3-9-07 Letting, Item 002

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42 +	1

STATE CONTRACT NO. 72663

2a sheets
44 pgs

D-96-533-02

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 310 (US 67)
SECTION 115(RS-3,B-2)
PROJECT: F-NHF-310(096)
MORGAN COUNTY
C-96-503-07

TRAFFIC DATA

	ADT (vpd)	% TRUCKS
FAP 310 (US 67) 2001	2,300	18.50
FAP 310 (US 67) 2021	3,100	18.50

INDEX OF SHEETS

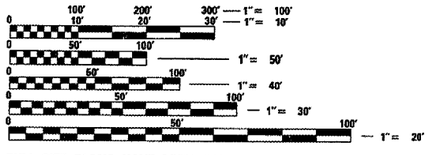
1	COVER SHEET
2	GENERAL NOTES, MIX DESIGN & COMMITMENTS
3-4	SUMMARY OF QUANTITIES
5-6	SCHEDULE OF QUANTITIES
7-9	TYPICAL SECTIONS & BUTT JOINT DETAIL
10	ALIGNMENT DIAGRAM & ENTRANCE IMPROVEMENT SCHEDULE
11-13	ROADWAY PLAN & PROFILE SHEETS
14-16	STAGING DETAILS, TEMPORARY BRIDGE TRAFFIC SIGNAL & WIDTH RESTRICTION SIGNAGE
17	STAGING CROSS SECTIONS
18-22	STORM WATER POLLUTION PREVENTION PLAN
23	DITCH RIPRAP & GUARDRAIL LAYOUT DETAILS
24-27	DISTRICT SIX ENTRANCE DETAILS FOR 3R & 3P PROJECTS
28-34A	STRUCTURE PLANS - SN 069-C152
35	CULVERT PROFILE
36-42	CROSS SECTIONS
42A.	TRAFFIC BARRIER TERMINAL TYPE 2 DETAIL
	HIGHWAY STANDARDS

SECTION 115(B-2)

SECTION 115(B-2) INCLUDES:
CULVERT REPLACEMENT: REPLACE SN 069-2001 WITH 12'xB'x52' R.C. BOX CULVERT W/ CAST-IN-PLACE HDWLS PROPOSED SN 069-7500
RESURFACING AND PROFILE GRADE RAISE FROM STA. 662+50.10 TO STA. 667+00.00

IDOT HIGHWAY STANDARDS

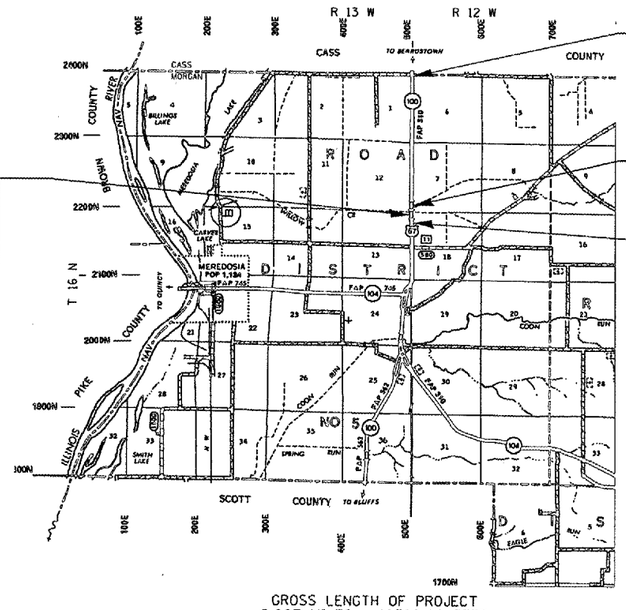
000001-04	630301-04	701311-02
001001-01	631011-03	701321-08
001006	635006-02	701326-01
280001-03	635011-01	702001-06
442201-02	666001	704001-03
482001-01	701006-02	780001-01
482011-02	701011-01	781001-02
630001-07	701201-02	886001
630201-04	701306-01	886006



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

CONTRACT NO. 72663



GROSS LENGTH OF PROJECT
2.007 MILES = 10596.00 FEET
NET LENGTH OF PROJECT
1.976 MILES = 10434.86 FEET

LOCATION OF SECTION INDICATED THUS: –

PLANS PREPARED BY

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

141 MARKET PLACE SUITE 208 ▪ FAIRVIEW HEIGHTS, ILLINOIS 62208
5200 OAKLAND AVENUE ▪ ST. LOUIS, MISSOURI 63110
www.hornershifrin.com

STEVEN R. DONAHUE 062-052897 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

STEVEN R. DONAHUE, P.E. Date
License Expires 11/30/2005

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Dec. 13 2006
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
February 2, 2007
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT
February 2, 2007
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

Rev.

Project Engineer: John Negangard Phone: (217) 782-6990
Squad Leader: Vince Modonia Phone: (217) 785-9046

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF STANDARD SPECIFICATION. THE J.U.L.I.E. NUMBER IS 1-800-892-0123.

   THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND ARE INTENDED TO BE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS.

   ALL UTILITY FACILITIES THAT REQUIRE RELOCATION WITHIN STATE R.O.W. SHALL BE COMPLETED BY THE UTILITY COMPANY UNLESS OTHERWISE SHOWN ON THE PLANS.

2. IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

3. THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.

4. ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM.

5. ANY REFERENCE WITHIN THESE PLANS TO A STANDARD SHALL BE INTERPRETED TO MEAN THE EDITION INDICATED BY THE SUB-NUMBER LISTED ON THE PREVIOUS SHEET OR THE COPY INCLUDED IN THESE PLANS.

6. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT MIX ASPHALT LIFTS.

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

8. GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

9. SEEDING SHALL BE DONE ON 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 CONSTRUCTIONS LIMITS SHALL BE SEEDED AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

10. FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

HOT MIX ASPHALT BASE COURSE	0.056	TON/SQ YD/IN
HOT MIX ASPHALT SURFACE COURSE	0.056	TON/SQ YD/IN
AGGREGATE (SURFACE, BASE, & BACKFILL)	2.05	TON/CU YD
BITUMINOUS MATERIALS:		
PRIME COAT FOR HOT MIX ASPHALT:		
- ON PAVEMENT	0.00038	TON/SQ YD
- ON AGGREGATE	0.001425	TON/SQ YD
- AGGREGATE (PRIME COAT)	0.002	TON/SQ YD
RIP RAP	1.50	TON/CU YD
SEEDING, CLASS 2	200	LB/ACRE
TEMPORARY EROSION CONTROL SEEDING	100	LB/ACRE
NITROGEN FERTILIZER NUTRIENT	90	LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90	LB/ACRE
POTASSIUM FERTILIZER NUTRIENT	90	LB/ACRE
AGRICULTURAL GROUND LIMESTONE	2	TON/ACRE
MULCH	2	TON/ACRE

11. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BINDER COURSE AND SURFACE COURSE.

12. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

13. THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS PH: (217) 782-7314.

14. WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. ALL SAWED JOINTS FOR REMOVALS AND BUTT JOINTS SHALL BE CONSIDERED INCLUDED IN ITEM BEING REMOVED OR CONSTRUCTED.

15. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.

16. ALL REFERENCES IN THE PLANS TO "BITUMINOUS CONCRETE" SHALL BE INTERPRETED TO MEAN "HOT-MIX ASPHALT."

DISTRICT SIX

EXAMINED January 31 20 06

Louis J. Rubio

OPERATIONS ENGINEER

EXAMINED DECEMBER 12 2006

William E. Morton

PROGRAM DEVELOPMENT ENGINEER

EXAMINED Jan 24 20 06

PROGRAM IMPLEMENTATION ENGINEER

COMMITMENTS

NONE

MIX DESIGN

LOCATION(S):	
MIXTURE USE(S):	HOT MIX ASPHALT BASE COURSE/ WIDENING
PG:	PG 58-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0
FRICTION AGGREGATE:	N/A

LOCATION(S):	
MIXTURE USE(S):	HOT MIX ASPHALT SURFACE
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 OR 12.5
FRICTION AGGREGATE:	MIX C

LOCATION(S):	
MIXTURE USE(S):	INCIDENTAL HOT MIX ASPHALT SURFACE
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 OR 12.5
FRICTION AGGREGATE:	MIX C

LOCATION(S):	
MIXTURE USE(S):	LEVEL BINDER (MACHINE METHOD)
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5
FRICTION AGGREGATE:	N/A

LOCATION(S):	
MIXTURE USE(S):	HOT MIX ASPHALT SHOULDERS
PG:	PG 58-22
DESIGN AIR VOIDS:	2.0% @ N DESIGN = 30
MIXTURE COMPOSITION: (GRADATION MIXTURE)	BAM
FRICTION AGGREGATE:	N/A

LOCATION(S):	
MIXTURE USE(S):	HOT MIX ASPHALT BINDER COURSE
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0
FRICTION AGGREGATE:	N/A

REVISIONS NAME	DATE
VJM	12/06

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, MIX DESIGN & COMMITMENTS

F.A.P. 310 (US 67)

MORGAN COUNTY

SCALE: VERT. NONE HORIZ. NONE

DRAWN BY AJP

DATE 03/01/2004

CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	SN 069-7500		
				F 80% FED. 20% STATE	NHF 80% FED 20% STATE	
				Y007	I000	SFTY-3N
20200100	EARTH EXCAVATION	CU YD	595	595		
20400800	FURNISHED EXCAVATION	CU YD	455	455		
25000200	SEEDING, CLASS 2	ACRE	0.50	0.50		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	35	35		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	35	35		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	35	35		
25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.8	0.8		
25100115	MULCH, METHOD 2	ACRE	0.50	0.50		
25100630	EROSION CONTROL BLANKET	SQ YD	90	90		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	200	200		
28000400	PERIMETER EROSION BARRIER	FOOT	407	407		
28000500	INLET AND PIPE PROTECTION	EACH	3	3		
28001000	AGGREGATE (EROSION CONTROL)	TON	3	3		
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	202	202		
28200200	FILTER FABRIC	SQ YD	449	449		
35101400	AGGREGATE BASE COURSE, TYPE B	TON	91		91	
35800100	PREPARATION OF BASE	SQ YD	596		596	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	48		48	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	22.5		22.5	
40600300	AGGREGATE (PRIME COAT)	TON	117.8		117.8	
40600895	CONSTRUCTING TEST STRIP	EACH	1		1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	956		956	
40600990	TEMPORARY RAMP	SQ YD	50		50	
40800050	INCIDENTAL HOT MIX ASPHALT SURFACING	TON	46		46	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	27847		27847	
44000100	PAVEMENT REMOVAL	SQ YD	236	236		
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SQ YD	315		315	
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	36		36	
44200174	PAVEMENT PATCHING, TYPE IV, 14 INCH	SQ YD	382		382	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	371		371	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	76	76		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		
50105220	PIPE CULVERT REMOVAL	FOOT	282	118	164	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	14940	14940		
51205200	TEMPORARY SHEET PILING	SQ FT	2017	2017		
54001000	BOX CULVERT END SECTIONS	EACH	2	2		
54003000	CONCRETE BOX CULVERTS	CU YD	67.6	67.6		
54201483	PIPE CULVERTS, TYPE 2, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18"	FOOT	180		180	

CONSTRUCTION TYPE CODES

Y007 - MINOR STRUCTURES (STORM SEWERS, CULVERTS, SHOWSHED, PUMP STATIONS, RETAINING WALLS, ETC.)

I000 - BITUMINOUS CONCRETE

SFTY-3N - IMPACT ATTENUATORS (CRASH CUSHION/IMPACT ATTENUATOR)

Rev.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. ROUTE 310 (US 67)
SCOTT COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 03/01/2004

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	SN 069-7500		
					F 80% FED. 20% STATE	NHF 80% FED. 20% STATE	
					Y007	I000	SFTY-3N
	54201501	PIPE CULVERTS, TYPE 2, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 36"	FOOT	135		135	
	54202335	PIPE CULVERTS, TYPE 3, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 30"	FOOT	164		164	
	60802030	AUTOMATIC FLAP GATE 30"	EACH	1	1		
*	63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	60.7	60.7		
*	63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	26.8	26.8		
*	63000130	STEEL PLATE BEAM GUARD RAIL, TYPE A (SPECIAL)	FOOT	50.0	50.0		
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2		
*	63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4		
	63200310	GUARDRAIL REMOVAL	FOOT	292	292		
	66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	9	9		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	5	1	
	67100100	MOBILIZATION	L SUM	1	1		
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
	70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
	70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1		
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5		
	70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	949		949	
	70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	3533		3533	
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1459		1459	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	600	600		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	550	550		
*	78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	23478		23478	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	133		133	
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	6	6		
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	133	133		
	X0321100	GEOTEXTILE RETAINING WALL	SQ FT	29	29		
	X0324118	GRANULAR CULVERT BACKFILL	CU YD	368	368		
	35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	159	159		
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	2423		2423	
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	321		321	
	40600625	LEVELING BINDER (MACHINE METHOD) N50	TON	1212		1212	
	X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1		
	50800515	BAR SPLICERS	EACH	56	56		
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2			2
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2			2
*	Z0054517	ROCK FILL - FOUNDATION	TON	130	130		

CONSTRUCTION TYPE CODES

Y007 - MINOR STRUCTURES (STORM SEWERS, CULVERTS, SHOWSHED, PUMP STATIONS, RETAINING WALLS, ETC.)

I000 - BITUMINOUS CONCRETE

SFTY-3N - IMPACT ATTENUATORS (CRASH CUSHION/IMPACT ATTENUATOR)

* SPECIALTY ITEMS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. ROUTE 310 (US 67)
SCOTT COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 03/01/2004

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

EARTHWORK

LOCATION STATION TO STATION	LENGTH	THEORETICAL		EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
		CUT	FILL	25% SHRINKAGE FACTOR		
				CU. YD.		
PIPE CULVERT						
659+43.09 LT TO 661+07.09 LT	164.00	141	141	106	-35	35
664+65.00 RT TO 666+00.00 RT	135.00	212	202	159	-43	43
664+70.00 LT TO 666+50.00 LT	180.00	202	184	152	-32	32
MAINLINE						
662+50.10 TO 664+16.05	165.95	22	19	17	-2	2
664+88.80 TO 667+00.00	211.20	0	67	0	-67	67
	SUB-TOTAL	595	906	449	-457	457
	TOTAL	595	905	450	-455	455

NOTES:

A SHRINKAGE OF 25% WAS USED TO DETERMINE THE EXCESS AND BORROW QUANTITIES.
FURNISHED EXCAVATION = EMBANKMENT - (SUITABLE EXCAVATION X (1-0.25))

EARTHWORK WAS CALCULATED USING NORMAL CROSS SECTIONS (I.e. SECTIONS TAKEN AT EVEN 50 FT INTERVALS). THEREFORE, NO ALLOWANCE WAS MADE FOR ENTRANCES.

EROSION CONTROL

STATION TO STATION	SIDE	EROSION CONTROL BLANKET	TEMP. EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	AGGREGATE (EROSION CONTROL)	INLET AND PIPE PROTECTION
		SQ. YD.	POUNDS	FOOT	TON	EACH
659+43.09 TO 661+07.09	LT		8			1
662+50.10 TO 667+00.00	LT	90	6	218		1
662+50.10 TO 667+00.00	RT		8	189		1
664+65.00 TO 666+00.00	RT		3			
664+70.00 TO 666+50.00	LT		4			
664+57.85	RT				3	
	SUB-TOTAL	90	29	407	3	3
	TOTAL	90	200*	407	3	3

*ESTIMATED QUANTITY

SEEDING, FERTILIZER, & MULCH

STATION TO STATION	SIDE	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH METHOD 2
		ACRE	POUND	POUND	POUND	TON	ACRE
659+43.09 TO 661+07.09	LT	0.08	7	7	7	0.2	0.08
662+50.10 TO 667+00.00	LT	0.13	13	13	13	0.3	0.13
662+50.10 TO 667+00.00	RT	0.15	15	15	15	0.3	0.15
	SUB-TOTAL	0.36	35	35	35	0.8	0.36
	TOTAL	0.50	35	35	35	0.8	0.50

BITUMINOUS SHOULDERS

STATION TO STATION	SIDE	BITUMINOUS SHOULDERS SUPERPAVE
		TON
658+48.82 TO 660+83.51	LT	12
658+49.61 TO 660+97.42	RT	11
662+41.60 TO 666+00.00	LT	35
662+58.73 TO 666+00.00	RT	18
	TOTAL	76

BITUMINOUS MATERIALS

STATION TO STATION	LENGTH	WIDTH	BIT CONC BIND CSE, SUPERPAVE IL-19.0, N50	BIT CONC BASE CSE WIDE 10"	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50	BIT. CONC. SURF. CSE. SUPERPAVE, MIX C, N50, 1½"	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	BITUMINOUS SURF REMOVAL VAR DEPTH
	FOOT	FOOT	TON	SQ. YD.	TON	TON	TON	TON	SQ YD
561+04.00 TO 658+49.13	9745	25			1137	2274	20.6	108.3	27070
658+49.13 TO 660+88.96	240	29			24	49	0.6	3.1	777
662+50.10 TO 664+97.37	247	32	201		28	55	0.7	3.5	
664+97.37 TO 666+00.00	103	30	120		12	23	0.3	1.4	
666+00.00 TO 667+00.00	100	24			11	22	0.2	1.1	
662+79.88 TO 666+22.47				159					
		TOTAL	321	159	1212	2423	22.4	117.4	27847

BITUMINOUS SURFACE REMOVAL – BUTT JOINT

LOCATION	WIDTH	BIT. SURF. REMOVAL BUTT JOINT	TEMPORARY RAMP
		SQ. YD.	SQ. YD.
561+04.00 TO 561+54.00	25	139	14
660+31.16 TO 660+88.96	30	201	28
662+50.10 TO 663+49.00	30	337	11
666+71.72 TO 667+00.00	30	78	11
TOTAL		755	50

ENTRANCE IMPROVEMENT SCHEDULE FOR RURAL/URBAN "3R" PROJECTS

LOCATION	TYPE OF ENTRANCE	EXISTING MATERIAL TYPE	WIDTH	LENGTH (FROM EDGE OF PVT/ BIT SHLD TO LIMITS OF IMPROVEMENT)	AGGREGATE BASE COURSE TYPE B	PREPARATION OF BASE
(LT / RT) (STA) (+)	(FE / PE / CE / MB)	(EARTH / AGG. / BIT. / P.C.C.)	FOOT	FOOT	TONS	SQ YD
RT STA 663+49.79	FE	AGG	24	16	17	50
LT STA 664+20.13	FE	AGG	16	24	17	49
LT STA 665+10.49	FE	AGG	25	23	24	69
RT STA 665+33.87	FE	AGG	24	70	33	96
				TOTAL	91	264

NOTE: SEE SHEET 10 FOR "3P" ENTRANCE SCHEDULE

RIPRAP

STATION	STATION	STONE DUMPED RIPRAP CL. A4	FILTER FABRIC FOR RIPRAP
		TON	SQ. YD.
661+01.16	661+13.11	4	8
664+26.50	664+74.75	91	202
664+30.45	664+90.00	91	203
664+74.75	664+90.40	16	36
TOTAL		202	449

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

F.A.P. ROUTE 310 (US 67)
SCOTT COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 03/01/2004

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

GUARDRAIL

STATION	STATION	SIDE	SPBGR TY A	SPBGR ATTACH TO STRUCT	SPBGR TY A (SPECIAL)	TRAF BAR TERM TY 1 SPEC (TAN)	TRAF BAR TERM TY 2	GUARDRAIL REMOVAL	GUARDRAIL MARK TY A	TERM MARK DIRECT APPLIED
			FOOT	FOOT	FOOT	EACH	EACH	FOOT	EACH	EACH
662+73.61	663+99.73	LT						129		
662+84.14	663+96.64	LT	12.5			2			2	2
663+77.28	665+14.78	RT	24.1	13.4		2			2	2
663+88.37	664+90.58	RT						103		
664+29.21	664+94.47	LT	24.1	13.4	50.0		2		2	
664+30.67	664+86.74	LT						60		
		TOTAL	60.7	26.8	50.0	4	2	292	6	4

PAVEMENT MARKING

LOCATION STATION TO STATION	DESCRIPTION	PAINT PAVEMENT MARKING SKIP DASH YELLOW LINE 5"	PAINT PAVEMENT MARKING SOLID WHITE LINE 5"	TEMPORARY PAVEMENT MARKING-LINE 5"	SHORT-TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
		FOOT	FOOT	FOOT	FOOT	SQ FT	EACH	EACH
658+25.00 TO 658+25.00	STOP BAR					24		
561+04.00 TO 660+88.96	℄ & EDGE OF PAVT	2496	19970	2496	908	1040	126	126
662+50.10 TO 667+00.00	℄ & EDGE OF PAVT	112	900	112	41	47	7	7
662+14.69 TO 663+92.76	LEFT EDGE OF PAVT			178		74		
663+92.76 TO 664+85.59	LEFT EDGE OF PAVT			93		39		
664+85.59 TO 666+22.47	LEFT EDGE OF PAVT			137		57		
660+55.60 TO 660+84.38	RIGHT EDGE OF PAVT			29		12		
660+84.38 TO 663+46.00	RIGHT EDGE OF PAVT			262		109		
663+46.00 TO 663+96.00	RIGHT EDGE OF PAVT			50		21		
663+96.00 TO 664+83.00	RIGHT EDGE OF PAVT			87		36		
664+83.00 TO 665+72.00	RIGHT EDGE OF PAVT			89		37		
668+15.00 TO 668+15.00	STOP BAR					24		
	SUB-TOTAL	2608	20870	3533	949	1459	133	133
	TOTAL	23478		3533	949	1459	133	133

AGGREGATE SHOULDER & SURFACE

STATION	STATION	SIDE	AGG SHLD TY B	AGG SURF CSE, TY B
			TON	TON
561+04.00	659+90.00	LT	141	
561+04.00	659+90.00	RT	141	
659+43.00	660+43.00	RT		7
659+55.00	660+55.00	LT		12
659+90.00	660+88.96	LT	1	
659+90.00	660+88.96	RT	1	
662+58.56	667+00.00	RT	71	
666+00.00	667+00.00	LT	16	
665+25.00	666+25.00	LT		8
665+75.00	666+75.00	RT		11
		TOTAL	371	38

TEMPORARY CONCRETE BARRIER

STATION	STATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
		FOOT	FOOT
660+17.00	665+72.00		550
660+19.00	666+22.00	600	
	TOTAL	600	550

PAVEMENT PATCHING

STATION TO STATION	PAVEMENT PATCHING, TYPE I, 14 INCH	PAVEMENT PATCHING, TYPE II, 14 INCH	PAVEMENT PATCHING, TYPE III, 14 INCH
	SQ. YD.	SQ. YD.	SQ. YD.
BEGINNING TO END			

FURNISHING & ERECTING R.O.W. MARKERS

STATION	OFFSET	R.O.W. MARKERS
		EACH
663+78.00	40' RT	1
664+09.00	41' LT	1
664+18.00	60' RT	1
664+34.00	55' LT	1
664+49.00	55' LT	1
664+98.00	60' RT	1
665+38.00	40' RT	1
666+00.00	55' LT	1
667+00.00	50' LT	1
	TOTAL	9

PAVEMENT REMOVAL

STATION	STATION	PAVEMENT REMOVAL
		SQ. YD.
664+16.05	664+88.80	236
	TOTAL	236

PIPE CULVERTS

STATION TO STATION	PIPE CULVERTS TY 2, CORR STEEL OR ALUM CULV PIPE 18"	PIPE CULVERTS TY 2, CORR STEEL OR ALUM CULV PIPE 36"	PIPE CULVERTS TY 3, CORR STEEL OR ALUM CULV PIPE 30"	AUTOMATIC FLAP GATE 30"	PIPE CULVERT REMOVAL
	FOOT	FOOT	FOOT	EACH	FOOT
659+43.09 TO 661+07.09			164	1	164
664+61.70 TO 665+12.70					51
664+67.15 TO 665+33.80					67
664+65.00 TO 666+00.00					
664+70.00 TO 666+50.00	180	135			
TOTAL	180	135	164	1	282

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

F.A.P. ROUTE 310 (US 67)

SCOTT COUNTY

SCALE: VERT. NONE HORIZ. NONE
DATE 03/01/2004

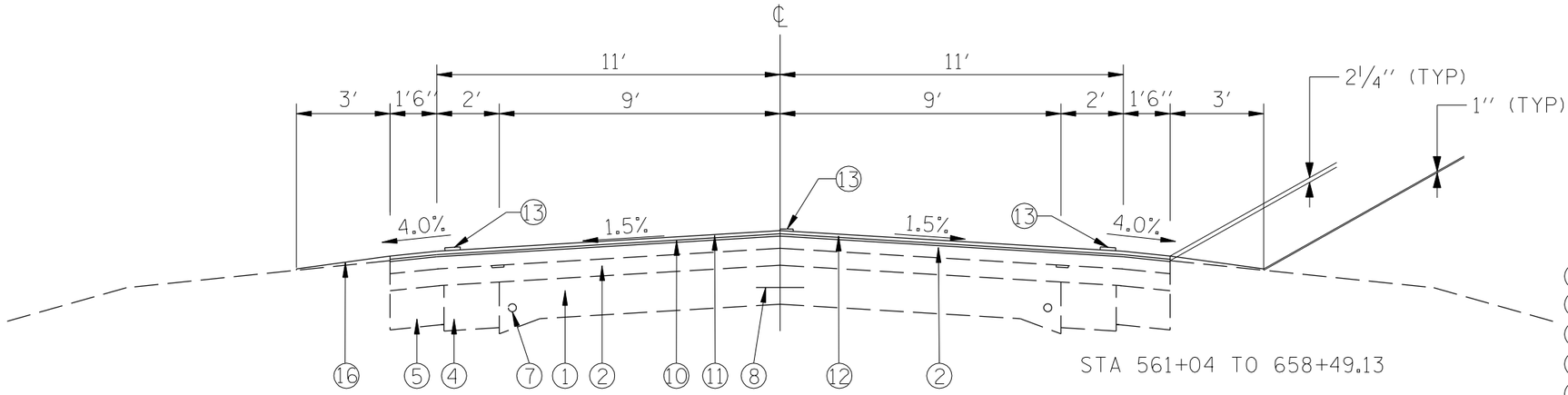
DRAWN BY AJP
CHECKED BY JDJ

Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinrl
Pen Table: PEN
Filename: $FILE$

SUB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	7
STA	TO STA			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



STA 561+04 TO 658+49.13

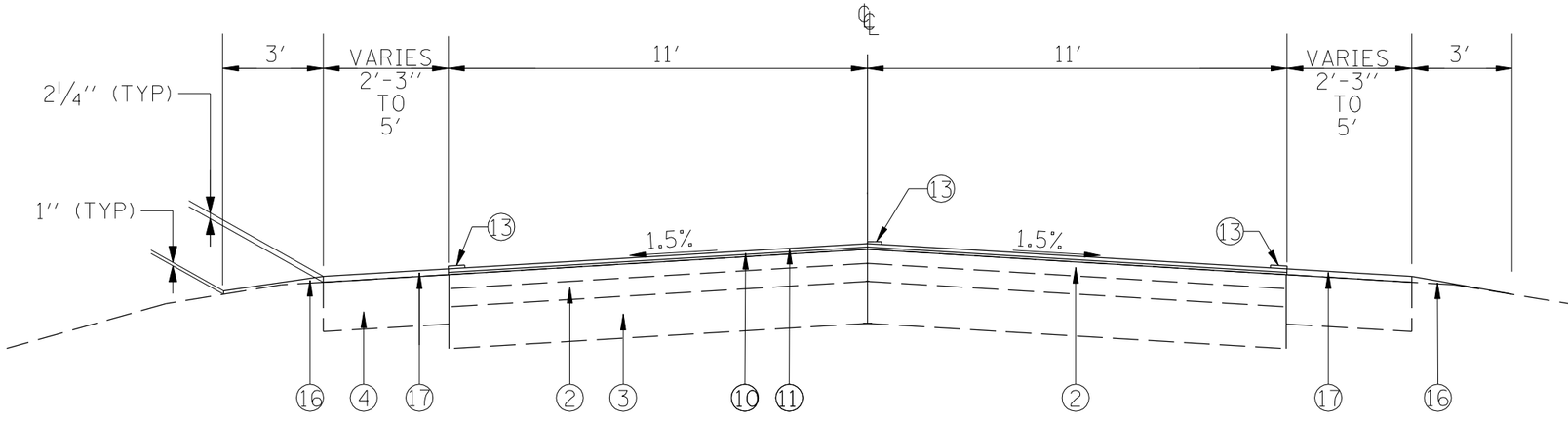
PROPOSED

EXISTING

1. P.C.C. PAVEMENT, 9″-6″-9″
2. BITUMINOUS CONCRETE, 6″
3. P.C.C. BASE COURSE, 8″
4. P.C.C. WIDENING, 8″
5. BITUMINOUS SHOULDER, 6″ MIN.
6. AGGREGATE SHOULDER
7. SMOOTH BAR, ¾″
8. TIE BAR, ½″

PROPOSED

9. AGGREGATE SHOULDERS, TYPE B, 6″
10. LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N-50, ¾″ & VAR
11. BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX ″C″, N50, 1½″
12. BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH (3/4 ″ AVG)
13. PAINT PAVEMENT MARKING - LINE 5″
14. FURNISHED EXCAVATION
15. BITUMINOUS CONCRETE BINDER COURSE, VARIABLE DEPTH (2¼″ MIN)
16. AGGREGATE SHOULDERS, TYPE B
17. BITUMINOUS SHOULDERS SUPERPAVE, 2¼″
18. BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 10 INCH



STA 658+49.13 TO 660+88.96

PROPOSED

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

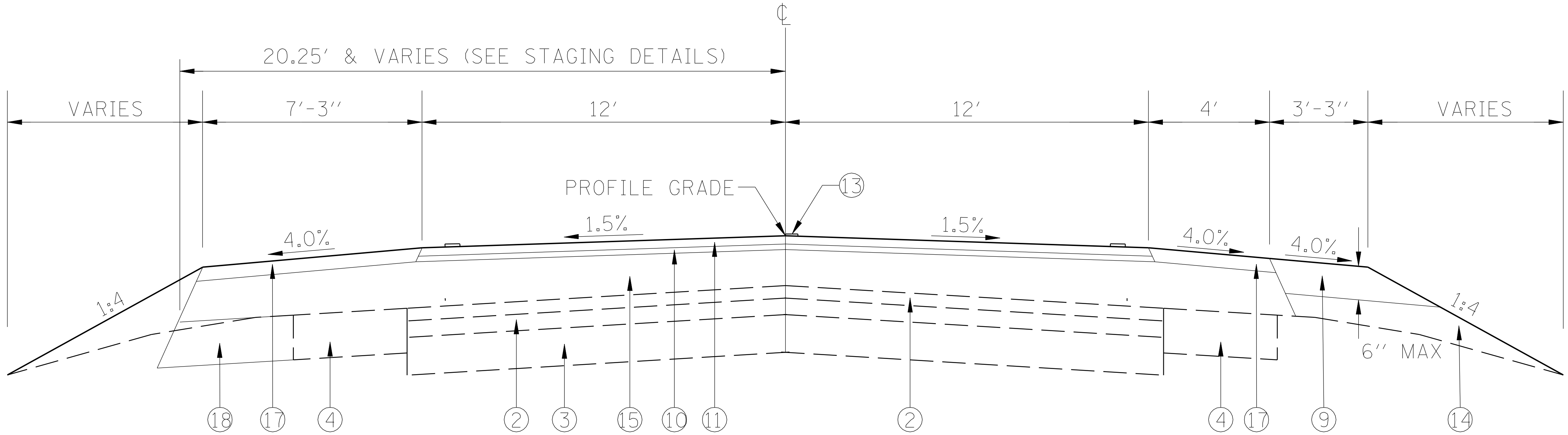
F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 01/27/2005

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	8
STA	TO STA			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

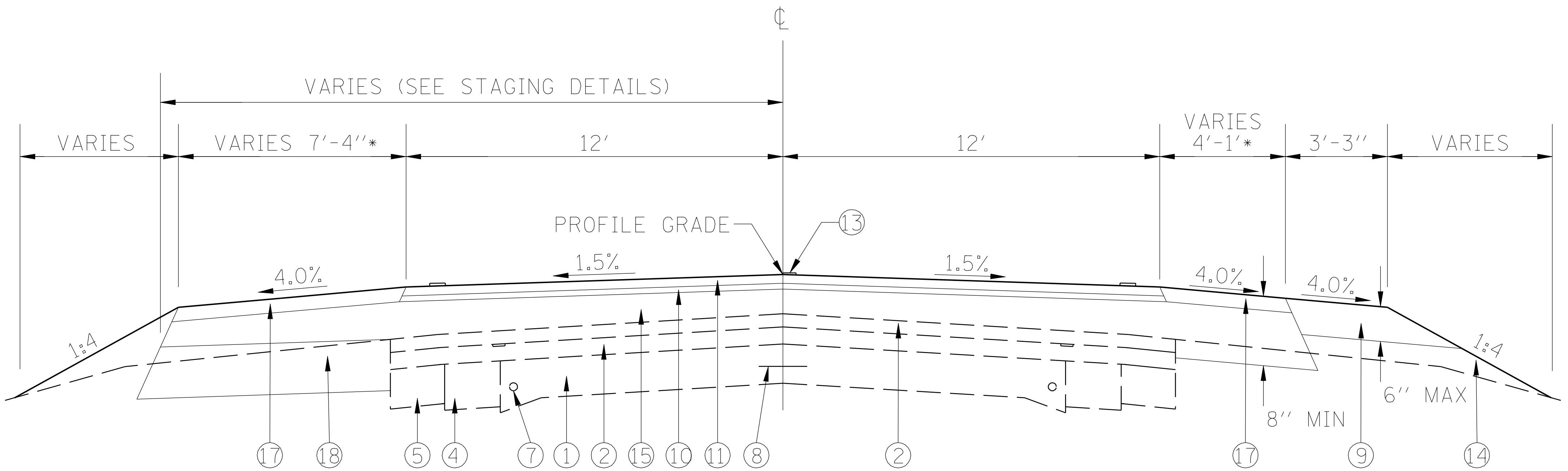
STATE CONTRACT NO. 72663



STA 662+50.10 TO 664+97.37

PROPOSED

NOTES:
1) BITUMINOUS BASE COURSE DEPTH IS 12'' FROM STA 664+16.05 TO STA 664+88.80.
2) BITUMINIOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 10 INCH USED FROM STA 662+79.88 TO STA 666+22.47.



STA 664+97.37 TO 666+00.00
*STA 665+25.00 TO 666+00.00

PROPOSED

NOTE:
BITUMINIOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 10 INCH USED FROM STA 662+79.88 TO STA 666+22.47.

EXISTING

1. P.C.C. PAVEMENT, 9''-6''-9''
2. BITUMINOUS CONCRETE, 6''
3. P.C.C. BASE COURSE, 8''
4. P.C.C. WIDENING, 8''
5. BITUMINOUS SHOULDER, 6'' MIN.
6. AGGREGATE SHOULDER
7. SMOOTH BAR, $3/4$''
8. TIE BAR, $1/2$''

PROPOSED

9. AGGREGATE SHOULDERS, TYPE B, 6''
10. LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N-50, $3/4$'' & VAR
11. BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX ''C'', N50, $1\frac{1}{2}$''
12. BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH (3/4 '' AVG)
13. PAINT PAVEMENT MARKING - LINE 5''
14. FURNISHED EXCAVATION
15. BITUMINOUS CONCRETE BINDER COURSE, VARIABLE DEPTH ($2\frac{1}{4}$'' MIN)
16. AGGREGATE SHOULDERS, TYPE B
17. BITUMINOUS SHOULDERS SUPERPAVE, $2\frac{1}{4}$''
18. BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 10 INCH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 01/27/2005

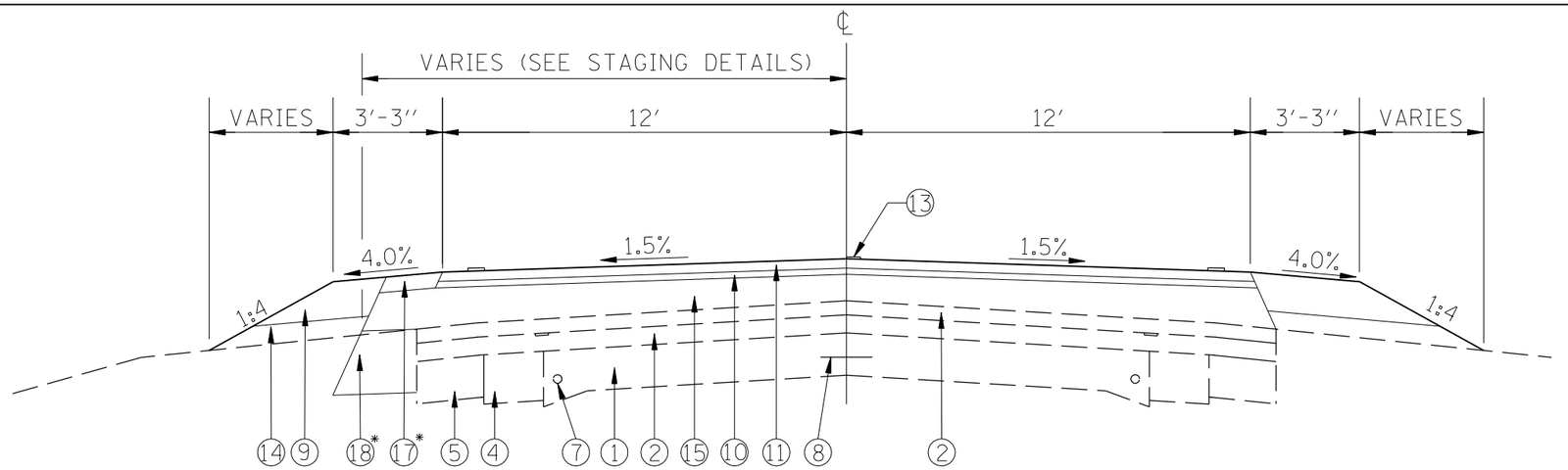
DRAWN BY AJP
CHECKED BY JDJ

Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: laughlinrl
Pen Table: PEN
Filename: $FILE$

SUB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	9
STA	TO STA			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



STA 666+00.00 TO 667+00.00
*STA 662+79.88 TO 666+22.47

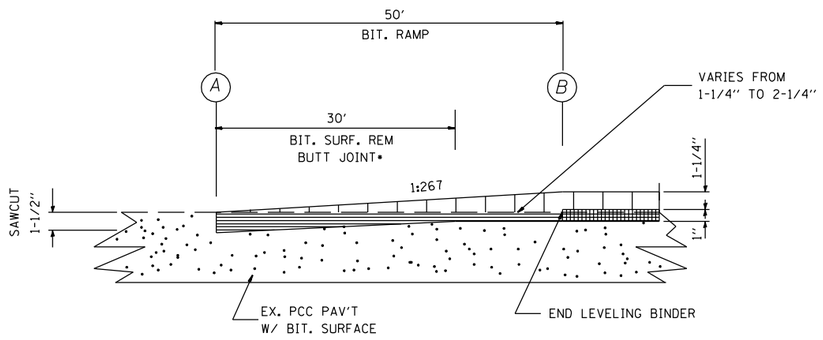
PROPOSED

EXISTING

1. P.C.C. PAVEMENT, 9"-6"-9"
2. BITUMINOUS CONCRETE, 6"
3. P.C.C. BASE COURSE, 8"
4. P.C.C. WIDENING, 8"
5. BITUMINOUS SHOULDER, 6" MIN.
6. AGGREGATE SHOULDER
7. SMOOTH BAR, 3/4"
8. TIE BAR, 1/2"

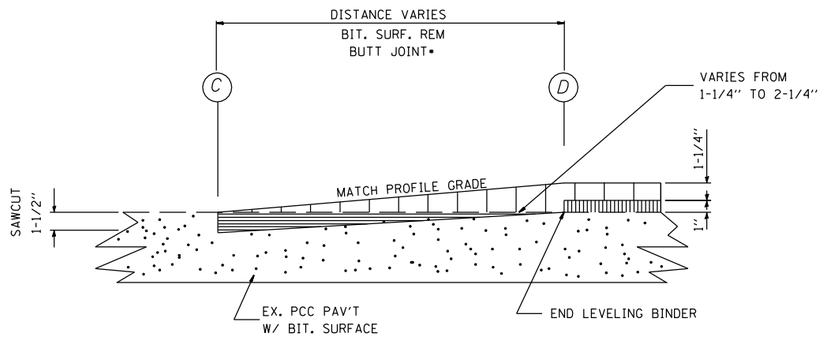
PROPOSED

9. AGGREGATE SHOULDERS, TYPE B, 6"
10. LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N-50, 3/4" & VAR
11. BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 1 1/2"
12. BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH (3/4 " AVG)
13. PAINT PAVEMENT MARKING - LINE 5"
14. FURNISHED EXCAVATION
15. BITUMINOUS CONCRETE BINDER COURSE, VARIABLE DEPTH (2 1/4" MIN)
16. AGGREGATE SHOULDERS, TYPE B
17. BITUMINOUS SHOULDERS SUPERPAVE, 2 1/4"
18. BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 10 INCH



A
561+04.00
660+88.96

B
561+54.00
660+31.16



C
662+50.10
667+00.00

D
663+49.00
666+71.72

• SURFACE REMOVAL OF THE EXISTING PCC WIDENING FOR BUTT JOINT CONSTUCTION IS INCLUDED IN THE COST OF BITUMINOUS SURFACE REMOVAL - BUTT JOINT.

BUTT JOINT DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION & BUTT JOINT DETAIL

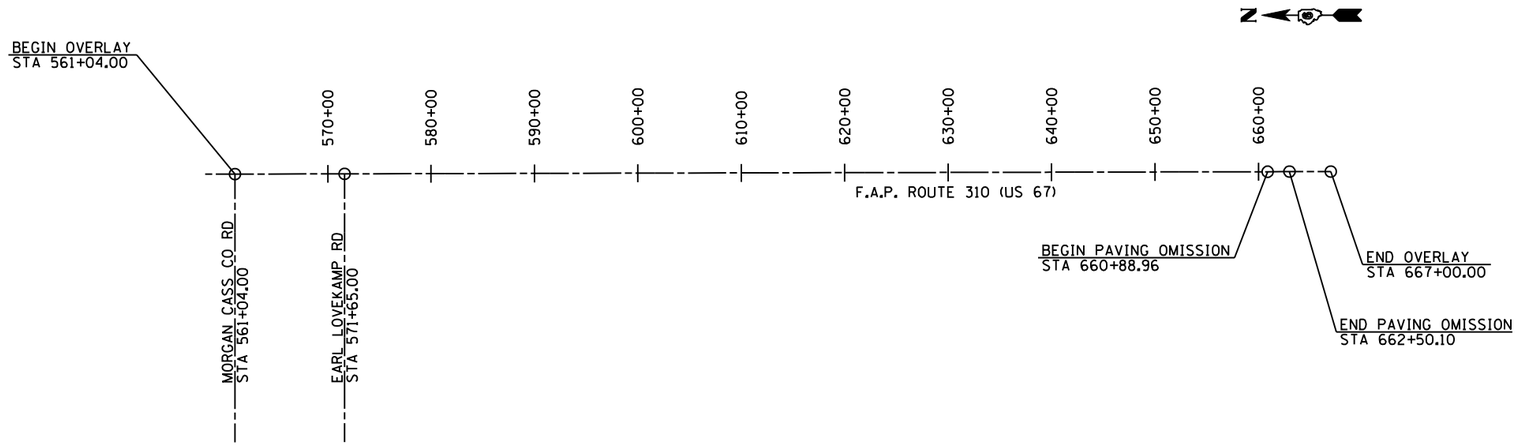
F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 01/27/2005

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	10
STA. 561+04.00	TO STA. 152+87.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



ENTRANCE IMPROVEMENT SCHEDULE FOR RURAL /URBAN "3P" PROJECTS

LOCATION	TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH	RT OFFSET	LT OFFSET	LENGTH (FROM EDGE OF PVT/ BIT SHLD TO LIMITS OF IMPROVEMENT)	PR BIT. CONC. THICKNESS	BIT. SURF. REM. - BUTT JOINT	P.C.C. SURF. REM. - BUTT JOINT	PREP OF BASE	AGG. BASE REPAIR	AGGREGATE SURFACE COURSE TY - B	BIT (P.C.)	AGG (P.C.)	INCIDENTAL BIT. SURF.
(LT / RT) (STA) (+)	(FE / PE / CE / MB)	(EARTH / AGG. / BIT. / P.C.C.)	FOOT	FOOT	FOOT	FOOT	INCH	SQ. YD.	SQ. YD.	SQ. YD.	TON	TON	TON	TON	TON
RT, STA 561+04.00	SR	BIT	55			10	1.5	61					0.02	0.1	5
LT, STA 567+51.00	FE	AGG	24			3				8					
RT, STA 571+65.00	SR	BIT	35			10	1.5	39					0.01	0.1	3
LT, STA 572+60.00	FE	AGG	12			3				4					
LT, STA 575+20.00	FE	EARTH				3									
LT, STA 599+26.00	FE	AGG	15			3				5					
RT, STA 601+38.00	PE	AGG	18			13.5	3.5			27		1			3
RT, STA 602+80.00	PE	AGG	24			13.5	3.5			36		2			3
LT, STA 603+82.00	MB	BIT	57			8	3.5	51		51			0.02	0.1	10
LT, STA 611+90.00	FE	AGG	18			3				6					
RT, STA 612+12.00	PE	AGG	20			13.5	3.5			30		2			3
LT, STA 614+77.00	MB	BIT	56			8	3.5	50		50			0.02	0.1	10
RT, STA 614+77.00	PE	AGG	24			13.5	3.5			36		2			3
LT, STA 633+28.00	PE	AGG	16			13.5	3.5			24		1			2
LT, STA 642+15.00	PE	AGG	29			13.5	3.5			44		2			4
RT, STA 651+05.00	FE	AGG	18			3				6					
LT, STA 652+25.00	FE	AGG	16			3				5					
		TOTAL						201		332		10	0.1	0.4	46

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT DIAGRAM & ENTRANCE IMPROVEMENT SCHEDULE

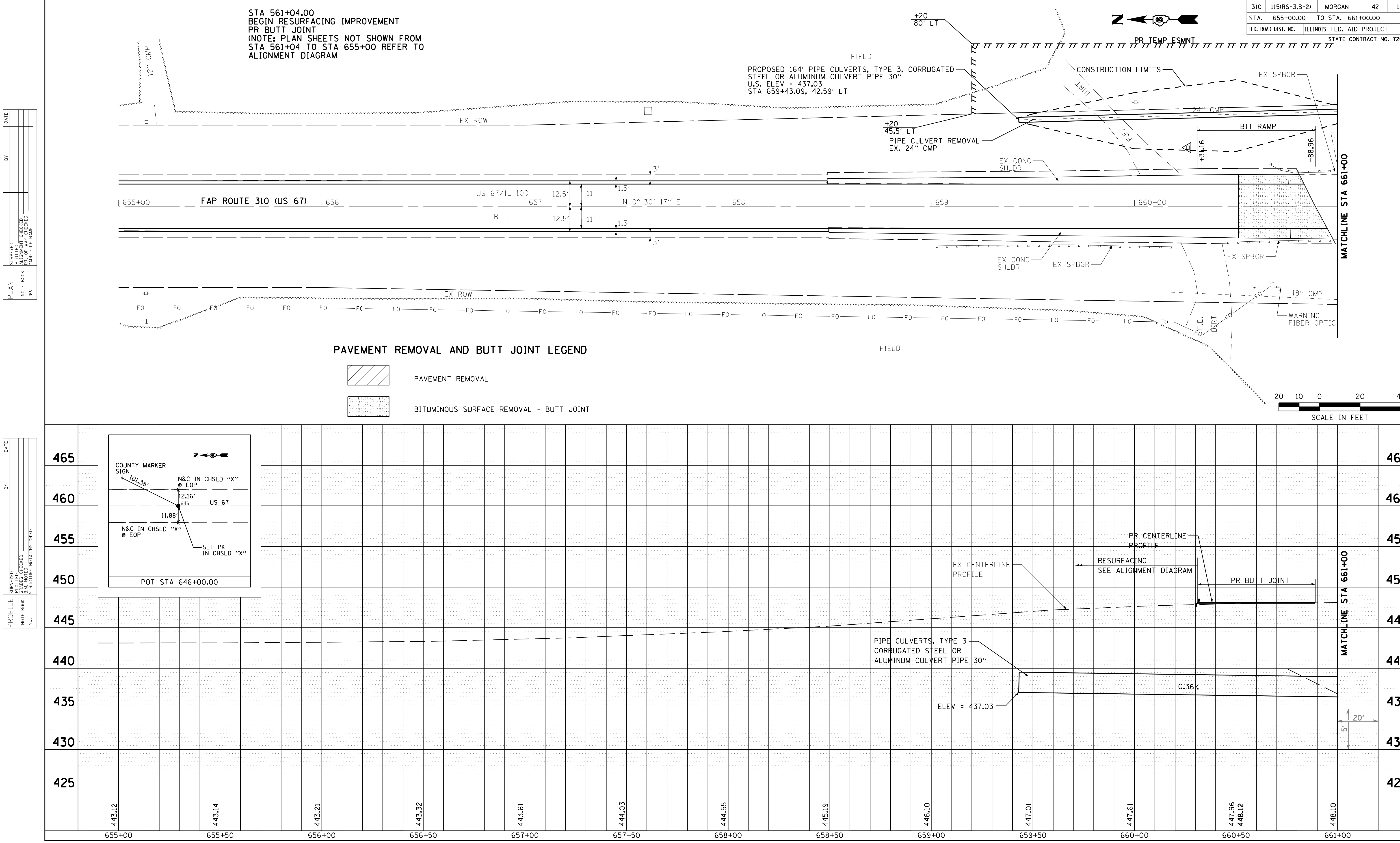
F.A.P. 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 03/01/2004

DRAWN BY AJP
CHECKED BY JDJ

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	11
STA. 655+00.00 TO STA. 661+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



STA 561+04.00
BEGIN RESURFACING IMPROVEMENT
PR BUTT JOINT
(NOTE: PLAN SHEETS NOT SHOWN FROM STA 561+04 TO STA 655+00 REFER TO ALIGNMENT DIAGRAM
12" CMP
FIELD
PROPOSED 164' PIPE CULVERTS, TYPE 3, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 30"
U.S. ELEV = 437.03
STA 659+43.09, 42.59' LT
+20
80' LT
PR TEMP ESMNT
CONSTRUCTION LIMITS
EX SPBGR
DIRT
24" CMP
BIT RAMP
+20
45.5' LT
PIPE CULVERT REMOVAL
EX. 24" CMP
+31.16
+88.96
EX ROW
EX CONC SHLDR
US 67/IL 100
FAP ROUTE 310 (US 67)
655+00
656
657
658
659
660+00
N 0° 30' 17" E
BIT.
12.5'
11'
1.5'
3'
MATCHLINE STA 661+00
EX CONC SHLDR
EX SPBGR
18" CMP
WARNING FIBER OPTIC
F.E.
FO
PAVEMENT REMOVAL AND BUTT JOINT LEGEND
PAVEMENT REMOVAL
BITUMINOUS SURFACE REMOVAL - BUTT JOINT
20 10 0 20 40
SCALE IN FEET
COUNTY MARKER SIGN
101.38'
N&C IN CHSLD "X" @ EOP
12.16'
US 67
646
11.88'
SET PK IN CHSLD "X"
POT STA 646+00.00
PR CENTERLINE PROFILE
EX CENTERLINE PROFILE
RESURFACING SEE ALIGNMENT DIAGRAM
PR BUTT JOINT
PIPE CULVERTS, TYPE 3 CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 30"
0.36%
ELEV = 437.03
20'
5'
465
460
455
450
445
440
435
430
425
443.12
443.14
443.21
443.32
443.61
444.03
444.55
445.19
446.10
447.01
447.61
447.96
448.12
448.10
655+00
655+50
656+00
656+50
657+00
657+50
658+00
658+50
659+00
659+50
660+00
660+50
661+00
PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.T. OF WAY CHECKED
CADD FILE NAME
PROFILE
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
BY
DATE

FAP ROUTE 310 (US 67) PLAN & PROFILE STA 655+00 TO 661+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	12
STA.	661+00.00	TO STA. 667+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

PLAN

SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
FINAL NOTED
NOTE BOOK
NO.
DATE
BY

PROPOSED 164' PIPE CULVERTS, TYPE 3, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 30"
W/ AUTOMATIC FLAP GATE 30"
D.S. ELEV = 436.44
EX GR ELEV = 435.94
STA 661+07.09, 46.83' LT

PR TEMP ESMNT

+30
80' LT

PROPOSED STONE DUMPED RIP RAP, CLASS A4

+30
49.14' LT

PIPE CULVERT REMOVAL
EX. 24" CMP

EX SPBGR

MATCHLINE STA 661+00

CONC. BRIDGE
661 662 663 N 0° 30' 17" E 664
CONC. SN 069-0065 CONC.

EX BIT SHLDR

EX SPBGR

EX CONC SHLDR

CONST LIMITS

NORMA S. METZ AND
FREDERICA S. WHITING
PARCEL NO. 6183101

STA 662+84.14 LT TO STA 663+96.64 LT
2 - TRAFFIC BARRIER TERMINALS TYPE 1, SPECIAL (TANGENT)
12.5' SPBGR, TYPE A

JAMES K. ROLF ET. AL
PARCEL NO. 6183102

21" CMP

+09
41' LT

EX SPBGR TBR

F.E. ROCK

24" CMP

+34
55' LT

PROPOSED 135' PIPE CULVERTS, TYPE 2, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 36"
D.S. ELEV = 436.8'
STA 664+65.00, 45.5' LT
FIELD

+49
55' LT

EX SPBGR TBR

PR ROW

+20.13 AGG FE

+49.79 AGG FE

+78
40' RT

+18
60' RT

STA 663+77.28 RT TO STA 665+14.78 RT
2 - TRAFFIC BARRIER TERMINALS TYPE 1, SPECIAL (TANGENT)
24.1' SPBGR, TYPE A
13.4' SPBGR, ATTACHED TO STRUCTURES

EX 12' X 6.5' DOUBLE BOX CULVERT SN 069-2001 TBR

PR STONE DUMPED RIP RAP CL-A4
STA 664+29.21 LT TO STA 664+94.47 LT
2 - TRAFFIC BARRIER TERMINALS TYPE 2
13.4' SPBGR, ATTACHED TO STRUCTURES
24.1' SPBGR, TYPE A
25' SPBGR, TYPE A (SPECIAL)
(SEE SHEET 23 FOR GUARDRAIL LAYOUT DETAIL)

24" CMP

PIPE CULVERT REMOVAL
EX. 36" CMP

EX ROW

+25 LT & RT
FULL WIDTH AGG SHLDR
FULL WIDTH BIT SHLDR

+00
55' LT

36" CMP

+10.49 AGG FE

+00 RT
1.5" BIT SHOULDER
1.5" AGG SHLD TY B, 6"
3.25" BIT SHOULDER

PROPOSED 135' PIPE CULVERTS, TYPE 2, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 36"
U.S. ELEV = 437.5'
STA 666+00.00, 38.0' LT

+00
50' LT

CONSTRUCTION LIMITS

BIT RAMP
471.72
+00.00

MATCHLINE STA 667+00

12'
12'

665+00 FAP ROUTE 310 (US 67) 666

STA 664+52.55 (5° SKEW - RT FORWARD
PROPOSED 12' W X 8' H X 52'
RC BOX CULVERT
SN 069-7500
(SEE DETAIL)

+33.87 AGG FE

+38
40' RT

PIPE CULVERT REMOVAL
EX 15" CMP

PROPOSED 180' PIPE CULVERTS, TYPE 2, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18"
U.S. ELEV = 438.0
STA 665+50.00, 35.0' RT

STA 667+00.00
PR BITUMINOUS SURFACE REMOVAL - BUTT JOINT LIMITS OF IMPROVEMENT

EX SIGN
WARNING
FIBER OPTIC

+98
60' RT

BRUCE HASCHEMAYER
AND LOWELL HASCHEMAYER
PARCEL NO. 6183103

PROPOSED 180' PIPE CULVERTS, TYPE 2, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18"
D.S. ELEV = 436.5
STA 664+70.00, 40.0' RT

PR STONE DUMPED RIP RAP CL-A4

PAVEMENT REMOVAL AND BUTT JOINT LEGEND

REMOVAL OF EXISTING STRUCTURES
STA 664+40.09 TO STA 664+65.02

PAVEMENT REMOVAL
STA 664+16.05 TO STA 664+88.80

BITUMINOUS SURFACE REMOVAL - BUTT JOINT

STA 662+50.10 TO STA 663+49.00
BITUMINOUS SURFACE REMOVAL - BUTT JOINT

20 10 0 20 40
SCALE IN FEET

PROFILE

SURVEYED
PLOTTED
GRADES CHECKED
FINAL NOTED
NOTE BOOK
NO.
DATE
BY
DRAWING NOTATIONS CHKD

BM TB#1 - A CHSLD SQUARE IN NE WINGWALL OF BRIDGE SN 069-0065 0.56 MI NORTH OF INTERSECTION OF US 67 AND ARENZVILLE RD. ELEV = 448.25 FT

465 460 455 450 445 440 435 430 425

MATCHLINE STA 661+00

AUTOMATIC FLAP GATE 30"
ELEV = 436.44
EX GR ELEV = 435.94

STA. 662+50.10
MATCH EXISTING

PR CENTERLINE PROFILE

+0.00% VPI STA. 664+30.00 ELEVATION 448.23 -2.73%

100.00' V.C.

EX CENTERLINE PROFILE

2.73% -1.02%

VPI STA. 665+40.00 ELEVATION 445.23

0.56% 0.83%

ELEV = 436.8'
ELEV = 436.5'

100.00' V.C.

ELEV = 437.5'

PIPE CULVERTS, TYPE 2 CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 36"

BIT RAMP

STA. 667+00.00
MATCH EXISTING

ELEV = 438.0'

PIPE CULVERTS, TYPE 2 CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18"

20'
5'

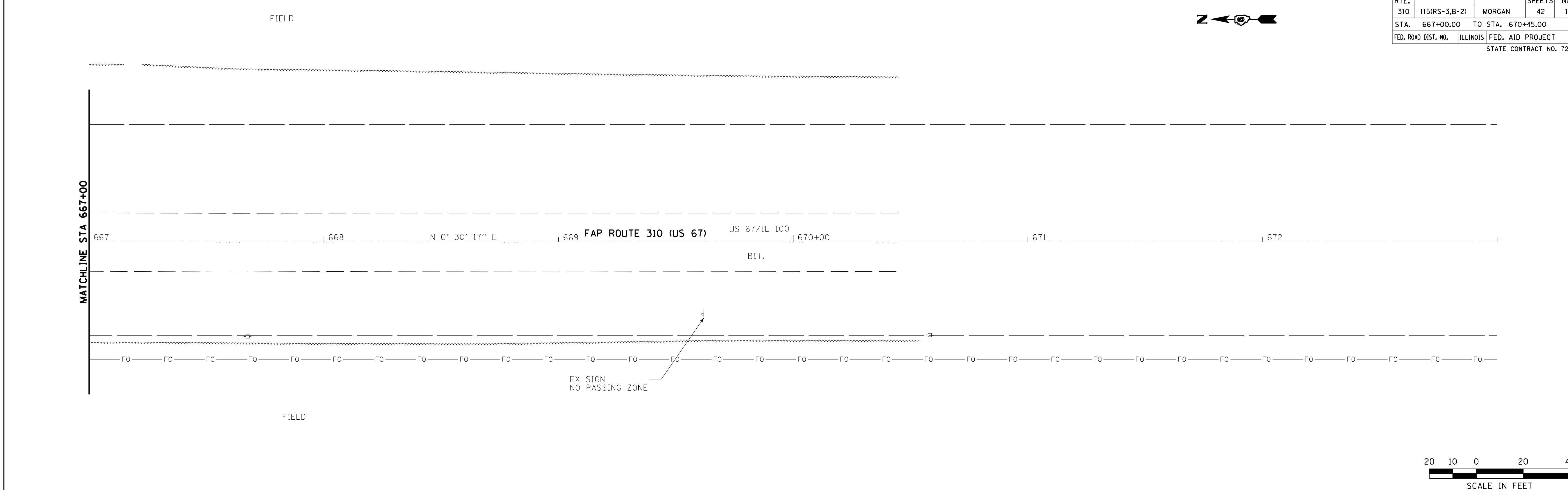
MATCHLINE STA 667+00

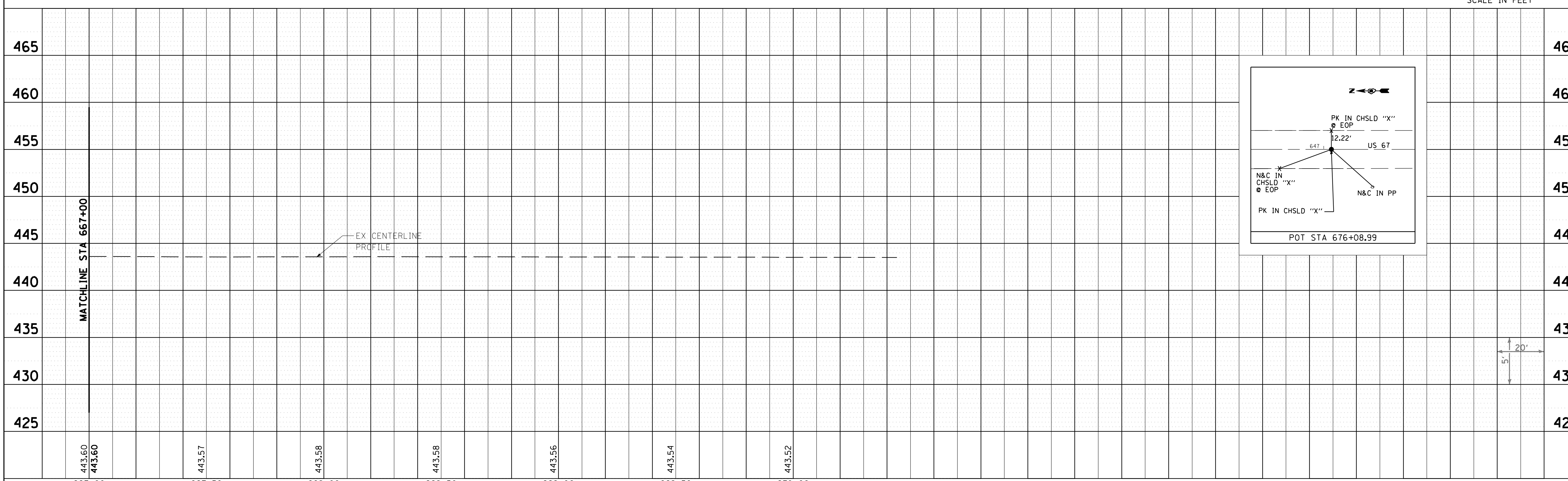
448.10 448.18 448.19 448.25 448.37 448.23 448.04 448.23 447.44 448.18 446.61 447.56 445.65 446.33 444.83 445.26 444.19 444.62 443.80 444.11 443.60 443.60

661+00 661+50 662+00 662+50 663+00 663+50 664+00 664+50 665+00 665+50 666+00 666+50 667+00

FAP ROUTE 310 (US 67) PLAN & PROFILE STA 661+00 TO 667+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	13
STA. 667+00.00 TO STA. 670+45.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		STATE CONTRACT NO. 72663		



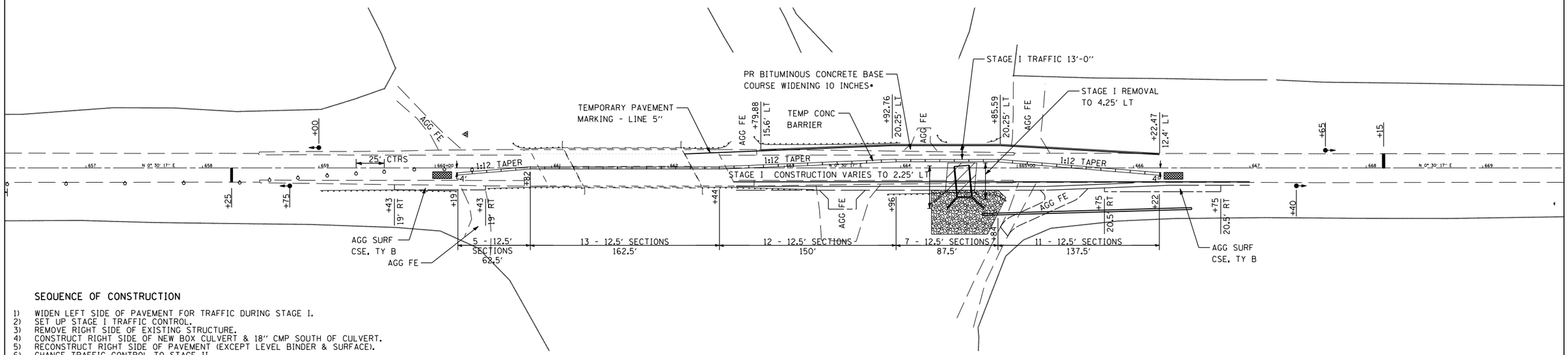


FAP 310 (US 67) PLAN & PROFILE STA 667+00 TO 670+45

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	14
STA. 657+00.00	TO STA. 669+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

STAGE I



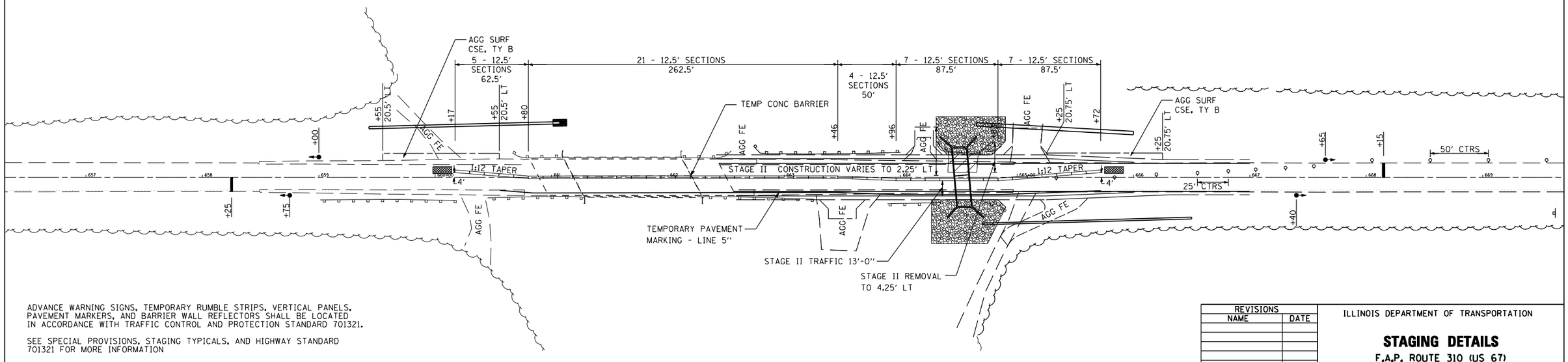
SEQUENCE OF CONSTRUCTION

1) WIDEN LEFT SIDE OF PAVEMENT FOR TRAFFIC DURING STAGE I.
2) SET UP STAGE I TRAFFIC CONTROL.
3) REMOVE RIGHT SIDE OF EXISTING STRUCTURE.
4) CONSTRUCT RIGHT SIDE OF NEW BOX CULVERT & 18" CMP SOUTH OF CULVERT.
5) RECONSTRUCT RIGHT SIDE OF PAVEMENT (EXCEPT LEVEL BINDER & SURFACE).
6) CHANGE TRAFFIC CONTROL TO STAGE II.
7) CONSTRUCT CMP PIPE NORTH OF BRIDGE.
8) REMOVE LEFT SIDE OF EXISTING STRUCTURE.
9) CONSTRUCT LEFT SIDE OF NEW BOX CULVERT & 36" CMP SOUTH OF CULVERT.
10) RECONSTRUCT LEFT SIDE OF PAVEMENT (EXCEPT LEVEL BINDER & SURFACE).
11) REMOVE TRAFFIC CONTROL BARRIER
12) RESURFACE ENTIRE PROJECT.

40 20 0 40 80
SCALE IN FEET

• ITEMS TO BE COMPLETED PRIOR TO STAGE I

STAGE II



ADVANCE WARNING SIGNS, TEMPORARY RUMBLE STRIPS, VERTICAL PANELS, PAVEMENT MARKERS, AND BARRIER WALL REFLECTORS SHALL BE LOCATED IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

SEE SPECIAL PROVISIONS, STAGING TYPICALS, AND HIGHWAY STANDARD 701321 FOR MORE INFORMATION

IMPACT ATTENUATORS SHALL CONFORM TO:
BDE MEMO 34-04 "IMPACT ATTENUATORS (CRASH CUSHIONS)"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING DETAILS

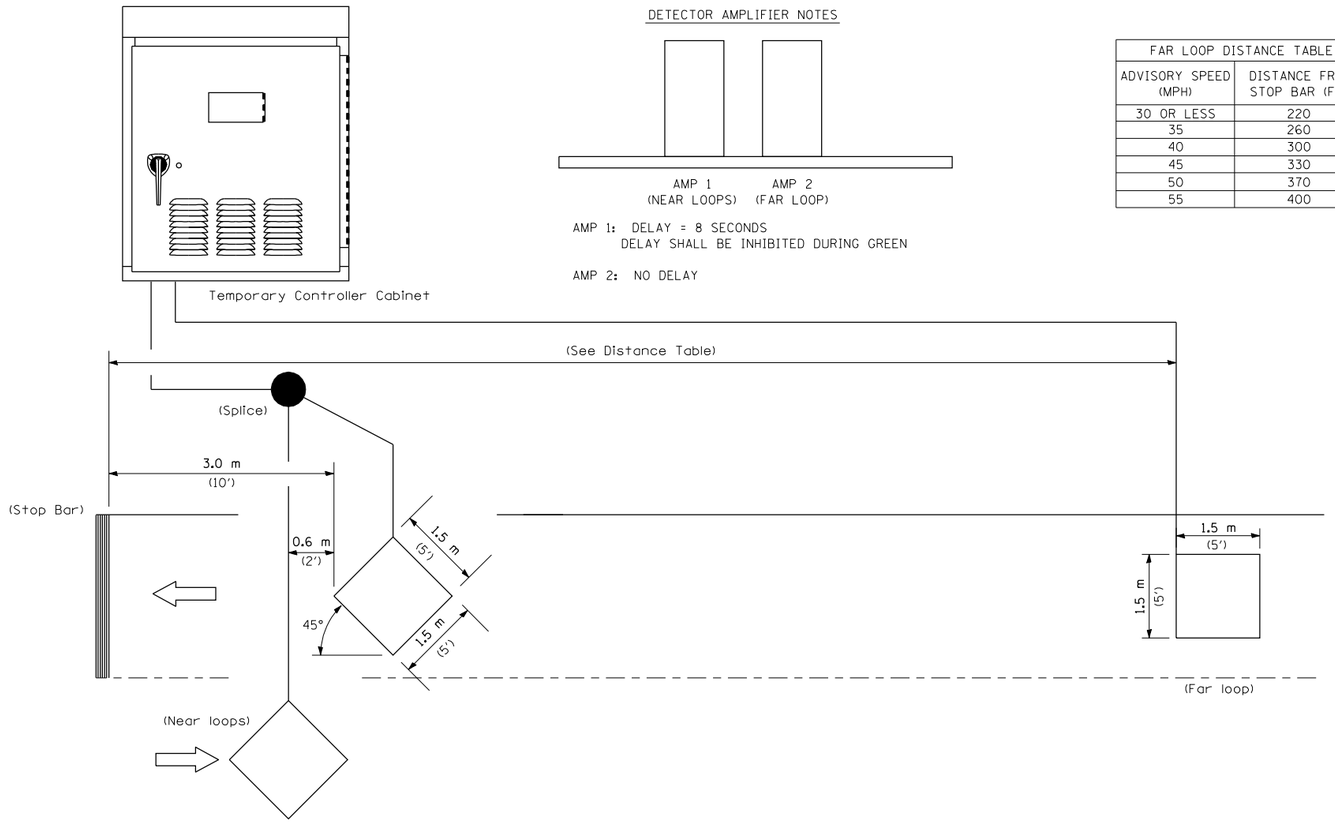
F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 03/01/2004

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



DETECTOR AMPLIFIER NOTES

AMP 1: DELAY = 8 SECONDS
DELAY SHALL BE INHIBITED DURING GREEN

AMP 2: NO DELAY

FAR LOOP DISTANCE TABLE	
ADVISORY SPEED (MPH)	DISTANCE FROM STOP BAR (FT.)
30 OR LESS	220
35	260
40	300
45	330
50	370
55	400

NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY BRIDGE TRAFFIC SIGNAL LOOP PLACEMENT DETAIL SHEET

F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE

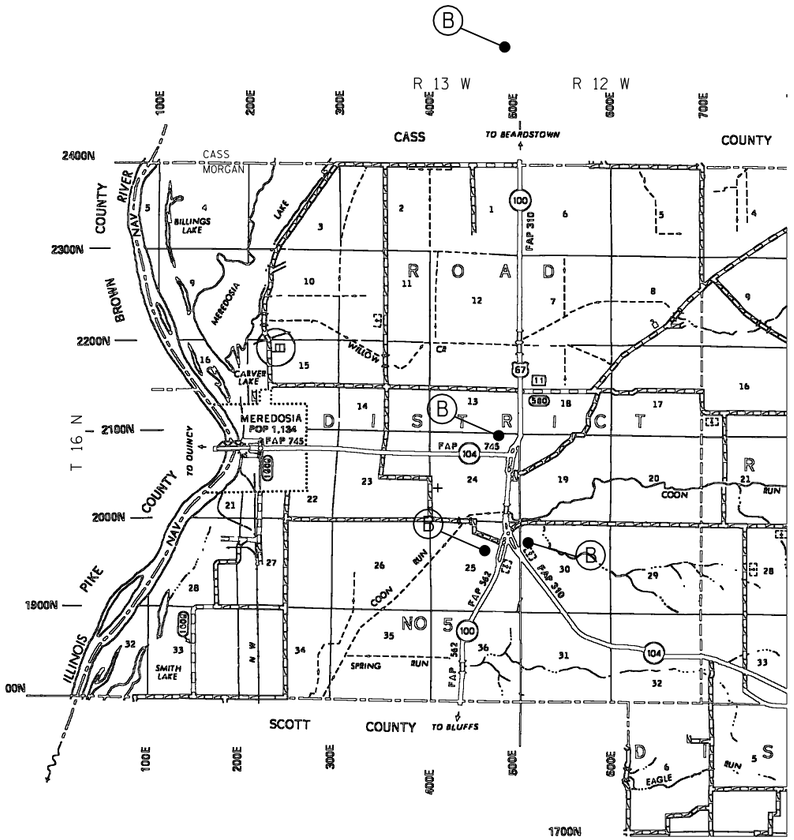
DATE 06/14/2004

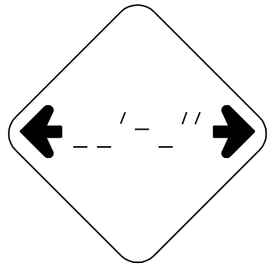
DRAWN BY KDA

CHECKED BY N/A

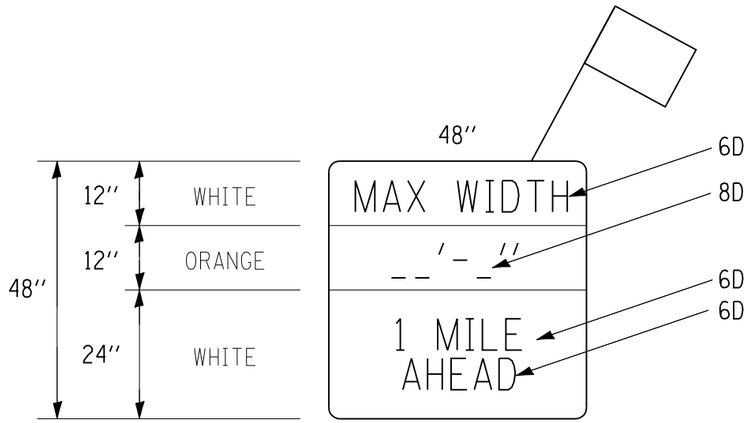
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663





W12-2(0)-48
SIGN A



SIGN PANEL, TYPE II
SIGN B

THE RCA SIGN SHALL BE MOVED TO THE MAXIMUM PLACEMENT (1000') AS ALLOWED BY TC&P STANDARD 701321, AND THE SIGN A (W12-2(0)-48) TO BE PLACED 500' AFTER THE RCA SIGNS, AND AT ANY ADDITIONAL LOCATIONS SPECIFIED BY THE ENGINEER.

SIGN B - (SIGN PANEL, TYPE II AS SHOWN) ARE TO BE PLACED AT THE JUNCTIONS OF IL US 67/IL 104, IL 100/US 67, IL 103/US 67, AND IL 125/US67, WITH THE APPROPRIATE MILEAGE FOR EACH LOCATION, AND AT LOCATIONS SPECIFIED BY THE ENGINEER.

THESE SIGNS SHALL BE INSTALLED WITH FLAGS

WILL BE PAID FOR AS PER LUMP SUM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNAGE

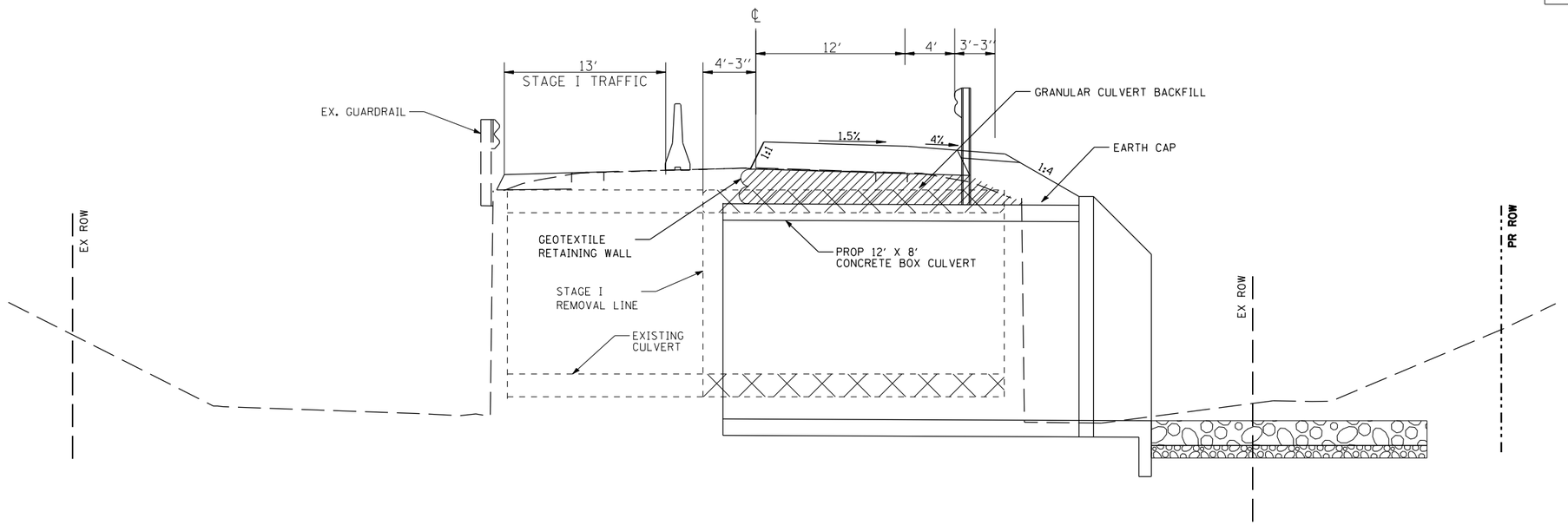
F.A.P. 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 03/01/2004

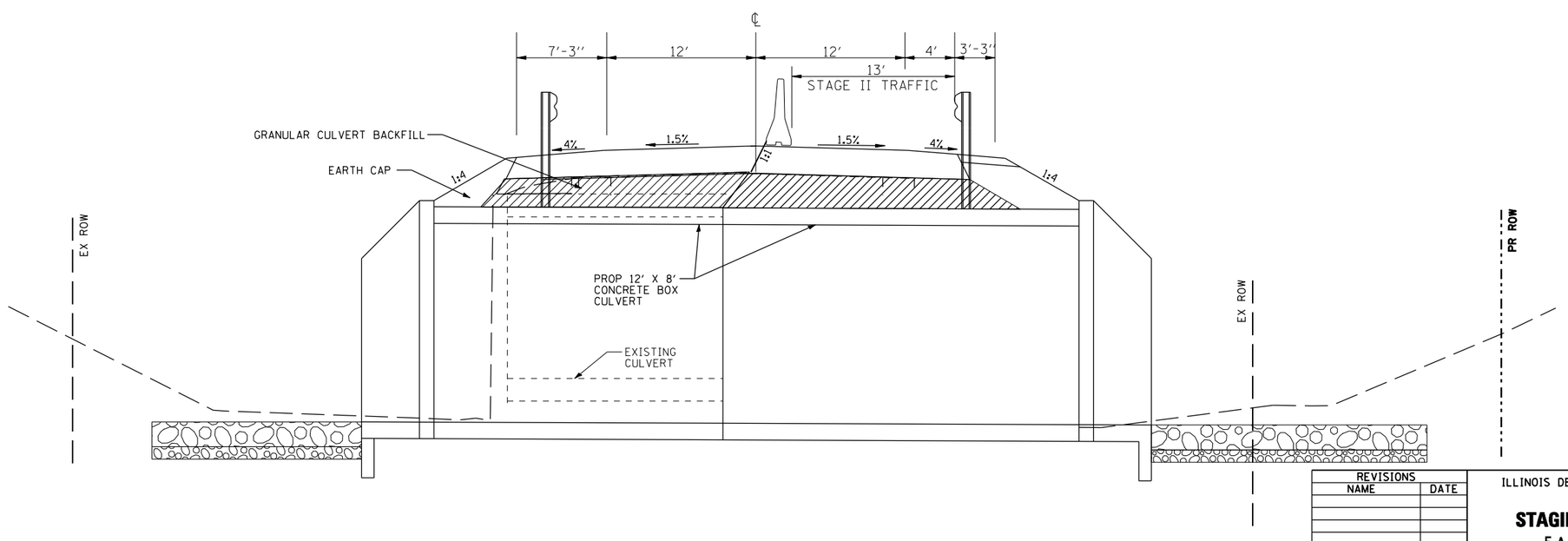
DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	17
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



STAGE I



STAGE II

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING CROSS SECTIONS

F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE
DATE 03/01/2004

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	18
STA. 655+00.00	TO STA. 661+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP ROUTE 310 Marked: US 67

Section: 115 (RS-3, B-2) Project No.:

County: Morgan Contract No.: 72663

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 _____ issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

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 gathered and evaluated the information submitted. Based on my inquire of the person or persons who manage the system, or those persons directly responsible for gathering 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.

_____ _____

(Signature) (Date)

_____

(Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

The special provisions Temporary Seeding, Temporary Erosion Control Seeding, and Temporary Erosion Control additionally supplement this plan.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1st of the first year of construction and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of the replacement of SN 069-2001 on US 67 in Morgan County. In addition, US 67 will be resurfaced from the Morgan/Cass county line to just south of the proposed culvert replacement.
2. Construction consists of structure removal and replacement, ditch grading, channel protection, entrance construction, widening, and resurfacing.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. No tree removal will be required.
2. Excavation will be completed around the structure replacement to grade out for proposed roadway ditches and waterways.
3. Embankment will be placed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
4. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed two lane facility.
5. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
6. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
7. Final grading, paving and other miscellaneous items.

Area of Construction Site:
The total drainage area entering and including the construction site is estimated to be 717 acres in which 0.6 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Willow Creek

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE HORIZ. NONE DRAWN BY AJP

DATE 03/01/2004 CHECKED BY JDJ

SWPPLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	19
STA. 655+00.00	TO STA. 661+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:

   (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.

   (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.

   (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.

   (d) Bare and sparsely vegetated ground in highly erodable areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".

   (e) Immediately after tree removal is completed in certain areas which are highly erodable areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision •Temporary Erosion Control Seeding•.

   (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesireable conditions.

2. 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 complete.

3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
   (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
   (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
   (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:

   i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
   ii. Temporary seed highly erodable areas outside the construction slope limits
   iii. Construct roadside ditches and provide temporary erosion control systems
   iv. Temporary divert water around proposed culvert locations
   v. Build necessary embankment at culvert locations and then excavate and place culvert
   vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes

   (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.

   (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion Control Seeding".

   (f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

   (g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains 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 control work is necessary.

   (h) Sediment collected during construction by 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 will be paid for in accordance with Article 109.04 of the Standard Specifications.

   (i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.

2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.

2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.

3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.

4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.

5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.

2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

   Illinois Environmental Protection Agency
   Division of Water Pollution Control
   2200 Churchill Road, P.O. Box 19276
   Springfield, IL 62794-9276
   Attn: Compliance Assurance Section

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

F.A.P. ROUTE 310 (US 67)

MORGAN COUNTY

SCALE: VERT. NONE HORIZ. NONE

DRAWN BY AJP

DATE 03/01/2004

CHECKED BY JDJ

SWPPLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	20
STA. 655+00.00	TO STA. 661+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 _____, issued by the Illinois Environmental Protection Agency on _____.

Route: F.A.P. ROUTE 310 Marked: US 67

Section: 115 (RS-3, B-2) Project No.: _____

County: Morgan Contract No.: 72663

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Signature _____ Date _____

Title _____

Name of Firm _____

Street Address _____

City, State, Zip _____

Phone Number _____

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

F.A.P. ROUTE 310 (US 67)

MORGAN COUNTY

SCALE: VERT. NONE HORIZ. NONE

DATE 03/01/2004

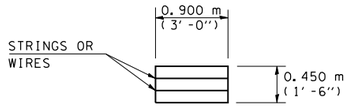
DRAWN BY AJP

CHECKED BY JDJ

SWPPLAN

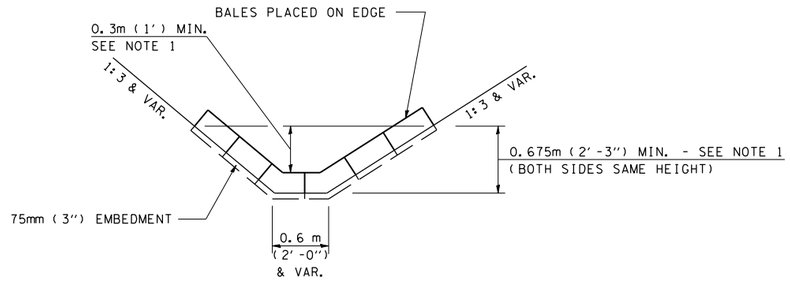
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	21
STA. 655+00.00	TO STA. 661+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



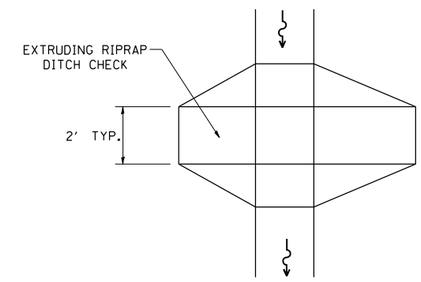
HAY OR STRAW BALE

(TYPICAL ELEVATION)

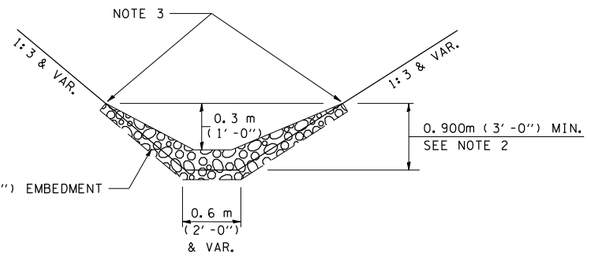


HAY OR STRAW BALE TEMPORARY DITCH CHECK

(TYPICAL & SEE GENERAL NOTES
FOR SUBSTITUTION TO FLUSH
RIPRAP DITCH CHECK)



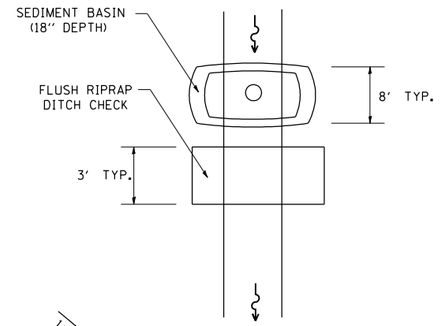
PLAN



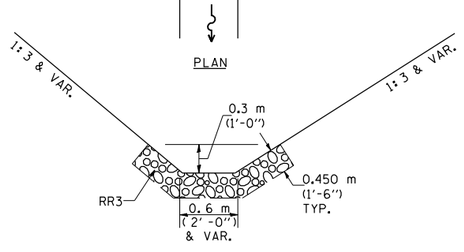
ELEVATION

OPTION 1

(EXTRUDING DITCH CHECK)
RECOMMENDED FOR AREAS
W/ RIPRAP DITCH LINING



PLAN



ELEVATION

OPTION 2

(FLUSH DITCH CHECK)
RECOMMENDED FOR AREAS
W/O RIPRAP DITCH LINING

STONE DUMPED RIPRAP DITCH CHECK

(TYPICAL & OPTIONS 1 & 2
AS DIRECTED BY THE ENGINEER)

NOTE 1: BALES SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE BALES.

NOTE 2: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

NOTE 3: ENDS SHALL BE TIED INTO SLOPES.

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

ITEM	SYMBOL
AGGREGATE (EROSION CONTROL) [STONE DUMPED RIPRAP DITCH CHECKS: Height = 0.6m (2')]	
TEMPORARY DITCH CHECKS (HAY OR STRAW BALE DITCH CHECKS OR APPROVED SUBSTITUTION)	
INLET PIPE PROTECTION (I&PP) (HAY OR STRAW BALE DITCH CHECKS OR APPROVED SUBSTITUTION)	
EROSION CONTROL BARRIER	
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	* ITEM *
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	ITEM
DIRECTION OF OVERLAND FLOW	
EROSION CONTROL BLANKET	

GENERAL NOTES:

All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.

The symbology on the STORM WATER POLLUTION PREVENTION PLAN sheets does not represent the size or quantity of bales, for number of bales refer to details and notes shown on this sheet and/or as directed by the Engineer.

THE CONTRACTOR SHALL INSTALL DITCH CHECKS AS DIRECTED BY THE ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH RIPRAP DITCH CHECKS IN LIEU OF TEMPORARY DITCH CHECKS AS SHOWN ON THE FOLLOWING PLAN SHEETS, THE SPACING SHOULD BE DOUBLED.

REVISIONS	
NAME	DATE
CAD Symbol	2AUG99

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. NONE
HORIZ. NONE

DRAWN BY AJP

DATE 03/01/2004

CHECKED BY JDJ

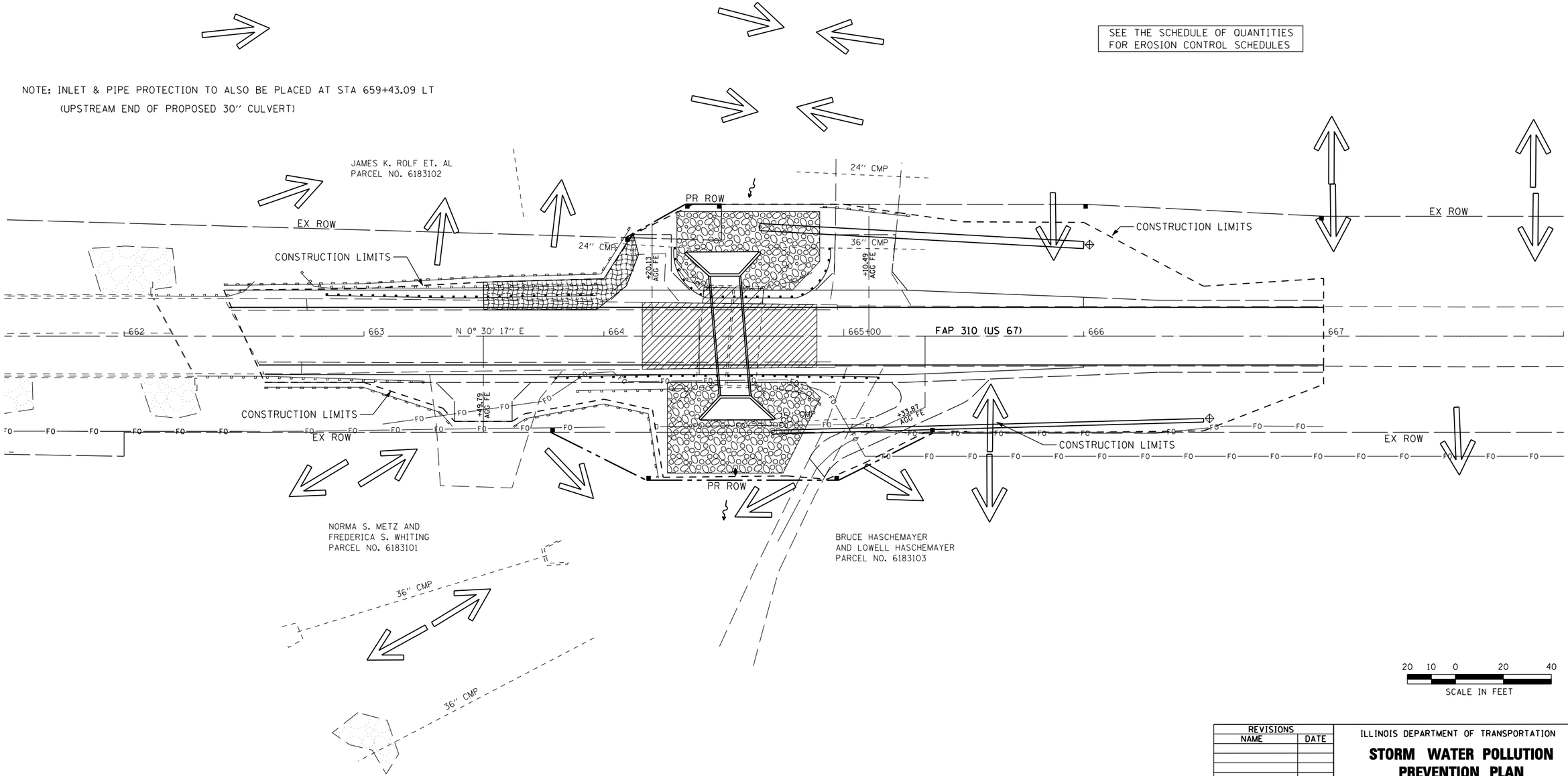
SWPPLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	22
STA. 655+00.00	TO STA. 661+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

SEE THE SCHEDULE OF QUANTITIES FOR EROSION CONTROL SCHEDULES

NOTE: INLET & PIPE PROTECTION TO ALSO BE PLACED AT STA 659+43.09 LT
(UPSTREAM END OF PROPOSED 30" CULVERT)



20 10 0 20 40
SCALE IN FEET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

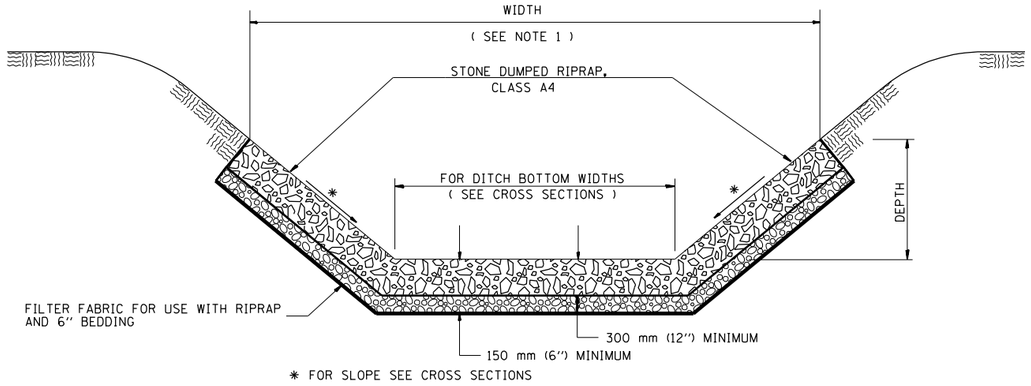
F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

SCALE: VERT. 1"=20'
HORIZ. 1"=20'
DATE 03/01/2004

DRAWN BY AJP
CHECKED BY JDJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	23
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

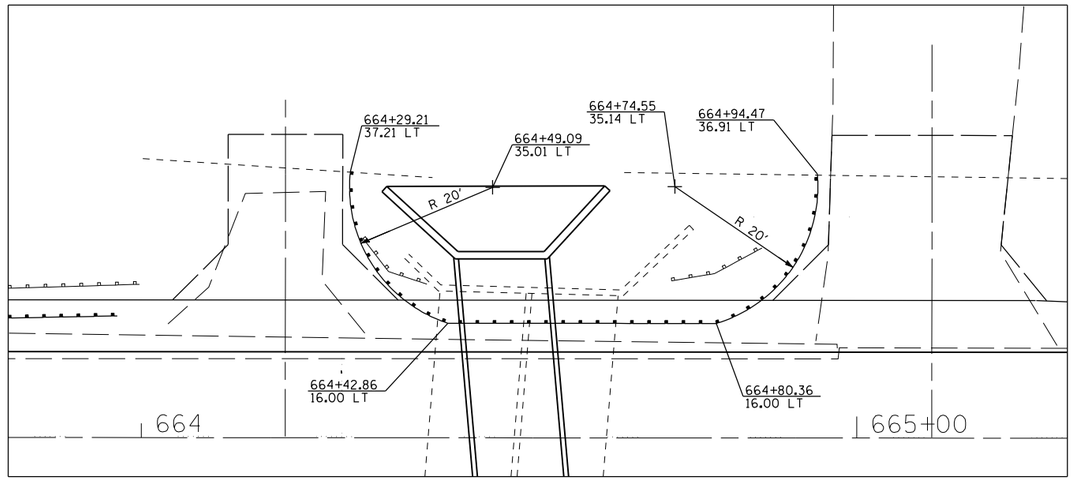
STATE CONTRACT NO. 72663



STONE DUMPED RIPRAP DITCH DETAIL

LOCATION STATION TO STATION	LENGTH	WIDTH (SEE NOTE 1)	DEPTH	STONE DUMPED RIPRAP, CLASS A4	FILTER FABRIC FOR USE WITH RIPRAP
	(ft.)	(ft.)	(ft.)	(sq. ft.)	(sq. ft.)
661+01.16 TO 661+13.11 LT	12	6	1	72	72
664+26.50 TO 64+74.75 RT	48	38	1	1822	1822
664+30.45 TO 664+90.00 LT	60	VARIABLE	1	1827	1827
664+74.75 TO 664+90.40 RT	16	VARIABLE	1	324	324
TOTALS				2620	2620

NOTE 1: THE WIDTH SHOWN IS THE OUT TO OUT HORIZONTAL DIMENSION OF THE PROPOSED RIPRAP PLACEMENT. THE QUANTITY FOR THE STONE DUMPED RIPRAP AND FILTER FABRIC IS CALCULATED USING THE SUM OF THE DITCH BOTTOM WIDTH AND THE SLOPE DIMENSIONS OF THE FORESLOPE AND THE BACKSLOPE.



GUARDRAIL LAYOUT DETAIL

STA 664+29.21 LT TO STA 664+94.47 LT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DITCH RIPRAP & GUARDRAIL LAYOUT DETAILS

F.A.P. ROUTE 310 (US 67)
MORGAN COUNTY

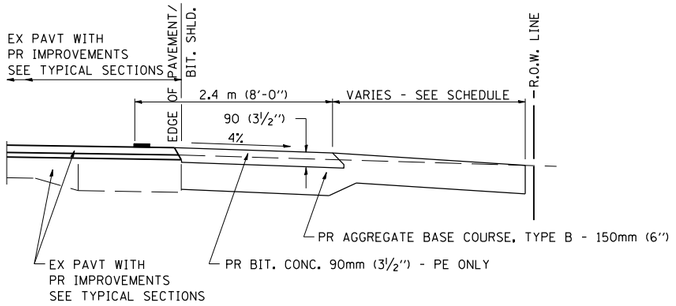
SCALE: VERT. NONE
HORIZ. NONE
DATE 01/13/2005

DRAWN BY AJP
CHECKED BY JDJ

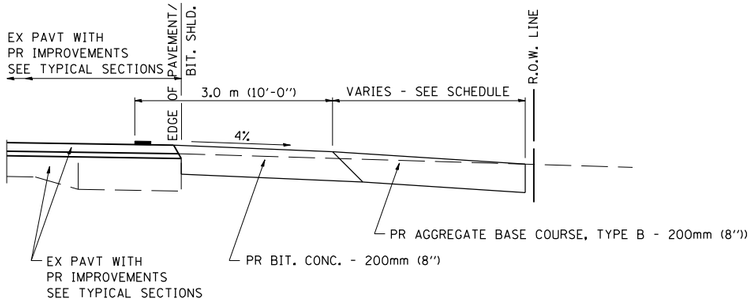
RIPRAP

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

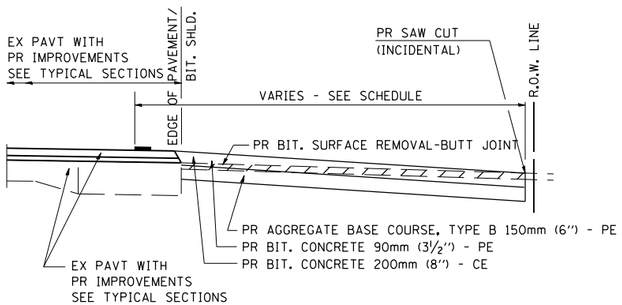
STATE CONTRACT NO. 72663



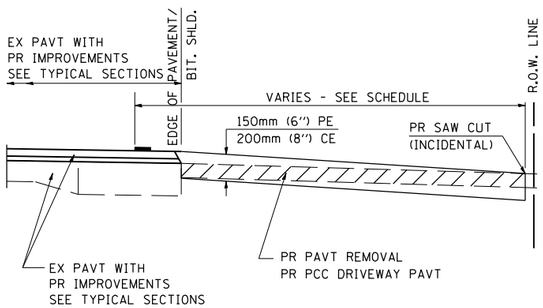
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



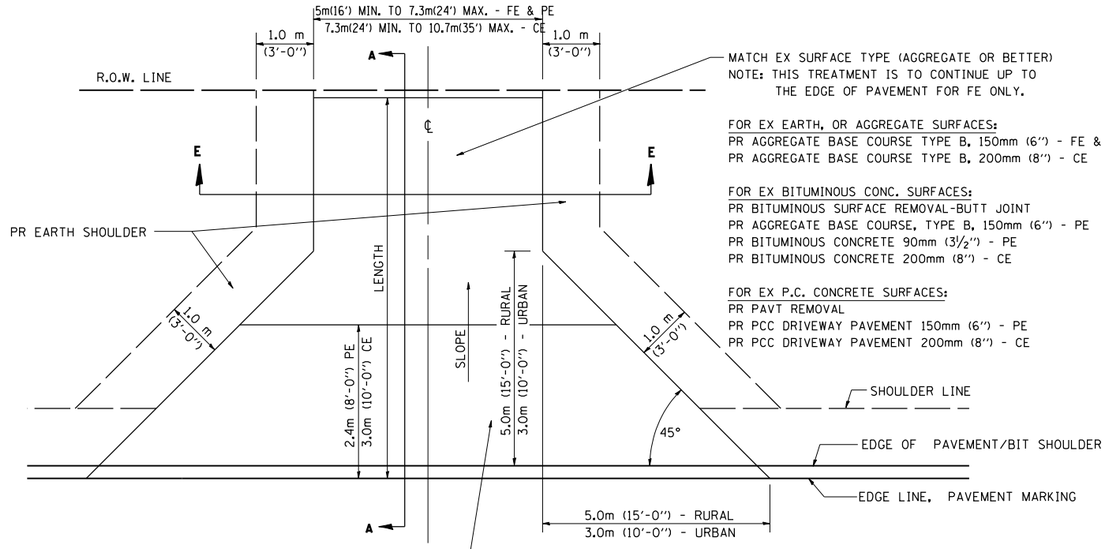
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX BITUMINOUS PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



MATCH EX SURFACE TYPE (AGGREGATE OR BETTER)
NOTE: THIS TREATMENT IS TO CONTINUE UP TO THE EDGE OF PAVEMENT FOR FE ONLY.

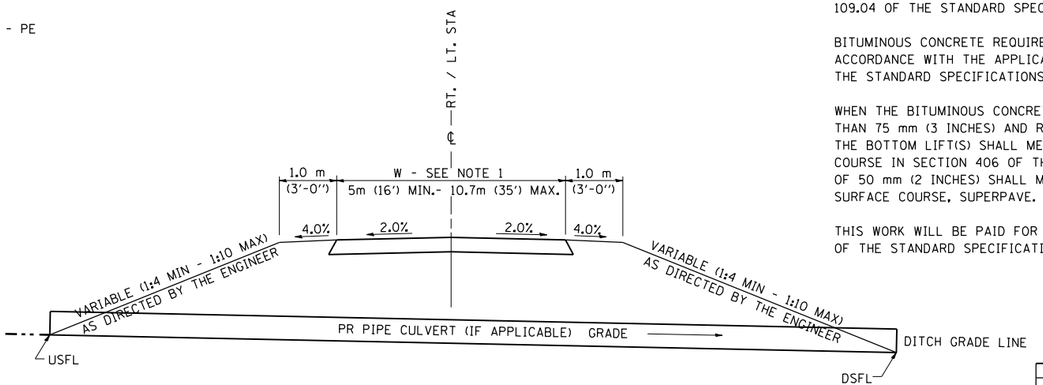
FOR EX EARTH, OR AGGREGATE SURFACES:
PR AGGREGATE BASE COURSE TYPE B, 150mm (6") - FE & PE
PR AGGREGATE BASE COURSE TYPE B, 200mm (8") - CE

FOR EX BITUMINOUS CONC. SURFACES:
PR BITUMINOUS SURFACE REMOVAL-BUTT JOINT
PR AGGREGATE BASE COURSE, TYPE B, 150mm (6") - PE
PR BITUMINOUS CONCRETE 90mm (3½") - PE
PR BITUMINOUS CONCRETE 200mm (8") - CE

FOR EX P.C. CONCRETE SURFACES:
PR PAVT REMOVAL
PR PCC DRIVEWAY PAVEMENT 150mm (6") - PE
PR PCC DRIVEWAY PAVEMENT 200mm (8") - CE

FOR EX EARTH, AGGREGATE, OR BITUMINOUS CONC SURFACES:
PR BIT SURFACE REMOVAL-BUTT JOINT (IF APPLICABLE)
PR AGGREGATE BASE COURSE TYPE B 150mm (6") - FE
PR AGGREGATE BASE COURSE TYPE B, 150mm (6") &
PR BITUMINOUS CONCRETE 90mm (3½") - PE
PR BITUMINOUS CONCRETE 200mm (8") - CE

FOR P.C. CONCRETE SURFACES:
PR PAVT REMOVAL
PR PCC DRIVEWAY PAVT 150mm (6") - PE
PR PCC DRIVEWAY PAVT 200mm (8") - CE



SECTION E - E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ENT 3R

REVISIONS	
NAME	DATE
JCN	2/19/03

SHEET 1 OF 3

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT SIX
DETAILS FOR RURAL / URBAN ENTRANCE & MAILBOX TURNOUT W / O CONCRETE GUTTER (3R - PROJECTS)

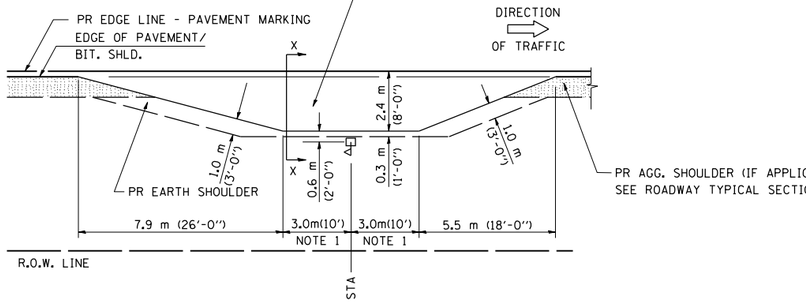
SCALE: VERT.
HORIZ.
DATE: FEBRUARY 23, 1999

DRAWN BY CADD
CHECKED BY JCN

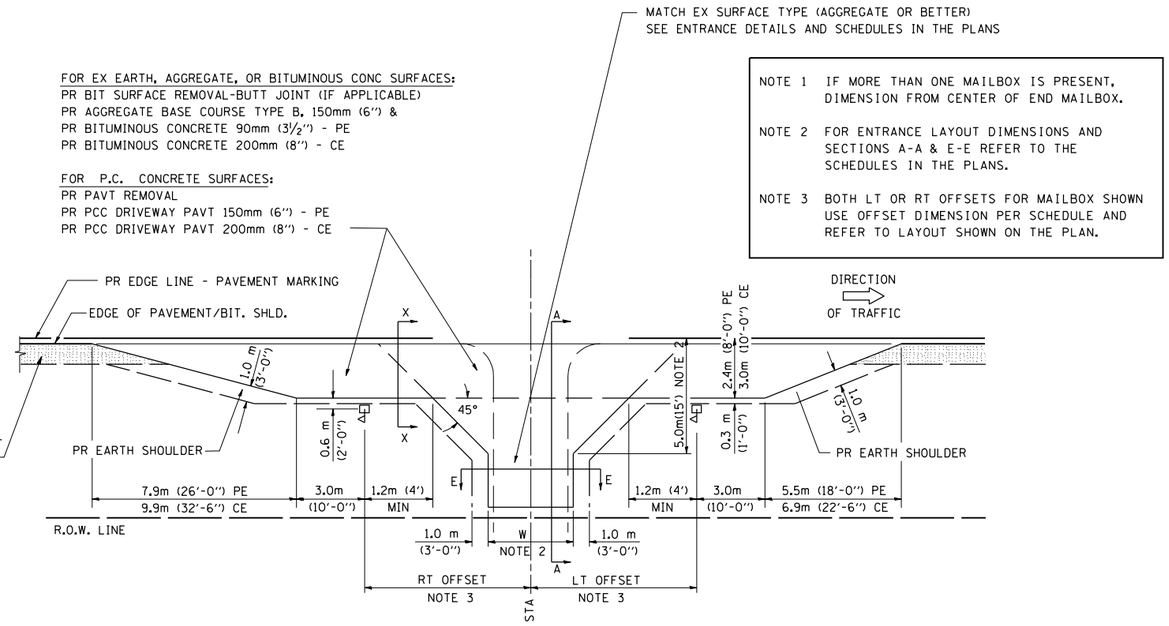
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

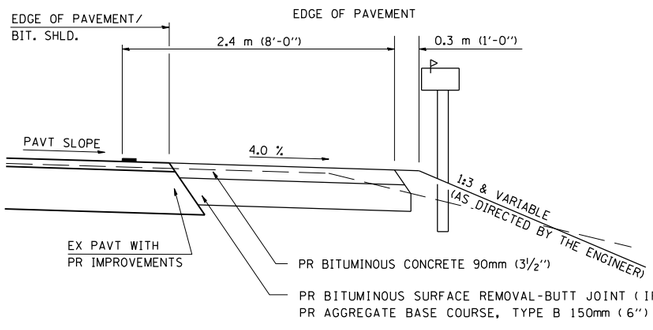
DETAILS OF MAILBOX TURNOUTS



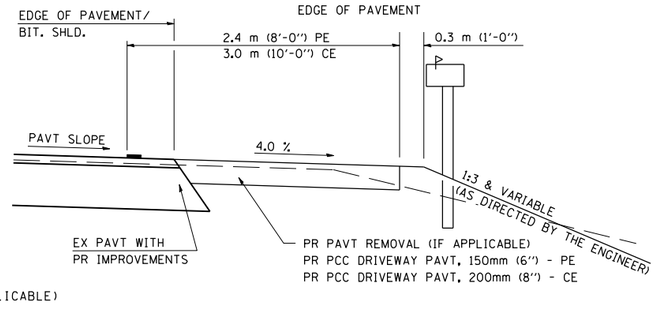
PLAN - MAILBOX TURNOUTS



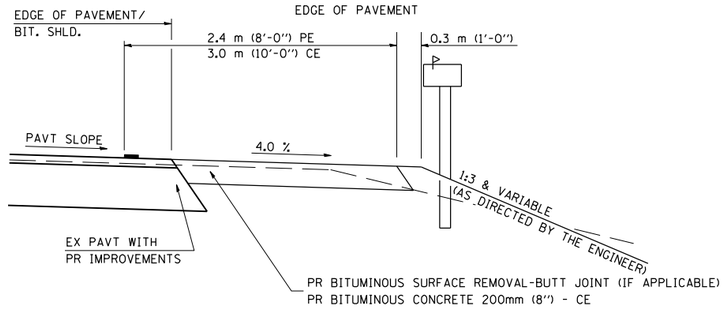
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX EARTH, AGGREGATE, OR BITUMINOUS PE & FE



SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX CONC PE OR CE



SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX EARTH, AGGREGATE, OR BITUMINOUS CE

SHEET 2 OF 3

REVISIONS	
NAME	DATE
JCN	2/19/03

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT SIX

DETAILS FOR RURAL / URBAN ENTRANCE & MAILBOX TURNOUT W / O CONCRETE GUTTER (3R - PROJECTS)

SCALE: VERT. HORIZ.

DATE : FEBRUARY 23, 1999

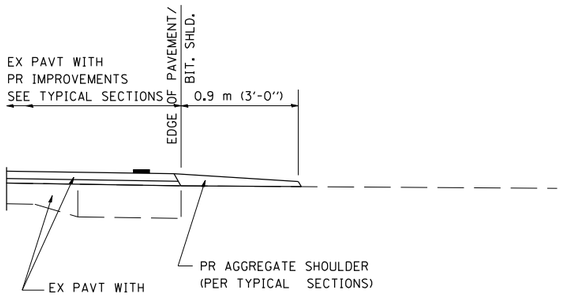
DRAWN BY CADD

CHECKED BY JCN

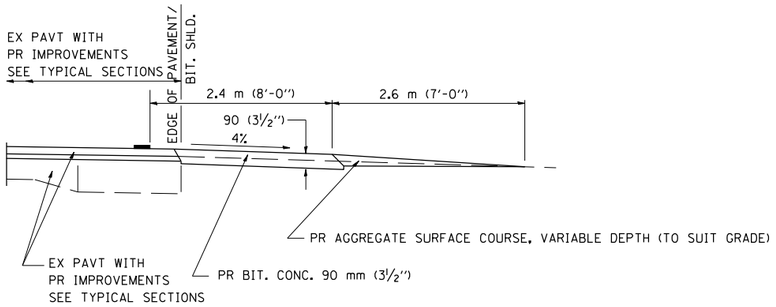
ENT 3R

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

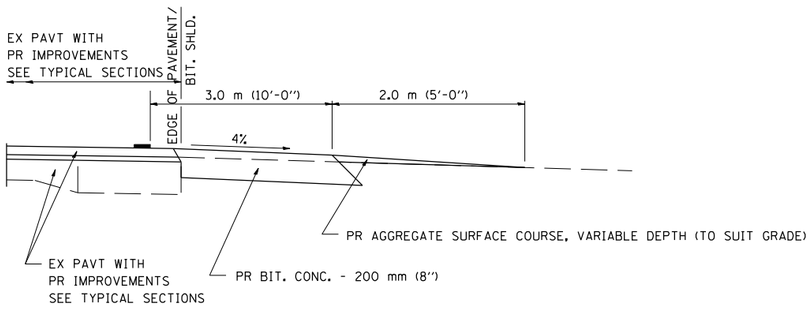
STATE CONTRACT NO. 72663



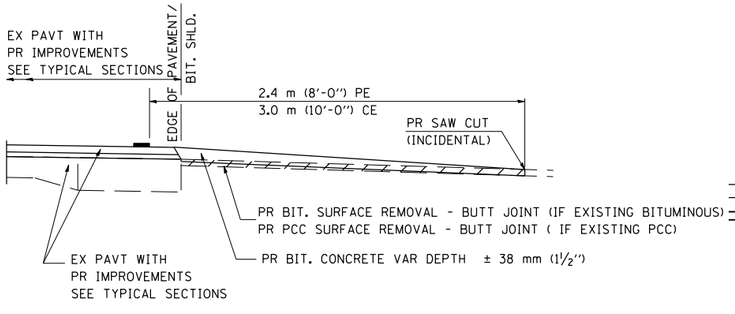
SECTION A-A FOR EX EARTH/ AGGREGATE FE



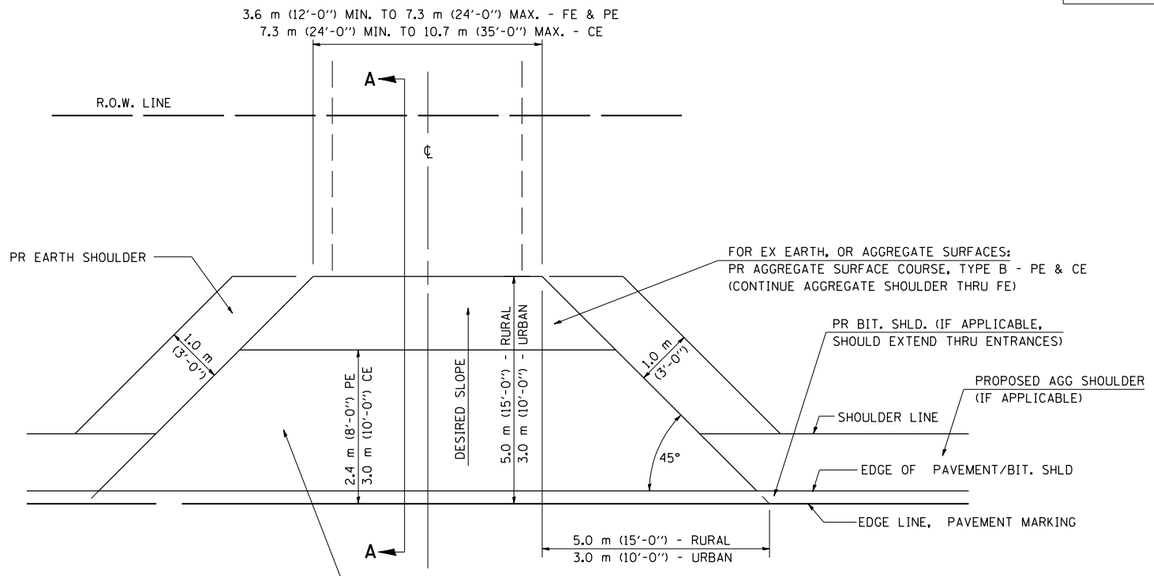
SECTION A-A FOR EX EARTH/AGGREGATE PE



SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



SECTION A-A FOR EX BITUMINOUS/ PC CONCRETE PE, CE & SIDE ROAD

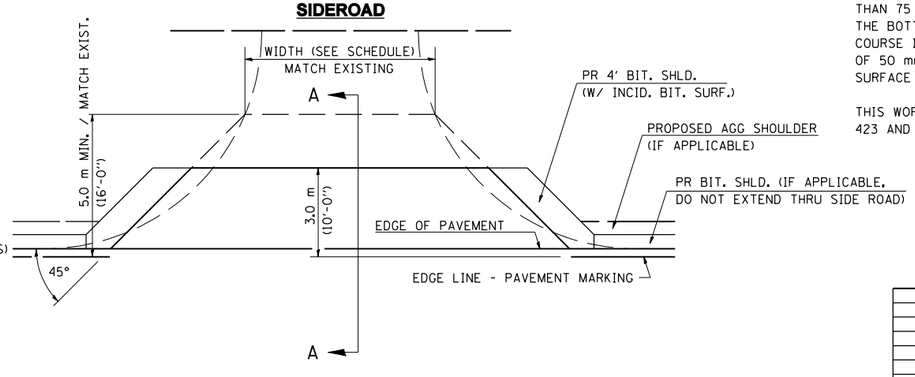


FOR EX EARTH OR AGGREGATE SURFACES:
PR BIT SURFACE REMOVAL (IF APPLICABLE)
PR AGGREGATE SHOULDER THRU - FE
PR BITUMINOUS CONCRETE 90 mm (3½") - PE
PR BITUMINOUS CONCRETE 200mm (8") - CE

FOR EX BITUMINOUS CONCRETE SURFACES:
PR BITUMINOUS SURFACE REMOVAL-BUTT JOINT

FOR EX PCC SURFACES:
PR PCC SURFACE REMOVAL-BUTT JOINT

SIDEROAD



NOTE : IF BIT. SHLDS ARE PROPOSED THEY
SHOULD NOT EXTEND THROUGH SIDEROADS

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
UNLESS OTHERWISE SHOWN.

SHEET 1 OF 3

REVISIONS	
NAME	DATE
JCN	2/19/03
JCN	4/01/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT SIX
DETAILS FOR RURAL / URBAN ENTRANCE, MAILBOX TURNOUT & SIDEROADS W / O CONCRETE GUTTER (PPP - PROJECTS)

SCALE: VERT.
HORIZ.
DATE: FEBRUARY 23, 1999

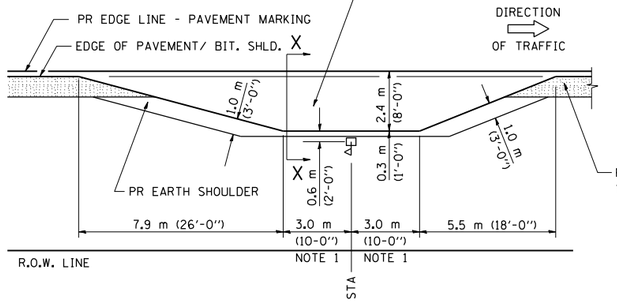
DRAWN BY CADD
CHECKED BY JCN

ENT PPP

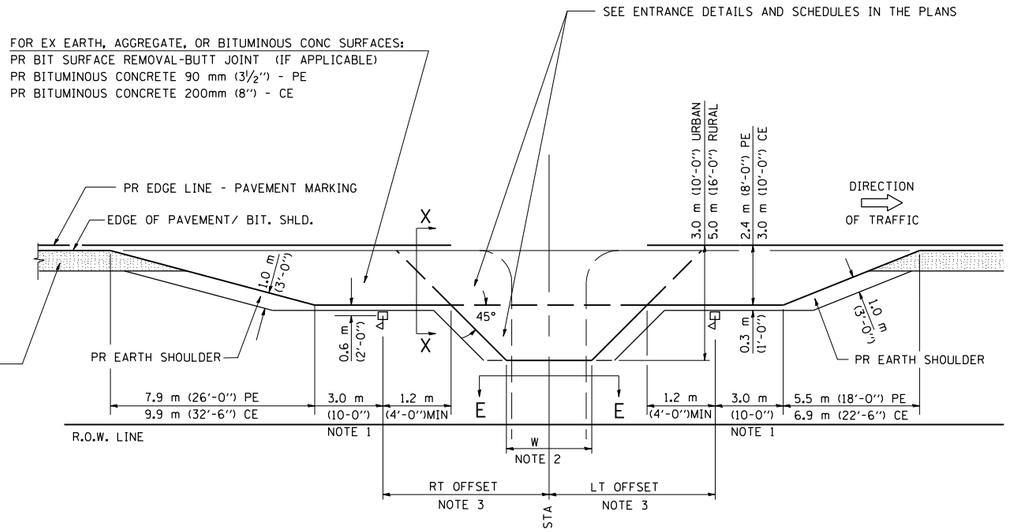
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	27
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

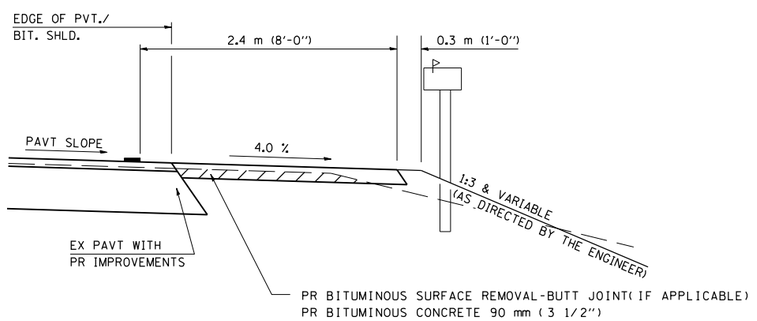
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

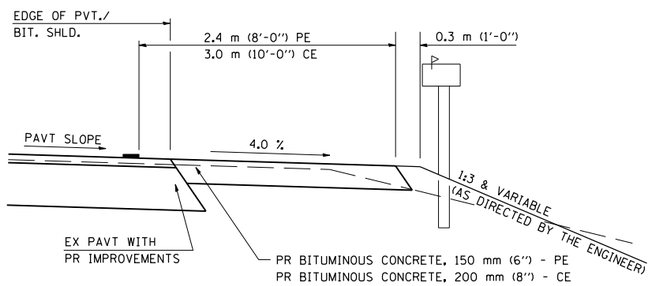


PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX EARTH, AGGREGATE, OR BITUMINOUS PE & FE

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST. IF EXISTING, TREAT SAME AS ENTRANCE.)



SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX BITUMINOUS CONC & PC CONC PE & CE

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST. IF EXISTING, TREAT SAME AS ENTRANCE.)

NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.

NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.

NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
JCN	2/19/03
JCN	4/01/04

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
DETAILS FOR RURAL / URBAN ENTRANCE, MAILBOX TURNOUT & SIDEROADS W / O CONCRETE GUTTER (PPP - PROJECTS)

SCALE: VERT. HORIZ.
DATE: FEBRUARY 23, 1999
DRAWN BY CADD
CHECKED BY JCN

ENT PPP

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	28

SHEET NO. 1
7 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

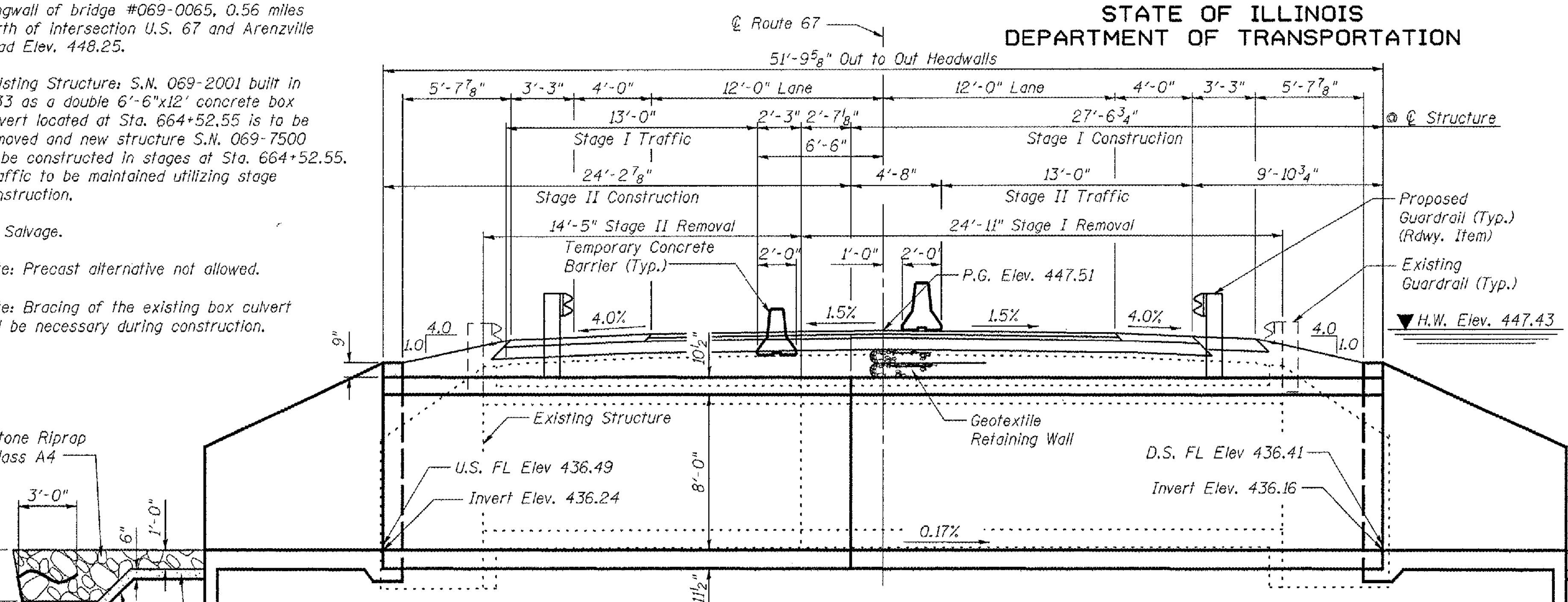
Bench Mark: Chiseled square in north east wingwall of bridge #069-0065, 0.56 miles north of intersection U.S. 67 and Arenzville Road Elev. 448.25.

Existing Structure: S.N. 069-2001 built in 1933 as a double 6'-6"x12' concrete box culvert located at Sta. 664+52.55 is to be removed and new structure S.N. 069-7500 to be constructed in stages at Sta. 664+52.55. Traffic to be maintained utilizing stage construction.

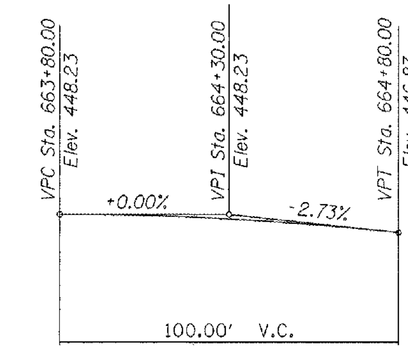
No Salvage.

Note: Precast alternative not allowed.

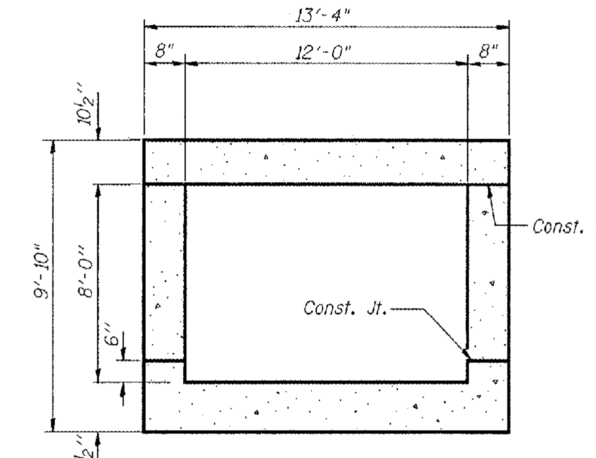
Note: Bracing of the existing box culvert will be necessary during construction.



LONGITUDINAL SECTION
(Dimensions shown are at right angles to ℄ roadway)



PROFILE GRADE
(Along ℄ Roadway)



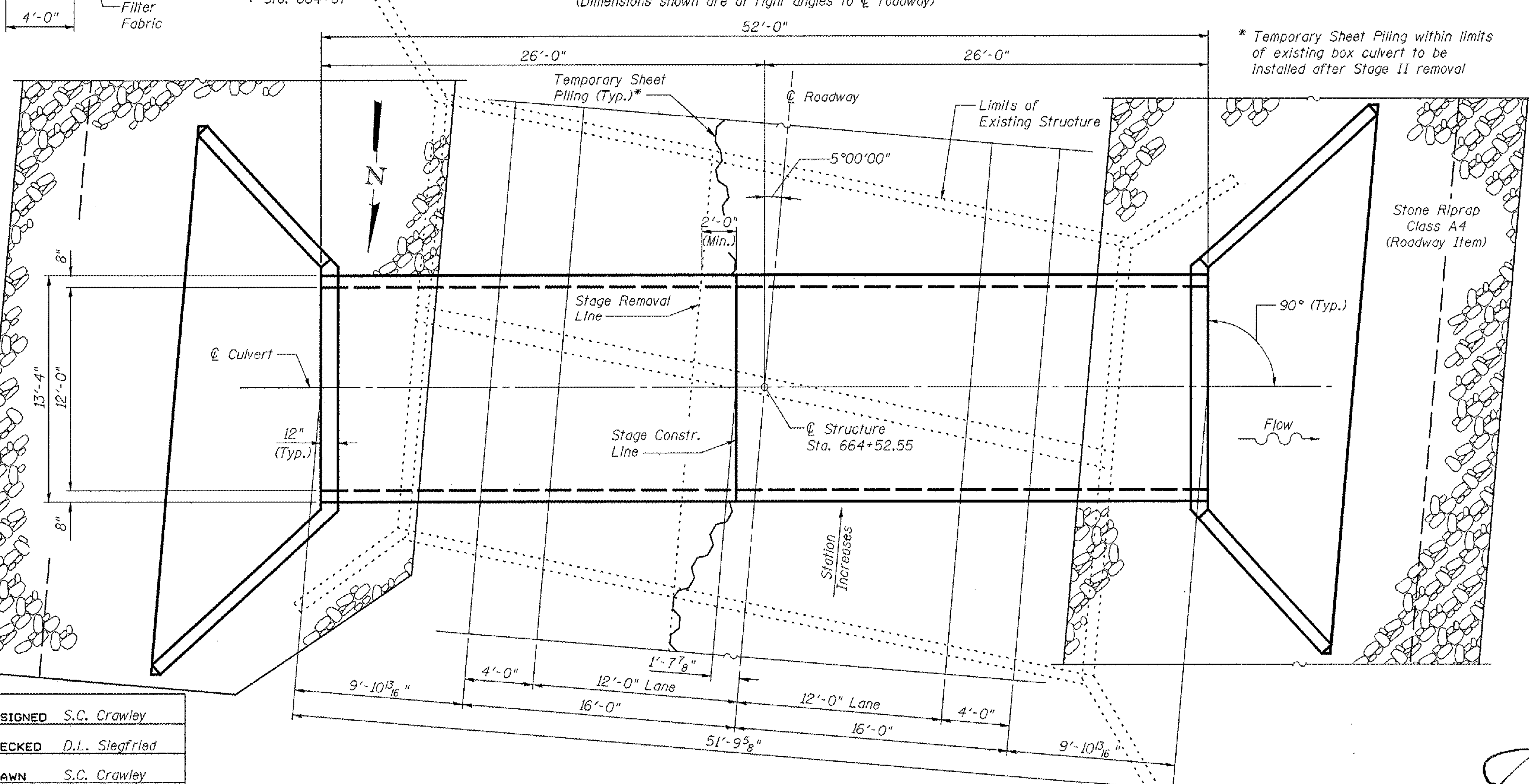
SECTION THRU BARREL

WATERWAY INFORMATION

Drainage Area = 1.12 sq. mi.
Ex. Low Grade Elev. 446.74 @ Sta. 664+69
Pr. Low Grade Elev. 446.57 @ Sta. 664+61

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E. Exist.	Nat. H.W.E. Prop.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Overtopping	5.3	168	156	96	443.77	444.63	5.96	1.97	449.73	446.60
	10	382	156	96	444.49	445.52	8.24	1.99	452.73	447.51
Design	50	622	156	96	446.04	447.43	6.72	0.66	452.76	448.09
Base	100	728	156	96	446.63	448.17	6.14	0.21	452.77	448.38
Max. Calc.	500	987	156	96	447.94	449.78	4.84	0.06	452.78	449.84

* Temporary Sheet Piling within limits of existing box culvert to be installed after Stage II removal



PLAN

Boring #1 Sta. 664+12

HIGHWAY CLASSIFICATION

F.A.P. 310 - US Rte. 67
ADT: 2300(2001), 3775(2030)
ADTT: 425(2001), 700(2030)
DHV:
Functional Class: Other Principal Arterial
Design Speed: 65 mph

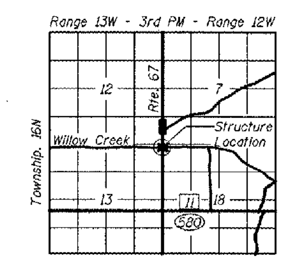
DESIGN SPECIFICATIONS

AASHTO AASHTO Standard Specification for Highway Bridges Seventeenth Edition, 2002

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44



LOCATION SKETCH

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Structure	L Sum	1
Reinforcement Bars, Epoxy Coated	Pound	14,940
Temporary Sheet Piling	Sq. Ft.	2017
Box Culvert End Sections	Each	2
Concrete Box Culverts	Cu. Yd.	67.6
Geotextile Retaining Wall	Sq. Ft.	29
Granular Culvert Backfill	Cu. Yd.	368
Bar Splicers	Each	56
Rock Fill - Foundation	Ton	130

DESIGNED	S.C. Crawley
CHECKED	D.L. Siegfried
DRAWN	S.C. Crawley
CHECKED	D.L. Siegfried

DUANE L. SIEGFRIED 4700 REGISTERED STRUCTURAL ENGINEER OF ILLINOIS

Signature 2/6/07 Date
License Expires 11/30/2006

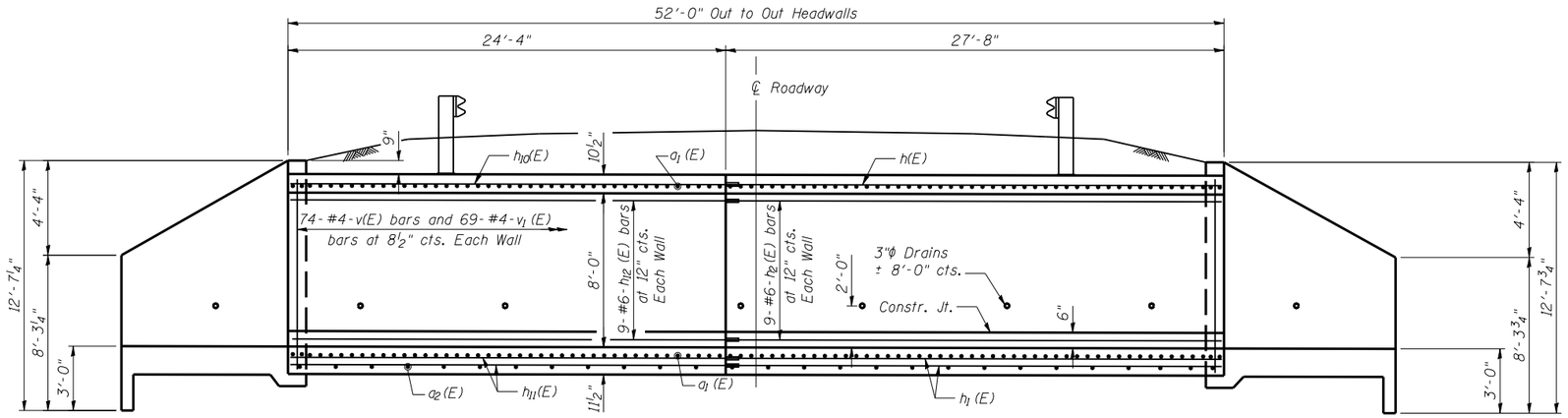
GENERAL PLAN
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

Plot Date: 1/25/2007

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

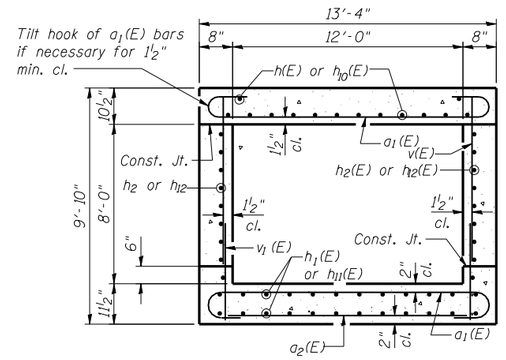
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	29
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT- ROUTE 310		

SHEET NO. 2
7 SHEETS

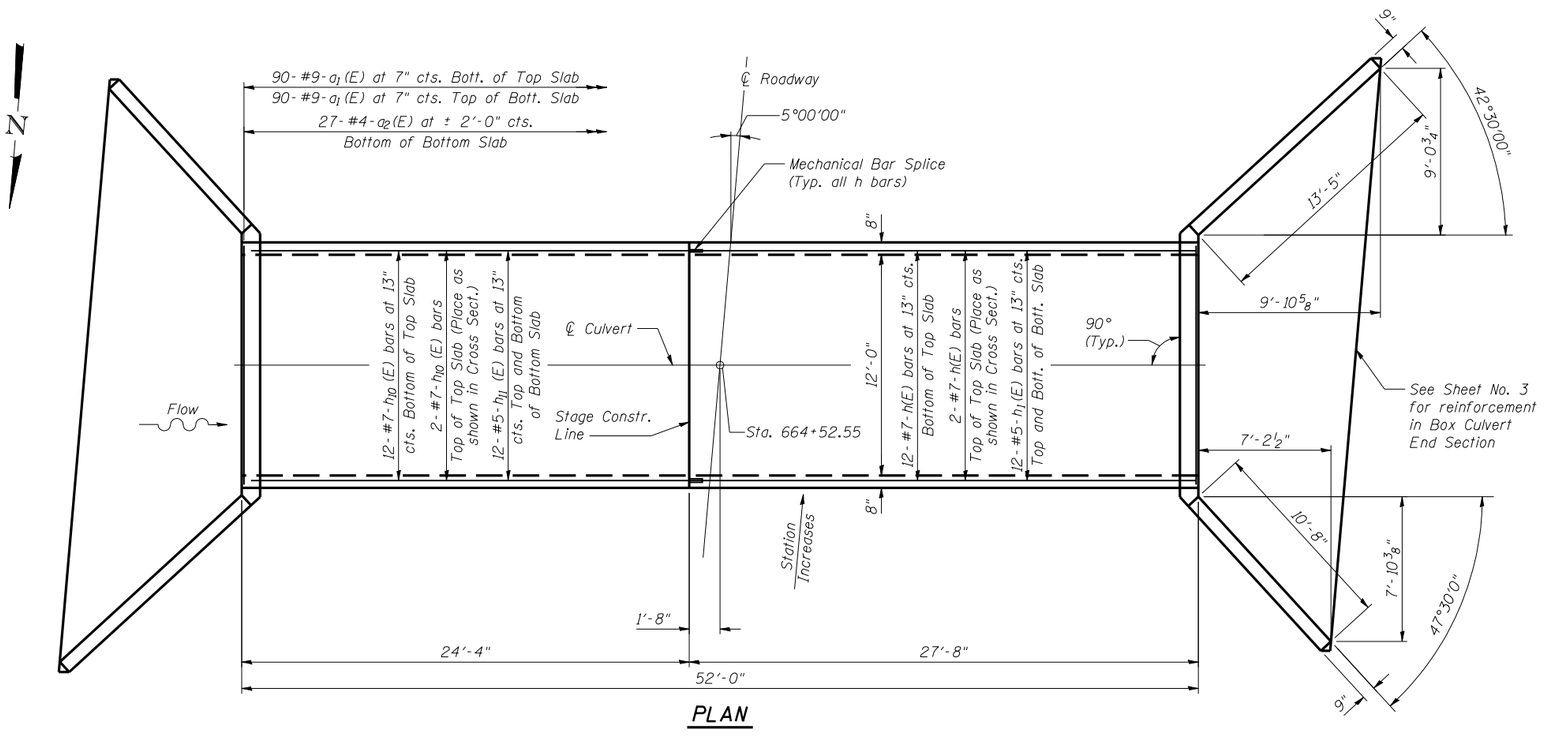


LONGITUDINAL SECTION

(Dimensions shown along ℄ Culvert)



SECTION THRU BARREL



PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	180	#9	15'-6"	⊂⊃
a2(E)	27	#4	12'-3"	——
h(E)	14	#7	27'-5"	——
h1(E)	24	#5	27'-5"	——
h2(E)	18	#6	27'-5"	——
h10(E)	14	#7	24'-1"	——
h11(E)	24	#5	24'-1"	——
h12(E)	18	#6	24'-1"	——
v(E)	148	#4	8'-3"	——
v1(E)	148	#4	2'-7"	——
Reinforcement Bars			Pound	14,935
Concrete Box Culverts			Cu. Yd.	67.6
Bar Splicers			Each	56

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44

DESIGNED	S.C. Crawley
CHECKED	K.L. Hayes
DRAWN	S.C. Crawley
CHECKED	K.L. Hayes

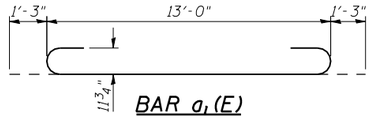
NOTES

Removal and replacement of weak soils with Rockfill - Foundation may be required beneath the culvert. The Engineer will determine the required depth of improvement following excavation to plan grade.

Reinforcement Bars shall conform to the requirements of AASHTO M-31 M-42 or M-53, Grade 60.

Reinforcement bars designated (E) shall be epoxy coated and shall conform to the requirements of AASHTO M-284.

All construction joints shall be bonded.



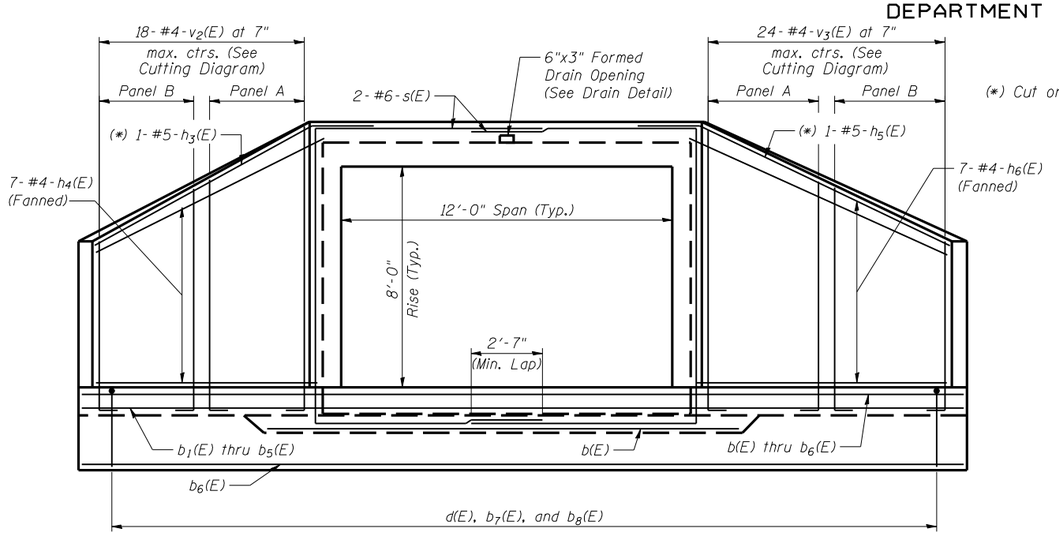
BAR a1(E)

BARREL REINFORCING DETAILS
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

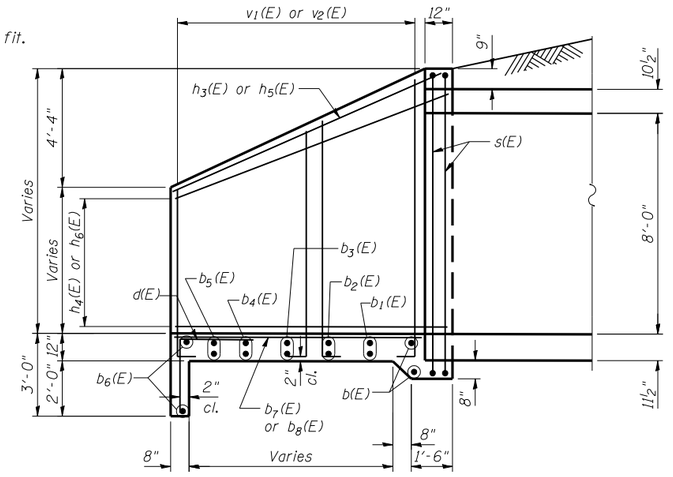
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	30
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT- ROUTE 310		

SHEET NO. 3
7 SHEETS

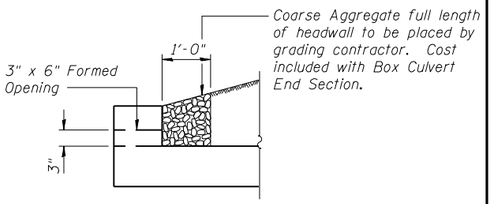


(*) Cut or bend to fit.

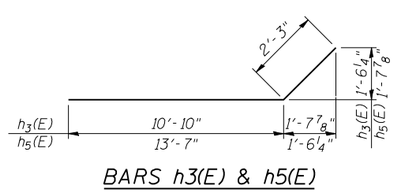
END ELEVATION



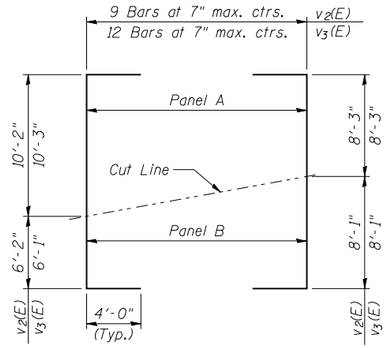
SECTION A-A



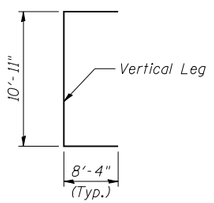
DRAIN DETAIL



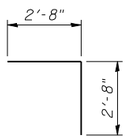
BARS h3(E) & h5(E)



CUTTING DIAGRAM BAR v2(E) & v3(E)



BAR s1(E)



BAR d(E)

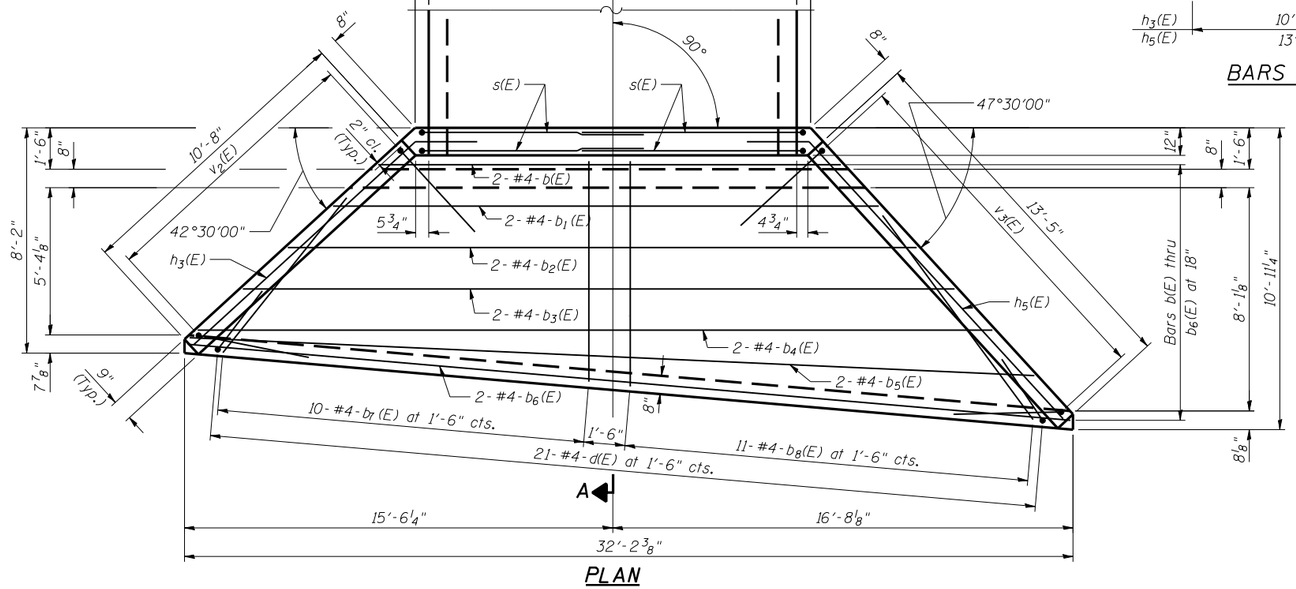
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b(E)	2	#4	16'-9"	——
b1(E)	2	#4	19'-9"	——
b2(E)	2	#4	22'-9"	——
b3(E)	2	#4	25'-9"	——
b4(E)	2	#4	28'-9"	——
b5(E)	2	#4	30'-7"	——
b6(E)	2	#4	32'-1"	——
b7(E)	2	#4	7'-8"	——
b8(E)	2	#4	8'-2"	——
d(E)	21	#4	5'-4"	⌐
h3(E)	1	#5	13'-1"	⌒
h4(E)	7	#4	10'-9"	——
h5(E)	1	#5	15'-10"	⌒
h6(E)	7	#4	13'-6"	——
v2(E)	9	#4	24'-4"	⌐¬
v3(E)	12	#4	24'-4"	⌐¬
s1(E)	4	#6	27'-7"	⌐
CLASS SI CONCRETE			Cu. Yd.	16.3
REINFORCEMENT BARS EPOXY COATED			Pound	1075

NOTES:

Bill of Material for one (1) End Section only. Two (2) are required.

Concrete and reinforcement quantities are for information only, pay item is "Box Culvert End Section (Each)".



PLAN

NOTES:

Class SI concrete shall be used throughout.

Exposed edges shall be beveled ¾".

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42, M-53, Grade 60.

Reinforcement bars designated (E) shall be epoxy coated and shall conform to the requirements of AASHTO M-284.

Bar dimensions are out to out.

Precast substitution for the End Section will not be allowed.

DESIGNED	S.C. Crawley
CHECKED	K.L. Hayes
DRAWN	S.C. Crawley
CHECKED	K.L. Hayes

BOX CULVERT END SECTION
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

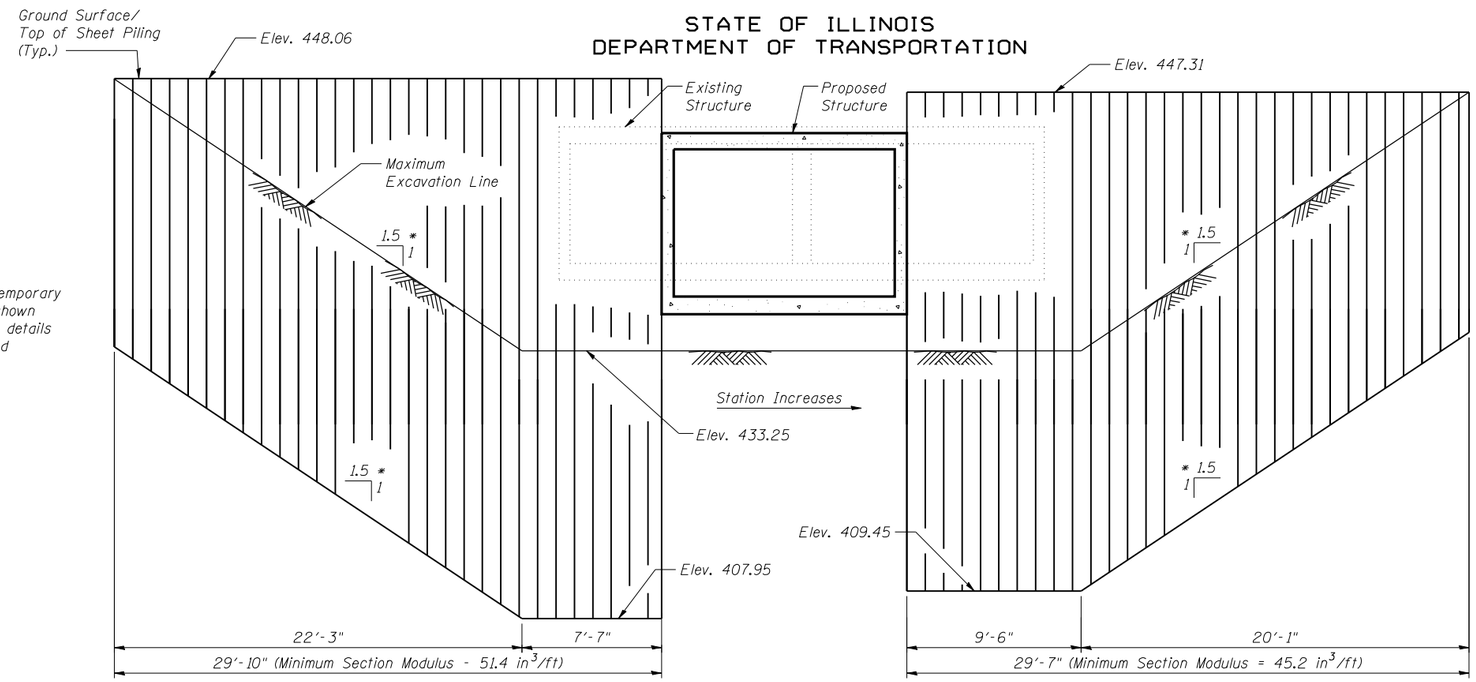
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	31
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT- ROUTE 310		

SHEET NO. 4

7 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

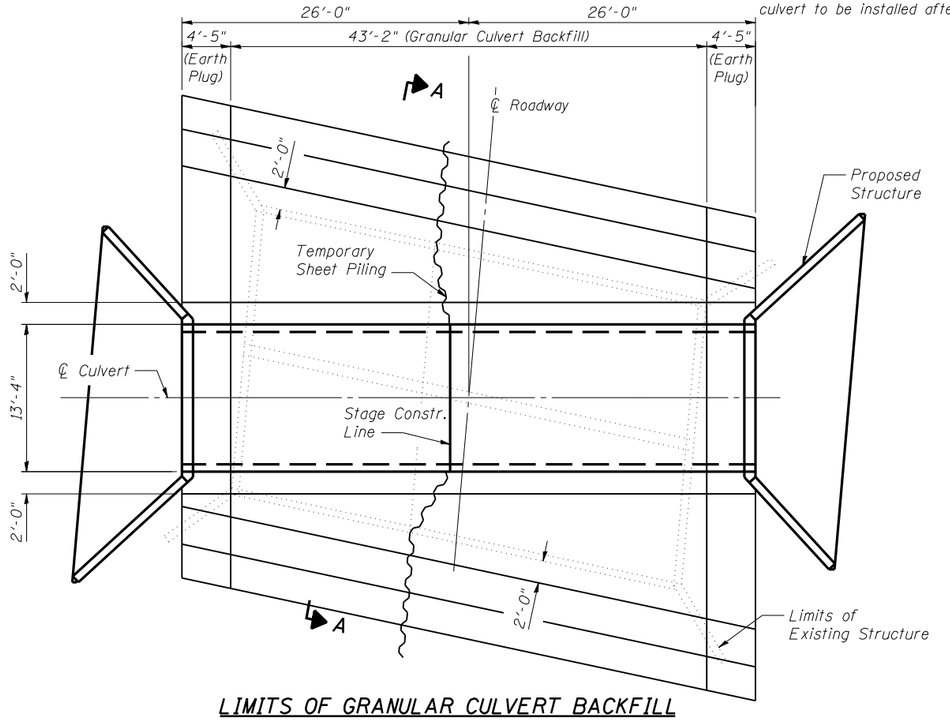
Note: If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



* Parallel to Roadway

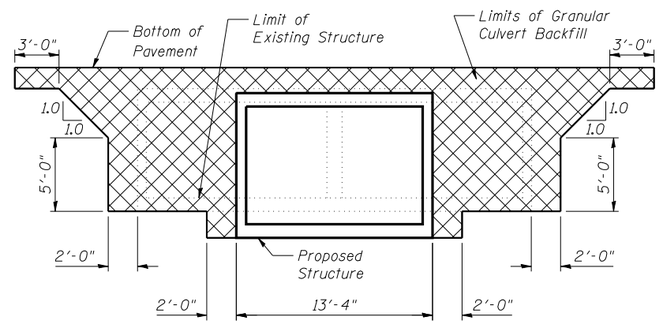
SHEET PILING ELEVATION

Temporary Sheet Piling within limits of existing box culvert to be installed after Stage II removal



N

LIMITS OF GRANULAR CULVERT BACKFILL



SECTION A-A

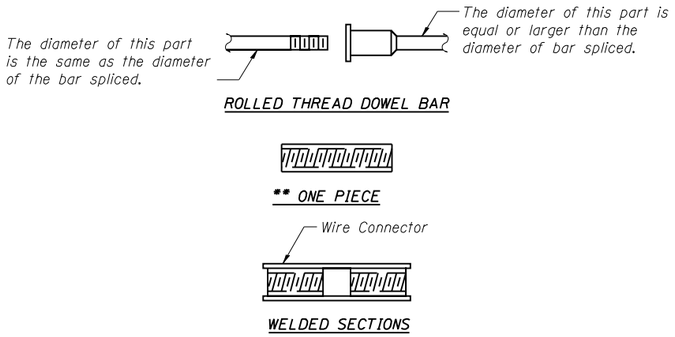
DESIGNED	S.C. Crawley
CHECKED	K. L. Hayes/ K. P. Heffern
DRAWN	S.C. Crawley
CHECKED	S.C. Crawley

TEMPORARY SHEET PILING AND
LIMITS OF GRANULAR CULVERT BACKFILL
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

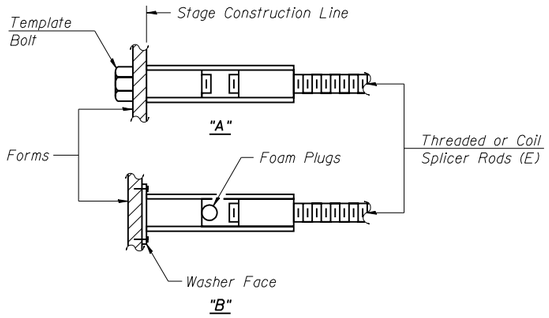
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	32
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT- ROUTE 310		

SHEET NO. 5
7 SHEETS



BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

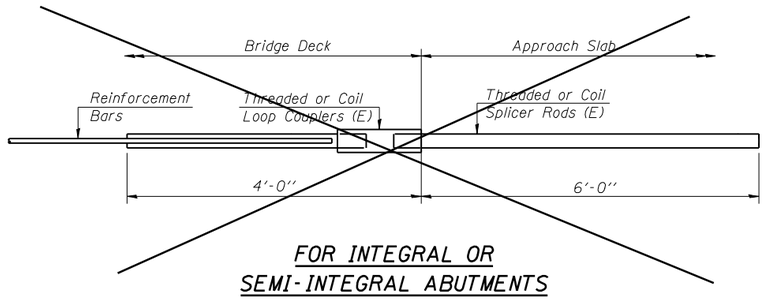
① Minimum Capacity (Tension in kips) = $1.25 \times fy \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where fy = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

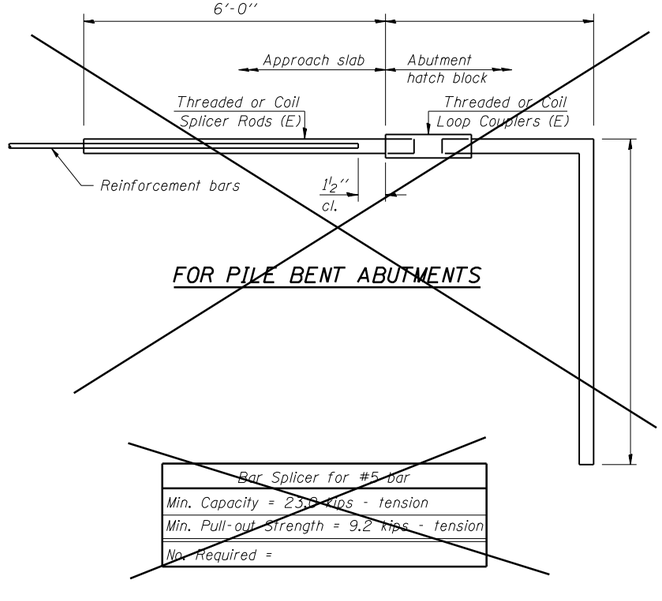
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



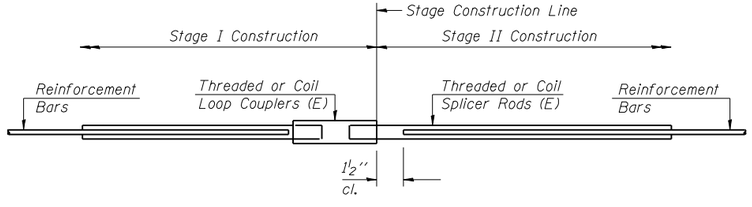
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	24	Bottom Slab
#6	18	Walls
#7	14	Top Slab

DESIGNED	I.D.O.T.
CHECKED	S.C. Crawley
DRAWN	I.D.O.T.
CHECKED	S.C. Crawley

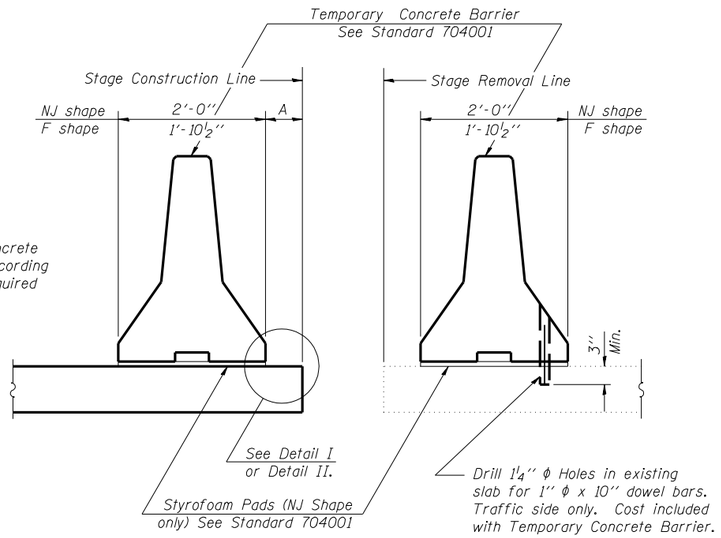
BSD-1 9-01-03

BAR SPLICER ASSEMBLY DETAILS
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6
7 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NEW SLAB

EXISTING SLAB

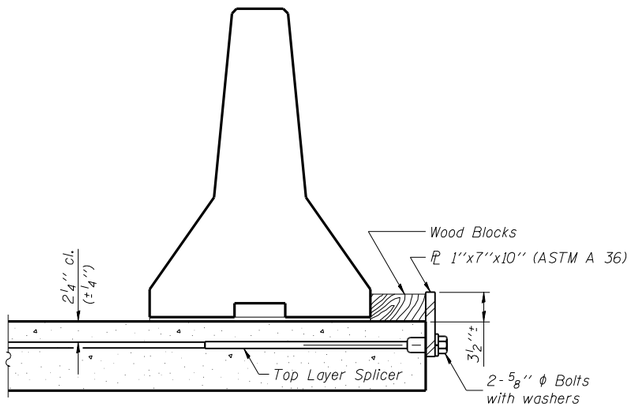
SECTIONS THRU SLAB

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℙ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

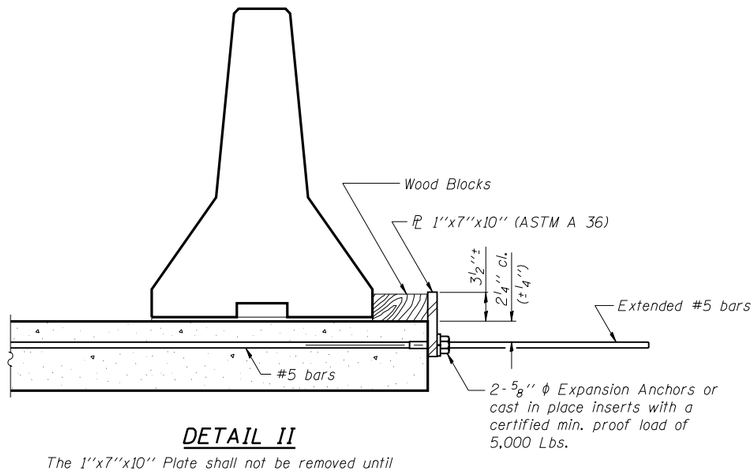
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℙ to the concrete slab with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.



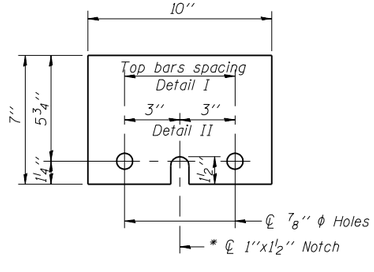
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



ℙ 1"x7"x10"

* Required only with Detail II

DESIGNED	I.D.O.T.
CHECKED	S.C. Crawley
DRAWN	I.D.O.T.
CHECKED	S.C. Crawley

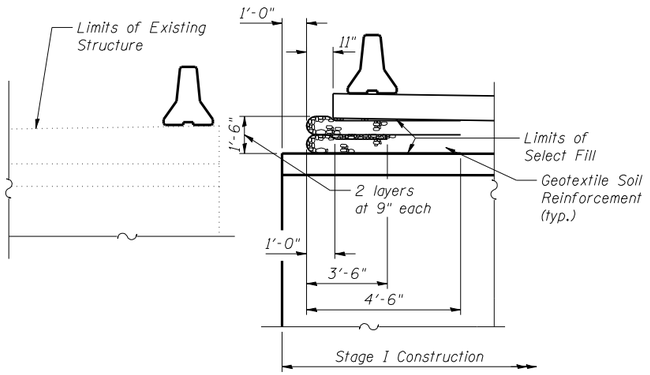
R-27 9-01-03

TEMPORARY CONCRETE BARRIER
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

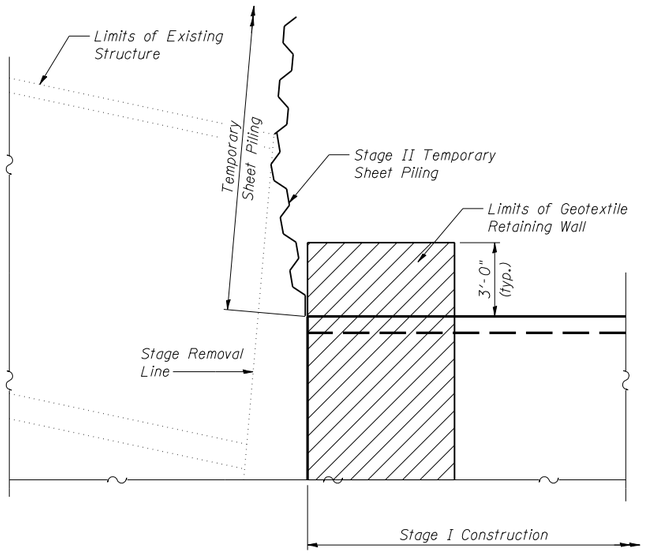
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

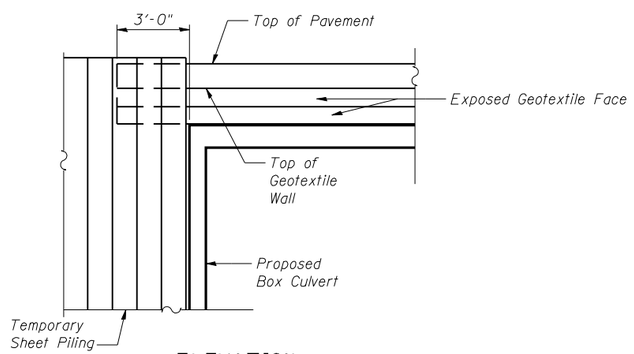
SHEET NO. 7
7 SHEETS



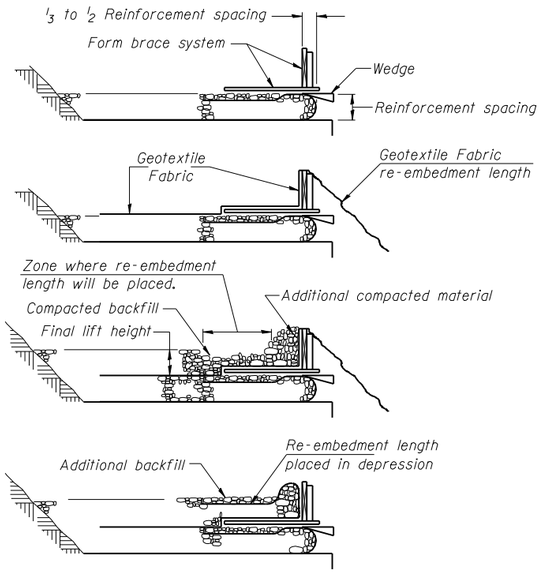
TYPICAL SECTION



PLAN



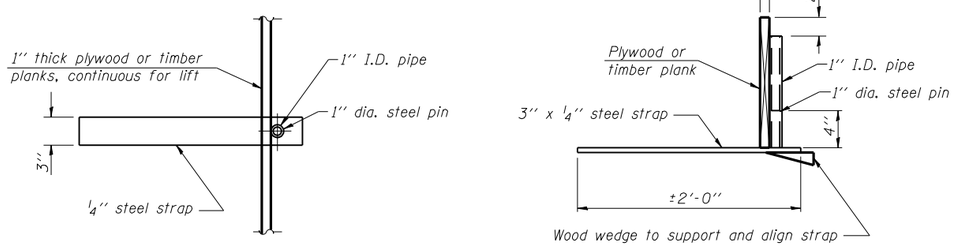
ELEVATION



1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of 1/3 to 1/2 the reinforcement spacing.
2. Position fabric so that the required re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.
3. Compact backfill material in lifts to final lift height, create (±3") depression in zone where re-embedment length will be located and place additional height of compacted material against form brace.
4. Fold fabric re-embedment length back over form brace into zone where depression was made in backfill and place additional compacted backfill, (±3") to embed fabric and bring to final lift height.
5. Pull form brace outward allowing fabric face to slightly readjust to form tight round face and level with plan reinforcement spacing.

GEOTEXTILE WALL CONSTRUCTION PROCEDURE

Notes: The geotextile fabric shall have a minimum allowable tensile strength (T min.) of 20 lb./in. as determined by the procedure stated in the Special Provisions. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.



SUGGESTED GEOTEXTILE TEMPORARY FORM BRACE SYSTEM DETAIL

Note:
This is a suggested detail, the Contractor is responsible for the design of the form brace system to be used.

DESIGNED	I.D.O.T.
CHECKED	S.C. Crawley
DRAWN	I.D.O.T.
CHECKED	S.C. Crawley

GEOTEXTILE RETAINING WALL
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 67	115RS-3, B-2	MORGAN	42	34a
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7a
7 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT DISTRICT 6

SOIL BORING LOG

Page 1 of 2
Date 11/13/03

ROUTE FAP 310 (US 67) DESCRIPTION US 67 / IL 100 over Willow Creek LOGGED BY M. Metcalf
SECTION 115RS-3, B-2 LOCATION NW 1/4, SEC. 18, TWP. 16 N, RNG. 12 W, 3 PM
COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 069-2001 Ex / 069-C152 Pr
Station 664+50
BORING NO. 1 NW WW
Station 664+12
Offset 41.0ft Rt
Ground Surface Elev. 447.3 ft

Surface Water Elev. 440.0 ft
Stream Bed Elev. 438.3 ft
Groundwater Elev.:
First Encounter 435.8 ft
Upon Completion Washed ft
After ___ Hrs. Plugged ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown to Greyish Brown Moist SILTY CLAY (Fill) w/ Fine Grained SAND Seams					
			1		
Broken Sample			2	1.0	21
		-5	4	P	
			2		
Extremely Disturbed Sample			4		26
			4		
			1		
Very Disturbed Sample			3	1.0	27
		-10	3	P	
	436.80				
Brown and Grey Mottled V. Moist SILT w/ Black Oxidation Spots			0		
Free Water			1	0.5	30
			2	B	
	433.30		0		
Grey Fine Grained SAND LOAM			1		21
	432.30	-15	1		
SAND					
			3		
Grey Fine Grained SAND Washed			3		
			4		
			3		
Washed			4		
		-20	6		

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND (continued)				
		0		
Grey Medium Grained SAND Washed		5		
		6		
		4		
Grey Medium to Coarse Grained SAND Washed		4		
	-25	4		
		2		
Washed		4		
	-30	5		
		10		
Grey Coarse Grained SAND and Medium Grained GRAVEL Washed		7		
	-35	11		
		9		
Washed		6		
	-40	11		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) (B.S. - Before Seating)

BBS, from 137 (Rev. 8-99)

SOIL BORING US 67 OVER WILLOW CREEK D98-533-02.GPJ D6TEMPLT.GDT 6/17/05
Latitude Longitude

Illinois Department of Transportation
Division of Highways
IDOT DISTRICT 6

SOIL BORING LOG

Page 2 of 2
Date 11/13/03

ROUTE FAP 310 (US 67) DESCRIPTION US 67 / IL 100 over Willow Creek LOGGED BY M. Metcalf
SECTION 115RS-3, B-2 LOCATION NW 1/4, SEC. 18, TWP. 16 N, RNG. 12 W, 3 PM
COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 069-2001 Ex / 069-C152 Pr
Station 664+50
BORING NO. 1 NW WW
Station 664+12
Offset 41.0ft Rt
Ground Surface Elev. 447.3 ft

Surface Water Elev. 440.0 ft
Stream Bed Elev. 438.3 ft
Groundwater Elev.:
First Encounter 435.8 ft
Upon Completion Washed ft
After ___ Hrs. Plugged ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND (continued)					
			9		
Medium Grained SAND and GRAVEL Washed			6		
		-45	7		
Drilled Crunchy - Interpret Coarse Gravel					
			10		
Coarse Grained SAND and GRAVEL Washed			8		
	397.30	-50	12		
Boring Completed					
		-55			
		-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) (B.S. - Before Seating)

BBS, from 137 (Rev. 8-99)

SOIL BORING US 67 OVER WILLOW CREEK D98-533-02.GPJ D6TEMPLT.GDT 6/17/05
Latitude Longitude

Illinois Department of Transportation
Division of Highways
IDOT DISTRICT 6

SOIL BORING LOG

Page 1 of 2
Date 11/12/03

ROUTE FAP 310 (US 67) DESCRIPTION US 67 / IL 100 over Willow Creek LOGGED BY M. Metcalf
SECTION 115RS-3, B-2 LOCATION NW 1/4, SEC. 18, TWP. 16 N, RNG. 12 W, 3 PM
COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 069-2001 Ex / 069-C152 Pr
Station 664+50
BORING NO. 2 SE WW
Station 664+87
Offset 32.0ft Lt
Ground Surface Elev. 446.9 ft

Surface Water Elev. 440.0 ft
Stream Bed Elev. 438.3 ft
Groundwater Elev.:
First Encounter No Encounter ft
Upon Completion Washed ft
After ___ Hrs. Plugged ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Moist SILTY CLAY LOAM (Fill)					
			0		
			2	0.9	25
			3	B	
		-5			
			0		
Brown and Dark Grey Broken Sample			2	0.5	30
			2	P	
	438.90				
Grey Moist SILTY CLAY LOAM w/ Red Oxidation Spots			1		
			2	0.5	30
			2	B	
	436.90	-10			
Brown Moist SILT LOAM w/ Fine Grained SAND Seams Broken Sample			0		
			1	0.8	26
			3	P	
	433.90				
SAND			0		
No Recovery Washed			0		
			3		
		-15			
			3		
Grey Medium Grained Silty SAND Washed			3		
			6		
			1		
Grey Medium Grained SAND Washed			4		
			4		
		-20			

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND (continued)				
		0		
Grey Coarse Grained SAND Washed		1		
		7		
	-25			
		9		
Washed		7		
		8		
	-30			
		6		
Washed		7		
		9		
	-35			
		10		
Grey Coarse Grained SAND and Medium Grained GRAVEL Washed		9		
		9		
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) (B.S. - Before Seating)

BBS, from 137 (Rev. 8-99)

SOIL BORING US 67 OVER WILLOW CREEK D98-533-02.GPJ D6TEMPLT.GDT 6/17/05
Latitude Longitude

Illinois Department of Transportation
Division of Highways
IDOT DISTRICT 6

SOIL BORING LOG

Page 2 of 2
Date 11/12/03

ROUTE FAP 310 (US 67) DESCRIPTION US 67 / IL 100 over Willow Creek LOGGED BY M. Metcalf
SECTION 115RS-3, B-2 LOCATION NW 1/4, SEC. 18, TWP. 16 N, RNG. 12 W, 3 PM
COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 069-2001 Ex / 069-C152 Pr
Station 664+50
BORING NO. 2 SE WW
Station 664+87
Offset 32.0ft Lt
Ground Surface Elev. 446.9 ft

Surface Water Elev. 440.0 ft
Stream Bed Elev. 438.3 ft
Groundwater Elev.:
First Encounter No Encounter ft
Upon Completion Washed ft
After ___ Hrs. Plugged ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND (continued)					
			11		
Grey Coarse Grained SAND Washed			10		
			12		
		-45			
			19		
No Recovery (Interpret Coarse SAND)			15		
	397.40		16		
Boring Completed		-50			
Refer STA to cL of Existing Culvert = 664+50					
Refer Elevation to BM#TB2 RR Spike in East Face of Power Pole TB2 = 446.32'					
Lat 39 Degrees 50.852 Long 90 Degrees 30.339 NAD 83					
		-55			
		-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) (B.S. - Before Seating)

BBS, from 137 (Rev. 8-99)

SOIL BORING US 67 OVER WILLOW CREEK D98-533-02.GPJ D6TEMPLT.GDT 6/17/05
Latitude Longitude

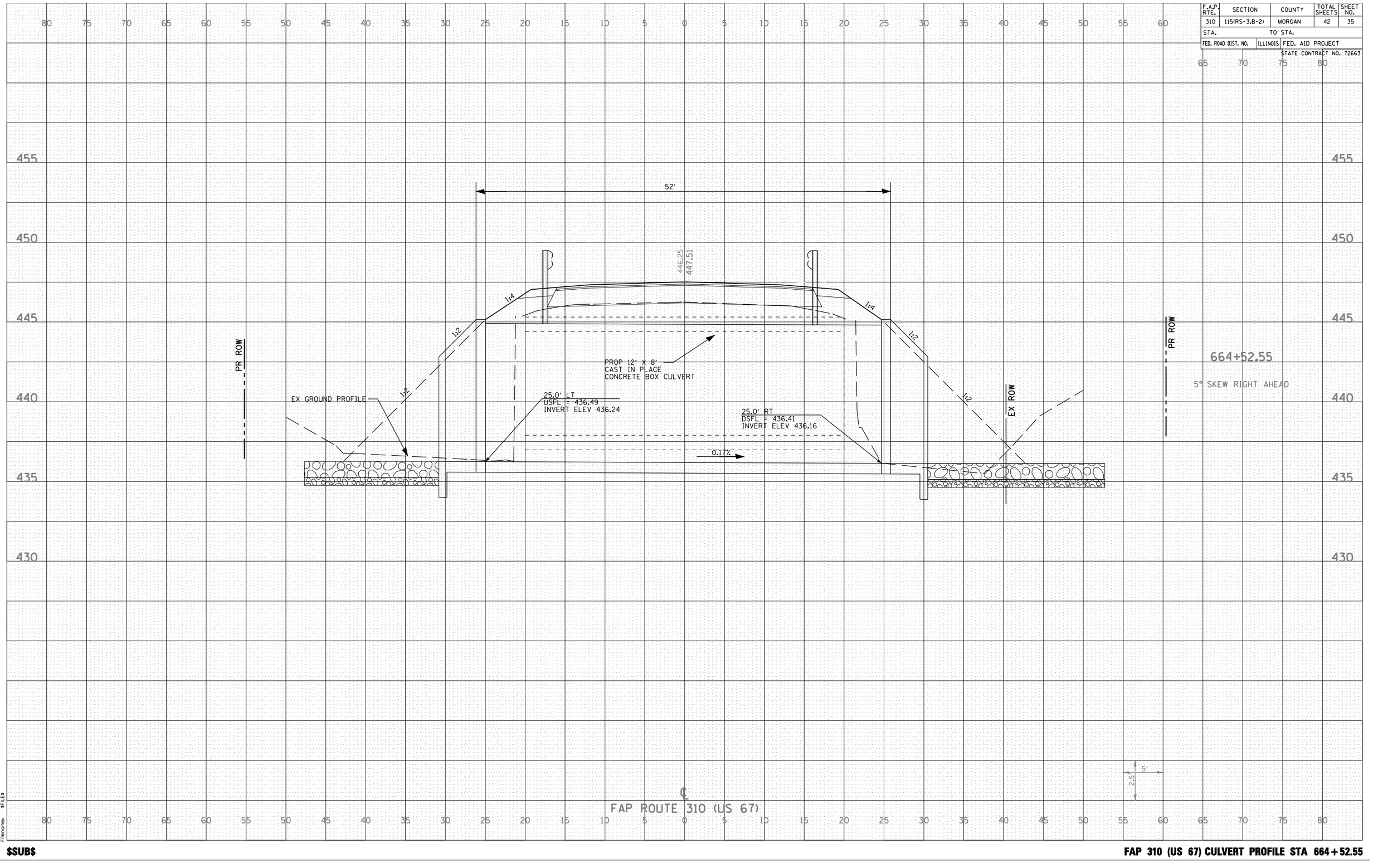
DESIGNED	EML
CHECKED	DLS
DRAWN	EML
CHECKED	DLS

BORING LOGS
US ROUTE 67 OVER WILLOW CREEK
F.A.P. ROUTE 310 - SECTION 115(RS-3, B-2)
MORGAN COUNTY
STATION 664+52.55
STRUCTURE NO. 069-7500

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
STATE CONTRACT NO. 72663				

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

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



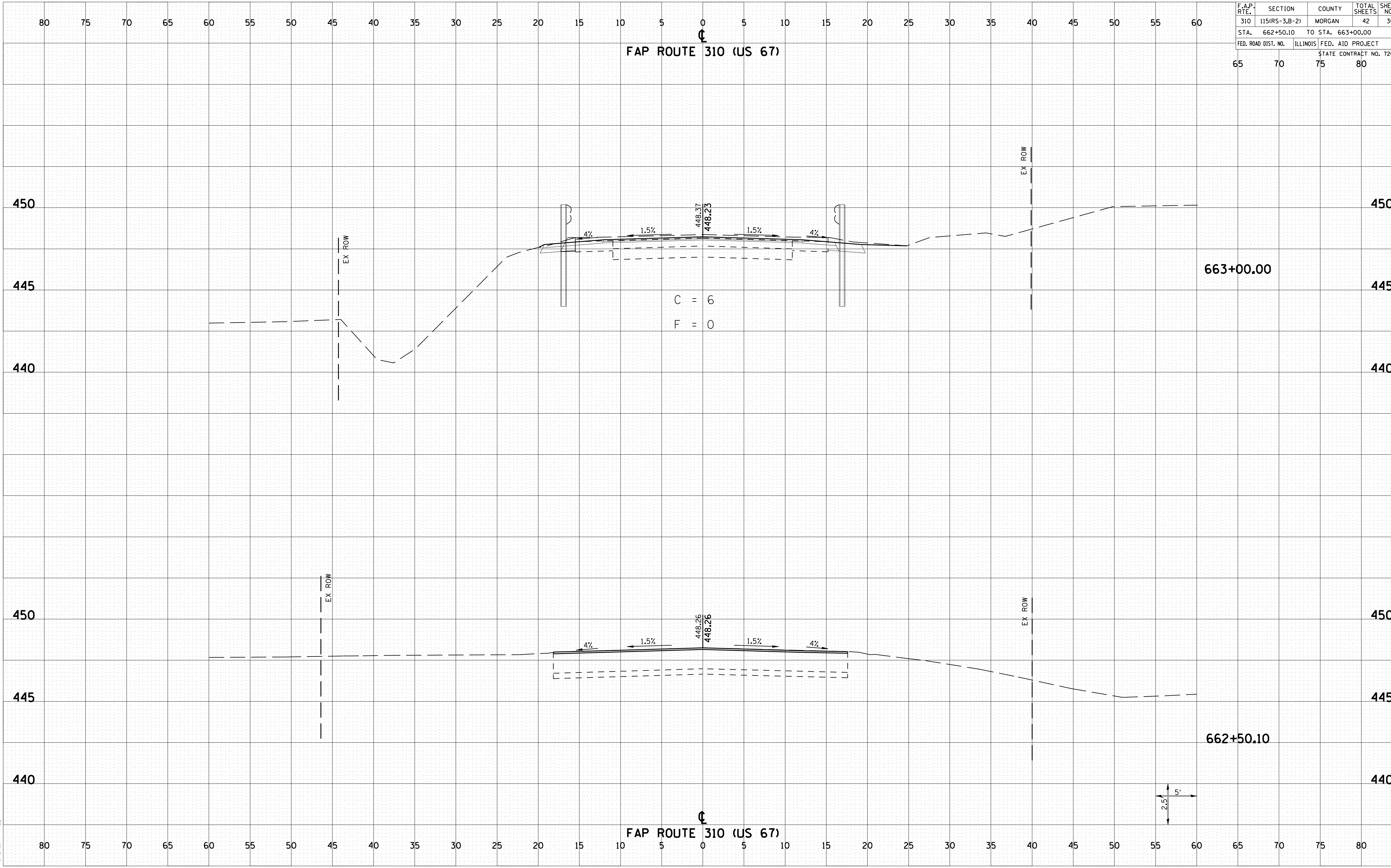
Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughinri
Pen Table: PEN
Filename: $FILE$

SUB

FAP 310 (US 67) CULVERT PROFILE STA 664+52.55

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	36
STA. 662+50.10 TO STA. 663+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



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

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

Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinrl
Pen Table: PEN
Filename: $FILE$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	37
STA. 663+49.79	TO STA. 663+50.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
STATE CONTRACT NO. 72663				

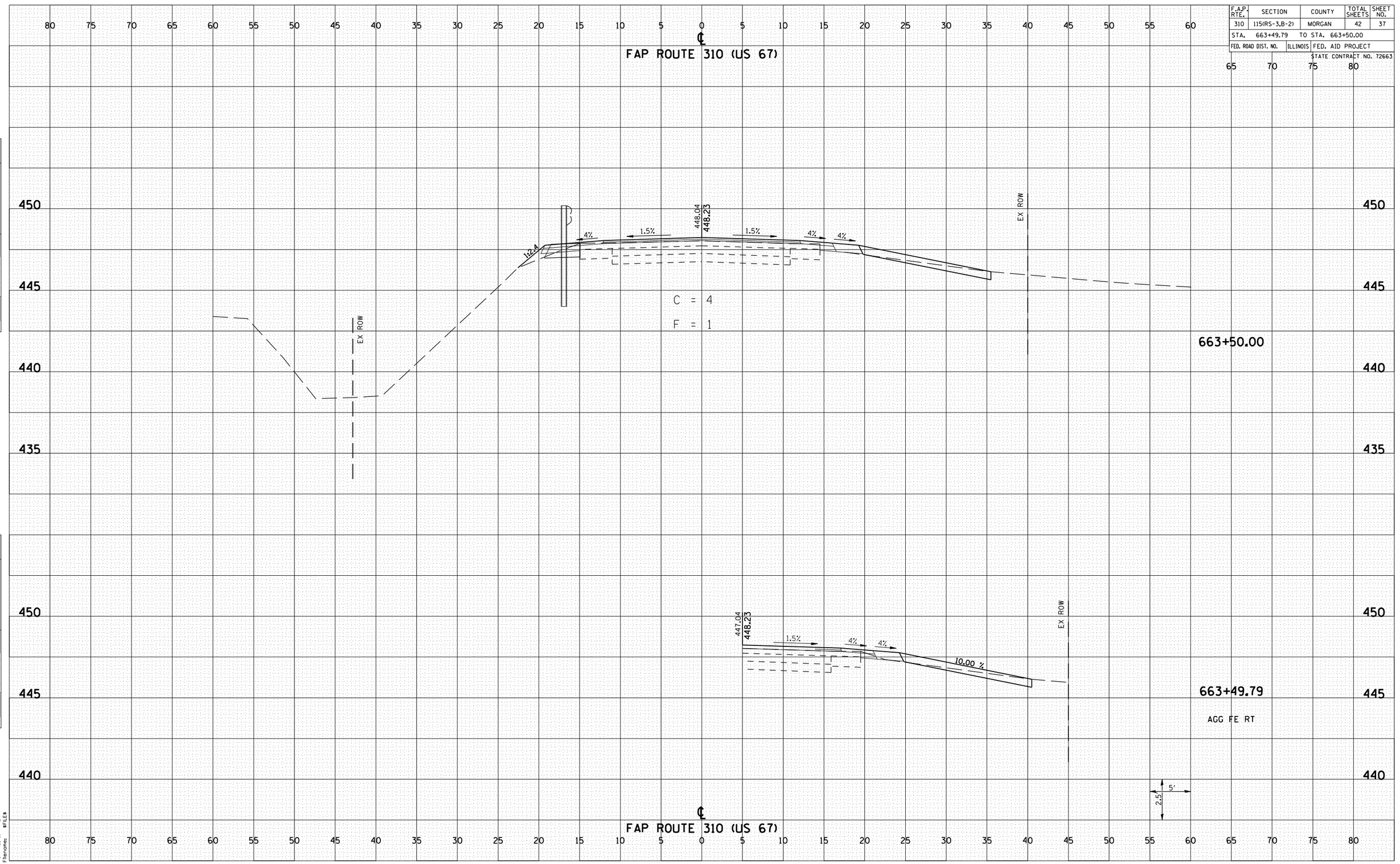
FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — PLANIMETER — AREAS — AREAS CHECKED — BY — DATE

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

Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinri
Pen Table: PEN
Filename: $FILE$

℄ FAP ROUTE 310 (US 67)

℄ FAP ROUTE 310 (US 67)



SUB

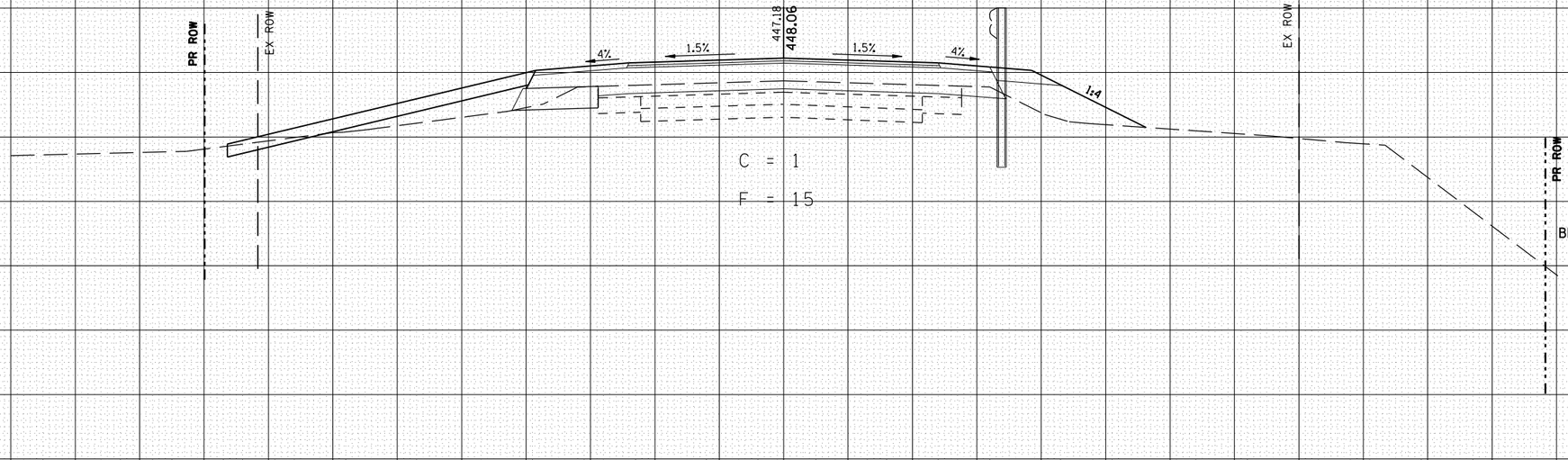
FAP 310 (US 67) CROSS SECTIONS STA 663+49.79 TO STA 663+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	38
STA. 664+00.00	TO STA. 664+16.05			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

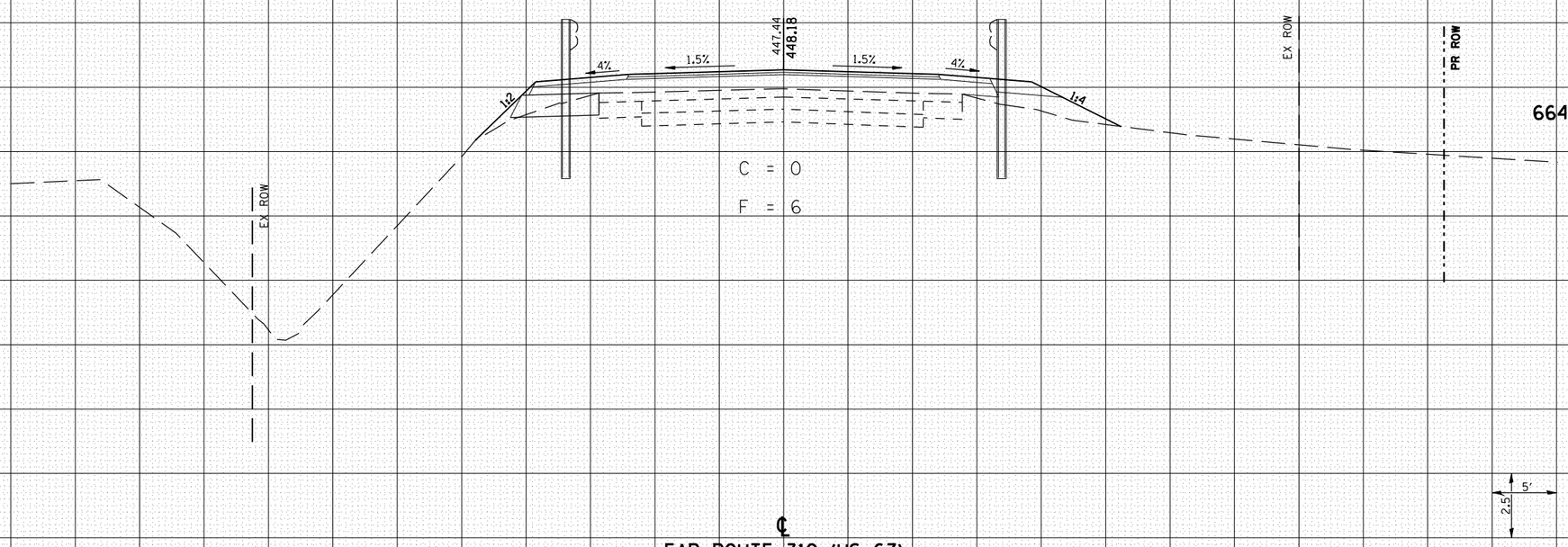
STATE CONTRACT NO. 72663

FINAL SURVEY — NOTE BOOK — NO. — BY — DATE
SURVEYED — PLOTTED — HARD COPY — AREAS — AREAS CHECKED

FAP ROUTE 310 (US 67)



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



FAP ROUTE 310 (US 67)

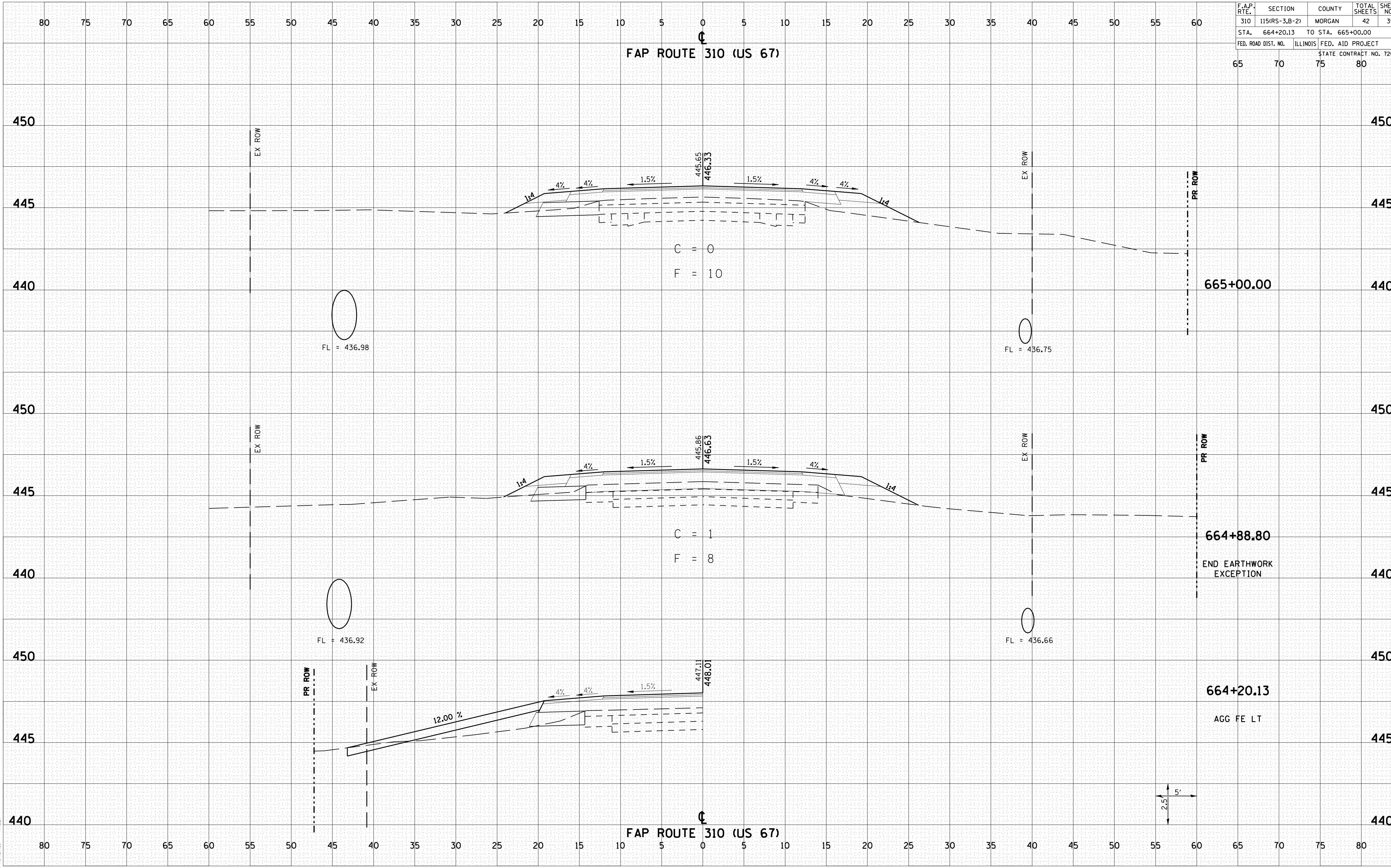
Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinr1
Pen Table: PEN
Filename: $FILE$

SUB

FAP 310 (US 67) CROSS SECTIONS STA 664+00.00 TO STA 664+16.05

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	39
STA. 664+20.13 TO STA. 665+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663



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

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

Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinrl
Pen Table: PEN
Filename: $FILE$

SUB

FAP 310 (US 67) CROSS SECTIONS STA 664+20.13 TO STA 665+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	40
STA. 665+10.49	TO STA. 665+14.87			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

FAP ROUTE 310 (US 67)

80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

450 445 440

445.09
445.56
1.5%
4%
4%
2.10%
EX ROW

665+33.87
AGG FE RT

EX ROW
5.00 %
4%
4%
1.5%
445.48
446.07

665+10.49
AGG FE LT

FL = 437.04

5'
2.5'

FAP ROUTE 310 (US 67)

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

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

Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinr1
Pen Table: PEN
Filename: $FILE$

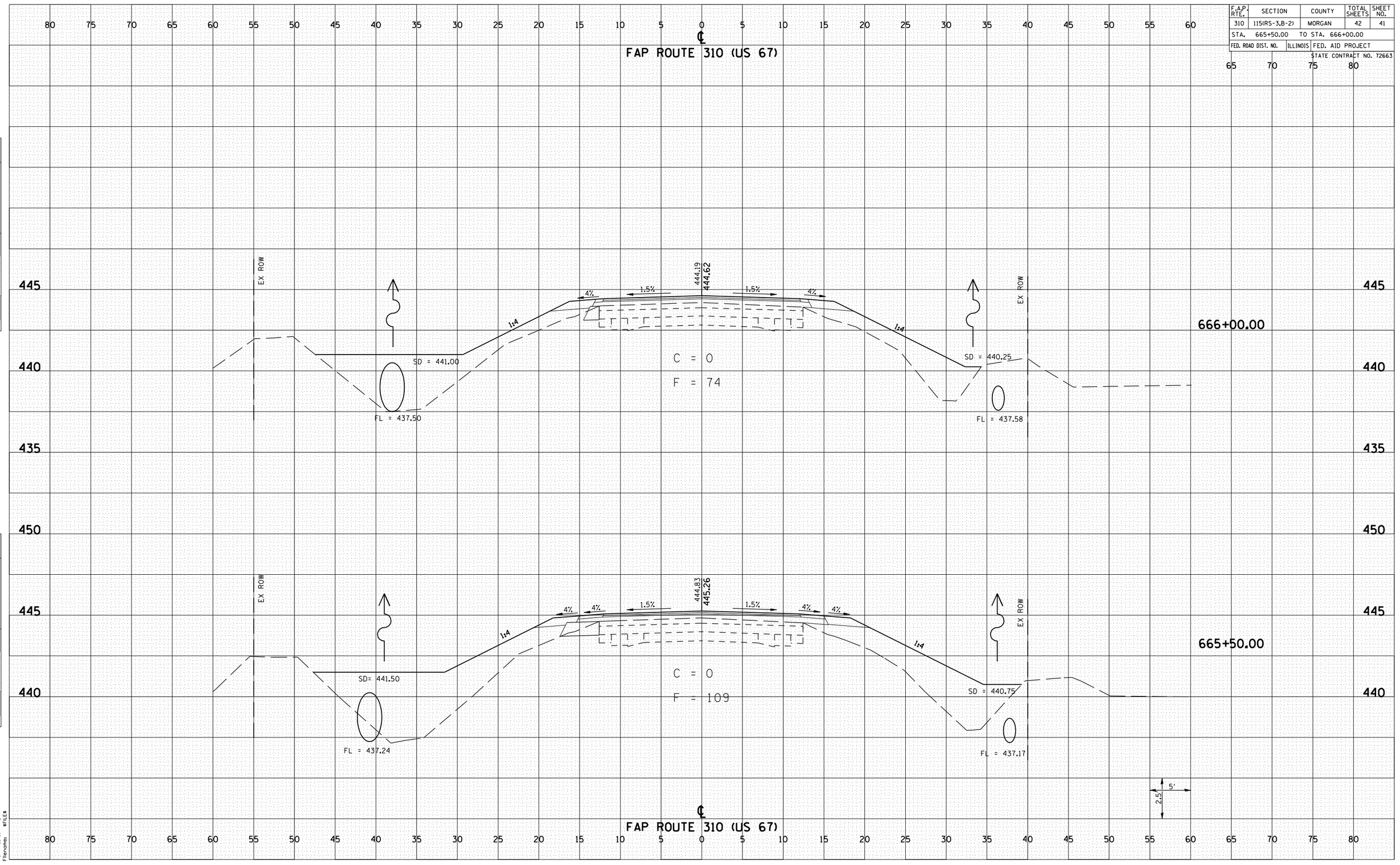
SUB

FAP 310 (US 67) CROSS SECTIONS STA 665+10.49 TO STA 665+14.87

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	41
STA. 665+50.00	TO STA. 666+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
STATE CONTRACT NO. 72663				

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

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



Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinri
Pen Table: PEN
Filename: $FILE$

SUB

FAP 310 (US 67) CROSS SECTIONS STA 665+50.00 TO STA 666+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(RS-3,B-2)	MORGAN	42	42
STA. 666+50.00	TO STA. 667+50.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 72663

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

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

Plot Date: 12/5/2006
Plot Time: $TIME$
Plotted By: loughlinr1
Pen Table: PEN
Filename: $FILE$

SUB

℄ FAP ROUTE 310 (US 67)

667+50.00

667+00.00

666+50.00

EX ROW

443.61
443.60

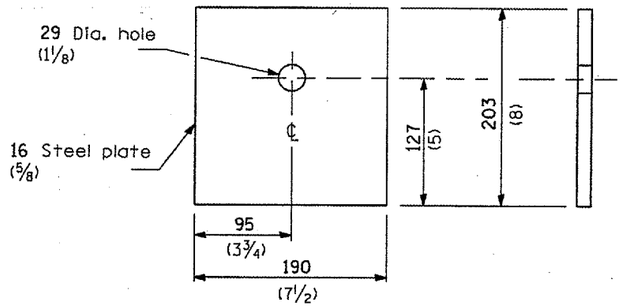
443.80
444.11

4%
1.5%
1.5%
4%
1:4
1:3
2:1
C = 1
F = 2
C = 11
F = 7
FL = 438.00
5'
2.5'

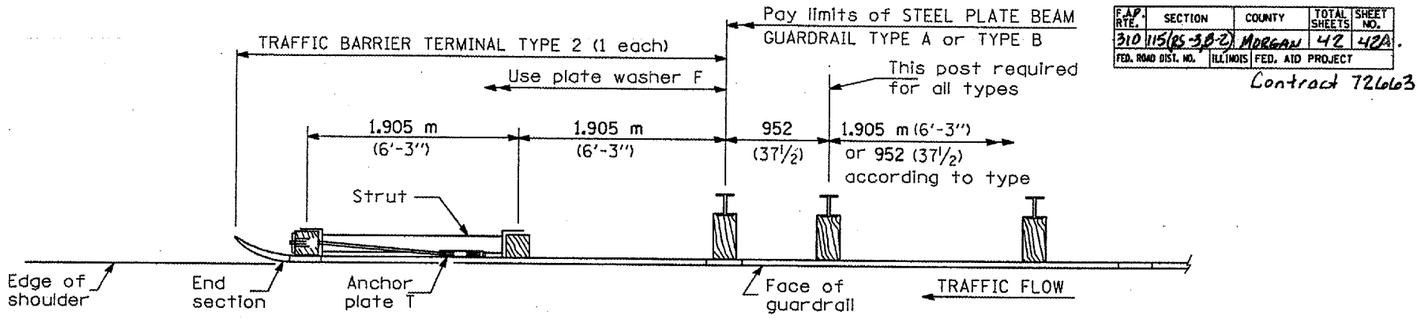
FAP 310 (US 67) CROSS SECTIONS STA 666+50.00 TO STA 667+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	115(BS-3,B-2)	MORGAN	42	42A
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

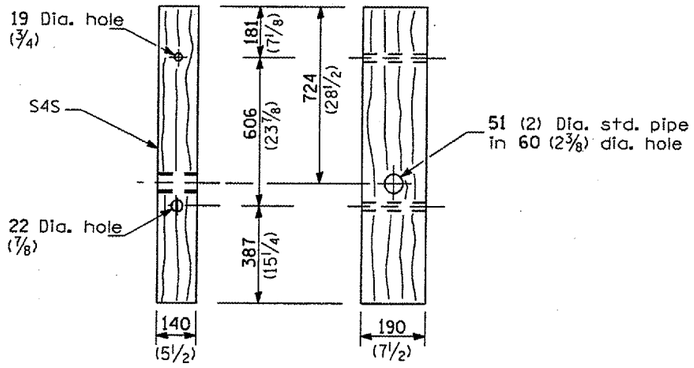
Contract 72663



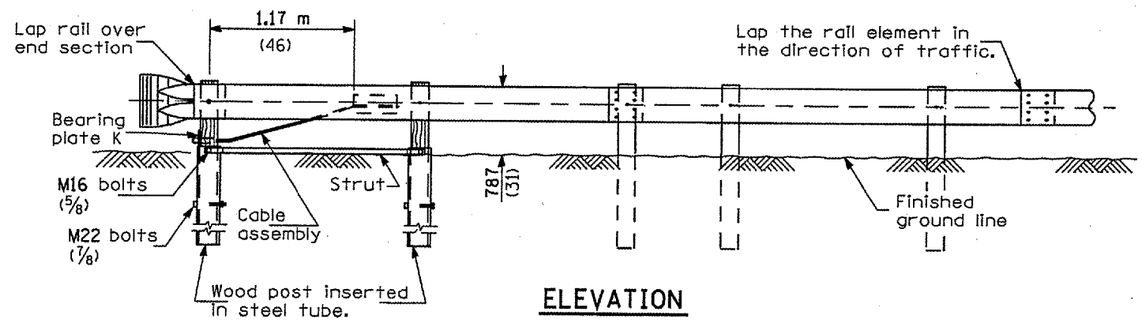
BEARING PLATE K



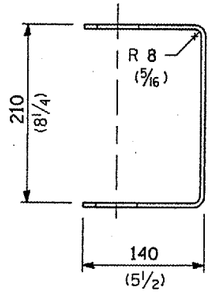
PLAN



WOOD POST

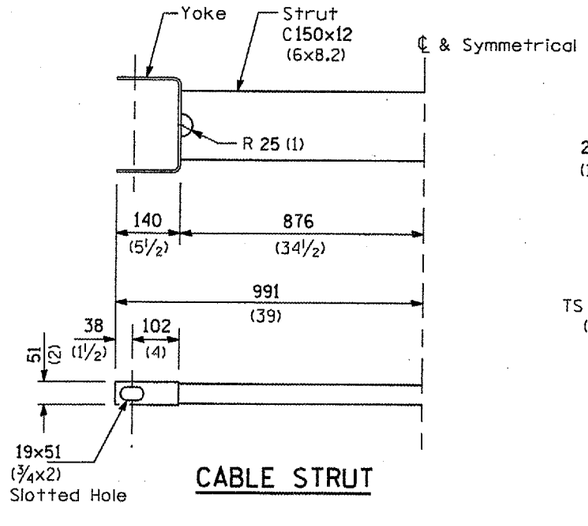


ELEVATION

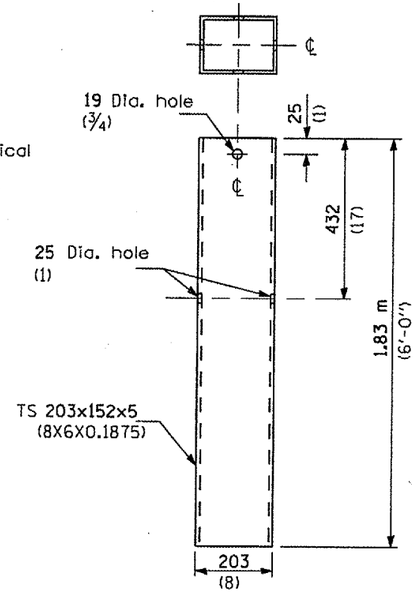


YOKE

5 (3/16) thick steel



CABLE STRUT



STEEL TUBE

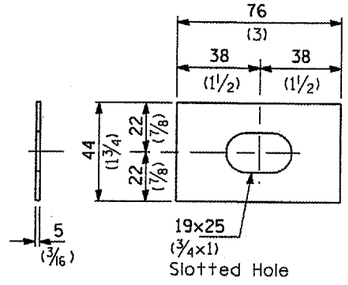


PLATE WASHER F

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

All dimensions are in millimeters (inches) unless otherwise shown.

TRAFFIC BARRIER TERMINAL, TYPE 2

DETAIL