

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

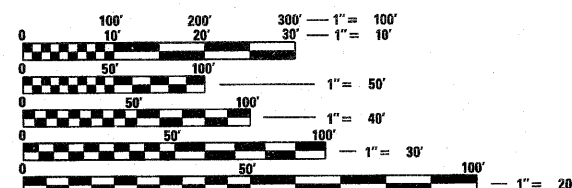
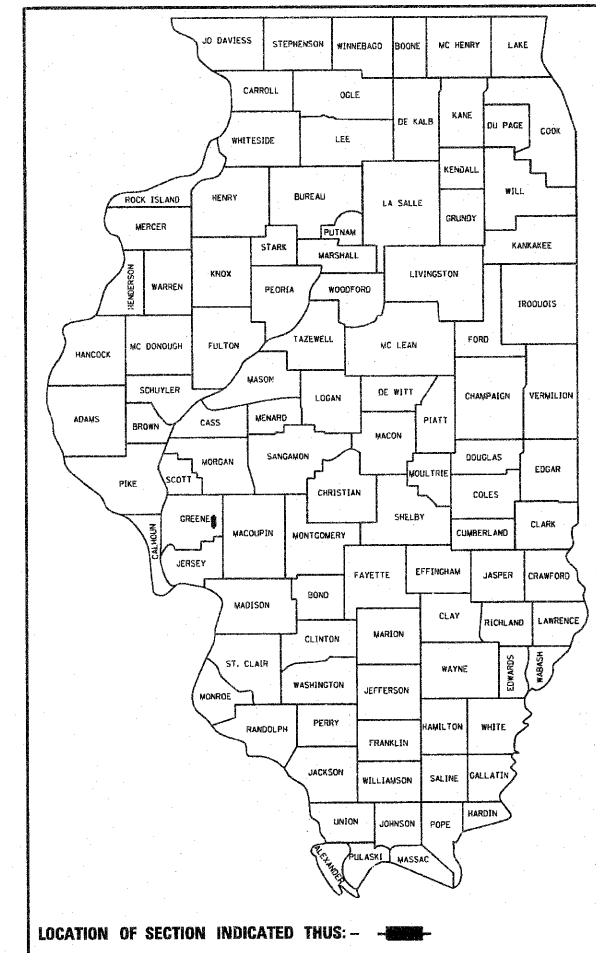
**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 10 (IL 267)  
SECTION 3B-1  
PROJECT: ACBRF-0010(077)  
GREENE COUNTY  
STRUCTURE REPLACEMENT  
C-98-031-10

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 76C15	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-091-08

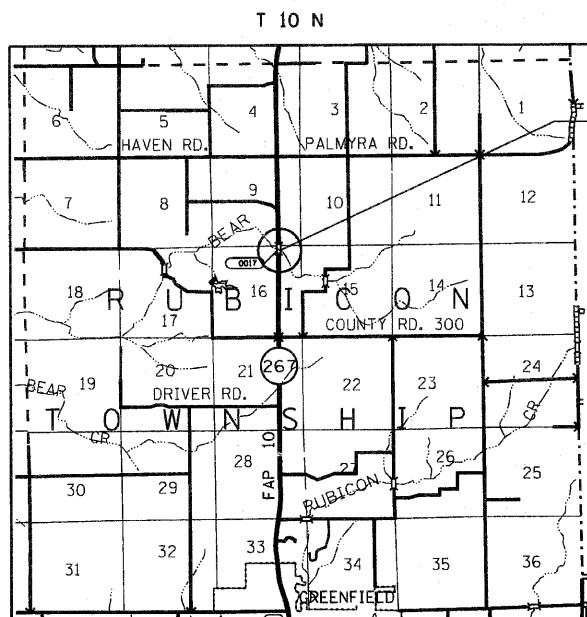


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

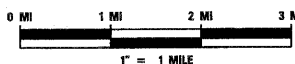
ADT 2200 (2008)  
ADT 2700 (2028)  
SU 5.8%  
MU 14.0%

DESIGN DESIGNATION  
N/A



PROPOSED SINGLE SPAN W40 BEAM  
BRIDGE OVER BEAR CREEK  
90'-0" BACK TO BACK ABUTS, 30°  
AHEAD LEFT SKEW STA 222+94.00  
SN 031-0017 (E), SN 031-0044 (P)

LOCATION MAP



PROJECT ENGINEER: PATTI LeBEAU 346-3179  
PROJECT MANAGER: ARTHUR MUEHLFELD 346-3209

LATITUDE 39° 24' 16"  
LONGITUDE 90° 12' 45"

GROSS LENGTH 0.017 MI  
NET LENGTH 0.017 MI

CONTRACT NO. 76C15

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED July 26 20 10  
*Mary C. Jamel*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

October 1 20 10  
*Scott P. Stitt P.E.*  
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 1 20 10  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
482011-03	HMA SHOULDER STRIPS/SHOULDER WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS.
515001-03	NAME PLATE FOR BRIDGES
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR A TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-08	TRAFFIC BARRIER TERMINAL TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
701001-02	OFF ROAD OPERATIONS
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 4.5 m (15') to 600 MM (24") FROM PAVEMENT EDGE
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701321-10	LANE CLOSURE BRIDGE REPAIR WITH BARRIER
701326-03	LANE CLOSURE, PAVEMENT WIDENING GREATER THAN 45MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
  - GREENE COUNTRY RURAL WATER DISTRICT
  - ILLINOIS RURAL ELECTRIC COOPERATIVE
  - VERIZON NORTH, INC.

MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY \*. NON-MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
2. THE THICKNESS OF HOT-MIX ASPHALT SURFACE MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
4. THE VARIOUS THICKNESS OF BITUMINOUS SURFACE REMOVAL SHOWN ON THE PLANS IS THE AVERAGE THICKNESS BASED UPON CONTROLLING THICKNESS AS INDICATED. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE. BITUMINOUS SURFACE REMOVAL HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF REMOVING HIGH IRREGULARITIES AND TO ESTABLISH CROSS SLOPE.
5. THE WIDTHS OF BITUMINOUS SURFACE REMOVAL SHOWN ON THE PLANS ARE THE NOMINAL WIDTHS. IRREGULARITIES IN THE SURFACE WIDTH MAY OCCUR THROUGHOUT THE LENGTH OF THE SECTION. BITUMINOUS SURFACE REMOVAL WILL BE PAID FOR IN SQUARE YARDS BASED UPON THE NOMINAL WIDTHS INDICATED.
6. A QUANTITY OF 438 FEET OF "TEMPORARY PAVEMENT MARKING - LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
7. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. RIGHT-OF-WAY MARKERS SHALL BE SET SO THE BACK OF THE POST IS TWELVE (12") INCHES INSIDE THE RIGHT OF WAY BOUNDARY. RIGHT OF WAY CORNERS ARE MARKED BY A 5/8" IRON ROD WITH IDOT ALUMINUM CAP AND SHALL NOT BE REMOVED OR DAMAGED WHEN SETTING THE RIGHT OF MARKERS.
9. ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.

PERTINENT INFORMATION

NONE

COMMITMENTS

NONE

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAY STANDARDS,  
GENERAL NOTES & COMMITMENTS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	2
CONTRACT NO. 76C15				
ILLINOIS FED. AID PROJECT				

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	PLOT DATE = #DATE#	DATE -	REVISED -

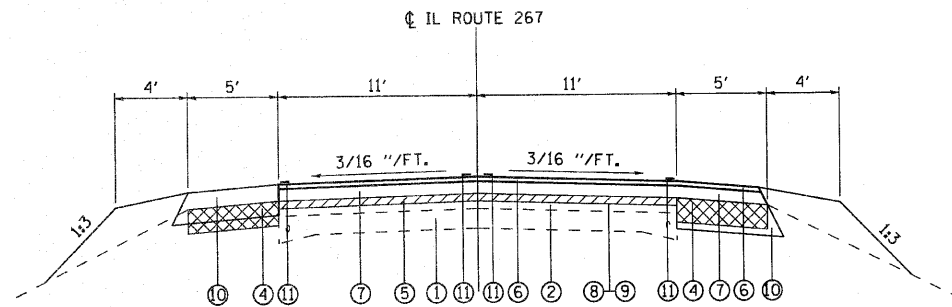
# SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FED 20% STATE 0011		CODE NO	ITEM	UNIT	TOTAL QUANTITIES	80% FED 20% STATE 0011	
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25		50300300	PROTECTIVE COAT	SQ YD	639	639	
20200100	EARTH EXCAVATION	CU YD	2751	2751		50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
20300100	CHANNEL EXCAVATION	CU YD	173	173		50500505	STUD SHEAR CONNECTORS	EACH	1314	1314	
20400800	FURNISHED EXCAVATION	CU YD	226	226		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	60720	60720	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	176	176		50800515	BAR SPLICERS	EACH	598	598	
25000200	SEEDING, CLASS 2	ACRE	1.5	1.5		51201600	FURNISHING STEEL PILES HP12X53	FOOT	352	352	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	150	150		51202305	DRIVING PILES	FOOT	352	352	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	150	150		51203600	TEST PILE STEEL HP12X53	EACH	1	1	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	150	150		51204650	PILE SHOES	EACH	12	12	
25100115	MULCH, METHOD 2	ACRE	4.0	4.0		Z0026407	TEMPORARY SHEET PILING	SQ FT	437	437	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	249	249		51500100	NAME PLATES	EACH	1	1	
28000305	TEMPORARY DITCH CHECKS	FOOT	622	622		52100520	ANCHOR BOLTS, 1"	EACH	24	24	
28000400	PERIMETER EROSION BARRIER	FOOT	772	772		5422A036	PIPE CULVERTS, CLASS A, TYPE 2 36" (TEMPORARY)	FOOT	354	354	
28100109	STONE RIPRAP, CLASS A5	SQ YD	844	844		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	94	94	
28100205	STONE RIPRAP, CLASS A3	TON	477	477		Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	158	158	
28200200	FILTER FABRIC	SQ YD	2299	2299		*63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	512.5	512.5	
35501325	HOT-MIX ASPHALT BASE COURSE, 10 1/4"	SQ YD	410	410		*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	818	818		*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.8	0.8		63200310	GUARDRAIL REMOVAL	FOOT	599	599	
40600300	AGGREGATE (PRIME COAT)	TON	1	1		66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	10	10	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	49	49		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	
40600990	TEMPORARY RAMP	SQ YD	81	81		67100100	MOBILIZATION	L SUM	1	1	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	35	35		70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	43	43		70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
44000100	PAVEMENT REMOVAL	SQ YD	144	144		70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	338	338		70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
44000400	GUTTER REMOVAL	FOOT	326	326		70106700	TEMPORARY RUMBLE STRIP	EACH	6	6	
44004250	PAVED SHOULDER REMOVAL	SQ YD	168	168		70300100	SHORT-TERM PAVEMENT MARKING	FOOT	76	76	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3284	3284	
50200100	STRUCTURE EXCAVATION	CU YD	152	152		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	438	438	
50300225	CONCRETE STRUCTURES	CU YD	65.3	65.3		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1120	1120	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	234.8	234.8							
50300260	BRIDGE DECK GROOVING	SQ YD	500	500							
50300280	CONCRETE ENCASEMENT	CU YD	4.2	4.2							

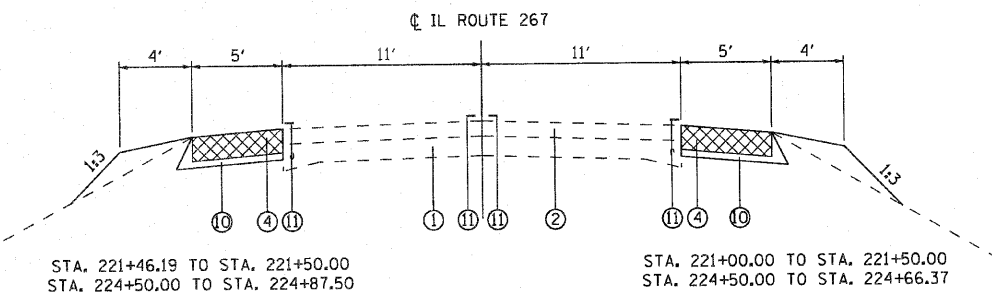
\*SPECIALTY ITEMS

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PLOT DATE = 7/27/2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT					
<b>CONTRACT NO. 76C15</b>										





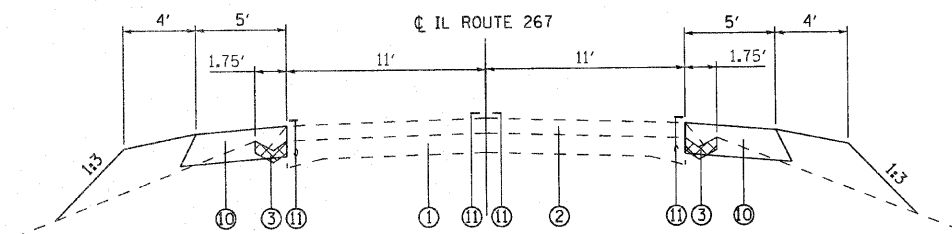
TYPICAL SECTION  
 STA. 221+50.00 TO STA. 222+11.98  
 STA. 223+76.03 TO STA. 224+50.00



STA. 221+46.19 TO STA. 221+50.00  
 STA. 224+50.00 TO STA. 224+87.50

STA. 221+00.00 TO STA. 221+50.00  
 STA. 224+50.00 TO STA. 224+66.37

TYPICAL SECTION



STA. 220+50.00 TO STA. 221+46.19  
 STA. 224+87.50 TO STA. 225+10.00

STA. 220+50.00 TO STA. 221+00.00  
 STA. 224+66.37 TO STA. 225+10.00

TYPICAL SECTION

- LEGEND
- ① EXISTING PAVEMENT
  - ② EXISTING HMA SURFACE 5"±
  - ③ EXISTING GUTTER TBR
  - ④ EXISTING SHOULDER 6"± TBR
  - ⑤ PROPOSED HMA SURFACE REMOVAL 2 1/4"
  - ⑥ PROPOSED HMA SURFACE COURSE, 1 1/2"
  - ⑦ PROPOSED LEVELING BINDER (MACHINE METHOD) VARIES 3/4" TO 4"
  - ⑧ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
  - ⑨ PROPOSED AGGREGATE (PRIME COAT)
  - ⑩ PROPOSED HMA BASE COURSE 10 1/4"
  - ⑪ PROPOSED 4" PAVEMENT MARKING LINE

THICKNESS CHART

STATION	PROFILE ELEVATIONS			MILL AND RESURFACE THICKNESS			
	EXISTING PROFILE ELEVATION	PROPOSED PROFILE ELEVATION	ELEVATION DIFFERENCE	SURFACE REMOVAL 2.25" ELEVATION	TOTAL RESURFACING THICKNESS FEET	SURFACE THICKNESS 1.5" FEET	LEVEL BINDER THICKNESS VARIABLE FEET
221+50.00	582.095	582.095	0.000	581.907	0.188	0.125	0.063
221+60.00	581.762	581.762	0.000	581.575	0.188	0.125	0.063
221+70.00	581.502	581.502	0.000	581.314	0.188	0.125	0.063
221+80.00	581.261	581.261	0.000	581.074	0.188	0.125	0.063
221+90.00	581.020	581.020	0.000	580.833	0.188	0.125	0.063
222+00.00	580.780	580.780	0.000	580.592	0.188	0.125	0.063
222+10.00	580.539	580.602	0.063	580.351	0.251	0.125	0.126
222+20.00	580.315	580.448	0.133	580.127	0.320	0.125	0.195
222+30.00	580.171	580.316	0.146	579.983	0.333	0.125	0.208
222+40.00	579.998	580.208	0.209	579.811	0.397	0.125	0.272
222+49.00	BRIDGE						
223+39.00	BRIDGE						
223+50.00	580.249	580.530	0.281	580.061	0.469	0.125	0.344
223+60.00	580.417	580.697	0.281	580.229	0.468	0.125	0.343
223+70.00	580.711	580.887	0.176	580.524	0.364	0.125	0.239
223+80.00	581.006	581.101	0.094	580.819	0.282	0.125	0.157
223+90.00	581.301	581.337	0.036	581.113	0.223	0.125	0.098
224+00.00	581.596	581.596	0.000	581.408	0.188	0.125	0.063
224+10.00	581.957	581.957	0.000	581.770	0.188	0.125	0.063
224+20.00	582.330	582.330	0.000	582.142	0.188	0.125	0.063
224+30.00	582.703	582.703	0.000	582.515	0.188	0.125	0.063
224+40.00	583.075	583.075	0.000	582.888	0.188	0.125	0.063
224+50.00	583.448	583.448	0.000	583.260	0.188	0.125	0.063

MIXTURE REQUIREMENT CHART

MIXTURE USE	SURFACE	LEVEL BINDER	BASE CRS/FLEX. CON.
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 9.5	IL 19.0
FRICTION AGG	MIXTURE "C"	MIXTURE "C"	MIXTURE "B"

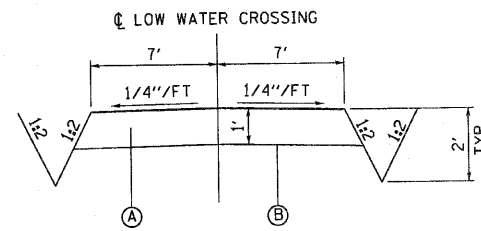
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

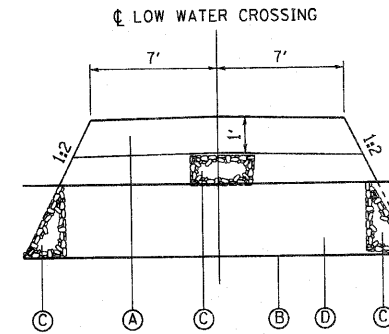
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	5
CONTRACT NO. 76C15				
ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
#FILE#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -



TYPICAL SECTION  
LOW WATER CROSSING  
STA 0+25 TO STA. 3+15  
STA 3+55 TO STA. 7+25



TYPICAL SECTION  
LOW WATER CROSSING  
STA 3+15 TO STA. 3+80

LEGEND  
LOW WATER CROSSING

- (A) AGGREGATE FOR TEMPORARY ACCESS
- (B) FILTER FABRIC
- (C) STONE RIPRAP CLASS A3
- (D) PIPE CULVERT, CLASS A, TYPE 1, 36" TEMPORARY

GENERAL NOTES  
LOW WATER CROSSING

1. THE INTENT OF THE LOW WATER CROSSING IS TO PROVIDE AN ALL WEATHER SURFACE ACCESS FOR FARM EQUIPMENT THAT IS TOO WIDE TO SAFELY PASS THROUGH THE STAGE CONSTRUCTION.
2. THE CONTRACTOR SHALL CONSTRUCT, MAINTAIN, AND REMOVE THE TEMPORARY LOW WATER CROSSING GENERALLY TO THE LINES AND GRADES SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL MAINTAIN A 12' MINIMUM HORIZONTAL CLEARANCE TO ANY OBJECT MEASURED AT A DISTANCE OF 3'-0" ABOVE THE TEMPORARY LOW WATER CROSSING PROFILE GRADE, TYPICAL BOTH SIDES.
4. FILTER FABRIC SHALL BE PLACED UNDER THE AGGREGATE FOR TEMPORARY ACCESS AND STONE RIPRAP, CLASS A3 TO ASSIST IN THE REMOVAL OF THESE MATERIALS.
5. PIPE CULVERTS (TEMPORARY) OF THE TYPE AND SIZE SPECIFIED SHALL BE SECURED IN PLACE BY MEANS OF CABLES AND/OR ANCHORS IN A MANNER MEETING THE APPROVAL OF THE ENGINEER. THE COST SHALL BE INCLUDED IN THE COST OF THE PIPE CULVERTS (TEMPORARY) OF THE TYPE AND SIZE SPECIFIED.
6. MAINTENANCE OF THE TEMPORARY LOW WATER CROSSING WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04. IT IS THE INTENT TO MAINTAIN THE TEMPORARY LOW WATER CROSSING ONLY TO THE DEGREE NECESSARY TO PROVIDE AN ALL WEATHER SURFACE FOR ITS INTENDED USE. THE CONTRACTOR SHALL KEEP THE CHANNEL CLEAR OF DEBRIS WHILE THE LOW WATER CROSSING IS IN USE.
7. REMOVAL AND DISPOSAL OF THE AGGREGATE MATERIAL (AGGREGATE FOR TEMPORARY ACCESS AND STONE RIPRAP, CLASS A3) WHEN THE TEMPORARY LOW WATER CROSSING IS NO LONGER REQUIRED WILL BE MEASURED FOR PAYMENT AS EARTH EXCAVATION AND DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	10	3B-1	GREENE	59	6
		CHECKED -	REVISED -										
		DATE -	REVISED -										
		PLOT SCALE = #SCALE#											
		PLOT DATE = #DATE#											
ILLINOIS FED. AID PROJECT													
CONTRACT NO. 76C15													

EARTHWORK SCHEDULE; IL 267 AND LOW WATER CROSSING					
LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION TO	STATION	CU YDS	CU YDS	CU YDS	CU YDS
219+58.27	222+50.00	193.4	145.1	851.0	-705.9
STRUCTURE					
223+00.00	226+75.00	1242.7	932.1	452.0	480.1
TOTALS		1436.1	1077.1	1302.9	-225.8
ROUNDED		1437			-226

• NOT A TOTAL QUANTITY; SEE BELOW

EARTHWORK SCHEDULE; REMOVAL OF LOW WATER CROSSING					
LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION TO	STATION	CU YDS	CU YDS	CU YDS	CU YDS
221+50.00	222+50.00	409.1	306.8	67.1	239.7
STRUCTURE					
223+00.00	226+50.00	571.2	418.9	595.8	-176.9
SUB-TOTAL		980.3	725.8	662.9	62.9
RR3 IN CHANNEL		332.9			
TOTAL		1313.2			62.9
ROUNDED		1314			63

• NOT A TOTAL QUANTITY; SEE ABOVE

EARTHWORK SCHEDULE CHANNEL EXCAVATION		
LOCATION		CHANNEL EXCAVATION
STATION TO	STATION	CU YDS
0+40	1+60	172.8
TOTAL		172.8
ROUNDED		173

TEMPORARY LOW WATER CROSSING						
LOCATION			AGGREGATE TEMPORARY ACCESS	STONE RIPRAP CLASS A3	FILTER FABRIC	PIPE CULVERT CLASS A, TYPE 2 36" TEMPORARY
STATION TO	TO	STATION	TON	TON	SQ YD	FOOT
0+25.00	TO	3+15.00	337.6		514.4	
3+15.00	TO	3+80.00	75.9	476.6	325.4	354.0
3+80.00	TO	7+26.00	403.6		615.0	
TOTALS			817.1	476.6	1454.8	354.0
ROUNDED			818	477	1455	354

• NOT A TOTAL QUANTITY SEE BRIDGE PLANS

REMOVAL SCHEDULE										
LOCATION			PAVEMENT REMOVAL	HMA SURFACE REMOVAL 2 1/4"	PAVED SHOULDER REMOVAL	GUTTER REMOVAL	GUARDRAIL REMOVAL	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	WORK ZONE PAVEMENT MARKING REMOVAL
STATION TO	TO	STATION	SQ YD	SQ YD	SQ YD	FOOT	FOOT	SQ FT	EACH	SQ FT
222+12.20	TO	222+42.46	74.0							
223+45.59	TO	223+74.15	69.8							
221+50.00	TO	222+12.24		152.1						
223+73.65	TO	224+50.00		185.9						
221+46.19	TO	222+51.15			35.0					
221+00.00	TO	222+36.09			45.4					
223+51.46	TO	224+82.57			43.7					
223+36.34	TO	224+66.37			43.3					
220+50.00	TO	221+46.19				96.2				
220+50.00	TO	221+00.00				50.0				
224+82.57	TO	225+10.00				27.4				
224+66.37	TO	225+10.00				43.6				
224+94.48	TO	225+21.71				30.0				
225+03.90	TO	225+80.93				78.4				
220+42.51	TO	222+32.84					190.3			
221+22.59	TO	222+51.15					128.6			
223+35.79	TO	224+39.87					104.1			
223+55.68	TO	225+31.71					176.0			
218+75.38	TO	226+96.18						273.60		
218+75.38	TO	226+96.18						273.60		
218+75.38	TO	226+96.18						547.20		
218+75.38	TO	226+96.18							11	1120
TOTALS			143.8	338.0	167.4	325.7	599.0	1094.4	11	1120
ROUNDED			144	339	168	326	599	1095	11	1120

GUARDRAIL SCHEDULE							
LOCATION	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL TYPE 6	GUARDRAIL MARKERS TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER DIRECT APPLIED
	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
NW QUADRANT	175	1	1				1
NE QUADRANT	75	1	1				1
SW QUADRANT	87.5	1	1				1
NE QUADRANT	175	1	1				1
NORTHBOUND (RT)				5	2	2	
SOUTHBOUND (LT)				5	2	2	
TOTAL	512.5	4	4	10	4	4	4

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
#FILE#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	7
			CONTRACT NO. 76C15	
[ILLINOIS] FED. AID PROJECT				

RESURFACING SCHEDULE									
LOCATION		SIDE	HMA BASE COURSE 10 1/4"	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	LEVELING BINDER (MACHINE METHOD)	HMA. SURFACE CSE. MIXTURE C N70	BRIDGE APPROACH CONNECTOR FLEXIBLE	TEMPORARY RAMP
STATION	TO	STATION	SQ YD	TON	TON	TON	TON	SQ YD	SQ YD
220+50.00	TO	222+22.17	RT	95.6					
222+47.08	TO	225+10.00	RT	146.1					
220+50.00	TO	222+21.45	LT	95.3					
223+80.30	TO	225+10.00	LT	72.1					
221+50.00	TO	222+18.24	RT/LT		0.32	0.31			
223+67.96	TO	224+50.00	RT/LT		0.39	0.37			
221+50.00	TO	222+12.24	RT/LT			17.6	15.7		
223+73.96	TO	224+50.00	RT/LT			31.2	19.2		
222+12.24	TO	222+18.24	RT/LT					21.3	
223+67.96	TO	223+73.96	RT/LT					21.3	
221+50.00									10.8
222+18.25									39.7
223+73.96									18.9
224+50.00									10.8
TOTALS			409.0	0.71	0.68	48.7	34.8	42.7	80.3
ROUNDED			410	0.8	1	49	35	43	81

ROW MARKERS AND PROPERTY CORNER MARKERS			
STATION	OFFSET	FURNISHING AND ERECTING ROW MARKERS	RIGHT OF WAY AND PROPERTY CORNERS
		EACH	EACH
219+00.00	50.00' LT	1	
219+00.00	55.00' RT	1	
220+00.00	80.00' RT	1	
220+50.00	100.00' LT	1	
221+44.92	80.00' RT	1	
221+50.20	85.00' LT	1	
224+00.00	85.00' LT	1	
224+00.00	80.00' RT	1	
225+00.04	60.22' RT	1	1
225+00.09	69.78' LT	1	
TOTALS		10	1

STAGING SCHEDULE						
STAGE	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3	TEMPORARY RUMBLE STRIP	TEMPORARY BRIDGE TRAFFIC SIGNALS
	FOOT	FOOT	EACH	EACH	EACH	EACH
STAGE I	362.5		2			
STAGE II	75	362.5		2		
STAGE I & II					6	1
TOTAL	437.5	362.5	2	2	6	1

TREE REMOVAL				
STATION TO	STATION	SIDE	AREA SQ FT	AREA ACRES
221+96	223+18	LT	854	0.02
223+57	224+57	LT	519	0.01
TOTAL			1354	0.03
ROUNDED				0.25

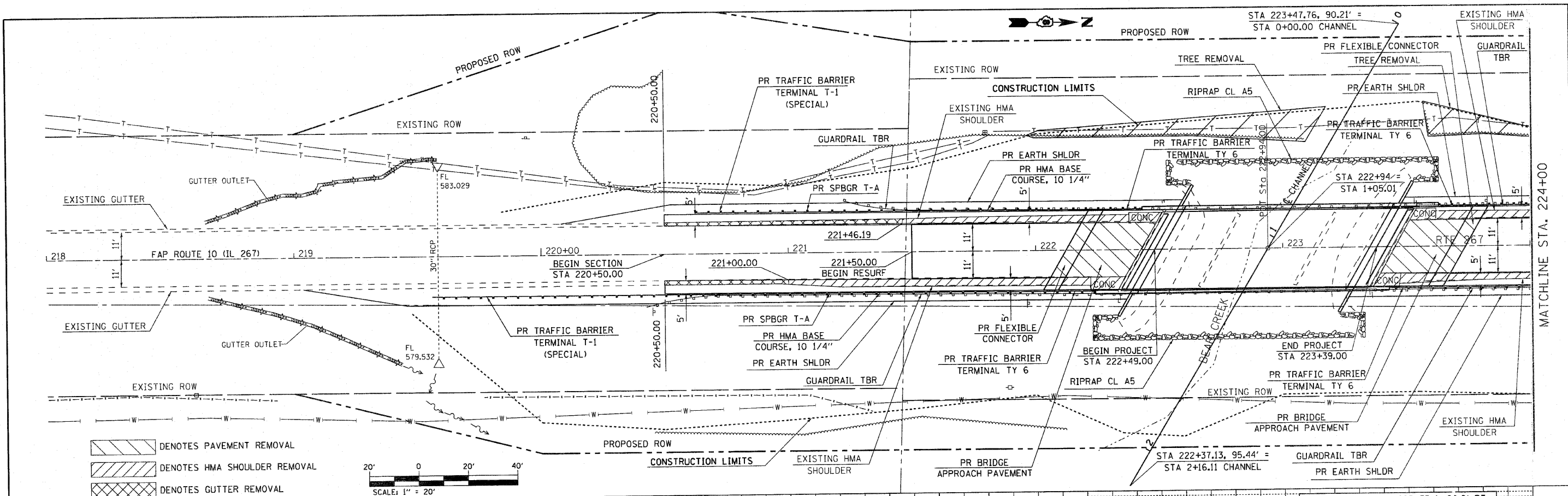
PAVEMENT MARKING SCHEDULE								
LOCATION		PERFORMED PLASTIC PAVEMENT MARKING EDGE LINE; TYPE B LINE 4" (WHITE)	PERFORMED PLASTIC PAVEMENT MARKING NO PASSING ZONE; TYPE B LINE 4" (YELLOW)	GROOVING FOR RECESSED PAVEMENT MARKING 5"	RAISED REFLECTIVE PAVEMENT MARKERS 80' CENTERS	RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)	TEMPORARY PAVEMENT MARKING LINE 4"	SHORT TERM PAVEMENT MARKING
STATION	TO	STATION	FOOT	FOOT	FOOT	EACH	EACH	FOOT
218+75.18	TO	226+96.18	1641.6	1641.6	3283.2	10	2	3283.2
SUB-TOTAL			1641.6	1641.6				76
TOTAL				3283.2	3283.2	10	2	3283.2
ROUNDED				3284	3284			3284

FILE NAME =	USER NAME = muehlfeldec	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\p\work\p\p\dot\muehlfeldec\dms22603\876C15-shc-Schedule.dgn	DRAWN -	REVISED -	REVISED -					10	3B-1	GREENE	59	8
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: NONE			SHEET NO. 2 OF 2 SHEETS STA. TO STA.			CONTRACT NO. 76C15	
PLOT DATE = 7/27/2010	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							

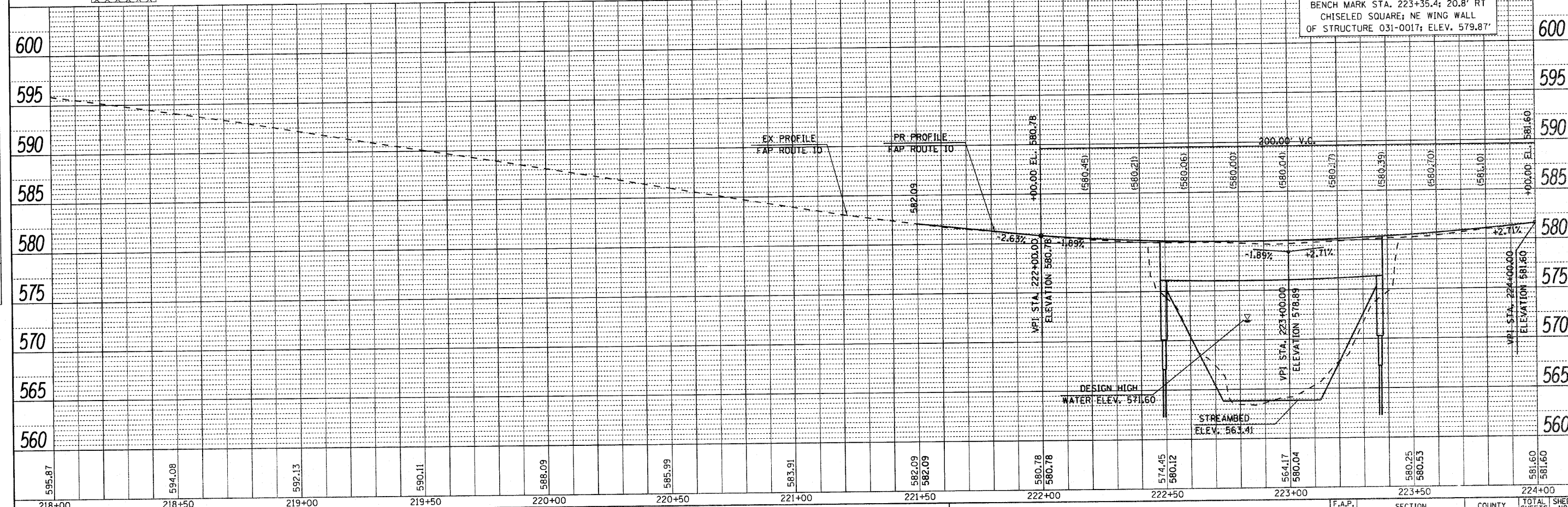
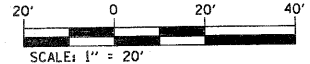


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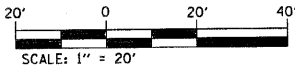
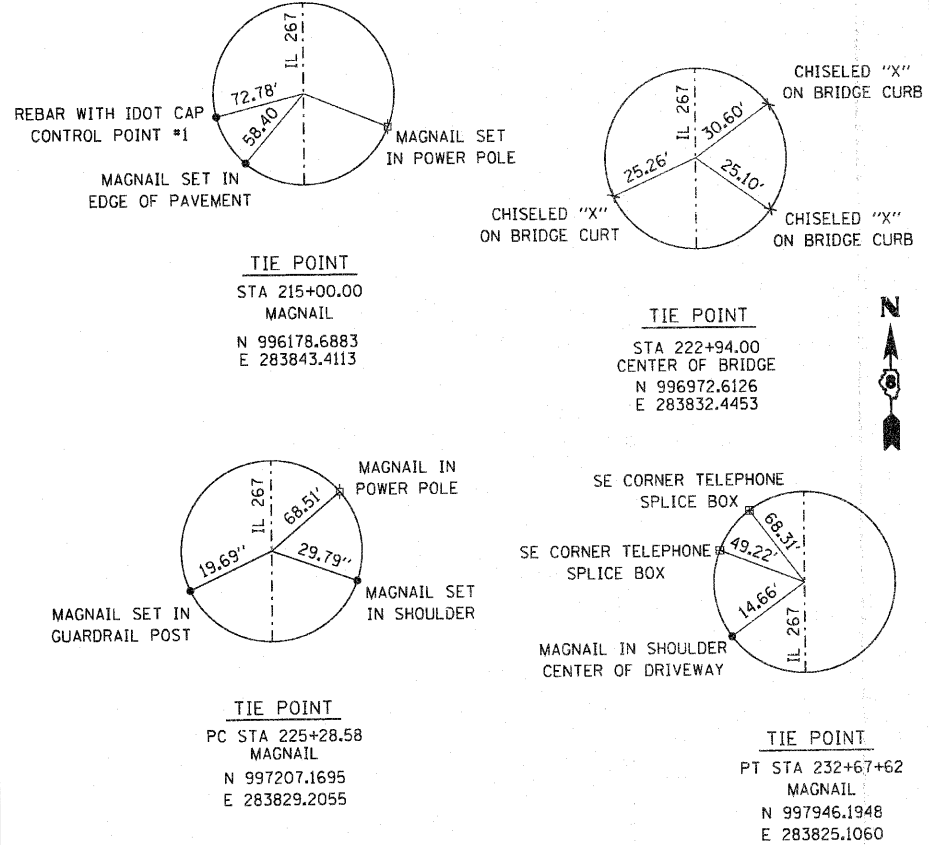
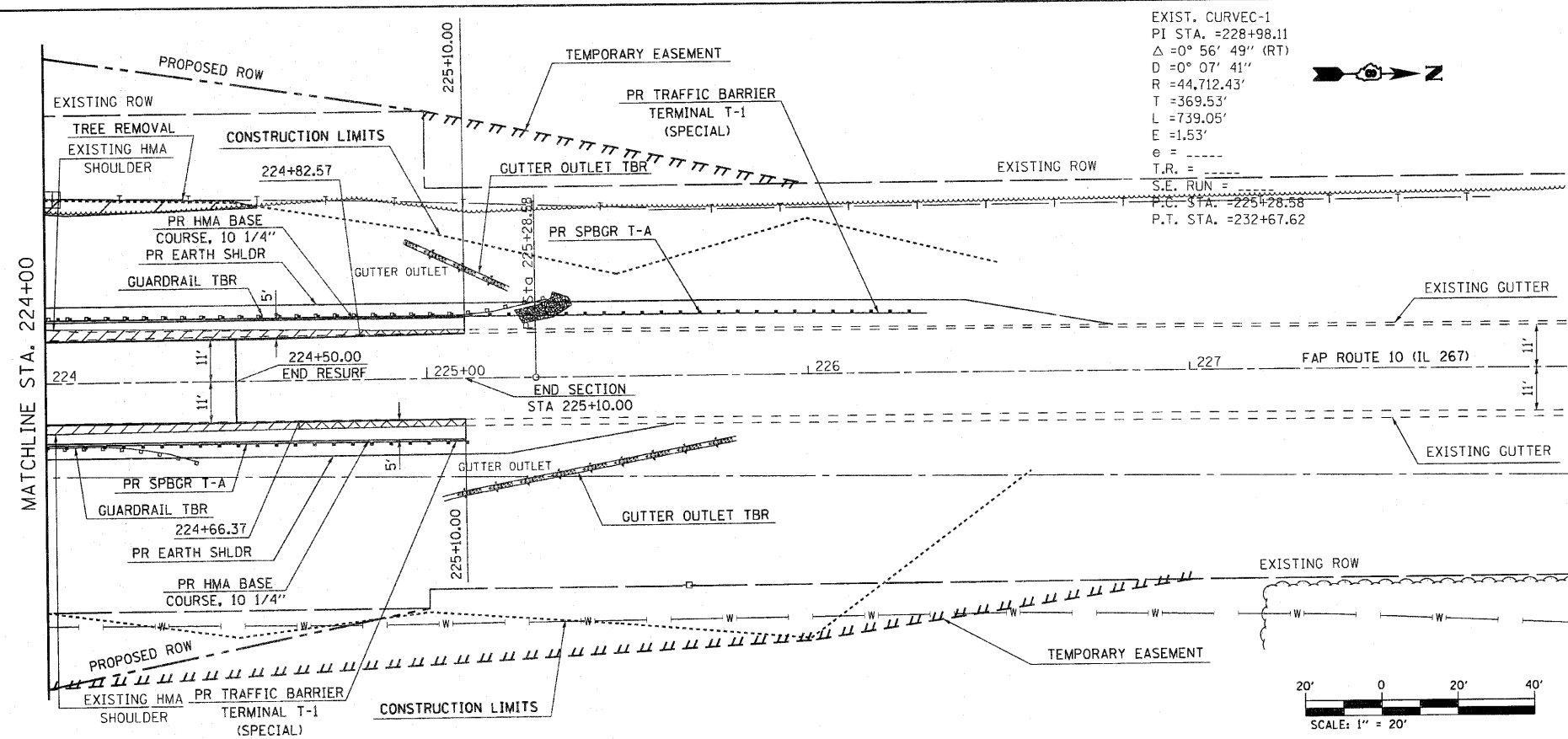
- DENOTES PAVEMENT REMOVAL
- DENOTES HMA SHOULDER REMOVAL
- DENOTES GUTTER REMOVAL



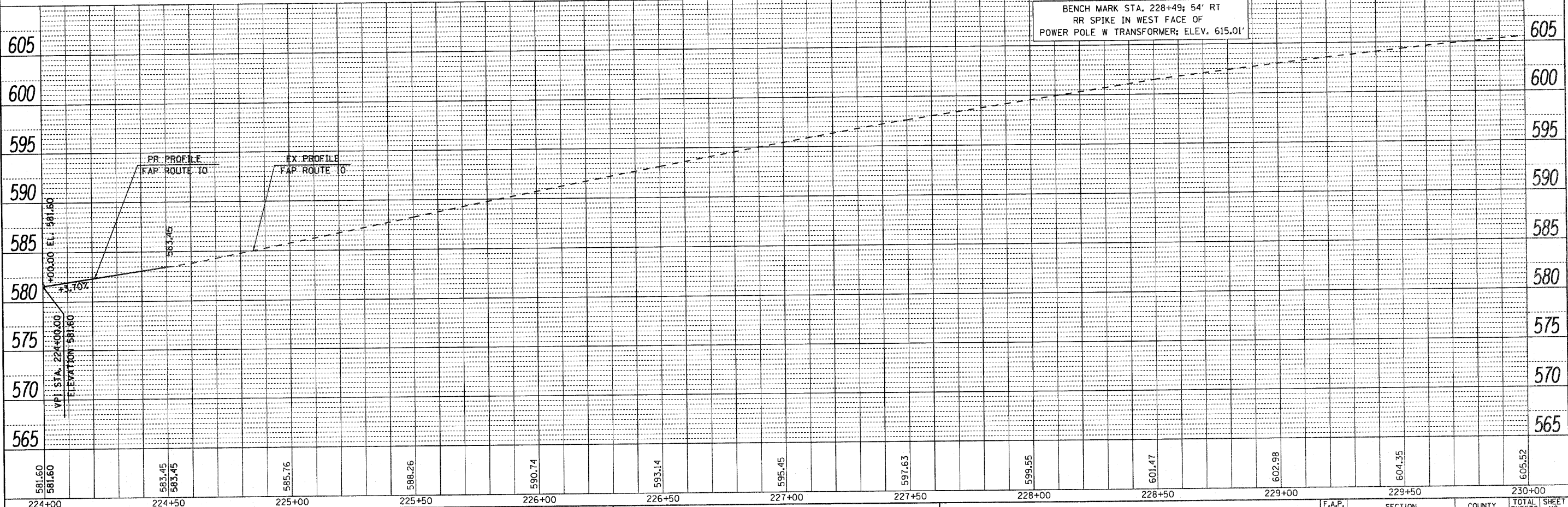
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#FILE#		DRAWN -	REVISED -			10	3B-1	GREENE	59	9	
PLOT SCALE = #SCALE*		CHECKED -	REVISED -			SCALE: 1" = 20' SHEET NO. 1 OF 4 SHEETS STA. 218+00 TO STA. 224+00					
PLOT DATE = #DATE*		DATE -	REVISED -			CONTRACT NO. 76C15 ILLINOIS FED. AID PROJECT					

DATE	
BY	
NO.	
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DATE	
BY	
NO.	
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NO.	



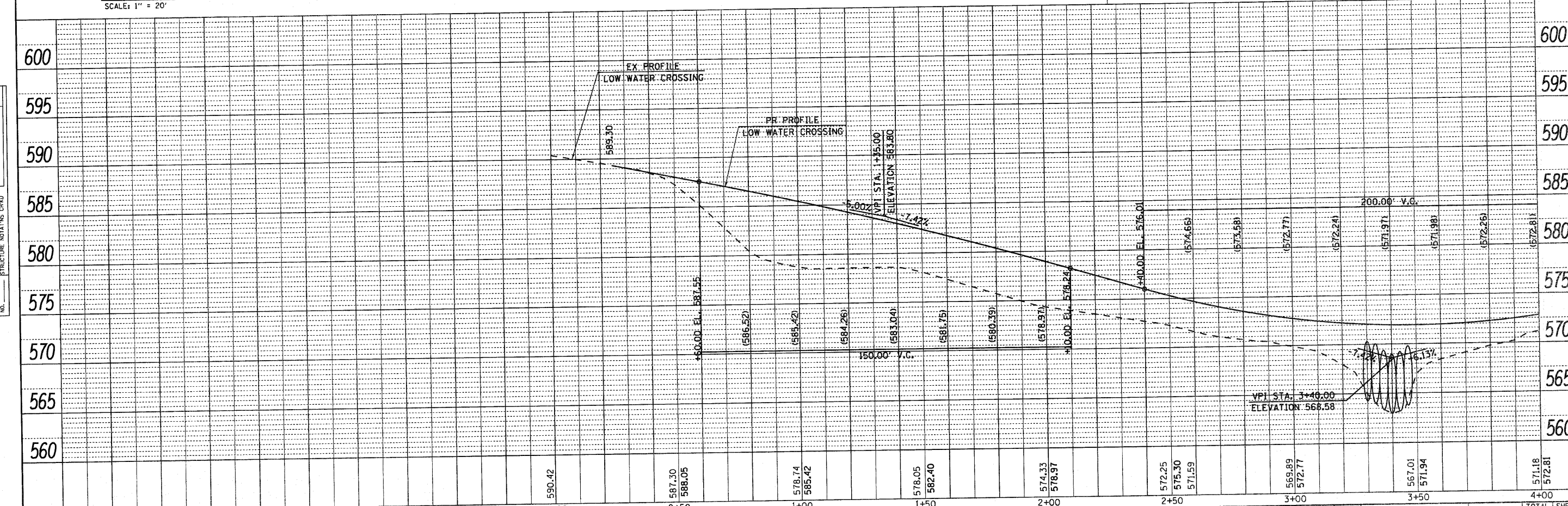
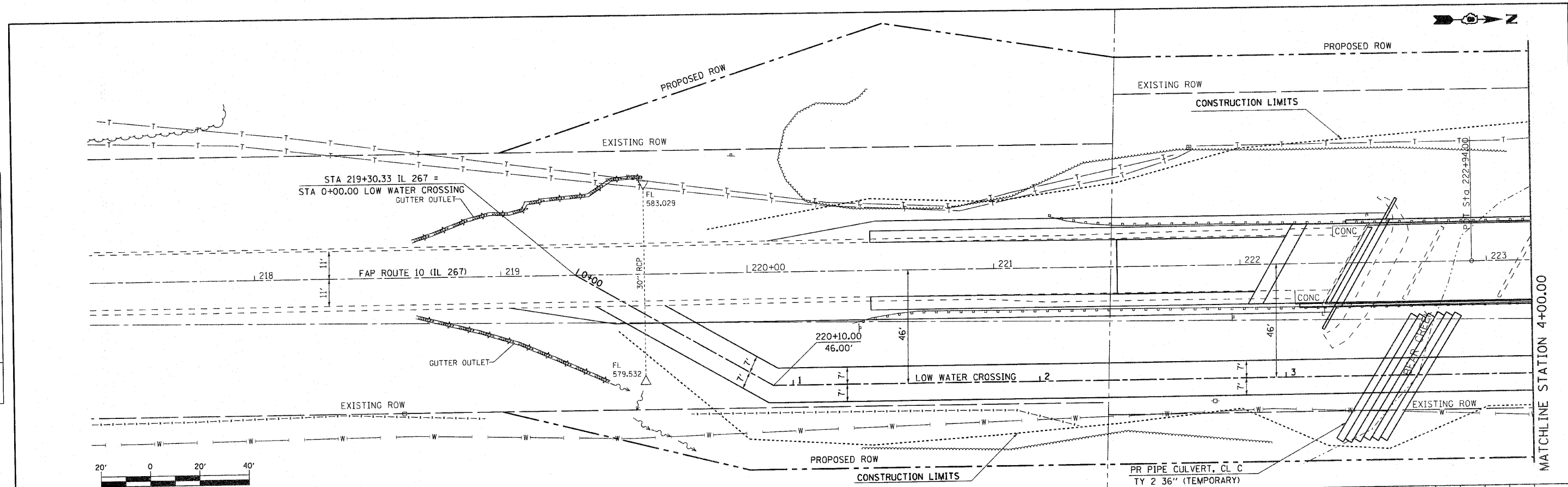
BENCH MARK STA. 228+49; 54' RT  
RR SPIKE IN WEST FACE OF  
POWER POLE W TRANSFORMER; ELEV. 615.01'



FILE NAME	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> SCALE: 1" = 20' SHEET NO. 2 OF 4 SHEETS STA. 224+00 TO STA. 227+00	<b>PLAN PROFILE SHEET, (IL 267)</b> SECTION 3B-1 COUNTY GREENE TOTAL SHEETS 59 SHEET NO. 10 CONTRACT NO. 76C15 ILLINOIS FED. AID PROJECT
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	PLOT DATE = #DATE#	CHECKED -	REVISED -		
		DATE -	REVISED -		

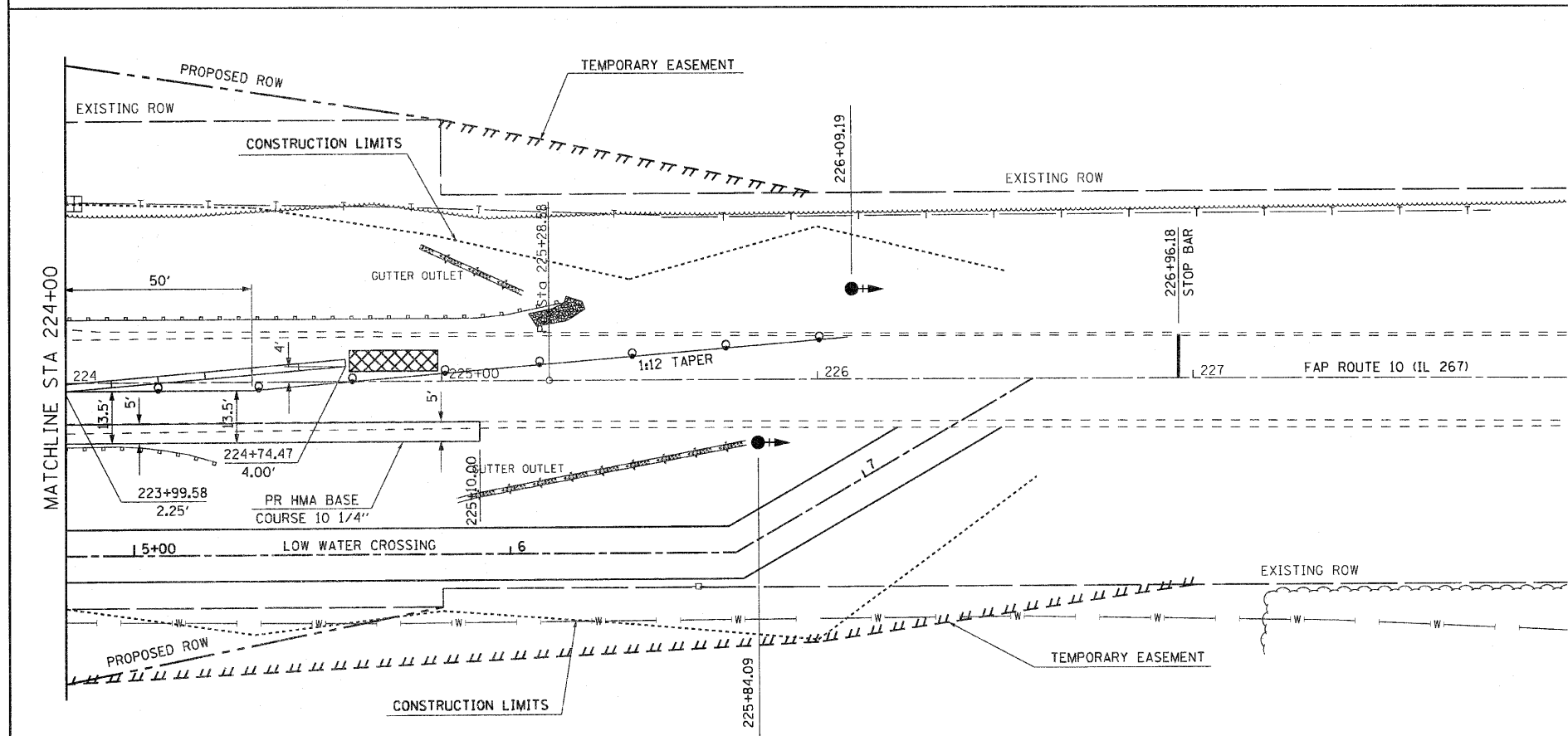
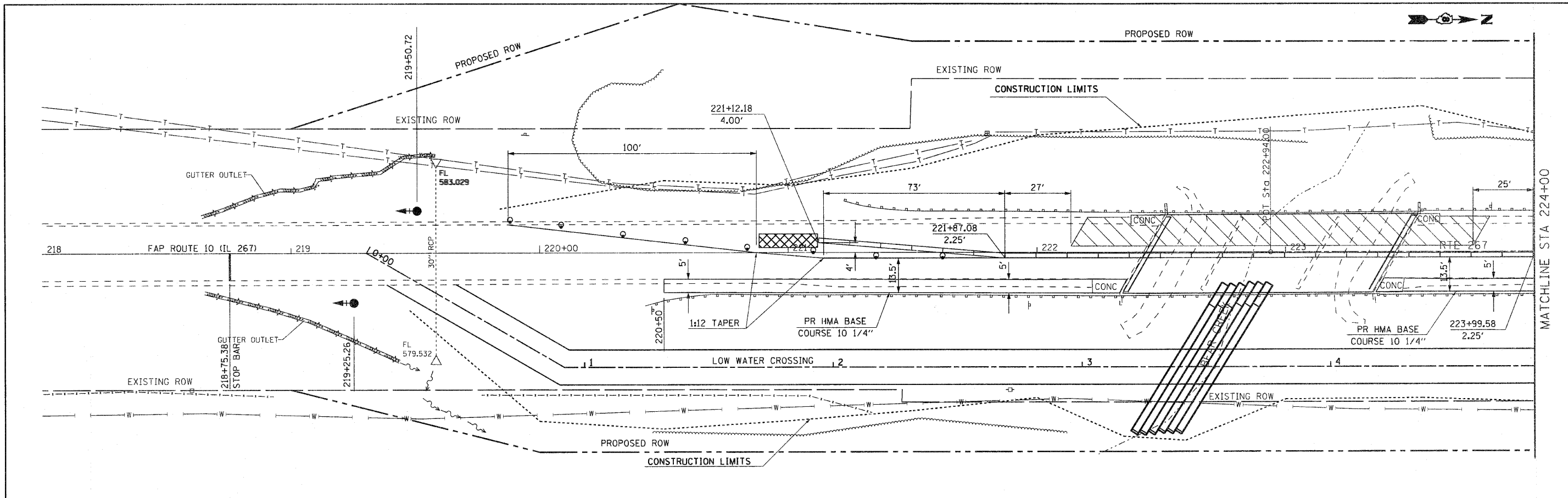
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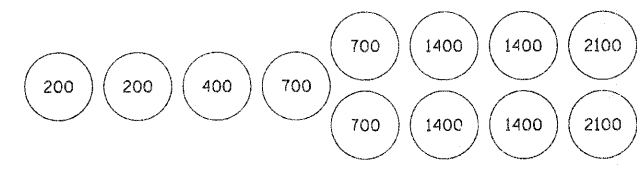
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN PROFILE SHEET, LOW WATER CROSSING</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	
#FILE#		DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.	10	3B-1	GREENE	59 11
		CHECKED -	REVISED -								CONTRACT NO. 76C15
		DATE	REVISED -								ILLINOIS FED. AID PROJECT



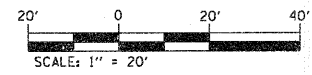


**SEQUENCE OF CONSTRUCTION**

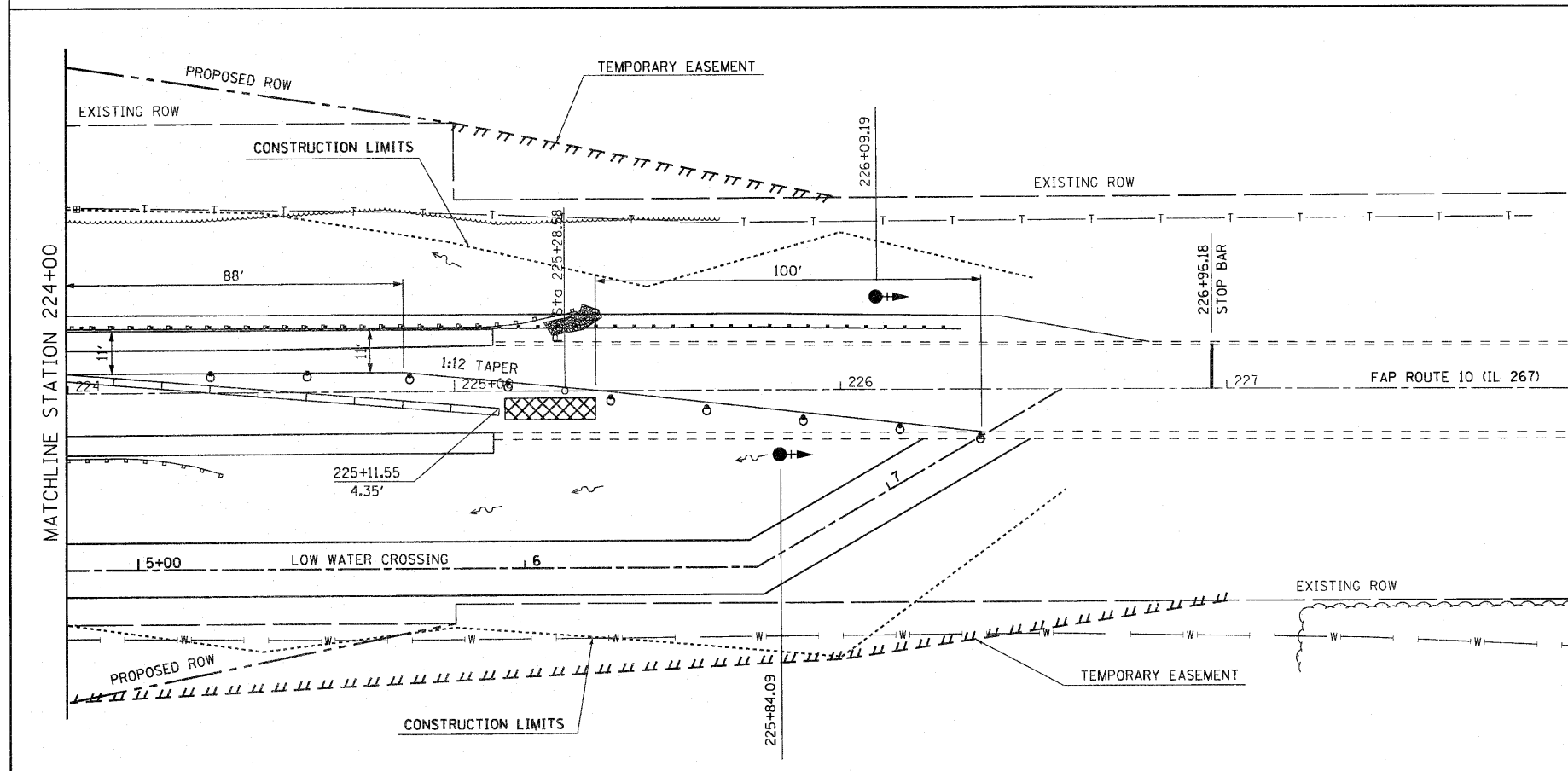
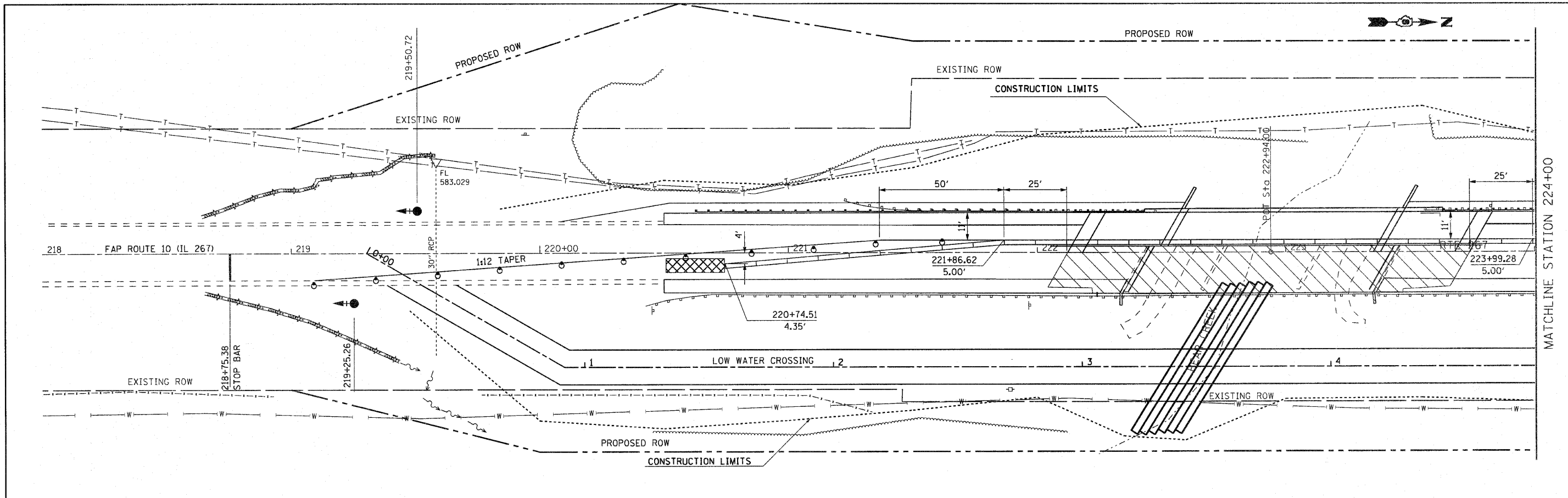
CONSTRUCT TEMPORARY LOW WATER CROSSING AS DETAILED IN PLANS.  
 CONSTRUCT HOT-MIX BASE COURSE 10 1/4" AS DETAILED IN THE PLANS.  
 PLACE STOP BARS AS SHOWN ON STAGING PLANS.  
 REMOVE PAVEMENT MARKING BETWEEN STOP BARS.  
 PLACE 362.5 FEET OF TEMPORARY CONCRETE BARRIER AND 2 IMPACT ATTENUATORS.  
 PERFORM ALL WORK FOR STAGE 1 CONSTRUCTION.  
 PLACE FINAL GUARDRAIL ON LEFT SIDE OF ROADWAY FOR STAGE 2 TRAFFIC PROTECTION.  
 SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.



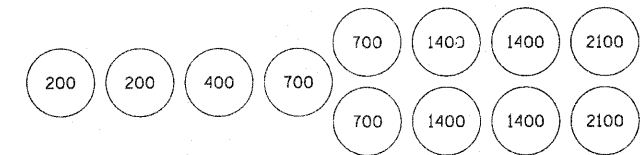
- LEGEND**
- WORK AREA
  - IMPACT ATTENUATOR
  - TEMPORARY CONCRETE BARRIER
  - BARRELS WITH STEADY BURNING LIGHT
  - TEMPORARY BRIDGE TRAFFIC SIGNALS








FILE NAME #	USER NAME # USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE 1 CONSTRUCTION</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS	STA. 218+00.00 TO STA. 227+00.00	10	3B-1	GREENE	59	13
		CHECKED -	REVISED -		CONTRACT NO. 76C15							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

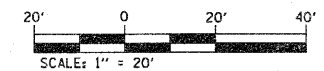


**SEQUENCE OF CONSTRUCTION**  
 RELOCATE 362.5 FEET OF TEMPORARY CONCRETE BARRIER AND 2 IMPACT ATTENUATORS.  
 PLACE ADDITIONAL 75 FEET OF TEMPORARY CONCRETE BARRIER  
 PERFORM ALL WORK FOR STAGE 2 CONSTRUCTION.  
 MILL AND RESURFACE THE ROADWAY AREA LEADING UP THE APPROACH PAVEMENT.  
 REMOVE LOW WATER CROSSING AND ESTABLISH FINAL GRADE LINES.  
 SEE STANDARD 701321 FOR ITEMS NOT SHOWN.



**LEGEND**

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
#FILEL#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGE 2 CONSTRUCTION**

SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. 218+00.00 TO STA. 227+00.00

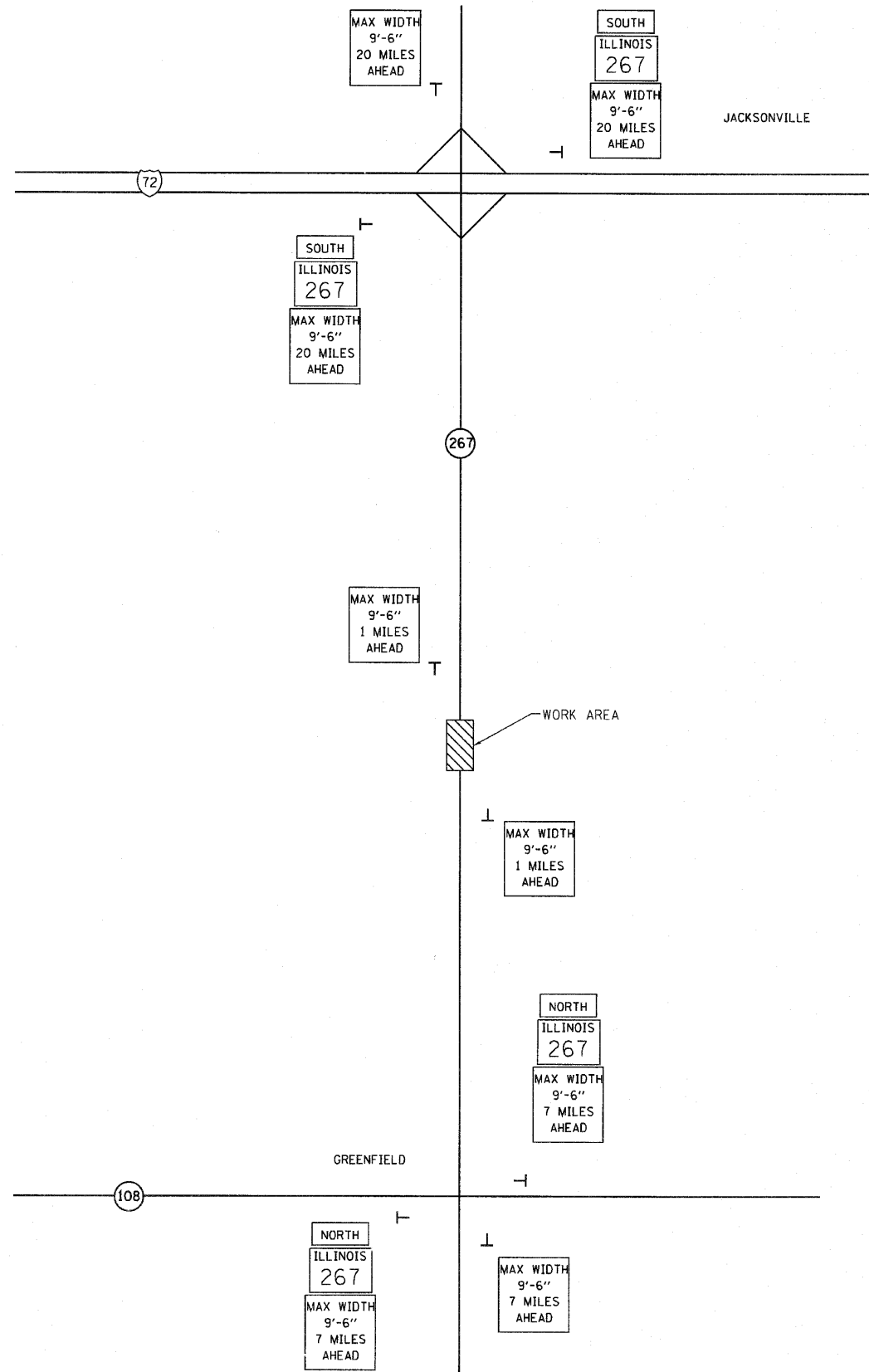
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	14
CONTRACT NO. 76C15			ILLINOIS FED. AID PROJECT	

**NOTES:**

1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE, PHONE (618) 346-3289.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.

**SIGNS REQUIRED**

MAX WIDTH 9'-6" 1 MILES AHEAD	(2)	SOUTH	(2)
MAX WIDTH 9'-6" 7 MILES AHEAD	(3)	NORTH	(2)
MAX WIDTH 9'-6" 20 MILES AHEAD	(3)	ILLINOIS 267	(4)



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 2; WIDE LOAD SIGNING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	15
CONTRACT NO. 76C15				
ILLINOIS FED. AID PROJECT				

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

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

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

*Mary C. Lamie*  
 SIGNATURE  
 7-26-10  
 DATE

I. SITE DESCRIPTION:

- A. THE FOLLOWING IS A DESCRIPTION OF THE PROJECT LOCATION:  
 THE PROJECT CONSISTS OF THE PROPOSED IMPROVEMENTS OF 0.06 MILES OF IL ROUTE 267, SPECIFICALLY IL ROUTE 267 BRIDGE OVER BEAR CREEK.
- B. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:  
 CONSTRUCTION WILL INCLUDE THE REMOVAL AND THE REPLACEMENT OF THE IL ROUTE 267 BRIDGE OVER BEAR CREEK, ROADWAY CONSTRUCTION, HMA SHOULDERS, AGGREGATE SHOULDERS, PAVEMENT MARKING, GUARDRAIL REPLACEMENT, AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS.
- C. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:  
 STAGE 1: CONSTRUCTION OF WIDENING, ADJACENT TO EXISTING PAVEMENT, ON THE EAST AND WEST SIDES OF IL 267 TO ACCOMMODATE STAGE CONSTRUCTION TRAFFIC. CONSTRUCTION OF THE LOW WATER CROSSING. REMOVAL AND CONSTRUCTION OF WEST SIDE OF THE IL ROUTE 267 BRIDGE OVER BEAR CREEK.  
 STAGE 2: REMOVAL AND CONSTRUCTION OF EAST SIDE OF THE IL ROUTE 267 BRIDGE OVER BEAR CREEK. COMPLETE PAVEMENT MARKING, SIGNING, GUARDRAIL AND ALL OTHER MISCELLANEOUS WORK.
- D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.05 ACRES.  
 THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 1.64 ACRES.
- E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: 0.51
- F. THE FOLLOWING IS A DESCRIPTION OF THE SOIL TYPES FOUND AT THE PROJECT SITE FOLLOWED BY INFORMATION REGARDING THEIR EROSION:  
 ONE SOIL TYPE IS LOCATED WITHIN THE PROJECT AREA OF THE IL ROUTE 267 BRIDGE REPLACEMENT OVER BEAR CREEK:  
 LAWSON SILT LOAM (45) - A SOMEWHAT POORLY DRAINED SOIL WITH SLOW TO MEDIUM PERMEABILITY. THIS SOIL HAS A MODERATE SUSCEPTIBILITY TO WATER AND A MODERATELY LOW SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT ARE BETWEEN ZERO AND TWO PERCENT.

- G. THE FOLLOWING IS A DESCRIPTION OF POTENTIALLY EROSION AREAS ASSOCIATED WITH THIS PROJECT:  
 THE SOIL TYPE, LAWSON SILT LOAM (45) IS FOUND THROUGHOUT THE PROJECT LOCATIONS. THE SOIL HAS A MODERATE SUSCEPTIBILITY TO WATER EROSION AND MODERATELY LOW SUSCEPTIBILITY TO WIND EROSION.
- H. THE FOLLOWING IS A DESCRIPTION OF SOIL DISTURBING ACTIVITIES, THEIR LOCATIONS, AND THEIR EROSION FACTORS (E.G. STEEPNESS OF SLOPES, LENGTH OF SLOPES, ETC.):  
 THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT IS TO REMOVE AND REPLACE THE IL ROUTE 267 BRIDGE OVER BEAR CREEK. (PROPOSED STRUCTURE NO. 031-0044, EXISTING STRUCTURE 031-0017), THE RECONSTRUCTION OF THE APPROACH SLABS, AND THE REGRADING OF THE ROADSIDE SLOPES. A TEMPORARY LOW WATER CROSSING WILL BE CONSTRUCTED ON THE EAST SIDE TO ACCOMMODATE FARM EQUIPMENT DURING CONSTRUCTION. PROPOSED RIGHT-OF-WAY WILL BE REQUIRED TO ACCOMMODATE RECONSTRUCTION OF THE BRIDGE AND THE ROADWAY APPROACHES. THERE ARE NO SCHEDULED NEIGHBORING ACTIVITIES THAT WILL AFFECT THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND NO OFF-SITE LAND DISTURBING ACTIVITIES.  
 ONE SOIL TYPE HAS EROSION CHARACTERISTICS - LAWSON SILT LOAM (45) MODERATELY SUSCEPTIBLE TO WATER EROSION AND MODERATELY LOW SUSCEPTIBLE TO WIND EROSION. MODERATELY LOW SUSCEPTIBLE TO WIND EROSION IS MODERATELY LOW FOR THE SOIL TYPE.

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

II. CONTROLS

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

- A. EROSION AND SEDIMENT CONTROL
1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN I(A)(1)(c) AND I(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASES ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 14 OR MORE CALENDAR DAYS.
- a. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

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

- |   |  |
|---|--|
| <input type="checkbox"/> PRESERVATION OF MATURE VEGETATION            | <input checked="" type="checkbox"/> EROSION CONTROL BLANKET / MULCHING |
| <input type="checkbox"/> VEGETATED BUFFER STRIPS                      | <input type="checkbox"/> SODDING                                       |
| <input type="checkbox"/> PROTECTION OF TREES                          | <input type="checkbox"/> GEOTEXTILES                                   |
| <input checked="" type="checkbox"/> TEMPORARY EROSION CONTROL SEEDING | <input type="checkbox"/> OTHER (SPECIFY).....                          |
| <input type="checkbox"/> TEMPORARY TURF (SEEDING, CLASS 7)            | <input type="checkbox"/> OTHER (SPECIFY).....                          |
| <input checked="" type="checkbox"/> TEMPORARY MULCHING                | <input type="checkbox"/> OTHER (SPECIFY).....                          |
| <input checked="" type="checkbox"/> PERMANENT SEEDING                 | <input type="checkbox"/> OTHER (SPECIFY).....                          |

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. TEMPORARY EROSION CONTROL SEEDING - THIS ITEM WILL BE APPLIED TO ALL BARE AREAS EVERY SEVEN DAYS TO MINIMIZE THE AMOUNT OF EXPOSED SURFACE AREAS.  
 EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS.  
 WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.  
 BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.  
 2. EROSION CONTROL BLANKETS/MULCHING - EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES AND IN HIGH VELOCITY AREAS (I.E. DITCHES) THAT HAVE BEEN BROUGHT TO FINAL GRADE AND SEEDED TO PROTECT SLOPES FROM EROSION AND ALLOW SEEDS TO GERMINATE. MULCH, METHOD 2 WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PROTECT THE DISTURBED AREAS AND PREVENT FURTHER EROSION.  
 MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.  
 3. PERMANENT SEEDING - SEEDING, CLASS 2 WILL BE INSTALLED PER IDOT SPECIFICATIONS.

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

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

THE FOLLOWING STRUCTURAL PRACTICES WILL BE USED FOR THIS PROJECT:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> PERIMETER EROSION BARRIER | <input type="checkbox"/> ROCK OUTLET PROTECTION  |
| <input checked="" type="checkbox"/> TEMPORARY DITCH CHECK     | <input checked="" type="checkbox"/> RIPRAP       |
| <input type="checkbox"/> STORM DRAIN INLET PROTECTION         | <input type="checkbox"/> GABIONS                 |
| <input type="checkbox"/> SEDIMENT TRAP                        | <input type="checkbox"/> SLOPE MATTRESS          |
| <input type="checkbox"/> TEMPORARY PIPE SLOPE DRAIN           | <input type="checkbox"/> RETAINING WALLS         |
| <input type="checkbox"/> TEMPORARY SEDIMENT BASIN             | <input type="checkbox"/> SLOPE WALLS             |
| <input type="checkbox"/> TEMPORARY STREAM CROSSING            | <input type="checkbox"/> CONCRETE REVETMENT MATS |
| <input type="checkbox"/> STABILIZED CONSTRUCTION EXITS        | <input type="checkbox"/> LEVEL SPREADERS         |
| <input type="checkbox"/> TURF REINFORCEMENT MATS              | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> PERMANENT CHECK DAMS                 | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> PERMANENT SEDIMENT BASIN             | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> AGGREGATE DITCH                      | <input type="checkbox"/> OTHER (SPECIFY).....    |
| <input type="checkbox"/> PAVED DITCH                          | <input type="checkbox"/> OTHER (SPECIFY).....    |

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG THE BANKS OF BEAR CREEK IN AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.  
 CONSTRUCT AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION.
2. TEMPORARY DITCH CHECKS - DITCH CHECKS WILL BE PLACED IN SWALES WHERE RUNOFF VELOCITY IS HIGH. ALL STRUCTURAL PRACTICES ARE SHOWN IN DETAIL ON THE EROSION CONTROL PLANS.  
 TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.  
 TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3- REMOVE AT END OF CONSTRUCTION.  
 STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCE WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE (IF SPECIFIED), ENVIROBERM, TRIANGULAR SILT DIKES, GEORIDGE AND ROLLED EXCELSIOR.
3. RIPRAP - STONE RIPRAP WITH FILTER FABRIC WILL BE USED AS PROTECTION AT THE DISCHARGE END OF ALL CULVERT END SECTIONS AND AS INLET/OUTLET PROTECTION TO PREVENT SCOURING AT THE END OF PIPES AND PREVENT DOWNSTREAM EROSION.

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

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

FILE NAME =	USER NAME = muelheldac	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pudot\muelheldac\dms52683\075C15 sht:Eros.dgn		DRAWN -	REVISED -		10	3B-1	GREENE	59	16		
PLOT SCALE = 50.0000' / 1" IN.		CHECKED -	REVISED -		CONTRACT NO. 76C15			ILLINOIS FED. AID PROJECT			
PLOT DATE = 7/26/2010		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 2 SHEETS	STA. TO STA.			



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

1. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES).  
THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.
- b. VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS:

THE PHASE I LOCATION DRAINAGE STUDY, PERFORMED BY STUDIES AND PLANS HAS DETERMINED THAT NO STORM WATER DETENTION IS REQUIRED FOR THIS PROJECT.

4. OTHER CONTROLS:

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

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

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

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

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

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

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

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

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

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

5. APPROVED STATE OR LOCAL LAWS

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

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

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

III. MAINTENANCE:

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN. THE RESIDENT ENGINEER WILL PROVIDE MAINTENANCE GUIDES TO THE CONTRACTOR FOR THE PRACTICES ASSOCIATED WITH THIS PROJECT.

1. SEEDING - ALL ERODIBLE BARE EARTH WILL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE WITHIN THE CONTRACT LIMITS.
2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCING KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.
3. EROSION CONTROL BLANKET/MULCHING - ANY AREAS THAT FAIL WILL BE REPAIRED IMMEDIATELY.
4. DITCH CHECKS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE DITCH CHECK IS IN JEOPARDY. ANY DITCH CHECKS WHICH FAIL WILL BE REPAIRED OR REPLACED IMMEDIATELY.

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

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

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

IV. INSPECTIONS

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

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

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

C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION IV(B) SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL NOTIFY THE APPROPRIATE I.E.P.A. FIELD OPERATIONS SECTION OFFICE BY EMAIL OF: [opa.svnoncomp@illinois.gov](mailto:opa.svnoncomp@illinois.gov), TELEPHONE OR FAX WITHIN 24 HOURS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL THEN COMPLETE AND SUBMIT AN "INCIDENCE OF NON-COMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION WITHIN 5 DAYS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

THE INCIDENCE OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

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

V. NON-STORM WATER DISCHARGES:

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

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

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

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

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

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

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






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

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

VI. FAILURE TO COMPLY:

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

LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  TEMPORARY DITCH CHECK- AGGREGATE
-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES

FILE NAME =	USER NAME = muelhfeldoc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\p\work\p\wdo\muelhfeldoc\dms42683\	876C15-shr-Eros.dgn	DRAWN -	REVISED -		10	3B-1	GREENE	59	17		
	PL07 SCALE = 50.0000' / 1" IN.	CHECKED -	REVISED -		CONTRACT NO. 76C15			ILLINOIS FED. AID PROJECT			
	PL07 DATE = 7/26/2010	DATE -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.				

DITCH CHECK SCHEDULE		
STATION	OFFSET	LENGTH FOOT
SW QUADRANT		
220+50.00	-22.00	11
220+84.56	-22.00	11
221+10.00	-22.00	11
NW QUADRANT		
226+50.00	-20.00	11
226+21.04	-22.00	11
225+92.21	-22.00	11
225+63.69	-22.00	11
225+50.00	-22.00	11
SE QUADRANT		
220+00.12	28.03	11
220+19.63	30.00	11
220+39.27	32.00	11
220+64.63	34.00	11
220+95.61	34.00	11
221+29.32	34.00	11
221+62.45	34.00	11
221+94.09	34.00	11
222+29.00	30.00	11
NE QUADRANT		
223+79.44	36.35	11
224+16.65	34.85	11
224+45.38	34.85	11
224+81.96	34.85	11
225+10.29	33.00	11
225+29.82	33.00	11
225+49.35	33.00	11
225+66.29	32.50	11
225+83.05	24.01	11
225+99.89	20.01	11
224+53.12	57.00	11
224+80.70	57.00	11
225+07.40	57.00	11
225+32.07	57.00	11
225+56.01	57.00	11
225+78.01	57.00	11
226+00.00	45.00	11
226+16.09	38.87	11
223+55.36	36.34	11
224+26.06	56.99	11
NE QUADRANT; WITH REMOVAL OF LOW WATER CROSSING		
224+40.44	45.00	22
224+54.03	45.00	22
224+78.23	44.79	24
225+01.46	45.00	26
225+16.01	45.00	24
225+30.58	40.02	21
225+45.15	32.00	16
225+62.54	28.37	15
225+81.50	26.25	15
226+00.16	21.00	15
226+12.81	16.56	15
TOTAL		622

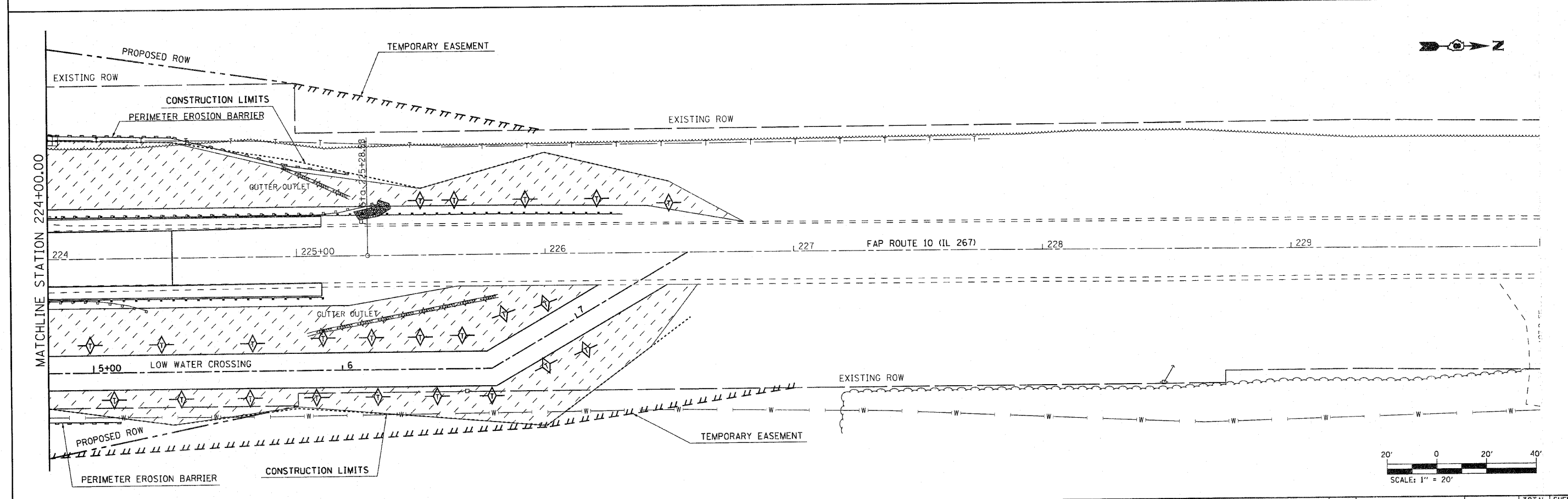
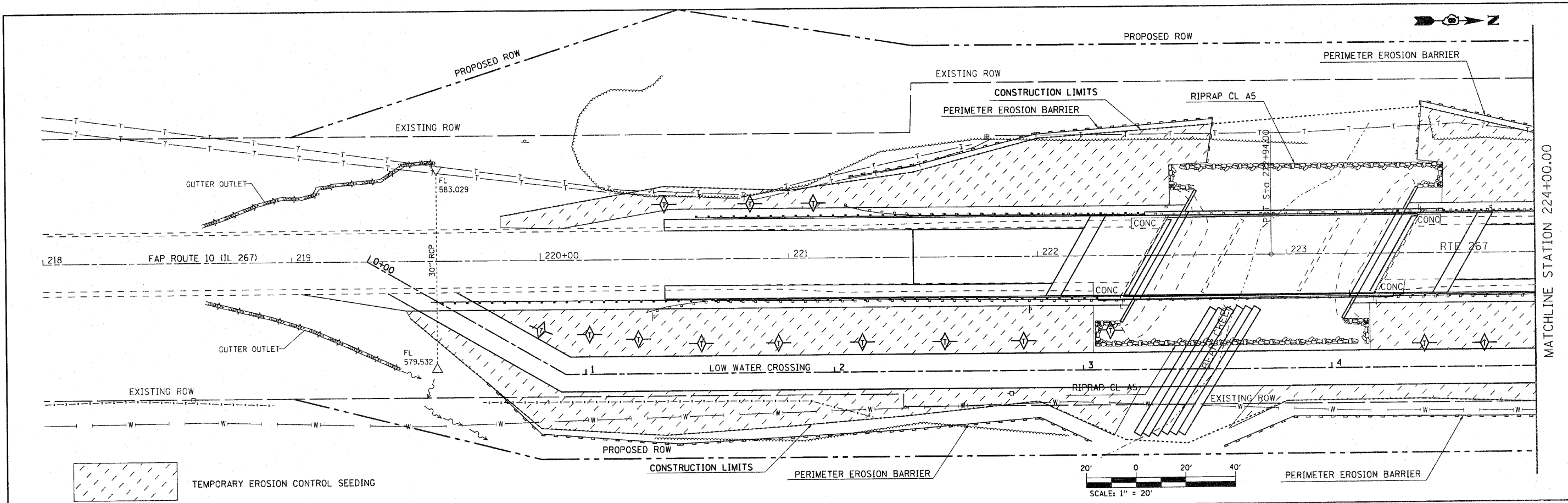
NEGATIVE OFFSET INDICATES  
LEFT SIDE OF ROADWAY

PERIMETER EROSION CONTROL				
STATION TO	STATION	LT/RT	LENGTH	COMMENTS
221+24	222+71	LT	167	SW QUADRANT
219+78	222+22	RT	254	SE QUADRANT
223+55	225+55	LT	194	NW QUADRANT
222+74	224+29	RT	157	NE QUADRANT
TOTAL			772	

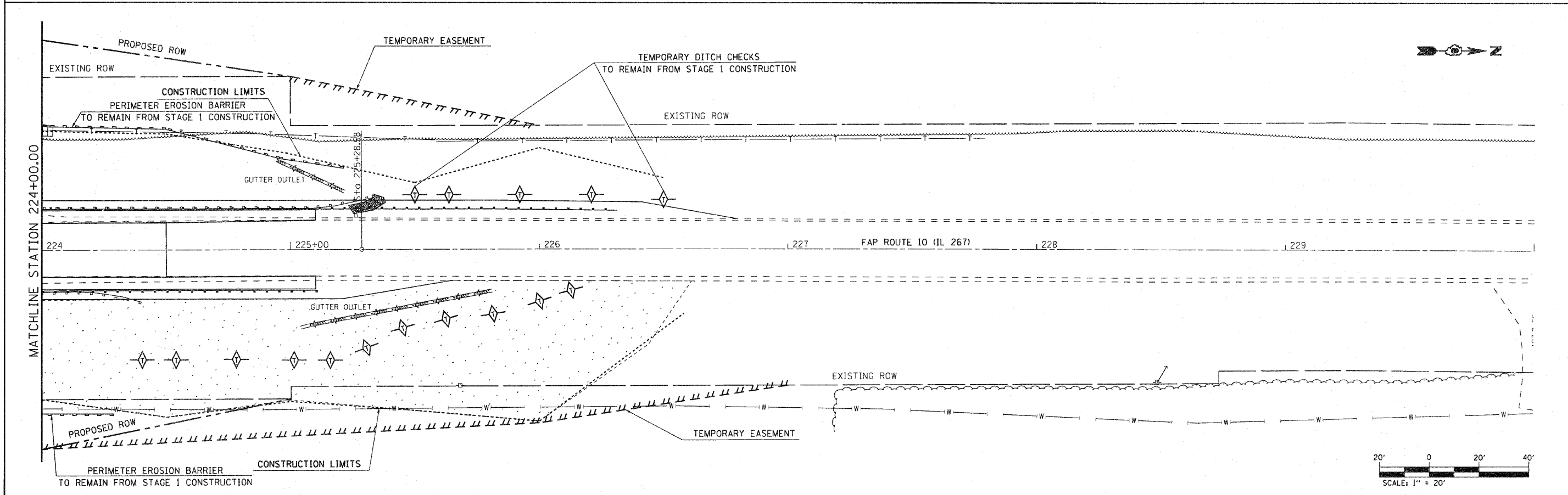
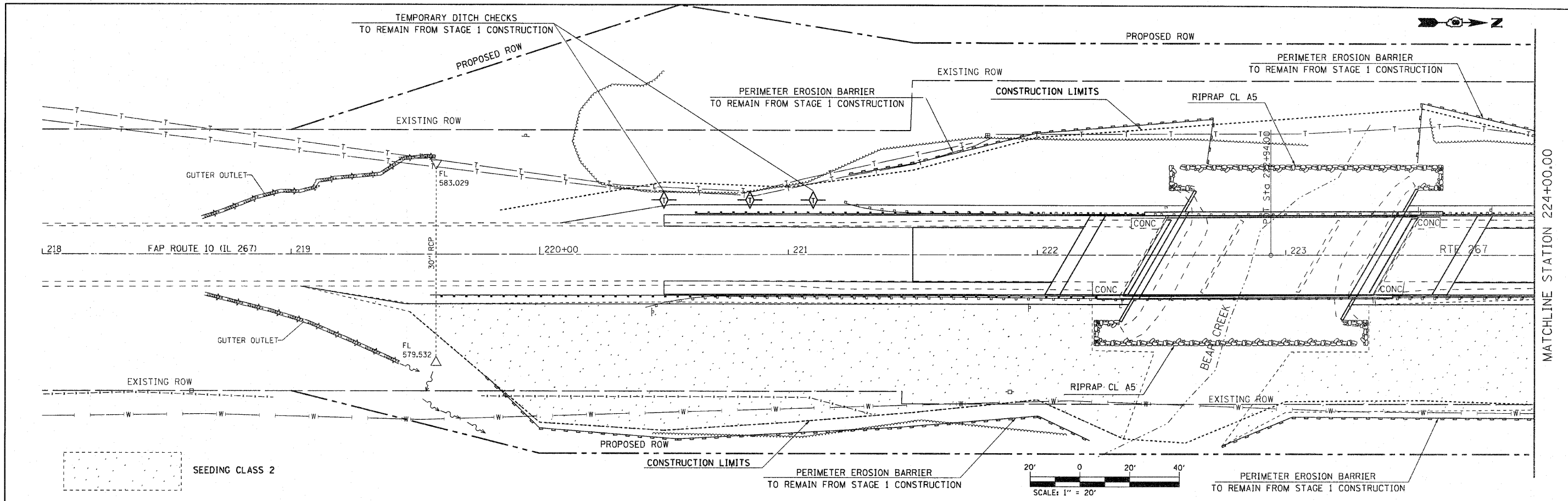
SEEDING SCHEDULE						
LOCATION	SEEDING	POTASSIUM	PHOSPHORUS	NITROGEN	TEMPORARY	MULCH
	CLASS 2	FERTILIZER	FERTILIZER	FERTILIZER	EROSION CONTROL	METHOD 2
	ACRES	POUND	POUND	POUND	POUND	ACRES
219+00 TO CREEK	0.71	71	71	71	41	1.94
CREEK TO 226+50	0.66	66	66	66	42	1.92
TOTAL	1.37	137	137	137	83	3.86
ROUNDED	1.5	150	150	150	83	4

NOTES:  
THE QUANTITY OF TEMPORARY EROSION CONTROL SEEDING IS BASED ON 3 APPLICATIONS  
MULCH METHOD 2 IS INCLUDED WITH PERMANENT AND TEMPORARY SEEDING.

FILE NAME =	USER NAME = mwhjfldoc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL SCHEDULE OF QUANTITIES</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\mwhjfldoc\dms52683\876C15-sh1-Eros-Sch.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 3 SHEETS	STA.	10	3B-1	GREENE	59	18
	PLOT DATE = 7/27/2010	CHECKED -	REVISED -				TO STA.					
		DATE -	REVISED -									
ILLINOIS FED. AID PROJECT											CONTRACT NO. 76C15	



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL SHEET STAGES 1 AND 2</b>			F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 59	SHEET NO. 19
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 2 OF 3 SHEETS	STA. 218+00 TO STA. 227+00	CONTRACT NO. 76C15				
PLOT DATE = #DATE#	CHECKED -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							
	DATE -	REVISED -	REVISED -									



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL SHEET REMOVAL OF LOW WATER CROSSING</b>			F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 59	SHEET NO. 20
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 3 OF 3 SHEETS	STA. 218+00	TO STA. 227+00	CONTRACT NO. 76C15			
	PLOT DATE = #DATE#	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

**LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS**

TRAFFIC SIGNAL HANDHOLE	⊠	DRAINAGE FLOW LINE	— —
TRAFFIC SIGNAL GULFBOX	○	RIP RAP	— — — — — — — —
TRAFFIC SIGNAL HANDHOLE	⊠	HEADWALL	— —
TRAFFIC SIGNAL POST	○	CULVERT END SECTION	— — — — — — — —
TRAFFIC SIGNAL STEEL MAST ARM	— —	DRAINAGE MANHOLE	⊠
TRAFFIC SIGNAL COMBINED MAST ARM	— —	INLET	⊠
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	⊠	ROADWAY DITCH FLOW	— — — — — — — —
TRAFFIC SIGNAL WOODEN POLE	⊠	VEGETATION LINE	— — — — — — — —
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	⊠	STUMP	⊠
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET	⊠	SHRUB	⊠
TRAFFIC SIGNAL JUNCTION BOX	⊠	EVERGREEN TREE	⊠
TRAFFIC SIGNAL CONTROLLER	⊠	DECIDUOUS TREE	⊠
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	⊠	WOODS/BUSH PATTERN	— — — — — — — —
RAILROAD CANTILEVER MAST ARM	— —	TRAFFIC SIGN	⊠
RAILROAD CROSSBUCK	— —	GAURDRAIL POST	⊠
RAILROAD TRACK PATTERN	— — — — — — — —	GAURDRAIL PATTERN	— — — — — — — —
RAILROAD ABANDON PATTERN	— — — — — — — —	FIELD LINE	— — — — — — — —
RAILROAD CROSSGATE	— —	LEVEE/NOISE BARRIER	— — — — — — — —
RAILROAD CONTROL BOX	⊠	FENCE PATTERN	— — — — — — — —
RAILROAD FLASHING SIGNAL	⊠	MAIL BOX	⊠
TELEPHONE SPLICE BOX ABOVE GROUND	⊠	ADVERTISING SIGN	⊠
UTILITY POWER POLE	⊠	MARSH	— — — — — — — —
TELEPHONE POLE	⊠	LIGHTING HANDHOLE	⊠
UTILITY TRAFFIC SIGNAL	⊠	LIGHTING POWER POLE	⊠
UTILITY LIGHT POLE	⊠	LIGHTING JUNCTION BOX	⊠
FIRE HYDRANT	⊠	LIGHTING HEAVYDUTY HANDHOLE	⊠
UTILITY MANHOLE	⊠	LIGHTING CONTROLLER	⊠
UTILITY TELEPHONE POLE	⊠	LIGHTING PULL POINT	⊠
UTILITY GUY POLE	⊠	HIGHWAY LIGHTING ELECTRICAL GROUND	⊠
PIPELINE WARNING SIGN	⊠	HIGHWAY LIGHTING SINGLE UNIT	⊠
UTILITY HANDHOLE	⊠	HIGHWAY LIGHTING DOUBLE UNIT	⊠
UTILITY SPLICE ABOVE GROUND	⊠	EXISTING CONCRETE BARRIER	— — — — — — — —
UTILITY JUNCTION BOX	⊠	EXISTING CREEK OR DITCH	— — — — — — — —
UTILITY HEAVY DUTY HANDHOLE	⊠	EXISTING EDGE OF PAVEMENT	— — — — — — — —
UTILITY DOUBLE HANDHOLE	⊠		
UTILITY CONTROLLER	⊠		
UTILITY WATER METER	⊠		

**RIGHT OF WAY LEGEND**

	SECTION CORNERS		QUARTER SECTION CORNERS
---	EXISTING CENTERLINE	---	EXISTING RIGHT OF WAY LINE
---	FORMER RIGHT OF WAY LINE	---	EXISTING 100' EASEMENT LINE
---	EXISTING EASEMENT LINE	---	EXISTING EASEMENT LINE
---	BUILDING SETBACK LINE	---	EXISTING ACCESS CONTROL LINE
--- AC ---	EXISTING RIGHT OF WAY & PROPOSED ACCESS CONTROL LINE	---	PROPOSED ACCESS CONTROL LINE
---	PROPOSED CENTERLINE	---	PROPOSED RIGHT OF WAY LINE
---	PROPOSED TEMPORARY EASEMENT LINE	---	PROPOSED PERMANENT EASEMENT LINE
---	SECTION LINE	---	QUARTER SECTION LINE
---	QUARTER SECTION LINE	---	PROPERTY (DEED) LINE
---	PROPERTY (DEED) LINE	---	APPL 121.45'
---	APPL 121.45'	---	MEASURED DIMENSION
---	RECORDED DIMENSION	---	FOUND STONE
---	FOUND STONE	---	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
---	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED	---	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
---	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED	---	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
---	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)	---	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
---	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED	---	FOUND CUT CROSS
---	FOUND CUT CROSS	---	SET CUT CROSS
---	SET CUT CROSS	---	SAME OWNERSHIP
---	SAME OWNERSHIP	---	EXISTING BUILDING

■ STAKING OF PROPOSED RIGHT OF WAY CORNERS, SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER, (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).

**LEGEND FOR ABBREVIATIONS**

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BK	BOOK
BLVD	BOULEVARD
C	CENTERLINE
CH	COUNTY HIGHWAY
Ch	CHAIN
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m	METER
m <sup>2</sup>	SQUARE METERS
N	NORTH
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT OF TANGENT
P	PROPERTY LINE
PR	PROPOSED
RD	ROAD
ROW	RIGHT OF WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SO FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

**PROPOSED PARCEL NUMBER LEGEND**

8001001	PROPOSED FEE SIMPLE ACQUISITION
8001001E	PROPOSED PERMANENT EASEMENT
8001001FE	PROPOSED TEMPORARY EASEMENT
8001001DED	PROPOSED DEDICATION
8001001AC	PROPOSED ACCESS CONTROL LINE

**CURVE ABBREVIATIONS**

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
CB	CHORD BEARING
R	RADIUS OF CURVE
L	CURVE LENGTH
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
e	EXTERNAL
Δ	CENTRAL ANGLE

SPACE RESERVED FOR RECORDING OFFICER

**GEOTECH**  
ENGINEERING & TESTING, INC.

500 SOUTH 17th STREET  
PADUCAH, KENTUCKY 42003  
PHONE - 270.443.1995

403 NORTH COURT STREET  
MARION, ILLINOIS 62959  
PHONE - 618.997.9190

601 NORTH 4th STREET  
MURRAY, KENTUCKY 42071  
PHONE - 270.753.7907

131 SAUNDERSVILLE ROAD  
HENDERSON, TN 37075  
PHONE - 615.590.4224

REGISTRATION NO. 184-003258

**TOTAL HOLDING AREA SOURCE TABLE**

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

**TOPOGRAPHIC STATEMENT**

THE TOPOGRAPHY SHOWN HEREON WAS PHYSICALLY LOCATED IN THE FIELD BY THE SURVEYOR ON MARCH 6, 2009.

**BASIS OF COORDINATE & BEARING STATEMENT**

SN 031-0017;  
BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 10 (IL. 267)  
SECTION 3B-1  
GREENE COUNTY  
JOB NO. R-98-007-09

60' 0 60' 120'  
SCALE: 1" = 60'

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	21

CONTRACT NO. 76C15  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



RONALD S. BACON, PLS NO. 035-003586  
LICENSE EXPIRATION DATE: 11/30/2010

PART OF SECTION 9 & 16, T11N, R10W OF THE 3RD PM, GREENE COUNTY, ILLINOIS

SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
PROP. C. OF CONST. POT STA. 206+73.18	C	995,351.9430	283,854.8306
EXIST. C. OF R.O.W. PI STA. 204+12.80	C	995,091.6418	283,857.7362

SEE SHEET 4



SPACE RESERVED FOR RECORDING OFFICER

ERIC MEYER & JANICE MEYER  
(HUSBAND AND WIFE - IN JOINT TENANCY)  
DB. 5, PG. 20  
PERMANENT TAX NO.:  
09-70-16-3-1  
MAP NO.:  
10-16-100-001

ROBERT E. ROBLEY (1/2 INTEREST)  
CAROL J. ROBLEY (1/2 INTEREST)  
DB. 237, PG. 288  
PERMANENT TAX NO.:  
10-16-200-001

STATE OF KENTUCKY )  
                                  ) SS  
COUNTY OF McCRACKEN )

I, RONALD S. BACON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY OF THE EXISTING RIGHT OF WAY.

DATED \_\_\_\_\_

RONALD S. BACON, PLS NO. 035-003586  
LICENSE EXPIRATION DATE: 11/30/2010



500 SOUTH 17th STREET  
PADUCAH, KENTUCKY 42003  
PHONE - 270.443.1966

403 NORTH COURT STREET  
MARION, ILLINOIS 62259  
PHONE - 618.997.9190

601 NORTH 4th STREET  
MURRAY, KENTUCKY 42071  
PHONE - 270.753.7307

131 SAUNDERSVILLE ROAD  
HENDERSON, TN 37075  
PHONE - 615.590.4224

REGISTRATION NO. 184-003258

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 10 (IL. 267)  
SECTION 3B-1  
GREENE COUNTY  
JOB NO. R-98-007-09

STATION 204+12.80 TO STATION 216+50



SHEET 3 OF 6

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	22

COMPLETION DATE OF FIELD WORK PERFORMED  
LAND SURVEY: MARCH 19, 2009; ROW STAKING:

CONTRACT NO. 76C15  
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

ERIC MEYER & JANICE MEYER  
(HUSBAND AND WIFE - IN JOINT TENANCY)  
DB. 57, PG. 62  
PERMANENT TAX NO.:  
09-70-16-3-3  
MAP NO.:  
10-16-200-002

Prop. C. POT Sta 206+73.18  
0.58' LT. / 206+73.12 Exlst. C

ERIC MEYER & JANICE MEYER  
(HUSBAND AND WIFE - IN JOINT TENANCY)  
DB. 275, PG. 190  
PERMANENT TAX NO.:  
09-70-16-3  
MAP NO.:  
10-16-200-004

\* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION						REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS		PREVIOUSLY DEDICATED AND/OR USED		NET			ACRES	EASEMENT PURPOSE		
			ACRES	SO. FT.	ACRES	SO. FT.	ACRES	SO. FT.					
8907021	KELLY J. ROSS - 18-2008GN-155.0	39.3370	2.5933	112,962	2,4890	108,423	0.1042	4,539	36.7437	0.0230 TE	1000 TE	GRADING	10-09-100-002
8907022	BOSTON FAMILY LIMITED PARTNERSHIP, AS TO AN UNDIVIDED 1/2 INTEREST; AND DANIEL D. BOSTON, AS TO AN UNDIVIDED 1/2 INTEREST - 18-2008GN-153.0	140.5729	0.9516	41,452	0.8126	35,395	0.1390	6,057	139.6213	0.0736 TE	3,207 TE	GRADING	10-09-400-001
8907023	ERIC MEYER AND JANICE MEYER, HUSBAND AND WIFE, IN JOINT TENANCY - 18-2008GN-156.0	206.8829	2,1208	92,384	1,9373	84,389	0.1835	7,995	204.7621	—	—	—	10-16-100-001
8907024	ROBERT W. ROBLEY, AS TRUSTEE UNDER DECLARATION OF TRUST OF ROBERT E. ROBLEY DATED JUNE 26, 2001, AS TO AN UNDIVIDED ONE-HALF INTEREST; AND CAROL J. ROBLEY, AS TRUSTEE UNDER DECLARATION OF TRUST OF CAROL J. ROBLEY DATED JUNE 26, 2001, AS TO AN UNDIVIDED ONE-HALF INTEREST - 18-2008GN-154.0	199.3380	1,3503	58,820	1,2383	53,942	0.1120	4,878	197.9877	—	—	—	10-16-200-001

PART OF SECTION 9 & 16, T11N, R10W OF THE 3RD PM, GREENE COUNTY, ILLINOIS

SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
PROP. C OF CONST. STA. 227+00.00	55.00 RT.	997,379.1223	283,882.1387
PROP. C OF CONST. STA. 226+00.00	50.00 LT.	997,277.9718	283,778.4825
PROP. C OF CONST. STA. 226+00.00	70.00 RT.	997,279.4350	283,898.2710
PROP. C OF CONST. PC STA. 225+28.58		997,207.1696	283,829.2055
PROP. C OF CONST. STA. 225+00.09=	69.78' LT.	997,177.7187	283,759.8219
EXIST. C OF R.O.W. STA. 225+00.00	70.00' LT.		
PROP. C OF CONST. STA. 225+00.04=	60.22' RT.	997,179.4577	283,889.8103
EXIST. C OF R.O.W. STA. 225+00.00	60.00' RT.		
PROP. C OF CONST. STA. 224+00.00	85.00 LT.	997,077.4244	283,745.9895
PROP. C OF CONST. STA. 224+00.00	80.00 RT.	997,079.7032	283,910.9738
PROP. C OF CONST. POT STA. 222+94.00		996,972.6126	283,832.4453
PROP. C OF CONST. STA. 221+50.20	85.00 LT.	996,827.6525	283,749.4394
PROP. C OF CONST. STA. 221+44.92	80.00 RT.	996,824.6401	283,914.4968
PROP. C OF CONST. STA. 220+50.00	100.00 LT.	996,727.2506	283,735.8248
PROP. C OF CONST. STA. 220+00.00	80.00 RT.	996,679.7413	283,916.4982
PROP. C OF CONST. STA. 219+00.00	50.00 LT.	996,577.9548	283,787.8475
PROP. C OF CONST. STA. 219+00.00	55.00 RT.	996,579.4050	283,892.8375
S. 1/4 COR. SECT. 9 - STA. 221+88.99	1294.43 LT.	996,849.7328	282,539.5889
S.E. COR. SECT. 9 - STA. 221+04.56	1338.30 RT.	996,801.6676	285,173.2355

KELLY J. ROSS  
DB. 460, PG. 1  
PERMANENT TAX NO.:  
10-09-100-002

ERIC MEYER & JANICE MEYER  
(HUSBAND AND WIFE, IN JOINT TENANCY)  
DB. 5, PG. 20  
PERMANENT TAX NO.:  
09-70-16-3-1  
MAP NO.:  
10-16-100-001

Prop. C PI Sta 228+98.11  
0.39' LT. / 228+98.05 Exist. C

Prop. C POI Sta 222+94.00  
0.13' LT. / 222+93.94 Exist. C

PROP. FAP 10 (IL 267)  
PI STA. = 228+98.11  
Δ = 0° 56' 49" (RT)  
D = 0° 07' 41"  
R = 44,712.43'  
T = 369.53'  
L = 739.04'  
E = 1.53'  
P.C. STA. = 225+28.58  
P.T. STA. = 232+67.63

BOSTON FAMILY LIMITED PARTNERSHIP (1/2 INTEREST)  
& DANIEL D. BOSTON (1/2 INTEREST)  
DB. 422, PG. 31  
PERMANENT TAX NO.:  
10-09-400-001

STATE OF KENTUCKY )  
COUNTY OF McCRACKEN ) SS

I, RONALD S. BACON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY OF THE EXISTING RIGHT OF WAY.

DATED \_\_\_\_\_

RONALD S. BACON, PLS NO. 035-003586  
LICENSE EXPIRATION DATE: 11/30/2010

**GEOTECH**  
ENGINEERING & TESTING, INC.

500 SOUTH 17th STREET  
PADUCAH, KENTUCKY 42003  
PHONE - 270.443.1995

403 NORTH COURT STREET  
MARION, ILLINOIS 62959  
PHONE - 618.997.9190

801 NORTH 4th STREET  
MURRAY, KENTUCKY 42071  
PHONE - 270.763.7207

131 SAUNDERSVILLE ROAD  
HENDERSON, TN 37075  
PHONE - 615.590.4224

REGISTRATION NO. 184-003258

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS  
FAP ROUTE 10 (IL. 267)  
SECTION 3B-1  
GREENE COUNTY  
JOB NO. R-98-007-09  
STATION 216+50 TO STATION 228+75

SCALE: 1" = 60'  
SHEET 4 OF 6

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

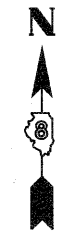
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	58	23

COMPLETION DATE OF FIELD WORK PERFORMED \_\_\_\_\_  
LAND SURVEY: MARCH 19, 2009 ROW STAKING  
CONTRACT NO. 76C15  
FED. ROAD DIST. NO. \_\_\_\_\_ ILLINOIS FED. AID PROJECT \_\_\_\_\_

PART OF SECTION 9 & 16, T11N, R10W OF THE 3RD PM, GREENE COUNTY, ILLINOIS

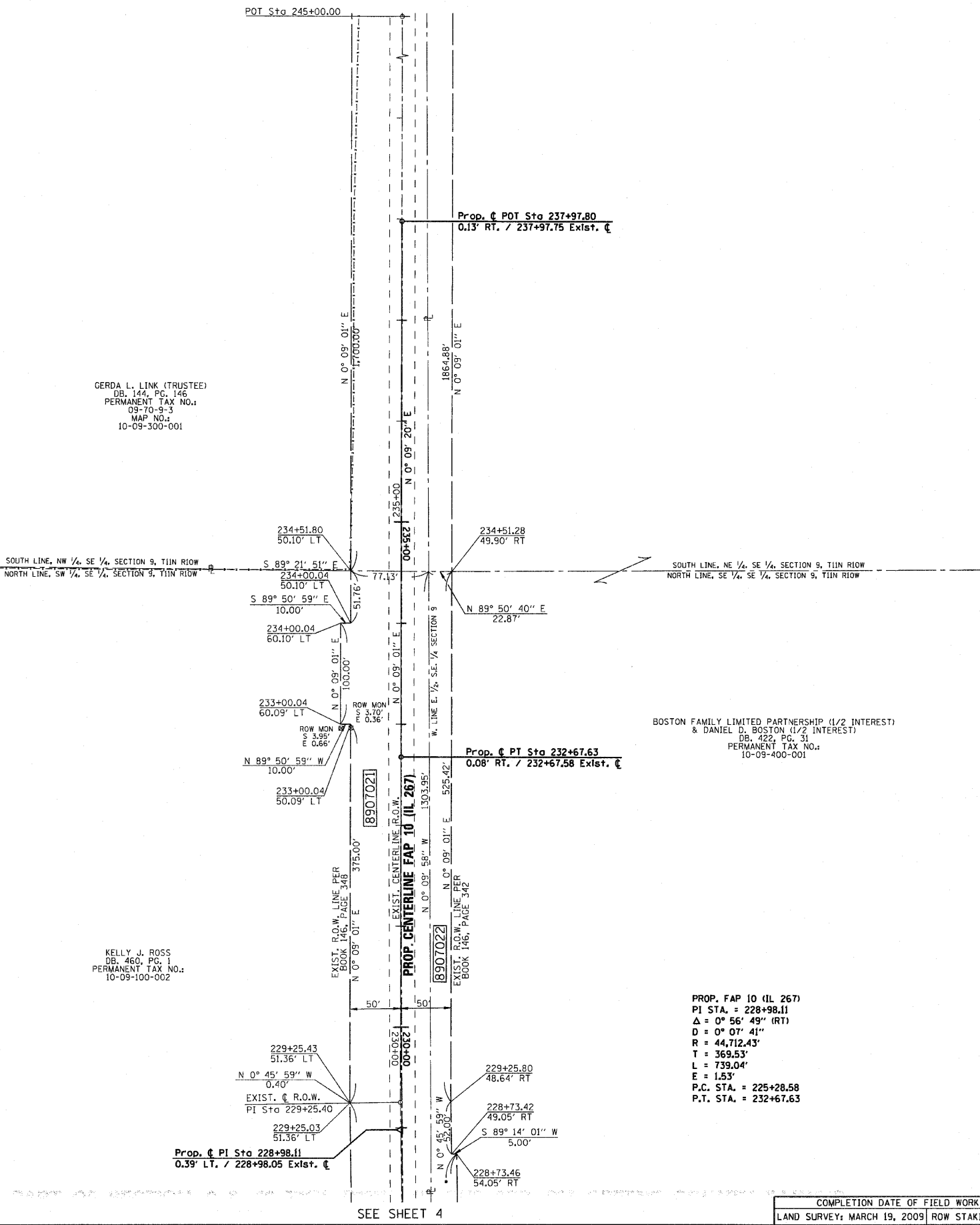
SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
EXIST. C. OF R.O.W. POT STA. 245+00.00	C	999,178.6116	283,828.2528
PROP. C. OF CONST. POT STA. 237+97.80	C	998,476.3623	283,826.5467
PROP. C. OF CONST. PT STA. 232+67.63	C	997,946.1947	283,825.1060
EXIST. C. OF R.O.W. PI STA. 229+25.40	C	997,604.0170	283,824.1251
PROP. C. OF CONST. PI STA. 228+98.11	1.53' LT.	997,576.6652	283,824.1019



SPACE RESERVED FOR RECORDING OFFICER

<p><b>Existing Centerline of ROW</b> PI Sta. 204 + 12.80 N=995,091.6418 E=283,857.7362</p>	<p><b>Prop. Centerline of Const.</b> POT Sta. 206 + 73.18 N=995,351.9430 E=283,854.8306</p>
<p><b>Prop. Centerline of Const.</b> PI Sta. 229 + 98.11 N=997,576.6652 E=283,824.1019</p>	<p><b>Existing Centerline of ROW</b> PI Sta. 229 + 25.40 N=997,604.0170 E=283,824.1251</p>
<p><b>Prop. Centerline of Const.</b> POT Sta. 237 + 97.80 N=998,476.3623 E=283,826.5467</p>	<p><b>Existing Centerline of ROW</b> PI Sta. 245 + 00.00 N=999,178.6116 E=283,828.2528</p>
<p><b>S. 1/4 CORNER SEC 9, T. 11 N., R. 10 W.</b> MONUMENT RECORD BK. 1, PG. 149 N=996,849.7328 E=282,539.5889</p>	<p><b>S.E. CORNER SEC 9, T. 11 N., R. 10 W.</b> MONUMENT RECORD BK. 1, PG. 149 N=996,801.6676 E=285,173.2355</p>



STATE OF KENTUCKY )  
 ) SS  
COUNTY OF McCRACKEN )

I, RONALD S. BACON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY OF THE EXISTING RIGHT OF WAY.

DATED \_\_\_\_\_  
RONALD S. BACON, PLS NO. 035-003586  
LICENSE EXPIRATION DATE: 11/30/2010

**GEOTECH**  
ENGINEERING & TESTING, INC.

800 SOUTH 17th STREET PADUCAH, KENTUCKY 42003 PHONE - 270.443.1965	403 NORTH COURT STREET MARION, ILLINOIS 62959 PHONE - 618.997.9190
601 NORTH 4th STREET MURRAY, KENTUCKY 42071 PHONE - 270.753.7307	131 SAUNDERSVILLE ROAD HENDERSON, TN 37075 PHONE - 615.590.4224

REGISTRATION NO. 184-003258

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 10 (IL. 267)  
SECTION 3B-1  
GREENE COUNTY  
JOB NO. R-98-007-09  
STATION 228+25 TO STATION 245+00

SCALE: 1" = 60'

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINGSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	24

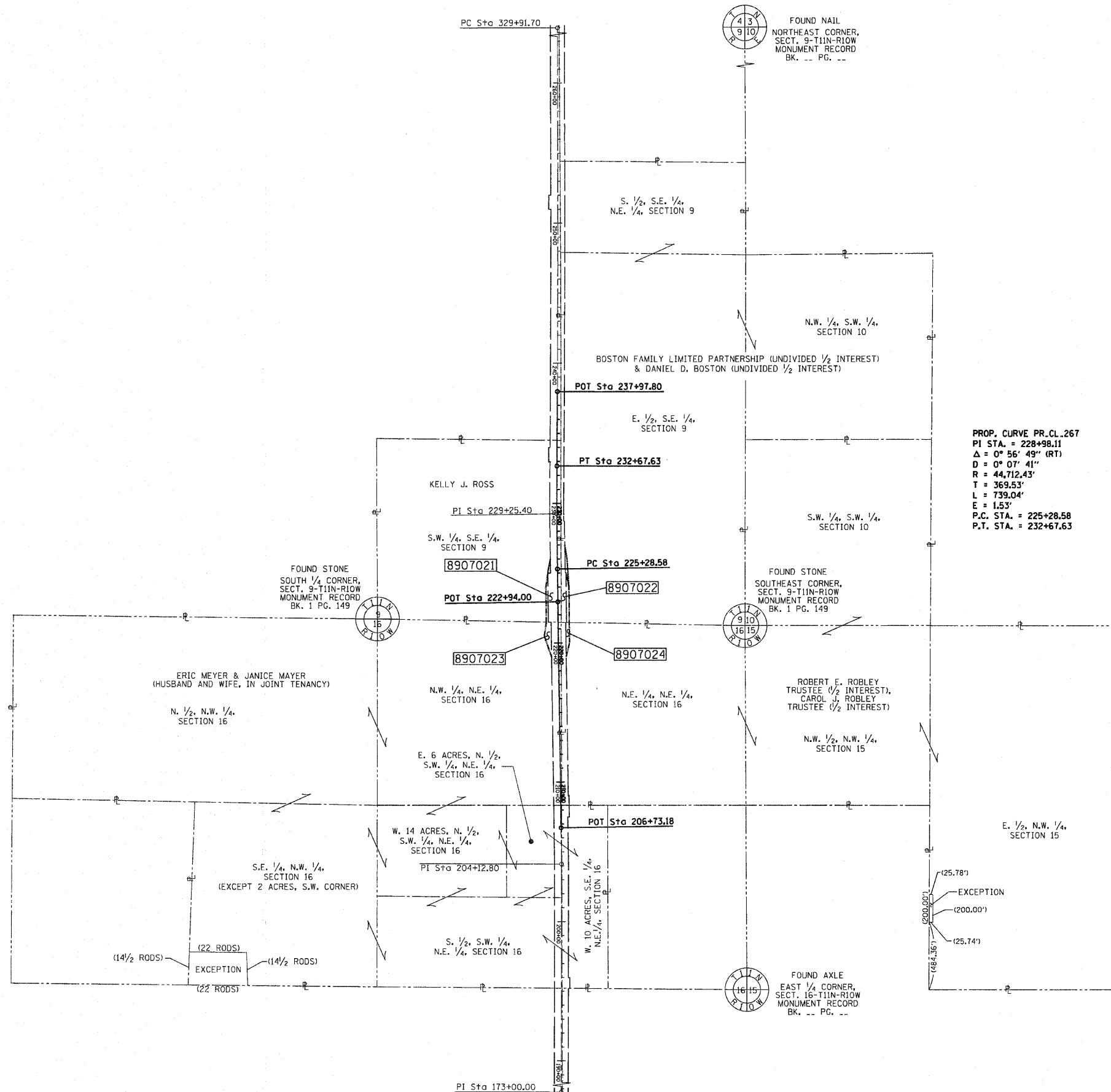
CONTRACT NO. 76C15



PART OF SECTION 9, 15 & 16, T11N, R10W OF THE 3RD PM, GREENE COUNTY, ILLINOIS



SPACE RESERVED FOR RECORDING OFFICER



STATE OF KENTUCKY )  
 COUNTY OF McCRACKEN ) SS

I, RONALD S. BACON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY OF THE EXISTING RIGHT OF WAY.

DATED \_\_\_\_\_

RONALD S. BACON, PLS NO. 035-003586  
 LICENSE EXPIRATION DATE: 11/30/2010



500 SOUTH 17th STREET  
 PADUCAH, KENTUCKY 42003  
 PHONE - 270.443.1995

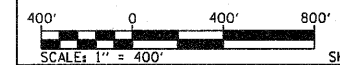
403 NORTH COURT STREET  
 MARION, ILLINOIS 62959  
 PHONE - 618.997.9190

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REGISTRATION NO. 184-003258

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 10 (IL. 267)  
 SECTION 3B-1  
 GREENE COUNTY  
 JOB NO. R-98-007-09  
 TOTAL HOLDING SHEET



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8  
 1102 EASTPORT PLAZA DRIVE  
 COLLINSVILLE, ILLINOIS 62234-6198

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	59	25

COMPLETION DATE OF FIELD WORK PERFORMED  
 LAND SURVEY: MARCH 19, 2009 ROW STAKING:

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

B.M. 204: Chiseled square located on the NE wing wall of SN 031-0017, Sta. 223+35.4, 20.8' Rt., Elev. 579.96.

EXISTING STRUCTURE: S.N. 031-0017, originally constructed in 1938 as FA Route 164 Sec. 3-BY at Station 222+94, using W21x59 steel beam with 6 1/2" concrete deck, 3 spans, 104'-0 1/2" back-back abutments, 30'-4" out-out width, pile bent abutments and piers on concrete piles. In 1970 it was widened with an additional W21x62 steel beam and new 7" concrete deck, 32'-6" out-out width. The abutments had partial backwall replacements and new wings. In 1988 a 2 1/2" concrete wearing surface was added.

Existing structure shall be removed and replaced using staged construction to maintain one lane of traffic.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STATION 222+94.00  
BUILT BY  
STATE OF ILLINOIS  
F.A.P. RTE. 10 SEC. 3B-1  
LOADING HL-93  
STR. NO. 031-0044

NAME PLATE  
See Std. 515001

INDEX OF SHEETS

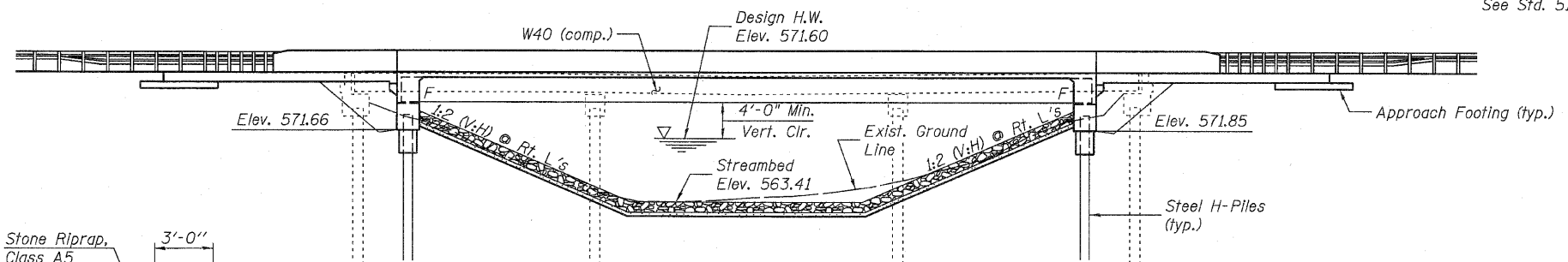
Sheet No.	Description
1	General Plan, General Notes, Bill of Material
2	Stage Construction & Temporary Sheet Piling
3	Temporary Concrete Barrier
4-6	Top of Slab Elevations
7-9	Superstructure Details
10	Concrete Parapet Slipforming Option
11	Drainage Scupper, DS-11
12-13	Bridge Approach Slab Details
14	Structural Steel & Framing Plan
15-16	Abutments
17	Pile Details
18	Bar Splicer Assembly Details
19-20	Soil Borings

GENERAL NOTES

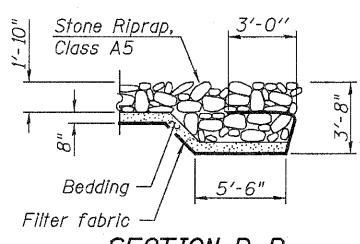
Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 7/8 in.  $\phi$ , holes 15/16 in.  $\phi$ , unless otherwise noted.  
Calculated weight of Structural Steel = 93900 lbs.  
All structural steel shall be AASHTO M 270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.  
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.  
The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

TOTAL BILL OF MATERIAL

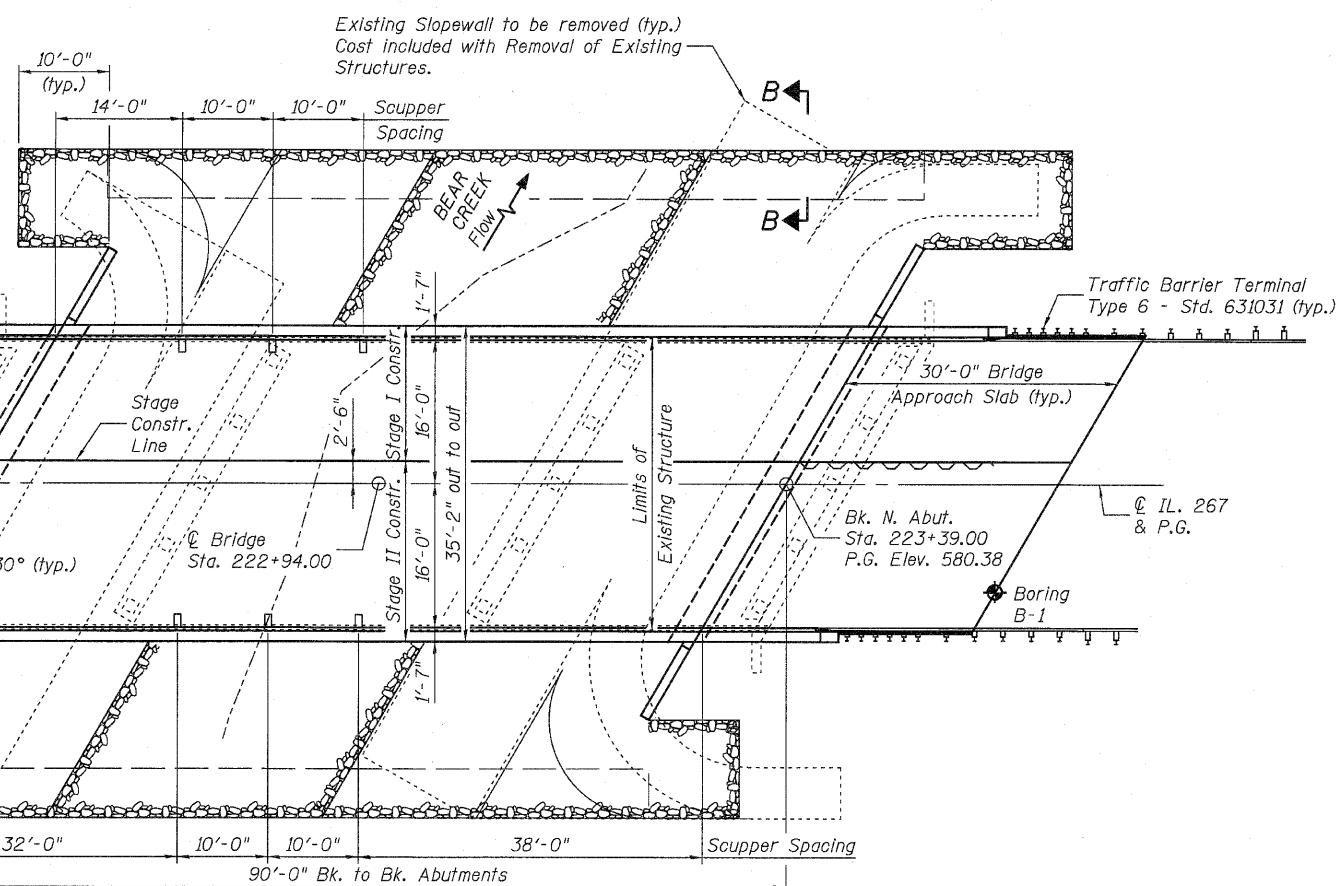
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu Yd	--	176	176
Stone Riprap, Class A5	Sq Yd	--	844	844
Filter Fabric	Sq Yd	--	844	844
Removal of Existing Structures	Each	1	--	1
Structure Excavation	Cu Yd	--	152	152
Concrete Structures	Cu Yd	--	65.3	65.3
Concrete Superstructure	Cu Yd	234.8	--	234.8
Bridge Deck Grooving	Sq Yd	500	--	500
Concrete Encasement	Cu Yd	--	4.2	4.2
Protective Coat	Sq Yd	639	--	639
Furnishing and Erecting Structural Steel	L Sum	1	--	1
Stud Shear Connectors	Each	1314	--	1314
Reinforcement Bars, Epoxy Coated	Pound	51190	9530	60720
Bar Splicers	Each	586	12	598
Furnishing Steel Piles HP12x53	Foot	--	352	352
Driving Piles	Foot	--	352	352
Test Pile Steel HP12x53	Each	--	1	1
Pile Shoes	Each	--	12	12
Temporary Sheet Piling	Sq Ft	--	437	437
Name Plates	Each	1	--	1
Anchor Bolts, 1"	Each	--	24	24
Geocomposite Wall Drain	Sq Yd	--	94	94
Pipe Underdrains for Structures 4"	Foot	--	158	158
Drainage Scuppers, DS-11	Each	6	--	6



ELEVATION



SECTION B-B



PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	N. Abut.
	571.7	571.9

WATERWAY INFORMATION

Flood		Q	Opening	Sq. Ft.	Nat.	Head - Ft.	Headwater El.
Freq. Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.
10	1040	206.93	300.88	570.43	0.31	0.04	570.74
50	1700	274.50	370.19	571.60	0.52	0.18	572.12
100	2010	299.45	395.77	572.01	0.65	0.27	572.66
Max. Calc.	500	2770	353.92	451.62	572.87	0.97	573.84

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

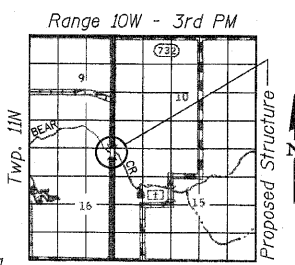
DESIGN STRESSES

FIELD UNITS

$f'_c$  = 3,500 psi  
 $f_y$  = 60,000 psi (Reinforcement)  
 $f_y$  = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

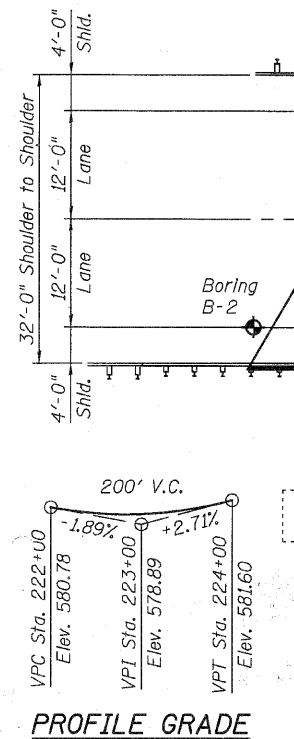
Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.12g  
Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.24g  
Soil Site Class = C



LOCATION SKETCH

GENERAL PLAN & ELEVATION  
ILLINOIS 267 OVER BEAR CREEK  
F.A.P. RTE. 10 SECTION 3B-1  
GREENE COUNTY  
STATION 222+94.00  
STRUCTURE NO. 031-0044

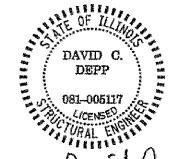
SHEET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1 OF 20	10	3B-1	GREENE	59	26
STA. 222+94.00			CONTRACT NO. 76C15		
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		



PROFILE GRADE

APPROVED FOR STRUCTURAL ADEQUACY ONLY

Signature: *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

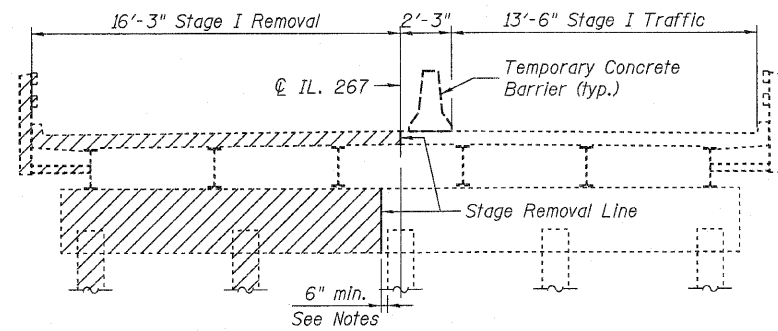


Signed: *David Depp*  
Date: 5-10-2010  
Lic. Expires: 11-30-2010

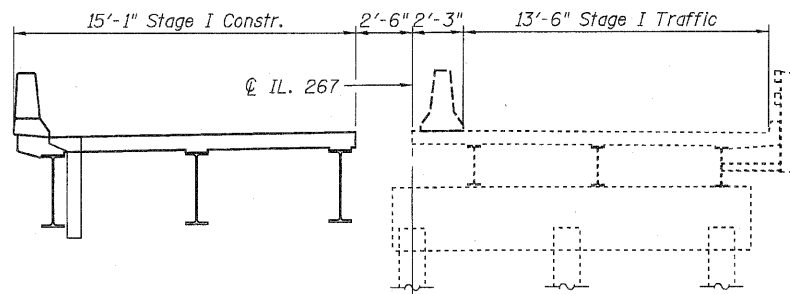
**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDD      DRAWN: P. Ray  
CHECKED: DCD      CHECKED: DCD

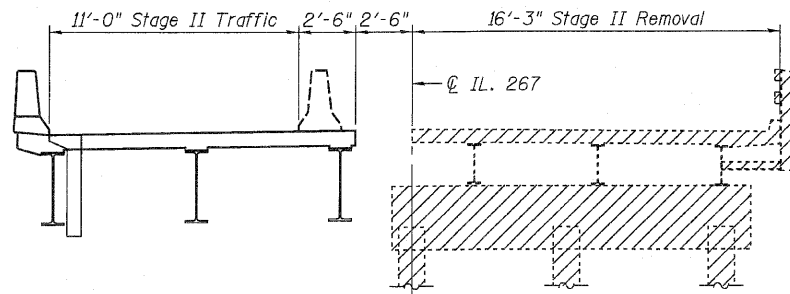
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



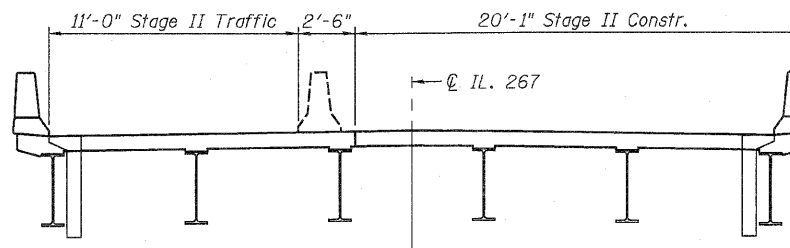
**STAGE I REMOVAL**  
(Looking North)



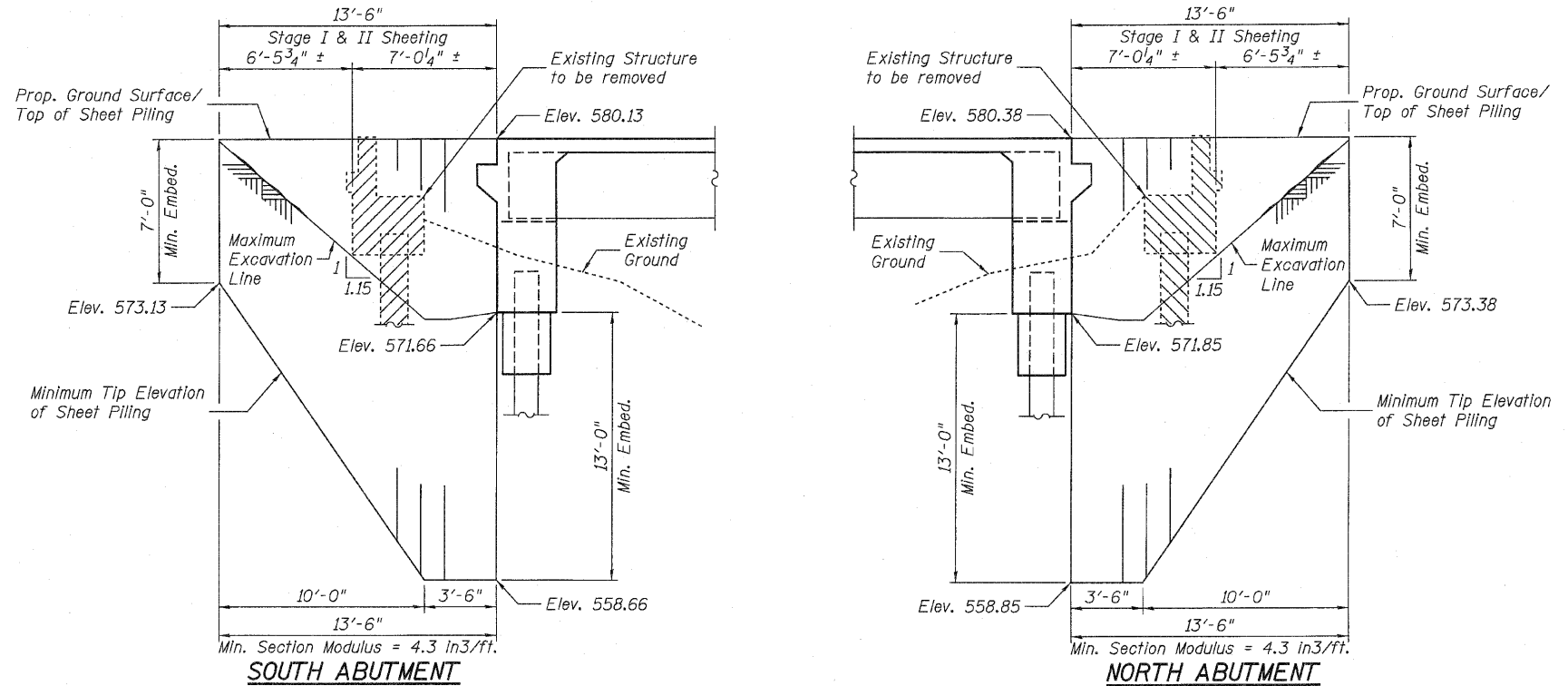
**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**



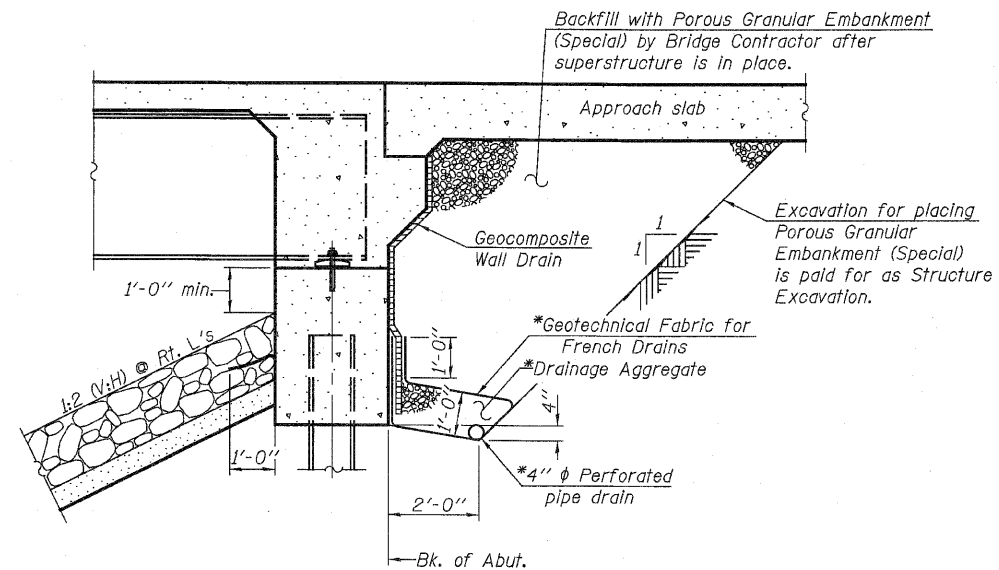
**STAGE II CONSTRUCTION**



**TEMPORARY SHEET PILING DETAILS**

(Slopes and horizontal dimensions are measured parallel to CL roadway)

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



**SECTION THRU INTEGRAL ABUTMENT**

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

\*Included in the cost of Pipe Underdrains for Structures.

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).

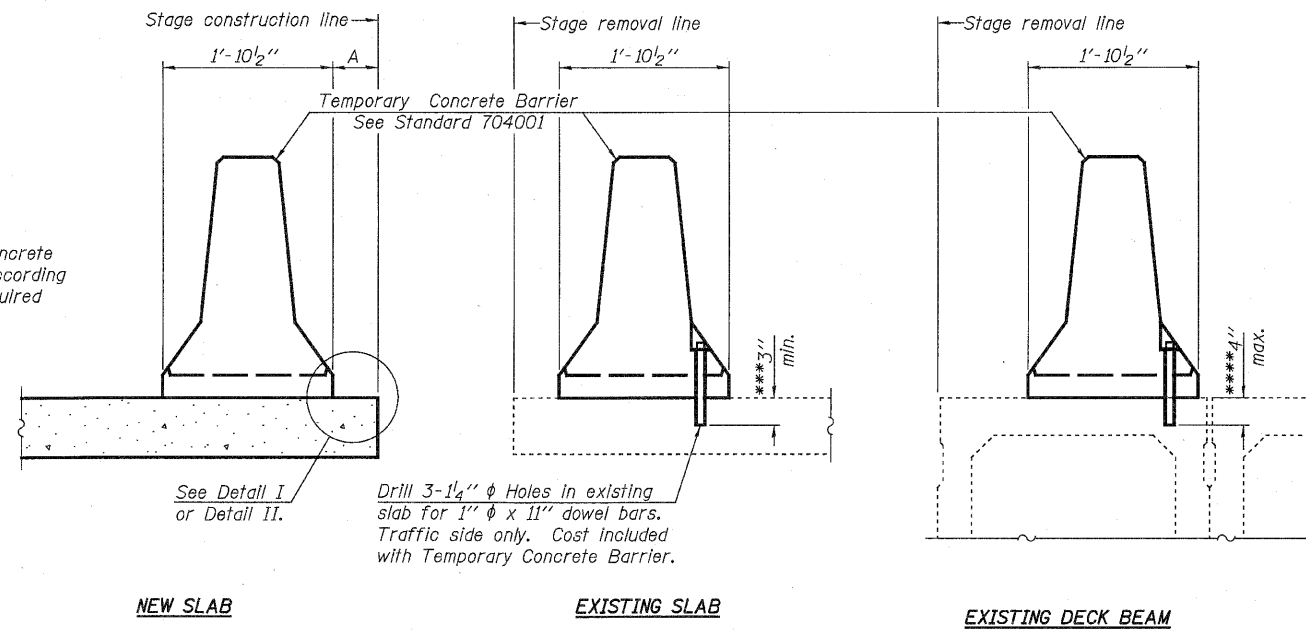
Notes:  
Stage Removal Line at Abutments & Piers shall be perpendicular to skew (not parallel to CL Rdwy.).  
Hatched area indicates Removal of Existing Structures.  
Removal of existing railing is included with Removal of Existing Structures.  
For quantity and location of Temporary Concrete Barrier, see Roadway Plans.

**STAGE CONSTRUCTION DETAILS**  
**STRUCTURE NO. 031-0044**

DESIGNED: JDQ	DRAWN: SJS
CHECKED: DCD	CHECKED: DCD

SHEET 2 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	38-1	GREENE	59	27
	STA. 222+94.00			CONTRACT NO. 76C15	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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

NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

Drill 3-1/4"  $\phi$  Holes in existing slab for 1"  $\phi$  x 1 1/2" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

See Detail I or Detail II.

NOTES

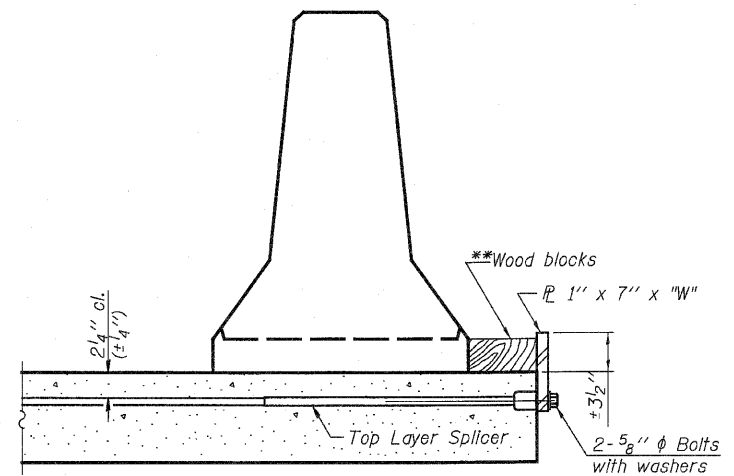
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1"x7"x 10" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

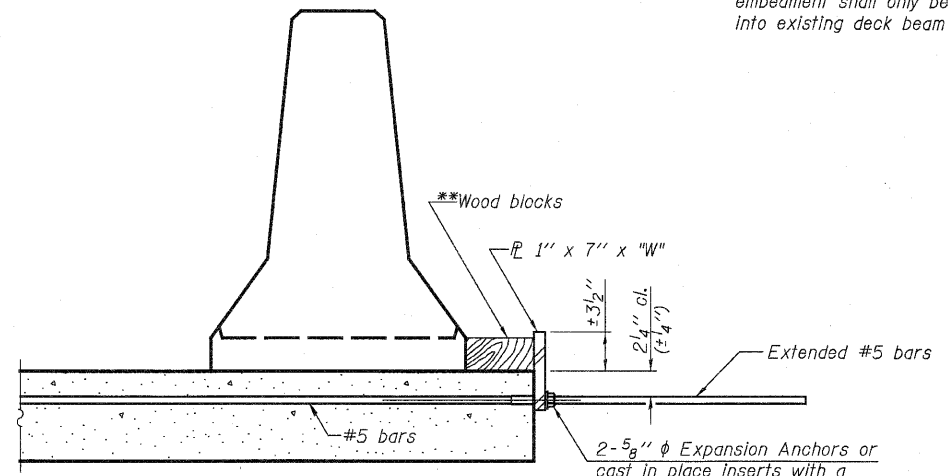
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



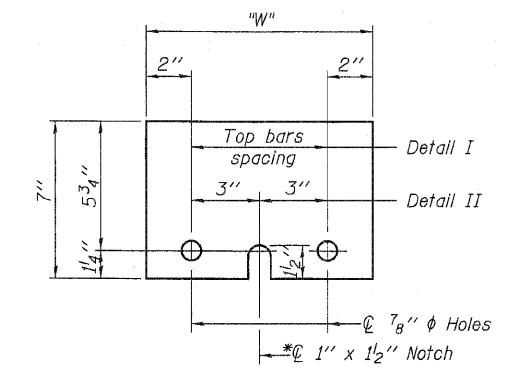
DETAIL I



DETAIL II

\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



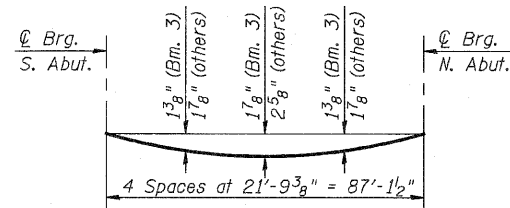
STEEL RETAINER  $\bar{L}$  1" x 7" x 10"

\* Required only with Detail II

DESIGNED: JDQ	DRAWN: SJS
CHECKED: DCD	CHECKED: DCD

R-27 11-1-09

<b>TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 031-0044</b>					
SHEET 3 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	28
STA. 222+94.00			CONTRACT NO. 76C15		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					



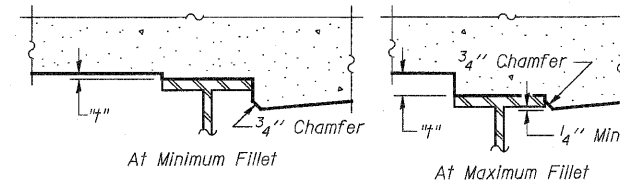
**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

**Note:**

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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

**FILLET HEIGHTS**

NOTE: Expected fillet height "t" varies from 1" (at Abuts.) to 1 3/4" (at midspan Beams 1,2,4,5,6) or 1" (at midspan Beam 3).

**BEAM 1**

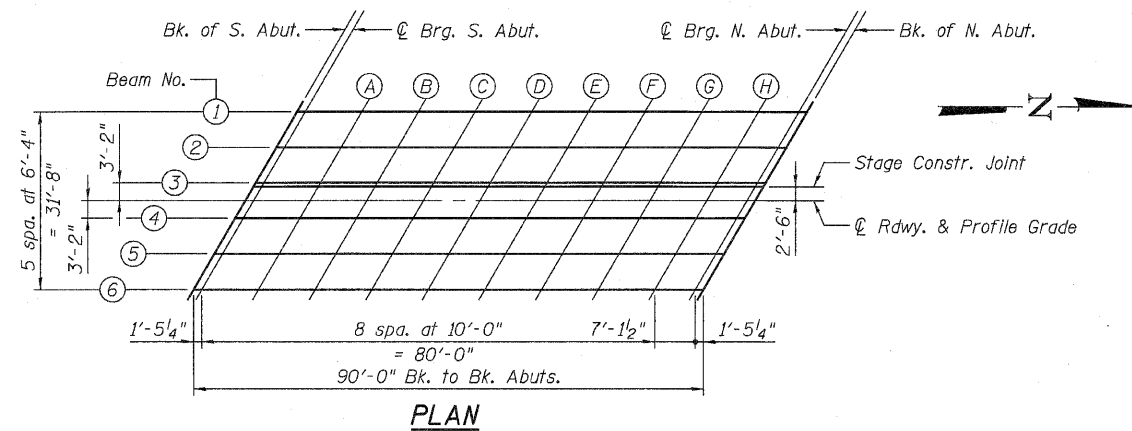
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+58.14	-15.83	579.80	579.80
☉ Brg. S. Abut.	222+59.58	-15.83	579.79	579.79
A	222+69.58	-15.83	579.75	579.83
B	222+79.58	-15.83	579.74	579.88
C	222+89.58	-15.83	579.74	579.93
D	222+99.58	-15.83	579.77	579.99
E	223+09.58	-15.83	579.82	580.03
F	223+19.58	-15.83	579.90	580.08
G	223+29.58	-15.83	579.99	580.12
H	223+39.58	-15.83	580.12	580.17
☉ Brg. N. Abut.	223+46.70	-15.83	580.21	580.21
Bk. N. Abut.	223+48.14	-15.83	580.24	580.24

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+54.48	-9.50	579.94	579.94
☉ Brg. S. Abut.	222+55.93	-9.50	579.93	579.93
A	222+65.93	-9.50	579.89	579.96
B	222+75.93	-9.50	579.86	580.00
C	222+85.93	-9.50	579.86	580.05
D	222+95.93	-9.50	579.88	580.09
E	223+05.93	-9.50	579.92	580.13
F	223+15.93	-9.50	579.99	580.17
G	223+25.93	-9.50	580.08	580.20
H	223+35.93	-9.50	580.19	580.24
☉ Brg. N. Abut.	223+43.04	-9.50	580.28	580.28
Bk. N. Abut.	223+44.48	-9.50	580.30	580.30

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+50.83	-3.17	580.07	580.07
☉ Brg. S. Abut.	222+52.27	-3.17	580.06	580.06
A	222+62.27	-3.17	580.00	580.06
B	222+72.27	-3.17	579.97	580.07
C	222+82.27	-3.17	579.95	580.09
D	222+92.27	-3.17	579.97	580.12
E	223+02.27	-3.17	580.00	580.15
F	223+12.27	-3.17	580.06	580.19
G	223+22.27	-3.17	580.14	580.23
H	223+32.27	-3.17	580.24	580.28
☉ Brg. N. Abut.	223+39.38	-3.17	580.33	580.33
Bk. N. Abut.	223+40.83	-3.17	580.35	580.35



**PLAN**

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ      DRAWN: P. Ray  
CHECKED: DCD      CHECKED: DCD

E-S      11-1-09

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 031-0044**

SHEET 4 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	29
STA. 222+94.00			CONTRACT NO. 76C15		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+50.44	-2.50	580.08	580.08
⊕ Brg. S. Abut.	222+51.89	-2.50	580.07	580.07
A	222+61.89	-2.50	580.01	580.07
B	222+71.89	-2.50	579.98	580.08
C	222+81.89	-2.50	579.96	580.10
D	222+91.89	-2.50	579.98	580.13
E	223+01.89	-2.50	580.01	580.16
F	223+11.89	-2.50	580.07	580.20
G	223+21.89	-2.50	580.15	580.24
H	223+31.89	-2.50	580.25	580.29
⊕ Brg. N. Abut.	223+39.00	-2.50	580.34	580.34
Bk. N. Abut.	223+40.44	-2.50	580.35	580.35

⊕ RDWY. & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+49.00	0.00	580.13	580.13
⊕ Brg. S. Abut.	222+50.44	0.00	580.12	580.12
A	222+60.44	0.00	580.06	580.14
B	222+70.44	0.00	580.02	580.16
C	222+80.44	0.00	580.00	580.20
D	222+90.44	0.00	580.01	580.23
E	223+00.44	0.00	580.04	580.25
F	223+10.44	0.00	580.10	580.28
G	223+20.44	0.00	580.17	580.30
H	223+30.44	0.00	580.27	580.33
⊕ Brg. N. Abut.	223+37.56	0.00	580.36	580.36
Bk. N. Abut.	223+39.00	0.00	580.37	580.37

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+47.17	3.17	580.09	580.09
⊕ Brg. S. Abut.	222+48.62	3.17	580.08	580.08
A	222+58.62	3.17	580.02	580.10
B	222+68.62	3.17	579.98	580.12
C	222+78.62	3.17	579.96	580.15
D	222+88.62	3.17	579.96	580.17
E	222+98.62	3.17	579.99	580.20
F	223+08.62	3.17	580.03	580.22
G	223+18.62	3.17	580.11	580.23
H	223+28.62	3.17	580.20	580.26
⊕ Brg. N. Abut.	223+35.73	3.17	580.28	580.28
Bk. N. Abut.	223+37.17	3.17	580.30	580.30

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+43.52	9.50	580.03	580.03
⊕ Brg. S. Abut.	222+44.96	9.50	580.01	580.01
A	222+54.96	9.50	579.94	580.02
B	222+64.96	9.50	579.89	580.03
C	222+74.96	9.50	579.86	580.05
D	222+84.96	9.50	579.86	580.07
E	222+94.96	9.50	579.87	580.08
F	223+04.96	9.50	579.91	580.10
G	223+14.96	9.50	579.98	580.11
H	223+24.96	9.50	580.07	580.12
⊕ Brg. N. Abut.	223+32.07	9.50	580.14	580.14
Bk. N. Abut.	223+33.52	9.50	580.16	580.16

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	222+39.86	15.83	579.94	579.94
⊕ Brg. S. Abut.	222+41.30	15.83	579.93	579.93
A	222+51.30	15.83	579.85	579.92
B	222+61.30	15.83	579.79	579.93
C	222+71.30	15.83	579.75	579.94
D	222+81.30	15.83	579.74	579.95
E	222+91.30	15.83	579.75	579.96
F	223+01.30	15.83	579.78	579.96
G	223+11.30	15.83	579.83	579.96
H	223+21.30	15.83	579.91	579.97
⊕ Brg. N. Abut.	223+28.42	15.83	579.98	579.98
Bk. N. Abut.	223+29.86	15.83	580.00	580.00

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ      DRAWN: P. Ray  
CHECKED: DCD      CHECKED: DCD

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 031-0044

SHEET 5 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	30
	STA. 222+94.00		CONTRACT NO. 76C15		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LEFT CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Slab	222+28.24	-16.00	580.07
A1	222+38.24	-16.00	579.95
B1	222+48.24	-16.00	579.87
Bk. S. Abut.	222+58.24	-16.00	579.80
Bk. N. Abut.	223+48.24	-16.00	580.23
A2	223+58.24	-16.00	580.40
B2	223+68.24	-16.00	580.58
End N. Appr. Slab	223+78.24	-16.00	580.79

LEFT EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Slab	222+25.93	-12.00	580.18
A1	222+35.93	-12.00	580.06
B1	222+45.93	-12.00	579.97
Bk. S. Abut.	222+55.93	-12.00	579.90
Bk. N. Abut.	223+45.93	-12.00	580.28
A2	223+55.93	-12.00	580.44
B2	223+65.93	-12.00	580.62
End N. Appr. Slab	223+75.93	-12.00	580.83

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Slab	222+20.44	-2.50	580.40
A1	222+30.44	-2.50	580.27
B1	222+40.44	-2.50	580.16
Bk. S. Abut.	222+50.44	-2.50	580.08
Bk. N. Abut.	223+40.44	-2.50	580.35
A2	223+50.44	-2.50	580.50
B2	223+60.44	-2.50	580.67
End N. Appr. Slab	223+70.44	-2.50	580.86

RDWY. & PROFILE GRADE

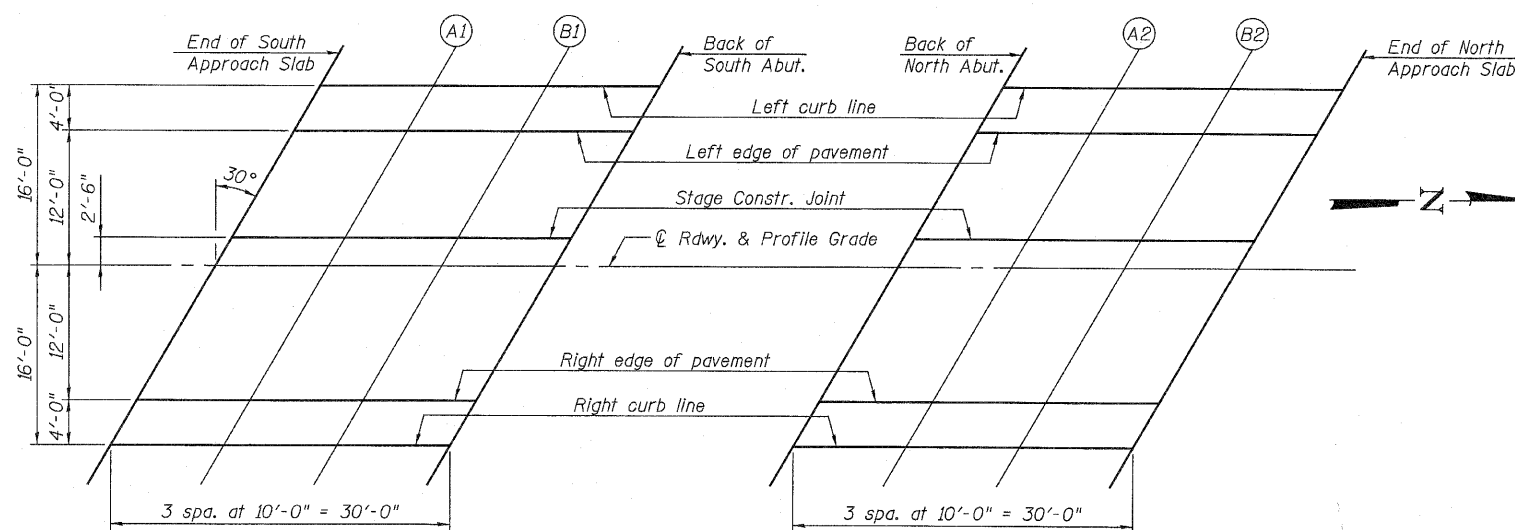
Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Slab	222+19.00	0.00	580.46
A1	222+29.00	0.00	580.33
B1	222+39.00	0.00	580.22
Bk. S. Abut.	222+49.00	0.00	580.13
Bk. N. Abut.	223+39.00	0.00	580.37
A2	223+49.00	0.00	580.52
B2	223+59.00	0.00	580.68
End N. Appr. Slab	223+69.00	0.00	580.87

RIGHT EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Slab	222+12.07	12.00	580.38
A1	222+22.07	12.00	580.23
B1	222+32.07	12.00	580.10
Bk. S. Abut.	222+42.07	12.00	580.00
Bk. N. Abut.	223+32.07	12.00	580.10
A2	223+42.07	12.00	580.23
B2	223+52.07	12.00	580.38
End N. Appr. Slab	223+62.07	12.00	580.55

RIGHT CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End S. Appr. Slab	222+09.76	16.00	580.34
A1	222+19.76	16.00	580.18
B1	222+29.76	16.00	580.05
Bk. S. Abut.	222+39.76	16.00	579.94
Bk. N. Abut.	223+29.76	16.00	579.99
A2	223+39.76	16.00	580.11
B2	223+49.76	16.00	580.26
End N. Appr. Slab	223+59.76	16.00	580.42



PLAN

TOP OF APPROACH  
SLAB ELEVATIONS  
STRUCTURE NO. 031-0044

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

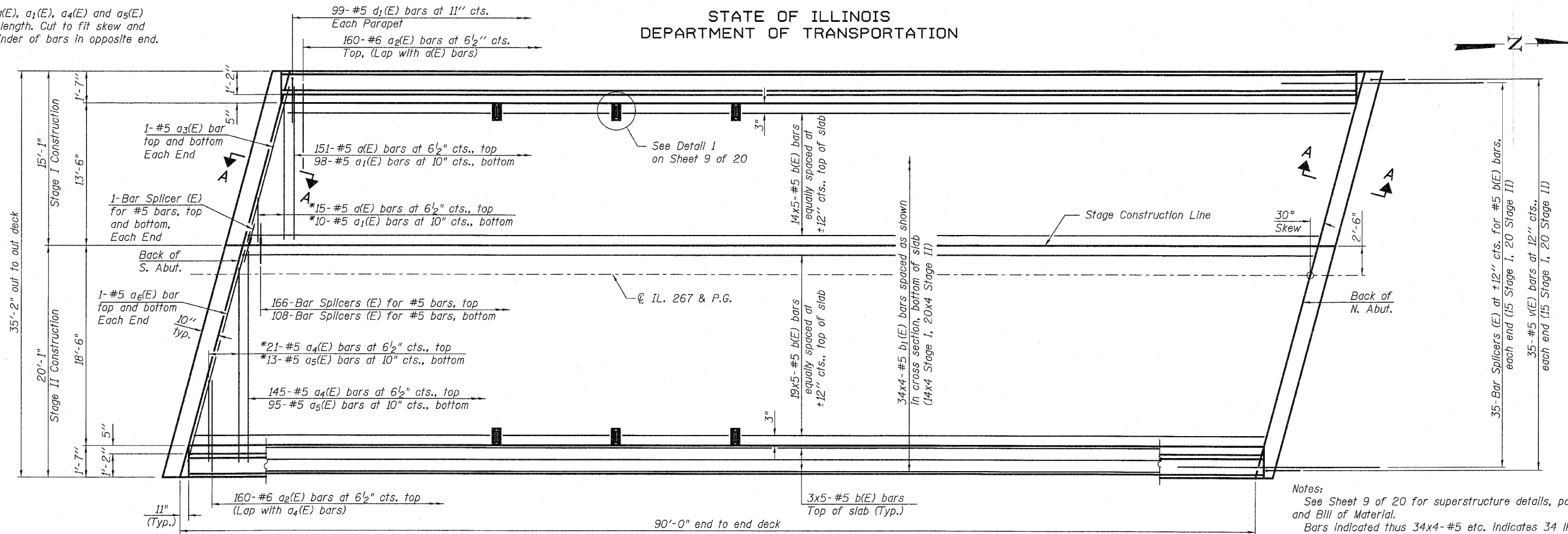
DESIGNED: JDQ	DRAWN: SJS
CHECKED: DCD	CHECKED: DCD

E-AS 11-1-09

SHEET 6 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	31
STA. 222+94.00			CONTRACT NO. 76C15		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					

\* Order  $a(E)$ ,  $a_1(E)$ ,  $a_4(E)$  and  $a_5(E)$  bars full length. Cut to fit skew and use remainder of bars in opposite end.

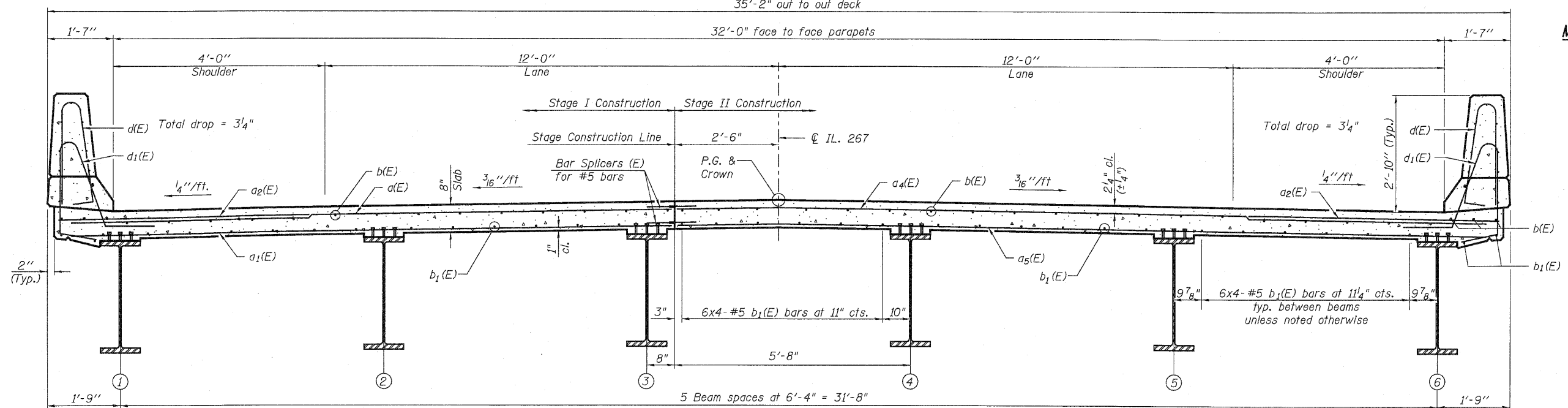
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Notes:  
See Sheet 9 of 20 for superstructure details, parapet reinforcement and Bill of Material.  
Bars indicated thus 34x4-#5 etc. indicates 34 lines of bars with 4 lengths per line.  
See Sheet 8 of 20 for Section A-A.  
See Sheet 18 of 20 for Bar Splicer Details.  
See Sheet 1 of 20 for drainage scupper locations.

PLAN

35'-2" out to out deck



MIN. BAR LAP  
#5 bar = 2'-7"

CROSS SECTION  
(Looking North)

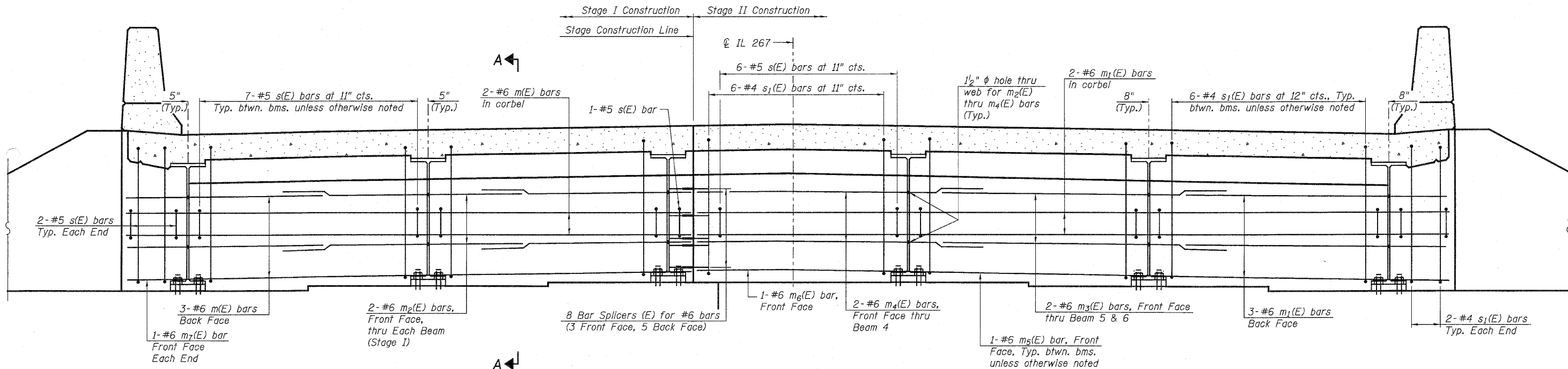
<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Chatham, Illinois	
DESIGNED: ESH	DRAWN: ESH
CHECKED: MTH	CHECKED: MTH

SUPERSTRUCTURE  
STRUCTURE NO. 031-0044

SHEET 7 OF 20	F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 59	SHEET NO. 32
	STA. 222+94.00			CONTRACT NO. 76C15	
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



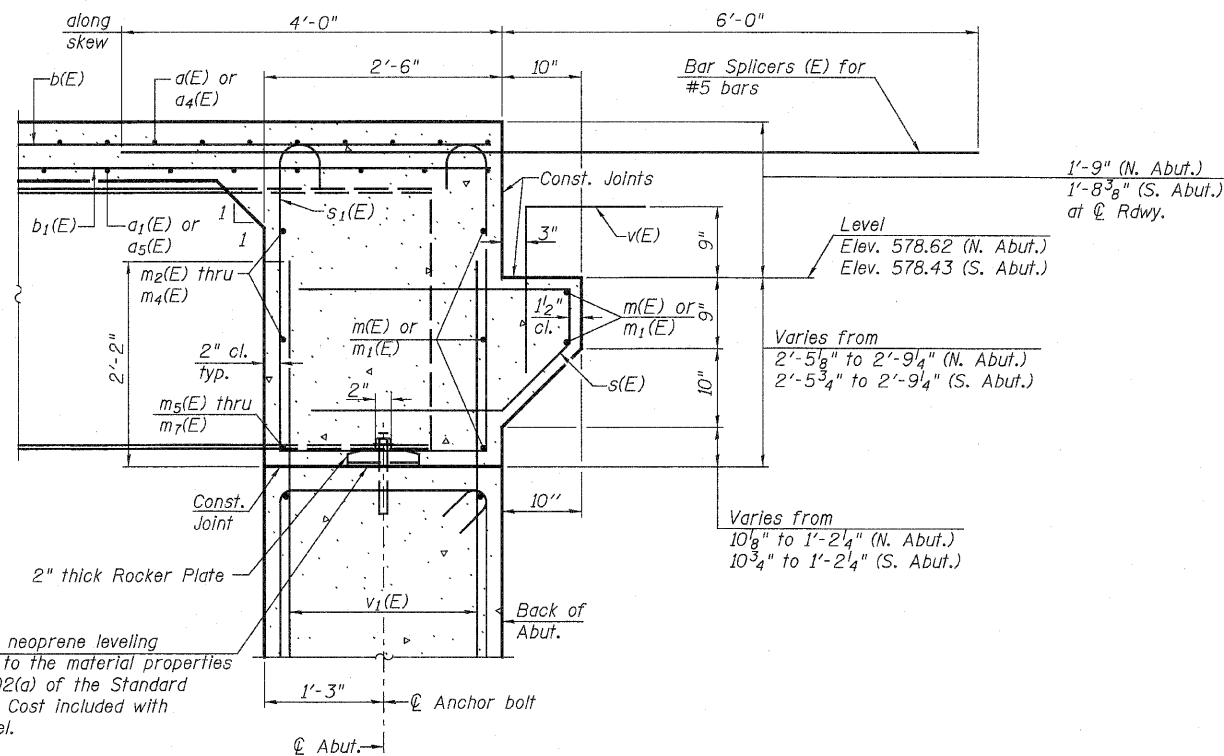
**DIAPHRAGM ELEVATION AT NORTH ABUTMENT**

(Looking North)  
(South Abutment mirrored about Stage Construction Line)

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 20.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 20.  
For details of bars s(E) & s<sub>1</sub>(E) see sheet 9 of 20.  
The s(E) and s<sub>1</sub>(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
For location of holes thru web, see sheet 14 of 20.

**MIN. BAR LAP**

#6 bar = 3'-4"



**SECTION A-A**

(Dimensions at right angles to abutment, except as shown.)

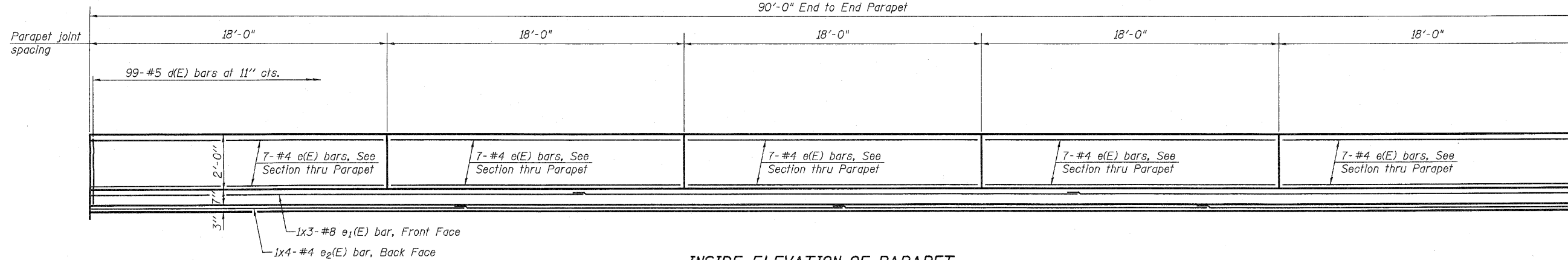
**INTEGRAL ABUTMENT  
DIAPHRAGM DETAILS  
STRUCTURE NO. 031-0044**

<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Channah, Illinois	
DESIGNED: ESH	DRAWN: ESH
CHECKED: MTH	CHECKED: MTH

SHEET 8 OF 20	F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 59	SHEET NO. 33
	STA. 222+94.00			CONTRACT NO. 76C15	
	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

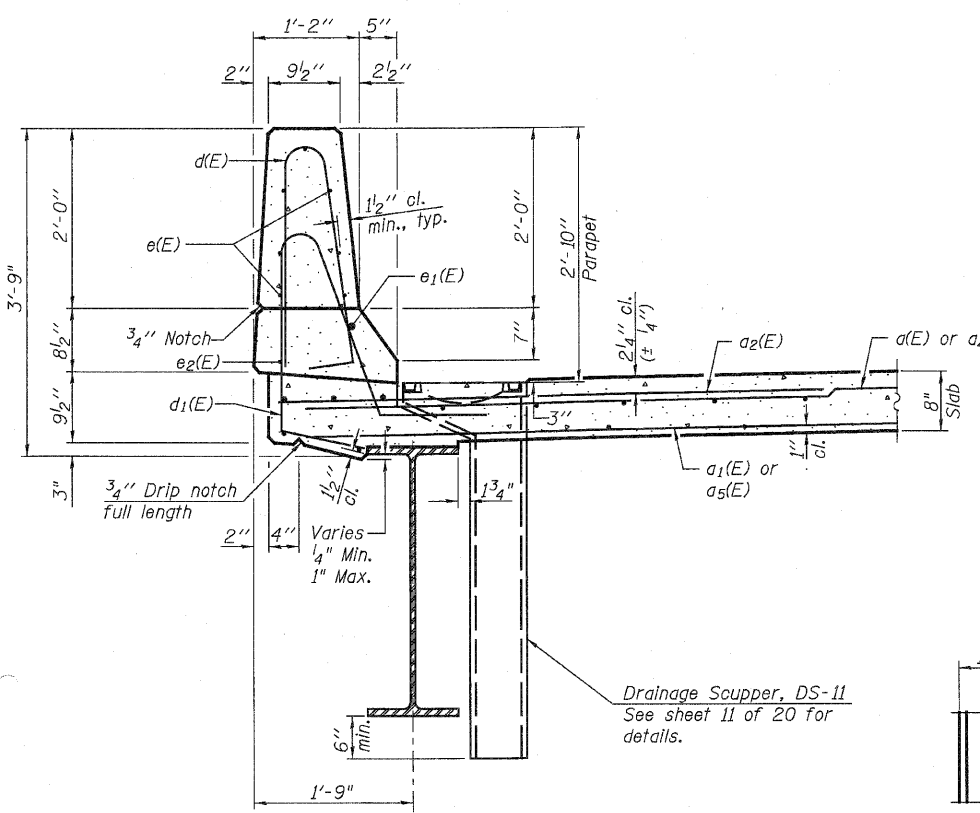
90'-0" End to End Parapet



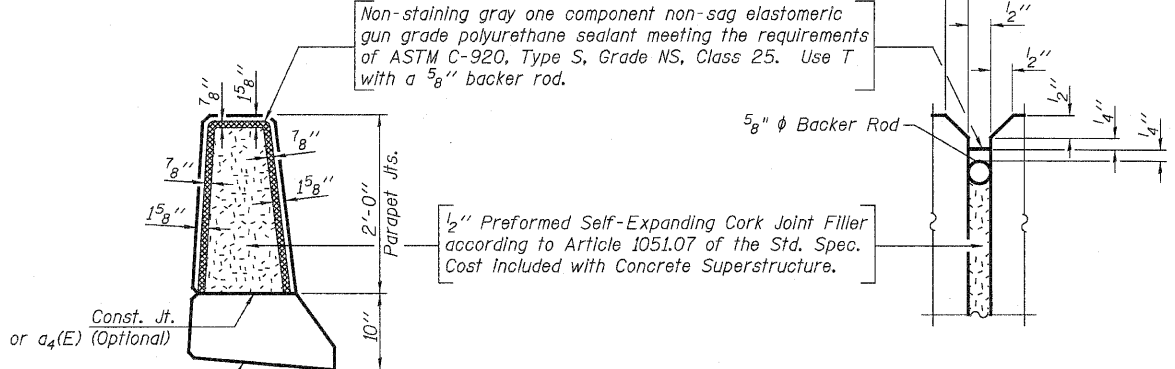
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

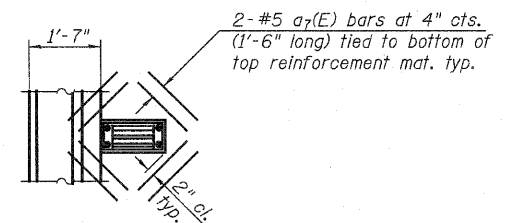
(Parapet)  
#4 bar = 2'-0"  
#8 bar = 5'-2"



SECTION THRU PARAPET

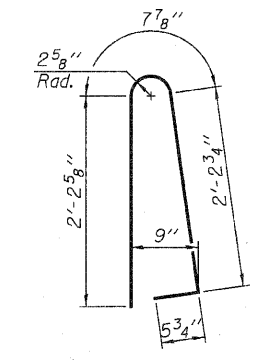


PARAPET JOINT DETAILS

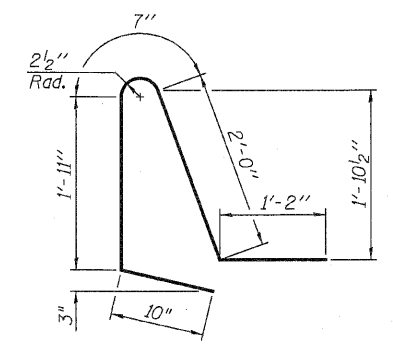


DETAIL 1

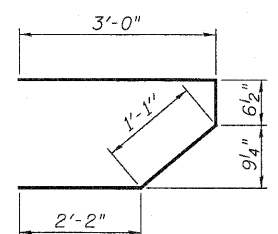
Note:  
Cut longitudinal reinforcement to clear drainage scuppers.



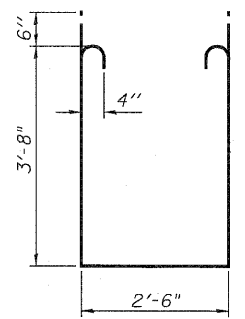
BAR d(E)



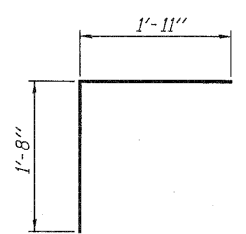
BAR d1(E)



BAR s(E)



BAR s1(E)



BAR v(E)

SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	166	#5	14'-8"	—
a1(E)	108	#5	14'-4"	—
a2(E)	320	#6	6'-6"	—
a3(E)	4	#5	16'-11"	—
a4(E)	166	#5	19'-8"	—
a5(E)	108	#5	19'-4"	—
a6(E)	4	#5	22'-8"	—
a7(E)	48	#5	1'-6"	—
b(E)	195	#5	20'-0"	—
b1(E)	136	#5	24'-5"	—
d(E)	198	#5	5'-7"	U
d1(E)	198	#5	6'-6"	U
e(E)	70	#4	17'-9"	—
e1(E)	6	#8	33'-5"	—
e2(E)	8	#4	24'-0"	—
m(E)	10	#6	17'-1"	—
m1(E)	10	#6	22'-10"	—
m2(E)	12	#6	8'-0"	—
m3(E)	8	#6	9'-0"	—
m4(E)	4	#6	11'-9"	—
m5(E)	8	#6	5'-11"	—
m6(E)	2	#6	5'-8"	—
m7(E)	4	#6	1'-1"	—
s(E)	78	#5	6'-10"	—
s1(E)	68	#4	10'-10"	—
v(E)	70	#5	3'-7"	—
Reinforcement Bars, Epoxy Coated		Pound	26950	
Concrete Superstructure		Cu. Yds.	128.8	

Bars indicated thus 1 x 3 - #8 etc. indicates 1 line of bars with 3 lengths per line.

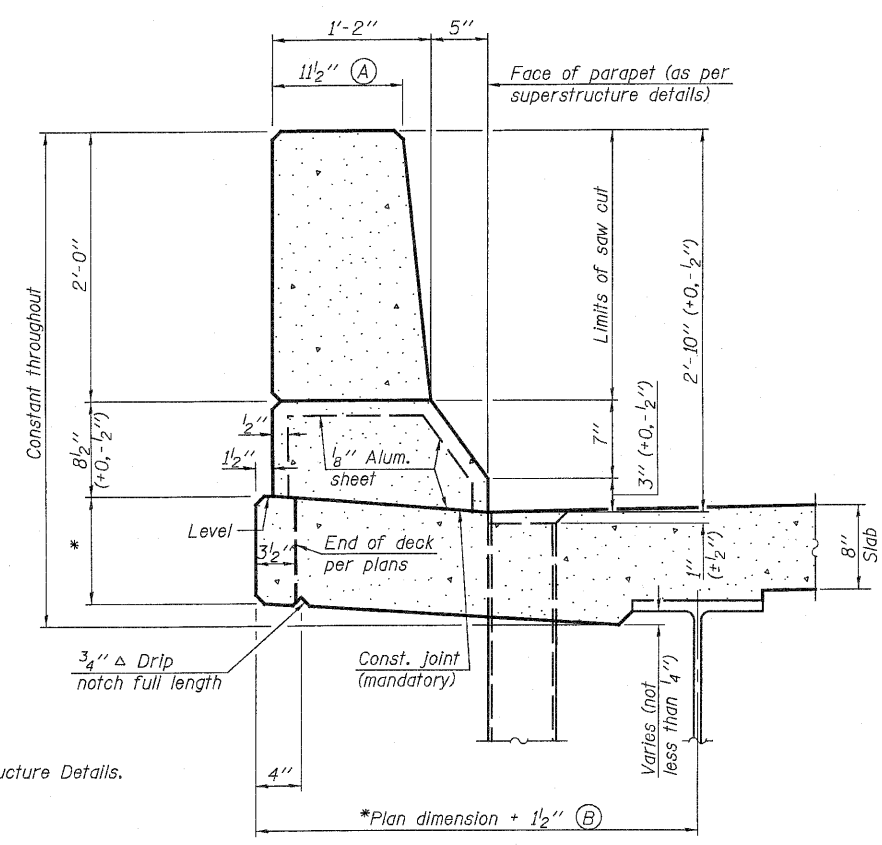
SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 031-0044

**LINE ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

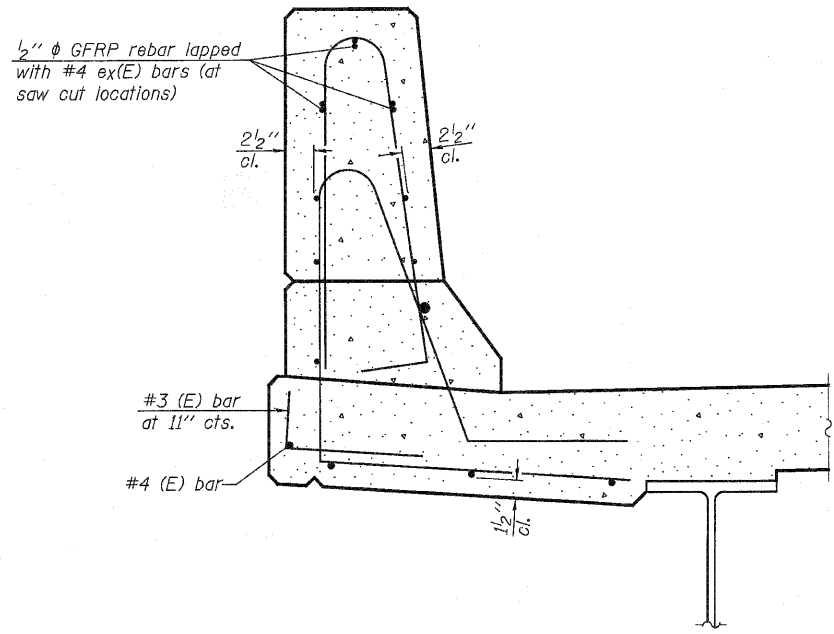
DESIGNED: ESH      DRAWN: ESH  
CHECKED: MTH      CHECKED: MTH

SHEET 9 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	38-1	GREENE	59	34
	STA. 222+94.00			CONTRACT NO.	T6C15
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SECTION**  
(Showing dimensions)



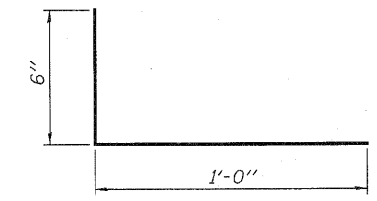
**SECTION**  
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

**GENERAL NOTES**

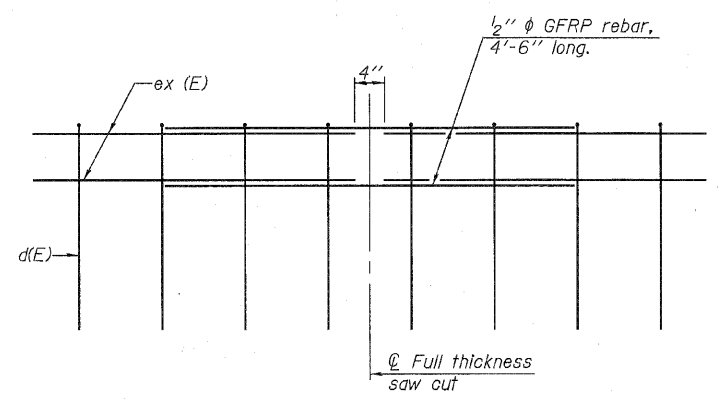
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

Steel superstructure shown. Other superstructure types similar.



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**  
(Place as shown in parapet section at each parapet joint location.)

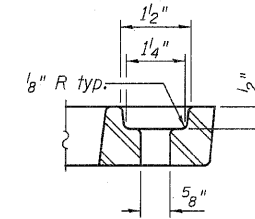
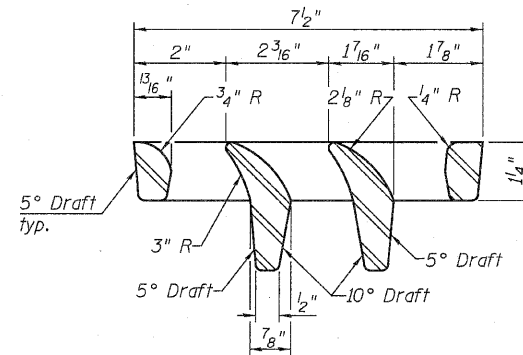
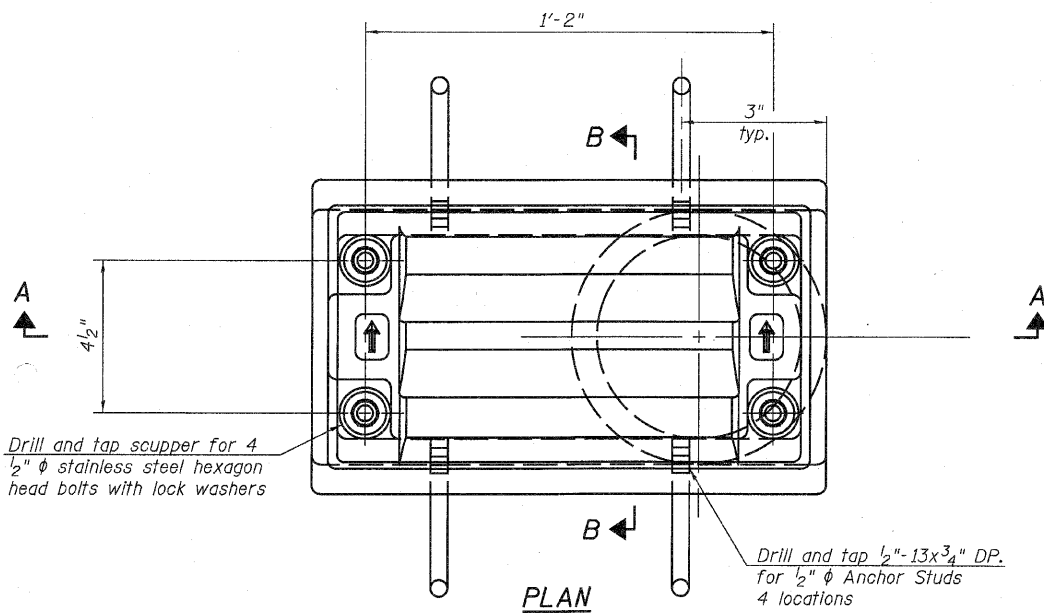
**CONCRETE PARAPET  
SLIPFORMING OPTION  
STRUCTURE NO. 031-0044**

<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Chatham, Illinois	
DESIGNED: ESH	DRAWN: ESH
CHECKED: MTH	CHECKED: MTH

SFP-34 11-1-09

SHEET 10 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	35
STA. 222+94.00			CONTRACT NO. 76C15		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

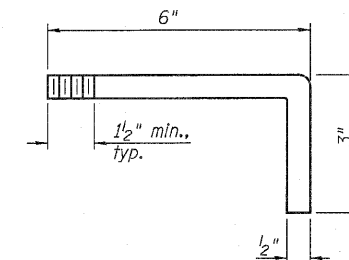
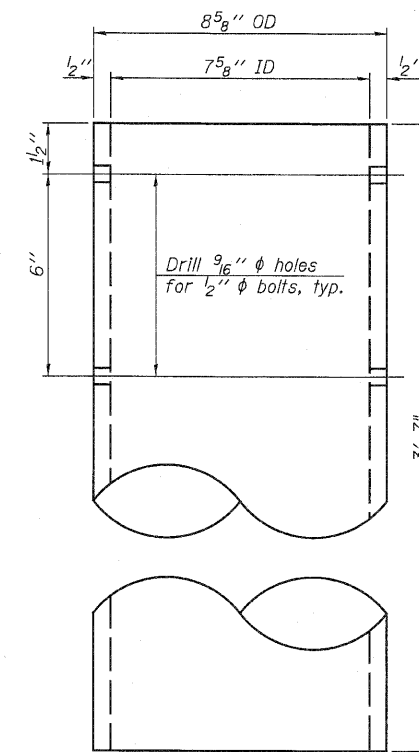
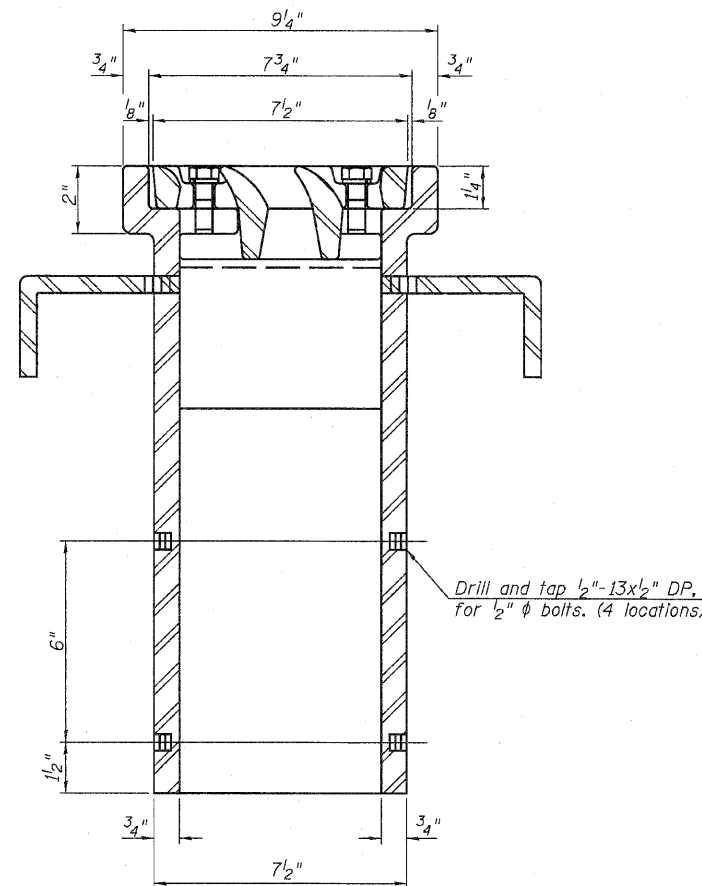
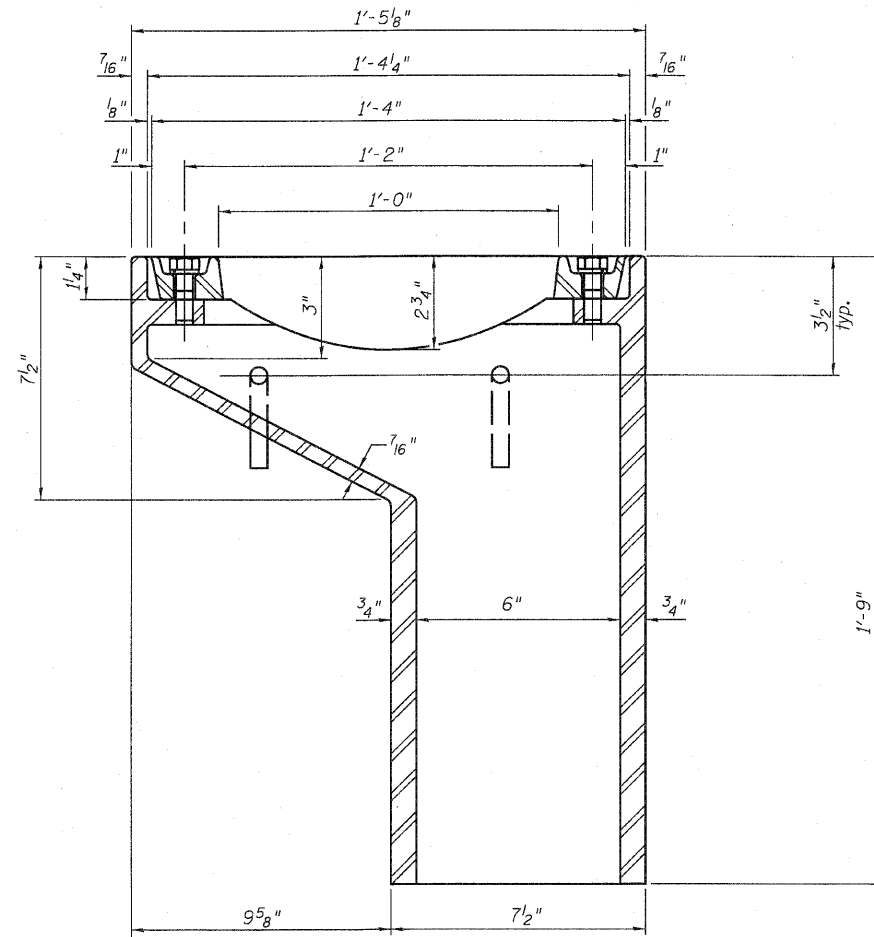
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

DRAINAGE SCUPPER, DS-11  
STRUCTURE NO. 031-0044

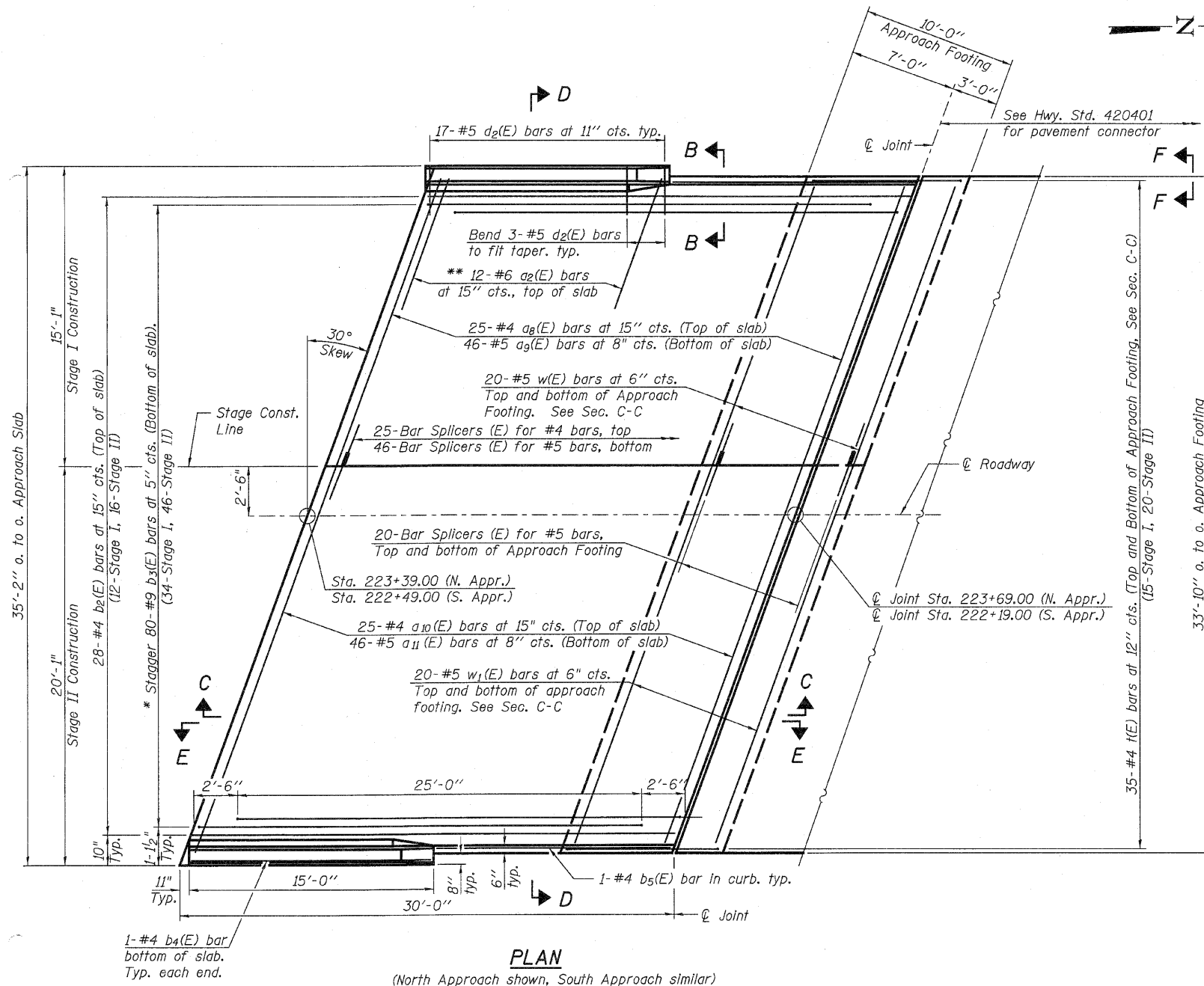
SHEET 11 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	36
STA. 222+94.00		CONTRACT NO.		76C15	
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Chatham, Illinois	
DESIGNED: ESH	DRAWN: ESH
CHECKED: MTH	CHECKED: MTH

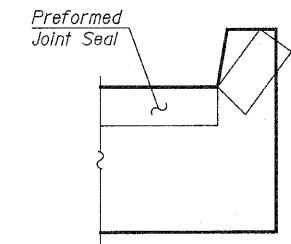
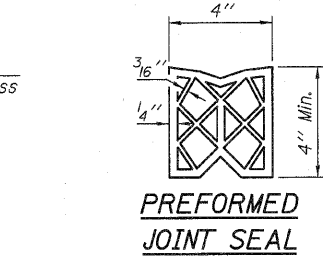
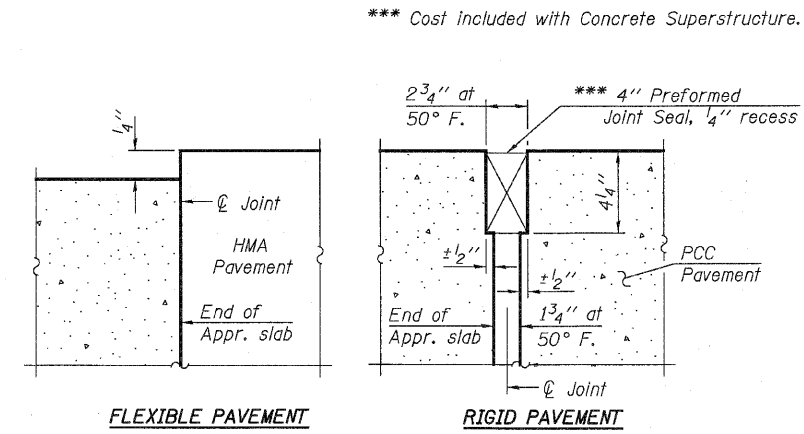
DS-11 11-1-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

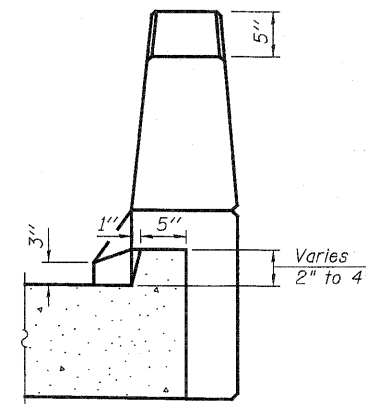
Notes:  
See sheet 13 of 20 for Sections C-C & D-D and View E-E.  
 $a_8(E)$ ,  $a_9(E)$ ,  $a_{10}(E)$  and  $a_{11}(E)$  bar spacings measured along  $\phi$  Rdwy.



\* Tilt #9  $b_3(E)$  bars as required to maintain clearance.  
\*\* Space between  $a_8(E)$  and  $a_{10}(E)$  bars, typ. each parapet.



Angle Preformed Joint Seal at 45°  
at curbs when req'd for drainage.



BRIDGE APPROACH SLAB DETAILS-1  
STRUCTURE NO. 031-0044

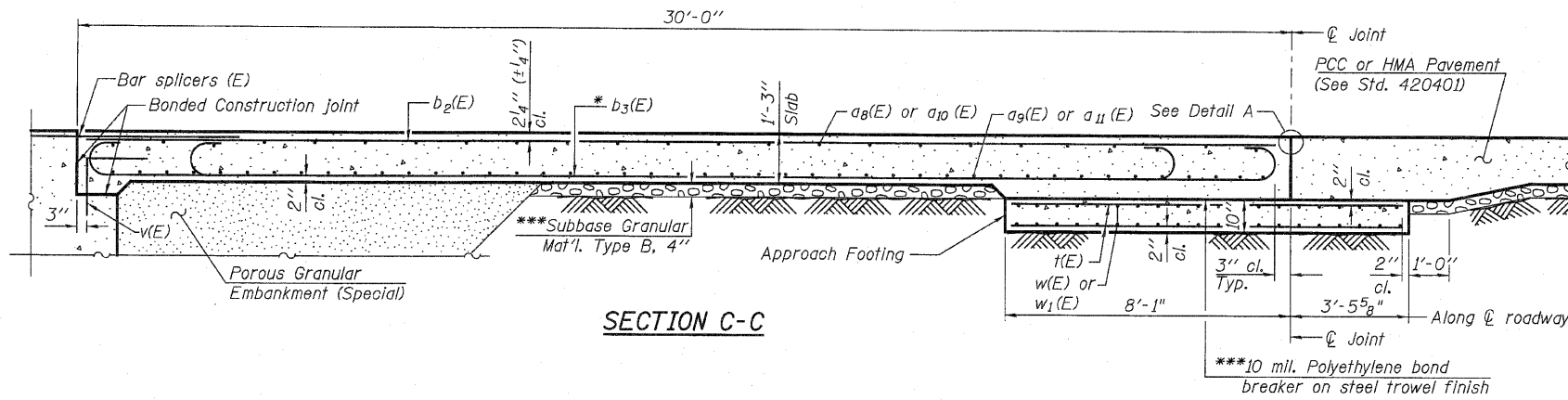
<b>LIN ENGINEERING, LTD.</b> Consulting Engineers Channah, Illinois	
DESIGNED: ESH	DRAWN: ESH
CHECKED: MTH	CHECKED: MTH

SHEET 12 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	37
	STA. 222+94.00			CONTRACT NO. 76C15	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

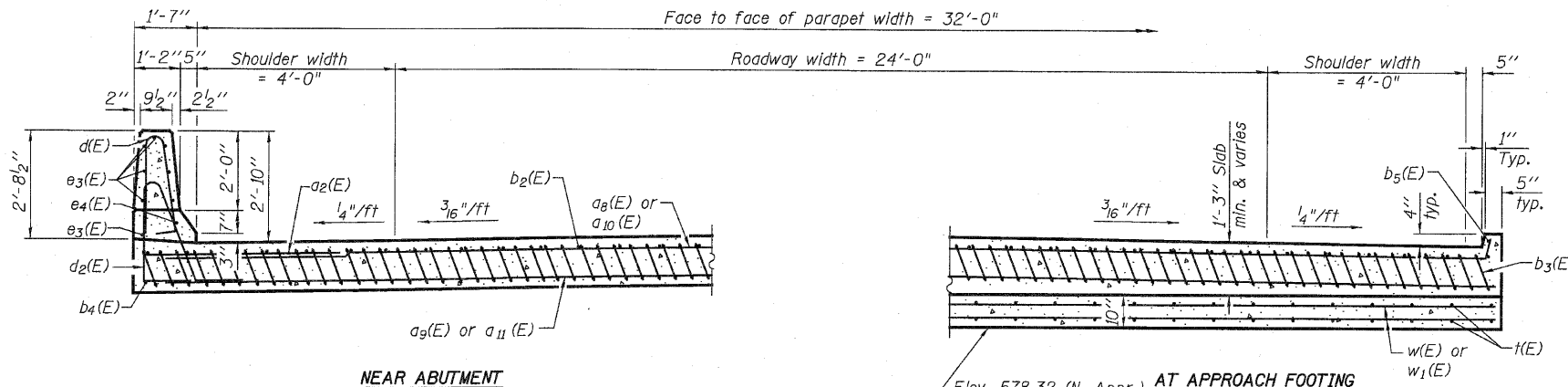
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:

See sheet 12 of 20 for Detail A and View B-B.  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v(E) bar details, see sheet 9 of 20.  
The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf.  
For bar splicer details, see sheet 18 of 20.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 20.  
For additional parapet details, see sheet 9 of 20.



SECTION C-C



SECTION D-D  
(See Plan for dimensions not shown)

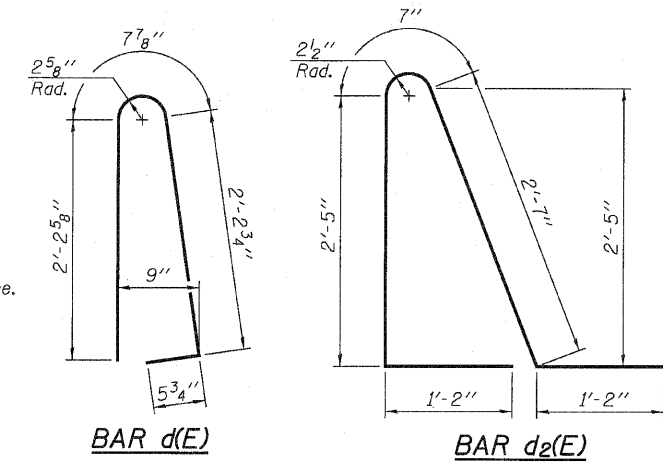
NEAR ABUTMENT

AT APPROACH FOOTING

Elev. 578.32 (N. Appr.)  
Elev. 577.96 (S. Appr.)  
(Level out to out)

\* Tilt #9 b3(E) bars as required to maintain clearance.

\*\*\* Cost included with Concrete Superstructure.

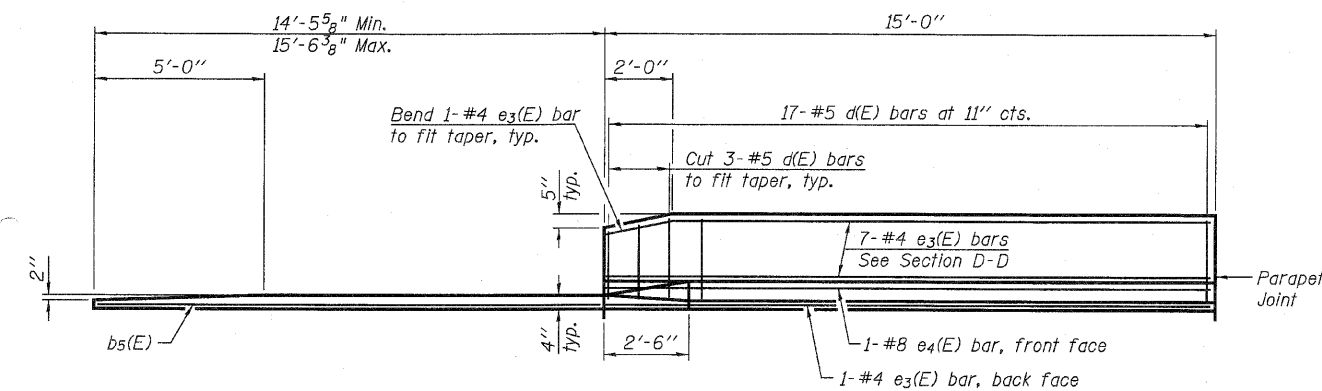


BAR d(E)

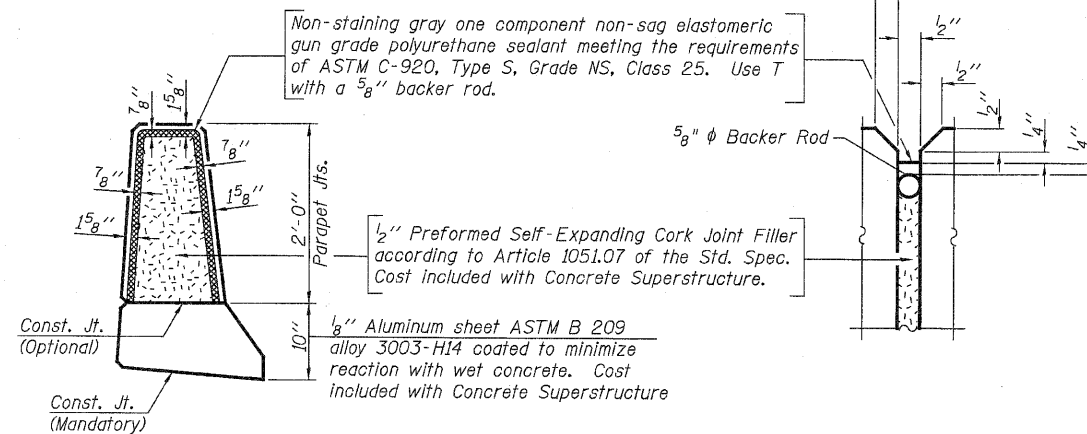
BAR d2(E)

TWO APPROACHES  
BILL OF MATERIAL

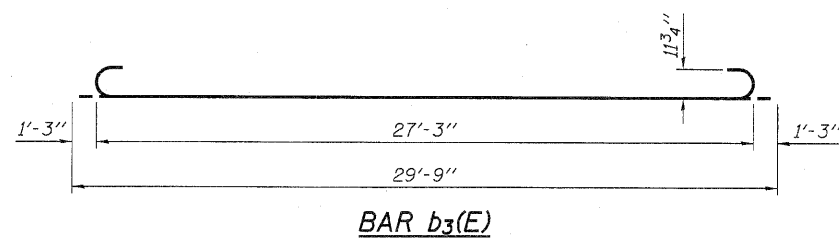
Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a8(E)	50	#4	16'-3"	—
a9(E)	92	#5	16'-4"	—
a10(E)	50	#4	22'-0"	—
a11(E)	92	#5	22'-1"	—
b2(E)	56	#4	29'-8"	—
b3(E)	160	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#4	14'-4"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
t(E)	140	#4	11'-2"	—
w(E)	80	#5	16'-4"	—
w1(E)	80	#5	22'-1"	—
Concrete Superstructure		Cu. Yd.	106.0	
Concrete Structures		Cu. Yd.	24.1	
Reinforcement Bars, Epoxy Coated		Pound	28490	



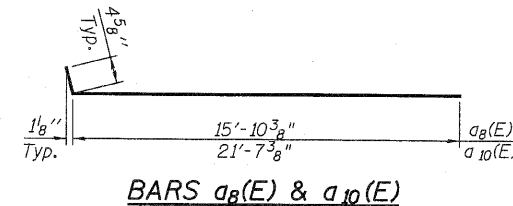
VIEW E-E



PARAPET JOINT DETAILS



BAR b3(E)



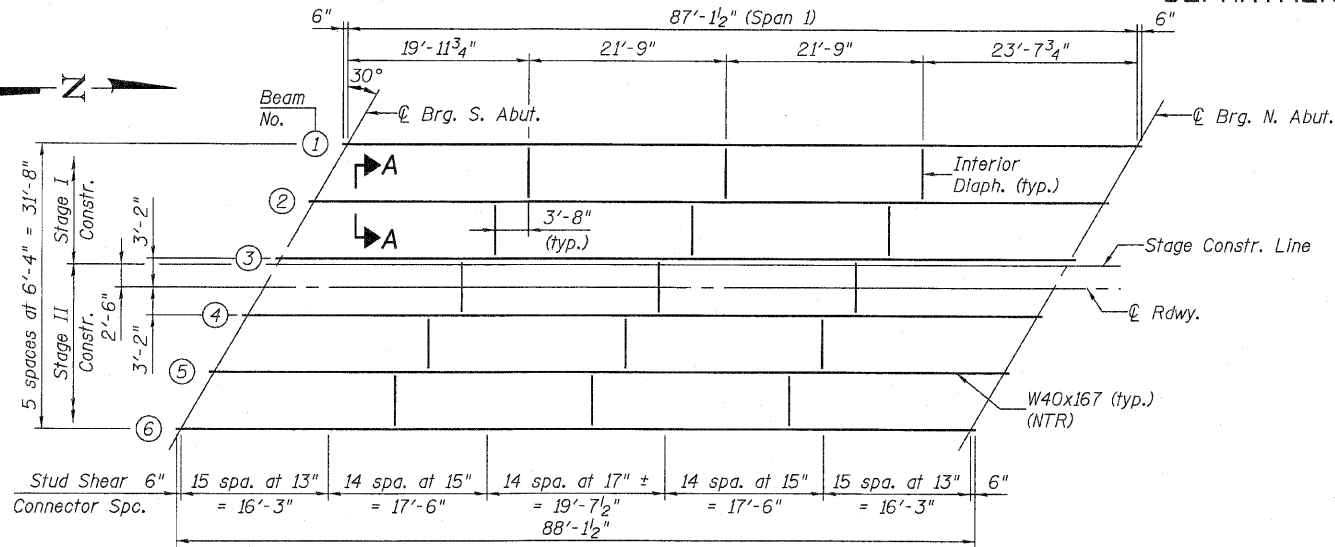
BARS a8(E) & a10(E)

BRIDGE APPROACH SLAB DETAILS-2  
STRUCTURE NO. 031-0044

<b>LINE ENGINEERING, LTD.</b> Consulting Engineers Chatham, Illinois			
DESIGNED:	ESH	DRAWN:	ESH
CHECKED:	MTH	CHECKED:	MTH

SHEET 13 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	38
	STA. 222+94.00			CONTRACT NO. 76C15	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

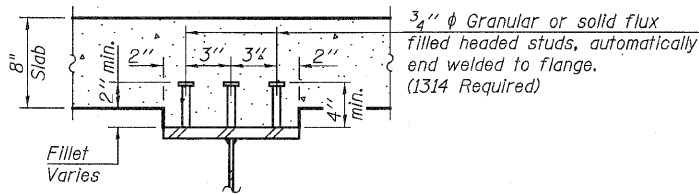


FRAMING PLAN

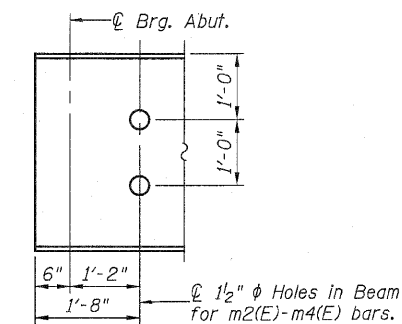
TOP OF BEAM ELEVATIONS\*

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg. S. Abut.	579.05	579.18	579.31	579.33	579.27	579.18
℄ Brg. N. Abut.	579.47	579.53	579.58	579.53	579.39	579.23

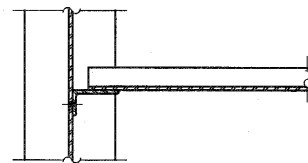
\* For Fabrication only.



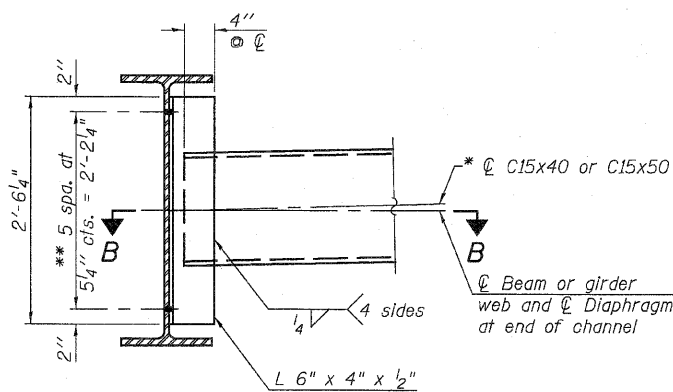
SECTION A-A



END OF BEAM AT ABUTMENTS



SECTION B-B



INTERIOR DIAPHRAGM  
(15 Required)

Note:  
Two hardened washers required for each set of oversized holes.  
\*Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.

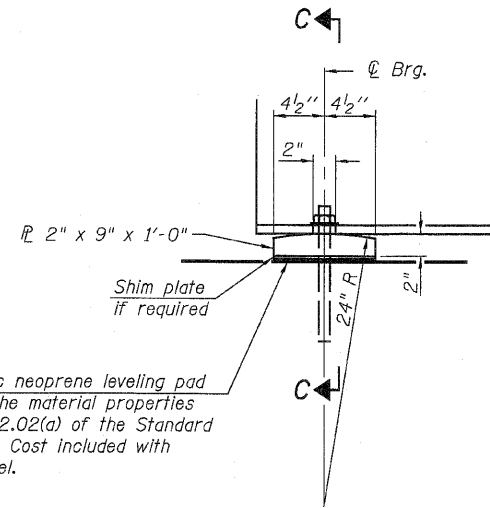
\*\*3/4" φ HS bolts, 1 5/16" φ holes in beam web and connection angle, EXCEPT for diaphragms between beams 3 & 4 use 1 3/8" x 1 7/8" vertical slotted holes in connection angle, and provide 3" x 3" x 5/16" ℄ washers over slotted holes. (Also see Notes.)

INTERIOR GIRDER MOMENT TABLE		
0.5 Span 1		
$I_s$	(in <sup>4</sup> )	11600
$I_c(n)$	(in <sup>4</sup> )	26712
$I_c(3n)$	(in <sup>4</sup> )	19580
$S_s$	(in <sup>3</sup> )	600
$S_c(n)$	(in <sup>3</sup> )	811
$S_c(3n)$	(in <sup>3</sup> )	732
Z	(in <sup>3</sup> )	---
DC1	(k/')	0.833
M <sub>DC1</sub>	(k)	790
DC2	(k/')	0.150
M <sub>DC2</sub>	(k)	142
DW	(k/')	0.267
M <sub>DW</sub>	(k)	253
M <sub>℄ + IM</sub>	(k)	1272
M <sub>u</sub> (Strength I)	(k)	3771
* $\phi_r M_n, \phi_r M_{nc}$	(k)	4132
$f_s$ DC1	(ksi)	15.8
$f_s$ DC2	(ksi)	2.3
$f_s$ DW	(ksi)	4.1
$f_s$ 1.3(℄ + IM)	(ksi)	24.5
$f_s$ (Service II)	(ksi)	46.7
** $f_s$ (Total)(Strength I)	(ksi)	---
V <sub>r</sub>	(k)	25.1

\* Compact sections  
\*\* Non-Compact and slender sections

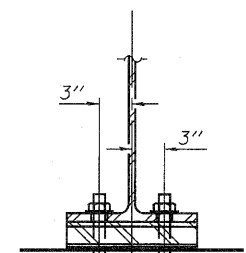
INTERIOR GIRDER REACTION TABLE		
	Abut.	
R <sub>DC1</sub>	(k)	36.3
R <sub>DC2</sub>	(k)	6.5
R <sub>DW</sub>	(k)	11.6
R <sub>℄ + IM</sub>	(k)	88.7
R <sub>Total</sub>	(k)	143.1

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).  
Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in<sup>3</sup>).  
DC1: Un-factored non-composite dead load (kips/ft.).  
M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).  
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
M<sub>℄ + IM</sub>: Un-factored live load moment plus dynamic load allowance (Impact) (kip-ft.).  
M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>℄ + IM</sub>  
 $\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).  
 $\phi_r M_{nc}$ : Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).  
 $f_s$  (Service II): Sum of stresses as computed from the moments below (ksi).  
M<sub>DC1</sub> + M<sub>DC2</sub> + M<sub>DW</sub> + 1.3 M<sub>℄ + IM</sub>  
 $f_s$  (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>℄ + IM</sub>  
V<sub>r</sub>: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



ELEVATION AT ABUTMENT

FIXED BEARING



SECTION C-C

1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

Notes:  
All structural steel shall be AASHTO M 270 Grade 50W.  
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.  
For STAGE II CONSTRUCTION, diaphragms between Beams 3 & 4 shall be installed with bolts at both beams only finger-tight and with slots positioned to allow maximum differential deflection during the deck pour. Bolts shall be fully tightened as soon as possible after deck pour to minimize differential deflections due to traffic.

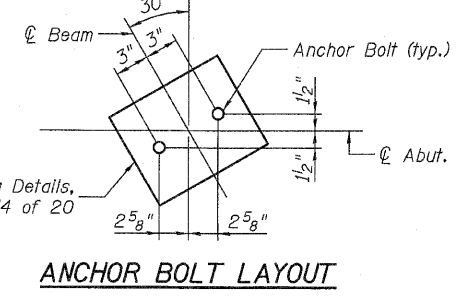
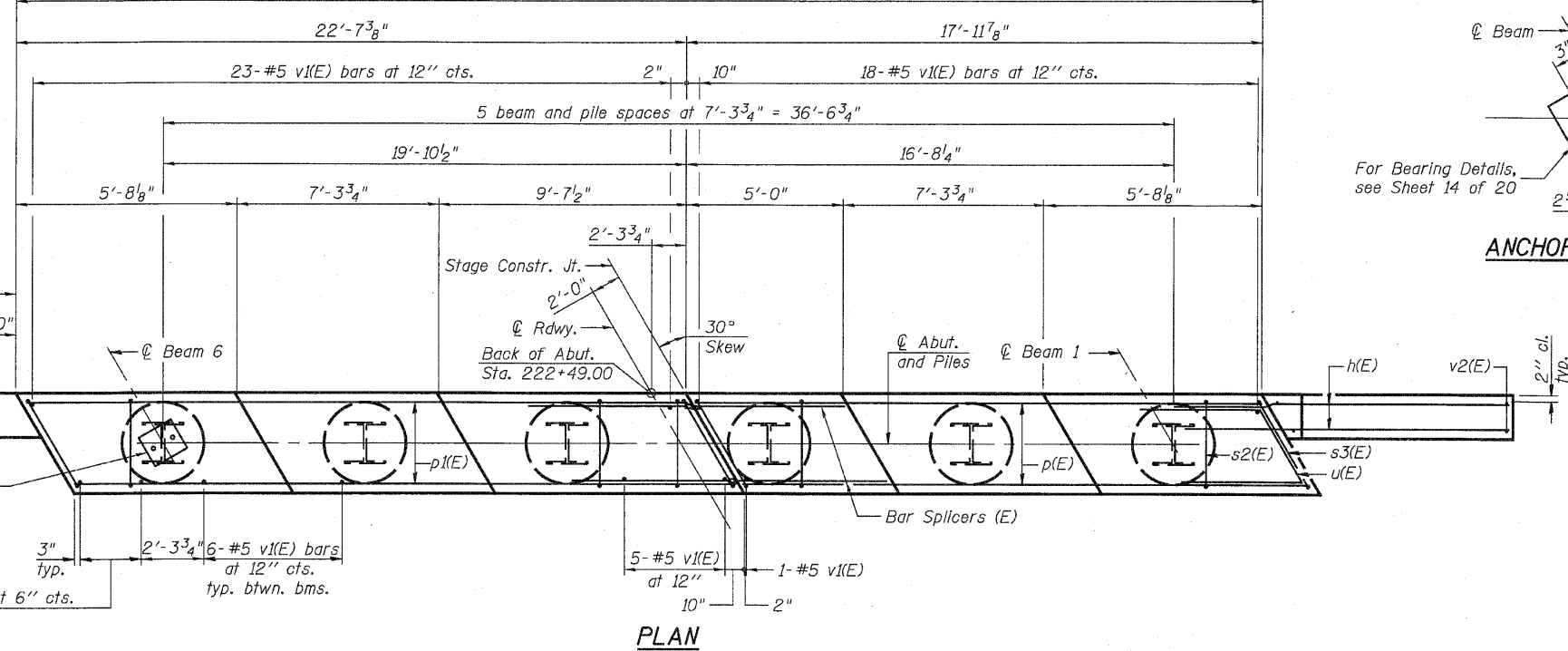
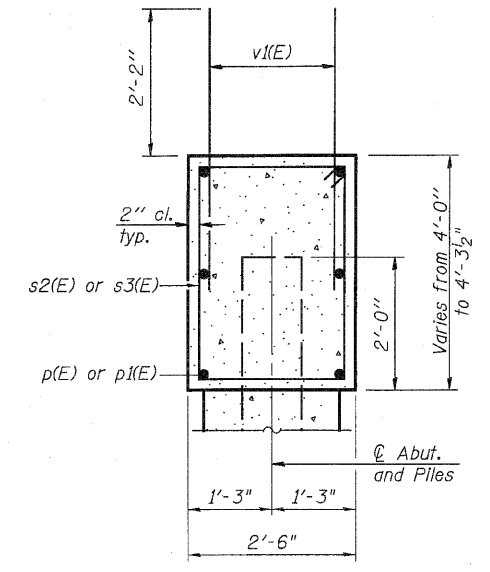
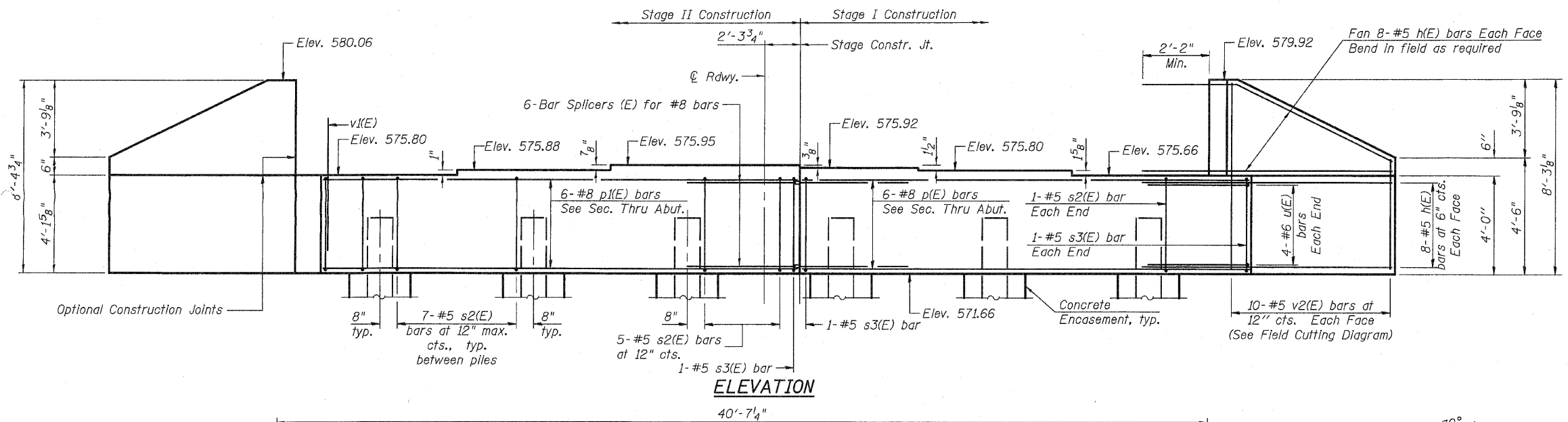
STRUCTURAL STEEL & FRAMING PLAN					
STRUCTURE NO. 031-0044					
SHEET 14	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OF 20	10	3B-1	GREENE	59	39
STA. 222+94.00			CONTRACT NO. 76C15		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ	DRAWN: SJS
CHECKED: DCD	CHECKED: DCD

Notes:  
Pour steps monolithically with cap.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SEC. THRU ABUT.

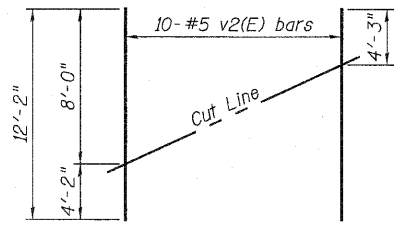
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	64	#5	12'-0"	—
p(E)	6	#8	17'-8"	—
p1(E)	6	#8	22'-3"	—
s2(E)	35	#5	12'-7"	□
s3(E)	4	#5	13'-3"	□
u(E)	8	#6	7'-7"	∟
v1(E)	75	#5	4'-4"	—
v2(E)	20	#5	12'-2"	—
Structure Excavation				Cu. Yd. 76
Concrete Structures				Cu. Yd. 20.6
Reinforcement Bars, Epoxy Coated				Pound 2640
Furnishing Steel Piles HP12x53				Foot 160
Driving Piles				Foot 160
Test Pile Steel HP12x53				Each 1
Pile Shoes				Each 6
Concrete Encasement				Cu. Yd. 2.1

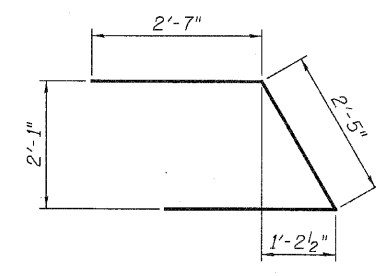
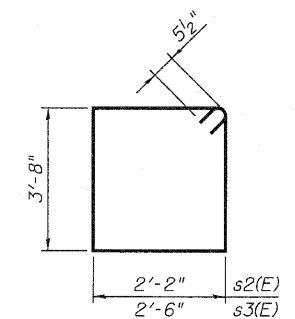
For details of Bar Splicers, see sheet 18 of 20.  
For details of piles and Concrete Encasement, see sheet 17 of 20.

**PILE DATA**

Type: Steel-HP 12x53 with Pile Shoes  
Nominal Required Bearing: 400 kips  
Factored Resistance Available: 200 kips  
Est. Length: 32'  
No. Production Piles: 5  
No. Test Piles: 1



**FIELD CUTTING DIAGRAM**  
Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



**Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ DRAWN: SJS  
CHECKED: DCD CHECKED: DCD

AI-L 11-1-09

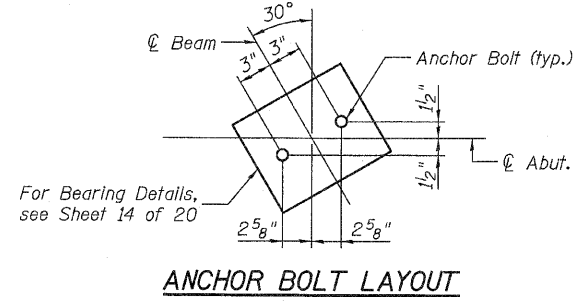
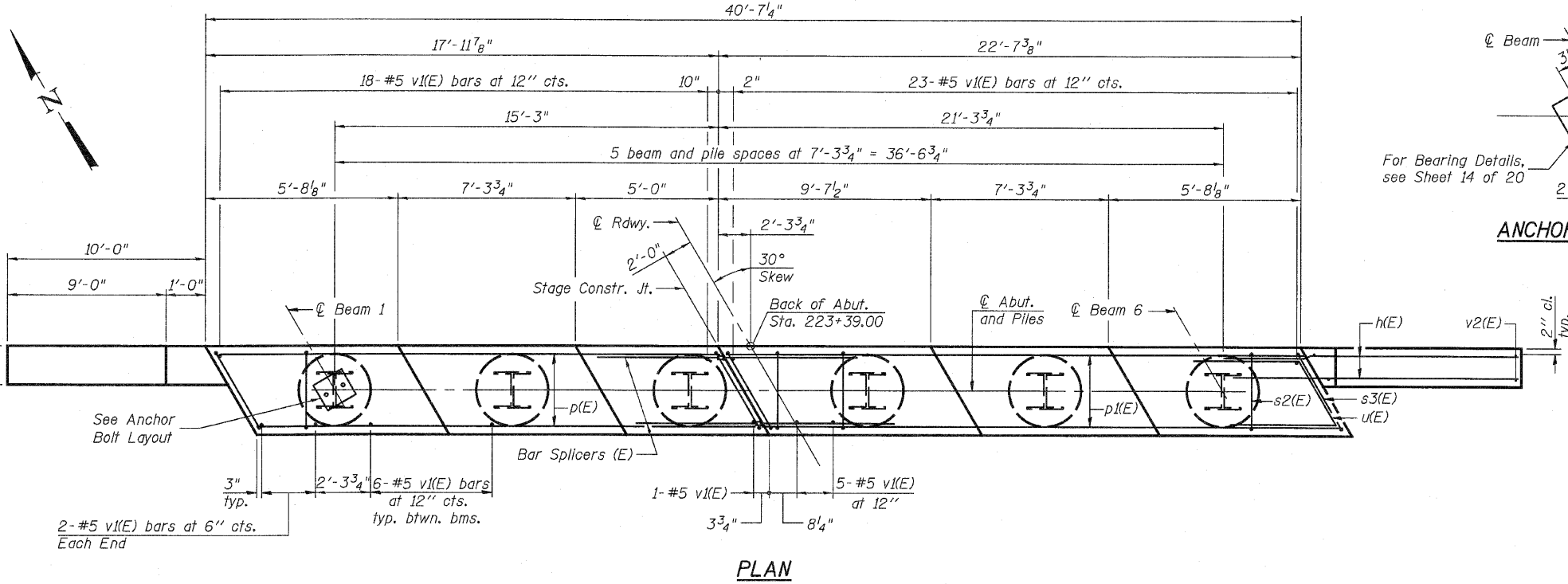
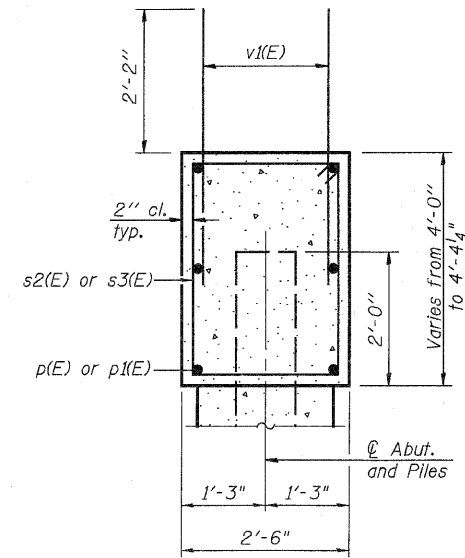
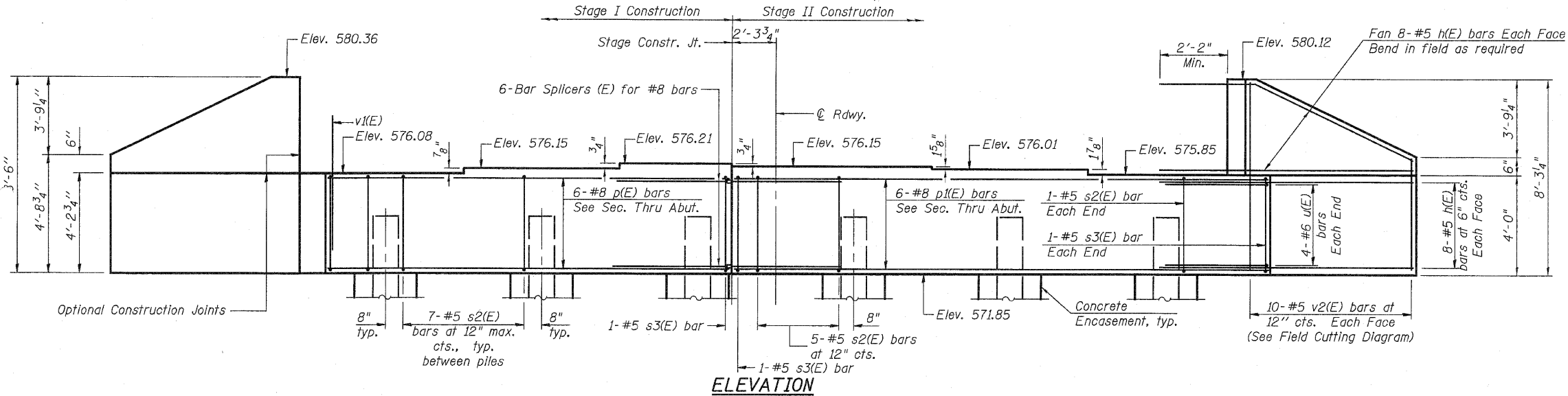
**SOUTH ABUTMENT**  
**STRUCTURE NO. 031-0044**

SHEET 15 OF 20	F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 59	SHEET NO. 40
	STA. 222+94.00			CONTRACT NO. 76C15	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



Notes:  
Pour steps monolithically with cap.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



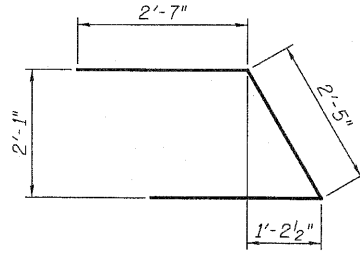
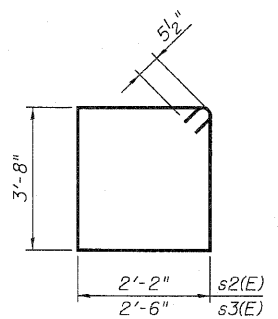
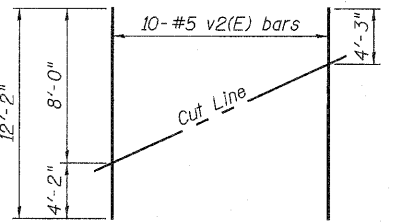
SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	64	#5	12'-0"	—
p(E)	6	#8	17'-8"	—
p1(E)	6	#8	22'-3"	—
s2(E)	35	#5	12'-7"	□
s3(E)	4	#5	13'-3"	□
u(E)	8	#6	7'-7"	∟
v1(E)	75	#5	4'-4"	—
v2(E)	20	#5	12'-2"	—
Structure Excavation		Cu. Yd.	76	
Concrete Structures		Cu. Yd.	20.6	
Reinforcement Bars, Epoxy Coated		Pound	2640	
Furnishing Steel Piles HP12x53		Foot	192	
Driving Piles		Foot	192	
Pile Shoes		Each	6	
Concrete Encasement		Cu. Yd.	2.1	

PILE DATA

Type: Steel-HP 12x53 with Pile Shoes  
Nominal Required Bearing: 400 kips  
Factored Resistance Available: 200 kips  
Est. Length: 32'  
No. Production Piles: 6  
No. Test Piles: 0



FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

BARS s2(E) & s3(E)

BAR u(E)

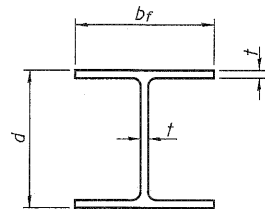
NORTH ABUTMENT  
STRUCTURE NO. 031-0044

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ DRAWN: SJS  
CHECKED: DCD CHECKED: DCD

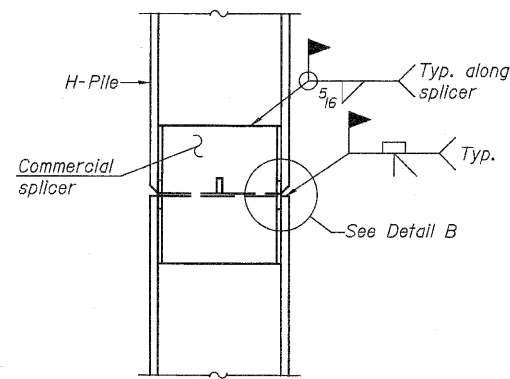
SHEET 16 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	41
STA. 222+94.00			CONTRACT NO. T6C15		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

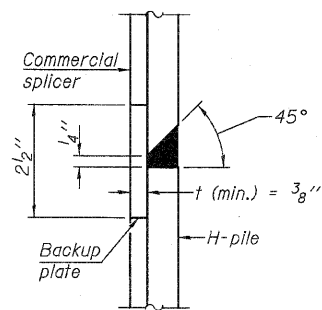


STEEL PILE TABLE

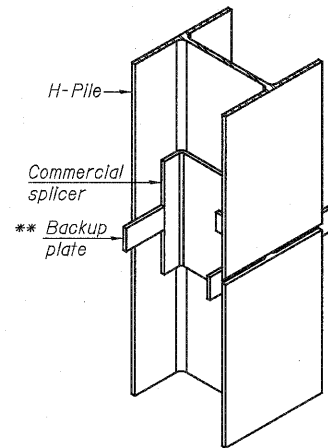
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

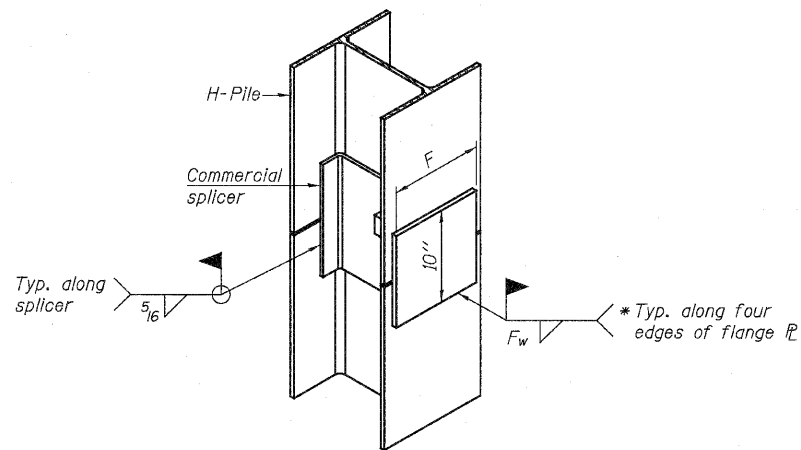


DETAIL "B"



ISOMETRIC VIEW

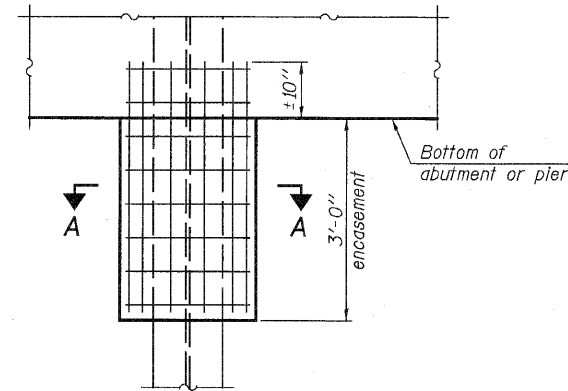
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW

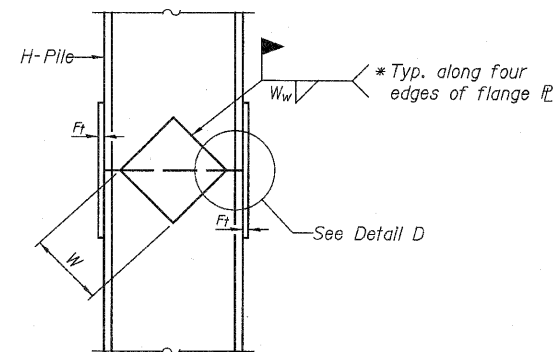
WELDED COMMERCIAL SPLICE ALTERNATE

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

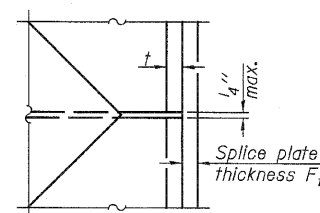


ELEVATION

PILE ENCASEMENT

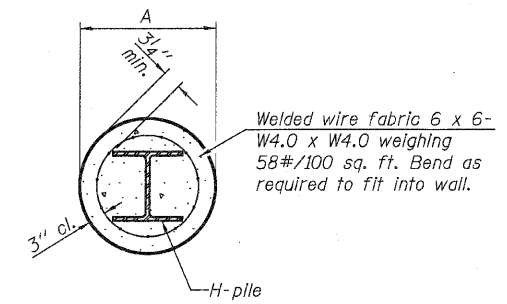


ELEVATION



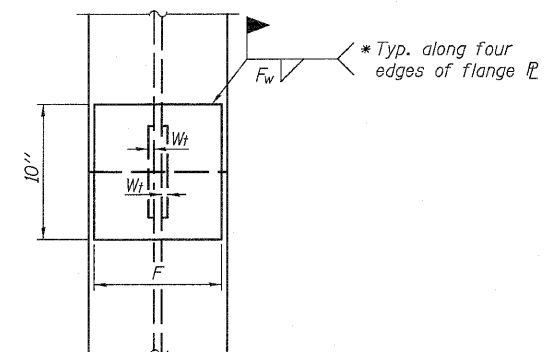
DETAIL D

WELDED PLATE FIELD SPLICE



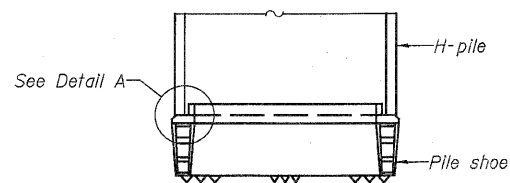
Note:  
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

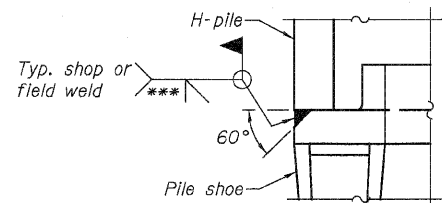


END VIEW

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"



ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT

Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.

HP PILE DETAILS  
STRUCTURE NO. 031-0044

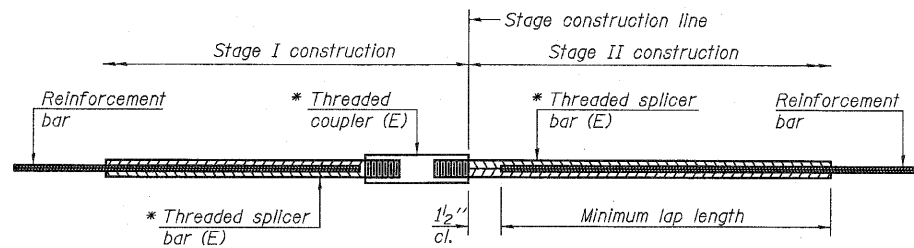
SHEET 17 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	42
	STA. 222+94.00		CONTRACT NO. 76C15		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ	DRAWN: SJS
CHECKED: DCD	CHECKED: DCD

F-HP 11-1-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STANDARD BAR SPLICER ASSEMBLY**

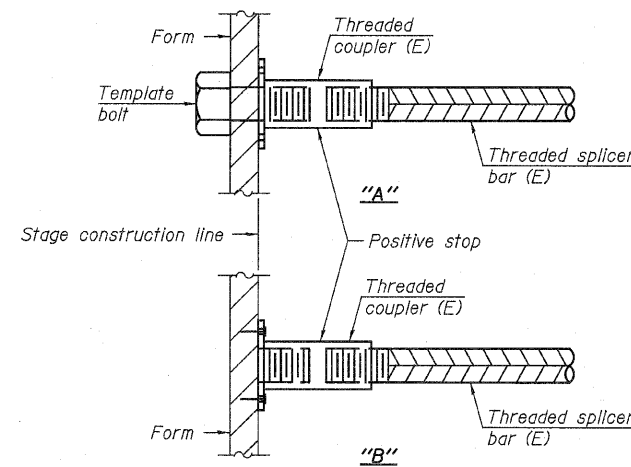
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C  
Table 2: Black bar, Top bar lap, 0.8 Class C  
Table 3: Epoxy bar, 0.8 Class C  
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

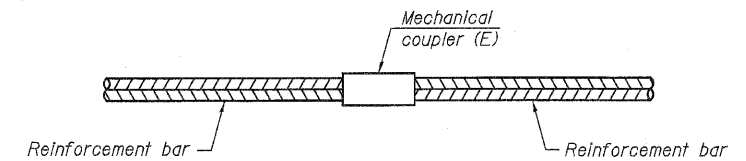
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck Slab	#5	278	3
Deck/Abut. Diaph.	#6	16	4
Appr. Slab (Top)	#4	50	4
Appr. Slab (Bott.)	#5	92	3
Appr. Footing	#5	80	3
Abutments	#8	12	4



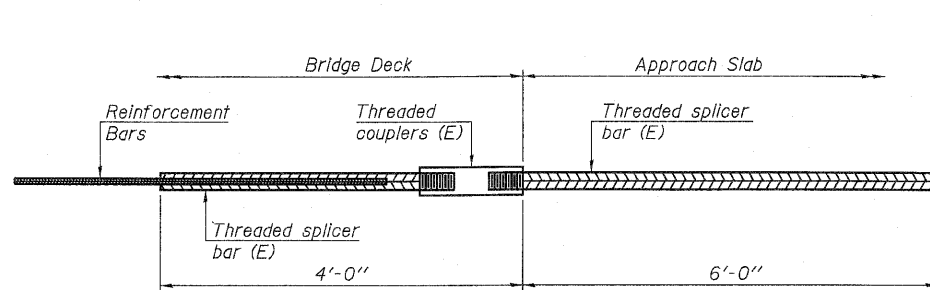
**INSTALLATION AND SETTING METHODS**

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



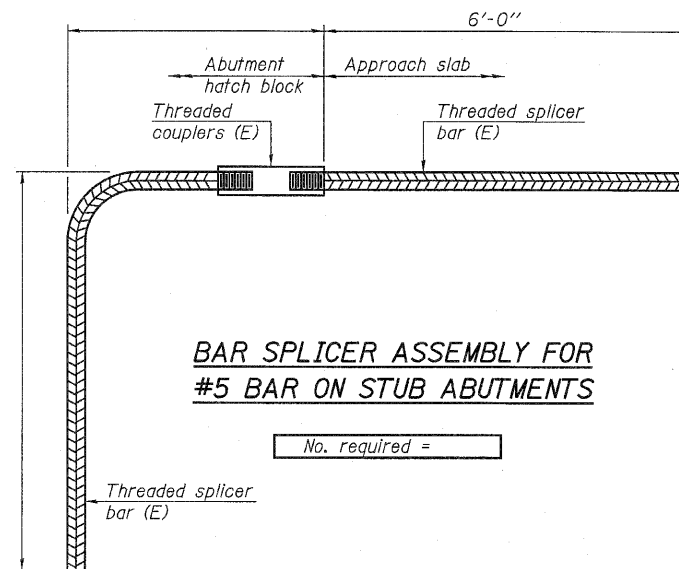
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required = 70



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
All reinforcement shall be lapped and tied to the splicer bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
See special provision for Mechanical Splicers.  
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ      DRAWN: SJS  
CHECKED: DCD      CHECKED: DCD

BSD-1

11-1-09

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS**  
**STRUCTURE NO. 031-0044**

SHEET 18 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	43
STA. 222+94.00			CONTRACT NO. 76C15		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 2

Date 5/29/09

ROUTE FAP 10 DESCRIPTION IL 267 over Bear Creek LOGGED BY KEG  
SECTION 3B-1 LOCATION SEC. 9, TWP. 11N, RNG. 10W  
COUNTY Greene DRILLING METHOD CME 55 LC/HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O D E	Surface Water Elev. ft	D E P T H	B L O W S	U C S	M O D E
031-0044 222+94					563.41				
B-2 222+10					563.5				
12.00ft RI									
580.00									
ASPHALT - 6 inches					579.50				
CRUSHED ROCK - 6 inches					579.00				
CRUSHED ROCK & ASPHALT	6	-				2	3.0		24
	2					4	B		
	2								
577.00									
FILL: Grayish brown and brown, low plastic silty clay, trace to some sand (A-6)	2					2			
575.25	3	1.9				3	1.8		29
	3	S/15				4	B		
FILL: Brown, high plastic, some sand (A-7)									
Becomes dark brown	1					2			
	2	1.6				3	2.1		27
	3	B				4	S/15		
572.00									
FILL: Brown, low plastic sandy clay (A-6)	8					2			
	8	3.8				3	1.8		28
	4	S/10				5	B		
	-10					-30			
569.50									
SILTY CLAY: Dark brown, low plastic, trace to some sand (A-6)									
	2	0.3							
	2	S/15							
567.00									
SILTY CLAY: Grayish brown and brown, low plastic, trace to some sand (A-7)	2					2			
	3	1.7				4	1.9		38
	4	B				6	B		
	-15					-38			
564.50									
CLAYEY SAND: Brown, fine to medium (A-2)	1								
	2	0.3							
	1	P							
561.50									
CLAY: Brown, high plastic (A-7)	2					6			
	5	3.6				9	4.5		21
	6	B				21	P		
	-20					-40			

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)



SOIL BORING LOG

Page 2 of 2

Date 5/29/09

ROUTE FAP 10 DESCRIPTION IL 267 over Bear Creek LOGGED BY KEG  
SECTION 3B-1 LOCATION SEC. 9, TWP. 11N, RNG. 10W  
COUNTY Greene DRILLING METHOD CME 55 LC/HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O D E	Surface Water Elev. ft	D E P T H	B L O W S	U C S	M O D E
031-0044 222+94					563.41				
B-2 222+10					563.5				
12.00ft RI									
580.00									
CLAYEY SHALE: Brown and bluish gray (continued)									
Becomes gray	6					22			
	9	2.5				32	4.5		15
	13	S/15				50/5"	P		
	-45					-65			
513.00									
SHALE: Gray									
Becomes brown and olive gray	9					50/5"			8
	13	3.0				50/3"			8
	41	S/10				-70			
	-50					-70			
510.95									
Boring terminated at 69.1 ft.									
Becomes purplish gray	3								
	15	3.6							
	17	S/15							
	-55					-75			
Becomes gray	21								
	50	4.5							
		P							
	-60					-80			

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)



DESIGNED: K-E-G DRAWN: SJS  
CHECKED: DCD CHECKED: DCD

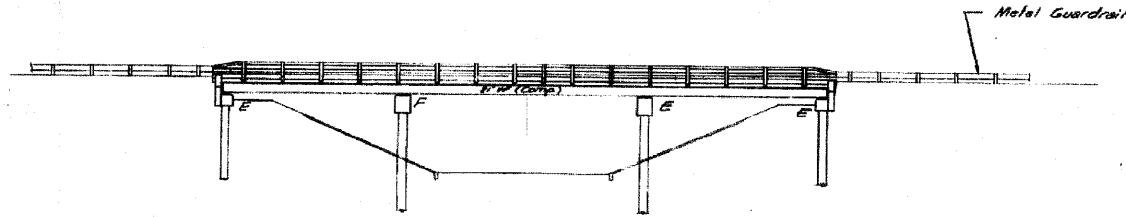
SOIL BORINGS (2 OF 2)  
STRUCTURE NO. 031-0044

SHEET 20 OF 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10	3B-1	GREENE	59	45
	STA. 222+94.00		CONTRACT NO. 76C15		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

Built 83' FA RT 154  
 Sec 3-B D-F  
 Station 222+94  
 Year Built 1930

STATE OF ILLINOIS  
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
 DIVISION OF HIGHWAYS

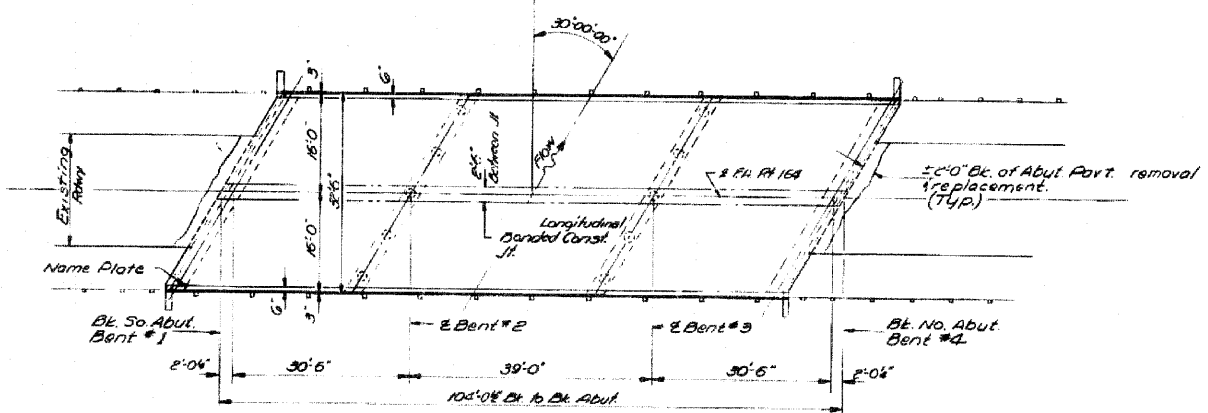
DATE	BY	REVISION	SHEET NO.
11-1-37	3-BY	Greene	35 4



ELEVATION

Station 222+94  
 Bear Creek  
 Built 19  
 F.A. Etc 164 Sec 3B-Y  
 Loading H520  
**NAME PLATE**  
 See Standard 2113-1

**GENERAL NOTES**  
 All reinforcement bars shall be lapped 24 diameters unless otherwise shown.  
 Field connections shall be lapped using high strength bolts. Bolts 3/4", open bolts 5/8", unless otherwise noted.  
 Diaphragm connections may be adapted to shop welding subject to approval by the Engineer.  
 Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other cases will be permitted only when approved by the Engineer.  
 Anchor bolts shall be set before placing diaphragms over supports.  
 It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.  
 Existing deck slab & handrail shall be removed, and replaced using Stage Construction so as to permit traffic on the structure during construction.  
 Except as otherwise provided, all new structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.



PLAN

**TOTAL BILL OF MATERIAL**

Item	Unit	Super	Sub	Total
Concrete Removal	Cu Yds		62	62
Removal of Exst. Concrete Deck	Lump Sum	L.S.		L.S.
Expansion Bolts (3/4")	Each	12		12
C/A Excep. for Structures	Cu Yds		12	12
Protective Coat	Sq Yds	377		377
Class X Concrete	Cu Yds	143	103	246
Structural Steel	L. Sum			L. Sum
Stud Shear Connectors	Each	1,128		1,128
Steel Decking Type N	Lin. Ft.	208		208
Reinforcement Bars	Lbs.	23,520	10,600	34,120
Temporary Guard Rail	Lin. Ft.	102		102
Bridge Seat Sealant	Lump Sum		L.S.	L.S.
Name Plates	Each	1		1
Pvt. Perm. PCC Appl. Type I (10')	Sq Yds			11
Adjust Structural Steel	Lump Sum			Lump Sum

\* At Abutments only  
 \*\* Calculated weight of Structural Steel = 14,080\*

DESIGNED *James H. [Signature]*  
 CHECKED *E. A. [Signature]*  
 DRAWN *F. Mercado*  
 CHECKED *ES*

August 20 1960  
 EXAMINED *[Signature]*  
 PASSED *[Signature]*  
 APPROVED *[Signature]*

**DESIGN STRESSES**  
 1c - 1800 psi (Deck Slab)  
 1c - 1800 psi (Curb Sub)  
 1s - 20,000 psi (Reinf)  
 1s - 20,000 psi (New Struct); 18,000 psi (Exst. Struct)  
 2 - 10  
 4 DeFl - 41200 (Comp)  
 LOADING H520-44

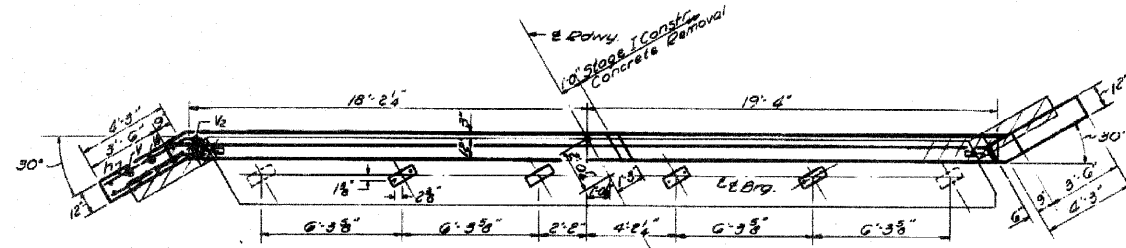
GENERAL PLAN & ELEVATION  
 BEAR CREEK  
 F.A. RT 164 SEC 3-B-Y  
 GREENE COUNTY  
 STATION 222+94

FOR INFORMATION ONLY

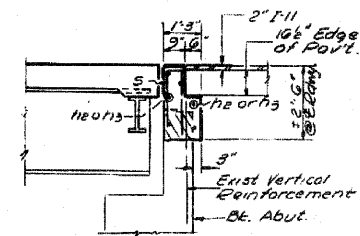


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

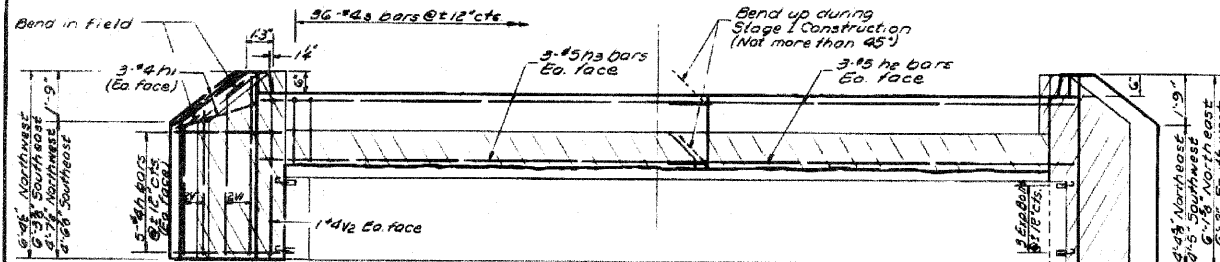
PROJECT NO.	DATE	DESIGNER	SCALE	SHEET NO.	TOTAL SHEETS
154 5-BY	GREENE	35	9	6	



PLAN OF NORTH ABUT



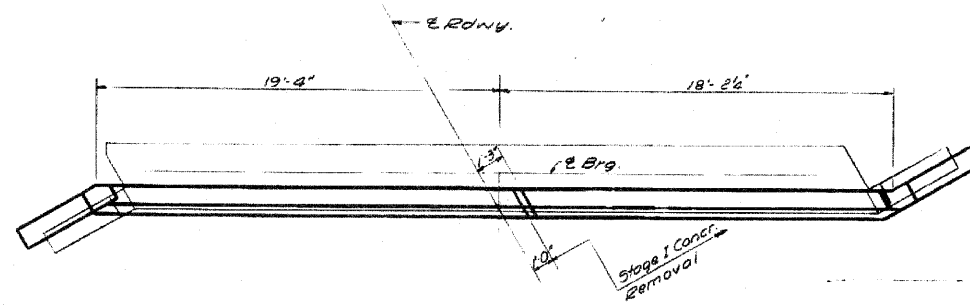
SEC. THRU ABUT.



ELEVATION OF NORTH ABUT  
South Abutment Similar

Note: Hatched area to be removed. Clean & extend existing vertical reinforcement into new concrete.

Notes: Expansion bolts shall consist of self-driving expansion shells with 3/8\"/>



PLAN OF SOUTH ABUT

TWO ABUTMENTS  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
n	20	#4	5'-3"		
n1	20	#4	4'-0"		
n2	12	#5	18'-6"		
n3	12	#5	19'-0"		
s	72	#4	5'-0"	U	
v	16	#4	5'-0"		
v1	10	#4	6'-0"		
v2	6	#4	5'-0"		
Reinforcement Bars				Lbs.	1060
Class I Concrete				Cu Yds.	10.5
Concrete Removal				Cu Yds.	6.2

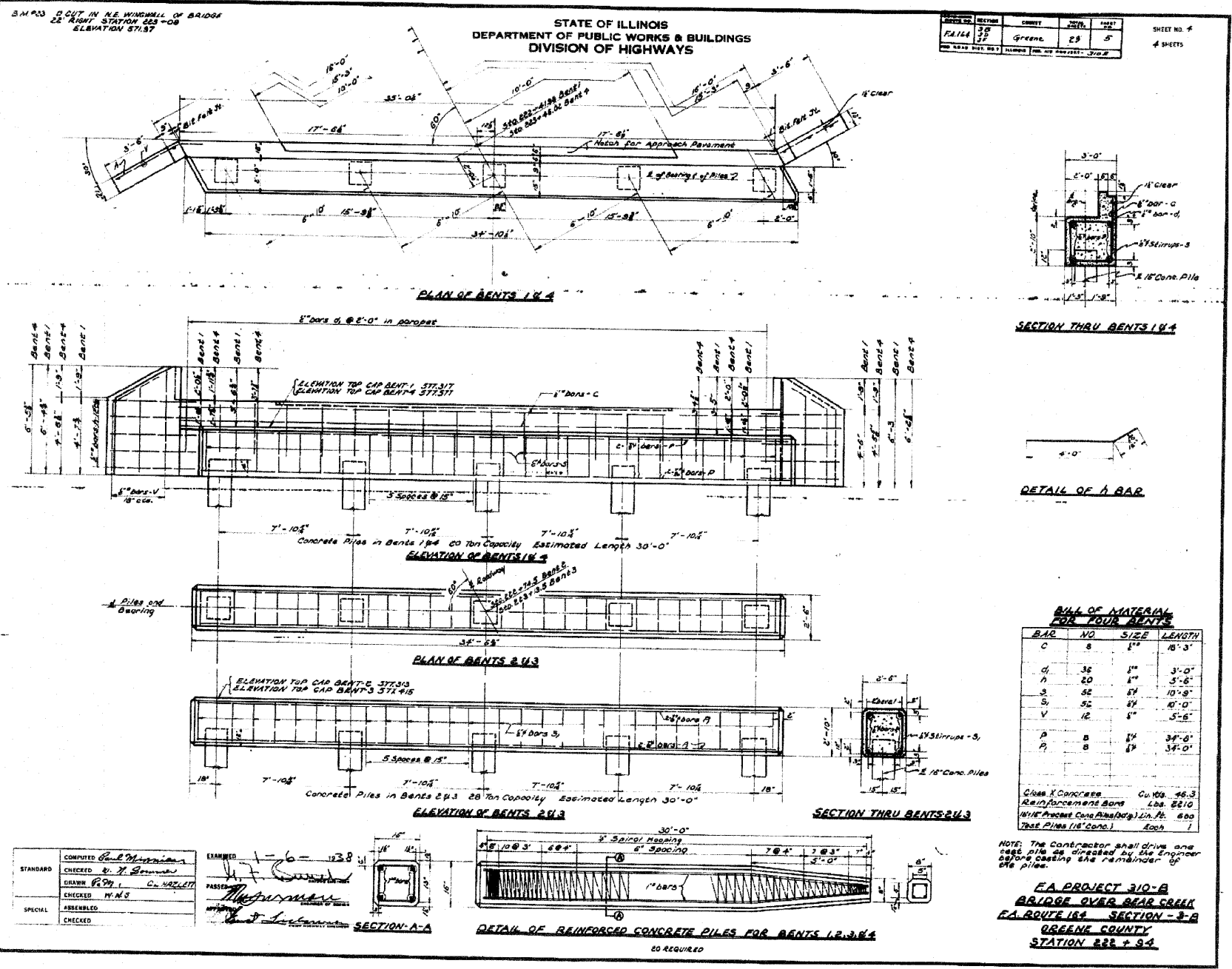
BENTS 1:4

F.A.R.TE 164 (US 67) SEC 3-BY  
GREENE COUNTY  
STA. 222+94.00

FOR INFORMATION ONLY

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		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 3 OF 4 SHEETS	STA.	10	3B-1	GREENE	59	48
		CHECKED -	REVISED -				TO STA.					
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			REVISED -									
										CONTRACT NO. 76C15		
ILLINOIS FED. AID PROJECT												



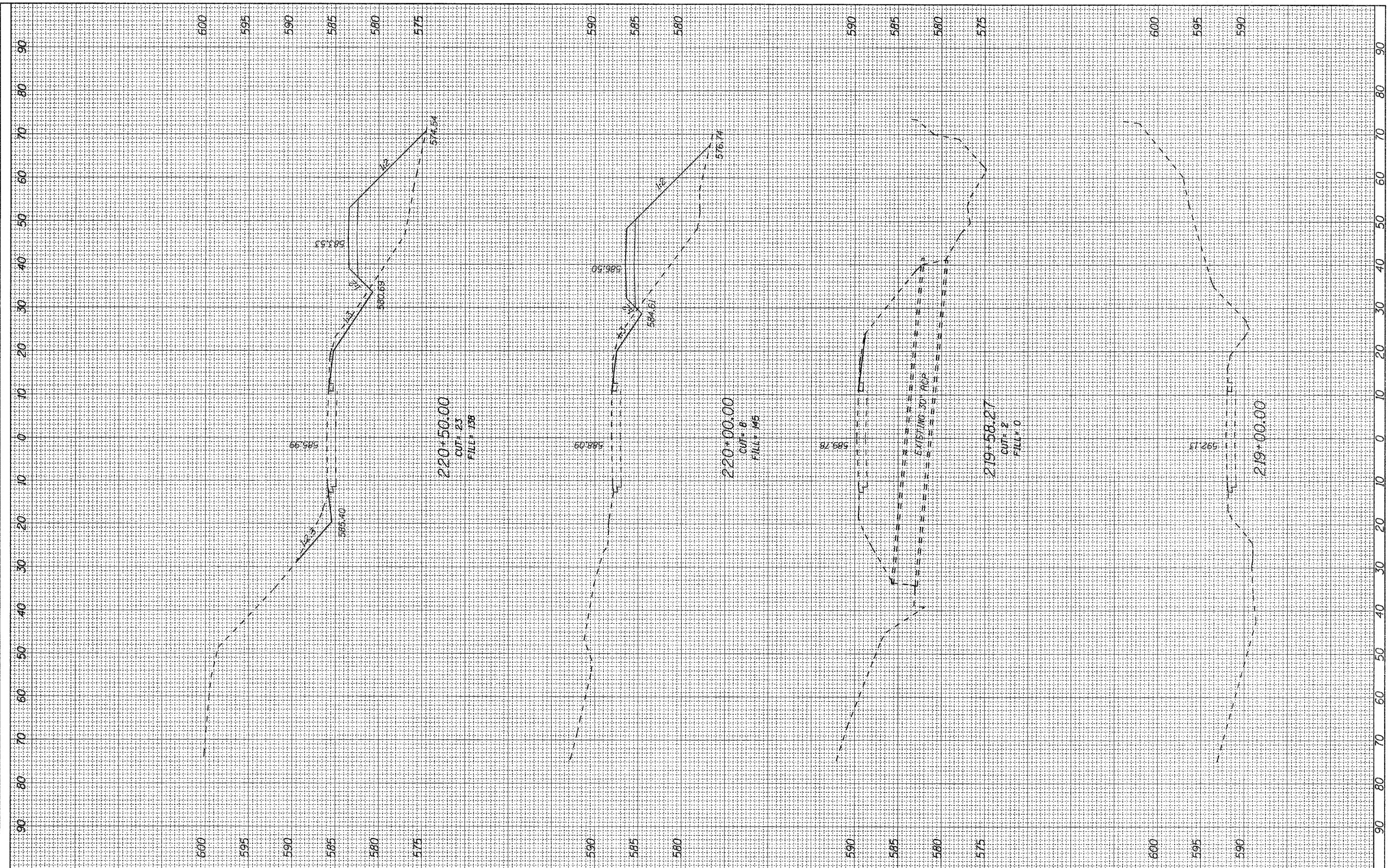


FOR INFORMATION ONLY

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		DRAWN -	REVISED -			10	3B-1	GREENE	59	49
		CHECKED -	REVISED -			CONTRACT NO. 76C15				
		ASSEMBLED -	REVISED -			ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -	SCALE: NONE	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.			

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

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	NO.
TEMPLATE	
AREAS	
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

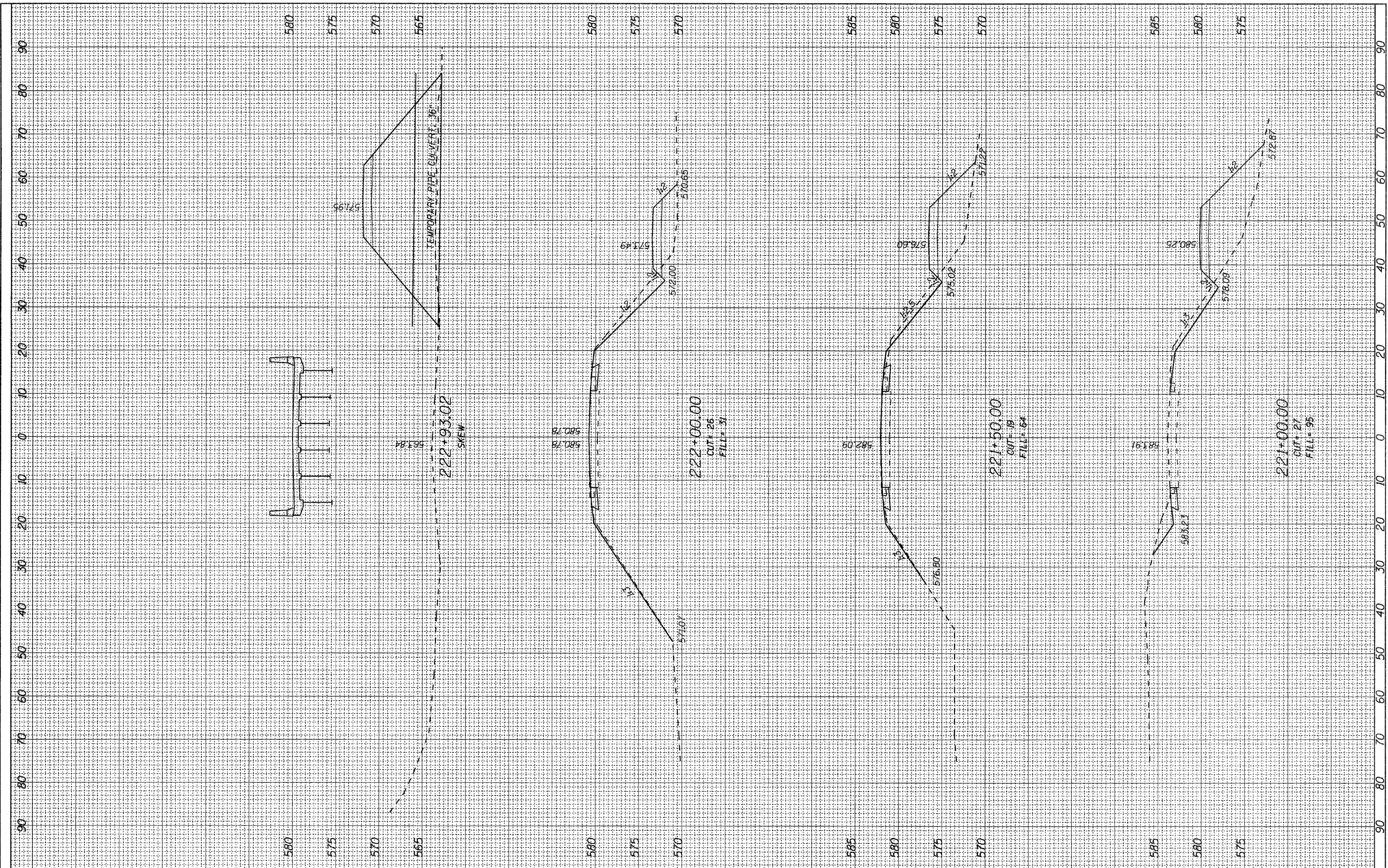
**CROSS SECTION IL 267 &  
LOW WATER CROSSING**

SCALE: 1" = 10'    SHEET NO. 1 OF 4 SHEETS    STA. 219+00.00 TO STA. 220+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	58	50
			CONTRACT NO. 76C15	
ILLINOIS FED. AID PROJECT				

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

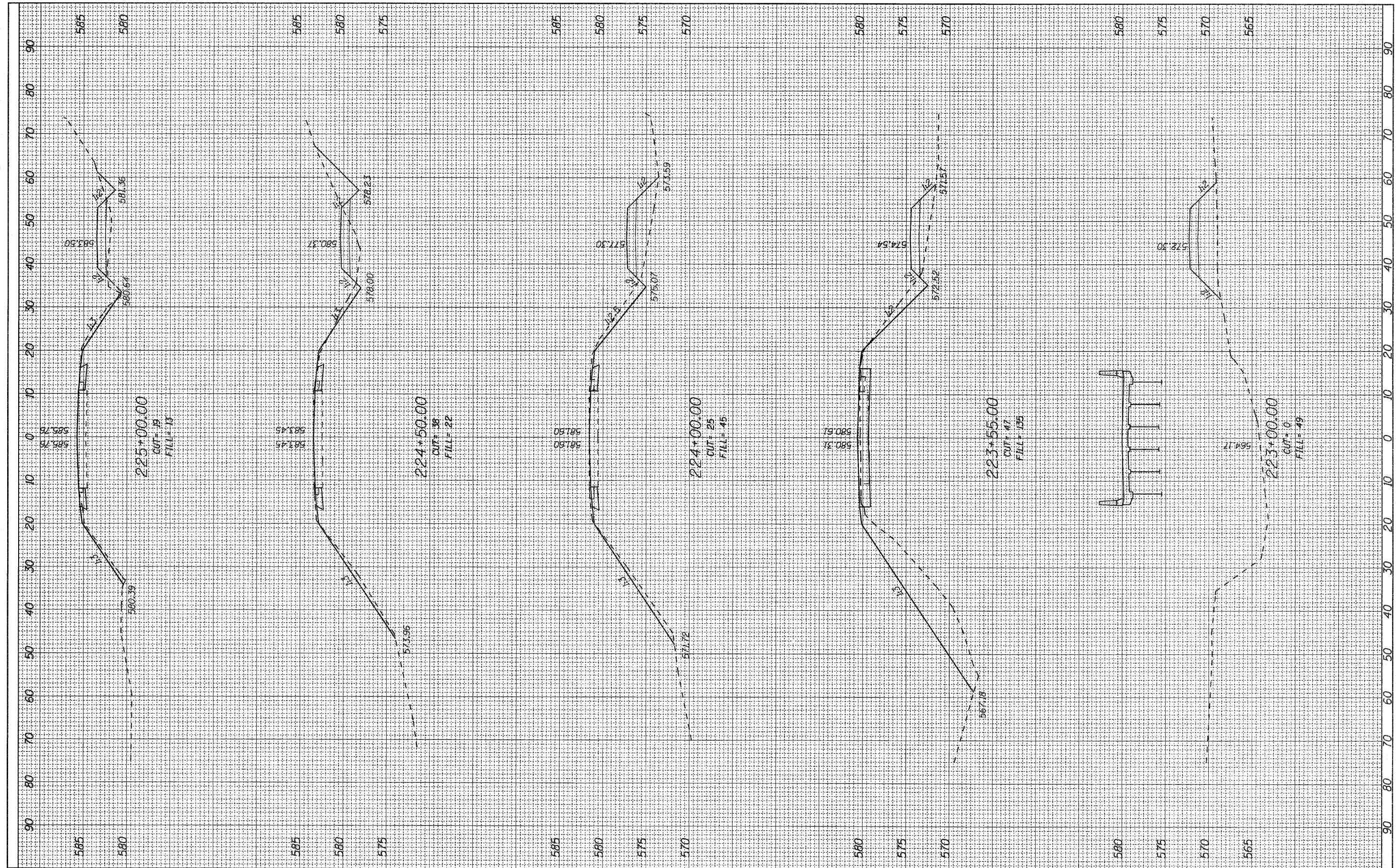
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SURVEYED BY	
NOTE BOOK NO.	
TEMPLATE AREAS CHECKED	



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#FILEL#		DRAWN -	REVISED -		SCALE: 1" = 10'	SHEET NO. 2 OF 4 SHEETS	STA. 221+00.00 TO STA. 222+93.02	ILLINOIS FED. AID PROJECT				
		CHECKED -	REVISED -									
		DATE -	REVISED -									
PLOT SCALE = #SCALE#												
PLOT DATE = #DATE#												
CONTRACT NO. 76C15												

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
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AREAS CHECKED	

DATE	
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ORIGINAL SURVEY	
NOTE BOOK	
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AREAS CHECKED	



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 PLOT DATE = \*DATE\*

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

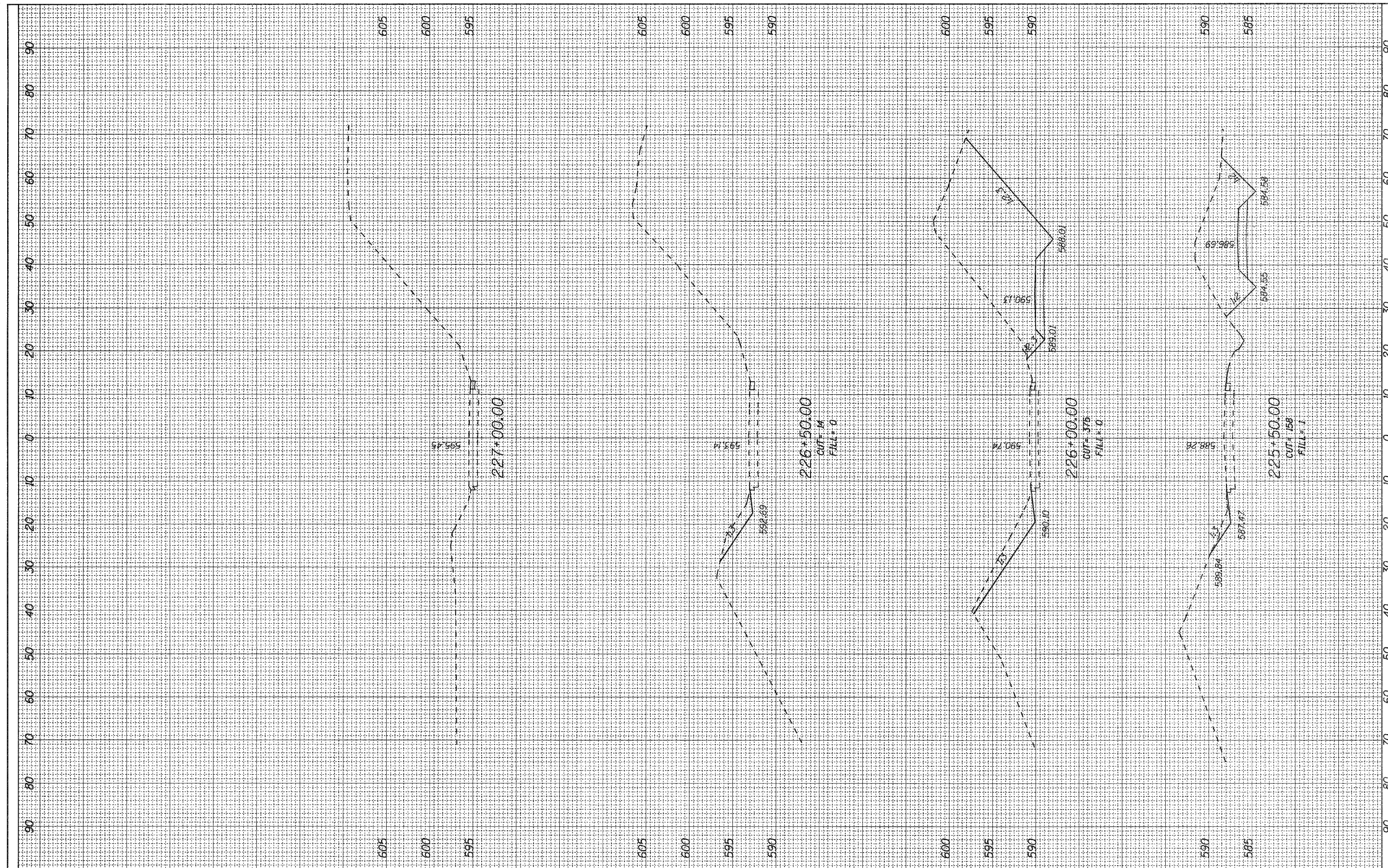
**CROSS SECTION IL 267 &  
 LOW WATER CROSSING**

SCALE: 1" = 10'    SHEET NO. 3 OF 4 SHEETS    STA. 223+00.00 TO STA. 225+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	58	52
CONTRACT NO. 76C15				
ILLINOIS FED. AID PROJECT				

DATE	
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SURVEYED	
FINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
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AREAS CHECKED	

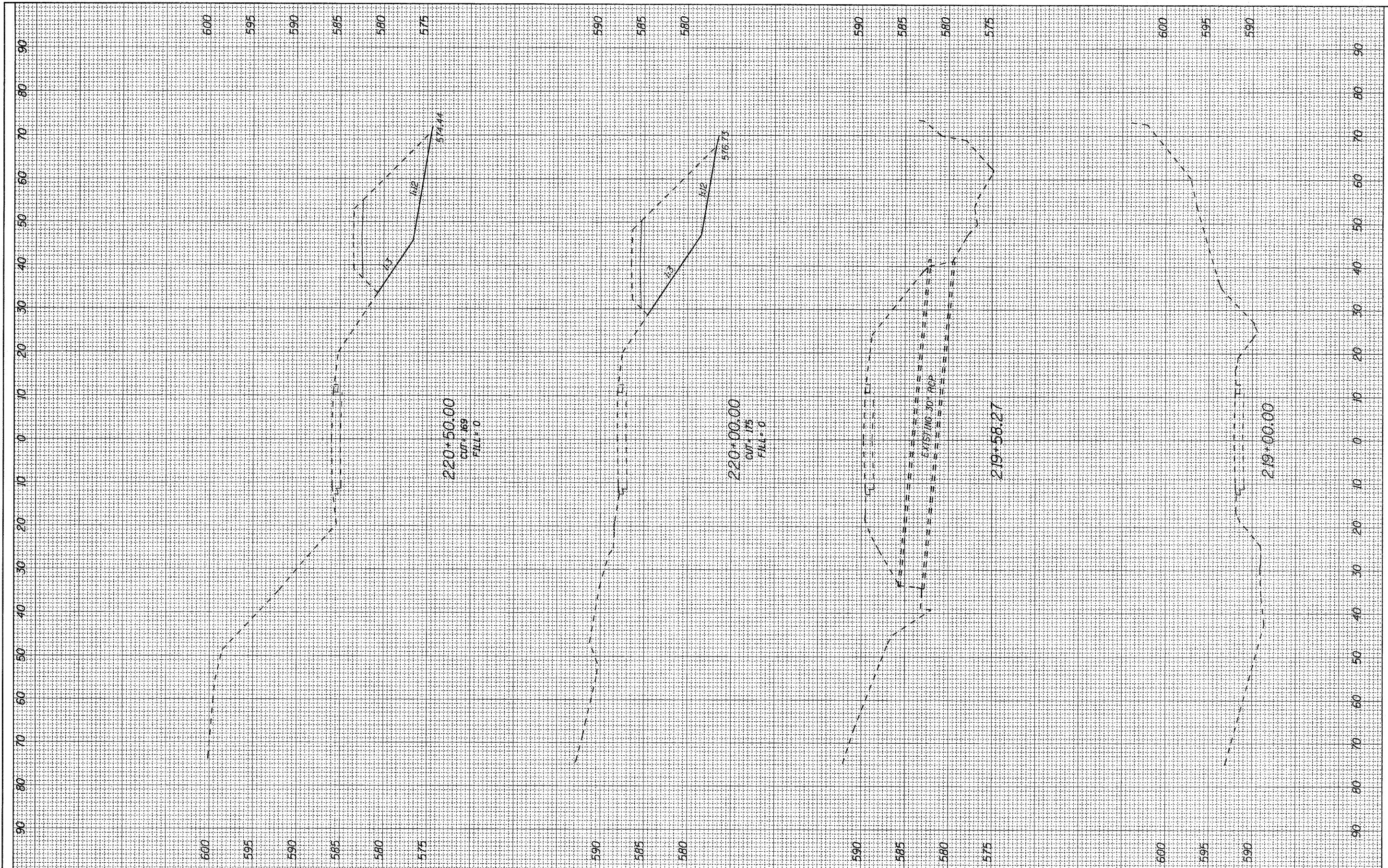
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SURVEYED	
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NOTE BOOK	
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TEMPLATE	
AREAS	
AREAS CHECKED	



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#FILE#		DRAWN -	REVISED -					10	3B-1	GREENE	58	53
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PLOT DATE = #DATE#		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
								SCALE: 1" = 10'	SHEET NO. 4 OF 4 SHEETS	STA. 225+50.00 TO STA. 227+00.00		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	NO. _____		
	TEMPLATES		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	NO. _____		
	TEMPLATES		
	AREAS CHECKED		



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

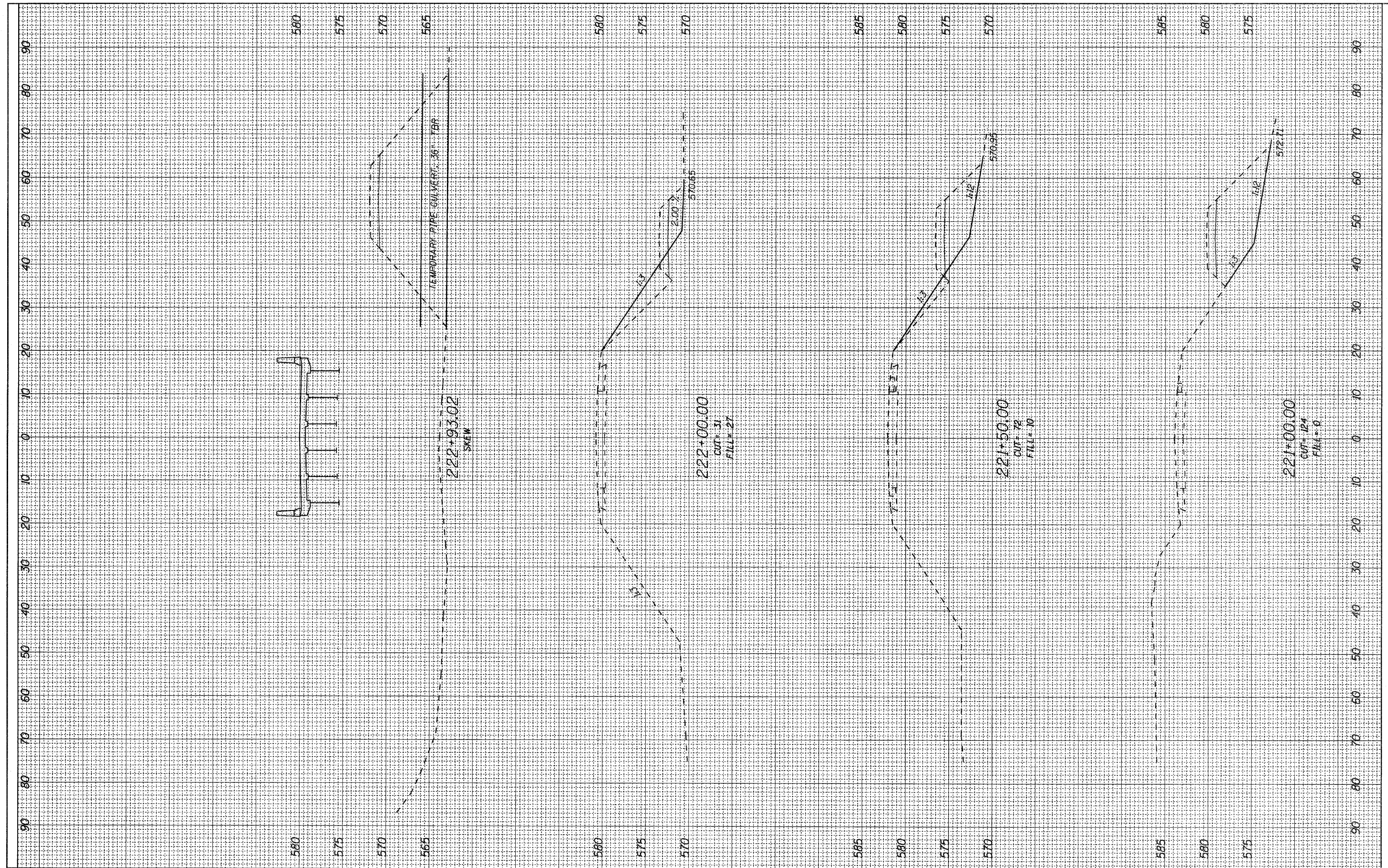
**CROSS SECTION IL 267  
FINAL CONDITION**

SCALE: 1" = 10'    SHEET NO. 1 OF 4 SHEETS    STA. 219+00.00 TO STA. 220+50.00

F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 58	SHEET NO. 54
CONTRACT NO. 76C15				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SURVEY TEMPLATE: \_\_\_\_\_  
 NOTE BOOK AREAS CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_

ORIGINAL SURVEY  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SURVEY TEMPLATE: \_\_\_\_\_  
 NOTE BOOK AREAS CHECKED: \_\_\_\_\_  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

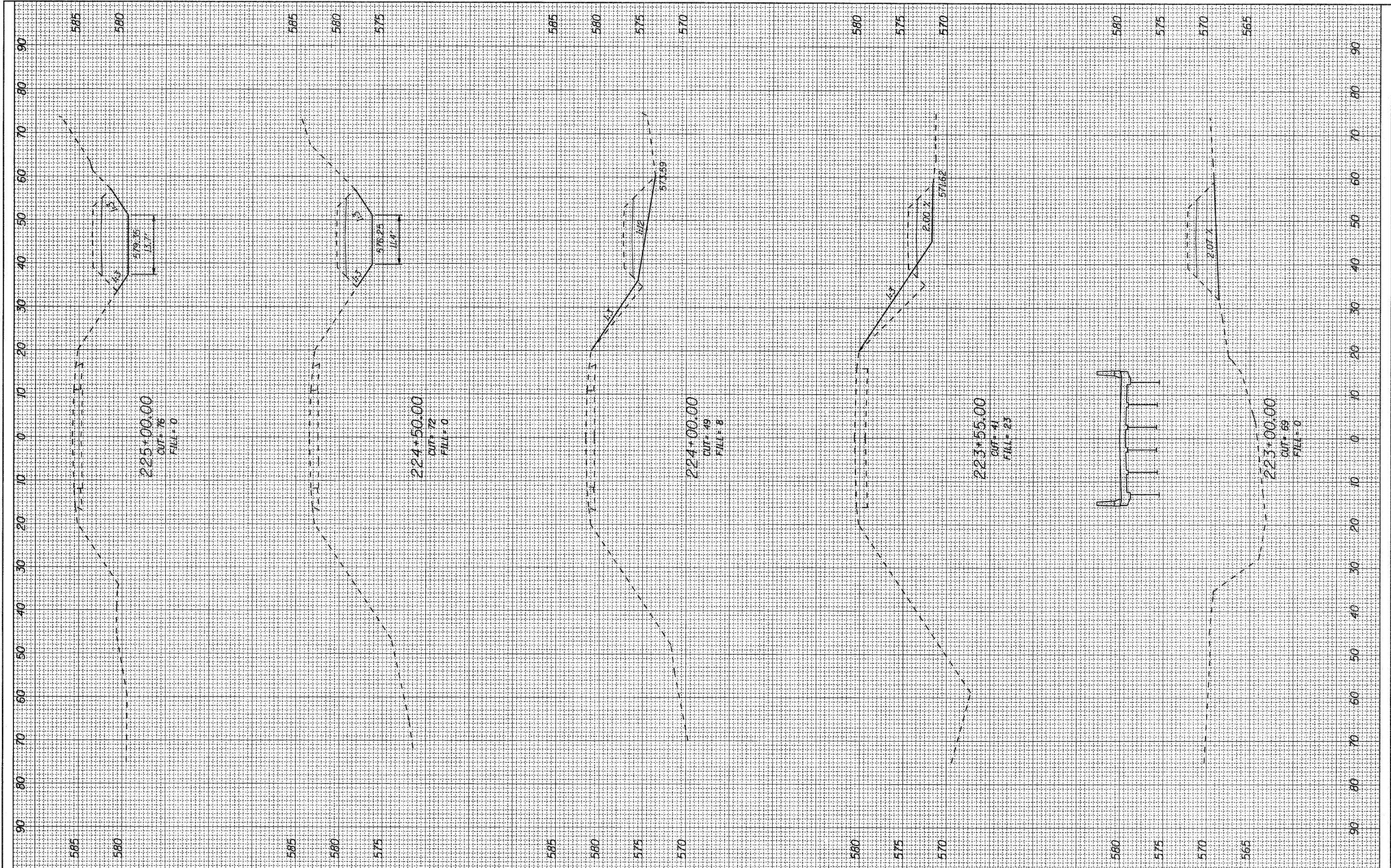
**CROSS SECTION IL 267  
 FINAL CONDITION**

SCALE: 1" = 10'    SHEET NO. 2 OF 4 SHEETS    STA. 221+00.00 TO STA. 222+93.02

F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 58	SHEET NO. 55
CONTRACT NO. 76C15				
ILLINOIS FED. AID PROJECT				

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

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



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USER NAME = \*USER\*  
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 PLOT DATE = \*DATE\*

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTION IL 267  
 FINAL CONDITION**

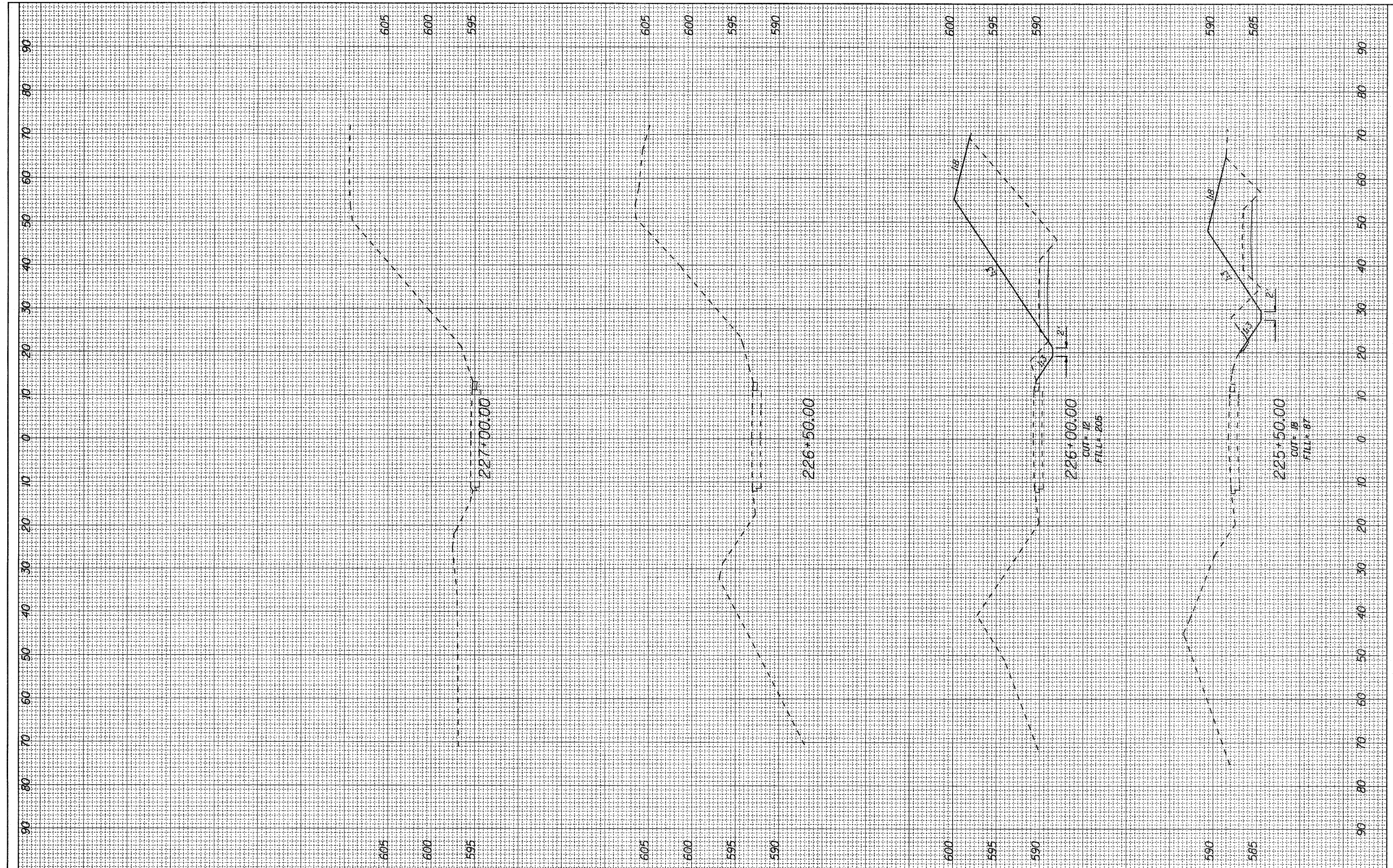
SCALE: 1" = 10'    SHEET NO. 3 OF 4 SHEETS    STA. 223+00.00 TO STA. 225+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	3B-1	GREENE	58	56
CONTRACT NO. 76C15			ILLINOIS FED. AID PROJECT	



DATE	
BY	
SURVEYED	
FINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
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DATE	
BY	
SURVEYED	
ORIGINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
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FILE NAME = \*FILEL\*

USER NAME = #USER#	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = #SCALE#	CHECKED -	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

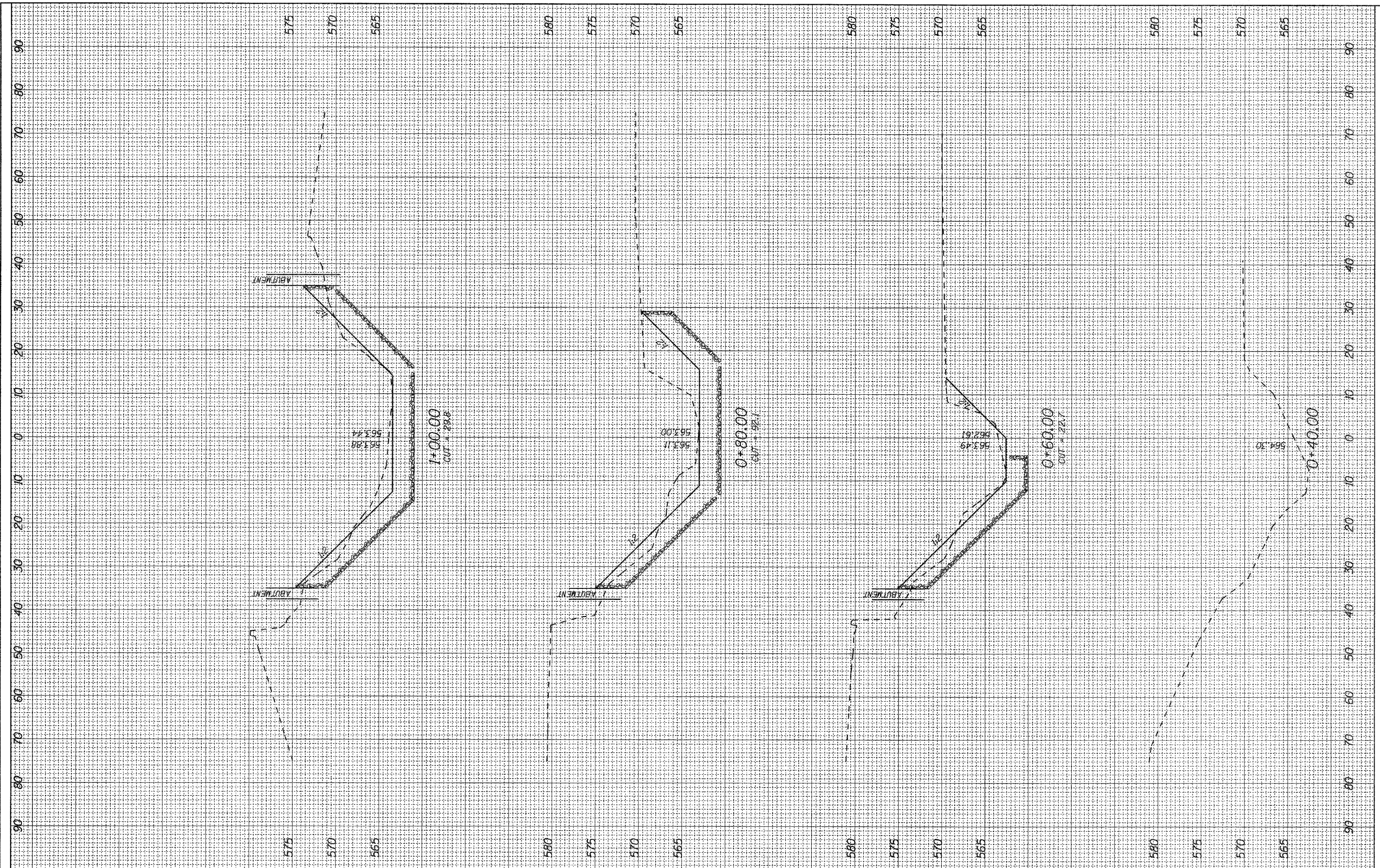
**CROSS SECTION IL 267  
FINAL CONDITION**

SCALE: 1" = 10'    SHEET NO. 4 OF 4 SHEETS    STA. 225+50.00 TO STA. 227+00.00

F.A.P. RTE. 10	SECTION 3B-1	COUNTY GREENE	TOTAL SHEETS 58	SHEET NO. 57
			CONTRACT NO. 76C15	
ILLINOIS FED. AID PROJECT				

DATE	
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NOTE BOOK	
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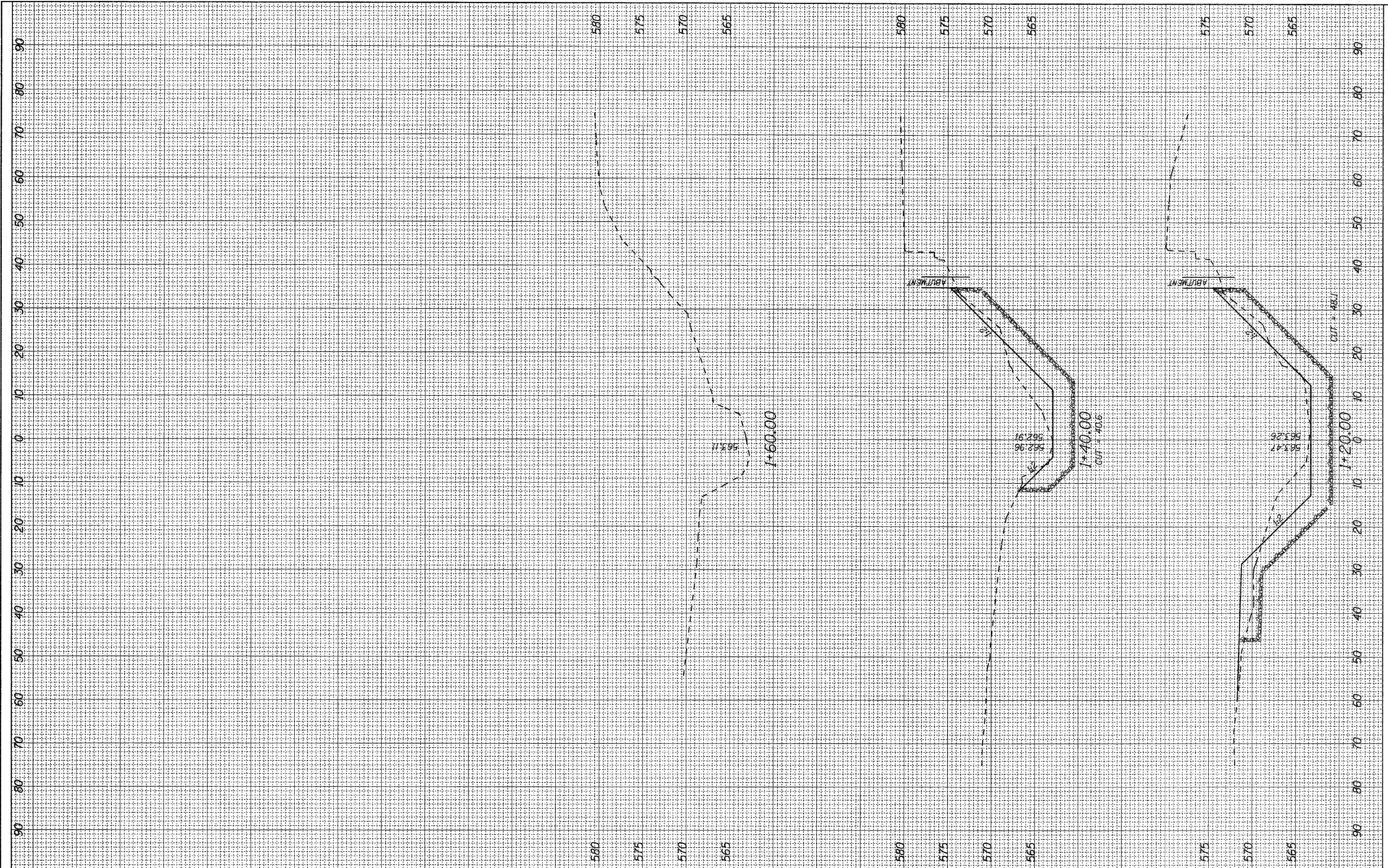
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BY	
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ORIGINAL SURVEY	
NOTE BOOK	
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AREAS CHECKED	
AREAS	
TEMPLATE	



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CHANNEL CROSS SECTION</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		SCALE: 1" = 10'	SHEET NO. 1 OF 2 SHEETS	STA. +40.00 TO STA. 1+00.00	10	3B-1	GREENE	59	58
		CHECKED -	REVISED -		CONTRACT NO. 76C15							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 FINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
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 NOTE BOOK \_\_\_\_\_  
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		DRAWN -	REVISIED -							SCALE: 1" = 10'			SHEET NO. 2 OF 2 SHEETS			STA. 1+20.00 TO STA. 1+60.00		
		CHECKED -	REVISIED -							CONTRACT NO. 76C15								
		DATE -	REVISIED -							ILLINOIS FED. AID PROJECT								