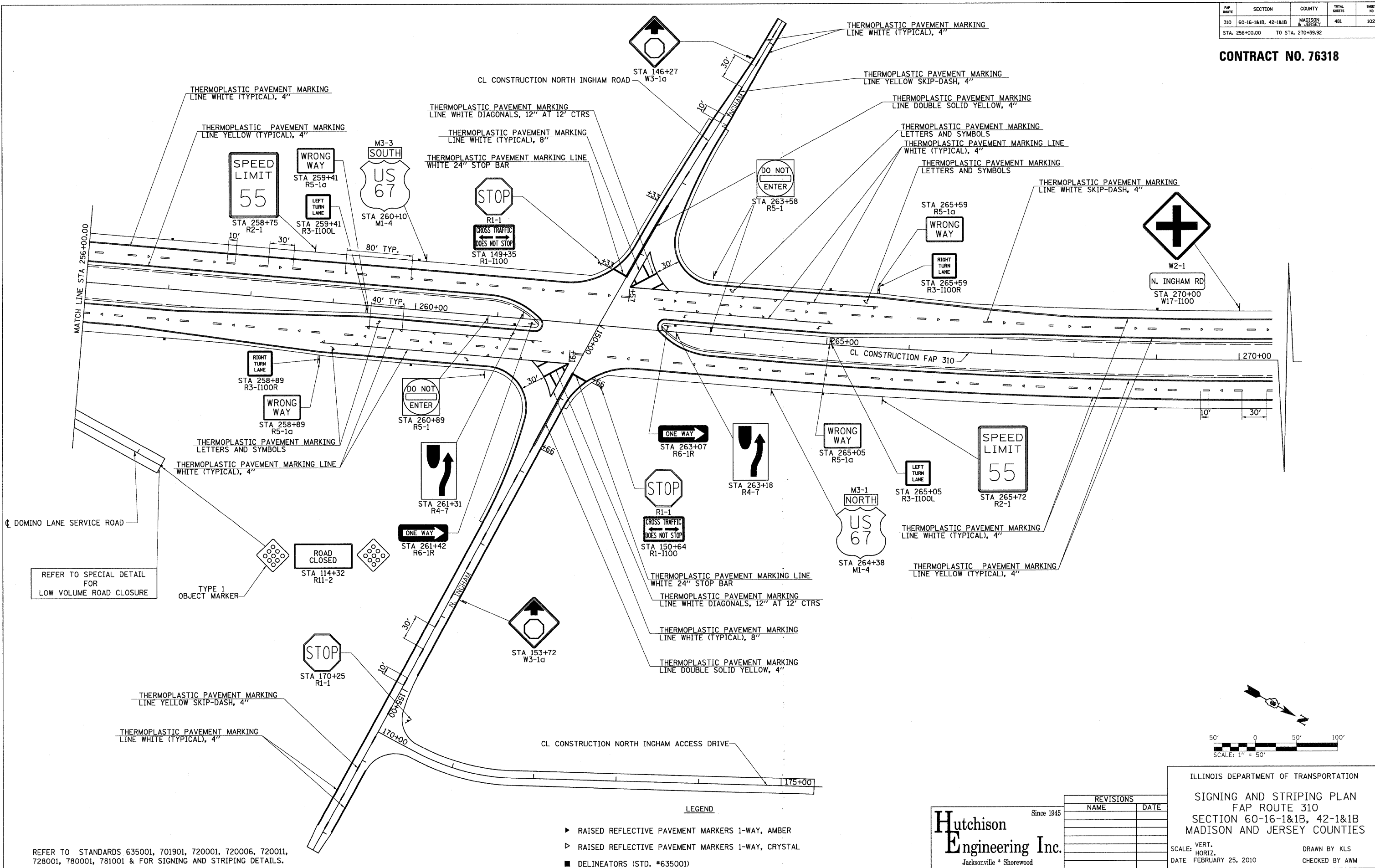


FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-16-1&1B, 42-1&1B	MADISON & JERSEY	481	102
STA. 256+00.00		TO STA. 270+39.92		

**CONTRACT NO. 76318**

PLAN	DATE	BY
STRIPPED		
PLOTTED		
REVISIONS		
RT OF WAY CHECKED		
CADD FILE NAME		
NO.		



REFER TO SPECIAL DETAIL FOR LOW VOLUME ROAD CLOSURE

REFER TO STANDARDS 635001, 701901, 720001, 720006, 720011, 728001, 780001, 781001 & FOR SIGNING AND STRIPING DETAILS.

- LEGEND**
- ▶ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, AMBER
  - ▶ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, CRYSTAL
  - DELINEATORS (STD. #635001)

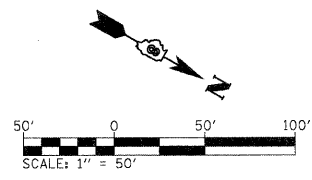
**Hutchison Engineering Inc.**  
 Since 1945  
 Jacksonville \* Shorewood

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP ROUTE 310  
 SECTION 60-16-1&1B, 42-1&1B  
 MADISON AND JERSEY COUNTIES

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE FEBRUARY 25, 2010

DRAWN BY KLS  
 CHECKED BY AWM



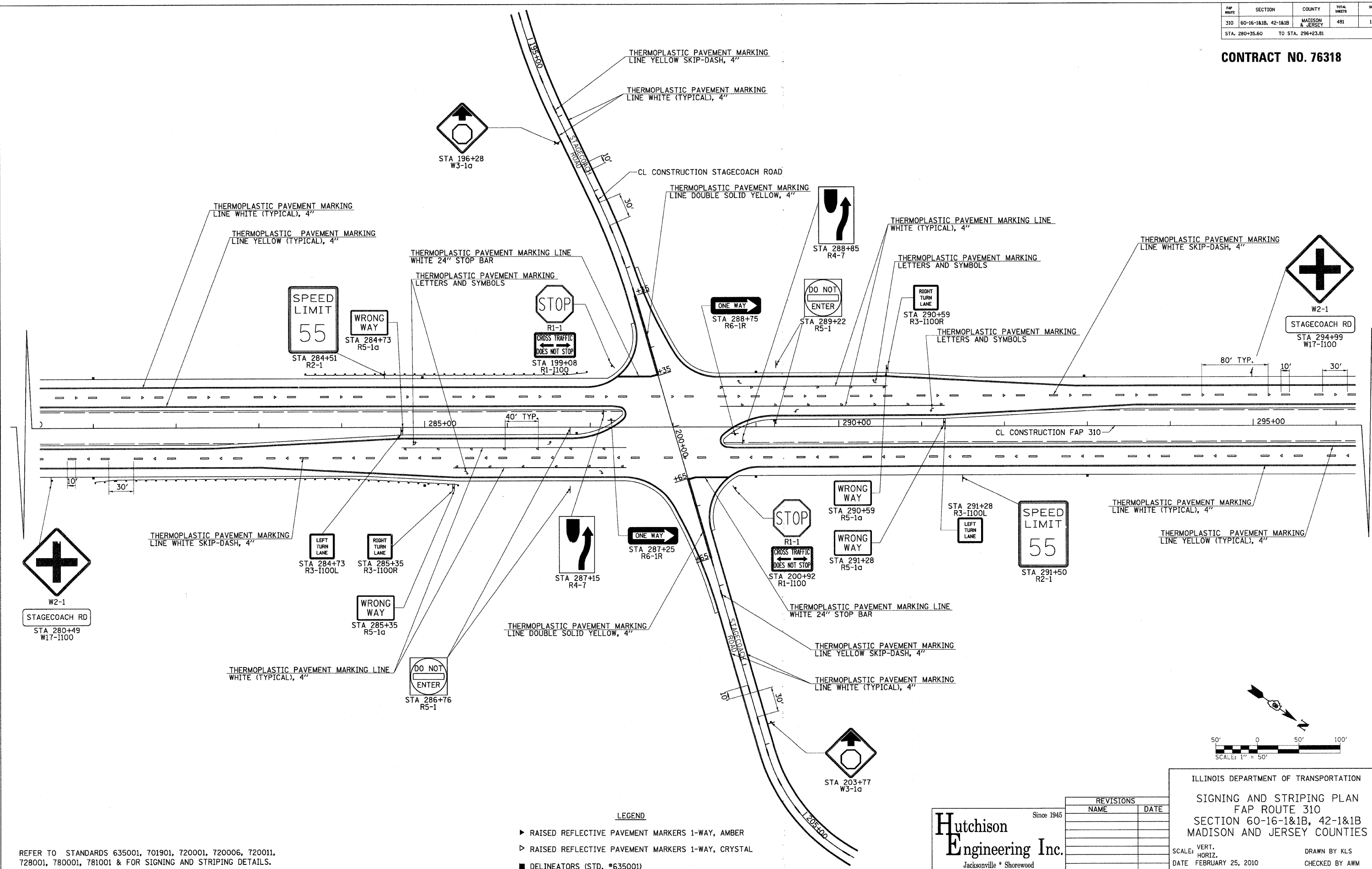
2104pnk004d

PLOT DATE: \*DATE-TIME\*

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-16-1&1B, 42-1&1B	MADISON & JERSEY	481	103
STA. 280+35.60		TO STA. 296+23.81		

CONTRACT NO. 76318

PLAN	DATE
SURVEYED	
DESIGNED	
CHECKED	
DATE	
BY	
NOTE BOOK	
NO.	
ADD. FILE NAME	



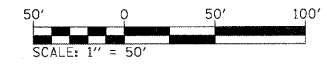
REFER TO STANDARDS 635001, 701901, 720001, 720006, 720011, 728001, 780001, 781001 & FOR SIGNING AND STRIPING DETAILS.

- LEGEND**
- ▶ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, AMBER
  - ▷ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, CRYSTAL
  - DELINEATORS (STD. #635001)

**Hutchison Engineering Inc.**  
 Since 1945  
 Jacksonville \* Shorewood

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP ROUTE 310  
 SECTION 60-16-1&1B, 42-1&1B  
 MADISON AND JERSEY COUNTIES  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE FEBRUARY 25, 2010  
 DRAWN BY KLS  
 CHECKED BY AWM

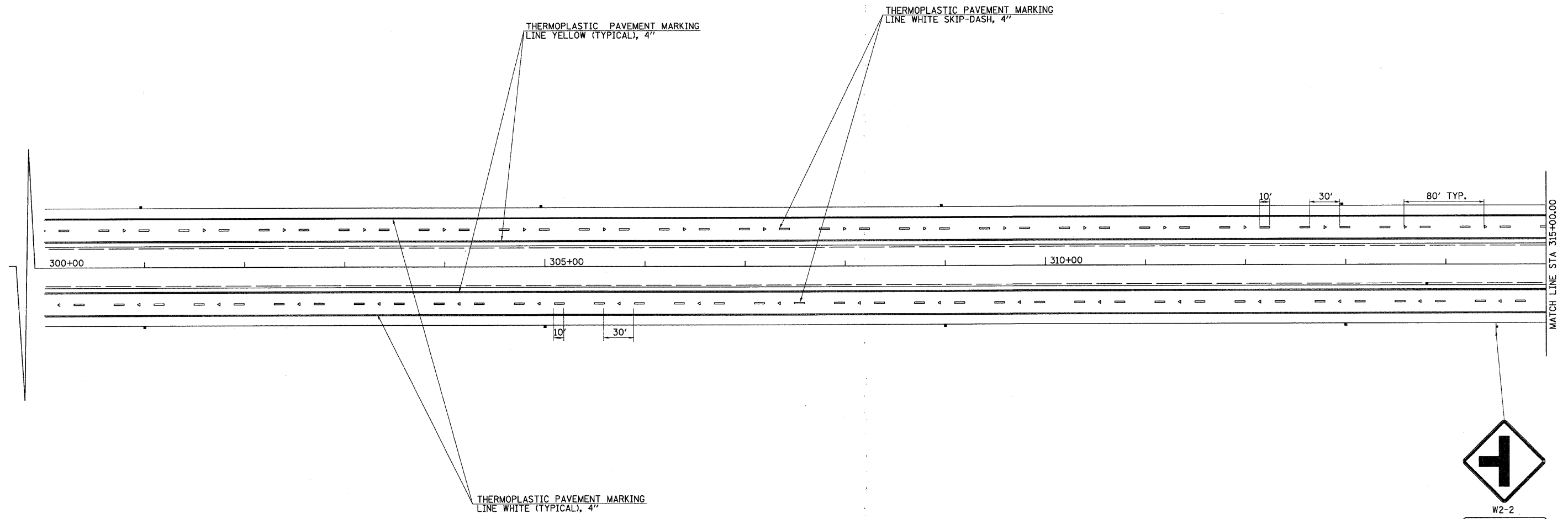


PLOT DATE: \*DATE-TIME\*

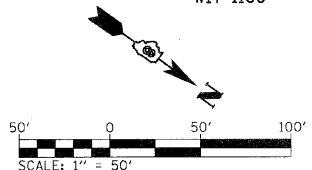
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-16-1&1B, 42-1&1B	MADISON & JERSEY	481	104
STA. 300+00.00 TO STA. 315+00.00				

**CONTRACT NO. 76318**

PLAN	SURVEYED	DATE
NO.	BY	
	NOTED	
	DESIGNED	
	CHECKED	
	DATE	



W2-2  
TRINITY LANE  
STA 314+50  
W17-1100



REFER TO STANDARDS 635001, 701901, 720001, 720006, 720011, 728001, 780001, 781001 & FOR SIGNING AND STRIPING DETAILS.

- LEGEND**
- ▶ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, AMBER
  - ▷ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, CRYSTAL
  - DELINEATORS (STD. #635001)

**Hutchison Engineering Inc.**  
Since 1945  
Jacksonville \* Shorewood

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SIGNING AND STRIPING PLAN  
FAP ROUTE 310  
SECTION 60-16-1&1B, 42-1&1B  
MADISON AND JERSEY COUNTIES  
SCALE: VERT. HORIZ.  
DATE FEBRUARY 25, 2010  
DRAWN BY KLS  
CHECKED BY AWM

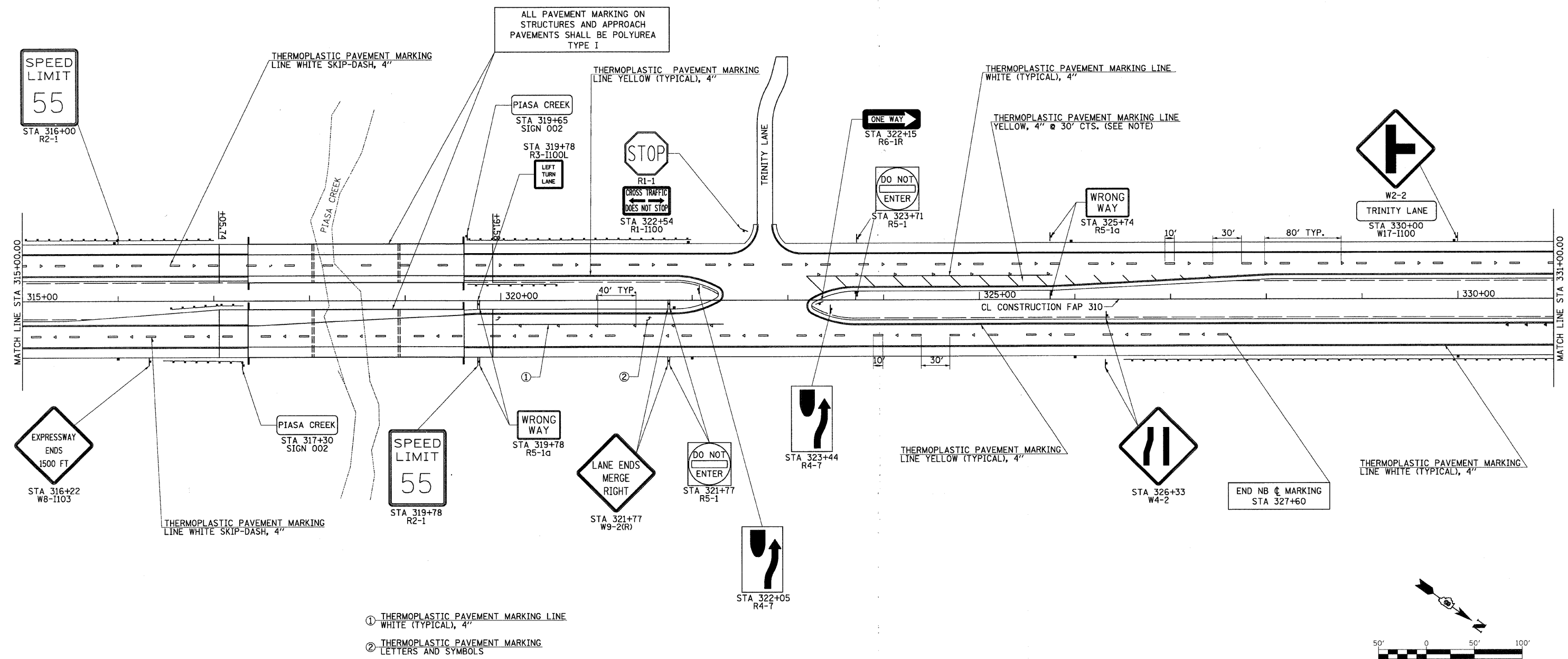
PLOT DATE: \*DATE-TIME\*

FAP NAME	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-16-1&1B, 42-1&1B	MADISON & JERSEY	481	105
STA. 315+00.00		TO STA. 331+00.00		

**CONTRACT NO. 76318**

NOTE: LEAVE 4" GAP BETWEEN EDGE LINES AND DIAGONALS

PLAN	DATE
SURVEYED	BY
PLANNED	BY
DESIGNED	BY
CHECKED	BY
NO. OF WAYS CHECKED	
CADD FILE NAME	



- ① THERMOPLASTIC PAVEMENT MARKING LINE WHITE (TYPICAL), 4"
- ② THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS

- LEGEND**
- ▶ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, AMBER
  - ▷ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, CRYSTAL
  - DELINEATORS (STD. #635001)

REFER TO STANDARDS 635001, 701901, 720001, 720006, 720011, 728001, 780001, 781001 & FOR SIGNING AND STRIPING DETAILS.

**Hutchison Engineering Inc.**  
 Since 1945  
 Jacksonville \* Shorewood

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLANS  
 FAP ROUTE 310  
 SECTION 60-16-1&1B, 42-1&1B  
 MADISON AND JERSEY COUNTIES

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE FEBRUARY 25, 2010

DRAWN BY KLS  
 CHECKED BY AWM

PLOT DATE: \*DATE-TIME\*

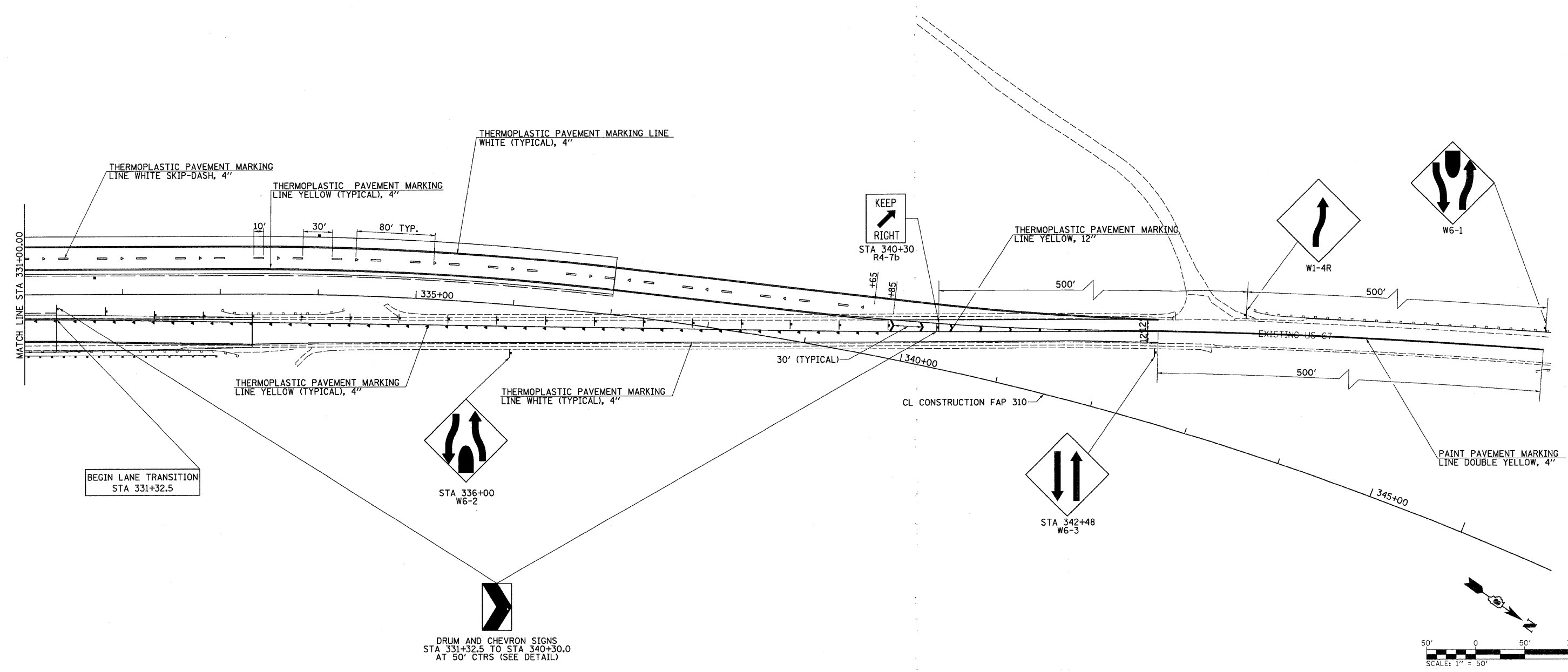
#DATE\*\*  
 \*DATE-TIME\*  
 \*REF. STRIPING\*  
 \*REF. REF.\*

2104pmk007g

PAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B, 42-1&1B	MADISON & JERSEY	481	106
STA. 331+00.00		TO STA. 347+00.00		

**CONTRACT NO. 76318**

PLAN	DATE
SURVEYED	
DESIGNED	
CHECKED	
DATE	

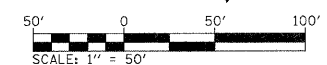


BEGIN LANE TRANSITION  
STA 331+32.5

STA 336+00  
W6-2

STA 342+48  
W6-3

DRUM AND CHEVRON SIGNS  
STA 331+32.5 TO STA 340+30.0  
AT 50' CTRS (SEE DETAIL)



**LEGEND**

- ▶ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, AMBER
- ▷ RAISED REFLECTIVE PAVEMENT MARKERS 1-WAY, CRYSTAL
- ◆ RAISED REFLECTIVE PAVEMENT MARKERS 2-WAY, AMBER
- DELINEATORS (STD. #635001)

**Hutchison Engineering Inc.**  
Since 1945  
Jacksonville \* Shorewood

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SIGNING AND STRIPING PLAN  
FAP ROUTE 310  
SECTION 60-16-1&1B, 42-1&1B  
MADISON AND JERSEY COUNTIES  
SCALE: VERT.      DRAWN BY KLS  
          HORIZ.      CHECKED BY AWM  
DATE FEBRUARY 25, 2010

REFER TO STANDARDS 635001, 701901, 720001, 720006, 720011, 728001, 780001, 781001 & FOR SIGNING AND STRIPING DETAILS.

PLOT DATE: \*DATE-TIME\*

DATE  
TIME  
SCALE  
REF.

PART OF THE SE 1/4 OF THE SW 1/4 OF SECTION 32, T7N, R10W, OF THE 3RD PM, JERSEY COUNTY, ILLINOIS

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

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- APL MEASURED DIMENSION
- 121.45 COMPUTED DIMENSION
- 123.45 (COMP) (123.45) RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RE-TRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_  
 RICHARD L. WAVERING IPLS #2217  
 LICENSE EXPIRES 11/30/10

PREPARED BY:  
 HOMER L. CHASTAIN AND ASSOCIATES, LLP  
 5 NORTH COUNTRY CLUB ROAD  
 DECATUR, IL 62521 217-422-8544

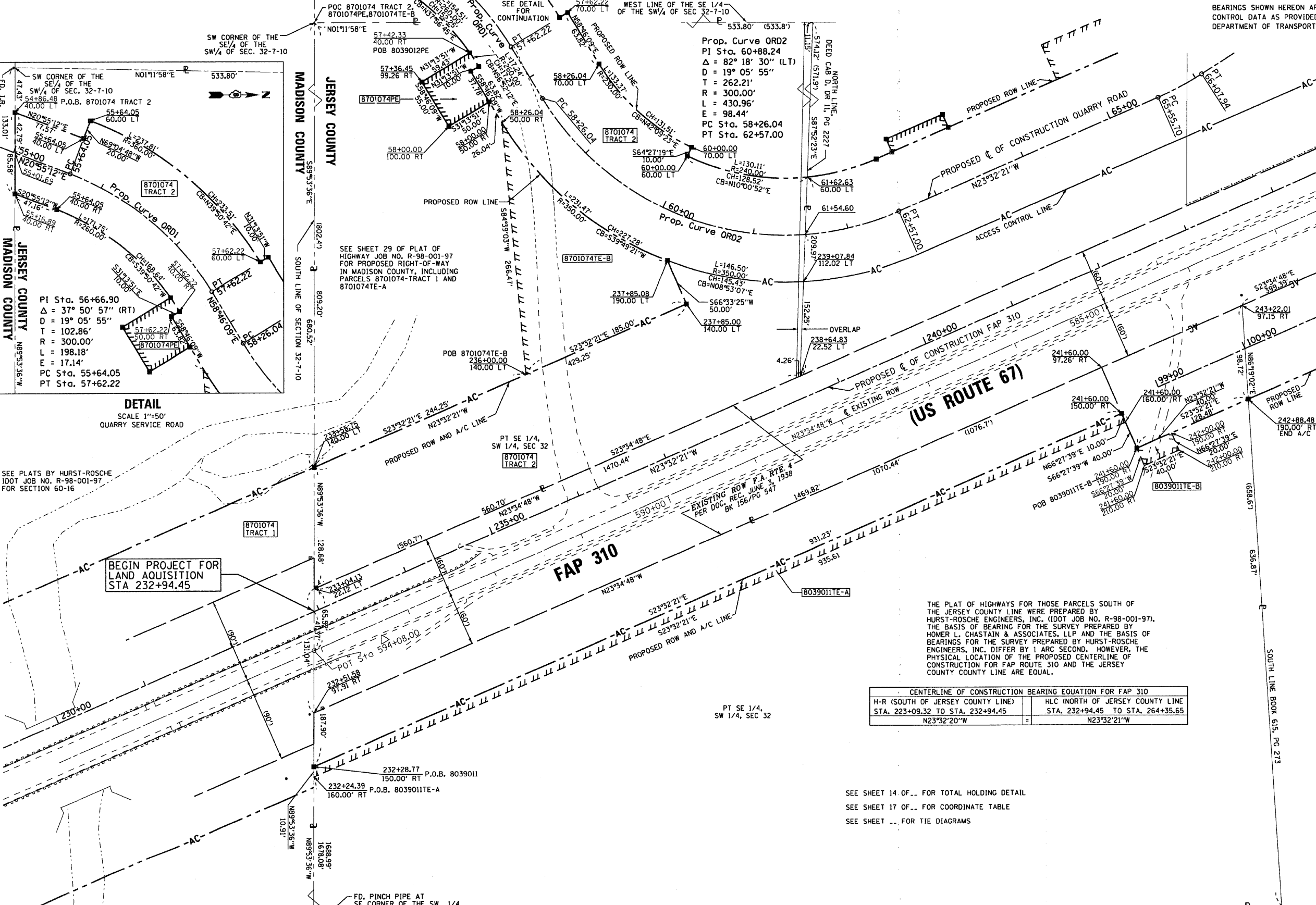
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PLAT OF HIGHWAYS  
 FAP ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00

STATION 232+94.45 TO STATION 244+00

SCALE: 1" = 50'

SHEET 2 OF

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



**DETAIL**  
 SCALE 1"=50'  
 QUARRY SERVICE ROAD

SEE PLATS BY HURST-ROSCHÉ  
 IDOT JOB NO. R-98-001-97  
 FOR SECTION 60-16

BEGIN PROJECT FOR  
 LAND ACQUISITION  
 STA 232+94.45

THE PLAT OF HIGHWAYS FOR THOSE PARCELS SOUTH OF THE JERSEY COUNTY LINE WERE PREPARED BY HURST-ROSCHÉ ENGINEERS, INC. (IDOT JOB NO. R-98-001-97). THE BASIS OF BEARING FOR THE SURVEY PREPARED BY HOMER L. CHASTAIN & ASSOCIATES, LLP AND THE BASIS OF BEARINGS FOR THE SURVEY PREPARED BY HURST-ROSCHÉ ENGINEERS, INC. DIFFER BY 1 ARC SECOND. HOWEVER, THE PHYSICAL LOCATION OF THE PROPOSED CENTERLINE OF CONSTRUCTION FOR FAP ROUTE 310 AND THE JERSEY COUNTY LINE ARE EQUAL.

CENTERLINE OF CONSTRUCTION BEARING EQUATION FOR FAP 310			
H-R (SOUTH OF JERSEY COUNTY LINE)	H-C (NORTH OF JERSEY COUNTY LINE)		
STA. 223+09.32 TO STA. 232+94.45	STA. 232+94.45 TO STA. 264+35.65		
N23°32'20"W	N23°32'21"W		

SEE SHEET 14 OF... FOR TOTAL HOLDING DETAIL  
 SEE SHEET 17 OF... FOR COORDINATE TABLE  
 SEE SHEET ... FOR TIE DIAGRAMS

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039011	CARL R. STEINER AND KATHLEEN R. STEINER HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-820.0	40,296.7 AC	5,465.9 AC 238,096 SF	4,049.9 AC 176,415 SF	34,830.8 AC	A) 0,2143 AC 9,334 SF B) 0,0184 AC 80.0 SF		GRADING ENTRANCE CONSTRUCTION	42-07-032-005-00	
8701074	KIMATERIALS, INC., SEE PLATS BY HURST-ROSCHÉ FOR SECTION 60-16 IN MADISON CO., TITLE REPORT NO. 18-2006JE-821.0	MADISON CO. (14.9 AC) JERSEY CO. (8.24 AC)	JERSEY CO. (3,139.7 AC) JERSEY CO. (136,765 SF)		JERSEY CO. (5,100.3 AC)	JERSEY CO. (0,5299 AC) 23,084 SF	JERSEY CO. (0,0670 AC) 2,919 SF	PE - DRAINAGE PAVEMENT REMOVAL	MADISON CO. 24-1-01-04-00-000-001.001 JERSEY CO. 42-07-212-018-00	

ADJUSTED  
 CORNER  
 REF.  
 REF.  
 REF.

FAIRVIEW SUBDIVISION

(P.B. 2, PG. 95) Recorded March 9, 1961



LEGEND

- AC ACCESS CONTROL LINE
EXISTING CENTERLINE
EXISTING RIGHT OF WAY LINE
EXISTING EASEMENT LINE
PROPOSED CENTERLINE
PROPOSED ROW LINE
PROPOSED TEMPORARY EASEMENT LINE
PROPOSED PERMANENT EASEMENT LINE
SECTION LINE
QUARTER SECTION LINE
PROPERTY (DEED) LINE
APL APPARENT PROPERTY LINE
MEASURED DIMENSION
COMPUTED DIMENSION
RECORDED DIMENSION
FOUND IRON PIPE OR IRON ROD
SET 3/8 INCH IRON ROD
PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101
FOUND ROW MARKER
FOUND STONE
SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE:
RICHARD L. WAVERING IPLS #2217
LICENSE EXPIRES 11/30/10

PREPARED BY:
HOMER L. CHASTAIN AND ASSOCIATES, LLP
5 NORTH COUNTRY CLUB ROAD
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 310 (US 67)
SECTION 42-1,2,3
JERSEY COUNTY
JOB NO. R-98-039-00
STATION 238+50 TO STATION 247+75
SCALE: 1" = 50'
SHEET 3 OF
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT B
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198

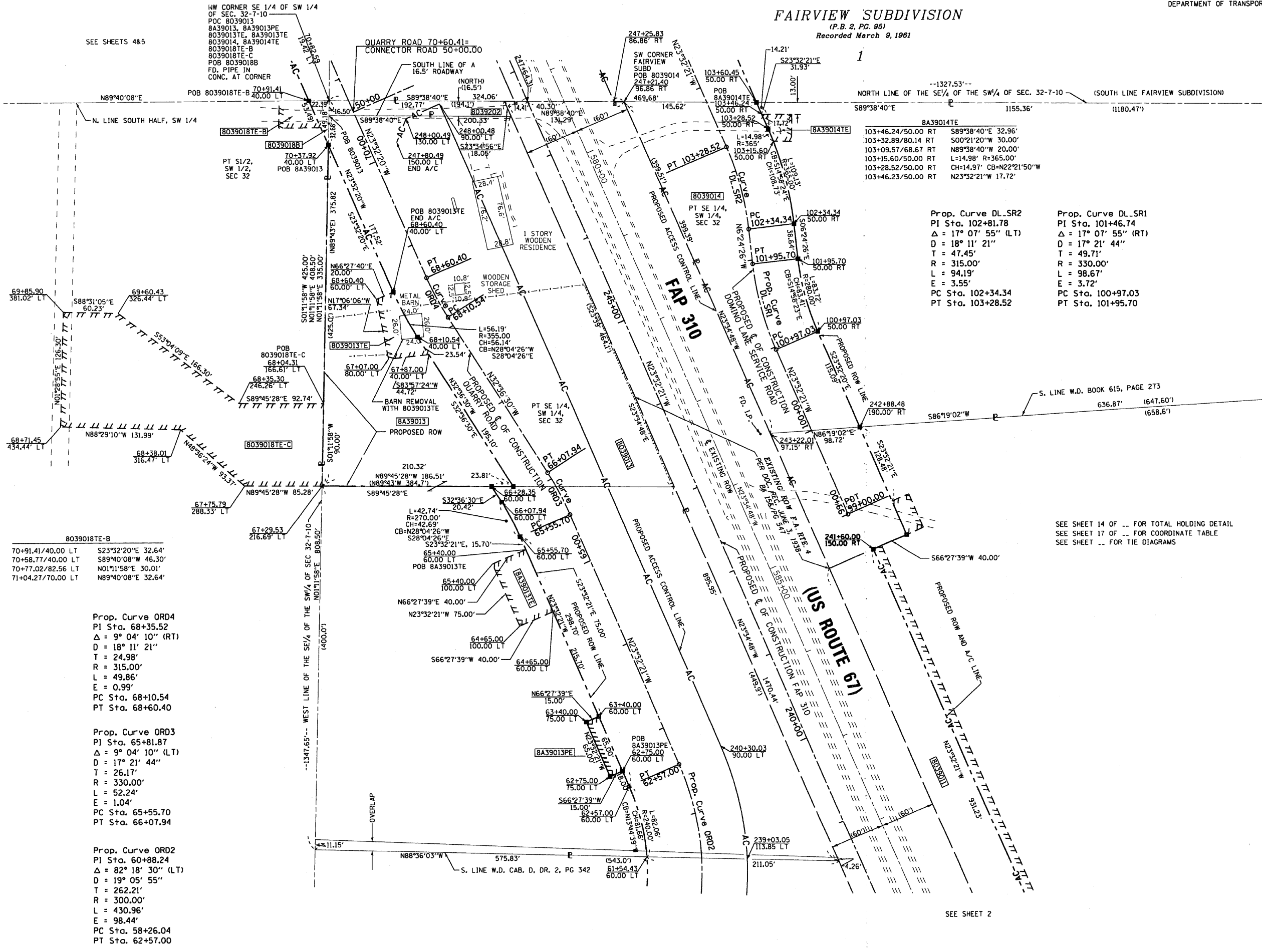


Table with 2 columns: Stationing and Bearings/Dimensions. Includes data for POB 8039018TE-B and POB 8039018TE-C.

Prop. Curve ORD4
PI Sta. 68+35.52
Delta = 9° 04' 10" (RT)
D = 18° 11' 21"
T = 24.98'
R = 315.00'
L = 49.86'
E = 0.99'
PC Sta. 68+10.54
PT Sta. 68+60.40

Prop. Curve ORD3
PI Sta. 65+81.87
Delta = 9° 04' 10" (LT)
D = 17° 21' 44"
T = 26.17'
R = 330.00'
L = 52.24'
E = 1.04'
PC Sta. 65+55.70
PT Sta. 66+07.94

Prop. Curve ORD2
PI Sta. 60+88.24
Delta = 82° 18' 30" (LT)
D = 19° 05' 55"
T = 262.21'
R = 300.00'
L = 430.96'
E = 98.44'
PC Sta. 58+26.04
PT Sta. 62+57.00

Prop. Curve DL-SR2
PI Sta. 102+81.78
Delta = 17° 07' 55" (LT)
D = 18° 11' 21"
T = 47.45'
R = 315.00'
L = 94.19'
E = 3.55'
PC Sta. 102+34.34
PT Sta. 103+28.52

Prop. Curve DL-SR1
PI Sta. 101+46.74
Delta = 17° 07' 55" (RT)
D = 17° 21' 44"
T = 49.71'
R = 330.00'
L = 98.67'
E = 3.72'
PC Sta. 100+97.03
PT Sta. 101+95.70

SEE SHEET 14 OF ... FOR TOTAL HOLDING DETAIL
SEE SHEET 17 OF ... FOR COORDINATE TABLE
SEE SHEET ... FOR TIE DIAGRAMS

SEE SHEET 2

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



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039013	HOWARD J. CUNNINGHAM DENNIS J., CUNNINGHAM, AND VALERIA E. CUNNINGHAM AS TRUSTEES OF THE HOWARD CUNNINGHAM REVOCABLE LIVING TRUST, U/A DATED APRIL 13, 2004 TITLE REPORT NO. 18-2006JE-822.0	6.9600 AC	3.7635 AC 163,936 SF		3.1965 AC	0.0505 AC 2,198 SF		BUILDING REMOVAL	42-07-212-017-00	
8A39013	HOWARD J. CUNNINGHAM DENNIS J., CUNNINGHAM, AND VALERIA E. CUNNINGHAM AS TRUSTEES OF THE HOWARD CUNNINGHAM REVOCABLE LIVING TRUST, U/A DATED APRIL 13, 2004 TITLE REPORT NO. 18-2008JE-1041.0	3.1965 AC	0.8246 AC 35,918 SF		2.3719 AC	0.0689 AC 3,000 SF	0.0224 AC 975 SF	ENTRANCE CONSTRUCTION DRAINAGE	42-07-212-017-00	
8039014	TIMOTHY L. SCHAAF AND DENISE R. SCHAAF HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-823.0	(10.56 AC)	0.9904 AC 43,140 SF		9.5696 AC				42-07-032-006-00	
8A39014	TIMOTHY L. SCHAAF AND DENISE R. SCHAAF HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1042.0	9.5696 AC	0.0000 AC		9.5696 AC	0.0182 AC 791 SF		ENTRANCE CONSTRUCTION	42-07-032-006-00	
8039018	SEE SHEET 6									
8039202	THE ESTATE OF WILLIAM MAAS, DECEASED TITLE REPORT NO. 18-2005JE-737.0	0.0745 AC	0.0745 AC 3,243 SF		0.0000 AC				42-07-212-017-00IPT	

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00

STATION 248+00 TO STATION 262+00

SCALE: 1" = 50'

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

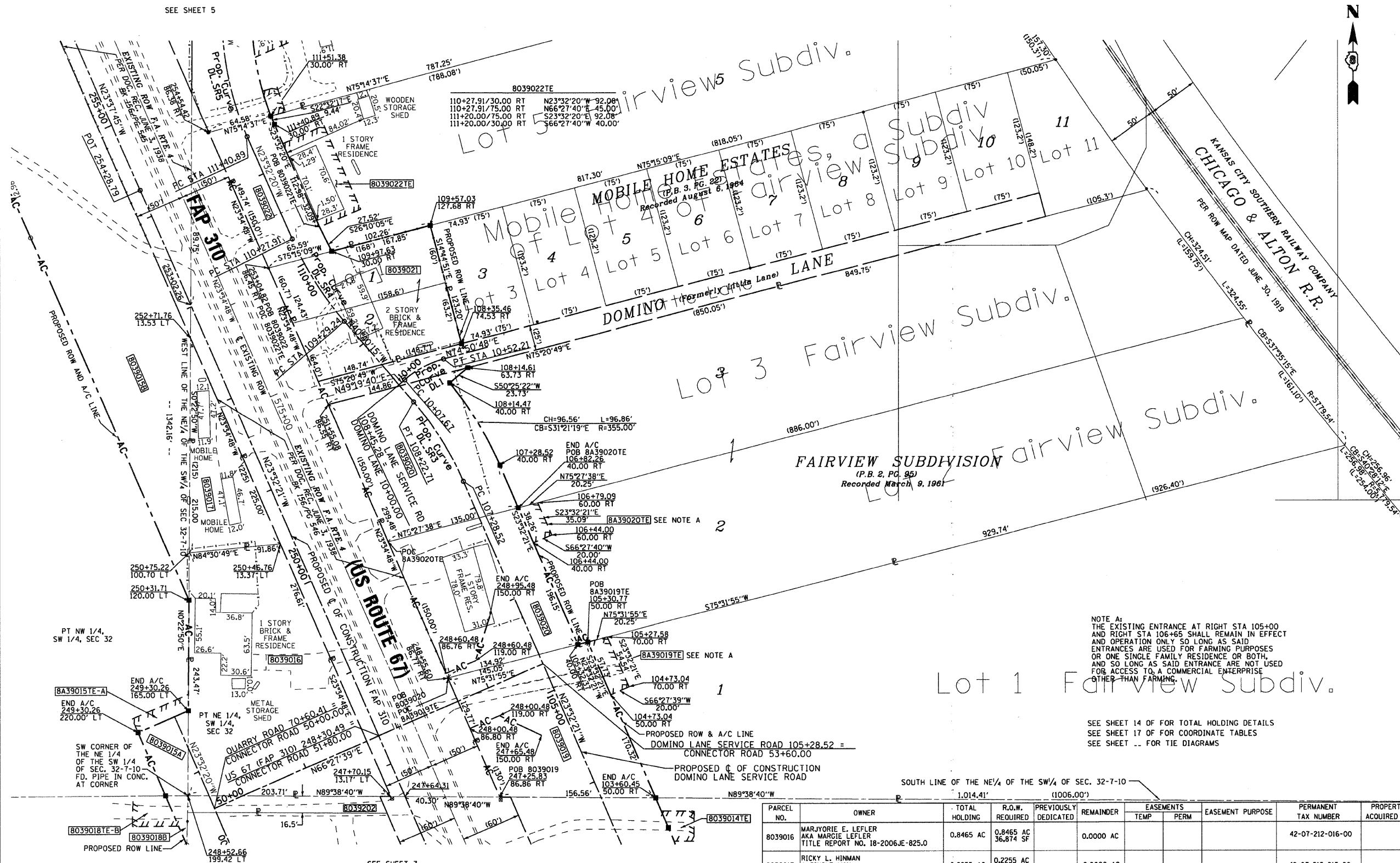
SHEET 1 OF IS A COVER SHEET AND IS NOT RECORDED

DATE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 REF: \_\_\_\_\_  
 REF: \_\_\_\_\_

PLOT DATE: \$DATE\$ FILENAME: \$FILENAME\$



SEE SHEET 5



**LEGEND**

- SECTION CORNER (Symbol)
- QUARTER SECTION CORNER (Symbol)
- AC - ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPL - APPARENT PROPERTY LINE
- MEASURED DIMENSION (121.45)
- COMPUTED DIMENSION (123.45)
- FOUND IRON PIPE OR IRON ROD
- SET 1/2 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY. SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

NOTE A:  
THE EXISTING ENTRANCE AT RIGHT STA 105+00 AND RIGHT STA 106+65 SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCES ARE USED FOR FARMING PURPOSES OR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCE ARE NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

SEE SHEET 14 OF FOR TOTAL HOLDING DETAILS  
SEE SHEET 17 OF FOR COORDINATE TABLES  
SEE SHEET ... FOR TIE DIAGRAMS

Prop. Curve DL.SR3 PI Sta. 107+75.97 Δ = 17° 07' 54" (LT) D = 18" 11' 21" T = 47.45' R = 315.00' L = 94.19' E = 3.55' PC Sta. 107+28.52 PT Sta. 108+22.71	Prop. Curve DL.SR4 PI Sta. 109+78.95 Δ = 17° 07' 55" (RT) D = 17° 21' 44" T = 49.71' R = 330.00' L = 98.67' E = 3.72' PC Sta. 109+29.24 PT Sta. 110+27.91	Prop. Curve DL.SR5 PI Sta. 112+04.44 Δ = 23° 55' 11" (RT) D = 19° 05' 55" T = 63.55' R = 300.00' L = 125.24' E = 6.66' PC Sta. 111+40.89 PT Sta. 112+66.14	Prop. Curve DL1 PI Sta. 10+30.31 Δ = 25° 31' 08" (RT) D = 57° 17' 45" T = 22.65' R = 100.00' L = 44.54' E = 2.53' PC Sta. 10+07.67 PT Sta. 10+52.21
--	--	---	--

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8039016	MARJORIE E. LEFLER AKA MARGIE LEFLER TITLE REPORT NO. 18-2006JE-825.0	0.8465 AC	0.8465 AC 36,874 SF		0.0000 AC				42-07-212-016-00	
8039017	RICKY L. HINMAN A SINGLE MAN TITLE REPORT NO. 18-2006JE-826.0	0.2255 AC	0.2255 AC 9,823 SF		0.0000 AC				42-07-212-015-00	
8039019	ROBERT M. CHESTNEY A SINGLE PERSON TITLE REPORT NO. 18-2006JE-828.0	5.8244 AC	0.4932 AC 21,482 SF		5.3312 AC				42-07-230-001-00	
8A39019	ROBERT M. CHESTNEY A SINGLE PERSON TITLE REPORT NO. 18-2008JE-1043.0	5.3312 AC	0.0000 AC		5.3312 AC	0.0258 AC 1,123 SF		ENTRANCE CONSTRUCTION	42-07-230-001-00	
8039020	JAMES B. HUBER AND DORIS M. HUBER HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-829.0	6.0593 AC	0.9077 AC 39,538 SF		5.1516 AC				42-07-230-002-00	
8A39020	JAMES B. HUBER AND DORIS M. HUBER HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2009JE-1092.0	5.1516 AC			5.1516 AC	0.0168 AC 734 SF		ENTRANCE CONSTRUCTION	42-07-230-002-00	
8039021	DENNIS C. GOEN AND MARILYN KAY GOEN A SINGLE MAN HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 199 JE-265	0.4472 AC	0.4472 AC 19,482 SF		0.0000 AC				42-07-240-001-00	
8039022	JOEL M. HERRING A SINGLE PERSON TITLE REPORT NO. 18-2006JE-830.0	2.7263 AC	0.2189 AC 9,536 SF		2.5074 AC	0.0951 AC 4,144 SF		BUILDING REMOVAL AND ENTRANCE CONSTRUCTION	42-07-230-005-00	

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 247+50 TO STATION 255+00

SCALE: 1" = 50'

SHEET 4 OF

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

SHEET 1 OF IS A COVER SHEET AND IS NOT RECORDED

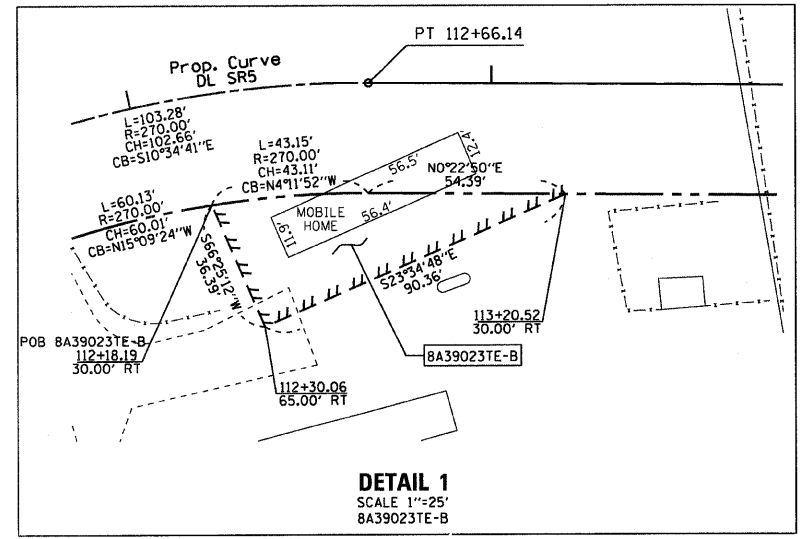
PART OF THE SW 1/4 OF SECTION 32, T7N, R10W, OF THE 3RD PM, JERSEY COUNTY, ILLINOIS

SHEET 111 OF 481

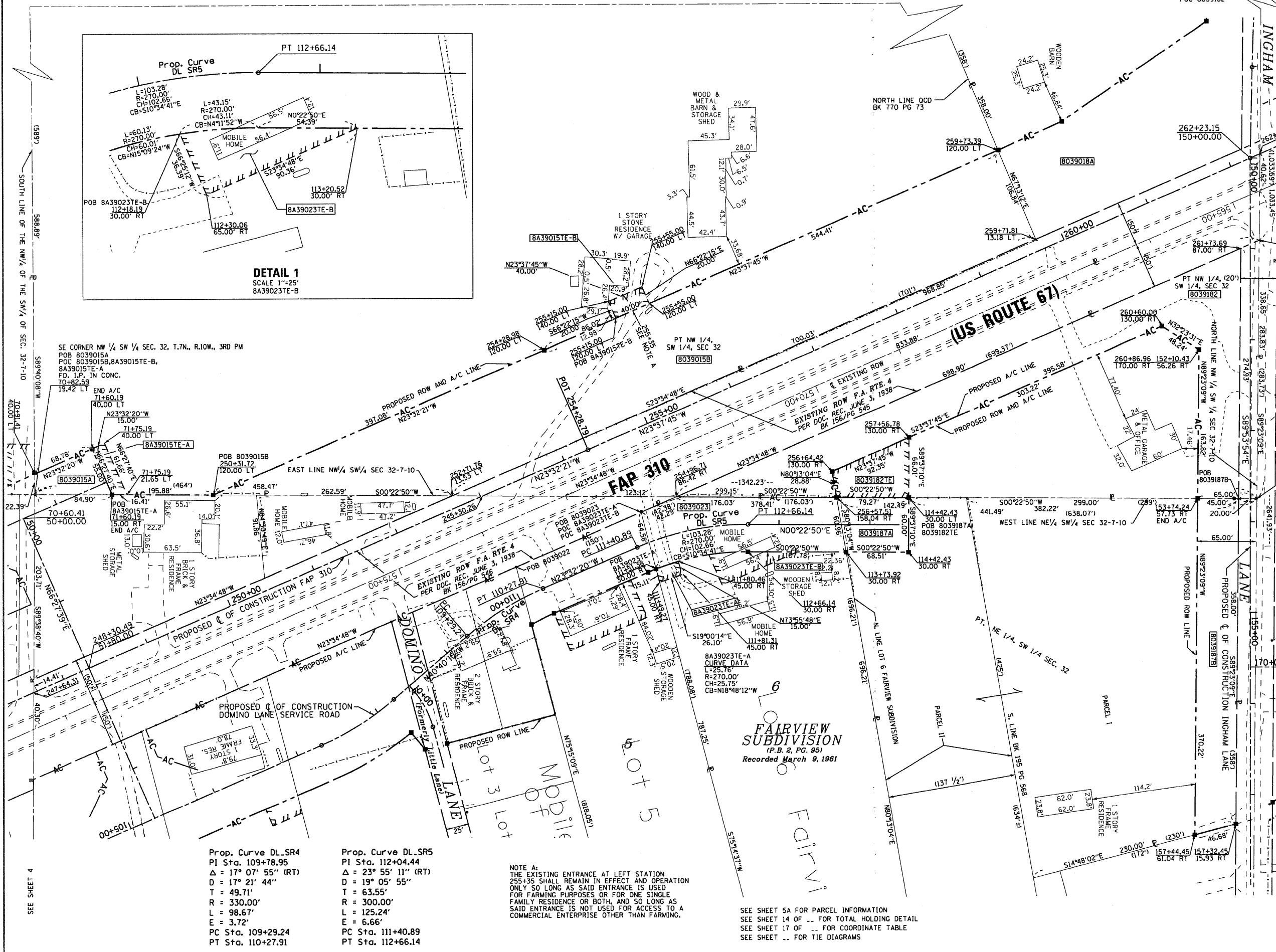
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



- LEGEND**
- SECTION CORNER
  - QUARTER SECTION CORNER
  - AC ACCESS CONTROL LINE
  - EXISTING CENTERLINE
  - EXISTING RIGHT OF WAY LINE
  - EXISTING EASEMENT LINE
  - PROPOSED CENTERLINE
  - PROPOSED ROW LINE
  - PROPOSED TEMPORARY EASEMENT LINE
  - PROPOSED PERMANENT EASEMENT LINE
  - SECTION LINE
  - QUARTER SECTION LINE
  - QUARTER QUARTER SECTION LINE
  - PROPERTY (DEED) LINE
  - APPARENT PROPERTY LINE
  - APL
  - MEASURED DIMENSION
  - 121.45
  - 123.45 (COMP)
  - 123.45
  - RECORDED DIMENSION
  - FOUND IRON PIPE OR IRON ROD
  - SET 3/8 INCH IRON ROD
  - 8039189
  - 8039182
  - PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
  - FOUND ROW MARKER
  - FOUND STONE
  - SAME OWNERSHIP
  - STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
  - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.



**DETAIL 1**  
SCALE 1"=25'  
8A39023TE-B



Prop. Curve DL SR4  
PI Sta. 109+78.95  
Δ = 17° 07' 55" (RT)  
D = 17° 21' 44"  
T = 49.71'  
R = 330.00'  
L = 98.67'  
E = 3.72'  
PC Sta. 109+29.24  
PT Sta. 110+27.91

Prop. Curve DL SR5  
PI Sta. 112+04.44  
Δ = 23° 55' 11" (RT)  
D = 19° 05' 55"  
T = 63.55'  
R = 300.00'  
L = 125.24'  
E = 6.66'  
PC Sta. 111+40.89  
PT Sta. 112+66.14

**NOTE A:**  
THE EXISTING ENTRANCE AT LEFT STATION 255+35 SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCE IS USED FOR FARMING PURPOSES OR FOR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCE IS NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

SEE SHEET 5A FOR PARCEL INFORMATION  
SEE SHEET 14 OF -- FOR TOTAL HOLDING DETAIL  
SEE SHEET 17 OF -- FOR COORDINATE TABLE  
SEE SHEET -- FOR TIE DIAGRAMS

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_  
RICHARD L. WAVERING JPLS #2217  
LICENSE EXPIRES 11/30/10

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00  
STATION 248+00 TO STATION 262+00

SCALE: 1" = 50'

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

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



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039015	DOROTHY M. STEWART, BERTHA L. HARRISON, LORETTA E. HUTCHINSON, KENNETH L. STEWART AND MARIE E. STEWART AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-824.0	12.53 AC	(A)0.0652 AC 2,842 SF (B)2.0074 AC 87,444 SF		10.4574 AC				42-07-212-019-00	
8A39015	DOROTHY M. STEWART, BERTHA L. HARRISON, LORETTA E. HUTCHINSON, KENNETH L. STEWART AND MARIE E. STEWART AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1054.1	10.4574 AC	0.0000 AC.		10.4574 AC		A-0.0201 AC 875 SF B-0.0184 AC 800 SF	GRADING & ENTRANCE CONSTRUCTION	42-07-212-019-00	
8039023	STEVE KIRK, DAVID KIRK AND LISA KIRK AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-831.0	3.1151 AC	0.3058 AC 13,320 SF		2.8093 AC				42-07-230-006-00	FEE BOOK 1493 PAGE 96
8A39023	STEVE KIRK, DAVID KIRK AND LISA KIRK AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1044.0	2.8093 AC	0.0000 AC.		2.8093 AC		A-0.0091 AC 395 SF B-0.0405 AC 1,762 SF	A-ENTRANCE CONSTRUCTION B-BUILDING REMOVAL	42-07-230-006-00	
8039182	MICHAEL D. BUCHER AND JANET A. BUCHER, HUSBAND AND WIFE, AS TO AN UNDIVIDED 2/3 AND JANE UNSSELL AS TO AN UNDIVIDED 1/3 INTEREST TITLE REPORT NO. 18-2005JE-738.0	2.08 AC	1.0107 AC 44,024 SF	0.1283 AC 5,588 SF	1.0693 AC		0.0898 AC 3,911 SF	ENTRANCE CONSTRUCTION	42-07-212-019-50	
8039187	RAYMOND E. LAWRENCE AND BETTY I. LAWRENCE (JOINT TENANCY PARCEL 1) RAYMOND E. LAWRENCE (PARCEL 2) TITLE REPORT NO. 18-2007JE-1016.0	4.4498 AC	(A)0.1018 AC 4,433 SF (B)0.3761 AC 16,385 SF		3.9719 AC				42-07-212-012-00	

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS \*2217  
LICENSE EXPIRES 11/30/10

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 248+00 TO STATION 262+00

SCALE: 1" = 50'

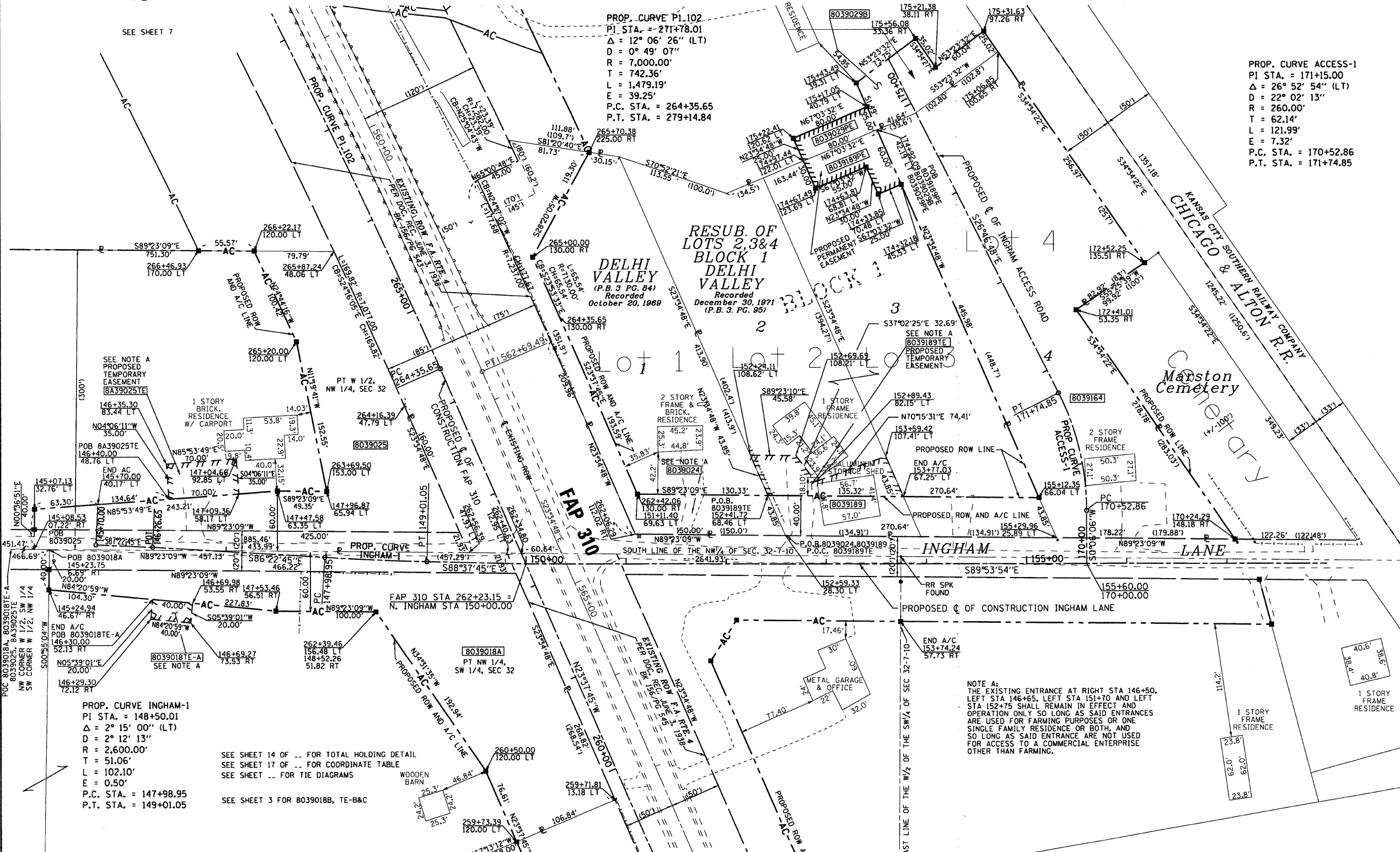
SHEET 5A OF

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

SHEET 1 OF 1 IS A COVER SHEET AND IS NOT RECORDED

DATE: 11/11/10  
DRAWN: JLS  
CHECKED: JLS  
DATE: 11/11/10

PLOT DATE: \$DATE\$ FILENAME: \$FILENAME\$ \$TIME\$



**LEGEND**

- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- (123.45) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- ▲ FOUND STONE
- SAME OWNERSHIP

**■** STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.  
**■** STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER. FOUND IRON PIN SE CORNER NW 1/4 P.O.C. 8039029A, 8039029C, 8039029TE

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
8039018	JUN INVESTMENTS, LLC TITLE REPORT NO. 18-2006JE-827.0	64.7119 AC (64.73 AC)	A-1.2243 AC 53,332 SF B-0.0126 AC 550 SF	0.2120 AC 9,234 SF	63.4750 AC	A-0.0184 AC 800 SF B-0.0272 AC 1,184 SF C-0.6481 AC 28,232 SF		A-ENTRANCE CONSTRUCTION B-ROAD REMOVAL AND GRADING C-ENTRANCE CONSTRUCTION	42-07-032-003-00	
8039024	WILLIAM PHILIPP AND JANICE PHILIPP HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-832.0	1.3058 AC	0.4072 AC 17,738 SF		0.8986 AC				42-07-221-001-00	
8039025	MARY LOU KANALLAKAN, TRUSTEE OF THE TRUST OF MARY LOU KANALLAKAN, DATED MAY 1, 2001 TITLE REPORT NO. 18-2006JE-833.0	5.6413 AC	1.0237 AC 44,594 SF	0.1972 AC 8,590 SF	4.6176 AC				42-07-212-005-00	
8A39025	MARY LOU KANALLAKAN, TRUSTEE OF THE TRUST OF MARY LOU KANALLAKAN, DATED MAY 1, 2001 TITLE REPORT NO. 18-2006JE-833.0	4.6176 AC	0.0000 AC		4.6176 AC	0.0562 AC 2,450 SF		ENTRANCE CONSTRUCTION	42-07-212-005-00	
8039029	SEE SHEET 7									
8039164	KIT L. CRAWFORD AND KARI L. CRAWFORD, AS JOINT TENANTS TITLE REPORT NO. 18-2001JE-525.0	(1.693 AC)	1.693 AC 73,747 SF		0.0000 AC				42-07-221-004-00	
8039189	CHARLES EHLERS AND CHARLOTTE EHLERS, HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2003JE-695.0	2.2939 AC	0.2485 AC 10,825 SF		2.0454 AC	0.0976 AC 4,251 SF 0.0723 AC 3,150 SF		TE-ENTRANCE CONSTRUCTION & BUILDING DEMOLITION PE-DRAINAGE	42-07-221-002-00	

NOTE A:  
THE EXISTING ENTRANCE AT RIGHT STA 146+50. LEFT STA 146+65, LEFT STA 151+70 AND LEFT STA 152+75 SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCES ARE USED FOR FARMING PURPOSES OR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCE ARE NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

SEE SHEET 14 OF -- FOR TOTAL HOLDING DETAIL  
SEE SHEET 17 OF -- FOR COORDINATE TABLE  
SEE SHEET -- FOR TIE DIAGRAMS  
SEE SHEET 3 FOR 8039018B, TE-B&C

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00  
STATION 259+00 TO STATION 267+00  
SCALE: 1" = 50'

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

SHEET 6 OF

SHEET 1 OF IS A COVER SHEET AND IS NOT RECORDED

PART OF THE NW 1/4 OF SECTION 32, T7N, R10W, OF THE 3RD PM, JERSEY COUNTY, ILLINOIS

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

SHEET 114 OF 481

PROP. CURVE P1.102  
 PI STA. = 271+78.01  
 $\Delta = 12^\circ 06' 26''$  (LT)  
 $D = 0^\circ 49' 07''$   
 $R = 7,000.00'$   
 $T = 742.36'$   
 $L = 1,479.19'$   
 $E = 39.25'$   
 P.C. STA. = 264+35.65  
 P.T. STA. = 279+14.84

Exist. Curve ERWCL-5  
 PI Sta. 555+14.38  
 $\Delta = 12^\circ 07' 38''$  (RT)  
 $D = 0^\circ 48' 00''$   
 $T = 760.80'$   
 $R = 7,162.00'$   
 $L = 1,515.91'$   
 $E = 40.30'$   
 PC Sta. 547+53.58  
 PT Sta. 562+69.49

NOTE B:  
 UNOCCUPIED MOBILE HOMES REMOVAL BY OTHERS. TEMPORARY EASEMENT 8A39027E IS FOR ENTRANCE CONSTRUCTION.

NOTE A:  
 A DIRECT ACCESS ENTRANCE SHALL BE PROVIDED AT LEFT STA 273+76. SAID ENTRANCE SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS IT IS USED FOR FARMING PURPOSES OR FOR ONE SINGLE FAMILY RESIDENCE OR BOTH AND NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

**LEGEND**

- ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
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- SET 3/8 INCH IRON ROD
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- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_  
 RICHARD L. WAVERING IPLS #2217  
 LICENSE EXPIRES 11/30/10

PREPARED BY:  
 HOMER L. CHASTAIN AND ASSOCIATES, LLP  
 5 NORTH COUNTRY CLUB ROAD  
 DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00  
 STATION 265+00 TO STATION 275+00  
 SCALE: 1" = 50'  
 SHEET 7 OF

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039026	KATHRYN WEINER TITLE REPORT NO. 18-2006JE-834.0	(5.1 AC)	(5.1 AC)		0.0000 AC				42-07-212-009-00	
8039027	JAMES HOWELL AND JOANNE HOWELL HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-1999JE-271.0	4.9118 AC	0.4626 AC 20,151 SF		4.4492 AC				42-07-212-003-00	
8A39027	JAMES HOWELL AND JOANNE HOWELL HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1046.0	4.4491 AC	0.0000 AC		4.4491 AC	0.0759 AC 3,305 SF		ENTRANCE CONSTRUCTION	42-07-212-003-00	
8039029	LARRY E. STARK AND MATILDA P. STARK, AS JOINT TENANTS TITLE REPORT NO. 18-2004JE-714.0 18-2006JE-836.0 & 18-2006JE-837.0	15.9106 AC	A-0.4140 AC 18,034 SF B-0.1393 AC 6,068 SF C-0.4139 AC 18,029 SF		14.9434 AC	0.0688 AC 2,998 SF	0.0459 AC 2,000 SF	TE GRADING PE DRAINAGE CONSTRUCTION & MAINTENANCE	42-07-212-008-00 42-07-212-010-00 42-07-212-007-50	



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

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- AC ACCESS CONTROL LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- ⊠ FOUND ROW MARKER
- ▲ FOUND STONE
- SAME OWNERSHIP

■ STAKING OF PROPOSED RIGHT OF WAY, SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

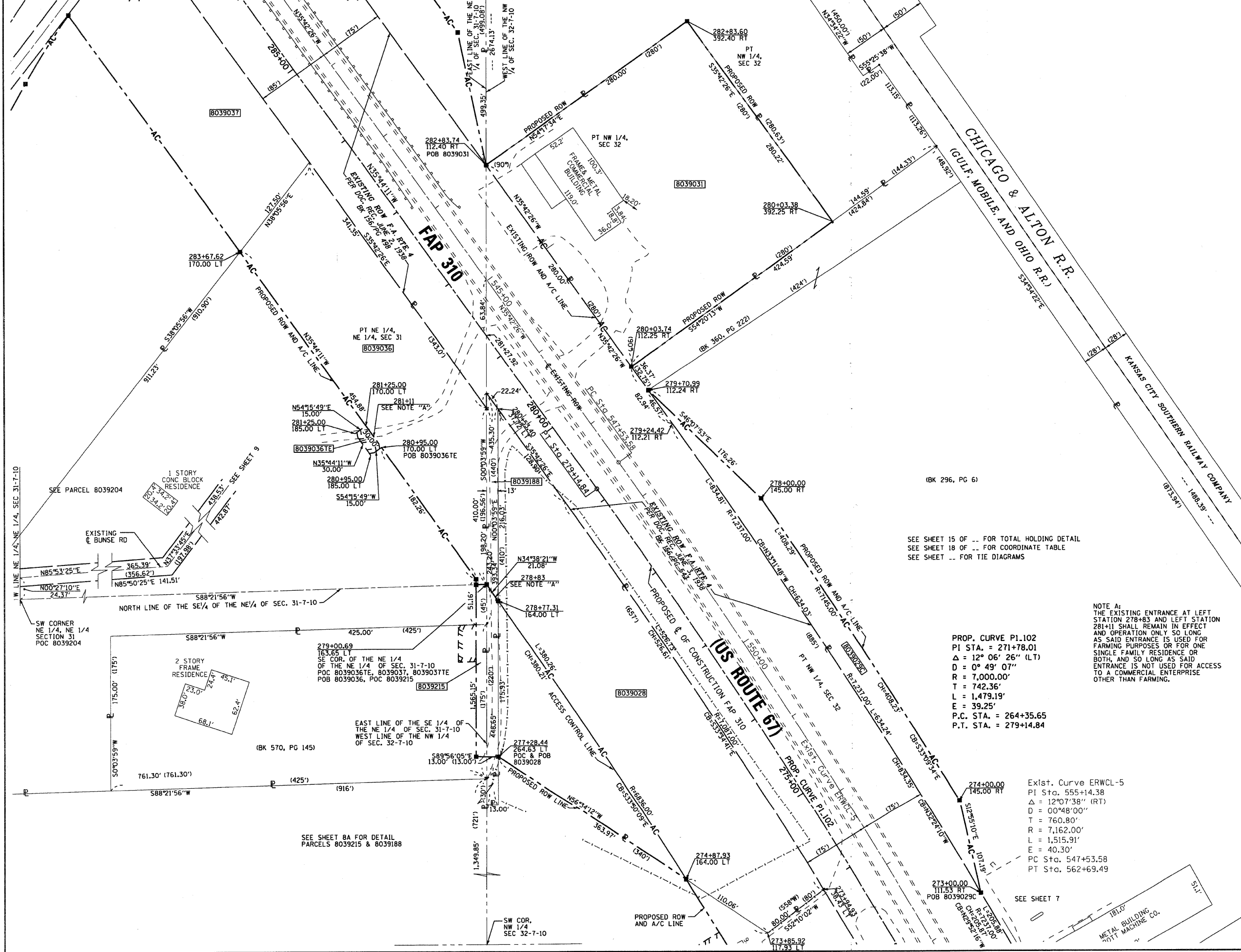
PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 273+00 TO STATION 285+00  
SCALE: 1" = 50'  
SHEET 8 OF

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

SHEET 1 OF IS A COVER SHEET AND IS NOT RECORDED



SEE SHEET 15 OF ... FOR TOTAL HOLDING DETAIL  
SEE SHEET 18 OF ... FOR COORDINATE TABLE  
SEE SHEET ... FOR TIE DIAGRAMS

NOTE A:  
THE EXISTING ENTRANCE AT LEFT STATION 278+63 AND LEFT STATION 281+11 SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCE IS USED FOR FARMING PURPOSES OR FOR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCE IS NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

PROP. CURVE P1.102  
PI STA. = 271+78.01  
Δ = 12° 06' 26" (LT)  
D = 0° 49' 07"  
R = 7,000.00'  
T = 742.36'  
L = 1,479.19'  
E = 39.25'  
P.C. STA. = 264+35.65  
P.T. STA. = 279+14.84

Exist. Curve ERWL-5  
PI Sta. 555+14.38  
Δ = 12° 07' 38" (RT)  
D = 00° 48' 00"  
R = 760.80'  
T = 7,162.00'  
L = 1,515.91'  
E = 40.30'  
PC Sta. 547+53.58  
PT Sta. 562+69.49

DATE: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
REF: \_\_\_\_\_  
REF: \_\_\_\_\_



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- ⊙ PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- ⊠ FOUND ROW MARKER
- ▲ FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

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DATE: \_\_\_\_\_

RICHARD L. WAVERING JPLS #2217  
 LICENSE EXPIRES 11/30/10

PREPARED BY:  
 HOMER L. CHASTAIN AND ASSOCIATES, LLP  
 5 NORTH COUNTRY CLUB ROAD  
 DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00

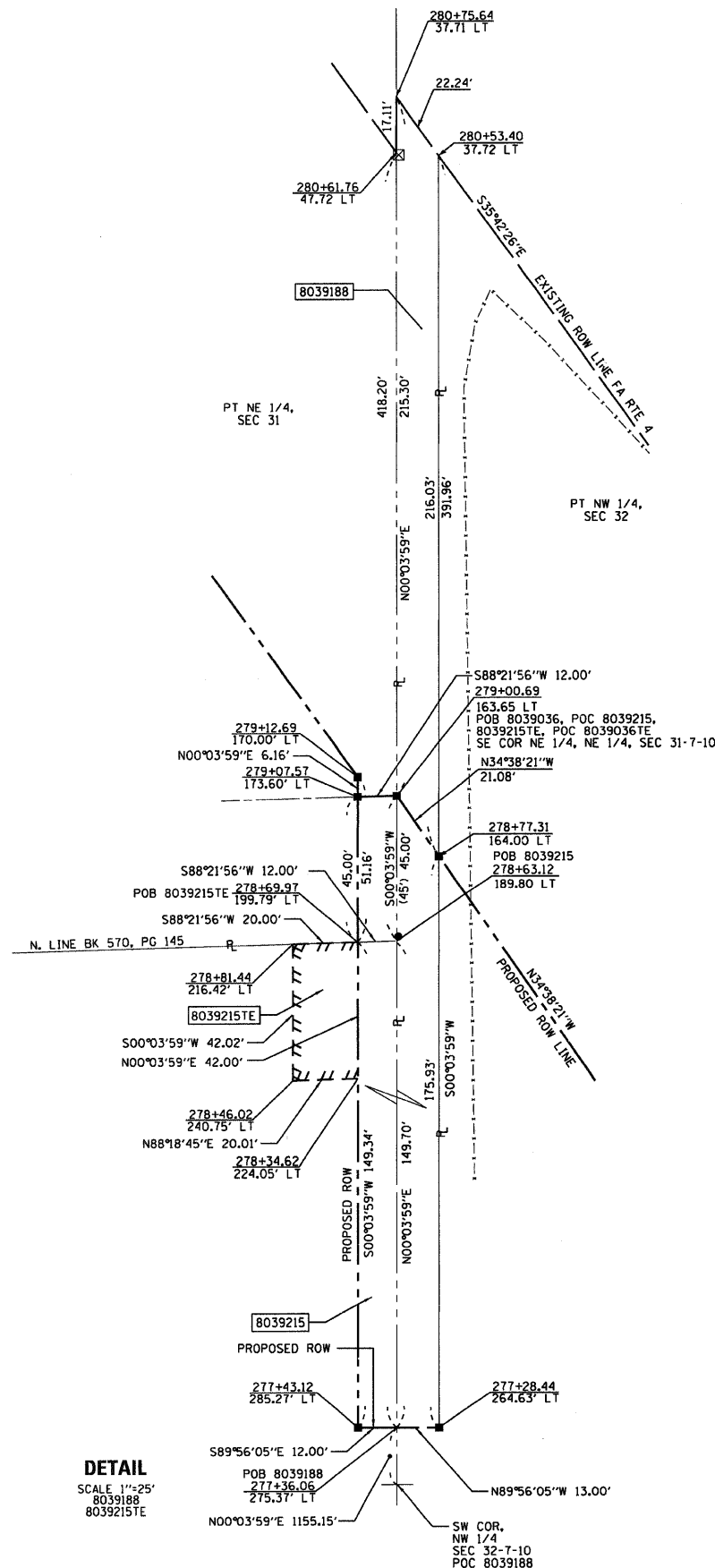
STATION 248+00 TO STATION 262+00

SCALE: 1" = 50'

SHEET 8A OF

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

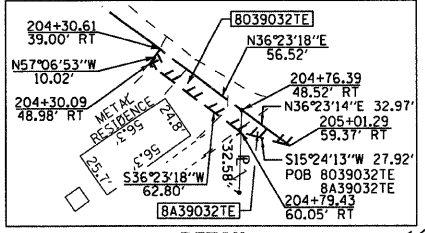
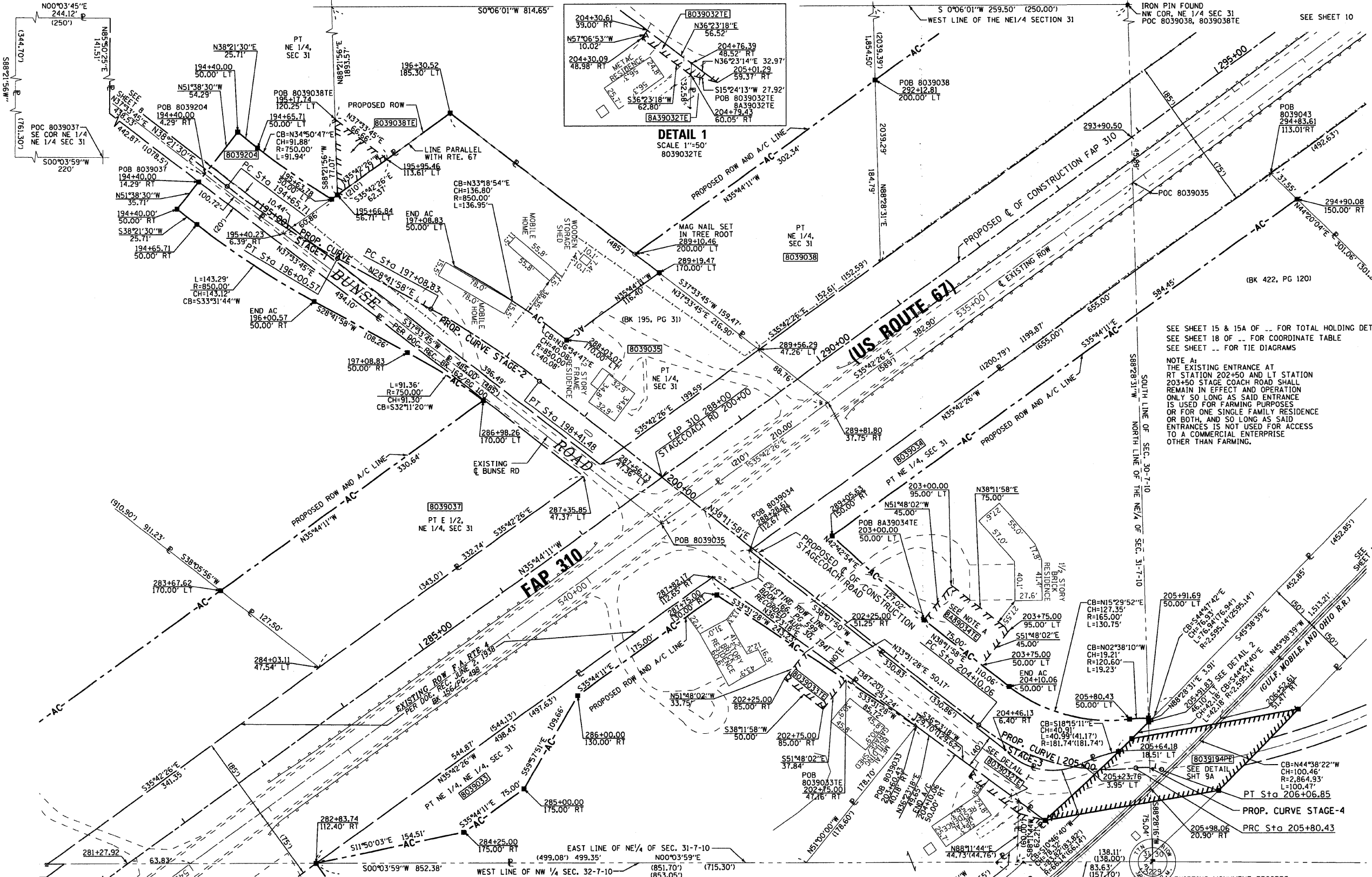
PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039028	BANK OF CALHOUN COUNTY, AN ILLINOIS BANKING CORPORATION TITLE REPORT NO. 18-2004JE-732.0	2.0366 AC	2.0366 AC 88,714 SF		0.0000 AC				42-07-212-002-00	
8039029	SEE SHEET 7									
8039031	DAVID W. GOTTER, RENE A. GOTTER HUSBAND AND WIFE TITLE REPORT NO. 18-2006JE-838.0	(1.8 AC)	(1.8 AC)		0.0000 AC				42-07-212-001-00	
8039036	BETTY LOU NORMAN TITLE REPORT NO. 18-2006JE-843.0	(5.2 AC)	1,1587 AC 50,475 SF		4.0413 AC	0.0103 AC 450 SF		ENTRANCE CONSTRUCTION	42-07-211-004-00	
8039188	ROBERT G. HASSEL JR. AND MELINDA S. HASSEL AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1085.0	14.9901 AC	0,1197 AC 5,213 SF		14.8704 AC				42-07-212-013-00	
8039215	GREG T. NORMAN AND TONI R. NORMAN, HUSBAND AND WIFE AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1025.0	(1.7 AC)	0,0412 AC 1,794 SF		1.6588 AC	0,0193 AC 840 SF		ENTRANCE CONSTRUCTION	42-07-211-004-10	



**DETAIL**  
 SCALE: 1" = 25'  
 8039188  
 8039215TE

PART OF THE NE 1/4 OF SECTION 31, PART OF THE SE 1/4 OF SECTION 30, AND PART OF THE NW 1/4 OF SECTION 32, T7N, R10W, OF THE 3RD PM, JERSEY COUNTY, ILLINOIS

SHEET 117 OF 481  
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



**LEGEND**

- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPL APPARENT PROPERTY LINE
- MEASURED DIMENSION
- 121.45 (COMP)
- 123.45 (123.45)
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

SEE SHEET 15 & 15A OF ... FOR TOTAL HOLDING DETAIL  
SEE SHEET 18 OF ... FOR COORDINATE TABLE  
SEE SHEET ... FOR TIE DIAGRAMS

NOTE A:  
THE EXISTING ENTRANCE AT STATION 202+50 AND LT STATION 203+50 STAGE COACH ROAD SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCE IS USED FOR FARMING PURPOSES OR FOR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCES IS NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
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THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 31, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE TRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_  
RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

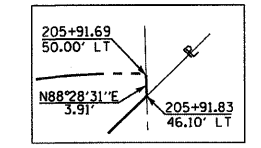
PREPARED BY  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 281+50 TO STATION 295+00  
SCALE: 1" = 50'

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

<p>PROP. CURVE STAGE-1 PI STA. = 195+33.30 Δ = 9° 39' 32" (LT) D = 7° 09' 43" R = 800.00' T = 67.59' L = 134.86' E = 2.85' P.C. STA. = 194+65.71 P.T. STA. = 196+00.57</p>	<p>PROP. CURVE STAGE-2 PI STA. = 197+75.31 Δ = 9° 30' 00" (RT) D = 26° 38' 57" R = 800.00' T = 89.94' L = 132.65' E = 2.76' P.C. STA. = 197+08.83 P.T. STA. = 198+41.48</p>	<p>PROP. CURVE STAGE-3 PI STA. = 205+00.00 Δ = 45° 24' 10" (LT) D = 26° 38' 57" R = 215.00' T = 89.94' L = 170.37' E = 18.06' P.C. STA. = 204+10.06 P.T. STA. = 205+80.43</p>	<p>PROP. CURVE STAGE-4 PI STA. = 205+93.79 Δ = 21° 26' 15" (RT) D = 81° 09' 19" R = 70.60' T = 13.36' L = 26.42' E = 1.25' P.C. STA. = 205+80.43 P.T. STA. = 206+06.85</p>	<p>Prop. Curve DNR_ACC-2 PI Sta. 406+18.44 Δ = 28° 42' 09" (LT) D = 22° 28' 08" T = 65.24' R = 255.00' L = 127.74' E = 8.21' PC Sta. 405+53.20 PT Sta. 406+80.94</p>
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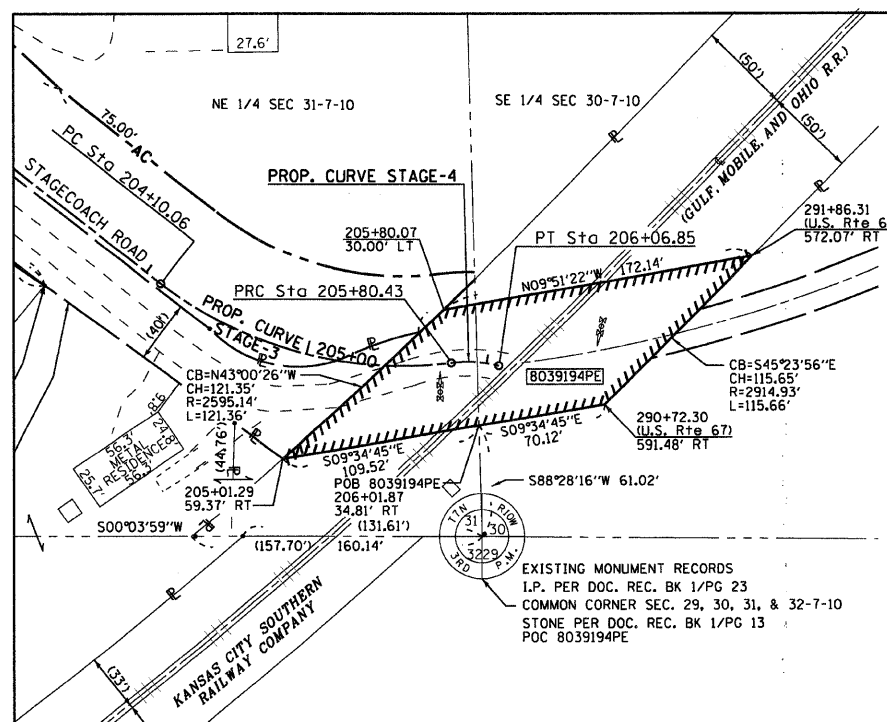
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 1/4 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
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DETAIL  
SCALE 1"=50'  
8039194PE

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039032	STEPHAN G. BECHTOLD AND SANDRA F. BECHTOLD HIS WIFE, IN JOINT TENANCY TITLE REPORT NO. 18-2006JE-839.0	(4.06 AC)	0.0000 AC		(4.06 AC)	0.0137 AC 597 SF		ENTRANCE CONSTRUCTION	42-07-212-007-00 42-07-211-001-20	
8A39032	STEPHAN G. BECHTOLD AND SANDRA F. BECHTOLD HIS WIFE, IN JOINT TENANCY TITLE REPORT NO. 18-2008JE-1026.0	4.087 AC	0.0000 AC		4.0871 AC	0.0038 AC 165 SF		ENTRANCE CONSTRUCTION	42-07-211-001-50	
8039033	MATTHEW WEINER AND JULIE WEINER EKA JULIA CRUZ, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-840.0	(2.60 AC)	0.4080 AC 17,772 SF		2.1920 AC	0.0411 AC 1,790 SF		ENTRANCE CONSTRUCTION	42-07-211-001-00	
8039034	WILLIAM T. FITZGIBBONS AND GLORIA A. FITZGIBBONS, HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-841.0	(5.05 AC)	1.0505 AC 45,760 SF		3.9995 AC				42-07-211-001-60, 42-07-190-021-50	
8A39034	WILLIAM T. FITZGIBBONS AND GLORIA A. FITZGIBBONS, HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1047.0	3.9995 AC	0.0000 AC		3.9995 AC	0.0775 AC 3,375 SF		ENTRANCE CONSTRUCTION	42-07-211-001-60	
8039035	GILBERT L. MORRIS AND EVELYN L. MORRIS, HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2004JE-728.0	2.2392 AC	2.2392 AC 97,539 SF	0.5007 AC 21,812 SF	0.0000 AC				42-07-211-002-00	
8039037	THOMAS E. NORMAN TITLE REPORT NO. 18-2006JE-844.0	(8.30 AC)	1,1154 AC 48,585 SF		7.1846 AC				42-07-211-011-00	
8039038	BETTY KELLEY, A WIDOW TITLE REPORT NO. 18-2008JE-1023.1	(25.50 AC)	0.7979 AC 34,795 SF		24.7021 AC	0.0457 AC 1,991 SF		ENTRANCE CONSTRUCTION	42-07-031-005-10	
8039204	JEFFREY D. FERGUSON AND JANA R. FERGUSON, HUSBAND AND WIFE, AS JOINT TENANTS, TITLE REPORT NO. 18-2004JE-724.0	1.5424 AC CALC (1.54 AC) (DEED)	0.1369 AC 5,964 SF	0.0235 AC 1,022 SF	1.4055 AC				42-07-211-001-70	

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 32, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

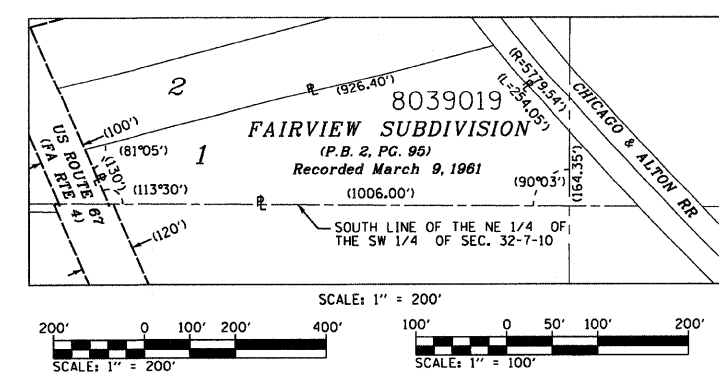
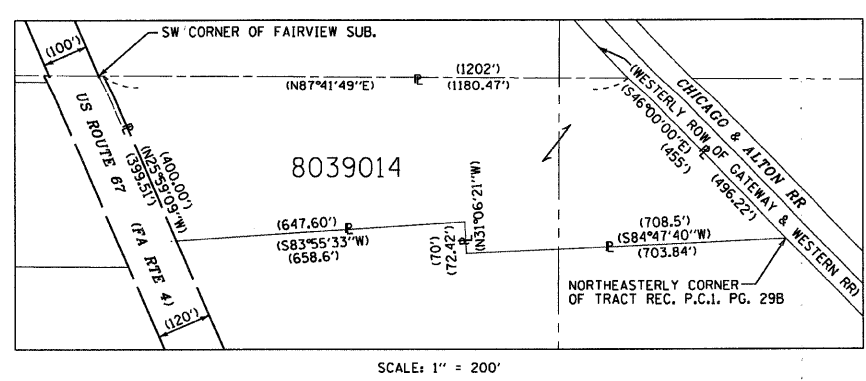
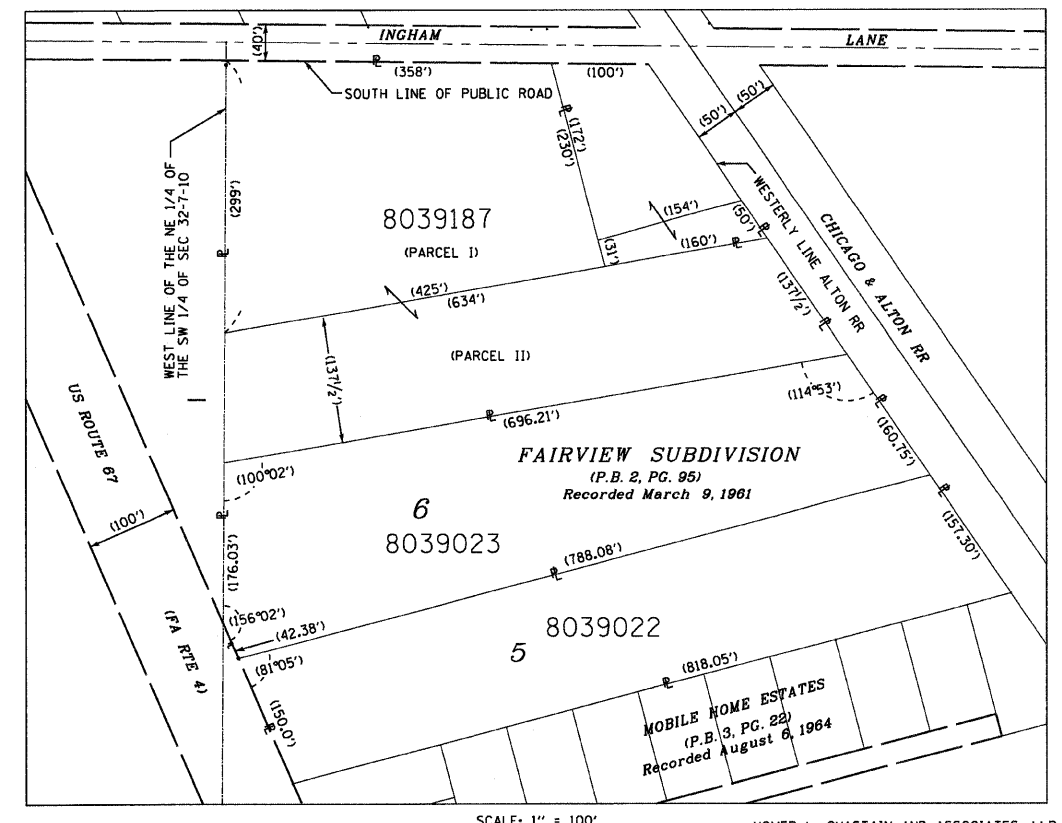
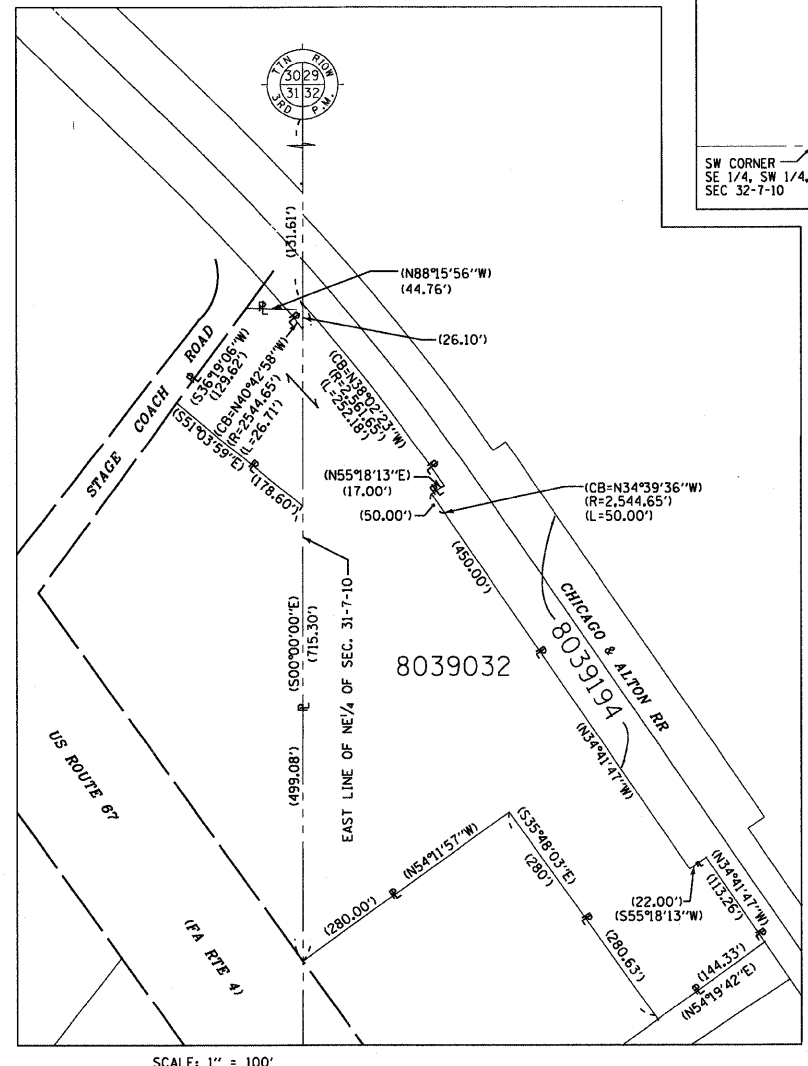
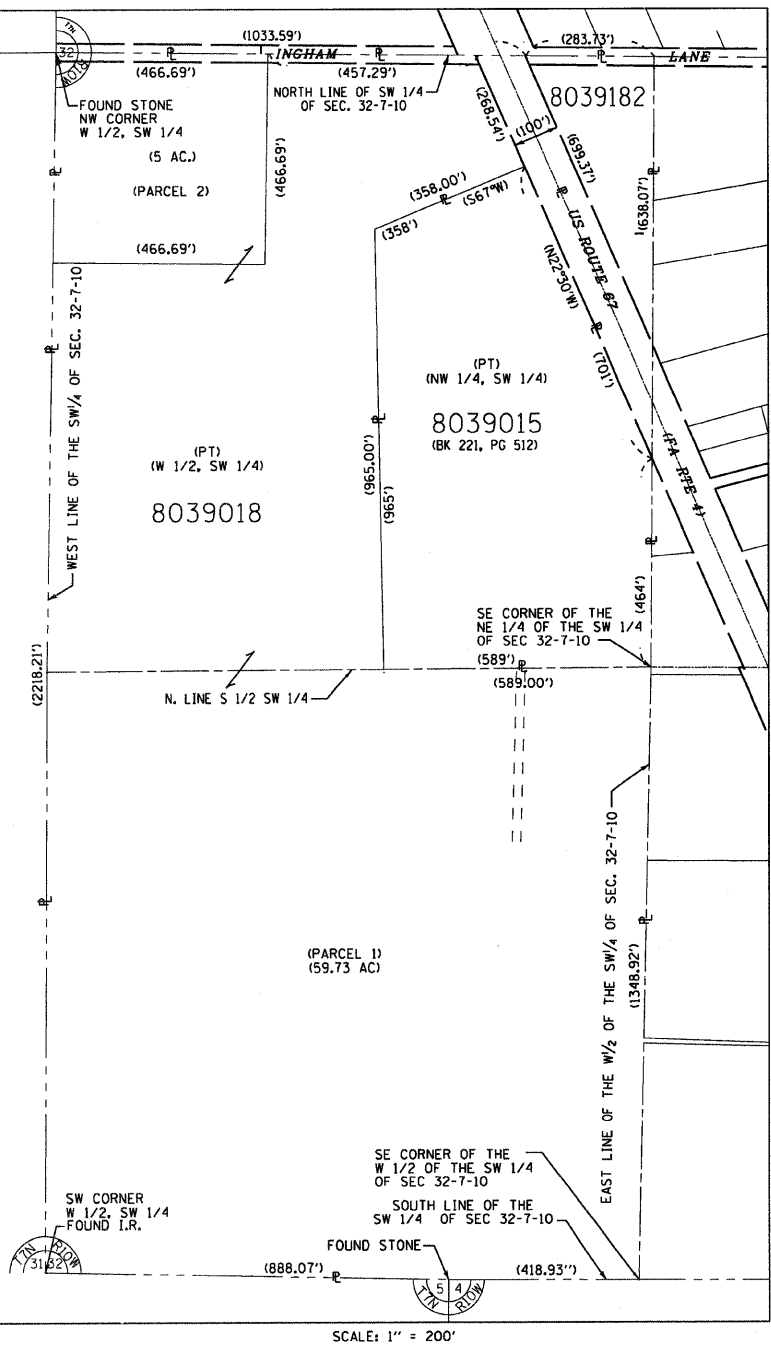
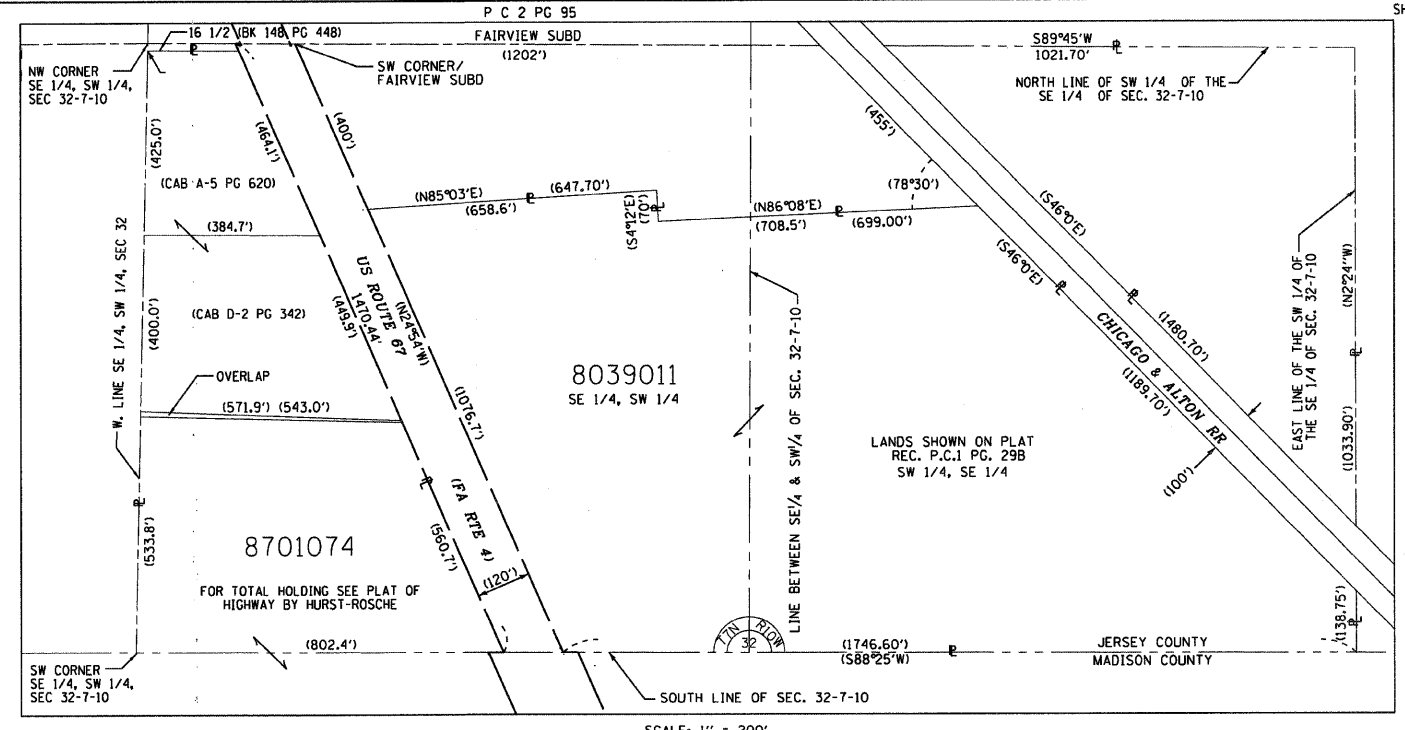
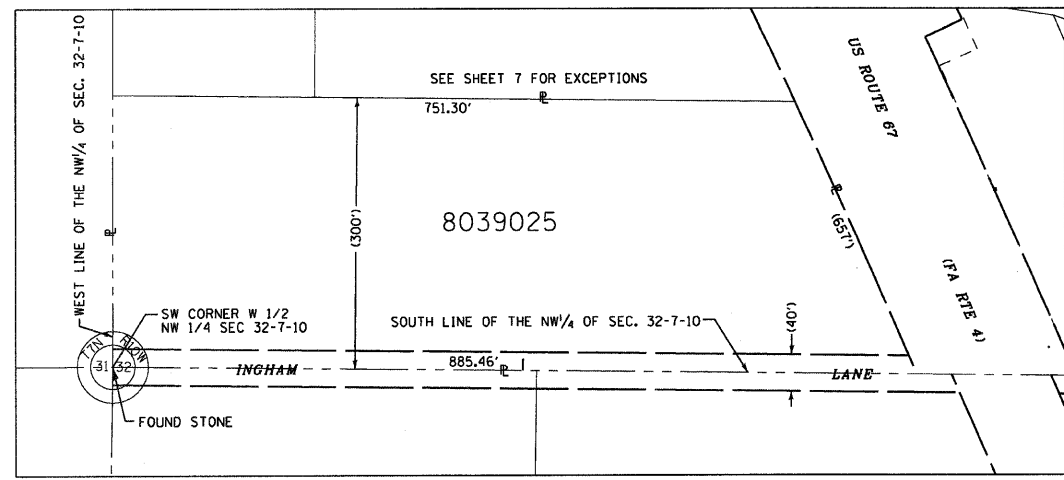
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 248+00 TO STATION 262+00

SCALE: 1" = 50'

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

\$DATE\$  
\$DRAWING\$  
\$FILENAME\$  
\$TIME\$



HOMER L. CHASTAIN AND ASSOCIATES, LLP  
 5 NORTH COUNTRY CLUB ROAD  
 DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00  
 TOTAL HOLDINGS  
 8039011, 8701074, 8039014, 8039015,  
 8039018, 8039019, 8039022, 8039023,  
 8039025, 8039032, 8039182, & 8039187

SHEET 14 OF

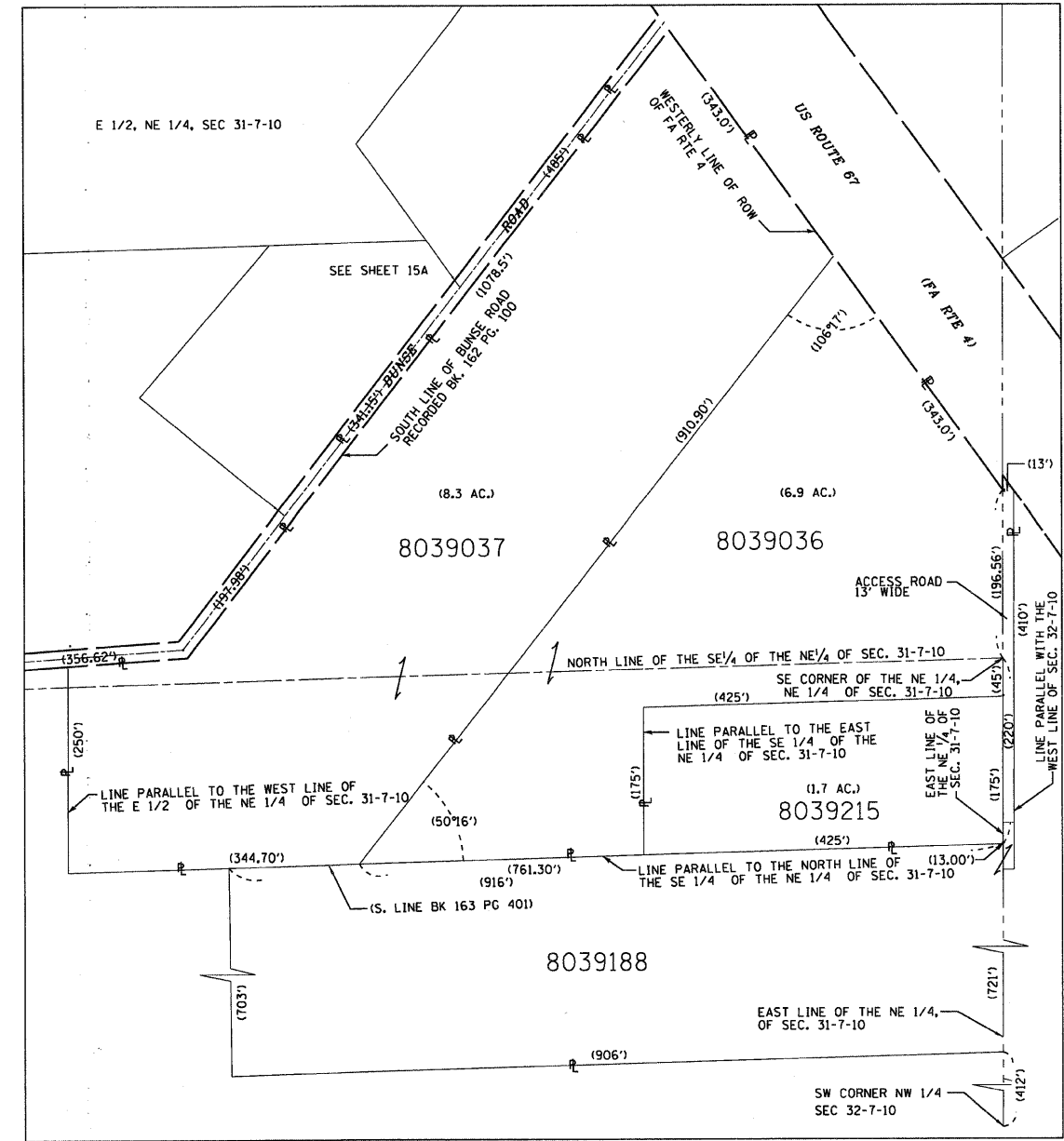
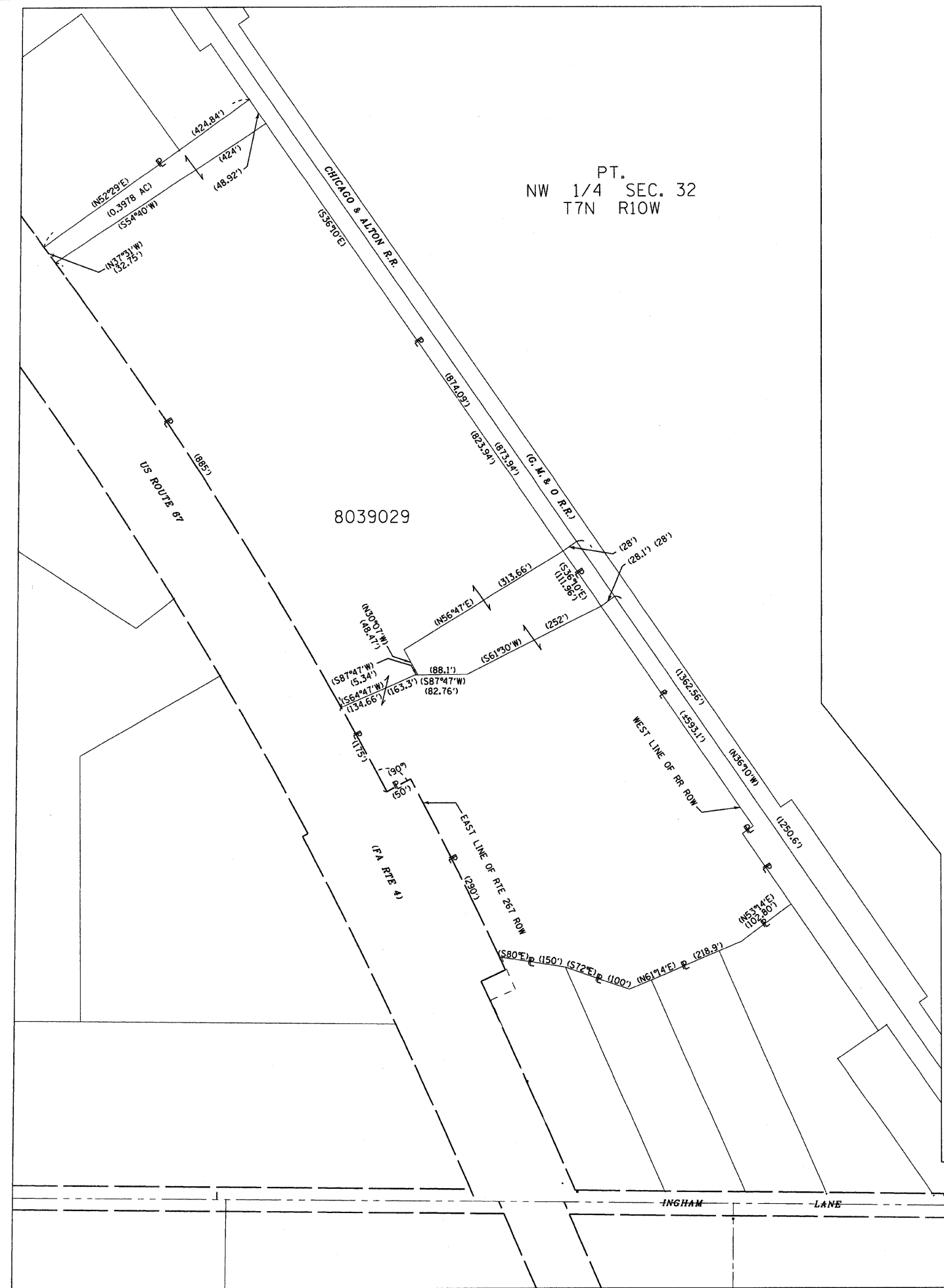
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS/DISTRICT 8  
 1102 EASTPORT PLAZA DRIVE  
 COLLINSVILLE, ILLINOIS 62234-6198

DATE: 11/11/11  
 DRAWN: JLS  
 CHECKED: JLS  
 REF: 11/11/11

PLOT DATE: 11/11/11 \$FILESNAME\$ \$TIMES\$

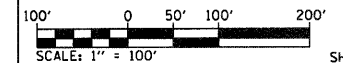


PT.  
NW 1/4 SEC. 32  
T7N R10W



HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 F&P ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00  
 TOTAL HOLDINGS  
 8039029, 8039036,  
 8039037, & 8039188

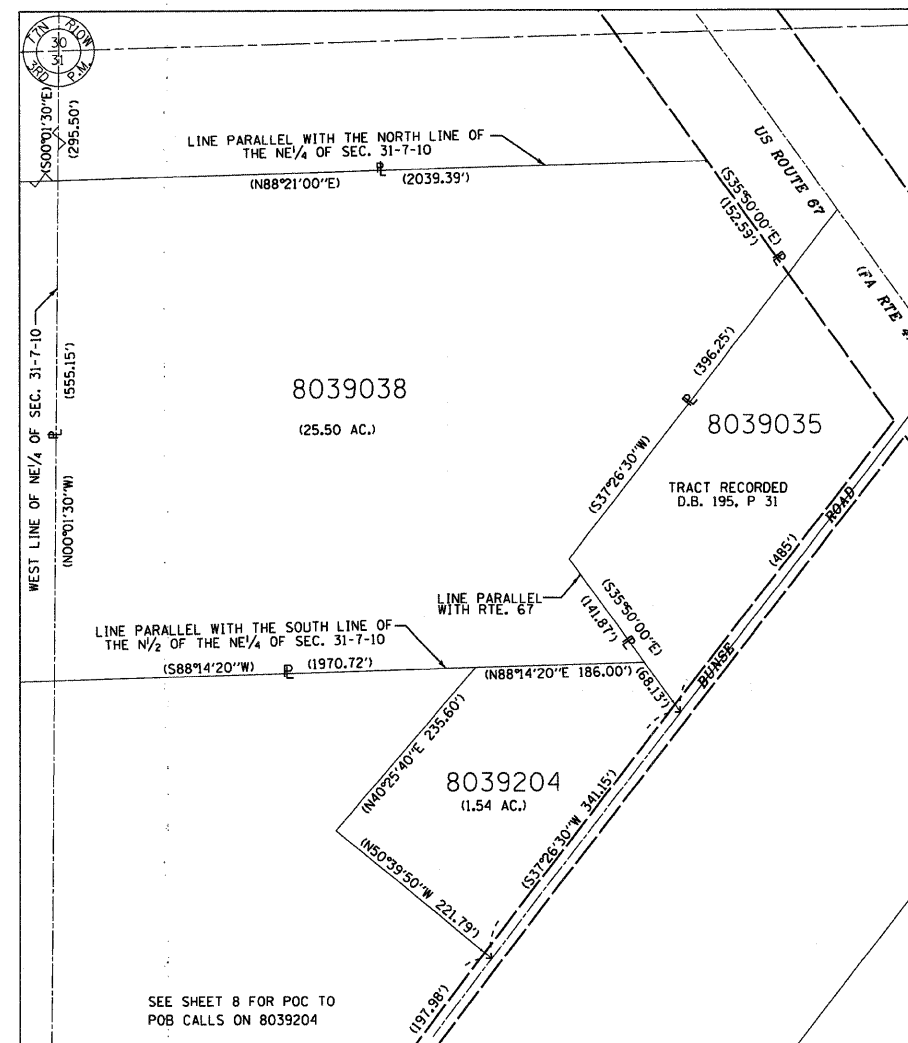
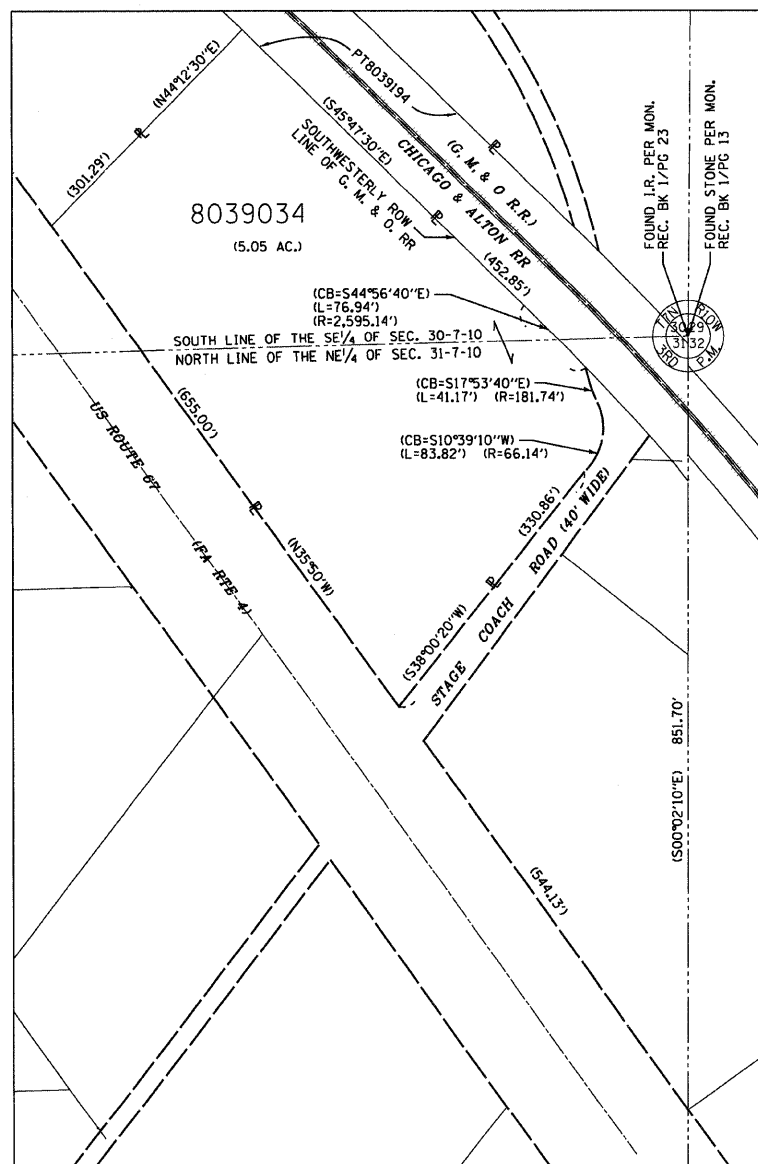


ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

SHEET 1 OF 15 IS A COVER SHEET AND IS NOT RECORDED

\*SOURCE\*  
 \*CON-SPEC\*  
 \*REF\*  
 \*REF\*  
 \*REF\*

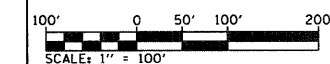
PLOT DATE: \$DATE\$ \$FILENAME\$ \$TIME\$



\*DATE\*  
 \*CON-REC\*  
 \*REF\*  
 \*REF\*  
 \*REF\*

HOMER L. CHASTAIN AND ASSOCIATES, LLP  
 5 NORTH COUNTRY CLUB ROAD  
 DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00  
 TOTAL HOLDINGS  
 8039034, 8039038 & 8039204



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

SEE SHEET 8 FOR POC TO  
POB CALLS ON 8039204

SHEET 1 OF 1 IS A COVER SHEET AND IS NOT RECORDED

\$FILENAME\$  
 \$TIME\$  
 \$DATE\$

PART OF THE SE 1/4 OF SECTION 30 AND THE NE 1/4 OF SECTION 31, T7N, R10W, OF THE 3RD PM, JERSEY COUNTY, ILLINOIS

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

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 1/2 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTIONS 30 & 31, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

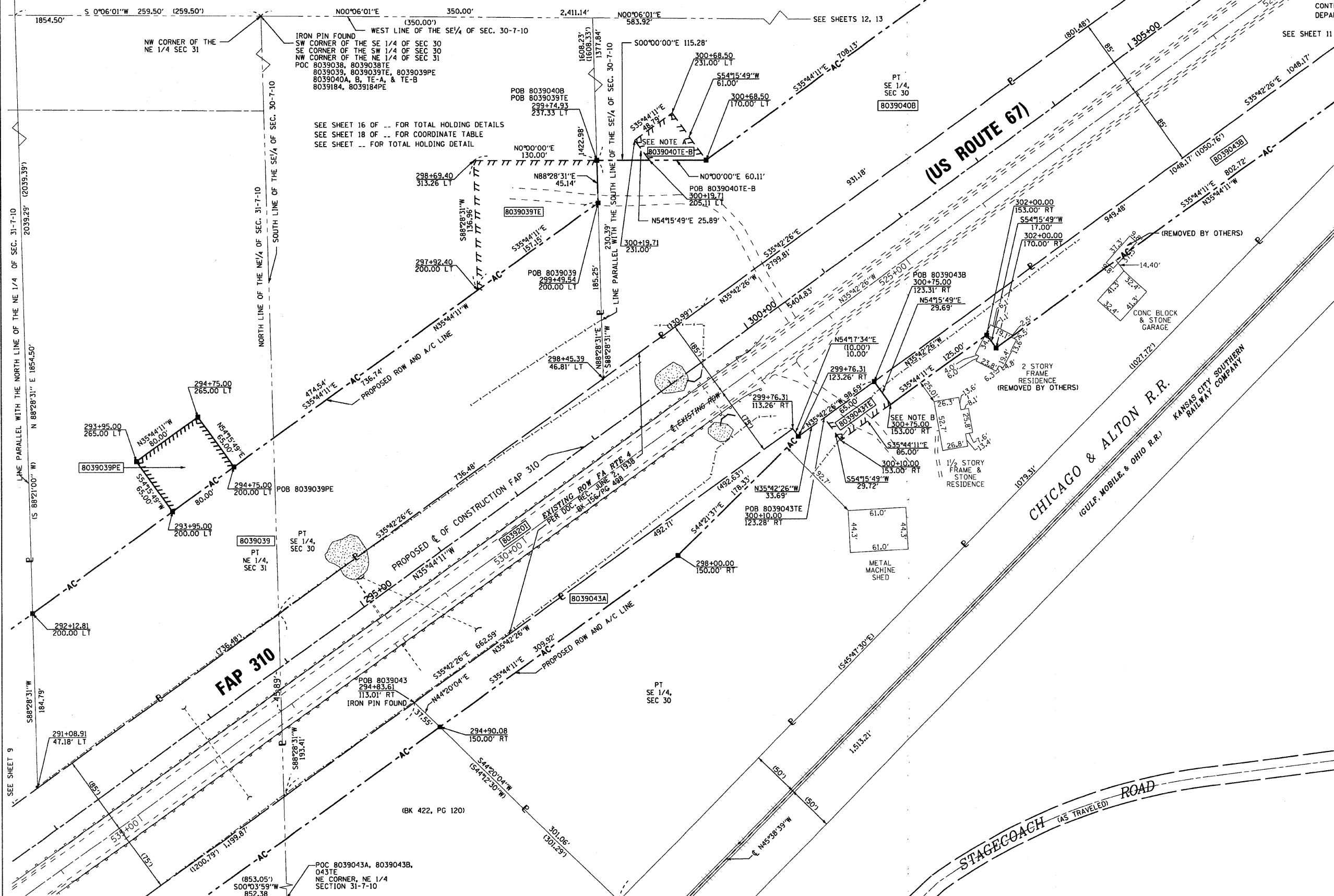
PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 291+00 TO STATION 305+00  
SCALE: 1" = 50'  
SHEET 10 OF

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

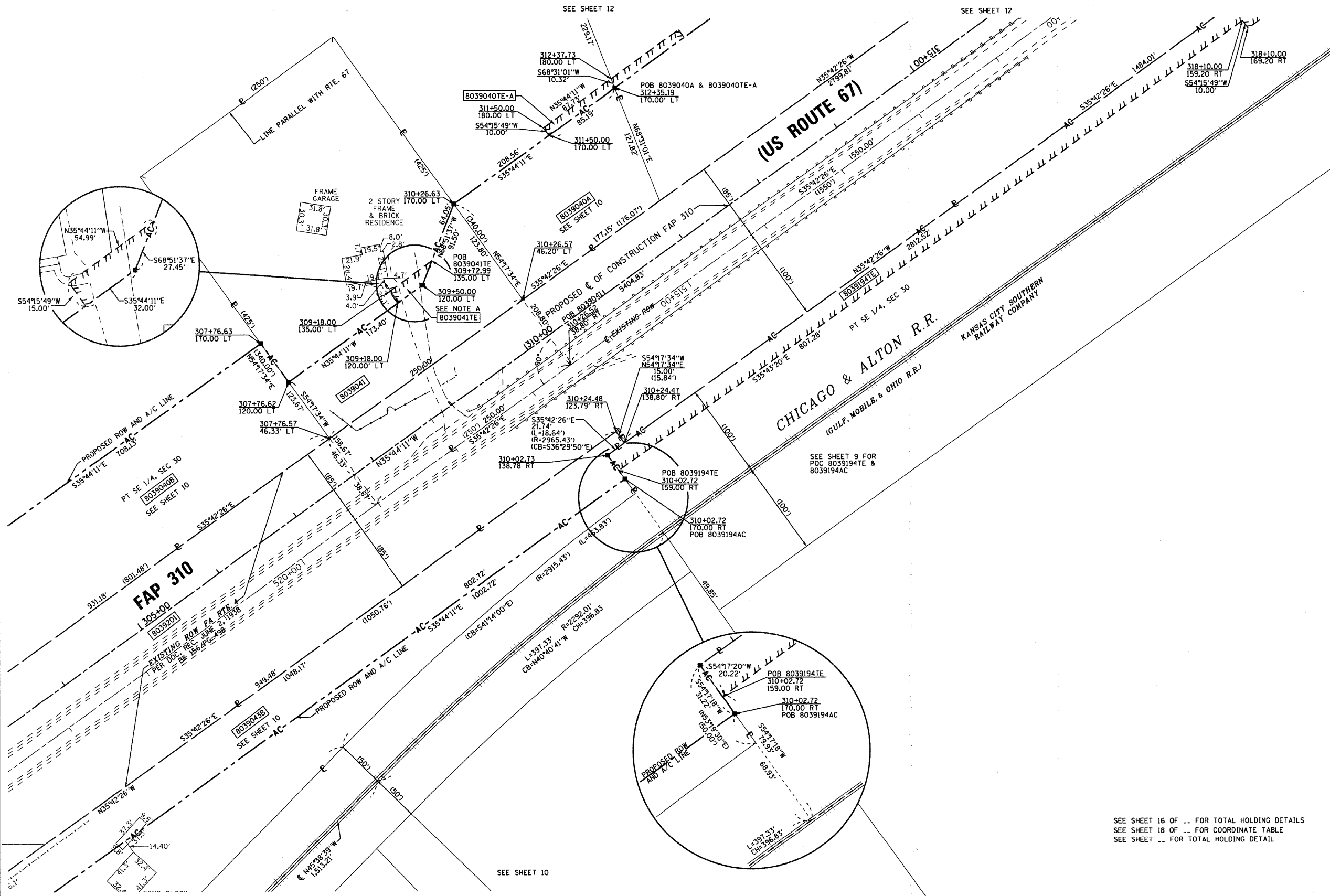
SHEET 1 OF IS A COVER SHEET AND IS NOT RECORDED



PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
					TEMP	PERM			
8039039	HAROLD F. BERGHOFF AND MARY E. BERGHOFF, TRUSTEES OF THE BERGHOFF FAMILY REVOCABLE LIVING TRUST DATED JUNE 18, 2003 TITLE REPORT NO. 18-2008 JE-1023.0	(25.5100 AC)	2.5878 AC 112,725 SF	22.9222 AC	0.2716 AC 11,832 SF	0.1194 AC 5,200 SF	PE - DRAINAGE CONSTRUCTION & MAINTENANCE TE - ENTR. CONST.	42-07-031-005-30, 42-07-030-008-30	
8039040	FRANK FITZGIBBONS AND BONNIE FITZGIBBONS, HUSBAND AND WIFE, AS JOINT TENANTS, TITLE REPORT NO. 18-2006 JE-847.0	(24.0100 AC)	(A)0.5483 AC 23,884 SF (B)2.6279 AC 114,472 SF	20.8338 AC	(A)0.0198 AC 865 SF (B)0.0487 AC 2,120 SF		GRADING ENTRANCE CONSTRUCTION	42-07-030-008-20	
8039043	LEO FITZGIBBONS AND DARLENE DOTY-FITZGIBBONS HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006 JE-850.0	5.7185 AC CALC (5.7500 AC) (DEED)	(A)0.3601 AC 15,686 SF (B)0.9481 AC 41,297 SF	4.4103 AC	0.0443 AC 1,931 SF		ENTRANCE CONSTRUCTION	42-07-030-008-00PT	

NOTE A:  
THE EXISTING ENTRANCE AT LEFT AND RIGHT STA 300+46 SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCES ARE USED FOR FARMING PURPOSES OR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCE ARE NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

NOTE B:  
POINT FALLS IN A TREE, NOT SET



**LEGEND**

	SECTION CORNER		QUARTER SECTION CORNER
	ACCESS CONTROL LINE		EXISTING RIGHT OF WAY LINE
	EXISTING CENTERLINE		EXISTING EASEMENT LINE
	PROPOSED CENTERLINE		PROPOSED ROW LINE
	PROPOSED TEMPORARY EASEMENT LINE		PROPOSED PERMANENT EASEMENT LINE
	SECTION LINE		QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE		PROPERTY (DEED) LINE
	APPARENT PROPERTY LINE		MEASURED DIMENSION
	COMPUTED DIMENSION		RECORDED DIMENSION
	FOUND IRON PIPE OR IRON ROD		SET 3/8 INCH IRON ROD
	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)		FOUND ROW MARKER
	FOUND STONE		
	SAME OWNERSHIP		

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 30, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10.

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 304+00 TO STATION 315+00

SCALE: 1" = 50'

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

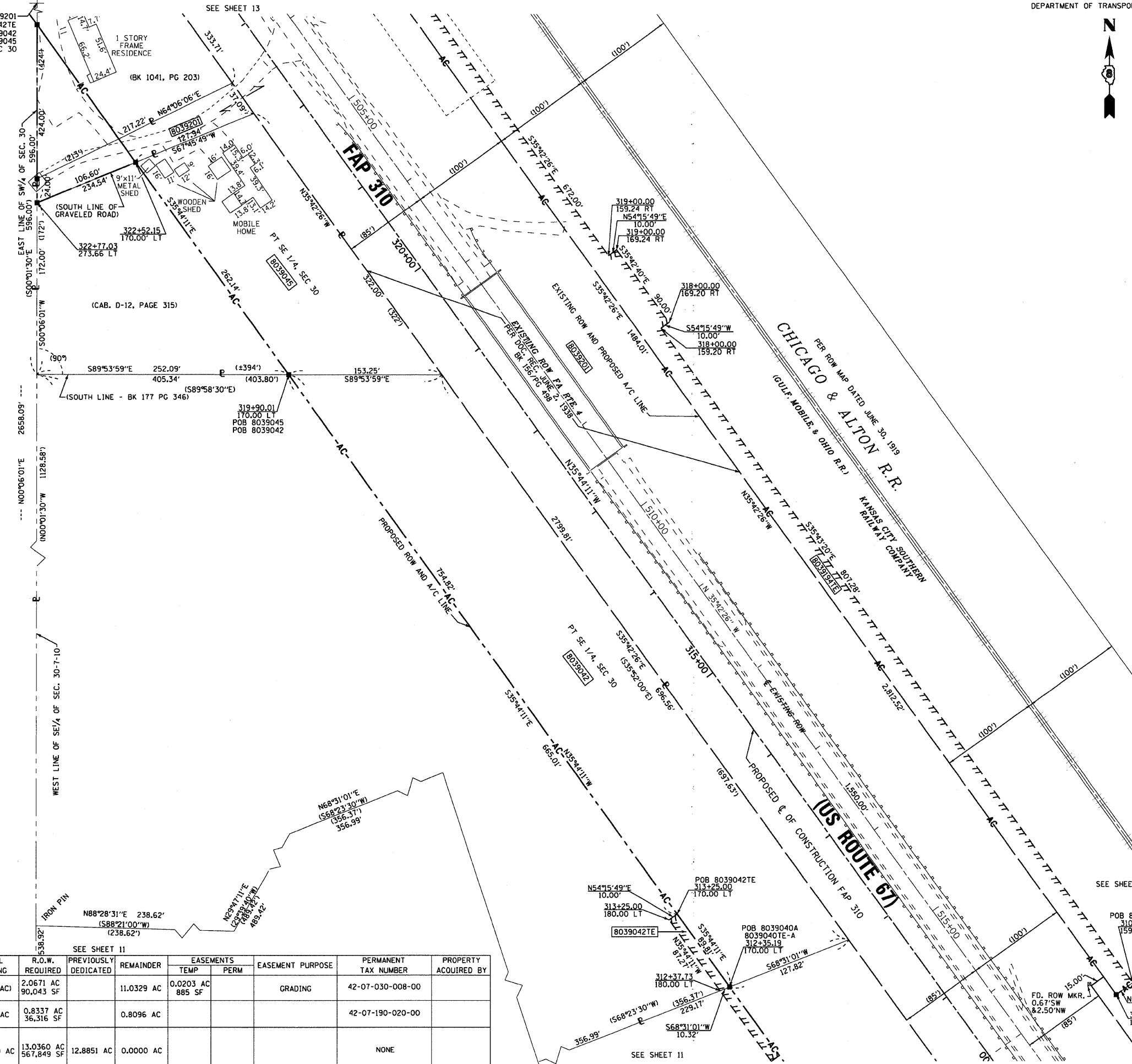
SHEET 11 OF \_\_\_\_\_

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039041	FRANK R. FITZGIBBONS AND BONNIE N. FITZGIBBONS, HUSBAND & WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-848.0	2.4392 AC	0.9550 AC 41,598 SF	0.4878 AC 21,250 SF	1.4842 AC	0.0150 AC 653 SF		ENTRANCE CONSTRUCTION	42-07-190-021-00	
8039194	KANSAS CITY SOUTHERN RAILWAY COMPANY TITLE REPORT NO. 18-2005JE-741.0, 18-2005JE-742.0, 18-2009JE-1094.0	NA	NA	NA	NA	2.7825 AC 121,206 SF	0.2704 AC 11,778 SF	TE - GRADING PE HIGHWAY PURPOSES	42-50-100-007-00 42-50-100-100-03 42-50-100-400-01 42-50-100-600-02	

SEE SHEET 16 OF ... FOR TOTAL HOLDING DETAILS  
SEE SHEET 18 OF ... FOR COORDINATE TABLE  
SEE SHEET ... FOR TOTAL HOLDING DETAIL

NOTE A:  
THE EXISTING ENTRANCE AT LEFT 309+33 SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCES ARE USED FOR FARMING PURPOSES OR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCE ARE NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

POB 8039201  
POC 8039042TE  
POC 8039042  
POC 8039045  
NW COR SE 1/4, SEC 30



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 1/4 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 30, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_  
RICHARD L. WAVERING IPLS #2217  
LICENSE EXPIRES 11/30/10

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00

STATION 311+00 TO STATION 323+00

SCALE: 1" = 50'

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

SEE SHEET 16 OF ... FOR TOTAL HOLDING DETAILS  
SEE SHEET 18 OF ... FOR COORDINATE TABLE  
SEE SHEET ... FOR TOTAL HOLDING DETAIL

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039042	LEO FITZGIBBONS AND DARLENE DOTY-FITZGIBBONS HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-849.0	(13.37 AC)	2.0671 AC 90,043 SF		11.0329 AC	0.0203 AC 885 SF		GRADING	42-07-030-008-00	
8039045	JERRY L. HENDERSON, AND BETTY L. HENDERSON HIS WIFE TITLE REPORT NO. 18-2004JE-733.0	1.6433 AC	0.8337 AC 36,316 SF		0.8096 AC				42-07-190-020-00	
8039201	JAMES M. FITZGIBBONS, WILLIAM T FITZGIBBONS, FRANK R. FITZGIBBONS AND DARLENE DOTY FITZGIBBONS, EACH AS TO AN UNDIVIDED 1/4 INTEREST TITLE REPORT NO. 18-2004JE-725.0	13.0360 AC	13.0360 AC 567,849 SF	12.8851 AC	0.0000 AC				NONE	

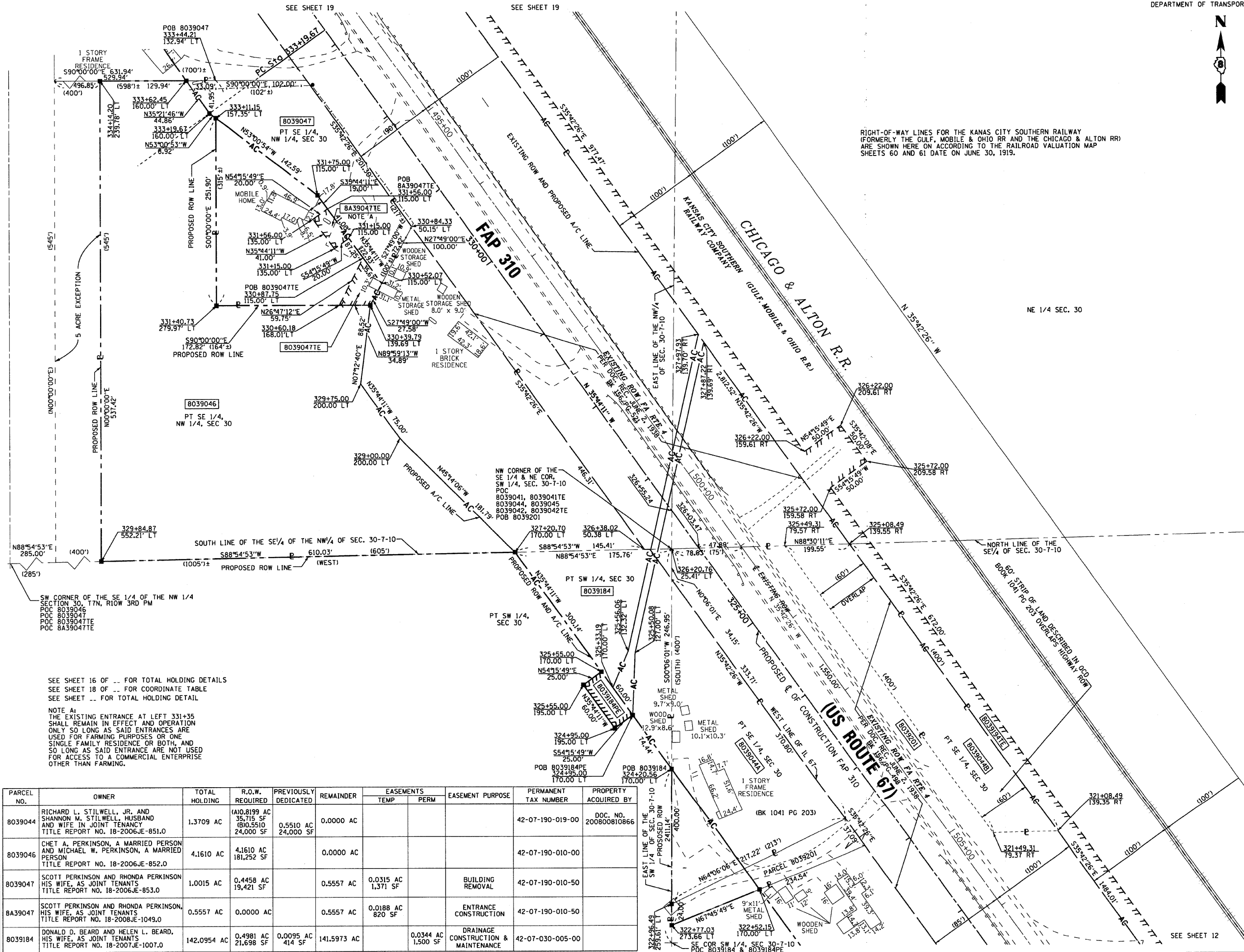
DATE: 11/30/10  
DRAWN: JLC  
CHECKED: JLC  
APP. REF. SHEET

FILENAME: \$  
PLOT DATE: \$  
\$TIME: \$

PART OF THE SE 1/4 AND N 1/2 OF SECTION 30, T7N, R10W, OF THE 3RD PM, JERSEY COUNTY, ILLINOIS

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

SHEET 125 OF 481



**LEGEND**

- SECTION CORNER (Symbol: 21)
- QUARTER SECTION CORNER (Symbol: 2726)
- AC ACCESS CONTROL LINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED ROW LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- MEASURED DIMENSION (121.45)
- COMPUTED DIMENSION (123.45 (COMP) (123.45))
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- FOUND ROW MARKER
- FOUND STONE
- SAME OWNERSHIP

RIGHT-OF-WAY LINES FOR THE KANSAS CITY SOUTHERN RAILWAY (FORMERLY THE GULF, MOBILE & OHIO RR AND THE CHICAGO & ALTON RR) ARE SHOWN HEREON ACCORDING TO THE RAILROAD VALUATION MAP SHEETS 60 AND 61 DATE ON JUNE 30, 1919.

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

THIS IS TO REPORT THAT I, RICHARD L. WAVERING, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE CAUSED TO BE SURVEYED UNDER MY SUPERVISION THE PLAT OF HIGHWAYS SHOWN HEREON, LOCATED IN SECTION 30, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE THIRD PRINCIPAL MERIDIAN, JERSEY COUNTY, ILLINOIS, AND THAT IN MY PROFESSIONAL OPINION THE PLAT REPRESENTS SAID SURVEY, THAT THE MONUMENTS FOUND AND ESTABLISHED ARE OF SUCH QUALITY AND SUFFICIENCY AS TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

DATE: \_\_\_\_\_

RICHARD L. WAVERING JPLS #2217  
LICENSE EXPIRES 11/30/10

PREPARED BY:  
HOMER L. CHASTAIN AND ASSOCIATES, LLP  
5 NORTH COUNTRY CLUB ROAD  
DECATUR, IL 62521 217-422-8544

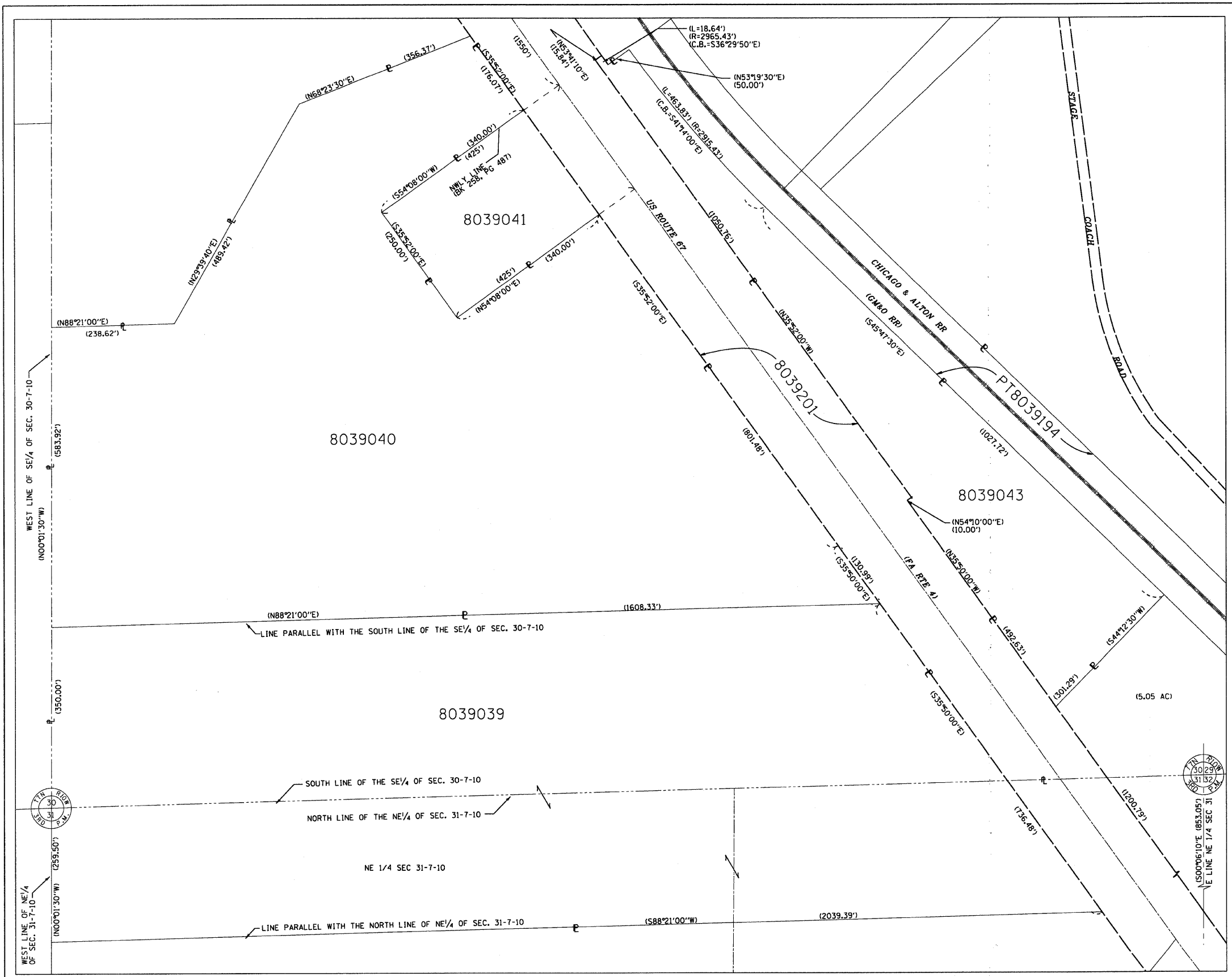
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 310 (US 67)  
SECTION 42-1,2,3  
JERSEY COUNTY  
JOB NO. R-98-039-00  
STATION 321+00 TO STATION 332+20  
SCALE: 1" = 50'  
SHEET 13 OF  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINSVILLE, ILLINOIS 62234-6198

SEE SHEET 16 OF -- FOR TOTAL HOLDING DETAILS  
SEE SHEET 18 OF -- FOR COORDINATE TABLE  
SEE SHEET -- FOR TOTAL HOLDING DETAIL

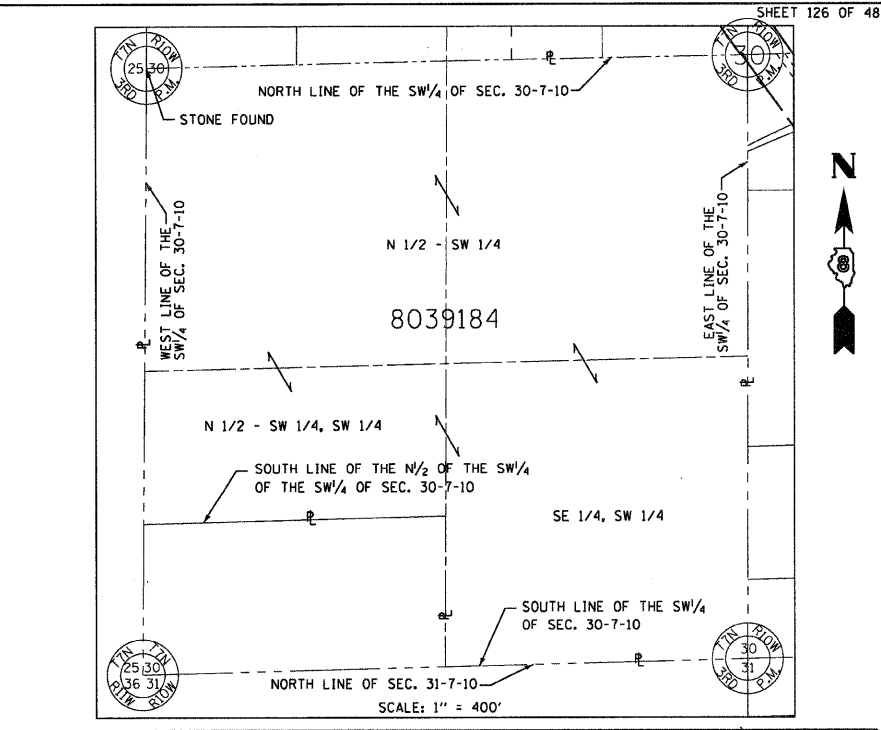
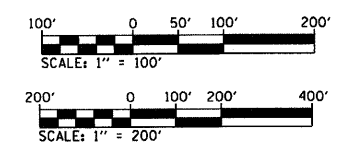
NOTE A:  
THE EXISTING ENTRANCE AT LEFT 331+35 SHALL REMAIN IN EFFECT AND OPERATION ONLY SO LONG AS SAID ENTRANCES ARE USED FOR FARMING PURPOSES OR ONE SINGLE FAMILY RESIDENCE OR BOTH, AND SO LONG AS SAID ENTRANCE ARE NOT USED FOR ACCESS TO A COMMERCIAL ENTERPRISE OTHER THAN FARMING.

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
8039044	RICHARD L. STILLWELL, JR. AND SHANNON M. STILLWELL, HUSBAND AND WIFE IN JOINT TENANCY TITLE REPORT NO. 18-2006JE-851.0	1.3709 AC	(A)0.8199 AC 35,715 SF (B)0.5510 AC 24,000 SF	0.5510 AC 24,000 SF	0.0000 AC				42-07-190-019-00	DOC. NO. 200800810866
8039046	CHET A. PERKINSON, A MARRIED PERSON AND MICHAEL W. PERKINSON, A MARRIED PERSON TITLE REPORT NO. 18-2006JE-852.0	4.1610 AC	4.1610 AC 181,252 SF		0.0000 AC				42-07-190-010-00	
8039047	SCOTT PERKINSON AND RHONDA PERKINSON HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2006JE-853.0	1.0015 AC	0.4458 AC 19,421 SF	0.5557 AC	0.0315 AC 1,371 SF		BUILDING REMOVAL	42-07-190-010-50		
8A39047	SCOTT PERKINSON AND RHONDA PERKINSON, HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2008JE-1049.0	0.5557 AC	0.0000 AC	0.5557 AC	0.0188 AC 820 SF		ENTRANCE CONSTRUCTION	42-07-190-010-50		
8039184	DONALD D. BEARD AND HELEN L. BEARD, HIS WIFE, AS JOINT TENANTS TITLE REPORT NO. 18-2007JE-1007.0	142.0954 AC	0.4981 AC 21,698 SF	0.0095 AC 414 SF	141.5973 AC	0.0344 AC 1,500 SF	DRAINAGE CONSTRUCTION & MAINTENANCE	42-07-030-005-00		

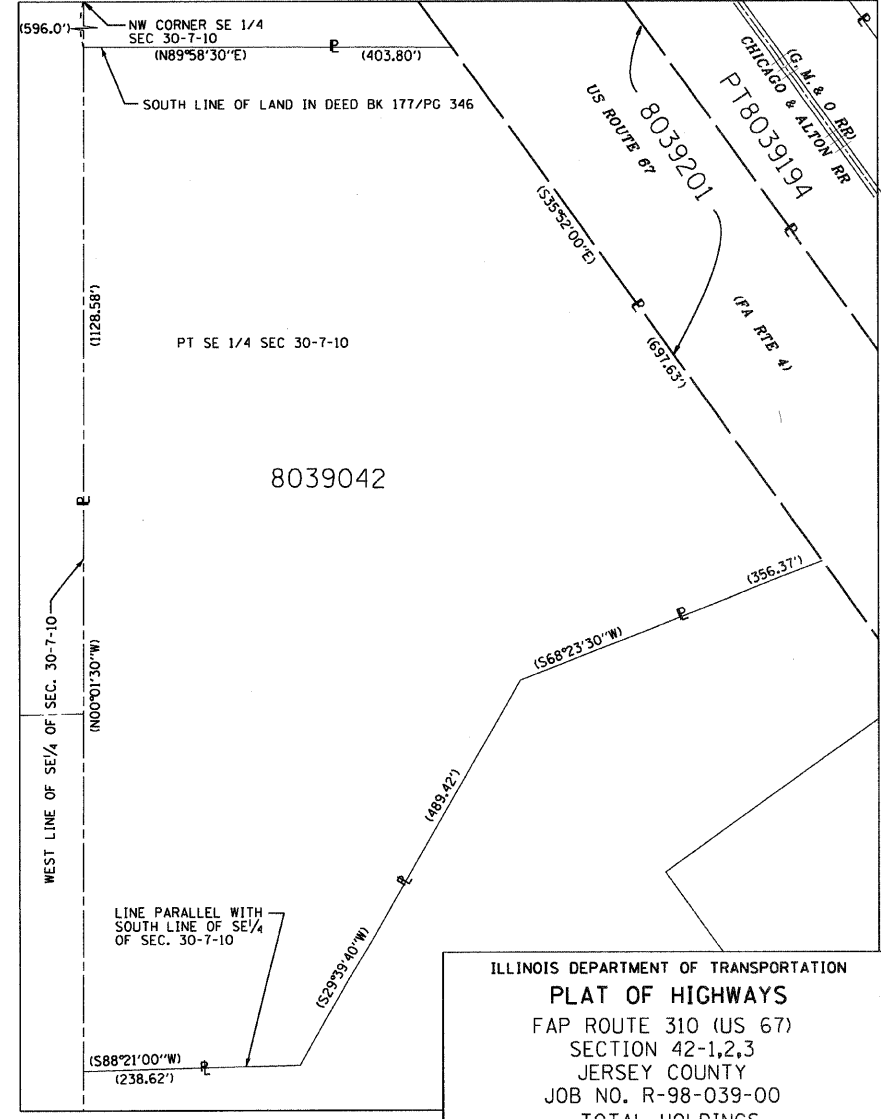




SCALE: 1" = 100'



SCALE: 1" = 400'



SCALE: 1" = 100'

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 310 (US 67)  
 SECTION 42-1,2,3  
 JERSEY COUNTY  
 JOB NO. R-98-039-00  
 TOTAL HOLDINGS  
 8039039, 8039040, 8039042, 8039043,  
 8039184, PT8039194 & PT8039201

SHEET 16 OF  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS/DISTRICT 8  
 1102 EASTPORT PLAZA DRIVE  
 COLLINGSVILLE, ILLINOIS 62234-6198

DATE: 11/11/98  
 DRAWN: JEC  
 CHECKED: JEC  
 REF: 11/11/98  
 REF: 11/11/98

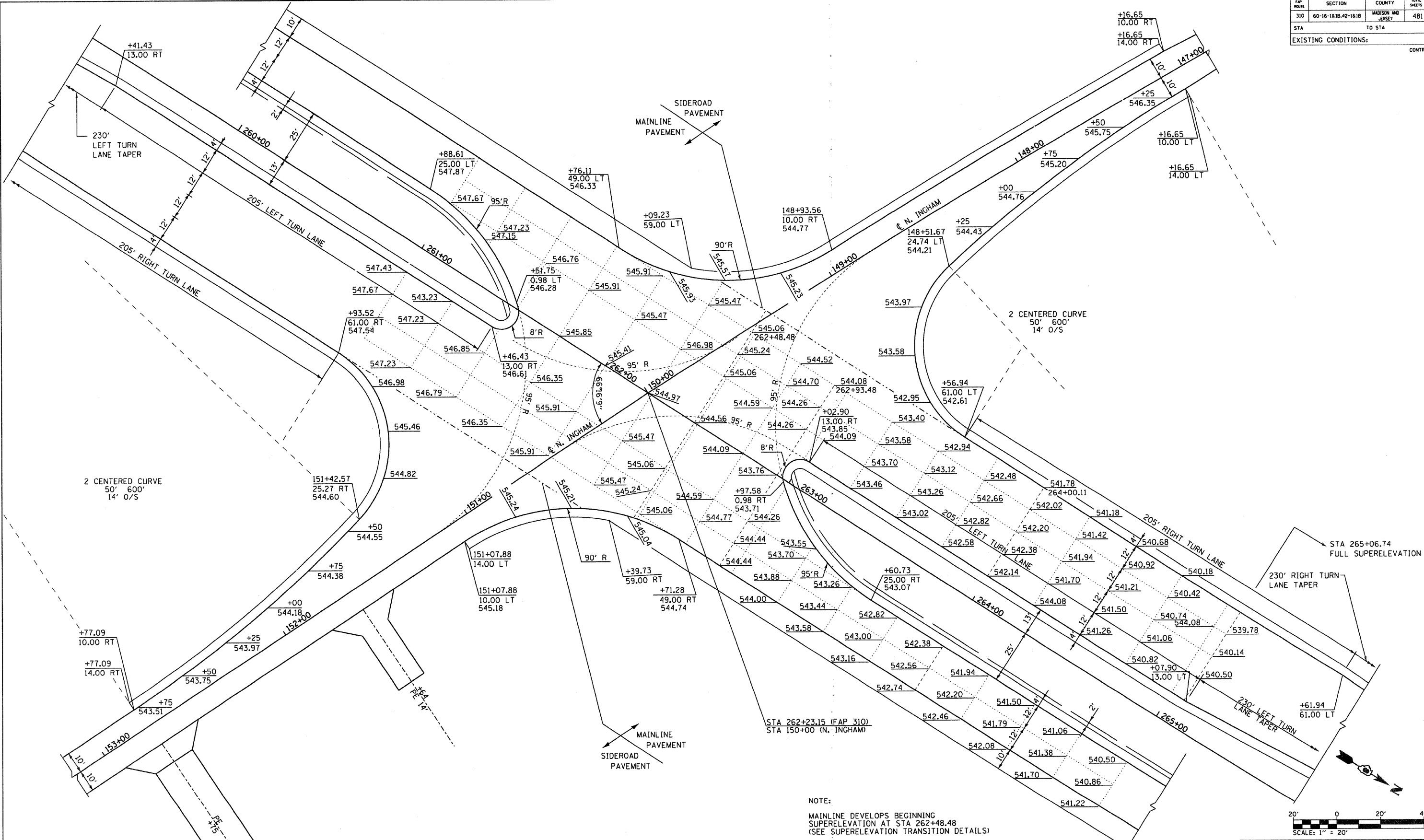




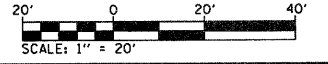
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	129
STA		TO STA		
EXISTING CONDITIONS:				

CONTRACT NO. 76318

DATE	
BY	
PLAN	
NO.	
CHECKED	
NO.	
FILE NAME	



NOTE:  
 MAINLINE DEVELOPS BEGINNING  
 SUPERELEVATION AT STA 262+48.48  
 (SEE SUPERELEVATION TRANSITION DETAILS)



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**INTERSECTION DETAILS**  
 NORTH INGHAM ROAD  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY

REVISIONS	
NAME	DATE

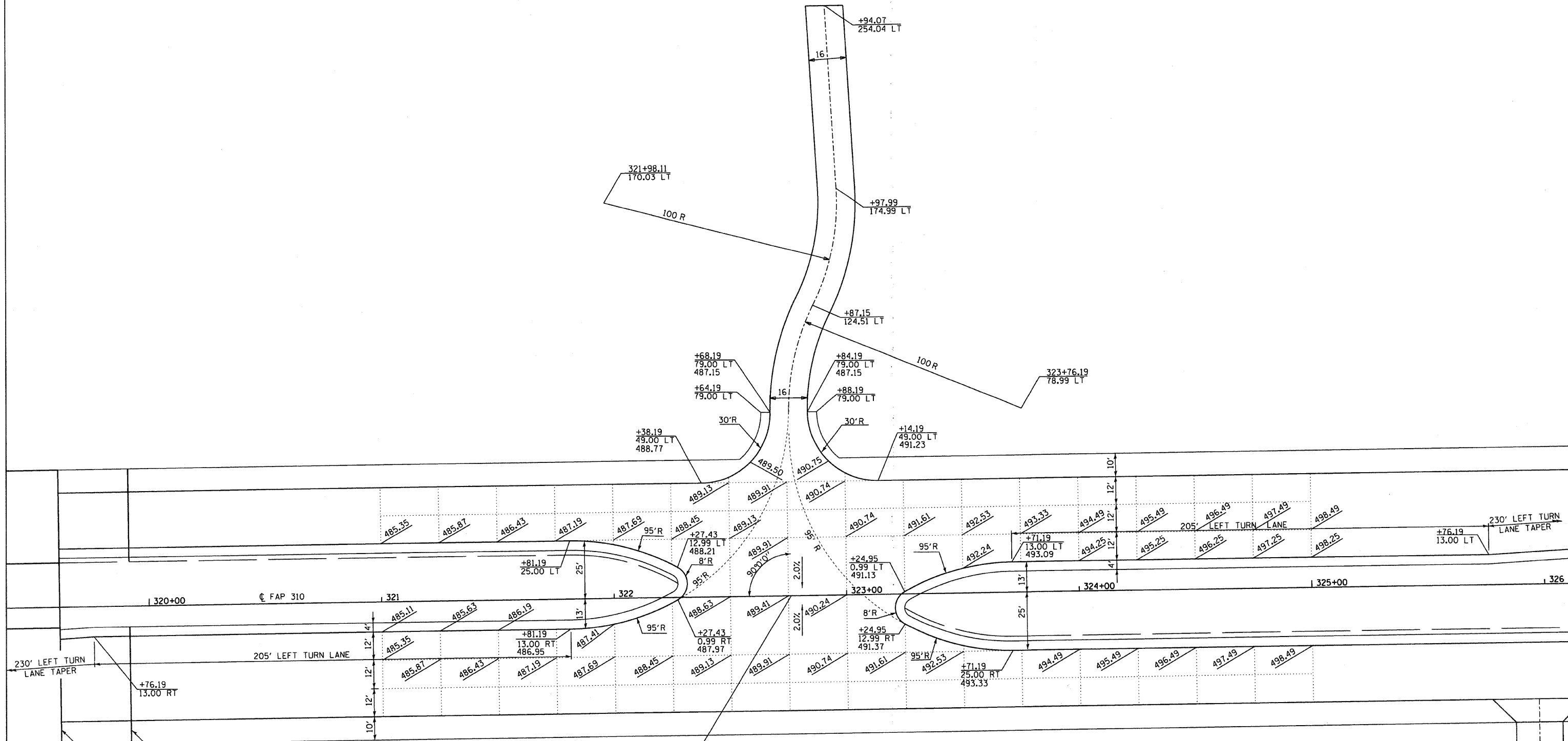
DRAWN BY: EMR      CHECKED BY: GLF



FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	131
STA	TO STA			
EXISTING CONDITIONS:				

CONTRACT NO. 76318

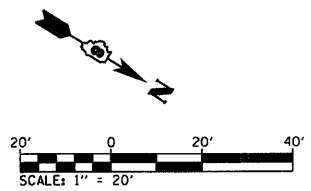
PLAN	DATE
SURVEYED	
PLOTTED	
REVISIONS	
NOTE BOOK	
NO.	



BRIDGE APPROACH PAVEMENT  
 SN 042-0026 (PR SB)  
 SN 042-0027 (PR NB)

STA 322+76.19 US 67 (FAP 310)  
 STA 322+76.19 PRIVATE ENTRANCE

NOTE:  
 MAINLINE IS TANGENT THROUGH INTERSECTION

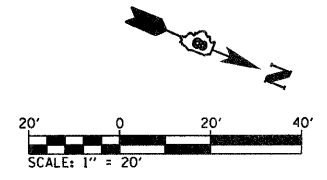


REVISIONS	
NAME	DATE

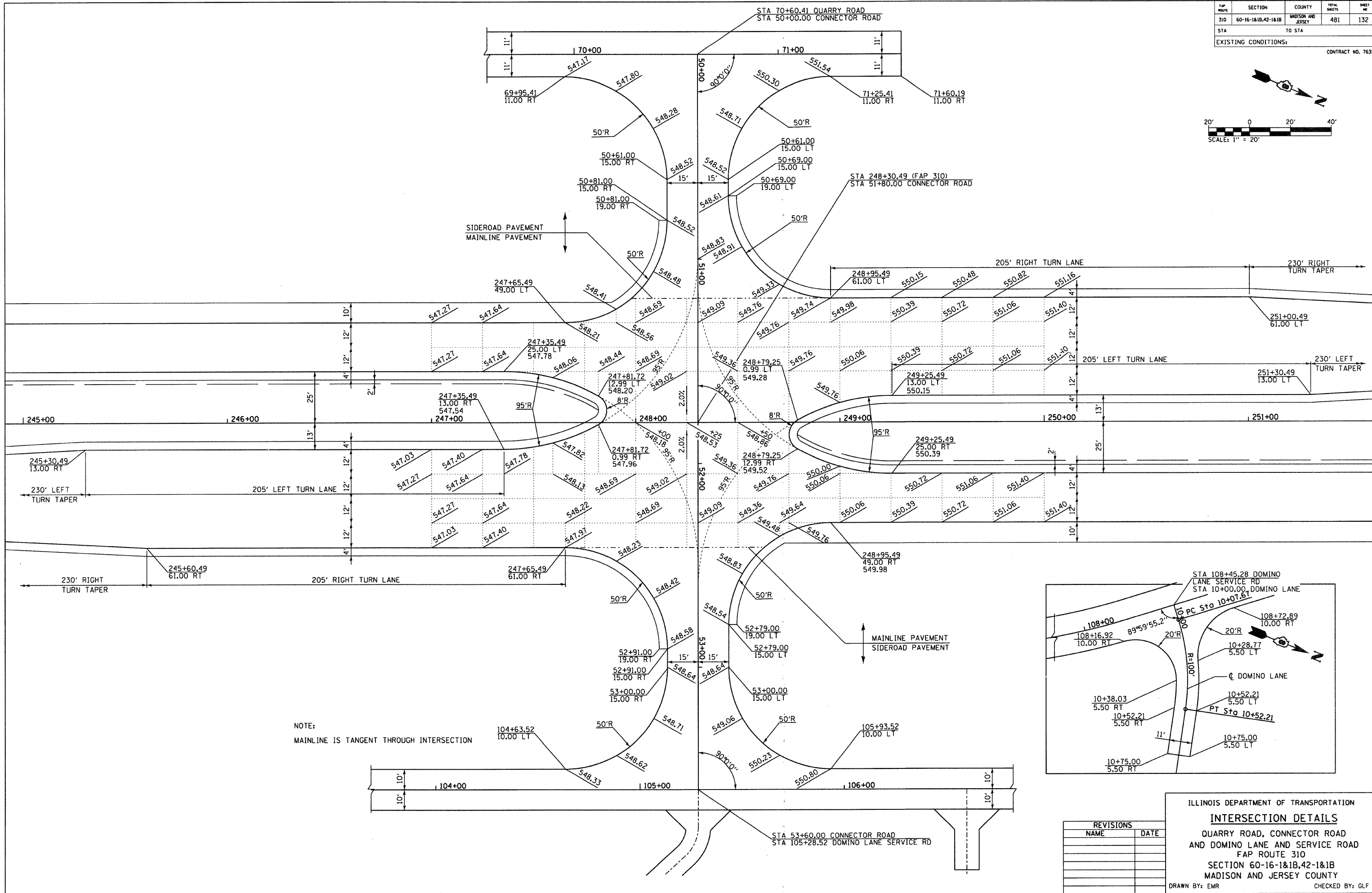
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**INTERSECTION DETAILS**  
 PRIVATE ROAD - TRINITY LANE  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY  
 DRAWN BY: EMR  
 CHECKED BY: GLF

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	132
STA		TO STA		
EXISTING CONDITIONS:				

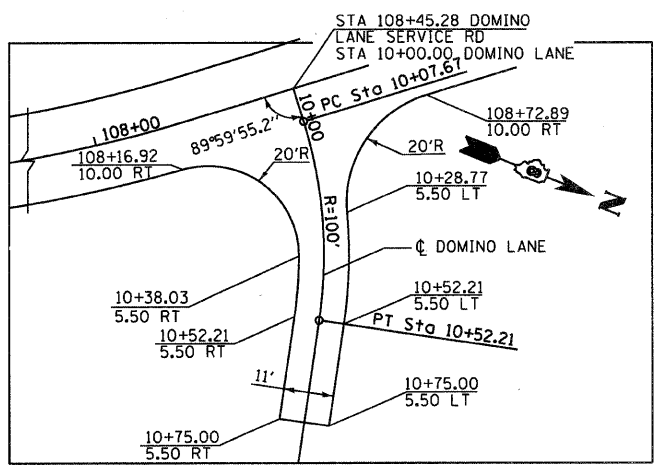
CONTRACT NO. 76318



DATE	
BY	
REVISIONS	
PLANNED	
DESIGNED	
CHECKED	
IN CHARGE	
NOTE BOOK NO.	
FILE NAME	



NOTE:  
MAINLINE IS TANGENT THROUGH INTERSECTION

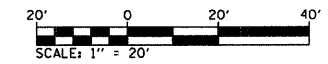
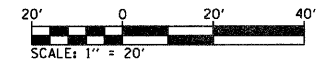
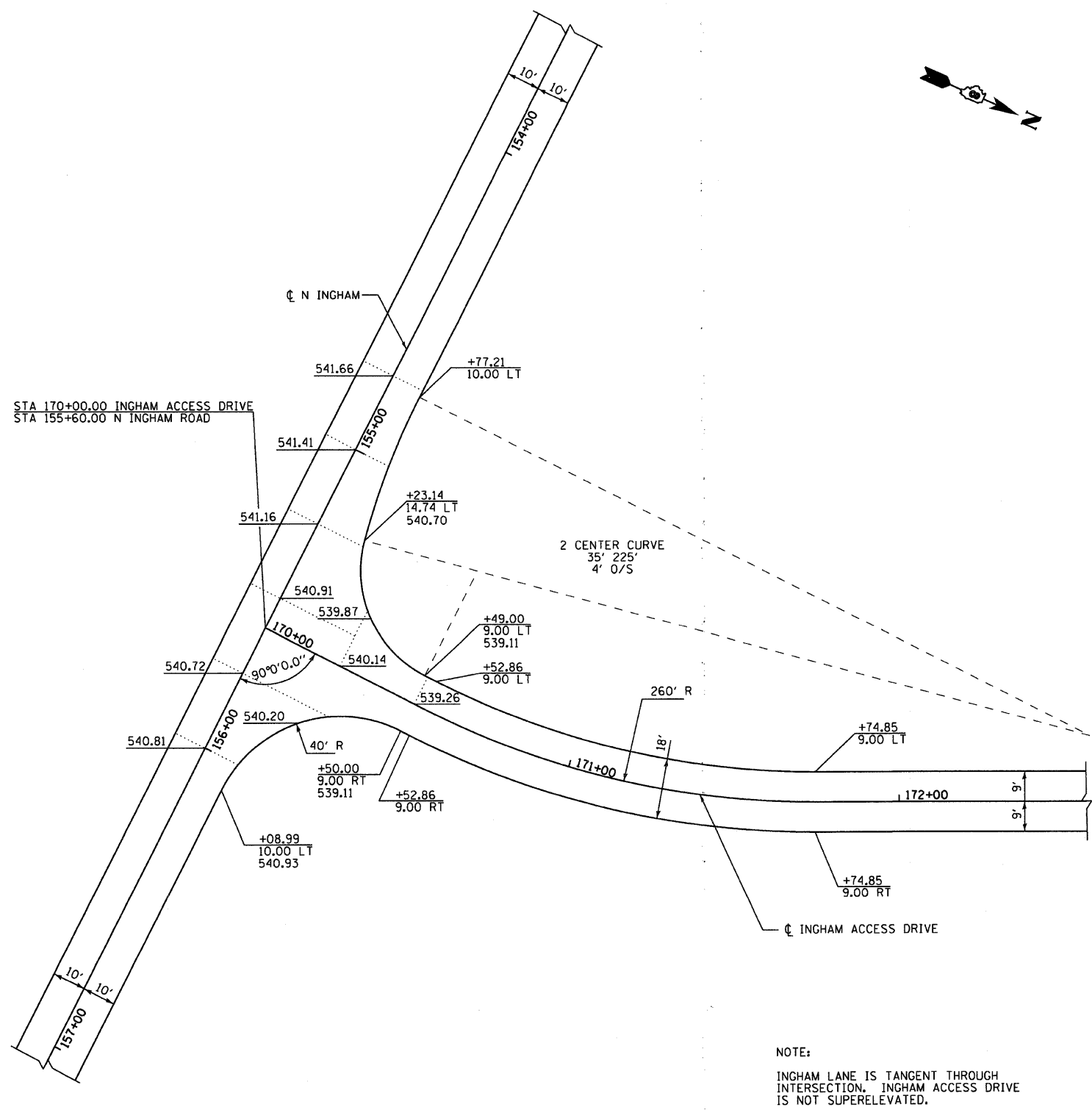


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**INTERSECTION DETAILS**  
 QUARRY ROAD, CONNECTOR ROAD  
 AND DOMINO LANE AND SERVICE ROAD  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY  
 DRAWN BY: EMR CHECKED BY: GLF

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	133
STA		TO STA		
EXISTING CONDITIONS:				
CONTRACT NO. 76318				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	PAID FILE NAME	



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**INTERSECTION DETAILS**  
 INGHAM ACCESS DRIVE  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY  
 DRAWN BY: EMR

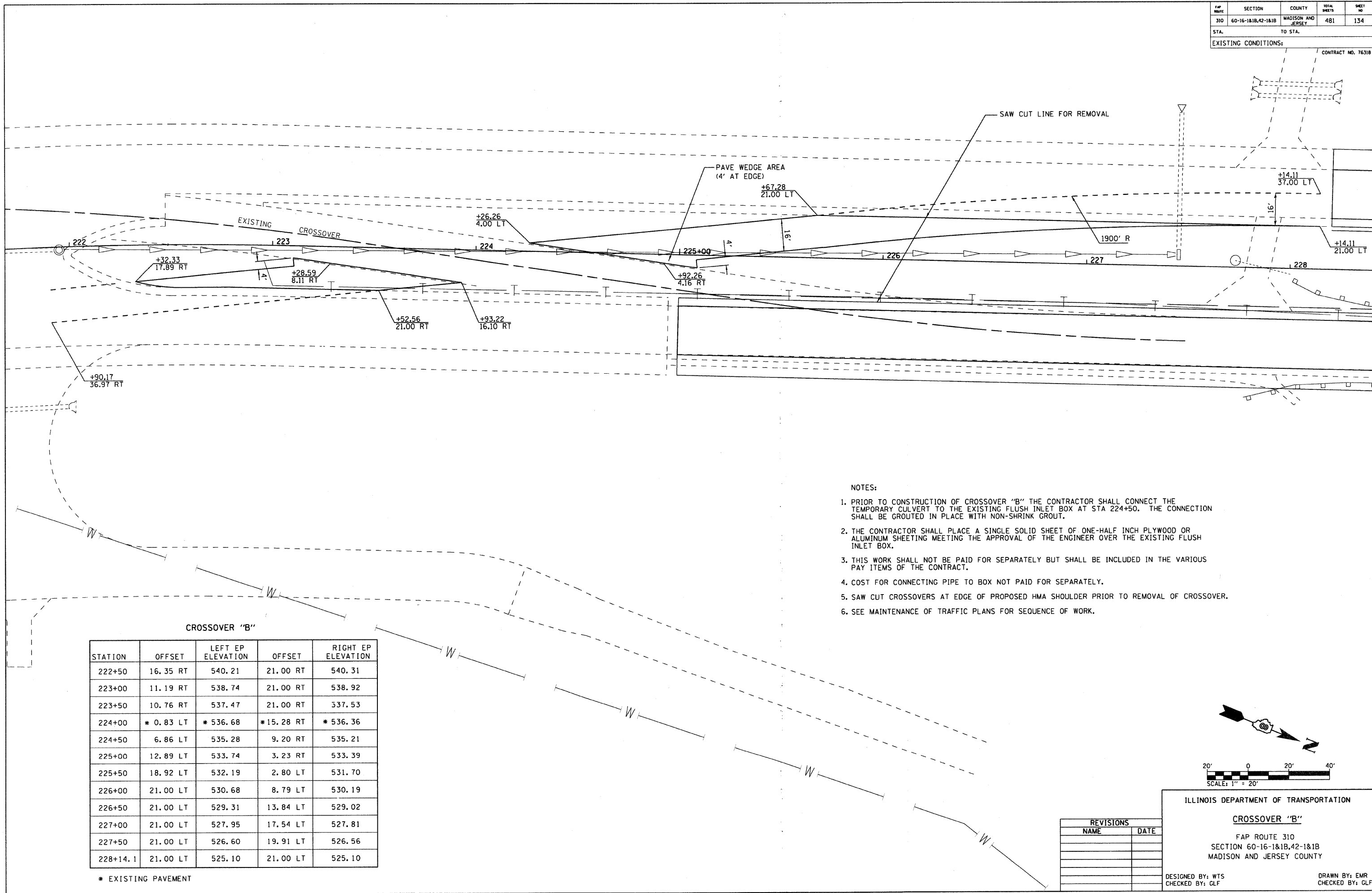
INGHAM ACCESS DRIVE



FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	134
STA.		TO STA.		

EXISTING CONDITIONS: CONTRACT NO. 76318

PLAN	SUBMITTED	DATE
NOTE BOOK NO.	PLOTTED	
	CHECKED	
	BY	
	FILE NAME	

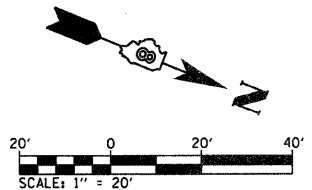


- NOTES:
1. PRIOR TO CONSTRUCTION OF CROSSOVER "B" THE CONTRACTOR SHALL CONNECT THE TEMPORARY CULVERT TO THE EXISTING FLUSH INLET BOX AT STA 224+50. THE CONNECTION SHALL BE GROUTED IN PLACE WITH NON-SHRINK GROUT.
  2. THE CONTRACTOR SHALL PLACE A SINGLE SOLID SHEET OF ONE-HALF INCH PLYWOOD OR ALUMINUM SHEETING MEETING THE APPROVAL OF THE ENGINEER OVER THE EXISTING FLUSH INLET BOX.
  3. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS OF THE CONTRACT.
  4. COST FOR CONNECTING PIPE TO BOX NOT PAID FOR SEPARATELY.
  5. SAW CUT CROSSOVERS AT EDGE OF PROPOSED HMA SHOULDER PRIOR TO REMOVAL OF CROSSOVER.
  6. SEE MAINTENANCE OF TRAFFIC PLANS FOR SEQUENCE OF WORK.

CROSSOVER "B"

STATION	OFFSET	LEFT EP ELEVATION	OFFSET	RIGHT EP ELEVATION
222+50	16.35 RT	540.21	21.00 RT	540.31
223+00	11.19 RT	538.74	21.00 RT	538.92
223+50	10.76 RT	537.47	21.00 RT	537.53
224+00	* 0.83 LT	* 536.68	* 15.28 RT	* 536.36
224+50	6.86 LT	535.28	9.20 RT	535.21
225+00	12.89 LT	533.74	3.23 RT	533.39
225+50	18.92 LT	532.19	2.80 LT	531.70
226+00	21.00 LT	530.68	8.79 LT	530.19
226+50	21.00 LT	529.31	13.84 LT	529.02
227+00	21.00 LT	527.95	17.54 LT	527.81
227+50	21.00 LT	526.60	19.91 LT	526.56
228+14.1	21.00 LT	525.10	21.00 LT	525.10

\* EXISTING PAVEMENT



REVISIONS	
NAME	DATE

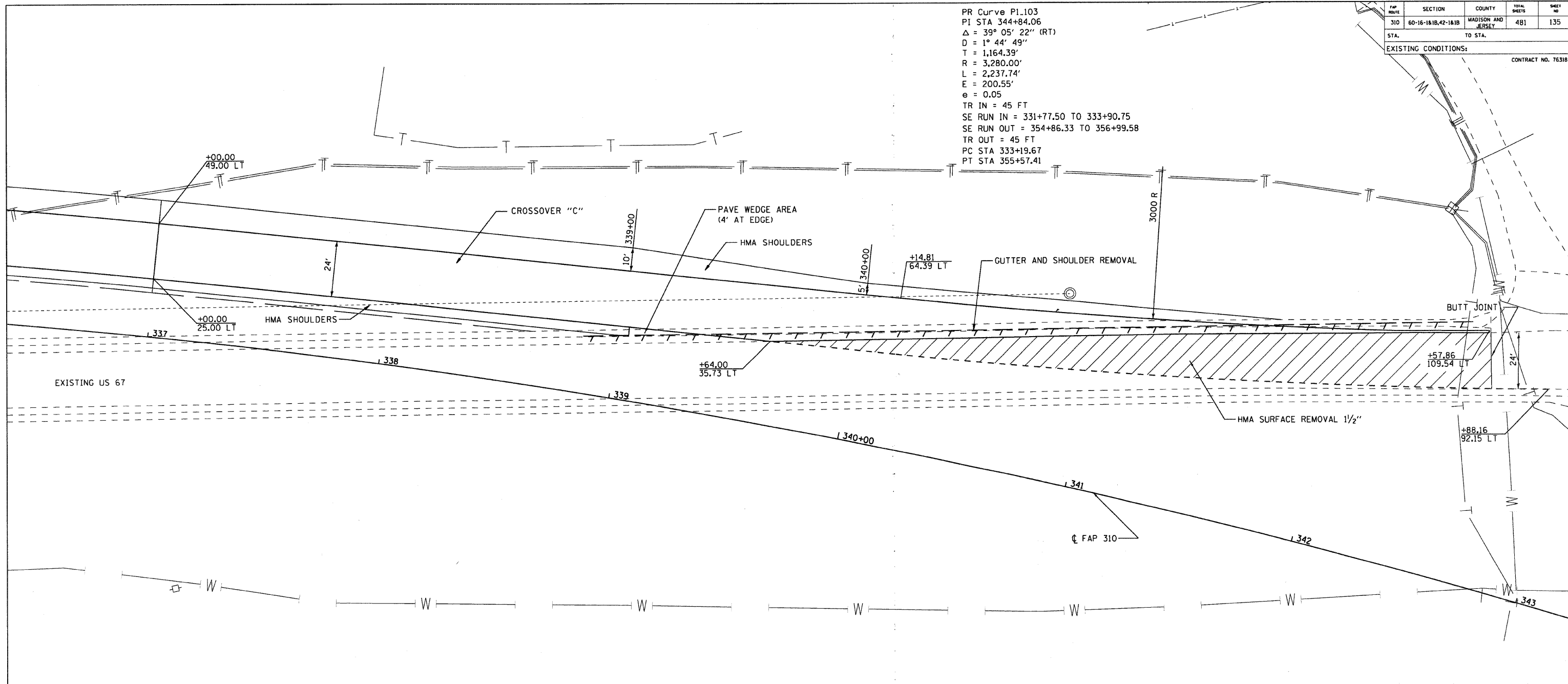
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CROSSOVER "B"**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY  
 DESIGNED BY: WTS  
 CHECKED BY: GLF  
 DRAWN BY: EMR  
 CHECKED BY: GLF

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	135

EXISTING CONDITIONS:  
CONTRACT NO. 76318

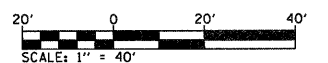
PR Curve P1.103  
 PI STA 344+84.06  
 $\Delta = 39^\circ 05' 22''$  (RT)  
 $D = 1^\circ 44' 49''$   
 $T = 1,164.39'$   
 $R = 3,280.00'$   
 $L = 2,237.74'$   
 $E = 200.55'$   
 $e = 0.05$   
 TR IN = 45 FT  
 SE RUN IN = 331+77.50 TO 333+90.75  
 SE RUN OUT = 354+86.33 TO 356+99.58  
 TR OUT = 45 FT  
 PC STA 333+19.67  
 PT STA 355+57.41

DATE	BY



CROSSOVER "C"

STATION	LEFT EP		RIGHT EP	
	O/S	ELEVATION	O/S	ELEVATION
337+00	49.00' LT	546.07	25.00' LT	544.87
338+00	50.55' LT	548.55	26.55' LT	548.35
339+00	55.20' LT	551.07	31.22' LT	551.79
340+00	62.97' LT	553.36	43.26' LT	MATCH EX.
341+00	75.20' LT	555.91	66.61' LT	MATCH EX.
342+00	94.30' LT	557.24	92.35' LT	MATCH EX.



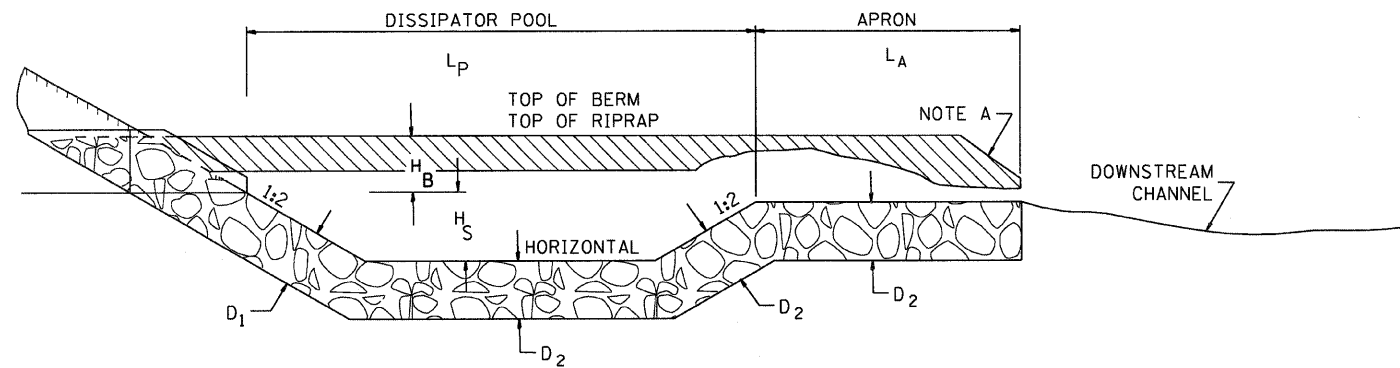
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CROSSOVER "C"**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY

REVISIONS	
NAME	DATE

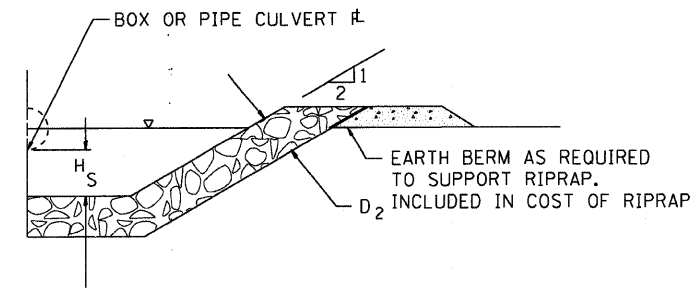
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 CHECKED BY: GLF  
 DRAWN BY: EMR  
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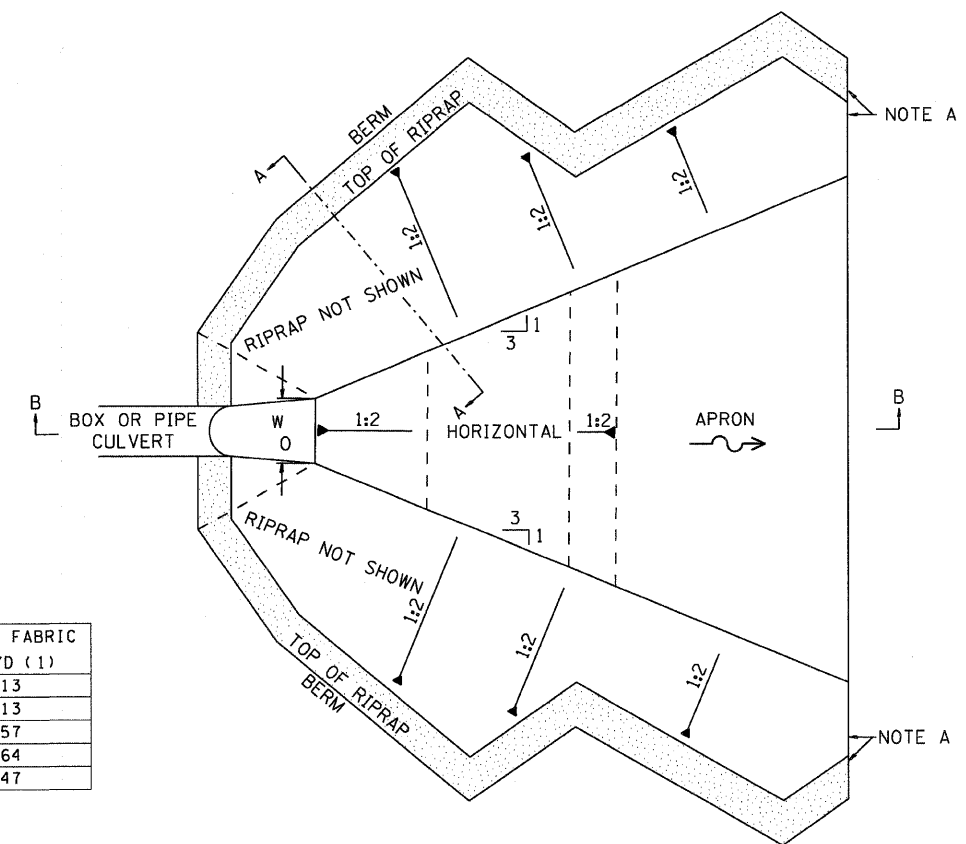
DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 PLAN \_\_\_\_\_  
 SUBMITTED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 ALTERNATE CHECKED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 CADD FILE NAME \_\_\_\_\_



SECTION B-B



SECTION A-A



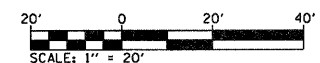
TOP VIEW

RIPRAP ENERGY DISSIPATOR SCHEDULE

Location	Sta	WO FEET	LP FEET	LA FEET	HS FEET	HB FEET	D1 FEET	D2 FEET	STONE RIPRAP CLASS A4 SQ YD (1)	STONE RIPRAP CLASS A5 SQ YD (1)	STONE RIPRAP CLASS A6 SQ YD (1)	FILTER FABRIC SQ YD (1)
U. S. RTE 67	LT 232+31	2	20	10	2	2.1	2.4	1.8	113			113
U. S. RTE 67	LT 295+65	2	20	10	2	2.1	2.4	1.8	113			113
U. S. RTE 67	LT 326+66	6	20	10	2	2.9	3.8	2.9			157	157
INGHAM ACCESS DR	LT 174+88	6	20	10	2	4.0	3.4	2.5		164		164
SCHEDULE TOTAL (1)									226	164	157	547

(1) NOT PROJECT TOTAL

NOTE A: WARP BASIN TO CONFORM TO NATURAL STREAM CHANNEL.



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 RIPRAP ENERGY DISSIPATOR

FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY

DRAWN BY: DLB

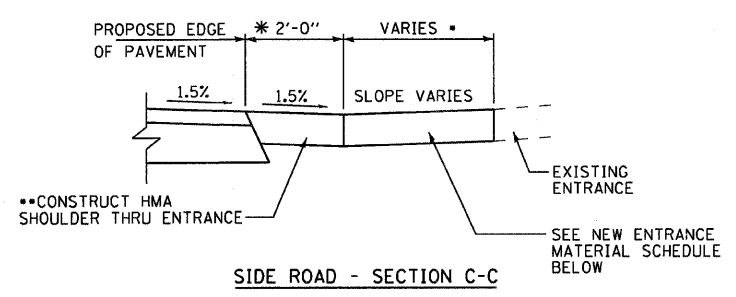
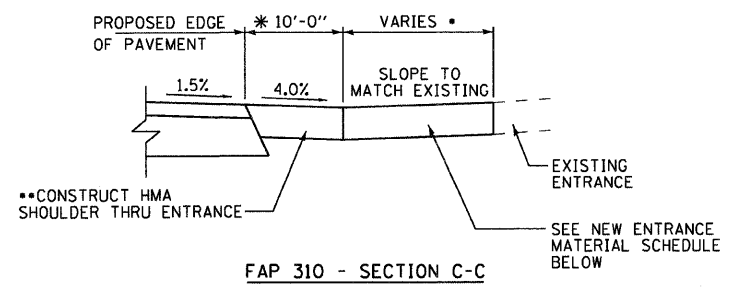
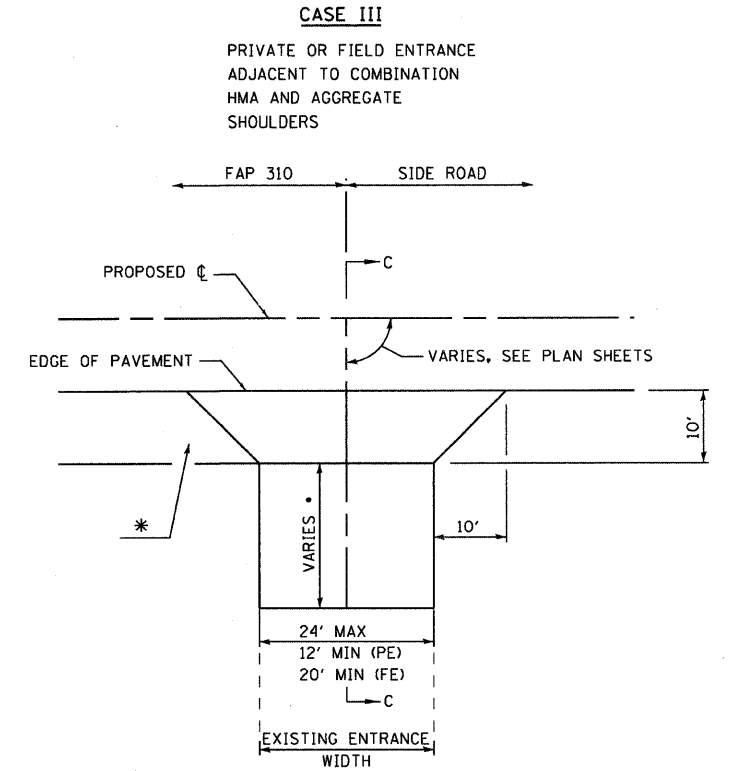
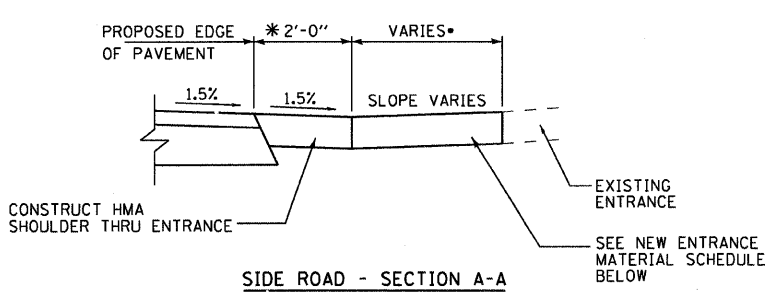
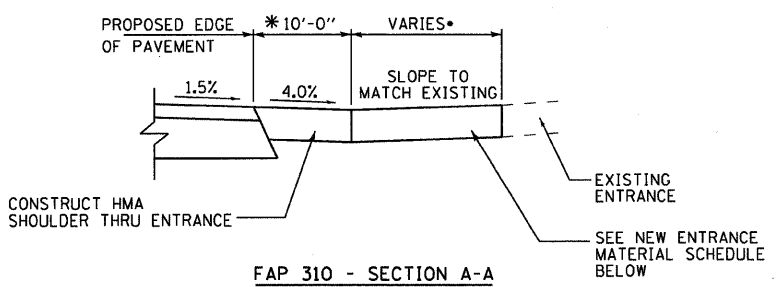
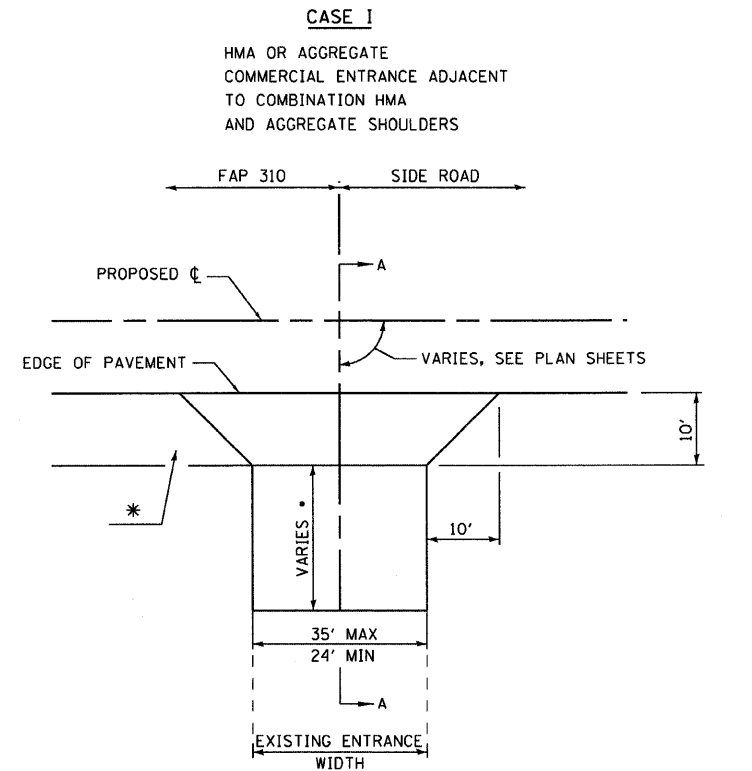
CHECKED BY: GLF

REVISIONS	
NAME	DATE

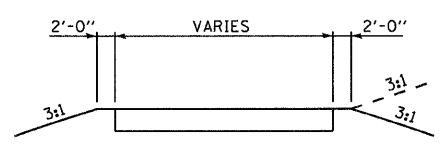
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	138
STA	TO STA			

EXISTING CONDITIONS: \_\_\_\_\_  
CONTRACT NO. 76318

PLAN	REVISIONS	DATE
NO.	BY	
	CHECKED	
	ALIGNED	
	PLOTTED	
	FILED	
	PAID	
	FILE NAME	



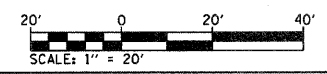
TYPE OF ENTRANCE	EXISTING MATERIAL	NEW ENTRANCE MATERIAL		
		INCIDENTAL HMA SURFACING (3")	AGGREGATE BASE COURSE TYPE B (8")	AGGREGATE SURFACE COURSE TYPE B (6")
FIELD	EARTH			X
	AGGREGATE			X
PRIVATE	CONCRETE			
	HOT-MIX ASPHALT	X	X	
COMMERCIAL	AGGREGATE			X
	CONCRETE			
	HOT-MIX ASPHALT	X	X	
	AGGREGATE			X



TYPICAL ENTRANCE SECTION

- NOTES
- SEE ENTRANCE/SIDE ROAD SCHEDULE FOR LENGTHS
  - OMIT AT CONCRETE ENTRANCES
  - SEE PLANS FOR EXISTING SURFACE TYPE
  - OMIT RUMBLE STRIP ON SHOULDER THRU DRIVEWAYS
  - FOR ENTRANCE SCHEDULE, SEE SCHEDULE OF QUANTITIES

REVISIONS	
NAME	DATE

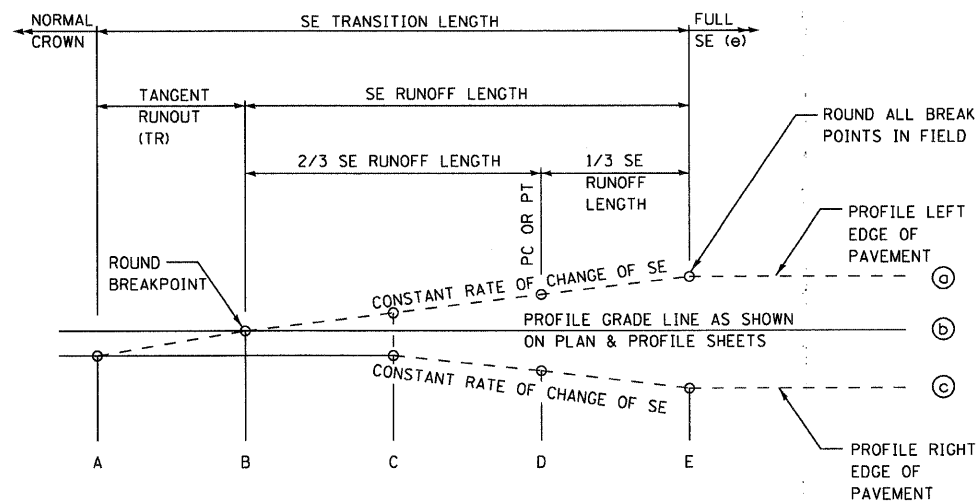


ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ENTRANCE DETAILS**  
FAP ROUTE 310  
SECTION 60-16-1&1B,42-1&1B  
MADISON AND JERSEY COUNTY  
DRAWN BY: EMR  
CHECKED BY: GLF



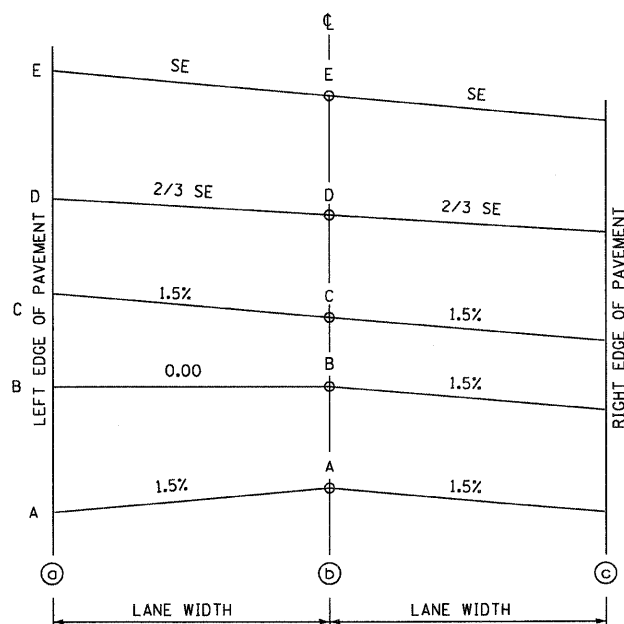
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	140
STA		TO STA		

CONTRACT NO. 7631B



TYPICAL PROFILE - SE TRANSITION

PLAN	REVISIONS	DATE
NO.	NO.	
BY	BY	
DATE	DATE	
REVISIONS	REVISIONS	DATE
NO.	NO.	
BY	BY	
DATE	DATE	
REVISIONS	REVISIONS	DATE
NO.	NO.	
BY	BY	
DATE	DATE	



TYPICAL CROSS SECTION - SE TRANSITION

CURVE NO	LT OR RT	SE LOCATION	STATION	LT ELEV	CENTERLINE ELEV	RT ELEV
ORD1	RT	A	55+00.18	522.16	522.27	522.11
		B	55+23.18	522.27	522.27	522.11
		C	55+46.06	522.44	522.27	522.11
		D	55+64.05	522.57	522.27	521.98
		E	55+84.18	522.71	522.27	521.83
		E	57+42.09	522.71	522.27	521.83
		D	57+62.22	522.59	522.29	521.99
		C	57+80.22	522.57	522.41	522.24
		B	58+03.09	522.69	522.69	522.53
		A	N/A			
ORD2	LT	A	N/A			
		B	57+94.13	521.93	522.09	522.09
		C	58+10.86	522.54	522.60	522.76
		D	58+26.04	522.76	523.05	523.34
		E	58+46.17	523.22	523.66	524.10
		E	62+36.87	534.94	535.38	535.82
		D	62+57.00	535.69	535.98	536.27
		C	62+78.00	536.45	536.61	536.78
		B	62+97.87	537.05	537.21	537.21
		A	63+20.87	537.74	537.90	537.74
LL SR5	RT	A	110+51.56	556.20	556.35	556.20
		B	110+74.56	556.82	556.82	556.67
		C	111+11.69	557.73	557.58	557.43
		D	111+40.89	558.44	558.17	557.90
		E	111+73.56	559.24	558.84	558.44
		E	112+33.47	559.83	559.43	559.03
		D	112+66.14	559.47	559.20	558.93
		C	112+95.35	558.81	558.66	558.51
		B	113+32.47	557.53	557.53	557.38
		A	113+55.47	556.58	556.73	556.58

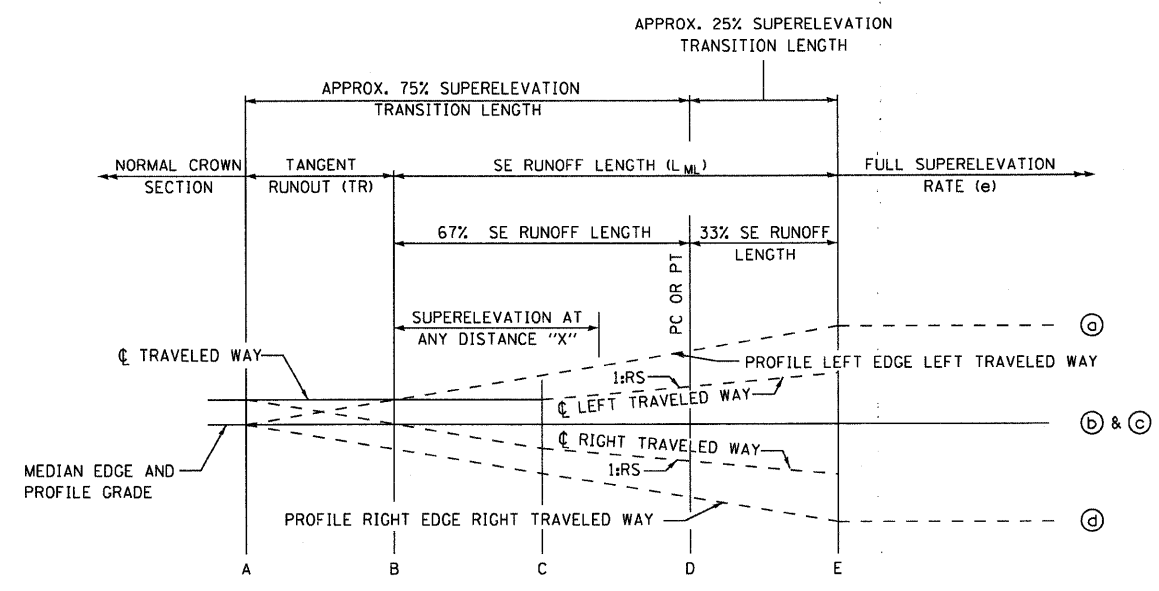
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERELEVATION TRANSITION**  
**DETAILS 2 LANE**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY

DRAWN BY: EMR

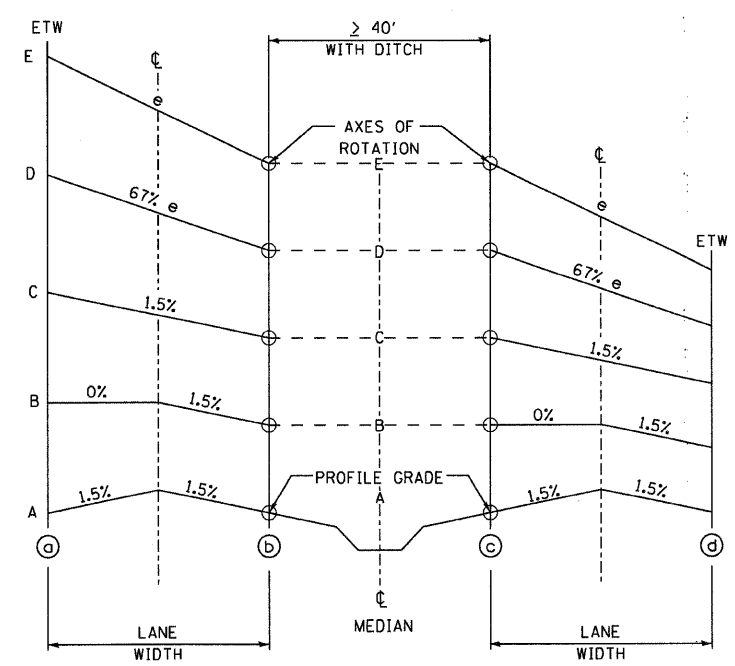
PLOT DATE: \*DATE-TIME\*

DATE: \*DATE-TIME\*



NOTE: ROUND ALL BREAK POINTS IN FIELD

TYPICAL PROFILE - SE TRANSITION



TYPICAL CROSS SECTION - SE TRANSITION

CURVE NO	LT OR RT	SE LOCATION	STATION	SOUTHBOUND			NORTHBOUND				
				OUTSIDE ELEV	CENTERLINE ELEV	INSIDE ELEV	INSIDE ELEV	CENTERLINE ELEV	OUTSIDE ELEV		
PI 102	LT	A	262+48.48	545.05	545.23	545.05	545.05	545.23	545.05		
			262+50.00	545.02	545.20	545.03	545.03	545.21	544.03		
			262+75.00	544.48	544.66	544.59	544.59	544.77	544.69		
		B	262+93.48	544.08	544.26	544.26	544.26	544.44	544.44		
			263+00.00	543.95	544.13	544.15	544.15	544.33	544.34		
			263+25.00	543.47	543.65	543.70	543.70	543.88	543.94		
		D	263+50.00	542.99	543.17	543.26	543.26	543.44	543.54		
			263+75.00	542.51	542.69	542.82	542.82	543.00	543.14		
			264+00.00	542.02	542.20	542.38	542.38	542.56	542.74		
		E	264+25.00	541.50	541.72	541.94	541.94	542.17	542.39		
			264+35.65	541.28	541.52	541.76	541.76	542.00	542.24		
			264+50.00	540.97	541.24	541.50	541.50	541.77	542.03		
		PI 103	RT	A	264+75.00	540.45	540.76	541.06	541.06	541.37	541.68
					265+00.00	539.93	540.27	540.62	540.62	540.97	541.32
					265+06.74	539.78	540.14	540.50	540.50	540.86	541.22
B	278+43.76			530.77	531.13	531.49	531.49	531.85	532.21		
	278+50.00			530.76	531.11	531.46	531.46	531.81	532.16		
	278+75.00			530.74	531.05	531.36	531.36	531.66	531.97		
D	279+00.00			530.72	530.99	531.25	531.25	531.52	531.78		
	279+14.84			530.71	530.95	531.19	531.19	531.43	531.67		
	279+25.00			530.70	530.92	531.14	531.14	531.37	531.59		
E	279+50.45			530.68	530.86	531.04	531.04	531.22	531.40		
	279+75.00			530.62	530.80	530.93	530.93	531.11	531.25		
	280+00.00			530.55	530.73	530.83	530.83	531.01	531.10		
A	280+25.00			530.49	530.67	530.72	530.72	530.90	530.96		
	280+50.00			530.43	530.61	530.62	530.62	530.80	530.81		
	280+57.04			530.41	530.59	530.59	530.59	530.77	530.77		
B	280+75.00	530.40	530.58	530.51	530.51	530.69	530.62				
	281+00.00	530.40	530.58	530.40	530.40	530.58	530.42				
	281+02.01	530.39	530.57	530.39	530.39	530.57	530.39				
PI 103	RT	A	331+32.50	523.80	523.98	523.80	523.80	523.98	523.80		
			331+50.00	524.57	524.68	524.50	524.50	524.61	524.43		
			331+75.00	525.67	525.68	525.50	525.50	525.51	525.33		
		B	331+77.50	525.78	525.78	525.60	525.60	525.60	525.42		
			332+00.00	526.74	526.68	526.50	526.50	526.44	526.26		
			332+25.00	527.81	527.68	527.50	527.50	527.37	527.19		
		D	332+41.48	528.52	528.34	528.16	528.16	527.98	527.80		
			332+50.00	528.91	528.71	528.50	528.50	528.30	528.09		
			332+75.00	530.05	529.78	529.50	529.50	529.23	528.95		
		E	333+00.00	531.19	530.85	530.50	530.50	530.16	529.81		
			333+19.67	532.09	531.69	531.29	531.29	530.89	530.49		
			333+25.00	532.33	531.92	531.50	531.50	531.09	530.67		
		A	333+50.00	533.47	532.99	532.50	532.50	532.02	531.53		
			333+75.00	534.61	534.06	533.50	533.50	532.95	532.39		
			333+90.75	535.34	534.74	534.14	534.14	533.54	532.94		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERELEVATION TRANSITION**  
**DETAILS 4 LANE**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON AND JERSEY COUNTY  
 DRAWN BY: EMR

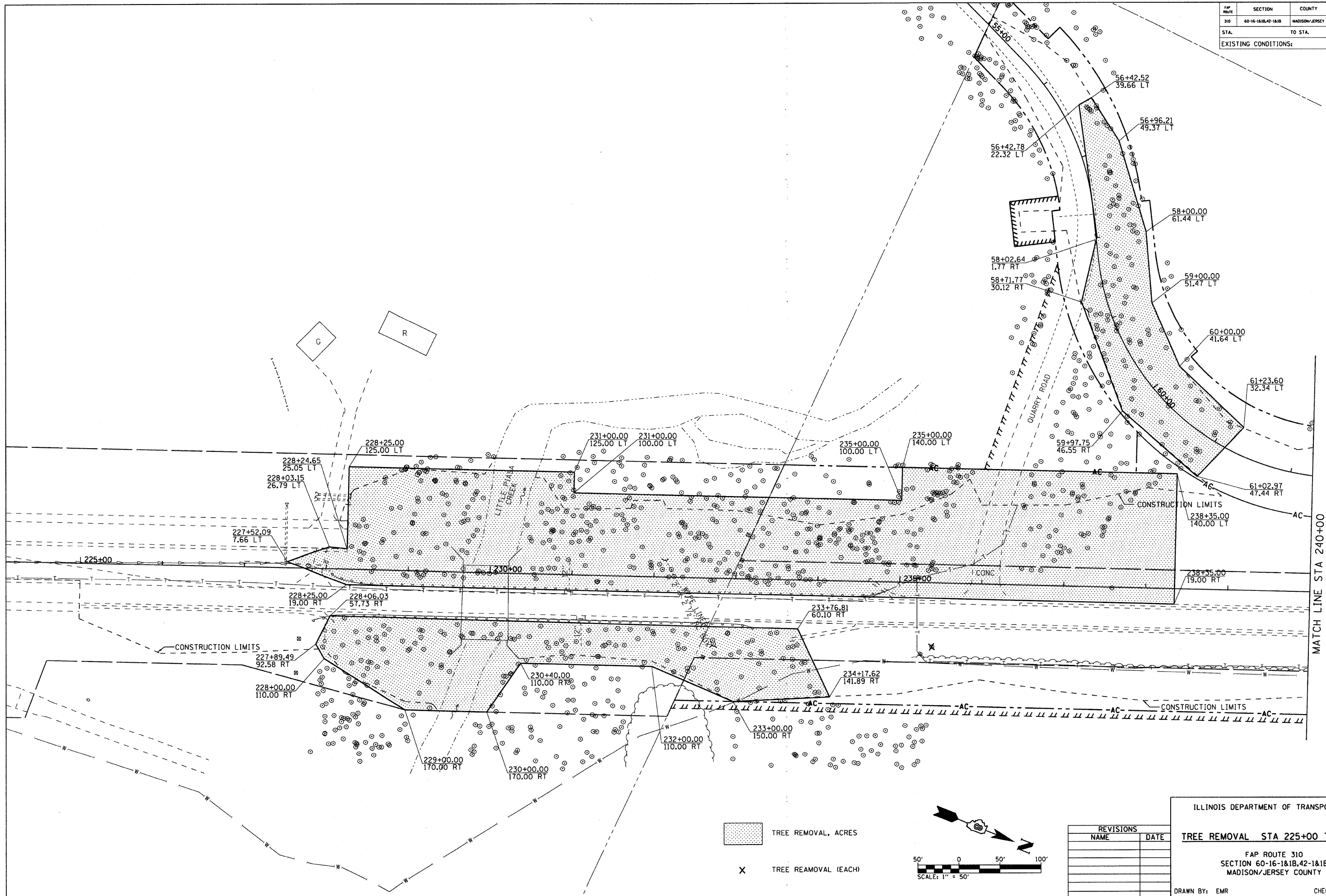
DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SUBMITTED: \_\_\_\_\_  
 ALIGNED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_  
 CADD FILE NAME: \_\_\_\_\_



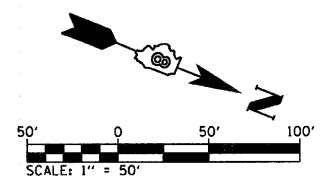
FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&18,42-1&18	MADISON/JERSEY	481	142
STA. TO STA.		EXISTING CONDITIONS:		

CONTRACT NO. 76318

PLAN	SURVEYED	DATE
NO.	BY	
	NOTED	
	PLOTTED	
	CHECKED	
	DATE	
	CADD FILE NAME	



TREE REMOVAL, ACRES  
 TREE REMOVAL (EACH)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TREE REMOVAL STA 225+00 TO 240+00**

FAP ROUTE 310  
SECTION 60-16-1&18,42-1&18  
MADISON/JERSEY COUNTY

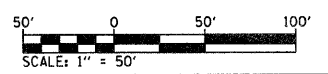
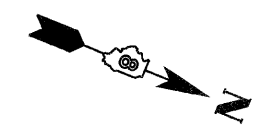
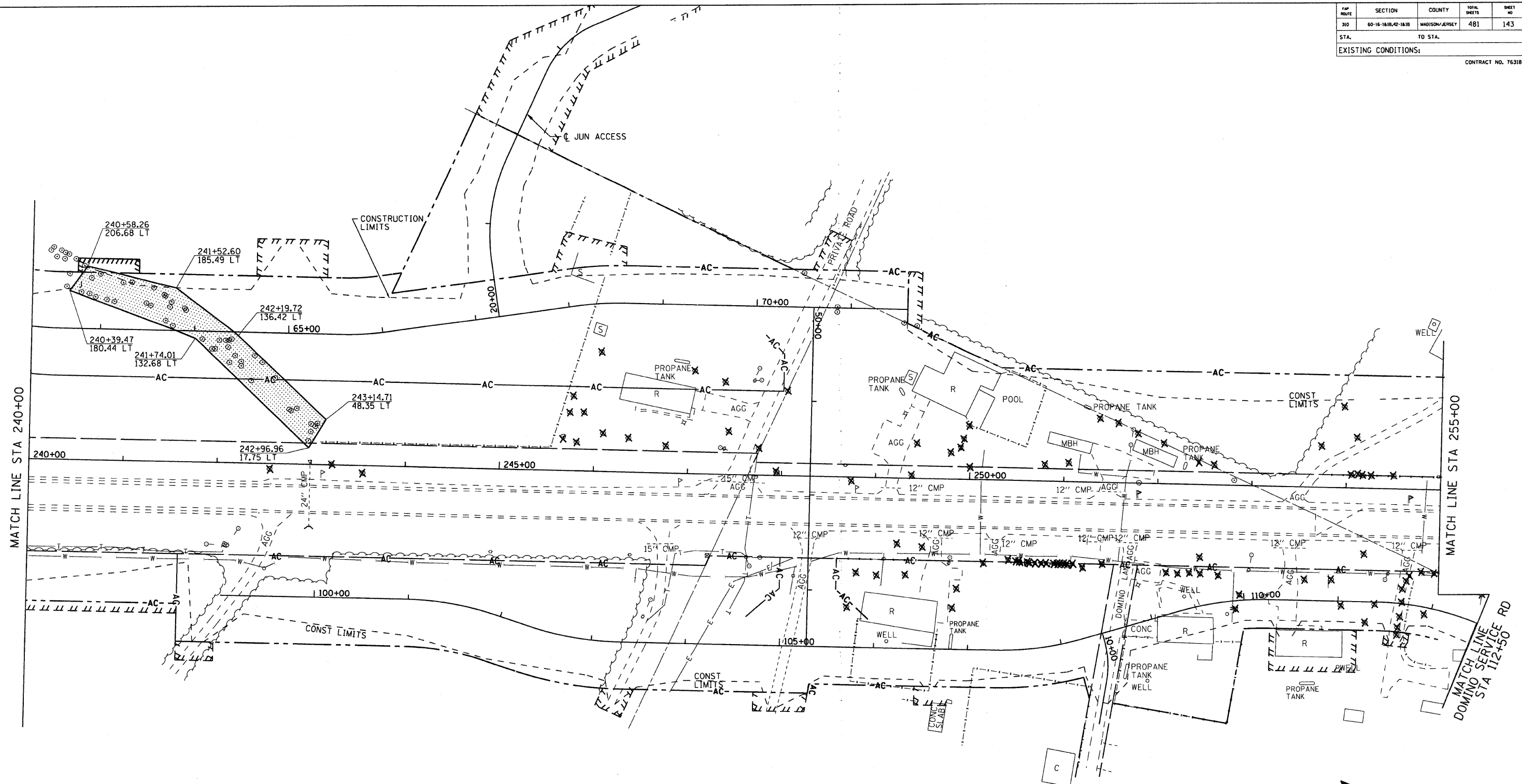
DRAWN BY: EMR      CHECKED BY: GLF

MATCH LINE STA 240+00

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON/JERSEY	481	143
STA. TO STA.		EXISTING CONDITIONS:		

CONTRACT NO. 76318

PLAN	NO. _____	DATE _____
BY	_____	_____
REVISIONS	_____	_____
NOTED	_____	_____
CHECKED	_____	_____
DESIGNED	_____	_____
PLANNED	_____	_____
FILED	_____	_____



- TREE REMOVAL, ACRES
- TREE REMOVAL (EACH)

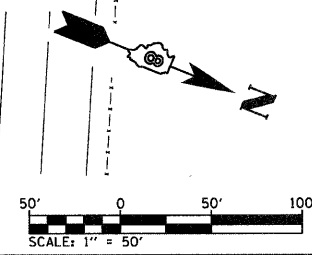
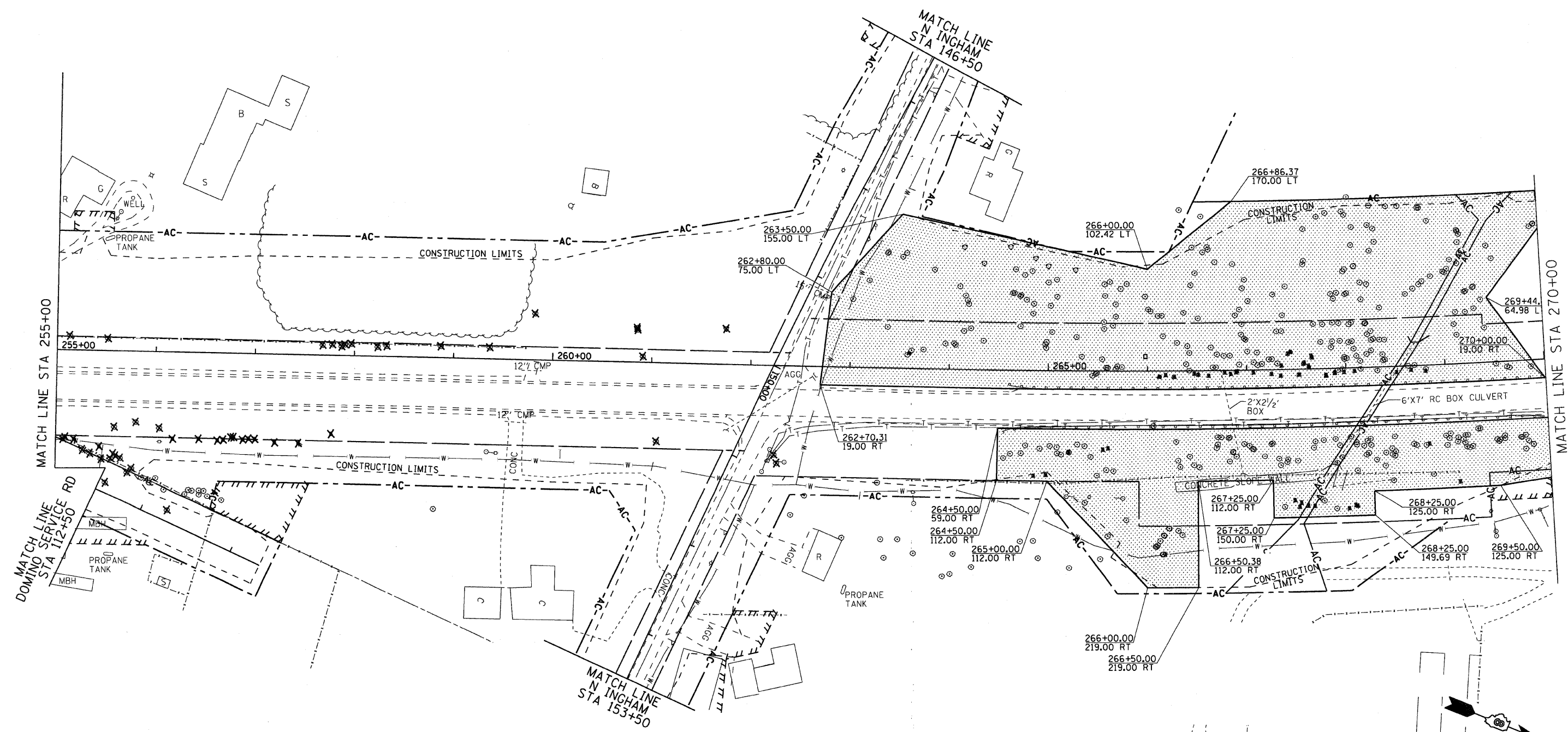
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TREE REMOVAL STA 240+00 TO 255+00**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON/JERSEY COUNTY  
 DRAWN BY: EMR                      CHECKED BY: GLF

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
310	60-16-1&1B,42-1&1B	MADISON/JERSEY	481	144
STA.	TO STA.			
EXISTING CONDITIONS:				

CONTRACT NO. 76318

PLAN	DATE
SURVEYED	
ALIGNED	
CHECKED	
BY	
NO.	



- TREE REMOVAL, ACRES
- X TREE REMOVAL (EACH)

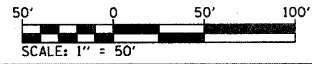
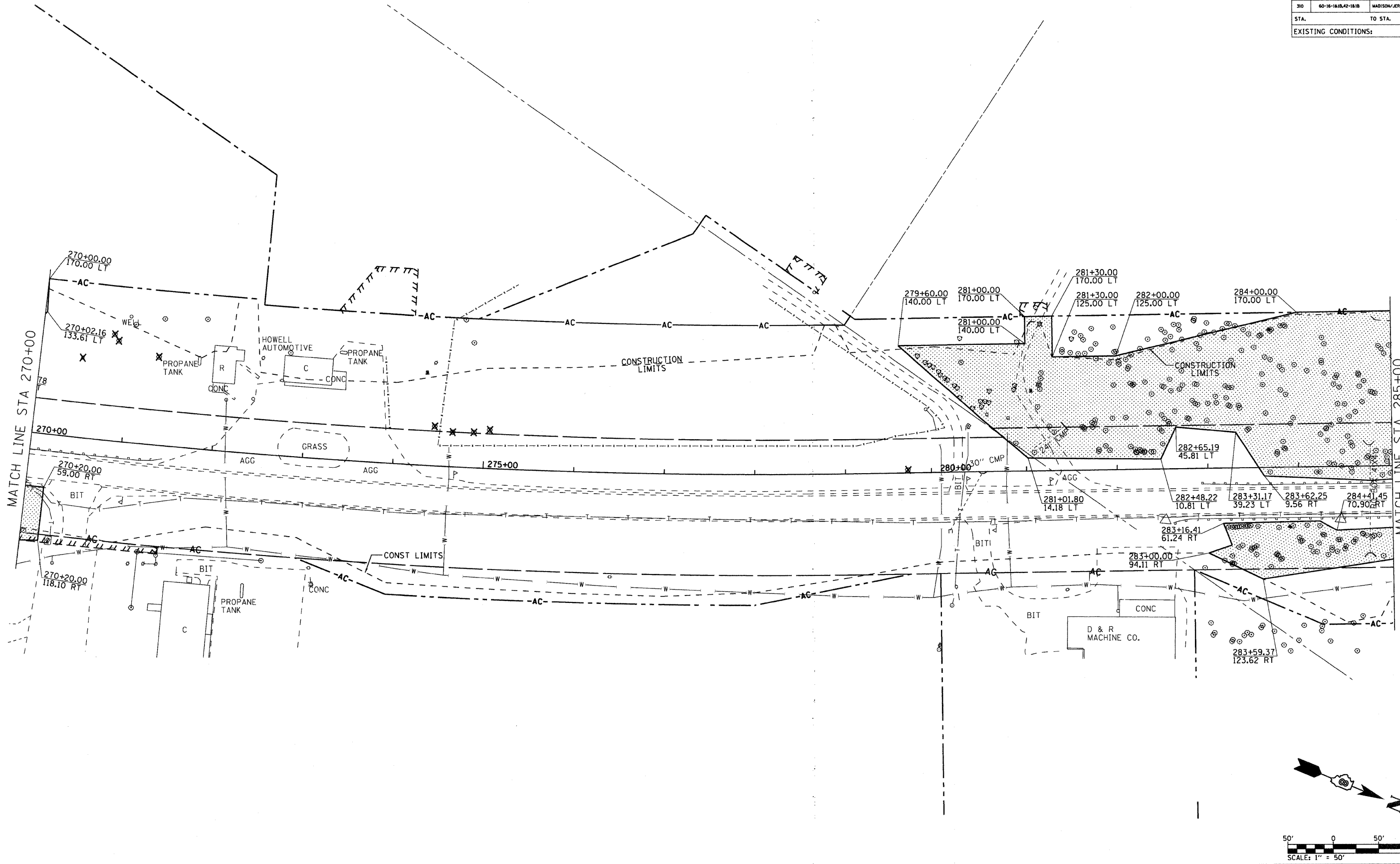
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TREE REMOVAL STA 255+00 TO 270+00**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON/JERSEY COUNTY  
 DRAWN BY: EMR      CHECKED BY: GLF

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON/JERSEY	481	145
STA.	TO STA.			
	EXISTING CONDITIONS:			

CONTRACT NO. 76318

PLAN	REVISED	DATE
NO.	NO.	
CHECKED	BY	
DATE		
REVISIONS		
NO.	DESCRIPTION	DATE
1	ALIGNED CHECKED	
2	PLotted	
3	FILE NAME	

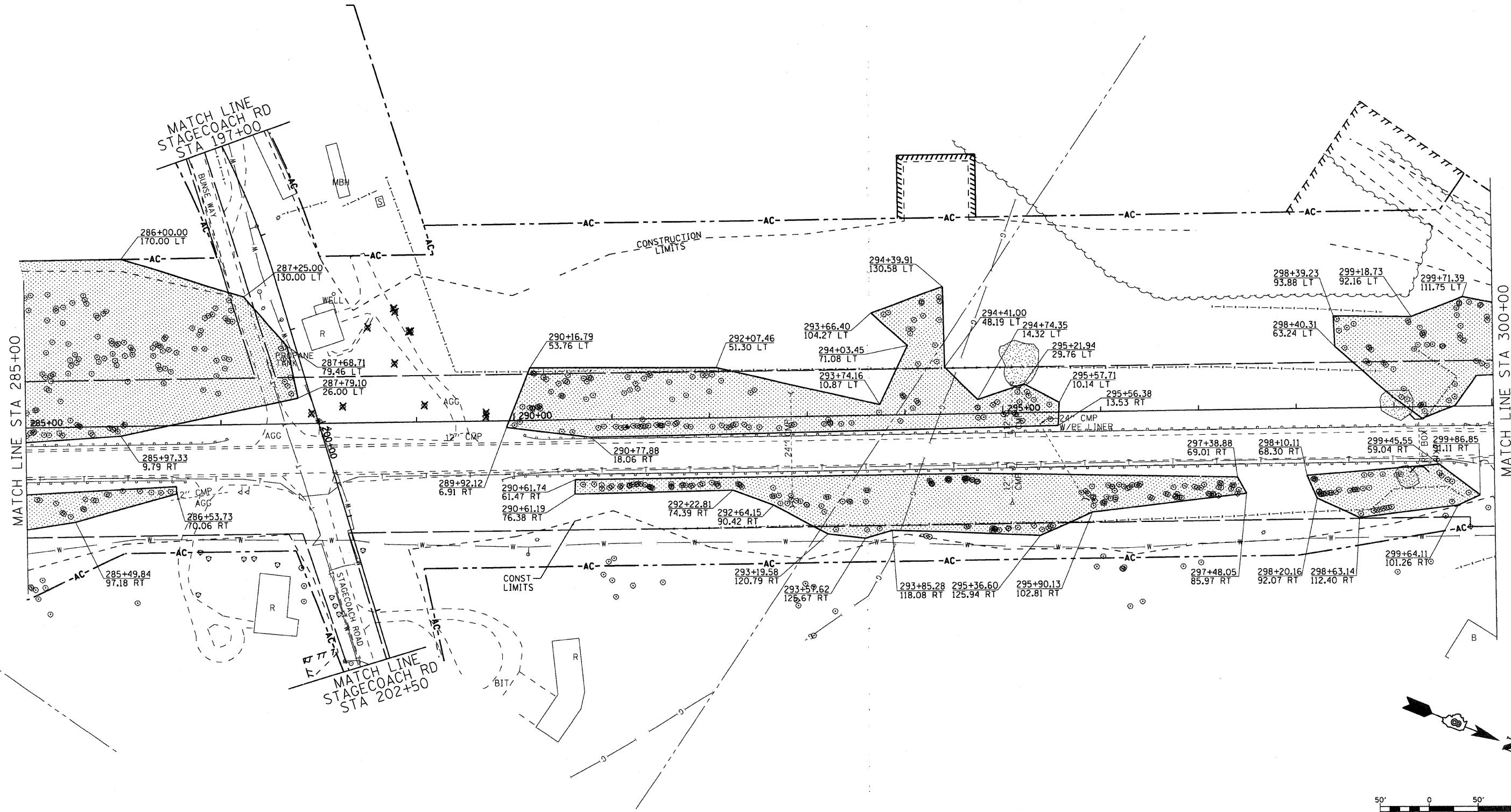




- TREE REMOVAL, ACRES
- X** TREE REMOVAL (EACH)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TREE REMOVAL STA 270+00 TO 285+00**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON/JERSEY COUNTY  
 DRAWN BY: EMR  
 CHECKED BY: GLF

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	CHECKED	
	BY	
	FILE NAME	

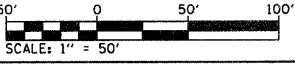
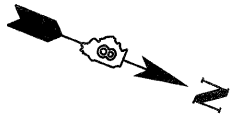
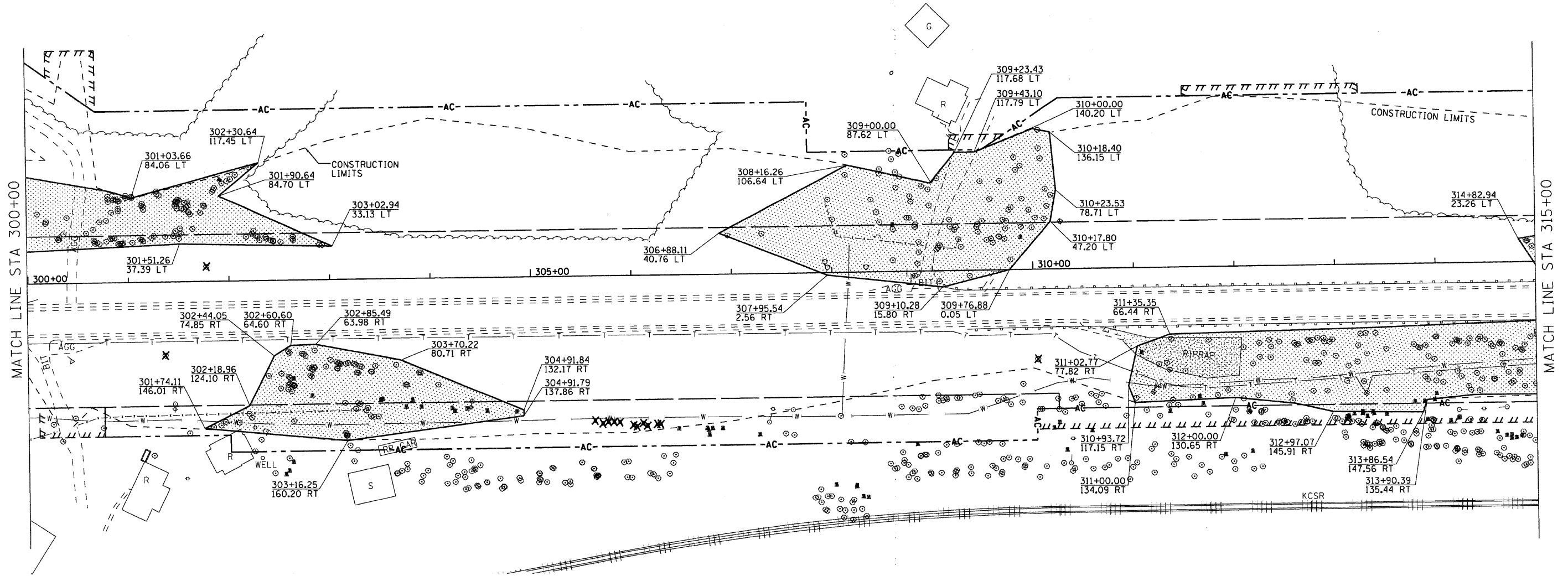


 TREE REMOVAL, ACRES  
 TREE REMOVAL (EACH)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TREE REMOVAL STA 285+00 TO 300+00**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON/JERSEY COUNTY  
 DRAWN BY: EMR  
 CHECKED BY: GLF

PLAN	REVISED	DATE
NO.	BY	

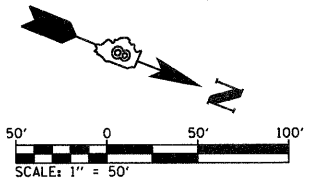
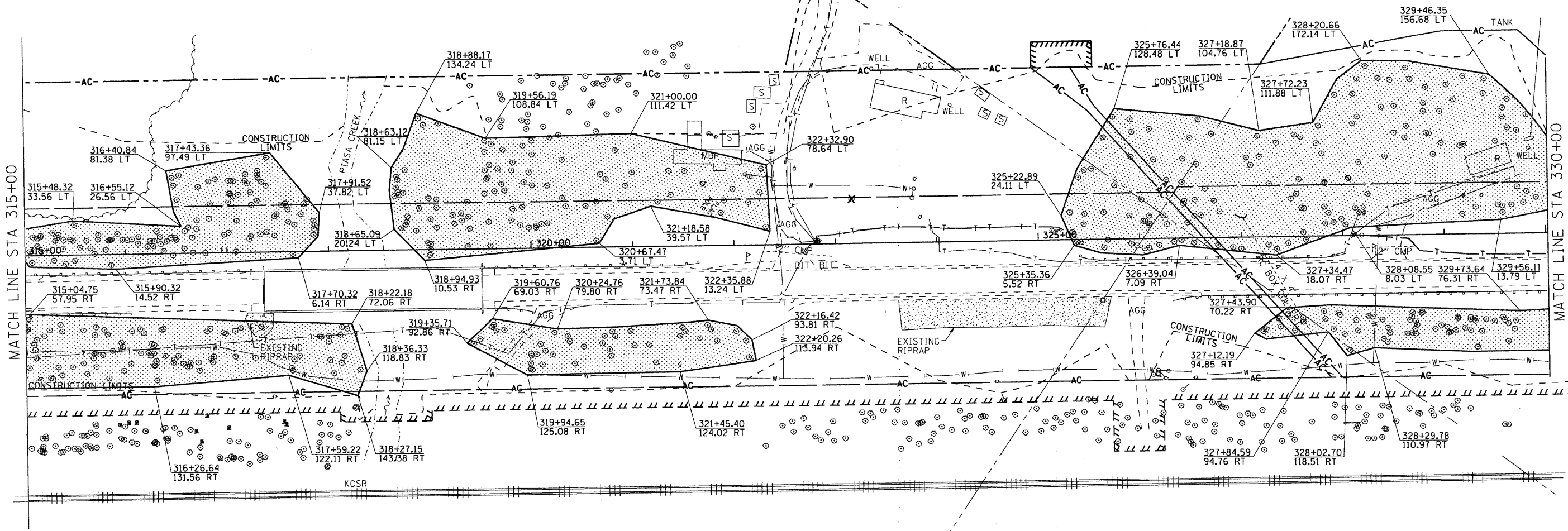


- TREE REMOVAL, ACRES
- X TREE REMOVAL (EACH)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TREE REMOVAL STA 300+00 TO 315+00**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON/JERSEY COUNTY  
 DRAWN BY: EMR      CHECKED BY: GLF

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	RT. OF WAY CHECKED	
	NO. _____	
	PAID FILE NAME	



- TREE REMOVAL, ACRES
- X** TREE REMOVAL (EACH)

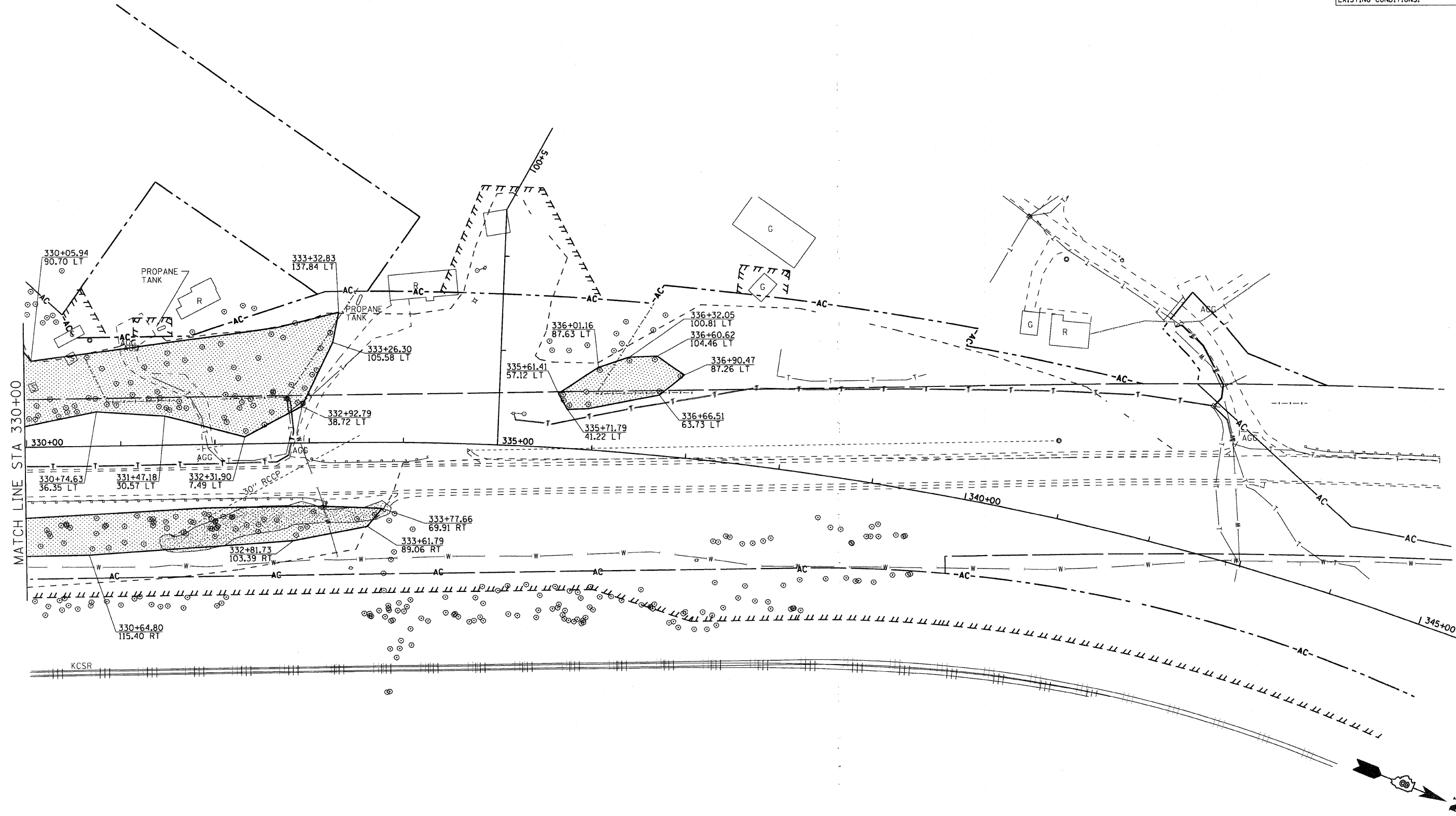
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TREE REMOVAL STA 315+00 TO 330+00**  
 FAP ROUTE 310  
 SECTION 60-16-1&1B,42-1&1B  
 MADISON/JERSEY COUNTY  
 DRAWN BY: EMR                      CHECKED BY: GLF

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON/JERSEY	481	149
STA. TO STA.		EXISTING CONDITIONS:		

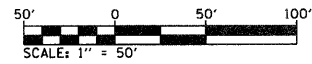
CONTRACT NO. 76318

PLAN	REVISIONS	DATE
NO.	NO.	
NO.	NO.	
NO.	NO.	
NO.	NO.	
NO.	NO.	



MATCH LINE STA 330+00

KCSR



- TREE REMOVAL, ACRES
- TREE REAMOVAL (EACH)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TREE REMOVAL STA 330+00 TO 337+00**

FAP ROUTE 310  
SECTION 60-16-1&1B,42-1&1B  
MADISON/JERSEY COUNTY

DRAWN BY: EMR                      CHECKED BY: GLF

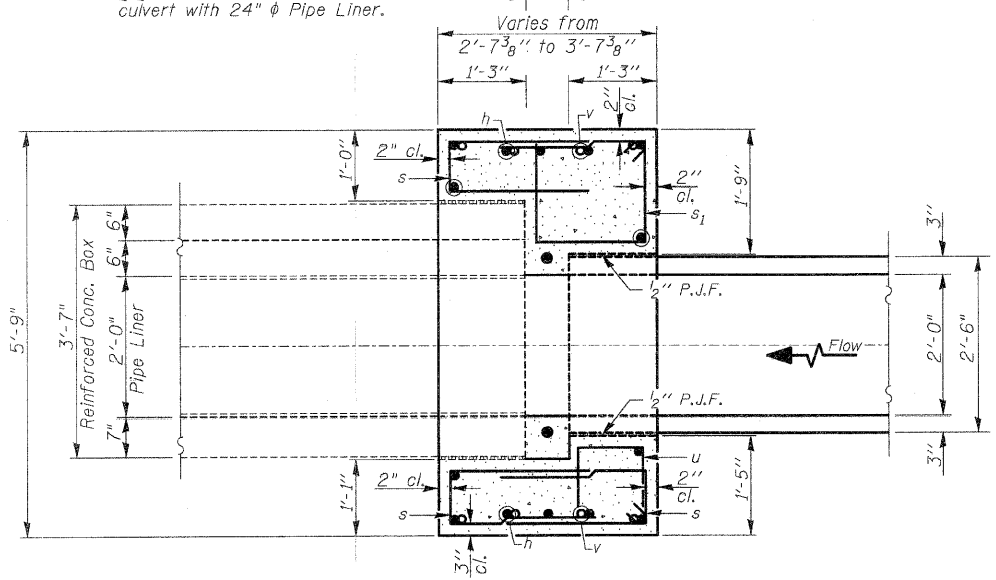


BM #105  
 Chisled "□" Top of concrete headwall  
 Sta. 231+23, 55' Rt. Elev. 523.09

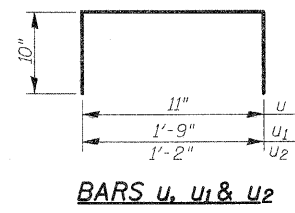
Existing 2' x 2 1/2' Reinforced concrete box  
 culvert with 24" φ Pipe Liner. Proposed 24" φ Conc. pipe culvert

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. RTE. 310	*	MADISON/JERSEY	481	150
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
* 60-16-1 & 1B, 42-1 & 1B				

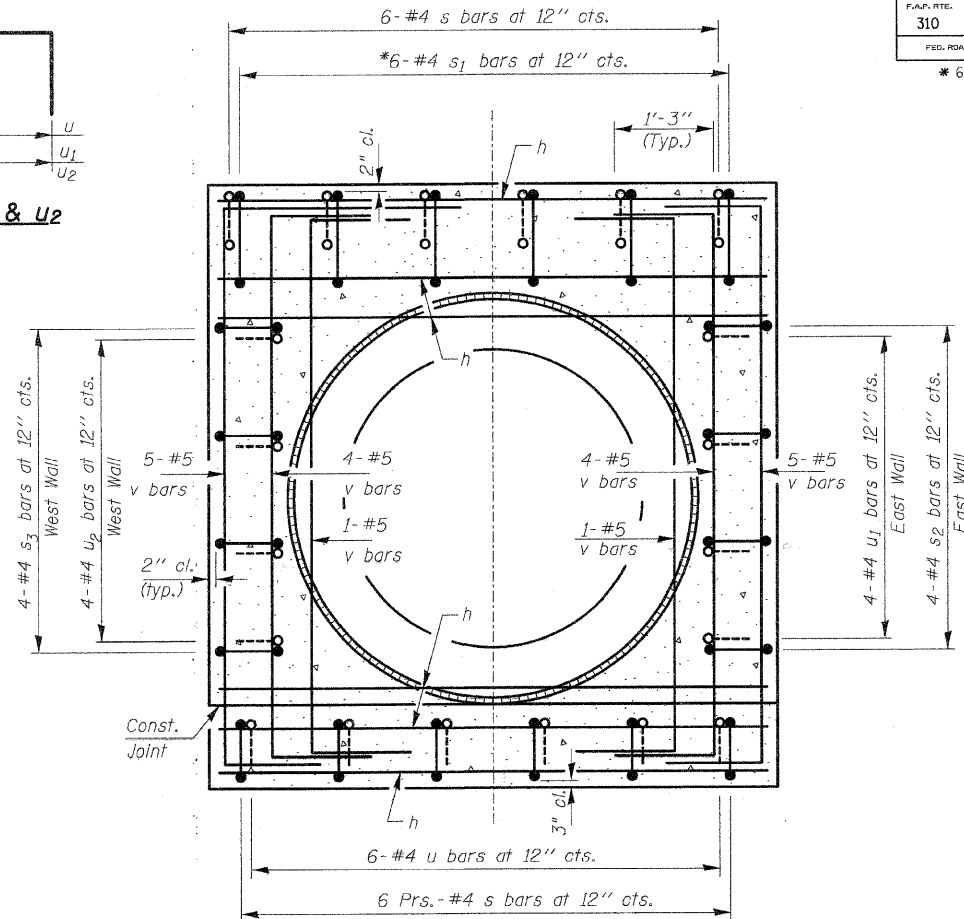
SHEET NO. 1 of 1 SHEETS  
 CONTRACT NO. 76318



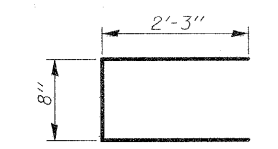
SECTION THRU BOX AT COLLAR  
 SECTION A-A



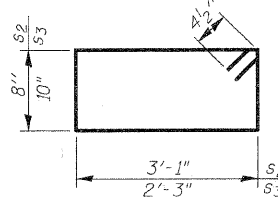
BARS u, u1 & u2



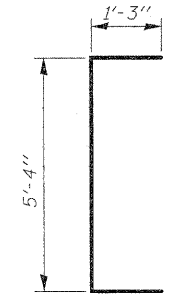
SECTION THRU BOX AT COLLAR  
 SECTION B-B



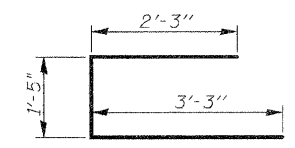
BAR s



BARS s2 & s3

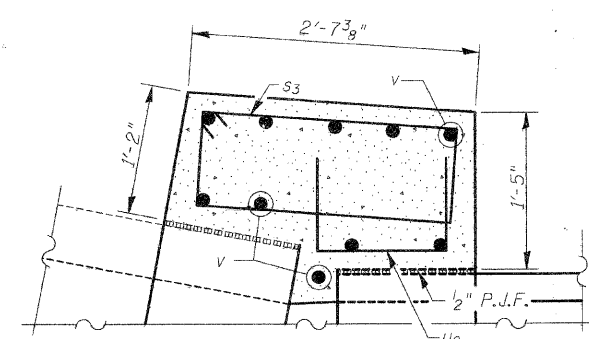


BAR v

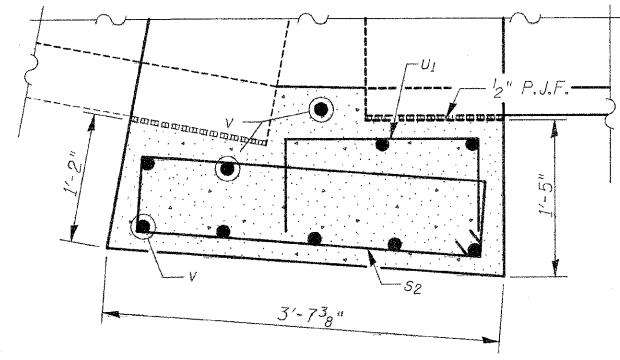


BAR s1

\*Bend & cut s1 bars to fit in field.



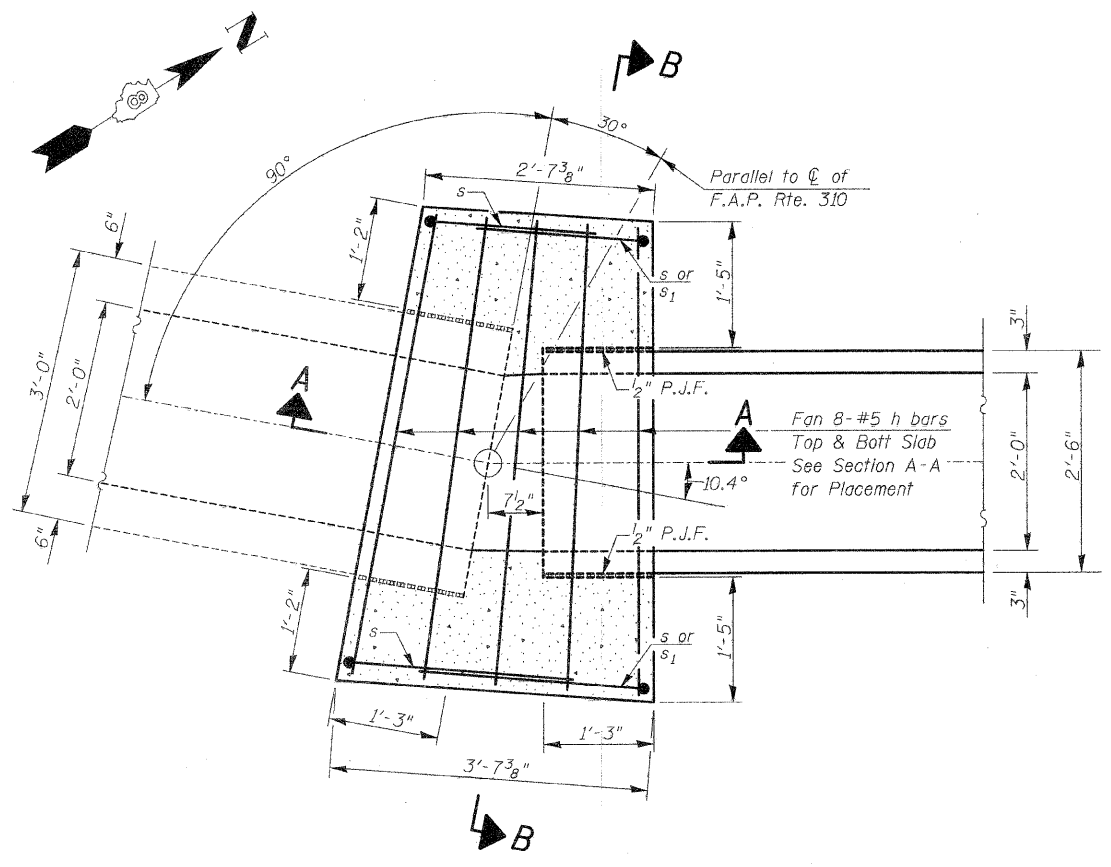
SECTION THRU WEST SIDEWALL



SECTION THRU EAST SIDEWALL

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h	16	#5	5'-0"	—
s	18	#4	5'-2"	□
s1	6	#4	6'-11"	□
s2	4	#4	8'-3"	□
s3	4	#4	6'-11"	□
u	6	#4	2'-7"	□
u1	4	#4	3'-5"	□
u2	4	#4	2'-10"	□
v	20	#5	7'-10"	□
Reinforcement Bars		Pound	410	
Concrete Collar		Cu. Yd.	2.9	



PLAN  
 SHOWING SETTLEMENT COLLAR

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60.  
 All exposed edges shall be chamfered 3/4" unless otherwise noted.  
 All construction joints shall be bonded.  
 Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

**DESIGN SPECIFICATIONS**

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

**LOADING HL-93**

Allow 50#/sq. ft. for future wearing surface.

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
 fy = 60,000 psi (Reinf.)

**2' x 2 1/2' PRECAST CONC. BOX CULVERT**

**U.S. SETTLEMENT COLLAR DETAILS**

F.A.P. RTE. 310 (U.S. RTE. 67)

SECTION 60-16-1 & 1B, 42-1 & 1B

MADISON/JERSEY COUNTY

STATION 232+26.00

DESIGNED	R.K.M.
CHECKED	M.E.B.
DRAWN	D.E.G.
CHECKED	M.E.B.

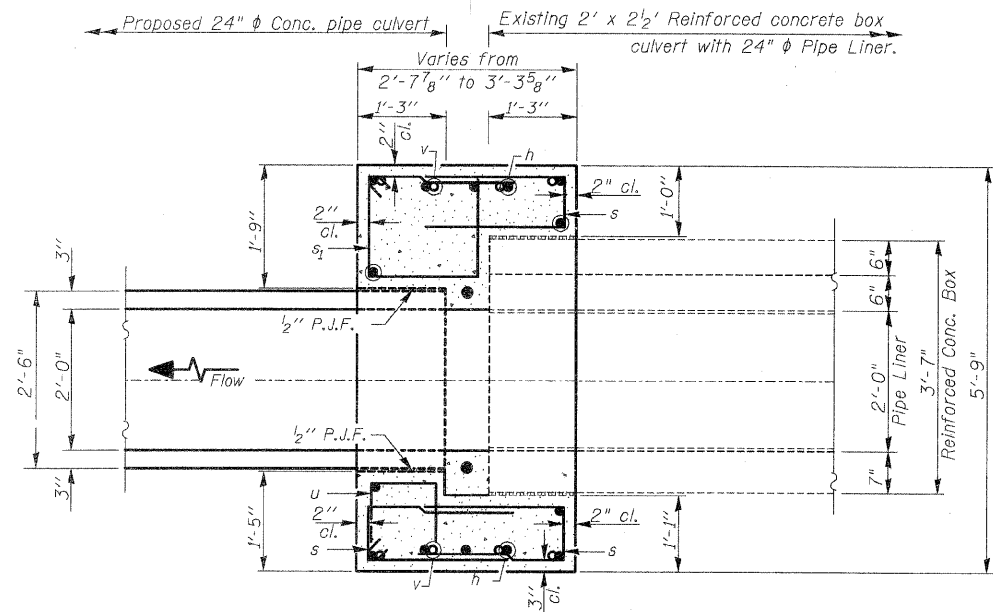
**HR**  
 HURST-ROSCH  
 ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199

H:\410-0008\cadd\Culvert\_Ext\_Final\Section 1\24inpipe\24 in\_Pipe.dgn

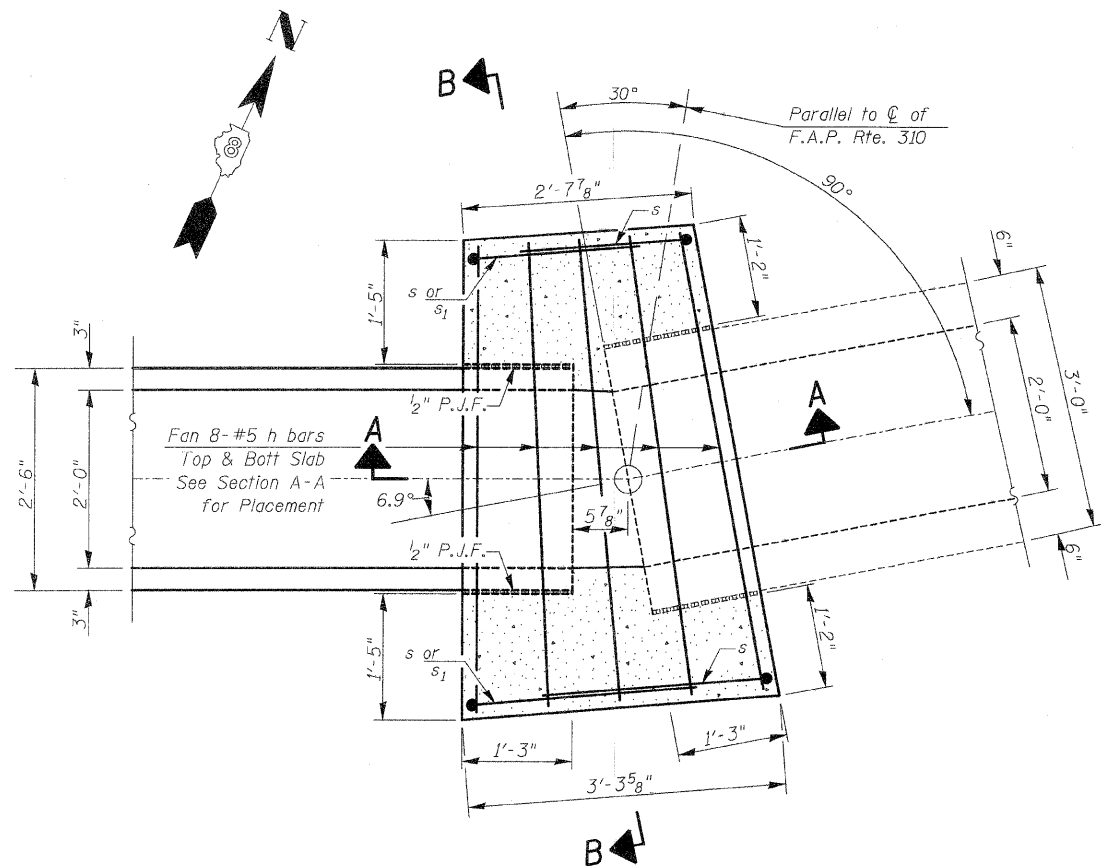
BM #105  
 Chisled "□" Top of concrete headwall  
 Sta. 231+23, 55' Rt. Elev. 523.09

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	*	MADISON/JERSEY	481	151
F.A.P. RTE.		ILLINOIS		FED. AID PROJECT
310		60-16-1 & 1B, 42-1 & 1B		

SHEET NO. 1 of 1 SHEETS  
 CONTRACT NO. 76318

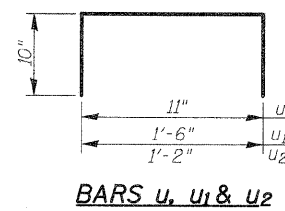


SECTION THRU BOX AT COLLAR  
 SECTION A-A

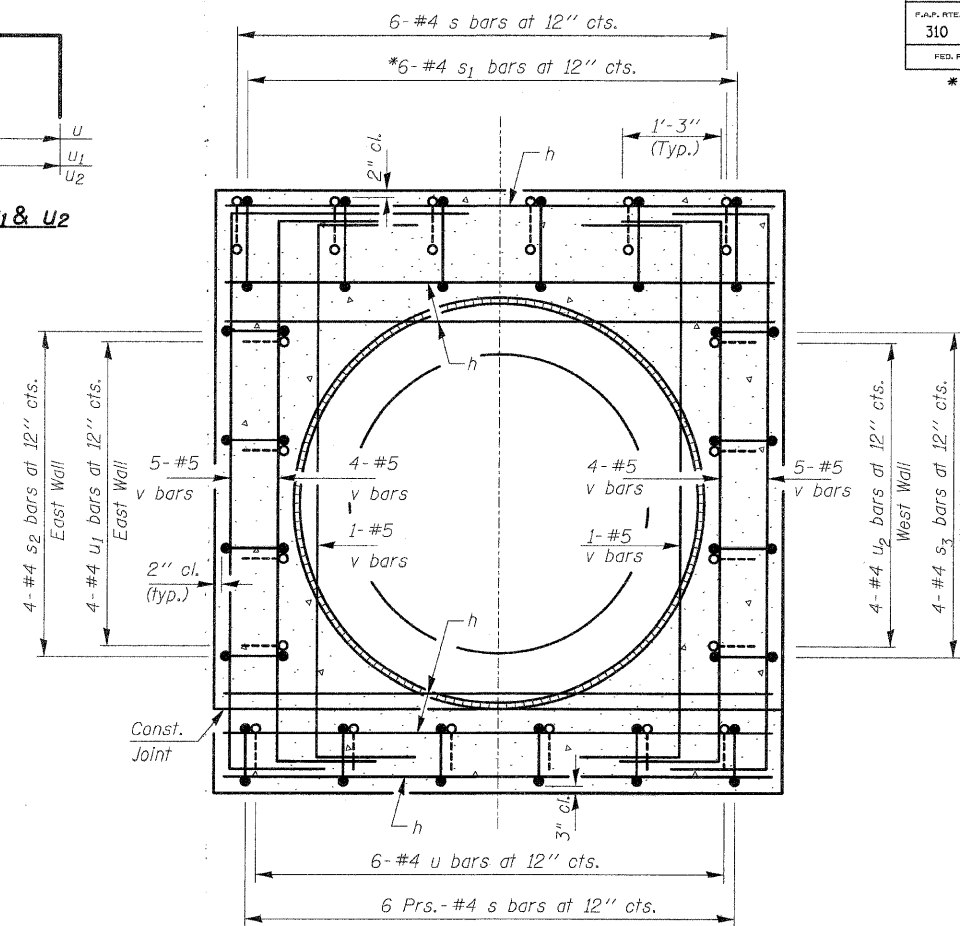


PLAN  
 SHOWING SETTLEMENT COLLAR

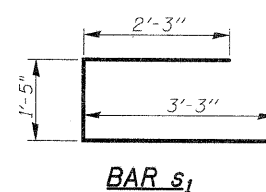
DESIGNED	M.E.B.
CHECKED	J.L.G.
DRAWN	M.F.B.
CHECKED	J.L.G.



BARS u, u1 & u2

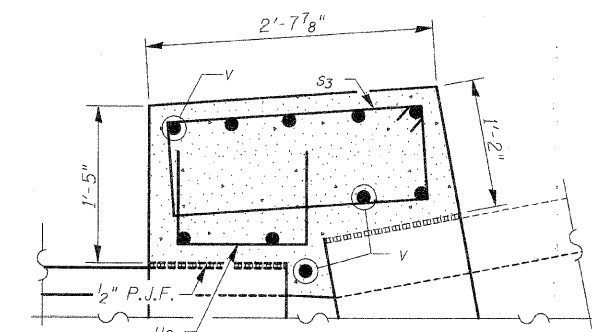


SECTION THRU BOX AT COLLAR  
 SECTION B-B

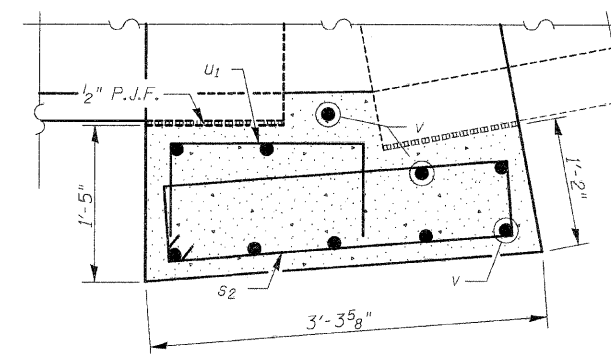


BAR s1

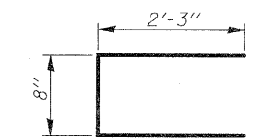
\*Bend & cut s1 bars to fit in field



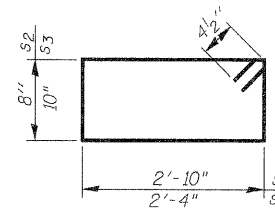
SECTION THRU WEST SIDEWALL



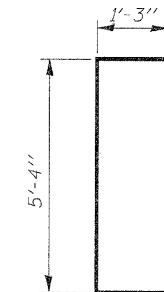
SECTION THRU EAST SIDEWALL



BAR s



BARS s2 & s3



BAR v

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h	16	#5	5'-0"	—
s	18	#4	5'-2"	┌
s1	6	#4	6'-11"	┌
s2	4	#4	7'-9"	┌
s3	4	#4	7'-1"	┌
u	6	#4	2'-7"	┌
u1	4	#4	3'-2"	┌
u2	4	#4	2'-10"	┌
v	20	#5	7'-10"	┌
Reinforcement Bars			Pound	410
Concrete Collar			Cu. Yd.	2.8

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60.  
 All exposed edges shall be chamfered 3/4" unless otherwise noted.  
 All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

**DESIGN SPECIFICATIONS**

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

**LOADING HL-93**

Allow 50#/sq. ft. for future wearing surface.

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
 fy = 60,000 psi (Reinf.)

**2' x 2 1/2' PRECAST CONC. BOX CULVERT**

**D.S. SETTLEMENT COLLAR DETAILS**

**F.A.P. RTE. 310 (U.S. RTE. 67)**

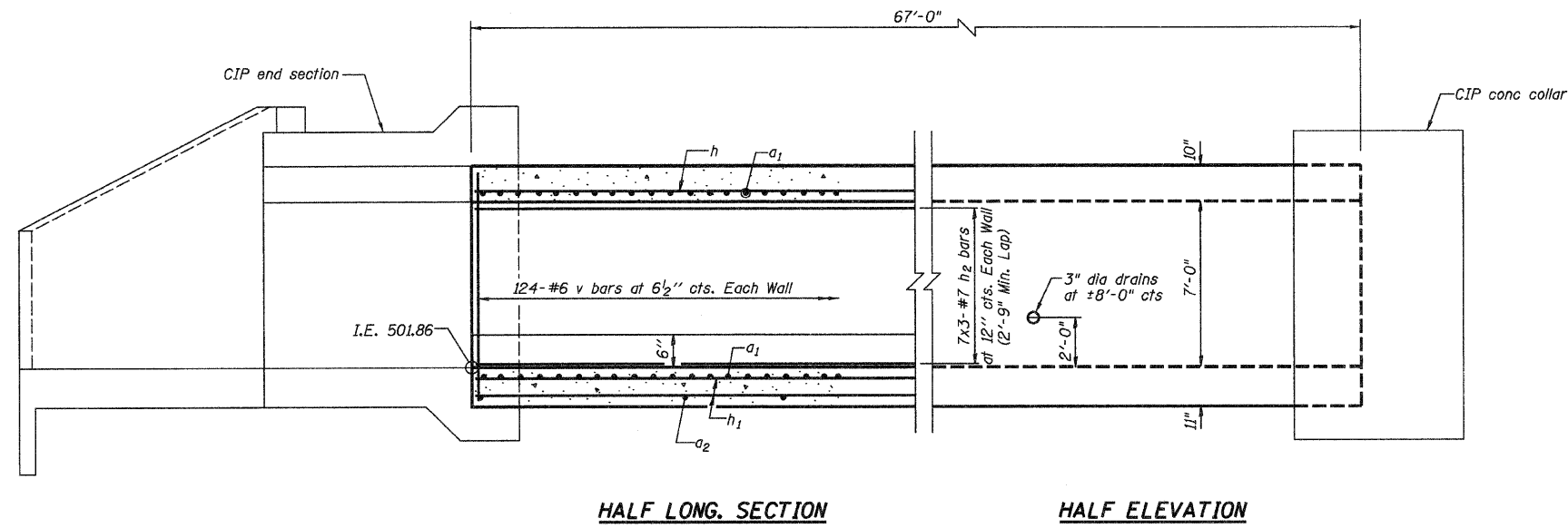
**SECTION 60-16-1 & 1B, 42-1 & 1B**

**MADISON/JERSEY COUNTY**

**STATION 232+26.00**

**HR**  
 HURST-ROSCHE  
 ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



HALF LONG. SECTION

HALF ELEVATION

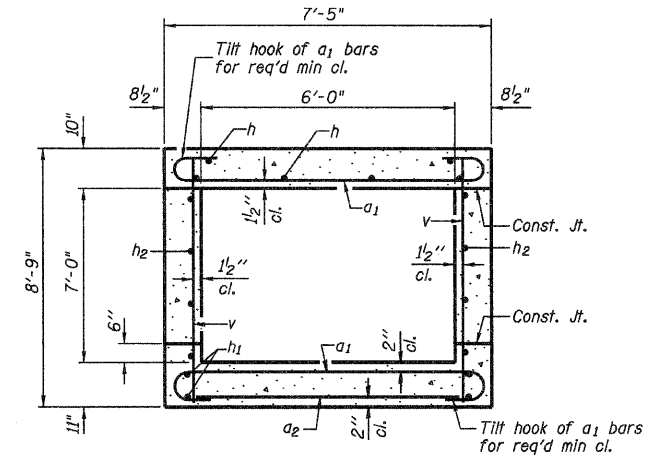
**DESIGN SPECIFICATIONS**  
2002 AASHTO 17th Edition

**DESIGN STRESSES**  
 $f_y = 60,000 \text{ psi}$   
 $f'_c = 3,500 \text{ psi}$

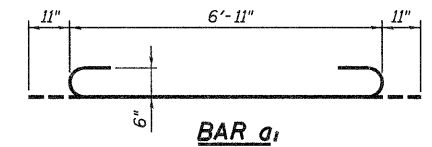
**LOADING HS 20-44**  
Allow 50 lb/sq. ft. for future wearing surface.

**INDEX OF SHEETS**

- 1 UPSTREAM 6'x7' BOX CULVERT EXTENSION
- 2 UPSTREAM 6'x7' END SECTION DETAILS
- 3 UPSTREAM 6'x7' SETTLEMENT COLLAR DETAILS



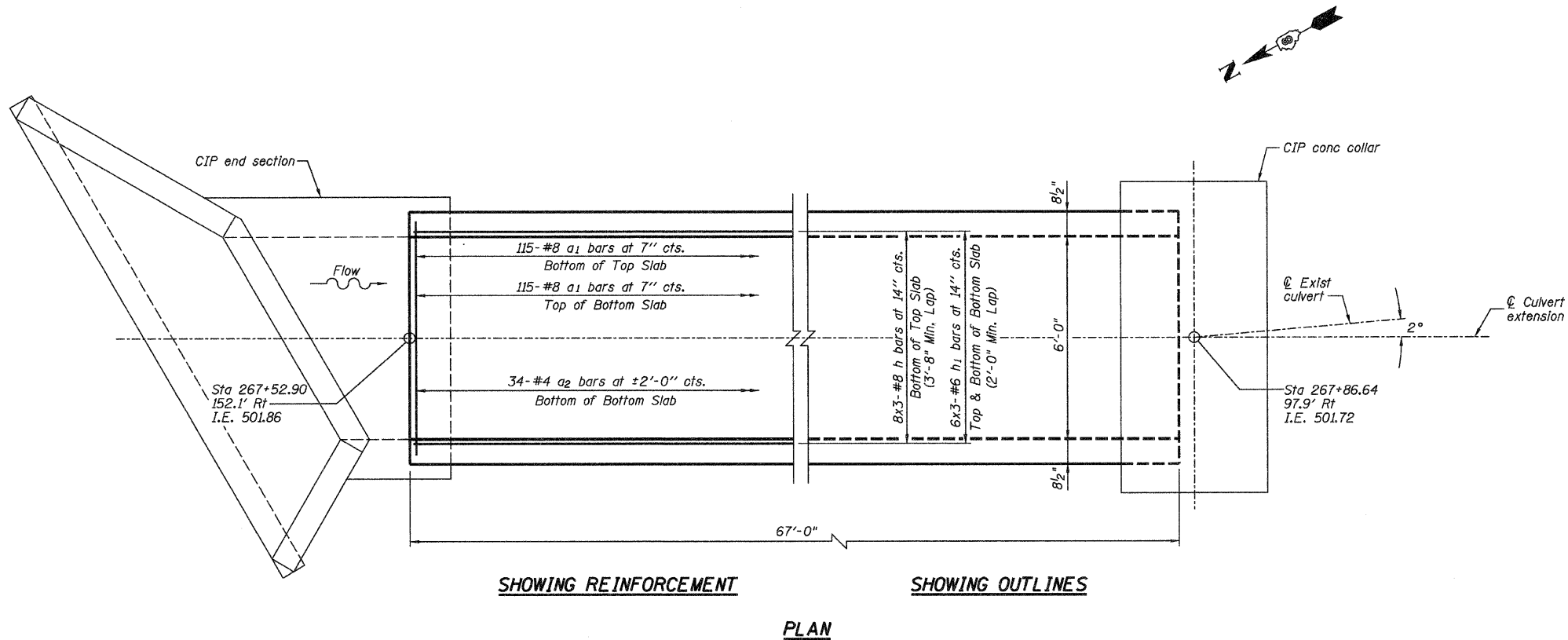
SECTION THRU BARREL



BAR a1

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1	230	#8	8'-9"	U
a2	34	#4	6'-3"	—
h	24	#8	24'-8"	—
h1	36	#6	23'-7"	—
h2	42	#7	24'-1"	—
v	248	#6	8'-5"	—
Concrete Box Culverts			Cu. Yd.	56.9
Reinforcement Bars			Pound	13,440



SHOWING REINFORCEMENT

SHOWING OUTLINES

PLAN

**NOTES**

Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified) See Special Provisions.  
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.  
All construction joints shall be banded.

**STATION 268+54.00 RT**  
**UPSTREAM 6'x7'**  
**BOX CULVERT EXTENSION**  
**FAP ROUTE 310 (US 67)**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**

DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

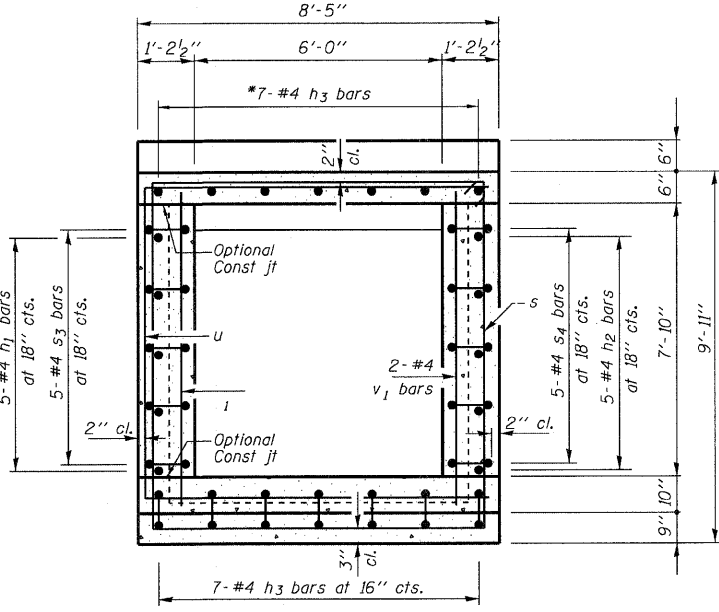
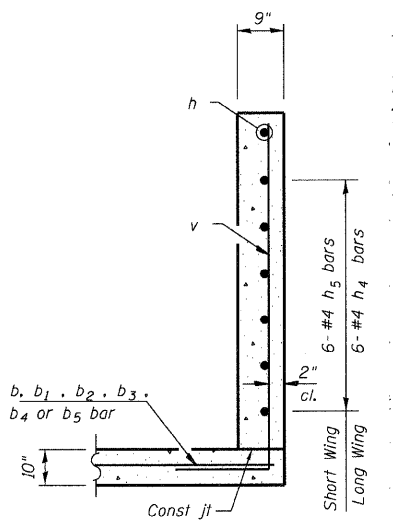
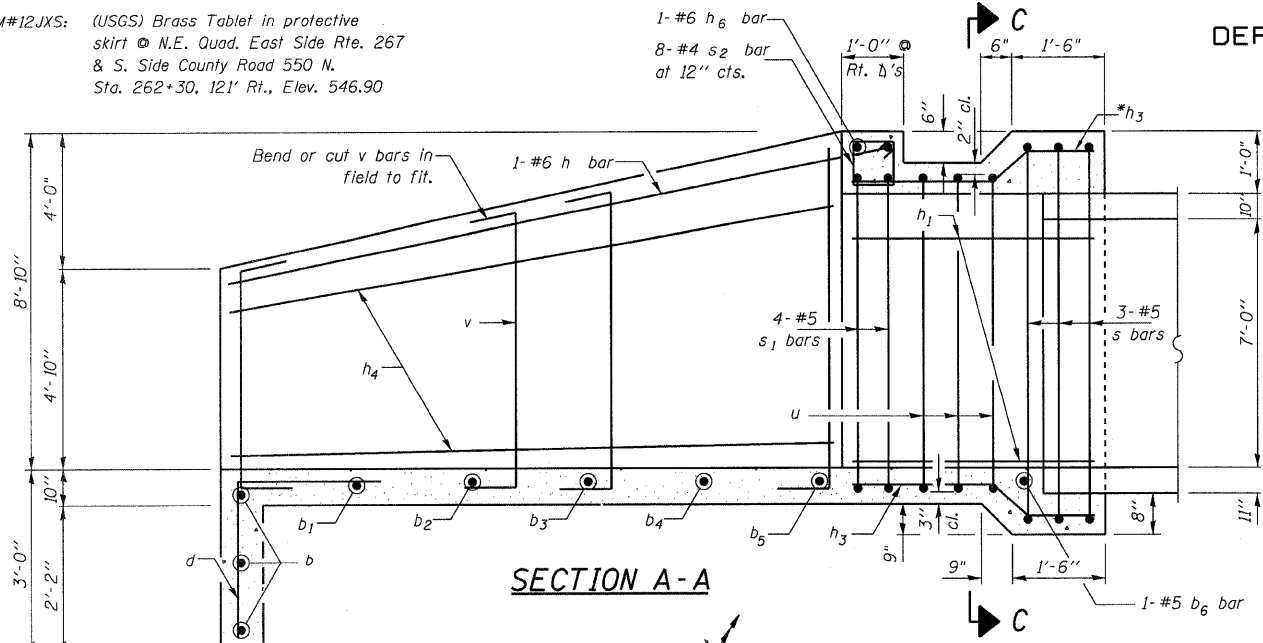
**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

JEREMY BUENING, P.E., S.E.  
LICENSED STRUCTURAL ENGINEER  
STATE OF ILLINOIS  
JEREMY BUENING  
081-006998  
Date 3-3-10  
Exp 11-20-10

SHEET NO. 1 OF 3 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	152
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

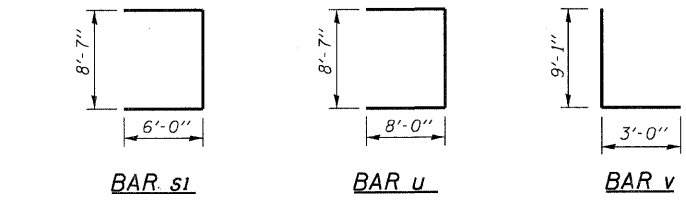
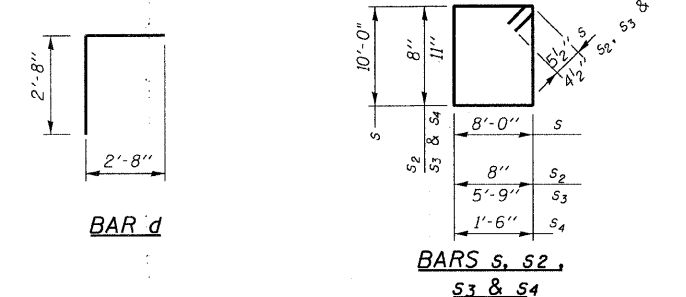
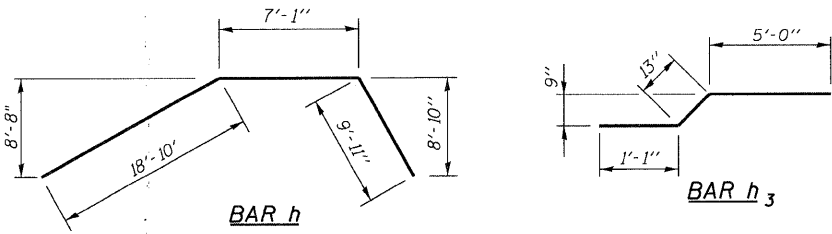
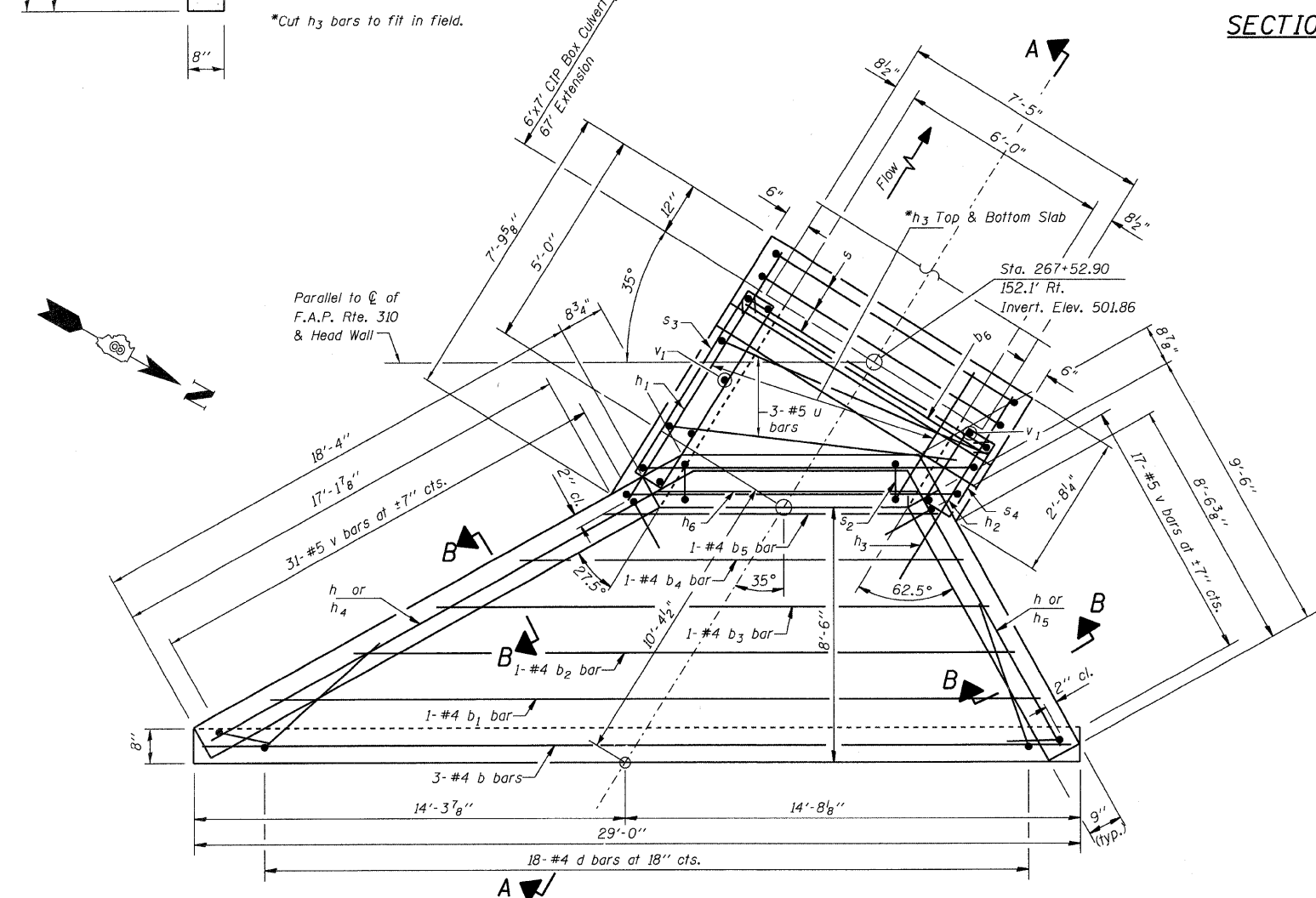
BM#12JXS: (USGS) Brass Tablet in protective skirt @ N.E. Quad, East Side Rte. 267 & S. Side County Road 550 N. Sta. 262+30, 121' Rt., Elev. 546.90



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
b	3	#4	28'-8"	—
b <sub>1</sub>	1	#4	25'-6"	—
b <sub>2</sub>	1	#4	21'-10"	—
b <sub>3</sub>	1	#4	18'-2"	—
b <sub>4</sub>	1	#4	14'-6"	—
b <sub>5</sub>	1	#4	10'-10"	—
b <sub>6</sub>	1	#5	7'-0"	—
d	18	#4	5'-4"	└
h	1	#6	35'-10"	—
h <sub>1</sub>	5	#4	7'-1"	—
h <sub>2</sub>	5	#4	2'-10"	—
h <sub>3</sub>	14	#4	7'-2"	—
h <sub>4</sub>	6	#4	18'-4"	—
h <sub>5</sub>	6	#4	9'-6"	—
h <sub>6</sub>	1	#6	7'-4"	—
s	3	#5	36'-10"	—
s <sub>1</sub>	4	#5	20'-7"	—
s <sub>2</sub>	8	#4	3'-5"	—
s <sub>3</sub>	5	#4	14'-1"	—
s <sub>4</sub>	5	#4	5'-7"	—
u	3	#5	24'-7"	└
v	48	#5	12'-1"	└
v <sub>1</sub>	6	#4	8'-6"	—
# Concrete Box Culverts			Cu. Yd.	18.3
# Reinforcement Bars			Pound	1,470
Box Culvert End Section Culvert No. 2			Each	1

# For Information Only



**MIN BAR LAP**  
#5 bar = 1'-8"

**DESIGN SPECIFICATIONS**

2002 AASHTO  
17th Edition

**LOADING HS20-44**

Allow 50#/sq. ft. for future wearing surface.

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
fy = 60,000 psi (Reinf.)

**GENERAL NOTES**

Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified) See Special Provisions.

All exposed edges shall be chamfered 3/4" unless otherwise noted.

All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

**STATION 267+52.90 RT  
UPSTREAM 6'x7'  
END SECTION DETAILS  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY**

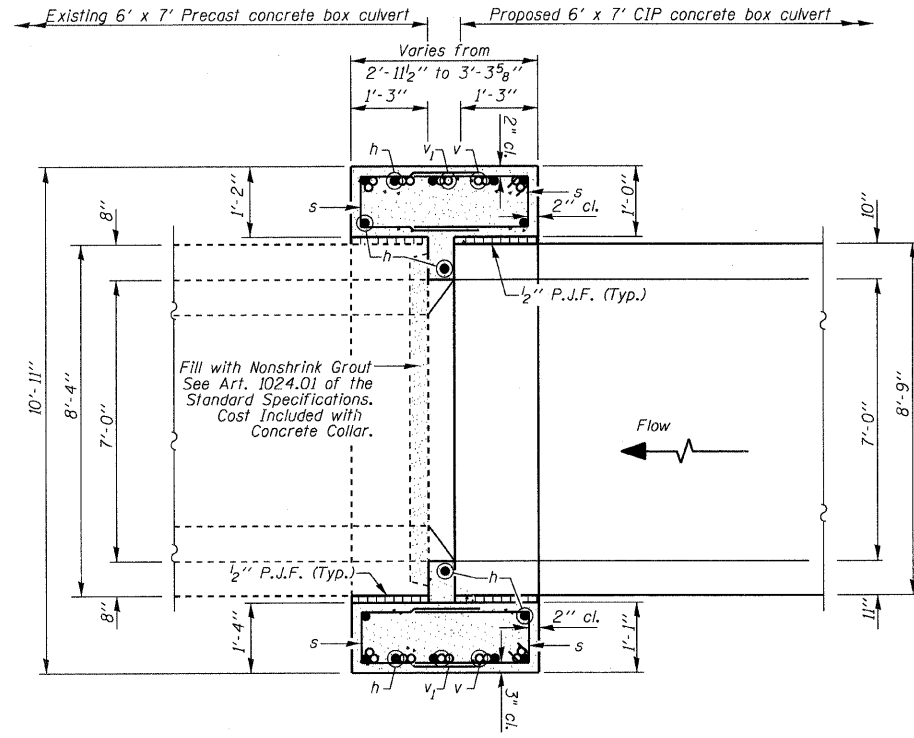
DESIGNED	JMB
CHECKED	TES
DRAWN	R KING
CHECKED	TES

**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

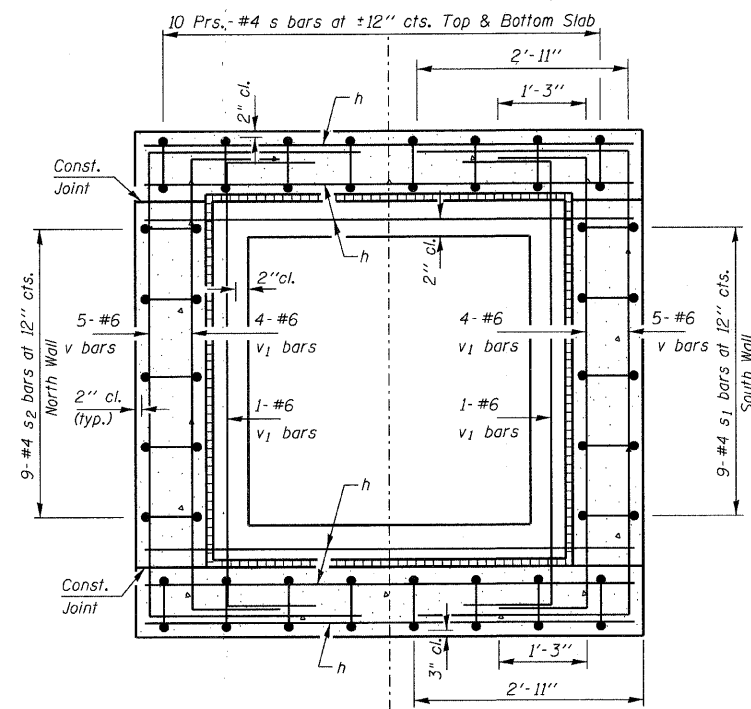
**PLAN**

SHEET NO. 2 OF 3 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	153
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

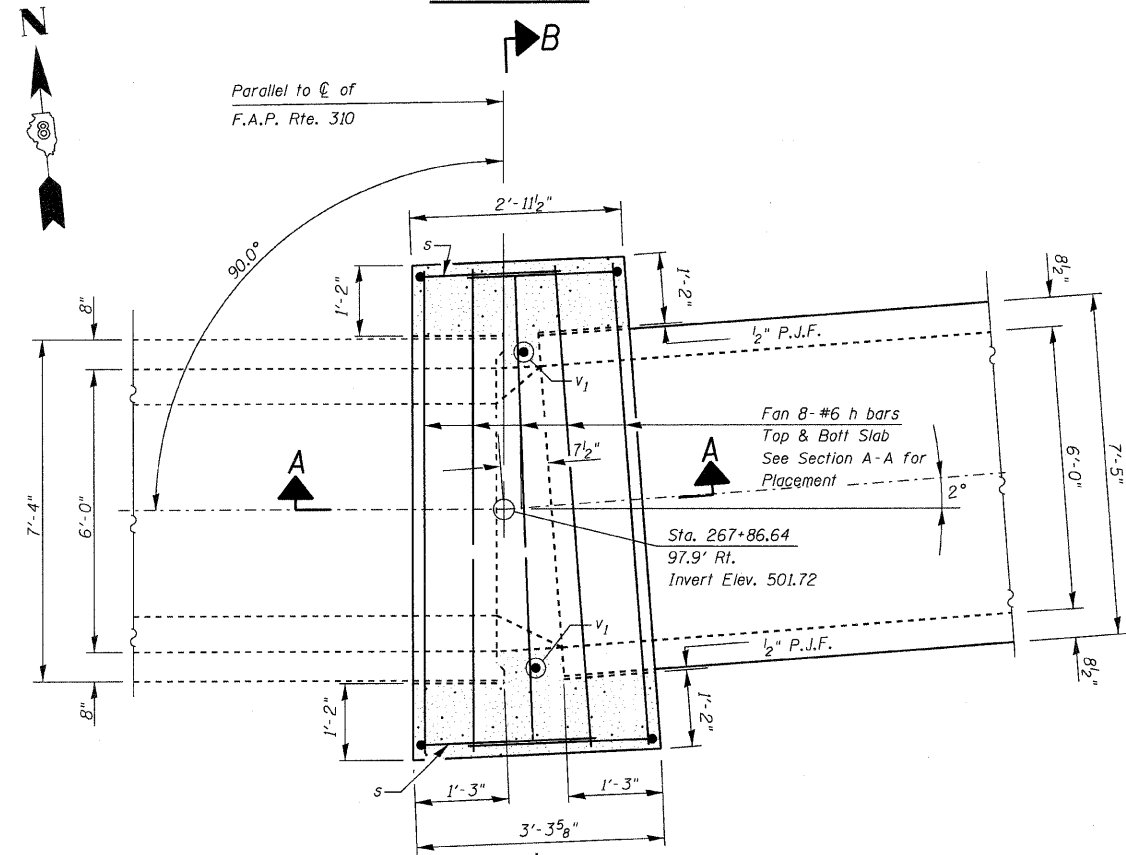
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



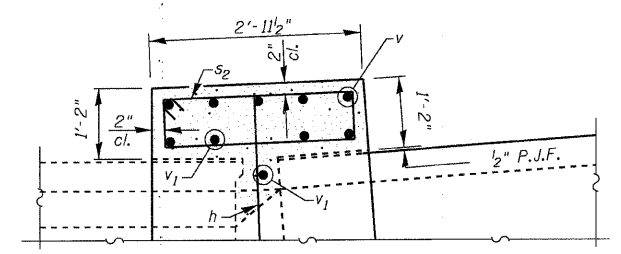
SECTION THRU BOX AT COLLAR  
SECTION A-A



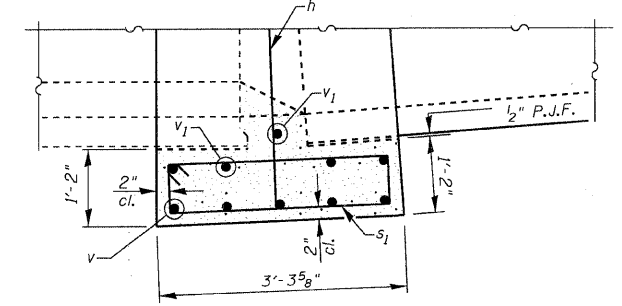
SECTION THRU BOX AT COLLAR  
SECTION B-B



PLAN VIEW



SECTION THRU NORTH SIDEWALL



SECTION THRU SOUTH SIDEWALL

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60 (IL Modified). See Special Provision.

All exposed edges shall be chamfered 3/4" unless otherwise noted.

All construction joints shall be bonded.

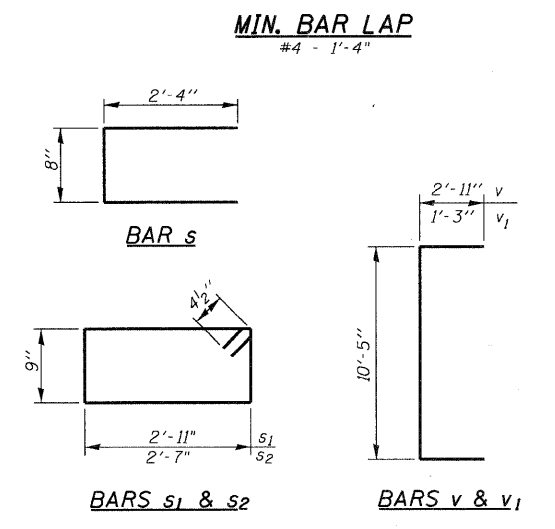
Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

**DESIGN STRESSES**  
**FIELD UNITS**

$f'c = 3,500 \text{ psi}$   
 $f_y = 60,000 \text{ psi (Reinf.)}$

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h	16	#6	9'-3"	—
s	40	#4	5'-4"	⊔
s1	9	#4	8'-1"	⊔
s2	9	#4	7'-5"	⊔
v	10	#6	16'-3"	⊔
v1	10	#6	12'-11"	⊔
Concrete Collar			Cu. Yd.	5.7
Reinforcement Bars			Pound	900



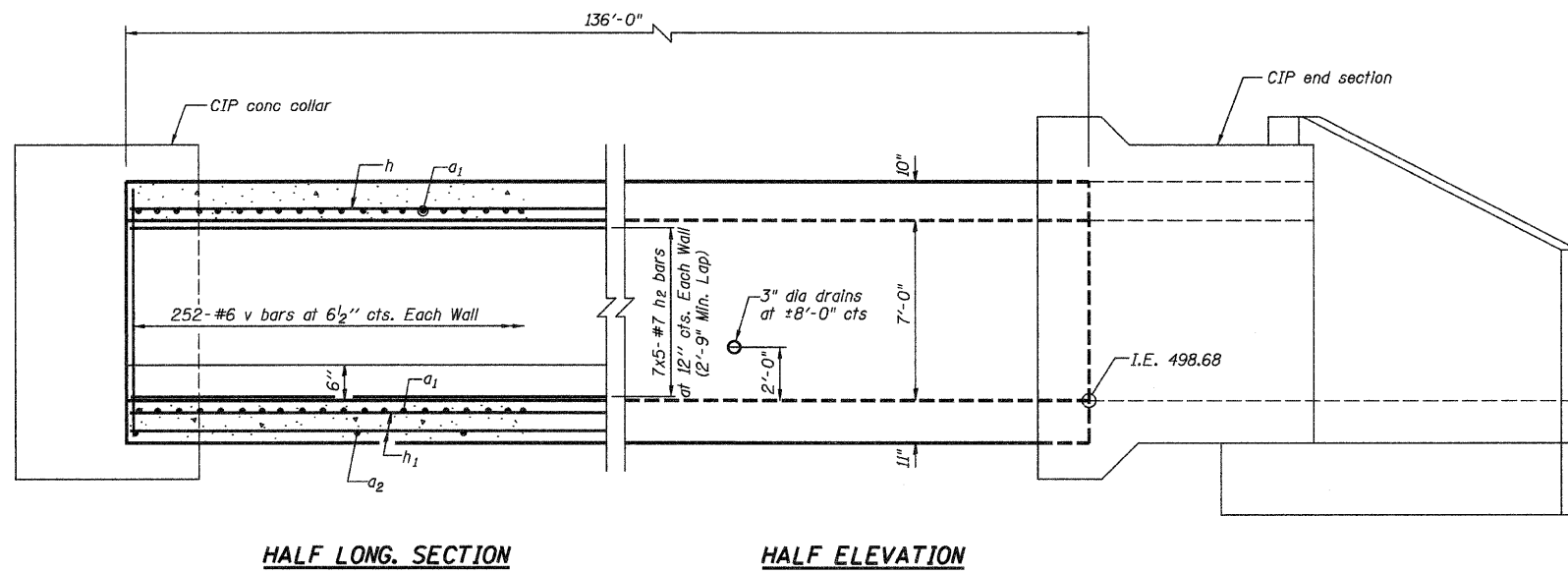
**STATION 267+86.54 RT**  
**UPSTREAM 6'x7'**  
**SETTLEMENT COLLAR DETAILS**  
**FAP ROUTE 310 (US 67)**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**

DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

SHEET NO. 3 OF 3 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	154
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



HALF LONG SECTION

HALF ELEVATION

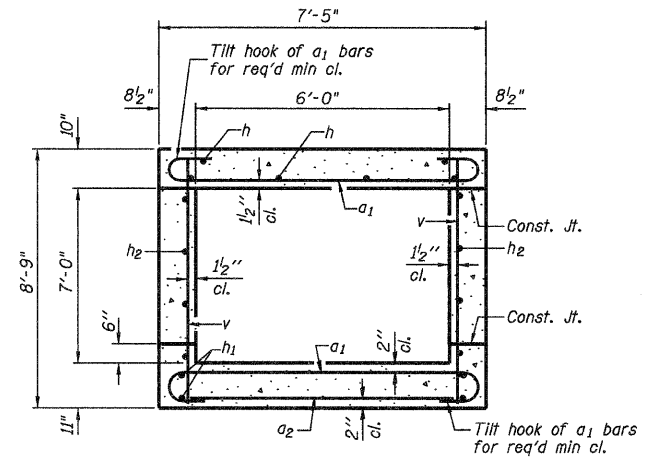
**DESIGN SPECIFICATIONS**  
2002 AASHTO 17th Edition

**DESIGN STRESSES**  
 $f_y = 60,000 \text{ psi}$   
 $f'_c = 3,500 \text{ psi}$

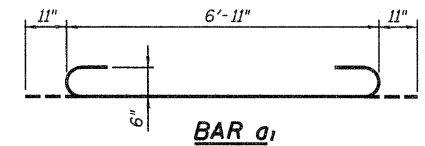
**LOADING HS 20-44**  
Allow 50 lb/sq. ft. for future wearing surface.

**INDEX OF SHEETS**

- 1 DOWNSTREAM 6'x7' BOX CULVERT EXTENSION
- 2 DOWNSTREAM 6'x7' END SECTION DETAILS
- 3 DOWNSTREAM 6'x7' SETTLEMENT COLLAR DETAILS



SECTION THRU BARREL



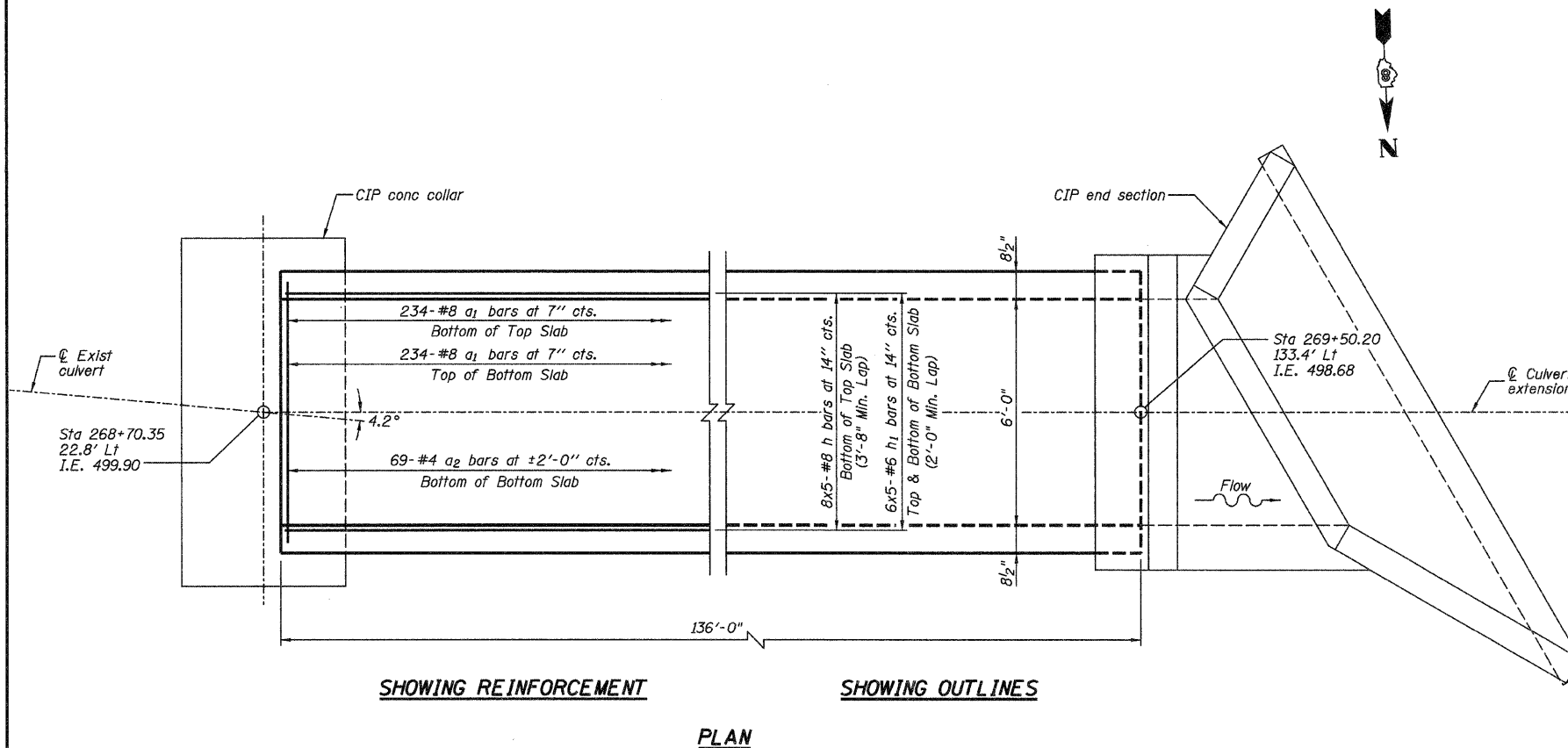
BAR a1

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1	468	#8	8'-9"	
a2	69	#4	6'-3"	
h	40	#8	30'-1"	
h1	60	#6	28'-9"	
h2	70	#7	29'-4"	
v	504	#6	8'-5"	
Concrete Box Culverts			Cu. Yd.	115.4
Reinforcement Bars			Pound	27,310

**NOTES**

Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified) See Special Provisions.  
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.  
All construction joints shall be bonded.



SHOWING REINFORCEMENT

SHOWING OUTLINES

PLAN

DESIGNED -	JMB
CHECKED -	YES
DRAWN -	R KING
CHECKED -	YES

**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS  
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CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397



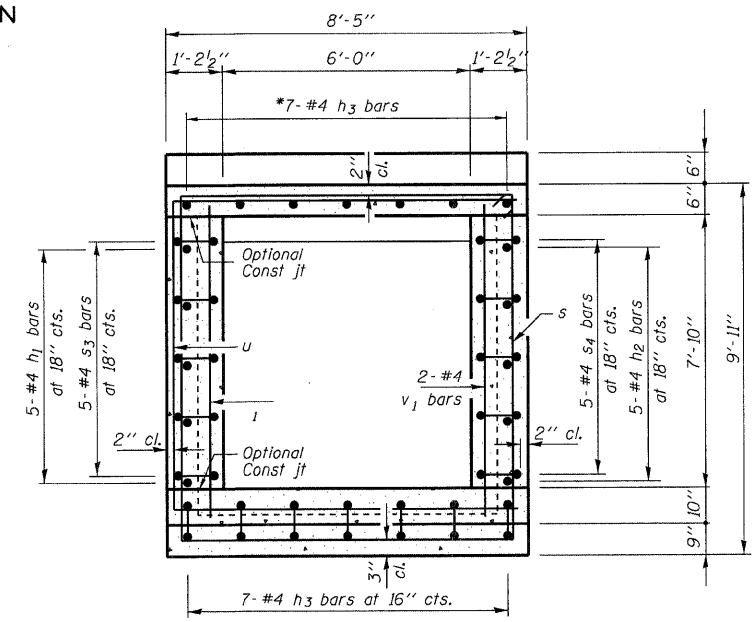
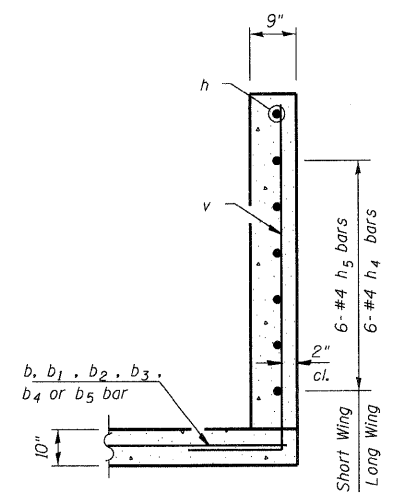
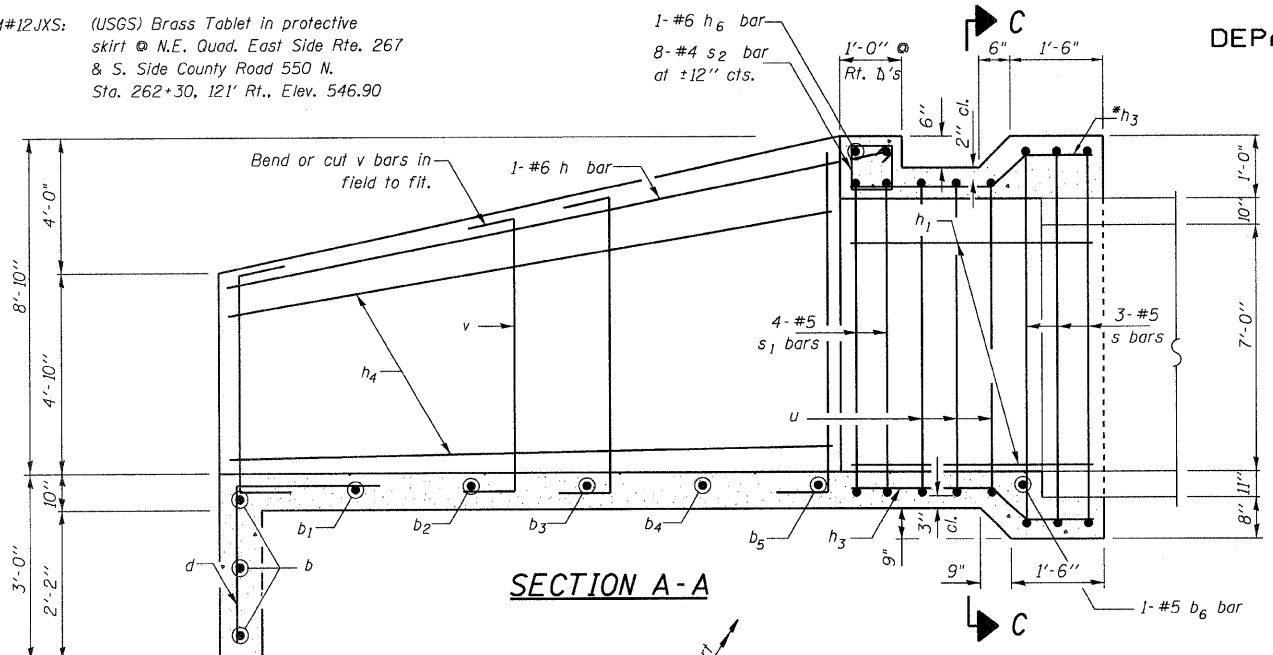
Jeremy Buening, P.E., SE  
Date 3-3-10  
Exp 11-20-10

**STATION 268+54.00 LT**  
**DOWNSTREAM 6'x7'**  
**BOX CULVERT EXTENSION**  
**FAP ROUTE 310 (US 67)**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**

SHEET NO. 1 OF 3 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 155
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BM#12JXS: (USGS) Brass Tablet in protective skirt @ N.E. Quad. East Side Rte. 267 & S. Side County Road 550 N. Sta. 262+30, 121' Rt., Elev. 546.90



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
b	3	#4	27'-5"	—
b1	1	#4	24'-3"	—
b2	1	#4	20'-8"	—
b3	1	#4	17'-1"	—
b4	1	#4	13'-8"	—
b5	1	#4	10'-1"	—
b6	1	#5	7'-0"	—
d	17	#4	5'-4"	└
h	1	#6	35'-10"	—
h1	5	#4	6'-10"	—
h2	5	#4	3'-1"	—
h3	14	#4	7'-2"	—
h4	6	#4	17'-2"	—
h5	6	#4	9'-6"	—
h6	1	#6	7'-0"	—
s	3	#5	36'-10"	└
s1	4	#5	20'-7"	└
s2	8	#4	3'-5"	└
s3	5	#4	14'-1"	└
s4	5	#4	5'-7"	└
u	3	#5	24'-7"	└
v	47	#5	12'-1"	└
v1	6	#4	8'-6"	—
* Concrete Box Culverts				Cu. Yd. 17.7
* Reinforcement Bars				Pound 1,440
Box Culvert End Section Culvert No. 2				Each 1

# For Information Only

**MIN BAR LAP**  
#5 bar = 1'-8"

**DESIGN SPECIFICATIONS**

2002 AASHTO  
17th Edition  
**LOADING HS20-44**  
Allow 50#/sq. ft. for future wearing surface.

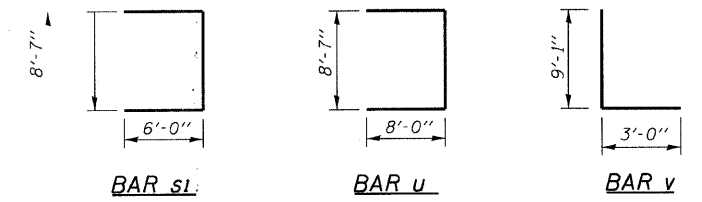
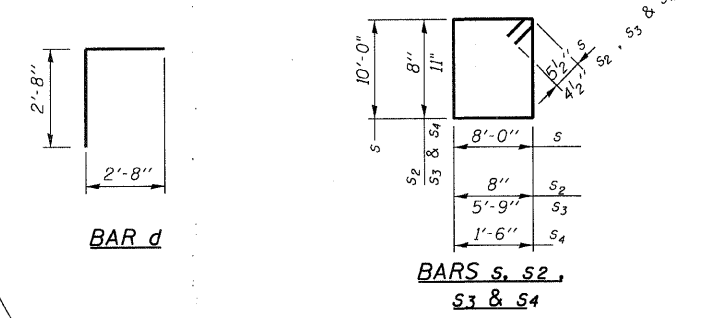
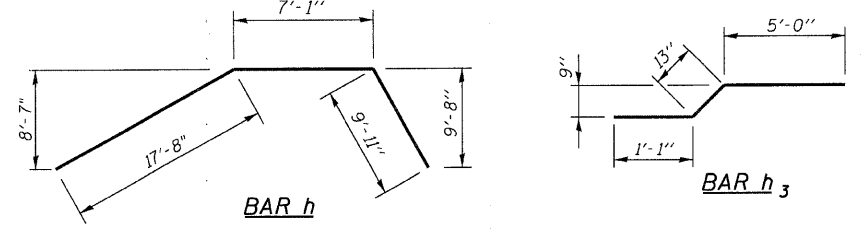
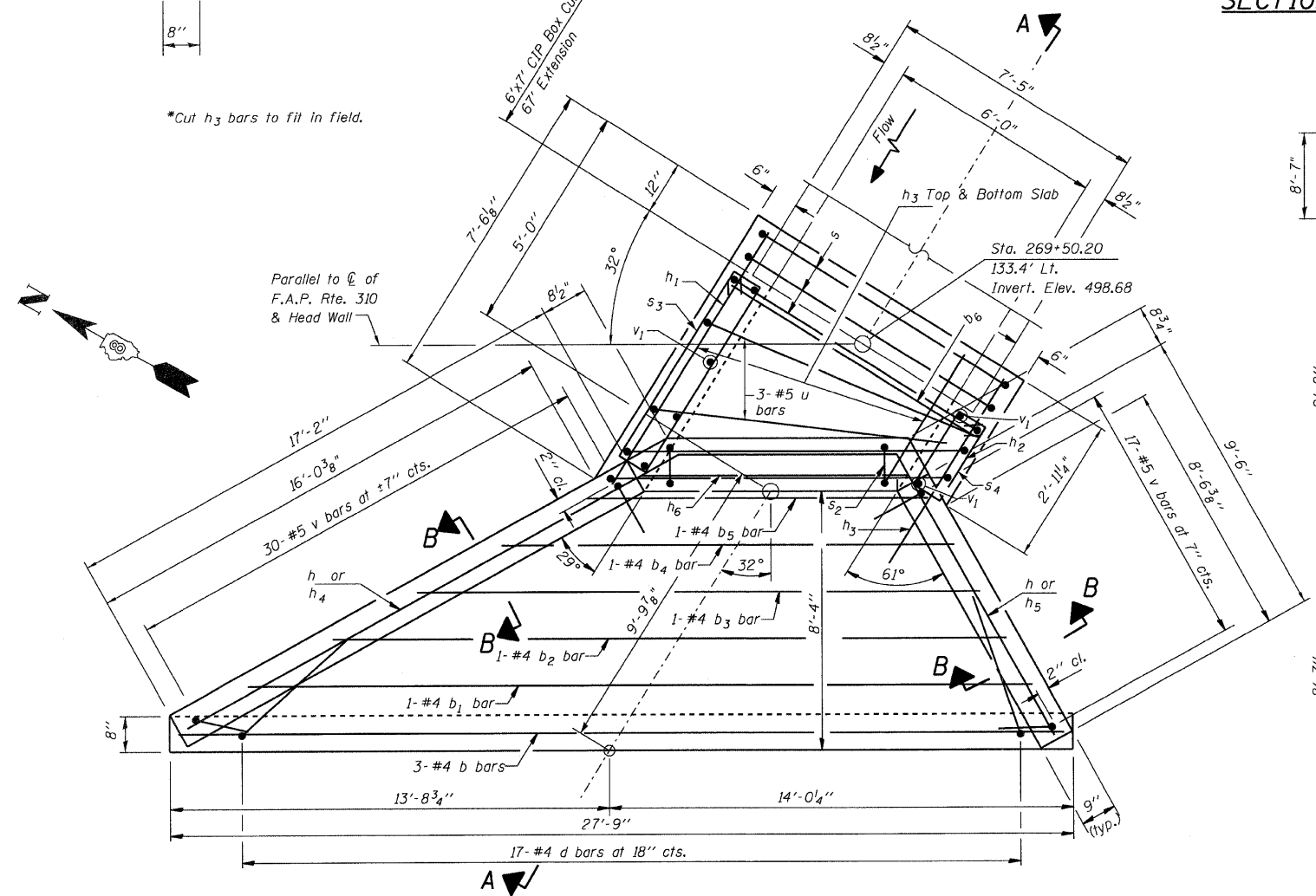
**DESIGN STRESSES**  
**FIELD UNITS**

$f'c = 3,500$  psi  
 $fy = 60,000$  psi (Reinf.)

**GENERAL NOTES**

Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified) See Special Provisions.  
All exposed edges shall be chamfered 3/4" unless otherwise noted.  
All construction joints shall be bonded.  
Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

**STATION 269+50.20 LT**  
**DOWNSTREAM 6'x7'**  
**END SECTION DETAILS**  
**FAP ROUTE 310 (US 67)**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**



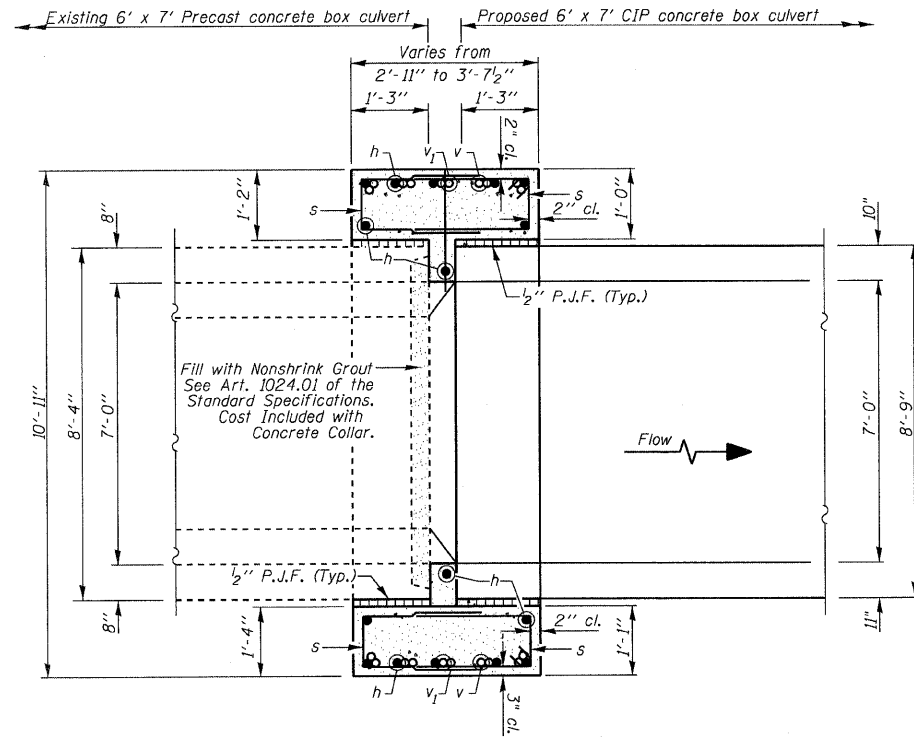
DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

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CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

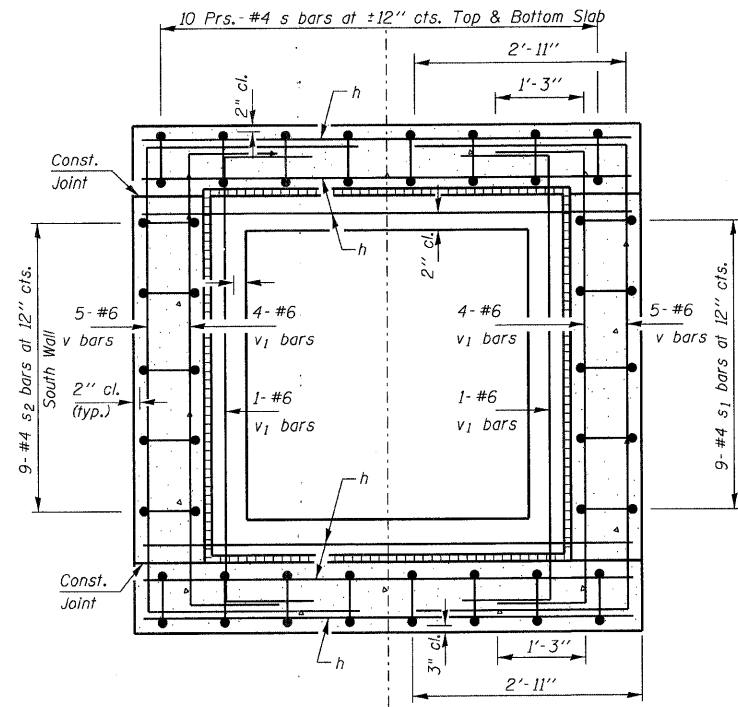
**PLAN**

SHEET NO. 2 OF 3 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 156
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION THRU BOX AT COLLAR  
SECTION A-A



SECTION THRU BOX AT COLLAR  
SECTION B-B

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60 (IL Modified). See Special Provision.

All exposed edges shall be chamfered 3/4" unless otherwise noted.

All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

DESIGN STRESSES

FIELD UNITS

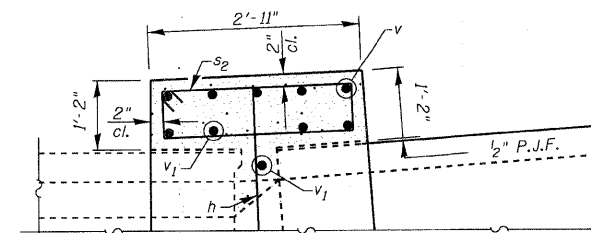
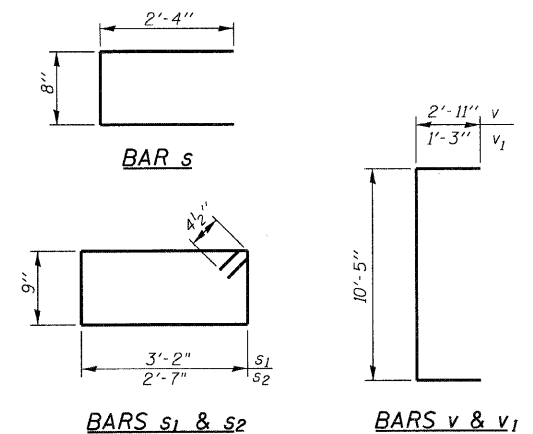
$f'c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)

BILL OF MATERIAL

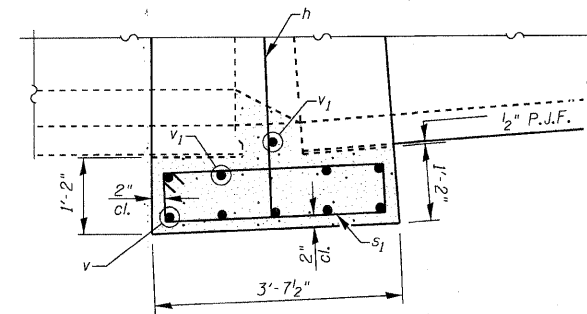
Bar	No.	Size	Length	Shape
h	16	#6	9'-4"	—
s	40	#4	5'-4"	⊓
s <sub>1</sub>	9	#4	8'-7"	⊓
s <sub>2</sub>	9	#4	7'-5"	⊓
v	10	#6	16'-3"	⊓
v <sub>1</sub>	10	#6	12'-11"	⊓
Concrete Collar		Cu. Yd.	6.0	
Reinforcement Bars		Pound	910	

MIN. BAR LAP

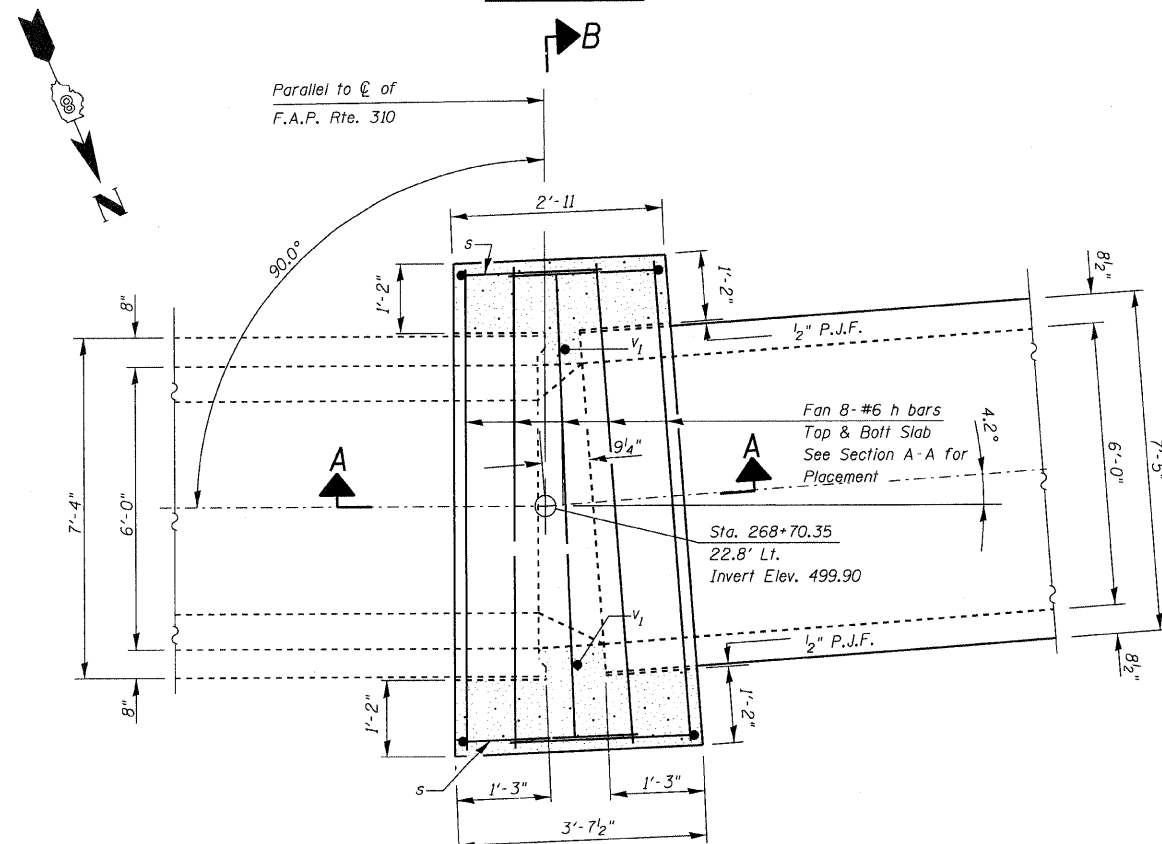
#4 - 1'-4"



SECTION THRU SOUTH SIDEWALL



SECTION THRU NORTH SIDEWALL



PLAN VIEW

STATION 268+70.35 LT  
DOWNSTREAM 6'x7'  
SETTLEMENT COLLAR DETAILS  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY

DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

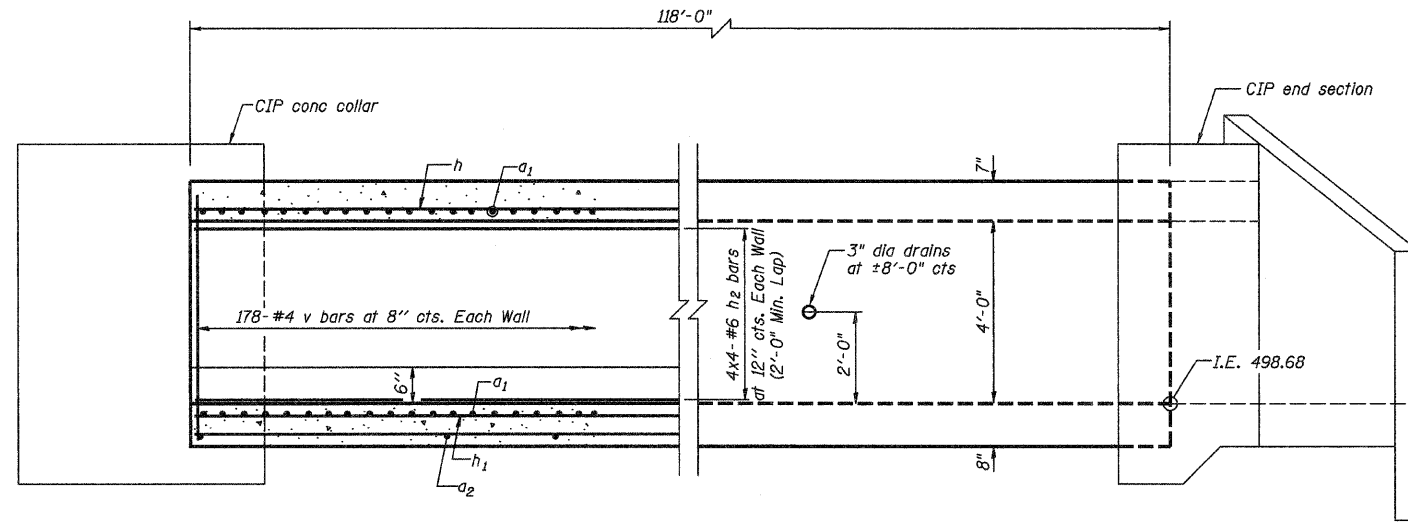
**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS

DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

SHEET NO. 3 OF 3 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	157
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



HALF LONG SECTION

HALF ELEVATION

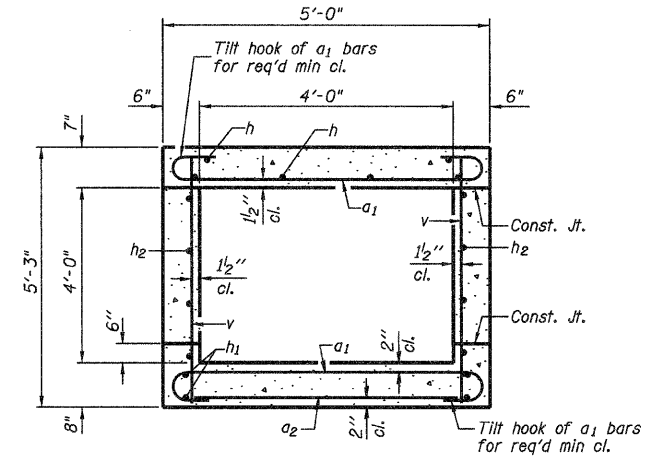
**DESIGN SPECIFICATIONS**  
2002 AASHTO 17th Edition

**DESIGN STRESSES**  
 $f_y = 60,000 \text{ psi}$   
 $f'_c = 3,500 \text{ psi}$

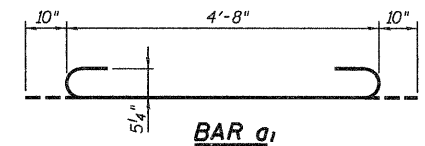
**LOADING HS 20-44**  
Allow 50 lb/sq. ft. for future wearing surface.

**INDEX OF SHEETS**

- 1 DOWNSTREAM 4'x4' BOX CULVERT EXTENSION
- 2 DOWNSTREAM 4'x4' END SECTION DETAILS
- 3 DOWNSTREAM 4'x4' SETTLEMENT COLLAR DETAILS



SECTION THRU BARREL



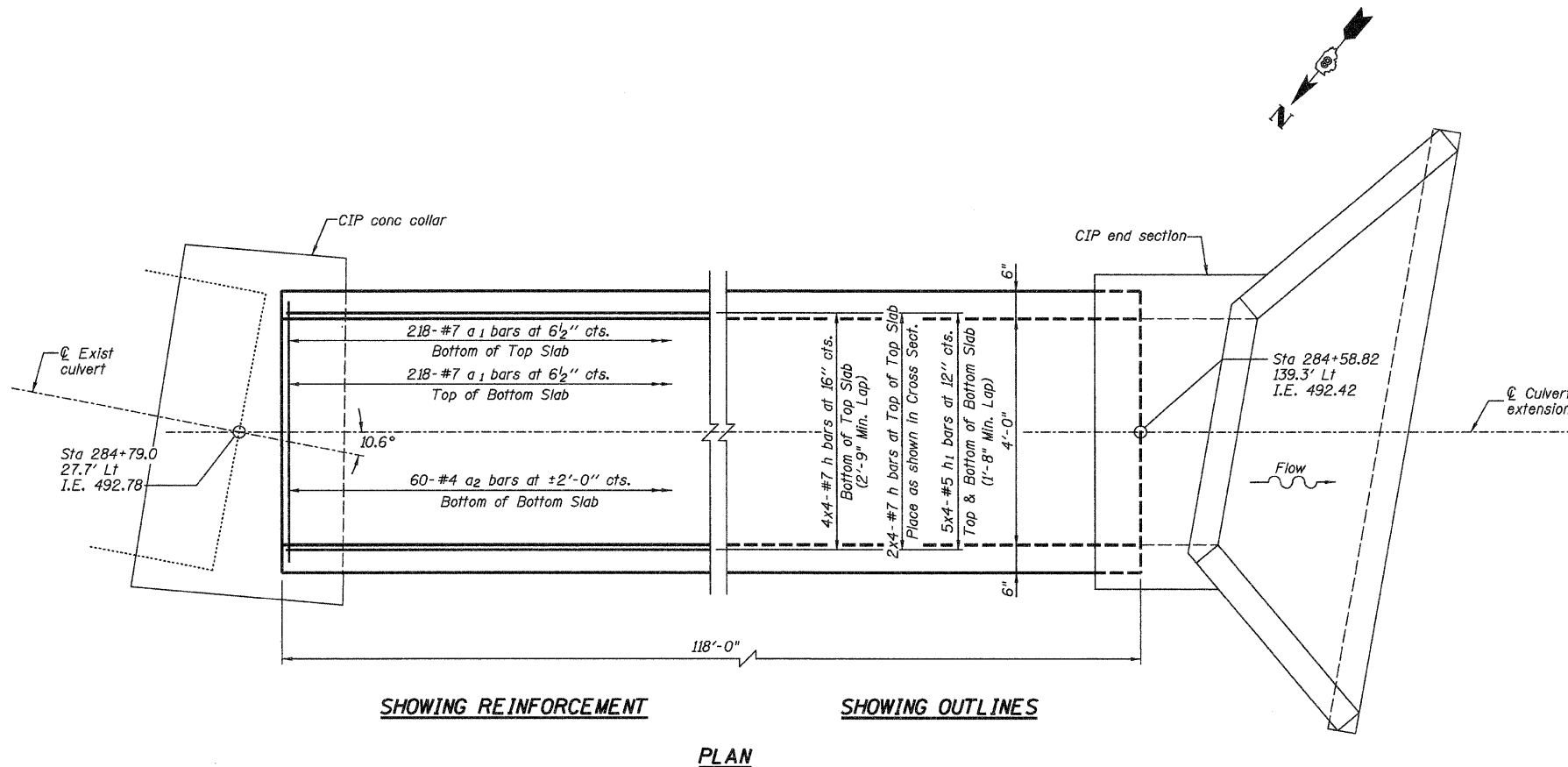
BAR a1

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1	436	#7	6'-4"	
a2	60	#4	4'-8"	
h	24	#7	31'-6"	
h1	40	#5	30'-8"	
h2	32	#6	30'-11"	
v	356	#4	4'-11"	
Concrete Box Culverts Cu. Yd.				44.8
Reinforcement Bars Pound				11,130

**NOTES**

Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified) See Special Provisions.  
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.  
All construction joints shall be bonded.



SHOWING REINFORCEMENT

SHOWING OUTLINES

PLAN

DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

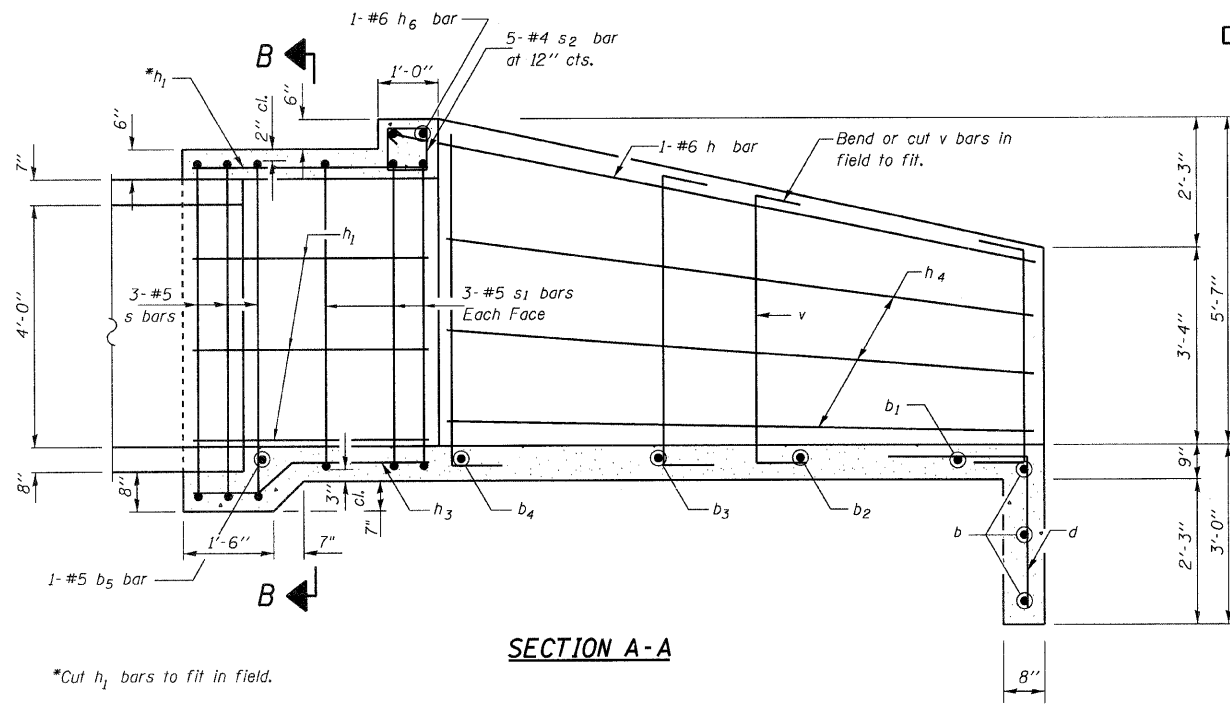
**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

**JEREMY BUENING, P.E., S.E.**  
LICENSED STRUCTURAL ENGINEER  
STATE OF ILLINOIS  
Date 3-3-10  
Exp 11-20-10

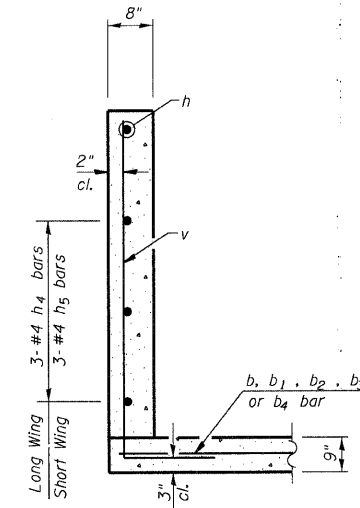
SHEET NO. 1 OF 3 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 158
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**STATION 284+79.00 LT  
DOWNSTREAM 4'x4'  
BOX CULVERT EXTENSION  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY**

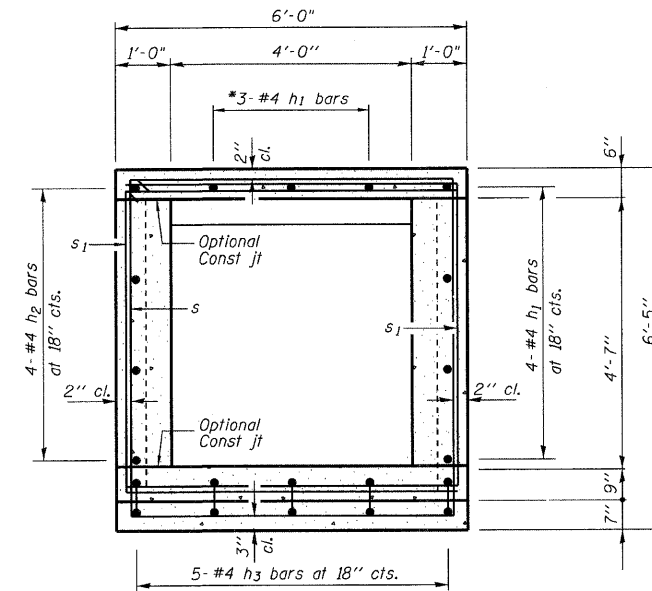
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION A-A



SECTION C-C



SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
b	3	#4	15'-7"	—	
b <sub>1</sub>	1	#4	14'-9"	—	
b <sub>2</sub>	1	#4	11'-8"	—	
b <sub>3</sub>	1	#4	8'-8"	—	
b <sub>4</sub>	1	#4	5'-7"	—	
b <sub>5</sub>	1	#5	5'-6"	—	
d	11	#4	5'-4"	└	
h	1	#6	20'-4"	—	
h <sub>1</sub>	7	#4	3'-4"	—	
h <sub>2</sub>	4	#4	2'-7"	—	
h <sub>3</sub>	5	#4	5'-10"	—	
h <sub>4</sub>	3	#4	8'-4"	—	
h <sub>5</sub>	3	#4	7'-0"	—	
h <sub>6</sub>	1	#6	4'-0"	—	
s	3	#5	24'-3"	—	
s <sub>1</sub>	6	#5	16'-5"	—	
s <sub>2</sub>	5	#4	3'-5"	—	
v	16	#4	8'-11"	└	
# Concrete Box Culverts				Cu. Yd.	6.5
# Reinforcement Bars				Pound	500
Box Culvert End Section Culvert No. 3				Each	1

# For Information Only

MIN BAR LAP

#5 bar = 1'-8"

DESIGN SPECIFICATIONS

2002 AASHTO  
17th Edition

LOADING HS20-44

Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS

$f'c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)

GENERAL NOTES

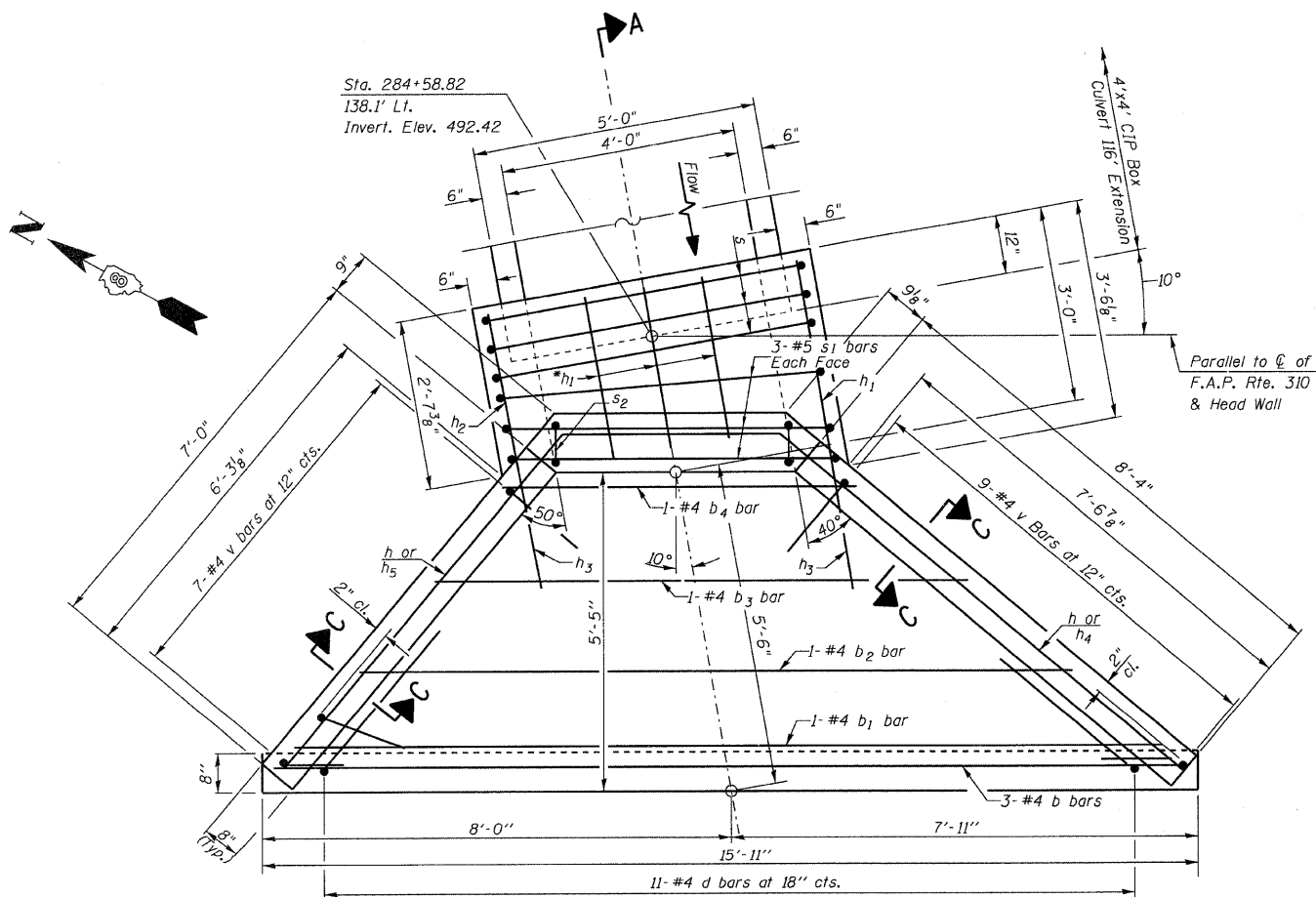
Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified) See Special Provisions.

All exposed edges shall be chamfered  $\frac{3}{4}$ " unless otherwise noted.

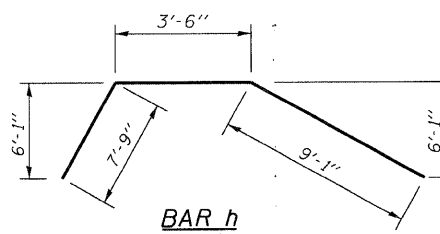
All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

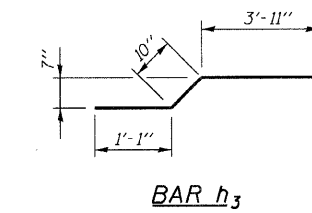
STA 284+58.82 LT  
DOWNSTREAM 4'x4'  
END SECTION DETAILS  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY



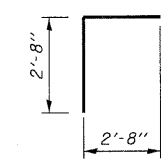
PLAN



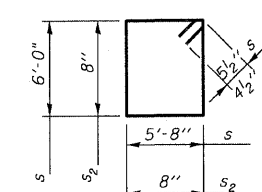
BAR h



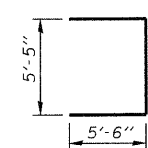
BAR h<sub>3</sub>



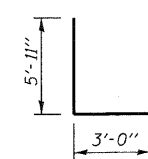
BAR d



BARS s & s<sub>2</sub>



BAR s<sub>1</sub>



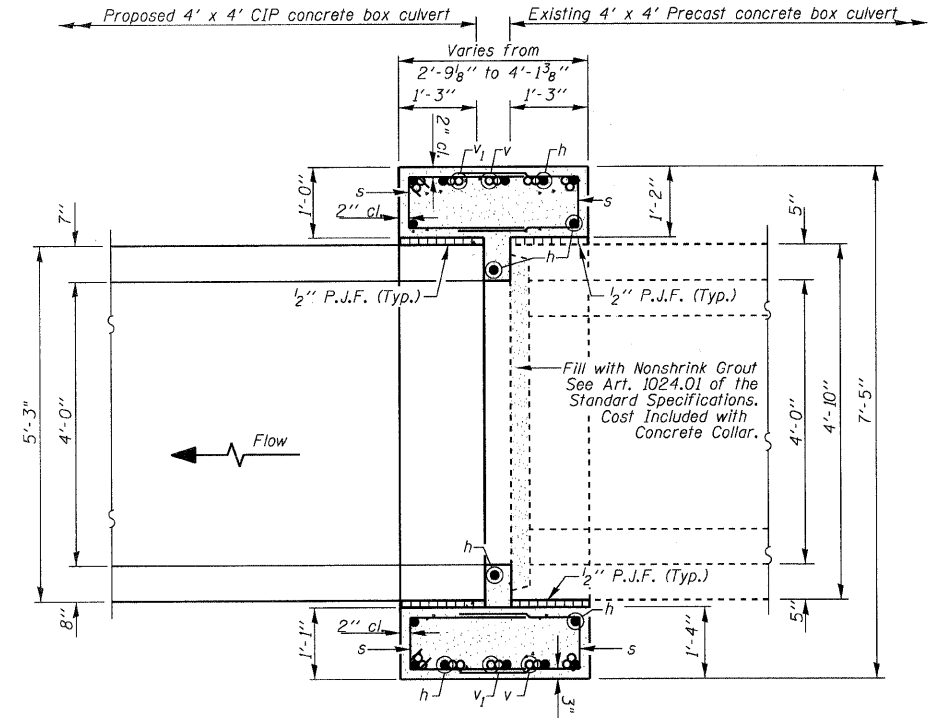
BAR v

DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

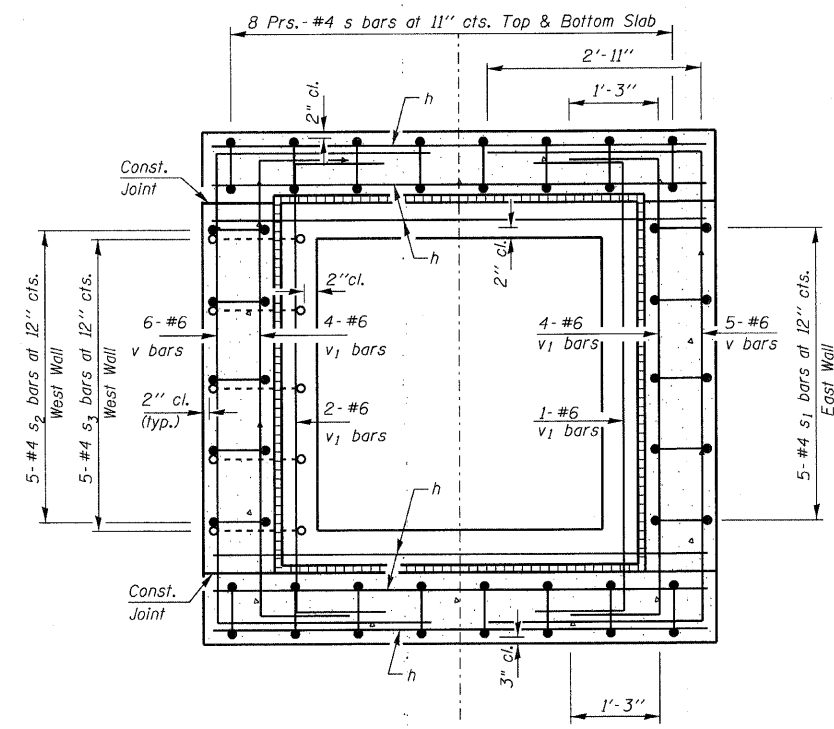
HOMER L.  
**CHASTAIN**  
& ASSOCIATES, LLP  
CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
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184-001397

SHEET NO. 2 OF 3 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	159
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		

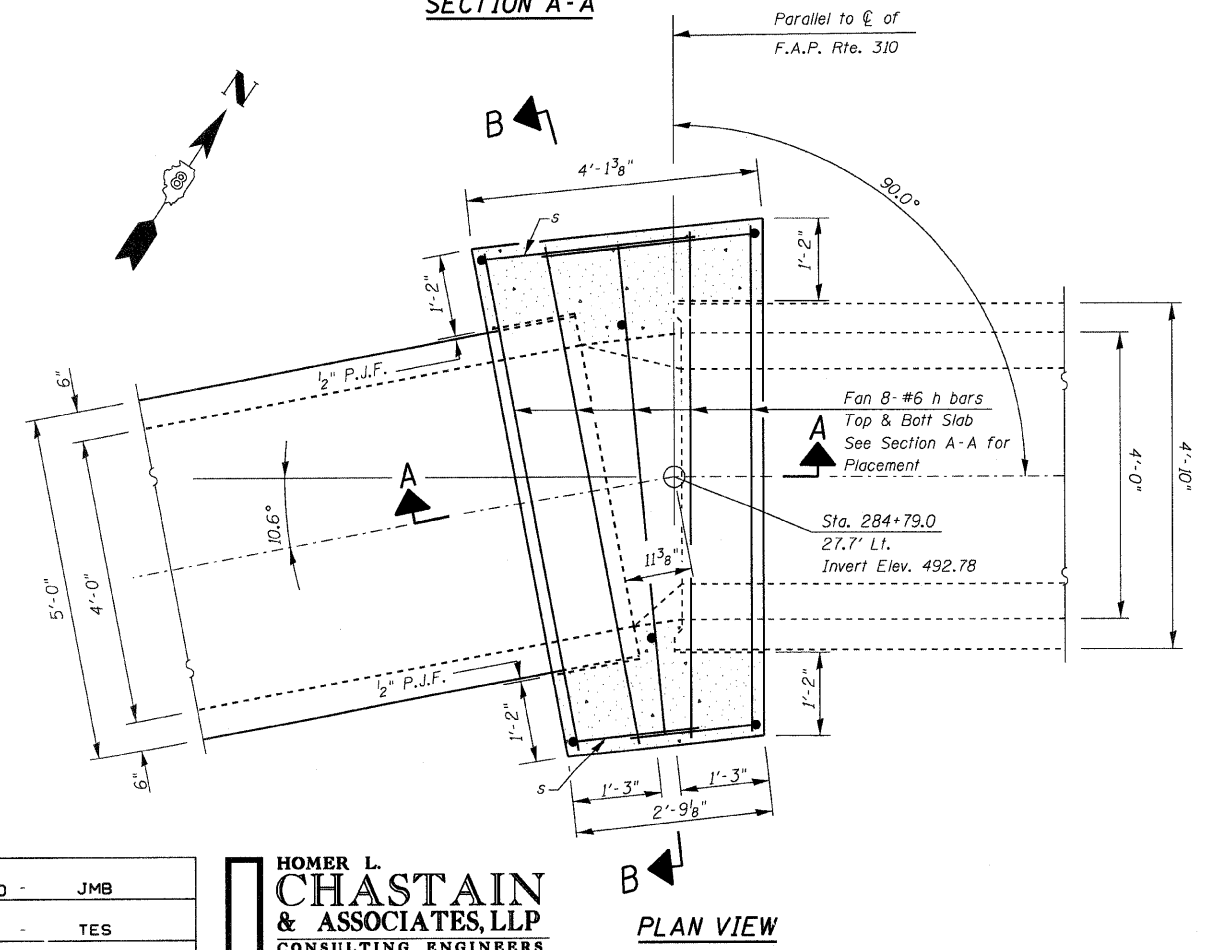
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION THRU BOX AT COLLAR  
SECTION A-A



SECTION THRU BOX AT COLLAR  
SECTION B-B



PLAN VIEW

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60 (IL Modified). See Special Provision.

All exposed edges shall be chamfered 3/4" unless otherwise noted.

All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

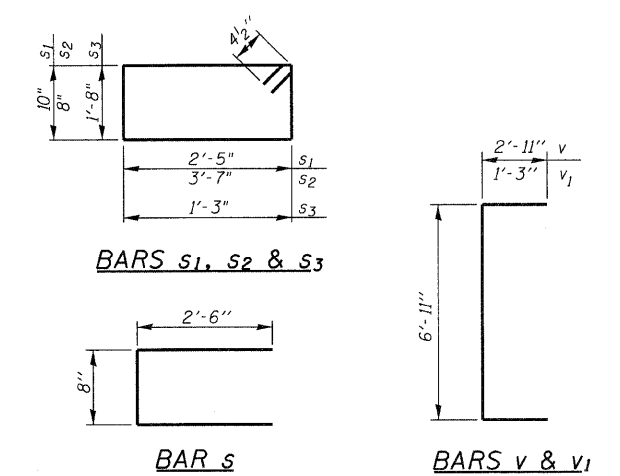
**DESIGN STRESSES**  
**FIELD UNITS**

$f'c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)

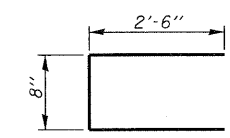
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h	16	#6	6'-10"	—
s	32	#4	5'-8"	□
s <sub>1</sub>	5	#4	7'-3"	□
s <sub>2</sub>	5	#4	9'-3"	□
s <sub>3</sub>	5	#4	4'-7"	□
v	11	#6	12'-9"	U
v <sub>1</sub>	11	#6	9'-5"	U
Concrete Collar		Cu. Yd.	4.1	
Reinforcement Bars		Pound	710	

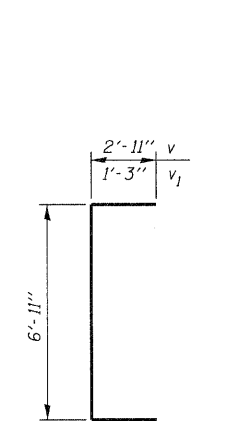
**MIN. BAR LAP**  
#4 - 1'-4"



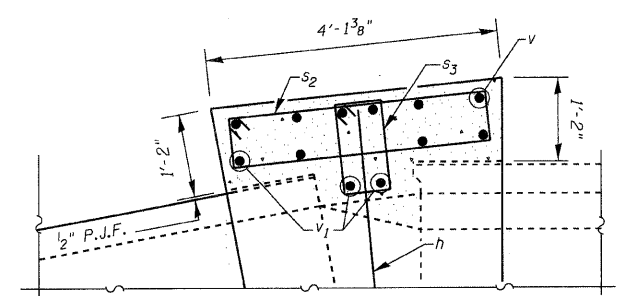
BARS s<sub>1</sub>, s<sub>2</sub> & s<sub>3</sub>



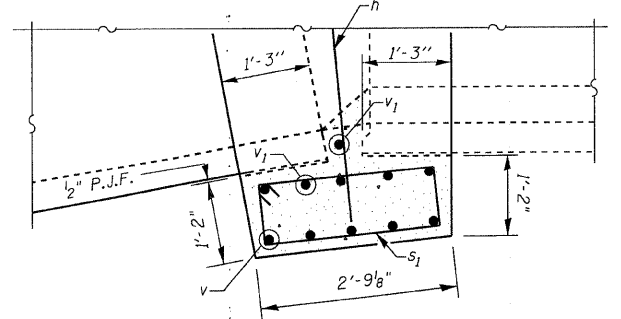
BAR s



BARS v & v<sub>1</sub>



SECTION THRU WEST SIDEWALL



SECTION THRU EAST SIDEWALL

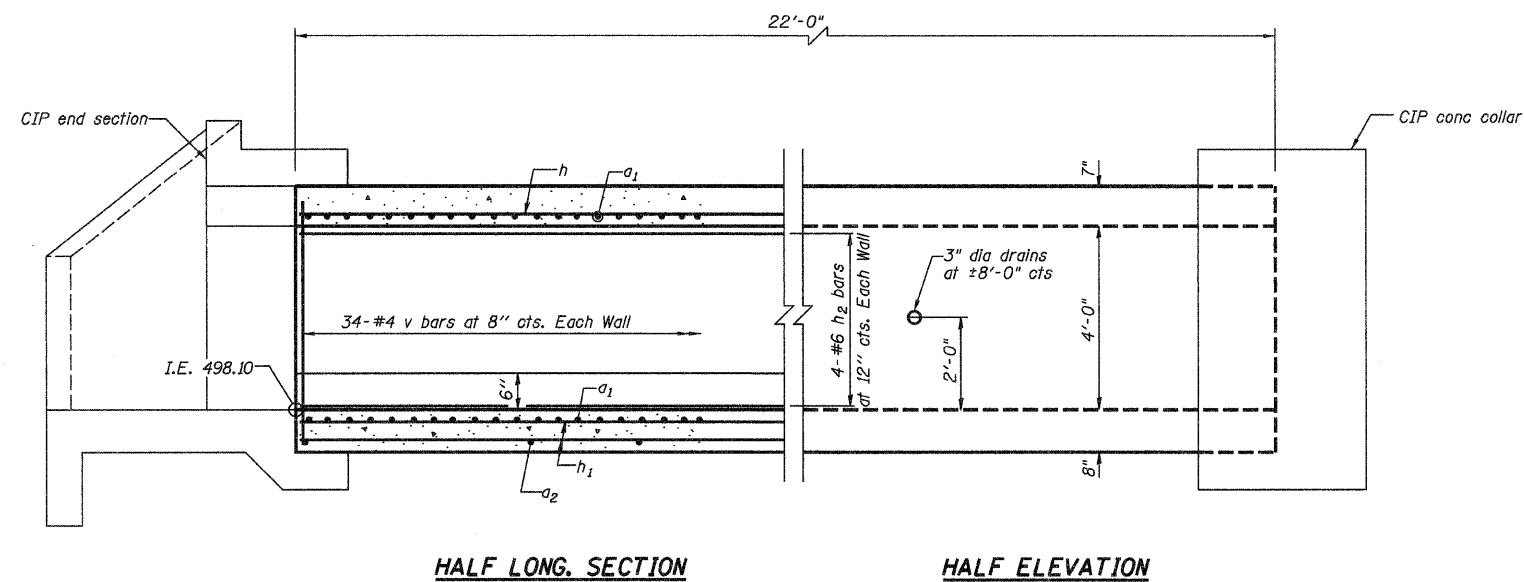
STA 284+79.0 LT  
DOWNSTREAM 4'X4'  
SETTLEMENT COLLAR DETAILS  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY

DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
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ROCKFORD (815) 489-0050  
184-001397

SHEET NO. 3 OF 3 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	160
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



HALF LONG. SECTION

HALF ELEVATION

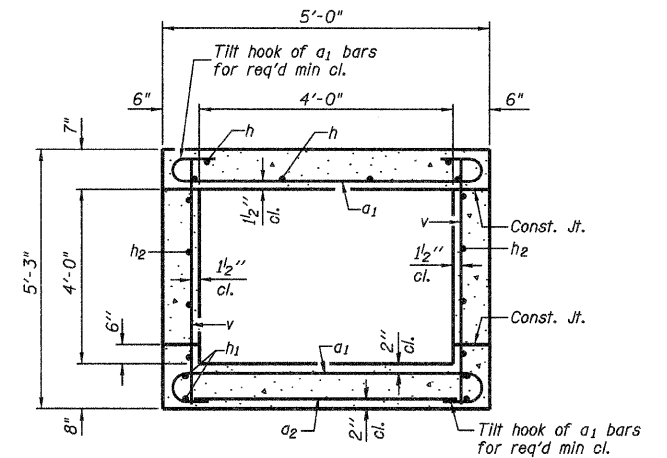
**DESIGN SPECIFICATIONS**  
2002 AASHTO 17th Edition

**DESIGN STRESSES**  
 $f_y = 60,000 \text{ psi}$   
 $f'_c = 3,500 \text{ psi}$

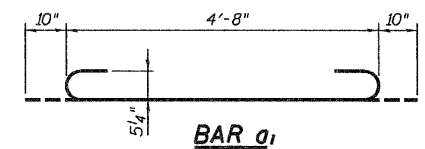
**LOADING HS 20-44**  
Allow 50 lb/sq. ft. for future wearing surface.

**INDEX OF SHEETS**

- 1 UPSTREAM 4'x4' BOX CULVERT EXTENSION
- 2 UPSTREAM 4'x4' END SECTION DETAILS
- 3 UPSTREAM 4'x4' SETTLEMENT COLLAR DETAILS



SECTION THRU BARREL

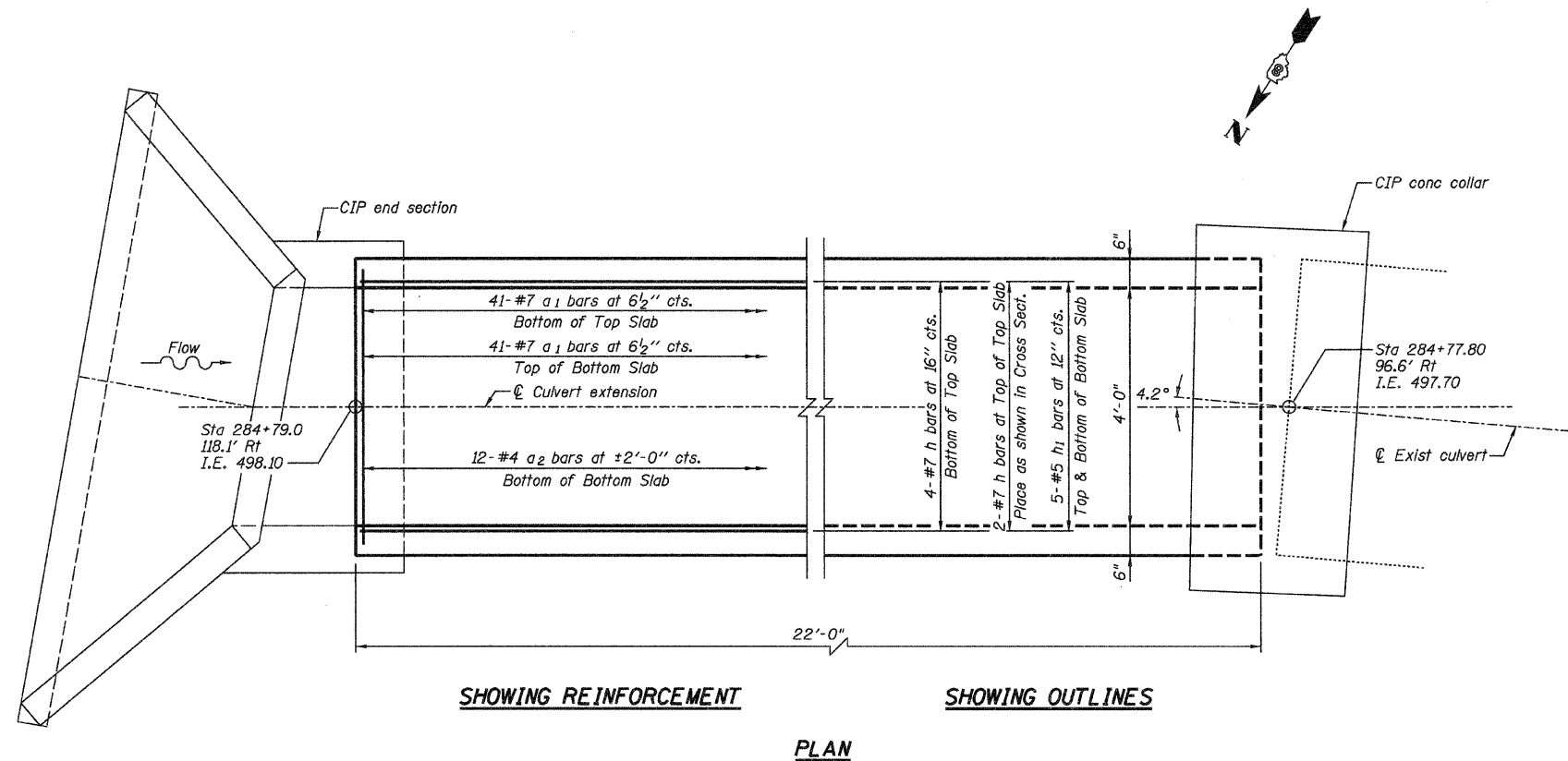


BAR a1

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1	82	#7	6'-4"	
a2	12	#4	4'-8"	
h	6	#7	2'-8"	
h1	10	#5	2'-8"	
h2	8	#6	2'-8"	
v	68	#4	4'-11"	
Concrete Box Culverts				Cu. Yd. 8.4
Reinforcement Bars				Pound 2040

**NOTES**  
Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified) See Special Provisions.  
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.  
All construction joints shall be bonded.



SHOWING REINFORCEMENT

SHOWING OUTLINES

PLAN

DESIGNED -	JMB
CHECKED -	YES
DRAWN -	R KING
CHECKED -	YES

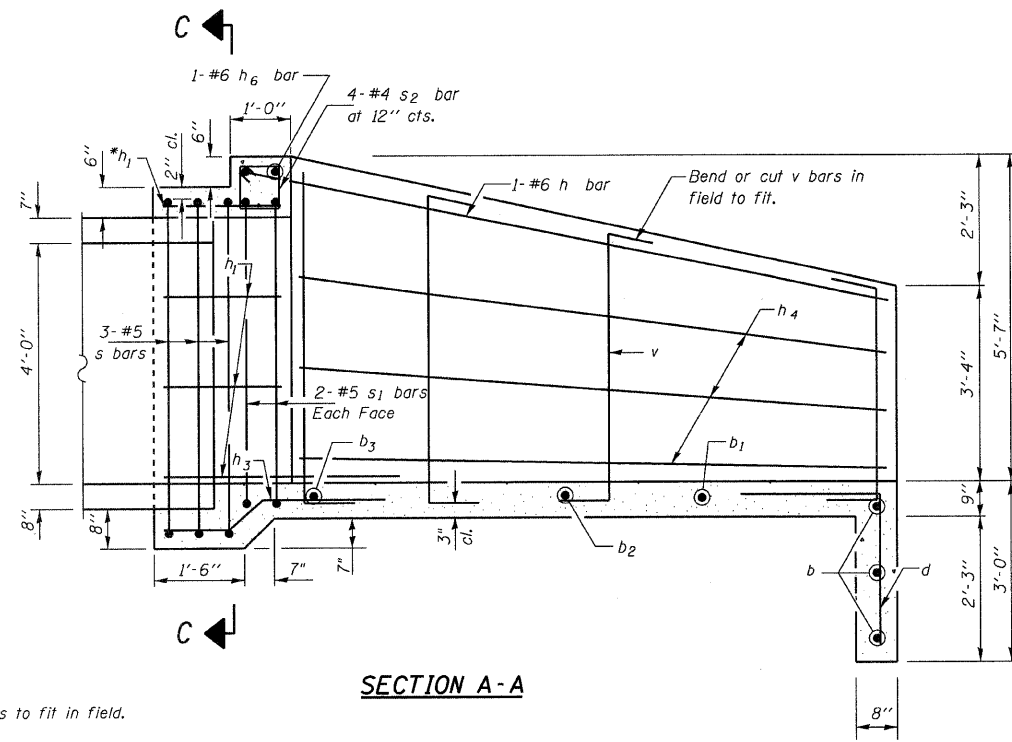
**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

**JEREMY BUENING, PE, SE**  
LICENSED STRUCTURAL ENGINEER  
STATE OF ILLINOIS  
081-006896  
Date 3-3-10  
Exp 11-20-10

SHEET NO. 1 OF 3 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 161
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

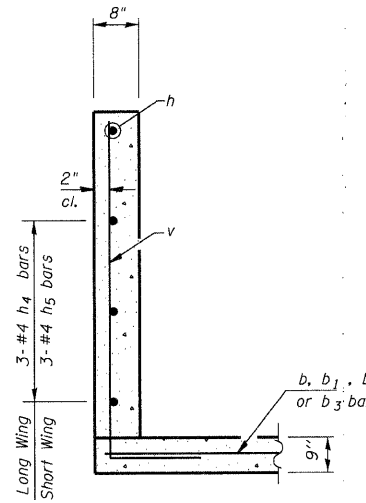
**STATION 284+79.00 RT  
UPSTREAM 4'x4'  
BOX CULVERT EXTENSION  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

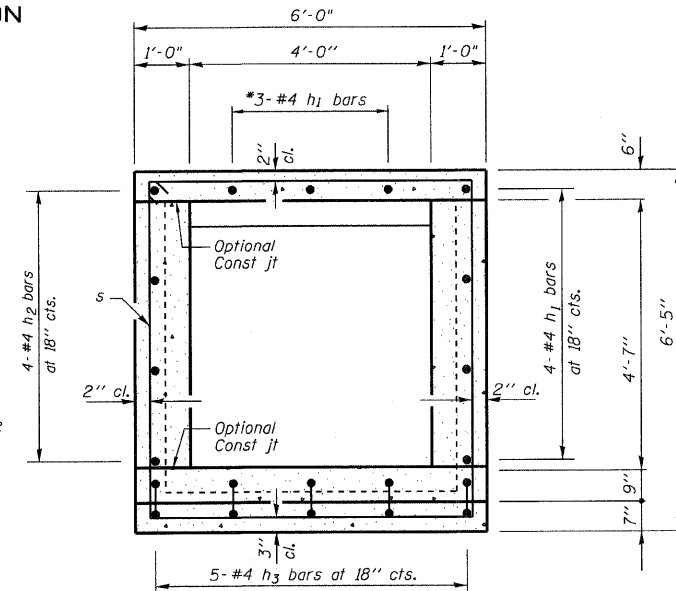


SECTION A-A

\*Cut  $h_1$  bars to fit in field.



SECTION B-B



SECTION C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b	3	#4	14'-10"	—
b <sub>1</sub>	1	#4	11'-11"	—
b <sub>2</sub>	1	#4	8'-11"	—
b <sub>3</sub>	1	#4	5'-11"	—
d	10	#4	5'-4"	└
h	1	#6	19'-5"	—
h <sub>1</sub>	7	#4	2'-1"	—
h <sub>2</sub>	4	#4	1'-10"	—
h <sub>3</sub>	5	#4	4'-4"	—
h <sub>4</sub>	3	#4	7'-4"	—
h <sub>5</sub>	3	#4	7'-0"	—
h <sub>6</sub>	1	#6	4'-0"	—
s	3	#5	24'-3"	└
s <sub>1</sub>	4	#5	16'-5"	└
s <sub>2</sub>	4	#4	3'-5"	└
v	14	#4	8'-11"	└

# Concrete Box Culverts Cu. Yd. 5.5  
# Reinforcement Bars Pound 420  
Box Culvert End Section Culvert No. 3 Each 1

\* For Information Only

MIN BAR LAP

#5 bar = 1'-8"

DESIGN SPECIFICATIONS

2002 AASHTO  
17th Edition

LOADING HS20-44

Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS

$f'c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)

GENERAL NOTES

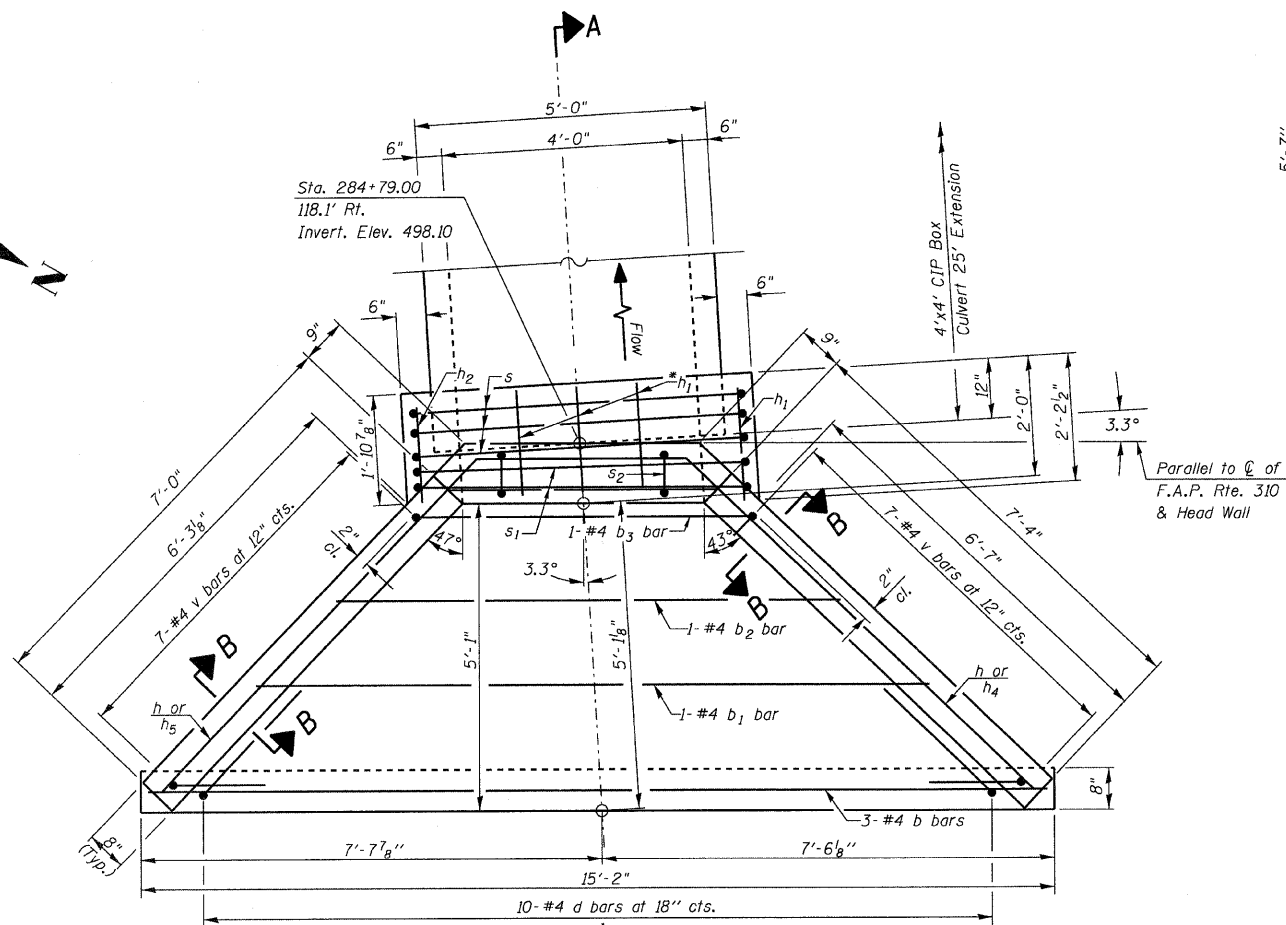
Reinforcement Bars shall conform to the requirements of ASTM A706 Gr 60 (LL Modified) See Special Provisions.

All exposed edges shall be chamfered  $\frac{3}{4}$ " unless otherwise noted.

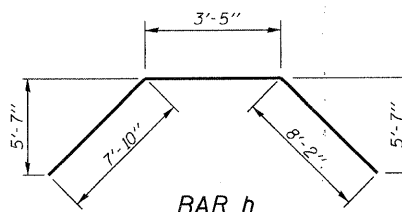
All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

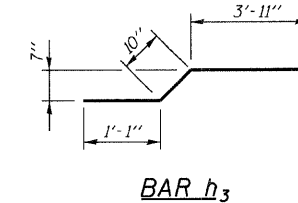
STA 284+79.00 RT  
UPSTREAM 4'x4'  
END SECTION DETAILS  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY



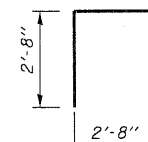
PLAN



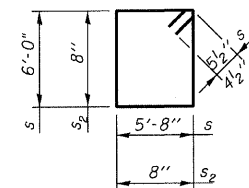
BAR h



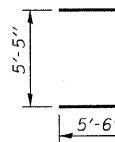
BAR h<sub>3</sub>



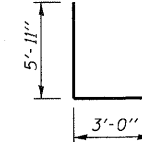
BAR d



BARS s & s<sub>2</sub>



BAR s<sub>1</sub>



BAR v

DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

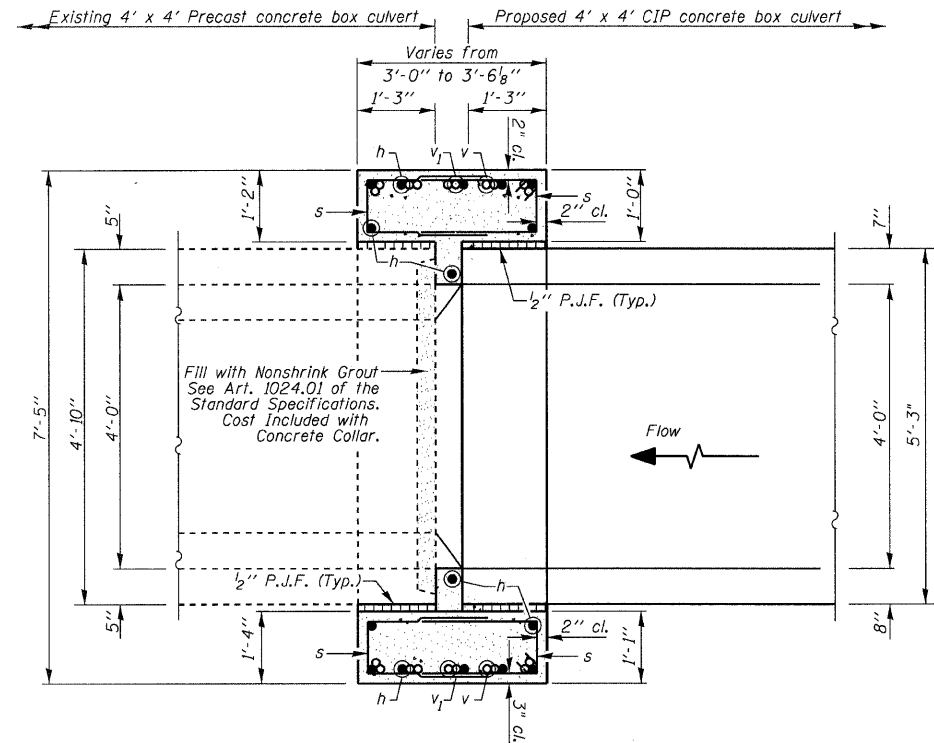
HOMER L.  
**CHASTAIN**  
& ASSOCIATES, LLP  
CONSULTING ENGINEERS

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ROCKFORD (815) 489-0050

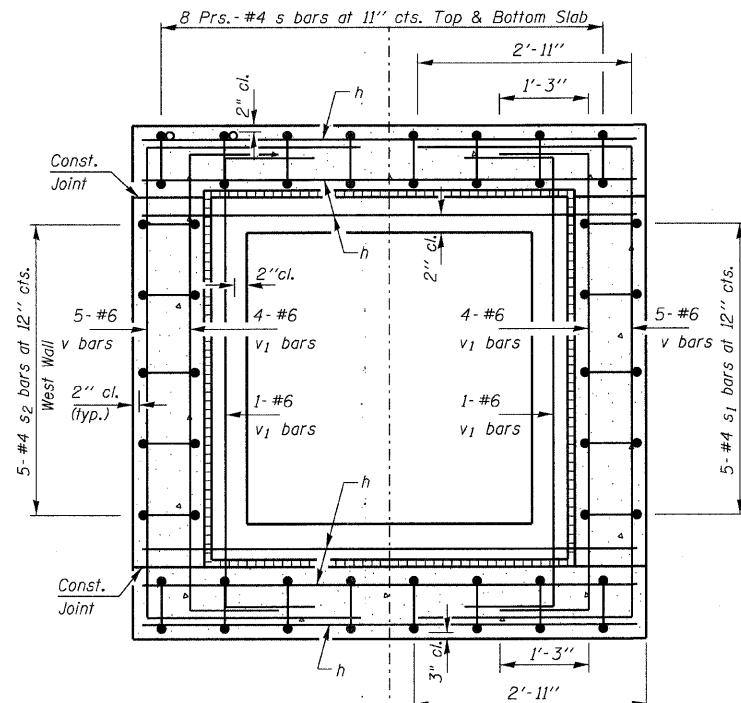
184-001397

SHEET NO. 2 OF 3 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 162
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION THRU BOX AT COLLAR  
SECTION A-A



SECTION THRU BOX AT COLLAR  
SECTION B-B

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60 (IL Modified). See Special Provision.

All exposed edges shall be chamfered 3/4" unless otherwise noted.

All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

DESIGN STRESSES

FIELD UNITS

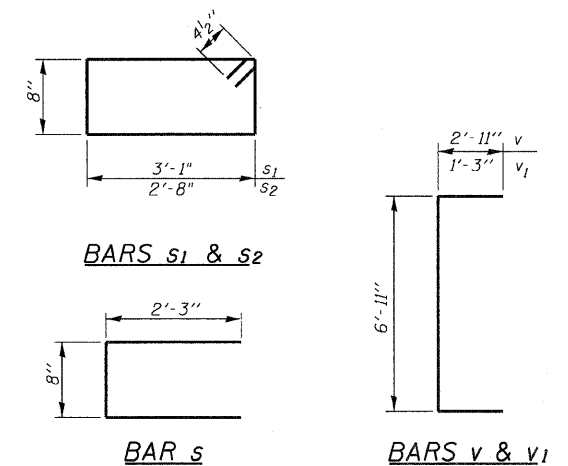
$f'c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	16	#6	6'-7"	—
s	32	#4	5'-2"	⊔
s1	5	#4	8'-3"	⊔
s2	5	#4	7'-5"	⊔
v	10	#6	12'-9"	⊔
v1	10	#6	9'-5"	⊔
Concrete Collar			Cu. Yd.	3.7
Reinforcement Bars			Pound	660

MIN. BAR LAP

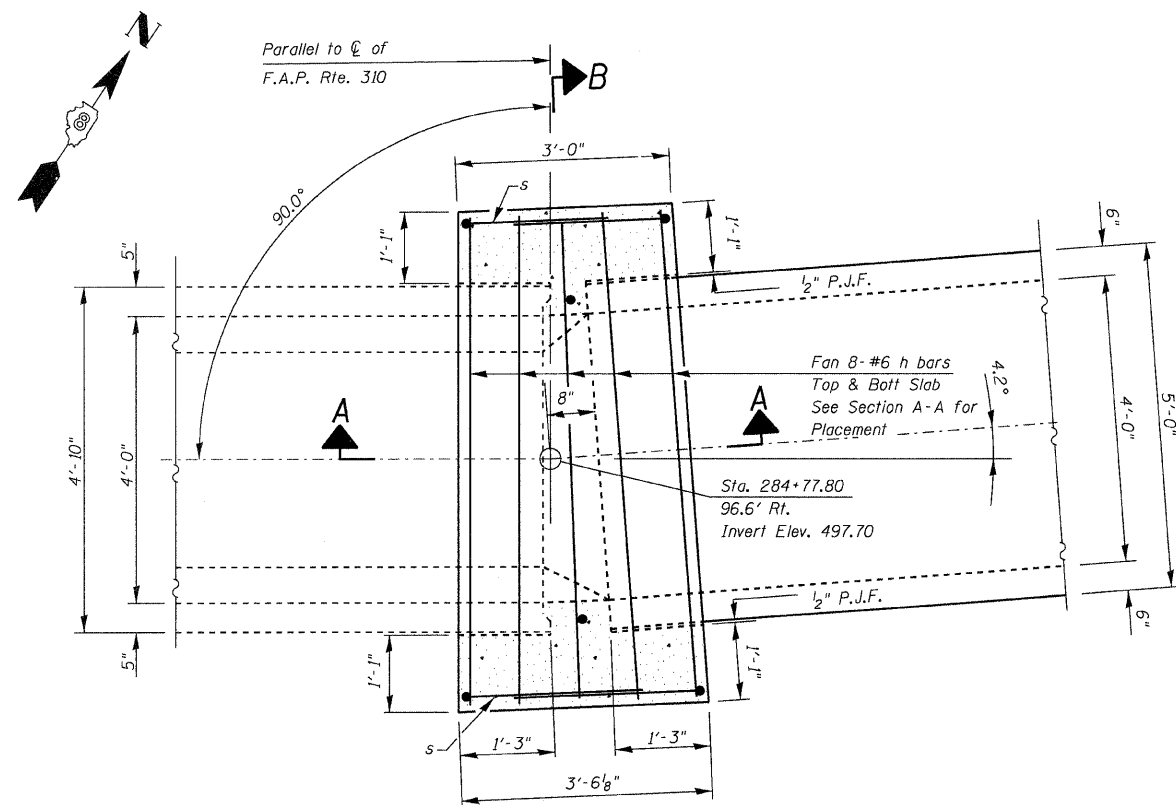
#4 - 1'-4"



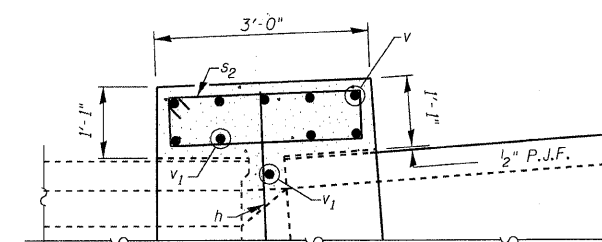
BARS s1 & s2

BAR s

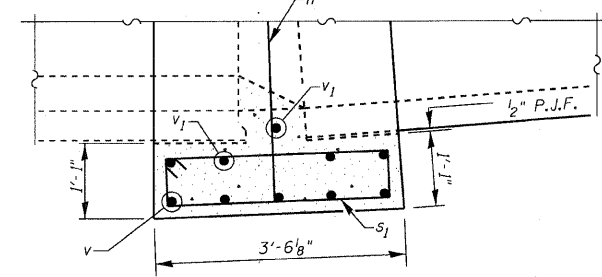
BARS v & v1



PLAN VIEW



SECTION THRU WEST SIDEWALL



SECTION THRU EAST SIDEWALL

STA 284+77.8 RT  
UPSTREAM 4'X4'  
SETTLEMENT COLLAR DETAILS  
FAP ROUTE 310 (US 67)  
SECTION 60-16-1-1B  
MADISON COUNTY

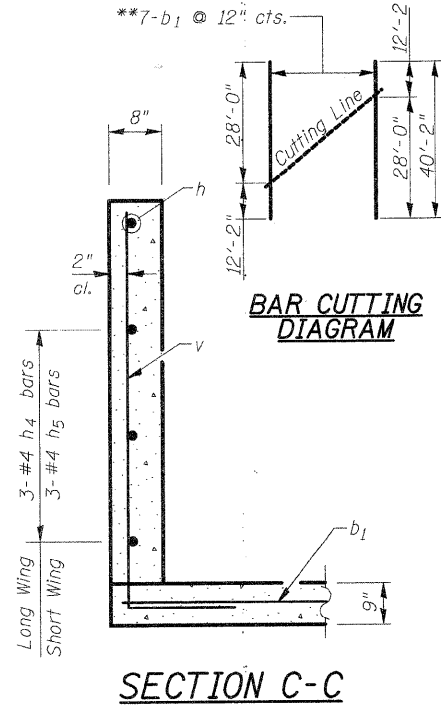
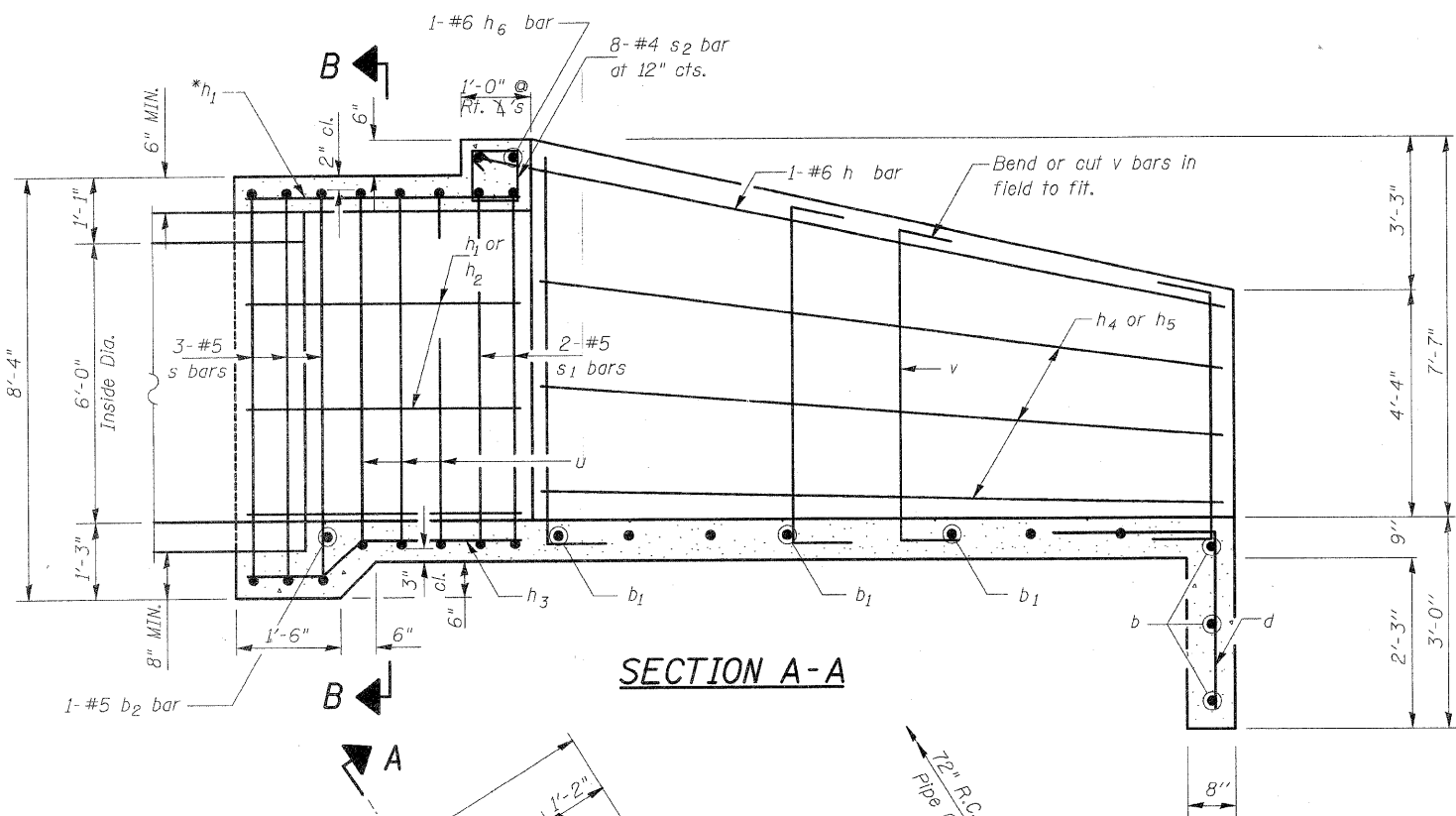
DESIGNED -	JMB
CHECKED -	TES
DRAWN -	R KING
CHECKED -	TES

HOMER L.  
CHASTAIN  
& ASSOCIATES, LLP  
CONSULTING ENGINEERS

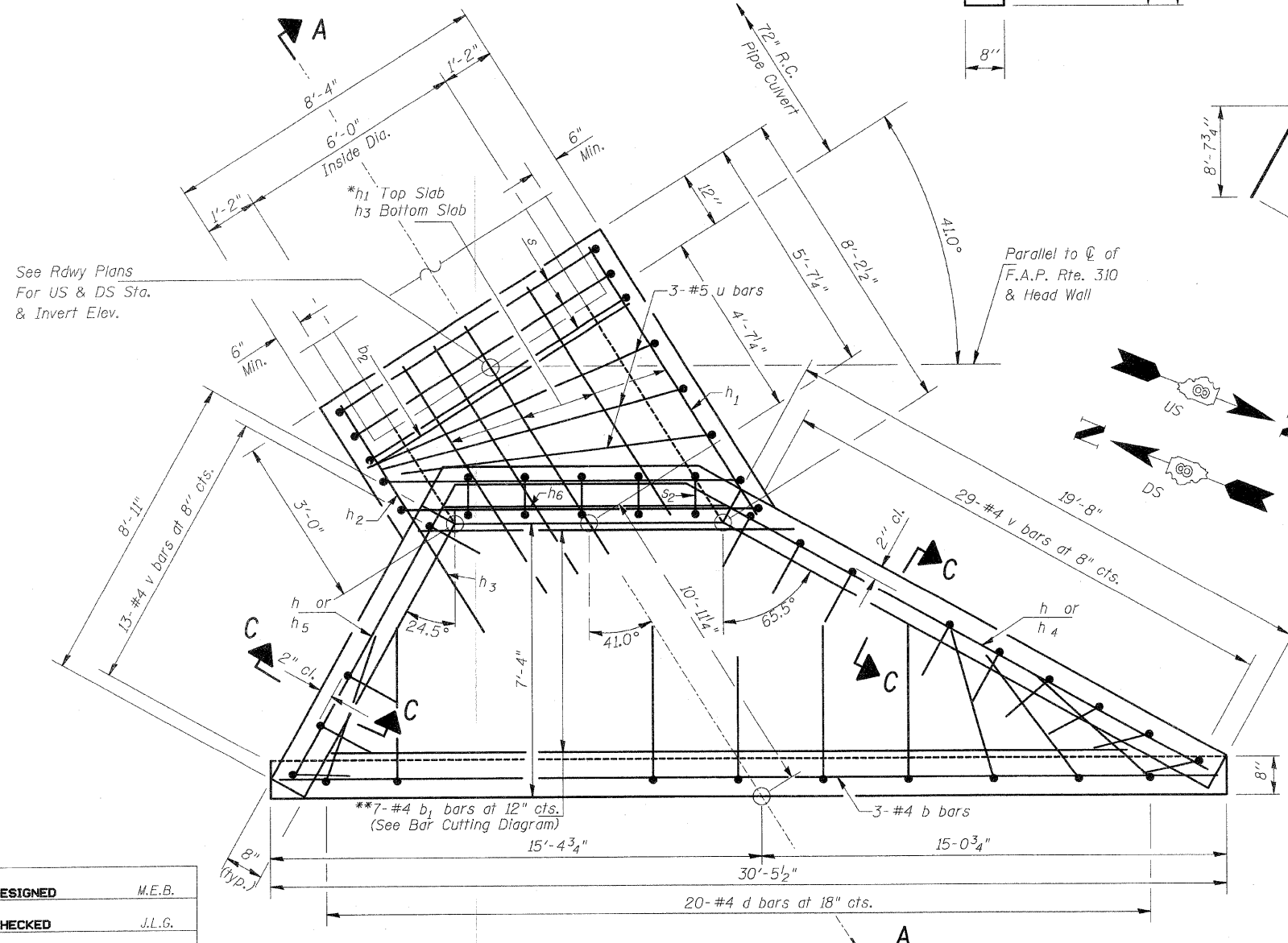
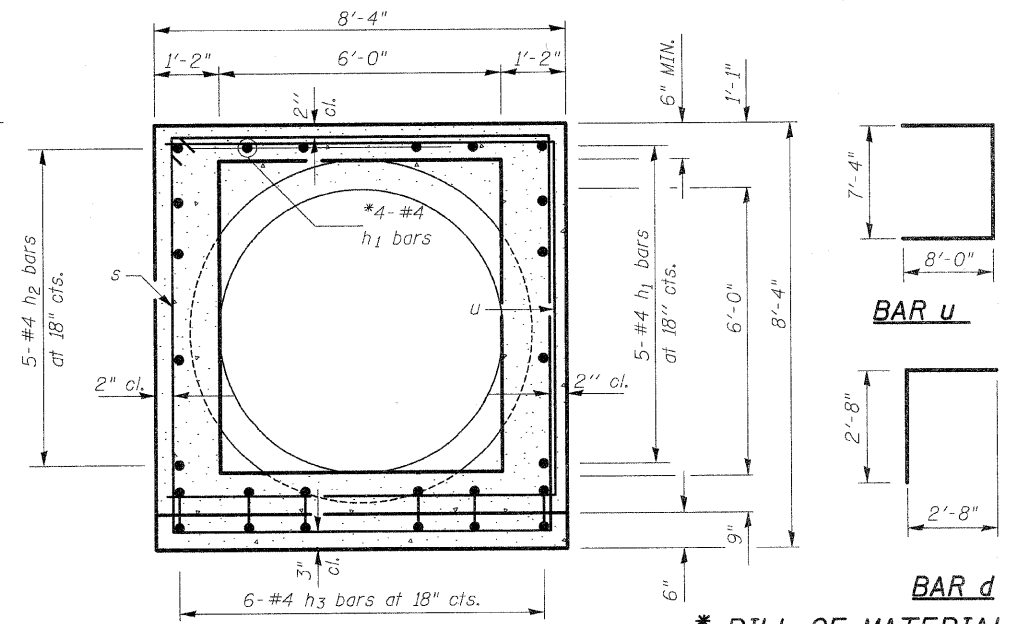
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050

184-001397

SHEET NO. 3 OF 3 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	163
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			



\*\* Order b1 bars full length. Cut in field and use remainder of bars at other end section.

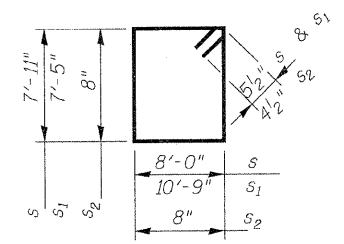
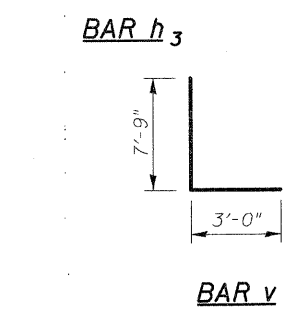
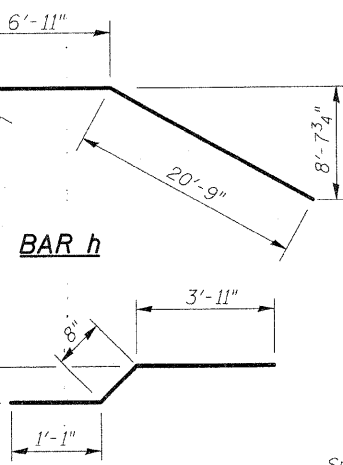


See Rdwy Plans  
For US & DS Sta.  
& Invert Elev.

DESIGNED	M.E.B.
CHECKED	J.L.G.
DRAWN	M.E.B.
CHECKED	J.L.G.

CONTRACT NO. 76568

PLAN



**DESIGN SPECIFICATIONS**

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

**LOADING HL-93**

Allow 50#/sq. ft. for future wearing surface.

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
fy = 60,000 psi (Reinf.)

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60. All exposed edges shall be chamfered 3/4".

All construction joints shall be bonded.

Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

**\* BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
b	6	#4	30'-1"	—	
b1	7	#4	40'-2"	—	
b2	2	#5	7'-10"	—	
d	40	#4	5'-4"	└	
h	2	#6	37'-2"	—	
h1	18	#4	9'-0"	—	
h2	10	#4	2'-7"	—	
h3	12	#4	5'-8"	—	
h4	6	#4	19'-4"	—	
h5	6	#4	8'-7"	—	
h6	2	#6	7'-11"	—	
s	6	#5	31'-10"	□	
s1	4	#5	36'-4"	□	
s2	16	#4	3'-5"	□	
u	6	#5	23'-4"	□	
v	84	#4	10'-9"	└	
Concrete Box Culverts				Cu. Yd.	33.4
Reinforcement Bars				Pound	2,030
Cast-In-Place Reinforced Concrete End Sections 72"				Each	2

All Reinforcement Bars shall be Epoxy Coated.  
\* Bill of Material is for Two (2) End Sections.

**72" R.C. PIPE CULVERT  
CAST IN PLACE END SECTIONS  
F.A.P. RTE. 310 (U.S. RTE. 67)  
SECTION 60-16-1 & 1B, 42-1 & 1B  
MADISON/JERSEY COUNTY  
STATION 326+68.00**

**HR**  
HURST-ROSCHKE ENGINEERS, INC.  
601 NORTH BRUNS LANE  
SPRINGFIELD, IL 62702  
(217)-787-1199  
FAX (217)-793-1199

410-0008/Cadd/6x6 C/P Box/6x6-Box-End-Sec.dgn

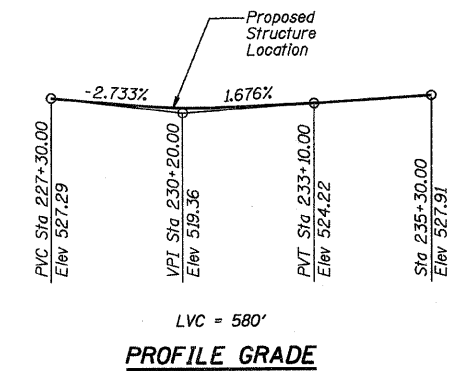
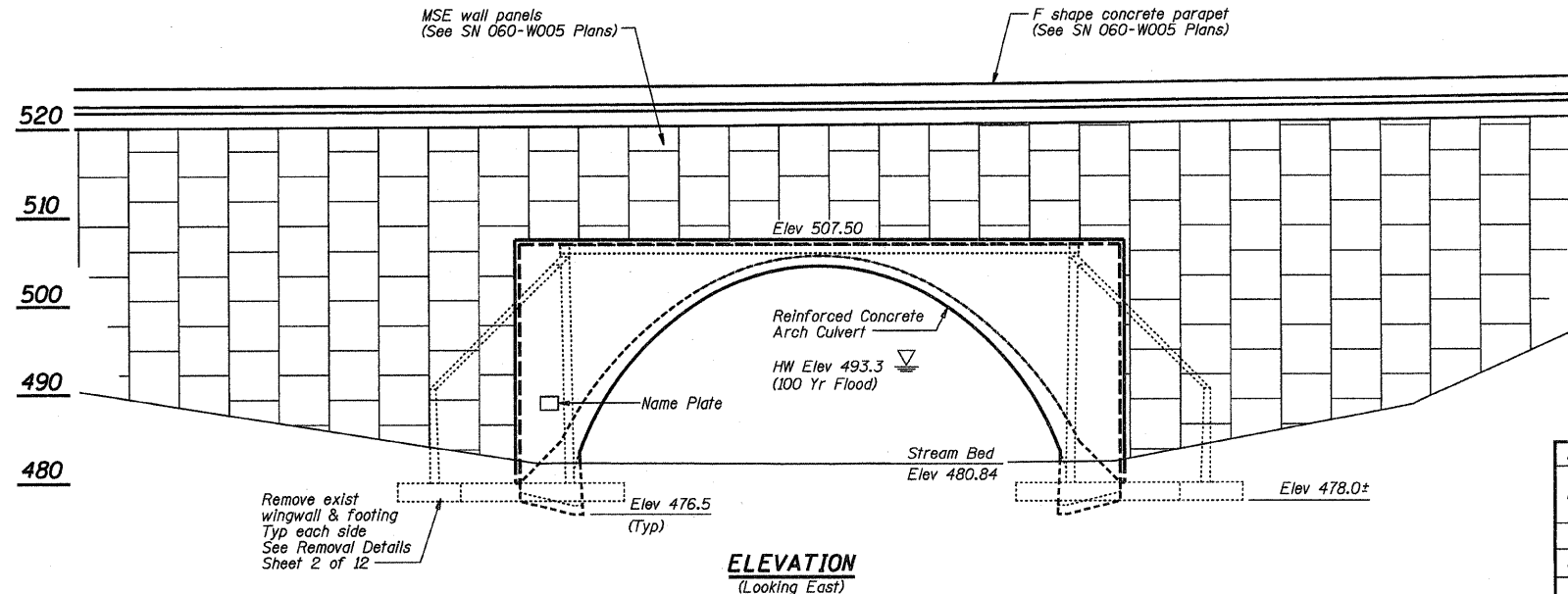
1/20/2010 8:57:14 AM

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Bench Mark 105: Chiseled "□" top of concrete headwall  
55 ft right Sta 231+23 Elev 523.09  
Existing Structure: SN 060-0061:  
Reinforced concrete arch built as FA Rte 4 in 1938.  
Structure to be extended in kind.  
Traffic to be maintained on existing roadway  
during construction.  
No salvage.

**GENERAL NOTES:**

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.  
Reinforcement bars shall conform to the requirements of ASTM A706. See Special Provisions.  
Rock excavation shall produce near vertical sides to allow for a minimum of 6" of the footing to be placed against in place rock.  
The Contractor shall be responsible for diverting the water flow from the construction area using a method meeting the approval of the Engineer. Cost included with Concrete Structures.  
Reinforcement bars designated (E) shall be epoxy coated.



**WATERWAY INFORMATION**

Drainage Area = 15.9 sq mile    Exist & Prop Low Grade Elev = 522.38 ft @ Sta 230+89.52

Flood	Freq. Yr.	Q cfs	Opening sq ft		Natural HWE	Head - Ft		Headwater El	
			Exist	Prop		Exist	Prop	Exist	Prop
	10	3016	352	352	490.7	0.5	0.7	491.2	491.4
Design	50	4697	443	443	492.6	1.3	1.7	493.9	494.3
Base	100	5403	471	471	493.3	1.7	2.1	495.0	495.4
Max. Calc.	500	7133	531	531	494.8	2.7	3.2	497.5	498.0

STATION 229+95.92  
WIDENED 20' BY  
STATE OF ILLINOIS  
F.A.P. 310 (US ROUTE 67)  
SEC 60-16-1-1B  
LOADING HS20  
STR. NO. 060-0061

Place name plate on the left side of the arch headwall approximately 6 foot above ground elevation.

**NAME PLATE**  
See Std. 515001

**LOADING HS-20**  
Allow 50 psf For Future Wearing Surface

**DESIGN SPECIFICATIONS**  
2002 AASHTO

**DESIGN STRESSES**

**FIELD UNITS**  
f'c = 3,500 psi  
fy = 60,000 psi (reinforcement)

**FOUNDATION**

Maximum Applied Bearing Pressure = 100 tsf (Arch)

**SEISMIC DATA**

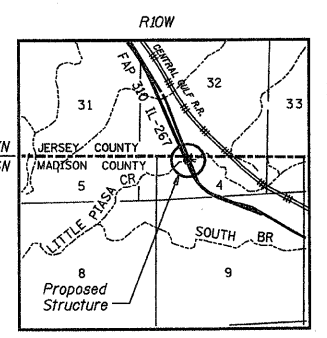
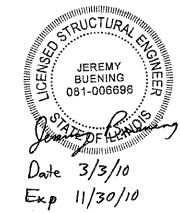
Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = .075 g  
Site Coefficient (S) = 1.0

**INDEX OF SHEETS**

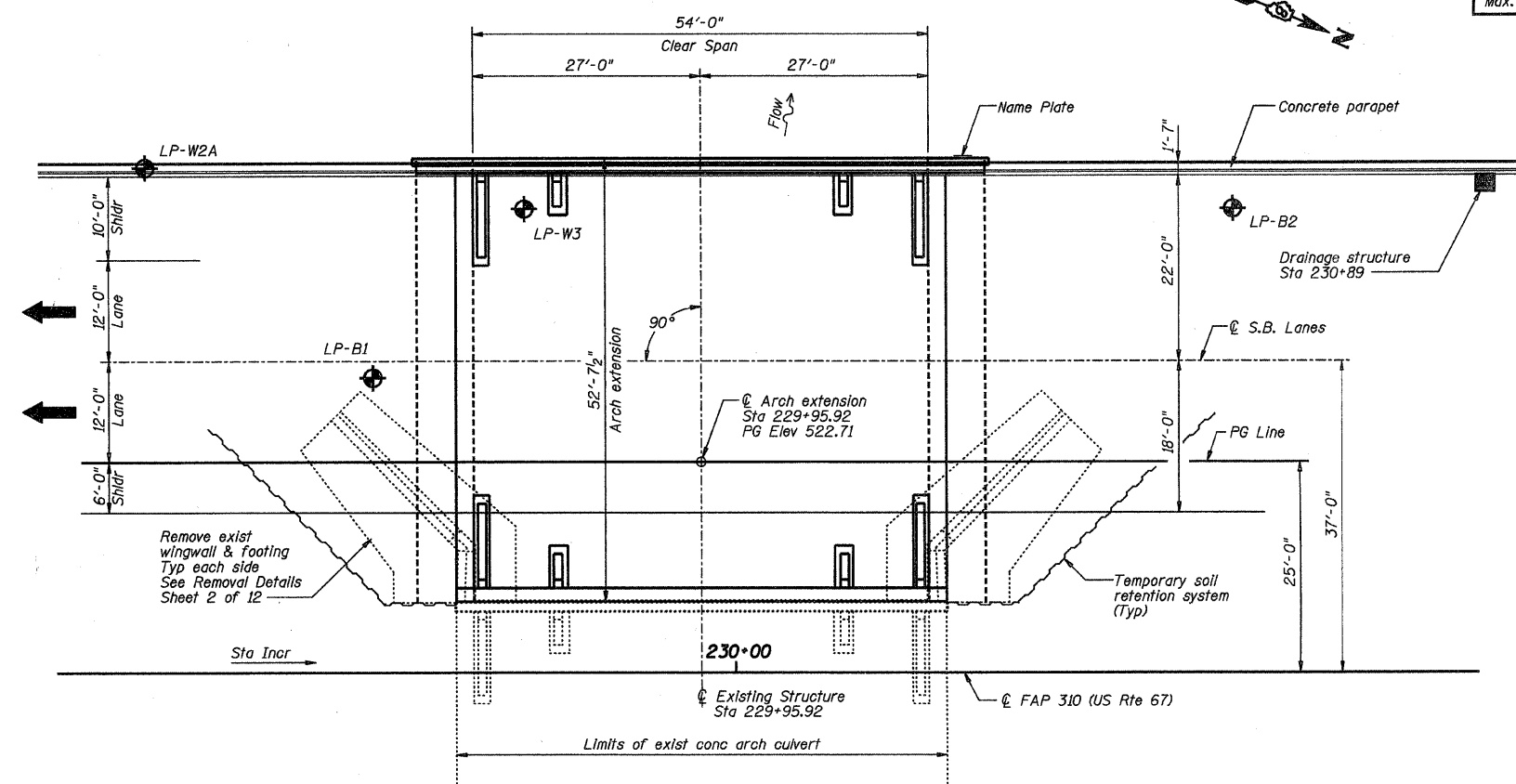
- 1 GENERAL PLAN AND ELEVATION
- 2 ARCH CONCRETE REMOVAL DETAILS
- 3 CONCRETE ARCH DETAILS
- 4 CONCRETE ARCH DETAILS
- 5 CONCRETE ARCH DETAILS
- 6 CONCRETE ARCH DETAILS
- 7 CONCRETE ARCH DETAILS
- 8 CONCRETE ARCH DETAILS
- 9 CONCRETE ARCH DETAILS
- 10 SOIL BORING LOGS
- 11 SOIL BORING LOGS
- 12 SOIL BORING LOGS

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY

Relph E. Anderson (TSD)  
ENGINEER OF BRIDGES AND STRUCTURES



**LOCATION SKETCH**



DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

**TOTAL BILL OF MATERIAL**

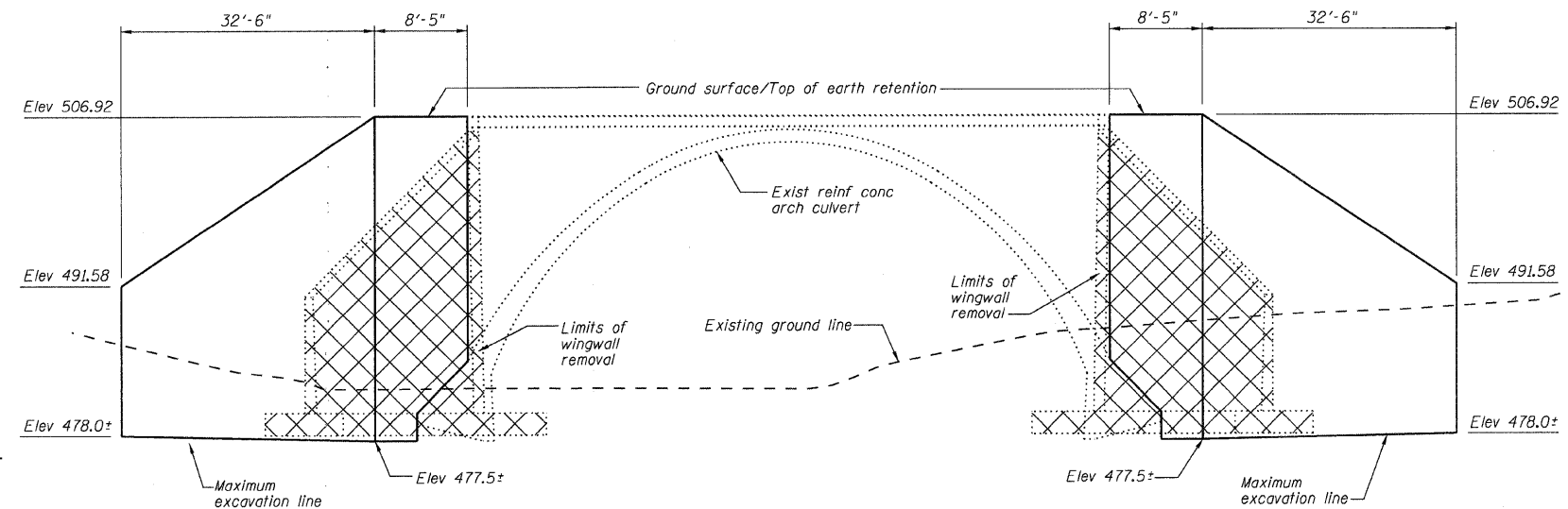
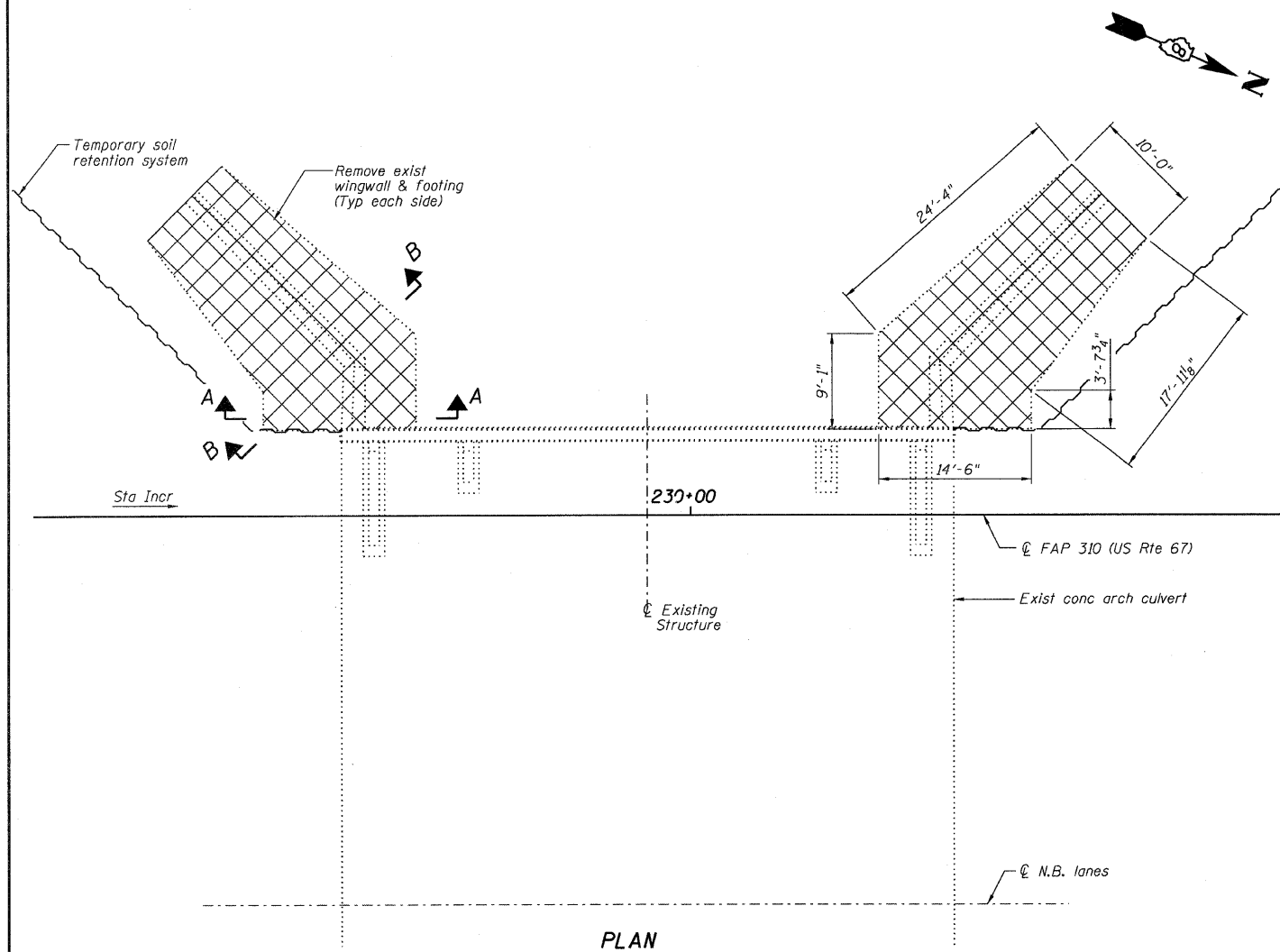
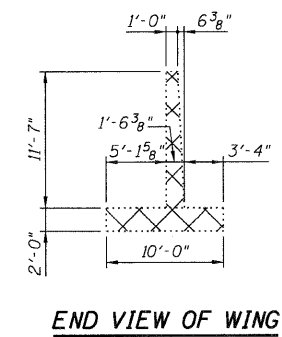
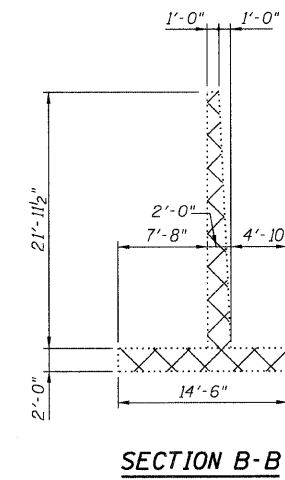
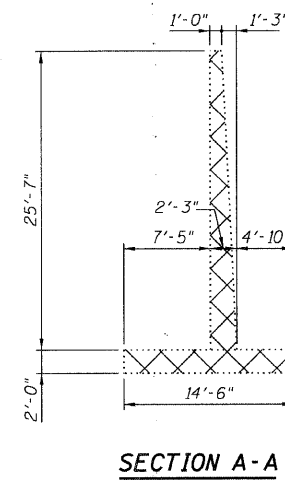
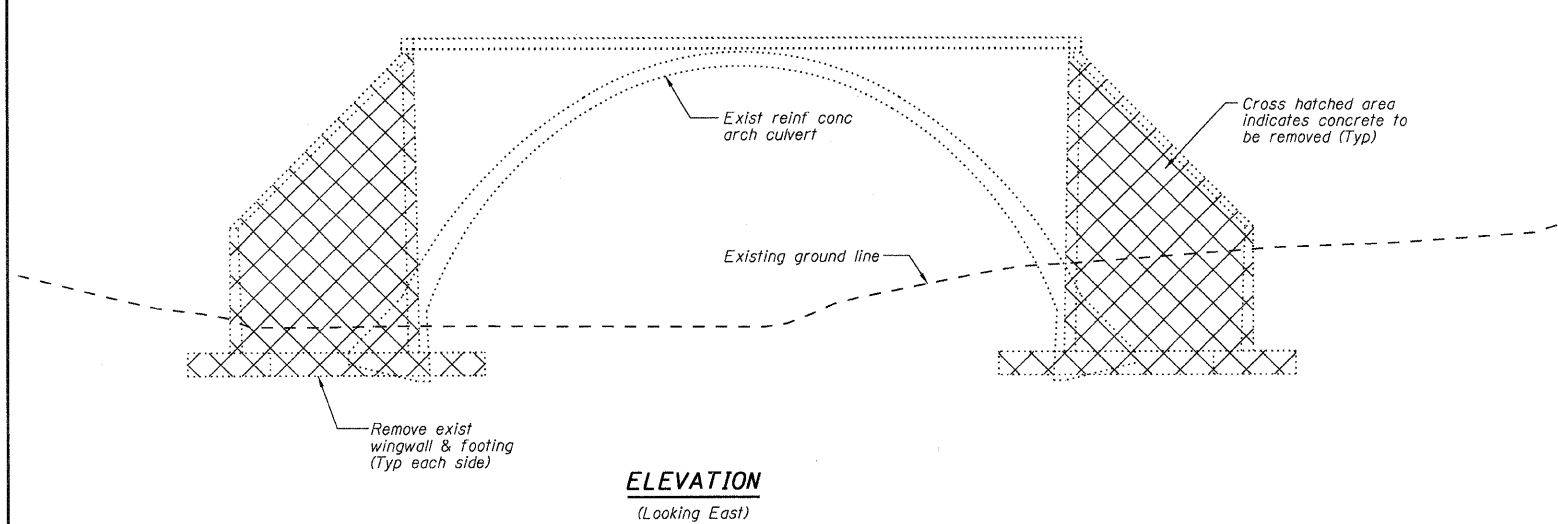
ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	135
Rock Excavation for Structures	Cu Yd	128
Concrete Removal	Cu Yd	110
Concrete Structures	Cu Yd	453
Reinforcement Bars, Epoxy Coated	Pound	108,710
Name Plates	Each	1
Temporary Soil Retention System	Sq Ft	1893

**GENERAL PLAN AND ELEVATION**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-0061**

SHEET NO. 1 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	165
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

**TEMPORARY SOIL RETENTION SYSTEM**  
(Looking East)

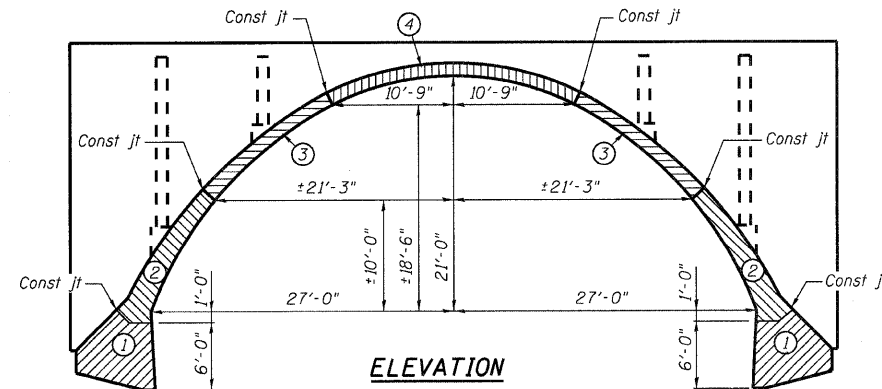
**ARCH CONCRETE REMOVAL DETAILS**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-0061**

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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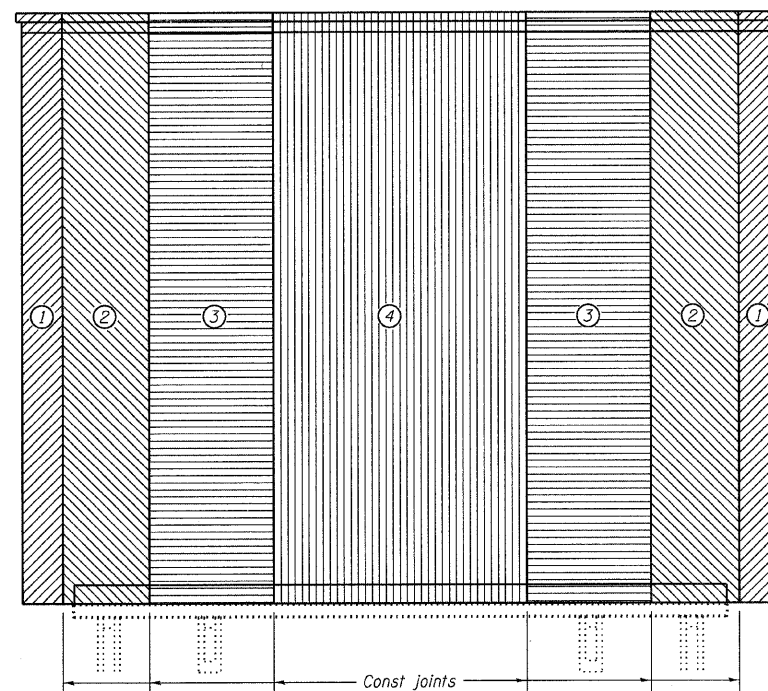
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	310	60-16-1-1B	MADISON	481	166
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION**

The Contractor shall make the rock excavation for footings conform as nearly as possible to the shape of the footings shown



**PLAN - SHOWING CONST JOINTS AND POURING SEQUENCE**

**NOTES:**

The Contractor shall place construction joints at locations shown on the plan and shall pour all concrete within the limits of the construction joints in one continuous operation and shall pour the various units in the order shown. Pour both units marked 1 before pouring either unit 2, pour both units marked 2 before pouring either unit 3 etc. The method used to secure a good bond of new concrete to old must be approved by the Engineer.

No falsework shall be removed until all concrete, including headwalls, has attained a minimum modulus of rupture of 650 psi or a minimum compressive strength of 3500 psi, and not less than 14 days from the time all concrete has been poured, including headwalls.

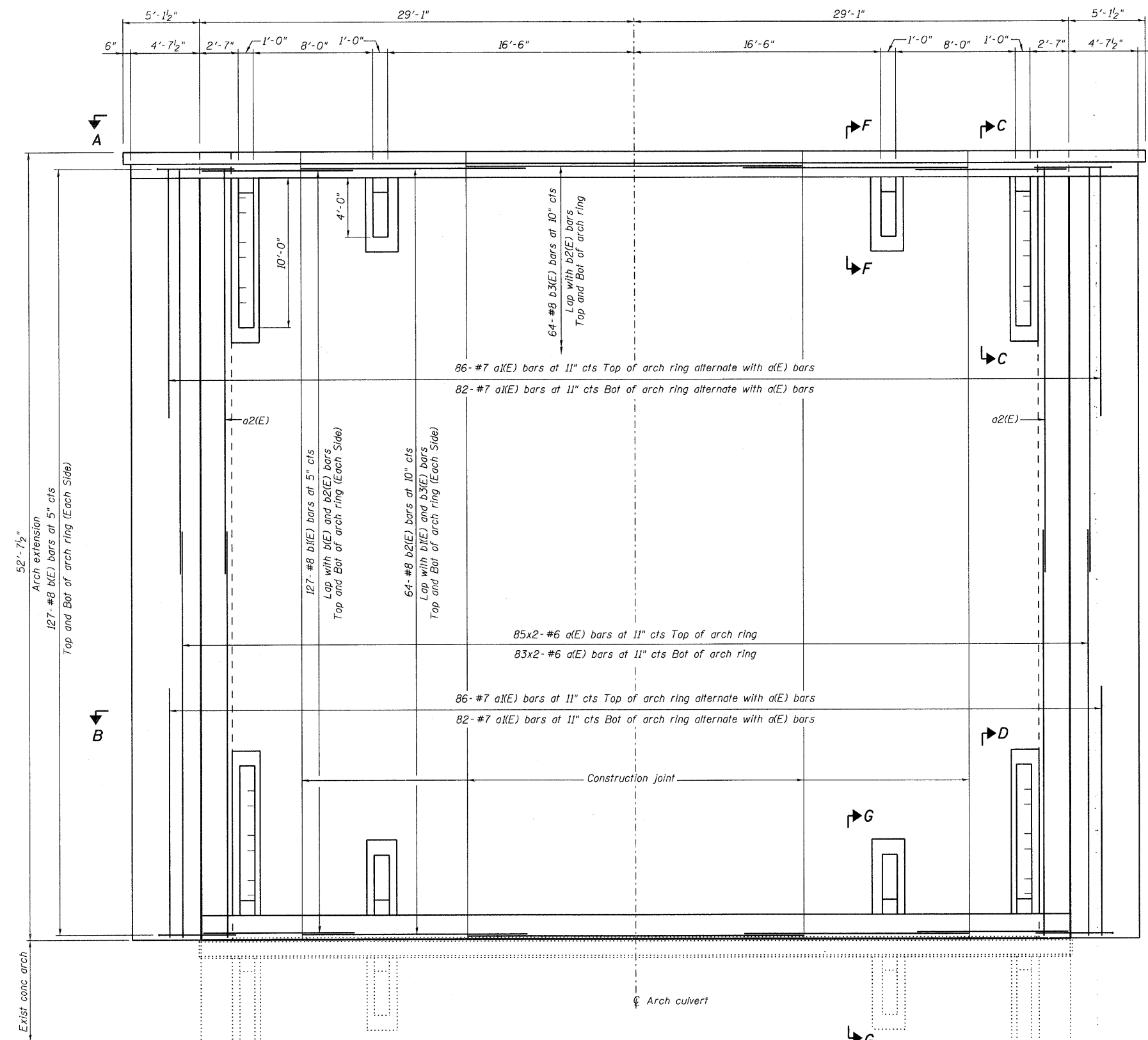
Fill shall be brought up simultaneously on both sides of arch. At no time shall there be a greater difference than 2 ft between the fill heights on opposite sides of arch. Fill behind the cast in place wall within the horizontal limits of the reinforced mass of the MSE wall is to be select fill and placed simultaneously with the MSE wall construction.

The Contractor shall not place construction joints at any location other than those shown, without written permission of the Engineer.

When the pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

**CONCRETE ARCH DETAILS**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-0061**



**PLAN**

**MIN BAR LAP**

#6 bars = 2'-10"  
#8 bars = 4'-6" (Pouring Sequence 2)  
#8 bars = 5'-1" (Pouring Sequence 3 & 4)

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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CHICAGO (773) 714-0050  
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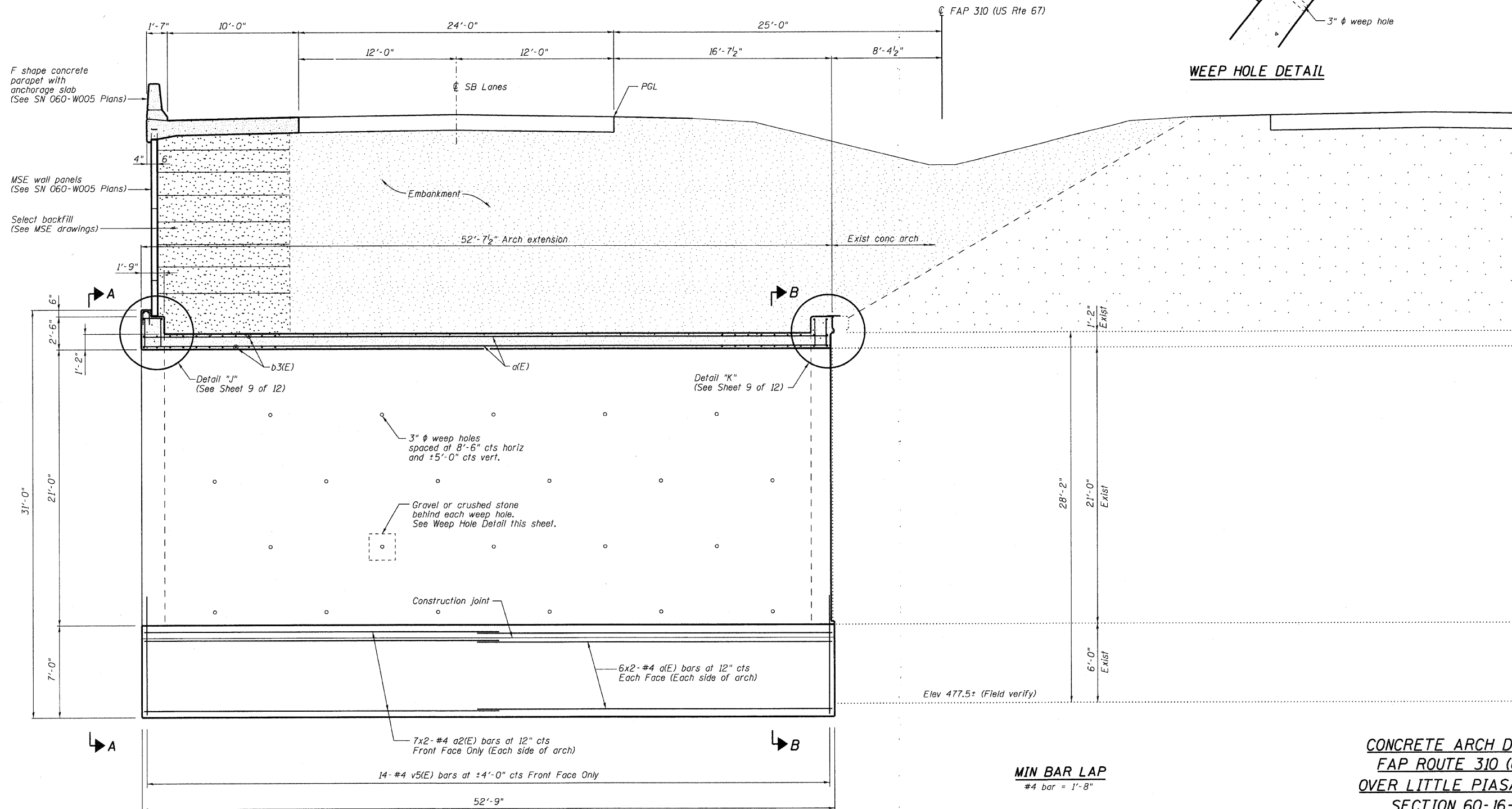
SHEET NO. 3 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	167
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

\* Provide an approx 2'-0" sq by 1'-0" deep area filled with gravel or crushed stone and wrapped with filter fabric behind each weep hole. Cost included with Concrete Structures.

\* If select fill is used over the arch structure, the gravel pack behind the weep hole is not needed. Filter fabric shall be used to prevent loss of material through weep holes.

WEEP HOLE DETAIL



LONGITUDINAL SECTION

CONCRETE ARCH DETAILS  
FAP ROUTE 310 (US 67)  
OVER LITTLE PIASA CREEK  
SECTION 60-16-1-1B  
MADISON COUNTY  
STATION 229+95.92  
STRUCTURE NUMBER 060-0061

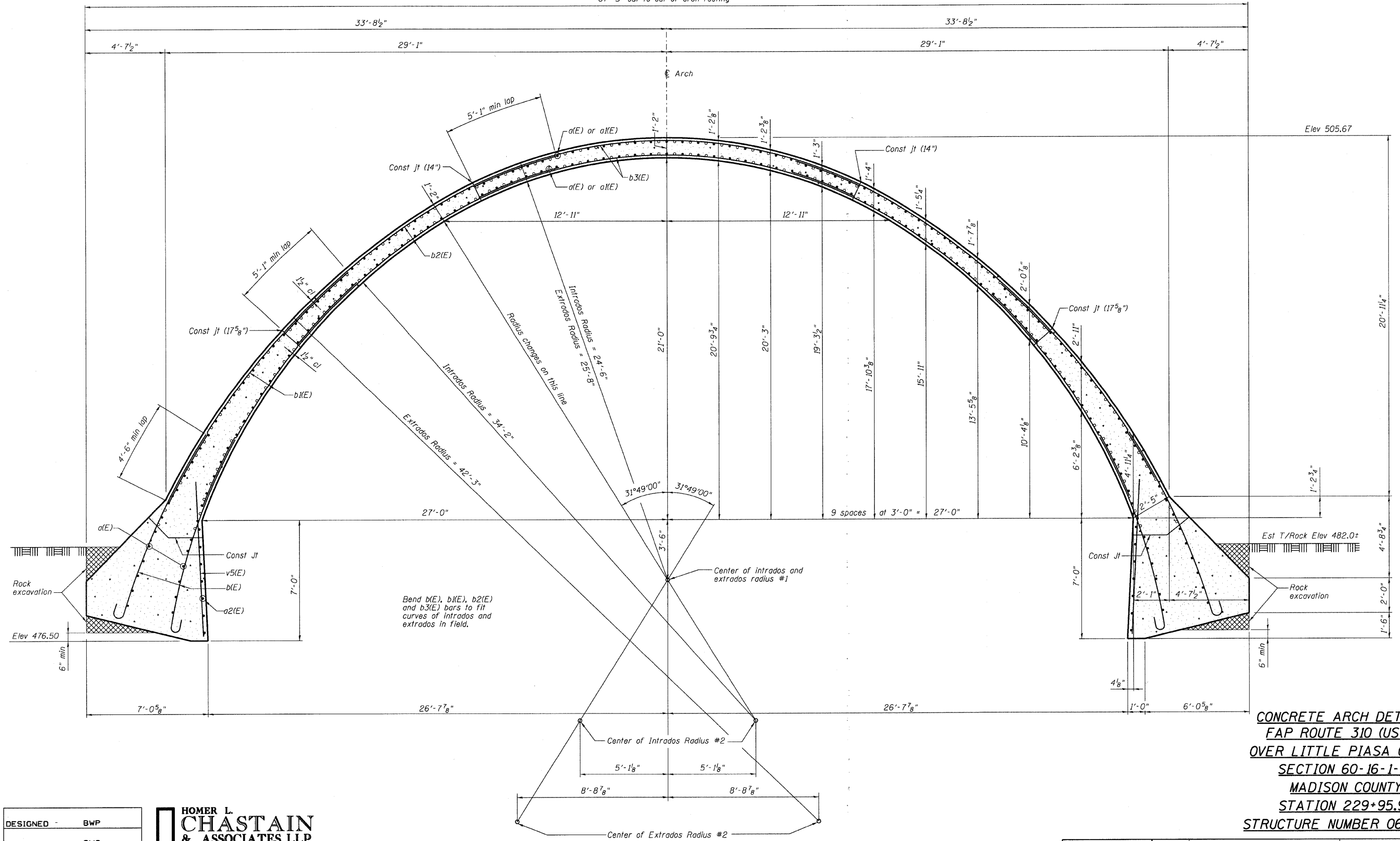
DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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SHEET NO. 4 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	168
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

67'-5" out to out of arch footing



SECTION THRU ARCH RING SHOWING DIMENSIONS AND REINFORCING

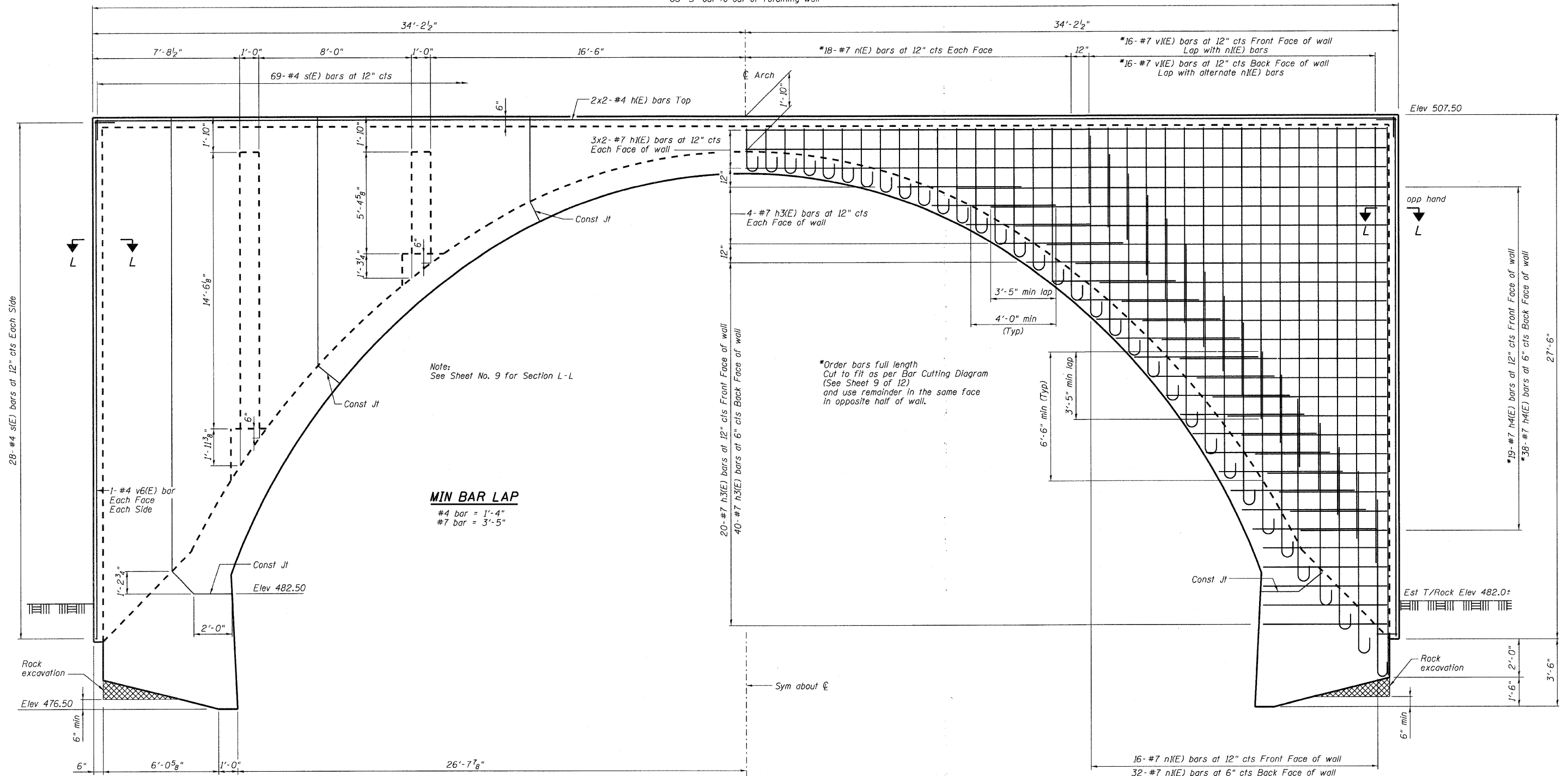
CONCRETE ARCH DETAILS  
FAP ROUTE 310 (US 67)  
OVER LITTLE PIASA CREEK  
SECTION 60-16-1-1B  
MADISON COUNTY  
STATION 229+95.92  
STRUCTURE NUMBER 060-0061

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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SHEET NO. 5 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	169
FAP ROUTE 310 (US 67)		CONTRACT NO. 76318			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
68'-5" out to out of retaining wall



HALF ELEVATION LOOKING WEST

HALF ELEVATION LOOKING WEST

SECTION A-A

CONCRETE ARCH DETAILS  
FAP ROUTE 310 (US 67)  
OVER LITTLE PIASA CREEK  
SECTION 60-16-1-1B  
MADISON COUNTY  
STATION 229+95.92  
STRUCTURE NUMBER 060-0061

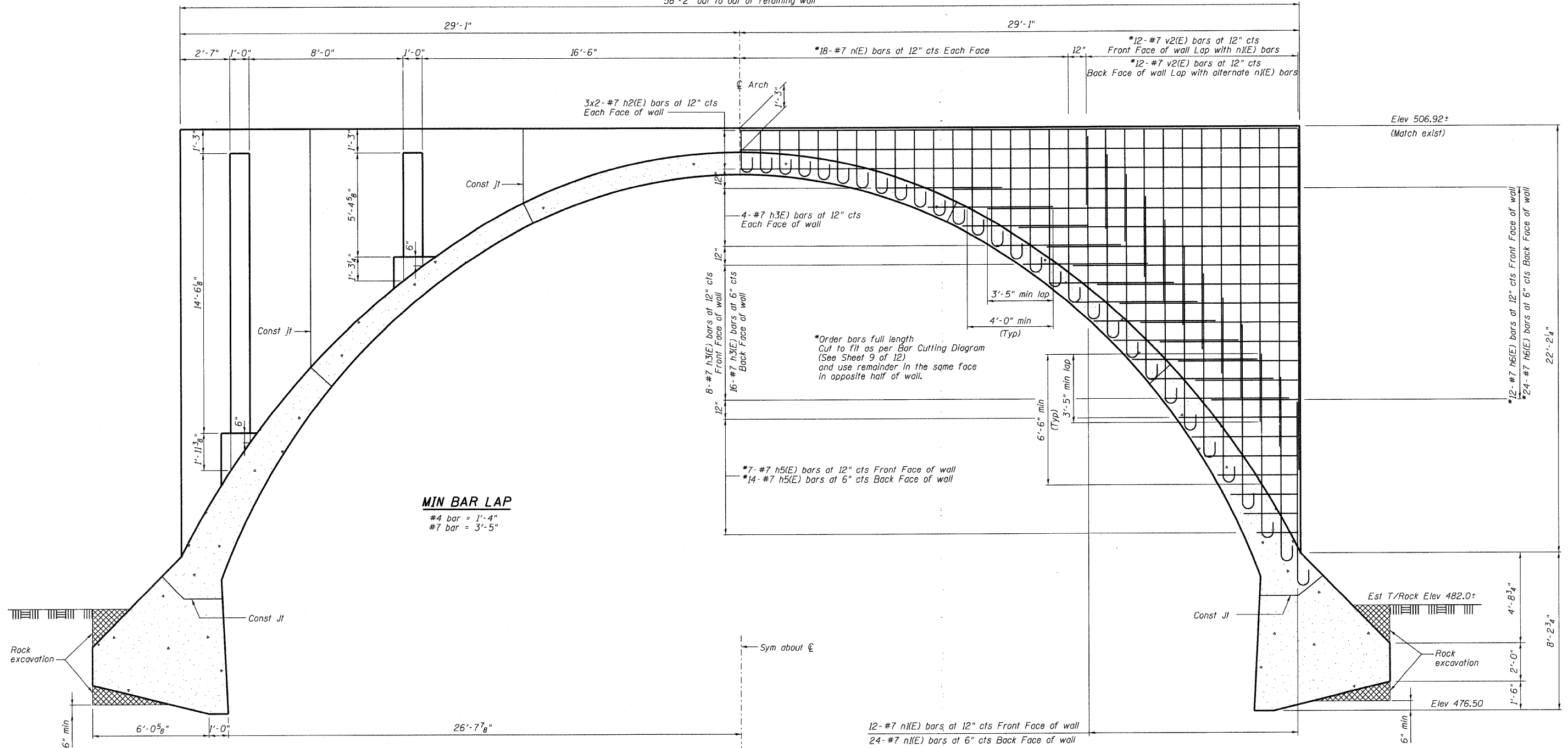
DESIGNED	BWP
CHECKED	CWC
DRAWN	R KING
CHECKED	CWC

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SHEET NO. 6 OF 12 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 170
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

58'-2" out to out of retaining wall



**MIN BAR LAP**  
#4 bar = 1'-4"  
#7 bar = 3'-5"

HALF SECTION LOOKING WEST

SECTION B-B

HALF SECTION LOOKING WEST

Showing reinforcement in retaining wall  
(Vertical joints not shown for clarity)

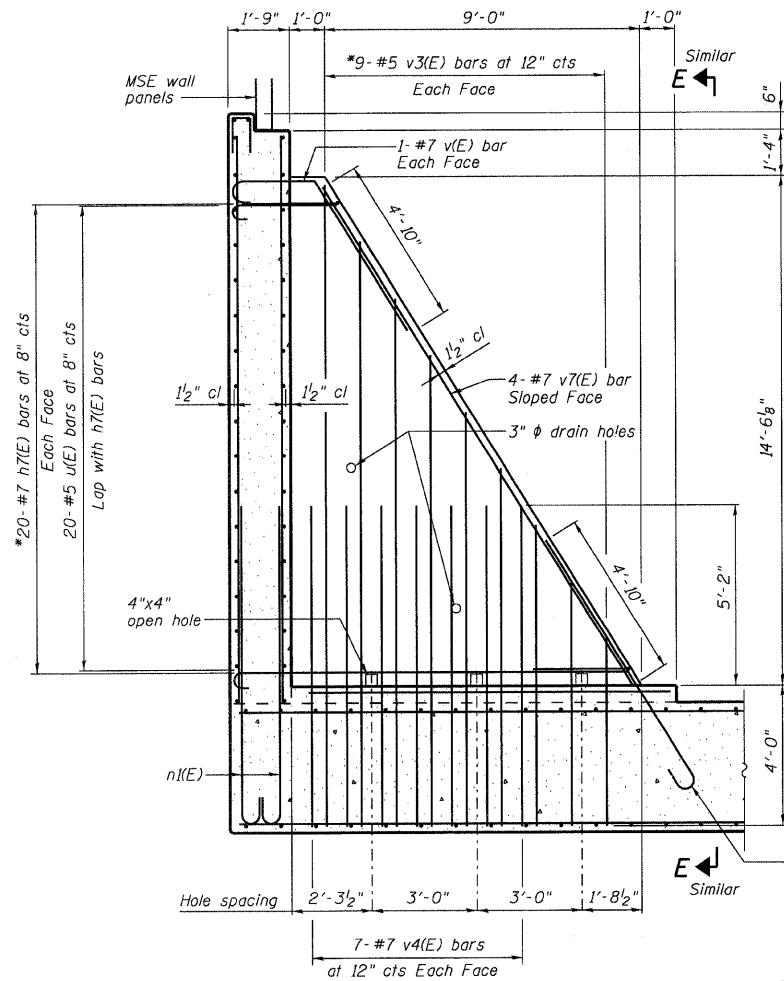
**CONCRETE ARCH DETAILS**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-0061**

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

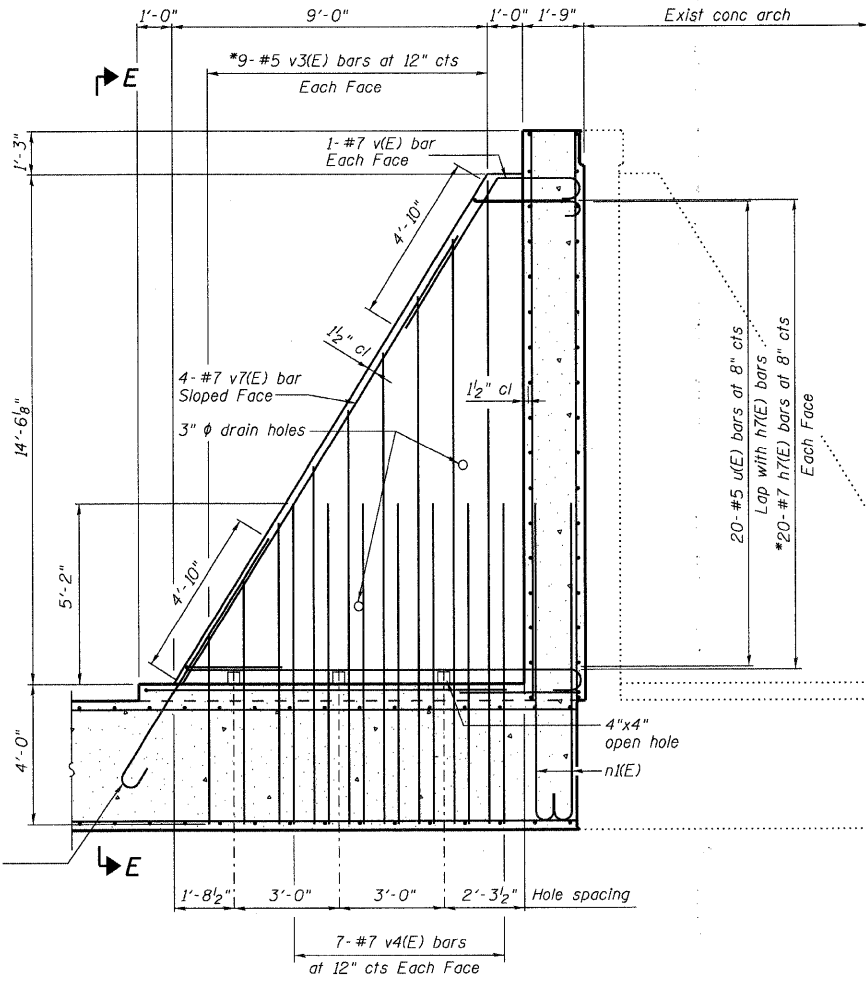
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CONSULTING ENGINEERS  
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CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

SHEET NO. 7 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	171
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

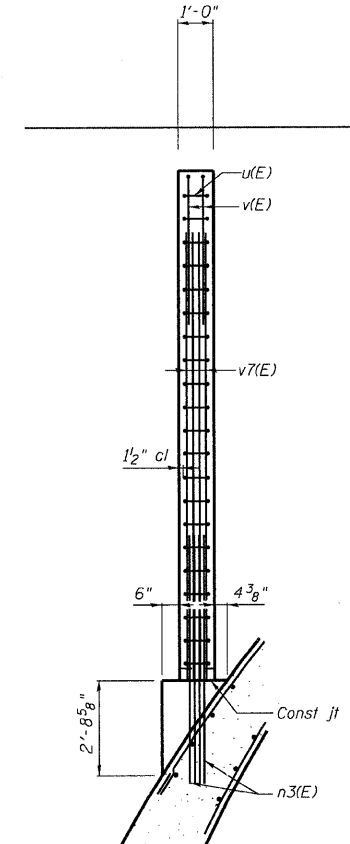
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION C-C

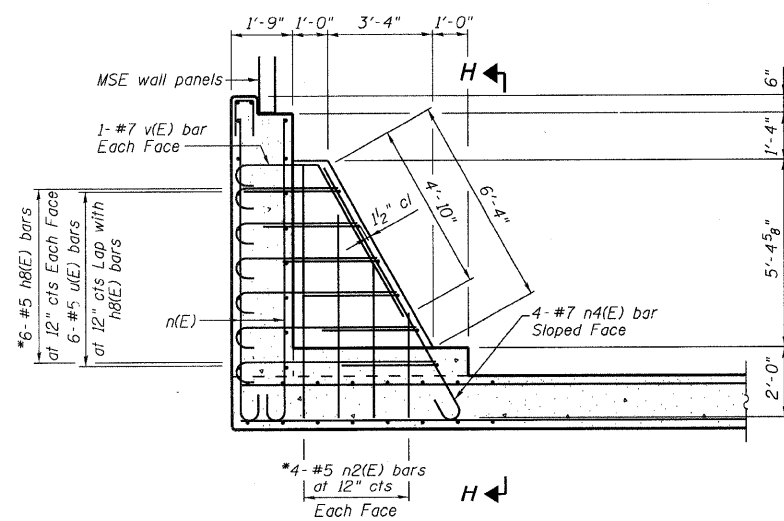


SECTION D-D



SECTION E-E

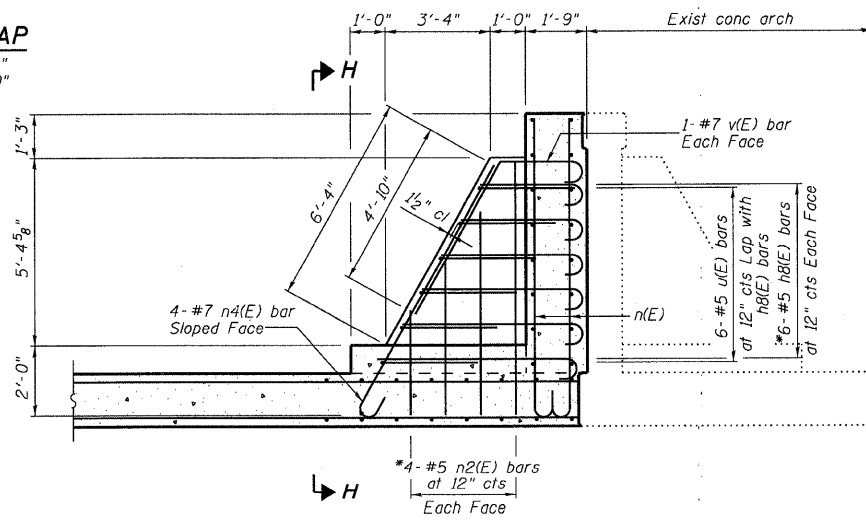
\*Order bars full length.  
Cut as per Bar Cuffing Diagram  
use the remainder in opposite face.  
(See Sheet 9 of 12)



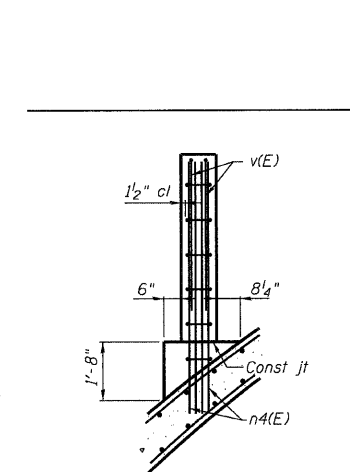
SECTION F-F

MIN BAR LAP

#5 bar = 1'-10"  
#7 bar = 4'-10"



SECTION G-G



SECTION H-H

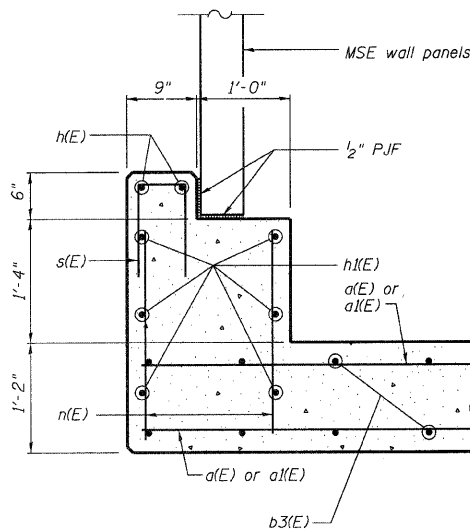
CONCRETE ARCH DETAILS  
FAP ROUTE 310 (US 67)  
OVER LITTLE PIASA CREEK  
SECTION 60-16-1-1B  
MADISON COUNTY  
STATION 229+95.92  
STRUCTURE NUMBER 060-0061

DESIGNED	BWP
CHECKED	CWC
DRAWN	R KING
CHECKED	CWC

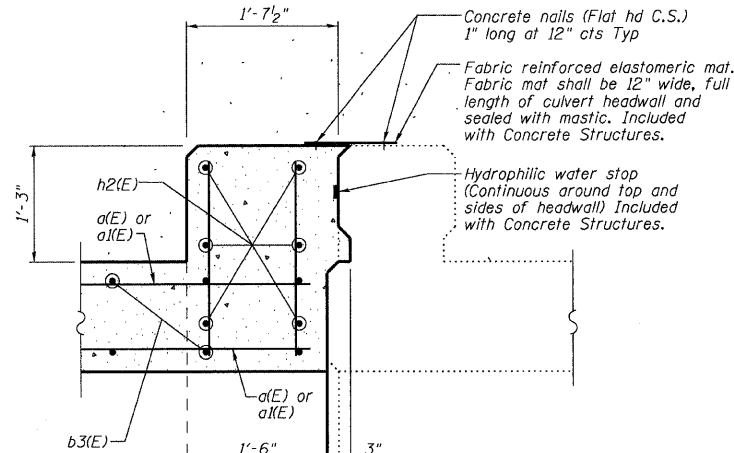
**HOMER L. CHASTAIN & ASSOCIATES, LLP**  
CONSULTING ENGINEERS  
DECATUR (217) 422-8544  
CHICAGO (773) 714-0050  
ROCKFORD (815) 489-0050  
184-001397

SHEET NO. 8 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	172
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

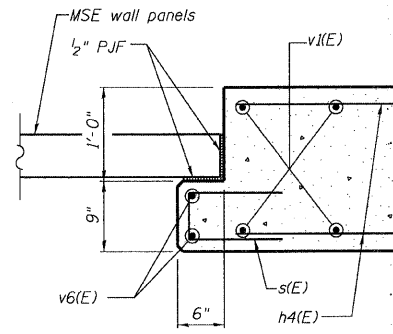
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



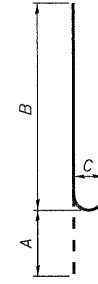
DETAIL "J"



DETAIL "K"



SECTION L-L

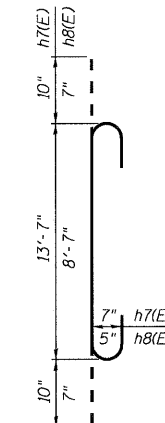


Bar	A	B	C
b(E)	11"	11'-6"	8"
n1(E)	10"	9'-0"	7"
n3(E)	10"	9'-6"	7"
n4(E)	10"	8'-3"	7"

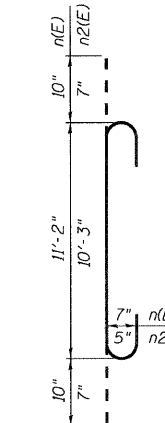
BARS b(E), n1(E), n3(E) & n4(E)

BILL OF MATERIAL

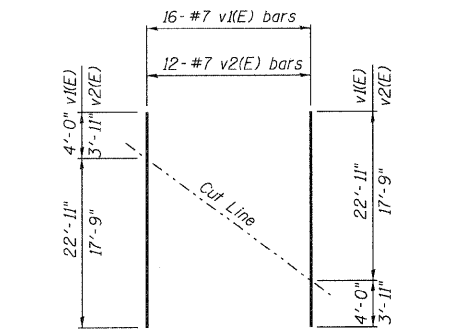
Bar	No.	Size	Length	Shape
a1(E)	384	#6	27'-7"	—
a1(E)	336	#7	16'-8"	—
a2(E)	28	#4	27'-1"	—
b(E)	508	#8	12'-5"	—
b1(E)	508	#8	15'-4"	—
b2(E)	256	#8	18'-0"	—
b3(E)	128	#8	23'-2"	—
h(E)	4	#4	34'-9"	—
h1(E)	12	#7	35'-9"	—
h2(E)	12	#7	30'-8"	—
h3(E)	200	#7	6'-6"	—
h4(E)	57	#7	27'-0"	—
h5(E)	21	#7	8'-4"	—
h6(E)	36	#7	22'-5"	—
h7(E)	40	#7	15'-3"	—
h8(E)	12	#5	9'-9"	—
n(E)	72	#7	12'-10"	—
n1(E)	168	#7	9'-10"	—
n2(E)	8	#5	11'-5"	—
n3(E)	8	#7	10'-4"	—
n4(E)	8	#7	9'-1"	—
s(E)	125	#4	2'-6"	—
u(E)	104	#5	6'-1"	—
v(E)	16	#7	8'-2"	—
v1(E)	32	#7	26'-11"	—
v2(E)	24	#7	21'-8"	—
v3(E)	36	#5	23'-8"	—
v4(E)	56	#7	9'-2"	—
v5(E)	28	#4	9'-0"	—
v6(E)	4	#4	27'-3"	—
v7(E)	8	#7	16'-6"	—
Concrete Structures		Cu Yd	453.0	
Reinforcement Bars, Epoxy Coated		Pound	108,710	



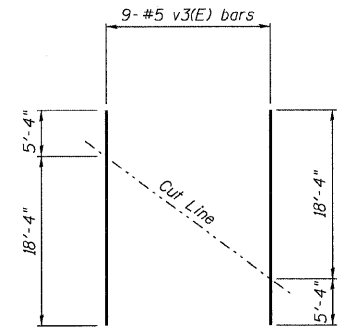
BARS h7(E) & h8(E)



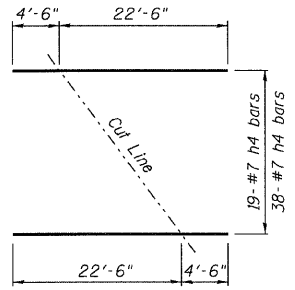
BARS n(E) & n2(E)



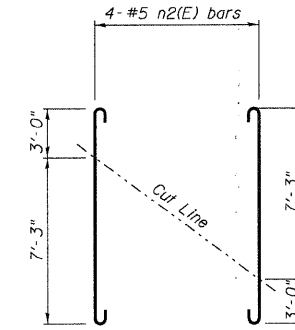
BARS v1(E) & v2(E) CUTTING DIAGRAM



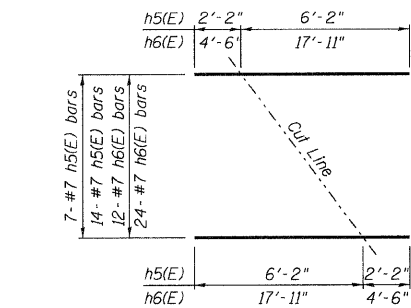
BARS v3(E) CUTTING DIAGRAM



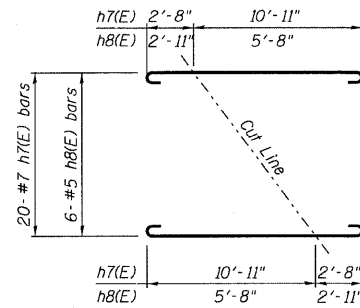
BAR h4(E) CUTTING DIAGRAM



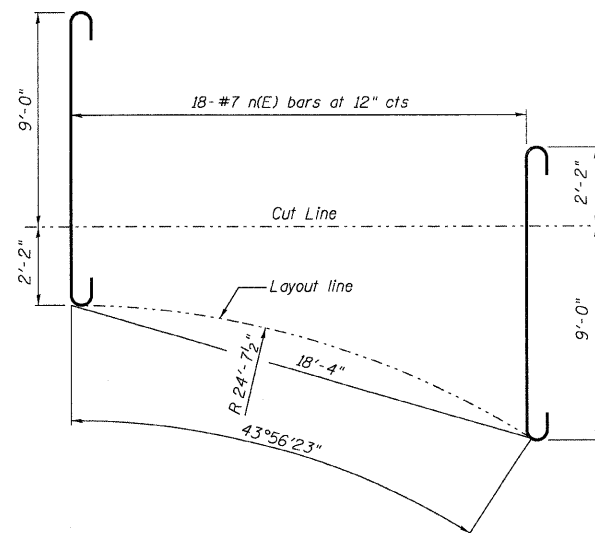
BAR n2(E) CUTTING DIAGRAM



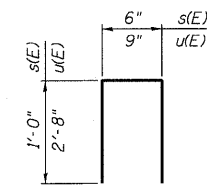
BARS h5(E) & h6(E) CUTTING DIAGRAM



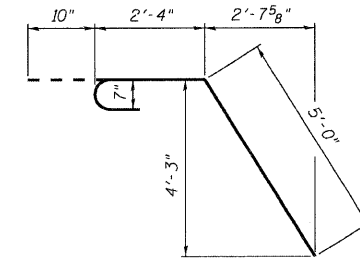
BARS h7(E) & h8(E) CUTTING DIAGRAM



BAR n(E) CUTTING DIAGRAM



BARS s(E) & u(E)



BAR v(E)

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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**CHASTAIN**  
& ASSOCIATES, LLP  
CONSULTING ENGINEERS

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ROCKFORD (815) 489-0050

184-001597

CONCRETE ARCH DETAILS  
FAP ROUTE 310 (US 67)  
OVER LITTLE PIASA CREEK  
SECTION 60-16-1-1B  
MADISON COUNTY  
STATION 229+95.92  
STRUCTURE NUMBER 060-0061

SHEET NO. 9 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	173
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 76318	



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

### SOIL BORING LOG

Page 1 of 1  
Date 12/10/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 060-0064 SURFACE WATER Elev. 477.4 ft  
Station 230+00 +/- Stream Bed Elev. No Data ft

BORING NO. LP-B1 GROUNDWATER Elev.:  
Station 229+57 First Encounter No Encounter ft  
Offset 35.00ft Left Upon Completion Cored ft  
Ground Surface Elev. 487.5 ft After 24 Hrs. Plugged ft

DEPTH (ft)	SOIL DESCRIPTION	U	B	M	SPT (blows)	Strength (tsf)
0-1	Grey and Brown V. Moist LOAM					
1-2			0.5		19	
2-5	Auger Refusal at 5.5' - Start Rock 482.0' Core		2	B		
5-10	Borehole continued with rock coring.					
10-15						
15-20						

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 1 of 1  
Date 12/10/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 060-0064 SURFACE WATER Elev. 480.5 ft  
Station 230+00 +/- Stream Bed Elev. No Data ft

BORING NO. LP-B2 GROUNDWATER Elev.:  
Station 230+59 First Encounter No Encounter ft  
Offset 55.00ft Left Upon Completion Cored ft  
Ground Surface Elev. 487.6 ft After 24 Hrs. Plugged ft

DEPTH (ft)	SOIL DESCRIPTION	U	B	M	SPT (blows)	Strength (tsf)
0-1	Reddish Brown Moist SILTY CLAY					
1-3	Auger Refusal at 1.0' - Start Rock 486.6					
3-5	Borehole continued with rock coring.					
5-10						
10-15						
15-20						

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**  
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Illinois Department of Transportation

### SOIL BORING LOG

Page 1 of 3  
Date 7/22/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schraeder

SECTION 60-16-1-1B LOCATION NW 14, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

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

STRUCT. NO. 060-0061 (E) SURFACE WATER Elev. ft  
Station 060-0334 (P) Stream Bed Elev. ft

BORING NO. LP-B3 GROUNDWATER Elev.:  
Station 229+40 First Encounter Dry Hole ft  
Offset 28.00ft Right Upon Completion ft  
Ground Surface Elev. 523.4 ft After Hrs. ft

DEPTH (ft)	SOIL DESCRIPTION	U	B	M	SPT (blows)	Strength (tsf)
0-5	Brown Silty CLAY					
5-6					1.8	20
6-8					S20	
8-10					2.2	22
10-12					S20	
12-14					0.9	20
14-16					S20	
16-18					2.2	19
18-20					S20	
20-22					1.8	23
22-24					S20	
24-26					1.9	24
26-28					S20	
28-30					2.0	23
30-32					S20	
32-34					2.0	19
34-36					S20	
36-38					2.6	23
38-40					S20	
40-42	Gray Loamy SAND with Gravel				483.9	4

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

### ROCK BORING LOG

Page 1 of 1  
Date 12/10/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 060-0064 CORING BARREL TYPE & SIZE NXB  
Station 230+00 +/- Core Diameter 1.88 in

BORING NO. LP-B1 TOP OF ROCK Elev. 482.00 ft  
Station 229+57 Begin Core Elev. 482.00 ft  
Offset 35.00ft Left  
Ground Surface Elev. 487.5 ft

DEPTH (ft)	SOIL DESCRIPTION	R	C	Q	Strength (min/tsf)
0-1	Light Grey Very Broken Well Indurated Crystalline LIMESTONE	1	73	38	
1-2					
2-4	Light Grey Well Indurated Crystalline LIMESTONE				
4-5					
5-7	Grey and Olive Green Moderately Well Indurated Argillaceous LIMESTONE w/Seams of QUARTZ Secondary Mineralization	2	100	79	
7-8					
8-10	Dark Tannish Grey Moderately Indurated Argillaceous LIMESTONE				
10-15					
15-20					
20-25					
25-30					
30-35					
35-40					
40-45					
45-50					
50-55					
55-60					
60-65					
65-70					
70-75					
75-80					
80-85					
85-90					
90-95					
95-100					
100-105					
105-110					
110-115					
115-120					
120-125					
125-130					
130-135					
135-140					
140-145					
145-150					
150-155					
155-160					
160-165					
165-170					
170-175					
175-180					
180-185					
185-190					
190-195					
195-200					

Color pictures of the cores Y  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

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

### ROCK BORING LOG

Page 1 of 1  
Date 12/10/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 060-0064 CORING BARREL TYPE & SIZE NXB  
Station 230+00 +/- Core Diameter 1.88 in

BORING NO. LP-B2 TOP OF ROCK Elev. 484.00 ft  
Station 230+59 Begin Core Elev. 486.60 ft  
Offset 55.00ft Left  
Ground Surface Elev. 487.6 ft

DEPTH (ft)	SOIL DESCRIPTION	R	C	Q	Strength (min/tsf)
0-1	* - Light Grey V. Well Indurated Crystalline LIMESTONE - Unknown Placement	1	96	56	
1-2					
2-4	Broken Seam 2.4' - 3.6' w/14" Olive Green Shaley CLAY Seam				
4-5					
5-7	Light Grey V. Well Indurated Crystalline LIMESTONE				
7-8					
8-10					
10-15					
15-20					
20-25					
25-30					
30-35					
35-40					
40-45					
45-50					
50-55					
55-60					
60-65					
65-70					
70-75					
75-80					
80-85					
85-90					
90-95					
95-100					
100-105					
105-110					
110-115					
115-120					
120-125					
125-130					
130-135					
135-140					
140-145					
145-150					
150-155					
155-160					
160-165					
165-170					
170-175					
175-180					
180-185					
185-190					
190-195					
195-200					

Color pictures of the cores Y  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

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

### SOIL BORING LOG

Page 2 of 3  
Date 7/22/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schraeder

SECTION 60-16-1-1B LOCATION NW 14, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

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

STRUCT. NO. 060-0061 (E) SURFACE WATER Elev. ft  
Station 060-0334 (P) Stream Bed Elev. ft

BORING NO. LP-B3 GROUNDWATER Elev.:  
Station 229+40 First Encounter Dry Hole ft  
Offset 28.00ft Right Upon Completion ft  
Ground Surface Elev. 523.4 ft After Hrs. ft

DEPTH (ft)	SOIL DESCRIPTION	U	B	M	SPT (blows)	Strength (tsf)
0-6	Gray Loamy SAND with Gravel (continued)					
6-40					NC	18
40-42						
42-44						
44-46						
46-48						
48-50						
50-52						
52-54						
54-56						
56-58						
58-60						
60-62						
62-64						
64-66						
66-68						
68-70						
70-72						
72-74						
74-76						
76-78						
78-80						
80-82						
82-84						
84-86						
86-88						
88-90						
90-92						
92-94						
94-96						
96-98						
98-100						
100-102						
102-104						
104-106						
106-108						
108-110						
110-112						
112-114						
114-116						
116-118						
118-120						
120-122						
122-124						
124-126						
126-128						
128-130						
130-132						
132-134						
134-136						
136-138						
138-140						
140-142						
142-144						
144-146						
146-148						
148-150						
150-152						
152-154						
154-156						
156-158						
158-160						
160-162						
162-164						
164-166						



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Illinois Department of Transportation

### SOIL BORING LOG

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Date 7/21/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schreuder

SECTION 60-16-1-1B LOCATION NW 1/4, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

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

STRUCT. NO. 060-0061 (E)  
Station 060-0334 (P)  
BORING NO. LP-B4  
Station 230+60  
Offset 28.00ft Right  
Ground Surface Elev. 522.8 ft

DEPTH (ft)	(ft)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
0	0	0	0	0	0	0	0	0	0
2	1.4	18							
3	3	S20							
4	3	1.3	21						
5	4	S20							
6	2	1.6	18						
7	4	S20							
8	2	1.7	21						
9	4	S15							
10	2	1.7	21						
11	4	S15							
12	4	S15							
13	4	S15							
14	4	S15							
15	4	S15							
16	4	S15							
17	4	S15							
18	4	S15							
19	4	S15							
20	4	S15							

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, form 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

### SOIL BORING LOG

Page 1 of 2  
Date 7/21/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schreuder

SECTION 60-16-1-1B LOCATION NW 1/4, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

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

STRUCT. NO. 060-0061 (E)  
Station 060-0334 (P)  
BORING NO. LP-B5  
Station 232+50  
Offset 27.50ft Right  
Ground Surface Elev. 523.2 ft

DEPTH (ft)	(ft)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
0	0	0	0	0	0	0	0	0	0
1	4	2.4	19						
2	8	S20							
3	4	7	14	31					
4	4	S20							
5	4	NC							
6	4	2.9	20						
7	4	S20							
8	3	2.4	24						
9	4	S20							
10	3	1.8	21						
11	4	S20							
12	4	S20							
13	4	2.4	25						
14	6	S20							
15	2	1.5	25						
16	4	S15							
17	7	S15							
18	4	1.1	22						
19	6	S10							
20	3								

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, form 137 (Rev. 8-99)



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Illinois Department of Transportation

### SOIL BORING LOG

Page 1 of 2  
Date 7/21/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schreuder

SECTION 60-16-1-1B LOCATION NW 1/4, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

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

STRUCT. NO. 060-0061 (E)  
Station 060-0334 (P)  
BORING NO. LP-B6  
Station 233+25  
Offset 26.50ft Right  
Ground Surface Elev. 524.0 ft

DEPTH (ft)	(ft)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
0	0	0	0	0	0	0	0	0	0
1	4	1.5	18						
2	7	S20							
3	3	3.3	18						
4	12	S20							
5	7	2.9	16						
6	11	S20							
7	15	S20							
8	4	4.8	13						
9	14	S5							
10	4	3.3	15						
11	7	S20							
12	8	S20							
13	502	S2							
14	4	3.3	15						
15	8	S20							
16	507	S2							
17	21								
18	505.5								
19	4	3.3	15						
20	8	S20							

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, form 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

### ROCK BORING LOG

Page 2 of 2  
Date 7/21/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schreuder

SECTION 60-16-1-1B LOCATION NW 1/4, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison CORING METHOD Wireline w/Water

STRUCT. NO. 060-0061 (E)  
Station 060-0334 (P)  
BORING NO. LP-B4  
Station 230+60  
Offset 28.00ft Right  
Ground Surface Elev. 522.8 ft

DEPTH (ft)	(ft)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
0	1	100	73	6					
1	1	100	73	5					
2	1	100	73	3.5					
3	1	100	73	5					
4	1	100	73	8.5					
5	1	100	73	9.5					
6	1	100	73	6					
7	1	100	73	4.5					
8	1	100	73	4.5					
9	1	100	73	4.5					
10	1	100	73	4.5					
11	1	100	73	4.5					
12	1	100	73	4.5					
13	1	100	73	4.5					
14	1	100	73	4.5					
15	1	100	73	4.5					
16	1	100	73	4.5					
17	1	100	73	4.5					
18	1	100	73	4.5					
19	1	100	73	4.5					
20	1	100	73	4.5					

Color pictures of the cores \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)



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### ROCK BORING LOG

Page 2 of 2  
Date 7/21/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schreuder

SECTION 60-16-1-1B LOCATION NW 1/4, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison CORING METHOD Wireline w/Water

STRUCT. NO. 060-0061 (E)  
Station 060-0334 (P)  
BORING NO. LP-B5  
Station 232+50  
Offset 27.50ft Right  
Ground Surface Elev. 523.2 ft

DEPTH (ft)	(ft)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
0	1	95	80	2					
1	1	95	80	2.5					
2	1	95	80	2.5					
3	1	95	80	5.5					
4	1	95	80	8					
5	1	95	80	3					
6	1	95	80	3.5					
7	1	95	80	2.5					
8	1	95	80	3.5					
9	1	95	80	2.5					
10	1	95	80	3.5					
11	1	95	80	3.5					
12	1	95	80	3.5					
13	1	95	80	3.5					
14	1	95	80	3.5					
15	1	95	80	3.5					
16	1	95	80	3.5					
17	1	95	80	3.5					
18	1	95	80	3.5					
19	1	95	80	3.5					
20	1	95	80	3.5					

Color pictures of the cores \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)



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### ROCK BORING LOG

Page 2 of 2  
Date 7/21/03

ROUTE FAP 310 DESCRIPTION US 67 over Little Piasa Creek LOGGED BY Mark Schreuder

SECTION 60-16-1-1B LOCATION NW 1/4, SEC. 4, TWP. 6N, RNG. 10W, 3 PM

COUNTY Madison CORING METHOD Wireline w/Water

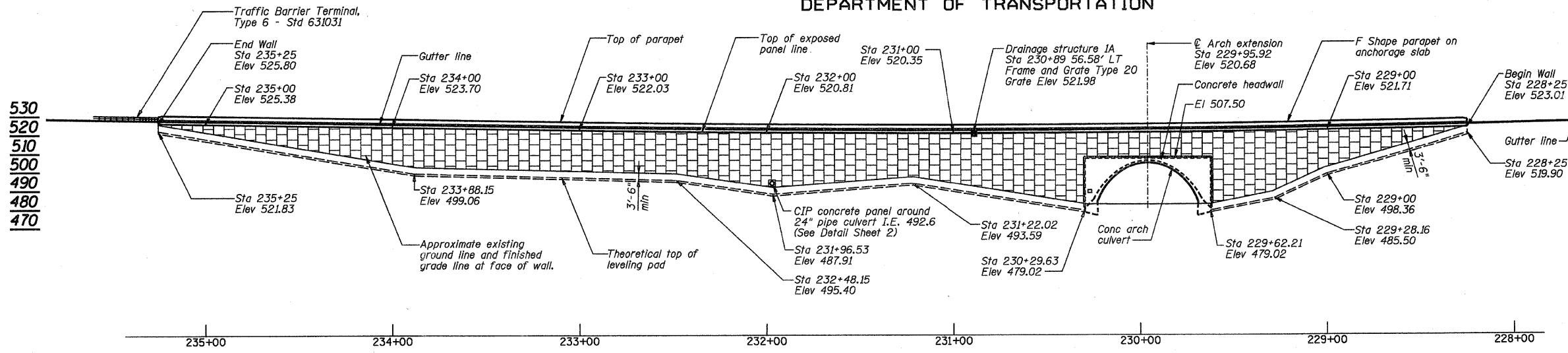
STRUCT. NO. 060-0061 (E)  
Station 060-0334 (P)  
BORING NO. LP-B6  
Station 233+25  
Offset 26.50ft Right  
Ground Surface Elev. 524.0 ft

DEPTH (ft)	(ft)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
0	1	70	48	3.5					
1	1	70	48	3.5					
2	1	70	48	3					
3	1	70	48	2					
4	1	70	48	4.5					
5	1	70	48	3					
6	1	70	48	3.5					
7	1	70	48	2					
8	1	70	48	1.5					
9	1	70	48	1.5					
10	1	70	48	1.5					
11									



Bench Mark 105: Chiseled "□" top of concrete headwall  
55 ft right Sta 231+23 Elev 523.09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**MSE WALL ELEVATION**  
(Looking East)

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.  
Reinforcement bars designated (E) shall be epoxy coated.  
Slipforming of the parapets is not permitted.

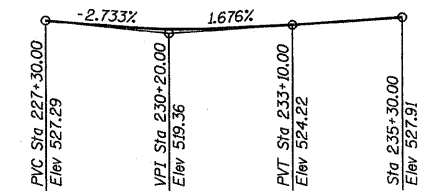
**DESIGN SPECIFICATIONS**

2002 AASHTO

**DESIGN STRESSES**

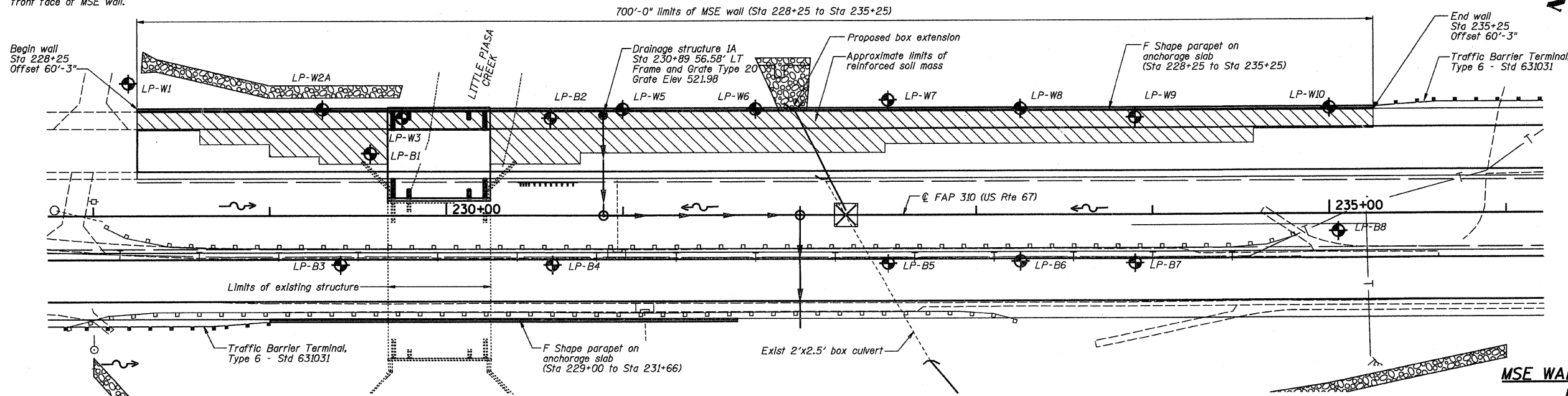
**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f'_c = 4,500$  psi (Precast Face Panels)  
 $f_y = 60,000$  psi (Reinforcement)



**PROFILE GRADE**

Note:  
Wall offset dimensions are to front face of MSE wall.



**MSE PLAN VIEW**

**INDEX OF SHEETS**

- 1 MSE WALL GENERAL PLAN AND ELEVATION
- 2 MSE WALL DETAILS
- 3 ANCHORAGE SLAB DETAILS
- 4 CONCRETE PARAPET ELEVATIONS
- 5 ANCHORAGE SLAB DETAILS
- 6 DRAINAGE STRUCTURE DETAILS
- 7 SOIL BORING LOGS
- 8 SOIL BORING LOGS
- 9 SOIL BORING LOGS
- 10 SOIL BORING LOGS

**MSE WALL GENERAL PLAN ELEVATION**

**FAP ROUTE 310 (US 67)**

**OVER LITTLE PIASA CREEK**

**SECTION 60-16-1-1B**

**MADISON COUNTY**

**STATION 229+95.92**

**STRUCTURE NUMBER 060-W005**

APPROVED  
FOR STRUCTURAL ADEQUACY ONLY

Relax E. Anderson (TS)  
ENGINEER OF BRIDGES AND STRUCTURES



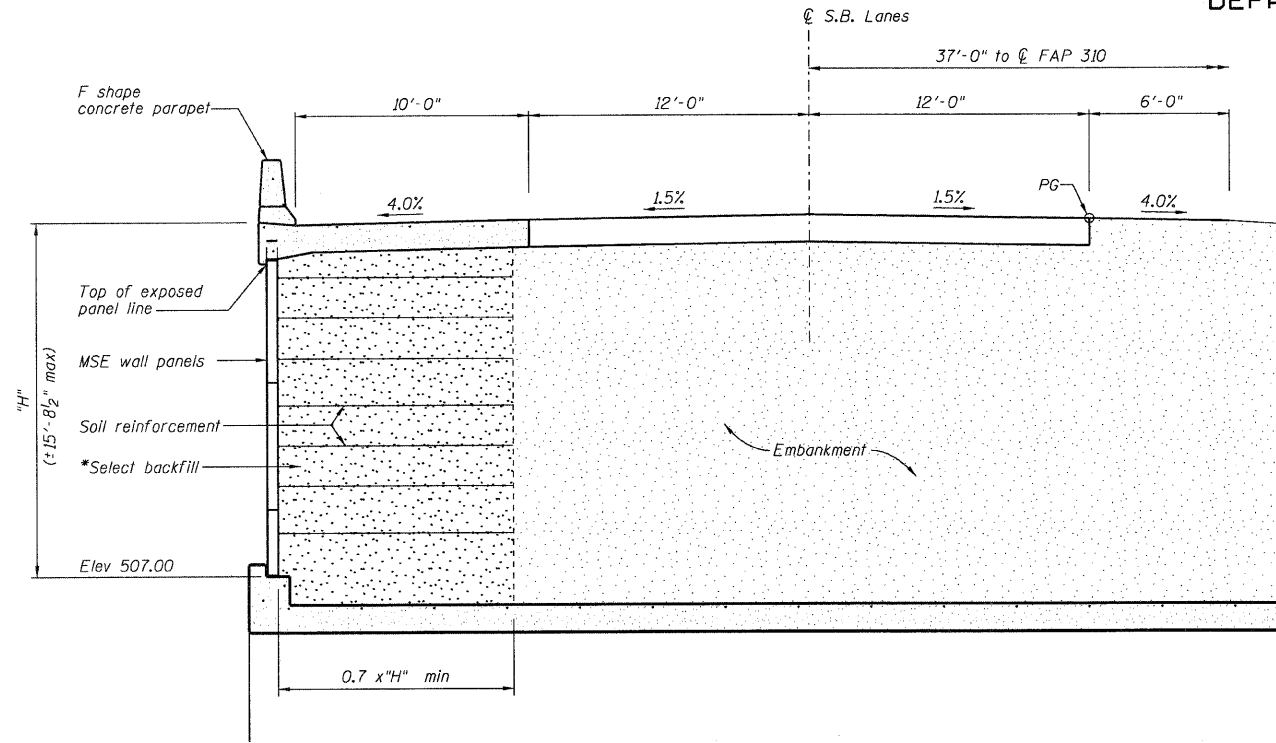
Date 3/3/10  
Exp 11/30/10

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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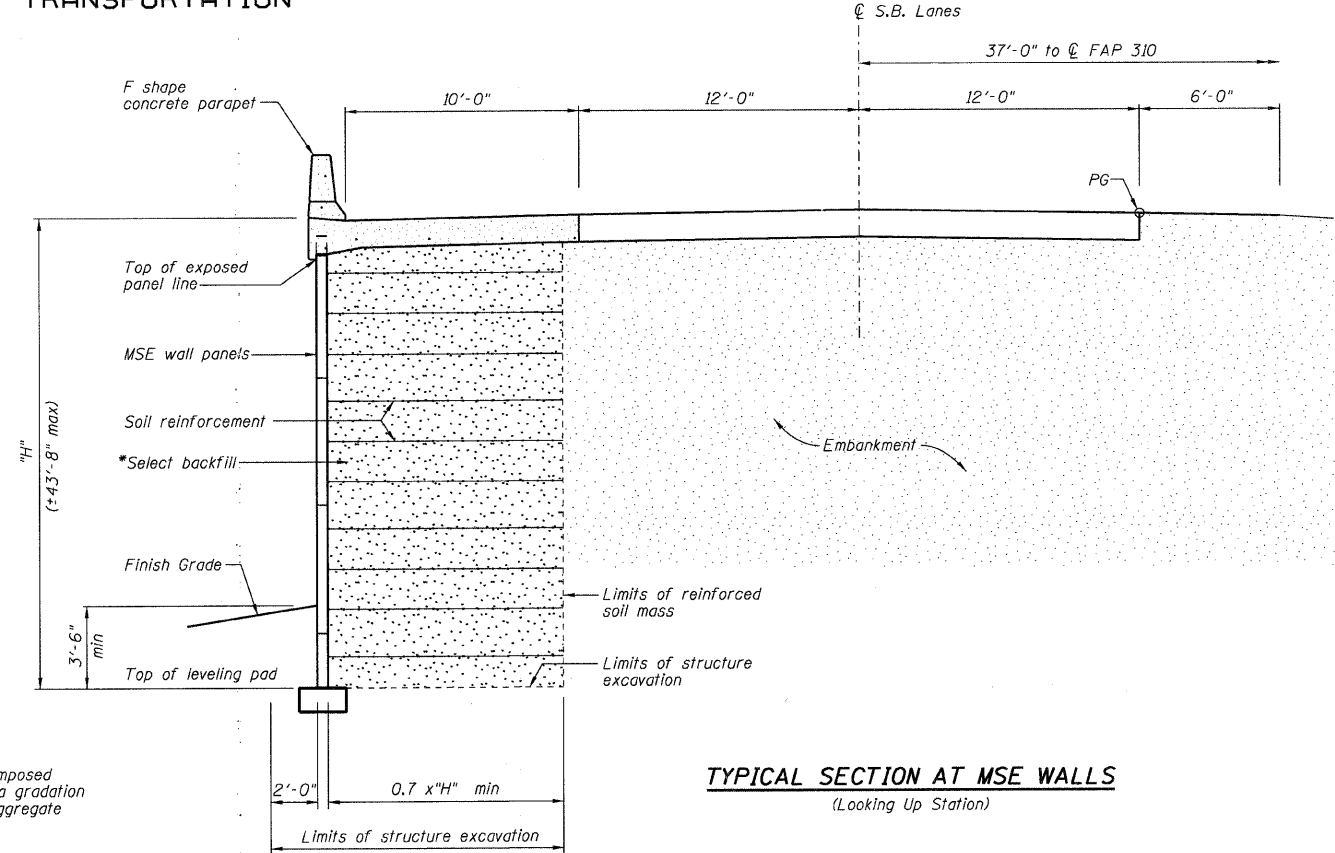
SHEET NO. 1 OF 8 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 177
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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DEPARTMENT OF TRANSPORTATION



**TYPICAL MSE WALL SECTION AT CONCRETE ARCH**  
(Looking Up Station)

\*Select backfill shall be composed of coarse aggregate with a gradation of CA6 thru CA16. Fine aggregate shall not be used.



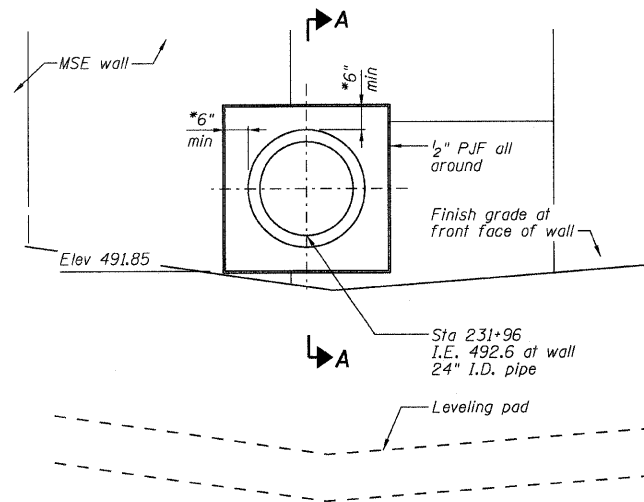
**TYPICAL SECTION AT MSE WALLS**  
(Looking Up Station)

**NOTES:**

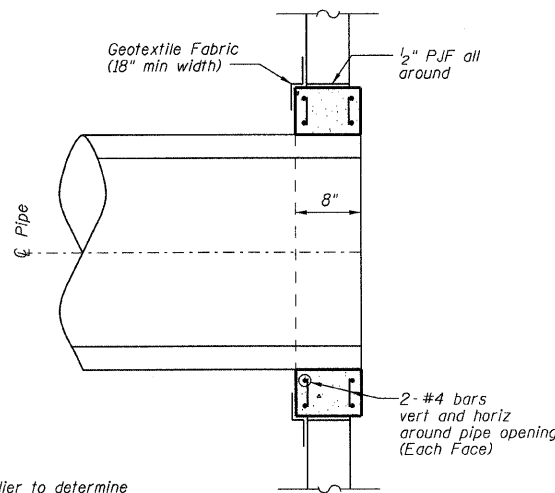
Cast in place panel shall be included in the contract unit price for MSE Walls.  
The MSE wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0 ksf and horizontal sliding force of 0.5 kips/ft of wall.

**TOTAL BILL OF MATERIAL**

Item	Unit	Quantity
Mechanically Stabilized Earth Retaining Wall	Sq Ft	16,420
Structure Excavation	Cu Yd	2,059
Rock Excavation for Structures	Cu Yd	1034
Reinforcement Bars, Epoxy Coated	Pound	88,560
Concrete Superstructure	Cu Yd	619.0
Protective Coat	Sq Yd	1478
Drainage Structures, Type 1A with One Type 20 Frame and Grate	Each	1



**CAST IN PLACE PANEL FOR PIPE PASS THROUGH**



**SECTION A-A**

\*Wall Supplier to determine required dimensions

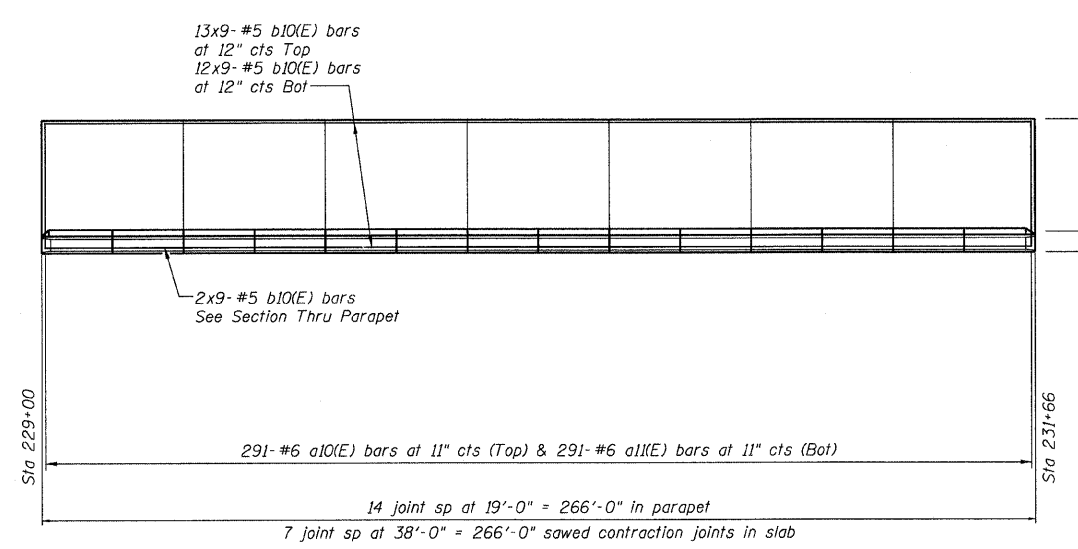
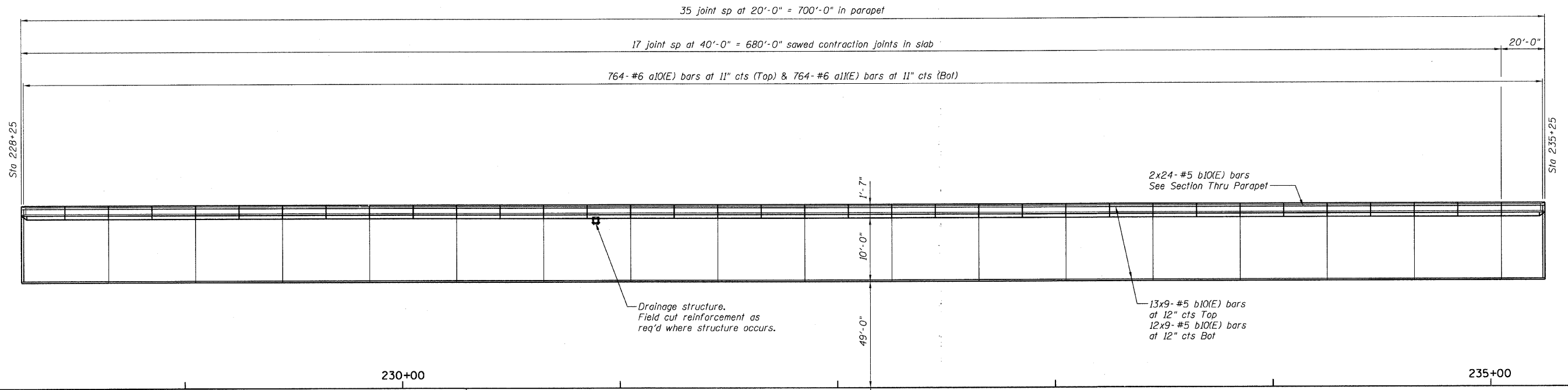
DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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184-001397

**MSE WALL DETAILS**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-W005**

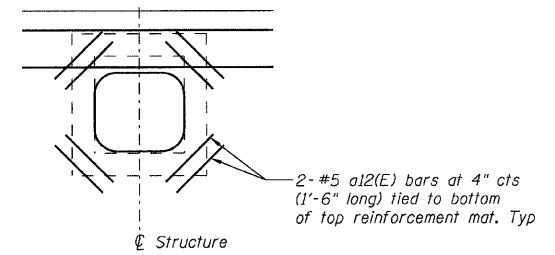
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	310	60-16-1-1B	MADISON	481	178
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ANCHORAGE SLAB PLAN VIEW**

**MIN BAR LAP**  
#5 bar = 2'-2"



**DETAIL AT DRAINAGE STRUCTURE**

**ANCHORAGE SLAB DETAILS**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-W005**

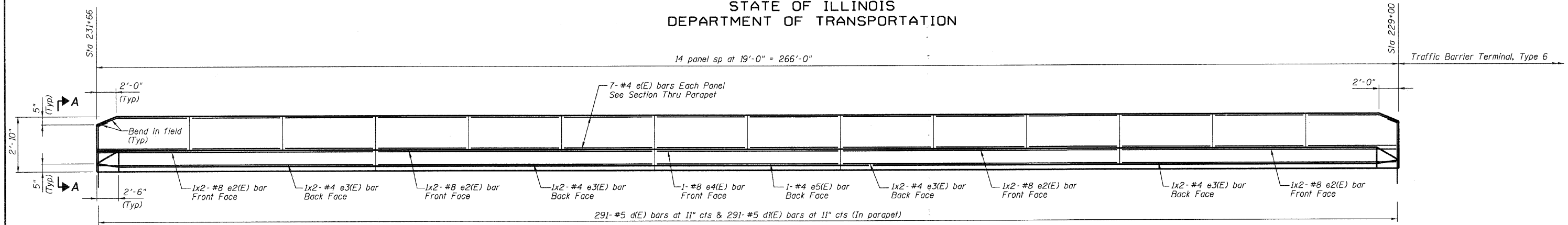
DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3	310	60-16-1-1B	MADISON	481	179
OF 8 SHEETS		FAP ROUTE 310 (US 67)		CONTRACT NO. 76318	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

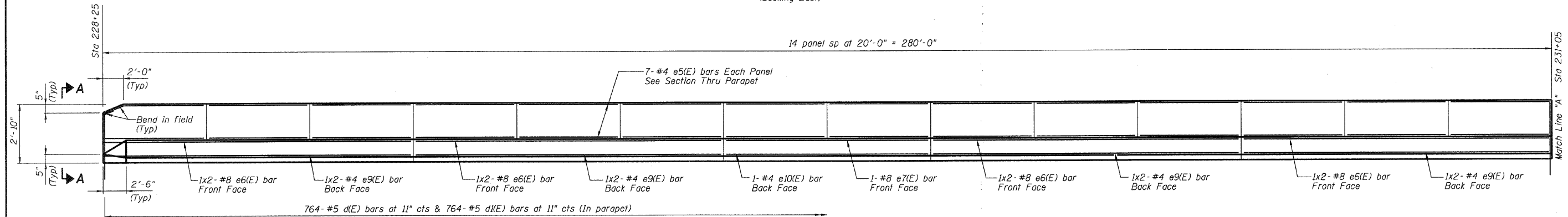
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

14 panel sp at 19'-0" = 266'-0"

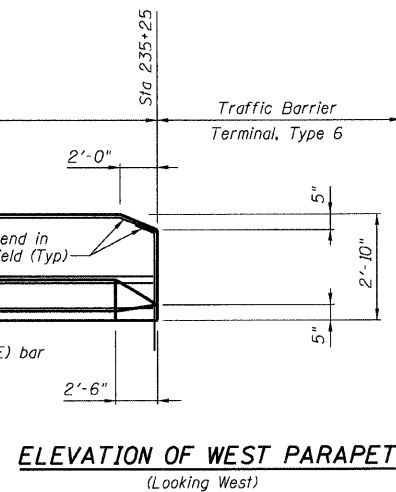
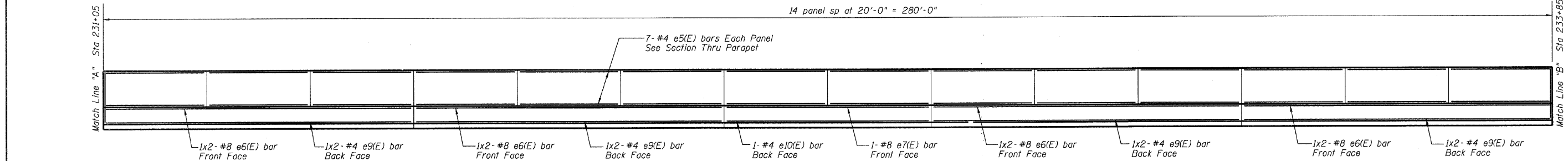


**ELEVATION OF EAST PARAPET**  
(Looking East)

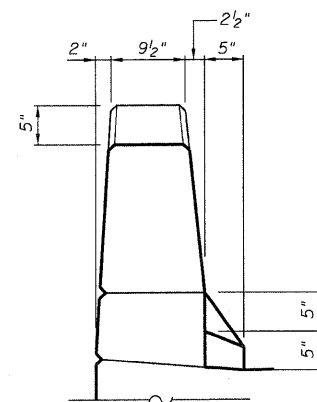
14 panel sp at 20'-0" = 280'-0"



14 panel sp at 20'-0" = 280'-0"



**ELEVATION OF WEST PARAPET**  
(Looking West)



**VIEW A-A**

**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 1'-4"  
#8 bar = 3'-5"

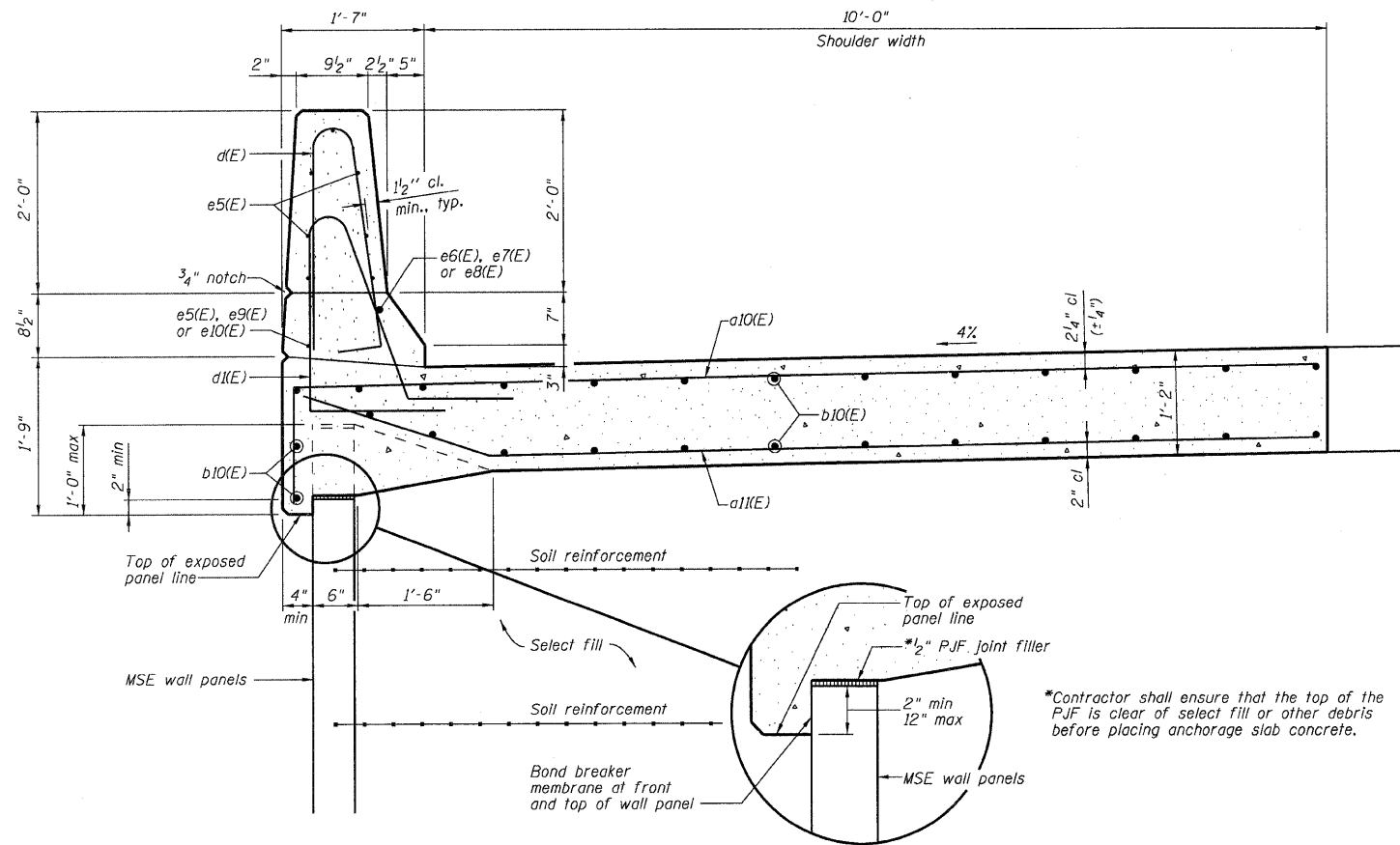
**CONCRETE PARAPET ELEVATIONS**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-W005**

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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184-001397

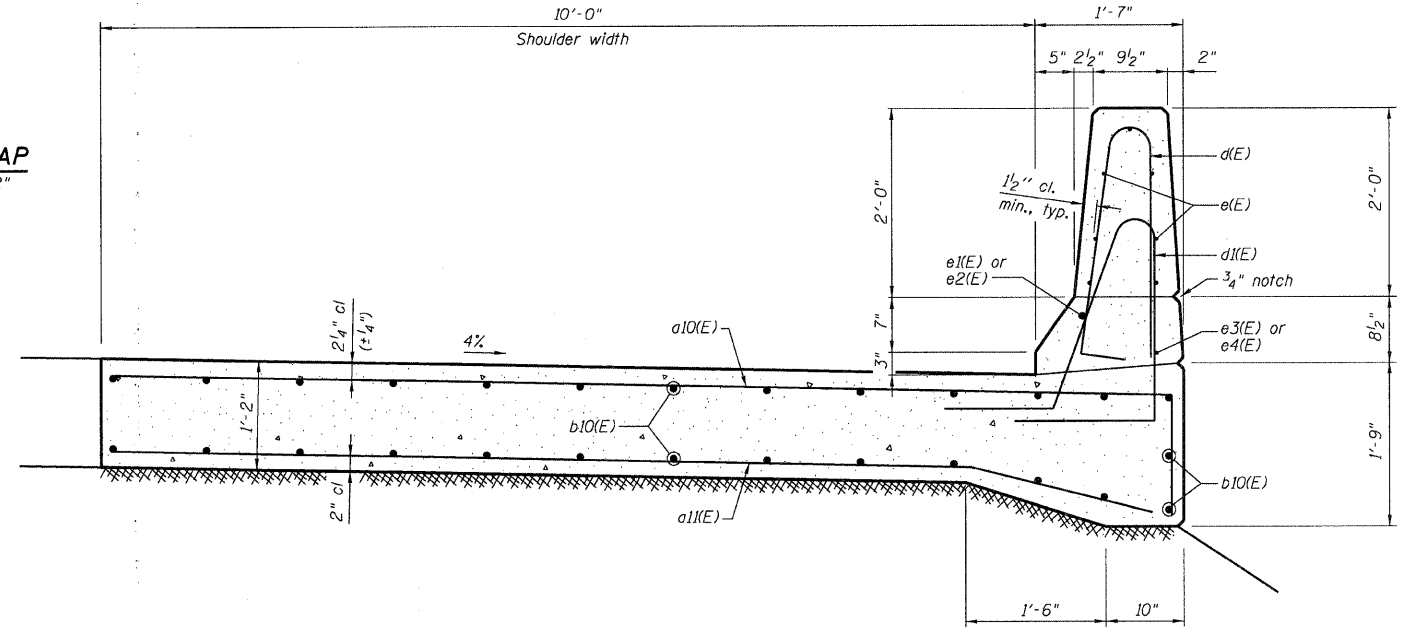
SHEET NO. 4 OF 8 SHEETS	F.A.P. RTE. 310	SECTION 60-16-1-1B	COUNTY MADISON	TOTAL SHEETS 481	SHEET NO. 180
	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION THRU PARAPET ABOVE PRECAST MSE WALL  
(West Parapet)

MIN BAR LAP  
#5 bar = 2'-2"



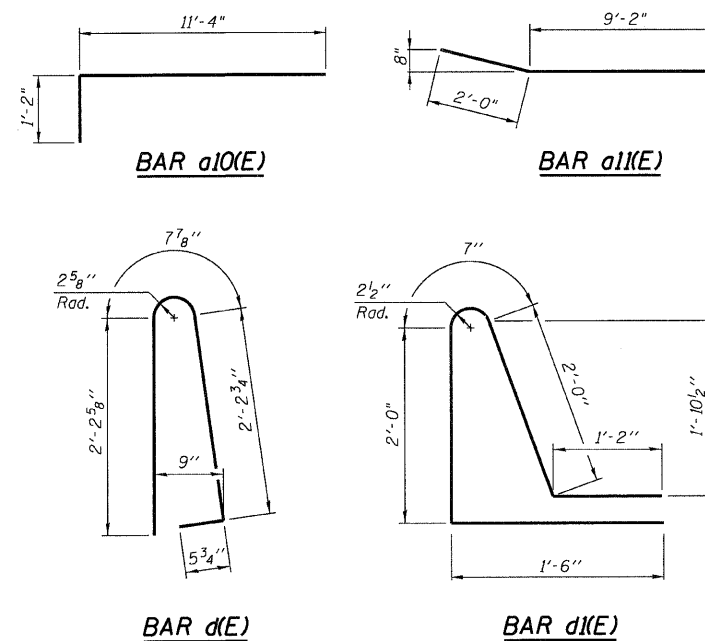
SECTION THRU PARAPET ON GRADE  
(West Parapet)

BILL OF MATERIAL

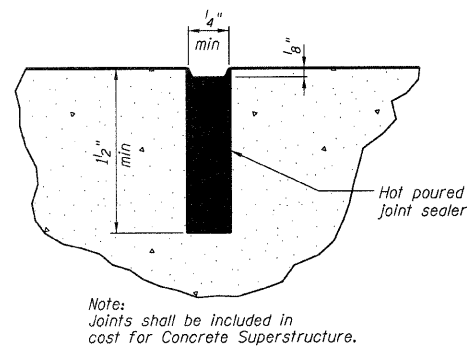
Bar	No	Size	Length	Shape
a10(E)	1055	#6	12'-6"	—
a11(E)	1055	#6	11'-2"	—
a12(E)	8	#5	1'-6"	—
b10(E)	891	#5	31'-6"	—
d(E)	1055	#5	5'-7"	⊥
d1(E)	1055	#5	7'-3"	⊥
e(E)	112	#4	18'-9"	—
e1(E)	8	#8	30'-1"	—
e2(E)	1	#8	37'-9"	—
e3(E)	8	#4	29'-1"	—
e4(E)	1	#4	37'-9"	—
e5(E)	246	#4	19'-9"	—
e6(E)	20	#8	31'-7"	—
e7(E)	2	#8	39'-9"	—
e8(E)	1	#8	19'-9"	—
e9(E)	20	#4	30'-7"	—
e10(E)	2	#4	39'-9"	—
Reinforcement Bars, Epoxy Coated	Pound		88,560	
Concrete Superstructure	Cu Yd		619.0	
Protective Coat	Sq Yd		1478	

Reinforcement bars designated (E) shall be epoxy coated.

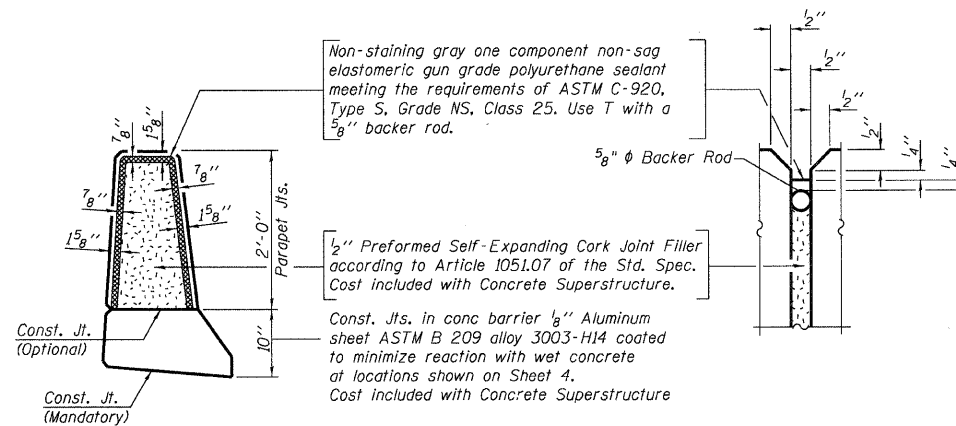
Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



ANCHORAGE SLAB DETAILS  
FAP ROUTE 310 (US 67)  
OVER LITTLE PIASA CREEK  
SECTION 60-16-1-1B  
MADISON COUNTY  
STATION 229+95.92  
STRUCTURE NUMBER 060-W005



SAWED CONTRACTION JOINT DETAIL



PARAPET JOINT DETAILS

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

Const. Jts. in conc barrier 1/8" Aluminum sheet ASTM B 209 alloy 3003-H14 coated to minimize reaction with wet concrete at locations shown on Sheet 4. Cost included with Concrete Superstructure

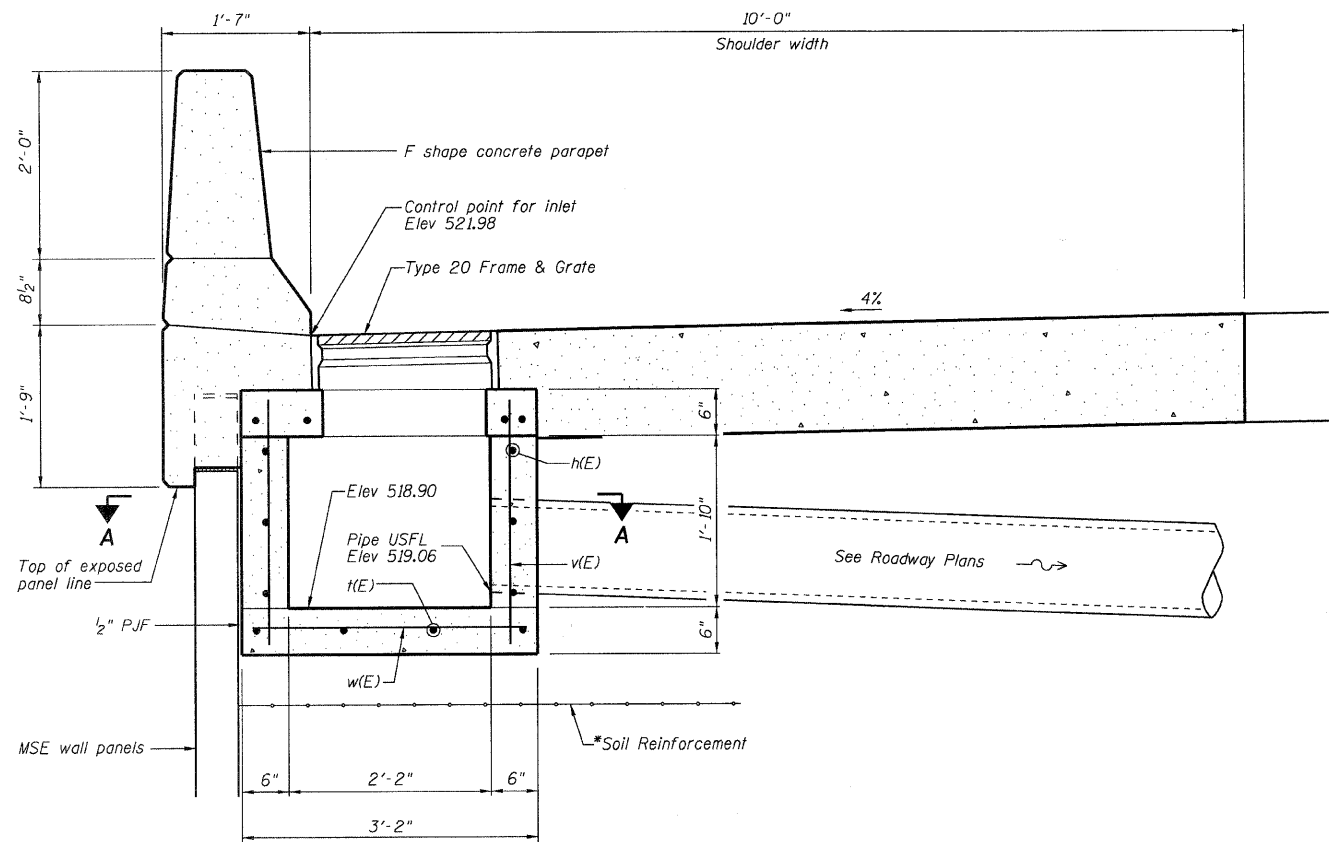
DESIGNED	BWP
CHECKED	CWC
DRAWN	R KING
CHECKED	CWC

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SHEET NO. 5 OF 8 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	181
FAP ROUTE 310 (US 67)			CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

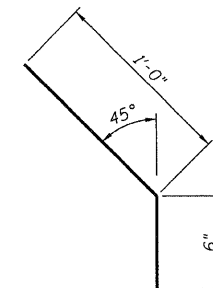


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**SECTION THRU DRAINAGE STRUCTURE WITH TYPE 20 F & G**

\*MSE supplier to design load transfer system to accommodate concrete pipe and drainage structure.

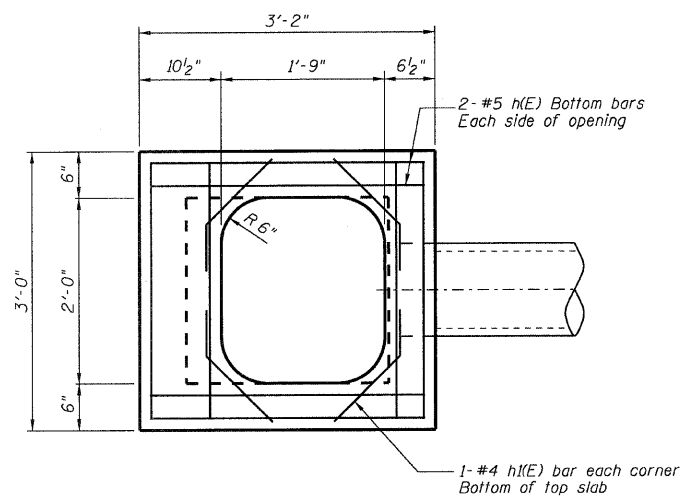


**BAR h(E)**

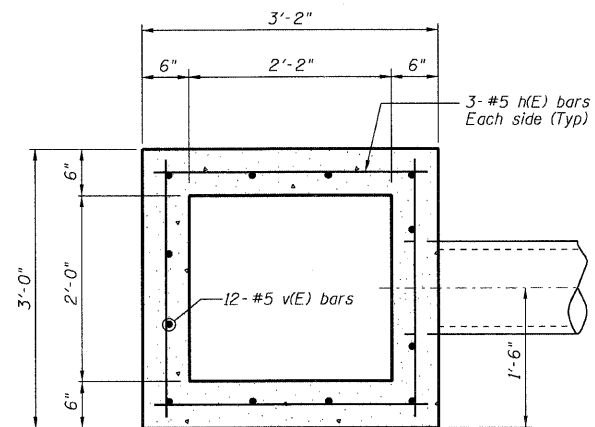
**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
h(E)	20	#5	2'-8"	—
h1(E)	4	#4	1'-6"	↘
h2(E)	4	#4	1'-6"	—
k(E)	4	#5	2'-8"	—
v(E)	12	#4	2'-7"	—
w(E)	4	#5	2'-10"	—
Drainage Structures	Each		1	

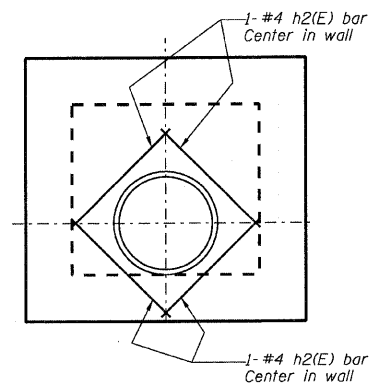
Reinforcement bars designated (E) shall be epoxy coated.



**REINFORCED LID FOR TYPE 20 F & G**



**SECTION A-A**



**REINFORCEMENT DETAIL AT PIPE OPENING**

**NOTES:**

1. Drainage structure shall conform to Highway Standard 602.101 except as noted.
2. Reinforcement for structure walls and base slab shall be in accordance with Std. 602.101 for depths up to 8'-0".
3. Frame, grate, concrete and reinforcement shall be included in the contract unit price for Drainage Structures.

**DRAINAGE STRUCTURE DETAILS**  
**FAP ROUTE 310 (US 67)**  
**OVER LITTLE PIASA CREEK**  
**SECTION 60-16-1-1B**  
**MADISON COUNTY**  
**STATION 229+95.92**  
**STRUCTURE NUMBER 060-W005**

DESIGNED -	BWP
CHECKED -	CWC
DRAWN -	R KING
CHECKED -	CWC

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SHEET NO. 6	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	60-16-1-1B	MADISON	481	182
OF 8 SHEETS	FAP ROUTE 310 (US 67)		CONTRACT NO. 76318		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1, 42-1	MADISON	481	183
STA.		TO STA.		
EXISTING CONDITIONS:				

Sheet No. 7  
of 8 Sheets

**Illinois Department of Transportation**  
Division of Highways  
SOIL BORING LOG  
Page 1 of 1  
Date 12/19/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station

BORING NO. LP-W1  
Station 228+20  
Offset 75.00ft Left  
Ground Surface Elev. 525.8 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UCS FAILURE MODE	SPT (N)
0	Surface Water Elev. N/A ft Stream Bed Elev. N/A ft		
0	Groundwater Elev.: First Encounter No. Encountered ft Upon Completion Dry ft After 0 Hrs. Plugged ft		
0	Auger Refusal in Light Grey Well Indurated Crystalline LIMESTONE		100
1			
1			1.0 22
3			3 B
520.8	Reddish Brown Moist CLAY		
5			
8			6.1 11
9			S-12
515.8	Reddish Brown Moist CLAY LOAM		
6			
7			5.6 10
7			B
515.8	Grey and Brown Moist V. Weathered CLAY LOAM (TIII)		
4			
8			6.4 11
9			S-10
510.8	Grey and Brown Dry Weathered SANDY CLAY LOAM (TIII)		
4			
7			5.1 11
7			S-10
510.8	Grey and Brown Dry Weathered SANDY CLAY LOAM (TIII)		
3			
6			4.2 10
8			S-7
2			
3			2.1 21
5			S-5
505.8			

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  
SOIL BORING LOG  
Page 1 of 1  
Date 12/19/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station

BORING NO. LP-W2A  
Station 229+30  
Offset 60.00ft Left  
Ground Surface Elev. 490.0 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UCS FAILURE MODE	SPT (N)
0	Surface Water Elev. N/A ft Stream Bed Elev. N/A ft		
0	Groundwater Elev.: First Encounter No. Encountered ft Upon Completion Dry ft After 24 Hrs. Plugged ft		
0	Grey Broken Crystalline LIMESTONE and Brown CLAY Residuum		
10			
21			
11			
485.5	Auger Refusal in Grey Moderately to Well Indurated Crystalline LIMESTONE		100
100			4"

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  
SOIL BORING LOG  
Page 1 of 1  
Date 12/19/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station

BORING NO. LP-W3  
Station 229+75  
Offset 55.00ft Left  
Ground Surface Elev. 487.0 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UCS FAILURE MODE	SPT (N)
0	Surface Water Elev. N/A ft Stream Bed Elev. N/A ft		
0	Groundwater Elev.: First Encounter No. Encountered ft Upon Completion Dry ft After 24 Hrs. Plugged ft		
0	Grey and Brown V. Moist SAND LOAM to Medium Grained SAND		
1			
3			
3			
482.0	Brown and Grey Broken Weathered Crystalline LIMESTONE Free Water		
12			
20			
49			
479.0	Auger Refusal in Grey Moderately Indurated Crystalline LIMESTONE		60
100			4"

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  
SOIL BORING LOG  
Page 1 of 1  
Date 12/20/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station

BORING NO. LP-W5  
Station 231+75  
Offset 60.00ft Left  
Ground Surface Elev. 493.8 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UCS FAILURE MODE	SPT (N)
0	Surface Water Elev. N/A ft Stream Bed Elev. N/A ft		
0	Groundwater Elev.: First Encounter No. Encountered ft Upon Completion Dry ft After 24 Hrs. Plugged ft		
0	Brown Moist SILTY CLAY		
2			
6			1.7 25
6			P
489.3	Light Grey Well Indurated Crystalline LIMESTONE		
17			
100			1"
489.3	Auger Refusal - Boring Completed		

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  
SOIL BORING LOG  
Page 1 of 1  
Date 12/19/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station

BORING NO. LP-W8  
Station 233+25  
Offset 60.00ft Left  
Ground Surface Elev. 504.9 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UCS FAILURE MODE	SPT (N)
0	Surface Water Elev. N/A ft Stream Bed Elev. N/A ft		
0	Groundwater Elev.: First Encounter No. Encountered ft Upon Completion Dry ft After 24 Hrs. Plugged ft		
0	Brown Dry SILTY CLAY		
3			
5			3.2 16
7			S-9
499.4	Reddish Brown Moist CLAY Residuum w/Broken LIMESTONE Pieces		
10			
14			3.5 13
17			P
497.4	Tannish Brown Weathered Crystalline LIMESTONE		
100			5"
55			
100			2"
490.9	Light Grey Poorly to Moderately Indurated Crystalline LIMESTONE		
100			2"
490.9	Auger Refusal - Boring Completed		

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  
SOIL BORING LOG  
Page 1 of 1  
Date 12/19/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station

BORING NO. LP-W10  
Station 235+00  
Offset 60.00ft Left  
Ground Surface Elev. 521.7 ft (ft) (6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UCS FAILURE MODE	SPT (N)
0	Surface Water Elev. N/A ft Stream Bed Elev. N/A ft		
0	Groundwater Elev.: First Encounter No. Encountered ft Upon Completion Dry ft After 24 Hrs. Plugged ft		
0	Grey and Reddish Brown Dry SILTY CLAY Residuum		
3			
7			6.6 13
9			S-8
516.2	Reddish Brown Moist CLAY LOAM Residuum		
5			
8			7.1 13
10			S-8
513.7	Grey and Brown Moist CLAY LOAM (TIII)		
8			
8			7.4 15
8			S-10
511.7	Boring Completed		

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)

\*INDICATES ELEVATION CHANGE BY HLC TO MATCH EXISTING CONTOURS. ORIGINAL BORING LOCATIONS WERE CHANGED IN THE FIELD AND ELEVATIONS APPEARED INCORRECT.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SOIL BORING LOGS  
FAP ROUTE 310  
SECTION 60-16-1, 42-1  
MADISON COUNTY

DATE: \*  
DRAWN: \*  
CHECKED: \*  
REF: \*  
REV: \*

PLOT DATE: \*DATE-TIME\*

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1, 42-1	MADISON	481	184
STA. TO STA.				
EXISTING CONDITIONS:				

Sheet No. 8  
of 8 Sheets

**Illinois Department of Transportation**  
Division of Highways  
SOIL BORING LOG

Page 1 of 1  
Date 12/1/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM  
COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station  
BORING NO. LP-W5  
Station 231+00  
Offset 60.00ft Left  
Ground Surface Elev. 494.7 ft

Surface Water Elev. N/A ft  
Stream Bed Elev. N/A ft  
Groundwater Elev.:  
First Encounter No. Encountered ft  
Upon Completion Cored ft  
After 24 Hrs. Plugged ft

Brown Broken Weathered LIMESTONE w/Reddish Brown Clayey Residium

Auger Refusal at 7.5' - Start Rock Core  
Borehole continued with rock coring.

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 T208)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
SOIL BORING LOG

Page 1 of 1  
Date 12/20/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM  
COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station  
BORING NO. LP-W7  
Station 232+50  
Offset 65.00ft Left  
Ground Surface Elev. 498.9 ft

Surface Water Elev. N/A ft  
Stream Bed Elev. N/A ft  
Groundwater Elev.:  
First Encounter No. Encountered ft  
Upon Completion Cored ft  
After 24 Hrs. Plugged ft

Reddish Brown Moist SILTY CLAY

Auger Refusal at 3.5' - Start Rock Core  
Borehole continued with rock coring.

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 T208)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
SOIL BORING LOG

Page 1 of 1  
Date 12/20/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM  
COUNTY Madison DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. WALL  
Station  
BORING NO. LP-W9  
Station 233+90  
Offset 55.00ft Left  
Ground Surface Elev. 504.4 ft

Surface Water Elev. N/A ft  
Stream Bed Elev. N/A ft  
Groundwater Elev.:  
First Encounter No. Encountered ft  
Upon Completion Dry ft  
After 24 Hrs. Dry ft

Reddish Brown Moist SILTY CLAY  
Auger Refusal at 1.0' - Start Rock Core  
Borehole continued with rock coring.

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 T208)  
BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
ROCK BORING LOG

Page 1 of 1  
Date 12/1/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM  
COUNTY Madison CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. WALL  
Station  
BORING NO. LP-W5  
Station 231+00  
Offset 60.00ft Left  
Ground Surface Elev. 494.7 ft

CORING BARREL TYPE & SIZE NXB  
Core Diameter 1.88 in  
Top of Rock Elev. 487.20 ft  
Begin Core Elev. 487.20 ft

Light Grey V. Broken Well Indurated Crystalline LIMESTONE

Light Grey Well Indurated Crystalline LIMESTONE

Boring Completed

Color pictures of the cores Y  
Cores will be stored for examination until  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
ROCK BORING LOG

Page 1 of 1  
Date 12/20/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM  
COUNTY Madison CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. WALL  
Station  
BORING NO. LP-W7  
Station 232+50  
Offset 65.00ft Left  
Ground Surface Elev. 498.9 ft

CORING BARREL TYPE & SIZE NXB  
Core Diameter 1.88 in  
Top of Rock Elev. 495.40 ft  
Begin Core Elev. 495.40 ft

Light Grey Crystalline LIMESTONE w/Thinly Bedded Calcareous SHALE Seams

Brown Poorly Indurated Argillaceous LIMESTONE

Brownish Grey Moderately Indurated Crystalline LIMESTONE

Boring Completed

Color pictures of the cores Y  
Cores will be stored for examination until  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
ROCK BORING LOG

Page 1 of 1  
Date 12/20/01

ROUTE FAP 310 DESCRIPTION US 67 at Little Piasa Creek LOGGED BY M. Tappan

SECTION 60-16-1-1HB LOCATION NW 14, SEC. 4, TWP. 6 N, RNG. 10 W, 3 PM  
COUNTY Madison CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. WALL  
Station  
BORING NO. LP-W9  
Station 233+90  
Offset 55.00ft Left  
Ground Surface Elev. 504.4 ft

CORING BARREL TYPE & SIZE NXB  
Core Diameter 1.88 in  
Top of Rock Elev. 503.40 ft  
Begin Core Elev. 503.40 ft

Light Grey V. Broken Well Indurated Crystalline LIMESTONE

Light Grey Well Indurated Crystalline LIMESTONE

Boring Completed

Color pictures of the cores Y  
Cores will be stored for examination until  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

\*INDICATES ELEVATION CHANGE BY HLC TO MATCH EXISTING  
CONTOURS. ORIGINAL BORING LOCATIONS WERE CHANGED  
IN THE FIELD AND ELEVATIONS APPEARED INCORRECT.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SOIL BORING LOGS  
FAP ROUTE 310  
SECTION 60-16-1, 42-1  
MADISON COUNTY

PLOT DATE: \*DATE-TIME\*

•DATE-TIME\*  
•CON-SPEC\*  
•REF\*  
•BBS\*

Bench Mark: BM110 - Chiseled Square on Northeast Wingwall of Rte 267 Bridge over Piassa Creek, 59 ft. Rt. Sta. 319+53.00 Elev. 475.07

Existing Structure: SN 042-0002, Built in 1938, and widened in 1971 under Section 259-BR. Three span continuous steel wide flange on pile bent Abutment & Piers. The structure length is 217'-0" back-to-back of abutments along the local tangent and width is 42'-0".

A New Southbound Structure will be constructed in Stage I, and the Existing Structure is to be removed and a New Northbound Structure is to be constructed in Stage II.

No Salvage

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation	S.N	South Abutment	Pier 1	Pier 2	North Abutment
042-0026 (S.B.)		474.33	451.13	451.13	474.81
042-0027 (N.B.)		474.21	451.13	451.13	474.68

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1, 42-1	JERSEY	481	185

Sheet 1 of 35 Sheets  
CONTRACT NO. 76318

DESIGN SPECIFICATIONS

1996 AASHTO with 1997, 1998, 1999, 2000 and 2002 Interims

LOADING HS20-44

Allow 50 #/sq.ft for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) - A  
Bedrock Acceleration Coefficient (A) - 0.07  
Site Coefficient (S) - 1.2

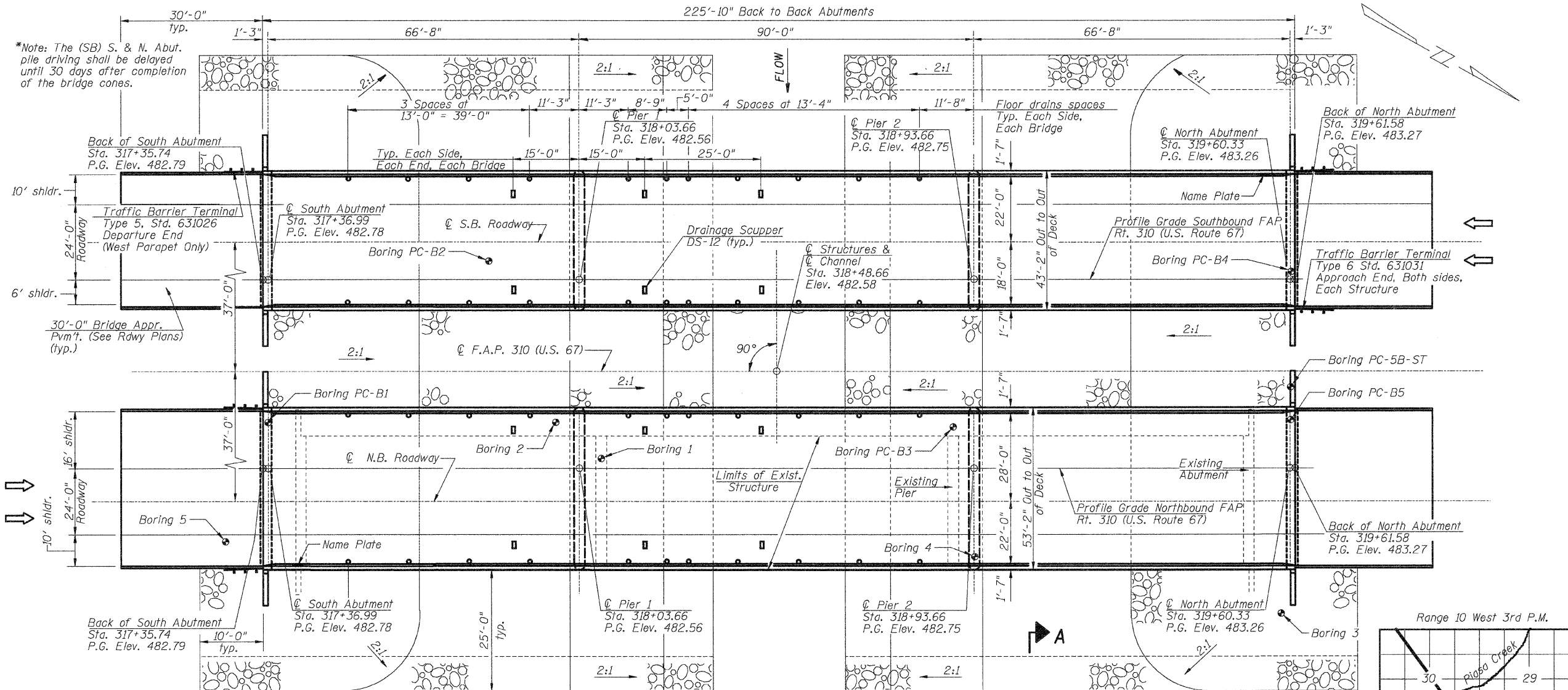
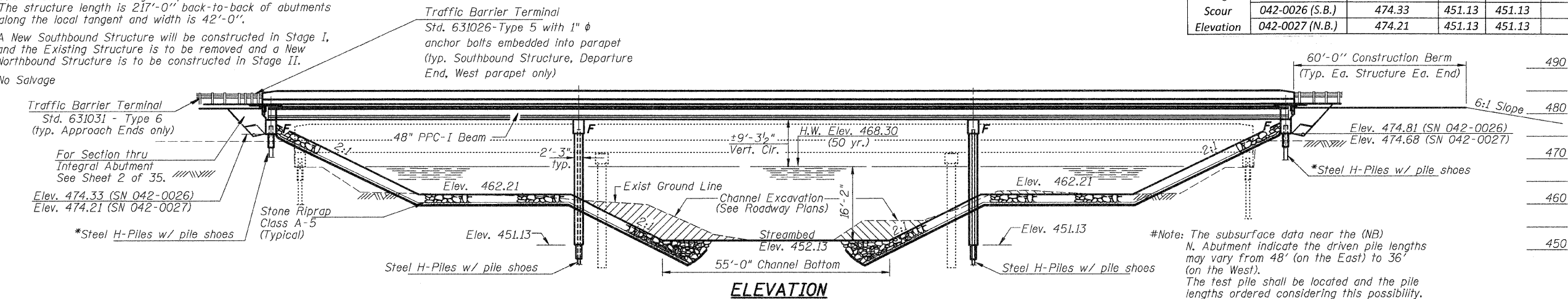
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi  
fy = 60,000 psi (Reinf.)  
fy = 36,000 psi (Structural M270 Grade 36)

PRECAST PRESTRESSED UNITS

f'c = 6,000 psi  
f'ci = 5,000 psi  
fs = 270,000 psi (1/2"  $\phi$  low lax. strands)  
fsi = 201,960 psi (1/2"  $\phi$  low lax. strands)



WATERWAY INFORMATION

Drainage Area = 43.8 sq. mi. Low Grade Elev. 482.55 @ Sta. 318+18.48 Max. Rec. H.W.E. = N/A

Flood	Freq.	Q	Opening Sq. Ft.		Nat. H.W.E.	Head-Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	9440	1616	1657	468.3	0.3	0.2	468.6	468.5
Base	100	10,800	1713	1754	468.8	0.4	0.3	469.2	469.1
Overtopping	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Max. Calc.	500	14,300	1937	1970	469.9	0.6	0.6	470.5	470.5

DESIGNED	M.E.B.
CHECKED	R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

APPROVED  
FOR STRUCTURAL ADEQUACY ONLY



Ravi K. Mathur (PE)  
ENGINEER OF BRIDGES AND STRUCTURES

Ravi K. Mathur 2/28/10

ILLINOIS STRUCTURAL NO. 081-004354 EXPIRES 11/30/2010

PROFILE GRADE

(Along Median Edge of Roadway)

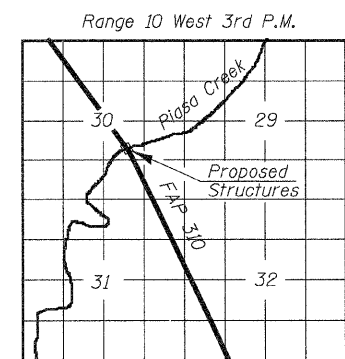
STATION 318+48.66  
BUILT 200\_ BY  
STATE OF ILLINOIS  
F.A.P. RT. 310 SEC. 60-16-1, 42-1  
LOADING HS20  
STR. NO. 042-0026

STATION 318+48.66  
BUILT 200\_ BY  
STATE OF ILLINOIS  
F.A.P. RT. 310 SEC. 60-16-1, 42-1  
LOADING HS20  
STR. NO. 042-0027

NAME PLATES

See Std. 515001

GENERAL PLAN  
FAP-310 OVER PIASSA CREEK  
SECTION 60-16-1, 42-1  
JERSEY COUNTY  
STATION 318+48.66  
STRUCTURE NO. 042-0026 (S.B.)  
& 042-0027 (N.B.)



LOCATION SKETCH

Work this sheet with sheet 2 of 35.

**INDEX OF SHEETS**

1. General Plan
2. General Notes - Bill of Materials
3. Top of Slab Plan Southbound Lanes
4. Top of Slab Elevations Southbound Lanes
5. Superstructure Southbound Lanes
6. Superstructure Details Southbound Lanes
7. Abutment Diaphragm Details Southbound Lanes
8. Pier Diaphragm Details Southbound Lanes
9. Framing Plan Southbound Lanes
10. Beam Details Spans 1-3 Southbound Lanes
11. Beam Details Span 2 Southbound Lanes
12. South Abutment Southbound Lanes
13. North Abutment Southbound Lanes
14. Pier #1 Southbound Lanes
15. Pier #2 Southbound Lanes
16. Top of Slab Plan Northbound Lanes
17. Top of Slab Elevations Northbound Lanes
18. Top of Slab Elevations Northbound Lanes
19. Superstructure Northbound Lanes
20. Superstructure Details Northbound Lanes
21. Abutment Diaphragm Details
22. Pier Diaphragm Details Northbound Lanes
23. Framing Plan Northbound Lanes
24. Beam Details Span 1-3 Northbound Lanes
25. Beam Details Span 2 Northbound Lanes
26. South Abutment Northbound Lanes
27. North Abutment Northbound Lanes
28. Pier #1 Northbound Lanes
29. Pier #2 Northbound Lanes
30. Drainage Scupper, DS-12
31. HP Pile Details
32. Bar Splicer Assembly Detail
33. Soil Boring Logs
34. Rock Core Logs
35. Soil Boring Logs

The piles to be dynamically monitored, according to the special provision Dynamic Pile Monitoring, shall be the test piles specified at each of the four substructure units on 042-0026 and the single test pile specified at 042-0027. The scheduling of the test pile driving shall be coordinated with the researcher. See special provisions for contact information. The test pile shall be driven with a Diesel Hammer at a reduced fuel setting and to a minimal penetration/bearing in rock all as determined by the researcher. The fuel setting shall then be increased and driving restated until additional penetration/bearing is developed. Finally the fuel setting will be increased again and the pile driven an additional 5 to 10 blows until refusal is developed. There will be no waiting period or retapping beyond that stated above.

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The contractor shall drive test piles to 110% of the nominal required boring specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

The embankment configuration shown on Sheet No. 1 shall be the minimum that must be placed and compacted prior to construction of the abutments.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

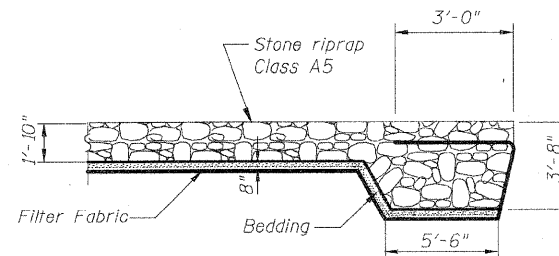
All construction joints shall be bonded.

Reinforcement bars designated (E) shall be epoxy coated.

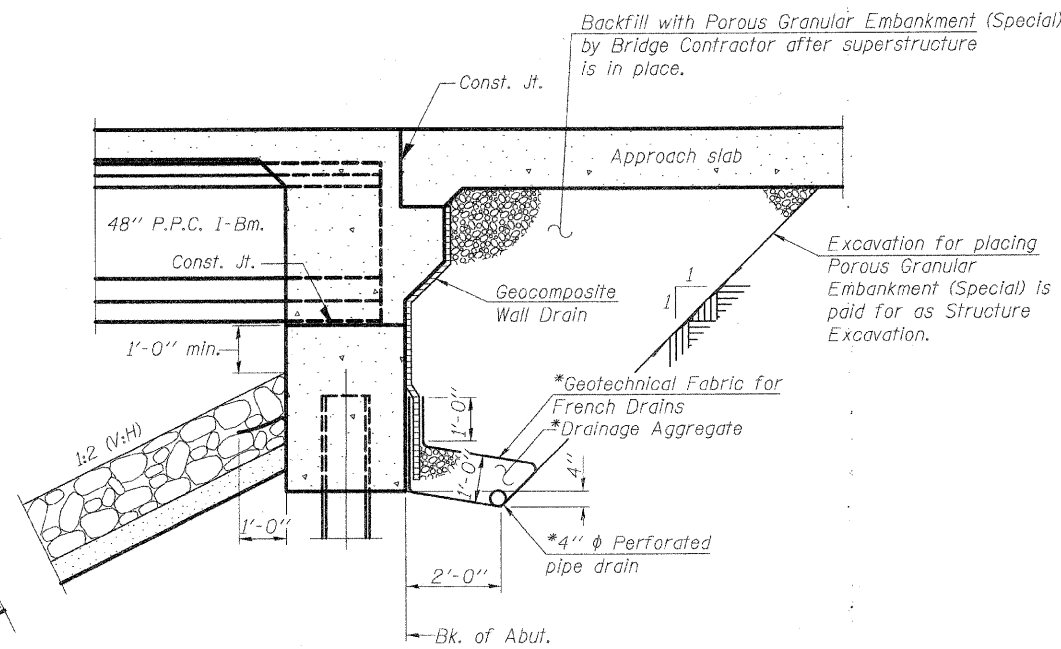
See roadway plans for staging, temporary concrete barrier location and billing.

In lieu of the hammer selection criteria and use of the FHWA Modified Gates formula specified in Section 512 of the Standard Specifications, the Contractor shall conduct a wave equation analysis to establish the driving criteria at all pile foundations which specify a nominal required bearing above 600 kips. The analysis and calculations shall be submitted to the Engineer for approval.

Slipforming of the parapets is not allowed.



**SECTION A-A**



**SECTION THRU INTEGRAL ABUTMENT**

(Horiz. dim. @ Rt. L's)

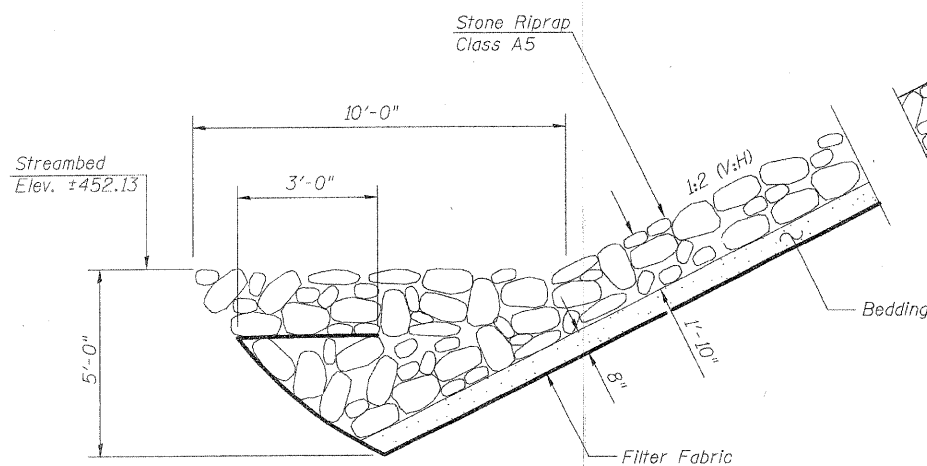
\*Included in the cost of "Porous Granular Embankment (Special)".

Note:  
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SN 042-0026		SN 042-0027		TOTAL
		SUPER	SUB	SUPER	SUB	
Porous Granular Embankment (Special)	Cu. Yd.		194		236	430
Protective Coat	Sq. Yd.	1190		1440		2630
Removal of Existing Structures No. 2	Each					1
Structure Excavation	Cu. Yd.		427		517	944
Bridge Deck Grooving	Sq. Yd.	960		1210		2170
Furnishing and Erecting PPC 1-Beams 48"	Foot	1340		1787		3127
Furnishing Steel Piles HP 14x89	Foot		595		900	1495
Furnishing Steel Piles HP 12x53	Foot		375		554	929
Driving Piles	Foot		970		1454	2424
Test Pile Steel HP 14x89	Each		2			2
Test Pile Steel HP 12x53	Each		2		1	3
Reinforcement Bars, Epoxy Coated	Pound	75,040	17,430	84,990	21,780	199,240
Name Plates	Each	1		1		2
Drainage Scuppers, DS-12	Each	6		6		12
Floor Drains	Each	22		22		44
Pile Shoes	Each		28		34	62
Concrete Structures	Cu. Yd.		226.5		278.5	505.0
Concrete Superstructure	Cu. Yd.	363.1		435.9		799.0
Bar Splacers	Each	80		100		180
Stone Riprap, Class A5	Sq. Yd.		1957		1957	3914
Filter Fabric	Sq. Yd.		1957		1957	3914
Underwater Structure Excavation Protection, Location 1	Each		1		1	2
Underwater Structure Excavation Protection, Location 2	Each		1		1	2
Geocomposite Wall Drain	Sq. Yd.		88.2		104.2	192.4
Concrete Encasement	Cu. Yd.		13.0		15.8	28.8

# See Special Provisions

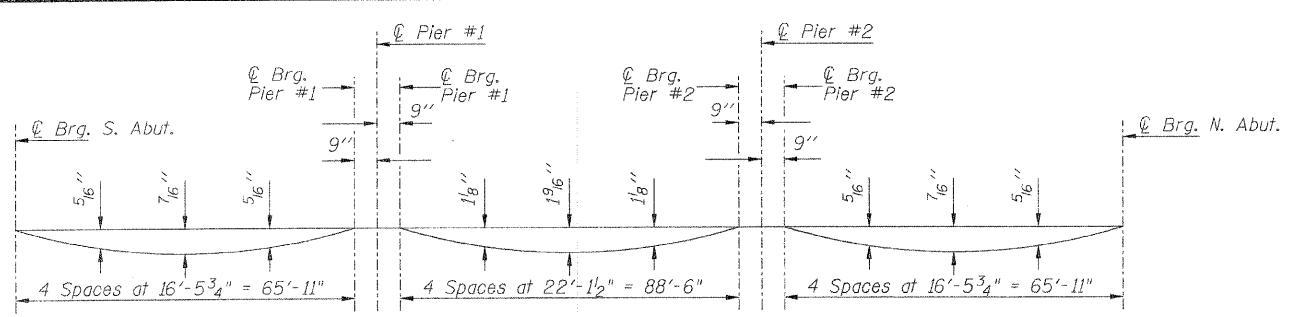


**STONE RIPRAP ANCHOR DETAILS**

DESIGNED	M.E.B.-R.K.M.
CHECKED	M.E.B.-R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

**GENERAL NOTES**  
**FAP-310 OVER PIASA CREEK**  
**SECTION 60-16-1, 42-1**  
**JERSEY COUNTY**  
**STATION 318+48.66**  
**STRUCTURE NO. 042-0026 (S.B.)**  
**042-0027 (N.B.)**

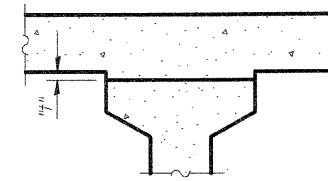
**HR**  
 HURST-ROSCHE  
 ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199



**DEAD LOAD DEFLECTION DIAGRAM**

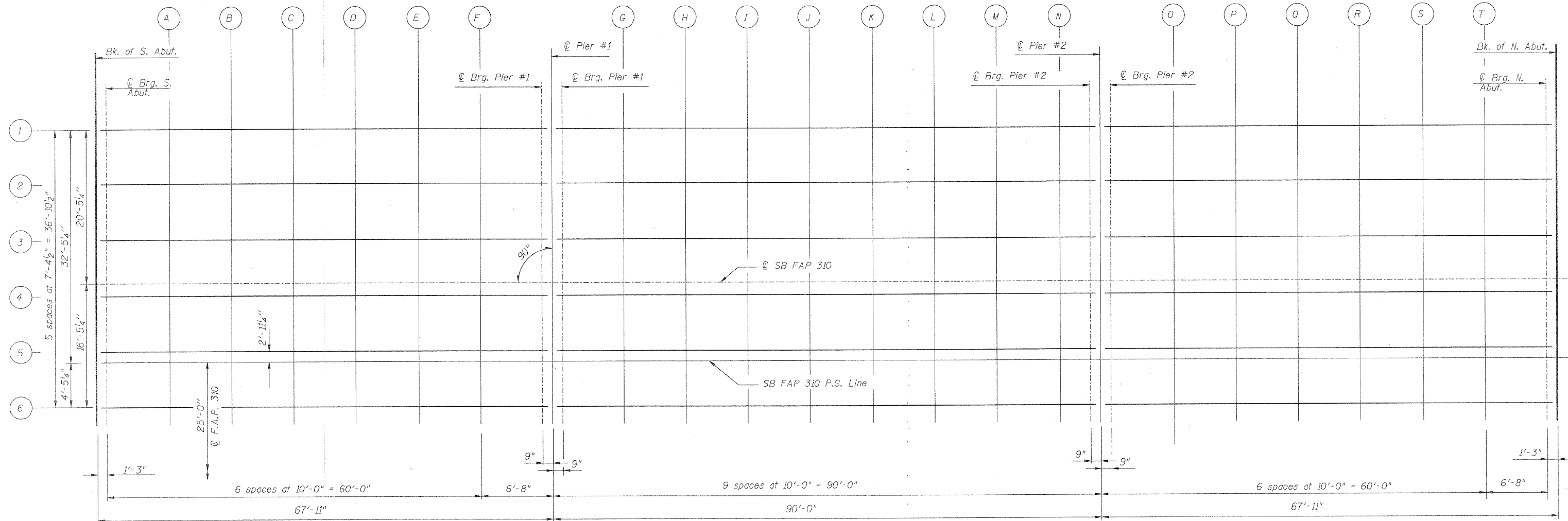
(Includes weight of concrete only).

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 4 of 35.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "t" above top flanges of beams.

**FILLET HEIGHTS**



**PLAN**

DESIGNED	M.E.B.
CHECKED	R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

Note: All offsets in the table are measured from the C of F.A.P. 310.

Work this sheet with sheet 4 of 35.

**TOP OF SLAB PLAN  
 SOUTHBOUND LANES  
 FAP-310  
 SECTION 60-16-1, 42-1  
 JERSEY COUNTY  
 STATION 318+48.66  
 STRUCTURE NO. 042-0026 (S.B.)**

**HR**  
 HURST-ROSCHKE  
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 FAX (217)-793-1199

☉ BEAM 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	317+35.74	-57.438	482.615	482.615
CL S. Abut.	317+36.99	-57.438	482.608	482.608
A	317+46.99	-57.438	482.554	482.569
B	317+56.99	-57.438	482.507	482.536
C	317+66.99	-57.438	482.467	482.506
D	317+76.99	-57.438	482.434	482.469
E	317+86.99	-57.438	482.408	482.433
F	317+96.99	-57.438	482.390	482.399
CL Brg Pier 1	318+02.91	-57.438	482.382	482.382
CL Pier 1	318+03.66	-57.438	482.381	482.381
CL Brg Pier 1	318+04.41	-57.438	482.380	482.380
G	318+13.66	-57.438	482.374	482.413
H	318+23.66	-57.438	482.374	482.456
I	318+33.66	-57.438	482.381	482.489
J	318+43.66	-57.438	482.396	482.522
K	318+53.66	-57.438	482.417	482.543
L	318+63.66	-57.438	482.445	482.552
M	318+73.66	-57.438	482.481	482.562
N	318+83.66	-57.438	482.523	482.562
CL Brg Pier 2	318+92.91	-57.438	482.569	482.569
CL Pier 2	318+93.66	-57.438	482.573	482.573
CL Brg Pier 2	318+94.41	-57.438	482.577	482.577
O	319+03.66	-57.438	482.629	482.644
P	319+13.66	-57.438	482.693	482.722
Q	319+23.66	-57.438	482.764	482.802
R	319+33.66	-57.438	482.842	482.877
S	319+43.66	-57.438	482.926	482.953
T	319+53.66	-57.438	483.018	483.029
CL N. Abut.	319+60.33	-57.438	483.084	483.084
Bk. N. Abut.	319+61.58	-57.438	483.096	483.096

☉ BEAM 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	317+35.74	-50.063	482.769	482.769
CL S. Abut.	317+36.99	-50.063	482.761	482.761
A	317+46.99	-50.063	482.707	482.723
B	317+56.99	-50.063	482.660	482.690
C	317+66.99	-50.063	482.620	482.659
D	317+76.99	-50.063	482.588	482.623
E	317+86.99	-50.063	482.562	482.587
F	317+96.99	-50.063	482.543	482.553
CL Brg Pier 1	318+02.91	-50.063	482.535	482.535
CL Pier 1	318+03.66	-50.063	482.535	482.535
CL Brg Pier 1	318+04.41	-50.063	482.534	482.534
G	318+13.66	-50.063	482.528	482.567
H	318+23.66	-50.063	482.528	482.609
I	318+33.66	-50.063	482.535	482.642
J	318+43.66	-50.063	482.549	482.675
K	318+53.66	-50.063	482.571	482.697
L	318+63.66	-50.063	482.599	482.706
M	318+73.66	-50.063	482.634	482.716
N	318+83.66	-50.063	482.677	482.716
CL Brg Pier 2	318+92.91	-50.063	482.722	482.722
CL Pier 2	318+93.66	-50.063	482.726	482.726
CL Brg Pier 2	318+94.41	-50.063	482.730	482.730
O	319+03.66	-50.063	482.783	482.798
P	319+13.66	-50.063	482.847	482.875
Q	319+23.66	-50.063	482.917	482.956
R	319+33.66	-50.063	482.995	483.031
S	319+43.66	-50.063	483.080	483.106
T	319+53.66	-50.063	483.172	483.183
CL N. Abut.	319+60.33	-50.063	483.237	483.237
Bk. N. Abut.	319+61.58	-50.063	483.250	483.250

☉ BEAM 3

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	317+35.74	-42.688	482.889	482.889
CL S. Abut.	317+36.99	-42.688	482.882	482.882
A	317+46.99	-42.688	482.828	482.844
B	317+56.99	-42.688	482.781	482.810
C	317+66.99	-42.688	482.741	482.780
D	317+76.99	-42.688	482.708	482.743
E	317+86.99	-42.688	482.683	482.708
F	317+96.99	-42.688	482.664	482.673
CL Brg Pier 1	318+02.91	-42.688	482.656	482.656
CL Pier 1	318+03.66	-42.688	482.655	482.655
CL Brg Pier 1	318+04.41	-42.688	482.655	482.655
G	318+13.66	-42.688	482.648	482.688
H	318+23.66	-42.688	482.649	482.730
I	318+33.66	-42.688	482.656	482.763
J	318+43.66	-42.688	482.670	482.796
K	318+53.66	-42.688	482.691	482.817
L	318+63.66	-42.688	482.720	482.827
M	318+73.66	-42.688	482.755	482.837
N	318+83.66	-42.688	482.798	482.837
CL Brg Pier 2	318+92.91	-42.688	482.843	482.843
CL Pier 2	318+93.66	-42.688	482.847	482.847
CL Brg Pier 2	318+94.41	-42.688	482.851	482.851
O	319+03.66	-42.688	482.904	482.918
P	319+13.66	-42.688	482.968	482.996
Q	319+23.66	-42.688	483.038	483.076
R	319+33.66	-42.688	483.116	483.152
S	319+43.66	-42.688	483.201	483.227
T	319+53.66	-42.688	483.293	483.303
CL N. Abut.	319+60.33	-42.688	483.358	483.358
Bk. N. Abut.	319+61.58	-42.688	483.371	483.371

☉ SB FAP 310

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	317+35.74	-37.000	482.978	482.978
CL S. Abut.	317+36.99	-37.000	482.971	482.971
A	317+46.99	-37.000	482.917	482.933
B	317+56.99	-37.000	482.870	482.899
C	317+66.99	-37.000	482.830	482.869
D	317+76.99	-37.000	482.797	482.832
E	317+86.99	-37.000	482.772	482.797
F	317+96.99	-37.000	482.753	482.762
CL Brg Pier 1	318+02.91	-37.000	482.745	482.745
CL Pier 1	318+03.66	-37.000	482.744	482.744
CL Brg Pier 1	318+04.41	-37.000	482.744	482.744
G	318+13.66	-37.000	482.737	482.777
H	318+23.66	-37.000	482.737	482.819
I	318+33.66	-37.000	482.745	482.852
J	318+43.66	-37.000	482.759	482.885
K	318+53.66	-37.000	482.780	482.906
L	318+63.66	-37.000	482.809	482.916
M	318+73.66	-37.000	482.844	482.926
N	318+83.66	-37.000	482.887	482.926
CL Brg Pier 2	318+92.91	-37.000	482.932	482.932
CL Pier 2	318+93.66	-37.000	482.936	482.936
CL Brg Pier 2	318+94.41	-37.000	482.940	482.940
O	319+03.66	-37.000	482.993	483.007
P	319+13.66	-37.000	483.056	483.085
Q	319+23.66	-37.000	483.127	483.165
R	319+33.66	-37.000	483.205	483.241
S	319+43.66	-37.000	483.290	483.316
T	319+53.66	-37.000	483.382	483.392
CL N. Abut.	319+60.33	-37.000	483.447	483.447
Bk. N. Abut.	319+61.58	-37.000	483.459	483.459

☉ BEAM 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	317+35.74	-35.313	482.952	482.952
CL S. Abut.	317+36.99	-35.313	482.945	482.945
A	317+46.99	-35.313	482.891	482.906
B	317+56.99	-35.313	482.844	482.873
C	317+66.99	-35.313	482.804	482.843
D	317+76.99	-35.313	482.771	482.806
E	317+86.99	-35.313	482.745	482.770
F	317+96.99	-35.313	482.726	482.736
CL Brg Pier 1	318+02.91	-35.313	482.719	482.719
CL Pier 1	318+03.66	-35.313	482.718	482.718
CL Brg Pier 1	318+04.41	-35.313	482.717	482.717
G	318+13.66	-35.313	482.711	482.750
H	318+23.66	-35.313	482.711	482.793
I	318+33.66	-35.313	482.718	482.825
J	318+43.66	-35.313	482.733	482.859
K	318+53.66	-35.313	482.754	482.880
L	318+63.66	-35.313	482.782	482.889
M	318+73.66	-35.313	482.818	482.899
N	318+83.66	-35.313	482.860	482.899
CL Brg Pier 2	318+92.91	-35.313	482.906	482.906
CL Pier 2	318+93.66	-35.313	482.910	482.910
CL Brg Pier 2	318+94.41	-35.313	482.914	482.914
O	319+03.66	-35.313	482.966	482.981
P	319+13.66	-35.313	483.030	483.059
Q	319+23.66	-35.313	483.101	483.139
R	319+33.66	-35.313	483.179	483.214
S	319+43.66	-35.313	483.263	483.290
T	319+53.66	-35.313	483.355	483.366
CL N. Abut.	319+60.33	-35.313	483.421	483.421
Bk. N. Abut.	319+61.58	-35.313	483.433	483.433

☉ BEAM 5

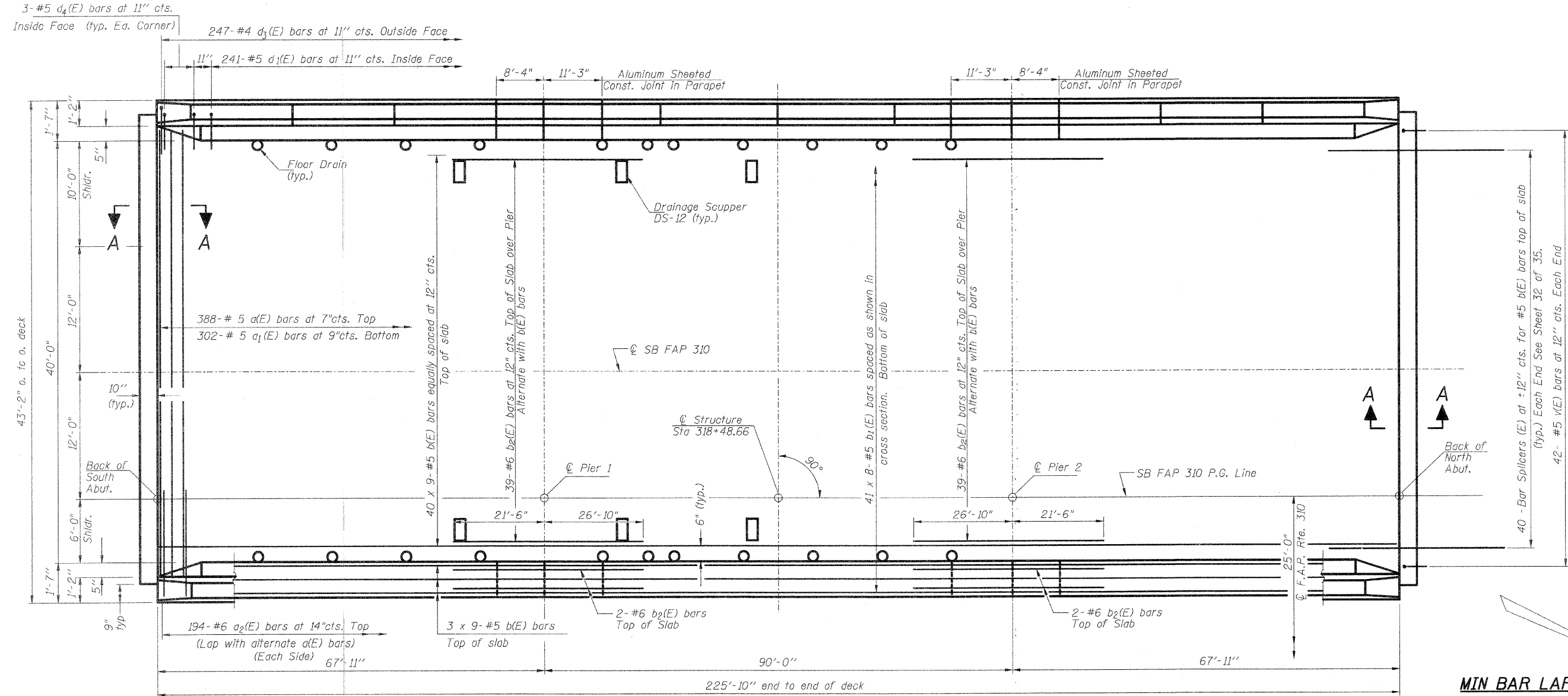
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	317+35.74	-27.938	482.837	482.837
CL S. Abut.	317+36.99	-27.938	482.829	482.829
A	317+46.99	-27.938	482.775	482.791
B	317+56.99	-27.938	482.728	482.758
C	317+66.99	-27.938	482.688	482.727
D	317+76.99	-27.938	482.656	482.691
E	317+86.99	-27.938	482.630	482.655
F	317+96.99	-27.938	482.611	482.621
CL Brg Pier 1	318+02.91	-27.938	482.603	482.603
CL Pier 1	318+03.66	-27.938	482.603	482.603
CL Brg Pier 1	318+04.41	-27.938	482.602	482.602
G	318+13.66	-27.938	482.596	482.635
H	318+23.66	-27.938	482.596	482.677
I	318+33.66	-27.938	482.603	482.710
J	318+43.66	-27.938	482.617	482.743
K	318+53.66	-27.938	482.639	482.765
L	318+63.66	-27.938	482.667	482.774
M	318+73.66	-27.938	482.702	482.784
N	318+83.66	-27.938	482.745	482.784
CL Brg Pier 2	318+92.91	-27.938	482.791	482.791
CL Pier 2	318+93.66	-27.938	482.794	482.794
CL Brg Pier 2	318+94.41	-27.938	482.798	482.798
O	319+03.66	-27.938	482.851	482.866
P	319+13.66	-27.938	482.915	482.943
Q	319+23.66	-27.938	482.986	483.024
R	319+33.66	-27.938	483.063	483.099
S	319+43.66	-27.938	483.148	483.174
T	319+53.66	-27.938	483.240	483.251
CL N. Abut.	319+60.33	-27.938	483.305	483.305
Bk. N. Abut.	319+61.58	-27.938	483.318	483.318

SB P.G. LINE

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	317+35.74	-25.000	482.791	482.791
CL S. Abut.	317+36.99	-25.000	482.783	482.783
A	317+46.99	-25.000	482.729	482.745
B	317+5			

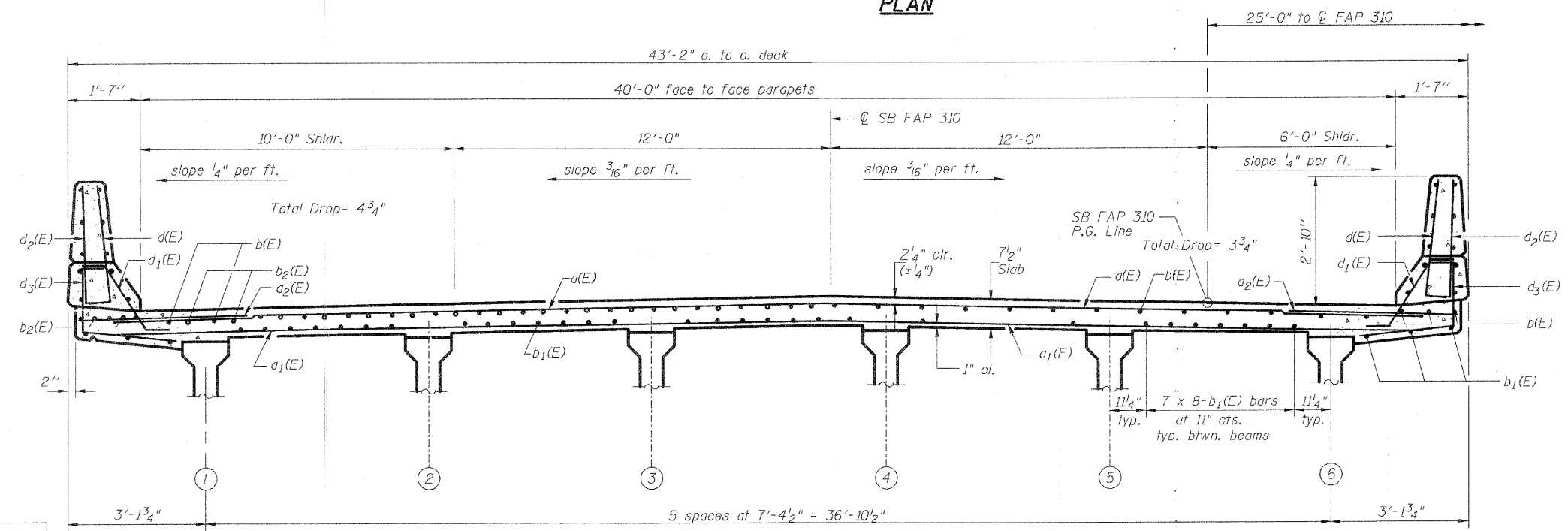
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1, 42-1	JERSEY	481	189
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

Sheet 5 of 35 Sheets  
**CONTRACT NO. 76318**



**MIN BAR LAP**  
 #5 = 1'-8"

Notes:  
 See Sheet 6 of 35 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 All edges shall have 3/4" chamfer except as noted.  
 For section A-A see Sheet 7 of 35.  
 See Sheet 1 of 35 for floor drains and drainage scuppers exact locations.  
 See Sheets 6 and 7 of 35 for floor drains and drainage scuppers details.

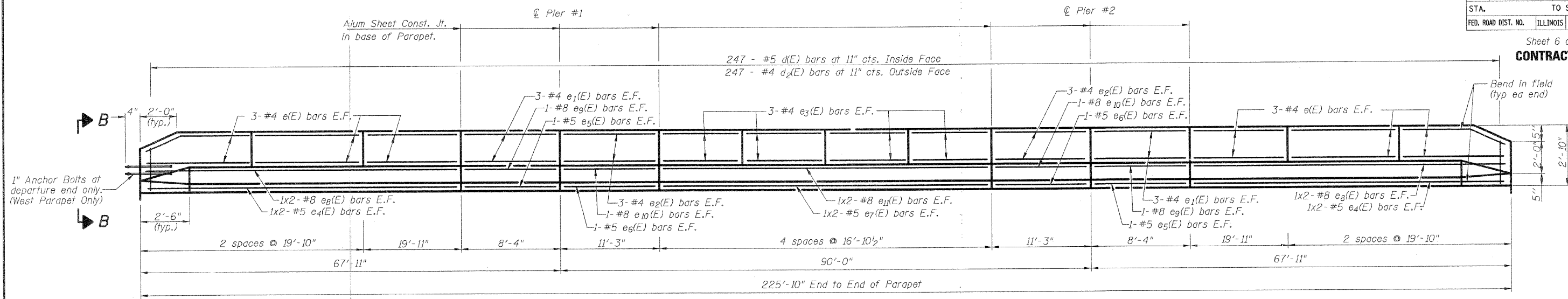


DESIGNED	R.K.M.
CHECKED	M.F.B.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

**SUPERSTRUCTURE SOUTHBOUND LANES**  
**FAP 310**  
**SECTION 60-16-1, 42-1**  
**JERSEY COUNTY**  
**STATION 318+48.66**  
**STRUCTURE NO. 042-0026 (S.B.)**

**HR**  
 HURST-ROSCHKE ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
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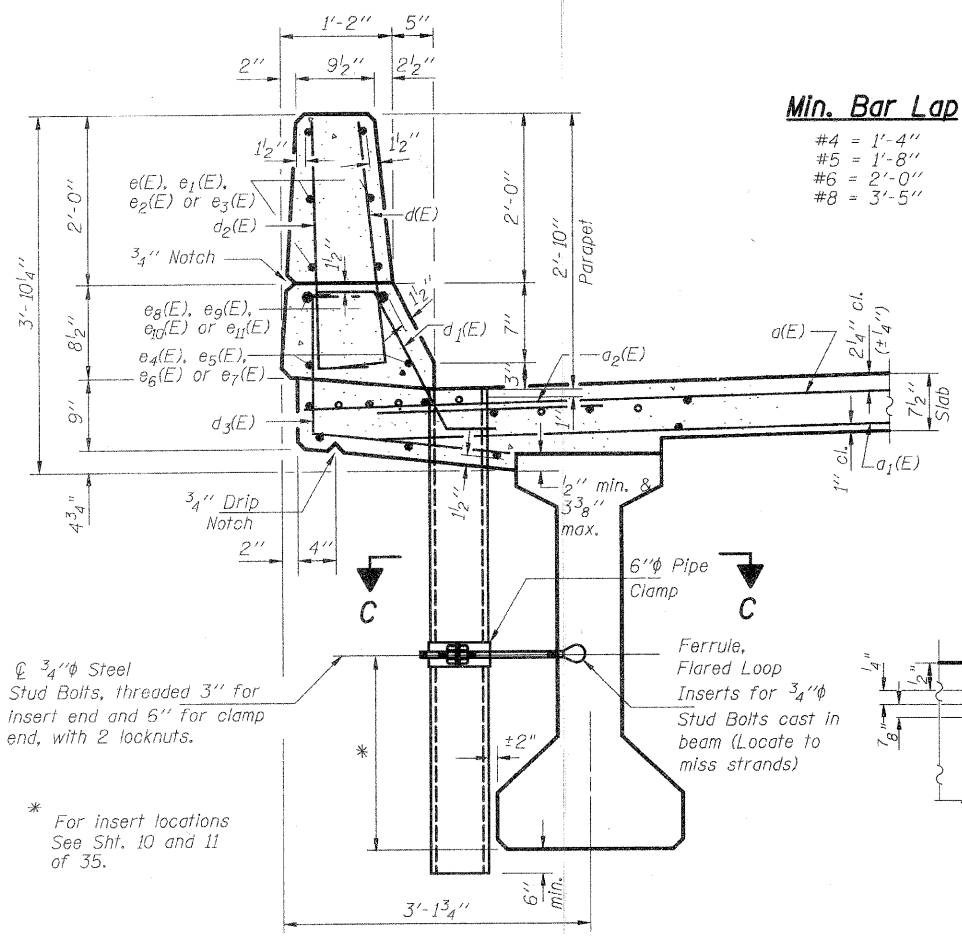




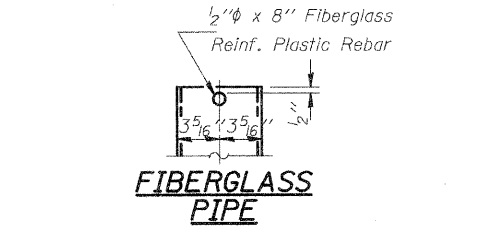
**INSIDE ELEVATION OF PARAPET**  
 West Parapet (Looking West)  
 East Parapet similar by rotation of 180°

**SUPERSTRUCTURE BILL OF MATERIAL**

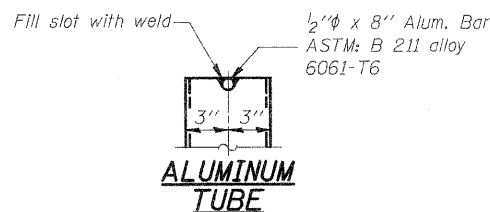
Bar	No.	Size	Length	Shape
a(E)	388	#5	42'-0"	—
a1(E)	302	#5	41'-0"	—
a2(E)	388	#6	6'-0"	—
a3(E)	48	#5	2'-0"	—
b(E)	414	#5	26'-7"	—
b1(E)	328	#5	29'-8"	—
b2(E)	86	#6	48'-4"	—
d(E)	494	#5	3'-0"	—
d1(E)	482	#5	2'-5"	—
d2(E)	494	#4	3'-0"	—
d3(E)	494	#4	3'-6"	—
d4(E)	12	#5	2'-5"	—
e(E)	72	#4	19'-8"	—
e1(E)	24	#4	8'-0"	—
e2(E)	24	#4	10'-11"	—
e3(E)	48	#4	16'-8"	—
e4(E)	16	#5	30'-6"	—
e5(E)	8	#5	8'-0"	—
e6(E)	8	#5	10'-11"	—
e7(E)	8	#5	34'-5"	—
e8(E)	16	#8	31'-4"	—
e9(E)	8	#8	8'-0"	—
e10(E)	8	#8	10'-11"	—
e11(E)	8	#8	35'-4"	—
m(E)	24	#6	11'-0"	—
m1(E)	20	#6	23'-3"	—
m2(E)	30	#6	5'-3"	—
m3(E)	4	#6	1'-10"	—
m4(E)	40	#4	6'-5"	—
m5(E)	8	#8	5'-10"	—
m6(E)	4	#8	3'-8"	—
s(E)	72	#4	11'-8"	—
s1(E)	82	#5	6'-0"	—
s2(E)	60	#4	11'-10"	—
v(E)	84	#5	3'-0"	—
Reinforcement Bars (Epoxy Coated)		Lbs.		75,040
Concrete Superstructure		Cu. Yds.		363.1



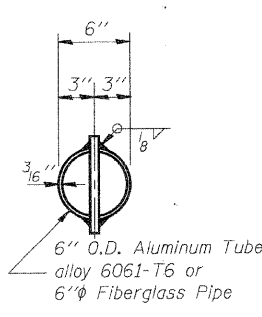
**SECTION THRU PARAPET**



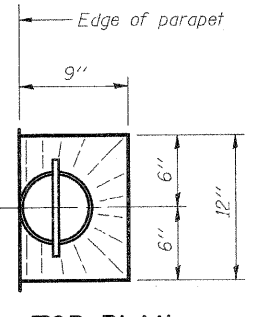
**FIBERGLASS PIPE**



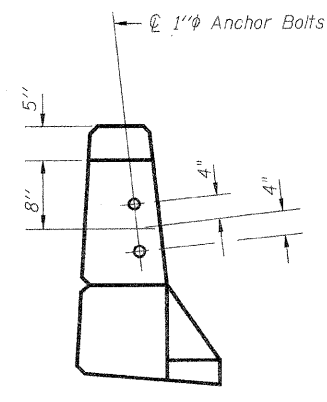
**ALUMINUM TUBE**



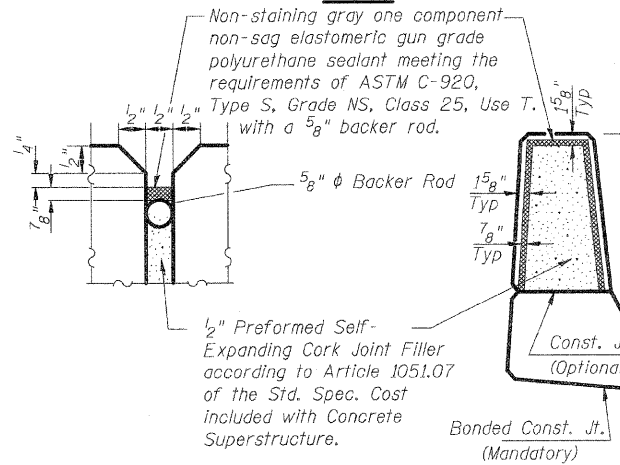
**TOP PLAN**  
 (Showing Aluminum Tube)



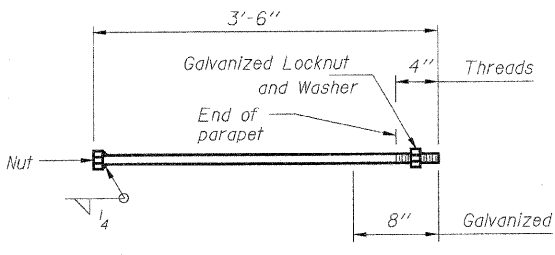
**TOP PLAN**



**VIEW B-B**

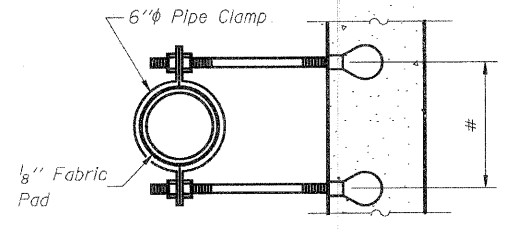


**PARAPET JOINT DETAILS**



**1" Ø ANCHOR BOLT**

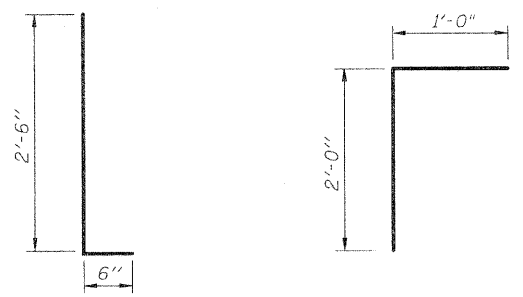
(Cost included with Concrete Superstructure)



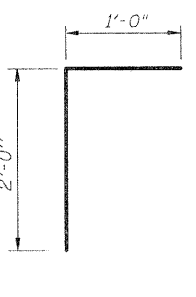
**SECTION C-C**

# Dimension as required by Pipe Clamp

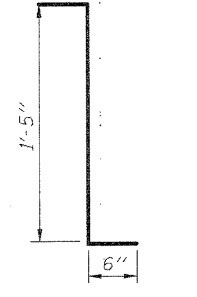
The clamping device and inserts shall be galvanized according to AASHTO M 232.



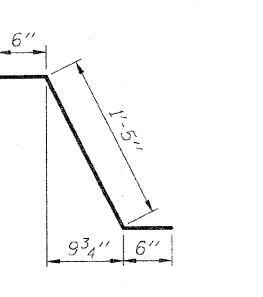
**BARS d(E) & d2(E)**



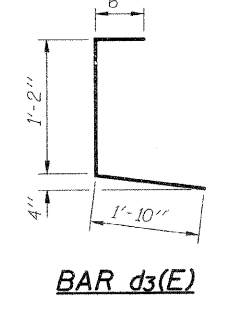
**BAR v(E)**



**BAR d4(E)**



**BAR d1(E)**



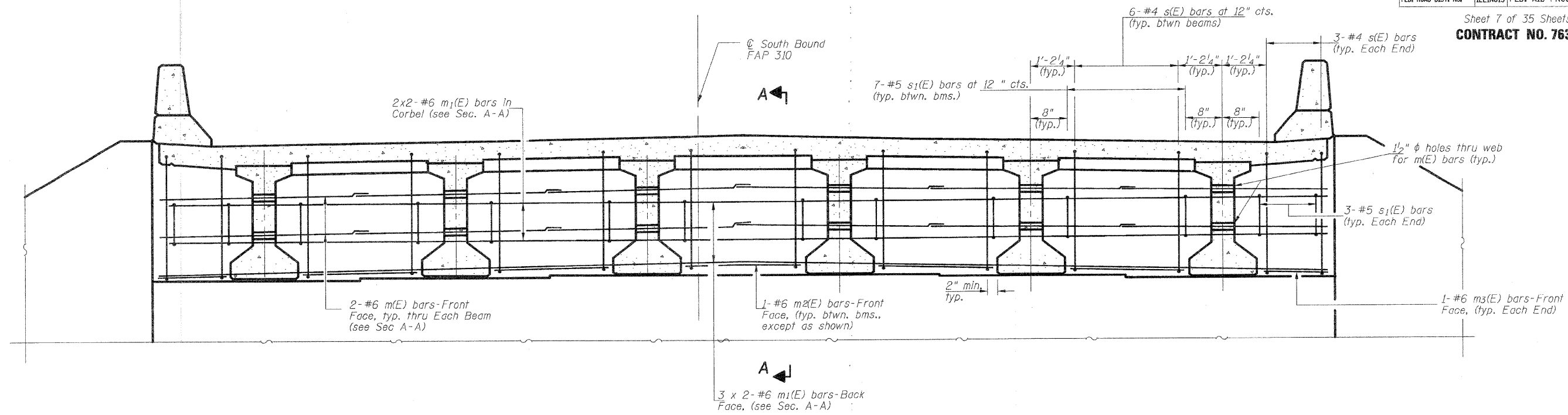
**BAR d3(E)**

Notes:  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line  
 Locate drains to clear permanent bracing.

DESIGNED	R.K.M.
CHECKED	M.E.B.
DRAWN	D.E.G.
CHECKED	M.E.B.-R.K.M.

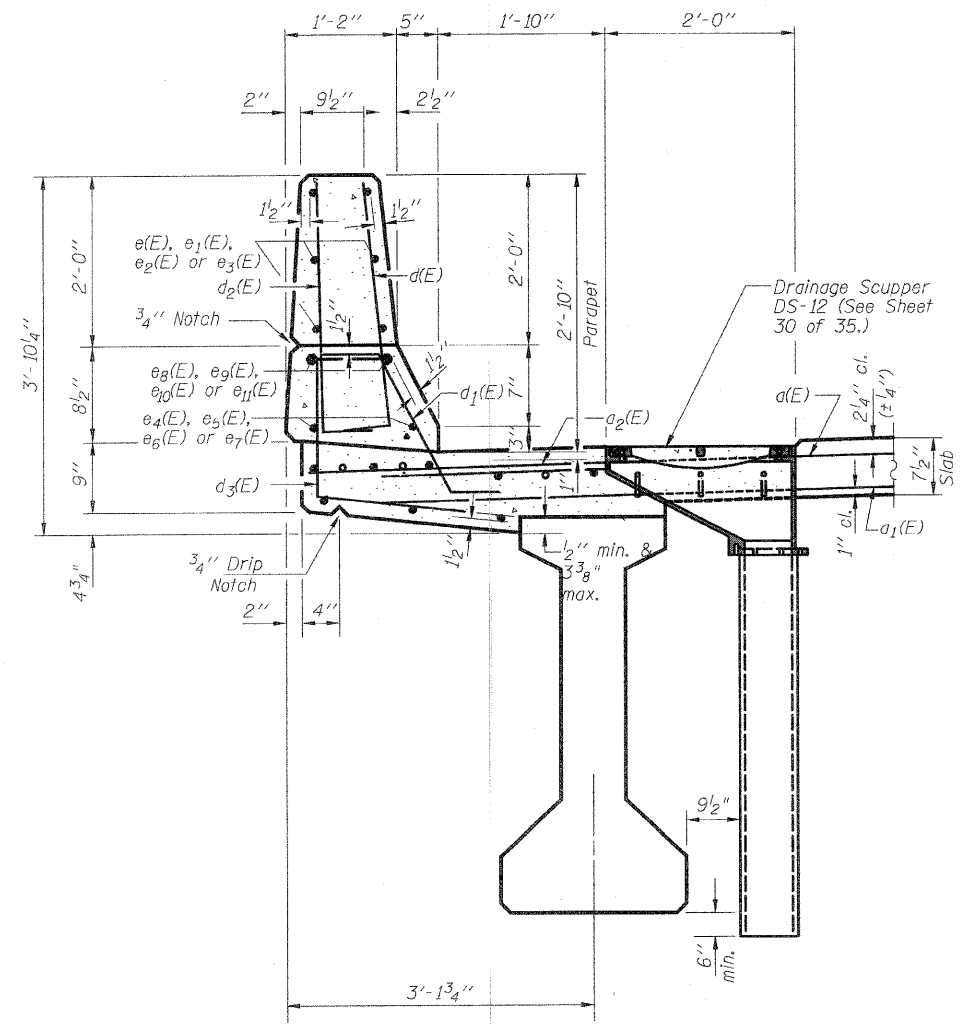
**SUPERSTRUCTURE DETAILS SOUTHBOUND LANES**  
 FAP-310  
 SECTION 60-16-1, 42-1  
 JERSEY COUNTY  
 STATION 318+48.66  
 STRUCTURE NO. 042-0026 (S.B.)

**HR**  
 HURST-ROSCHKE ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199

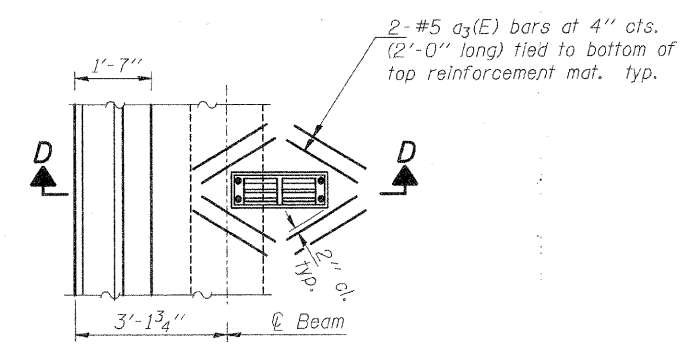


**ABUTMENT DIAPHRAGM ELEVATION**

South Abutment (Looking South)  
 (North Abutment similar by rotation of 180°)

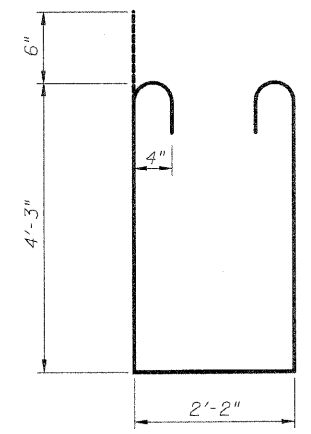


**SECTION THRU PARAPET SECTION D-D**

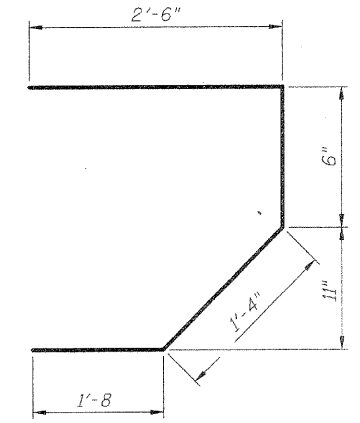


**TOP PLAN**

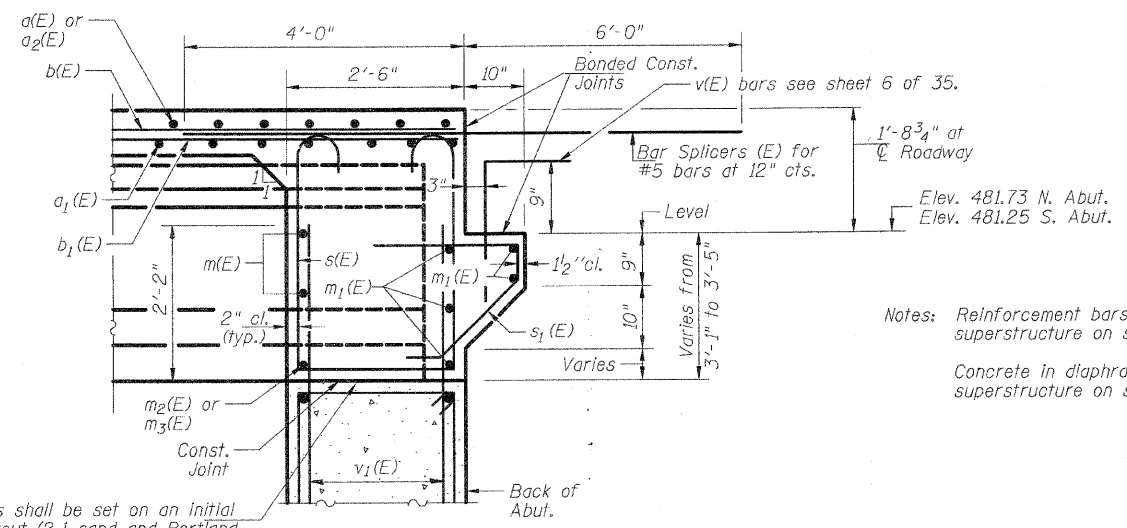
Cut longitudinal reinforcement in field to clear drainage scuppers.



**BAR s(E)**



**BAR s1(E)**



**SECTION A-A**

Beam ends shall be set on an initial 1/2" Min. grout (2:1 sand and Portland Cement, very dry mix) to provide full bearing. Any excess grout squeezed out from under the beam shall be removed. Cost included with Concrete Structures.

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 6 of 35. Concrete in diaphragm is included with Concrete superstructure on sheet 6 of 35.

**MIN. BAR LAP**  
 #6 bar = 3'-7"

**ABUTMENT DIAPHRAGM DETAILS SOUTHBOUND LANES**  
 FAP-310  
 SECTION 61-16-1, 42-1  
 JERSEY COUNTY  
 STATION 318+48.66  
 STRUCTURE NUMBER 042-0026 (S.B.)

DESIGNED	R.K.M.
CHECKED	M.E.B.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 6 of 35.

Concrete in diaphragm is included with Concrete superstructure on sheet 6 of 35.

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

All side retainers shall be galvanized after shop fabrication according to AASHTO M 111.

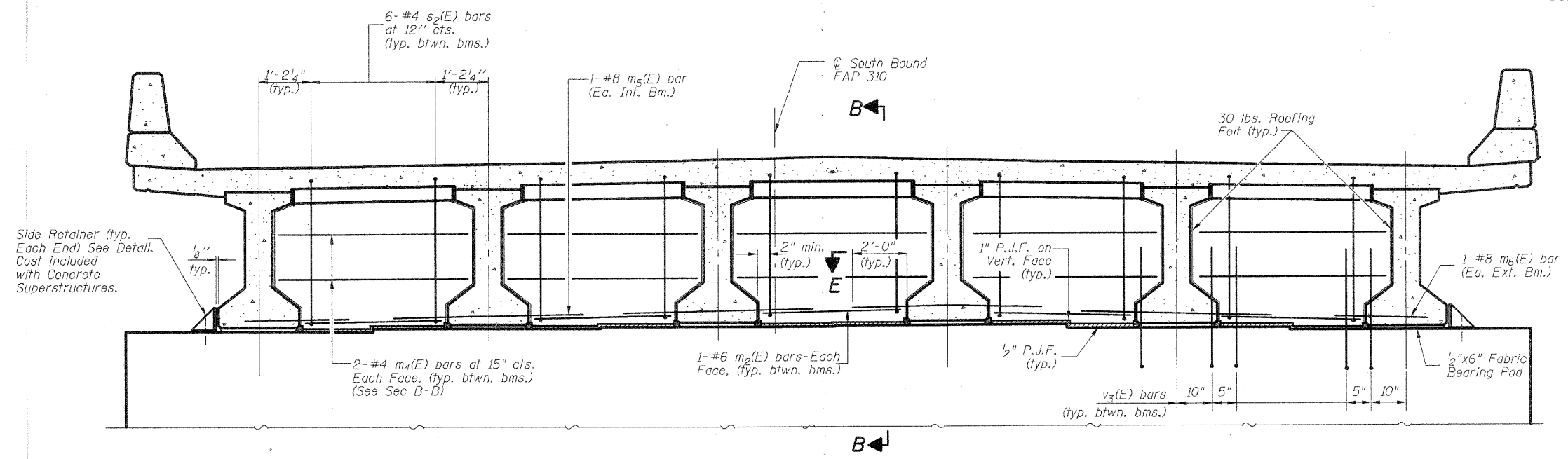
Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers may be either cast in place or installed in holes drilled after the supporting member is in place and prior to pouring the deck.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Cost of side retainer and anchor bolts shall be included with Concrete Structures.



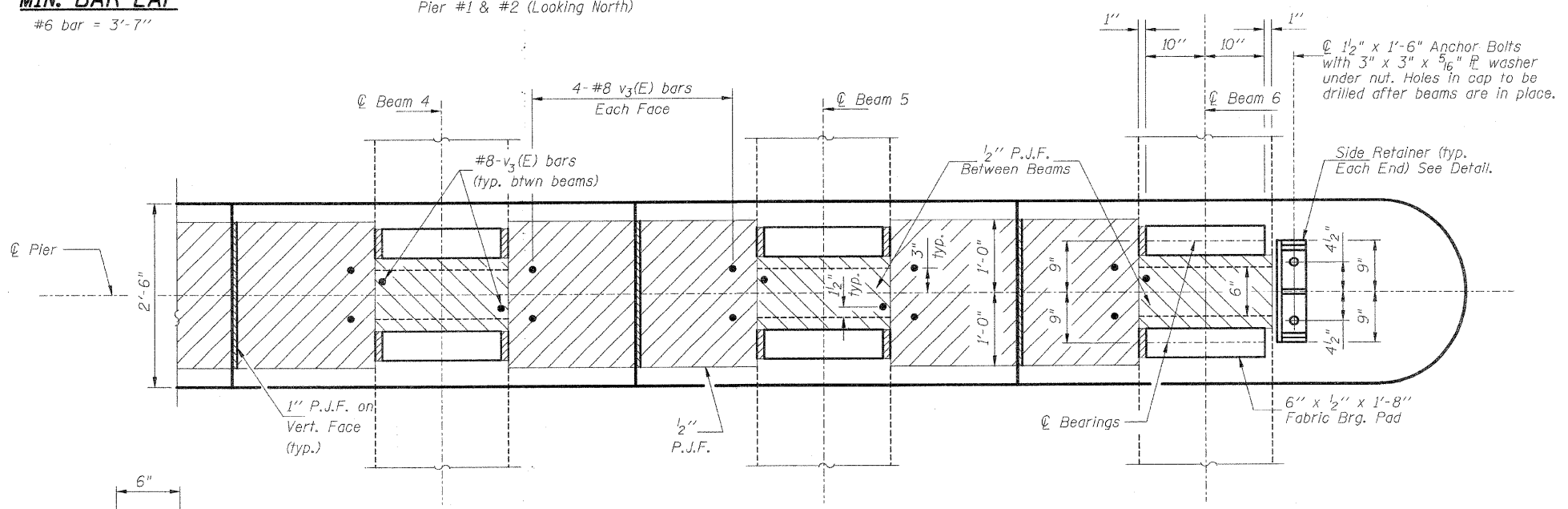
**MIN. BAR LAP**  
 #6 bar = 3'-7"

**PIER DIAPHRAGM ELEVATION**  
 Pier #1 & #2 (Looking North)

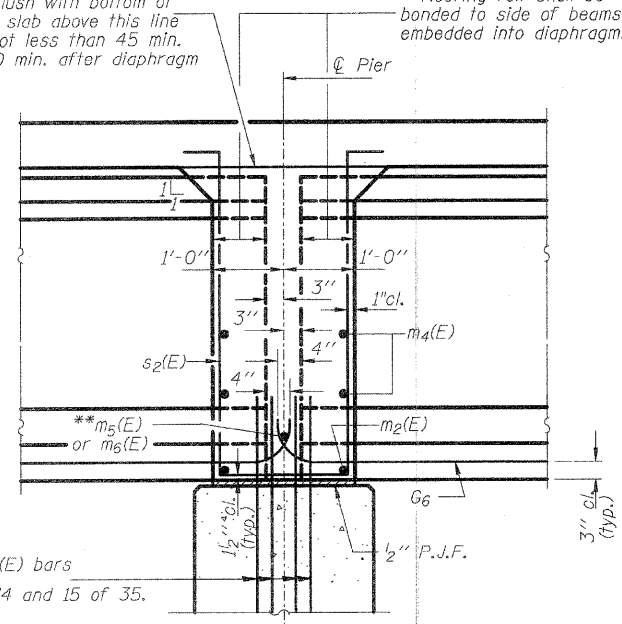
\* Cost of Roofing felt is included with Concrete Superstructure.  
 \*\* Tightly fasten the #8 bars together with No. 9 wire

Pour diaphragm flush with bottom of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.

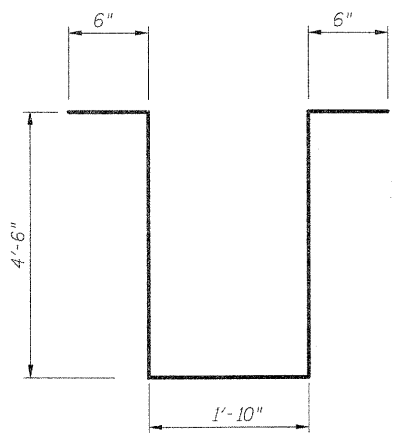
\* Roofing felt shall be banded to side of beams embedded into diaphragm.



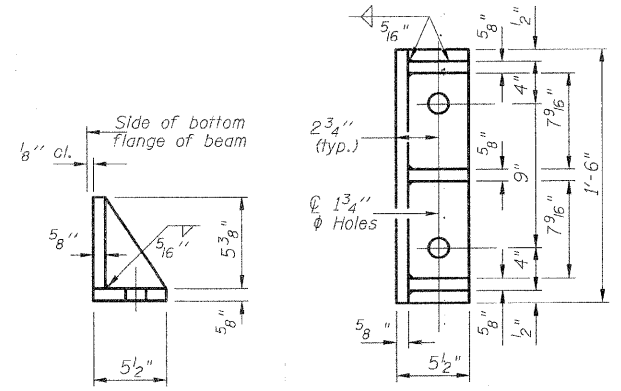
**PARTIAL PLAN AT PIER CAP SECTION E-E**



**SECTION B-B AT PIERS**



**BAR s2(E)**



**SIDE RETAINER**

DESIGNED	R.K.M.
CHECKED	M.E.B.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

**PIER DIAPHRAGM DETAILS**  
 SOUTHBOUND LANES  
 FAP-310  
 SECTION 61-16-1, 42-1  
 JERSEY COUNTY  
 STATION 318+48.66  
 STRUCTURE NUMBER 042-0026 (S.B.)

**HR**  
 HURST-ROSCHE ENGINEERS, INC.  
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 (217)-787-1199  
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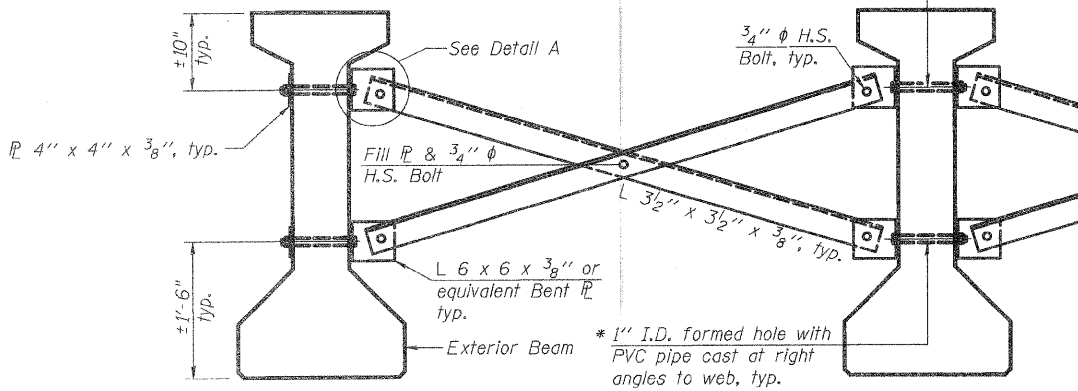
\* Fabricator shall locate to miss strands within permissible tolerances.

$\frac{3}{4}$ "  $\phi$  A307 Bolts with lock nuts, typ. Bolts through the concrete web shall be tightened to snug tight only.

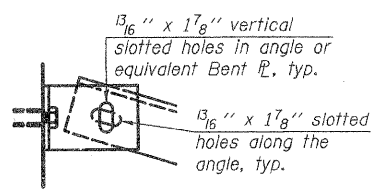
		0.4 Sp. #1 or 0.6 Sp. #3	Pier 1 or 2	0.5 Span 2
I	(in <sup>4</sup> )	144117		144117
I'	(in <sup>4</sup> )	398900		398900
S <sub>b</sub>	(in <sup>3</sup> )	6834		6834
S <sub>b</sub> '	(in <sup>3</sup> )	11230		11230
S <sub>t</sub>	(in <sup>3</sup> )	5355		5355
S <sub>t</sub> '	(in <sup>3</sup> )	32000		32000
M <sub>Q</sub>	(k/')	1.296		1.296
M <sub>L</sub>	(k)	720		1313
s <sub>Q</sub>	(k/')	.506	.506	.506
M <sub>sQ</sub>	(k)	141	322	191
M <sub>L</sub>	(k)	506	474	556
M (Imp)	(k)	132	117	129

		Abuts.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
R <sub>Q</sub>	(k)	44	44	58
R <sub>sQ</sub>	(k)	12	22	22
R <sub>L</sub>	(k)	40	29	29
Imp.	(k)	10	7	7
R (Total)	(k)	106	102	116

I and I' are the moment of inertia and composite moment of inertia of the beam section.  
 S<sub>b</sub> and S<sub>b</sub>' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.  
 S<sub>t</sub> and S<sub>t</sub>' are the non-composite and composite section modulus for the top fiber of the prestressed beam.  
 M<sub>Q</sub> is the moment due to dead loads on the non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.  
 M<sub>sQ</sub> is the moment due to dead loads on the composite section.  
 M<sub>L</sub> is the moment due to live load on the composite section.  
 M (Imp) is the moment due to live load impact on the composite section.  
 R (Total) is the sum of the reaction per bearing due to R<sub>Q</sub> (non-composite) + R<sub>sQ</sub> (composite) + R<sub>L</sub> + I (composite).

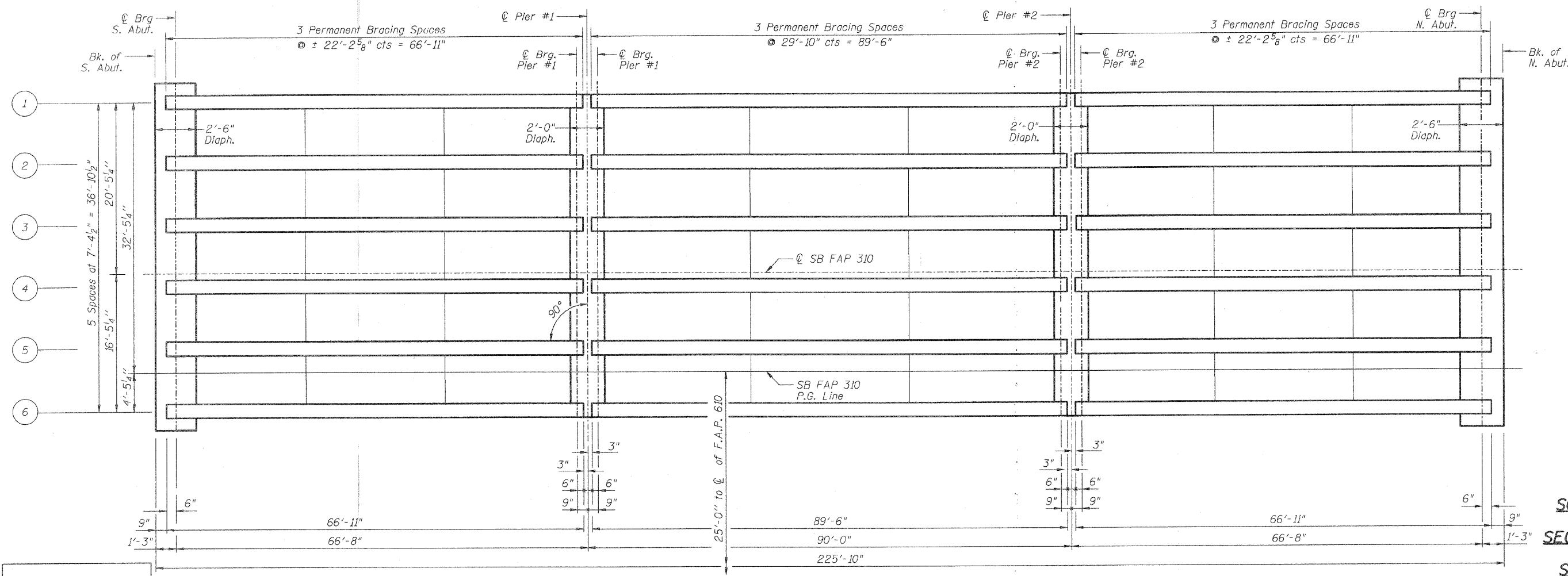


Notes:  
 All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.  
 Two hardened washers are required for each set of oversized holes.  
 All holes shall be  $\frac{5}{16}$ "  $\phi$  unless otherwise noted.  
 $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.  
 All bolts shall be galvanized according to AASHTO M232.  
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.  
 Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.



**DETAIL A**

**PERMANENT BRACING DETAILS FOR  
 48" PPC I-BEAM**

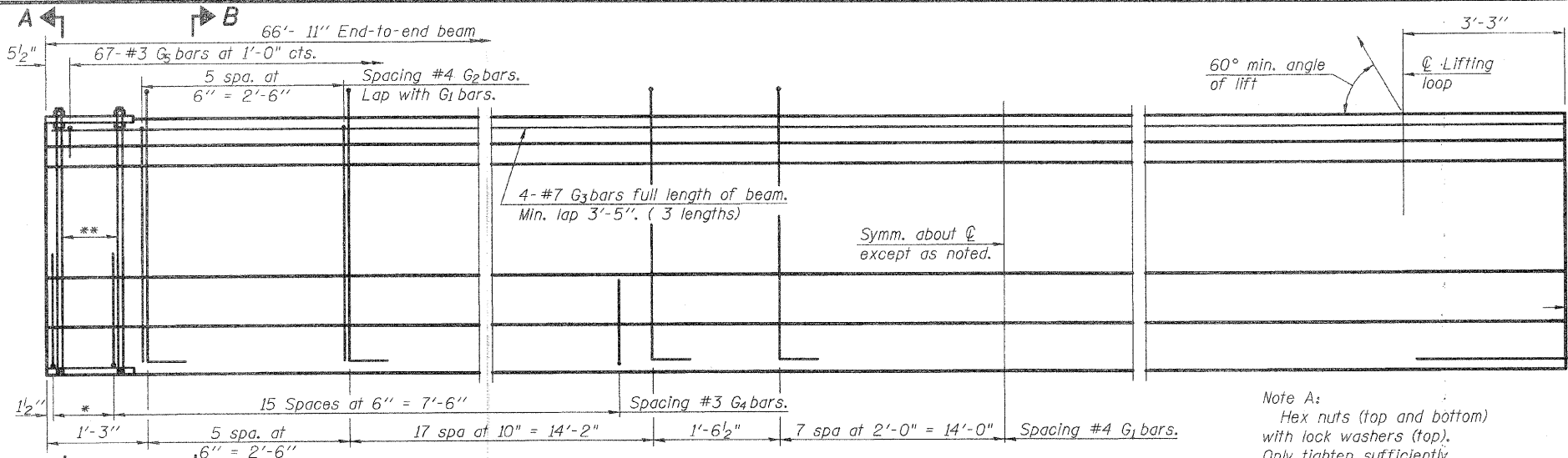


DESIGNED	R.K.M.
CHECKED	M.E.B.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

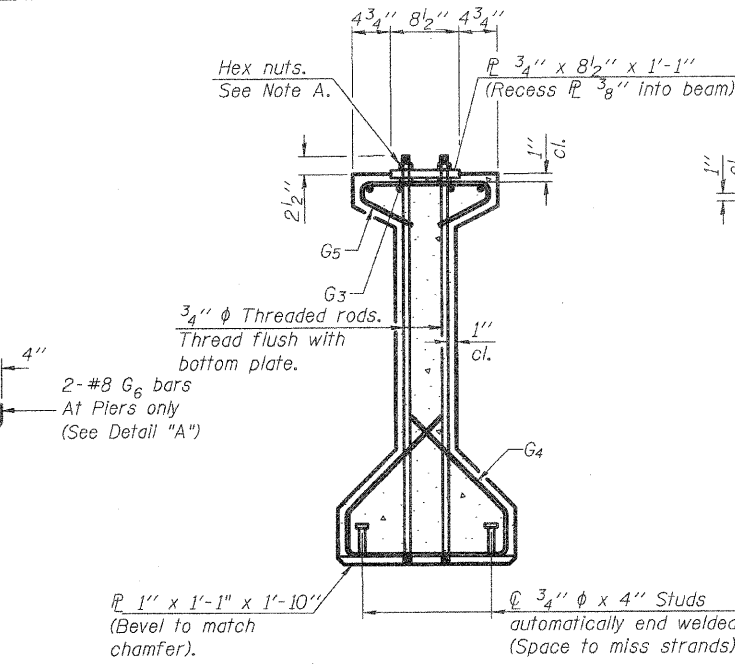
**FRAMING PLAN**

**FRAMING PLAN  
 SOUTHBOUND LANES  
 FAP-310  
 SECTION 60-16-1, 42-1  
 JERSEY COUNTY  
 STATION 318+48.66  
 STRUCTURE NO. 042-0026 (S.B.)**

**HR**  
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 SPRINGFIELD, IL 62702  
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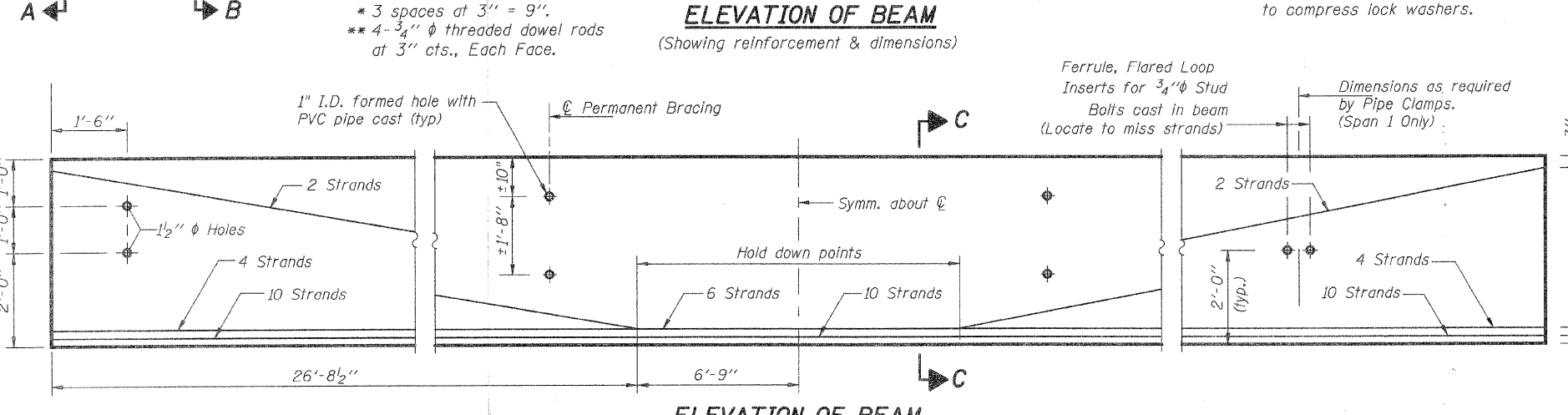


**ELEVATION OF BEAM**  
 (Showing reinforcement & dimensions)

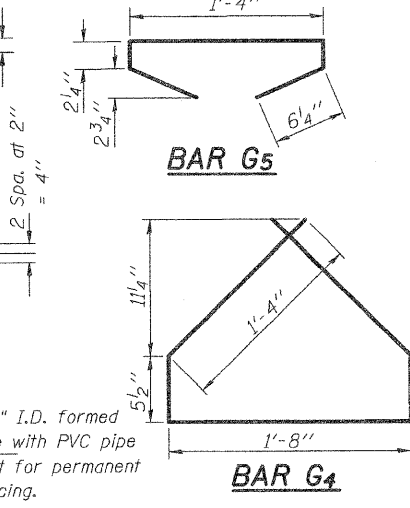


**SECTION A-A**

**SECTION B-B**

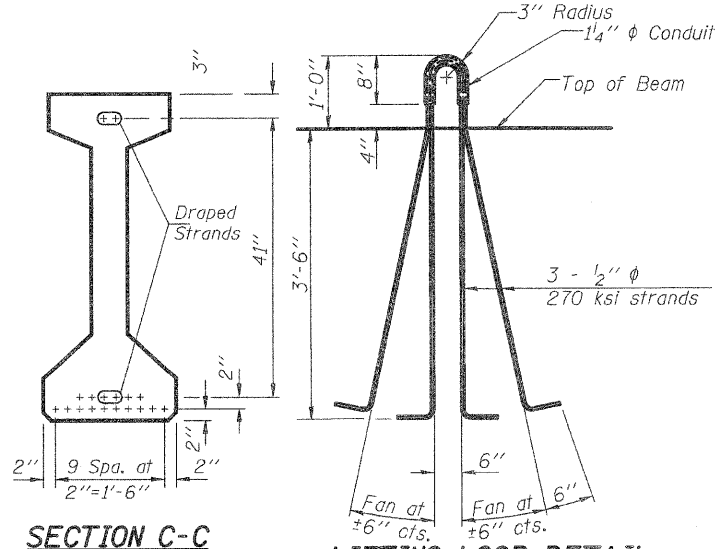


**ELEVATION OF BEAM**  
 (Showing Prestressing Steel)



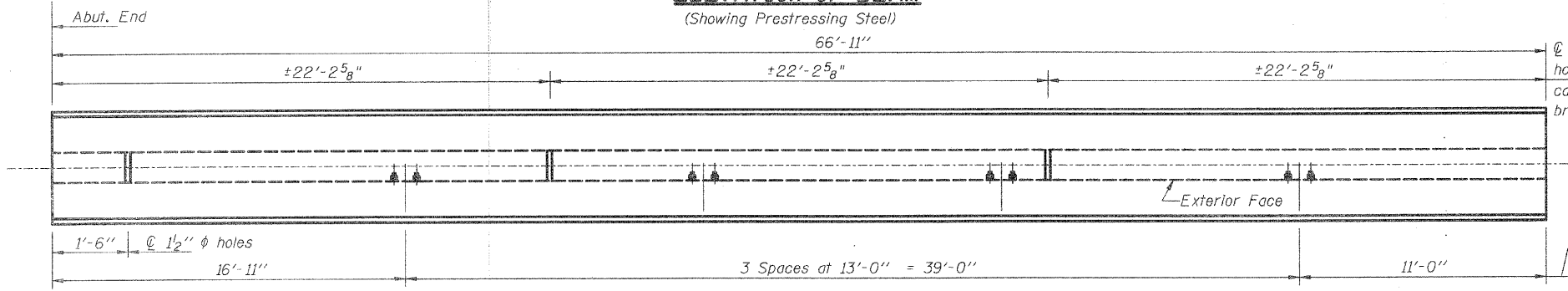
**BAR G5**

**BAR G4**



**SECTION C-C**

**LIFTING LOOP DETAIL**



**PLAN OF BEAMS 1 AND 6**  
 (Showing Insert Locations for Exterior Beam Span 1 - Shown For Beam Line 6 - Beam Line 1 Opposite Hand)

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	803

**NOTES**

All inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per foot of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in."  
 Inserts for 3/4" φ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.  
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.  
 Reinforcement bars shall conform to ASTM A 706, Grade 60.  
 A minimum 2 1/2" φ lifting pin shall be used to engage the lifting loops during handling.  
 Tilt G bars when necessary to maintain 1/2" clearance.  
 The top and bottom plates shall be AASHTO M270 Grade 50.  
 The bottom plates and studs shall be galvanized according to AASHTO M111.  
 Threaded rods shall be ASTM F 1554 Grade 55.  
 Required release strength, f'cl, shall be 5000 psi.

Insert Spacing for Floor Drains, offset dimension as required by Pipe Clamp.  
 Tapped holes for 3/4" φ threaded rods 3 spa. @ 3" = 9"

1" I.D. formed hole with PVC pipe cast for permanent bracing.

1" φ holes for 3/4" φ threaded rods 3 spa. at 3" = 9"  
 3/4" φ Vent holes

3" = 9"

1'-10"

1'-1"

1'-10"

1'-10"

1'-10"

1'-10"

1'-10"

1'-10"

1'-10"

1'-10"

1'-10"

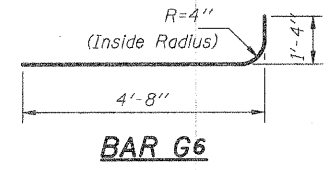
1'-10"

1'-10"

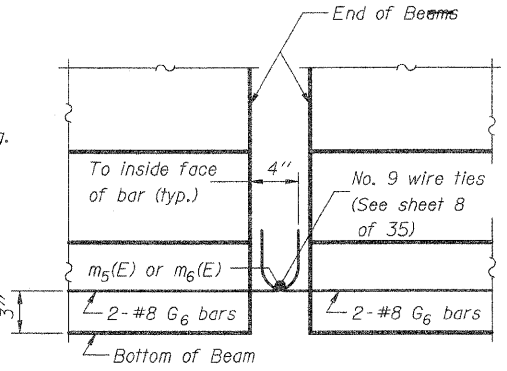
1'-10"

1'-10"

DESIGNED	R.K.M.
CHECKED	M.E.B.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.



**BAR G6**



**ELEVATION**

**DETAIL "A"**

**PLAN**

**BOTTOM PLATE**  
 (Showing threaded rods)

**\* BAR LIST**

Bar	No.	Size	Length	Shape
G1	61	#4	9'-6"	nl
G2	12	#4	7'-11"	n
G3	12	#7	24'-6"	nl
G4	38	#3	5'-3"	nl
G5	67	#3	2'-9"	nl
G6	2	#8	6'-0"	nl

\* For one beam only.

**TOP PLATE**

**BOTTOM PLATE**  
 (Showing studs)

**BEAM DETAILS SPANS 1-3 SOUTHBOUND LANES**

**BEAMS 1-6**

**EAP-310**

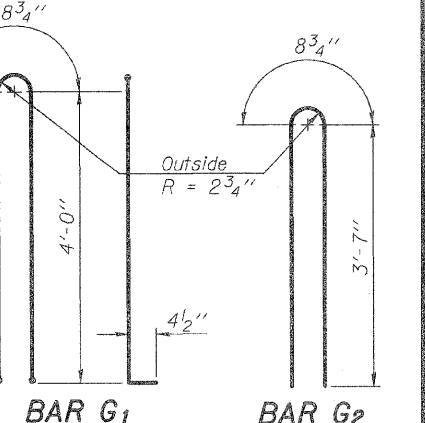
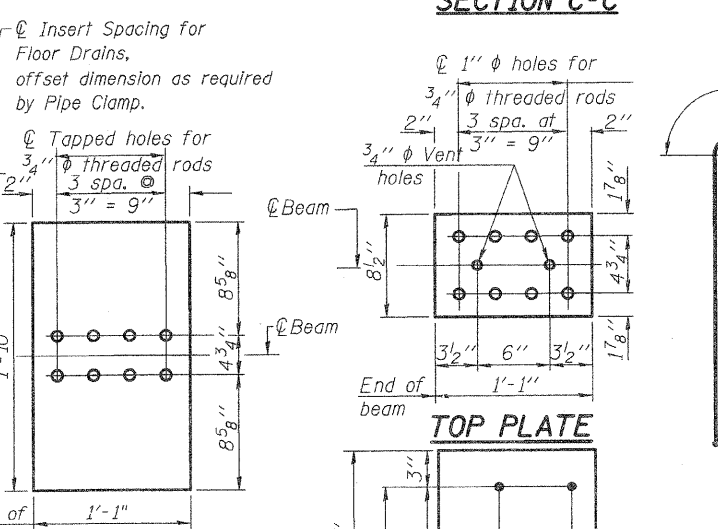
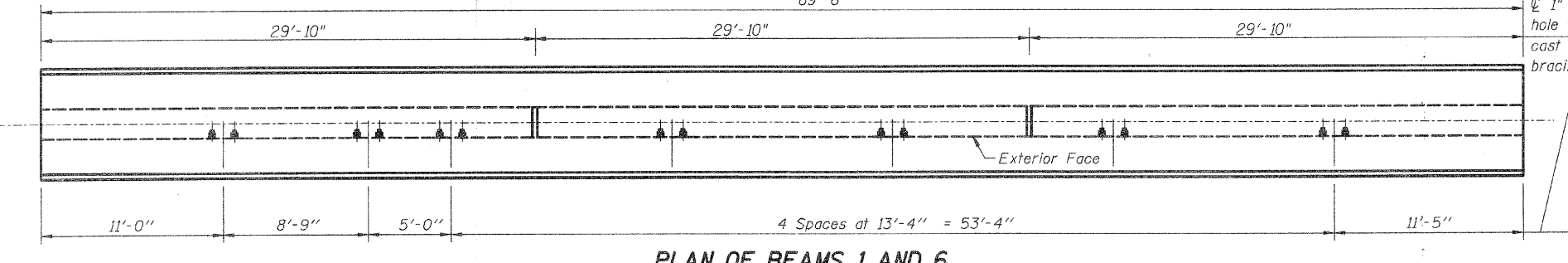
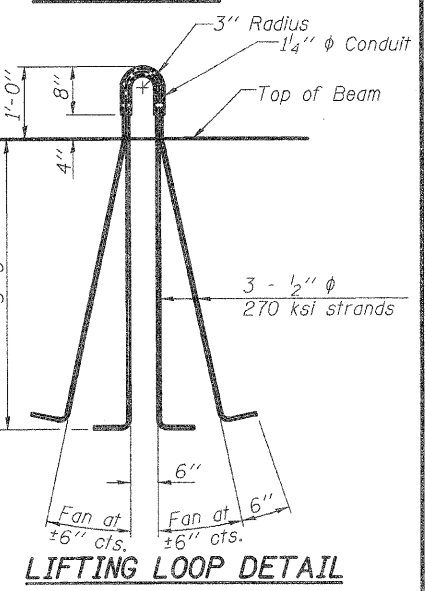
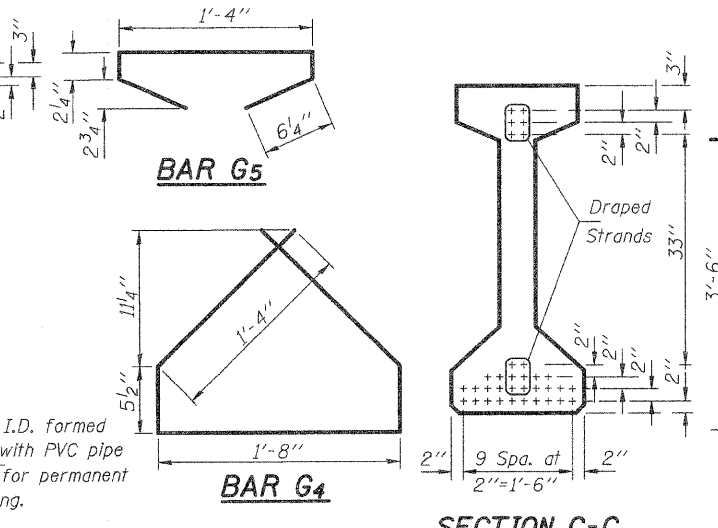
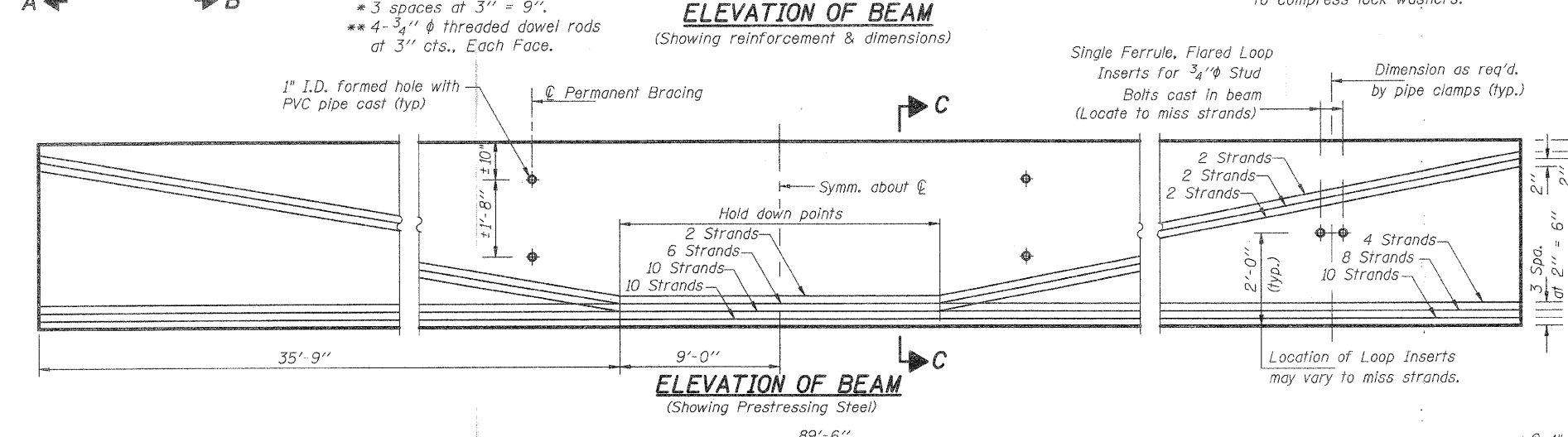
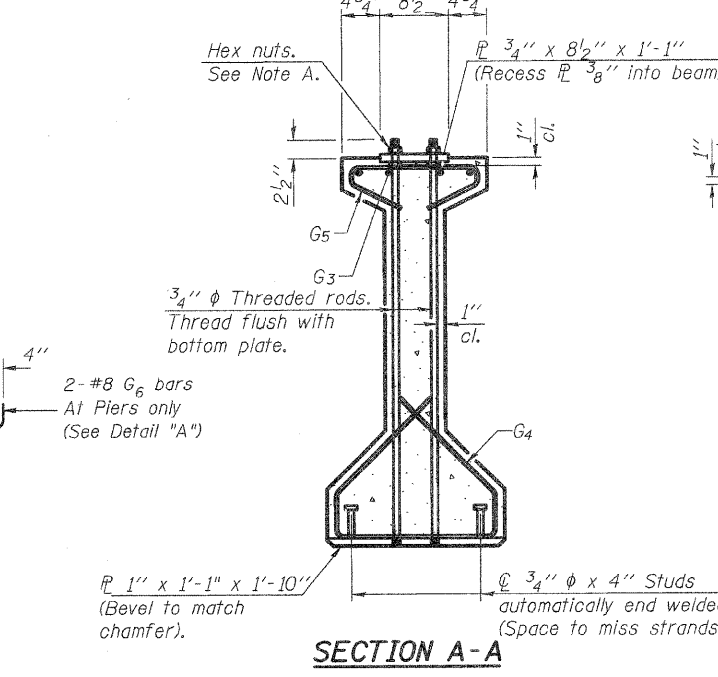
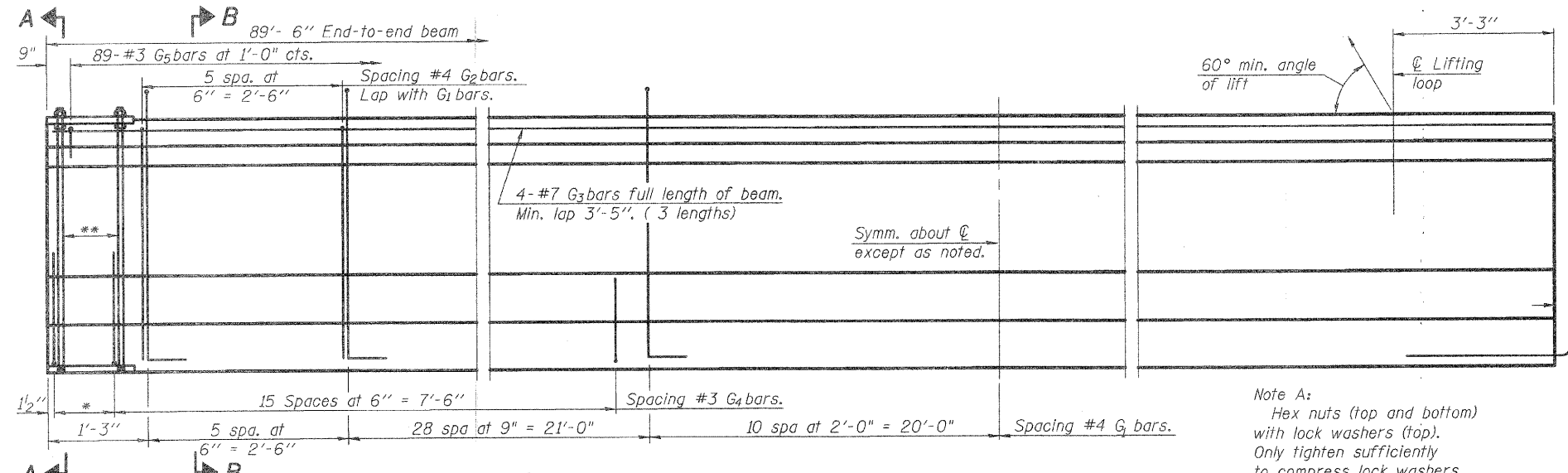
**SECTION 60-16-1, 42-1**

**JERSEY COUNTY**

**STATION 318+48.66**

**STRUCTURE NO. 042-0026 (S.B.)**

**HR**  
 HURST - ROSCHE ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199



**NOTES**

All inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per foot of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in."

Inserts for 3/4"  $\phi$  threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.

Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum 2 1/2"  $\phi$  lifting pin shall be used to engage the lifting loops during handling. Tilt G bars when necessary to maintain 1 1/2" clearance.

The top and bottom plates shall be AASHTO M270 Grade 50.

The bottom plates and studs shall be galvanized according to AASHTO M111.

Threaded rods shall be ASTM F 1554 Grade 55.

Required release strength, f'ci, shall be 5000 psi.

**PLAN OF BEAMS 1 AND 6**  
 (Showing Insert Locations for Exterior Beam Span 2 - Shown For Beam Line 6 - Beam Line 1 Opposite Hand)

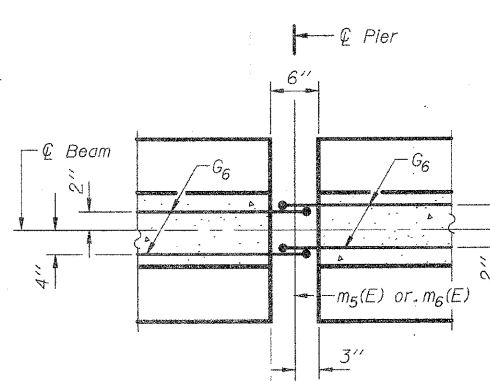
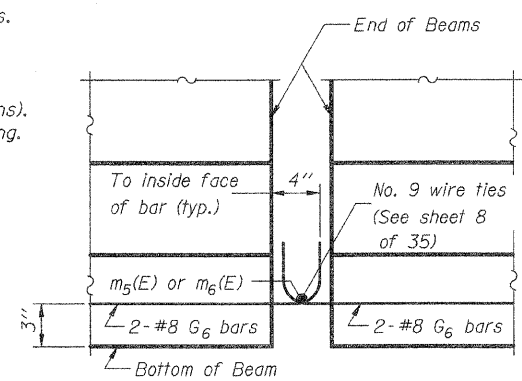
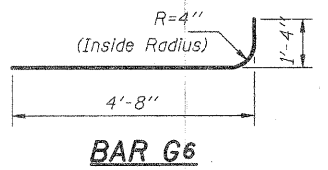
**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	537

**\* BAR LIST**

Bar	No.	Size	Length	Shape
G1	87	#4	9'-6"	NL
G2	12	#4	7'-11"	N
G3	12	#7	24'-6"	N
G4	38	#3	5'-3"	N
G5	89	#3	2'-9"	N
G6	4	#8	6'-0"	N

DESIGNED	R.K.M.
CHECKED	M.F.B.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.



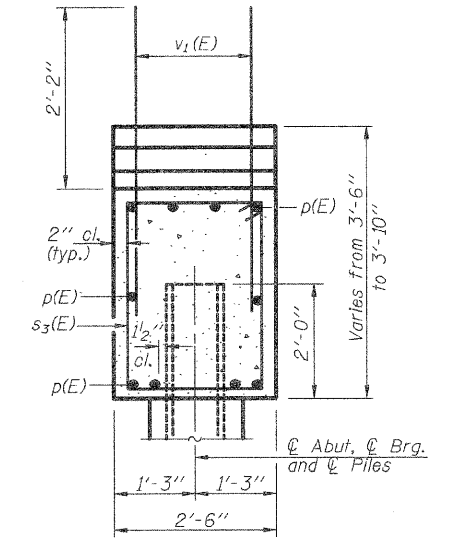
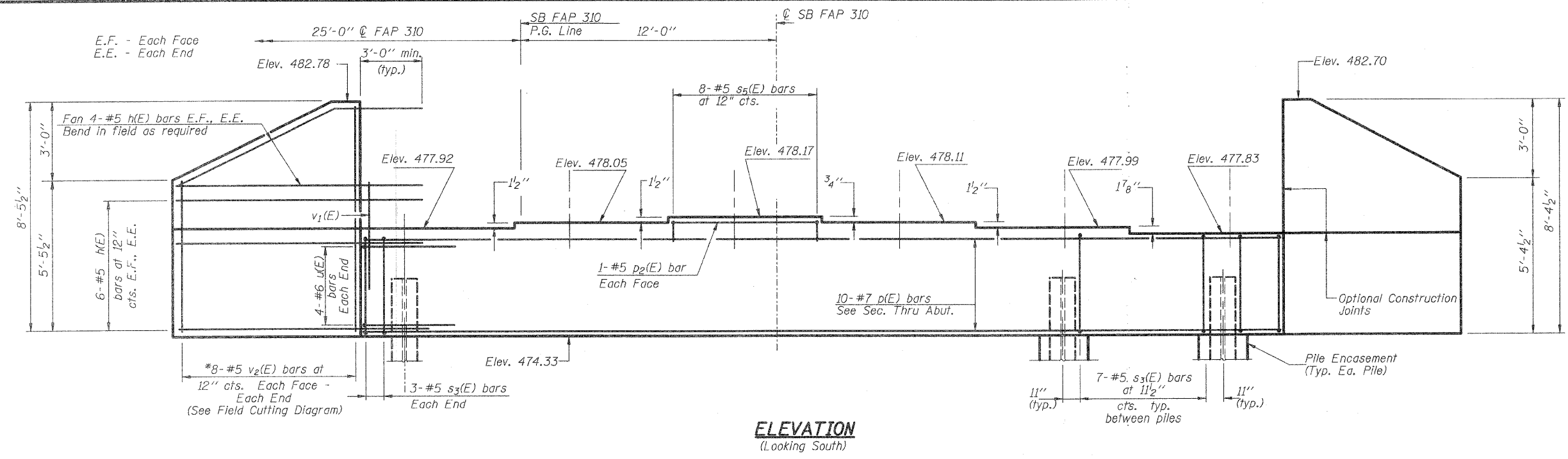
**ELEVATION**

**DETAIL 'A'**

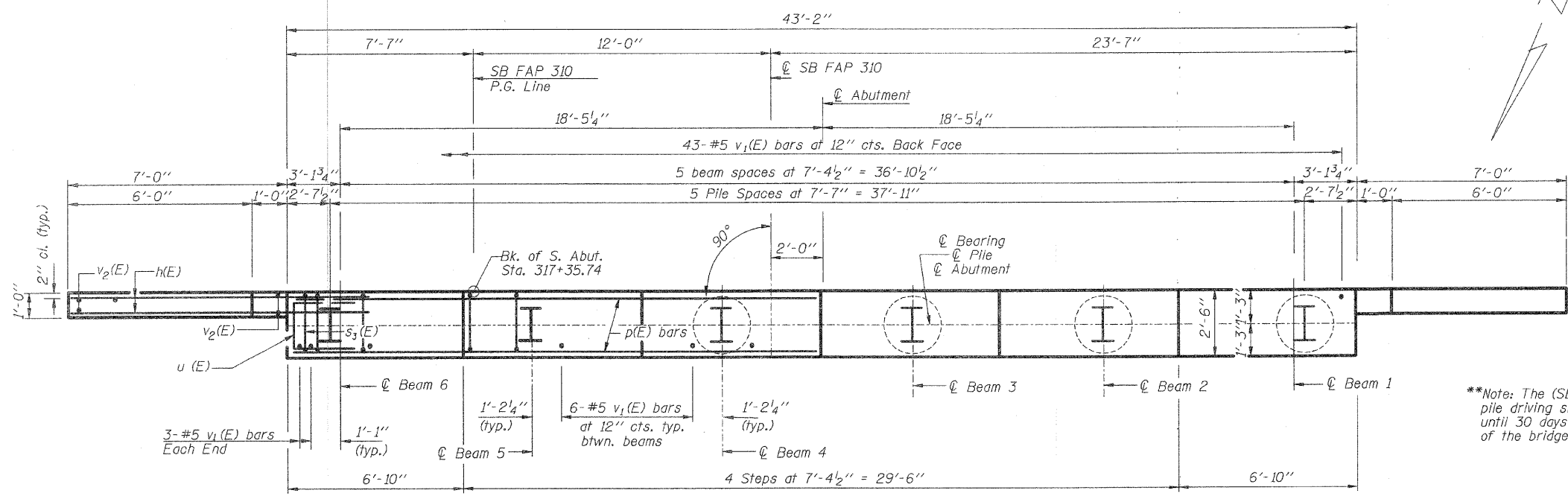
**PLAN**

\* For one beam only.

**BEAM DETAILS SPAN 2 SOUTHBOUND LANES BEAMS 1-6**  
**EAP-310**  
**SECTION 60-16-1, 42-1**  
**JERSEY COUNTY**  
**STATION 318+48.66**  
**STRUCTURE NO. 042-0026 (S.B.)**



**SEC. THRU ABUT.**



**PLAN**

**\*\*Note:** The (SB) S. & N. Abut. pile driving shall be delayed until 30 days after completion of the bridge cones.

**PILE DATA \*\***

Type: Steel HP 12x53 w/ pile shoes  
 Allowable Resistance Available: 139 kips  
 Nominal Required Bearing: 419 kips  
 Estimated Length: 46'  
 No. Required: 5 plus  
 1 Test Pile

Notes: Pour steps monolithically with cap.  
 All Edges shall have standard 3/4\"/>

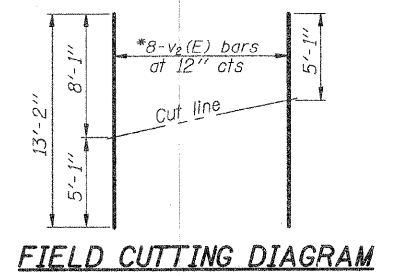
**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h(E)	40 #5	10'-0"	—
p(E)	10 #7	42'-10"	—
p2(E)	2 #5	7'-0"	—
s3(E)	41 #5	11'-7"	□
s5(E)	8 #5	6'-2"	□
u(E)	8 #6	11'-0"	□
v1(E)	79 #5	4'-4"	—
v2(E)	16 #5	13'-2"	—
Furnishing Steel Piles HP 12x53			Foot 230
Driving Piles			Foot 230
Pile Shoes			Each 6
Test Pile Steel HP12x53			Each 1
Concrete Structures			Cu. Yd. 18.4
Reinforcement Bars, Epoxy Coated			Pound 2570
Structure Excavation			Cu. Yd. 95.0
Concrete Encasement			Cu. Yd. 2.1

**SOUTH ABUTMENT  
 SOUTHBOUND LANES  
 EAP-310  
 SECTION 60-16-1, 42-1  
 JERSEY COUNTY  
 STATION 318+48.66  
 STRUCTURE NO. 042-0026 (S.B.)**

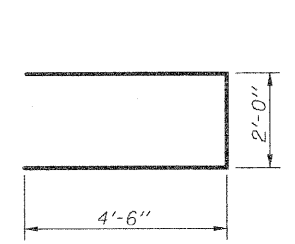
**HR**  
 HURST - ROSCHE ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199

DESIGNED	M.E.B.
CHECKED	R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

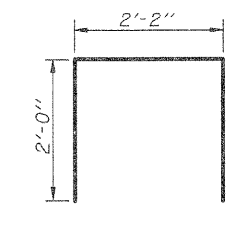


**FIELD CUTTING DIAGRAM**

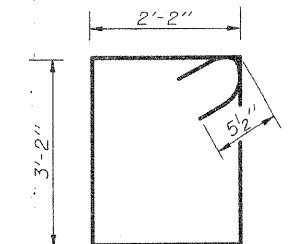
\* Order v2(E) bars full length. Cut to fit and use the remainder of bars in opposite face.



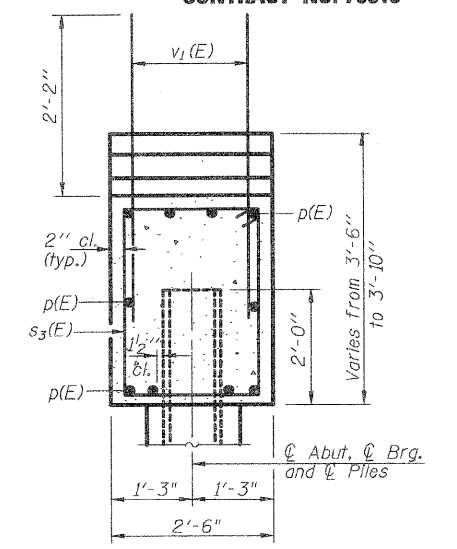
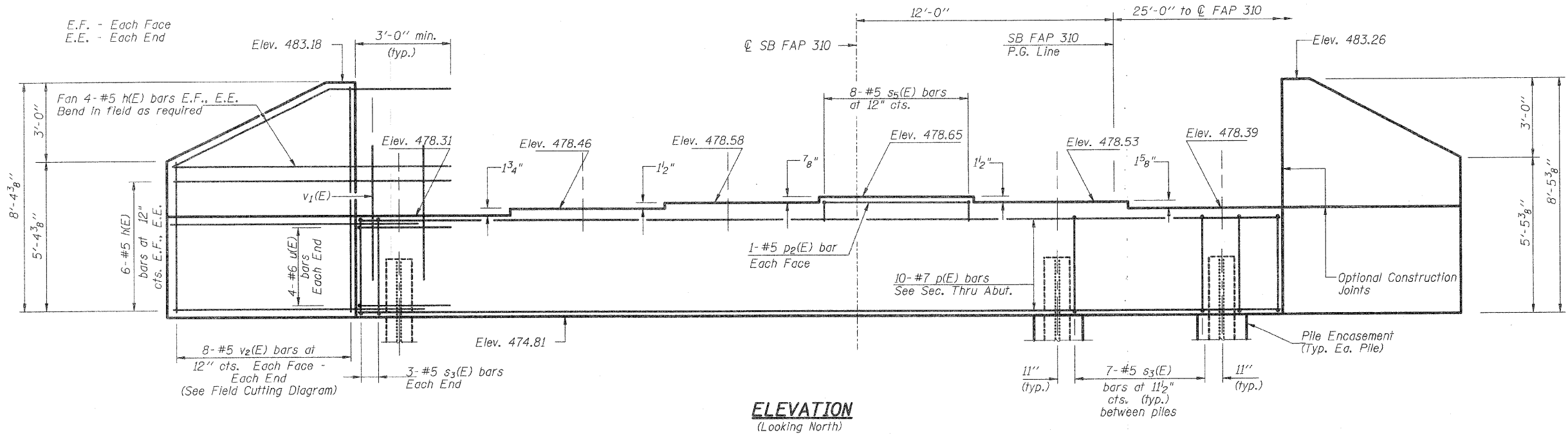
**BAR u (E)**



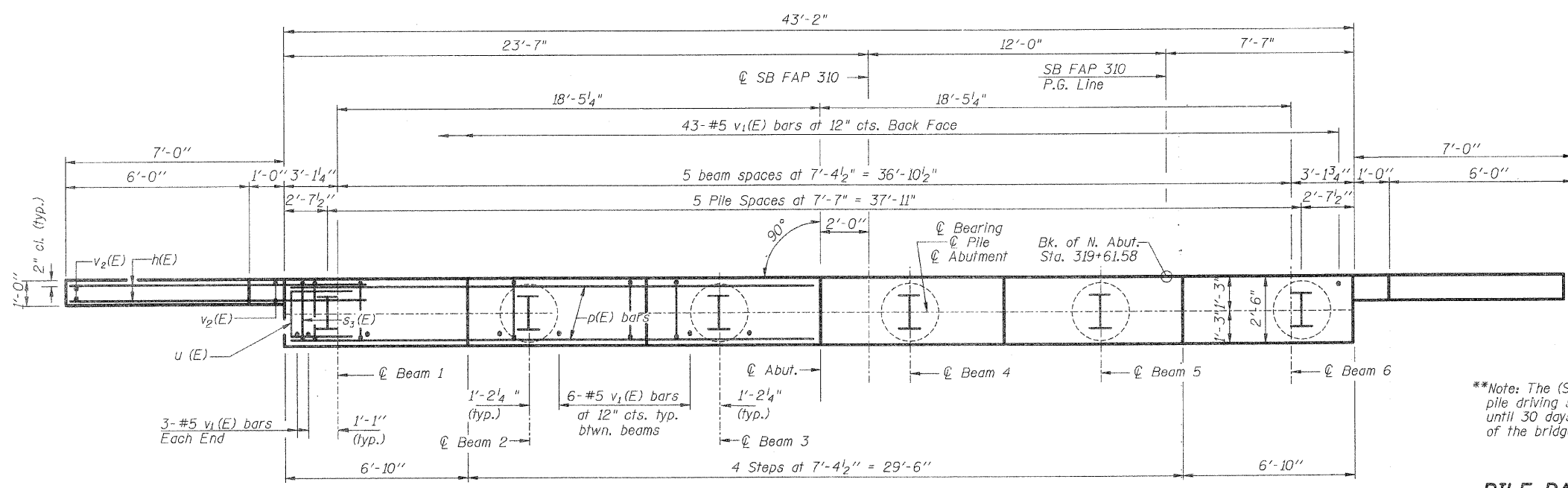
**BAR s5 (E)**



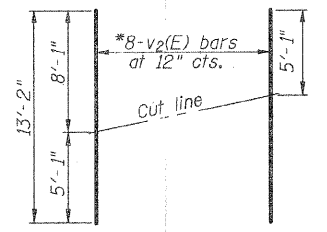
**BAR s3 (E)**



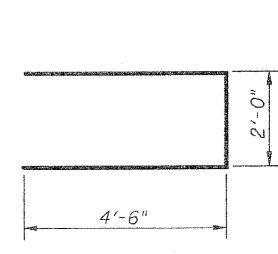
**SEC. THRU ABUT.**



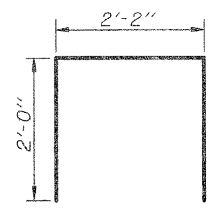
**PLAN**



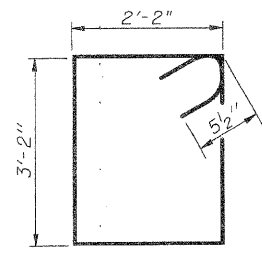
**FIELD CUTTING DIAGRAM**



**BAR u(E)**



**BAR s3(E)**



**BAR s3(E)**

\*\*Note: The (SB) S. & N. Abut. pile driving shall be delayed until 30 days after completion of the bridge cones.

**PILE DATA \*\***

Type: Steel HP 12x53 w/ pile shoes  
 Allowable Resistance Available: 139 kips  
 Nominal Required Bearing: 419 kips  
 Estimated Length: 29'  
 No. Required: 5 plus  
 1 Test Pile

Notes: Pour steps monolithically with cgp.  
 All Edges shall have standard 3/4" Chamfers except as Noted.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	40	#5	10'-0"	—
p(E)	10	#7	42'-10"	—
p2(E)	2	#5	7'-0"	—
s3(E)	41	#5	11'-7"	□
s3(E)	8	#5	6'-2"	□
u(E)	8	#6	11'-0"	□
v1(E)	79	#5	4'-4"	—
v2(E)	16	#5	13'-2"	—
Furnishing Steel Piles		HP 12x53	Foot	145
Driving Piles			Foot	145
Pile Shoes			Each	6
Test Pile Steel		HP12x53	Each	1
Concrete Structures			Cu. Yd.	18.4
Reinforcement Bars, Epoxy Coated			Pound	2570
Structure Excavation			Cu. Yd.	95.0
Concrete Encasement			Cu. Yd.	2.1

**NORTH ABUTMENT**  
**SOUTHBOUND LANES**  
**FAP-310**  
**SECTION 60-16-1, 42-1**  
**JERSEY COUNTY**  
**STATION 318+48.66**  
**STRUCTURE NO. 042-0026 (S.B.)**

**HR**  
 HURST-ROSCHKE ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199

DESIGNED	M.E.B.
CHECKED	R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.



Notes:

Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 All exposed edges shall have standard 3/4" chamfers.  
 If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction

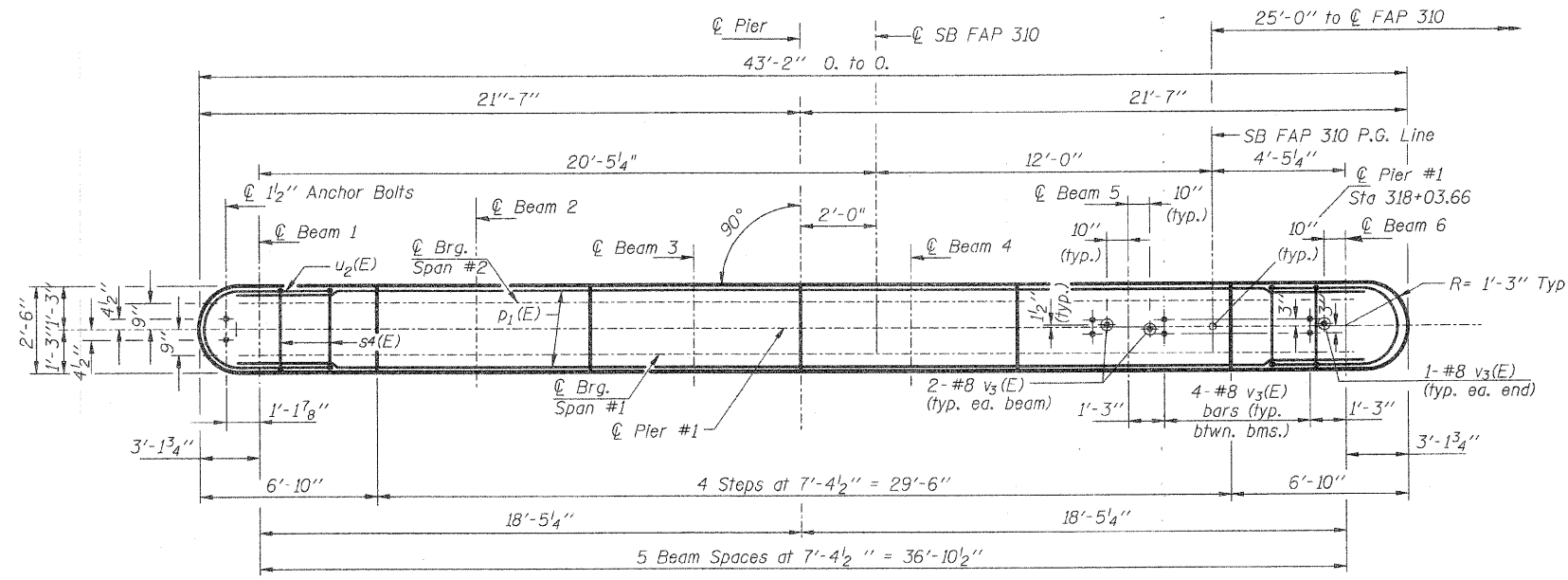
E.F. - Each Face  
 E.E. - Each End

**PILE DATA**

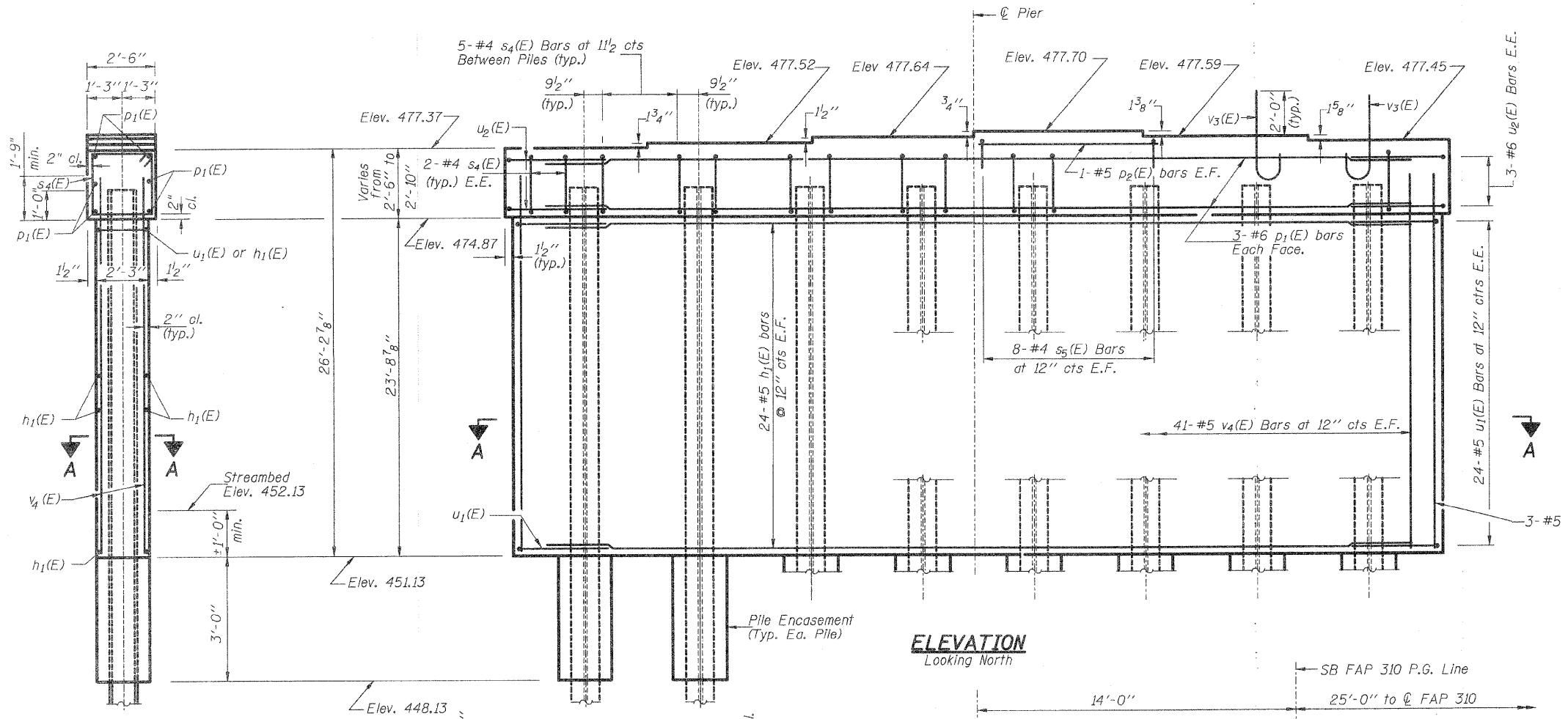
Type: Steel HP 14x89 w/ pile shoes  
 Allowable Resistance Available: 235 kips  
 Nominal Required Bearing: 705 kips  
 Est. Length: 42'  
 No. Req'd: 7 Plus 1 Test Pile

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1, 42-1	JERSEY	481	198
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

Sheet 14 of 35 Sheets  
**CONTRACT NO. 76318**

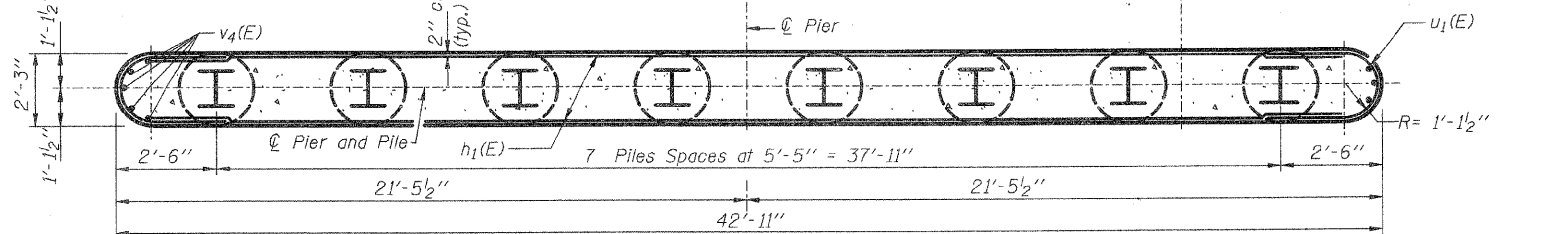


**TOP PLAN**



**ELEVATION**  
Looking North

**END VIEW**



**SECTION A-A**



**BAR s5(E)**

**BAR v3(E)**

**BAR s4(E)**

**BARS u1(E) & u2(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1(E)	48	#5	40'-8"	—
p1(E)	6	#6	40'-8"	—
p2(E)	2	#5	7'-0"	—
s4(E)	39	#4	9'-5"	□
s5(E)	8	#4	6'-2"	□
u1(E)	48	#5	12'-0"	U
u2(E)	6	#6	12'-5"	U
v3(E)	30	#8	4'-2"	J
v4(E)	88	#5	25'-7"	—
Concrete Structures			Cu. Yd.	94.5
Reinforcement Bars, Epoxy Coated			Pound	6090
Furnishing Steel Piles HP14x89			Foot	294
Driving Piles			Foot	294
Pile Shoes			Each	8
Test Pile Steel HP14x89			Each	1
Underwater Struc. Excav. Protection, Loc. No. 1			Each	1
Structure Excavation			Cu. Yd.	118.5
Concrete Encasement			Cu. Yd.	4.4

**PIER # 1**  
**SOUTHBOUND LANES**  
**FAP-310**  
**SECTION 60-16-1, 42-1**  
**JERSEY COUNTY**  
**STATION 318+48.66**  
**STRUCTURE NO. 042-0026 (S.B.)**

DESIGNED	M.E.B.
CHECKED	R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

**HR**  
 HURST-ROSCHKE ENGINEERS, INC.  
 601 NORTH BRUNS LANE  
 SPRINGFIELD, IL 62702  
 (217)-787-1199  
 FAX (217)-793-1199

Notes:

Space reinforcement in cap to miss anchor bolts.  
Four steps monolithically with cap.

If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction

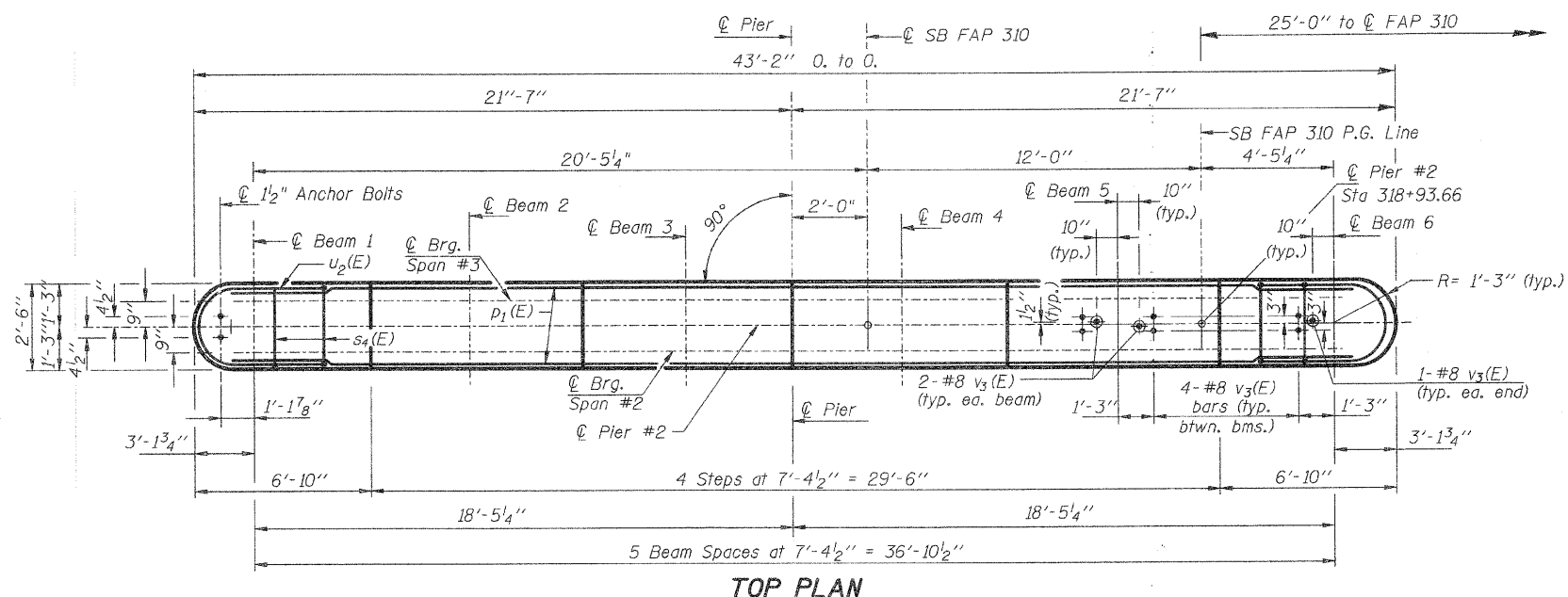
E.F. - Each Face  
E.E. - Each End

**PILE DATA**

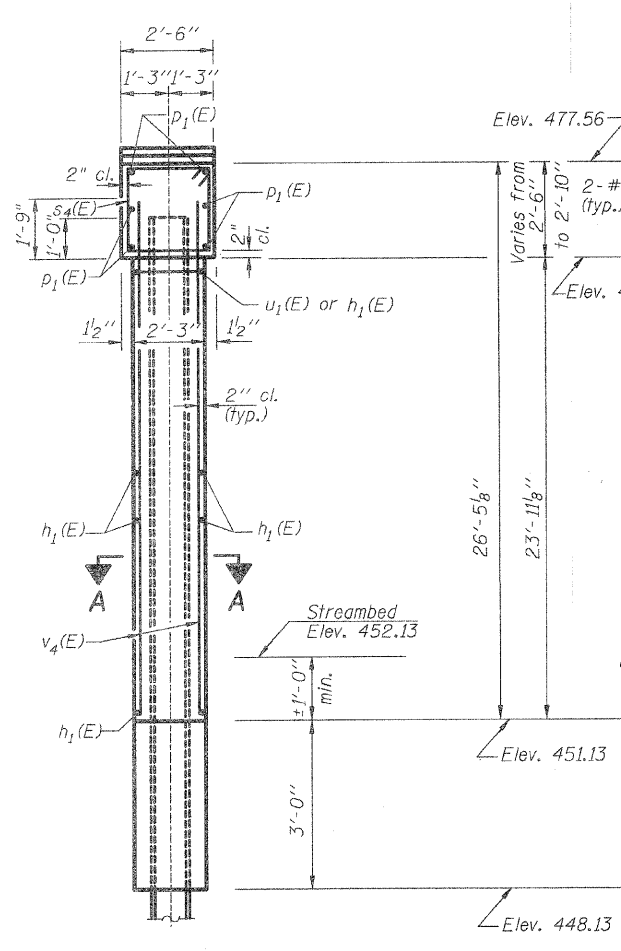
Type: Steel HP 14x89 w/ pile shoes  
Allowable Resistance Available: 235 kips  
Nominal Required Bearing: 705 kips  
Est. Length: 43'  
No. Req'd: 7 plus 1 Test Pile

F.A.P. No.	SECTION	COUNTY	SHEETS	SHEET NO.
310	60-16-1, 42-1	JERSEY	481	199
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

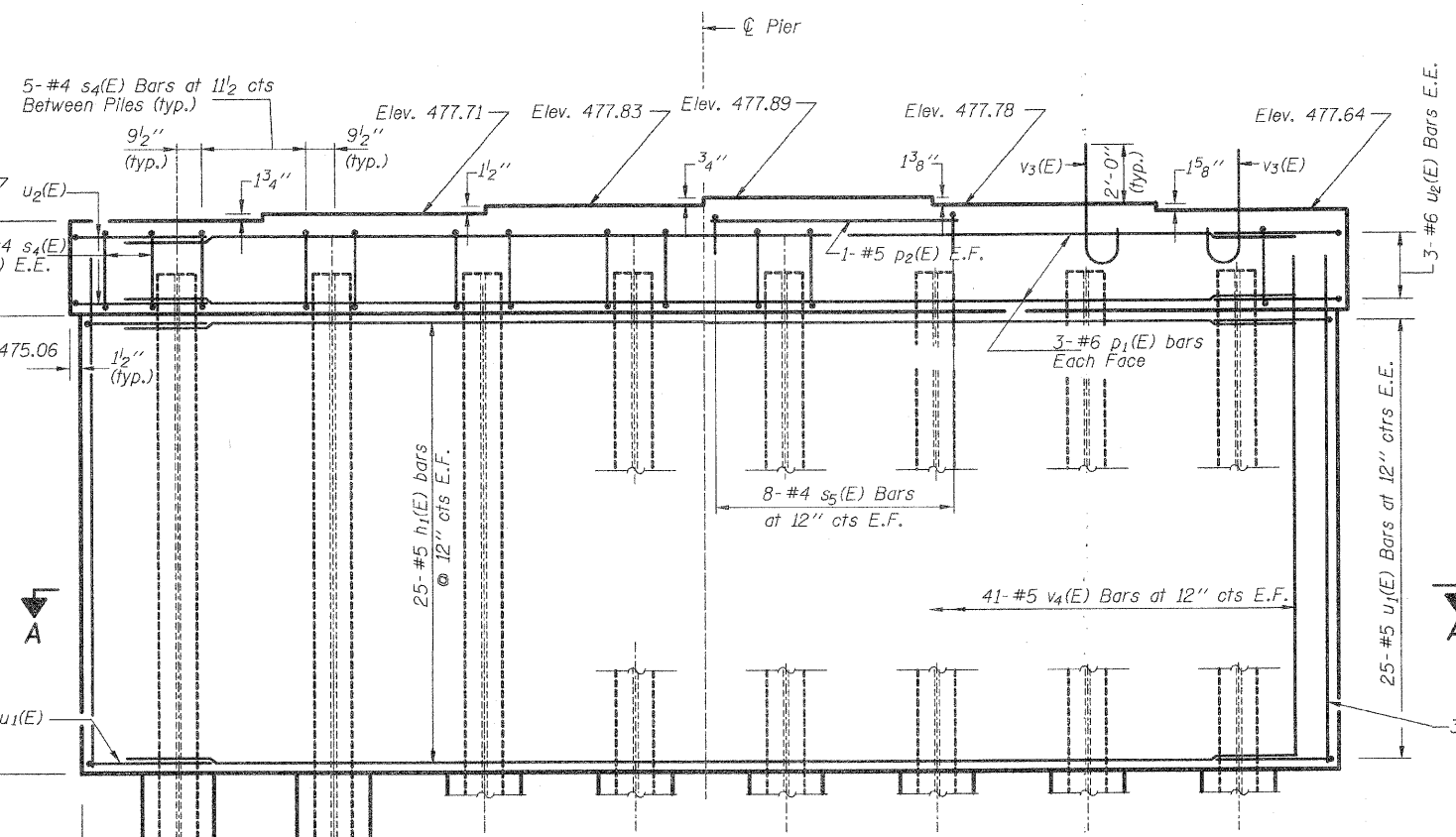
Sheet 15 of 35 Sheets  
**CONTRACT NO. 76318**



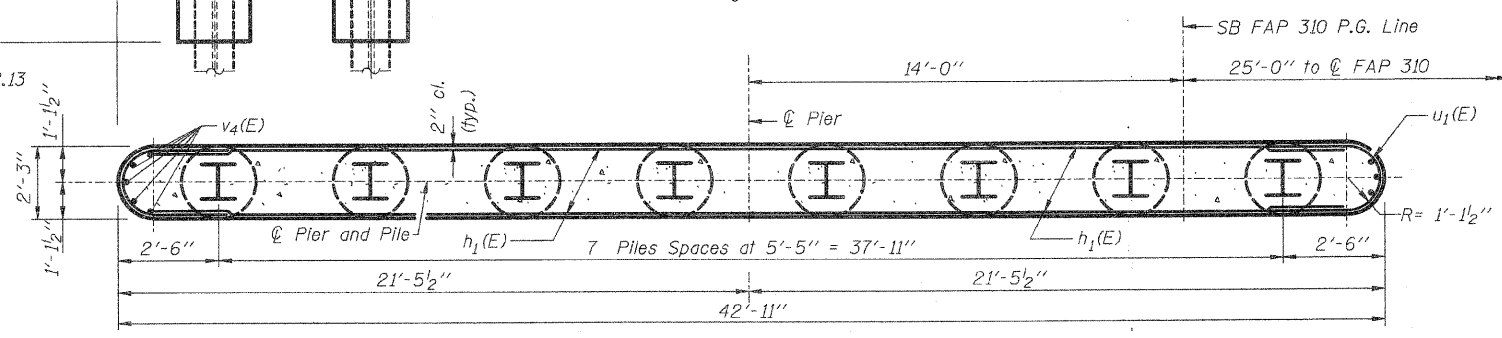
**TOP PLAN**



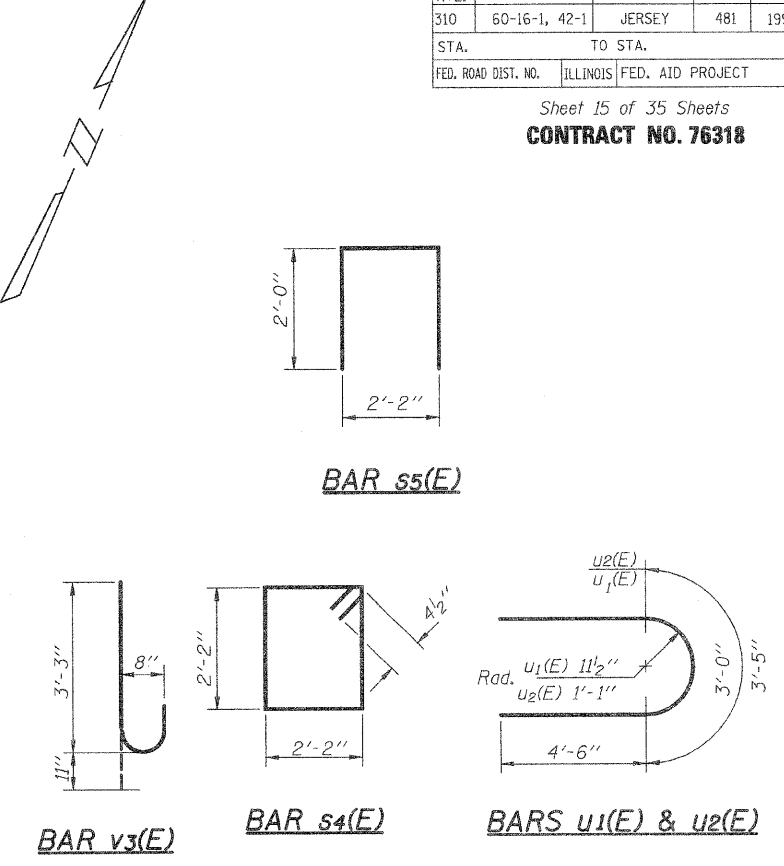
**END VIEW**



**ELEVATION**  
Looking North



**SECTION A-A**



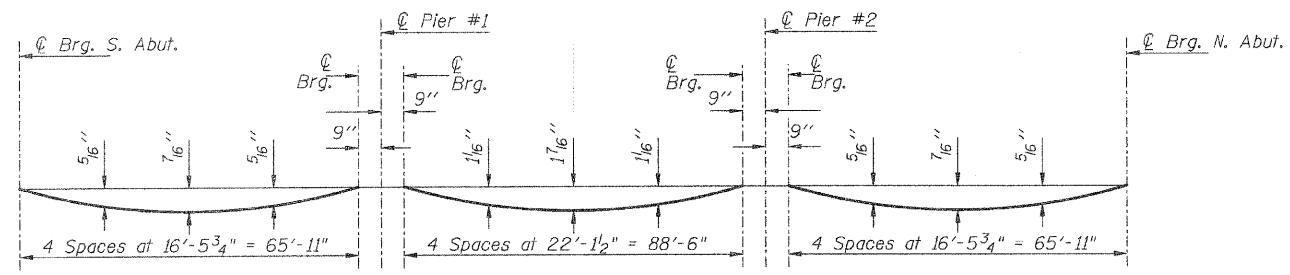
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h <sub>1</sub> (E)	50	#5	40'-8"	—
p <sub>1</sub> (E)	6	#6	40'-8"	—
p <sub>2</sub> (E)	2	#5	7'-0"	—
s <sub>4</sub> (E)	39	#4	9'-5"	□
s <sub>5</sub> (E)	8	#4	6'-2"	□
u <sub>1</sub> (E)	50	#5	12'-0"	U
u <sub>2</sub> (E)	6	#6	12'-5"	U
v <sub>3</sub> (E)	30	#8	4'-2"	J
v <sub>4</sub> (E)	88	#5	25'-7"	—
Concrete Structures			Cu. Yd.	95.2
Reinforcement Bars, Epoxy Coated			Pound	6,200
Furnishing Steel Piles HP14x89			Foot	301
Driving Piles			Foot	301
Pile Shoes			Each	8
Test Pile Steel HP14x89			Each	1
Underwater Struc. Excav. Protection, Loc. No. 2			Each	1
Structure Excavation			Cu. Yd.	118.5
Concrete Encasement			Cu. Yd.	4.4

**PIER # 2**  
**SOUTHBOUND LANES**  
**FAP-310**  
**SECTION 60-16-1, 42-1**  
**JERSEY COUNTY**  
**STATION 318+48.66**  
**STRUCTURE NO. 042-0026 (S.B.)**

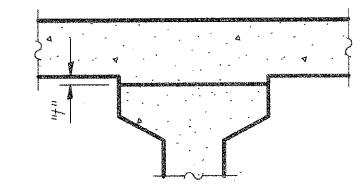
DESIGNED	M.E.B.
CHECKED	R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

**HR**  
HURST-ROSCHE ENGINEERS, INC.  
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SPRINGFIELD, IL 62702  
(217)-787-1199  
FAX (217)-793-1199



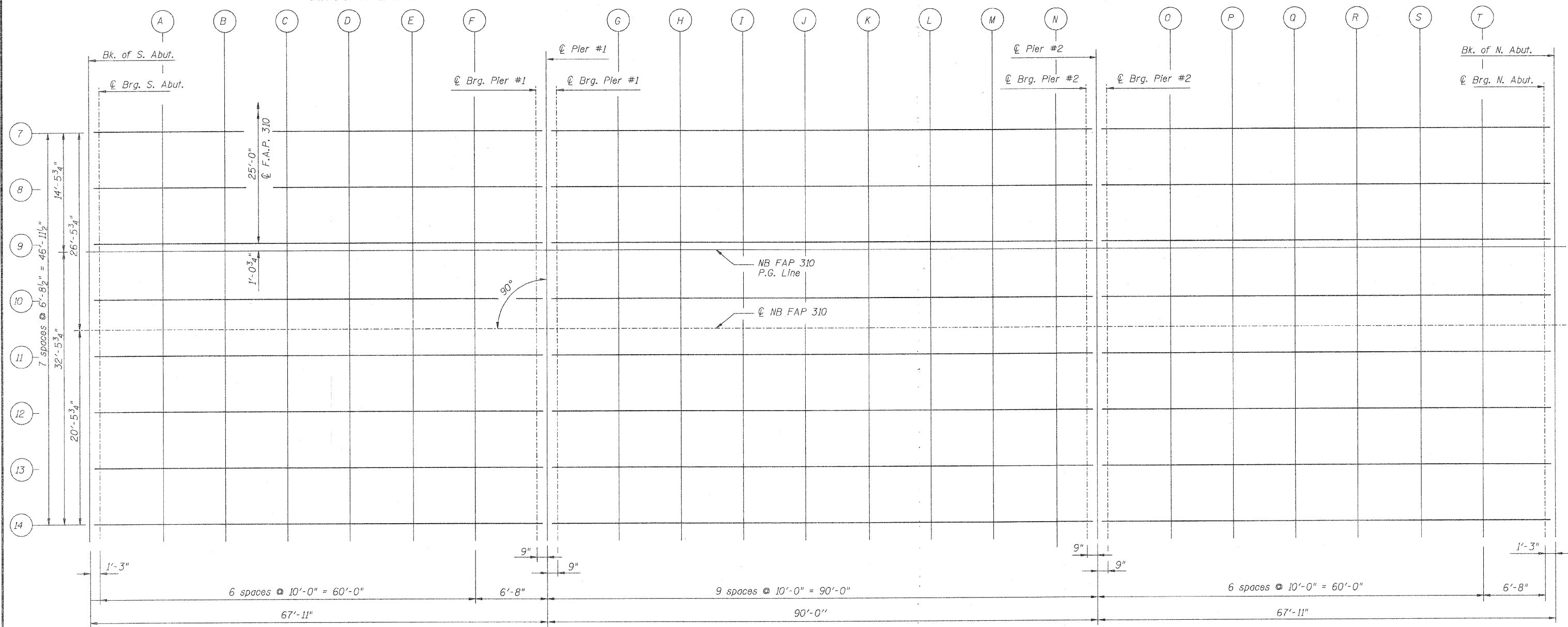
**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only).  
 Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 17 and 18 of 35.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "t" above top flanges of beams.

**FILLET HEIGHTS**



DESIGNED	M.E.B.
CHECKED	R.K.M.
DRAWN	P.W.S.
CHECKED	M.E.B.-R.K.M.

Note:  
 All offsets in the table are measured from the  $\phi$  of FAP 310.  
 Work this sheet with sheets 17 and 18 of 35.

**TOP OF SLAB PLAN  
 NORTHBOUND LANES  
 FAP-310  
 SECTION 60-16-1, 42-1  
 JERSEY COUNTY  
 STATION 318+48.66  
 STRUCTURE NO. 042-0027 (N.B.)**

**HR**  
 HURST - BOSCHE  
 ENGINEERS, INC.  
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 FAX (217)-793-1199

☉ BEAM 7					☉ BEAM 8					☉ BEAM 9					☉ BEAM 10					☉ NB FAP 310					☉ BEAM 11									
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections	Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections					
Bk. S. Abut.	317+35.74	10.521	482.489	482.489	Bk. S. Abut.	317+35.74	17.229	482.629	482.629	Bk. S. Abut.	317+35.74	23.938	482.769	482.769	Bk. S. Abut.	317+35.74	30.646	482.879	482.879	Bk. S. Abut.	317+35.74	37.000	482.978	482.978	Bk. S. Abut.	317+35.74	37.354	482.973	482.973	Bk. S. Abut.	317+35.74	37.354	482.973	482.973
CL S. Abut.	317+36.99	10.521	482.482	482.482	CL S. Abut.	317+36.99	17.229	482.622	482.622	CL S. Abut.	317+36.99	23.938	482.761	482.761	CL S. Abut.	317+36.99	30.646	482.872	482.872	CL S. Abut.	317+36.99	37.000	482.971	482.971	CL S. Abut.	317+36.99	37.354	482.965	482.965	CL S. Abut.	317+36.99	37.354	482.965	482.965
A	317+46.99	10.521	482.428	482.444	A	317+46.99	17.229	482.568	482.583	A	317+46.99	23.938	482.707	482.723	A	317+46.99	30.646	482.771	482.799	A	317+46.99	37.000	482.917	482.933	A	317+46.99	37.354	482.911	482.927	A	317+46.99	37.354	482.911	482.927
B	317+56.99	10.521	482.381	482.409	B	317+56.99	17.229	482.521	482.549	B	317+56.99	23.938	482.660	482.689	B	317+56.99	30.646	482.714	482.742	B	317+56.99	37.000	482.870	482.898	B	317+56.99	37.354	482.864	482.893	B	317+56.99	37.354	482.864	482.893
C	317+66.99	10.521	482.341	482.376	C	317+66.99	17.229	482.481	482.515	C	317+66.99	23.938	482.620	482.655	C	317+66.99	30.646	482.731	482.765	C	317+66.99	37.000	482.830	482.865	C	317+66.99	37.354	482.825	482.859	C	317+66.99	37.354	482.825	482.859
D	317+76.99	10.521	482.308	482.340	D	317+76.99	17.229	482.448	482.480	D	317+76.99	23.938	482.588	482.620	D	317+76.99	30.646	482.698	482.730	D	317+76.99	37.000	482.797	482.829	D	317+76.99	37.354	482.792	482.824	D	317+76.99	37.354	482.792	482.824
E	317+86.99	10.521	482.282	482.308	E	317+86.99	17.229	482.422	482.447	E	317+86.99	23.938	482.562	482.587	E	317+86.99	30.646	482.672	482.697	E	317+86.99	37.000	482.772	482.797	E	317+86.99	37.354	482.766	482.791	E	317+86.99	37.354	482.766	482.791
F	317+96.99	10.521	482.264	482.273	F	317+96.99	17.229	482.403	482.413	F	317+96.99	23.938	482.543	482.553	F	317+96.99	30.646	482.654	482.663	F	317+96.99	37.000	482.753	482.762	F	317+96.99	37.354	482.747	482.757	F	317+96.99	37.354	482.747	482.757
CL Brg Pier 1	318+02.91	10.521	482.256	482.256	CL Brg Pier 1	318+02.91	17.229	482.396	482.396	CL Brg Pier 1	318+02.91	23.938	482.535	482.535	CL Brg Pier 1	318+02.91	30.646	482.646	482.646	CL Brg Pier 1	318+02.91	37.000	482.745	482.745	CL Brg Pier 1	318+02.91	37.354	482.740	482.740	CL Brg Pier 1	318+02.91	37.354	482.740	482.740
CL Pier 1	318+03.66	10.521	482.255	482.255	CL Pier 1	318+03.66	17.229	482.395	482.395	CL Pier 1	318+03.66	23.938	482.535	482.535	CL Pier 1	318+03.66	30.646	482.645	482.645	CL Pier 1	318+03.66	37.000	482.744	482.744	CL Pier 1	318+03.66	37.354	482.739	482.739	CL Pier 1	318+03.66	37.354	482.739	482.739
CL Brg Pier 1	318+04.41	10.521	482.254	482.254	CL Brg Pier 1	318+04.41	17.229	482.394	482.394	CL Brg Pier 1	318+04.41	23.938	482.534	482.534	CL Brg Pier 1	318+04.41	30.646	482.644	482.644	CL Brg Pier 1	318+04.41	37.000	482.744	482.744	CL Brg Pier 1	318+04.41	37.354	482.738	482.738	CL Brg Pier 1	318+04.41	37.354	482.738	482.738
G	318+13.66	10.521	482.248	482.285	G	318+13.66	17.229	482.388	482.425	G	318+13.66	23.938	482.528	482.565	G	318+13.66	30.646	482.638	482.675	G	318+13.66	37.000	482.737	482.774	G	318+13.66	37.354	482.732	482.769	G	318+13.66	37.354	482.732	482.769
H	318+23.66	10.521	482.248	482.325	H	318+23.66	17.229	482.388	482.465	H	318+23.66	23.938	482.528	482.605	H	318+23.66	30.646	482.638	482.715	H	318+23.66	37.000	482.737	482.815	H	318+23.66	37.354	482.732	482.809	H	318+23.66	37.354	482.732	482.809
I	318+33.66	10.521	482.256	482.354	I	318+33.66	17.229	482.395	482.494	I	318+33.66	23.938	482.535	482.634	I	318+33.66	30.646	482.645	482.744	I	318+33.66	37.000	482.745	482.843	I	318+33.66	37.354	482.739	482.838	I	318+33.66	37.354	482.739	482.838
J	318+43.66	10.521	482.270	482.382	J	318+43.66	17.229	482.410	482.522	J	318+43.66	23.938	482.549	482.662	J	318+43.66	30.646	482.672	482.772	J	318+43.66	37.000	482.772	482.872	J	318+43.66	37.354	482.766	482.866	J	318+43.66	37.354	482.766	482.866
K	318+53.66	10.521	482.291	482.404	K	318+53.66	17.229	482.431	482.544	K	318+53.66	23.938	482.571	482.683	K	318+53.66	30.646	482.748	482.856	K	318+53.66	37.000	482.780	482.888	K	318+53.66	37.354	482.775	482.887	K	318+53.66	37.354	482.775	482.887
L	318+63.66	10.521	482.319	482.418	L	318+63.66	17.229	482.459	482.558	L	318+63.66	23.938	482.599	482.698	L	318+63.66	30.646	482.709	482.808	L	318+63.66	37.000	482.809	482.907	L	318+63.66	37.354	482.803	482.902	L	318+63.66	37.354	482.803	482.902
M	318+73.66	10.521	482.355	482.432	M	318+73.66	17.229	482.495	482.572	M	318+73.66	23.938	482.634	482.711	M	318+73.66	30.646	482.745	482.822	M	318+73.66	37.000	482.844	482.921	M	318+73.66	37.354	482.838	482.916	M	318+73.66	37.354	482.838	482.916
N	318+83.66	10.521	482.397	482.434	N	318+83.66	17.229	482.537	482.574	N	318+83.66	23.938	482.677	482.714	N	318+83.66	30.646	482.745	482.822	N	318+83.66	37.000	482.887	482.924	N	318+83.66	37.354	482.881	482.918	N	318+83.66	37.354	482.881	482.918
CL Brg Pier 2	318+92.91	10.521	482.443	482.443	CL Brg Pier 2	318+92.91	17.229	482.583	482.583	CL Brg Pier 2	318+92.91	23.938	482.722	482.722	CL Brg Pier 2	318+92.91	30.646	482.833	482.833	CL Brg Pier 2	318+92.91	37.000	482.932	482.932	CL Brg Pier 2	318+92.91	37.354	482.927	482.927	CL Brg Pier 2	318+92.91	37.354	482.927	482.927
CL Pier 2	318+93.66	10.521	482.447	482.447	CL Pier 2	318+93.66	17.229	482.587	482.587	CL Pier 2	318+93.66	23.938	482.726	482.726	CL Pier 2	318+93.66	30.646	482.837	482.837	CL Pier 2	318+93.66	37.000	482.936	482.936	CL Pier 2	318+93.66	37.354	482.931	482.931	CL Pier 2	318+93.66	37.354	482.931	482.931
CL Brg Pier 2	318+94.41	10.521	482.451	482.451	CL Brg Pier 2	318+94.41	17.229	482.591	482.591	CL Brg Pier 2	318+94.41	23.938	482.730	482.730	CL Brg Pier 2	318+94.41	30.646	482.841	482.841	CL Brg Pier 2	318+94.41	37.000	482.940	482.940	CL Brg Pier 2	318+94.41	37.354	482.935	482.935	CL Brg Pier 2	318+94.41	37.354	482.935	482.935
O	319+03.66	10.521	482.504	482.518	O	319+03.66	17.229	482.643	482.658	O	319+03.66	23.938	482.783	482.798	O	319+03.66	30.646	482.893	482.908	O	319+03.66	37.000	482.993	483.007	O	319+03.66	37.354	482.987	483.002	O	319+03.66	37.354	482.987	483.002
P	319+13.66	10.521	482.567	482.595	P	319+13.66	17.229	482.707	482.735	P	319+13.66	23.938	482.847	482.875	P	319+13.66	30.646	482.957	482.985	P	319+13.66	37.000	483.056	483.084	P	319+13.66	37.354	483.051	483.079	P	319+13.66	37.354	483.051	483.079
Q	319+23.66	10.521	482.638	482.672	Q	319+23.66	17.229	482.778	482.812	Q	319+23.66	23.938	482.917	482.952	Q	319+23.66	30.646	482.808	482.844	Q	319+23.66	37.000	483.127	483.161	Q	319+23.66	37.354	483.122	483.156	Q	319+23.66	37.354	483.122	483.156
R	319+33.66	10.521	482.716	482.748	R	319+33.66	17.229	482.856	482.888	R	319+33.66	23.938	482.995	483.028	R	319+33.66	30.646	482.908	482.944	R	319+33.66	37.000	483.205	483.237	R	319+33.66	37.354	483.199	483.232	R	319+33.66	37.354	483.199	483.232
S	319+43.66	10.521	482.801	482.827	S	319+43.66	17.229	482.940	482.967	S	319+43.66	23.938	483.080	483.106	S	319+43.66	30.646	483.028	483.062	S	319+43.66	37.000	483.290	483.316	S	319+43.66	37.354	483.284	483.310	S	319+43.66	37.354	483.284	483.310
T	319+53.66	10.521	482.893	482.903	T	319+53.66	17.229	483.032	483.043	T	319+53.66	23.938	483.172	483.183	T	319+53.66	30.646	483.088	483.116	T	319+53.66	37.000	483.382	483.392	T	319+53.66	37.354	483.376	483.387	T	319+53.66	37.354	483.376	483.387
CL N. Abut.	319+60.33	10.521	482.958	482.958	CL N. Abut.	319+60.33	17.229	483.097	483.097	CL N. Abut.	319+60.33	23.938	483.237	483.237	CL N. Abut.	319+60.33	30.646	483.097	483.107	CL N. Abut.	319+60.33	37.000	483.447	483.447	CL N. Abut.	319+60.33	37.354	483.441	483.441	CL N. Abut.	319+60.33	3		