| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 1 |
| STA. | N/A | TO STA. | N/A | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

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| 6 | GENERAL NOTES AND QUANTITY SCHEDULES |
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| 25 | PLAN AND PROFILE - COLLEGE ST. |
| 26 | INTERSECTION DETAILS - COLLEGE ST. |
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| 45 | SLOTTED DRAIN INLET DETAILS, PERMANENT SURVEY MARKER DETAILS |
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STANDARD DRAWINGS

| | | | | |
|---|---|---|---|---|
| 1527-9 | 2168-9 | 2262-4 | 2306-4 | 2356 |
| 1683-4 | 2212-3 | 2298-5 | 2307-4 | 2368 |
| 1686-4 | 2213-4 | 2299-8 | 2308-3 | 2370 |
| 1764-4 | 2217-3 | 2300-2 | 2309-3 | 2371 |
| 2116-2 | 2222-3 | 2301-3 | 2310-3 | 2373 |
| 2117-1 | 2237-10 | 2302-4 | 2311-5 | 2374 |
| 2130-6 | 2240-5 | 2303-5 | 2323-5 | 2378 |
| | | 2304-5 | 2354-1 | 2381 |
| | | | 2347-1 | BLR10 |

*NOTE: Standard 1766 has been deleted See Standard 2323.*

J.U.L.I.E. SYSTEM NO. 800-892-0123

# STATE OF ILLINOIS
# DEPARTMENT OF TRANSPORTATION
# DIVISION OF HIGHWAYS
# PLANS FOR PROPOSED
# FEDERAL AID HIGHWAY

PLAN 0 20 40 60 80 100 120 PROFILE HORZ.
PROFILE VERTICAL 0 2 4 6 8 10 12
CROSS-SECTIONS HORZ. 0 5 10 15 20 25 30
CROSS-SECTIONS VERT. 0 5 10 15 20 25 30

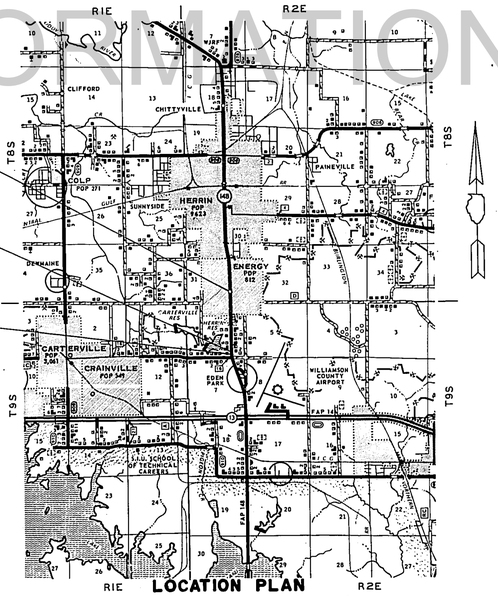
## F.A.P. ROUTE 726 (ILL. RTE. 148) SECTION 130-3
## PROJECT F-726 (11)
## WILLIAMSON COUNTY
C-99-089-78

DESIGN DESIGNATION
F.A.P. 726 (ILL. RTE. 148) —— 1900(95) — AREA SERVICE — 0.593 (B-15)
COLLEGE STREET —— 109(95) — COLLECTOR —— 0.057 (B-20)

PROJECT F-726(11) ENDS
SECTION 130-3
STA. 179+94.31

STATION EQUATION
STA. 119 + 26.04 (BACK) =
STA. 121 + 62.10 (AHEAD)

PROJECT F-726(11) BEGINS
SECTION 130-3
STA. 117+ 76.77




NET LENGTH OF PROJECT F-726(11) 5981.48 FEET = 1.133 MILES

**CONTRACT NO. 34786**

WILLIAMSON COUNTY SECTION 130-3 F.A.P. ROUTE 726

P-99-002-78



**LOCATION OF SECTION INDICATED THUS:—**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 11, 19 80
J. F. Houston
DISTRICT ENGINEER

EXAMINED Oct 7, 19 80
ENGINEER OF PLANS AND CONTRACTS

PASSED Oct 7, 19 80
Thomas R Bryant
ENGINEER OF DESIGN

APPROVED Oct 7, 19 80
DIRECTOR OF HIGHWAYS

U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____, 19____
DIVISION ADMINISTRATOR

32061 REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS

3885 REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS

CMT
CRAWFORD, MURPHY & TILLY, Inc. Consulting Engineers
2750 West Washington St. • Springfield, IL 62702 • ph. (217) 787-9050
SPRINGFIELD, IL • LINCOLN, IL • AURORA, IL

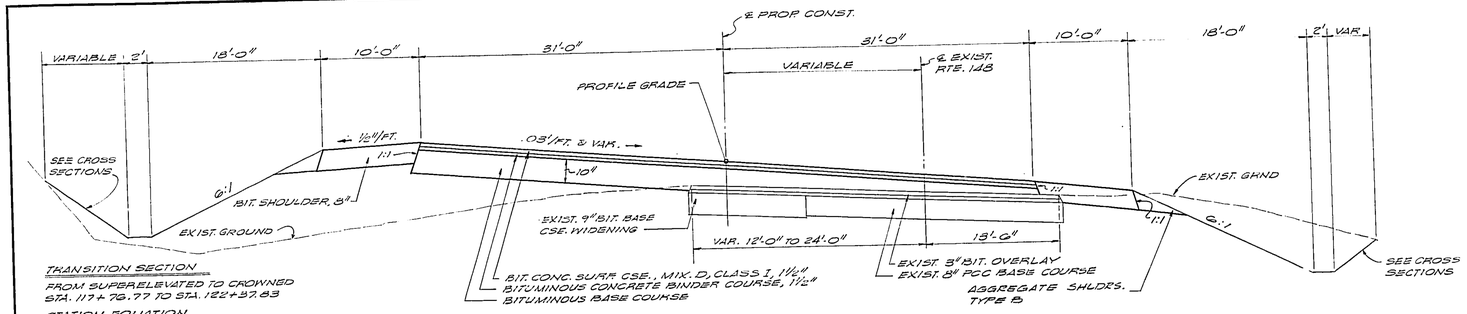
C,M & T JOB NO. 7766-01

Revised

FOR INFORMATION ONLY

BAD COPY

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 2 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |



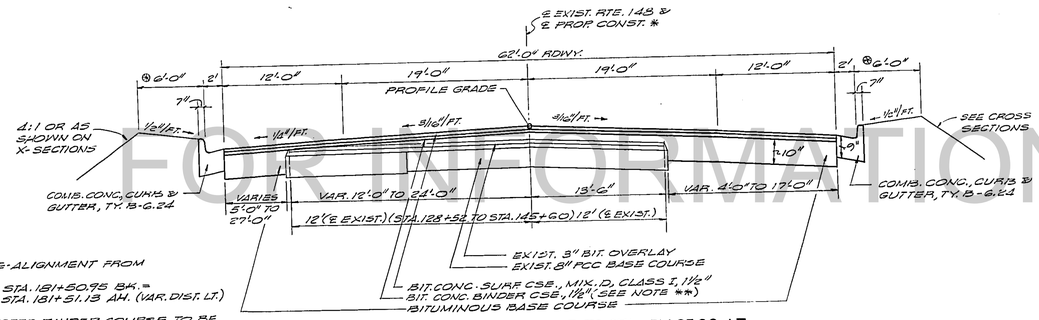

TRANSITION SECTION

FROM SUPERELEVATED TO CROWNED
STA. 117+ 70.77 TO STA. 122+37.83

STATION EQUATION

STA. 119+ 20.04 BACK =
STA. 121+ 62.10 AHEAD

ILL ROUTE 148 STA. 117+76.77 TO STA. 122+37.83



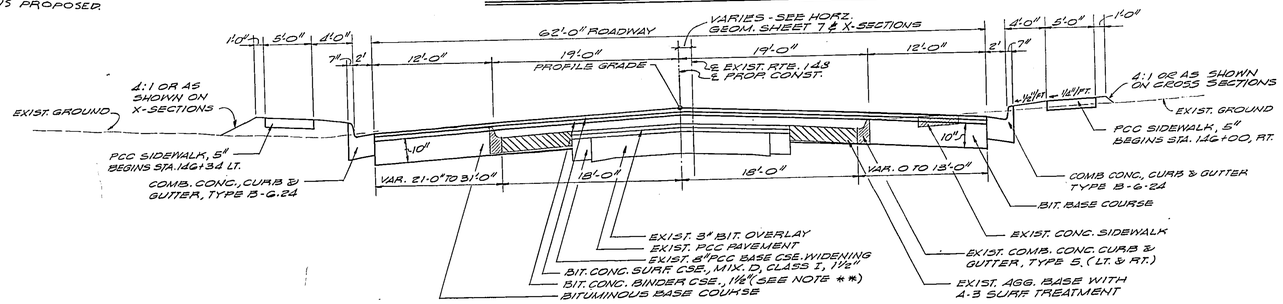

NOTES:

* ℄ PROP. CONST. RE-ALIGNMENT FROM EXIST. ℄ RTE. 148
STA. 128+57.51 TO STA. 181+50.95 BK. =
STA. 181+51.13 AH. (VAR. DIST. LT.)

** BITUMINOUS CONCRETE BINDER COURSE TO BE 1 3/4" FROM STA. 166+12.38 TO STA. 179+94.31

⊕ WIDTH TO BE 10'-0" WHERE SIDEWALK IS PROPOSED.

ILL. ROUTE 148 STA. 122+37.83 TO STA. 151+25.00 LT.
ILL. ROUTE 148 STA. 122+37.83 TO STA 155+82.00 RT.
ILL. ROUTE 148 STA. 178+24.00 TO STA. 179+94.31 LT. & RT.




ILL. ROUTE 148 STA. 151+25.00 TO STA. 178+24.00 LT.
ILL. ROUTE 148 STA. 155+82.00 TO STA. 178+24.00 RT.

FOR INFORMATION ONLY

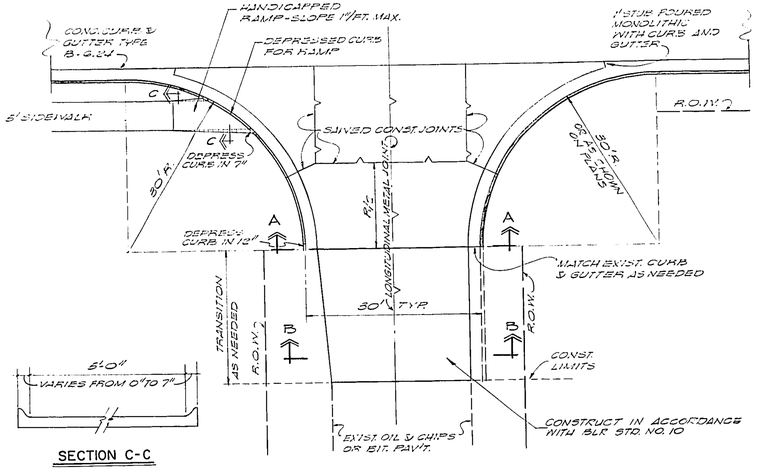
| | |
|---|---|
| PREPARED BY: | CRAWFORD MURPHY & TILLY, inc. CONSULTANT |
| EXAMINED BY: | DISTRICT DESIGN ENGINEER |
| EXAMINED BY: | Roy Harris DISTRICT CONSTRUCTION ENGINEER |
| EXAMINED BY: | DISTRICT MAINTENANCE ENGINEER |
| EXAMINED BY: | DISTRICT TRAFFIC ENGINEER |
| EXAMINED BY: | DISTRICT MATERIALS ENGINEER |
| EXAMINED BY: | DISTRICT LAND ACQUISITION ENGINEER |
| APPROVED: | August 11 1980 DATE |
| | DISTRICT ENGINEER |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# ILL. ROUTE 148
# TYPICAL SECTIONS

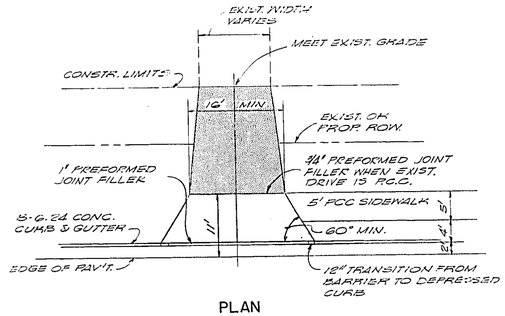
FORM 105

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.R. 726 | 130-3 | WILLIAMSON | 84 | 3 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

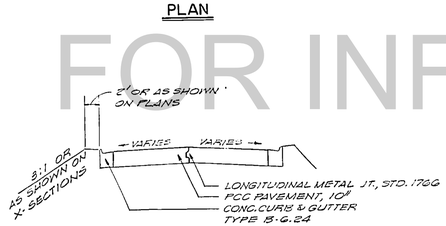



SECTION C-C

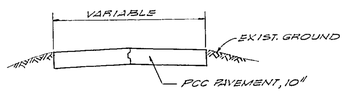
PLAN




PLAN
PRIVATE ENTRANCE

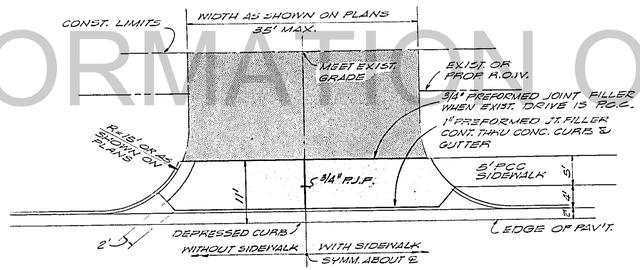



SECTION A-A

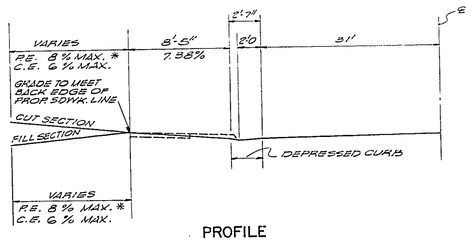



SECTION B-B
TRANSITION SECTION

TYPICAL SIDEROAD SECTIONS




PLAN
COMMERCIAL ENTRANCE



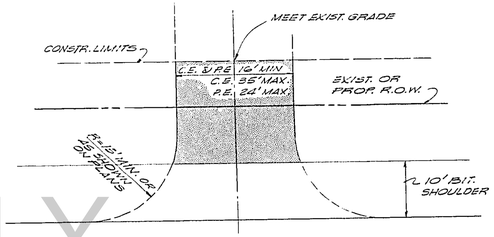

* UNLESS OTHERWISE NOTED

PROFILE
URBAN ENTRANCE GRADES
PRIVATE AND COMMERCIAL

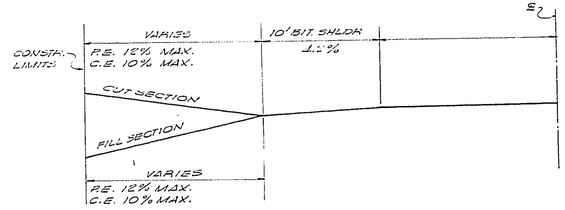
ENTRANCE MATERIALS

P.C.C. DRIVEWAY PAVEMENT, 6" PRIVATE ENTRANCE
7" COMMERCIAL

TRANSITION - REPLACE IN KIND
1. EXIST. GRAVEL OR STONE - P.E.-AGG. SURF CSE. TY. A, 6"
C.E.-AGG. SURF CSE. TY. A, 8"
2. EXIST. BITUMINOUS OR SEAL COAT - BIT. SURF CSE., MIN. D, CL. I, 2"
AGG. BASE CSE., TY. B, 6"
3. EXIST. P.C.C. - P.C.C. DRIVEWAY PAV'T., 6" P.E.
7" C.E.




PLAN




PROFILE

RURAL ENTRANCE GRADES
PRIVATE AND COMMERCIAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
TYPICAL SECTIONS

FOR INFORMATION ONLY

FORM 100

| ROUTE NO | SEC | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 4 |
| STA. | TO STA | | | |
| FED. ROAD DIST NO. 7 | ILLINOIS | PROJECT | | |

| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | CONST. TYPE CODE | SAFETY CLASS. CODE |
|---|---|---|---|---|---|
| 201001 | TREE REMOVAL (6 TO 15 INCH DIAMETER) | IN. DIA. | 854 | 6203 | S21 |
| 201002 | TREE REMOVAL (OVER 15 INCH DIAMETER) | IN. DIA. | 986 | | |
| 202001 | EARTH EXCAVATION | CU. YDS. | 7,512 | | |
| 204001 | BORROW EXCAVATION | CU. YDS. | 28,860 | | |
| 210001 | TRENCH BACKFILL | CU. YDS. | 4,960 | | |
| 215012 | AGGREGATE SHOULDERS, TYPE B | TON | 22 | | |
| 219006 | BITUMINOUS SHOULDER 8" | SQ. YDS. | 322 | | |
| 301014 | AGGREGATE BASE COURSE, TYPE B | TON | 19 | | |
| 308012 | BITUMINOUS BASE COURSE | TON | 17,526 | | |
| 402001 | AGGREGATE SURFACE COURSE, TYPE A | TON | 723 | | |
| 406001 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 1,682 | | |
| 406003 | AGGREGATE (PRIME COAT) | TON | 25 | | |
| 406007 | BITUMINOUS CONCRETE BINDER COURSE | TON | 3,691 | | |
| 406013 | BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I | TON | 3,560 | | |
| 408005 | PORTLAND CEMENT CONCRETE PAVEMENT 10" | SQ. YDS. | 3,891 | | |
| 408013 | PROTECTIVE COAT | SQ. YDS. | 3,993 | | |
| 501024 | CONCRETE REMOVAL | CU. YDS. | 10.3 | | |
| 501029 | EXPANSION BOLTS 3/4 INCH | EACH | 69 | | |
| 503002 | CLASS X CONCRETE HEADWALLS | CU. YDS. | 85.8 | | |
| 504003 | CLASS X CONCRETE | CU. YDS. | 1.4 | | |
| 504008 | CLASS X CONCRETE (OUTLETS) | CU. YDS. | 7.0 | | |
| X50301 | CLASS X CONCRETE BOX CULVERTS | CU. YD. | 10.3 | | |
| 511024 | PIPE CULVERTS, TYPE 1 12" | LIN. FT. | 70 | | |
| 511099 | PIPE CULVERTS, TYPE 2 15" | LIN. FT. | 260 | | |
| 511127 | PIPE CULVERTS, TYPE 2 RCP 60" | LIN. FT. | 384 | | |
| 511776 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12" | EACH | 3 | | |
| 511777 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15" | EACH | 1 | | |
| 511778 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | EACH | 2 | | |
| 511780 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 2 | | |
| 511784 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36" | EACH | 1 | | |
| 511785 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42" | EACH | 1 | | |
| 512001 | REINFORCEMENT BARS | POUND | 4,044 | 6203 | |
| 601001 | STONE RIPRAP | SQ. YDS. | 63 | Y005 | |
| 603005 | STORM SEWERS, TYPE 1 12" | LIN. FT. | 1,255 | 6203 | |
| 603007 | STORM SEWERS, TYPE 1 15" | LIN. FT. | 327 | | |
| 603009 | STORM SEWERS, TYPE 1 18" | LIN. FT. | 707 | | |
| 603012 | STORM SEWERS, TYPE 1 24" | LIN. FT. | 263 | | |
| 603016 | STORM SEWERS, TYPE 1 36" | LIN. FT. | 245 | | |
| 603018 | STORM SEWERS, TYPE 1 42" | LIN. FT. | 58 | | |
| X07340 | STORM SEWERS, TYPE 1 PRECOATED FULLY LINED GALVANIZED CORRUGATED STEEL PIPE 12" | LIN. FT. | 18 | | |
| 603034 | STORM SEWERS, TYPE 2 12" | LIN. FT. | 3,433 | | |
| 603036 | STORM SEWERS, TYPE 2 15" | LIN. FT. | 1,564 | | |
| 603038 | STORM SEWERS, TYPE 2 18" | LIN. FT. | 1,066 | | |
| 603041 | STORM SEWERS, TYPE 2 24" | LIN. FT. | 1,309 | | |
| 603045 | STORM SEWERS, TYPE 2 36" | LIN. FT. | 30 | | |
| X07341 | STORM SEWER REMOVAL, 36" DIAMETER AND LESS | LIN. FT. | 564 | | |
| X03794 | SLOTTED DRAIN CORRUGATED STEEL PIPE, 12" | LIN. FT. | 132 | 6203 | |
| 609003 | WATER MAIN 2" | LIN. FT. | 2,834 | Y060 | |
| 609005 | WATER MAIN 4" | LIN. FT. | 1,494 | | |
| 609006 | WATER MAIN 6" | LIN. FT. | 210 | | |
| X07342 | 4" WATERMAIN IN 10" STEEL CASING PIPE, OPEN CUT | LIN. FT. | 166 | | |
| 609046 | WATER VALVES 2" | EACH | 8 | | |
| 609048 | WATER VALVES 4" | EACH | 14 | | |
| 609049 | WATER VALVES 6" | EACH | 1 | | |
| 610002 | WATER SERVICE LINE 3/4" | LIN. FT. | 387 | | |
| 609062 | ADJUSTING WATERMAIN 4" | LIN. FT. | 37 | | |
| 609063 | ADJUSTING WATERMAIN 6" | LIN. FT. | 50 | | |
| X07343 | WATER SERVICE LINES (3/4") PUSHED | LIN. FT. | 100 | Y060 | S21 |

| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | CONST. TYPE CODE | SAFETY CLASS. CODE |
|---|---|---|---|---|---|
| X07344 | WATER METER RELOCATIONS | EACH | 30 | Y060 | S21 |
| X07345 | SERVICE CONNECTIONS TO 2" WATERMAIN | EACH | 25 | | |
| X07346 | SERVICE CONNECTIONS TO 4" WATERMAIN | EACH | 10 | | |
| X07347 | WATERMAIN CONNECTIONS | EACH | 6 | | |
| XX0390 | ABANDONING EXISTING WATERMAINS | L. S. | 1 | Y060 | |
| 612284 | MANHOLES, SPECIAL | EACH | 1 | 6203 | |
| 612290 | MANHOLES, SPECIAL, TYPE 1 | EACH | 3 | 6203 | |
| 612281 | MANHOLES, SANITARY WITH TYPE 1 FRAME, CLOSED LID | EACH | 7 | Y060 | |
| 612362 | INLETS, TYPE A, TYPE B GRATE | EACH | 11 | 6203 | |
| 612429 | INLETS, SPECIAL, TYPE 1 | EACH | 3 | | |
| 612433 | INLETS, SPECIAL, TYPE 3, 5' | EACH | 37 | | |
| 612435 | INLETS, SPECIAL, TYPE 3, 6' | EACH | 37 | | |
| 612437 | INLETS, SPECIAL, TYPE 4 | EACH | 2 | | |
| 612442 | INLETS, SPECIAL, WITH TYPE 15 FRAME AND LID | EACH | 2 | | |
| 612444 | FLUSH INLET BOX FOR MEDIAN (2240) | EACH | 2 | | |
| 612555 | MANHOLES TO BE ADJUSTED | EACH | 11 | | |
| 615001 | FILLING EXISTING MANHOLES | EACH | 10 | | |
| 615003 | FILLING EXISTING INLETS | EACH | 16 | | |
| 616005 | CONCRETE CURB (SPECIAL) | LIN. FT. | 61 | | |
| 616050 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | LIN. FT. | 12,547 | | |
| 617002 | DRIVEWAY PAVEMENT REMOVAL | SQ. YDS. | 375 | | |
| 617005 | COMBINATION CURB AND GUTTER REMOVAL | LIN. FT. | 5,066 | | |
| 617006 | SIDEWALK REMOVAL | SQ. FT. | 3,300 | | |
| 620007 | PAVEMENT REMOVAL AND REPLACEMENT, TYPE I, 10 INCH | SQ. YDS. | 14 | | |
| 620008 | PAVEMENT REMOVAL AND REPLACEMENT, TYPE II, 10 INCH | SQ. YDS. | 64 | | |
| 620009 | PAVEMENT REMOVAL AND REPLACEMENT, TYPE III, 10 INCH | SQ. YDS. | 118 | | |
| 623002 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ. YDS. | 855 | | |
| 623003 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH | SQ. YDS. | 903 | | |
| 624002 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ. FT. | 26,953 | | |
| 629033 | CHAIN LINK FENCE, 6' | LIN. FT. | 370 | | |
| 639001 | FURNISHING AND ERECTING RIGHT OF WAY MARKERS | EACH | 104 | 6203 | |
| 640001 | FIRE HYDRANTS TO BE MOVED | EACH | 4 | Y060 | |
| X07348 | NEW HYDRANTS, 2" | EACH | 1 | Y060 | |
| X07349 | NEW HYDRANTS, 4" | EACH | 2 | Y060 | |
| 642001 | SEEDING, CLASS I | ACRE | 8.1 | Y005 | |
| 642004 | NITROGEN FERTILIZER NUTRIENT | POUND | 648 | | |
| 642005 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 2,592 | | |
| 642006 | POTASSIUM FERTILIZER NUTRIENT | POUND | 1,296 | | |
| 642007 | AGRICULTURAL GROUND LIMESTONE | TON | 32 | | |
| X64309 | MULCH, METHOD 3 | TON | 16.2 | | |
| 643004 | EXCELSIOR BLANKET | SQ. YDS. | 600 | | |
| 644002 | SUPPLEMENTAL WATERING | UNIT | 3 | Y005 | |
| 646004 | ENGINEER'S FIELD OFFICE, TYPE A | CAL. MO. | 24 | 6203 | |
| 646006 | ENGINEER'S FIELD LABORATORY | CAL. MO. | 24 | | |
| 647001 | PAVEMENT MARKING TAPE | LIN. FT. | 12,249 | | |
| 648002 | TRAFFIC CONTROL AND PROTECTION STANDARD 2310 | EACH | 1 | | |
| 648005 | TRAFFIC CONTROL AND PROTECTION STANDARD 2311 | L.S. | 1 | | |
| 648018 | TRAFFIC CONTROL AND PROTECTION (SPECIAL) | L.S. | 1 | | |
| X04748 | MOBILIZATION | L.S. | 1 | 6203 | S21 |
| X07350 | WATERPROOFING LONGITUDINAL PAVEMENT JOINTS, 18 INCH | LIN. FT. | 6,654 | 6203 | S21 |
| X64851 | TRAFFIC CONTROL AND PROTECTION STANDARD 2303 | L.S. | 1 | 6203 | S21 |
| X64852 | TRAFFIC CONTROL AND PROTECTION STANDARD 2304 | L.S. | 1 | 6203 | S21 |

* SPECIALTY ITEMS

FOR INFORMATION ONLY

SUMMARY OF QUANTITIES

Revised Rev. 10-24-84

| ROUTE NO | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.R 726 | 130-3 | WILLIAMSON | 84 | 5 |
| STA. | | TO STA. | | |
| FED. ROAD DIST NO. 7 | | ILLINOIS PROJECT | | |

| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | CONST. TYPE CODE | SAFETY CLASS. CODE |
|---|---|---|---|---|---|
| XZ1008 | SURFACE AGGREGATE | TON | 590 | 6203 | S21 |
| Z10044 | BUILDING REMOVAL NO. 1 | L.S. | 1 | 6203 | |
| X07351 | BUILDING SITE CLEARING NO. 1 | EACH | 1 | | |
| X07352 | BUILDING SITE CLEARING NO. 2 | EACH | 1 | | |
| X07353 | BUILDING SITE CLEARING NO. 3 | EACH | 1 | | |
| X07354 | BUILDING SITE CLEARING NO. 4 | EACH | 1 | | |
| X07355 | BUILDING SITE CLEARING NO. 5 | EACH | 1 | | |
| X07356 | BUILDING SITE CLEARING NO. 6 | EACH | 1 | | |
| X07357 | BUILDING SITE CLEARING NO. 7 | EACH | 1 | | |
| Z10165 | CONCRETE COLLAR | EACH | 5 | 6203 | |
| Z10299 | PERMANENT SURVEY MARKERS | EACH | 9 | 6203 | |
| * Z10392 | SANITARY SEWER 8" | LIN. FT. | 1,817 | Y060 | |
| Z10527 | TRAINEES | HOUR | 2,000 | Y080 | |
| XZ1449 | SERVICE CONNECTIONS | EACH | 14 | Y060 | |
| * X07358 | ABANDONING EXISTING SANITARY SEWERS | L.S. | 1 | Y060 | |
| B00006 | ACER GINNALA 06 | EACH | 46 | Y005 | |
| K00111 | SHREDDED BARK MULCH 3" | SQ. YDS. | 123 | Y005 | S21 |

| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | CONST. TYPE CODE | SAFETY CLASS. CODE |
|---|---|---|---|---|---|
| T40101 | SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, POST MOUNTED | EACH | 4 | Y031 | S11 |
| T40103 | SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 4 | | |
| T40242 | PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 1-FACE, BRACKET MOUNTED | EACH | 4 | | |
| T40244 | PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 2-FACE, BRACKET MOUNTED | EACH | 1 | | |
| T40301 | TRAFFIC SIGNAL BACKPLATE | EACH | 8 | | |
| T40605 | TRAFFIC SIGNAL POST, 10 FT. | EACH | 4 | | |
| T40849 | STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. | EACH | 2 | | |
| T40904 | WOOD POLE, 25 FT., CLASS 4 | EACH | 1 | | |
| T41124 | FULL ACTUATED CONTROLLER, 2 PHASES, DIGITAL TIMING, IN TYPE III CABINET | EACH | 1 | | |
| T41607 | INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL DELAY, DIGITAL DESIGN | EACH | 2 | | |
| T41801 | DETECTOR LOOP | LIN. FT. | 236 | | |
| T41901 | PEDESTRIAN PUSH BUTTON | EACH | 2 | | |
| T42003 | GALVANIZED STEEL CONDUIT IN TRENCH 1-1/4" | LIN. FT. | 49 | | |
| T42004 | GALVANIZED STEEL CONDUIT IN TRENCH 1-1/2" | LIN. FT. | 16 | | |
| T42005 | GALVANIZED STEEL CONDUIT IN TRENCH 2" | LIN. FT. | 93 | | |
| T42006 | GALVANIZED STEEL CONDUIT IN TRENCH 2-1/2" | LIN. FT. | 62 | | |
| T42007 | GALVANIZED STEEL CONDUIT IN TRENCH 3" | LIN. FT. | 58 | | |
| T42009 | GALVANIZED STEEL CONDUIT IN TRENCH 4" | LIN. FT. | 7 | | |
| T42017 | GALVANIZED STEEL CONDUIT, PUSHED 3" | LIN. FT. | 26 | | |
| T42126 | ELECTRIC CABLE IN CONDUIT NO. 8 2/c | LIN. FT. | 5 | | |
| T42133 | ELECTRIC CABLE IN CONDUIT NO. 12 3/c | LIN. FT. | 238 | | |
| T42134 | ELECTRIC CABLE IN CONDUIT NO. 12 5/c | LIN. FT. | 336 | | |
| T42135 | ELECTRIC CABLE IN CONDUIT NO. 12 7/c | LIN. FT. | 326 | | |
| T42180 | ELECTRIC CABLE IN CONDUIT NO. 12 2/c, SHIELDED | LIN. FT. | 170 | | |
| T42601 | SERVICE INSTALLATION, TYPE A | EACH | 1 | | |
| T42701 | CONCRETE FOUNDATION, TYPE A | LIN. FT. | 12 | | |
| T42702 | CONCRETE FOUNDATION, TYPE D | LIN. FT. | 3.5 | | |
| T42704 | CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER | LIN. FT. | 20 | | |
| T42801 | HANDHOLE | EACH | 3 | | |
| T43001 | TRENCH AND BACKFILL | LIN. FT. | 285 | Y031 | S11 |
| T50101 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ. FT. | 642 | 6203 | S21 |
| T50102 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | LIN. FT. | 15,976 | | |
| T50106 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | LIN. FT. | 293 | | |
| T50107 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | LIN. FT. | 84 | | |
| T50202 | PAINT PAVEMENT MARKING - LINE 4" | LIN. FT. | 876 | | |
| T50206 | PAINT PAVEMENT MARKING - LINE 12" | LIN. FT. | 332 | | |
| T50207 | PAINT PAVEMENT MARKING - LINE 24" | LIN. FT. | 56 | 6203 | S21 |

* SPECIALTY ITEMS

FOR INFORMATION ONLY

SUMMARY OF QUANTITIES

Revised

| ROUTE NO | SEC | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 6 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |

## GENERAL NOTES

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

TRENCH BACKFILL REQUIRED FOR STORM SEWERS, SANITARY SEWERS OR WATERMAINS SHALL BE BROUGHT TO WITHIN ONE FOOT OF FINISHED GRADE IN AREAS NOT DIRECTLY UNDER PAVEMENT OR SIDEWALK.

TRIM EDGES OF EXISTING BITUMINOUS CONCRETE SURFACE FLUSH WITH EXISTING CONCRETE PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.

ADDITIONAL WIDTH OF GUTTER FLAG, AT NUMEROUS LOCATIONS AS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHIC WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPARATELY.

ALL STORM SEWERS SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF SECTION 603 OF THE STANDARD SPECIFICATIONS EXCEPT WHERE NOTED ON THE PLANS.
AT ALL LOCATIONS WHERE A HIGH TYPE PAVEMENT JOINS AN EXISTING HIGH TYPE PAVEMENT, A SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCIDENTAL TO THE TYPE OF PAVEMENT BEING CONSTRUCTED.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

AT LOCATIONS WHERE EXISTING STRUCTURES ARE TO BE ADJUSTED, RECONSTRUCTED, EXTENDED, REPAIRED OR OTHERWISE REVISED, TRENCH BACKFILL SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 612.09 OF THE STANDARD SPECIFICATIONS. THE COST OF THE TRENCH BACKFILL SHALL BE INCIDENTAL TO THE TYPE OF STRUCTURE BEING BACKFILLED.

PATCHING OF EXISTING PAVEMENT BEFORE RESURFACING IN ACCORDANCE WITH SECTION 620 OF THE STANDARD SPECIFICATIONS WILL BE REQUIRED AS DIRECTED BY THE ENGINEER. THE QUANTITIES SHOWN IN THE PLANS ARE ESTIMATES ONLY.

THE FOLLOWING CONSTANTS WERE USED IN THE CALCULATION OF QUANTITIES FOR THIS PROJECT:

INCIDENTAL BITUMINOUS SURFACING,
BITUMINOUS CONCRETE BINDER COURSE, AND
BITUMINOUS BASE COURSE ----------115 POUNDS PER SQUARE YARD PER ONE INCH THICKNESS
BITUMINOUS MATERIALS (PRIME COAT) -- 0.10 GALLONS PER SQUARE YARD
AGGREGATE (PRIME COAT) ------ 3 POUNDS PER SQUARE YARD
AGGREGATE SHOULDERS, TYPE B,
AGGREGATE BASE COURSE, TYPE B, AND
AGGREGATE SURFACE COURSE, TYPE A -------2.1 TONS PER CUBIC YARD
NITROGEN FERTILIZER NUTRIENT ----------80 POUNDS PER ACRE OF SEEDING
PHOSPHORUS FERTILIZER NUTRIENT----------320 POUNDS PER ACRE OF SEEDING
POTASSIUM FERTILIZER NUTRIENT----------160 POUNDS PER ACRE OF SEEDING
AGRICULTURAL GROUND LIMESTONE----------4 TONS PER ACRE OF SEEDING
MULCH----------3 TONS PER ACRE OF SEEDING
SUPPLEMENTAL WATERING----------[illegible] GALLON PER SQUARE YARD OF EXCELSIOR BLANKET
MULCHING OF SEEDED AREAS IN ACCORDANCE WITH METHOD (a)3 OF SECTION 643 OF THE STANDARD SPECIFICATIONS WILL BE REQUIRED.

AREAS FOR SEEDING HAVE BEEN COMPUTED AS ALL EARTH SURFACES WITHIN THE LIMITS OF THE R.O.W. & EASEMENTS

FORMS FOR CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES

ALL PIPE CULVERTS DESIGNATED ON THE PLANS (RCCP) SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF ARTICLE 709.03 OF THE STANDARD SPECIFICATIONS

UNDERGROUND GASOLINE TANKS OR SEPTIC TANKS WITHIN THE R.O.W. WHICH HAVE NOT BEEN REMOVED AND WILL NOT INTERFERE WITH CONSTRUCTION SHALL BE FILLED WITH FREE FLOWING SAND AT THE DIRECTION OF THE ENGINEER. COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.

THE TEMPORARY EASEMENTS LOCATED LT. STATION 162+47.91 TO 163+01.03, LT. STATION 168+75 TO 169+50 AND RT. STATION 169+75 TO 170+19.75 WERE ACQUIRED SOLELY FOR THE REMOVAL OF THE BUILDINGS WHICH WERE REMOVED LATER BY THE PROPERTY OWNERS. NO FURTHER WORK IS PROPOSED FOR THESE LOCATIONS AND CONSTRUCTION ACTIVITIES SHOULD BE CONFINED TO THE RIGHT OF WAY.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER

EXCAVATION REQUIRED IN THE PERFORMANCE OF WORK DESCRIBED IN SECTION 616 OF THE STANDARD SPECIFICATIONS IS INCLUDED IN THE EARTHWORK BALANCES AS EARTH EXCAVATION.

### TREE REMOVAL SCHEDULE

| LOCATION | 6 TO 15 IN. DIA. | OVER 15 IN. DIA. |
|---|---|---|
| 75' RT. STA. 117+55 | 1 0 10 2 0 6 | |
| 87' RT. STA. 117+55 | 6 | |
| 60' RT. STA. 117+86 | 6 | |
| 58' RT. STA. 117+93 | 12 | |
| 58' RT. STA. 117+97 | | 24 |
| 59' RT. STA. 118+25 | 15 | |
| 59' RT. STA. 118+53 | 14 | |
| 60' RT. STA. 121+86 | 8 | |
| 57' RT. STA. 122+06 | 6 | |
| 72' RT. STA. 124+76 | 10 | |
| 72' RT. STA. 124+92 | 7 | |
| 72' RT. STA. 125+10 | 11 | |
| 68' RT. STA. 133+77 | 1 0 8 1 0 10 | |
| 84' LT. STA. 134+70 | 1 0 12, 3 0 8, 4 0 6 | |
| 73' LT. STA. 134+70 | 3 0 6 | |
| 90' LT. STA. 134+89 | 2 0 6 | |
| 91' LT. STA. 134+91 | 6 | |
| 85' LT. STA. 135+00 | 5 0 6, 5 0 8 | |
| 85' RT. STA. 135+64 | 1 0 6, 1 0 8 | |
| 88' RT. STA. 135+73 | 7 | |
| 92' RT. STA. 135+73 | | 17 |
| 83' LT. STA. 135+85 | 386, 388, 2010, 2012 | |
| 86' RT. STA. 135+92 | 8 | |
| 81' LT. STA. 135+96 | 6 | |
| 95' LT. STA. 136+15 | 107, 408, 1010, 1012 | |
| 32' RT. STA. 144+23 | | 22 |
| 38' RT. STA. 144+71 | | 21 |
| 33' LT. STA. 145+51 | | 31 |
| 27' LT. STA. 146+57 | | 19 |
| 49' LT. STA. 147+91 | | 16 |
| 45' RT. STA. 148+15 | | 17 |
| 45' RT. STA. 148+58 | | 22 |
| 31' LT. STA. 150+84 | 11 | |
| 41' LT. STA. 151+29 | | 25 |
| 38' LT. STA. 151+80 | | 25 |
| 40' LT. STA. 152+30 | | 24 |
| 46' LT. STA. 152+39 | 15 | |
| 15' LT. STA. 152+42 | | 27 |
| 19' LT. STA. 152+67 | | 35 |
| 24' LT. STA. 153+42 | | 16 |
| 39' LT. STA. 153+42 | 9 | |
| 28' LT. STA. 154+54 | 11 | |
| 22' LT. STA. 154+65 | 7 | |
| 40' LT. STA. 154+88 | 14 | |
| 17' LT. STA. 155+32 | | 26 |
| 42' LT. STA. 155+69 | 8 | |
| 51' LT. STA. 155+85 | 106, 408 | |
| 40' LT. STA. 155+99 | | 17 |
| 23' LT. STA. 156+23 | | 24 |
| 23' LT. STA. 156+41 | | 19 |
| 22' LT. STA. 156+59 | | |
| 16' LT. STA. 157+89 | 14 | |
| 43' LT. STA. 157+90 | | 19 |
| 16' LT. STA. 158+07 | 12 | |
| 16' LT. STA. 158+20 | 11 | |
| 39' RT. STA. 159+67 | | 30 |
| 27' LT. STA. 159+86 | 12 | |
| 25' LT. STA. 161+29 | | 23 |
| 25' LT. STA. 161+29 | | 23 |
| 25' LT. STA. 161+43 | 14 | |
| 25' LT. STA. 161+58 | | 18 |
| 18' LT. STA. 161+92 | 10 | |
| 30' LT. STA. 161+92 | 15 | |
| 13' LT. STA. 162+17 | | 23 |
| 38' LT. STA. 162+50 | | 25 |
| 58' RT. STA. 165+42 | | 20 |
| 58' RT. STA. 165+80 | | 16 |
| 57' RT. STA. 166+19 | | 24 |
| 54' RT. STA. 166+50 | | 20 |
| 89' RT. STA. 166+58 | | 20 |
| 125' RT. STA. 166+68 | | 16 |
| 13' LT. STA. 167+42 | | 21 |
| 23' LT. STA. 167+42 | 14 | |
| 37' LT. STA. 167+42 | | 26 |
| 11' LT. STA. 167+82 | | 20 |
| 11' LT. STA. 168+00 | | 18 |
| 10' LT. STA. 168+19 | | 16 |
| 11' LT. STA. 168+63 | 13 | |
| 9' LT. STA. 168+95 | | 22 |
| 9' LT. STA. 169+09 | | 21 |
| 32' LT. STA. 169+80 | 407, 208 | |
| 23' LT. STA. 170+62 | | 17 |
| 12' LT. STA. 170+80 | | 16 |
| 14' LT. STA. 171+11 | | 18 |
| 44' RT. STA. 171+47 | | 26 |
| 43' RT. STA. 172+09 | | 16 |
| 34' LT. STA. 172+45 | 7 | |
| 45' LT. STA. 172+51 | | 18 |
| 35' LT. STA. 172+59 | 10 | |
| 26' LT. STA. 172+81 | | 24 |
| 41' LT. STA. 172+89 | 306 | |
| 28' LT. STA. 172+98 | 12 | |
| 16' LT. STA. 173+07 | 11 | |
| 71' LT. STA. 175+35 | 7 | |
| 75' LT. STA. 175+38 | 306 | |
| 56' LT. STA. 175+39 | 6 | |
| 49' LT. STA. 175+49 | 6 | |
| 62' LT. STA. 175+59 | 12 | |
| TOTAL | 854 IN. DIA. | 986 IN. DIA. |

### R.O.W. MARKER SCHEDULE

| LEFT LOCATION | EACH | RIGHT LOCATION | EACH |
|---|---|---|---|
| 120' LT. STA. 118+29.59 | 1 | 100' RT. STA. 123+06.60 | 1 |
| 100' LT. STA. 121+73.94 | 1 | 105' RT. STA. 123+06.63 | 1 |
| 56.0' LT. STA. 121+73.94 | 1 | 100' RT. STA. 125+00 | 1 |
| | | 60.73' RT. STA. 126+25 | 1 |
| | | 60.59' RT. STA. 132+00 | 1 |
| 58.89' LT. STA. 131+50 | 1 | 80' RT. STA. 132+91.52 | 1 |
| 70' LT. STA. 131+99.92 | 1 | 110' RT. STA. 135+00 | 1 |
| 95' LT. STA. 133+79.51 | 1 | 100' RT. STA. 136+00 | 1 |
| 100' LT. STA. 135+00 | 1 | 100' RT. STA. 137+91.09 | 1 |
| 100' LT. STA. 137+91.09 | 1 | 100' RT. STA. 140+39.51 | 1 |
| 100' LT. STA. 141+10 | 1 | 85' RT. STA. 140+39.56 | 1 |
| 60' LT. STA. 141+10 | 1 | 60' RT. STA. 141+50 | 1 |
| 50' LT. STA. 142+71.34 | 1 | 50' RT. STA. 142+70.30 | 1 |
| 50' LT. STA. 145+00 | 1 | 50' RT. STA. 143+57.51 | 1 |
| 60' LT. STA. 145+60 | 1 | 50' RT. STA. 146+42.49 | 1 |
| 55' LT. STA. 146+42.49 | 1 | 50' RT. STA. 153+05.16 | 1 |
| 55' LT. STA. 148+62.80 | 1 | 60' RT. STA. 154+67.00 | 1 |
| 50' LT. STA. 148+62.73 | 1 | 60' RT. STA. 155+40 | 1 |
| 50' LT. STA. 153+37.72 | 1 | 85' RT. STA. 155+40 | 1 |
| 50' LT. STA. 153+47.72 | 1 | 85' RT. STA. 155+55.73 | 1 |
| 50' LT. STA. 155+45 | 1 | 105' RT. STA. 155+77.16 | 1 |
| 75' LT. STA. 155+57.02 | 1 | 51.98' RT. STA. 155+03 | 1 |
| 115' LT. STA. 155+89.63 | 1 | 53.43' RT. STA. 156+67.86 & 48.43' | 2 |
| 59' LT. STA. 156+15 | 1 | 48.63' RT. STA. 156+80 | 1 |
| 60' LT. STA. 157+88.38 | 1 | 55' RT. STA. 158+37.50 | 1 |
| 50' LT. STA. 157+88.23 | 1 | 46.88' RT. STA. 158+37.62 | 1 |
| 50' LT. STA. 158+26 | 1 | 55' RT. STA. 159+57.57 | 1 |
| 70' LT. STA. 158+40.72 | 1 | 48.16' RT. STA. 159+57.67 | 1 |
| 70' LT. STA. 158+80.71 | 1 | 55' RT. STA. 163+59.03 | 1 |
| 50' LT. STA. 159+10 | 1 | 48.25' RT. STA. 163+59.12 | 1 |
| 50' LT. STA. 160+00 | 1 | 55' RT. STA. 164+50 | 1 |
| 57.18' LT. STA. 160+90.51 | 1 | 65' RT. STA. 166+00 | 1 |
| 57.02' LT. STA. 163+00.48 | 1 | 75' RT. STA. 166+35 | 1 |
| 70' LT. STA. 163+40.67 | 1 | 115' RT. STA. 166+53.88 | 1 |
| 50' LT. STA. 163+75 | 1 | 225' RT. STA. 166+56.64 | 1 |
| 50' LT. STA. 166+29.20 | 1 | 225' RT. STA. 166+66.74 | 1 |
| 50' LT. STA. 166+55 | 1 | 215' RT. STA. 167+08.26 | 1 |
| 250' LT. STA. 166+55 | 1 | 215' RT. STA. 167+18.35 | 1 |
| 250' LT. STA. 166+73.13 | 1 | 75' RT. STA. 167+19.01 | 1 |
| 210' LT. STA. 167+10.76 | 1 | 47.63' RT. STA. 167+19.07 | 1 |
| 55' LT. STA. 167+35 | 1 | 43.61' RT. STA. 167+77.66 | 1 |
| 55' LT. STA. 168+60.85 | 1 | 43.61' RT. STA. 170+00 | 1 |
| 55' LT. STA. 169+90 | 1 | 60' RT. STA. 170+19.69 | 1 |
| 70' LT. STA. 170+14.49 | 1 | 70' RT. STA. 173+96.12 | 1 |
| 75' LT. STA. 170+64.48 | 1 | 50' RT. STA. 174+10 | 1 |
| 50' LT. STA. 170+75 | 1 | 45' RT. STA. 175+34.56 | 1 |
| 50' LT. STA. 173+25 | 1 | 50' RT. STA. 175+34.65 | 1 |
| 55.17' LT. STA. 173+43.63 | 1 | 45' RT. STA. 176+30 | 1 |
| 95' LT. STA. 173+93.62 | 1 | 60' RT. STA. 176+60. | 1 |
| 45' LT. STA. 174+10 | 1 | 95' RT. STA. 176+76.68 | 1 |
| 93' LT. STA. 175+32.21 | 1 | | |
| 45' LT. STA. 175+32.99 | 1 | | |
| 90' LT. STA. 175+50.32 | 1 | | |
| 75' LT. STA. 175+50.32 | 1 | | |
| 75' LT. STA. 176+71.61 | 1 | | |
| TOTAL LEFT | 53 EACH | TOTAL RIGHT | 51 EA. |
| TOTAL ALL ROW MARKERS 104 EACH | | | |

### PERMANENT SURVEY MARKERS

| LOCATION | EACH |
|---|---|
| STATION 118+51.77 | 1 |
| STATION 130+41.09 | 1 |
| STATION 137+91.09 | 1 |
| STATION 143+57.51 | 1 |
| STATION 146+42.49 | 1 |
| STATION 166+29.20 | 1 |
| STATION 168+60.85 | 1 |
| STATION 173+50.02 | 1 |
| STATION 177+50.58 | 1 |
| TOTAL | 9 |

| REVISIONS | | |
|---|---|---|
| NO. | BY | DATE |
| | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# GENERAL NOTES AND QUANTITY SCHEDULES

| | | | |
|---|---|---|---|
| DESIGNED BY | CMT CRAWFORD MURPHY & TILLY inc. Consulting Engineers Springfield Illinois | SCALE NONE | JOB NO. 7766-01 |
| DRAWN BY | | DATE | |
| CHECKED BY | | | |
| APPROVED BY | | SHEET OF SHEETS | |

FOR INFORMATION ONLY

CUSHING & COMPANY FORM 100

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 7 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

## WATER MAIN SCHEDULE

| STATION NO. | WATERMAIN 2" | WATERMAIN 4" | WATERMAIN 6" | IN 10" STEEL CASING PIPE 4" | WATER VALVES 2" | WATER VALVES 4" | WATER VALVES 6" | WATER SERVICE LINES 3/4" | WATER SERVICE LINES PUSHED 3/4" | WATER METER RELOCATIONS | SERVICE TO 2" WATERMAINS | CONNECTIONS TO 4" WATERMAINS | WATERMAIN CONNECTIONS | FIRE HYDRANTS TO BE MOVED | NEW HYDRANTS 2" | NEW HYDRANTS 4" | TRENCH BACKFILL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RT. 141+50 TO 145+57 | 407 | | | | | | | 4 | | 1 | 1 | | | | | | 2.2 |
| RT. 141+60 | | | | | | | | 4 | | | 1 | | | 1 | | | |
| RT. 142+47 | | | | | | | | | | | | | | | | | |
| RT. 143+89 TO 141+50 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| RT. 144+87 | | | | | | | | 49 | | 1 | 1 | | | | | | 16.1 |
| LT. 145+08 TO 145+57 | | | | | 1 | | | | | | | | | | | | 26.8 |
| LT. 145+57 | 94 | | | | | | | | | | | | | | | | |
| LT. 145+57 TO 155+84 | 1027 | | | | | | | 4 | | 1 | 1 | | | | | | 30.5 |
| LT. 147+51 | | | | | | | | 63 | 30 | 1 | 1 | | | | | | |
| LT. 148+54 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| LT. 148+62 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| LT. 149+41 | | | | | | | | 4 | | 1 | 1 | | | | | | 30.5 |
| LT. 149+49 | | | | | | | | 65 | 30 | 1 | 1 | | | | | | |
| LT. 149+53 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| LT. 151+82 | | | | | | | | 4 | | 1 | 1 | | | | | | 92.6 |
| LT. 152+20 | | | | | | | | | | | | | | | 1 | | |
| RT. 152+24 TO 165+30 | 1306 | | | | 1 | | | | | | | | | | | | |
| RT. 152+25 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| LT. 152+49 | | | | | | | | 4 | | | 1 | | | | | | |
| RT. 152+90 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| RT. 153+34 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| RT. 153+35 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| LT. 153+54 | | | | | | | | 4 | | 1 | 1 | | 2 | | | | 43.3 |
| LT. 154+94 | | | | 83 | 3 | 2 | | | | | | | | | | | 169.6 |
| LT. 155+84 | | 11 | | | | | | 4 | | 1 | | | | | | | |
| LT. 155+84 TO 170+31 | | 1447 | | | | | | 4 | | 1 | | | | 1 | | | |
| RT. 155+95 | | | | | | 1 | | | | 1 | | 1 | | | | | |
| LT. 155+98 | | | | | | | | 4 | | 1 | | 1 | | | | | |
| LT. 156+52 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| LT. 158+31 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| RT. 158+35 | | | | | | | | 4 | | 1 | 1 | | | | | | |
| RT. 159+56 | | | | | | | | 4 | | 1 | | 1 | | | | | |
| RT. 159+88 | | | | | | | | 4 | | 1 | | 1 | | | | | |
| LT. 160+25 | | | | | | | | 4 | | | 1 | | | | | | |
| LT. 161+66 | | | | | | | | 4 | | 1 | | 1 | | | | 1 | |
| RT. 161+89 | | | | | | | | 4 | | 1 | | | | | | | |
| LT. 162+00 | | | | | | 1 | | | | | 1 | | 1 | | | | |
| LT. 162+98 | | | | | | 3 | | 4 | | | 1 | | | | | | 43.3 |
| LT. 163+12 | | | | | | | | 4 | | | | | | | | 1 | |
| RT. 163+55 | | | | 83 | 3 | 1 | | | | | | | | | | | |
| RT. 165+30 | | 9 | | | | 1 | | | | | | 1 | | | | | |
| RT. 165+35 | | | | | | | | 4 | | 1 | | | | 1 | | | |
| LT. 165+61 | | | | | | 1 | | | | | | | 1 | | | | 17.0 |
| LT. 166+64 | | 15 | | | | 2 | 1 | | | | | 1 | | | | | |
| LT. 166+80 | | | 10 | | | | | 4 | | 1 | | 1 | | | | | 22.5 |
| LT. 167+71 | | | | | | | | 50 | 40 | 1 | | 1 | | | | | |
| RT. 168+32 | | | | | | | | 4 | | 1 | | 1 | 2 | 1 | | | |
| LT. 169+18 | | 12 | | | | 2 | | | | | | | | | | | 20.0 |
| LT. 170+15 | | | | | | | | 40 | | 1 | | 1 | | | | | |
| LT. 170+65 | | | | | | | | | | | | | | | | | |
| TOTAL | 2034 L.F. | 1494 L.F. | 10 L.F. | 166 L.F. | 8 EA. | 14 EA. | 1 EA. | 387 L.F. | 100 L.F. | 30 EA. | 25 EA. | 10 EA. | 6 EA. | 4 EA. | 1 EA. | 2 EA. | 514.4 C.Y. |

## UTILITY STRUCTURES TO BE ADJUSTED

| LOCATION | MANHOLES TO BE ADJUSTED | FILLING EXISTING MANHOLES | FILLING EXISTING INLETS |
|---|---|---|---|
| 15' LT. STA. 145+75 | | 1 | |
| 12' LT. STA. 149+00 | | 1 | |
| 8' LT. STA. 152+52 | | | 1 |
| 13' LT. STA. 155+73 | 1 | | |
| 43' RT. STA. 155+76 | 1 | | |
| 7' LT. STA. 156+01 | | | 1 |
| 33' RT. STA. 156+03 | | | 1 |
| 37' RT. STA. 156+49 | | | 1 |
| 49' LT. STA. 158+52 | 1 | | |
| 4' LT. STA. 158+89 | | 1 | |
| 2' LT. STA. 161+17 | | | 1 |
| 43' LT. STA. 163+28 | 1 | | |
| 6' LT. STA. 163+37 | | | 1 |
| 3' LT. STA. 164+80 | | | 1 |
| 37' RT. STA. 165+21 | | | 1 |
| 17' LT. STA. 166+79 | 1 | | |
| 50' RT. STA. 166+83 | 1 | | |
| 6' LT. STA. 167+38.5 | | | 1 |
| 33' RT. STA. 167+47 | | 1 | |
| 38' RT. STA. 170+23 | 1 | | |
| 76' LT. STA. 170+35 | 1 | | |
| 105' RT. STA. 170+47 | | 1 | |
| 33' RT. STA. 170+52 | | | 1 |
| 4' LT. STA. 170+65 | 1 | | |
| 53' LT. STA. 173+72 | | | 1 |
| 5' LT. STA. 173+94 | | | |
| 18' LT. STA. 176+66 | | 1 | |
| 87' LT. STA. 177+05 | 1 | | |
| 100' RT. STA. 177+05 | 1 | | |
| 16' LT. STA. 177+22 | | 1 | |
| 32' RT. STA. 177+22 | | 1 | |
| 29' LT. STA. 178+72 | | 1 | |
| TOTALS | 11 | 9 | 12 |

## PIPE CULVERTS TO BE REMOVED

| | |
|---|---|
| P.E. LT. 121+94 | 46' x 15" |
| P.E. RT. 122+94 | 124' x 15" |
| P.E. LT. 123+75 | 44' x 15" |
| P.E. RT. 124+40 | 48' x 15" |
| P.E. LT. 124+54 | 44' x 15" |
| P.E. LT. 125+54 | 66' x 15" |
| C.E. LT. 126+09 | 42' x 18" |
| C.E. LT. 127+09 | 42' x 15" |
| P.E. RT. 128+43 | 36' x 15" |
| P.E. LT. 130+83 | 42' x 15" |
| P.E. RT. 131+16 | 40' x 15" |
| C.E. RT. 133+29 | 56' x 15" |
| F.E. RT. 134+34 | 60' x 15" |
| P.E. LT. 142+00 | 28' x 15" |
| P.E. LT. 142+62 | 30' x 15" |
| P.E. RT. 142+62 | 28' x 15" |
| C.E. RT. 145+11 | 36' x 15" |
| F.E. LT. 145+45 | 28' x 15" |
| C.E. RT. 146+10 | 56' x 18" |
| C.E. LT. 146+15 | 46' x 15" |
| F.E. RT. 147+00 | 28' x 12" |
| P.E. LT. 147+67 | 24' x 12" |
| P.E. LT. 148+49 | 24' x 12" |
| C.E. LT. 148+75 | 30' x 12" |
| P.E. RT. 148+89 | 28' x 12" |
| C.E. LT. 149+31 | 30' x 12" |
| P.E. LT. 150+19 | 28' x 12" |
| C.E. RT. 150+78 | 28' x 12" |
| C.E. RT. 151+91 | 40' x 12" |
| P.E. RT. 153+18 | 20' x 15" |
| P.E. RT. 154+47 | 20' x 12" |

## SANITARY SEWER SCHEDULE

| STATION NO. | SANITARY SEWER 8" | SANITARY MANHOLES | TRENCH BACKFILL |
|---|---|---|---|
| RT. 146+39 | 337 | 1 | 132.7 |
| LT. 146+93 | 283 | 1 | 118.2 |
| RT. 149+76 | 300 | 1 | 156.8 |
| LT. 149+76 | 267 | 1 | 141.6 |
| LT. 152+43 | 330 | 1 | 225.5 |
| RT. 152+76 | 300 | 1 | 190.4 |
| LT. 155+73 | | 1 | |
| TOTAL | 1817 L.F. | 7 EA. | 965.2 C.Y. |

## STORM SEWERS TO BE REMOVED

| | |
|---|---|
| RT. 155+00 TO 155+46 | 46' x 12" |
| RT. 155+46 | 42' x 10" |
| LT. 164+52 | 38' x 24" |
| LT. 164+54 | 38' x 24" |
| LT. 177+22 TO 178+72 | 150' x 18" |
| RT. 177+22 TO 179+00 | 178' x 18" |
| LT. 178+72 TO 179+44 | 72' x 15" |
| TOTAL | 564 LIN. FT. |

## VALVE BOXES TO BE ADJUSTED

| | |
|---|---|
| 22' LT. STA. 166+80 | 1 EA. |
| 32' RT. STA. 170+30 | 1 EA. |
| 60' RT. STA. 170+34 | 1 EA. |

## COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24

| LOCATION | LIN. FT. |
|---|---|
| RT. STA. 118+51.77 TO RT. STA. 0+35.12 SR "G" | 3476.6 |
| LT. STA. 112+19.89 TO LT. STA. 0+77.08 SR "F" | 3358.6 |
| LT. STA. 0+35.12 SR "G" TO RT. STA. 2+00 SR "L" | 1265.0 |
| RT. STA. 0+77.08 SR "F" TO LT. STA. 0+80.56 SR "H" | 293.3 |
| RT. STA. 0+80.56 SR "H" TO LT. STA. 0+82.34 SR "J" | 465.5 |
| RT. STA. 0+82.34 SR "J" TO LT. STA. 1+05.71 SR "K" | 395.8 |
| LT. STA. 0+76.83 SR "L" TO RT. STA. 0+48.93 SR "N" | 375.5 |
| RT. STA. 1+05.71 SR "K" TO LT. STA. 0+77.07 SR "M" | 374.9 |
| LT. STA. 0+78 SR "N" TO RT. STA. 0+49.23 SR "Q" | 369.4 |
| RT. STA. 0+77.07 SR "M" TO LT. STA. 0+77.07 SR "P" | 333.6 |
| LT. STA. 0+49.23 SR "Q" TO RT. STA. 0+55.88 SR "R" | 336.9 |
| RT. STA. 0+77.07 SR "P" TO LT. STA. 0+73.06 SR "S" | 334.8 |
| LT. STA. 0+55.88 SR "R" TO RT. STA. 179+94.31 | 297.0 |
| RT. STA. 0+73.06 SR "S" TO LT. STA. 179+94.31 | 301.1 |
| DRIVEWAY PAVEMENT | 568.9 |
| TOTAL | 12,546.9 |

## SCHEDULE OF EARTHWORK QUANTITIES

| LOCATION | EARTH EXCAVATION CU. YDS. | EMBANKMENT CU. YDS. | BORROW EXCAVATION CU. YDS. | EXCESS SPOIL & UNSUITABLE EXCAVATION CU. YDS.* |
|---|---|---|---|---|
| MAINLINE - STA. 117+76.77 TO STA. 179+94.31 | 5,805 | 29,728 | 24,900 | 4,960 |
| SIDE STREETS - STA. 117+76.77 TO STA. 179+94.31 | 1,601 | 1,320 | --- | |
| DRIVEWAYS - STA. 117+76.77 TO STA. 179+94.31 | 106 | 95 | | |
| TOTALS | 7,512 | 31,143 | 24,900 | 4,960 |

* SHRINKAGE = 20%

## ADJUSTING WATERMAIN

| LOCATION | 4" | 6" | |
|---|---|---|---|
| 34' LT. STA. 166+80 | | 11 | |
| 38' RT. STA. 166+80 | | 9 | |
| 48' LT. STA. 170+30 | | 7 | |
| 120' RT. STA. 170+38 | | 10 | |
| 48' & 52' RT. STA. 170+38 | | | |
| 50' RT. STA. 173+55 | 11 | | |
| 97' RT. STA. 176+94 | 15 | | |
| 35' LT. STA. 176+94 | 11 | | |
| TOTAL | 37 LIN. FT. | 50 LIN. FT. | |

| REVISIONS NO. | BY | DATE |
|---|---|---|
| | | |

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# QUANTITY SCHEDULES

CRAWFORD MURPHY & TILLY inc Consulting Engineers
Springfield Illinois

SCALE NONE
DATE
JOB NO. 7766-01
SHEET OF SHEETS

FOR INFORMATION ONLY

| ROUTE NO | SEC. | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| F.A.P 726 | 130-3 | WILLIAMSON | 84 | 8 |
| STA. | | TO STA. | | |
| FED. ROAD DIST NO. 7 | ILLINOIS | PROJECT | | |

## REMOVAL SCHEDULE

| LOCATION | CONCRETE REMOVAL CU. YDS. | DRIVEWAY PAVEMENT REMOVAL SQ. YDS. | COMBINATION CURB AND GUTTER REMOVAL LIN. FT. | SIDEWALK REMOVAL SQ. FT. |
|---|---|---|---|---|
| LT. STA. 117+41.13 | 1.6 | | | |
| RT. STA. 117+41.13 | 1.6 | 29.6 | | |
| P.E. LT. STA. 123+75 | 1.6 | | | |
| LT. STA. 136+83 | 1.6 | | | |
| RT. STA. 136+83 | | | | 72 |
| RT. STA. 144+60 | | | | 48 |
| LT. STA. 144+94 | | 8.3 | | |
| RT. STA. 148+06 | | | | |
| LT. & RT. STA. 149+00 | 0.2 | | | |
| LT. STA. 151+25 TO STA. 158+46 | | | 725 | 120 |
| LT. STA. 151+58 | 0.1 | | | |
| RT. STA. 152+49 | | | | 64 |
| LT. STA. 152+72 | 0.6 | | | |
| RT. STA. 155+00 | | | 28 | |
| RT. STA. 155+50 | | | 1150 | |
| RT. STA. 155+79 TO STA. 166+74 | | 54.4 | | |
| C.E. RT. STA. 156+72 | 0.1 | | | |
| LT. STA. 156+87 | | 42.0 | | |
| RT. STA. 157+10 TO STA. 157+73 | 0.1 | | | |
| LT. STA. 157+84 | | | | 126 |
| LT. STA. 158+11 TO STA. 158+41 | | 63.6 | | |
| C.E. RT. STA. 158+20 | 0.1 | | | |
| LT. STA. 158+46 | | | 451 | |
| LT. STA. 158+71 TO STA. 163+09 | 0.1 | | | |
| LT. STA. 158+75 | | | | 32 |
| RT. STA. 159+20 | | 57.4 | | |
| PE. LT. STA. 160+72 | | | | 55 |
| LT. STA. 162+20 | | | 352 | |
| LT. STA. 163+32 TO STA. 166+71 | 0.3 | | | |
| LT. STA. 164+60 | 2.0 | | | 12 |
| RT. STA. 165+10 | | | 326 | |
| LT. STA. 167+02 TO STA. 170+27 | | | 373 | |
| RT. STA. 167+04 TO STA. 170+26 | | | | 55 |
| LT. STA. 167+89 | | | / | 580 |
| RT. STA. 168+90 TO STA. 170+25 | | | | 45 |
| LT. STA. 169+02 | | 20.0 | | |
| C.E. RT. STA. 169+40 | | | | 20 |
| RT. STA. 169+87 | | | 323 | |
| RT. STA. 170+47 TO STA. 173+56 | | | | 1208 |
| RT. STA. 170+48 TO STA. 173+50 | | | 312 | |
| LT. STA. 170+51 TO STA. 173+52 | | | | 20 |
| RT. STA. 170+58 | | | | 38 |
| LT. STA. 171+10 TO STA. 171+34 | | | | 16 |
| RT. STA. 171+91 | | 19.2 | | |
| C.E. RT. STA. 172+30 | | | | 30 |
| RT. STA. 173+23.5 | | | 358 | |
| RT. STA. 173+84 TO STA. 176+85 | | | 430 | |
| LT. STA. 173+85 TO STA. 176+85 | | 40.0 | | |
| C.E. RT. STA. 174+23.5 | | 40.0 | | |
| C.E. RT. STA. 175+06 | 0.1 | | | |
| RT. STA. 176+84 | | | 118 | |
| LT. STA. 177+16 TO STA. 178+23.5 | | | 120 | |
| RT. STA. 177+17 TO STA. 178+23.5 | 0.1 | | | |
| LT. STA. 177+21 | 0.1 | | | |
| RT. STA. 177+22 | | | | 232 |
| RT. STA. 0+25 TO STA. 0+78 SR "M" | | | | 204 |
| LT. STA. 0+55 TO STA. 1+06 SR "M" | | | | 208 |
| LT. STA. 0+25 TO STA. 0+77 SR "P" | | | | 115 |
| RT. STA. 0+27 TO STA. 0+50 SR "Q" | | | | |
| TOTALS | 10.3 | 374.5 | 5066 | 3300 |

## P.C.C. PAVEMENT 10" SCHEDULE

| LOCATION | SQ. YDS. |
|---|---|
| APPROACH PAVEMENT HAMILTON ST. "F" | 236 |
| APPROACH PAVEMENT HAMILTON ST. "G" | 167 |
| APPROACH PAVEMENT BROADWAY ST. "H" | 302 |
| APPROACH PAVEMENT WALNUT ST. "J" | 297 |
| APPROACH PAVEMENT COLLEGE ST. "K" | 678 |
| APPROACH PAVEMENT COLLEGE ST. "L" | 605 |
| APPROACH PAVEMENT WARD ST. "M" | 240 |
| APPROACH PAVEMENT WARD ST. "N" | 314 |
| APPROACH PAVEMENT READ ST. "P" | 240 |
| APPROACH PAVEMENT READ ST. "Q" | 330 |
| APPROACH PAVEMENT JOHNSON ST. "R" | 240 |
| APPROACH PAVEMENT JOHNSON ST. "S" | 242 |
| TOTAL | 3891 |

## DRIVEWAY PAVEMENT QUANTITIES

| LOCATION | P.C.C. DRIVEWAY PAVEMENT 6" SQ. YD. | P.C.C. DRIVEWAY PAVEMENT 7" SQ. YD. | CURB, CONC. CURB AND GUTTER TY. B-6.24 LIN. FT. | AGGREGATE BASE COURSE TYPE B TONS | BITUMINOUS MATERIALS (PRIME COAT) GALLONS | BIT. CONC. SURFACE MIX D CLASS I TONS | AGGREGATE SURFACE COURSE TYPE A TONS |
|---|---|---|---|---|---|---|---|
| P.E. LT. STA. 119+19 | | | | | | | 39.4 |
| P.E. LT. STA. 121+94 | | | | | | | 37.4 |
| P.E. RT. STA. 122+94 | 19.5 | | | | | | 31.7 |
| P.E. LT. STA. 123+75 | 49.1 | | | | | | |
| P.E. RT. STA. 124+40 | 19.5 | | | | | | 28.3 |
| P.E. LT. STA. 124+54 | 19.5 | | | 11.2 | 12 | 3.7 | 9.5 |
| P.E. LT. STA. 125+15 | 20.5 | | | | | | |
| C.E. LT. STA. 126+09 | | 30.5 | 39.3 | | | | 26.0 |
| C.E. LT. STA. 127+09 | | 23.3 | 34.8 | | | | 21.1 |
| C.E. LT. STA. 128+52 | | 28.0 | 34.0 | | | | |
| P.E. LT. STA. 130+83 | 19.5 | | | | | | 2.1 |
| P.E. RT. STA. 131+16 | 21.4 | | | | | | 20.5 |
| P.E. RT. STA. 133+20 | 19.5 | | | | | | 3.7 |
| P.E. LT. STA. 142+00 | 19.5 | | | | | | |
| P.E. LT. STA. 142+62 | 19.5 | | | | | | |
| P.E. RT. STA. 142+62 | 19.5 | | | | | | 3.6 |
| P.E. RT. STA. 144+11 | 19.5 | | | | | | |
| P.E. LT. STA. 144+52 | | 26.4 | 34.3 | | | | |
| C.E. RT. STA. 145+11 | | 26.5 | 25.8 | | | | 22.5 |
| C.E. RT. STA. 146+10 | | 37.7 | 27.9 | | | | 8.9 |
| C.E. LT. STA. 146+15 | 19.5 | | | | | | |
| P.E. LT. STA. 147+67 | 28.8 | | | | | | 9.3 |
| P.E. RT. STA. 148+06 | 19.5 | | | | | | 14.9 |
| P.E. LT. STA. 148+49 | 19.5 | | | | | | 15.0 |
| P.E. RT. STA. 148+89 | | 39.8 | 21.1 | | | | 6.6 |
| C.E. LT. STA. 149+22 | 19.5 | | | | | | 2.9 |
| P.E. RT. STA. 150+00 | 19.5 | | | | | | 24.7 |
| P.E. LT. STA. 150+19 | | 29.6 | 21.1 | | | | 2.7 |
| C.E. RT. STA. 150+78 | 19.5 | | | | | | 37.3 |
| P.E. LT. STA. 151+91 | | 29.6 | 21.1 | | | | 1.8 |
| C.E. RT. STA. 151+91 | 19.5 | | | | | | |
| P.E. LT. STA. 152+90 | 19.5 | | | | | | 2.1 |
| P.E. RT. STA. 152+94 | 19.5 | | | | | | 2.6 |
| P.E. RT. STA. 153+18 | 19.5 | | | | | | 5.8 |
| P.E. LT. STA. 154+20 | 19.5 | | | | | | 22.9 |
| P.E. RT. STA. 154+47 | | 29.6 | 21.1 | | | | |
| C.E. RT. STA. 154+97.65 | | 77.0 | 11.9 | | | | 12.8 |
| C.E. RT. STA. 156+72 | 23.3 | | | | | | |
| P.E. LT. STA. 156+77 | | 77.0 | 11.9 | | | | 6.2 |
| C.E. RT. STA. 158+20 | 19.5 | | | | | | 6.2 |
| P.E. RT. STA. 158+69 | 19.5 | | | | | | 2.9 |
| P.E. RT. STA. 159+10 | 19.5 | | | | | | 13.8 |
| P.E. RT. STA. 159+76 | | 22.1 | 11.9 | | | | |
| ALLEY RT. STA. 160+66 | 32.5 | | | | | | 7.3 |
| P.E. LT. STA. 160+72 | 19.5 | | | | | | 5.0 |
| C.E. LT. STA. 161+02 | 19.5 | | | | | | |
| P.E. RT. STA. 162+12 | 19.5 | | | | | | 20.4 |
| P.E. LT. STA. 162+42 | | 29.6 | 19.8 | 7.8 | 11 | 2.6 | |
| C.E. RT. STA. 162+71.5 | 27.9 | | | | | | 18.2 |
| P.E. RT. STA. 163+41.6 | | 39.8 | 21.1 | | | | 12.7 |
| C.E. RT. STA. 167+87 | | 39.8 | 21.1 | | | | 14.5 |
| C.E. RT. STA. 168+64 | | 39.8 | 21.1 | | | | |
| C.E. RT. STA. 169+40 | 19.5 | | | | | | 1.8 |
| P.E. LT. STA. 171+50 | | 21.1 | 21.1 | | | | |
| C.E. RT. STA. 171+64 | | 37.1 | 21.1 | | | | |
| C.E. RT. STA. 172+30 | 19.5 | | | | | | 11.3 |
| P.E. LT. STA. 172+67 | | 28.6 | 21.1 | | | | |
| C.E. RT. STA. 172+97 | | 39.8 | 21.1 | | | | |
| C.E. RT. STA. 174+23.5 | 19.5 | | | | | | |
| P.E. LT. STA. 174+60 | | 39.8 | 21.1 | | | | |
| C.E. RT. STA. 175+06 | 19.5 | | | | | | 5.6 |
| P.E. RT. STA. 175+45 | | 30.5 | 21.1 | | | | 42.8 |
| C.E. LT. STA. 176+44.5 | 23.3 | | | | | | 8.6 |
| P.E. LT. STA. 178+47 | | 39.8 | 21.1 | | | | |
| C.E. RT. STA. 178+50 | | 39.8 | 21.1 | | | | 25.9 |
| C.E. LT. STA. 179+15 | | | | | | | 70.3 |
| C.E. RT. STA. 1+07 SR "J" | 23.2 | | | | | | 11.4 |
| P.E. LT. STA. 0+83 SR "K" | | | | | | | 11.1 |
| ALLEY RT. STA. 1+37 SR "K" | | | | | | | 10.6 |
| P.E. RT. STA. 1+68 SR "K" | | | | | | | |
| P.E. LT. STA. 2+18 SR "K" | | | | | | | |
| TOTALS | 854.50 | 902.6 | 568.9 | 19.0 | 23.0 | 6.3 | 727.7 |

## PORTLAND CEMENT CONCRETE SIDEWALK 5"

| LOCATION | SQUARE FEET |
|---|---|
| RT. STA. 144+60 | 44 |
| LT. STA. 144+84 | 49 |
| RT. STA. 146+00.80 TO STA. 147+98 | 965 |
| LT. STA. 146+34.39 TO STA. 147+59 | 608 |
| LT. STA. 147+75 TO STA. 148+41 | 316 |
| RT. STA. 148+14 TO STA. 148+81 | 321 |
| LT. STA. 148+57 TO STA. 149+02.61 | 213 |
| RT. STA. 148+97 TO STA. 149+92 | 461 |
| LT. STA. 149+41.39 TO STA. 150+11 | 333 |
| RT. STA. 150+08 TO STA. 150+64.11 | 265 |
| LT. STA. 150+27 TO STA. 151+83 | 766 |
| RT. STA. 150+91.89 TO STA. 151+77.11 | 410 |
| LT. STA. 151+58 | 24 |
| LT. STA. 151+99 TO STA. 152+82 | 401 |
| RT. STA. 152+04.89 TO STA. 152+86 | 390 |
| LT. STA. 152+72 | 32 |
| RT. STA. 153+02 TO STA. 153+10 | 26 |
| LT. STA. 152+98 TO STA. 154+12 | 556 |
| RT. STA. 153+26 TO STA. 154+39 | 551 |
| LT. STA. 154+28 TO STA. 155+48.47 | 580 |
| RT. STA. 154+55 TO STA. 154+83.76 | 129 |
| RT. STA. 155+11.54 TO STA. 155+53.25 | 192 |
| RT. STA. 155+81.03 TO STA. 156+75.30 | 452 |
| LT. STA. 155+97.28 TO STA. 156+67 | 429 |
| LT. STA. 156+87 TO STA. 158+36.18 | 723 |
| RT. STA. 157+15.65 TO STA. 157+76.35 | 301 |
| RT. STA. 158+16.70 TO STA. 158+61 | 203 |
| RT. STA. 158+77 TO STA. 159+02 | 111 |
| LT. STA. 158+84.99 TO STA. 160+64 | 872 |
| RT. STA. 159+18 TO STA. 159+68 | 236 |
| RT. STA. 159+84 TO STA. 160+56.11 | 353 |
| RT. STA. 160+75.89 TO STA. 162+04 | 625 |
| LT. STA. 160+80 to STA. 160+94 | 156 |
| LT. STA. 161+10.10 STA. 162+34 | 606 |
| RT. STA. 162+20 TO STA. 162+59.14 | 183 |
| LT. STA. 162+50 TO STA. 162+96.14 | 208 |
| RT. STA. 162+85.39 TO STA. 163+29.10 | 213 |
| LT. STA. 163+44.95 TO STA. 166+56.35 | 1519 |
| RT. STA. 163+54.10 TO STA. 166+15.96 | 1302 |
| RT. STA. 165+60 | 140 |
| LT. STA. 166+15.96 TO RT. STA. 2+00 SR "L" | 1103 |
| RT. STA. 167+23.16 TO STA. 167+67.61 | 191 |
| LT. STA. 167+24.10 TO STA. 170+15.07 | 1416 |
| RT. STA. 168+05.39 TO STA. 168+44.61 | 175 |
| RT. STA. 168+83.39 TO STA. 169+20.61 | 170 |
| LT. STA. 169+59.39 TO STA. 170+14.93 | 254 |
| LT. STA. 0+28 TO STA. 0+78 SR "M" | 218 |
| RT. STA. 170+56.20 TO STA. 171+54.61 | 253 |
| LT. STA. 170+63.67 TO STA. 171+42 | 138 |
| RT. STA. 171+91 | 12 |
| LT. STA. 171+58 TO STA. 172+59 | 491 |
| RT. STA. 171+73.39 TO STA. 172+19.11 | 213 |
| RT. STA. 172+40.89 TO STA. 172+83.61 | 198 |
| LT. STA. 172+75 TO STA. 173+44.23 | 329 |
| RT. STA. 173+10.39 TO STA. 173+44.42 | 147 |
| LT. STA. 0+57.79 TO STA. 0+77.07 SR "P" | 66 |
| RT. STA. 0+27.95 TO STA. 0+48.93 SR "Q" | 90 |
| LT. STA. 173+92.68 TO STA. 174+52 | 774 |
| RT. STA. 173+93.57 TO STA. 174+06 | 47 |
| RT. STA. 174+42.89 TO STA. 174+86.61 | 203 |
| LT. STA. 174+68 TO STA. 176+30.11 | 795 |
| RT. STA. 175+25.39 TO STA. 175+37 | 43 |
| RT. STA. 175+53 TO STA. 176+76.13 | 593 |
| LT. STA. 176+58.89 TO STA. 176+72.61 | 45 |
| LT. STA. 177+20.96 TO STA. 178+37 | 558 |
| RT. STA. 177+25.48 TO STA. 178+30.61 | 502 |
| LT. STA. 178+57 TO STA. 178+95.61 | 178 |
| RT. STA. 178+69.39 TO STA. 180+16.63 | 713 |
| LT. STA. 179+34.39 TO STA. 180+14.91 | 379 |
| TOTAL | 26,953 |

| REVISIONS | | |
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| NO. | BY | DATE |
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| DESIGNED BY | | |
| DRAWN BY | | |
| CHECKED BY | | |
| APPROVED BY | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# QUANTITY SCHEDULES

CRAWFORD MURPHY & TILLY inc Consulting Engineers

SCALE NONE | JOB NO. 7766-01
DATE
SHEET OF SHEETS

FOR INFORMATION ON

CUSHING & COMPANY FORM 100

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 9 |
| STA. 117+41.13 | | TO STA. RT. 157+46 | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

# CULVERT & STORM SEWER SCHEDULE

| STATION NO. | TYPE | STANDARD AND DESIGN NUMBER | CLASS X CONCRETE CU. YDS. | REINF. BARS LBS. | PIPE CULVERTS | | | STORM SEWER | | | | | | | | | | | | | | | | | SLDR | TRENCH | PRECAST REINF. CONCRETE FLARED END SECTIONS | | | | | | | MH | MH | INLETS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TYPE 1 | TYPE 2 | TYPE 2 | TYPE 1 | | | | | | | TYPE 2 | | | | | | | | | | CSP | BACKFILL | | | | | | | SPEC | SPEC | TYPE A | TYPE 1 | TYPE 3 | TYPE 3 | SPEC | SPEC | | |
| | | | | | 12" | 15" | RCCP 60" | 12" | 15" | 18" | 24" | 36" | 42" | CSP 12" | 12" | 15" | 18" | 24" | 36" | | | | | | 12" | | 12" | 15" | 18" | 24" | 36" | 42" | | TYPE 1 | TYPE 8 | | 5' | 6' | TYPE 4 | TYPE 15 | 2240 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117+41.13 | X-ROAD | SPECIAL | 42.4* | 1194 | | | 168 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LT. 117+55 | | | | | | | | | | | | | | | 280 | | | | | | | | | | | 34.7 | | | | | | | | | | | | | | | | | |
| RT. 118+51.77 | OUTLET | 2212 | 7.0T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 121+74 | | 2262 | | | | | | | | | | | | | 228 | | | | | | | | | | | 58.8 | 1 | | | | | | | | | | 1 | | | | | | |
| LT. 122+37.83 | | | | | | | | | | | | | | | 150 | | | | | | | | | | | 46.0 | | | | | | | | | | | 1 | | | | | | |
| RT. 122+94 | P.E. | | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 123+78 | | | | | | | | | | | | | | | 194 | | | | | | | | | | | 42.2 | | | | | | | | | | | 1 | | | | | | |
| LT. 124+00 | | | | | | | | | | | | | | | 172 | | | | | | | | | | | 45.7 | | | | | | | | | | | 1 | | | | | | |
| RT. 124+40 | P.E. | | | | | | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LT. 125+78 | | | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 125+78 | | | | | | | | | | | | | | | 104 | | | | | | | | | | | 26.3 | | | | | | | | | | | 1 | | | | | | |
| LT. 128+91 | | | | | | | | | | | | | | | 104 | | | | | | | | | | | 26.7 | | | | | | | | | | | 1 | | | | | | |
| RT. 128+91 | | | | | | | | | | | | | | | 105 | | | | | | | | | | | 40.5 | | | | | | | | | | | 1 | | | | | | |
| LT. 130+00 | | | | | | | | | | | | | | | 85 | | | | | | | | | | | 33.5 | | | | | | | | | | | 1 | | | | | | |
| RT. 130+00 | | | | | | | | | | | | | | | | 115 | | | | | | | | | | 43.2 | | | | | | | | | | | 1 | | | | | | |
| RT. 130+90 | | | | | | | | | | | | | | | | 105 | | | | | | | | | | 43.2 | | | | | | | | | | | 1 | | | | | | |
| LT. 131+10 | | | | | | | | | | | | | | | | 307 | | | | | | | | | | 173.6 | | | | | | | | | | | 1 | | | | | | |
| RT. 132+10 | | | | | | | | | | | | | | | | 298 | | | | | | | | | | 178.0 | | | | | | | | | | | 1 | | | | | | |
| LT. 132+20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 133+20 | P.E. | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 134+34 | F.E. | | | | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LT. 135+23 | | 2262 | | | | | | | | | | | | | | 42 | | | | | | | | | | | | 1 | | | | | | | | | | 1 | | | | | | |
| RT. 135+23 | | | | | | | | | | | | | | | | 149 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | |
| 130+83 | X-ROAD | SPECIAL | 42.4* | 1194 | | | 216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LT. 130+96 | | | | | | | | | | | | | | | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 130+96 | | | | | | | | | | | | | | | | | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LT. 137+16 | | | | | | | | | | | | | | | 94 | | | | | | | | | | | 222 | | | | | | | | | | | 1 | | | | | | |
| RT. 137+16 | | | | | | | | | | | | | | | | | | 94 | | | | | | | | 39.6 | | | | | | | | | | | 1 | | | | | | |
| LT. 138+16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 138+16 | | | | | | | | | | | | | | | | | | 232 | | | | | | | | 99.2 | | | | | | | | | | | 1 | | | | | | |
| LT. 140+54 | | 2262 | | | | | | | | 27 | | | | | | | 240 | | | | | | | | | 160.3 | | 1 | | | | | | | | | 1 | | | | | | |
| RT. 140+54 | | | | | | | | | | | | | | | | | | 240 | | | | | | | | 130.2 | | | | | | | | | | | 1 | | | | | | |
| LT. 143+00 | | 1GB3 - 2217 | | | | | | 8 | | | | | | | | | 194 | | | | | | | | | 133.1 | | | | | | | 1 | | | | 1 | | | | | | |
| RT. 143+00 | | | | | | | | | | | | | | | | | | 180 | | | | | | | | 119.6 | | | | | | | | | | | 1 | | | | | | |
| RT. 144+85 | | | | | | | | | | | | | | | | | | 140 | | | | | | | | 91.4 | | | | | | | | | | 1 | | | | | | | |
| LT. 145+00 | | | | | | | | | | | | | | | | | 157 | | | | | | | | | 104.5 | | | | | | | | | | | 1 | | | | | | |
| RT. 146+30 | | | | | | | | | | | | | | | | | 110 | | | | | | | | | 56.1 | | | | | | | | | | | 1 | | | | | | |
| LT. 146+62 | | | | | | | | | | | | | | | | 128 | | | | | | | | | | 70.9 | | | | | | | | | | | 1 | | | | | | |
| RT. 147+45 | | | | | | | | | | | | | | | | | 110 | | | | | | | | | 52.1 | | | | | | | | | | | 1 | | | | | | |
| LT. 147+95 | | | | | | | | | | | | | | | | 75 | | | | | | | | | | 39.4 | | | | | | | | | | | 1 | | | | | | |
| RT. 148+60 | | | | | | | | | | | | | | | | | 255 | | | | | | | | | 87.2 | | | | | | | | | | | 1 | | | | | | |
| LT. 148+75 | | | | | | | | | | | | | | | | 240 | | | | | | | | | | 114.1 | | | | | | | | | | | 1 | | | | | | |
| LT. 151+20 | | | | | | | | | | | | | | | 105 | | | | | | | | | | | 35.8 | | | | | | | | | | | 1 | | | | | | |
| RT. 151+20 | | 1GB3 - 2217 | | | | | | 11 | | | | | | | | 105 | | | | | | | | | | 34.9 | | | | | | | 1 | | | | 1 | | | | | | |
| LT. 152+30 | | | | | | | | | | | | | | | 105 | | | | | | | | | | | 32.9 | | | | | | | | | | | 1 | | | | | | |
| RT. 152+30 | | | | | | | | | | | | | | | 107 | | | | | | | | | | | 29.3 | | | | | | | | | | | 1 | | | | | | |
| RT. 152+47 | | 1GB3 - 2217 | | | | | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | | | |
| LT. 153+40 | | | | | | | | | | | | | | | 105 | | | | | | | | | | | 29.6 | | | | | | | | | | | 1 | | | | | | |
| RT. 153+42 | | 1GB3 - 2217 | | | | | | 11 | | | | | | | 73 | | | | | | | | | | | 15.7 | | | | | | | 1 | | | | 1 | | | | | | |
| RT. 154+20 | | | | | | | | 59 | | | | | | | | | | | | | | | | | | 6.4 | | | | | | | | | | | 1 | | | | | | |
| LT. 154+50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | |
| RT. 154+80 | | 1GB3 - 2217 | | | | | | 25 | 40 | | | | | | | | | | | | | | | | | 4.9 | | | | | | | 2 | | | | | | | | | | |
| RT. 155+46 | | 1GB3 - 2217 | | | | | | | | 92 | | | | | | | | | | | | | | | | 9.3 | | | | | | | | | | | | | | | 1 | | | |
| 155+83 | | 6220-SPECIAL | 1.0* | 74 | | | | | | | 163 | | | | | | | | | | | | | | | 40.9 | | | | | | | | | | | 1 | | | | | | |
| LT. 156+21 | | | | | | | | | | 111 | | | | | | | | | | | | | | | | 24.5 | | | | | | | | | | | 1 | | | | | | |
| RT. 156+21 | | | | | | | | | | | | | | | | | | | | | | | 132 | | | | | | | | | | | 1 | | | | | | | | | |
| RT. 156+63 | | | | | | | | | | | | | | | 18 | | | | | | | | | | | 32.6 | | | | | | | 1 | | 1 | | | | | | | | |
| LT. 157+21 | | | | | | | | 12 | 89 | 72 | | | | | | | | | | | | | | | | 23.7 | | | | | | | | | | | 1 | | | | | | |
| RT. 157+46 | | | | | | | | | | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FOR INFORMATION ONLY

# CULVERT & STORM SEWER SCHEDULE

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 10 |
| STA. LT. 158+14 | TO STA. LT. 2+18 S.R.K. | | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

| STATION NO. | TYPE | STANDARD AND DESIGN NUMBER | CLASS X CONCRETE CU. YDS. | REINF. BARS LBS. | PIPE CULVERTS | | | STORM SEWER | | | | | | | | | | | | SD | TRENCH | PRECAST REINF. CONCRETE FLARED END SECTIONS | | | | | | MH | MH | INLETS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TYPE 1 | TYPE 2 | TYPE 2 | TYPE 1 | | | | | | TYPE 2 | | | | | | CSP | BACKFILL | FLARED END SECTIONS | | | | | | SPEC | SPEC | TYPE A | TYPE 1 | TYPE 3 | TYPE 3 | SPEC | SPEC | | | |
| | | | | | 12" | 15" | RCCP 60° | 12" | 15" | 18" | 24" | 36" | 42" | CSP 12" | 12" | 15" | 18" | 24" | 36" | 12" | | 12" | 15" | 18" | 24" | 36" | 42" | | TYPE 1 | TYPE 8 | | 5' | 6' | TYPE 4 | TYPE 15 | 2240 | | | |
| | | | | | | | | | | | | | | | | | | | | | 17.4 | | | | | | | | 1 | | | | | | | | | |
| LT. 158+14 | | | | | | | | 126 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | 1 | | | | |
| LT. 158+48 | | 2262 | | | | | | 43 | | | | | | | | | | | | | 1.9 | 1 | | | | | | | | | | | | 1 | | | | |
| LT. 158+78 | | 2262 | | | | | | 79 | | | | | | | | | | | | | 21.8 | | | | | | | | 1 | | | 1 | | | | | |
| RT. 158+90 | | 1683-2217 | | | | | | 11 | | 107 | | | | | | | | | | | 22.7 | | | | | | | | | | | 1 | | | | | |
| LT. 159+09 | | | | | | | | 131 | | | | | | | | | | | | | 29.7 | | | | | | | | | | | 1 | | | | | |
| RT. 160+03 | | | | | | | | 141 | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| LT. 160+46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| RT. 161+50 | | | | | | | | | | | | | | | | | | | | | 17.3 | | | | | | | | | | 1 | | | | | | |
| LT. 163+68 | | | | | | | | | | | | | | | 60 | | | | | | 33.1 | | | | | | | | | | 1 | | | | | | |
| RT. 164+23 | | | | | | | | | | | | | 58 | | 326 | | | | | | 93.4 | | | | | | 1 | | | | | 1 | | | | | |
| LT. 164+33.76 | | 2262 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164+67.96 | X-ROAD | SPEC. EXT. | 10.3 | 1950 | | | | 11 | | | | 125 | | | | | | | | | 95.2 | | | | | | | 1 | | 1 | | | | | | | | |
| RT. 165+10.6 | | | | | | | | 17 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| RT. 165+79 | | | | | | | | | | | | 120 | | | 104 | | | | | | 53.8 | | | | | | | | | | | | | | | | | |
| RT. 166+40 | | | | | | | | | 47 | | 30 | | | | | | | | | | 27.3 | | | | 1 | | | | | | 1 | | | | | | |
| 1+41.3 (COLLEGE) | X-ROAD | 2262 | | | | | | | | | | | | | 147 | | | | | | 48.6 | | | | | | | | | | | 1 | | | | | |
| RT. 167+48 | | | | | | | | | | | | | | | 129 | | | | | | 31.7 | | | | | | | | | | | | | | | | |
| LT. 167+66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| LT. 169+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| RT. 169+00 | | | | | | | | | | | | | | | | | | | | | 35.9 | | | | | | | | | | | 1 | | | | | |
| LT. 170+20 | | 2262 | | | | | | 67 | | 100 | 20 | | | | | | | | | | 11.1 | | | | 1 | | | | | | | 1 | | | | | |
| RT. 170+20 | | | | | | | | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| RT. 170+22 | | | | | | | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | |
| RT. 170+55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| RT. 170+56 | | | | | | | | | | | | | | | | | | | | | 16.8 | | | | | | | | | | | | | | | | |
| RT. 170+72 | | | | | | | | 118 | | | | | | | | | | | | | 37.1 | | | | | | | | | | | 1 | | | | | |
| LT. 170+88 | | | | | | | | | | | | | | | 127 | | | | | | | | | | | | | | | | | 1 | | | | | |
| RT. 171+96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| LT. 172+20 | | | | | | | | | | | | | | | | | | | | | 7.4 | | | | | | | | | | | 1 | | | | | |
| RT. 173+48 | | | | | | | | 40 | | | | | | | | | | | | | 35.4 | | | | | | | | | | | 1 | | | | | |
| RT. 173+90 | | | | | | | | 117 | 83 | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| RT. 173+94 | | | | | | | | | | 60 | | | | | | | | | | | | | | 1 | | | | | | | | 1 | | | | | |
| LT. 174+07 | | 2262 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| RT. 174+66 | | | | | | | | | | | | | | | 200 | | | 75 | 30 | | 122.7 | | | | | 1 | | | | | | 1 | | | | | |
| LT. 175+39 | | 2262 | | | | | | | | | | | | | | | | 79 | | | 67.3 | | | | | | | | | | 1 | | | | | | |
| RT. 175+72 | | | | | | | | | | | | | | | 68 | | | 91 | | | 86.7 | | | | | | 1 | | | | | | | | | | |
| RT. 176+55 | | | | | | | | | | | | | | | 29 | | | | | | 8.5 | | | | | | | | | 1 | | | | | | | |
| RT. 176+88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | |
| RT. 177+17 | | | | | | | | | | | | | | | 128 | | | | | | 26.2 | | | | | | | | | | | 1 | | | | | |
| LT. 177+45 | | | | | | | | | | | | | | | | | | 137 | | | 59.6 | | | | | | | | | | | 1 | | | | | |
| RT. 177+50 | | | | | | | | | | | | | | | | | | | | | 9.8 | | | | | | | | | | | | | | | | |
| LT. 178+77 | | | | | | | | | 68 | | | | | | | | | | | | 10.3 | | | | | | | | | | | 1 | | | | | |
| RT. 178+93 | | | | | | | | | | | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 1+37 S.R.K. | | | | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT. 1+68 S.R.K. | | | | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LT. 2+18 S.R.K. | | | | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Concrete Steps | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | *(Headwalls) | 85.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | T(Outlets) | 7.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Box Culverts | 10.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | 1.3 | 4412 | 70 | 260 | 384 | 1255 | 327 | 707 | 265 | 245 | 58 | 18 | 3455 | 1564 | 1066 | 1309 | 30 | 132 | 3480.7 | 3 | 1 | 2 | 2 | 1 | 1 | 1 | 3 | 11 | 3 | 37 | 37 | 2 | 2 | 2 | | |

FOR INFORMATION ONLY

Rev. 10-17

Form 700

| ROUTE NO | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130 - 3 | WILLIAMSON | 84 | 11 |
| STA. | | TO STA. | | |
| SEC. ROAD DIST. NO. | | ILLINOIS | PROJECT | |

℄ CONSTRUCTION
STA. 119+26.04 BK. = STA. 121+62.10 AH.

EXISTING ℄
STA. 119+26.01 BK. = STA. 121+62.10 AH.

MATCH LINE STA. 115+00

PT. STA. 118+51.77
℄ CONST.
STA. EQUATION

PT. STA. 119+23.20
EXIST. ℄

END SECTION 130-2
BEGIN SECTION 130-3
STATION 117+76.17

PC. STA. 130+41.09
℄ EXIST. ℄ CONST.

CURVE DATA
(EXIST. ℄ CONST.)
Δ = 0° 15'
D = 0° 02'
R = 171887.34'
L = 750.00'
T = 375.00'
E = 0.41'
P.I. STA. 134+16.09

P.T. STA. 137+91.09
℄ EXIST. ℄ CONST.

P.I. STA. 134+16.09
EXIST. ℄ CONST.

PC. STA. 143+57.51
℄ CONST.

P.I. STA. 145+00

P.T. STA. 146+42.49
℄ CONST.

CURVE DATA
(℄ CONST.)
Δ = 0° 42' 44.86"
D = 0° 15'
R = 229181.31'
L = 284.98'
T = 142.49'
E = 0.44'
P.I. STA. 145+00

℄ EXIST. ILL. RTE. 148

(G) HAMILTON STREET (LT)

BROADWAY STREET (H)

CURVE DATA
(℄ CONST.)
Δ = 0° 34' 44.86"
D = 0° 15'
R = 229181.31'
L = 231.65'
T = 115.83'
E = 0.29'
P.I. STA. 167+45.02

WALNUT STREET (J)

PC. STA. 168+41.86
EXISTING

P.I. STA. 161+52.22
EXISTING

CURVE DATA
(EXIST ℄)
Δ = 1° 21'
D = 0° 13' 03"
R = 26342.89'
L = 620.69'
T = 310.36'
E = 1.85'
P.I. 161+52.22

PT. STA. 164+62.55
EXISTING
PC. STA. 164+62.90
EXISTING

(L) COLLEGE STREET

P.I. STA. 167+42.60
EXISTING

CURVE DATA
(EXIST. ℄)
Δ = 1° 13'
D = 0° 13' 03"
R = 26342.89'
L = 559.39'
T = 279.70'
E = 1.49'
P.I. STA. 167+42.60

PT. STA. 170+22.29
EXISTING

(M) WARD STREET

PC. STA. 173+50.02
℄ CONST.

(P) STREET

(Q) READ STREET

P.I. STA. 175+50.32

CURVE DATA
(℄ CONST.)
Δ = 2° 01' 9.99"
D = 0° 30'
R = 11459.16'
L = 400.56'
T = 200.30'
E = 1.75'
P.I. STA. 175+50.32

END SECTION 130-3
STA. 179+94.31

(S) STREET

PRC. STA. 177+50.57
℄ CONST.

(R) JOHNSON STREET

P.I. STA. 179+50.88
℄ CONST.

(T) STREET

PT. STA. 181+50.95 P.M.
= STA. 181+51.13 B.K.

CURVE DATA
(℄ CONST.)
Δ = 2° 01' 9.99"
D = 0° 30'
R = 11459.16'
L = 400.56'
T = 200.30'
E = 1.75'
P.I. STA. 179+50.88

(U) FORD STREET

0 20 40 60
PLAN SCALE IN FEET

FOR INFORMATION ONLY

PC. STA. 102+55.10
℄ CONST.

CURVE DATA
(℄ CONST.)
Δ = 23° 57'
D = 1° 30'
R = 3819.72'
L = 1596.67'
T = 810.16'
E = 84.97
P.I. STA. 110+65.26

P.I. STA. 110+65.26

P.I. STA. 111+36.68
EXISTING

CARTERVILLE ROAD

MATCH LINE STA. 115+00

TR 253

CURVE DATA
(EXIST. ℄)
Δ = 23° 57'
D = 1° 29' 59.84"
R = 3819.83'
L = 1596.71'
T = 810.19'
E = 84.98'
P.I. STA. 111+36.68

PUBLIC ROAD (B)

PC. STA. 102+85.49
℄ EXISTING

℄ CONSTRUCTION

℄ EXIST. ILL. RTE. 148

PUBLIC ROAD (C)

PT. STA. 85+12.36
℄ CONST.

PT. STA. 85+84.06
EXISTING ℄

PUBLIC ROAD (A)

CURVE DATA
(EXIST. ℄)
Δ = 23° 52'
D = 1° 29' 59.84"
R = 3819.83'
L = 1591.16'
T = 807.29'
E = 84.37'
P.I. STA. 78+00.19

P.I. STA. 77+28.51
EXISTING

P.C. STA. 69+92.90
EXISTING ℄

P.C. STA. 69+21.25
℄ CONST.

CURVE DATA
(℄ CONST.)
Δ = 23° 52'
D = 1° 30'
R = 3819.72'
L = 1591.11'
T = 807.26'
E = 84.37'
P.I. STA. 77+28.51

P.I. STA. 62+00
NO CURVE
Δ = 0° 39'

ILL. RTE. 13
℄ NORTH LANES

BEGIN SECTION 130-2
STA. 48+33.90

STA. 627+01.8 RTE 13
STA. 57+43.0 RTE. 148

| REVISIONS | | |
|---|---|---|
| NO. | BY | DATE |
| | | |

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
HORIZONTAL GEOMETRY
PLAN

CMT
CRAWFORD, MURPHY & TILLY, inc Consulting Engineers
Aurora, Illinois Springfield, Illinois Lincoln, Illinois

SCALE
DATE
JOB NO. 7766-01
SHEET OF SHEETS

CUMMINS & COMPANY FORM 100

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 12 |
| STA. 116 + 00 | TO STA. 124 + 00 | | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

PLAN — SURVEYED: BY; PLOTTED: DATE; ALIGNMENT CHECKED: BY; GRADES CHECKED: DATE; R/W STAKED: BY; NOTE BOOK: NO.; STRUCTURE NO.(ATKG OR HD): BY; RT. OF WAY CHECKED: DATE

PROFILE — SURVEYED: BY; PLOTTED: DATE; GRADES CHECKED: BY; R/W STAKED: DATE; NOTE BOOK: NO.; STRUCTURE NO.(ATKG OR HD): BY

CITY OF HERRIN
TIMBER & BRUSH

NOTE: SEE SHEET 28 FOR PROP. R.O.W. NOT SHOWN

TIMBER & BRUSH

IVAN E. HOCK

CECILE JANSSEN & LORENE HOCK

R/LINE STEVENS

PLAN SCALE IN FEET 0 20 40 60

TRIPLE PIPE CULV. EXT. LT.
3'X6.0'X 26' RCCR, TY 2
U.S.F.L. HIGH 435.88
D.S.F.L. LOW 433.74
(SEE SHEET 51 FOR PROFILE)

EXIST. R.O.W.

6' TRANSITE

CONC. REMOVAL 1.6 CU.YD.

CONC. HEADWALL SPECIAL CLASS X CONC HDWL. 11.2 CU.YD. REINFORCEMENT BARS 505 lb. (SEE SHEET 42 FOR DETAILS)

PROJECT F-726( 11 ) BEGINS SECTION 130-2 ENDS STA. 117+76.77 SECTION 130-3)

BEGIN CONSTRUCTION SEC. 130-3 STA. 116+00

CONC. COLLAR (SEE SHT. 42 FOR DETAILS)

STA. 117+81.13

BITUMINOUS RAMP

91°04'13"

40°00'00"

EXIST. & F.A.P. ROUTE 726 (ILL. RTE. 148)

CONC. COLLAR (SEE SHT. 42 FOR DETAILS)

CONC. REMOVAL 1.6 CU.YD.

CONST. LIMITS SEC. 130-3

EXIST. R.O.W.

CURVE DATA
℄ CONST.
P.I. STA. 110+63.26
Δ = 23° 57'
D = 1° 30'
T = 810.16'
R = 3819.72'
L = 1596.67'
E = 84.97'

TRIPLE PIPE CULV. EXT. RT.
3'X6.0'X 50' RCCR(F), TY 2
U.S.F.L. HIGH 430.98
U.S.F.L. LOW 428.96
(SEE SHEET 51 FOR PROFILE)
CONC. HEADWALL SPECIAL
CLASS X CONC. HDWL. 11.2 CU.YD.
REINFORCEMENT BARS 505 LB.
(SEE SHT. 42 FOR DETAILS)

116+00
110.16 RT.

SE = .05 FT./FT.

GARLAND S. SIZEMORE

TRANS. STA. 101+65.10 TO STA. 103+90.10
STA. 122+37.83 AH. TO STA. 117+76.77 EX.

STA. 118+51.77 PERMANENT SURVEY MARKER

STATION EQUATION 119+26.04 BK. = 121+62.10 AH.

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

SEE STRIPING PLANS FOR TRANSITION DETAILS

STD. 2212 OUTLET 70 C.Y. CLASS X CONC. (OUTLETS)

STA. EQUATION 119+26.04 BK. = 121+62.10 AH.

P.T. STA. 118+51.77 ℄ CONST.

S & C IN SIGN LEGS 33.33'

74.57'

℄ RTE. 148

STEEL MAIL BOX STAND

BITUMINOUS RAMP

JIMMY LEE FEEZOR

117+59.88
105.00 LT.

RIPRAP 6 SQ. YD.

EXIST. 15" CMP TO BE REM.

(TYPICAL PAVEMENT MARKING)

EXIST. R.O.W.

R CULV. TY. 2 18"X70'

123+06.60
100.00 RT.

123+06.63
105.00 RT.

℄ PROP. R.O.W.

CLYDE BROWN

SEE SHEET NO. 28 FOR STORM SEWER DETAILS

PROPOSED ℄ PROFILE

-0.64%

400' V.C.

SECTION 130-2

SECTION 130-3

+0.35%

EXIST. ℄ PROFILE

BITUMINOUS RAMP STA. 116+00. TO 117+76.77

P.I. STA. 117+05 ELEV. 446.71

P.I. STA. 119+05 ELEV. 446.21

+1.5%

INV. 440.7

SPECIAL DITCH RT. STA. 117+50 TO STA. 124+00

EXCELSIOR BLANKETING STA. 118+75 TO STA. 124+00 210 S.Y.

D.S.F.L. HIGH LT. 433.88

D.S.F.L. LOW LT. 433.74

U.S.F.L. HIGH RT. 430.98

U.S.F.L. LOW RT. 428.96

+0.5%

INV. 436.75

INV. 436.00

EXIST. & PROP. ℄ CONST. ELEV.

448 446 444 442 440 438 436

117 +55 118 +76.77 119+05 122 123 124

7766-01

Revised

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130 - 3 | WILLIAMSON | 84 | 13 |
| STA. 124 + 00 | | TO STA. 130 + 00 | | |
| F.W.A. RES. 7 | ILLINOIS | PROJECT | | |

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELEV. CHECKED
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELEV. CHECKED
NOTE BOOK
NO.
DATE
BY
(E.M.H. NOTED, STRUCTURE NO. 047976 CHKD)

ALINE STEVENS
CLARENCE M. OVERTURF
JOE MARVIN ABBEY
CLYDE BROWN
BERTIE RIGGS

PLAN SCALE IN FEET 0 20 40 60

124+00 70.00'LT.
126+07.73 70.00'LT.
126+07.73 58.89'LT.
TEMPORARY EASEMENT
EXIST. R.O.W.
HEDGE
CONST. LIMITS
P.E. +54 ASPHALT
P.E. +54 CR. STONE
C.E. +09 CR. STONE
C.E. +07 CR. STONE
C.E. +52 CR. STONE
OPTOMETRIST OFFICE
EXIST. 18"CONC. TO BE REM.
EXIST. 18"CMP. TO BE REM.
EXIST. 24"x 13" ARCH PIPE TO BE REM.
EXIST. 15"CMP. TO BE REM.
EXIST. 12"CMP. TO BE REM.
ASPHALT
MATCHLINE STA. 124+00
MATCHLINE STA. 130+00
PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)
EXIST. ℄ F.A.P. ROUTE 726 (ILL. RTE. 148)
(TYPICAL PAVEMENT MARKING)
86°00'
EXIST. R.O.W.
P.C.M. T-2 15"x 14"
126+25 00.73'RT.
125+00 100.00'RT.
124+00 100.00'RT.
PROP. R.O.W.
P.E. +40 STONE
P.E. +43 ASPH.
P.L.

SEE SHEET NO. 29 FOR STORM SEWER DETAILS

B.M. R.R. SPIKE IN 30" CATALPHA 83'RT. STA. 129+00 1/4 MILE NORTH OF INTERSECTION ROUTES 13 & 148 ELEV. 452.58

+0.35% EXIST. ℄ PROFILE
100' V.C.
INV. 440.7
+1.5%
SPECIAL DITCH RT. STA. 124+10 TO STA. 126+70
EXCELSIOR BLANKET LINING STA. 124+00 TO STA. 126+00 128.90 SQ. YDS.

448
446

EXIST. ℄ ELEV. 447.10 447.27 447.44
PROP. ℄ CONST. ELEV. 447.52 447.69 447.86 448.03 448.20 448.37 448.54 448.71 448.88 449.05 449.22 449.39 449.56 449.73 449.90 450.07 450.24 450.41 450.58 450.75 450.92 451.09 451.26 451.43 451.60 451.77 451.94 452.11 452.28 452.45 452.62 452.79 452.96 453.13 453.30

124 125 126 127 128 129 130

FOR INFORMATION ONLY

7766-01

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130 - 3 | WILLIAMSON | 84 | 14 |
| STA. 130 + 00 | | TO STA. 136 + 00 | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

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

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ALIGNMENT CHECKED
STRUCTURE NOTATING DONE
BY
DATE

FOR INFORMATION ONLY

RONALD K. SHEPPARD
VIRGIL ELDRIDGE
CITY OF HERRIN
PROP. R.O.W.
EXIST. R.O.W.
PLAN SCALE IN EEET
0 20 40 60
PC 130+41.09 EXIST. ℄ CONST.
P.E. +33 CR. STONE
131+22.22 70.00'LT.
131+50 58.89'LT.
133+79.51 95.00'LT.
PI. 134+16.09 EXIST. ℄ CONST.
132+00 100.00'LT.
RIPRAP 7 SQ. YD.
TELEPHONE PED.
6" TRANSITE
CONST. LIMITS
DEPRESSED CURB
EXIST. 15" C.M.P. TO BE REM.
ASPHALT
MATCHLINE STA. 130+00
MATCHLINE STA. 136+00
STA. 130+41.09 PERMANENT SURVEY MARKER
PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)
EXIST. ℄ F.A.P. ROUTE 726 (ILL. RTE. 148)
ASPH. (TYPICAL PAVEMENT MARKING)
P.E. +45 CR. STONE
132+00 60.59'RT.
132+91.52 80.00'RT.
CURVE DATA
PI. = 134+16.09
Δ = 0°15'
D = 0°02'
T = 375.00'
R = 171,887.34'
L = 750.00
E = 0.41'
P.C. = 130+41.09
P.T. = 137+91.09
P. CULV. TYP. 2 15" x 54"
P. CULV. TYP. 15" x 62'
M.H.
P.E. +32 CR. STONE
BERTIE RIGGS
VALGENE GOULD
AVIS ROMANELLI
SEE SHEET NO. 30 FOR STORM SEWER DETAILS
P.C. STA. 130+25 ELEV. 448.39
P.I. STA. 130+00 ELEV. 448.81
P.T. STA. 137+75 ELEV. 447.77
100' V.C.
+0.35%
-0.35%
INV. 448.0
EXIST. ℄ PROFILE
S. INV. 447.5
SPECIAL DITCH LT. STA. 131+50 TO STA. 134+60
-1.0%
SPECIAL DITCH RT. STA. 132+00 TO STA. 130+00
EXCELSIOR BLANKET LINING STA. 134+57 TO STA. 135+25 62 SQ. YDS.
S. INV. 436.0
S. INV. 435.1
S. INV. 434.7
S. INV. 435.0
EXIST. & PROP. ELEV. 448.30
EXIST. & ELEV.
448.0
448
446
444
442
440
438
436
130
131
132
133
134
135
136
+25

7766-01

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.R. 726 | 130 - 3 | WILLIAMSON | 84 | 15 |
| STA. 136+00 | | TO STA. 142+00 | | |
| F.H.W.A. REG. 7 | | ILLINOIS | PROJECT | |

CITY OF HERRIN

KENNETH BELTZ
PROP. R.O.W.

CONST. LIMITS

STA. 137+91.09
100.00' LT.

PLAN SCALE IN FEET
0 20 40 60

CONC. HEADWALL SPECIAL
CL. X CONC. HDWL. 1.12 CU.YDS.
REINFORCEMENT BARS 500 LB.
(SEE SHT. 42 FOR DETAILS)
130+00
100.00' LT.

EXIST. R.O.W.

TRIPLE PIPE CULV. EXT. LT.
3'X6'0" X 37' R.C.C.P. TY 2
D.S.F.L. HIGH 433.41
D.S.F.L. LOW 431.25
(SEE SHT. 51 FOR PROFILE)

CONC. REMOVAL
1.6 CU. YD.

CONST. LIMITS

RIPRAP
25 SQ. YDS.

141+10
100.00' LT.

141+0
60.00' LT.

10" CONC. FOUNDATION
48' LT.

EXISTING PAVED DITCH

EXIST. 18" C.M.P. TO BE REM.

PE+00
CR. STONE

CONC. COLLAR
(SEE SHT. 42 FOR DETAILS)

STA. 136+83

STA. 137+91.09
PERMANENT SURVEY MARKER TYPE I

137 138 EXIST. ℄ F.A.R. ROUTE 726 (ILL RTE. 148) 139 140 141

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

(TYPICAL PAVEMENT MARKING)

MATCHLINE STA. 136+00

MATCHLINE STA. 142+00

CONC. COLLAR
(SEE SHT. 42 FOR DETAILS)

CONC. REMOVAL
1.6 CU. YD.

EXIST. PAVED DITCH

2" C.L.

EXIST. R.O.W.

TRIPLE PIPE CULV. EXT. RT.
3'X6'0" X 35' R.C.C.P. TY 2
U.S.F.L. HIGH 434.08
U.S.F.L. LOW 432.08
(SEE SHT. 51 FOR PROFILE)
130+00
100.00' RT.

CONC. HEADWALL SPECIAL
CLASS X CONC. HDWL. 1.12 CU.YDS.
REINFORCEMENT BARS 505 LB.
(SEE SHT. 42 FOR DETAILS)

CONST. LIMITS

EXIST. R.O.W.

CONST. LIMITS

PROP. R.O.W.

141+50
60.00' RT.

140+39.56
85.00' RT.

140+39.51
100.00' RT.

GARVIS BELTZ

PROP. R.O.W.

STA. 137+91.09
100.00' RT.

CITY OF HERRIN

SEE SHEET NO. 51 FOR STORM SEWER & WATERMAIN DETAILS

| PLAN | DATE |
|---|---|
| SURVEYED | |
| PLOTTED | |
| CHECKED | |
| NOTE BOOK | |
| NO. | |

| PROFILE | BY | DATE |
|---|---|---|
| SURVEYED | C.L. | 4-78 |
| PLOTTED | | |
| CHECKED | | |
| NOTE BOOK | | |
| NO. | | |

450
448
446
444
442
440
438
436
434

136 137 138 139 140 141 142

-0.35%

PROPOSED ℄ PROFILE

EXIST. ℄ PROFILE

+0.50%

100' V.C.

18" C.M.P. STA. 137+25
ELEV. 442.58

12" C.M.P. STA. 139+25
ELEV. 442.58

18" C.M.P. STA. 139+55
ELEV. 442.58

12" C.M.P. STA. 136+78
ELEV. 442.78

4.59'

INV. 440.9

+2.50%

SPECIAL DITCH LT. STA. 137+00 TO STA. 140+58
EXCELSIOR BLANKET LINING
LT. STA. 139+25 TO STA. 140+30
266 SQ. YDS.

+0.5%

INV. 435.75

U.S.F.L. HIGH
ELEV. 434.1

INV. 435.0

U.S.F.L. LOW
ELEV. 432.1

D.S.F.L. HIGH 433.4

D.S.F.L. LOW 431.4

4.41'

4.28'

4.68'

4.67'

4.67'

4.67

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 16 |
| STA. 142+00 | | TO STA. 148+00 | | |
| F.H.W.A. REG. 7 | | ILLINOIS | PROJECT | |

PLAN — SURVEYED: 11/1/01 | PLOTTED: | GRADES CHECKED: | R.O.W. STAKED: | STRUCTURE NO/APPR. CHKD | NOTE BOOK NO.: | BY: | DATE:

KENNETH BELTZ

VALGENE GOULD

WOODROW J DANN

0 20 40 60
PLAN SCALE IN FEET

CURVE DATA
PI. - 145+00.00
Δ - 0°42'44.36"
D - 0°15'
T - 142.49'
R - 22,918.31'
L - 284.98'
E - 0.44'
PC. - 143+57.51
PT. - 140+42.49

EXIST. R.O.W. 42'±
42' LT.
16'
142+71.34 50.00' LT.
P.E.=00 CR STONE
P.E.=62 CR STONE
P.I. 143+57.51 EXIST. & CONST.
PROP. R.O.W.
42' LT.
EXIST POWER POLE
EXIST. 15" C.M.P. TO BE REMOVED
TO BE REMOVED EXIST. 15" C.M.P.
STA. 143+57.51 PERMANENT SURVEY MARKER
MATCHLINE STA. 142+00
143
144
145
PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)
(TYPICAL PAVEMENT MARKING)
EXIST. PAVED DITCH
EXIST. 15" C.M.P. TO BE REMOVED
2"C.I.
42' RT.
W 2"
CONST. LIMITS
PROP. R.O.W.
EXIST. R.O.W.
142+70.30 50.00' RT.
P.E.=62 CR STONE
P.I.
50' RT.
CONSTRUCT CONC. STEPS 0.06 C.Y. CLASS X CONCRETE (SEE DETAIL SHEET NO. 42)
EXIST. 15" C.M.P. TO BE REMOVED
EXIST. 3'-3" CONC. S.D.
EXIST. 15" C.M.P. TO BE REMOVED
EXIST. 15" C.M.P.
1 GALV. (DEAD)
2"C.I.
EXIST. 3'-11" S.D. BOX (SEE DETAIL SHT. 42)
EXIST. 18" CLAY TILE TO BE REMOVED
EXIST. M.H. (PLUGGED)
EXIST. 12" C.M.P. TO BE REMOVED
SIGN
42' RT.
P.E.=15 CR STONE
P.E.=67 CR STONE
140+42.49 55.00' LT.
51' LT.
145+00 50.00' LT.
145+60 60.00' LT.
57' LT.
P.I. 146+42.49 CONST.
55' LT.
148+00 55.00' LT.
PROP. R.O.W.
CONST. LIMITS
16'
W 3 3/4"
S 8"
5' SIDEWALK
55 18" TO BE ABD.
STA. 146+42.49 PERMANENT SURVEY MARKER TYPE I
EXIST. & F.A.P. RTE. 726
VARIES - SEE MODIF. GRADATION SHT. # - X-SECTIONS.
140+42.49 50.00' RT.
148+00 50.00' RT.
MATCHLINE STA. 148+00

GARVIS BELTZ

CHARLES CUTRELL

JAMES C. ALEXANDER

CONSTRUCT CONC. STEPS 0.06 C.Y. CLASS X CONCRETE (SEE DETAIL SHEET NO. 42)

COMM. P.-DC.

SEE SHEET NO. 32 FOR STORM SEWER, SANITARY SEWER & WATERMAIN DETAILS

B.M.
P.K. SPIKE IN P.P. 30' L.T. STA. 146+19
1 MILE NORTH INTERSECTION RT. 148
ELEV. 451.11

PROFILE — SURVEYED: 11/1/01 | PLOTTED: | GRADES CHECKED: | R.O.W. STAKED: | STRUCTURE NO/APPR. CHKD | NOTE BOOK NO.: | BY: G.T.E. | DATE: 4-7-02

452
450
448

EXIST. ℄ ELEV.
PROP. ℄ ELEV.
EXIST. & PROP. E.O.P. ELEV.

0+00 STA. 142+00
ELEV. 450.07

+0.50%

300' V.C.

P.I. STA. 144+72
ELEV. 450.89

PROPOSED ℄ PROFILE

EXIST. ℄ PROFILE

+0.18%

P.I. STA. 146+19
ELEV. 451.09

450.02 451.96
450.42 450.48
450.70 451.05
450.76 451.23
450.86 451.41

142 143 144 +72 145 146 147 148

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.R. 726 | 130-3 | WILLIAMSON | 84 | 17 |
| STA. 148+00 | | TO STA. 154+00 | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

PLAN — SURVEYED / PLOTTED / CHECKED / ALIGNMENT CHECKED / NOTE BOOK / NO. / DATE / BY

PROFILE — SURVEYED / PLOTTED / CHECKED / G.M.) NOTED / STRUCTURE QUANTITIES CKD / NOTE BOOK / NO. / DATE / BY / C.T.L. / 5-78

0 20 40 60
PLAN SCALE IN FEET

WOODROW J. DANN — CHARLES STILLEY — REBA PALMER — CLARA M. CHAMNESS — HEIRS OF MARGARET SAGER

TEMPORARY EAS'MT. — PROP. R.O.W. — 55' LT. — 148+00 53' LT. — 148+62.80 53' LT. — 148+65.73 30' LT. — 148+75 50' LT. — ROAD TO T.V. STORE — 35' LT. — 50' LT. — 47' LT. — 41' CONC. COVR. — 46' LT. — TEMPORARY EASEMENT — 154+00 30' LT. — BUILDING SITE CLEARING — BUILDING REMD BY OTHERS

DEPRESSED CURB
Exact Location to be Determined During Construction

MATCHLINE STA. 148+00 — MATCHLINE STA. 154+00

5' SIDEWALK — CONST. LIMITS — EXIST. R.O.W. — TO BE ABD. — TO BE REM. — EXIST. 12" CMP TO BE REMOVED — EXIST. 12" CMP TO BE REM. — EXIST. 18" CMP TO BE REMOVED — EXIST. 12" CMP TO BE REM. — EXIST. 12" CMP TO BE REMOVED — EXIST. 12" CMP TO BE REM. — EXIST. 12" CMP TO BE REM. — EXIST. MH — INV. 444.00 — INV. 444.84 — EXIST. MH

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)
EXIST. ℄ F.A.P. ROUTE 726 (ILL. RTE. 148)
EXIST. ℄ F.A.P. ROUTE 726

VARIES (TYPICAL PAVEMENT MARKING) — VARIES - SEE HDR 12, GEOMETRY & X-SECTIONS

CONC. REMOVAL 0.2 C.Y. — 0.1 C.Y. CONC. REM.

148+00 50' RT. — 148+74.78 50.00' RT. — 148+75.10 50.00' RT. — 149+00 50.00' RT. — 149+80 50.00' RT. — 150+00 50.00' RT. — 150+10 50.00' RT. — 150+48.07 50.00' RT. — 150+47.79 68.00' RT. — 151+00 68.00' RT. — 151+00 50.00' RT. — 151+70 50' RT. — 151+70 80' RT. — 152+21.04 50' RT. — 152+20.59 80' RT. — 153+05.10 50' RT. — 153+47.72 30' LT. — 153+57.72 50' LT.

42' RT. — 46' RT. — 58' RT. — 72' RT. — 66' RT.

TEMPORARY EASEMENT — TEMPORARY EAS'MT. — TEMPORARY EAS'MT.

P.E.+91 GRAVEL — P.E.+30 CR. STONE — P.E.+12 CR. STONE — P.E.+18 CR. STONE — P.E.+24 — C.E.+18 CR. STONE — C.E.+21 CR. STONE — P.E.+18 CR. STONE

NOTE: WHERE AREA BETWEEN DRIVES TO DRAIN EXIST. SWALE

JAMES C. ALEXANDER — MARY H. WALLACE, ET AL. — ROBERT B. STEVENSON — ALEX NILES LEACH — ALLEN FLENER — ALLEN FLENER

SEE SHEET NO. 83 FOR STORM SEWER, SANITARY SEWER & WATERMAIN DETAILS.

452 — 450 — +0.18% — +0.18% — +0.19% — 50' V.C. — 50' V.C. — EXIST. ℄ PROFILE — PROPOSED ℄ PROFILE

P.C.I. STA. 147+47.72 ELEV. A 451.72 — P.I. STA. 148+00.00 ELEV. A 451.78 — P.T. STA. 148+52.28 ELEV. A 451.98 — P.C.I. STA. 150+00.95 ELEV. A 451.62 — P.I. STA. 150+47.95 ELEV. A 451.87 — P.T. STA. 151+45.63 ELEV. A 451.61

148 — 149 — 150 — 151 — 152 — 153 — 154

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.R. 726 | 130-3 | WILLIAMSON | 84 | 18 |
| STA. 154 + 00 | | TO STA. 160 + 00 | | |
| F.H.W.A. REG. 7 | | ILLINOIS | PROJECT | |

JOHN C. SNUCKITES

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

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / NOTE BOOK / NO. — STRUCTURE NOTATIONS CHKD — BY / DATE — C.T.J. — 2-78

FOR INFORMATION ONLY

7766-01

BAD COPY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 19 |
| STA. 160 + 00 | | TO STA. 166 + 00 | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

NOTE: SEE STORM SEWER SHT. 35 FOR R.O.W. DETAILS

PLAN SCALE IN FEET 0 20 40 60

JOHN C. SHUCKITES — MANIT. NIEUWENDAAL CONST. LIMITS — PROPERTY OF STATE OF ILLINOIS — CARL CRAVENS — TRUSTEES OF FIRST BAPTIST CHURCH

BUILDING SITE CLEARING NO. 5

MATCHLINE STA. 160+00 — MATCHLINE STA. 166+00

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

EXIST. ℄ F.A.P. ROUTE 726

VARIES - SEE SHEET NO. 11 # 12033 - SECTIONS

STA. 163+19.61 RTE. 148 = STA. 0+18.69 — 89°10'45"

MAPLE NUT STREET

VILLAGE OF ENERGY — CR. ROCK PARKING LOT — PERMANENT EASEMENT

5'x3' R.C. BOX CULV. EXTENSION, 10.3 CU.YD. CLASS X CONCRETE, 1700 LB. REINFORCEMENT BARS SEE SHEET NO. 52, 53

EXIST. 18" CONC. TO BE ABD.

12 S.Y. PAVEMENT REM'L & REPLACEMENT, TY. II, 10

0.65 C.Y. CLASS X CONC. CONC. STEPS

0.2 C.Y. CONC. REMOVAL

20 C.Y. CONC. REM'L

NOTE: SEE SHEET NO. 26 FOR FENCE AND LANDSCAPING DETAILS

SCHOOL PLAYGROUND — TEMP. EASEMENT — ASPH. FLAGPOLE BASE — CONCRETE S.W.

DONALD SWIATKOWSKI — MAX STUCKER — WILKIE RIDGWAY — CONST. OFFICE — T.V. SALES — MARY SUE SNYDER — HERRIN COMMUNITY UNIT SCHOOL DISTRICT NO. 4 SCHOOL

SEE SHEET 32 FOR STORM SEWERS & WATERMAIN DETAILS

B.M. R.R. SPIKE IN T.P. 35' RT. STA. 164+40 2.2 MILES NORTH OF INTERSECTION ROUTE 14 & 148. ELEV. 456.46

PLAN: SURVEYED ____ DRAWN ____ ALIGNMENT CHECKED ____ NOTE BOOK ____ NO. ____ BY ____ DATE ____

PROFILE: SURVEYED ____ DRAWN ____ GRADES CHECKED ____ NOTE BOOK ____ NO. ____ STRUCTURE NOTATING DWG ____ BY ____ DATE ____

PROFILE SCALE: HORIZ. 1" = 50' — VERT. 1" = 10'

800' V.C.

P.T. STA. 160+13.42 ELEV. 453.31

P.T. STA. 164+36.67 ELEV. 457.67

+0.19% — +1.09%

EXIST. ℄ PROFILE — PROPOSED ℄ PROFILE

EXIST. & PROP. ℄ ELEV. — EXIST. & CONST. EL.

453.28 454.00 — 454.03 454.16 — 454.79 455.33 — 455.26 456.61 — 456.59 457.23 — 457.68 458.83 — 458.78 459.46

460 458 456 454 452

160 161 162 163 164 165 166

7766-01

FOR INFORMATION ONLY

BAD COPY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.R. 726 | 130-3 | WILLIAMSON | 84 | 20 |
| STA. 166 + 00 | TO STA. 172 + 00 | | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

PLAN — SURVEYED: ; DRAWN: ; PLOTTED: ; CHECKED: ; R/W OF WAY CHECKED: ; NOTE BOOK: ; NO.: ; BY: ; DATE:

PROFILE — SURVEYED: ; DRAWN: ; PLOTTED: ; GRADES CHECKED: ; R.L.M. MISC.: ; STRUCTURE NOTATING CKD: ; NOTE BOOK: ; NO.: ; BY: G.T.L. ; DATE: 4-72

FOR INFORMATION ONLY

TEMP. EASMT.
TRUSTEES OF FIRST BAPTIST CHURCH
166+00 85.00' LT.
166+25.00 85.00' LT.
166+00 55.00' LT.
166+29.20 CONST. LIMITS
166+25 50.00' LT.
166+75 50.00' LT.
STREET "K" PROP. & IMPRO.
PAUL DAVID HAYNES
BUILDING SITE CLEARING NO. 6
168+75 55.00' LT.
168+60.85 55.00' LT.
168+10 55.00' LT.
PROP. R.O.W.
169+85 55.00' LT.
BUILDING REM'D BY HOTHERS
PORTER W. BARKER
169+50 55.00' LT.
169+90 55.00' LT.
170+14.49 70.00' LT.
BUILDING REM'D BY OTHERS
CONST. LIMITS
5' SIDEWALK
P462.94
P463.57
P465.10
BUILDING SITE CLEARING NO. 7
NINNIE & HAROLD CRAIN
170+44.18 75.00' LT.
BUILDING SAVED BY OTHERS
171+15 75.00' LT.
171+15 50.00' LT.
172+00 50.00' LT.
TEMP. EASMT.
EXIST. R.O.W.
STA. 166+89.58 = STA. 0+14.50 "L" STA. 0-14.50 "K"
SEE SHEET NO. 26 FOR INTERSECTION DETAILS.
PROP. ℄ FAP. ROUTE 726 (ILL. ROUTE 148)
EXIST. ℄ F.A.P. ROUTE 726 (ILL. RTE. 148)
18 S.Y. PAV'T. REM'L. & REPLACEMENT, TY. III, 10"
STA. 168+60.85 PERMANENT SURVEY MARKER, TYPE I
90°05'08"
STA. 170+39.56 RT. 148 = STA. 0+19.00 "M"
STA. 170+39.24 RT. 148 = STA. 0-19.00 "N"
P464.83
MATCHLINE STA. 166+00
MATCHLINE STA. 172+00
COLLEGE "L" PROP. & IMPRO.
CURB TO BE REM.
EXIST. CURB TO BE REM.
EXIST. 12" CLAY TILE TO BE REM.
EXIST. 18" CLAY TILE TO BE REM.
25'-25' SIGN BASE TO BE REMOVED
SIGN BASE
CONST. LIMITS
EXIST. R.O.W.
PROP. R.O.W.
167+45.21 55.00' RT.
CURVE DATA
Δ = 167°48.02"
Δ = 0°34'41.86"
D = 0°15'
T = 115.83
R = 22,918.91'
L = 231.65'
E = 0.29'
PC = 166+29.20
PT = 168+60.85
167+19.01 75.00' LT.
INV. 450.47
INV. 450.03
INV. 450.39
166+35 75.00' RT.
166+00 65.00' RT.
166+25 PROP. R.O.W. SEE SHT. NO. 25 FOR FENCE DETAILS
166+68 115.00' RT.
166+48 115.00' RT.
TEMP. EASMT.
C.E. +87 CR. STONE
C.E. +64 CR. STONE
C.E. +40 CR. STONE
52' RT.
50' RT.
49' RT.
STORE BLDG.
BUILDING REM'D BY OTHERS
EXIST. 8" CLAY TILE TO BE REM.
EXIST. 12" CLAY TILE TO BE REM.
EXIST. 15" CLAY TILE TO BE REM.
EXIST. 18" CLAY TILE TO BE REM.
EXIST. 24" CLAY TILE TO BE REM.
EXIST. 30" CLAY TILE TO BE REM.
EXIST. 36" CLAY TILE TO BE REM.
EXIST. 42" CLAY TILE TO BE REM.
EXIST. 48" CLAY TILE TO BE REM.
EXIST. 54" CLAY TILE TO BE REM.
EXIST. 60" CLAY TILE TO BE REM.
EXIST. 72" CLAY TILE TO BE REM.
EXIST. 84" CLAY TILE TO BE REM.
EXIST. 96" CLAY TILE TO BE REM.
EXIST. 108" CLAY TILE TO BE REM.
EXIST.

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 21 |
| STA. 172 + 00 | | TO STA. 178 + 00 | | |
| F.H.W.A. REG. | ILLINOIS | PROJECT | | |

PLAN SURVEYED / PLOTTED / ALIGNMENT CHECKED / DRAWN / CHECKED / NOTE BOOK / NO. / DATE / BY

PROFILE SURVEYED / PLOTTED / DRAWN / CHECKED / NOTE BOOK / NO. / DATE / BY / C.M.J. / 4-75 / ELEVATIONS ON (STRUCTURE MOUNTING DATUM)

PLAN SCALE IN FEET 0 20 40 60

CLAUDE HOCK

LENA NORMAN

JOHN NESLER

STREET "I"

STREET "S"

STREET "G"

STREET "O"

"E" JOHNSON

CONST. LIMITS

EXIST. R.O.W.

PROP. R.O.W.

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

EXIST. ℄ F.A.P. ROUTE 726 (ILL. RTE. 148)

MATCHLINE STA. 172+00

MATCHLINE STA. 178+00

VARIES - SEE SHEET NO. 11 & X-SECTIONS

EXISTING SIGN NOT TO BE DISTURBED

STA. 173+60.02 PERMANENT SURVEY MARKER, TYPE I

STA. 177+50.58 PERMANENT SURVEY MARKER, TYI

STA. 176+48.78 = STA. 0+08.69 "K" = STA. -0+08.69 "K"

SHED NOT TO BE DISTURBED

GARAGE NOT TO BE DISTURBED

BUILDING REMOVAL NO. 1

BUILDING REMOVAL NO. 2

BUILDING TO BE REMOVED BY OTHERS

BUILDING REMOVED BY OTHERS EXIST. R.O.W.

EXIST. 30' CONC. TO BE ABD.

EXIST. PUMP ISLAND TO BE REMOVED

EXIST. 15' TO BE REM.

EXIST. 18" C.M.P. TO BE REM.

EXIST. 18" C.M.P. TO BE ABD.

EXIST. 12" W.M. TO BE ABD.

EXIST. 12" W.M.

EXIST. 2-2" CONC. TO BE REM.

EXIST. 18"

EXIST. R.C.B.C. TO BE REM.

EXIST. R.C.B.C. TO BE ABD.

EXIST. C.G.Y. CONC. CURB

C.G.Y. CONC. REMOVAL

EXIST. R.C.P. TO BE REM.

EXIST. 15" C.M.P.

EXIST. 24" C.M.P.

EXIST. 24" R.C.P.

EXIST. 30" R.C.P.

EXIST. 36" R.C.P.

EXIST. 42" R.C.P.

EXIST. 48" R.C.P.

EXIST. 54" R.C.P.

EXIST. 60" R.C.P.

EXIST. 72" R.C.P.

EXIST. 84" R.C.P.

EXIST. 96" R.C.P.

EXIST. 2'-2" C.G. TO BE REM.

EXIST. 2'-2" CONC. TO BE REM.

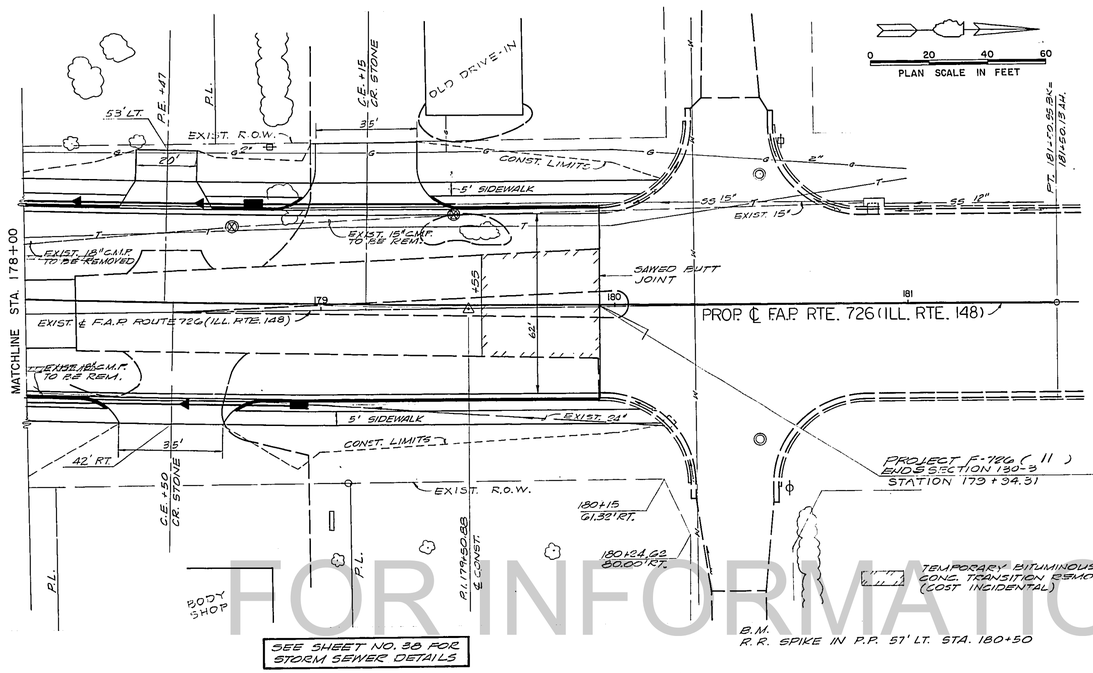
EXIST. 2'-2" CONC. TO BE ABD.

EXIST. 2'-2" CONC. TO BE REM. & CONST.

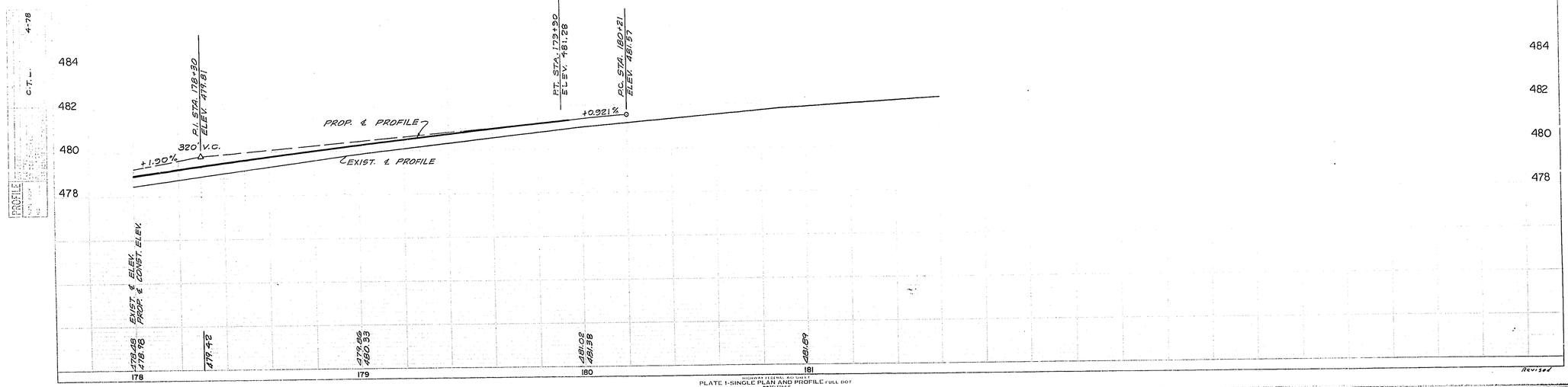
EXIST. 2'-2" CONC. TO BE REM. & CONST.

EXIST. 2'-2" CONC. TO BE REM. & CONST

| ROUTE NO | SEC. | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| FA.P. 726 | 130-3 | WILLIAMSON | 84 | 22 |
| STA. 178+00 | | TO STA. 181 + 51.13 | | |
| FED. ROAD DST. NO. 7 | ILLINOIS | PROJECT | | |




CURVE DATA
P.I. = 179+50.88
Δ = 2°01'09.99"
D = 0°30'
T = 200.50'
R = 11,459.16'
L = 400.96'
E = 1.75'
P.C. = 177+50.58
P.T. = 181+50.95 BK.
= 181+51.13 AH.

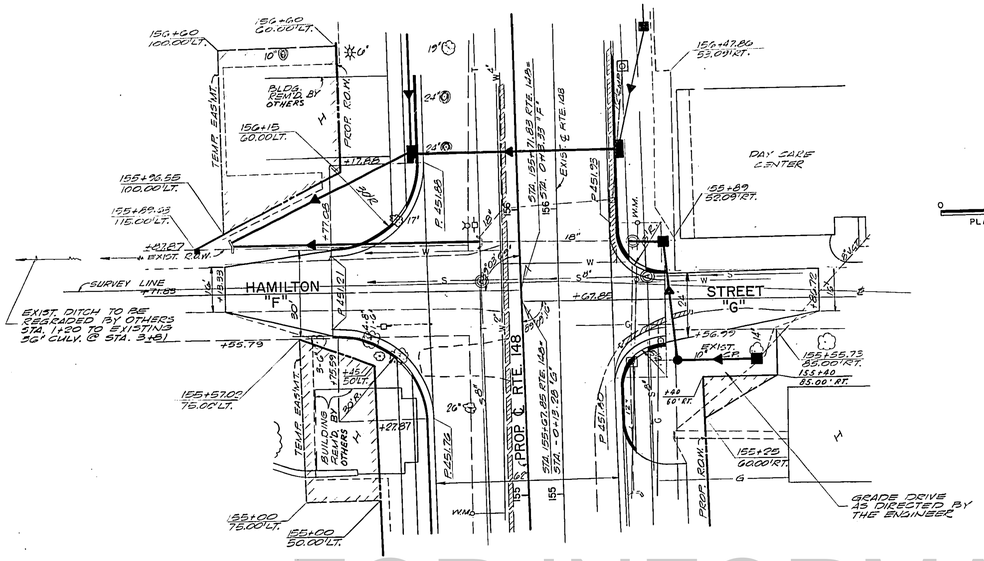


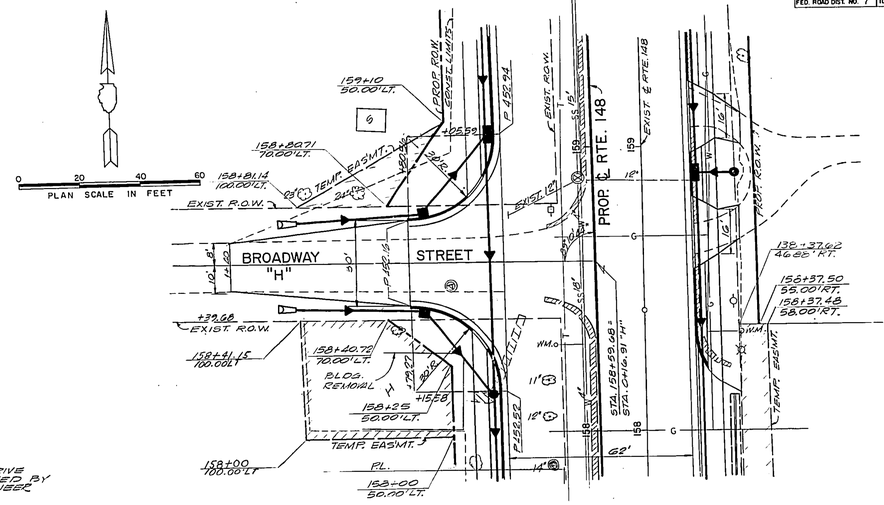

HIGHWAY FEDERAL AID SYSTEM
PLATE 1-SINGLE PLAN AND PROFILE FULL DOT
STELLDINE
PRINTED IN U.S.A.

Revised

FOR INFORMATION ONLY

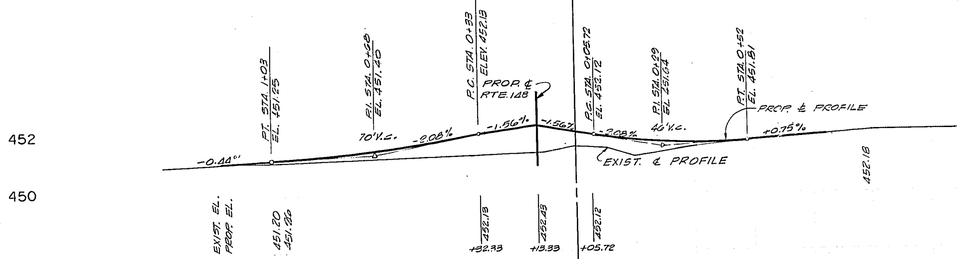
| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 64 | 23 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

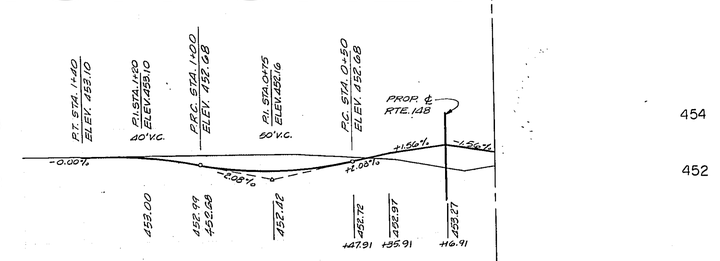



HAMILTON STREET
"F" STA. 155+71.88
"G" STA. 155+07.05

BROADWAY STREET
STA. 158+59.65



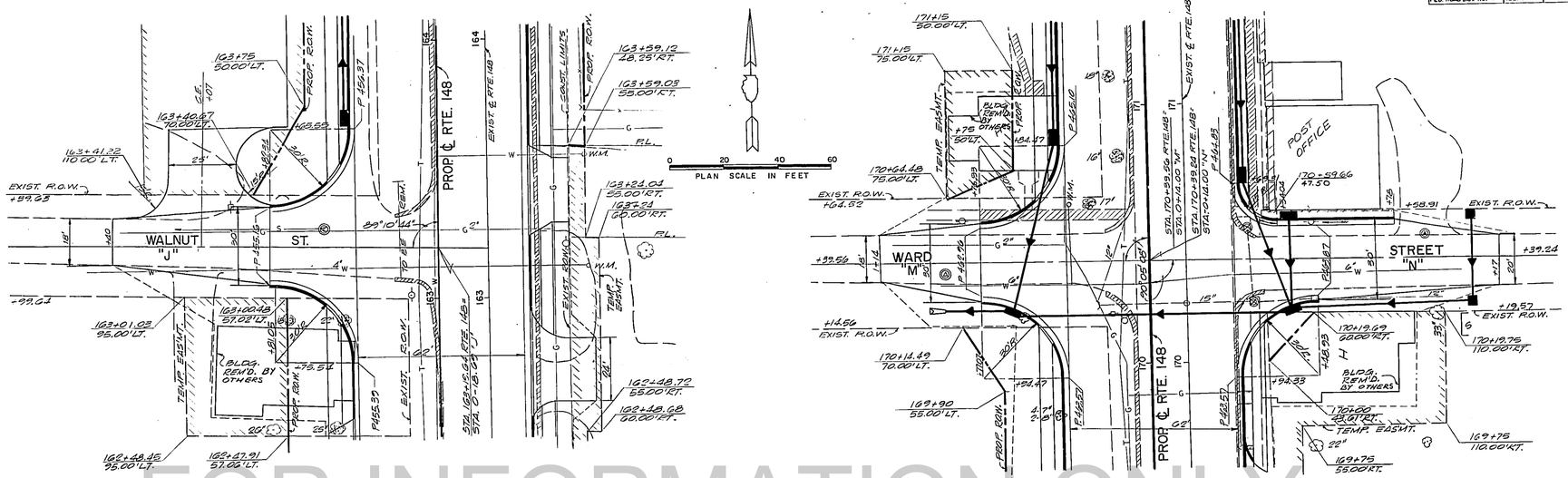



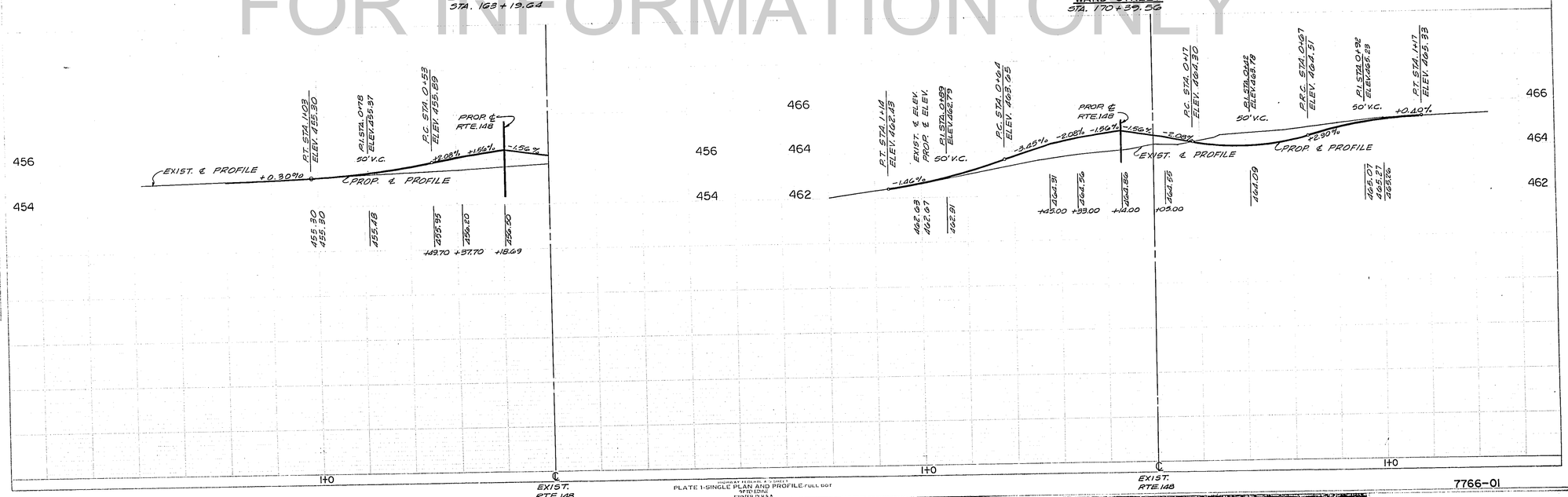

FOR INFORMATION ONLY

PLATE 1-SINGLE PLAN AND PROFILE-FULL 001

7766-01

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 24 |
| STA. | | TO STA. | | |
| FED. ROAD DST. NO. 7 | | ILLINOIS | PROJECT | |



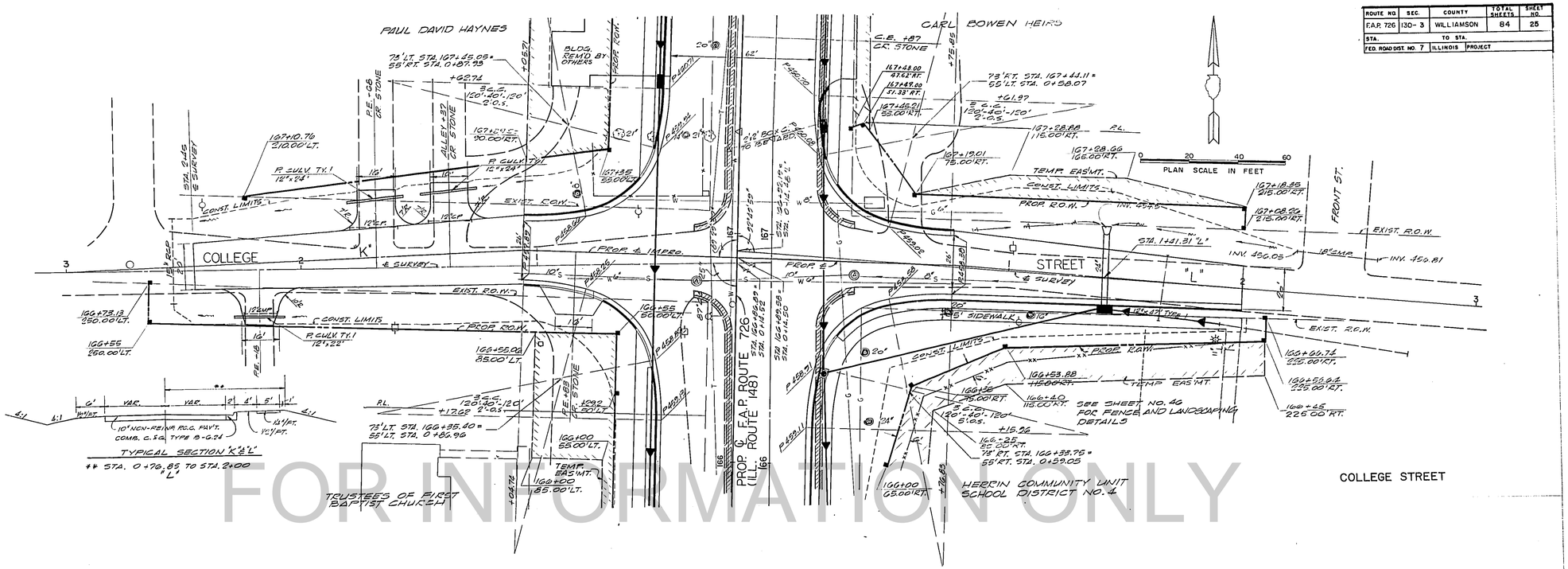




FOR INFORMATION ONLY

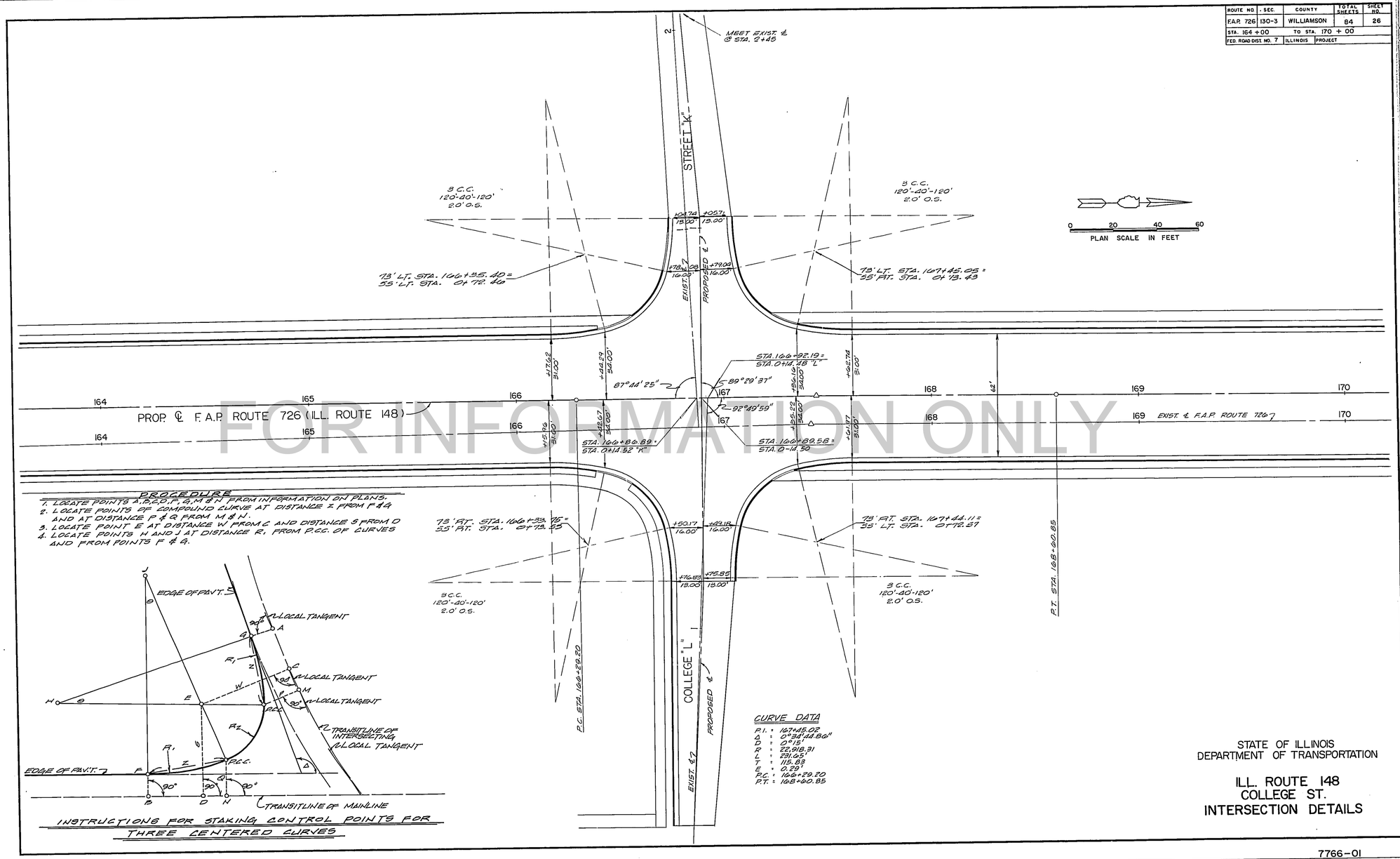
PLATE 1-SINGLE PLAN AND PROFILE FULL SIZE

7766-01

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130- 3 | WILLIAMSON | 84 | 25 |
| STA. | | TO STA | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |


PAUL DAVID HAYNES
CARL BOWEN HEIRS
BLDG. REMD BY OTHERS
P.E.-06 CR. STONE
ALLEY +37 CR. STONE
C.B. +87 CR. STONE
P.E.-08 CR. STONE
P.E.-08 CR. STONE
P.E.-08

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 26 |
| STA. 164 +00 | | TO STA. 170 + 00 | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |




## PROCEDURE

1. LOCATE POINTS A, B, C, D, F, G, M & N FROM INFORMATION ON PLANS.
2. LOCATE POINTS OF COMPOUND CURVE AT DISTANCE z FROM F & G AND AT DISTANCE P & Q FROM M & N.
3. LOCATE POINT E AT DISTANCE W FROM C AND DISTANCE S FROM D
4. LOCATE POINTS H AND J AT DISTANCE R1 FROM P.C.C. OF CURVES AND FROM POINTS F & G.




INSTRUCTIONS FOR STAKING CONTROL POINTS FOR THREE CENTERED CURVES

## CURVE DATA

P.I. = 167+45.02
Δ = 0°38'44.86"
D = 0°5'15"
R = 22,918.31
L = 291.65'
T = 115.83
E = 0.29'
P.C. = 166+29.20
P.T. = 168+20.85

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# ILL. ROUTE 148
# COLLEGE ST.
# INTERSECTION DETAILS

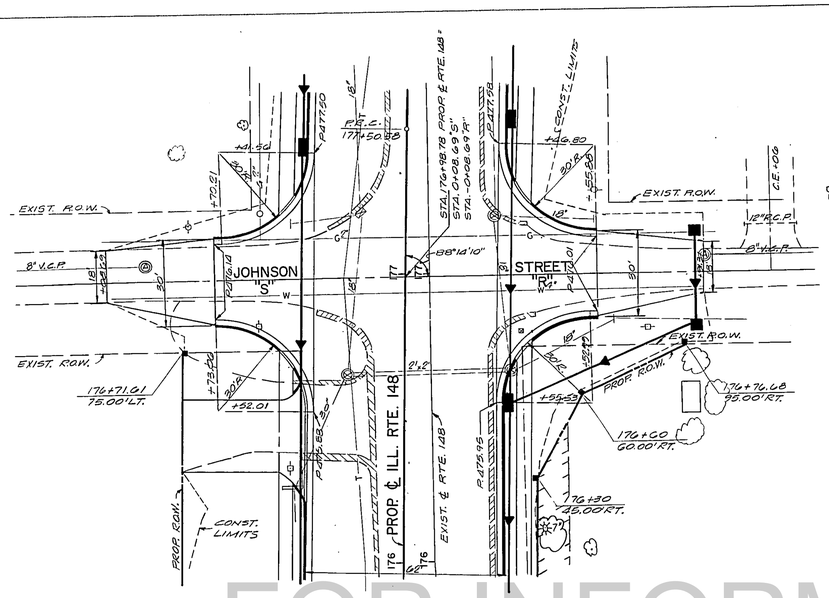
7766-01

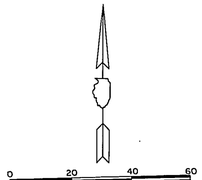
FOR INFORMATION ONLY

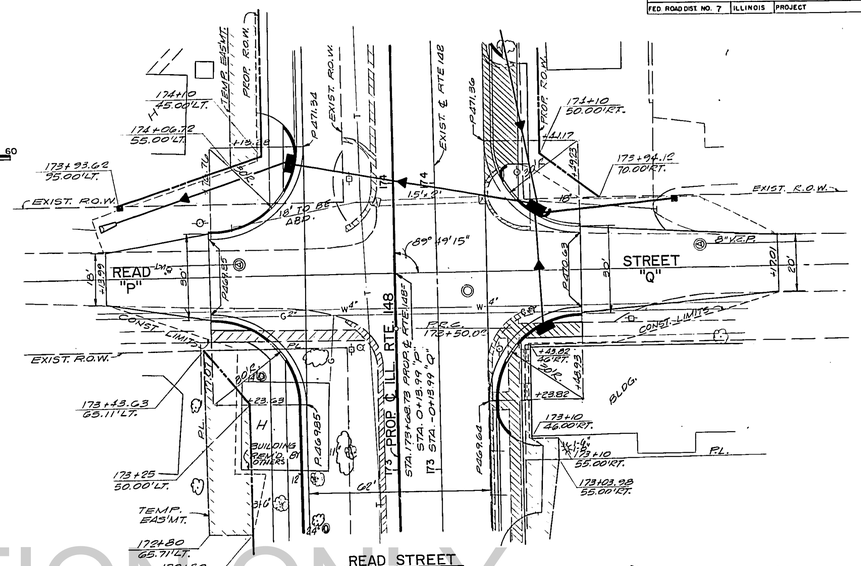
| ROUTE NO | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 27 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |

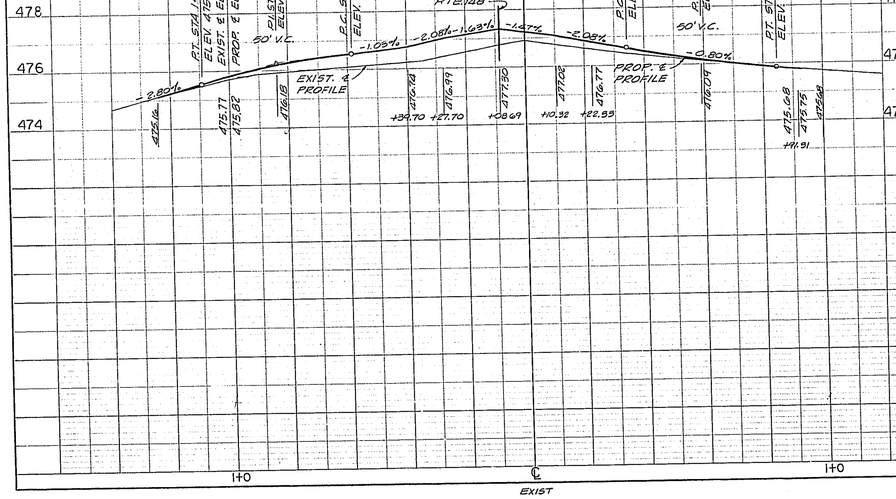
PLAN — SURVEYED: PLOTTED: NOTE BOOK: NO.

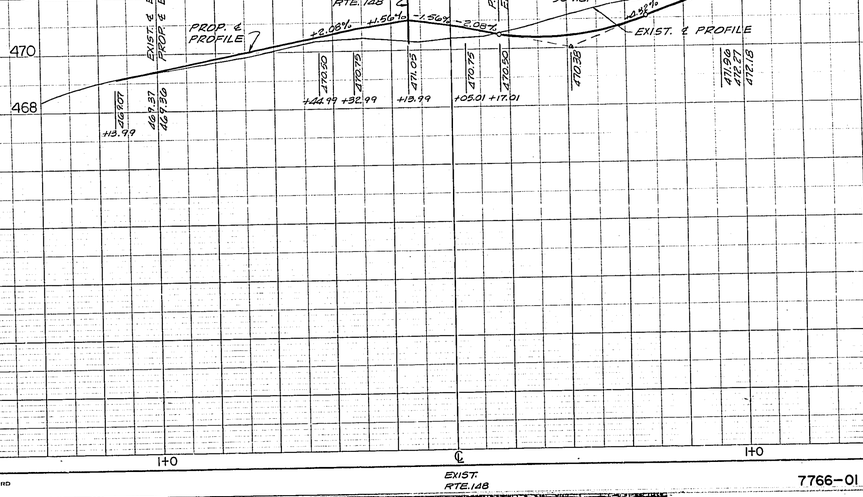
PROFILE — SURVEYED: PLOTTED: NOTE BOOK: NO.




FOR INFORMATION ONLY

PLATE 1 PLAN-PROFILE B P R STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

7766-01

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 28 |
| STA. 116 + 00 | TO STA. 124 + 00 | | | |
| F.H.W.A. REG. 7 | | JOB PROJECT | | |

PLAN — SURVEYED / PLAN DRAWN / ALIGNMENT CHECKED / PLAN CHECKED / NOTE BOOK NO. / DATE / BY

CITY OF HERRIN

IVAN E. HOCK

CECILE JANSSEN & LORENE HOCK

ALINE STEVENS

0 20 40 60
PLAN SCALE IN FEET

PROP. R.O.W.

EXIST. R.O.W.

S.S. TYPE 2
12" x 250'
U.S.F.L. 441.91
D.S.F.L. 439.88

118+29.52
126.00' LT.

121+73.94
100' LT.

INLET SPECIAL, TYPE 3-G.F.T.
35' LT. STA. 122+37.69
INLET ELEV. = 440.31

S.S. TYPE 2
12" x 150'
U.S.F.L. 442.19
D.S.F.L. 442.01

SEE SHEET 42
FOR CULV. DETAILS

TEMP. EASMT

EXIST. R.O.W.

EXIST. E.A.S.M.T.

MATCHLINE STA. 116+00

MATCHLINE STA. 124+00

STATION EQUATION 119+26.04 BK. = 121+62.10 AH.

EXIST. ℄ F.A.P. ROUTE 726 (ILL. RTE. 148)

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

P.T. STA. 119+51.71
℄ CONST.

STD. 221.2
OUTLET

EXIST. 15" CMP.

EXIST. R.O.W.

SEE SHEET 42
FOR CULV. DETAILS

INLET SPECIAL, TYPE 3-G.F.T.
35' RT. STA. 121+74
INLET ELEV. = 445.97

DUMPED RIPRAP

S.S. TYPE 2
12" x 198'
U.S.F.L. 442.68
D.S.F.L. 441.69

PROP. R.O.W.

S.S. TYPE 2
12" x 150'
U.S.F.L. 442.88
D.S.F.L. 442.78

INLET SPECIAL, TYPE 3-G.F.T.
35' RT. STA. 123+78
INLET ELEV. = 446.80

S.S. TYPE 2
12" x 30'
U.S.F.L. 441.59
D.S.F.L. 437.80
W/ PRC FLARED
END SECTION

GARLAND S. SIZEMORE

JIMMY LEE FEEZOR

CLYDE BROWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM
SEWERS

7766-01

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 29 |
| STA. 124 + 00 | | TO STA. 130 + 00 | | |
| F.H.W.A. REG. 7 | | ILLINOIS | PROJECT | |

| PLAN | SURVEYED | DATE |
|---|---|---|
| | PLOTTED | BY |
| | ALIGNMENT CHECKED | |
| NOTE BOOK | PLAN CHECKED | |
| NO. | | |

INLET SPECIAL, TYPE 3-G FT.
35' LT. STA. 124+00
INLET ELEV. -446.87

CLARENCE OVERTURF

INLET SPECIAL, TYPE 3-G FT.
35' LT. STA. 125+78
INLET ELEV. -447.50

JOE MARVIN ABBEY

ALINE STEVENS

S.S. TYPE 2
12" x 172'
U.S.F.L. 443.75
D.S.F.L. 442.89

INLET SPECIAL, TYPE 3-S FT.
35' LT. STA. 128+91
INLET ELEV. -447.69

S.S. TYPE 2
12" x 104'
U.S.F.L. 443.91
D.S.F.L. 443.39

TEMP. EASM'T.

EXIST. 2' CURB INLET

S.S. TYPE 1
12" x 30'
CONNECT TO EXIST. TILE WITH CONC. COLLAR

EXIST. R.O.W.

EXIST. 12" C.M.P.

EXIST. 15" CONC.

EXIST. 18" C.M.P.

MATCHLINE STA. 124+00

125 126 127 128 129

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

MATCHLINE STA. 130+00

EXIST. 15" C.M.P.

EXIST. R.O.W.

PROP. R.O.W.

INLET SPECIAL, TYPE 3-G FT.
35' RT. STA. 125+78
INLET ELEV. -447.50

S.S. TYPE 2
12" x 175'
U.S.F.L. 443.75
D.S.F.L. 442.88

140

PROP. R.O.W.

EXIST. R.O.W.

S.S. TYPE 2
12" x 104'
U.S.F.L. 443.91
D.S.F.L. 443.39

INLET SPECIAL, TYPE 3-S FT.
35' RT. STA. 128+91
INLET ELEV. -447.69

0 20 40 60
PLAN SCALE IN FEET

CLYDE BROWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM
SEWERS

7766-01

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 30 |
| STA. 130 + 00. | | TO STA. 136 + 00 | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

PLAN
NOTE BOOK
NO.

| DATE | BY | |
|---|---|---|
| | | SURVEYED |
| | | PLOTTED |
| | | QUANTITY CHECKED |
| | | ALIGNMENT OF WAY CHECKED |

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 130+00
INLET ELEV. - 447.40

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 131+10
INLET ELEV. - 447.69

RONALD K. SHEPPARD

0 20 40 60
PLAN SCALE IN FEET

VIRGIL ELDRIDGE

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 132+80
INLET ELEV. - 448.08

CURVE DATA
EXIST. & CONST.
P.I. STA. 134+16.09
Δ = 0°15'
D = 0°02'
T = 375.00'
R = 171,887.54'
L = 750.00'
E = 0.41'

CITY OF HERRIN

RIPRAP

INLET SPECIAL, TYPE 3-6 FT.
35' LT. STA. 135+23
INLET ELEV. - 447.74

S.S. TYPE 2
15" x 42'
U.S.F.L. 440.96
D.S.F.L. 436.00
W/ PRC FLARED
END SECTION

S.S. TYPE 2
12" x 105'
U.S.F.L. 443.29
D.S.F.L. 442.77

S.S. TYPE 2
15" x 105'
U.S.F.L. 442.57
D.S.F.L. 442.20

S.S. TYPE 2
15" x 298'
U.S.F.L. 442.10
D.S.F.L. 441.06

PROP. R.O.W.

EXIST. R.O.W.

EXIST. 15" C.M.P.

P.C. STA. 130+10.09
EXIST. & CONST.

P.I. STA. 134+16.09
EXIST. & CONST.

MATCHLINE STA. 130+00

MATCHLINE STA. 136+00

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

FOR INFORMATION ONLY

EXIST. 15" C.M.P.

EXIST. 15" C.M.P.

EXIST. 15" C.M.P.

EXIST. R.O.W.

EXIST. R.O.W.

S.S. TYPE 2
15" x 77'
U.S.F.L. 440.90
D.S.F.L. 440.24

S.S. TYPE 2
12" x 85'
U.S.F.L. 443.29
D.S.F.L. 442.87

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 130+00
INLET ELEV. - 447.40

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 132+10
INLET ELEV. - 448.05

BERTIE RIGGS

S.S. TYPE 2
15" x 115'
U.S.F.L. 442.07
D.S.F.L. 442.27

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 130+90
INLET ELEV. - 447.63

S.S. TYPE 2
15" x 307'
U.S.F.L. 442.17
D.S.F.L. 441.00

VALGENE GOULD

AVIS ROMANELLI

INLET SPECIAL, TYPE 3-6 FT.
35' RT. STA. 135+23
INLET ELEV. - 447.74

CITY OF HERRIN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM
SEWERS

7766-01

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 64 | 31 |
| STA. 136 + 00 | | TO STA. 142 + 00 | | |
| F.H.W.A. REG. 7 | | ILLINOIS | PROJECT | |

| PLAN | DATE | BY |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| ALIGNMENT CHECKED | | |
| PLAN DRAWN | | |
| NOTE BOOK | | |
| NO. | | |
| PLAN CHECKED | | |

CITY OF HERRIN

S.S. TYPE 2
12" x 44'
U.S.F.L. 442.83
D.S.F.L. 433.40

KENNETH BELTZ

INLET SPECIAL, TYPE 3-G FT.
35' LT. STA. 140+54
INLET ELEV. - 447.83

S.S. TYPE 1
18" x 27'
U.S.F.L. 441.01
D.S.F.L. 440.87
W/ PRC FLARED
END SECTION

0 20 40 60
PLAN SCALE IN FEET

S.S. TYPE 2
18" x 143'
U.S.F.L. 441.68
D.S.F.L. 441.11

CURVE DATA.
℄ EXIST. & CONST.
P.I. STA. 134+91.09
Δ = 0°15'
D = 0°02'
T = 975.00'
R = 171,887.34'
L = 750.00'
E = 0.41'

INLET SPECIAL, TYPE 3-G FT.
35' LT. STA. 137+16
INLET ELEV. - 447.06

S.S. TYPE 2
12" x 94'
U.S.F.L. 443.40
D.S.F.L. 442.93

INLET SPECIAL, TYPE 3-G FT.
35' LT. STA. 138+16
INLET ELEV. - 446.78

PROP. R.O.W.

SEE SHEET 42
FOR CULV. DETAILS

RIPRAP

EXIST. R.O.W.

6" TRANSITE

EXIST. 15" C.M.P.

P.I. STA. 137+40.00
EXIST. 15" C.M.P.

MATCHLINE STA. 136+00

MATCHLINE STA. 142+00

137 138 139 140 141

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

FOR INFORMATION ONLY

6"S.L.W.
W 2"

CAP END & THRUST BLOCK

PROPOSED 2" WATER MAIN

EXIST. R.O.W.

PROP. R.O.W.

S.S. TYPE 2
24" x 143'
U.S.F.L. 442.76
D.S.F.L. 442.50

INSTALL:
2"x2"TEE
MOVE EXISTING HYDRANT
FROM STA. 143+90

S.S. TYPE 2
15" x 72'
U.S.F.L. 440.24
D.S.F.L. 434.10

S.S. TYPE 2
24" x 94'
U.S.F.L. 441.86
D.S.F.L. 441.65

INLET SPECIAL, TYPE 3-G FT.
35' RT. STA. 137+16
INLET ELEV. - 447.06

INLET SPECIAL, TYPE 3-G FT.
35' RT. STA. 138+16
INLET ELEV. - 446.78

S.S. TYPE 2
24" x 233'
U.S.F.L. 442.40
D.S.F.L. 441.96

INLET SPECIAL, TYPE 3-G FT.
35' RT. STA. 140+54
INLET ELEV. - 447.83

S.S. TYPE 2
24" x 41'
U.S.F.L. 441.55
D.S.F.L. 434.10

CITY OF HERRIN

GARVIS BELTZ

NOTE: SEE SHEET 39 FOR GENERAL NOTES, LEGEND AND DETAILS OF WATERMAIN CONNECTIONS AND SERVICE INSTALLATIONS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM
SEWERS

7766-01

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 32 |
| STA. 142 + 00 | | TO STA. 148 + 00 | | |
| F.H.W.A. REQ. 7 | | ILLINOIS | PROJECT | |

PLAN — SURVEYED: BY; PLOTTED: DATE; QUANTITIES CHECKED: BY; PLANS AT OF MAY CHECKED: DATE; NOTE BOOK NO.:

KENNETH BELTZ

VALGENE GOULD

WOODROW J. DANN

JAMES C. ALEXANDER

CHARLES CUTRELL

GARVIS BELTZ

0 20 40 60
PLAN SCALE IN FEET

CURVE DATA
P.I. = 145+00.00
Δ = 0°42'44.36"
D = 0°15'
T = 142.19'
R = 22,918.31'
L = 284.45'
E = 0.44'
P.C. = 143+57.51
P.T. = 146+42.49

INLET SPECIAL, TYPE 3-G FT.
35' LT. STA. 145+00
INLET ELEV. - 449.89

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 147+95
INLET ELEV. - 450.50

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 146+62
INLET ELEV. - 450.26

S.S. TYPE 2
15" x 2'
U.S.F.L. 444.40
D.S.F.L. 444.32

PROPOSED 8" SANITARY SEWER @ 4.4'/1000'

PROPOSED 2" WATER MAIN

S.S. TYPE 2
15" x 128'
U.S.F.L. 444.29
D.S.F.L. 443.90
PROP. R.C.W.

S.S. TYPE 2
18" x 157'
U.S.F.L. 443.40
D.S.F.L. 442.96

INSTALL:
2"x2" TEE
THRUST BLOCK
2" GATE VALVE
& BOX.

P.T. 146+42.49
E CONST.

S.S. TYPE 2
18" x 97'
U.S.F.L. 442.07
D.S.F.L. 441.68

SS TYPE I 12'x 8'
U.S.F.L. 440.8
D.S.F.L. 440.7

INLET TYPE 4-B
35' LT. STA. 143+10
INLET EL. 449.07

INLET SPECIAL, TYPE 3-G FT.
35' LT. STA. 143+00
INLET ELEV. - 449.06

S.S. TYPE 2
18" x 194'
U.S.F.L. 442.86
D.S.F.L. 442.17

P.C. 143+57.51
℄ CONST.

P.I. 145+00.00
℄ CONST.

EXIST. R.O.W.

PROP. R.O.W.

STA. 142+00

STA. 148+00

49 L.F 3"
W
W.M.

PLUG

EXIST. 15" C.M.P.

EXIST. 18" C.M.P.

2" C.I.

ELEV. FROM WATER OVER SEWER = 442.3

INV. = 447.5
TO BE FILLED

EXIST. 15" C.M.P.

EXIST. 12" C.M.P.

EXIST. M.H.
INV. EL. 446.09

EXIST. 8" SEWER

55' 8"

55' 18"

143 144 145 146 147

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

EXIST. ℄ F.A.P. 726 (ILL. RTE 148)

STA 146+93, 43' LT. CONSTRUCT TYPE A-4 MANHOLE, INV. EL. 446.02 END PROPOSED 8" SANITARY SEWER

INV. = 447.6

SEE DETAIL BELOW

EXIST. 8" CLAY TILE

EXPOSE EXIST. WATER MAIN AVOID CONFLICT.

EXIST. M.H. (PLUGGED)
INV. EL. 447.11

EXIST. 8" SANITARY SEWER

EXIST. 12" C.M.P.

MATCHLINE

EXIST. 15" C.M.P.

EXIST. R.O.W.

W 2"

PROP. R.O.W.

MOVE HYDRANT TO PROPOSED WATER MAIN STA. 141+50 PLUG EXIST. LINE TO HYDRANT OR CLOSE HYDRANT VALVE.

PROPOSED 2" WATER MAIN

INLET SPECIAL, TYPE 3-G FT.
35' RT. STA. 143+00
INLET ELEV. - 449.06

S.S. TYPE 2
24" x 97'
U.S.F.L. 442.93
D.S.F.L. 442.76

S.S. TYPE 2
24" x 180'
U.S.F.L. 443.35
D.S.F.L. 443.09

ELEVATION OF WATER AT SEWER 442.3

STA 146+39 43' RT. CONSTRUCT TYPE A-4 MANHOLE INV. EL. 447.01 END PROPOSED 8" SANITARY SEWER

INSTALL: 2"x2" TEE THRUST BLOCK

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 144+85
INLET ELEV. - 449.84

PROPOSED 8" SANITARY SEWER @ 4'/1000'

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 147+45
INLET ELEV. - 450.41

S.S. TYPE 2
18" x 110'
U.S.F.L. 444.65
D.S.F.L. 444.10

S.S. TYPE 2
18" x 52'
U.S.F.L. 444.96
D.S.F.L. 444.75

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 146+30
INLET ELEV. - 450.20

NOTE: SEE SHEET 39 FOR GENERAL NOTES, LEGEND AND DETAILS OF WATERMAIN CONNECTIONS AND SERVICE INSTALLATIONS.

TAR ROPING OR OTHER REMOVABLE PACKING INSIDE 6" ANNULAR AREA

EXIST. 1.5 x 3' BOX CULV. END TO BE SEALED (TYP. BOTH ENDS)

EXIST. CULV. TO BE ABANDONED

6" DIA. SLEEVE TO CARRY PROP. WATERMAIN THROUGH GROUTED END SEAL. (TYP. BOTH ENDS).

GROUT SHALL NOT COVER END OF SLEEVE.

INV. ELEV ± 447.6 E. END 447.5 W. END

WATER MAIN CROSSING THROUGH EXISTING CULVERT 145+57

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM
SEWERS

7766-01

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 33 |
| STA. 148 + 00 | | TO STA. 154 + 00 | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

| PLAN | DATE |
|---|---|
| SUBMITTED | |
| RECOMMENDED | BY |
| ALIGNMENT CHECKED | |
| NOTE BOOK | |
| NO. | PLANS CHECKED |

PLAN SCALE IN FEET: 0 20 40 60

CHARLES STILLEY

WOODROW J. DANN

REBA PALMER

CLARA M. CHAMNESS

HEIRS OF MARGARET SAGER

JAMES C. ALEXANDER

MARY H. WALLACE, ET. AL.

ROBERT B. STEVENSON

ALLEN FLENER

ALEX NILES LEACH

MATCHLINE STA. 148+00

MATCHLINE STA. 154+00

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

EXIST. ℄ F.A.P. RTE 726

EXIST. R.O.W.

PROP. R.O.W.

TEMP. EASMT.

EXIST. 8" SAN. SEWER

EXIST. 8" SANITARY SEWER

EXIST. 12" CMP

EXIST. 12" CONC.

PROPOSED 8" SANITARY SEWER @ 4.0' / 1000'

PROPOSED 2" WATER MAIN

STA. 149+76, 43' LT. CONSTRUCT TYPE A-4 MANHOLE INV. EL. 444.78

STA. 149+76, 43' RT. CONSTRUCT TYPE A-4 MANHOLE INV. EL. 445.66

STA. 152+43, 43' LT. CONSTRUCT TYPE A-4 MANHOLE INV. EL. 443.60

STA. 152+76, 43' RT. CONSTRUCT TYPE A-4 MANHOLE INV. EL. 444.46

MH. TO BE FILLED

93 L.F. 3/4" COPPER (30 L.F. PUSHED)

95 L.F. 3/4" COPPER (30 L.F. PUSHED)

STA. 152+25 INSTALL
1- 2"x 2" TEE
1- 2" FIRE HYDRANT
1- 2" GATE VALVE & BOX (NO. SIDE HYDRANT 2" PLUG (90 END) AND THRUST BLOCK

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 148+75
INLET ELEV. - 450.65

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 151+80
INLET ELEV. - 450.69

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 152+30
INLET ELEV. - 450.88

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 153+40
INLET ELEV. - 451.09

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 148+60
INLET ELEV. - 450.62

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 151+20
INLET ELEV. - 450.69

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 152+30
INLET ELEV. - 450.88

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 153+42
INLET ELEV. - 451.09

INLET TYPE A-B
48' RT. STA. 151+20
INLET ELEV. - 451.0±

INLET TYPE A-B
48' RT. STA. 152+47
INLET ELEV. - 449.00

INLET TYPE A-B
48' RT. STA. 153+42
INLET ELEV. - 450.5±

S.S. TYPE 2
15" x 73'
U.S.F.L. 444.69
D.S.F.L. 444.40

S.S. TYPE 2
18" x 255'
U.S.F.L. 446.05
D.S.F.L. 445.29

S.S. TYPE 2
15" x 240'
U.S.F.L. 445.03
D.S.F.L. 444.79

S.S. TYPE 2
12" x 105'
U.S.F.L. 446.35
D.S.F.L. 445.83

S.S. TYPE
12" x 11'
U.S.F.L 449.00
D.S.F.L. 448.90

S.S. TYPE 2
18" x 58'
U.S.F.L. 445.19
D.S.F.L. 444.96

S.S. TYPE 2
15" x 105'
U.S.F.L. 446.67
D.S.F.L. 446.25

S.S. TYPE 2
12" x 105'
U.S.F.L. 446.97
D.S.F.L. 446.45

S.S. TYPE 2
12" x 101'
U.S.F.L. 447.40
D.S.F.L. 446.87

S.S. TYPE 1
12" x 19'
U.S.F.L. 447.00
D.S.F.L. 446.90

S.S. TYPE 2
12" x 57'
U.S.F.L. 447.35
D.S.F.L. 447.07

S.S. TYPE 2
12" x 55'
U.S.F.L. 447.77
D.S.F.L. 447.50

S.S. TYPE 1
12" x 11'
U.S.F.L. 447.56
D.S.F.L. 447.50

153+48.48
100.00' LT.

P.I. +36.95
10 ALLEY CLOSE
P.I. +36.95

TEMP. EASMT.

NOTE: SEE SHEET NO. 59 FOR GENERAL NOTES, LEGEND AND DETAILS OF WATERMAIN CONNECTIONS AND SERVICE INSTALLATIONS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM SEWERS

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 34 |
| STA. 154 + 00 | | TO STA. 160 +00 | | |
| F.H.W.A. REG. 7 | | ILLINOIS | PROJECT | |

NOTE: "WATER MAIN" SEE SHEET 39 FOR DETAIL OF WATER MAIN CONSTRUCTION HAMILTON ST. INTERSECTION. DETERMINE EXACT LOCATION OF EXIST. MAINS AT INTERSECTION. PLUG EXIST. LINES WHERE INDICATED AFTER COMPLETION & USE OF NEW LINES

PLAN — SURVEYED: BY; PLOTTED: DATE; ALIGNMENT CHECKED; PT. OF WAY CHECKED; NOTE BOOK; NO.

SPECIAL HEADWALL SEE SHEET 42 FOR DETAILS

DITCH TO BE REGRADED BY OTHERS

STA. 155+73 43' LT. LOCATE EXIST. 8" SANITARY SEWER. CONSTRUCT TYPE A-4 MANHOLE OVER EXIST SEWER. BEGIN PROPOSED 8" SANITARY SEWER TO THE SOUTH. INV. EL. OF PROP. SAN. SEWER = 442.15

INSTALL: 4"x4" TEE, 4" GATE VALVE & BOX RELOCATE EXISTING HYDRANT & THRUST BLOCK. PLUG EXIST. 4"

S.S. TYPE 2 12"x 48' U.S.F.L. 447.59 D.S.F.L. 447.35

INLET SPECIAL, TYPE 3-S FT. 35' LT. STA. 154+50 INLET ELEV. - 451.30

HEIRS OF LENA SMITH

S.S. TYPE 1 18"x 83' U.S.F.L. 448.74 D.S.F.L. 447.44

HEIRS OF MARGARET SAGER

154+32 100' LT.

PROPOSED 8" SANITARY SEWER @ 4.4'/1000'

TEMP. EASMT.

83 L.F. 4" WATER MAIN IN 10" STEEL CASING, OPEN CUT.

PROP. R.O.W.

HAMILTON ST.

S.S. TYPE 1 24"x 68' U.S.F.L. 447.64 D.S.F.L. 447.44

INLET SPECIAL, TYPE 3-G FT. 35' LT. STA. 156+21 INLET ELEV. - 451.62

S.S. TYPE 1 24"x 95' U.S.F.L. 448.01 D.S.F.L. 447.74

RAY HOCK

INLET TYPE A-8 50' LT. STA. 157+21 INLET ELEV. 450.5±

S.S. TYPE 1 12"x 91' U.S.F.L. 449.58 D.S.F.L. 449.12

S.S. TYPE 1 12"x 35' U.S.F.L. 449.30 D.S.F.L. 449.12

MANHOLE, SPECIAL TYPE 1 35' LT. STA. 158+14

INLET SPECIAL, TYPE 3-S FT. 35' LT. STA. 157+21 INLET ELEV. - 451.84

S.S. TYPE 1 15"x 89' U.S.F.L. 448.92 D.S.F.L. 448.61

S.S. TYPE 1 12"x 121' U.S.F.L. 448.5 D.S.F.L. 448.4

PROPOSED 4" WATER MAIN

STA. 155+71.83 RTE. 148= STA. 0+13.33 "F"

PLUG EXIST. 4" WATER

CAST IRON COLLAR

EXIST. 18" CONC.

EXIST. INLET TO BE FILLED

STA. 155+76.43 RT. CONNECT TO EXIST. MANHOLE. BEGIN PROPOSED 8" SANITARY SEWER TO THE SOUTH. INV. ELEV. 443.26

PROPOSED 8" SANITARY SEWER @ 4.0'/1000'

EXIST. 8" SAN. SEWER

REMOVE EXIST. 4'x 4' DROP BOX

EXIST. 18" CP

EXIST. R.O.W.

PROP. R.O.W.

PROPOSED 2" WATER MAIN

EXIST. & F.A.P. ROUTE 726 (ILL. RTE. 148)

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

STA. 158+59.08 RTE. 148= STA. 0+16.91 "H"

EXIST. 12" CP TO BE ABD.

EXIST. INLET TO BE REMOVED

EXIST. MH. TO BE FILLED

EXIST. 15" SS.

EXIST. R.O.W.

BROADWAY ST.

JOHN C. SHUCKITES

WOODROW W. BOREN

DONALD GENTRY

END SECTION

PLAN SCALE IN FEET 0 20 40 60

S.S. TYPE 1 12" x 43' U.S.F.L. 451.50 D.S.F.L. 450.50 W/ PRC FLARED END SECTION

INLET SPECIAL W/ FRAME & LID TYPE 15 58' LT. STA. 158+18 INLET ELEV. - 451.62

158-81.14 100.00' LT.

S.S. TYPE 1 12" x 36' U.S.F.L. 449.86 D.S.F.L. 449.68

INLET SPECIAL, TYPE 3-G FT. 35' LT. STA. 159+09 INLET ELEV. - 452.58

S.S. TYPE 1 12" x 88' U.S.F.L. 450.21 D.S.F.L. 449.96

PROP. R.O.W.

S.S. TYPE 2 12" x 18' U.S.F.L. 447.86 D.S.F.L. 447.77

S.S. TYPE 1 12" x 25' U.S.F.L. 449.75 D.S.F.L. 449.55

Exist. 2'x2'x3' Drop Box to be Rem.

INLET TYPE A-8 79' RT. STA. 155+96 INLET ELEV. 450.68±

S.S. TYPE 1 12" x 59' U.S.F.L. 448.26 D.S.F.L. 447.96

INLET TYPE A-8 53' RT. STA. 154+80 INLET ELEV. - 450.00

INLET SPECIAL, TYPE 3-S FT. 35' RT. STA. 154+20 INLET ELEV. - 451.24

INLET TYPE A-8 53' RT. STA. 155+16 INLET ELEV. - 451.00

ALLEN FLENER

WOODVALE HOMES, INC.

S.S. TYPE 1 15" x 40' U.S.F.L. 449.45 D.S.F.L. 449.10

FLUSH INLET BOX FOR MEDIAN (2240) 49' RT. STA. 155+89 INLET ELEV. - 451.4

CHARLES L WALKER

EDGE BLDG.

EXIST. MH. TO BE CONN.

DAY CARE CENTER

INLET SPECIAL, TYPE I 42' RT STA. 156+63 INLET ELEV. - 451.0±

12" x 18' PIPE DRAINS CORRUGATED STEEL

TEMP. EASMT.

12" x 132' SLOTTED DRAIN CORRUGATED STEEL PIPE FOR DETAILS SEE SHT. NO. 45

S.S. TYPE 1 18" x 43' U.S.F.L. 448.93 D.S.F.L. 448.63

S.S. TYPE 1 18" x 68' U.S.F.L. 448.55 D.S.F.L. 448.04

INLET SPECIAL, TYPE 3-G FT. 35' RT. STA. 156+21 INLET ELEV. - 451.62

S.S. TYPE 1 18" x 72' U.S.F.L. 448.95 D.S.F.L. 448.41

CHEKER OIL CO.

S.S. TYPE 1 12" x 11' U.S.F.L. 450.00 D.S.F.L. 449.94

INLET TYPE A-8 48' RT. STA. 158+90 INLET ELEV. - 451.5±

S.S. TYPE 1 18" x 188' U.S.F.L. 449.54 D.S.F.L. 449.05

INLEY SPECIAL, TYPE 3-G FT. 35' RT. STA. 157+46 INLET ELEV. - 451.93

CLYDE FINNEY

S.S. TYPE 1 18" x 107' U.S.F.L. 449.94 D.S.F.L. 449.64

INLET SPECIAL, TYPE 3-G FT. 35' RT. STA. 158+90 INLET ELEV. - 452.50

DONALD C. SWIATKOWSKI

NOTE: SEE SHEET 39 FOR GENERAL NOTES, LEGEND AND DETAILS OF WATER MAIN CONNECTIONS AND SERVICE INSTALLATIONS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM
SEWERS

7766-01

FOR INFORMATION ONLY

| RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 35 |
| STA. 160 + 00 | | TO STA. 166 + 00 | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

| PLAN | SURVEYED | BY | DATE |
|---|---|---|---|
| | DRAWN | | |
| | ALIGNMENT CHECKED | | |
| | NOTE BOOK | | |
| | NO. OF MATT CHECKED | | |

0 20 40 60
PLAN SCALE IN FEET

INLET SPECIAL, TYPE 2-6 FT.
35' LT. STA. 160+46
INLET ELEV. - 452.39

S.S. TYPE 1
12"I x 43'
U.S.F.L. 450.47
D.S.F.L. 450.21

JOHN C. SHUCKITES

HANK NIEUWENDALL

CARL CRAVENS

PROPERTY OF STATE OF ILLINOIS

EXIST. R.O.W.

INLET SPECIAL, TYPE 3-5 FT.
35' LT. STA. 163+68
INLET ELEV. - 456.08

S.S. TYPE 1
48"x 58'
U.S.F.L. 450.00
D.S.F.L. 449.88
W/ CONC. FLARED END SECTION

TRUSTEES OF FIRST BAPTIST CHURCH

INLET SPECIAL, TYPE 3-6 FT.
33' LT. STA. 164+33.76
INLET ELEV. - 456.77
SEE SHEET 53 FOR DETAILS

S.S. TYPE 2
12"I x 16'
U.S.F.L. 454.52
D.S.F.L. 452.77

S.S. TYPE 2
18"I x 60'
U.S.F.L. 452.62
D.S.F.L. 452.08

PROP. 3'x3' BOX CULVERT EXT.
SEE SHEETS 52,53 FOR DETAILS

4"x4"TEE
4"G.V.& BOX

TEMP. EASEMENT

PROP. R.O.W.

VILLAGE OF ENERGY

PERMANENT EASEMENT

WALNUT ST.

PROPOSED 4" WATER MAIN

WATER UNDER ELEV. TOP 4" WATER 452.0

23 L.F. 4" WATER MAIN IN 10" STEEL CASING-OPEN CUT

EXIST. 18" CONC.

EXIST. R.O.W.

INLET TO BE FILLED

PROP. ℄ F.A.P. ROUTE 726 (ILL. ROUTE 148)

EXIST. ℄ F.A.P. ROUTE 726 (ILL. RTE 148)

PROPOSED 2" WATER MAIN

PLUG EXIST. 2" AFTER IT IS TAKEN OUT OF SERVICE. INLET TO BE FILLED

4"x4"TEE
4"G.V.& BOX
4" FIRE HYDRANT

WATER UNDER 36" SEWER ELEV. TOP 4" 451.2

MATCHLINE STA. 160+00

MATCHLINE STA. 166+00

INSTALL: 4"x4"TEE 4"GV & BOX & 4" FIRE HYDRANT (THRUST BLOCK)

INSTALL: 4"x4"CROSS 3-4"GV & BOXES CLOSE VALVE ON COMPLETION AND USE OF NEW MAIN.

EXIST. INLET TO BE FILLED

EXIST. INLET TO BE REMOVED

PLUG EXIST. SERVICE AT COMPLETION OF NEW INSTALLATION

S.S. TYPE 1
18"I x 14'
U.S.F.L. 451.05
D.S.F.L. 450.34

INLET SPECIAL, TYPE 3-6 FT.
35' RT. STA. 160+03
INLET ELEV. - 453.12

INLET SPECIAL, TYPE 3-6 FT.
33' RT. STA. 161+50
INLET ELEV. - 454.15

INLET SPECIAL, TYPE 3-5 FT.
35' RT. STA. 164+23
INLET ELEV. - 456.65

S.S. TYPE 2
12"I x 84'
U.S.F.L. 454.19
D.S.F.L. 453.77

S.S. TYPE 1
12"I x 11'
U.S.F.L. 453.90
D.S.F.L. 453.77

S.S. TYPE 1
30", 27'
U.S.F.L. 452.74
D.S.F.L. 452.50

4" 90° BEND
4"x 2" REDUCER
2"x 2" CROSS
2"GV & BOX
SOUTH, EAST & WEST

INLET TYPE A-8
59' RT. STA. 165+70
INLET ELEV. - 455.55

S.S. TYPE 1
12"I x 17'
U.S.F.L. 454.00
D.S.F.L. 454.10

MANHOLE SPECIAL
STA. 165+10.6
SEE SHEET NO. 52 FOR DETAILS

INLET TYPE A-8
57' RT. STA. 165+10.6
INLET ELEV. - 455.4

DONALD C. SWIATKOWSKI

MAX STUCKER

WILKIE RIDGWAY

MARY SUE SNYDER

HERRIN COMMUNITY UNIT SCHOOL DISTRICT NO. 4

NOTE: SEE SHEET 39 FOR GENERAL NOTES, LEGEND AND DETAILS OF WATERMAIN CONNECTIONS AND SERVICE INSTALLATIONS.

NOTE: "WATER MAIN" SEE SHEET 39 FOR DETAIL OF WATER MAIN CONSTRUCTION AT WALNUT ST. INTERSECTION. DETERMINE EXACT LOCATION OF EXISTING UTILITIES IN AREA OF EXCAVATION. PLUG EXISTING SERVICES & MAINS OR CLOSE VALVES AS INDICATED IN ABANDONING OLD LINE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
STORM SEWERS

7766-01

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 36 |
| STA. 166 + 00 | | TO STA. 172 + 00 | | |
| F.H.W.A. REQ. 7 | ILLINOIS | PROJECT | | |

PLAN — CORRECTED, PLOTTED, PLAN NOT CHECKED, R/C OF WAY CHECKED. NOTE BOOK NO. ____ BY ____ DATE ____

NOTE: SEE COLLEGE ST. PLAN & PROFILE FOR DETAILS SEE SHT. NO. 25

PLAN SCALE IN FEET 0 20 40 60

S.S. TYPE 2 12"x 165' U.S.F.L. 456.32 D.S.F.L. 454.52

TRUSTEES OF FIRST BAPTIST CHURCH

PROP. R.O.W.

EXIST. R.O.W.

EXIST. 6'

ADJUSTING WATER MAIN, 6" 11 LIN. FT.

AT INTERCONNECTION WITH 6" A.B.S. CONTRACTOR SHALL INSTALL: 6"x 4" CROSS 2 - 4" GV. & BOXES (NO. & SO.) 1 - 6" GV. & BOX (WEST) RELOCATE HYDRANT - INSTALL: 6"x 4" TEE 4" GV. & BOX

EXIST. R.O.W.

PROP. R.O.W.

PROP. 6" IMPROVEMENT

EXIST. 6"

ST.

W 4"

W 6"

INLET SPECIAL, TYPE 3-G FT. 36' LT. STA. 167+66 INLET ELEV. - 460.39

PAUL DAVID HAYNES

EXIST. R.O.W.

PL.

167+47.53 20.00' LT.

168+10 20.00' LT.

TEMP. EAS'MT.

S.S. TYPE 2 12"x 109' U.S.F.L. 458.41 D.S.F.L. 456.95

168+75 100.00' LT.

169+50 100.00' LT.

S.S. TYPE 1 18"x 100' U.S.F.L. 460.95 D.S.F.L. 460.45

PROP. R.O.W.

8" TRANSITE (REND LAKE SYSTEM) DO NOT DISTURB

SINGLE LENGTH COPPER SERVICE

PROPOSED 4" WATER MAIN

EXIST. R.O.W.

PLUG

4" C.I.

4" C.I.

CURVE DATA & CONST. P.I. STA. 167+45.60 Δ = 0° 32' 44.86" D = 0° 15' T = 115.89' R = 22,918.31' L = 231.65' E = 0.29'

INLET SPECIAL, TYPE 3-5 FT. 33' LT. STA. 169+00 INLET ELEV. - 461.89

PORTER W. BARKER

INSTALL: 6"x 4" TEE 4" GV. & BOX 12 L.F. 4" RELOCATE EXIST. 4" FIRE HYDRANT

INLET SPECIAL, TYPE 3-5 FT. 33' LT. STA. 170+20 INLET ELEV. - 463.00

ADJUSTING WATER MAIN, 6" 7 LIN. FT.

S.S. TYPE 1 24"x 20' U.S.F.L. 460.05 D.S.F.L. 460.00 W/ PRC FLARED END SECTION

INV. 450.15

-39.56

S.S. TYPE 1 12"x 67' U.S.F.L. 461.19 D.S.F.L. 460.85

NANNIE & HAROLD CRAIN

INLET SPECIAL, TYPE 3-G FT. 35' LT. STA. 170+88 INLET ELEV. - 464.82

TEMP. EAS'MT.

S.S. TYPE 2 12"x 109' U.S.F.L. 462.08 D.S.F.L. 461.29

-50

PROP. R.O.W.

END WATER MAIN - INSTALL 6"x 4" TEE & 4" GATE VALVE W/ VALVE BOX.

EXIST. R.O.W.

PLUG

TEL.

EXIST. 12" C.I.

INLET TO BE FILLED

EXIST. MH. TO BE FILLED

MATCHLINE STA. 166+00

MATCHLINE STA. 172+00

PROP. C.H.P. 726 (ILL. ROUTE 148)

ILL. RTE. 148

EXIST. INLETS TO BE FILLED

AVOID DAMAGE TO EXIST. WATER MAIN DURING PUSH OF NEW SERVICE

EXIST. 2'x 2' BOX CULV.

40 L.F. 54" PUSHED C.S.P. 4" CONST.

42 L.F. 54" PUSHED C.S.P. 4" CONST.

EXIST. 15"

EXIST. 12"

EXIST. R.O.W.

TEMP. EAS'MT.

S.S. TYPE 1 30"x 38' U.S.F.L. 452.85 D.S.F.L. 452.74

MANHOLE SPECIAL, TYPE 38' RT. STA. 166+40

ADJUSTING WATER MAIN, 6" 40 LIN. FT.

INV. 450.47

PROP. R.O.W.

EXIST. R.O.W.

COLLEGE

EXIST. & PROP. IMPROVEMENT

PROP. R.O.W.

S.S. TYPE 1 30"x 120' U.S.F.L. 453.19 D.S.F.L. 452.85

HERRIN COMMUNITY UNIT SCHOOL DISTRICT NO. 4

9" REND LAKE WATER SYSTEM - DO NOT INTERCONNECT

LOCATE EXIST. METER & RE-USE

INLET SPECIAL, TYPE 3-G FT. 36' RT. STA. 167+48 INLET ELEV. - 460.17

S.S. TYPE 2 12"x 104' U.S.F.L. 456.30 D.S.F.L. 455.17

S.S. TYPE 2 12"x 147' U.S.F.L. 458.08 D.S.F.L. 456.40

S.S. TYPE 1 20"x 30' U.S.F.L. 454.50 D.S.F.L. 453.99 W/ END SECTION

INLET SPECIAL, TYPE 3-5 FT. 35' RT. STA. 169+00 INLET ELEV. - 461.89

CARL BOWEN HEIRS

INLET SPECIAL, TYPE 3-5 FT. 14' RT. STA. 1+41.31 INLET ELEV. - 457.18

S.S. TYPE 1 15"x 47' U.S.F.L. 455.82 D.S.F.L. 455.00 CONNECT TO EXIST. 12" S.S. W/ CONC. COLLAR

NOTE: SEE SHEET 39 FOR GENERAL NOTES, LEGEND AND DETAILS OF WATERMAIN CONNECTIONS AND SERVICE INSTALLATIONS.

TEMP. EAS'MT.

EXIST. 12"

51.3' INLET TO BE FILLED

EXIST. MH. TO BE FILLED

INLET SPECIAL, TYPE 3-5 FT. 52' RT. STA. 170+20 INLET ELEV. - 463.47

ADJUSTING WATER MAIN, 6" 13 LIN. FT.

-39.24

WARD

S.S. TYPE 1 12"x 65' U.S.F.L. 461.68 D.S.F.L. 461.35

DON ALBRIGHT

FLUSH INLET BOX FOR MEDIAN (2240) 120' RT. STA. 170+22 INLET ELEV. - 464.40

ADJUSTING WATER-MAIN, 6" 10 LIN. FT.

S.S. TYPE 1 12"x 29' U.S.F.L. 461.92 D.S.F.L. 461.78

TEMP. EAS'MT.

INLET SPECIAL, TYPE 3-G FT. 35' RT. STA. 170+72 INLET ELEV. - 464.53

S.S. TYPE 1 12"x 52' U.S.F.L. 462.91 D.S.F.L. 461.85

S.S. TYPE 1 12"x 33' U.S.F.L. 461.52 D.S.F.L. 461.35

INV. 454.32

WOODROW J. DANN

GLEN HOCK

S.S. TYPE 1 12"x 118' U.S.F.L. 464.50 D.S.F.L. 463.01

INLET SPECIAL, TYPE 3-5 FT. 52' RT. STA. 170+50 INLET ELEV. 463.48

VILLAGE OF ENERGY

INLET SPECIAL, TYPE 3-G FT. 35' RT. STA. 171+96 INLET ELEV. - 466.87

INLET SPECIAL, TYPE 4 120' RT. STA. 170+55 INLET ELEV. - 463.70

S.S. TYPE 1 12"x 29' U.S.F.L. 461.92 D.S.F.L. 461.78

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

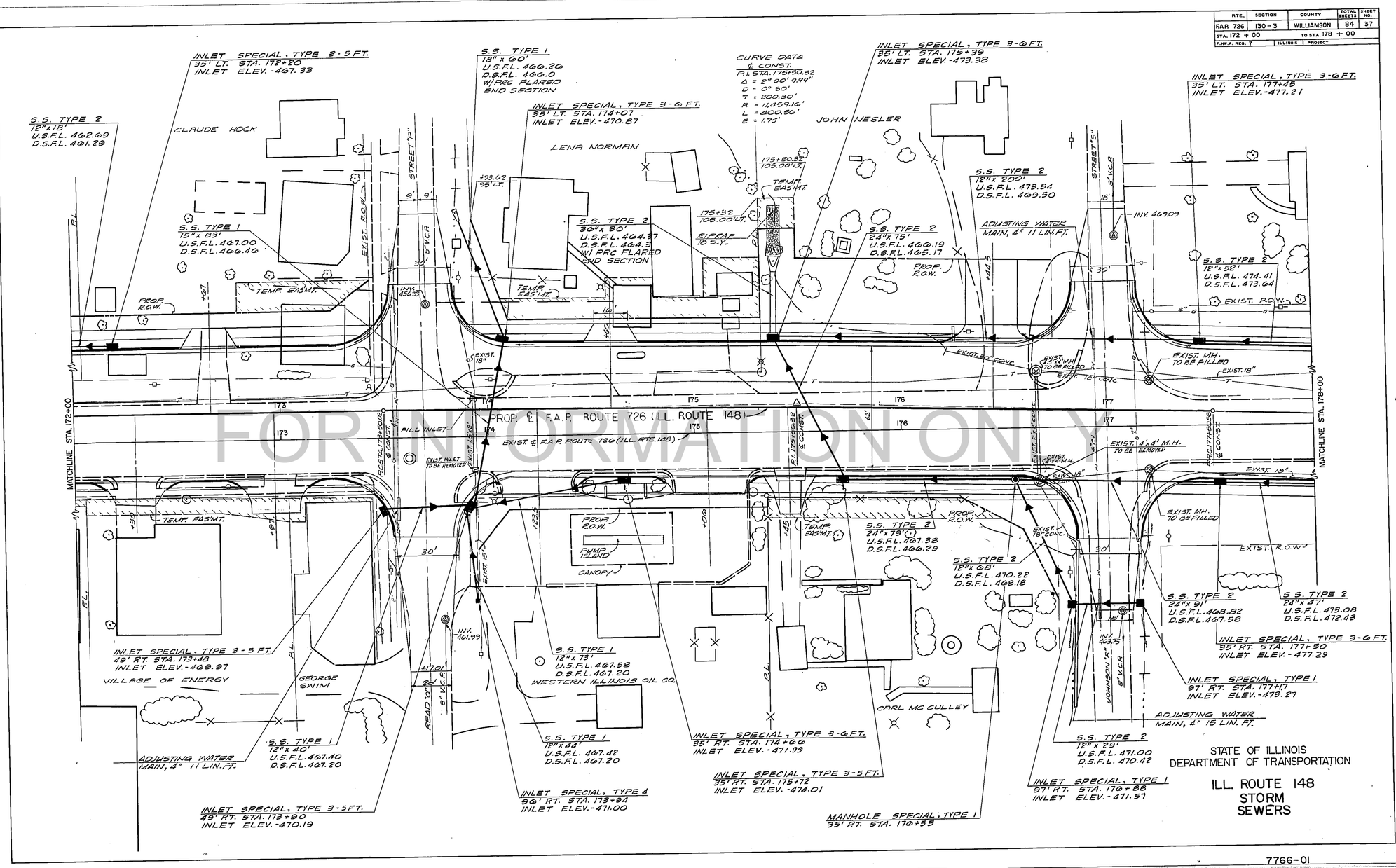
ILL. ROUTE 148
STORM
SEWERS

7766-01

FOR INFORMATION ONLY

| RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130 - 3 | WILLIAMSON | 84 | 37 |
| STA. 172 + 00 | TO STA. 178 + 00 | | | |
| F.H.W.A. REG. 7 | ILLINOIS | PROJECT | | |

| PLAN | DATE | BY |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| ALIGNMENT CHECKED | | |
| NOTE BOOK | AT 0 FEET EXCEEDED | |
| NO. | | |

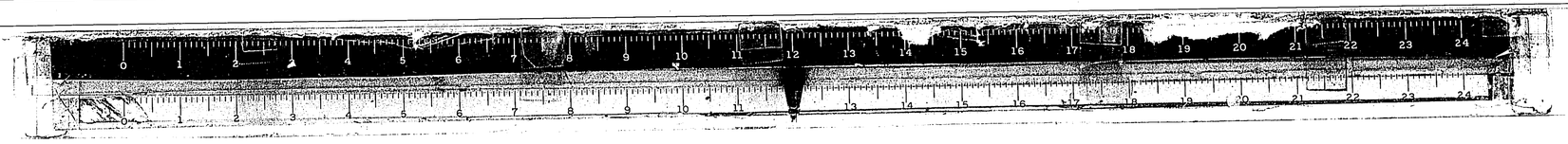



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

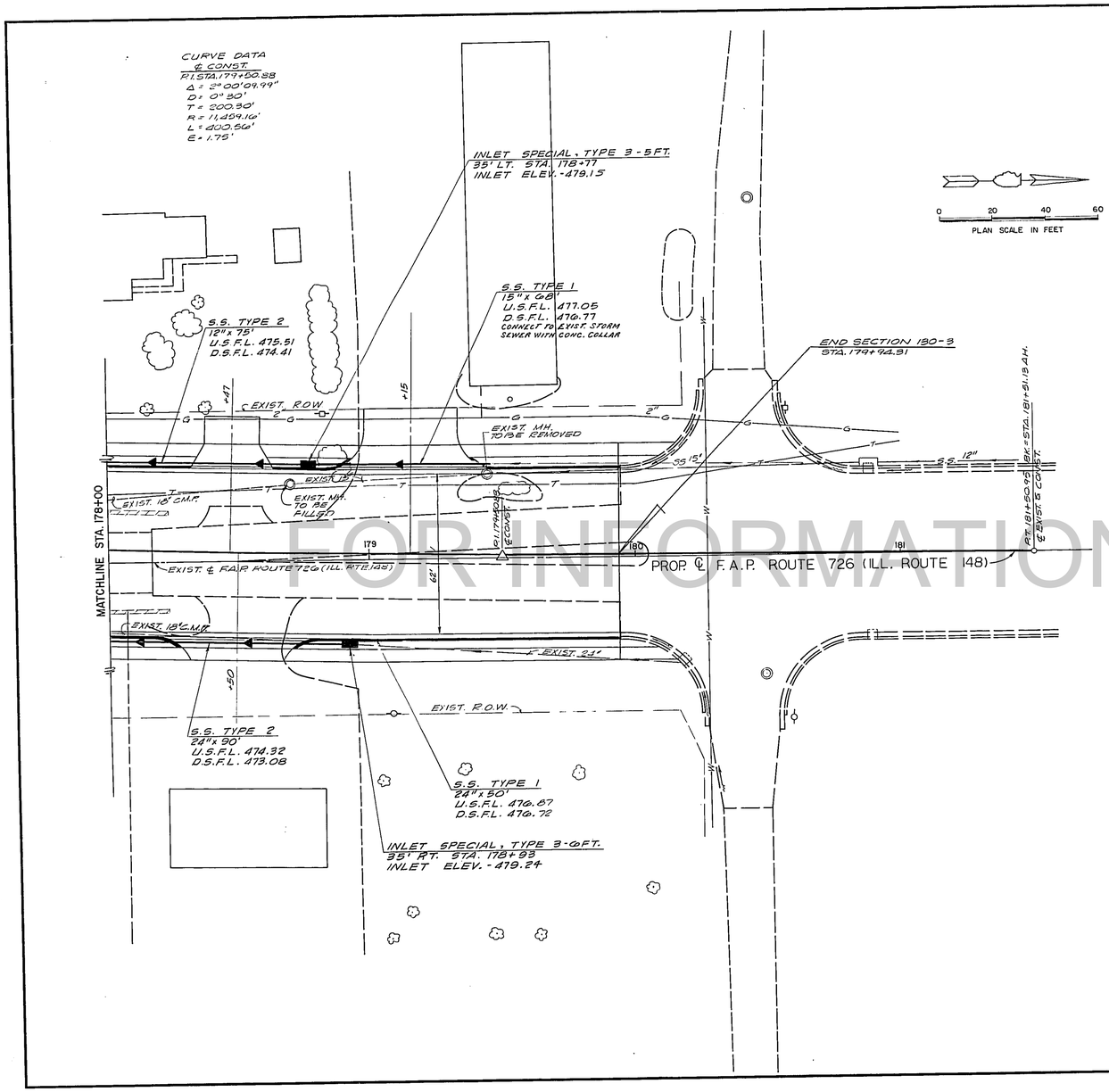
ILL. ROUTE 148
STORM
SEWERS

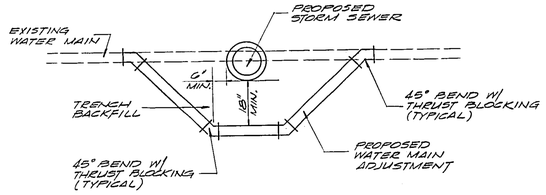
FOR INFORMATION ONLY

7766-01



| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 38 |
| STA. 178 + 00 | | TO STA. 181 + 51 | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |




## TYPICAL WATER MAIN ADJUSTMENT

GENERAL NOTES:

1) EXISTING WATER MAINS SHALL BE ADJUSTED AS SHOWN IF THE VERTICAL DISTANCE BETWEEN THE OUTSIDE WALL OF AN EXISTING WATER MAIN AND THE OUTSIDE WALL OF THE PROPOSED STORM SEWER IS LESS THAN 18 INCHES

2) THE LOCATIONS OF WATER MAIN ADJUSTMENTS SHOWN ON THE PLANS ARE BASED ON ASSUMED ELEVATIONS OF THE EXISTING WATERMAINS. THE ACTUAL DEPTH AT ALL CROSSINGS OF WATER MAIN AND STORM SEWER SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR BEFORE STARTING WORK ON ANY ADJUSTMENT. ONLY THOSE REQUIRING ADJUSTMENT ACCORDING TO NOTE① SHALL BE ADJUSTED

3. THIS WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, SEPTEMBER 1978, AND THE SPECIAL PROVISIONS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

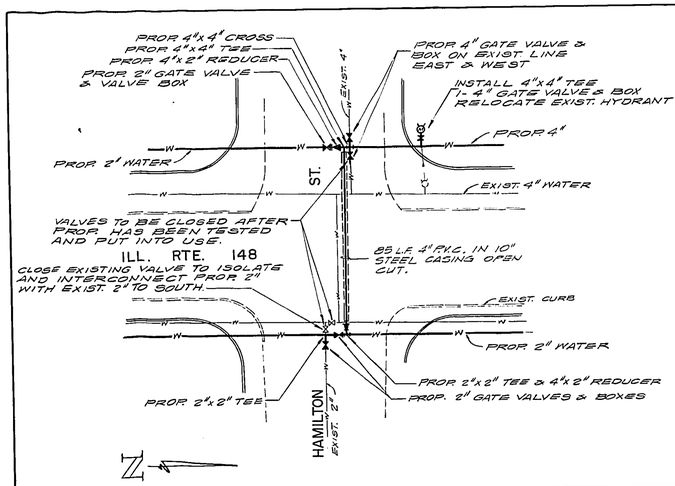
ILL. ROUTE 148
STORM
SEWERS

7766-01

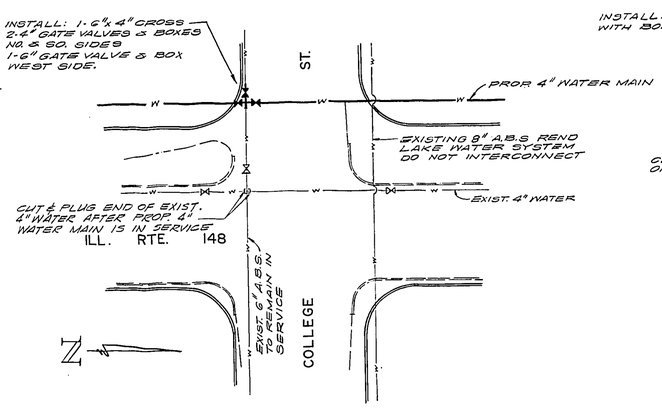
FOR INFORMATION ON

HUBBARD & COMPANY FORM 100

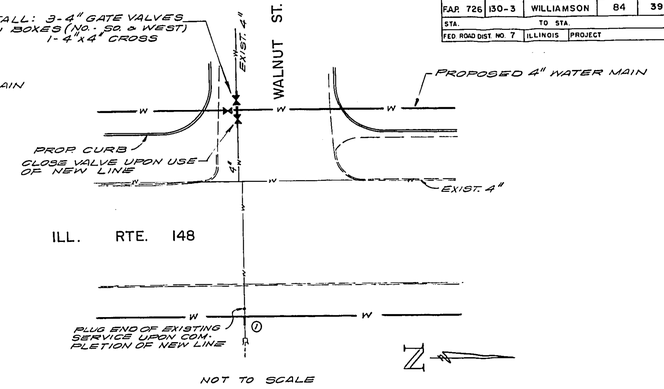
| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 39 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |




NOT TO SCALE




NOT TO SCALE



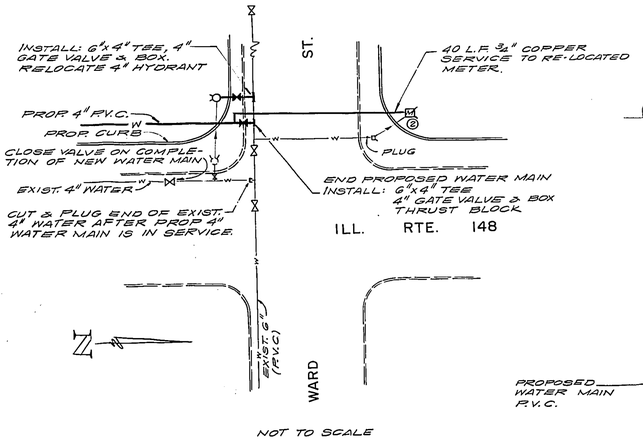

NOT TO SCALE

NOTE:
ALL COUPLINGS, SLEEVES OR ADAPTERS NECESSARY TO MAKE CONNECTIONS WITH NEW OR EXISTING WATER MAINS OR SERVICES SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF "WATER CONNECTION".

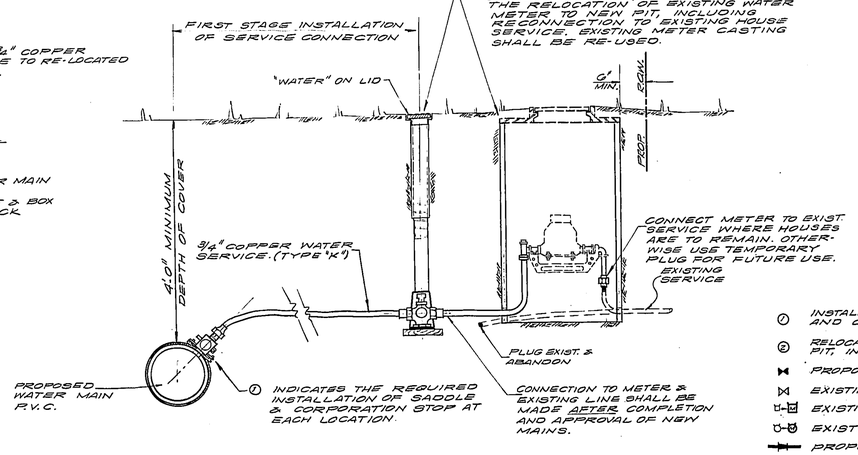
NOTE "A"
IT SHALL BE THE WATERMAIN CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE REQUIRED CLEARANCES FROM EXISTING & PROPOSED STORM & SANITARY SEWERS. THE CONTRACTOR SHALL DEFLECT THE WATERMAIN OR ADD ADDITIONAL FITTINGS TO AVOID GRADE CONFLICTS WITH EXISTING & PROPOSED UTILITIES.

## GENERAL WATER MAIN CONSTRUCTION NOTES

1. ALL WATER MAIN CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, THIRD EDITION DATED SEPTEMBER, 1978, AND SPECIAL PROVISIONS.
2. THE WATER MAINS SHALL BE CONSTRUCTED IN SUCH A MANNER AS TO CAUSE A MINIMUM OF WATER SERVICE INTERRUPTIONS TO WATER CUSTOMERS. THE ONLY INTERRUPTIONS TO SERVICE SHALL BE WHEN CONNECTIONS BETWEEN THE EXISTING AND PROPOSED WATER MAINS ARE BEING MADE AND WHEN INDIVIDUAL SERVICES ARE BEING RECONNECTED FROM THE EXISTING WATER MAIN TO THE PROPOSED WATER MAIN. THE CONTRACTOR SHALL NOTIFY ALL CUSTOMERS WHOSE WATER SERVICE WILL BE INTERRUPTED. NO CUSTOMERS SHALL BE LEFT WITHOUT WATER SERVICE OVERNIGHT.
3. THE CONTRACTOR SHALL FIRST CONSTRUCT, PRESSURE TEST, FLUSH AND DISINFECT THE PROPOSED WATER MAIN UPON APPROVAL AND ACCEPTANCE, VALVES SHALL BE OPENED AS REQUIRED TO PUT THE PROPOSED WATER MAIN INTO SERVICE AND THE EXISTING WATER MAIN SHALL BE KEPT IN SERVICE. THE CUSTOMER SERVICES SHALL THEN BE CONNECTED TO THE PROPOSED WATER MAIN AS SHOWN AND THE SERVICE STUBS FROM THE EXISTING WATER MAIN SHALL BE SUITABLY VALVED, CAPPED AND PLUGGED. CRIMPING OF COPPER SERVICE LINES SHALL NOT BE CONSIDERED SUITABLE. UPON RECONNECTION OF ALL SERVICES, THE EXISTING WATER SHALL BE ABANDONED BY CLOSING APPROPRIATE VALVES AND INSTALLING PLUGS AS SHOWN.
4. ALL WATER MAIN PIPE AND FITTINGS SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS. WHERE INTERCONNECTION TO EXISTING MAINS (OF OTHER MATERIALS) ARE CALLED FOR, THE COST OF COUPLINGS AND ADAPTORS REQUIRED SHALL BE INCIDENTAL TO "WATER MAIN CONNECTION".
5. ALL TRENCHES OR EXCAVATIONS WITHIN THE PROPOSED PAVEMENT LIMITS OR WITHIN 2 FEET OF THE PROPOSED PAVEMENT SHALL BE BACKFILLED WITH TRENCH BACKFILL.




NOT TO SCALE




### LEGEND

- ⑦ INSTALLATION OF 4"x 3/4" OR 2"x 3/4" SADDLE AND CORPORATION STOP.
- ② RELOCATE EXISTING METER TO NEW PIT, INCLUDING CURB STOP W/ BOX.
- PROPOSED GATE VALVE & BOX.
- EXISTING VALVES
- EXISTING METER TO NEW LOCATION.
- EXISTING HYDRANT TO NEW LOCATION.
- PROPOSED REDUCER
- ② SEE NOTE 'A' ABOVE

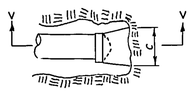
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

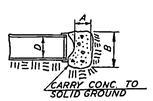
ILL. ROUTE 148
WATERMAIN

FOR INFORMATION ON

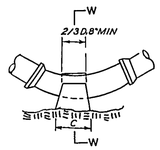
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|---|---|---|---|---|
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| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

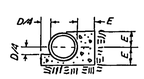
# THRUST BLOCKING



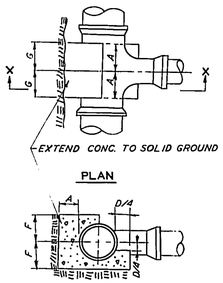




SECTION V-V
THRUST BLOCK FOR CAPS

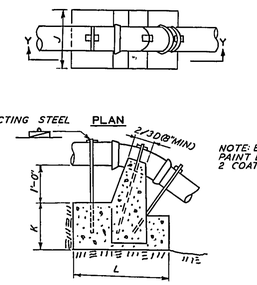



SECTION W-W
THRUST BLOCK FOR
HORIZONTAL BEND

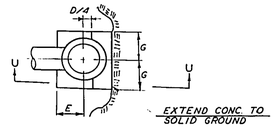


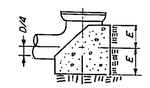

SECTON X-X
THRUST BLOCK FOR TEES




NOTE: EMBED #6 BARS-22" AND PAINT EXPOSED BARS WITH 2 COATS BITUMINOUS PAINT.

SECTION Y-Y
THRUST BLOCK FOR
VERTICAL 1/16 & 1/8 BEND




SECTION U-U
THRUST BLOCK FOR
VERTICAL ELBOW

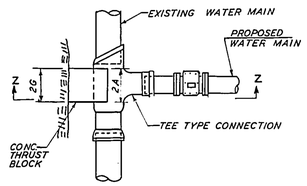
## THRUST BLOCK DETAILS

NO SCALE

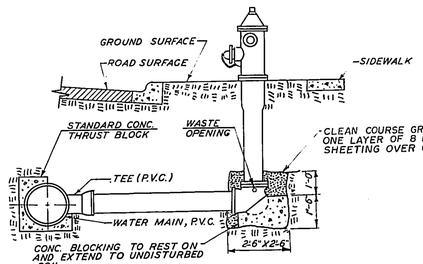
FOR INFORMATION ONLY

| D | A | B | C | E | F | G | L | J | K |
|---|---|---|---|---|---|---|---|---|---|
| 2"-4"-6" | 8" | 11" | 1'-3" | 8" | 8" | 8" | 3'-0" | 2'-6" | 2'-6" |
| 8" | 9" | 1'-2" | 1'-8" | 9" | 10" | 9" | 4'-0" | 3'-0" | 2'-9" |
| 10" | 10" | 1'-6" | 2'-1" | 10" | 1'-0" | 1'-0" | 4'-6" | 4'-0" | 3'-0" |
| 12" | 1'-0" | 1'-9" | 2'-6" | 11" | 1'-3" | 1'-0" | 4'-9" | 4'-6" | 3'-6" |
| 16" | 1'-2" | 2'-4" | 3'-4 | 1'-3" | 1'-8" | 1'-4" | 6'-6" | 5'-2" | 4'-0" |

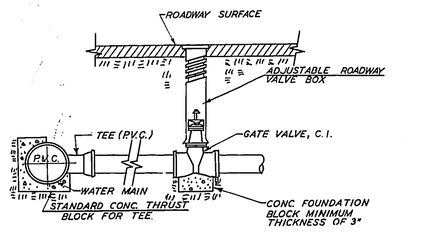
MEASUREMENTS




SECTION Z-Z
INTERCONNECTION OF EXISTING
AND PROPOSED MAINS




FIRE HYDRANT SETTING INSTALLATION




STANDARD ROADWAY VALVE AND VALVE BOX INSTALLATION

### GENERAL NOTES

THRUST BLOCKING SHALL CONSIST OF CLASS X CONCRETE POURED AS INDICATED AT ALL POINTS WHERE THE BEND IS GREATER THAN 10 DEGREES AND ALL TEES, WYES, CAPS, VALVES, HYDRANTS, AND REDUCERS.

A MINIMUM OF 3 CUBIC FEET OF CLASS X CONCRETE SHALL BE USED AT EACH LOCATION. THE BLOCKING SHALL BE SO PLACED THAT THE PIPE AND FITTINGS WILL BE ACCESSABLE FOR REPAIR.

THE DETAILS SHOW TYPICAL METHODS OF THRUST BLOCKING. THE METHOD USED IN EACH CASE SHALL MEET THE APPROVAL OF THE ENGINEER. THRUST BLOCKING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR WATER MAIN AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

—LEGEND—

INDICATES UNDISTURBED EARTH

INDICATES CLASS X CONCRETE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
WATERMAIN

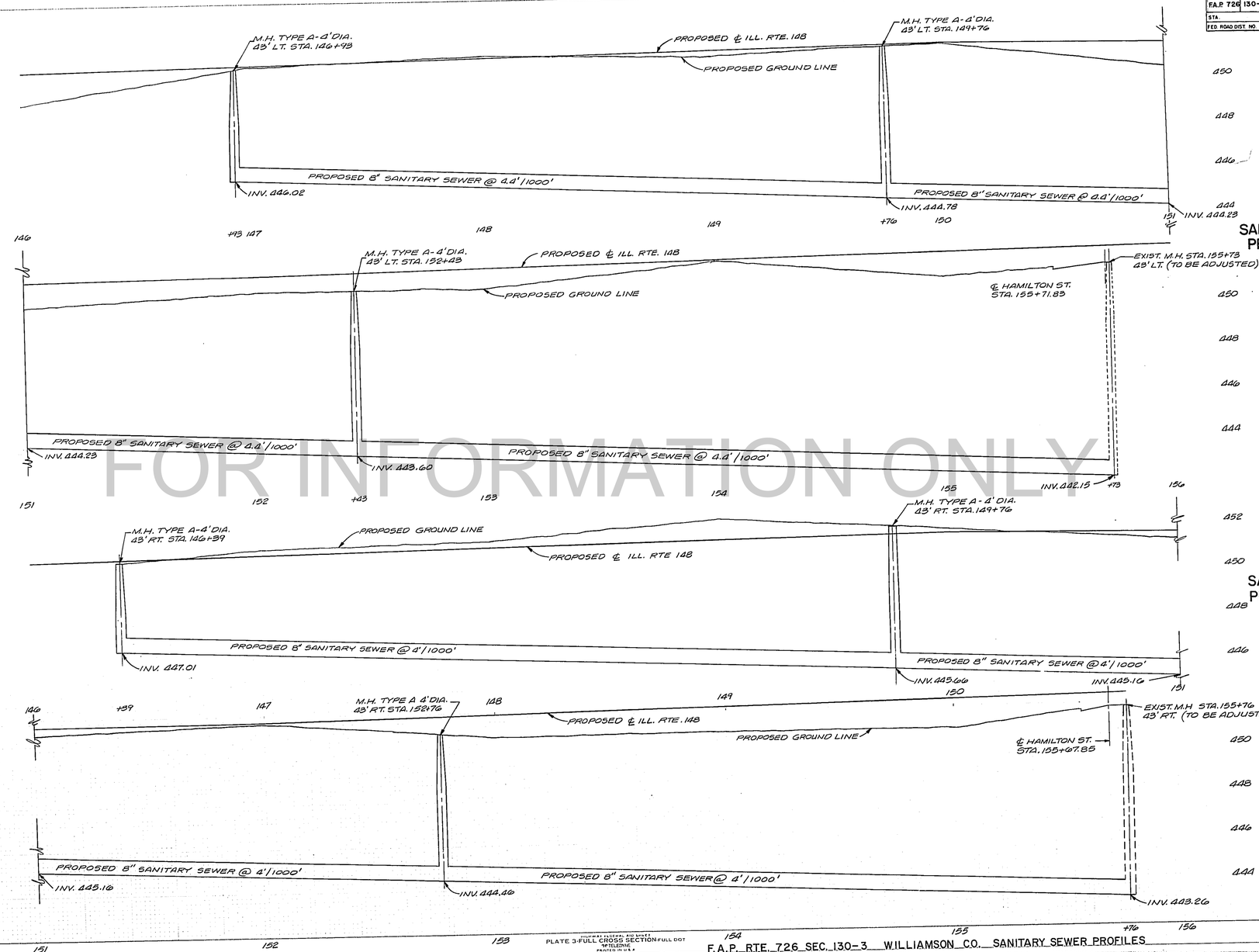
| REVISIONS | |
|---|---|
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| | |

STD. 9-47

7766-01

| ROUTE NO | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 41 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |

FINAL SURVEY — NOTE BOOK — NO. — DATE — BY — SURVEYED — PLOTTED — CHECKED — NOTE BOOK — SHEETS — SHEET NO.




FOR INFORMATION ONLY

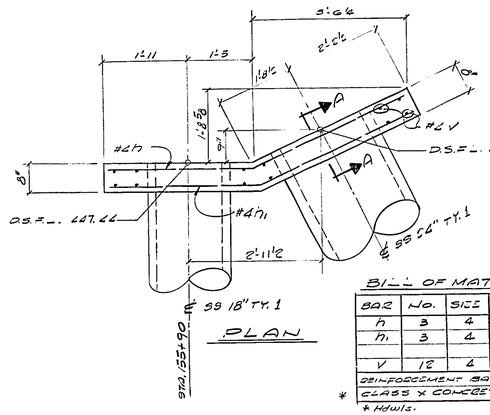
ORIGINAL SURVEY — SURVEYED — PLOTTED — CHECKED — NOTE BOOK — SHEETS — SHEET NO. — DATE — BY

PLATE 3-FULL CROSS SECTION-FULL DOT — PRINTED IN U.S.A.

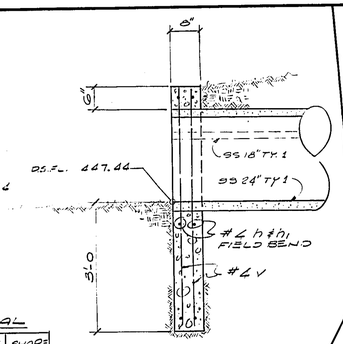
F.A.P. RTE. 726 SEC. 130-3 WILLIAMSON CO. SANITARY SEWER PROFILES

FOR INFORMATION ONLY

| ROUTE NO | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 42 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |




PLAN



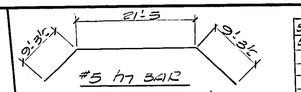

SECTION A-A

BILL OF MATERIAL

| BAR | No. | SIZE | LGTH. | SHAPE |
|---|---|---|---|---|
| h | 3 | 4 | 7'-1 | |
| h1 | 3 | 4 | 7'-4 | |
| V | 13 | 4 | 5'-7 | |
| REINFORCEMENT BARS | | LBS | 74 | |
| CLASS X CONCRETE | | C.Y. | 1 | |

* Hdwls.

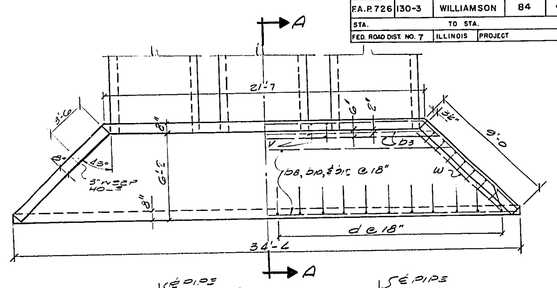
HEADWALL DETAIL
℄ 95' LT. STA. 155+90

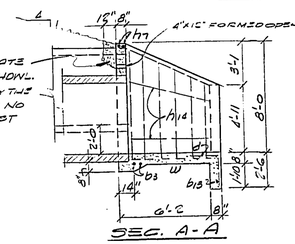



BILL OF MATERIALS

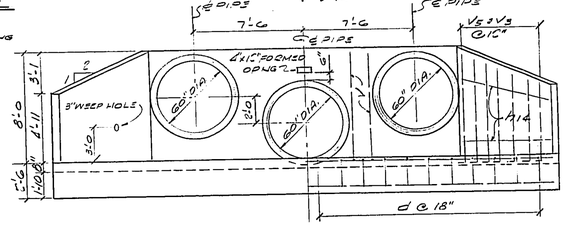
| BAR | NO. | SIZE | LGTH. |
|---|---|---|---|
| d | 23 | 4 | 4'-3 |
| d3 | 2 | 5 | 22'-9 |
| d4 | 1 | 4 | 25'-3 |
| d10 | 1 | 4 | 27'-0 |
| d11 | 1 | 4 | 30'-6 |
| d13 | 2 | 4 | 34'-0 |
| h7 | 1 | 5 | 40'-0 |
| h14 | 4 | 4 | 8'-9 |
| V5 | 8 | 5 | 7'-6 |
| V3 | 6 | 5 | 8'-6 |
| V | 6 | 5 | 10'-0 |
| W | 2 | 4 | 4'-0 |
| CLASS X CONC. | | | 11.2 CU.YDS. |
| REINF. BARS | | | 505 LBS. |

NOTE- BILL OF MATERIAL FOR ONE HDWL. ONLY.
4 REQ'D

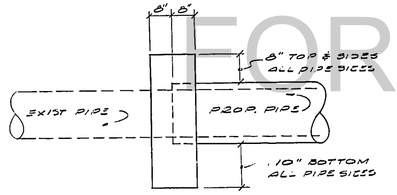



SEC. A-A



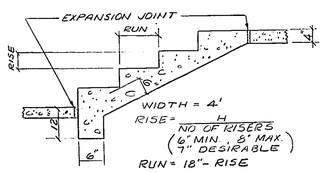

HEADWALL DETAIL
LT. & RT. STATION 117+41.13
LT. & RT. STATION 136+83
4 REQ'D
N.T.S.




NOTE
THE CONC. COLLAR SHALL BE CONSTRUCTED WITH CLASS X CONCRETE. THE CONC. COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR CONCRETE COLLAR.

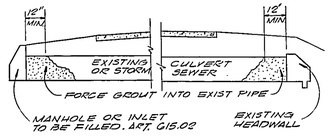
TO BE USED
LT. STA. 132+95
LT. STA. 155+92
RT. STA. 155+87
RT. 1+95 (COLLEGE ST.)
LT. 179+49

CONC. COLLAR DETAIL
N.T.S.




NOTES -
1. EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL HAVING A RADIUS OF NOT MORE THAN ½ INCH.
2. CONCRETE STEPS SHALL BE CONSTRUCTED OF CLASS X CONCRETE AND PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS X CONCRETE.

TYPICAL CONCRETE STEP DETAIL
N.T.S.

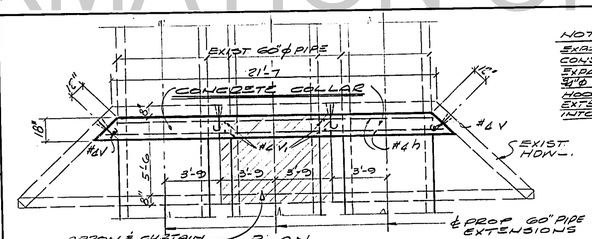



NOTE:
ABANDONED CULVERTS (CONC. PIPE, C.M.P. & BOX CULVERTS) AS NOTED ON THE PLANS SHALL BE PLUGGED AT BOTH ENDS. COST OF PLUGGING EXISTING CULVERTS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

EXISTING HEADWALLS TO BE REMOVED ARE NOTED ON THE PLANS & PAID FOR AS CONCRETE REMOVAL.

EXISTING MANHOLES OR INLETS TO BE FILLED ARE NOTED ON THE PLANS & ARE PAID FOR AS MANHOLE OR INLET TO BE FILLED.

PLUGGING EXISTING PIPES
N.T.S.




DETAIL - CONCRETE COLLAR
LT. & RT. STATION 117+41.13
LT. & RT. STATION 136+83

NOTE-
EXPANSION BOLTS SHALL CONSIST OF SELF DRILLING EXPANSION SHIELDS AND ¾"Ø HOOKED BOLTS. HOOKED BOLTS SHALL EXTEND A MIN OF 9" INTO NEW CONCRETE.

| BILL OF MATERIALS | | | |
|---|---|---|---|
| BAR | NO | SIZE | LGTH |
| h | 2 | 4 | 28'-3 |
| h1 | 4 | 4 | 9'-4 |
| V | 2 | 4 | 7'-9 |
| V1 | 4 | 4 | 9'-9 |
| CLASS X CONC. | | | 10.0 CU YDS. |
| REINF. BARS | | | 92 LBS. |
| EXPAN BOLTS | | | 15 EA. |

BILL OF MATERIAL FOR ONE (1) CONC. COLLAR
4 REQ'D

FIELD CUT h & h1 BARS TO PROPER LENGTHS.

Note
COLLARS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS X CONC. HDWLS.

GENERAL NOTES

1. CLASS X CONCRETE SHALL BE USED THROUGHOUT.
2. EXPOSED EDGES SHALL BE CHAMFERED 3/4".
3. ALL REBARS SHALL BE SOUND AND SHALL MEET THE REQUIREMENTS OF ART. 710.13 OF THE STANDARD SPECS.
4. BARS LONGER THAN 30'-0 MAY BE SPLICED. SPLICES SHALL HAVE A 60B LAP OF 64 DIA.
5. BUILD TOP OF HEADWALLS PARALLEL TO THE GRADE LINE.
6. CONCRETE HEADWALLS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS X CONCRETE HEADWALLS.

| REVISIONS | | |
|---|---|---|
| NO. | BY | DATE |
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| DESIGNED BY | |
| DRAWN BY | |
| CHECKED BY | |
| APPROVED BY | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
SPECIAL DETAILS

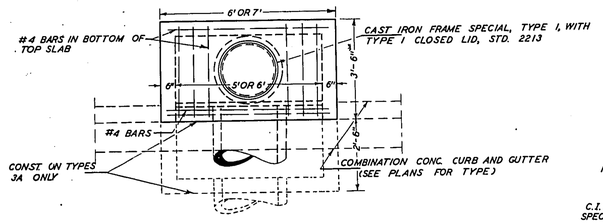
CMT
CRAWFORD MURPHY & TILLY inc. Consulting Engineers

| SCALE | JOB NO. |
|---|---|
| DATE | 7766-01 |
| SHEET OF SHEETS | |

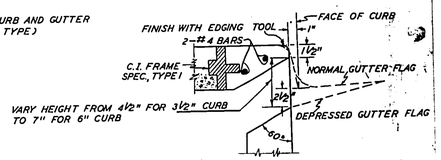
CUSHING & COMPANY FORM 100 NO. 1539

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| FAP 726 | 130-3 | WILLIAMSON | 84 | 43 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |

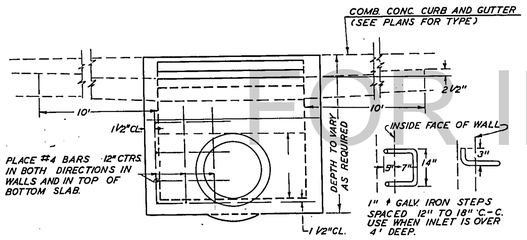
# DETAILS OF INLET SPECIAL, TYPES 3 & 3A 5 FEET AND 6 FEET



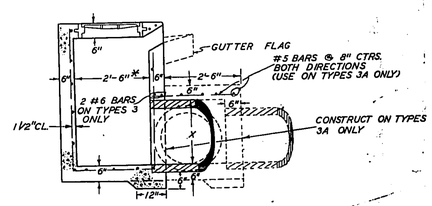

PLAN




DETAIL AT WEIR




ELEVATION




SECTION

NOTES:

CLASS X CONCRETE SHALL BE USED THROUGHOUT. SET FACE OF INLET 1" BEHIND FACE OF CURB. DEPRESS GUTTER FLOWLINE AT INLET 2 1/2" BELOW NORMAL GUTTER FLOWLINE. CONSTRUCT TRANSITION IN FLOWLINE IN 10 FEET EACH SIDE OF INLET. PIPES TO BE CONNECTED TO INLET AS SHOWN ON STORM SEWER LAYOUT.

INLETS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLET, SPECIAL, TYPE 3, 5 FEET; TYPE 3, 6 FEET; TYPE 3A, 5 FEET OR TYPE 3A, 6 FEET, WHICH PRICE SHALL INCLUDE THE CAST IRON FRAME, SPECIAL, TYPE 1 WITH TYPE 1 CLOSED LID, THE REINFORCEMENT BARS AND THE METAL STEPS.

PROJECTION OF INLET UNDER PAVEMENT TO BE CONSTRUCTED ON TYPES 3A ONLY.

* THE INLET RT. STA. 1+41.31 (COLLEGE ST.) SHALL BE CONSTRUCTED 3'-10" INSIDE OF BOX, 4'-10" OUTSIDE OF BOX, TO ACCOMODATE A 36" STORM SEWER.

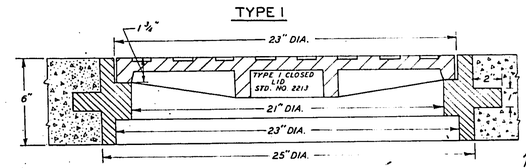
FOR 21" AND SMALLER PIPES X = 2'-0"
FOR 24" PIPES X = 2'-3"
FOR 27" PIPES X = 2'-6"
FOR 30" PIPES X = 2'-10"

REVISIONS

STD. 9-37

# DETAILS OF CAST IRON FRAMES SPECIAL TYPE 1 & TYPE 2 WITH TYPE 1 CLOSED LID

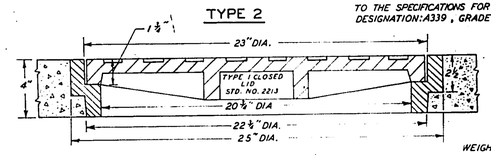
TYPE 1




ANCHOR RING TO BE CAST INTEGRAL AROUND FRAME
WEIGHT OF FRAME 200 LBS.

THE FRAMES MAY BE MADE OF EITHER GRAY IRON CONFORMING TO THE STANDARD SPECIFICATIONS OR NODULAR IRON CONFORMING TO THE SPECIFICATIONS FOR NODULAR IRON CASTING A.S.T.M. DESIGNATION: A339, GRADE 60-45-10

TYPE 2




WEIGHT OF FRAME 90 LBS.

REVISIONS

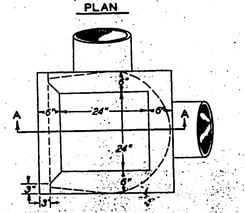
| | 12-9-77 |
|---|---|
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STD. 9-37

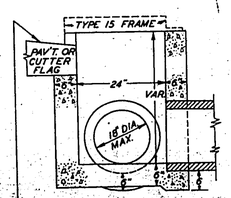
# DETAILS OF INLETS, SPECIAL; WITH FRAME AND LID TYPE 15

FOR INFORMATION ONLY

PLAN

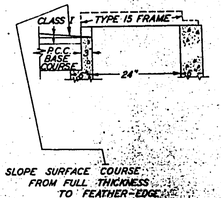



CASE I. SECTION A-A




SLOPE PAVEMENT OR GUTTER FLAG 1-1/2" IN 12" AT INLET

CASE II. SECTION A-A




SLOPE SURFACE COURSE FROM FULL THICKNESS TO FEATHER-EDGE IN 12" AT INLET.

NOTE
CLASS X CONCRETE SHALL BE USED THROUGHOUT. THE INLET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLETS, SPECIAL WITH FRAME AND LID TYPE 15 (STD. 8222) WHICH PRICE SHALL INCLUDE THE FRAME AND LID TYPE 15.

REVISIONS

STD. 705001

| REVISIONS | | |
|---|---|---|
| NO. | BY | DATE |
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| APPROVED BY | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SPECIAL DETAILS

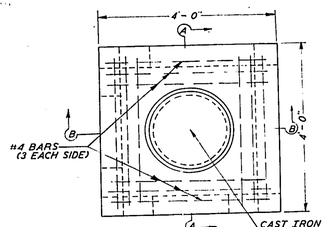
CMT
CRAWFORD MURPHY & TILLY INC. Consulting Engineers

| SCALE | JOB NO. |
|---|---|
| DATE | 7766-01 |
| SHEET OF SHEETS | |

BAD COPY

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 44 |
| STA. | | TO STA: | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

# DETAILS OF INLETS, SPECIAL; WITH FRAME AND LID TYPE 15




## INLETS SPECIAL TYPE I

SCALE: 3/4" = 1'-0"

CLASS 'X' CONCRETE SHALL BE USED THROUGHOUT. THE INLET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLETS, SPECIAL, TYPE I, WHICH PRICE SHALL INCLUDE THE COST OF THE CAST IRON FRAME, SPECIAL TYPE 2, WITH TYPE I CLOSED LID AND REINFORCEMENT BARS AND SHALL BE PAYMENT IN FULL FOR FURNISHING ALL MATERIAL AND FOR CONSTRUCTING THE WORK COMPLETE IN PLACE.

THE INLET MAY BE PRE-CAST OR MAY BE BUILT MONOLITHIC. THE INLET MAY BE PRE-CAST OR MAY BE BUILT MONOLITHIC. JOINTS AND STEEL BARS IN THE WALLS SHALL BE OMITTED IF BUILT MONOLITHIC. IF PRE-CAST, THE JOINTS AND STEEL BARS SHALL BE PLACED AS SHOWN.

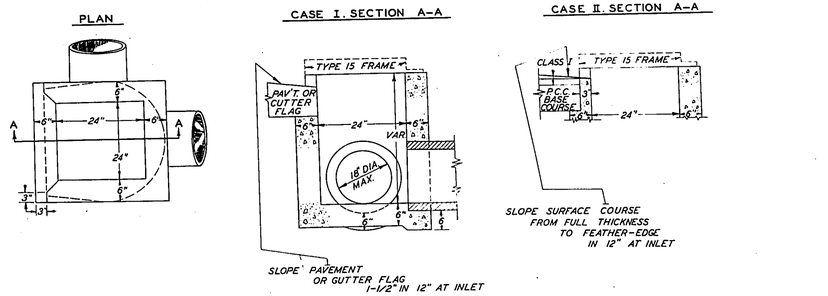
THE DEPTH OF THE INLET SHALL BE VARIED TO FIT FIELD CONDITIONS AND STANDARD PIPE LENGTHS WHEN NECESSARY.

THE LID MAY BE CAST SEPARATELY, OR MONOLITHICALLY WITH THE UPPER SECTION OF THE INLET.

REVISIONS

| 7-14-60 |
|---|
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STD 9-2




NOTE—
CLASS X CONCRETE SHALL BE USED THROUGHOUT. THE INLET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLETS, SPECIAL WITH FRAME AND LID TYPE 15 (STD. 2222) WHICH PRICE SHALL INCLUDE THE FRAME AND LID TYPE 15.

REVISIONS

STD. 9-6

# DETAILS OF MANHOLES, SPECIAL, TYPE I

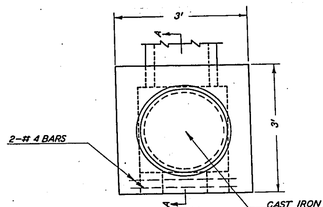
DESIGNS A, B, C, D & E

FOR INFORMATION ONLY

## INLET SPECIAL, TYPE 4

SCALE: 3/8"=1'-0"

CLASS X CONCRETE SHALL BE USED THROUGHOUT. INLETS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLET, SPECIAL, TYPE 4, WHICH PRICE SHALL INCLUDE THE CAST IRON FRAME, SPECIAL, TYPE 2 WITH TYPE 1 CLOSED LID, AND THE REINFORCEMENT BARS. WEIR OPENINGS TO BE PROVIDED AS SHOWN ON PLANS OR AS REQUIRED. PIPES TO BE CONNECTED TO INLET AS SHOWN ON PLANS.




REVISIONS

STD. 9-4

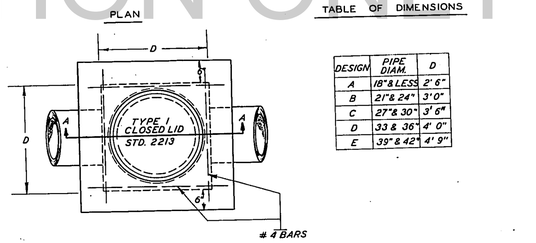
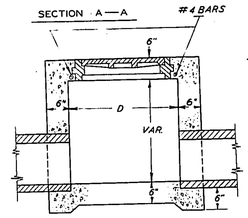



TABLE OF DIMENSIONS

| DESIGN | PIPE DIAM. | D |
|---|---|---|
| A | 18" & LESS | 2'-6" |
| B | 21" & 24" | 3'-0" |
| C | 27" & 30" | 3'-6" |
| D | 33 & 36" | 4'-0" |
| E | 39" & 42" | 4'-9" |




NOTE—
CLASS X CONCRETE SHALL BE USED THROUGHOUT. MANHOLES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLES, SPECIAL, TYPE I, WHICH PRICE SHALL INCLUDE CAST IRON FRAME, SPECIAL, TYPE I, WITH TYPE I CLOSED LID, AND REINFORCEMENT BARS.

REVISIONS

STD. 9-7

| REVISIONS | | |
|---|---|---|
| NO. | BY | DATE |
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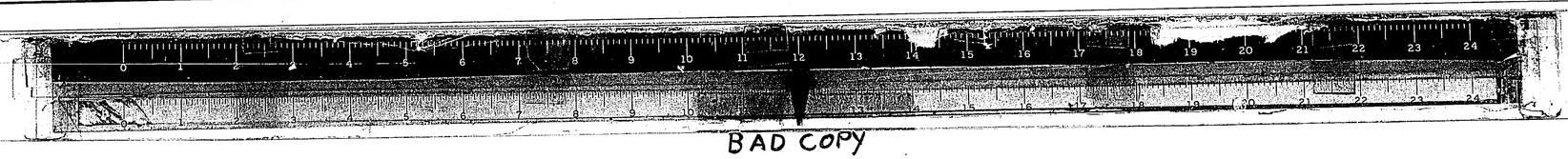
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SPECIAL DETAILS

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| DESIGNED BY | |
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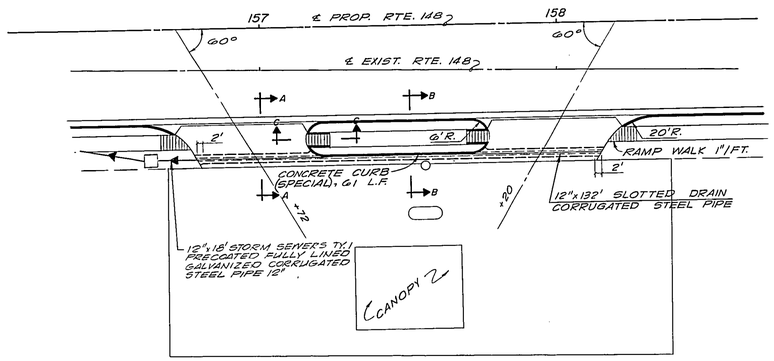
CMT
CRAWFORD MURPHY & TILLY, inc. Consulting Engineers
Springfield Illinois

| SCALE | JOB NO. |
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| DATE | 7766-01 |
| SHEET OF | SHEETS |

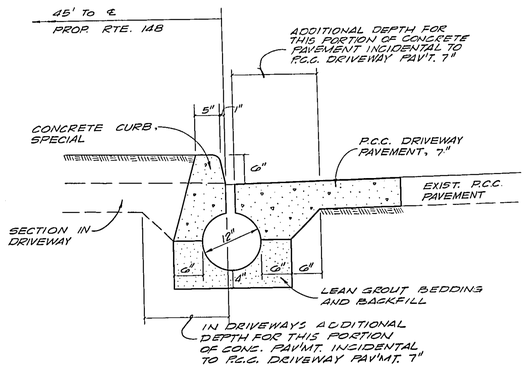


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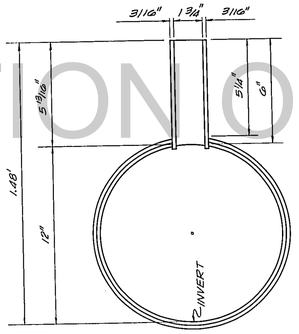
| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 45 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |

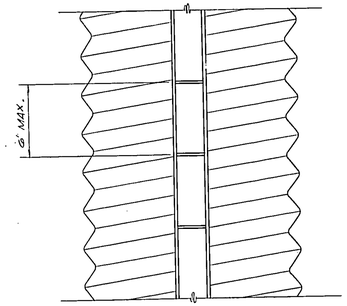



PLAN

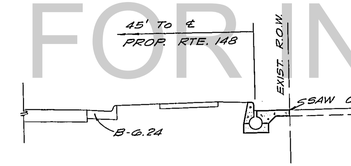



TYPICAL SECTION

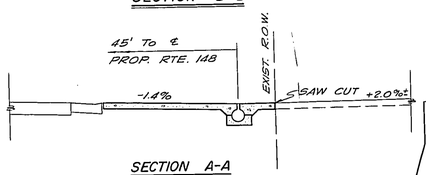


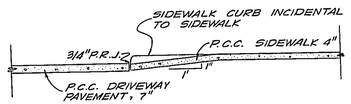

TOP VIEW



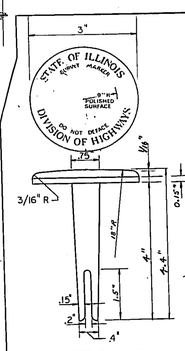

SECTION B-B




SECTION A-A




SECTION C-C




BRONZE TABLET

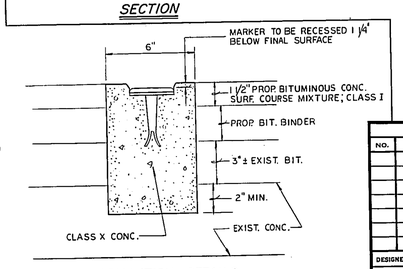
THE LOCATION OF THE MARKERS SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS FOR THIS PROJECT.

THE MARKERS SHALL BE PLACED UNDER THE DIRECTION OF THE ENGINEER AND SHALL BE INSTALLED IN A WORKMANLIKE MANNER IN ORDER THAT THERE BE NO FUTURE SETTLEMENT OR HORIZONTAL SHIFTING. THE MONUMENTS SHALL BE PLACED IN A WAY THAT THE SURVEY POINT WILL FALL WITHIN THE PORTION OF THE PLAQUE PROVIDED FOR THAT PURPOSE.

THE PROJECT DESIGNATION, THE CENTERLINE STATION, THE SURVEY POINT, AND THE ELEVATION SHALL BE PERMANENTLY MARKED BY THE USE OF METAL DIES AFTER THE MARKER HAS BEEN INSTALLED.

THE CONTRACT UNIT PRICE FOR PERMANENT SURVEY MARKERS WILL BE PAYMENT IN FULL FOR FURNISHING, INSTALLING, AND PERMANENTLY MARKING THE MARKERS.

SECTION




INSTALLATION DETAILS

BRONZE TABLET DETAILS OF PERMANENT SURVEY MARKERS

| REVISIONS | | |
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| NO. | BY | DATE |
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| APPROVED BY | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

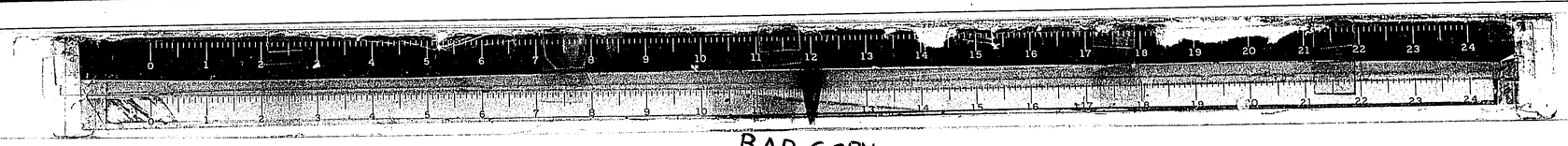
# SLOTTED DRAIN PERMANENT SURVEY MARKER DETAILS

CMT
CRAWFORD MURPHY & TILLY an Consulting Engineers

| SCALE NONE | JOB NO. 7766-01 |
|---|---|
| DATE | |
| SHEET OF SHEETS | |

FOR INFORMATION ONLY

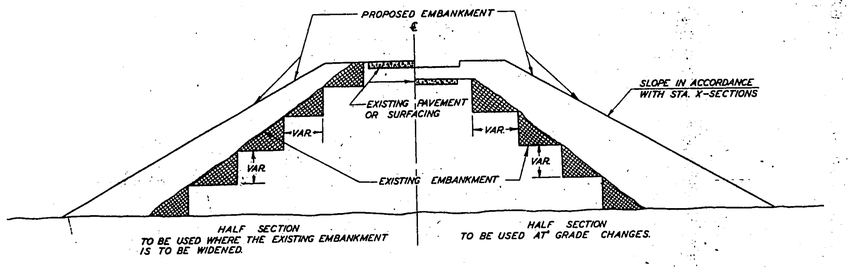
Rev. 10-18-80



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| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 46 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

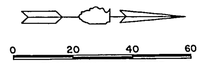
## TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



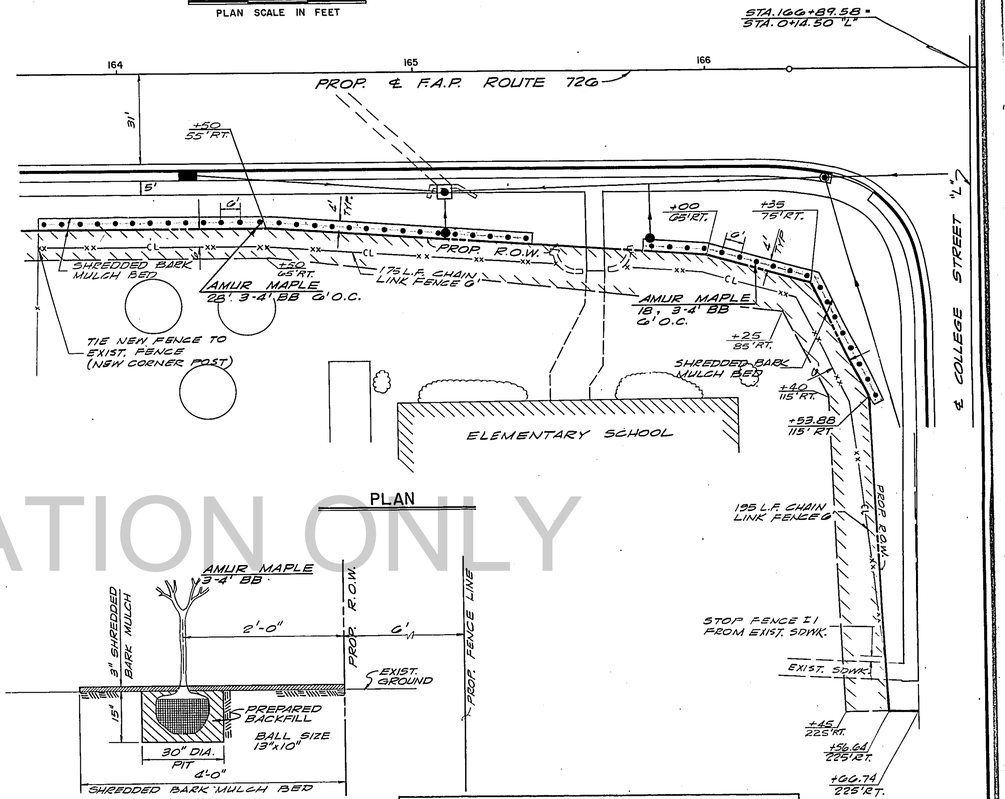

MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 20703 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

REVISIONS

STD. 9-35




PLAN SCALE IN FEET



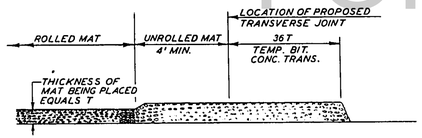

PLAN




TYPICAL SECTION

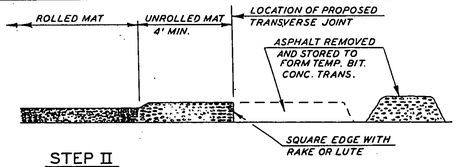
| SCHEDULE OF QUANTITIES | | | | |
|---|---|---|---|---|
| CODE NO. | BOTANICAL NAME | COMMON NAME | UNIT | QUANTITY |
| B 00006 | ACER GINNALA | AMUR MAPLE 3'-4' B.B. | EA. | 46 |
| K 00111 | -- | SHREDDED BARK MULCH, 3" | SQ.YD. | 123 |

## TEMPORARY BITUMINOUS CONCRETE TRANSITIONS



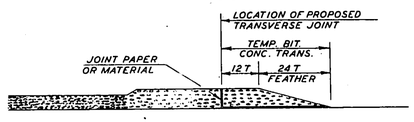

### STEP I

1. PLACE BITUMINOUS MAT, LENGTH 36 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



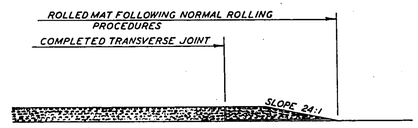

### STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY BITUMINOUS CONCRETE TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.




### STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.




### STEP IV

1. AFTER FORMING, THE TEMPORARY BITUMINOUS CONCRETE TRANSITION IS COMPLETED BY ROLLING, FOLLOWING A NORMAL ROLLING PATTERN.

### REMOVAL

WHEN PAVING IS TO RESUME AT THE JOINT, REMOVE THE HAND FORMED TEMPORARY BITUMINOUS CONCRETE TRANSITION (COST INCIDENTAL TO CONTRACT) AND RESUME PAVING.

REVISIONS

STD. 9-54

| REVISIONS | | |
|---|---|---|
| NO. | BY | DATE |
| | | |

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# SPECIAL DETAILS

CMT — ILLINOIS DEPARTMENT OF TRANSPORTATION — Consulting Engineers

SCALE AS SHOWN | JOB NO. 7766-01
DATE
SHEET OF SHEETS

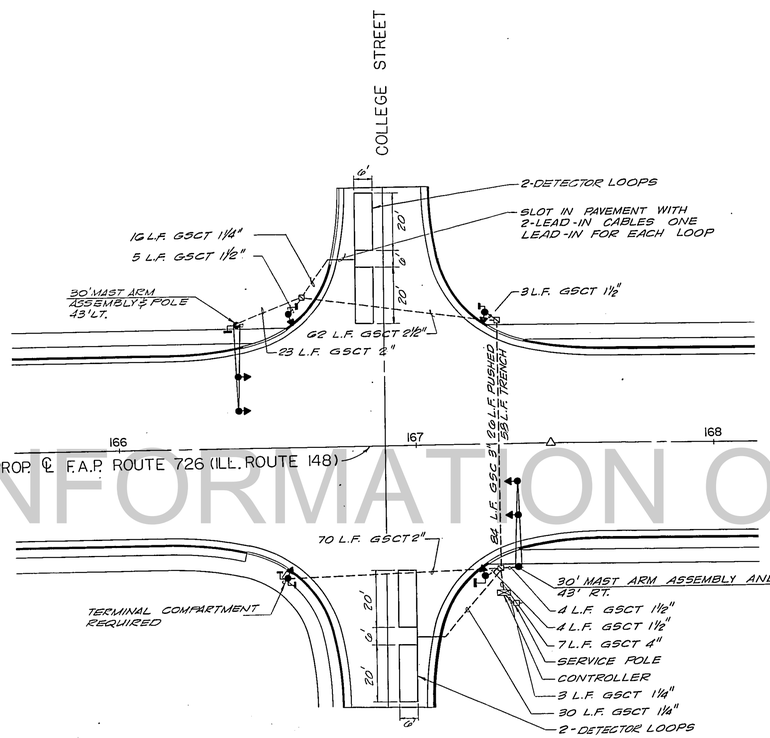
FOR INFORMATION ONLY

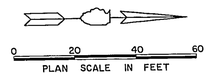
BAD COPY

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 47 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |

## BILL OF MATERIALS

| CODE | QUANTITY | UNIT | ITEM |
|---|---|---|---|
| T40101 | 4 | EACH | SIGNAL HEAD, POLYCARBONATE, 1-FACE 3-SECTION, POST MOUNTED |
| T40103 | 4 | EACH | SIGNAL HEAD POLYCARBONATE, 1-FACE 3-SECTION, MAST ARM MOUNTED |
| T40248 | 8 | EACH | PEDESTRIAN SIGNAL HEAD, POLYCARBONATE 1-FACE BRACKET MOUNTED |
| T40244 | 1 | EACH | PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 2-FACE BRACKET MOUNTED |
| T40301 | 8 | EACH | TRAFFIC SIGNAL BACKPLATE |
| T4CG05 | 4 | EACH | TRAFFIC SIGNAL POST, 10 FT. |
| T40849 | 3 | EACH | STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. |
| T40904 | 1 | EACH | WOOD POLE, 25 FT., CLASS 4 |
| T41124 | 1 | EACH | FULL-ACTUATED CONTROLLER, 2 PHASES, DIGITAL TIMING, IN TYPE II CABINET |
| T41607 | 2 | EACH | INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL DELAY, DIGITAL DESIGN |
| T41801 | 236 | LIN.FT. | DETECTOR LOOP |
| T41901 | 2 | EACH | PEDESTRIAN PUSH-BUTTON |
| T42003 | 49 | LIN.FT. | GALVANIZED STEEL CONDUIT IN TRENCH 1¼" |
| T42004 | 16 | LIN.FT. | GALVANIZED STEEL CONDUIT IN TRENCH 1½" |
| T42005 | 93 | LIN.FT. | GALVANIZED STEEL CONDUIT IN TRENCH 2" |
| T42006 | 62 | LIN.FT. | GALVANIZED STEEL CONDUIT IN TRENCH 2½" |
| T42007 | 30 | LIN.FT. | GALVANIZED STEEL CONDUIT IN TRENCH 3" |
| T42009 | 7 | LIN.FT. | GALVANIZED STEEL CONDUIT IN TRENCH 4" |
| T42017 | 36 | LIN.FT. | GALVANIZED STEEL CONDUIT, PUSHED 3" |
| T42126 | 5 | LIN.FT. | ELECTRIC CABLE IN CONDUIT NO. 8 3/C |
| T42132 | 295 | LIN.FT. | ELECTRIC CABLE IN CONDUIT NO.12 2/C |
| T42134 | 940 | LIN.FT. | ELECTRIC CABLE IN CONDUIT NO.12 5/C |
| T42135 | 326 | LIN.FT. | ELECTRIC CABLE IN CONDUIT NO.12 7/C |
| T42180 | 170 | LIN.FT. | ELECTRIC CABLE IN COND. NO.12 9/C SHIELDED |
| T42601 | 1 | EACH | SERVICE INSTALLATION, TYPE A |
| T42701 | 12 | LIN.FT. | CONCRETE FOUNDATION, TYPE A |
| T42702 | 35 | LIN.FT. | CONCRETE FOUNDATION, TYPE D |
| T42704 | 20 | LIN.FT. | CONCRETE FOUNDATION, TYPE E 30" DIAMETER |
| T42801 | 3 | EACH | HANDHOLE |
| T43001 | 285 | LIN.FT. | TRENCH AND BACKFILL |




### PROPOSED SIGNAL SEQUENCE

| PHASE | A | | | B | | |
|---|---|---|---|---|---|---|
| MOVEMENT | | | | | | |
| INTERVAL | 1 | 2 | 3 | 4 | 5 | 6 |
| NB&SB | G | G | Y/R | R | R | R |
| EB&WB | R | R | R | G | G | Y/R |
| PED. SIGNALS N-S | W | FL DW | DW | DW | DW | DW |
| PED. SIGNALS E-W | DW | DW | DW | W | FL DW | DW |




SIGNAL FACE

NOTES:
1. BACK PLATE REQUIRED ON ALL MAST ARM MOUNTED SIGNAL HEADS
2. 12-INCH RED LENS FOR ALL RED SIGNAL SECTIONS
3. E-W. WALK & FLASHING DON'T WALK INDICATIONS WILL APPEAR ONLY UPON PEDESTRIAN ACTUATION
4. PEDESTRIAN SIGNAL HEADS SHALL HAVE 12-INCH LENSES.
5. CENTER OF CONCRETE FOUNDATIONS TYPE A ARE TO BE LOCATED 4.5' FROM THE FACE OF CURB.

LEGEND
- HANDHOLE
- CONTROLLER
- TRAFFIC SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- MAST ARM ASSEMBLY
- PEDESTRIAN PUSH BUTTON

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL. ROUTE 148
COLLEGE ST. TRAFFIC SIGNALS

REVISED

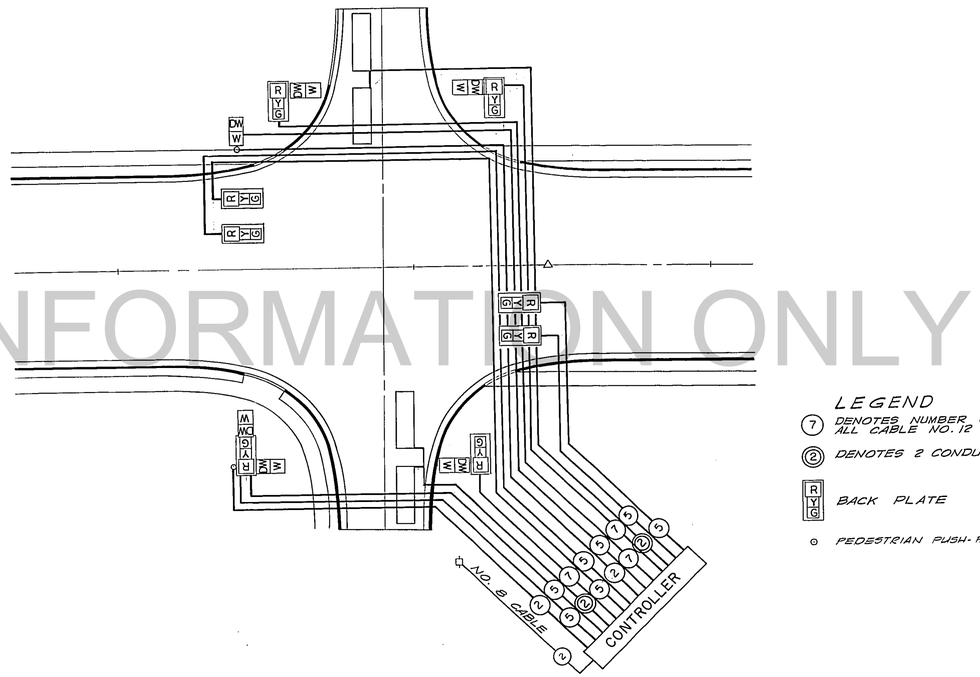
7766-01

FOR INFORMATION ONLY

FORM 100

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 48 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FOR INFORMATION ONLY




LEGEND

(7) DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 12 EXCEPT AS INDICATED

(2) DENOTES 2 CONDUCTOR, SHIELDED CABLE

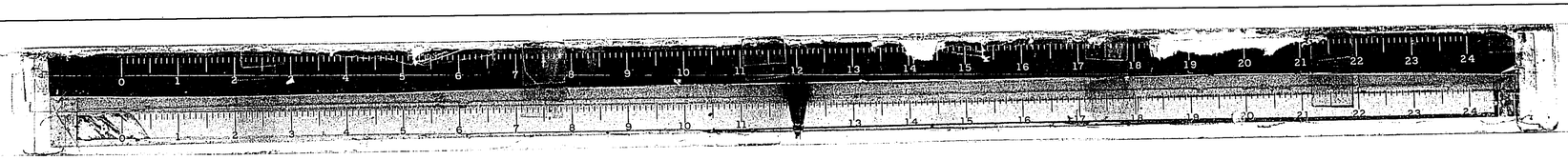
R Y G BACK PLATE

⊙ PEDESTRIAN PUSH-BUTTON

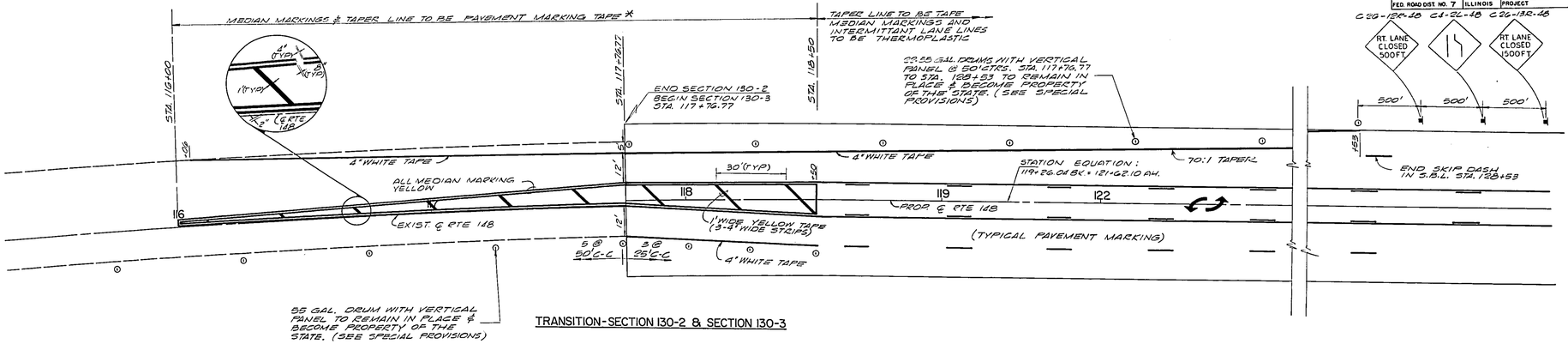
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# CABLE DIAGRAM
# TRAFFIC SIGNAL INSTALLATION
# ILL. RTE. 148 & COLLEGE STREET

REV. 10-24-80

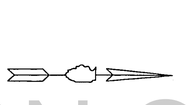


| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| FA.P. 726 | 130-2,3 | WILLIAMSON | 84 | 49 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |



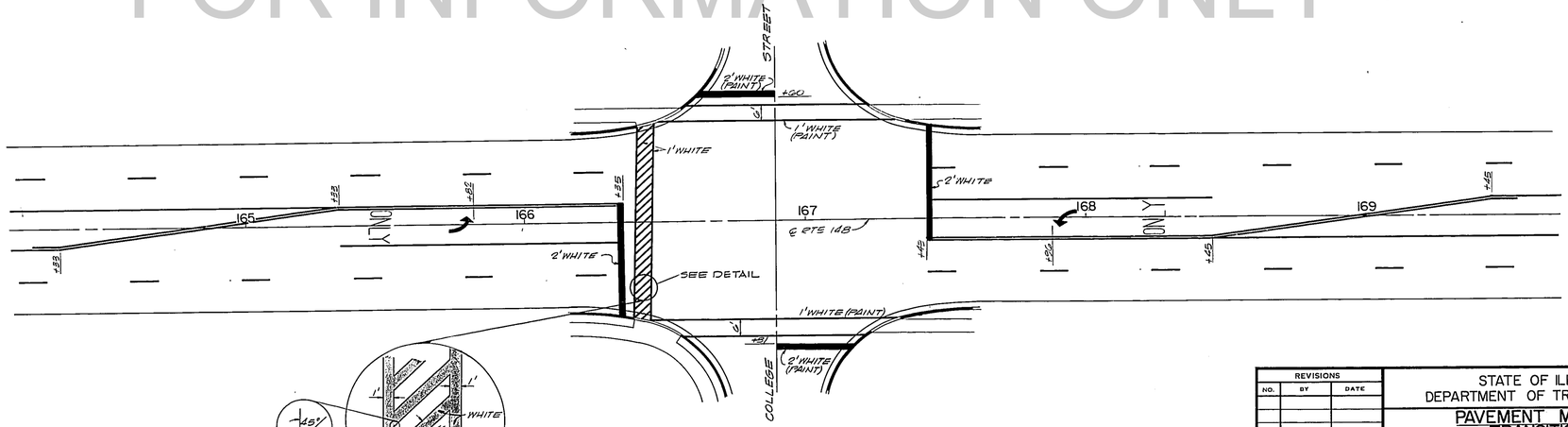

TRANSITION-SECTION 130-2 & SECTION 130-3

* PAVEMENT MARKINGS STA. 116+00 TO STA. 117+00 MAY BE ADJUSTED TO FIT EXISTING CONDITIONS AT THE TIME OF CONSTRUCTION AS DIRECTED BY THE DISTRICT BUREAU OF TRAFFIC.



55 GAL. DRUM
DETAIL (SEE STD. 2299)
NO SCALE

FOR INFORMATION ONLY




ROUTE 148 / COLLEGE STREET INTERSECTION

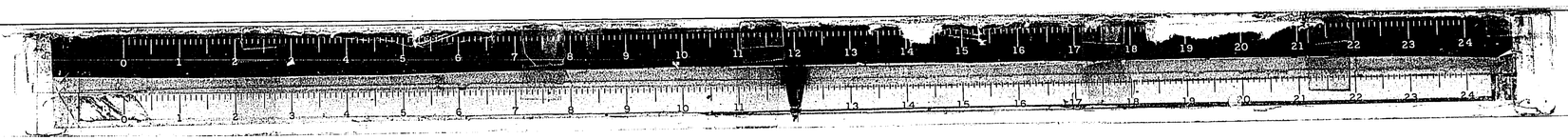
| REVISIONS | | |
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| DESIGNED BY | | |
| DRAWN BY | | |
| CHECKED BY | | |
| APPROVED BY | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

# PAVEMENT MARKING: TRANSITION- SECTION 130-2 & SECTION 130-3 ROUTE 148/COLLEGE STREET INTERSECTION

CMT
CRAWFORD, MURPHY & TILLY inc Consulting Engineers

SCALE
DATE
JOB NO.
SHEET OF SHEETS



| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 50 |
| STA. N/A | | TO STA. N/A | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

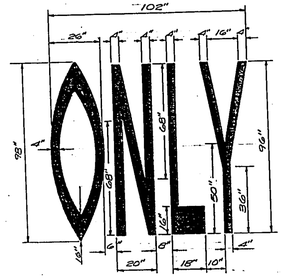
## BILL OF MATERIALS

| DESCRIPTION | QUANTITY WHITE | YELLOW | TOTAL |
|---|---|---|---|
| THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS | 2 ONLY 36 ARROW | — — — | 642.4 S.F. |
| THERMOPLASTIC PAVEMENT MARKING - LINE 4" | 2,830 L.F. | 13,156 L.F. | 15,976 L.F. |
| " " " LINE 12" | 293 L.F. | — — — | 293 L.F. |
| " " " LINE 24" | 84 L.F. | — — — | 84 L.F. |
| | | | |
| PAINT PAVEMENT MARKING - LINE 12" | 304 L.F. | 28 L.F. | 332 L.F. |
| " " " - LINE 24" | 56 L.F. | — — — | 56 L.F. |
| | | | |
| PAVEMENT MARKING TAPE (4" WIDTH) @ TRANSITION AREA - STA. 113+00 TO STA. 118+50 | 131 L.F. | 1136 L.F. | 1267 L.F. |
| PAVEMENT MARKING TAPE (TEMPORARY - 4" WIDTH) FOR USE DURING PROJECT CONSTRUCTION | 2,110 L.F. | 8,592 L.F. | 10,702 L.F. |

### NOTES

1.) "ONLY" REQUIRED AT INTERSECTIONS WITH LEFT TURN LANES, AS SHOWN ON PLANS.

2.) 22.4 SQ. FT. WHITE PAVEMENT MARKING REQUIRED PER "ONLY"



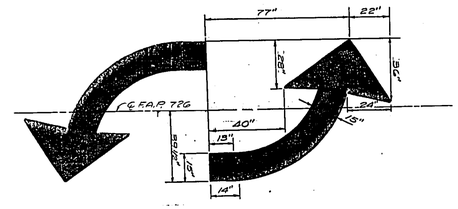

"ONLY" DETAIL
SCALE: 3/4" = 1'-0"

### NOTES

1.) TWO WHITE ARROWS SHALL BE INSTALLED, AS SHOWN, IN MEDIAN @ 300' INTERVALS.

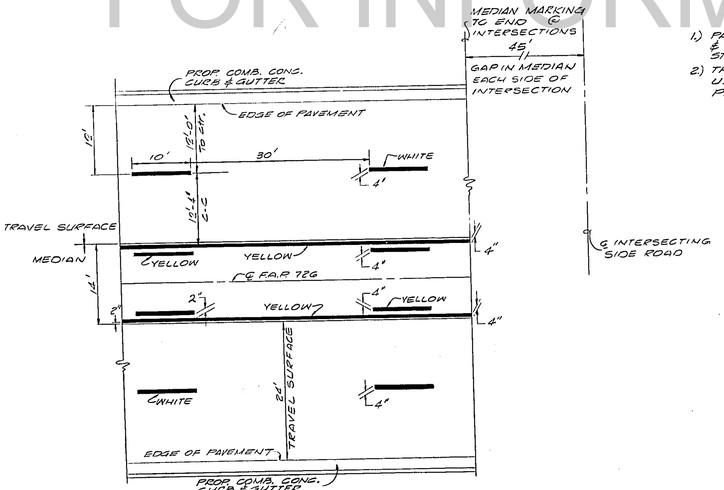
2.) AT INTERSECTIONS WITH LEFT TURN LANES, AS SHOWN ON PLANS, ONE WHITE ARROW SHALL BE USED. (SEE LEFT TURN LANE DETAIL, THIS SHEET.)

3.) 16.6 SQ. FT. WHITE PAVEMENT MARKING REQUIRED PER ARROW.




TURN ARROW DETAIL
SCALE: 3/8" = 1'-0"

FOR INFORMATION ONLY



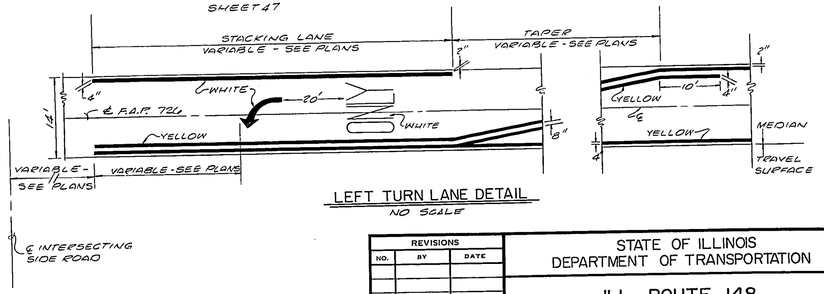

TYPICAL STRIPING DETAIL
SCALE: 1" = 10'

### GENERAL NOTES

1.) PAINT SHALL BE USED ON ALL P.C.C. PAV'T., & ON THE TRANSITION AREA FROM STA. 116+00 TO STA. 117+76.77

2.) THERMOPLASTIC SHALL BE USED ON ALL BITUMINOUS PAVEMENT.

NOTE: LEFT TURN LANES SHALL BE INSTALLED AT THE COLLEGE STREET INTERSECTION WITH RTE. 148 (FAP 726). SEE SHEET 47




LEFT TURN LANE DETAIL
NO SCALE

| REVISIONS NO. | BY | DATE |
|---|---|---|
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

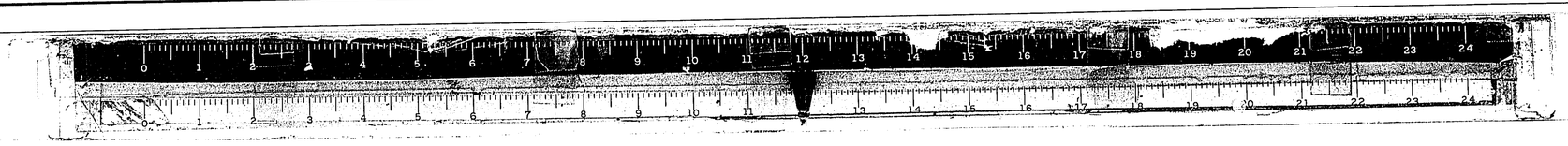
ILL. ROUTE 148
STRIPING
DETAILS

CRAWFORD MURPHY & TILLY inc. Consulting Engineers

SCALE AS SHOWN | JOB NO. 7766-01
DATE
SHEET OF SHEETS

Rev. 10-29-80

DIETZGEN & COMPANY FORM 100 NO. 1020



| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.R. 726 | 130-3 | WILLIAMSON | 84 | 51 |
| STA. 117+41.3, 1364-88 STA. | | | | |
| FED. ROAD DIST NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / NOTE BOOK / PAGES / AREAS CHECKED / NO.

117 + 41.13 LT.

74.08' TO ℄ CONST.

TRIPLE PIPE CULV. EXTENSION THREE 60"x 26' RCCP TY. 2

PORTION OF EXIST. APRON & CURTIAN WALL TO BE REMOVED

CONC. COLLAR

CONC. HEADWALL SPECIAL

EXIST. RCCP EXTENSION

EXIST. (TWO) HIGH 60" CMP

EXIST. LOW 60" CMP

6:1

— 0.5%

10' 31'

℄ PROP. RTE. 1.13

447.14 447.56 446.63

435.88 433.74

436.01 433.87

℄ PROP. RTE. 1.13

℄ EXIST. RTE. 1.13

2.74

446.63 445.70 445.28

TRIPLE PIPE CULV. EXTENSION THREE 60"x 30' RCCP TY. 2

CONCRETE HEADWALL SPECIAL

EXIST. TRIPLE CMP. (60" DIA.)

CONC. COLLAR

VAR.

— 1.0%

— 0.5%

436.84 434.82

PORTION OF EXIST. APRON & CURTIAN WALL TO BE REMOVED

436.98 434.90

31' 10' 20'

CULVERT PROFILE
STA. 117+41.13

117 + 41.13 RT.

℄ RTE. 1.13

35.46'

6' 2' 12' 19'

448.13 447.53 447.78 446.68

1½"/FT. — 1¼"/FT. — 3 1/16"/FT.

TRIPLE PIPE CULV. EXTENSION THREE 60"x 37' RCCP TY. 2

4:1

CONC. HEADWALL SPECIAL

433.41 431.43

PORTION OF EXIST. APRON & CURTIAN WALL TO BE REMOVED

CONC. COLLAR

433.30 431.52

EXIST. (TWO) HIGH 60" CMP

EXIST. LOW 60" CMP

— 0.25%

6:1

136 + 83 LT.

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / NOTE BOOK / PAGES / AREAS CHECKED / NO.

℄ RTE. 1.13

32.24'

19' 12' 2' 6'

448.68 447.78 447.53 448.13

TRIPLE PIPE CULV. EXTENSION THREE 60"x 35' RCCP TY. 2

4:1

CONC. COLLAR

EXIST. TRIPLE CMP (60" DIA)

CONC. HEADWALL SPECIAL

— 0.5%

(+75.5) 433.77
(+90.5) 434.03
431.90

PORTION OF EXIST. APRON & CURTAIN WALL TO BE REMOVED

434.08
432.08

CULVERT PROFILE
STA. 136+83

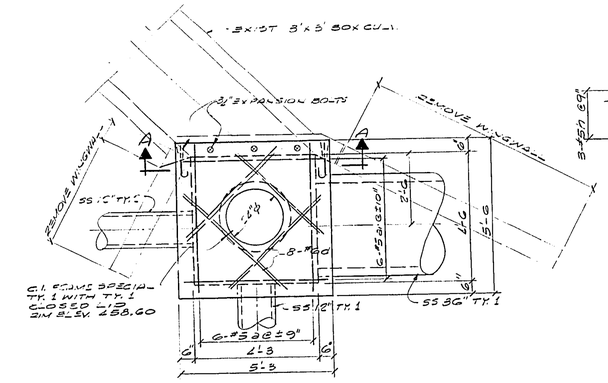
136 + 83 RT.

FOR INFORMATION ONLY

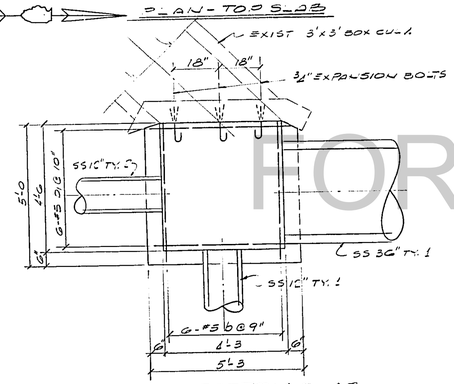
PLATE 3-FULL CROSS SECTION FULL DOT
PRINTED IN U.S.A.

7766-01

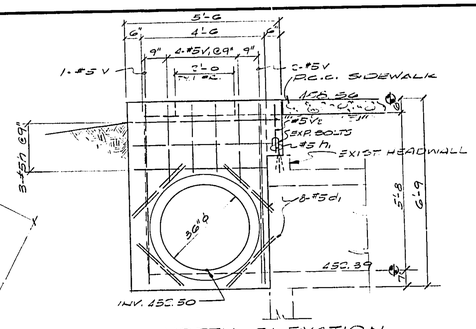
| ROUTE NO | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 52 |
| STA. | | TO STA. | | |
| FED. ROAD DIST NO. 7 | ILLINOIS | PROJECT | | |



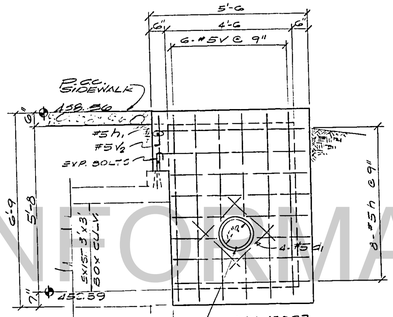

PLAN - TOP SLAB



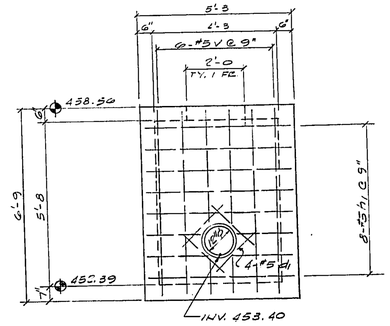

PLAN - BOTTOM SLAB



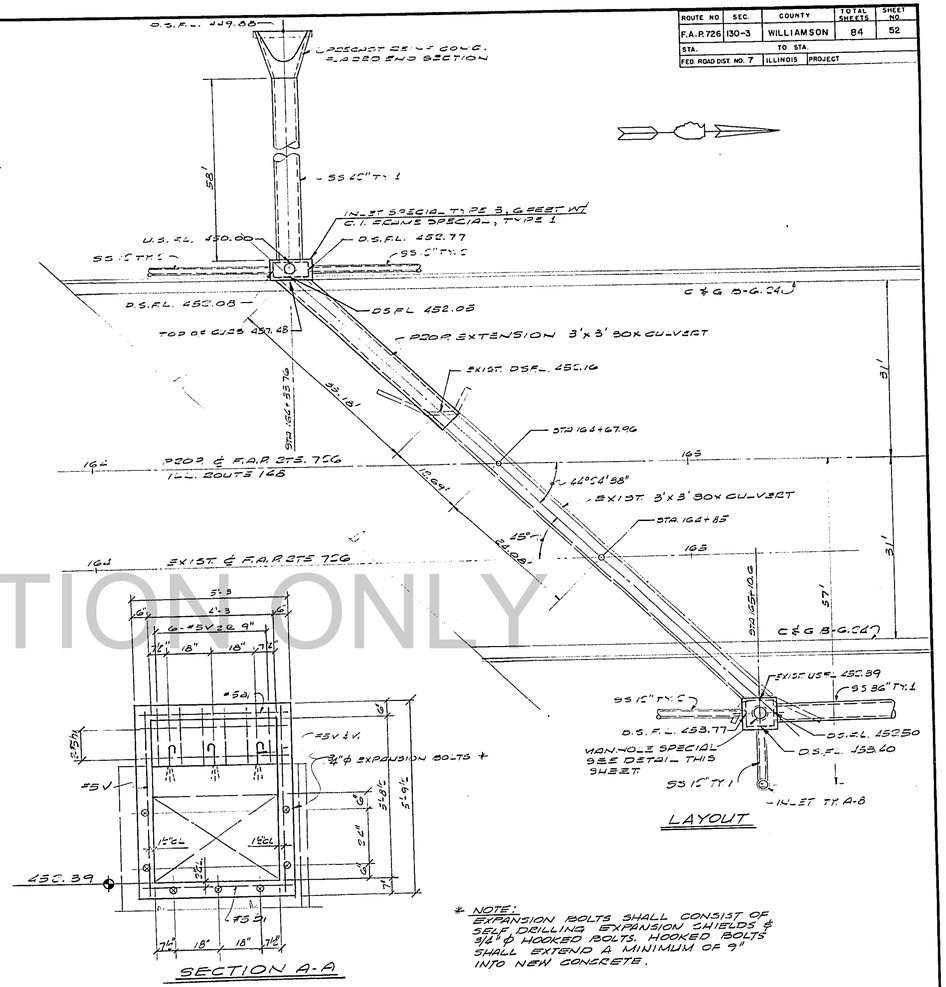

NORTH ELEVATION




SOUTH ELEVATION




EAST ELEVATION




LAYOUT

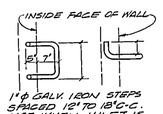
SECTION A-A

* NOTE:
EXPANSION BOLTS SHALL CONSIST OF SELF DRILLING EXPANSION SHIELDS & 3/4" ϕ HOOKED BOLTS. HOOKED BOLTS SHALL EXTEND A MINIMUM OF 9" INTO NEW CONCRETE.

## BILL OF MATERIAL

| SIDE | NO | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|
| a | 6 | 5 | 5-3 | |
| a1 | 6 | 5 | 5-0 | |
| b | 6 | 5 | 4-9 | |
| b1 | 6 | 5 | 5-0 | |
| d | 8 | 6 | 4-6 | |
| d1 | 16 | 5 | 2-6 | |
| h | 11 | 5 | 5-3 | |
| h1 | 10 | 5 | 5-0 | |
| V | 15 | 5 | 6-7 | |
| V1 | 4 | 5 | 2-9 | |
| Vc | 6 | 5 | 1-10 | |
| REINFORCEMENT | | | LBS. | 460 |
| CLASS X CONCRETE | | | CU YD | 2.5 |
| EXPANSION BOLTS | | | EACH | 10 |

NOTE:
ODDIC h&V, #5 BARS FULL LENGTH - FIELD CUT TO FIT.




1" ϕ GALV. IRON STEPS SPACED 16" TO 18" O.C. USE WHEN INLET IS OVER 4' DEEP.

STEP DETAIL

1. CLASS X CONCRETE SHALL BE USED THROUGHOUT
2. FOR BACKFILLING AND EMBANKMENT SEE STD. SPECS.
   $f_s$ 20,000 psi  V 90 psi
   $f_c$ 1,400 psi  n 10
3. THE MANHOLE STRUCTURE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLE SPECIAL, WHICH PRICE SHALL INCLUDE CLASS X CONCRETE, REINFORCEMENT BARS, EXPANSION BOLTS, THE CAST IRON FRAME SPECIAL, TYPE I WITH TYPE I CLOSED LID & THE METAL STEPS.
4. REMOVAL OF PORTIONS OF THE EXISTING STRUCTURE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU. YD. FOR CONCRETE REMOVAL.

| REVISIONS | | |
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| NO. | BY | DATE |
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DESIGNED BY FB
DRAWN BY
CHECKED BY WWW
APPROVED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

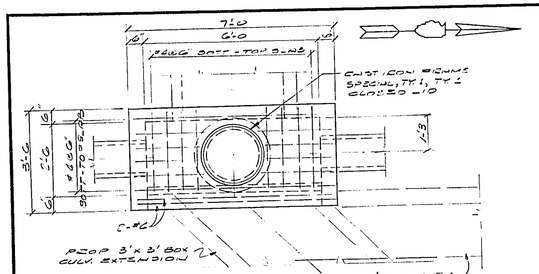
# CULVERT EXTENSION DETAILS STA. 164+67.96

CRAWFORD, MURPHY & TILLY, INC. Consulting Engineers

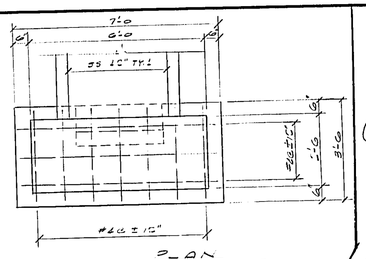
SCALE
DATE
SHEET OF SHEETS
JOB NO. 7766-01

FOR INFORMATION ONLY

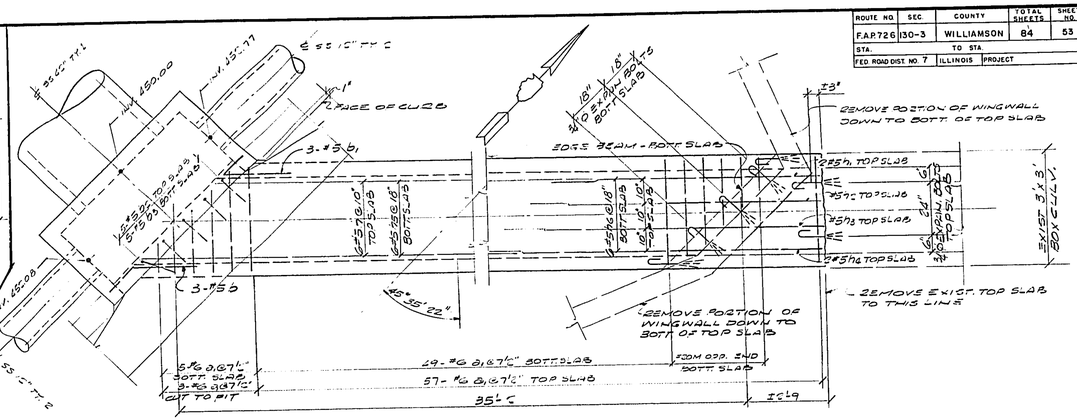
| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P.726 | 130-3 | WILLIAMSON | 84 | 53 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

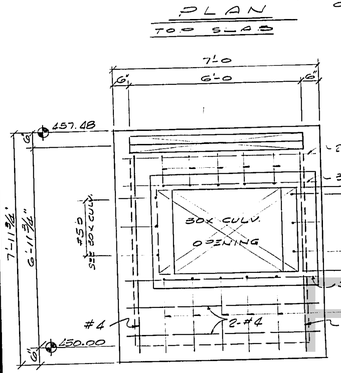



PLAN
TOP SLAB

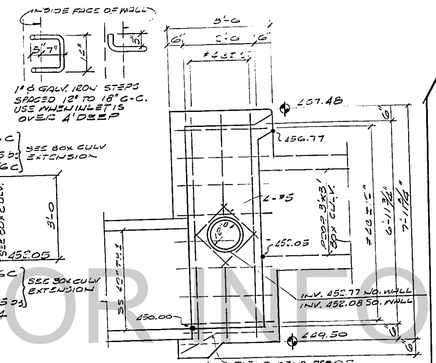



PLAN
BOTT. SLAB

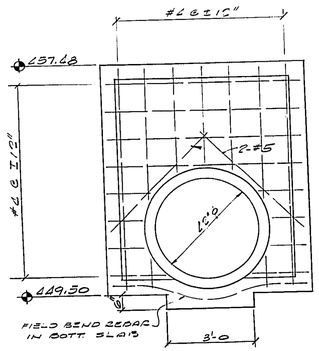


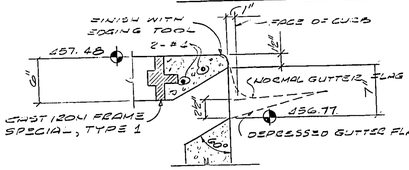

ELEVATION




C2055 SECTION




LONG. SECTION

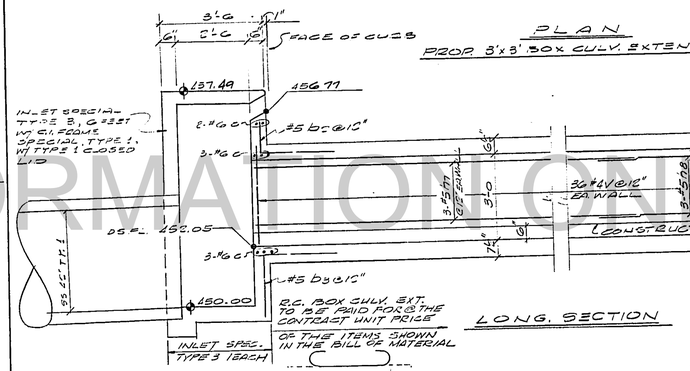



DETAIL AT WEIR

NOTES:

1. CLASS X CONCRETE SHALL BE USED THROUGHOUT. SET FACE OF INLET 1" BEHIND FACE OF CURB. DEPRESS GUTTER FLOW LINE AT INLET 2" BELOW NORMAL GUTTER GUTTER FLOW LINE. CONSTRUCT TRANSITION IN FLOWLINE IN 10 FLOWLINE. CONSTRUCT TRANSITION IN FLOWLINE IN 10 FEET EACH SIDE OF INLET. PIPES TO BE CONNECTED TO INLET AS SHOWN ON STORM SEWER LAYOUT.
2. INLETS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLET, SPECIAL, TYPE 3, 6 FEET, WHICH PRICE SHALL INCLUDE THE CAST IRON FRAME, SPECIAL, TYPE 1 WITH TYPE 1 CLOSED LID, THE REINFORCING BARS, METAL STEPS AND CLASS X CONCRETE. ALL ADDITIONAL WORK NECESSARY TO CONSTRUCT THE INLET MONOLITHIC WITH THE CULVERT EXTENSION SHALL BE CONSIDERED INCIDENTAL TO THE ITEMS IN THE BOX EXTENSION BILL OF MATERIAL.
3. REINFORCEMENT BARS NOTED AS "SEE BOX CULV. EXT." ARE INCLUDED IN THE BILL OF MATERIAL FOR THE BOX EXTENSION & WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LB. FOR REINF. BARS

DETAIL - INLET SPECIAL, TYPE 3, 6 FEET



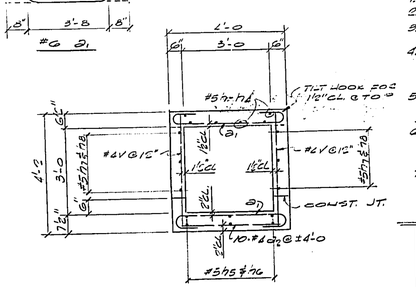

PLAN
PROP. 3'x3' BOX CULV. EXTENSION

LONG. SECTION

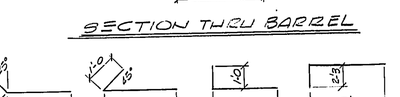
BILL OF MATERIAL

| BAR | NO | SIZE | LGTH | SHAPE |
|---|---|---|---|---|
| $b_1$ | 114 | 6 | 5'-0 | |
| $b_2$ | 10 | 4 | 3'-3 | |
| $b_3$ | 3 | 5 | 3'-3 | |
| $b_1$ | 3 | 5 | 3'-0 | |
| $b_2$ | 5 | 5 | 3'-0 | |
| $b_3$ | 5 | 5 | 1'-3 | |
| c | 13 | 6 | 6'-6 | |
| $h$ | 6 | 5 | 20'-0 | |
| $h_1$ | 2 | 5 | 17'-11 | |
| $h_2$ | 1 | 5 | 18'-9 | |
| $h_3$ | 1 | 5 | 19'-8 | |
| $h_4$ | 2 | 5 | 20'-5 | |
| $h_5$ | 6 | 5 | 20'-0 | |
| $h_6$ | 6 | 5 | 16'-5 | |
| $h_7$ | 6 | 5 | 20'-0 | |
| $h_8$ | 6 | 5 | 16'-5 | |
| V | 72 | 4 | 3'-9 | |
| REINFORCEMENT BARS | | | LBS. | 1950 |
| * CLASS X CONCRETE | | | CU.YD. | 10.8 |
| EXPANSION BOLTS | | | EACH | 9 |

* C.I.X CONC. - Box Culvert




SECTION THRU BARREL




GENERAL NOTES

1. CLASS X CONCRETE SHALL BE USED THROUGHOUT.
2. FOR BACKFILL & EMBANKMENT SEE STD. SPEC'S.
3. ALL BARS SHALL BE LAPPED 24" DIAMETERS UNLESS OTHERWISE SPECIFIED.
4. ~~MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO STD. SPECS~~
   $f'_c$ 2000 psi; $n$ 90 psi;
   $f_s$ 1,400 psi; $n$ 10
   LOADING H 5 20-44
5. ALL REBARS SHOWN ARE INCLUDED IN THE BILL OF MATERIAL & WILL BE PAID AT THE CONTRACT UNIT PRICE PER LB. FOR REINFORCEMENT BARS.
6. INLET TO BE CONSTRUCTED MONOLITHICALLY WITH THE BOX CULVERT EXTENSION. THE INLET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR INLET SPECIAL, TY. 3, 6 FEET
7. CONCRETE REMOVAL SHALL BE CONSIDERED INCIDENTAL TO CLASS X CONCRETE.

DETAIL
PROP. 3'x3' P.C.C. BOX CULVERT

| REVISIONS | | |
|---|---|---|
| NO. | BY | DATE |
| | | |

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT EXTENSION DETAILS
STA. 164+67.96

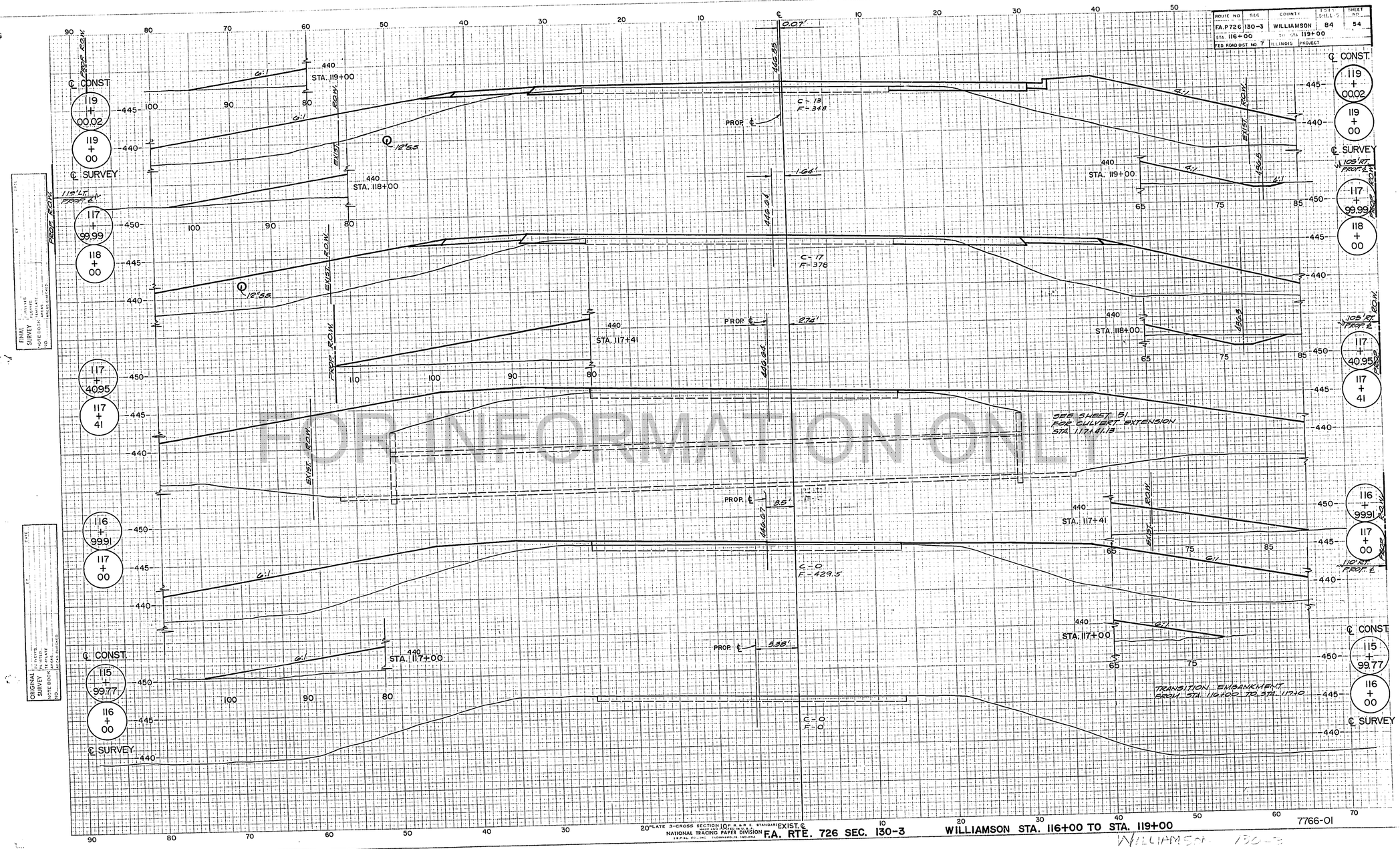
CMT
CRAWFORD, MURPHY & TILLY, INC. Consulting Engineers

SCALE
DATE
SHEET OF SHEETS
JOB NO. 7766-01

FOR INFORMATION ONLY

CUSHING & COMPANY FORM 100 NO. 1000

| ROUTE NO | SEC | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| FA.P726 | 130-3 | WILLIAMSON | 84 | 54 |
| STA. 116+00 | | TO STA. 119+00 | | |
| FED. ROAD DIST. NO 7 | ILLINOIS | PROJECT | | |




FOR INFORMATION ONLY

PLATE 3-CROSS SECTION 10' R.M.A.S. STANDARD
NATIONAL TRACING PAPER DIVISION

F.A. RTE. 726 SEC. 130-3 WILLIAMSON STA. 116+00 TO STA. 119+00

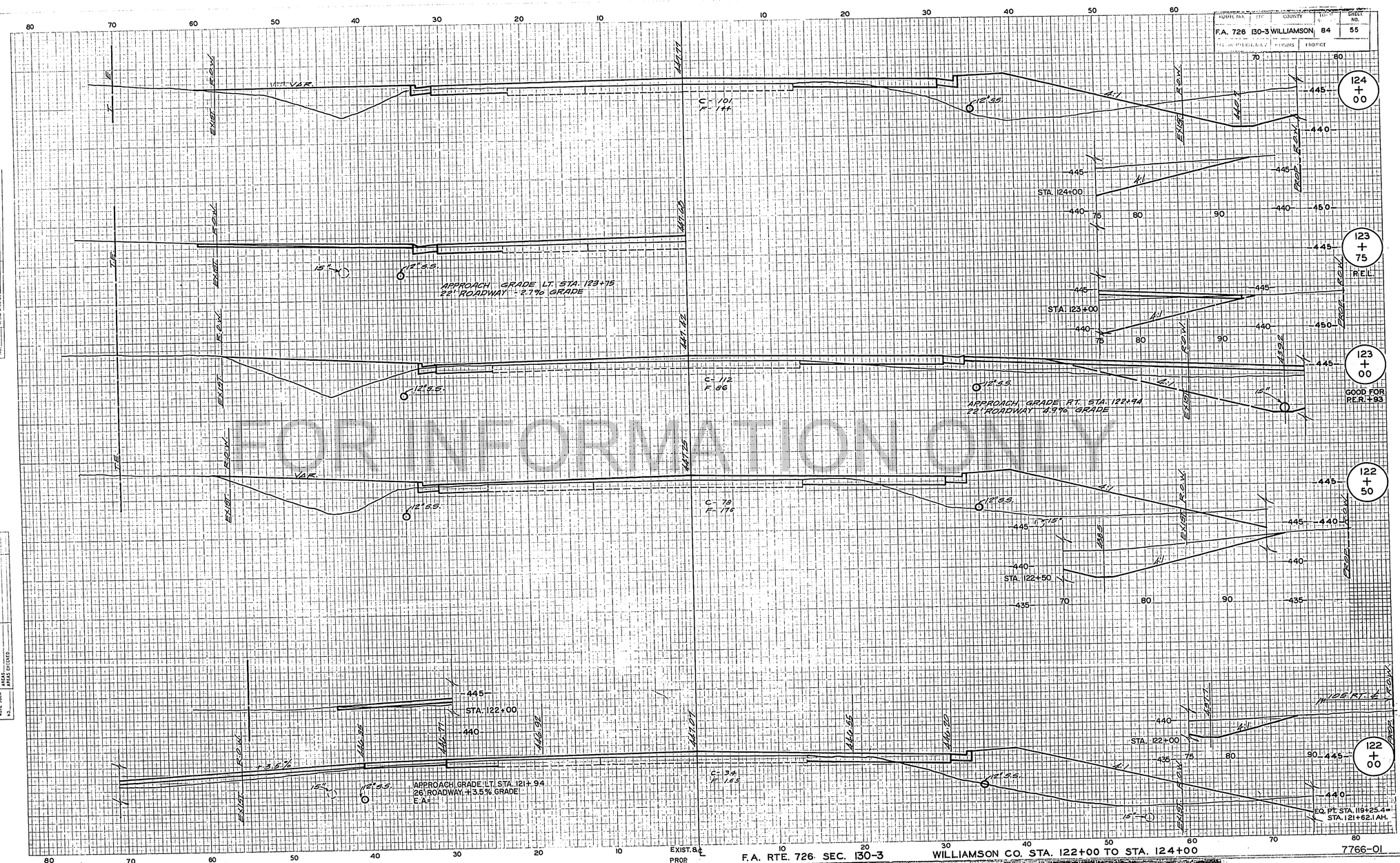
7766-01

WILLIAMSON 130-3

| ROUTE | SEC. NO. | COUNTY | TOTAL SHTS. | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 55 |
| ILLINOIS | | PROJECT | | |

FINAL SURVEY — PLOTTED, NUMBERED, CHECKED, AREAS CALCULATED

ORIGINAL SURVEY — INDICATED, PLOTTED, NUMBERED, AREAS CALCULATED


EXIST. ℄ PROP.
℄ VAR.
EXIST. EDGE PAVT.
EXIST. R.O.W.
T.E

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 56 |
| FED ROAD DIST NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SUBMITTED / REVISED / TEMPLATE / NOTE BOOK / AREAS CHECKED / NO.

ORIGINAL SURVEY — SUBMITTED / REVISED / TEMPLATE / NOTE BOOK / AREAS CHECKED / NO. / DATE / BY

APPROACH GRADE LT. STA. 120+15
24' ROADWAY -1.1% GRADE

APPROACH GRADE LT. STA. 125+54
17' ROADWAY -1.3% GRADE

APPROACH GRADE LT. STA. 121+54
16' ROADWAY -2.2% GRADE

APPROACH GRADE RT. STA. 124+40
22' ROADWAY -0.80% GRADE

C = 9
F = 70

C = 13
F = 102

C = 17
F = 92

C = 135
F = 130

STA. 125+00

STA. 124+40

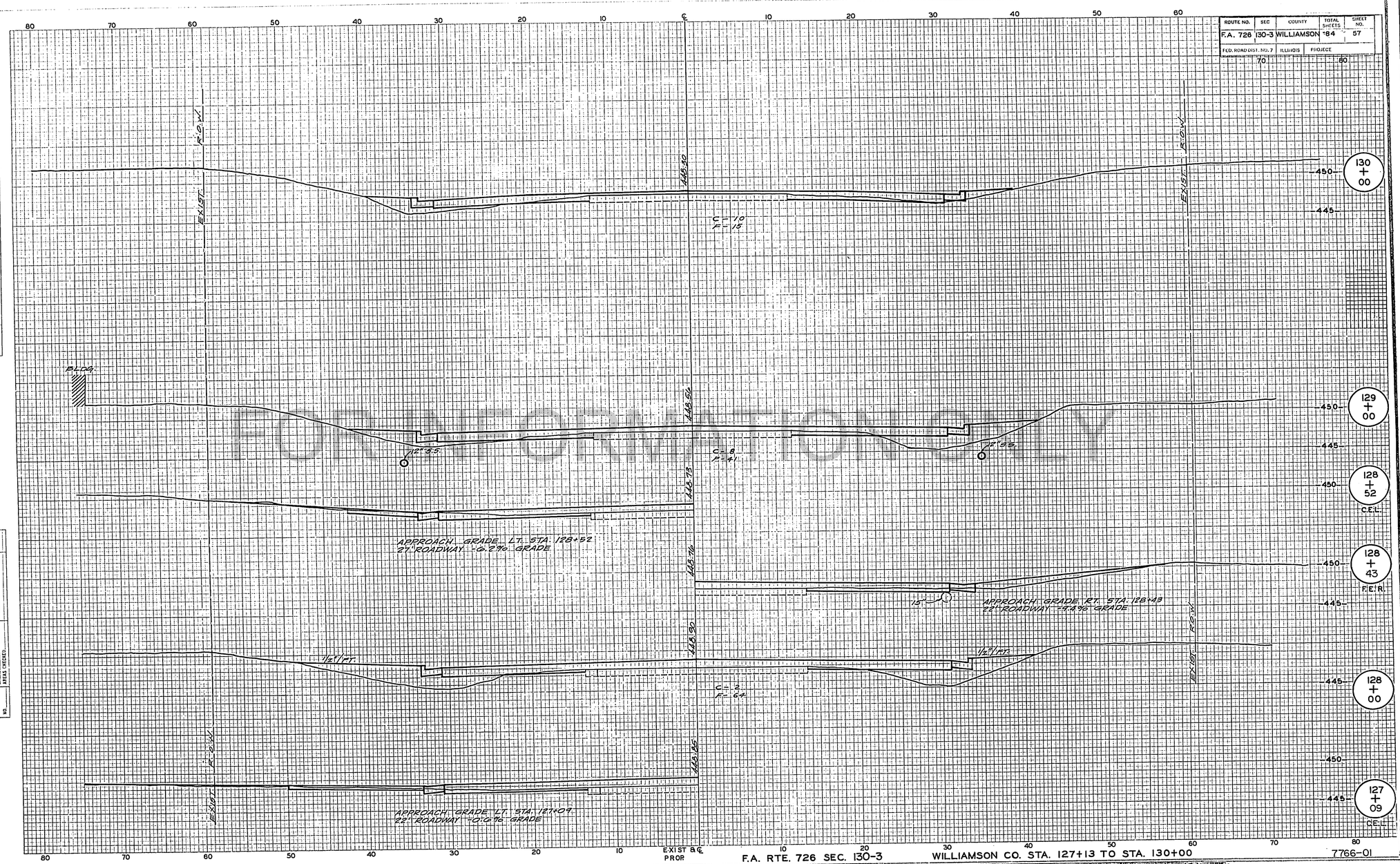
F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 124+40 TO STA. 127+00

7766-01

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 57 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — DATE: STATED / PLOTTED / CHECKED / AREAS / AREAS CHECKED — BY: — NOTE BOOK — NO.

ORIGINAL SURVEY — DATE: SURVEYED / PLOTTED / CHECKED / AREAS / AREAS CHECKED — BY: — NOTE BOOK — NO.




EXIST. & C. PROP

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 127+13 TO STA. 130+00

7766-01

FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 728 | 130-3 | WILLIAMSON | 84 | 58 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS CHECKED / NOTE BOOK / NO.

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS CHECKED / NOTE BOOK / NO. — DATE / BY

EXIST. R.O.W.

PROP. R.O.W.

EXIST. ℄

PROP. ℄

C=33
E=2.64

C=15
E=1.20

C=25
E=1.9

APPROACH GRADE RT. STA. 133+29
22' ROADWAY +5.0% GRADE

APPROACH GRADE LT. STA. 131+16
18' ROADWAY -3.7% GRADE

APPROACH GRADE LT. STA. 130+83
16' ROADWAY -6.9% GRADE

133 + 29 C.E.R. SKEWED

133 + 00 P.C.R.

132 + 00

131 + 16 P.E.R.

131 + 00

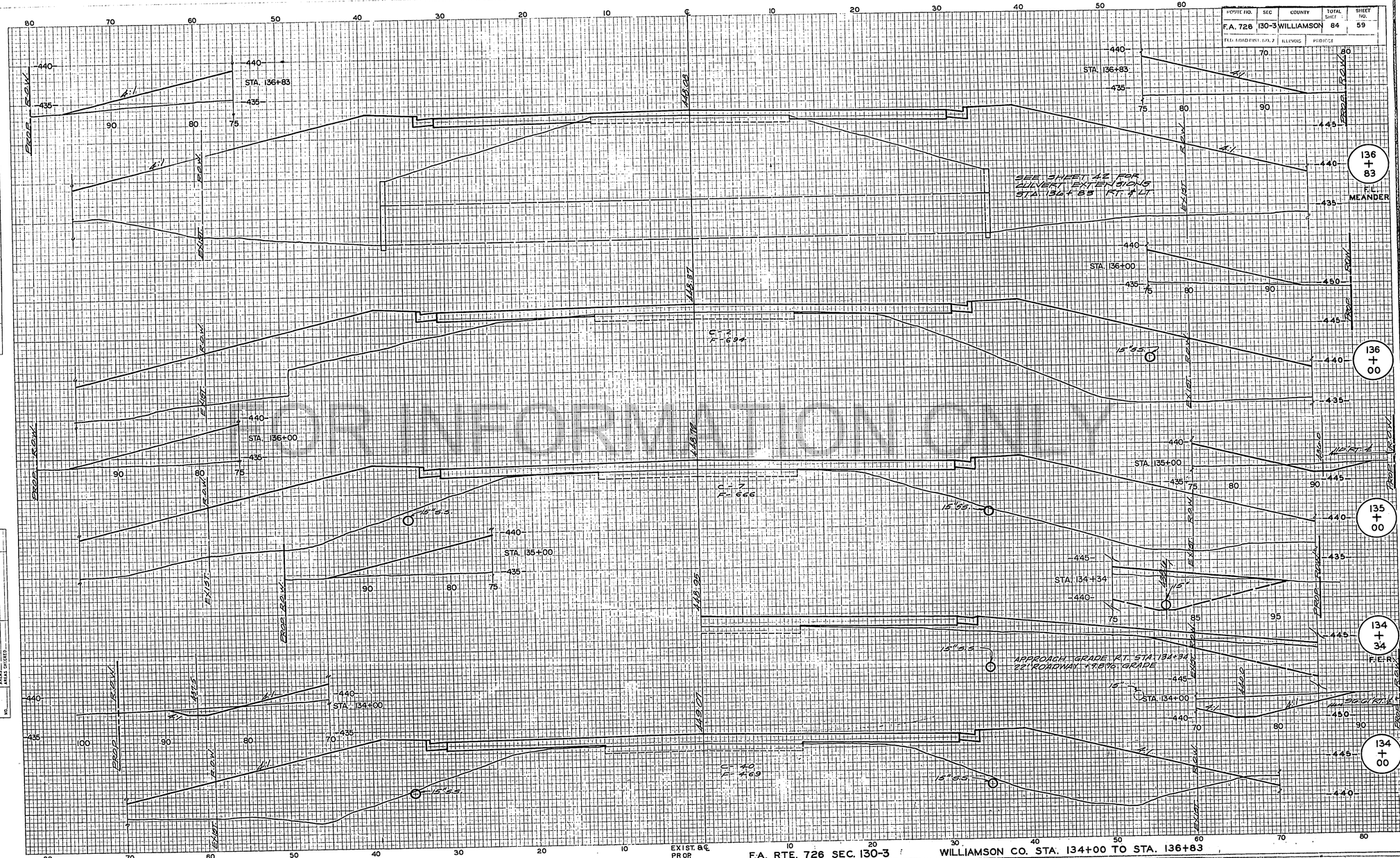
130 + 83 P.E.L.

EXIST & PROP.

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 130+83 TO STA. 133+23

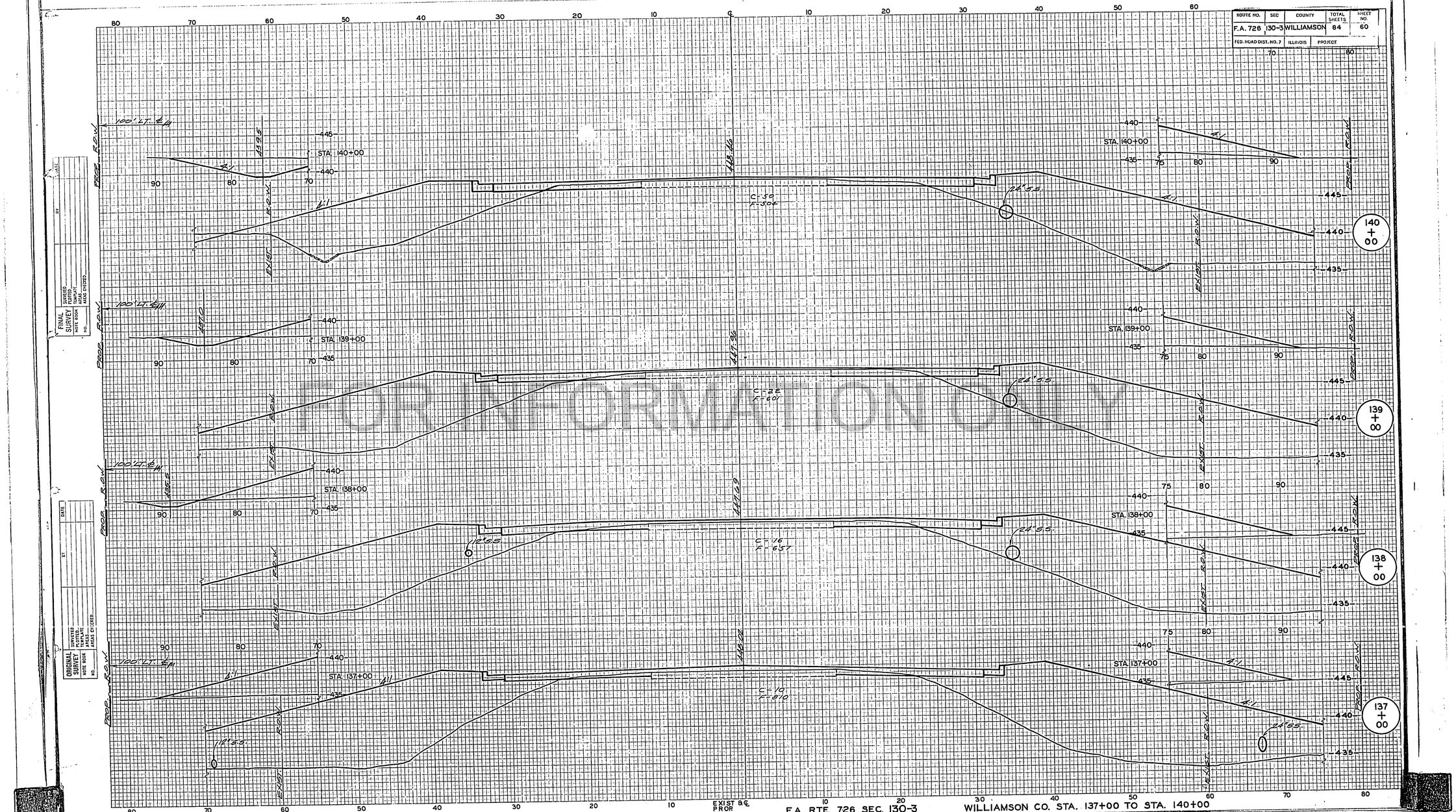
FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | TOTAL SHEET | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 64 | 59 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |




F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 134+00 TO STA. 136+83

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 60 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |



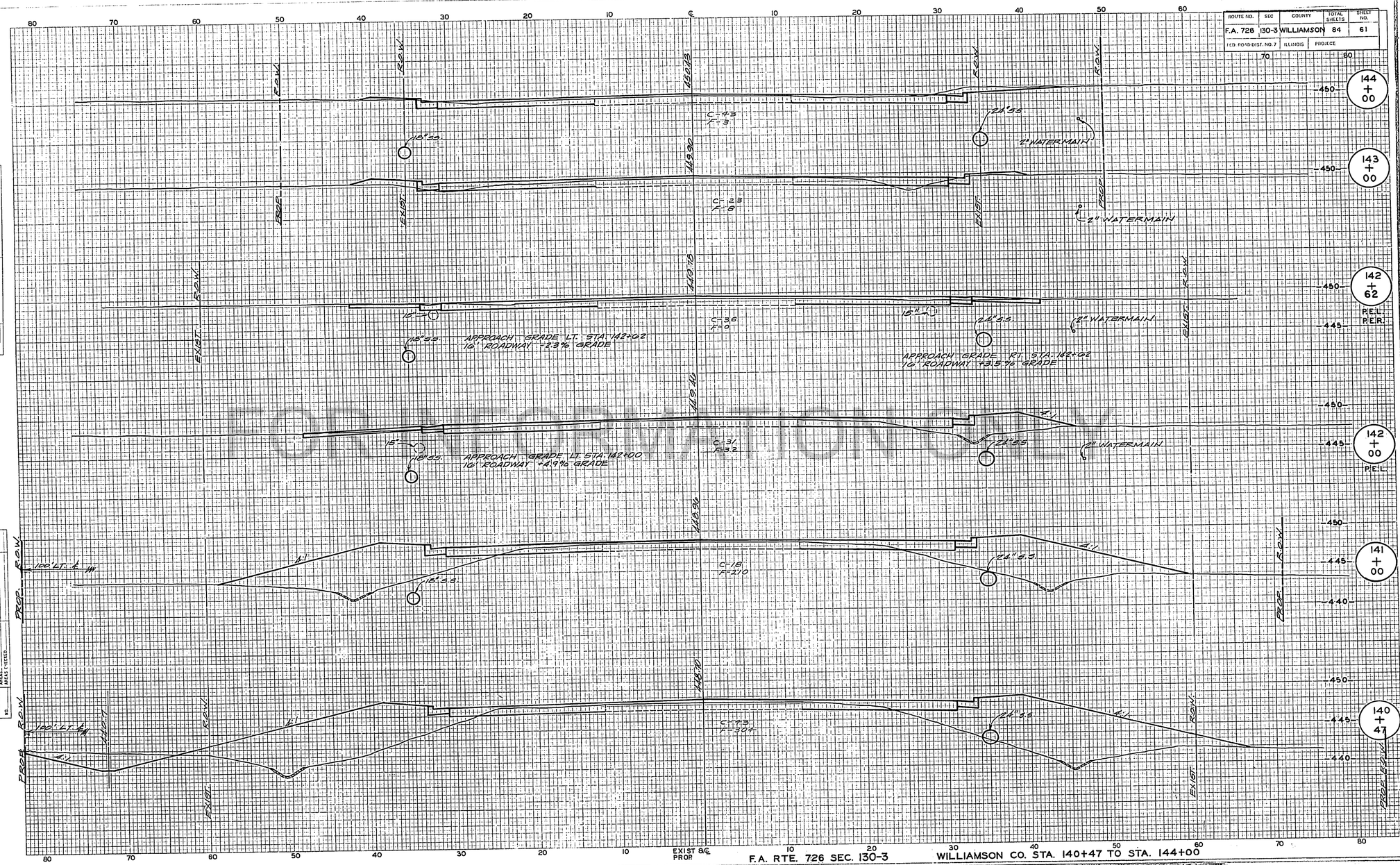

FINAL SURVEY | ORIGINAL SURVEY
DATE | BY | SURVEYED | PLOTTED | TEMPLATE | AREAS CHECKED | NOTE BOOK | NO.

FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 61 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SUBMITTED / APPROVED / TEMPLATE / AREAS / CHECKED / NOTE BOOK / No. / BY / DATE

ORIGINAL SURVEY — SUBMITTED / APPROVED / TEMPLATE / AREAS / CHECKED / NOTE BOOK / No. / BY / DATE

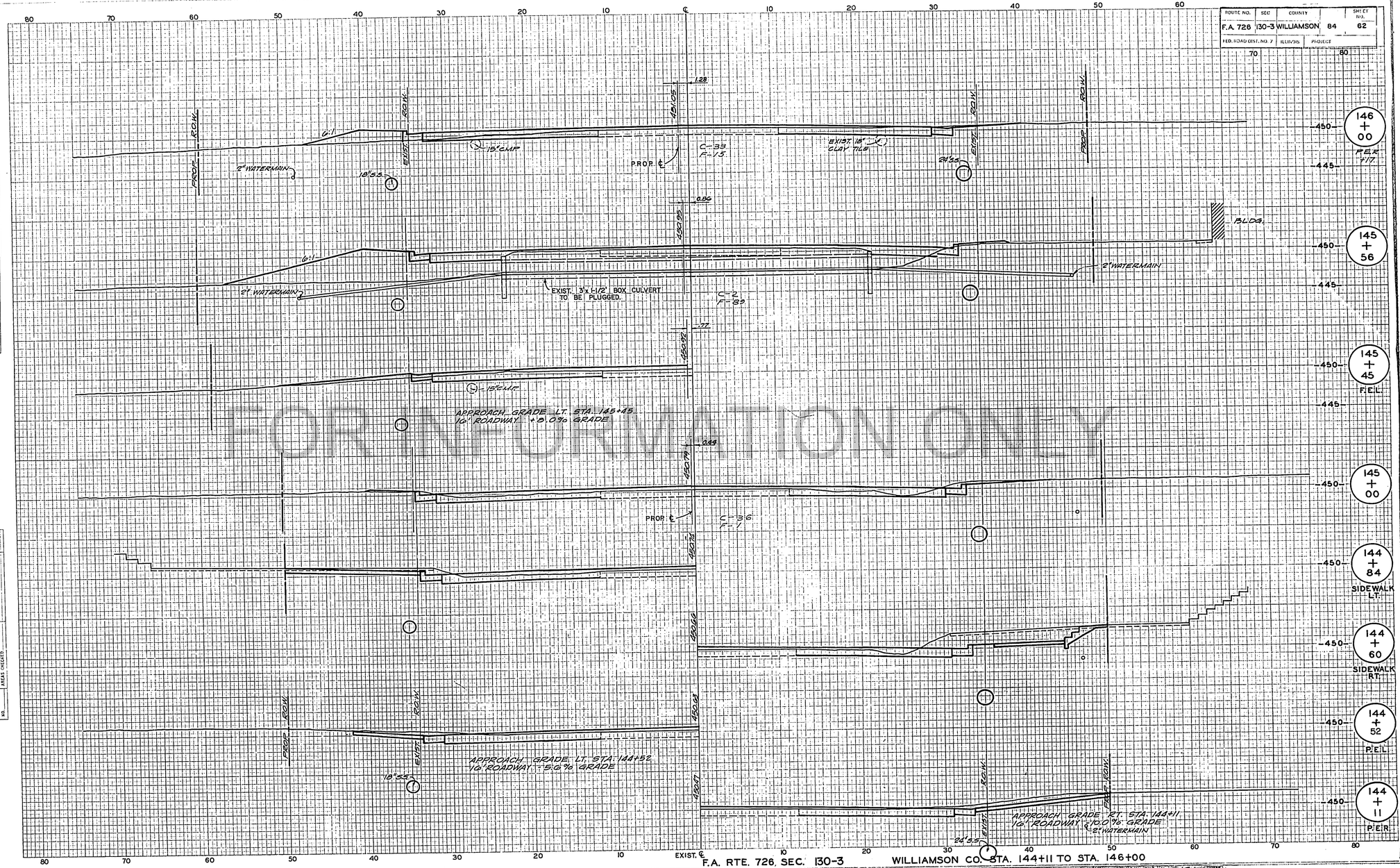



FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 62 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — DATED / SURVEYED / TRAVERSE / NOTE BOOK / NO. / AREAS CHECKED

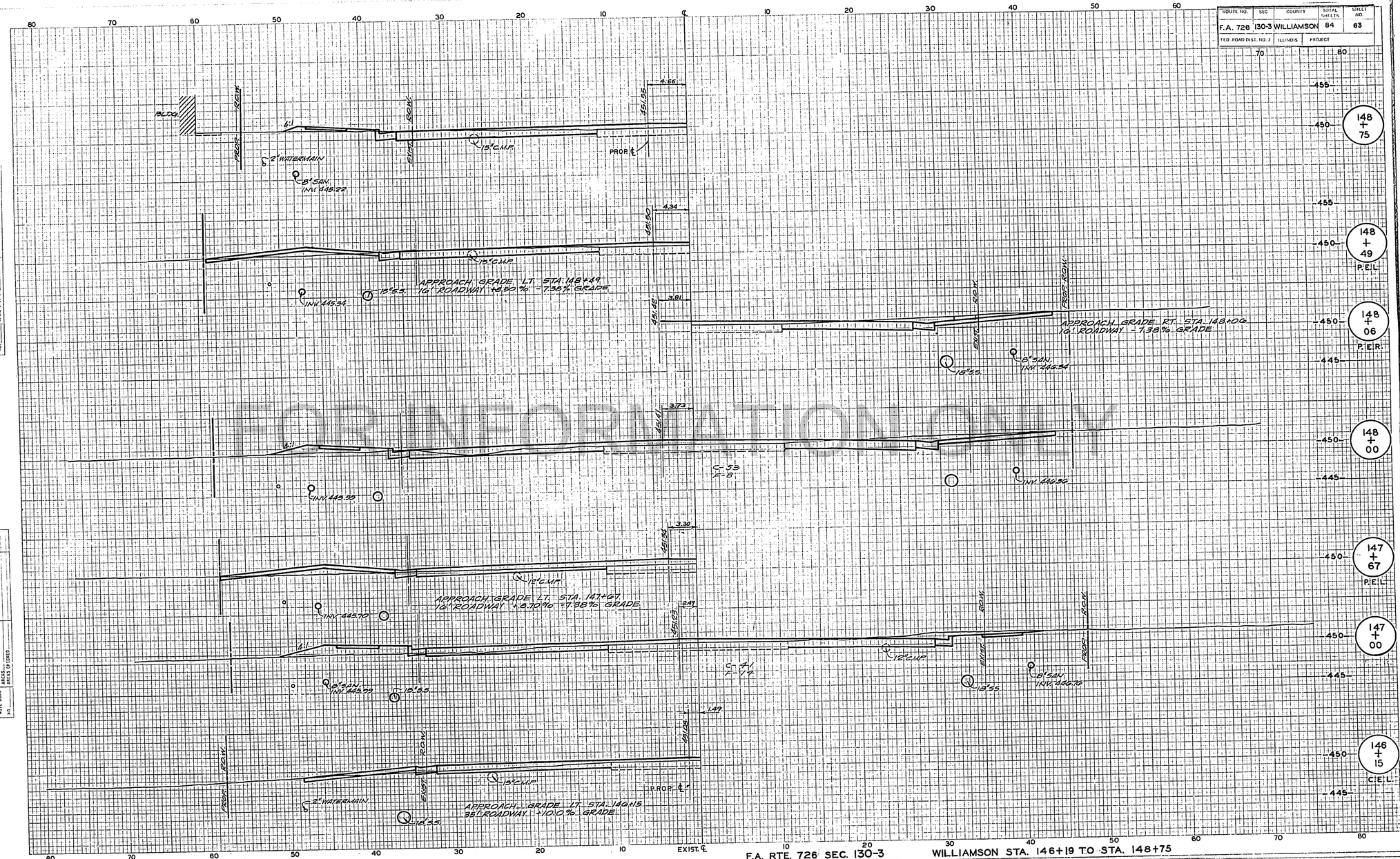
ORIGINAL SURVEY — DATE / SURVEYED / TRAVERSE / NOTE BOOK / NO. / AREAS CHECKED




FOR INFORMATION ONLY

F.A. RTE. 726, SEC. 130-3 WILLIAMSON CO. STA. 144+11 TO STA. 146+00

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 63 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |




FOR INFORMATION ONLY

FINAL SURVEY — SURVEYED / STAKED / NOTE BOOK / NO. — DRIVES / FOOTING / STRUCTURE / MISC. AREAS / AREAS OF CUT & FILL

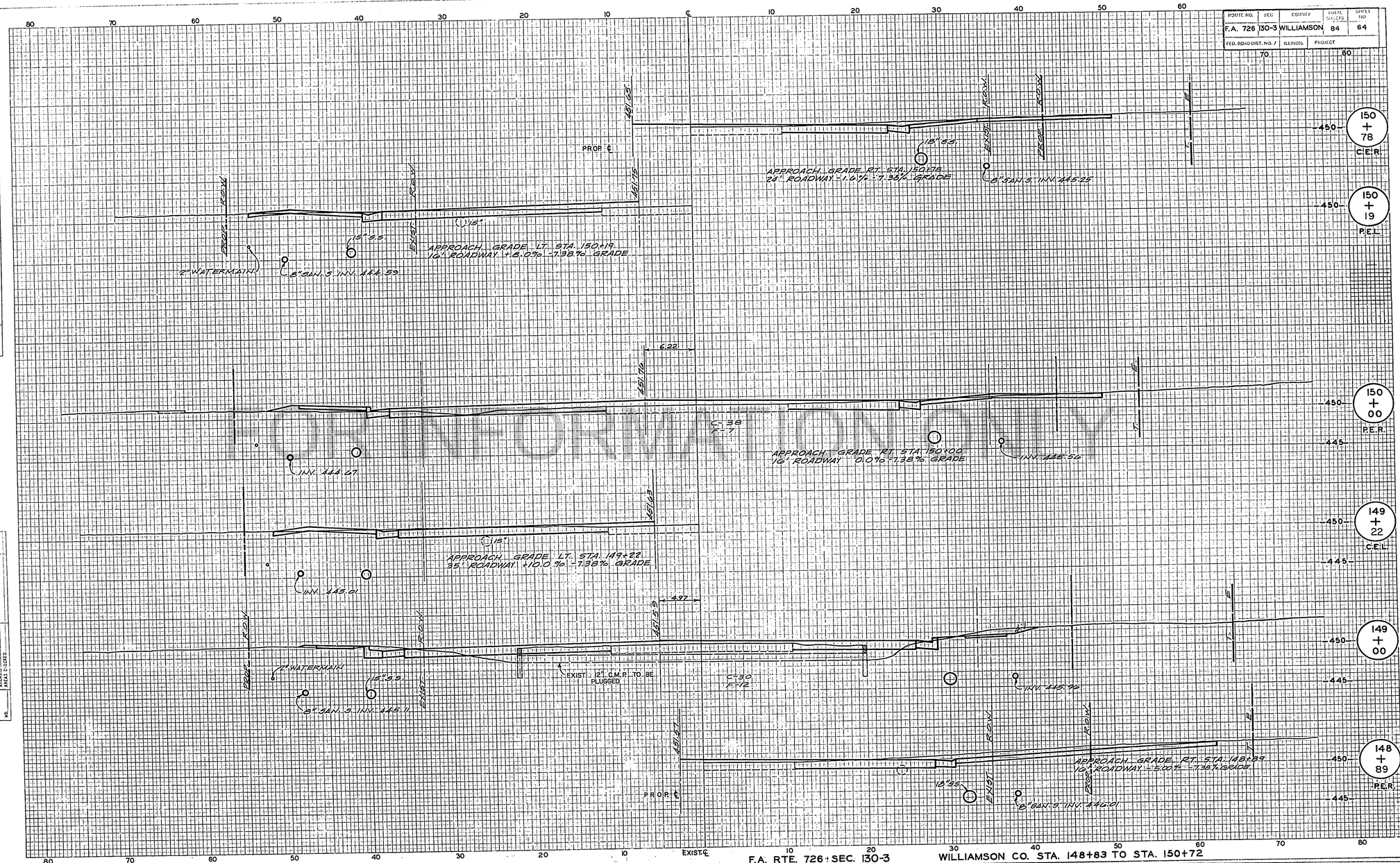
ORIGINAL SURVEY — SURVEYED / PLOTTED / NOTE BOOK / NO. — DATE / AREAS OF CUT & FILL

F.A. RTE. 726 SEC. 130-3 WILLIAMSON STA. 146+19 TO STA. 148+75

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 64 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SURVEYED; PLOTTED; AREAS CHECKED; NOTE BOOK; NO.

ORIGINAL SURVEY — SURVEYED; PLOTTED; AREAS CHECKED; NOTE BOOK; NO.



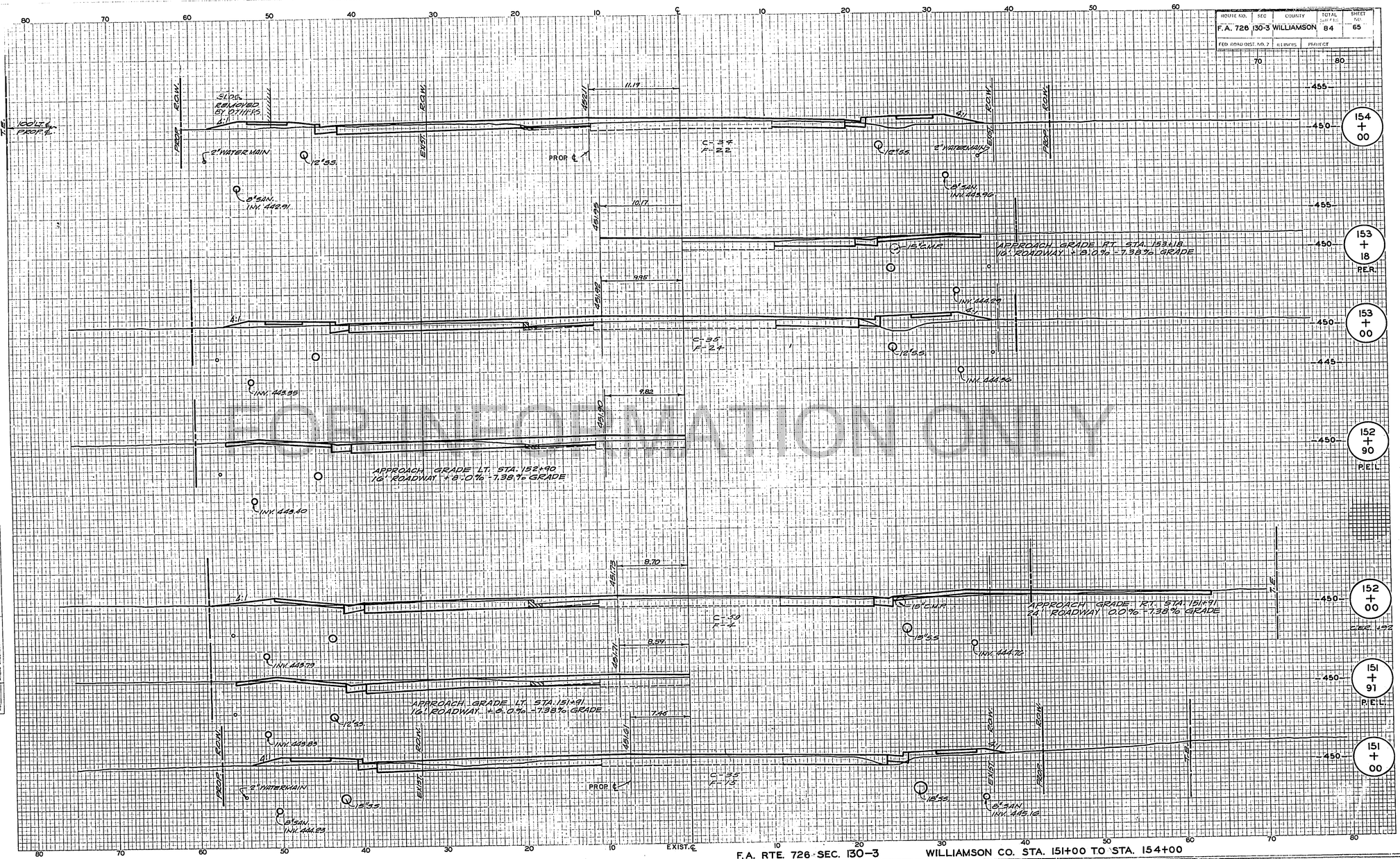

FOR INFORMATION ONLY

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 148+83 TO STA. 150+72

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 65 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — DRAWN / TRACED / CHECKED / NOTE BOOK / NO. / BY

ORIGINAL SURVEY — SURVEYED / PLOTTED / TRACED / AREAS / NOTE BOOK / NO. / AREAS CHECKED / DATE / BY




F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 151+00 TO STA. 154+00

FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 66 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SURVEYED ... DRAWN ... TEMPLATE ... NOTE BOOK ... NO. ... AREAS CHECKED ...

ORIGINAL SURVEY — SURVEYED ... DRAWN ... TEMPLATE ... NOTE BOOK ... NO. ... AREAS CHECKED ... DATE ... BY ...

FOR INFORMATION ONLY

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80

PROP. R.O.W.

EXIST. R.O.W.

4" WATERMAIN

21.95

APPROACH GRADE LT. STA. 150+77
20' ROADWAY +10.0%-7.98% GRADE

PROP. ℄

14.04

155.64

PROP. R.O.W.

BLDG.

18.55

EXIST. R.O.W.

2" WATERMAIN

BLDG.

13.68

157.49

100' LT.
PROP. ℄ 14

1" WATERMAIN

C-B
F-16

8" SAN. S. INV. = 442.26

BUILDING
REMOVED BY OTHERS

18.70

152.34

79.47'
PROP. ℄ 14

2" WATERMAIN

8" SAN. S. INV. 442.38

12.44

152.20

75' LT.
PROP. ℄ 14

PROP. R.O.W.

EXIST. R.O.W.

2" WATERMAIN

8" SAN. S. INV. 442.47

11.78

149.20

PROP. ℄

C-30
F-16

8" SAN. S. INV. 443.48

APPROACH GRADE RT. STA. 154+97.05
24' ROADWAY +6.0%-7.98% GRADE

INV. 445.58

EXIST. R.O.W.

PROP. R.O.W.

16"

12"

2" WATERMAIN

EXIST. R.O.W.

8" SAN. S. INV. 443.78

APPROACH GRADE RT. STA. 154+47
16' ROADWAY +8.0%-7.98% GRADE

EXIST. ℄

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 154+47 TO STA. 156+72

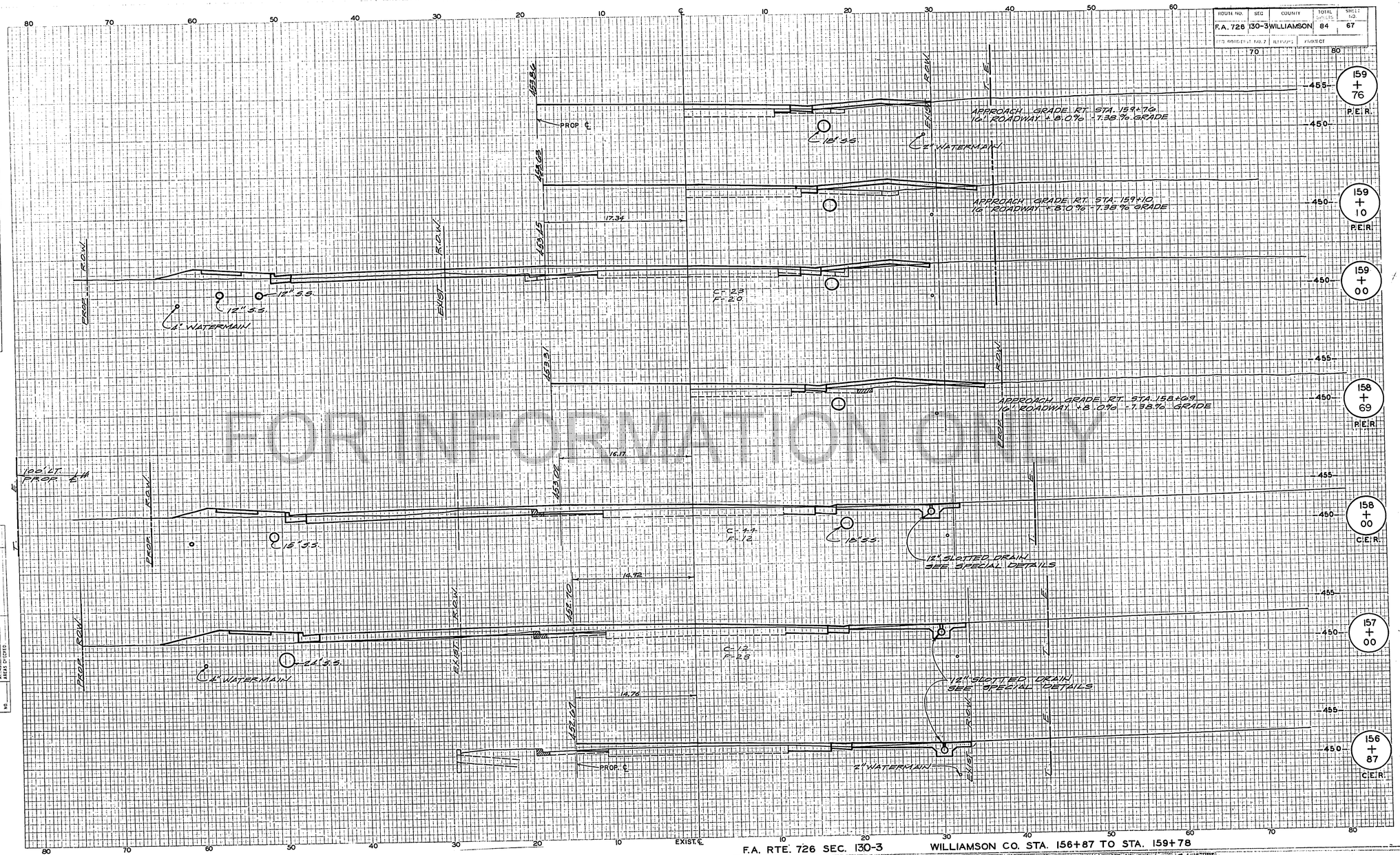
455
450

156 + 77 P.E.L.
156 + 29
156 + 00
155 + 49 P.E.L. TO BE REMOVED
155 + 21
155 + 00 C.E.R.
154 + 47 P.E.R.

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 67 |
| FED. ROADS PROJ. NO. | STATE PROJECT | | | |

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS COMPUTED
NO.
DATE
BY

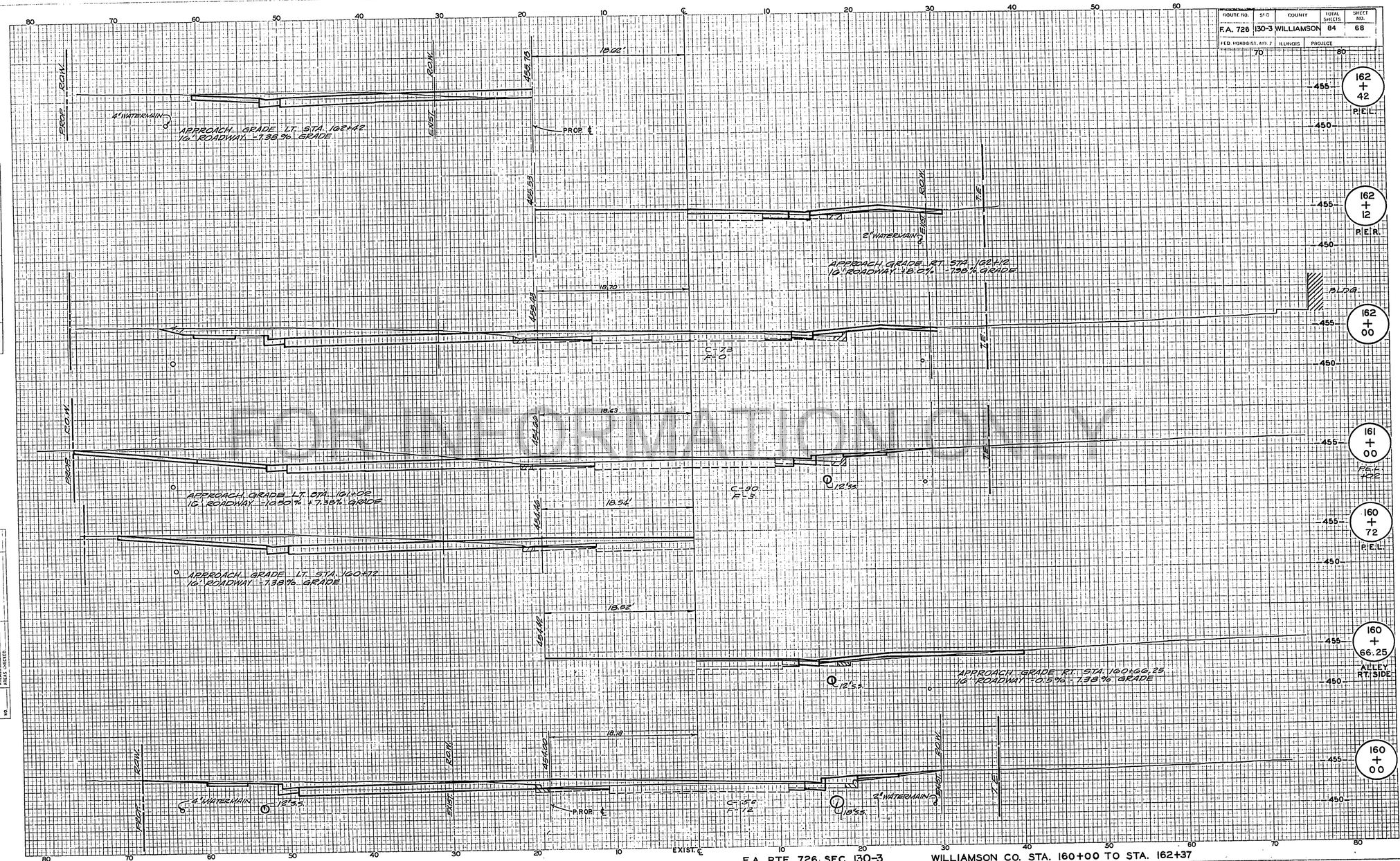
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS COMPUTED
NO.
DATE
BY




F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 156+87 TO STA. 159+78

FOR INFORMATION ONLY

| ROUTE NO. | ST C | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 68 |
| FED. HIGHWAY DIST. NO. 7 | ILLINOIS | PROJECT | | |




FINAL SURVEY — NOTE BOOK — NO. — STAKED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — DATE — BY

ORIGINAL SURVEY — NOTE BOOK — NO. — STAKED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — DATE — BY

FOR INFORMATION ONLY

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 160+00 TO STA. 162+37

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHT. NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 69 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FOR INFORMATION ONLY

ORIGINAL SURVEY — SURVEYED / PLOTTED / NOTE BOOK / NO. — TEMPLATE / AREAS & QUANTS.

FINAL SURVEY — SURVEYED / PLOTTED / NOTE BOOK / NO. — TEMPLATE / AREAS & QUANTS. / SHEETS

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80

460 455 450

165 + 10.6 SIDEWALK LT.

165 + 00

164 + 58.5

164 + 00

163 + 41.6 C.E.R.

163 + 00

162 + 71.50 C.E.R.

16.60' 16.70' 12.71' 18.16' 18.40' 18.49'

165.59 165.96 165.37 165.71 165.31 165.12

EXIST. R.O.W. PROP. R.O.W. EXIST. ℄ PROP ℄

4" WATERMAN 12"S.S. 2" WATERMAN 2" WATERMAN 2" WATERMAN 2" WATERMAN

C-15 F-97

C-16 F-101

C-14 F-10

SEE SHEET 22 & 23 FOR DETAILS OF CULVERT EXTENSIONS

110' LT. PROP ℄

25' LT. PROP ℄

APPROACH GRADE RT. STA. 163+41.0
25' ROADWAY +6.0% -7.38% GRADE

APPROACH GRADE RT. STA. 162+71.50
25' ROADWAY +3.20% -7.38% GRADE

EXIST ℄

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 162+66 TO STA. 165+10.6

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 70 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS CHECKED — NOTE BOOK — NO. — BY — DATE

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS CHECKED — NOTE BOOK — NO. — BY — DATE

PROFILE: SIDEWALK RT.

169 + 00 — 168 + 64 — 168 + 00 — 167 + 00 — 166 + 00 — 165 + 60

460 — 465 — 460 — 460 — 455 — 460 — 455 — 460 — 455

14.28 — 14.48 — 14.86 — 15.92 — 16.19

PROP. R.O.W. — EXIST. R.O.W. — PROP. ℄ — EXIST. ℄ — T.E.

PROP. 4" WATERMAIN

RELOC. BY OTHERS

100' L.T. PROF. E

50' L.T. PROF. E

APPROACH GRADE RT. STA. 168+04
35' ROADWAY +6.00%-7.38% GRADE

APPROACH GRADE RT. STA. 167+87
35' ROADWAY +6.00%-7.38% GRADE

BLDG.

C.E.R.

C-15
F-7

C-12
F-12

Q 12'SS.

Q 4" WATERMAIN

30'SS.

EXIST. ℄ F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 165+60 TO STA. 169+00

FOR INFORMATION ONLY

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 71 |
| FED. ROADS PROJ. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — PLOTTED / PLOTTING TEMPLATE / AREAS / MASS CHECKED — DATE / BY / NO. / MADE CHANGES

ORIGINAL SURVEY — SKINNETTED / TEMPLATE / AREAS / MASS CHECKED — DATE / BY / NO. / MADE CHANGES

90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

14.00 EXIST. 14.00 PROP. ℄ 14.00 EXIST. 14.01 EXIST.

PROP. ROW — EXIST. ROW — EXIST. ROW — PROP. ROW — EXIST. ROW

4:1 — 4:1 — 4:1 — 4:1

7.5' — 7.5' — 7.5' — 7.5'

12'SS — 12'SS — 12'SS — 12'SS

APPROACH GRADE LT. STA. 171+50
16' ROADWAY
-7.38% GRADE

APPROACH GRADE RT. STA. 171+64
16' ROADWAY +6.0% -7.38% GRADE

APPROACH GRADE RT. STA. 169+40
35' ROADWAY -7.38% GRADE

PLAT REVISED BY OTHERS

PLAT REVISED BY OTHERS

BLDG.

4" WATERMAIN

C - 19
F - 21

C - 13
F - 26

465.0

465.32

470 — 465 — 465 — 465 — 465 — 460 — 460 — 465 — 460

171 + 64 C.E.R.

171 + 50 P.E.L.

171 + 00

170 + 58 SIDEWALK LT.

170 + 00 110.60 PROP. ℄

169 + 40 C.E.R.

EXIST. ℄ F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 169+50 TO STA. 171+64

FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 72 |

FOR INFORMATION ONLY

FINAL SURVEY — SURVEYED, PLOTTED, NOTE BOOK, NO., LEVELS, AREAS CHECKED, BY, DATE

ORIGINAL SURVEY — SURVEYED, PLOTTED, NOTE BOOK, NO., LEVELS, AREAS CHECKED, BY, DATE

90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

PROP. E.O.W.

EXIST. E.O.W.

PROP. ℄

13.88

14.00

14.00

14.00

14.00

14.00

C-37
L-4

C-10
L-5

C-30
L-9

C-26
L-29

℄ 12+55

EXIST. E.O.W.

PROP. E.O.W.

EXIST. ℄

PROP. ℄

BLDG. REMOVED BY OTHERS

BLDG.

BLDG.

APPROACH GRADE LT. STA. 172+67
16' ROADWAY -7.38% GRADE

APPROACH GRADE RT. STA. 172+97
24' ROADWAY -0.5% -7.38% GRADE

APPROACH GRADE RT. STA. 172+30
23' ROADWAY -0.5% -7.38% GRADE

470
465
475
470
470
470
470
465

174 + 00

173 + 47 SIDEWALK LT. & RT.

173 + 00 C.E.R.

172 + 67 P.E.L.

172 + 30 C.E.R.

172 + 00

EXIST. ℄ F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 172+00 TO STA. 174+00

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 73 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SURVEYED / PLOTTED / TRACED / AREAS / NOTE BOOK / AREAS CHECKED — BY / DATE / NO.

ORIGINAL SURVEY — SURVEYED / PLOTTED / TRACED / AREAS / NOTE BOOK / AREAS CHECKED — BY / DATE / NO.

FLARED END SECTION

RIP-RAP

SAW

4:1

470

STA. 175+34

465

10'

PROP.

INV. 464.3

12"ø S.S. INV. 462.50

INLET TYPE 3.6

24"ø S.S. INV. 465.17

STORM SEWER TYPE 2 - 30"x 31"

INV. 464.37

EXIST.

R.O.W.

12.44

12.51

PROP. ℄

℄

175 + 39 — FL. ONLY

475

470

465

175 + 31

APPROACH GRADE LT. STA. 174+60
16' ROADWAY -7.38%

13.02

C = 36
℄ = 15

13.76

17.29

APPROACH GRADE RT. STA. 175+06
33' ROADWAY -1.99% GRADE

175 + 00 — GOOD FOR C.E.R. 406

APPROACH GRADE RT. STA. 174+23.5
33' ROADWAY -2.24% GRADE

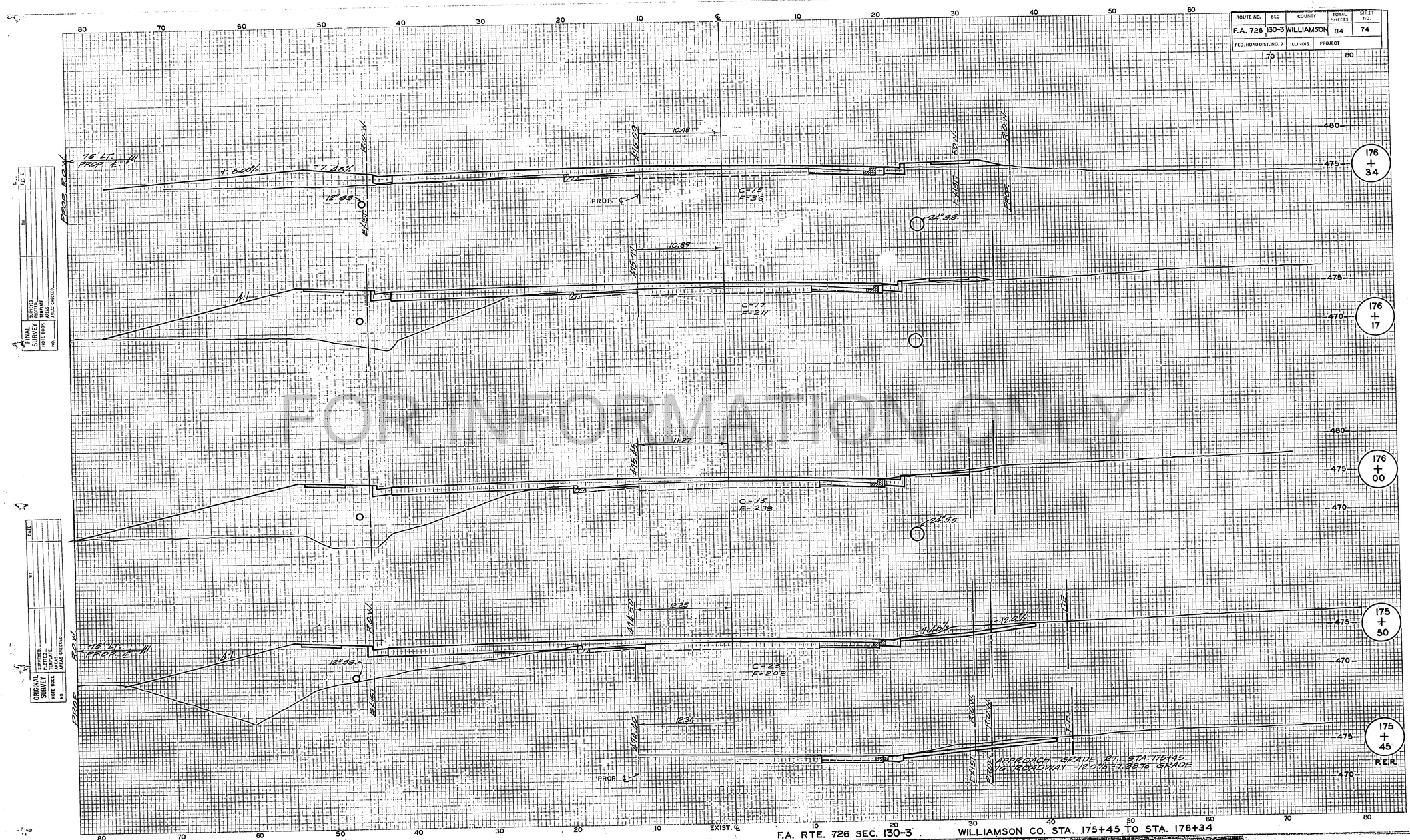
174 + 23.5 — C.E.R.

EXIST. ℄

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 174+22 TO STA. 175+39

FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 74 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |




FINAL SURVEY — DATE SURVEYED — SURVEYED BY — TEMPLATE — AREAS CHECKED — NOTE BOOK — No.

ORIGINAL SURVEY — DATE — BY — TEMPLATE — AREAS CHECKED — NOTE BOOK — No.

FOR INFORMATION ONLY

| ROUTE NO. | SEC | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 726 | 130-3 | WILLIAMSON | 84 | 75 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FOR INFORMATION ONLY

ORIGINAL SURVEY — NOTE BOOK NO. — DATE — SURVEYED BY — PLOTTED BY — CHECKED BY — AREAS —

FINAL SURVEY — NOTE BOOK NO. — DATE — COMPUTED BY — CHECKED BY — AREAS CHECKED

8.65

9.13

47.02

10.07

192.39

EXIST. ECEM.

PROP. ℄

EXIST. ℄

PROP. ROW

EXIST. ROW

PROP. ROW

24.55

18.55

24.55

APPROACH GRADE LT. STA. 176+44.5
25' ROADWAY -2.5 0.% -7.38% GRADE

C - 18
F - 26

SIDE RD.

480
475
480
475
475
470

177 + 00
176 + 84
176 + 50

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 176+50 TO STA. 177+00

F.A. 726 130-3 WILLIAMSON 64 76

FINAL SURVEY — PLOTTED / DIGITIZED / TEMPLATE / AREAS CHECKED — NOTE BOOK — NO.

ORIGINAL SURVEY — PLOTTED / DIGITIZED / TEMPLATE / AREAS CHECKED — NOTE BOOK — NO. — DATE — BY

FOR INFORMATION ONLY

EXIST. ROAD

APPROACH GRADE LT. STA. 179+47.
20' ROADWAY +3.0% -7.38% GRADE

APPROACH GRADE RT. STA. 178+50
20' ROADWAY +7.38% GRADE

PROP. ℄

EXIST ℄

179 + 15 P.E.

179 + 00

178 + 93

178 + 50 P.E. C.E.R.

178 + 00

177 + 27

480

475

F.A. RTE. 726 SEC. 130-3 WILLIAMSON CO. STA. 177+27 TO STA. 179+15

BAD COPY

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 77 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — DATE: — PARTY: — NOTE BOOK: — NO.: — SHEETS INCLUDED:

ORIGINAL SURVEY — DATE: — PARTY: — NOTE BOOK: — NO.: — SHEETS INCLUDED:

SIDE ROAD "J" WALNUT STREET

SIDE ROAD "H" BROADWAY STREET

HAMILTON STREET E. SIDE ROAD "G"

EXISTING DITCH TO BE REGRADED AND SHEETED FROM E. TO E. OF X-ROAD CULVERT, @ STA. 2+61

SIDE ROAD "F" HAMILTON STREET W.

FOR INFORMATION ONLY

PLATE 3-FULL CROSS SECTION FULL SCT

F.A.P. RTE. 726 SEC. 130-3 WILLIAMSON CO. SIDE ROADS F, G, H, & J 7766-01

| ROUTE NO | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| FAP 726 | 130-3 | WILLIAMSON | 84 | 78 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | PROJECT | |

SIDE ROAD "L"
COLLEGE STREET

STA. 1+43
24" CULVERT
END INV. 454.5

SIDE ROAD "K"
COLLEGE STREET

SHOULDER VARIES FROM 4'@ STA. 2+46 LT. JET.
TO 6'@ STA. 2+00 LT. JET.

FINAL SURVEY

ORIGINAL SURVEY

FOR INFORMATION ONLY

PLATE 3-FULL CROSS SECTION FULL DOT F.A.P. 726 SEC. 130-3 WILLIAMSON CO. STA. 0+76 – 2+45, STA. 0+60 – 2+00 SIDE ROADS K & L

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 79 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY — SURVEYED BY; PLOTTED BY; NOTE BOOK; MADE BY; CHECKED BY

ORIGINAL SURVEY — SURVEYED BY; PLOTTED BY; NOTE BOOK; MADE BY; CHECKED BY; NO.

FOR INFORMATION ONLY

PLATE 3 FULL CROSS SECTION FULL DOT

F.A.P. RTE. 726 SEC. 130-3 WILLIAMSON CO. SIDE ROADS M, N,

7766-01

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.P. 726 | 130-3 | WILLIAMSON | 84 | 80 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |

FINAL SURVEY
NOTE BOOK
NO.

ORIGINAL SURVEY
NOTE BOOK
NO.

JOHNSON ST. EAST SIDE ROAD "R"

JOHNSON ST. WEST SIDE ROAD "S"

READ ST. EAST SIDE ROAD "Q"

READ ST. WEST SIDE ROAD "P"

FOR INFORMATION ONLY

PLATE 3-FULL CROSS SECTION FULL POT

F.A.P. RTE. 726 SEC. 130-3 WILLIAMSON CO. SIDE ROADS P, Q, S, & R

7766-01

| PAR. NO. | NAME | PURPOSE | ACREAGE |
|---|---|---|---|
| 124 | JOHN BATTIOLI | NEW R.O.W. | 0.01 AC. |
| 125 | JAMES ALLEN FARLEY | NEW R.O.W. | 0.19 AC. |
| 126 | DONNY & SHIRLEY SMITH & DONALD & JOYCE REDFEARN | NEW R.O.W. | 0.03 AC. |
| 127 | DONALD & JOYCE REDFEARN | NEW R.O.W. | 0.14 AC. |
| 128 | FRED SPEERS | NEW R.O.W. | 0.19 AC. |
| 129 | CITY OF HERRIN | NEW R.O.W. | 0.40 AC. |
| 130 | IVAN HOCK | NEW R.O.W. | 0.16 AC. |
| 131 | CECILE JANSSEN & LORENE HOCK | TEMP. EASE. | 0.09 AC. |
| 132 | ALINE STEVENS | TEMP. EASE. | 0.03 AC. |
| 133 | CLARENCE M. OVERTURF | TEMP. EASE. | 0.03 AC. |
| 134 | JOE MARVIN ABBEY | TEMP. EASE. | 0.02 AC. |
| 137 | RONALD K. SHEPPARD | NEW R.O.W. | 0.01 AC. |
| 138 | VIRGIL ELDRIDGE | NEW R.O.W. | 0.10 AC. |

| PAR. NO. | NAME | PURPOSE | ACREAGE |
|---|---|---|---|
| 139 | CITY OF HERRIN | NEW R.O.W. | 0.35 AC. |
| 140 | KENNETH BELTZ | NEW R.O.W. | 0.33 AC. |
| 141 | CARL MCVEY | NEW R.O.W. | 0.15 AC. |
| 142 | GARLAND S. SIZEMORE | NEW R.O.W. | 0.32 AC. |
| 143 | JIMMY LEE FEEZOR | NEW R.O.W. | 0.32 AC. |
| 144 | CLYDE BROWN | NEW R.O.W. | 0.23 AC. |
| 145 | BERTIE RIGGS | NEW R.O.W. | 0.02 AC. |
| 146 | VALGENE GOULD | NEW R.O.W. | 0.04 AC. |
| 147 | AVIS ROMANELLI | NEW R.O.W. | 0.06 AC. |
| 148 | CITY OF HERRIN | NEW R.O.W. | 0.56 AC. |
| 149 | GARVIS BELTZ | NEW R.O.W. | 0.03 AC. |

APPROVED BY _____ DISTRICT ENGINEER

DATE _____

CENTERLINE OF C.H. ROUTE 16 (CARTERVILLE ROAD)

HERRIN RESERVOIR

JOHN BATTIOLI PARCEL NO. 124

JAMES A. FARLEY PARCEL NO. 125

SMITH & REDFEARN PARCEL NO. 126

DONALD REDFEARN PARCEL NO. 127

FRED SPEERS PARCEL NO. 128

CITY OF HERRIN PARCEL NO. 129

CECILE JANSSEN & LORENE HOCK PARCEL NO. 131

IVAN E. HOCK PARCEL NO. 130

ALINE STEVENS PARCEL NO. 132

CLARENCE M. OVERTURF PARCEL NO. 133

JOE MARVIN ABBEY PARCEL NO. 134

RONALD K. SHEPPARD PARCEL NO. 137

VIRGIL ELDRIDGE PARCEL NO. 138

CITY OF HERRIN PARCEL NO. 139

KENNETH BELTZ PARCEL NO. 140

VALGENE GOULD PARCEL NO. 150

CONSTRUCTION SECTION 130-2 ENDS
CONSTRUCTION SECTION 130-3 BEGINS
STA. 117+76.77

TEMPORARY EASEMENT FOR GRADING

CURVE DATA-RELOCATION
D=1°30' L=1596.67
Δ=23°57' T=810.16'
R=3819.72' E=84.97'

CURVE DATA-RELOCATION
R=171,887.34' L=750.00'
D=0°02' T=375.00'
Δ=0°15' E=0.41'

NW 1/4 SE 1/4 SEC. 6 T.9S. R.2E.3RD P.M.

SW 1/4 SE 1/4 SEC. 6

NW 1/4 NE 1/4 SEC. 7

NE 1/4 NE 1/4 SEC. 7

SE 1/4 SE 1/4 SEC. 6 T.9S. R.2E.3RD P.M.

NE 1/4 SE 1/4 SEC. 6

1/4 SEC. LINE

1/2 SEC. LINE

CARL MCVEY PARCEL NO. 141

GARLAND S. SIZEMORE PARCEL NO. 142

JIMMY LEE FEEZOR PARCEL NO. 143

CLYDE BROWN PARCEL NO. 144

BERTIE RIGGS PARCEL NO. 145

VALGENE GOULD PARCEL NO. 146

AVIS ROMANELLI PARCEL NO. 147

CITY OF HERRIN PARCEL NO. 148

GARVIS BELTZ PARCEL NO. 149

LIZZIE MC CARVER'S SUBDIVISION

CENTERLINE OF RELOCATED F.A.P. ROUTE 726 (ILL. RTE. 149)

EQ. STA. 114+17.81 (149) = STA. 0+08.83 (C.H. 16)

EQ. STA. 119+26.01 BK. = STA. 121+82.10 AH.

P.T. STA. 118+51.77

P.C. STA. 130+41.09

P.T. STA. 137+91.09

PLAT OF CENTERLINE RECORDED ON PAGE 46 OF MISC. RECORD 155 IN WILLIAMSON COUNTY RECORDER'S OFFICE

DRAWN BY D.J.W. & J.R.B. 7-3-79
WRITTEN BY
CHECKED BY
INSPECTED BY

## RIGHT OF WAY PLANS
## F.A.P. ROUTE 726

PROJECT F-726(5) SECTION 130(2&3)
STATION 110+00 TO
STATION 142+00
COUNTY WILLIAMSON
SCALE 1"=100' SHEET 81 OF 84
JOB NO. R-99-022-77

FOR INFORMATION ONLY

| PAR. NO. | NAME | PURPOSE | ACREAGE |
|---|---|---|---|
| 150 | VALGENE GOULD | NEW R.O.W. | 0.17 AC. |
| 151 | WOODROW J. DANN | NEW R.O.W. | 0.13 AC. |
| 151A | CHARLES E. STILLEY | NEW R.O.W. | 0.04 AC. |
| 151A | CHARLES E. STILLEY | TEMP.EASE. | 0.01 AC. |
| 152 | CHARLES E. STILLEY | NEW R.O.W. | 0.04 AC. |
| 153 | REBA PALMER | NEW R.O.W. | 0.11 AC. |
| 154 | CLARA M. CHAMNESS | NEW R.O.W. | 0.07 AC. |
| 155 | HEIRS OF MARGARET SAGER | NEW R.O.W. | 0.07 AC. |
| 155 | HEIRS OF MARGARET SAGER | TEMP.EASE. | 0.08 AC. |
| 156 | HEIRS OF LENA SMITH | NEW R.O.W. | 0.07 AC. |
| 156 | HEIRS OF LENA SMITH | TEMP.EASE. | 0.03 AC. |
| 157 | RAY HOCK | NEW R.O.W. | 0.22 AC. |
| 157 | RAY HOCK | TEMP.EASE. | 0.05 AC. |

| PAR. NO. | NAME | PURPOSE | ACREAGE |
|---|---|---|---|
| 158 | CHARLES P. CUTRELL SR. | NEW R.O.W. | 0.11 AC. |
| 159 | JAMES C. ALEXANDER | NEW R.O.W. | 0.06 AC. |
| 160 | MARY H. WALLACE ET. AL. | NEW R.O.W. | 0.04 AC. |
| 160 | MARY H. WALLACE ET. AL. | TEMP.EASE. | 0.02 AC. |
| 161 | ROBERT B. STEVENSON | NEW R.O.W. | 0.02 AC. |
| 161 | ROBERT B. STEVENSON | TEMP.EASE. | 0.06 AC. |
| 162 | ALLEN FLENER | NEW R.O.W. | 0.01 AC. |
| 163 | ALEX NILES LEACH | NEW R.O.W. | 0.01 AC. |
| 164 | ALLEN FLENER | NEW R.O.W. | 0.01 AC. |
| 165 | WOODVALE HOMES, INC. | NEW R.O.W. | 0.03 AC. |
| 165 | WOODVALE HOMES, INC. | TEMP.EASE. | 0.01 AC. |

APPROVED BY _____ DISTRICT ENGINEER

DATE _____

DRAWN BY D.J.W. & J.R.B. 7-18-79

WRITTEN BY

CHECKED BY

INSPECTED BY

VILLAGE OF ENERGY

JOHN SIZEMORE'S SURVEY OF OUTLOTS

LOT 3 LOT 2 LOT 1

LOT 5 LOT 4 WALKER SUBDIVISION

LOT 6

SW1/4 NE1/4 SEC. 6

CLUB HOUSE

POND

CURVE DATA-RELOCATION
D=0°-15' L=284.98'
Δ=0°-42'-45" T=142.49'
R=22,918.31' E=0.44'

CENTERLINE OF RELOCATED F.A.P. ROUTE 726 (ILL. 148)

VALGENE GOULD
PARCEL NO. 150

TEMPORARY EASEMENT FOR GRADING

WOODROW J. DANN
PARCEL NO. 151

CHARLES E. STILLEY
PARCEL NO. 151A

CHARLES E. STILLEY
PARCEL NO. 152

REBA PALMER
PARCEL NO. 153

CLARA M. CHAMNESS
PARCEL NO. 154

HEIRS OF MARGARET SAGER
PARCEL NO. 155

HEIRS OF LENA SMITH
PARCEL NO. 156

RAY HOCK
PARCEL NO. 157

CHARLES P. CUTRELL SR.
PARCEL NO. 158

JAMES C. ALEXANDER
PARCEL NO. 159

MARY H. WALLACE ET. AL.
PARCEL NO. 160

ROBERT B. STEVENSON
PARCEL NO. 161

ALLEN FLENER
PARCEL NO. 162

ALEX NILES LEACH
PARCEL NO. 163

ALLEN FLENER
PARCEL NO. 164

WOODVALE HOMES, INC.
PARCEL NO. 165

CHARLES L. WILKER
PARCEL NO. 166

TEMPORARY EASEMENT TO REMOVE BUILDINGS

TEMPORARY EASEMENT FOR ENTRANCES

TEMPORARY EASEMENT FOR GRADING

NURSERY

HILLSIDE NURSERY

CHILD DAY CARE CENTER

GAS STATION

F.M. MC CREE'S SURVEY OF OUTLOTS

P.T. STA. 146+42.19

P.C. STA. 143+57.51

10' ALLEY

16' ALLEY

14 SEC. LINE

HAMILTON STREET

1/2 SEC. LINE

SE 1/4 NE 1/4 SEC. 6
T. 9 S. R. 2 E. 3RD P.M.

LEGEND OF SURVEY MONUMENTS:
- IRON PIPE FOUND
- IRON ROD FOUND

PLAT OF CENTERLINE RECORDED ON PAGE 46 OF MISC. RECORD 155 IN WILLIAMSON COUNTY RECORDER'S OFFICE

FOR INFORMATION ONLY

## RIGHT OF WAY PLANS
## F.A.P. ROUTE 726

PROJECT F-726(5) SECTION 130(2&3)

STATION 142+00 TO

STATION 157+00

COUNTY WILLIAMSON

SCALE 1"=50' SHEET 82 OF 84

JOB NO. R-99-022-77

APPROVED BY _____ DISTRICT ENGINEER

DATE _____

# VILLAGE OF ENERGY

| PAR. NO. | NAME | PURPOSE | ACREAGE |
|---|---|---|---|
| 167 | DONALD GENTRY | NEW R.O.W. | 0.05 AC. |
| 167 | DONALD GENTRY | TEMP. EASE. | 0.04 AC. |
| 168 | WOODROW W. BOREN | NEW R.O.W. | 0.10 AC. |
| 168 | WOODROW W. BOREN | TEMP. EASE. | 0.01 AC. |
| 169 | JOHN C. SHUCKITES | NEW R.O.W. | 0.10 AC. |
| 170 | CARL CRAVENS | NEW R.O.W. | 0.05 AC. |
| 170 | CARL CRAVENS | TEMP. EASE. | 0.05 AC. |
| 171 | TRUSTEES OF FIRST BAPTIST CH. | NEW R.O.W. | 0.10 AC. |
| 171 | TRUSTEES OF FIRST BAPTIST CH. | TEMP. EASE. | 0.16 AC. |
| 171 | TRUSTEES OF FIRST BAPTIST CH. | PERM. EASE. | 0.03 AC. |
| 171A | VILLAGE OF ENERGY | NEW R.O.W. | 0.04 AC. |
| 171A | VILLAGE OF ENERGY | TEMP. EASE. | 0.02 AC. |
| 172 | PAUL DAVID HAYNES | NEW R.O.W. | 0.14 AC. |
| 172 | PAUL DAVID HAYNES | TEMP. EASE. | 0.07 AC. |
| 172B | RAY A. GRIFFITH | NEW R.O.W. | 0.02 AC. |
| 173 | PORTER W. BARKER | NEW R.O.W. | 0.18 AC. |
| 173 | PORTER W. BARKER | TEMP. EASE. | 0.08 AC. |
| 174 | NANNIE & HAROLD CRAIN | NEW R.O.W. | 0.10 AC. |
| 174 | NANNIE & HAROLD CRAIN | TEMP. EASE. | 0.03 AC. |
| 175 | CHECKER OIL COMPANY | NEW R.O.W. | 0.01 AC. |
| 175 | CHECKER OIL COMPANY | TEMP. EASE. | 0.04 AC. |
| 176 | CLYDE FINNEY | NEW R.O.W. | 0.02 AC. |
| 177 | DONALD C. SWIATKOWSKI | TEMP. EASE. | 0.02 AC. |
| 178 | MAX STUCKER | TEMP. EASE. | 0.03 AC. |
| 179 | WILKIE RIDGWAY | TEMP. EASE. | 0.02 AC. |
| 180 | MARY SUE SNYDER | TEMP. EASE. | 0.01 AC. |
| 181 | HERRIN COMMUNITY SCHOOL DISTRICT NUMBER 4 | NEW R.O.W. | 0.11 AC. |
| 181 | HERRIN COMMUNITY SCHOOL DISTRICT NUMBER 4 | TEMP. EASE. | 0.10 AC. |
| 182 | CARL BOWEN HEIRS | TEMP. EASE. | 0.03 AC. |
| 183 | DON ALBRIGHT | NEW R.O.W. | 0.01 AC. |
| 183 | DON ALBRIGHT | TEMP. EASE. | 0.08 AC. |
| 184 | WOODROW J. DANN | TEMP. EASE. | 0.01 AC. |
| 185 | GLENN HOCK | TEMP. EASE. | 0.01 AC. |
| 192 | VILLAGE OF ENERGY | TEMP. EASE. | SEE SHEET NO. 7 |
| 198 | HANK & MARY NIEUWENDAAL | NEW R.O.W. | 0.11 AC. |
| 198 | HANK & MARY NIEUWENDAAL | TEMP. EASE. | 0.05 AC. |
| 199 | GEORGE MANN | NEW R.O.W. | 0.05 AC. |
| 199 | GEORGE MANN | EXCESS LAND | 0.20 AC. |
| 182A | MISSOURI PACIFIC RAIL ROAD | NEW R.O.W. | 0.04 AC. |
| 182A | MISSOURI PACIFIC RAIL ROAD | TEMP. EASE. | 0.02 AC. |
| 171B | S.H. WALKER HEIRS | NEW R.O.W. | 0.12 AC. |
| 171B | S.H. WALKER HEIRS | TEMP. EASE. | 0.03 AC. |

25' RESERVATION FOR ROAD RECORDED IN BOOK 74 PAGE 254

WALKER STREET

NW 1/4 NE 1/4 SEC. 6

WALKER'S SUBDIVISION

GEORGE MANN PARCEL NO. 199

CARL CRAVENS PARCEL NO. 170

HANK NIEUWENDAAL PARCEL NO. 198

DONALD GENTRY PARCEL NO. 167

OUTLOT 2

BOARD OF TRUSTEES OF THE VILLAGE OF ENERGY PARCEL NO. 171A

S.H. WALKER HEIRS PARCEL NO. 171B

RAY A. GRIFFITH PARCEL NO. 172B

PAUL DAVID HAYNES PARCEL NO. 172

PORTER W. BARKER PARCEL NO. 173

T.9S., R.2E. OF 3RD P.M.
T.8S., R.2E. OF 3RD P.M.

COLLEGE ST.

BLOCK 5

16' ALLEY

BROADWAY ST. 40'

BLOCK 1

WOODROW W. BOREN PARCEL NO. 168

JOHN C. SHUCKITES PARCEL NO. 169

TEMPORARY EASEMENT TO REMOVE BUILDING

TEMPORARY EASEMENT FOR GRADING

NEW EXISTING

TRUSTEES OF FIRST BAPTIST CHURCH PARCEL NO. 171

TEMPORARY EASEMENT FOR GRADING

STORM SEWER EASEMENT

CHURCH

PARSONAGE

SHED

WALNUT ST.

OUTLOT 1

BLOCK 2

MC NEILL'S FIRST ADDITION

LOT 6

LOT 9

L.W. STECKENRIDER'S FIRST ADDITION AND FORD'S ADDITION

LOT 10

TEMPORARY EASEMENT TO REMOVE BUILDING

NANNIE & HAROLD CRAIN PARCEL NO. 174

HOWARD ST. 50'

140'(D) 139.58'(M) LINE

CHEKER OIL CO. PARCEL NO. 175

TEMPORARY EASEMENT FOR GRADING

CLYDE FINNEY PARCEL NO. 176

DONALD C. SWIATKOWSKI PARCEL NO. 177

F.M. MC CREE'S SURVEY OF OUTLOTS

MAX STUCKER PARCEL NO. 178

WILKIE RIDGWAY PARCEL NO. 179

TV SALES

CONST. OFFICE

HERRIN COMMUNITY UNIT SCHOOL DISTRICT NO. 4 PARCEL NO. 181

ELEMENTARY SCHOOL

P.C. STA. 166+29.20

SECTION LINE

MARY SUE SNYDER PARCEL NO. 180

CENTERLINE OF RELOCATED F.A.P. ROUTE 726 (ILL. ROUTE 148 - PERSHING STREET)

EGYPTIAN REALTY CO.

ALLEY

PT. STA. 168+60.85

OLD STORE BLDG.

POST OFFICE

GIFT SHOP

VILLAGE HALL

LOTS 1, 2, 3, 4, 5, 6

DON ALBRIGHT PARCEL NO. 183

WOODROW J. DANN PARCEL NO. 184

GLENN HOCK PARCEL NO. 185

CARL BOWEN HEIRS PARCEL NO. 182

TEMPORARY EASEMENT FOR GRADING AND TO REMOVE BUILDING

MISSOURI PACIFIC RAIL ROAD PARCEL NO. 182A

50' RESERVATION FOR ROAD RECORDED IN BOOK 83 PAGE 298 AND BOOK 335 PAGE 828 VILLAGE CLAIMS 40' TOTAL AS SHOWN. 14-14-781

1/4 SEC LINE

VILLAGE OF ENERGY PARCEL NO. 192

CURVE DATA-RELOCATION
D = 0°15'  L = 231.65'
Δ = 0°34'45"  T = 115.83'
R = 22,918.31'  E = 0.29'

SE 1/4 SE 1/4 SEC. 31

NE 1/4 NE 1/4 SEC. 6

VILLAGE OF ENERGY

PLAT OF CENTERLINE RECORDED ON PAGE 46 OF MISC. RECORD 155 IN WILLIAMSON COUNTY RECORDER'S OFFICE

DRAWN BY DJW & JRB 8-15-79
WRITTEN BY
CHECKED BY
INSPECTED BY

## RIGHT OF WAY PLANS
## F.A.P. ROUTE 726

PROJECT F-726(5) SECTION 130(2&3)

STATION 157+00 TO

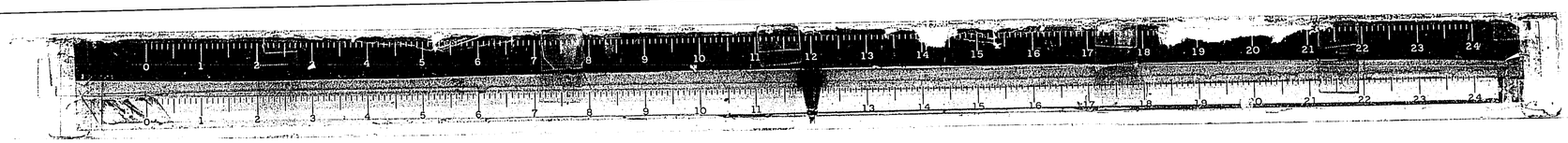
STATION 172+00

COUNTY WILLIAMSON

SCALE 1"=50' SHEET 83 OF 84

JOB NO. R-99-022-77

FOR INFORMATION ONLY



# VILLAGE OF ENERGY

| PAR. NO. | NAME | PURPOSE | ACREAGE |
|---|---|---|---|
| 187 | CLAUDE HOCK | NEW R.O.W. | 0.11 AC. |
| 187 | CLAUDE HOCK | TEMP.EASE. | 0.02 AC. |
| 188 | LENA NORMAN | NEW R.O.W. | 0.10 AC. |
| 188 | LENA NORMAN | TEMP.EASE. | 0.13 AC. |
| 189 | JOHN NESLER | NEW R.O.W. | 0.13 AC. |
| 189 | JOHN NESLER | TEMP.EASE. | 0.01 AC. |
| 192 | VILLAGE OF ENERGY | TEMP.EASE. | 0.02 AC. |
| 193 | GEORGE SWIM | TEMP.EASE. | 0.01 AC. |
| 194 | WESTERN ILLINOIS OIL COMPANY | NEW R.O.W. | 0.03 AC. |
| 195 | CARL MC CULLEY | NEW R.O.W. | 0.03 AC. |
| 195 | CARL MC CULLEY | TEMP.EASE. | 0.02 AC. |

APPROVED BY _____ DISTRICT ENGINEER

DATE _____

SW 1/4 SE 1/4 SEC. 31 T.8 S. R.2E. 3RD P.M.

NW 1/4 SE 1/4 SEC. 31

TWO SHEDS & GARAGE NOT TO BE DISTURBED

LOT 21 LOT 20 MC NEILL LOT 19 LOT 18 AND LOT 17 FORD'S LOT 16

RELOC. CURVE DATA
Δ = 2°00'10"
D = 0°30'00"
T = 200.30'
L = 400.56'
R = 11,459.16'
E = 1.75'

PROJECT F-726(5) ENDS
PROJECT F-726(4) BEGINS
STA. 180+40.00

50' RESERVATION FOR ROAD RECORDED IN BOOK 68 PAGE 270 AND BOOK 358 PAGE 401

TEMPORARY EASEMENT FOR GRADING & BLDG. REMOVAL

50' RESERVATION FOR ROAD RECORDED IN BOOK 69 PAGE 64

25' RESERVATION FOR ROAD RECORDED IN BOOK 69 PAGE 64 VILLAGE CLAIMS 40' TOTAL AS SHOWN. (4-14-78)

LOT 10 LOT 11 LOT 12 LOT 13 LOT 14 LOT 15 LOT 2 LOT 1

TEMPORARY EASEMENT TO REMOVE BUILDING

CLAUDE HOCK PARCEL NO. 187

LENA NORMAN PARCEL NO. 188

JOHN NESLER PARCEL NO. 189

TEMPORARY EASEMENT FOR GRADING

POLAR WHIP

STREET 50' STREET 40'

REC. STA. 177+50.58

EQ. PT. STA. 181+51.13 BK. = STA. 181+50.95 AH.

LINE

R.O.W.

175 180 185

109°12'20"

EXISTING

NEW R.O.W.

TEMPORARY EASEHOLT FOR GRADING

VILLAGE OF ENERGY PARCEL NO. 192

SUBDIVISION OF LOT 5

GEORGE SWIM PARCEL NO. 193

SURVEY LOT 6

FORD'S VILLAGE HALL

GIFT SHOP

NEW IMPERIAL SERVICE STATION

P.C. STA. 173+50.02 READ

JOHNSON FORD

WESTERN ILLINOIS OIL CO. PARCEL NO. 194

CARL MC CULLEY PARCEL NO. 195

LOTS OF LOT 4 LOT 3 LOT 2 LOT 1

30'

1/4 SEC. LINE

EXISTING CENTERLINE OF F.A.P. ROUTE 726 (ILL. 148)

25' RESERVATION FOR ROAD

TEMPORARY EASEMENT FOR GRADING

50' RESERVATION FOR ROAD RECORDED IN BOOK 67 PAGE 196 AND BOOK 69 PAGE 65

25' RESERVATION FOR ROAD RECORDED IN BOOK 67 PAGE 196 VILLAGE CLAIMS 40' TOTAL AS SHOWN. (4-14-78)

3/4" IRON PIPE FOUND
NE CORNER OF SW 1/4 SE 1/4 SECTION 31 T.8S. R.2E. 3RD P.M.

NE 1/4 SE 1/4 SEC. 31 T.8S. R.2E. 3RD P.M.

CENTERLINE OF RELOCATED F.A.P. ROUTE 726 (ILL. ROUTE 148-PERSHING ST.)

SE 1/4 SE 1/4 SEC. 31

1/4 SEC. LINE

LEGEND OF SURVEY MONUMENTS:
○ IRON PIPE FOUND
● IRON ROD FOUND

VILLAGE OF ENERGY

PLAT OF CENTERLINE RECORDED ON PAGE 46 OF MISC. RECORD 155 IN WILLIAMSON COUNTY RECORDER'S OFFICE

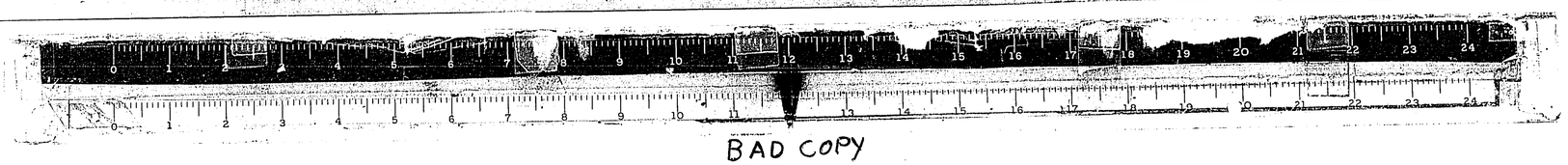
FOR INFORMATION ONLY

DRAWN BY D.J. WILLIAMS 12-15-76
WRITTEN BY REVISED 7-11-79
CHECKED BY
INSPECTED BY

## RIGHT OF WAY PLANS
## F.A.P. ROUTE 726

PROJECT F-726(5) SECTION 130(2&3)
STATION 172+00 TO
STATION 180+40
COUNTY WILLIAMSON
SCALE 1"=50' SHEET 84 OF 84

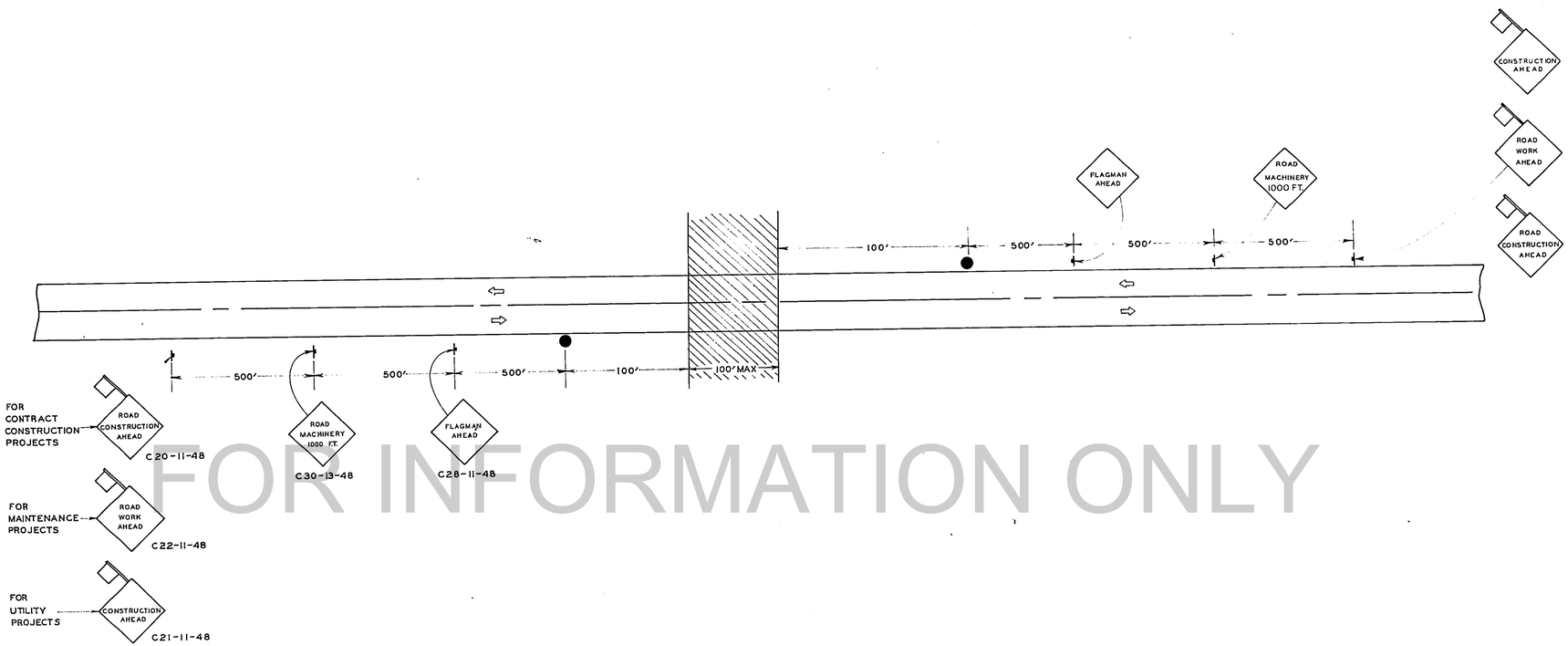
JOB NO. R-99-022-77



BAD COPY

# MACHINERY CROSSING SIGNING STANDARD

| ROUTE NO. | SEC. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| FAP 726 | 130-3 | WILLIAMSON | 84 | 84A |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT | | |




FOR INFORMATION ONLY

## TYPICAL APPLICATIONS

MACHINERY CROSSING

## SYMBOLS

- AREA OF MACHINERY CROSSING.
- SIGN WITH 18" BY 18" (MINIMUM) RED FLAG ATTACHED.
- SIGN ON PORTABLE OR PERMANENT SUPPORT.
- FLAGMAN WITH TRAFFIC CONTROL SIGN.

## GENERAL NOTES

1. THE FLAGMEN SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES.
2. ALL SIGNS ARE TO BE REMOVED AND THE SHOULDER AREA CLEARED AND LEVELED WITHIN 15 FEET OF THE EDGE OF PAVEMENT AT THE COMPLETION OF THE DAY'S OPERATION.
3. FOR DIVIDED ROADWAYS THE REQUIRED ADVANCE WARNING SIGNS SHALL BE POSTED ON BOTH THE RIGHT AND LEFT SIDE OF THE ROADWAY.
4. ALL PARKED EQUIPMENT WILL BE 15 FEET FROM THE EDGE OF PAVEMENT AT ALL TIMES WITHIN THIS SIGN AREA.
5. THE "ROAD MACHINERY 1000 FT." AND THE "FLAGMAN AHEAD" SIGNS ARE TO BE REMOVED WHEN NO WORK IS BEING PERFORMED.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
7. ALL WARNING SIGNS SHALL HAVE MINIMUM DIMENSION OF 48 INCHES AND HAVE BLACK LEGEND AND BORDER ON AN ORANGE REFLECTORIZED BACKGROUND.
8. FORMS BT 725 & BT 726 ARE REQUIRED.
9. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
10. WHEN A SIDE ROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE ERECTED AS DIRECTED BY THE ENGINEERS.

RURAL PAVEMENT CROSSING OPERATIONS
DAY OPERATIONS ONLY.

WHERE, AT ANY TIME, ANY VEHICLE, EQUIPMENT, MEN OR THEIR ACTIVITIES REQUIRE AN INTERMITTENT OR CONTINUOUS CROSSING OPERATION ON THE PAVEMENT.

REVISIONS

| | |
|---|---|
| | |
| | |

STD. 9-53