

SIGNING SCHEDULE					
LOCATION STATION	REMARKS	RELOCATE SIGN PANEL AND POST (EACH)	SIGN PANEL TYPE 1 (SQ. M.)	SIGN PANEL TYPE 1 (SPECIAL) (EACH)	TELESCOPING STEEL SIGN SUPPORT (METER)
2+614 LT.	REPLACE EXISTING W2-1 CROSS ROAD SIGN AND POST	1			
4+071 RT.	NEW W2-2 SIDE ROAD SIGN (750mm x 750mm)		0.6		5.0
4+213.4 LT.	NEW R1-1 "STOP" SIGN (750mm x 750mm)		0.5		4.6
4+371 LT.	NEW W2-2 SIDE ROAD SIGN (750mm x 750mm)		0.6		5.0
4+221.4 RT.	REPLACE EXISTING STREET NAME SIGN AND POST	1			
5+841.3 LT.	NEW R1-1 "STOP" SIGN (750mm x 750mm)		0.5		4.6
5+692 RT.	NEW W2-2 SIDE ROAD SIGN (750mm x 750mm)		0.6		5.0
5+849.1 RT.	NEW R1-1 "STOP" SIGN (750mm x 750mm)		0.5		4.6
5+850 RT.	REPLACE EXISTING STREET NAME SIGN AND POST	1			
5+992 LT.	NEW W2-2 SIDE ROAD SIGN (750mm x 750mm)		0.6		5.0
6+900 RT.	NEW R2-5C "SPEED ZONE AHEAD" SIGN (600mm x 750mm)		0.5		4.6
7+000 LT.	NEW R12-1 "WEIGHT LIMIT 12 TONS" SIGN (600mm x 750mm)		0.5		4.6
7+047.89 RT.	NEW R2-1 "SPEED LIMIT 30" SIGN (450mm x 600mm) AND NEW "SHIPMAN CITY LIMIT" SIGN (600mm x 300mm)		0.5		4.8
7+253.3 RT.	NEW SS-1A "SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT" (600mm x 1200mm)		0.7		5.1
7+300 LT.	NEW R2-1 "SPEED LIMIT 30" SIGN (450mm x 600mm)		0.3		4.5
7+312 RT.	NEW R8-3 "NO PARKING" SIGN (450mm x 600mm)		0.3		4.5
7+354.9 RT.	NEW R1-1 "STOP" SIGN (750mm x 750mm)		0.5		4.6
7+355.5 RT.	NEW D3 "DORA RENO WHITE" STREET NAME SIGN (750mm x 150mm) AND D3 "SHIPMAN CUTOFF RD." STREET NAME SIGN (750mm x 150mm)			0.2	4.5
7+363 LT.	NEW R1-1 "STOP" SIGN (750mm x 750mm)		0.5		4.6
7+362.4 LT.	NEW D3 "WALNUT ST." STREET NAME SIGN (600mm x 150mm) AND D3 "SHIPMAN CUTOFF RD." STREET NAME SIGN (750mm x 150mm)			0.2	4.5
7+395 RT.	NEW R8-3 "NO PARKING" SIGN (450mm x 600mm)		0.3		4.5
7+415 LT.	NEW SS-1A "SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT" (600mm x 1200mm)		0.7		5.1
7+444 RT.	NEW R1-1 "STOP" SIGN (750mm x 750mm)		0.5		4.6
7+450.6 RT.	NEW R1-1 "STOP" SIGN (750mm x 750mm)		0.5		4.6
7+462.5 C/L	NEW D3 "E RAILROAD ST." STREET NAME SIGN (750mm x 150mm) AND D3 "SHIPMAN CUTOFF RD." STREET NAME SIGN (750mm x 150mm)			0.2	4.5
TOTALS		3	9.7	0.6	103.4

NOTE: QUANTITY OF SIGN SUPPORT SHOWN ABOVE ALLOWS 2.1m CLEARANCE FROM THE GROUND TO THE BOTTOM OF THE SIGN PANEL AND 2.4m CLEARANCE FOR STREET NAME SIGNS.

TREE REMOVAL SCHEDULE			
LOCATION STATION	TREE REMOVAL (6 TO 15 UNITS DIA.) (unit)	TREE REMOVAL (OVER 15 UNITS DIA.) (unit)	APPROXIMATE TOTAL NUMBER OF TREES
2+500 TO 2+825 LT.	227	0	31
2+500 TO 2+825 RT.	329	250	51
2+825 TO 3+150 LT.	102	24	14
3+800 TO 4+125 LT.	104	0	16
5+750 TO 6+075 LT.	0	24	1
6+400 TO 6+725 RT.	0	38	2
6+725 TO 7+050 RT.	31	0	4
TOTALS	793	336	119

MAILBOX TURNOUT SCHEDULE	
LOCATION STATION	AGGREGATE SURFACE COURSE, TYPE A (150mm THICK) (m ton)
2+674.013 LT.	4.0
3+015.996 LT.	8.3
3+659.126 LT.	4.0
3+836.517 LT.	8.3
6+753 LT.	8.3
TOTALS	32.9

CULVERT REMOVAL SCHEDULE		
LOCATION STATION	REMOVE EXISTING CULVERTS (each)	PIPE CULVERT REMOVAL (meter)
2+657 C/L		14.5
2+859.5		14.5
2+877.363 LT.	1	
2+744.419 RT.	1	
3+015.996 RT.	1	
3+285.134 LT.	1	
3+439.668 LT.	1	
3+448.983 C/L	1	
3+748.601 RT.	1	
3+836.517 RT.	1	
3+872.484 C/L		15.8
3+874.312 C/L		15.8
3+891.686 LT.	1	
4+005.681 RT.	1	
4+223 C/L	1	
4+425.696 RT.	1	
5+031.333 RT.	1	
5+032.552 LT.	1	
5+829.604 C/L	1	
5+830.519 C/L	1	
5+841.507 RT.	2	
5+847.283 C/L	1	
6+245.352 RT.	1	
6+333.439 LT.	1	
6+598.92 RT.	1	
6+808 C/L		31
6+821.78 RT.	1	
6+643.420 RT.	1	
6+740.347 RT.	1	
6+768.388 RT.	1	
7+349.389 RT.	1	
7+369.54 LT.	1	
WALNUT ST.		
0+085 C/L	1	
TOTAL	29	91.6

GUARD RAIL SCHEDULE				
LOCATION STATION	STEEL PLATE BEAM GUARD RAIL, TYPE A (meter)	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) (each)	TRAFFIC BARRIER TERMINAL TYPE 2 (each)	REMARKS
2+594 TO 2+609.24 RT.				
2+609.24 TO 2+708.30 RT.	99.06			
2+708.30 TO 2+723.54 RT.		1		
2+596.46 TO 2+611.70 LT.		1		
2+611.70 TO 2+710.76 LT.	91.44		2	TURN GUARD RAIL INTO BOTH SIDES OF ENTRANCE W/ SHOP CURVE 5m RAD.
2+710.76 TO 2+726 LT.		1		
TOTALS	190.50	4	2	

NOTE: PLACE FACE OF GUARDRAIL AT 5.4m FROM CENTERLINE

EARTHWORK SCHEDULE				
LOCATION STATION	EARTH EXCAVATION (CU. M.) (CUIT)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE* (CU. M.)	EMBANKMENT (CU. M.) (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU. M.)
STA. 2+512 TO STA. 4+206.240	11,965	8,974	10,412	-1,438
STA. 4+206.240 TO STA. 5+841.507	9,579	7,184	7,055	+129
STA. 5+841.507 TO STA. 7+193.280	13,938	10,452	1,973	+8,479
STA. 7+193.280 TO STA. 7+452.208	1,895	1,421	94	+1,327
SIDE ROADS	923	692	18	+674
STORM SEWER OUTLET DITCH	9	7	0	+7
IL. ROUTE 16	129	97	1	+96
TOTALS	38,436	28,827	19,553	+9,274

*SHRINKAGE FACTOR = 25%

ACTUAL WASTE w/o SHRINKAGE = 12,365

RIGHT-OF-WAY MARKERS SCHEDULE			
LOCATION STATION	OFFSET DISTANCE (m)	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS (METHOD A) (each)	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS (METHOD B) (each)
2+636.571	23 LT.	1	
2+655	23 LT.	1	
2+655	20 LT.	1	
2+730	20 LT.	1	
2+800	13 RT.	1	
2+830	15 LT.	1	
2+830	17 RT.	1	
2+900	17 RT.	1	
2+950	13 RT.	1	
2+950	15 LT.	1	
3+000	13 LT.	1	
3+140	13 LT.	1	
3+140	13 RT.	1	
3+287.937	13 LT.	1	
3+290.721	13 RT.	1	
3+443	13 LT.	1	
3+443	13 RT.	1	
3+480	22 LT.	1	
3+485	13 LT.	1	
3+600	13 LT.	1	
3+600	13 RT.	1	
3+756.338	13 LT.	1	
3+756.344	17 LT.	1	
3+765	13 RT.	1	
3+810	20 RT.	1	
3+830	17 LT.	1	
3+855	25 LT.	1	
3+880	20 RT.	1	
3+905	15 RT.	1	
3+985	15 RT.	1	
3+980	25 LT.	1	
4+000	13 RT.	1	
4+050	18 LT.	1	
4+100	13 RT.	1	
4+210	18 LT.	1	
4+215.175	50 LT.	1	
4+221.408	13 RT.	1	
4+227.483	50 LT.	1	
4+235	14 LT.	1	
4+300	13 RT.	1	
4+350	14 LT.	1	
4+400	14 RT.	1	
4+450	14 LT.	1	
4+500	13 RT.	1	
4+510	13 LT.	1	
4+600	13 LT.	1	
4+600	13 RT.	1	
4+750	13 LT.	1	
4+750	13 RT.	1	
4+900	13 LT.	1	
4+900	13 RT.	1	
5+020	13 LT.	1	
5+020	13 RT.	1	
5+040	13 LT.	1	
5+040	13 RT.	1	
5+200	13 LT.	1	
5+200	13 RT.	1	
5+360	13 LT.	1	
5+360	13 RT.	1	
5+488.535	14 LT.	1	
5+488.549	13 LT.	1	
5+520	13 RT.	1	
5+660	14 LT.	1	
5+660	13 RT.	1	
5+800	14 LT.	1	
5+800	13 RT.	1	
5+825	22 RT.	1	
5+825	22 LT.	1	
5+834.838	40 LT.	1	
5+835.743	45 RT.	1	
5+847.017	40 LT.	1	
5+847.951	45 RT.	1	
5+853	13 LT.	1	
5+850	13 RT.	1	
6+000	13 LT.	1	
6+000	13 RT.	1	
6+100	13 LT.	1	
6+130	13 RT.	1	
6+130	14 LT.	1	
6+155	14 RT.	1	
6+200	13 RT.	1	
6+200	13 LT.	1	
6+350	14 LT.	1	
6+350	13 RT.	1	
6+430	13 RT.	1	
6+450	14 RT.	1	
6+525	14 RT.	1	
6+550	13 RT.	1	
6+550	14 LT.	1	
6+590	13 RT.	1	
6+584	18 RT.	1	
6+605	20 RT.	1	
6+613	18 LT.	1	
6+621	20 RT.	1	
6+630	13 RT.	1	
6+658.371	13 LT.	1	
6+780	13 RT.	1	
6+780	13 LT.	1	
6+890	13 RT.	1	
6+900	14 RT.	1	
6+900	13 LT.	1	
6+950	14 LT.	1	
6+980	13 LT.	1	
7+030	14 RT.	1	
7+040	13 RT.	1	
7+100	13 LT.	1	
7+100	13 RT.	1	
7+250	13 LT.	1	
7+250	10 LT.	1	
7+252.783	7 RT.	1	
7+252.840	13 RT.	1	
7+342	7 RT.	1	
7+357	7.620 RT.	1	
7+361.780	10 LT.	1	
7+379.572	7.62 LT.	1	
7+423	7.620 LT.	1	
7+430	7.620 RT.	1	
7+440	13.5 LT.	1	
7+444.356	18 LT.	1	
7+446.234	14.614 RT.	1	
7+447.862	22.027 RT.	1	
TOTAL		110	10

PROJECT
RS-735 (111)

REVISIONS

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SMS ENGINEERS

MACOUPIN COUNTY, ILLINOIS
SECTION 92-00068-01-FP
FAS ROUTE 735 (SHIPMAN ROAD)
MISCELLANEOUS SCHEDULES

DWG. NO.
SCHEDULES_DWG ACAD
CADD FILE
REF. BK. FAS RTE. 735
JOB NO. 455048
DSN. BY: DEG
DWN. BY: CAD
CHK. BY: DEG
DATE: OCTOBER, 2004
SCALE: NOT TO SCALE
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