAY, 2024	

SCALE: 1" = 20'
 SHEET 48 OF 52



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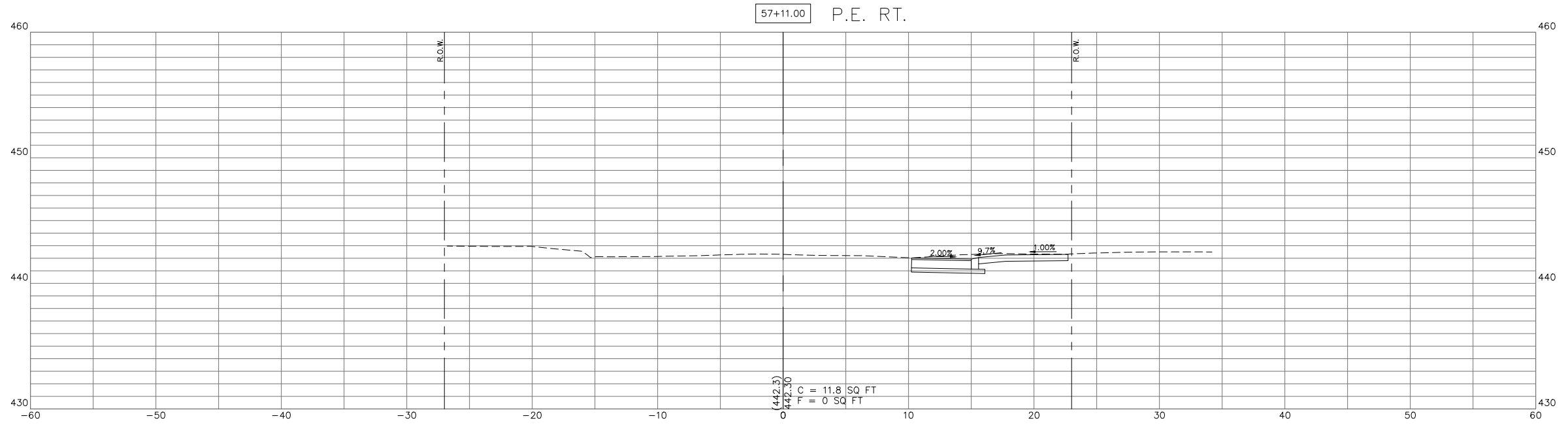
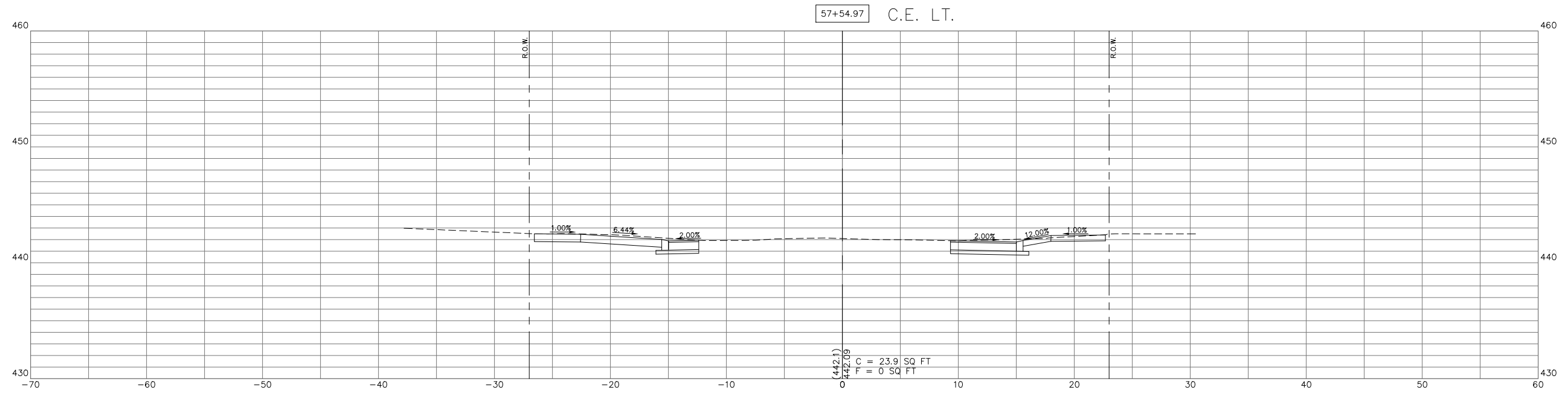
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 SECTION 17-00048-00-RS
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 WOOD RIVER AVENUE
 CROSS SECTIONS

CONTRACT NO.
 97840

REF. BK. PG.
 JOB NO. 489470.1
 DSN. BY: DEG
 DWN. BY: CDP
 CHK. BY: DEG
 DATE: MAY, 2024

SCALE:
 SHEET 49 OF 52



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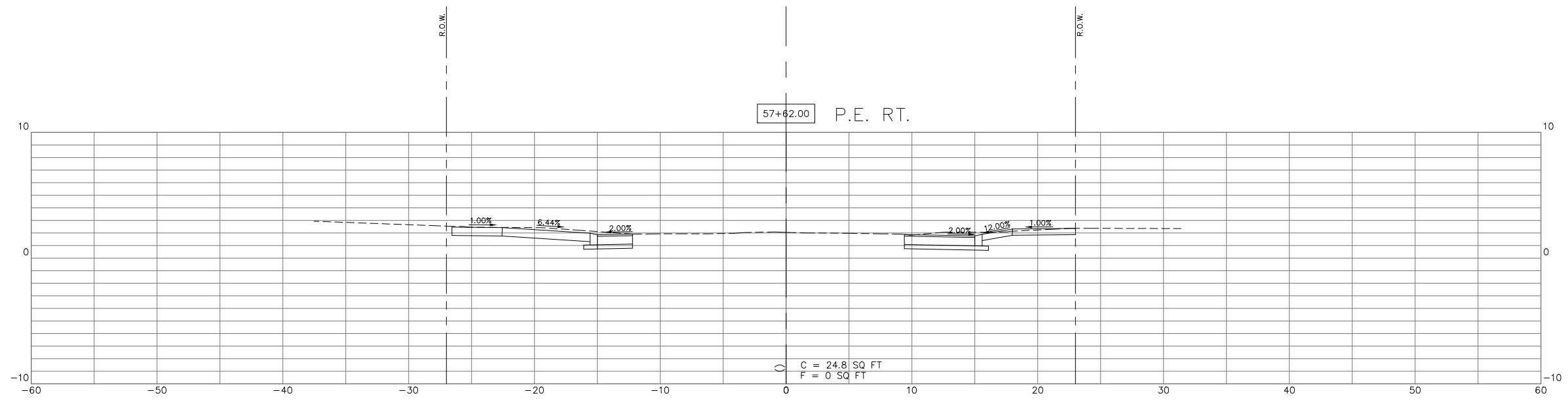
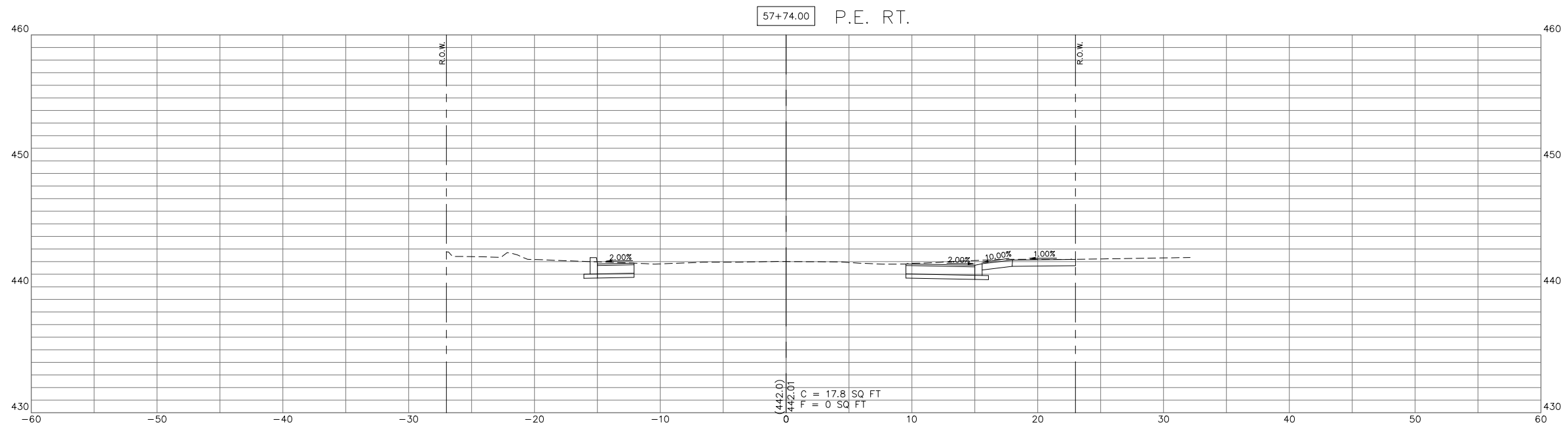
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SCALE:
 SHEET 50 OF 52



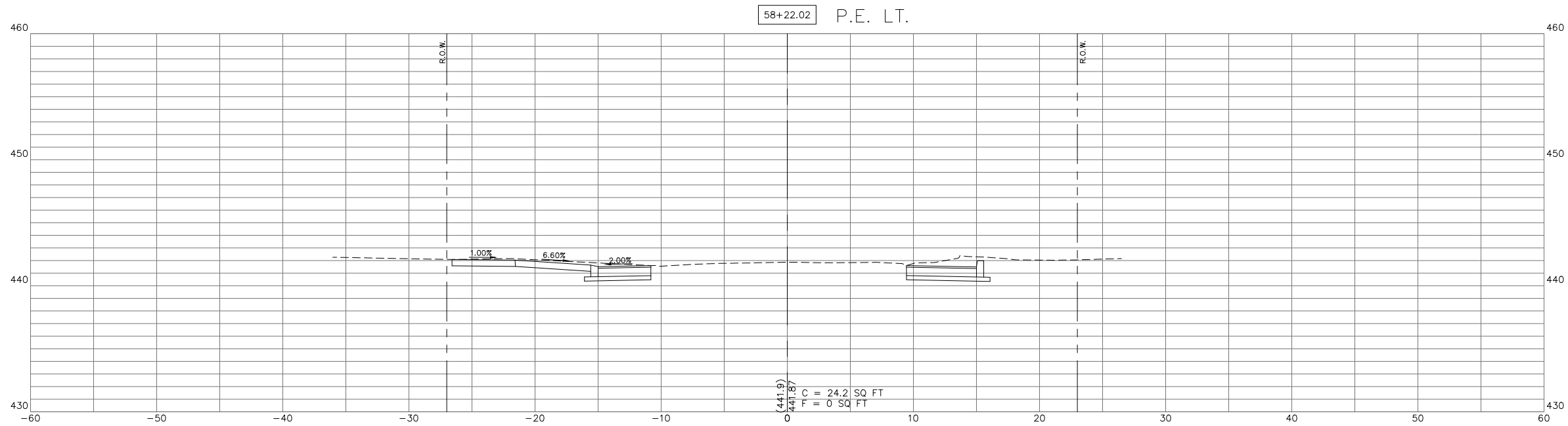
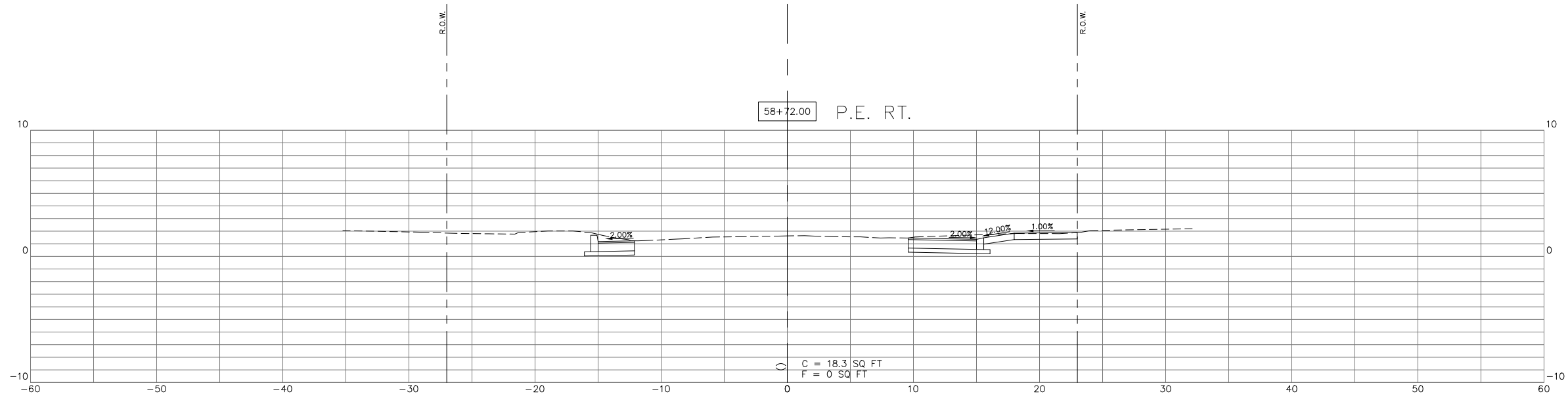
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CROSS SECTIONS

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 SHEET 52 OF 52