STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A. 100	*	GRUNDY	52	1
F.H.W.A. REG. 5	ILLINOIS	PROJECT		

* (III CS) R-1 & TS-2

P93-044-69

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2370	DETECTOR INSTALLATIONS
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2378	CONCRETE FOUNDATIONS
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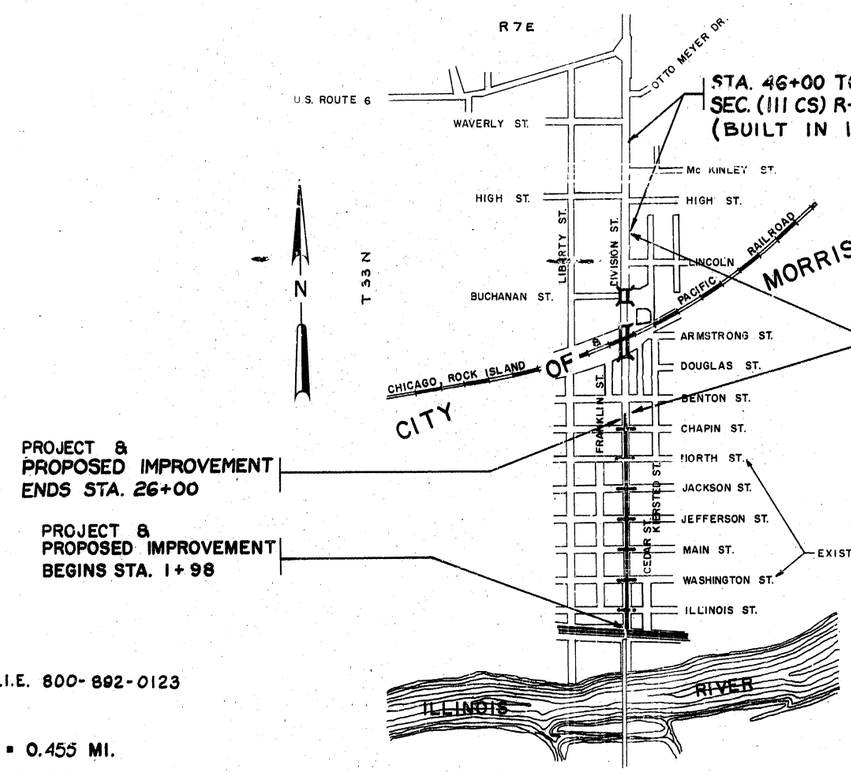
2391	TEMPORARY EROSION CONTROL

SCALES
- PLAN 1" = 20'
- PROFILE HOR. 1" = 20'
- PROFILE VERT. 1" = 5'
- CROSS-SECTIONS 1" = 5' HOR. 1" = 2' VERT.

*F.A. ROUTE 100 (SBI 47)
SEC (III CS) R -1 & TS-2
PROJECT F - 100 (36)
GRUNDY COUNTY
C93-058-81



STA. 46+00 TO STA. 56+50
SEC. (III CS) R-2 & TS-3
(BUILT IN 1980)

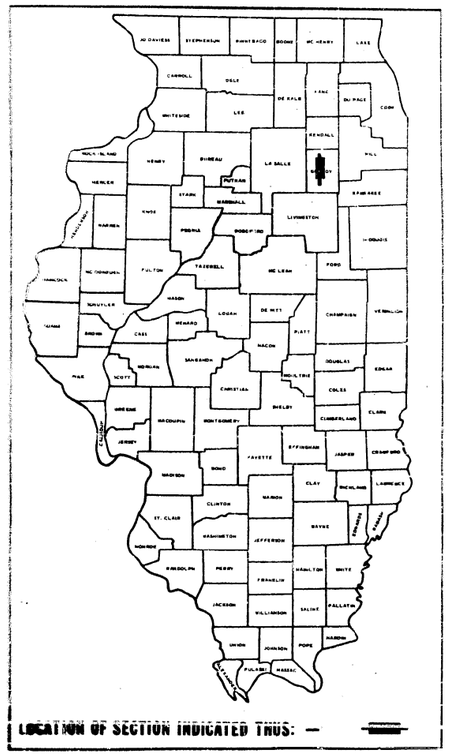
STA. 26+00 TO STA. 46+00 PROJECT SEC. III HVB
BUILT IN 1979

PROJECT & PROPOSED IMPROVEMENT ENDS STA. 26+00

PROJECT & PROPOSED IMPROVEMENT BEGINS STA. 1+98

EXISTING TRAFFIC SIGNALS

* ROUTE INDICATIONS OF FA 64 ON THE PLANS SHALL BE CONSTRUED TO MEAN FA 100



CITY SECTION	81-00054-00-TL
RTE 47	GROSS LENGTH = 2402 FT. = 0.455 MI.
SEC. III (R & TS)-1	NET LENGTH = 2402 FT. = 0.455 MI.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED _____ 19__
DISTRICT ENGINEER

EXAMINED Sept 22 1981
E. W. Wilson
ENGINEER OF PLANS AND CONTRACTS

PASSED Sept 22 1981
Thomas R. Bright
ENGINEER OF DESIGN

APPROVED Sept 22 1981
DIRECTOR, DIVISION OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ADMINISTRATOR DATE

UTILITY LOCATION INFORMATION: CALL J.U.L.I.E. 800-892-0123

NET LENGTH PROJECT F-100 (36) = 2402 FT. = 0.455 MI.

PLANS PREPARED BY
CHAMLIN AND ASSOCIATES, INC.
CONSULTING ENGINEERS
3017 FIFTH STREET PERU, ILLINOIS 61354

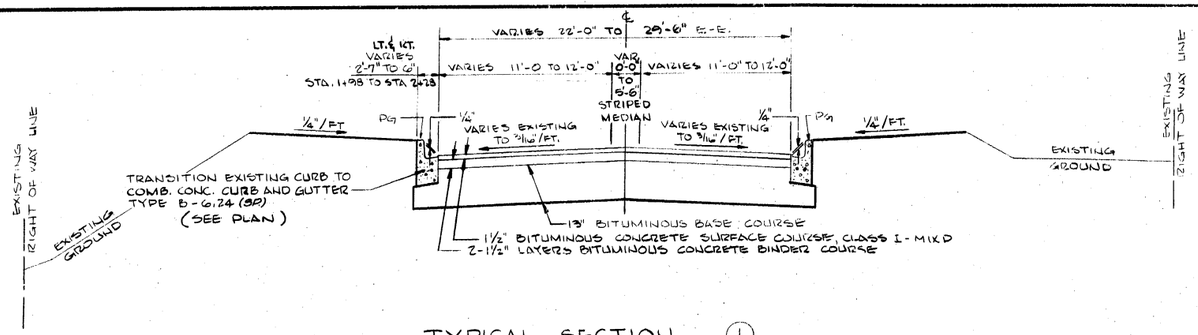
GRAPHIC SCALE 0 800 1600

CONTRACT NO. 30611

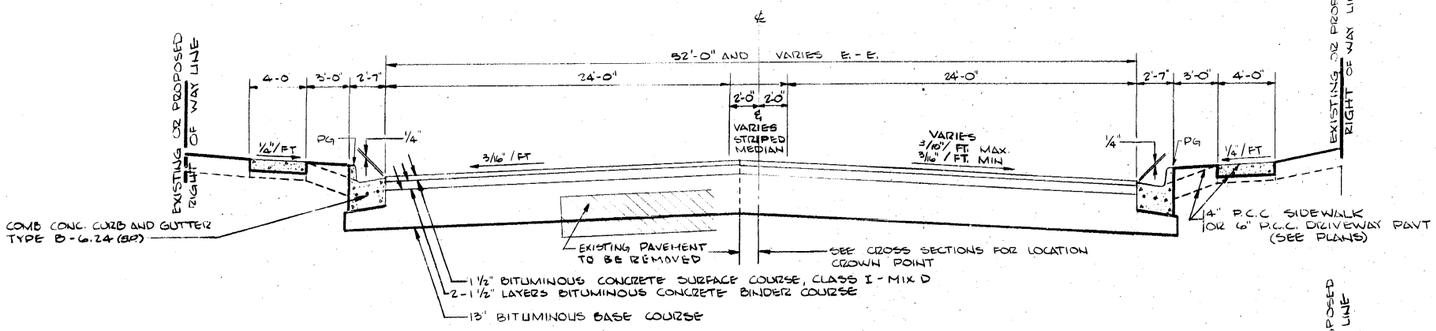
A. ELIAS GRUNDY COUNTY SECTION (III CS)R-1 & TS-2 F.A. ROUTE 100 (SBI 47)

FEDERAL AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 100	*	GRUNDY	52	2
		ILLINOIS	PROJECT	

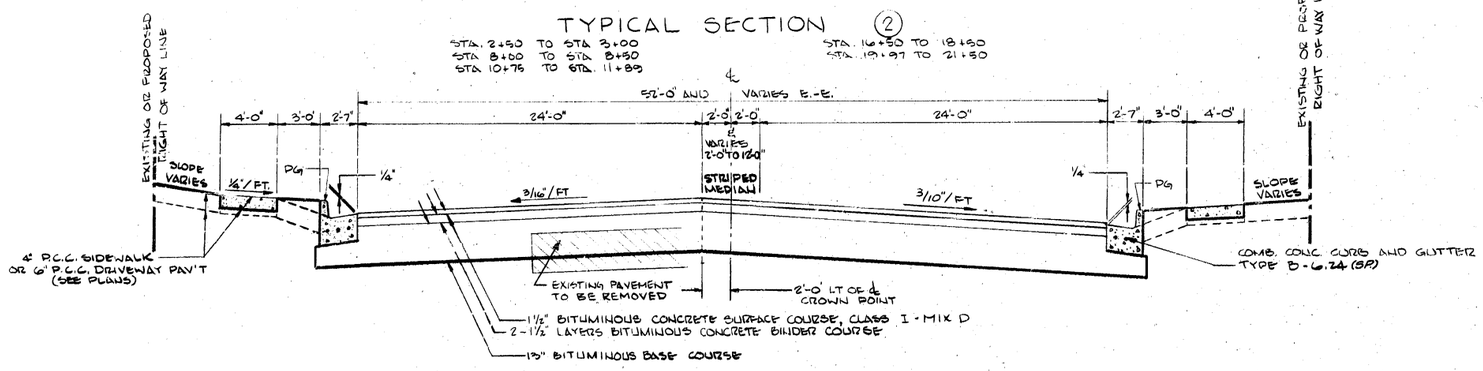
* (111 CS)R-1 & 7S-2



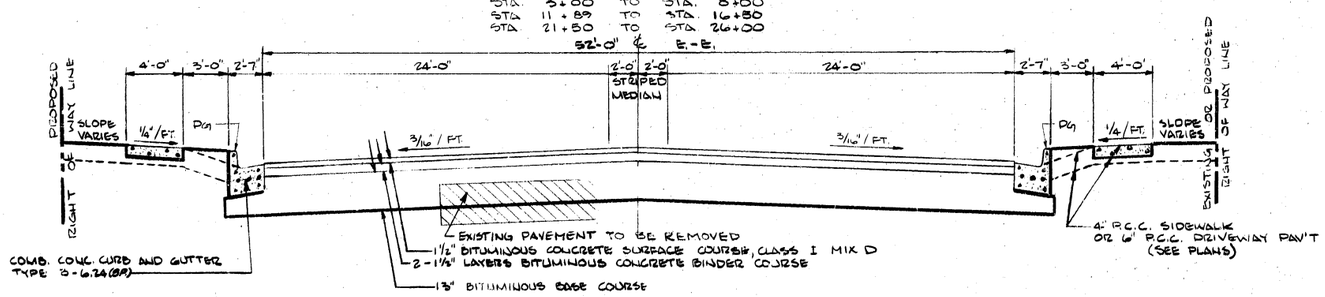
TYPICAL SECTION (1)
STA. 1+98 TO STA. 2+50



TYPICAL SECTION (2)
STA. 2+50 TO STA. 3+00
STA. 8+00 TO STA. 8+50
STA. 10+75 TO STA. 11+89
STA. 16+50 TO 18+50
STA. 19+97 TO 21+50

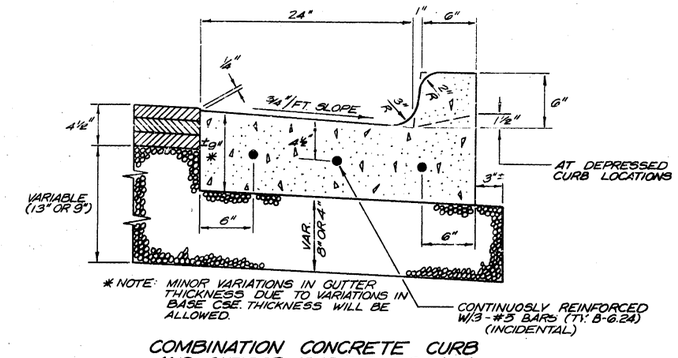


TYPICAL SECTION (3)
STA. 3+00 TO STA. 8+00
STA. 11+89 TO STA. 16+50
STA. 21+50 TO STA. 26+00



TYPICAL SECTION (4)
STA. 8+50 TO STA. 10+75
STA. 18+50 TO STA. 19+97

NOTE: TYPICAL SECTIONS NOT TYPICAL FOR STATIONS THROUGH INTERSECTIONS



* NOTE: MINOR VARIATIONS IN GUTTER THICKNESS DUE TO VARIATIONS IN BASE CSE. THICKNESS WILL BE ALLOWED.

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SP)

State of Illinois
Department of Transportation
District Three

Reviewed By: Ralph A. Chiado
District Engineer of Design

Date: 6-8-81

Examined By: Claude F. Crosby
District Engineer of Construction

Philip M. Hustis
District Engineer of Maintenance

William N. Flass
District Engineer of Materials

Edward Ellis Flass
District Engineer of Traffic

John F. Pigott
District Engineer of Planning

STRUCTURAL DESIGN TRAFFIC: ADT(2002) = 24000

P.C. 74%, S.U. 19%, M.U. 7%, 6T + 85%

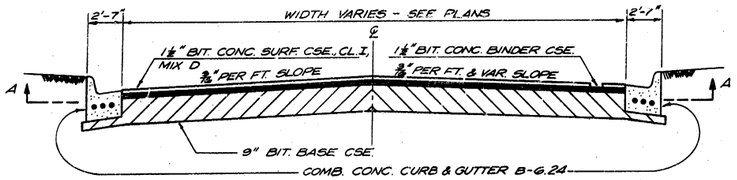
CLASS I ROAD
MINIMUM SOIL SUPPORT CBR = 3.0 (LENGTH OF PROJECT)
PERCENT OF SDT IN DESIGN LANE: U_D = 32% U_S = 45% U_M = 45%
TF = 3.021 DESIGN THICKNESS = 5.0 BIT. BASE CSE. THICKNESS = 13"

MINIMUM SURFACE = 4.00 (USE 4.5")
SURFACE COURSE (MIX D, CLASS I) 1 @ 1.5"
BINDER COURSE 2 @ 1.5"

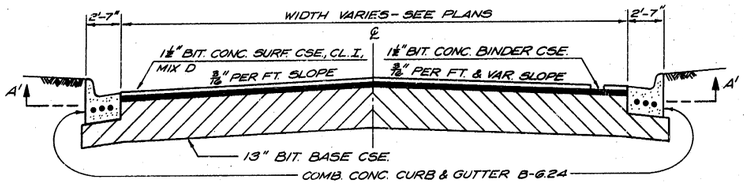
TYPICAL CROSS SECTIONS-ILL RTE. 47

ROUTE	SECTION	COUNTY	TOTAL SHTS.	SHT. NO.
F.A. 100	‡	GRUNDY	52	3
FHWA REG. 5	ILLINOIS	PROJ.		

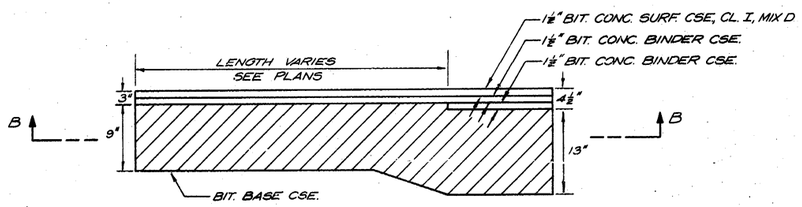
‡ (111 CS) R-1 & TS-2



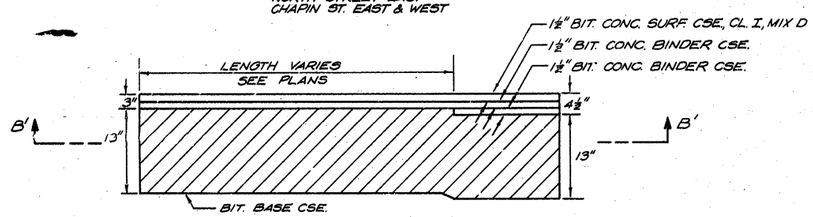
SECTION A-A
ILLINOIS AVENUE EAST
WASHINGTON STREET EAST
MAIN STREET EAST & WEST
JEFFERSON ST. EAST & WEST
JACKSON ST. EAST & WEST
NORTH STREET EAST
CHAPIN ST. EAST & WEST



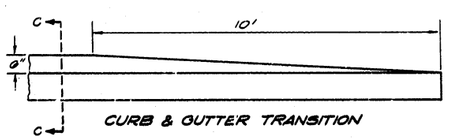
SECTION A'-A'
ILLINOIS AVENUE WEST
WASHINGTON STREET WEST
NORTH STREET WEST



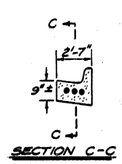
SECTION B-B
ILLINOIS AVENUE EAST
WASHINGTON STREET EAST
MAIN STREET EAST & WEST
JEFFERSON ST. EAST & WEST
JACKSON ST. EAST & WEST
NORTH STREET EAST
CHAPIN ST. EAST & WEST



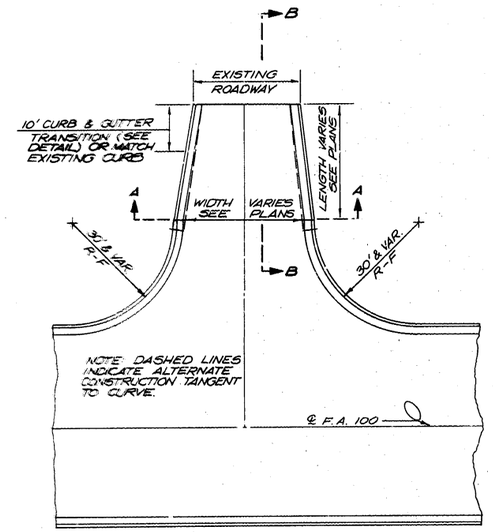
SECTION B'-B'
ILLINOIS AVENUE WEST
WASHINGTON STREET WEST
NORTH STREET WEST



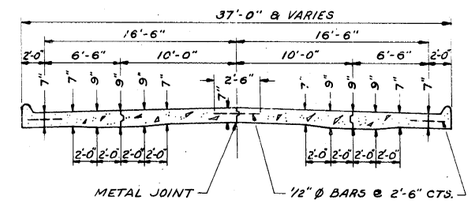
CURB & GUTTER TRANSITION



SECTION C-C



TYPICAL INTERSECTION DETAIL
PLAN VIEW



TYPICAL CROSS-SECTION OF EXISTING ROADWAY

RATES OF APPLICATION

THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES

AGGREGATE BASE COURSE, TYPE A	2.05 TON/CU YD
AGGREGATE (PRIME COAT)	0.0025 TON/SQ YD
BITUMINOUS CONCRETE BINDER COURSE	112 LBS/IN/SQ YD
BITUMINOUS CONCRETE SURFACE COURSE	112 LB/IN/SQ YD
BITUMINOUS MATERIALS (PRIME COAT)	0.375 GAL/SQ YD
FERTILIZER NUTRIENTS:	
NITROGEN	80 LBS/ACRE
PHOSPHORUS	160 LBS/ACRE
POTASSIUM	80 LBS/ACRE
INCIDENTAL BITUMINOUS SURFACING	112 LB/IN/SQ YD
MULCH, METHOD 1	2 TONS/ACRE
PAVEMENT MARKING TAPE	10 FT/STATION/LIFT
SUPPLEMENTAL WATERING	0.026 UNIT/SQ YD

ROUTE	SECTION	COUNTY	TOTAL SHTS.	SHEET NO.
F.A. 100	‡	GRUNDY	52	4
FHWA REG. 5		ILLINOIS	PROJ.	

‡ (111 CS) R-1 & TS-2

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONST. TYPE CODE QUANTITY	I000-3B SEC. (111CS)R-1	SFTY-1F SEC. 111TS-2
201001*	TREE REMOVAL (6 TO 15 INCH DIAMETER)	IN DIA	95	95	
201002*	TREE REMOVAL (OVER 15 INCH DIAMETER)	IN DIA	345	345	
202001*	EARTH EXCAVATION	CU YD	7958	7958	
210001	TRENCH BACKFILL	CU YD	3678	3678	
213001*	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	1500	1500	
216008*	TOPSOIL	CU YD	582	582	
220001*	EXPLORATION TRENCH 52" DEPTH	LIN FT	150	150	
301001*	AGGREGATE BASE COURSE, TYPE A	TON	628	628	
308001*	BITUMINOUS BASE COURSE 4"	SQ YD	187	187	
308005*	BITUMINOUS BASE COURSE 8"	SQ YD	1565	1565	
308006	BITUMINOUS BASE COURSE 9"	SQ YD	1273	1273	
308010	BITUMINOUS BASE COURSE 13"	SQ YD	16,997	16,997	
402001	AGGREGATE SURFACE COURSE, TYPE A	TON	110	110	
406001	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1175	1175	
406003	AGGREGATE (PRIME COAT)	TON	23	23	
406006	LEVELING BINDER (HAND METHOD)	TON	46	46	
406007	BITUMINOUS CONCRETE BINDER COURSE	TON	3037	3037	
406013*	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D; CLASS I	TON	1651	1651	
407004*	INCIDENTAL BITUMINOUS SURFACING	TON	151	151	
502004*	ROCK EXCAVATION FOR STRUCTURES	CU YD	738	738	
503002	CLASS X CONCRETE HEADWALLS	CU YD	5.0	5.0	
504003	CLASS X CONCRETE	CU YD	0.7	0.7	
512001	REINFORCEMENT BARS	POUND	131	131	
603005*	STORM SEWERS, TYPE 1 12"	LIN FT	1066	1066	
603007*	STORM SEWERS, TYPE 1 15"	LIN FT	6	6	
603034	STORM SEWERS, TYPE 2 12"	LIN FT	52	52	
603036	STORM SEWERS, TYPE 2 15"	LIN FT	342	342	
603038	STORM SEWERS, TYPE 2 18"	LIN FT	493	493	
603040	STORM SEWERS, TYPE 2 21"	LIN FT	400	400	
603042	STORM SEWERS, TYPE 2 27"	LIN FT	432	432	
603043	STORM SEWERS, TYPE 2 30"	LIN FT	260	260	
603045	STORM SEWERS, TYPE 2 36"	LIN FT	121	121	
⊙ 609029*	DUCTILE IRON WATER MAIN 4"	LIN FT	428	428	
⊙ 609030*	DUCTILE IRON WATER MAIN 6"	LIN FT	96	96	
⊙ 609031*	DUCTILE IRON WATER MAIN 8"	LIN FT	1830	1830	
⊙ 609032*	DUCTILE IRON WATER MAIN 10"	LIN FT	129	129	
⊙ 609062*	ADJUSTING WATER MAIN 4"	LIN FT	30	30	
⊙ X07632	VALVE INSERTION ON CAST IRON WATER MAIN 4"	EACH	2	2	
Δ ⊙ X07633	VALVE INSERTION ON CAST IRON WATER MAIN 6"	EACH	1	1	
⊙ X07634	VALVE INSERTION ON CAST IRON WATER MAIN 8"	EACH	1	1	
⊙ X07635	VALVE INSERTION ON CAST IRON WATER MAIN 10"	EACH	1	1	
⊙ 610002*	WATER SERVICE LINES 3/4"	LIN FT	213	213	
⊙ 610007*	WATER SERVICE LINES 2"	LIN FT	151	151	
611001*	ADJUSTING SANITARY SEWERS, 8-INCH DIAMETER OR LESS	LIN FT	100	100	
611002*	ADJUSTING SANITARY SEWERS, OVER 8-INCH DIAMETER	LIN FT	100	100	
612069	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1	1	
612076	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1	1	
612184	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	13	13	
612211	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	10	10	
612357	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	19	19	
612368	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1	1	
612408*	INLETS, TYPE C, TYPE 3 FRAME AND GRATE	EACH	16	16	

CODE NO.	ITEM	UNIT	CONST. TYPE CODE QUANTITY	I000-3B SEC. (111CS)R-1	SFTY-1F SEC. 111TS-2
612555	MANHOLES TO BE ADJUSTED	EACH	7	7	
612600	MANHOLES TO BE REMOVED	EACH	8	8	
612601	INLETS TO BE ADJUSTED	EACH	1	1	
615001	FILLING EXISTING MANHOLES	EACH	17	17	
615003	FILLING EXISTING INLETS	EACH	16	16	
616054*	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)	LIN FT	5545	5545	
616258*	ISLAND PAVEMENT (SPECIAL)	SQ YD	22	22	
617001	PAVEMENT REMOVAL	SQ YD	13,175	13,175	
617002	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3157	3157	
617003	CURB REMOVAL	LIN FT	280	280	
617005	COMBINATION CURB AND GUTTER REMOVAL	LIN FT	127	127	
617006	SIDEWALK REMOVAL	SQ FT	18,330	18,330	
617009*	BITUMINOUS CONCRETE REMOVAL	SQ YD	812	812	
617010*	BITUMINOUS CONCRETE SURFACE REMOVAL	SQ YD	2241	2241	
618003	SLOPE WALL 6 INCH	SQ YD	1.5	1.5	
623002	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	1119	1119	
620013	PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, TYPE I, 8 INCH	SQ YD	46	46	
620014	PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, TYPE II, 8 INCH	SQ YD	109	109	
620015	PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, TYPE III, 8 INCH	SQ YD	17	17	
624001	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	16,461	16,461	
628019*	REMOVAL AND REINSTALLATION OF EXISTING STEEL PLATE BEAM GUARD RAIL, SINGLE RAIL	LIN FT	75	75	
628025*	REMOVAL AND REPLACEMENT OF TERMINAL SECTION, SINGLE RAIL	EACH	2	2	
640005*	FIRE HYDRANTS TO BE REMOVED	EACH	3	3	
⊙Δ 640006*	FIRE HYDRANTS	EACH	4	4	
641002	DOMESTIC WATER SERVICE BOXES TO BE MOVED	EACH	20	20	
644003	NITROGEN FERTILIZER NUTRIENT	POUND	87	87	
644004	PHOSPHORUS FERTILIZER NUTRIENT	POUND	173	173	
644005	POTASSIUM FERTILIZER NUTRIENT	POUND	87	87	
644001*	SODDING	SQ YD	2943	2943	
644002	SUPPLEMENTAL WATERING	UNIT	77	77	
646004*	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15	15	
646006*	ENGINEER'S FIELD LABORATORY	CAL MO	15	15	
647001	PAVEMENT MARKING TAPE	LIN FT	3675	3675	
648005	TRAFFIC CONTROL AND PROTECTION, STANDARD 2311	L SUM	1	1	
648038*	TRAFFIC CONTROL (SPECIAL)	L SUM	1	1	
T20101	SIGN PANEL TYPE 1	SQ FT	20		20
T40002	SIGNAL HEAD, 1-FACE, 3 SECTION, BRACKET MOUNTED	EACH	8		8
T40003	SIGNAL HEAD, 1-FACE, 3 SECTION, MAST ARM MOUNTED	EACH	8		8
T40011	SIGNAL HEAD, 2-FACE, 3 SECTION, BRACKET MOUNTED	EACH	4		4
T40202	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED	EACH	16		16
T40301	TRAFFIC SIGNAL BACKPLATE	EACH	8		8
T40601	TRAFFIC SIGNAL POST, 3½ FT.	EACH	2		2
T40608	TRAFFIC SIGNAL POST, 13 FT.	EACH	12		12
T40825	ALUMINUM MAST ARM ASSEMBLY AND POLE, 30 FT. (19' 9" POLE)	EACH	4		4
T41015	PRETIMED CONTROLLER, MASTER, HEAVY-DUTY, 3 DIALS, IN TYPE II CABINET	EACH	1		1
T41065	PRETIMED CONTROLLER, SECONDARY, HEAVY-DUTY, 3 DIALS, IN TYPE II CABINET	EACH	1		1
T41406	LOCAL COORDINATING UNIT, 3 DIALS	EACH	1		1
T41801	LOOP DETECTOR	LIN FT	53		53
T42004	GALVANIZED STEEL CONDUIT IN TRENCH 1½"	LIN FT	1894		1894
T42005	GALVANIZED STEEL CONDUIT IN TRENCH 2"	LIN FT	282		282
T42006	GALVANIZED STEEL CONDUIT IN TRENCH 2½"	LIN FT	107		107
T42007	GALVANIZED STEEL CONDUIT IN TRENCH 3"	LIN FT	137		137
T42009	GALVANIZED STEEL CONDUIT IN TRENCH 4"	LIN FT	3		3

Δ CONST. TYPE CODE - Y060

ROUTE	SECTION	COUNTY	TOTAL SHTS	SHEET NO
FA 100	‡	GRUNDY	52	5
FHWA REG 5		ILLINOIS	PROJ	

‡ (111 CS) R-1 & TS-2

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONST. TYPE CODE QUANTITY	I000-3B SEC. (111CS)R-1	SFTY-1P SEC. 111TS-2
T42015	GALVANIZED STEEL CONDUIT, PUSHED 2"	LIN FT	58		58
T42016	GALVANIZED STEEL CONDUIT, PUSHED 2½"	LIN FT	31		31
T42017	GALVANIZED STEEL CONDUIT, PUSHED 3"	LIN FT	30		30
T42124	ELECTRIC CABLE IN CONDUIT NO. 6 2/C	LIN FT	273		273
T42133	ELECTRIC CABLE IN CONDUIT NO. 12 3/C	LIN FT	1733		1733
T42134	ELECTRIC CABLE IN CONDUIT NO. 12 5/C	LIN FT	2777		2777
T42136	ELECTRIC CABLE IN CONDUIT NO. 12 9/C	LIN FT	2192		2192
T42201	ELECTRIC TIME SWITCH	EACH	5		5
T42605	SERVICE INSTALLATION, TYPE C	EACH	2		2
T42701	CONCRETE FOUNDATION TYPE A	LIN FT	42		42
T42704	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	LIN FT	36		36
T42804	CONCRETE HANDHOLE	EACH	15		15
T42806	CONCRETE DOUBLE HANDHOLE	EACH	2		2
T43001	TRENCH AND BACKFILL	LIN FT	913		913
T44001	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2		2
T44002*	RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
T44402	REMOVE EXISTING CONCRETE FOUNDATION	EACH	10		10
T44701*	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1
T45201	DRILL EXISTING HANDHOLE	EACH	1		1
⊙ T50101*	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	220	220	
⊙ T50104*	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	LIN FT	11,902	11,902	
⊙ T50106*	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	LIN FT	288	288	
⊙ T50107*	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	LIN FT	459	459	
⊙ T50202	PAINT PAVEMENT MARKING - LINE 4"	LIN FT	1201	1,201	
X07636*	ADJUST EXISTING SPAN WIRE SIGNAL	EACH	1		1
X04176*	GATE VALVE WITH BOX 6"	EACH	4	4	
X04175*	GATE VALVE WITH BOX 8"	EACH	3	3	
X07637	GATE VALVE WITH BOX 10"	EACH	1	1	
X04236*	GATE VALVE IN VAULT 4"	EACH	3	3	
X04237*	45° BENDS 4"	EACH	8	8	
X04284*	CUT-IN SLEEVE 4"	EACH	8	8	
⊙ △ X04304*	45° BENDS 6"	EACH	2	2	
X04307*	CUT-IN SLEEVE 6"	EACH	1	1	
X04308*	GATE VALVE IN VAULT 8"	EACH	3	3	
X04327*	TEES 8" X 6"	EACH	5	5	
X04332*	TEES 8" X 4"	EACH	6	6	
X04335*	TEES 8"	EACH	1	1	
X04336*	45° BENDS 8"	EACH	18	18	
X04748	MOBILIZATION	L SUM	1	1	
X06945*	WATER SERVICE TAPS 3/4"	EACH	17	17	
X06507*	45° BENDS 10"	EACH	4	4	
X06930*	CUT-IN SLEEVE 8"	EACH	4	4	
X07638*	TEES 10" X 8"	EACH	1	1	
⊙ △ X07639*	CUT-IN SLEEVE 10"	EACH	1	1	
X06494*	REDUCER 10" TO 8"	EACH	1	1	
X07640*	GATE VALVE IN VAULT 6"	EACH	1	1	
X07641*	GATE VALVE IN VAULT 10"	EACH	1	1	
X06944*	WATER SERVICE TAPS, 2"	EACH	3	3	
X64205*	SEEDING, YARD MIXTURE	ACRE	0.5	0.5	
X64307	MULCH, METHOD I	TON	1	1	
X64851	TRAFFIC CONTROL AND PROTECTION, STANDARD 2303	L SUM	1	1	
X64852	TRAFFIC CONTROL AND PROTECTION, STANDARD 2304	L SUM	1	1	
XZ1490*	FURNISHING AND MAINTAINING AUTOMOTIVE VEHICLES	L SUM	1	1	

CODE NO.	ITEM	UNIT	CONST. TYPE CODE QUANTITY	I000-3B SEC. (111CS)R-1	Y080 SEC. 111TS-2
Z10044*	BUILDING REMOVAL NO. 1	L SUM	1	1	
Z10045*	BUILDING REMOVAL NO. 2	L SUM	1	1	
Z10046*	BUILDING REMOVAL NO. 3	L SUM	1	1	
Z10047*	BUILDING REMOVAL NO. 4	L SUM	1	1	
Z10048*	BUILDING REMOVAL NO. 5	L SUM	1	1	
Z10049*	BUILDING REMOVAL NO. 6	L SUM	1	1	
Z10300*	PERMANENT SURVEY MARKERS, TYPE I	EACH	10	10	
Z10419*	SANITARY SEWER, TYPE 2, 10"	LIN FT	1214	1214	
Z10420*	SANITARY SEWER, TYPE 2, 12"	LIN FT	244	244	
Z10519*	THERMOPLASTIC PAVEMENT MARKING REMOVAL	LIN FT	239	239	
† Z10527	TRAINEES	HOUR	1,000		1,000

⊙ SPECIALTY ITEMS
△ CONST. TYPE CODE : Y060
† CONST. TYPE CODE : Y080

ROUTE	SECTION	COUNTY	TOTAL SHTS	SHEET NO
FA 100	‡	GRUNDY	52	6
FHWA REG 5		ILLINOIS	PROJ	

‡ (111 CS) R-1 & T5-2

LEGEND

SYMBOL	DESCRIPTION
	SECTION LINE OR TRANSIT LINE OF F.A. RTE. 64 (S.B.I RTE 47)
	CENTER LINE PROPOSED IMPROVEMENT OF F.A. RTE 64 (S.B.I RTE 47)
CORNER	SECTION OR QUARTER CORNER
	EXISTING FENCE LINE
R/W	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
C.A.	CONSTRUCTION AGREEMENT OR TEMPORARY EASEMENT
	STREAM
	TREE
	EVERGREEN TREE
	BUSH
	HEDGE
CR	RAILROAD TRACKS
	EXISTING MANHOLE TO BE REMOVED OR FILLED
	EXISTING DRIVE, ROADWAY OR WALKWAY
G	EXISTING GASMAIN
W	EXISTING WATERMAIN
T	BURIED TELEPHONE CABLE
	EXISTING SANITARY SEWER & DIRECTION OF FLOW
STM	EXISTING STORM SEWER & DIRECTION OF FLOW
	EXISTING GUARD RAIL
433.00	PROPOSED STORM SEWER (DIRECTION OF FLOW & INVERT ELEVATION)
	EXISTING CULVERT PIPE
	CURB REMOVAL
	CURB AND GUTTER REMOVAL
	EXISTING INLET
	EXISTING CATCH BASIN
	PROPOSED INLET TYPE A OR C WITH TYPE 3 OR 9 FRAME AND GRATE
	EXISTING MANHOLE TO BE ADJUSTED
	PROPOSED MANHOLE TYPE A WITH TYPE 1 FRAME AND CLOSED LID
	EXISTING WATER VALVE BOX TO BE ADJUSTED
	EXISTING GAS VALVE BOX
	TELEPHONE POLE
	POWER POLE
	EXISTING TELEPHONE CABLE MANHOLE
	EXISTING FIRE HYDRANT
JA	FIRE HYDRANT TO BE ADJUSTED
	STREET OR TRAFFIC CONTROL SIGN
	LIGHT STANDARD
	FIRE HYDRANT TO BE MOVED
	CONSTRUCTION IDENTIFICATION SIGN
	RIGHT OF WAY MARKER (3/4" D X 30"L IRON PIPE)
	PROPOSED TOP OF CURB ELEVATION
	PAVEMENT REMOVAL
	SIDEWALK REMOVAL
	DRIVEWAY PAVEMENT REMOVAL
	BITUMINOUS CONCRETE SURFACE REMOVAL
	P.C.C. SIDEWALK (4")
	P.C.C. DRIVEWAY PAVEMENT (6")
	INCIDENTAL BITUMINOUS SURFACING
	SIDEWALK REMOVAL & P.C.C. SIDEWALK (4")
	DRIVEWAY PAVEMENT REMOVAL & P.C.C. DRIVEWAY PAVEMENT (6")
	BITUMINOUS CONCRETE SURFACE REMOVAL & INCIDENTAL BITUMINOUS SURFACING
	AGGREGATE SURFACE COURSE, TYPE A

GENERAL NOTES

1. FOR THE PURPOSE OF THIS CONTRACT, SPRING SEEDING IS DEFINED AS THAT PERFORMED BETWEEN JANUARY 1ST TO MAY 31ST. FALL SEEDING IS DEFINED AS THAT PERFORMED BETWEEN JUNE 1ST AND DECEMBER 31ST. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. AREAS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.

2. ~~IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATIONS OF ALL UNDERGROUND UTILITY FACILITIES.~~ HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR THEIR MARKING OF EXACT LOCATIONS.

3. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

4. SIDEWALK RAMPS FOR THE HANDICAPPED AS SHOWN ON STANDARD 2356 SHALL BE CONSTRUCTED WHERE NEW SIDEWALK AND CURB ARE INSTALLED AT INTERSECTIONS AND SIDE STREETS.

5. THE TRANSITIONS IN THE PROPOSED CURB AND GUTTER (OR TO MEET EXIST. CURB & GUTTER) SHALL BE MEASURED AS SPECIFIED IN ARTICLE 616.13 OF THE STANDARD SPECIFICATIONS AND WILL BE PAID FOR AS COMB. CONC. CURB AND GUTTER, TYPE B-6.24 (SPECIAL).

6. THE EXISTING STREET SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED IN A SUITABLE LOCATION BY THE CONTRACTOR. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE STREET SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM, EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

7. ONLY THOSE TREES WITHIN THE RIGHT OF WAY THAT INTERFERE WITH THE ACTUAL CONSTRUCTION WILL BE REMOVED. THE ENGINEER WILL DESIGNATE WHICH TREES ARE TO BE REMOVED AND THE CONTRACTOR WILL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

8. THE ADJUSTMENT OF THE WATER SERVICE LINES SHALL BE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS. THE QUANTITIES SHOWN IN THE SUMMARY OF QUANTITIES ARE APPROXIMATE AND ARE GIVEN ONLY TO DETERMINE THE CONTRACT UNIT PRICE FOR THIS WORK.

9. DURING THE CONSTRUCTION OF THE STORM SEWER, SHOULD THE VERTICAL SEPARATION OF THE STORM SEWER AND WATER MAIN BE LESS THAN THAT REQUIRED BY THE ILLINOIS DEPARTMENT OF PUBLIC HEALTH, THE WATER MAIN SHALL BE ADJUSTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 609 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF ADJUSTING WATER MAIN, OF THE DIAMETER SPECIFIED, MEASURED IN PLACE. THE QUANTITIES SHOWN IN THE SUMMARY OF QUANTITIES ARE APPROXIMATE AND THE FINAL PAY QUANTITY SHALL BE THE ACTUAL LENGTH OF WATER MAIN ADJUSTED AS MEASURED IN PLACE.

   AT THOSE LOCATIONS WHERE THE STORM SEWER LATERALS CROSS THE WATER MAIN, THE CONTRACTOR SHALL OBTAIN THE EXACT ELEVATION OF THE WATER MAIN. THE ENGINEER WILL DETERMINE THE ELEVATIONS OF THE LATERALS, INLETS AND CATCH BASINS NECESSARY TO OBTAIN THE REQUIRED SEPARATION OF THE SEWER AND WATER MAIN. IF THE REQUIRED SEPARATION CANNOT BE OBTAINED BY ADJUSTING THE ELEVATION OF THE LATERAL, THE WATER MAIN SHALL BE ADJUSTED AS DESCRIBED ABOVE.

ROUTE	SECTION	COUNTY	TOTAL SHTS.	SHEET NO.
F.A. 100	‡	GRUNDY	52	7
FHWA REG. 5		ILLINOIS	PROJ.	

‡ (111 CS) R-1 & T5-2

SCHEDULE OF BITUMINOUS QUANTITIES

LOCATION		LENGTH (LIN.FT.)	WIDTH (LIN.FT)	BIT. CONC. SURF. CSE. (TON)	BIT. CONC. BIND. CSE. 330#/S.Y. (TON)	BIT. CONC. BIND. CSE. 168#/S.Y. (TON)	BITUMINOUS BASE COURSE 13" (SQ. YD.)	9" (SQ.YD.)	8" (SQ.YD)	4" (SQ.YD)	BIT MATLS PR. COAT (GAL)	AGGR. PR. CT. (TON)	LEVEL. BIND. HAND METH. (TON)
DIVISION ST. (F.A. 100)													
STA. 1+98 TO STA. 4+33		235	22-50	90	179		1066				26.7	1.3	
STA. 4+33 TO STA. 8+60		427	52-62	232	465		2766				69.2	3.5	
STA. 8+60 TO STA. 26+00		1740	52	845	1689		10054				251.4	12.6	
SUB-TOTAL				1167	2333		13886		1565		347.3	17.4	
SIDE STREETS: ①													
ILLINOIS AVENUE	WEST	122	26-36	67	112	11	666	129			39.8	2.0	2.8
	EAST	73.5	26-36	30	40	10	235	117					2.8
WASHINGTON STREET	WEST	42	43-44	21	34	4	202	48			12.5	0.6	3.9
	EAST	42	36-37	19	30	4	177	40					3.7
MAIN STREET	WEST	42	36-37	19	30	4	177	40			10.9	0.5	3.7
	EAST	74	27-36	28	30	12	177	147					2.8
JEFFERSON STREET	WEST	42	36-37	19	30	4	177	40			10.9	0.5	3.7
	EAST	74	27-36	28	30	12	177	147					2.8
JACKSON STREET	WEST	42	36-37	19	30	4	177	40			10.9	0.5	3.7
	EAST	74	27-36	28	30	12	177	147					2.8
NORTH STREET	WEST	42	36-37	19	30	4	177	40			10.9	0.5	3.7
	EAST	67.5	26-36	26	30	11	177	124					2.8
CHAPIN STREET	WEST	42	43-44	21	34	4	202	48			12.5	0.6	3.9
	EAST	73	27-46	32	36	14	213	166					2.8
SUB-TOTAL				376	526	110	3111	1273		187	108.4	5.2	46
GRAND TOTAL				1543	2859	110	16997	1273	1565 ②	187 ②	455.7	22.6	46③

① SIDE STREET AREAS WERE COMPUTED FROM THE EDGE OF MAINLINE PAVEMENT TO THE LIMIT OF IMPROVEMENT AS INDICATED IN THE PLANS.

② QUANTITIES OF 4" AND 8" BITUMINOUS BASE COURSE HAVE BEEN PROVIDED FOR AREAS BENEATH PROPOSED CURB AND GUTTER. (SEE DETAIL, SHEET 2)

③ THIS QUANTITY PROVIDES FOR TEMPORARY TAPERS AT SIDE STREETS PRIOR TO PLACING BINDER AND SURFACE COURSES.

SCHEDULE OF INCIDENTAL BITUMINOUS SURFACING

LOCATION (STATION TO STATION)	SIDE	AREA (SQ. YD.)	INC BIT SURF 2½" (TON)	BIT. MAT'LS PRIME COAT (GAL)	AGG. BASE CSE TYPE A (4") (TON)
4+71.5 TO 5+36	RT	88.3	12.4	33.1	20.1
5+87.5 TO 5+93	RT	14.4	2.0	5.4	3.3
6+11 TO 6+21	RT	12.9	1.8	4.8	2.9
6+56 TO 6+78	RT	37.4	5.2	14.0	8.5
7+13.5 TO 7+46	RT	80.6	11.3	30.2	18.4
7+91 TO 10+06.5	LT	189.3	26.5	71.0	43.1
7+91 TO 8+23	RT	18.3	2.6	6.9	4.2
8+58 TO 8+94	RT	31.9	4.5	12.0	7.3
9+29 TO 9+36	RT	5.1	0.7	1.9	1.2
14+59 TO 14+69.5	LT	32.7	4.6	12.3	7.4
14+75.5 TO 15+65	LT	91.7	12.8	34.4	20.9
15+77 TO 15+99	LT	18.2	2.5	6.8	4.1
16+12 TO 17+37	LT	456.7	63.9	171.3	104.0
TOTALS		1077.5	150.8	404.1	245.4

SCHEDULE OF PERMANENT SURVEY MARKERS, TYPE 1

LOCATION	DESCRIPTION	QUANTITY (EACH)
STA. 2+48.07	P.C.	1
STA. 6+18.41 ①	P.T.	1
STA. 7+54.12	P.C.	1
STA. 8+07.06	SECTION CORNER	1
STA. 8+59.97 ②	P.T.	1
STA. 13+75.18	P.C.	1
STA. 15+01.08	P.T.	1
STA. 17+12.95	P.C.	1
STA. 18+35.97	P.T.	1
STA. 20+97.62	℄ NORTH STREET	1
TOTAL		10

① STA. 6+18.41 AH = STA. 6+18.61 BK
② STA. 8+59.97 AH = STA. 8+60 BK

SCHEDULE OF BUILDING REMOVAL

BUILDING NO.	SIDE	LOCATION (STATION TO STATION)	QUANTITY (LUMP SUM)
NO. 1	LT	3+20 TO 3+39	1
NO. 2	LT	3+52 TO 3+64	1
NO. 3	LT	3+65 TO 3+91	1
NO. 4	LT	5+47 TO 5+90	1
NO. 5	LT	6+10 TO 6+39	1
NO. 6	LT	11+84 TO 12+36	1
TOTAL			6

SCHEDULE OF EARTHWORK

LOCATION	EARTH EXCAV CUT (CU YD)	EARTH EXCAV FILL (CU YD)	UNDERCUT (CU YD)	4" TOPSOIL (CU YD)	ADJ. EARTH EXCAV② CUT (CU YD)	ADJ. EARTH EXCAV② FILL (CU YD)	ADJ. EARTH EXCAV② FILL × C.F. (CU YD)	WASTE (CU YD)
DIVISION ST. (FA 100)								
STA. 1+98 TO STA. 4+33.24	591	0	147	147	738	0	0	738
STA. 4+33.24 TO STA. 7+66	665	1	70	70	735	1	2	733
STA. 7+66 TO STA. 11+00	803	18	28	28	831	18	23	808
STA. 11+00 TO STA. 14+37.46	407	4	153	153	560	4	5	555
STA. 14+37.46 TO STA. 17+73.90	690	10	44	44	734	10	12	722
STA. 17+73.90 TO STA. 20+97.18	605	2	56	56	661	2	3	658
STA. 20+97.18 TO STA. 24+28	624	0	50	50	674	0	0	674
STA. 24+28 TO STA. 26+00	212	0	34	34	246	0	0	246
INTERSECTIONS:								
ILLINOIS AVENUE	535	0	0	0	535	0	0	535
WASHINGTON STREET	246	0	0	0	246	0	0	246
MAIN STREET	204	0	0	0	204	0	0	204
JEFFERSON STREET	240	0	0	0	240	0	0	240
JACKSON STREET	247	0	0	0	247	0	0	247
NORTH STREET	204	0	0	0	204	0	0	204
CHAPIN STREET	297	0	0	0	297	0	0	297
ADDITIONAL EARTH EXC.①	619	0	0	0	619	0	0	619
TOTALS	7189	35	582	582	7771	35	45	7726

① QUANTITY ADDED TO PROVIDE FOR PLACEMENT OF 4" OR 8" BIT. BASE COURSE BENEATH PROPOSED CURB AND GUTTER. CROSS SECTION END AREAS DO NOT INCLUDE THIS AREA.

② COMPACTION FACTOR EQUALS 1.25

SCHEDULE OF DRIVEWAY ENTRANCES

STATION TO STATION	SIDE	ANGLE TO ℄	ENTR. TYPE	LENGTH (LIN FT)	WIDTH (LIN FT)	PCC DRWY PAVT 6" (SQ YD)
DIVISION ST. (FA 100)						
2+87 TO 2+99	RT	90°	P.E.	19	12	26
5+30 TO 5+73	RT	55°	C.E.	14.5	43	70
5+90 TO 6+08	RT	90°	ALLEY	16	18	33
5+95 TO 6+09	LT	90°	ALLEY	26.5	14	42
6+18 TO 6+53	RT	87°	C.E.	18.5	35	73
6+75 TO 7+10	RT	87°	C.E.	22	35	87
8+23 TO 8+58	RT	89°	C.E.	11.5	35	46
8+94 TO 9+29	RT	90°	C.E.	12	35	48
9+41 TO 9+61	RT	90°	P.E.	12	20	28
10+20 TO 10+40	LT	90°	C.E.	12	20	28
12+46 TO 12+77	RT	90°	P.E.& ALLEY	18	31	63
12+62 TO 12+76	LT	90°	ALLEY	12	14	20
12+78.5 TO 14+00	LT	90°	C.E.	121.5	6	81
12+91 TO 13+07	LT	70°	C.E.	12	16	22
13+19 TO 13+31	RT	90°	P.E.	18	12	25
15+66 TO 15+78	LT	90°	C.E.	13	12	18
15+98 TO 16+10	LT	90°	ALLEY	13.5	12	19
16+08 TO 16+20	RT	90°	P.E.	13.5	12	19
19+30 TO 19+44	LT	90°	ALLEY	12	14	20
19+33 TO 19+44	RT	90°	ALLEY	12	11	16
21+42 TO 21+77	RT	90°	C.E.	8.5	35	34
22+08 TO 22+43	RT	90°	C.E.	8.5	35	34
22+51 TO 22+65	LT	90°	ALLEY	12	14	20
22+51 TO 22+69	RT	90°	ALLEY	12	18	25
ILLINOIS AVE. EAST 0+46 TO 0+58	RT	72°	P.E.	12	18	25
0+47 TO 0+71	LT	90°	C.E.	14	24	38
ILLINOIS AVE. WEST 1+10 TO 1+22	LT	90°	P.E.	20	12	28
JEFFERSON ST. WEST 0+61 TO 0+73	LT	72°	C.E.	18	12	40
NORTH ST. EAST 0+48 TO 0+74	LT	90°	C.E.	11	26	33
ILLINOIS AVE. EAST 0+72 TO 1+30.2	RT	90°	C.E.	13.2	58.8	58
TOTAL						1119

ROUTE	SECTION	COUNTY	TOTAL SHTS.	SHT. NO.
F.A. 100	‡	GRUNDY	52	8
FHWA REG. 5	ILLINOIS	PROJ.		

‡ (111CS)R-1&TS-2

SCHEDULE OF SODDING

LOCATION (STATION TO STATION)	SIDE	SODDING (SQ. YD.)	SUPPLE. WATER (UNIT)	FERTILIZER NUTRIENTS NITROGEN (POUND)	PHOSPHORUS (POUND)	POTASSIUM (POUND)	4" TOPSOIL PLACEMENT (CU. YD.)
1+98 TO 4+18.5	LT	90.3	2.3	1.5	3.0	1.5	10.0
1+98 TO 4+18.5	RT	100.5	2.6	1.7	3.3	1.7	11.2
4+52 TO 4+67	RT	41.3	1.1	0.7	1.4	0.7	4.6
4+73 TO 5+95	LT	26.7	0.7	0.4	0.9	0.4	3.0
6+07 TO 7+44.5	LT	57.9	1.5	1.0	1.9	1.0	6.4
9+36 TO 9+42	RT	4.8	0.1	0.1	0.2	0.1	0.5
9+61.5 TO 10+88.5	RT	144.8	3.8	2.4	4.8	2.4	16.1
10+07 TO 10+19	LT	10.7	0.3	0.2	0.4	0.2	1.2
10+41 TO 10+84	LT	89.2	2.3	1.5	2.9	1.5	9.9
11+17.5 TO 12+26	RT	156.7	4.1	2.6	5.2	2.6	17.4
11+22 TO 12+62	LT	77.0	2.0	1.3	2.5	1.3	8.6
12+63 TO 14+24	RT	300.6	7.8	5.0	9.9	5.0	33.4
12+79 TO 14+18.5	LT	188.5	4.9	3.1	6.2	3.1	20.9
14+54 TO 16+08.5	RT	160.6	4.2	2.7	5.3	2.7	17.8
16+21 TO 17+60	RT	199.1	5.2	3.3	6.6	3.3	22.1
17+42 TO 17+54	LT	36.0	0.9	0.6	1.2	0.6	4.0
17+88 TO 19+31	RT	131.3	3.4	2.2	4.3	2.2	14.6
17+94 TO 19+31	LT	126.1	3.3	2.1	4.2	2.1	14.0
19+43 TO 20+83	RT	116.6	3.0	1.9	3.9	1.9	13.0
19+45 TO 20+78.5	LT	126.0	3.3	2.1	4.2	2.1	14.0
21+16 TO 22+51	RT	42.0	1.1	0.7	1.4	0.7	4.7
21+19 TO 22+51	LT	118.4	3.1	2.0	3.9	2.0	13.2
22+65 TO 24+03	LT	135.4	3.5	2.2	4.5	2.2	15.0
22+69 TO 24+06	RT	158.2	4.1	2.6	5.2	2.6	17.6
24+43 TO 26+00	RT	178.0	4.6	2.9	5.9	2.9	19.8
24+51 TO 26+00	LT	126.3	3.3	2.1	4.2	2.1	14.0
TOTALS		2943.0	76.5	48.9	97.4	48.9	327.0

TEMPORARY WIDENING, PHASE I

LOCATION (STATION TO STATION)	LENGTH (LIN FT)	WIDTH (LIN FT)	AGG BASE CSE. TY. A 8" (TON)	BIT. CONC. BINDER COURSE (TON)	BIT. CONC. SURF. CSE. MIXTURE D (TON)	BIT. MATLS. PR. COAT (GALLON)	BIT. CONC. REMOVAL (SQ YD)	EARTH EXCAV. (CU YD)
RT 2+54 TO RT 4+18	122	0-8	26.0	4.6	4.6	21.5	55.1	12.7
RT 4+53 TO RT 5+82	127	0-6	20.0	3.6	3.6	17.1	43.2	10.1
RT 18+32 TO RT 19+33	101	0-9	24.2	4.3	4.3	19.9	51.2	11.8
RT 19+33 TO RT 20+75	142	10	75.2	13.4	13.3	61.9	160.0	36.7
RT 21+18 TO RT 24+12	290	10	153.5	27.4	27.2	126.4	326.3	74.9
RT 24+42 TO RT 26+00	156	10	82.6	14.9	14.6	68.0	175.5	40.3
TOTALS			382.3	68.2	67.6	314.8	811.3	186.5

SCHEDULE OF SEEDING

LOCATION (STATION TO STATION)	SIDE	AREA (SQ. YD.)	SEEDING, YARD MIX (ACRES)	TOPSOIL 4" (CU. YD.)	FERTILIZER NUTRIENTS NITROGEN (POUND)	PHOSPHORUS (POUND)	POTASSIUM (POUND)	MULCH METH 1 (TON)
1+98 TO 4+18.5	LT	814.0	0.17	90.4	13.6	27.2	13.6	0.34
1+98 TO 4+18.5	RT	318.1	0.07	35.3	5.6	11.2	5.6	0.14
4+73 TO 5+95	LT	262.3	0.05	29.1	4.0	8.0	4.0	0.10
6+07 TO 7+30	LT	246.0	0.05	27.3	4.0	8.0	4.0	0.10
11+42 TO 12+63	LT	650.7	0.13	72.3	10.4	20.8	10.4	0.26
TOTALS		2291.1	0.47	254.4	37.6	75.2	37.6	0.94

SCHEDULE OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SF)

LOCATION	QUANTITY (LIN. FT.)
DIVISION STREET:	
LT STA. 1+98 TO LT STA. 3+24.59	128
RT STA. 1+98 TO RT STA. 3+73	179
RT STA. 4+90.12 TO RT. STA. 7+16.18	228
LT STA. 5+28.19 TO LT STA. 7+14	187
RT STA. 8+16.28 TO RT STA. 10+53	237
LT STA. 8+18.72 TO LT STA. 10+53	235
LT STA. 11+53 TO LT STA. 13+80	235
RT STA. 11+53 TO RT STA. 13+80	235
LT STA. 14+88 TO LT STA. 17+24	236
RT STA. 14+88 TO RT STA. 17+24	236
LT STA. 18+24 TO LT STA. 20+48.5	225
RT STA. 18+24 TO RT STA. 20+48.5	225
LT STA. 21+48.5 TO LT STA. 23+73	243
RT STA. 21+48.5 TO RT STA. 23+73	243
LT STA. 24+79 TO LT STA. 26+00	121
RT STA. 24+83 TO RT STA. 26+00	117
SUBTOTAL	3310
RADIUS RETURNS:	
ILLINOIS AVENUE	516
WASHINGTON STREET	243
MAIN STREET	293
JEFFERSON STREET	317
JACKSON STREET	294
NORTH STREET	279
CHAPIN STREET	293
SUBTOTAL	2235
GRAND TOTAL	5545

SCHEDULE OF P.C.C. SIDEWALK (4")

LOCATION (STATION TO STATION)	SIDE	QUANTITY (SQ FT)
4+05.5 TO 4+09.5	LT	100
4+05.5 TO 4+13.5	RT	188
4+67 TO 4+71	RT	156
4+70 TO 5+95	LT	548
4+71 TO 5+38	RT	260
5+80 TO 5+90	RT	40
6+08 TO 6+18	RT	40
6+09 TO 7+31	LT	488
6+53 TO 6+75	RT	88
7+10 TO 7+29	RT	76
7+29 TO 7+34	RT	95
7+31 TO 7+38.5	LT	158
8+01 TO 8+07	RT	84
8+02 TO 8+07	LT	120
8+07 TO 10+20	LT	852
8+07 TO 8+23	RT	64
8+58 TO 8+94	RT	144
9+29 TO 9+41	RT	48
9+61 TO 10+71	RT	448
10+01 TO 10+05	RT	28
10+41 TO 10+70	LT	88
10+71 TO 10+76	RT	110
10+72 TO 10+77	LT	225
10+76 TO 10+86	RT	40
11+23 TO 11+30	RT	28
11+30 TO 11+34	RT	88
11+34 TO 12+46	RT	456
11+35.5 TO 11+40.5	LT	180
11+40.5 TO 12+62	LT	486
11+71 TO 11+76	RT	40
12+76 TO 12+85	LT	36
12+77 TO 13+19	RT	168
13+00 TO 13+05	RT	70
13+10 TO 14+09	LT	384
13+10 TO 13+18	LT	80
13+31 TO 14+05	RT	300
13+37 TO 13+40	RT	42
14+00 TO 14+04	LT	176
14+05 TO 14+10	RT	100
14+57 TO 14+64	RT	42
14+64 TO 14+70	RT	114
14+70 TO 16+08	RT	560
14+70 TO 14+75	LT	145
14+75 TO 15+66	LT	364
15+44 TO 15+48	RT	36
15+78 TO 15+98	LT	80
16+10 TO 17+38	LT	512
16+20 TO 17+41	RT	484
16+77 TO 16+81	RT	36
17+34 TO 17+41	RT	24
17+38 TO 17+43	LT	120
17+41 TO 17+46	RT	120
17+94 TO 18+06	LT	60
17+94 TO 18+06	RT	36
18+06 TO 18+11	LT	165
18+11 TO 19+30	LT	476
18+12 TO 19+33	RT	496
19+00 TO 19+12	RT	108
19+43 TO 20+66	LT	516
19+44 TO 20+68	RT	504
19+63 TO 19+66	RT	12
19+84 TO 19+89	RT	20
20+34 TO 20+37	RT	12
20+66 TO 20+71	LT	110
20+68 TO 20+73	RT	280
20+73 TO 20+84	RT	50
21+19 TO 21+25	LT	24
21+25 TO 21+30	LT	155
21+26 TO 21+30	RT	116
21+30 TO 22+51	LT	492
21+30 TO 21+42	RT	56
21+77 TO 22+08	RT	124
22+18 TO 22+21	LT	24
22+43 TO 22+51	RT	32
22+65 TO 23+88	LT	496
22+66 TO 23+92	RT	516
23+12 TO 23+15	RT	24
23+44 TO 23+49	LT	40
23+88 TO 23+93	LT	120
23+89 TO 23+96	RT	160
23+96 TO 24+06	RT	30
24+60 TO 24+66	LT	144
24+62 TO 24+66	RT	96
24+66 TO 26+00	LT	536
24+67 TO 26+00	RT	536
24+86 TO 24+89	RT	24
25+42 TO 25+45	RT	24
25+91 TO 25+99	LT	64
25+91 TO 25+99	RT	24
TOTAL		16,461

QUANTITY SCHEDULES

ROUTE	SECTION	COUNTY	TOTAL SHTS.	SHT. NO.
F.A. 100	‡	GRUNDY	52	9
FHWA REG. 5		ILLINOIS	PROJ.	

‡ (111CS) R-1 & TS-2

SCHEDULE OF MISCELLANEOUS STORM SEWER AND WATERMAIN ADJUSTMENTS

LOCATION (STATION)	MANHOLES TO BE ADJUSTED (EACH)	FILLING EXISTING MANHOLES (EACH)	FILLING EXISTING INLETS (EACH)	FIRE HYD. TO BE REMOVED (EACH)	ADJUST 4" WATERM. (LIN FT)	INLETS TO BE ADJUST. (EACH)	DOM. WATER SERV. BOX TO BE MVD. (EACH)
LT 4+50			1				
LT 4+55		1					
RT 4+55			1				
RT 6+00	1						
RT 7+84		1	1				
RT 8+37		1					
RT 8+11		1					
RT 8+45	1						
LT 10+81			1				
LT 10+88		1					
RT 10+88			1				
LT 11+19			1				
RT 11+19	1		1		10		
LT 14+17			1				
LT 14+23		1					
LT 14+51		1					
LT 14+55		1					
RT 14+57			1				
RT 14+60				1			
LT 14+61			1				
LT 15+36						1	
LT 15+92		1					
LT 16+06		1					
RT 17+78	1						
LT 17+94		1					
RT 17+94	1			1	10		
RT 17+96		1					
RT 18+02			1				
LT & RT 20+75			2				
LT & RT 20+83		2					
RT 21+10	1						
LT & RT 21+12		2					
LT 21+22			1				
RT 21+34				1			
LT & RT 22+46			2				
RT 22+49					10		
RT 24+44	1						
RT 24+66		1					
VARIOUS LOCATIONS							20
TOTALS	7	17	16	3	30	1	20

SCHEDULE OF THERMOPLASTIC PAVEMENT MARKING

LOCATION	THERMOPLASTIC PAVEMENT MARKING LINE 6" (LIN. FT.)	LINE 12" (LIN. FT.)	LINE 24" (LIN. FT.)	LTR & SYM (SQ. FT.)	THPL. REMOV. (LIN. FT.)
STA. 2+40 TO STA. 3+88	498	42			
STA. 3+28 TO STA. 3+90	82				
STA. 4+82 TO STA. 7+28	1215	100			
STA. 8+08 TO STA. 10+65	1173	26			
STA. 11+44 TO STA. 13+94	1145	26			
STA. 14+80 TO STA. 17+32	1153	26			
STA. 18+16 TO STA. 20+64	1137	26			
STA. 21+34 TO STA. 23+85	1149	26			
STA. 24+72 TO STA. 26+20	685	16			
STA. 26+00 TO STA. 27+03					239
SUBTOTAL	8237	288	0	0	239
INTERSECTIONS:					
ILLINOIS AVENUE	623		88	220	
WASHINGTON STREET	521		97		
MAIN STREET	492		42		
JEFFERSON STREET	503		42		
JACKSON STREET	503		44		
NORTH STREET	491		94		
CHAPIN STREET	532		52		
SUBTOTAL	3665	0	459	220	0
GRAND TOTAL	11902	288	459	220	239

SCHEDULE OF PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, 8 INCH

LOCATION (STATION TO STATION)	SIDE	TYPE I (SQ. YD.)	TYPE II (SQ. YD.)	TYPE III (SQ. YD.)
4+18 TO 4+50	LT		14.2	
7+45 TO 7+85	LT			15.7
10+83 TO 11+19	LT		10.0	
10+33 TO 11+19	LT		13.0	
10+85 TO 11+25	RT		10.8	
10+87 TO 11+02	RT	8.4		
14+18 TO 14+58	LT		13.3	
14+51 TO 14+59	LT	2.9		
14+20 TO 14+58	RT	9.1		
17+54 TO 17+94	LT		11.1	
17+54 TO 17+94	LT		13.3	
17+59 TO 17+97	RT	9.6		
20+79 TO 21+19	LT		11.1	
20+79 TO 21+19	LT		12.2	
20+81 TO 21+15	RT	7.7		
24+13 TO 24+43	RT	8.4		
TOTALS		46.1	109.0	16.7

QUANTITY SCHEDULES

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FA100	*	GRUNDY	52	10
FHWA REG. 5	ILLINOIS	PROJ.		

* (111CS)R-1 & TS-2

SCHEDULE OF SIDEWALK REMOVAL

LOCATION (STATION TO STATION)	SIDE	QUANTITY (SQ. FT.)
4+05.5 TO 4+09.5	LT	232
4+05.5 TO 4+09.5	RT	316
4+09.5 TO 4+18.5	RT	36
4+51 TO 5+96	LT	580
4+66 TO 4+70	LT	204
4+67 TO 4+71	RT	224
5+65 TO 5+72	LT	98
6+09 TO 6+34	LT	100
7+70 TO 7+45	LT	265
7+31 TO 7+36	RT	85
7+36 TO 7+47	RT	44
8+02 TO 8+07	LT	20
8+88 TO 10+19.5	LT	526
9+36 TO 9+41	RT	20
9+61 TO 10+84	RT	480
10+01 TO 10+05	RT	16
10+40.5 TO 10+77	LT	499
10+71 TO 10+76	RT	100
10+76 TO 10+88	RT	48
11+19 TO 11+30	RT	44
11+30 TO 11+34	RT	78
11+35.5 TO 11+40.5	LT	70
11+23 TO 12+46	RT	484
11+71 TO 11+76	RT	5
12+58 TO 12+66	LT	30
12+63 TO 12+66	RT	12
12+74 TO 12+84	LT	38
12+77 TO 18+20	RT	172
13+00 TO 13+05	RT	40
13+23 TO 13+56	LT	128
13+29 TO 14+20	RT	360
13+37 TO 13+40	RT	24
13+93 TO 14+04	LT	36
14+04 TO 14+08	LT	204
14+05 TO 14+10	RT	83
14+55 TO 14+64	RT	54
14+59 TO 14+70	LT	126
14+60 TO 16+11	RT	592
14+64 TO 14+69	RT	103
14+70 TO 14+75	LT	280
14+75 TO 15+59	LT	504
15+42 TO 15+46	RT	16
15+77 TO 15+98	LT	108
16+14 TO 17+38	LT	488
16+20 TO 17+57	RT	585
16+77 TO 16+81	RT	20

SCHEDULE OF SIDEWALK REMOVAL (CONTINUED)

LOCATION (STATION TO STATION)	SIDE	QUANTITY (SQ. FT.)
17+34 TO 17+46	RT	110
17+38 TO 17+43	LT	250
17+43 TO 17+53	LT	50
17+91 TO 18+12	RT	231
17+93 TO 18+06	RT	39
17+94 TO 18+11	LT	281
17+96 TO 19+31	LT	675
18+12 TO 19+32	RT	520
18+29 TO 18+33	RT	20
19+00 TO 19+12	RT	72
19+43 TO 19+98	LT	287
19+45 TO 20+68	RT	615
19+63 TO 19+66	RT	3
19+84 TO 19+89	RT	84
20+31 TO 20+36	LT	15
20+34 TO 20+37	RT	3
20+37 TO 20+41	LT	12
20+07 TO 20+67	LT	210
20+43 TO 20+73	LT	136
20+68 TO 20+84	RT	483
21+15 TO 21+36	RT	84
21+19 TO 22+51	LT	655
21+19 TO 21+25	LT	24
21+25 TO 21+30	LT	215
21+26 TO 21+30	RT	168
22+18 TO 22+21	LT	33
22+43 TO 22+52	RT	36
22+65 TO 24+03	LT	685
22+66 TO 24+12	RT	584
23+12 TO 23+16	RT	51
23+44 TO 23+49	LT	195
23+88 TO 23+93	LT	135
23+89 TO 23+92	RT	9
23+92 TO 23+96	RT	208
23+96 TO 24+17	RT	51
24+43 TO 26+00	RT	785
24+52 TO 26+00	LT	885
24+60 TO 24+66	LT	228
24+62 TO 24+67	RT	204
24+86 TO 24+89	RT	[illegible]
25+42 TO 25+45	RT	51
25+80 TO 26+00	LT	80
25+91 TO 25+99	LT	176
25+91 TO 25+99	RT	100
TOTAL		18330

SCHEDULE OF PAVEMENT REMOVAL

LOCATION (STATION TO STATION)	SIDE	QUANTITY (SQ. YD.)
2+00.5 TO 2+48	LT & RT	156
2+48 TO 7+68	LT & RT	2109
4+18.5 TO 4+49.5	LT	472
4+18.5 TO 4+49.5	RT	282
5+91 TO 6+07.5	RT	25
5+96 TO 6+10	LT	18
7+45 TO 7+92	LT	223
7+47 TO 7+89	RT	240
7+68 TO 17+75	LT & RT	4140
10+83 TO 11+24	LT	200
10+88 TO 11+19	RT	161
14+13 TO 14+59	LT	226
14+24 TO 14+55	RT	161
15+98 TO 16+14	LT	9
17+53 TO 17+94	LT	219
17+60 TO 17+91	RT	308
17+75 TO 19+28	LT & RT	578
19+28 TO 26+00	LT & RT	2315
19+31 TO 19+43	LT	23
19+32 TO 19+45	RT	24
20+11 TO 20+80	LT	119
20+78 TO 21+19	LT	239
20+84 TO 21+15	RT	310
22+51 TO 22+65	LT	28
22+52 TO 22+66	RT	28
24+03 TO 24+51	LT	276
24+12 TO 24+43	RT	286
TOTAL		13175

SCHEDULE OF DRIVEWAY PAVEMENT REMOVAL

LOCATION (STATION TO STATION)	SIDE	QUANTITY (SQ. YD.)
2+80 TO 4+18.5	LT	452
3+93 TO 4+13	LT	[illegible]
4+49.5 TO 4+65.5	LT	104
4+49.5 TO 4+71	RT	[illegible]
4+71 TO 5+91	RT	245
5+92.5 TO 7+31	RT	225
6+27 TO 7+46	LT	622
7+89 TO 8+01	RT	[illegible]
8+01 TO 9+36	RT	[illegible]
9+41 TO 9+61	RT	[illegible]
10+77 TO 10+83	LT	[illegible]
11+20 TO 12+58	LT	812
12+46 TO 12+63	RT	[illegible]
12+63 TO 12+77	LT	[illegible]
12+66 TO 12+77	RT	[illegible]
12+83 TO 13+24	LT	47
13+20 TO 13+29	RT	[illegible]
13+24.5 TO 13+51.5	LT	[illegible]
13+55 TO 13+96	LT	[illegible]
14+00 TO 14+18	LT	75
14+59 TO 14+63	LT	[illegible]
15+59 TO 15+77	LT	14
16+11 TO 16+20	RT	[illegible]
21+15 TO 21+30	RT	45
21+30 TO 22+52	RT	205
TOTAL		3257

SCHEDULE OF TREE REMOVAL

LOCATION (STATION)	SIDE	TREE REMOVAL 6"-15" (IN.DIA.)	TREE REMOVAL OVER 15" (IN.DIA.)
3+20	RT		23
4+15	RT		20
9+80	RT		48
10+80	RT		48
11+26	RT		48
14+16	LT	7	
16+00	RT		36
16+85	RT		42
17+55	RT	12	
18+00	RT	6	
18+02	LT	8	
19+00	LT	7	
19+72	RT	8	
20+00	RT	8	
20+24	RT	6	
20+45	RT	6	
20+55	LT		18
20+68	RT		18
20+90	RT		21
24+91	LT	6	
25+33	RT	8	
25+36	LT	6	
25+76	LT	7	
25+80	RT		23
TOTALS		95	345

SCHEDULE OF BITUMINOUS CONCRETE SURFACE REMOVAL

LOCATION (STATION TO STATION)	SIDE	QUANTITY (SQ. YD.)
7+43 TO 7+47	RT	8
7+49 TO 7+88	LT	44
7+51 TO 7+85	RT	38
7+84 TO 8+88	LT	440
8+88 TO 10+06	LT	446
10+20 TO 10+40	LT	85
10+63 TO 10+72	LT	18
10+87 TO 11+20	LT	37
10+88.5 TO 11+18.5	RT	126
12+66 TO 12+74	LT	31
12+78.5 TO 13+24.5	LT	164
13+51.5 TO 14+00	LT	173
14+22 TO 14+55	LT	37
14+24.5 TO 14+54.5	RT	127
14+79 TO 15+96	LT	348
17+57 TO 17+90	LT	37
20+82 TO 21+15	LT	37
24+07 TO 24+47	LT	45
TOTAL		2241

SCHEDULE OF CURB REMOVAL

LOCATION (STATION TO STATION)	SIDE	QUANTITY (LIN. FT.)
10+05.5 TO 10+06	LT	34
10+19.5 TO 10+20	LT	38
10+40 TO 10+40.5	LT	38
10+88 TO 10+88.5	RT	16
11+18.5 TO 11+19	RT	10
12+78 TO 12+86	[illegible]	39
13+22.5 TO 13+53.5	LT	44
13+93 TO 14+00.5	LT	57
14+24 TO 14+24.5	RT	12
14+54.5 TO 14+55	RT	12
TOTAL		280

SCHEDULE OF COMBINATION CURB AND GUTTER REMOVAL

LOCATION (STATION TO STATION)	SIDE	QUANTITY (LIN. FT.)
14+18 TO 14+20	LT	20
20+11 TO 20+80	LT	107
TOTAL		127

QUANTITY SCHEDULES

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FA 100	‡	GRUNDY	52	11
FHWA REG. 5		ILLINOIS	PROJ.	

‡ (111 CS) R-1 & TS-2

SCHEDULE OF WATERMAIN QUANTITIES

LOCATION	WATER SERVICE TAPS		WATER SERV. LINES		DUCTILE IRON WATERMAINS				TEES				45 DEGREE BENDS				CUT-IN SLEEVES				RED-UCER	GATE VALVE W/BOX			GATE VALVE IN VAULT				FIRE HYDR.	ROCK EXC.	TR. BKFL.	L'STONE SCR.			
ITEM →																																			
SIZE →	3/4"	2"	3/4"	2"	4"	6"	8"	10"	8"	8"x4"	8"x6"	10"x8"	4"	6"	8"	10"	4"	6"	8"	10"	10"x8"	6"	8"	10"	4"	6"	8"	10"	6"			*			
UNIT →	EACH	EACH	LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CU.YD.	CU.YD.	CU.YD.			
4+46 TO 4+63					240								4				2														68	27			
RT 4+08 TO 4+63	1		55																												5				
LT 4+63	1		10																												1				
7+84 TO 7+95								129				1				4			1	1	1			1				1			43	19			
RT 8+04																							1												
7+95 TO 12+00							410			1					8		1		1												75	65			
RT 10+21	1		3																																
RT 11+78	1		3																																
12+00 TO 18+00							600								2				1				1				1			66	70	95			
RT 12+96	1		3																																
RT 13+74	1		3																																
RT 14+51										1							1								1										
14+51 TO 14+63						96					1			2				1								1				14	30	13			
RT 14+76											1											1							1						
RT 16+93	1		3																																
RT 17+40											1											1							1						
17+94 TO 18+00					96					2			2				2								1					12	30	13			
18+00 TO 24+00							600								4				1				1				1			98	147	95			
RT 19+05	1		7																												1				
LT 19+38		1		68																											11				
RT 19+76	1		7																												1				
RT 20+45	1		7																												1				
21+10 TO 22+03					92					2			2				2								1					23	29	12			
LT 21+32	1		12																												2				
RT 21+32											1											1							1						
RT 22+64		1		5																											1				
RT 22+95	1		3																																
LT 23+45	1		78																												7				
RT 23+66	1		3																																
24+00 TO 26+00							205								4																34	32			
RT 24+00							15		1																		1				5	3			
RT 24+97	1																																		
RT 25+06											1											1							1						
LT 25+40		1		78																											13				
RT 25+45	1		3																																
RT 4+63	1		13																												1				
TOTALS	17	3	213	151	428	96	1830	129	1	6	5	1	8	2	18	4	8	1	4	1	1	4	3	1	3	1	3	1	4	213	581	374			

* NOTE: LIMESTONE SCREENINGS INCIDENTAL TO WATERMAIN

MLP 2-81

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A.100	*	GRUNDY	52	12
FHWA REG		ILLINOIS	PROJ.	

* (IIICS) R-1 & TS-2

STORM SEWER SCHEDULE

STATION NUMBER F.A.RTE. 64 (SBI 47)	TYPE	STANDARD AND DESIGN NUMBER	CLASS X CONCRETE HEADWALL CU. YDS.	CLASS X CONCRETE CU. YDS.	REIN-FORCEM'T. BARS POUNDS	STORM SEWER TYPE 1 12"	TYPE 2 15"	18"	21"	27"	30"	36"	INLET TYPE A TYPE 3 FR. & GR.	TYPE 11 FR. & GR.	INLET TYPE C TYPE 3	MANHOLE TYPE A TYPE 1 FR. & CL. 5' DIA.	4' DIA.	SLOPE WALL (6") SQ. YD.	TRENCH BACK-FILL CU. YD.	ROCK EXCAV-ATION CU. YD.	CATCH BASIN TYPE C TYPE 8 GRATE	CATCH BASIN TYPE C TYPE 1 F & OL	SAN. SEWERS TYPE 2 (LIN. FT.) 10"	12"	REMOV. EXIST. M.H. (EACH) **
LT 2+27	HEADWALL	1981 S36-2	5.0		92																					
LT 2+27 TO LT 3+50	36" x 121'	SST 2										121														
RT 2+17	SLOPE WALL (6")	D12-3 (SD)																1.5								
RT 2+17 TO RT 2+22.5	12" x 15'	SST 1				15													0.6							
RT 2+22.5 TO RT 2+48	12" x 25'	SST 1				25													1.9							
LT 2+21 TO LT 2+36	12" x 23'	SST 1				23													0.6							
LT 2+10	INLET	1683-3 & 2214-4												1												
RT 2+22.5	INLET	2214-4 (SD)													1											
RT 2+48	INLET	1683-3 & 2214-4											1													
LT 3+50	MANHOLE	1527-7 & 2213-4														1										
LT 3+50 TO LT 3+50	12" x 7'	SST 1				7													1.7							
LT 3+50	INLET	1683-3 & 2214-4											1													
LT 3+50 TO LT 4+90	30" x 135'	SST 2									135								134.8							
LT 4+70	INLET	1683-3 & 2214-4											1													
LT 4+70 TO LT 4+90	12" x 20'	SST 1				20													6.8							
LT 4+90	MANHOLE	1527-7 & 2213-4														1										
LT 4+90 TO RT 4+90	12" x 72'	SST 1				72													23.7							
LT 4+90 TO LT 4+90	12" x 9'	SST 1				9													1.7							
RT 4+90	INLET	1683-3 & 2214-4											1													
LT 4+90	INLET	2214-4 (SD)													1											
LT 4+90 TO LT 6+19	30" x 125'	SST 2									125								29.8							
RT 6+15	INLET	1683-3 & 2214-4											1													
RT 6+15 TO LT 6+19	12" x 63'	SST 1				63													22.4							
LT 6+19	INLET	2214-4 (SD)													1											
LT 6+19 TO LT 6+19	12" x 13'	SST 1				13													3.3							
LT 6+19	MANHOLE	1527-7 & 2213-4														1										
LT 6+19 TO LT 8+10	27" x 187'	SST 2								187									121.1							
RT 7+93	INLET	1683-3 & 2214-4											1													
RT 7+93 TO LT 8+10	12" x 78'	SST 1				78													26.6							
LT 7+95	INLET	1683-3 & 2214-4											1													
LT 7+95 TO LT 8+10	12" x 14'	SST 1				14													5.1							
LT 8+10	MANHOLE	1527-7 & 2213-4														1										
LT 8+10 TO LT 9+30	27" x 115'	SST 2								115									144.1							
RT 9+35	INLET	1683-3 & 2214-4											1													
RT 9+35 TO LT 9+35	12" x 53'	SST 1				53													15.9							
LT 9+35	INLET	2214-4 (SD)													1											
LT 9+30 TO LT 9+30	12" x 5'	SST 1				5													1.8							
LT 9+30	MANHOLE	1527-7 & 2213-4														1										
LT 9+30 TO LT 10+65	27" x 130'	SST 2								130									126.2							
LT 10+65	MANHOLE	1527-7 & 2213-4														1										
LT 10+65 TO LT 10+80	18" x 85'	SST 2						85											61.2							
LT 10+65 TO LT 10+84	12" x 29'	SST 1				29													9.4							
LT 10+84	INLET	2214-4 (SD)													1											
LT 10+84 TO LT 11+22	12" x 37'	SST 1				37													11.8							
LT 11+22	INLET	1683-3 & 2214-4											1													
RT 10+80	MANHOLE	1527-7 & 2213-4															1									
RT 10+80 TO RT 10+80	15" x 6'	SST 1					6																			
RT 10+80 TO RT 10+85	12" x 5'	SST 1				5													1.9							
RT 10+85	INLET	2214-4 (SD)													1											
RT 10+85 TO RT 11+21	12" x 33'	SST 1				33													12.7							
RT 11+21	INLET	2214-4 (SD)													1											
RT 11+21 TO RT 11+20	12" x 8'	SST 1				8													2.7							
RT 11+20	INLET	1683-3 & 2214-4											1													
LT 10+65 TO LT 12+35	21" x 165'	SST 2							165										151.5	3.1						
LT 12+35	MANHOLE	1527-7 & 2213-4														1										
LT 12+35 TO LT 12+40	12" x 5'	SST 1				5													1.7							
LT 12+40	INLET	2214-4 (SD)													1											
RT 12+40 TO RT 12+40	12" x 53'	SST 1				53													17.0							
RT 12+40	INLET	1683-3 & 2214-4													1											
RT 12+40 TO RT 12+53	12" x 20'	SST 1				20													4.7							
RT 12+53	CATCH BASIN	1583-4 & 2213-4																				1				
LT 12+35 TO LT 14+75	21" x 235'	SST 2							235										248.6	96.6						
LT 14+57	INLET	1683-3 & 2214-4											1													
LT 14+57 TO LT 14+75	12" x 26'	SST 1				26													8.9							
LT 14+75	MANHOLE	1527-7 & 2213-4														1										
LT 14+75 TO LT 14+80	12" x 3'	SST 1				3																				
LT 14+80	CATCH BASIN	1538-4 & 2217-3																			1					
LT 14+75 TO LT 14+88	12" x 12'	SST 1				12													4.6							
LT 14+88	INLET	2214-4 (SD)													1											
LT 14+88 TO RT 14+88	12" x 53'	SST 1				53													14.2							
RT 14+88	INLET	1683-3 & 2214-4											1													
LT 14+75 TO LT 16+25	18" x 146'	SST 2						146											163.6	78.9						

** REPLACE WITH A-1C

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A.100	*	GRUNDY	52	13
FHWA REG.		ILLINOIS	PROJ.	

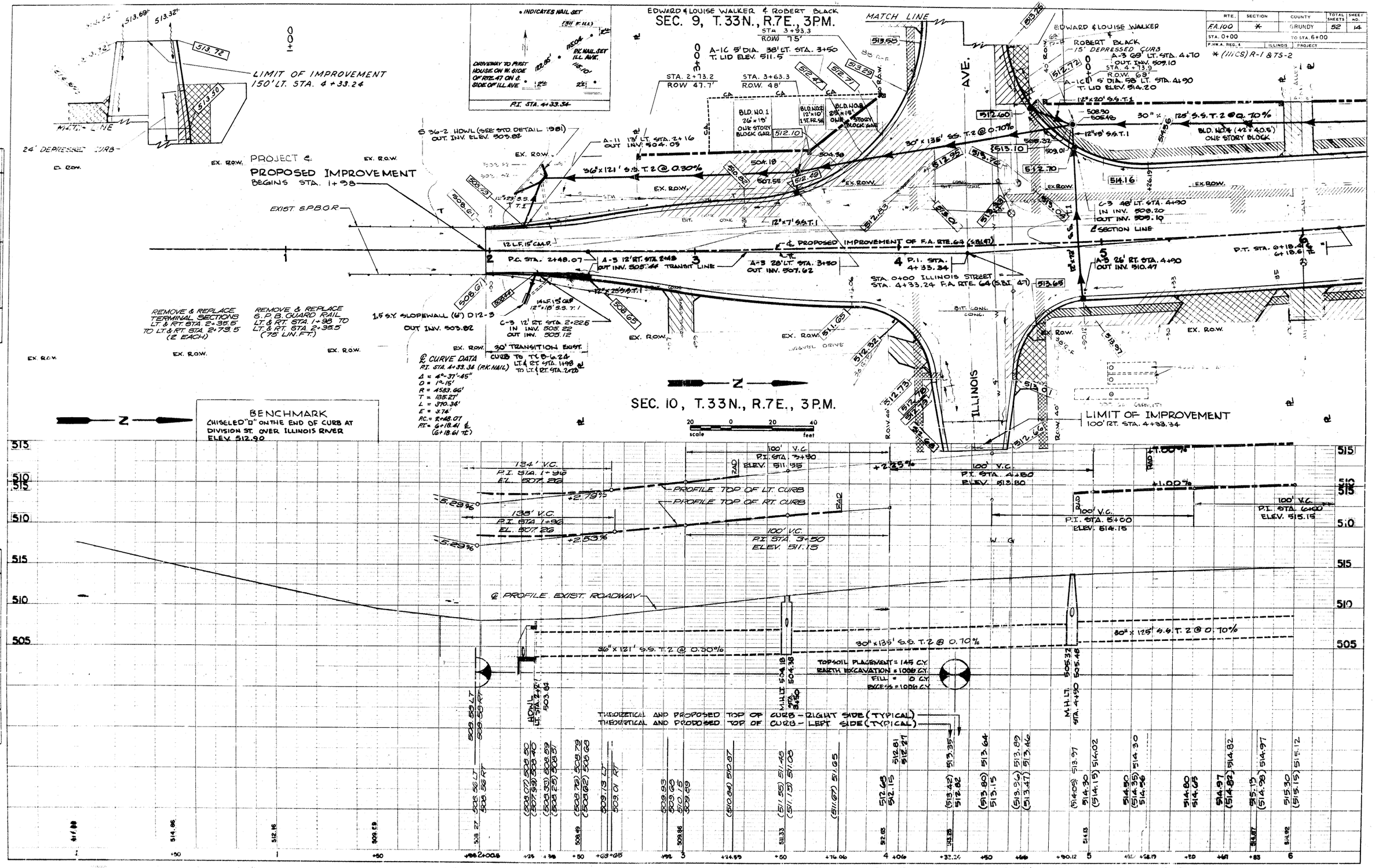
* (111CS) R-1 & TS-2

STORM SEWER SCHEDULE (CONTINUED)

STATION NUMBER F.A.RTE. 64 (SBI 47)	TYPE	STANDARD AND DESIGN NUMBER	CLASS X CONCRETE HEADWALL CU. YDS.	CLASS X CONCRETE CU. YDS.	REIN-FORCEM'T BARS POUNDS	STORM SEWER TYPE 1 12"	TYPE 1 15"	TYPE 2 12"	TYPE 2 15"	TYPE 2 18"	TYPE 2 21"	TYPE 2 27"	TYPE 2 30"	TYPE 2 36"	INLET TYPE A TYPE 3 FR. & GR.	INLET TYPE A TYPE 11 FR. & GR.	INLET TYPE C TYPE 3	MANHOLE TYPE A TYPE 1 FR. & CL. 5' DIA.	MANHOLE TYPE A TYPE 1 FR. & CL. 4' DIA.	SLOPE WALL (6") SQ. YD.	TRENCH BACK-FILL CU. YD.	ROCK EXCAV-ATION CU. YD.	CATCH BASIN TYPE C TYPE 8 GRATE	CATCH BASIN TYPE C TYPE 1 F & OL	SANITARY SEWERS TYPE 2 10"ϕ	SANITARY SEWERS TYPE 2 12"ϕ	REMOVAL OF EXIST. MANHOLES (EACH) (REPLACE WITH A-1C)
LT 16+05	MANHOLE	1527-7 & 2213-3																	1								
LT 16+25	MANHOLE	1527-7 & 2213-3																	1								
LT 16+25 TO LT 16+30	12" x 5'	SST 1				5															1.7						
LT 16+30	INLET	2214-4 (SD)															1										
LT 16+30 TO RT 16+30	12" x 53'	SST 1				53															17.0						
RT 16+30	INLET	1683-3 & 2214-4													1												
LT 16+25 TO LT 18+19	18" x 190'	SST 2								190											226.7	101.3					
LT 17+52	INLET	2214-4 (SD)													1												
LT 17+52 TO RT 17+93	12" x 39'	SST 1				39															12.5	0.9					
LT 17+93	INLET	2214-4 (SD)															1										
LT 17+93 TO LT 18+19	12" x 32'	SST 1				32															12.3	3.0					
LT 18+19	MANHOLE	1527-7 & 2213-4																	1								
RT 18+00	INLET	1683-3 & 2214-4													1												
RT 18+00 TO LT 18+19	12" x 72'	SST 1				72															24.6	6.7					
LT 18+19 TO LT 18+95	18" x 72'	SST 2								72											83.3	44.3					
LT 18+95	MANHOLE	1527-7 & 2213-4																	1								
LT 18+95 TO LT 19+00	12" x 5'	SST 1				5															1.7	0.3					
LT 19+00	INLET	2214-4 (SD)															1										
LT 19+00 TO RT 19+00	12" x 53'	SST 1				53															17.0	3.4					
RT 19+00	INLET	1683-3 & 2214-4													1												
LT 18+95 TO LT 20+60	15" x 161'	SST 2							161												158.6	74.8					
LT 20+60	MANHOLE	1527-7 & 2213-4																	1								
LT 20+60 TO LT 20+79.5	12" x 26'	SST 1				26															9.9	4.8					
LT 20+79.5	INLET	2214-4 (SD)															1										
LT 20+79.5 TO LT 20+17.5	12" x 36'	SST 1				36															13.8	6.6					
LT 21+17.5	INLET	1683-3 & 2214-4													1												
LT 20+60 TO LT 22+45	15" x 181'	SST 2							181												146.5	85.2					
LT 22+45	MANHOLE	1527-7 & 2213-4																	1								
LT 22+45 TO LT 22+46	12" x 3'	SST 1				3															1.1	0.7					
LT 22+46	INLET	1683-3 & 2214-4													1												
RT 22+90	INLET	1683-3 & 2214-4													1												
RT 22+90 TO RT 23+00	12" x 8'	SST 1				8															2.6	1.0					
RT 23+00	INLET	2214-4 (SD)															1										
LT 22+45 TO LT 23+00	12" x 52'	SST 2						52													16.6	4.1					
LT 23+00	INLET	2214-4 (SD)															1										
LT 23+00 TO RT 23+00	12" x 53'	SST 1				53															18.1	8.8					
20' RT 8+43	MANHOLE	1527-7 & 2213-4																	1								1
RT 8+45 TO RT 10+99.5	10" x 254.5'	SAN. SWR. T-2																			162.5				254.5		
LT 10+92 TO RT 11+02	12" x 84.5'	SAN. SWR. T-2																			33.3					84.5	
18' RT 11+02	MANHOLE	1527-7 & 2213-4																1									1
RT 11+04.5 TO RT 12+63	12" x 159.5'	SAN. SWR. T-2																			68.5					159.5	
32' RT 12+65	MANHOLE	1527-7 & 2213-4																	1								1
RT 12+67 TO RT 14+35.5	10" x 168.5'	SAN. SWR. T-2																			138.5				168.5		
32' RT 14+38	MANHOLE	1527-7 & 2213-4																1									1
RT 14+40.5 TO RT 17+74	10" x 333.5'	SAN. SWR. T-2																			256.2				333.5		
32' RT 17+76	MANHOLE	1527-7 & 2213-4																	1								1
RT 17+78 TO RT 19+24	10" x 146'	SAN. SWR. T-2																			93.2				146		
24' RT 19+26	MANHOLE	1527-7 & 2213-4																	1								1
RT 19+28 TO RT 20+91	10" x 163'	SAN. SWR. T-2																			104.0				163		
28' RT 20+93	MANHOLE	1527-7 & 2213-4																	1								1
RT 20+95 TO RT 22+43	10" x 148'	SAN. SWR. T-2																			94.5				148		
22' RT 22+45	MANHOLE	1527-7 & 2213-4																	1								1
TOTALS			5.0	0	92	1066	6	52	342	493	400	432	260	121	19	1	16	10	13	1.5	3097.3	524.5	1	1	1235	244	8

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.100	*	GRUNDY	52	14
STA. 0+00		TO STA. 6+00		
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

* (III CS) R-1 & TS-2



PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK NO.
BY
DATE

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 100		GRUNDY	52	15
STA. 6+00		TO STA. 12+00		
F.H.W.A. REG. 4		NO. NOTE	PROJECT	

* (111CS) R-1 & TS-2

ARNOLD & LILLIE VARLAND
SEC. 9, T. 33 N., R. 7 E., 3 P.M.

GRUNDY COUNTY NATIONAL BUILDING CORPORATION
SEC. 4, T. 33 N., R. 7 E., 3 P.M.

EXXON COMPANY

SEC. 10, T. 33 N., R. 7 E., 3 P.M.

SEC. 3, T. 33 N., R. 7 E., 3 P.M.

LIMIT OF IMPROVEMENT
68' LT. STA. 11+03

LIMIT OF IMPROVEMENT
70' LT. STA. 7+65.50

LIMIT OF IMPROVEMENT
70' RT. STA. 7+65.50

LIMIT OF IMPROVEMENT
100' RT. STA. 11+03

℄ CURVE DATA
P.I. STA. 8+07.06 (P.K. NAIL 7' W. OF SEC. COR.)
Δ = 3°-10'-32"
D = 3°-00'
R = 1909.86'
T = 52.94'
L = 105.85'
E = 0.73'
P.C. = 7+54.12
P.T. = 8+60.00 ℄
(8+59.97 ℄)

A-1C-5' DIA. 53' LT. STA. 6+19
T. LID ELEV. 515.6

STA. 5+93.9
R.O.W. 64'

STA. 7+27.9
R.O.W. 57'

A-3 43' LT. STA. 7+95
OUT. INV. 513.10

A-1C-5' DIA. 35' LT. STA. 8+10
T. LID EL. 516.70

A-1C-5' DIA. 33' LT. STA. 9+30
T. LID EL. 517.1

C-3 27' LT. STA. 9+35
IN INV. 513.03
OUT INV. 512.93

12" x 28' S.S. T.1
A-1C-5' DIA. 35' LT. STA. 10+68
T. LID EL. 517.20

A-3 55' LT. STA. 11+22
OUT. INV. 513.65

C-3 60' LT. STA. 10+84
IN. INV. 513.38
OUT. INV. 513.28

C-3 36' LT. STA. 6+19
IN INV. 511.20
OUT INV. 511.10

A-3 27' RT. STA. 6+15
OUT INV. 511.73

BLD. NO. 5 (28' x 40')
ONE STORY BLOCK GARAGE

BLD. NO. 6
32' x 28'
ONE STORY METAL TILE

P.C. STA. 7+54.12

P.I. STA. 8+07.06

P.T. STA. 8+60.00 ℄ = STA. 8+59.97 ℄

℄ = ℄ PROPOSED IMPROVEMENT OF F.A. RTE 64 (S.B.I 47)

SECTION LINE

EXISTING JOINT

ADJUST

A-3 43' RT. STA. 7+93
OUT. INV. 512.92

A-3 27' RT. STA. 9+35
OUT INV. 513.50

A-1C-4' DIA. 55' RT. STA. 10+80
T. LID EL. 517.05
C-3 60' RT. STA. 10+85
IN. INV. 512.80
OUT. INV. 512.70

C-3 60' RT. STA. 11+21
IN. INV. 513.23
OUT. INV. 513.13

A-3 70' RT. STA. 11+20
OUT. INV. 513.31

PLUG END

BENCH MARK
CHISELED "O" ON CURB AT N.W. CORNER OF DRIVE TO HOUSE #325, APPROX. 125' E OF DIVISION STREET ON E. MAIN ST. ELEV. 517.95

STANDARD OIL STATION
SIDEWALK
UNDERGROUND TANK COVERS
INDICATES NAIL SET
P.I. STA. 8+07.06

1" = 20'

PROFILE TOP OF LEFT CURB

PROFILE TOP OF RIGHT CURB

℄ PROFILE OF EXISTING ROADWAY

PROFILE TOP OF ROCK

PROPOSED TOP OF CURB - RIGHT SIDE (TYPICAL)

PROPOSED TOP OF CURB - LEFT SIDE (TYPICAL)

TOPSOIL PLACEMENT = 62 C.Y.
EARTH EXCAVATION = 1125 C.Y.
FILL = 2 C.Y.
EXCESS = 1123 C.Y.

TOPSOIL PLACEMENT = 30 C.Y.
EARTH EXCAVATION = 1056 C.Y.
FILL = 23 C.Y.
EXCESS = 1033 C.Y.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTAT'NS CHKD
NOTE BOOK
NO.
DATE
BY

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.100	*	GRUNDY	52	16
STA. 12+00		TO STA. 18+00		
F.H.W.A. REG. 4		ILLINOIS	PROJECT	

* (III.CS) R-1 & TS-2

EXXON COMPANY
83' R.O.W.
A-1C-5' DIA. 33' LT. STA. 12+35
T. LID EL. 520.7
BLD. NO. 6 (52'x28') ONE STORY METAL TILE

MORRIS SAV. & LOAN ASSOC.
• INDICATES NAIL SET
℄ JEFFERSON
PK NAIL SET JEFF. ST.
PARKING LOT PHILLIPS EE
P.I. STA. 14+38.13
40' R.O.W.

LIMIT OF IMPROVEMENT
68' LT. STA. 14+38.13

A-3 56' LT. STA. 14+57 OUT. INV. 520.12

ILLINOIS BELL TELEPHONE COMPANY
SEC. 4, T.33N., R.7E., 3P.M.

C-8 38' LT. 14+80 T. LID 524.25 OUT INV. 521.05
A-1C-5' DIA. 35' LT. STA. 14+75
T. LID EL. 524.1
A-1C-4' DIA. 45' LT. STA. 16+05
T. LID EL. 525.70
STA. 14+77.4 ROW 40.4'
STA. 15+98 ROW 41.4'
C-3 27' LT. STA. 14+88
IN. INV. 519.86
OUT. INV. 519.76
ADJUST EXISTING INLET & 6 LP 12" S.S. T. 1%
18" x 146' S.S. T-2 @ 0.60%
DIESEL FUEL TANK
EXISTING SAN. SEWER & MH'S TO BE ABANDONED

FIRST NATIONAL BANK OF MORRIS-TRUSTEE
LIMIT OF IMPROVEMENT
68' LT. STA. 17+74.46
STA. 16+12 ROW 64.6'
℄ CURVE DATA
P.I. STA. 17+74.46 (P.K. NAIL 4' WEST OF SEC. LINE)
Δ = 0°-19'-55"
D = 0°-45' (.86)
R = 2159.77'
T = 61.51'
L = 123.02'
E = 0.09'
P.C. = 17+12.95
P.T. = 18+35.97
STA. 17+32.7 ROW 65.6'
A-3 45' LT. STA. 17+52 OUT. INV. 521.08
A-1C-4' DIA. 33' LT. STA. 16+25 T. LID ELEV. 525.6
16" x 91' S.S. T-2 @ 0.45%
C-3 27' LT. STA. 16+30 IN INV. 521.00 OUT INV. 520.90
MH A-1C 4' DIA. 33' LT. STA. 18+19 T. LID 525.8
P.I. STA. 17+74.46
C-3-56' LT. STA. 17+93 OUT. INV. 521.48 IN INV. 521.58
SAWCUT

12" x 26' S.S. T-1
12" x 12' S.S. T-1
P.I. STA. 14+38.13
C-3 27' LT. STA. 12+40 IN INV. 516.15 OUT INV. 516.05
12" x 45' S.S. T-1
12" x 20' S.S. T-1
℄ = ℄ PROPOSED IMPROVEMENT OF F.A. RTE. 64 (S.B.I. 47)
C-3 27' RT. STA. 12+40 OUT INV. 516.68 IN INV. 516.78
SECTION LINE 7
P.C. STA. 15+75.18
P.T. STA. 15+01.08
℄ PROPOSED IMPROVEMENT OF F.A. RTE. 64 (SBI 47)
TRANSIT LINE
P.C. STA. 17+12.95
P.T. STA. 18+35.97
12" x 53' S.S. T-1
A-3 23' RT. STA. 16+30 OUT INV. 521.68
12" x 72' S.S. T-1
12" x 32' S.S. T-1
12" x 22' S.S. T-1
EX. R.O.W.
EXISTING "X" SAWCUT
A-3 36' RT. STA. 18+00 OUT. INV. 521.90
C-1P 45' RT. STA. 12+53 OUT. INV. 516.98 T. LID ELEV. 520.20

CHARLES JISKIA
BENCHMARK
CHISELED "D" ON CURB AT NW CORNER OF DRIVE TO HOUSE #325, APPROX. 225' E. OF DIVISION ST. ON E. MAIN ST. ELEV. 517.95

LIMIT OF IMPROVEMENT
100' RT. STA. 14+38.13
SEC. 3, T.33N., R.7E., 3P.M.

JEFFERSON STREET
JACKSON ST.
ROW 33'
TODD PL.
ALLEY

A-3 - 21' RT. STA. 14+88 OUT. INV. 520.39
STA. 16+02.1 ROW 40'
STA. 16+02.1 ROW 41.5'
℄ CURVE DATA
P.I. STA. 14+38.13 (P.K. NAIL 7' WEST SEC. LINE)
Δ = 0°-30'-13"
D = 0°-24' (.40)
R = 14323.95'
T = 62.95'
L = 125.90'
E = 0.14'
P.C. = 13+75.18
P.T. = 15+01.08

• INDICATES NAIL SET
℄ STA. 17+74.46
APPROX. 5 DRIVE 215 E. JACKSON
WH. BR. HOUSE ON S. SIDE OF JACKSON, 2 DOORS E. OF RT. 47

CHARLIE & HENRIETTA BRITT
CLARA B. HARPER

1" = 20' scale 20 0 20 40 feet

LIMIT OF IMPROVEMENT
100' RT. STA. 17+74.46

+0.30%
+0.90%
+0.30%
+0.42%
+2.53%
+0.30%
+2.53%
100' V.C. P.I. STA. 13+25 ELEV. 522.30
100' V.C. P.I. STA. 13+25 ELEV. 522.43
100' V.C. P.I. STA. 16+00 ELEV. 525.30
100' V.C. P.I. STA. 16+00 ELEV. 524.98
100' V.C. P.I. STA. 17+00 ELEV. 525.28
100' V.C. P.I. STA. 18+00 ELEV. 525.90
PROFILE TOP OF LEFT CURB
PROFILE TOP OF RIGHT CURB
℄ PROFILE OF EXISTING ROADWAY
TOP OF ROCK PROFILE
21" x 235' S.S. T-2 @ 1.30%
18" x 146' S.S. T-2 @ 0.60%
18" x 90' S.S. T-2 @ 0.45%
EXISTING 10" COMB. SEWER
EXISTING 10" COMB. SEWER

TOPSOIL PLACEMENT = 106 C.Y.
EARTH EXCAVATION = 804 C.Y.
FILL = 5 C.Y.
EXCESS = 799 C.Y.

TOPSOIL PLACEMENT = 84 C.Y.
EARTH EXCAVATION = 1,235 C.Y.
FILL = 12 C.Y.
EXCESS = 1,223 C.Y.

M.H. LT. STA. 12+95
M.H. LT. STA. 12+70
M.H. LT. STA. 14+75
M.H. LT. STA. 18+95

PROPOSED TOP OF CURB - RIGHT SIDE (TYPICAL)
PROPOSED TOP OF CURB - LEFT SIDE (TYPICAL)

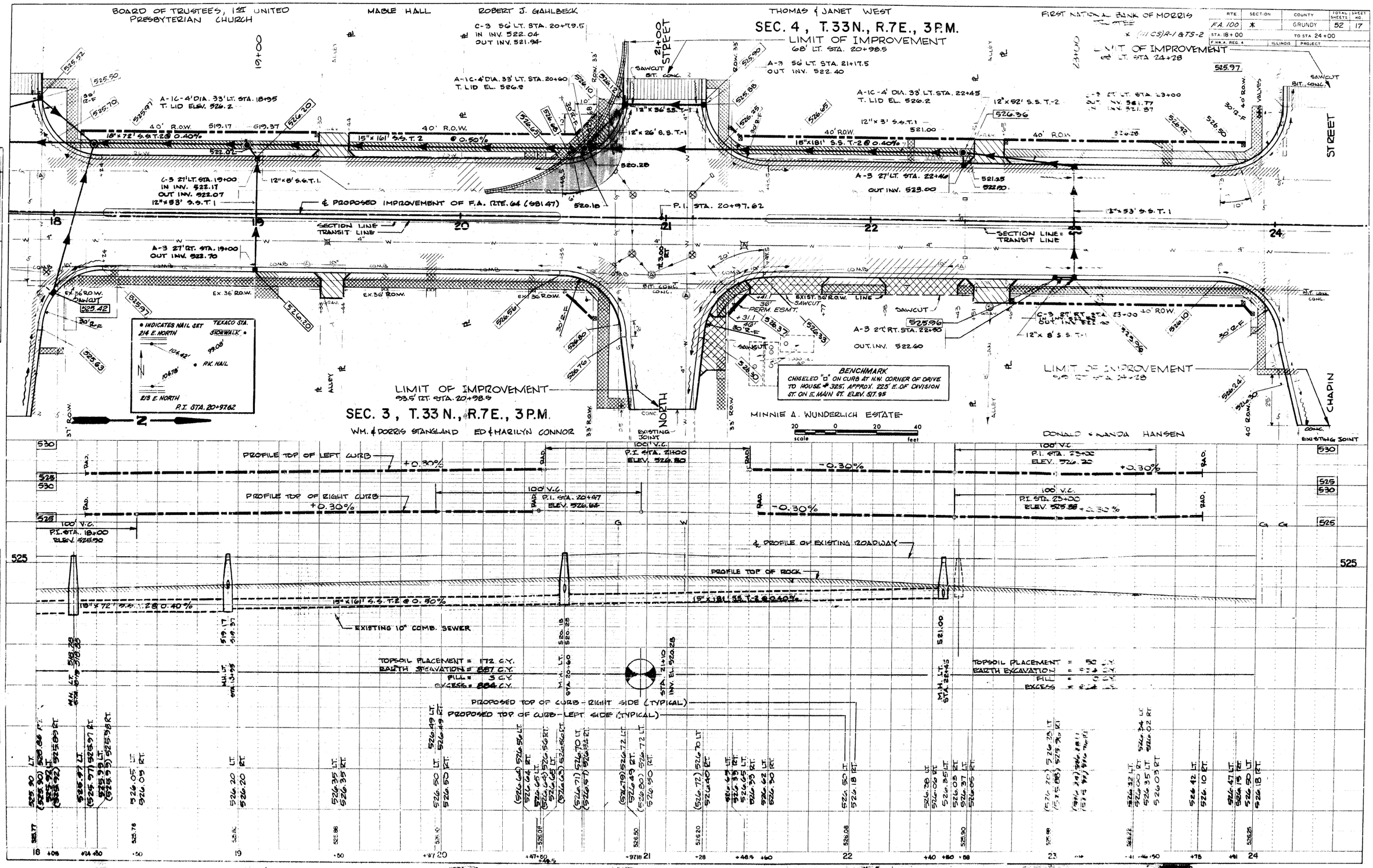
PLAN
SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT OF WAY CHECKED / BOUNDARIES / NO. / DATE / BY

PROFILE
SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT OF WAY CHECKED / STRUCTURE INFORMATION CHECKED / DATE / BY

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 100	*	GRUNDY	52	17

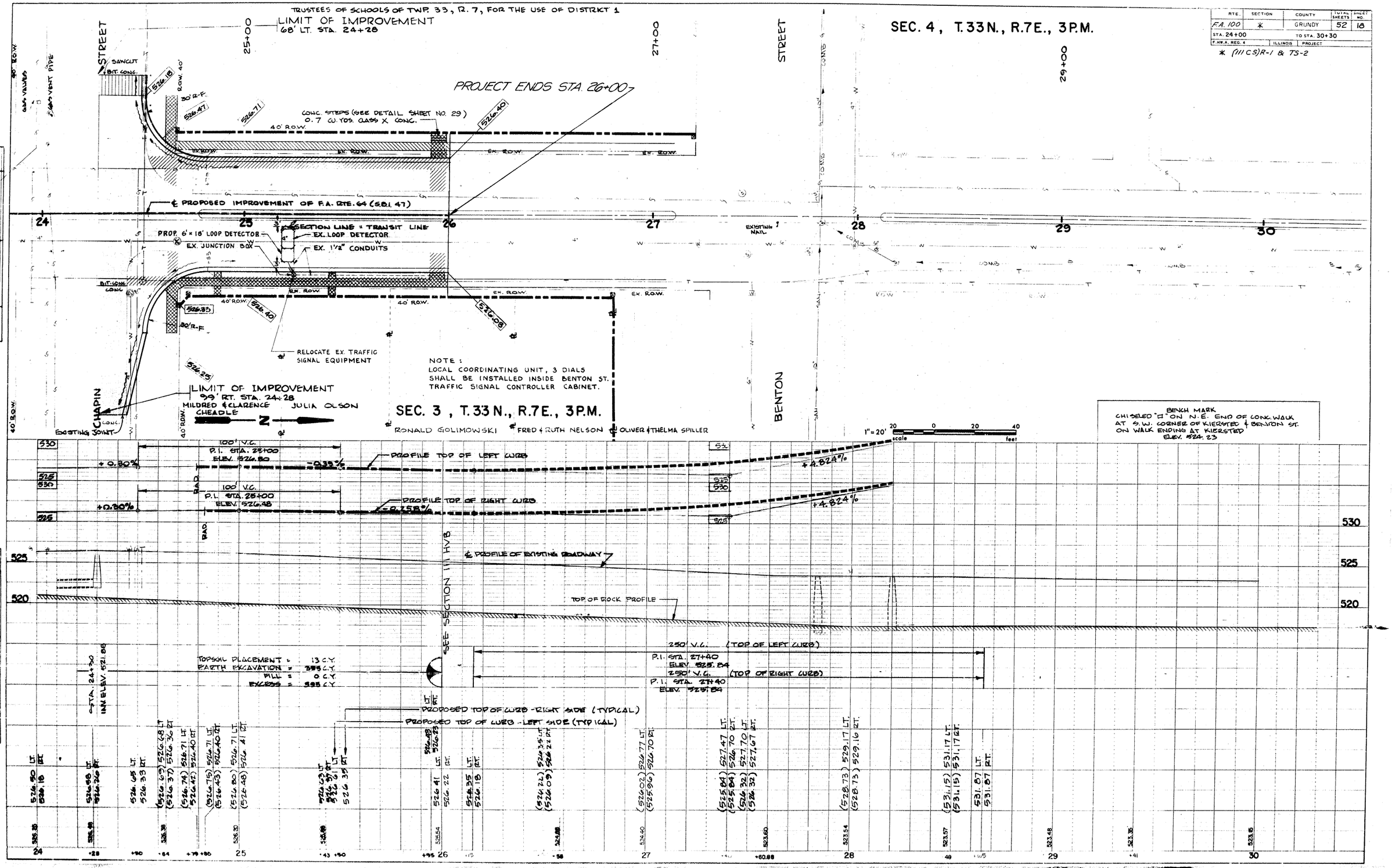
STA. 18+00 TO STA. 24+00

F.H.W.A. REG. 4 ILLINOIS PROJECT



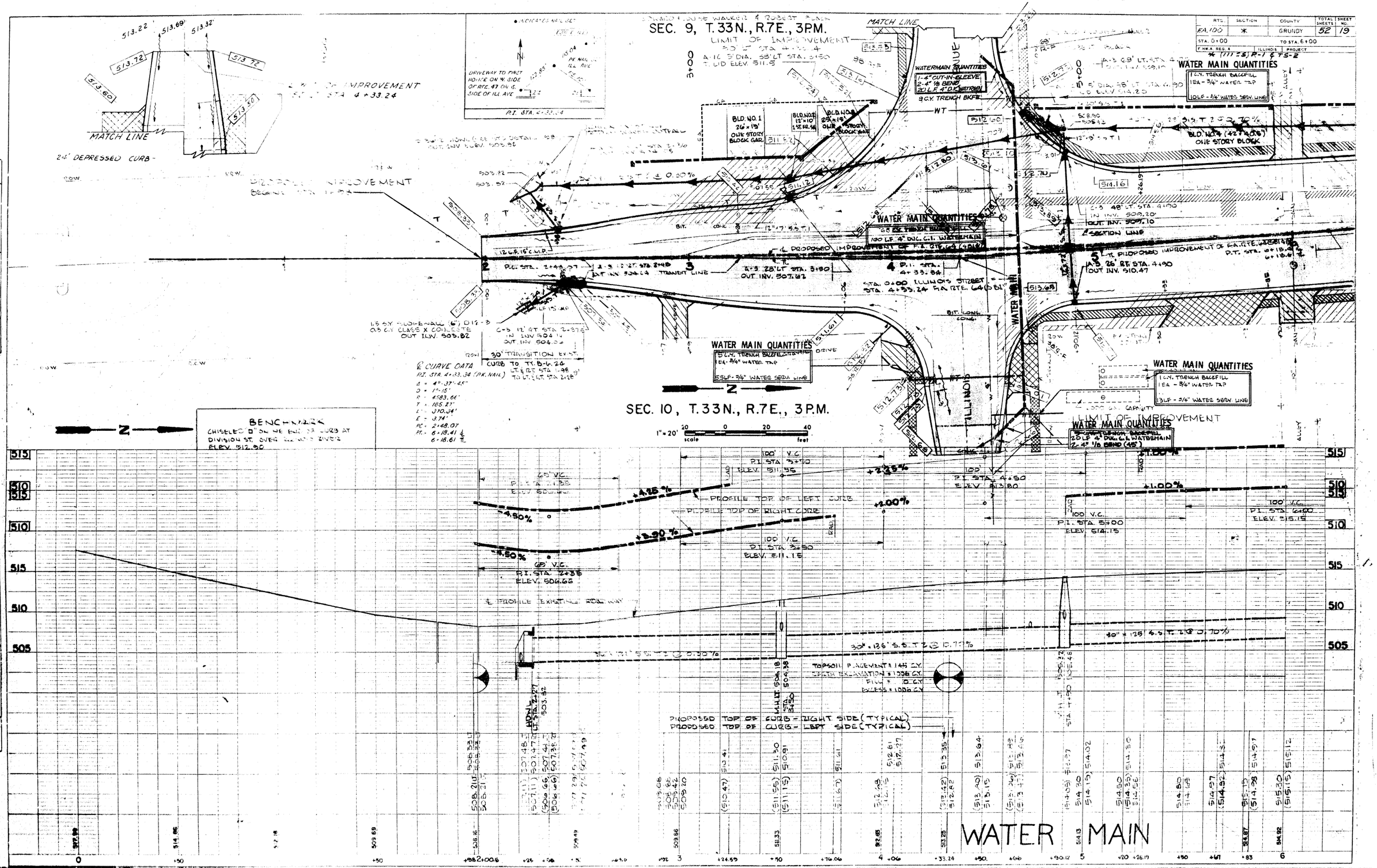
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 100	*	GRUNDY	52	18
STA. 24+00		TO STA. 30+30		
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

* (111 CS)R-1 & TS-2



RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.100	*	GRUNDY	52	19
STA. 0+00		TO STA. 6+00		
F.H.W.A. REG. 4		ILLINOIS	PROJECT	

* (111-25) R-1 & TS-2



RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 100	X	GRUNDY	52	20
STA. 6+00		TO STA. 12+00		
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

* (111 CS)R-1 & TS-2

SEC. 9, T. 33 N., R. 7 E., 3 P.M.

SEC. 4, T. 33 N., R. 7 E., 3 P.M.

SEC. 10, T. 33 N., R. 7 E., 3 P.M.

SEC. 3, T. 33 N., R. 7 E., 3 P.M.

WASHINGTON STREET

WATER MAIN

BLD. NO. 5 (24' x 40') ONE STORY BLOCK GARAGE

BLD. NO. 6 52' x 28' ONE STORY METAL TILE

℄ CURVE DATA
P.I. STA. 8+07.06 (P) NAIL 7' W. OF SEC. COR.
Δ = 8°10'32"
D = 3°00'
R = 1909.86'
T = 137.94'
L = 305.65'
E = 0.73'
PC = 7+69.12
PT = 8+60.00 ℄
8+59.97 ℄

P.T. STA. 8+60.00 ℄ = STA. 8+59.97 ℄
℄ = ℄ PROPOSED IMPROVEMENT OF F.A. RTE 64 (S.B.I. 47)
℄ SECTION LINE

WATER MAIN QUANTITIES
1 EA. - 10" O.I. WATER MAIN
4 EA. - 10" - 45° BEND
1 EA. - 10" GATE VAL. W/ BOX
1 EA. - 10" GATE VAL. IN VAULT
1 EA. - 10" x 8" TEE
1 EA. - 10" x 8" REDUCER
44 C.Y. - TRENCH BACKFILL
1 EA. - 10" CUT-IN SLEEVE
1 EA. - 8" CUT-IN SLEEVE

WATER MAIN QUANTITIES
1 EA. - 8" x 6" TEE
1 EA. - 6" GATE VAL. W/ BOX
1 EA. - C.F. FIRE HYDRANT

WATER MAIN QUANTITIES
4 EA. - 8" - 45° BENDS
1 EA. - 8" x 4" TEE
1 EA. - 8" CUT-IN SLEEVE
1 EA. - 4" CUT-IN SLEEVE

WATER MAIN QUANTITIES
1 EA. - 3/4" WATER TAP
5 L.F. - 3/4" WATER SERV. LINE

WATER MAIN QUANTITIES
(STA. 7+95 TO 12+00)
410 L.F. - 8" D.I. WATER MAIN
140 C.Y. - TRENCH BACKFILL

WATER MAIN QUANTITIES
8" GATE VAL. W/ BOX

BENCHMARK
CHISELED "O" ON CURB AT N.W. CORNER OF DRIVE TO HOUSE #325, APPROX. 25' E. OF DIVISION STREET ON E. MAIN ST. ELEV. 517.95

1" = 20' scale

PROFILE TOP OF LEFT CURB
PROFILE TOP OF RIGHT CURB
℄ PROFILE OF EXISTING ROADWAY
PROFILE TOP OF DIKE
PROPOSED TOP OF CURB - RIGHT SIDE (TYPICAL)
PROPOSED TOP OF CURB - LEFT SIDE (TYPICAL)

TOPSOIL PLACEMENT = 62 C.Y.
EARTH EXCAVATION = 112.5 C.Y.
FILL = 7 C.Y.
EXCESS = 117.63 C.Y.

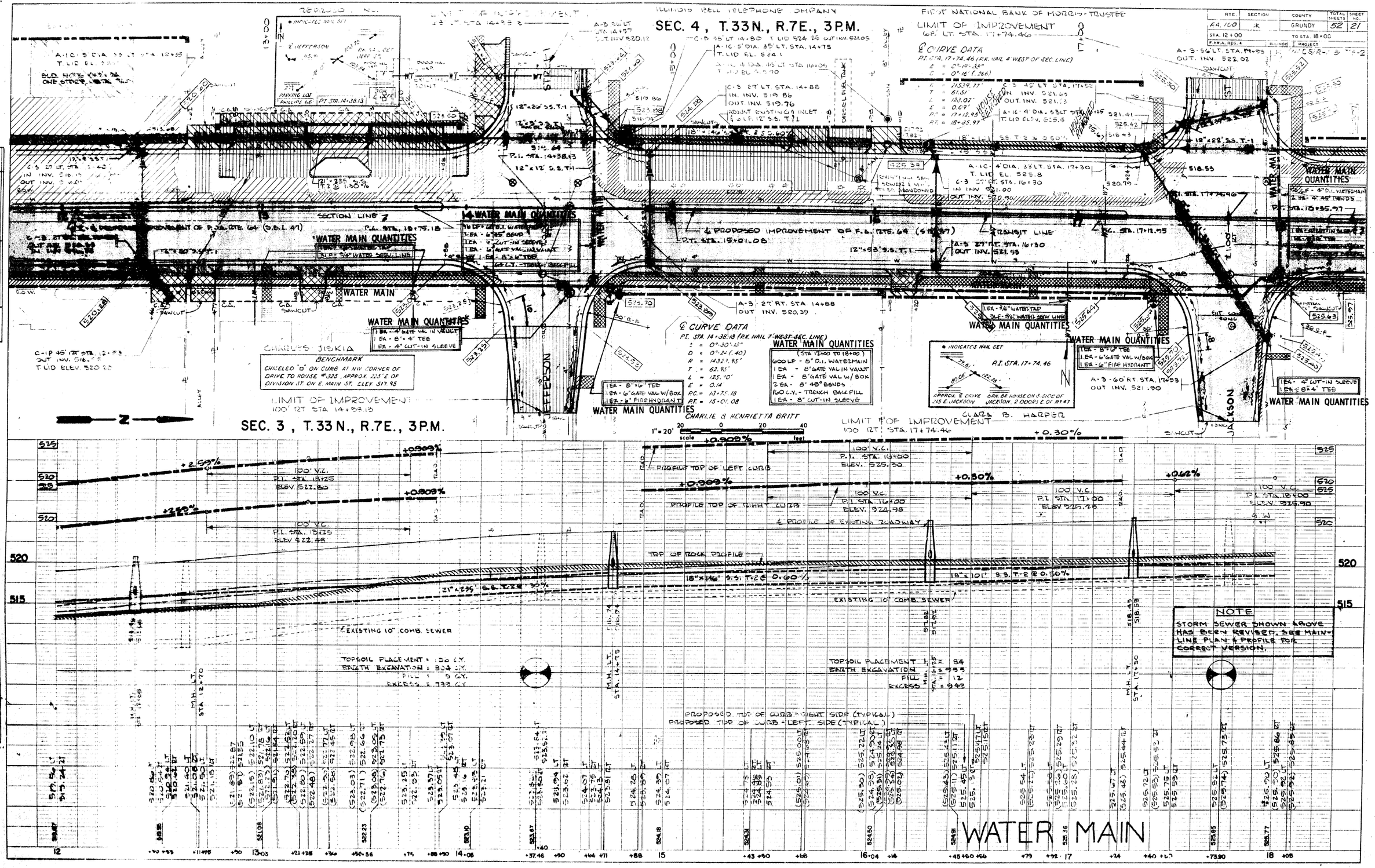
TOPSOIL PLACEMENT = 30 C.Y.
EARTH EXCAVATION = 1056 C.Y.
FILL = 23 C.Y.
EXCESS = 1033 C.Y.

WATER MAIN

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / DATA CHECKED

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / STRUCTURE NOTES (CPM)

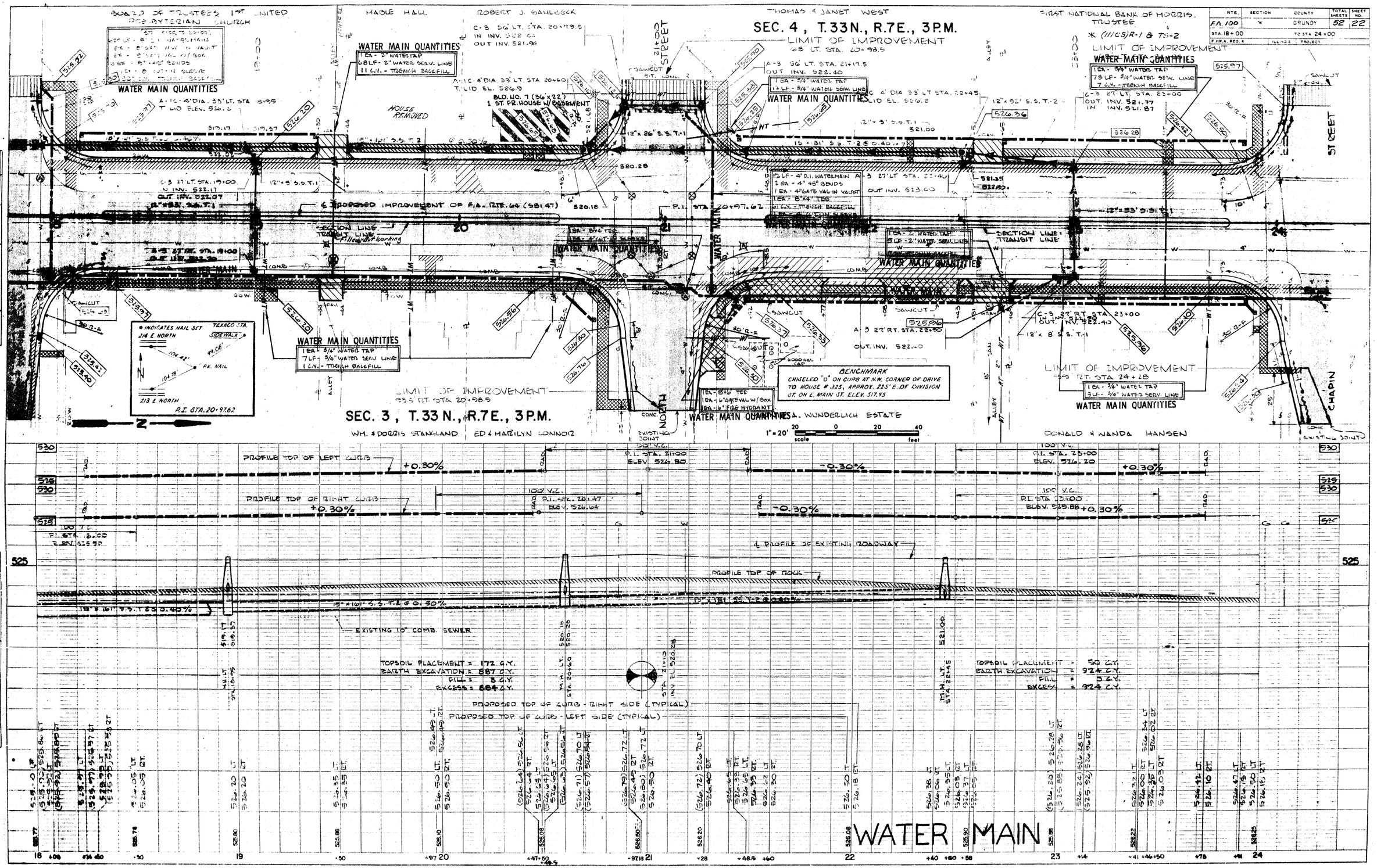
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 160	K	GRUNDY	52	21
STA. 12+00		TO STA. 18+00		
F.H.W.A. REG. 4		ILLINOIS	PROJECT	



PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. PLAT CHECKED — NOTE BOOK NO. — DATE — BY

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD — NOTE BOOK NO. — DATE — BY

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 100	X	GRUNDY	52	22
STA. 18+00		TO STA. 24+00		
F.H.W.A. REG. 4	ILLINOIS	PROJECT		



RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 100	*	GRUNDY	52	23
STA. 24+00		TO STA. 30+30		
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

* (111CS)R-1 & TS-2

TRUSTEES OF SCHOOLS OF TWP 33, R. 7, FOR THE USE OF DISTRICT 1

LIMIT OF IMPROVEMENT
68' LT STA. 24+28

SEC. 4, T. 33 N., R. 7 E., 3 P.M.

WATER MAIN QUANTITIES
1 EA - 3" WATER TAP
78 LF - 2 WATER SERV. LINE
13 C.Y. - TRENCH BACKFILL

SECTION 111HVB OMISSION
BEGINS STA. 26+00

(STA. 24+00 TO 26+00)
205 LF - 8" D.I. WATER MAIN
4 EA - 8" 45° BENDS
~~1 EA - 8" PLUG~~
56 C.Y. - TRENCH BACKFILL
~~1 EA - EXISTING SLEEVE~~
WATER MAIN QUANTITIES

(CONC. STEPS (SEE DETAIL SHEET NO. 25).
0.75 C.Y. 10% GLASS x CONC.

WATER MAIN QUANTITIES
1 EA - 8" D.I. NO
1 EA - 8" GATE VALVE IN VAULT
1 EA - 8" TEE
1 C.Y. - TRENCH BACKFILL

PROPOSED IMPROVEMENT OF F.A. RTE. 64 (SBI 47)

SECTION 111HVB - TRANSIT LINE

WATER MAIN QUANTITIES
1 EA - 3/4" WATER TAP
3 LF - 3/4" WATER SERV. LINE
~~1 C.Y. - TRENCH BACKFILL~~

WATER MAIN QUANTITIES
1 EA - 8"x6" TEE
1 EA - 6" GATE VAL W/BOX
1 EA - 6" FIRE HYDRANT

SINGLE-FACE SCHOOL CROSSING LIGHT
RT. STA. 25+87 TO BE MOVED WITH
THE LIGHT LT. STA. 26+05 AS PART
OF PREVIOUS SECTION 111 HVB

LIMIT OF IMPROVEMENT
55' RT STA 24+28

MILDRED & CLARENCE CHEADLE — JULIA OLSON

SEC. 3, T. 33 N., R. 7 E., 3 P.M.

RONALD GOLIMOWSKI — FRED & RUTH NELSON — OLIVER & THELMA SPILLER

HOUSE REMOVED

BENTON

1" = 20'

BENCH MARK
CHISELED "O" ON N.E. END OF CONC. WALK
AT S.W. CORNER OF KIERSTED & BENTON ST.
ON WALK ENDING AT KIERSTED
ELEV. 524.23

100' V.C.
P.I. STA. 25+00
ELEV. 526.80
PROFILE TOP OF LEFT CURB

100' V.C.
P.I. STA. 28+00
ELEV. 526.48
PROFILE TOP OF RIGHT CURB

PROFILE OF EXISTING ROADWAY

TOP OF ROCK PROFILE

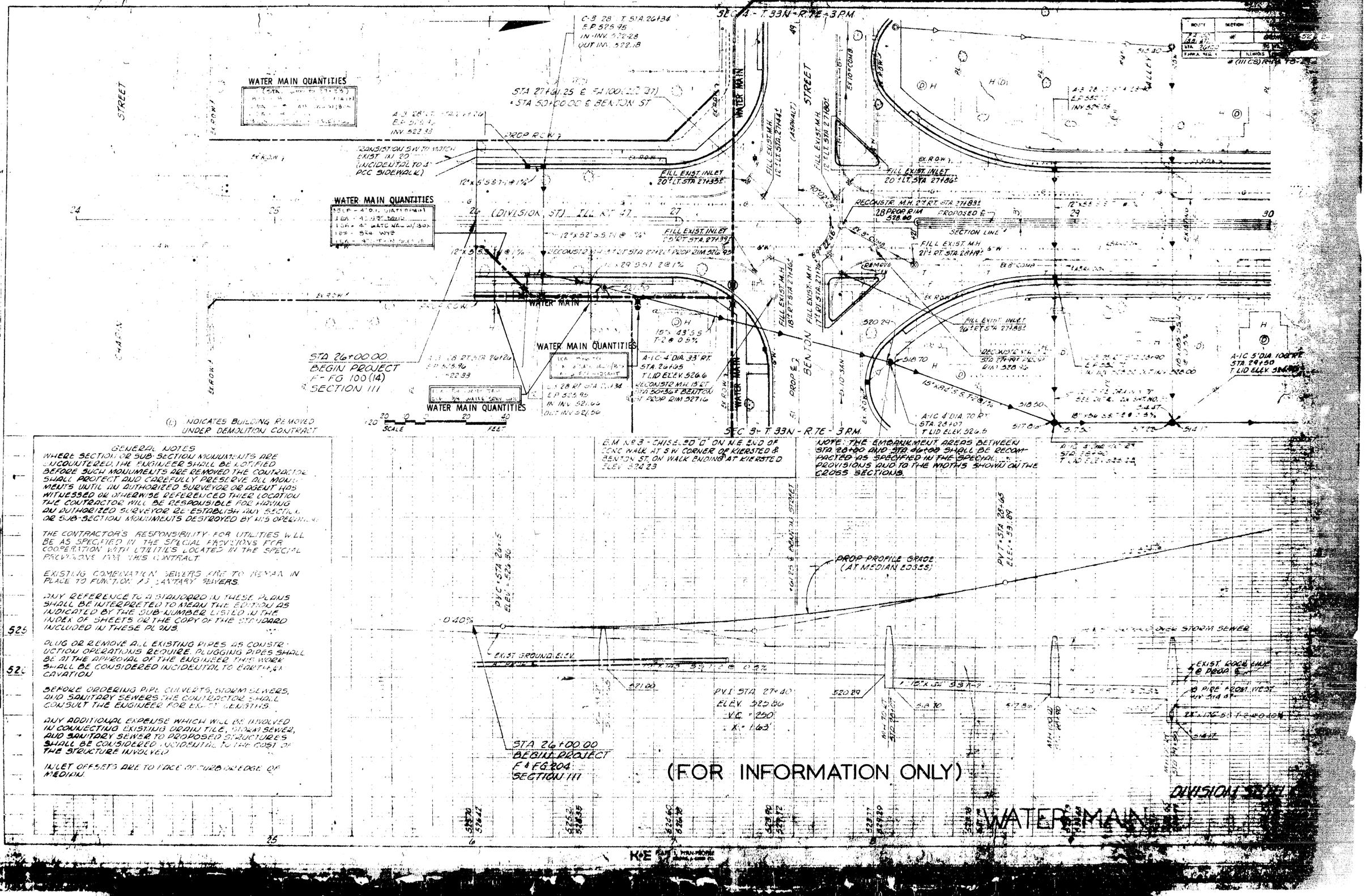
SEE SECTION 111 HVB

TOPSOIL PLACEMENT = 13 C.Y.
EARTH EXCAVATION = 295 C.Y.
FILL = 0 C.Y.
EXCESS = 295 C.Y.

150' V.C. (TOP OF LEFT CURB)
P.I. STA. 27+40
ELEV. 525.84
150' V.C. (TOP OF RIGHT CURB)
P.I. STA. 27+40
ELEV. 525.84

PROPOSED TOP OF CURB - RIGHT SIDE (TYPICAL)
PROPOSED TOP OF CURB - LEFT SIDE (TYPICAL)

WATER MAIN



GENERAL NOTES

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

THE CONTRACTOR'S RESPONSIBILITY FOR UTILITIES WILL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR COOPERATION WITH UTILITIES LOCATED IN THE SPECIAL PROVISIONS FOR THIS CONTRACT.

EXISTING COMBINATION SEWERS ARE TO REMAIN IN PLACE TO FUNCTION AS SANITARY SEWERS.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

PLUG OR REMOVE ALL EXISTING PIPES AS CONSTRUCTION OPERATIONS REQUIRE. PLUGGING PIPES SHALL BE AT THE APPROVAL OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.

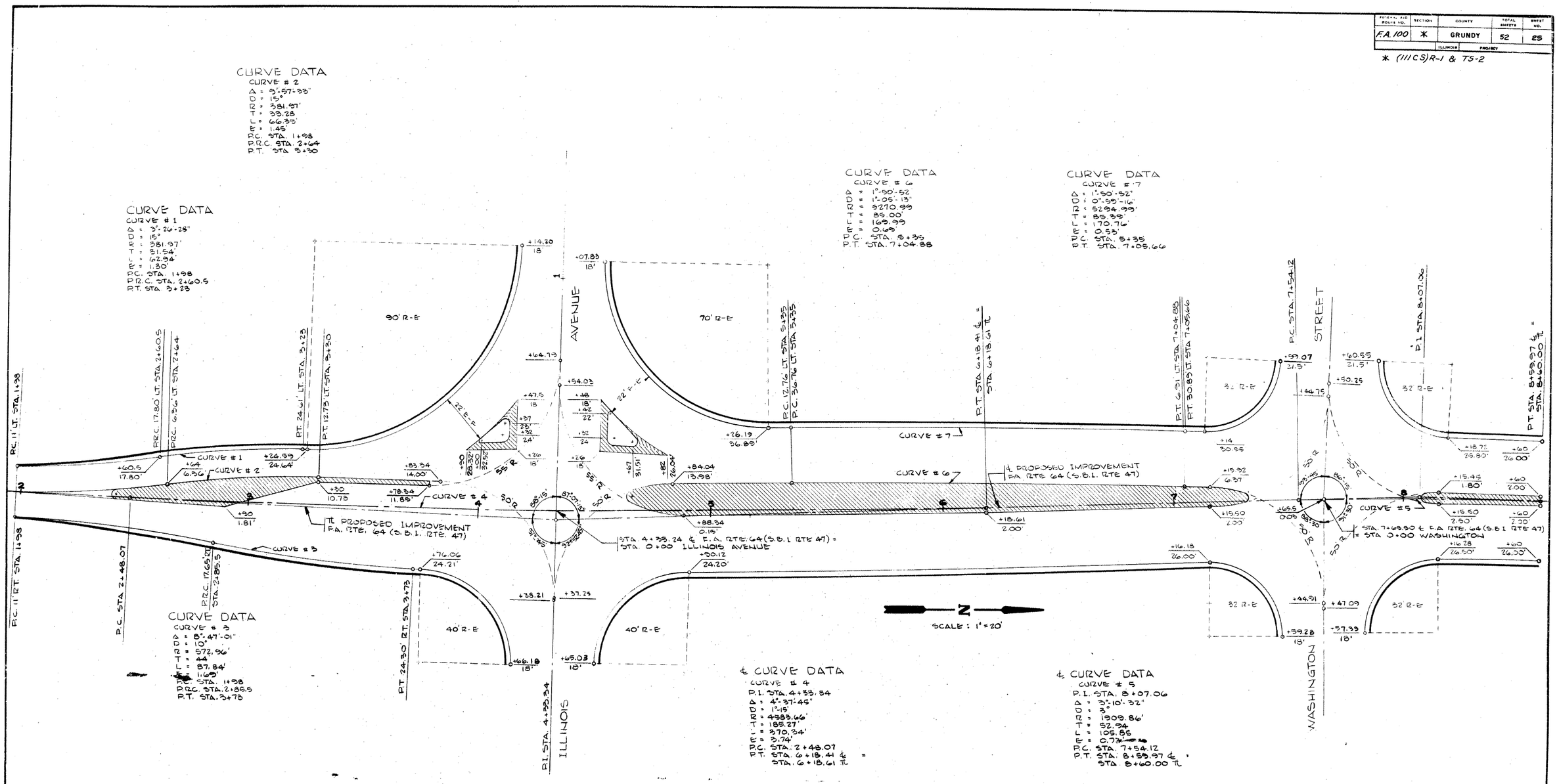
BEFORE ORDERING PIPE CULVERTS, STORM SEWERS, AND SANITARY SEWERS THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

ANY ADDITIONAL EXPENSE WHICH WILL BE INVOLVED IN CONNECTING EXISTING DRAIN TILE, STORM SEWER, AND SANITARY SEWER TO PROPOSED STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE STRUCTURE INVOLVED.

INLET OFFSETS ARE TO FACE OF CURB OR EDGE OF MEDIAN.

FEDERAL AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 100	*	GRUNDY	52	25
		ILLINOIS	PROJECT	

* (111CS)R-1 & TS-2



CURVE DATA
CURVE # 3
Δ = 8°-47'-01"
D = 10°
R = 572.96'
T = 44.
L = 87.84'
E = 1.69'
P.C. STA. 1+98
P.R.C. STA. 2+85.5
P.T. STA. 3+73

℄ CURVE DATA
CURVE # 4
P.I. STA. 4+33.34
Δ = 4°-37-45"
D = 1°-15'
R = 4583.66'
T = 185.27'
L = 370.34'
E = 3.74'
P.C. STA. 2+48.07
P.T. STA. 6+18.41 ℄ = STA. 6+18.61 ℄

℄ CURVE DATA
CURVE # 5
P.I. STA. 8+07.06
Δ = 3°-10'-32"
D = 3°
R = 1909.86'
T = 52.94
L = 105.85
E = 0.73
P.C. STA. 7+54.12
P.T. STA. 8+59.97 ℄ = STA. 8+60.00 ℄

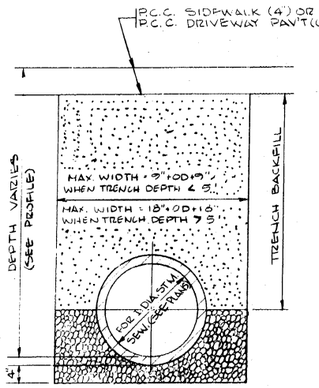
NOTE: ALL OFFSETS SHOWN FROM MAINLINE ℄ TANGENT

NOTES —
1) ALL DIMENSIONS ARE RELATED TO TRANSIT LINE AND ALL STATIONING ESTABLISHED IS ALONG TRANSIT LINE.
2) STATION EQUATIONS UTILIZED TO COMPENSATE FOR DIFFERENCE IN LENGTH BETWEEN TRANSIT LINE & CENTER LINE OF PROPOSED IMPROVEMENT

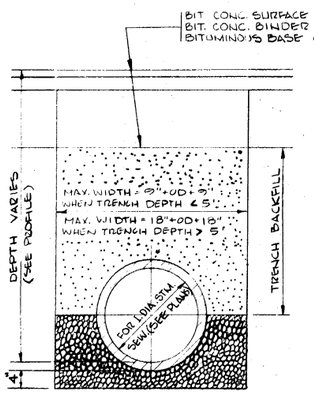
GEOMETRIC DETAILS
STA. 1+98 TO STA. 8+60
F.A. RTE. 64 (S.B.I. RTE. 47)

FEDERAL AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 100	*	GRUNDY	52	26
		ILL. NO. 108	PROJECT	

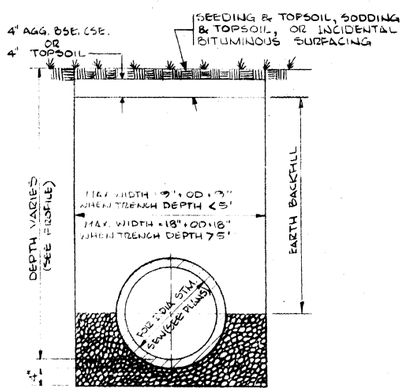
* (111CS)R-1 & TS-2



UNDER DRIVES & WALKS

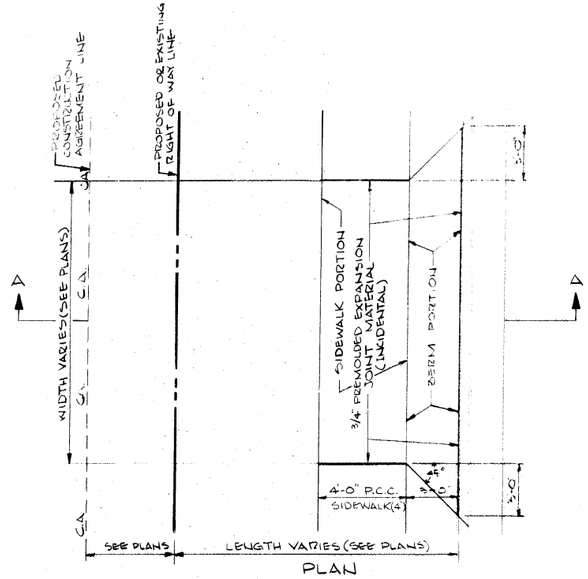


UNDER ROADWAY

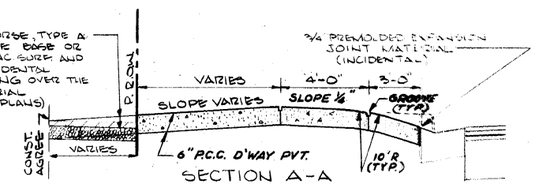


THROUGH BERM

TYPICAL TRENCH DETAILS
STORM SEWER CONSTRUCTION



PLAN

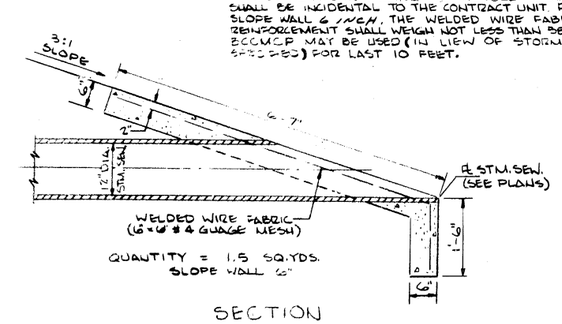


SECTION A-A

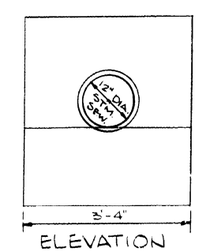
TYPICAL DETAIL DRIVEWAY ENTRANCE

NOTE: CONSTRUCTION OF DRIVEWAY MAY BE ALTERED AT THE DIRECTION OF THE ENGINEER WHERE, IN HIS OPINION, A MORE DESIREABLE PROFILE MAY BE OBTAINED BY EITHER LOWERING OR DISHING THE SIDEWALK PORTION OF THE DRIVEWAY OR BY VARYING THE SLOPE ALONG SECTION A-A OF ALL OR PART OF THE SIDEWALK AND/OR THE BERM PORTION OR ANY COMBINATION THEREOF. MAXIMUM DRIVEWAY SLOPES ARE 6% FOR C.E.'S AND 8% FOR P.E.'S.

NOTE: THE COST OF CUTTING THE STORM SEWER TO CONFORM TO THE SLOPE OF THE HEADWALL AND FURNISHING AND INSTALLING THE WELDED WIRE FABRIC SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE FOR SLOPE WALL 6 W/WF. THE WELDED WIRE FABRIC REINFORCEMENT SHALL WEIGH NOT LESS THAN 58 LBS/100 SQ. FT. BCCMCP MAY BE USED (IN LIEU OF STORM SEWER SPEC SEC) FOR LAST 10 FEET.



SECTION



ELEVATION

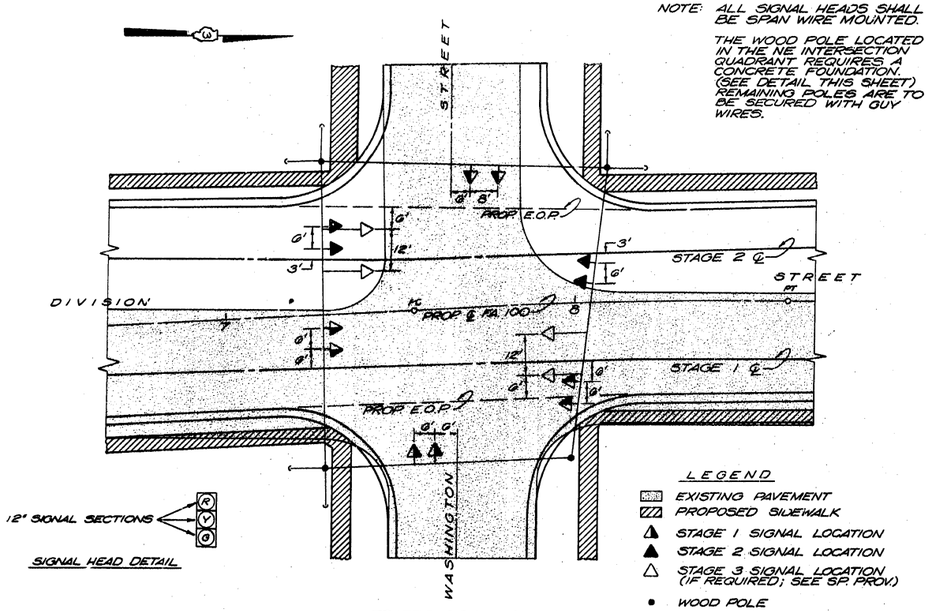
SLOPE WALL (6")
RT. STA. 2+17 (S.B.L. RTE 47)

ROUTE	SECTION	COUNTY	TOTAL SHTS.	SHEET NO.
FA 100	‡	GRUNDY	52	27
FHWA REGION 5		ILLINOIS	PROJ.	

‡ (111CS) R-1 & TS-2

NOTE: ALL SIGNAL HEADS SHALL BE SPAN WIRE MOUNTED.

THE WOOD POLE LOCATED IN THE NE INTERSECTION QUADRANT REQUIRES A CONCRETE FOUNDATION. (SEE DETAIL THIS SHEET) REMAINING POLES ARE TO BE SECURED WITH GUY WIRES.

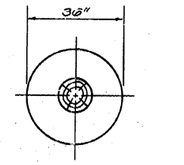


TRAFFIC SIGNAL LOCATIONS DURING STAGE CONSTRUCTION (DIVISION ST. - WASHINGTON ST. INTERSECTION)

NOTE: THE COST OF ADJUSTING THE SIGNAL HEAD LOCATIONS FOR THE DIFFERENT STAGES OF CONSTRUCTION SHALL BE INCLUDED IN THE PAY ITEM TEMPORARY TRAFFIC SIGNAL INSTALLATION.

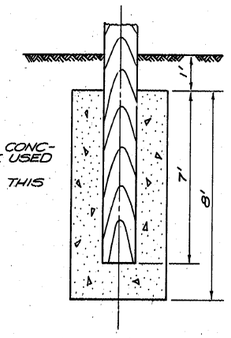
PROPOSED SEQUENCE OF OPERATION

PHASE	A			B			FLASH
MOVEMENT							
INTERVAL	1	2	3	4	5	6	
STREET / CHANGE TO			B			A	
DIVISION STREET (ALL SIGNALS)	G	G	Y	R	R	R	R
WASHINGTON STREET (ALL SIGNALS)	R	R	R	G	G	Y	R

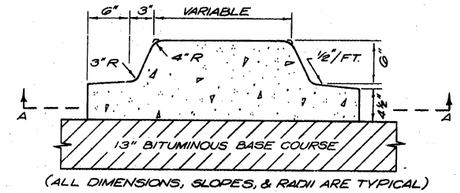


TOP VIEW

NOTE: CLASS X CONCRETE SHALL BE USED THROUGHOUT.
DO NOT SCALE THIS DRAWING.



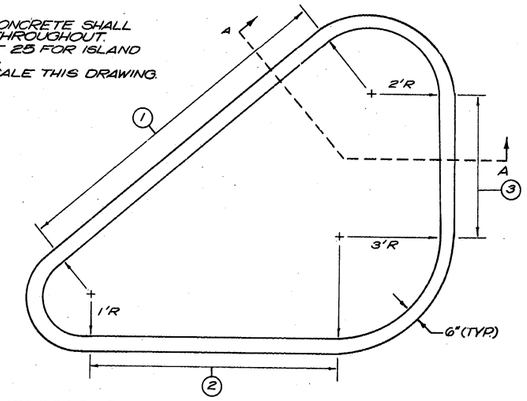
CONCRETE FOUNDATION FOR WOOD POLE (INCIDENTAL TO TEMP. TRAFFIC SIGNAL SYSTEM)



(ALL DIMENSIONS, SLOPES, & RADII ARE TYPICAL)

SECTION A-A

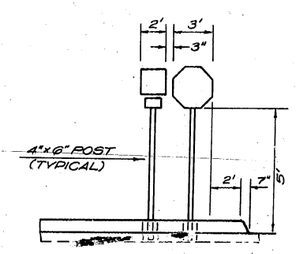
NOTE: CLASS X CONCRETE SHALL BE USED THROUGHOUT.
SEE SHEET 28 FOR ISLAND LOCATIONS.
DO NOT SCALE THIS DRAWING.

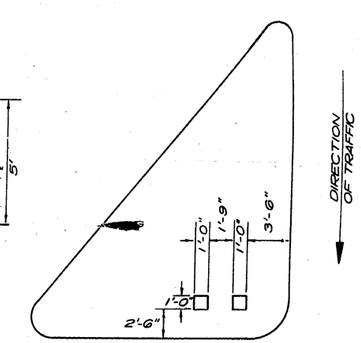


MONOLITHIC CORNER ISLAND DETAIL
DIVISION ST.-ILLINOIS ST. INTERSECT.
NW & SW QUADRANTS

ISLAND DIMENSION TABLE

LOCATION	1	2	3
NW QUADRANT	15'	10'	8'
SW QUADRANT	12'	9'	8'



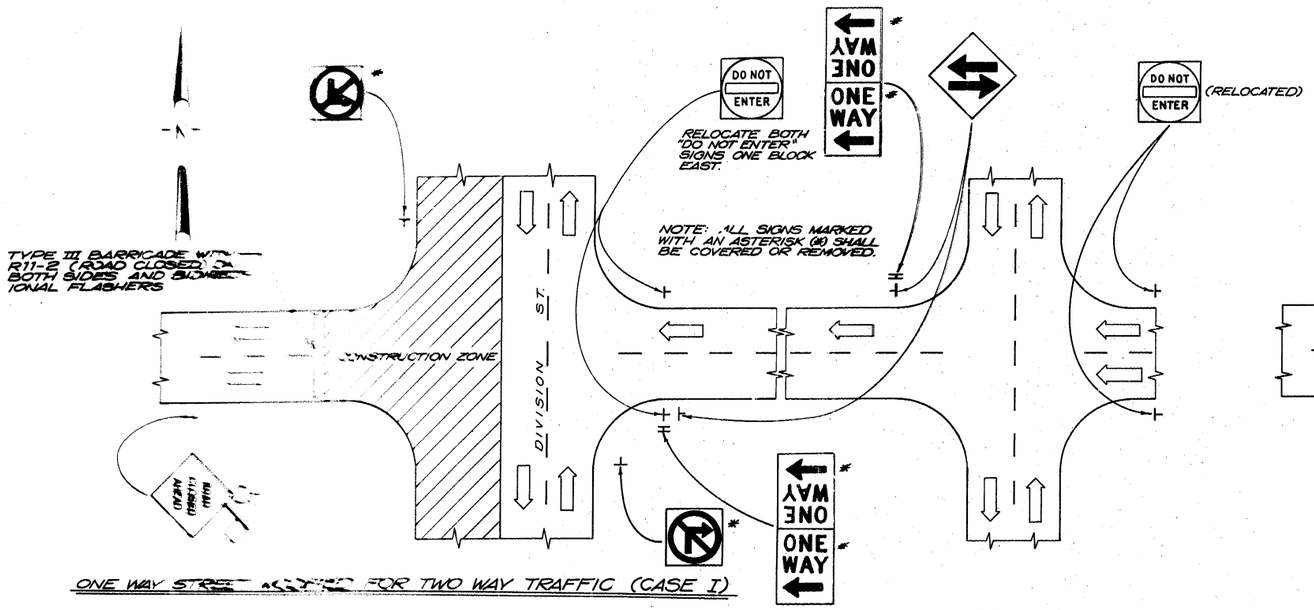


OMISSIONS FOR SIGN POSTS

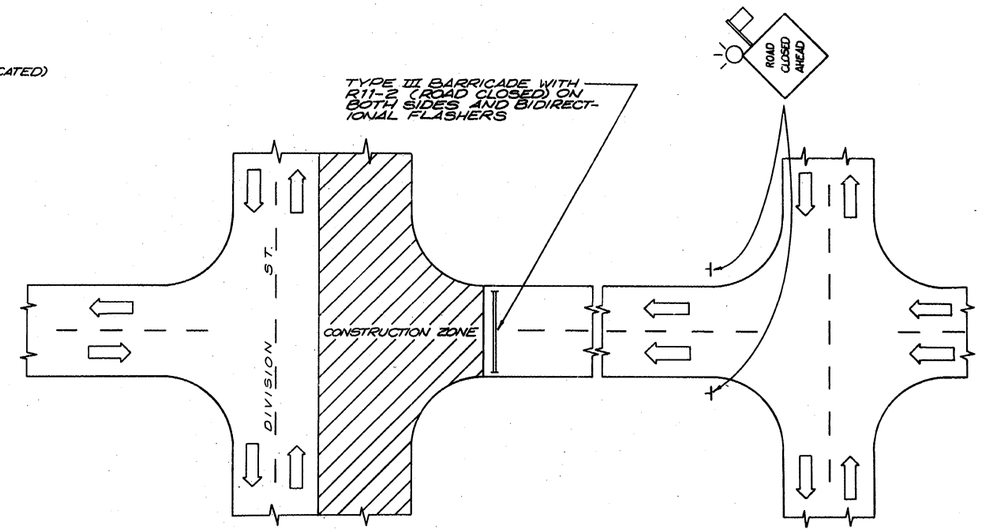
ROUTE	SECTION	COUNTY	TOTAL SHTS	SHT. NO.
FA.100	+	GRUNDY	52	28
F.H.W.A. REG. 5		ILLINOIS	PROJ.	

+ (IIICS) R-1 & TS-2

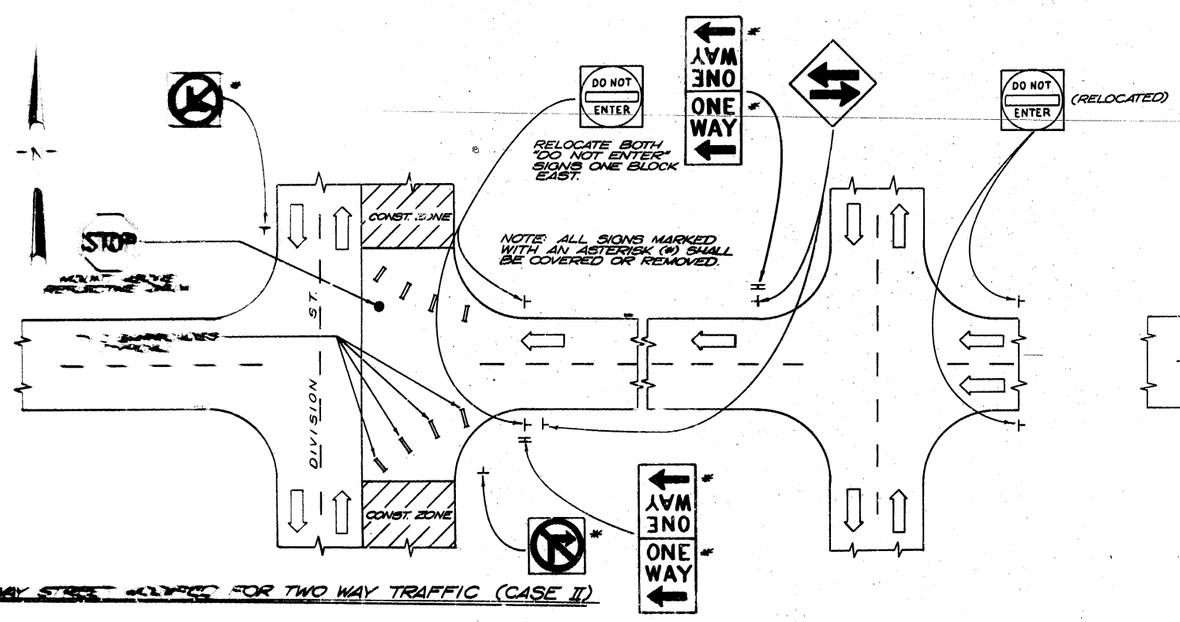
TRAFFIC CONTROL (SPECIAL)



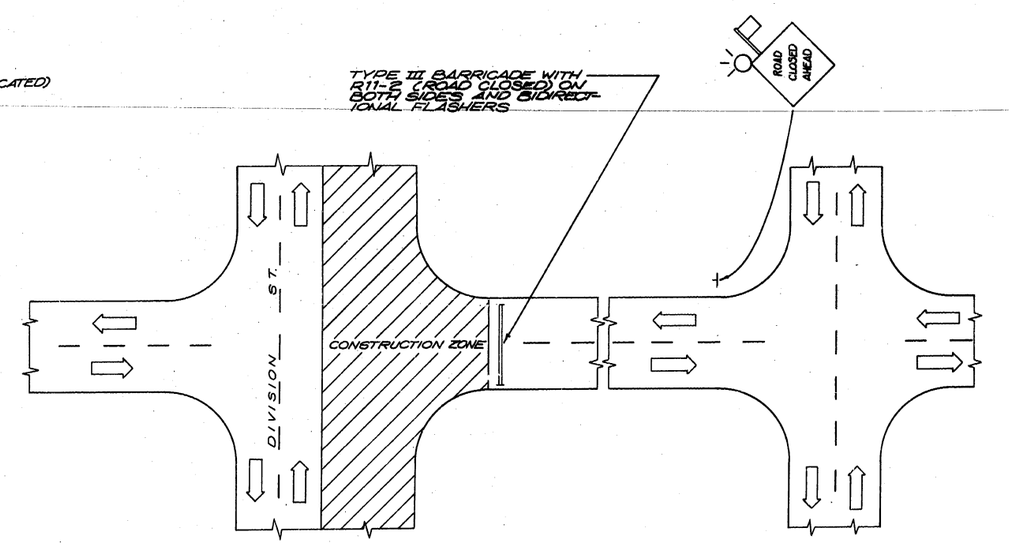
ONE WAY STREET [illegible] FOR TWO WAY TRAFFIC (CASE I)



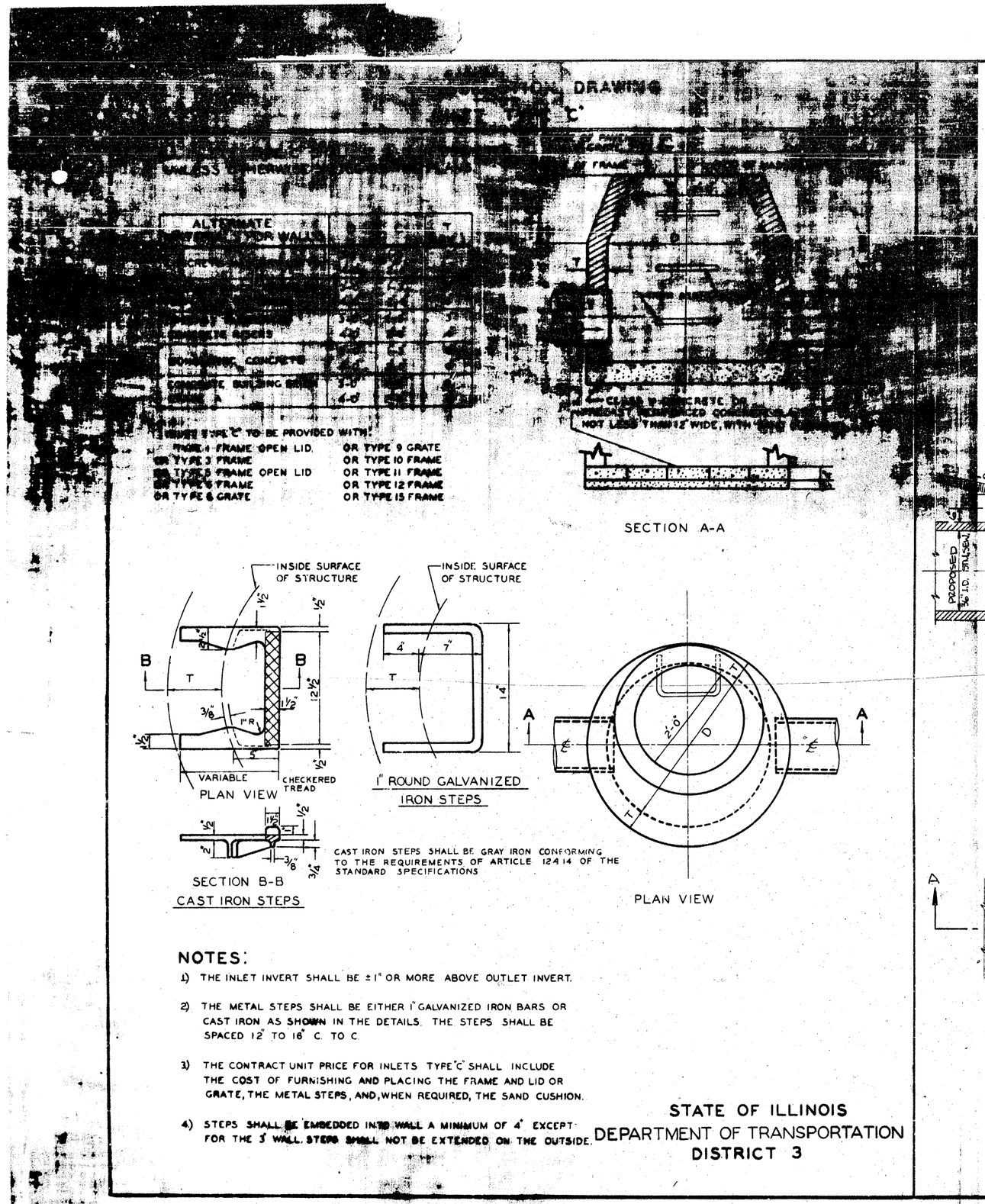
ONE WAY STREET CLOSED TO THRU TRAFFIC

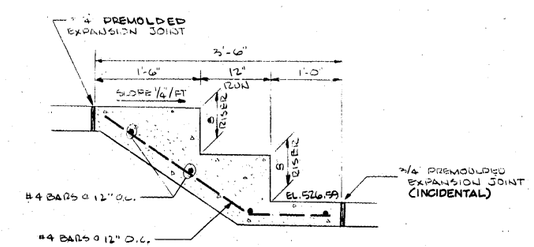


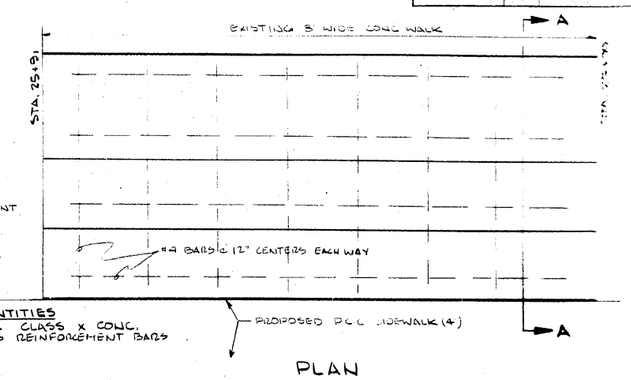
ONE WAY STREET [illegible] FOR TWO WAY TRAFFIC (CASE II)



TWO WAY STREET CLOSED TO THRU TRAFFIC

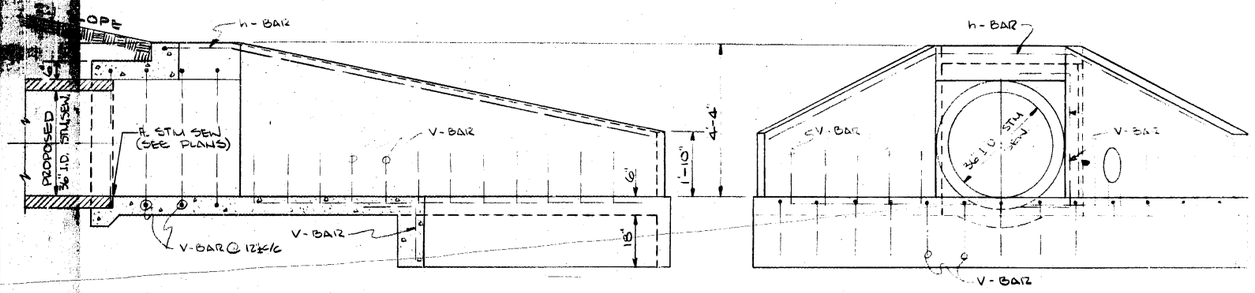


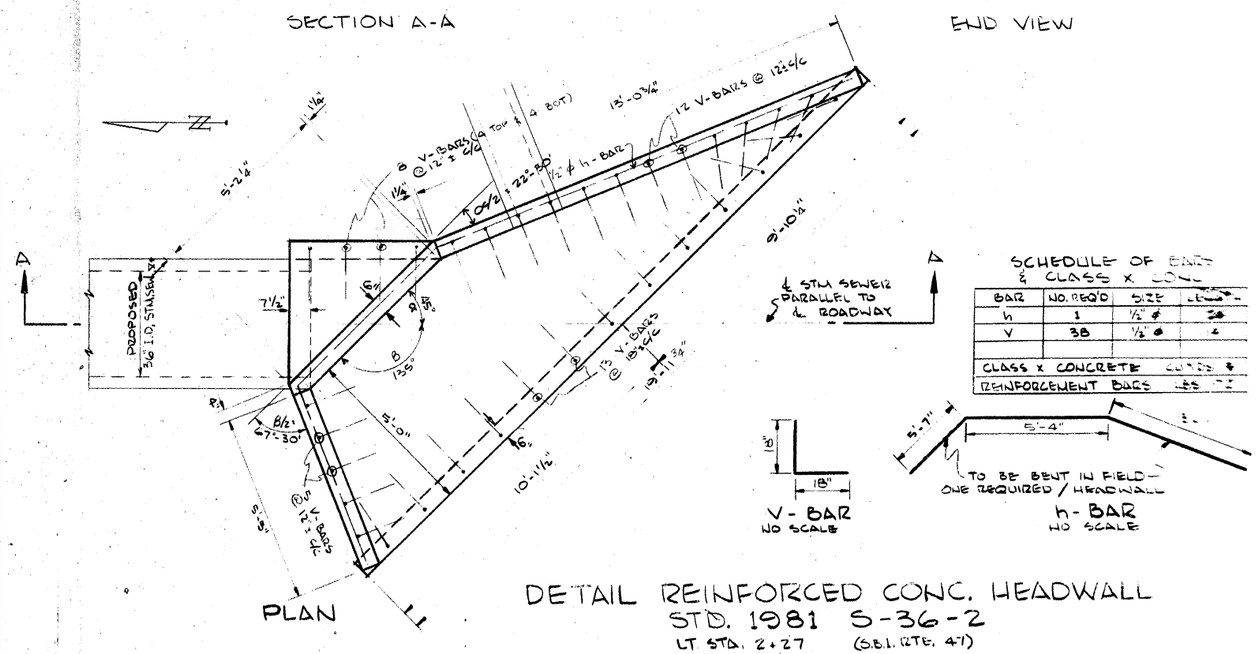




QUANTITIES
0.7 CU. YDS. CLASS X CONC.
39 POUNDS REINFORCEMENT BARS

STEP DETAIL
STA. 25+91 TO STA. 25+99





SCHEDULE OF BARS & CLASS X CONC

BAR	NO. REQ'D	SIZE	LENGTH
h	1	1/2" ϕ	[illegible]
V	38	1/2" ϕ	[illegible]
CLASS X CONCRETE			[illegible]
REINFORCEMENT BARS			[illegible]

NOTES:

1) THE INLET INVERT SHALL BE ±1" OR MORE ABOVE OUTLET INVERT.

2) THE METAL STEPS SHALL BE EITHER 1" GALVANIZED IRON BARS OR CAST IRON AS SHOWN IN THE DETAILS. THE STEPS SHALL BE SPACED 12" TO 16" C. TO C.

3) THE CONTRACT UNIT PRICE FOR INLETS TYPE "C" SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND LID OR GRATE, THE METAL STEPS, AND, WHEN REQUIRED, THE SAND CUSHION.

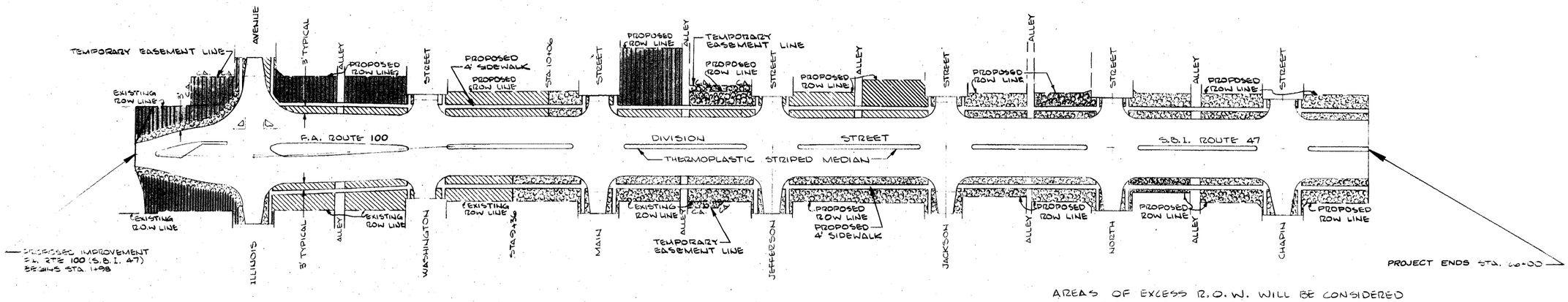
4) STEPS SHALL BE EMBEDDED INTO WALL A MINIMUM OF 4" EXCEPT FOR THE 3' WALL. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT 3

DETAIL REINFORCED CONC. HEADWALL
STD. 1981 S-36-2
LT. STA. 2+27 (S.B.I. RTE. 47)

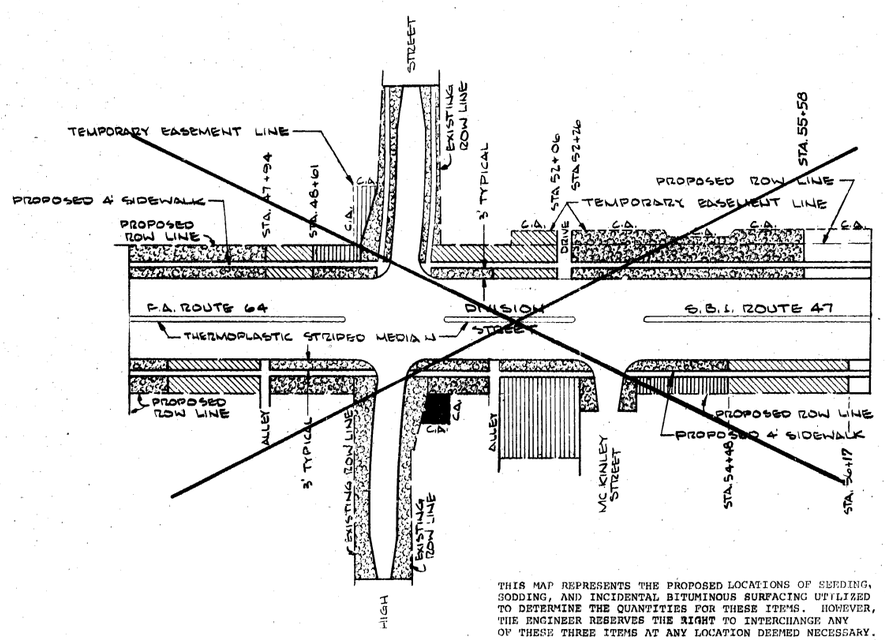
F.A. Route	Section	County	Total Sheets	Sheet No.
F.A. 100	*	GRUNDY	52	30

* (111CS)R-1 & TS-2



AREAS OF EXCESS R.O.W. WILL BE CONSIDERED FOR SEEDING ON AN INDIVIDUAL BASIS

NOTE: FOR SCHEDULES OF SEEDING CLASS I, SODDING, & INCIDENTAL BITUMINOUS SURFACING SEE SHEET NO. 6



THIS MAP REPRESENTS THE PROPOSED LOCATIONS OF SEEDING, SODDING, AND INCIDENTAL BITUMINOUS SURFACING UTILIZED TO DETERMINE THE QUANTITIES FOR THESE ITEMS. HOWEVER, THE ENGINEER RESERVES THE RIGHT TO INTERCHANGE ANY OF THESE THREE ITEMS AT ANY LOCATION DEEMED NECESSARY.

N

NO SCALE

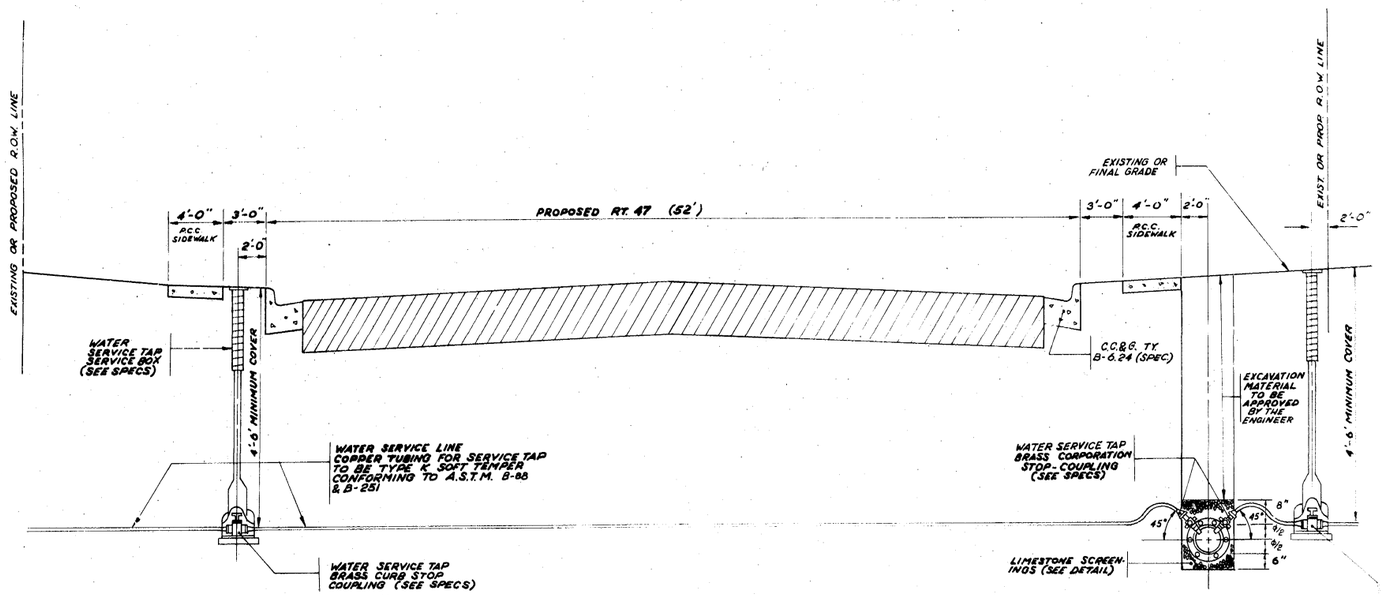
LEGEND

- SEEDING, YARD MIXTURE
- OR SODDING
- INCIDENTAL BITUMINOUS SURFACING

MAP INDICATING LOCATION OF SEEDING CLASS I, SODDING, AND INCIDENTAL BITUMINOUS SURFACING

ROUTE NO.	SECTION	COUNTY	TOTAL SHTS.	SHT. NO.
F.A. 100	*	GRUNDY	52	31
FEDERAL REG.		ILLINOIS	PROJ.	

* (iii C S)R-1 & TS-2



NOTE: WATERMAIN SIZE VARIES - SEE PLANS

WATER SERVICE TAP BRASS GROUND KEY STOP-COUPLING (SEE SPECS)

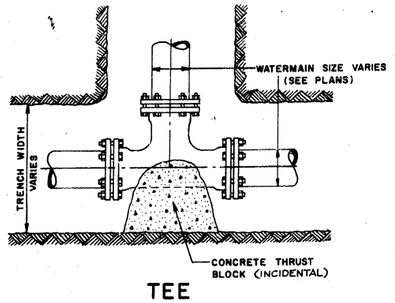
TYPICAL DETAIL SHOWING
WATER SERVICE TAP

WATERMAIN CONSTRUCTION STANDARDS

PROPOSED PAVEMENT - SEE TYPICAL ROADWAY SECTIONS

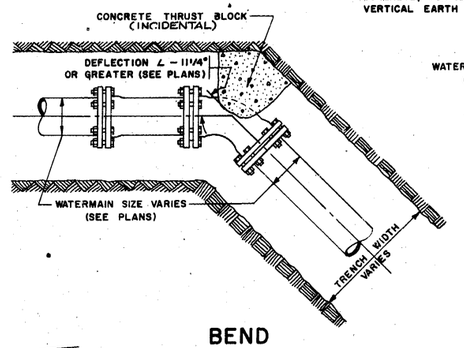
*(11ICS)R-1 & TS-2

F.A. NO.	STATE	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 100 *	ILLINOIS	GRUNDY	52	32

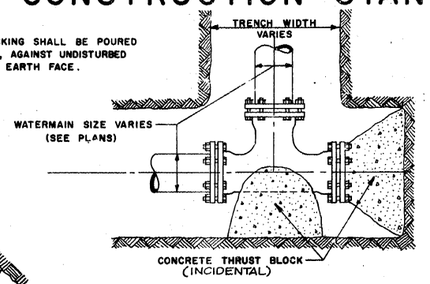


TEE

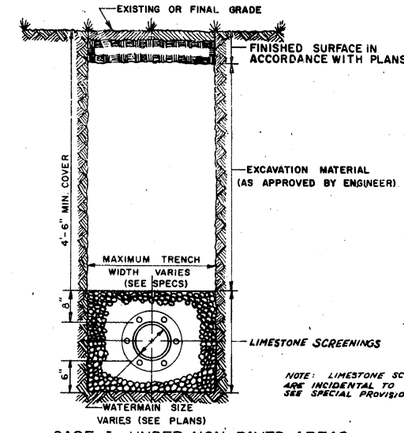
NOTE: ALL BLOCKING SHALL BE POURED CONCRETE, AGAINST UNDISTURBED VERTICAL EARTH FACE.



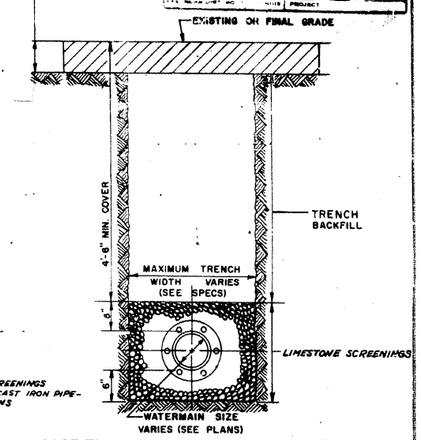
BEND



TEE & PLUG



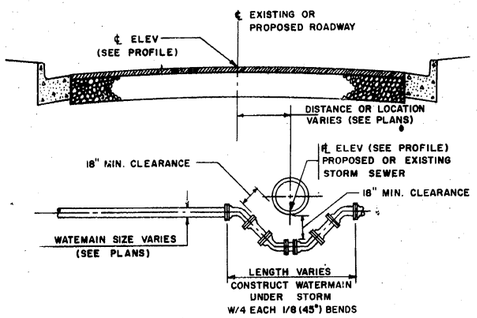
CASE I - UNDER NON-PAVED AREAS



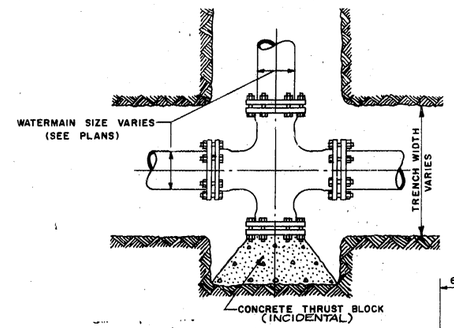
CASE II - UNDER PROPOSED PAVEMENT & SWK.

NOTE: LIMESTONE SCREENINGS ARE INCIDENTAL TO CAST IRON PIPE - SEE SPECIAL PROVISIONS

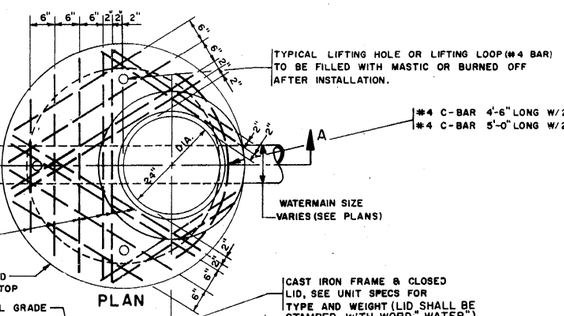
TYPICAL WATERMAIN TRENCHES



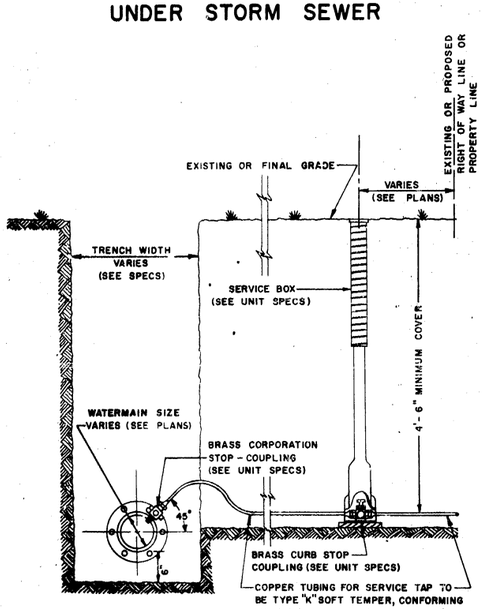
SPECIAL WATERMAIN CONSTRUCTION UNDER STORM SEWER



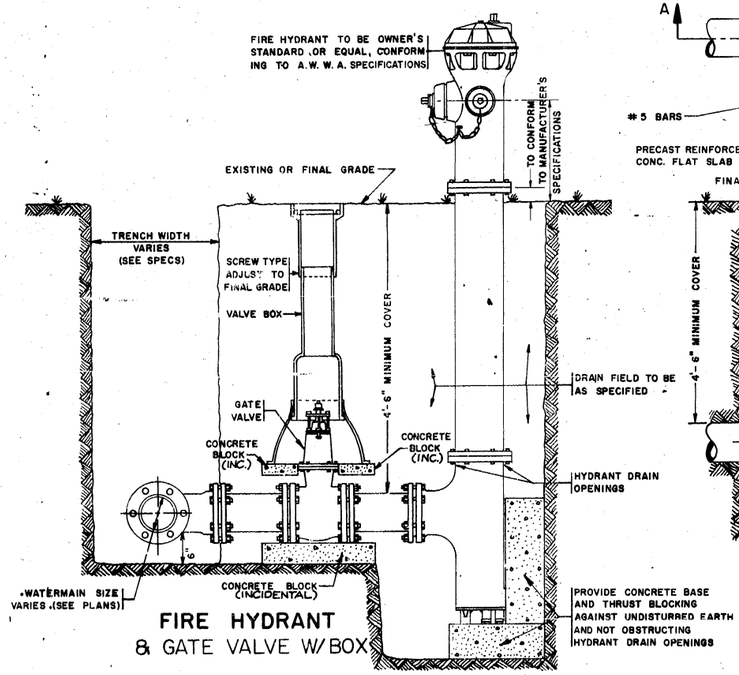
CROSS & PLUG



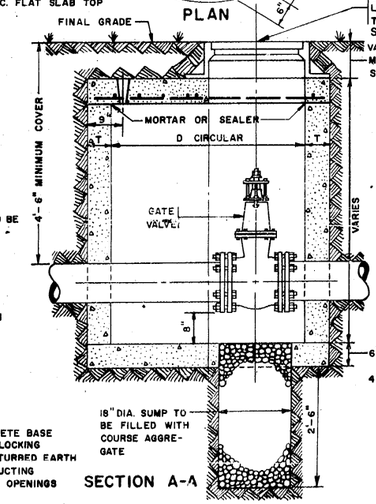
PLAN



WATER SERVICE TAP



FIRE HYDRANT & GATE VALVE W/BOX



SECTION A-A

GATE VALVE IN VAULT

ALTERNATE MATERIALS FOR WALLS	D	T
CONCRETE MASONRY UNITS	4'-0"	5"
	5'-0"	5"
BUILDING BRICK, FROM CLAY OR SHALE	4'-0"	8"
	5'-0"	8"
PRECAST REINFORCED CONCRETE RISERS	4'-0"	4"
	5'-0"	5"
MONOLITHIC CONCRETE	4'-0"	6"
	5'-0"	6"
CONCRETE BUILDING BRICK	4'-0"	8"
	5'-0"	8"

DIAMETER OF WATERMAIN	D
8 INCHES AND UNDER	4'-0"
10 INCHES AND OVER	5'-0"

NOTES:

VALVE VAULTS SHALL BE CONSTRUCTED ONLY WHEN WATERMAIN VALVE FALL IN PAVEMENT UNLESS OTHERWISE NOTED ON PLAN.

BRICK, CONC. MASONRY UNITS, AND PRECAST REINFORCED CONCRETE RISERS SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.

SUMP FOR VALVE VAULT SHALL BE CONSTRUCTED ONLY WHEN NOTED IN UNIT SPECS OR WHEN SHOWN ON PLANS.

CONTRACT UNIT PRICE FOR VALVE VAULT, SHALL INCLUDE THE COST OF:

FURNISHING AND PLACING THE SAND CUSHION, WHEN USED;

FURNISHING AND PLACING THE FRAME AND CLOSED LID SPECIFIED IN THE UNIT SPECS OR ON THE PLANS,

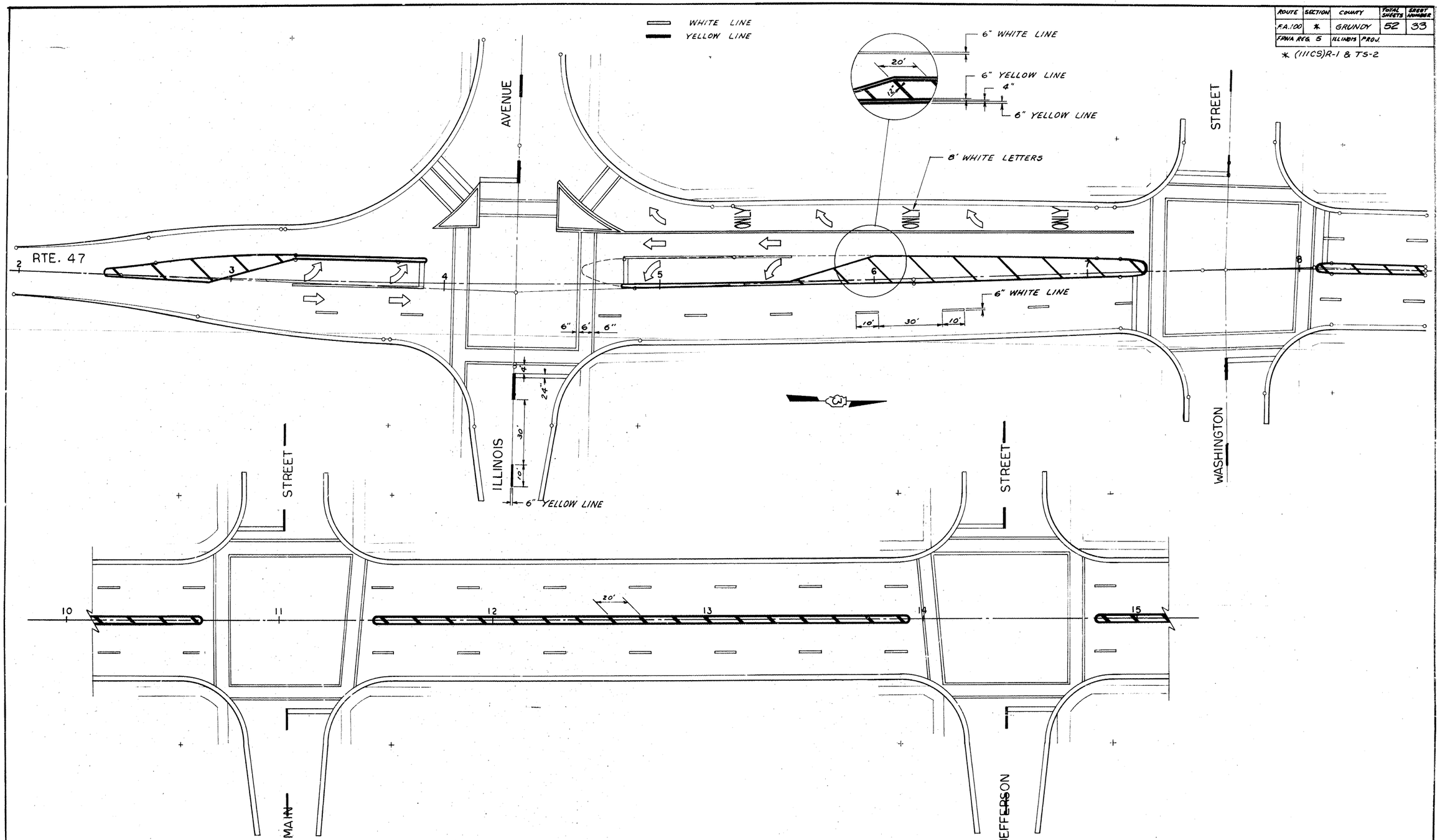
FURNISHING AND PLACING THE SUMP WHEN SPECIFIED ON THE PLANS OR IN THE UNIT SPECS,

FURNISHING AND PLACING THE PRECAST REINFORCED CONCRETE FLAT SLAB TOP.

CAST IRON OR GALVANIZED IRON STEPS WILL NOT BE REQUIRED UNLESS SPECIFIED IN UNIT SPECS.

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A. 100	*	GRUNDY	52	33
FHWA REG. 5	ILLINOIS	PROJ.		

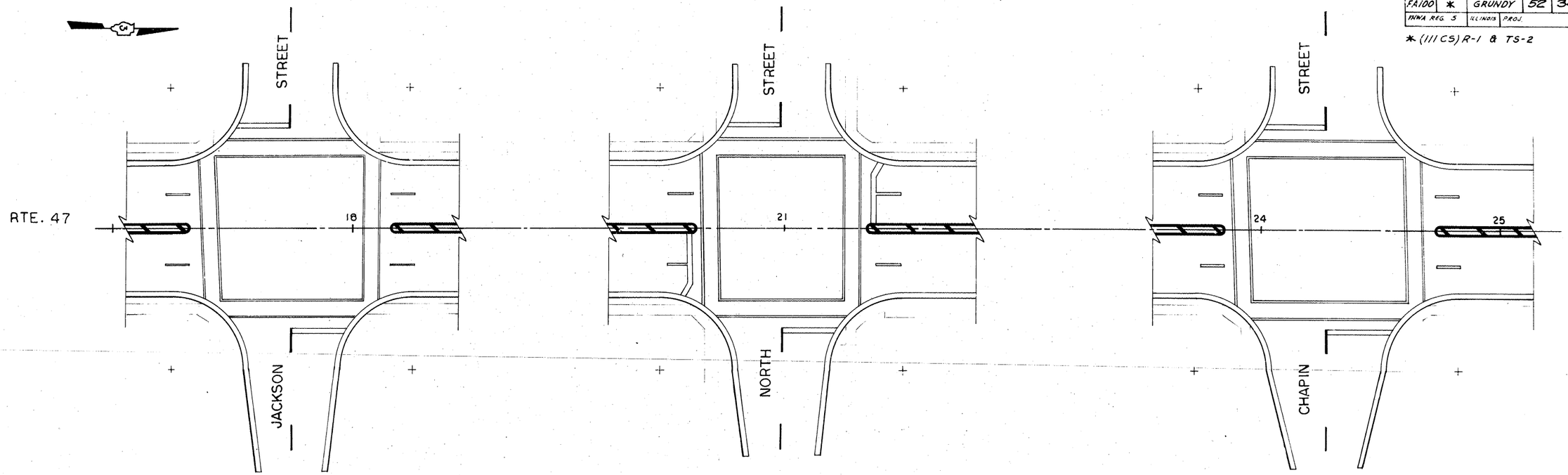
* (111CS)R-1 & TS-2



THERMOPLASTIC PAVEMENT MARKINGS

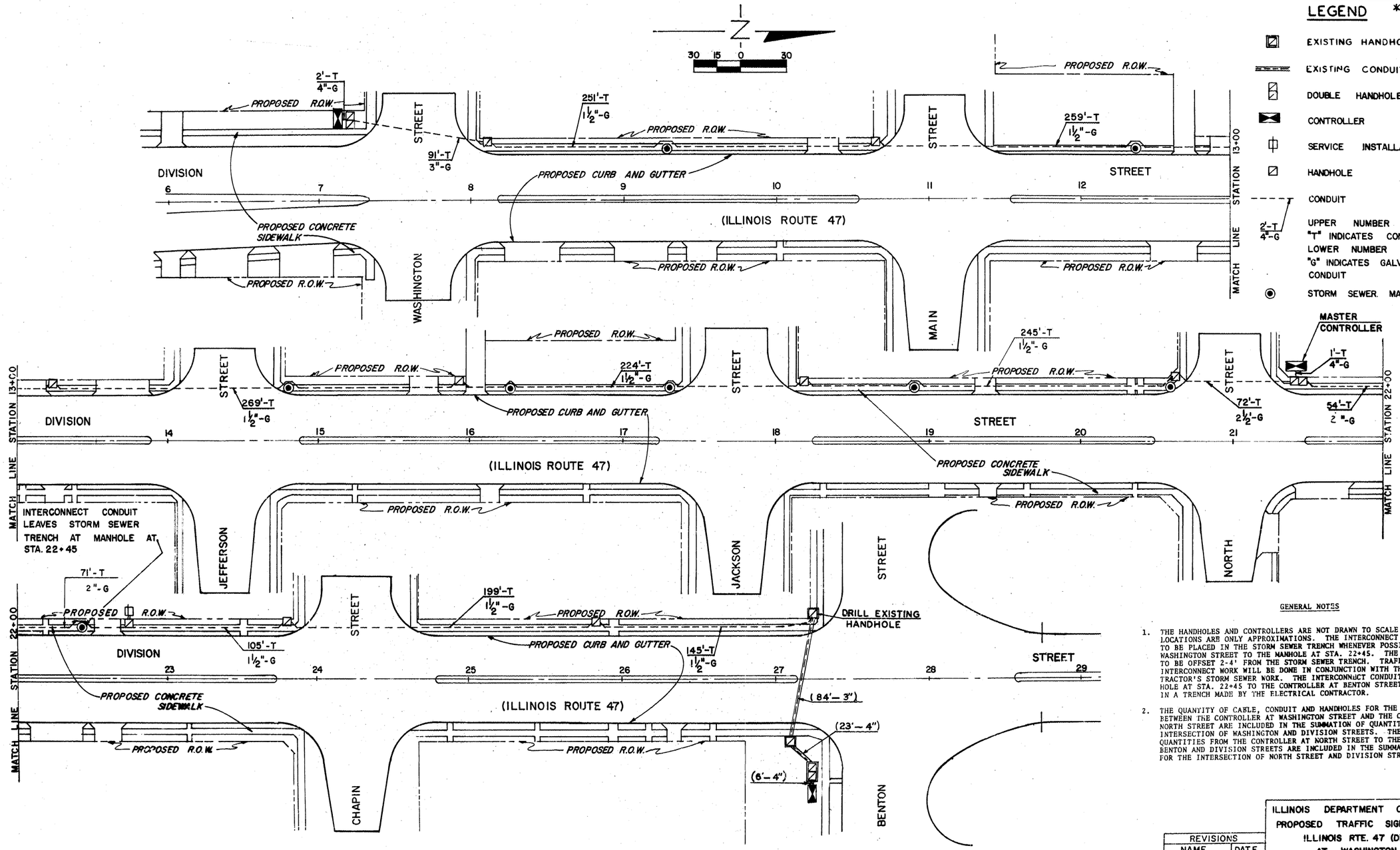
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
F.A.100	*	GRUNDY	52	34
FHWA REG. 5	ILLINOIS	PROJ.		

* (111 CS) R-1 & TS-2



THERMOPLASTIC PAVEMENT MARKINGS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	GRUNDY	52	35
PROJECT			



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	GRUNDY	52	35
PROJECT			

LEGEND

* (111CS)R-1 & TS-2

- EXISTING HANDHOLE
- EXISTING CONDUIT (LENGTH-SIZE)
- DOUBLE HANDHOLE
- CONTROLLER
- SERVICE INSTALLATION
- HANDHOLE
- CONDUIT
- 2'-T / 4"-G — UPPER NUMBER INDICATES LENGTH "T" INDICATES CONDUIT IN TRENCH LOWER NUMBER INDICATES SIZE "G" INDICATES GALVANIZED STEEL CONDUIT
- STORM SEWER MANHOLE

GENERAL NOTES

1. THE HANDHOLES AND CONTROLLERS ARE NOT DRAWN TO SCALE AND THUS THE LOCATIONS ARE ONLY APPROXIMATIONS. THE INTERCONNECT CONDUIT IS TO BE PLACED IN THE STORM SEWER TRENCH WHENEVER POSSIBLE FROM WASHINGTON STREET TO THE MANHOLE AT STA. 22+45. THE HANDHOLES ARE TO BE OFFSET 2-4' FROM THE STORM SEWER TRENCH. TRAFFIC SIGNAL INTERCONNECT WORK WILL BE DONE IN CONJUNCTION WITH THE GENERAL CONTRACTOR'S STORM SEWER WORK. THE INTERCONNECT CONDUIT FROM THE MANHOLE AT STA. 22+45 TO THE CONTROLLER AT BENTON STREET WILL BE PLACED IN A TRENCH MADE BY THE ELECTRICAL CONTRACTOR.

2. THE QUANTITY OF CABLE, CONDUIT AND HANDHOLES FOR THE INTERCONNECT BETWEEN THE CONTROLLER AT WASHINGTON STREET AND THE CONTROLLER AT NORTH STREET ARE INCLUDED IN THE SUMMATION OF QUANTITIES FOR THE INTERSECTION OF WASHINGTON AND DIVISION STREETS. THE INTERCONNECT QUANTITIES FROM THE CONTROLLER AT NORTH STREET TO THE CONTROLLER AT BENTON AND DIVISION STREETS ARE INCLUDED IN THE SUMMATION OF QUANTITIES FOR THE INTERSECTION OF NORTH STREET AND DIVISION STREET.

REVISIONS	
NAME	DATE
J.J.	11-13-78

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC SIGNAL INTERCONNECT
ILLINOIS RTE. 47 (DIVISION STREET)
AT WASHINGTON, NORTH, AND BENTON STREETS
MORRIS, ILLINOIS

SCALE: 0 — 30'
DATE : APRIL 10, 1978
DRAWN BY : CGT
CHECKED BY : JMV

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	GRUNDY	52	36
PROJECT			

* (111CS)R-1 & TS-2

GENERAL NOTES

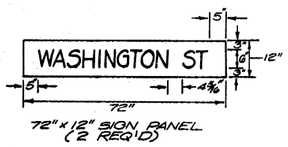
ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET, UNLESS OTHERWISE SPECIFIED.

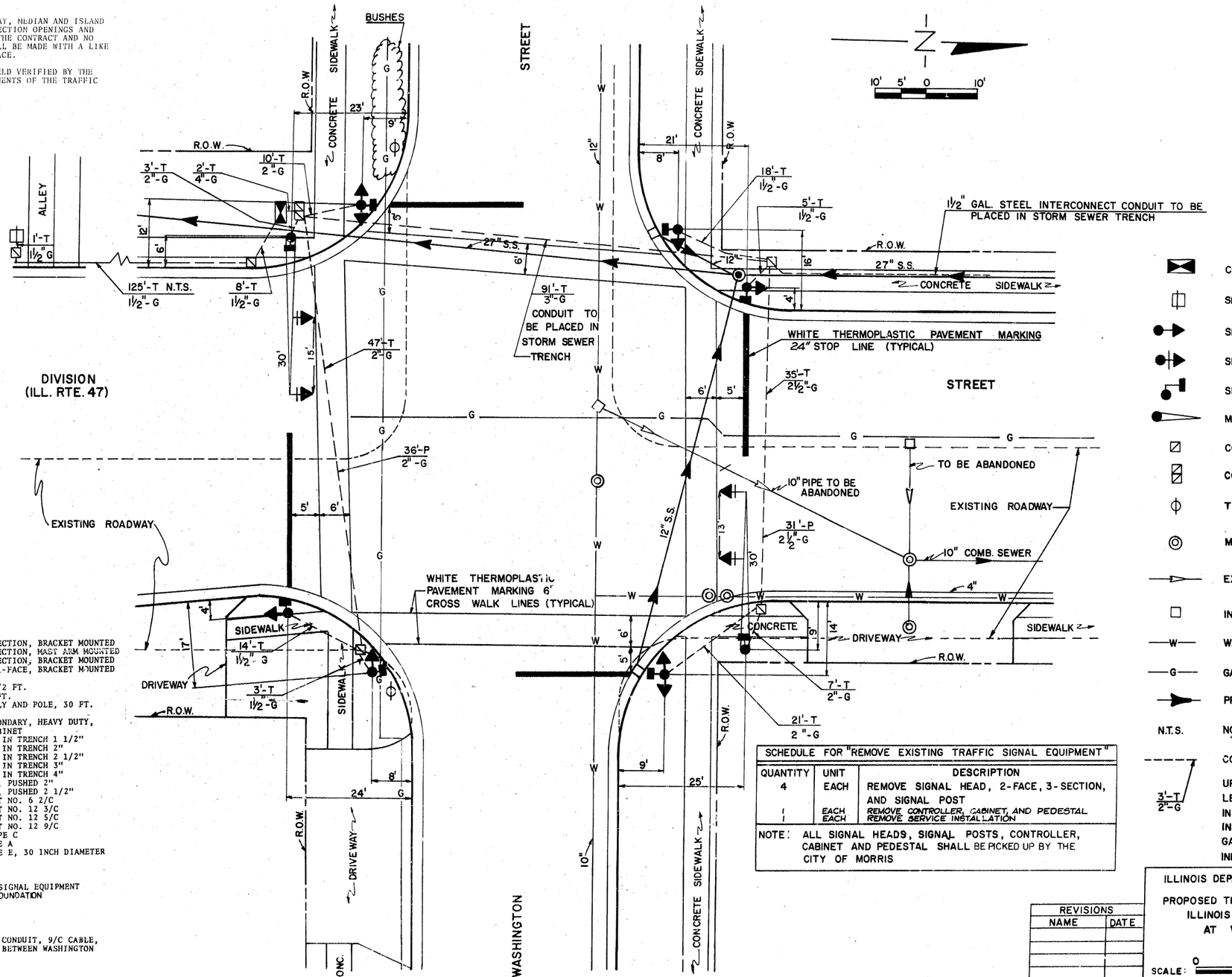
THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS AND CONCRETE JUNCTION BOXES SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. REPLACEMENT SHALL BE MADE WITH A LIKE MATERIAL OF LIKE THICKNESS TO THE EXISTING SURFACE.

THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM.

THE LOCATIONS OF SIGNAL POSTS AND MAST ARM POLES ARE NOT FINAL AS DIMENSIONED ON THE PLANS. THE ENGINEER WILL DETERMINE THE FINAL LOCATIONS.

ALL SIGNAL POST AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS.





QUANTITIES

CODE NUMBER	QUANTITY	UNIT	ITEM
T70101	12	SQ.FT.	SIGN PANEL TYPE 1
T70002	4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
T70003	4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
T70013	2	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED
T70202	8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
T70301	4	EACH	TRAFFIC SIGNAL BACKPLATE
T70601	1	EACH	TRAFFIC SIGNAL POST, 3 1/2 FT.
T70607	6	EACH	TRAFFIC SIGNAL POST, 13 FT.
T70825	2	EACH	ALUMINUM MAST ARM ASSEMBLY AND POLE, 30 FT. (19'9") POLE
T71065	1	EACH	PRETIMED CONTROLLER, SECONDARY, HEAVY DUTY, 3-DIALS, IN TYPE II CABINET
T72004	1421	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 1 1/2"
T72005	88	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2"
T72006	35	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2 1/2"
T72007	91	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 3"
T72009	2	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 4"
T72015	36	LIN.FT.	GALVANIZED STEEL CONDUIT, PUSHED 2"
T72016	31	LIN.FT.	GALVANIZED STEEL CONDUIT, PUSHED 2 1/2"
T72124	138	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 6 2/C
T72133	927	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 12 3/C
T72134	1468	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 12 5/C
T72136	1480	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 12 9/C
T72605	1	EACH	SERVICE INSTALLATION, TYPE C
T72701	21	LIN.FT.	CONCRETE FOUNDATION, TYPE A
T72704	18	LIN.FT.	CONCRETE FOUNDATION, TYPE E, 30 INCH DIAMETER
T72804	9	EACH	CONCRETE HANDHOLE
T72806	1	EACH	CONCRETE DOUBLE HANDHOLE
T73001	298	LIN.FT.	TRENCH AND BACKFILL
T74001	1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
T74401	5	EACH	REMOVE EXISTING CONCRETE FOUNDATION

INCLUDED IN THESE QUANTITIES ARE THE ADDITIONAL 1 1/2" CONDUIT, 9/C CABLE, AND NUMBER OF HANDHOLES AS NEEDED FOR THE INTERCONNECT BETWEEN WASHINGTON AT DIVISION AND NORTH AT DIVISION.

SCHEDULE FOR "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT"

QUANTITY	UNIT	DESCRIPTION
4	EACH	REMOVE SIGNAL HEAD, 2-FACE, 3-SECTION, AND SIGNAL POST
1	EACH	REMOVE CONTROLLER, CABINET, AND PEDESTAL
1	EACH	REMOVE SERVICE INSTALLATION

NOTE: ALL SIGNAL HEADS, SIGNAL POSTS, CONTROLLER, CABINET AND PEDESTAL SHALL BE PICKED UP BY THE CITY OF MORRIS

LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL FACE WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- MAST ARM ASSEMBLY & POLE
- CONCRETE HANDHOLE
- CONCRETE DOUBLE HANDHOLE
- TELEPHONE POLE
- MANHOLE
- EXISTING STORM SEWER
- INLET
- —W— WATER
- —G— GAS
- PROPOSED STORM SEWER
- N.T.S. NOT TO SCALE
- CONDUIT
- 3'-T / 2"-G — UPPER NUMERAL INDICATES LENGTH, "T" INDICATES CONDUIT IN TRENCH, LOWER NUMERAL INDICATES SIZE, "G" INDICATES GALVANIZED STEEL, "P" INDICATES CONDUIT PUSHED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL INSTALLATION
ILLINOIS RTE. 47 (DIVISION STREET)
AT WASHINGTON, STREET
MORRIS, ILLINOIS

SCALE: 0 10'
DRAWN BY: CGT
DATE: MARCH 10, 1978
CHECKED BY: JMV

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	GRUNDY	52	37
PROJECT			

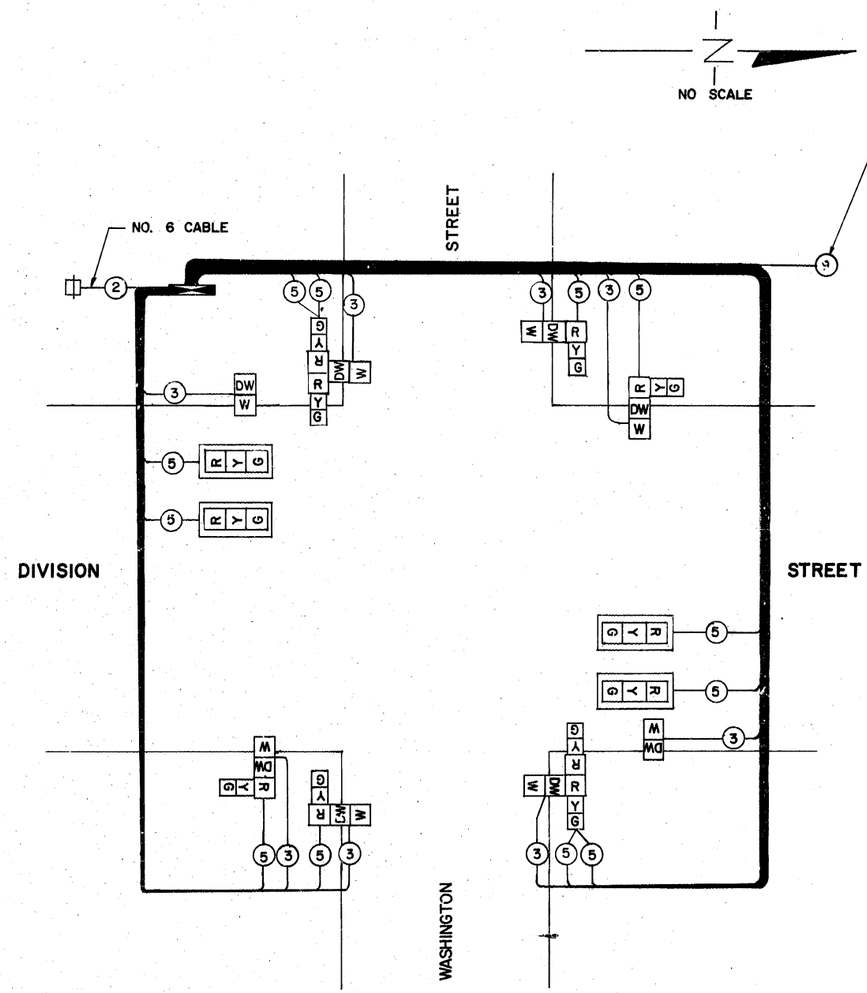
* (111C5)R-1 & TS

PROPOSED SEQUENCE OF OPERATION

PHASE	A			B			FLASH
MOVEMENT							
INTERVAL	1	2	3	4	5	6	
STREET / CHANGE TO			B			A	
DIVISION STREET ALL SIGNALS	G	G	Y	R	R	R	R
WASHINGTON STREET ALL SIGNALS	R	R	R	G	G	Y	R
WALK, NORTH & SOUTH	W	FL DW	DW	DW	DW	DW	DARK
WALK, EAST & WEST	DW	DW	DW	W	FL DW	DW	DARK
DIAL 1 (TIMING BY TRAFFIC ENGINEER)							
DIAL 2							
DIAL 3							

PROPOSED SCHEDULE OF SIGNAL HEADS

QUANTITY	UNIT	ITEM
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION WITH 12" RED LENS, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION WITH 12" LENSES, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION WITH 12" RED LENSES, BRACKET MOUNTED
8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE WITH 12" LENSES, BRACKET MOUNTED



LEGEND

- G — 8" TRAFFIC SIGNAL SECTION
- R — 12" TRAFFIC SIGNAL SECTION
- CONTROLLER
- SERVICE INSTALLATION
- (5) — DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 12 EXCEPT AS INDICATED
- R Y G — SIGNAL FACE WITH BACKPLATE
- DW W — PEDESTRIAN SIGNAL FACE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED SEQUENCE OF OPERATION
AND CABLE PLAN
ILLINOIS RTE. 47 (DIVISION STREET)
AT WASHINGTON STREET
MORRIS, ILLINOIS

SCALE: NONE — DRAWN BY: WRP
DATE: MARCH 17, 1978 — CHECKED BY: JMV

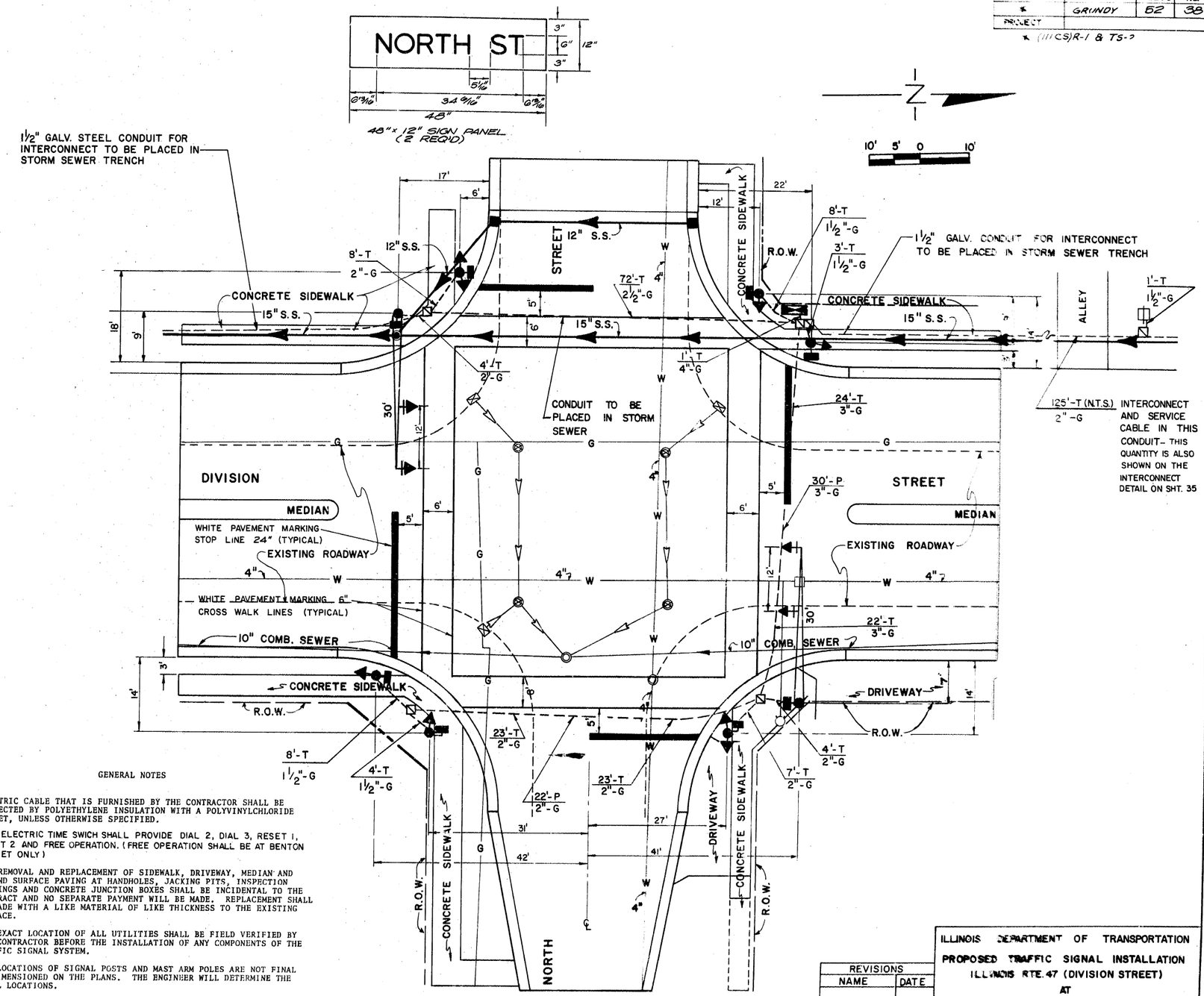
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	GRUNDY	52	38
PROJECT			

* (III CS)R-1 & TS-2

LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL FACE WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- MAST ARM ASSEMBLY & POLE
- CONCRETE HANDHOLE
- CONCRETE DOUBLE HANDHOLE
- FIRE HYDRANT
- EXISTING MANHOLE TO BE ABANDONED
- EXISTING MANHOLE TO BE ABANDONED
- PROPOSED MANHOLE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED INLET
- EXISTING INLET
- —W— WATER MAIN
- —G— GAS MAIN
- N.T.S. NOT TO SCALE
- PROPOSED R.O.W.
- EXISTING R.O.W.
- CONDUIT

3'-T / 2"-G — UPPER NUMERAL INDICATES LENGTH, "T" INDICATES CONDUIT IN TRENCH, "P" INDICATES CONDUIT PUSHED, LOWER NUMERAL INDICATES SIZE, "G" INDICATES GALVANIZED STEEL



QUANTITIES

CODE NUMBER	QUANTITY	UNIT	ITEM
T[illegible]	6	SQ.FT.	SIGN PANEL, TYPE 1
T40002	4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
T40003	4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
T40012	2	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED
T40242	8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
T40301	4	EACH	TRAFFIC SIGNAL BACKPLATE
T40601	1	EACH	TRAFFIC SIGNAL POST, 3 1/2 FT.
T40607	6	EACH	TRAFFIC SIGNAL POST, 13 FT.
T40825	2	EACH	ALUMINUM MAST ARM ASSEMBLY AND POLE, 30 FT. (19'9" POLE)
T41015	1	EACH	PRETIMED CONTROLLER, MASTER, HEAVY DUTY, 3 DIALS, IN TYPE II CABINET
* T41406	1	EACH	LOCAL COORDINATING UNIT, 3 DIALS
T42004	473	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 1 1/2"
T42005	194	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2"
T42006	72	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2 1/2"
T42007	46	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 3"
T42009	1	LIN.FT.	GALVANIZED STEEL CONDUIT IN TRENCH 4"
T42015	22	LIN.FT.	GALVANIZED STEEL CONDUIT, PUSHED 2"
T42017	30	LIN.FT.	GALVANIZED STEEL CONDUIT, PUSHED 3"
T42124	135	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 6 2/C
T42133	806	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 12 3/C
T42134	1309	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 12 5/C
T42136	712	LIN.FT.	ELECTRIC CABLE IN CONDUIT NO. 12 9/C
T42221	5	EACH	ELECTRIC TIME SWITCH
T42605	1	EACH	SERVICE INSTALLATION, TYPE C
T42701	21	LIN.FT.	CONCRETE FOUNDATION, TYPE A
T42704	18	LIN.FT.	CONCRETE FOUNDATION, TYPE E, 30 INCH DIAMETER
T42804	6	EACH	CONCRETE HANDHOLE
T42806	1	EACH	CONCRETE DOUBLE HANDHOLE
T43001	615	LIN.FT.	TRENCH AND BACKFILL
T44001	1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
T44401	5	EACH	REMOVE EXISTING CONCRETE FOUNDATION
	1	EACH	ADJUST EXISTING SPAN WIRE SIGNALS
T42810	1	EACH	FILL EXISTING HANDHOLE

INCLUDED IN THESE QUANTITIES ARE THE ADDITIONAL 1 1/2" CONDUIT, 9/C CABLE, TRENCH AND BACKFILL, AND NUMBER OF HANDHOLES AS NEEDED FOR THE INTERCONNECT BETWEEN NORTH AT DIVISION AND BENTON AT DIVISION.

* TO BE INSTALLED IN BENTON ST. CONTROL CABINET (CONCRETE TYPE-4000, B.O. 4041-33-00, DWG NO. 72002)

GENERAL NOTES

ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET, UNLESS OTHERWISE SPECIFIED.

THE ELECTRIC TIME SWICH SHALL PROVIDE DIAL 2, DIAL 3, RESET 1, RESET 2 AND FREE OPERATION. (FREE OPERATION SHALL BE AT BENTON STREET ONLY)

THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS AND CONCRETE JUNCTION BOXES SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. REPLACEMENT SHALL BE MADE WITH A LIKE MATERIAL OF LIKE THICKNESS TO THE EXISTING SURFACE.

THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM.

THE LOCATIONS OF SIGNAL POSTS AND MAST ARM POLES ARE NOT FINAL AS DIMENSIONED ON THE PLANS. THE ENGINEER WILL DETERMINE THE FINAL LOCATIONS.

ALL SIGNAL POST AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVLEY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL INSTALLATION

ILLINOIS RTE. 47 (DIVISION STREET)

AT

NORTH STREET

MORRIS, ILLINOIS

SCALE: 0 — 10' DRAWN BY: C.G.T.

DATE: APRIL 12, 1973 CHECKED BY: JMV

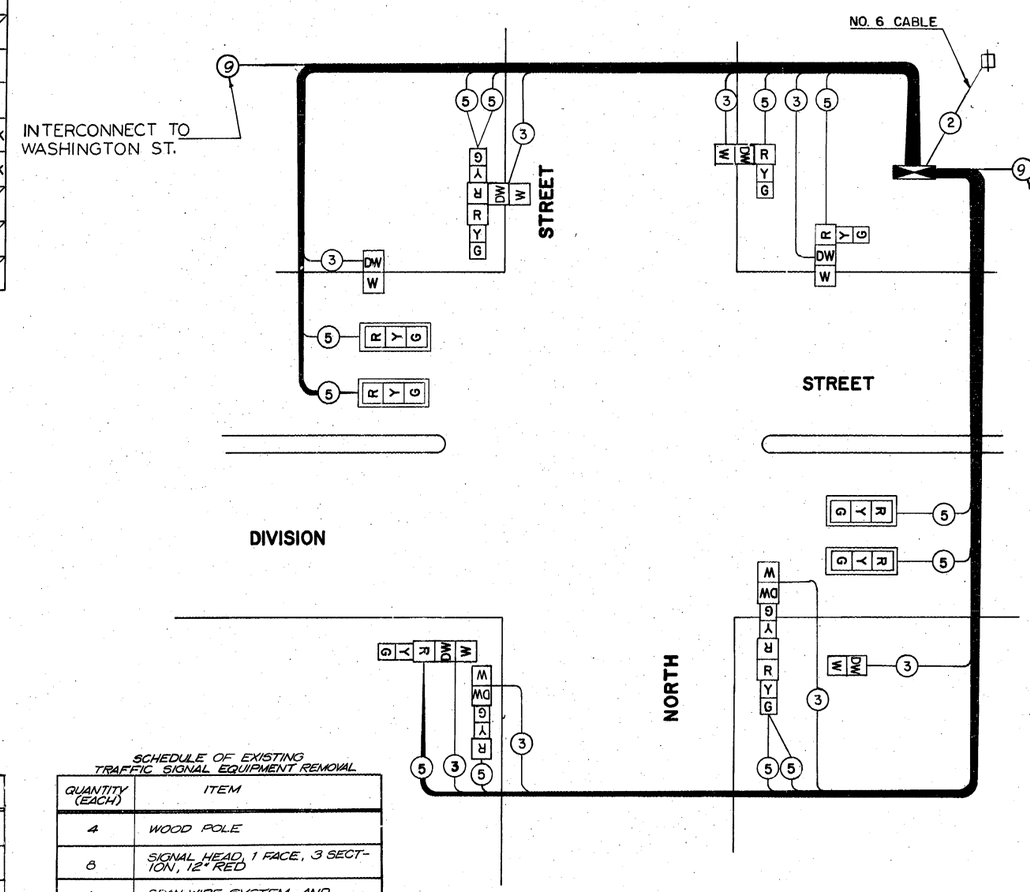
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	GRUNDY	52	39
PROJECT			

* (HICS)R-1 & TS-2

PROPOSED SEQUENCE OF OPERATION

PHASE	A			B			FLASH
MOVEMENT							
INTERVAL	1	2	3	4	5	6	
STREET / CHANGE TO			B			A	
DIVISION STREET ALL SIGNALS	G	G	Y	R	R	R	R
NORTH STREET ALL SIGNALS	R	R	R	G	G	Y	R
WALK, NORTH & SOUTH	W	FL DW	DW	DW	DW	DW	DARK
WALK, EAST & WEST	DW	DW	DW	W	FL DW	DW	DARK
DIAL 1 (TIMING BY TRAFFIC ENGINEER)							
DIAL 2							
DIAL 3							

NO SCALE



LEGEND

- G — 8" TRAFFIC SIGNAL SECTION
- R — 12" TRAFFIC SIGNAL SECTION
- CONTROLLER
- SERVICE INSTALLATION
- (2) — DENOTES NUMBER OF CONDUCTORS (NEW) ALL CABLE NO. 12 EXCEPT AS INDICATED
- DW / W — PEDESTRIAN SIGNAL FACE
- R / Y / G — SIGNAL FACE WITH BACKPLATE

PROPOSED SCHEDULE OF SIGNAL HEADS

QUANTITY	EACH	ITEM
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION WITH 12" RED LENS, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION WITH 12" LENSES, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION WITH 12" RED LENSES, BRACKET MOUNTED
8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, WITH 12" LENSES, BRACKET MOUNTED

SCHEDULE OF EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL

QUANTITY (EACH)	ITEM
4	WOOD POLE
8	SIGNAL HEAD, 1 FACE, 3 SECTION, 12" RED
1	SPAN WIRE SYSTEM AND ACCESSORIES

NOTE: THE ABOVE EQUIPMENT SHALL REMAIN THE PROPERTY OF THE I.D.O.T.

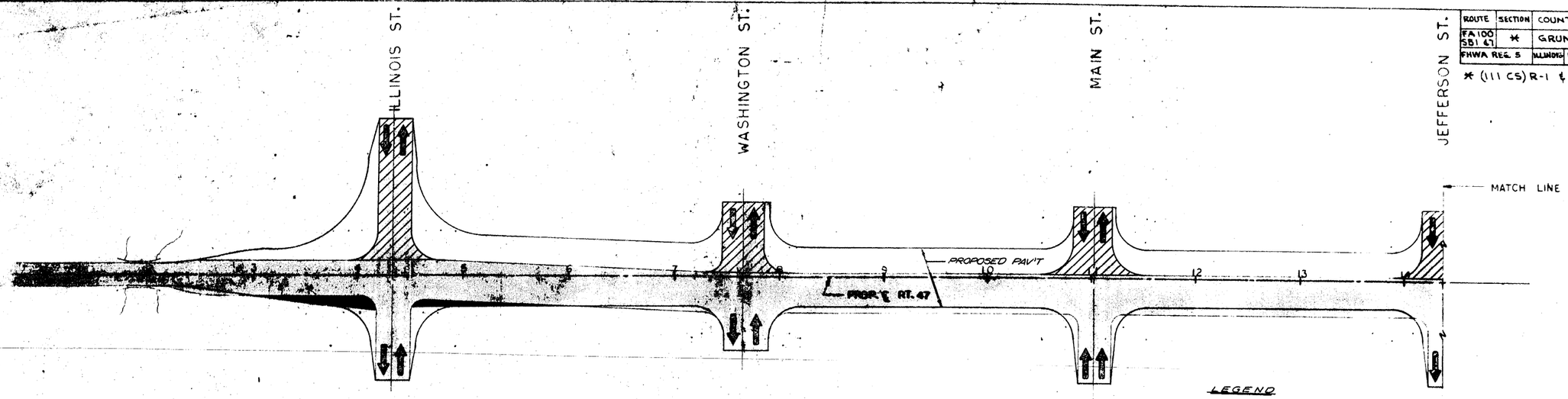
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED SEQUENCE OF OPERATION
AND CABLE PLAN
ILLINOIS RTE. 47 (DIVISION STREET)
AT NORTH STREET
MORRIS, ILLINOIS

SCALE: NONE — DRAWN BY: R.W.C.
DATE: MARCH 24, 1978 — CHECKED BY: J.M.V.

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FA 100 SBI 47	*	GRUNDY	52	40
FHWA REG. 5	ILLINOIS	PROJ.		

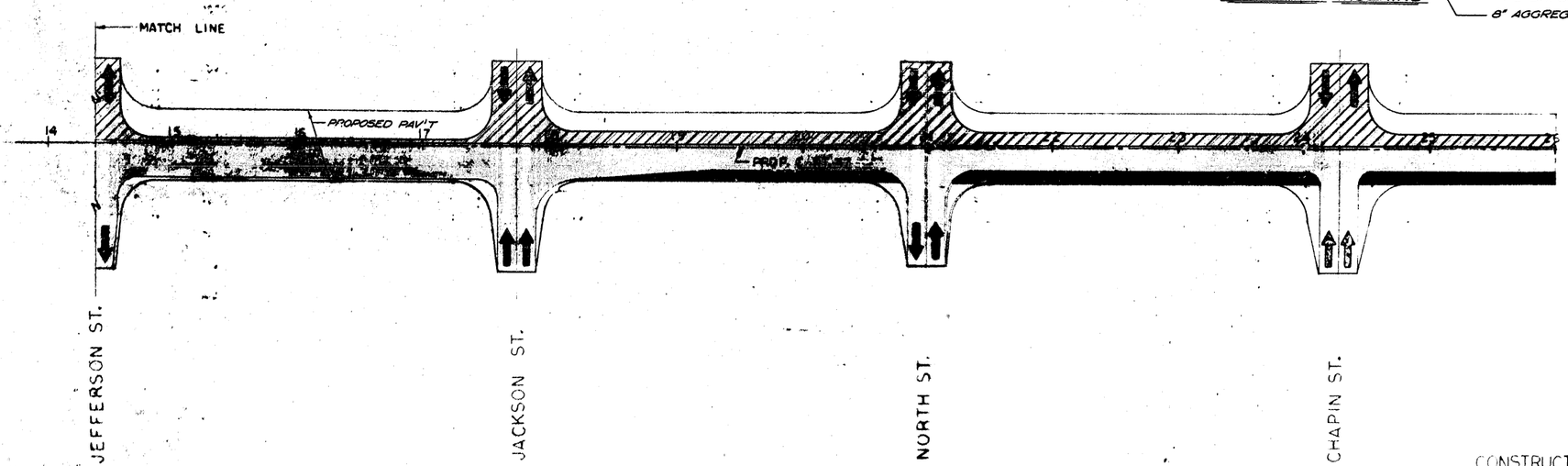
* (111 CS) R-1 & TS-2

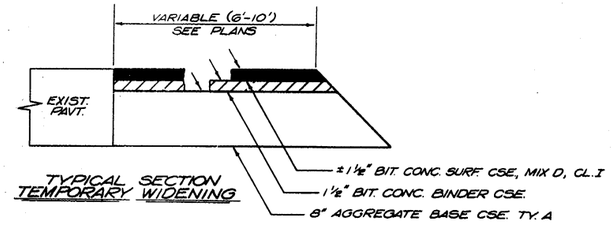


LEGEND
- EXISTING PAVEMENT
- PAVEMENT REMOVAL (PHASE 1)
- TEMPORARY WIDENING

SC.: 1" = 50'

CITY OF MORRIS





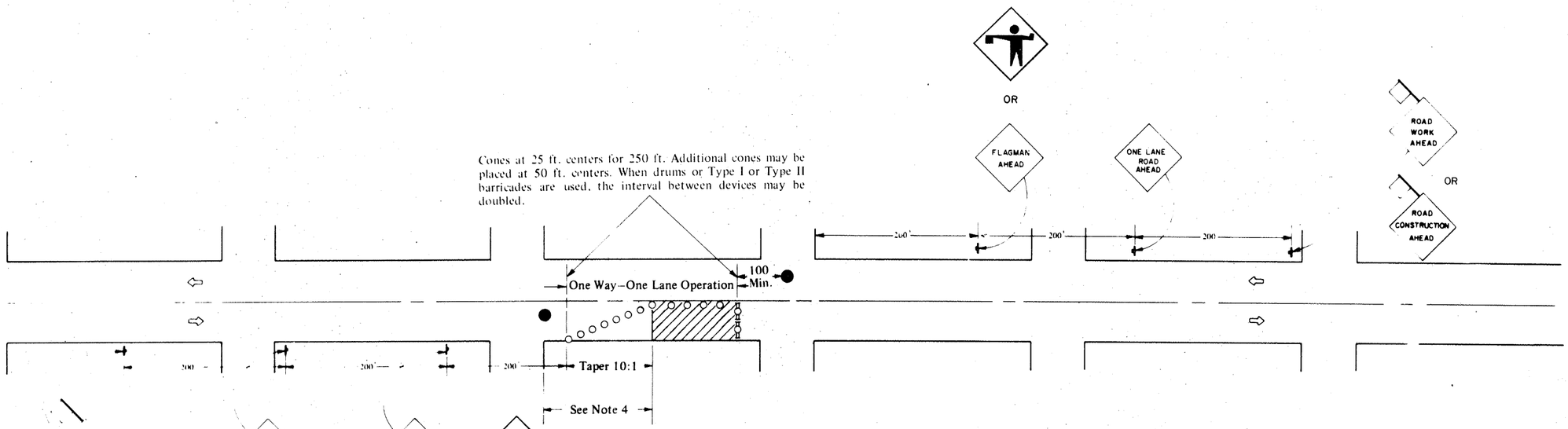
TYPICAL SECTION
TEMPORARY WIDENING

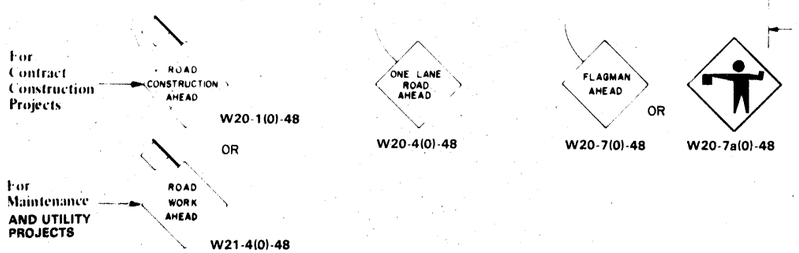
CONSTRUCTION PHASE NO. 1

FA Route No.	Prefix	County	Total Sheets	Sheet No.
100	*	Grundy	52	41
Fed. Road Dist. No. 7	Illinois	Contract No.		

*(11)CS\R-1\TS-2

BASIC APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS





SYMBOLS

- Work Area.
- Sign with 18 in. by 18 in. (minimum) orange flag attached.
- Cone, Drum (55 or 30 gallon), Type I or Type II Barricade.
- Sign on portable or permanent support.
- Flagman with Traffic Control sign.
- Type I or Type II Barricade with flashing light.

GENERAL NOTES

1. The taper shall be formed by placing one cone for each foot of lane width or a drum or barricade for each two foot of lane width.
2. Type I or Type II Barricades with steady burning lights shall be used in lieu of cones or drums for night operations.
3. For operations within 50 ft. of an intersection, traffic control plans shall be approved by the Engineer.
4. Where the work area extends through the intersection, barricades and adequate warning signs shall be erected on the cross street.
5. If the work area is in the parking lane and the parking exits during work hours a ROAD CONSTRUCTION AHEAD or ROAD WORK AHEAD sign shall be installed 200 ft. in advance of the work area and the area protected with cones or barricades.
6. If the work operation is performed between 9:00 a.m. and 3:00 p.m. and does not exceed 15 minutes, traffic protection shall be as shown on Std.2307. Signs, when required, shall be installed at 200 ft. spacing.
7. Construction operations shall be confined to one traffic lane, leaving the opposite lane open to traffic.
8. The flagmen shall be in sight of each other or in direct communication at all times. When a travel lane is closed the flagman will be present whether work is being performed or not.
9. All Signs should be post mounted if the closure time exceeds four days.
   Where parked vehicles block the line of sight to normal sign locations, or signs encroach on a normal pedestrian walkway, the signs shall be post mounted with the bottom not less than 7 ft. above the edge of the roadway.
11. High intensity flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
12. Longitudinal dimensions may be adjusted to fit field conditions. The lateral placement of the flagmen may be varied from that shown.
13. All warning signs shall have black legend and border on an orange reflectorized background. When the posted speed limit is 35 or 40 M.P.H. all warning signs shall have minimum dimensions of 48 in. by 48 in., or with the approval of the Engineer 36 in. by 36 in. If the posted speed limit is 30 M.P.H. or less all warning signs shall have minimum dimensions of 36 in. by 36 in.
14. All vehicles, equipment, men (except flagmen) and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the Engineer.
15. Form BT 725 is required when a travel lane is closed at night.

CASE U–1

TWO-LANE, TWO WAY TRAFFIC UNDIVIDED URBAN DAY OR NIGHT OPERATIONS

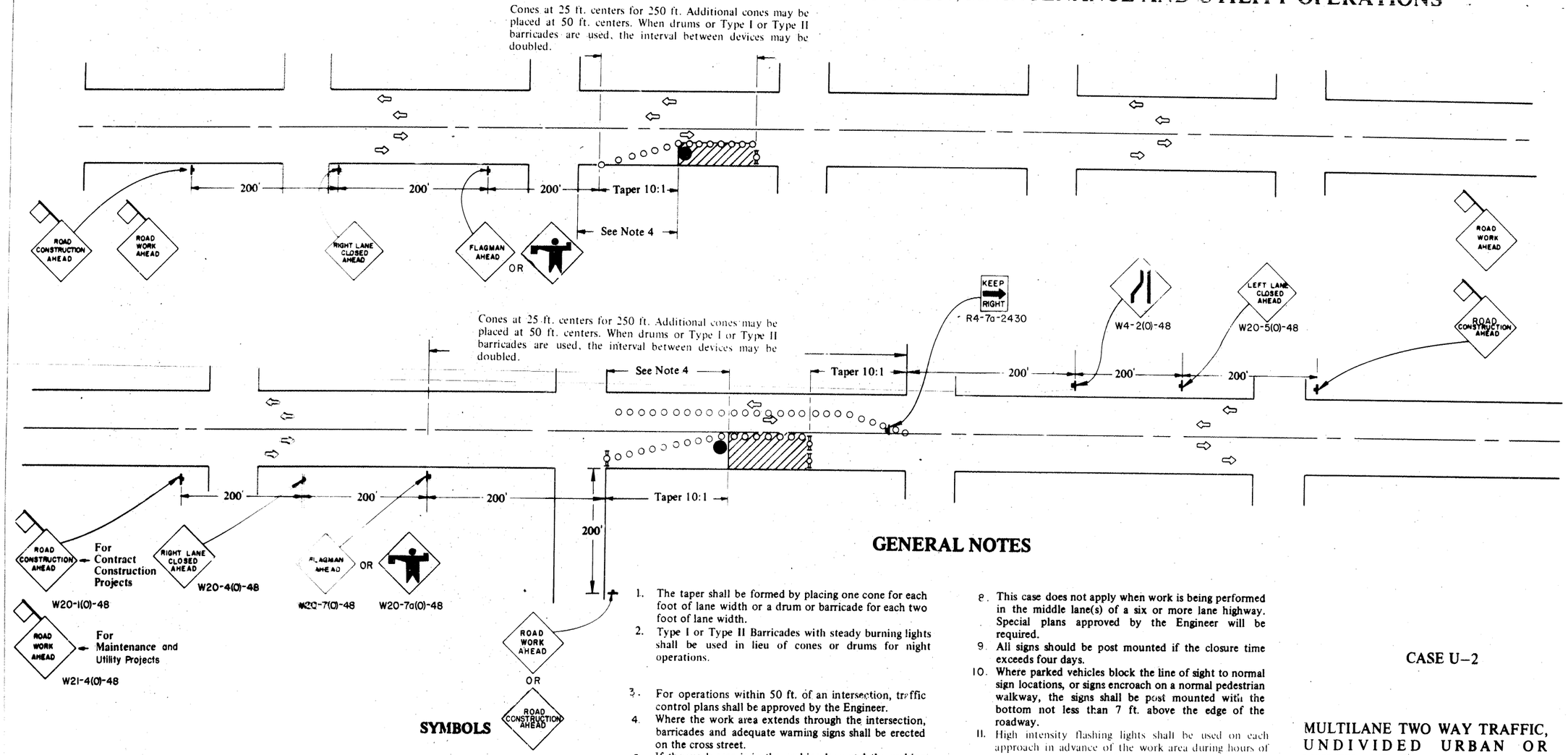
Where, at any time, any vehicle, equipment, men or their activities encroach on the pavement requiring the closure of one traffic lane in an area where the posted speed limit is 40 M.P.H. or less.

F.A. ROUTE NO.	SECT.	COUNTY	TOTAL SHEETS	SHEET NO.
100	*	Grundy	52	42

FED. ROAD DIST. NO. | STATE | ILLINOIS | FED. AID PROJECT

* (111CS)R-1-TS-2

BASIC APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS



SYMBOLS

Work Area.

Sign with 18 in. by 18 in. (minimum) orange flag attached.

Cone, Drum (55 or 30 gallon), Type I or Type II Barricade.

Sign on portable or permanent support.

Flagman with Traffic Control sign.

Type I or Type II Barricade with flashing light.

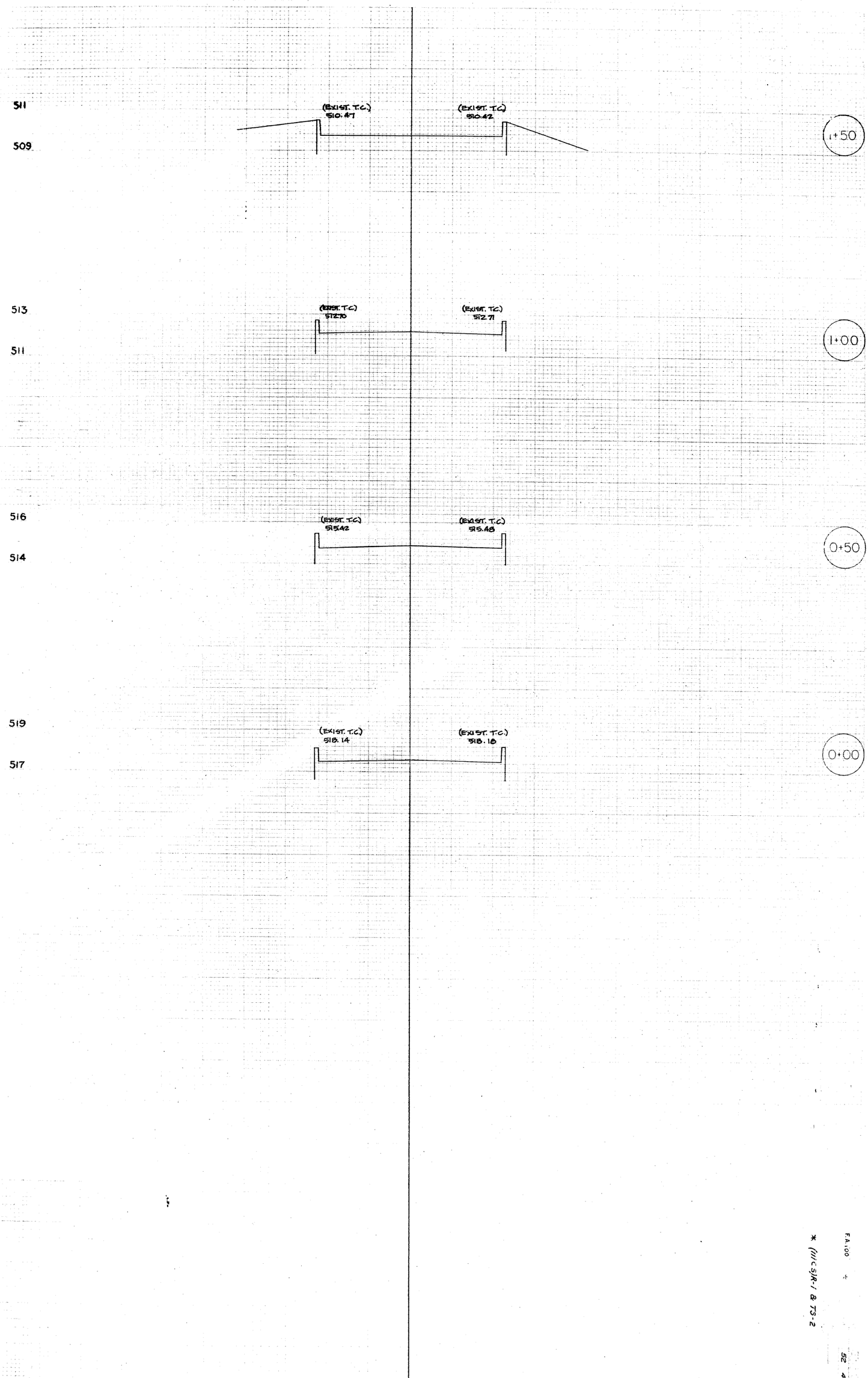
GENERAL NOTES

1. The taper shall be formed by placing one cone for each foot of lane width or a drum or barricade for each two foot of lane width.
2. Type I or Type II Barricades with steady burning lights shall be used in lieu of cones or drums for night operations.
3. For operations within 50 ft. of an intersection, traffic control plans shall be approved by the Engineer.
4. Where the work area extends through the intersection, barricades and adequate warning signs shall be erected on the cross street.
5. If the work area is in the parking lane and the parking exists during work hours a ROAD CONSTRUCTION AHEAD or ROAD WORK AHEAD sign shall be installed 200 ft. in advance of the work area and the area protected with cones or barricades.
6. When there is no work being performed, the FLAGMAN AHEAD sign(s) and the flagman will not be required. A ONE LANE ROAD AHEAD sign(s) shall be installed in place of the FLAGMAN AHEAD sign(s).
7. If the work operation is performed between 9:00 a.m. and 3:00 p.m. and does not exceed 15 minutes, traffic protection shall be as shown on Std.2307. Signs, when required, shall be installed at 200 ft. spacing.
8. This case does not apply when work is being performed in the middle lane(s) of a six or more lane highway. Special plans approved by the Engineer will be required.
9. All signs should be post mounted if the closure time exceeds four days.
10. Where parked vehicles block the line of sight to normal sign locations, or signs encroach on a normal pedestrian walkway, the signs shall be post mounted with the bottom not less than 7 ft. above the edge of the roadway.
11. High intensity flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
12. Longitudinal dimensions may be adjusted to fit field conditions. The lateral placement of the flagmen may be varied from that shown.
13. All warning signs shall have black legend and border on an orange reflectorized background. When the posted speed limit is 35 or 40 M.P.H. all warning signs shall have minimum dimensions of 48 in. by 48 in., or with the approval of the Engineer 36 in. by 36 in. If the posted speed limit is 30 M.P. H. or less all warning signs shall have minimum dimensions of 36 in. by 36 in. All signs other than warning signs shall have as a minimum the dimensions shown and shall have a black legend and border on a white reflectorized background.
14. All vehicles, equipment, men and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the Engineer.
15. Form BT 725 is required.

CASE U–2

MULTILANE TWO WAY TRAFFIC, UNDIVIDED URBAN OR MULTILANE TWO WAY TRAFFIC, DIVIDED URBAN WITH MOUNTABLE MEDIAN, DAY OR NIGHT OPERATION

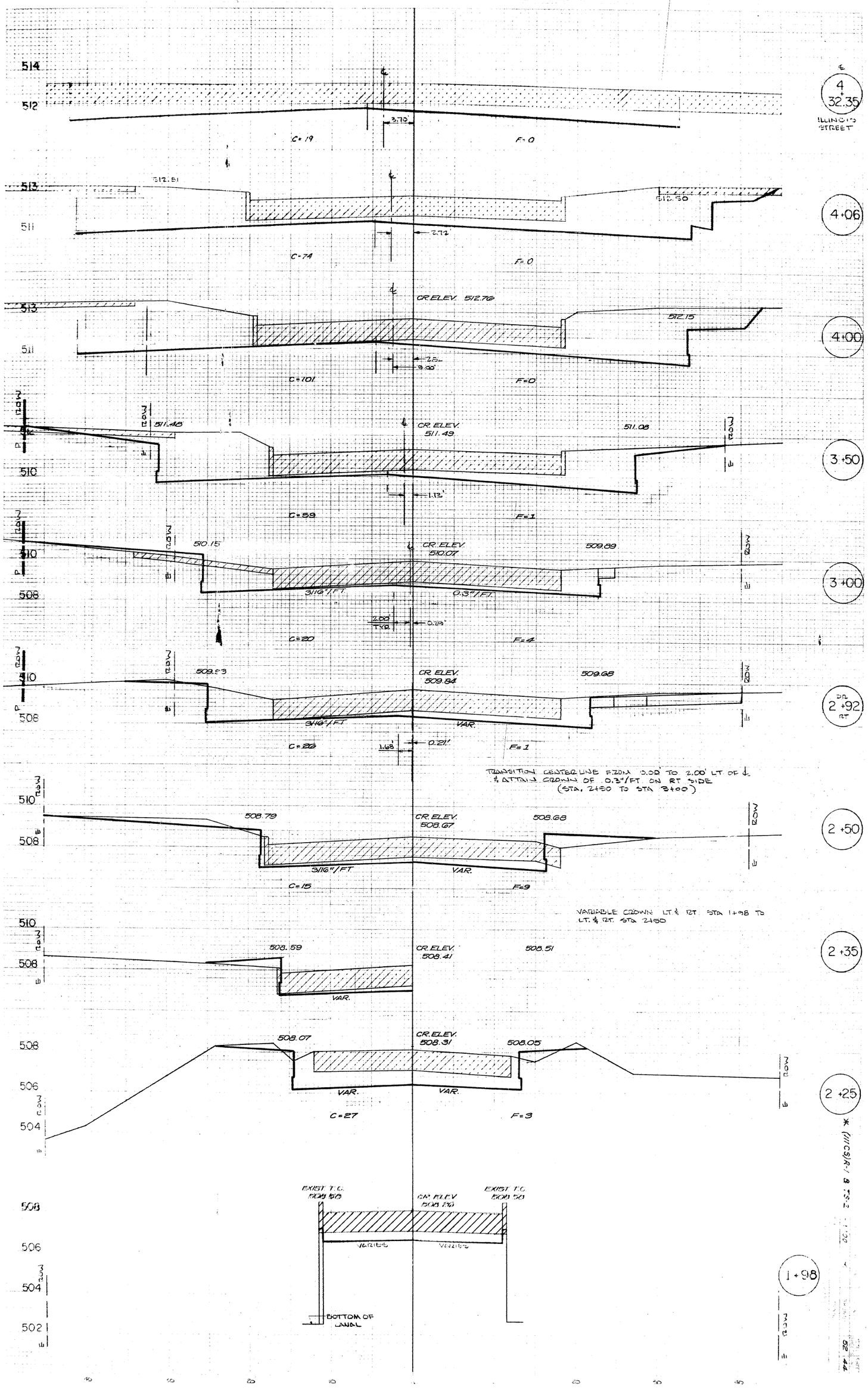
Where, at any time, any vehicle, equipment, men or their activities encroach on the pavement requiring the closure of at least one traffic lane in an area where the posted speed limit is 40 M.P.H. or less.

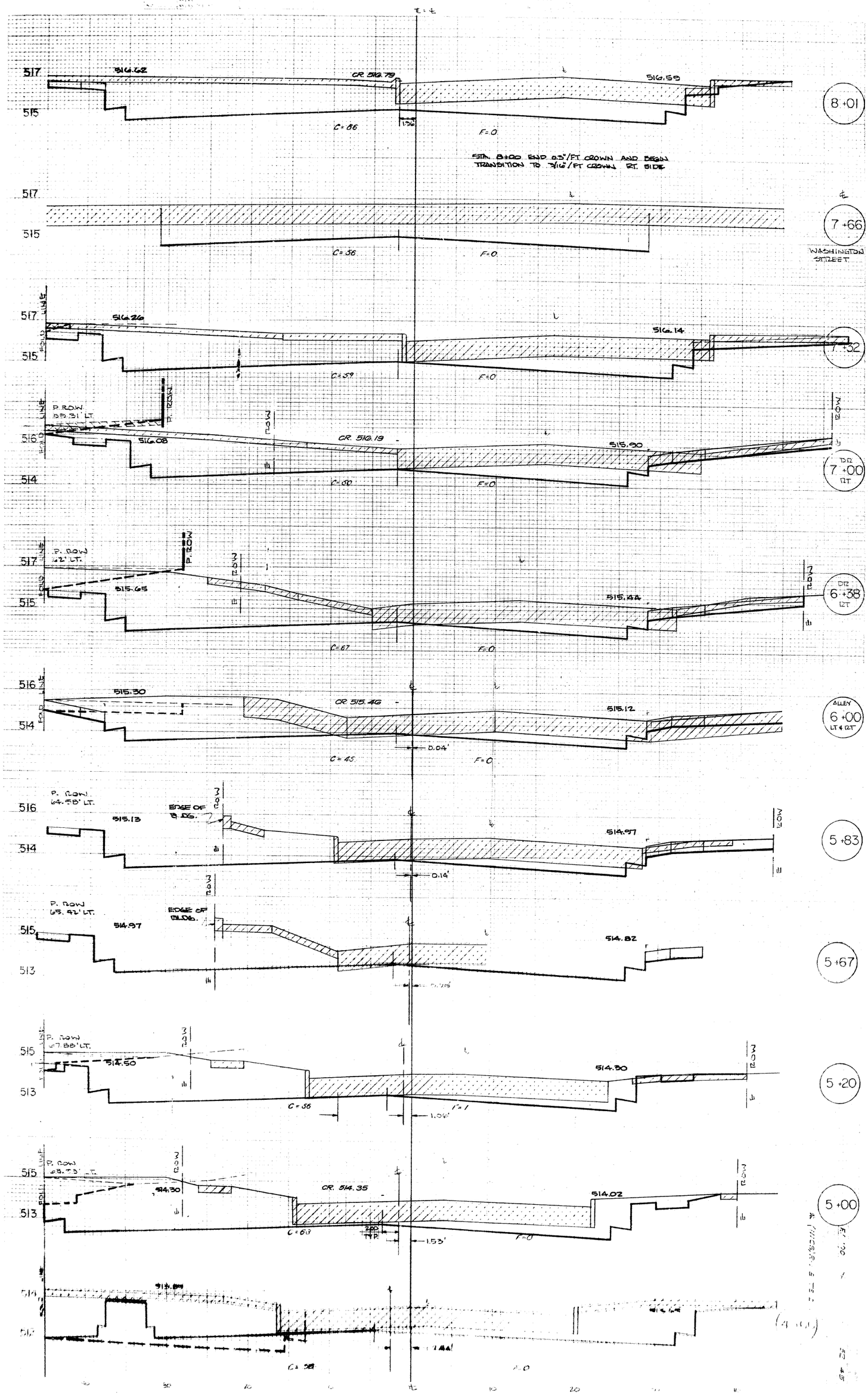


F.A.100 *

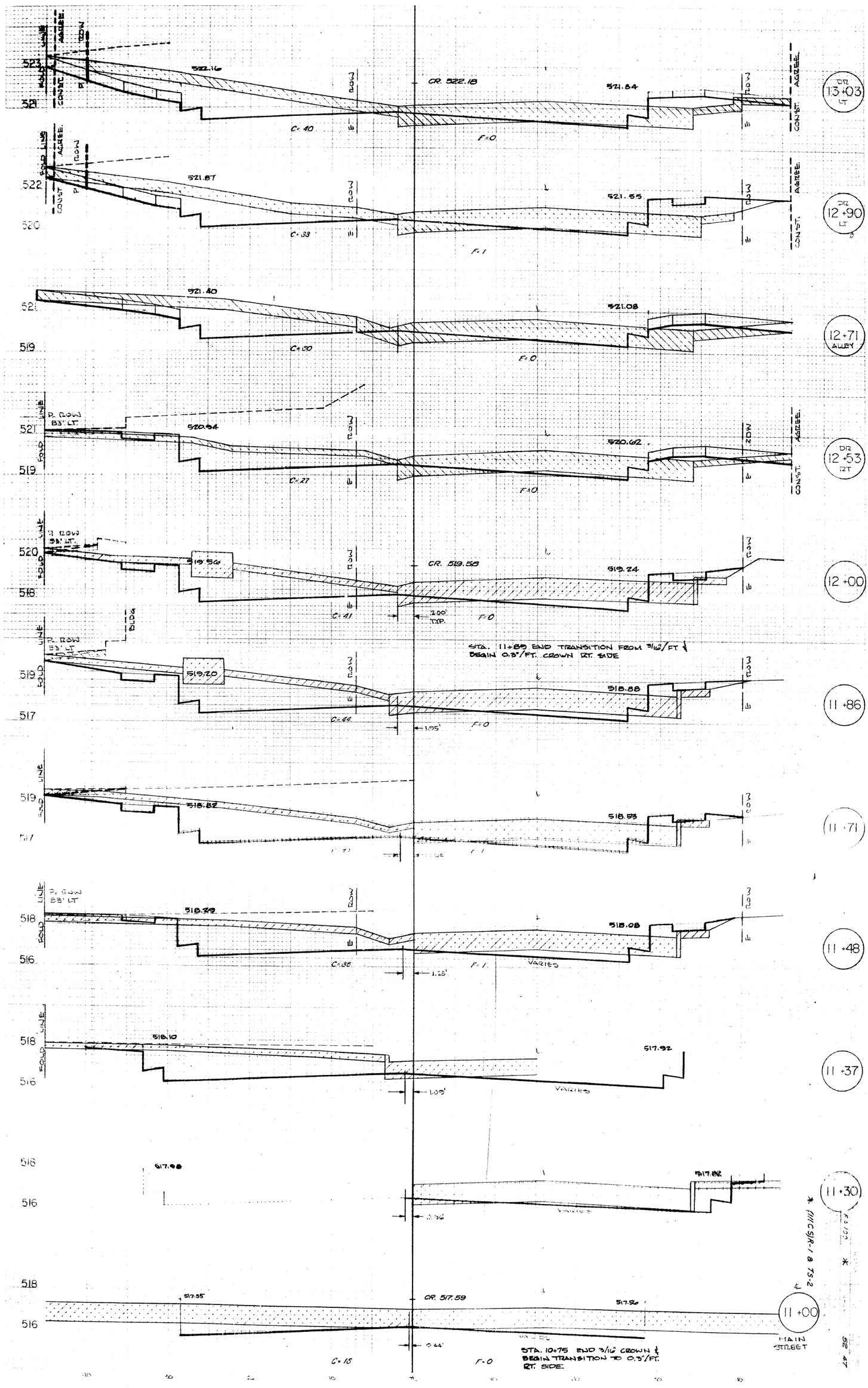
* (IIIC)IR-1 & 73-2

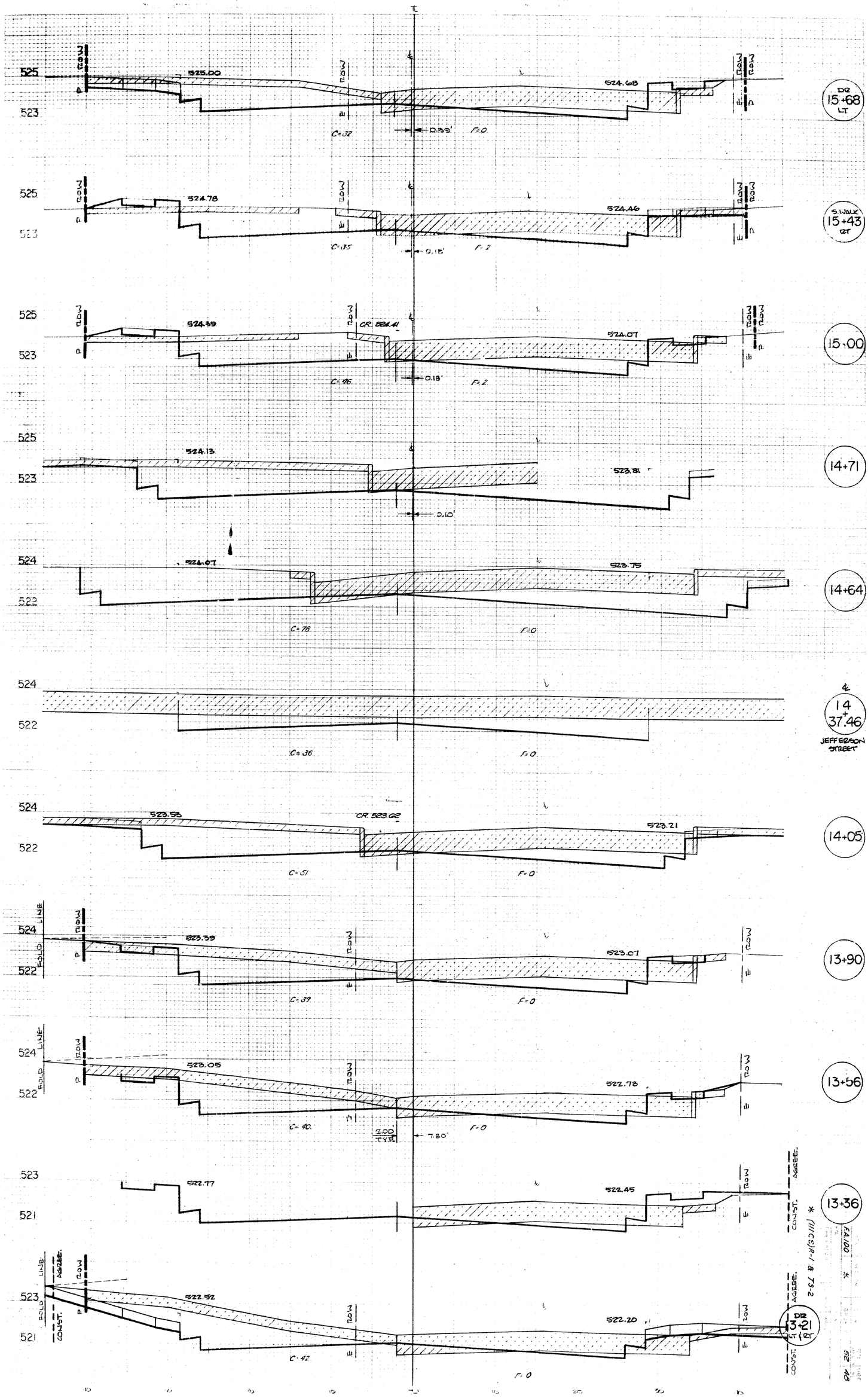
52 43

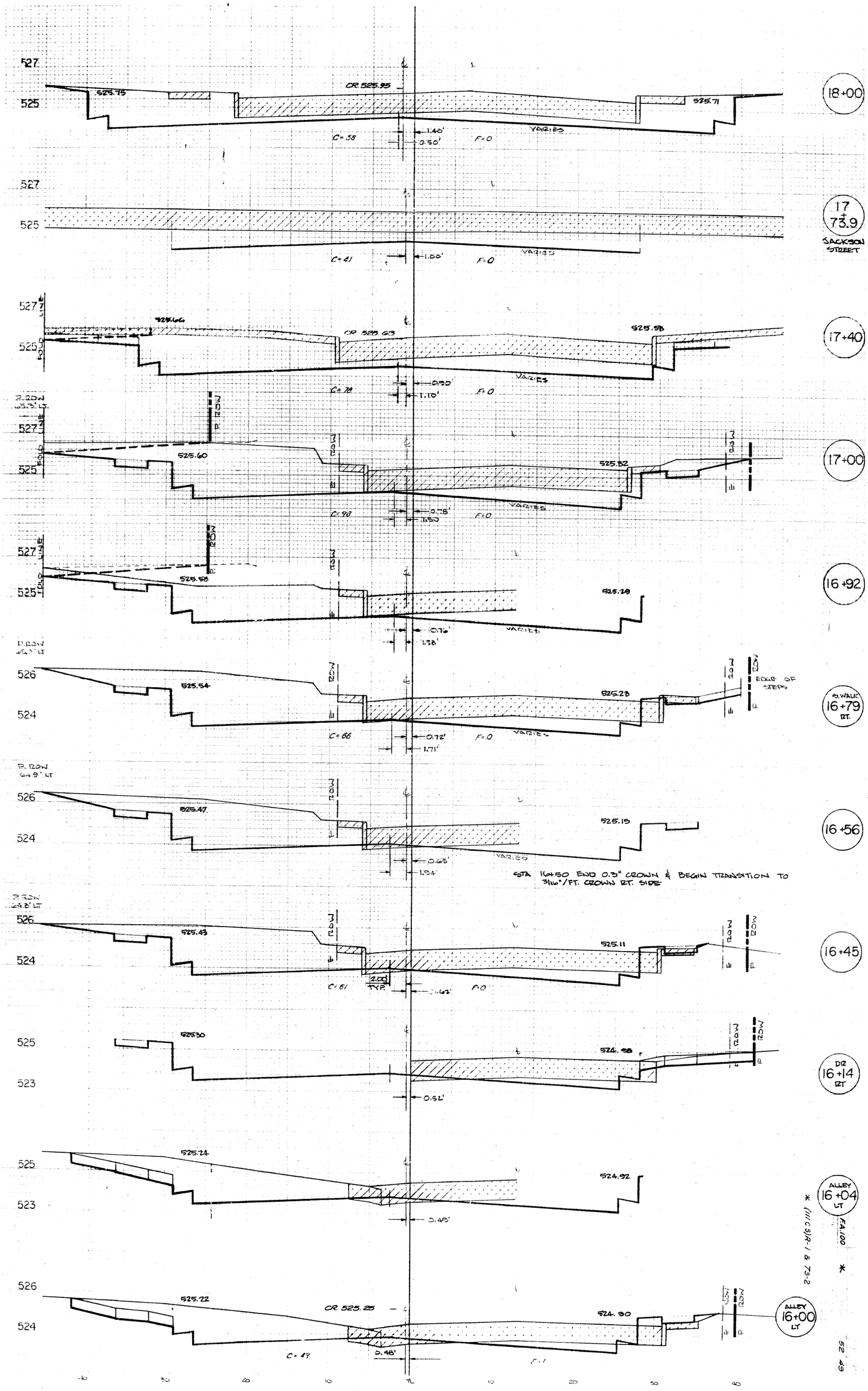

4 + 32.35
ILLINOIS STREET
C=19
F=0
4+06
512.51
512.50
C=74
F=0
4+00
CR. ELEV. 512.76
512.15
C=101
F=0
3+50
511.48
CR. ELEV. 511.49
511.08
C=59
F=1
3+00
510.15
CR. ELEV. 510.07
509.89
3/16"/FT
0.3"/FT
C=20
F=4
2+92 RT
509.53
CR. ELEV. 509.84
509.68
3/16"/FT
VAR.
C=26
F=1
TRANSITION CENTERLINE FROM 0.00' TO 2.00' LT OF ℄ & ATTAIN CROWN OF 0.3"/FT ON RT SIDE (STA. 2+50 TO STA 3+00)
2+50
508.79
CR. ELEV. 508.67
508.68
3/16"/FT
VAR.
C=15
F=9
VARIABLE CROWN LT & RT STA 1+98 TO LT. & RT. STA 2+50
2+35
508.59
CR. ELEV. 508.41
508.51
VAR.
2+25
508.07
CR. ELEV. 508.31
508.05
VAR.
VAR.
C=27
F=3
1+98
EXIST. T.C. 509.50
CR. ELEV. 509.70
EXIST. T.C. 509.50
VARIES
VARIES
BOTTOM OF CANAL

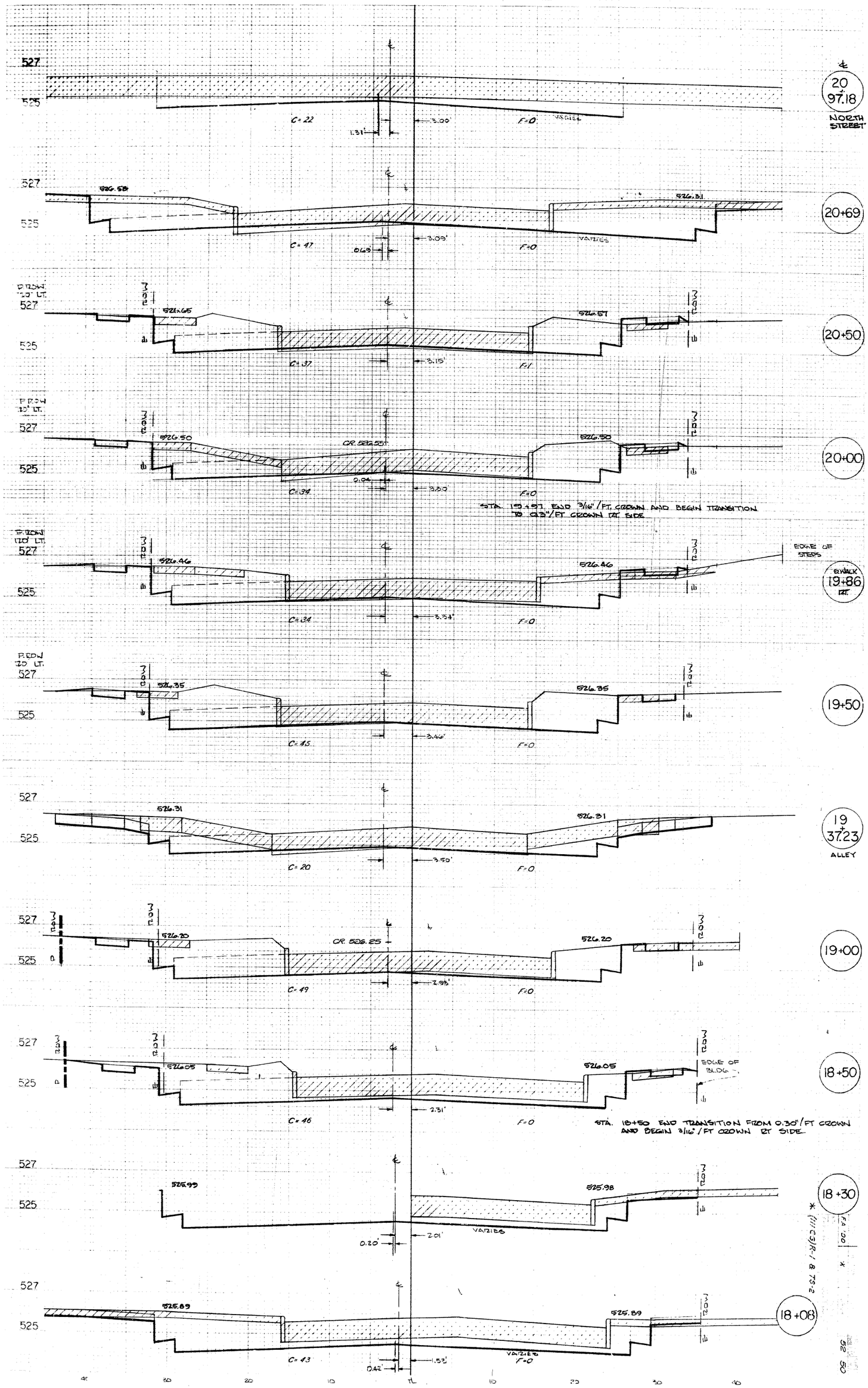

8+01
514.62
CR 516.79
516.59
C=86
F=0
STA. 8+00 END 0.3'/FT CROWN AND BEGIN TRANSITION TO 3/16"/FT CROWN RT. SIDE
7+66
WASHINGTON STREET
C=56
F=0
7+32
516.26
516.14
C=59
F=0
P. ROW 55.31' LT.
7+00 RT
516.08
CR. 516.19
515.90
C=60
F=0
P. ROW 42' LT.
6+38 RT
515.65
515.44
C=67
F=0
ALLEY 6+00 LT & RT
515.30
CR. 515.46
515.12
0.04'
C=45
F=0
5+83
P. ROW 64.58' LT.
EDGE OF BLDG.
515.13
514.97
0.14'
5+67
P. ROW 65.92' LT.
EDGE OF BLDG.
514.97
514.82
5+20
P. ROW 67.88' LT.
514.50
514.30
C=56
1.06'
5+00
P. ROW 68.73' LT.
514.30
CR. 514.35
514.02
C=63
1.53'
F=0

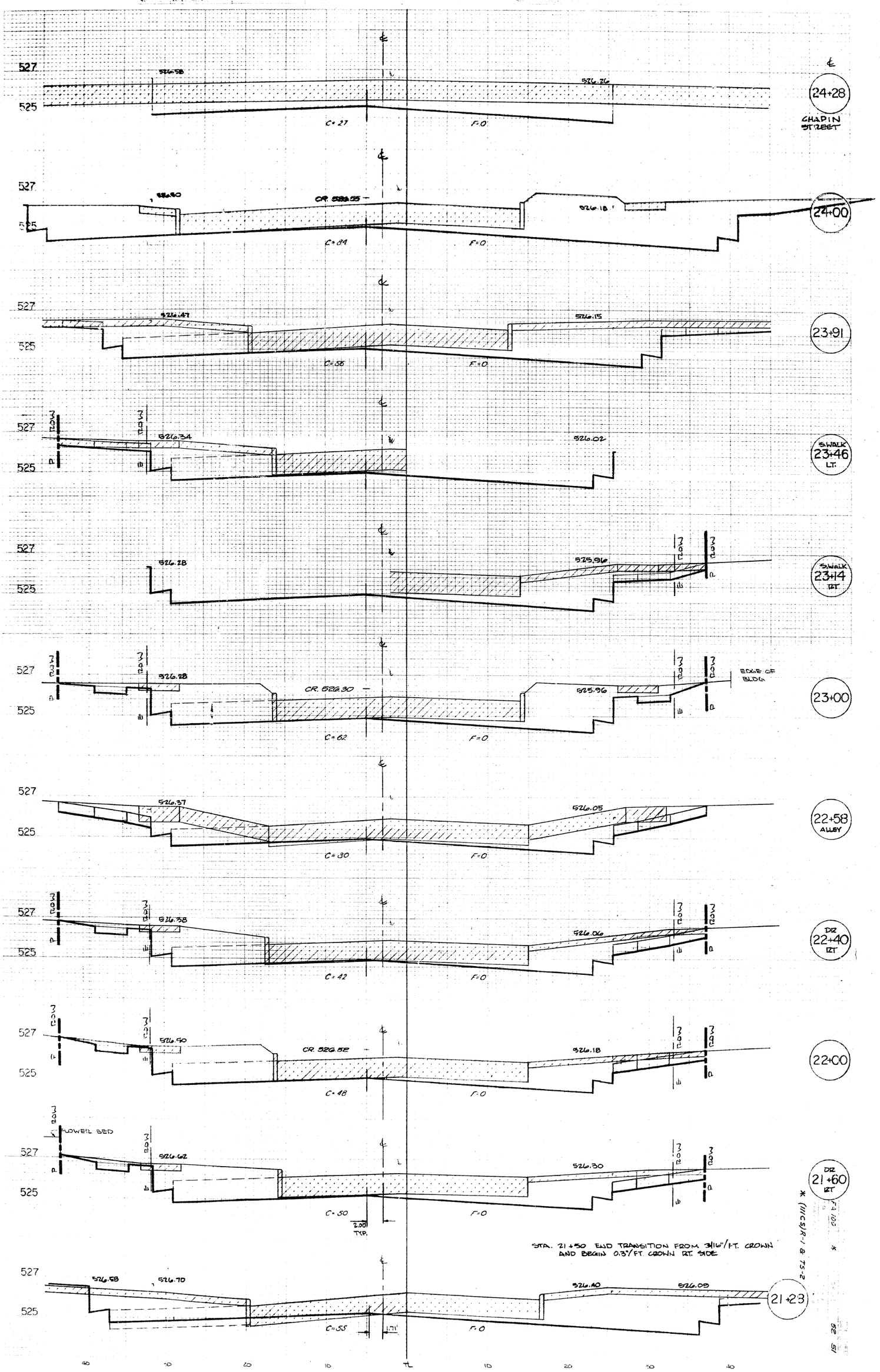
10+72
10+50
10+02
9+65
9+50 DR
9+32
9+14 DR
9+00 DR
8+96 DR
8+73
8+32
F.A.100
52 46
* (111C S)R-1 & TS-2
517.96
517.40
517.26
517.15
517.10
517.04
516.99
516.95
516.94
516.87
516.74
F=1
F=2
F=1
F=4
F=3
F=0
F=0
F=0
F=2
F=1
C=.27
C=.74
C=.54
C=.88
C=.55
C=.67
C=.76
C=.70
C=.62
C=.83
CR 517.31
CR 517.00
STA. 8+80 END TRANSITION FROM 0.3' CROWN AND
BEGIN 3"/FT CROWN RT. SIDE
518
516


13+03 DR LT
522.16
CR. 522.18
521.84
C=.40
F=0
12+90 DR LT
521.87
521.55
C=.38
F=.1
12+71 ALLEY
521.40
521.08
C=.30
F=0
12+53 DR RT
520.94
520.62
C=.27
F=0
12+00
519.56
CR. 519.58
519.24
C=.41
2.00' TYP.
F=0
11+86
STA. 11+85 END TRANSITION FROM 3/16"/FT & BEGIN 0.3"/FT. CROWN RT. SIDE
519.20
518.88
C=.44
1.95'
F=0
11+71
518.82
518.53
11+48
518.29
518.08
C=.36
1.25'
F=.1
VARIES
11+37
518.10
517.92
1.05'
VARIES
11+30
517.98
517.82
0.36'
VARIES
11+00
517.35'
CR. 517.59
517.56
0.44'
C=.15
F=0
STA. 10+75 END 3/16" CROWN & BEGIN TRANSITION TO 0.3"/FT. RT. SIDE
MAIN STREET
P. ROW 83' LT
BLDG
SOLID LINE
CONST. AGREE.
P. ROW


525
523
525.00
524.68
C=32
0.33'
F=0
DR
15+68
LT
525
523
524.78
524.46
C=35
0.18'
F=2
S.WALK
15+43
RT
525
523
524.39
CR. 524.41
524.07
C=46
0.18'
F=2
15+00
525
523
524.13
523.81
0.10'
14+71
524
522
524.07
523.75
C=78
F=0
14+64
524
522
C=36
F=0
℄
14
+
37.46
JEFFERSON
STREET
524
522
523.58
CR. 523.62
523.21
C=51
F=0
14+05
524
522
FOLD LINE
523.39
523.07
C=39
F=0
13+90
524
522
FOLD LINE
523.05
522.78
C=40
2.00
7.80'
F=0
13+56
523
521
522.77
522.45
CONST. AGREE.
13+36
523
521
FOLD LINE
CONST. AGREE.
522.52
522.20
C=42
F=0
CONST. AGREE.
DR
13+21
RT
* (111C)(P-1 & 75-2
F.A.100
*

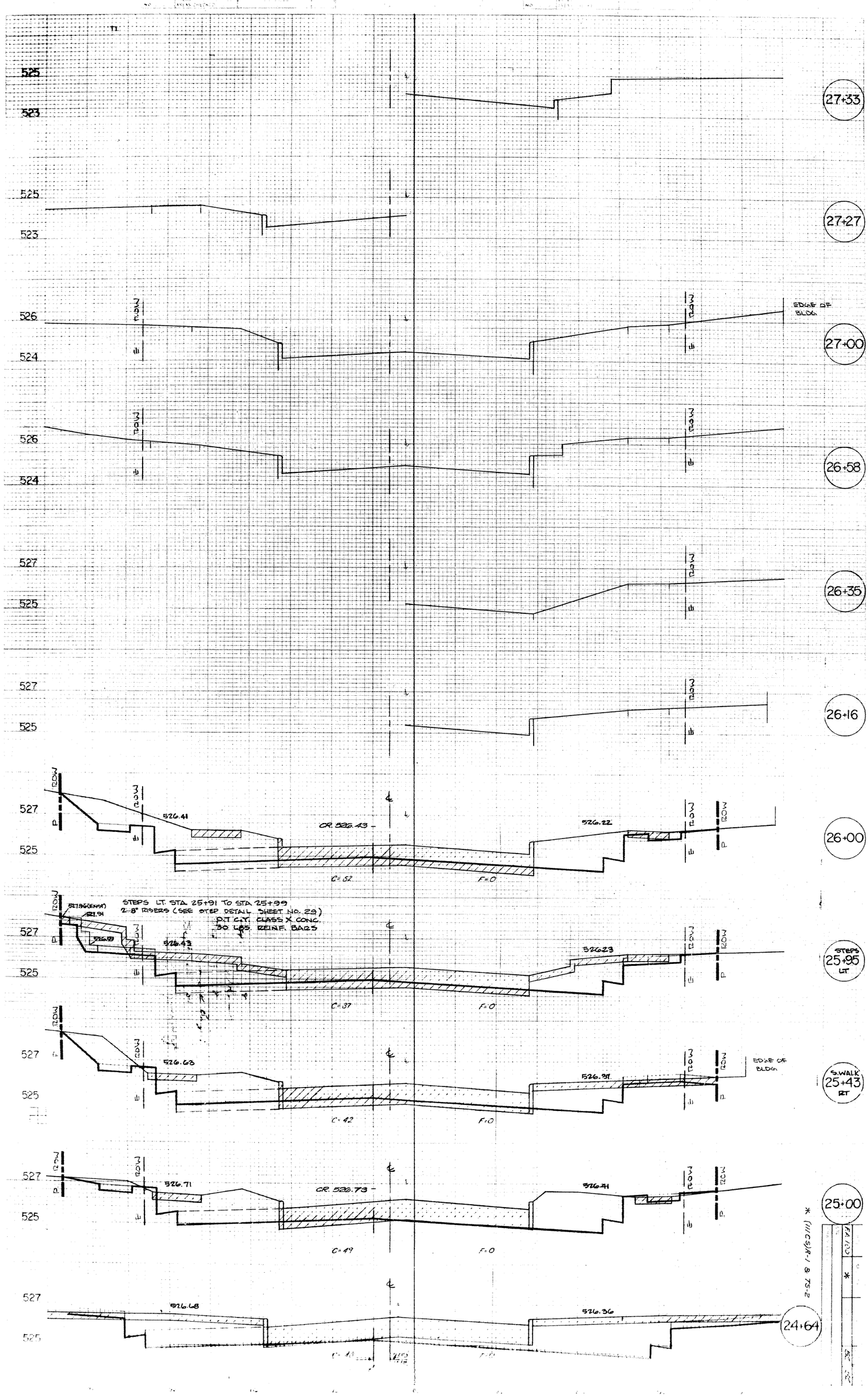

18+00
CR 525.95
525.75
525.71
C=58
1.40'
0.50'
F=0
VARIES
17 + 73.9
JACKSON STREET
C=41
1.00'
F=0
VARIES
17+40
CR 525.63
525.66
525.58
C=78
0.90'
1.10'
F=0
VARIES
17+00
P. ROW 65.25' LT.
525.60
525.82
C=98
0.75'
1.50'
F=0
VARIES
16+92
525.58
525.78
0.76'
1.78'
VARIES
P. ROW 64.7' LT
16+79 RT.
S. WALK
525.54
525.23
EDGE OF STEPS
C=66
0.72'
1.71'
F=0
VARIES
P. ROW 64.9' LT
16+56
525.47
525.15
0.65'
1.34'
VARIES
STA 16+50 END 0.3" CROWN & BEGIN TRANSITION TO 3/16"/FT. CROWN RT. SIDE
P. ROW 64.8' LT
16+45
525.43
525.11
C=51
2.00 TYP.
F=0
16+14 RT
DIR
525.30
524.98
0.52'
ALLEY 16+04 LT
525.24
524.92
0.45'
ALLEY 16+00 LT
525.22
CR 525.25
524.90
C=49
0.48'
F=1
FA 100
* (WI S)R-1 & 73-2
52 49


527
525
C=22
1.31'
3.00'
F=0
VARIES
20 + 97.18
NORTH STREET
526.58
526.31
C=47
0.63'
3.09'
F=0
VARIES
20+69
526.65
526.57
C=37
3.15'
F=1
20+50
526.50
CR. 526.55'
526.50
C=34
0.94'
3.20'
F=0
STA. 19+97 END 3/16'/FT. CROWN AND BEGIN TRANSITION TO 0.23'/FT CROWN RT. SIDE
526.46
526.46
EDGE OF STEPS
EX WALK RT.
19+86
C=34
3.34'
F=0
526.35
526.35
19+50
C=45
3.46'
F=0
526.31
526.31
19 + 37.23
ALLEY
C=20
3.50'
F=0
526.20
CR. 526.25
526.20
19+00
C=49
2.95'
F=0
526.05
526.05
EDGE OF BLDG.
18+50
C=46
2.31'
F=0
STA. 18+50 END TRANSITION FROM 0.30'/FT CROWN AND BEGIN 3/16'/FT CROWN RT SIDE
525.99
525.98
VARIES
0.20'
2.01'
18+30
525.89
525.89
C=43
0.42'
1.53'
VARIES F=0
18+08


527
525
526.58
526.76
C=27
F=0
24+28
CHAPIN STREET
526.80
CR. 526.55
526.18
C=39
F=0
24+00
526.47
526.15
C=56
F=0
23+91
526.34
526.02
SWALK
23+46
LT.
526.28
525.96
SWALK
23+14
RT.
526.28
CR. 526.30
525.96
EDGE OF BLDG
C=62
F=0
23+00
526.37
526.05
C=30
F=0
22+58
ALLEY
526.38
526.06
C=42
F=0
DR
22+40
RT
526.50
CR. 526.52
526.18
C=48
F=0
22+00
FLOWER BED
526.62
526.30
C=50
F=0
2.00
TYP.
DR
21+60
RT
STA. 21+50 END TRANSITION FROM 3/16"/FT. CROWN AND BEGIN 0.3"/FT. CROWN RT. SIDE
526.58
526.70
526.40
526.09
C=55
1.71'
F=0
21+23
40
30
20
10
TL
10
20
30
40

ORIGINAL SURVEY

FINAL SURVEY



* (W/CS)R-1 & TS-2