

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	MARION	17	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

- * VARIOUS ROUTES
- ** 07 SIGNAL MODERIZATION 2006-2

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2002; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED MARCH 1, 2005; AND "THE SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL.

THIS PROJECT IS LOCATED AT FOUR DIFFERENT LOCATION: THE INTERSECTION OF SB US 51 (POPLAR STREET) & BROADWAY STREET; THE INTERSECTION OF NB US 51 (ELM STREET) & BROADWAY STREET; THE INTERSECTION OF NB US 51 (ELM STREET) & 2ND STREET AND THE INTERSECTION OF IL 161 (2ND STREET) & PLEASANT AVENUE, ALL IN THE CITY OF CENTRALIA, IN MARION COUNTY. THE WORK INCLUDED IN THIS SECTION CONSISTS OF INSTALLING TRAFFIC AND PEDESTRIAN SIGNALS AND ALL OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

THE EXISTING UTILITY LINES ARE SHOWN ON THE PLANS TO INDICATE THEIR PRESENCE AND APPROXIMATE LOCATION. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CALL J.U.L.I.E. AT 1-800-892-0123.

THE TRAFFIC OPERATIONS UNIT CHIEF (DAVID WALKER) AT THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE NOTIFIED AT 618-346-3274 AT LEAST 72 HOURS PRIOR TO TURNING ON ANY FLASHER OR CONTROLLER UNIT.

ALL HANDICAP RAMPS SHALL BE IN STRICT ACCORDANCE WITH THE STANDARDS SHOWN IN THE PLANS. AVERAGING OF DIMENSIONS TO MEET THE STANDARDS WILL NOT BE ALLOWED. FINAL PLACEMENT OF RAMPS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE LOCATION OF ALL TRAFFIC COMPONENTS AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. THE FINAL LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE SIZE OF THE CABLE SUPPLIED SHALL BE EQUAL TO OR GREATER THAN THE SIZE OF THE CABLE REQUIRED TO CARRY THE LOAD BETWEEN THE CONTROLLER AND THE SERVICE INSTALLATION.

THE CONTROLLER CABINET SHALL BE PLACED SO THAT A TECHNICIAN CAN SEE THE INTERSECTION OVER THE TOP OF THE CABINET WHILE WATCHING THE COMPONENTS IN THE CABINET.

THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNALS ARE TURNED ON. THE REPRESENTATIVE SHALL MAKE CERTAIN THAT ALL EQUIPMENT OPERATES TO THE SATISFACTION OF THE ENGINEER.

A 2 FOOT MINIMUM, 6 FOOT DESIRABLE, HORIZONTAL CLEARANCE SHALL BE MAINTAINED FROM THE BACK OF CURB TO THE EDGE OF HANDHOLES, JUNCTION BOXES AND SIGNAL POST FOUNDATIONS. A 5 FOOT MINIMUM HORIZONTAL CLEARANCE SHALL BE MAINTAINED FROM THE BACK OF THE CURB TO ALL MAST ARM FOUNDATIONS. CONTROLLER FOUNDATIONS SHALL BE LOCATED AS FAR FROM THE BACK OF THE CURB AS POSSIBLE TO PROTECT THE CONTROLLER CABINET.

ALL HARDWARE SHALL BE TIGHTENED AND WELL SECURED. CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.

ALL THREADS OF BOLTS USED IN ASSEMBLY OF TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.

GENERAL NOTES (Cont' d)

NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FOOT MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.

THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE TRENCH AND BACKFILL FOR ELECTRICAL WORK PAY ITEM.

THE NUMBER OF CONDUCTORS FOR ELECTRIC CABLES AS SHOWN ON THE PLANS SHALL BE THE MINIMUM NUMBER OF CONDUCTORS FURNISHED FOR EACH LOCATION. THE CONTRACTOR MAY SUBSTITUTE AN ELECTRIC CABLE WITH MORE CONDUCTORS THAN SPECIFIED BUT NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE EXTRA CONDUCTORS.

ALL NEW TRAFFIC AND PEDESTRIAN SIGNAL WIRING SHALL EXTEND FROM CONTROLLER TO SIGNAL. SPLICES IN HANDHOLES WILL NOT BE ALLOWED.

ALL MAST ARM MOUNTED SIGNAL HEADS ON AN INDIVIDUAL MAST ARM SHALL BE MOUNTED SO THAT THE RED INDICATIONS ARE LEVEL WITH EACH OTHER.

TRAFFIC SIGNAL HEADS SHALL BE PROPERLY COVERED PRIOR TO INTERSECTION TURN-ON OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED WITH THE COST OF THE ASSOCIATED SIGNAL HEAD PAY ITEMS.

ALL TRAFFIC SIGNAL MAST ARM ASSEMBLIES (STANDARD, COMBINATION, OR DUAL) MUST BE DESIGNED FOR THE LOADINGS SHOWN ON THE HIGHWAY STANDARDS OR THESE SIGNAL PLANS, WHICHEVER IS GREATER.

THE TRAFFIC SIGNAL INSTALLATIONS AT THE INTERSECTIONS OF SB US 51 (POPLAR ST) & BROADWAY; THE INTERSECTION OF NB US 51 (ELM ST) & BROADWAY AND NB US 51 (ELM ST) & 2ND ST SHALL BE CONSTRUCTED AROUND THE EXISTING SIGNALS. THE EXISTING SIGNALS WILL REMAIN IN OPERATION UNTIL THE NEW SIGNALS HAVE BEEN INSTALLED. ONCE THE PROPOSED SIGNALS ARE FUNCTIONING PROPERLY, THE EXISTING SYSTEM CAN BE REMOVED.

THE CONTRACTOR SHALL SAVE HARMLESS THE EXISTING ONE-WAY SIGNS ON THE TRAFFIC SIGNAL POSTS AND MAST ARM POLES AT THE INTERSECTIONS OF US 51 AND BROADWAY OR 2ND STREET. THE SAID SIGNS SHALL BE REMOVED AND REPLACED ON THE PROPOSED SIGNAL POST OR MAST ARM POLES.

THERE ARE 10 LOAD SWITCHES AT THE INTERSECTION OF IL 161 & PLEASANT AVENUE THAT WILL NEED TO BE REMOVED AND REPLACED. THIS WILL BE INCLUDED WITH THE MODIFY CONTROLLER CABINET PAY ITEM.

THIS WORK SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE SECTION OF 895 OF THE STANDARD SPECIFICATIONS. ALL EXISTING EQUIPMENT THAT IS TO BE REPLACED UNDER THIS CONTRACT WILL BECOME THE PROPERTY OF THE CITY OF CENTRALIA. THE CONTRACTOR SHALL SAVE HARMLESS AND DELIVER THE EQUIPMENT TO:

CITY OF CENTRALIA CONTACT:
BRIAN COPPLE
DEPARTMENT OF PUBLIC WORKS
222 N. POPLAR
CENTRALIA, IL 62801

INDEX OF SHEETS

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2	INDEX OF SHEETS AND GENERAL NOTES
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6	SB US 51 & BROADWAY-CABLE LAYOUT
7	SB US 51 & BROADWAY-REMOVAL & REPLACEMENT ITEMS
8	SB US 51 & BROADWAY-BILL OF MATERIALS
9	NB US 51 & BROADWAY-SIGNAL LAYOUT
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16	NB US 51 & 2ND ST-BILL OF MATERIALS
17	IL 161 & PLEASANT AVE-SIGNAL LAYOUT

△ ITA-ITC BORING LOGS

STANDARDS IN THE PLANS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 17:

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-04	CURB RAMPS FOR SIDEWALKS
701006-02	OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM EDGE OF PAVEMENT
701101-01	OFF-RD OPERATIONS, MULTILANE, 15' TO 2' FROM EDGE OF PAVEMENT
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-04	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W W/NONTRAVERABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
720C01	SIGN PANEL MOUNTING DETAILS
720C06	SIGN PANEL ERECTION DETAILS
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001	TRAFFIC SIGNAL GROUNDING
877C01-02	STEEL MAST ARM ASSEMBLY AND POLE
878001-04	CONCRETE FOUNDATION DETAILS
880006	TRAFFIC SIGNAL MOUNTING DETAILS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES INDEX OF SHEETS STANDARDS IN THE PLANS SCALE: VERT. _____ HORIZ. _____ DATE _____	DRAWN BY _____ CHECKED BY _____
NAME	DATE		

SUMMARY OF QUANTITIES (Cont'd)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	MARION	17	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

- * VARIOUS ROUTES
- ** D7 SIGNAL MODERIZATION 2006-2

SUMMARY OF QUANTITIES			QUANTITIES	CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT		Y031-IF SB U.S. 51 & BROADWAY	Y031-IF NB U.S. 51 & BROADWAY	Y031-IF NB U.S. 51 & 2ND ST.	Y031-IF IL. 161 & PLEASANT AVE.
87700120	STEEL MAST ARM ASSEMBLY AND POLE, 16 FT.	EACH	1	1			
87700140	STEEL MAST ARM ASSEMBLY AND POLE, 20 FT.	EACH	2	1	1		
87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1		1		
87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1	1			
87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1		1		
87700300	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1			1	
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	30	9	12	9	
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	9	3	3	3	
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	42.5	21	21.5		
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	49	14.5	17.5	15	
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	47	11	14	9	13
88800100	PEDESTRIAN PUSH-BUTTON	EACH	8				8
89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	1				1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4	1	1	1	1
89502380	REMOVE EXISTING HANDHOLE	EACH	11	4	3	4	
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	16	5	6	5	
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1666	613	643	410	
X8801300	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	10	2	5	2	1
X8801310	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	23	6	6	3	8
X8801395	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2				2
X8801400	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4	1	1		2
X8801415	SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2	
X8801437	SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3-SECTION, 1-5-SECTION, BRACKET MOUNTED	EACH	2	1	1		
X8810395	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED	EACH	4		4		
X8810495	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED	EACH	14	4	2	4	4

PLOT DATE = 3/25/2006
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = dskrout

Rev. 531-06

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

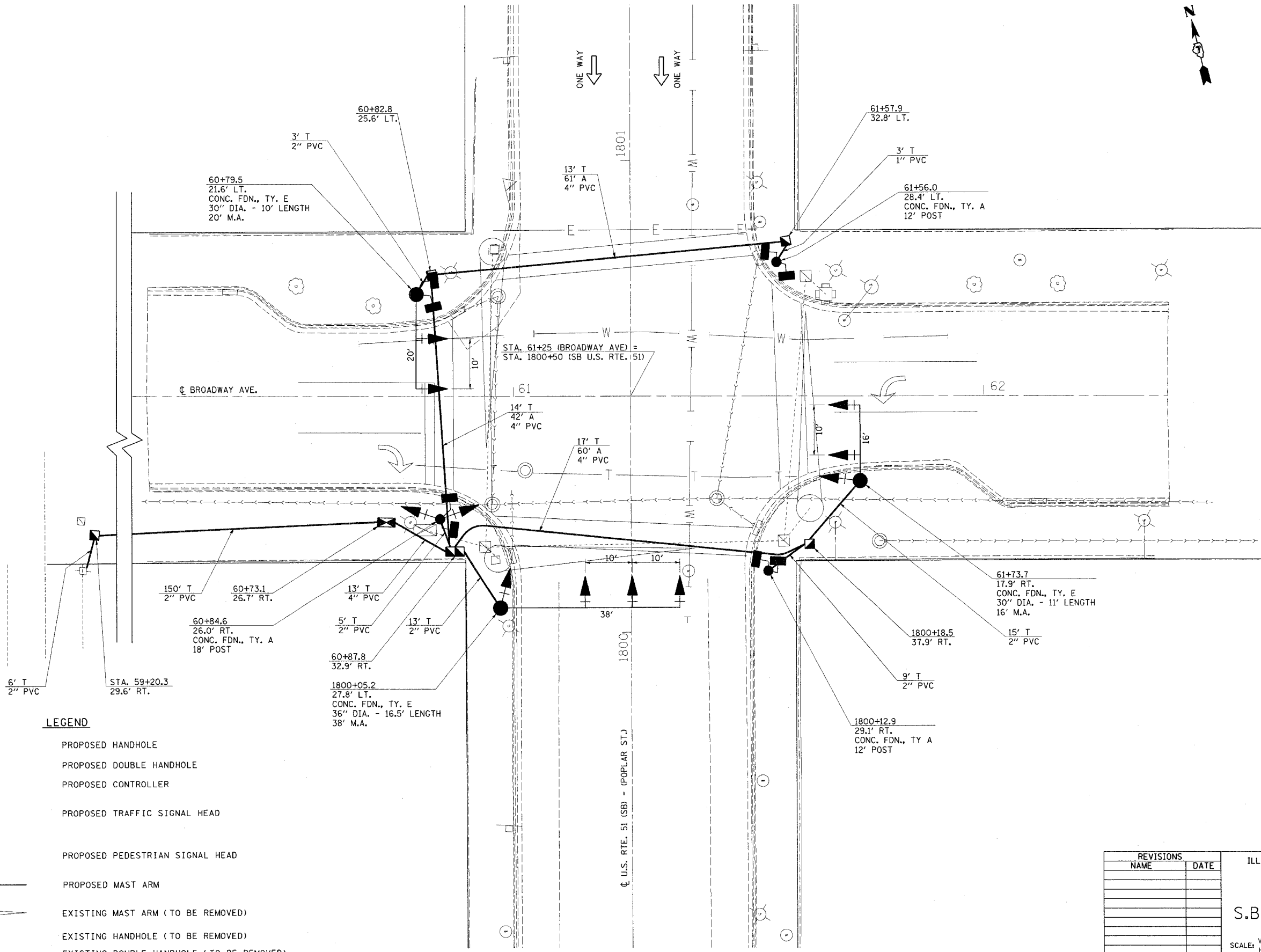
SUMMARY OF QUANTITIES (Cont'd)

SCALE: VERT. DATE
 HORIZ. CHECKED BY

DRAWN BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	••	MARION	17	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

- VARIOUS ROUTES
- D7 SIGNAL MODERIZATION 2006-2



LEGEND

- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED CONTROLLER
- PROPOSED TRAFFIC SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED MAST ARM
- EXISTING MAST ARM (TO BE REMOVED)
- EXISTING HANDHOLE (TO BE REMOVED)
- EXISTING DOUBLE HANDHOLE (TO BE REMOVED)

PLOT DATE = 5/22/2006
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT
S.B. U.S. 51 & BROADWAY










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 HORIZ. _____

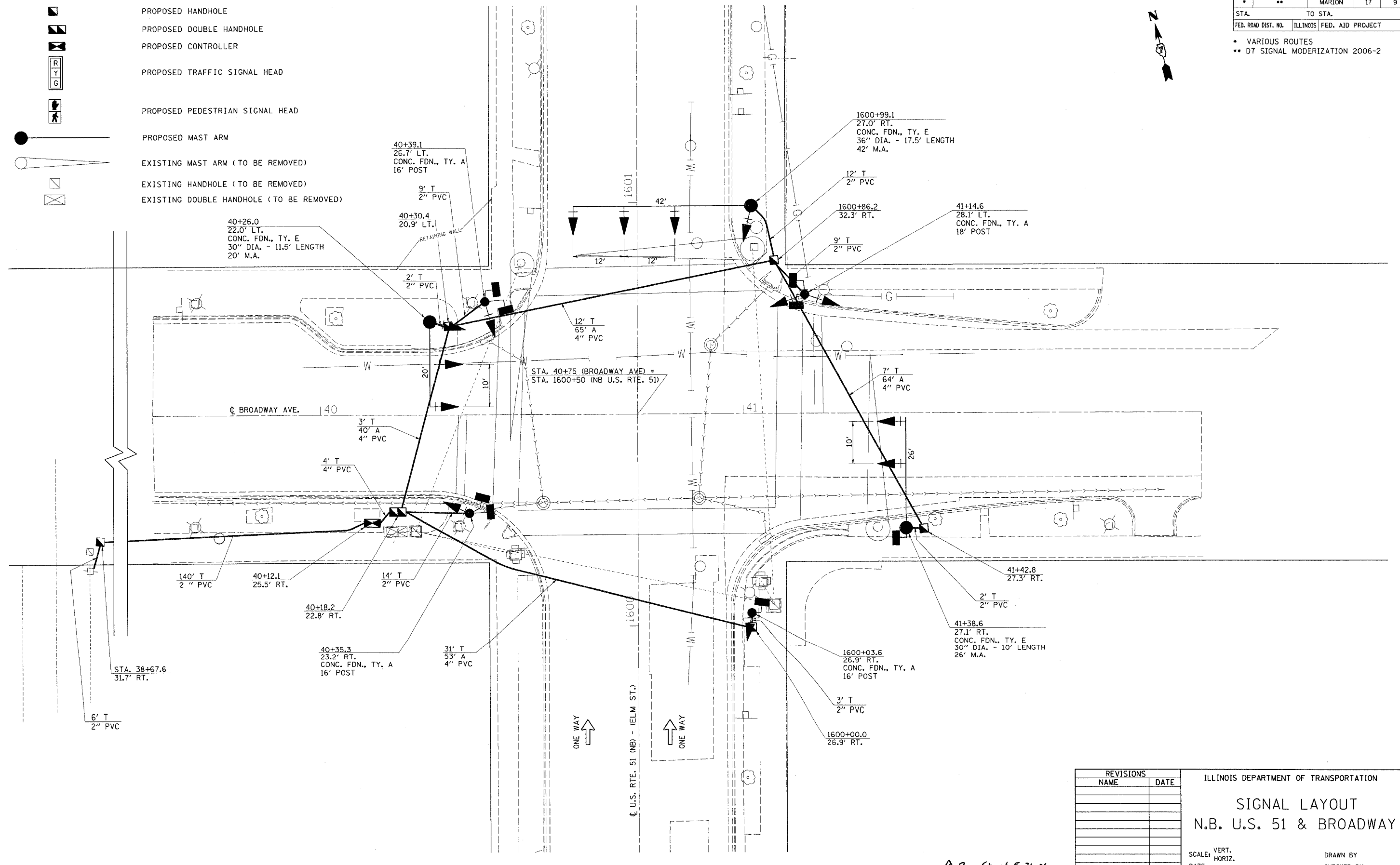
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 CHECKED BY _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	MARION	17	9
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

- * VARIOUS ROUTES
- ** D7 SIGNAL MODERIZATION 2006-2

LEGEND

-  PROPOSED HANDHOLE
-  PROPOSED DOUBLE HANDHOLE
-  PROPOSED CONTROLLER
-  PROPOSED TRAFFIC SIGNAL HEAD
-  PROPOSED PEDESTRIAN SIGNAL HEAD
-  PROPOSED MAST ARM
-  EXISTING MAST ARM (TO BE REMOVED)
-  EXISTING HANDHOLE (TO BE REMOVED)
-  EXISTING DOUBLE HANDHOLE (TO BE REMOVED)



PLOT DATE = 5/22/2006
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT
N.B. U.S. 51 & BROADWAY

SCALE: VERT. _____
 DATE: _____

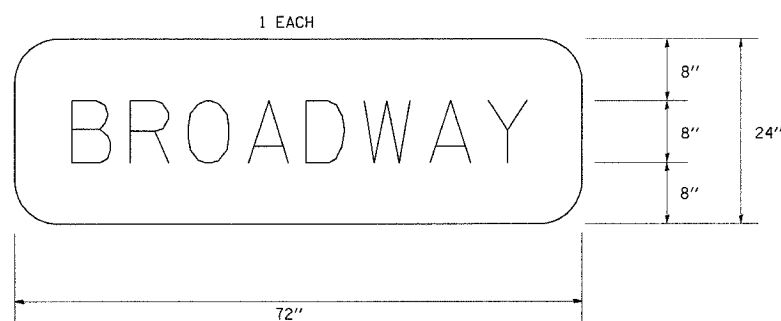
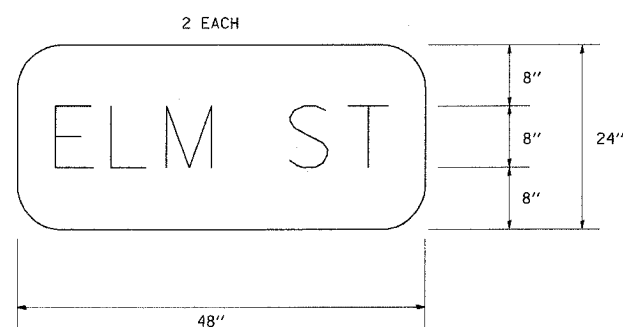
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 CHECKED BY _____

Rev. Sheet 5-31-06

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	MARION	17	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

- VARIOUS ROUTES
- D7 SIGNAL MODERIZATION 2006-2

BILL OF MATERIALS
NB U.S. RTE. 51 (ELM ST.) & BROADWAY



ITEM	UNIT	QUANTITY
PORTLAND CEMENT CONCRETE SIDEWALK, 4 INCH	SQ FT	1621.0
PORTLAND CEMENT CONCRETE SIDEWALK, 4 INCH, SPECIAL	SQ FT	319.0
COMBINATION CURB AND GUTTER REMOVAL	FOOT	11.0
SIDEWALK REMOVAL	SQ FT	1988.0
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (ABUTTING EXISTING PAVEMENT)	FOOT	11.0
SIGN PANEL-TYPE 1	SQ FT	16.0
SIGN PANEL-TYPE 2	SQ FT	12.0
SERVICE INSTALLATION, TYPE B	EACH	1.0
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	195.0
CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	57.0
CONDUIT, AUGERED 4" DIA., PVC	FOOT	222.0
HANDHOLE	EACH	5.0
DOUBLE HANDHOLE	EACH	1.0
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	252.0
FULL-ACTUATED CONTROLLER AND TYPEE III CABINET	EACH	1.0
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1175.0
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	786.0
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	223.0
TRAFFIC SIGNAL POST, ALUMINUM 16 FT.	EACH	3.0
TRAFFIC SIGNAL POST, ALUMINUM 18 FT.	EACH	1.0
STEEL MAST ARM ASSEMBLY AND POLE, 20 FT	EACH	1.0
STEEL MAST ARM ASSEMBLY AND POLE, 26 FT	EACH	1.0
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT	EACH	1.0
CONCRETE FOUNDATION, TYPE A	FOOT	12.0
CONCRETE FOUNDATION, TYPE D	FOOT	3.0
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	21.5
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	17.5
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14.0
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1.0
REMOVE EXISTING HANDHOLE	EACH	3.0
REMOVE EXISTING CONCRETE FOUNDATION	EACH	6.0
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	643.0
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5.0
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6.0
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1.0
SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3-SECTION, 1-5-SECTION, BRACKET MOUNTED	EACH	1.0
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED	EACH	4.0
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED	EACH	2.0

PLOT DATE = 5/22/2006
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BILL OF MATERIALS
NB U.S. 51 & BROADWAY
SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
DATE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	MARION	17	17B
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

- VARIOUS ROUTES
- D7 SIGNAL MODERIZATION 2006-2



SOIL BORING LOG

ROUTE US 51 DESCRIPTION NB US 51 & Broadway - NW Corner LOGGED BY E. Sandschafer

SECTION D7 Signal Modification 2006-2 LOCATION SE 14, SEC. 7, TWP. 1 N, RNG. 1 E, 3 PM

COUNTY Marion DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. <u>gINT File</u>	D	B	U	M	Surface Water Elev. <u>NA</u> ft	D	B	U	M
Station <u>061-ts02</u>	E	L	C	O	Stream Bed Elev. <u>NA</u> ft	E	L	C	O
BORING NO. <u>1</u>	P	O	S	I	Groundwater Elev.:	P	O	S	I
Station <u>*</u>	T	W	S	S	First Encounter <u>Dry</u> ft	T	W	S	S
Offset <u>18.00ft W of US 51 CL</u>	H	S	Qu	T	Upon Completion <u>Hole Caved</u> ft	H	S	Qu	T
Ground Surface Elev. <u>492.90</u> ft	(ft)	(6")	(tsf)	(%)	After <u>NA</u> Hrs.	(ft)	(6")	(tsf)	(%)

4" Asphalt on 10 1/2" Concrete pavement.	491.70				Very stiff, very moist, gray, soapy, CLAY SHALE. (continued)	471.90	22	7.6	13
Soft to medium, damp, gray, SILTY CLAY w/trace coarse gravel.		0		29	Extent of exploration.				
		2	0.5		Benchmark: BM305 = 497.58'				
		3	B		Provided by Program Development.				
	488.40				* Location B1: 37' N of Broadway Centerline, 18' W of NB US 51 Centerline.				
Stiff, damp, gray marbled red, SILTY LOAM.		2		22					
		3	1.2						
		3	B						
	485.60								
Soft, damp, red marbled gray, SILTY LOAM.		2		22					
		3	0.4						
		4	B						
	483.40								
Stiff, damp, red/gray, CLAY w/trace fine gravel.		2							
		3	1.4						
		4	B						
	479.90								
Stiff, damp, red, SANDY LOAM w/ fine gravel.		2							
		3	1.2						
		4	B						
	477.90								
Very stiff, very moist, gray, soapy, CLAY SHALE.		2		17					
		5	1.0						
		7	B						
		7							
		14	3.1	20					
		26	S						
		10							

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

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE US 51 DESCRIPTION NB US 51 & Broadway - SE Corner LOGGED BY E. Sandschafer

SECTION D7 Signal Modification 2006-2 LOCATION SE 14, SEC. 7, TWP. 1 N, RNG. 1 E, 3 PM

COUNTY Marion DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. <u>gINT File</u>	D	B	U	M	Surface Water Elev. <u>NA</u> ft	D	B	U	M
Station <u>061-ts02</u>	E	L	C	O	Stream Bed Elev. <u>NA</u> ft	E	L	C	O
BORING NO. <u>2</u>	P	O	S	I	Groundwater Elev.:	P	O	S	I
Station <u>*</u>	T	W	S	S	First Encounter <u>Dry</u> ft	T	W	S	S
Offset <u>54.00ft E of US 51 CL</u>	H	S	Qu	T	Upon Completion <u>Dry</u> ft	H	S	Qu	T
Ground Surface Elev. <u>492.61</u> ft	(ft)	(6")	(tsf)	(%)	After <u>NA</u> Hrs.	(ft)	(6")	(tsf)	(%)

10 1/2" Concrete Pavement.	491.81								
Stiff, damp, red/gray, CLAY.		3			Benchmark: BM305 = 497.58'				
		5	1.7	26	Provided by Program Development.				
		5	B		* Location B2: 22' S of Broadway Centerline, 54' E of NB US 51 Centerline.				
	488.40								
Stiff, damp, gray marbled red, SILTY LOAM.		2							
		3	0.6	23					
		4	B						
	485.60								
Soft, damp, red marbled gray, SILTY LOAM.		2		21					
		4	1.4						
		4	B						
	483.40								
Stiff, damp, red/gray, CLAY w/trace fine gravel.		2							
		3	1.6	26					
		4	B						
	479.90								
Stiff, damp, red, SANDY LOAM w/ fine gravel.		2		23					
		4	1.1						
		4	B						
	477.90								
Very stiff, very moist, red marbled gray, SILTY CLAY.		4							
		8	2.7	21					
		10	S						
	475.11								
Very stiff, very moist, gray, SILTY CLAY SHALE.		7							
		12	3.7	20					
		17	B						
	474.11								
Extent of exploration.									

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

BBS, from 137 (Rev. 8-99)

PLOT DATE = 5/24/2006
PLOT SCALE = AS SHOWN
USER NAME = sbbs127

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS
NB U.S. 51 & BROADWAY

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

Added Sheet 5-31-06

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	**	MARION	17	17C
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

- VARIOUS ROUTES
- D7 SIGNAL MODERIZATION 2006-2



Illinois Department of Transportation
Division of Highways
Ill. Dept. of Trans D-7

SOIL BORING LOG

Page 1 of 1

Date 4/14/06

ROUTE US 51 DESCRIPTION NB US 51 & 2nd Street - NW Corner LOGGED BY E. Sandschafer

SECTION D7 Signal Modification 2006-2 LOCATION SE 14, SEC. 7, TWP. 1 N, RNG. 1 E, 3 PM

COUNTY Marion DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO.	gINT File	D	B	U	M	Surface Water Elev.	NA ft	D	B	U	M
Station	061-ts02	E	L	C	O	Stream Bed Elev.	NA ft	E	L	C	O
BORING NO.	5	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	*	T	W	S	S	First Encounter	Dry ft	T	W	S	S
Offset	17.00ft W of US 51 CL	H	S	Qu	T	Upon Completion	479.9 ft	H	S	Qu	T
Ground Surface Elev.	494.91 ft	(ft)	(6")	(tsf)	(%)	After Hrs.	Hole Caved	(ft)	(6")	(tsf)	(%)

3 1/2" Asphalt on 10 1/4" Concrete pavement.	493.61					Very dense, moist, gray, SANDY CLAY SHALE. (continued)	474.31	501"			6
Stiff, damp, gray, CLAY w/silt.		0				Extent of exploration.					
		3	1.4		26	Benchmark: BM305 = 497.58'					
		4	B			Provided by Program Development.					
	490.41					* Location B5: 37' N of 2nd Street					
Soft, very damp, gray, SILTY CLAY w/strong petroleum odor.		3				Centerline, 17' W of NB US 51					
		4	0.4		23	Centerline.					
		4	B								
	487.71										
Medium to stiff, damp, gray, CLAY w/strong petroleum odor.		1									
		3	1.0		22						
		4	B								
		1									
With Sand.		3	1.7		23						
		4	B								
	482.91										
Medium, damp, red mottled gray, SILTY LOAM.		1									
		2	0.7		22						
		3	B								
	480.41										
Very stiff, damp, red, SANDY LOAM TILL.		3									
		6	2.1		16						
		9	B								
	477.41										
Hard, moist, brown, CLAY SHALE.		6									
		11	4.1		17						
		19	B								
	475.41										
		16									

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
Ill. Dept. of Trans D-7

SOIL BORING LOG

Page 1 of 1

Date 4/17/06

ROUTE US 51 DESCRIPTION NB US 51 & 2nd Street - NE Corner LOGGED BY E. Sandschafer

SECTION D7 Signal Modification 2006-2 LOCATION SE 14, SEC. 7, TWP. 1 N, RNG. 1 E, 3 PM

COUNTY Marion DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO.	gINT File	D	B	U	M	Surface Water Elev.	NA ft	D	B	U	M
Station	061-ts02	E	L	C	O	Stream Bed Elev.	NA ft	E	L	C	O
BORING NO.	6	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	*	T	W	S	S	First Encounter	485.9 ft	T	W	S	S
Offset	48.00ft E of US 51 CL	H	S	Qu	T	Upon Completion	485.9 ft	H	S	Qu	T
Ground Surface Elev.	495.02 ft	(ft)	(6")	(tsf)	(%)	After Hrs.	Hole Caved	(ft)	(6")	(tsf)	(%)

2 3/8" Asphalt on 9 1/2" Concrete pavement.	494.02					Benchmark: BMS05 = 497.58'					
Medium to stiff, damp, gray-brown, CLAY.		3				Provided by Program Development.					
		4	1.7		29						
		5	B								
	490.41					* Location B5: 37' N of 2nd Street					
Soft, very damp, gray, SILTY CLAY w/strong petroleum odor.		2				Centerline, 17' W of NB US 51					
		3	1.0		20	Centerline.					
		3	B								
	487.71										
Medium to stiff, damp, gray, CLAY w/strong petroleum odor.		2									
		3	1.0		21						
		4	B								
		1									
With Sand.		3	1.3		22						
		4	B								
	483.02										
Stiff, damp, brown, CLAY TILL w/sand.		4									
		4	1.4		17						
		6	B								
	480.52										
Estimated Medium, very damp, red, CLAY LOAM.		4									
		8	3.6		11						
	480.02										
Very stiff, very moist, red, CLAY LOAM TILL.		3	BS								
		9									
	476.52										
1" fine grained Sand layer.		19	3.8		14						
		31	BS								
Extent of exploration.											

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

BBS, from 137 (Rev. 8-99)

Plot Date = 5/24/2006
File Name = BFILE1
User Name = sandchafer

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS
NB U.S. 51 & 2ND ST.

SCALE: VERT. DATE
HORIZ. DATE
DRAWN BY
CHECKED BY

Added Sheet 5-31-06