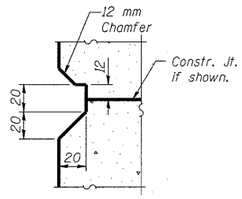
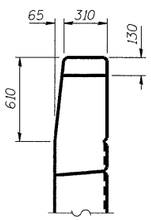
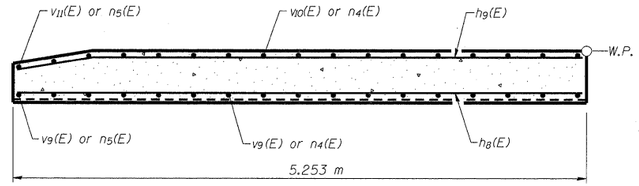


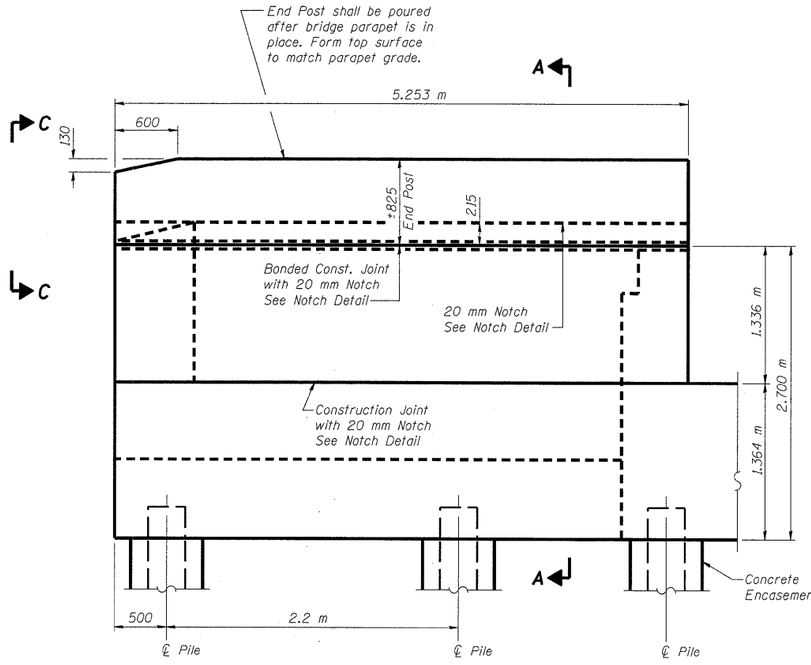
NOTCH DETAIL



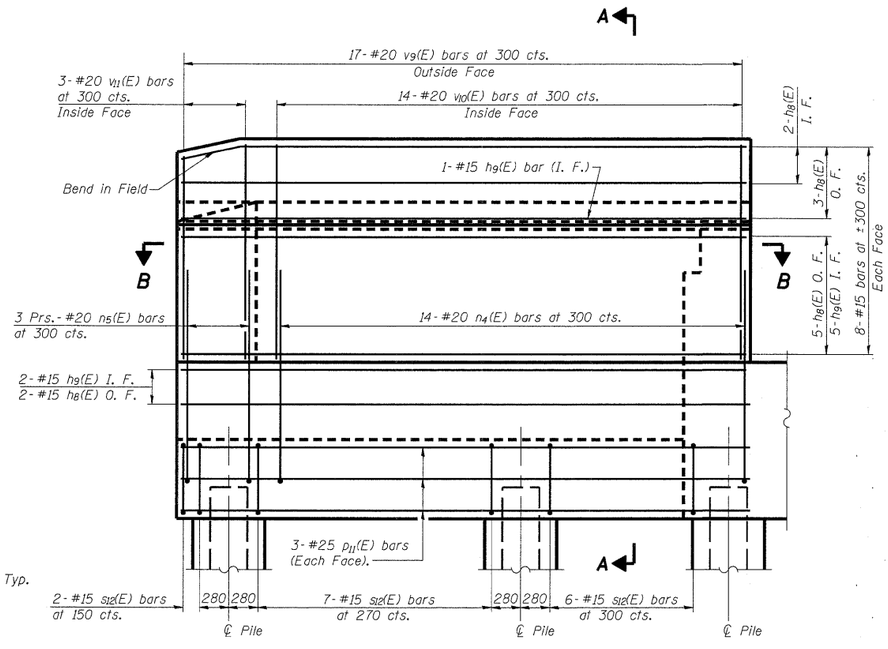
VIEW C-C



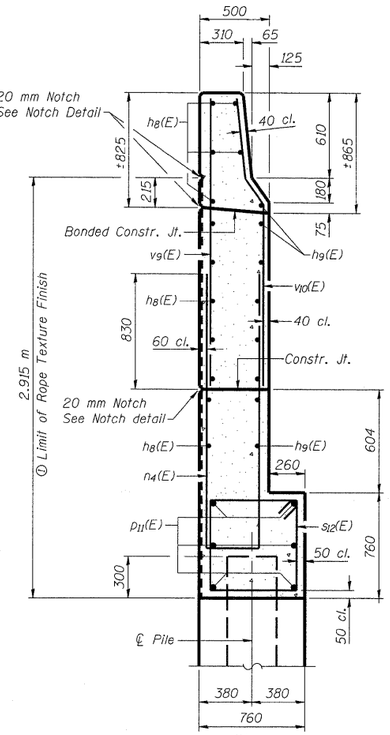
SEC. B-B



SOUTH WING WALL ELEVATION
(Looking North)
Showing Dimensions



SOUTH WING WALL ELEVATION
(Looking North)
Showing Reinforcement



SEC. A-A

① Patterned Rope Texture Concrete
(See Sheet #4 of 45 for details)

DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	WLW

Note:
Work this sheet with sheets #32, 33 & 35 of 45.
Quantity of concrete in end post included with Concrete Superstructure on sheet #16 of 45.

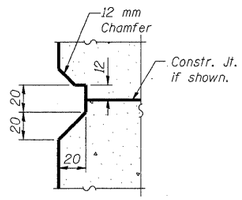
WEST ABUTMENT DETAILS
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.

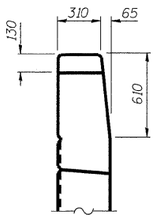
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. P. 310	*	MADISON	149	102
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 35
45 SHEETS

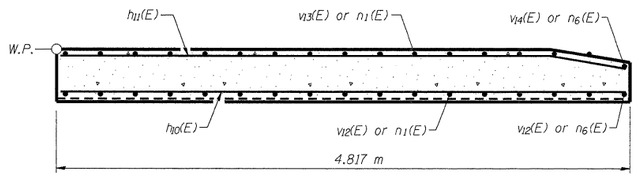
Contract #76634
* 60-15VB-1 & 2



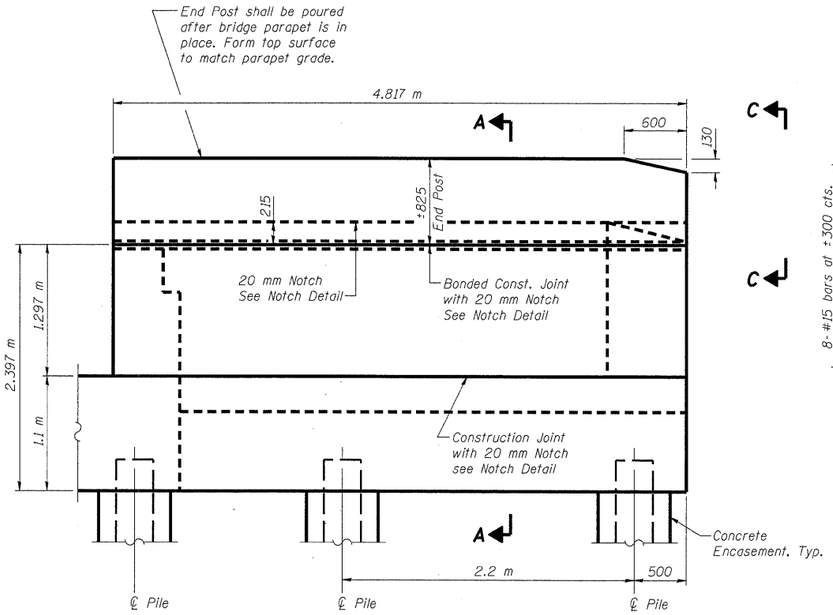
NOTCH DETAIL



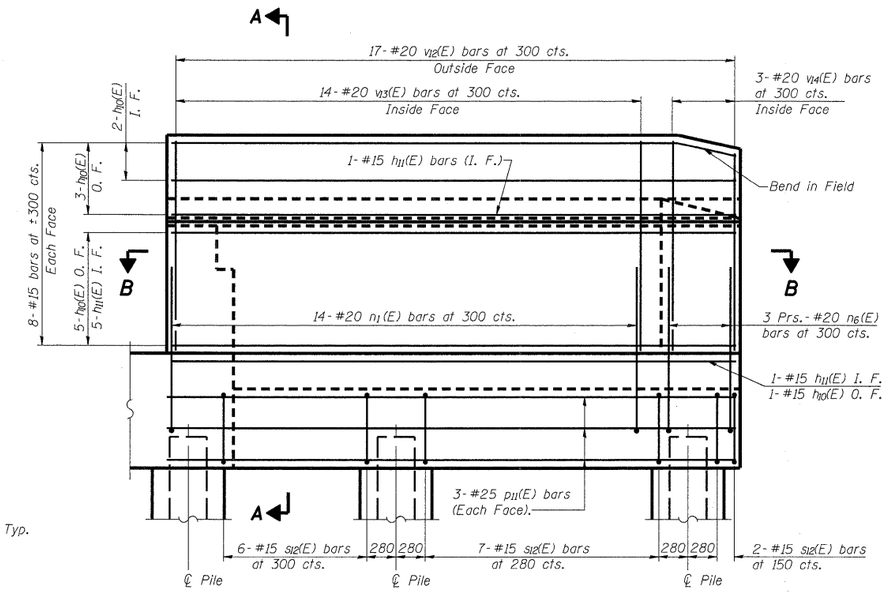
VIEW C-C



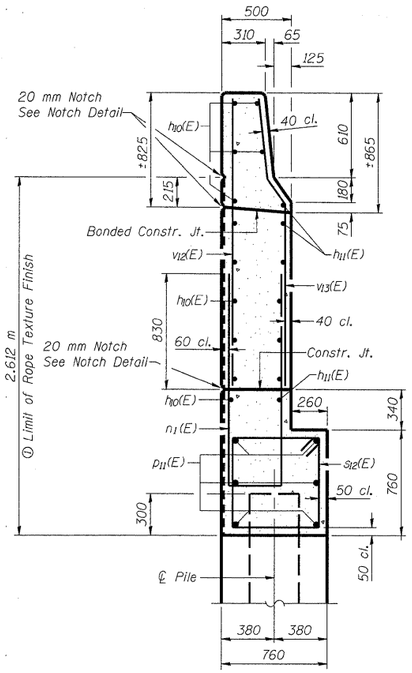
SEC. B-B



NORTH WING WALL ELEVATION
(Looking South)
Showing Dimensions



NORTH WING WALL ELEVATION
(Looking South)
Showing Reinforcement



SEC. A-A

① Patterned Rope Texture Concrete
(See Sheet #4 of 45 for details)

DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	WLW

Note:
Work this sheet with sheets #32, 33 & 34 of 45.
Quantity of concrete in end post included with Concrete Superstructure on sheet #16 of 45.

WEST ABUTMENT DETAILS
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.

11:01:07 AM
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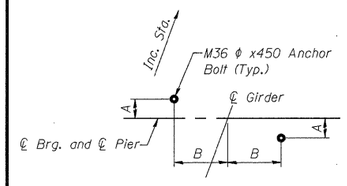
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. P. 310	*	MADISON	149	103
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

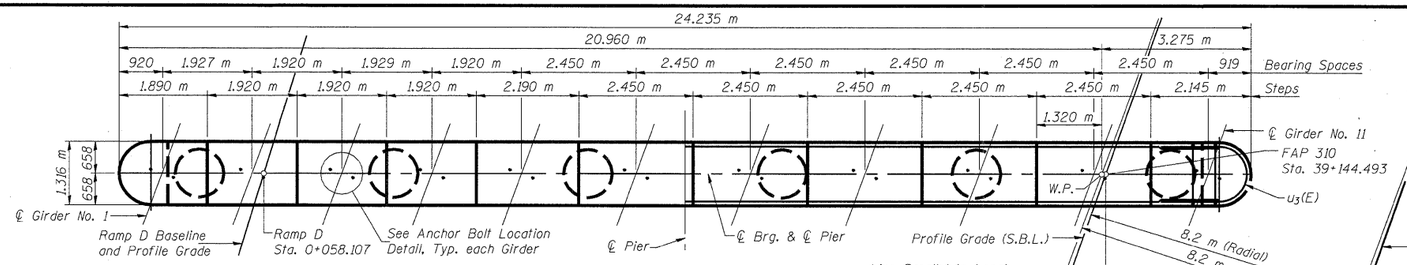
SHEET NO. 36
45 SHEETS

Contract #76634
* 60-15VB-1 & 2

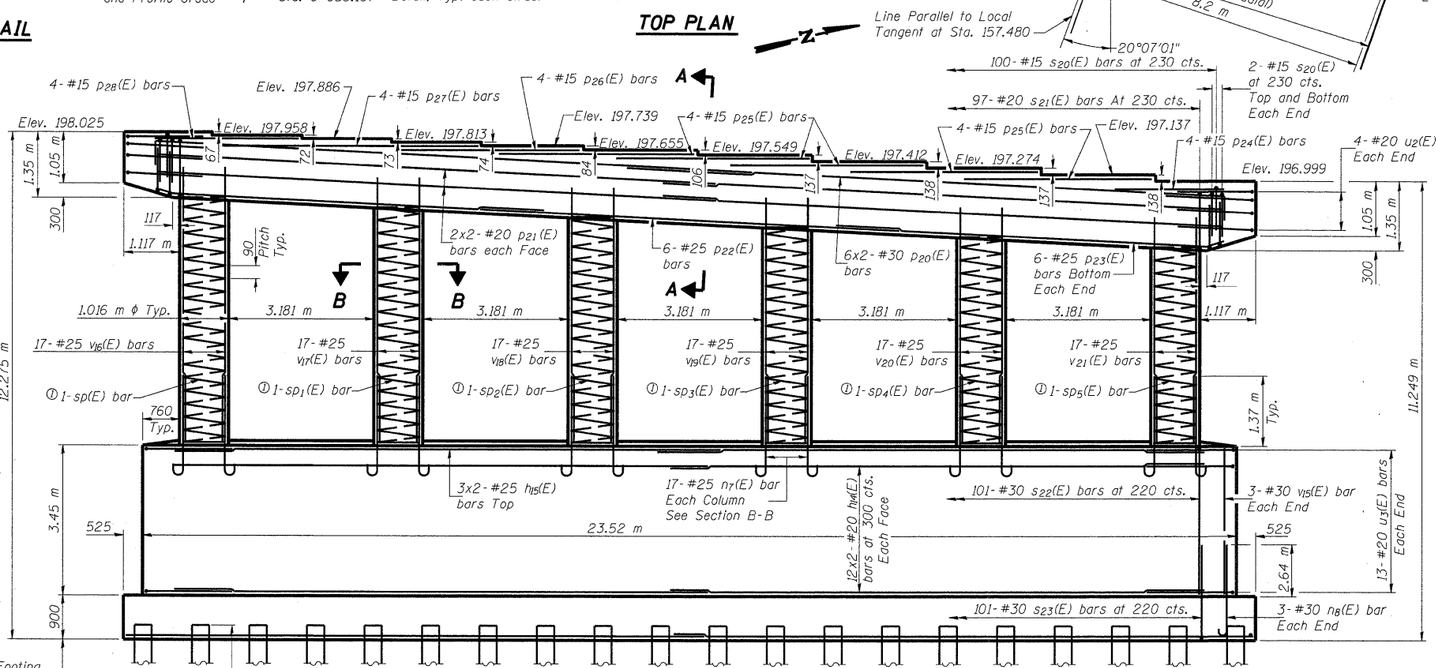


ANCHOR BOLT LOCATION DETAIL

(See Anchor Bolt Location Table)

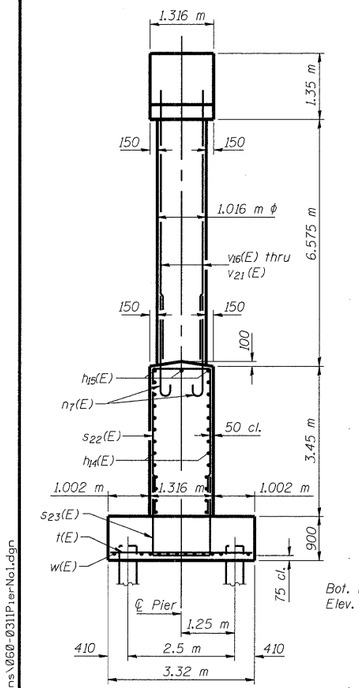


TOP PLAN



ELEVATION

(Looking West)

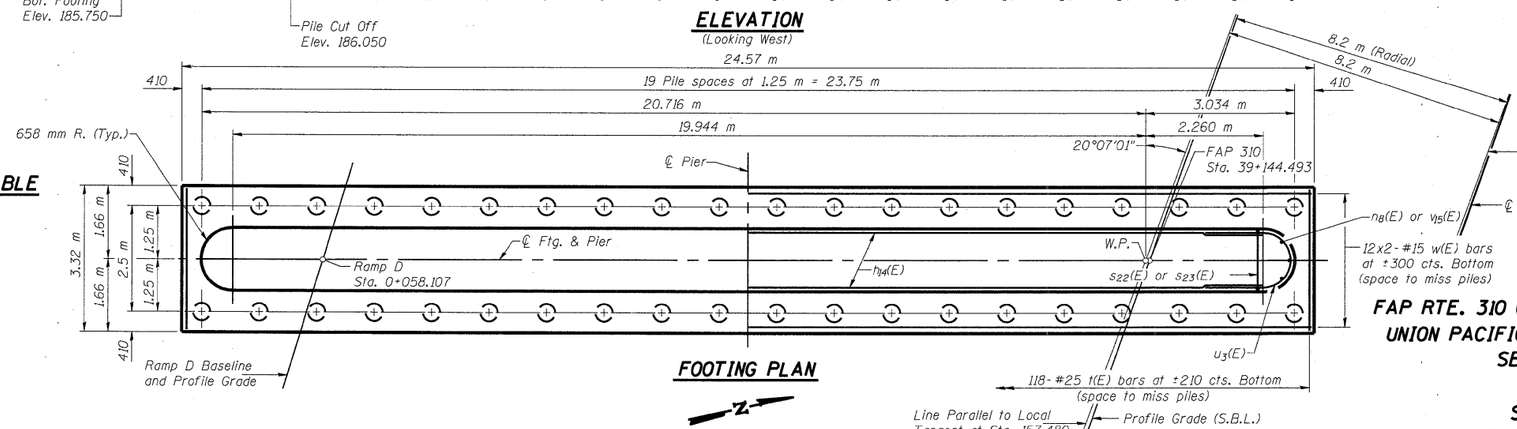


END VIEW

ANCHOR BOLT LOCATION TABLE

	A	B
Girder 1	93	183
Girder 2	87	185
Girder 3	82	188
Girder 4	76	190
Girders 5-11	71	193

DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	WLW



FOOTING PLAN

Notes:

Work this sheet with sheet #37 of 45.

Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

All edges shall have standard 20 mm chamfer except as noted.

Mimimum Spiral lap = 800 mm.

Spiral Laps not included in Bill of Materials. Cost of Spiral Laps and #15 spacers shall be included in cost of "Reinforcement Bars, Epoxy Coated".

See sheet #37 of 45 for bar details.

See sheet #37 of 45 for Sections A-A.

See sheet #37 of 45 for Sections B-B.

See sheet #40 of 45 for pile details.

Pier protection crash wall design complies with the requirements of AREMA Chapter 8, Part 2, Section 2.1.5.1.

MIN. BAR LAPS

#15 bars = 890
#20 bars = 1.11 m
#25 bars = 1.85 m
#30 bars = 2.59 m

PILE DATA

Type & Size: Metal Shell - 356 mm ϕ x 6.35 mm walls
Nominal Required Bearing: 1500 kN
Allowable Resistance Available: 500 kN
Est. Length: 12.0 m
No. Required: 39 + 1 Test Pile

Spirals:

① Provide 1½ extra turns top and bottom. Extend spiral 50 mm into pier cap. Provide 4-#15 spacers or equivalent.

PIER #1
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.

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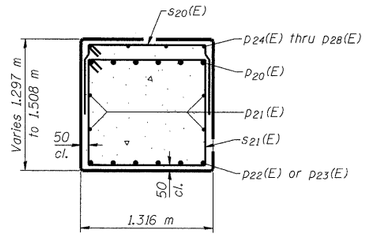
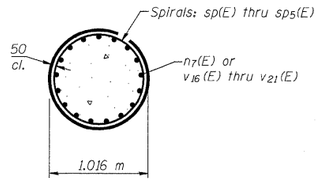
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. R. I. F. A. P. 310	*	MADISON	149	104
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 37
45 SHEETS

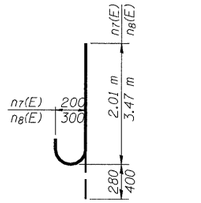
Contract #76634
* 60-15VB-1 & 2



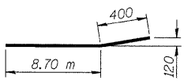
SECTION A-A



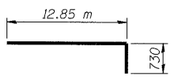
SECTION B-B



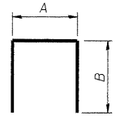
BAR n7(E) & n8(E)



BAR p23(E)



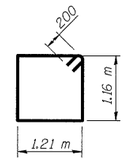
BAR p20(E)



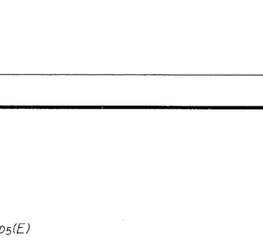
BARS s20(E), s22(E), s23(E)

A & B DIMENSIONS

Bar	A	B
s20(E)	1.21 m	1.04 m
s22(E)	1.21 m	3.35 m
s23(E)	1.21 m	3.47 m



BAR s21(E)



BARS u2(E) & u3(E)

PIER #1 BILL OF MATERIAL

	Bar	No.	Size	Length (m)	Shape
	h14(E)	48	#20	11.70	
	h15(E)	6	#25	12.05	
	n7(E)	102	#25	2.29	
	n8(E)	6	#30	3.87	
	p20(E)	12	#30	13.58	
	p21(E)	8	#20	12.11	
	p22(E)	6	#25	8.70	
	p23(E)	12	#25	9.10	
	p24(E)	4	#15	2.34	
	p25(E)	20	#15	3.06	
	p26(E)	4	#15	2.80	
	p27(E)	4	#15	4.45	
	p28(E)	4	#15	3.15	
	s20(E)	108	#15	3.29	
	s21(E)	97	#20	5.14	
	s22(E)	101	#30	7.91	
	s23(E)	101	#30	8.15	
*	sp(E)	1	#15	6.62	
*	sp1(E)	1	#15	6.43	
*	sp2(E)	1	#15	6.24	
*	sp3(E)	1	#15	6.04	
*	sp4(E)	1	#15	5.85	
*	sp5(E)	1	#15	5.66	
	t(E)	118	#25	3.22	
	u2(E)	8	#20	4.24	
	u3(E)	26	#20	4.21	
	v15(E)	6	#30	3.37	
	v16(E)	17	#25	7.13	
	v17(E)	17	#25	6.94	
	v18(E)	17	#25	6.75	
	v19(E)	17	#25	6.55	
	v20(E)	17	#25	6.36	
	v21(E)	17	#25	6.17	
	w(E)	24	#15	12.68	

Structure Excavation	m^3	406
Concrete Structures	m^3	256.6
Reinforcement Bars (Epoxy Coated)	kg	22,420
Furnishing Metal Shell Piles 356mmX6.35mm	m	468.0
Driving Piles	m	468.0
Test Pile Metal Shells	Each	1

*Length is height of spiral.

DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	WLW

PIER #1 DETAILS
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.

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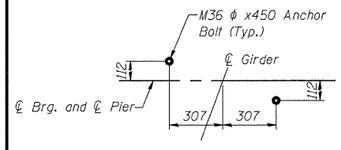
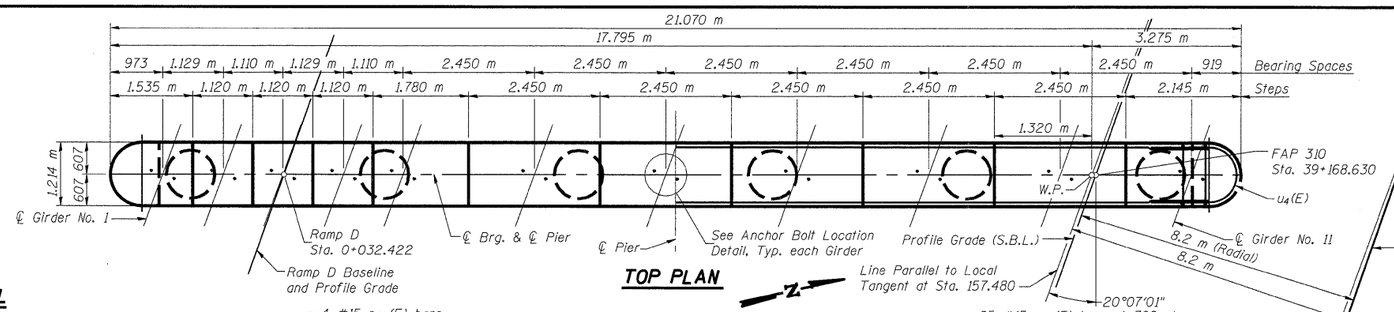
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I. B. L. F. A. P. 310	*	MADISON	149	105
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 38
45 SHEETS

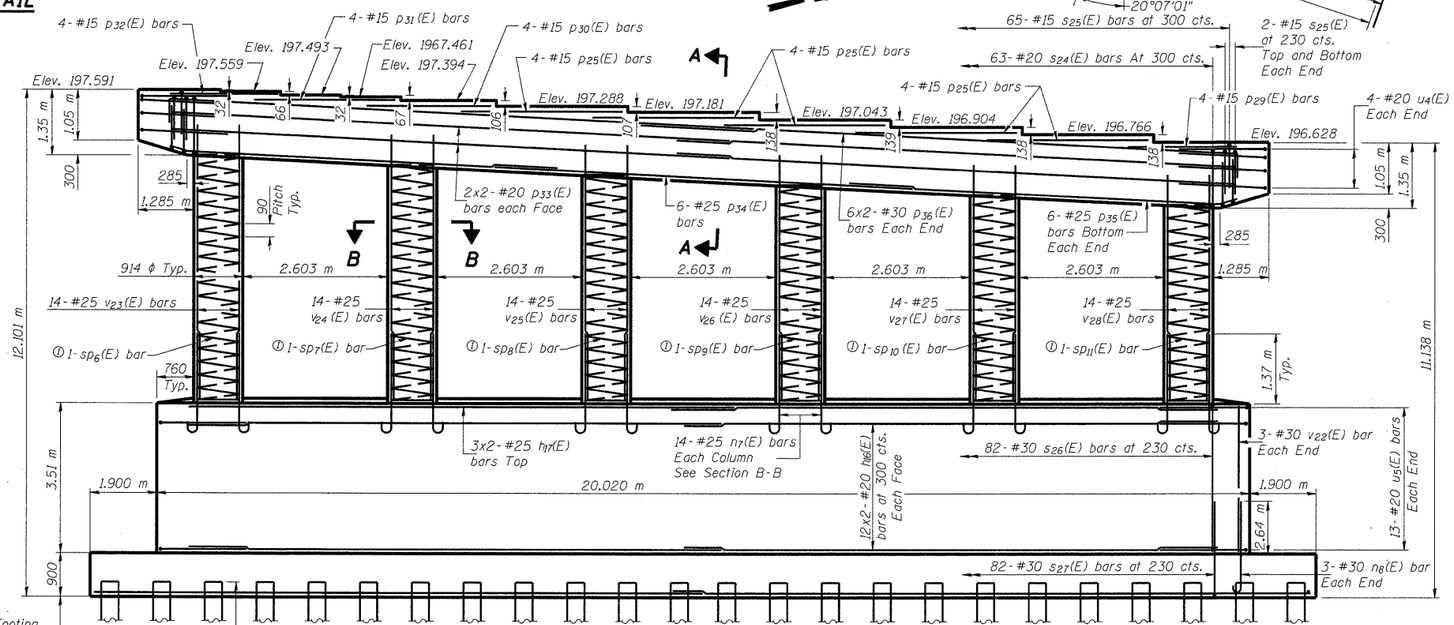
Contract #76634
* 60-15VB-1 & 2



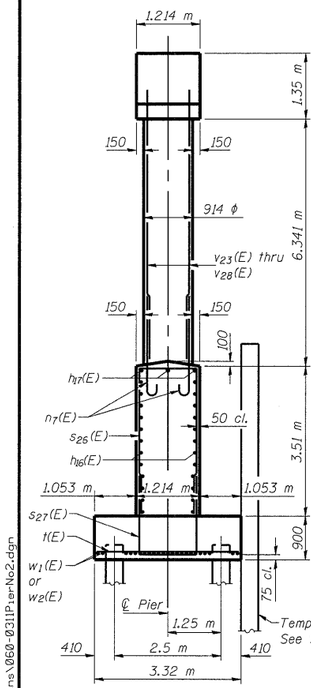
ANCHOR BOLT LOCATION DETAIL



TOP PLAN

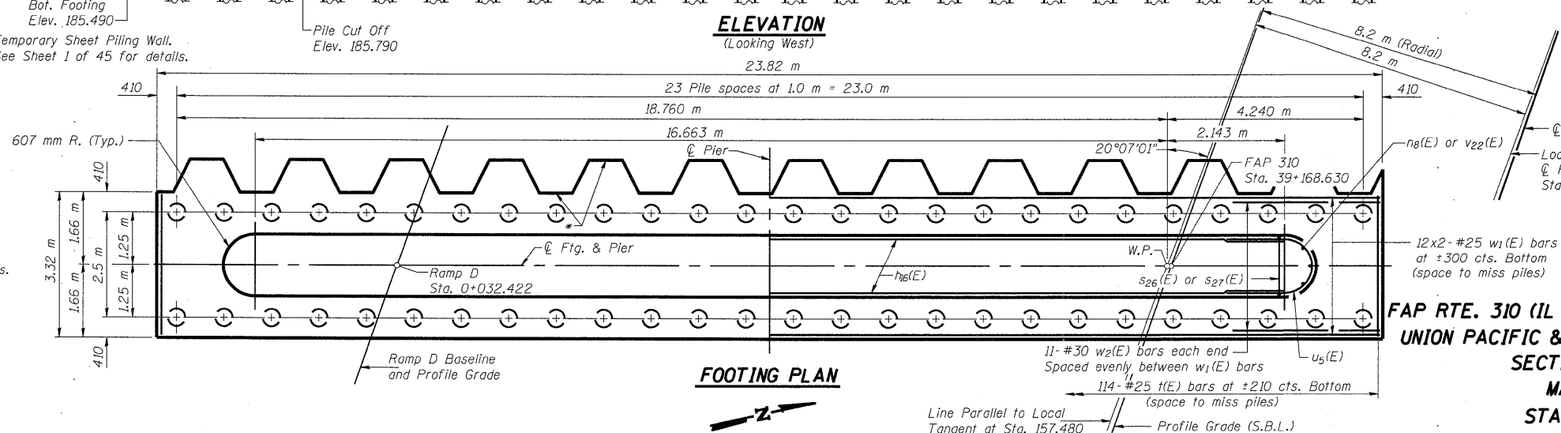


ELEVATION
(Looking West)



END VIEW

*½" P.J.F. between Temporary Sheet Piling and footings. After Temporary Sheet Piling is removed dispose of ½" P.J.F. Cost included with Concrete Structures.



FOOTING PLAN

Spirals:
① Provide 1½ extra turns top and bottom. Extend spiral 50 mm into pier cap. Provide 4-#15 spacers or equivalent.

Notes:
Work this sheet with sheet #39 of 45.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
All edges shall have standard 20 mm chamfer except as noted.
Minimum Spiral lap = 800 mm.
Spiral Laps not included in Bill of Materials. Cost of Spiral Laps and #15 spacers shall be included in cost of "Reinforcement Bars, Epoxy Coated".
See sheet #39 of 45 for bar details.
See sheet #39 of 45 for Sections A-A.
See sheet #39 of 45 for Sections B-B.
See sheet #40 of 45 for pile details.
Pier protection crash wall design complies with the requirements of AREMA Chapter 8, Part 2, Section 2.1.5.1.

MIN. BAR LAPS

#15 bars = 890
#20 bars = 1.11 m
#25 bars = 1.85 m
#30 bars = 2.59 m

PILE DATA

Type & Size: Metal Shell - 356 mm ϕ x 6.35 mm walls
Nominal Required Bearing: 1500 kN
Allowable Resistance Available: 500 kN
Est. Length: 16.5 m
No. Required: 48

DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	WLW

PIER #2
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.

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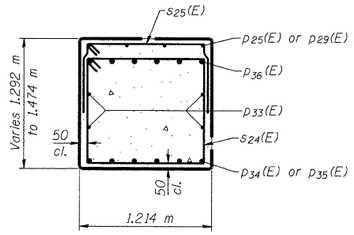
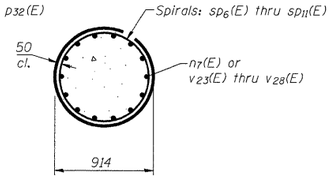
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. P. 310	*	MADISON	149	106
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 39
45 SHEETS

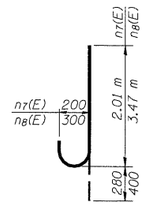
Contract #76634
* 60-15VB-1 & 2



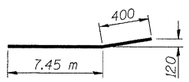
SECTION A-A



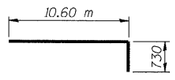
SECTION B-B



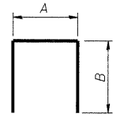
BARS n7(E) & n8(E)



BAR p35(E)



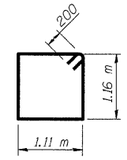
BAR p36(E)



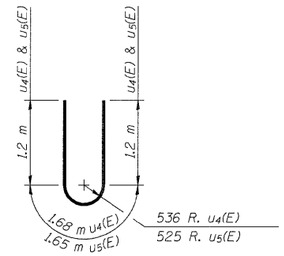
BARS s25(E), s26(E), s27(E)

A & B DIMENSIONS

Bar	A	B
s25(E)	1.11 m	1.04 m
s26(E)	1.11 m	3.43 m
s27(E)	1.11 m	3.47 m



BARS s21(E)



BARS u4(E) & u5(E)

PIER #2 BILL OF MATERIAL

	Bar	No.	Size	Length (m)	Shape
	h6(E)	48	#20	10.56	
	h7(E)	6	#25	10.93	
	n7(E)	84	#25	2.29	
	n8(E)	6	#30	3.87	
	p25(E)	20	#15	3.06	
	p29(E)	4	#15	2.15	
	p30(E)	4	#15	2.39	
	p31(E)	4	#15	2.85	
	p32(E)	4	#15	2.55	
	p33(E)	8	#20	9.85	
	p34(E)	6	#25	7.45	
	p35(E)	12	#25	7.85	
	p36(E)	12	#30	11.33	
	s24(E)	63	#20	4.94	
	s25(E)	73	#15	3.19	
	s26(E)	82	#30	7.97	
	s27(E)	82	#30	8.04	
*	sp6(E)	1	#15	6.38	
*	sp7(E)	1	#15	6.20	
*	sp8(E)	1	#15	6.03	
*	sp9(E)	1	#15	5.85	
*	sp10(E)	1	#15	5.67	
*	sp11(E)	1	#15	5.50	
	t(E)	114	#25	3.22	
	u4(E)	8	#20	4.08	
	u5(E)	26	#20	4.05	
	v22(E)	6	#30	3.43	
	v23(E)	14	#25	6.89	
	v24(E)	14	#25	6.71	
	v25(E)	14	#25	6.54	
	v26(E)	14	#25	6.36	
	v27(E)	14	#25	6.18	
	v28(E)	14	#25	6.01	
	w1(E)	24	#25	12.76	
	w2(E)	22	#30	3.51	

Structure Excavation	m^3	326
Concrete Structures	m^3	216.8
Reinforcement Bars (Epoxy Coated)	kg	19,960
Furnishing Metal Shell Piles 356mmX6.35mm	m	792.0
Driving Piles	m	792.0

*Length is height of spiral.

DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	WLW

p:\00files\000024\dRailroad-Bridge\SN060-0311 Plans\060-0311PierNo2.dgn

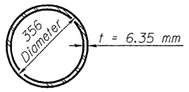
PIER #2 DETAILS
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.

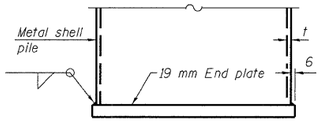
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
E.B.I. F.A.P. 310	*	MADISON	149	107
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 40
45 SHEETS

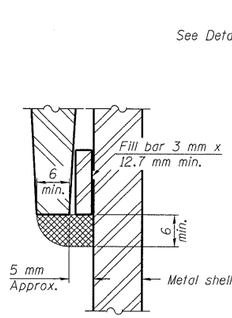
Contract #76634
* 60-15VB-1 & 2



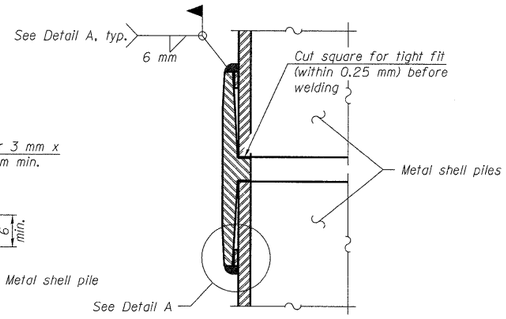
METAL SHELL PILE



END PLATE ATTACHMENT

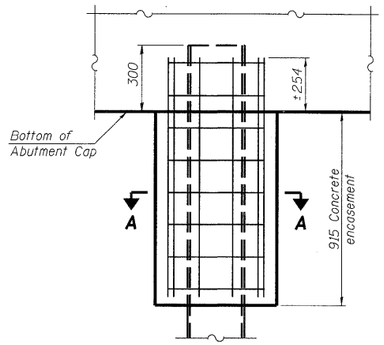


DETAIL A

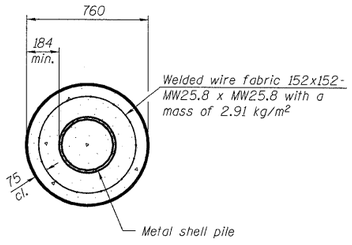


Notes:
The 3 x 12.7 mm min. fill bar may be constructed of 2 bars with a 3 mm max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



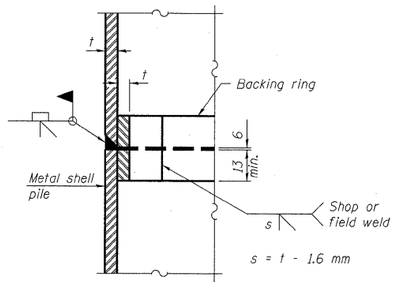
ELEVATION



SECTION A-A

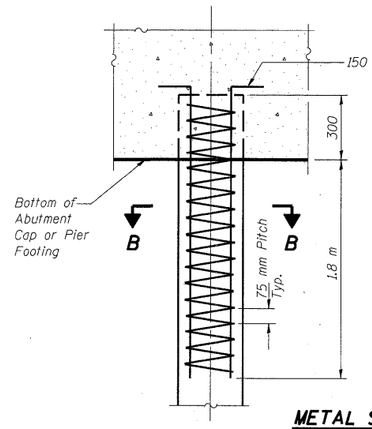
Notes:
Forms for encasement may be omitted when soil conditions permit.

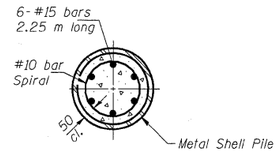
CONCRETE ENCASEMENT AT ABUTMENTS



COMPLETE PENETRATION WELD SPLICE

Backing ring made from pile shell. Remove segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.





SECTION B-B

The cost of Reinforcement is included with furnishing piles.

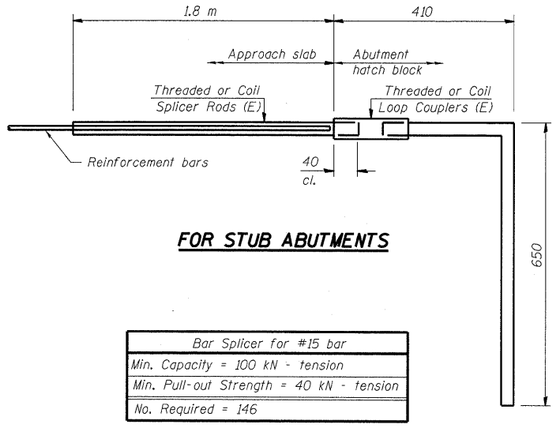
METAL SHELL REINFORCEMENT AT ABUTMENTS & PIERS

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

DESIGNED	ADL
CHECKED	WLW
DRAWN	ADL/DGM
CHECKED	WLW

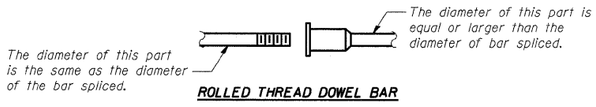
PILE DETAILS
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.



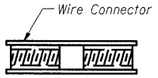
FOR STUB ABUTMENTS

Bar Splicer for #15 bar
Min. Capacity = 100 kN - tension
Min. Pull-out Strength = 40 kN - tension
No. Required = 146



ROLLED THREAD DOWEL BAR

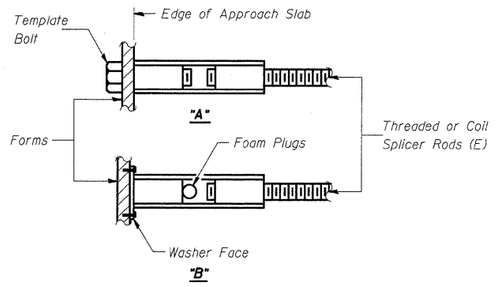
** ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563M, 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 400 MPa 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 kN) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kN) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in MPa.
A_t = Tensile stress area of lapped reinforcement bars (mm^2).
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN - tension	Min. Pull-Out Strength kN - tension
#15	660 mm	100	40
#20	790 mm	150	60
#25	1.04 m	250	100
#30	1.37 m	350	140

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."

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

DESIGNED	ADL
CHECKED	WLW
DRAWN	ADL/DGM
CHECKED	WLW

BAR SPLICER ASSEMBLY DETAILS
FAP RTE. 310 (IL RTE. 255) SB & RAMP D OVER
UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0311

Klingner & Assoc., P.C.

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1 & 2	MADISON	149	109
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 42
45 SHEETS

Contract #76634

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
Illinois Department of Transportation

Page 1 of 3 | Date 5/8/01

ROUTE FAP 310 | DESCRIPTION IL 255 over Railroad Tracks | LOGGED BY Larry Ford

SECTION 60-15VB-1,2 | LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison | DRILLING METHOD Hollow Stem Auger | HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station
BORING NO. RR-SB 1
Station 39+123
Offset 19.50m LT CL
Ground Surface Elev. 185.85 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m
Groundwater Elev.:
First Encounter 183.1 m ▼
Upon Completion ____ m
After ____ Hrs. ____ m

Description	Elev.	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray and Brown SILTY CLAY			2		
			3	153	
			3	B	29
	184.6				
Gray SILTY CLAY LOAM		-1.5	2		
			2	134	
			4	S/15	28
	183.7				
Gray LOAM			3		
			5	268	
			7	S/10	21
	183.1 ▼				
Gray CLAY LOAM		-3.0	3		
			4	134	
			5	S/10	21
			2		
			2	115	
			3	S/5	25
		-4.5	2		
			3	105	
			2	S/15	18
			5		
			13	230	
			14	S/10	14
		-6.0			

Description	Elev.	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray CLAY LOAM (continued)			10	230	
			10	S/15	13
			12		
			7		
			10	374	
			13	B	11
		-7.5	8		
			10	335	
			16	S/15	10
			8		
			13	402	
			15	S/15	10
		-9.0	7		
			17	249	
			25	S/10	10
		-10.5	6		
			7	383	
			13	S/10	16
		-12.0			

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

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
Illinois Department of Transportation

Page 2 of 3 | Date 5/8/01

ROUTE FAP 310 | DESCRIPTION IL 255 over Railroad Tracks | LOGGED BY Larry Ford

SECTION 60-15VB-1,2 | LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison | DRILLING METHOD Hollow Stem Auger | HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station
BORING NO. RR-SB 1
Station 39+123
Offset 19.50m LT CL
Ground Surface Elev. 185.85 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m
Groundwater Elev.:
First Encounter 183.1 m ▼
Upon Completion ____ m
After ____ Hrs. ____ m

Description	Elev.	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray CLAY LOAM (continued)			4	345	
	173.5		5	B	21
			14		
Gray SILTY CLAY		-13.5	7		
			10	469	
			17	S/20	20
		-15.0	4		
			6	192	
			10	S/10	25
	170.2				
Gray CLAY LOAM		-16.5	4		
			6	364	
			11	S/15	21
		-18.0			

Description	Elev.	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray CLAY LOAM (continued)			6	211	
			11	S/10	20
			13		
		-19.5	8		
			10	316	
			14	B	21
	165.7				
Gray SILTY CLAY		-21.0	0		
			0	67	
			5	S/15	28
		-22.5	5		
			8	211	
			10	S/10	24
		-24.0			

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

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
Illinois Department of Transportation

Page 3 of 3 | Date 5/8/01

ROUTE FAP 310 | DESCRIPTION IL 255 over Railroad Tracks | LOGGED BY Larry Ford

SECTION 60-15VB-1,2 | LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison | DRILLING METHOD Hollow Stem Auger | HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station
BORING NO. RR-SB 1
Station 39+123
Offset 19.50m LT CL
Ground Surface Elev. 185.85 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m
Groundwater Elev.:
First Encounter 183.1 m ▼
Upon Completion ____ m
After ____ Hrs. ____ m

Description	Elev.	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray SILTY CLAY (continued)			4	249	
			7	S/15	24
			9		
		-25.5	10		
			14	412	
			19	S/15	21
		-27.0	13		
	158.7		26	316	
			48	S/10	16
Brown and Gray Very Weathered SHALE	158.2				
Brown and Gray SHALE		-28.5	50/4"		
				NC	9
	155.8	-30.0			

Description	Elev.	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
			50/2"		8
End of Boring				NC	
		-31.5			
		-33.0			
		-34.5			
		-36.0			

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

FAP ROUTE 310
SECTION 60-15VB-1 & 2
MADISON COUNTY

$$DATE$$
DATE-TIME
*REF-
*REF-

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-15VB-1 & 2	MADISON	149	110
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 43
45 SHEETS

Contract #76634

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 53102

ROUTE FAP 310 DESCRIPTION IL 255 over Railroad Tracks LOGGED BY Larry Ford

SECTION 60-15VB-1,2 LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station

BORING NO. RR-SB 3
Station 39+141
Offset 16.50m LT CL
Ground Surface Elev. 186.95 m

Surface Water Elev. m
Stream Bed Elev. m

Groundwater Elev.:
First Encounter 182.5 m ▼
Upon Completion m
After Hrs. m

DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
RR Fill with Large Ballast (plugged end of spoon)			
	3		
	1		
	3	NR	
185.8			
Brown and Gray Silty CLAY	1		
-1.5	3	96	
	5	B	28
	3		
	3	172	
	5	S/10	25
-3.0	2		
	3	163	
	4	S/15	23
183.5			
Gray Clay LOAM	2		
	3	163	
	4	S/15	22
182.5 ▼ -4.5	2	182	18
	3	S/5	
Brown Clay LOAM	5	192	21
		S/15	
	3		
	5	172	
	6	S/10	20
181.3			
Gray Clay LOAM	4		
-6.0			

DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray Clay LOAM (continued)	6	230	
	10	S/15	13
	5		
	9	316	
	12	S/15	12
-7.5	9		
	12	354	
	17	S/10	10
	10		
	17	508	
178.4	27	S/10	9
Gray Fine to Coarse SAND with some Gravel	5		
-9.0	13		
See Gradation @ 10.5 m (35.5 ft)	21	NC	14
-10.5	6		
	13		
	19	NC	12
175.6			
Gray Clay LOAM			
-12.0	9		

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 53102

ROUTE FAP 310 DESCRIPTION IL 255 over Railroad Tracks LOGGED BY Larry Ford

SECTION 60-15VB-1,2 LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station

BORING NO. RR-SB 3
Station 39+141
Offset 16.50m LT CL
Ground Surface Elev. 186.95 m

Surface Water Elev. m
Stream Bed Elev. m

Groundwater Elev.:
First Encounter 182.5 m ▼
Upon Completion m
After Hrs. m

DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray Clay LOAM (continued)	17	575	
	23	B	10
-13.5	8		
	9	297	
	14	S/15	15
171.8			
Gray Silty CLAY	6		
	8	393	19
	11	B	22
		268	
		S/15	
170.9			
Brown and Gray Clay LOAM	6		
-16.5	6	278	
	9	S/10	22
-18.0	10		

DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Brown and Gray Clay LOAM (continued)	16	469	
	16	S/10	18
-19.5	4		
	7	383	
167.2	9	S/10	18
End of Boring			
-21.0			
-22.5			
-24.0			

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

BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

FAP ROUTE 310
SECTION 60-15VB-1 & 2
MADISON COUNTY

$$DATE$$
DATE-TIME
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*REF-
*REF-

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-15VB-1 & 2	MADISON	149	111
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 44
45 SHEETS

Contract #76634

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 12502

ROUTE FAP 310 DESCRIPTION IL 255 over Railroad Tracks LOGGED BY Larry Ford

SECTION 60-15VB-1,2 LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station

BORING NO. RR-SB 5
Station 39+163.5
Offset 31.00m LT CL
Ground Surface Elev. 186.40 m

Surface Water Elev. m
Stream Bed Elev. m

Groundwater Elev.:
First Encounter 184.5 m
Upon Completion m
After Hrs. m

DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Brown SILTY CLAY			
	3		
	4	192	
	5	S10	28
-1.5			
184.8	2		
	3	38	31
	1	S15	33
Gray SILTY CLAY LOAM		19	
		B	
	2		
	2	48	
	2	S15	25
183.7			
Gray SILTY CLAY	2		
-3.0	3	125	
	5	S20	31
	3		
	4	144	
	5	S10	25
-4.5	3		
	5	201	
	6	S15	24
181.5			
Brown and Gray CLAY LOAM	3		
	5	172	
	6	S10	20
-6.0			
Brown and Gray CLAY LOAM (continued)			
	3		
	5	163	20
	6	S10	
	3		
	6	172	
	7	B	12
-7.5	4		
	7	268	
	8	S15	12
	8		
	10	230	
	13	S10	9
-9.0	11		
	13	402	
	14	S10	10
-10.5	8		
	12	316	
	15	S10	10
-12.0			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 12502

ROUTE FAP 310 DESCRIPTION IL 255 over Railroad Tracks LOGGED BY Larry Ford

SECTION 60-15VB-1,2 LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station

BORING NO. RR-SB 5
Station 39+163.5
Offset 31.00m LT CL
Ground Surface Elev. 186.40 m

Surface Water Elev. m
Stream Bed Elev. m

Groundwater Elev.:
First Encounter 184.5 m
Upon Completion m
After Hrs. m

DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Brown and Gray CLAY LOAM (continued)	8	345	
	11	S15	10
	14		
173.8			
Gray SILTY CLAY			
-13.5	7		
	12	450	
	14	B	20
-15.0	7		
	12	345	
	16	B	19
170.8			
Brown and Gray SILTY CLAY			
-16.5	5		
	8	278	
	7	S10	24
169.3			
Brown CLAY LOAM			
-18.0			
Brown CLAY LOAM (continued)			
	6	249	
	6	S10	22
	11		
-19.5	9		
	11	335	
	16	S10	21
-21.0	6		
	7	192	
	8	S10	20
-22.5	0		
	8	326	
	11	B	20
163.6			
End of Boring			
-24.0			

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

BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

FAP ROUTE 310
SECTION 60-15VB-1 & 2
MADISON COUNTY

$$DATE$$
DATE-TIME
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Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, Illinois Department of Transportation

Page 1 of 3 — Date 1/4/02

ROUTE FAP 310 DESCRIPTION IL 255 over Railroad Tracks LOGGED BY Larry Ford

SECTION 60-15VB-1,2 LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station
BORING NO. RR-SB 7
Station 39+186
Offset 15.00m LT CL
Ground Surface Elev. 185.23 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m
Groundwater Elev.:
First Encounter 178.8 m ▼
Upon Completion ____ m
After ____ Hrs. ____ m

Description	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray SILTY CLAY LOAM		2, 4, 5	105 S/15	24
	-1.5	3, 4, 5	153 B	25
		3, 3, 4	125 S/10	26
182.5				
Gray and Brown CLAY LOAM with Creek SAND and GRAVEL	-3.0	3, 4, 5	125 S/10	23
		3, 5, 6	192 S/10	21
	-4.5	3, 4, 6	163 S/10	21
(Very Sandy)		2, 3, 2	67 S/10	22
179.5	-6.0			
Gray CLAY LOAM with Limestone GRAVEL (continued)		4, 6, 9	172 S/10	13
▼		7, 9, 10	297 S/15	11
	-7.5	4, 5, 8	125 S/10	11
		3, 4, 4	105 S/15	12
	-9.0	3, 5, 6	134 S/10	19
	-10.5	3, 6, 8	220 S/15	10
	-12.0			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, Illinois Department of Transportation

Page 2 of 3 — Date 1/4/02

ROUTE FAP 310 DESCRIPTION IL 255 over Railroad Tracks LOGGED BY Larry Ford

SECTION 60-15VB-1,2 LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station
BORING NO. RR-SB 7
Station 39+186
Offset 15.00m LT CL
Ground Surface Elev. 185.23 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m
Groundwater Elev.:
First Encounter 178.8 m ▼
Upon Completion ____ m
After ____ Hrs. ____ m

Description	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray CLAY LOAM with Limestone GRAVEL (continued)		7, 12, 16	249 S/15	11
	-13.5	6, 10, 17	527 S/20	14
	-15.0	4, 5, 9	278 S/5	19
	-16.5	11, 14, 18	364 S/10	26
	-18.0			
Gray CLAY LOAM with Limestone GRAVEL (continued)		5, 14, 19	220 S/15	18
	-19.5	4, 5, 5	96 S/15	22
165.1				
Gray SILTY CLAY	-21.0	7, 11, 14	316 B	22
	-22.5	6, 11, 13	345 S/15	22
	-24.0			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, Illinois Department of Transportation

Page 3 of 3 — Date 1/4/02

ROUTE FAP 310 DESCRIPTION IL 255 over Railroad Tracks LOGGED BY Larry Ford

SECTION 60-15VB-1,2 LOCATION , SEC. 23, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0311
Station
BORING NO. RR-SB 7
Station 39+186
Offset 15.00m LT CL
Ground Surface Elev. 185.23 m

Surface Water Elev. ____ m
Stream Bed Elev. ____ m
Groundwater Elev.:
First Encounter 178.8 m ▼
Upon Completion ____ m
After ____ Hrs. ____ m

Description	DEPTH (m)	BLOWS (/150 mm)	UCS Qu (kPa)	MOIST (%)
Gray SILTY CLAY (continued)		6, 17, 18	460 S/10	24
	-25.5	10, 17, 21	422 S/10	21
159.4				
End of Boring	-27.0			
	-28.5			
	-30.0			

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

BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

FAP ROUTE 310
SECTION 60-15VB-1 & 2
MADISON COUNTY

$$DATE$$
•DATE-TIME•
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•REF-
•REF-

12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	113
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634

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

NPDES PERMITS ASSOCIATED WITH THIS PROJECT:

☐ ILR10
☒ ILR40 PERMIT NO. 0493

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

MARY C. LAMIE
PRINT NAME

Mary C Lamie
SIGNATURE

DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER
TITLE

March 17, 2007
DATE

IL DEPT. OF TRANSPORTATION
AGENCY

I. SITE DESCRIPTION:

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

THE PROPOSED PROJECT CONSISTS OF CONSTRUCTING DUAL STRUCTURES TO CARRY FAP RTE 310 OVER THE UNION PACIFIC AND GATEWAY WESTERN RAILWAY.

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

GENERAL WORK INCLUDES THE CONSTRUCTION OF GRADE SEPARATED STRUCTURES CONSISTING OF CONTINUOUSLY WELDED PLATE GIRDER REINFORCED CONCRETE DECK SUPERSTRUCTURES ON PILE BENT ABUTMENTS 57.52 METERS AND 62.34 METERS BACK TO BACK OF ABUTMENTS. OTHER WORK ITEMS INCLUDE THE CONSTRUCTION OF A 583 METER TEMPORARY ACCESS ROAD, BORING PIPE CULVERTS UNDER THE RAILROAD, TEMPORARY AND PERMANENT DRAINAGE DITCHES, SEEDING, EROSION CONTROL, AND OTHER MISCELLANEOUS ITEMS.

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

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

1. TREE REMOVAL WILL BE COMPLETED.
2. EXCAVATION WILL BE COMPLETED ALONG THE MAJORITY OF THE PROJECT TO GRADE OUT FOR PROPOSED ROADWAY DITCHES AND WATERWAYS.
3. EMBANKMENT WILL BE COMPLETED TO 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 MAINTAIN ACCEPTABLE DRAINAGE.
5. PLACEMENT, MAINTENANCE, REMOVAL, AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER EROSION BARRIER, TEMPORARY DITCH CHECKS, TEMPORARY SEEDING, ETC.
6. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS RIPRAP DITCH LINING, RIPRAP STILLING BASINS, EXCELSIOR BLANKET, AND SEEDING.
7. FINAL GRADING, CLEAN UP, AND OTHER MISCELLANEOUS ITEMS.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 8 HECTARES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 5 HECTARES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: 0.50

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

THREE SOIL TYPES ARE LOCATED WITHIN THE PROJECT AREA. THESE ARE:

CASEYVILLE SILT LOAM (267A) - A SOMEWHAT POORLY DRAINED SOIL WITH MODERATE PERMEABILITY. THIS SOIL HAS SLOPES BETWEEN ZERO AND TWO PERCENT.

WINFIELD SILT LOAM (477B) - A MODERATELY WELL DRAINED SOIL WITH MODERATE PERMEABILITY. THIS SOIL HAS SLOPES BETWEEN TWO AND FIVE PERCENT.

WINFIELD SILT LOAM (477C2) - A MODERATELY WELL DRAINED SOIL WITH MODERATE PERMEABILITY AND IS SUSCEPTIBLE TO EROSION. THIS SOIL HAS SLOPES BETWEEN FIVE AND TEN PERCENT.

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

THERE ARE NO POTENTIALLY CRITICAL EROSIVE AREAS WITHIN THE PROJECT AREA.

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

THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT IS TO CONSTRUCT DUAL STRUCTURES TO CARRY FAP RTE 310 OVER THE UNION PACIFIC AND GATEWAY WESTERN RAILWAY. PROPOSED RIGHT-OF-WAY WILL BE REQUIRED TO ACCOMMODATE CONSTRUCTION OF THE IMPROVEMENTS. THERE ARE NO SCHEDULED ACTIVITIES THAT WILL AFFECT THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND NO OFF-SITE LAND DISTURBING ACTIVITIES.

ONE SOIL TYPE HAS EROSIVE CHARACTERISTICS - WINFIELD SILT LOAM (477C2) IS SUSCEPTIBLE TO WATER EROSION. HOWEVER, SUSCEPTIBILITY TO WATER WILL BE LIMITED WITHIN THE PROJECT AREA DUE TO MODERATE SLOPES ONLY.

I. SEE THE EROSION CONTROL PLANS AND/OR DRAINAGE PLANS FOR THIS CONTRACT FOR INFORMATION REGARDING DRAINAGE PATTERNS, APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFF SITE SEDIMENT TRACKING (TO BE ADDED AFTER CONTRACTOR IDENTIFIES LOCATIONS), AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS) AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO SURFACE WATER INCLUDING WETLANDS.

J. THE FOLLOWING IS A LIST OF RECEIVING WATER(S) AND THE ULTIMATE RECEIVING WATER(S), AND AERIAL EXTENT OF WETLAND ACREAGE AT THE SITE. THE LOCATION OF THE RECEIVING WATERS CAN BE FOUND ON THE EROSION AND SEDIMENT CONTROL PLANS:

ROCKY FORK OF MISSISSIPPI RIVER

K. THE FOLLOWING POLLUTANTS OF CONCERN WILL BE ASSOCIATED WITH THIS CONSTRUCTION PROJECT: (CHECK ALL THAT APPLY)

☒ SOIL SEDIMENT	☒ PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL/FLUIDS)
☒ CONCRETE	☒ ANTIFREEZE / COOLANTS
☒ CONCRETE TRUCK WASTE	☒ WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT
☒ CONCRETE CURING COMPOUNDS	☐ OTHER (SPECIFY)_____
☒ SOLID WASTE DEBRIS	☐ OTHER (SPECIFY)_____
☐ PAINTS	☐ OTHER (SPECIFY)_____
☐ SOLVENTS	☐ OTHER (SPECIFY)_____
☐ FERTILIZERS / PESTICIDES	☐ OTHER (SPECIFY)_____

II. CONTROLS

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

A. EROSION AND SEDIMENT CONTROL

1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN II(A)(1)(a) AND II(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASES ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.

a. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

THE FOLLOWING STABILIZATION PRACTICES WILL BE USED FOR THIS PROJECT: (CHECK ALL THAT APPLY)

☐ PRESERVATION OF MATURE VEGETATION	☒ EROSION CONTROL BLANKET / MULCHING
☐ VEGETATED BUFFER STRIPS	☐ SODDING
☒ PROTECTION OF TREES	☐ GEOTEXTILES
☒ TEMPORARY EROSION CONTROL SEEDING	☐ OTHER (SPECIFY)_____
☐ TEMPORARY TURF (SEEDING, CLASS 7)	☐ OTHER (SPECIFY)_____
☐ TEMPORARY MULCHING	☐ OTHER (SPECIFY)_____
☒ PERMANENT SEEDING	☐ OTHER (SPECIFY)_____

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. TEMPORARY EROSION CONTROL SEEDING - THIS ITEM WILL BE APPLIED TO ALL BARE AREAS EVERY SEVEN DAYS TO MINIMIZE THE AMOUNT OF EXPOSED SURFACE AREAS.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.

2. PERMANENT SEEDING - SEEDING, CLASS 2 WILL BE INSTALLED PER IDOT SPECIFICATIONS.

3. EROSION CONTROL BLANKETS/MULCHING - EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES AND IN HIGH VELOCITY AREAS (I.E. DITCHES) THAT HAVE BEEN BROUGHT TO FINAL GRADE AND SEEDED TO PROTECT SLOPES FROM EROSION AND ALLOW SEEDS TO GERMINATE. MULCH, METHOD 2 WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PROTECT THE DISTURBED AREAS AND PREVENT FURTHER EROSION.

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

4. PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2 WILL BE USED ON RELATIVELY FLAT AREAS.

2. STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: PERIMETER EROSION BARRIER, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, DITCH CHECKS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE FOLLOWING STRUCTURAL PRACTICES WILL BE USED FOR THIS PROJECT:(CHECK ALL THAT APPLY)

☒ PERIMETER EROSION BARRIER	☐ ROCK OUTLET PROTECTION
☒ TEMPORARY DITCH CHECK	☒ RIPRAP
☒ STORM DRAIN INLET PROTECTION	☐ GABIONS
☐ SEDIMENT TRAP	☐ SLOPE MATTRESS
☐ TEMPORARY PIPE SLOPE DRAIN	☐ RETAINING WALLS
☐ TEMPORARY SEDIMENT BASIN	☐ SLOPE WALLS
☐ TEMPORARY STREAM CROSSING	☐ CONCRETE REVETMENT MATS
☐ STABILIZED CONSTRUCTION EXITS	☐ LEVEL SPREADERS
☐ TURF REINFORCEMENT MATS	☐ OTHER (SPECIFY)_____
☐ PERMANENT CHECK DAMS	☐ OTHER (SPECIFY)_____
☐ PERMANENT SEDIMENT BASIN	☐ OTHER (SPECIFY)_____
☐ AGGREGATE DITCH	☐ OTHER (SPECIFY)_____
☐ PAVED DITCH	☐ OTHER (SPECIFY)_____

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED IN AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.

CONSTRUCT AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION.

2. STORM DRAIN INLET PROTECTION - INLET AND PIPE PROTECTION WILL BE PROVIDED FOR STORM SEWERS AND CULVERTS. SEDIMENT FILTERS WILL BE PLACED IN ALL INLETS, CATCH BASINS AND MANHOLES DURING CONSTRUCTION AND WILL BE CLEANED ON A REGULAR BASIS.

3. TEMPORARY DITCH CHECKS - DITCH CHECKS WILL BE PLACED IN SWALES WHERE RUNOFF VELOCITY IS HIGH. ALL STRUCTURAL PRACTICES ARE SHOWN IN DETAIL ON THE EROSION CONTROL PLANS.

TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 2 FT. FALL/RISE IN DITCH GRADE.

TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3- REMOVE AT END OF CONSTRUCTION.

STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCE WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE (IF SPECIFIED), ENVIROBERM, TRIANGULAR SILT DIKES, GEORIDGE AND ROLLED EXCELSIOR.

4. RIPRAP - STONE RIPRAP WITH FILTER FABRIC WILL BE USED AS PROTECTION AT THE DISCHARGE END OF ALL CULVERT END SECTIONS AND AS INLET/OUTLET PROTECTION TO PREVENT SCOURING AT THE END OF PIPES AND PREVENT DOWNSTREAM EROSION.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STORM WATER POLLUTION PREVENTION
LEGEND, DETLS & GEN NOTES
FAP 310 (IL 255) SECTION 60-15VB-1&2
MADISON COUNTY

DRAWN BY EBB
DATE
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ebb

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	114
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634

3. STORM WATER MANAGEMENT: PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORM WATER DISCHARGES THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

a. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES). THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.

b. VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS:

SEE THE STORM WATER POLLUTION PREVENTION PLANS.

4. OTHER CONTROLS:

a. VEHICLE ENTRANCES AND EXITS - STABILIZED CONSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED TO PREVENT TRACKING OF SEDIMENTS ONTO ROADWAYS.

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN IDENTIFYING THE LOCATION OF STABILIZED ENTRANCES AND EXITS AND THE PROCEDURES (S)HE WILL USE TO CONSTRUCT AND MAINTAIN THEM.

b. MATERIAL DELIVERY, STORAGE, AND USE - THE FOLLOWING BMPS SHALL BE IMPLEMENTED TO HELP PREVENT DISCHARGES OF CONSTRUCTION MATERIALS DURING DELIVERY, STORAGE, AND USE:

- ALL PRODUCTS DELIVERED TO THE PROJECT SITE MUST BE PROPERLY LABELED.
- WATER TIGHT SHIPPING CONTAINERS AND/OR SEMI TRAILERS SHALL BE USED TO STORE HAND TOOLS, SMALL PARTS, AND MOST CONSTRUCTION MATERIALS THAT CAN BE CARRIED BY HAND, SUCH AS PAINT CANS, SOLVENTS, AND GREASE.
- A STORAGE/CONTAINMENT FACILITY SHOULD BE CHOSEN FOR LARGER ITEMS SUCH AS DRUMS AND ITEMS SHIPPED OR STORED ON PALLETS. SUCH MATERIAL IS TO BE COVERED BY A TIN ROOF OR LARGE SHEETS OF PLASTIC TO PREVENT PRECIPITATION FROM COMING IN CONTACT WITH THE PRODUCTS BEING STORED.
- LARGE ITEMS SUCH AS LIGHT STANDS, FRAMING MATERIALS AND LUMBER SHALL BE STORED IN THE OPEN IN A GENERAL STORAGE AREA. SUCH MATERIAL SHALL BE ELEVATED WITH WOOD BLOCKS TO MINIMIZE CONTACT WITH STORM WATER RUNOFF.
- SPILL CLEAN-UP MATERIALS, MATERIAL SAFETY DATA SHEETS, AN INVENTORY OF MATERIALS, AND EMERGENCY CONTACT NUMBERS SHALL BE MAINTAINED AND STORED IN ONE DESIGNATED AREA AND EACH CONTRACTOR IS TO INFORM HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER OF THIS LOCATION.

c. STOCKPILE MANAGEMENT - BMPS SHALL BE IMPLEMENTED TO REDUCE OR ELIMINATE POLLUTION OF STORM WATER FROM STOCKPILES OF SOIL AND PAVING MATERIALS SUCH AS BUT NOT LIMITED TO PORTLAND CEMENT CONCRETE RUBBLE, ASPHALT CONCRETE, ASPHALT CONCRETE RUBBLE, AGGREGATE BASE, AGGREGATE SUB BASE, AND PRE-MIXED AGGREGATE. THE FOLLOWING BMPS MAY BE CONSIDERED:

- PERIMETER EROSION BARRIER
- TEMPORARY SEEDING
- TEMPORARY MULCH
- PLASTIC COVERS
- SOIL BINDERS
- STORM DRAIN INLET PROTECTION

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN OF THE PROCEDURES (S)HE WILL USE ON THE PROJECT AND HOW THEY WILL BE MAINTAINED.

d. WASTE DISPOSAL. NO MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

e. THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

f. THE CONTRACTOR SHALL PROVIDE A WRITTEN AND GRAPHIC PLAN TO THE RESIDENT ENGINEER IDENTIFYING WHERE EACH OF THE ABOVE AREAS WILL BE LOCATED AND HOW THEY ARE TO BE MANAGED.

5. APPROVED STATE OR LOCAL LAWS

THE MANAGEMENT PRACTICES, CONTROLS AND PROVISIONS CONTAINED IN THIS PLAN WILL BE IN ACCORDANCE WITH IDOT SPECIFICATIONS, WHICH ARE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S ILLINOIS URBAN MANUAL, 1995. PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS SHALL BE DESCRIBED OR INCORPORATED BY REFERENCE IN THE SPACE PROVIDED BELOW. REQUIREMENTS SPECIFIED IN SEDIMENT AND EROSION SITE PLANS, SITE PERMITS, STORM WATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY LOCAL OFFICIALS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF AN NOI, TO BE AUTHORIZED TO DISCHARGE UNDER PERMIT ILR10 INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

DESCRIPTION OF PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS:

ALL MANAGEMENT PRACTICES, CONTROLS, AND OTHER PROVISIONS PROVIDED IN THIS PLAN ARE IN ACCORDANCE WITH "IDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION AND THE ILLINOIS URBAN MANUAL".

III. MAINTENANCE:

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN.

1. SEEDING - ALL ERODIBLE BARE EARTH WILL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE WITHIN THE CONTRACT LIMITS.

2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCING KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.

3. EROSION CONTROL BLANKET/MULCHING - ANY AREAS THAT FAIL WILL BE REPAIRED IMMEDIATELY.

4. PROTECTION OF TREES/TEMPORARY TREE PROTECTION - ANY PROTECTIVE MEASURES WHICH ARE KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.

5. DITCH CHECKS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE DITCH CHECK IS IN JEOPARDY. ANY DITCH CHECKS WHICH FAIL WILL BE REPAIRED OR REPLACED IMMEDIATELY.

THE RESIDENT ENGINEER WILL PROVIDE MAINTENANCE GUIDES TO THE CONTRACTOR FOR THESE PRACTICES. ALL MAINTENANCE OF EROSION CONTROL SYSTEMS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL CONSTRUCTION IS COMPLETE AND ACCEPTED BY IDOT AFTER FINAL INSPECTION. ALL LOCATIONS WHERE VEHICLES ENTER AND EXIT THE CONSTRUCTION SITE AND ALL OTHER AREAS SUBJECT TO EROSION SHOULD ALSO BE INSPECTED PERIODICALLY.

INSPECTION OF THESE AREAS SHALL BE MADE AT LEAST ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS OF THE END OF EACH 0.5 INCHES OR GREATER RAINFALL, OR AN EQUIVALENT SNOWFALL. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM.

IV. INSPECTIONS

QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT YET BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES AND EQUIPMENT ENTER AND EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

A. DISTURBED AREAS, USE AREAS (STORAGE OF MATERIALS, STOCKPILES, MACHINE MAINTENANCE FUELING, ETC.), BORROW SITES, AND WASTE SITES SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. DISCHARGE LOCATIONS OR POINTS THAT ARE ACCESSIBLE, SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.

B. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION I ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION II ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN 1/2 HOUR TO 1 WEEK BASED ON THE URGENCY OF THE SITUATION. THE RESIDENT ENGINEER WILL NOTIFY THE CONTRACTOR OF THE TIME REQUIRED TO IMPLEMENT SUCH ACTIONS THROUGH THE WEEKLY INSPECTION REPORT.

C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE 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 IV(B) SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

D. 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 SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF 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 INCIDENCE OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

V. NON-STORM WATER DISCHARGES:

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER THAT IS COMBINED WITH STORM WATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN MUST BE DESCRIBED BELOW. APPROPRIATE POLLUTION PREVENTION MEASURES, AS DESCRIBED BELOW, WILL BE IMPLEMENTED FOR THE NON-STORM WATER COMPONENT(S) OF THE DISCHARGE.

A. SPILL PREVENTION AND CONTROL - BMPS SHALL BE IMPLEMENTED TO CONTAIN AND CLEAN-UP SPILLS AND PREVENT MATERIAL DISCHARGES TO THE STORM DRAIN SYSTEM. THE CONTRACTOR SHALL PRODUCE A WRITTEN PLAN STATING HOW HIS/HER COMPANY WILL PREVENT, REPORT, AND CLEAN UP SPILLS AND PROVIDE A COPY TO ALL OF HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL NOTIFY ALL OF HIS/HER EMPLOYEES ON THE PROPER PROTOCOL FOR REPORTING SPILLS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OF ANY SPILLS IMMEDIATELY.

B. CONCRETE RESIDUALS AND WASHOUT WASTES - THE FOLLOWING BMPS SHALL BE IMPLEMENTED TO CONTROL RESIDUAL CONCRETE, CONCRETE SEDIMENTS, AND RINSE WATER:

1. TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED FOR RINSING OUT CONCRETE TRUCKS. SIGNS SHALL BE INSTALLED DIRECTING CONCRETE TRUCK DRIVERS WHERE DESIGNATED WASHOUT FACILITIES ARE LOCATED.
2. THE CONTRACTOR SHALL HAVE THE LOCATION OF TEMPORARY CONCRETE WASHOUT FACILITIES APPROVED BY THE RESIDENT ENGINEER.
3. ALL TEMPORARY CONCRETE WASHOUT FACILITIES ARE TO BE INSPECTED BY THE CONTRACTOR AFTER EACH USE AND ALL SPILLS MUST BE REPORTED TO THE RESIDENT ENGINEER AND CLEANED UP IMMEDIATELY.
4. CONCRETE WASTE SOLIDS/LIQUIDS SHALL BE DISPOSED OF PROPERLY.

C. LITTER MANAGEMENT - A PROPER NUMBER OF DUMPSTERS SHALL BE PROVIDED ON SITE TO HANDLE DEBRIS AND LITTER ASSOCIATED WITH THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING HIS/HER EMPLOYEES PLACE ALL LITTER INCLUDING MARKING PAINT CANS, SODA CANS, FOOD WRAPPERS, WOOD LATHE, MARKING RIBBON, CONSTRUCTION STRING, AND ALL OTHER CONSTRUCTION RELATED LITTER IN THE PROPER DUMPSTERS.

D. VEHICLE AND EQUIPMENT CLEANING - VEHICLES AND EQUIPMENT ARE TO BE CLEANED IN DESIGNATED AREAS ONLY, PREFERABLY OFF SITE.

E. VEHICLE AND EQUIPMENT FUELING - A VARIETY OF BMPS CAN BE IMPLEMENTED DURING FUELING OF VEHICLES AND EQUIPMENT TO PREVENT POLLUTION. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER AS TO WHICH BMPS WILL BE USED ON THE PROJECT. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER HOW (S)HE WILL BE INFORMING HIS/HER EMPLOYEES OF THESE BMPS (I.E. SIGNS, TRAINING, ETC.). BELOW ARE A FEW EXAMPLES OF THESE BMPS:

1. CONTAINMENT
2. SPILL PREVENTION AND CONTROL
3. USE OF DRIP PANS AND ABSORBENTS
4. AUTOMATIC SHUT-OFF NOZZLES
5. TOPPING OFF RESTRICTIONS
6. LEAK INSPECTION AND REPAIR

F. VEHICLE AND EQUIPMENT MAINTENANCE - ON SITE MAINTENANCE MUST BE PERFORMED IN ACCORDANCE WITH ALL ENVIRONMENTAL LAWS SUCH AS PROPER STORAGE AND NO DUMPING OF OLD ENGINE OIL OR OTHER FLUIDS ON SITE.

VI. FAILURE TO COMPLY:

FAILURE TO COMPLY WITH ANY PROVISIONS OF THIS STORM WATER POLLUTION PREVENTION PLAN WILL RESULT IN THE IMPLEMENTATION OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION AGAINST THE CONTRACTOR AND/OR PENALTIES UNDER THE NPDES PERMIT WHICH COULD BE PASSED ONTO THE CONTRACTOR.

LEGEND

- TEMPORARY DITCH CHECK - ROLLED EXCELSIOR, SILT WEDGES/PANELS
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- PERIMETER EROSION BARRIER, MODIFIED - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION - STRAW BALES, FILTER FABRIC, AGGREGATE
- AGGREGATE EROSION CONTROL (AGGREGATE DITCH CHECK)
- EARTH EXCAVATION FOR EROSION CONTROL - SEDIMENT BASIN (STD 280001)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STORM WATER POLLUTION PREVENTION
LEGEND, DETLS & GEN NOTES
FAP 310 (IL 255) SECTION 60-15VB-1&2
MADISON COUNTY

DRAWN BY EBB
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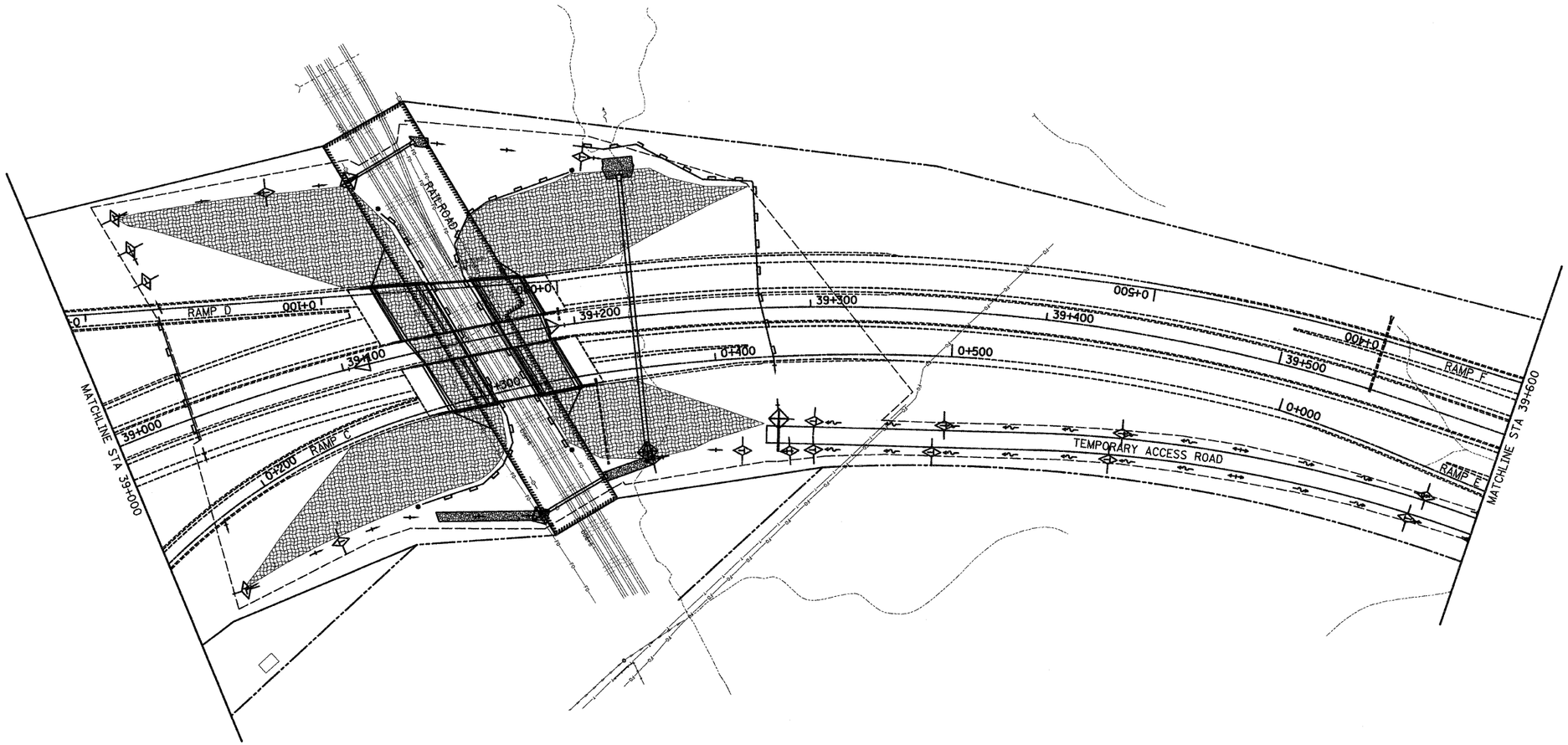
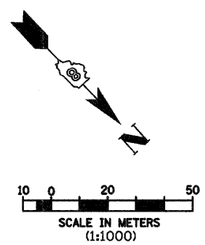
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	115
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634





REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STORM WATER
POLLUTION PREVENTION PLAN
FAP 310 (IL 255) SECTION 60-15VB-1&2
MADISON COUNTY

DRAWN BY BGJ
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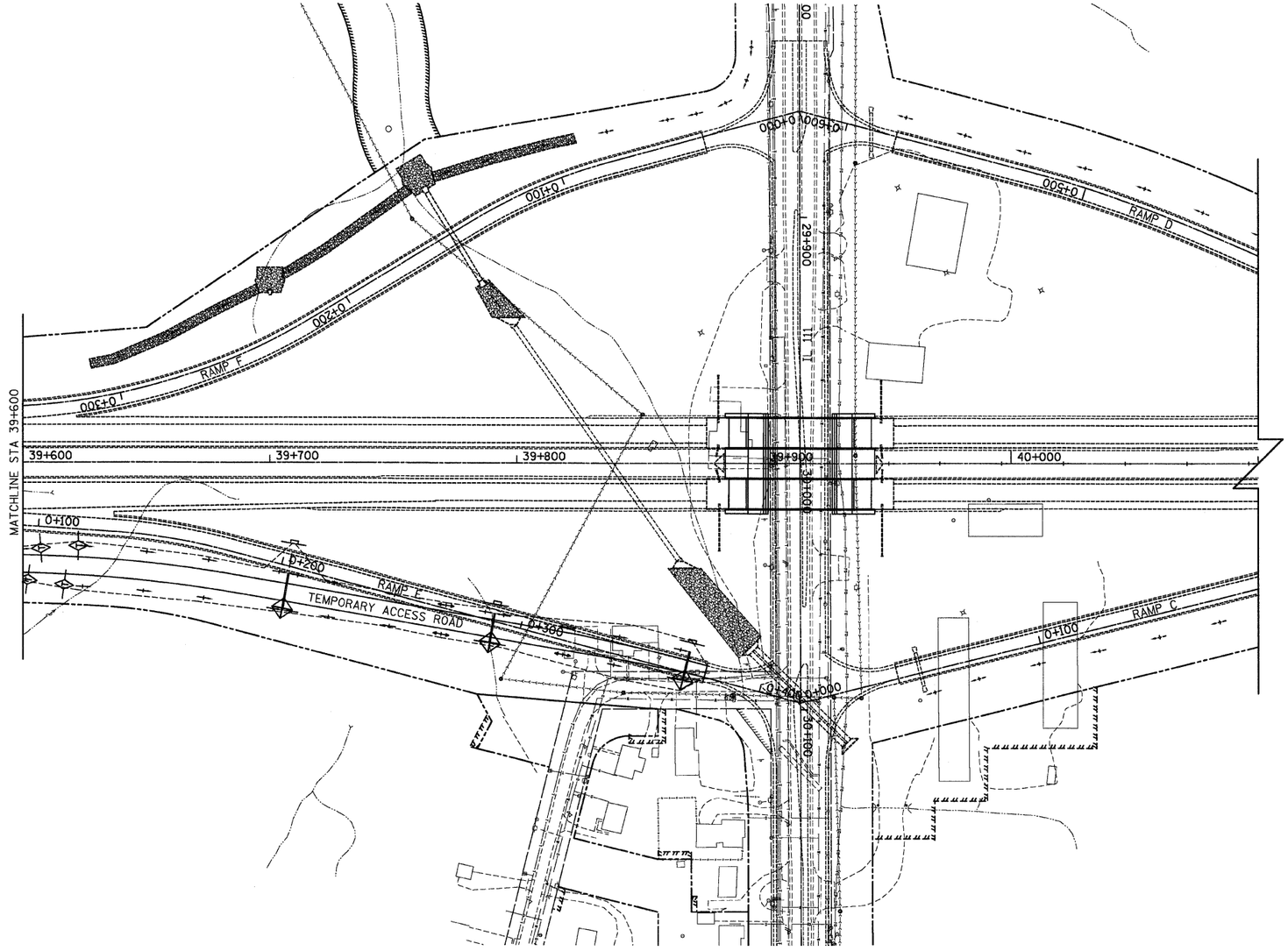
12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	116
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76639



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SCALE IN METERS
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STORM WATER
POLLUTION PREVENTION PLAN
FAP 310 (IL 255) SECTION 60-15VB-1&2
MADISON COUNTY

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12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	117
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 76628

NE 1/4, SEC 23, T 6 N, R 10 W, 3RD PM

NW 1/4, SEC 23, T 6 N, R 10 W, 3RD PM

PROPOSED 1.050 m Ø PIPE CULVERT WITH RIPRAP DITCH BY OTHERS

STA 39+147.469
105.156 m LT

MCTALYD L.L.C.
AN ILLINOIS LIMITED LIABILITY COMPANY
PARCEL NO. 8239056

1/4 SECTION LINE & PL

STA 39+200.000
87.550 m LT

WOVEN WIRE FENCE

PR ROW & A/C

STA 39+114.649
94.083 m LT

WOVEN WIRE GATE
1.2 m X 4.9 m DOUBLE

A/C

CONSTRUCTION LIMITS

STA 39+245.000
76.047 m LT

JAMES FITZGERALD, MARK W. SIEVERS, JAMES K. AND JUDITH D. SIEVERS
PARCEL NO. 8239057

SECTION 60-15VB-2
SN 060-0311 SB AND RAMP D
BY OTHERS

LEROY W. BRAKEMEYER & MARIE BRAKEMEYER
PARCEL NO. 8239034

WILBUR & JACQUELINE HAMILTON
PARCEL NO. 8239007

STA 39+245.000
54.864 m LT

STA 39+230.000
54.864 m LT

STA 39+350.000
60.960 m LT

PROPOSED 1.800 m Ø PIPE CULVERT
WITH ENERGY DISSIPATION BASIN BY OTHERS

STA 39+195.000, 19.000 m LT FAP 310 =
STA 0+000.000, ℄ RAMP D

STA 39+163.5, 31.00 m LT

STA 39+195.9
PROPOSED TYPE C INLET BOX STD 609006, 1-EACH
PIPE DRAIN, 300 mm Ø X 3.7 m
USFL 196.865
DSFL 196.830, 2.8 m LT
METAL END SECTION STD 542401, 1-EACH

BORING NO. RD-SB 3
STA. 0+150, 5.00m LT

BORING NO. RR-SB 3
STA. 39+141, 16.50 m LT

BORING NO. RD-SB 4
STA. 0+175, 0.00m BL

BORING NO. RR-SB 1
STA. 39+123, 19.50 m LT

BORING NO. RD-SB 2
STA. 0+125, 0.00m BL

BORING NO. RR-SB 5
STA. 39+186, 15.00 m LT

BORING NO. RR-SB 7
STA. 39+186, 15.00 m LT

RAILROAD SWITCH

BM*3022

BORING NO. RD-SB 5
STA. 0+200, 5.00m LT

℄ RAMP D

BORING NO. SB 34
STA. 39+050, 12.00m LT

BORING NO. SB 40
STA. 39+250, 12.00m LT

BORING NO. HA 36
STA. 39+350, 12.00m LT

BORING NO. SB 41 A
STA. 39+300, 12.00m LT

BORING NO. SB 32
STA. 39+000, 12.00m LT

BORING NO. RD-SB 1
STA. 0+100, 5.00m LT

BORING NO. RR-SB 8
STA. 39+195.83, 20.13 m LT

BORING NO. SB 39
STA. 39+225, 12.00m RT

BORING NO. HA 35
STA. 39+325, 8.00m RT

BORING NO. RC-HA 4
STA. 0+450, 0.00m BL

BORING NO. SB 36
STA. 39+100, 0.00m

BORING NO. RR-SB 2
STA. 39+140, 18.50 m RT

BORING NO. SB 33
STA. 39+025, 12.00m RT

BORING NO. RC-SB 3
STA. 0+225, 5.00m LT

℄ RAMP C

PCC STA 0+271.577

WOVEN WIRE FENCE

PCC STA 0+353.811

BORING NO. RC-SB 6
STA. 0+400, 3.00m LT

BORING NO. SB 41
STA. 39+275, 12.00m RT

BORING NO. RC-SB 4
STA. 0+250, 0.00m BL

BORING NO. RR-SB 4
STA. 39+151, 16.00 m RT

BORING NO. RC-SB 1
STA. 0+175, 5.00m LT

BORING NO. RC-SB 2
STA. 0+200, 0.00m BL

STA 39+191.452
38.100 m RT

STA 0+349.1 (RAMP C)
PROPOSED TYPE D INLET BOX STD 609006, 1-EACH
PIPE DRAIN, 300 mm Ø X 35.7 m
USFL 195.865
DSFL 185.200, 37.5 m RT
METAL END SECTION STD 542401, 1-EACH
CONCRETE THRUST BLOCK, 1-EACH

BORING NO. RC-HA 5
STA. 0+475, 5.00m LT

PEOPLE OF THE STATE OF ILLINOIS

FOR GUARDRAIL STATIONS AND TYPES
SEE SHEETS 255-256

CONSTRUCTION LIMITS

WOVEN WIRE GATE
1.2 m X 4.9 m DOUBLE

BORING NO. RC-HA 3
STA. 0+150, 0.00m BL

A/C

MCTALYD L.L.C.
AN ILLINOIS LIMITED LIABILITY COMPANY
PARCEL NO. 8239056

R = 685.801 m

RR ROW & A/C

STA 39+112.020
79.066 m RT

STA 39+177.209
87.130 m RT

STA 39+304.960
67.803 m RT

STA 39+208.664
75.498 m RT

STA 35+972.111
2676.075 m LT

STA 0+150.000
36.576 m RT

PROPOSED 1.050 m Ø PIPE CULVERT
WITH RIPRAP DITCH BY OTHERS

CHARLES A. BURK JR. &
JOYCE E. BURK
PARCEL NO. 8239041

GARAGE
TBR

BM 3022-RAILROAD SPIKE IN POWER POLE LOCATED ON WEST SIDE OF RAILROAD TRACKS MAINLINE STA 39+173.5, 27.0 m LT, ELEV 188.010

NE 1/4, SEC 23, T 6 N, R 10 W, 3RD PM

SOIL STRATA PLAN SHEETS ARE PROVIDED AS A REFERENCE FOR SOIL AND GROUNDWATER INFORMATION ONLY.

SCALE IN METERS (1:500)

CURVE NO 3
PI STA = 39+183.523
Δ = 62° 37' 42" (RT)
R = 780.000 m
T = 474.512 m
L = 852.596 m
E = 132.996 m
PC STA = 38+709.010
PT STA = 39+561.606
SE = 5.5%
SE ATTAINED STA 38+649.000 TO STA 38+729.000
SE REMOVED STA 39+542.000 TO STA 39+622.000

CURVE RAMP C-1
PI STA = 0+204.522
Δ = 30° 54' 17" (RT)
R = 255.000 m
T = 70.489 m
L = 137.544 m
E = 9.563 m
PC STA = 0+134.033
PT STA = 0+271.577
SE = 6.0%
SE ATTAINED STA 0+106.000 TO STA 0+147.000
SE TRANSITION STA 0+272.000 TO STA 0+282.000

CURVE RAMP C-2
PI STA = 0+312.778
Δ = 8° 58' 29" (RT)
R = 525.000 m
T = 41.201 m
L = 82.234 m
E = 1.614 m
PC STA = 0+271.577
PT STA = 0+353.811
SE = 5.5%

CURVE RAMP C-3
PI STA = 0+431.510
Δ = 11° 40' 29" (RT)
R = 760.000 m
T = 77.699 m
L = 154.860 m
E = 3.962 m
PC STA = 0+353.811
PT STA = 0+508.671
SE = 5.5%

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL STRATA PLAN
FAP 310 (IL 255) OVER RAILROAD
SECTION 60-15VB-1&2
MADISON COUNTY
DRAWN BY BGJ
DATE CHECKED BY

IL 255 (FAP 310), STA 39+000 TO STA 39+350

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

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

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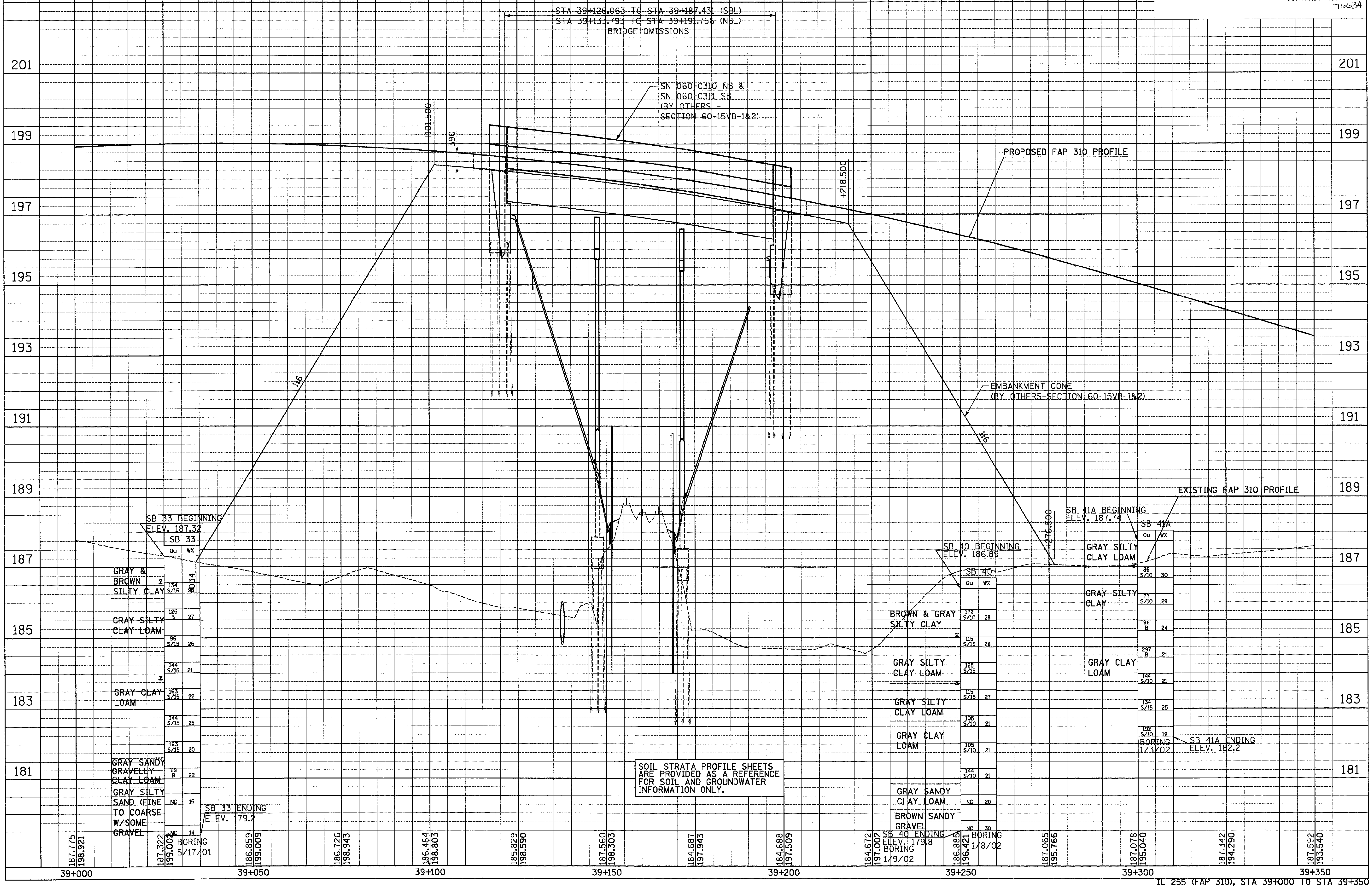
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	118
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 76634		



IL 255 (FAP 310), STA 39+000 TO STA 39+350

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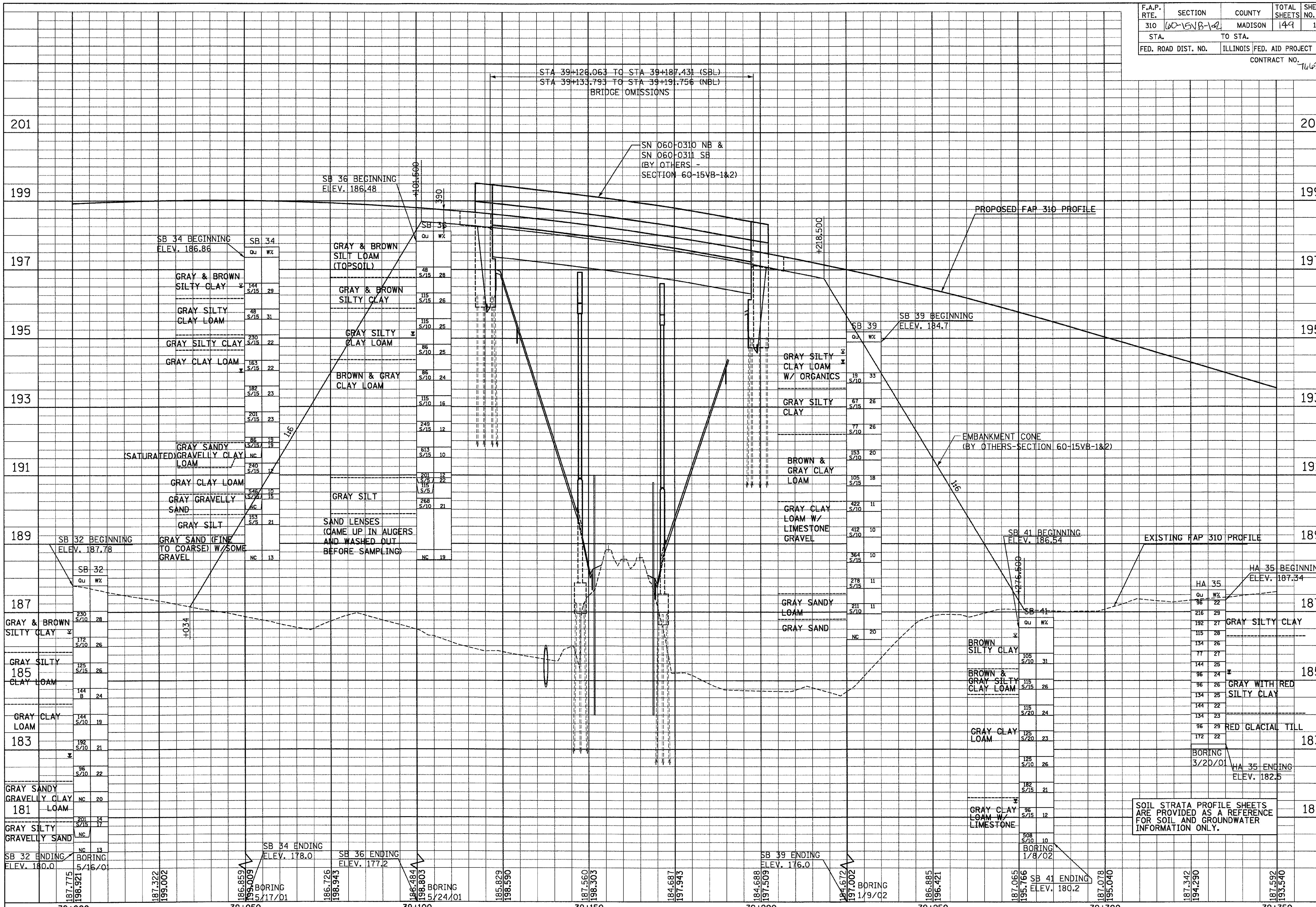
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK / TEMPLATE		
AREAS		
NO. / AREAS CHECKED		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	119
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 76634		



IL 255 (FAP 310), STA 39+000 TO STA 39+350

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

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12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	120
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 71634

NW 1/4, SEC 23, T 6 N, R 10 W, 3RD PM

SW 1/4, SEC 14, T 6 N, R 10 W, 3RD PM

CURVE NO 3
PI STA = 39+183.523
Δ = 62° 37′ 42″ (RT)
R = 780.000 m
T = 474.512 m
L = 852.596 m
E = 132.996 m
PC STA = 38+709.010
PT STA = 39+561.606
SE = 5.5%
SE ATTAINED STA 38+649.000 TO STA 38+729.000
SE REMOVED STA 39+542.000 TO STA 39+622.000

JAMES FITZGERALD, MARK W. SIEVERS, JAMES K. AND JUDITH D. SIEVERS
PARCEL NO. 8239057

CURVE RAMP F-2
PI STA = 0+283.025
Δ = 30° 13′ 51″ (RT)
R = 255.000 m
T = 68.878 m
L = 134.545 m
E = 9.138 m
PC STA = 0+214.147
PT STA = 0+348.692
SE = 6.0%
SE ATTAINED STA 0+174.000 TO STA 0+234.000
SE REMOVED STA 0+308.692 TO STA 0+438.969

ERNEST A. HOOD
PARCEL NO. 8239079

CURVE RAMP F-3
PI STA = 0+456.364
Δ = 11° 08′ 11″ (LT)
R = 800.000 m
T = 77.993 m
L = 155.494 m
E = 3.793 m
PC STA = 0+378.372
PT STA = 0+533.866
SE = 5.5%
SE ATTAINED STA 0+438.969 TO STA 0+527.476

PROPOSED ENERGY DISSIPATION BASSIN
SEE DETAIL ON SHEET 264

STA 39+540
PROPOSED PIPE CULVERT, RCCP, TYPE 2, 600 mm Ø X 29.4 m
USFL 188.055, 0.9 m LT
DSFL 187.880, 30.3 m LT
MEDIAN INLET STD 604101
GRATE = 189.075
PIPE TEE STD 542606, 600 mm PIPE, 600 mm RISER, ONE END PLUGGED
PRECAST REINFORCED CONCRETE FLARED END SECTION STD 542301, 1-EACH

STA 39+700
PROPOSED PIPE CULVERT, RCCP, TYPE 5, 1.050 m Ø X 125.7 m
USFL 185.135, 57.6 m RT
DSFL 184.256, 68.1 m LT
PRECAST REINFORCED CONCRETE FLARED END SECTION STD 542301, 2-EACH
DRAINAGE AREA = 9.98 ha
50 YR FLOW = 3.26 cms
100 YR FLOW = 3.96 cms

STONE DUMPED
RIPRAP, CLASS B3
291.7 SQ M

FOR ENTRANCE RAMP F TERMINAL DETAILS AND PROFILE SEE SHEETS 84 & 159-160

STA 39+410.000, 19.000 m LT FAP 310 = STA 0+533.866, ℄ RAMP F

1/4 SECTION LINE

PR ROW & A/C

CONSTRUCTION LIMITS

PC STA 0+378.372

PT STA 0+348.692

STA 39+650.000
54.864 m LT

STA 39+350.000
60.960 m LT

BORING NO. HA 38
STA. 39+475, 12.00m LT

BORING NO. RE-HA 5
STA. 0+450, 0.00m BL

BORING NO. RE-HA 3
STA. 0+250, 0.00m BL

BORING NO. RE-HA 4
STA. 0+350, 5.00m LT

BORING NO. HA 42
STA. 39+700, 12.00m LT

BORING NO. HA 40
STA. 39+650, 12.00m LT

BORING NO. RF-HA 1
STA. 0+00, 0.00m BL

BORING NO. HA 37
STA. 39+375, 12.00m RT

BORING NO. HA 39
STA. 39+575, 12.00m RT

BORING NO. HA 41
STA. 39+675, 12.00m RT

BORING NO. RF-HA 2
STA. 0+100, 0.00m BL

BORING NO. RC-HA 6
STA. 0+500, 3.99m LT

PT STA 39+561.606

PT STA 0+054.429

PC STA 0+130.213

PT STA 0+178.615

℄ RAMP F

℄ RAMP E

N 27° 57′ 21″ W

R = 685.801 m

R = 224.520 m

STA 39+505.000, 19.000 m RT FAP 310 = STA 0+000.000, ℄ RAMP E

FOR EXIT RAMP E TERMINAL DETAILS AND PROFILE SEE SHEETS 85 & 161-162

STA 39+370.000, 19.000 m RT FAP 310 = STA 0+508.671, ℄ RAMP C

FOR ENTRANCE RAMP C TERMINAL DETAILS AND PROFILE SEE SHEETS 82 & 155-156

STA 39+603
PROPOSED MANHOLE, TYPE A, 1.500 m Ø, STD 602401
TYPE 1 FRAME AND OPEN LID STD 604001
TOP LID = 190.280, 19.9 m RT
PROPOSED PIPE CULVERT, RCCP, TYPE 3, 600 mm Ø X 18.4 m
USFL 186.555, 20.2 m RT
DSFL 186.370, 38.6 m RT
PRECAST REINFORCED CONCRETE FLARED END SECTION STD 542301, 1-EACH

STA 39+634.287
58.519 m RT

STA 0+178.615
30.480 m RT

PROPOSED BACKSLOPE PROTECTION
SEE DETAIL ON SHEET 263

STONE DUMPED
RIPRAP, CLASS B3
316.7 SQ M

MATCH LINE STA 39+350

MATCH LINE STA 39+700

SCALE IN METERS (1:500)

SOIL STRATA PLAN SHEETS ARE PROVIDED AS A REFERENCE FOR SOIL AND GROUNDWATER INFORMATION ONLY.

JAMES FITZGERALD, MARK W. SIEVERS, JAMES K. AND JUDITH D. SIEVERS
PARCEL NO. 8239057

SE 1/4, SEC 14, T 6 N, R 10 W, 3RD PM

CURVE RAMP E-1
PI STA = 0+027.227
Δ = 4° 09′ 29″ (RT)
R = 750.000 m
T = 27.227 m
L = 54.429 m
E = 0.494 m
PC STA = 0+000.000
PT STA = 0+054.429
SE = 5.5%
SE REMOVED STA 0+035.950 TO STA 0+081.052

CURVE RAMP E-2
PI STA = 0+154.487
Δ = 10° 52′ 32″ (RT)
R = 255.000 m
T = 24.274 m
L = 48.402 m
E = 1.153 m
PC STA = 0+130.213
PT STA = 0+178.615
SE = 6.0%
SE ATTAINED STA 0+095.441 TO STA 0+151.213
SE REMOVED STA 0+164.000 TO STA 0+209.000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL STRAT PLAN
FAP 310 (IL 255) OVER RAILROAD
SECTION 60-15VB-1&2
MADISON COUNTY
DRAWN BY BGJ
DATE CHECKED BY

IL 255 (FAP 310), STA 39+350 TO STA 39+700

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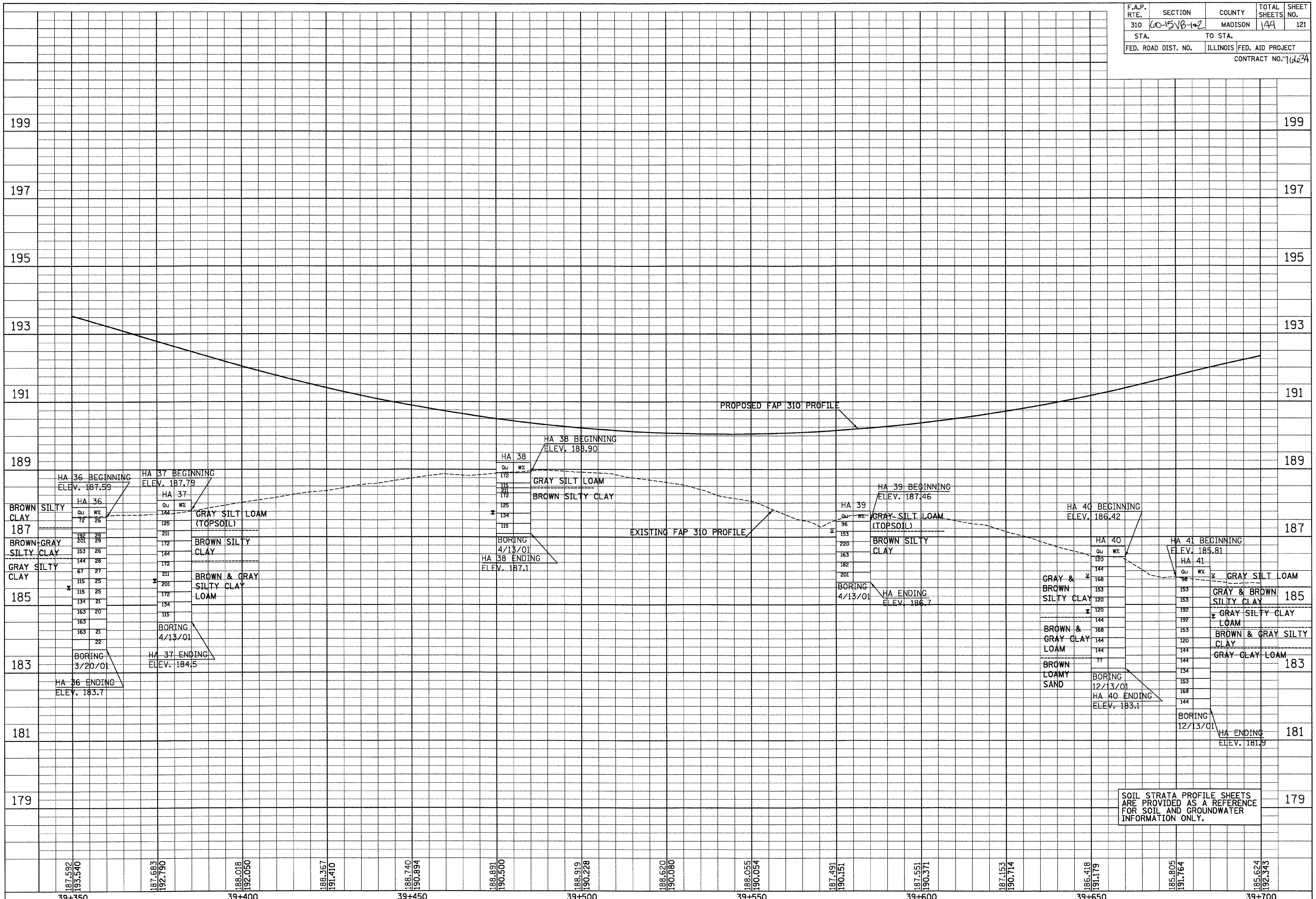
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1+2	MADISON	149	121
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634

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



IL 255 (FAP 310), STA 39+350 TO STA 39+700

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

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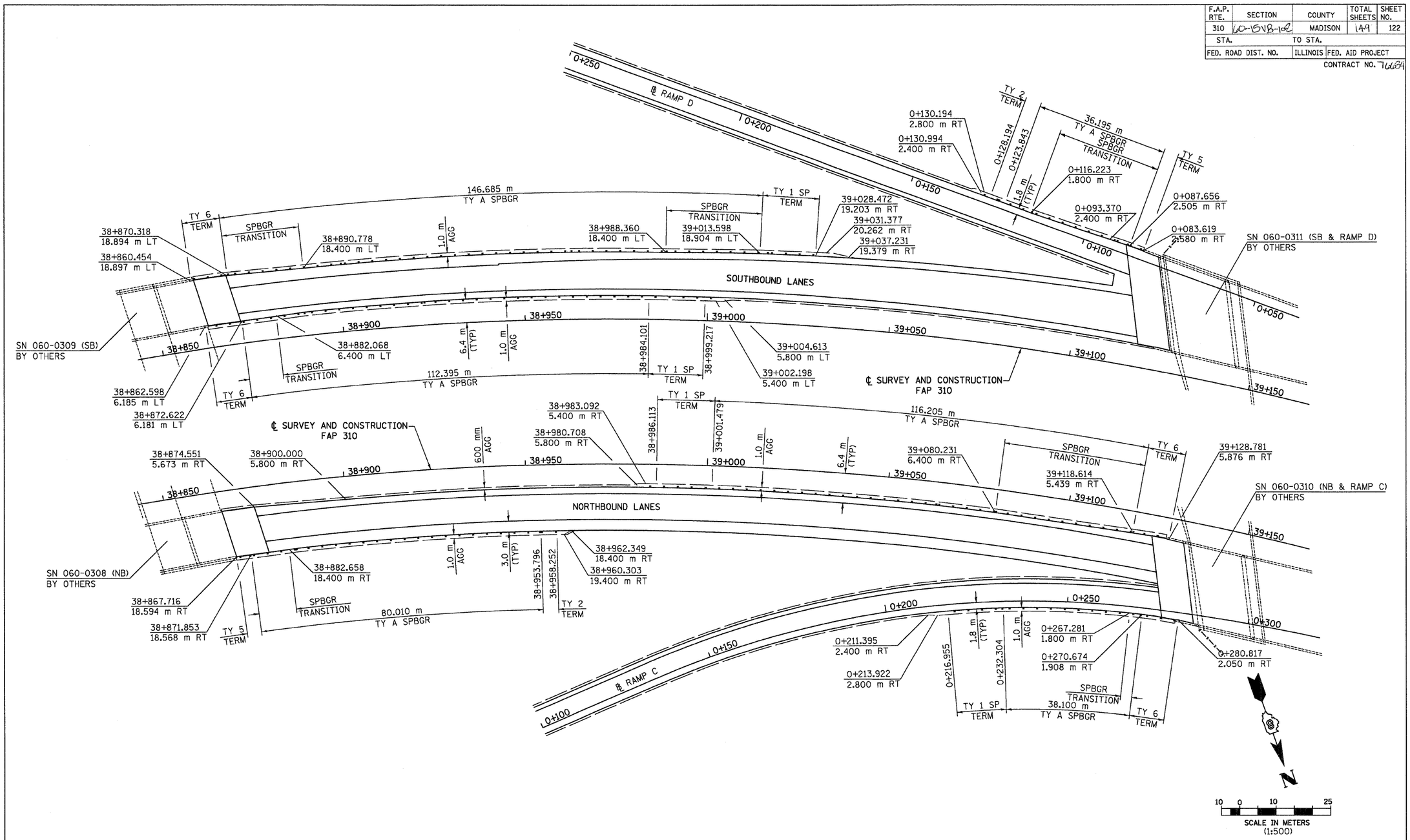
12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	122
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 76834



FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GUARDRAIL & SHOULDER WIDENING
FAP 310 (IL 255)
SECTION 60-15VB-1 & 2
MADISON COUNTY
DRAWN BY EBB
DATE CHECKED BY

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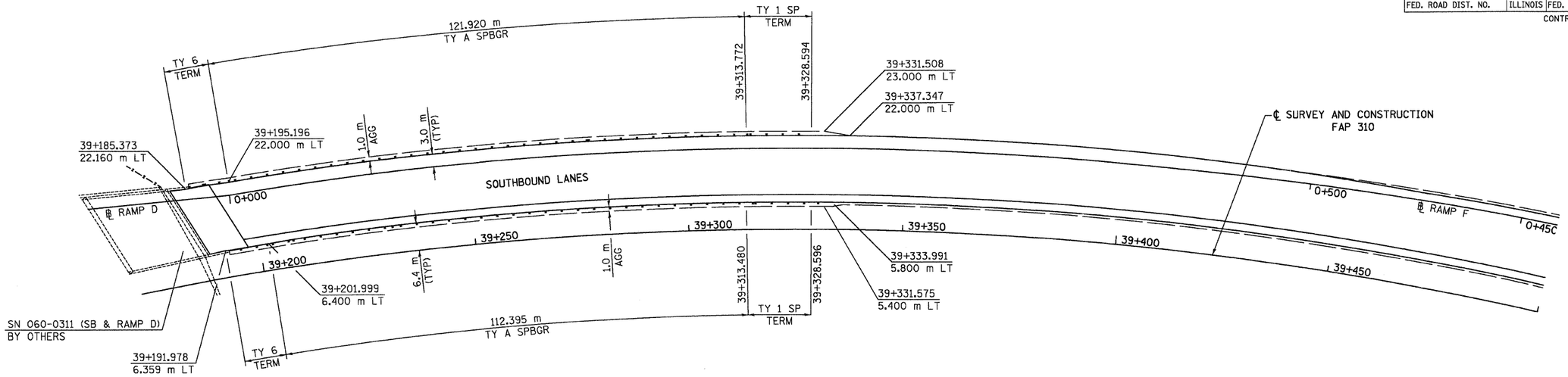
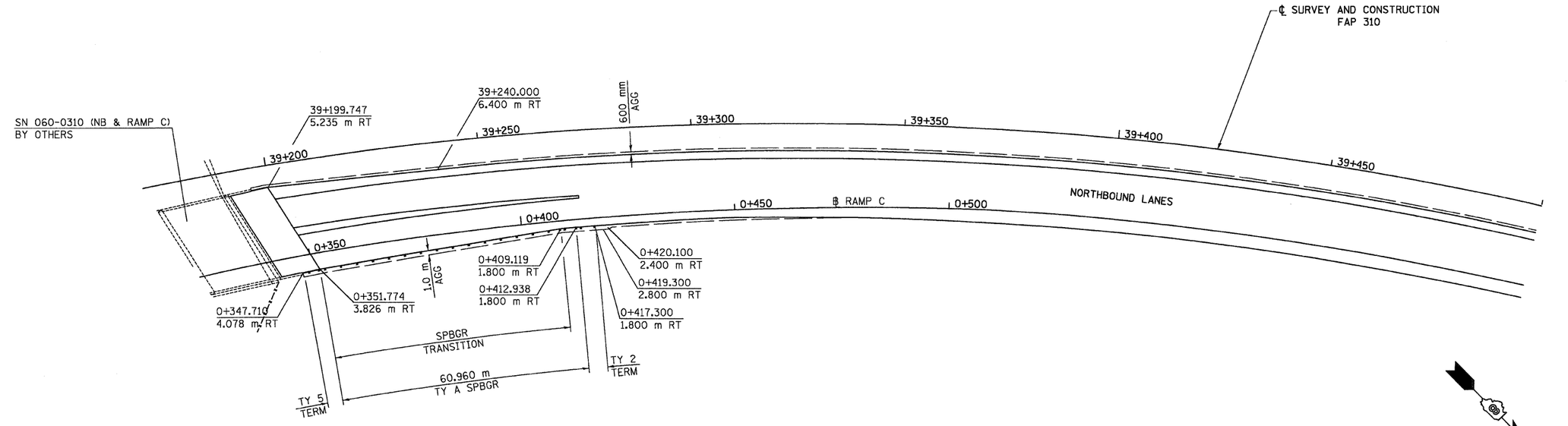
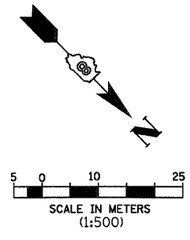
12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	123
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 76634







FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GUARDRAIL & SHOULDER WIDENING
FAP 310 (IL 255)
SECTION 60-15VB-1 & 2
MADISON COUNTY
DRAWN BY EBB
DATE CHECKED BY

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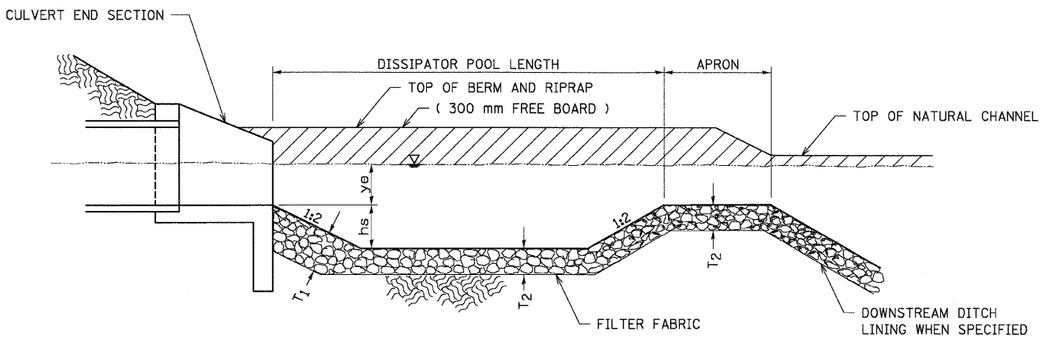
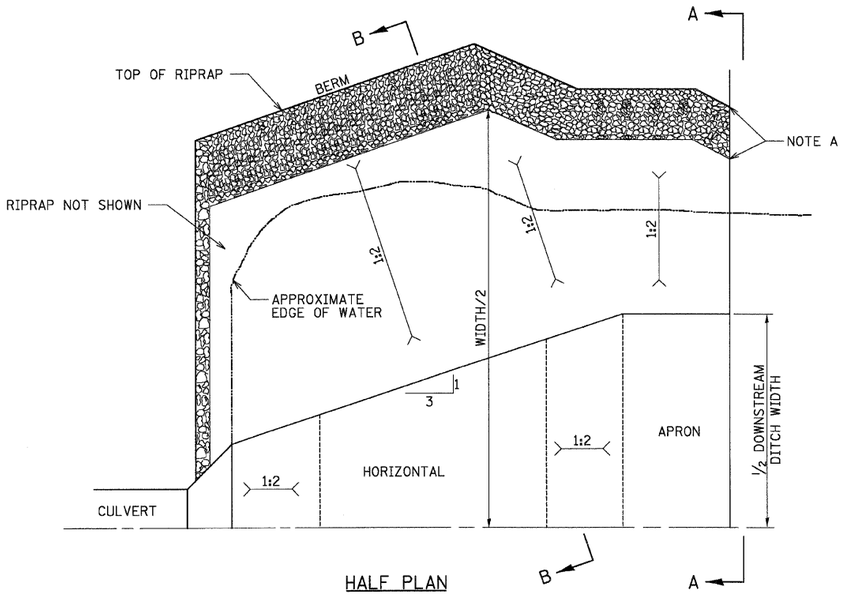
12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	124
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

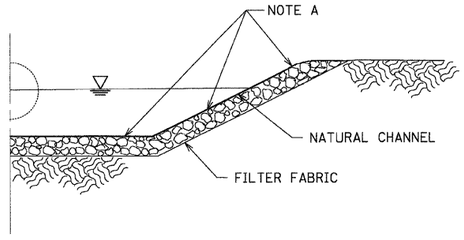
CONTRACT NO. 76631



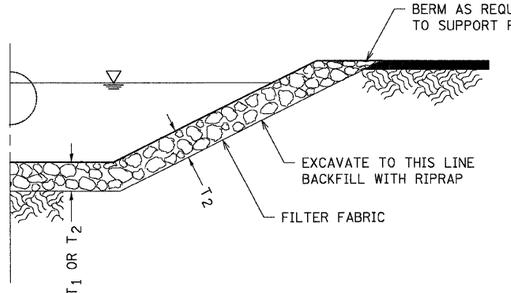
℄ SECTION



HALF PLAN



SECTION A-A



SECTION B-B

EARTH EXCAVATION FOR ENERGY DISSIPATING BASINS

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE DETAIL TO THE LENGTH, WIDTH, AND DEPTH DETERMINED BY THE ENGINEER. THE EARTH EXCAVATION WILL BE UTILIZIED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.

THE EARTHWORK WILL NOT BE PAID FOR SEPARATELY. IT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE PER METRIC TON FOR "RIPRAP FOR STILLING BASIN".

ENERGY DISSIPATING BASINS SHALL BE CONSTRUCTED AT THE SAME TIME AS THE CULVERT OR DITCH.

ENERGY DISSIPATING BASINS ARE TO BE CONSTRUCTED AT LOCATIONS LISTED IN THE TABLE ON THIS SHEET AND AS SHOWN IN THE PLANS.

RIPRAP FOR ENERGY DISSIPATING BASINS

RIPRAP FOR ENERGY DISSIPATING BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 OF THE STANDARD SPECIFICATIONS.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT WILL BE DETERMINED BY THE ENGINEER.

THE RIPRAP MATERIAL SHALL MEET A QUALITY DESIGNATION OF A AS DEFINED IN SECTION 1005.01 OF THE STANDARD SPECIFICATIONS.

BEDDING MATERIAL WILL NOT BE REQUIRED.

FILTER FABRIC WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER FOR "FILTER FABRIC".

STATION	SIDE	LOCATION	DISSIPATOR POOL LENGTH	APRON LENGTH	WIDTH (W)	hs	TOP OF BERM hs + ye + 300 mm	RIPRAP THICKNESS		RIPRAP CLASS	RIPRAP FOR STILLING BASIN	FILTER FABRIC
								T_1	T_2			
			m	m	m	m	m	mm	mm		m ton	sm
39+225	LT	FAP 310	5.4	1.9	13.4	0.4	2.0	1.0	0.8	A-5	203.4	101.1

• NOT APPLICABLE - SEE CROSS SECTION

NOTE A:

TRANSITION BASIN TO CONFORM TO THE NATURAL STREAM CHANNEL. TOP OF RIPRAP IN THE FLOOR OF THE BASIN SHOULD BE AT THE SAME ELEVATION OR LOWER THAN THE NATURAL CHANNEL BOTTOM AT SECTION " ℄ SECTION ".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENERGY DISSIPATING BASIN
FAP 310 (IL 255)
SECTION 60-15VB-1 & 2
MADISON COUNTY
DRAWN BY EBB
DATE CHECKED BY

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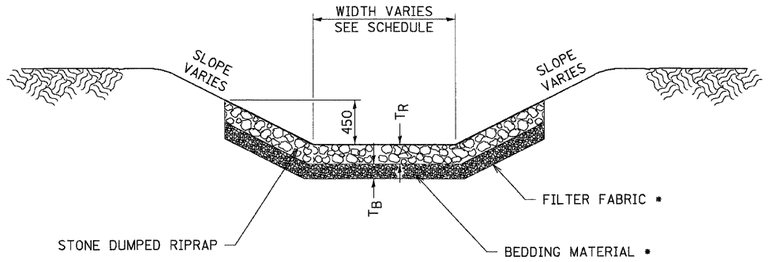
12/15/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1,2	MADISON	149	125
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634



RIPRAP CLASS	RIPRAP THICKNESS (T_R)	BEDDING THICKNESS (T_B)
B3	300 mm	*
A4	405 mm	150 mm
A5	560 mm	200 mm

* STONE DUMPED RIPRAP CLASS B3 HAS NO BEDDING MATERIAL AND REQUIRES NO FABRIC.

TYPICAL STONE RIPRAP DITCH LINING

NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STONE RIPRAP DITCH LINING
FAP 310 (IL 255)
SECTION 60-15VB-1 & 2
MADISON COUNTY
DRAWN BY EBB
DATE CHECKED BY

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12/15/2008

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1-2	MADISON	149	126
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
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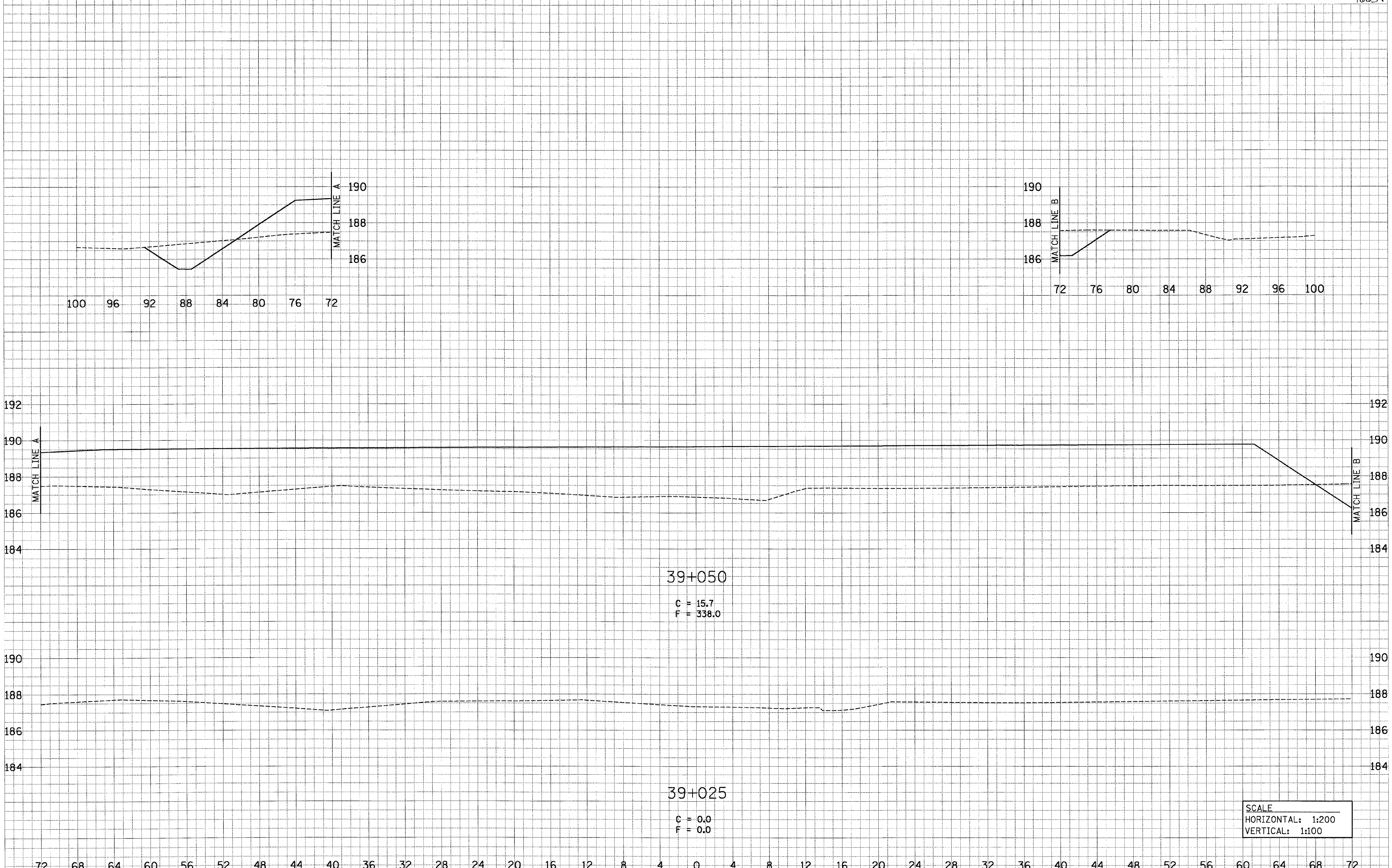

SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

FAP 310, STA 39+025 TO STA 39+050

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

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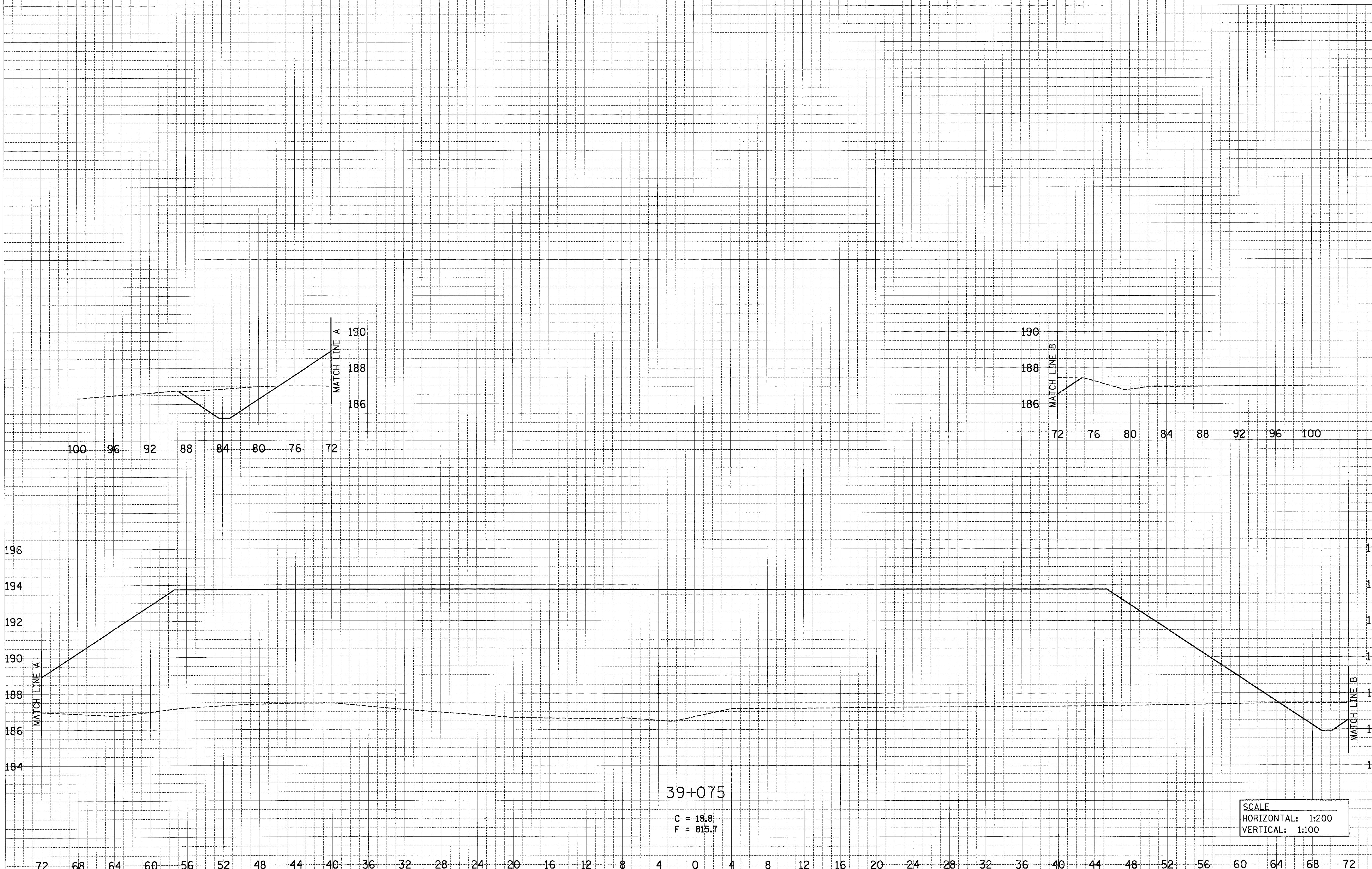
12/15/2008

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	127
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634

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

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



FAP 310, STA 39+075

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FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-102	MADISON	149	128
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76634	

12/15/2008

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

MATCH LINE A

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

MATCH LINE A

39+100

C = 12.3
F = 1132.4

SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

FAP 310, STA 39+100

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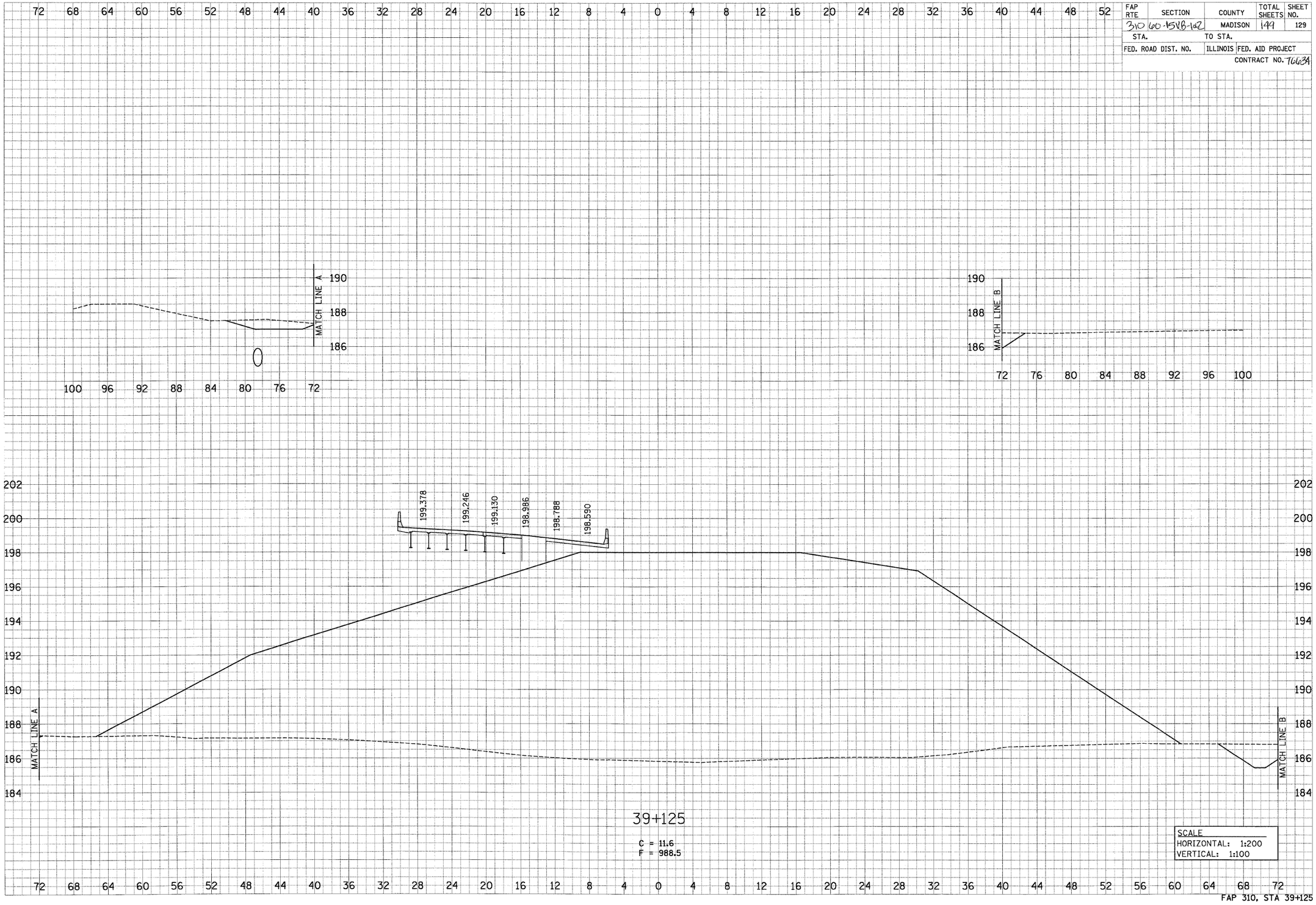
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-12	MADISON	149	129
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		CONTRACT NO. 76634		

12/15/2008

DATE	BY	
		SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		AREAS CHECKED

FINAL SURVEY
NOTE BOOK
NO.



FAP 310, STA 39+125

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

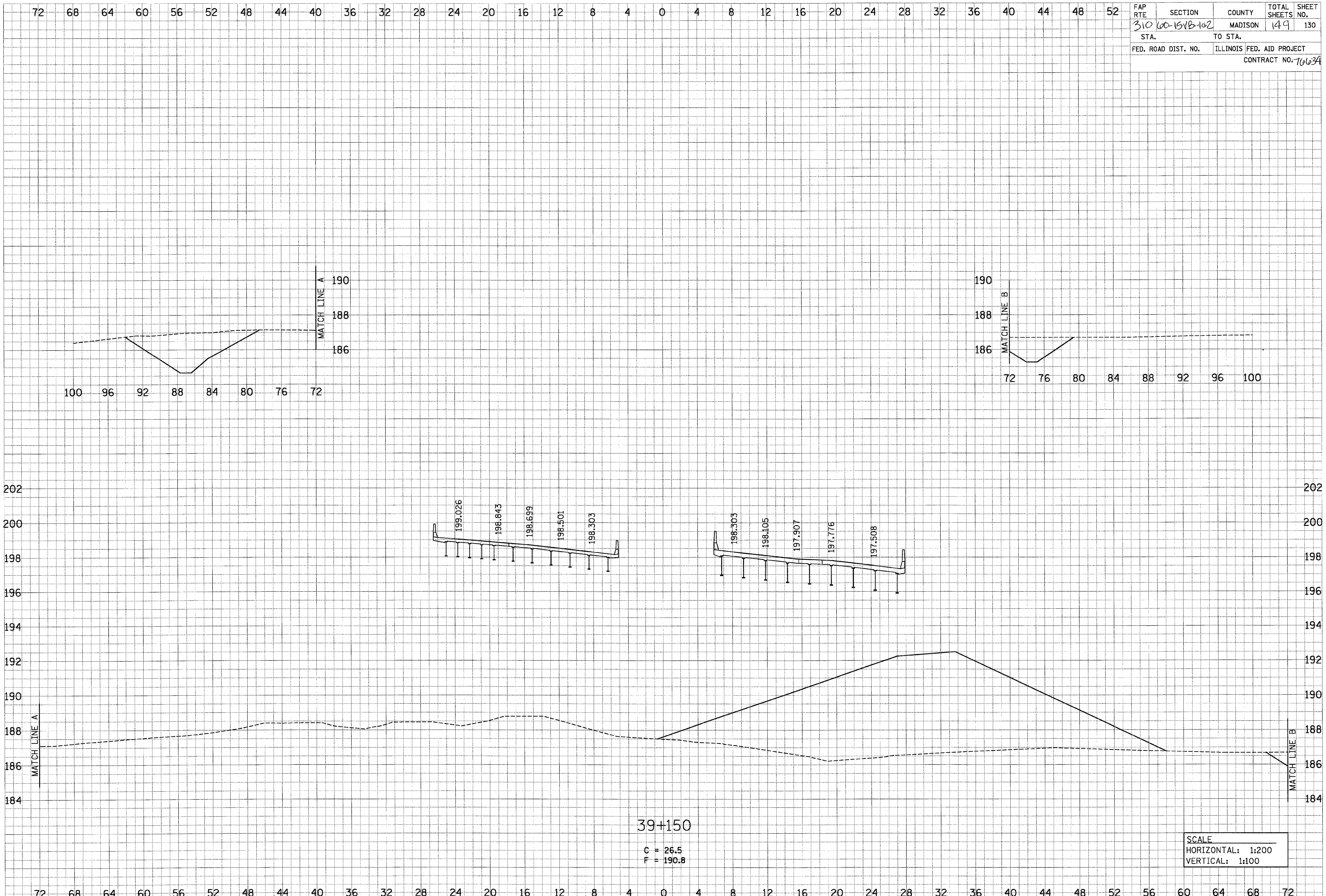
p:\Utilities\2020024\aRailroad-Bridge\ROADPLANS\xFAP310.dgn

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-102	MADISON	149	130

STA. TO STA.

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

CONTRACT NO. 76634



SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

FAP 310, STA 39+150

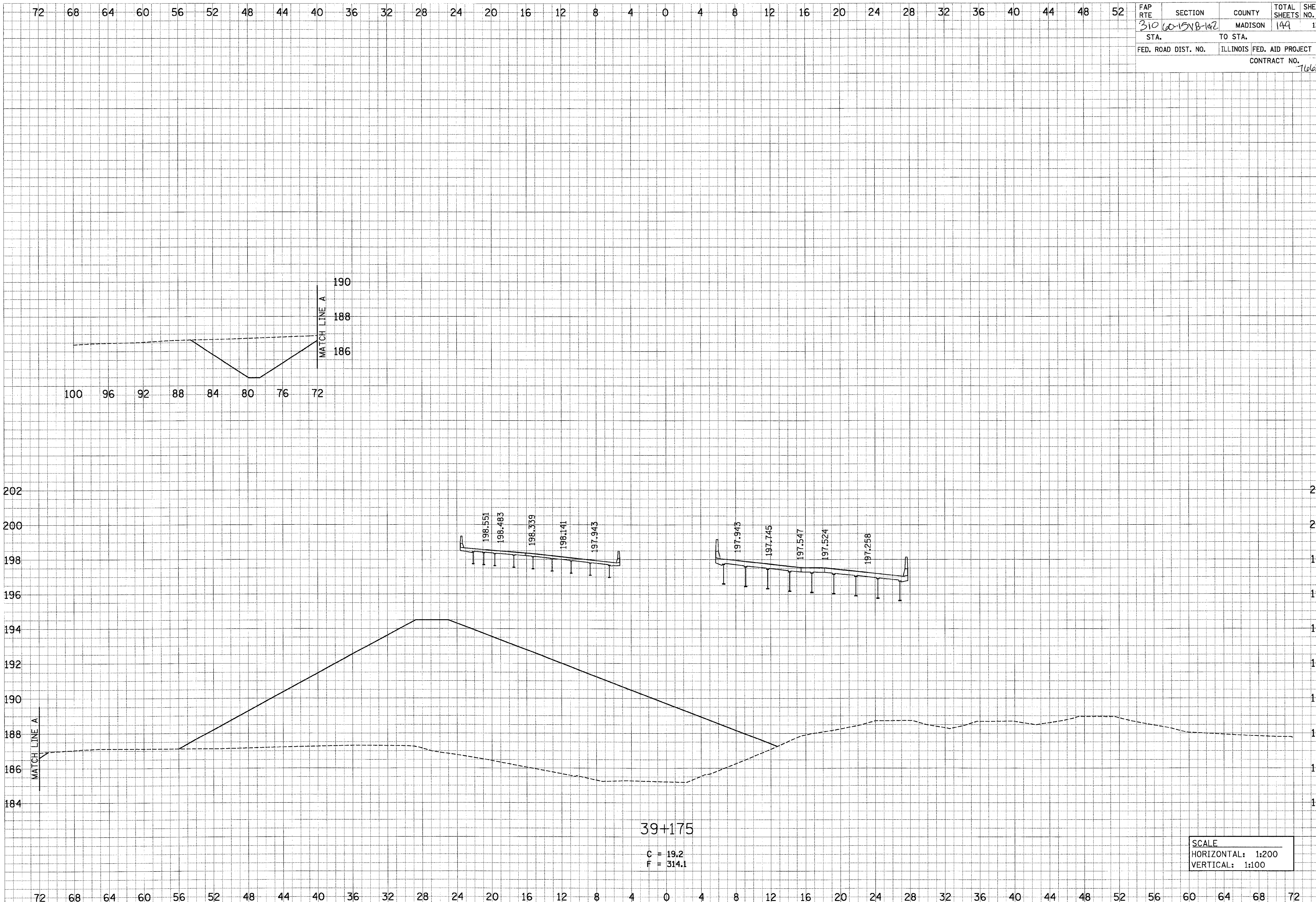
12/15/2008

p:\00files\000024\dRailroad-Bridge\ROADPLANS\xnFAP310.dgn

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

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

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-162	MADISON	149	131
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 76634		



SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

FAP 310, STA 39+175

12/15/2008

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

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

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FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3106	60-15VB-R2	MADISON	149	132
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76634	

12/15/2008

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

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

MATCH LINE A

MATCH LINE A

39+200

C = 4.9
F = 1020.1

SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

FAP 310, STA 39+200

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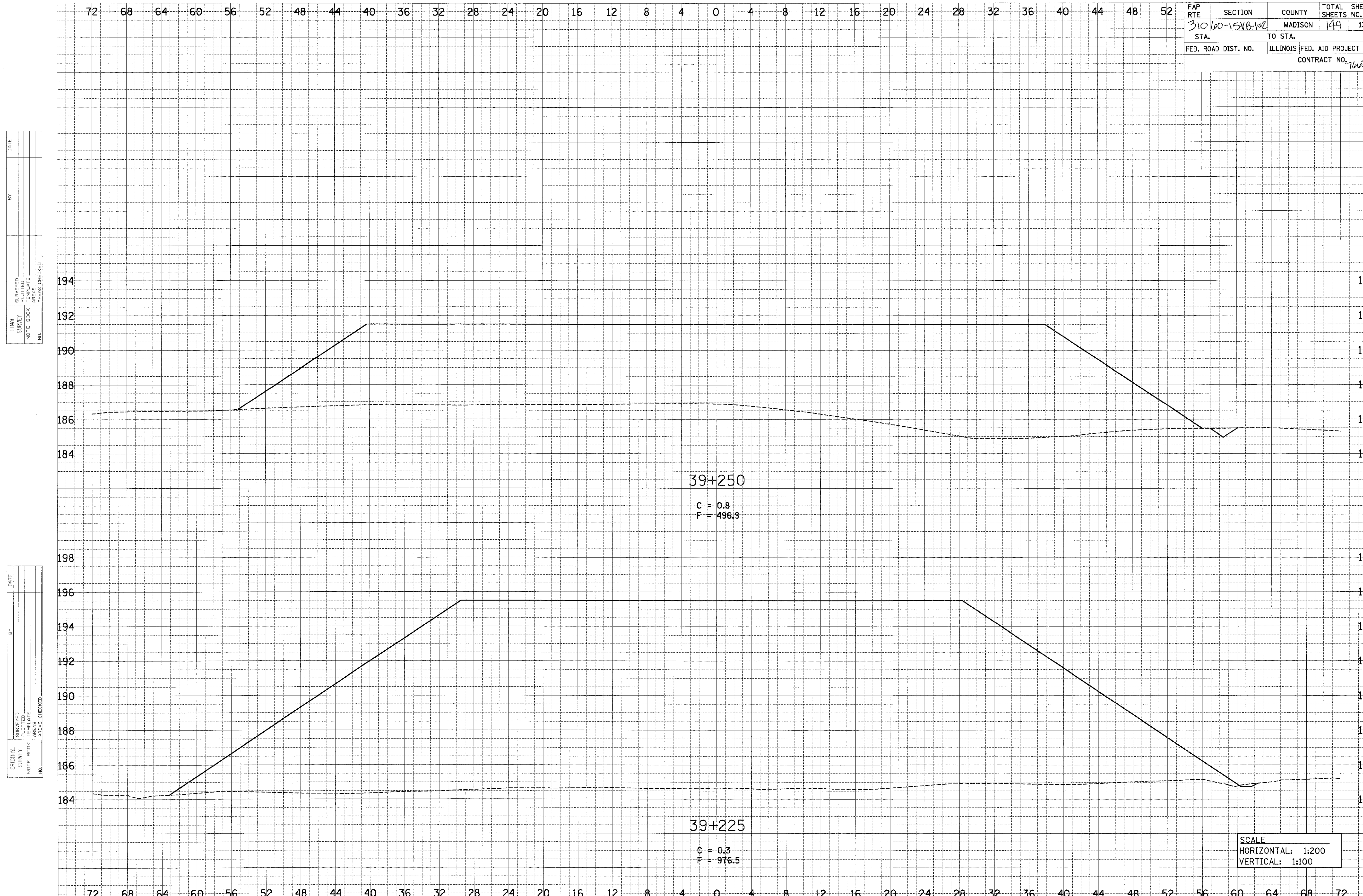
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	133
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 76634		



FAP 310, STA 39+225 TO STA 39+250

12/15/2008

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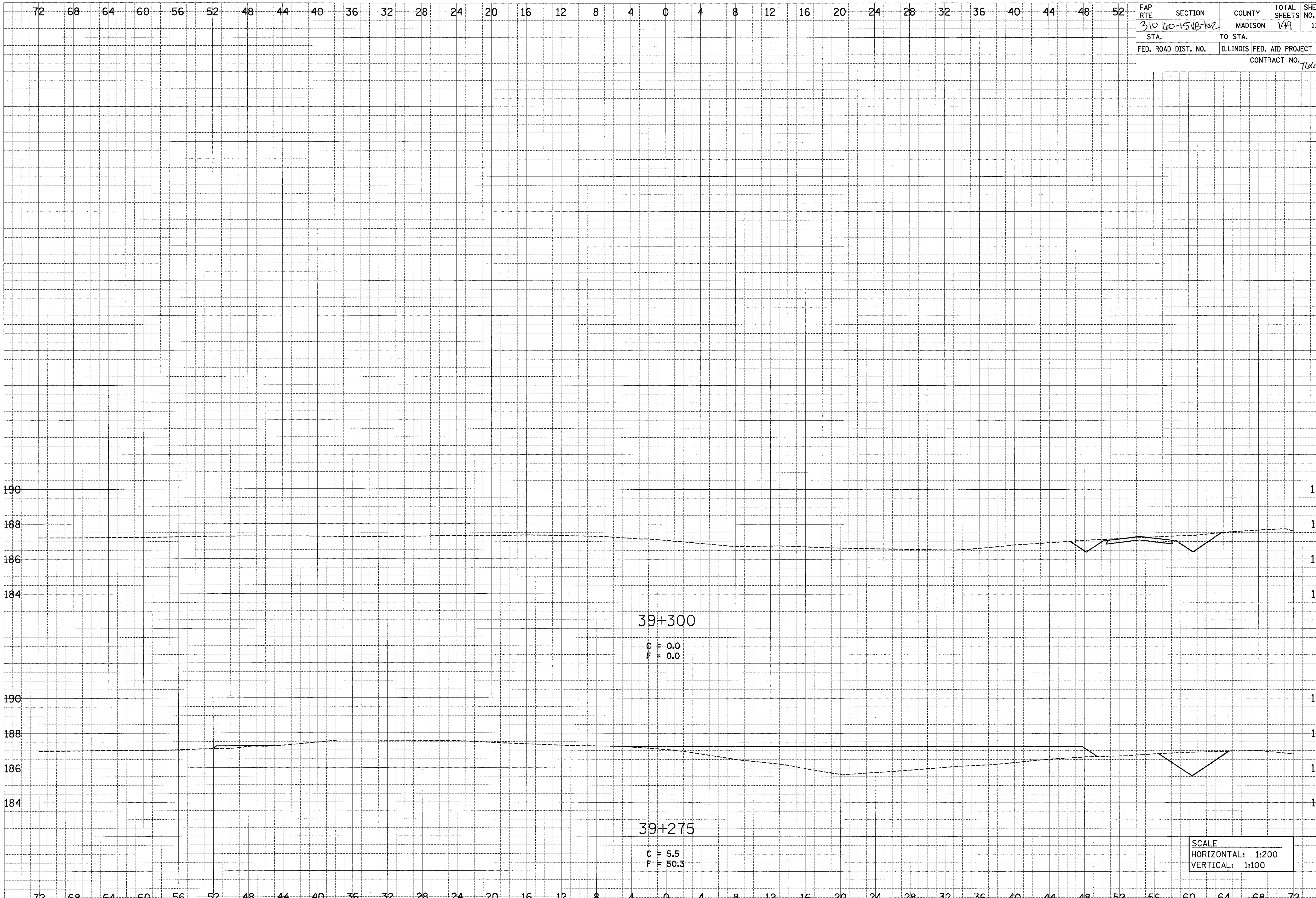
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	134
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76634	



FAP 310, STA 39+275 TO STA 39+300

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

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

12/15/2008

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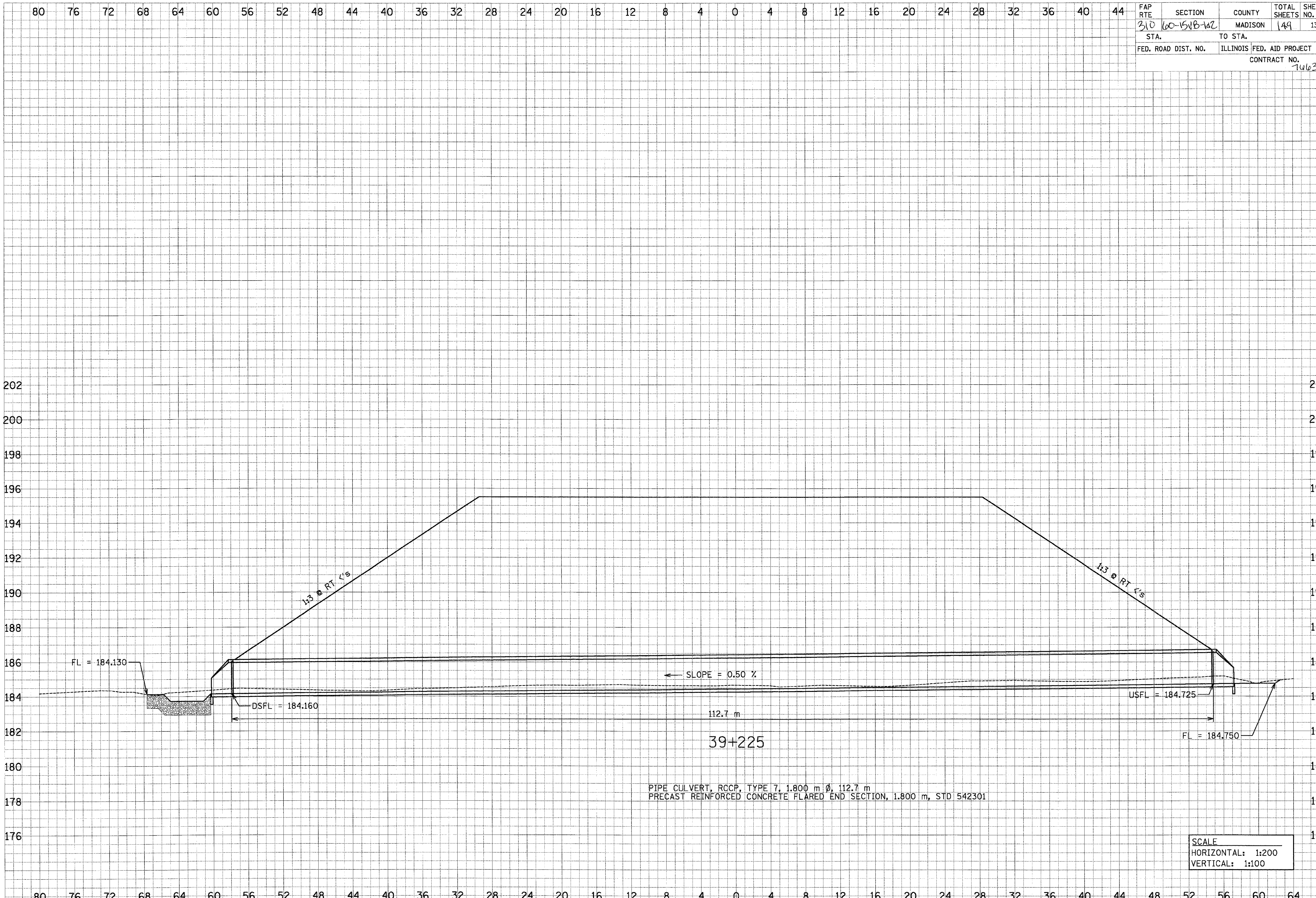
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-1548-162	MADISON	149	135
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 76634		

12/15/2008

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

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



PIPE CULVERT, RCCP, TYPE 7, 1.800 m Ø, 112.7 m
PRECAST REINFORCED CONCRETE FLARED END SECTION, 1.800 m, STD 542301

SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

IL 255 (FAP 310), CULVERT CROSS SECTION

p:\00files\000024\dRailroad-Bridge\ROADPLANS\xsCULVERTS.dgn

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	136
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 76634		

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

SPECIAL DITCH
1:3
1:3
SLOPE = 0.70 %
USFL = 184.860
28.3 m
DSFL = 184.660
SPECIAL DITCH

STA 0+070 (RAMP D)
PIPE CULVERT, RCCP, TYPE 5, 1.050 m Ø (JACKED), 28.3 m
PRECAST REINFORCED CONCRETE FLARED END SECTION, 1.050 m, STD 542301

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

SPECIAL DITCH
1:3
1:3
SLOPE = 0.70 %
USFL = 185.100
28.8 m
DSFL = 184.900
SPECIAL DITCH

STA 0+330 (RAMP C)
PIPE CULVERT, RCCP, TYPE 5, 1.200 m Ø (JACKED), 28.8 m
PRECAST REINFORCED CONCRETE FLARED END SECTION, 1.200 m, STD 542301

SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

IL 255 (FAP 310), CULVERT CROSS SECTION

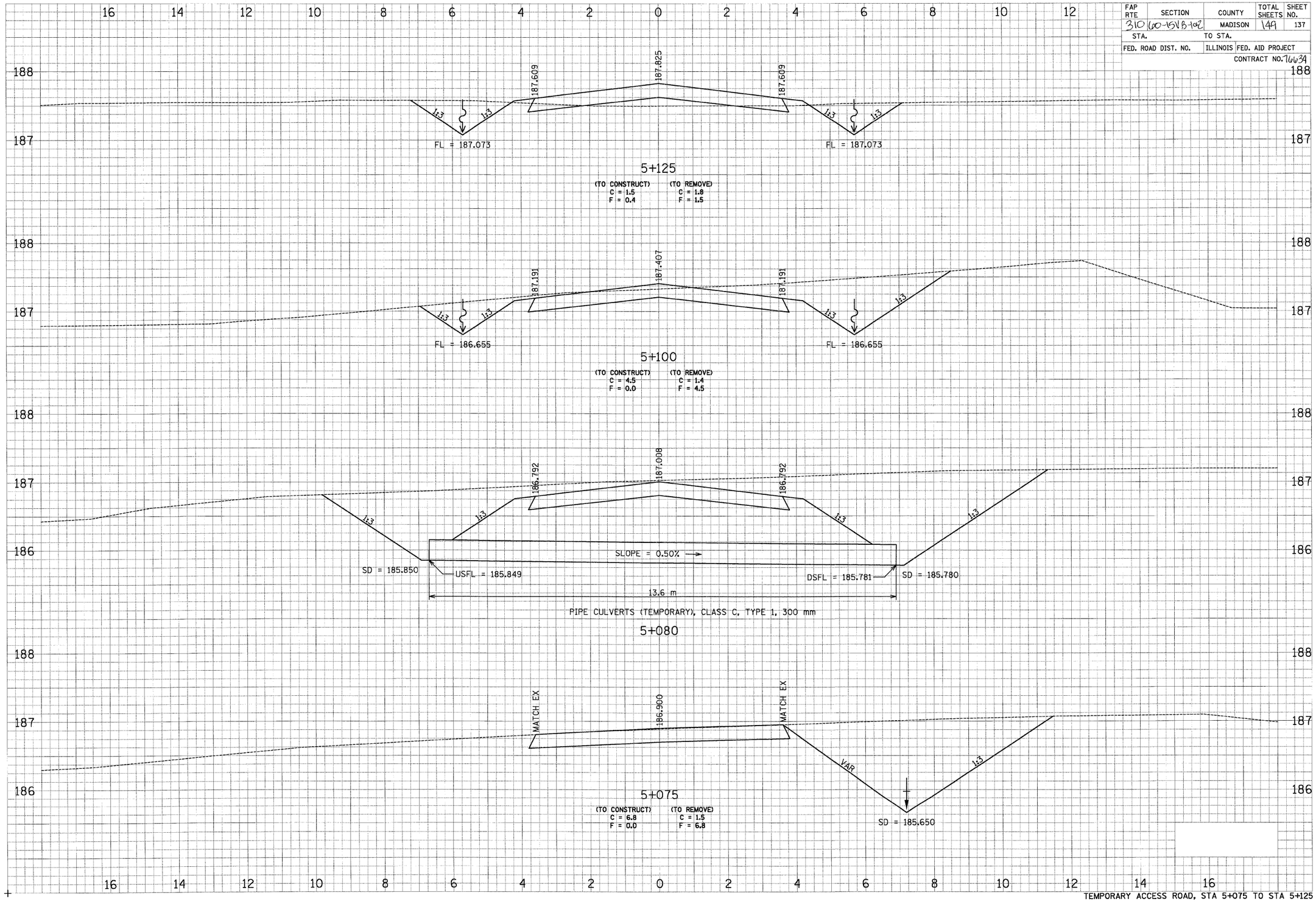
p:\00files\000024\dRailroad-Bridge\ROADPLANS\xsCULVERTS.dgn

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-6VB-102	MADISON	149	137
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76634	

12/15/2008

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

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



TEMPORARY ACCESS ROAD, STA 5+075 TO STA 5+125

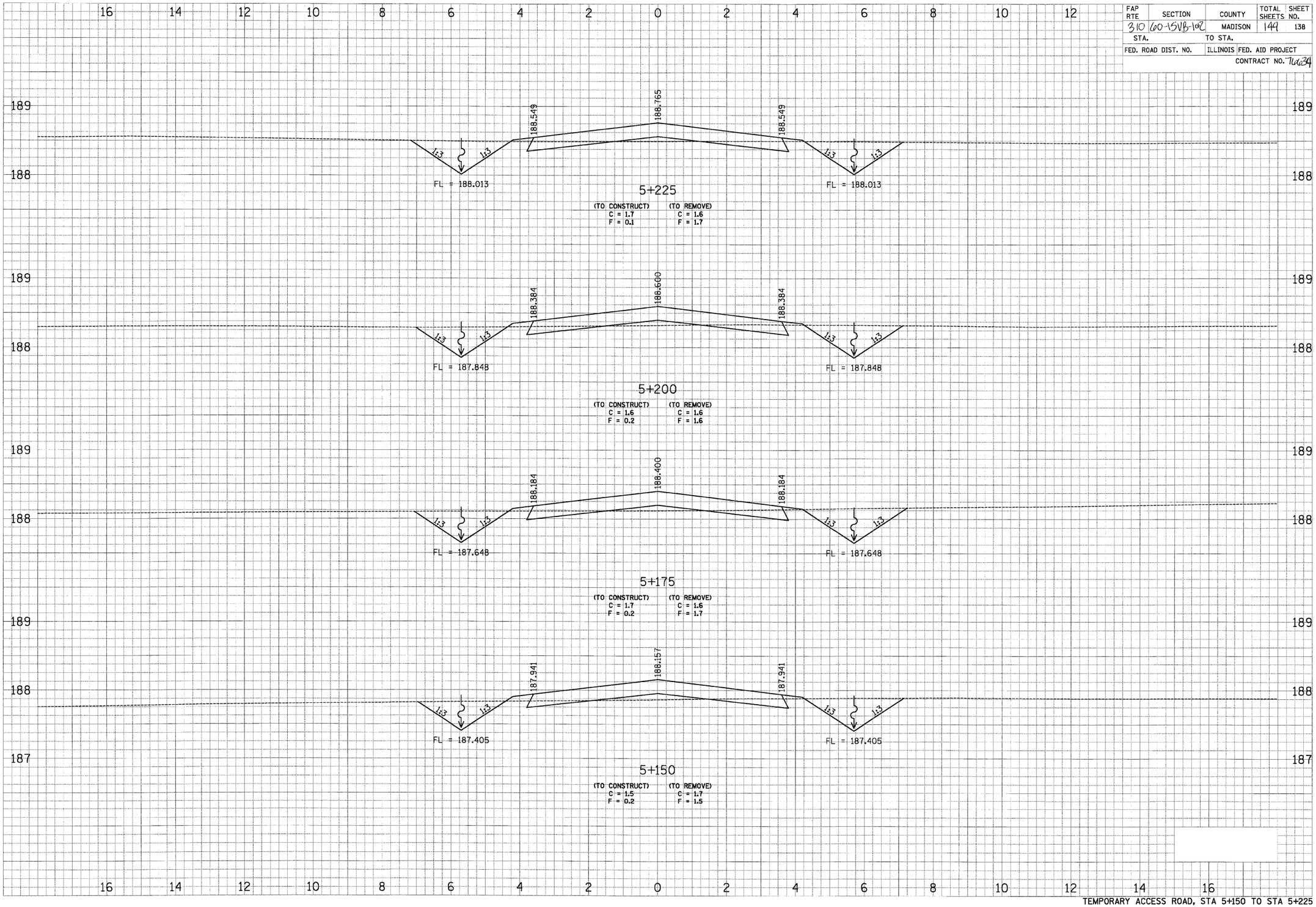
p:\00files\200224\rail-road-Bridge\ROADPLANS\xsACCESSRD.dgn

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-12	MADISON	149	138
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634

12/15/2008

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



TEMPORARY ACCESS ROAD, STA 5+150 TO STA 5+225

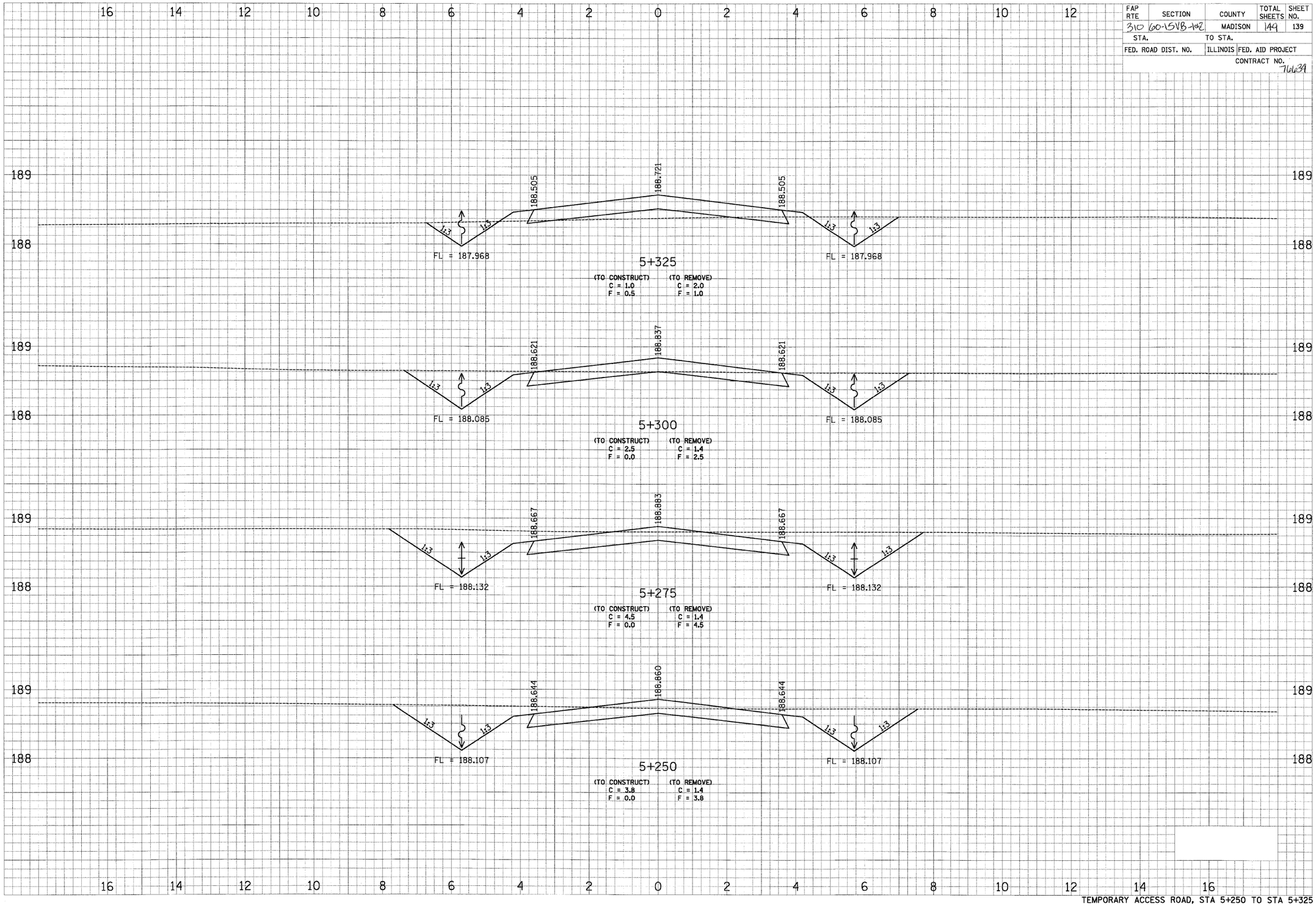
p:\00files\A002024\Railroad Bridge\ROADPLANS\vsACCESSRD.dgn

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-12	MADISON	149	139
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76639

12/15/2008

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

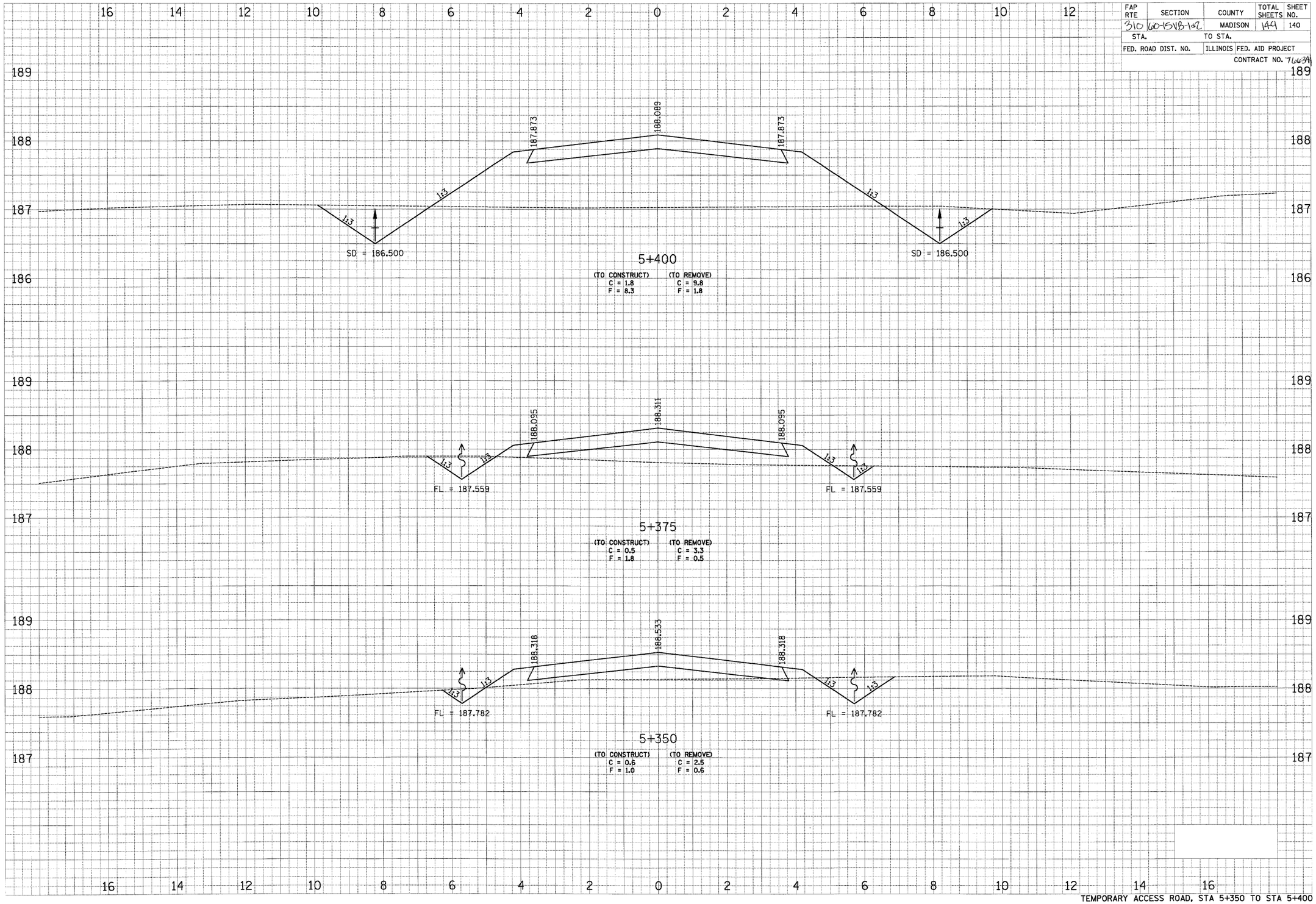


TEMPORARY ACCESS ROAD, STA 5+250 TO STA 5+325

p:\20files\020024\dRailroad-Bridge\ROADPLANS\xsACCESSRD.dgn

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-02	MADISON	149	140
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76634



TEMPORARY ACCESS ROAD, STA 5+350 TO STA 5+400

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

FINAL SURVEY

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

ORIGINAL SURVEY

12/15/2008

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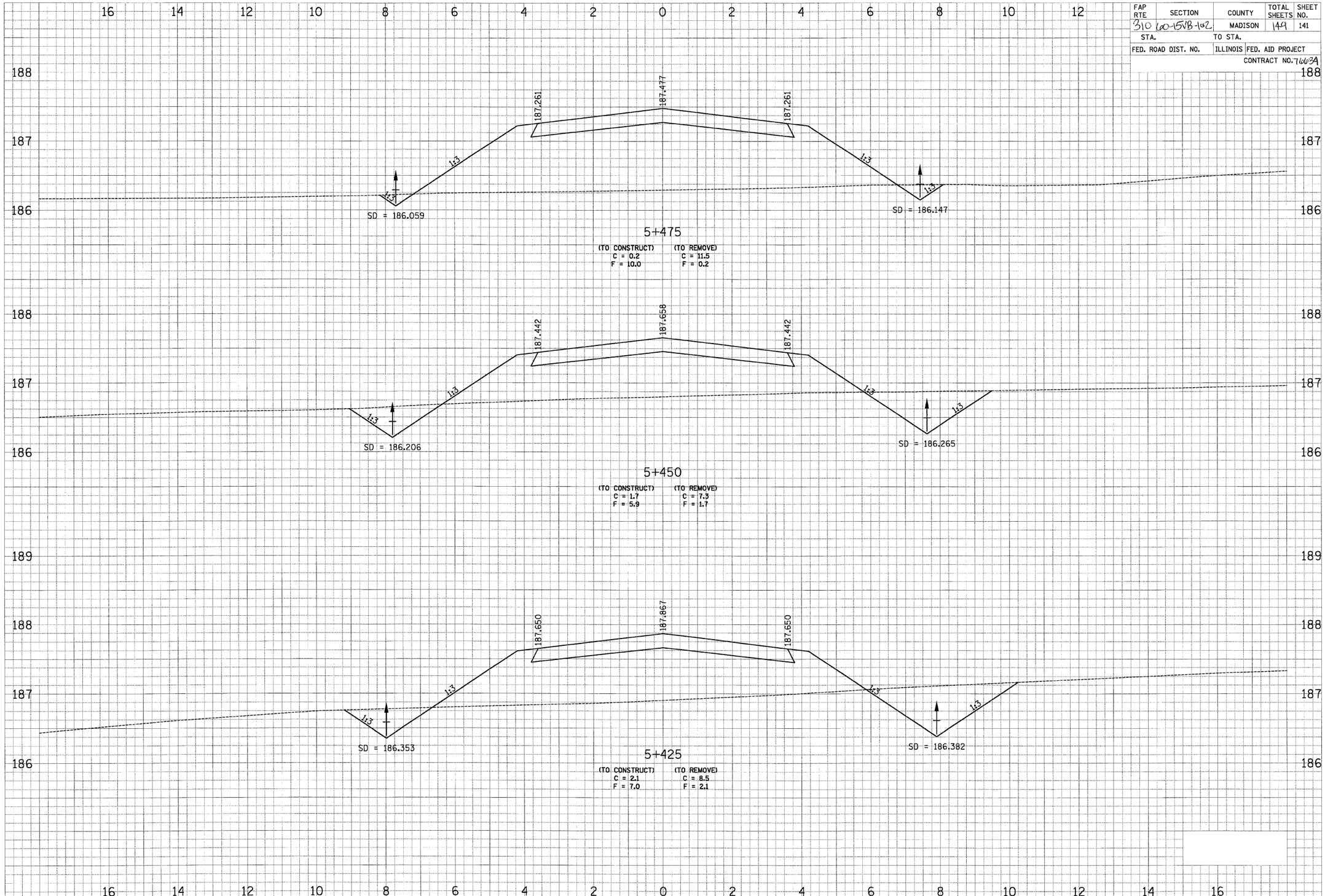
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-102	MADISON	149	141
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76034	



TEMPORARY ACCESS ROAD, STA 5+425 TO STA 5+475

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

12/15/2008

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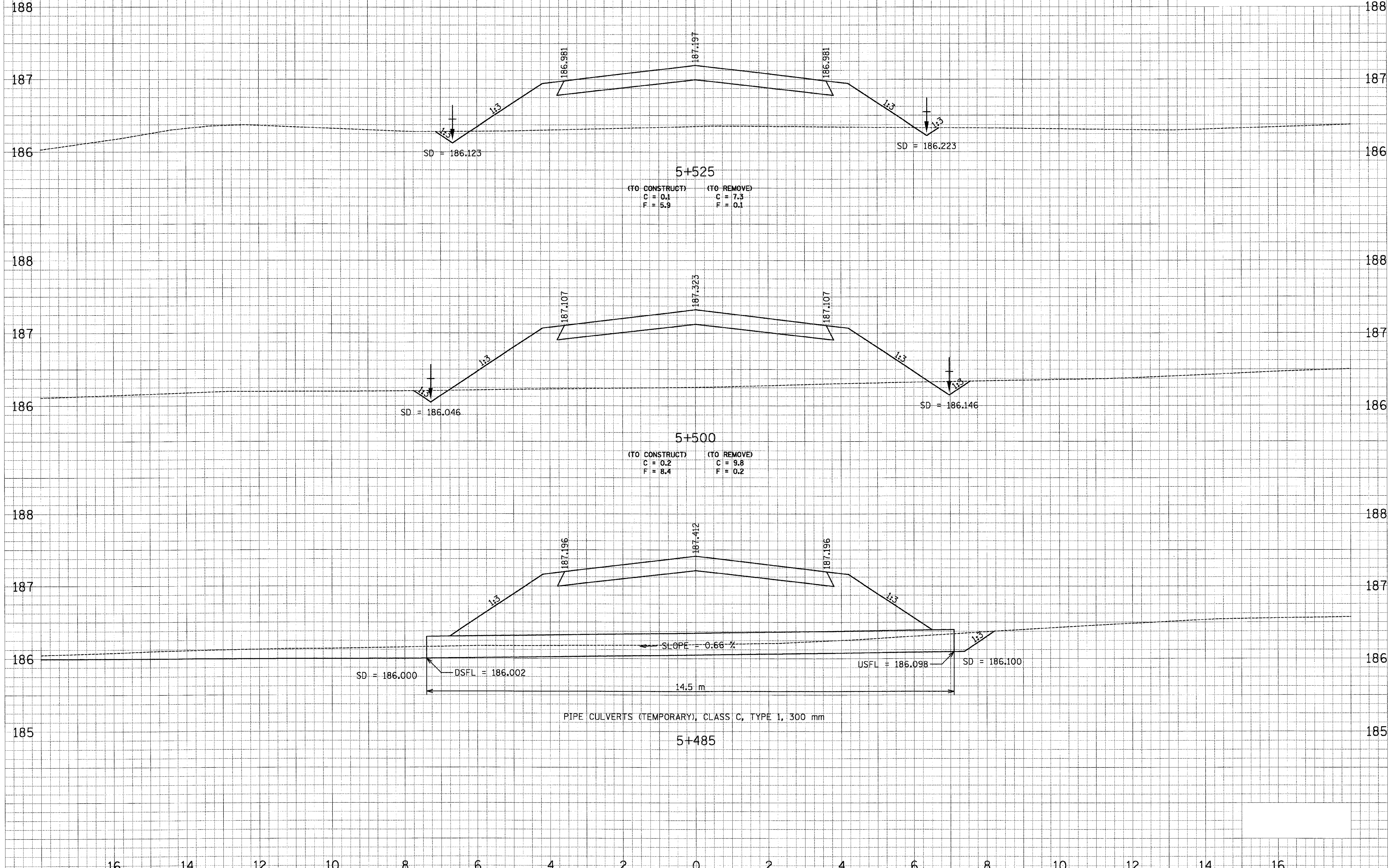
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	142
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 76G3A



TEMPORARY ACCESS ROAD, STA 5+485 TO STA 5+525

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

12/15/2008

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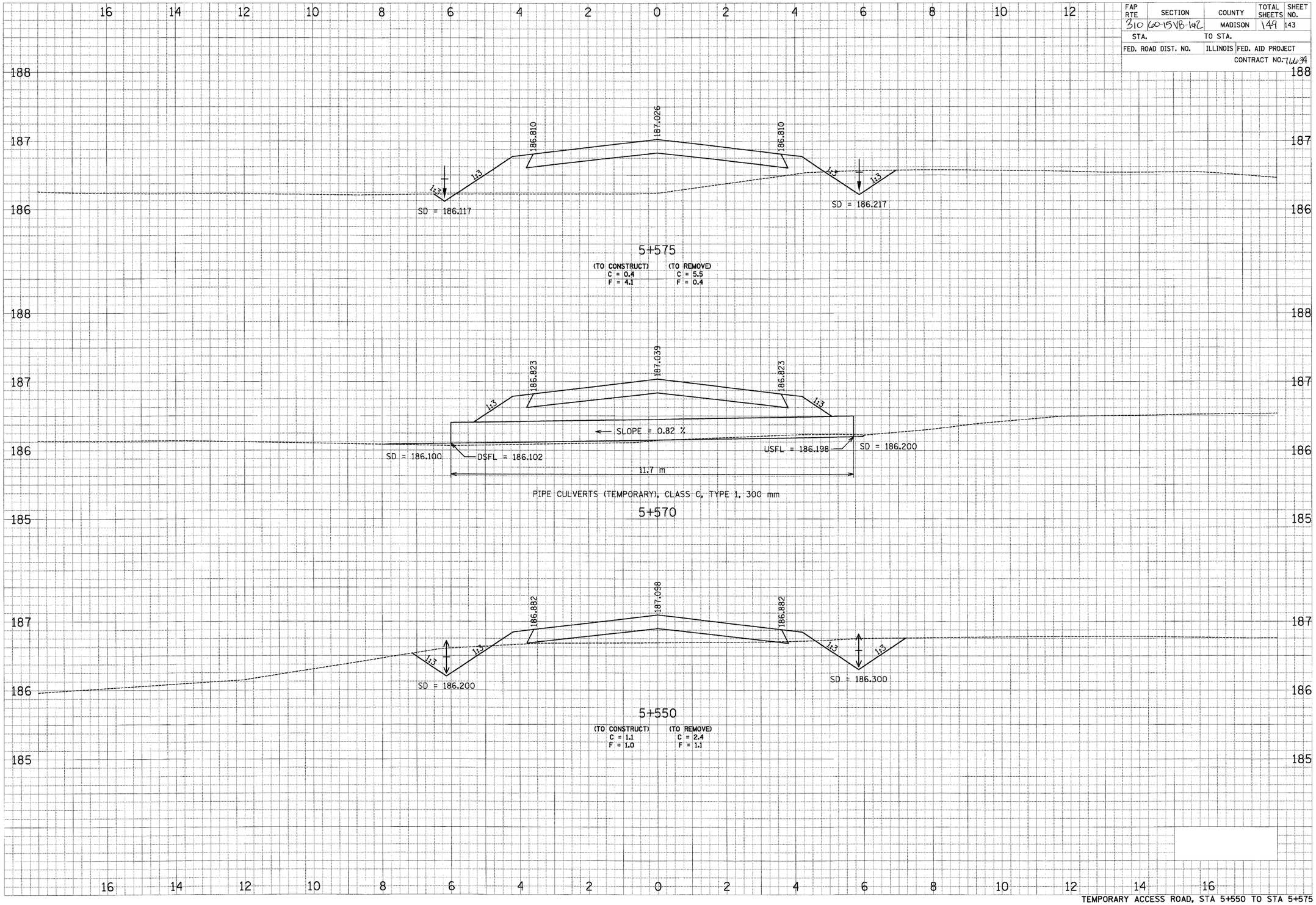
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-19Z	MADISON	149	143
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76034	

12/15/2008

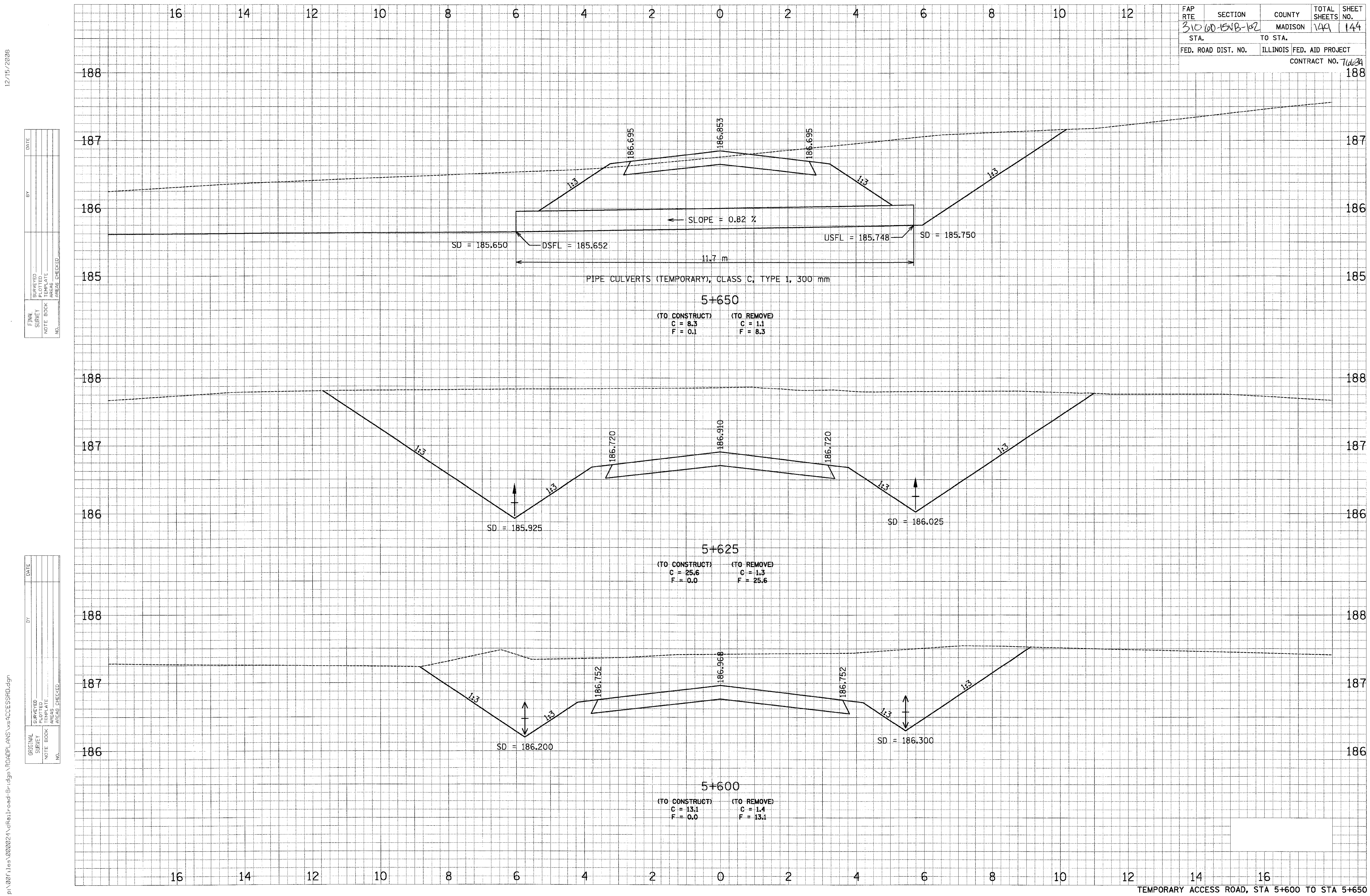
FINAL SURVEY	NOTE BOOK	NO.	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE



TEMPORARY ACCESS ROAD, STA 5+550 TO STA 5+575

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

p:\02*files\020224\dRoad-cad-Bridge\ROADPLANS\xsACCESSRD.dgn



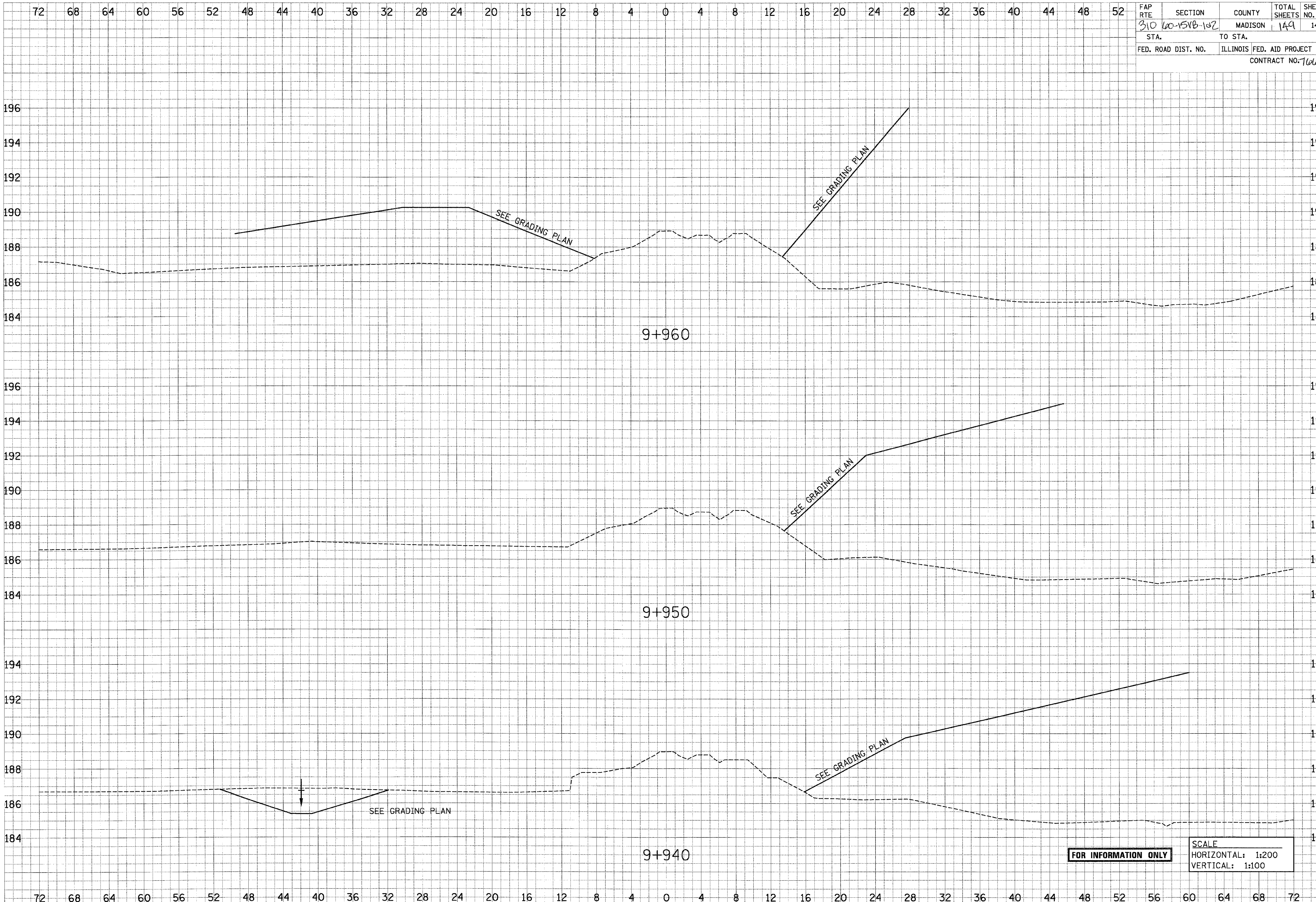
TEMPORARY ACCESS ROAD, STA 5+600 TO STA 5+650

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	145

STA. TO STA.

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

CONTRACT NO. 76634



RAILROAD NO. 1, STA 9+940 TO STA 9+960

12/15/2008

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

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

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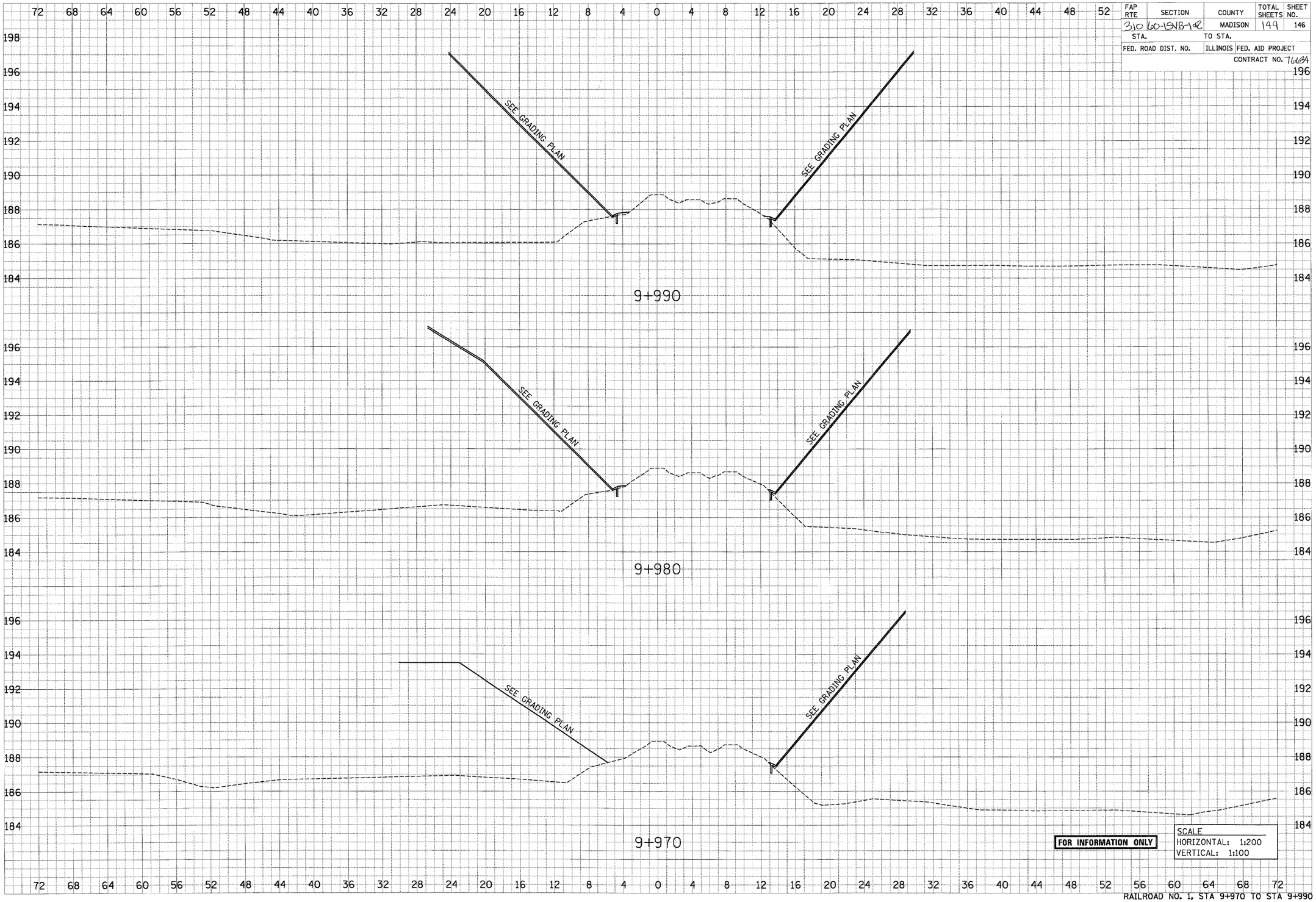
12/15/2008

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-1SNB-12	MADISON	149	146
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76684	

FINAL SURVEY	ORIGINAL SURVEY
NOTE BOOK	NOTE BOOK
NO.	NO.

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	



RAILROAD NO. 1, STA 9+970 TO STA 9+990

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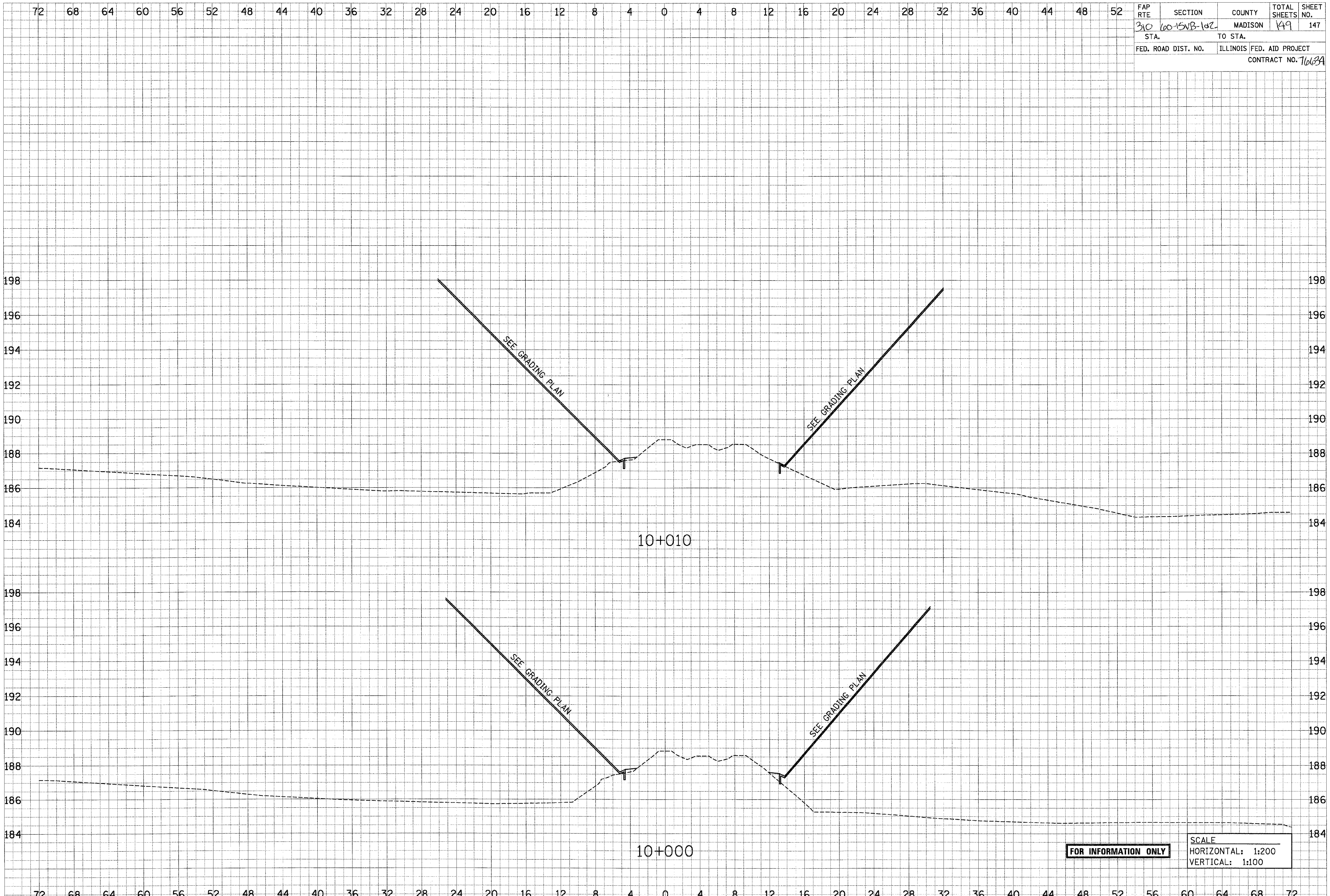
12/15/2008

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

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-102	MADISON	149	147
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76634	



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

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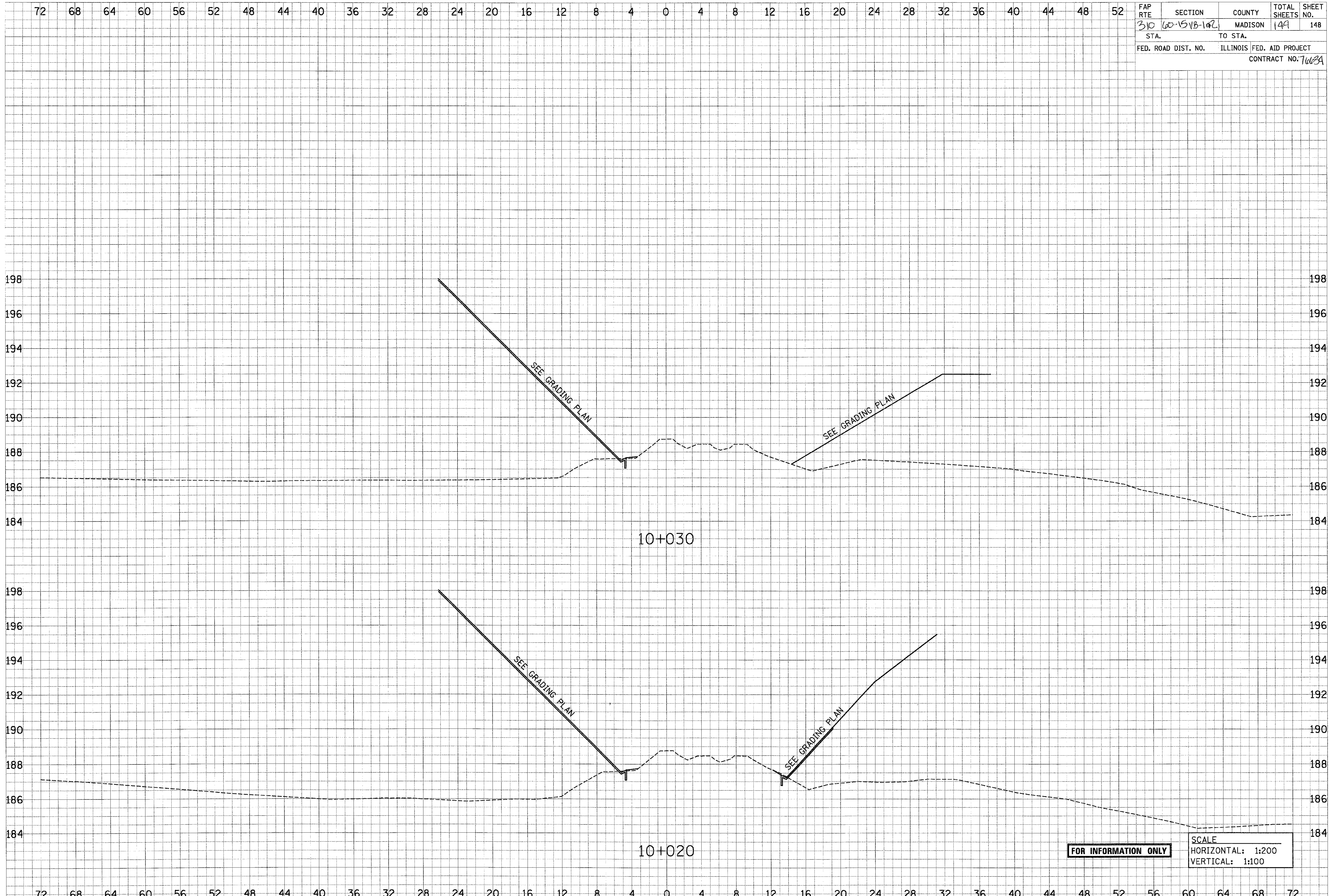
RAILROAD NO. 1, STA 10+000 TO STA 10+010

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15VB-1&2	MADISON	149	148

STA. TO STA.

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

CONTRACT NO. 76634



RAILROAD NO. 1, STA 10+020 TO STA 10+030

12/15/2008

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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

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-5VB-19Z	MADISON	149	149
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76483	

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

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

12/15/2008

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72 68 64 60 56 52 48 44 40 36 32 28 24 20 16 12 8 4 0 4 8 12 16 20 24 28 32 36 40 44 48 52 56 60 64 68 72

198 196 194 192 190 188 186 184

SEE GRADING PLAN

10+050

SEE GRADING PLAN

SEE GRADING PLAN

10+040

FOR INFORMATION ONLY

SCALE
HORIZONTAL: 1:200
VERTICAL: 1:100

RAILROAD NO. 1, STA 10+040 TO STA 10+050