

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	1

D-98-038-92 CONTRACT NO. 76626

SQUAD LEADER: ARTHUR MUEHLFELD (618)346-3209

PROJECT ENGINEER: PATTI LEBEAU (618)346-3179

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

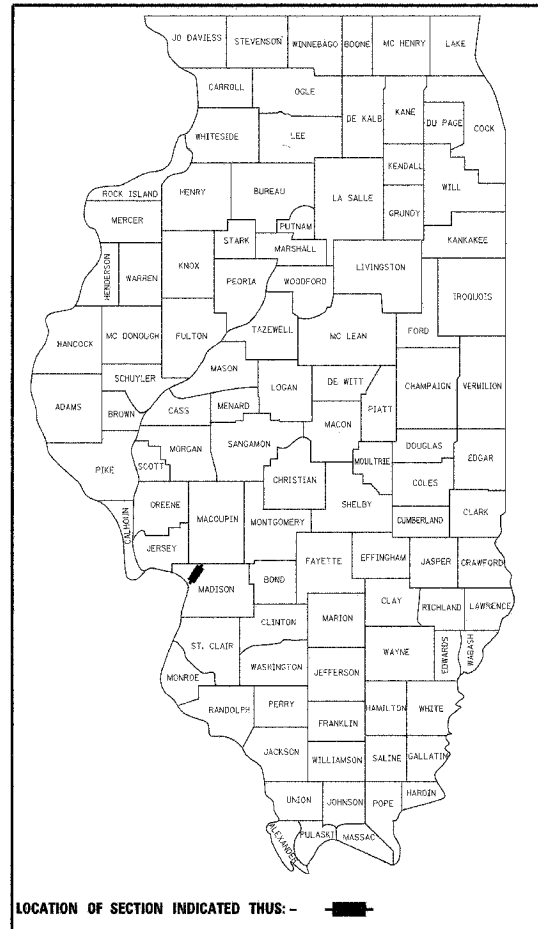
FOR INDEX OF SHEETS, SEE SHEET NO.2

DESIGN DESIGNATION 675(24) LOCAL (0.148) FD-20

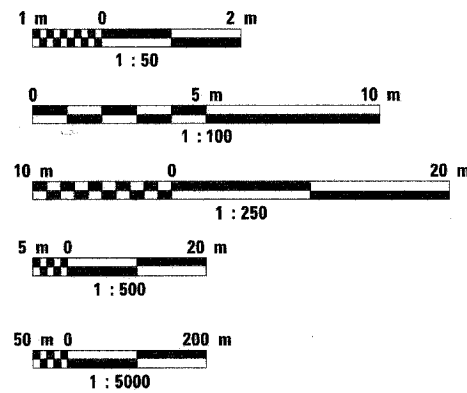
HIGHWAY CLASSIFICATION:  
LOCAL ROAD - CLASS III

FAP ROUTE 310  
SECTION 60-15HB  
PROJECT: ACNHF- (0310) 126  
MADISON COUNTY  
JOB NO. C-98-015-03

GRADE SEPARATION STRUCTURE  
AND ROADWAY REALIGNMENT TO  
CARRY WENZEL ROAD OVER FAP ROUTE 310

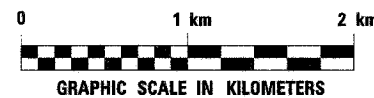
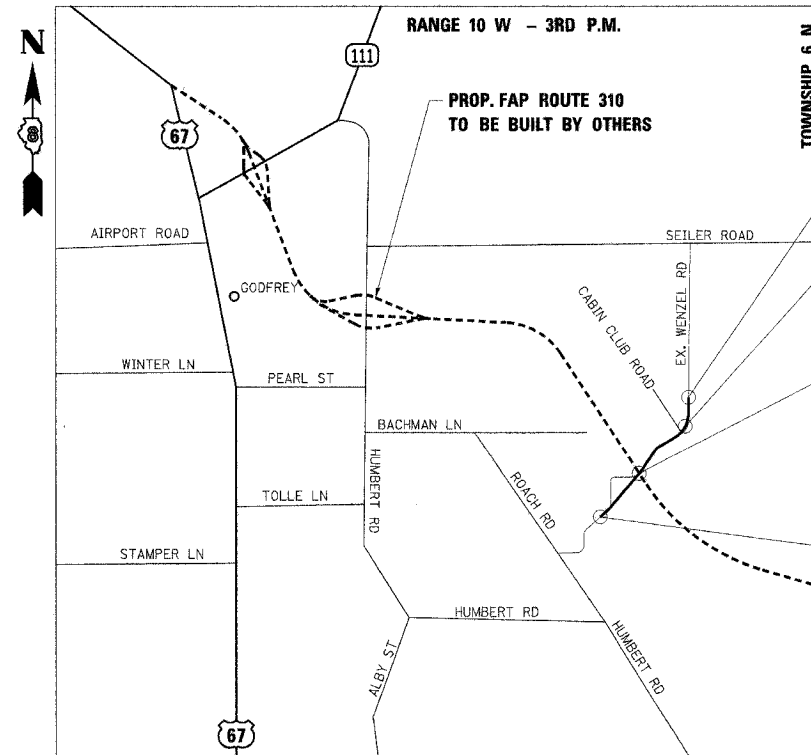


**METRIC RATIOS**



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

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123



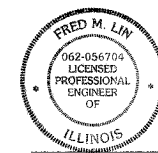
GROSS LENGTH OF IMPROVEMENT = .905 km  
NET LENGTH OF IMPROVEMENT = .905 km

PROPOSED IMPROVEMENT:  
END STATION 10+564.500  
LATITUDE 38.95490°  
LONGITUDE 90.16325°

SECTION 60-15HB  
3.05 m X 3.05 m DOUBLE BARREL BOX CULVERT  
SN 060-6900  
CAST-IN-PLACE CONCRETE CULVERT  
WITH HORIZONTAL CANTILEVER WINGWALLS  
33.31 m OUT TO OUT HEADWALLS  
STA 10+438.692

SECTION 60-15HB  
GRADE SEPARATION STRUCTURE  
SN 060-0306  
CONSISTING OF TWO SPAN  
CONTINUOUSLY WELDED PLATE GIRDER  
REINFORCED DECK SLAB  
SUPERSTRUCTURES ON VAULTED ABUTMENTS  
70.89 m BK-BK APPR. BENTS  
STA. 10+000.000 (WENZEL ROAD) =  
STA. 36+335.990 (FAP ROUTE 310)

PROPOSED IMPROVEMENT:  
BEGIN STATION 9+660.000  
LATITUDE 38.94813°  
LONGITUDE 90.16325°



**SEAL**

*Fred M. Lin*

FRED M. LIN, P.E.  
ILLINOIS REGISTERED ENGINEER NO. 062-056704  
REGISTRATION EXPIRES NOV. 30, 2007

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Oct 17 2007  
*Man Lim*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION FIVE ENGINEER

December 7, 2007  
*Eric E. Haral*  
ENGINEER OF DESIGN AND ENVIRONMENT

December 7, 2007  
*Christine M. Reed*  
DIRECTOR, DIVISION OF HIGHWAYS



PREPARED BY:  
LIN ENGINEERING, LTD.  
CHATHAM, ILLINOIS 62629  
(217) 483-4168

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OF THE STATE OF ILLINOIS**

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# IDOT HIGHWAY STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-01	AREAS OF REINFORCEMENT REBARS
280001-03	TEMPORARY EROSION CONTROL SYSTEMS
420401-05	BRIDGE APPROACH PAVEMENT
503001-02	CONCRETE PARAPET SLIP-FORMING OPTION
515001-02	NAME PLATE FOR BRIDGES
542001-01	REINFORCED CONCRETE END SECTIONS WITH PARALLEL WINGWALLS FOR PIPE CULVERTS 300mm THRU 1200mm DIAMETER AT RIGHT ANGLES WITH ROADWAY
542101-01	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 375mm THRU 900mm DIAMETER AT RIGHT ANGLES WITH ROADWAY
542201-01	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS, 375mm THRU 900mm DIAMETER SKEWED WITH ROADWAY
542401	METAL END SECTION FOR PIPE CULVERTS
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
609006-03	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-07	STEEL PLATE BEAM GUARDRAIL
630301-04	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-06	TRAFFIC BARRIER TERMINAL TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
666001	RIGHT OF WAY MARKERS
667101	PERMANENT SURVEY MARKERS
701306-01	LANE CLOSURE 2L, 2W SLOW MOVING OPERATIONS - DAY ONLY FOR SPEEDS > 45 MPH
701311-02	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
702001-06	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720006-01	SIGN PANEL ERECTION DETAILS
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
B.L.R. 18-4	TRAFFIC CONTROL DEVICES - DAY LABOR MAINTENANCE
B.L.R. 21-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
B.L.R. 22-4	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (2-LANE 2-WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)
B.L.R. 24-1	MAILBOX TURNOUT FOR LOCAL ROAD

# COMMITMENTS

NO COMMITMENTS HAVE BEEN MADE FOR THIS PROJECT.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE	SURFACE	BINDER
AC/PG	PG 64-22	PG 64-22
RAP % (MAX.)	15%	15%
DESIGN AIR VOIDS	4.0%±Ndes=50	4.0%±Ndes=50
MIX COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0
FRICITION AGG.	MIXTURE C	MIXTURE B

# GENERAL NOTES

- ALL ELEVATIONS REFER TO USGS MEAN SEA LEVEL DATUM.
- AN ESTIMATED QUANTITY OF 50 M TONS OF AGGREGATE SURFACE COURSE, TYPE B HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF MAINTAINING ACCESS TO PRIVATE PROPERTY AND SIDE ROADS THROUGH CONSTRUCTION OPERATIONS DURING THIS CONTRACT.
- AN ESTIMATED QUANTITY OF 50 CU M OF "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL" HAS BEEN INCLUDED IN THIS CONTRACT.
- AN ESTIMATED QUANTITY OF 750 KG OF "TEMPORARY EROSION CONTROL SEEDING" HAS BEEN INCLUDED IN THIS CONTRACT.
- AN ESTIMATED QUANTITY OF 10 CU M OF "CHANNEL EXCAVATION" HAS BEEN INCLUDED IN THIS CONTRACT.
- "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS AND WILL BE CONSIDERED TO BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE IN COLOR.
- ALL EXCAVATED AREAS DUE TO WIDENING OPERATIONS SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES WITH APPROPRIATE LIGHTS.
- FLAGMAN, WHERE REQUIRED AS SHOWN IN PLANS, SHALL BE PRESENT DURING ALL CLOSURE HOURS INCLUDING LUNCH HOUR AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET AND EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
- THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL BE AWARE THAT HE MAY FIND ARCHEOLOGICAL EXCAVATIONS THAT HAVE NOT BEEN FILLED IN. THE CONTRACTOR SHALL DEWATER THE EXCAVATION, IF NECESSARY, AND FILL AND COMPACT THE HOLES WITH DIRT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND TO THE SATISFACTION OF THE ENGINEER. THIS WORK (INCLUDING THE DEWATERING) SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PROJECT AND NO OTHER COMPENSATION WILL BE ALLOWED.
- IF ARCHAEOLOGICAL CLEARANCE HAS NOT BEEN OBTAINED FOR THE ENTIRE PROJECT, THE RESIDENT ENGINEER SHALL PROVIDE THE CONTRACTOR THOSE AREAS OF THE PROJECT WHICH HAVE BEEN CLEARED AND IN WHICH THE CONTRACTOR MAY WORK. THE RESIDENT ENGINEER SHALL ALSO NOTIFY THE CONTRACTOR WHEN ADDITIONAL SITES BECOME AVAILABLE.
- 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 MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 

<b>ABOVE GROUND</b> *SBC *CHARTER COMMUNICATIONS *AMEREN UE(ELECTRIC)	<b>BELOW GROUND</b> *SBC *CHARTER COMMUNICATIONS *AMEREN UE(GAS) *FOSTERBURG WATER DISTRICT
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MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY \*. NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON CAREFUL FIELD INVESTIGATIONS WITH UTILITY REPRESENTATIVES, AS WELL AS APPROXIMATE DEPTHS SUPPLIED BY THE UTILITY COMPANIES, WHERE AVAILABLE. HOWEVER, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION PRIOR TO OPERATIONS.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- IF ANY UNSUITABLE MATERIAL IS ENCOUNTERED DURING CONSTRUCTION, IT WILL BE NECESSARY TO REMOVE THE UNSUITABLE MATERIAL AND REPLACE IT WITH A SUITABLE MATERIAL AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE OR RELOCATE ALL CONFLICTING MAILBOXES, EXISTING STREET NAME SIGNS, AND ALL PRIVATE AND COMMERCIAL SIGNS IN ACCORDANCE WITH ARTICLES 107.20 & 107.25 AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PROJECT.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- SEEDING SHALL BE PLACED IN ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL FURNISH AND INSTALL WOOD SIGN POST SUPPORTS IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS. HOWEVER, INSTALLATION BY METHOD "A" (ART. 730.04(A)) SHALL BE THE ONLY METHOD PERMITTED.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:
 

GRANULAR MATERIALS BITUMINOUS MATERIALS (PRIME COAT) ON PAVEMENT BITUMINOUS MATERIALS (PRIME COAT) ON AGGREGATE BITUMINOUS MATERIALS (COVER & SEAL COATS) PRIME COAT AGGREGATE COVER COAT AGGREGATE & SEAL COAT AGGREGATE HOT MIX ASPHALT BINDER COURSE AND SHOULDERS HOT MIX ASPHALT SURFACE COURSE	2.4 M Tons / Cu M 0.00041 M Tons / Sq M 0.00182 M Tons / Sq M 0.0010 M Tons / Sq M 0.002 M Tons / Sq M 0.01 M Tons / Sq M 0.00244 M Tons / Sq M / mm 0.00262 M Tons / Sq M / mm
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1 METRIC TON = 1000 KG  
 BITUMINOUS MATERIALS: 1 LITER = 0.00091 M TONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	2
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76626

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>INDEX OF SHEETS, HIGHWAY STANDARDS, COMMITMENTS &amp; GENERAL NOTES</b>

SCALE: NONE  
 DATE: 04/2005  
 DRAWN BY: JH  
 CHECKED BY: FML

ILLINOIS DEPARTMENT OF TRANSPORTATION

# SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	3
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

SUMMARY OF QUANTITIES			TOTAL QUANTITY	80% FEDERAL 20% STATE		
CODE NO.	ITEM	UNIT		ROADWAY	BOX CULVERT	BRIDGE
				CONSTRUCTION TYPE CODE		
			1000	X028-2A	X271-2A	
28000300	TEMPORARY DITCH CHECKS	EACH	105	105		
28000500	INLET AND PIPE PROTECTION	EACH	5	5		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	2,160		2,160	
51500100	NAME PLATES	EACH	2	1	1	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12	
60900240	TYPE C INLET BOX, STANDARD 609006	EACH	2	2		
60900515	CONCRETE THRUST BLOCKS	EACH	2	2		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
63500105	DELINEATORS	EACH	6	6		
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	32	32		
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	19	19		
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	6	6		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15	15		
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	15	15		
67100100	MOBILIZATION	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1		
70101835	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	45	45		
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3	3		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8		
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	6	6		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1		
Z0007602	BUILDING REMOVAL NO. 2	L SUM	1	1		
Z0007603	BUILDING REMOVAL NO. 3	L SUM	1	1		
Z0007604	BUILDING REMOVAL NO. 4	L SUM	1	1		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0024000	FILLING EXISTING WELLS - DRILLED	EACH	1	1		
M2010110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	651	651		
M2010210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	655	655		
M2010500	TREE REMOVAL, HECTARES	HA	2.0	2.0		
M2020010	EARTH EXCAVATION	CU M	57,473	57,473		
M2021200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU M	50	50		
M2030100	CHANNEL EXCAVATION	CU M	10	10		
M2040800	FURNISHED EXCAVATION	CU M	18,953	18,953		
M2070400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU M	252		252	
M2080150	TRENCH BACKFILL	CU M	86	86		

SUMMARY OF QUANTITIES			TOTAL QUANTITY	80% FEDERAL 20% STATE		
CODE NO.	ITEM	UNIT		ROADWAY	BOX CULVERT	BRIDGE
				CONSTRUCTION TYPE CODE		
			1000	X028-2A	X271-2A	
M2500200	SEEDING, CLASS 2	HA	2.6	2.6		
M2500300	SEEDING, CLASS 3	HA	1.8	1.8		
M2500350	SEEDING, CLASS 7	HA	1.6	1.6		
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	590	590		
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	590	590		
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	590	590		
M2510115	MULCH, METHOD 2	HA	6.0	6.0		
M2510630	EROSION CONTROL BLANKET	SQ M	4,545	4,545		
M2800250	TEMPORARY EROSION CONTROL SEEDING	KG	750	750		
M2800400	PERIMETER EROSION BARRIER	METER	204	204		
M2810107	STONE RIPRAP, CLASS A4	SQ M	1,131	830	301	
M2820200	FILTER FABRIC	SQ M	1,131	830	301	
M3511010	AGGREGATE BASE COURSE, TYPE B	M TON	3,962	3,962		
M4021010	AGGREGATE SURFACE COURSE, TYPE B	M TON	260	260		
M4021200	AGGREGATE FOR TEMPORARY ACCESS	M TON	83	83		
M4030200	BITUMINOUS MATERIALS (PRIME COAT)	M TON	3.9	3.9		
M4030400	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	M TON	3.8	3.8		
M4030500	COVER COAT AGGREGATE	M TON	18.9	18.9		
M4030600	SEAL COAT AGGREGATE	M TON	18.9	18.9		
M4060200	BITUMINOUS MATERIALS (PRIME COAT)	M TON	12.5	12.5		
M4060300	AGGREGATE (PRIME COAT)	M TON	12	12		
M4060990	TEMPORARY RAMP	SQ M	27	27		
M4063080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	M TON	2,184	2,184		
M4063310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	M TON	733	733		
M4205000	BRIDGE APPROACH PAVEMENT	SQ M	92	92		
M4205050	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ M	91	91		
M4205200	PROTECTIVE COAT	SQ M	1,060	183	877	
M4230150	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 150MM	SQ M	521	521		
M4402000	PAVEMENT REMOVAL	SQ M	208	208		
M4402010	DRIVEWAY PAVEMENT REMOVAL	SQ M	228	228		
M4402020	CURB REMOVAL	METER	15	15		
M5010460	CONCRETE RETAINING WALL REMOVAL	METER	16	16		
M5010522	PIPE CULVERT REMOVAL	METER	101	101		

\*SPECIALTY ITEMS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SUMMARY OF QUANTITIES
SCALE: NONE		DRAWN BY: JH
DATE: 04/2005		CHECKED BY: FML

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	4
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE		
				ROADWAY	BOX CULVERT	BRIDGE
				CONSTRUCTION TYPE CODE		
				1000	X028-2A	X271-2A
M5020100	STRUCTURE EXCAVATION	CU M	372			372
M5030280	CONCRETE ENCASEMENT	CU M	2.4			2.4
M5030290	FORM LINER TEXTURED SURFACE	SQ M	217			217
M5030350	CONCRETE STRUCTURES	CU M	281.2			281.2
M5030360	CONCRETE SUPERSTRUCTURE	CU M	229.7			229.7
M5030390	BRIDGE DECK GROOVING	SQ M	681			681
M5080105	REINFORCEMENT BARS	KG	19,840		19,840	
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	51,510			51,510
M5110200	SLOPE WALL 150 MM	SQ M	48			48
M5120130	FURNISHING STEEL PILES HP200X54	METER	247.0			247.0
M5120140	FURNISHING STEEL PILES HP250X62	METER	213.5			213.5
M5120160	FURNISHING STEEL PILES HP310X79	METER	548.0			548.0
M5120335	DRIVING PILES	METER	1,008.5			1,008.5
M5120430	TEST PILE STEEL HP200X54	EACH	2			2
M5200225	PREFORMED JOINT STRIP SEAL	METER	23.0			23.0
M5403000	CONCRETE BOX CULVERTS	CU M	221.5		221.5	
M542E028	END SECTIONS 600MM	EACH	6	6		
M542E044	END SECTIONS 900MM	EACH	6	6		
M542E012	END SECTIONS 300MM	EACH	2	2		
M542E020	END SECTIONS 450MM	EACH	2	2		
M542E028	END SECTIONS 600MM	EACH	2	2		
M542E044	END SECTIONS 900MM	EACH	4	4		
M542H040	PIPE CULVERTS, CLASS A, TYPE 1 600MM	METER	15.5	15.5		
M542H425	PIPE CULVERTS, CLASS D, TYPE 1 375MM	METER	25.0	25.0		
M542I040	PIPE CULVERTS, CLASS A, TYPE 2 600MM	METER	18.0	18.0		
M542I430	PIPE CULVERTS, CLASS D, TYPE 2 450MM	METER	56.5	56.5		
M542I455	PIPE CULVERTS, CLASS D, TYPE 2 900MM	METER	18.5	18.5		
M542J440	PIPE CULVERTS, CLASS D, TYPE 3 600MM	METER	23.5	23.5		
M542J455	PIPE CULVERTS, CLASS D, TYPE 3 900MM	METER	40.0	40.0		
M542K055	PIPE CULVERTS, CLASS A, TYPE 4 900MM	METER	38.0	38.0		
M542T415	PIPE CULVERTS, CLASS D, TYPE 1 300MM (TEMPORARY)	METER	16.5	16.5		
M542T425	PIPE CULVERTS, CLASS D, TYPE 1 450MM (TEMPORARY)	METER	10.5	10.5		
M542U435	PIPE CULVERTS, CLASS D, TYPE 2 600MM (TEMPORARY)	METER	12.5	12.5		
M5870300	CONCRETE SEALER	SQ M	16			16
M5910100	GEOCOMPOSITE WALL DRAIN	SQ M	96.6			96.6
M5930100	CONTROLLED LOW-STRENGTH MATERIAL	CU M	3	3		
M6010125	PIPE DRAINS 300MM	METER	25.0	25.0		
M6011100	PIPE UNDERDRAINS FOR STRUCTURES 100MM	METER	29.9			29.9
M6060070	CONCRETE CURB, TYPE B	METER	16.3	16.3		
*M6300100	STEEL PLATE BEAM GUARD RAIL, TYPE A	METER	91.44	91.44		

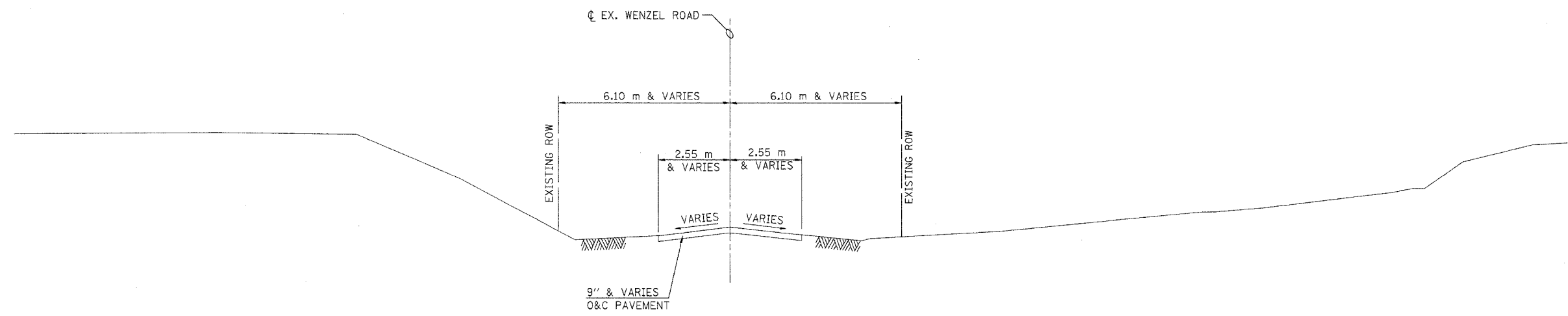
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE		
				ROADWAY	BOX CULVERT	BRIDGE
				CONSTRUCTION TYPE CODE		
				1000	X028-2A	X271-2A
M7030100	SHORT-TERM PAVEMENT MARKING	METER	185	185		
M7031000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ M	19	19		
*M7200100	SIGN PANEL - TYPE 1	SQ M	0.6	0.6		
*M7300100	WOOD SIGN SUPPORT	METER	4.6	4.6		
*M7800205	PAINT PAVEMENT MARKING - LINE 100MM	METER	3,618	3,618		
M2034730	MODULAR RETAINING WALL SYSTEM	SQ M	8	8		
MX511050	BRICK SLOPEWALL	SQ M	147			147
X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1			1
*Z0049901	REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1	L SUM	1	1		

\*SPECIALTY ITEMS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SUMMARY OF QUANTITIES  SCALE: NONE DATE: 04/2005  DRAWN BY: JH CHECKED BY: FML

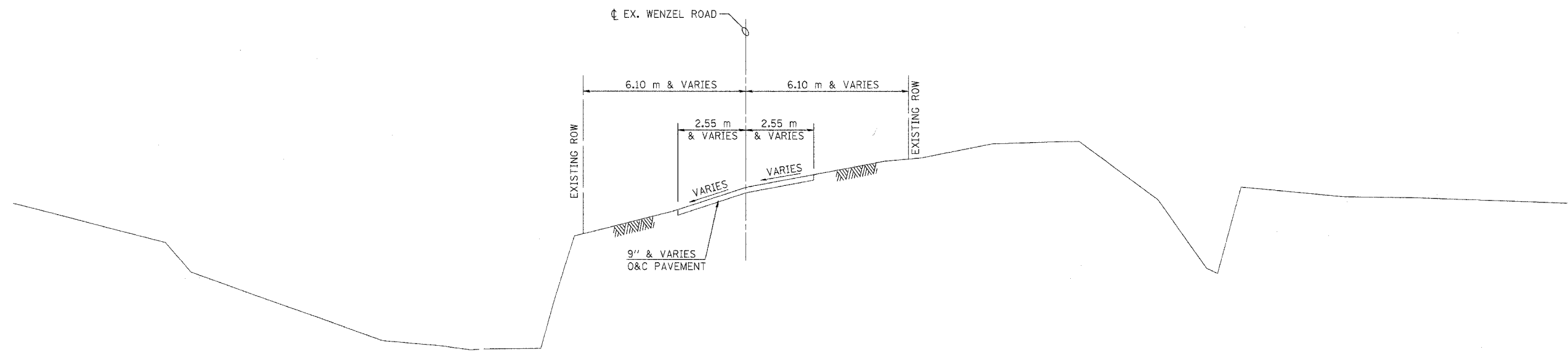
Rev.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



**EXISTING TYPICAL TANGENT SECTION**

BEGIN IMPROVEMENT - PROPOSED STA. 9+660.000  
 END IMPROVEMENT - PROPOSED STA. 10+564.500  
 EXISTING WENZEL ROAD STATIONING NOT AVAILABLE



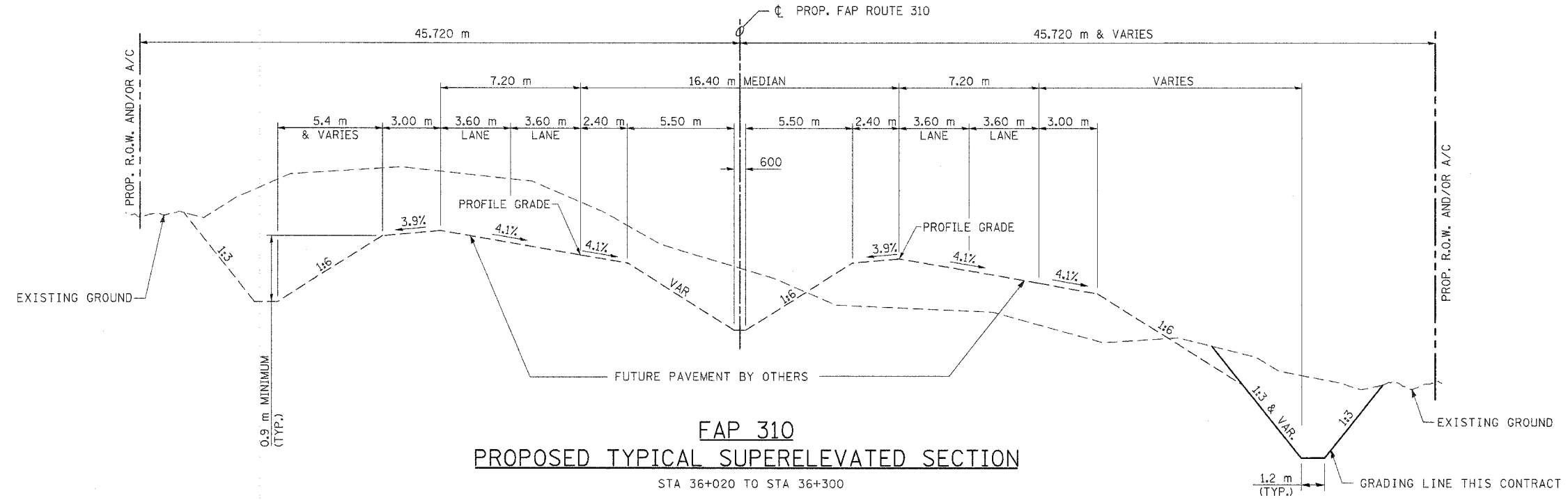
**EXISTING TYPICAL SUPERELEVATION SECTION**

REVISIONS	
NAME	DATE

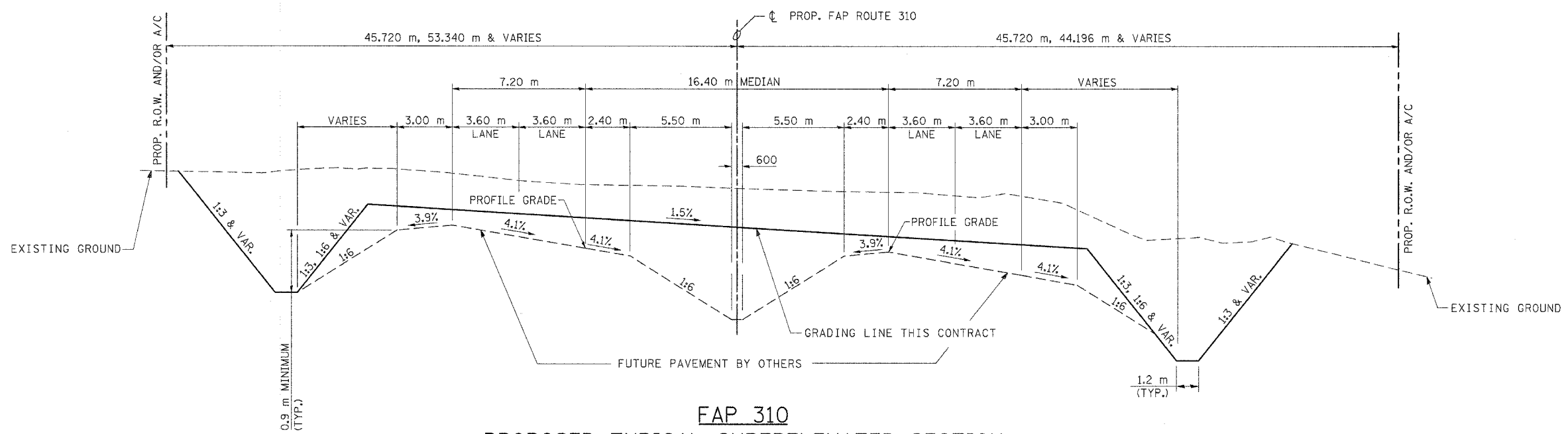
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 EXISTING TYPICAL SECTIONS  
 WENZEL ROAD  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE: NONE  
 DATE: 04/2005  
 DRAWN BY: IYL  
 CHECKED BY: FML

EXISTING TYPICAL SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 76626				



**FAP 310**  
**PROPOSED TYPICAL SUPERELEVATED SECTION**  
 STA 36+020 TO STA 36+300



**FAP 310**  
**PROPOSED TYPICAL SUPERELEVATED SECTION**  
 STA 36+300 TO STA 36+395

REVISIONS	
NAME	DATE

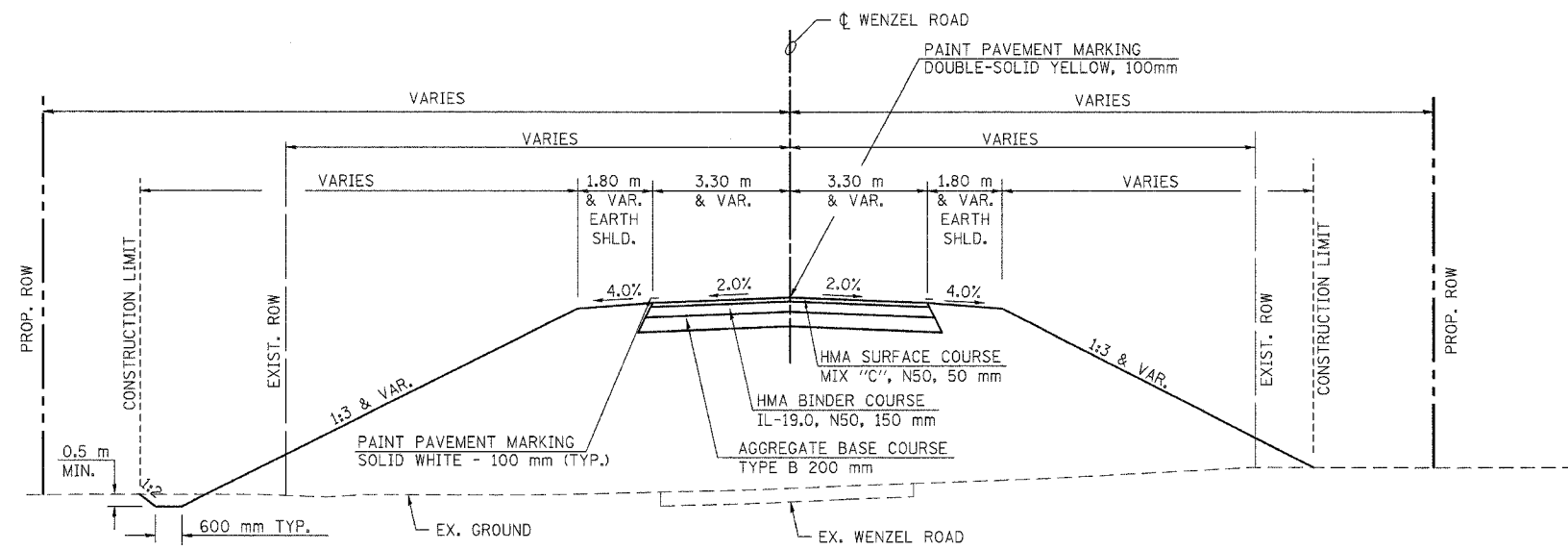
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PROPOSED TYPICAL SECTIONS  
 MAINLINE GRADING  
 SECTION 60-15HB  
 MADISON COUNTY

SCALE: NONE  
 DATE: 04/2005

DRAWN BY: IYL  
 CHECKED BY: FML

ALL DIMENSIONS ARE IN mm  
 UNLESS NOTED OTHERWISE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	7
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				

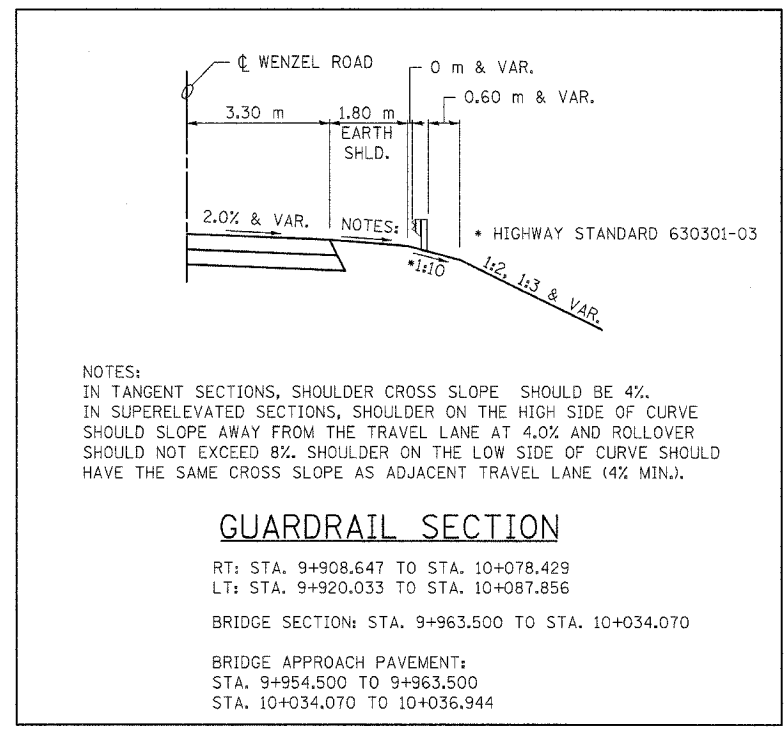


**PROPOSED TYPICAL TANGENT SECTION**

STA. 9+660.000 TO STA. 9+679.825  
 STA. 9+825.695 TO STA. 9+954.500  
 STA. 10+551.371 TO STA. 10+564.500  
 BRIDGE SECTION: STA. 9+963.500 TO STA. 10+034.070  
 BRIDGE APPROACH PAVEMENT:  
 STA. 9+954.500 TO 9+963.500  
 STA. 10+034.070 TO 10+036.944

**STRUCTURAL PAVEMENT DESIGN INFORMATION  
 WENZEL ROAD**

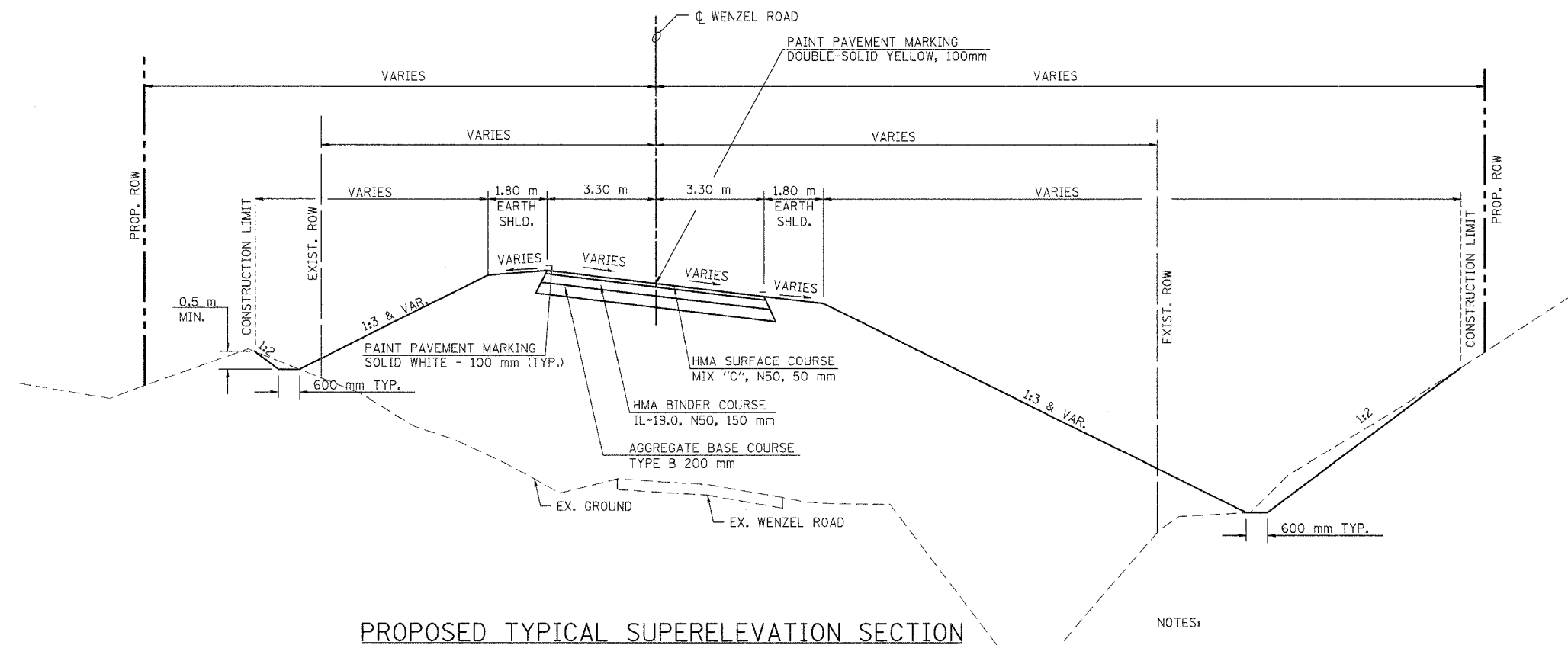
ADT = 550 (2004); 675 (2024)  
 72 km/h IS THE DESIGN SPEED  
 2004 IS THE DESIGN YEAR  
 PV = (98.4%); SU = (1.2%); MU = (0.4%)  
 ROAD/STREET CLASSIFICATION: LOCAL ROAD - CLASS III  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
 PV= 50% SU = 50% MU = 50%  
 TRAFFIC FACTOR: ACTUAL TF = 0.148 AC TYPE = PG 64-22  
 MINIMUM TF = 0.500  
 MIX COMPOSITION: BINDER = IL 19.0 SURFACE = IL 9.5  
 SUBGRADE SUPPORT RATING:  
 SSR= POOR (STA. 9+660.000 TO STA. 10+564.500)



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>PROPOSED TYPICAL SECTIONS            WENZEL ROAD            SECTION 60-15HB            MADISON COUNTY</b>

SCALE: NONE DRAWN BY: IYL  
 DATE: 04/2005 CHECKED BY: FML

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



**PROPOSED TYPICAL SUPERELEVATION SECTION**

**CURVE NO. 1 (LEFT)**  
 STA. 9+679.825 TO STA. 9+727.825 (SE TRANSITION)  
 STA. 9+727.825 TO STA. 9+777.695 (FULL SE 6.0%)  
 STA. 9+777.695 TO STA. 9+825.695 (SE TRANSITION)

**CURVE NO. 2 (RIGHT)**  
 STA. 10+043.070 TO STA. 10+081.944 (SE TRANSITION)  
 STA. 10+081.944 TO STA. 10+207.775 (FULL SE 6.0%)

**REVERSE CURVE TRANSITION**  
 STA. 10+207.775 TO STA. 10+345.173 (SE TRANSITION)

**CURVE NO. 3 (LEFT)**  
 STA. 10+345.173 TO STA. 10+503.371 (FULL SE 6.0%)  
 STA. 10+503.371 TO STA. 10+551.371 (SE TRANSITION)

**BRIDGE APPROACH PAVEMENT:**  
 STA. 10+036.944 TO 10+043.070

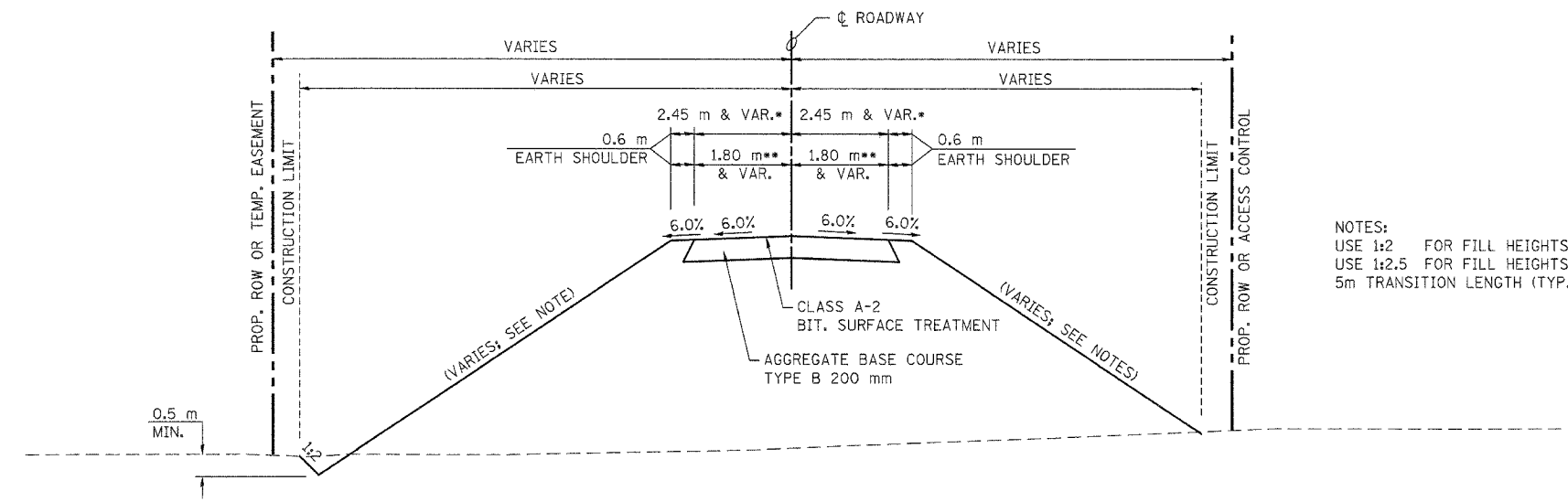
- NOTES:
1. IN TANGENT SECTIONS, SHOULDER CROSS SLOPE SHOULD BE 4%. IN SUPERELEVATED SECTIONS, SHOULDER ON THE HIGH SIDE OF CURVE SHOULD SLOPE AWAY FROM THE TRAVEL LANE AT 4.0% AND ROLLOVER SHOULD NOT EXCEED 8%. SHOULDER ON THE LOW SIDE OF CURVE SHOULD HAVE THE SAME CROSS SLOPE AS ADJACENT TRAVEL LANE.
  2. SEE SUPERELEVATION RATE CHART FOR PVMT. CROSS SLOPE DETAILS.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>PROPOSED TYPICAL SECTIONS</b> <b>WENZEL ROAD</b> <b>SECTION 60-15HB</b> <b>MADISON COUNTY</b>
SCALE: NONE		DRAWN BY: IYL
DATE: 04/2005		CHECKED BY: FML

PROPOSED TYPICAL SECTIONS - WENZEL ROAD



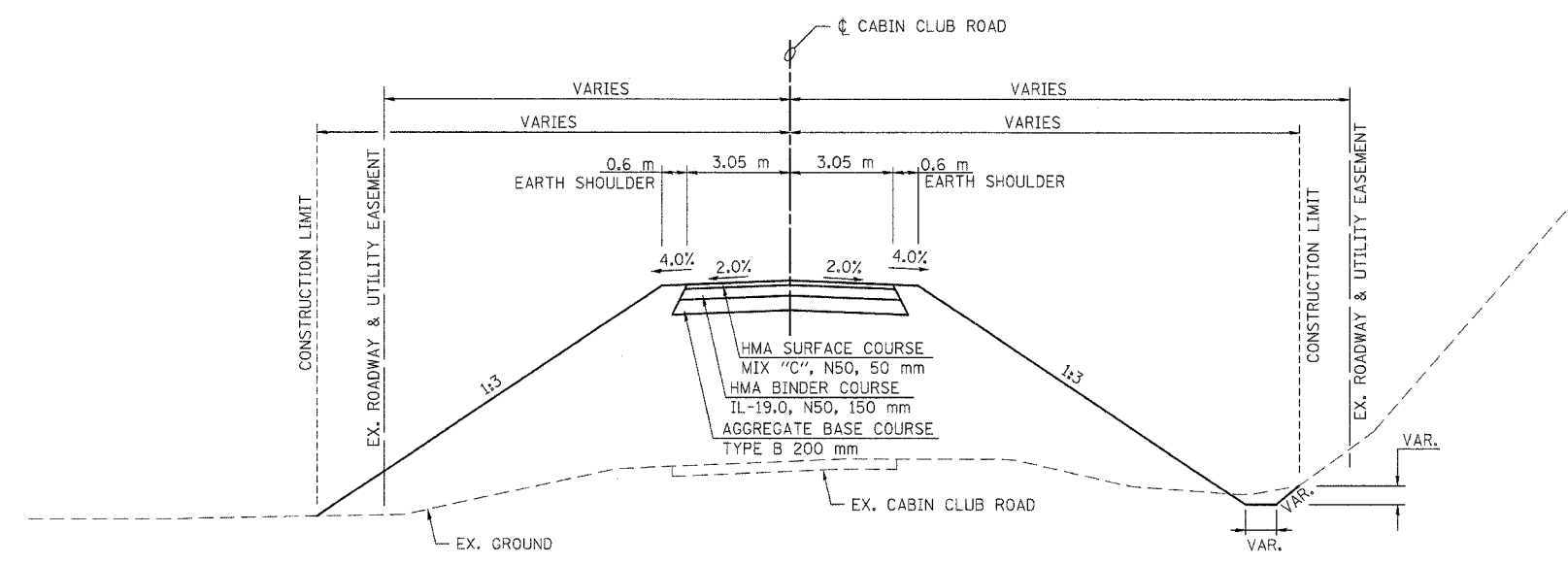
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



NOTES:  
 USE 1:2 FOR FILL HEIGHTS UP TO 3.05 m  
 USE 1:2.5 FOR FILL HEIGHTS GREATER THAN 3.05 m  
 5m TRANSITION LENGTH (TYP.)

**PROPOSED TYPICAL SECTION**

- \* SERVICE DRIVE #1 -- STA. 19+850.000 TO STA. 20+000.000
- \*\* RELOCATED WATT LANE -- STA. 30+000.000 TO STA. 30+110.890
- \*\* PRIVATE DRIVE -- STA. 29+839.523 TO STA. 30+000.000



**PROPOSED TYPICAL SECTION**

CABIN CLUB ROAD--STA. 39+970.000 TO STA. 40+000.000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PROPOSED TYPICAL SECTIONS  
 SERVICE DRIVES & CABIN CLUB ROAD  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE: NONE  
 DATE: 04/2005  
 DRAWN BY: IYL  
 CHECKED BY: FML



F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	65-15 HB	MADISON	185	11
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

**EARTH WORK**

LOCATION	EARTH EXCAVATION (CU M)	EARTH EXCAVATION ADJUSTED 25% (CU M)	EMBANKMENT (CU M)	FURNISHED EXCAVATION (CU M)
STAGE 1				
WENZEL ROAD				
STA 10+425 TO STA 10+487.5	338	254	538	(284)
STA 10+487.5 TO STA 10+564.5	333	250	6	244
TEMP RAMP				
STA 0+966.01 TO 1+000.00	145	109	244	(135)
REMOVAL OF OIL & CHIP PAVEMENT				
STA 10+422 TO 10+490	80	80		80
SUBTOTAL	897	692	788	(95)
STAGE 2				
WENZEL ROAD				
STA 10+487.5 TO STA 10+564.5	83	62	2	60
REMOVAL OF OIL & CHIP PAVEMENT				
STA 10+490 TO 10+564.5	88	88		88
SUBTOTAL	171	150	2	148*
*NOT INCLUDED IN TOTAL, SURPLUS WILL BE UTILIZED IN STAGE 3				
STAGE 3				
SURPLUS FROM STAGE 2				
		148		148
FAP ROUTE 310				
STA 36+020 TO STA 36+100	584	438	0	438
STA 36+100 TO STA 36+200	3,294	2,470	0	2,470
STA 36+200 TO STA 36+295	10,616	7,962	0	7,962
WENZEL ROAD				
STA 10+050 TO STA 10+100	234	176	10,028	(9,852)
STA 10+100 TO STA 10+150	563	422	8,708	(8,286)
STA 10+150 TO STA 10+200	619	464	9,317	(8,853)
STA 10+200 TO STA 10+250	123	92	5,217	(5,125)
STA 10+250 TO STA 10+300	464	348	1,970	(1,622)
STA 10+300 TO STA 10+350	2,945	2,209	348	1,861
STA 10+350 TO STA 10+425	3,129	2,347	505	1,842
PRIVATE DRIVE				
STA 29+839.5 TO STA 29+875	220	165	0	165
STA 29+875 TO STA 29+925	231	173	225	(52)
STA 29+925 TO STA 29+975	556	417	2,209	(1,792)
STA 29+975 TO WENZEL RD.	71	54	284	(230)
RELOCATED WATT LANE				
WENZEL RD. TO STA. 30+025	225	169	0	169
STA. 30+025 TO STA. 30+075	1,616	1,212	0	1,212
STA 30+075 TO STA. 30+110.9	326	245	0	245
CABIN CLUB ROAD				
STA 39+970 TO STA. 39+987.5	204	153	6	147
STA. 39+987.5 TO WENZEL RD	177	132	5	127
REMOVAL OF OIL & CHIP PAVEMENT				
STA 10+325 TO 10+422	167	167		167
TEMP RAMP				
STA 0+966.01 TO 1+000.00	200*			
SUBTOTAL	26,565	19,963	38,821	(18,858)
*SURPLUS CAN NOT BE UTILIZED IN THIS STAGE				
STAGE 4				
FAP ROUTE 310				
STA 36+295 TO STA 36+375	17,458	13,093	0	13,093
STA 36+375 TO STA 36+400	8,901	6,676	0	6,676
WENZEL ROAD				
STA 9+950 TO STA 10+050	0	0	3,755	(3,755)
TEMP F.E.				
9+762.5	29	22	64	(42)
9+833	0	0	111	(111)
REMOVAL OF OIL & CHIP PAVEMENT				
STA 10+325 TO 10+422	137	137		137
SUBTOTAL	26,525	19,928	3,930	15,998*
* NOT INCLUDED IN TOTAL, SURPLUS WILL BE UTILIZED IN STAGE 5, 6 & 7				

**CONCRETE CURB**

LOCATION	CURB REMOVAL	CONC. CURB TYPE B
STATION	OFFSET	(METER)
9+677.63	RT	14.9
		16.3

**RETAINING WALL**

LOCATION	CONC. RETAINING WALL REMOVAL	RETAINING WALL
STATION	OFFSET	(SQ M)
9+677.63	RT	15.1
		7.8

**EARTH WORK**

LOCATION	EARTH EXCAVATION (CU M)	EARTH EXCAVATION ADJUSTED 25% (CU M)	EMBANKMENT (CU M)	FURNISHED EXCAVATION (CU M)
STAGE 5				
WENZEL ROAD				
STA 9+850 TO STA 9+900	306	230	4,319	(4,089)
STA 9+900 TO STA 9+950	339	254	3,254	(3,000)
SERVICE DRIVE #1				
STA 19+850 TO STA 19+900	204	153	58	95
STA 19+900 TO STA 19+975	391	293	624	(331)
STA 19+975 TO WENZEL RD.	20	15	368	(353)
TEMP F.E.				
9+762.5	72	54	0	54
9+833	34	25	0	25
REMOVAL OF OIL & CHIP PAVEMENT				
STA 9+860 TO 9+912.5	64	64		64
SUBTOTAL	1,429	1,088	8,623	(7,535)*
*NOT INCLUDED IN TOTAL, USE SURPLUS FROM STAGE 4				
STAGE 6 & 7				
WENZEL ROAD				
STA 9+660 TO STA 9+700	289	217	50	167
STA 9+700 TO STA 9+750	542	406	719	(313)
STA 9+750 TO STA 9+800	565	424	958	(534)
STA 9+800 TO STA 9+850	392	294	2,041	(1747)
REMOVAL OF OIL & CHIP PAVEMENT				
STA 9+660 TO 9+740	98	98		98
SUBTOTAL	1,886	1,439	3,768	(2,329)*
*NOT INCLUDED IN TOTAL, USE SURPLUS FROM STAGE 4				
TOTAL	57,473			(18,953)

**PRISMATIC REFLECTORS**

LOCATION	GUARDRAIL MARKERS TYPE A	BARRIER WALL MARKERS TYPE B	TERMINAL MARKER DIRECT APPLIED
STATION	OFFSET	(EACH)	
9+908.647	RT		1
9+923.847 TO 9+950.517	RT	2	
9+960.620 TO 10+033.184	RT		3
10+043.287 TO 10+062.831	RT	2	
10+078.429	RT		1
9+920.033	LT		1
9+935.233 TO 9+954.283	LT	2	
9+964.386 TO 10+036.950	LT		3
10+047.053 TO 10+073.043	LT	2	
10+087.856	LT		1
TOTAL =		8	6

**TRAFFIC BARRIER**

LOCATION	TERMINAL TYPE 1 SPECIAL (TANGENT)	TERMINAL TYPE 6	STEEL PLATE BEAM GUARD RAIL, TYPE A
STATION	OFFSET	(EACH)	(METER)
9+908.647 TO 9+923.847	RT	1	
9+923.847 TO 9+950.517	RT		26.67
9+950.517 TO 9+960.620	RT		1
10+033.184 TO 10+043.287	RT		1
10+043.287 TO 10+062.831	RT		19.05
10+062.831 TO 10+078.429	RT	1	
9+920.033 TO 9+935.233	LT	1	
9+935.233 TO 9+954.283	LT		19.05
9+954.283 TO 9+964.386	LT		1
10+036.950 TO 10+047.053	LT		1
10+047.053 TO 10+073.043	LT		26.67
10+073.043 TO 10+087.856	LT	1	
TOTAL =		4	4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

NOTES:

SEE SHEET 54 - STORM WATER POLLUTION PREVENTION PLAN FOR ALL EROSION CONTROL RELATED SCHEDULE OF QUANTITIES.

SCALE: NONE  
DATE: 04/2005

DRAWN BY: JH  
CHECKED BY: FML

SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	65-15 HB	MADISON	185	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 76626				

**BRIDGE APPROACH PAVEMENT**

LOCATION	BRIDGE APPROACH PAVEMENT	BRIDGE APPROACH PAVEMENT (SPECIAL)	PROTECTIVE COAT	TEMPORARY RAMP*
STATION	(SQ M)			
WENZEL ROAD				
9+952.50 TO 9+954.50				13.2
9+954.50 TO 9+963.50	91.8		91.8	
10+034.07 TO 10+043.07		90.3	90.3	
10+043.07 TO 10+045.07				13.2
TOTAL =	91.8	90.3	182.1	26.4

\* TEMPORARY RAMP TAPER RATE = 1:40

**PRIME COAT**

LOCATION	BIT. MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)
STATION	(M TON)	
WENZEL ROAD		
9+660.00 TO 9+696.00	0.48	0.43
9+696.00 TO 9+954.50	3.80	3.41
10+043.07 TO 10+524.00	7.08	6.35
10+524.00 TO 10+564.50	0.54	0.48
CABIN CLUB ROAD		
39+970.00 TO WENZEL RD.	0.48	0.43
TEMPORARY RAMP		
0+966.01 TO 1+000.00	0.08	0.41
TOTAL =	12.47	11.52

**BITUMINOUS SURFACE TREATMENT, CLASS A-2**

LOCATION	BIT. MATERIALS (PRIME COAT)	BIT. MATERIALS (COVER AND SEAL COATS)	COVER COAT AGGREGATE	SEAL COAT AGGREGATE
STATION	(M TON)			
SERVICE DRIVE #1				
19+850.00 TO 19+996.70	1.54	1.51	7.6	7.6
PRIVATE DRIVE				
29+839.52 TO 29+996.70	1.22	1.15	5.7	5.7
RELOCATED WATT LANE				
30+003.30 TO 30+110.89	1.14	1.12	5.6	5.6
TOTAL =	3.90	3.78	18.9	18.9

**PAVING**

LOCATION	HMA SURF. CSE. MIX "C", N50	HMA BINDER CSE. IL-19.0, N50
STATION	(M TON)	
WENZEL ROAD		
9+660.00 TO 9+696.00	28.4	82.0
9+696.00 TO 9+954.50	225.2	648.1
10+043.07 TO 10+524.00	418.9	1204.4
10+524.00 TO 10+564.50	31.8	91.7
CABIN CLUB ROAD		
39+970.00 TO WENZEL RD.	28.5	81.9
TEMPORARY RAMP		
0+966.01 TO 1+000.00		75.8
TOTAL =	732.7	2184.0

**PAVEMENT REMOVAL**

LOCATION	QUANTITY
STATION	(SQ M)
TEMPORARY RAMP	
0+966.01 TO 1+000.00	207.2
TOTAL =	207.2

**AGGREGATE FOR TEMPORARY ACCESS**

LOCATION	QUANTITY	
STATION	OFFSET	(M TON)
WENZEL ROAD		
9+762.50	LT	35.5
9+833.00	RT	47.1
TOTAL =		82.6

**AGGREGATE BASE COURSE, TYPE B**

LOCATION	QUANTITY
STATION	(M TON)
WENZEL ROAD	
9+660.000 TO 9+696.000	112.3
9+696.000 TO 9+954.500	893.4
10+043.070 TO 10+524.000	1,662.1
10+524.000 TO 10+564.500	125.4
SERVICE DRIVE #1	
19+850.000 TO WENZEL RD.	378.3
PRIVATE DRIVE	
29+839.523 TO WENZEL RD.	290.4
RELOCATED WATT LANE	
WENZEL RD. TO 30+110.890	278.6
CABIN CLUB ROAD	
39+970.000 TO WENZEL RD.	113.0
TEMPORARY RAMP	
0+966.010 TO 1+000.000	107.6
TOTAL =	3,961.1

**AGGREGATE SURFACE COURSE, TYPE B**

LOCATION	QUANTITY	
STATION	OFFSET	(M TON)
WENZEL ROAD		
9+680.00	LT	11.6
9+786.00	LT	11.5
9+788.23	RT	11.3
9+865.38	RT	56.7
10+122.41	LT	6.3
10+282.37	RT	48.6
10+285.00	LT	11.7
10+530.00	LT	12.1
10+541.91	RT	13.8
SERVICE DRIVE #1		
19+950.00	RT	26.3
MAINTAINING ACCESS		
JOBSITE		50.0
TOTAL =		259.8

**PIPE CULVERTS SCHEDULE**

LOCATION	CLASS A TYPE 1 600 MM	CLASS D TYPE 1 375 MM	CLASS A TYPE 2 600 MM	CLASS D TYPE 2 450 MM	CLASS D TYPE 2 900 MM	CLASS D TYPE 3 600 MM	CLASS D TYPE 3 900 MM	CLASS A TYPE 4 900 MM	CLASS D TYPE 1 300 MM (TEMP.)	CLASS D TYPE 1 450 MM (TEMP.)	CLASS D TYPE 2 600 MM (TEMP.)	
STATION	(METER)											
WENZEL ROAD												
9+725.00												
9+865.39 RT												
10+180.97												
10+282.365 RT												
10+400.00	15.5											
10+500.63 LT												
10+541.91 RT												
SERVICE DRIVE #1												
19+950.00 RT												
19+981.88												
PRIVATE DRIVE												
29+977.57												
RELOCATED WATT LANE												
30+016.11												
TEMPORARY RAMP												
0+090.22												
TEMPORARY FIELD ENTRANCE												
9+762.50 LT												
9+833.00 RT												
TOTAL =	15.5	24.7	17.9	56.5	18.2	23.3	39.8	37.9	16.5	10.4	12.5	

**END SECTIONS**

LOCATION	METAL 300 MM	METAL 450 MM	METAL 600 MM	METAL 900 MM	600 MM	900 MM
STATION	OFFSET (EACH)					
WENZEL ROAD						
9+725.00	8.23 m LT					
9+725.00	9.62 m RT					
10+175.97	19.66 m LT					
10+186.16	16.82 m RT					
10+275.63	20.34 m RT					
10+293.59	17.94 m RT					
10+036.29	13.76 m RT					
10+040.05	19.15 m LT					
10+400.00	6.79 m LT					
10+400.00	8.72 m RT					
SERVICE DRIVE #1 (WENZEL ROAD STATION)						
9+878.37	18.35 m LT					
9+855.15	17.35 m LT					
PRIVATE DRIVE						
29+961.00	15.32 m RT					
29+984.00	16.22 m LT					
RELOCATED WATT LANE						
30+014.46	11.59 m LT					
30+020.48	10.20 m RT					
TOTAL =	2	2	2	4	4	2

**PIPE CULVERT REMOVAL**

LOCATION	QUANTITY	
STATION	OFFSET	(METER)
WENZEL ROAD		
9+725.00	-	8.7
9+869.2	LT	7.6
10+282.4	RT	30.2
10+500.6	LT	7.7
10+541.9	RT	6.6
TEMPORARY RAMP		
0+090.2	-	16.5
TEMPORARY FIELD ENTRANCE		
9+762.5	LT	12.5
9+833.0	RT	10.4
TOTAL =		100.2

**CONTROLLED LOW-STRENGTH MATERIAL**

LOCATION	QUANTITY	
STATION	OFFSET	(CU M)
WENZEL ROAD		
10+185.0		2.8
TOTAL =		2.8

**FILLING EXISTING WELLS - DRILLED**

LOCATION	QUANTITY	
STATION	OFFSET	(EACH)
WENZEL ROAD		
10+110.90	12.0 m LT	1
TOTAL =		1

**TRENCH BACKFILL**

LOCATION	QUANTITY
STATION	(CU M)
WENZEL ROAD	
9+725.00	13.3
10+180.97	63.7
10+400.00	8.7
TOTAL =	85.7

**DELINEATORS**

LOCATION	QUANTITY
STATION	(EACH)
WENZEL ROAD	
9+725.00 LT	1
9+725.00 RT	1
10+175.97 LT	1
10+186.16 RT	1
10+400.00 LT	1
10+400.00 RT	1
TOTAL =	6

NOTES:

SEE SHEET 54 - STORM WATER POLLUTION PREVENTION PLAN FOR ALL EROSION CONTROL RELATED SCHEDULE OF QUANTITIES.

**BRIDGE APPROACH PAVEMENT DRAIN**

LOCATION	PIPE DRAINS 300 MM	TYPE C INLET BOX STANDARD 609006	CONCRETE THRUST BLOCKS
STATION	(METER)	(EACH)	
10+036.29	9.7	1	1
10+040.05	15.1	1	1
TOTAL =	24.8	2	2

**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULE OF QUANTITIES**

SCALE: NONE  
DATE: 04/2005  
DRAWN BY: JH  
CHECKED BY: FML

**SCHEDULE OF QUANTITIES**

F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	13
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				

### FAP ROUTE 310

PR FAP 310 CURVE NO 1  
 PI STA = 36+194.086  
 $\Delta = 70^\circ 24' 53''$  (RT)  
 T = 896.132 m  
 R = 1,270.000 m  
 L = 1,560.792 m  
 E = 284.333 m  
 SE = 4.1%  
 PC STA = 35+297.954  
 PT STA = 36+858.745

### WENZEL ROAD

EXIST. CURVE W1  
 PI STA. 9+628.264  
 $\Delta = 55^\circ 21' 36''$  (RT)  
 T = 25.704 m  
 R = 49.000 m  
 L = 47.345 m  
 E = 6.332 m  
 PC STA. 9+602.560  
 PT STA. 9+649.905

PROP. CURVE NO.1  
 PI STA. 9+753.208  
 $\Delta = 21^\circ 42' 17''$  (LT)  
 T = 37.383 m  
 R = 195.000 m  
 L = 73.870 m  
 E = 3.651 m  
 PC STA. 9+715.825  
 PT STA. 9+789.695  
 S.E. = 6.0%

PROP. CURVE NO.2  
 PI STA. 10+152.789  
 $\Delta = 48^\circ 59' 23''$  (RT)  
 T = 88.8453 m  
 R = 195.000 m  
 L = 166.7309 m  
 E = 19.2860 m  
 PC STA. 10+063.944  
 PT STA. 10+230.675  
 S.E. = 6.0%

PROP. CURVE NO.3  
 PI STA. 10+436.175  
 $\Delta = 76^\circ 18' 06''$  (LT)  
 T = 113.902 m  
 R = 145.000 m  
 L = 193.099 m  
 E = 39.387 m  
 PC STA. 10+322.273  
 PT STA. 10+515.371  
 S.E. = 6.0%

### SERVICE DRIVE #1

PROP. CURVE SD1C1  
 PI STA = 19+979.133  
 $\Delta = 57^\circ 24' 28''$  (LT)  
 T = 16.427 m  
 R = 30.000 m  
 L = 30.059 m  
 E = 4.203 m  
 PC STA = 19+962.706  
 PT STA = 19+992.765  
 S.E. = N.C.

### PRIVATE DRIVE

PROP. CURVE PD1  
 PI STA = 29+842.431  
 $\Delta = 27^\circ 14' 48''$  (LT)  
 T = 2.908 m  
 R = 12.000 m  
 L = 5.707 m  
 E = 0.347 m  
 PC STA = 29+839.523  
 PT STA = 29+845.230  
 S.E. = N.C.

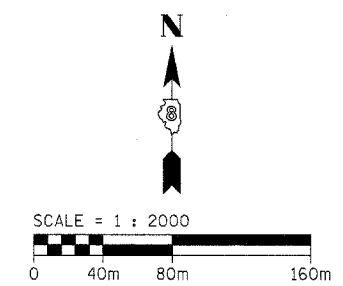
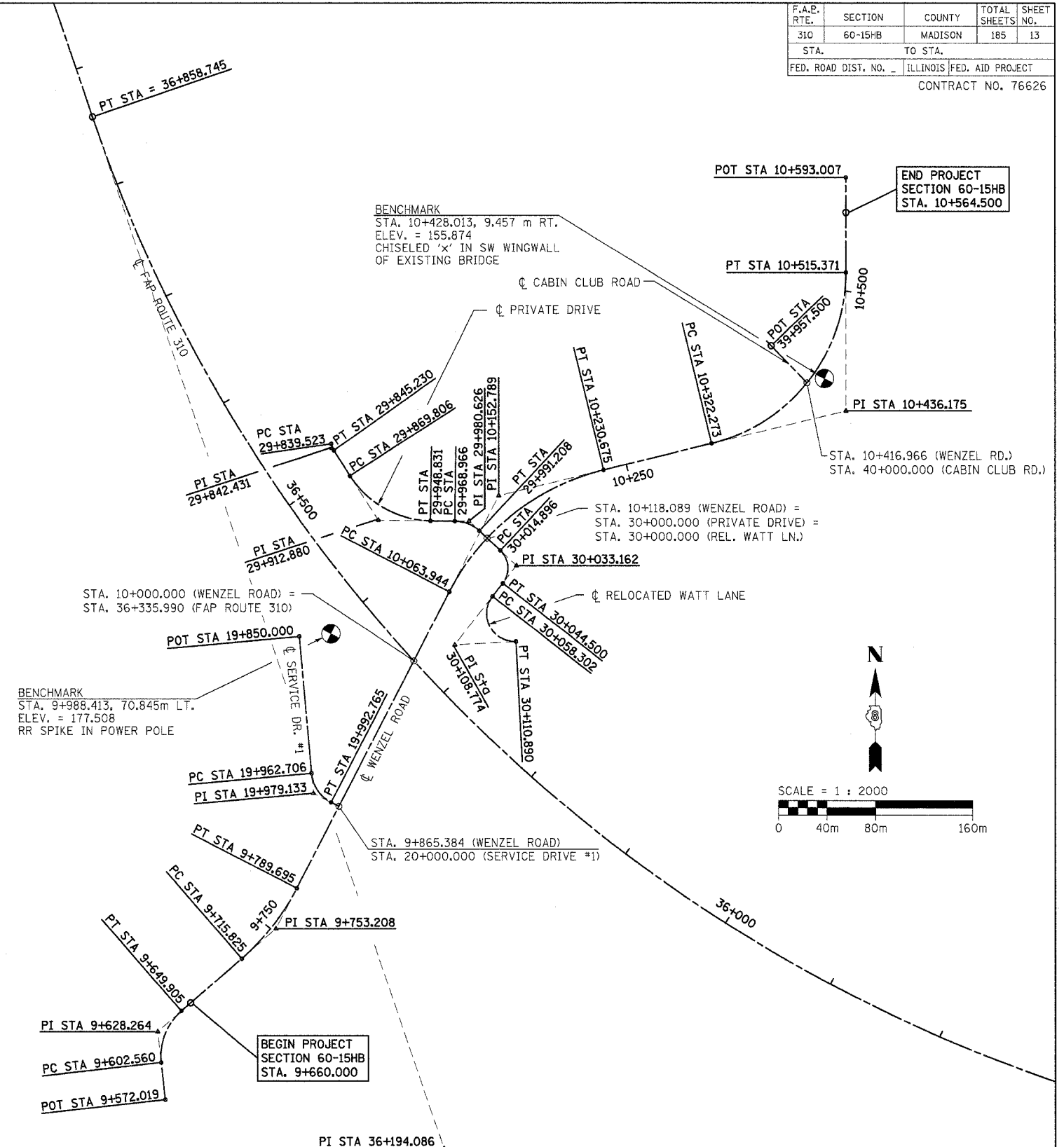
PROP. CURVE PD2  
 PI STA = 29+912.880  
 $\Delta = 56^\circ 35' 52''$  (LT)  
 T = 43.073 m  
 R = 80.000 m  
 L = 79.025 m  
 E = 10.859 m  
 PC STA = 29+869.806  
 PT STA = 29+948.831  
 S.E. = N.C.

PROP. CURVE PD3  
 PI STA = 29+980.626  
 $\Delta = 42^\circ 28' 40''$  (RT)  
 T = 11.660 m  
 R = 30.000 m  
 L = 22.241 m  
 E = 2.186 m  
 PC STA = 29+968.966  
 PT STA = 29+991.208  
 S.E. = N.C.

### RELOCATED WATT LANE

PROP. CURVE SD2C1  
 PI STA = 30+033.162  
 $\Delta = 84^\circ 48' 35''$  (RT)  
 T = 18.266 m  
 R = 20.000 m  
 L = 29.604 m  
 E = 7.086 m  
 PC STA = 30+014.896  
 PT STA = 30+044.500  
 S.E. = N.C.

PROP. CURVE SD2C2  
 PI STA = 30+108.774  
 $\Delta = 131^\circ 00' 11''$  (LT)  
 T = 50.472 m  
 R = 23.000 m  
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 E = 32.466 m  
 PC STA = 30+058.302  
 PT STA = 30+110.890  
 S.E. = N.C.

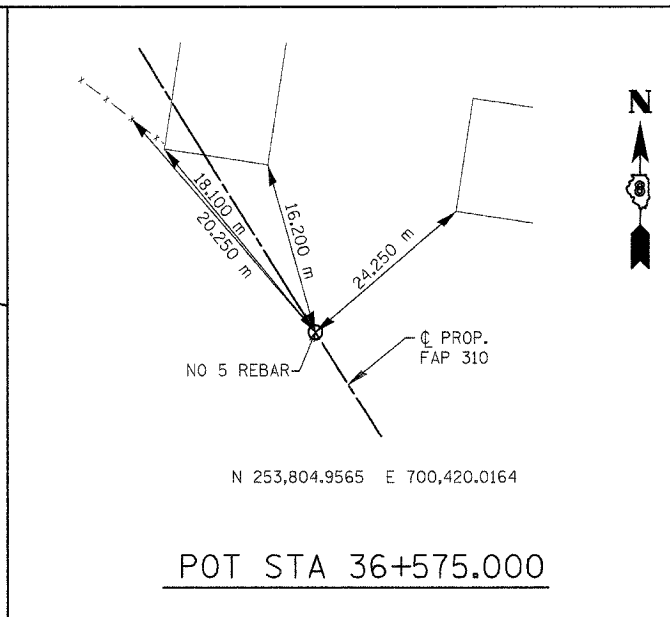
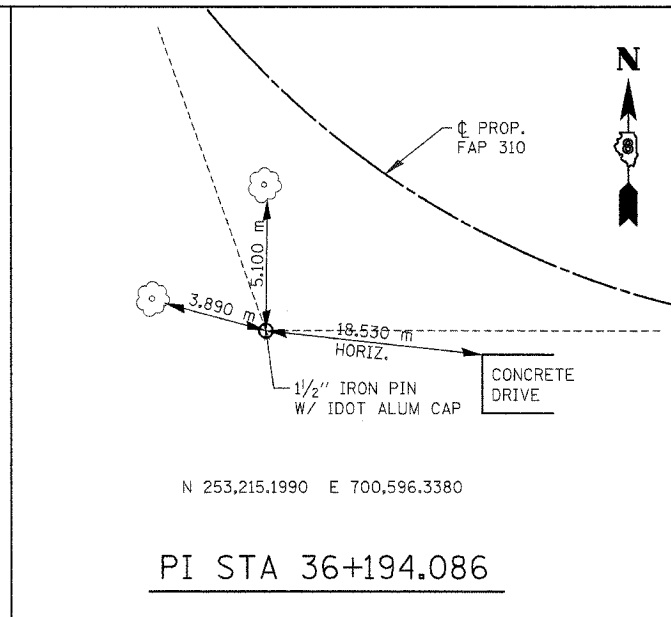
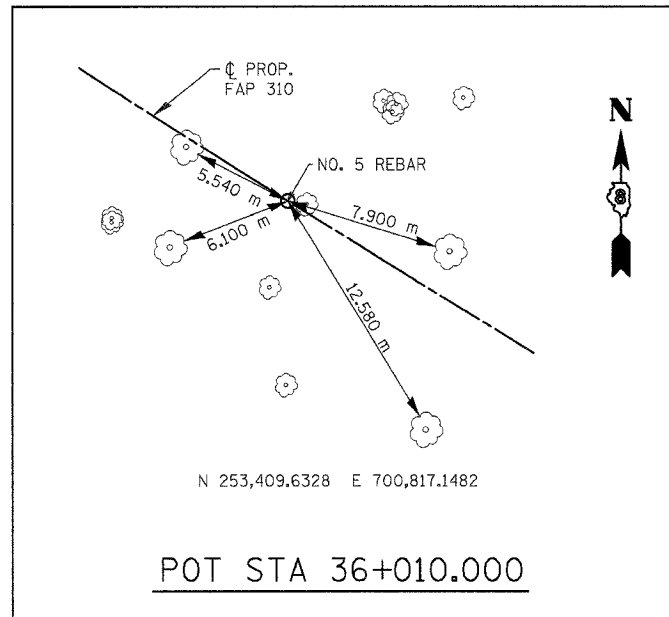


REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		HORIZONTAL ALIGNMENT & LOCAL TIES MADISON COUNTY

SCALE: 1:2000  
 DATE: 04/2005  
 DRAWN BY: JH  
 CHECKED BY: FML

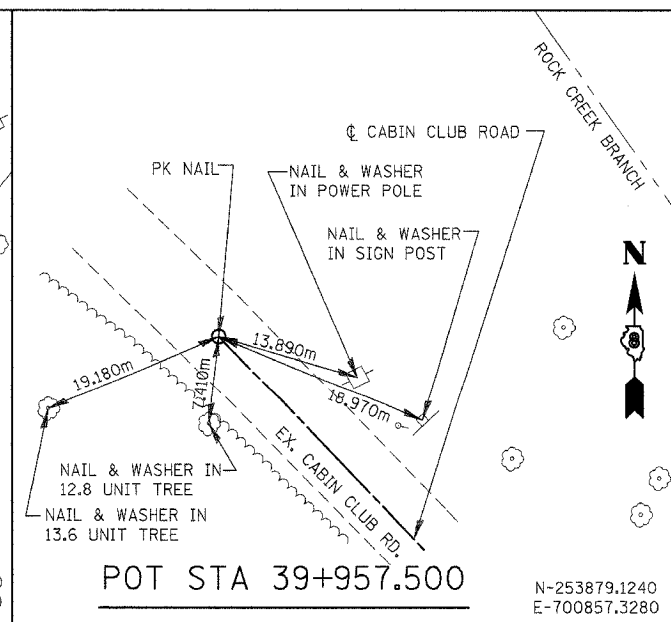
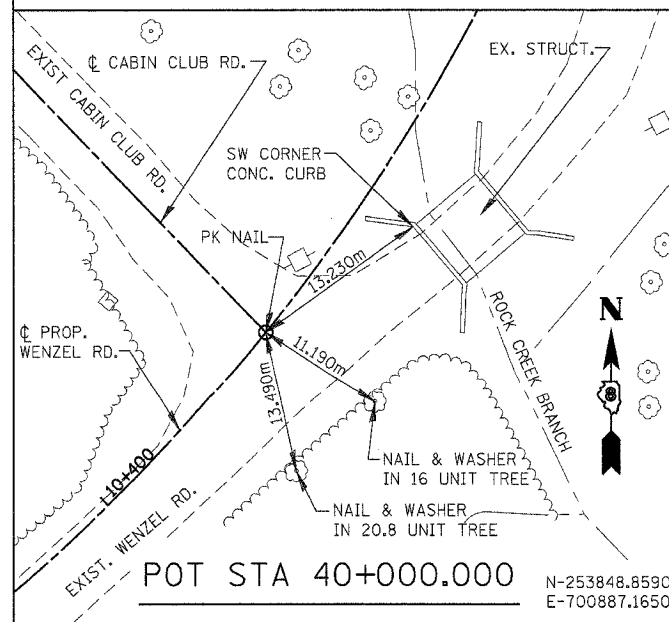
### HORIZONTAL ALIGNMENT & LOCAL TIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	14
STA.	TO STA.			
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				



FAP ROUTE 310

CABIN CLUB ROAD



**NOTES:**

TIES MAY BE LOCATED AT TREES, CULVERTS, FENCE POSTS, AND OTHER ITEMS SCHEDULED FOR REMOVAL.

ALL TIES REFERENCED FROM NAD83(1986).

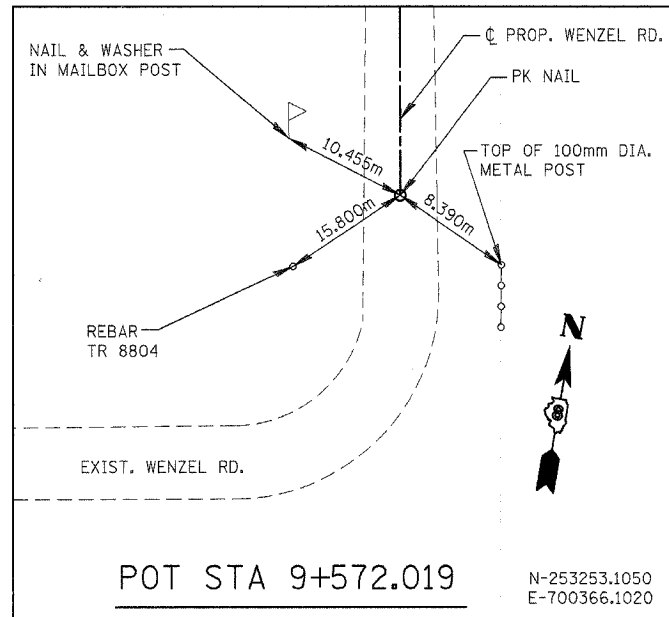
ALL TIE DISTANCES ARE DIRECT UNLESS OTHERWISE NOTED.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION HORIZONTAL ALIGNMENT & LOCAL TIES FAP ROUTE 310 & CABIN CLUB ROAD MADISON COUNTY
NAME	DATE	

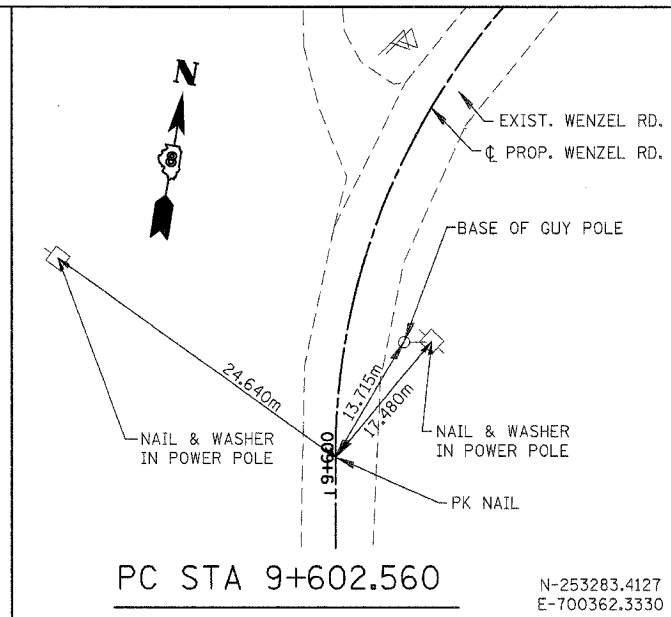
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DRAWN BY: JH  
CHECKED BY: FML

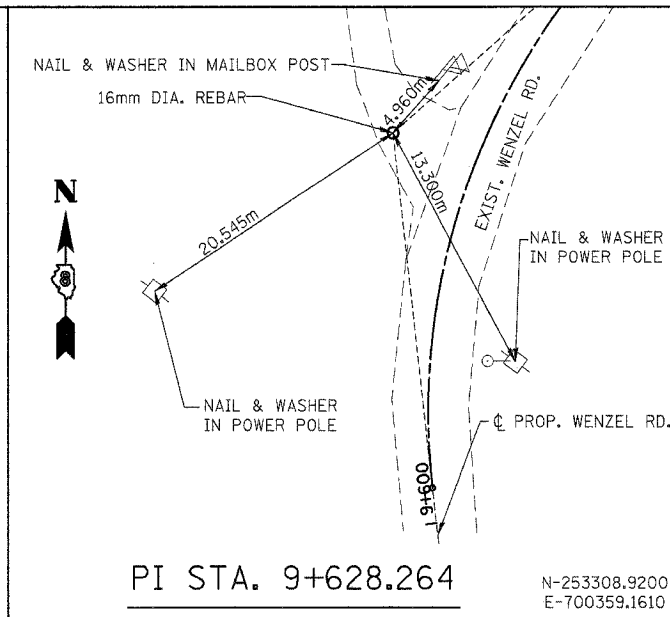
HORIZONTAL ALIGNMENT & LOCAL TIES - FAP ROUTE 310 & CABIN CLUB ROAD



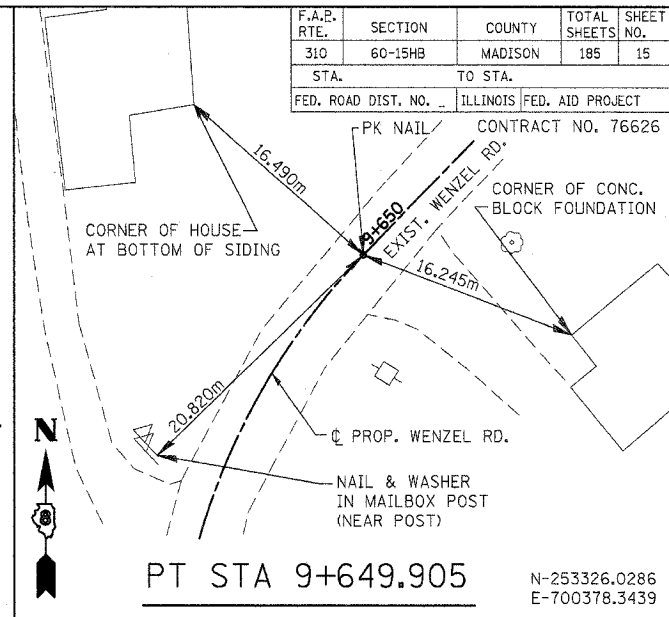
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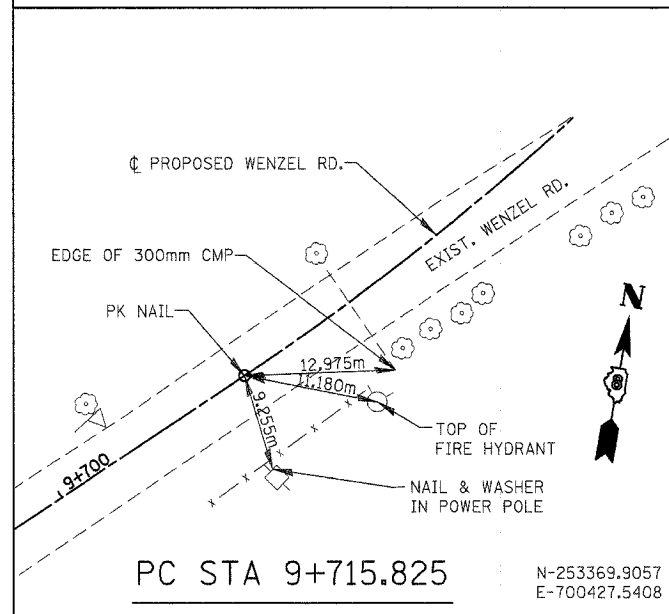
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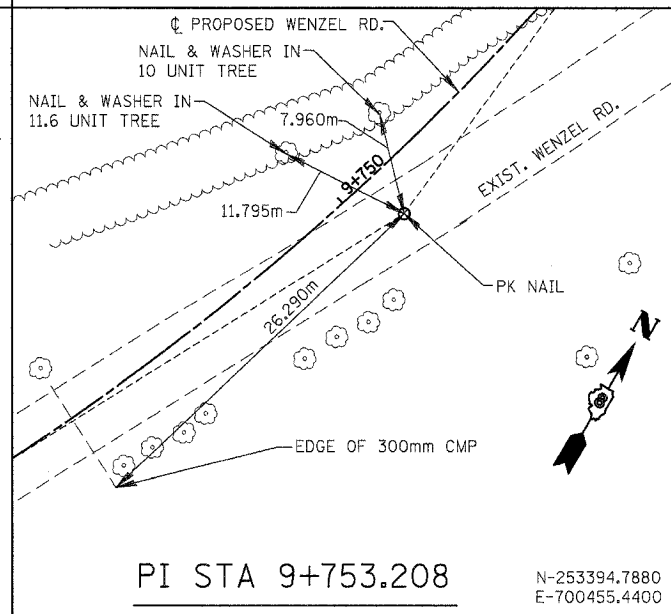
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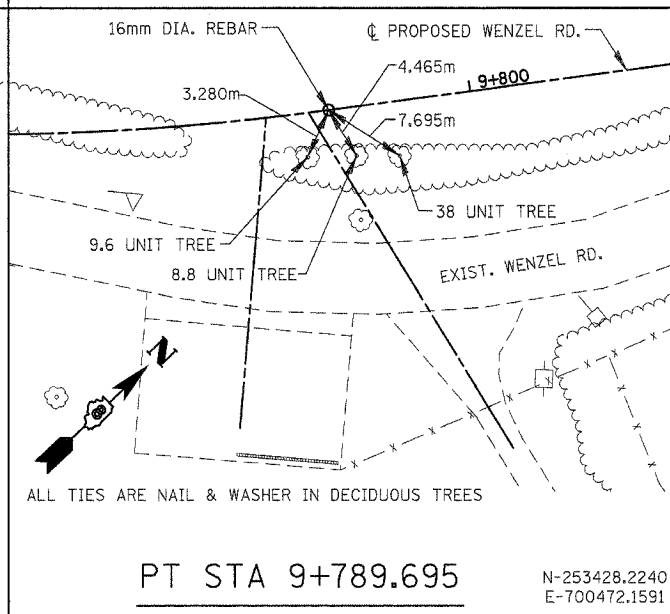
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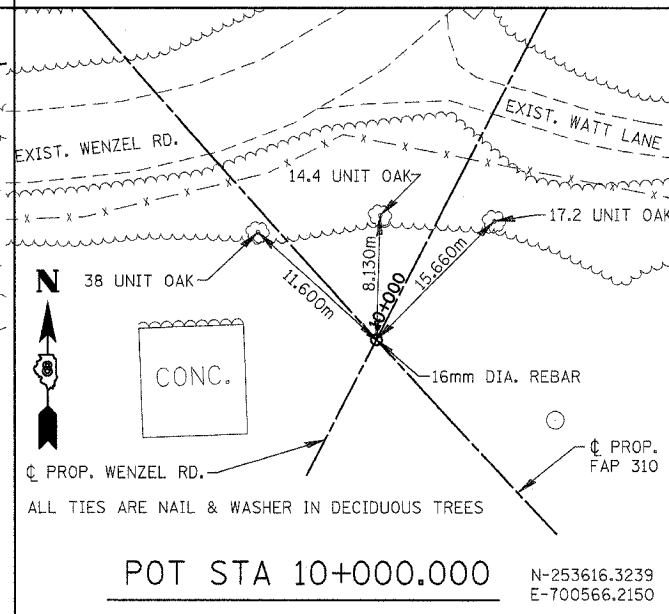
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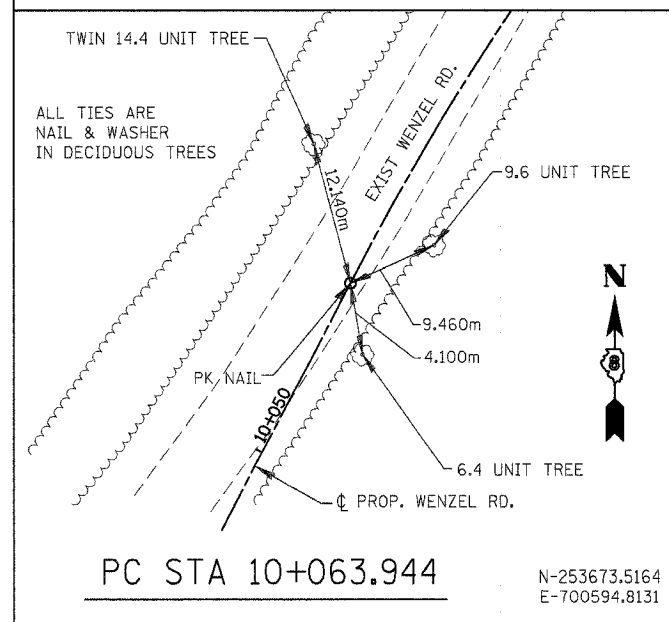
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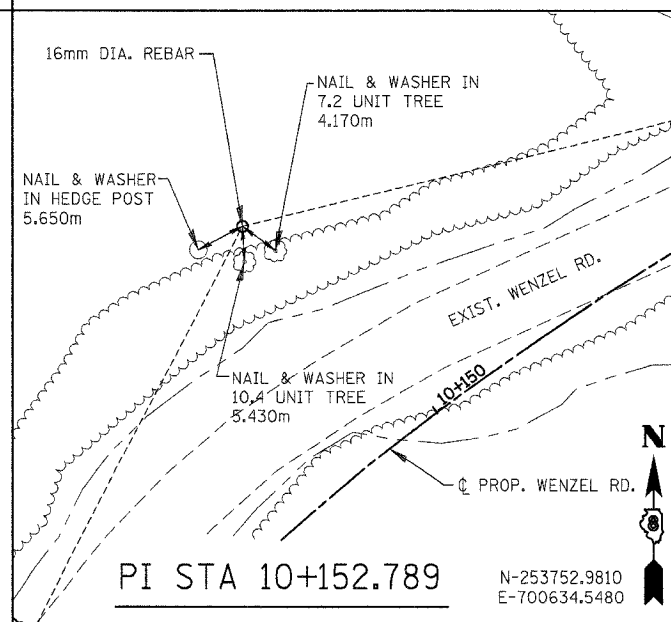
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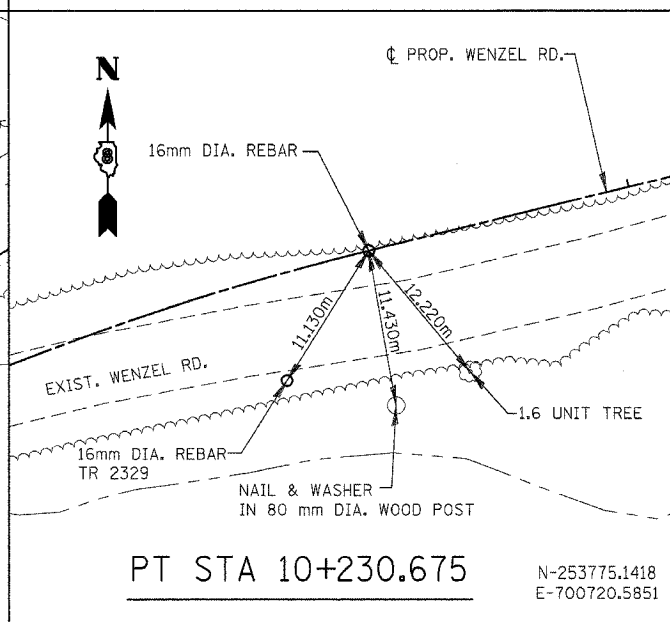
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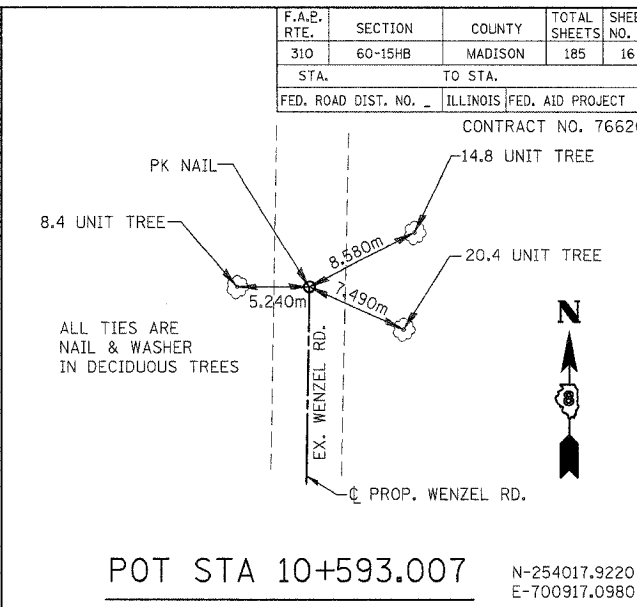
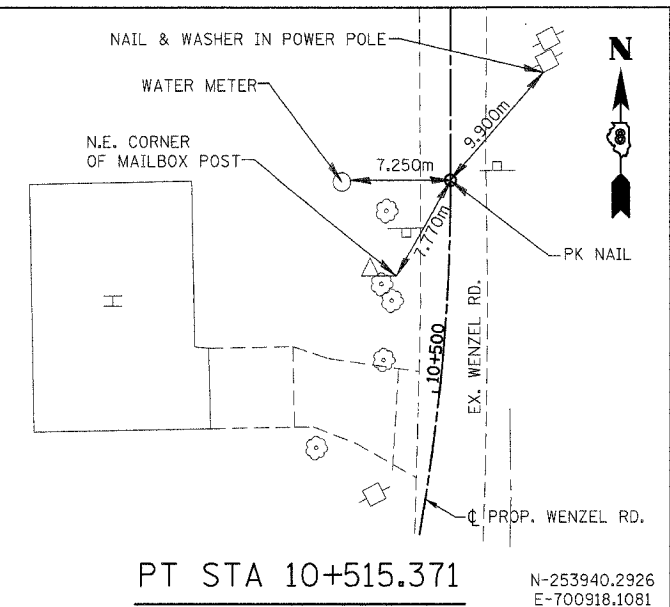
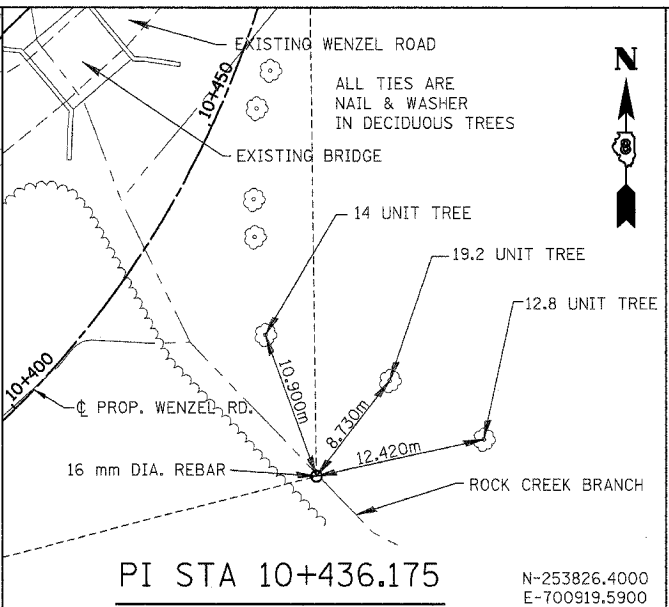
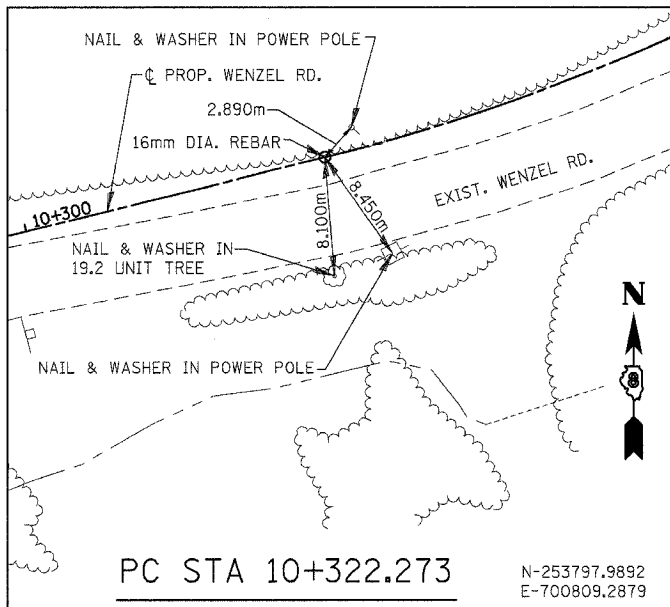
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NOTES:  
 TIES MAY BE LOCATED AT TREES, CULVERTS, FENCE POSTS, AND OTHER ITEMS SCHEDULED FOR REMOVAL.  
 ALL TIES REFERENCED FROM NAD83(1986).  
 ALL TIE DISTANCES ARE DIRECT UNLESS OTHERWISE NOTED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 HORIZONTAL ALIGNMENT & LOCAL TIES  
 WENZEL ROAD  
 MADISON COUNTY

SCALE: NONE  
 DATE: 04/2005  
 DRAWN BY: JH  
 CHECKED BY: FML



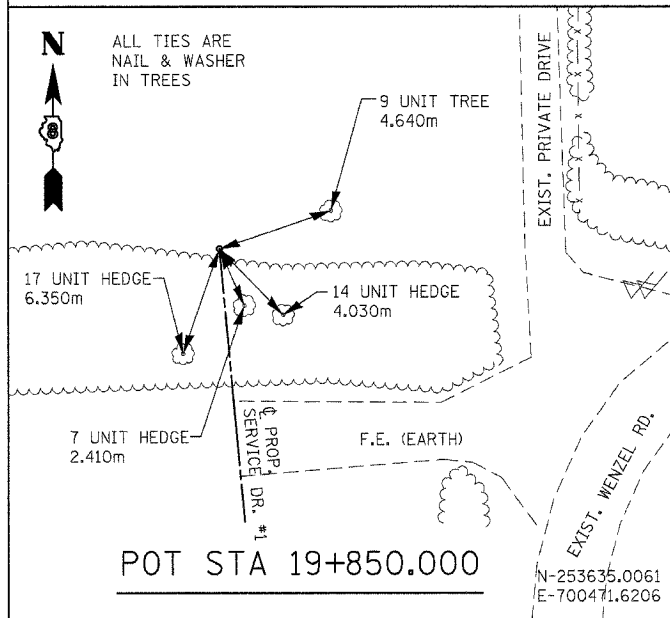
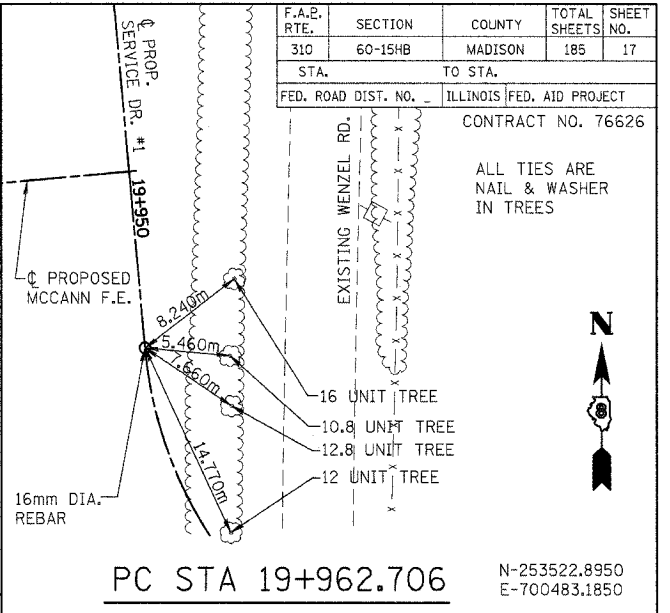
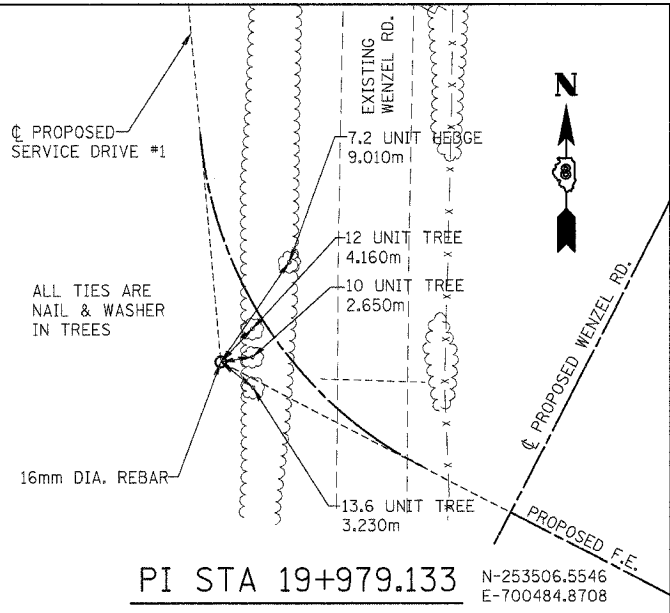
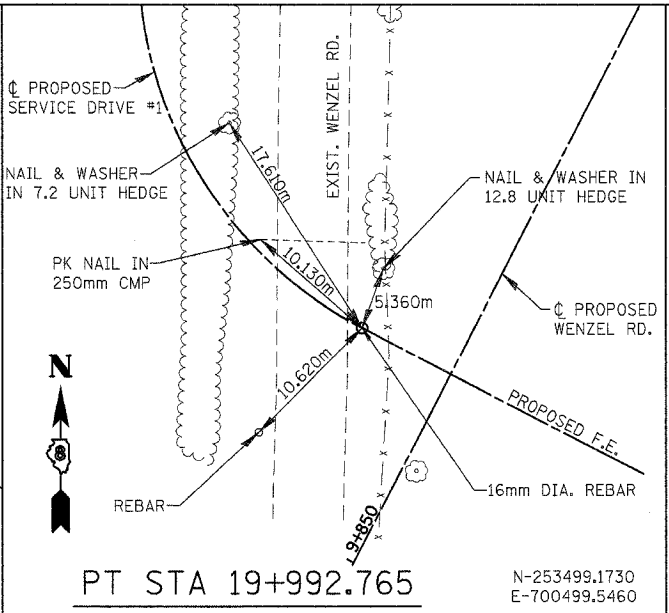
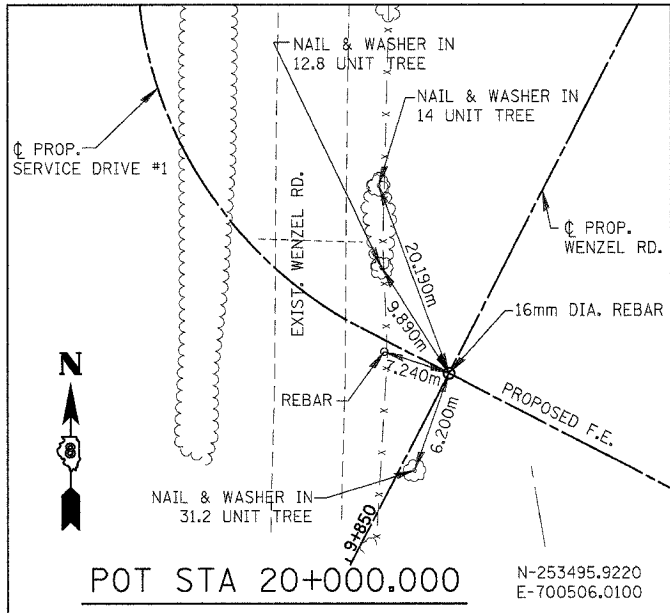
F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

NOTES:  
 TIES MAY BE LOCATED AT TREES, CULVERTS, FENCE POSTS, AND OTHER ITEMS SCHEDULED FOR REMOVAL.  
 ALL TIES REFERENCED FROM NAD83(1986).  
 ALL TIE DISTANCES ARE DIRECT UNLESS OTHERWISE NOTED.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION HORIZONTAL ALIGNMENT & LOCAL TIES WENZEL ROAD MADISON COUNTY
NAME	DATE	
		SCALE: NONE DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML

HORIZONTAL ALIGNMENT & LOCAL TIES - WENZEL ROAD





F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

ALL TIES ARE NAIL & WASHER IN TREES

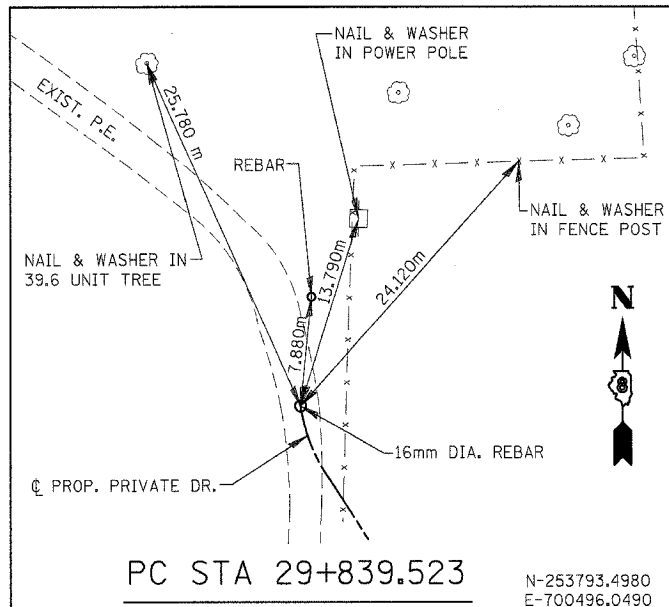
NOTES:  
TIES MAY BE LOCATED AT TREES, CULVERTS, FENCE POSTS, AND OTHER ITEMS SCHEDULED FOR REMOVAL.  
ALL TIES REFERENCED FROM NAD83(1986).  
ALL TIE DISTANCES ARE DIRECT UNLESS OTHERWISE NOTED.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION HORIZONTAL ALIGNMENT & LOCAL TIES SERVICE DRIVE #1 MADISON COUNTY
NAME	DATE	
		SCALE: NONE DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML

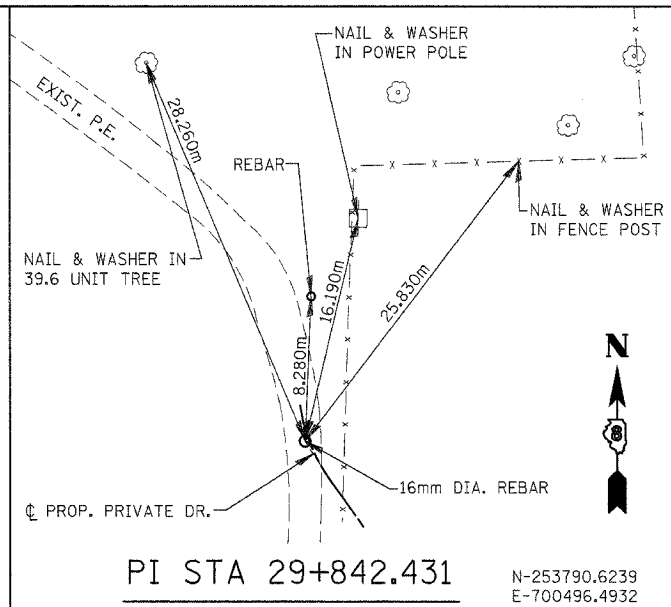
F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 76626

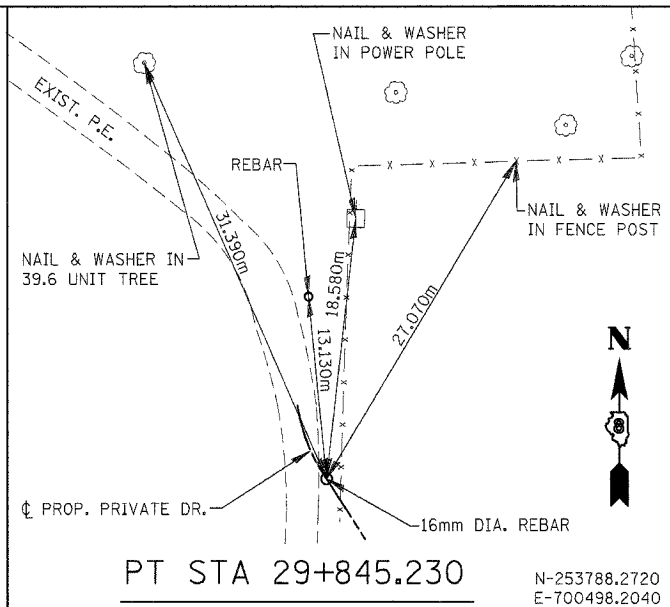
ALL TIES ARE NAIL & WASHER IN TREES



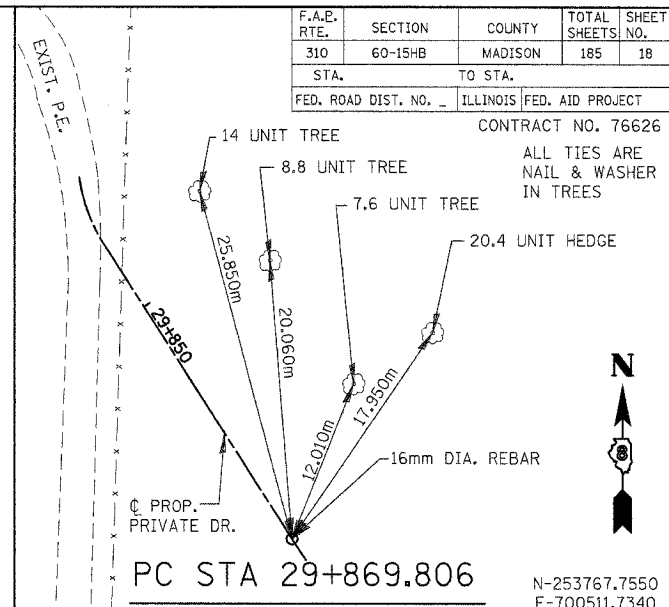
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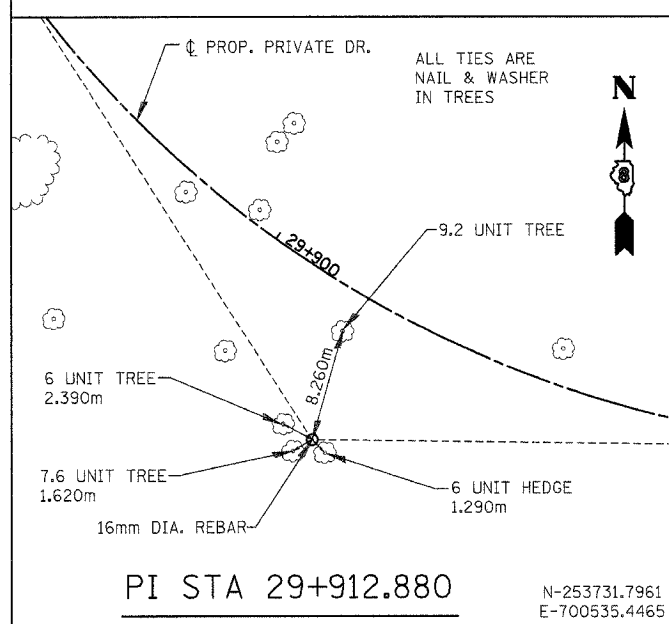
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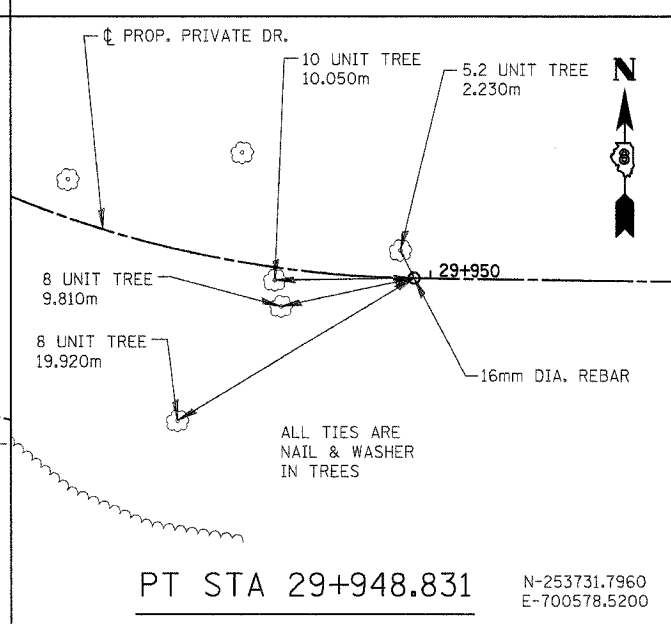
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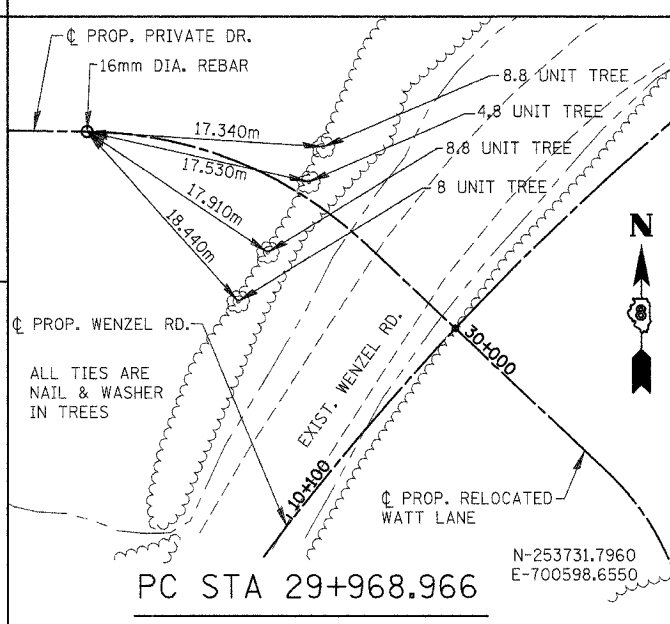
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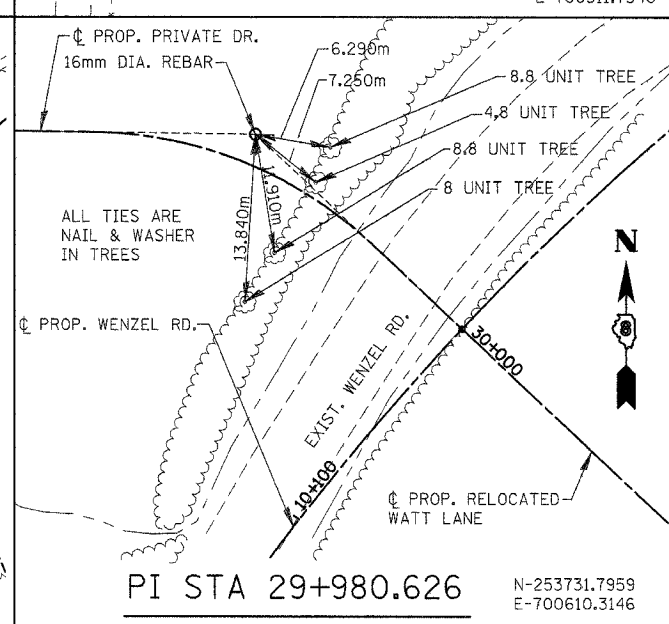
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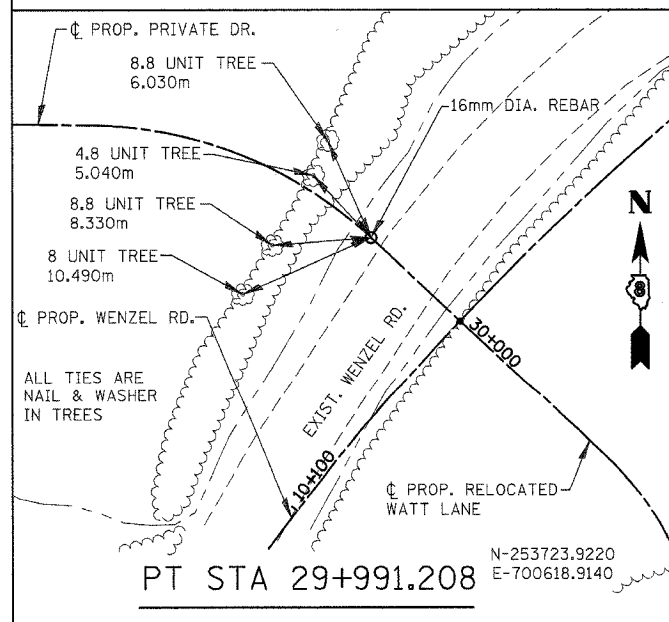
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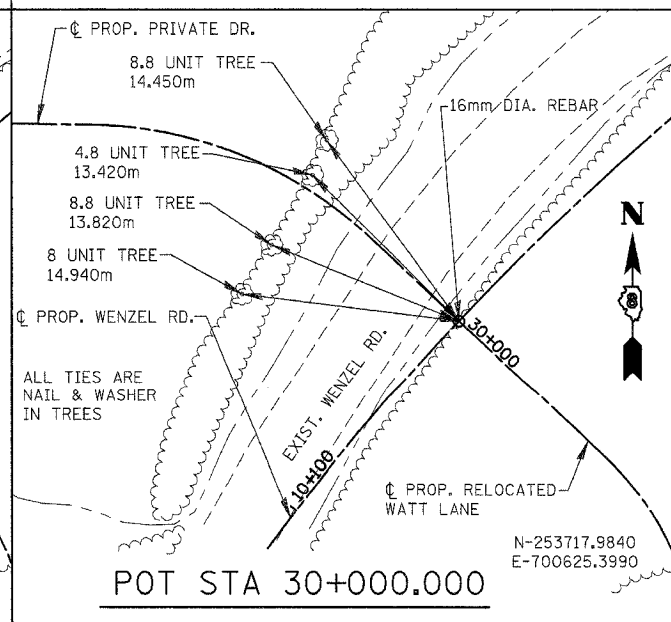
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PT STA 29+991.208  
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POT STA 30+000.000  
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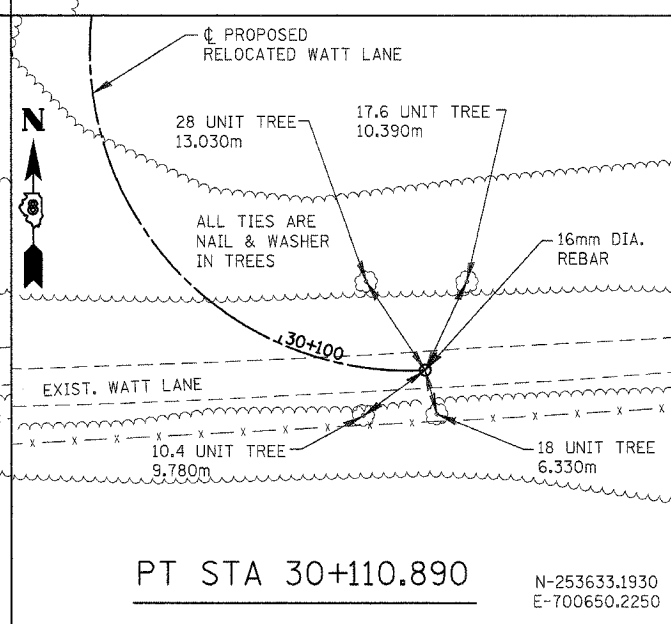
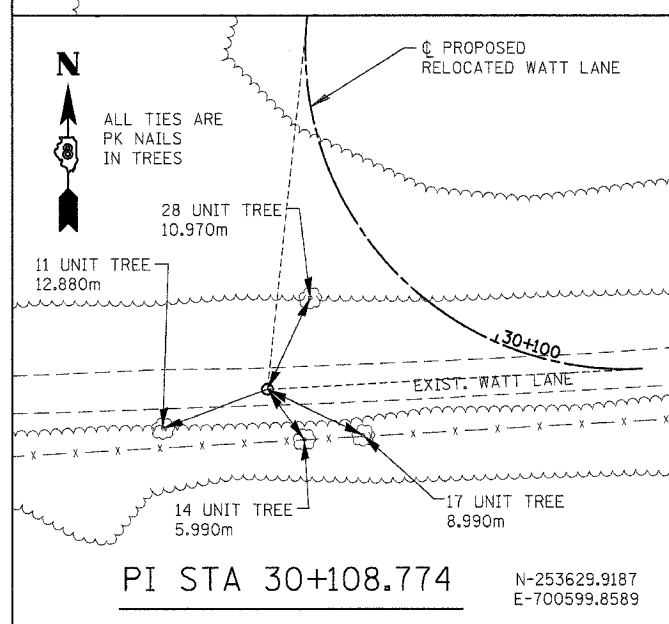
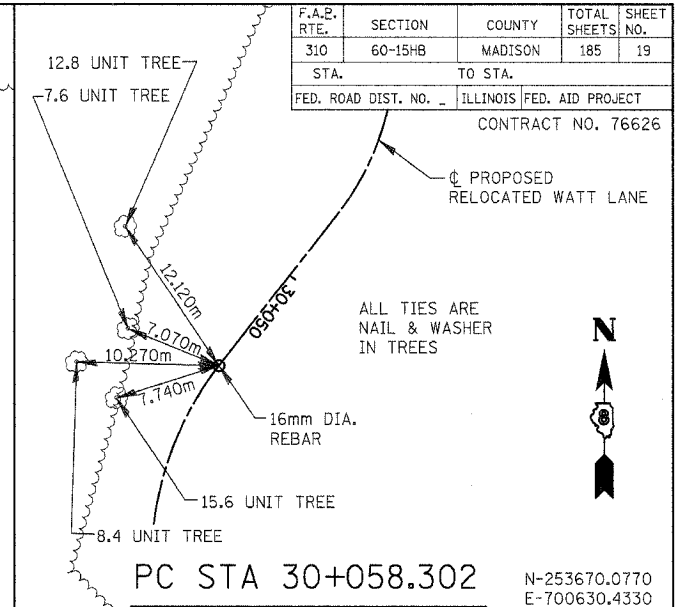
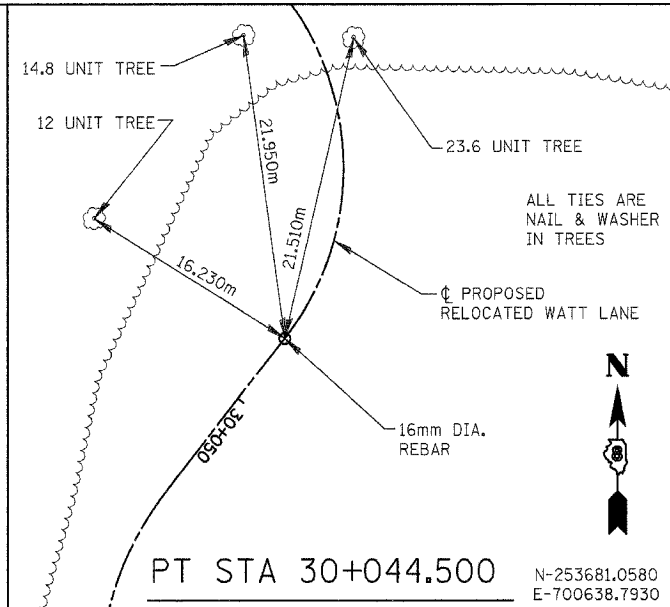
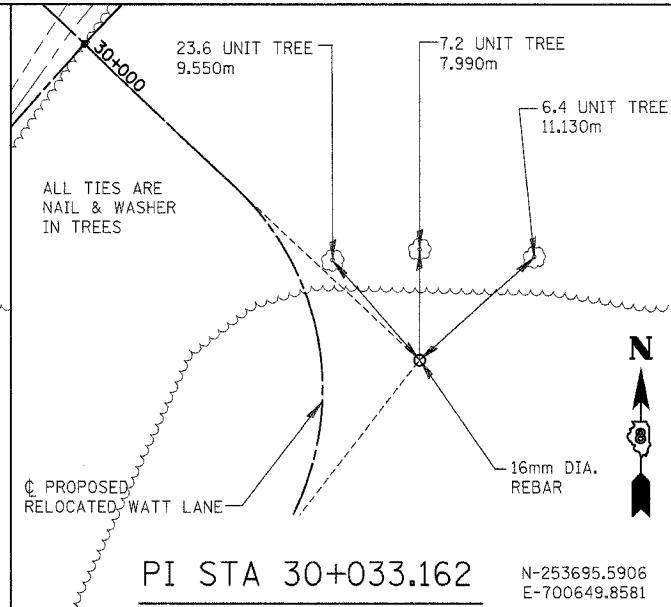
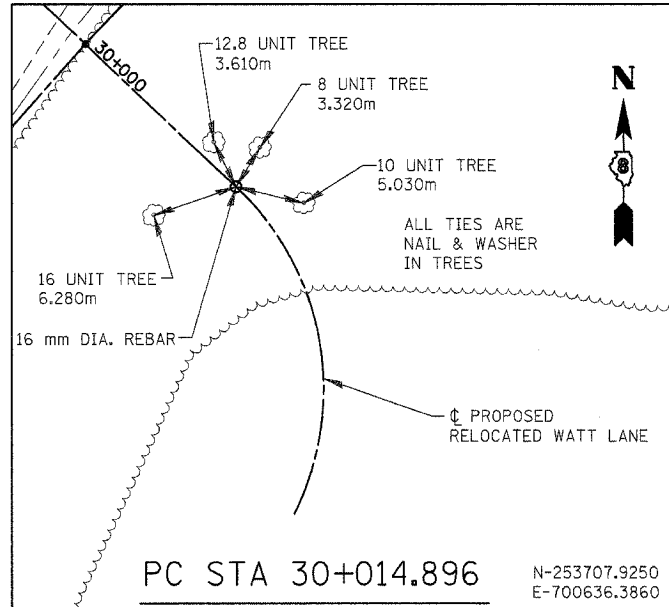
NOTES:  
TIES MAY BE LOCATED AT TREES, CULVERTS, FENCE POSTS, AND OTHER ITEMS SCHEDULED FOR REMOVAL.  
ALL TIES REFERENCED FROM NAD83(1986).  
ALL TIE DISTANCES ARE DIRECT UNLESS OTHERWISE NOTED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
HORIZONTAL ALIGNMENT & LOCAL TIES  
PRIVATE DRIVE  
MADISON COUNTY  
SCALE: NONE  
DATE: 04/2005  
DRAWN BY: JH  
CHECKED BY: FML

HORIZONTAL ALIGNMENT & LOCAL TIES - PRIVATE DRIVE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



NOTES:  
TIES MAY BE LOCATED AT TREES, CULVERTS, FENCE POSTS, AND OTHER ITEMS SCHEDULED FOR REMOVAL.  
ALL TIES REFERENCED FROM NAD83(1986).  
ALL TIE DISTANCES ARE DIRECT UNLESS OTHERWISE NOTED.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION HORIZONTAL ALIGNMENT & LOCAL TIES RELOCATED WATT LANE MADISON COUNTY
NAME	DATE	
		SCALE: NONE
		DATE: 04/2005
		DRAWN BY: JH
		CHECKED BY: FML

HORIZONTAL ALIGNMENT & LOCAL TIES - RELOCATED WATT LANE

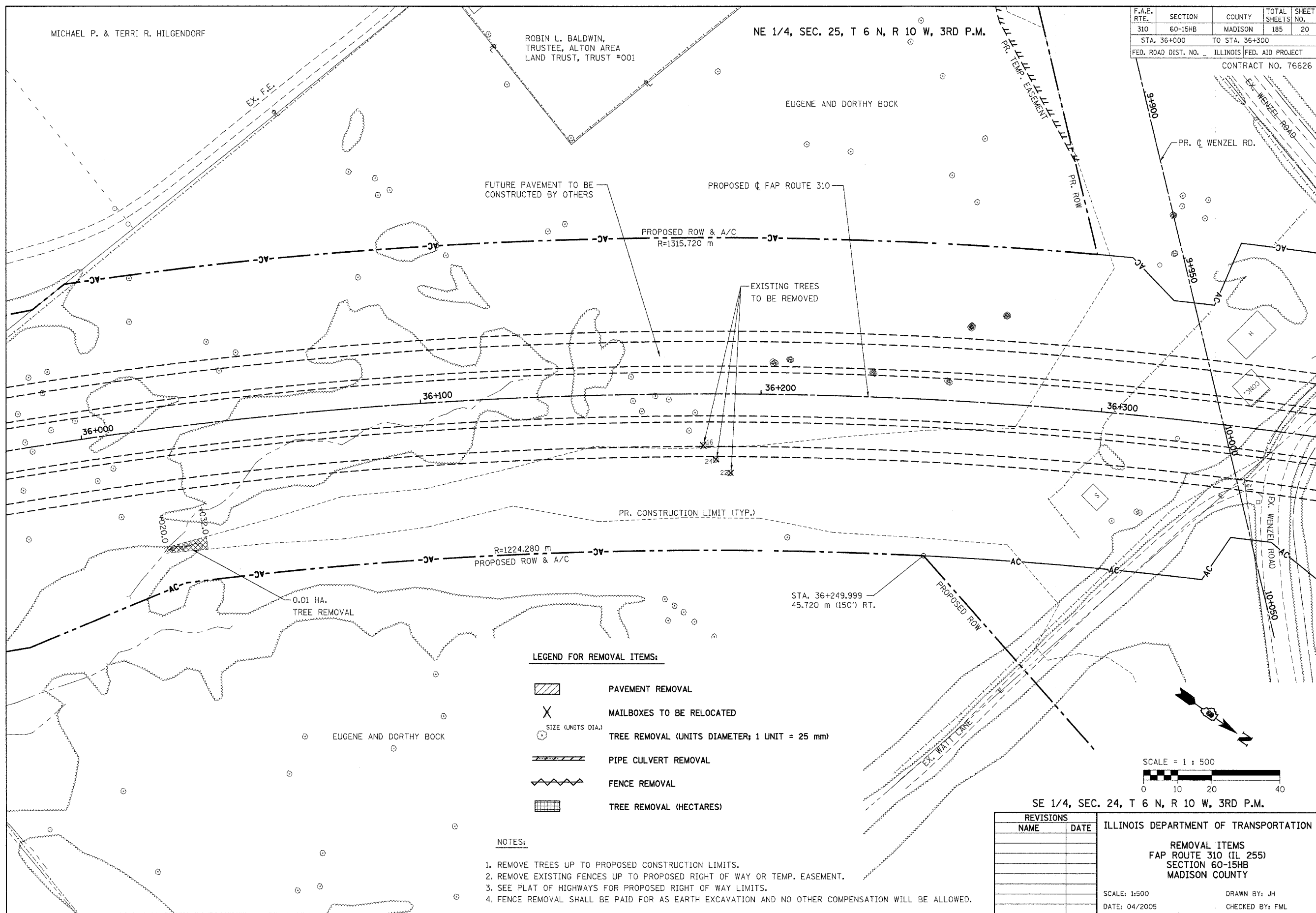
MICHAEL P. & TERRI R. HILGENDORF

ROBIN L. BALDWIN,  
TRUSTEE, ALTON AREA  
LAND TRUST, TRUST #001







NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

EUGENE AND DORTHY BOCK

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	20
STA. 36+000		TO STA. 36+300		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



LEGEND FOR REMOVAL ITEMS:

-  PAVEMENT REMOVAL
-  MAILBOXES TO BE RELOCATED
-  TREE REMOVAL (UNITS DIAMETER; 1 UNIT = 25 mm)
-  PIPE CULVERT REMOVAL
-  FENCE REMOVAL
-  TREE REMOVAL (HECTARES)

NOTES:

1. REMOVE TREES UP TO PROPOSED CONSTRUCTION LIMITS.
2. REMOVE EXISTING FENCES UP TO PROPOSED RIGHT OF WAY OR TEMP. EASEMENT.
3. SEE PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY LIMITS.
4. FENCE REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION AND NO OTHER COMPENSATION WILL BE ALLOWED.

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION







REMOVAL ITEMS  
FAP ROUTE 310 (IL 255)  
SECTION 60-15HB  
MADISON COUNTY

SCALE: 1:500  
DATE: 04/2005

DRAWN BY: JH  
CHECKED BY: FML

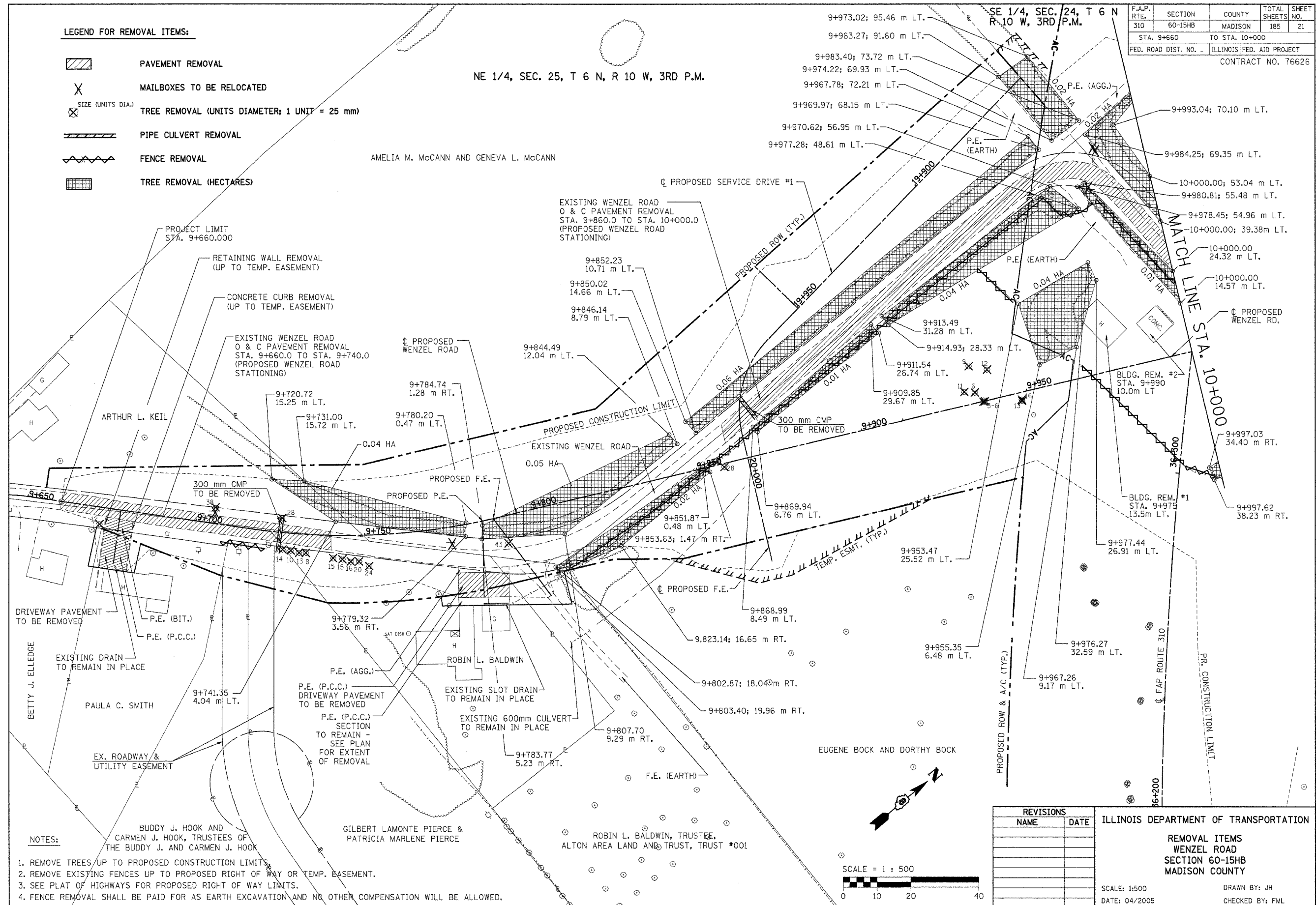
REMOVAL ITEMS - FAP ROUTE 310

**LEGEND FOR REMOVAL ITEMS:**

-  PAVEMENT REMOVAL
-  MAILBOXES TO BE RELOCATED
-  TREE REMOVAL (UNITS DIAMETER; 1 UNIT = 25 mm)
-  PIPE CULVERT REMOVAL
-  FENCE REMOVAL
-  TREE REMOVAL (HECTARES)

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	21
STA. 9+660 TO STA. 10+000				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76626				

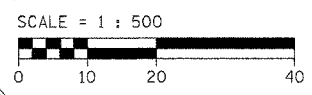


- NOTES:**
1. REMOVE TREES UP TO PROPOSED CONSTRUCTION LIMITS.
  2. REMOVE EXISTING FENCES UP TO PROPOSED RIGHT OF WAY OR TEMP. BASEMENT.
  3. SEE PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY LIMITS.
  4. FENCE REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION AND NO OTHER COMPENSATION WILL BE ALLOWED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**REMOVAL ITEMS**  
**WENZEL ROAD**  
**SECTION 60-15HB**  
**MADISON COUNTY**

SCALE: 1:500  
 DATE: 04/2005  
 DRAWN BY: JH  
 CHECKED BY: FML









REMOVAL ITEMS - STA. 9+660 TO STA. 10+000

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

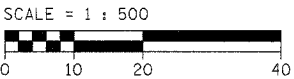
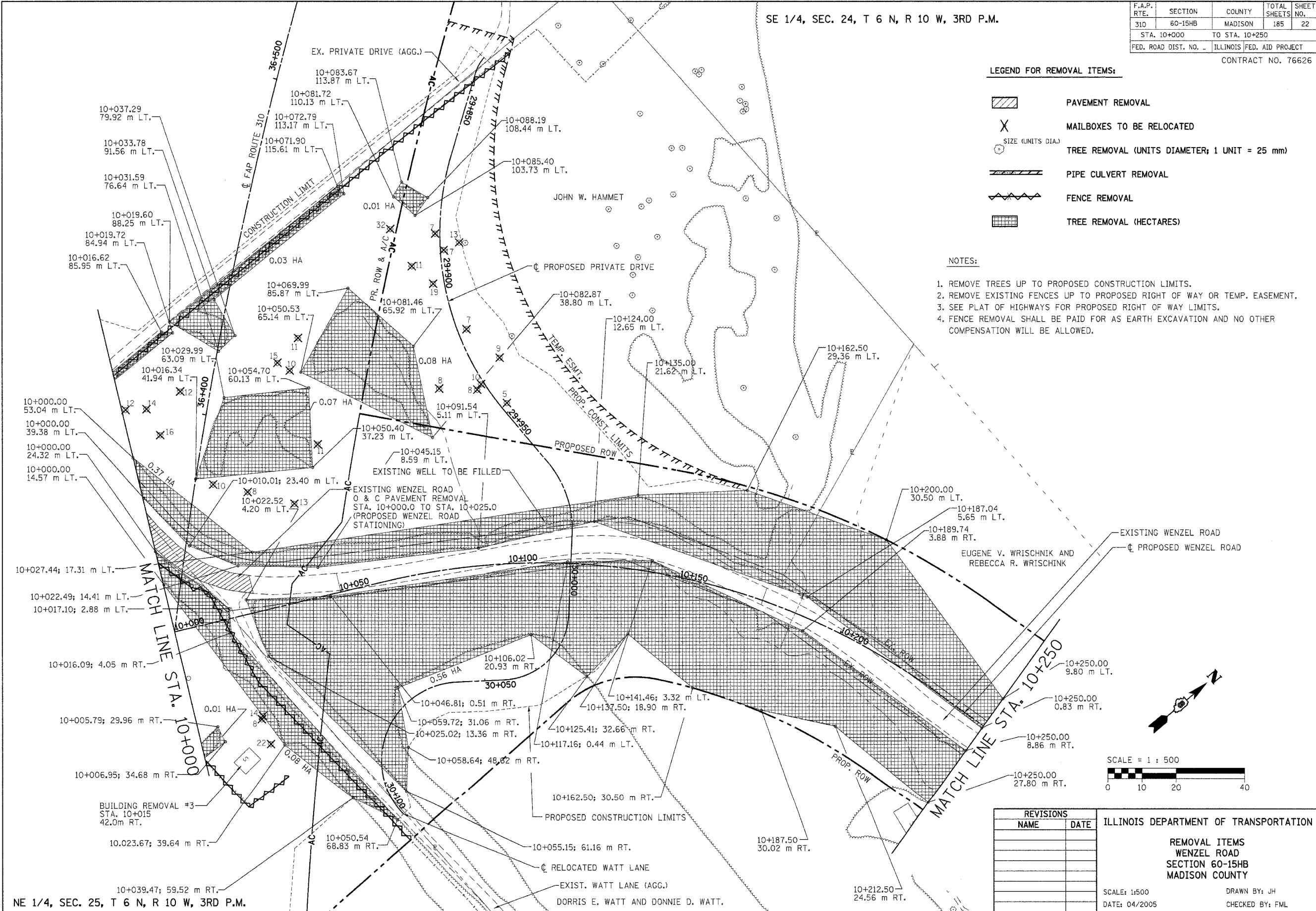
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	22
STA. 10+000		TO STA. 10+250		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

LEGEND FOR REMOVAL ITEMS:

-  PAVEMENT REMOVAL
-  MAILBOXES TO BE RELOCATED
-  TREE REMOVAL (UNITS DIAMETER; 1 UNIT = 25 mm)
-  PIPE CULVERT REMOVAL
-  FENCE REMOVAL
-  TREE REMOVAL (HECTARES)

NOTES:

1. REMOVE TREES UP TO PROPOSED CONSTRUCTION LIMITS.
2. REMOVE EXISTING FENCES UP TO PROPOSED RIGHT OF WAY OR TEMP. EASEMENT.
3. SEE PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY LIMITS.
4. FENCE REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION AND NO OTHER COMPENSATION WILL BE ALLOWED.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVAL ITEMS  
WENZEL ROAD  
SECTION 60-15HB  
MADISON COUNTY

SCALE: 1:500  
DATE: 04/2005








DRAWN BY: JH  
CHECKED BY: FML

REMOVAL ITEMS - STA. 10+000 TO STA. 10+250

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

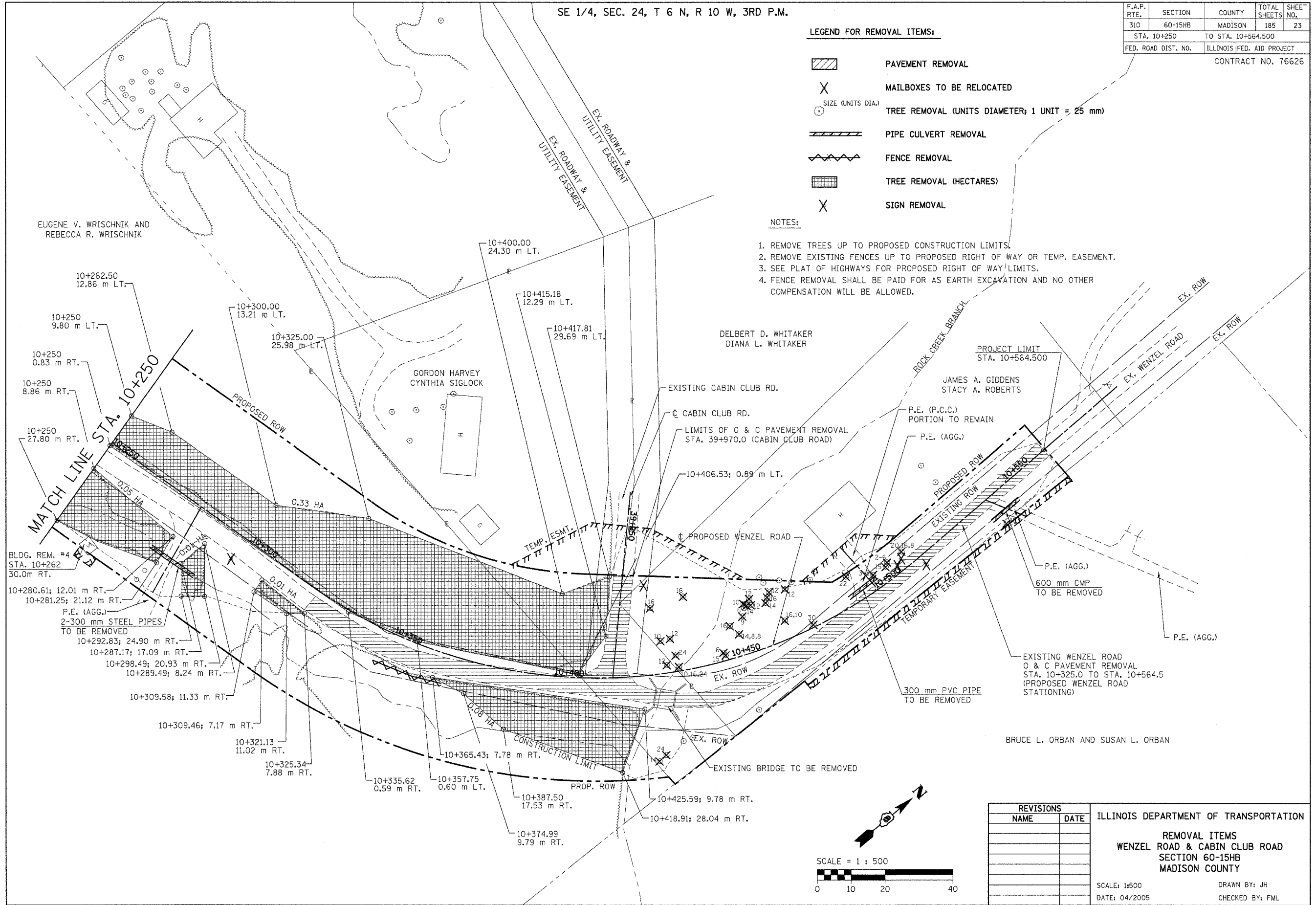
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	23
STA. 10+250		TO STA. 10+564.500		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

**LEGEND FOR REMOVAL ITEMS:**

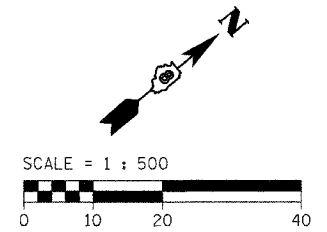
-  PAVEMENT REMOVAL
-  MAILBOXES TO BE RELOCATED
-  TREE REMOVAL (UNITS DIAMETER; 1 UNIT = 25 mm)
-  PIPE CULVERT REMOVAL
-  FENCE REMOVAL
-  TREE REMOVAL (HECTARES)
-  SIGN REMOVAL

**NOTES:**

1. REMOVE TREES UP TO PROPOSED CONSTRUCTION LIMITS.
2. REMOVE EXISTING FENCES UP TO PROPOSED RIGHT OF WAY OR TEMP. EASEMENT.
3. SEE PLAT OF HIGHWAYS FOR PROPOSED RIGHT OF WAY LIMITS.
4. FENCE REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION AND NO OTHER COMPENSATION WILL BE ALLOWED.



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>REMOVAL ITEMS</b> <b>WENZEL ROAD &amp; CABIN CLUB ROAD</b> <b>SECTION 60-15HB</b> <b>MADISON COUNTY</b>  SCALE: 1:500 DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML



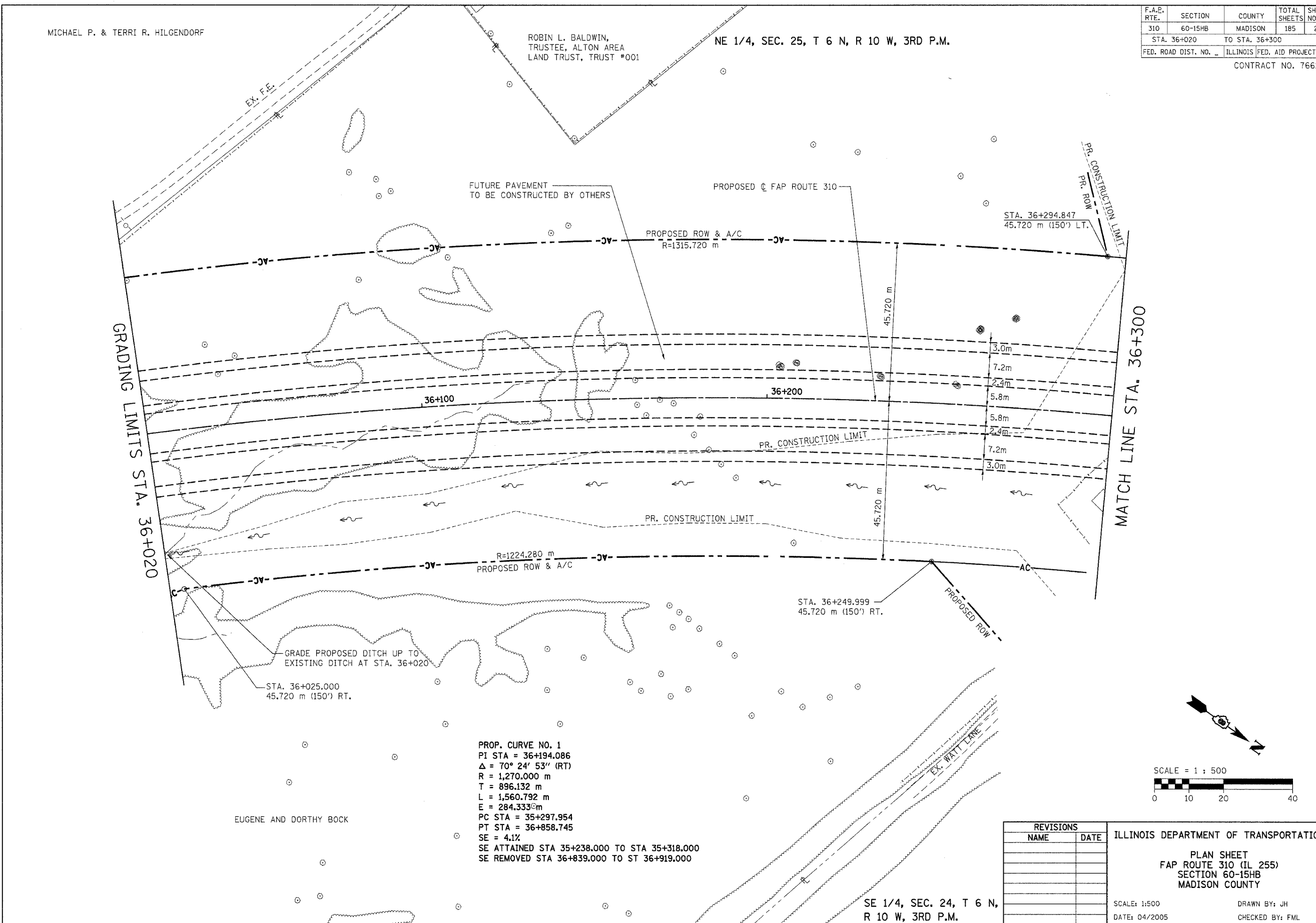
REMOVAL ITEMS - STA. 10+250 TO STA. 10+564.500

MICHAEL P. & TERRI R. HILGENDORF

ROBIN L. BALDWIN,  
TRUSTEE, ALTON AREA  
LAND TRUST, TRUST #001

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	24
STA. 36+020		TO STA. 36+300		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



EUGENE AND DORTHY BOCK

PROP. CURVE NO. 1  
 PI STA = 36+194.086  
 Δ = 70° 24' 53'' (RT)  
 R = 1,270.000 m  
 T = 896.132 m  
 L = 1,560.792 m  
 E = 284.333 m  
 PC STA = 35+297.954  
 PT STA = 36+858.745  
 SE = 4.1%  
 SE ATTAINED STA 35+238.000 TO STA 35+318.000  
 SE REMOVED STA 36+839.000 TO ST 36+919.000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PLAN SHEET  
 FAP ROUTE 310 (IL 255)  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE: 1:500  
 DATE: 04/2005  
 DRAWN BY: JH  
 CHECKED BY: FML

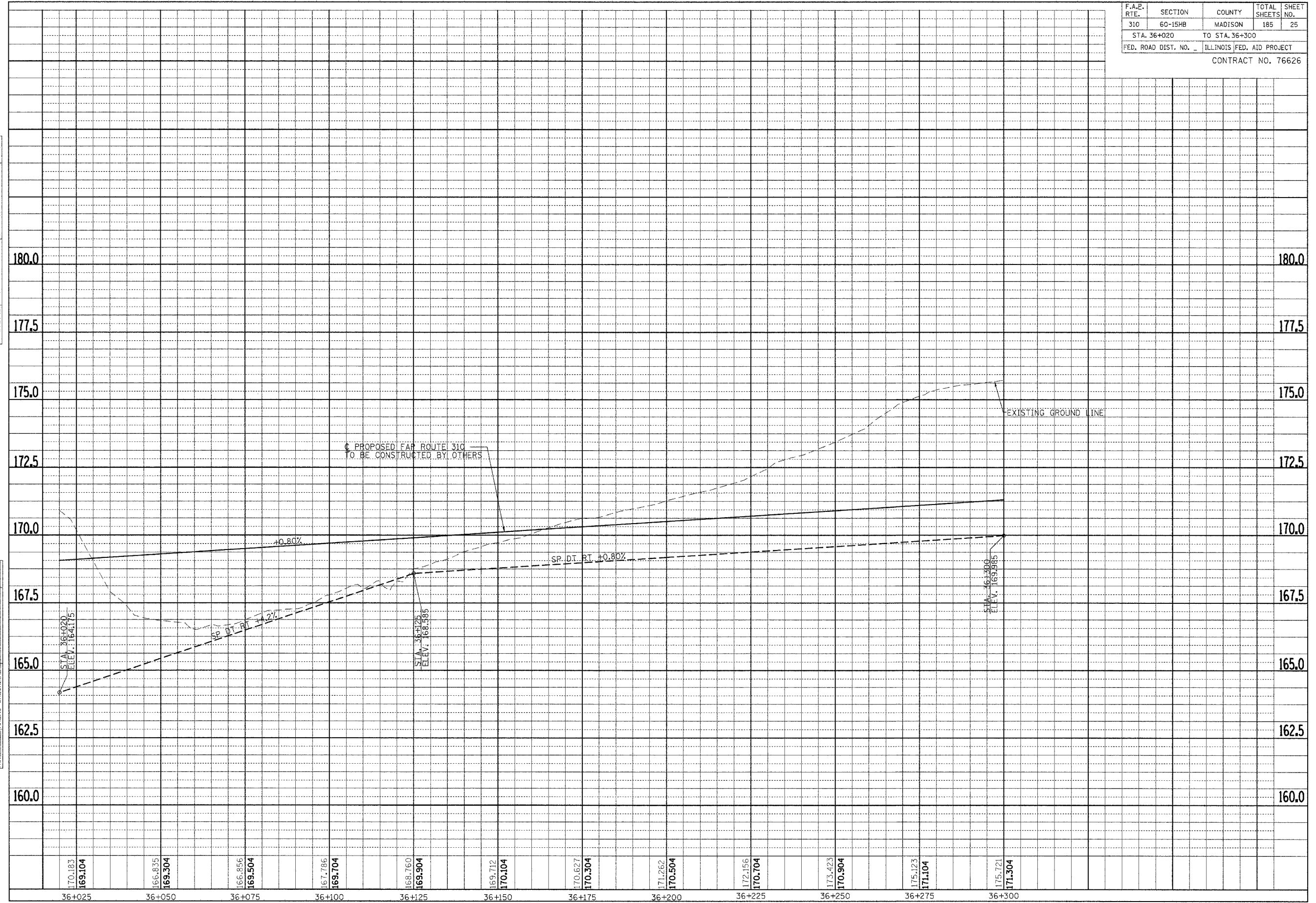
SE 1/4, SEC. 24, T 6 N,  
 R 10 W, 3RD P.M.



F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	25
STA. 36+020		TO STA. 36+300		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

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

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



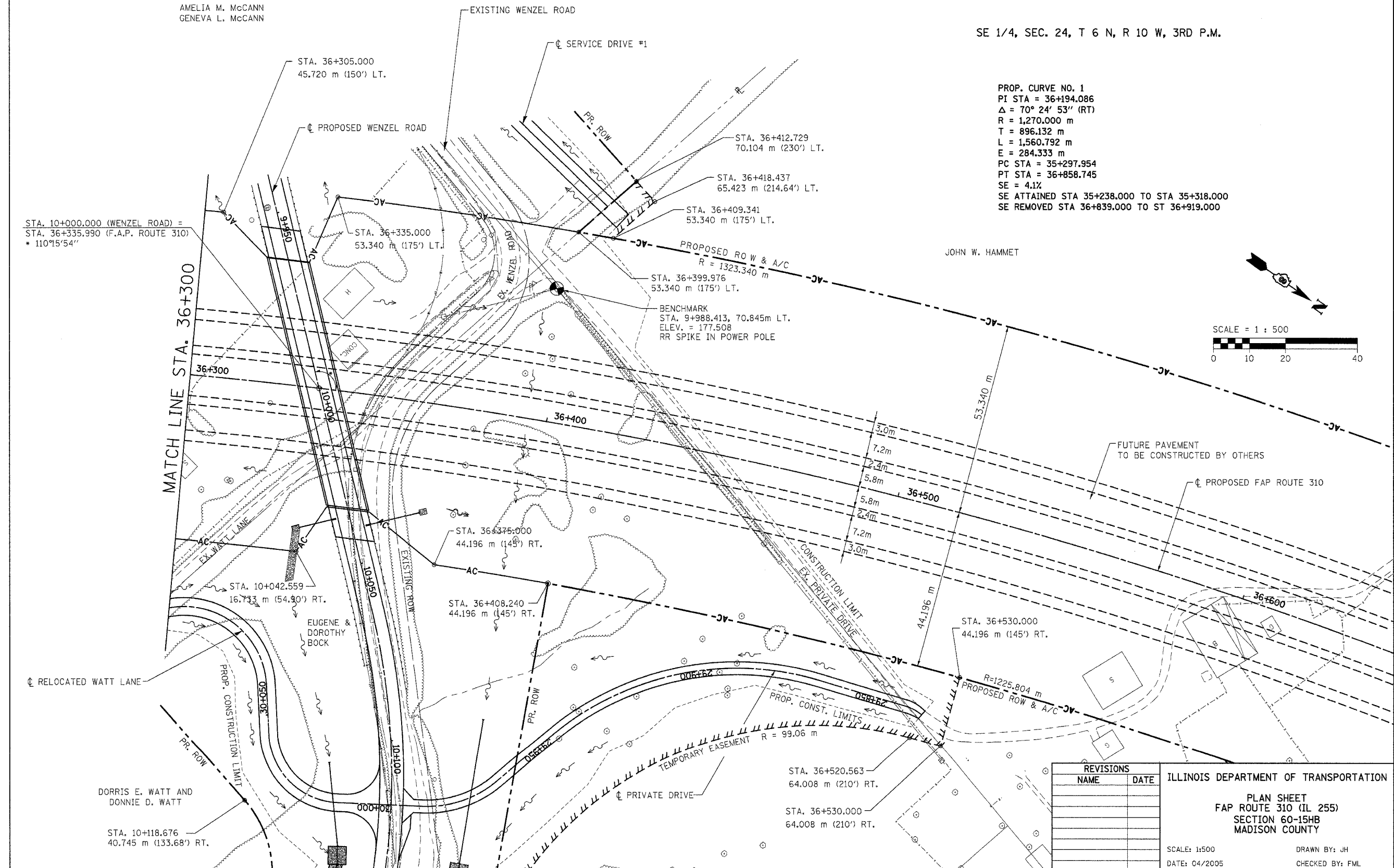
PROFILE SHEET - FAP ROUTE 310 - STA. 36+020 TO STA. 36+300

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	26
STA. 36+300		TO STA. 36+650		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

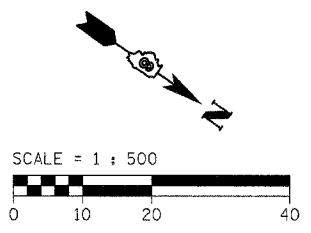
AMELIA M. McCANN  
GENEVA L. McCANN

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.



PROP. CURVE NO. 1  
 PI STA = 36+194.086  
 $\Delta = 70^\circ 24' 53''$  (RT)  
 R = 1,270.000 m  
 T = 896.132 m  
 L = 1,560.792 m  
 E = 284.333 m  
 PC STA = 35+297.954  
 PT STA = 36+858.745  
 SE = 4.1%  
 SE ATTAINED STA 35+238.000 TO STA 35+318.000  
 SE REMOVED STA 36+839.000 TO ST 36+919.000

JOHN W. HAMMET



REVISIONS	
NAME	DATE

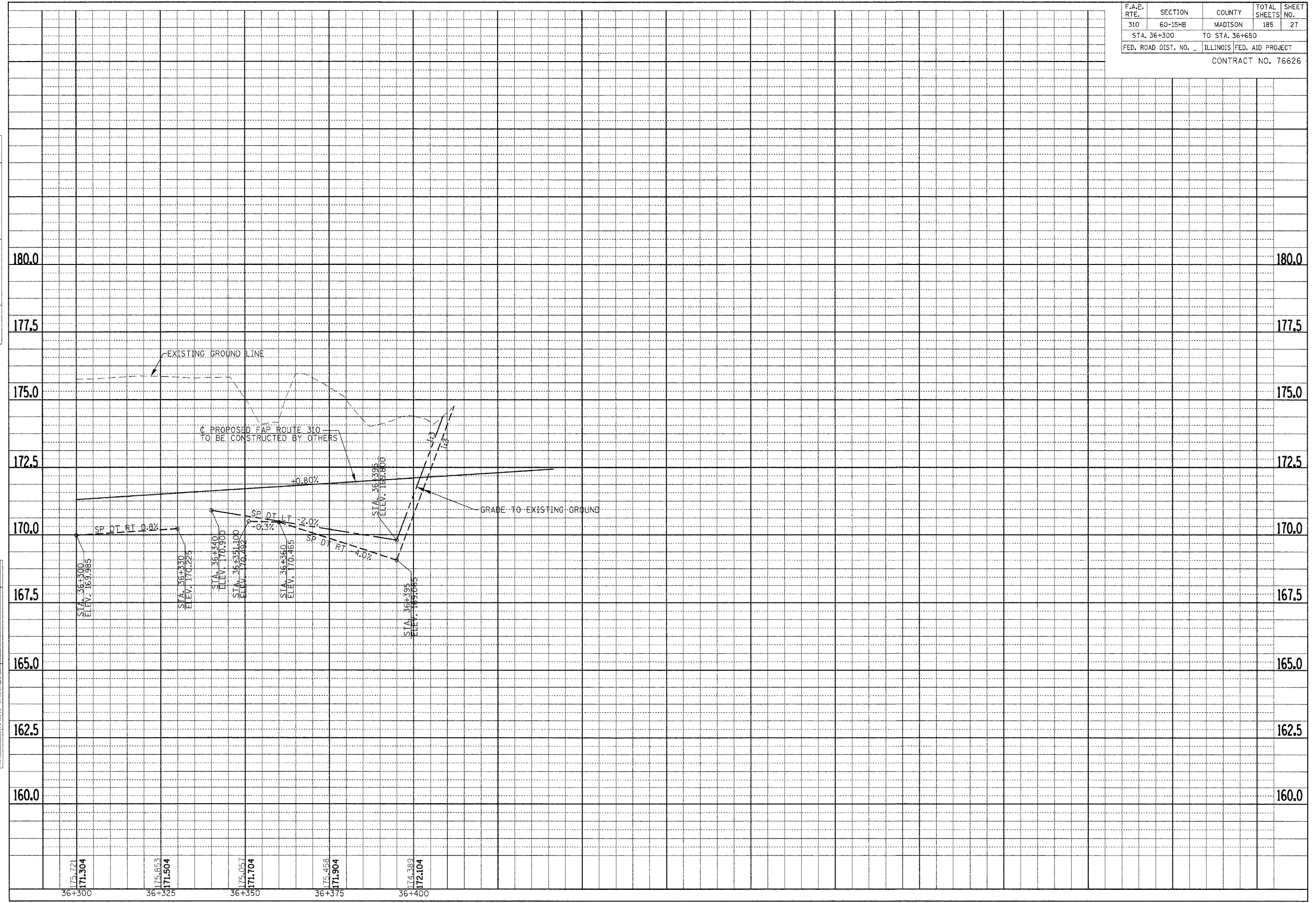
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PLAN SHEET  
 FAP ROUTE 310 (IL 255)  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE: 1:500  
 DATE: 04/2005  
 DRAWN BY: JH  
 CHECKED BY: FML

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F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	27
STA. 36+300		TO STA. 36+650		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

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

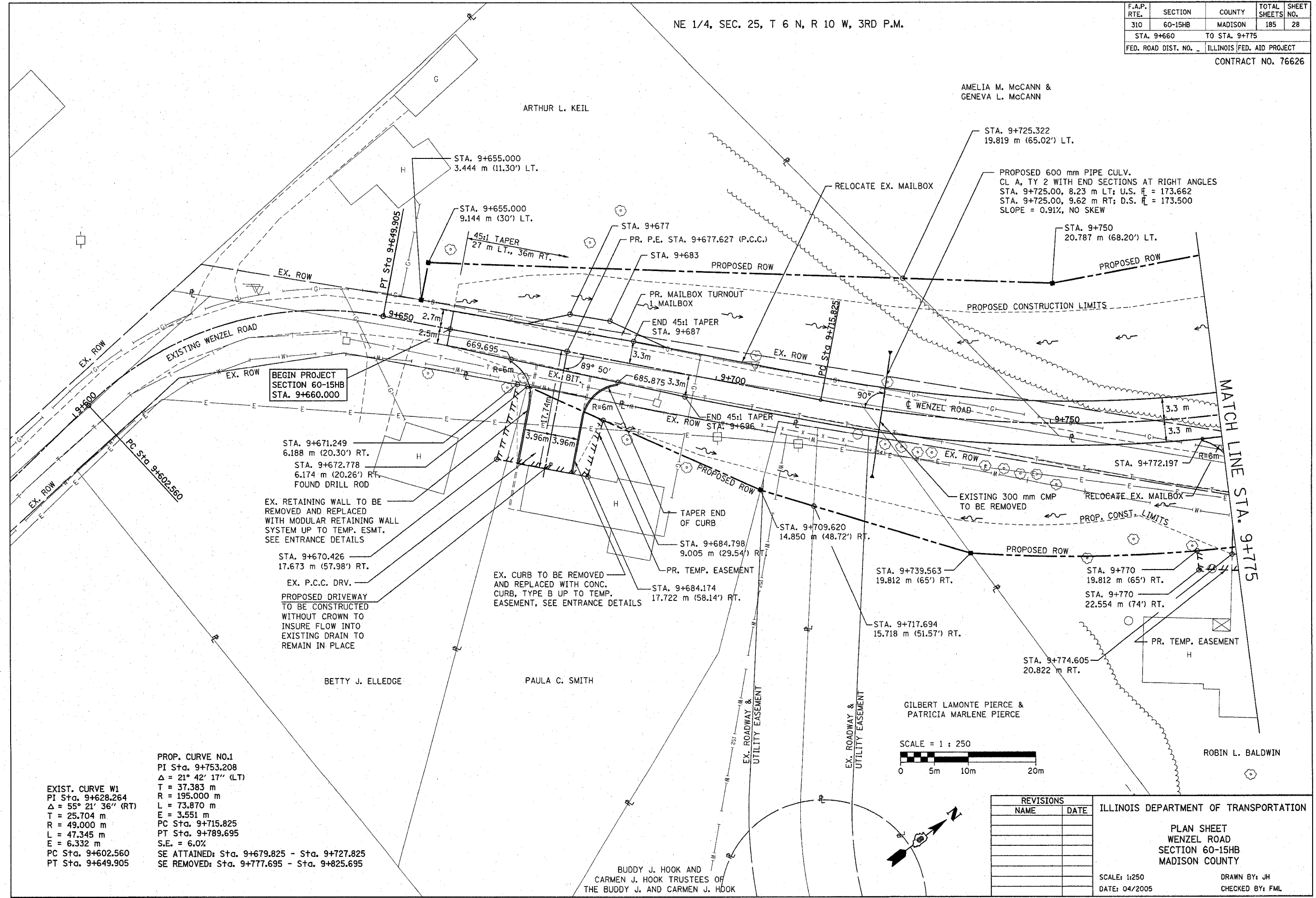
ORIGINAL SURVEYED	BY	DATE
SURVEY PLOTTED		
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		



PROFILE SHEET - FAP ROUTE 310 - STA. 36+300 TO STA. 36+650

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	28
STA. 9+660 TO STA. 9+775				
ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76626				



BEGIN PROJECT SECTION 60-15HB STA. 9+660.000

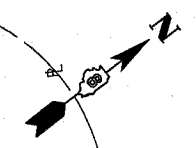
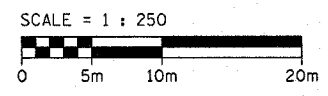
EX. RETAINING WALL TO BE REMOVED AND REPLACED WITH MODULAR RETAINING WALL SYSTEM UP TO TEMP. ESMT. SEE ENTRANCE DETAILS

EX. P.C.C. DRV.

PROPOSED DRIVEWAY TO BE CONSTRUCTED WITHOUT CROWN TO INSURE FLOW INTO EXISTING DRAIN TO REMAIN IN PLACE

EX. CURB TO BE REMOVED AND REPLACED WITH CONC. CURB, TYPE B UP TO TEMP. EASEMENT, SEE ENTRANCE DETAILS

**EXIST. CURVE W1**  
 PI Sta. 9+628.264  
 $\Delta = 55^\circ 21' 36''$  (RT)  
 T = 25.704 m  
 R = 49.000 m  
 L = 47.345 m  
 E = 6.332 m  
 PC Sta. 9+602.560  
 PT Sta. 9+649.905  
  
**PROP. CURVE NO.1**  
 PI Sta. 9+753.208  
 $\Delta = 21^\circ 42' 17''$  (LT)  
 T = 37.383 m  
 R = 195.000 m  
 L = 73.870 m  
 E = 3.551 m  
 PC Sta. 9+715.825  
 PT Sta. 9+789.695  
 S.E. = 6.0%  
 SE ATTAINED: Sta. 9+679.825 - Sta. 9+727.825  
 SE REMOVED: Sta. 9+777.695 - Sta. 9+825.695



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
WENZEL ROAD  
SECTION 60-15HB  
MADISON COUNTY

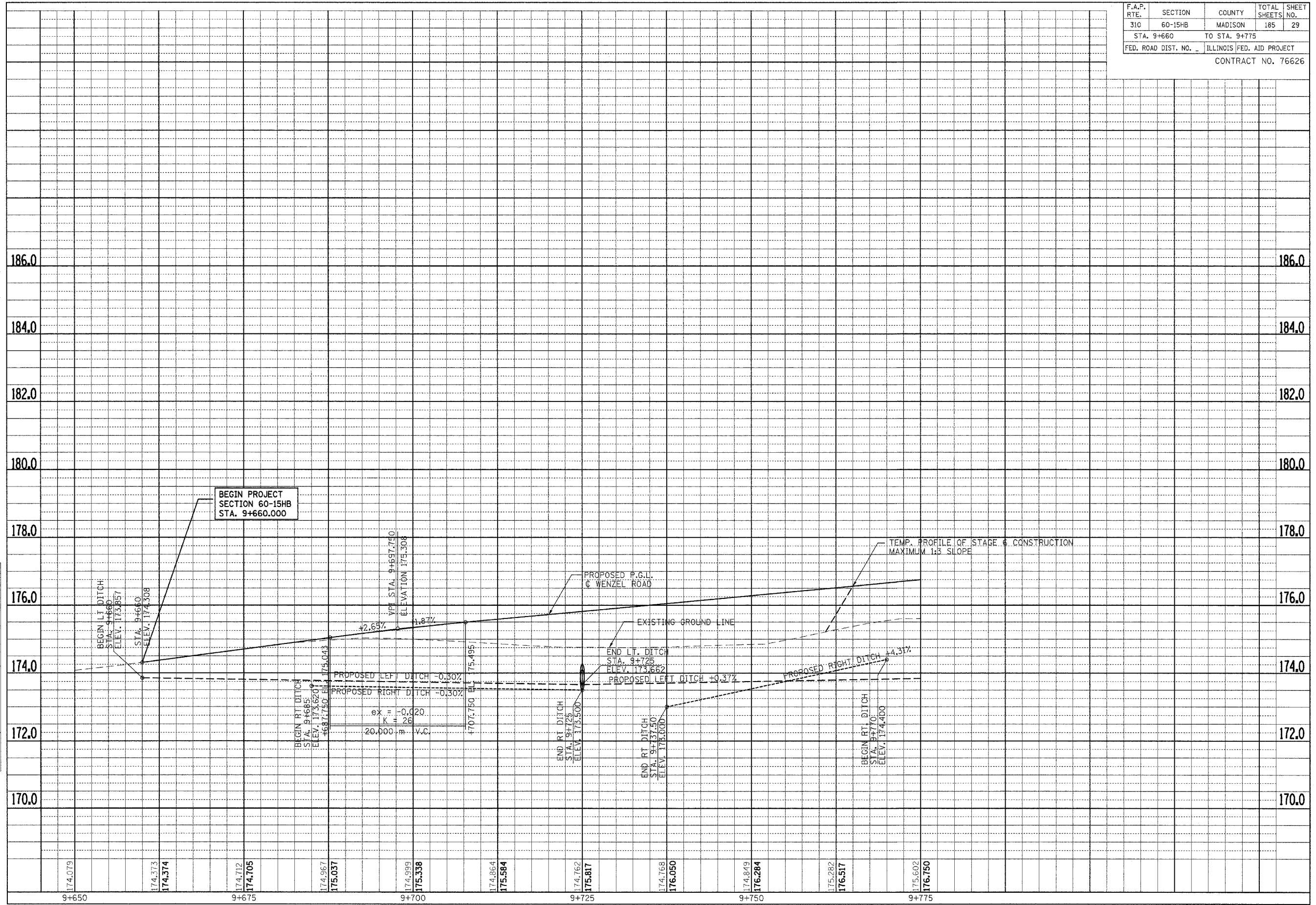
SCALE: 1:250  
DATE: 04/2005

DRAWN BY: JH  
CHECKED BY: FML

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	29
STA. 9+660		TO STA. 9+775		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

FINAL SURVEY	SURVEYED	BY	DATE
NO.	NO.		
NOTE BOOK	TEMP. PLATE		
AREAS	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	NO.		
NOTE BOOK	TEMP. PLATE		
AREAS	CHECKED		



PROFILE SHEET - WENZEL ROAD - STA. 9+660 TO STA. 9+775

BENCHMARK:  
RAILROAD SPIKE IN POWER POLE NEAR EXISTING PRIVATE DRIVE.  
STA. 9+988.413, 70.845m LT.  
ELEV. = 177.508

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

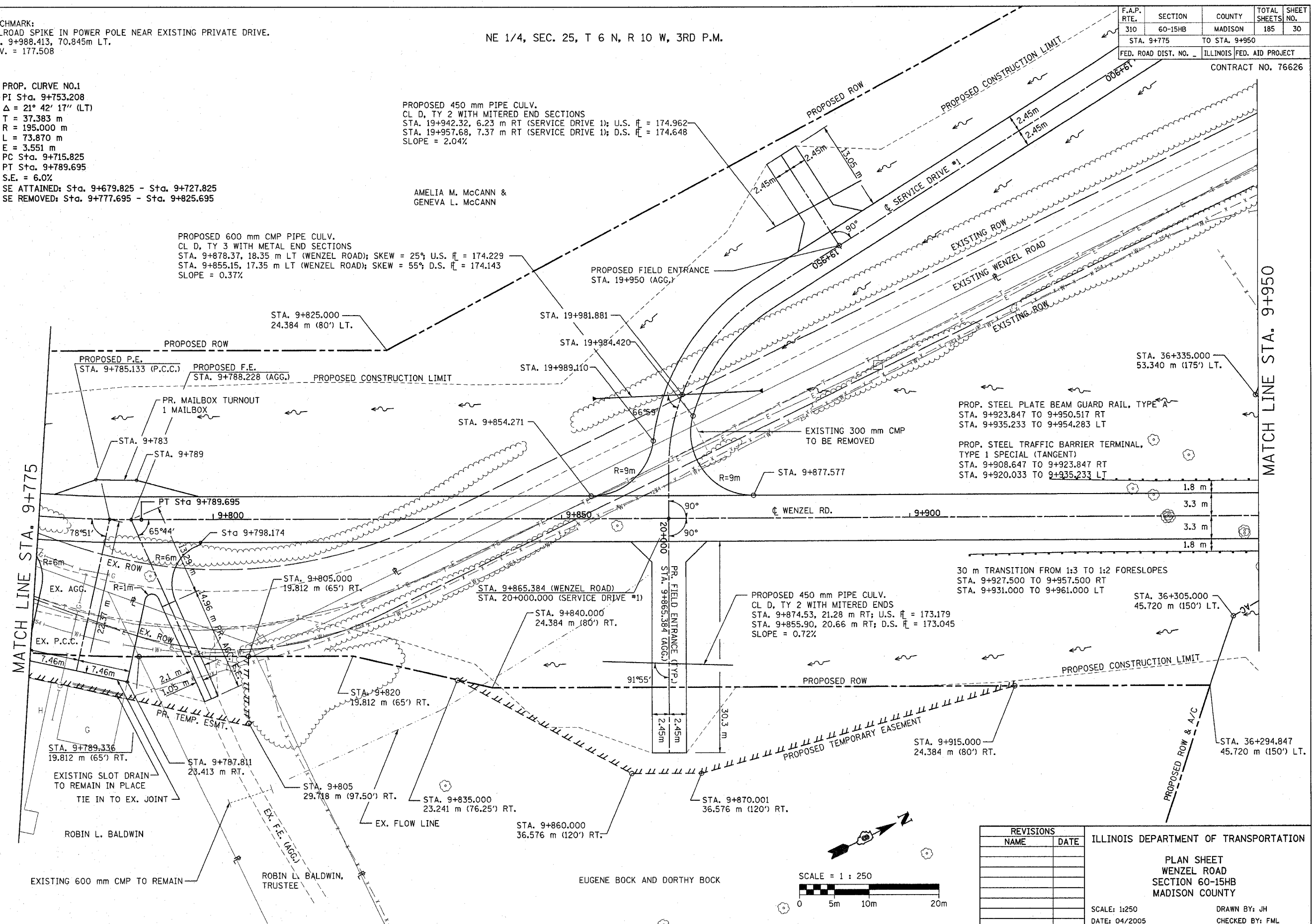
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	30
STA. 9+775		TO STA. 9+950		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

PROP. CURVE NO.1  
PI Sta. 9+753.208  
 $\Delta = 21^\circ 42' 17''$  (LT)  
T = 37.383 m  
R = 195.000 m  
L = 73.870 m  
E = 3.551 m  
PC Sta. 9+715.825  
PT Sta. 9+789.695  
S.E. = 6.0%  
SE ATTAINED: Sta. 9+679.825 - Sta. 9+727.825  
SE REMOVED: Sta. 9+777.695 - Sta. 9+825.695

PROPOSED 450 mm PIPE CULV.  
CL D, TY 2 WITH MITERED END SECTIONS  
STA. 19+942.32, 6.23 m RT (SERVICE DRIVE 1); U.S.  $\bar{r} = 174.962$   
STA. 19+957.68, 7.37 m RT (SERVICE DRIVE 1); D.S.  $\bar{r} = 174.648$   
SLOPE = 2.04%

AMELIA M. McCANN &  
GENEVA L. McCANN

PROPOSED 600 mm CMP PIPE CULV.  
CL D, TY 3 WITH METAL END SECTIONS  
STA. 9+878.37, 18.35 m LT (WENZEL ROAD); SKEW = 25%; U.S.  $\bar{r} = 174.229$   
STA. 9+855.15, 17.35 m LT (WENZEL ROAD); SKEW = 55%; D.S.  $\bar{r} = 174.143$   
SLOPE = 0.37%



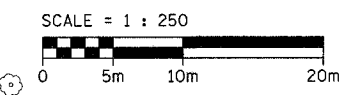
PROP. STEEL PLATE BEAM GUARD RAIL, TYPE A  
STA. 9+923.847 TO 9+950.517 RT  
STA. 9+935.233 TO 9+954.283 LT

PROP. STEEL TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)  
STA. 9+908.647 TO 9+923.847 RT  
STA. 9+920.033 TO 9+935.233 LT

30 m TRANSITION FROM 1:3 TO 1:2 FORESLOPES  
STA. 9+927.500 TO 9+957.500 RT  
STA. 9+931.000 TO 9+961.000 LT

PROPOSED 450 mm PIPE CULV.  
CL D, TY 2 WITH MITERED ENDS  
STA. 9+874.53, 21.28 m RT; U.S.  $\bar{r} = 173.179$   
STA. 9+855.90, 20.66 m RT; D.S.  $\bar{r} = 173.045$   
SLOPE = 0.72%

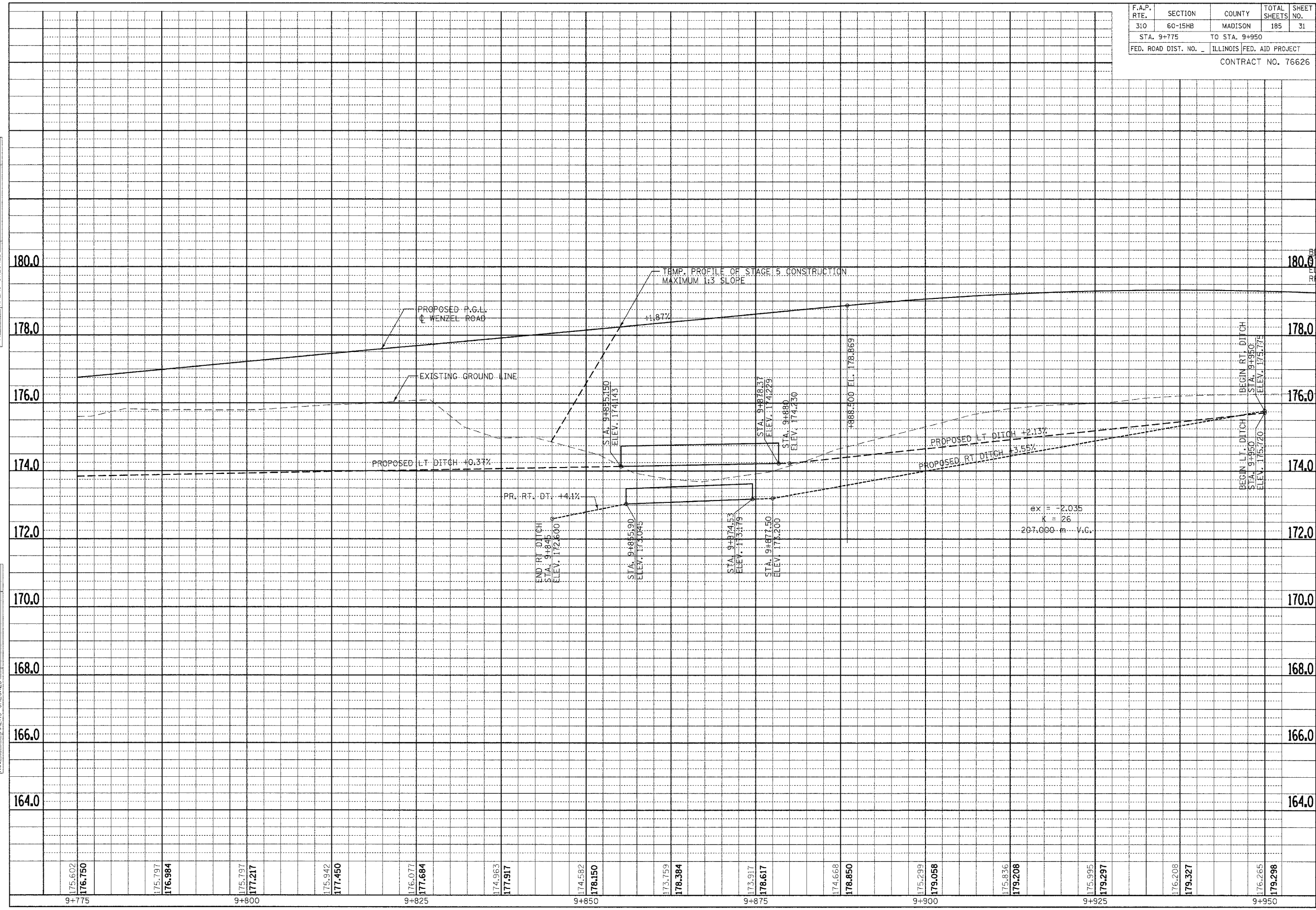
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		PLAN SHEET WENZEL ROAD SECTION 60-15HB MADISON COUNTY  SCALE: 1:250 DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	31
STA. 9+775		TO STA. 9+950		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

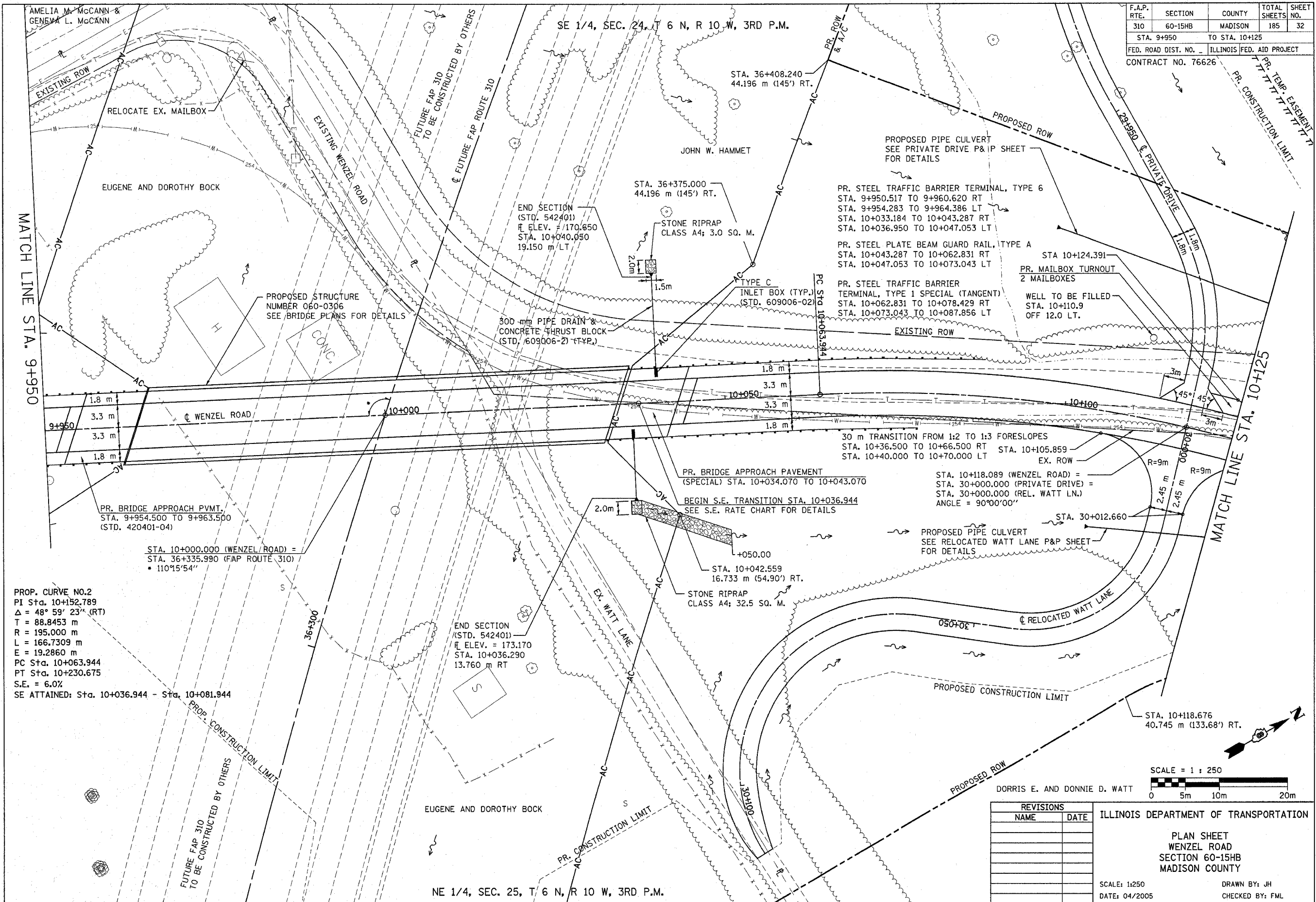
FINAL SURVEYED SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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



PROFILE SHEET - WENZEL ROAD - STA. 9+775 TO STA. 9+950

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET NO.
310	60-15HB	MADISON	185	32
STA. 9+950 TO STA. 10+125				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



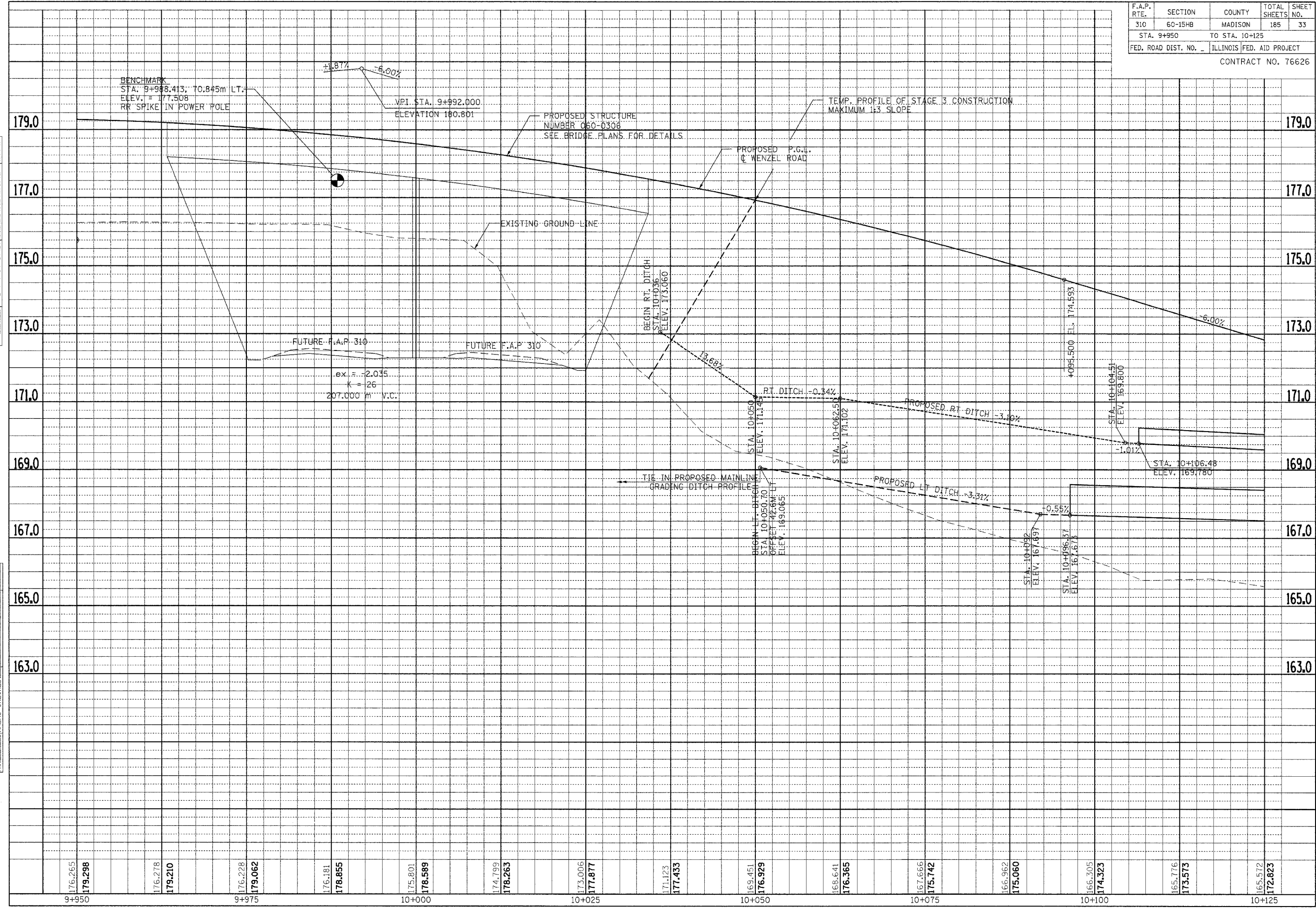
PROP. CURVE NO.2  
 PI Sta. 10+152.789  
 $\Delta = 48^\circ 59' 23''$  (RT)  
 T = 88.8453 m  
 R = 195.000 m  
 L = 166.7309 m  
 E = 19.2860 m  
 PC Sta. 10+063.944  
 PT Sta. 10+230.675  
 S.E. = 6.0%  
 SE ATTAINED: Sta. 10+036.944 - Sta. 10+081.944

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PLAN SHEET  
 WENZEL ROAD  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE: 1:250  
 DATE: 04/2005  
 DRAWN BY: JH  
 CHECKED BY: FML



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	33
STA. 9+950		TO STA. 10+125		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



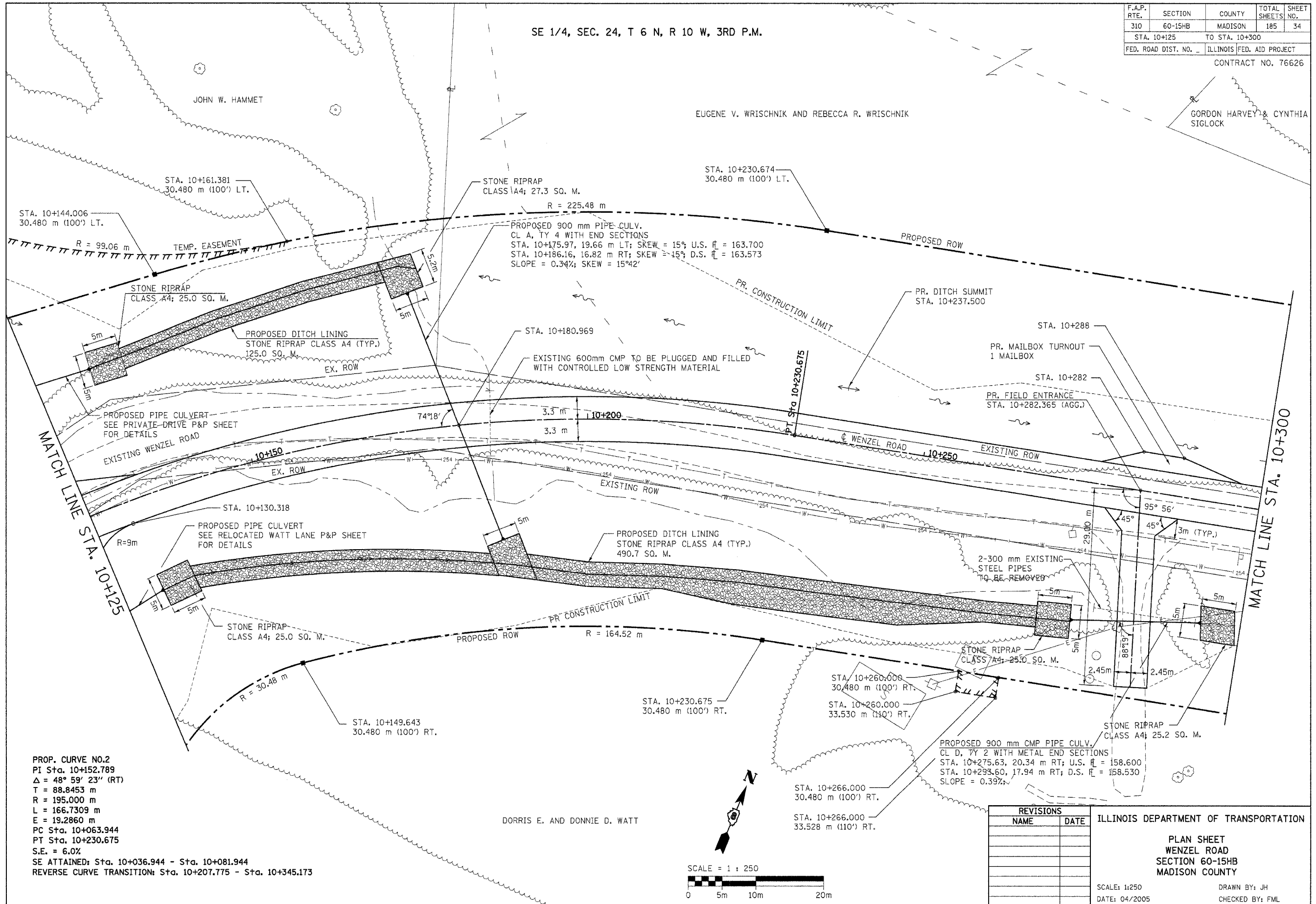
FINAL SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE		
AREAS CHECKED		
NO.		

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

PROFILE SHEET - WENZEL ROAD - STA. 9+950 TO STA. 10+125

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	34
STA. 10+125		TO STA. 10+300		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
WENZEL ROAD  
SECTION 60-15HB  
MADISON COUNTY

SCALE: 1:250  
DATE: 04/2005

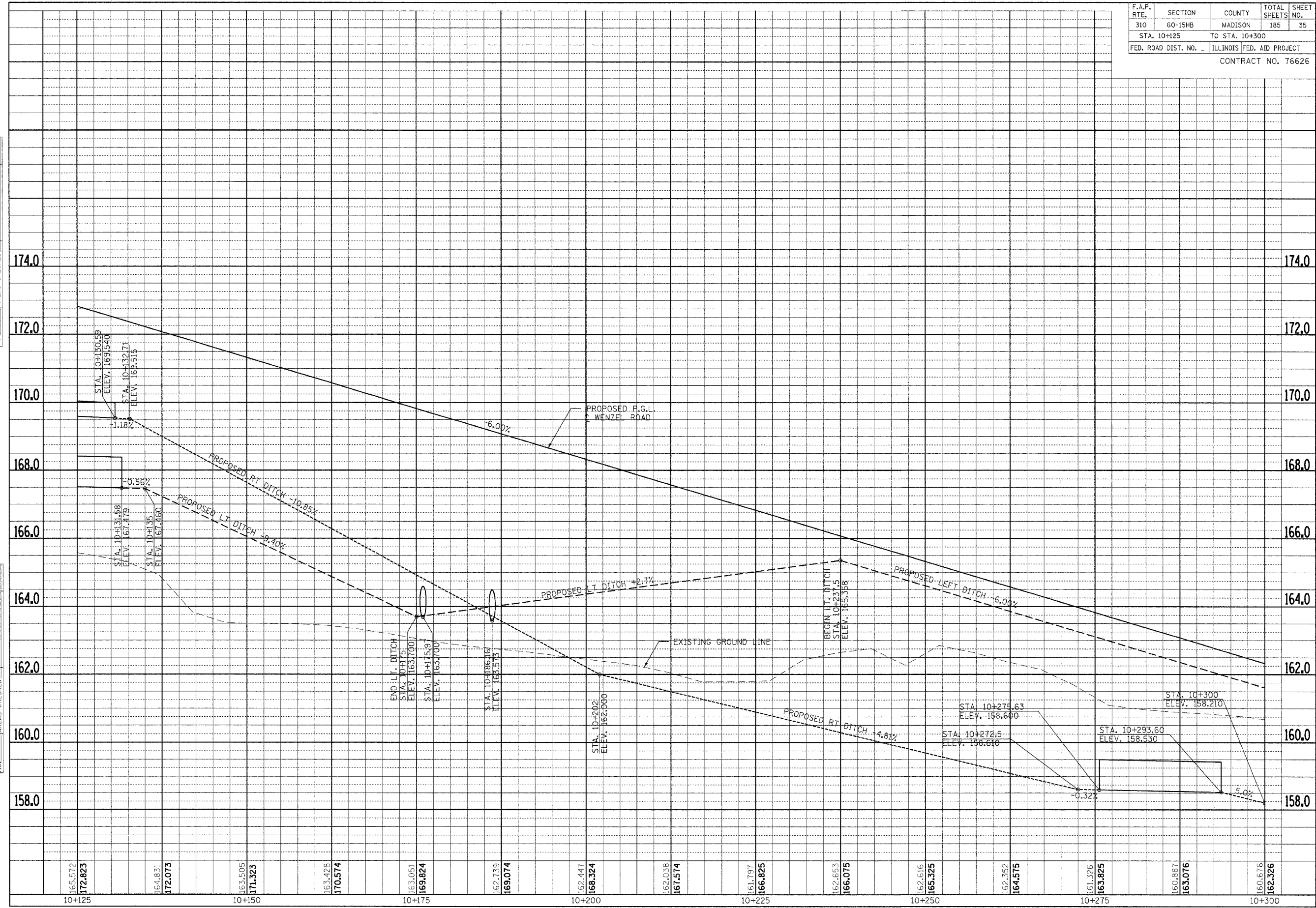
DRAWN BY: JH  
CHECKED BY: FML

PLAN SHEET - WENZEL ROAD - STA. 10+125 TO STA. 10+300

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	35
STA. 10+125		TO STA. 10+300		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

FINAL SURVEY PLOTTED	BY	DATE
NO.		
NO.		
NO.		
NO.		

ORIGINAL SURVEY PLOTTED	BY	DATE
NO.		
NO.		
NO.		
NO.		



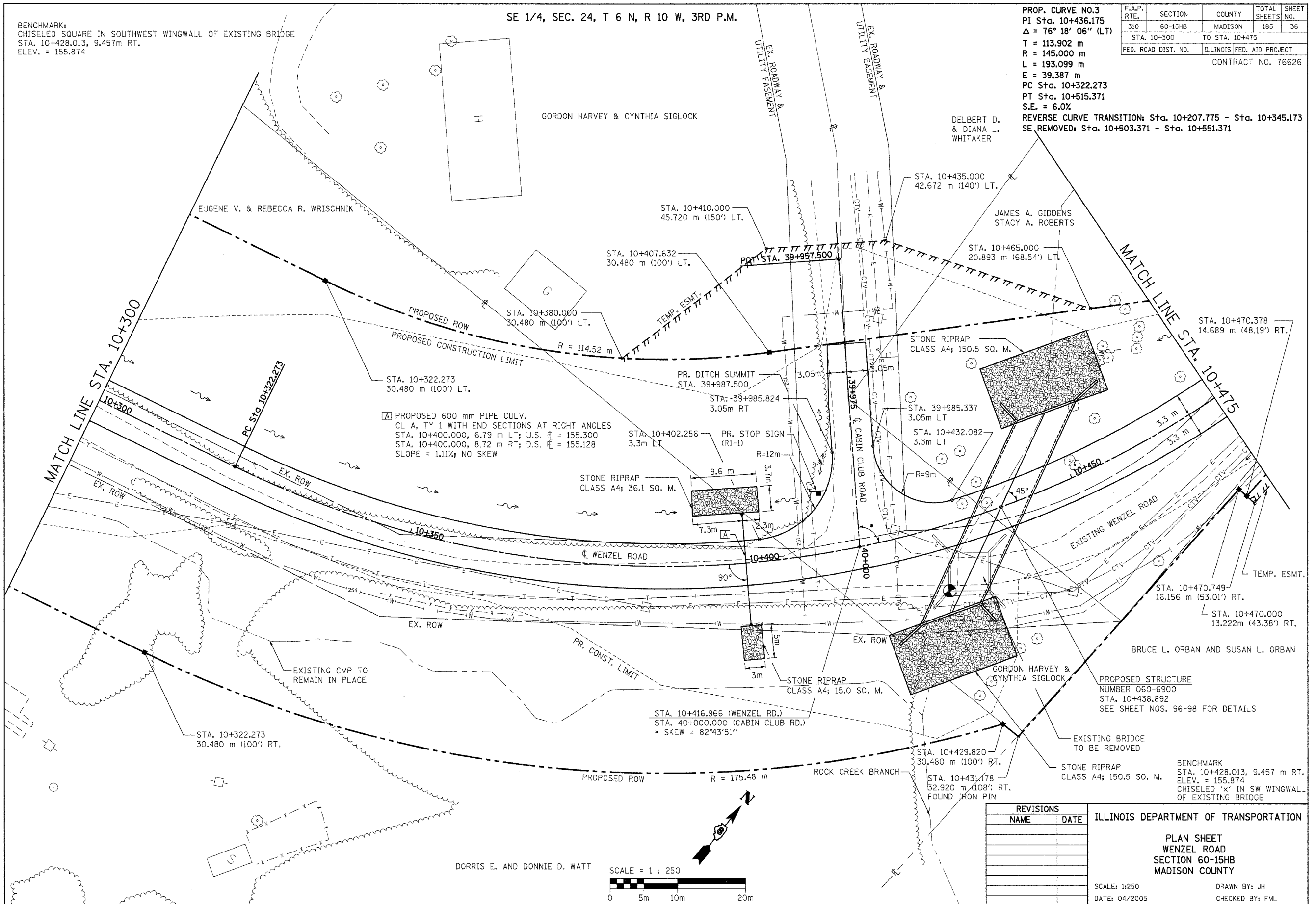
PROFILE SHEET - WENZEL ROAD - STA. 10+125 TO STA. 10+300

BENCHMARK:  
CHISELED SQUARE IN SOUTHWEST WINGWALL OF EXISTING BRIDGE  
STA. 10+428.013, 9.457m RT.  
ELEV. = 155.874

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	36
STA. 10+300		TO STA. 10+475		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

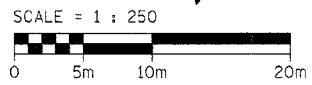
PROP. CURVE NO.3  
PI Sta. 10+436.175  
 $\Delta = 76^\circ 18' 06''$  (LT)  
T = 113.902 m  
R = 145.000 m  
L = 193.099 m  
E = 39.387 m  
PC Sta. 10+322.273  
PT Sta. 10+515.371  
S.E. = 6.0%  
REVERSE CURVE TRANSITION: Sta. 10+207.775 - Sta. 10+345.173  
SE. REMOVED: Sta. 10+503.371 - Sta. 10+551.371



PROPOSED 600 mm PIPE CULV.  
CL. A, TY 1 WITH END SECTIONS AT RIGHT ANGLES  
STA. 10+400.000, 6.79 m LT; U.S.  $\bar{H}$  = 155.300  
STA. 10+400.000, 8.72 m RT; D.S.  $\bar{H}$  = 155.128  
SLOPE = 1.11%; NO SKEW

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
PLAN SHEET  
WENZEL ROAD  
SECTION 60-15HB  
MADISON COUNTY  
  
SCALE: 1:250  
DATE: 04/2005  
  
DRAWN BY: JH  
CHECKED BY: FML

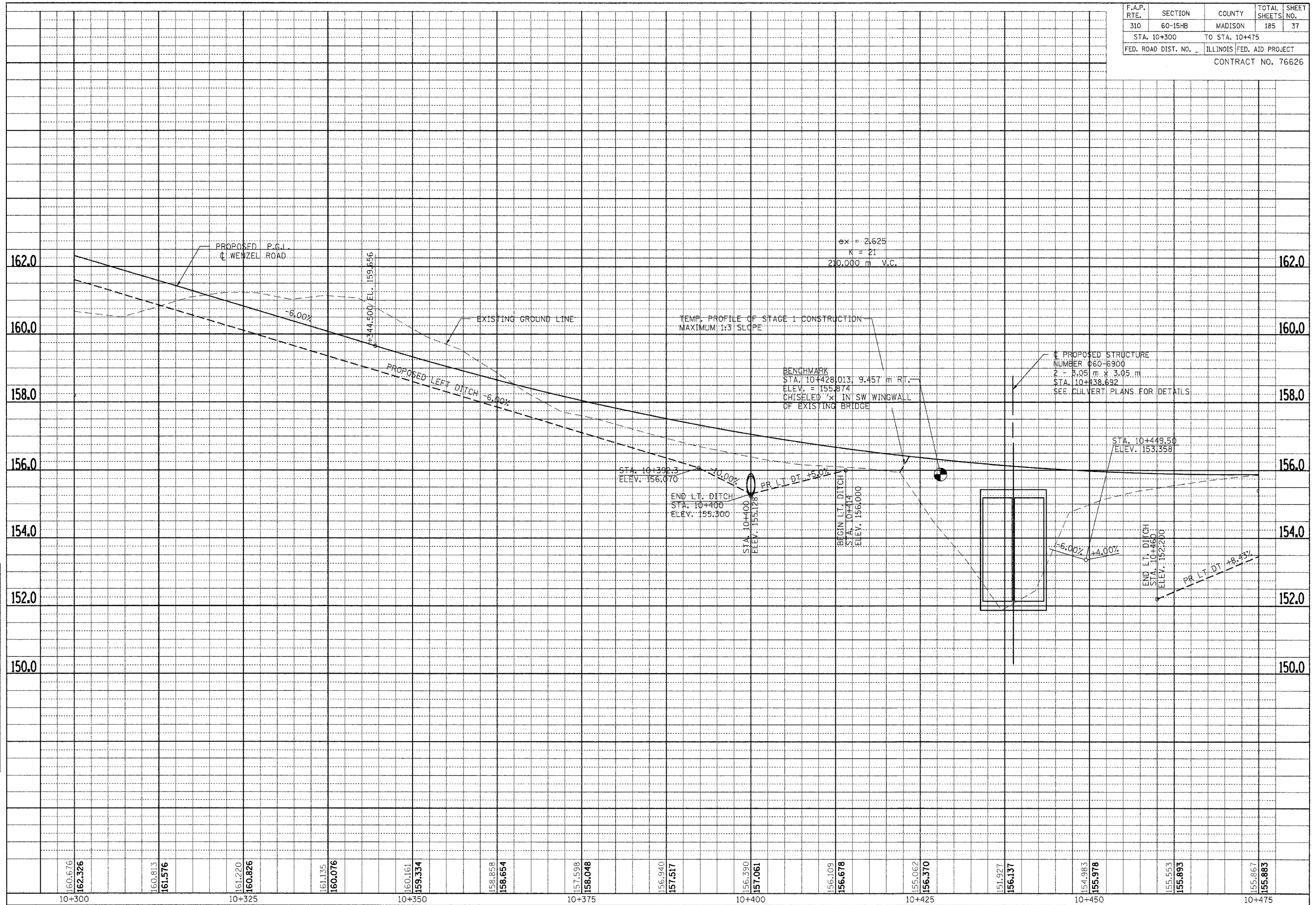


PLAN SHEET - WENZEL ROAD - STA. 10+300 TO STA. 10+475

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	37
STA. 10+300		TO STA. 10+475		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

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

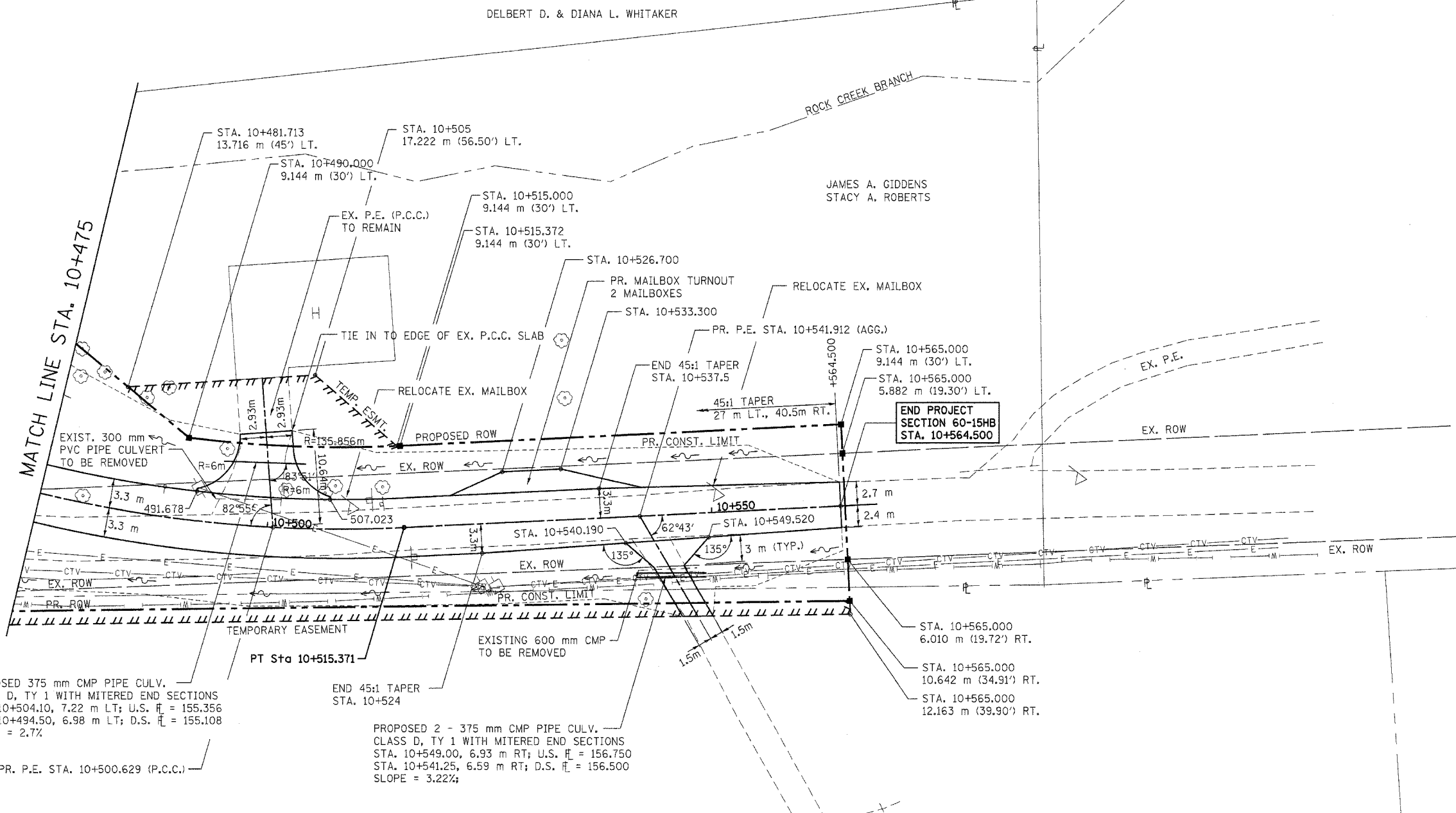
ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK NO.		
TEMPLATE NO.		
AREAS CHECKED		



PROFILE SHEET - WENZEL ROAD - STA. 10+300 TO STA. 10+475

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

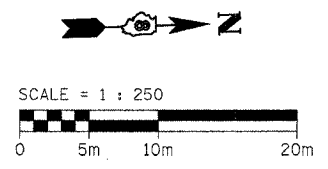
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	38
STA. 10+475		TO STA. 10+564.500		
FED. ROAD DIST. NO. .		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



PROPOSED 375 mm CMP PIPE CULV.  
 CLASS D, TY 1 WITH MITERED END SECTIONS  
 STA. 10+504.10, 7.22 m LT; U.S.  $\bar{r}$  = 155.356  
 STA. 10+494.50, 6.98 m LT; D.S.  $\bar{r}$  = 155.108  
 SLOPE = 2.7%  
 PR. P.E. STA. 10+500.629 (P.C.C.)

END 45:1 TAPER  
 STA. 10+524  
 PROPOSED 2 - 375 mm CMP PIPE CULV.  
 CLASS D, TY 1 WITH MITERED END SECTIONS  
 STA. 10+549.00, 6.93 m RT; U.S.  $\bar{r}$  = 156.750  
 STA. 10+541.25, 6.59 m RT; D.S.  $\bar{r}$  = 156.500  
 SLOPE = 3.22%  
 BRUCE L. ORBAN AND SUSAN L. ORBAN

PROP. CURVE NO.3  
 PI Sta. 10+436.175  
 $\Delta = 76^\circ 18' 06''$  (LT)  
 T = 113.902 m  
 R = 145.000 m  
 L = 193.099 m  
 E = 39.387 m  
 PC Sta. 10+322.273  
 PT Sta. 10+515.371  
 S.E. = 6.0%  
 SE REMOVED: Sta. 10+503.371 - Sta. 10+551.371



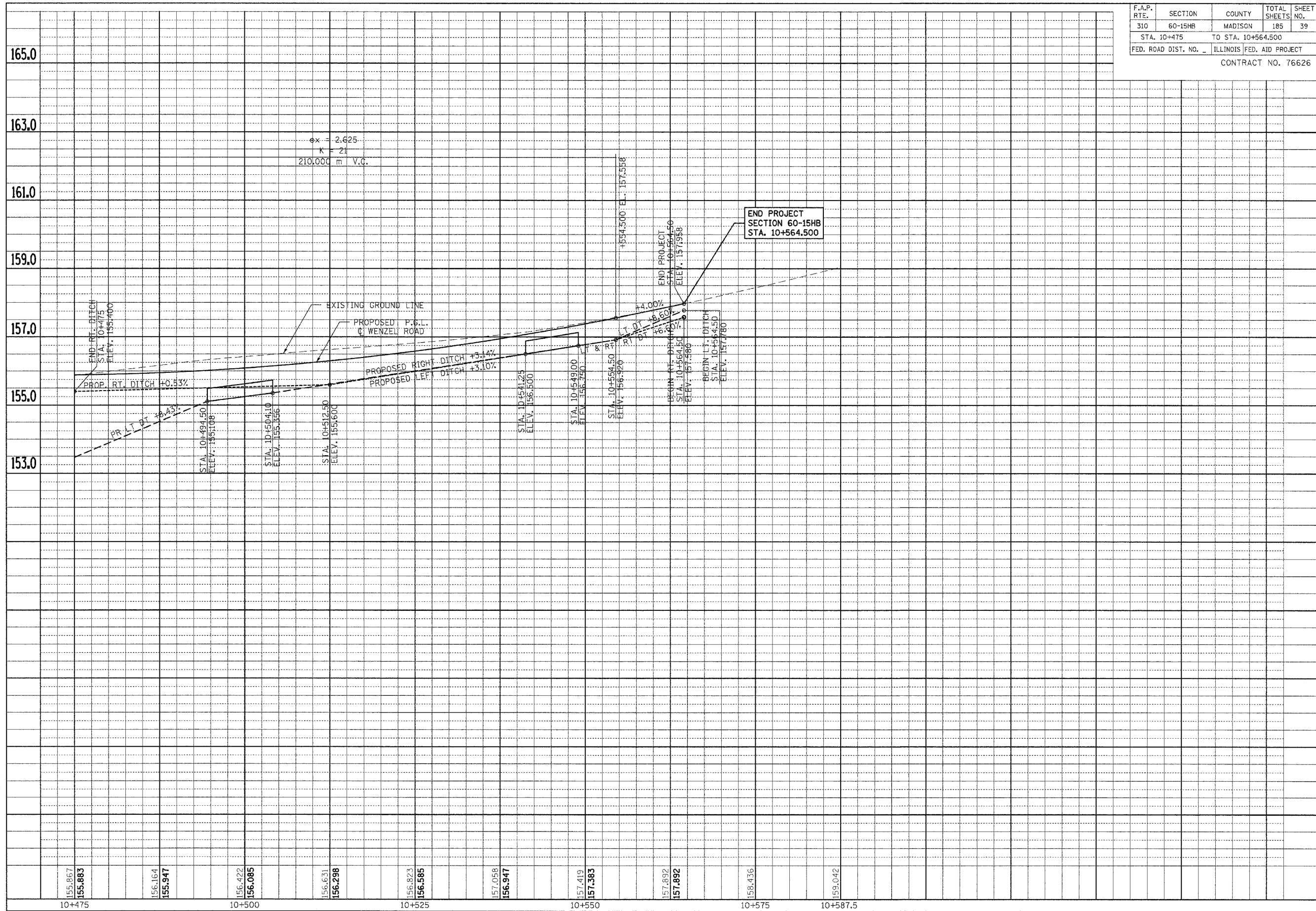
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		PLAN SHEET WENZEL ROAD SECTION 60-15HB MADISON COUNTY
SCALE: 1:250		DRAWN BY: JH
DATE: 04/2005		CHECKED BY: FML

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	39
STA. 10+475		TO STA. 10+564.500		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

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

ORIGINAL SURVEY PLOTTED	BY	DATE
NOTE BOOK TEMPLATE		
AREAS CHECKED		
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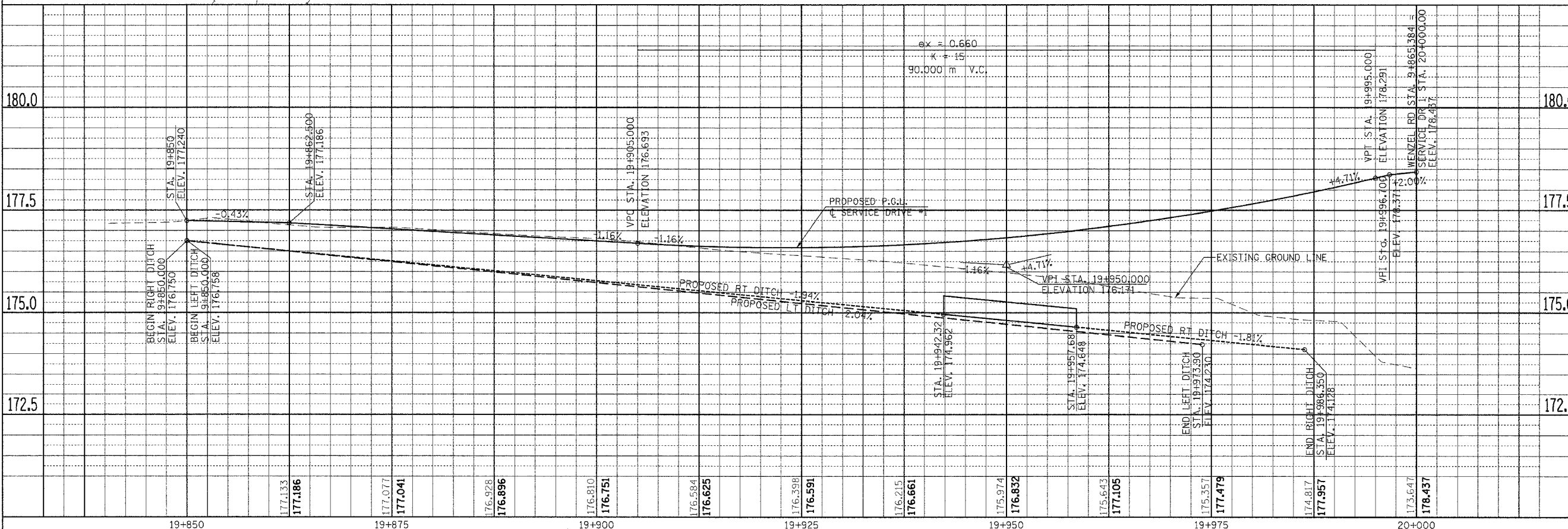
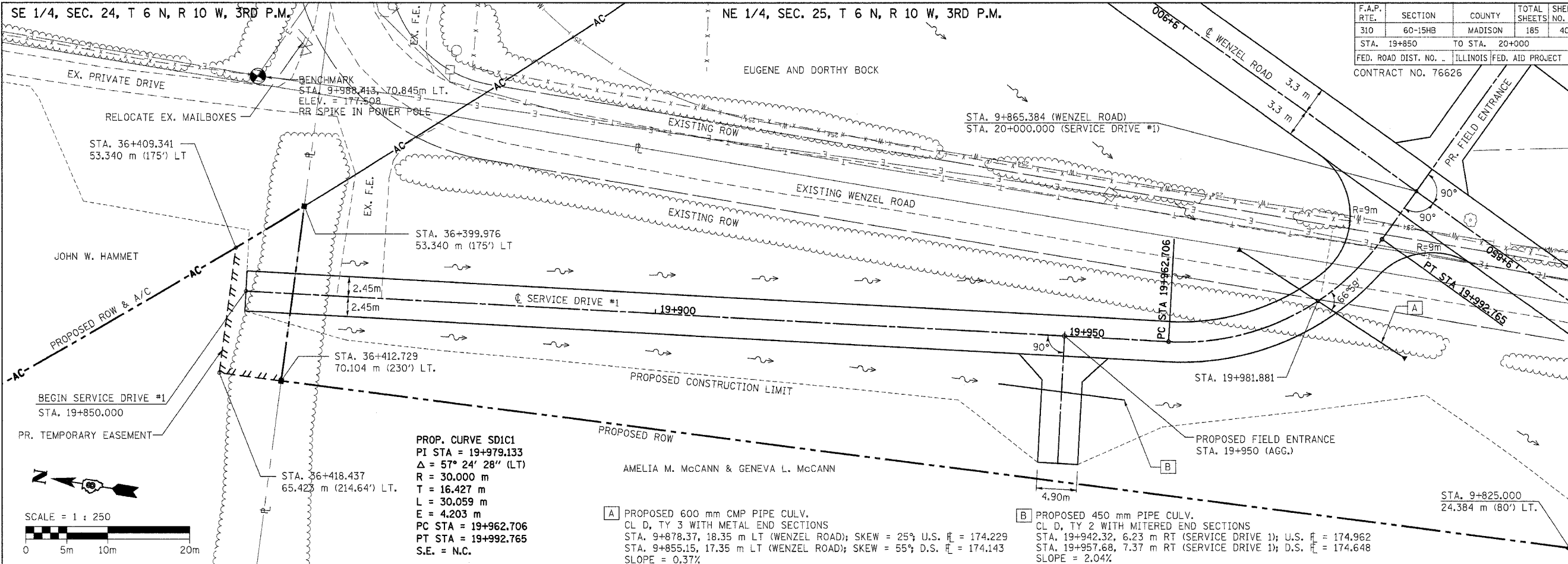


PROFILE SHEET - WENZEL ROAD - STA. 10+475 TO STA. 10+564.500

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	40
STA. 19+850		TO STA. 20+000		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76626				



PLAN & PROFILE SHEET - SERVICE DRIVE #1 - STA. 19+850 TO STA. 20+000

FINAL	SURVEYED	BY	DATE

ORIGINAL	SURVEYED	BY	DATE

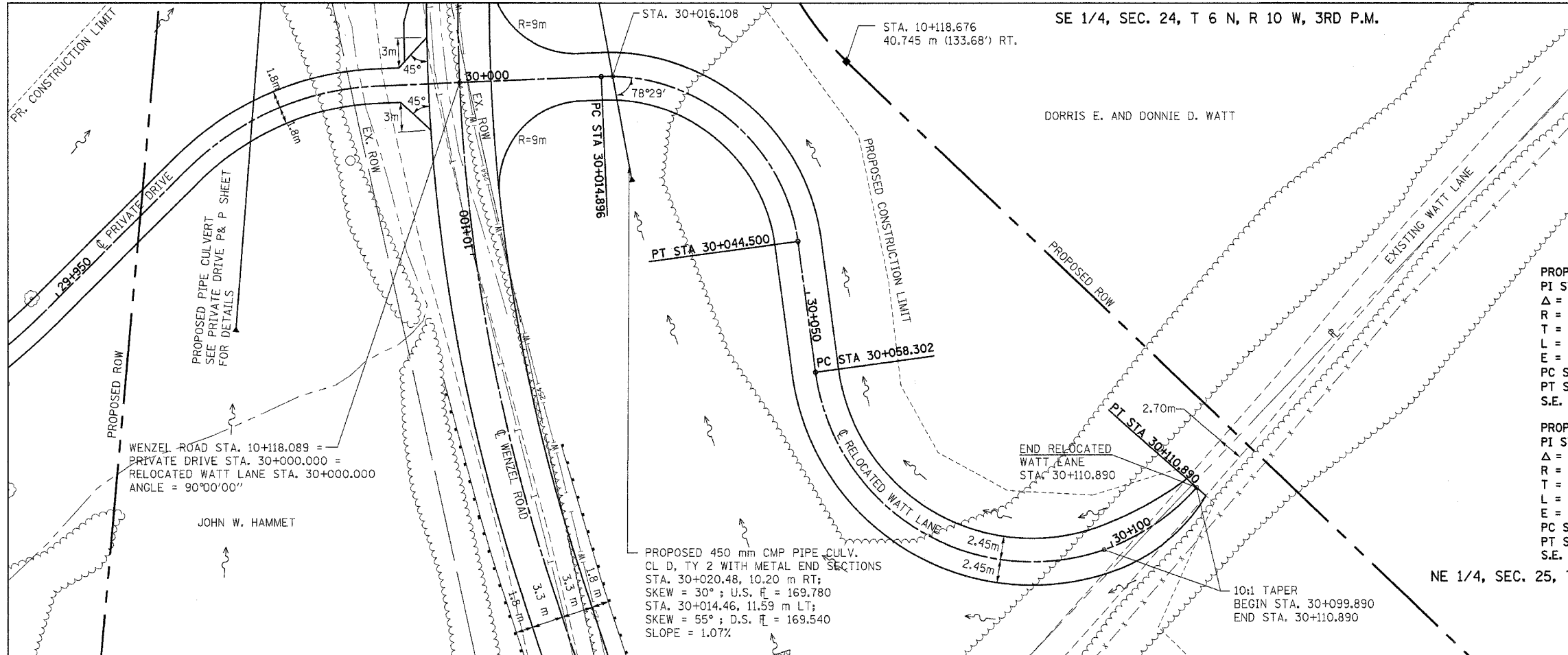




SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	42
STA. 30+000		TO STA. 30+110.890		
FED. ROAD DIST. NO. .		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

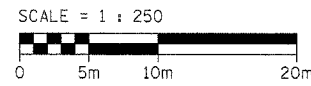
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		



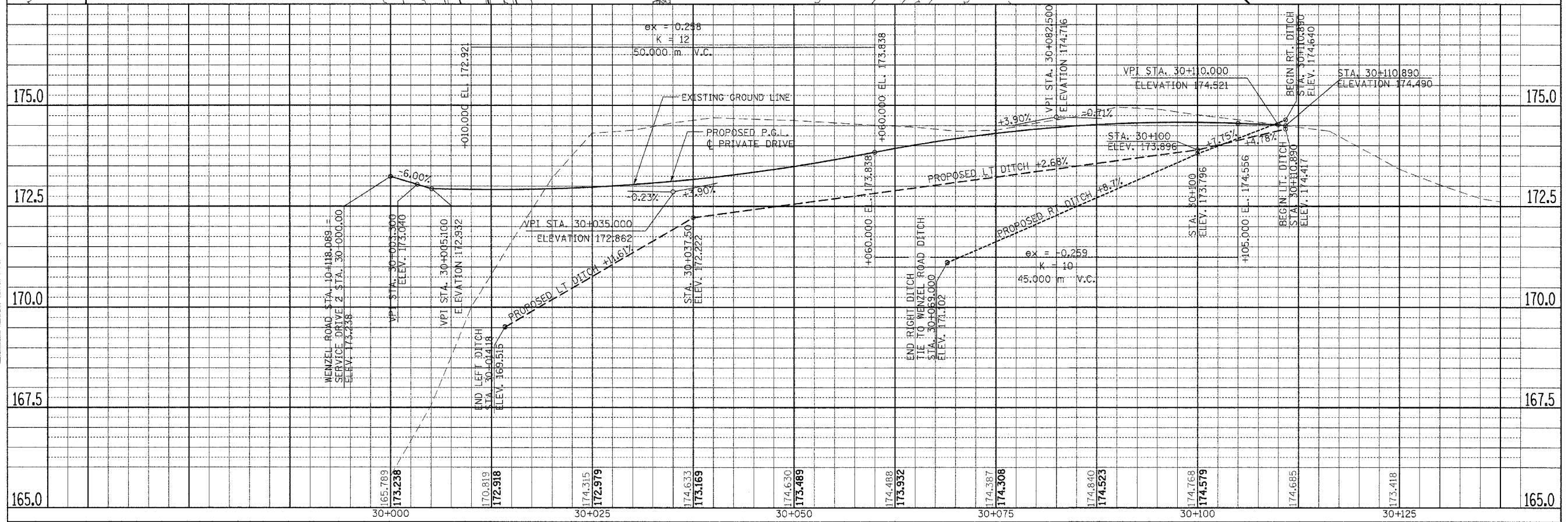
PROP. CURVE SD2C1  
 PI STA = 30+033.162  
 $\Delta = 84^\circ 48' 35''$  (RT)  
 R = 20.000 m  
 T = 18.266 m  
 L = 29.604 m  
 E = 7.086 m  
 PC STA = 30+014.896  
 PT STA = 30+044.500  
 S.E. = N.C.

PROP. CURVE SD2C2  
 PI STA = 30+108.774  
 $\Delta = 131^\circ 00' 11''$  (LT)  
 R = 23.000 m  
 T = 50.472 m  
 L = 52.588 m  
 E = 32.466 m  
 PC STA = 30+058.302  
 PT STA = 30+110.890  
 S.E. = N.C.

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.



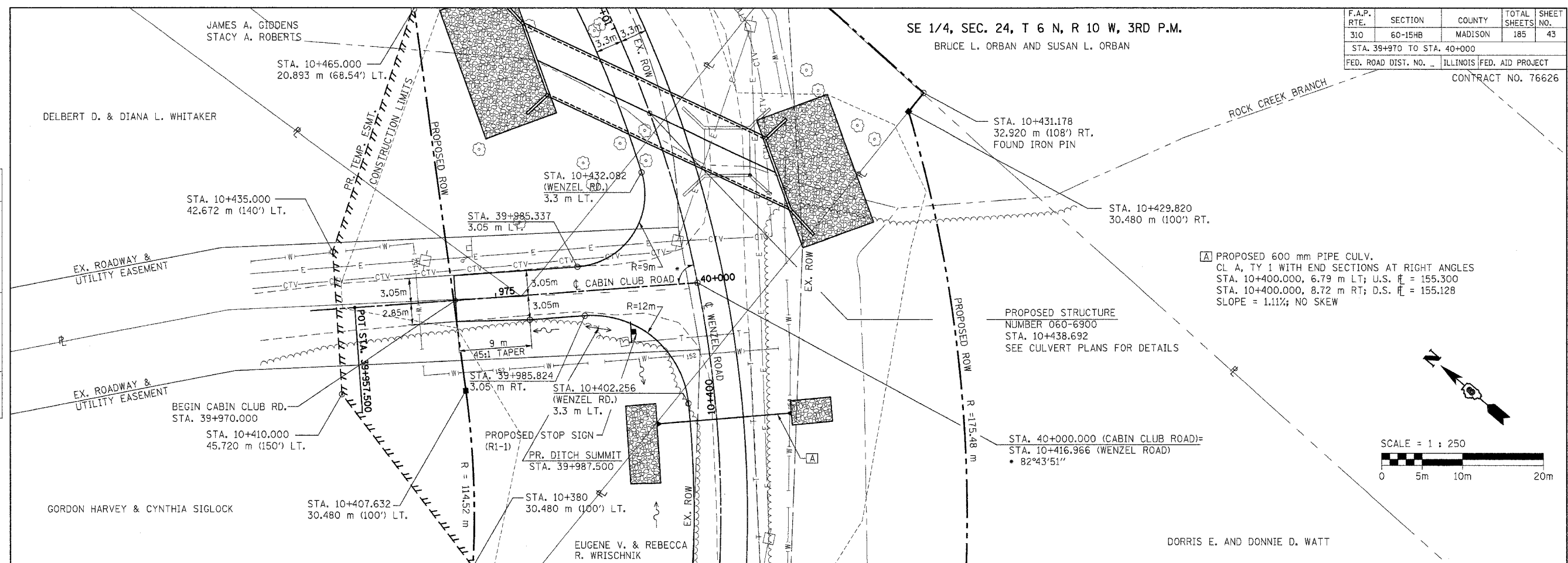
ORIGINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		



PLAN & PROFILE SHEET - RELOCATED WATT LANE - STA. 30+000 TO STA. 30+110.890

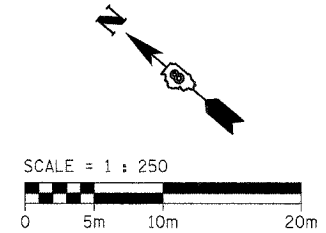
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	43
STA. 39+970 TO STA. 40+000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76626				

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.  
BRUCE L. ORBAN AND SUSAN L. ORBAN



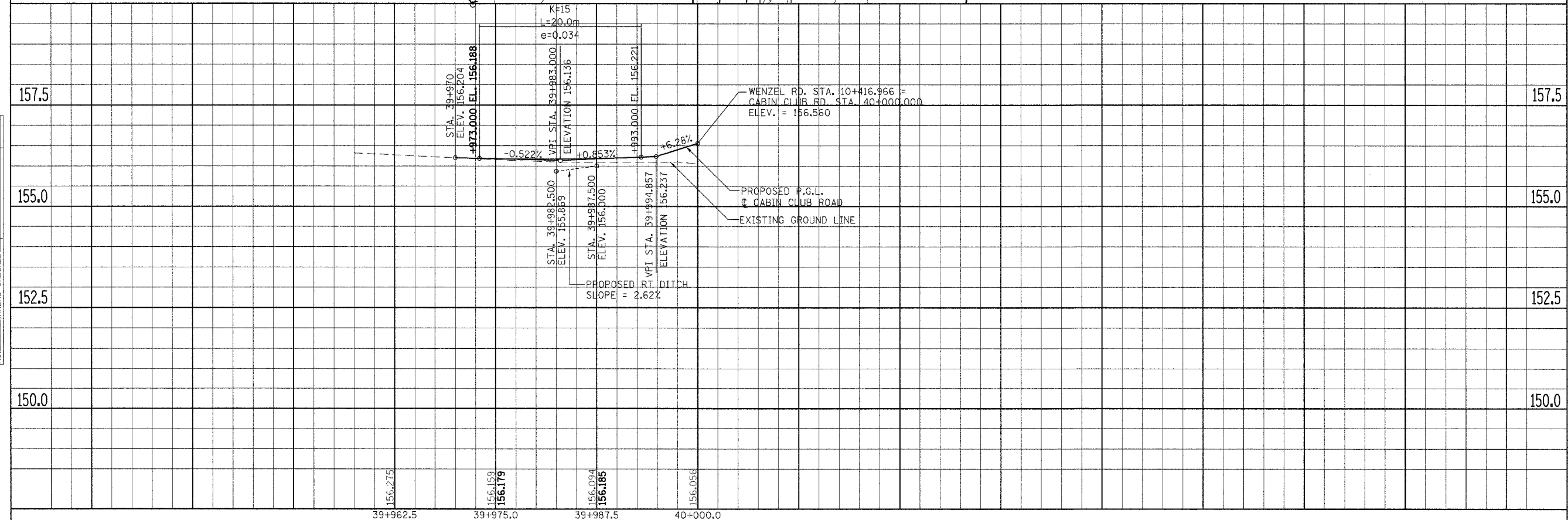
PROPOSED 600 mm PIPE CULV.  
CL A, TY 1 WITH END SECTIONS AT RIGHT ANGLES  
STA. 10+400.000, 6.79 m LT; U.S.  $\bar{r}$  = 155.300  
STA. 10+400.000, 8.72 m RT; D.S.  $\bar{r}$  = 155.128  
SLOPE = 1.11%; NO SKEW

PROPOSED STRUCTURE  
NUMBER 060-6900  
STA. 10+438.692  
SEE CULVERT PLANS FOR DETAILS



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

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



PLAN & PROFILE SHEET - CABIN CLUB ROAD - STA. 39+970 TO STA. 40+000

### ITEMS OF WORK

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	44
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

#### STAGE 1

1. CLOSE OFF EXISTING WENZEL ROAD FROM PROPOSED WENZEL ROAD STA. 10+421 TO 10+492 UNDER B.L.R. STD. 21-6.
2. REMOVE EXISTING WENZEL ROAD PAVEMENT FROM PROPOSED WENZEL ROAD STA. 10+422 TO 10+490.
3. REMOVE EXISTING ROCK CREEK BRANCH BRIDGE.
4. CONSTRUCT PROPOSED ROCK CREEK BRANCH BOX CULVERT.
5. GRADE AND CONSTRUCT PROPOSED WENZEL ROAD FROM STA. 10+425 TO 10+488 UP TO AGGREGATE BASE COURSE ONLY.
6. GRADE PROPOSED DITCHES UP TO STA. 10+564.5.
7. REMOVE EXISTING PIPE CULVERT AT P.E. STA. 10+500.6 LT. & P.E. STA. 10+541.9 RT. CONSTRUCT PROPOSED PIPE CULVERTS AT THESE LOCATIONS.

#### STAGE 2

1. RESTRICT ACCESS TO LOCAL TRAFFIC ONLY AT PROPOSED WENZEL ROAD STA. 10+578 UNDER B.L.R. STD. 22-4.
2. REMOVE EXISTING WENZEL ROAD PAVEMENT FROM PROPOSED WENZEL ROAD STA. 10+490 TO 10+564.5.
3. GRADE AND CONSTRUCT PROPOSED WENZEL ROAD FROM STA. 10+488 TO 10+564.5 UP TO AGGREGATE BASE COURSE ONLY.
4. CLOSE NORTH HALF OF CABIN CLUB ROAD AND BUILD TEMPORARY RAMP & CULVERT UNDER B.L.R. STD. 18-4 WITH FLAGMAN CONTROL UP TO AGGREGATE BASE COURSE ONLY. ADD INLET AND PIPE PROTECTION FOR TEMPORARY CULVERT.
5. PAVE PROPOSED WENZEL ROAD FROM STA. 10+427 TO 10+564.5 AND TEMPORARY RAMP UP TO HMA BINDER COURSE ONLY.
6. CONSTRUCT PROPOSED P.E. STA. 10+541.9 RT. AND P.E. STA. 10+500.6 LT.
7. CONSTRUCT PROPOSED MAILBOX TURNOUT FROM STA. 10+530.0, LT. RELOCATE EXISTING MAILBOX.
8. APPLY SHORT TERM PAVEMENT MARKINGS ON TEMPORARY RAMP AND ON PROPOSED WENZEL ROAD FROM STA. 10+440 TO STA. 10+564.5.

#### STAGE 3

1. DIVERT INBOUND AND OUTBOUND CABIN CLUB ROAD TRAFFIC ONTO TEMPORARY RAMP CONNECTING TO PROPOSED WENZEL ROAD.
2. CLOSE CABIN CLUB ROAD FROM STA. 39+967 AND EXISTING WENZEL ROAD FROM PROPOSED WENZEL ROAD STA. 10+025 TO 10+432 UNDER B.L.R. STD. 21-6.
3. REMOVE EXISTING WENZEL ROAD PAVEMENT FROM PROPOSED WENZEL ROAD STA. 10+325 TO 10+422. REMOVE CABIN CLUB ROAD PAVEMENT FROM STA. 39+970 TO EXISTING WENZEL ROAD.
4. REPLACE EXISTING PIPE CULVERT AT P.E. STA. 10+282.4 RT.
5. CONSTRUCT PROPOSED GRADING AND DITCHES FOR FUTURE FAP 310 FROM MAINLINE STA. 36+020 TO 36+295.
6. GRADE PROPOSED WENZEL ROAD AND CONSTRUCT DITCHES ON BOTH SIDES FROM STA. 10+050 TO STA. 10+187.5 IN DOWNSTREAM DIRECTION.
7. CONSTRUCT PROPOSED CROSSROAD PIPE CULVERT AT PROPOSED WENZEL ROAD STA. 10+181.
8. CONSTRUCT PROPOSED CROSSROAD PIPE CULVERT AT PROPOSED WENZEL ROAD STA. 10+400.
9. REMOVE EXISTING FENCE FROM STA. 10+348 TO 10+368.
10. GRADE CABIN CLUB ROAD FROM STA. 39+970 AND PROPOSED WENZEL ROAD FROM STA. 10+187.5 TO 10+425.
11. CONSTRUCT PROPOSED PIPE CULVERTS UNDER PROPOSED RELOCATED WATT LANE AND PRIVATE DRIVE.
12. REMOVE EXISTING FENCE ON WATT LANE UP TO PROPOSED RIGHT OF WAY, AND ON PRIVATE DRIVE UP TO PROPOSED TEMPORARY EASEMENT. GRADE RELOCATED WATT LANE AND PRIVATE DRIVE. CONSTRUCT DITCHES ON BOTH SIDES.
13. PAVE PROPOSED WENZEL ROAD FROM STA. 10+055 TO 10+427 AND CABIN CLUB ROAD UP TO HMA BINDER COURSE ONLY.
14. FINISH PROPOSED RELOCATED WATT LANE, PRIVATE DRIVE AND P.E. AT STA. 10+282.4 RT.
15. CONSTRUCT PROPOSED MAILBOX TURNOUT AT STA. 10+124.391 AND STA. 10+285.
16. APPLY SHORT TERM PAVEMENT MARKINGS ON PR. WENZEL ROAD FROM STA. 10+100 TO 10+440.
17. CLOSE FINISHED WENZEL ROAD AT STA. 10+100 UNDER B.L.R. STA. 21-6. DIVERT TRAFFIC BACK ONTO FINISHED CABIN CLUB ROAD. REMOVE TEMPORARY RAMP, TEMPORARY CULVERT, AND GRADE INFILL AREA BETWEEN WENZEL ROAD AND CABIN CLUB ROAD.

#### STAGE 4

1. REPLACE EXISTING WENZEL ROAD CROSSROAD PIPE CULVERT AT STA. 9+725.0.
  2. CONSTRUCT PROPOSED WENZEL ROAD LEFT SIDE DITCH FROM STA. 9+725.0 TO 9+850.0.
  3. REMOVE FENCE ON EXISTING WENZEL ROAD FROM STA. 9+808 TO 10+023 RT.
  4. BUILD PROPOSED TEMPORARY FIELD ENTRANCE AND TEMPORARY CULVERT AT STA. 9+762.5 LT AND 9+833.0 RT, RESPECTIVELY.
  5. CLOSE OFF EXISTING WENZEL ROAD FROM PROPOSED WENZEL ROAD STA. 9+900 UNDER B.L.R. STD. 21-6.
  6. REMOVE EXISTING WENZEL ROAD PAVEMENT FROM PROPOSED WENZEL ROAD STA. 9+912.5 TO 10+025.
  7. REMOVE EXISTING WATT LANE, PRIVATE DRIVE AND ADJACENT FIELD ENTRANCES.
  8. REMOVE EXISTING BUILDINGS AND FOUNDATION AS SHOWN ON PLANS.
  9. CONSTRUCT PROPOSED GRADING AND DITCHES FOR FUTURE FAP 310 FROM MAINLINE STA. 36+295 TO 36+395.
  10. CONSTRUCT PROPOSED WENZEL ROAD STRUCTURE OVER FUTURE F.A.P. 310 (S.N. 060-0306).
  11. CONSTRUCT PROPOSED BRIDGE APPROACH PAVEMENT FROM STA. 9+954.5 TO 9+963.5 AND STA. 10+034.07 TO 10+043.07.
  12. CONSTRUCT PROPOSED BRIDGE APPROACH PAVEMENT DRAINS.
- NOTE: TASK 1, 2, 3 AND 4 WILL BE PERFORMED UNDER B.L.R. STD. 18-4 WITH FLAGMAN CONTROL.
- #### STAGE 5
1. MAINTAIN NORTH ROAD CLOSURE AT STA. 10+100 AS SET IN STAGE 4. RESTRICT ACCESS TO LOCAL TRAFFIC AT PROPOSED WENZEL ROAD STA. 9+810 UNDER B.L.R. STD. 22-4.
  2. REMOVE EXISTING WENZEL ROAD PAVEMENT FROM PROPOSED WENZEL ROAD STA. 9+860 TO 9+912.5.
  3. REMOVE EXISTING PIPE CULVERT AT PROPOSED WENZEL ROAD STA. 9+869.2 LT.
  4. CONSTRUCT PROPOSED PIPE CULVERTS ON SERVICE DRIVE #1 AT STA. 19+950 RT. AND STA. 19+981.9; AND ALSO ON WENZEL ROAD STA. 9+865.4, RT.
  5. CONSTRUCT PROPOSED WENZEL ROAD FROM STA. 9+859.9 TO 9+954.5 AND FROM STA. 10+043.1 TO 10+055.0 UP TO HMA BINDER COURSE ONLY. CONSTRUCT SERVICE DRIVE #1 AND FIELD ENTRANCES.
  6. INSTALL PROPOSED GUARDRAIL.
  7. APPLY SHORT TERM PAVEMENT MARKING FROM STA. 9+875 TO 10+100.
  8. REMOVE TEMPORARY CULVERTS AT STA. 9+762.5 LT AND 9+833.0 RT.

#### STAGE 6

1. CLOSE OFF EXISTING WENZEL ROAD FROM PROPOSED WENZEL ROAD STA. 9+755 TO 9+862 UNDER B.L.R. STD. 21-6.
2. REMOVE EXISTING P.E. AT STA. 9+785 AND F.E. AT STA. 9+788.
3. CONSTRUCT PROPOSED WENZEL ROAD FROM STA. 9+770 TO 9+859.9 UP TO AGGREGATE BASE COURSE ONLY.
4. BUILD PROPOSED P.E. AT STA. 9+785.1 AND F.E. AT STA. 9+788.2.
5. CONSTRUCT PROPOSED MAILBOX TURNOUT FROM STA. 9+783 TO 9+789. RELOCATE EXISTING MAILBOX.

#### STAGE 7

1. RESTRICT ACCESS TO LOCAL TRAFFIC ONLY AT STA. 9+660 AND 9+862 UNDER B.L.R. STD. 22-4.
2. REMOVE EXISTING WENZEL ROAD PAVEMENT FROM STA. 9+660 TO 9+740.
3. REMOVE EXISTING P.E., RETAINING WALL AND CONC. CURB AT STA. 9+678.
4. CONSTRUCT PROPOSED WENZEL ROAD FROM STA. 9+660 TO 9+859.9 UP TO HMA BINDER COURSE ONLY.
5. CONSTRUCT PROPOSED P.E. AND RETAINING WALL AT STA. 9+678.
6. CONSTRUCT PROPOSED MAILBOX TURNOUT AT STA. 9+680. RELOCATE EXISTING MAILBOX.
7. APPLY SHORT TERM PAVEMENT MARKINGS ON WENZEL ROAD FROM STA. 9+660 TO 9+875.

#### STAGE 8

1. REMOVE TEMPORARY PAVEMENT MARKING.
2. APPLY SURFACE COURSE FOR WENZEL ROAD AND CABIN CLUB ROAD UNDER STD. 701306.
3. APPLY PERMANENT PAVEMENT MARKINGS UNDER STD. 701311.

### GENERAL NOTES

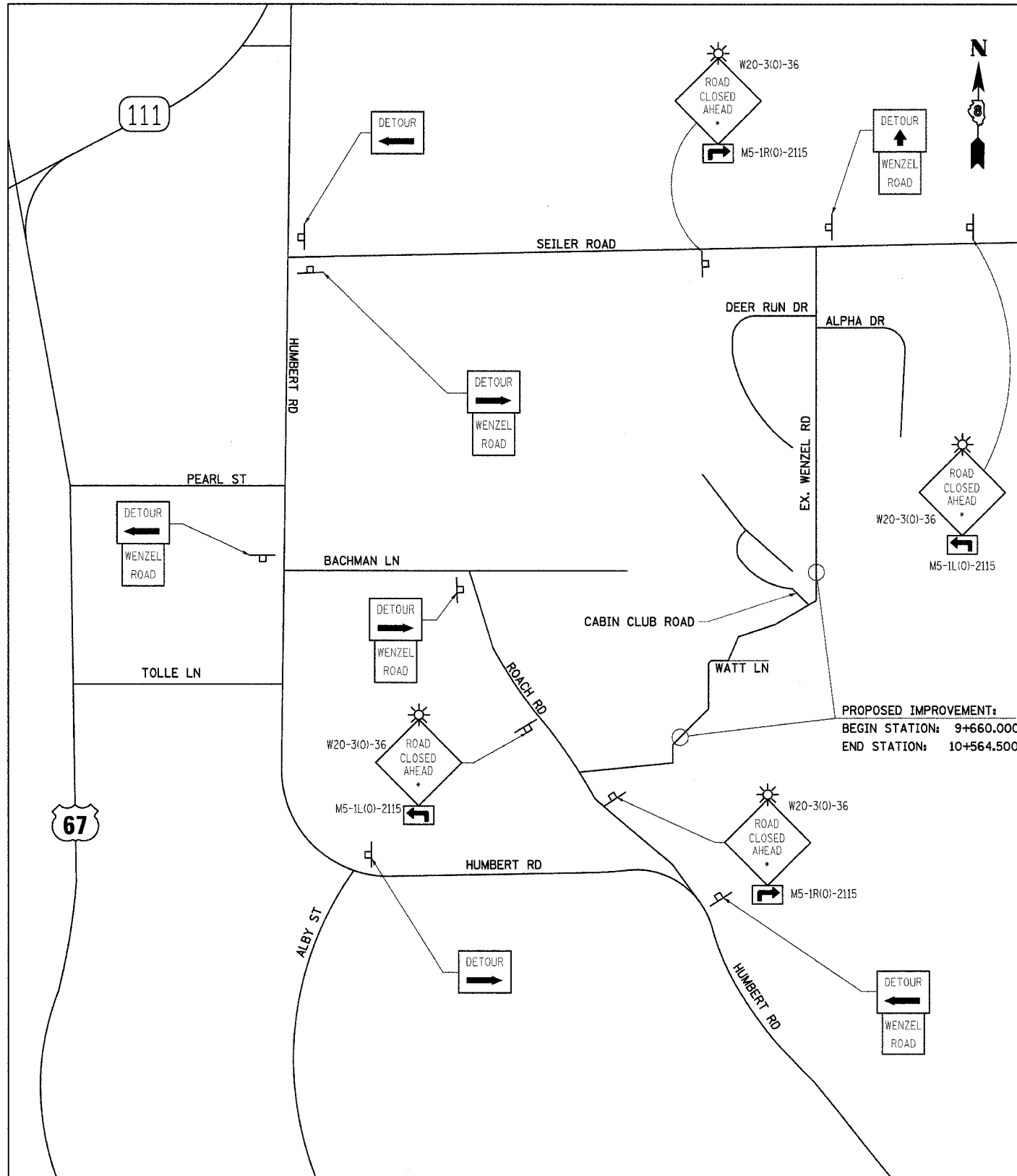
- ACCESS TO PROPERTY SHALL BE MAINTAINED AT ALL TIMES.
- PROPOSED EMBANKMENT SLOPES FOR TEMPORARY CONSTRUCTION LIMITS SHALL BE MAINTAINED AT A MAXIMUM OF 1:2
- REMOVAL OF TEMPORARY RAMPS & CULVERTS SHALL BE INCLUDED IN THE COST FOR PLACEMENT OF THESE ITEMS.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION STAGING AND TRAFFIC CONTROL ITEMS OF WORK SECTION 60-15HB MADISON COUNTY
NAME	DATE	
		SCALE: NONE DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML

STAGING AND TRAFFIC CONTROL - ITEMS OF WORK

# DETOUR PLAN

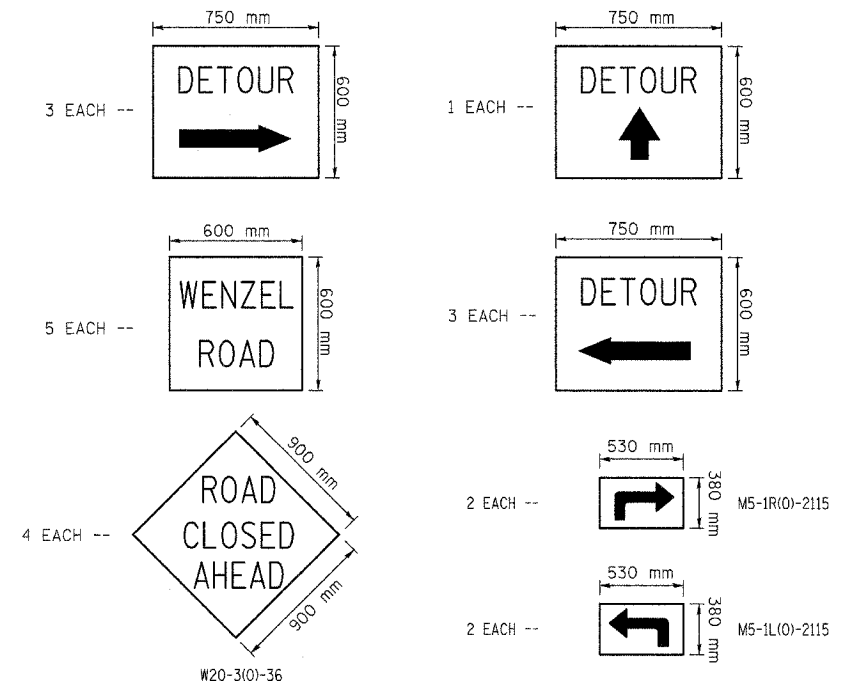
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	45
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	CONTRACT NO. 76626			



**NOTES:**

1. THE CONTRACTOR SHALL FURNISH THE POSTS, FLASHING LIGHTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THE PLANS, AS DIRECTED BY THE RESIDENT ENGINEER. THE POSTS AND FLASHING LIGHTS SHALL REMAIN THE PROPERTIES OF THE CONTRACTOR.
  2. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE TRAFFIC MAINTENANCE BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT.
  3. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR"
  4. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.
- WHEN THE DISTANCE BETWEEN THE BARRICADE AND THE INTERSECTION IS OVER 600 M, AN ADDITIONAL SIGN SHALL BE PLACED AT THE INTERSECTION. THE ADDITIONAL SIGN SHALL GIVE THE DISTANCE TO THE BARRICADE IN MILES OR FRACTIONS OF A MILE, IN ACCORDANCE WITH B.L.R. STD. 21-6.

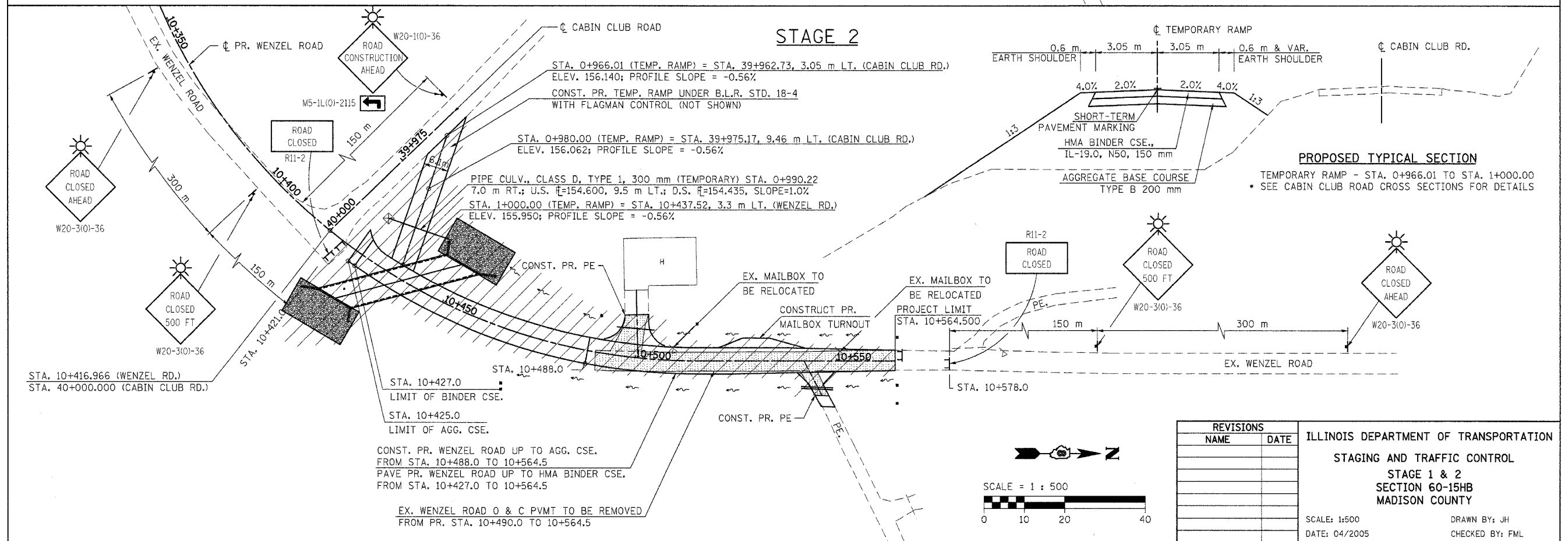
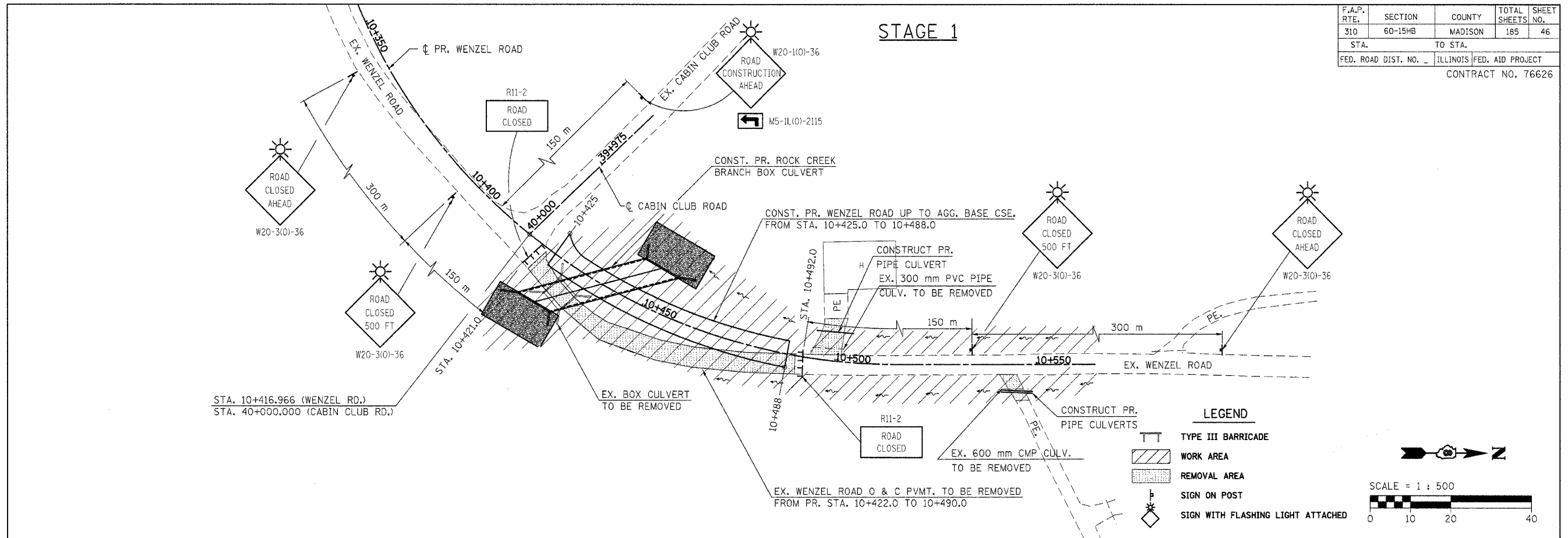
**IDOT FURNISHED SIGNS REQUIRED:**



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION STAGING AND TRAFFIC CONTROL DETOUR PLAN SECTION 60-15HB MADISON COUNTY
NAME	DATE	
SCALE: NONE	DRAWN BY: JH	
DATE: 04/2005	CHECKED BY: FML	

STAGING AND TRAFFIC CONTROL - DETOUR PLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	46
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				



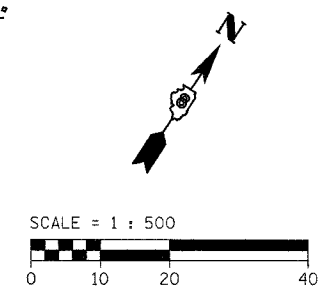
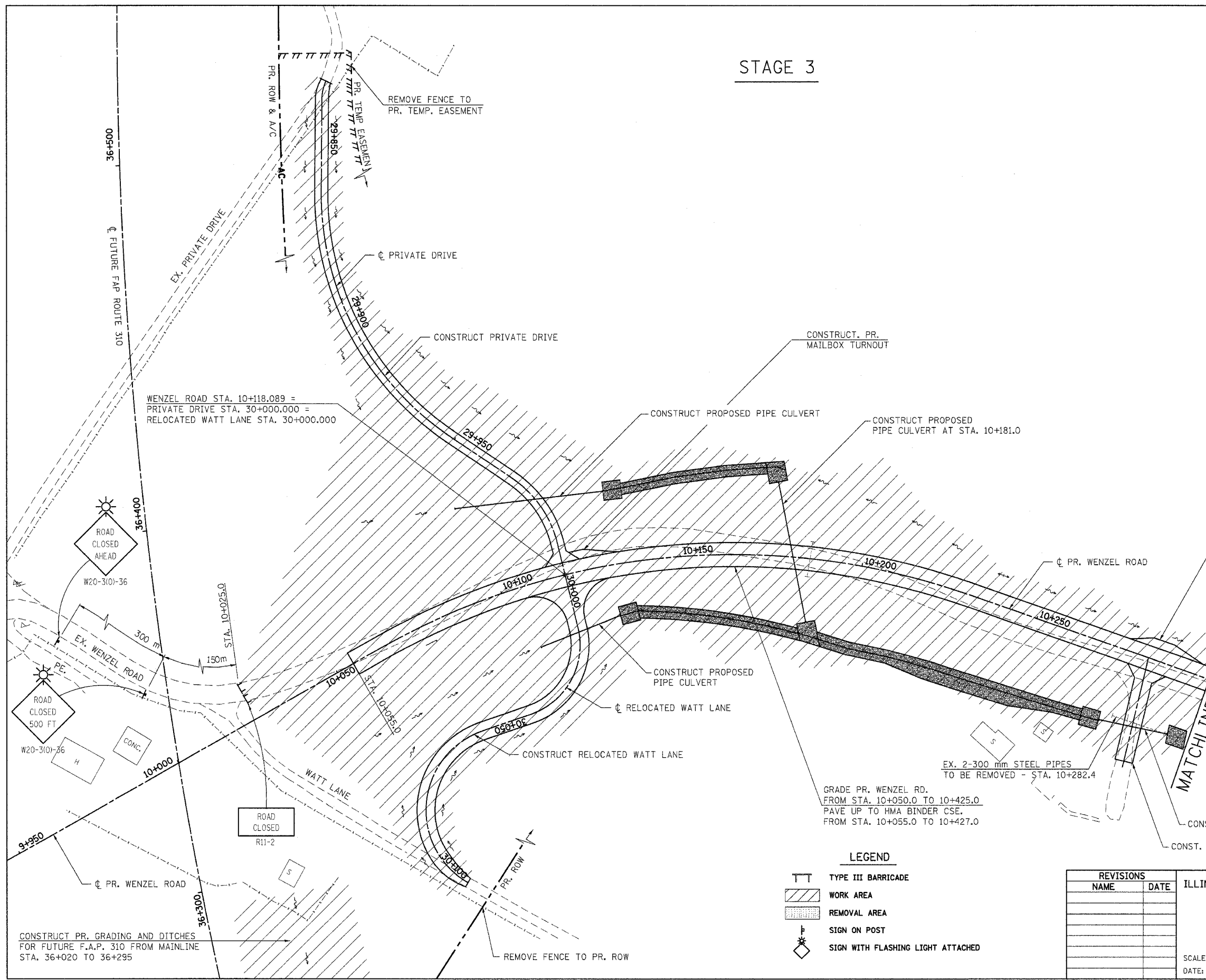
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION STAGING AND TRAFFIC CONTROL STAGE 1 & 2 SECTION 60-15HB MADISON COUNTY
NAME	DATE	

SCALE: 1:500  
DATE: 04/2005  
DRAWN BY: JH  
CHECKED BY: FML

STAGING AND TRAFFIC CONTROL - STAGE 1 & 2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	47
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

STAGE 3



- LEGEND**
- TYPE III BARRICADE
  - WORK AREA
  - REMOVAL AREA
  - SIGN ON POST
  - SIGN WITH FLASHING LIGHT ATTACHED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGING AND TRAFFIC CONTROL  
 STAGE 3  
 SECTION 60-15HB  
 MADISON COUNTY

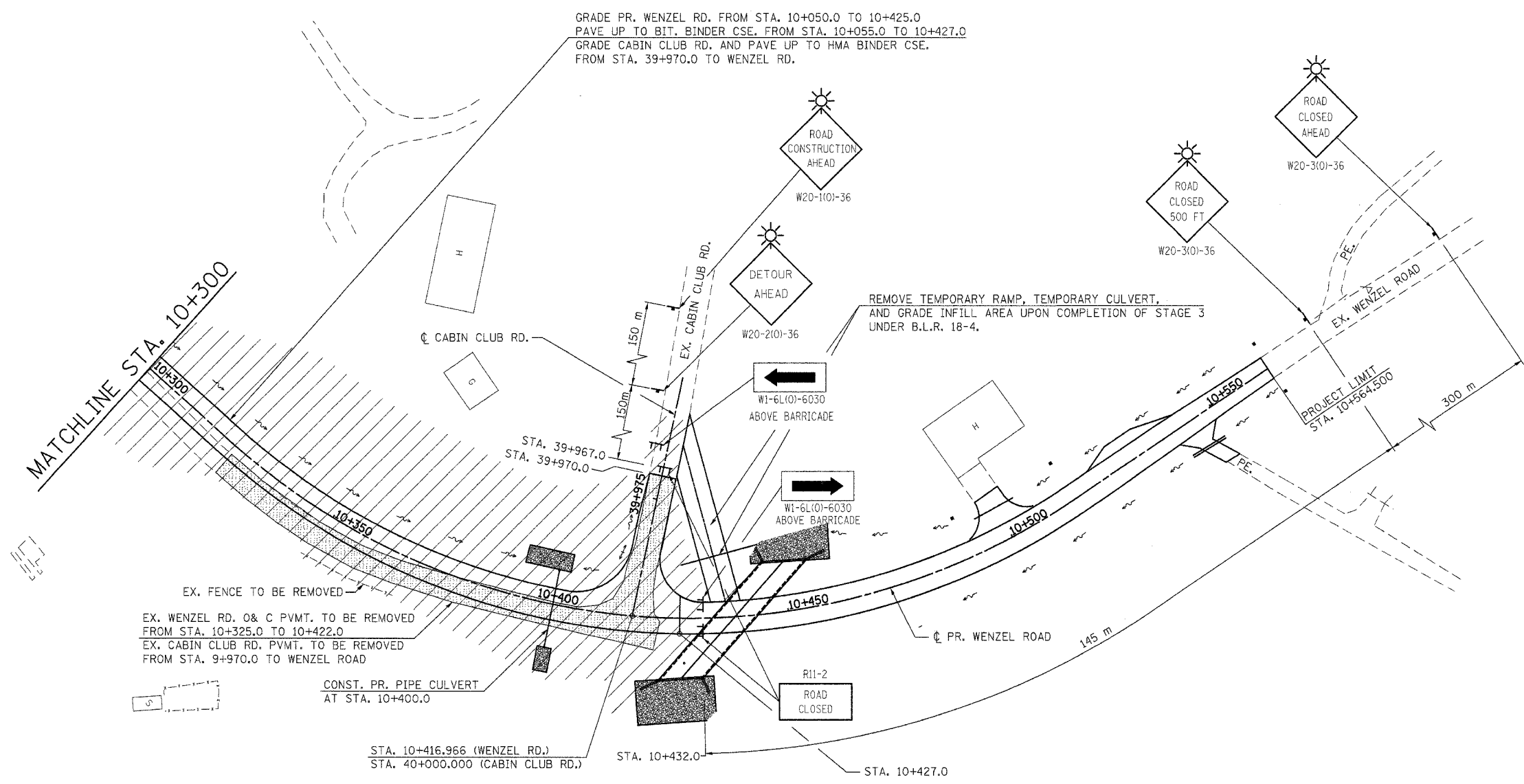
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 DATE: 04/2005

DRAWN BY: JH  
 CHECKED BY: FML

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	48
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				

**STAGE 3 (CONTINUED)**



EX. FENCE TO BE REMOVED  
 EX. WENZEL RD. O & C PVMT. TO BE REMOVED FROM STA. 10+325.0 TO 10+422.0  
 EX. CABIN CLUB RD. PVMT. TO BE REMOVED FROM STA. 9+970.0 TO WENZEL ROAD

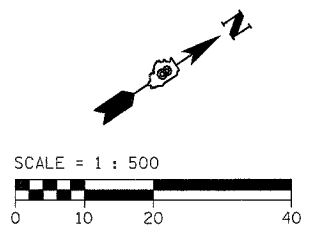
CONST. PR. PIPE CULVERT AT STA. 10+400.0

STA. 10+416.966 (WENZEL RD.)  
 STA. 40+000.000 (CABIN CLUB RD.)  
 STA. 10+432.0  
 STA. 10+427.0

GRADE PR. WENZEL RD. FROM STA. 10+050.0 TO 10+425.0  
 PAVE UP TO BIT. BINDER CSE. FROM STA. 10+055.0 TO 10+427.0  
 GRADE CABIN CLUB RD. AND PAVE UP TO HMA BINDER CSE. FROM STA. 39+970.0 TO WENZEL RD.

REMOVE TEMPORARY RAMP, TEMPORARY CULVERT, AND GRADE INFILL AREA UPON COMPLETION OF STAGE 3 UNDER B.L.R. 18-4.

- LEGEND**
- TYPE III BARRICADE
  - WORK AREA
  - REMOVAL AREA
  - SIGN ON POST
  - SIGN WITH FLASHING LIGHT ATTACHED



REVISIONS	
NAME	DATE

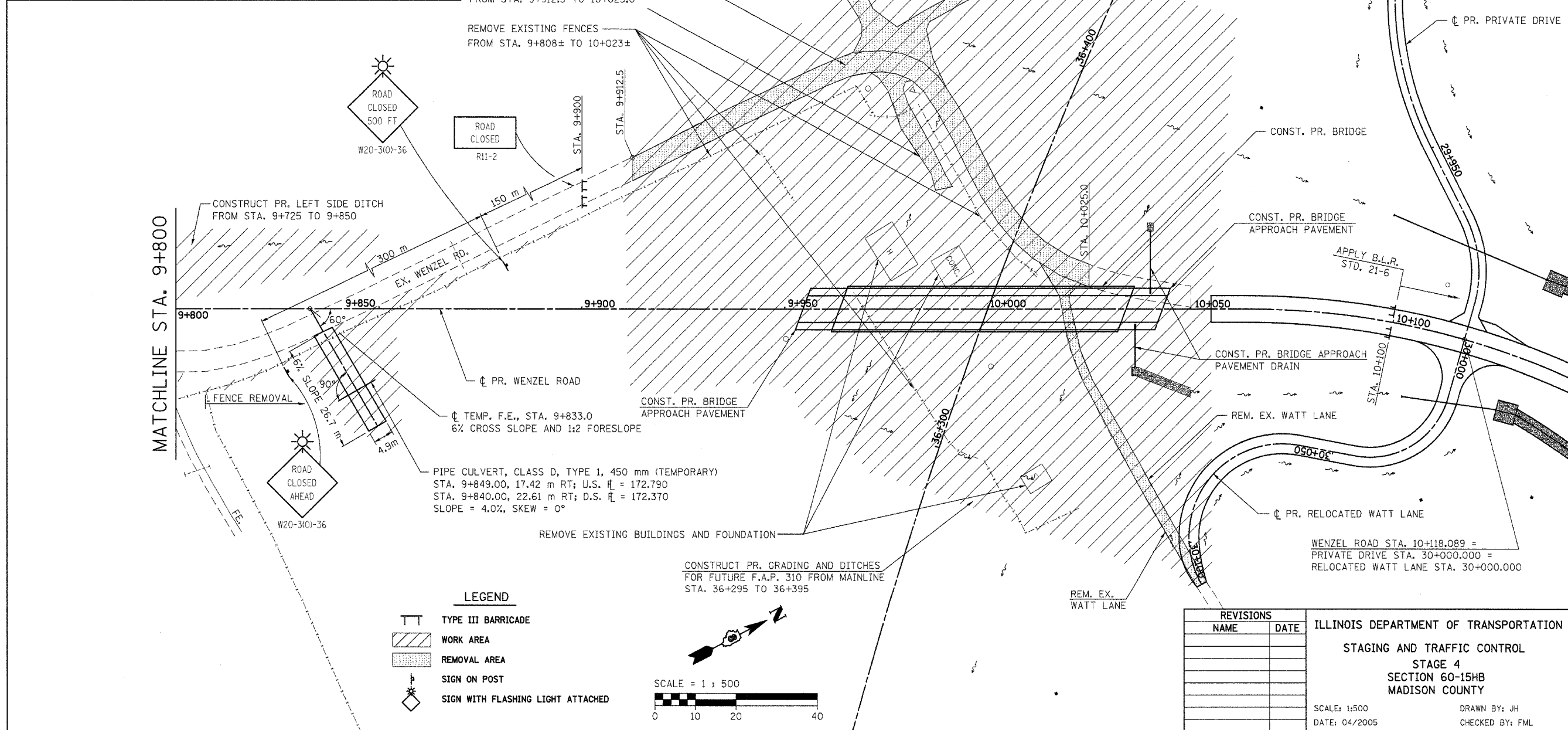
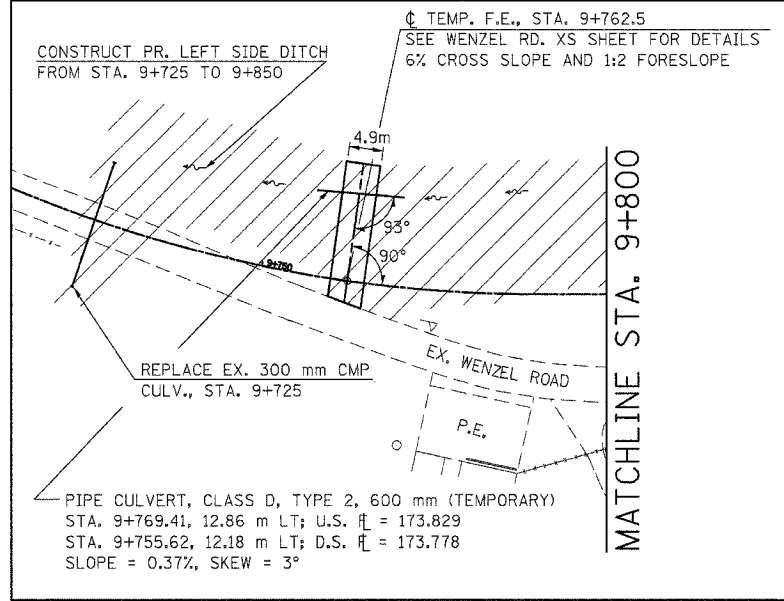
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGING AND TRAFFIC CONTROL  
 STAGE 3 (CONTINUED)  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE: 1:500  
 DATE: 04/2005  
 DRAWN BY: FML  
 CHECKED BY: JH

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# STAGE 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	49
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				



**LEGEND**

	TYPE III BARRICADE
	WORK AREA
	REMOVAL AREA
	SIGN ON POST
	SIGN WITH FLASHING LIGHT ATTACHED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGING AND TRAFFIC CONTROL  
 STAGE 4  
 SECTION 60-15HB  
 MADISON COUNTY

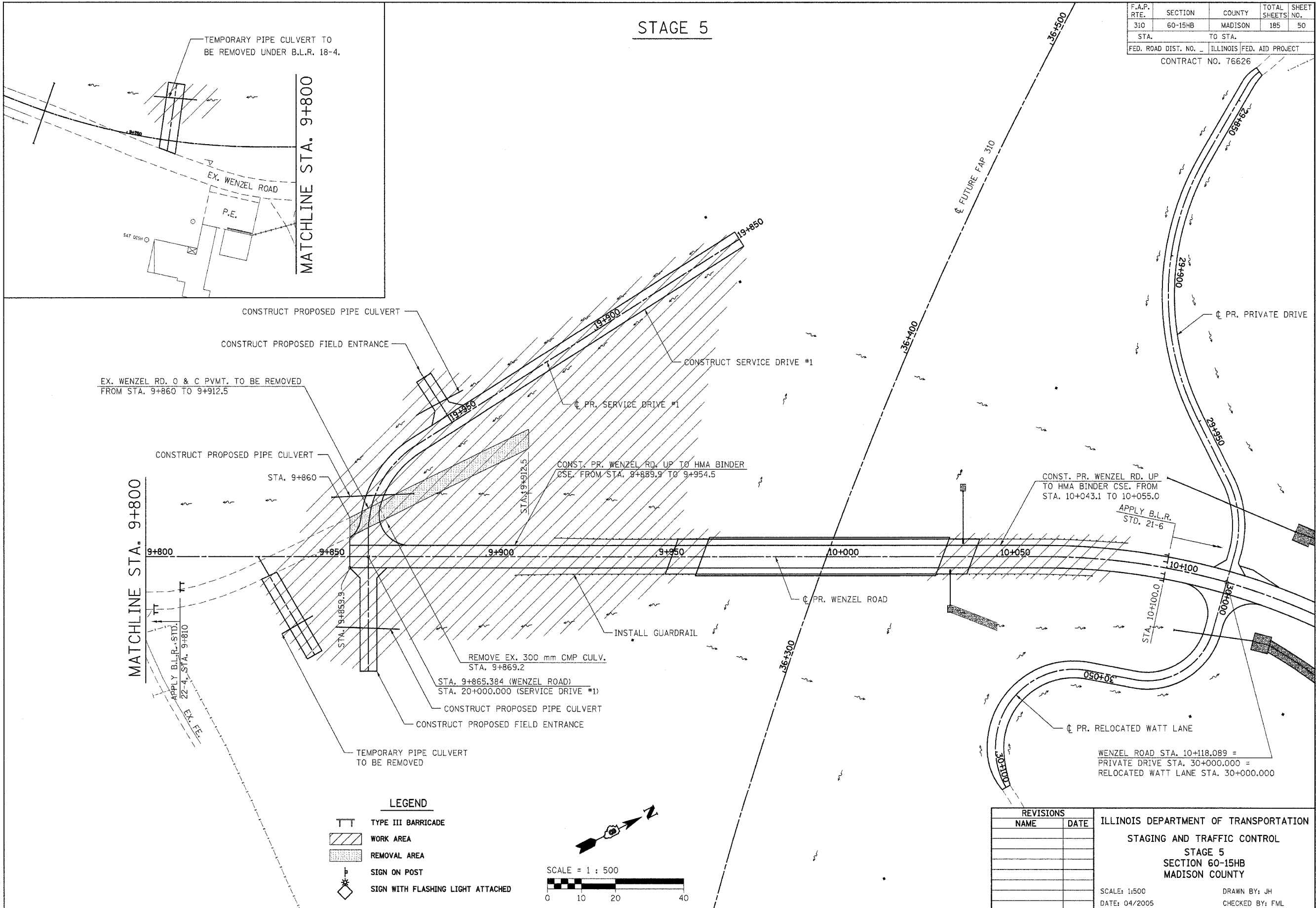
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 DATE: 04/2005

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# STAGE 5

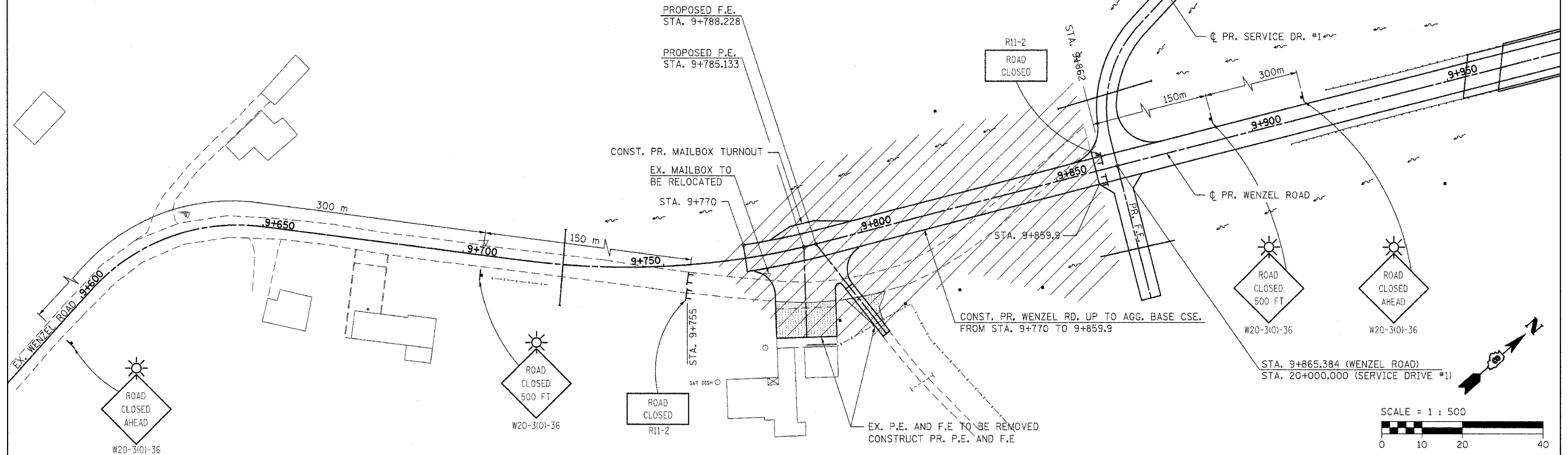
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	50
STA. TO STA.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 76626		



STAGING AND TRAFFIC CONTROL - STAGE 5

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	51
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 76626				

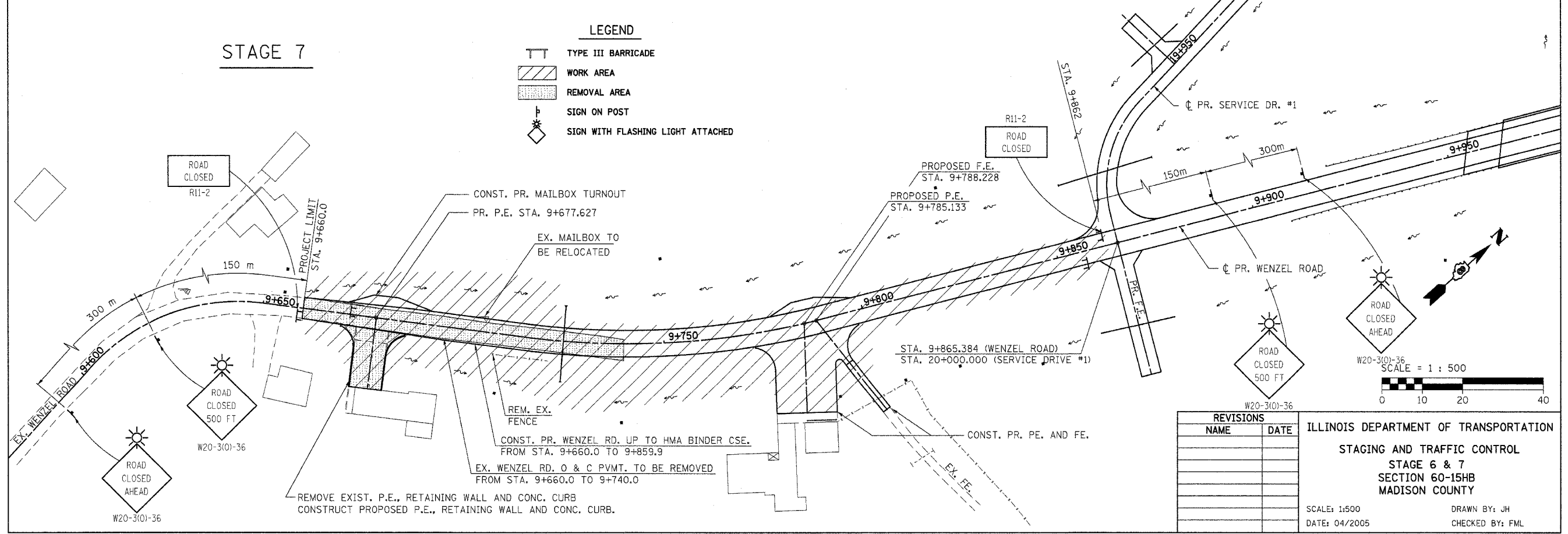
**STAGE 6**



**STAGE 7**

**LEGEND**

	TYPE III BARRICADE
	WORK AREA
	REMOVAL AREA
	SIGN ON POST
	SIGN WITH FLASHING LIGHT ATTACHED



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STAGING AND TRAFFIC CONTROL  
 STAGE 6 & 7  
 SECTION 60-15HB  
 MADISON COUNTY

SCALE: 1:500  
 DATE: 04/2005

DRAWN BY: JH  
 CHECKED BY: FML

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	52
STA.		TO STA.		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76626				

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON MAY 30, 2003 FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES. THIS PLAN HAS ALSO BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF NPDES PERMIT NUMBER ILR40 FOR DISCHARGES FROM SMALL MUNICIPAL SEWER SYSTEMS IF CHECKED BELOW.

NPDES PERMITS ASSOCIATED WITH THIS PROJECT:

- ILR10
- ILR40 PERMIT NO. 0493

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

MARY C. LAMIE  
PRINT NAME  
DEPUTY DIRECTOR OF HIGHWAYS  
REGION FIVE ENGINEER  
TITLE  
IL DEPT. OF TRANSPORTATION  
AGENCY

*Mary C. Lamie*  
SIGNATURE  
Oct 17, 2007  
DATE

- I. SEE THE EROSION CONTROL PLANS AND/OR DRAINAGE PLANS FOR THIS CONTRACT FOR INFORMATION REGARDING DRAINAGE PATTERNS, APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFF SITE SEDIMENT TRACKING (TO BE ADDED AFTER CONTRACTOR IDENTIFIES LOCATIONS), AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS) AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO SURFACE WATER INCLUDING WETLANDS.
- J. THE FOLLOWING IS A LIST OF RECEIVING WATER(S) AND THE ULTIMATE RECEIVING WATERS, AND AERIAL EXTENT OF WETLAND ACREAGE AT THE SITE. THE LOCATION OF THE RECEIVING WATERS CAN BE FOUND ON THE EROSION AND SEDIMENT CONTROL PLANS:  
ROCK CREEK BRANCH
- K. THE FOLLOWING POLLUTANTS OF CONCERN WILL BE ASSOCIATED WITH THIS CONSTRUCTION PROJECT:  
(CHECK ALL THAT APPLY)
- SOIL SEDIMENT
  - CONCRETE
  - CONCRETE TRUCK WASTE
  - CONCRETE CURING COMPOUNDS
  - SOLID WASTE DEBRIS
  - PAINTS
  - SOLVENTS
  - FERTILIZERS / PESTICIDES
  - PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL / FLUIDS)
  - ANTI-FREEZE / COOLANTS
  - WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....

- CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME, PLACING PERMANENT CONTROL SUCH AS RIPRAP DITCH LINING AND CONDUCTING FINAL SHAPING TO THE SLOPES.
- EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAYS.
- CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
- SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION.
- THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY EROSION CONTROL SYSTEM.

II. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN I.C. ABOVE AND FOR ALL USE AREAS, BORROW SITES, AND WASTE SITES. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. THE CONTRACTOR SHALL PROVIDE TO THE RESIDENT ENGINEER A PLAN FOR THE IMPLEMENTATION OF THE MEASURES INDICATED. THE CONTRACTOR, AND SUBCONTRACTORS, WILL NOTIFY THE RESIDENT ENGINEER OF ANY PROPOSED CHANGES, MAINTENANCE, OR MODIFICATIONS TO KEEP CONSTRUCTION ACTIVITIES COMPLIANT WITH THE PERMIT. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION CONFERENCE, AND ARE A PART OF THIS PLAN.

A. EROSION AND SEDIMENT CONTROL

1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN I.I.(A)(i) AND I.I.(A)(j), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.
- c. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.
- THE FOLLOWING STABILIZATION PRACTICES WILL BE USED FOR THIS PROJECT:  
(CHECK ALL THAT APPLY)
- PRESERVATION OF MATURE VEGETATION
  - VEGETATED BUFFER STRIPS
  - PROTECTION OF TREES
  - TEMPORARY EROSION CONTROL SEEDING
  - TEMPORARY TURF (SEEDING, CLASS ?)
  - TEMPORARY MULCHING
  - PERMANENT SEEDING
  - EROSION CONTROL BLANKET / MULCHING
  - SODDING
  - GEOTEXTILES
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....
  - OTHER (SPECIFY).....

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED

AT THE BEGINNING OF CONSTRUCTION

- AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
- DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
- AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
- BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
- IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
- AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE RIGHT-OF-WAY LINE.
- ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

DURING CONSTRUCTION

- AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
- WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
- EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
- AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
  - PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
  - TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
  - CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
  - TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
  - BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.

I. SITE DESCRIPTION:

A. THE FOLLOWING IS A DESCRIPTION OF THE PROJECT LOCATION:

THE PROPOSED PROJECT CONSISTS OF 0.91 KM OF CONSTRUCTION OF A TWO-LANE LOCAL ROUTE ON NEW ALIGNMENT.

B. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

CONSTRUCTION CONSISTS OF S.N. 060-0306 OVER FAP 310, AND THE BOX CULVERT CARRYING WENZEL ROAD OVER ROCK CREEK BRANCH. PROPOSED WENZEL ROAD IS TO BE CONSTRUCTED ON NEW ALIGNMENT, WITH RELATED DRAINAGE AND EARTHWORK.

C. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

- DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:
- TREE REMOVAL WILL BE COMPLETED TO REMOVE AN AREA OF 2.0 HECTARES AND 92 TREES.
  - EXCAVATION WILL BE COMPLETED ALONG THE MAJORITY OF THE PROJECT TO GRADE OUT FOR PROPOSED ROADWAY DITCHES AND WATERWAYS.
  - EMBANKMENT WILL BE COMPLETED TO FILL AREAS TO RAISE THE EXISTING GROUND ELEVATION TO MEET THE PROPOSED ROADWAY FORESLOPE AND BACKSLOPE.
  - DRAINAGE STRUCTURES WILL BE INSTALLED BEFORE AND/OR DURING THE CONSTRUCTION OF THE EXCAVATION AND EMBANKMENT TO MAINTAIN ACCEPTABLE DRAINAGE.
  - PLACEMENT, MAINTENANCE, REMOVAL, AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER EROSION BARRIER, TEMPORARY DITCH CHECKS, TEMPORARY SEEDING, ETC.
  - PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS RIPRAP DITCH LINING, RIPRAP EXCELSTOR BLANKET, SEEDING, ETC.
  - FINAL GRADING, CLEAN UP, AND OTHER MISCELLANEOUS ITEMS.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 7.7 HECTARES. THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 6.3 ACRES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED:

SEE PROJECT DRAINAGE STUDY.

F. THE FOLLOWING IS A DESCRIPTION OF THE SOIL TYPES FOUND AT THE PROJECT SITE FOLLOWED BY INFORMATION REGARDING THEIR EROSIONIVITY:

SEE SOIL BORINGS.

G. THE FOLLOWING IS A DESCRIPTION OF POTENTIALLY ERODIBLE AREAS ASSOCIATED WITH THIS PROJECT:

- RELOCATED WATT LANE
- WENZEL ROAD STA. 10+125 LT TO STA. 10+175 LT
- WENZEL ROAD STA. 10+125 RT TO STA. 10+262.5 RT
- PROPOSED ROCK CREEK BRANCH CULVERT

H. THE FOLLOWING IS A DESCRIPTION OF SOIL DISTURBING ACTIVITIES, THEIR LOCATIONS, AND THEIR ERODIBLE FACTORS (E.G. STEEPNESS OF SLOPES, LENGTH OF SLOPES, ETC):

PROPOSED ROADWAY IMPROVEMENTS AT THIS SITE INCLUDE PROPOSED EXCAVATION AND EMBANKMENT, GRADING AND SHAPING OF PROPOSED DITCHES, PROPOSED CULVERT AT ROCK CREEK BRANCH, AND ENTRANCE IMPROVEMENTS WITHIN THE PROJECT LIMITS.

DATE	
BY	
PLANNED	
NOTED	
ALIGNED	
CHECKED	
CARD FILE NAME	
NO.	
PLAN	
NOTE BOOK	
NO.	

NAME	DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION <b>STORM WATER POLLUTION PREVENTION PLAN</b> WENZEL ROAD SECTION 60-15HB MADISON COUNTY SCALE: NONE DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML

STORM WATER POLLUTION PREVENTION PLAN



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	54
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				

**TEMPORARY DITCH CHECKS**

STATION		LOCATION		QUANTITY
TO	FROM	STATION	OFFSET	(EACH)
<b>WENZEL ROAD</b>				
9+715	TO	9+790	LT	3
9+710	TO	9+850	RT	3
9+900	TO	9+925	LT	2
9+890	TO	9+935	RT	4
10+040	TO	10+050	RT	3
10+140	TO	10+175	RT	9
10+195	TO	10+390	LT	17
10+480	TO	10+530	RT	3
10+465	TO	10+540	LT	5
<b>FAP ROUTE 310</b>				
36+035	TO	36+300	RT	10
36+365	TO	36+385	LT	2
36+390	TO	36+395	RT	5
<b>SERVICE DRIVE #1</b>				
19+880	TO	19+970	RT	3
19+880	TO	19+970	LT	4
<b>PRIVATE DRIVE</b>				
29+860	TO	29+922	RT	8
29+862	TO	29+980	LT	10
<b>RELOCATED WATT LANE</b>				
30+045	TO	30+100	RT	6
30+022	TO	30+100	LT	8
TOTAL =				105

**EROSION CONTROL BLANKET**

STATION		LOCATION	QUANTITY	
TO	FROM	OFFSET	(SQ M)	
<b>WENZEL ROAD</b>				
9+925.0	TO	9+978.8	LT	498.9
9+925.0	TO	9+974.7	RT	474.1
10+025.3	TO	10+087.5	LT	1,057.7
10+019.5	TO	10+087.5	RT	915.6
10+300.0	TO	10+400.0	LT	1,598.4
TOTAL =			4,544.7	

**RIPRAP**

STATION		LOCATION	STONE RIPRAP CLASS A4	FILTER FABRIC	
TO	FROM	OFFSET	(SQ M)	(SQ M)	
<b>WENZEL ROAD</b>					
10+035.5	TO	10+050.0	RT	32.5	32.5
10+040.0	TO	10+040.0	LT	3.0	3.0
10+132.0	TO	10+178.0	LT	177.3	177.3
10+131.0	TO	10+274.9	RT	540.7	540.7
10+293.8	TO	10+299.5	RT	25.2	25.2
10+392.3	TO	10+402.6	LT	36.1	36.1
10+400.0	TO	10+400.0	RT	15.0	15.0
TOTAL =			829.8	829.8	

**INLET AND PIPE PROTECTION**

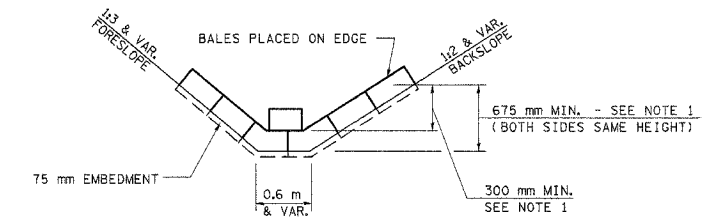
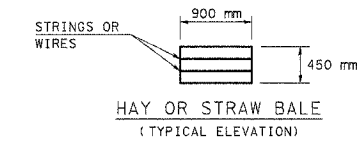
STATION		LOCATION	QUANTITY
TO	FROM	OFFSET	(EACH)
<b>WENZEL ROAD</b>			
9+725.00	TO	8.23 m LT	1
9+878.37	TO	18.35 m LT	1
<b>PRIVATE DRIVE</b>			
29+961.00	TO	15.32 m RT	1
<b>RELOCATED WATT LANE</b>			
30+020.48	TO	10.20 m RT	1
<b>TEMPORARY RAMP</b>			
0+090.22	TO	7.00 m RT	1
TOTAL =			5

**PERIMETER EROSION BARRIER**

STATION		LOCATION	QUANTITY	
TO	FROM	OFFSET	(METER)	
<b>WENZEL ROAD</b>				
9+722.0	TO	9+740.0	RT	19.5
9+800.0	TO	9+847.5	RT	61.5
10+300.0	TO	10+411.3	RT	122.9
TOTAL =			203.9	

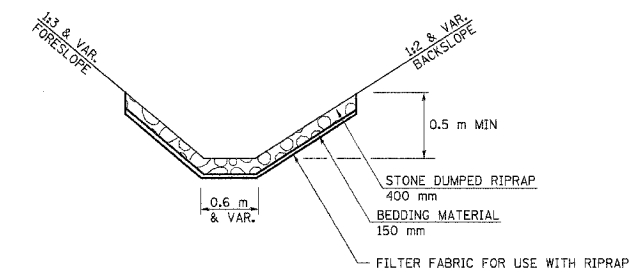
**SEEDING, MULCH & FERTILIZER**

STATION		LOCATION	SEEDING CLASS 2	SEEDING CLASS 3	SEEDING CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH METHOD 2
TO	FROM	OFFSET	(HA)	(HA)	(HA)	(KG)	(KG)	(KG)	(M TON)
<b>WENZEL ROAD</b>									
9+660	TO	FAP ROUTE 310	0.82			82.0	82.0	82.0	3.69
9+660	TO	FAP ROUTE 310	0.34			33.9	33.9	33.9	1.53
10+400.0	TO	10+564.5	0.21			21.2	21.2	21.2	0.95
10+400.0	TO	10+564.5	0.15			15.1	15.1	15.1	0.68
9+900.0	TO	9+975.0		0.11		10.7	10.7	10.7	0.48
9+900.0	TO	9+975.0		0.12		12.2	12.2	12.2	0.55
10+023.0	TO	10+400.0		0.74		73.7	73.7	73.7	3.32
10+023.0	TO	10+400.0		0.83		77.7	77.7	77.7	3.50
<b>FAP ROUTE 310</b>									
36+020.0	TO	36+422.5			1.58	158.2	158.2	158.2	7.12
<b>PRIVATE DRIVE</b>									
29+839.5	TO	29+973.8				73.3	73.3	73.3	3.30
29+839.5	TO	29+983.0				13.2	13.2	13.2	0.59
<b>RELOCATED WATT LANE</b>									
30+075.6	TO	30+110.9				12.8	12.8	12.8	0.58
30+017.5	TO	30+110.9				5.8	5.8	5.8	0.26
TOTAL =			2.57	1.80	1.58	589.9	589.9	589.9	26.55



**HAY OR STRAW BALE TEMPORARY DITCH CHECK (TYPICAL)**

NOTE 1: BALES SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 300 mm OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE BALES.



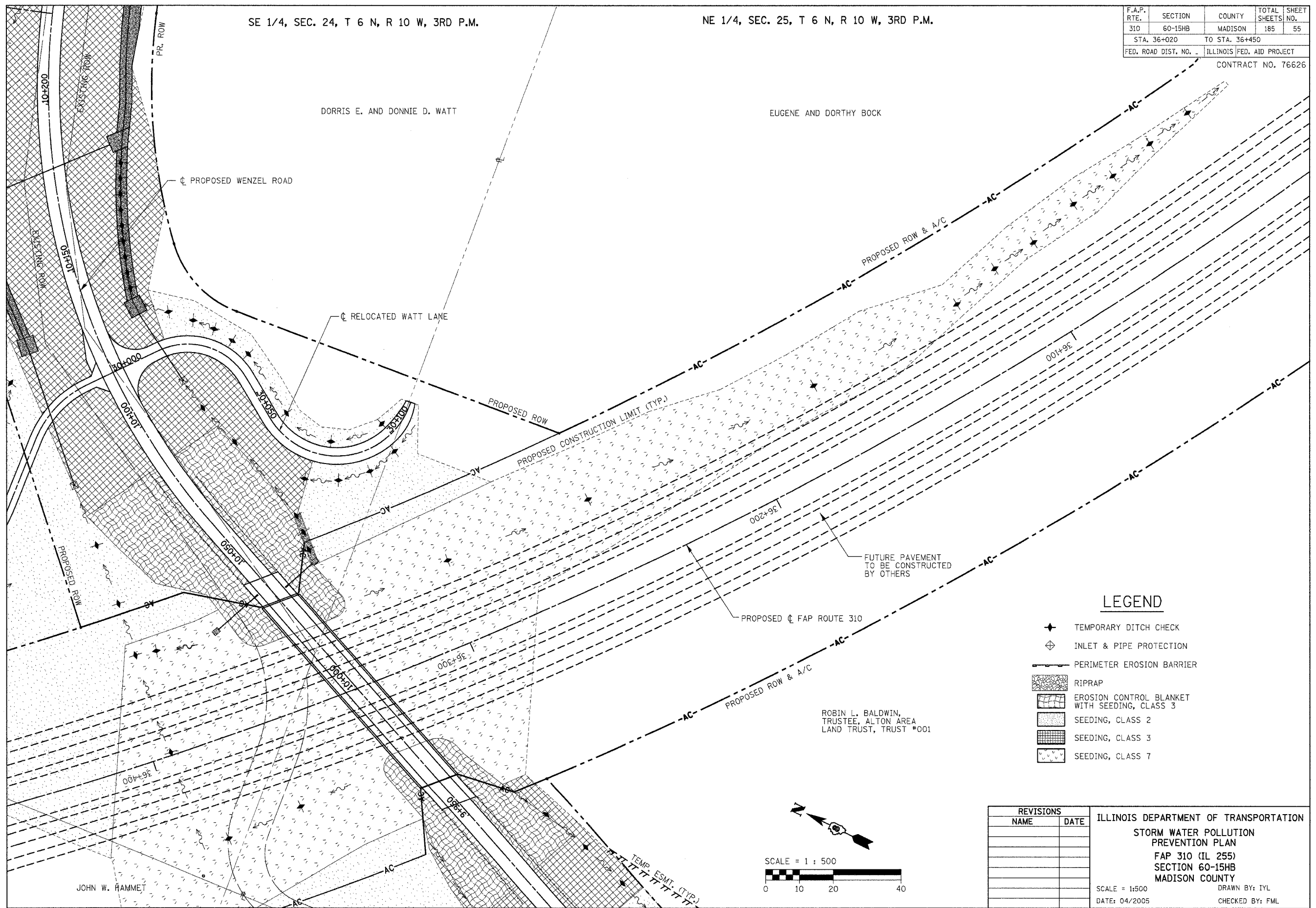
**STONE RIPRAP DITCH LINING (TYPICAL)**

NAME	DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION STORM WATER POLLUTION PREVENTION PLAN WENZEL ROAD SECTION 60-15HB MADISON COUNTY
		SCALE: NONE DATE: 04/2005
		DRAWN BY: JH CHECKED BY: FML

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	55
STA. 36+020		TO STA. 36+450		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

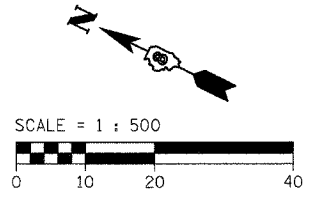


**LEGEND**

- ◆ TEMPORARY DITCH CHECK
- ⊕ INLET & PIPE PROTECTION
- PERIMETER EROSION BARRIER
- [Cross-hatched] RIPRAP
- [Wavy lines] EROSION CONTROL BLANKET WITH SEEDING, CLASS 3
- [Dotted] SEEDING, CLASS 2
- [Grid] SEEDING, CLASS 3
- [Stippled] SEEDING, CLASS 7

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 FAP 310 (IL 255)  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE = 1:500  
 DATE: 04/2005  
 DRAWN BY: IYL  
 CHECKED BY: FML



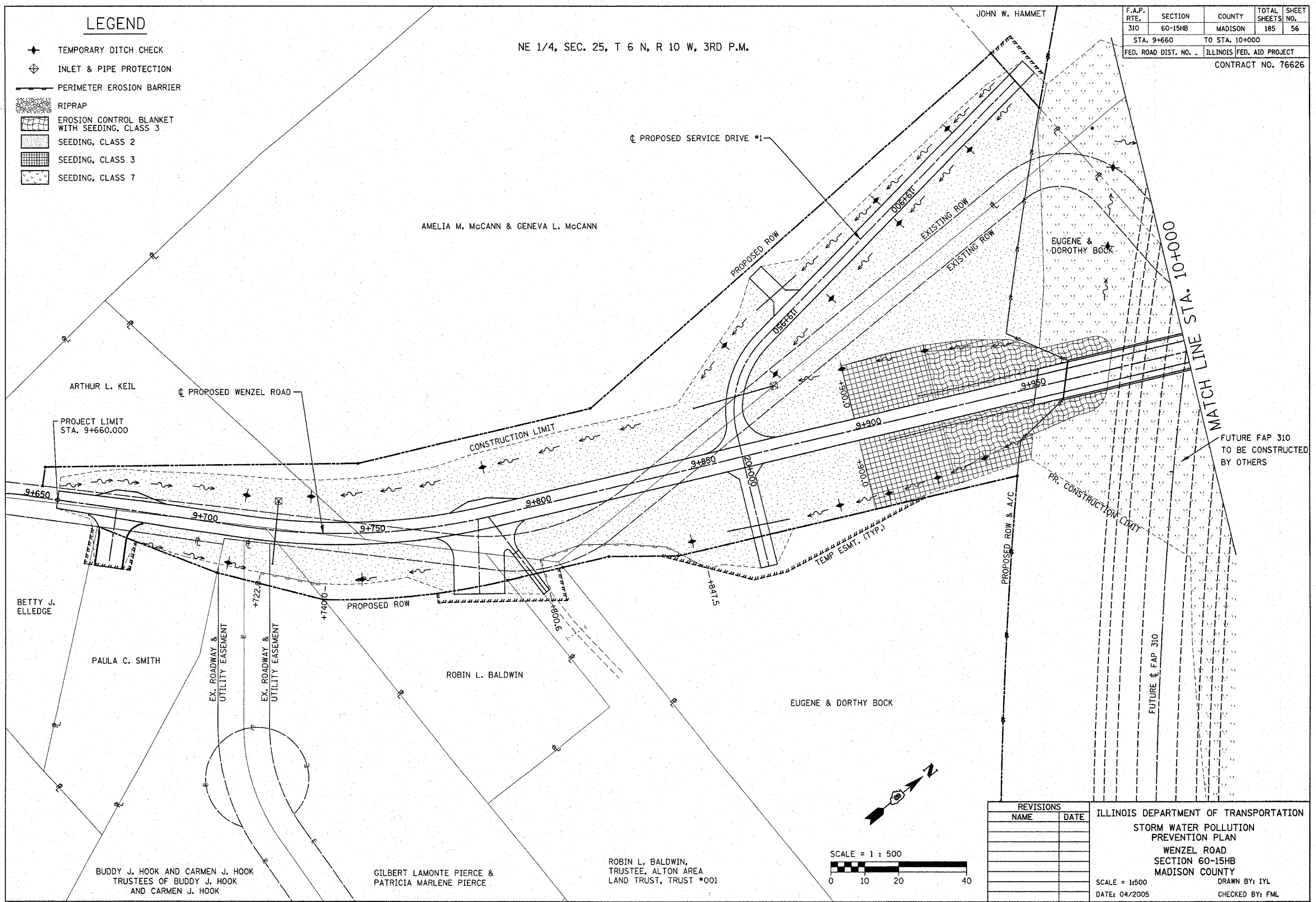
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**LEGEND**

- ✦ TEMPORARY DITCH CHECK
- ⊕ INLET & PIPE PROTECTION
- PERIMETER EROSION BARRIER
- ▨ RIPRAP
- ▨ EROSION CONTROL BLANKET WITH SEEDING, CLASS 3
- ▨ SEEDING, CLASS 2
- ▨ SEEDING, CLASS 3
- ▨ SEEDING, CLASS 7

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	56
STA. 9+660		TO STA. 10+000		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

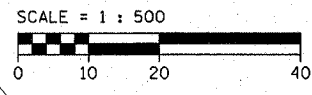


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 WENZEL ROAD  
 SECTION 60-15HB  
 MADISON COUNTY

SCALE = 1:500  
 DATE: 04/2005

DRAWN BY: IYL  
 CHECKED BY: FML

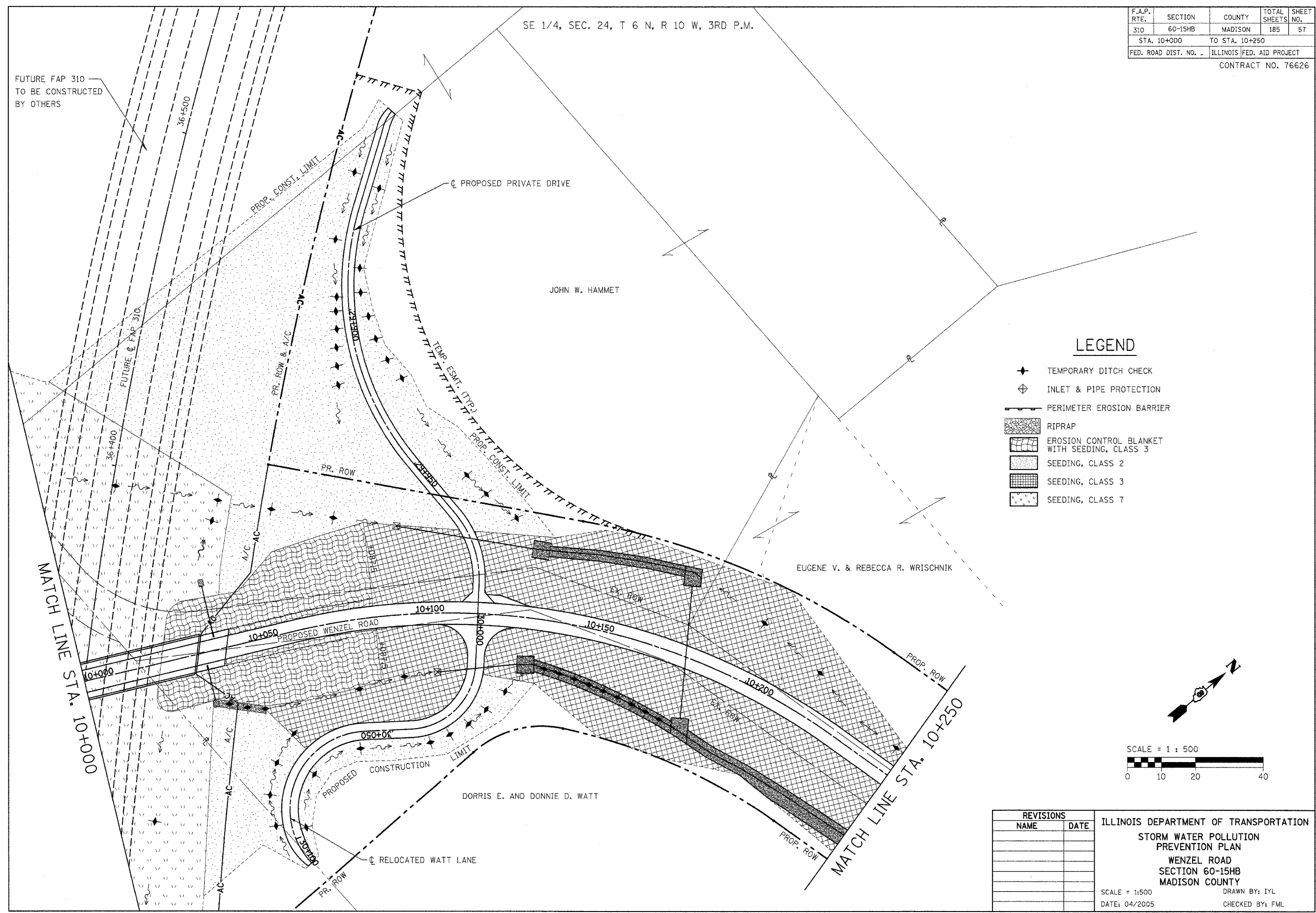




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	57
STA. 10+000		TO STA. 10+250		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

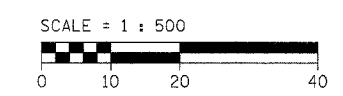
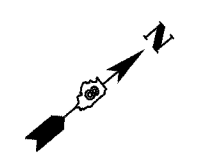
SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

FUTURE FAP 310  
TO BE CONSTRUCTED  
BY OTHERS



**LEGEND**

- ◆ TEMPORARY DITCH CHECK
- ⊕ INLET & PIPE PROTECTION
- ▬ PERIMETER EROSION BARRIER
- ▨ RIPRAP
- ▩ EROSION CONTROL BLANKET WITH SEEDING, CLASS 3
- ▧ SEEDING, CLASS 2
- ▦ SEEDING, CLASS 3
- ▤ SEEDING, CLASS 7

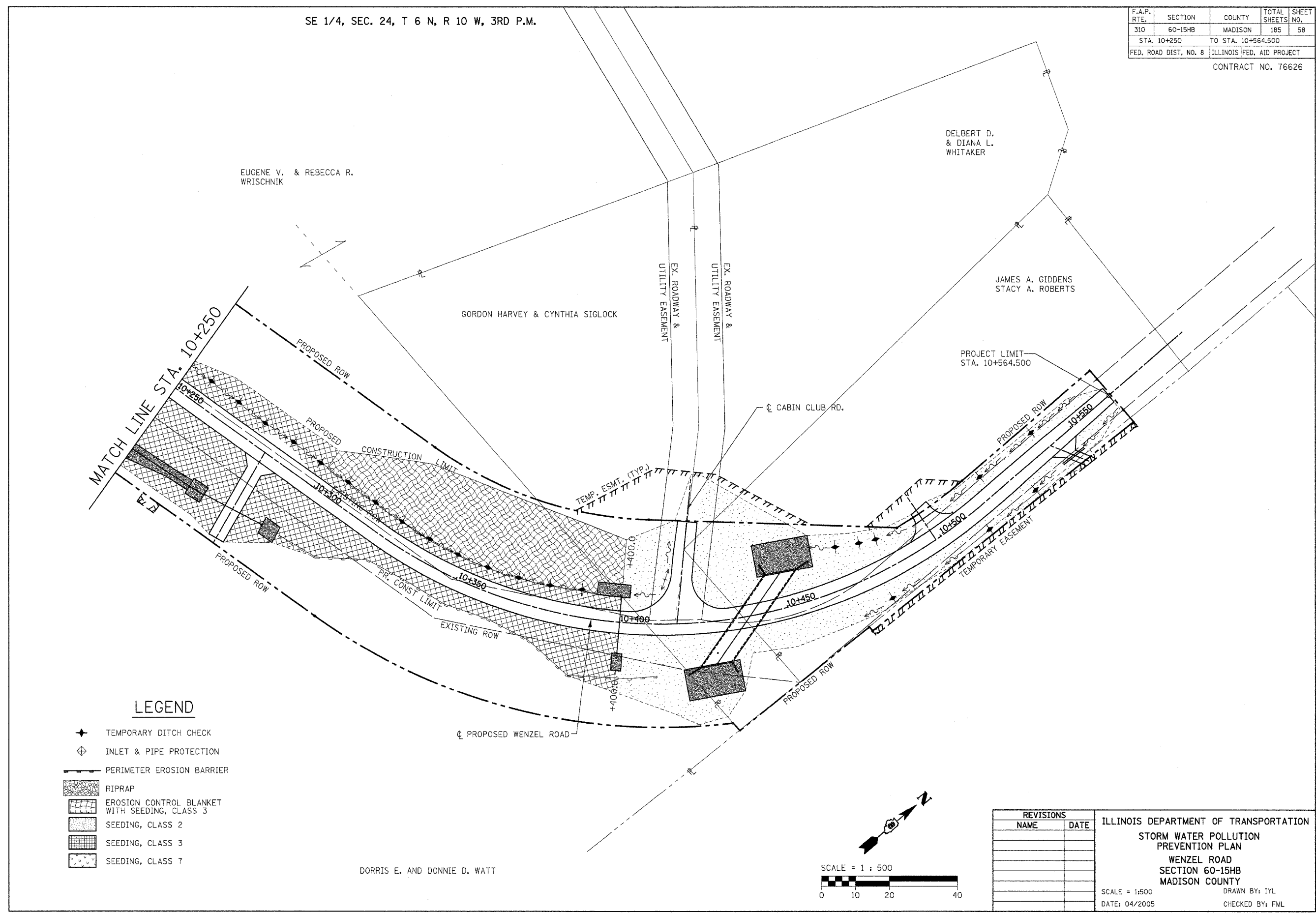


REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION STORM WATER POLLUTION PREVENTION PLAN WENZEL ROAD SECTION 60-15HB MADISON COUNTY
NAME	DATE	
		SCALE = 1:500 DATE: 04/2005 DRAWN BY: IYL CHECKED BY: FML

STORM WATER POLLUTION PREVENTION PLAN - WENZEL ROAD - STA. 10+000 TO STA. 10+250

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

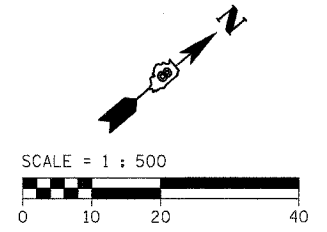
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	58
STA. 10+250		TO STA. 10+564.500		
FED. ROAD DIST. NO. 8		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



**LEGEND**

- ◆ TEMPORARY DITCH CHECK
- ⊕ INLET & PIPE PROTECTION
- PERIMETER EROSION BARRIER
- ▨ RIPRAP
- ▩ EROSION CONTROL BLANKET WITH SEEDING, CLASS 3
- ▧ SEEDING, CLASS 2
- ▦ SEEDING, CLASS 3
- ▥ SEEDING, CLASS 7

DORRIS E. AND DONNIE D. WATT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 WENZEL ROAD  
 SECTION 60-15HB  
 MADISON COUNTY  
 SCALE = 1:500  
 DATE: 04/2005  
 DRAWN BY: IYL  
 CHECKED BY: FML

STORM WATER POLLUTION PREVENTION PLAN - WENZEL ROAD - STA. 10+250 TO STA. 10+564.500

COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PART OF THE NE 1/4 OF SECTION 25, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

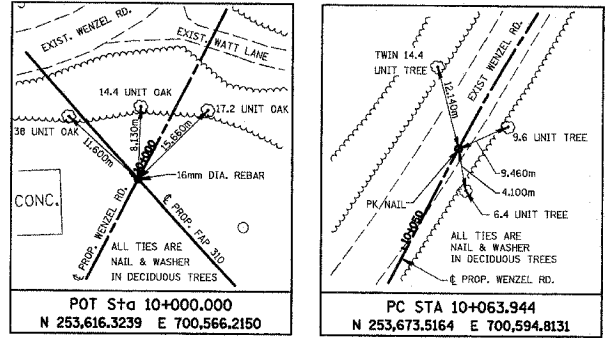
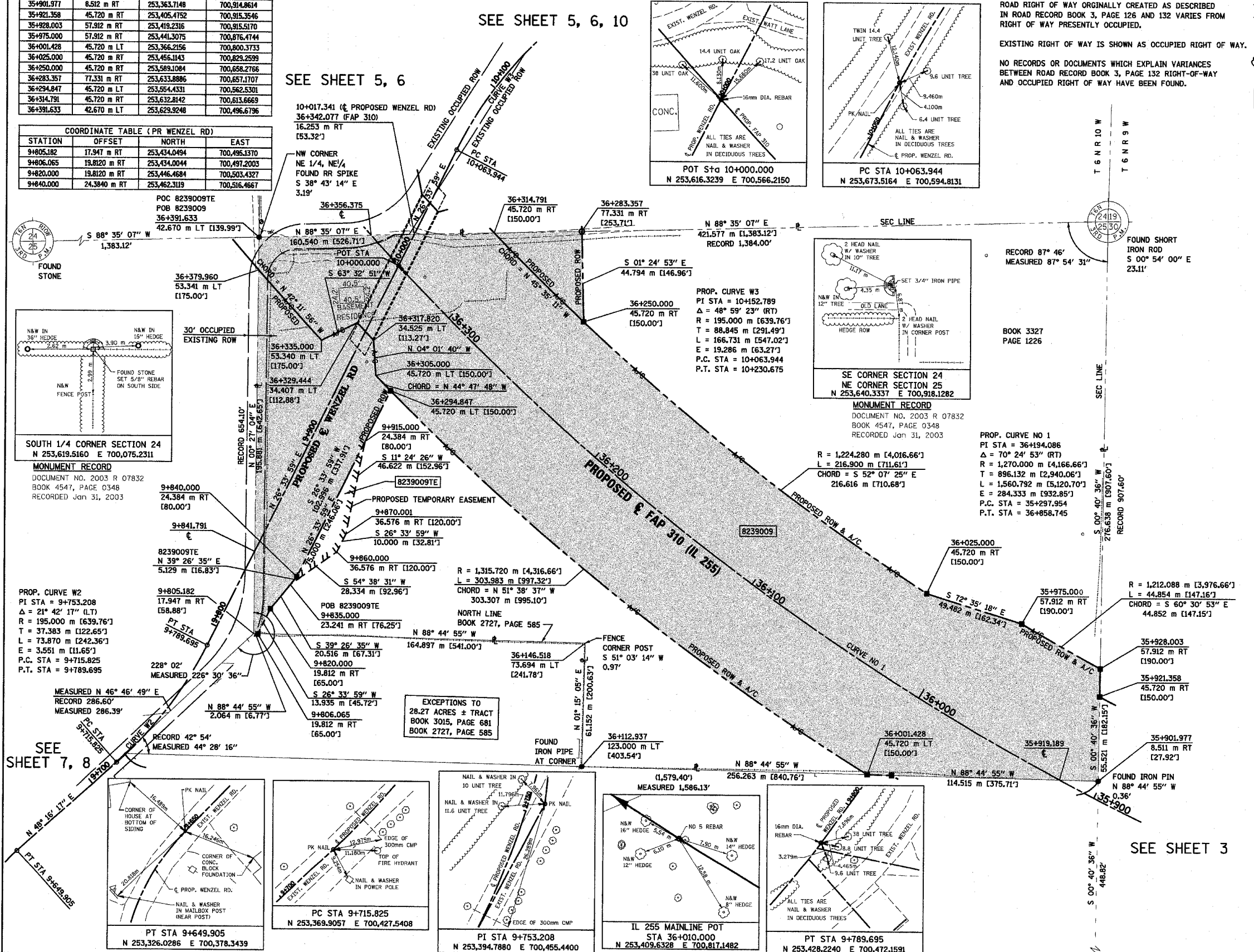
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
35+901.977	8.512 m RT	253,363.7148	700,914.8614
35+921.358	45.720 m RT	253,405.4752	700,915.3546
35+928.003	57.912 m RT	253,419.2316	700,915.5170
35+975.000	57.912 m RT	253,441.3075	700,876.4744
36+001.428	45.720 m LT	253,366.2156	700,800.3733
36+025.000	45.720 m RT	253,456.1143	700,823.2599
36+250.000	45.720 m RT	253,589.1084	700,658.2766
36+283.357	77.331 m RT	253,633.8886	700,657.1707
36+294.847	45.720 m LT	253,554.4331	700,562.5301
36+314.791	45.720 m RT	253,632.8142	700,613.6669
36+391.633	42.670 m LT	253,629.9248	700,496.6796

STATION	OFFSET	NORTH	EAST
9+805.182	17.947 m RT	253,434.0494	700,495.1370
9+806.065	19.8120 m RT	253,434.0044	700,497.2003
9+820.000	19.8120 m RT	253,446.4684	700,503.4327
9+840.000	24.3840 m RT	253,462.3119	700,516.4667

SEE SHEET 5, 6

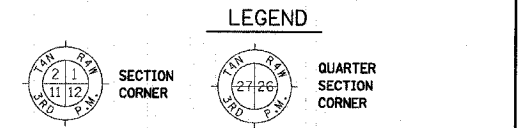
SEE SHEET 5, 6, 10



NOTE:  
ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.

EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.

NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.



STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS )  
 ) SS  
COUNTY OF ADAMS )

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 25, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005  
John E. Basinger  
John E. Basinger, PLS #2766  
LICENSE EXPIRATION DATE: 11-30-2006  
"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
FIELD WORK COMPLETED: APRIL 2004

**KLINGNER & ASSOCIATES, P.C.**

Engineers / Architects  
616 North 24th Street (217) 223-3670  
Quincy, Illinois 62301 FAX: 223-3603  
Internet Address: www.klingner.com  
STATE OF ILLINOIS DESIGN FIRM # 1842738

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
STATION 35+919.189 TO STATION 36+356.375  
0 m 20 m 40 m 60 m  
SCALE 1:1000 SHEET 4 OF 55  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				NET ACRES	REMAINDER		EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY	
			GROSS ACRES	SO. FT.	PREVIOUSLY DEDICATED ACRES	SO. FT.		NORTH OF PROPOSED ROW ACRES	SOUTH OF PROPOSED ROW ACRES	PE = PERMANENT TE = TEMPORARY ACRES	SO. FT.			EASEMENT PURPOSE
8239009	EUGENE BOCK AND DORTHY BOCK, AS JOINT TENANTS TITLE REPORT NO. MA-2670	25.2610	11.5705	504,011	0.3071	13,378	11.2634	490,633	9.2804	4.4101	TE 0.1327	5,782	FIELD ENTRANCE	24-1-01-25-00-000-007.R00

11/30/2005 3:05:14 PM  
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\*REF-

PLAT DATE: 11/30/2005 3:04:14 PM

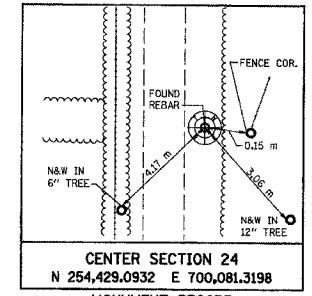
PART OF THE S 1/2 OF SECTION 24, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

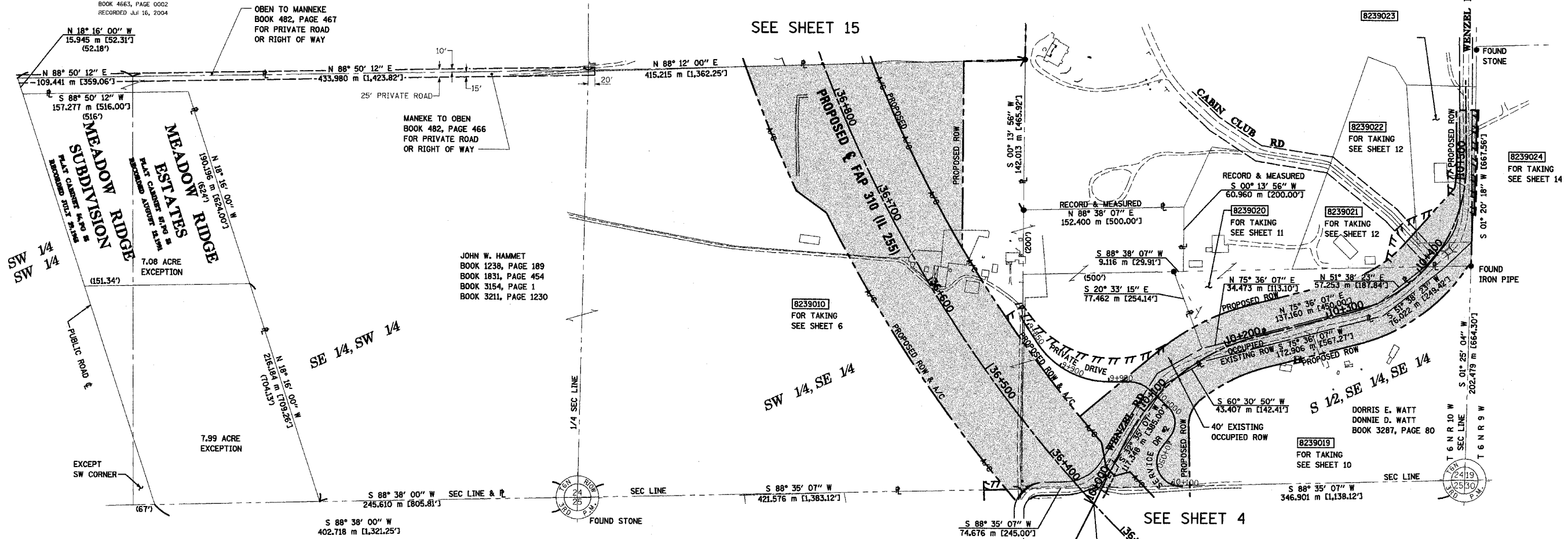
NOTE: ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.

EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.

NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.



CENTER SECTION 24  
N 254,429.0932 E 700,081.3198  
MONUMENT RECORD  
DOCUMENT NO. 2004 R 42466  
BOOK 4663, PAGE 0002  
RECORDED JUL 16, 2004



SW 1/4 SW 1/4  
(151.34')

7.08 ACRE EXCEPTION

7.99 ACRE EXCEPTION

JOHN W. HAMMET  
BOOK 1238, PAGE 189  
BOOK 1831, PAGE 454  
BOOK 3154, PAGE 1  
BOOK 3211, PAGE 1230

8239010  
FOR TAKING  
SEE SHEET 6

DORRIS E. WATT  
DONNIE D. WATT  
BOOK 3287, PAGE 80

8239019  
FOR TAKING  
SEE SHEET 10

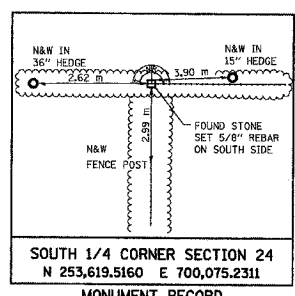
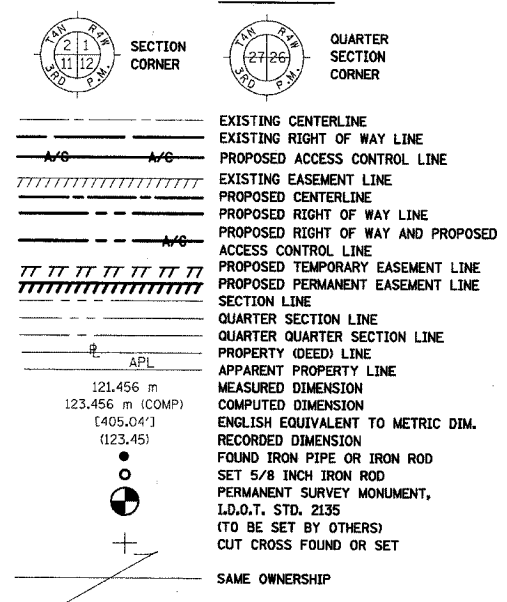
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FOR TAKING  
SEE SHEET 12

8239020  
FOR TAKING  
SEE SHEET 11

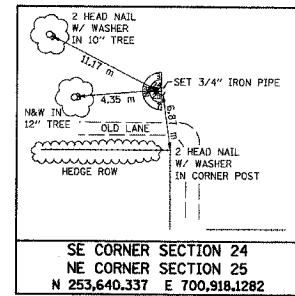
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SEE SHEET 12

8239024  
FOR TAKING  
SEE SHEET 14

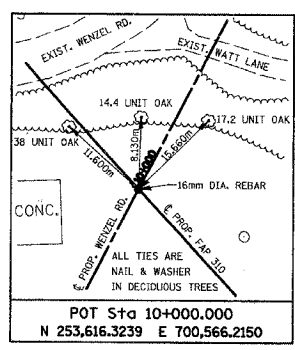
LEGEND



SOUTH 1/4 CORNER SECTION 24  
N 253,619.5160 E 700,075.2311  
MONUMENT RECORD  
DOCUMENT NO. 2003 R 07832  
BOOK 4547, PAGE 0348  
RECORDED Jan 31, 2003



SE CORNER SECTION 24  
NE CORNER SECTION 25  
N 253,640.337 E 700,918.1282  
MONUMENT RECORD  
DOCUMENT NO. 2003 R 07832  
BOOK 4547, PAGE 0348  
RECORDED Jan 31, 2003



- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

NOTE:  
NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.

SEE SHEET 7, 8

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF ADAMS )

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 24, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005

John E. Basinger  
JOHN E. BASINGER, PLS #2766

LICENSE EXPIRATION DATE: 11-30-2006  
"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
FIELD WORK COMPLETED: APRIL 2004



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616 North 24th Street (217) 223-3670  
Quincy, Illinois 62301 FAX: 223-3603  
Internet Address: www.klingner.com  
STATE OF ILLINOIS DESIGN FIRM # 1842738

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
STATION 36+356.375 TO STATION 36+826.844  
0 m 50 m 100 m  
SCALE 1:2000 SHEET 5 OF 55  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINSVILLE, ILLINOIS 62234-6198

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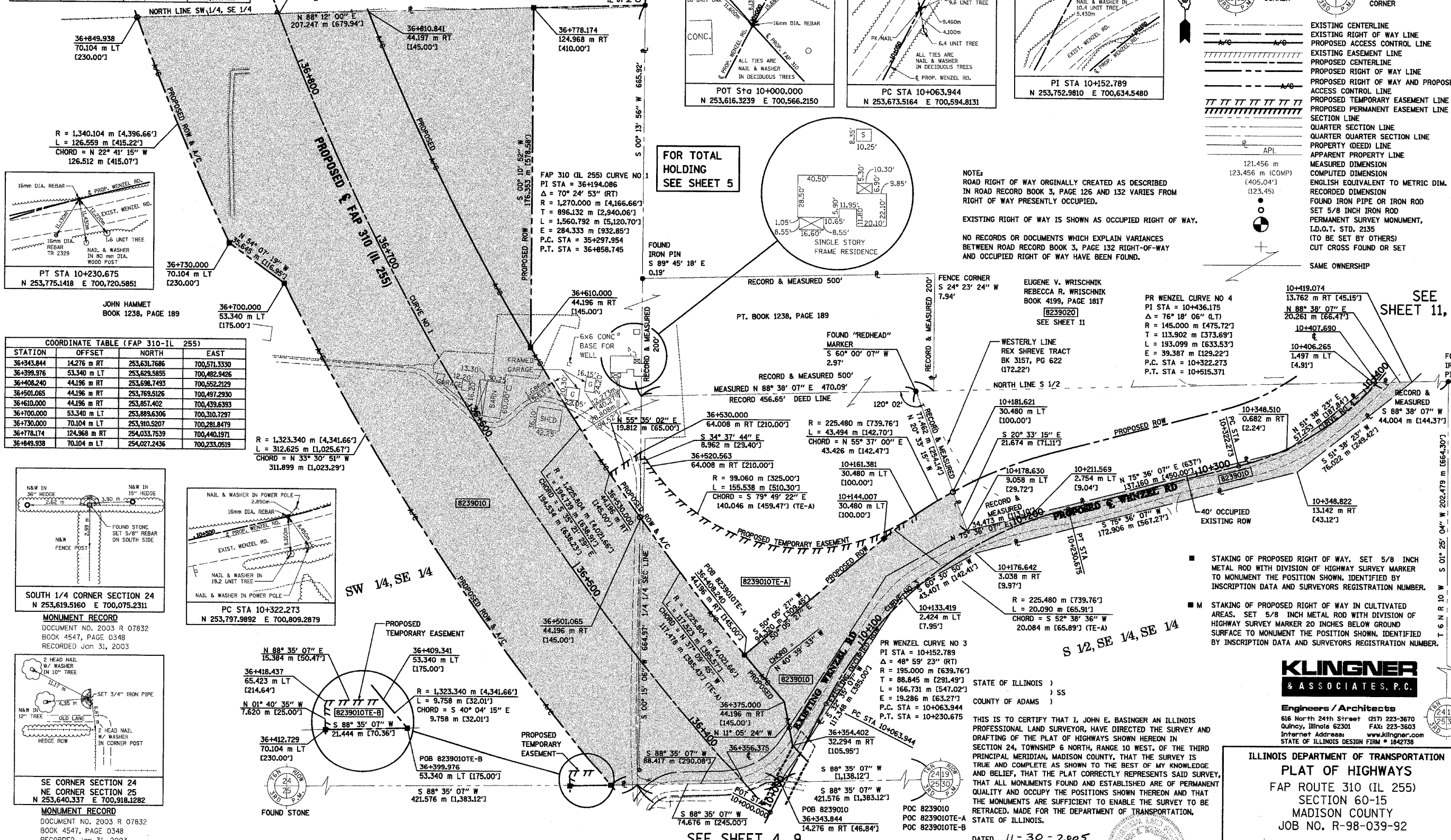
COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PART OF THE SE 1/4 OF SECTION 24, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

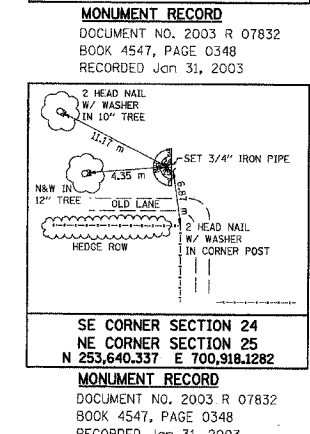
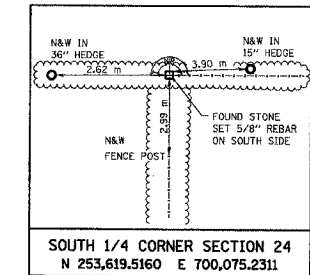
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
10+133.419	2.424 m LT	253,730.6452	700,634.5313
10+144.007	30.480 m LT	253,759.2626	700,624.5825
10+176.642	3.038 m RT	253,752.0105	700,672.3159
10+181.621	30.480 m LT	253,783.7865	700,660.4012
10+348.822	13.142 m RT	253,795.0051	700,839.7906
10+406.265	1.497 m LT	253,841.7023	700,873.1463
10+419.074	13.762 m RT	253,842.0849	700,899.4015

SEE SHEET 15



STATION	OFFSET	NORTH	EAST
36+343.844	14.276 m RT	253,631.7686	700,571.3330
36+399.976	53.340 m LT	253,629.5855	700,482.9426
36+408.240	44.196 m RT	253,696.7493	700,552.2129
36+501.065	44.196 m RT	253,769.5126	700,497.2930
36+610.000	44.196 m RT	253,857.402	700,439.6393
36+700.000	53.340 m LT	253,889.6306	700,310.7297
36+730.000	70.104 m LT	253,910.5207	700,281.8479
36+778.174	124.968 m RT	254,033.7539	700,440.1971
36+849.938	70.104 m LT	254,027.2436	700,233.0519



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	GROSS ACRES	SO. FT.	FEE SIMPLE ACQUISITION PREVIOUSLY DEDICATED ACRES	SO. FT.	NET ACRES	SO. FT.	WEST OF PROPOSED ROW ACRES	EAST OF PROPOSED ROW ACRES	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8239010	GARY L. CLAXTON AND DAVID D. CLAXTON, AS JOINT TENANTS TITLE REPORT NO. MA-2660	83.5361	15.7307	685,230	1.3221	57,593	14,4086	627,637	58.6328	9.1726	TE-A 1.1364 TE-B 0.0347	JOHN E. BASINGER, PLS #2766

EASEMENTS	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
TE-A 1.1364	PRIVATE DRIVE	24-1-01-24-00-000-010.001	JOHN E. BASINGER, PLS #2766
TE-B 0.0347	SERVICE DRIVE	24-1-01-24-00-000-004.001	JOHN E. BASINGER, PLS #2766

**LEGEND**

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED ACCESS CONTROL LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY AND PROPOSED ACCESS CONTROL LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- ENGLISH EQUIVALENT TO METRIC DIM.
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

**NOTE:**  
ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.

EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.

NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.

STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

**KLINGNER & ASSOCIATES, P.C.**  
Engineers / Architects

618 North 24th Street (217) 223-3670  
Quincy, Illinois 62301 FAX: 223-3603  
Internet Address: www.klingner.com  
STATE OF ILLINOIS DESIGN FIRM # 1842738

**ILLINOIS DEPARTMENT OF TRANSPORTATION**  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92

STATION 36+356.375 TO STATION 36+826.844

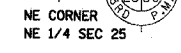
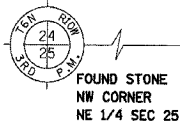
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

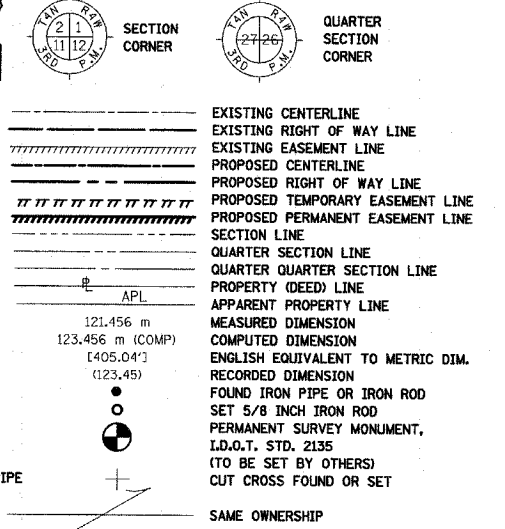
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PART OF THE NE 1/4 OF SECTION 25, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



LEGEND

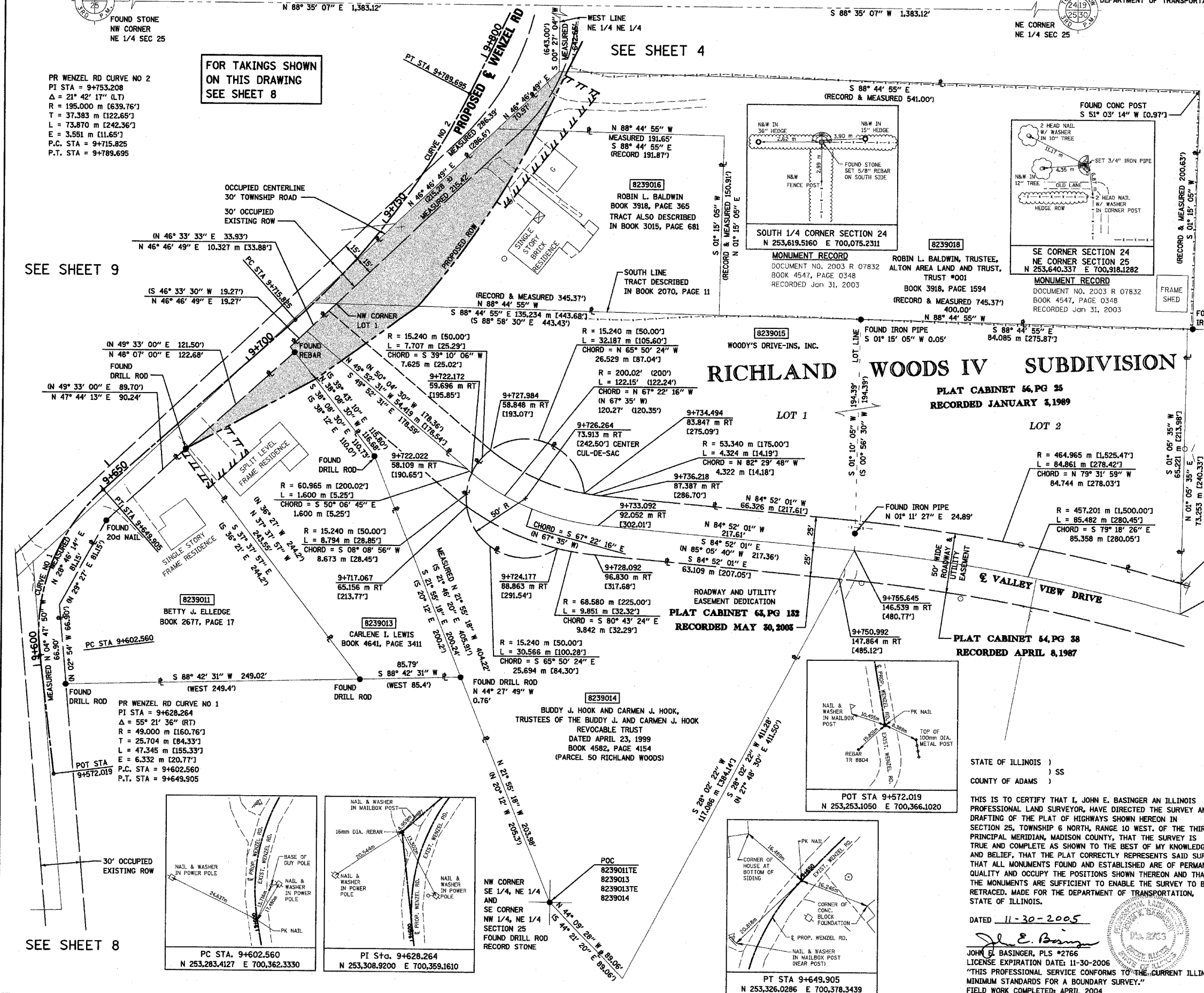


PR WENZEL RD CURVE NO 2  
PI STA = 9+753.208  
Δ = 21° 42' 17" (LT)  
R = 195.000 m [639.76']  
T = 37.393 m [122.65']  
L = 73.870 m [242.36']  
E = 3.551 m [11.65']  
P.C. STA = 9+715.825  
P.T. STA = 9+789.695

FOR TAKINGS SHOWN  
ON THIS DRAWING  
SEE SHEET 8

SEE SHEET 9

SEE SHEET 8



- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

NOTE:  
ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.  
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Engineers / Architects  
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STATE OF ILLINOIS DESIGN FIRM # 1842738

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
WENZEL ROAD  
STATION 9+671.249 TO STATION 9+806.064  
SCALE 1:500 SHEET 7 OF 55  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF ADAMS )  
  
THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 25, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.  
  
DATED 11-30-2005  
*John E. Basinger*  
JOHN E. BASINGER, PLS #2766  
LICENSE EXPIRATION DATE: 11-30-2006  
"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
FIELD WORK COMPLETED: APRIL 2004

11/30/2005 3:03:52 PM  
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PLAT OF HIGHWAYS  
\*REF-  
\*REF-  
\*REF-

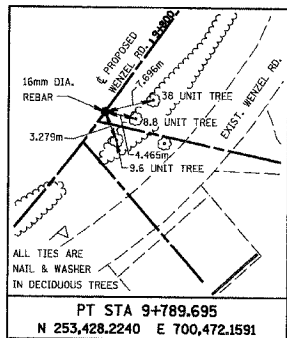
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COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PART OF THE NE 1/4 OF SECTION 25, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
9+672.778	6.174 m RT	253,336.6452	700,399.9237
9+709.620	14.849 m RT	253,354.6934	700,432.7938
9+710.171	6.073 m RT	253,361.6092	700,427.363
9+710.284	4.264 m RT	253,363.0354	700,426.2431
9+717.694	15.718 m RT	253,359.5264	700,439.5034
9+721.721	0.518 m LT	253,374.2721	700,431.5243
9+726.263	4.127 m RT	253,374.1296	700,438.0491
9+739.564	19.812 m RT	253,373.6690	700,459.1375
9+785.128	10.528 m RT	253,419.2355	700,479.3725
9+789.336	19.812 m RT	253,419.0098	700,489.7021
9+805.182	17.947 m RT	253,434.0494	700,495.137
9+806.065	19.812 m RT	253,434.0044	700,497.2003

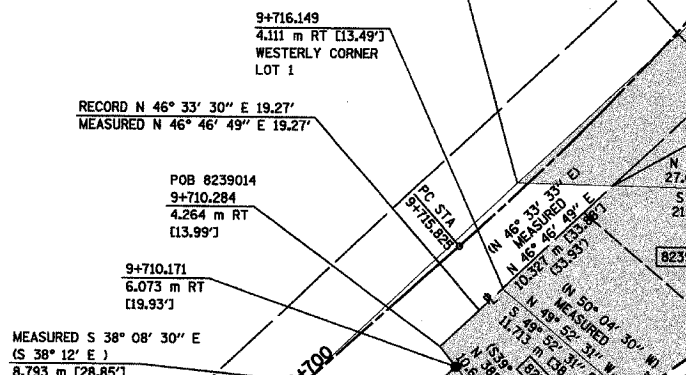
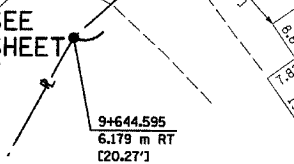
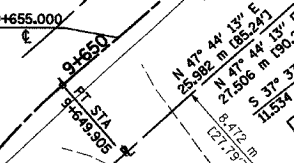
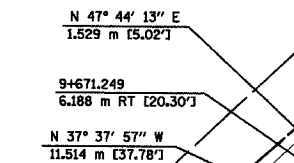
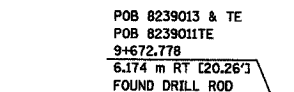
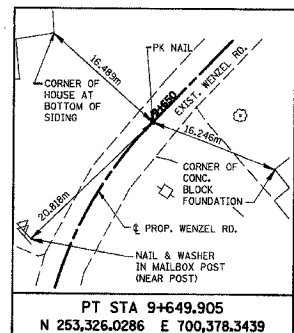
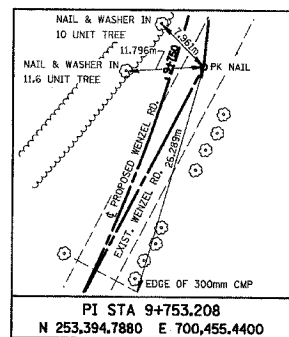
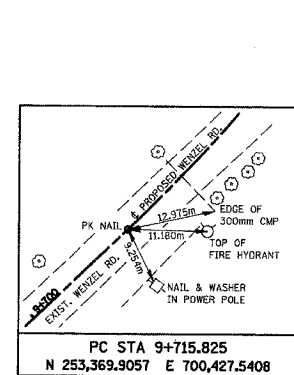


PROP. CURVE W2  
 PI STA = 9+753.208  
 $\Delta = 21^\circ 42' 17''$  (LT)  
 $R = 195.000$  m [639.76']  
 $T = 37.383$  m [122.65']  
 $L = 73.870$  m [242.36']  
 $E = 3.551$  m [11.65']  
 P.C. STA = 9+715.825  
 P.T. STA = 9+789.695

FOR TOTAL HOLDINGS ON THIS DRAWING SEE SHEET 7

SEE SHEET 9

SEE SHEET 4



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	TOTAL HOLDING		FEE SIMPLE ACQUISITION		REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY		
			ACRES	SQ. FT.	PREVIOUSLY DEDICATED ACRES	NET ACRES		PE = PERMANENT ACRES	TE = TEMPORARY ACRES			EASEMENT PURPOSE	
8239011	BETTY J. ELLEDGE, DIVORCED AND NOT SINCE REMARRIED TITLE REPORT NO. MA-3036	0.6775	N/A	N/A	N/A	N/A	0.6775	TE 0.0043	189	PRIVATE ENTRANCE	24-1-01-25-02-201-003		
8239013	CARLENE LEWIS & GERRY LEWIS TITLE REPORT NO. MA-3037	0.6849	0.0405	1,766	N/A	N/A	0.6444	TE 0.0305	1,330	PRIVATE ENTRANCE	24-1-01-25-02-201-002		
8239014	BUDDY J. HOOK & CARMEN J. HOOK TRUSTEES OF THE BUDDY J. & CARMEN J. HOOK REVOCABLE TRUST DATED APRIL 23, 1999 TITLE REPORT NO. MA-3038.0	1.8286	0.0193	840	N/A	N/A	0.0193	N/A	N/A		24-1-01-25-02-201-005.014		
8239015	WOODY'S DRIVE-INS, INC. TITLE REPORT NO. MA-3039.0	2.5593	0.0528	2,301	N/A	N/A	0.0528	2,301	2,5065	N/A	24-2-01-25-02-201-013		
8239016	ROBIN L. BALDWIN TITLE REPORT NO. MA-2668	0.9302	0.2314	10,081	0.0741	3,228	0.1573	6,853	0.6988	TE 0.0262	1,141	PRIVATE ENTRANCE	24-1-01-25-00-000-008.001
8239018	ROBIN L. BALDWIN, TRUSTEE, ALTON AREA LAND TRUST, TRUST #001 TITLE REPORT NO. MA-2666	2.0322	0.0232	1,011	0.0173	751	0.0059	260	2,0090	TE 0.0290	1,265	FIELD ENTRANCE	24-1-01-25-00-000-008

STATE OF ILLINOIS )  
 COUNTY OF ADAMS ) SS

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 25, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005

John E. Basinger  
 JOHN E. BASINGER, PLS #2766  
 LICENSE EXPIRATION DATE: 11-30-2006  
 "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
 FIELD WORK COMPLETED: APRIL 2004

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 Internet Address: www.klingner.com  
 STATE OF ILLINOIS DESIGN FIRM # 1842738

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (IL 255)  
 SECTION 60-15  
 MADISON COUNTY  
 JOB NO. R-98-039-92  
 WENZEL ROAD  
 STATION 9+671.249 TO STATION 9+806.065

0 m 5 m 10 m 15 m  
 SCALE 1:250

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS/DISTRICT 8  
 1102 EASTPORT PLAZA DRIVE  
 COLLINGSVILLE, ILLINOIS 62234-6198

**LEGEND**

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- ENGLISH EQUIVALENT TO METRIC DIM.
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135
- (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

NOTE:  
 ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.

EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.

NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.

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 \*REF-  
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COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

**PART OF THE NE 1/4 OF SECTION 25, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS**

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

COORDINATE TABLE				
STATION	OFFSET	NORTH	EAST	
9+655.000	1.129 m RT	253,328.5776	700,382.8979	
9+655.000	9.144 m LT	253,336.2443	700,376.0603	
9+655.000	3.444 m LT	253,331.9905	700,379.8541	
9+750.000	20.787 m LT	253,407.6287	700,434.5982	
9+805.182	17.947 m RT	253,434.0494	700,495.1370	
9+825.000	24.384 m LT	253,470.7065	700,466.1392	
9+964.558	99.349 m LT	253,629.0561	700,461.5050	
9+974.619	80.411 m LT	253,629.5855	700,482.9426	
9+981.066	68.276 m LT	253,629.9248	700,496.6796	

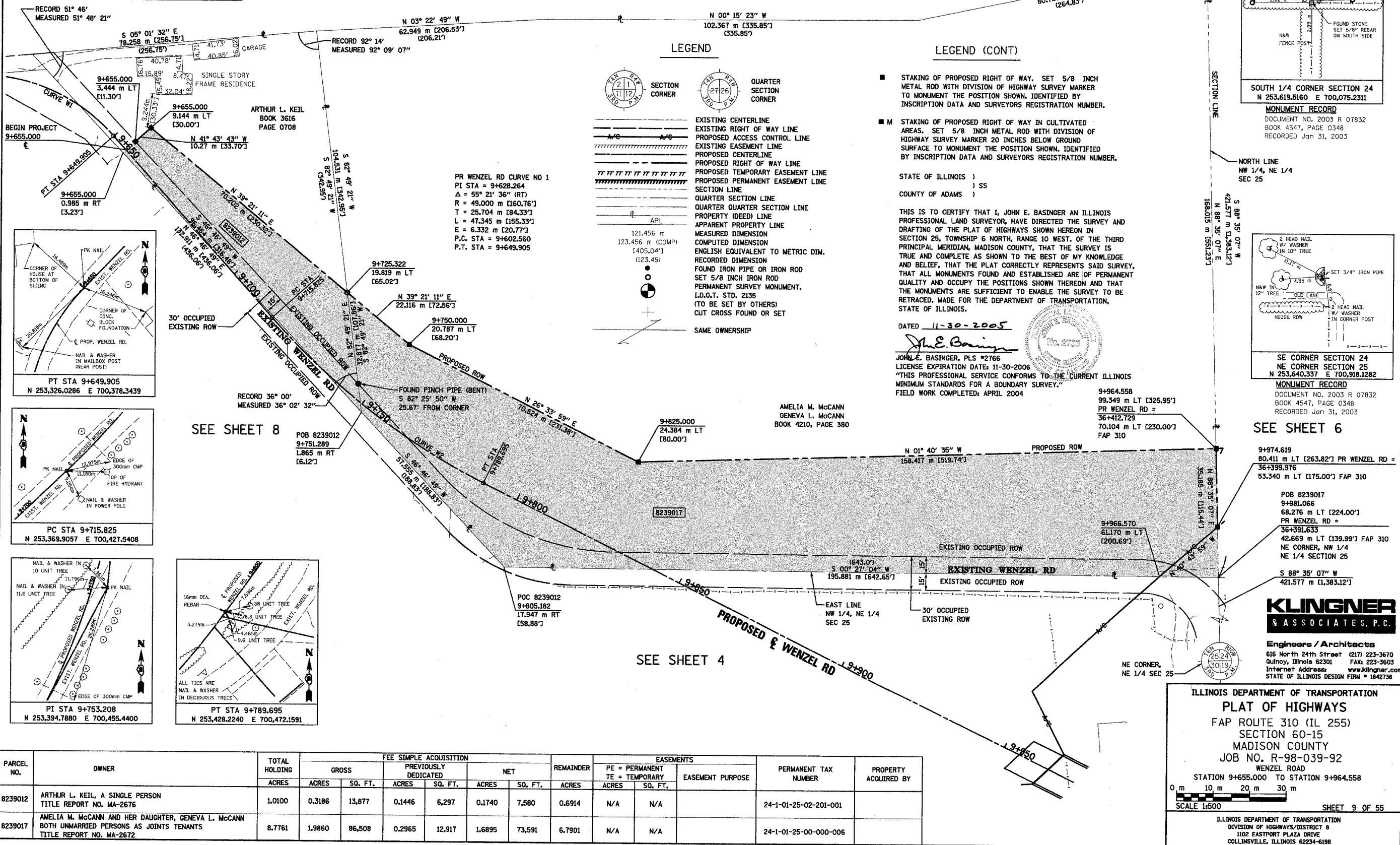
PROP. CURVE W1  
PI STA = 9+628.264  
Δ = 55° 21' 36" (RT)  
R = 49.000 m [160.76']  
T = 25.704 m [84.33']  
L = 47.345 m [155.33']  
E = 6.332 m [20.77']  
P.C. STA = 9+602.560  
P.T. STA = 9+649.905

PROP. CURVE W2  
PI STA = 9+753.208  
Δ = 21° 42' 17" (LT)  
R = 195.000 m [639.76']  
T = 37.383 m [122.65']  
L = 73.870 m [242.36']  
E = 3.551 m [11.65']  
P.C. STA = 9+715.825  
P.T. STA = 9+789.695

NOTE:  
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RECORD 51° 46'  
MEASURED 51° 48' 21"

RECORD 92° 14'  
MEASURED 92° 09' 07"

**LEGEND**

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED ACCESS CONTROL LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- ENGLISH EQUIVALENT TO METRIC DIM.
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

**LEGEND (CONT)**

- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

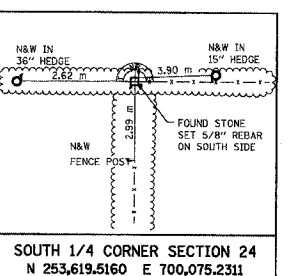
STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF ADAMS )

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 25, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005  
*John E. Basinger*  
JOHN E. BASINGER, PLS #2766  
LICENSE EXPIRATION DATE: 11-30-2006  
"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
FIELD WORK COMPLETED: APRIL 2004



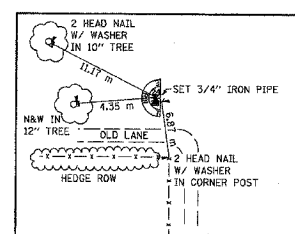
9+964.558  
99.349 m LT [325.95']  
PR WENZEL RD =  
36+412.729  
70.104 m LT [230.00']  
FAP 310



**SOUTH 1/4 CORNER SECTION 24**  
N 253,619.5160 E 700,075.2311

**MONUMENT RECORD**  
DOCUMENT NO. 2003 R 07832  
BOOK 4547, PAGE 0348  
RECORDED Jan 31, 2003

**NORTH LINE**  
NW 1/4, NE 1/4  
SEC 25



**SE CORNER SECTION 24**  
NE CORNER SECTION 25  
N 253,640.337 E 700,918.1282

**MONUMENT RECORD**  
DOCUMENT NO. 2003 R 07832  
BOOK 4547, PAGE 0348  
RECORDED Jan 31, 2003

**SEE SHEET 6**

9+974.619  
80.411 m LT [263.82'] PR WENZEL RD =  
36+399.976  
53.340 m LT [175.00'] FAP 310

POB 8239017  
9+981.066  
68.276 m LT [224.00']  
PR WENZEL RD =  
36+391.633  
42.669 m LT [139.99'] FAP 310

NE CORNER, NW 1/4  
NE 1/4 SECTION 25

S 88° 35' 07" W  
421.577 m [1383.12']



**Engineers / Architects**  
616 North 24th Street (217) 223-3670  
Quincy, Illinois 62301 FAX: 223-3603  
Internet Address: www.klingner.com  
STATE OF ILLINOIS DESIGN FIRM # 1842738

**ILLINOIS DEPARTMENT OF TRANSPORTATION**  
**PLAT OF HIGHWAYS**

FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
WENZEL ROAD

STATION 9+655.000 TO STATION 9+964.558  
0 m 10 m 20 m 30 m  
SCALE 1:500 SHEET 9 OF 55

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION						EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY	
			GROSS ACRES	PREVIOUSLY DEDICATED SQ. FT.	NET ACRES	REMAINDER ACRES	PE = PERMANENT ACRES	TE = TEMPORARY SQ. FT.	EASEMENT PURPOSE				
8239012	ARTHUR L. KEIL, A SINGLE PERSON TITLE REPORT NO. MA-2676	1.0100	0.3186	13,877	0.1446	6,297	0.1740	7,580	0.6914	N/A	N/A	24-1-01-25-02-201-001	
8239017	AMELIA M. McCANN AND HER DAUGHTER, GENEVA L. McCANN BOTH UNMARRIED PERSONS AS JOINTS TENANTS TITLE REPORT NO. MA-2672	8.7761	1.9860	86,508	0.2965	12,917	1.6895	73,591	6.7901	N/A	N/A	24-1-01-25-00-000-006	

11/30/2005 3:06:13 PM  
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\*REF-  
\*REF-  
\*REF-  
\*REF-

PLAT DATE: 11/30/2005 3:06:13 PM

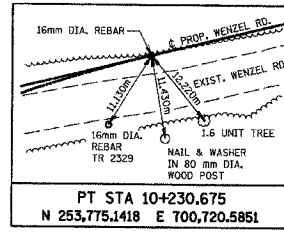


COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PART OF THE SE 1/4 OF SECTION 24, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
10+133.419	2.424 m LT	253,730.6462	700,634.5313
10+176.642	3.038 m RT	253,752.0105	700,672.3159
10+348.822	13.142 m RT	253,795.0051	700,839.7906
10+419.074	13.762 m RT	253,842.1849	700,899.4015
10+016.103	2.330 m LT	253,631.7686	700,571.3330
10+056.389	73.497 m RT	253,633.8886	700,657.1707
10+429.820	30.480 m RT	253,842.6802	700,820.1911
10+322.273	30.480 m RT	253,768.4725	700,816.8906
10+230.675	30.480 m RT	253,745.6251	700,728.1878
10+149.643	30.480 m RT	253,715.5004	700,667.3644
10+118.676	40.745 m RT	253,690.8123	700,655.7648



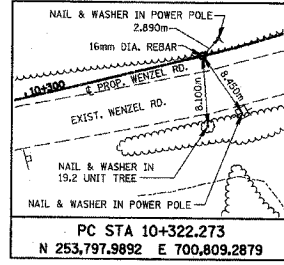
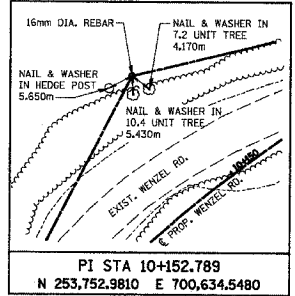
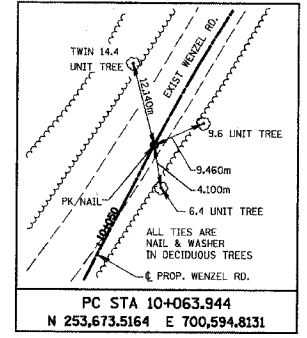
NOTE:  
ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.

EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.

NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.

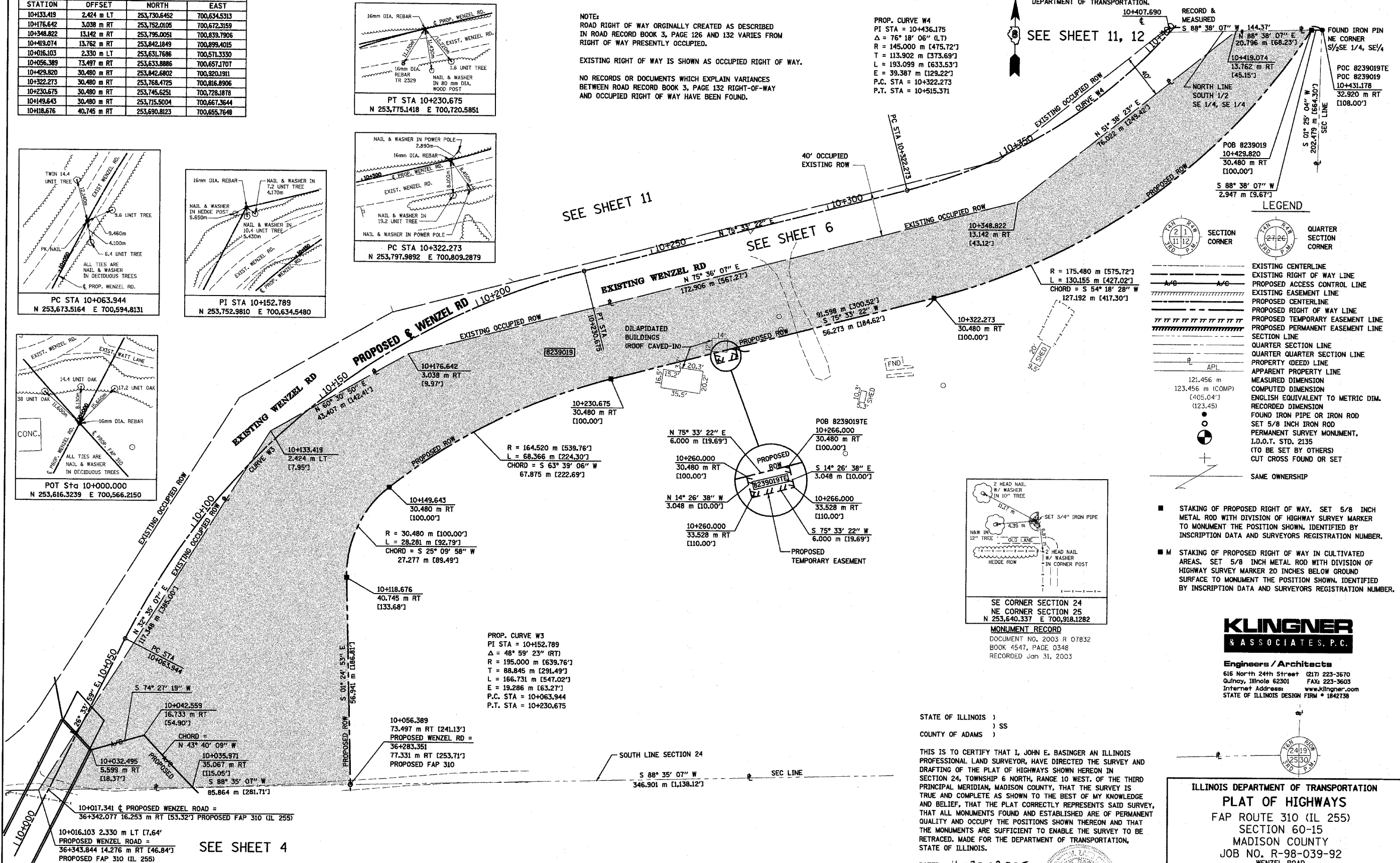
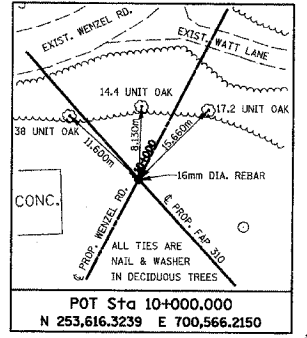
PROP. CURVE W4  
PI STA = 10+436.175  
 $\Delta = 76^\circ 18' 06''$  (LT)  
R = 145,000 m [475.72']  
T = 113,902 m [373.69']  
L = 193,099 m [633.53']  
E = 39,387 m [129.22']  
P.C. STA = 10+322.273  
P.T. STA = 10+515.371

SEE SHEET 11, 12

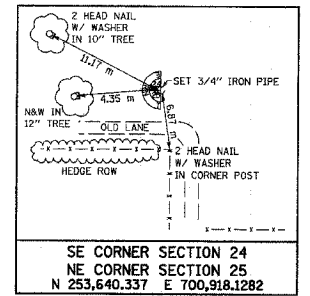


SEE SHEET 11

SEE SHEET 6



- LEGEND**
- EXISTING CENTERLINE
  - EXISTING RIGHT OF WAY LINE
  - PROPOSED ACCESS CONTROL LINE
  - EXISTING EASEMENT LINE
  - PROPOSED CENTERLINE
  - PROPOSED RIGHT OF WAY LINE
  - PROPOSED TEMPORARY EASEMENT LINE
  - PROPOSED PERMANENT EASEMENT LINE
  - SECTION LINE
  - QUARTER SECTION LINE
  - QUARTER QUARTER SECTION LINE
  - PROPERTY (DEED) LINE
  - APPARENT PROPERTY LINE
  - MEASURED DIMENSION
  - COMPUTED DIMENSION
  - ENGLISH EQUIVALENT TO METRIC DIM.
  - RECORDED DIMENSION
  - FOUND IRON PIPE OR IRON ROD
  - SET 5/8 INCH IRON ROD
  - PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
  - CUT CROSS FOUND OR SET
  - SAME OWNERSHIP



**KLINGNER & ASSOCIATES, P.C.**  
Engineers / Architects  
616 North 24th Street (217) 223-3670  
Quincy, Illinois 62301 FAX: 223-3603  
Internet Address: www.klingner.com  
STATE OF ILLINOIS DESIGN FIRM # 1642738

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF ADAMS )

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 24, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005

John E. Basinger  
JOHN E. BASINGER, PLS #2766  
LICENSE EXPIRATION DATE: 11-30-2006  
"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
FIELD WORK COMPLETED: APRIL 2004

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
WENZEL ROAD  
STATION 10+056.389 TO STATION 10+429.820

0 m 10 m 20 m 30 m  
SCALE 1:500 SHEET 10 OF 55

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY	
			GROSS ACRES	SQ. FT.	PREVIOUSLY DEDICATED ACRES	NET SQ. FT.		PE = PERMANENT TE = TEMPORARY ACRES	SQ. FT.			EASEMENT PURPOSE
8239019	DORRIS E. WATT AND DONNIE D. WATT, HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. MA-2662	11.1456	2.8086	122,332	N/A	N/A	2.8086	122,332	8.3370	TE 0.0045 197	BUILDING REMOVAL	24-1-01-24-00-000-011

PART OF THE SE 1/4 OF SECTION 24, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

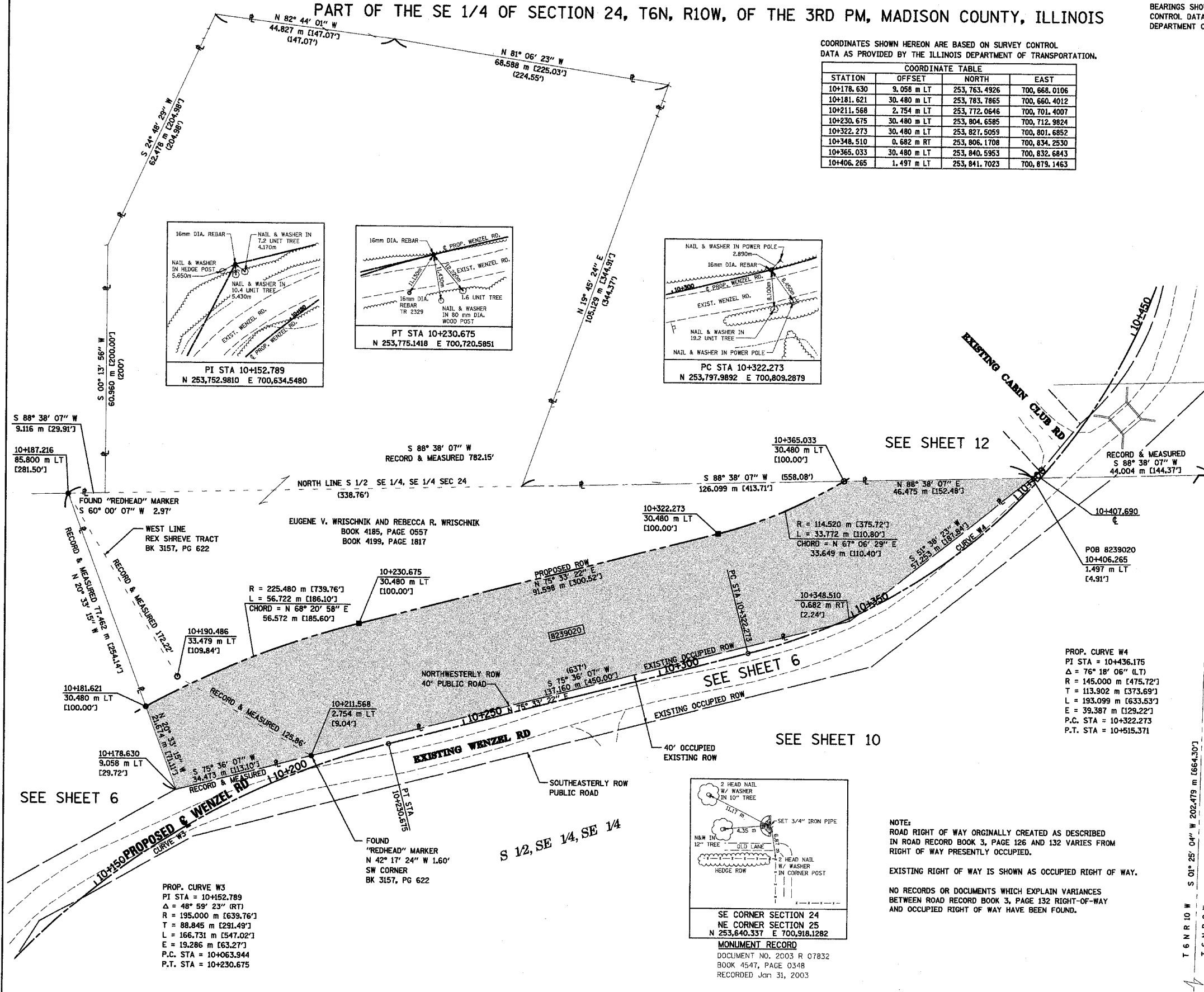
COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	COORDINATE TABLE	
		NORTH	EAST
10+178.630	9.058 m LT	253,763.4926	700,668.0106
10+181.621	30.480 m LT	253,783.7865	700,660.4012
10+211.568	2.754 m LT	253,772.0646	700,701.4007
10+230.675	30.480 m LT	253,804.6585	700,712.9824
10+322.273	30.480 m LT	253,827.5059	700,801.6852
10+348.510	0.682 m RT	253,806.1708	700,834.2530
10+365.033	30.480 m LT	253,840.5953	700,832.6843
10+406.265	1.497 m LT	253,841.7023	700,879.1463



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- ENGLISH EQUIVALENT TO METRIC DIM.
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135
- (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP



- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF ADAMS )

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 24, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005  
 John E. Basinger  
 JOHN E. BASINGER, PLS #2766  
 LICENSE EXPIRATION DATE: 11-30-2006  
 "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
 FIELD WORK COMPLETED: APRIL 2004

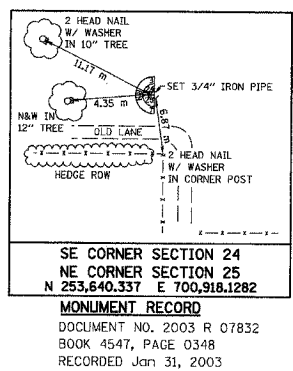


Engineers / Architects  
 616 North 24th Street (217) 223-3670  
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 Internet Address: www.klignner.com  
 STATE OF ILLINOIS DESIGN FIRM # 1842738

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (IL 255)  
 SECTION 60-15  
 MADISON COUNTY  
 JOB NO. R-98-039-92  
 WENZEL ROAD  
 STATION 10+181.621 TO STATION 10+365.033

0 m 10 m 20 m 30 m  
 SCALE 1:500 SHEET 11 OF 55

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS/DISTRICT 8  
 1102 EASTPORT PLAZA DRIVE  
 COLLINGSVILLE, ILLINOIS 62234-6198



NOTE:  
 ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.

EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.  
 NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION						REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS		PREVIOUSLY DEDICATED		NET			PE = PERMANENT TE = TEMPORARY	EASEMENT PURPOSE		
			ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.					
8239020	EUGENE V. WRISCHNIK AND REBECCA R. WRISCHNIK, AS JOINT TENANTS TITLE REPORT NO MA-2661	5.7896	1.4275	62,184	N/A	N/A	1.4275	62,184	4.3621	N/A	N/A	24-1-01-24-00-000-007.039	

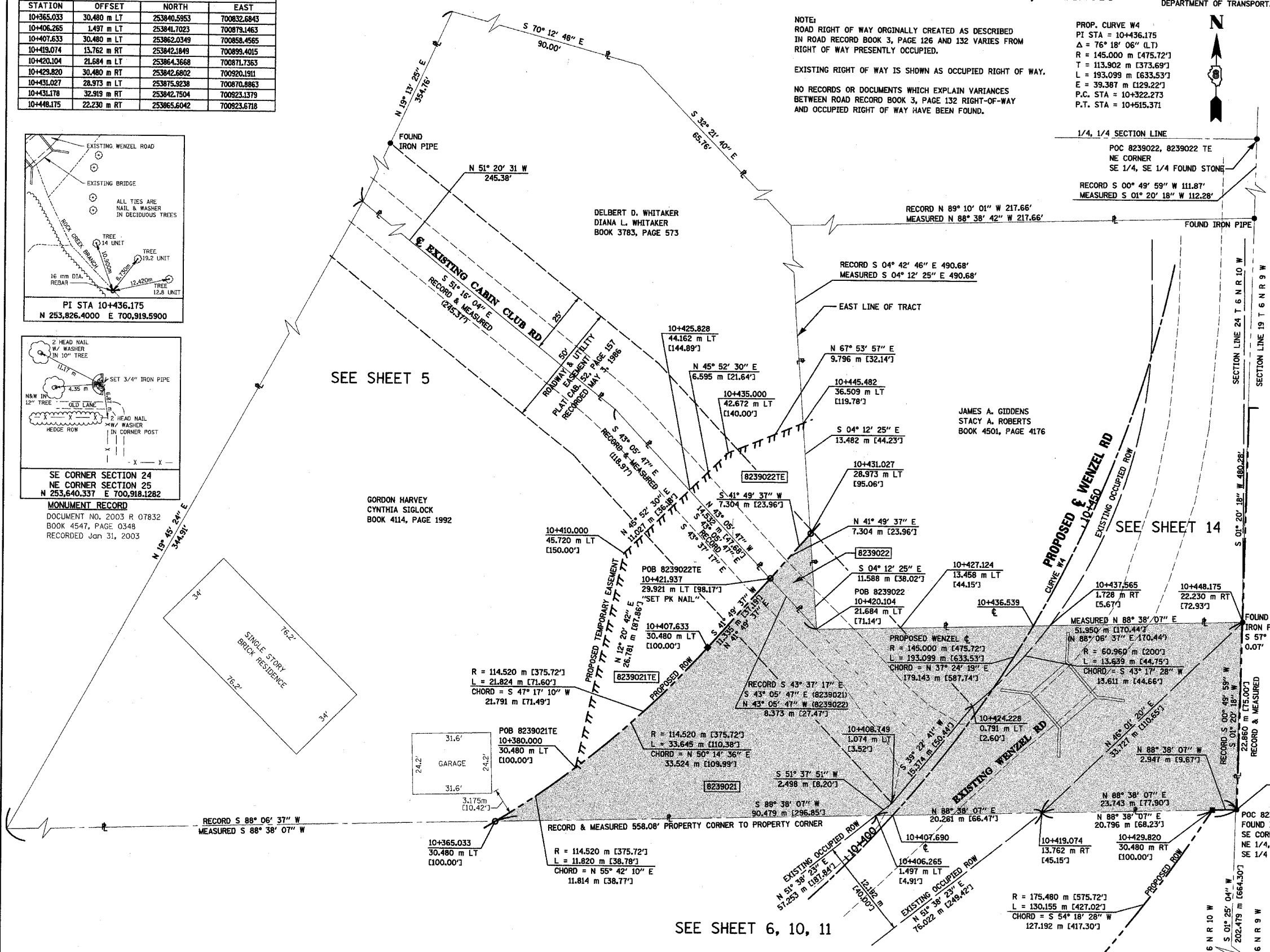
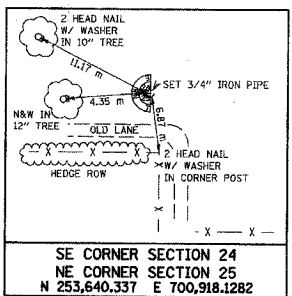
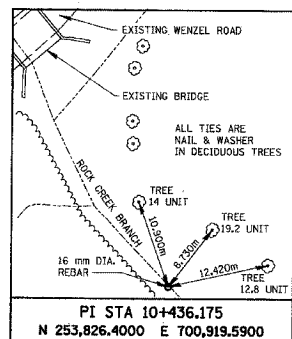
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 \*REF-  
 \*REF-  
 \*REF-

COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PART OF THE SE 1/4 OF SECTION 24, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
10+365.033	30.480 m LT	253840.5953	700832.6843
10+406.265	1.497 m LT	253841.7023	700879.1463
10+407.633	30.480 m LT	253862.0349	700858.4565
10+419.074	13.762 m RT	253842.1849	700899.4015
10+420.104	21.684 m LT	253864.3668	700871.7363
10+429.820	30.480 m RT	253842.6802	700920.1911
10+431.027	28.973 m LT	253875.9238	700870.8863
10+431.178	32.919 m RT	253842.7504	700923.1379
10+448.175	22.230 m RT	253865.6042	700923.6718



NOTE:  
ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.  
EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.  
NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.

PROP. CURVE W4  
PI STA = 10+436.175  
Δ = 76° 18' 06" (L)  
R = 145.000 m [475.72']  
L = 113.902 m [373.69']  
E = 39.387 m [129.22']  
P.C. STA = 10+322.273  
P.T. STA = 10+515.371

**LEGEND**

SECTION CORNER  
QUARTER SECTION CORNER

EXISTING CENTERLINE  
EXISTING RIGHT OF WAY LINE  
EXISTING EASEMENT LINE  
PROPOSED CENTERLINE  
PROPOSED RIGHT OF WAY LINE  
PROPOSED TEMPORARY EASEMENT LINE  
PROPOSED PERMANENT EASEMENT LINE  
SECTION LINE  
QUARTER SECTION LINE  
QUARTER QUARTER SECTION LINE  
PROPERTY (DEED) LINE  
APPARENT PROPERTY LINE  
MEASURED DIMENSION  
COMPUTED DIMENSION  
ENGLISH EQUIVALENT TO METRIC DIM.  
RECORDED DIMENSION  
FOUND IRON PIPE OR IRON ROD  
SET 5/8 INCH IRON ROD  
PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)  
CUT CROSS FOUND OR SET  
SAME OWNERSHIP

STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS )  
COUNTY OF ADAMS ) SS

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DATED 11-30-2005  
John E. Basinger, PLS #2766  
LICENSE EXPIRATION DATE: 11-30-2008  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
FIELD WORK COMPLETED: APRIL 2004

**KLINGNER & ASSOCIATES, P.C.**  
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
WENZEL ROAD  
STATION 10+407.690 TO STATION 10+436.539  
SCALE 1:250  
SHEET 12 OF 55  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62224-6198

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY			
			GROSS ACRES	PREVIOUSLY DEDICATED ACRES	NET ACRES	ACRES		PE = PERMANENT ACRES	TE = TEMPORARY ACRES			EASEMENT PURPOSE		
8239021	PETER W. KUHN AND LORI A. KUHN, HUSBAND AND WIFE AS JOINT TENANTS TITLE REPORT NO MA-2665.0	2.0119	EAST 0.1869 WEST 0.2475	8,142 10,782	0.1227	5.345	0.3117	13,579	1.5775	TE 0.0843	3,673	GRADING	24-1-01-24-00-000-007	
8239022	DELBERT WHITAKER D. AND DIANA L. WHITAKER, HUSBAND AND WIFE AS JOINT TENANTS TITLE REPORT NO. MA-2667	2.0028	0.0075	328	N/A	N/A	0.0075	328	1.9953	TE 0.0400	1,743	GRADING	24-1-01-24-00-000-007.030	

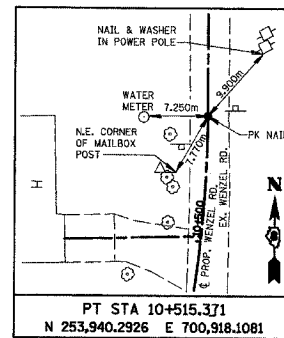
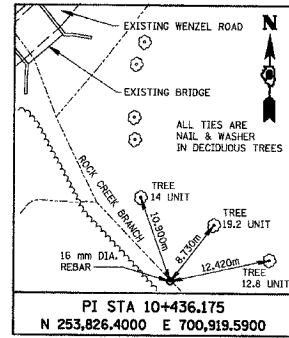


COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PART OF THE SE 1/4 OF SECTION 24, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS & PART OF THE SW 1/4 OF SECTION 19, T6N, R9W

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
10+420.104	21.684 m LT	253,964.3668	700,871.7363
10+431.027	28.973 m LT	253,875.9238	700,870.8863
10+448.175	22.230 m RT	253,865.6042	700,923.6718
10+470.000	13.222 m RT	253,891.6641	700,924.2806
10+470.378	14.689 m RT	253,891.6285	700,925.8042
10+490.000	9.144 m LT	253,916.4984	700,907.1983
10+515.371	9.144 m LT	253,940.1737	700,908.9648
10+565.000	9.144 m LT	253,989.7980	700,908.3191
10+565.000	9.117 m RT	253,990.0356	700,926.5786
10+565.000	10.642 m RT	253,990.0555	700,926.1035
10+565.000	5.882 m LT	253,989.8405	700,911.5806
10+565.000	6.011 m LT	253,989.9952	700,923.4723

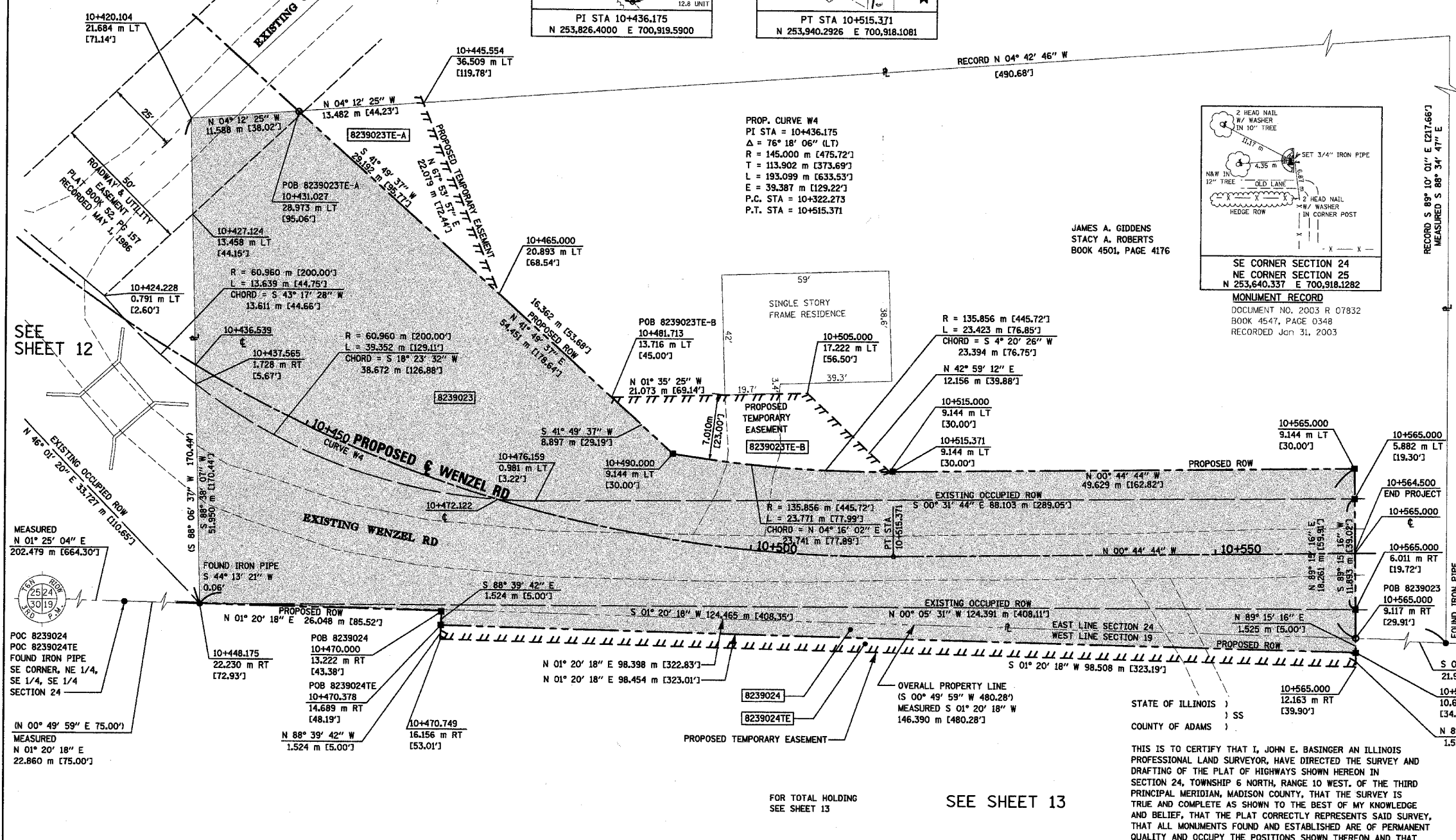
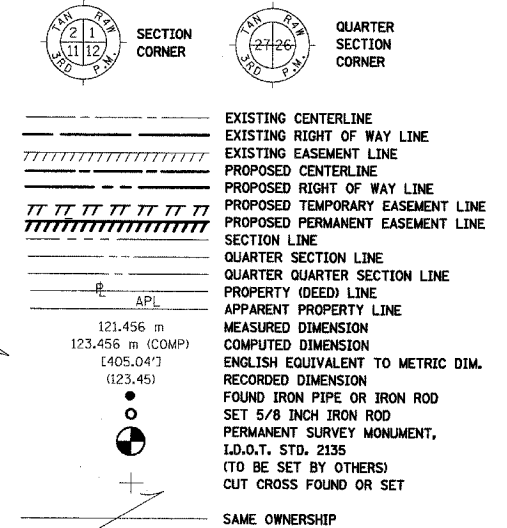


NOTE: ROAD RIGHT OF WAY ORIGINALLY CREATED AS DESCRIBED IN ROAD RECORD BOOK 3, PAGE 126 AND 132 VARIES FROM RIGHT OF WAY PRESENTLY OCCUPIED.

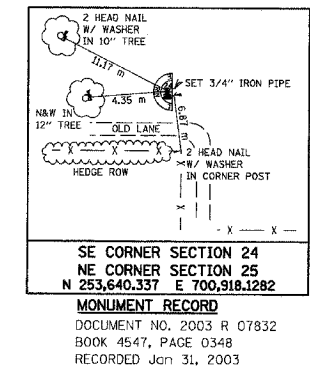
EXISTING RIGHT OF WAY IS SHOWN AS OCCUPIED RIGHT OF WAY.

NO RECORDS OR DOCUMENTS WHICH EXPLAIN VARIANCES BETWEEN ROAD RECORD BOOK 3, PAGE 132 RIGHT-OF-WAY AND OCCUPIED RIGHT OF WAY HAVE BEEN FOUND.

LEGEND



JAMES A. GIDDENS  
STACY A. ROBERTS  
BOOK 4501, PAGE 4176



- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

**KLINGNER & ASSOCIATES, P.C.**

Engineers/Architects  
616 North 24th Street (217) 223-3670  
Quincy, Illinois 62301 FAX: 223-3603  
Internet Address: www.klingner.com  
STATE OF ILLINOIS DESIGN FIRM # 1842738

STATE OF ILLINOIS )  
COUNTY OF ADAMS ) SS

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 24, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005

John E. Basinger  
JOHN E. BASINGER, PLS #2766  
LICENSE EXPIRATION DATE: 11-30-2006

"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
FIELD WORK COMPLETED: APRIL 2004

FOR TOTAL HOLDING SEE SHEET 13

SEE SHEET 13

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION			REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY		
			GROSS ACRES	PREVIOUSLY DEDICATED ACRES	NET ACRES		PE = PERMANENT ACRES	TE = TEMPORARY ACRES				
8239023	JAMES A. GIDDENS AND STACY A. ROBERTS, AS JOINT TENANTS TITLE REPORT NO. MA-2669	2.1587	0.8073	35,167	0.3873	16,873	0.4200	18,294	1.3514	TE-A 0.0350 1,525 TE-B 0.0398 1,734	GRADING PRIVATE ENTRANCE	24-1-01-24-00-000-007.041
8239024	BRUCE L. ORBAN AND SUSAN L. ORBAN HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY TITLE REPORT NO. MA-2663	43.3 (PER TAX RECORD)	0.0371	1,614	N/A	N/A	0.0371	1,614	43.2629	TE 0.0370 1,613	GRADING	20-1-02-19-03-301-011 20-1-02-19-03-301-011.R00

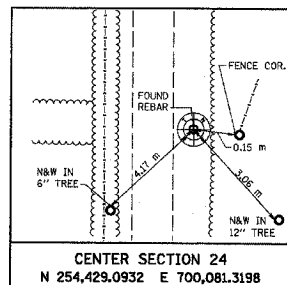
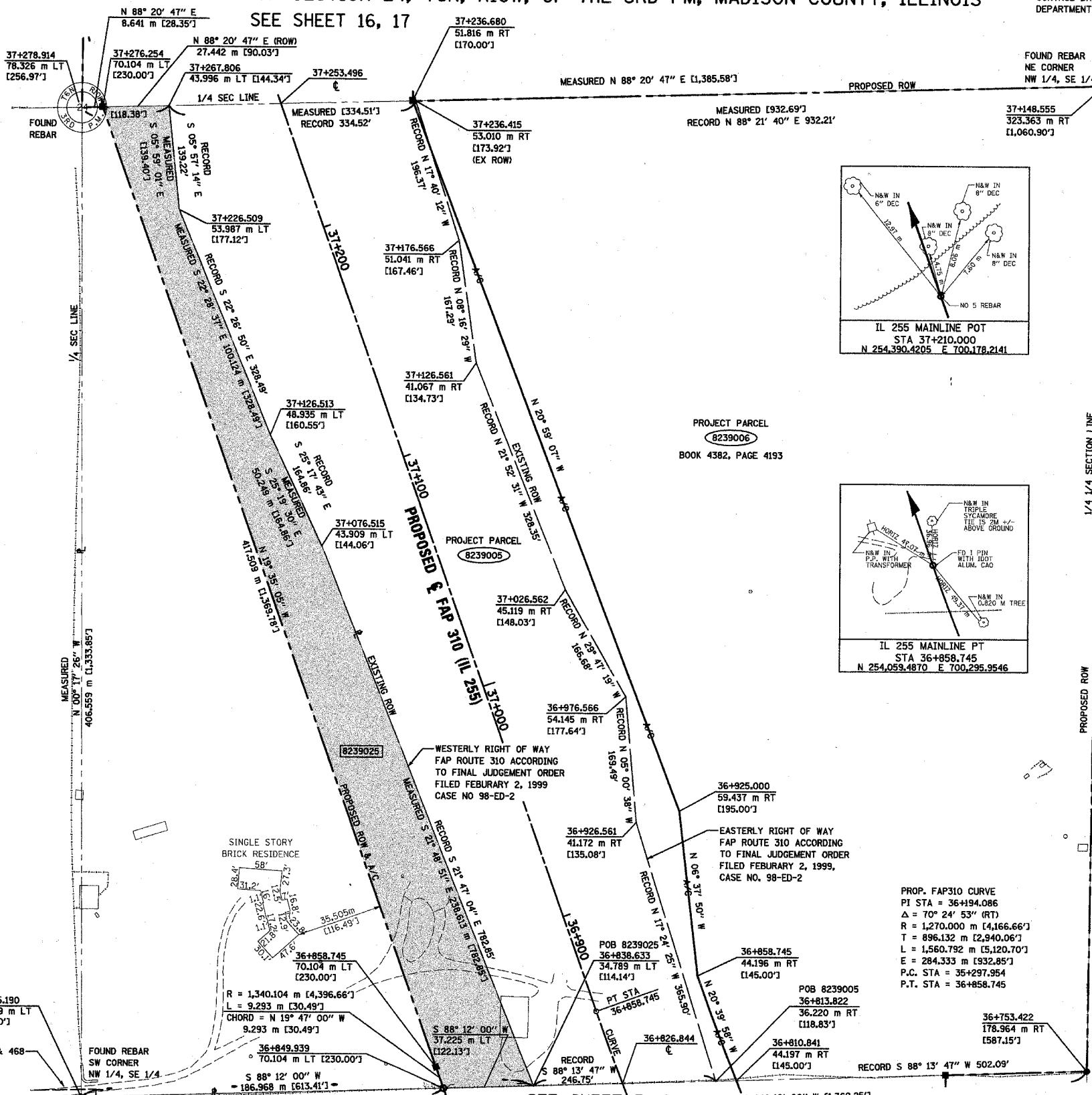
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
WENZEL ROAD  
STATION 10+436.539 TO STATION 10+565.000  
0 m 5 m 10 m 15 m  
SCALE 1:250 SHEET 14 OF 55  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PART OF THE SE 1/4 OF SECTION 24, T6N, R10W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
36+753.422	178.964 m RT	254,035.5828	700,498.3925
36+810.841	44.197 m RT	254,031.0420	700,353.9109
36+838.633	34.789 m LT	254,028.4130	700,270.2582
36+849.939	70.104 m LT	254,027.2436	700,233.0519
36+858.745	44.196 m RT	254,074.3010	700,337.5940
36+858.745	70.104 m LT	254,035.9881	700,229.9062
36+895.190	212.659 m LT	254,022.5398	700,083.3824
36+925.000	59.437 m RT	254,141.8320	700,329.7440
37+076.515	43.909 m LT	254,249.9398	700,181.5898
37+126.513	48.935 m RT	254,295.3600	700,160.0954
37+148.555	323.363 m RT	254,440.9213	700,503.4655
37+226.509	53.987 m LT	254,387.8778	700,121.8166
37+236.680	51.816 m RT	254,432.9254	700,218.0895
37+267.806	43.996 m LT	254,430.1344	700,117.3874
37+276.254	70.104 m LT	254,429.3426	700,089.9574
37+278.914	78.326 m LT	254,429.0932	700,081.3198



**MONUMENT RECORD**  
DOCUMENT NO. 2004 R 42466  
BOOK 4663, PAGE 0002  
RECORDED JUL 16, 2004

**LEGEND**

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED ACCESS CONTROL LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY AND PROPOSED ACCESS CONTROL LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- ENGLISH EQUIVALENT TO METRIC DIM.
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS )  
  ) SS  
COUNTY OF ADAMS )

THIS IS TO CERTIFY THAT I, JOHN E. BASINGER AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE DIRECTED THE SURVEY AND DRAFTING OF THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 24, TOWNSHIP 6 NORTH, RANGE 10 WEST, OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED 11-30-2005  
*John E. Basinger*  
JOHN E. BASINGER, PLS #2166  
LICENSE EXPIRATION DATE: 11-30-2006  
"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."  
FIELD WORK COMPLETED: APRIL 2004



**Engineers / Architects**  
616 North 24th Street (217) 223-3670  
Quincy, Illinois 62301 FAX: 223-3603  
Internet Address: www.klingner.com  
STATE OF ILLINOIS DESIGN FIRM # 1842758

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (IL 255)  
SECTION 60-15  
MADISON COUNTY  
JOB NO. R-98-039-92  
STATION 36+826.844 TO STATION 37+253.496  
0 m 20 m 40 m 60 m  
SCALE 1:1000 SHEET 15 OF 55  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY	
			GROSS ACRES	SQ. FT.	PREVIOUSLY DEDICATED ACRES	NET ACRES		PE = PERMANENT TE = TEMPORARY	EASEMENT PURPOSE			
8239005	RICHARD G. GROSS AND JUNE A. GROSS HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. MA-982	42.003	9.368	408,070	N/A	N/A	9.368	408,070	32.635	N/A	N/A	N/A
8239006	RICHARD G. GROSS AND JUNE A. GROSS HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. MA-1963	32.635	21.913	954,530	N/A	N/A	21.913	954,530	10.722	N/A	N/A	N/A
8239025	RICHARD G. GROSS AND JUNE A. GROSS HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. MA-3041.0	10.722	2.7627	120,342	N/A	N/A	2.7627	120,342	7.9593	N/A	N/A	24-1-01-24-00-000-005

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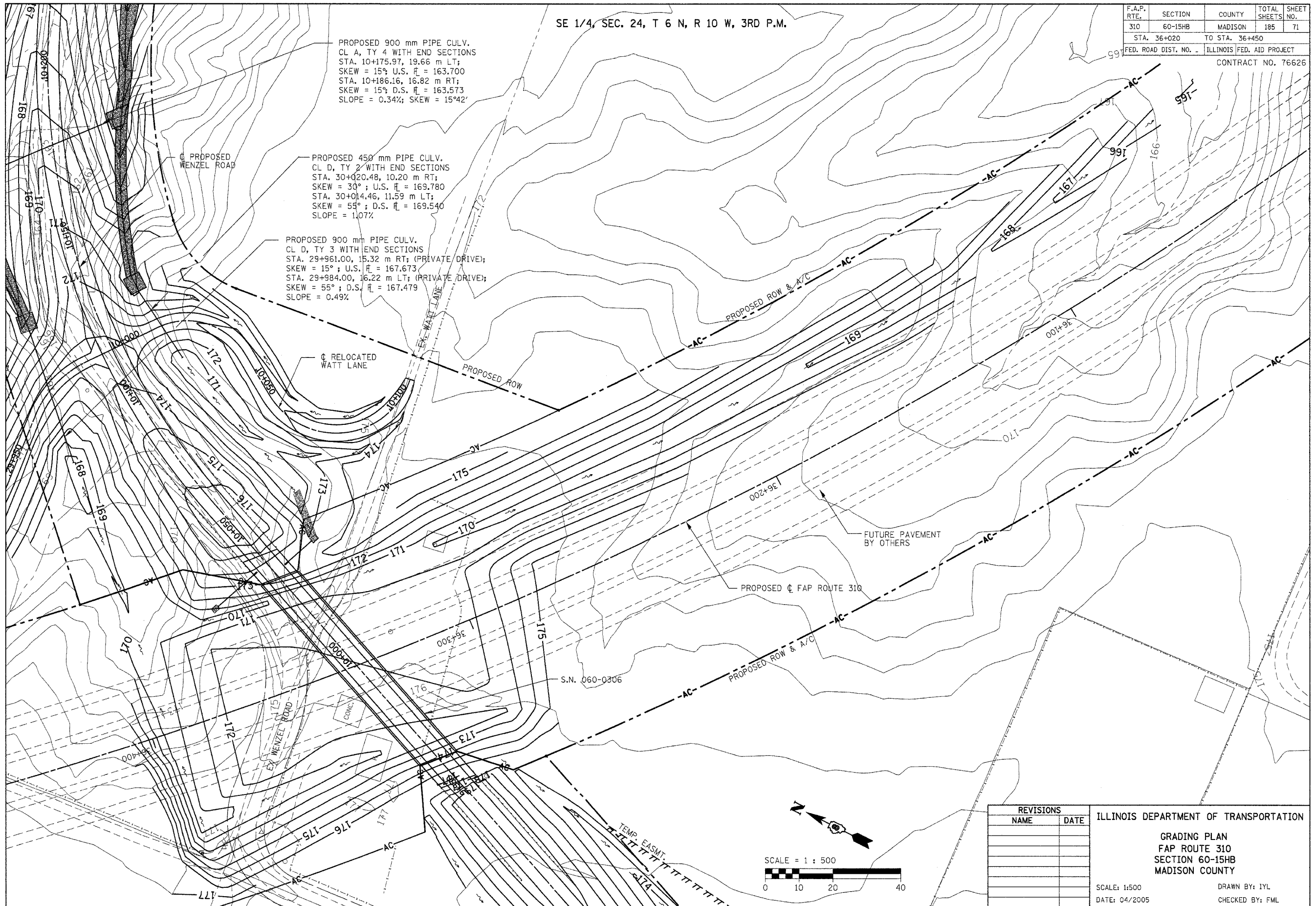
SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	71
STA. 36+020		TO STA. 36+450		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

PROPOSED 900 mm PIPE CULV.  
CL A, TY 4 WITH END SECTIONS  
STA. 10+175.97, 19.66 m LT;  
SKEW = 15°; U.S.  $\bar{H}$  = 163.700  
STA. 10+186.16, 16.82 m RT;  
SKEW = 15°; D.S.  $\bar{H}$  = 163.573  
SLOPE = 0.34%; SKEW = 15°42'

PROPOSED 450 mm PIPE CULV.  
CL D, TY 2 WITH END SECTIONS  
STA. 30+020.48, 10.20 m RT;  
SKEW = 30°; U.S.  $\bar{H}$  = 169.780  
STA. 30+014.46, 11.59 m LT;  
SKEW = 55°; D.S.  $\bar{H}$  = 169.540  
SLOPE = 1.07%

PROPOSED 900 mm PIPE CULV.  
CL D, TY 3 WITH END SECTIONS  
STA. 29+961.00, 15.32 m RT; (PRIVATE DRIVE);  
SKEW = 15°; U.S.  $\bar{H}$  = 167.673  
STA. 29+984.00, 16.22 m LT; (PRIVATE DRIVE);  
SKEW = 55°; D.S.  $\bar{H}$  = 167.479  
SLOPE = 0.49%



FUTURE PAVEMENT BY OTHERS

PROPOSED  $\bar{C}$  FAP ROUTE 310

PROPOSED ROW & A/C

S.N. 060-0306

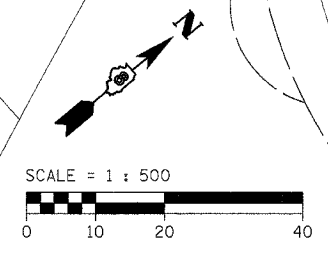
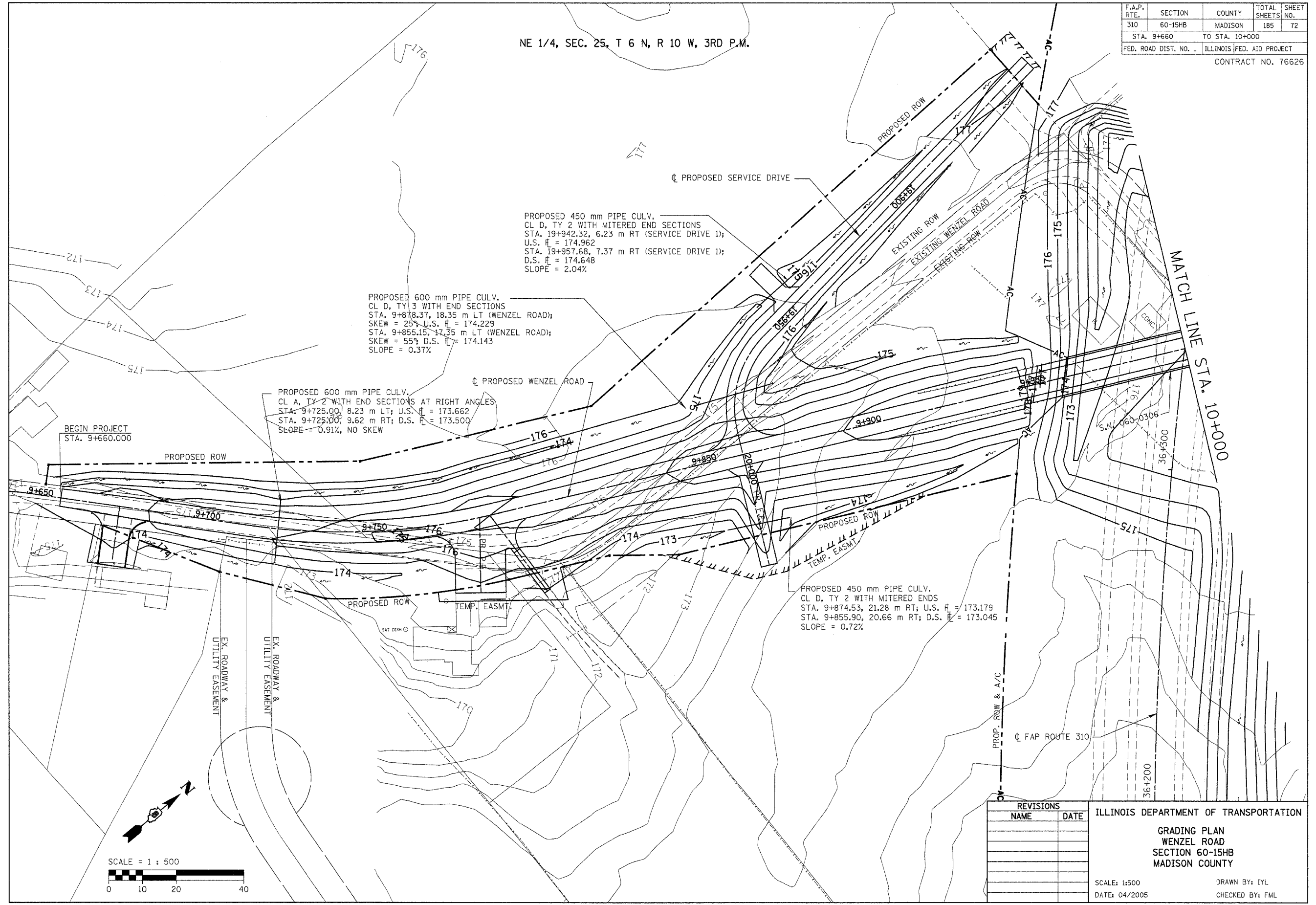
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GRADING PLAN**  
FAP ROUTE 310  
SECTION 60-15HB  
MADISON COUNTY  
SCALE: 1:500  
DATE: 04/2005  
DRAWN BY: IYL  
CHECKED BY: FML

GRADING PLAN - FAP ROUTE 310 - STA. 36+020 TO 36+450

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	72
STA. 9+660		TO STA. 10+000		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



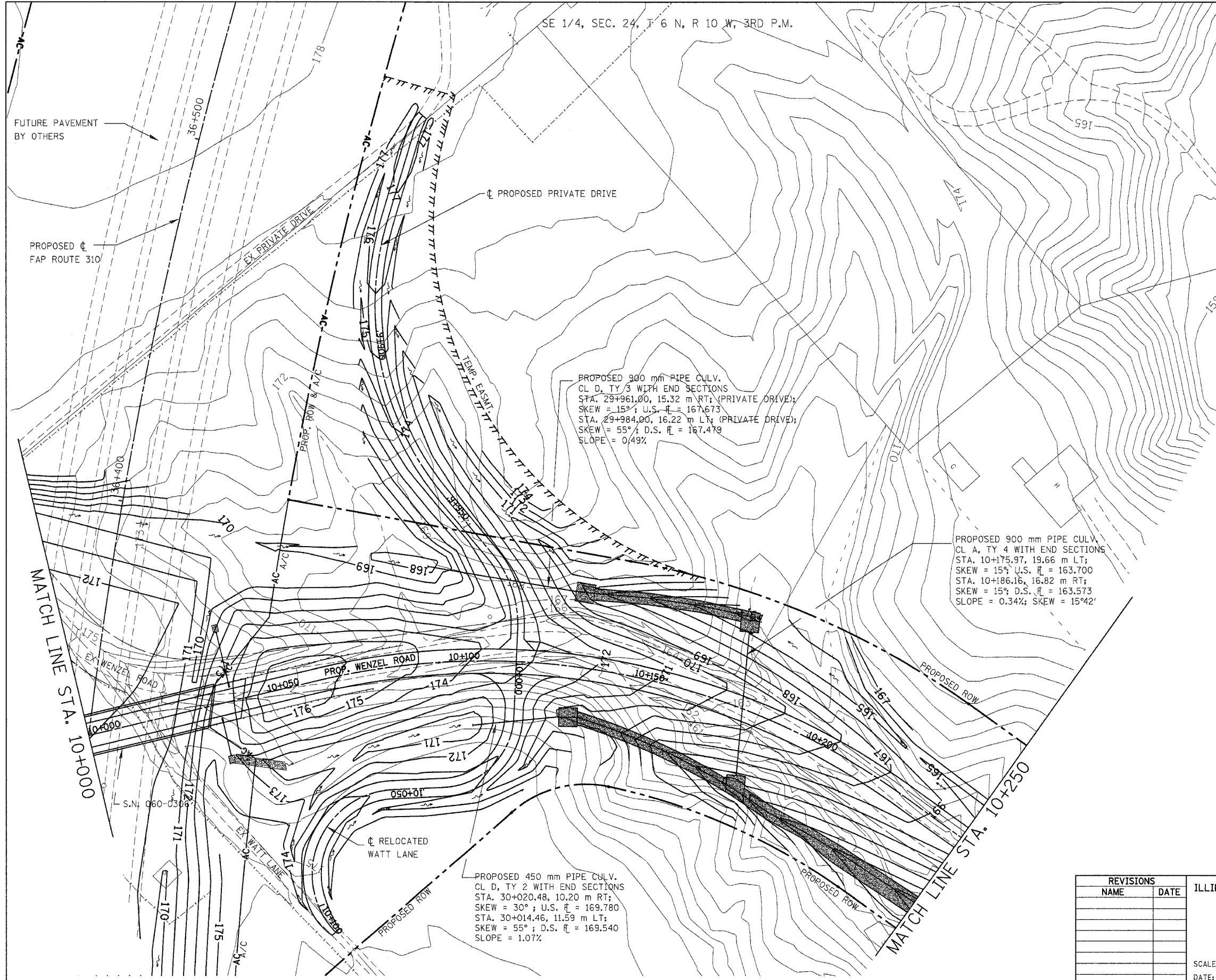
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>GRADING PLAN WENZEL ROAD SECTION 60-15HB MADISON COUNTY</b>  SCALE: 1:500                      DRAWN BY: IYL DATE: 04/2005                    CHECKED BY: FML

GRADING PLAN - WENZEL ROAD - STA. 9+660 TO 10+000



SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

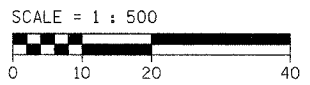
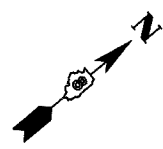
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	73
STA. 10+000		TO STA. 10+250		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				



PROPOSED 900 mm PIPE CULV.  
 CL D, TY 3 WITH END SECTIONS  
 STA. 29+961.00, 15.32 m RT; (PRIVATE DRIVE);  
 SKEW = 15°; U.S.  $\bar{H}$  = 167.673  
 STA. 29+984.00, 16.22 m LT; (PRIVATE DRIVE);  
 SKEW = 55°; D.S.  $\bar{H}$  = 167.479  
 SLOPE = 0.49%

PROPOSED 900 mm PIPE CULV.  
 CL A, TY 4 WITH END SECTIONS  
 STA. 10+175.97, 19.66 m LT;  
 SKEW = 15°; U.S.  $\bar{H}$  = 163.700  
 STA. 10+186.16, 16.82 m RT;  
 SKEW = 15°; D.S.  $\bar{H}$  = 163.573  
 SLOPE = 0.34%; SKEW = 15°42'

PROPOSED 450 mm PIPE CULV.  
 CL D, TY 2 WITH END SECTIONS  
 STA. 30+020.48, 10.20 m RT;  
 SKEW = 30°; U.S.  $\bar{H}$  = 169.780  
 STA. 30+014.46, 11.59 m LT;  
 SKEW = 55°; D.S.  $\bar{H}$  = 169.540  
 SLOPE = 1.07%



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GRADING PLAN  
 WENZEL ROAD  
 SECTION 60-15HB  
 MADISON COUNTY**

SCALE: 1:500  
 DATE: 04/2005

DRAWN BY: IYL  
 CHECKED BY: FML

GRADING PLAN - WENZEL ROAD - STA. 10+000 TO 10+250

SE 1/4, SEC. 24, T 6 N, R 10 W, 3RD P.M.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	74
STA. 10+250		TO STA. 10+564.500		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

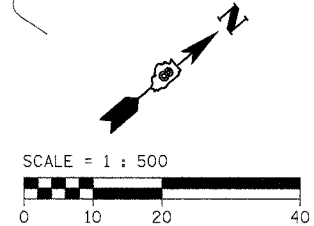
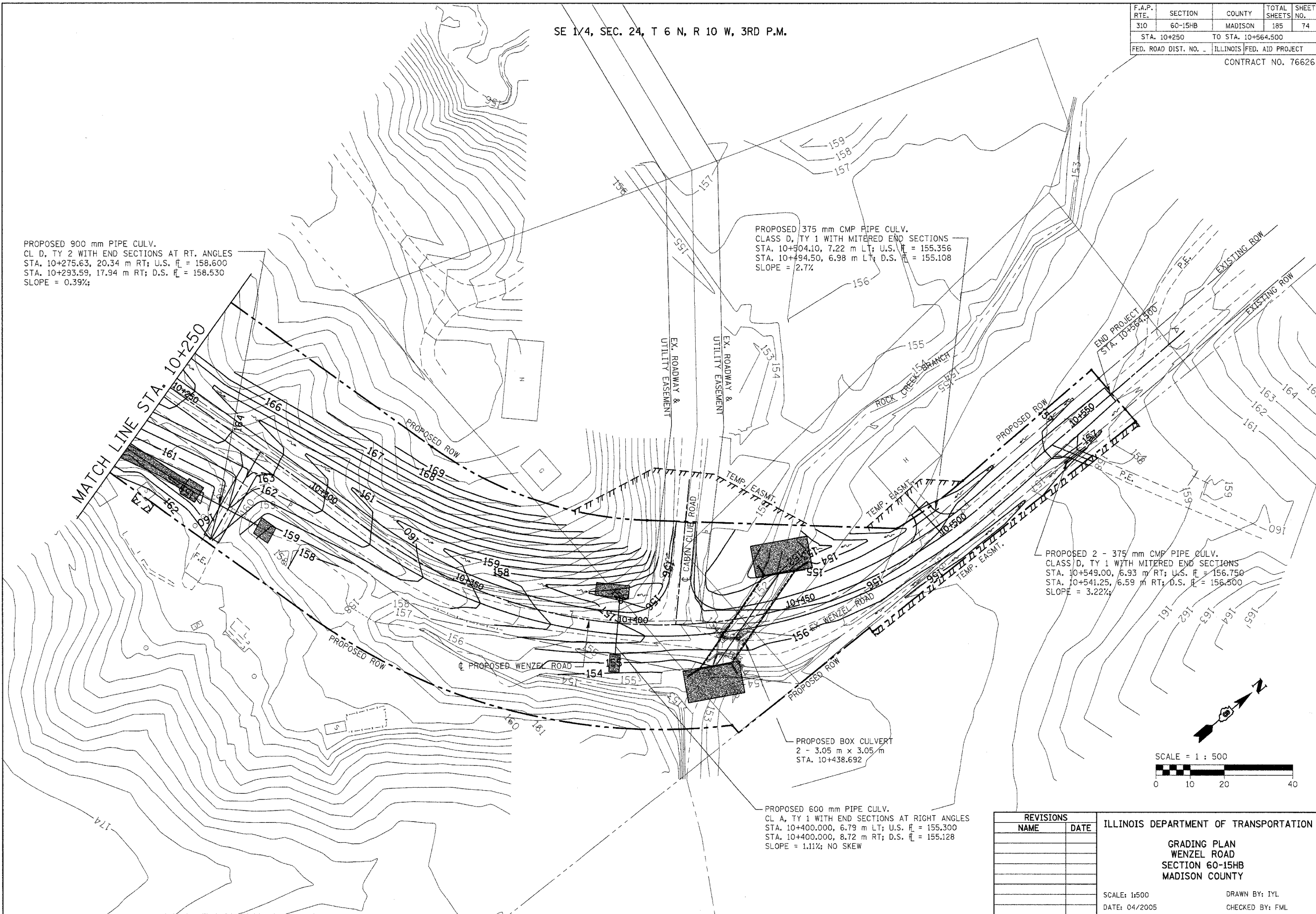
PROPOSED 900 mm PIPE CULV.  
CL D, TY 2 WITH END SECTIONS AT RT. ANGLES  
STA. 10+275.63, 20.34 m RT; U.S.  $\bar{H}$  = 158.600  
STA. 10+293.59, 17.94 m RT; D.S.  $\bar{H}$  = 158.530  
SLOPE = 0.39%;

PROPOSED 375 mm CMP PIPE CULV.  
CLASS D, TY 1 WITH MITERED END SECTIONS  
STA. 10+504.10, 7.22 m LT; U.S.  $\bar{H}$  = 155.356  
STA. 10+494.50, 6.98 m LT; D.S.  $\bar{H}$  = 155.108  
SLOPE = 2.7%

PROPOSED 2 - 375 mm CMP PIPE CULV.  
CLASS D, TY 1 WITH MITERED END SECTIONS  
STA. 10+549.00, 6.93 m RT; U.S.  $\bar{H}$  = 156.750  
STA. 10+541.25, 6.59 m RT; D.S.  $\bar{H}$  = 156.500  
SLOPE = 3.22%;

PROPOSED BOX CULVERT  
2 - 3.05 m x 3.05 m  
STA. 10+438.692

PROPOSED 600 mm PIPE CULV.  
CL A, TY 1 WITH END SECTIONS AT RIGHT ANGLES  
STA. 10+400.000, 6.79 m LT; U.S.  $\bar{H}$  = 155.300  
STA. 10+400.000, 8.72 m RT; D.S.  $\bar{H}$  = 155.128  
SLOPE = 1.11%; NO SKEW



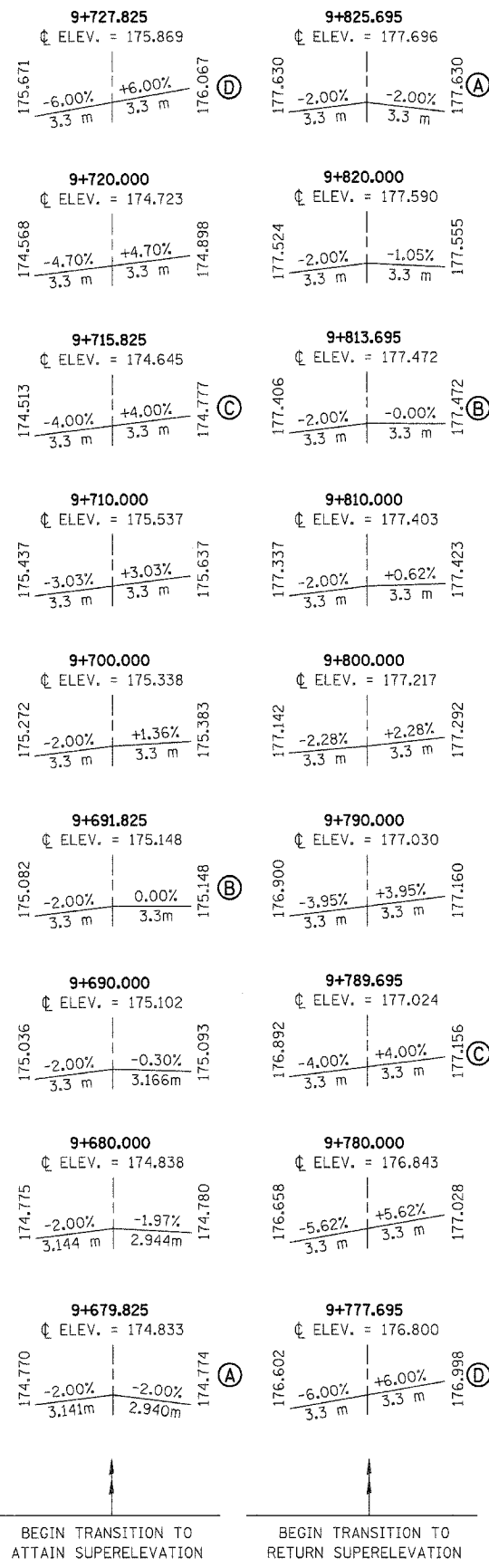
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GRADING PLAN  
WENZEL ROAD  
SECTION 60-15HB  
MADISON COUNTY**  
SCALE: 1:500  
DATE: 04/2005  
DRAWN BY: IYL  
CHECKED BY: FML

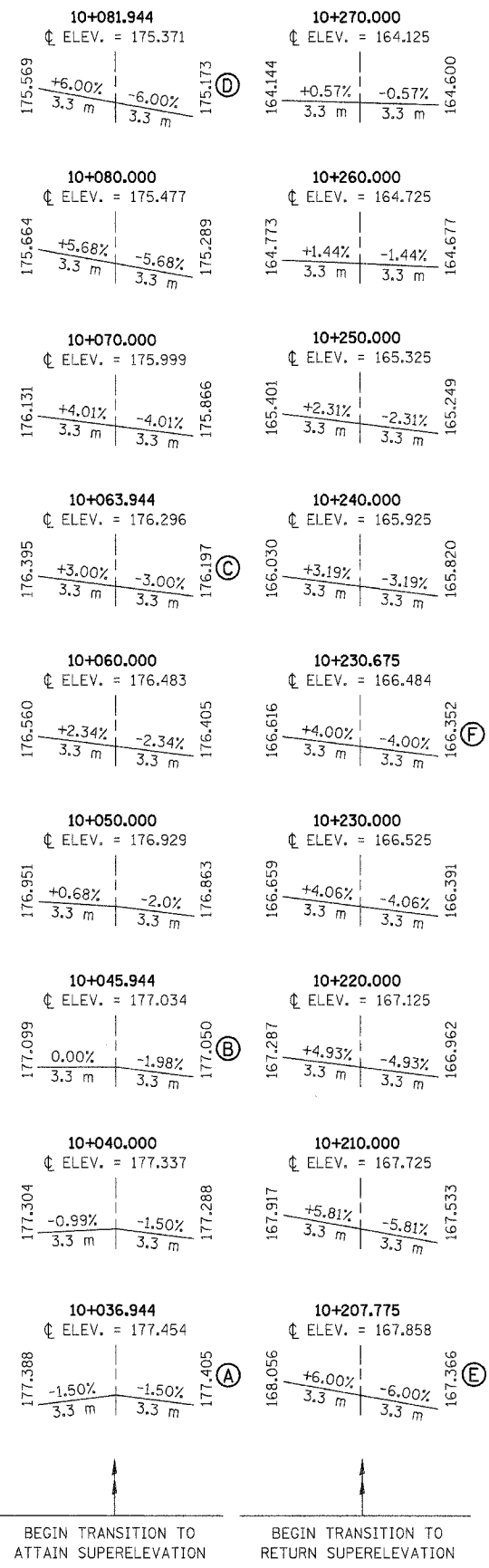
GRADING PLAN - WENZEL ROAD - STA. 10+250 TO 10+564.500

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	75
STA.	TO STA.			
FED. ROAD DIST. NO. -	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 76626				

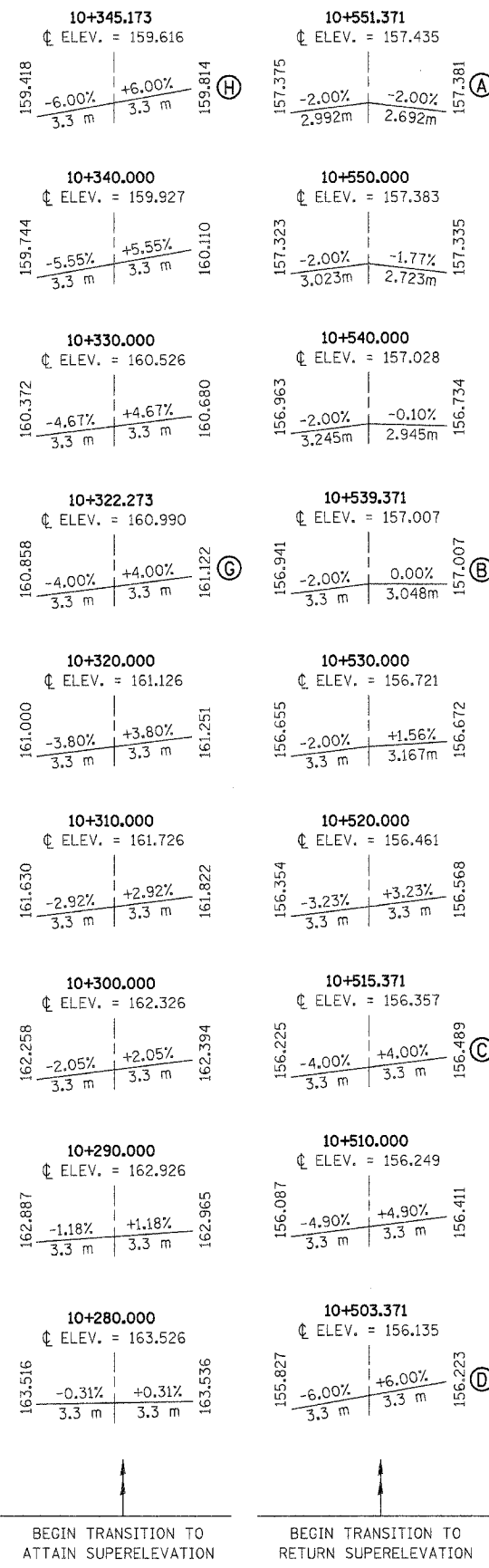
### CURVE NO. 1



### CURVE NO. 2

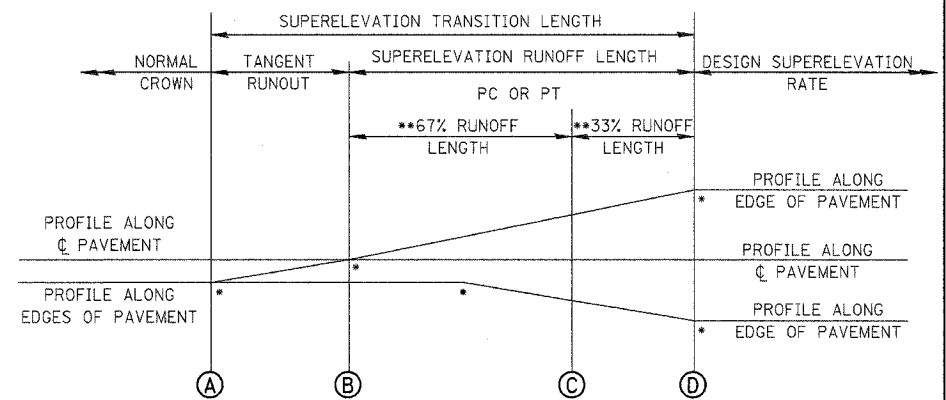


### CURVE NO. 3

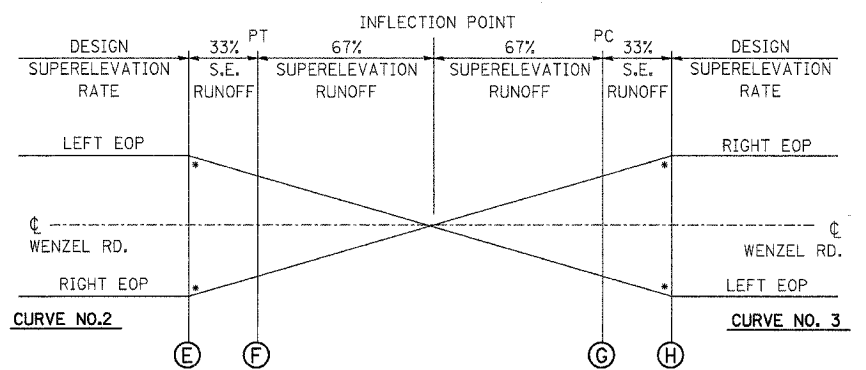


### PROPOSED CURVE DATA

CURVE NO. 1	CURVE NO. 2	CURVE NO. 3
PI Sta. 9+753.208	PI Sta. 10+152.789	PI Sta. 10+436.175
Δ = 21° 42' 17" (LT)	Δ = 48° 59' 23" (RT)	Δ = 76° 18' 06" (LT)
T = 37.383 m	T = 88.8453 m	T = 113.902 m
R = 195.000 m	R = 195.000 m	R = 145.000 m
L = 73.870 m	L = 166.7309 m	L = 193.099 m
E = 3.551 m	E = 19.2860 m	E = 39.387 m
PC Sta. 9+715.825	PC Sta. 10+063.944	PC Sta. 10+322.273
PT Sta. 9+789.695	PT Sta. 10+230.675	PT Sta. 10+515.371
TANGENT RUNOUT = 12 m	TANGENT RUNOUT = 9 m & 12 m	TANGENT RUNOUT = 12 m
SUPERELEVATION RUNOFF = 36 m	SUPERELEVATION RUNOFF = 36 m	SUPERELEVATION RUNOFF = 36 m



### TYPICAL SUPERELEVATION TRANSITION CHART



### BETWEEN CURVE NO. 2 & NO. 3

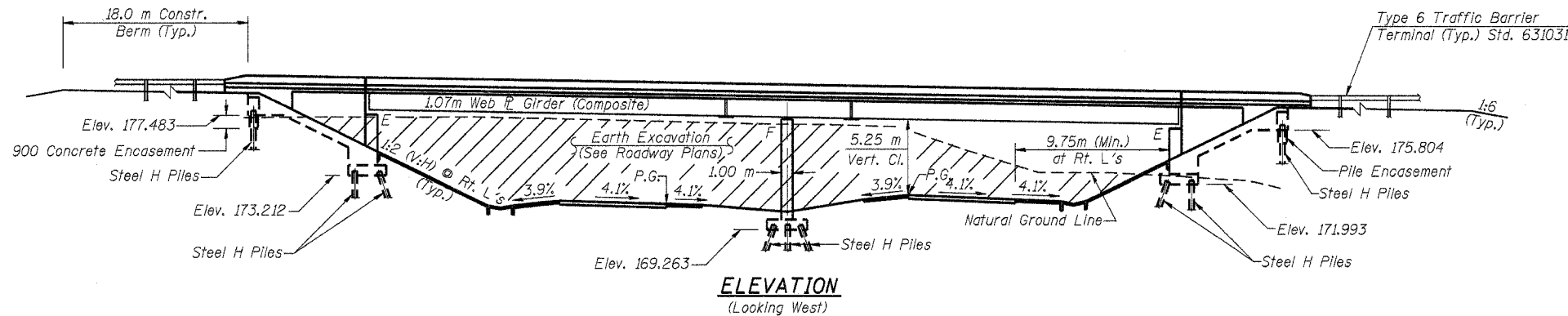
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>SUPERELEVATION RATE CHART</b>  SCALE: NONE DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML

### SUPERELEVATION RATE CHART

Bench Mark: #3012 - R.R. Spike In Power Pole Located on North Side of Wenzel Road Near Private Drive Entrance, Mainline Sta. 36+396.7, 36.8 m LT, Elev. 177.508

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 1 20 SHEETS
F.A.P. 310	60-15HB	MADISON	185	76	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 76626		

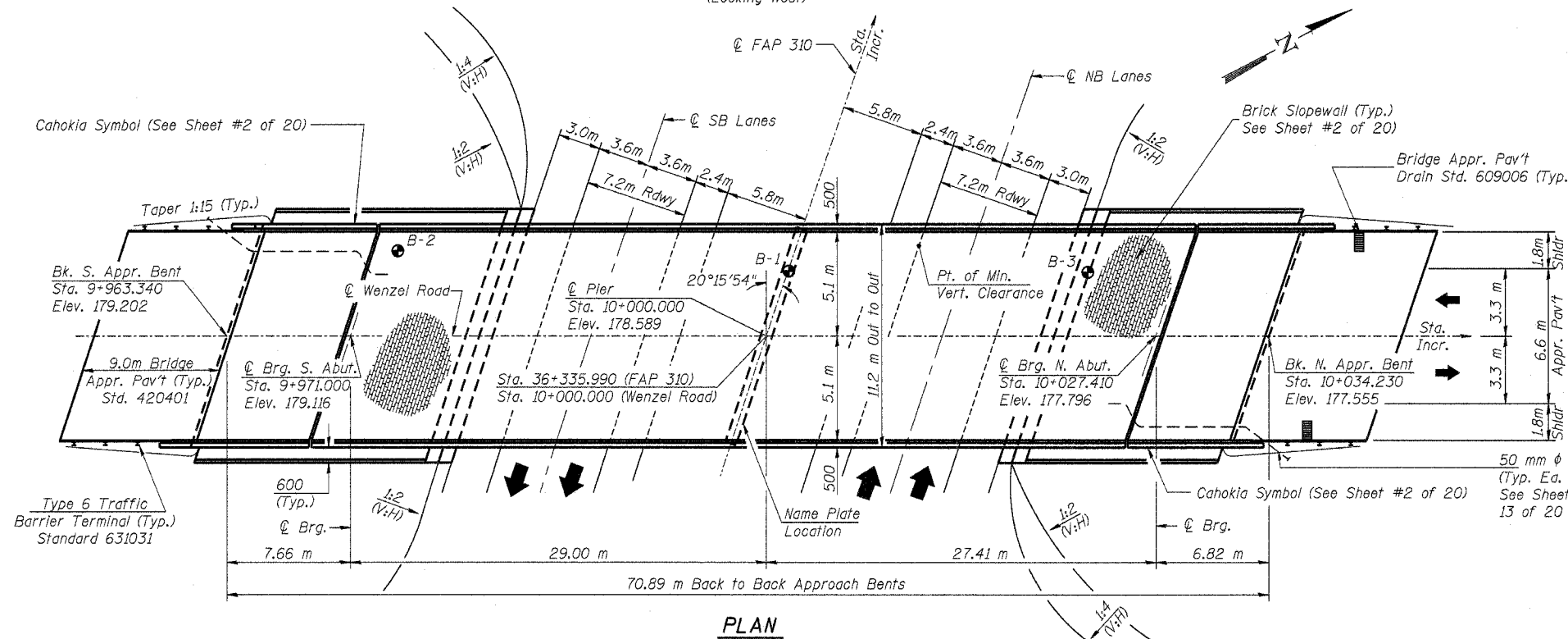
Existing Structure: None



**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Elastomeric Bearing Assembly, Type I	Each	12	-	12
Furnishing and Erecting Structural Steel	L.Sum	1	-	1
Stud Shear Connectors	Each	2160	-	2160
Name Plates	Each	-	1	1
Protective Coat	m <sup>2</sup>	877	-	877
Structure Excavation	m <sup>3</sup>	-	372	372
Preformed Joint Strip Seal	m	23.0	-	23.0
Concrete Structures	m <sup>3</sup>	281.2	-	281.2
Concrete Superstructure	m <sup>3</sup>	229.7	-	229.7
Bridge Deck Grooving	m <sup>2</sup>	681	-	681
Reinforcement Bars, Epoxy Coated	kg	32280	19230	51510
Furnishing Steel Piles HP 310x79	m	-	548.0	548.0
Furnishing Steel Piles HP 250x62	m	-	213.5	213.5
Furnishing Steel Piles HP 200x54	m	-	247.0	247.0
Test Pile Steel HP 200x54	Each	-	2	2
Driving Piles	m	-	1008.5	1008.5
Concrete Sealer	m <sup>2</sup>	-	16	16
Slopedwall 150	m <sup>2</sup>	-	48	48
Brick Slopedwall	m <sup>2</sup>	-	147	147
Form Liner Textured Surface	m <sup>2</sup>	-	217	217
Pipe Underdrains for Structures, 100 mm	m	-	29.9	29.9
Porous Granular Embankment (Special)	m <sup>3</sup>	-	252	252
Concrete Encasement	m <sup>3</sup>	-	2.4	2.4
Geocomposite Wall Drain	m <sup>2</sup>	-	96.6	96.6

\* Quantity includes Approach Slab



STATION 36+355.990  
BUILT 200\_ BY  
STATE OF ILLINOIS  
F.A. RTE. 310 SEC. 60-15HB  
LOADING MS18  
STR. NO. 060-0306  
**NAME PLATE**  
See Std. 515001

**CURVE DATA (FAP 310)**

PI STA. 36+194.086  
Δ = 70°24'53" (RT)  
T = 896.132 m  
R = 1,270.000 m  
L = 1,560.792 m  
E = 284.333 m  
PC STA. 35+297.954  
PT STA. 36+858.745  
S.E. = 4.1%



*Paul B. Lin*  
Paul B. Lin  
Licensed Structural Engineer  
State of Illinois No. 81-4419  
Expires 11/30/2008  
Date: 10/01/07

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
*Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN**  
WENZEL ROAD OVER F.A.P. RTE 310  
SECTION 60-15HB  
MADISON COUNTY  
STA. 36+335.990 (FAP 310)  
STA. 10+000.000 (WENZEL ROAD)  
STRUCTURE NO. 060-0306

REVISIONS	
NO.	NAME

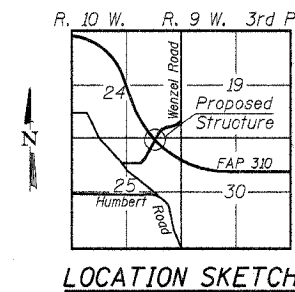
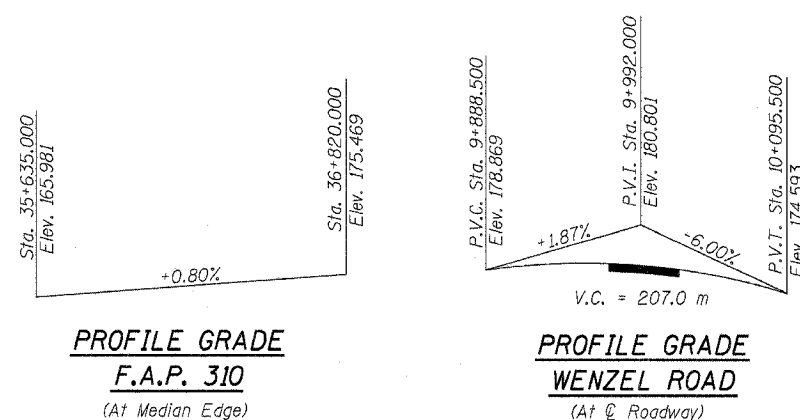
**LOADING MS 18**  
Allow 2.4 kPa for future wearing surface.

**DESIGN SPECIFICATIONS**  
2002 AASHTO Specifications

**SEISMIC DATA**  
Seismic Performance Category = A  
Bedrock Acceleration Coefficient = 0.080 g  
Site Coefficient = 1.0

**DESIGN STRESSES**

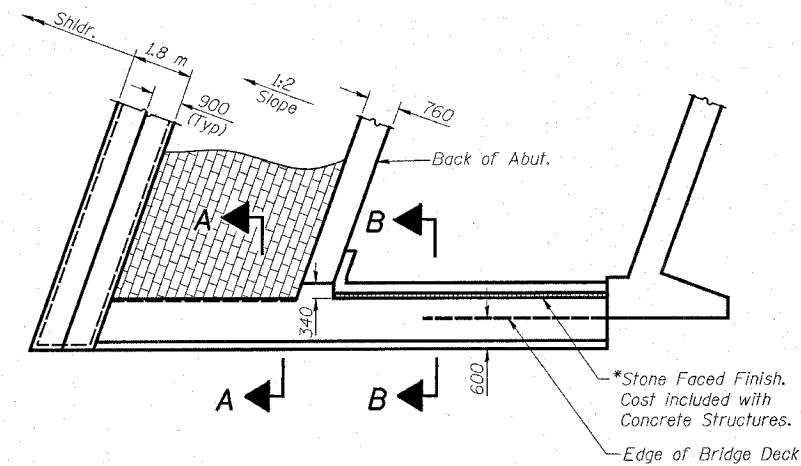
f<sub>c</sub> = 24 MPa  
f<sub>y</sub> = 400 MPa (Reinf.)  
f<sub>y</sub> = 345 MPa (Structural Steel) M270M Grade 345  
f<sub>y</sub> = 250 MPa (Structural Steel) M270M Grade 250



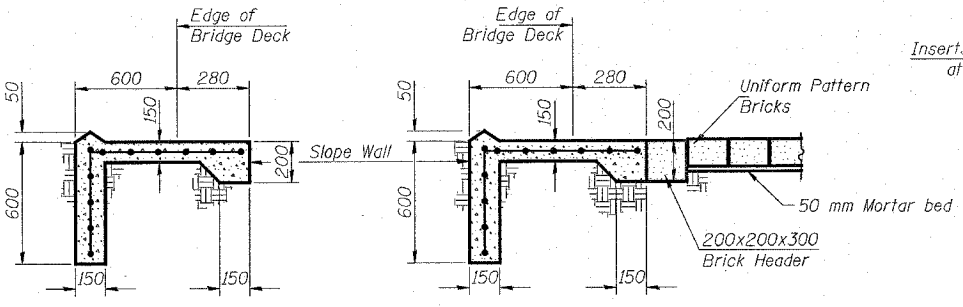
**LOCATION SKETCH**

**LIN ENGINEERING, LTD.**  
230 N. Chestnut  
Chatham, Illinois 62829  
Tel: (217) 483-4888 Fax: (217) 483-4106  
Designed By: WTH Checked By: PBL Drawn By: JMD  
Date: 02/03 File: 0600306.DWG

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2 20 SHEETS
F.A.P. 310	60- 15HB	MADISON	185	77	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626					

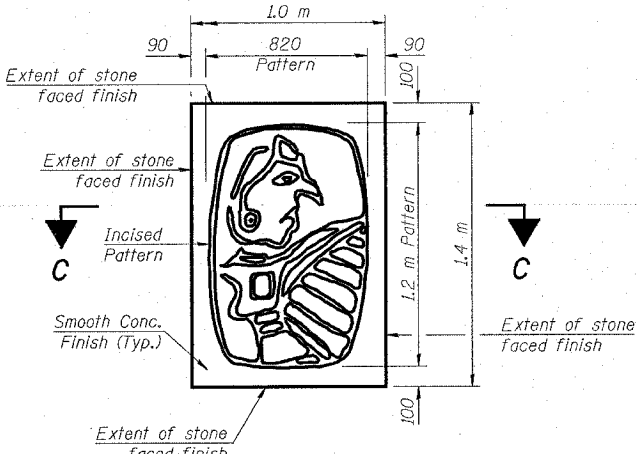


**SLOPEWALL PLAN**



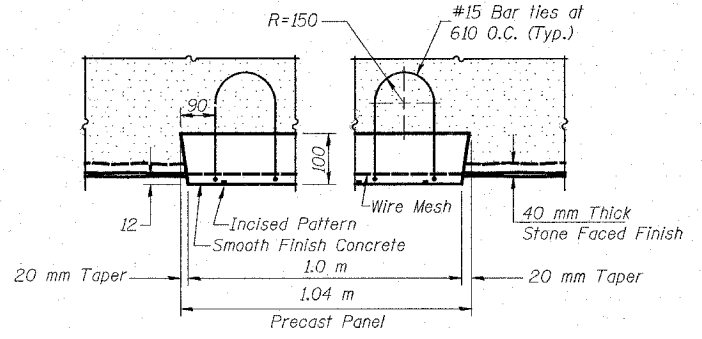
**SECTION B-B**

**SECTION A-A**



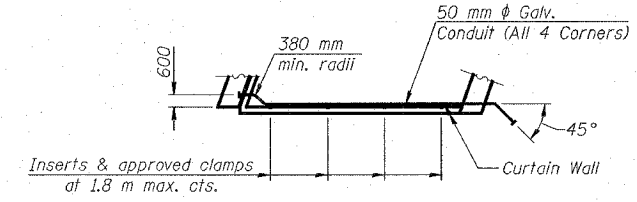
**DETAIL CAHOKIA SYMBOL**

For location see sh. #1 of 20  
(2 Required)  
(Cost included with Concrete Structures)



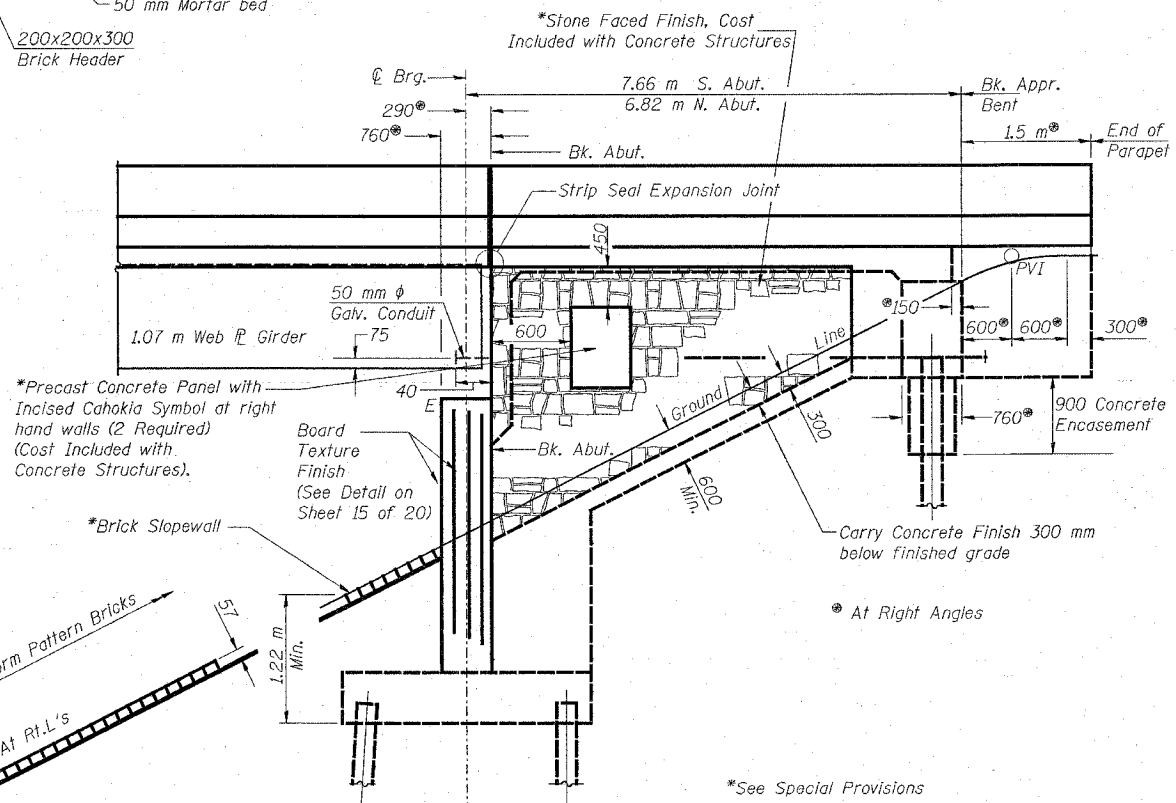
**SECTION C-C**

(At N.W. & S.E. Corners Only)



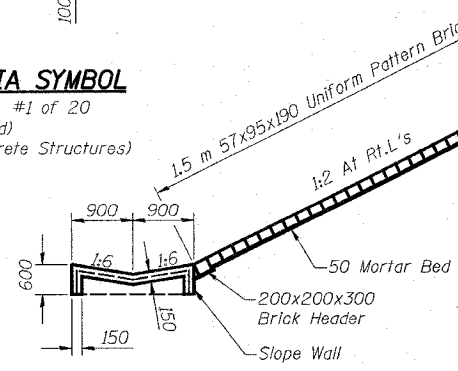
**PARTIAL PLAN VIEW**

Showing Electrical Conduit



**DETAIL OF VAULTED ABUTMENT**

All dimensions are in millimeters except as noted.



**SLOPEWALL DETAIL**

Slopes indicated thus 1:6, etc. indicates V:H (Vertical to Horizontal).

**GENERAL NOTES**

Fasteners shall be AASHTO M164M Type 1, mechanically galvanized bolts. Bolts M22, open holes 24 mm φ, unless otherwise noted.

Calculated mass of structural steel= 7160 kg (M270 Grade 250)  
86050 kg (M270 Grade 345)

No field welding is permitted except as specified in the contract documents.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

The structural steel bearing plates of the elastomeric bearing assembly shall conform to the requirements of AASHTO M 270M Grade 345.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

Reinforcement bars shall conform to the requirements of ASTM A 706M Gr 400 (IL Modified). See Special Provisions.

Slope wall shall be reinforced with welded wire fabric, 152x152 MW25.8 x MW25.8 with a mass of 2.91 kg/m<sup>2</sup>.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 3mm. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 3 mm adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I elastomeric bearings, two 3 mm adjusting shims shall be provided for each bearing and placed as detailed.

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations, one at each approach bent as approved by the Engineer before ordering the remainder of piles.

Concrete sealer shall be applied to the seat area of the abutments.

All dimensions are in millimeters (mm) except as noted.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all steel surfaces shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures".

If the contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 (b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

The steel H-piles shall be according to AASHTO M270M Grade 345.

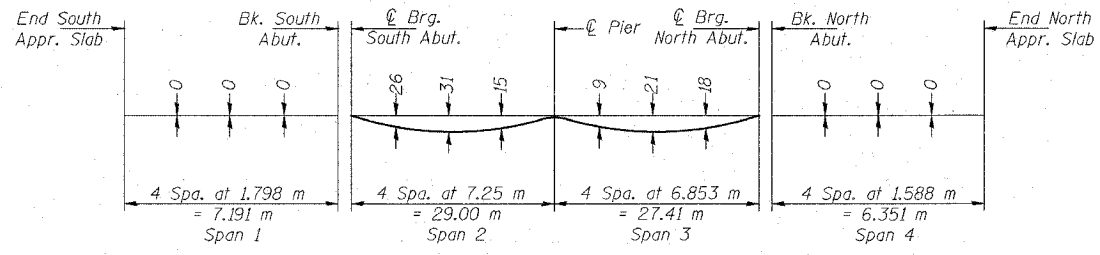
ILLINOIS DEPARTMENT OF TRANSPORTATION  
GENERAL NOTES & MISC. DETAILS  
WENZEL ROAD OVER F.A.P. RTE 310  
SECTION 60-15HB  
MADISON COUNTY  
STA. 36+335.990 (FAP 310)  
STA. 10+000.000 (WENZEL ROAD)  
STRUCTURE NO. 060-0306

**LIN ENGINEERING, LTD.**  
210 W. Chestnut  
Chicago, Illinois 60629  
(312) 483-8568  
FAX (312) 483-4100  
Designed By: WTV Checked By: PFB Drawn By: JMD  
Date: 02/05 File: 0000306.DWG

REVISIONS	
NO.	DESCRIPTION

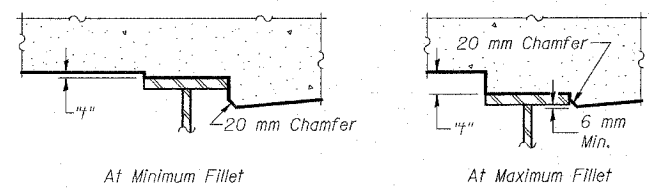
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 310	60-15HB	MADISON	185	78
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 76626				

SHEET NO. 3  
20 SHEETS



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only)  
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

**FILLET HEIGHTS**

**WEST GUTTER LINE**

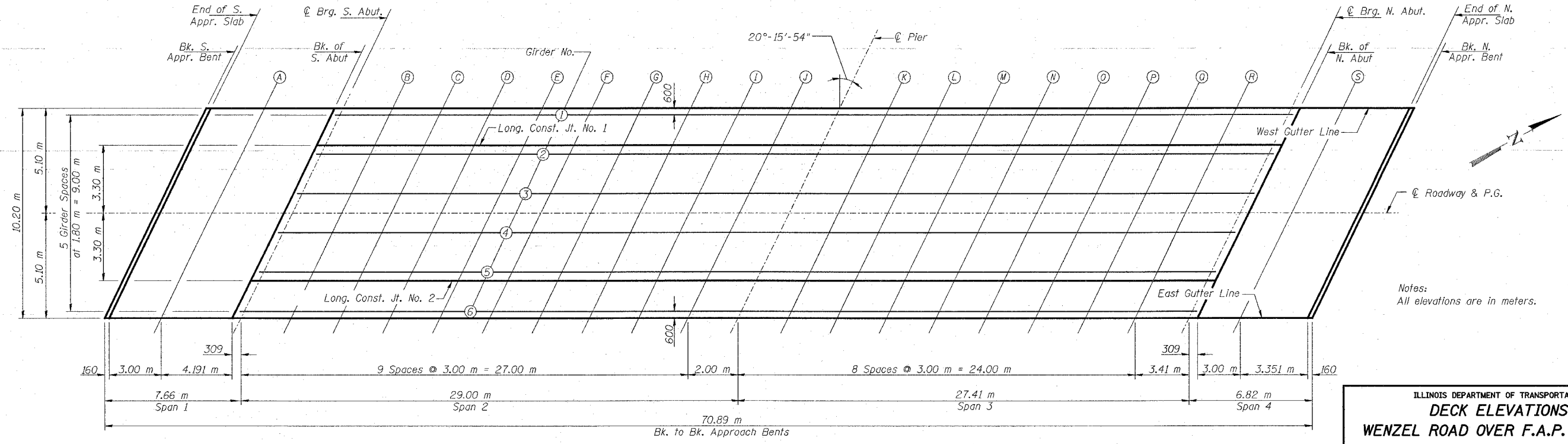
Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Appr. Bent	9+965.223	-5.100	179.097	179.097
End S. Appr. Slab	9+965.383	-5.100	179.096	179.096
Bk. S. Abut. A	9+968.383	-5.100	179.062	179.062
Bk. S. Abut. B	9+972.574	-5.100	179.010	179.010
Bk. N. Abut. S	10+029.602	-5.100	177.635	177.635
Bk. N. Abut. N	10+032.602	-5.100	177.529	177.529
End N. Appr. Slab	10+035.953	-5.100	177.406	177.406
Bk. N. Appr. Bent	10+036.113	-5.100	177.400	177.400

**EAST GUTTER LINE**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Appr. Bent	9+961.457	5.100	179.134	179.134
End S. Appr. Slab	9+961.617	5.100	179.133	179.133
Bk. S. Abut. A	9+964.617	5.100	179.104	179.104
Bk. S. Abut. B	9+968.808	5.100	179.057	179.057
Bk. N. Abut. S	10+025.836	5.100	177.764	177.764
Bk. N. Abut. N	10+028.836	5.100	177.662	177.662
End N. Appr. Slab	10+032.187	5.100	177.544	177.544
Bk. N. Appr. Bent	10+032.347	5.100	177.538	177.538

**ROADWAY & PROFILE GRADE LINE**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Appr. Bent	9+963.340	0.000	179.202	179.202
End S. Appr. Slab	9+963.500	0.000	179.200	179.200
Bk. S. Abut. A	9+966.500	0.000	179.169	179.169
Bk. S. Abut. B	9+970.691	0.000	179.120	179.120
Bk. N. Abut. S	10+027.719	0.000	177.786	177.786
Bk. N. Abut. N	10+030.719	0.000	177.681	177.681
End N. Appr. Slab	10+034.070	0.000	177.561	177.561
Bk. N. Appr. Bent	10+034.230	0.000	177.555	177.555



**PLAN**

Notes:  
All elevations are in meters.

**LIN ENGINEERING, LTD.**  
20 N. Chestnut  
Channahon, Illinois 61029  
City 815-468-4688 Fax 815-468-4700  
Designed By: MFM Checked By: PBL/Drawn By: JMD  
Date: 02-03 File: 060-0306.DWG

REVISIONS	
NO.	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DECK ELEVATIONS**  
WENZEL ROAD OVER F.A.P. RTE 310  
SECTION 60-15HB  
MADISON COUNTY  
STA. 36+335.990 (FAP 310)  
STA. 10+000.000 (WENZEL ROAD)  
STRUCTURE NO. 060-0306

**GIRDER No. 1**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+972.661	-4.500	179.021	179.021
B	9+975.661	-4.500	178.979	178.991
C	9+978.661	-4.500	178.934	178.957
D	9+981.661	-4.500	178.886	178.915
E	9+984.661	-4.500	178.834	178.866
F	9+987.661	-4.500	178.779	178.809
G	9+990.661	-4.500	178.720	178.745
H	9+993.661	-4.500	178.658	178.675
I	9+996.661	-4.500	178.592	178.600
J	9+999.661	-4.500	178.523	178.525
Pier	10+001.661	-4.500	178.475	178.475
K	10+004.661	-4.500	178.401	178.402
L	10+007.661	-4.500	178.322	178.330
M	10+010.661	-4.500	178.241	178.254
N	10+013.661	-4.500	178.156	178.174
O	10+016.661	-4.500	178.068	178.090
P	10+019.661	-4.500	177.976	177.997
Q	10+022.661	-4.500	177.881	177.898
R	10+025.661	-4.500	177.782	177.792
Brig. N. Abut.	10+029.071	-4.500	177.666	177.666

**LONGITUDINAL CONST. JT. No. 1**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+972.218	-3.300	179.051	179.051
B	9+975.218	-3.300	179.010	179.022
C	9+978.218	-3.300	178.965	178.988
D	9+981.218	-3.300	178.917	178.947
E	9+984.218	-3.300	178.866	178.898
F	9+987.218	-3.300	178.811	178.841
G	9+990.218	-3.300	178.753	178.777
H	9+993.218	-3.300	178.691	178.708
I	9+996.218	-3.300	178.626	178.635
J	9+999.218	-3.300	178.558	178.560
Pier	10+001.218	-3.300	178.510	178.510
K	10+004.218	-3.300	178.436	178.437
L	10+007.218	-3.300	178.358	178.365
M	10+010.218	-3.300	178.277	178.290
N	10+013.218	-3.300	178.193	178.211
O	10+016.218	-3.300	178.105	178.127
P	10+019.218	-3.300	178.014	178.035
Q	10+022.218	-3.300	177.919	177.936
R	10+025.218	-3.300	177.821	177.831
Brig. N. Abut.	10+028.628	-3.300	177.705	177.705

**GIRDER No. 2**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+971.997	-2.700	179.063	179.063
B	9+974.997	-2.700	179.022	179.034
C	9+977.997	-2.700	178.978	179.000
D	9+980.997	-2.700	178.930	178.959
E	9+983.997	-2.700	178.879	178.911
F	9+986.997	-2.700	178.824	178.854
G	9+989.997	-2.700	178.766	178.791
H	9+992.997	-2.700	178.705	178.722
I	9+995.997	-2.700	178.640	178.649
J	9+998.997	-2.700	178.572	178.574
Pier	10+000.997	-2.700	178.524	178.524
K	10+003.997	-2.700	178.450	178.452
L	10+006.997	-2.700	178.373	178.380
M	10+009.997	-2.700	178.292	178.305
N	10+012.997	-2.700	178.208	178.226
O	10+015.997	-2.700	178.120	178.142
P	10+018.997	-2.700	178.029	178.051
Q	10+021.997	-2.700	177.935	177.952
R	10+024.997	-2.700	177.837	177.847
Brig. N. Abut.	10+028.407	-2.700	177.722	177.722

**GIRDER No. 3**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+971.332	-0.900	179.098	179.098
B	9+974.332	-0.900	179.058	179.071
C	9+977.332	-0.900	179.015	179.037
D	9+980.332	-0.900	178.968	178.997
E	9+983.332	-0.900	178.917	178.949
F	9+986.332	-0.900	178.863	178.894
G	9+989.332	-0.900	178.806	178.831
H	9+992.332	-0.900	178.746	178.763
I	9+995.332	-0.900	178.682	178.690
J	9+998.332	-0.900	178.614	178.616
Pier	10+000.332	-0.900	178.567	178.567
K	10+003.332	-0.900	178.494	178.495
L	10+006.332	-0.900	178.417	178.425
M	10+009.332	-0.900	178.337	178.351
N	10+012.332	-0.900	178.254	178.272
O	10+015.332	-0.900	178.167	178.189
P	10+018.332	-0.900	178.077	178.098
Q	10+021.332	-0.900	177.983	178.000
R	10+024.332	-0.900	177.886	177.896
Brig. N. Abut.	10+027.742	-0.900	177.771	177.771

**ROADWAY & PROFILE GRADE LINE**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+971.000	0.000	179.116	179.116
B	9+974.000	0.000	179.076	179.089
C	9+977.000	0.000	179.033	179.056
D	9+980.000	0.000	178.987	179.016
E	9+983.000	0.000	178.937	178.969
F	9+986.000	0.000	178.883	178.914
G	9+989.000	0.000	178.826	178.851
H	9+992.000	0.000	178.766	178.783
I	9+995.000	0.000	178.702	178.711
J	9+998.000	0.000	178.635	178.638
Pier	10+000.000	0.000	178.589	178.589
K	10+003.000	0.000	178.516	178.517
L	10+006.000	0.000	178.440	178.447
M	10+009.000	0.000	178.360	178.373
N	10+012.000	0.000	178.277	178.295
O	10+015.000	0.000	178.190	178.212
P	10+018.000	0.000	178.101	178.122
Q	10+021.000	0.000	178.007	178.024
R	10+024.000	0.000	177.910	177.920
Brig. N. Abut.	10+027.410	0.000	177.796	177.796

**GIRDER No. 4**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+970.668	0.900	179.107	179.107
B	9+973.668	0.900	179.067	179.080
C	9+976.668	0.900	179.025	179.047
D	9+979.668	0.900	178.978	179.008
E	9+982.668	0.900	178.929	178.961
F	9+985.668	0.900	178.876	178.906
G	9+988.668	0.900	178.819	178.844
H	9+991.668	0.900	178.759	178.776
I	9+994.668	0.900	178.696	178.705
J	9+997.668	0.900	178.629	178.632
Pier	9+999.668	0.900	178.583	178.583
K	10+002.668	0.900	178.511	178.512
L	10+005.668	0.900	178.435	178.442
M	10+008.668	0.900	178.355	178.369
N	10+011.668	0.900	178.273	178.291
O	10+014.668	0.900	178.187	178.209
P	10+017.668	0.900	178.097	178.118
Q	10+020.668	0.900	178.004	178.021
R	10+023.668	0.900	177.908	177.918
Brig. N. Abut.	10+027.078	0.900	177.794	177.794

**GIRDER No. 5**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+970.003	2.700	179.088	179.088
B	9+973.003	2.700	179.049	179.062
C	9+976.003	2.700	179.007	179.030
D	9+979.003	2.700	178.962	178.991
E	9+982.003	2.700	178.913	178.945
F	9+985.003	2.700	178.861	178.891
G	9+988.003	2.700	178.805	178.830
H	9+991.003	2.700	178.746	178.763
I	9+994.003	2.700	178.683	178.692
J	9+997.003	2.700	178.617	178.620
Pier	9+999.003	2.700	178.572	178.572
K	10+002.003	2.700	178.500	178.501
L	10+005.003	2.700	178.425	178.432
M	10+008.003	2.700	178.346	178.359
N	10+011.003	2.700	178.264	178.282
O	10+014.003	2.700	178.179	178.201
P	10+017.003	2.700	178.090	178.111
Q	10+020.003	2.700	177.998	178.015
R	10+023.003	2.700	177.902	177.912
Brig. N. Abut.	10+026.413	2.700	177.790	177.790

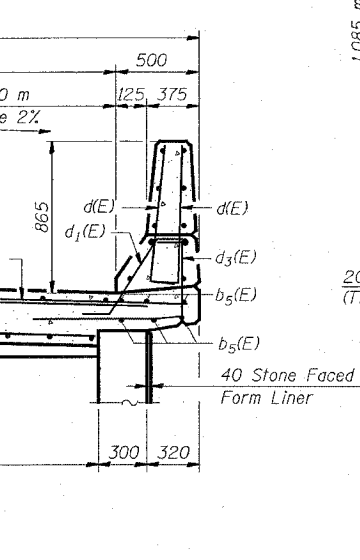
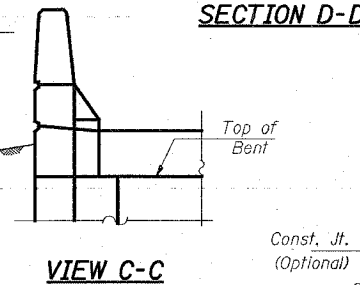
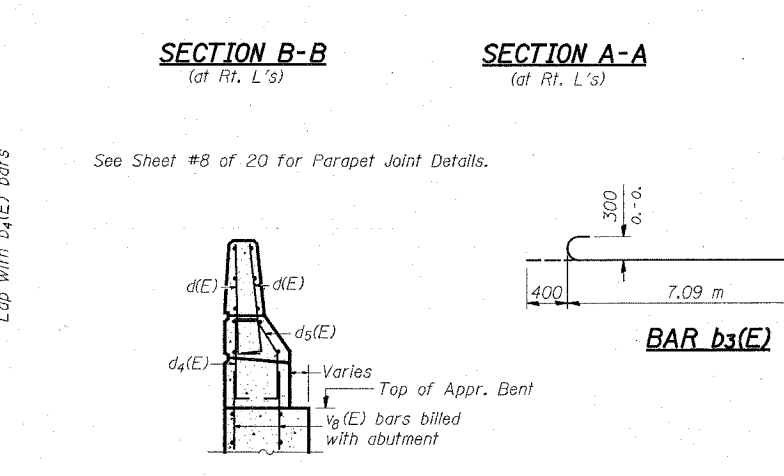
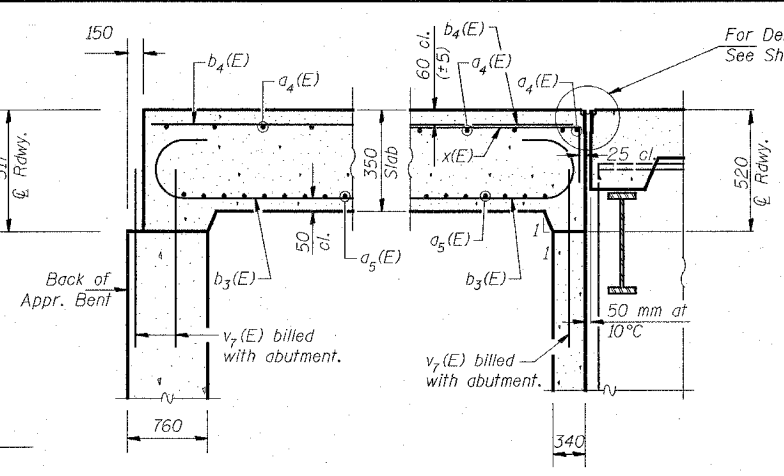
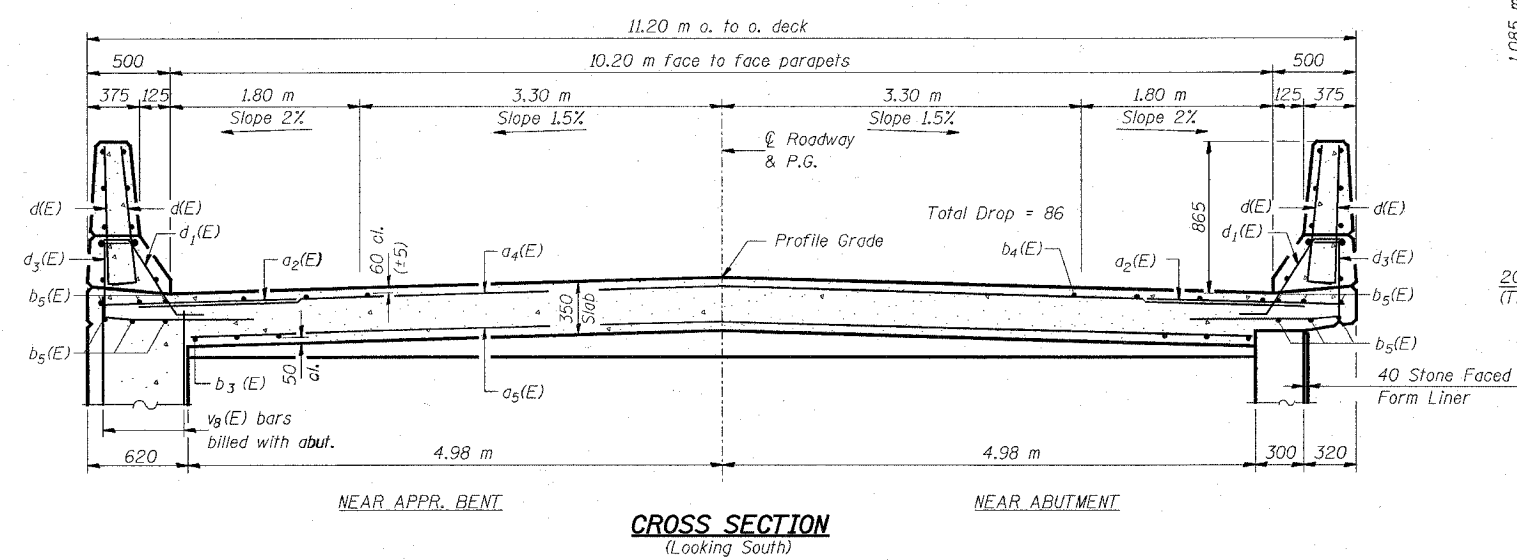
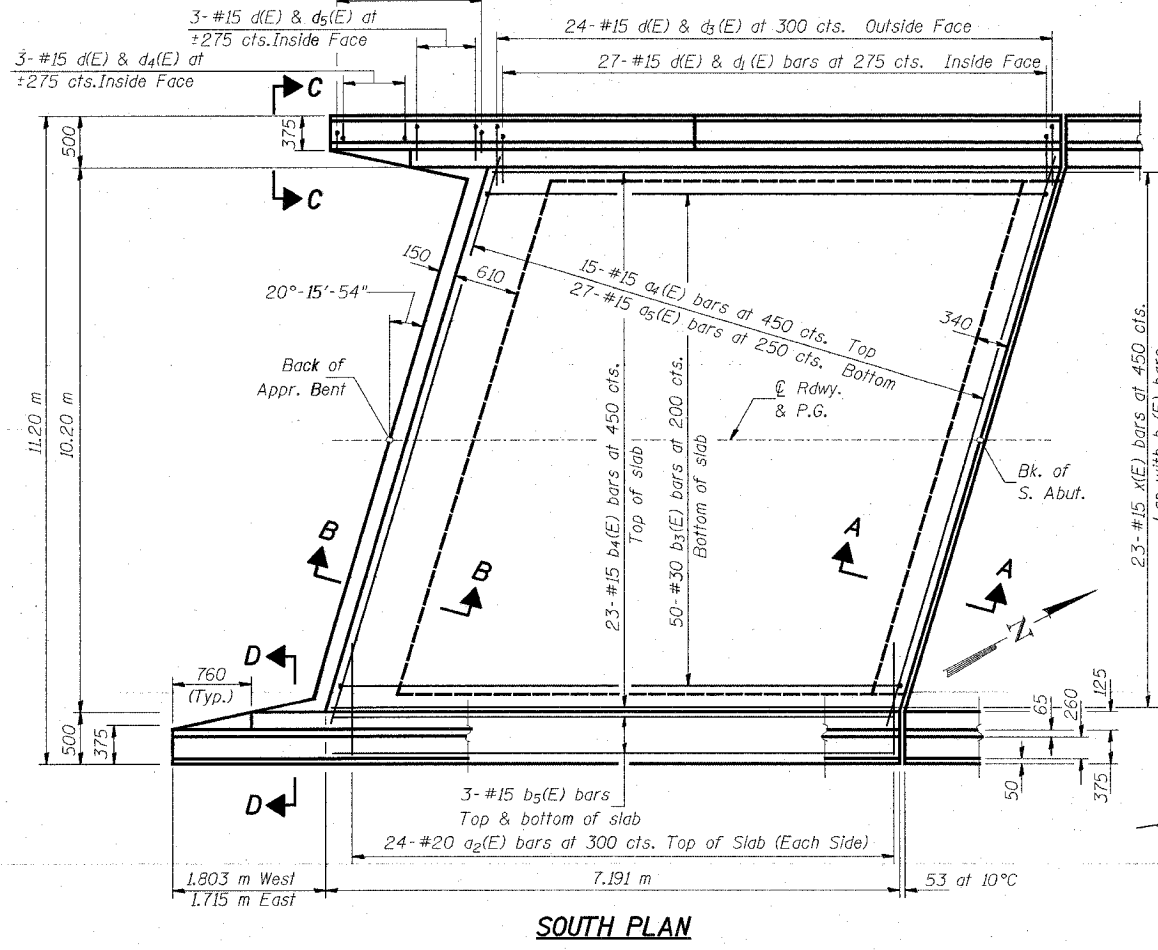
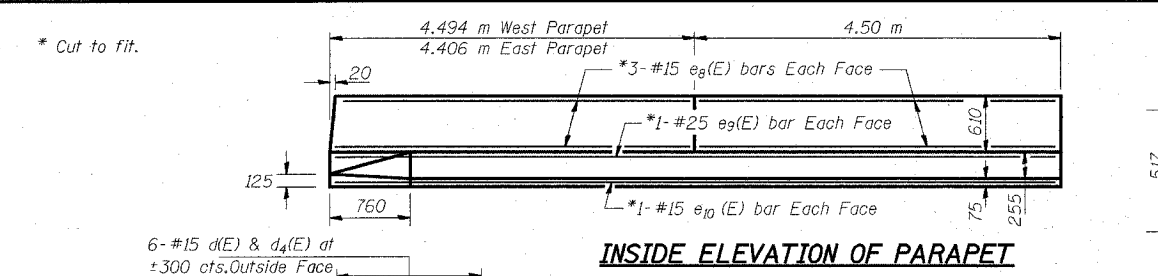
**LONGITUDINAL CONST. JT. No. 2**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+969.782	3.300	179.082	179.082
B	9+972.782	3.300	179.043	179.056
C	9+975.782	3.300	179.002	179.024
D	9+978.782	3.300	178.956	178.986
E	9+981.782	3.300	178.908	178.940
F	9+984.782	3.300	178.856	178.886
G	9+987.782	3.300	178.800	178.825
H	9+990.782	3.300	178.741	178.759
I	9+993.782	3.300	178.679	178.688
J	9+996.782	3.300	178.613	178.616
Pier	9+998.782	3.300	178.568	178.568
K	10+001.782	3.300	178.496	178.498
L	10+004.782	3.300	178.421	178.429
M	10+007.782	3.300	178.343	178.356
N	10+010.782	3.300	178.262	178.280
O	10+013.782	3.300	178.176	178.198
P	10+016.782	3.300	178.088	178.109
Q	10+019.782	3.300	177.996	178.013
R	10+022.782	3.300	177.901	177.911
Brig. N. Abut.	10+026.192	3.300	177.788	177.788

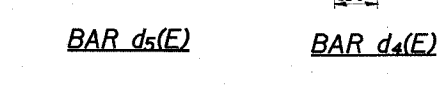
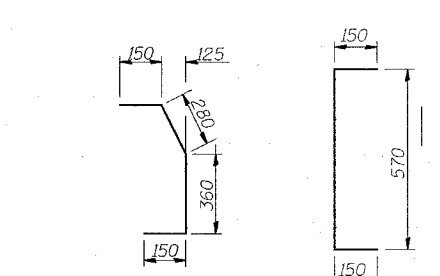
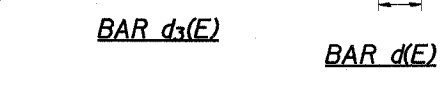
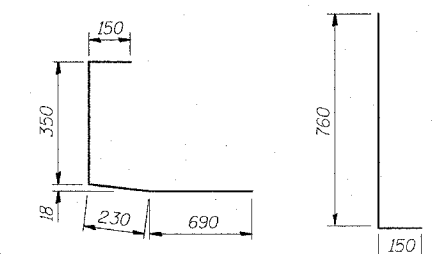
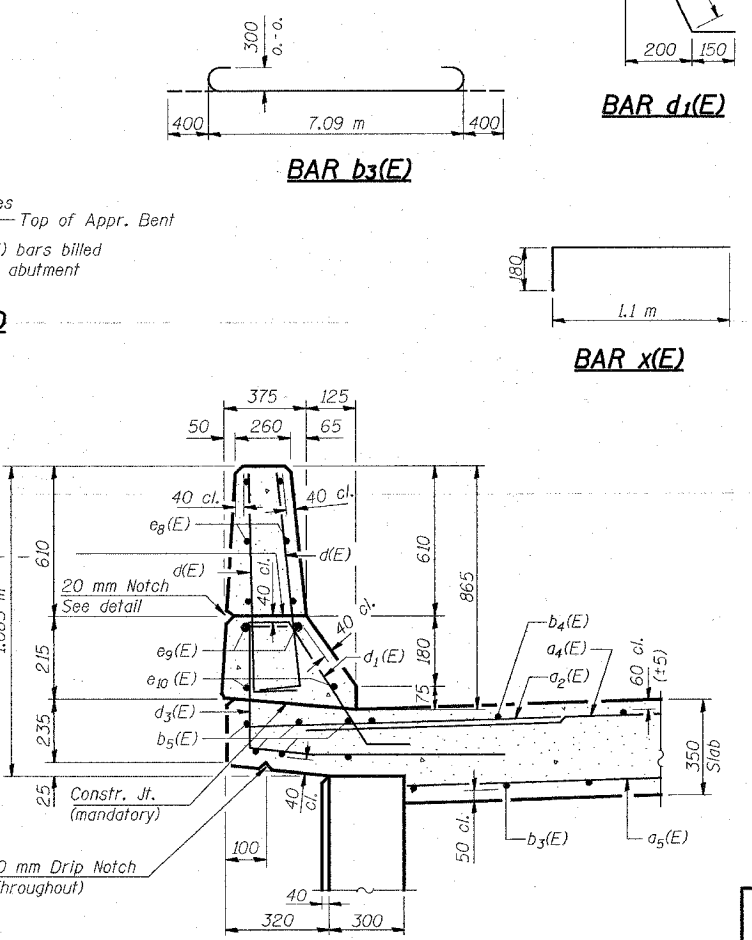
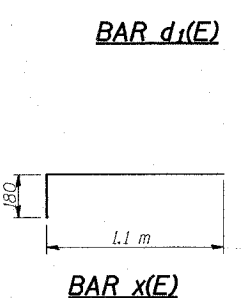
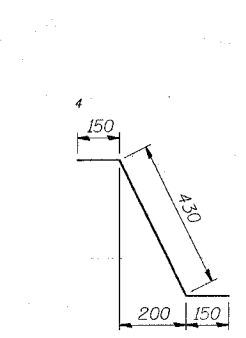
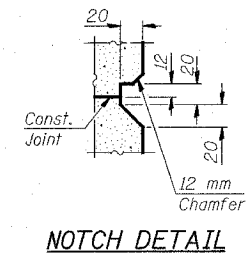
**GIRDER No. 6**

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brig. S. Abut.	9+969.339	4.500	179.063	179.063
B	9+972.339	4.500	179.025	179.037
C	9+975.339	4.500	178.984	179.007
D	9+978.339	4.500	178.939	178.969
E	9+981.339	4.500	178.891	178.923
F	9+984.339	4.500	178.840	178.870
G	9+987.339	4.500	178.785	178.809
H	9+990.339	4.500	178.726	178.743
I	9+993.339	4.500	178.665	178.672
J	9+996.339	4.500	178.599	178.601
Pier	9+998.339	4.500	178.554	178.554
K	10+001.339	4.500	178.483	178.484
L	10+004.339	4.500	178.409	178.416
M	10+007.339	4.500	178.331	178.344
N	10+010.339	4.500	178.250	178.268
O	10+013.339	4.500	178.165	178.187
P	10+016.339	4.500	178.077	178.098
Q	10+019.339	4.500	177.986	178.003
R	10+022.339	4.500	177.891	177.901
Brig. N. Abut.	10+025.749	4.500	177.779	177.779

ILLINOIS DE



For Details of Exp. Joint See Sht. #16 of 20.



**BILL OF MATERIAL**

Bar	No.	Size	Length (m)	Shape
$a_2(E)$	48	#20	1.50	—
$a_4(E)$	15	#15	11.40	—
$a_5(E)$	27	#15	10.50	—
$b_3(E)$	50	#30	7.89	U
$b_4(E)$	23	#15	7.09	—
$b_5(E)$	12	#15	8.83	—
$d(E)$	126	#15	0.91	—
$d_1(E)$	54	#15	0.73	—
$d_3(E)$	48	#15	1.42	—
$d_4(E)$	18	#15	0.87	—
$d_5(E)$	6	#15	0.94	—
$e_8(E)$	24	#15	4.40	—
$e_9(E)$	4	#25	8.89	—
$e_{10}(E)$	4	#15	8.89	—
$x(E)$	23	#15	1.28	—
Reinforcement Bars, Epoxy Coated			kg	4270
Concrete Superstructure			$m^3$	34.5

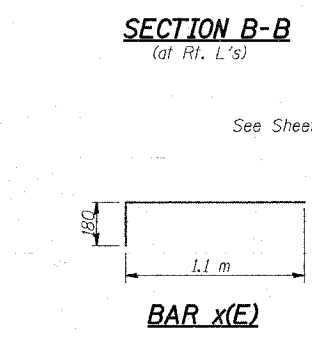
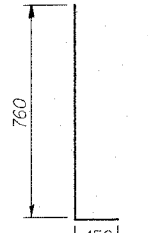
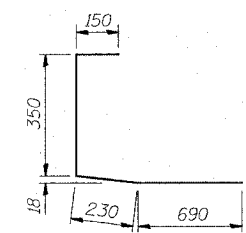
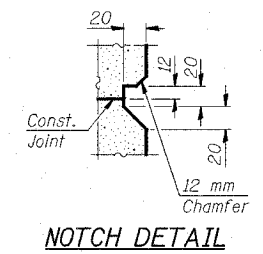
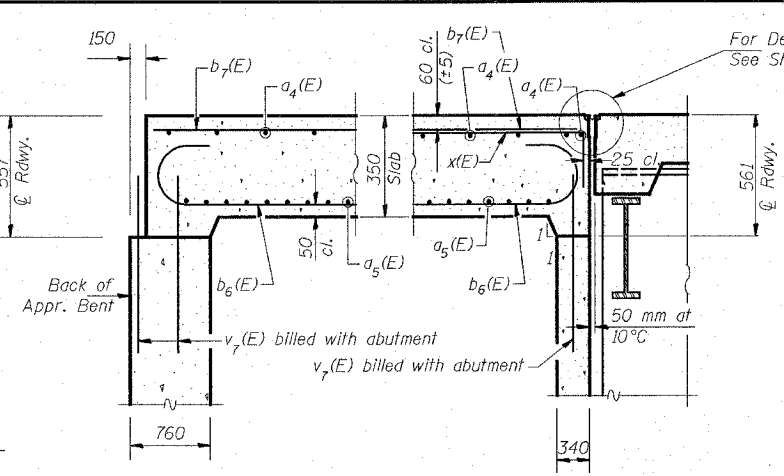
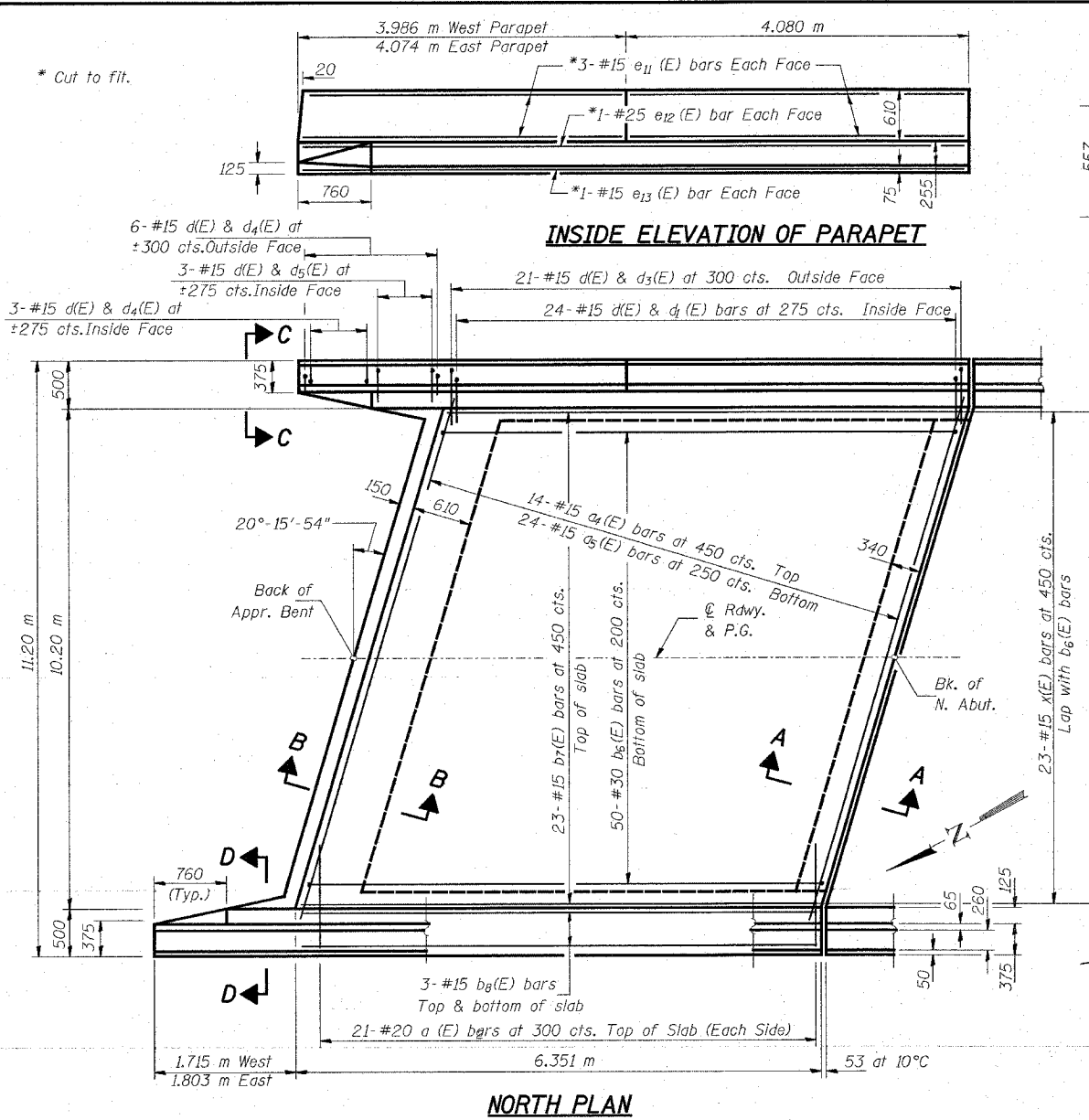
Reinforcement bars designated (E) shall be epoxy coated.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SOUTH APPROACH SPAN**  
**WENZEL ROAD OVER F.A.P. RTE 310**  
**SECTION 60-15HB**  
**MADISON COUNTY**  
**STA. 36+335.990 (FAP 310)**  
**STA. 10+000.000 (WENZEL ROAD)**  
**STRUCTURE NO. 060-0306**

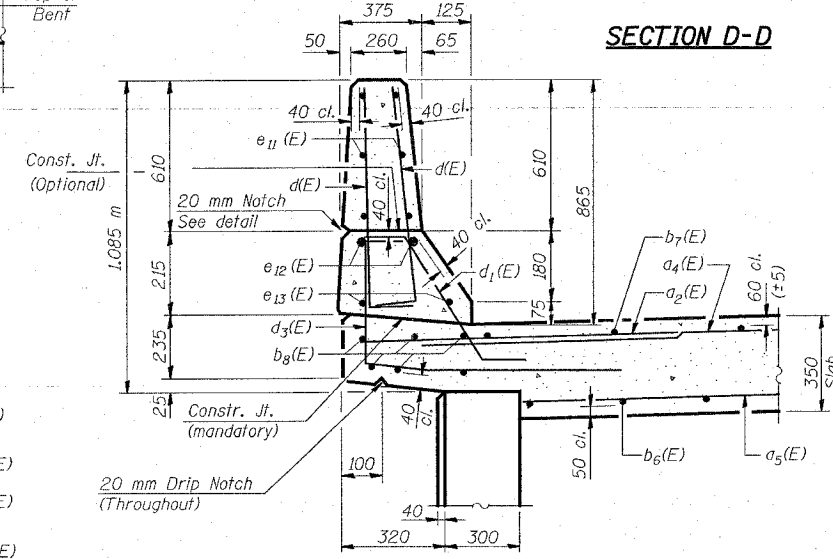
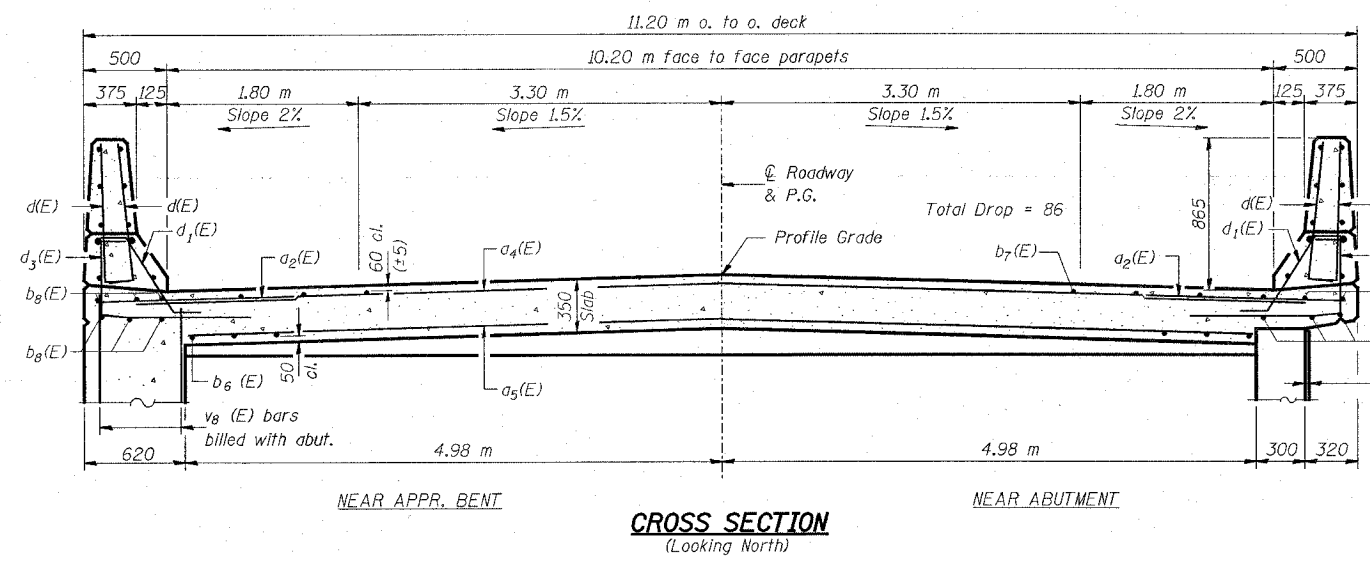
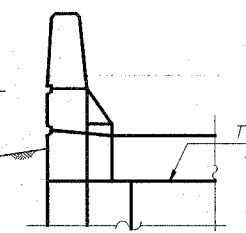
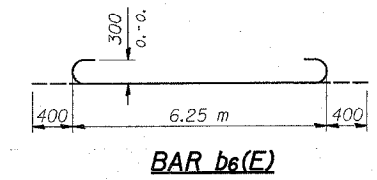
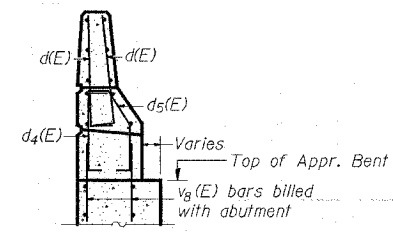
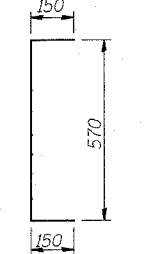
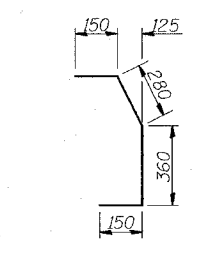
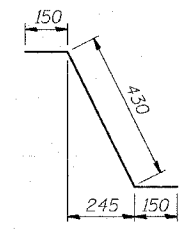
**LIN ENGINEERING, LTD.**  
 20 N. Duane Street  
 Chicago, Illinois 60629  
 Tel: (312) 463-8888  
 Fax: (312) 463-1126  
 Designed By: WY Checked By: JSM (Drawn By: JMD)  
 Date: 02/93 File: 020306.DGN

REVISIONS
NAME





See Sheet #8 of 20 for Parapet Joint Details.



**BILL OF MATERIAL**

Bar	No.	Size	Length (m)	Shape
a2(E)	42	#20	1.50	—
a4(E)	14	#15	11.40	—
a5(E)	24	#15	10.50	—
b6(E)	50	#30	7.05	—
b7(E)	23	#15	6.25	—
b8(E)	12	#15	7.99	—
d(E)	114	#15	0.91	—
d1(E)	48	#15	0.73	—
d3(E)	42	#15	1.42	—
d4(E)	18	#15	0.87	—
d5(E)	6	#15	0.94	—
e11(E)	24	#15	3.98	—
e12(E)	4	#25	8.05	—
e13(E)	4	#15	8.05	—
x(E)	23	#15	1.28	—
Reinforcement Bars, Epoxy Coated		kg	3830	
Concrete Superstructure		m <sup>3</sup>	31.8	

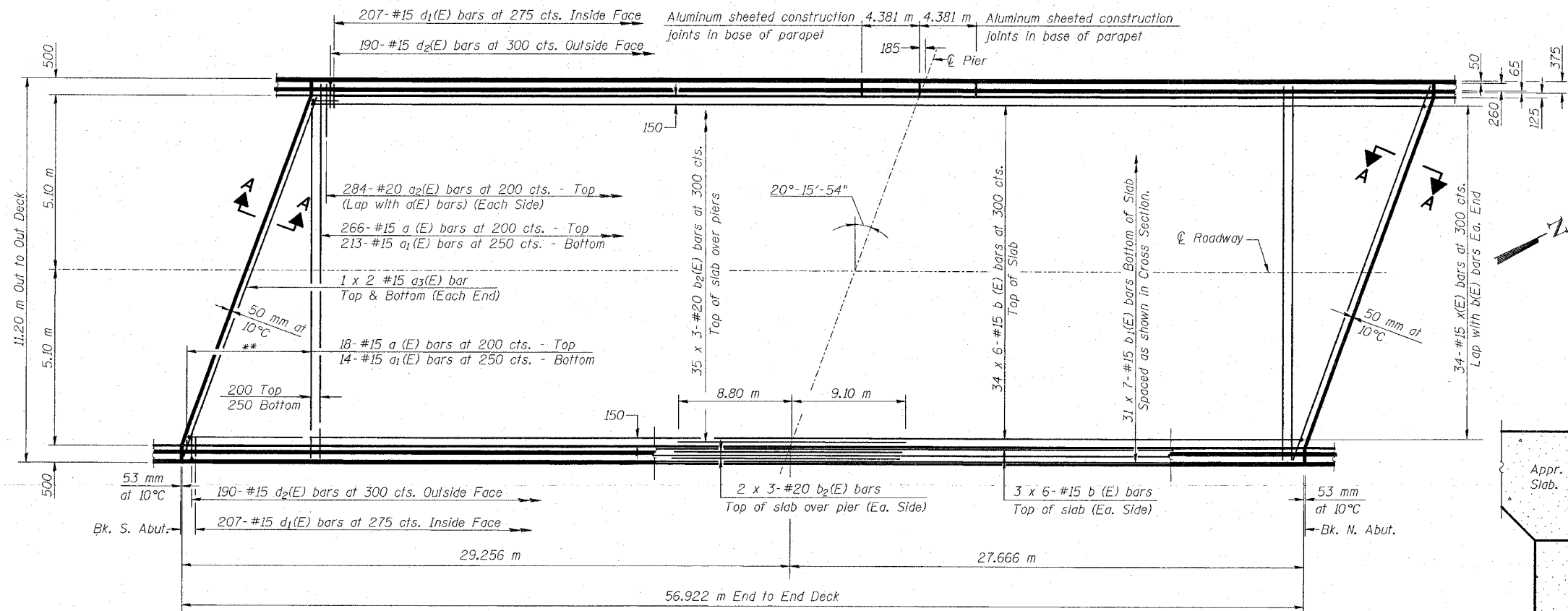
Reinforcement bars designated (E) shall be epoxy coated.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**NORTH APPROACH SPAN**  
 WENZEL ROAD OVER F.A.P. RTE 310  
 SECTION 60-15HB  
 MADISON COUNTY  
 STA. 36+335.990 (FAP 310)  
 STA. 10+000.000 (WENZEL ROAD)  
 STRUCTURE NO. 060-0306

**LIN ENGINEERING, LTD.**  
 20 N. Dearborn  
 Chicago, Illinois 60639  
 (312) 432-4500  
 Fax: (312) 432-4700  
 Designed By: WX  
 Checked By: PDL  
 Drawn By: JMD  
 Date: 02/03  
 File: 060306.DWG

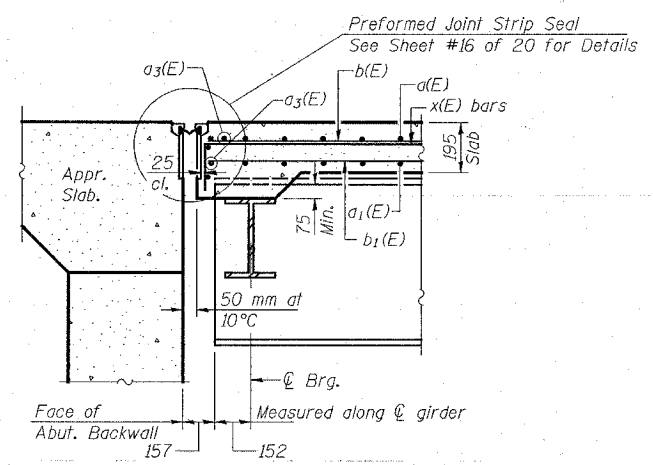
REVISIONS
NAME

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 20 SHEETS
F.A.P. 310	60-15HB	MADISON	185	82	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT#	CONTRACT NO. 76626		



**PLAN**

\*\* Order a(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

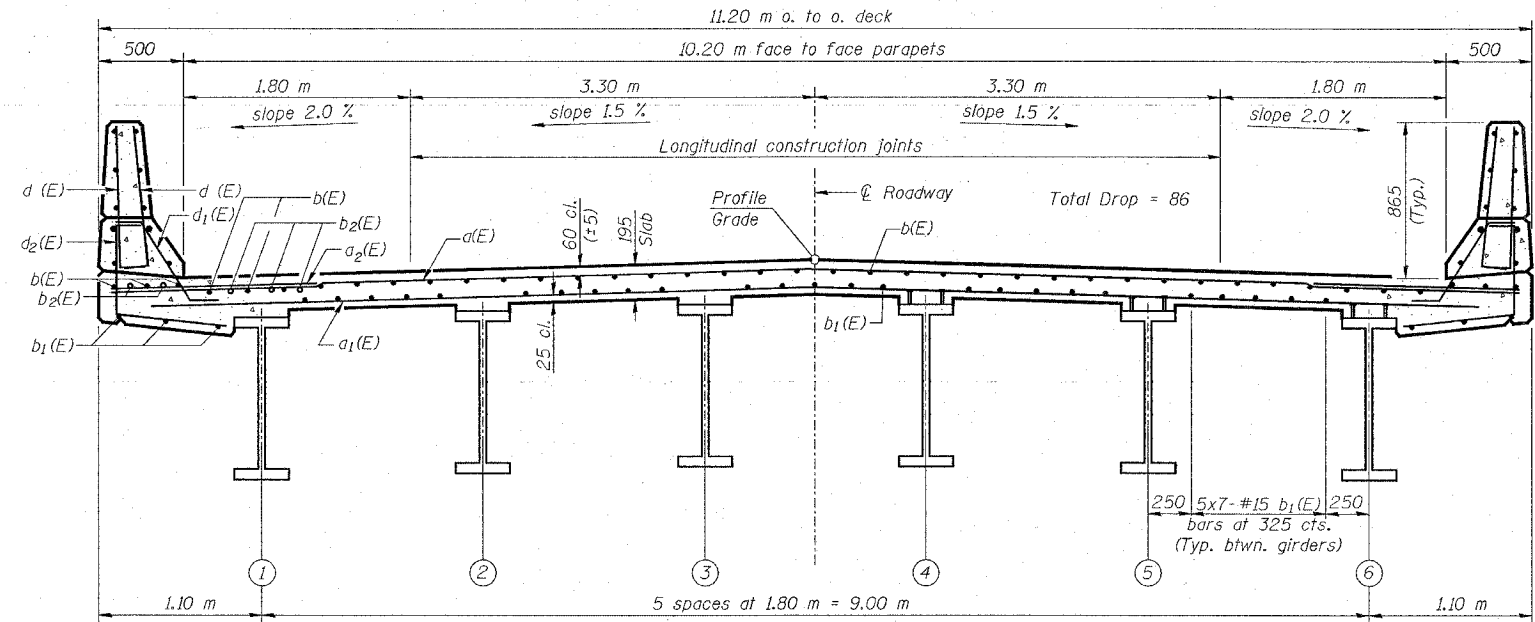


**SECTION A-A**

**MIN. BAR LAP**

#15 bars 640  
#20 bars 790

Notes: See sheet #8 of 20 for superstructure details and Bill of Material.  
See sheet #8 of 20 for parapet reinforcement and details.  
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.



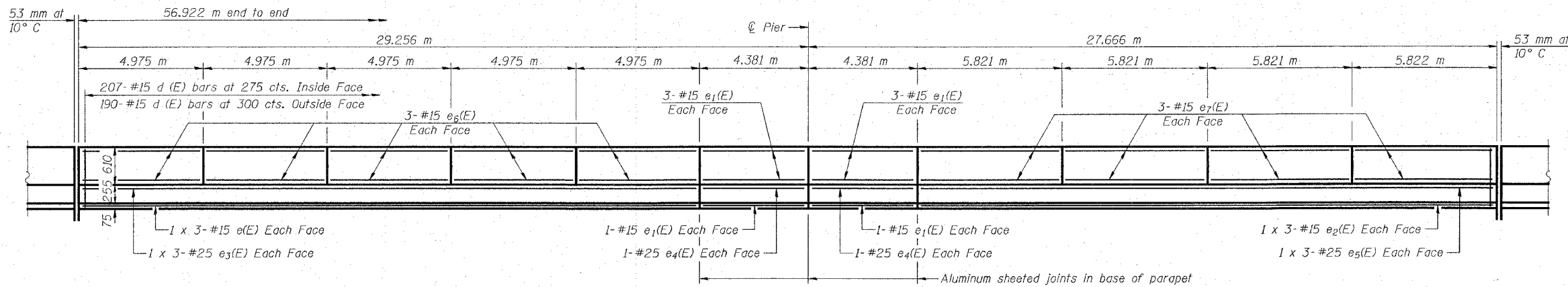
**CROSS SECTION**  
(Looking North)

**LIW ENGINEERING LTD.**  
30 N. CHESTNUT  
CHICAGO, ILLINOIS 60629  
Tel: (312) 483-4988 Fax: (312) 483-4706  
Designed By: JWB Checked By: PWB Drawn By: JWB  
Date: 02/07 File: 0603306.DWG

REVISIONS	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE**  
**WENZEL ROAD OVER F.A.P. RTE. 310**  
**SECTION 60-15HB**  
**MADISON COUNTY**  
**STA. 36+335.990 (FAP 310)**  
**STA. 10+000.000 (WENZEL ROAD)**  
**STRUCTURE NO. 060-0306**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 20 SHEETS
F.A.P. 310	60-15HB	MADISON	185	83	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. T6626		



**INSIDE ELEVATION OF PARAPET**  
(West Side Shown, East Side Opposite Hand)

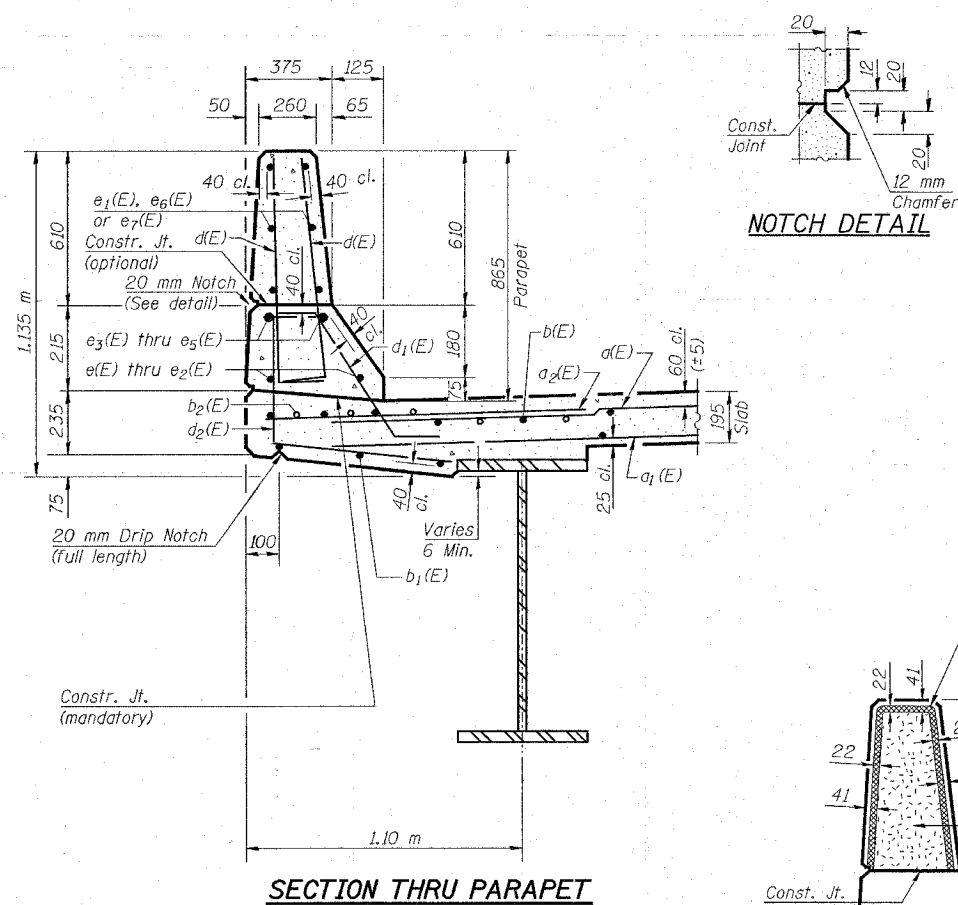
**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length (m)	Shape
d(E)	284	#15	11.00	—
d <sub>1</sub> (E)	227	#15	10.60	—
d <sub>2</sub> (E)	568	#20	1.50	—
d <sub>3</sub> (E)	8	#15	5.70	—
b(E)	240	#15	10.00	—
b <sub>1</sub> (E)	217	#15	8.67	—
b <sub>2</sub> (E)	117	#20	6.50	—
d(E)	794	#15	0.91	—
d <sub>1</sub> (E)	414	#15	0.73	—
d <sub>2</sub> (E)	380	#15	1.28	—
e(E)	12	#15	8.72	—
e <sub>1</sub> (E)	32	#15	4.28	—
e <sub>2</sub> (E)	12	#15	8.19	—
e <sub>3</sub> (E)	12	#25	9.14	—
e <sub>4</sub> (E)	8	#25	4.28	—
e <sub>5</sub> (E)	12	#25	8.61	—
e <sub>6</sub> (E)	60	#15	4.87	—
e <sub>7</sub> (E)	48	#15	5.72	—
x(E)	68	#15	1.28	—
Reinforcement Bars Epoxy Coated		kg	24180	
Concrete Superstructure		m <sup>3</sup>	163.4	

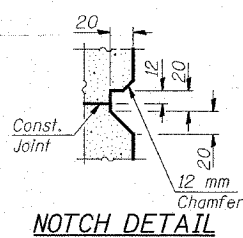
Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 1 x 3-#25 etc. indicates 1 line of bars with 3 lengths per line.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE DETAILS**  
WENZEL ROAD OVER F.A.P. RTE. 310  
SECTION 60-15HB  
MADISON COUNTY  
STA. 36+335.990 (FAP 310)  
STA. 10+000.000 (WENZEL ROAD)  
STRUCTURE NO. 060-0306

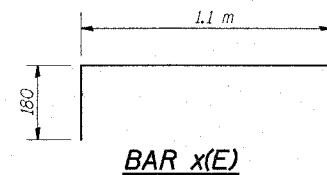


**SECTION THRU PARAPET**

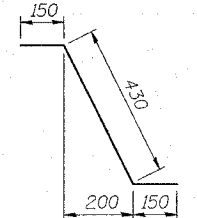


**NOTCH DETAIL**

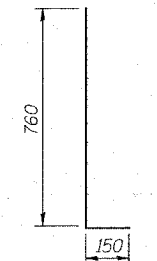
**MIN. LAP**  
#15 bars 640  
#25 bars 1.32 m



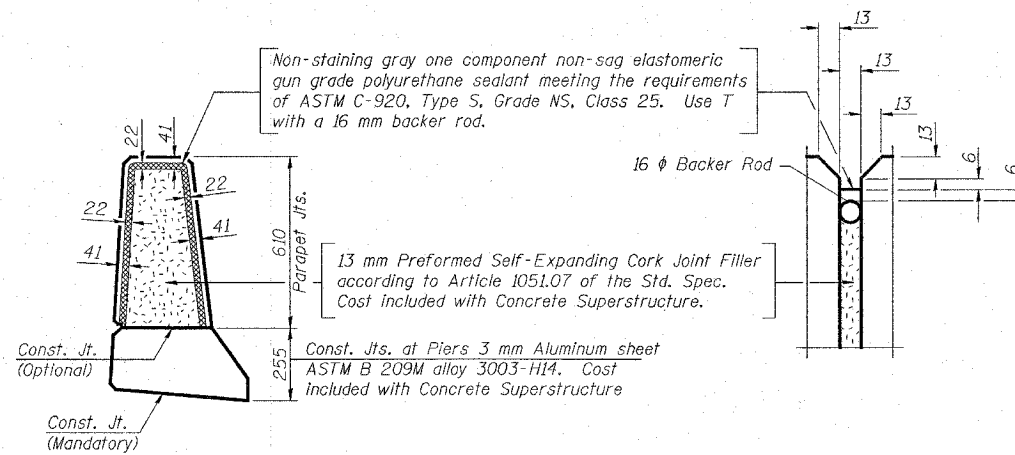
**BAR x(E)**



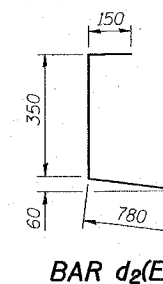
**BAR d<sub>1</sub>(E)**



**BAR d(E)**



**PARAPET JOINT DETAILS**



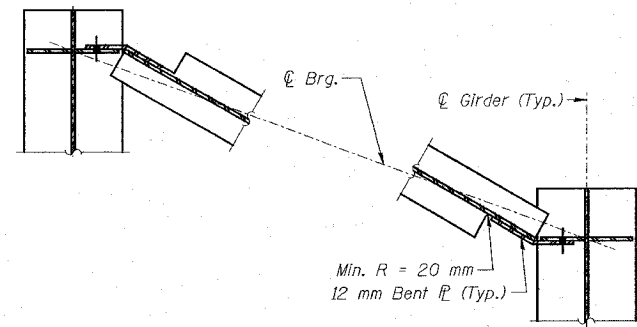
**BAR d<sub>2</sub>(E)**

**LIN ENGINEERING, LTD.**

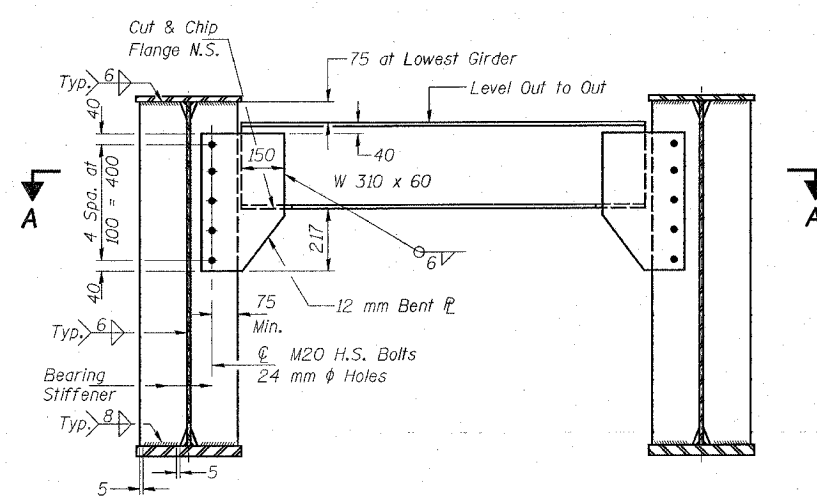
210 N. CHERRY ST. CHATTANOOGA, TN 37403  
(423) 483-8888 FAX (423) 483-4706  
Designed By: WY Checked By: PBL Drawn By: JMD  
Date: 02/03 File: 0600306.dwg

REVISIONS	
NO.	NAME

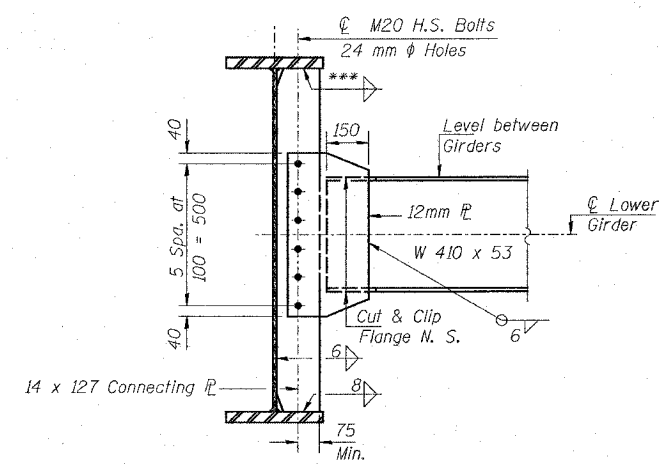




**SECTION A-A**



**DIAPHRAGM D**  
(10 Required)



**DIAPHRAGM D1**  
(45 Required)

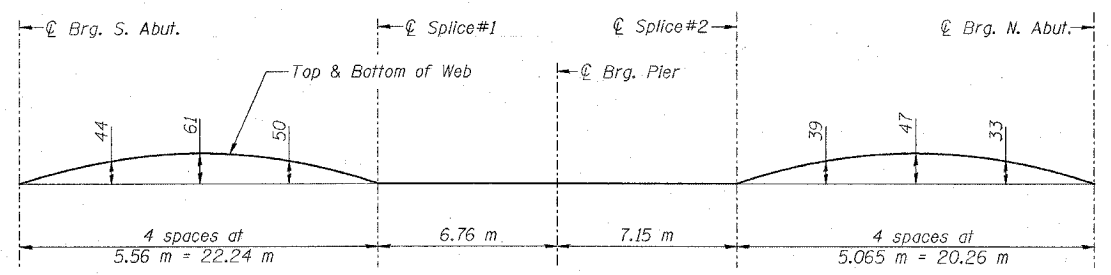
\*\*\* 6 for 20 mm flange  
8 for 35 mm flange

	0.4 Sp. #1	Pier	0.6 Sp. #2
$I_s$ ( $10^6 \text{ mm}^4$ )	5629	7637	5629
$I_c (n)$ ( $10^6 \text{ mm}^4$ )	14596		14596
$I_c (3n)$ ( $10^6 \text{ mm}^4$ )	10494		10494
$S_s$ ( $10^3 \text{ mm}^3$ )	11147	13398	11147
$S_c (n)$ ( $10^3 \text{ mm}^3$ )	15611		15611
$S_c (3n)$ ( $10^3 \text{ mm}^3$ )	14181		14181
$D$ (kN/m)	11.13	11.69	11.13
$M_D$ (kN-m)	645	1213	524
$s_D$ (kN/m)	6.08	6.08	6.08
$M_{sD}$ (kN-m)	393	551	327
$M_L$ (kN-m)	877	596	823
$M (Imp)$ (kN-m)	199	137	191
$1.3 [M_D + M (Imp)]$ (kN-m)	1794	1222	1690
$M_u$ (kN-m)	3682	3882	3303
$M_u$ (kN-m)	5443		5513
$f_s @ (non-comp)$ (MPa)	58	132	47
$f_s @ (comp)$ (MPa)	28		23
$f_s 1/3 (L + Imp)$ (MPa)	115	91	108
$f_s$ (Overload) (MPa)	201	223	178
$f_s$ (Total) (MPa)		290	
VR (kN)	203.5		205.1

\*Compact, Braced Section  
\*\*Non-Compact Section

	S. Abut.	Pier	N. Abut.
$R_D$ (kN)	189.23	617.36	172.00
$R_L$ (kN)	151.45	231.66	150.39
Imp. (kN)	34.40	37.35	34.99
$R$ (Total) (kN)	375.08	886.37	357.38

Note: Two hardened washers shall be required over all oversized holes.



**CAMBER DIAGRAM**

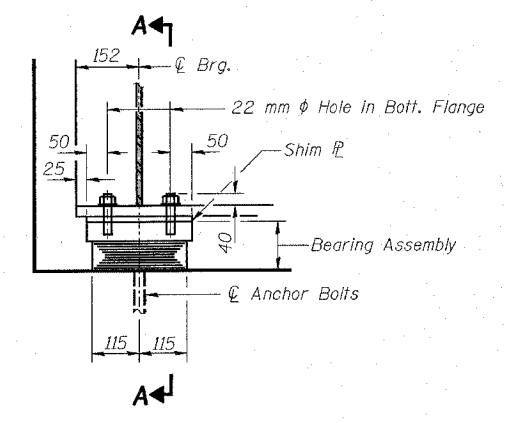
$I_s$  and  $S_s$  are the Moment of Inertia and Section Modulus of the Steel Section used in computing  $f_s$  (Total and Overload).  
 $I_c (n)$  and  $S_c (n)$  are the Moment of Inertia and Section Modulus of the Composite Section used in Computing Stresses Due to Live Load.  
 $I_c (3n)$  and  $S_c (3n)$  are the Moment of Inertia and Section Modulus of the Composite Section Used in Computing Stresses Due to Superimposed Dead Loads.  
 VR is the Maximum  $L_L$  + Impact Shear Range in Span.  
 $Z$  is the Plastic Section Modulus used to Determine the Fully Plastic Moments in the Non-Composite Areas.  
 The Plastic Moment Capacity ( $M_u$ ) is Computed According to AASHTO 10.48.1 & 10.50.1.1  
 $f_s$  (Total) is the Sum of the Stresses Due to  $1.3 [M_D + M_s D_s + \frac{1}{3} (M_L + M (Imp))]$ .  
 $f_s$  (Overload) is the Sum of the Stresses Due to  $M_D + M_s D_s + \frac{1}{3} (M_L + M (Imp))$ .  
 $M_D$  - Moment Due to Dead Loads on Non-Composite Section.  
 $M_s D_s$  - Moment Due to Dead Loads on Composite Section.  
 $M_L$  - Moment Due to Live Load on Non-Composite or Composite Section.  
 $M (Imp)$  - Moment Due to Live Load Impact on Non-Composite or Composite Section.  
 $M_s$  (Applied Moment) =  $1.3 [M_D + M_s D_s + \frac{1}{3} (M_L + M (Imp))]$ .

**LIN ENGINEERING, LTD.**  
 200 N. Chestnut  
 Channahon, Illinois 61629  
 (815) 429-1100  
 Fax: (815) 429-1105  
 Designed By: WJH Checked By: PBL Drawn By: JMD  
 Date: 02/03 File: 0600305.DWG

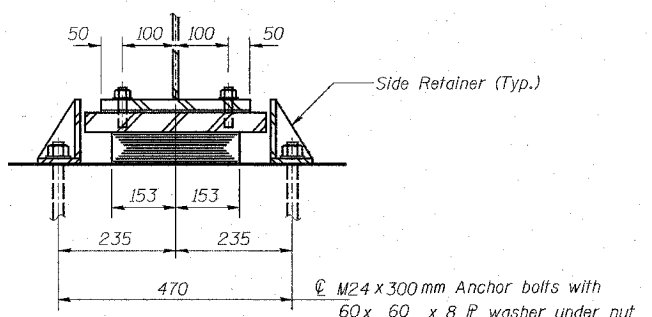
REVISIONS	
NO.	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DIAPHRAGM DETAILS**  
 WENZEL ROAD OVER F.A.P. RTE 310  
 SECTION 60-15HB  
 MADISON COUNTY  
 STA. 36+335.990 (FAP 310)  
 STA. 10+000.000 (WENZEL ROAD)  
 STRUCTURE NO. 060-0306

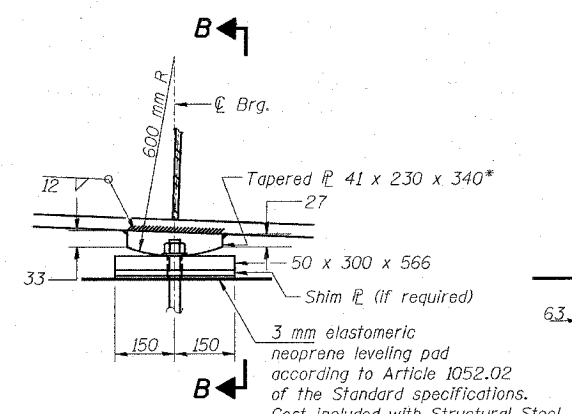
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 11 20 SHEETS
F.A.P. 310	60- 15HB	MADISON	185	86	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 76626		



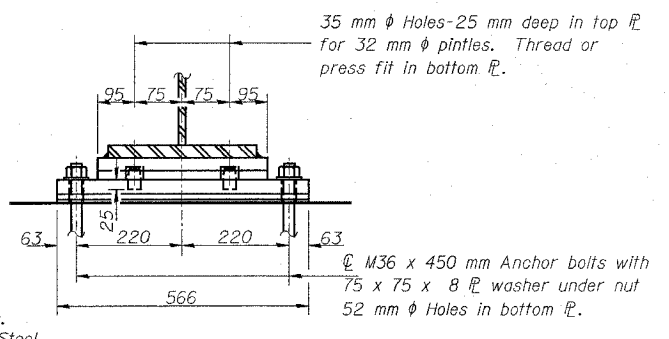
**ELEVATION AT ABUT.**



**SECTION A-A**



**ELEVATION AT PIER**  
(Looking West)

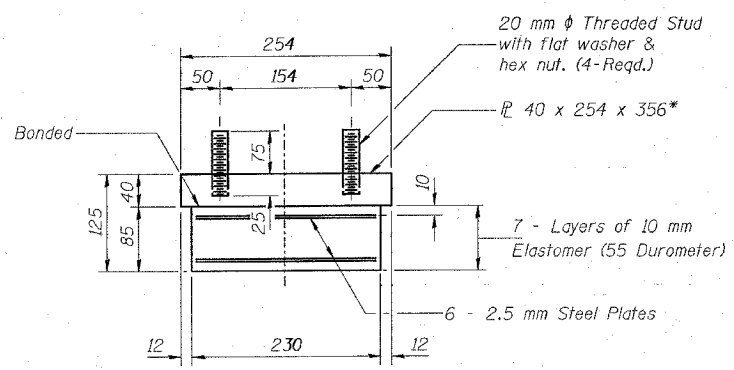


**SECTION B-B**

**TYPE I ELASTOMERIC EXP. BRG.**

Notes: Anchor bolts at fixed bearings may be built into the masonry.  
See sheet # 17 of 20 for Anchor Bolt installation.

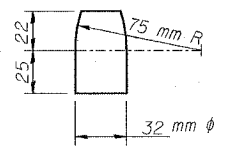
**FIXED BEARING**



**BEARING ASSEMBLY**

Note: Shim plates shall not be placed under Bearing Assembly.

\* AASHTO M270M, Grade 345



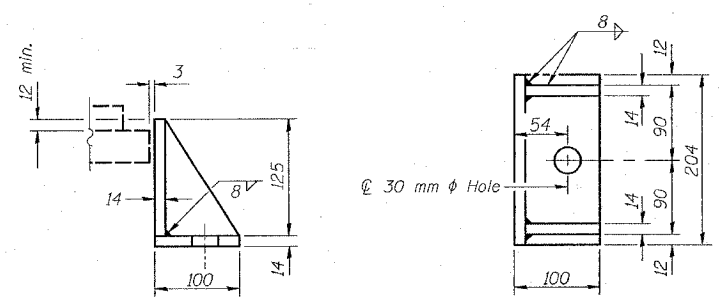
**PINTLE**

**\*Shim Plate Dimensions**

	So. Abut.	No. Abut.
Girder No.1	-	-
Girder No.2	-	-
Girder No.3	11x300x254	-
Girder No.4	-	4x300x254
Girder No.5	-	-
Girder No.6	-	9x300x254

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12



**SIDE RETAINER**

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.  
Mass included with Structural Steel.

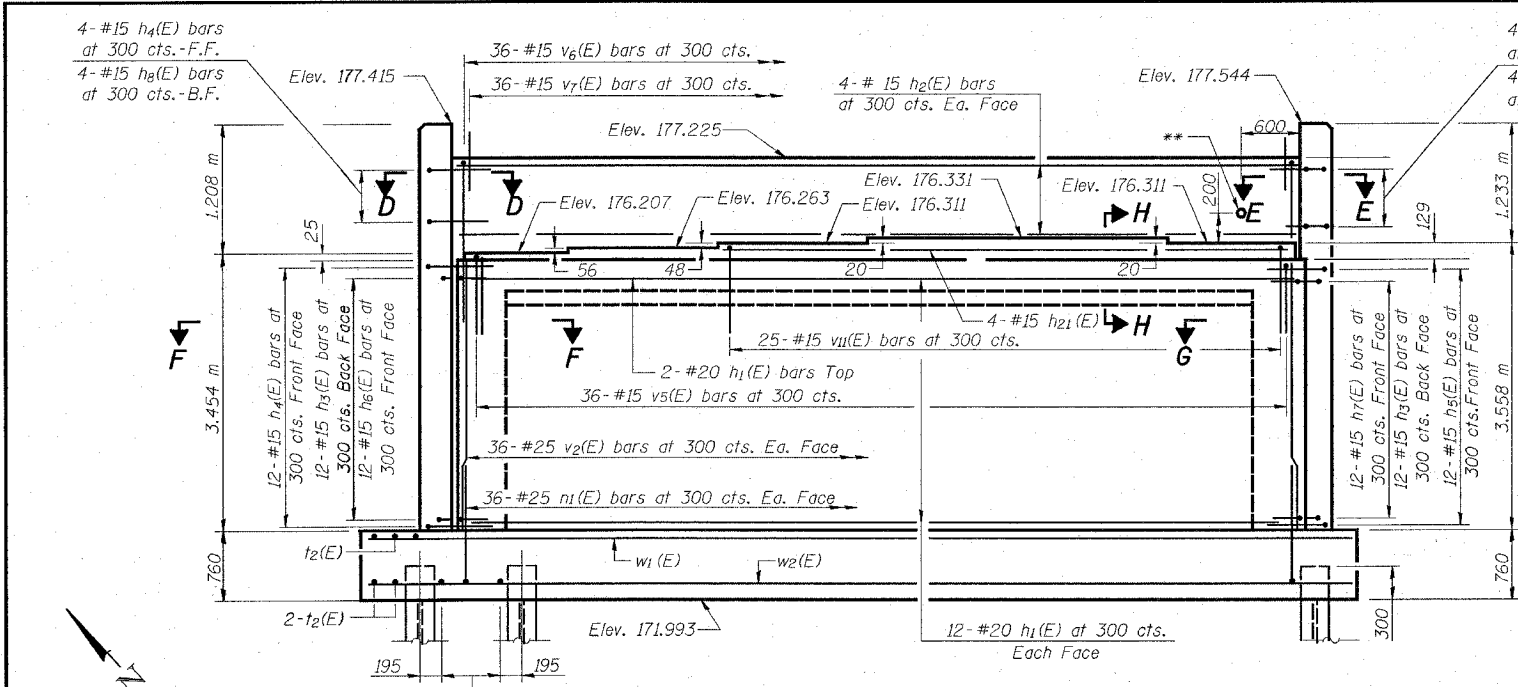
**REVISIONS**

NO.	DATE	DESCRIPTION

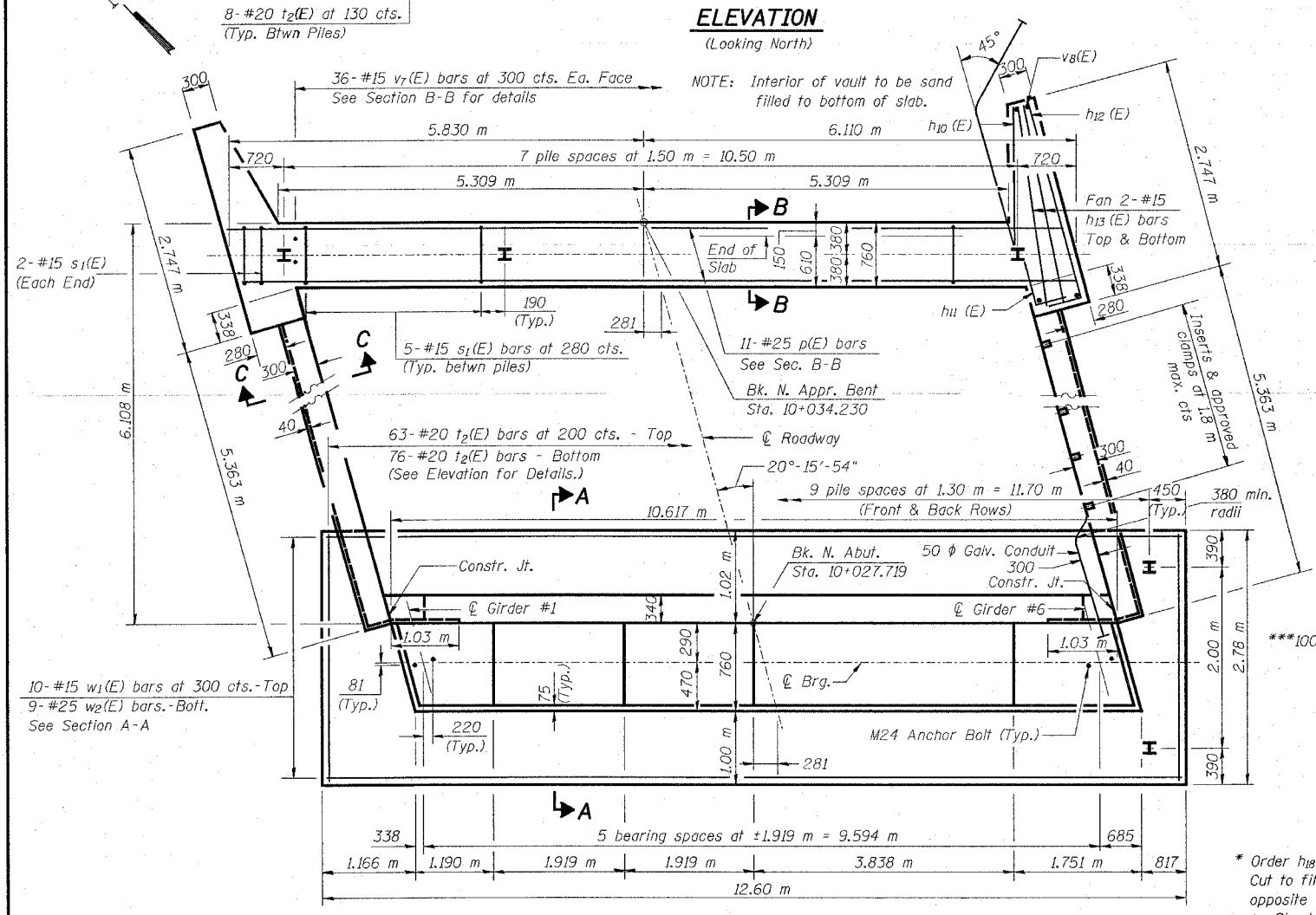
**LIU ENGINEERING, LTD.**  
219 N. Chestnut, Channahon, Illinois 62823  
Tel: 815-493-4628 Fax: 815-493-4106  
Designed By: MTH Checked By: PBL Drawn By: JNG  
Date: 02/03 File: 060306.DWG

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BEARING DETAILS**  
WENZEL ROAD OVER F.A.P. RTE 310  
SECTION 60-15HB  
MADISON COUNTY  
STA. 36+335.990 (FAP 310)  
STA. 10+000.000 (WENZEL ROAD)  
STRUCTURE NO. 060-0306



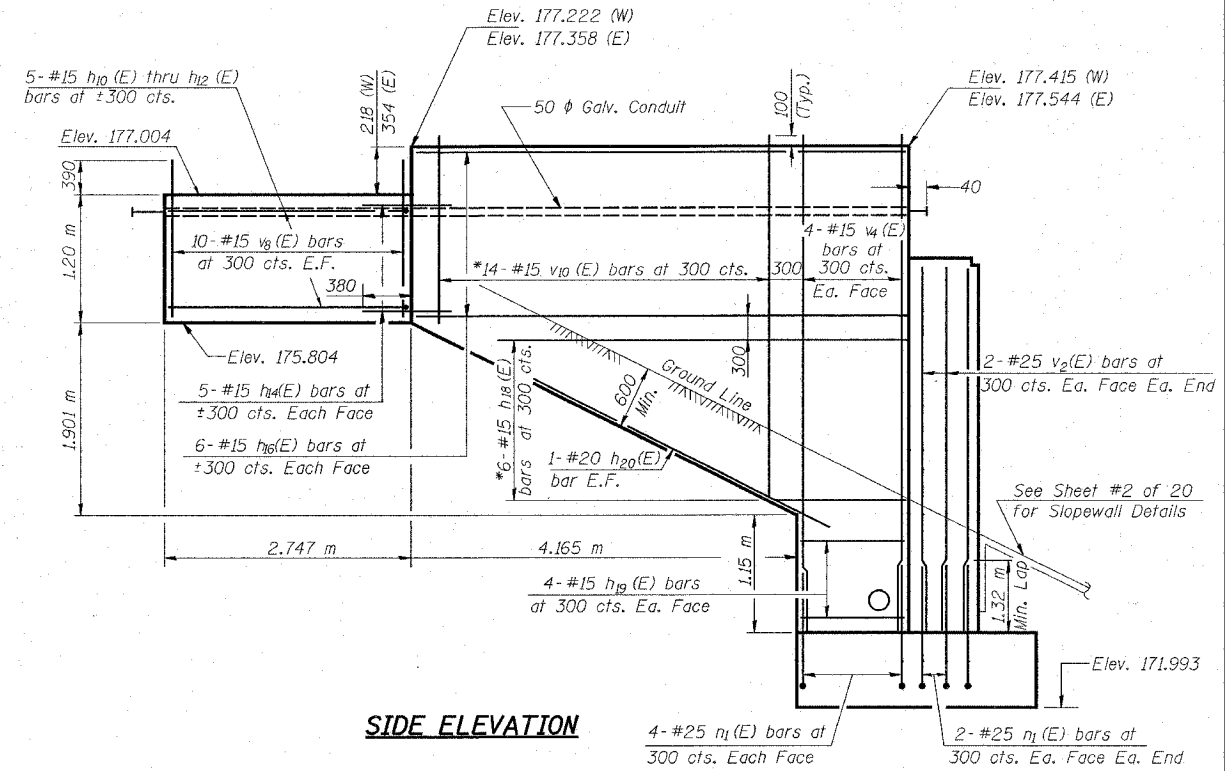


**ELEVATION**  
(Looking North)

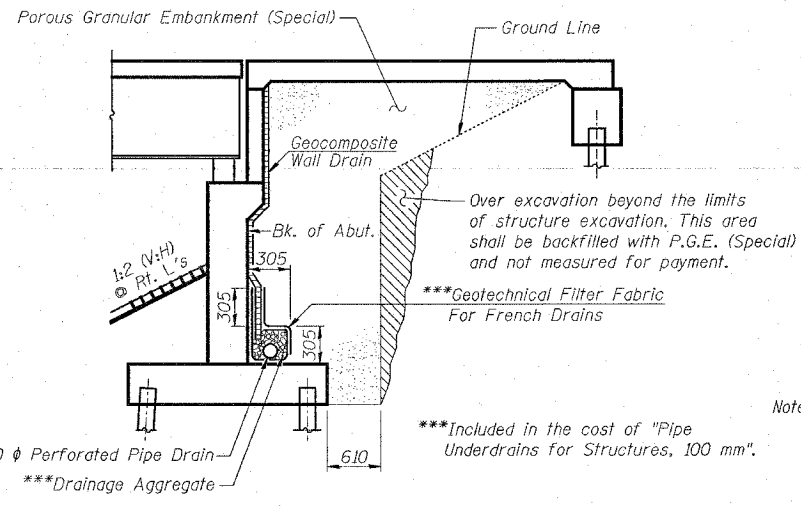


**PLAN**

\*\* 50 mm  $\phi$  Galvanized Conduit (Sch. 40 pipe) shall conform to the requirements of ANSI C 80.1 or UL 1242. Thread and cap each end. Extend to clear end of wingwall and terminate at a point outside of the shoulder. Cost included with Concrete Structures. See sheet #2 of 20.



**SIDE ELEVATION**



**SECTION THRU ABUTMENT**

Note:  
All drainage system components shall extend parallel to the abutment back wall through a formed hole in each curtain wall. The pipe shall extend until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101.)

**APPR. BENT-PILE DATA**

Type: HP 200x54 Piles  
Nominal Required Bearing: 1273 kN  
Allowable Resistance Available: 424 kN  
Est. Length: 15.9 m  
No. Req'd.: 7 + 1 test pile

**ABUT.-PILE DATA**

Type: HP 310x79 Piles  
Nominal Required Bearing: 1862 kN  
Allowable Resistance Available: 620 kN  
Est. Length: 12.2 m  
No. Req'd.: 20

Notes: For Section Thru Abutment & Reinforcement Bars See Sheet #14 of 20.  
Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.  
Reinforcement bars designated (E) shall be epoxy coated

\* Order h9(E) and v9(E) bars full length. Cut to fit and use remainder of bars in opposite face. See Field Cutting Diagram on Sheet #14 of 20.

**LIN ENGINEERING, LTD.**  
20 N. Chestnut  
1211-182-186  
Chicago, Illinois 60612  
Fax: (312) 453-4102  
Designed By: MTH  
Checked By: PSL  
Drawn By: JMO  
Date: 02/03  
File: 0600306.DWG

REVISIONS	
NO.	NAME

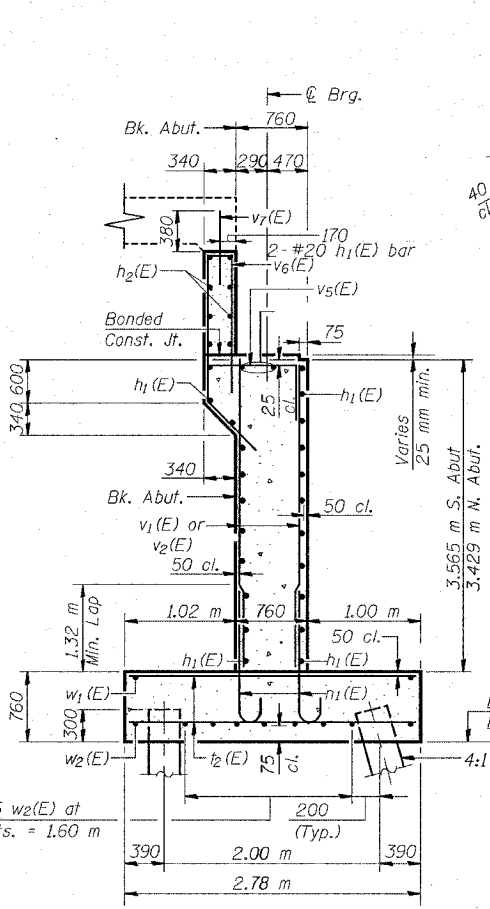
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**NORTH ABUTMENT**  
**WENZEL ROAD OVER F.A.P. RTE. 310**  
**SECTION 60-15HB**  
**MADISON COUNTY**  
**STA. 036+335.990 (FAP 310)**  
**STA. 10+000.000 (WENZEL ROAD)**  
**STRUCTURE NO. 060-0306**



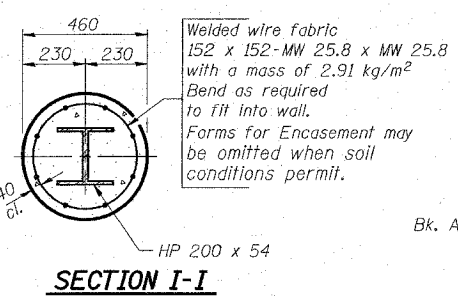
**BILL OF MATERIAL**  
**2 ABUTMENTS**

Bar	No.	Size	Length (m)	Shape
$h_1(E)$	54	#20	10.52	—
$h_2(E)$	16	#15	10.52	—
$h_3(E)$	50	#15	1.55	—
$h_4(E)$	33	#15	0.89	—
$h_5(E)$	33	#15	0.89	—
$h_6(E)$	25	#15	1.44	—
$h_7(E)$	25	#15	1.44	—
$h_8(E)$	16	#15	0.91	—
$h_9(E)$	10	#15	3.36	—
$h_{10}(E)$	20	#15	2.20	—
$h_{11}(E)$	20	#15	1.40	—
$h_{12}(E)$	10	#15	3.15	—
$h_{13}(E)$	16	#15	2.70	—
$h_{14}(E)$	40	#15	0.76	—
$h_{15}(E)$	24	#15	5.89	—
$h_{16}(E)$	24	#15	5.26	—
$h_{17}(E)$	14	#15	7.15	—
$h_{18}(E)$	12	#15	6.18	—
$h_{19}(E)$	32	#15	1.00	—
$h_{20}(E)$	8	#20	6.30	—
$h_{21}(E)$	4	#15	7.05	—
$n_1(E)$	200	#25	2.38	—
$p(E)$	22	#25	11.84	—
$s_1(E)$	78	#15	3.80	—
$t_2(E)$	278	#20	2.68	—
$v_1(E)$	80	#25	3.54	—
$v_2(E)$	80	#25	3.40	—
$v_3(E)$	16	#15	4.91	—
$v_4(E)$	16	#15	4.76	—
$v_5(E)$	72	#15	3.05	—
$v_6(E)$	72	#15	3.02	—
$v_7(E)$	216	#15	0.76	—
$v_8(E)$	84	#15	1.54	—
$v_9(E)$	32	#15	5.28	—
$v_{10}(E)$	28	#15	4.84	—
$v_{11}(E)$	25	#15	1.98	—
$w_1(E)$	20	#15	12.50	—
$w_2(E)$	18	#25	12.50	—
Concrete Structures		m <sup>3</sup>	172.7	
Reinforcement Bars, Epoxy Coated		kg	13710	
Structure Excavation		m <sup>3</sup>	294	
Furnishing Steel Piles HP 200x54		m	247.1	
Furnishing Steel Piles HP 310x79		m	548.0	
Driving Piles		m	795.1	
Test Piles Steel HP 200x54		Each	2	
Form Liner		m <sup>2</sup>	52	
Textured Surface		m <sup>3</sup>	2.4	
Concrete Encasement		m <sup>3</sup>	2.4	

Notes:  
Reinforcement bars designated (E) shall be epoxy coated.

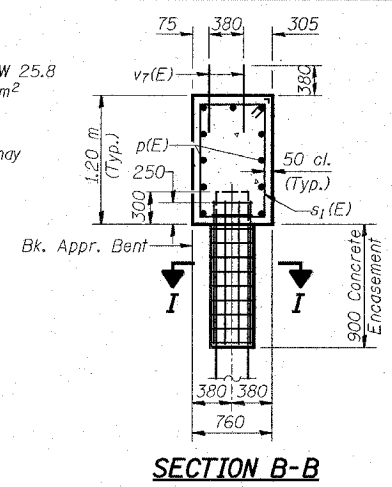


**SECTION A-A**

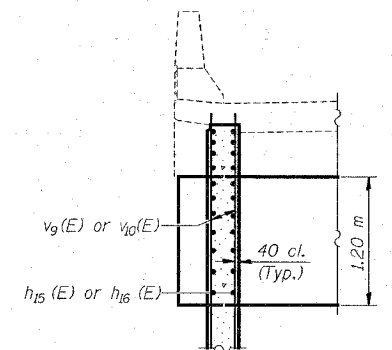


**SECTION I-I**

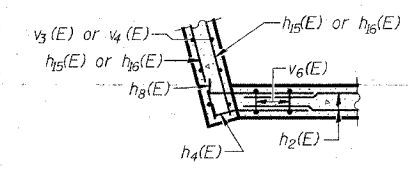
**PILE ENCASEMENT DETAIL**



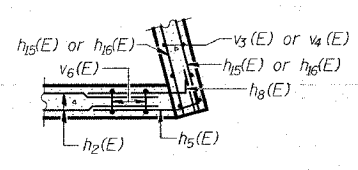
**SECTION B-B**



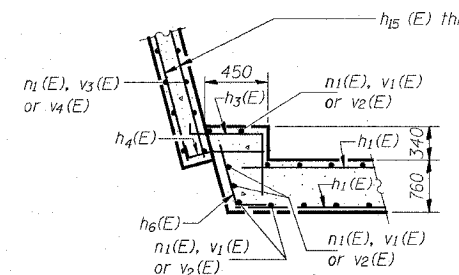
**SECTION C-C**



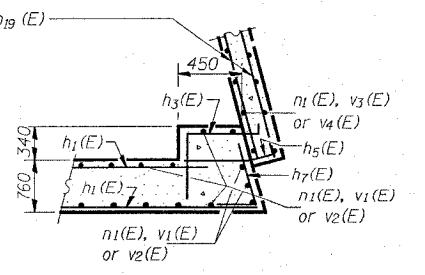
**SECTION D-D**



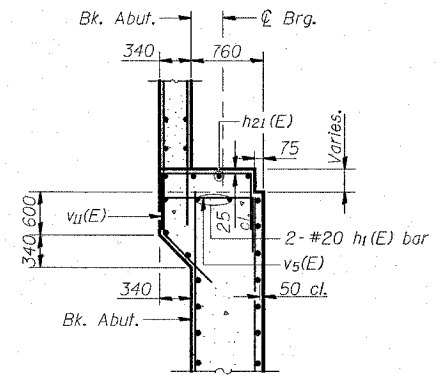
**SECTION E-E**



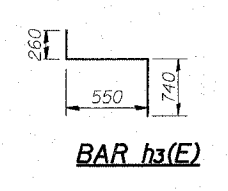
**SECTION F-F**



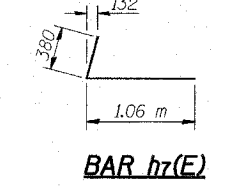
**SECTION G-G**



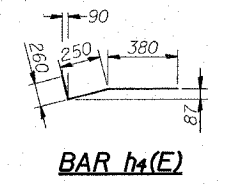
**SECTION H-H**



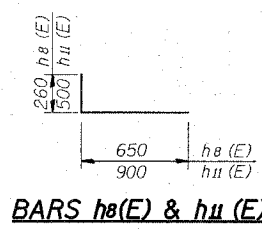
**BAR h3(E)**



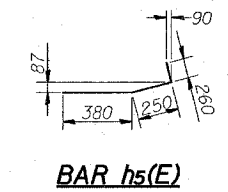
**BAR h7(E)**



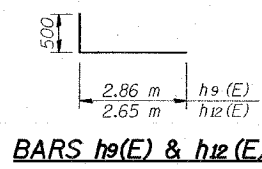
**BAR h4(E)**



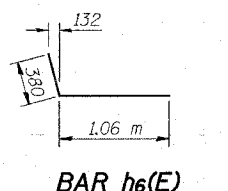
**BARS h8(E) & h11(E)**



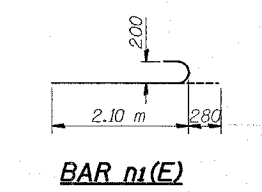
**BAR h5(E)**



**BARS h9(E) & h12(E)**



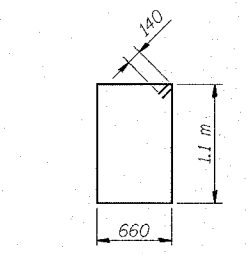
**BAR h6(E)**



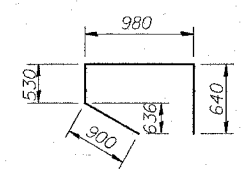
**BAR n1(E)**

**FIELD CUTTING DIAGRAM**

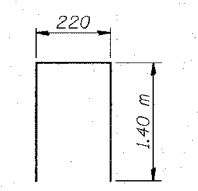
Bar	Length (m)	Bar	Length (m)
$h_{17}(E)$ bars	6 Eq. Spa. S. Abut.	$v_9(E)$ bars	15 Eq. Spa. S. Abut.
$h_{18}(E)$ bars	5 Eq. Spa. N. Abut.	$v_{10}(E)$ bars	13 Eq. Spa. N. Abut.
$v_9(E)$ bars	15 Eq. Spa. S. Abut.		
$v_{10}(E)$ bars	13 Eq. Spa. N. Abut.		
$v_9(E)$	1.50 m	$h_{17}(E)$	3.78 m
$v_{10}(E)$	1.60 m	$h_{18}(E)$	3.24 m
$h_{17}(E)$	1.65 m	$v_9(E)$	5.48 m
$h_{18}(E)$	1.38 m	$v_{10}(E)$	4.80 m
		$h_{17}(E)$	1.50 m
		$h_{18}(E)$	1.60 m
		$v_9(E)$	3.24 m
		$v_{10}(E)$	5.48 m
		$h_{17}(E)$	1.65 m
		$h_{18}(E)$	1.38 m



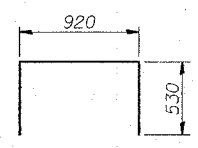
**BAR s1(E)**



**BAR v5(E)**



**BARS v6(E)**



**BARS v11(E)**

**LIN ENGINEERING, LTD.**  
20 N. Chestnut  
Channah, Illinois 61829  
Tel: (618) 433-6106  
Fax: (618) 433-6106  
Designed By: MTH Checked By: PBC Drawn By: JAO  
Date: 02/03 File: 0602306.DWG

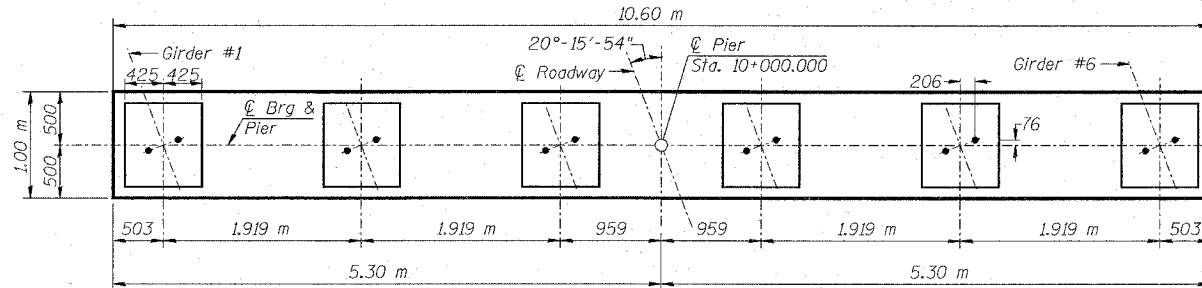
REVISIONS	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ABUTMENT DETAILS**  
WENZEL ROAD OVER F.A.P. RTE. 310  
SECTION 60-15HB  
MADISON COUNTY  
STA. 36+335.990 (FAP 310)  
STA. 10+000.000 (WENZEL ROAD)  
STRUCTURE NO. 060-0306

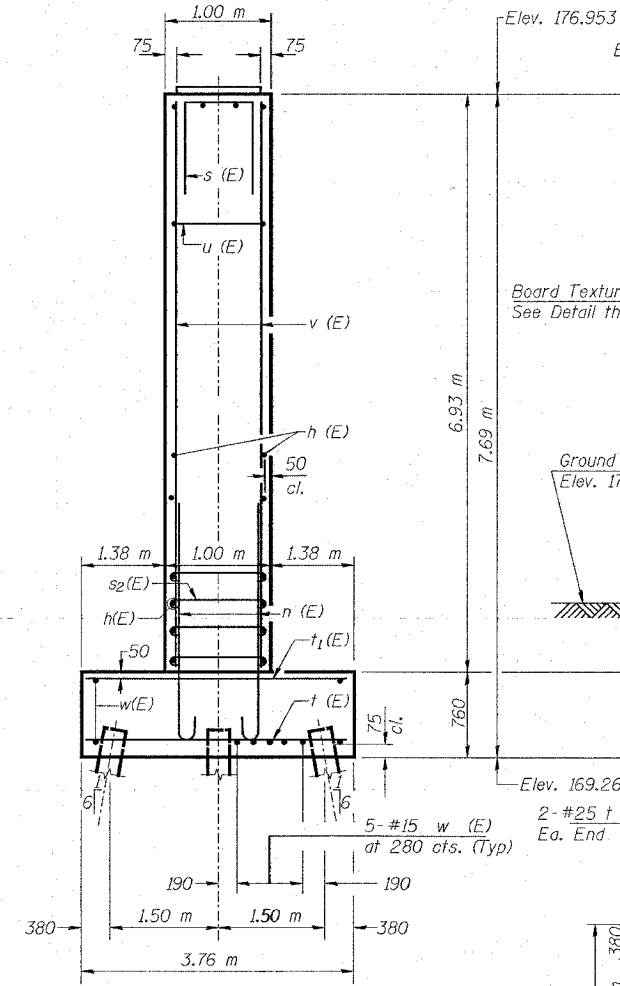
Notes: Space reinforcement in cap to miss anchor bolts.  
 Four steps monolithically with cap.  
 All edges shall have standard 20 mm chamfers except as noted.

**PILE DATA**

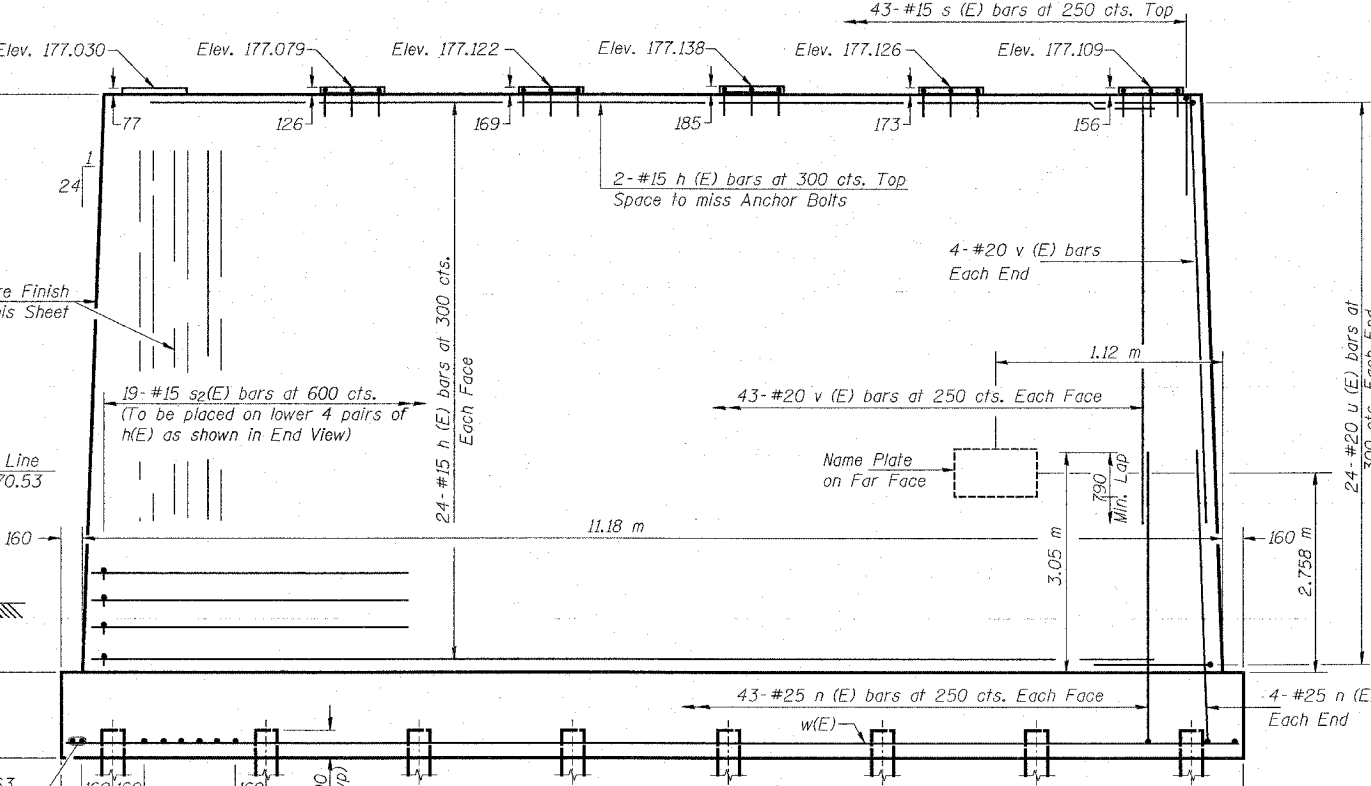
Type: HP250 x 62  
 Nominal Required Bearing: 1489 kN  
 Allowable Resistance Available: 496 kN  
 Est. Length: 8.9 m  
 No. Req'd: 24



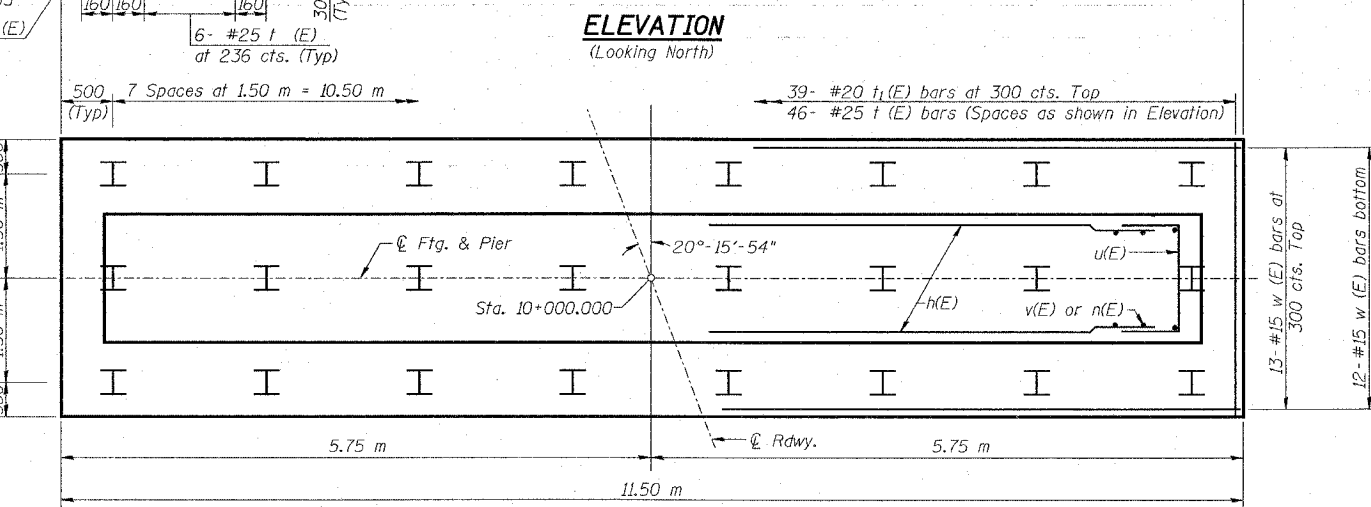
**TOP PLAN**



**END VIEW**



**ELEVATION**  
(Looking North)



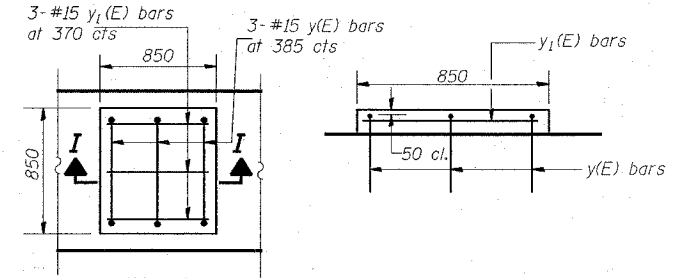
**FOOTING PLAN**

ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET	SHEET NO. 15 20 SHEETS
F.A.P. 310	60-15HB	MADISON	185	90	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		CONTRACT NO. 76626

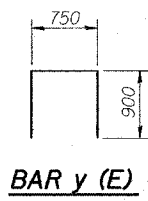
Note: Board Thickness Varying From 6 mm to 25 mm  
 Should Be Used in Random Pattern.

**DETAIL OF BOARD TEXTURE FINISH**

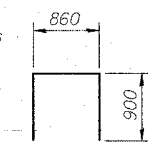
The Board Texture Finish May Vary Slightly Due to Variations in Form Liner Selected. The Form Liner Shall Provide the Approximate Dimensions in a Random Pattern and Shall Be Approved by the Engineer. See Special Provisions.



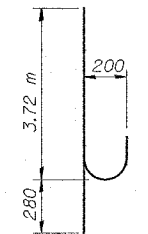
**REINFORCEMENT DETAIL OF PIER SEATS (TYP)**  
(Girders 2 thru 6)



**BAR y (E)**



**BAR s (E)**



**BAR n (E)**

**BILL OF MATERIAL**

Bar No.	Size	Length (m)	Shape
h (E)	50 #15	10.50	—
n (E)	94 #25	4.00	—
s (E)	43 #15	2.66	—
sp (E)	76 #15	1.34	—
t (E)	46 #25	3.66	—
t1 (E)	39 #20	3.66	—
u (E)	48 #20	3.06	—
v (E)	94 #20	4.64	—
w (E)	25 #15	11.40	—
y (E)	15 #15	2.55	—
y1 (E)	15 #15	0.77	—
Concrete Structures		m <sup>3</sup>	108.5
Reinforcement Bars, Epoxy Coated		kg	5520
Structure Excavation		m <sup>3</sup>	78
Furnishing Steel Piles		m	213.6
HP 250 x 62		m	213.6
Driving Steel Piles		m	213.6
Form Liner Textured Surface		m <sup>2</sup>	165

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PIER**  
 WENZEL ROAD OVER F.A.P. RTE 310  
 SECTION 60-15HB  
 MADISON COUNTY  
 STA. 36+335.990 (FAP 310)  
 STA. 10+000.000 (WENZEL ROAD)  
 STRUCTURE NO. 060-0306

**LIN ENGINEERING, LTD.**

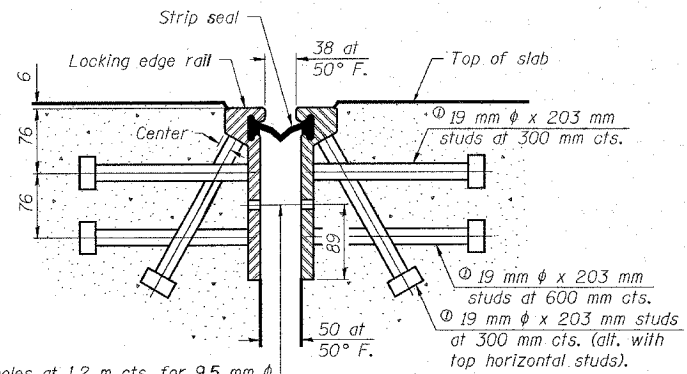
30 N. Chestnut  
 Channahon, Illinois 61613  
 (815) 463-4638  
 FAX (815) 463-4705  
 Designed By: WTH  
 Checked By: PBL  
 Drawn By: JMD  
 Date: 02/03  
 File: 0600306.DWG

REVISIONS
NAME

Reinforcement Bars designated (E) shall be epoxy coated.

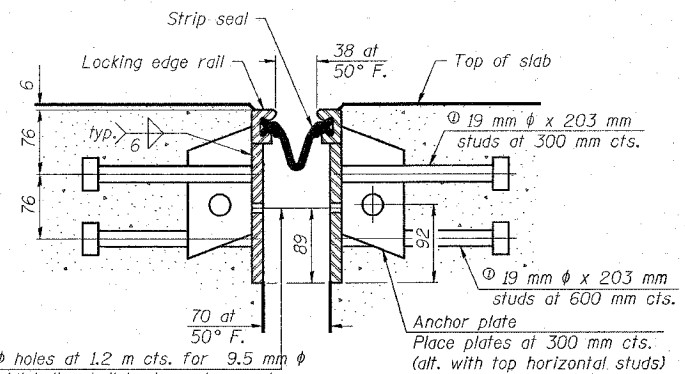
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16 20 SHEETS
F.A.P. 310	60-15HB	MADISON	185	91	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. T6626		

⊙ Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



11 mm  $\phi$  holes at 1.2 m cts. for 9.5 mm  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU ROLLED RAIL JOINT**

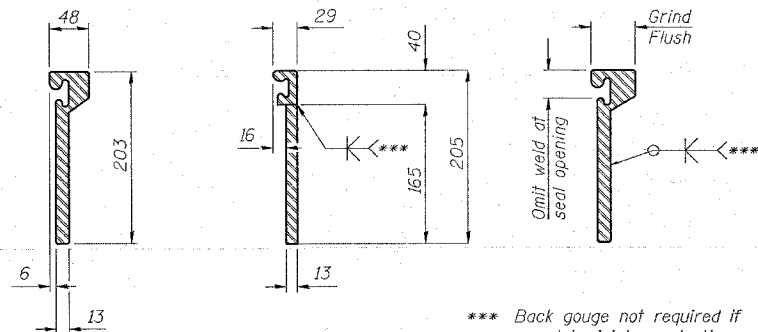


11 mm  $\phi$  holes at 1.2 m cts. for 9.5 mm  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU WELDED RAIL JOINT**

**Notes:**

The strip seal shall be made continuous and shall have a minimum thickness of 6 mm. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 102 mm. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints. The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



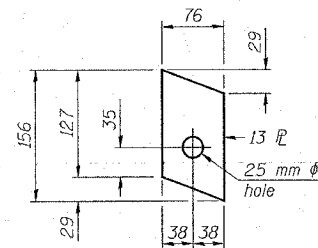
\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

**ROLLED (EXTRUDED) RAIL**      **WELDED RAIL**

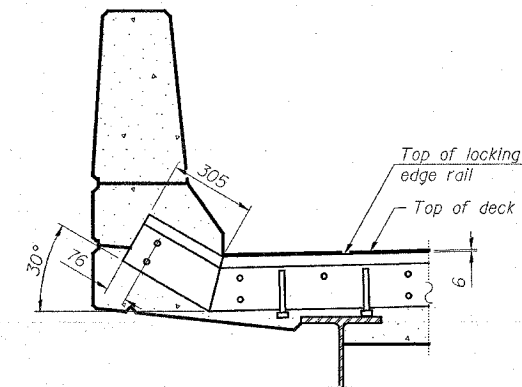
**LOCKING EDGE RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue.

**LOCKING EDGE RAILS**



**ANCHOR PLATE (for welded rail)**



**AT PARAPET**

**END TREATMENT**

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	m	23.0

**LIN ENGINEERING, LTD.**  
 20 N. Chestnut, Channahon, Illinois 62929  
 (815) 483-4888, FAX (815) 483-4106  
 Designed By: JTY, Checked By: PRC, Drawn By: JMD  
 Date: 02/03, File: 060306.DWG

REVISIONS
NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PREFORMED JOINT STRIP SEAL**  
 WENZEL ROAD OVER F.A.P. RTE 310  
 SECTION 60-15HB  
 MADISON COUNTY  
 STA. 36+335.990 (FAP 310)  
 STA. 10+000.000 (WENZEL ROAD)  
 STRUCTURE NO. 060-0306

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 17 20 SHEETS
F.A.P. 310	60-15HB	MADISON	185	92	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT NO.		
CONTRACT NO. T6626					

### MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.  
The coil wire shall be made of any suitable soft steel wire.  
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.  
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

### GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.  
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.  
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".  
All dimensions are in millimeters (mm) except as noted.

### INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

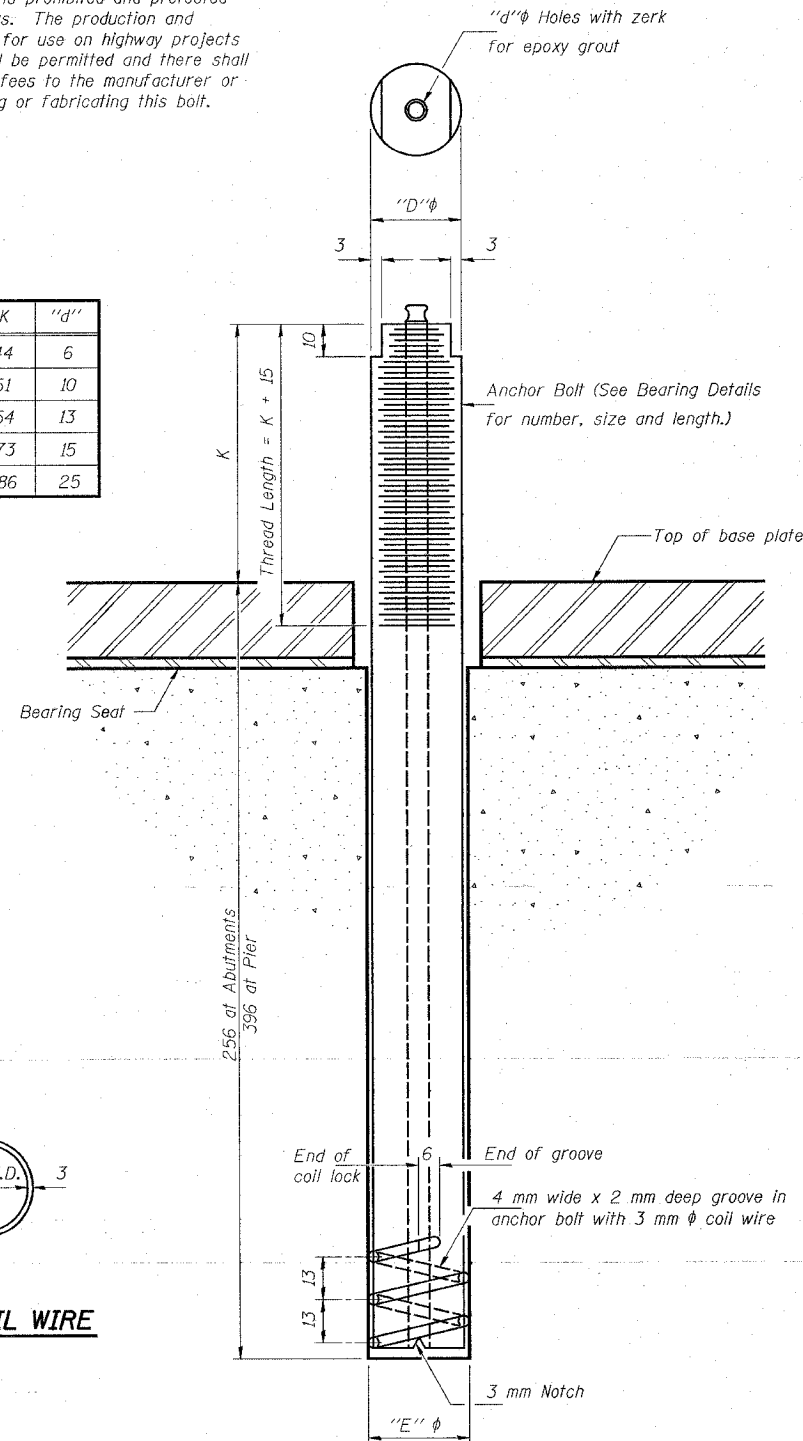
### ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.  
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:  
1. A threaded rod stud with nut and washer of the type specified.  
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

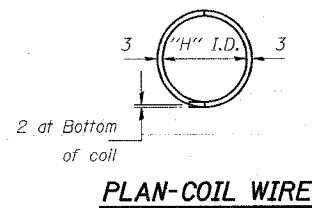
Location	Type
S. Abut	A 307
N. Abut	A 307
Pier	A 307

ASTM F 1554 (Fy = 724 MPa), ASTM A 449 and AASHTO M 314 (Fy = 724 MPa) anchor bolts may be substituted for the anchor bolts shown above.

D	E	H	K	"d"
24	27	20	44	6
30	33	26	51	10
36	39	32	54	13
48	51	44	73	15
64	67	60	86	25



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

REVISIONS	
NO.	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ANCHOR BOLT DETAILS  
WENZEL ROAD OVER F.A.P. RTE 310  
SECTION 60-15HB  
MADISON COUNTY  
STA. 36+335.990 (FAP 310)  
STA. 10+000.000 (WENZEL ROAD)  
STRUCTURE NO. 060-0306

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Page 1 of 2

ROUTE FAP 310 DESCRIPTION Wenzel Rd over IL 255 LOGGED BY Larry Ford  
 SECTION 60-15HB LOCATION SE. SEC. 24, TWP. 6N, RNG. 10W, 3 PM  
 COUNTY FAP 310 DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Hammer

STRUCT. NO. Station	BORING NO. Station	DEPTH (m)	BULGE (mm)	SHEAR (kPa)	PENETROMETER (%)	SOIL DESCRIPTION	DEPTH (m)	BULGE (mm)	SHEAR (kPa)	PENETROMETER (%)	SOIL DESCRIPTION
060-0306	#1 CTR PIER	36+340	0.00m CL. IL 255	175.62							
						Brown CLAYEY SILT with a trace of SAND A-7-6(16)					
						See Gradation at 3'					
						Gray and Brown SILT with some CLAY and a trace of SAND A-6(11)					
						See Gradation at 10.5'					
						Brown SILT with some SAND and CLAY A-6(11)					
						See Gradation at 18.0'					
						Brown SANDY LOAM					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T268)  
 BBS, from 137 (Rev. 6-99)

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Page 1 of 1

ROUTE FAP 310 DESCRIPTION Wenzel Rd over IL 255 LOGGED BY Larry Ford  
 SECTION 60-15HB LOCATION SE. SEC. 24, TWP. 6N, RNG. 10W, 3 PM  
 COUNTY FAP 310 DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Hammer

STRUCT. NO. Station	BORING NO. Station	DEPTH (m)	BULGE (mm)	SHEAR (kPa)	PENETROMETER (%)	SOIL DESCRIPTION	DEPTH (m)	BULGE (mm)	SHEAR (kPa)	PENETROMETER (%)	SOIL DESCRIPTION
060-0306	#1 CTR PIER	36+340	0.00m CL. IL 255	172.8							
						Gray CLAY LOAM w/Limestone GRAVEL (continued)					
						Brown and Gray Weathered SHALE					
						GRAY SHALE					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T268)  
 BBS, from 137 (Rev. 6-99)

**LIN ENGINEERING, LTD.**  
 20 N. Chestnut  
 (201) 483-4663  
 Designated By: MTH  
 Date: 02/03

Division, Suite 42529  
 FAX (201) 483-4705  
 Checked By: PSL  
 File: 060306.DWG

REVISIONS	
NO.	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BORING LOGS**  
 WENZEL ROAD OVER F.A.P. RTE 310  
 SECTION 60-15HB  
 MADISON COUNTY  
 STA. 36+335.990 (FAP 310)  
 STA. 10+000.000 (WENZEL ROAD)  
 STRUCTURE NO. 060-0306





### SOIL BORING LOG

ROUTE FAP 310 DESCRIPTION Wenzel Rd over IL 255 LOGGED BY Larry Ford  
 SECTION 60-15HB LOCATION SE. SEC. 24, TWP. 3N, RNG. 10W, 3 PM  
 COUNTY FAP 310 DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Hammer

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTHS			SOIL DESCRIPTION	ELEV.	UNSATURATED			SATURATED
						(m)	(ft)	(ft)			(m)	(ft)	(ft)	
060-0306		43 E ABUT	38+341	19.70m RT IL 255 CL	172.53									
						11				166.1	13	460	10	
						17	287				19	S/15		
						20	S/10	11			5			
						10					18			
						13	220				24	NC	16	
						14	S/15	13			14			
						5					30			
						8	364				43	NC	12	
						13	S/10	19			14			
						3					20			
						4	86				38	NC	15	
						5	S/10	20			12			
						1					21	431		
						4	172				36	S/15	11	
						6					9			
						11	278				20	766		
						13	S/15	12			38	S/15	12	
						9								
						18	548							
						34	S/15	10						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, from 137 (Rev. 8-99)



### SOIL BORING LOG

ROUTE FAP 310 DESCRIPTION Wenzel Rd over IL 255 LOGGED BY Larry Ford  
 SECTION 60-15HB LOCATION SE. SEC. 24, TWP. 3N, RNG. 10W, 3 PM  
 COUNTY FAP 310 DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Hammer

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTHS			SOIL DESCRIPTION	ELEV.	UNSATURATED			SATURATED
						(m)	(ft)	(ft)			(m)	(ft)	(ft)	
060-0306		43 E ABUT	38+341	19.70m RT IL 255 CL	172.53									
						11								
						17	287							
						20	S/10	11						
						10								
						13	220							
						14	S/15	13						
						5								
						8	364							
						13	S/10	19						
						3								
						4	86							
						5	S/10	20						
						1								
						4	172							
						6								
						11	278							
						13	S/15	12						
						9								
						18	548							
						34	S/15	10						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, from 137 (Rev. 8-99)

**LIN ENGINEERING, LTD.**  
 20 E. Chestnut, Dixon, Illinois 62529  
 (271) 483-4882 FAX (271) 483-4706  
 Designed By: MTH Checked By: PBL Drawn By: JMD  
 Date: 02/03 File: 0600306.Dwg

REVISIONS	NAME

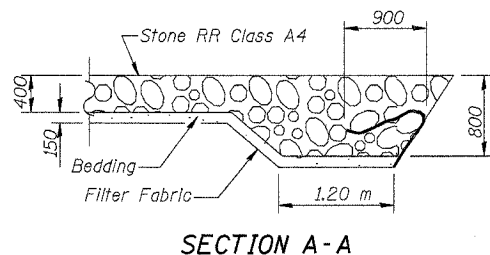
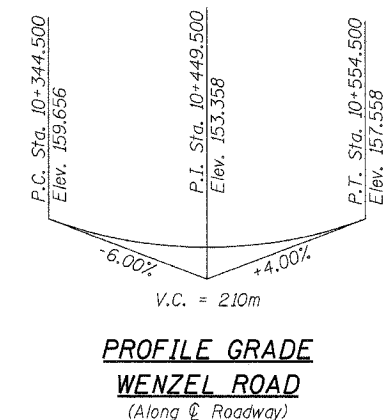
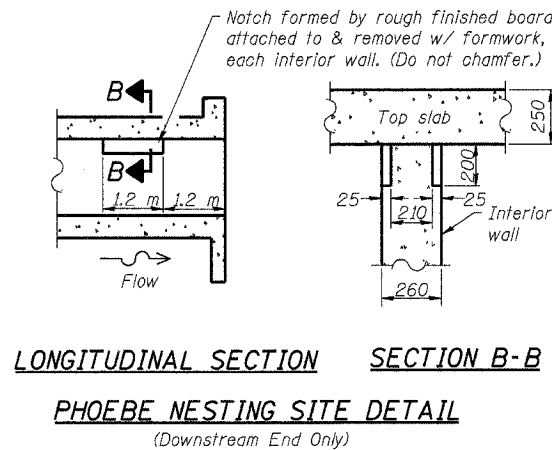
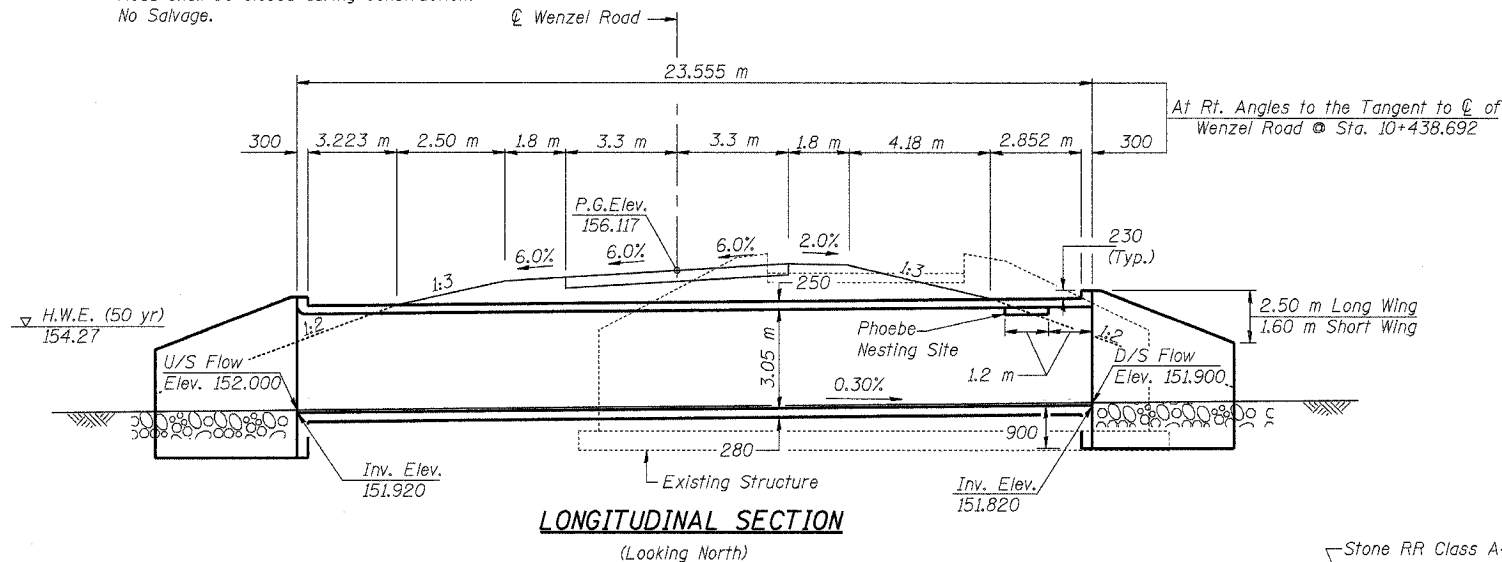
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BORING LOGS**  
 WENZEL ROAD OVER F.A.P. RTE 310  
 SECTION 60-15HB  
 MADISON COUNTY  
 STA. 36+335.990 (FAP 310)  
 STA. 10+000.000 (WENZEL ROAD)  
 STRUCTURE NO. 060-0306

Bench Mark : Chiseled Square on the Southwest Wingwall of Bridge. Ele. 155.874 m

Existing Structure: The existing structure is a single span slab bridge measuring 6.18 m back to back of abutments and 5.58 m width outside face to outside face. The abutments are of closed type fixed at both ends with diagonal wings. The structure has no skew. Neither the existing structure plans nor the date of construction is available. Road shall be closed during construction. No Salvage.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 310	60-15HB	MADISON	185	96
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	
CONTRACT NO. 76626				



HORIZONTAL CURVE DATA

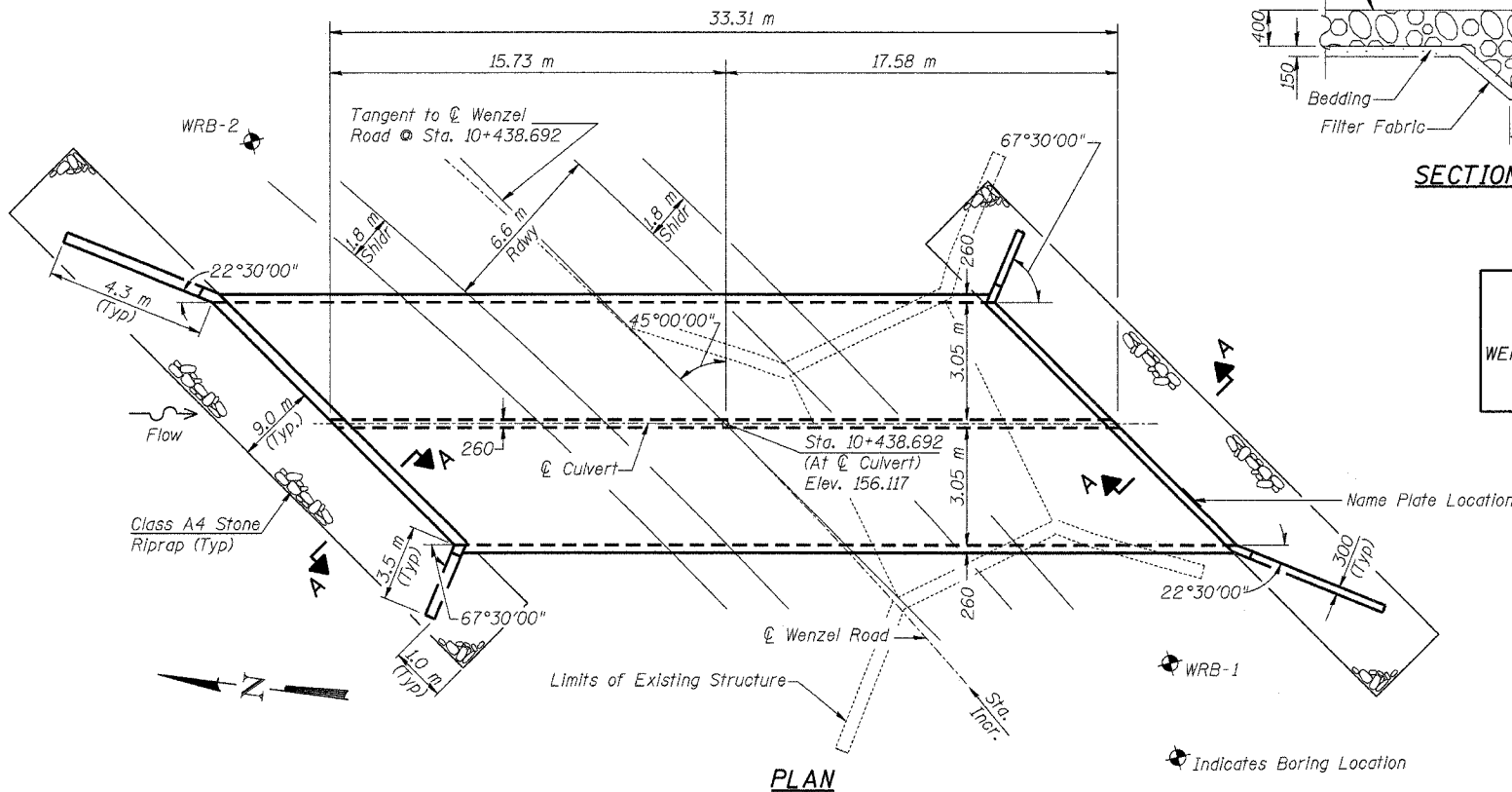
PI Sta. = 10+436.175  
 $\Delta$  = 76°18'06" (LT)  
 R = 145.000 m  
 T = 113.902 m  
 L = 193.099 m  
 E = 39.387 m  
 PC Sta. = 10+322.273  
 PT Sta. = 10+515.371  
 Full Superelevation = 6.0%

TOTAL BILL OF MATERIAL

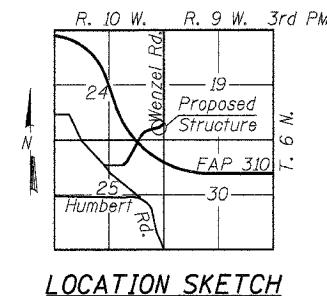
ITEM	UNIT	TOTAL
Concrete Box Culverts	m <sup>3</sup>	221.5
Removal of Existing Structures	Each	1
Reinforcement Bars	kg	19840
Name Plates	Each	1
Stone Riprap, Class A4	m <sup>2</sup>	301
Filter Fabric	m <sup>2</sup>	301

GENERAL NOTES

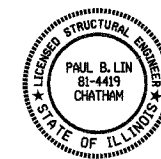
1. Reinforcement Bars shall conform to the requirements of AASHTO M31M or M322M Grade 420.
2. For backfilling and embankment see Standard Specifications.
3. Layout of slope protection system may be varied in the field to suit ground conditions as directed by Engineer.
4. A distance of half the length of the wingwall but not less than two meters of the barrel shall be poured monolithically with the wingwalls.
5. Excavation behind existing abutment walls shall be done before removing the existing superstructure.
6. Precast culvert alternate is not allowed.
7. All dimensions are in millimeters (mm) except as noted.



STATION 10+438.692  
 BUILT 200\_ BY  
 STATE OF ILLINOIS  
 WENZEL ROAD SEC. 60-15HB  
 LOADING MS18  
 STR. NO. 060-6900  
**NAME PLATE**  
 See Std. 515001



**APPROVED**  
 FOR STRUCTURAL ADEQUACY ONLY  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES



*Paul B. Lin* 7/30/07 Date  
 Paul B. Lin  
 Licensed Structural Engineer  
 State of Illinois No. 81-4419  
 Expires 11/30/2008

DESIGN SPECIFICATIONS

2002 AASHTO Specifications

LOADING MS 18

Allow 2.4 kN/m<sup>2</sup> for future wearing surface.

DESIGN STRESSES

FIELD UNITS

$f'_c = 24$  MPa  
 $f_y = 420$  MPa (Reinf.)

WATERWAY INFORMATION

Drainage Area = 277.13 Ha. (1.07 Sq. Mi.) Exist. Low Grade Elev. 155.879 m

Flood	Freq. Yr.	Q m <sup>3</sup> /s	Opening m <sup>2</sup>		Head - m		Headwater Elev.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	50	37	11.99	14.93	154.27	0.38	0.00	154.65	154.27
Base	100	44	12.99	16.03	154.45	0.53	0.11	154.98	154.56
Max. Calc.	500	59	14.77	17.98	154.77	0.52	0.26	155.29	155.03

$\Delta$  At upstream face of culvert.

**LIN ENGINEERING, LTD.**  
 210 N. CHASTNUT  
 CHATHAM, ILLINOIS 62629  
 (618) 483-4688 FAX (618) 483-4706  
 Designed By: WJ Checked By: STJ Drawn By: JLD  
 Date: 07/03 File: 060-6900.D01

REVISIONS	
NAME	

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN**  
**WENZEL ROAD OVER ROCK CREEK BRANCH**  
**SECTION 60-15HB**  
**MADISON COUNTY**  
**STA. 10+438.692**  
**STRUCTURE NUMBER 060-6900**

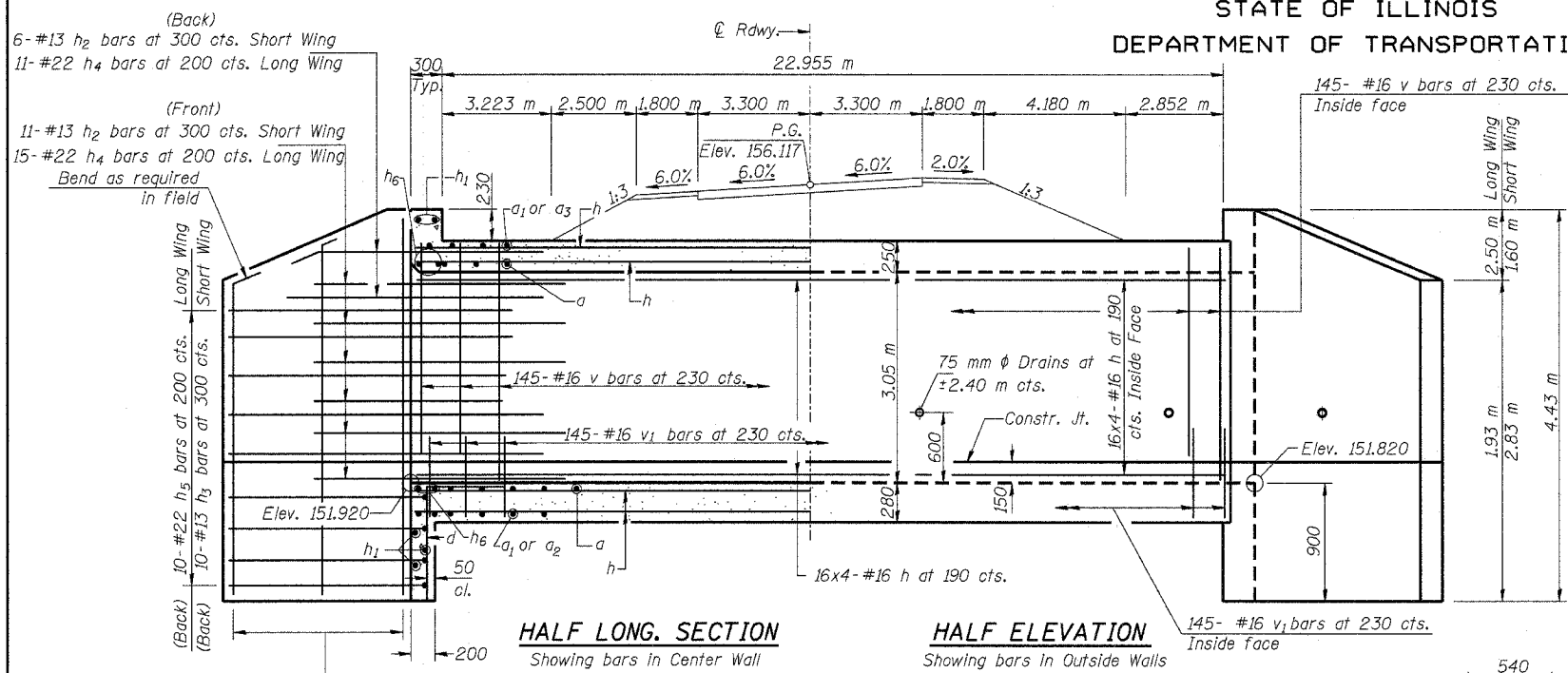


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 310	60-15HB	MADISON	185	97
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		

CONTRACT NO. 76626

SHEET NO. 2  
3 SHEETS



HALF LONG SECTION

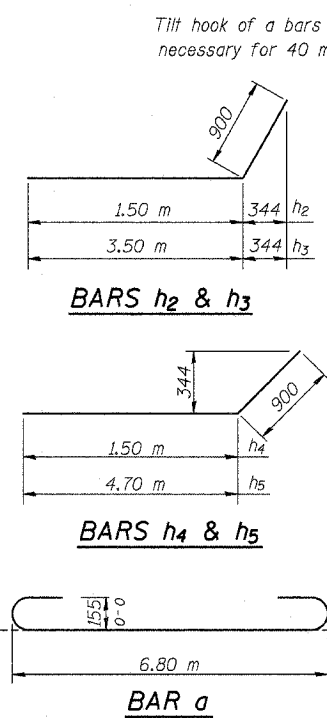
HALF ELEVATION

Showing bars in Center Wall

Showing bars in Outside Walls

REINFORCEMENT

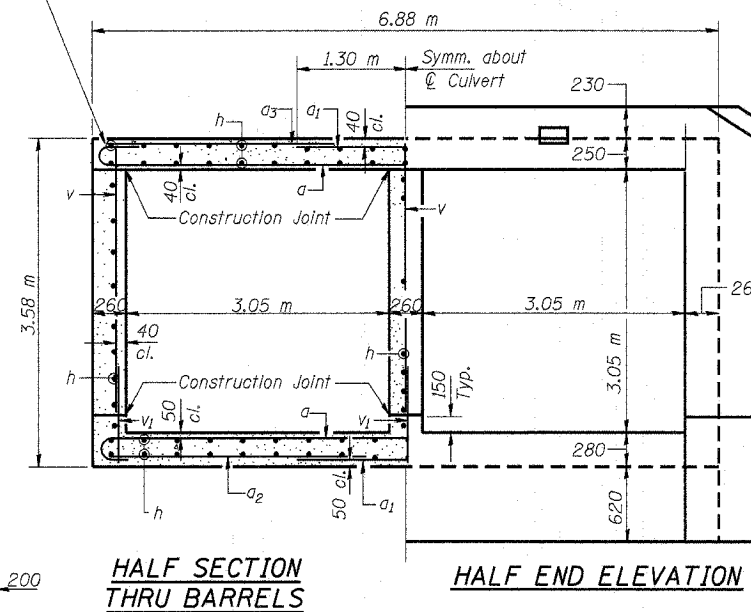
Dimensions at Rt. L. to tangent to  $\phi$  Roadway at sta. 10+438.692



BARS  $h_2$  &  $h_3$

BARS  $h_4$  &  $h_5$

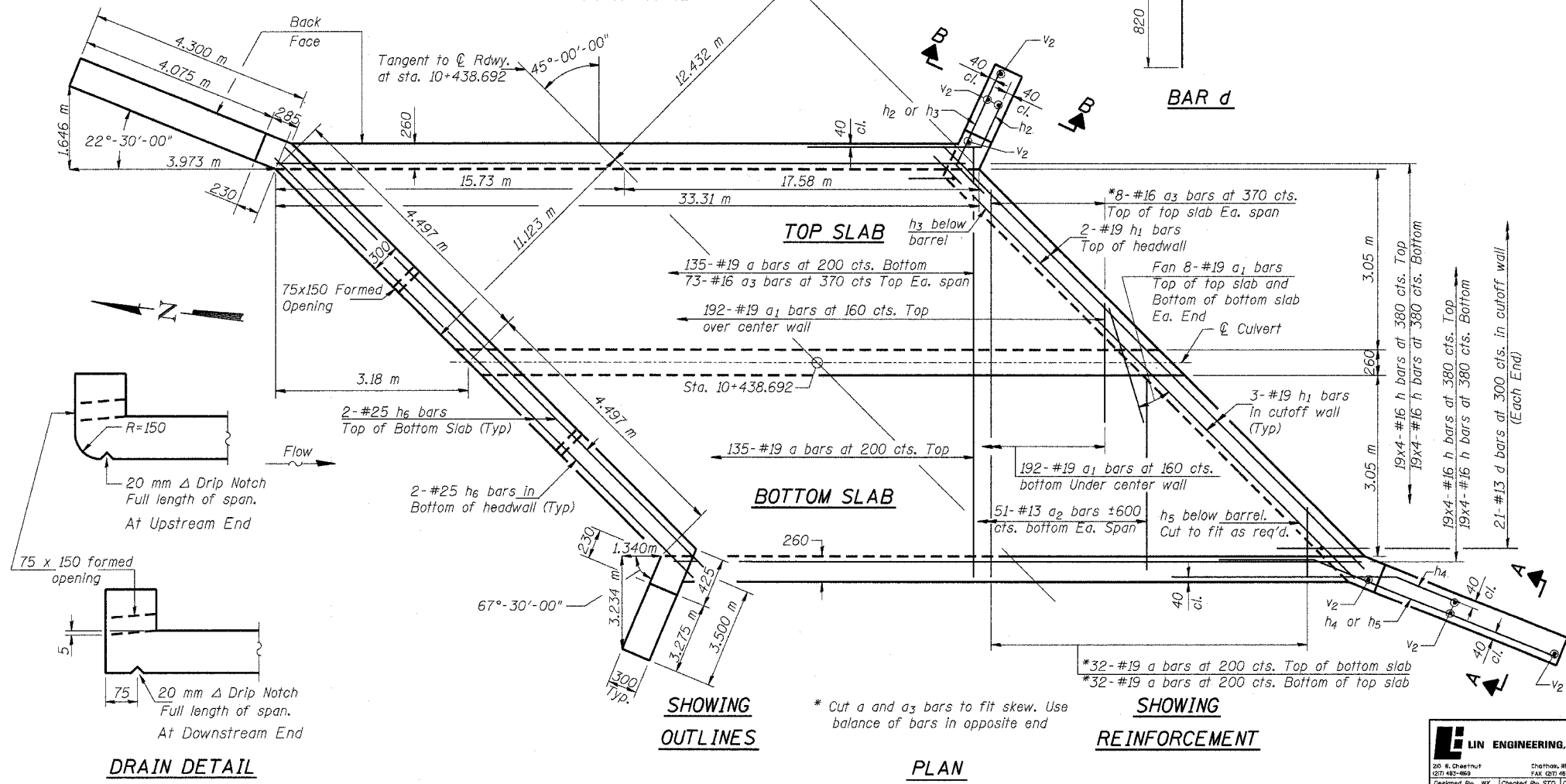
BAR a



HALF SECTION THRU BARRELS

HALF END ELEVATION

MIN. BAR LAP  
# 16 Bars = 550



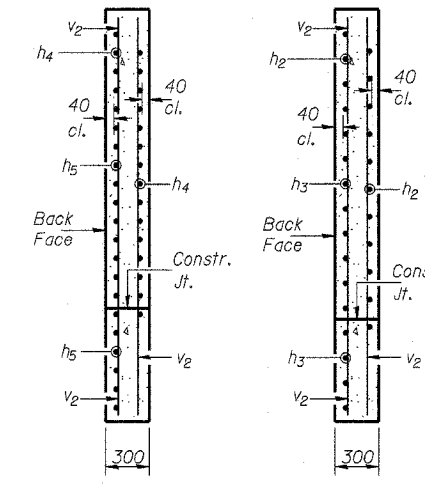
TOP SLAB

BOTTOM SLAB

SHOWING OUTLINES

SHOWING REINFORCEMENT

PLAN



SECTION A-A

SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
a	334	#19	7.20	U
a <sub>1</sub>	416	#19	2.60	—
a <sub>2</sub>	102	#13	3.04	—
a <sub>3</sub>	162	#16	2.85	—
d	42	#13	1.36	—
h	496	#16	8.72	—
h <sub>1</sub>	10	#19	9.62	—
h <sub>2</sub>	34	#13	2.40	—
h <sub>3</sub>	20	#13	4.40	—
h <sub>4</sub>	52	#22	2.40	—
h <sub>5</sub>	20	#22	5.60	—
h <sub>6</sub>	8	#25	9.62	—
v	435	#16	3.08	—
v <sub>1</sub>	435	#16	1.02	—
v <sub>2</sub>	16	#13	4.36	—
Concrete			m <sup>3</sup>	221.5
Box Culverts				
Reinforcement Bars			kg	19840

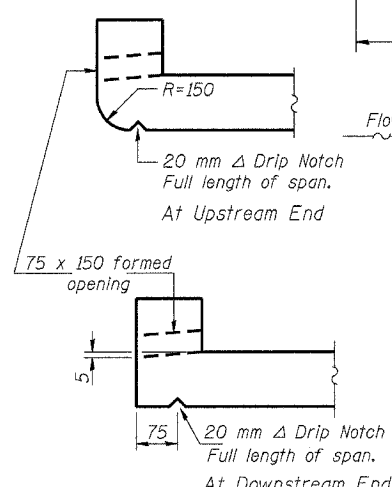
Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
REINFORCEMENT DETAILS  
WENZEL ROAD OVER ROCK CREEK BRANCH  
SECTION 60-15HB  
MADISON COUNTY  
STA. 10+438.692  
STRUCTURE NUMBER 060-6900

LIN ENGINEERING, LTD.  
30 S. Chestnut  
Chicago, Illinois 60604  
(312) 483-4869  
FAX (312) 483-4106  
Designed By: WJ  
Checked By: STJ  
Drawn By: JMD  
Date: 07/03  
File: 060-6900.DWG

REVISIONS
NAME

DRAIN DETAIL



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.P. 310	60- 15HB	MADISON	185 98	3
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

CONTRACT NO. 76626

NOU-14-2881 02/55 IDOT DIST # 618 346 3282 P.34/38



Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/17/81

ROUTE FAP 310 DESCRIPTION Wenzel Road over Box Culvert on Branch of Rock Creek LOGGED BY Larry Ford  
SECTION 60-15HB LOCATION SEC. TWP. RNG. PM  
COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO.	DEPT	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
Station	H	S	Qu	T	m	m	m	m	m	m	m
BORING NO.	(180)	(180)	(kPa)	(%)	(m)	(m)	(m)	(180)	(180)	(kPa)	(%)
Station	mm	mm						mm	mm		
WRB-1 E. End											
10+428											
7.00m FT CL											
Ground Surface Elev. 155.00											
Gray and Brown SILT LOAM (FI)	4										
	3	57									
	3	S/5	15								
	2										
	2	38									
	2	S/5	13								
153.0											
Gray LOAM (FI)	3										
	4	77									
	5	S/10	13								
152.3											
Gravelly SAND	4										
	6										
	5	NC	11								
	2										
	4	NC	16								
150.8											
Gray CLAYEY GRAVELLY SANDY Mixture	3										
	12		21								
	50	NC	13								
150.3											
Gray SHALE											
	50/3										
		NC	10								
149.0											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-88)

NOU-14-2881 02/55 IDOT DIST # 618 346 3282 P.35/38



Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 10/17/81

ROUTE FAP 310 DESCRIPTION Wenzel Road over Box Culvert on Branch of Rock Creek LOGGED BY Larry Ford  
SECTION 60-15HB LOCATION SEC. TWP. RNG. PM  
COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO.	DEPT	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
Station	H	S	Qu	T	m	m	m	m	m	m	m
BORING NO.	(180)	(180)	(kPa)	(%)	(m)	(m)	(m)	(180)	(180)	(kPa)	(%)
Station	mm	mm						mm	mm		
WRB-2 W. End											
10+428											
8.00m FT CL											
Ground Surface Elev. 158.38											
Brown and Gray SILTY SAND											
	6										
	7	155									
	7	S/5	9								
	8										
	3	25	18								
	3	S/5	18								
152.4											
Brown and Gray SILTY GRAVELLY SAND See Gradation @ 5.6m	4										
	8	77									
	4	S/10	14								
	8										
	3	25	18								
	3	S/5	18								
151.8											
Gray SILTY CLAY LOAM	1										
	1	88	19								
	1	S/5	19								
151.3											
Gray SILTY CLAYEY SAND See Gradation @ 8m	2										
	2	28									
	2	S/5	23								
	2										
	2	28	21								
150.8											
Gray CLAY	8										
	8	28	27								
	8	S/10									
150.0											
Gray SHALE											
	20										
	37										
	50	NC									
148.0											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-88)

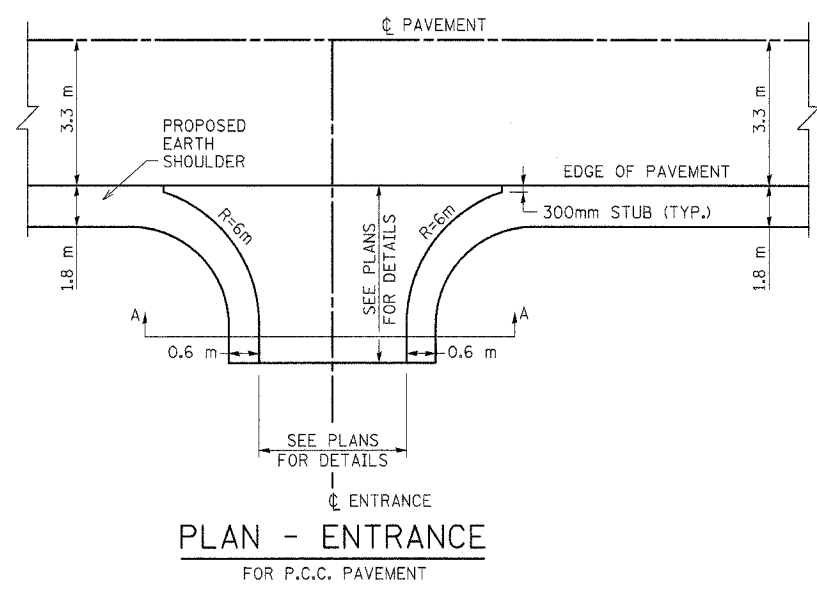
ILLINOIS DEPARTMENT OF TRANSPORTATION  
BORING LOGS  
WENZEL ROAD OVER ROCK CREEK BRANCH  
SECTION 60- 15HB  
MADISON COUNTY  
STA. 10+438.692  
STRUCTURE NUMBER 060-6900

REVISIONS	
NO.	NAME

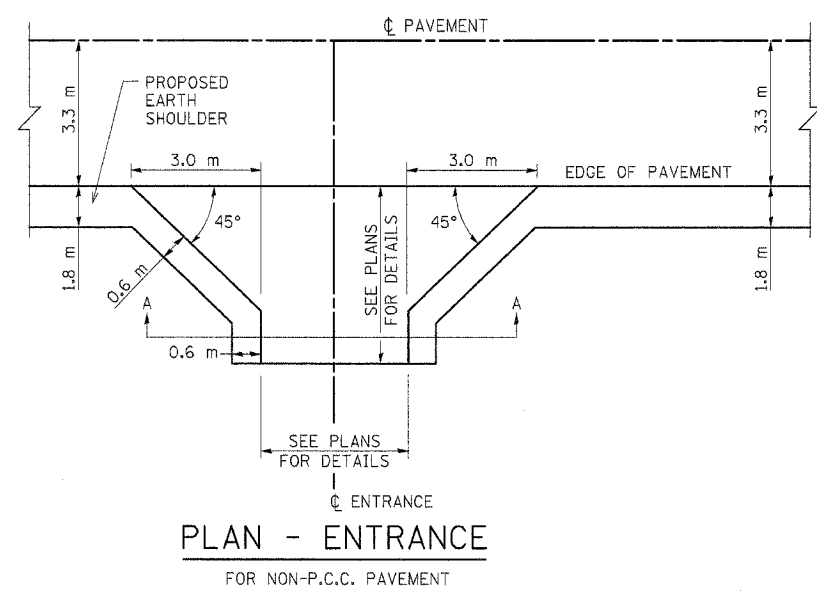
LIN ENGINEERING, LTD.  
30 N. Chestnut  
Channahon, Illinois 62629  
(815) 483-488  
FAX (815) 483-4106  
Designed By: KY Checked By: STD Drawn By: JMD  
Date: 07/83 File: 060-6900A.dwg



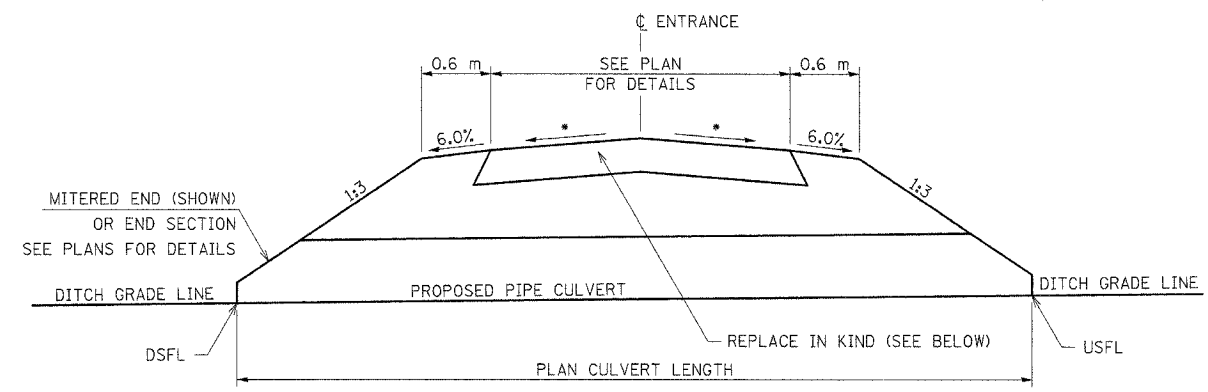
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	100
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 76626				



**PLAN - ENTRANCE**  
FOR P.C.C. PAVEMENT



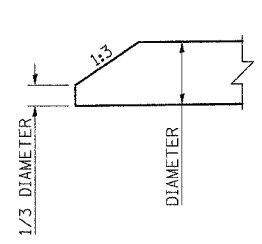
**PLAN - ENTRANCE**  
FOR NON-P.C.C. PAVEMENT



**SECTION A-A ENTRANCE TYPICAL SECTION**

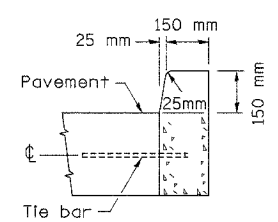
\* 6% FOR AGGREGATE  
2% FOR BITUMINOUS & CONCRETE

EXISTING	PROPOSED
EARTH	AGGREGATE SURFACE COURSE, TYPE B 150 mm - PE & FE
AGGREGATE	AGGREGATE SURFACE COURSE, TYPE B 150 mm - PE & FE
BIT. & CONC.	PCC DRIVEWAY PAVEMENT 150 mm - PE & CE

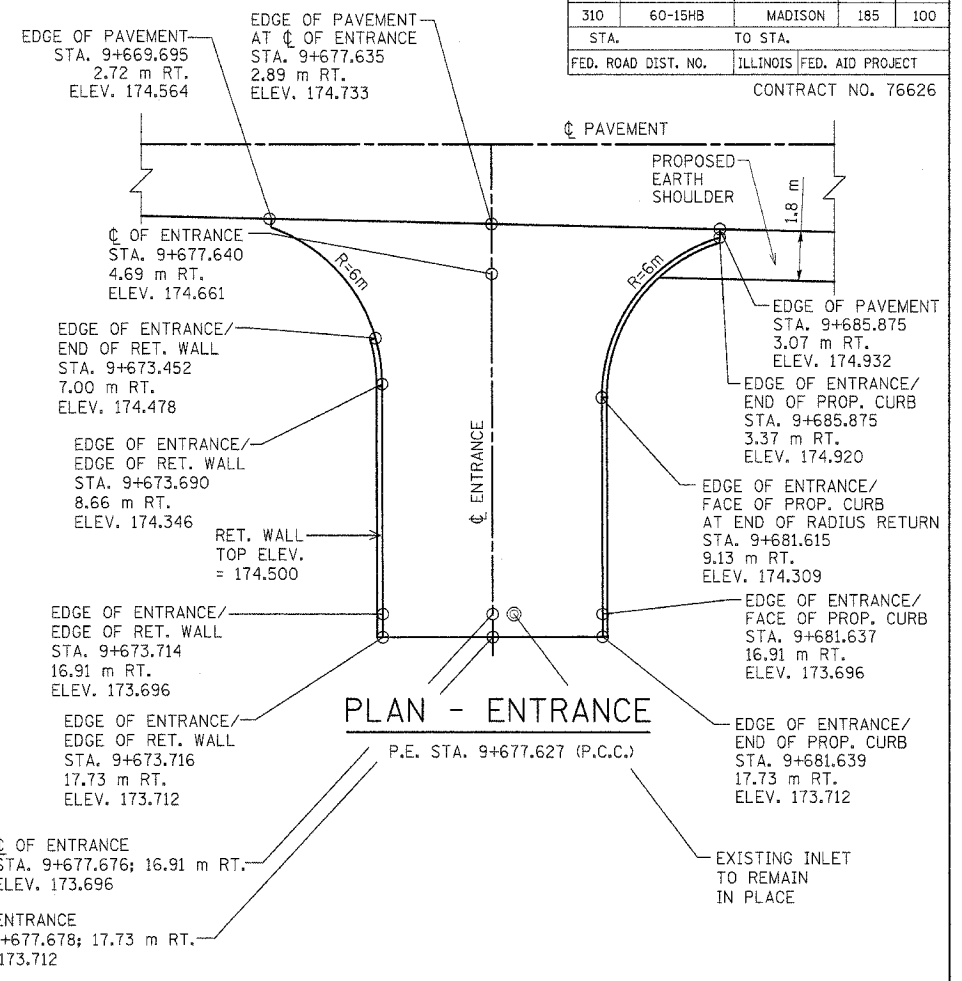


**SECTION VIEW OF MITERED END**

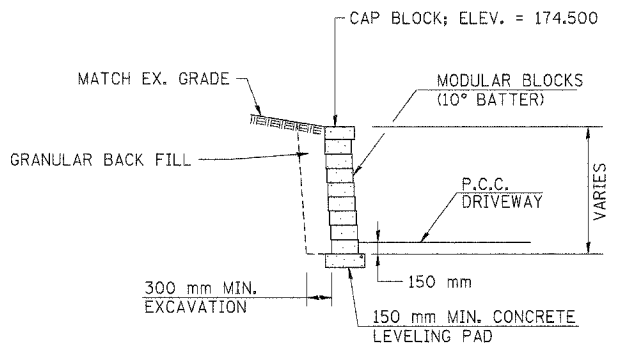
MITERED ENDS TO BE INCLUDED  
IN THE TOTAL LENGTH OF THE PIPE



**CONCRETE CURB TYPE B**



**PLAN - ENTRANCE**



**MODULAR RETAINING WALL SYSTEM**

- NOTES:
- MODULAR RETAINING WALLS SHALL BE CONSTRUCTED TO MANUFACTURER'S SPECIFICATIONS AND TO THE APPROVAL OF THE ENGINEER.
  - THE SCHEMATIC REPRESENTATION SHOWN IN THE DRAWINGS IS ARBITRARY. APPROPRIATE ADJUSTMENTS SHALL BE MADE TO SUIT THE MANUFACTURER'S PRODUCT SIZE.
  - THIS WORK, INCLUDING EXCAVATION, SELECT FILL, CONCRETE BLOCKS, CONCRETE LEVELING PAD, AND OTHER ACCESSORIES SHALL BE INCLUDED IN THE PAY ITEM "MODULAR RETAINING WALL SYSTEM".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ENTRANCE DETAILS  
WENZEL ROAD  
SECTION 60-15HB  
MADISON COUNTY

SCALE: NONE  
DATE: 04/2005

DRAWN BY: JH  
CHECKED BY: FML