

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

**PROPOSED**  
**HIGHWAY PLANS**

F.A.P. ROUTE 310 (U.S. 67/IL 267)  
**SECTION 81B-1**  
**PROJECT NO: ACF-0310(092)**  
**MORGAN COUNTY**

**STRUCTURE REMOVAL AND REPLACEMENT**  
**C-96-517-06**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

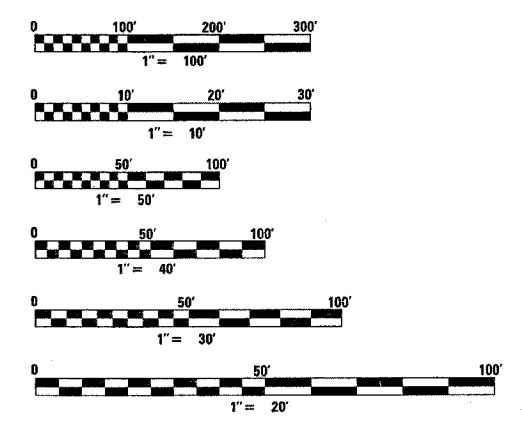
**PROJECT ENGINEER**

**JOHN BARANZELLI: 217-782-5503**

**SQUAD LEADER**

**MARCUS BRUCE: 217-785-5336**

**ENGLISH RATIOS**



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

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

**CONTRACT NO. 72528**

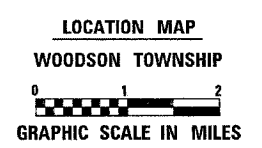
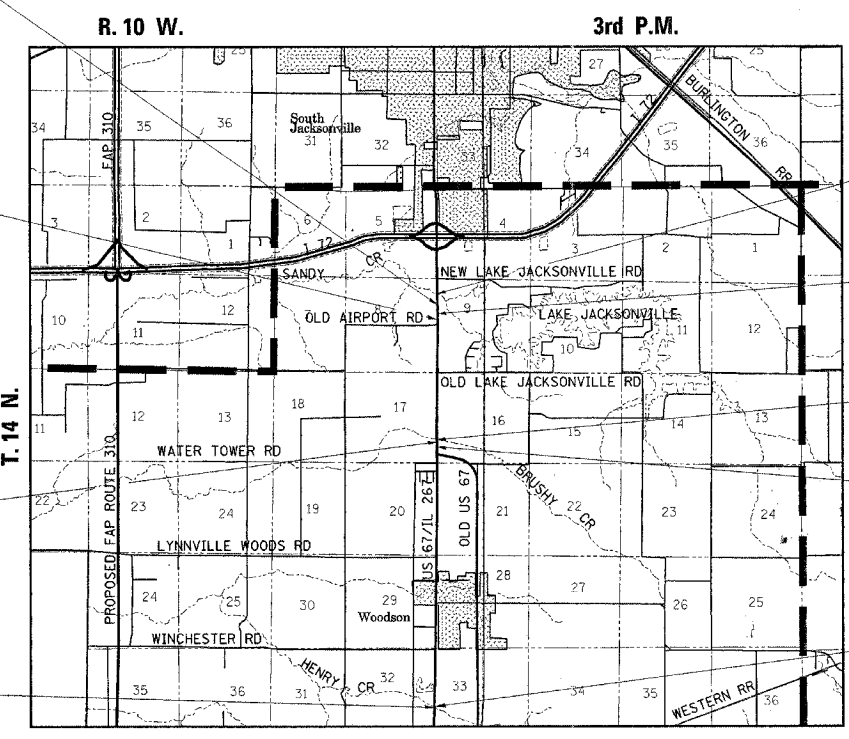
SECTION 81B-1  
 INCLUDES A 2 SPAN CONTINUOUS STEEL GIRDER (COMPOSITE) STRUCTURE (CARRYING US ROUTE 67 OVER SANDY CREEK) ON REINFORCED CONCRETE INTEGRAL ABUTMENTS AND CONCRETE PIER.  
 STA 140+34.43  
 SN 069-0504 (PROP.)  
 SN 069-0006 (EX.)

SECTION 81B-1  
 INCLUDES A REINFORCED CONCRETE BOX CULVERT 8' x 4' (CARRYING US ROUTE 67 OVER A TRIBUTARY TO SANDY CREEK)  
 STA 156+36.00  
 SN 069-7501 (PROP.)  
 NO EXIST. SN

SECTION 81B-1  
 INCLUDES A REINFORCED CONCRETE BOX CULVERT 2 @ 12' x 12' (CARRYING US ROUTE 67 OVER BRUSHY CREEK)  
 STA 223+51.00  
 SN 069-2505 (PROP.)  
 NO EXIST. SN

SECTION 81B-1  
 INCLUDES A REINFORCED CONCRETE BOX CULVERT 12' x 12' (CARRYING US ROUTE 67 OVER HENRY CREEK)  
 STA 1009+73.88  
 SN 069-7502 (PROP.)  
 NO EXIST. SN

**DESIGN DESIGNATION**  
 ADT 6,000 (2026) PRINCIPAL ARTERIAL  
 3.9% TRUCKS



NET LENGTH LOCATION 1 = 800.00 FT. = 0.152 MILES  
 NET LENGTH LOCATION 2 = 747.59 FT. = 0.141 MILES  
 NET LENGTH LOCATION 3 = 696.50 FT. = 0.132 MILES  
 NET LENGTH LOCATION 4 = 740.00 FT. = 0.140 MILES  
 TOTAL NET LENGTH SECTION 81B-1 = 2984.09 FT. = 0.565 MILES



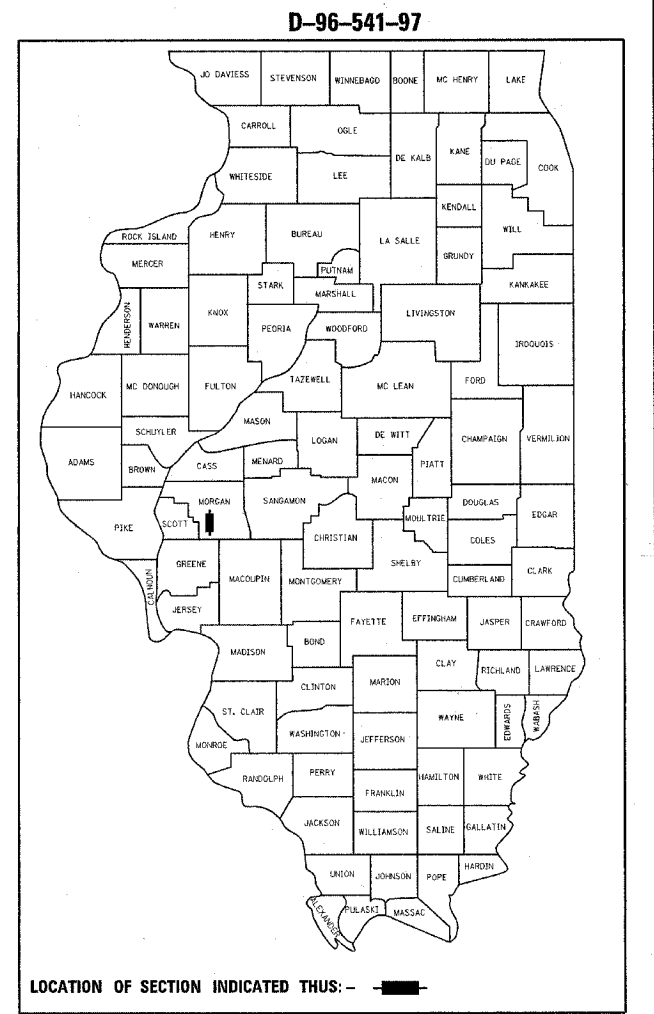
SECTION 81B-1  
 LOCATION 4 (SANDY CREEK)  
 BEGIN STA 135+50  
 END STA 142+90

SECTION 81B-1  
 LOCATION 3 (N OF AIRPORT RD)  
 BEGIN STA 153+03.50  
 END STA 160+00.00

SECTION 81B-1  
 LOCATION 2 (BRUSHY CREEK)  
 BEGIN STA 1158+50  
 END STA 220+00

STATION EQUATION  
 STA 1160+02.26 BK =  
 STA 225+95.33 AH

SECTION 81B-1  
 LOCATION 1 (HENRY CREEK)  
 BEGIN STA 1006+00  
 END STA 1014+00



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED August 29, 2005  
 Chris M. [Signature] DISTRICT ENGINEER

October 14, 2005  
 Mike [Signature] ENGINEER OF DESIGN AND ENVIRONMENT

October 14, 2005  
 Eric S. [Signature] DEPUTY DIRECTOR, DIVISION OF HIGHWAYS

**PRINTED BY THE AUTHORITY**  
**OF THE STATE OF ILLINOIS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	2
STA.		TO STA.		
CONTRACT NO. T2528				

**INDEX OF SHEETS**

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93-102	CROSS SECTIONS - LOCATION 3 (AIRPORT ROAD)
103-114	CROSS SECTIONS - LOCATION 4 (SANDY CREEK)

**GENERAL NOTES**

- ALL ELEVATIONS REFER TO NAVD 88 DATUM.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKING OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE TO THE RESIDENT ENGINEER SO THAT UTILITIES CAN BE GIVEN NOTICE.

AGENCIES KNOWN TO HAVE UNDERGROUND FACILITIES WITHIN THE LIMITS OF IMPROVEMENT ARE THE FOLLOWING:  
(MEMBERS OF J.U.L.I.E., PHONE 800-892-0123, ARE INDICATED BY \*)

AMERENCIPS	ELECTRIC
AMERENCIPS	GAS
AMERITECH	TELEPHONE
CABLE VISION COMMUNICATIONS	CABLE
GTE NORTH TELEPHONE	TELEPHONE
CITY OF JACKSONVILLE	WATER

- UTILITY ADJUSTMENTS FOR PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENT SHALL BE MADE BY THEIR RESPECTIVE OWNER UNLESS OTHERWISE SHOWN.
- THE CONTRACTOR SHALL NOT REMOVE ANY TREES OTHER THAN THOSE DESIGNATED FOR REMOVAL WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.

- ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED WITH CLASS 2 SEEDING OR SEEDING AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS. MULCH SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS. MULCH, UNLESS OTHERWISE PERMITTED BY THE ENGINEER, SHALL CONFORM TO METHOD 2, PROCEDURE 2 AS SPECIFIED IN ARTICLE 251.03 OF THE STANDARD SPECIFICATIONS.
- PORTIONS OF THE PLANS WERE DEVELOPED FROM OFFICE RECORDS. THE EXISTING TYPICAL SECTIONS REFLECT THE BEST INFORMATION AVAILABLE WITH REGARD TO EXISTING PAVEMENT COMPOSITION. REMOVAL ITEMS AND QUANTITIES HAVE BEEN BASED ON THIS DATA. THE CONTRACTOR SHALL VERIFY EDGES OR LIMITS OF REMOVAL ITEMS PRIOR TO THE ACTUAL WORK BEING PERFORMED.
- THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS TO THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED INSIDE THE CONSTRUCTION LIMITS LINES AS SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS, SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTORS EXPENSE.
- FULL DEPTH SAW CUTTING AT THE EDGE OF PAVEMENT WILL BE REQUIRED IN ORDER TO REMOVE EXISTING CONCRETE GUTTER, OR DRIVEWAY PAVEMENTS. THIS SAW CUTTING WILL NOT BE PAID FOR SEPARATELY BUT, CONSIDERED AS INCLUDE IN THE COST OF THE RESPECTIVE REMOVAL ITEMS.
- THE CONTRACTOR'S ATTENTION IS DRAWN TO THE FACT THAT SOME EMBANKMENTS OR DRAINAGE CONVEYANCES ARE STABILIZED WITH RIPRAP. ANY EXCAVATION OF THESE AREAS, INCLUDING REMOVAL AND DISPOSAL OF THE RIPRAP, WILL BE PAID FOR AS EARTH EXCAVATION.
- THE REMOVAL OF MISCELLANEOUS BITUMINOUS SURFACES PLACED ON SHOULDERS OR OTHER AREAS FOR MAINTENANCE OPERATIONS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED FOR PAYMENT AS EARTH EXCAVATIONS.
- SHEET 22: A COMMITMENT IS IN PLACE TO ALLOW AN EXISTING 12 INCH FENCE POST TO REMAIN IN PLACE AND SHOULD NOT BE DISTURBED. THE EXISTING FENCE POST IS AT STATION 223+27.8, 74.0' LT. OF CENTERLINE. MR. WHITES' FUTURE FENCE WILL CONNECT TO SAID POST AND IS ANTICIPATED TO BE IN PLACE BEFORE CONSTRUCTION IS STARTED.
- SHEET 45: FOLLOWING EXCAVATION FOR THE PROPOSED WINGWALL FOUNDATION, THE DISTRICT GEOTECHNICAL STAFF MUST EVALUATE SOIL CONDITIONS TO CONFIRM ADEQUATE SUPPORT FOR THE MAXIMUM SOIL PRESSURE SHOWN.
- SHEET 49: REMOVAL AND REPLACEMENT OF WEAK SOILS WITH ROCKFILL FOUNDATION MAY BE REQUIRED BENEATH THE CULVERT. THE ENGINEER WILL DETERMINE THE REQUIRED DEPTH FOLLOWING EXCAVATION TO PLAN GRADE.

**STANDARDS**

000001-04	602301	701011-01
001001	604001-02	701301-02
001006	606201	701306-01
280001-02	609006-02	701311-02
420001-06	630001-05	701321-08
420401-05	630301-03	701326-02
442201-01	631031-05	702001-05
482011-01	635006-02	704001-02
503001-02	635011-01	780001-01
515001-02	666001	781001-02
542401	701001-01	BLR-21-0
601101	701006-02	BLR-22-4
		701201-02

MIXTURE REQUIREMENTS						
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT						
LOCATION	MIXTURE USE	PG	RAP % (MAX)**	DESIGN AIR VOIDS	MIXTURE COMPOSITION (GRADATION MIXTURE)	FRICTION AGGREGATE
1	BITUMINOUS SURFACE	64-22	15	4.0% @ N DESIGN = 50	IL 9.5 OR 12.5	MIX D
2	LEVELING BINDER	64-22	20	4.0% @ N DESIGN = 50	IL 9.5	N/A
3	BITUMINOUS BINDER	64-22	20	4.0% @ N DESIGN = 50	IL 19.0	N/A
4	BITUMINOUS BASE COURSE	58-22	15	2.0% @ N DESIGN = 50	IL 19.0	N/A
5	BITUMINOUS SHOULDER	58-22	15	2.0% @ N DESIGN = 50	BAM	N/A
6	INCIDENTAL SURFACE	64-22	15	4.0% @ N DESIGN = 50	IL 9.5 OR 12.5	MIX C

**IDOT DISTRICT 6**

EXAMINED Aug 26 2005  
*James J. [Signature]*  
 OPERATIONS ENGINEER

EXAMINED Aug 23 2005  
*W.R. [Signature]*  
 PROGRAM IMPLEMENTATION ENGINEER

EXAMINED August 29 2005  
*William S. [Signature]*  
 PROGRAM DEVELOPMENT ENGINEER

REVISIONS	
NAME	DATE
MIX REQ. (TMJ)	08-02-05

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL NOTES, STANDARDS,  
 AND INDEX OF SHEETS**  
 RAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

SCALE: \_\_\_\_\_ DRAWN BY BANDY  
 DATE \_\_\_\_\_ CHECKED BY STEUART

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	3
STA.		TO STA.		
CONTRACT NO. 72528				

CODED NO	DESCRIPTION	UNIT	QUANTITY	CONSTRUCTION CODE			
				LOCATION 1 80% FEDERAL 20% STATE GENERAL 1000-2A	LOCATION 2 80% FEDERAL 20% STATE BOX CULVERT X028-2A	LOCATION 3 80% FEDERAL 20% STATE ROADWAY 1000-2A	LOCATION 4 80% FEDERAL 20% STATE BRIDGE X071-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	10	10			
20100500	TREE REMOVAL, ACRES	ACRES	1	0.5	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	14865	7670	3498	2199	1498
20300100	CHANNEL EXCAVATION	CU YD	278				278
20400800	FURNISHED EXCAVATION	CU YD	1394			1141	253
20700220	POROUS GRANULAR EMBANKMENT	CU YD	144.6				144.6
25000200	SEEDING, CLASS 2	ACRE	4	1.5	1	1	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	360	135	90	90	45
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	360	135	90	90	45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	360	135	90	90	45
25100115	MULCH, METHOD 2	ACRE	4	1.5	1	1	0.5
25100630	EROSION CONTROL BLANKET	SQ YD	1692	1474		218	
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	45	15	30		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1200	450	300	300	150
28000300	TEMPORARY DITCH CHECKS	EACH	81	12	29	25	15
28000400	PERIMETER EROSION BARRIER	FOOT	667		167		500
28000500	INLET AND PIPE PROTECTION	EACH	1			1	
28001000	AGGREGATE (EROSION CONTROL)	TON	3	1	2		
28100105	STONE RIPRAP, CLASS A3	SQ YD	196	172		24	
28100107	STONE RIPRAP, CLASS A4	SQ YD	261		241	20	
28100109	STONE RIPRAP, CLASS A5	SQ YD	620				620
28200200	FILTER FABRIC	SQ YD	881		241	20	620
40200500	AGGREGATE SURFACE COURSE, TYPE A 6"	SQ YD	177			177	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2.77	0.67	0.62	0.95	0.53
40600300	AGGREGATE (PRIME COAT)	TON	3				3
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	163			57	106
40600990	TEMPORARY RAMP	SQ YD	27			9	18
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	8			8	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	276				276
42001300	PROTECTIVE COAT	SQ YD	278				278
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	56				56
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	4864	1023	1694	1520	627
44000100	PAVEMENT REMOVAL	SQ YD	226				226
44000400	GUTTER REMOVAL	FOOT	1350	1209		141	
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SQ YD	43				43
44002500	GUTTER OUTLET REMOVAL	EACH	1	1			
44201383	CLASS C PATCHES, TYPE IV, 12 INCH	SQ YD	930	293	300	337	
44213100	PAVEMENT FABRIC	SQ YD	930	293	300	337	
48100100	AGGREGATE SHOULDERS, TYPE A	TON	1547	523	496	249	279
48202600	BITUMINOUS SHOULDERS SUPERPAVE 8"	SQ YD	2618	889	831	774	124
50100300	REMOVAL OF EXISTING STRUCTURE NO. 1	EACH	1	1			
50100400	REMOVAL OF EXISTING STRUCTURE NO. 2	EACH	1		1		
50100500	REMOVAL OF EXISTING STRUCTURE NO. 3	EACH	1			1	
50100600	REMOVAL OF EXISTING STRUCTURE NO. 4	EACH	1				1

CODED NO	DESCRIPTION	UNIT	QUANTITY	CONSTRUCTION CODE			
				LOCATION 1 80% FEDERAL 20% STATE GENERAL 1000-2A	LOCATION 2 80% FEDERAL 20% STATE BOX CULVERT X028-2A	LOCATION 3 80% FEDERAL 20% STATE ROADWAY 1000-2A	LOCATION 4 80% FEDERAL 20% STATE BRIDGE X071-2A
50105220	PIPE CULVERT REMOVAL	FOOT	80			80	
50200100	STRUCTURE EXCAVATION	CU YD	137				137
50300225	CONCRETE STRUCTURES	CU YD	83.1				83.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	164.8				164.8
50300260	BRIDGE DECK GROOVING	SQ YD	473				473
50300300	PROTECTIVE COAT	SQ YD	592				592
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1				1
50500505	STUD SHEAR CONNECTORS	EACH	2196				2196
50800105	REINFORCEMENT BARS	POUND	110832	32862	52370	25600	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5170.6	2066	1360		48,280
51000105	PIPE HANDRAIL	FOOT	35			35	
51201600	FURNISHING STEEL PILE HP12X53	FOOT	1761	1400			361
51201700	FURNISHING STEEL PILE HP12X74	FOOT	160				160
51202700	DRIVING STEEL PILES	FOOT	1921	1400			521
51203600	TEST PILE STEEL HP12X53	EACH	2	1			1
51203700	TEST PILE STEEL HP12X74	EACH	1				1
51500100	NAME PLATES	EACH	2		1		1
54003000	CONCRETE BOX CULVERTS	CU YD	723.6	263	344.6	116.0	
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	39			39	
54200223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	52			52	
54215547	METAL END SECTIONS 12"	EACH	2				2
60100945	PIPE DRAINS 12"	FOOT	63				63
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1			1	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	18.9	14.9		4	
60900315	TYPE D INLET BOX, STANDARD 609006	EACH	2				2
60900515	CONCRETE THRUST BLOCKS	EACH	2				2
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	2167	925	867		375
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4				4
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	8	4	4		
63200305	STEEL PLATE BEAM GUARDRAIL REMOVAL	FOOT	435		33		402
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	25		13	12	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	2	2	2	6
67100100	MOBILIZATION	L SUM	1	0.25	0.25	0.25	0.25
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1				1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.25	0.25	0.25	0.25
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.25	0.25	0.25	0.25
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	0.25	0.25	0.25	0.25
70103700	TRAFFIC CONTROL COMPLETE	L SUM	1	0.25	0.25	0.25	0.25
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5				5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1				1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1152	304	288	272	288
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	20185	5400	5056	4719	5010

\*SPECIALTY ITEMS

Rev.

REVISIONS	
NAME	DATE
TMJ	08-03-05

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES

FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
MORGAN COUNTY

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_  
DATE \_\_\_\_\_

DRAWN BY BANDY  
CHECKED BY STEUART

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	4
STA.		TO STA.		
CONTRACT NO. 72528				

CODED NO	DESCRIPTION	UNIT	QUANTITY	CONSTRUCTION CODE			
				LOCATION 1 80% FEDERAL 20% STATE ROADWAY 1000-2A	LOCATION 2 80% FEDERAL 20% STATE BOX CULVERT X028-2A	LOCATION 3 80% FEDERAL 20% STATE ROADWAY 1000-2A	LOCATION 4 80% FEDERAL 20% STATE BRIDGE X071-2A
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	8858	2368	2219	2072	2199
* 76001100	PAINT PAVEMENT MARKING - LINE 5"	FOOT	6728	1800	1685	1573	1670
70400100	TEMPORARY CONCRETE BARRIER	FOOT	425				425
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	425				425
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	39	10	10	9	10
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	28	10	10		8
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	2				2
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	12	4	4		4
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	39	10	10	9	10
X0321473	PIPE ELBOW, 15"	EACH	1			1	
X3550500	BITUMINOUS BASE COURSE SUPERPAVE 8"	SQ YD	757				757
X4066424	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	TON	700	179	167	172	182
X4066614	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL 19.0, N50	TON	825	428	112	104	181
X4409905	BITUMINOUS REMOVAL (MISCELLANEOUS)	SQ YD	51			51	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1				1
X6330103	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL, TANGENT	EACH	4				4
XX004350	TRANSVERSE DRAINS COMPLETE	EACH	6	2	2	2	
Z0000990	AGGREGATE FOR TEMPORARY ACCESS	TON	66			66	
Z0002600	BAR SPLICERS	EACH	541				541
Δ Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2				2
Δ Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2				2
<del>Z0076600</del>	<del>TRAINERS</del>	<del>HOUR</del>	<del>0</del>				
X0323900	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	905				905
* Z0054517	ROCKFILL FOUNDATION	TON	775	225	325	225	
Z0075310	TIE BARS 3/4	EACH	170	56	57	57	
X7015000	CHANGEABLE MESSAGE SIGN	CAL MA	10	2.5	2.5	2.5	2.5

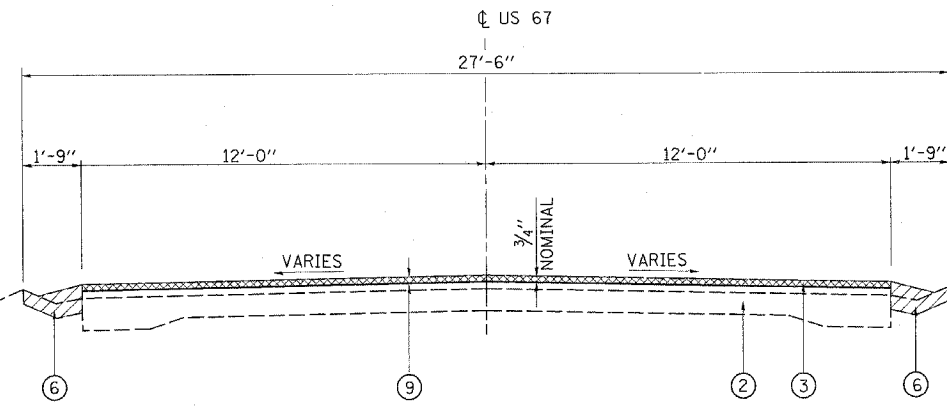
⊙ 4080  
Δ SFTY-3N \* SPECIALTY ITEMS

REVISIONS	
NAME	DATE
TMJ	08-03-05

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY  
 SCALE: VERT. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY BANDY  
 CHECKED BY STEUART

Rev.

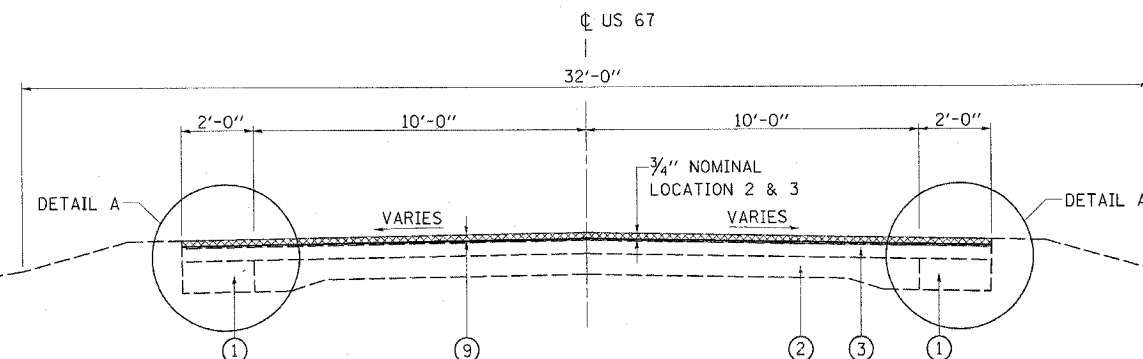
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	5
STA.		TO STA.		
CONTRACT NO. 72528				



**EXISTING TYPICAL SECTION (HENRY CREEK)**  
 STA 1006+00.00 TO STA 1014+00.00  
 (LOOKING NORTH)

LIMITS OF BITUMINOUS SURFACE REMOVAL  
 STA 1006+00.00 TO STA 1008+03.52  
 STA 1012+20.12 TO STA 1014+00.00

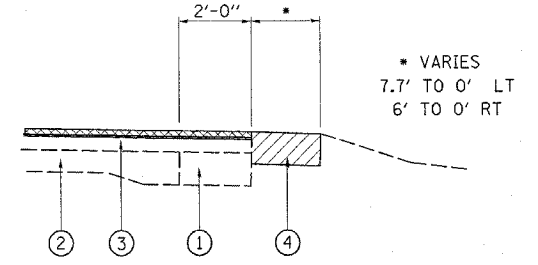
LIMITS OF GUTTER REMOVAL  
 STA 1005+62.35 TO STA 1008+03.52 RT & LT  
 STA 1009+08.28 TO STA 1010+89.11 RT  
 STA 1009+18.30 TO STA 1010+28.20 LT  
 STA 1012+20.12 TO STA 1014+37.64 RT & LT



**EXISTING TYPICAL SECTION**  
 (SANDY CREEK, AIRPORT RD & BRUSHY CREEK)

STA EQUATION STA 1160+02.26 BK = STA 225+95.33 AH

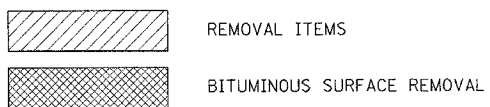
STA 135+50.00 TO STA 139+78.43  
 STRUCTURE OMISSION STA 139+78.43 TO STA 140+90.43  
 STA 140+90.43 TO STA 143+90.00  
 STA 153+03.50 TO STA 160.00.00  
 STA 220+00.00 TO STA 1158+50.00\*  
 (LOOKING SOUTH)



**DETAIL A**  
 SANDY CREEK  
 RT STA 135+50.00 TO STA 136+10.00  
 LT STA 135+50.00 TO STA 136+03.00

LIMITS OF GUTTER REMOVAL  
 NO GUTTER REMOVAL  
 STA 153+03.50 TO STA 153+42.65 RT  
 STA 152+65.86 TO STA 153+67.84 LT  
 NO GUTTER REMOVAL

LIMITS OF BITUMINOUS SURFACE REMOVAL  
 STA 220+00.00 TO STA 222+95.70  
 STA 224+08.30 TO STA 1158+50.00  
 STA 153+03.50 TO STA 155+82.90  
 STA 157+09.40 TO STA 160+00.00  
 STA 135+50.00 TO STA 139+40.00 (NB LANE)  
 STA 142+10.00 TO STA 142+90.00 (NB LANE)



- LEGEND**
- 1 EXISTING BASE COURSE WIDENING
  - 2 EXISTING PCC PAVEMENT, 9-6-9
  - 3 EXISTING BITUMINOUS RESURFACING
  - 4 EXISTING BITUMINOUS SHOULDER
  - 5 EXISTING AGGREGATE SHOULDER
  - 6 EXISTING GUTTER, TYPE B
  - 7 PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N 50, 1 1/2"
  - 8 PROPOSED LEVELING BINDER, (MACHINE METHOD) SUPERPAVE, N 50, 1"
  - 9 PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
  - 10 PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
  - 11 PROPOSED AGGREGATE SHOULDERS TYPE A
  - 12 PROPOSED PAVEMENT MARKING
  - 13 BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL 19.0, N 50, VARIES 1" TO 12"
  - 14 PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 8"
  - 15 PROPOSED AGGREGATE (PRIME COAT)
  - 16 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)

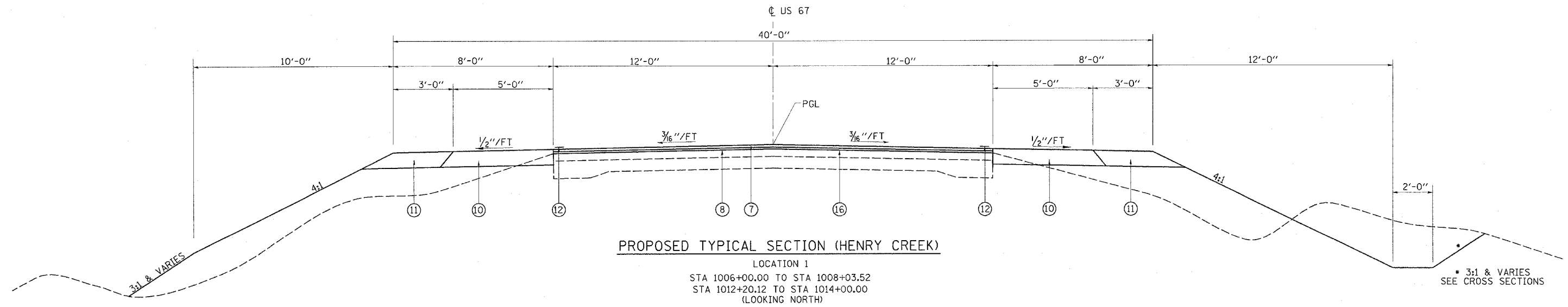
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EXISTING TYPICAL SECTIONS**

FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

DATE SEPT. 25, 2003  
 DRAWN BY BANDY  
 CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	6
STA.		TO STA.		
CONTRACT NO. 72528				



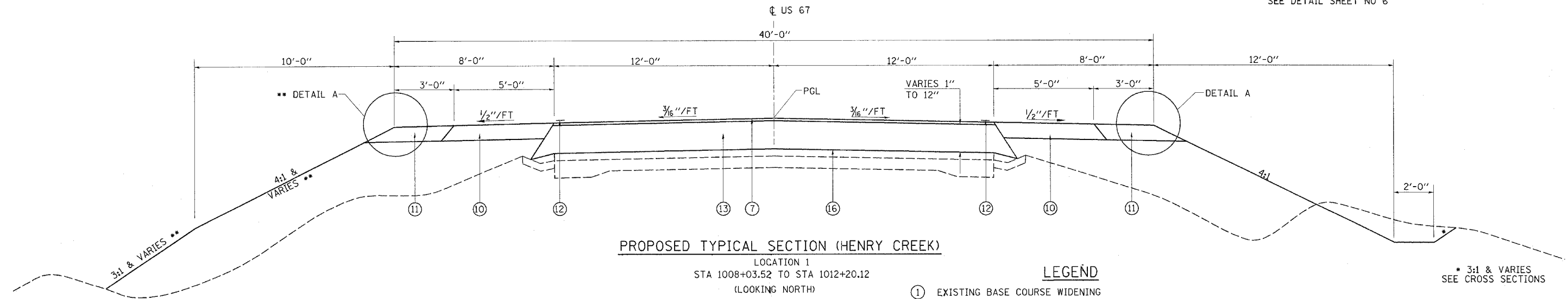
**PROPOSED TYPICAL SECTION (HENRY CREEK)**

LOCATION 1  
 STA 1006+00.00 TO STA 1008+03.52  
 STA 1012+20.12 TO STA 1014+00.00  
 (LOOKING NORTH)

FILL CONDITION

CUT CONDITION

ALTERNATE CUT CONDITION APPLIES  
 STA 1006+00 TO STA 1008+00  
 STA 1013+50 TO STA 1014+00  
 SEE DETAIL SHEET NO 6



**PROPOSED TYPICAL SECTION (HENRY CREEK)**

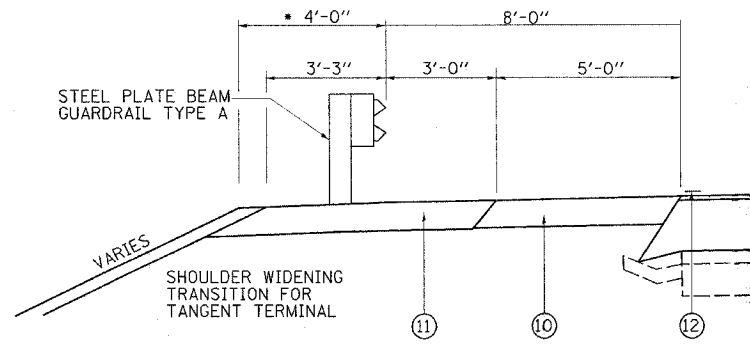
LOCATION 1  
 STA 1008+03.52 TO STA 1012+20.12  
 (LOOKING NORTH)

FILL CONDITION

CUT CONDITION

**LEGEND**

- ① EXISTING BASE COURSE WIDENING
- ② EXISTING PCC PAVEMENT, 9-6-9
- ③ EXISTING BITUMINOUS RESURFACING
- ④ EXISTING BITUMINOUS SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDER
- ⑥ EXISTING GUTTER, TYPE B
- ⑦ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N 50, 1 1/2"
- ⑧ PROPOSED LEVELING BINDER, (MACHINE METHOD) SUPERPAVE, N 50, 1"
- ⑨ PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED AGGREGATE SHOULDERS TYPE A
- ⑫ PROPOSED PAVEMENT MARKING
- ⑬ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL 19.0, N 50, VARIES 1" TO 12"
- ⑭ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 8"
- ⑮ PROPOSED AGGREGATE (PRIME COAT)
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)



**DETAIL A**

\* AT TERMINAL SECTION  
 NOTE: RIGHT SIDE IS MIRROR IMAGE OF DETAIL A

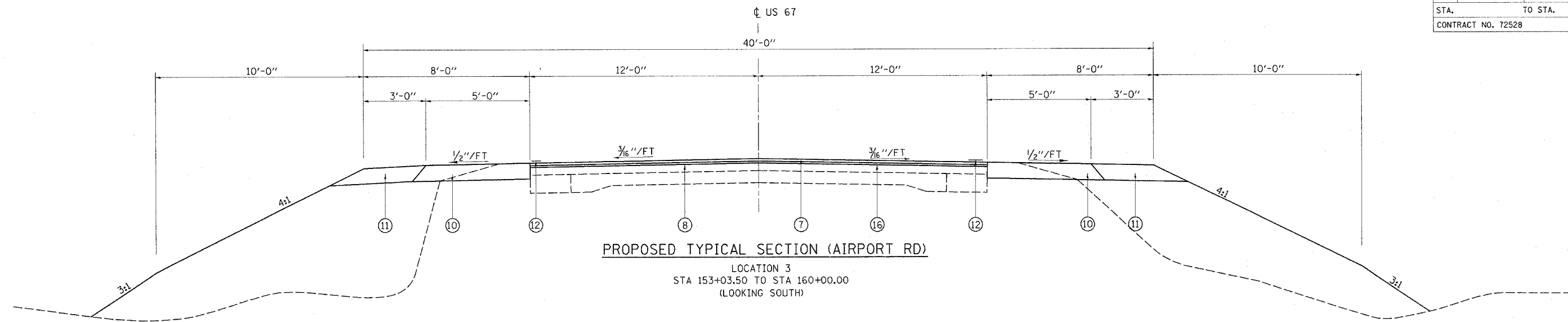
\*\* SLOPE VARIES TO 2:1  
 RT STA 1009+00.00 TO STA 1009+47.60  
 RT STA 1009+92.25 TO STA 1009+63.40  
 LT STA 1009+55.21 TO STA 1009+84.60  
 LT STA 1011+00.00 TO STA 1010+00.20

REVISIONS	
NAME	DATE

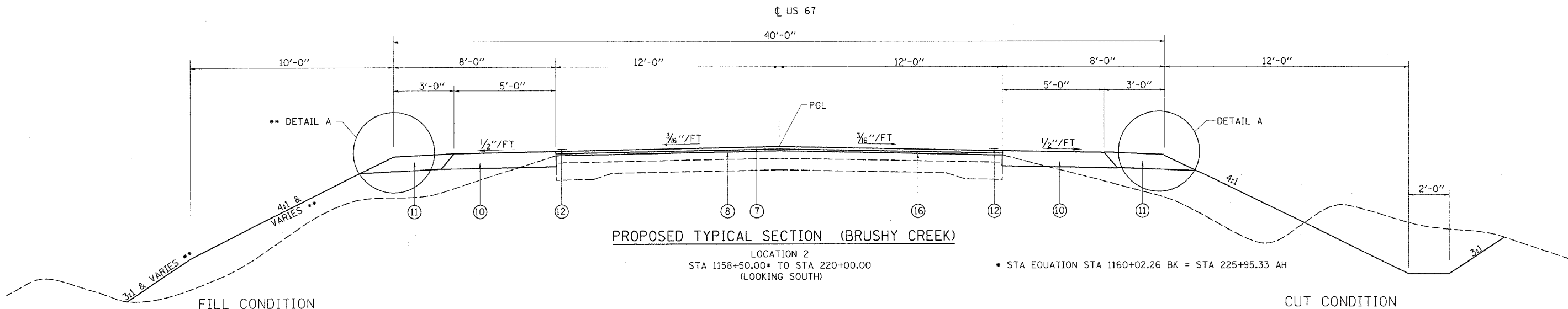
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED TYPICAL SECTIONS**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

DATE SEPT. 25, 2003  
 DRAWN BY BANDY  
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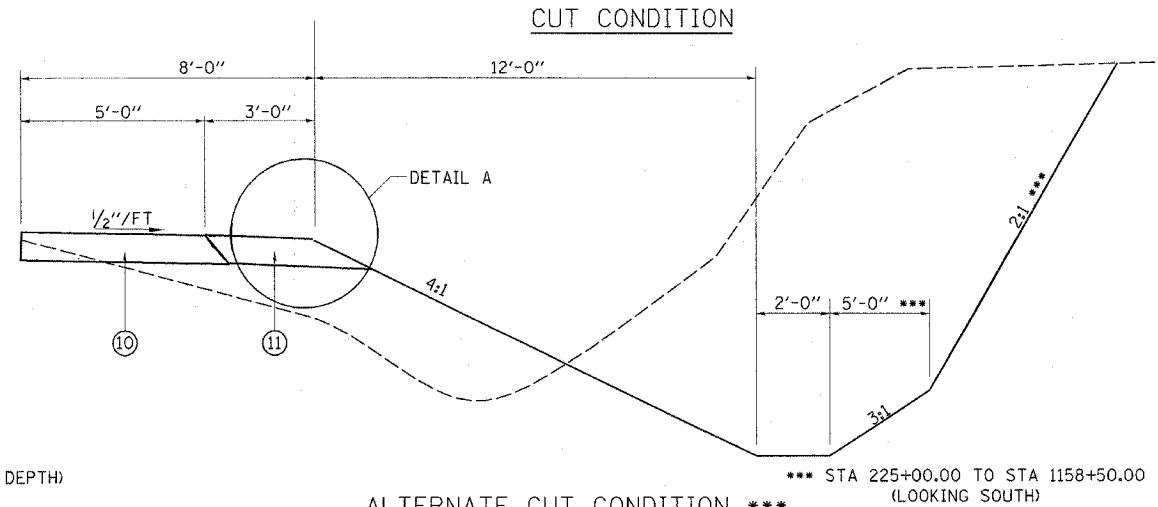
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	7
STA.		TO STA.		
CONTRACT NO. 72528				



PROPOSED TYPICAL SECTION (AIRPORT RD)  
 LOCATION 3  
 STA 153+03.50 TO STA 160+00.00  
 (LOOKING SOUTH)

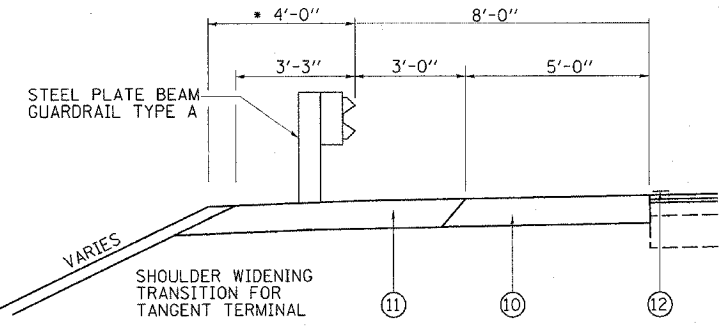


PROPOSED TYPICAL SECTION (BRUSHY CREEK)  
 LOCATION 2  
 STA 1158+50.00\* TO STA 220+00.00  
 (LOOKING SOUTH)  
 \* STA EQUATION STA 1160+02.26 BK = STA 225+95.33 AH



ALTERNATE CUT CONDITION \*\*\*

\*\* SLOPE VARIES TO 2:1  
 LT & RT STA 223+00.00 TO STA 223+37.50  
 LT & RT STA 224+00.00 TO STA 223+64.50



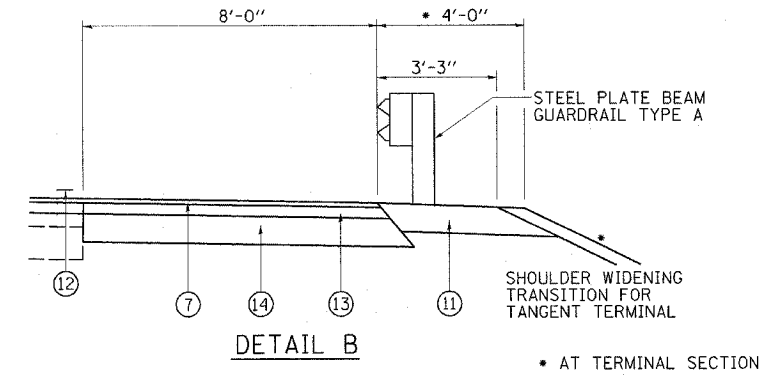
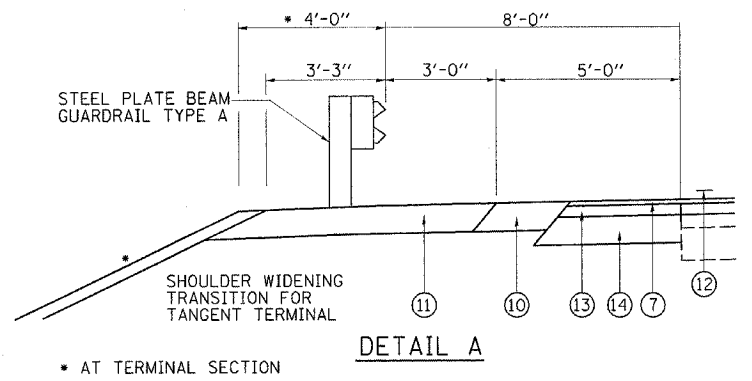
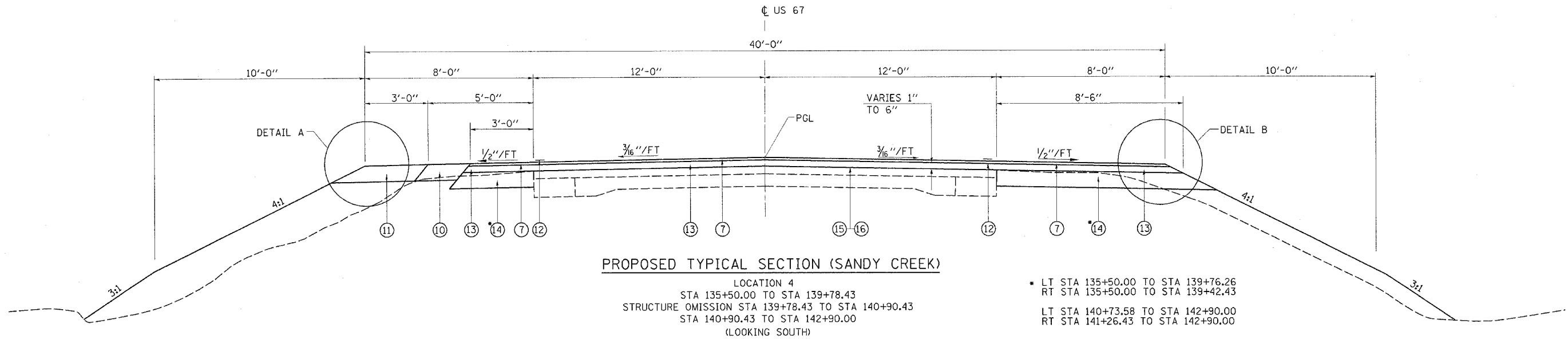
• AT TERMINAL SECTION  
 NOTE: RIGHT SIDE IS MIRROR IMAGE OF DETAIL A

LEGEND

- ① EXISTING BASE COURSE WIDENING
- ② EXISTING PCC PAVEMENT, 9-6-9
- ③ EXISTING BITUMINOUS RESURFACING
- ④ EXISTING BITUMINOUS SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDER
- ⑥ EXISTING GUTTER, TYPE B
- ⑦ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N 50, 1 1/2"
- ⑧ PROPOSED LEVELING BINDER, (MACHINE METHOD) SUPERPAVE, N 50, 1"
- ⑨ PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED AGGREGATE SHOULDERS TYPE A
- ⑫ PROPOSED PAVEMENT MARKING
- ⑬ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL 19.0, N 50, VARIES 1" TO 12"
- ⑭ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 8"
- ⑮ PROPOSED AGGREGATE (PRIME COAT)
- ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED TYPICAL SECTIONS**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY  
 DATE SEPT. 25, 2003  
 DRAWN BY BANDY  
 CHECKED BY STEUART



- LEGEND**
- ① EXISTING BASE COURSE WIDENING
  - ② EXISTING PCC PAVEMENT, 9-6-9
  - ③ EXISTING BITUMINOUS RESURFACING
  - ④ EXISTING BITUMINOUS SHOULDER
  - ⑤ EXISTING AGGREGATE SHOULDER
  - ⑥ EXISTING GUTTER, TYPE B
  - ⑦ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N 50, 1 1/2"
  - ⑧ PROPOSED LEVELING BINDER, (MACHINE METHOD) SUPERPAVE, N 50, 1"
  - ⑨ PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
  - ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
  - ⑪ PROPOSED AGGREGATE SHOULDERS TYPE A
  - ⑫ PROPOSED PAVEMENT MARKING
  - ⑬ BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL 19.0, N 50, VARIES 1" TO 12"
  - ⑭ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 8"
  - ⑮ PROPOSED AGGREGATE (PRIME COAT)
  - ⑯ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED TYPICAL SECTIONS**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

DRAWN BY BANDY  
 CHECKED BY STEUART

DATE SEPT. 25, 2003



PAVING SCHEDULE

LOCATION	BITUMINOUS SURFACE REMOVAL-BUTT JOINT	TEMPORARY RAMPS	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL 19.0, N50	BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIX "D", N50	BITUMINOUS BASE COURSE SUPERPAVE 8"	AGGREGATE SHOULDERS, TYPE A	BITUMINOUS SHOULDERS SUPERPAVE 8"
STATION TO STATION	(SQ YD)	(SQ YD)	(SQ YD)	(TON)	(TON)	(TON)	(TON)	(SQ YD)	(TON)	(SQ YD)
LOCATION 1										
STA 1006+00.00 TO STA 1008+03.52			543	.17		25	46		129	226
STA 1008+03.52 TO STA 1012+20.12				.35		381	93		301	463
STA 1012+20.12 TO STA 1014+00.00			480	.15		22	40		93	200
LOCATION 2										
STA 220+00.00 TO STA 1158+50.00			1694	.62		112	167		496	831
LOCATION 3										
STA 153+03.50 TO STA 160+00.00	57	9	1520	.95		104	172		249	774
LOCATION 4										
STA 135+50.00 TO STA 139+78.43	53	9	520	.36	2	107	128	525	170	87
STA 140+90.43 TO STA 142+90.00	53	9	107	.17	1	74	54	232	109	37
TOTAL	163	27	4864	2.17	3	825	700	757	1547	2618

PAVEMENT REMOVAL SCHEDULE

LOCATION	PAVEMENT REMOVAL	BITUMINOUS CONCRETE SHOULDER REMOVAL	GUTTER REMOVAL	GUTTER OUTLET REMOVAL
STATION TO STATION	SIDE	(SQ YD)	(FOOT)	(EACH)
LOCATION 1				
STA 1006+00.00 TO STA 1008+03.52	RT		241	
STA 1006+00.00 TO STA 1008+03.52	LT		241	
STA 1009+08.28 TO STA 1010+89.11	RT		181	1
STA 1009+18.30 TO STA 1010+28.20	LT		110	
STA 1012+20.12 TO STA 1014+00.00	RT		218	
STA 1012+20.12 TO STA 1014+00.00	LT		218	
LOCATION 3				
STA 153+03.50 TO STA 153+42.65	RT		39	
STA 153+03.50 TO STA 153+67.84	LT		102	
LOCATION 4				
STA 135+50.00 TO STA 136+10.51	RT	21		
STA 135+50.00 TO STA 136+03.15	LT	22		
STA 139+42.43 TO STA 139+76.30		85		
STA 140+73.65 TO STA 141+26.43		141		
TOTAL		226	1350	1

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	FOR INFORMATION ONLY			FURNISHED EXCAVATION	REMARKS
			EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 20%	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)		
STATION TO STATION	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	
LOCATION 1							
STA 1005+00.00 TO STA 1014+00.00	7670		6392	2274	+4118		
LOCATION 2							
STA 219+50.00 TO STA 1160+02.26*	3498		2915	2565	+350		
LOCATION 3							
STA 152+75.00 TO STA 160+50.00	2199		1832	2973	-1141	1141	
LOCATION 4							
STAGE 1							
STA 135+00.00 TO STA 143+00.00	697		581	834	-253	253	
STAGE 2							
STA 135+00.00 TO STA 143+00.00	801		667	297	+370		
CHANNEL							
STA 14+05.00 TO STA 140+45.00		278	232	12	+220		
TOTAL	14865	278	12619	8939	3664	1394	

SEEDING SCHEDULE

LOCATION	SEEDING CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH METHOD 2
STATION TO STATION	(ACRE)	(POUND)	(POUND)	(POUND)	(ACRE)
LOCATION 1					
STA 1006+00.00 TO STA 1014+00.00	1.50	135	135	135	1.50
LOCATION 2					
STA 220+00.00 TO STA 1158+50.00	1.00	90	90	90	1.00
LOCATION 3					
STA 153+03.50 TO STA 160+00.00	1.00	90	90	90	1.00
LOCATION 4					
STA 135+50.00 TO STA 142+90.00	0.50	45	45	45	0.50
TOTAL	4	360	360	360	4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF QUANTITIES**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 818-1  
 MORGAN COUNTY

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY BANDY  
 CHECKED BY STEUART

**RIPRAP SCHEDULE**

LOCATION		STONE RIPRAP CLASS A3	STONE RIPRAP CLASS A4	FILTER FABRIC FOR USE WITH RIPRAP
STATION TO STATION	SIDE	(SQ YD)	(SQ YD)	(SQ YD)
<b>LOCATION 1</b>				
STA 1006+19.29 TO STA 1006+51.24	LT	43		
STA 1006+21.21 TO STA 1006+51.32	RT	43		
STA 1013+48.69 TO STA 1013+79.16	LT	43		
STA 1013+48.69 TO STA 1013+78.92	RT	43		
<b>LOCATION 3</b>				
STA 153+27.56 TO STA 153+45.26	RT	24		
STA 156+12.54 TO STA 156+30.94	LT		20	20
<b>TOTAL</b>		196	20 *	20 *

\* NOT A TOTAL QUANTITY

**TREE REMOVAL SCHEDULE**

LOCATION	TREE REMOVAL (6 TO 15 UNITS)	TREE REMOVAL (ACRES)
STATION TO STATION	(UNIT)	(ACRES)
<b>LOCATION 1</b>		
1006+00.00 TO STA 1013+70.00	10	0.5
<b>LOCATION 2</b>		
STA 223+00.00 TO STA 1159+10.00		0.25
<b>LOCATION 3</b>		
STA 155+80.00 TO STA 157+10.00		0.25
<b>TOTAL</b>		1

**STRUCTURE REMOVAL**

LOCATION	REMOVAL OF EXISTING STRUCTURE NO. 1	REMOVAL OF EXISTING STRUCTURE NO. 2	REMOVAL OF EXISTING STRUCTURE NO. 3	REMOVAL OF EXISTING STRUCTURE NO. 4
STATION TO STATION	(EACH)	(EACH)	(EACH)	(EACH)
<b>LOCATION 1</b>				
STA 1009+73.88	1			
<b>LOCATION 2</b>				
STA 223+51.00		1		
<b>LOCATION 3</b>				
STA 156+36.00			1	
<b>LOCATION 4</b>				
STA 139+97.20 TO STA 140+49.66				1
<b>TOTAL</b>		1	1	1

**RIGHT OF WAY MARKERS SCHEDULE**

LOCATION			FURNISHING AND ERECTING RIGHT OF WAY MARKERS (EACH)
STATION	OFFSET (FOOT)	SIDE	(EACH)
<b>LOCATION 2</b>			
STA 219+50.00	45.0	RT	1
STA 219+50.00	55.0	RT	1
STA 222+00.00	55.0	RT	1
STA 223+00.00	80.0	RT	1
STA 1160+00.00	80.0	LT	1
STA 1158+00.00	60.0	LT	1
STA 219+50.00	45.0	LT	1
STA 220+00.00	75.0	LT	1
STA 221+00.00	45.0	LT	1
STA 222+50.00	45.0	LT	1
STA 223+00.00	75.0	LT	1
STA 224+00.00	75.0	LT	1
STA 224+50.00	45.0	LT	1
<b>LOCATION 3</b>			
	35.0	RT	1
STA 153+50.00	55.0	RT	1
STA 155+00.00	55.0	RT	1
STA 156+50.00	80.0	RT	1
STA 158+05.00	60.0	RT	1
STA 158+56.70	70.0	RT	1
STA 160+00.00	70.0	RT	1
STA 160+40.00	35.0	RT	1
STA 155+80.00	60.0	LT	1
STA 156+20.00	100.0	LT	1
STA 156+50.00	100.0	LT	1
STA 157+10.00	60.0	LT	1
<b>TOTAL</b>			25

**GUARDRAIL SCHEDULE**

LOCATION	STEEL PLATE BEAM GUARDRAIL TYPE A	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	TRAFFIC BARRIER TERMINAL TYPE 6	STEEL PLATE BEAM GUARDRAIL REMOVAL	GUARDRAIL MARKERS TYPE A	BARRIER WALL MARKERS TYPE B	TERMINAL MARKERS DIRECT APPLIED	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL, TANGENT
STATION TO STATION	SIDE	(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)	(EACH)	(EACH)
<b>LOCATION 1</b>								
STA 1006+43.01 TO STA 1011+93.08	RT	450.0	2		5		2	
STA 1007+54.93 TO STA 1013.29.95	LT	475.0	2		5		2	
<b>LOCATION 2</b>								
STA 220+26.00 TO STA 1159+84.09	RT	487.5	2	33	5		2	
STA 221+51.00 TO STA 1159+67.09	LT	379.5	2		5		2	
<b>LOCATION 4</b>								
STA 137+60.43 TO STA 142+20.93	RT	187.5		201	4	1	2	2
STA 138+47.93 TO STA 143+08.43	LT	187.5		201	4	1	2	2
<b>TOTAL</b>		2167.0	8	435	28	2	12	4

**CONCRETE OUTLET SCHEDULE**

LOCATION	CLASS SI CONCRETE (OUTLET)	
STATION TO STATION	SIDE	(CU YD)
<b>LOCATION 1</b>		
STA 1005+62.35 TO STA 1006+21.21	RT	3.8
STA 1005+62.35 TO STA 1006+19.29	LT	3.6
STA 1013+78.92 TO STA 1014+37.64	RT	3.8
STA 1013+79.16 TO STA 1014+37.64	LT	3.7
<b>LOCATION 3</b>		
STA 152+65.86 TO STA 153+27.56	LT	4.0
<b>TOTAL</b>		18.9

**PAVEMENT MARKING SCHEDULE**

LOCATION	SHORT-TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING - LINE 5"		WORK ZONE PAVEMENT MARKING REMOVAL	PAINT PAVEMENT MARKING - LINE 5"		RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	SKIP DASH YELLOW 4 APPS (FOOT)	SOLID WHITE 3 APPS (FOOT)	SKIP DASH YELLOW 3 APPS (FOOT)		SOLID WHITE (FOOT)	SKIP DASH YELLOW (FOOT)		
STATION TO STATION	(FOOT)	(FOOT)	(FOOT)	(SQ FT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
<b>LOCATION 1</b>								
STA 1006+00.00 TO STA 1014+00.00	304	4800	600	2368	1600	200	10	10
<b>LOCATION 2</b>								
STA 220+00.00 TO STA 1158+50.00	288	4486	570	2219	1495	190	10	10
<b>LOCATION 3</b>								
STA 153+03.50 TO STA 160+00.00	272	4179	540	2072	1393	180	9	9
<b>LOCATION 4</b>								
STA 135+50.00 TO STA 142+90.00	288	4440	570	2199	1480	190	10	10
<b>SUBTOTAL</b>		1152	17905	2280	8858	5968	39	39
<b>TOTAL</b>		1152	20185	8858	6728	760	39	39

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF QUANTITIES**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY BANDY  
 CHECKED BY STEUART

**DRAINAGE SCHEDULE**

LOCATION		METAL END SECTIONS 12"	CONCRETE THRUST BLOCKS	PIPE DRAINS 12"	TYPE D, INLET BOX, STANDARD 609006
STATION	SIDE	(EACH)	(EACH)	(FOOT)	(EACH)
LOCATION 4					
STA 139+65.00	RT	1	1	29	1
STA 139+65.00	LT	1	1	34	1
TOTAL		2	2	63	2

**PIPE CULVERT SCHEDULE**

LOCATION		PIPE CULVERT REMOVAL	PIPE CULVERT CLASS D, TYPE I, 15"	PIPE CULVERT CLASS D, TYPE I, 18"	INLETS TYPE A TYPE 1 FRAME OPEN LID	PIPE ELBOW, 15"
STATION	SIDE	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)
LOCATION 3						
STA 153+37.74	RT				1	
STA 153+46.77 TO STA 153+79.78	RT	30	39			1
STA 154+67.35 TO STA 154+99.04	RT	32		30		
STA 158+44.75 TO STA 158+63.35	LT	18		22		
TOTAL		80	39	52	1	1

**ENTRANCE SCHEDULE**

LOCATION		WIDTH	LENGTH (FROM EDGE OF PAVEMENT)	BITUMINOUS REMOVAL (MISCELLANOUES)	AGGREGATE SURFACE COURSE, TYPE A 6"	INCIDENTAL BITUMINOUS SURFACING	AGGREGATE FOR TEMPORARY ACCESS
STATION	SIDE	(FOOT)	(FOOT)	(SQ YD)	(SQ YD)	(TON)	(TON)
LOCATION 3							
STA 153+61.80	RT	16	32		51	2	23
STA 154+83.20	RT	24	23.66		52	4	25
STA 158+32.22	RT	23	50	51	36		18
STA 158+54.00	LT	16	24.67		38	2	
TOTAL		79	130.33	51	177	8	66

**TRAFFIC CONTROL SCHEDULE**

LOCATION		TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
STATION		(FOOT)	(FOOT)	(EACH)	(EACH)
LOCATION 4					
STA 137+95.30 & STA 138+21.85				1	1
STA 138+21.85 & STA 142+46.85		425	425		
STA 142+46.85 & STA 142+73.40				1	1
TOTAL		425	425	2	2

**PATCHING SCHEDULE**

LOCATION		CLASS C PATCHES TYPE IV 12 INCH	PAVEMENT FABRIC	TRANSVERSE DRAINS COMPLETE	TIE BARS NO. 6
STATION TO STATION		(SQ YD)	(SQ YD)	(EACH)	(EACH)
LOCATION 1					
STA 1009+18.30 TO STA 1010+28.20		293	293	2	56
LOCATION 2					
STA 222+95.70 TO STA 224+08.30		300	300	2	57
LOCATION 3					
155+82.90 TO STA 157+09.40		337	337	2	57
TOTAL		930	930	6	170

**BRIDGE APPROACH SCHEDULE**

LOCATION		BRIDGE APPROACH PAVEMENT	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	PROTECTIVE COAT
STATION TO STATION		(SQ YD)	(SQ YD)	(SQ YD)
LOCATION 4				
STA 139+42.43 TO STA 139+76.30		138	28	139
STA 140+73.65 TO STA 141+26.43		138	28	139
TOTAL		276	56	278

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF QUANTITIES**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY BANDY  
 CHECKED BY STEUART

**EROSION CONTROL SCHEDULE**

LOCATION		TEMPORARY DITCH CHECKS	INLET AND PIPE PROTECTION
STATION	SIDE	(EACH)	(EACH)
LOCATION 1			
STA 1007+25.00	RT	1	
STA 1008+25.00	LT	1	
STA 1008+25.00	RT	1	
STA 1008+50.00	LT	1	
STA 1009+00.00	LT	1	
STA 1009+25.00	LT	1	
STA 1009+50.00	LT	1	
STA 1009+75.00	LT	1	
STA 1010+25.00	LT	1	
STA 1011+75.00	RT	1	
STA 1012+00.00	LT	1	
STA 1012+75.00	RT	1	
LOCATION 2			
STA 1158+50.00	LT	1	
STA 1158+82.00	RT	1	
STA 1158+82.00	LT	1	
STA 1159+48.00	RT	1	
STA 1159+48.00	LT	1	
STA 225+84.00	RT	1	
STA 225+84.00	LT	1	
STA 225+25.00	LT	1	
STA 225+40.00	RT	1	
STA 224+95.00	LT	1	
STA 224+75.00	LT	1	
STA 224+60.00	RT	1	
STA 224+55.00	LT	1	
STA 224+47.00	RT	1	
STA 224+42.00	LT	1	
STA 224+25.00	RT	1	
STA 224+07.00	LT	1	
STA 224+03.00	RT	1	
STA 223+95.00	RT	1	
STA 223+75.00	RT	1	
STA 223+75.00	LT	1	
STA 222+25.00	LT	1	
STA 221+94.00	LT	1	
STA 221+50.00	LT	1	
STA 221+06.00	LT	1	
STA 220+50.00	RT	1	
STA 220+25.00	LT	1	
STA 219+95.00	LT	1	
STA 219+94.00	RT	1	
LOCATION 3			
STA 153+94.00	LT	1	
STA 154+15.00	RT	1	
STA 154+74.00	LT	1	
STA 154+92.00	LT	1	
STA 155+12.00	RT	1	
STA 155+25.00	LT	1	
STA 155+36.00	RT	1	
STA 155+55.00	RT	1	
STA 155+75.00	RT	1	
STA 155+95.00	RT	1	
STA 156+13.00	RT	1	
STA 156+48.00	LT	1	
STA 156+48.49	RT		1
STA 156+75.00	RT	1	
STA 157+11.00	RT	1	
STA 157+33.00	RT	1	
STA 157+55.00	RT	1	
STA 157+65.00	RT	1	
STA 158+00.00	RT	1	
STA 158+16.00	LT	1	
STA 158+87.00	RT	1	
STA 159+10.00	LT	1	
STA 159+67.00	RT	1	
STA 159+80.00	LT	1	
STA 160+07.00	LT	1	
STA 160+11.00	RT	1	
SUBTOTAL		66	1

LOCATION		TEMPORARY DITCH CHECKS	INLET AND PIPE PROTECTION
STATION	SIDE	(EACH)	(EACH)
LOCATION 4			
STA 135+50.00	LT	1	
STA 135+79.00	RT	1	
STA 136+25.00	RT	1	
STA 136+50.00	LT	1	
STA 138+50.00	LT	1	
STA 139+21.00	LT	1	
STA 139+52.00	LT	1	
STA 139+70.00	LT	1	
STA 141+02.00	RT	1	
STA 141+20.00	RT	1	
STA 142+05.00	RT	1	
STA 142+25.00	RT	1	
STA 142+45.00	RT	1	
STA 142+70.00	RT	1	
STA 142+70.00	LT	1	
SUBTOTAL		15	
TOTAL		81	1

**PERIMETER EROSION BARRIER AND EROSION CONTROL BLANKET SCHEDULE**

LOCATION	PERIMETER EROSION BARRIER (FOOT)	EROSION CONTROL BLANKET (SQ YD)	REMARKS
LOCATION 1			
STA 1006+00.00 TO STA 1008+00.00		1306	
STA 1013+50.00 TO 1014+00.00		168	
LOCATION 2			
STA 221+50.00 TO STA 223+14.48	167		
LOCATION 3			
STA 159+00.00 TO STA 160+00.00		218	
LOCATION 4			
STA 139+61.85 TO STA 140+02.19	179		
STA 140+52.07 TO STA 141+03.21	204		
STA 140+90.43 TO STA 142+00.00	117		
TOTAL		667	1692

**SEDIMENT BASIN SCHEDULE**

LOCATION		AGGREGATE (EROSION CONTROL) (TON)	EARTH EXCAVATION FOR EROSION CONTROL (CU YD)
STATION	SIDE	(TON)	(CU YD)
LOCATION 1			
STA 1010+05.12	LT	1	15
LOCATION 2			
STA 223+44.54	RT	1	15
STA 223+57.70	RT	1	15
TOTAL		3	45

**TEMPORARY SEEDING**

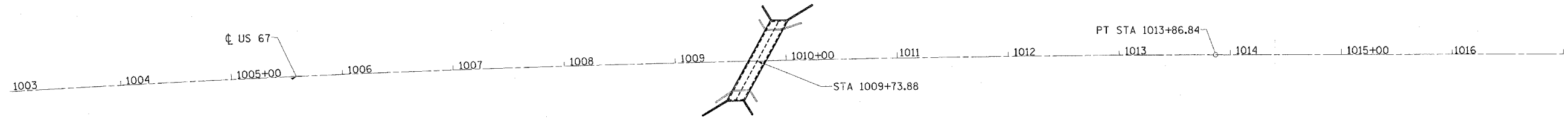
LOCATION	TRMPORARY EROSION CONTROL SEEDING (3 APP) (POUND)	
LOCATION 1		
STA 1006+00.00 TO STA 1014+00.00	450	
LOCATION 2		
STA 220+00.00 TO STA 1158+50.00	300	
LOCATION 3		
STA 153+03.52 TO STA 160+00.00	300	
LOCATION 4		
STA 135+50.00 TO STA 142+90.00	150	
TOTAL		1200

REVISIONS	
NAME	DATE

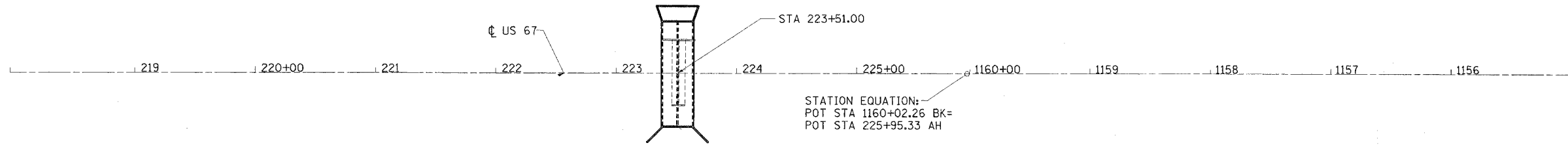
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EROSION CONTROL SCHEDULE OF QUANTITIES**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY BANDY  
 CHECKED BY STEUART

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	13
STA.		TO STA.		
CONTRACT NO. 72528				

EXISTING CURVE 300  
 PI STA 1006+62.18  
 $\Delta = 4^\circ 20' 25''$  (RT)  
 $D = 0^\circ 17' 58''$   
 $T = 725.35'$   
 $R = 19,141.10'$   
 $L = 1,450.00'$   
 $E = 13.75'$   
 PC STA 999+36.84  
 PT STA 1013+86.84

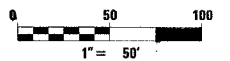


ALIGNMENT LOCATION 1  
(HENRY CREEK)



ALIGNMENT LOCATION 2  
(BRUSHY FORK)

DESCRIPTION	COORDINATE	
	NORTH	EAST
PC STA 999+36.84	1071780.30	2278908.94
PI STA 1006+62.18	1072504.61	2278870.14
PT STA 1013+86.84	1073229.78	2278886.28
POT STA 1160+02.26	1087843.53	2279089.16



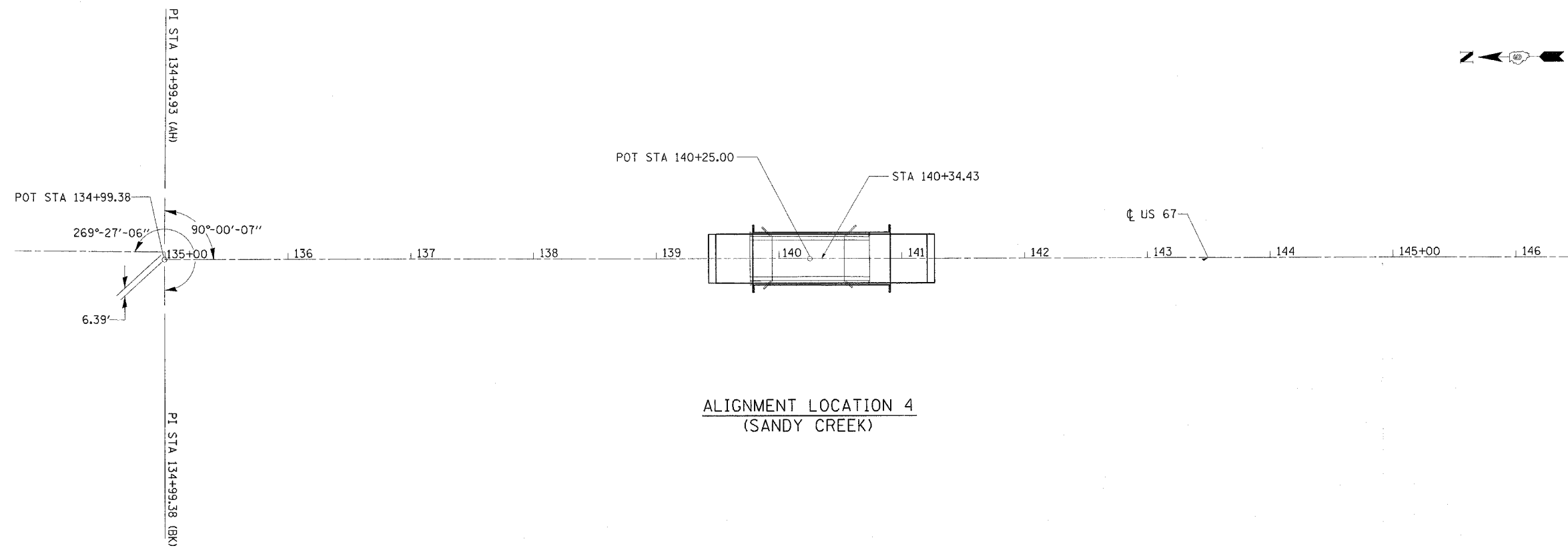
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**HORIZONTAL CONTROL**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY BANDY  
 CHECKED BY STEUART

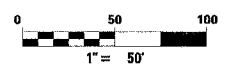
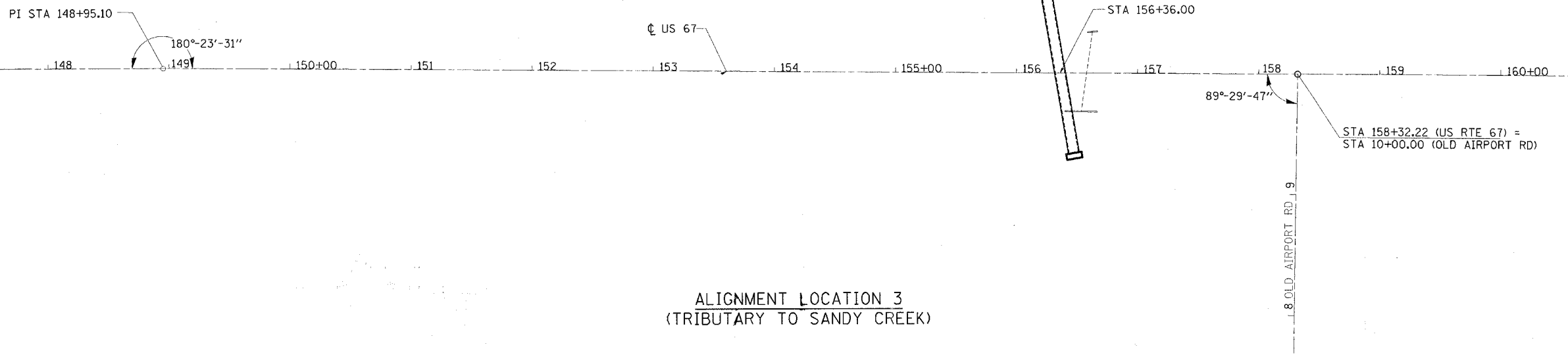
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	14
STA.		TO STA.		
CONTRACT NO. 72528				



MATCH LINE STATION 147+00.00



MATCH LINE STATION 147+00.00



DESCRIPTION	COORDINATE	
	NORTH	EAST
POT STA 134+99.38	1096939.38	2279129.46
POT STA 140+25.00	1096413.76	2279129.55
PI STA 148+95.10	1095543.65	2279129.69

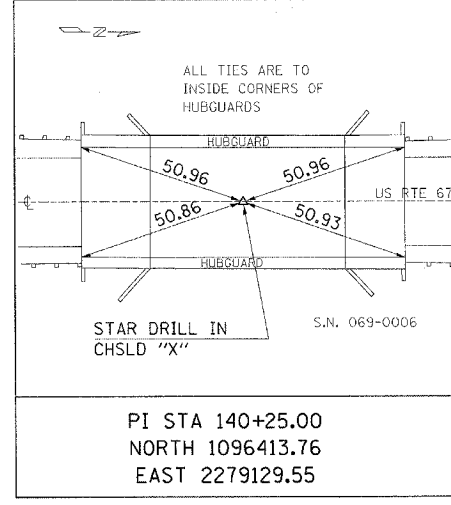
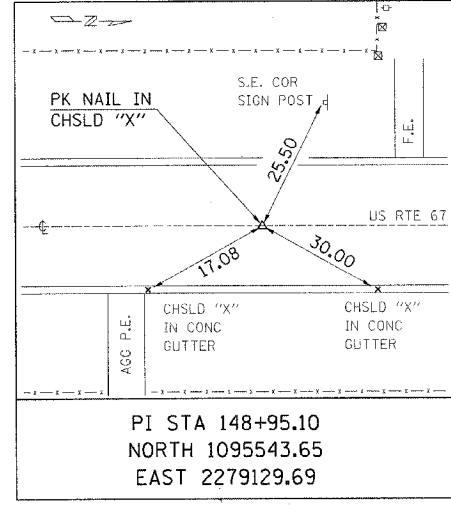
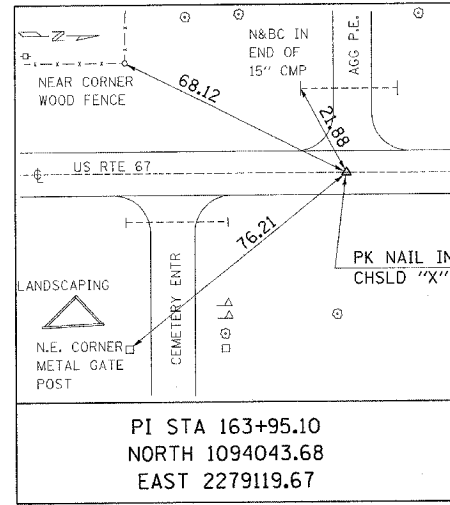
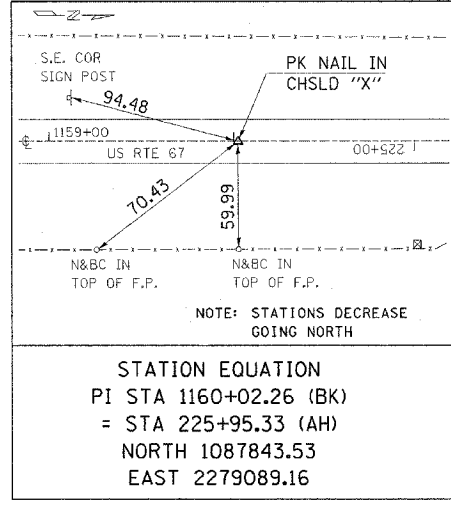
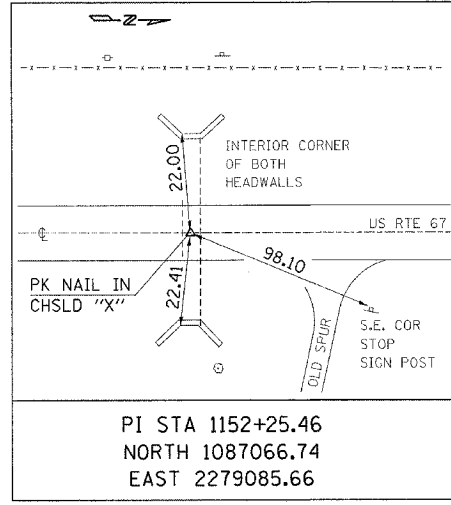
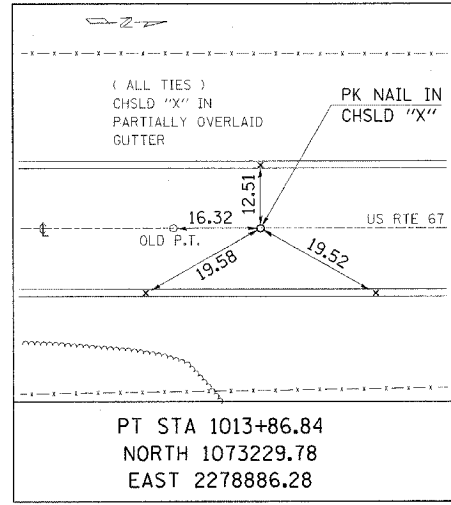
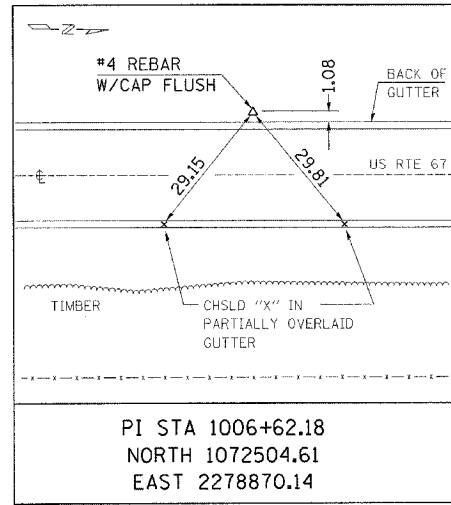
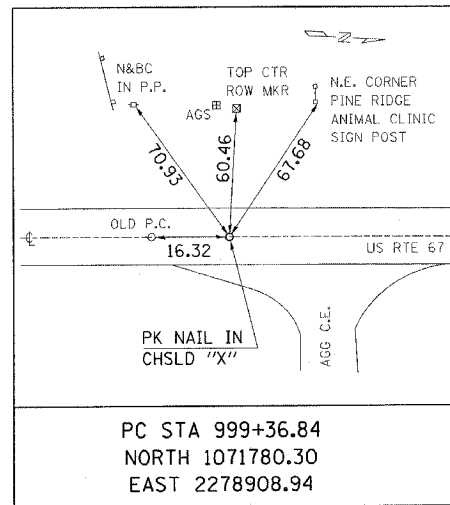
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**HORIZONTAL CONTROL**

FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
MORGAN COUNTY

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



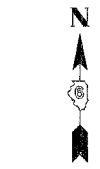
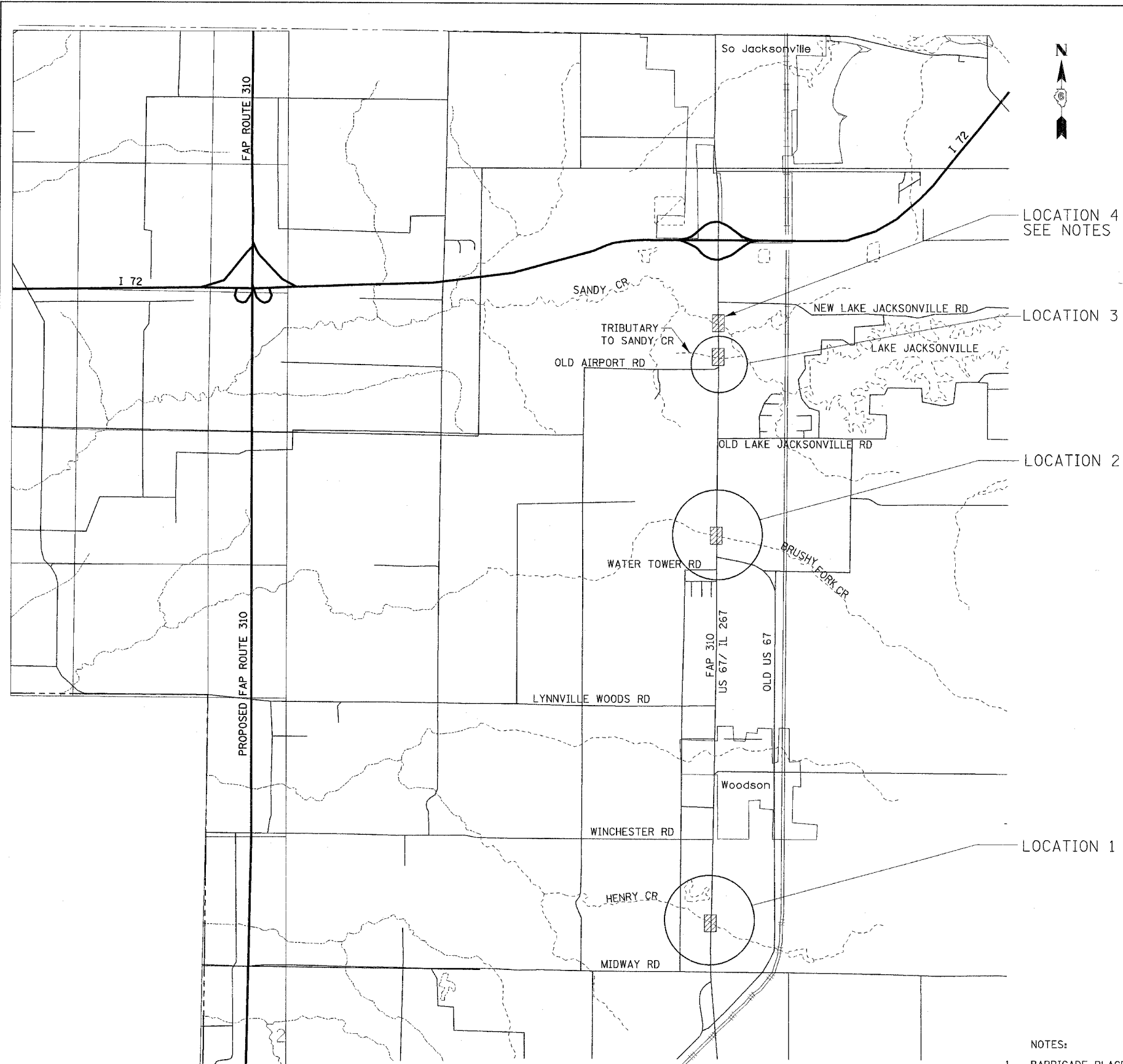
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ALIGNMENT TIES**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY JRP  
 CHECKED BY \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	16
STA.		TO STA.		
CONTRACT NO. 72528				



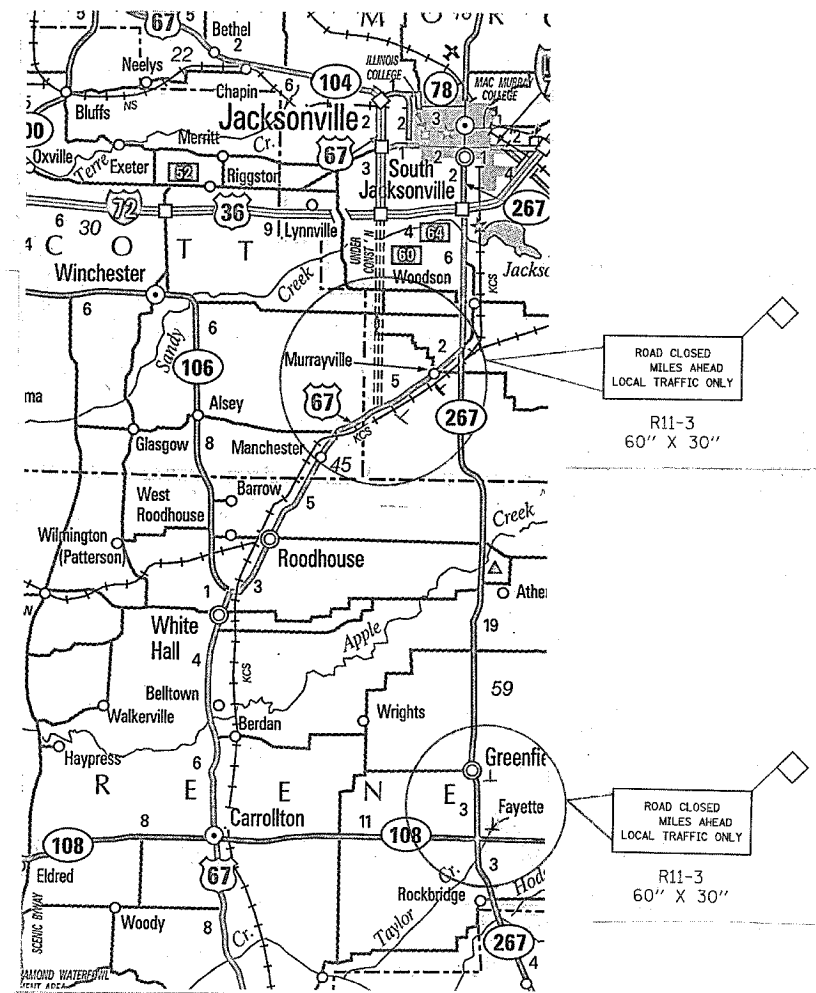
LOCATION 4  
SEE NOTES

LOCATION 3

LOCATION 2

LOCATION 1

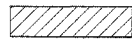



I-72 @ EXITS #68 AND #60  
IL 267 SOUTH CLOSED  
USE US 67  
EXIT 60  
5" LETTERS



ROAD CLOSED  
MILES AHEAD  
LOCAL TRAFFIC ONLY  
R11-3  
60" X 30"

ROAD CLOSED  
MILES AHEAD  
LOCAL TRAFFIC ONLY  
R11-3  
60" X 30"

LEGEND

-  WORK AREA
-  SIGN
-  TYPE III BARRICADES WITH R11-2 4830
-  TYPE A FLASHING LIGHT

- NOTES:
- BARRICADE PLACEMENT AND REQUIRED CLOSURE SIGNING SHALL BE ADJUSTED TO ALLOW LOCAL TRAFFIC ONLY ACCESS DURING CONSTRUCTION OPERATIONS.
  - WORK ON LOCATION 1, LOCATION 2, AND LOCATION 3 IS TO BE DONE UTILIZING ROAD CLOSURE. SEE DETAILS ON SHEET 16
  - WORK ON LOCATION 4 IS TO BE DONE UTILIZING STAGE CONSTRUCTION. SEE SHEETS

REVISIONS	
NAME	DATE
TMJ	08-05-08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ROAD CLOSURE DETAIL**  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
MORGAN COUNTY

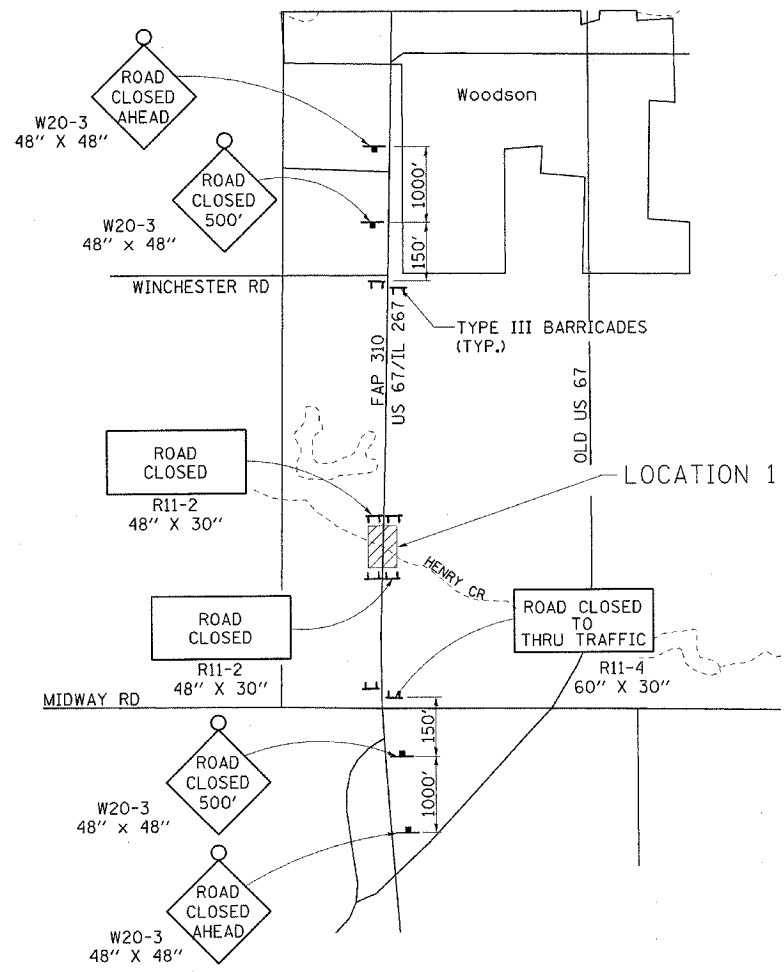
SCALE: \_\_\_\_\_  
DATE \_\_\_\_\_  
DRAWN BY BANDY  
CHECKED BY STEUART

ROAD CLOSURE DETAIL, FAP ROUTE 310 (US 67/IL 267)

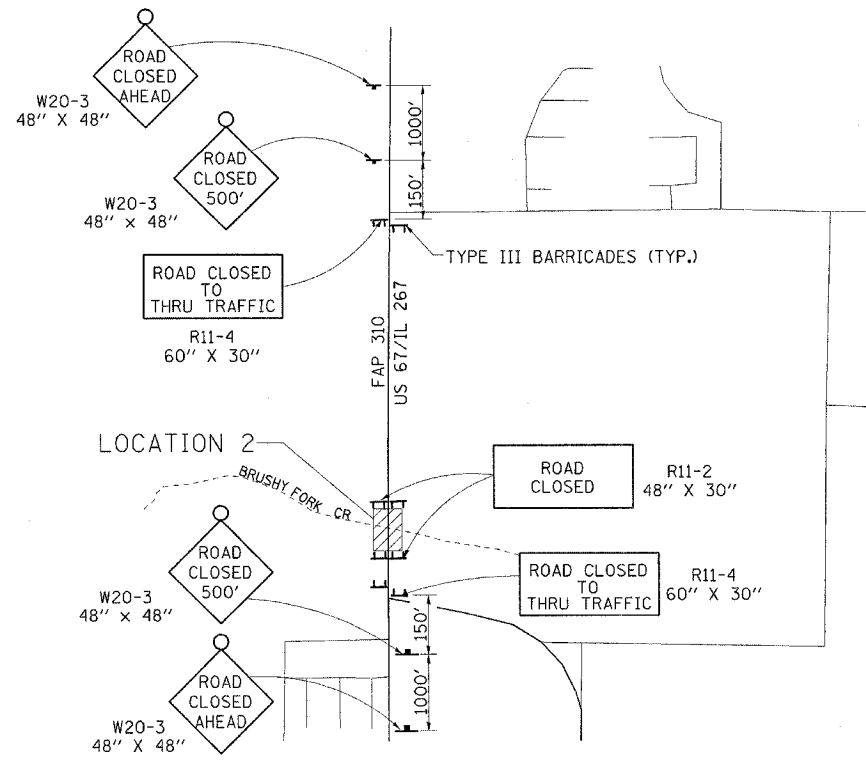
LOCATION MAP



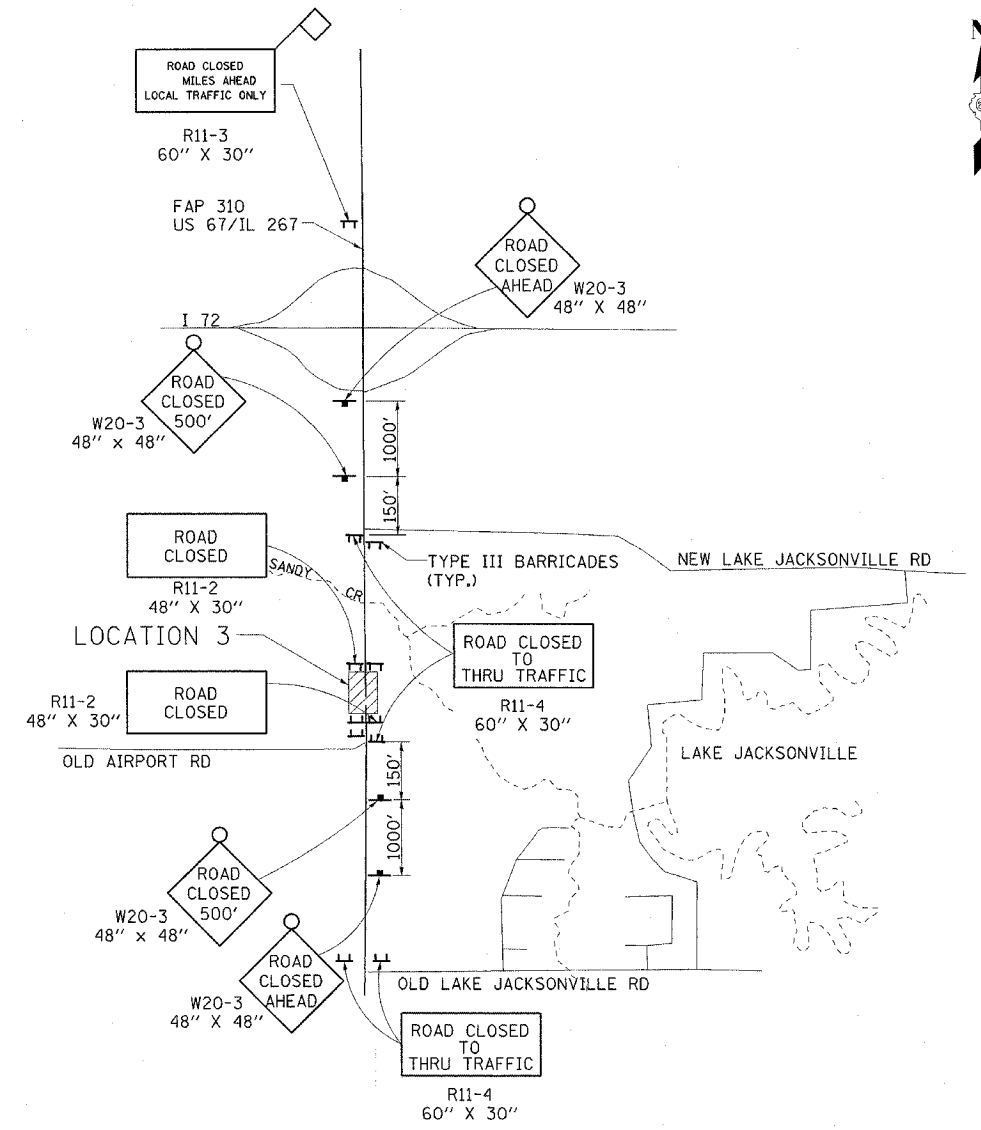
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	17
STA.		TO STA.		
CONTRACT NO. 72528				



LOCATION 1 DETAIL

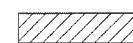





LOCATION 2 DETAIL



LOCATION 3 DETAIL

LEGEND

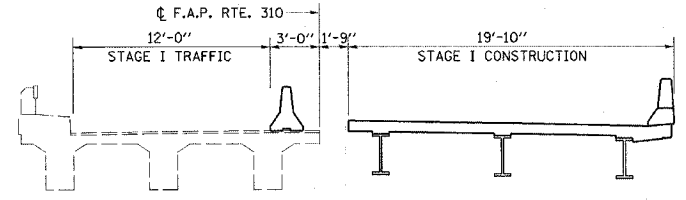
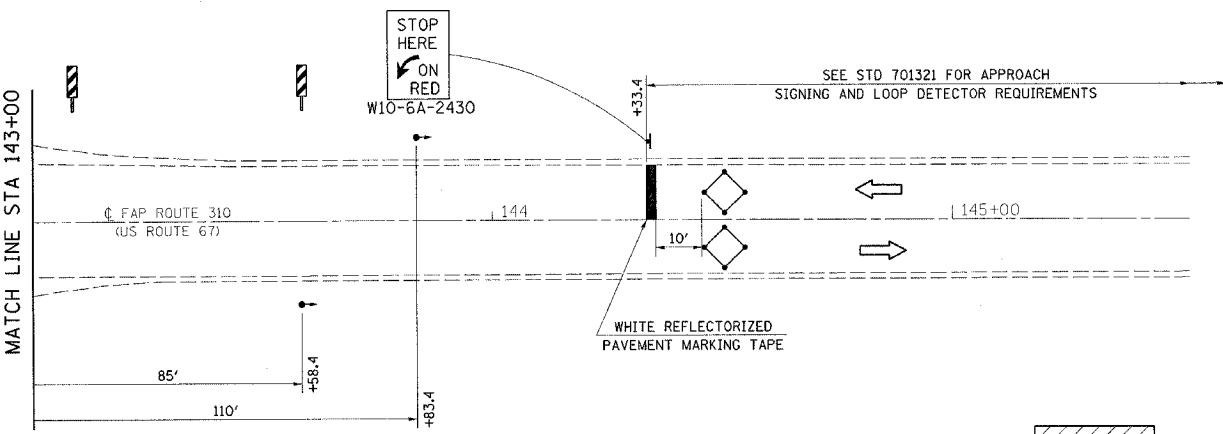
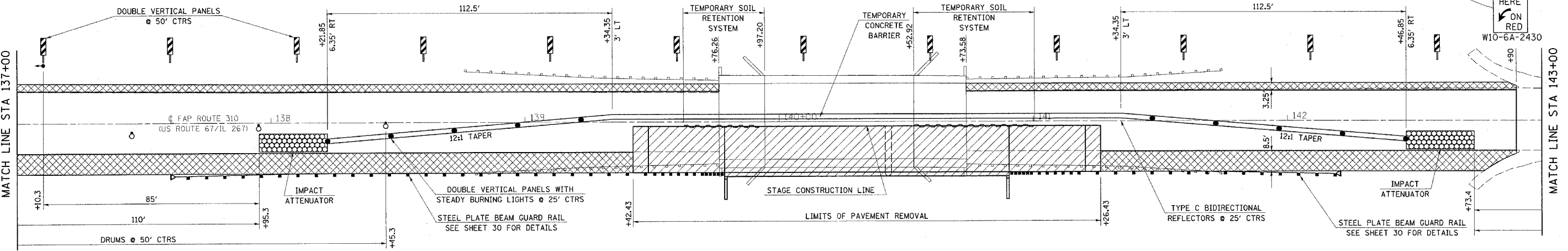
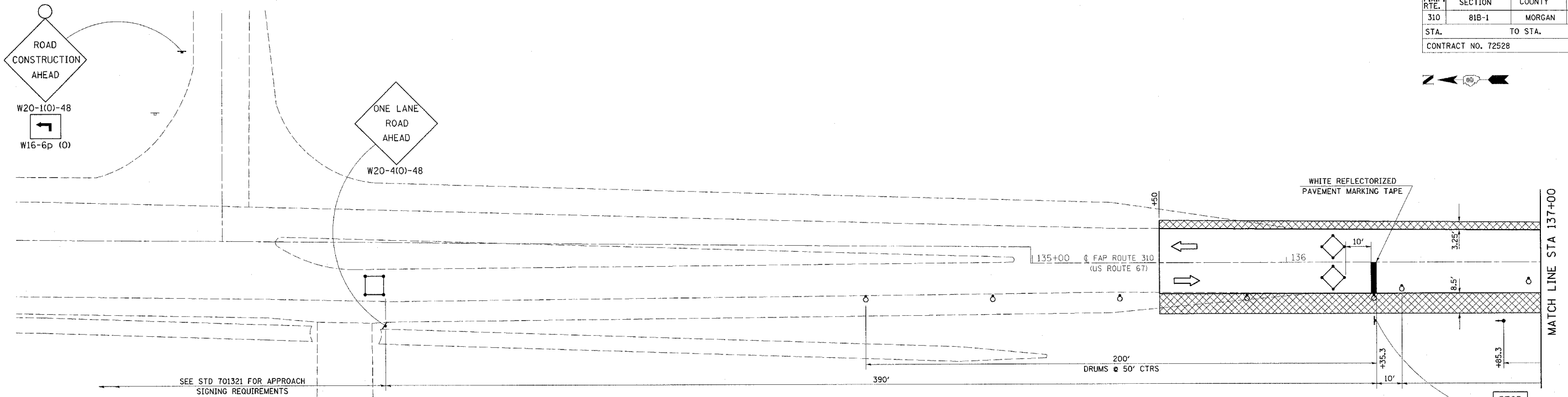
-  WORK AREA
-  SIGN
-  TYPE III BARRICADES WITH R11-2 4830
-  TYPE A FLASHING LIGHT

REVISIONS	
NAME	DATE
TMJ	08-05-05

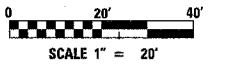
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ROAD CLOSURE DETAIL**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

SCALE: \_\_\_\_\_ DATE \_\_\_\_\_ DRAWN BY BANDY  
 CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	18
STA.		TO STA.		
		CONTRACT NO. 72528		



TYPICAL SECTION  
STAGE CONSTRUCTION



LEGEND	
	WORK AREA
	BITUMINOUS BASE COURSE SUPERPAVE 8" TO BE COMPLETED BEFORE STAGE I
	SIGN
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL
	INDUCTION LOOP DETECTOR
	IMPACT ATTENUATOR
	DOUBLE VERTICAL PANELS
	TYPE C BIDIRECTIONAL REFLECTOR
	STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

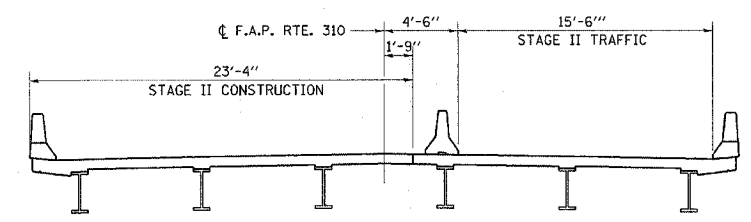
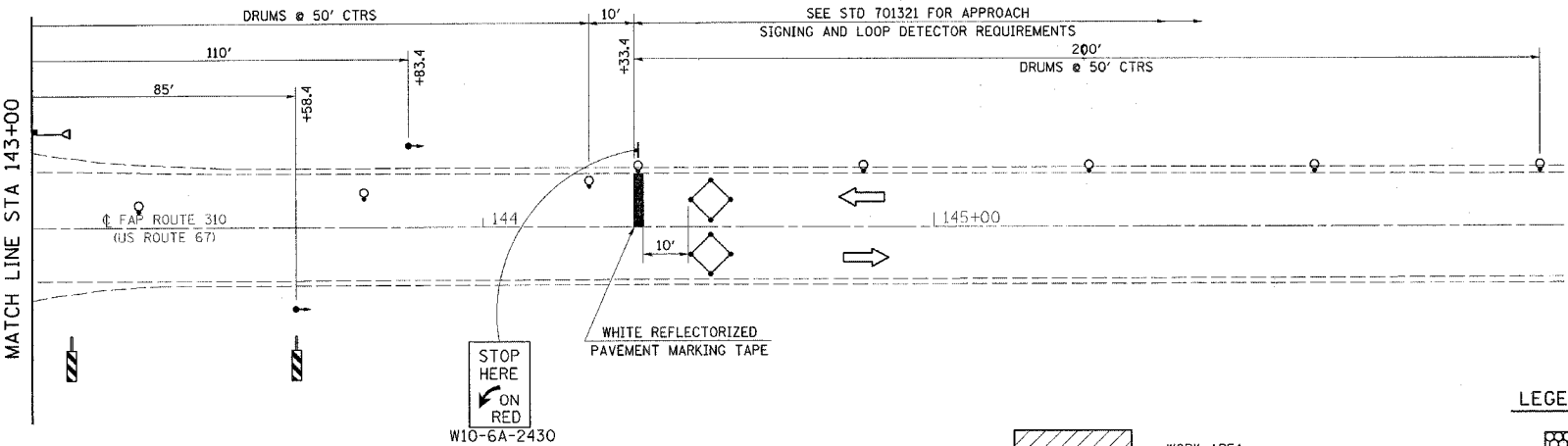
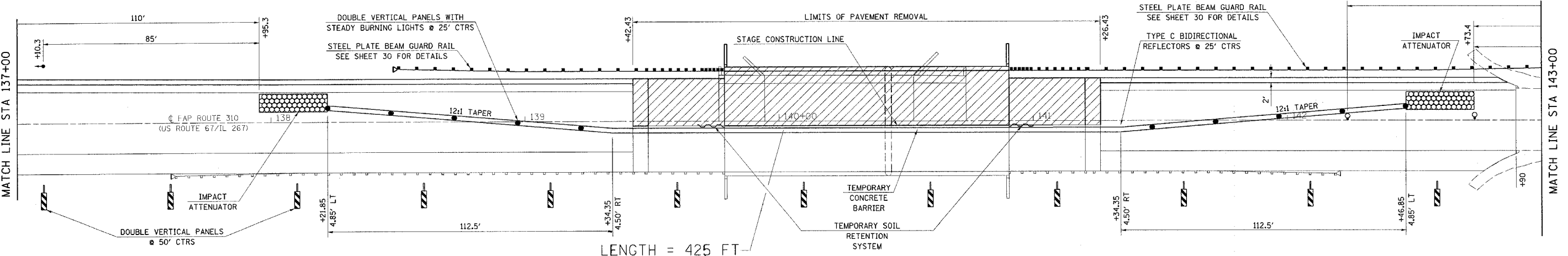
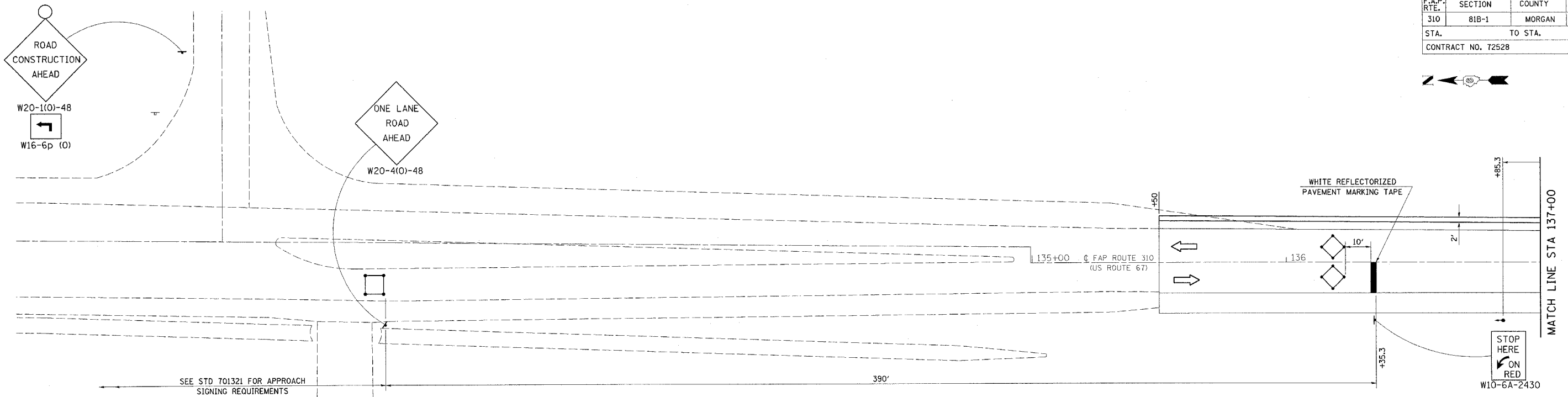
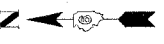
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL AND PROTECTION,  
 STAGE I, SANDY CREEK**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY

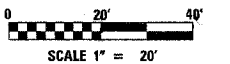
DATE 3-04

DRAWN BY RCB  
 CHECKED BY JWS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	19
STA.		TO STA.		
CONTRACT NO. 72528				



TYPICAL SECTION  
STAGE II CONSTRUCTION



LEGEND

- WORK AREA
- BITUMINOUS BASE COURSE SUPERPAVE 8" TO BE COMPLETED BEFORE STAGE I
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- INDUCTION LOOP DETECTOR
- IMPACT ATTENUATOR
- DOUBLE VERTICAL PANELS
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL AND PROTECTION,  
 STAGE II, SANDY CREEK**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 818-1  
 MORGAN COUNTY

DATE 3-04  
 DRAWN BY RCB  
 CHECKED BY JWS

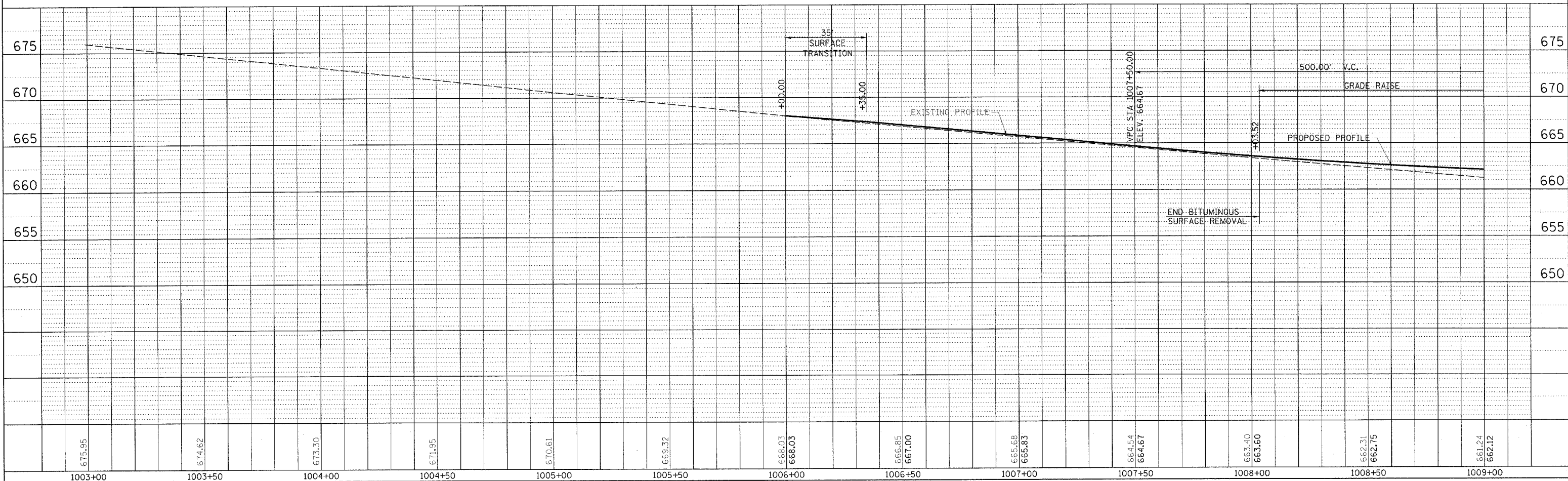
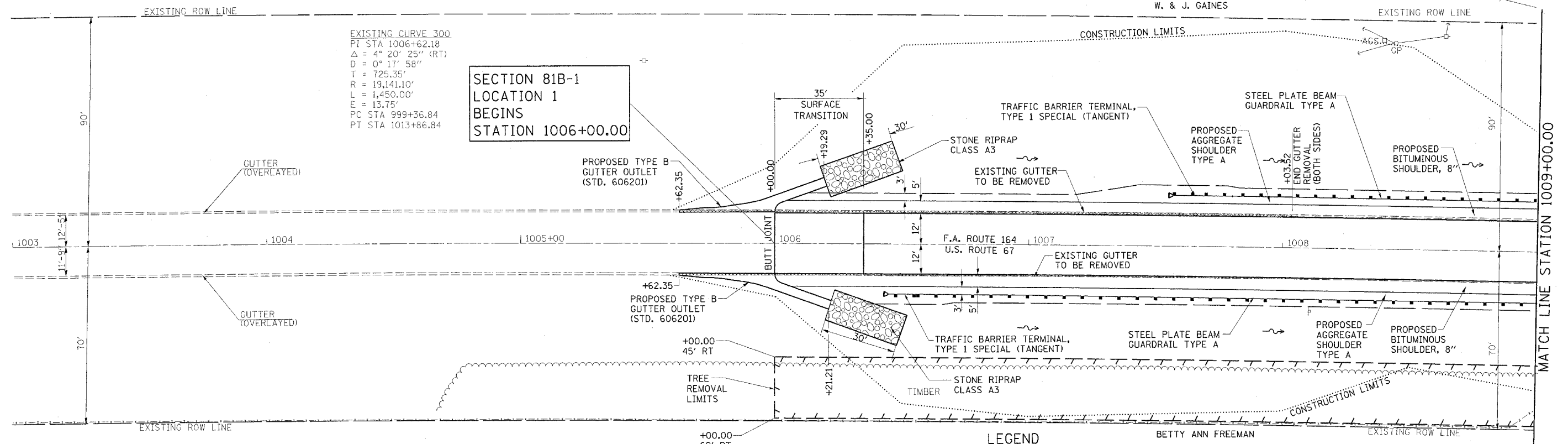
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	20
STA. 1003+00		TO STA. 1009+00		
CONTRACT NO. 72528				

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

PROFILE SURVEYED BY DATE  
 NOTE BOOK NO. CHECKED BY  
 NO. STRUCTURE NOTATION CHKD

EXISTING CURVE 300  
 PI STA 1006+62.18  
 $\Delta = 4^\circ 20' 25''$  (RT)  
 $D = 0^\circ 17' 58''$   
 $T = 725.35'$   
 $R = 19,141.10'$   
 $L = 1,450.00'$   
 $E = 13.75'$   
 PC STA 999+36.84  
 PT STA 1013+86.84

SECTION 81B-1  
 LOCATION 1  
 BEGINS  
 STATION 1006+00.00

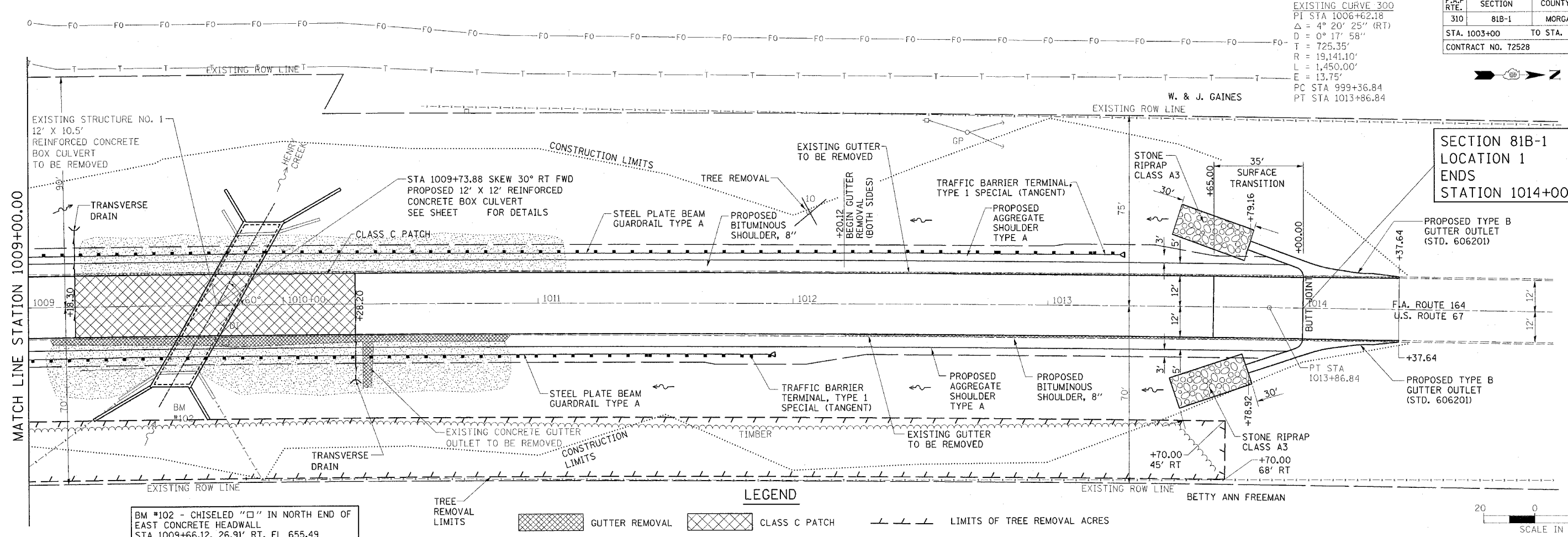


\*DGN-SPEC\*  
 \*DATE-TIME\* \$TIME\$ \*USER\*

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	21
STA. 1003+00		TO STA. 1009+00		
CONTRACT NO. 72528				

EXISTING CURVE 300  
 PI STA 1006+62.18  
 $\Delta = 4^\circ 20' 25''$  (RT)  
 $D = 0^\circ 17' 58''$   
 $T = 725.35'$   
 $R = 19,141.10'$   
 $L = 1,450.00'$   
 $E = 13.75'$   
 PC STA 999+36.84  
 PT STA 1013+86.84

**SECTION 81B-1  
 LOCATION 1  
 ENDS  
 STATION 1014+00.00**



BM #102 - CHISELED "□" IN NORTH END OF EAST CONCRETE HEADWALL  
 STA 1009+66.12, 26.91' RT. EL. 655.49

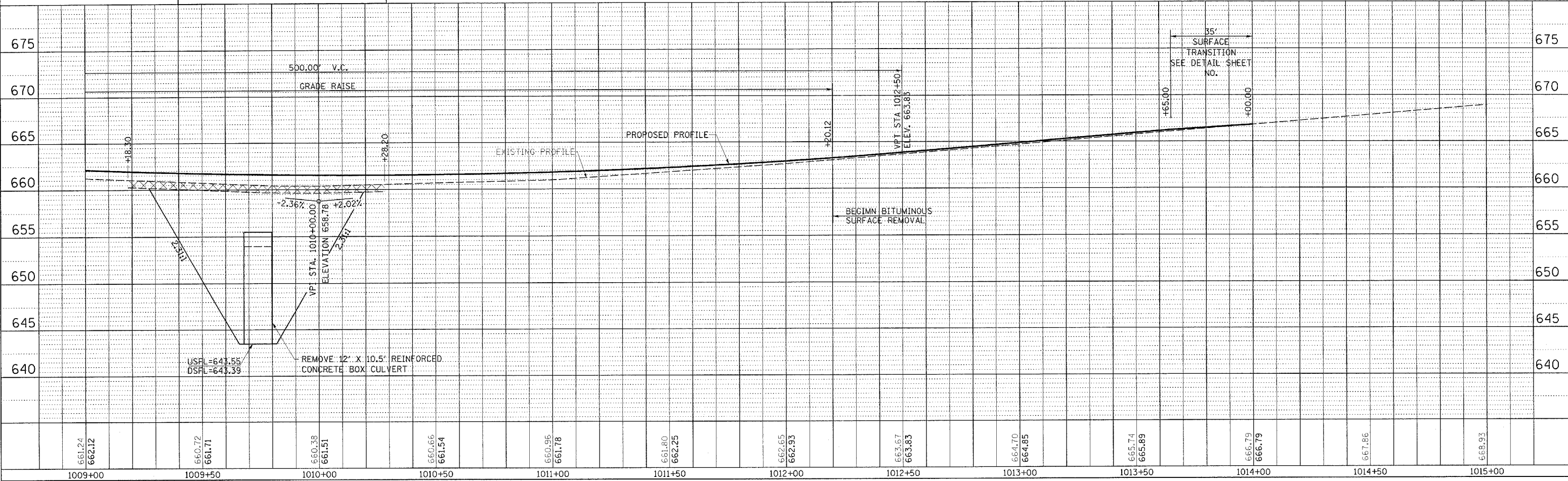
**LEGEND**

- GUTTER REMOVAL
- CLASS C PATCH
- LIMITS OF TREE REMOVAL ACRES



DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_



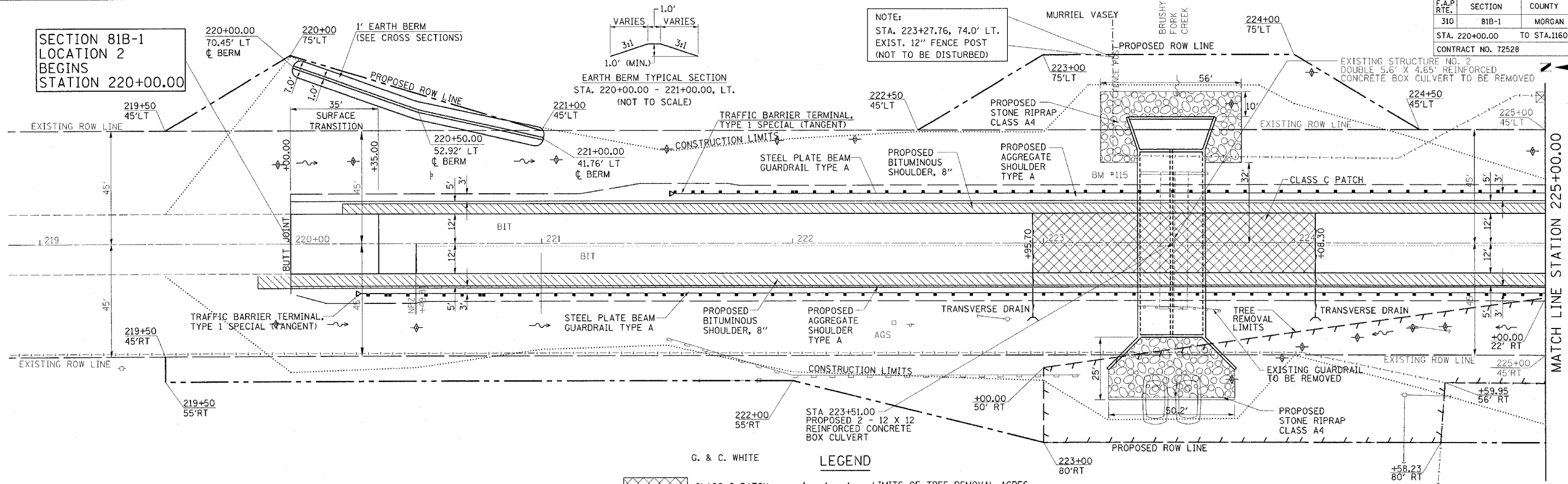
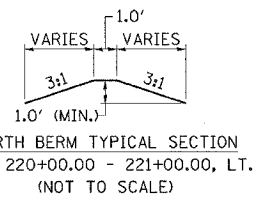
\*DCN-SPEC\*  
 \*DATE-TIME\* \$TIME\$ \*USER\*

PLAN AND PROFILE, US 67/IL 267 LOCATION 1, STA 1009+00 TO STA 1014+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	22
STA. 220+00.00 TO STA. 1160+00.00				
CONTRACT NO. 72528				

SECTION 81B-1  
LOCATION 2  
BEGINS  
STATION 220+00.00

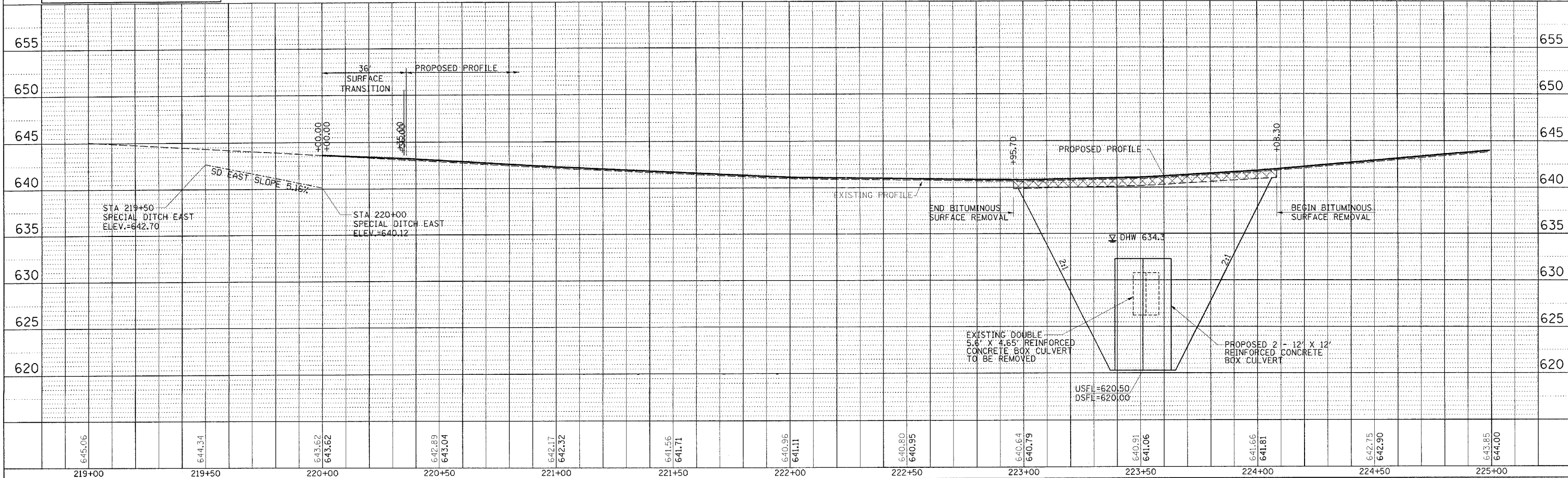
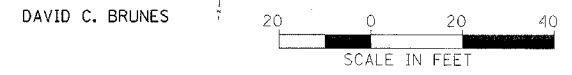
NOTE:  
STA. 223+27.76, 74.0' LT.  
EXIST. 12" FENCE POST  
(NOT TO BE DISTURBED)



G. & C. WHITE  
**LEGEND**  
 CLASS C PATCH  
 LIMITS OF TREE REMOVAL ACRES

BM #116 - SET CHISELED "O" CENTER OF DROP BOX  
STA 213+25.81, 23.54' LT. EL. 649.25

BM #115 - SET CHISELED "O" CENTER OF EAST HEADWALL  
STA 223+52.28, 28.19' LT. EL. 634.53



DATE	BY	REVISION

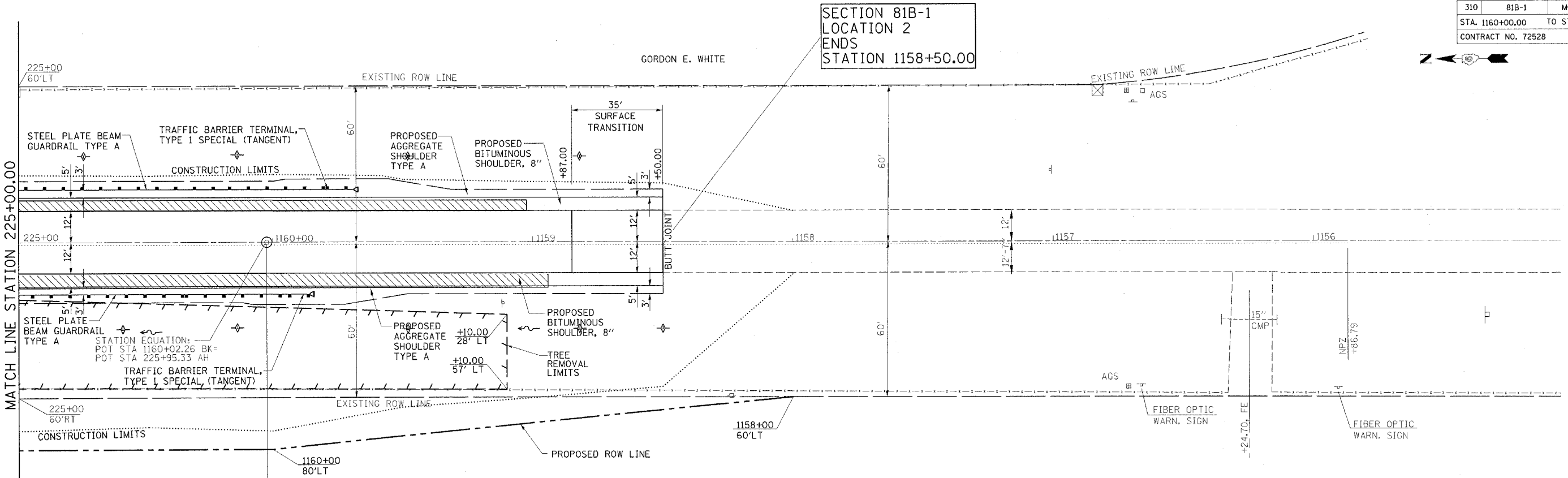
DATE	BY	REVISION

\*DGN-SPEC\*  
\*DATE-TIME\* \$TIME\$ \*USER\*

PLAN AND PROFILE, US 67/IL 267 LOCATION 2, STA 220+00 TO STA 225+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	23
STA. 1160+00.00		TO STA. 1158+50.00		
CONTRACT NO. 72528				

SECTION 81B-1  
LOCATION 2  
ENDS  
STATION 1158+50.00

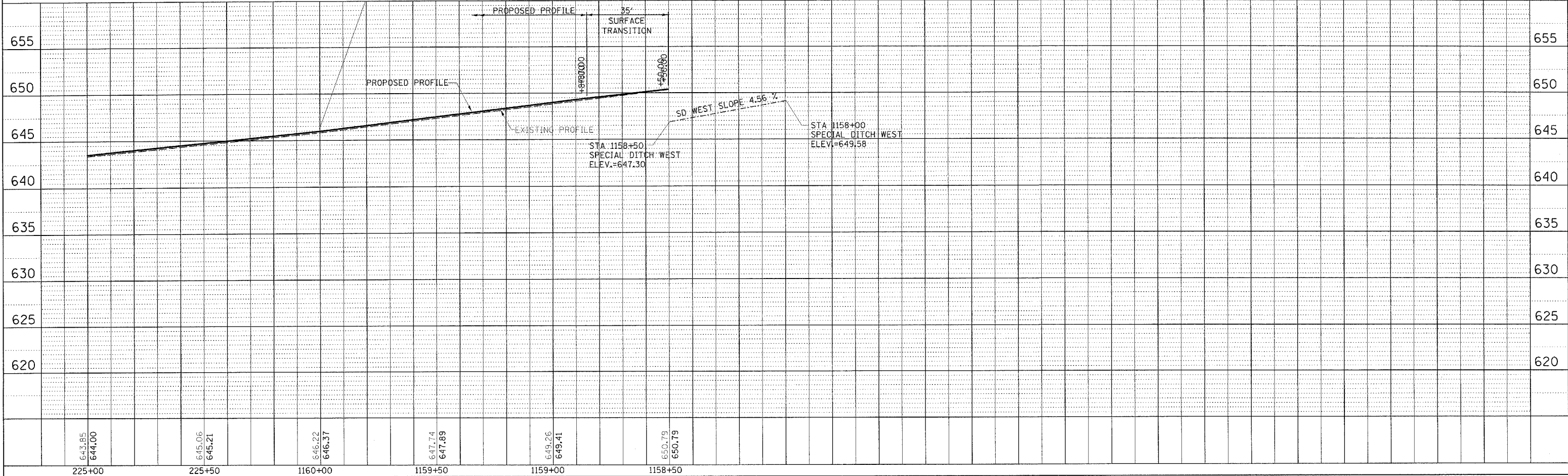
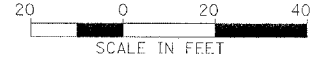


DATE	BY	DATE

DATE	BY	DATE

LEGEND

- CLASS C PATCH
- LIMITS OF TREE REMOVAL ACRES

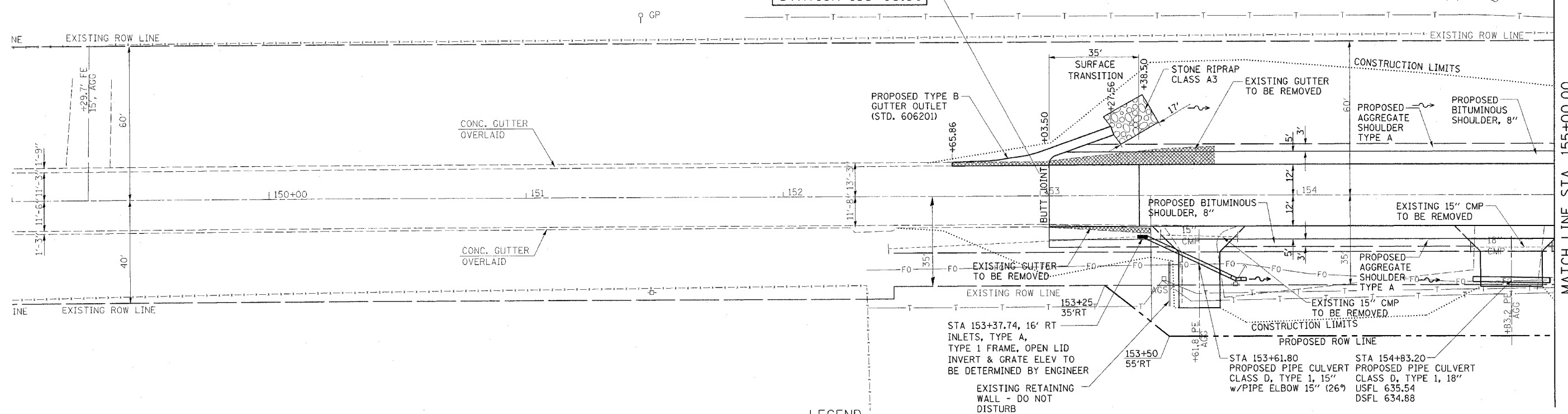


\*DGN-SPEC\*  
\*DATE-TIME\* \$TIME\$ \*USER\*

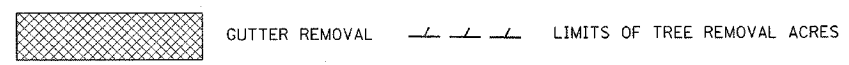
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	24
STA. 149+00.00		TO STA. 155+00.00		
CONTRACT NO. 72528				

SECTION 81B-1  
LOCATION 3  
BEGINS  
STATION 153+03.50

SAM AND ANTOWELL A ALFAND



LEGEND

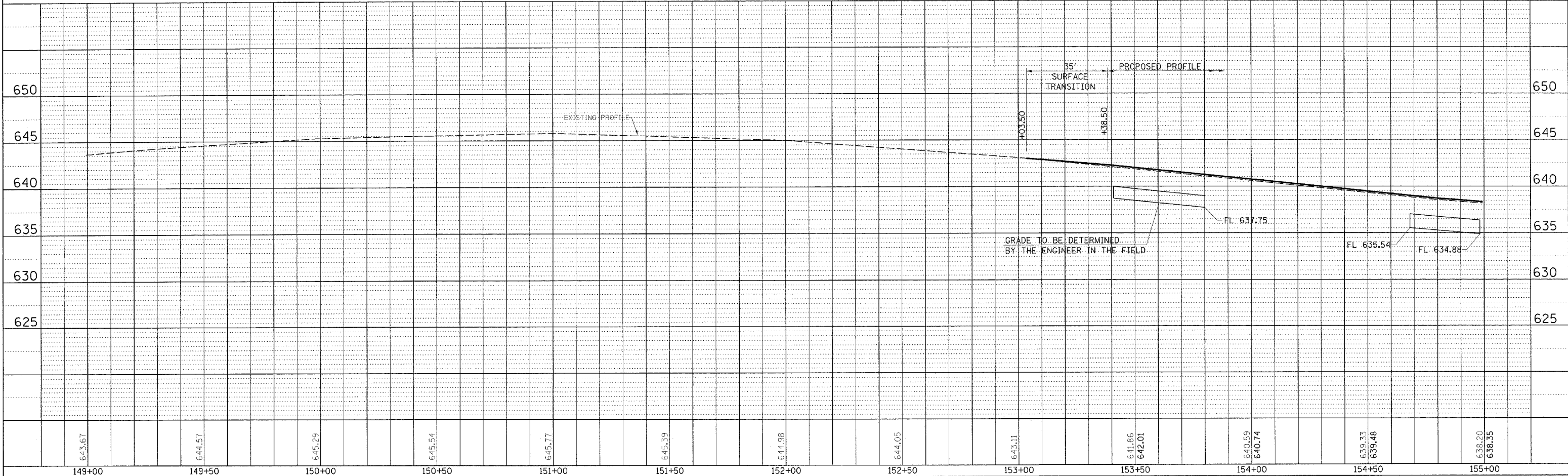


MARVIN D. HOWERTON



PLAN  
SURVEYED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_  
NOTE BOOK NO.: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_  
S.M. NOTED: \_\_\_\_\_  
STRUCTURE NOTATION: \_\_\_\_\_

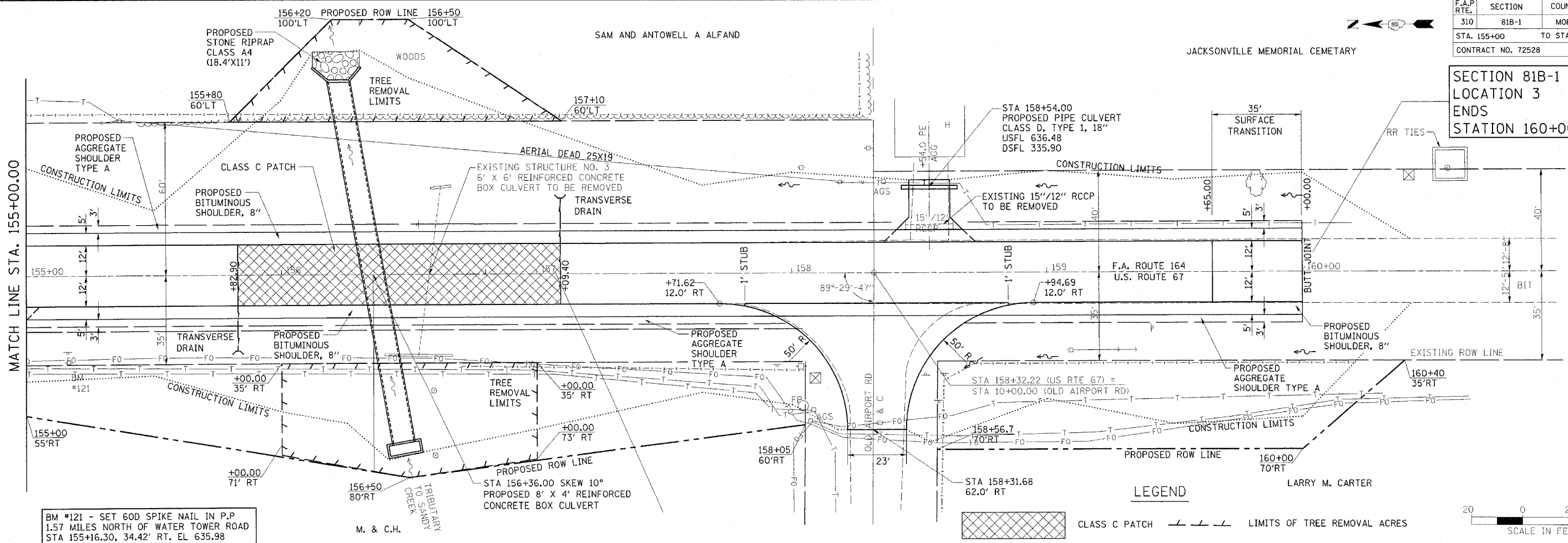
PROFILE  
SURVEYED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_  
NOTE BOOK NO.: \_\_\_\_\_  
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DATE: \_\_\_\_\_  
S.M. NOTED: \_\_\_\_\_  
STRUCTURE NOTATION: \_\_\_\_\_



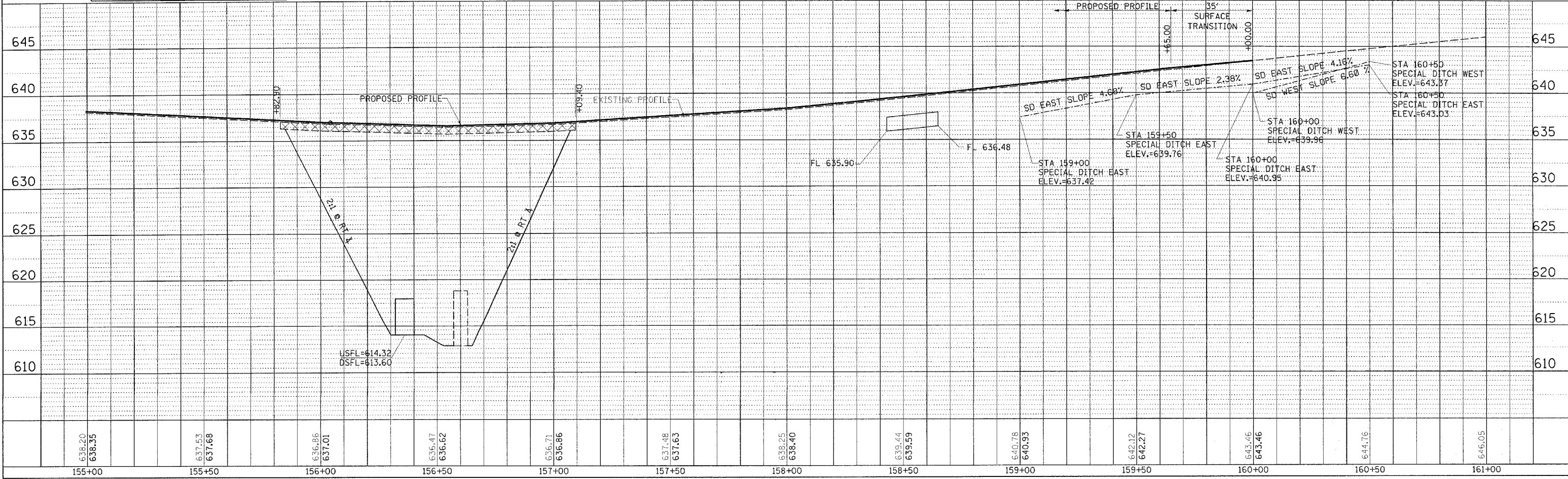
\*DGN-SPEC\*  
\*DATE-TIME\* \*TIME\$ \*USER\*



**SECTION 81B-1  
LOCATION 3  
ENDS  
STATION 160+00.00**



BM #121 - SET 60D SPIKE NAIL IN P.P  
1.57 MILES NORTH OF WATER TOWER ROAD  
STA 155+16.30, 34.42' RT. EL. 635.98

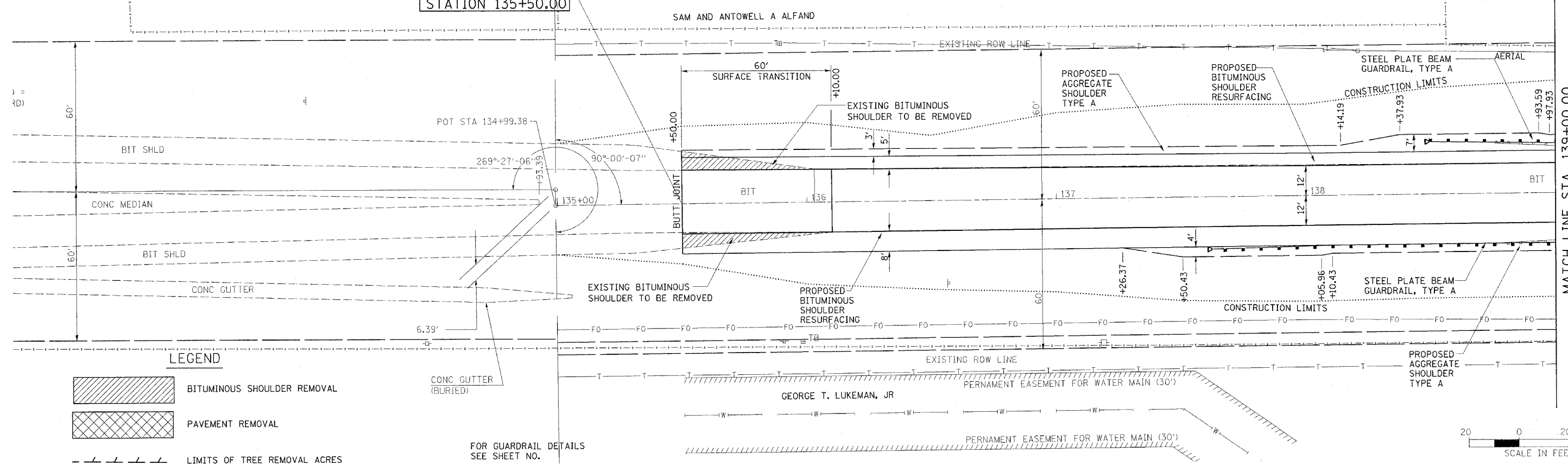


PLAN AND PROFILE, US 67/IL 267 LOCATION 3, STA 155+00 TO STA 161+00

•DGN-SPEC•  
•DATE-TIME• \$TIME\$ •USER•



SECTION 81B-1  
LOCATION 4  
BEGINS  
STATION 135+50.00

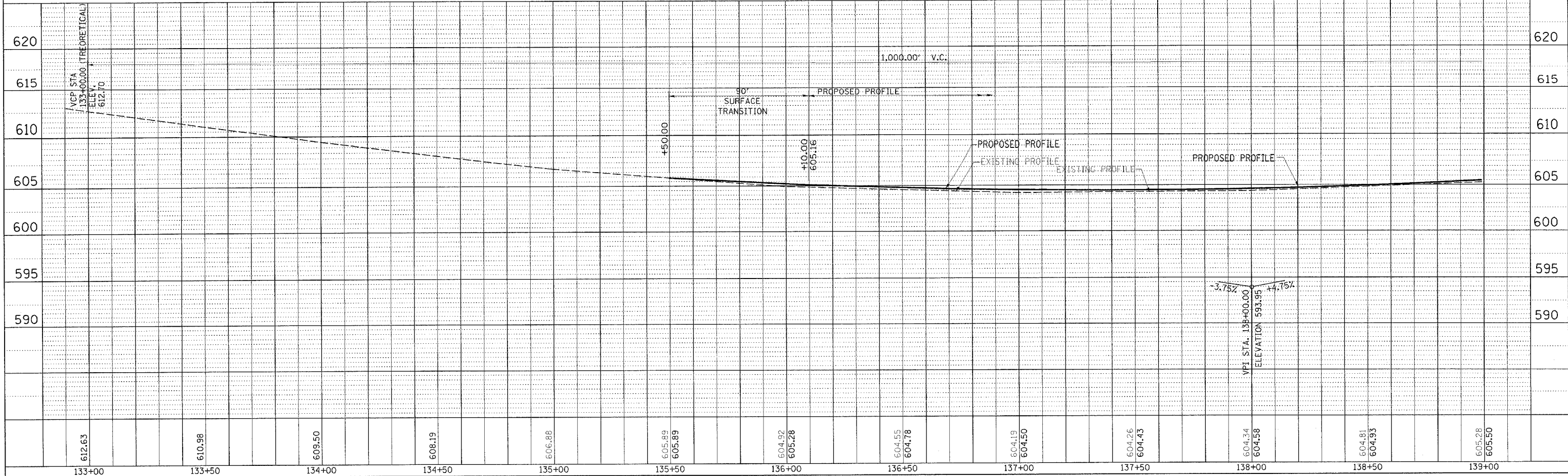


- LEGEND**
- BITUMINOUS SHOULDER REMOVAL
  - PAVEMENT REMOVAL
  - LIMITS OF TREE REMOVAL ACRES

FOR GUARDRAIL DETAILS  
SEE SHEET NO.

PLAN SURVEYED  
PLOT CHECKED  
NOTE BOOK NO. OF WAY CHECKED  
DATE  
BY

PROFILE SURVEYED  
PLOT CHECKED  
NOTE BOOK NO. OF WAY CHECKED  
DATE  
BY

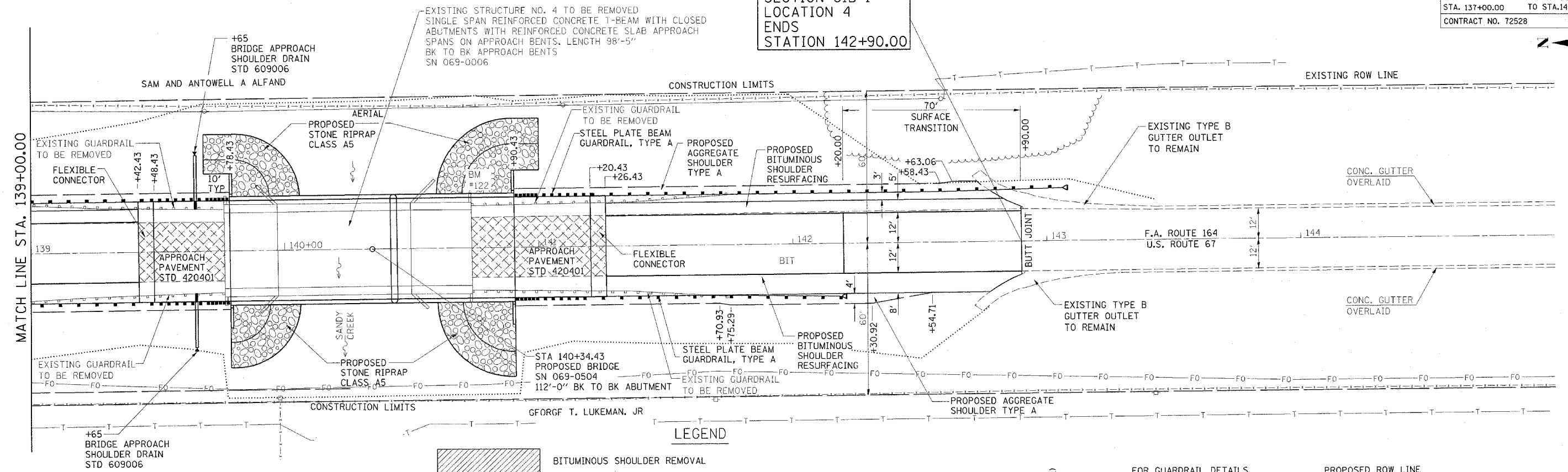


\*DGN-SPEC\*  
\*DATE-TIME\* \$TIME\$ \*USER\*

SECTION 81B-1  
LOCATION 4  
ENDS  
STATION 142+90.00

PLAN  
SURVEYED  
NOTE BOOK  
NO.

PROFILE  
SURVEYED  
NOTE BOOK  
NO.

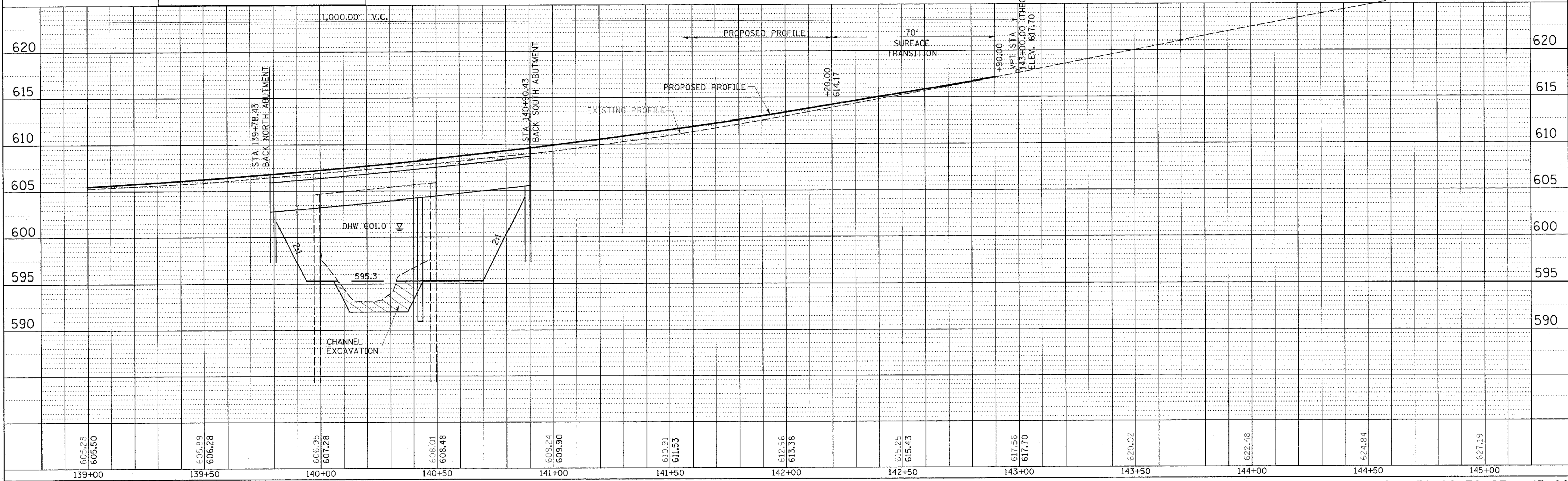
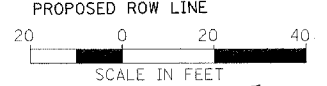


BM #122 - FOUND CHISELED "□" IN S.E. CORNER CONCRETE HANDRAIL AT S.E. CORNER BRIDGE STA 140+73.63, 18.39' LT. EL. 610.88

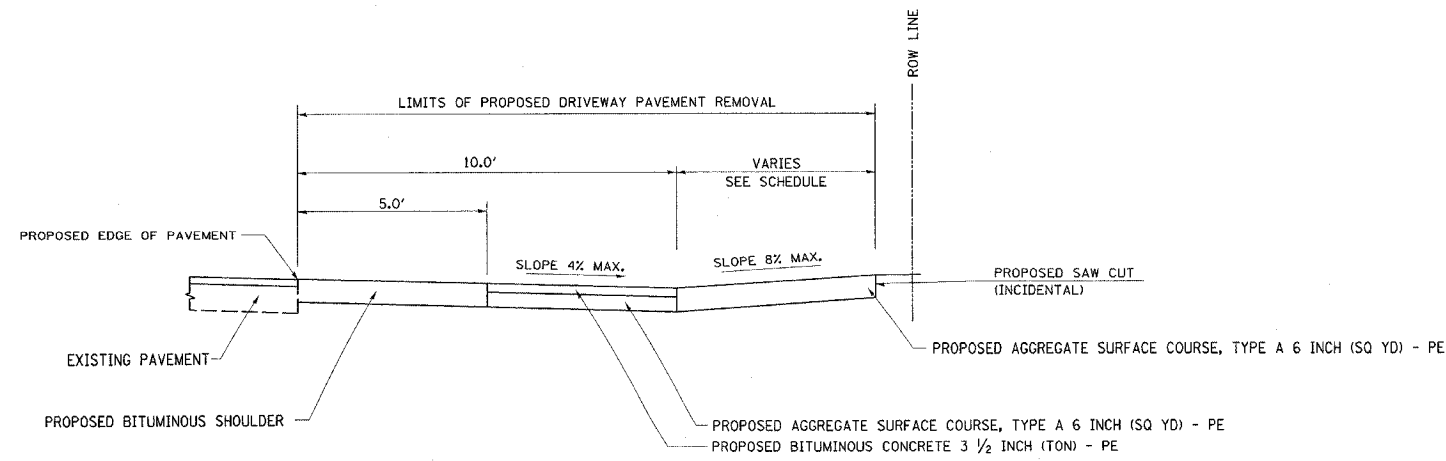
**LEGEND**

- BITUMINOUS SHOULDER REMOVAL
- PAVEMENT REMOVAL
- LIMITS OF TREE REMOVAL ACRES

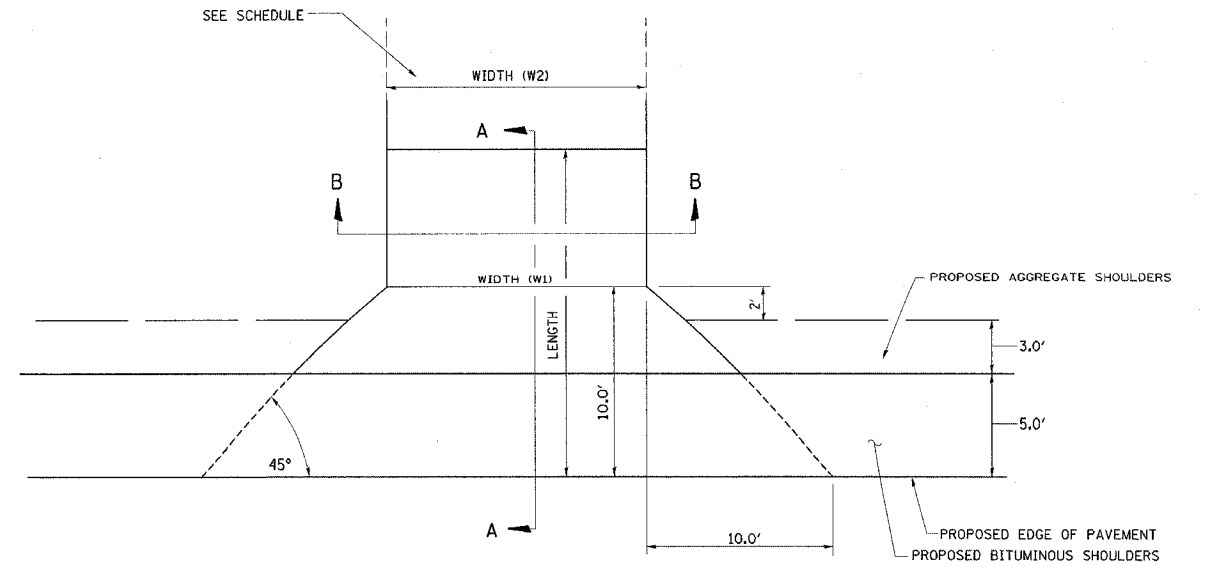
FOR GUARDRAIL DETAILS SEE SHEET NO.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	28
STA.		TO STA.		
CONTRACT NO. 72528				



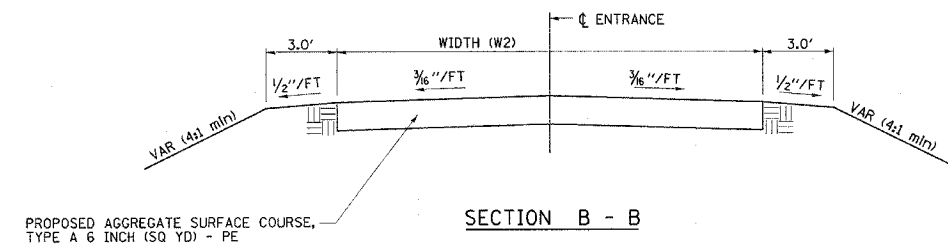
SECTION A-A  
FOR EX PE & CE



PLAN - RURAL PE & CE  
FLARED RETURNS

GENERAL NOTES:

1. THE REMOVAL AND DISPOSAL OF THE DRIVEWAY PAVEMENT STRUCTURE, INCLUDING SURFACE, BASE, AND SUB-BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "DRIVEWAY PAVEMENT REMOVAL OR BITUMINOUS REMOVAL (MISCELLANEOUS)."
2. BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES WHICH REQUIRES PLACEMENT IN MORE THAN ONE LIFT, THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE SUPERPAVE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIXTURE C, N50. THIS WORK WILL BE PAID AS "INCIDENTAL BITUMINOUS SURFACING."



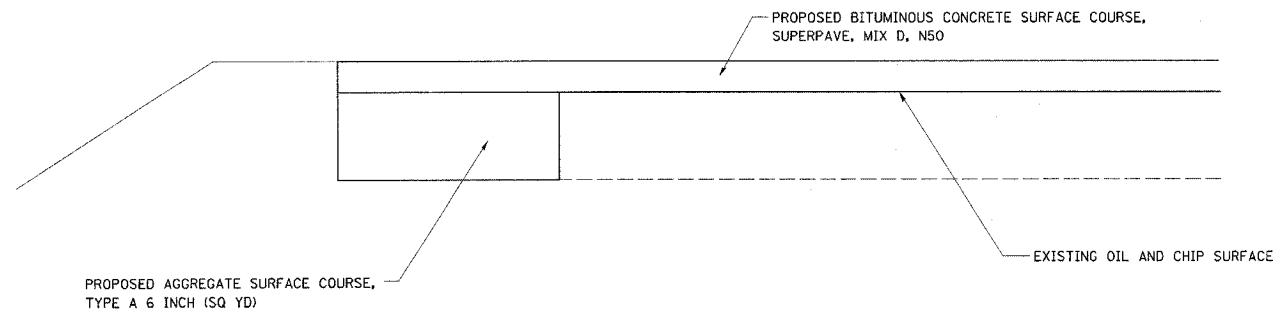
SECTION B - B

REVISIONS	
NAME	DATE

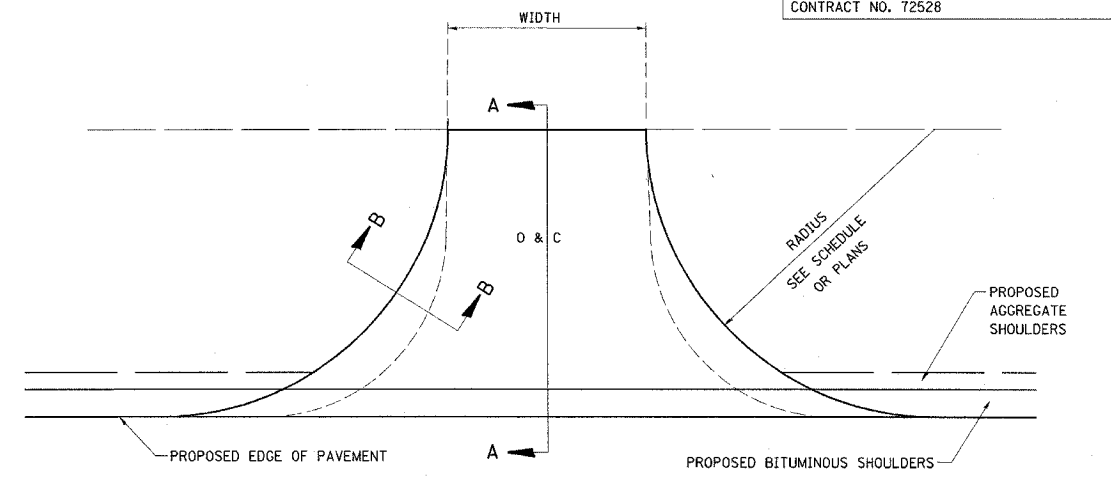
ILLINOIS DEPARTMENT OF TRANSPORTATION  
ENTRANCE DETAILS  
FLARED RETURNS  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
MORGAN COUNTY

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

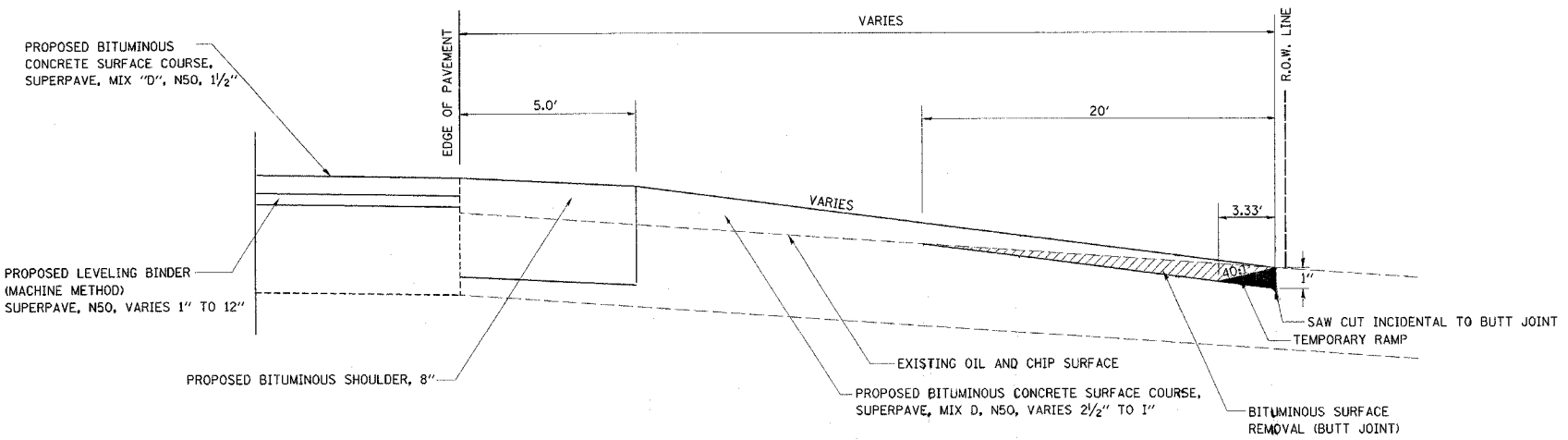
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	29
STA.		TO STA.		
CONTRACT NO. T2528				



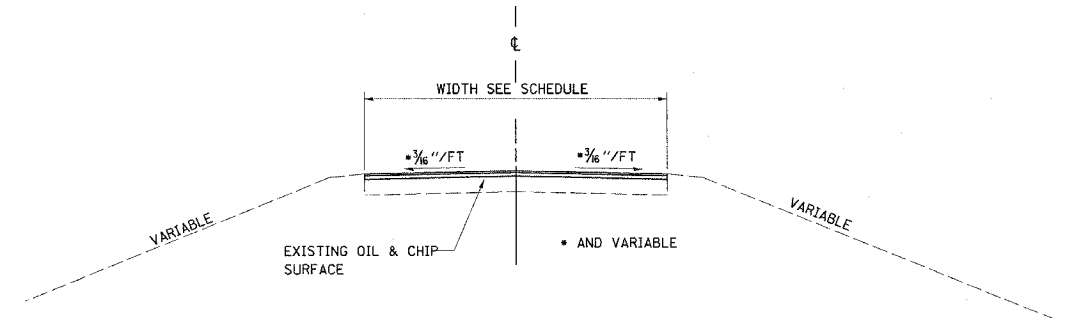
SECTION B-B



PLAN VIEW



SECTION A-A  
RESURFACING FOR SIDE ROADS



TYPICAL SECTION  
(OLD AIRPORT ROAD)

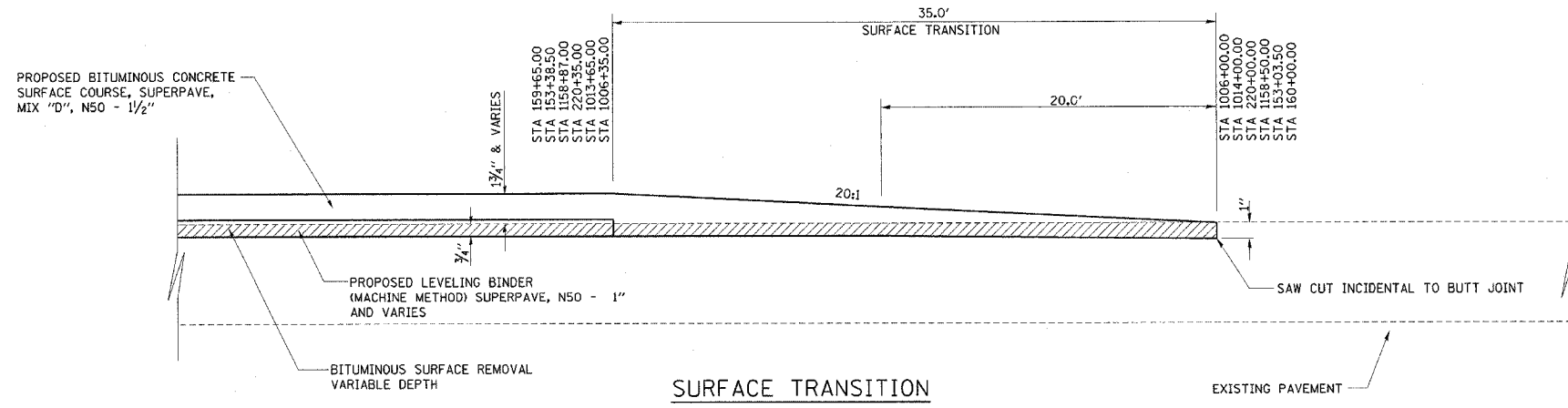
GENERAL NOTES:

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

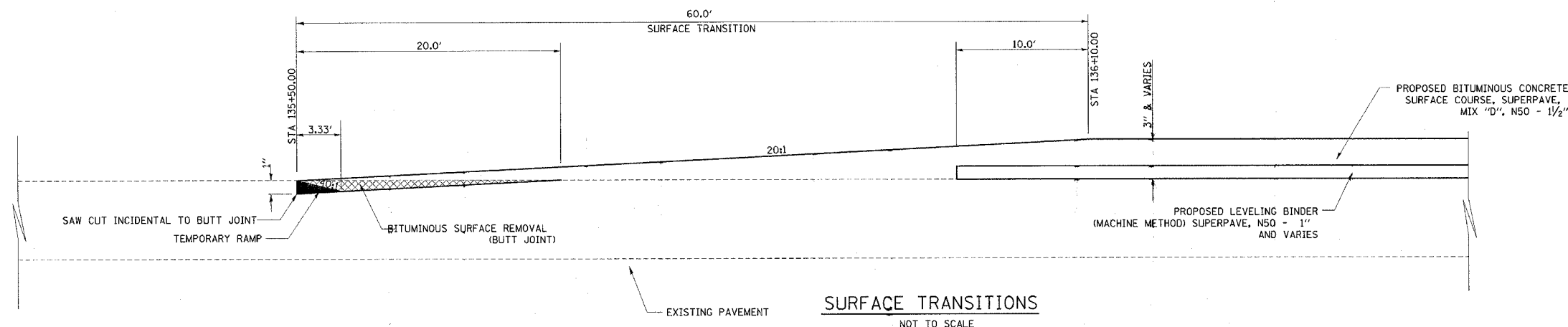
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SURFACE TRANSITION &  
 BUTT JOINT DETAIL AT SIDE ROADS**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY BANDY  
 CHECKED BY STEUART

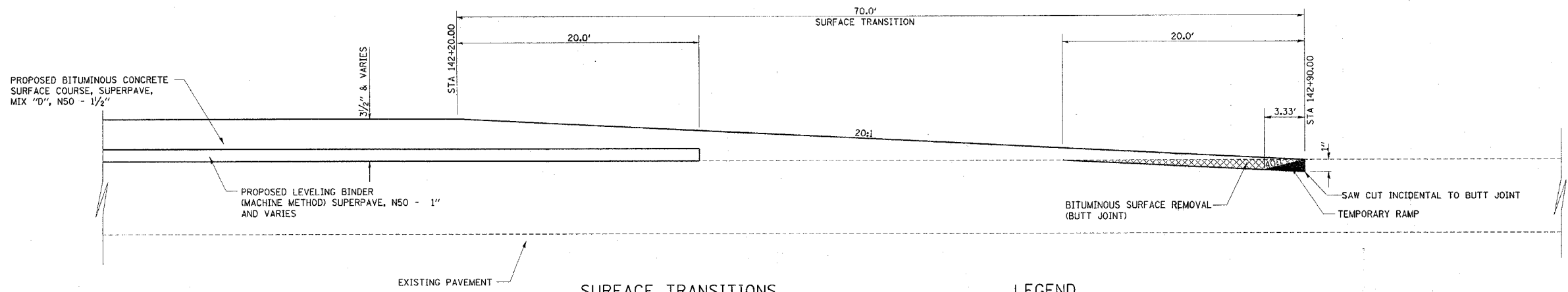
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	30
STA.		TO STA.		
CONTRACT NO. 72528				



**SURFACE TRANSITION**  
NOT TO SCALE  
HENRY CREEK,  
BRUSHY FORK CREEK  
& AIRPORT ROAD



**SURFACE TRANSITIONS**  
NOT TO SCALE  
SANDY CREEK



**SURFACE TRANSITIONS**  
NOT TO SCALE  
SANDY CREEK

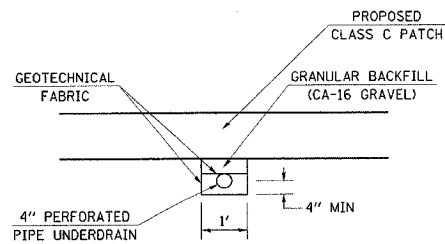
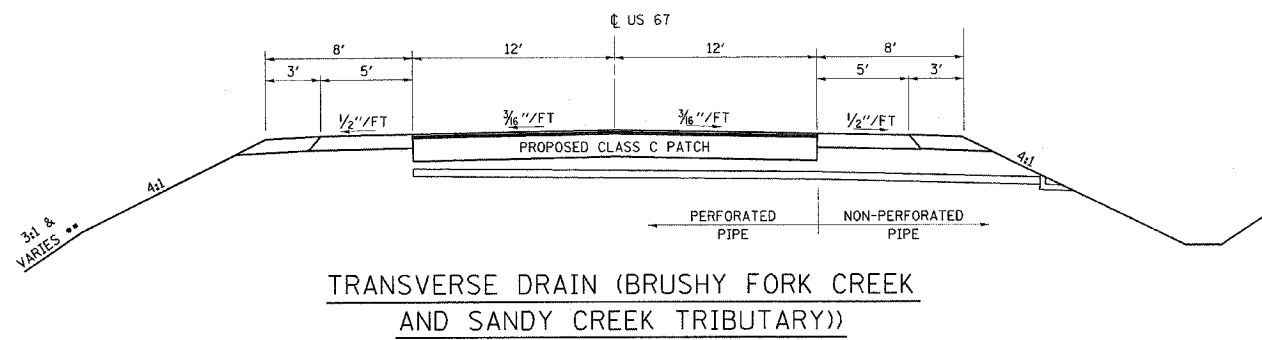
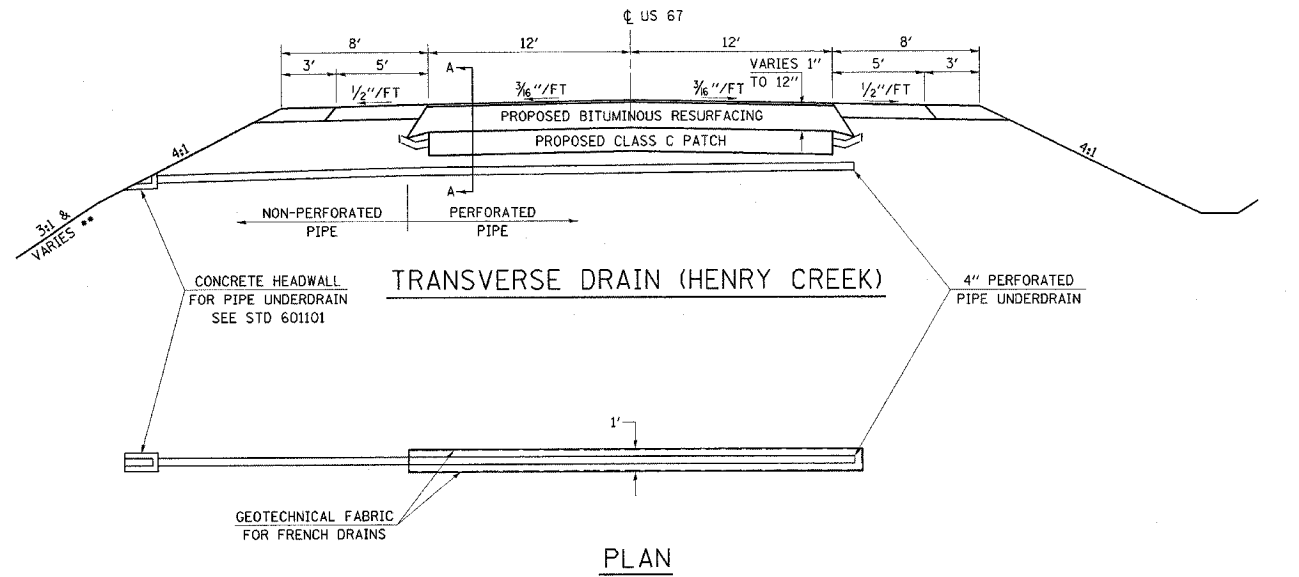
**LEGEND**

	BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH
	BITUMINOUS SURFACE REMOVAL (BUTT JOINT)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SURFACE TRANSITION DETAIL**  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
MORGAN COUNTY

DATE \_\_\_\_\_ DRAWN BY BANDY  
CHECKED BY STEUART



**GENERAL NOTES:**

DRAIN SHOULD BE AT A DEPTH EQUAL TO 4" BELOW EXISTING PAVEMENT (OR CLASS C PATCH, WHICHEVER IS DEEPER) AT EXISTING/PATCH INTERFACE.

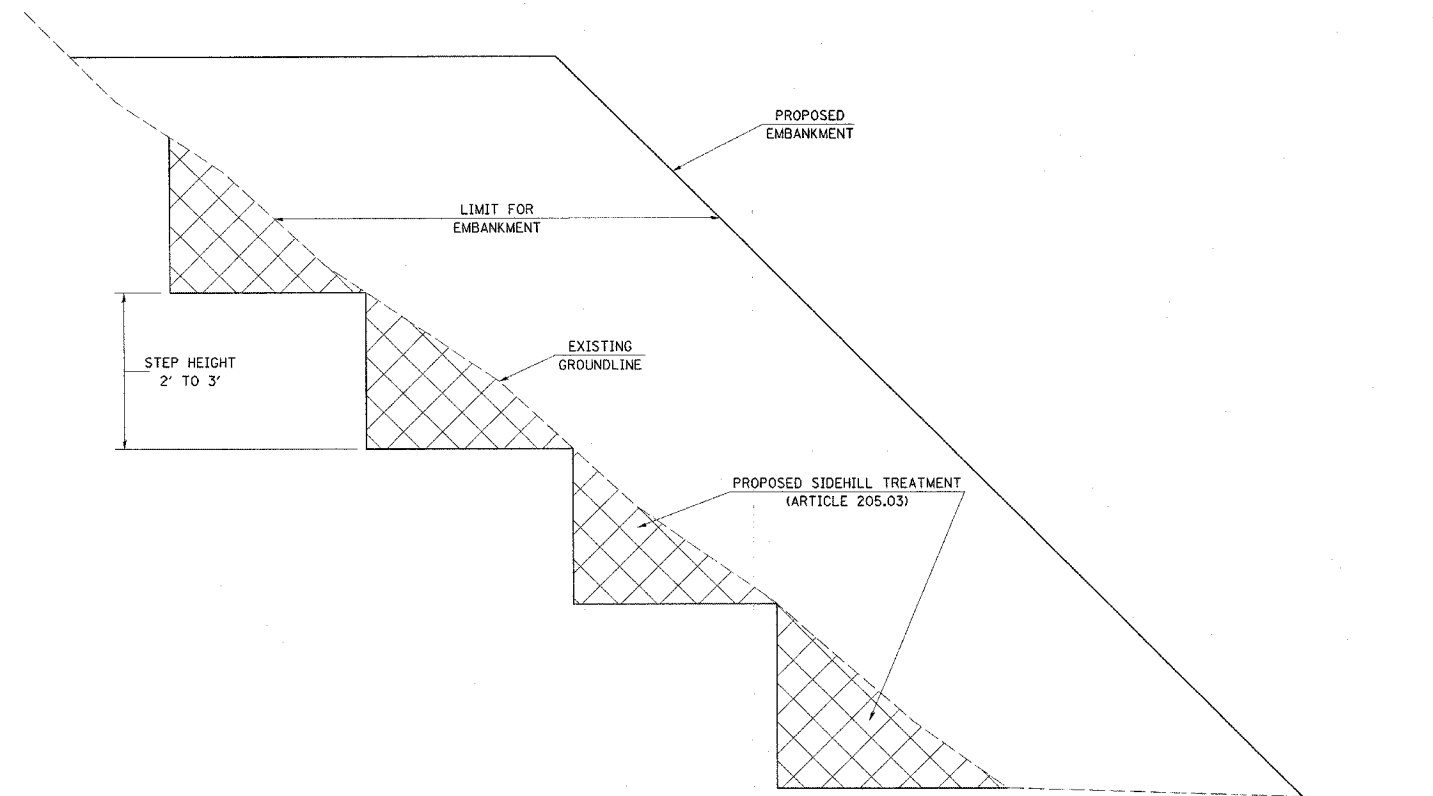
TRANSVERSE DRAIN MATERIALS AND CONSTRUCTION SHALL CONFORM TO SECTION 601 OF THE STANDARD SPECIFICATIONS EXCEPT THAT NO FABRIC ENVELOPE IS REQUIRED ON PERFORATED PIPE. THE GRANULAR BACKFILL SHALL BE GRAVEL AND THE GRADATION SHALL BE CA-16.

GEOTECHNICAL FABRIC SHALL BE NON-WOVEN NEEDLE PUNCHED MATERIAL.

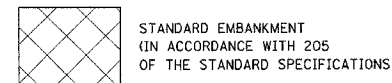
ALL MATERIALS INCLUDING THE EXCAVATION, BACKFILL, PIPE, CONCRETE HEADWALLS AND ALL OTHER ITEMS AS SHOWN ABOVE AND SPECIFIED IN SECTION 501 OF THE STANDARD SPECIFICATIONS, WILL NOT BE MEASURED SEPARATELY, BUT WILL BE INCLUDED IN THE COST PER UNIT FOR TRANSVERSE DRAINS COMPLETE.

**SLOPE BENCHING DETAIL**

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



**REPLACEMENT MATERIAL:**



**GENERAL NOTES:**

1 WHEN EXISTING SLOPES ARE GREATER THAN 6' HIGH AND STEEPER THAN 3H:1V, STEPS SHALL BE CUT INTO EXISTING SLOPES PRIOR TO, OR IN CONJUNCTION WITH, PLACING SIDEHILL FILLS.

2 REFER TO ARTICLE 205.03 FOR EMBANKMENT TO BE CONSTRUCTED ON HILLSIDES OR SLOPES, OR IF EXISTING EMBANKMENTS ARE TO BE WIDENED.

3 THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE EARTHWORK REQUIRED FOR THIS PROJECT.

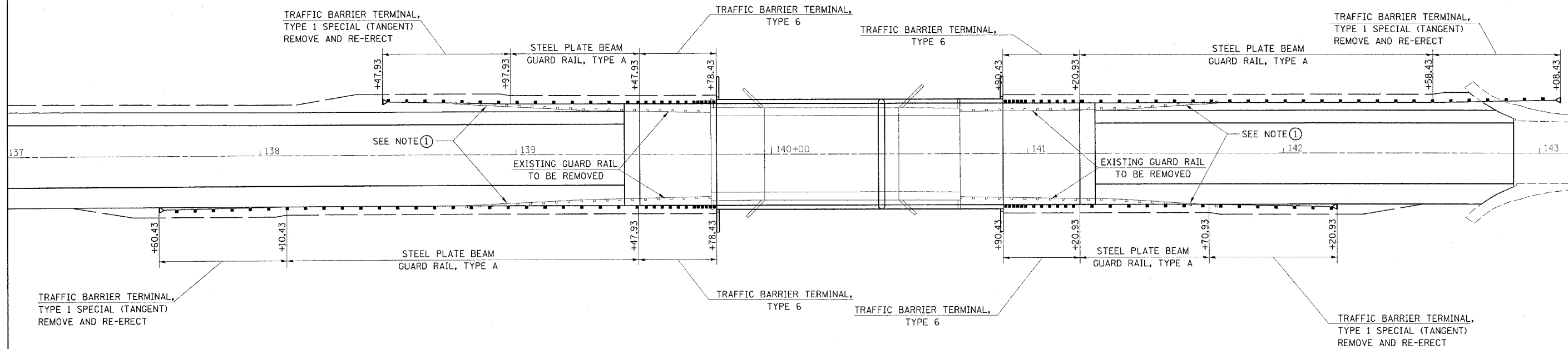
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**MISCELLANEOUS DETAILS**

FAP ROUTE 310 (US 67)  
SECTION 81B-1  
MORGAN COUNTY

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	32
STA.		TO STA.		
CONTRACT NO. 72528				

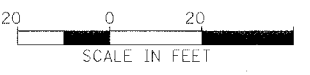


LOCATION 4

US ROUTE 67  
GUARD RAIL LOCATION RIGHT  
STA 137+60.43 TO STA 139+78.43  
STA 140+90.43 TO STA 142+20.93

US ROUTE 67  
GUARD RAIL LOCATION LEFT  
STA 138+47.93 TO STA 139+78.43  
STA 140+90.43 TO STA 143+08.43

NOTE 1  
EXISTING TRAFFIC BARRIER TERMINAL,  
TYPE 1 SPECIAL (TANGENT) TO BE  
REMOVED AND RE-ERECTED AS SHOWN

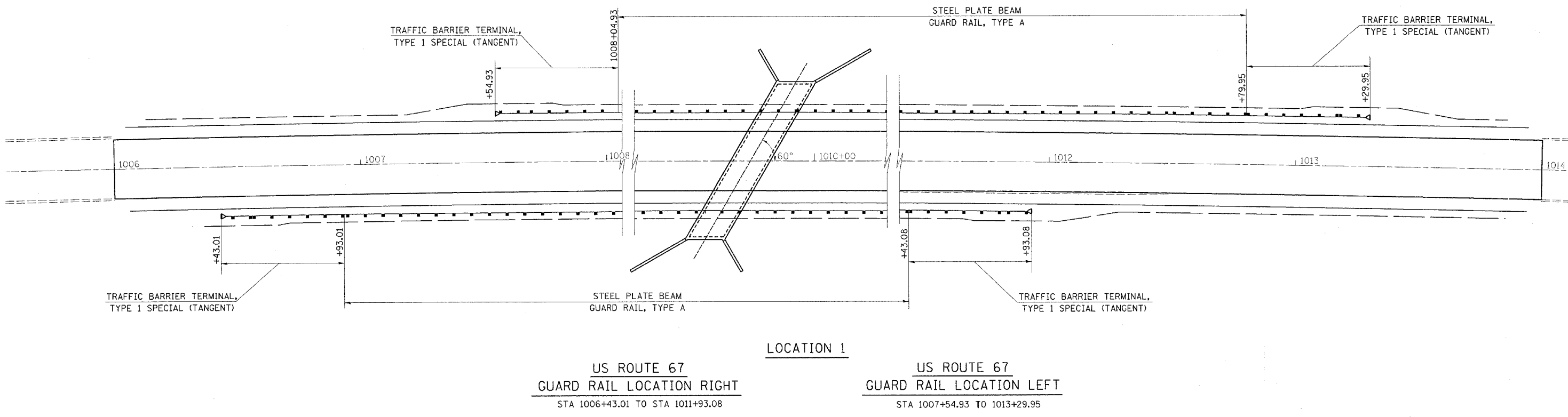


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED GUARD RAIL  
PLAN DETAILS**  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
LOCATION 4  
MORGAN COUNTY  
DRAWN BY BANDY  
CHECKED BY STEUART  
DATE 8/03



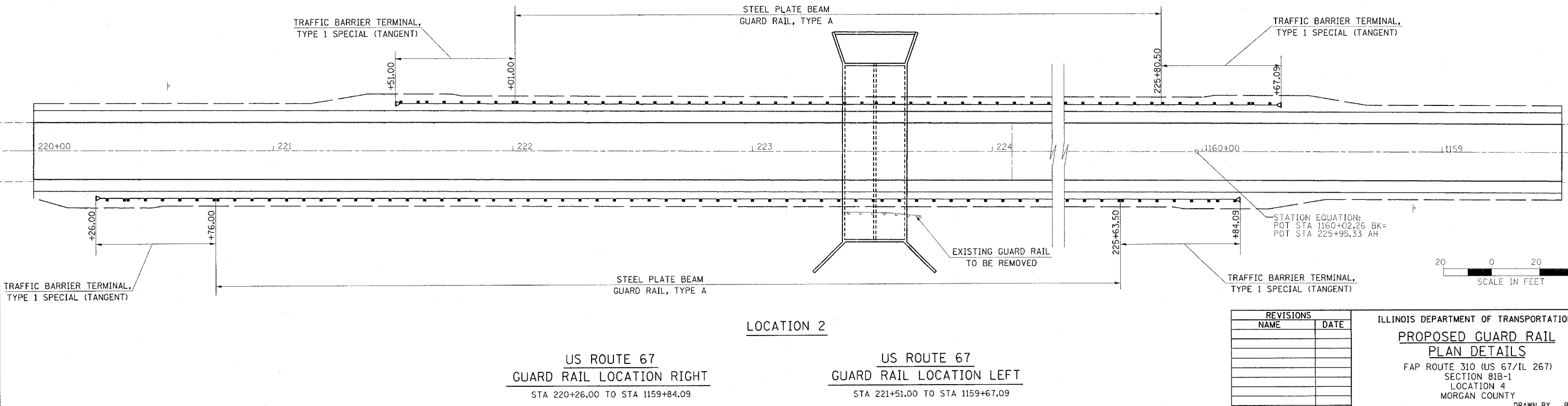
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	33
STA.		TO STA.		
CONTRACT NO. 72528				



LOCATION 1

US ROUTE 67  
GUARD RAIL LOCATION RIGHT  
STA 1006+43.01 TO STA 1011+93.08

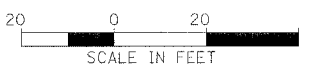
US ROUTE 67  
GUARD RAIL LOCATION LEFT  
STA 1007+54.93 TO STA 1013+29.95



LOCATION 2

US ROUTE 67  
GUARD RAIL LOCATION RIGHT  
STA 220+26.00 TO STA 1159+84.09

US ROUTE 67  
GUARD RAIL LOCATION LEFT  
STA 221+51.00 TO STA 1159+67.09



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED GUARD RAIL  
PLAN DETAILS**  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
LOCATION 4  
MORGAN COUNTY  
DRAWN BY BANDY  
CHECKED BY STEUART  
DATE 8/03

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	34
STA.		TO STA.		
CONTRACT NO. 72528				

**STORM WATER POLLUTION PREVENTION PLAN**

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME; THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN, CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THIS PLAN. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER, AS SHOWN IN THE PLAN DETAILS, AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROPOSED PROJECT CONSISTS OF BOX CULVERT AND BRIDGE REMOVAL AND REPLACEMENT.
2. CONSTRUCTION CONSISTS OF EARTHWORK, BOX CULVERTS, BRIDGE, DITCHES, PAVEMENT, DRAINAGE STRUCTURES, AND OTHER MISCELLANEOUS WORK TO COMPLETE THE PROPOSED ROADWAY.

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB EARTH AND LEAD TO POSSIBLE EROSION FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

1. EXCAVATION WILL BE COMPLETED ALONG THE ENTIRE LENGTH OF THE JOB TO GRADE THE PROPOSED ROADWAY AND GRADE THE PROPOSED ROADWAY DITCHES.
2. DRAINAGE STRUCTURES WILL BE INSTALLED DURING CONSTRUCTION OF THE EXCAVATION AND EMBANKMENT TO ALLOW FOR EXTRA DRAINAGE.
3. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL ITEMS INCLUDING PERIMETER EROSION BARRIER, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, SEDIMENT BASINS, AND SEEDING.
4. PLACEMENT OF PERMANENT EROSION CONTROL ITEMS, INCLUDING DITCH RIP RAP AND LININGS, EROSION CONTROL BLANKET, AND SEEDING.
5. FINAL ROADWAY GRADING, PAVING, AND OTHER MISCELLANEOUS ITEMS.

AREA OF CONSTRUCTION SITE:

1. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 10.2 ACRES OF WHICH 4.1 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

	CONSTRUCTION SITE	DISTURBED
HENRY CREEK	3.2	1.4
BRUSHY FORK CREEK	2.5	1.0
TRIBUTARY TO SANDY CREEK	2.2	1.0
SANDY CREEK	2.3	0.7
	10.2 ACRES	4.1 ACRES

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THIS STORM WATER POLLUTION PREVENTION PLAN AS REFERENCE DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM FIELD REVIEWS AND SOIL BORINGS WHICH WERE UTILIZED FOR PROPOSED PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS.
2. SITE MAPS INDICATING DRAINAGE PATTERNS WERE EVALUATED. APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, USGS DRAINAGE MAPS, AND PROJECT PLAN DOCUMENTS WERE ALSO UTILIZED FOR PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL ITEMS.

DRAINAGE TRIBUTARIES RECEIVING WATER FROM THIS CONSTRUCTION SITE:

1. HENRY CREEK
2. BRUSHY FORK CREEK
3. TRIBUTARY TO SANDY CREEK
4. SANDY CREEK

CONTROLS-EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

1. THE BOUNDARIES AND LIMITS OF THE PROJECT WILL BE MANAGED FOR THE PURPOSE OF CONTROLLING EROSION WITHIN THE AREA BY ESTABLISHING VEGETATIVE COVER, WHICH WILL BECOME PERMANENT VEGETATION AND ACT AS AN EROSION BARRIER. WORK AT THE BEGINNING OF THE CONSTRUCTION WILL CONSIST OF THE FOLLOWING.
  - (A) AREAS OF EXISTING VEGETATION (WOODS AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION SLOPE LIMITS SHALL BE IDENTIFIED FOR PRESERVING AND SHALL BE PROTECTED FROM MOWING, BRUSH CUTTING, TREE REMOVAL AND OTHER ACTIVITIES WHICH WOULD BE DETRIMENTAL TO THEIR MAINTENANCE AND DEVELOPMENT.
  - (B) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
  - (C) AS SOON AS REASONABLE ACCESS IS AVAILABLE (SUCH AS TREES CLEARED) TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND AS DIRECTED BY THE ENGINEER.
  - (D) 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 FOURTEEN CALENDAR DAYS.
2. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND MAY SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVER SEEDING CAN BE COMPLETE.
3. A THIRD BENEFIT OF THESE AREAS IS THAT THEY WILL BEGIN TO PROVIDE A SCREEN AND BUFFER. THEY WILL HELP PROTECT THE CONSTRUCTION SITE FROM WINDS AND EXCESS SUN AND MITIGATE CONSTRUCTION NOISE AND DUST.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STORM WATER POLLUTION PREVENTION PLAN**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY  
 SCALE: VERT.      DRAWN BY BANDY  
           HORIZ.      CHECKED BY STEWART  
 DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	35
STA.		TO STA.		
CONTRACT NO. 72528				

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

1. DURING ROADWAY CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION SLOPE LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED FROM DAMAGING EFFECTS OF CONSTRUCTION. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESIGNATED ON THE PLANS OR DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
2. WITHIN THE CONSTRUCTION ZONE, CRITICAL AREAS WHICH HAVE HIGH FLOWS OF WATER AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
3. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN CALENDAR DAYS.
4. AS THE CONTRACTOR CONSTRUCTS A PORTION OF ROADWAY IN A FILL SECTION HE/SHE SHALL FOLLOW THE FOLLOWING STEPS AS DIRECTED BY THE ENGINEER:
  - (A) PLACE TEMPORARY EROSION CONTROL SYSTEMS AT LOCATIONS WHERE WATER LEAVES AND RETURNS FROM THE CONSTRUCTION ZONE.
  - (B) TEMPORARILY SEED HIGHLY ERODIBLE AREAS OUTSIDE THE CONSTRUCTION SLOPE LIMITS.
  - (C) CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
  - (D) TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
  - (E) BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.
  - (F) CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME PLACING PERMANENT EROSION CONTROL SUCH AS RIP RAP, DITCH LINING AND CONDUCT FINAL SHAPING TO THE SLOPES.
5. EXCAVATED AREAS AND EMBANKMENTS SHALL BE PERMANENTLY SEEDED WHEN FINAL GRADED. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR FOURTEEN CALENDAR DAYS.
6. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUN-OFF IN COMPLIANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
7. THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT ON A REGULAR BASIS, AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF EACH 13 mm (0.5 INCH) RAINFALL OR EQUIVALENT SNOWFALL, TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
8. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. SILT FENCE SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% OF THE HEIGHT OF THE CONTROL DEVICE. THE COST OF THE MAINTENANCE AND CLEANING OF THE EROSION AND SEDIMENT CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE PAY ITEMS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

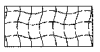



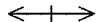



1. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH A PROPER STAND.
2. ONCE PERMANENT EROSION CONTROL SYSTEMS AND ITEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION:

1. FINAL INSPECTION WILL OCCUR AFTER ALL ROADWAY IS COMPLETED AND THE ROADWAY SIGNING IS IN PLACE AND THE ROAD COMPLETELY OPEN TO TRAFFIC.
2. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE IS RECEIVED AT THE FINAL INSPECTION.

EROSION AND SEDIMENT CONTROL NOTES:

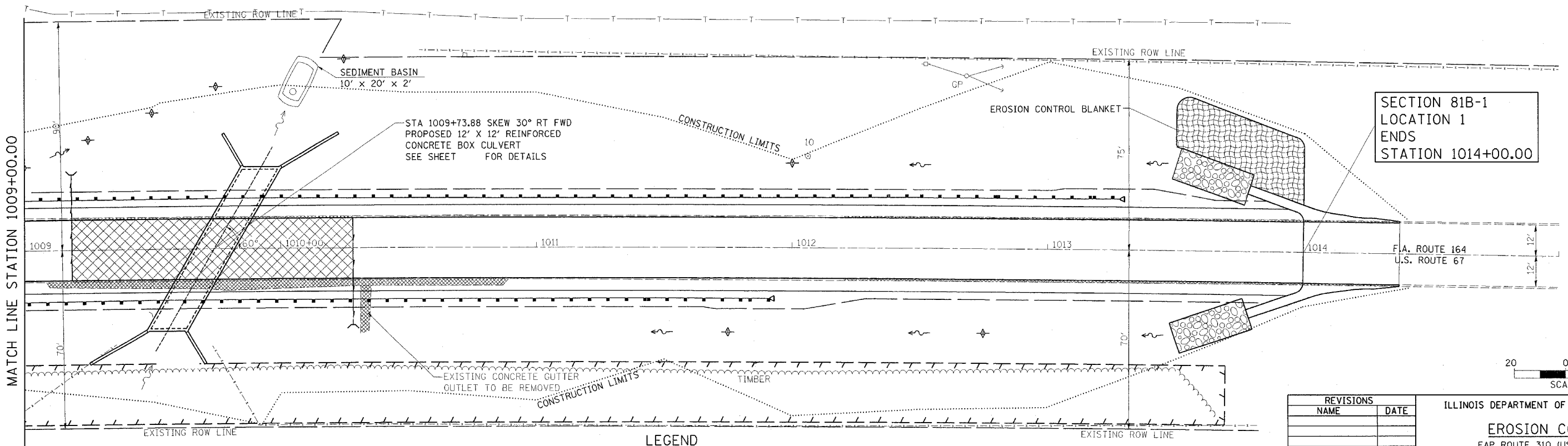
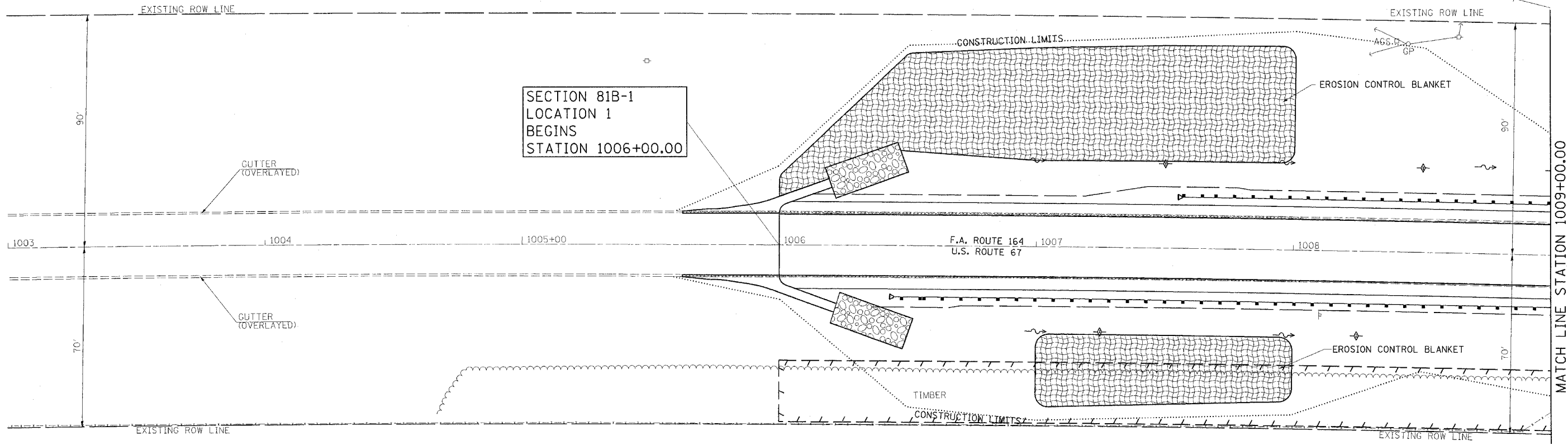
1. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FOAM/GEOTEXTILE (SILT WEDGES), EARTH MEDIAN AND/OR OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR
2. TEMPORARY DITCH CHECK. GEOTEXTILES, ROLLED EXCELSIOR, SILT WEDGES, PANELS SHALL BE LOCATED AT EVERY 18 INCH FALL/RISE IN DITCH GRADE.
3. TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3--REMOVE AT END OF CONSTRUCTION.
4. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LB/ACRE.
5. MULCH METHOD 1 AS APPLIED TO TEMPORARY SEEDING SHALL CONFORM TO SECTION 261 OF THE STANDARD SPECIFICATIONS. MULCH WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PRICE FOR TEMPORARY SEEDING.
6. CONSTRUCT PERIMETER EROSION CONTROL AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION
7. 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.

ITEM	LEGEND	SYMBOL
EROSION CONTROL BLANKET		
TEMPORARY DITCH CHECKS		
PERIMETER EROSION BARRIER		
FENCE EROSION CONTROL		
SUMMIT		
ROADWAY DITCH FLOW		
INLET AND PIPE PROTECTION		
ITEM PLACED AT BEGINNING OF CONSTRUCTION (REQUIREMENT)		• ITEM •
SEDIMENT BASIN		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STORM WATER POLLUTION PREVENTION PLAN**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 MORGAN COUNTY  
 SCALE: \_\_\_\_\_ DRAWN BY BANDY  
 DATE \_\_\_\_\_ CHECKED BY STEWART

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	36
STA. 1003+00		TO STA. 1014+00		
CONTRACT NO. 72528				



**LEGEND**

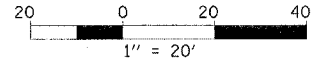
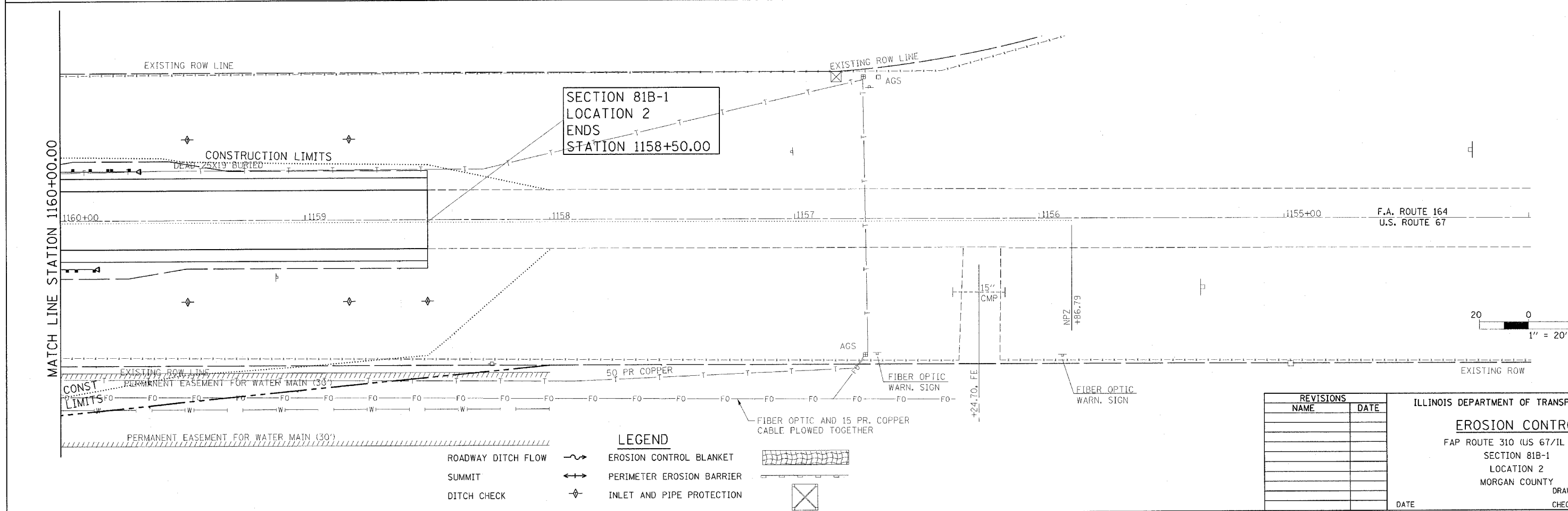
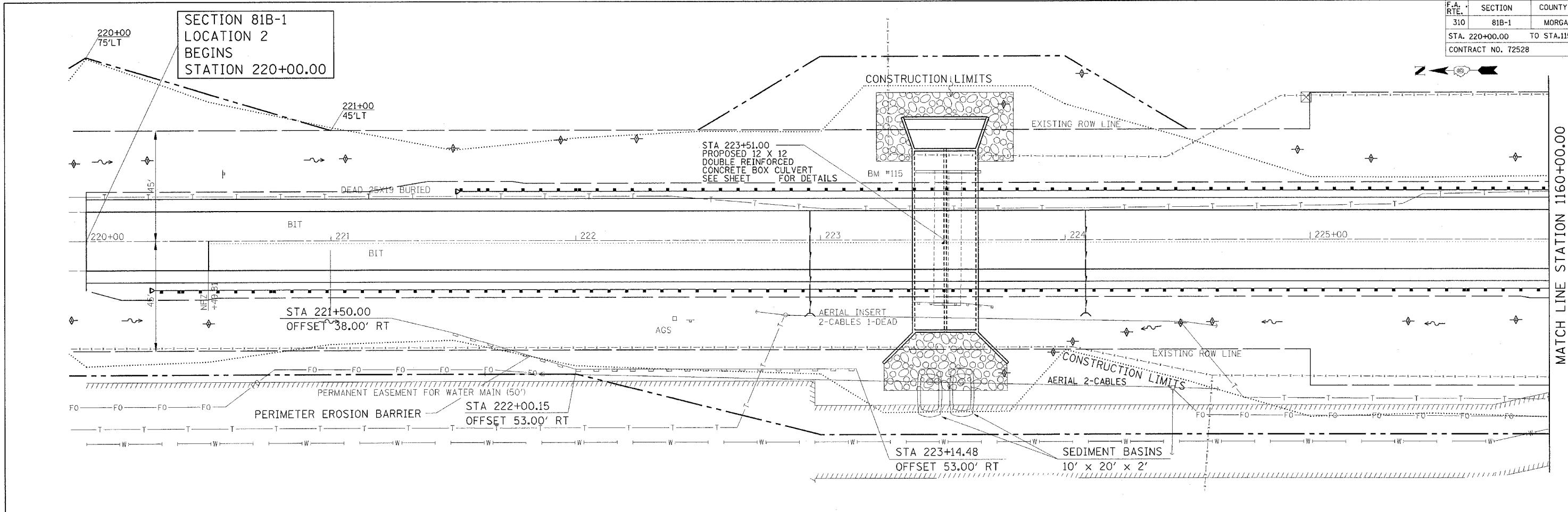
ROADWAY DITCH FLOW		EROSION CONTROL BLANKET	
SUMMIT		PERIMETER EROSION BARRIER	
DITCH CHECK		INLET AND PIPE PROTECTION	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EROSION CONTROL**  
 FAP ROUTE 310 (US 67/IL 267)  
 SECTION 81B-1  
 LOCATION 1  
 MORGAN COUNTY  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

\*DGN-SPEC\*  
 \*DATE-TIME\* \*TIME\$ \*USER\*

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	37
STA. 220+00.00 TO STA. 1158+50.00				
CONTRACT NO. 72528				



SECTION 81B-1  
LOCATION 2  
ENDS  
STATION 1158+50.00

**LEGEND**

- ROADWAY DITCH FLOW
- SUMMIT
- DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION

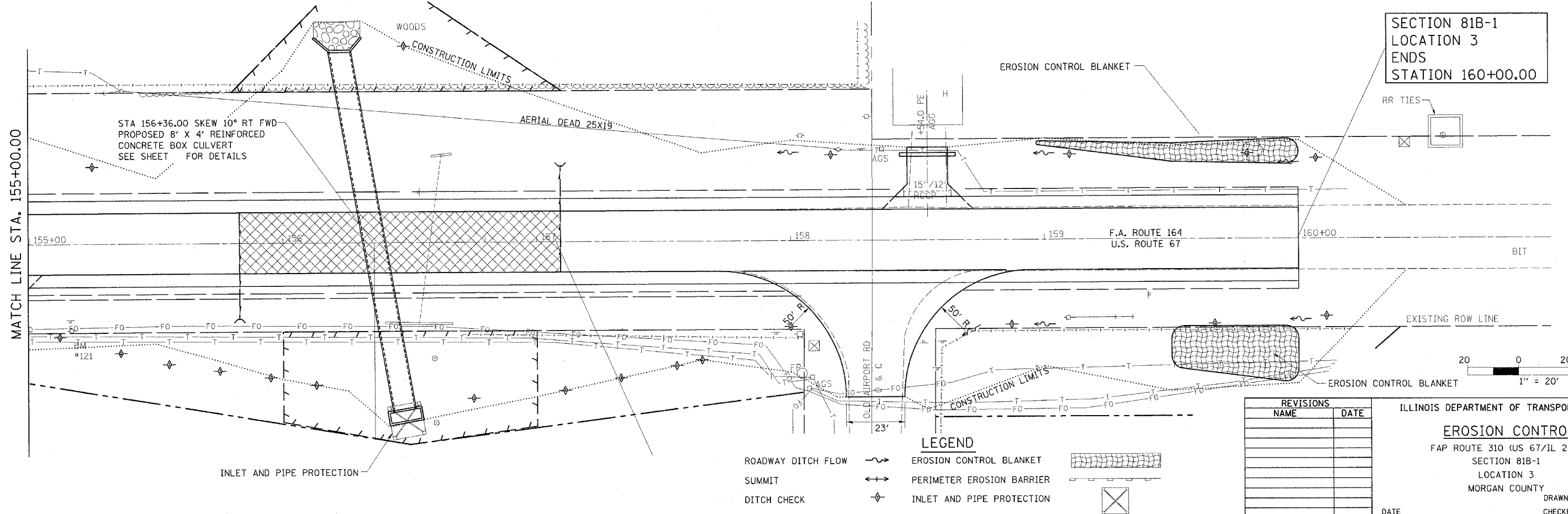
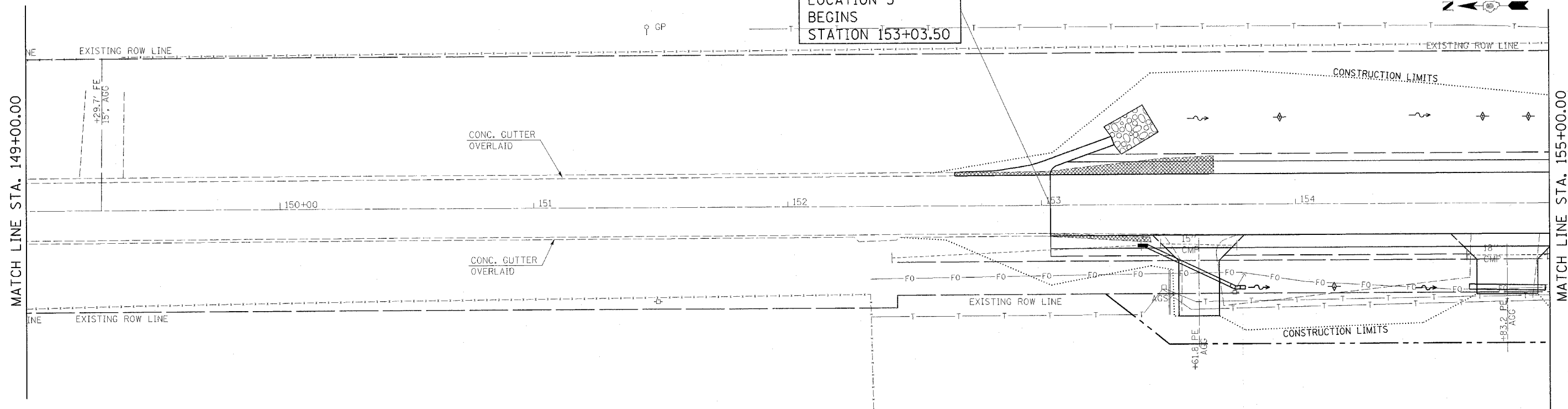
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EROSION CONTROL**  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
LOCATION 2  
MORGAN COUNTY  
DRAWN BY BANDY  
CHECKED BY STEUART  
DATE

\*DGN-SPEC\*  
\*DATE-TIME\* \$TIME\$ \*USER\*

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	38
STA. 153+03.50		TO STA. 160+00.00		
CONTRACT NO. 72528				

SECTION 81B-1  
LOCATION 3  
BEGINS  
STATION 153+03.50



SECTION 81B-1  
LOCATION 3  
ENDS  
STATION 160+00.00

**LEGEND**

ROADWAY DITCH FLOW	~	EROSION CONTROL BLANKET	[Hatched Box]
SUMMIT	↔	PERIMETER EROSION BARRIER	[Dashed Line]
DITCH CHECK	⊕	INLET AND PIPE PROTECTION	[Box with X]

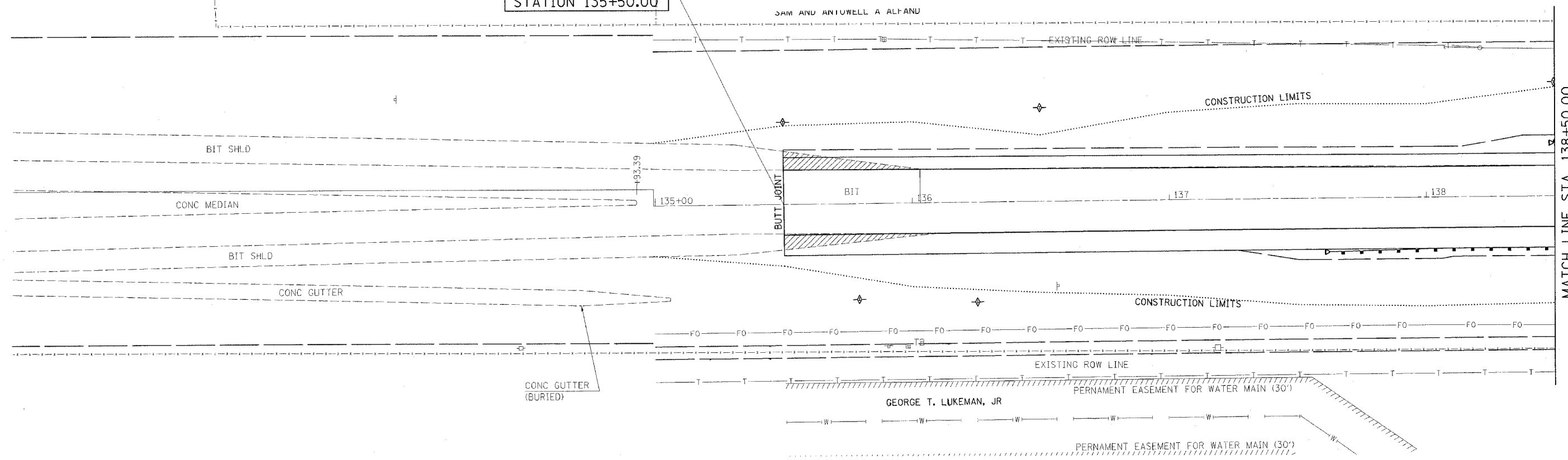
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EROSION CONTROL**  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
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DATE

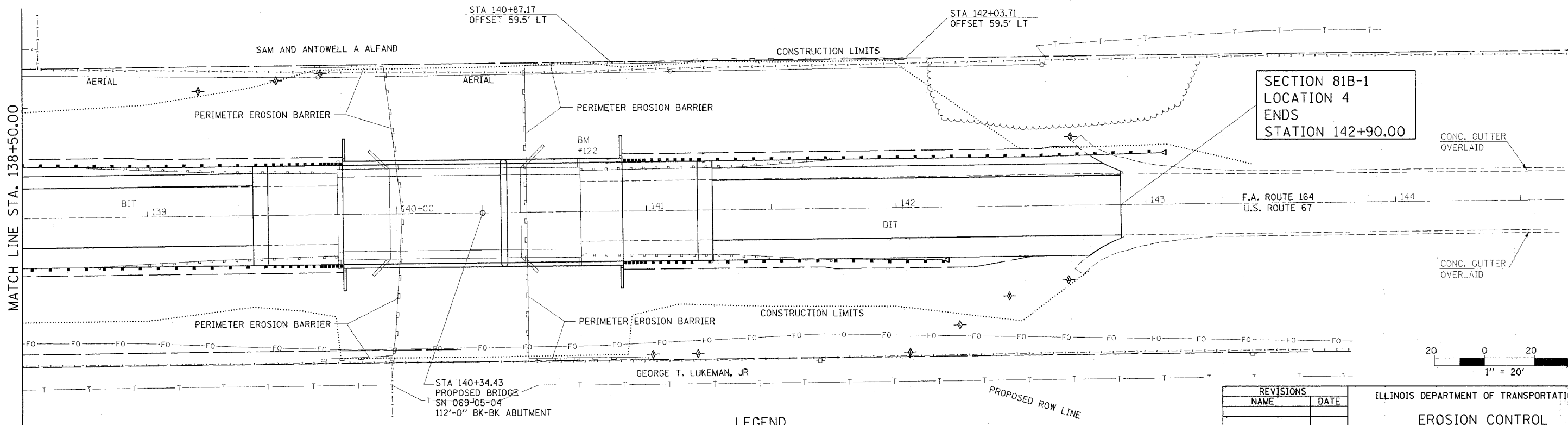
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	39
STA. 135+50.00		TO STA.		
CONTRACT NO. 72528				



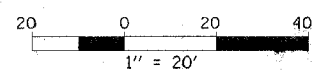
SECTION 81B-1  
LOCATION 4  
BEGINS  
STATION 135+50.00



MATCH LINE STA. 138+50.00



SECTION 81B-1  
LOCATION 4  
ENDS  
STATION 142+90.00



**LEGEND**

- ROADWAY DITCH FLOW
- SUMMIT
- DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION

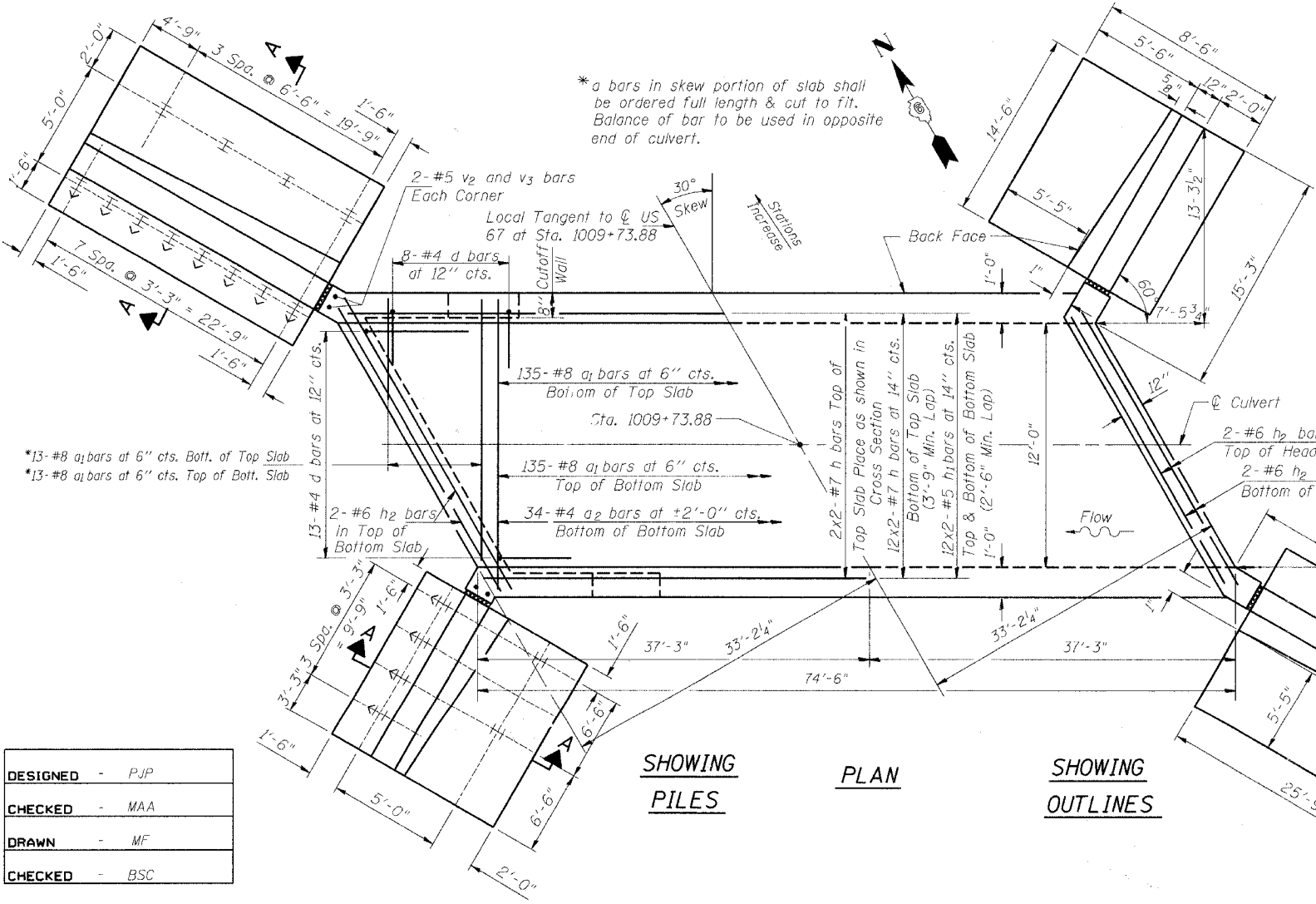
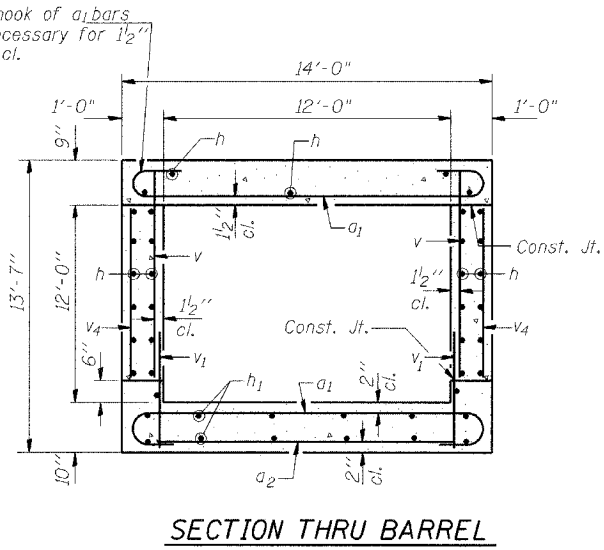
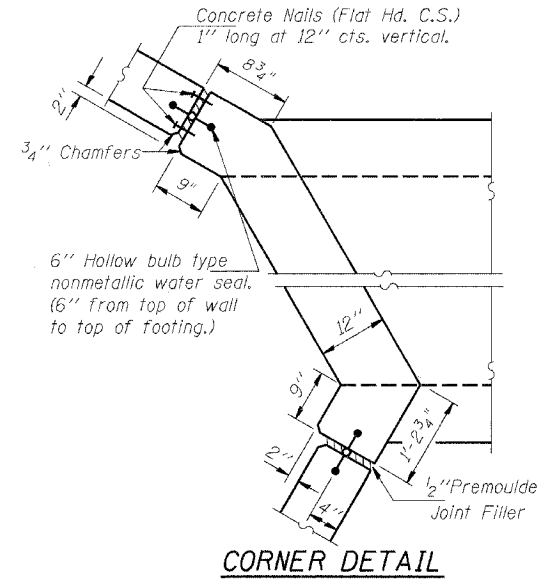
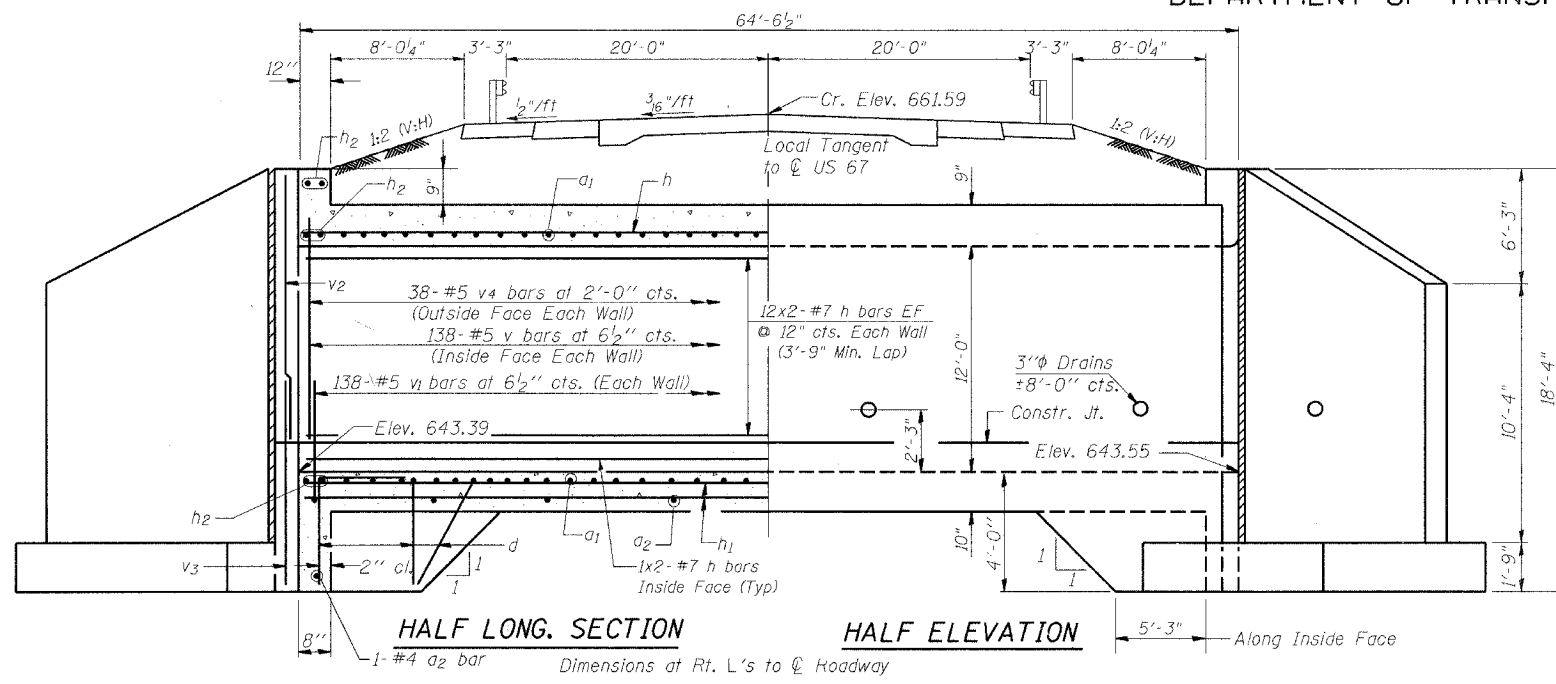
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EROSION CONTROL**  
FAP ROUTE 310 (US 67/IL 267)  
SECTION 81B-1  
LOCATION 4  
MORGAN COUNTY  
DRAWN BY BANDY  
CHECKED BY STEUART  
DATE

\*DCN-SPEC\*  
\*DATE-TIME\* \$TIME\$ \*USER\*

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

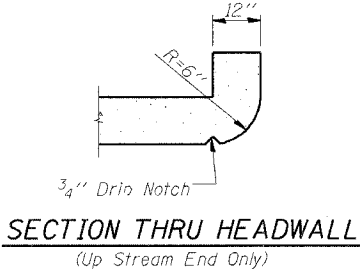
ROUTE NO. FAP 164	SECTION 81B-1	COUNTY MORGAN	SHEET NO. 114	SHEET 40	SHEET NO. 1 2 SHEETS
FED. ROAD DIST. NO. 6		ILLINOIS		FED. AID PROJECT	



DESIGNED	- PJP
CHECKED	- MAA
DRAWN	- MF
CHECKED	- BSC

**NOTES**

Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.  
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.  
Reinforcement bars designated (E) shall be epoxy coated.  
All construction joints shall be bonded.  
For section A-A see sheet 2 of 2.  
Removal and replacement of weak soils with Rockfill-foundation may be required beneath the culvert. The Engineer will determine the required depth following excavation to plan grade.



**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
*Ralph E. Anderson* (TJD)  
ENGINEER OF BRIDGES AND STRUCTURES



*Michael Bellano* 11-10-04  
Illinois Structural No. 081-005084  
Exp. 11/30/06

**DESIGN STRESSES**  
fy = 60,000 psi  
f'c = 3,500 psi  
**LOADING HS 20-44 & ALT.**

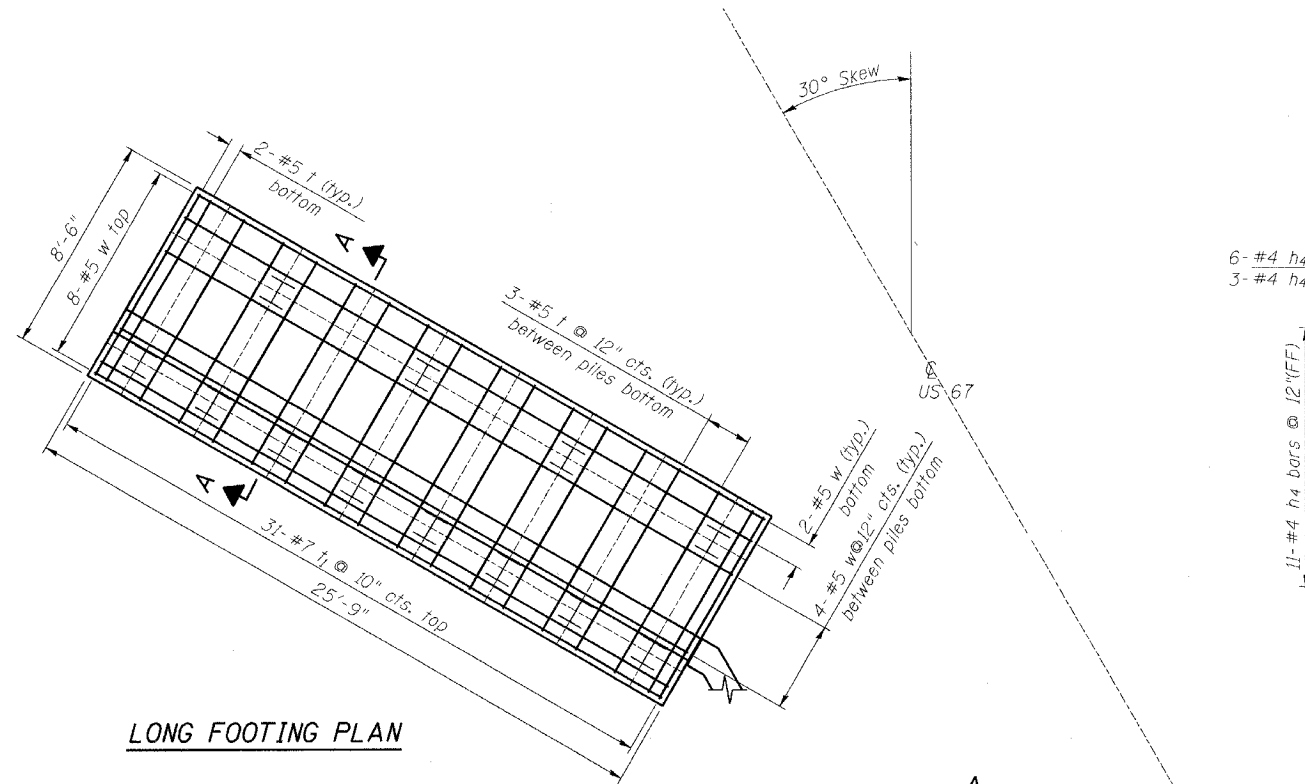
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US ROUTE 67 OVER  
HENRY CREEK  
FAP 164 - SECTION 81B-1  
MORGAN COUNTY  
STATION 1009+73.88  
CULVERT PLAN LONGITUDINAL SECTION  
AND DETAILS

PLANS PREPARED BY:  
**WOOLPERT LLP**  
345 Fountains Pkwy, Suite A  
Fairview Heights, IL  
62208-2044  
618.632.7004  
FAX: 618.632.0100

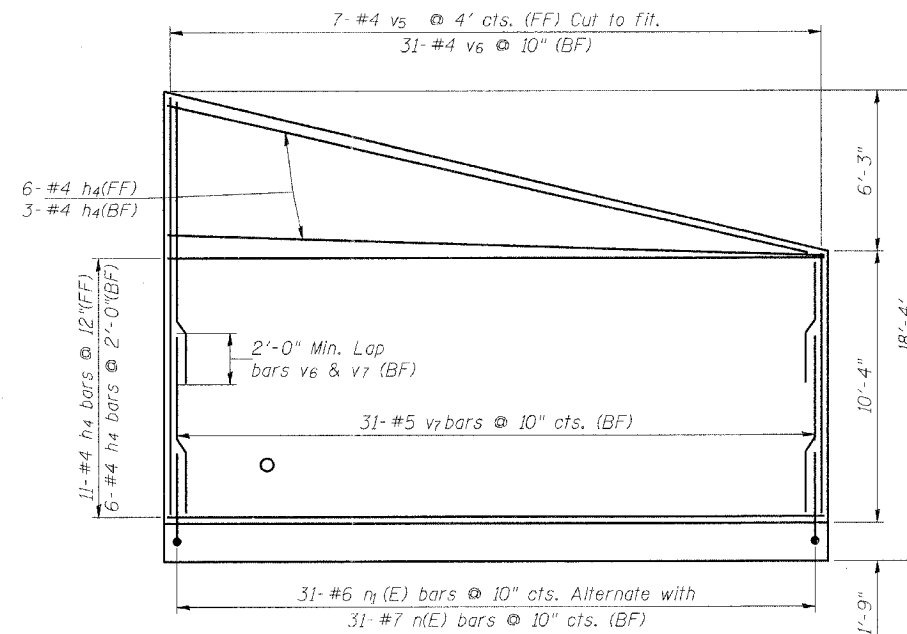


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

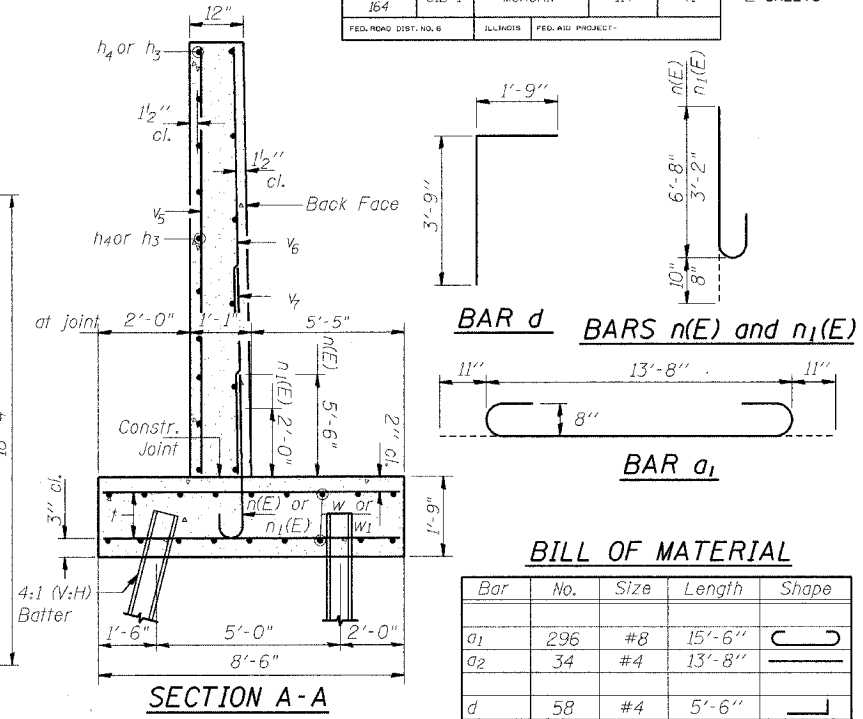
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2 2 SHEETS
FAP 164	81B-1	MORGAN	114	41	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT			



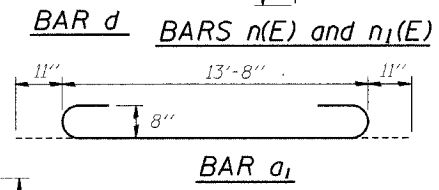
LONG FOOTING PLAN



LONG WING ELEVATION



SECTION A-A

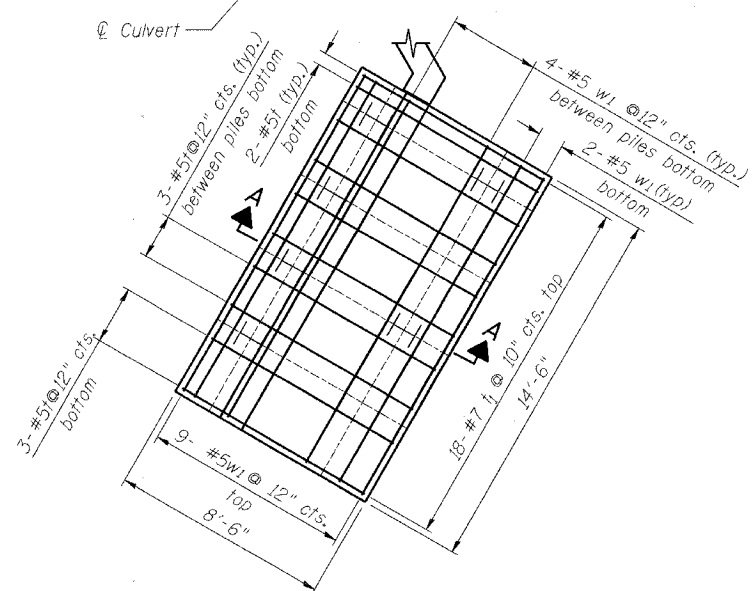


BILL OF MATERIAL

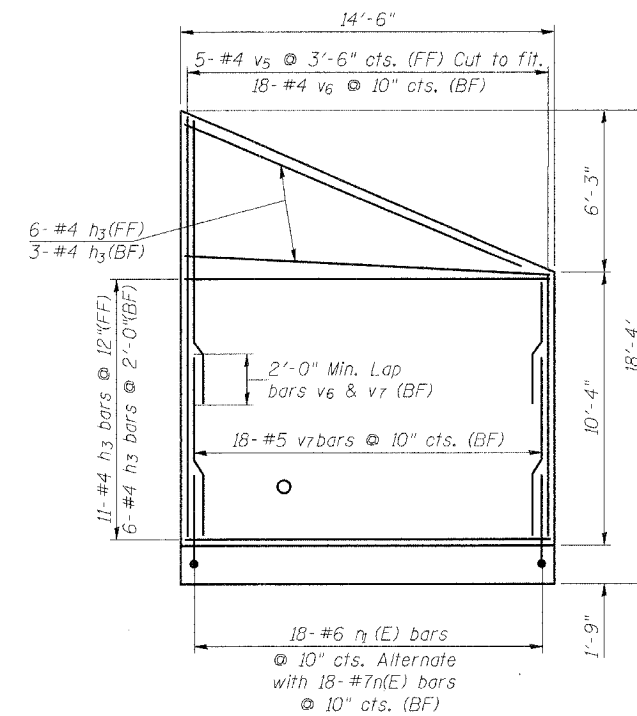
Bar	No.	Size	Length	Shape
a1	296	#8	15'-6"	U
a2	34	#4	13'-8"	U
d	58	#4	5'-6"	L
h	64	#7	39'-0"	—
h1	48	#5	38'-4"	—
h2	12	#6	15'-9"	—
h3	52	#4	14'-3"	—
h4	52	#4	25'-6"	—
h5				—
h6				—
n(E)	98	#7	7'-6"	U
n1(E)	98	#6	3'-10"	U
t	78	#5	8'-3"	—
t1	98	#7	8'-3"	—
v	276	#5	12'-6"	—
v1	276	#5	3'-8"	—
v2	8	#5	13'-3"	—
v3	8	#5	6'-6"	—
v4	76	#5	11'-9"	—
v5	24	#4	16'-3"	—
v6	98	#4	12'-9"	—
v7	98	#5	7'-3"	—
w	36	#5	25'-6"	—
w1	36	#5	14'-3"	—
Concrete Box Culverts	Cu. Yd.		263	
Reinforcement Bars, Epoxy Coated	Pound		2066	
Reinforcement Bars	Pound		32862	
Furnishing Steel Piles	Foot		1400	
Driving Steel Piles	Foot		1400	
Test Pile	Each		1	

PILE DATA

Type: HP 12x53  
Capacity: 40 tons capacity,  
Driven to 60 tons.  
Estimated Length: 40'  
No. Required: 35 plus one test pile



SHORT FOOTING PLAN



SHORT WING ELEVATION

SHOWING FOOTING  
REINFORCEMENT

DESIGNED	- PJP
CHECKED	- MAA
DRAWN	- MF
CHECKED	- BSC

PLANS PREPARED BY:

**WOOLPERT** WOOLPERT LLP  
345 Fountains Pkwy, Suite A  
Fairview Heights, IL  
62208-2044  
618.632.7004  
FAX: 618.632.0100

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US ROUTE 67 OVER  
HENRY CREEK  
FAP 164 - SECTION 81B-1  
MORGAN COUNTY  
STATION 1009+73.88  
CULVERT PLAN LONGITUDINAL SECTION  
AND DETAILS



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	43
STA.		TO STA.		
CONTRACT NO. 72528				



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation Dist-6

SOIL BORING LOG

Page 2 of 2

Date 7/24/00

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Henry Creek LOGGED BY M. Tappan

SECTION (6.81RS-481B-1) LOCATION SW 1/4, SEC. 33, TWP. 14 N, RNG. 9 W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. None Assigned	D	B	U	M	Surface Water Elev.	644.00	ft	D	B	U	M	
Station 1009+74 +/-	E	L	C	O	Stream Bed Elev.	N/A	ft	P	O	S	I	
BORING NO. 2 NW WW	T	W	Qu	S	Groundwater Elev.:			T	W	Qu	S	
Station 1009+28	H	S		T	First Encounter	642.0	ft	H	S		T	
Offset 13.00ft Left					Upon Completion	Plugged	ft					
Ground Surface Elev. 661.03	ft	(ft)	(1/6")	(tsf)	After		Hrs.	ft	(ft)	(1/6")	(tsf)	(%)

Olive Brown and Grey Moist CLAY (TH) (continued)					Grey and Olive Brown Moist CLAY LOAM (TH) (continued)						
Grey and Olive Brown	2								4		
	5		2.1	17					6	2.5	17
	9		B						9	B	
					Boring Completed to 35 Ton Bearing						
					Refer STA to cL of Existing Structure = 1009+74 +/-						
Grey and Olive Brown Moist CLAY LOAM (TH)					Refer Elevation to BM # 102 Chisled Square on Northeast Wing Wall						
					BM # 102 = 655.49'						
	2										
	7		3.0	16							
	11		B								
	4										
	10		3.6	14							
	15		B								
	8										
	13		4.2	16							
	14		B								

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>SOIL BORING LOG</b> FAP ROUTE 310 (US 67) SECTION 81B-1 LOCATION 1 MORGAN COUNTY DRAWN BY RDC CHECKED BY DATE AUG. 28 2000

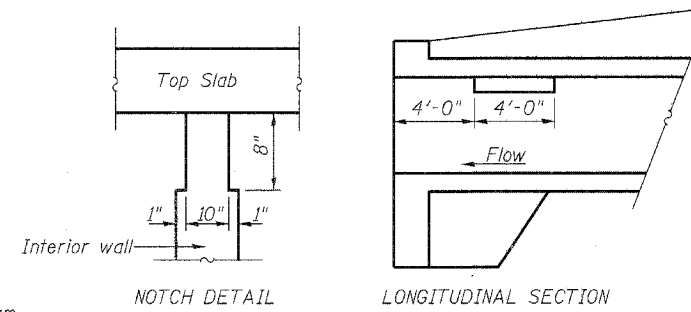
B.M.: Chiseled "□" center of east headwall Sta. 223+52.28, 28.19 ft. Lt., Elev. 634.53

Existing Structure: Existing SN-none, at Sta. 223+51 built in 1924 under Section 81 on Route SBI 3 is a double barrel reinforced concrete box culvert with spans of 5.6 ft, a rise of 4.65 ft., a length of 57 ft. and has ninety-degree wingwalls. The Culvert is not Skewed. Traffic will be detoured during construction. No Salvage

FAP RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
310	81B-1	MORGAN	114	44	OF 5 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT-		Contract Number: 72528	

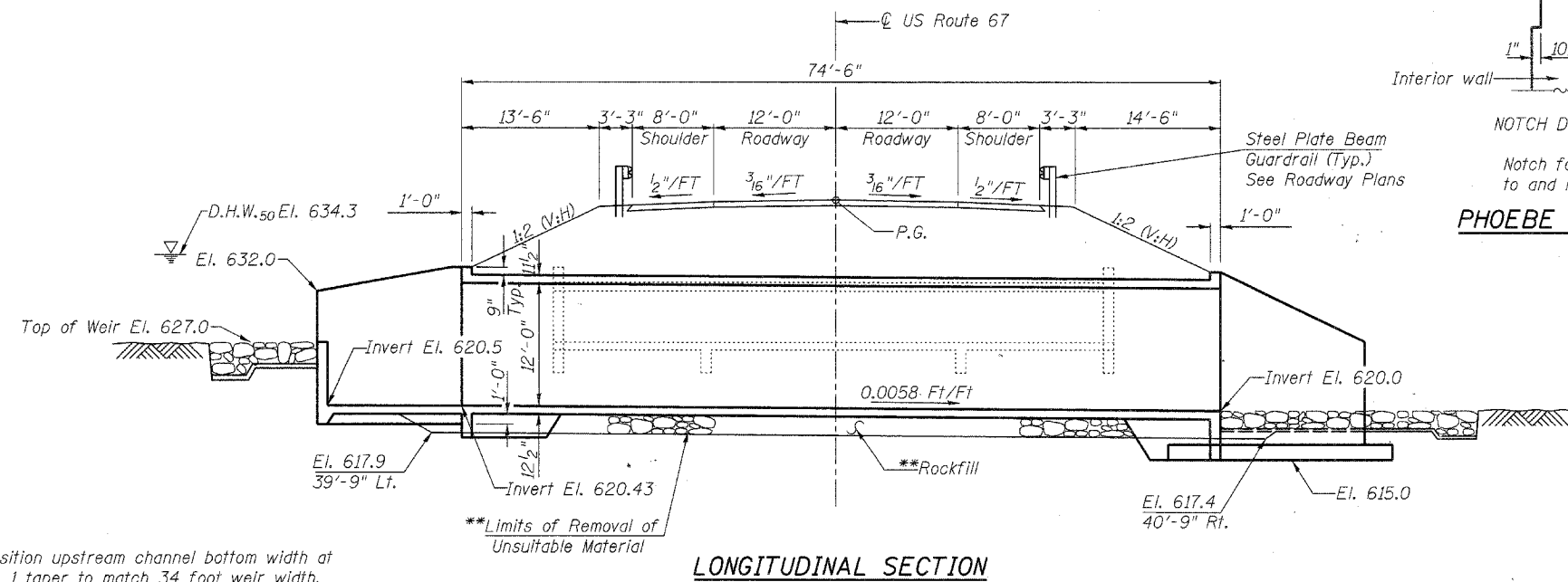
**GENERAL NOTES**

Reinforcement Bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.  
 For Backfilling and embankment, see Standard Specifications.  
 Layout of Slope Protection System may be varied in the field to suit ground conditions as directed by the Engineer.  
 Exposed edges shall have standard 3/4" chamfer unless otherwise noted.  
 All construction joints shall be bonded.



Notch formed by rough-finished board attached to and removed with formwork.

**PHOEBE NESTING SITE ON BOX CULVERT**



\*Transition upstream channel bottom width at a 1 to 1 taper to match 34 foot weir width.

\*\*Limits of Removal of Unsuitable Material

**LONGITUDINAL SECTION**

STATION 223+51.00  
 BUILT 20\_\_ BY  
 STATE OF ILLINOIS  
 F.A.P. ROUTE 310 SEC. 81B-1  
 LOADING HS20  
 STR. NO. 069-2505

**NAME PLATE**  
 See Std. 515001

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Name Plates	Each	1
Concrete Box Culverts	Cu Yd	344.6
Reinforcement Bars, Epoxy Coated	Pound	1360
Reinforcement Bars	Pound	52,370
Stone Riprap, Class A4	Sq Yd	241
Filter Fabric for use with Riprap	Sq Yd	241
Rockfill - Foundation	Ton	325

**INDEX OF SHEETS**

1. General Plan
2. Culvert Details
3. Culvert Details
4. Boring Logs
5. Boring Logs

**APPROVED FOR STRUCTURAL ADEQUACY ONLY**

*Ralph E. Anderson (TSD)*  
 ENGINEER OF BRIDGES AND STRUCTURES

**LOADING HS20-44**

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

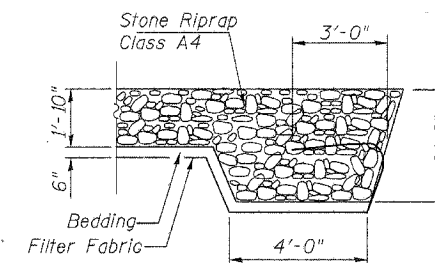
**DESIGN SPECIFICATIONS**

2002 AASHTO

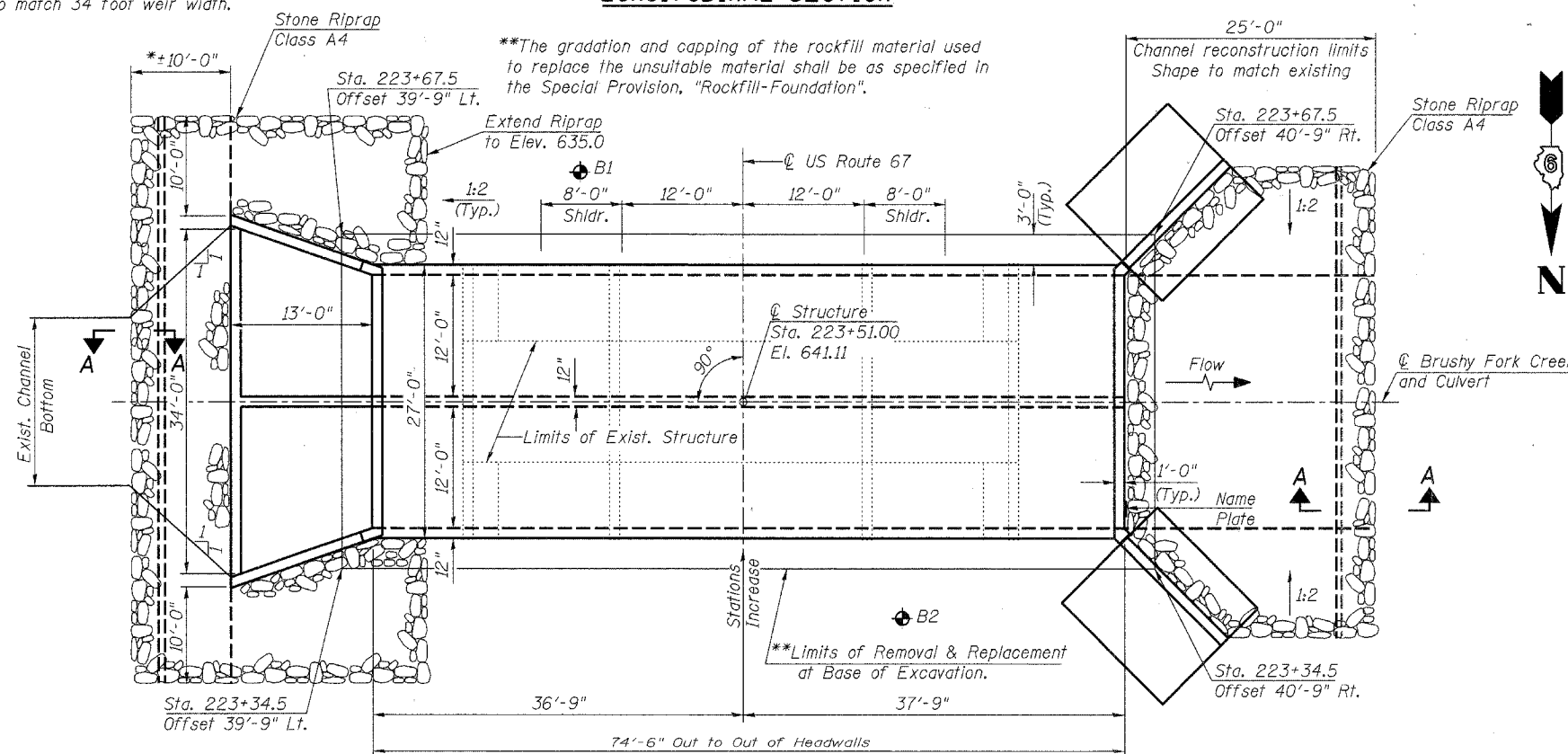
**DESIGN STRESSES**

FIELD UNITS

$f_c = 3,500$  psi concrete  
 $f_y = 60,000$  psi (reinforcement)



**SECTION A-A**



**PLAN**

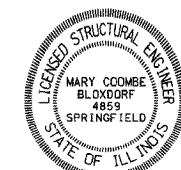
**WATERWAY INFORMATION**

Drainage Area = 4.0 Sq. Mi. Low Grade Elev. 640.6 @ Sta. 223+00 Max Rec HWE=640.0

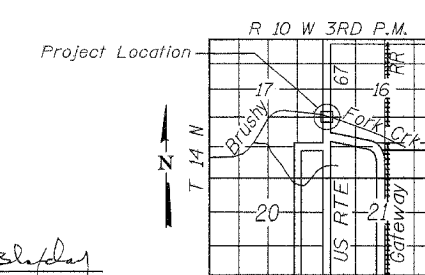
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	1092	52	288	633	5.93	0.87	638.93	633.87
Design Base	50	1705	52	288	634.3	5.9	1.3	640.3	635.7
Base	100	1967	52	288	634.5	5.1	1.8	639.6	636.3
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	993	52	288	635.1	5.4	2.5	640.5	637.6

Sta.	Elev.	Sta.	Elev.	Sta.	Elev.	Sta.	Elev.	Sta.	Elev.	Sta.	Elev.
223+00	640.79	223+20	640.90	223+40	641.01	223+60	641.20	223+80	641.50	224+00	641.81

**PROFILE GRADE**  
 (Along @ US Route 67)



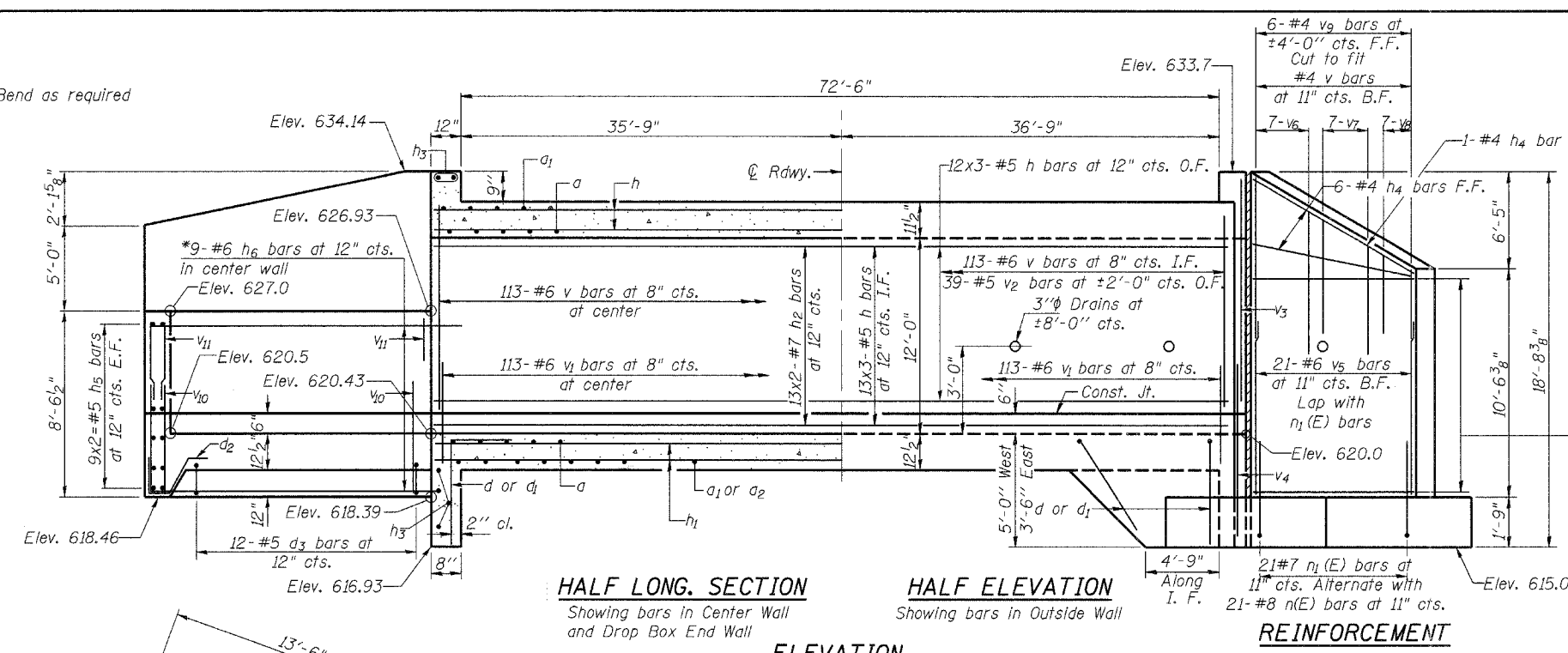
*Mary Coombe Bloxdorf*  
 Illinois Structural No. 4859  
 Expires 11-30-2004  
 Date: 11/04/04



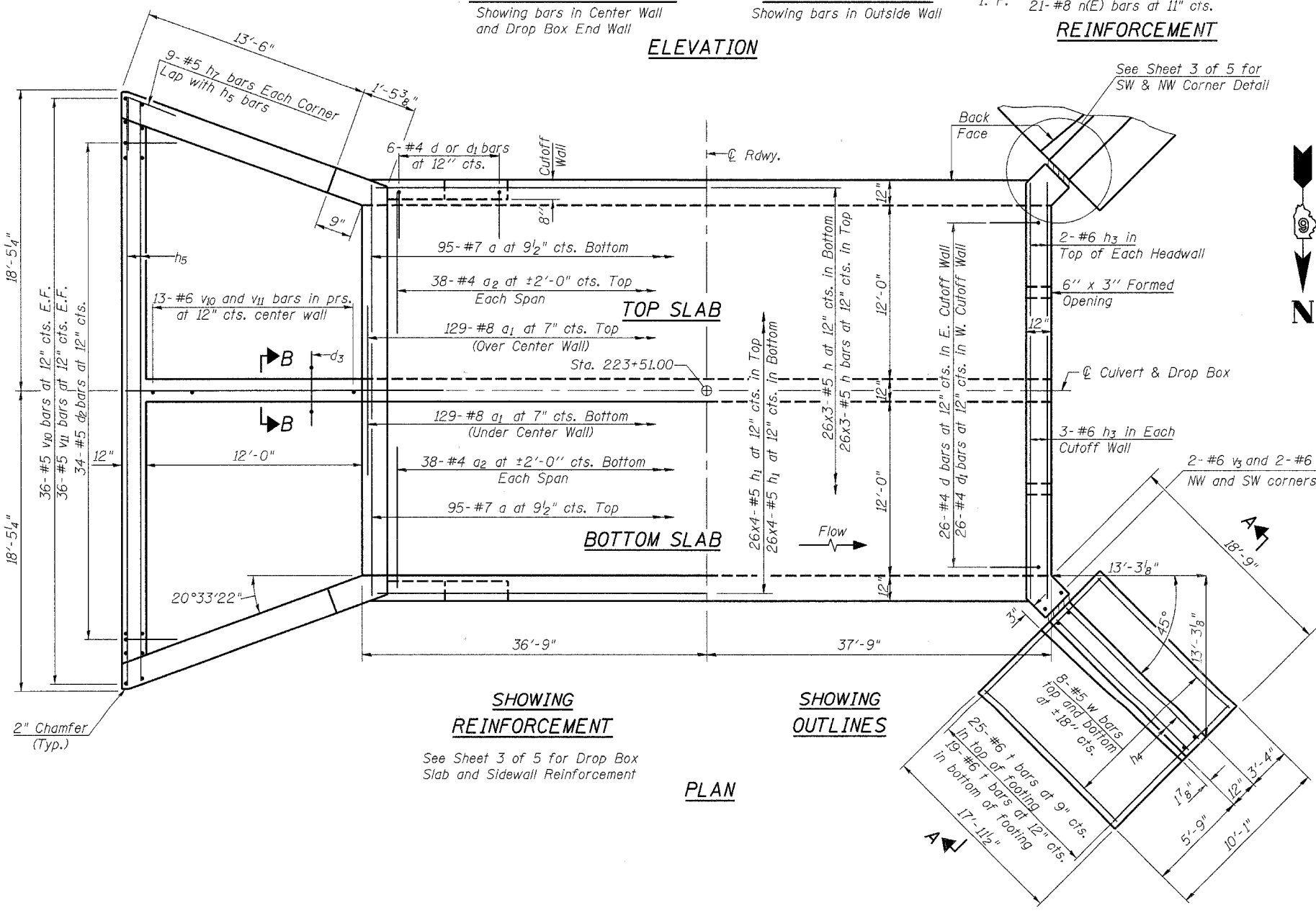
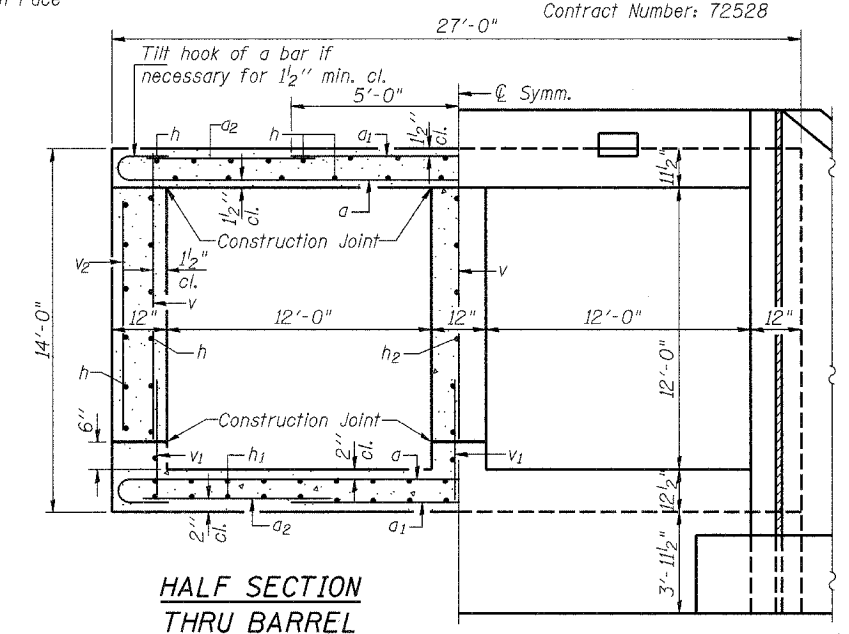
**LOCATION SKETCH**

ILLINOIS DEPARTMENT OF TRANSPORTATION	
SHEET TITLE	GENERAL PLAN & ELEVATION
PROJECT	US RTE. 67 OVER BRUSHY FORK CREEK
PROJECT NO.	03002
SCALE	
DATE	9/30/04
DRAWN BY	TFG
CHECKED BY	CME/MCB
DRIVING NO.	
DESIGN FIRM	COOMBE-BLOXDORF P.C.
ENGINEERS / LAND SURVEYORS	Springfield, Illinois
DESIGN FIRM LICENSE NO.	184-002703
SHEET NO.	1
OF 5 SHTS	

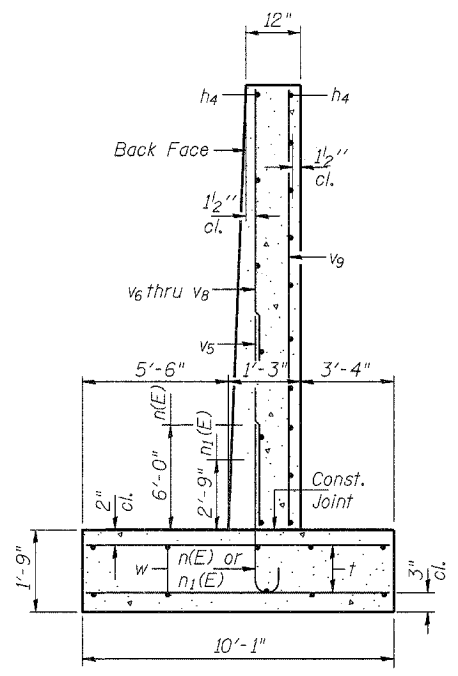
\*Bend as required



I.F. = Inside Face  
O.F. = Outside Face  
B.F. = Back Face  
F.F. = Front Face  
E.F. = Each Face



See Sheet 3 of 5 for SW & NW Corner Detail



- Min. Bar Laps**
- #4 = 1'-4"
  - #5 = 1'-8"
  - #6 = 2'-0"
  - #7 = 2'-9"

**NOTES**

Reinforcement bars designated (E) shall be epoxy coated. Bars indicated thus 26x3-#4 etc. indicates 26 lines of bars with 3 lengths per line. See Sheet 3 of 5 for Section B-B, Drop Box Sidewall Reinforcement and Drop Box Slab Reinforcement. See Sheet 3 of 5 for Corner Detail, Bar Details and Bill of Material.

Max Soil Pressure at Toe = 2.0 tsf

ILLINOIS DEPARTMENT OF TRANSPORTATION	
SHEET TITLE <b>CULVERT DETAILS</b>	
PROJECT US RTE. 67 OVER BRUSHY FORK CREEK FAP ROUTE 310, SECTION 81B-1 MORGAN COUNTY STATION 223+51.00 STRUCTURE NUMBER 069-2505	PROJECT NO. 03002 SCALE DATE 9/30/04 DRAWN BY TFG CHECKED BY CME/MCB DRAWING NO.
<b>COOMBE-BLOXDORF P.C.</b> Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	2 OF 5 SHTS

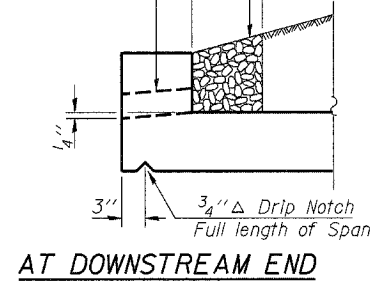
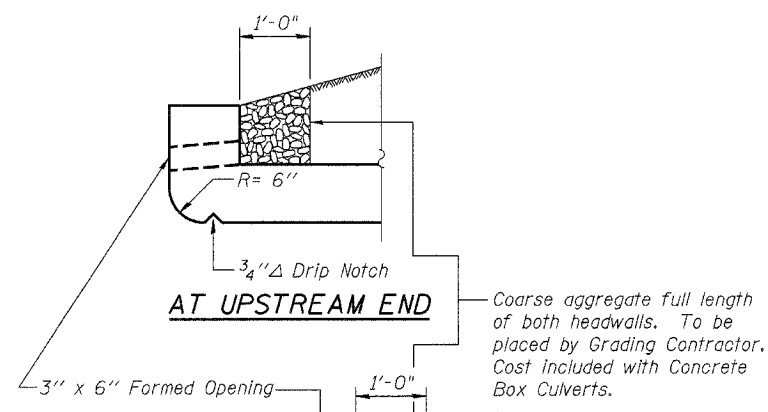
Contract Number: 72528

**BILL OF MATERIAL**

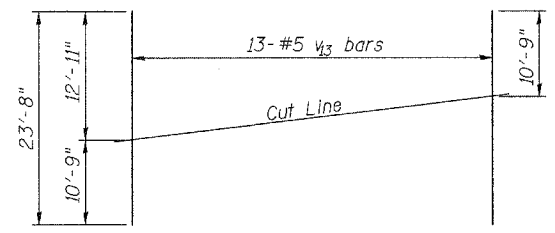
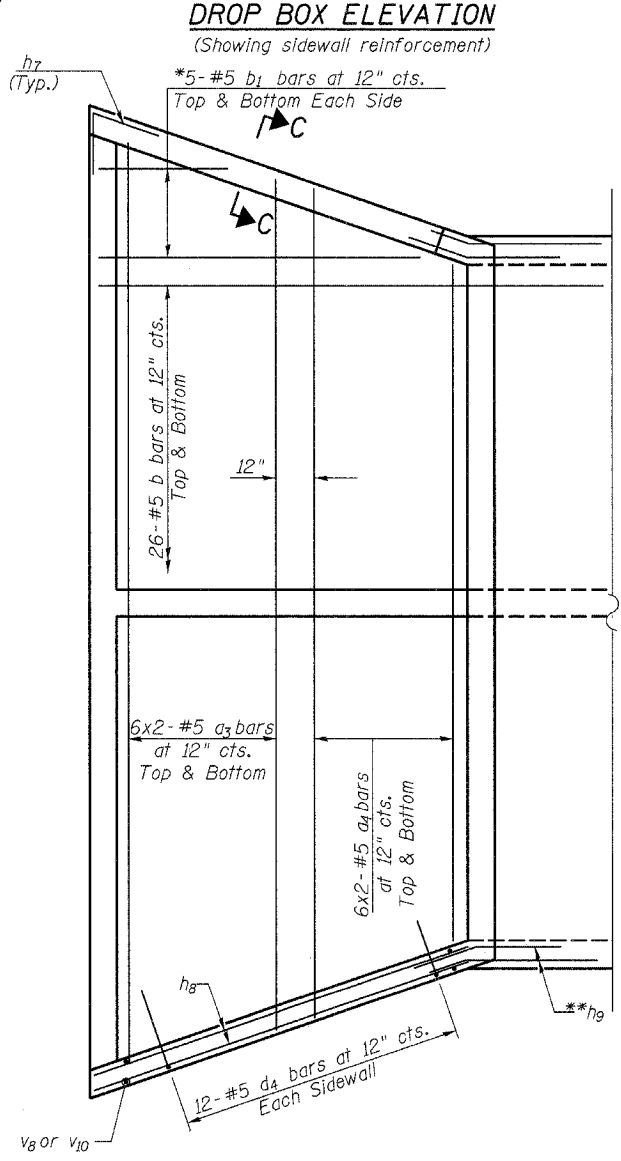
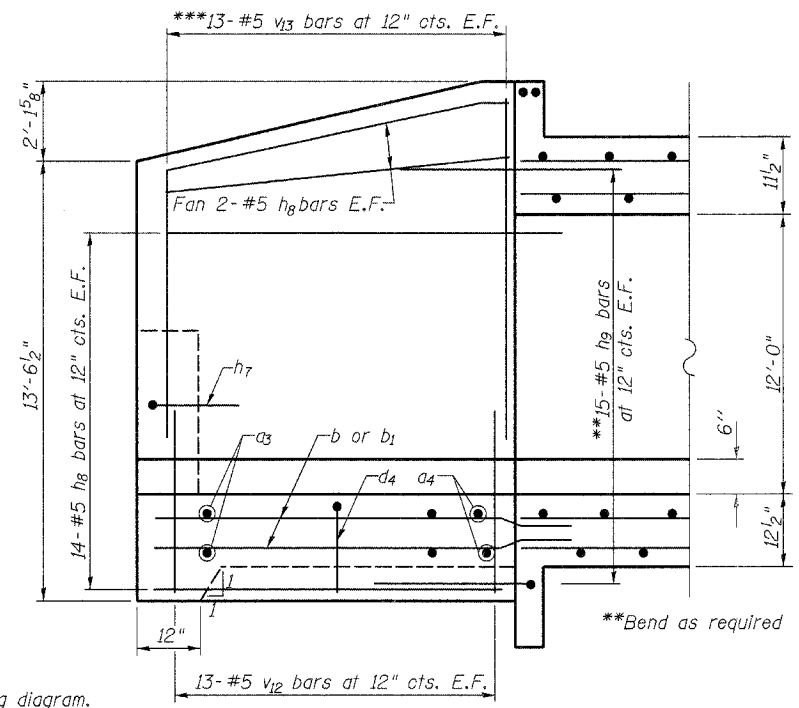
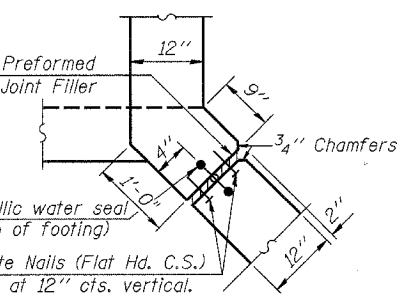
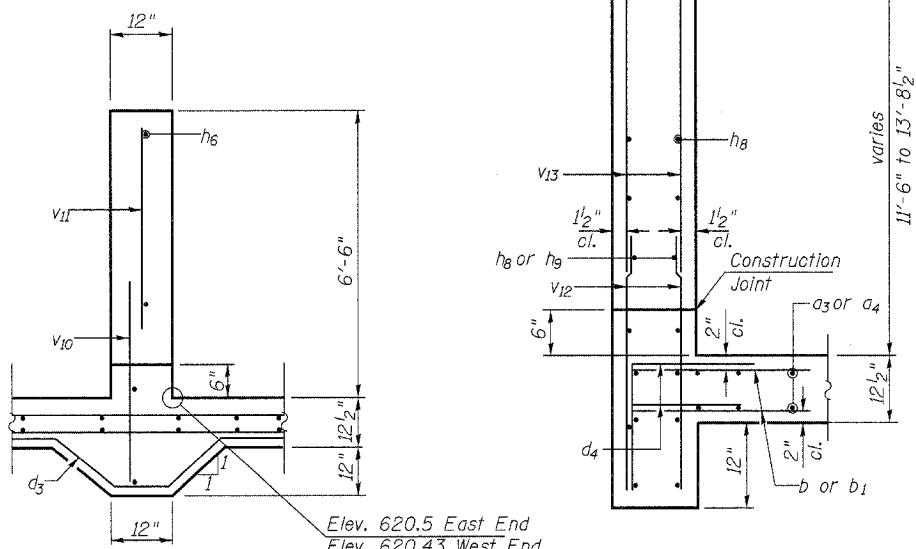
Bar	No.	Size	Length	Shape
a	190	#7	28'-5"	
a <sub>1</sub>	258	#8	10'-0"	
a <sub>2</sub>	152	#4	9'-7"	
a <sub>3</sub>	24	#5	17'-10"	
a <sub>4</sub>	24	#5	16'-5"	
b	52	#5	14'-7"	
b <sub>1</sub>	20	#5	15'-4"	
d	38	#4	5'-0"	
d <sub>1</sub>	38	#4	6'-6"	
d <sub>2</sub>	34	#5	5'-5"	
d <sub>3</sub>	12	#5	6'-10"	
d <sub>4</sub>	24	#5	3'-5"	
h	306	#5	25'-10"	
h <sub>1</sub>	208	#5	19'-10"	
h <sub>2</sub>	26	#7	38'-6"	
h <sub>3</sub>	10	#6	26'-0"	
h <sub>4</sub>	48	#4	17'-8"	
h <sub>5</sub>	36	#5	18'-8"	
h <sub>6</sub>	9	#6	14'-11"	
h <sub>7</sub>	18	#5	3'-4"	
h <sub>8</sub>	64	#5	14'-0"	
h <sub>9</sub>	60	#5	8'-0"	
n(E)	42	#8	8'-4"	
n <sub>1</sub> (E)	42	#7	5'-0"	
f	88	#6	9'-9"	
v	339	#6	12'-2"	
v <sub>1</sub>	339	#6	3'-7"	
v <sub>2</sub>	78	#5	11'-3"	
v <sub>3</sub>	4	#6	12'-11"	
v <sub>4</sub>	4	#6	7'-6"	
v <sub>5</sub>	42	#6	9'-0"	
v <sub>6</sub>	14	#4	9'-0"	
v <sub>7</sub>	14	#4	6'-10"	
v <sub>8</sub>	14	#4	4'-9"	
v <sub>9</sub>	12	#4	16'-8"	
v <sub>10</sub>	13	#6	4'-7"	
v <sub>11</sub>	13	#6	5'-8"	
v <sub>12</sub>	52	#5	4'-3"	
v <sub>13</sub>	26	#5	23'-8"	
w	32	#5	17'-7"	
Concrete Box Culverts	Cu. Yd.		344.6	
Reinforcement Bars, Epoxy Coated	Pound		1,360	
Reinforcement Bars	Pound		52,370	

Notes: Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
SHEET TITLE <b>CULVERT DETAILS</b>	
PROJECT US RTE. 67 OVER BRUSHY FORK CREEK FAP ROUTE 310, SECTION 81B-1 MORGAN COUNTY STATION 223+51.00 STRUCTURE NUMBER 069-2505	PROJECT NO. 03002 SCALE DATE 9/30/04 DRAWN BY TFG CHECKED BY CME/MCB DRAWING NO.
<b>COOMBE-BLOXDORF P.C.</b> Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	
	3 OF 5 SHTS

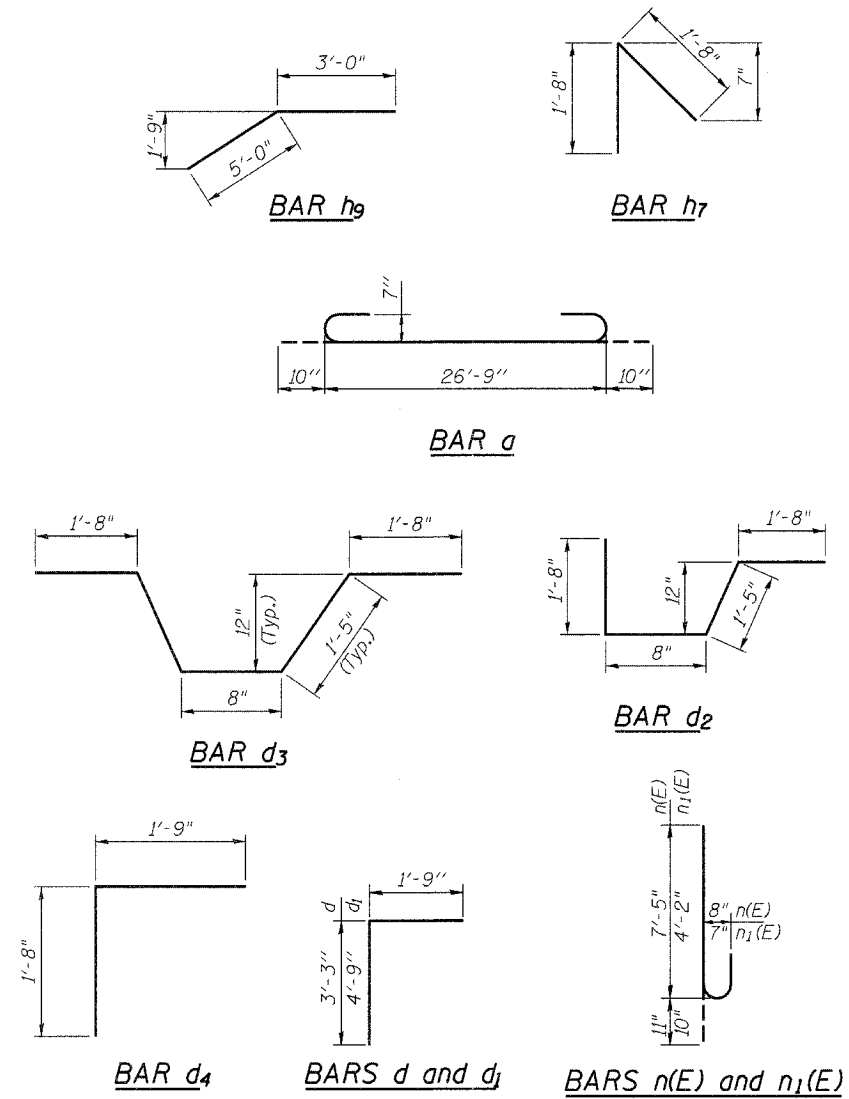


**DRAIN DETAIL**

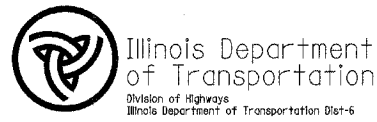


**Min. Bar Laps**

- #4= 1'-4"
- #5= 1'-8"
- #6= 2'-0"







### SOIL BORING LOG

Page 1 of 3  
Date 10/3/00

ROUTE FAP 310 DESCRIPTION US 67 over Brushy Fork Creek LOGGED BY M. Tappan  
SECTION (6.81)RS-4.8 LOCATION SW 1/4, SEC. 16, TWP. 14 N, RNG. 10 W, 3 PM  
COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	Station	B	U	M	Surface Water Elev.	D	B	U	M
		LOC	CS	OIS	ft	DEPTH	BL	UC	MO
		(ft)	(tsf)	(%)		(ft)	(6")	(tsf)	(%)
None Assigned	223+52				627.57				
2 NW Corner	223+27				618.5				
Groundwater Elev.:					No Data				
First Encounter					618.5				
Upon Completion					No Data				
After 48 Hrs.					626.5				
Ground Surface Elev.		640.03							
Grey and Brown Moist SILTY CLAY (Till)									
Brown and Light Grey Moist SILTY CLAY (continued) 619.03									
Grey Medium Grained Dirty SAND Free Water									
Grey Medium Grained Dirty SAND to SAND LOAM									
Grey and Olive Brown Moist CLAY (Till) 615.03									
w/ 3" LOAM Seam 630.03									
Brown and Grey Moist SILTY CLAY LOAM									
Grey									
Black Moist CLAY 624.53									
Brown and Light Grey Moist SILTY CLAY 622.03									

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

Page 2 of 3  
Date 10/3/00

ROUTE FAP 310 DESCRIPTION US 67 over Brushy Fork Creek LOGGED BY M. Tappan  
SECTION (6.81)RS-4.8 LOCATION SW 1/4, SEC. 16, TWP. 14 N, RNG. 10 W, 3 PM  
COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	Station	B	U	M	Surface Water Elev.	D	B	U	M
		LOC	CS	OIS	ft	DEPTH	BL	UC	MO
		(ft)	(tsf)	(%)		(ft)	(6")	(tsf)	(%)
None Assigned	223+52				627.57				
2 NW Corner	223+27				618.5				
Groundwater Elev.:					No Data				
First Encounter					618.5				
Upon Completion					No Data				
After 48 Hrs.					626.5				
Ground Surface Elev.		640.03							
Grey and Olive Brown Moist CLAY (Till) (continued)									
Grey and Brown									
Grey Moist CLAY (Till) 592.53									
Dark Grey Moist CLAY 572.53									
Light Blue Grey and Olive Brown Moist SHALEY CLAY w/ Brown and Grey Weathered SHALE Layer 567.53									
Olive Brown and Blue Grey Moist V. Weathered CLAYEY SHALE w/ Interbedded LIMESTONE Seams 565.03									

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

Page 3 of 3  
Date 10/3/00

ROUTE FAP 310 DESCRIPTION US 67 over Brushy Fork Creek LOGGED BY M. Tappan  
SECTION (6.81)RS-4.8 LOCATION SW 1/4, SEC. 16, TWP. 14 N, RNG. 10 W, 3 PM  
COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	Station	B	U	M	Surface Water Elev.	D	B	U	M
		LOC	CS	OIS	ft	DEPTH	BL	UC	MO
		(ft)	(tsf)	(%)		(ft)	(6")	(tsf)	(%)
None Assigned	223+52				627.57				
2 NW Corner	223+27				618.5				
Groundwater Elev.:					No Data				
First Encounter					618.5				
Upon Completion					No Data				
After 48 Hrs.					626.5				
Ground Surface Elev.		640.03							
Olive Brown and Blue Grey Moist V. Weathered CLAYEY SHALE w/ Interbedded LIMESTONE Seams (continued)									
Dark Grey Poorly to Moderately Indurated CLAYEY SHALE Broken Sample									
Grey Crystalline LIMESTONE w/ Interbedded SHALE Seams 552.53									
Auger Refusal - Boring Completed 551.03									
Refer STA to cl of Existing Structure = 253+52 STA Increase to South									
Refer Elevation to BM#115 Chisled Square on East Headwall of Existing Structure BM # 115 = 634.53									

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)

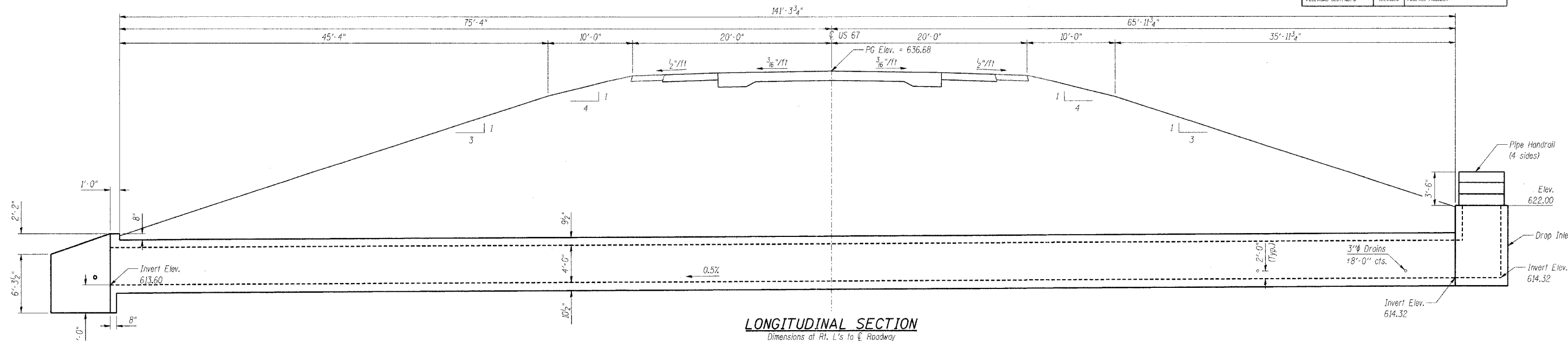
ILLINOIS DEPARTMENT OF TRANSPORTATION	
SHEET TITLE BORING LOGS	
PROJECT US RTE. 67 OVER BRUSHY FORK CREEK FAP ROUTE 310, SECTION 81B-1 MORGAN COUNTY STATION 223+51.00 STRUCTURE NUMBER 069-2505	PROJECT NO. 03002 SCALE DATE 9/30/04 DRAWN BY TFG CHECKED BY CME/MCB DRAWING NO. 5
COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	
OF 5 SHTS	



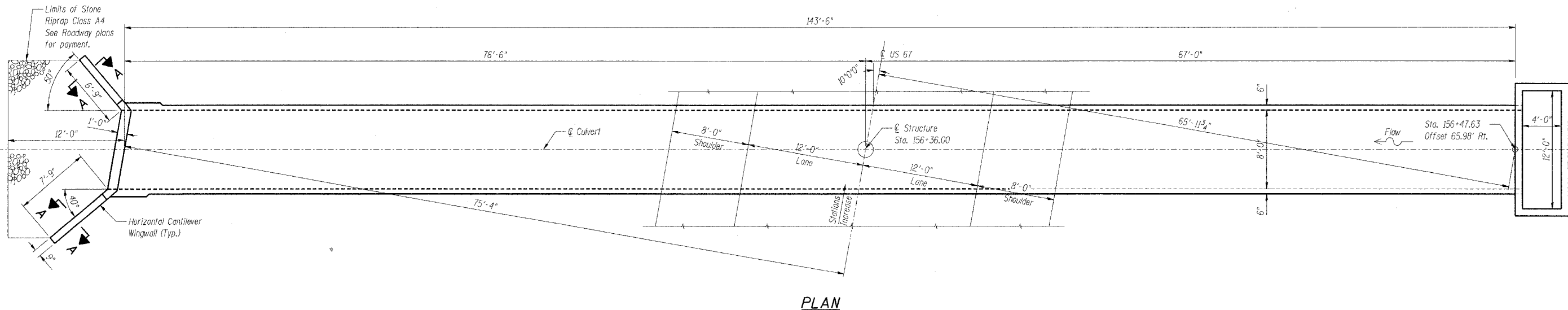
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.
FAP 164	81B-1	MORGAN	141	49
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT	

SHEET NO. 1  
3 SHEETS



**LONGITUDINAL SECTION**  
Dimensions at Rt. L's to  $\odot$  Roadway



**PLAN**

**NOTES**  
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.  
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.  
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.  
All construction joints shall be bonded.

DESIGNED	- PJP
CHECKED	- MAA
DRAWN	- MF
CHECKED	- BSC



*Michael A. Avellano* 11.10.04  
Illinois Structural No. 081-005084 Date  
Exp. 11/30/04

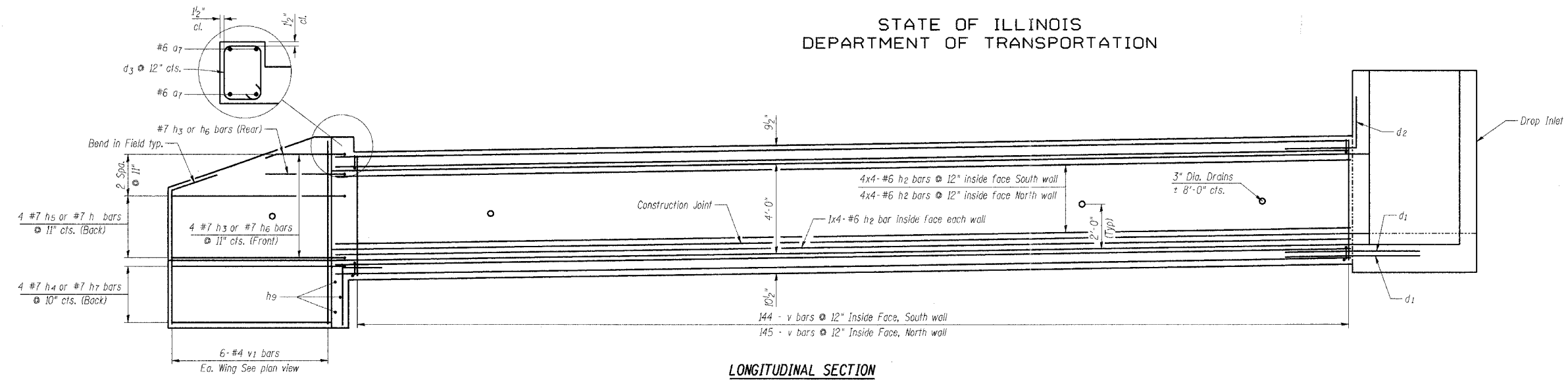
**DESIGN STRESSES**  
 $f_y = 60,000$  psi  
 $f'_c = 3,500$  psi  
**DESIGN SPECIFICATIONS**  
2002 AASHTO  
**LOADING HS 20-44 & ALT.**

PLANS PREPARED BY:  
**WOOLPERT**  
WOOLPERT LLP  
345 Fountains Pkwy, Suite A  
Fairview Heights, IL  
62208-2044  
618.632.7004  
FAX: 618.632.0100

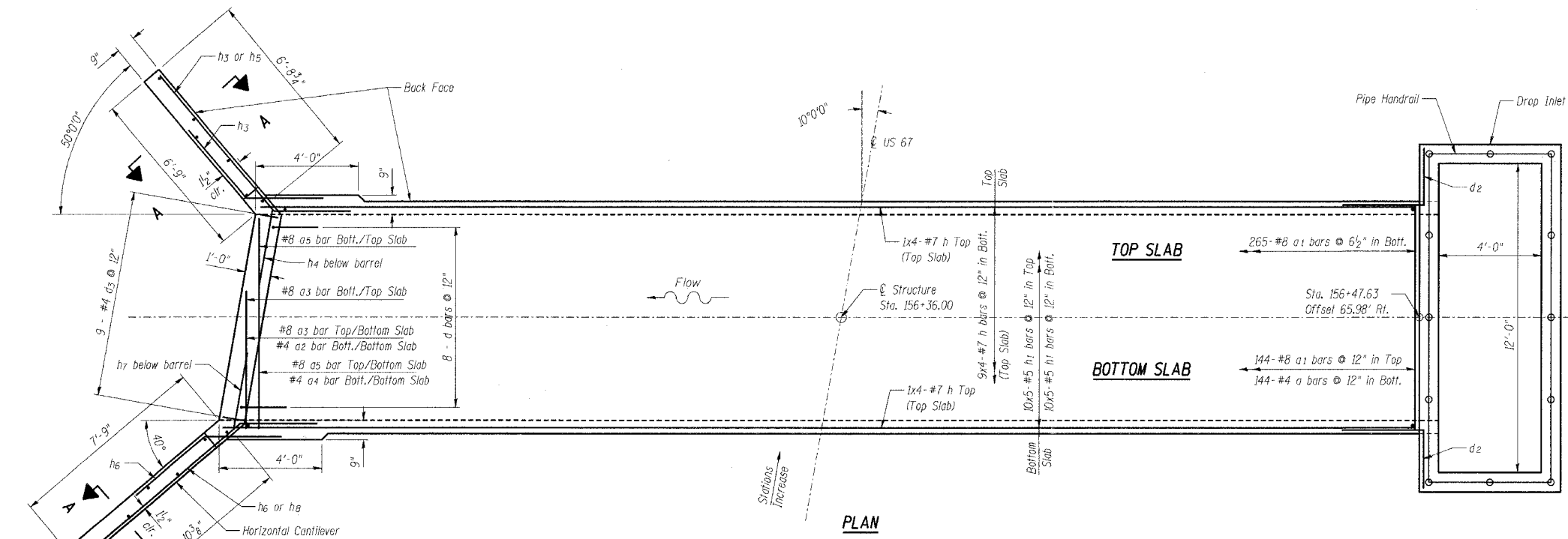
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US ROUTE 67 OVER  
TRIBUTARY TO SANDY CREEK  
FAP 164 - SECTION 81B-1  
MORGAN COUNTY  
STATION 156+36.00  
CULVERT PLAN, LONGITUDINAL SECTION  
AND DETAILS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

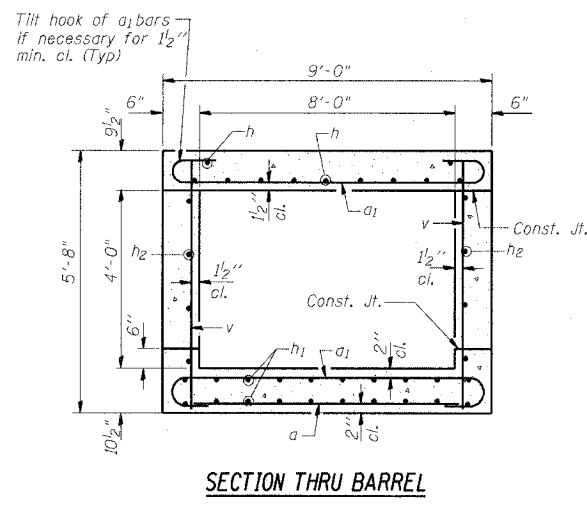
ROUTE NO.	SECTION	COUNTY	JOBS	SHEET	SHEET NO. 2 3 SHEETS
FAP 164	81B-1	MORGAN	141	50	
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT-			



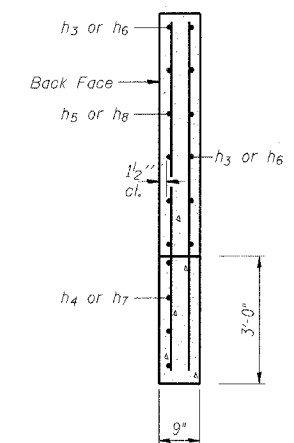
LONGITUDINAL SECTION



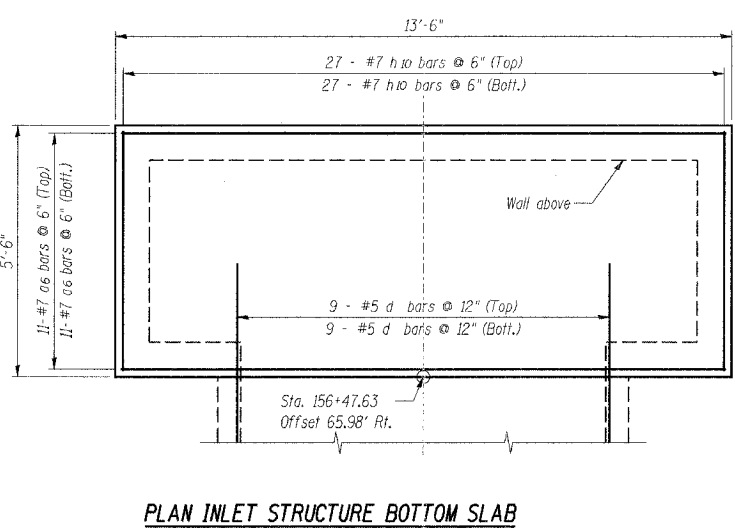
PLAN



SECTION THRU BARREL



SECTION A-A



PLAN INLET STRUCTURE BOTTOM SLAB

DESIGNED	- PJP
CHECKED	- MAA
DRAWN	- MF
CHECKED	- BSC

NOTES:

All construction joints shall be bonded.  
For Drop Inlet details, see Sheet 3 of 3.

PLANS PREPARED BY:  
**WOOLPERT** LLP  
345 Fountains Pkwy, Suite A  
Fairview Heights, IL  
62208-2044  
618.632.7004  
FAX: 618.632.0100

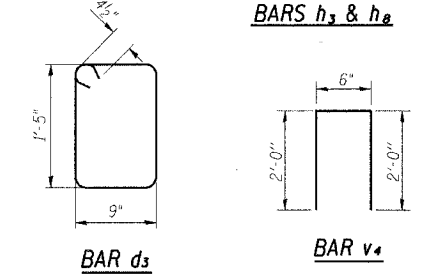
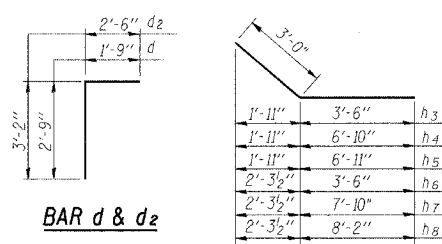
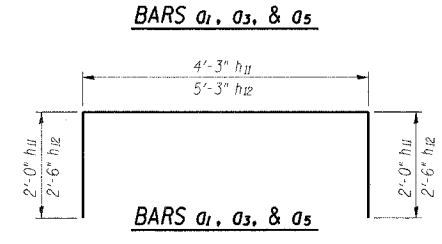
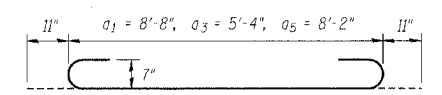
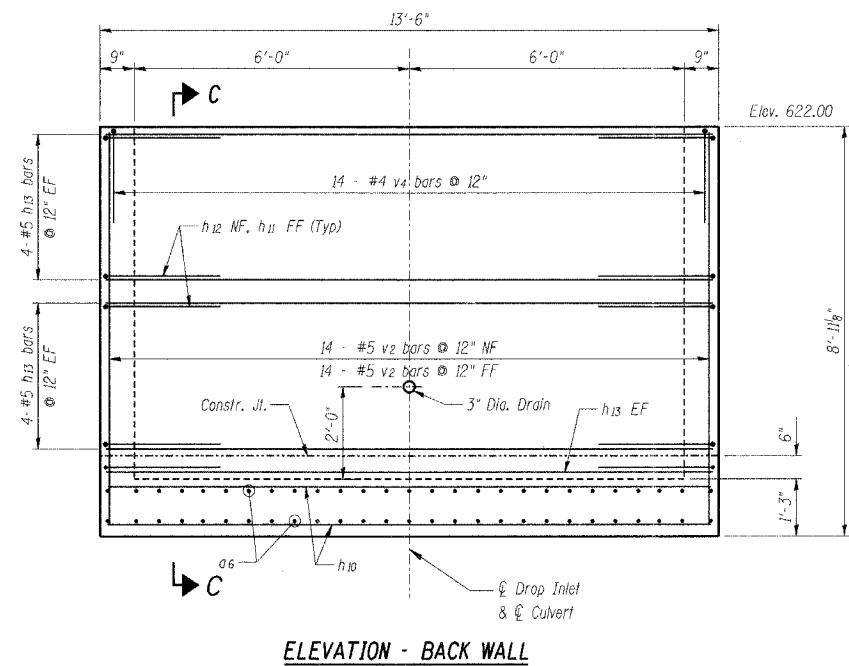
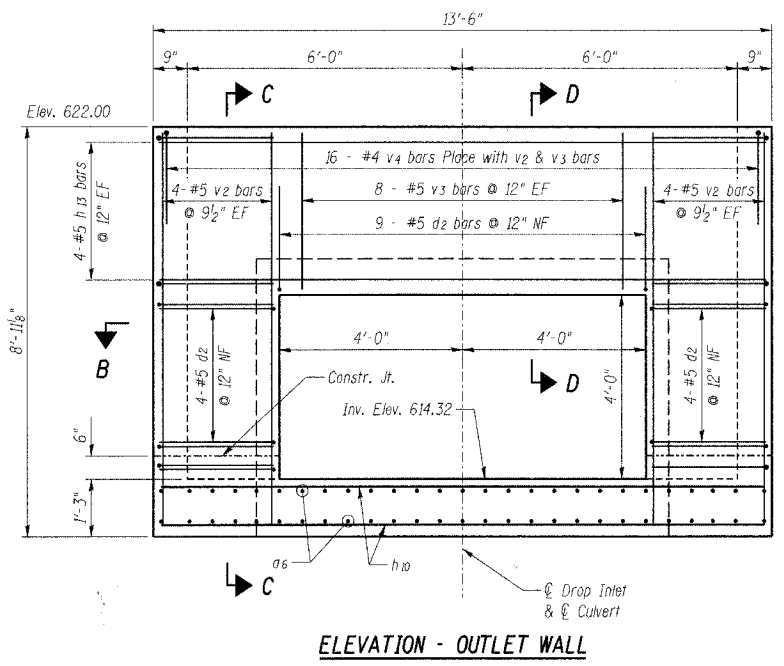
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US ROUTE 67 OVER  
TRIBUTARY TO SANDY CREEK  
FAP 164 - SECTION 81B-1  
MORGAN COUNTY  
STATION 156+36.00  
CULVERT PLAN, LONGITUDINAL SECTION  
AND DETAILS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 164	SECTION 81B-1	COUNTY MORGAN	TOTAL SHEETS 141	SHEET NO. 51	SHEET NO. 3 3 SHEETS
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT			

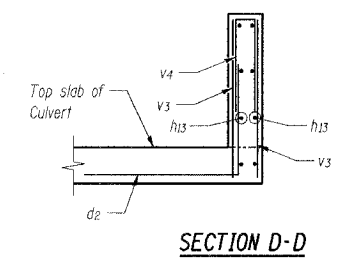
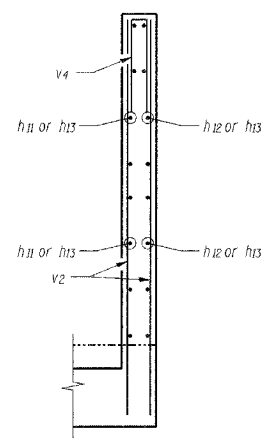
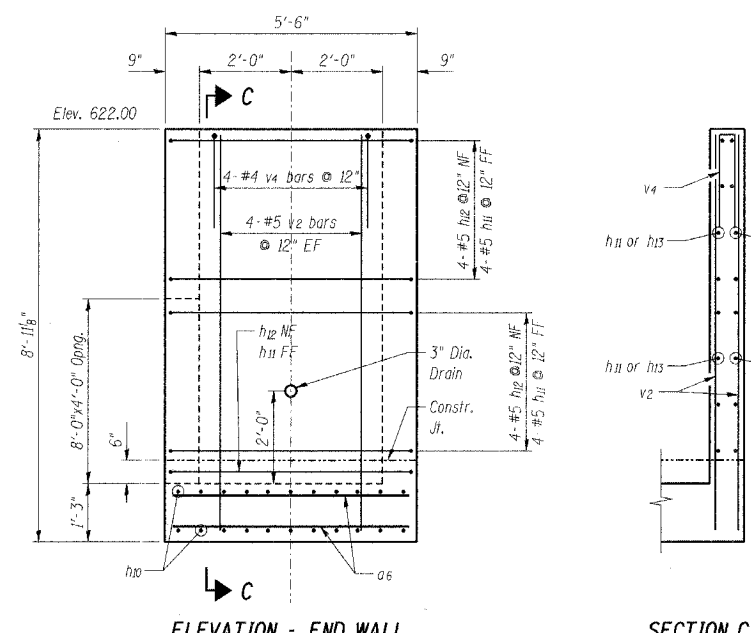
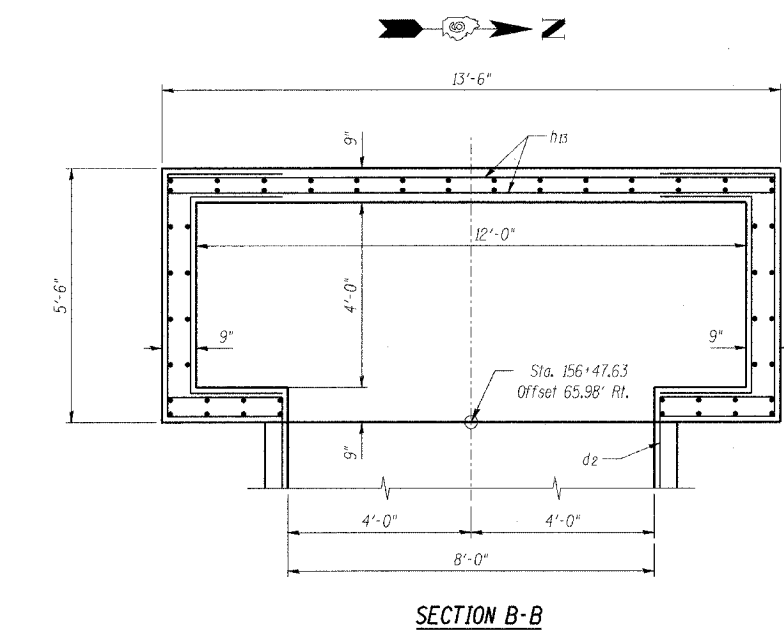
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	144	#4	8'-9"	
a1	409	#8	10'-6"	
a2	1	#4	5'-4"	
a3	2	#8	7'-2"	
a4	1	#4	7'-2"	
a5	2	#8	10'-0"	
a6	22	#7	13'-3"	
a7	4	#6	8'-2"	
d	8	#5	4'-4"	
d1	18	#5	6'-0"	
d2	16	#5	5'-8"	
d3	9	#4	5'-1"	
h	44	#7	32'-0"	
h1	100	#5	31'-0"	
h2	42	#6	31'-5"	
h3	6	#7	6'-6"	
h4	4	#7	9'-10"	
h5	4	#7	9'-11"	
h6	6	#7	6'-6"	
h7	4	#7	10'-10"	
h8	4	#7	11'-2"	
h9	3	#6	8'-7"	
h10	54	#7	5'-3"	
h11	18	#5	8'-3"	
h12	18	#5	10'-3"	
h13	24	#5	13'-3"	
v	289	#5	5'-4"	
v1	12	#4	8'-1"	
v2	60	#5	8'-7"	
v3	16	#5	3'-5"	
v4	38	#4	4'-6"	
Concrete Box Culverts	Cu. Yd.		116	
Reinforcement Bars	Pound		25600	
Pipe Handrail	Ft.		35	



BAR d3

BAR v4



SECTION D-D

DESIGNED	- PJP
CHECKED	- MAA
DRAWN	- MF
CHECKED	- B5C

NOTES:  
All construction joints shall be bonded.

PLANS PREPARED BY:  
WOOLPERT LLP  
345 Fountains Pkwy, Suite A  
Fairview Heights, IL  
62208-2044  
618.632.7004  
FAX: 618.632.0100

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US ROUTE 67 OVER  
TRIBUTARY TO SANDY CREEK  
FAP 164 - SECTION 81B-1  
MORGAN COUNTY  
STATION 156+36.00  
CULVERT PLAN, LONGITUDINAL SECTION  
AND DETAILS

Bench Mark: BM #122 Chiseled "□" S.E. corner handrail S.N. 069-0006. Elev. 610.88

Existing Structure: S.N. 069-0006 built in 1924 as SBI Route 3, Section 81-B, at Sta. 140+25.  
 Superstructure replaced and approach spans added in 1954 as SBI Route 3, Section 81BR at Sta. 140+25.  
 Structure consists of reinforced concrete slab approaches and concrete T-girder main span on concrete pile approach bents and closed abutments on untreated timber piles. 98'-5" Bk.-Bk. approach bents. 36'-4" O.-O. deck. Structure to be removed and replaced using stage construction.

No salvage

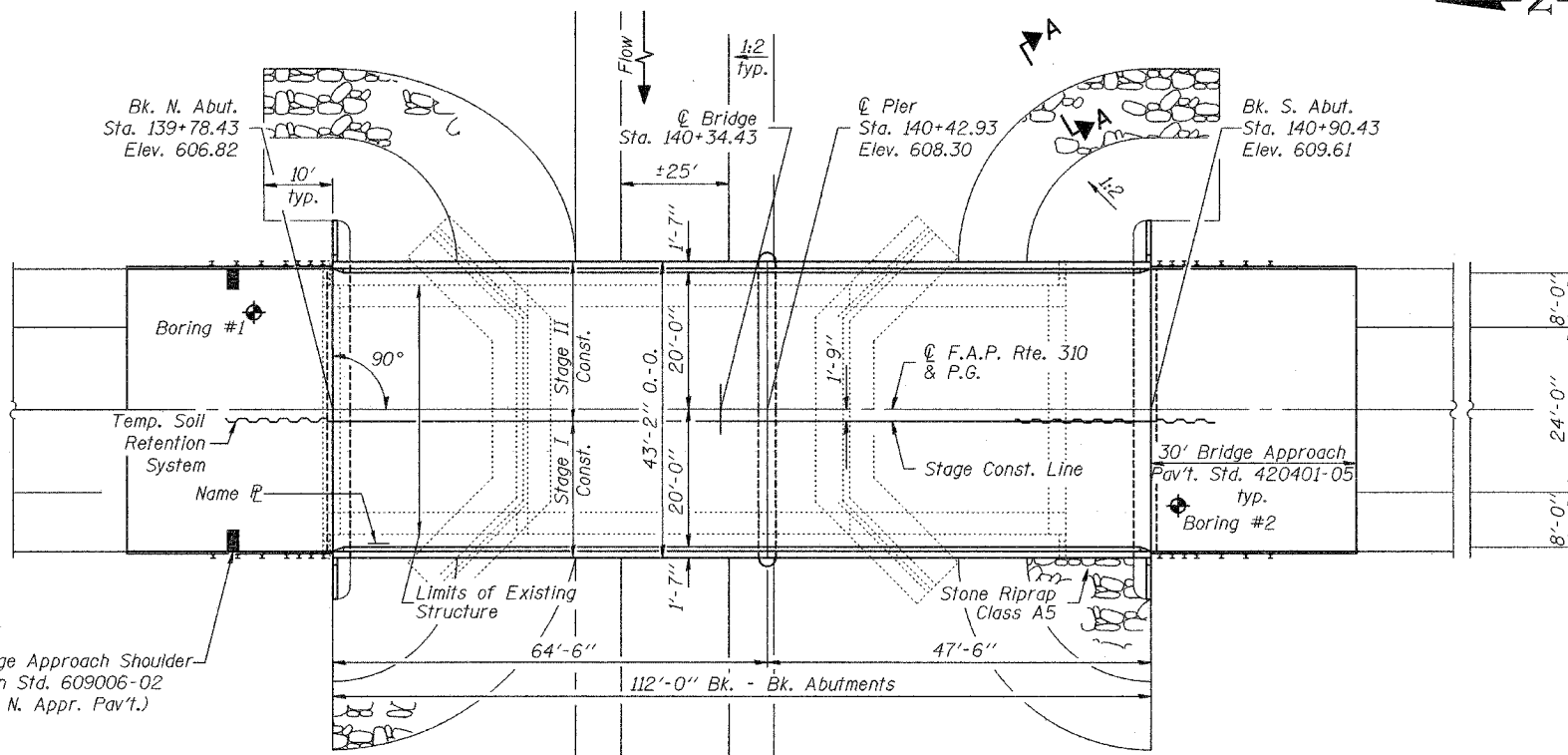
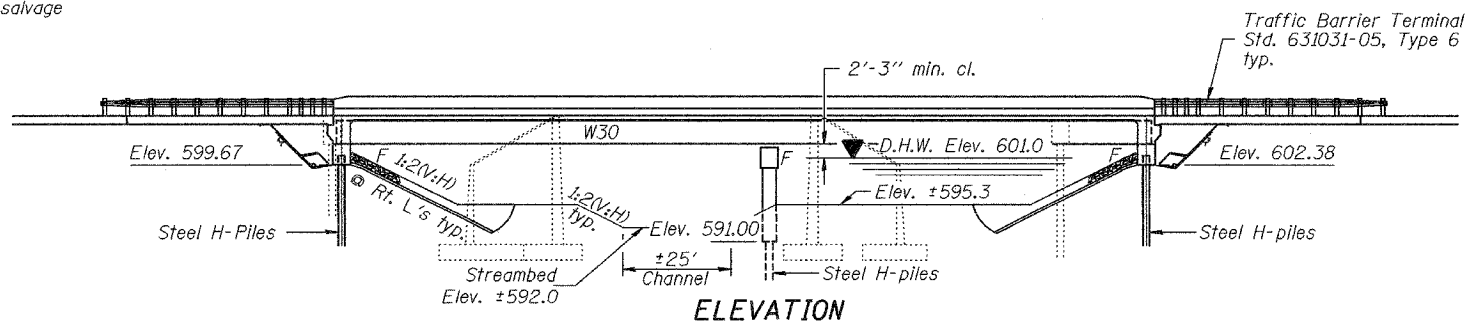
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 310	81B-1	MORGAN	114	52
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

16 SHEETS

Contract #72528  
**GENERAL NOTES**

Fasteners shall be high strength bolts (AASHTO M 164, Type 3 in unpainted areas and mechanically galvanized AASHTO M 164, Type 1 or 2 in painted areas). Bolts  $\frac{7}{8}$ "  $\phi$ , open holes  $\frac{15}{16}$ "  $\phi$ , unless otherwise noted.  
 Calculated weight of Structural Steel = 93,700 lbs.  
 All structural steel shall be AASHTO M 270 Grade 50W.  
 Field welding of construction accessories will not be permitted to beams or girders.  
 Anchor bolts shall be set before bolting diaphragms over supports.  
 The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.  
 Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.  
 Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.  
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.  
 The contractor shall drive two test piles in a permanent location, one HP12 x 53 at the South Abutment and one HP12 x 74 at the Pier, as directed by the Engineer before ordering the remainder of the piles.  
 AASHTO M 270 Grade 50W structural steel shall only be painted, at the ends of the beams, for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with an inorganic zinc rich primer per AASHTO M 300, Type 1. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".  
 All construction joints shall be bonded.  
 Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before Stage I removal.



STATION 140+34.43  
 BUILT 200 BY  
 STATE OF ILLINOIS  
 F.A.P. RT. 310 SEC. 81B-1  
 LOADING HS20  
 STR. NO. 069-0504

**NAME PLATE**  
 See Std. 515001-02

**LOADING HS20-44**  
 Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**  
 2002 AASHTO Standard Specifications

**DESIGN STRESSES**

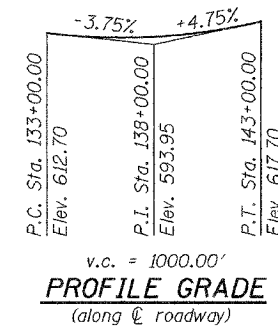
**FIELD UNITS**  
 $f_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 50,000$  psi (AASHTO M270 Grade 50W)

**SEISMIC DATA**

Seismic Performance Category (SPC) = A  
 Bedrock Acceleration Coefficient (A) = 4.8%  
 Site Coefficient (S) = 1.5

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.		137	137
Concrete Superstructure	Cu. Yd.	164.8		164.8
Concrete Structures	Cu. Yd.		83.1	83.1
Furnishing and Erecting Structural Steel	L. Sum			1
Reinforcement Bars, Epoxy Coated	Pound	39,890	8390	48,280
Porous Granular Embankment (Special)	Cu. Yd.		144.6	144.6
Bridge Deck Grooving	Sq. Yd.		473	473
Stud Shear Connectors	Each		2196	2196
Removal of Existing Structures	Each			1
Driving Steel Piles	Foot		521	521
Furnishing Steel Piles HP12x53	Foot		361	361
Furnishing Steel Piles HP12x74	Foot		160	160
Test Pile Steel HP12x53	Each		1	1
Test Pile Steel HP12x74	Each		1	1
Temporary Soil Retention System	Sq. Ft.		905	905
Bar Splicers	Each	492		541
Name Plates	Each	1		1
Protective Coat	Sq. Yd.	592		592
Stone Riprap, Class A5	Sq. Yd.		620	620
Filter Fabric	Sq. Yd.		620	620
Underwater Structure Excavation Protection, Location 1	Each		1	1

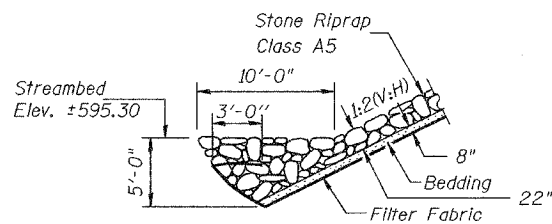


**PROFILE GRADE**  
 (along  $\phi$  roadway)

DESIGNED	Alfa Goranovani
CHECKED	William A. Besner
DRAWN	DMC Frank Lowry
CHECKED	A.B.G. WAB

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

EXPIRES 11-30-2006

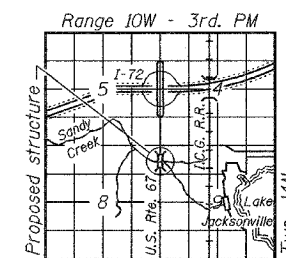


**SECTION A-A**

**WATERWAY INFORMATION**

Drainage Area = 13.8 sq. mi. Low Grade Elev. 604.7 ft.  $\phi$  Sta. 603+77.79

Flood	Freq. Yr.	Q C.F.S.	Opening Exist. Prop.	Sq. Ft. Exist. Prop.	Nat. H.W.E. Exist. Prop.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
Design	50	3669	269	593	601.0	4.2	605.2
Base	100	4229	281	619	601.3	4.3	605.6
Overtopping	-	-	-	-	-	-	-
Max. Calc.	500	5578	310	674	601.8	4.5	606.3

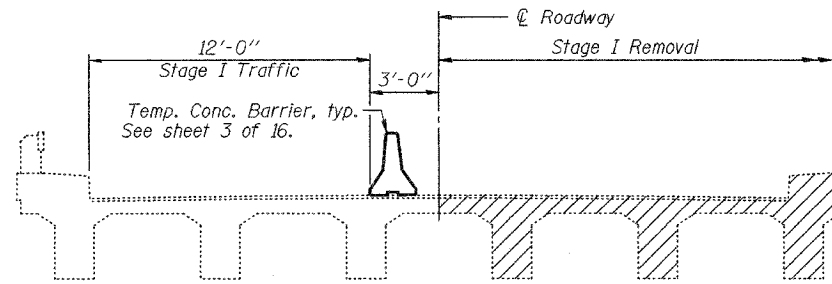


**LOCATION SKETCH**

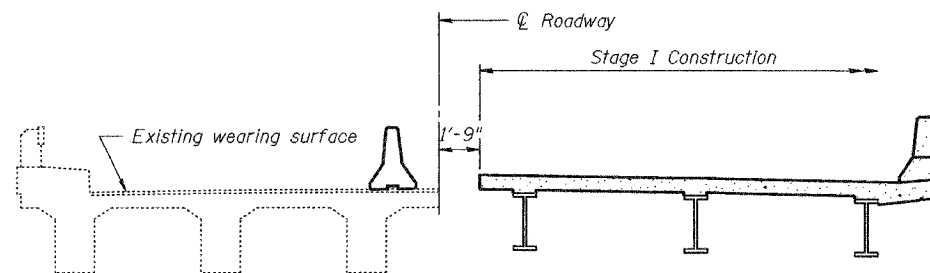
**GENERAL PLAN**  
 U.S. ROUTE 67 OVER  
 SANDY CREEK  
 F.A.P. ROUTE 310 - SECTION 81B-1  
 MORGAN COUNTY  
 STATION 140+34.43  
 STRUCTURE NO. 069-0504

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

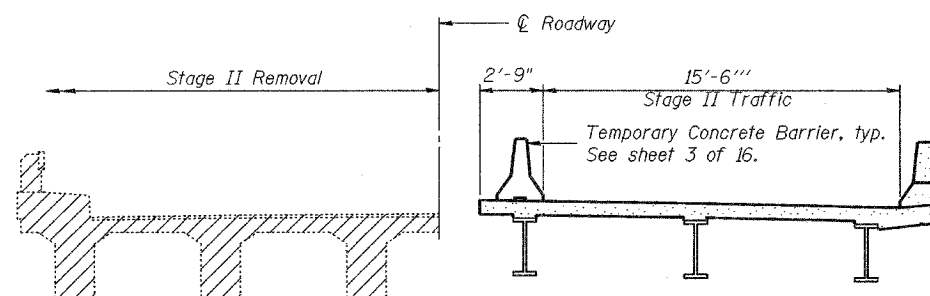
ROUTE NO.	SECTION	COUNTY	ISSUE	SHEET	SHEET NO. 2
F.A.P. 310	81B-1	MORGAN	114	53	16 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract #72528		



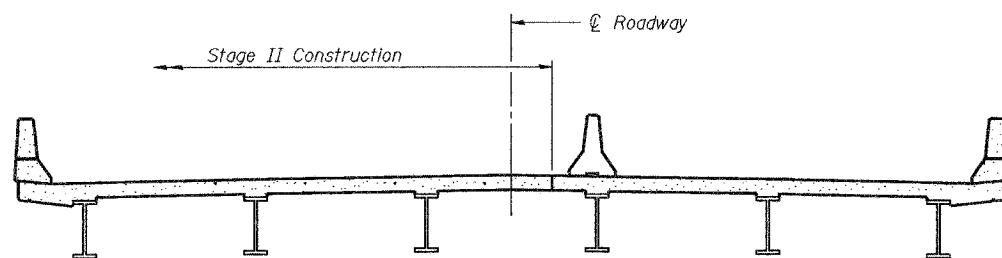
**STAGE I REMOVAL**



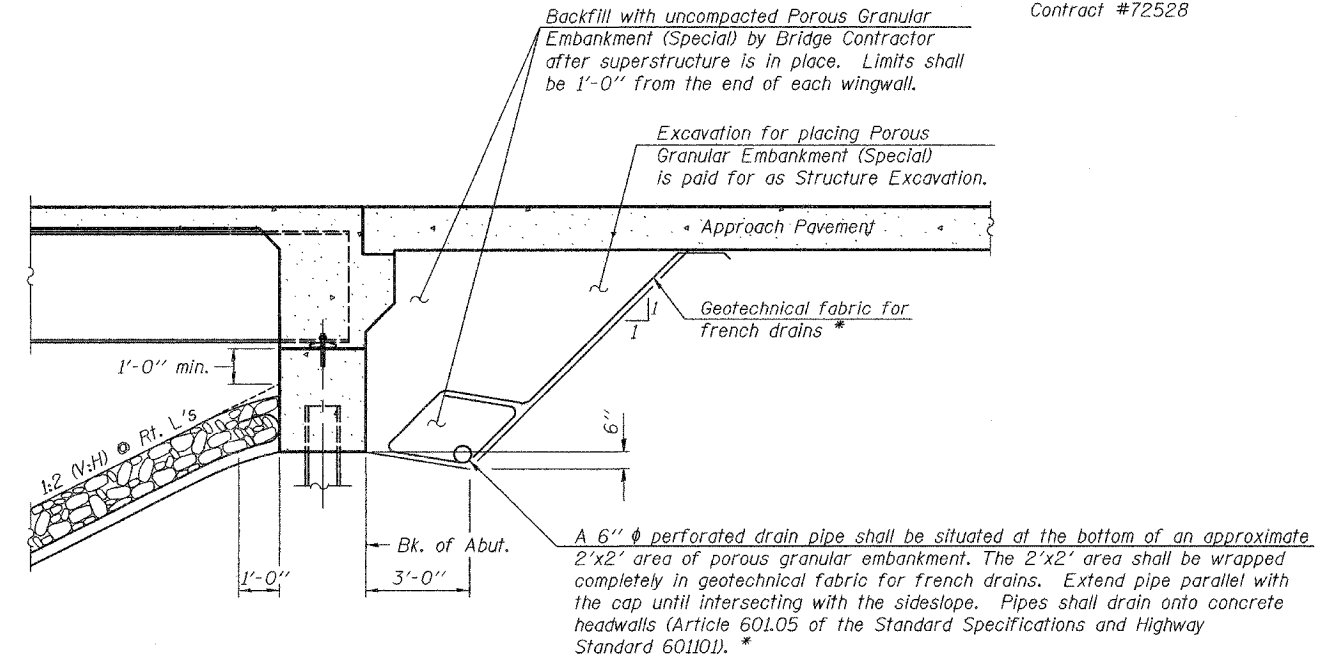
**STAGE I CONSTRUCTION**



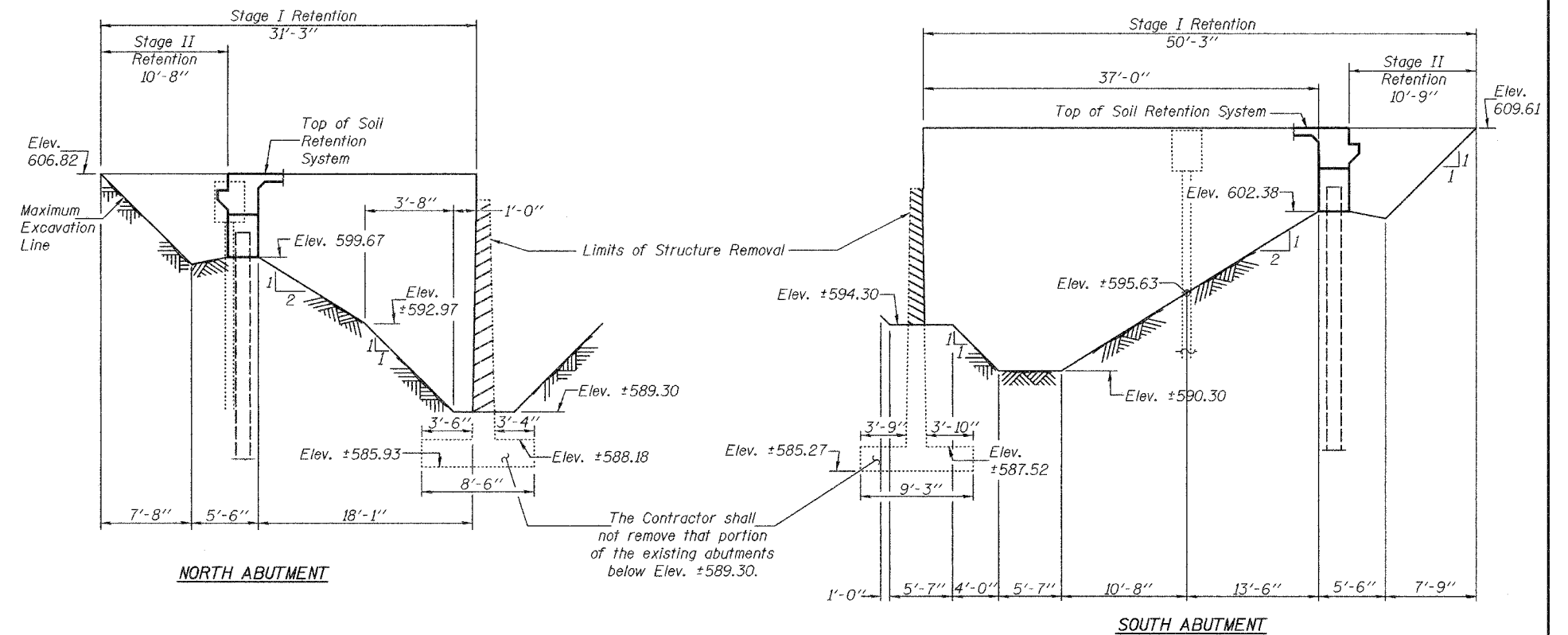
**STAGE II REMOVAL**



**STAGE II CONSTRUCTION**



\* Included in the cost of Porous Granular Embankment (Special).  
**SECTION THRU INTEGRAL ABUTMENT**



**TEMPORARY SOIL RETENTION SYSTEM**

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

**STAGE CONSTRUCTION AND MISCELLANEOUS DETAILS**  
**F.A.P. ROUTE 310 - SECTION 81B-1**  
**MORGAN COUNTY**  
**STATION 140+34.43**  
**STRUCTURE NO. 069-0504**

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	ØMG Frank Lowry
CHECKED	A.B.G. & W.A.B.

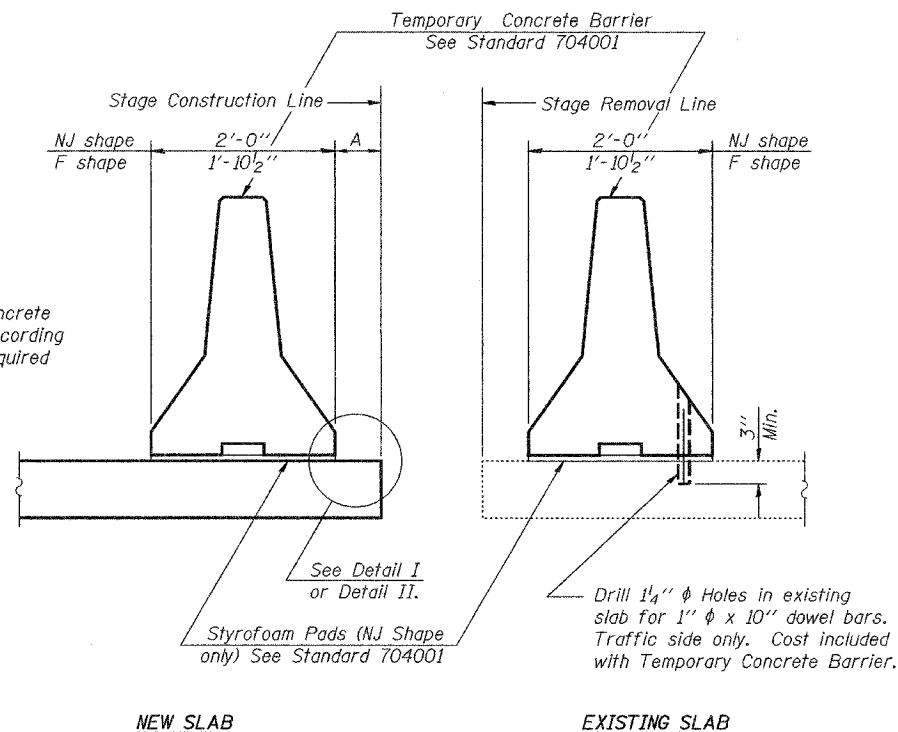
September 30, 2005  
EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

Notes: All stage construction cross sections Looking South. Hatched areas indicate Removal of Existing Structures. See Roadway Plans for quantities of Temporary Concrete Barrier.

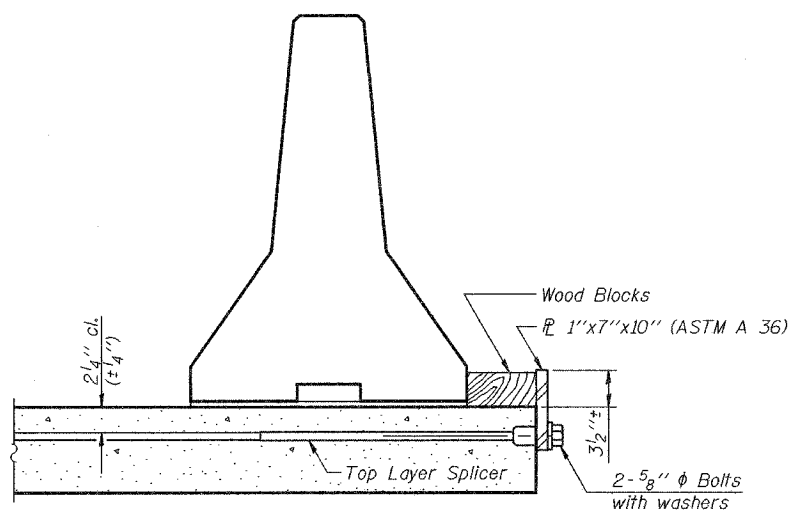
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	ISITS	SHEET NO.	SHEET NO. 3
F.A.P. 310	81B-1	MORGAN	114	54	16 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72528

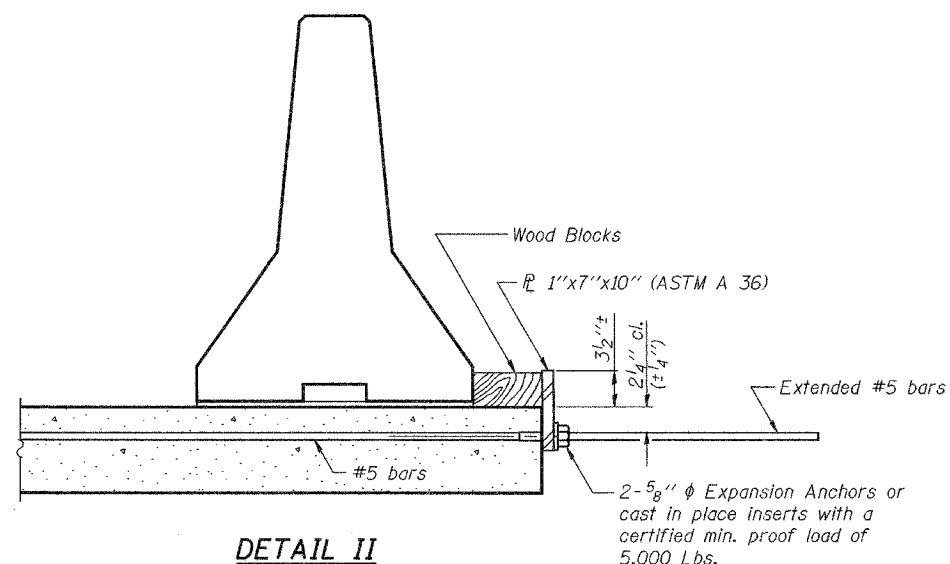


SECTION THRU SLAB



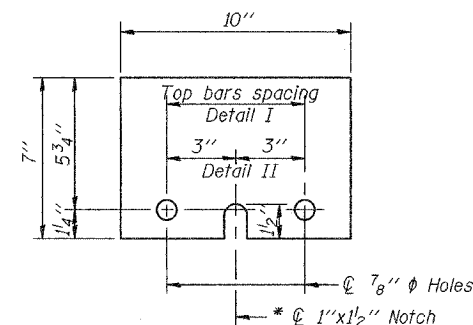
DETAIL I

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

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.



1" x 7" x 10"

\* Required only with Detail II

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	BMC Frank Lowry
CHECKED	A.B.G. & W.A.B.

September 30, 2005
EXAMINED <i>Thomas J. Domagala</i> ENGINEER OF BRIDGE DESIGN
PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

R-27

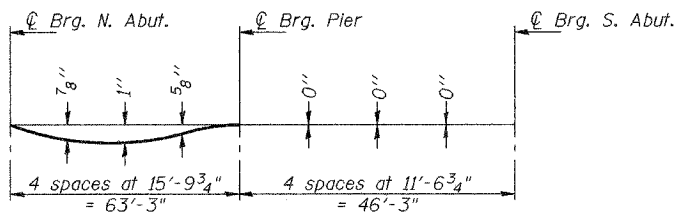
10-22-04

TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 310	SECTION 81B-1	COUNTY MORGAN	TOTAL SHEETS 114	SHEET NO. 55	SHEET NO. 4 16 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

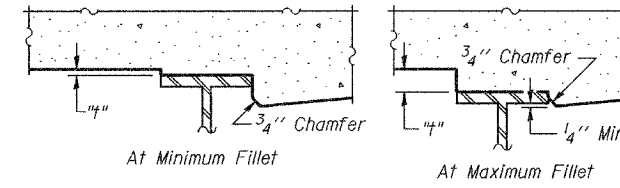
Contract #72528



**DEAD LOAD DEFLECTION DIAGRAM**

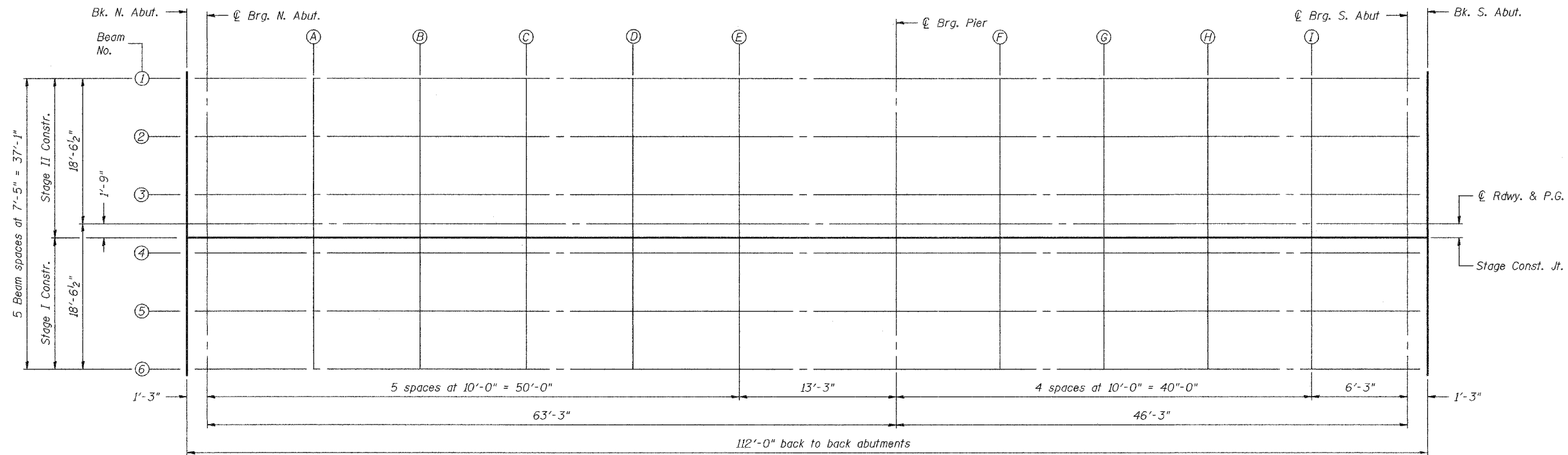
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 5 of 16.



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 on sheet 5 of 16, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**PLAN**

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	DMC Frank Lowry
CHECKED	A.B.G & W.A.B.

September 30, 2005  
 EXAMINED *Thomas J. Donagale*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

**TOP OF SLAB ELEVATIONS**  
**F.A.P. ROUTE 310 - SECTION 81B-1**  
**MORGAN COUNTY**  
**STATION 140+34.43**  
**STRUCTURE NO. 069-0504**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 310	81B-1	MORGAN	114	56
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5  
16 SHEETS

Contract #72528

☉ BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	18.542	606.497	606.497
CL. N. Abt	13979.680	18.542	606.522	606.522
A	13989.680	18.542	606.729	606.772
B	13999.680	18.542	606.944	607.016
C	14009.680	18.542	607.168	607.250
D	14019.680	18.542	607.401	607.466
E	14029.680	18.542	607.642	607.682
CL. Pier	14042.930	18.542	607.974	607.974
F	14052.930	18.542	608.235	608.232
G	14062.930	18.542	608.504	608.507
H	14072.930	18.542	608.782	608.788
I	14082.930	18.542	609.068	609.072
CL. S. Abt	14089.180	18.542	609.251	609.251
Bk. S. Abt	14090.430	18.542	609.288	609.288

☉ BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	11.125	606.646	606.646
CL. N. Abt	13979.680	11.125	606.672	606.672
A	13989.680	11.125	606.879	606.922
B	13999.680	11.125	607.094	607.166
C	14009.680	11.125	607.318	607.400
D	14019.680	11.125	607.551	607.615
E	14029.680	11.125	607.792	607.832
CL. Pier	14042.930	11.125	608.124	608.124
F	14052.930	11.125	608.385	608.382
G	14062.930	11.125	608.654	608.657
H	14072.930	11.125	608.932	608.938
I	14082.930	11.125	609.218	609.222
CL. S. Abt	14089.180	11.125	609.401	609.401
Bk. S. Abt	14090.430	11.125	609.438	609.438

☉ BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	3.708	606.762	606.762
CL. N. Abt	13979.680	3.708	606.788	606.788
A	13989.680	3.708	606.995	607.037
B	13999.680	3.708	607.210	607.282
C	14009.680	3.708	607.434	607.516
D	14019.680	3.708	607.666	607.731
E	14029.680	3.708	607.907	607.948
CL. Pier	14042.930	3.708	608.240	608.240
F	14052.930	3.708	608.501	608.498
G	14062.930	3.708	608.770	608.773
H	14072.930	3.708	609.048	609.054
I	14082.930	3.708	609.334	609.338
CL. S. Abt	14089.180	3.708	609.517	609.517
Bk. S. Abt	14090.430	3.708	609.554	609.554

☉ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	0.000	606.820	606.820
CL. N. Abt	13979.680	0.000	606.846	606.846
A	13989.680	0.000	607.052	607.095
B	13999.680	0.000	607.268	607.340
C	14009.680	0.000	607.492	607.574
D	14019.680	0.000	607.724	607.789
E	14029.680	0.000	607.965	608.006
CL. Pier	14042.930	0.000	608.298	608.298
F	14052.930	0.000	608.559	608.555
G	14062.930	0.000	608.828	608.830
H	14072.930	0.000	609.106	609.112
I	14082.930	0.000	609.392	609.396
CL. S. Abt	14089.180	0.000	609.575	609.575
Bk. S. Abt	14090.430	0.000	609.612	609.612

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	-1.750	606.793	606.793
CL. N. Abt	13979.680	-1.750	606.818	606.818
A	13989.680	-1.750	607.025	607.068
B	13999.680	-1.750	607.241	607.313
C	14009.680	-1.750	607.465	607.546
D	14019.680	-1.750	607.697	607.762
E	14029.680	-1.750	607.938	607.978
CL. Pier	14042.930	-1.750	608.270	608.270
F	14052.930	-1.750	608.531	608.528
G	14062.930	-1.750	608.800	608.803
H	14072.930	-1.750	609.078	609.084
I	14082.930	-1.750	609.364	609.368
CL. S. Abt	14089.180	-1.750	609.548	609.548
Bk. S. Abt	14090.430	-1.750	609.585	609.585

☉ BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	-3.708	606.762	606.762
CL. N. Abt	13979.680	-3.708	606.788	606.788
A	13989.680	-3.708	606.995	607.037
B	13999.680	-3.708	607.210	607.282
C	14009.680	-3.708	607.434	607.516
D	14019.680	-3.708	607.666	607.731
E	14029.680	-3.708	607.907	607.948
CL. Pier	14042.930	-3.708	608.240	608.240
F	14052.930	-3.708	608.501	608.498
G	14062.930	-3.708	608.770	608.773
H	14072.930	-3.708	609.048	609.054
I	14082.930	-3.708	609.334	609.338
CL. S. Abt	14089.180	-3.708	609.517	609.517
Bk. S. Abt	14090.430	-3.708	609.554	609.554

☉ BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	-11.125	606.646	606.646
CL. N. Abt	13979.680	-11.125	606.672	606.672
A	13989.680	-11.125	606.879	606.922
B	13999.680	-11.125	607.094	607.166
C	14009.680	-11.125	607.318	607.400
D	14019.680	-11.125	607.551	607.615
E	14029.680	-11.125	607.792	607.832
CL. Pier	14042.930	-11.125	608.124	608.124
F	14052.930	-11.125	608.385	608.382
G	14062.930	-11.125	608.654	608.657
H	14072.930	-11.125	608.932	608.938
I	14082.930	-11.125	609.218	609.222
CL. S. Abt	14089.180	-11.125	609.401	609.401
Bk. S. Abt	14090.430	-11.125	609.438	609.438

☉ BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abt	13978.430	-18.542	606.497	606.497
CL. N. Abt	13979.680	-18.542	606.522	606.522
A	13989.680	-18.542	606.729	606.772
B	13999.680	-18.542	606.944	607.016
C	14009.680	-18.542	607.168	607.250
D	14019.680	-18.542	607.401	607.466
E	14029.680	-18.542	607.642	607.682
CL. Pier	14042.930	-18.542	607.974	607.974
F	14052.930	-18.542	608.235	608.232
G	14062.930	-18.542	608.504	608.507
H	14072.930	-18.542	608.782	608.788
I	14082.930	-18.542	609.068	609.072
CL. S. Abt	14089.180	-18.542	609.251	609.251
Bk. S. Abt	14090.430	-18.542	609.288	609.288

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	BMC Frank Lowry
CHECKED	A.B.G. & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Donagale*  
PASSES *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

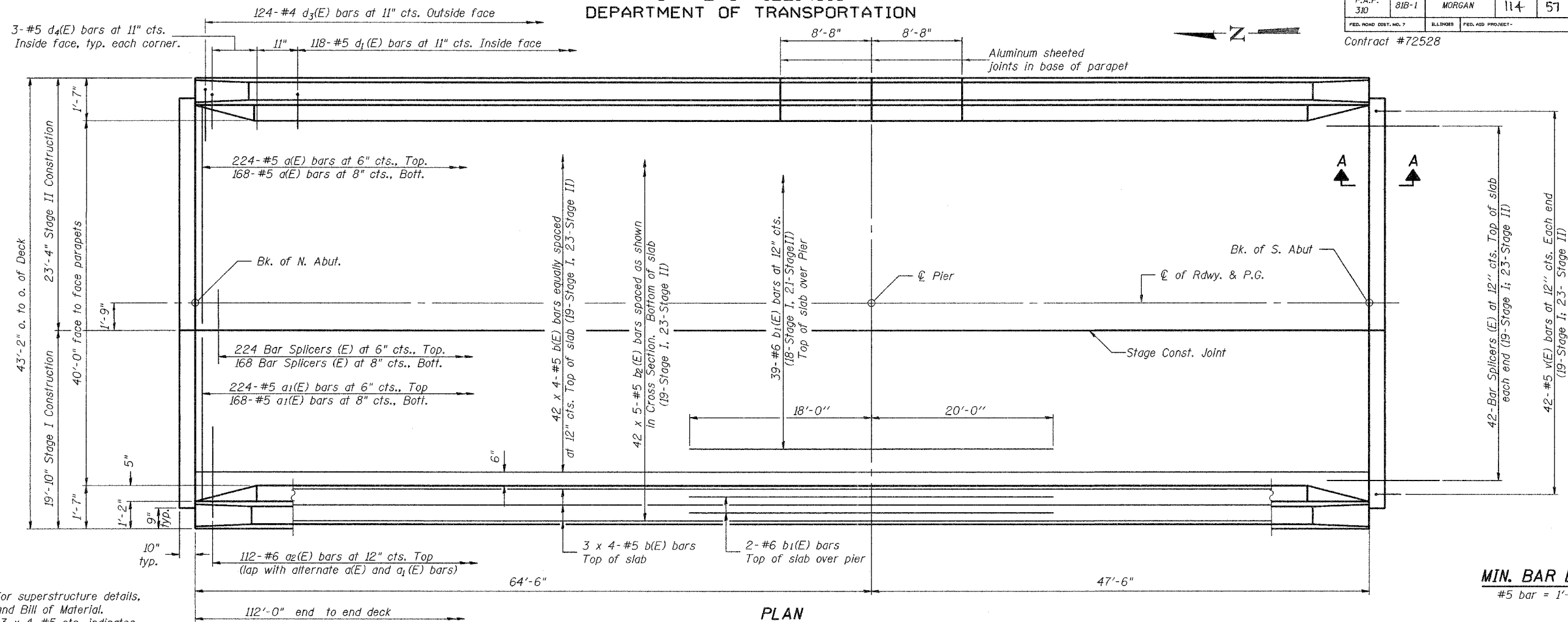
TOP OF SLAB ELEVATIONS  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

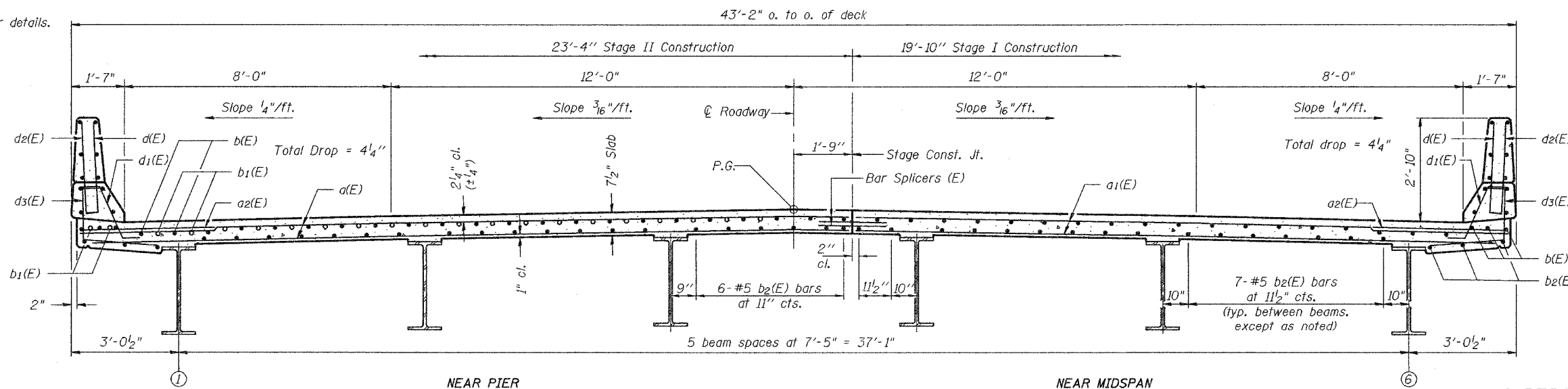
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FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 6  
16 SHEETS  
Contract #72528



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

Notes: See Sheet 7 of 16 for superstructure details, parapet reinforcement and Bill of Material.  
Bars indicated thus 3 x 4-#5 etc. indicates 3 lines of bars with 4 lengths of bars per line.  
For Section A-A and diaphragm details see Sheet 8 of 16.  
See Sheet 15 of 16 for bar splicer details.



CROSS SECTION  
(Looking South)

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	ØMC Frank Lowry
CHECKED	A.B.G. & W.A.B.

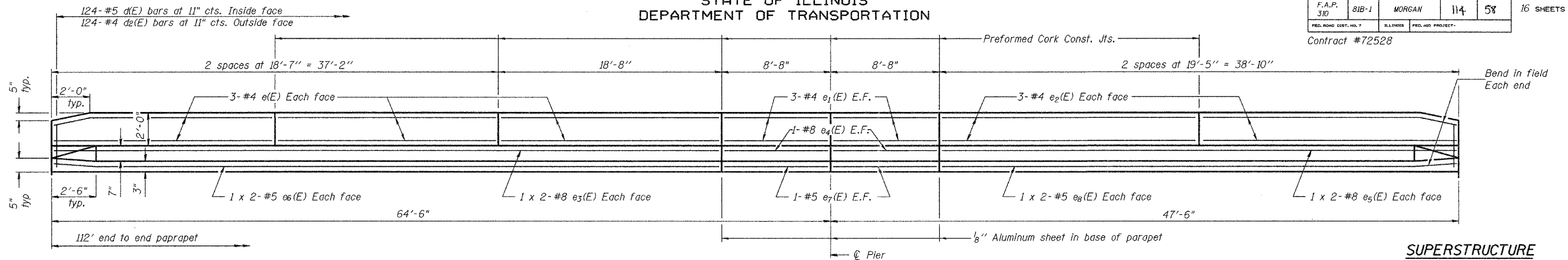
September 30, 2005  
EXAMINED *Thomas J. Domagalak*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 310	SECTION 81B-1	COUNTY MORGAN	SHEET 114	DATE 58	SHEET NO. 7 16 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #72528



INSIDE ELEVATION OF PARAPET

SUPERSTRUCTURE  
BILL OF MATERIAL

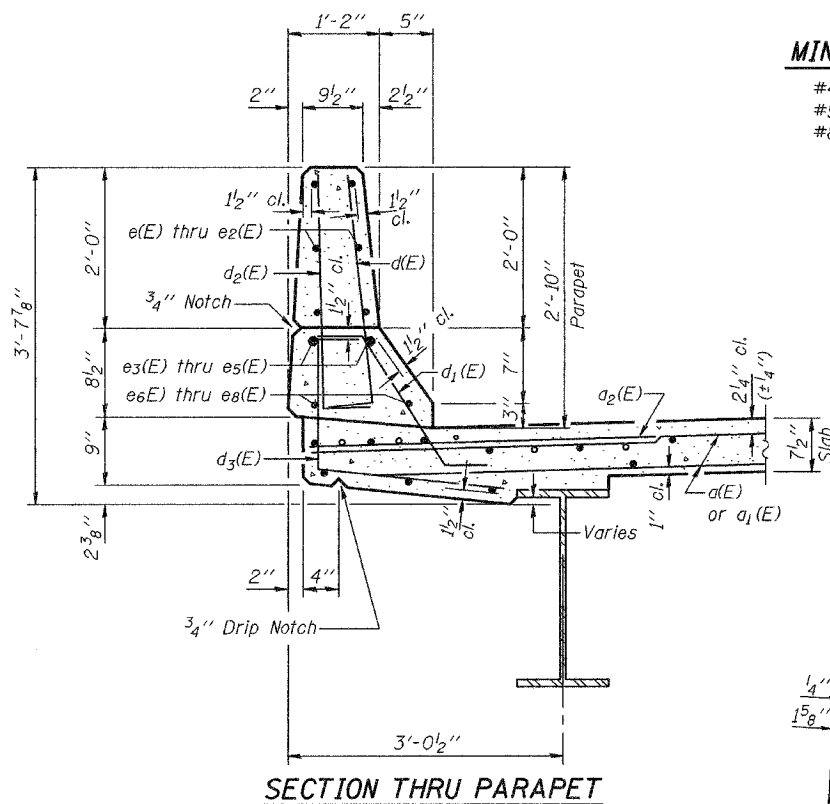
Bar	No.	Size	Length	Shape
d(E)	392	#5	23'-0"	—
d1(E)	392	#5	19'-6"	—
d2(E)	224	#6	4'-0"	—
b(E)	192	#5	29'-2"	—
b1(E)	43	#6	38'-0"	—
b2(E)	210	#5	23'-8"	—
d(E)	248	#5	3'-0"	—
d1(E)	236	#5	2'-5"	—
d2(E)	248	#4	3'-0"	—
d3(E)	248	#4	3'-8"	—
d4(E)	12	#5	2'-2"	—
e(E)	36	#4	18'-4"	—
e1(E)	24	#4	8'-5"	—
e2(E)	24	#4	19'-2"	—
e3(E)	8	#8	29'-6"	—
e4(E)	8	#8	8'-5"	—
e5(E)	8	#8	21'-0"	—
e6(E)	8	#5	28'-8"	—
e7(E)	8	#5	8'-5"	—
e8(E)	8	#5	20'-2"	—
m(E)	4	#6	18'-10"	—
m1(E)	4	#6	22'-4"	—
m2(E)	6	#6	19'-6"	—
m3(E)	6	#6	23'-0"	—
m4(E)	12	#6	9'-6"	—
m5(E)	12	#6	8'-4"	—
m6(E)	10	#6	7'-1"	—
m7(E)	4	#6	2'-8"	—
s(E)	92	#5	6'-10"	—
s1(E)	92	#4	8'-10"	—
v(E)	84	#5	3'-4"	—
Reinforcement Bars, Epoxy Coated		Pound	39,890	
Concrete Superstructure		Cu. Yds.	164.8	

Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

SUPERSTRUCTURE DETAILS  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

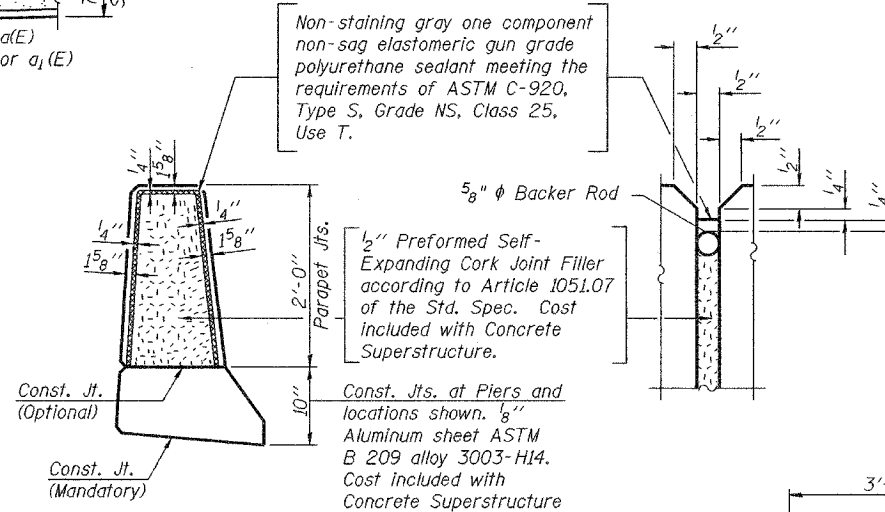
MIN. BAR LAPSP

- #4 bars = 1'-4"
- #5 bars = 1'-8"
- #8 bars = 3'-5"

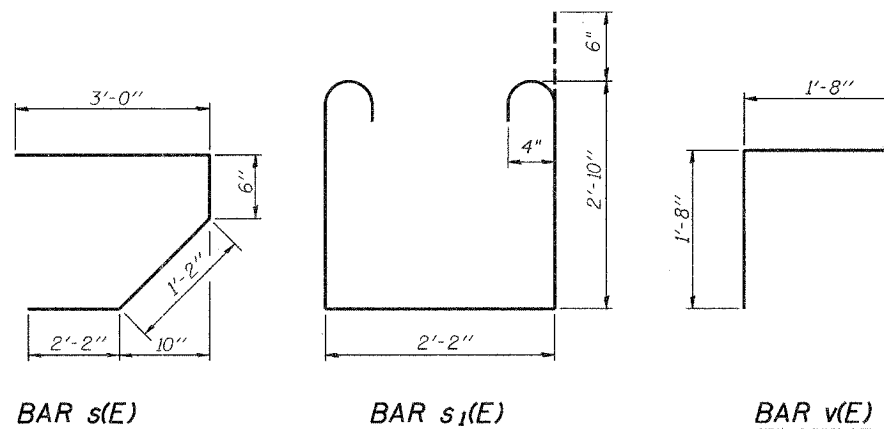
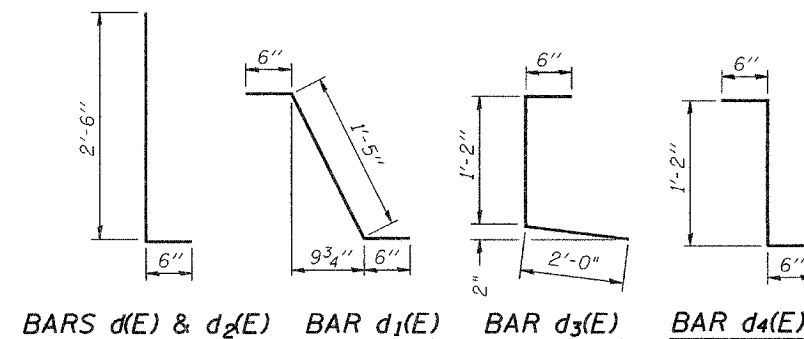


SECTION THRU PARAPET

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, Use T.



PARAPET JOINT DETAILS



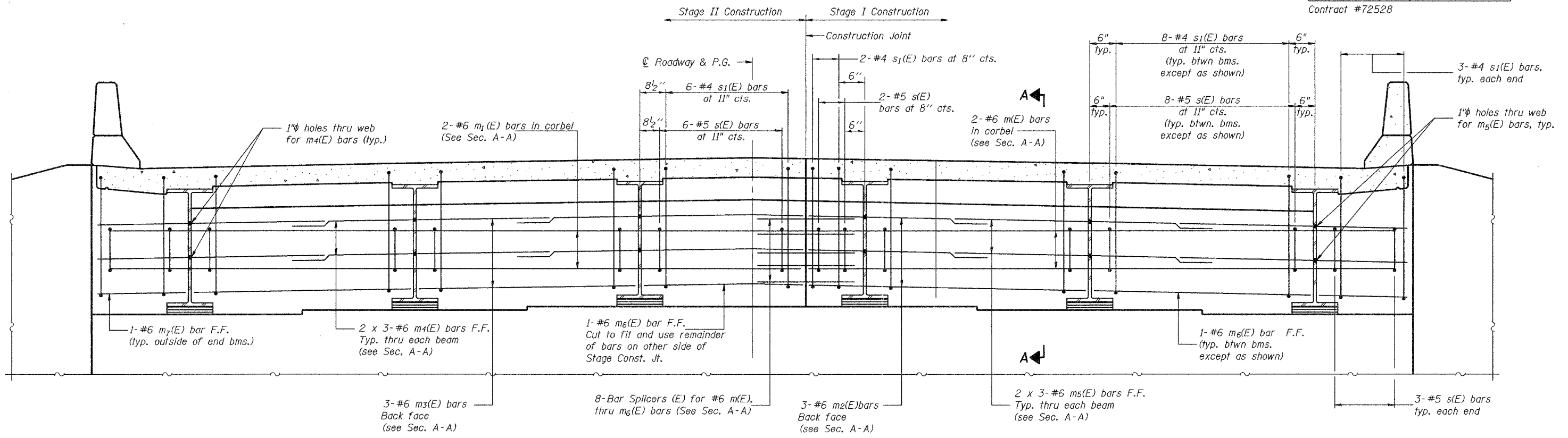
DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	DMG Frank Lowry
CHECKED	A.B.G & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Demasak*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
F.A.P. 310	81B-1	MORGAN	114	59	16 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

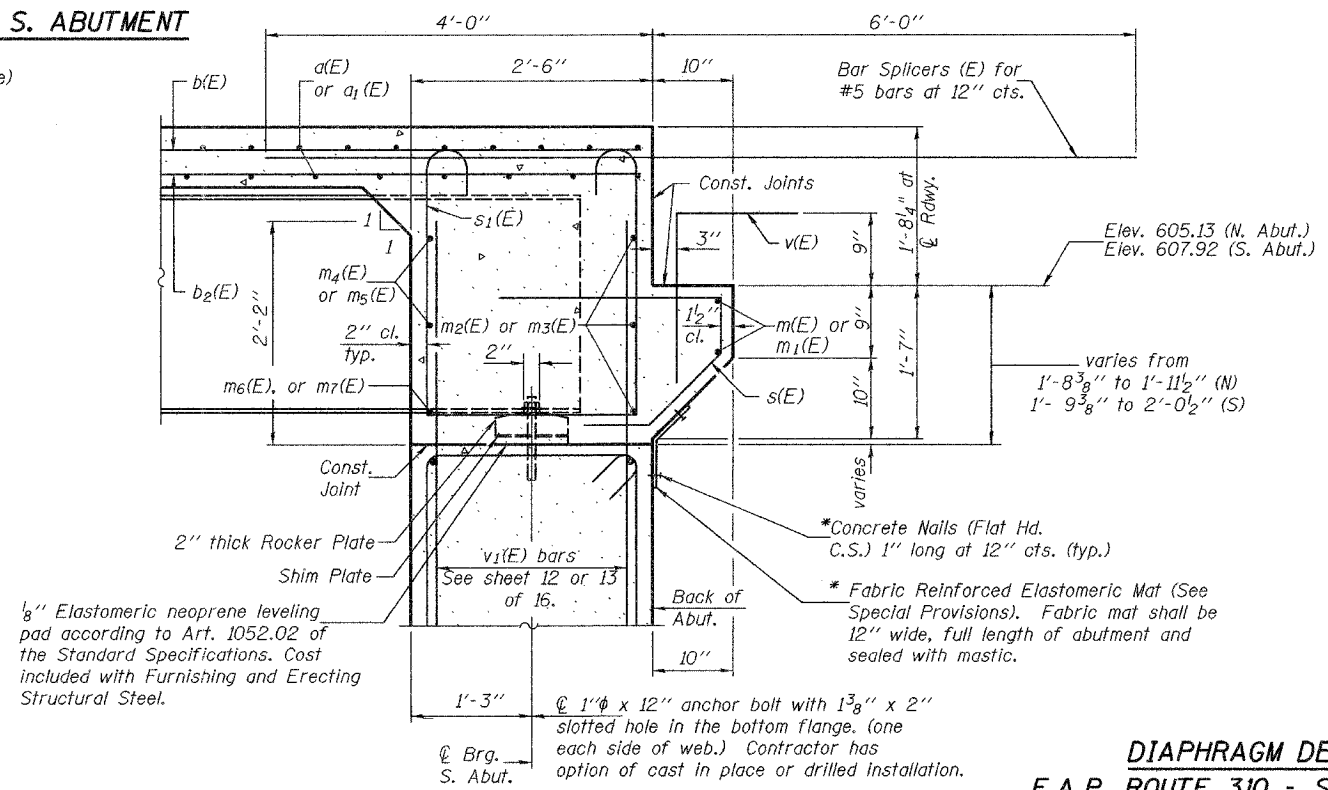
Contract #72528



**MIN. BAR LAP**  
#6 bar = 2'-9"

**DIAPHRAGM ELEVATION AT S. ABUTMENT**  
(Looking South)  
(North Abut. mirror image)

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 7 of 16.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 7 of 16.  
For details of bars s(E) & s<sub>1</sub>(E) see sheet 7 of 16.  
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 anchor bolt details see sheet 11 of 16.  
See sheet 15 of 16 for Bar Splicers details.  
See sheet 9 of 16 for location of holes thru webs for m<sub>4</sub>(E) or m<sub>5</sub>(E) bars.  
Bars indicated thus 2x3-#6 etc. indicates 2 lines of bars with 3 bars per length.



**SECTION A-A**

\* Cost included with Concrete Structures.

**DIAPHRAGM DETAILS**  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

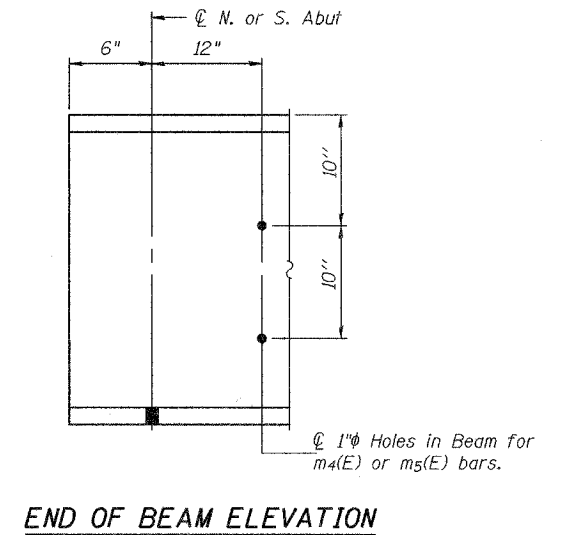
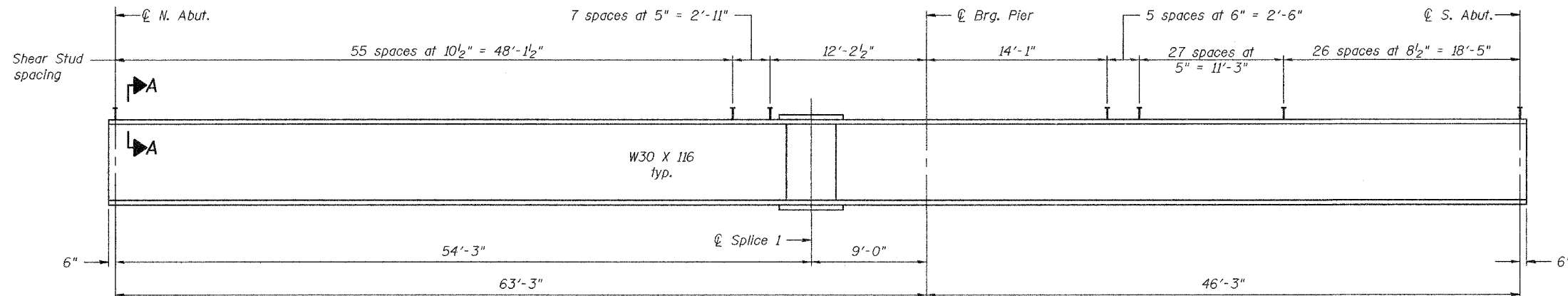
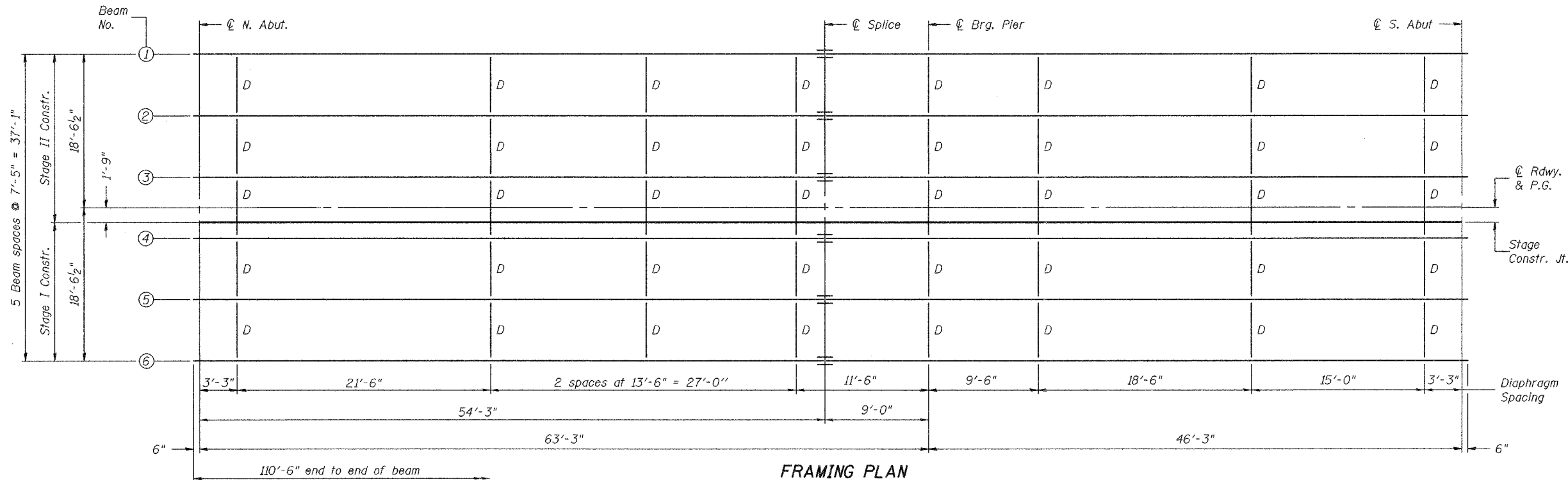
DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	OMC Frank Lowry
CHECKED	A.B.G. & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Domagalala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 310	SECTION 81B-1	COUNTY MORGAN	STATION 114	SHEET 60	SHEET NO. 9 16 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #72528



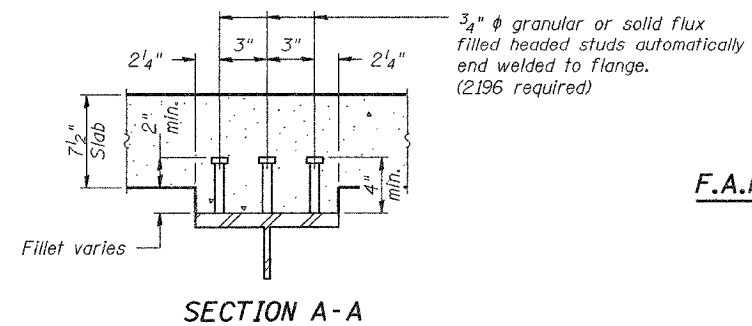
Notes:  
NTR denotes members to which Notch Toughness Requirements are applicable.  
For Splice and Diaphragm details see sheet 10 of 16.

BEAM ELEVATION

\*\*\* TOP OF BEAM ELEVATIONS

Location	N. Abut.	Splice	Pier	S. Abut.
Beams 1 & 6	605.855	607.038	607.307	608.565
Beams 2 & 5	606.005	607.188	607.457	608.776
Beams 3 & 4	606.121	607.304	607.573	608.892

\*\*\* For Fabrication only



DESIGNED	A.B.G
CHECKED	W.A.B.
DRAWN	OMC Frank Lowry
CHECKED	A.B.G & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Demagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

STRUCTURAL STEEL  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

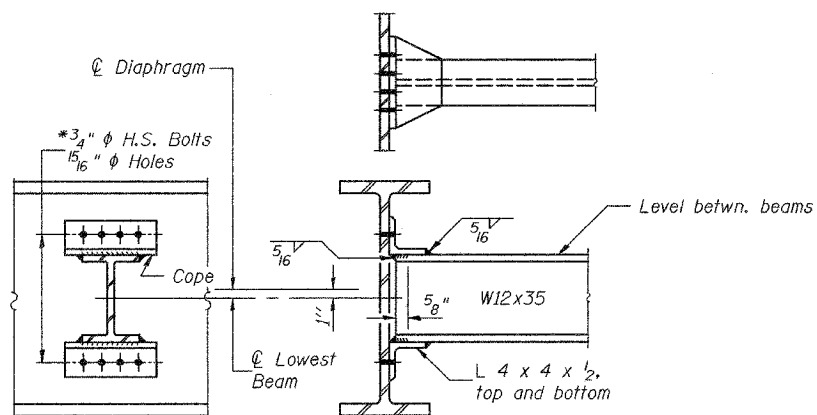
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 10 16 SHEETS
F.A.P. 310	81B-1	MORGAN	114	61	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72528

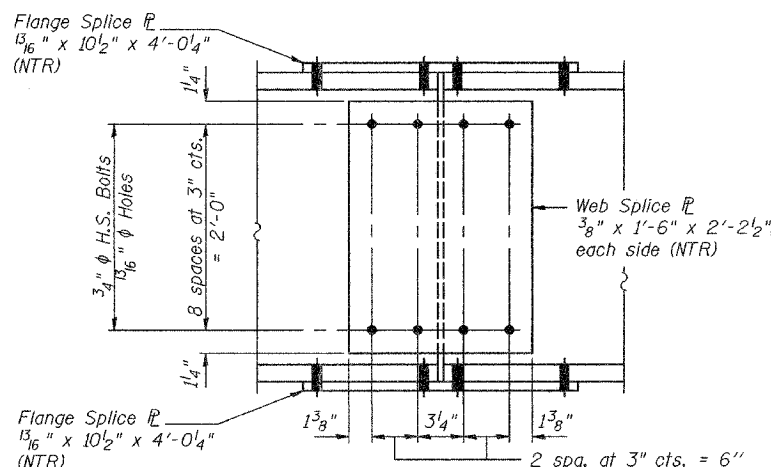
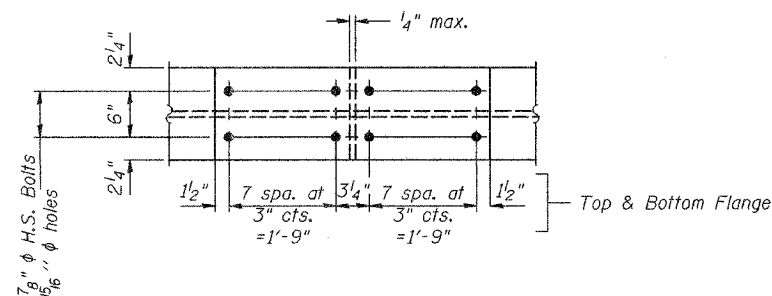
\*  $1/2''$  vertical x  $1/16''$  slotted holes in top and bottom angles at West side of Beam 3 only except at Pier. The bolts for the slotted holes in angles at Beam 3 shall only be finger tightened prior to the Stage II deck pouring and then be fully tightened after completion of the pouring for Stage II Const. Each slotted hole shall have a  $5/16''$  plate washer.

Two Hardened washers shall be required over all oversize holes for diaphragms.

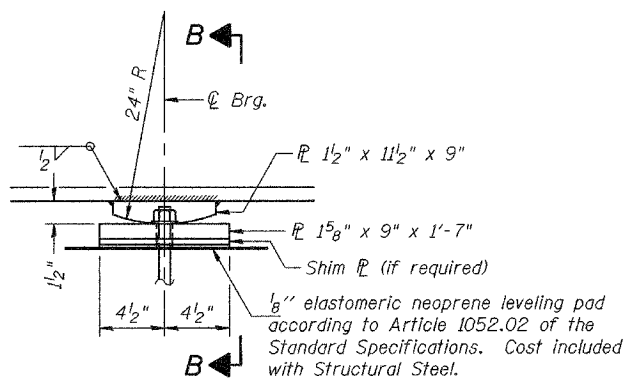


**DIAPHRAGM D**  
40 required

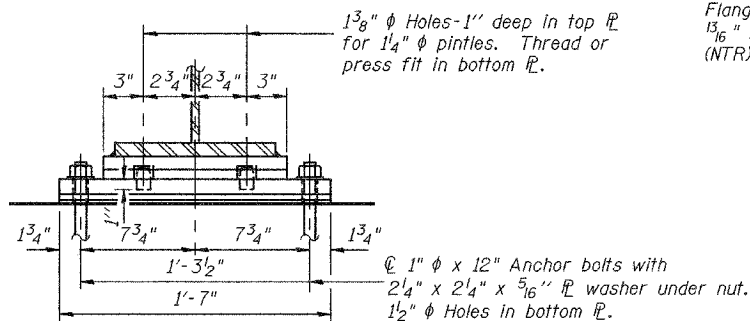
Note: "NTR" denotes members to which Notch Toughness Requirements are applicable.



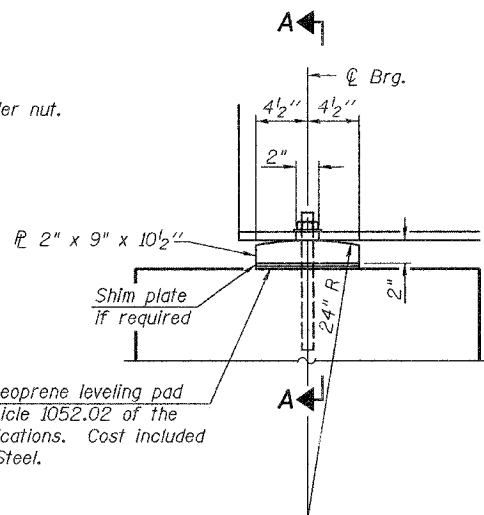
**SPLICE**



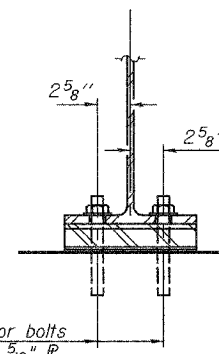
**ELEVATION AT PIER**



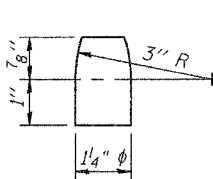
**SECTION B-B**



**ELEVATION AT ABUTMENT**



**SECTION A-A**



**PINTLE**

**FIXED BEARING**

**ROCKER PLATE BEARING**

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
$I_s$	(in <sup>4</sup> )	4930	4930	4930
$I_c$ (n)	(in <sup>4</sup> )	13,953		13,953
$I_c$ (3n)	(in <sup>4</sup> )	10,365		10,365
$S_s$	(in <sup>3</sup> )	329	329	329
$S_c$ (n)	(in <sup>3</sup> )	495		495
$S_c$ (3n)	(in <sup>3</sup> )	449		449
$Z$	(in <sup>3</sup> )		378	
$\phi$	(K/ft.)	0.846	1.37	0.846
$M\phi$	(K)	270	489	81
$s\phi$	(K/ft.)	0.524		0.524
$M_s\phi$	(K)	192		75
$M_L$	(K)	499	218	319
$M$ (Imp)	(K)	153	61	93
$S_3(M_L + M(\text{Imp}))$	(K)	1053	464	687
$M_a$	(K)	1969	1238	1096
$M_u$	(K)	2639	1575	2639
$f_s\phi$ (non-comp)	(k.s.i.)	9.9	17.8	3.0
$f_s\phi$ (comp)	(k.s.i.)	5.1		2.0
$f_s\phi_3(M_L + M(\text{Imp}))$	(k.s.i.)	25.5	16.9	16.7
$f_s$ (Overload)	(k.s.i.)	40.5	34.7	21.7
$f_s$ (Total)	(k.s.i.)	-	-	-
VR	(K)	53.9		53.7

INTERIOR BEAM REACTION TABLE				
	N. Abut.	Pier	S. Abut.	
$R\phi$	(K)	35.6	93.3	21.1
$R_L$	(K)	40.3	46.3	37.4
Imp.	(K)	10.7	13.5	10.9
$R$ (Total)	(K)	86.6	153.1	69.4

$I_s$  and  $S_s$  are the moment of inertia and section modulus of the steel section used in computing  $f_s$  (Total & Overload).  
 $I_c(n)$  and  $S_c(n)$  are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.  
 $I_c(3n)$  and  $S_c(3n)$  are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads.  
 VR is the maximum Live Load + Impact shear range within the composite portion of the span.  
 $Z$  is the plastic section modulus used to determine the Fully Plastic Moments in the non-composite areas.  
 $M_a$  (Applied Moment) =  $1.3[M\phi + Ms\phi + S_3(M_L + M(\text{Imp}))]$ .  
 The Plastic Moment Capacity  $M_u$  is computed according to AASHTO 10.48.1 and 10.50.1.1.  
 $f_s$  (Overload) is the sum of the stresses due to  $M\phi + Ms\phi + S_3(M_L + I)$ .  
 $f_s$  (Total) is the sum of the stresses due to  $1.3[M\phi + Ms\phi + S_3(M_L + I)]$ .  
 $M\phi$  is the moment due to dead loads on non-composite section.  
 $Ms\phi$  is the moment due to dead loads on composite section.  
 $M_L$  is the moment due to live load on non-composite or composite section.  
 $M(\text{Imp})$  is the moment due to live load impact on non-composite or composite section.

Notes: See sheet 11 of 16 for Anchor Bolt installation.  
All Structural Steel shall be AASHTO M270, Grade 50W.

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	ØMG Frank Lowry
CHECKED	A.B.G. & W.A.B.

September 30, 2005  
 EXAMINED *Thomas J. Demagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

STRUCTURAL STEEL DETAILS  
 F.A.P. ROUTE 310 - SECTION 81B-1  
 MORGAN COUNTY  
 STATION 140+34.43  
 STRUCTURE NO. 069-0504

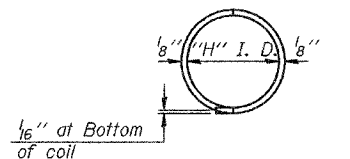
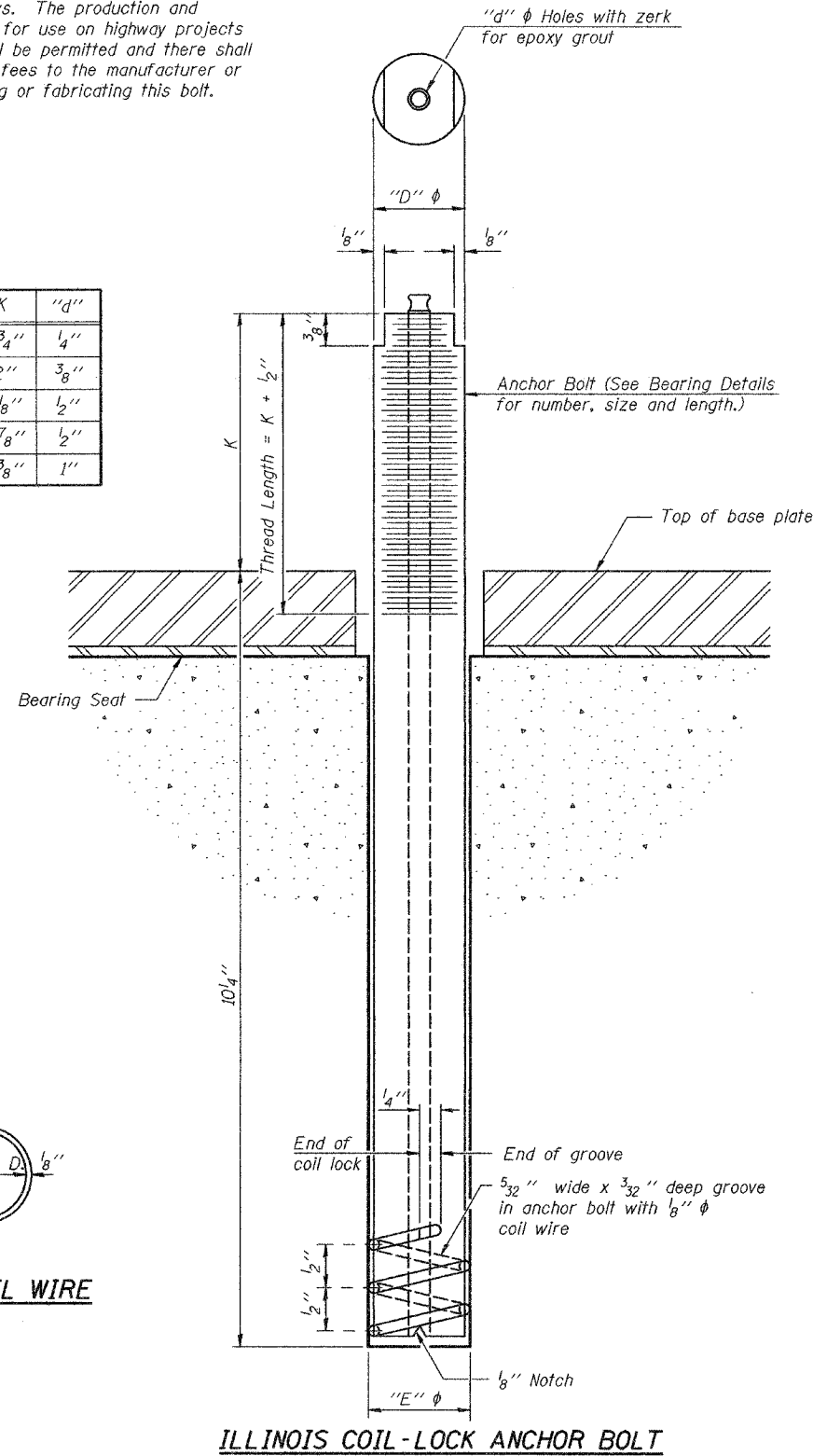
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11 16 SHEETS
F.A.P. 310	81B-1	MORGAN	114	62	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #72528

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



PLAN-COIL WIRE

**MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT**

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

**INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT**

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

**ALTERNATE ANCHOR BOLTS**

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutts.	A307
Piers	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

**GENERAL NOTES**

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

**ANCHOR BOLT DETAILS FOR BEARINGS**

F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	OMC Frank Lowry
CHECKED	A.B.G & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Domagalaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

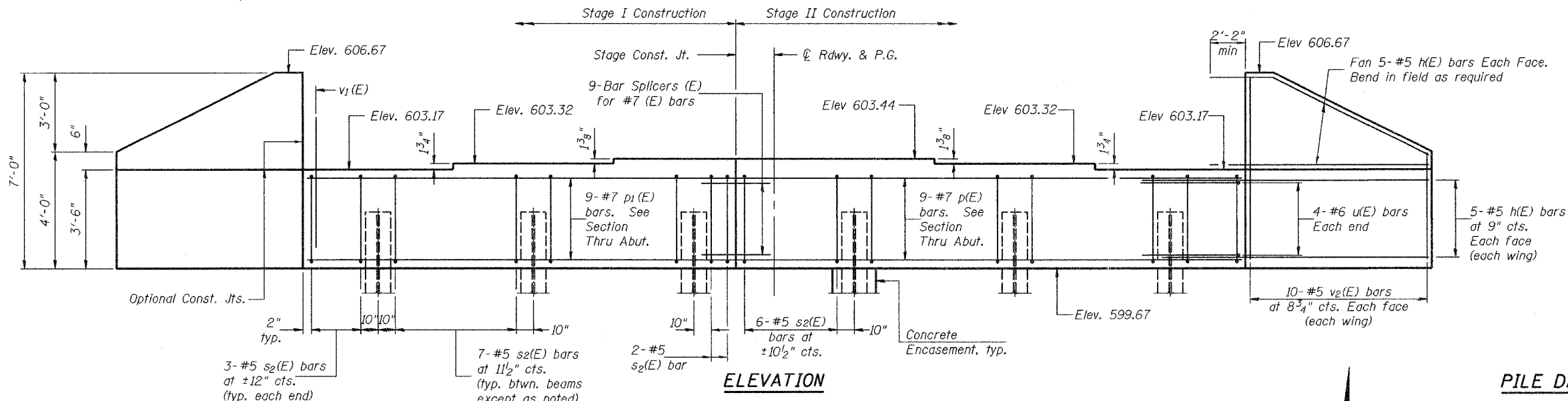
ABB-1 10-22-04

Notes: Pour steps monolithically with cap.  
Reinforcement bars designated (E) shall be epoxy coated.  
See sheet 15 of 16 for Bar Splicer details.

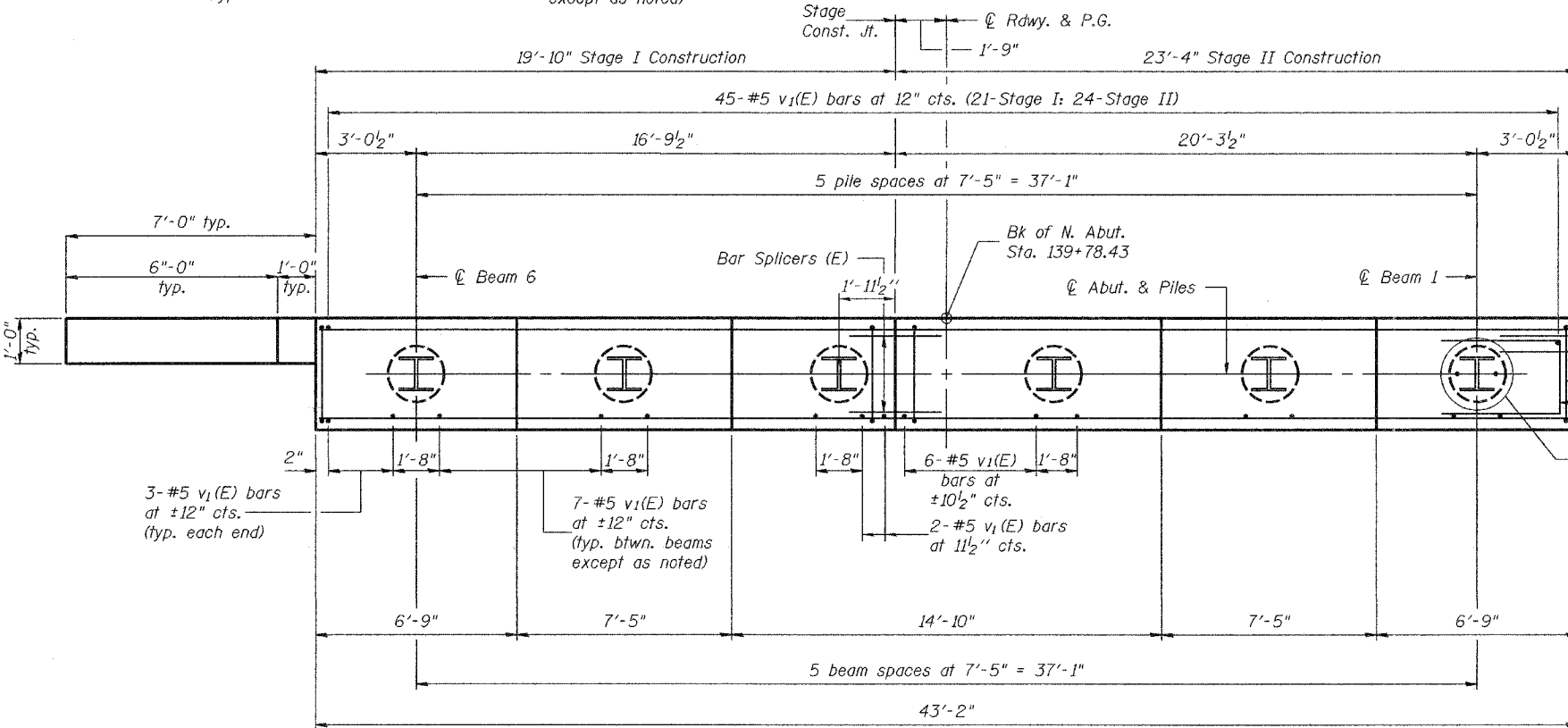
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
F.A.P. 310	81B-1	MORGAN	114	63	16 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

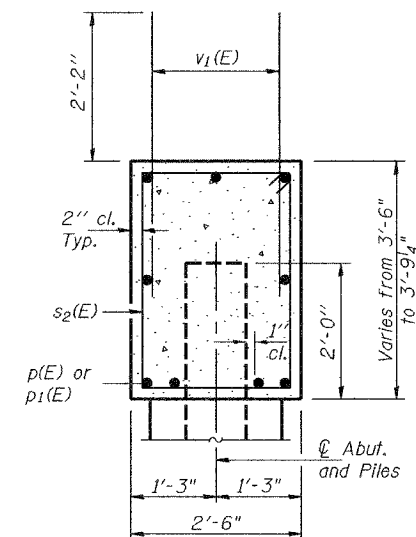
Contract #72528



ELEVATION



PLAN



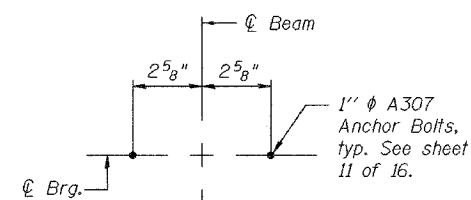
SEC. THRU ABUT.

PILE DATA

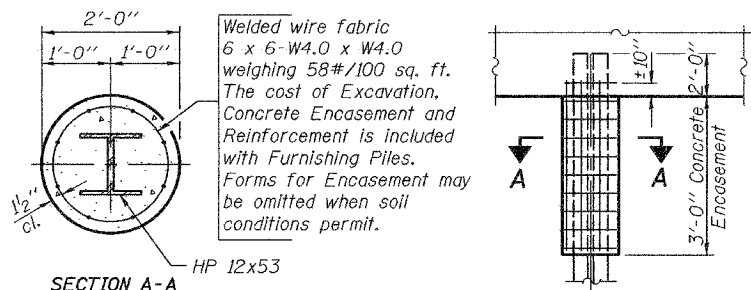
Type: HP12x53  
Capacity: Driven to Refusal  
Est. Length: 31'  
No. Required: 6

BILL OF MATERIAL

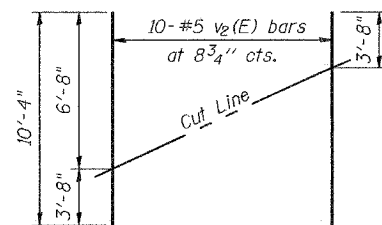
Bar	No.	Size	Length	Shape
h(E)	40	#5	11'-7"	
p(E)	9	#7	23'-0"	
p1(E)	9	#7	19'-6"	
s2(E)	42	#5	11'-7"	□
u(E)	8	#6	7'-4"	□
v1(E)	87	#5	4'-4"	
v2(E)	20	#5	10'-4"	
Concrete Structures		Cu. Yd.	17.6	
Reinforcement Bars, Epoxy Coated		Pound	2470	
Structure Excavation		Cu. Yd.	45.6	
Furnishing Steel Piles HP12 x 53		Lin. Ft.	186	
Driving Steel Piles		Lin. Ft.	186	



DETAIL "A"

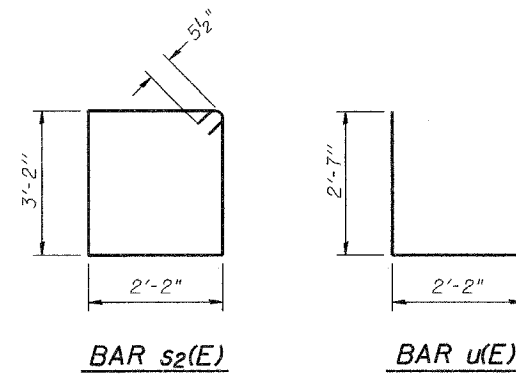


PILE ENCASEMENT DETAIL



FIELD CUTTING DIAGRAM

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



BAR s2(E)

BAR u(E)

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	EMC Frank Lowry
CHECKED	A.B.G. & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Demagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

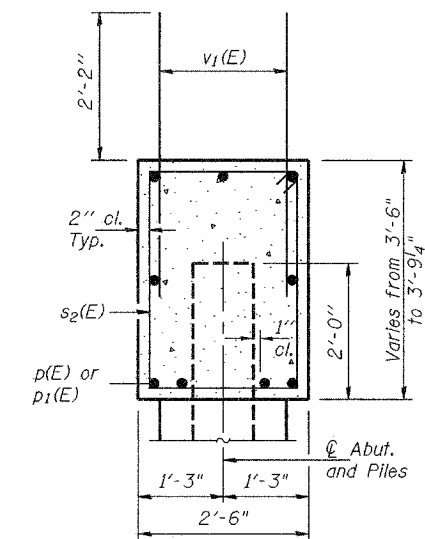
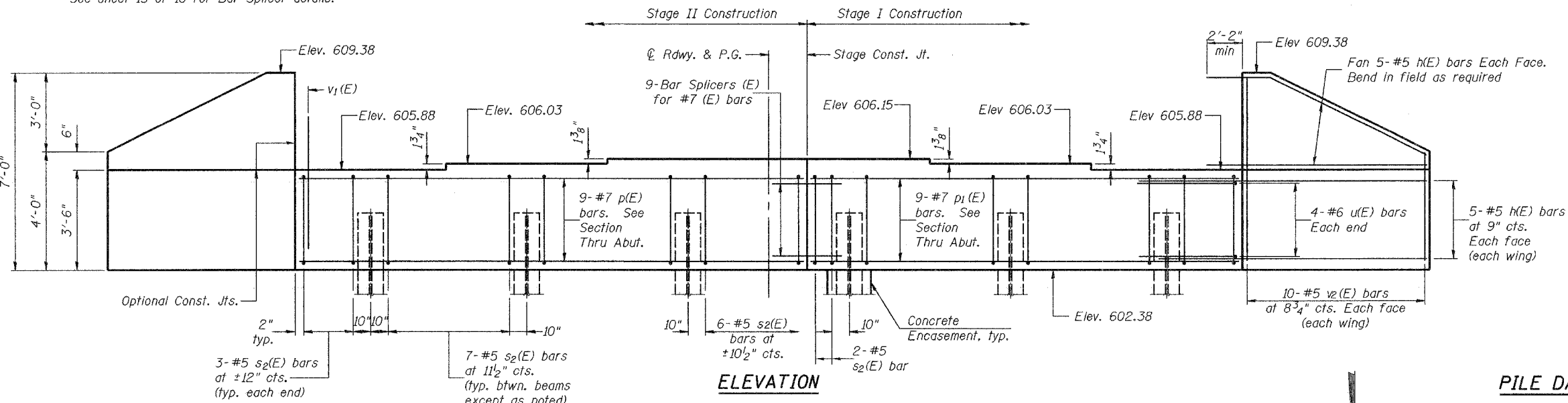
NORTH ABUTMENT  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13
F.A.P. 310	81B-1	MORGAN	114	64	16 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72528

Notes: Pour steps monolithically with cap.  
Reinforcement bars designated (E) shall be epoxy coated.  
See sheet 15 of 16 for Bar Splicer details.

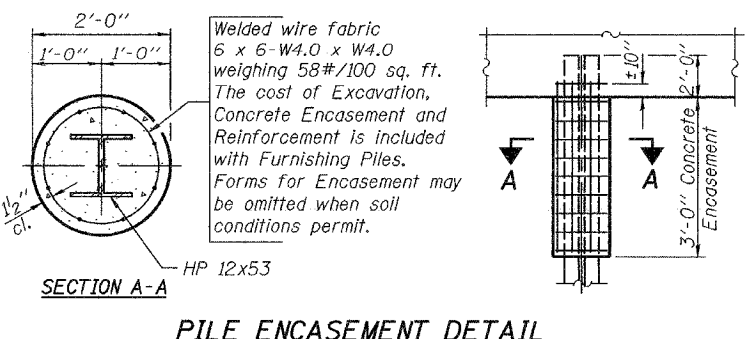
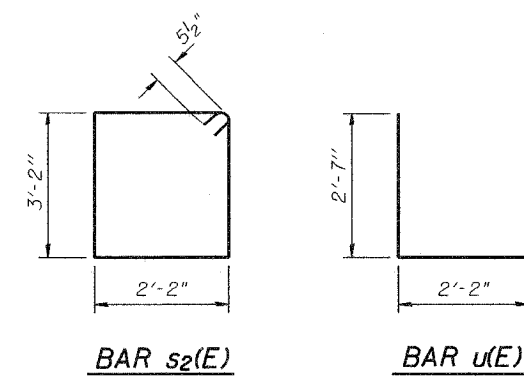
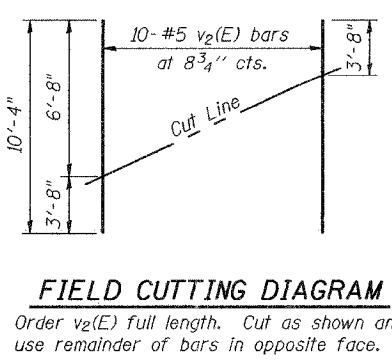
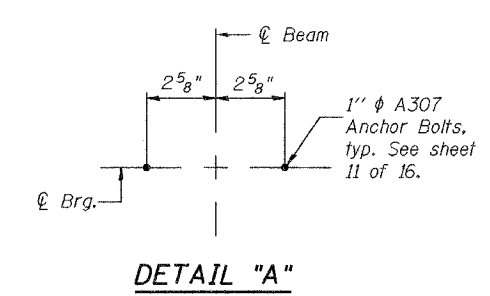
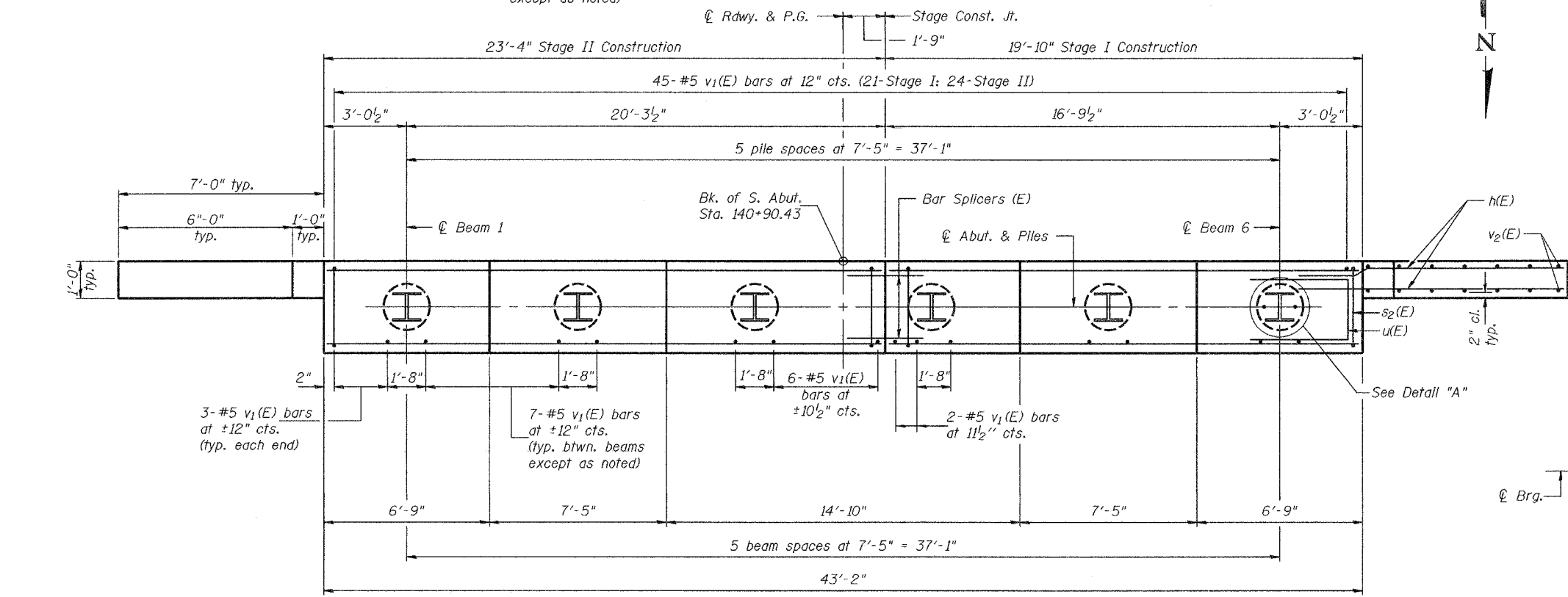


**PILE DATA**

Type: HP12x53  
Capacity: Driven to Refusal  
Est. Length: 35'  
No. Required: 5 + 1 test pile

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
h(E)	40	#5	11'-7"		
p(E)	9	#7	23'-0"		
p1(E)	9	#7	19'-6"		
s2(E)	42	#5	11'-7"	□	
u(E)	8	#6	7'-4"	□	
v1(E)	87	#5	4'-4"		
v2(E)	20	#5	10'-4"		
Concrete Structures				Cu. Yd.	17.6
Reinforcement Bars, Epoxy Coated				Pound	2470
Structure Excavation				Cu. Yd.	45.6
Furnishing Steel					
Piles HP12 x 53				Lin. Ft.	175
Driving Steel Piles				Lin. Ft.	175
Test Pile Steel HP12x53				Each	1



**SOUTH ABUTMENT**  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	θMC Frank Lowry
CHECKED	A.B.G & W.A.B.

September 30, 2005

EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

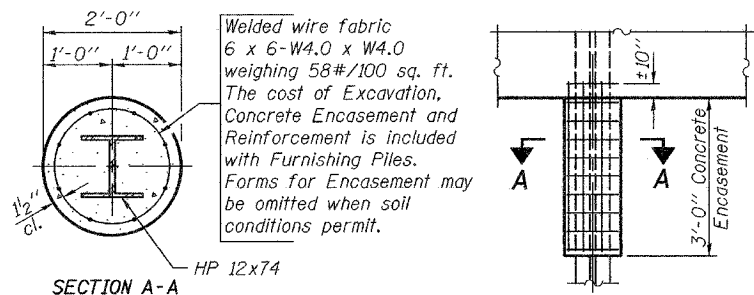


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 310	81B-1	MORGAN	114	65
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 14  
16 SHEETS

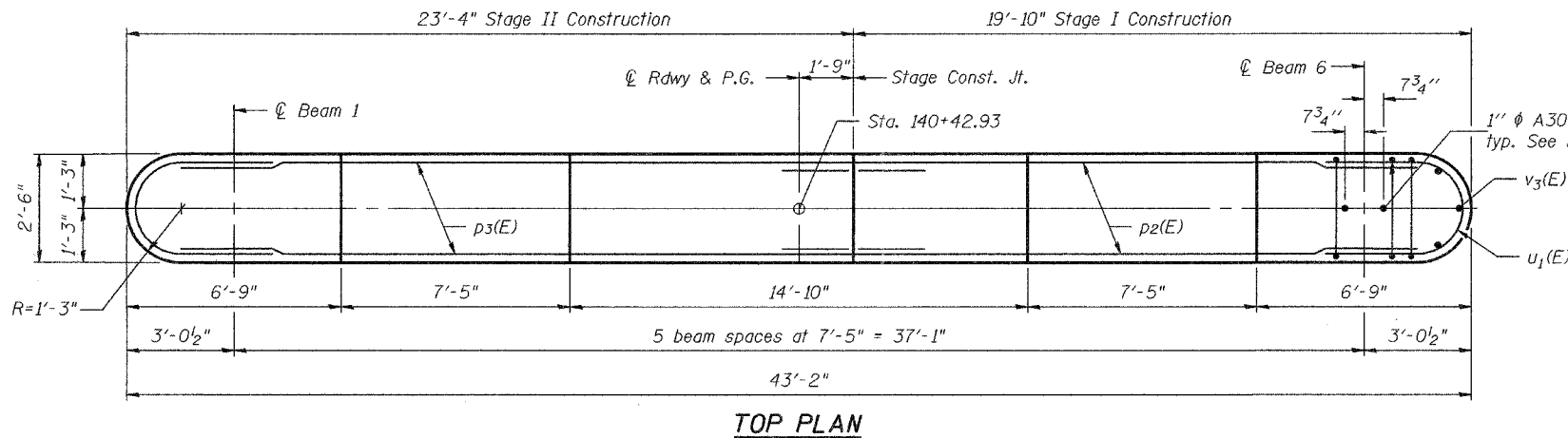
Contract #72528



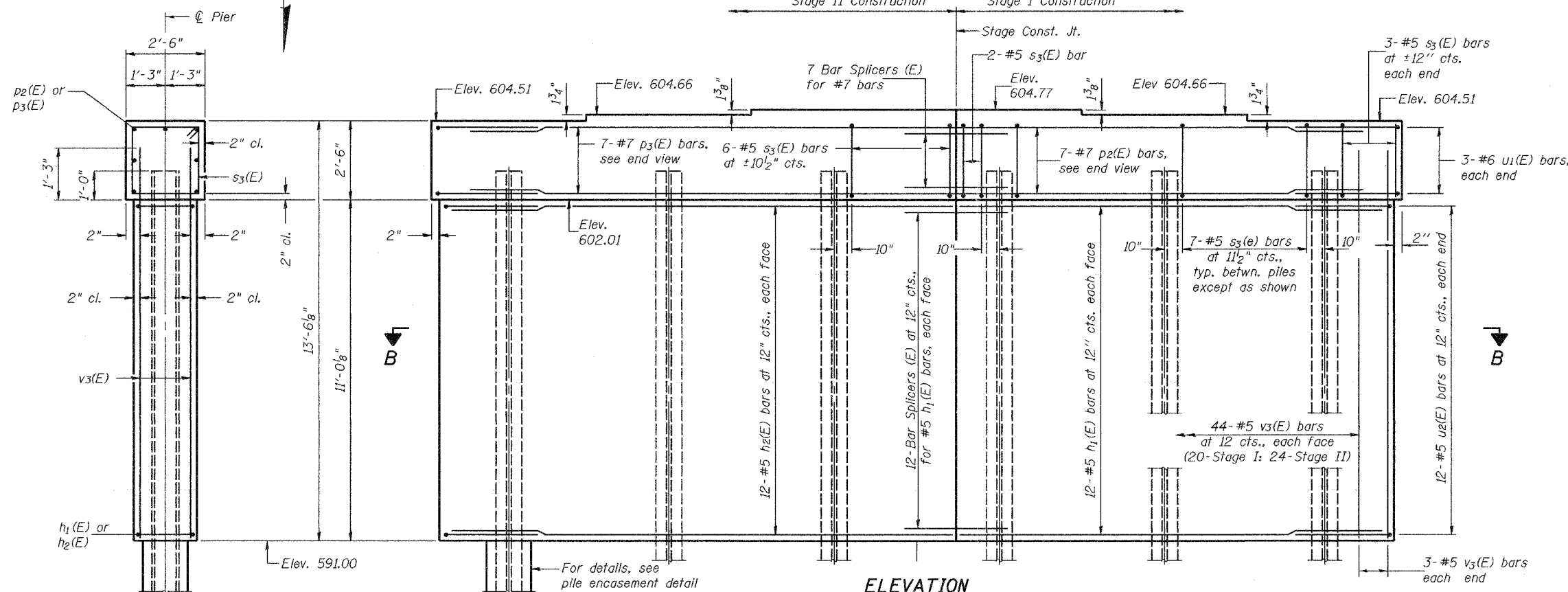
PILE ENCASEMENT DETAIL

PILE DATA

Type: HP12x74  
Capacity: Driven to Refusal  
Est. Length: 32'  
No. Required: 5 + 1 test pile

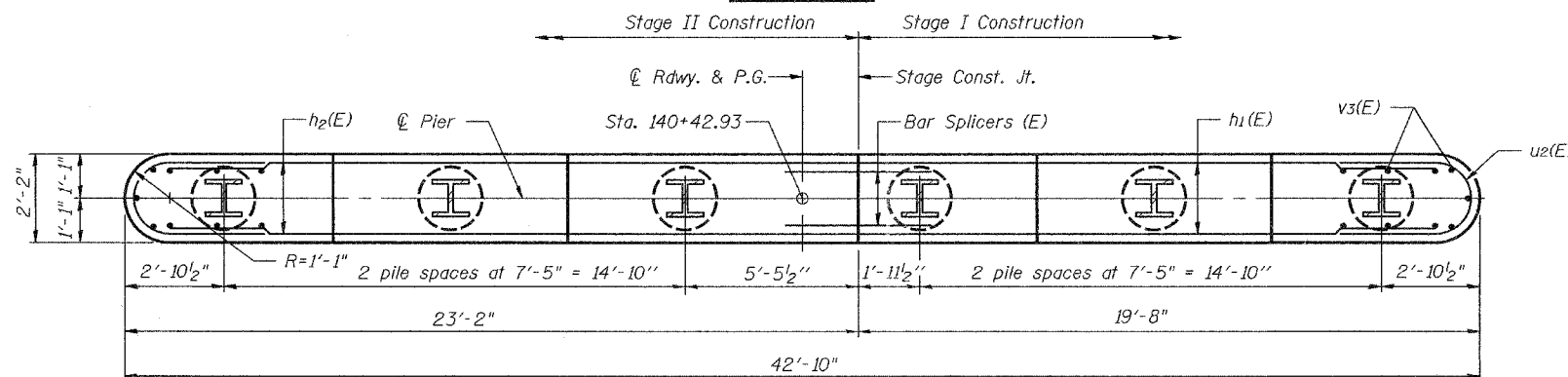


TOP PLAN

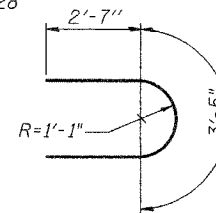


ELEVATION

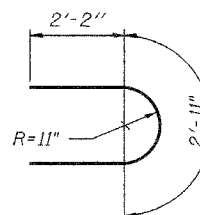
END VIEW



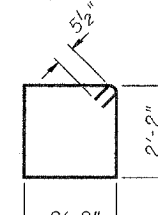
SECTION B-B



BAR u1(E)



BAR u2(E)



BAR s3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	24	#5	18'-5"	—
h2(E)	24	#5	21'-11"	—
p2(E)	7	#7	18'-5"	—
p3(E)	7	#7	21'-11"	—
s3(E)	42	#5	9'-7"	□
u1(E)	6	#6	8'-7"	U
u2(E)	24	#5	7'-3"	U
v3(E)	94	#5	12'-1"	—
Concrete Structures		Cu. Yd.	47.9	
Reinforcement Bars, Epoxy Coated		Pound	3450	
Structure Excavation		Cu. Yd.	46.0	
Furnishing Steel Piles HP12x74		Lin. Ft.	160	
Driving Steel Piles		Lin. Ft.	160	
Test Pile Steel HP12x74		Each	1	
Underwater Structure Excavation Protection, Location 1		Each	1	

Reinforcement Bars designated (E) shall be epoxy coated.

PIER

F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

Notes:  
Space reinforcement in cap to miss anchor bolts.  
Pour steps monolithically with cap.  
See sheet 15 of 16 for bar splicer details.

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	DMC Frank Lowry
CHECKED	A.B.G. & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Demagallaki*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	POST MILES	SHEET NO.	SHEET NO. 15 16 SHEETS
F.A.P. 310	81B-1	MORGAN	114	66	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72528

**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

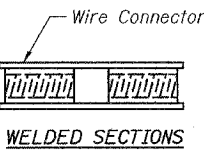
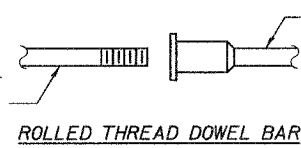
- ① Minimum Capacity (Tension in kips) =  $1.25 \times f_y \times A_t$
- ② Minimum \*Pull-out Strength (Tension in kips) =  $1.25 \times f_{s_{allow}} \times A_t$

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

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

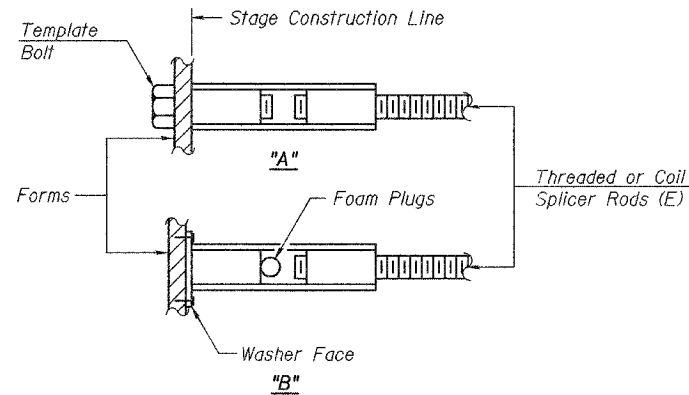
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is the same as the diameter of the bar spliced.



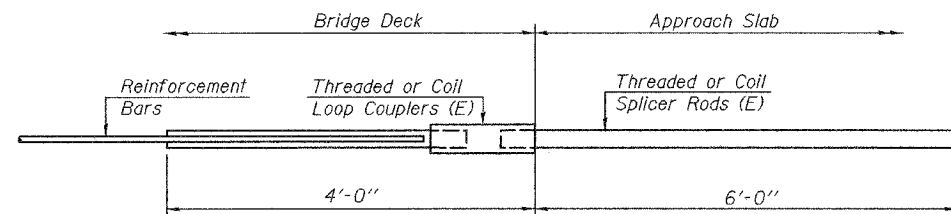
**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



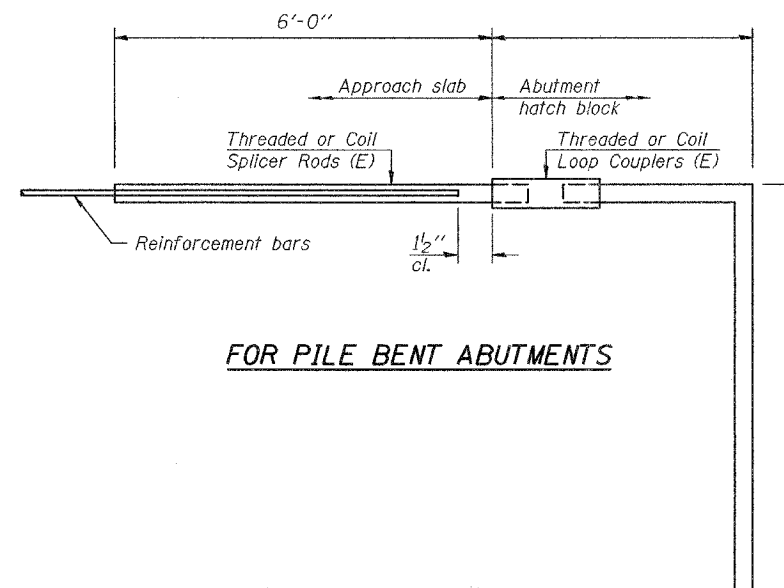
**INSTALLATION AND SETTING METHODS**

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



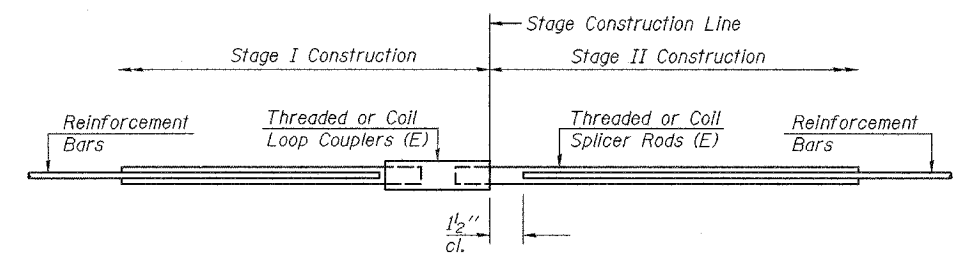
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 84



**FOR PILE BENT ABUTMENTS**

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



**STANDARD**

Bar Size	No. Assemblies Required	Location
#7	18	Abutments
#7	7	Pier
#5	24	Pier
#5	392	Deck
#6	16	Diaphragm

**BAR SPLICER ASSEMBLY DETAILS**  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

DESIGNED	A.B.G.
CHECKED	W.A.B.
DRAWN	BMC Frank Lowry
CHECKED	A.B.G. & W.A.B.

September 30, 2005  
EXAMINED *Thomas J. Demagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 10-22-04

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation  
Division of Highways  
District Six Materials

**SOIL BORING LOG** Page 1 of 1  
Date 7/20/00

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Sandy Creek LOGGED BY M. Tappan

SECTION (6.81RS-4-91B-1) LOCATION NW 14, SEC. 9, TWP. 14 N, RNG. 10 W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 069-0006  
Station 140+25 +/-

BORING NO. 1 N. Abut  
Station 139+85  
Offset 14,00ft Left  
Ground Surface Elev. 605.94 ft

DEPTH (ft)	DIAMETER (ft)	SOIL DESCRIPTION	TEST TYPE	TEST VALUE	DEPTH (ft)	DIAMETER (ft)	SOIL DESCRIPTION	TEST TYPE	TEST VALUE
0		Free Water			0		Free Water		
0		Dark Grey to Brown and Grey Moist SILTY CLAY (continued)			0		Dark Grey to Brown and Grey Moist SILTY CLAY (continued)		
1	0.4	Brown and Grey	B	28	1	0.4	Brown and Grey	B	28
3	0.3		B	29	3	0.3		B	29
1	1.5	Brown and V. Dark Grey	B	22	1	1.5	Brown and V. Dark Grey	B	22
3	0.7		B	26	3	0.7		B	26
1	1.1	Olive Brown and Grey	B	26	1	1.1	Olive Brown and Grey	B	26
3	0.4		B	23	3	0.4		B	23
1	0.3	Black	B	22	1	0.3	Black	B	22
3	0.4		B	23	3	0.4		B	23
1	0.3	Black V. Moist SILTY CLAY	B	22	1	0.3	Black V. Moist SILTY CLAY	B	22
2	0.4		B	23	2	0.4		B	23
1	0.3	w/Sandstone Cobble	B	29	1	0.3	w/Sandstone Cobble	B	29
3	0.4		B	26	3	0.4		B	26
1	0.2	w/Sandstone Cobble	B	28	1	0.2	w/Sandstone Cobble	B	28
1	0.3	Free Water		31	1	0.3	Free Water		31
2	0.4		B	23	2	0.4		B	23
1	0.2	Black V. Moist SILTY CLAY	B	22	1	0.2	Black V. Moist SILTY CLAY	B	22
1	0.2		B	28	1	0.2		B	28
1	0.2	Grey Moist Fines CLAYEY SHALE	B	17	1	0.2	Grey Moist Fines CLAYEY SHALE	B	17
1	0.2		B	28	1	0.2		B	28

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)  
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation  
Division of Highways  
District Six Materials

**SOIL BORING LOG** Page 1 of 2  
Date 7/20/00

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Sandy Creek LOGGED BY M. Tappan

SECTION (6.81RS-4-91B-1) LOCATION NW 14, SEC. 9, TWP. 14 N, RNG. 10 W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 069-0006  
Station 140+25 +/-

BORING NO. 2 S. Abut  
Station 140+92  
Offset 14,00ft Right  
Ground Surface Elev. 608.88 ft

DEPTH (ft)	DIAMETER (ft)	SOIL DESCRIPTION	TEST TYPE	TEST VALUE	DEPTH (ft)	DIAMETER (ft)	SOIL DESCRIPTION	TEST TYPE	TEST VALUE
0		Free Water			0		Free Water		
0		Dark Grey to Brown and Grey Moist SILTY CLAY (continued)			0		Dark Grey to Brown and Grey Moist SILTY CLAY (continued)		
1	0.8	Brown and Grey	B	25	1	0.8	Brown and Grey	B	25
2	1.0		B	20	2	1.0		B	20
3	0.7	Grey and Brown V. Moist SILTY CLAY LOAM	B	18	3	0.7	Grey and Brown V. Moist SILTY CLAY LOAM	B	18
2	0.7		B	18	2	0.7		B	18
2	0.7	Black	B	22	2	0.7	Black	B	22
3	0.7		B	18	3	0.7		B	18
1	1.0	w/Sandstone Cobble	B	29	1	1.0	w/Sandstone Cobble	B	29
7	1.0		B	29	7	1.0		B	29
9	0.4		B	26	9	0.4		B	26
4	0.4	Black V. Moist SILTY CLAY	B	22	4	0.4	Black V. Moist SILTY CLAY	B	22
5	0.4		B	26	5	0.4		B	26
1	0.3	Free Water		31	1	0.3	Free Water		31
2	0.4		B	23	2	0.4		B	23
1	0.2	Grey Moist Fines CLAYEY SHALE	B	17	1	0.2	Grey Moist Fines CLAYEY SHALE	B	17
1	0.2		B	28	1	0.2		B	28

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)  
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation  
Division of Highways  
District Six Materials

**SOIL BORING LOG** Page 2 of 2  
Date 7/20/00

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Sandy Creek LOGGED BY M. Tappan

SECTION (6.81RS-4-91B-1) LOCATION NW 14, SEC. 9, TWP. 14 N, RNG. 10 W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 069-0006  
Station 140+25 +/-

BORING NO. 2 S. Abut  
Station 140+92  
Offset 14,00ft Right  
Ground Surface Elev. 608.88 ft

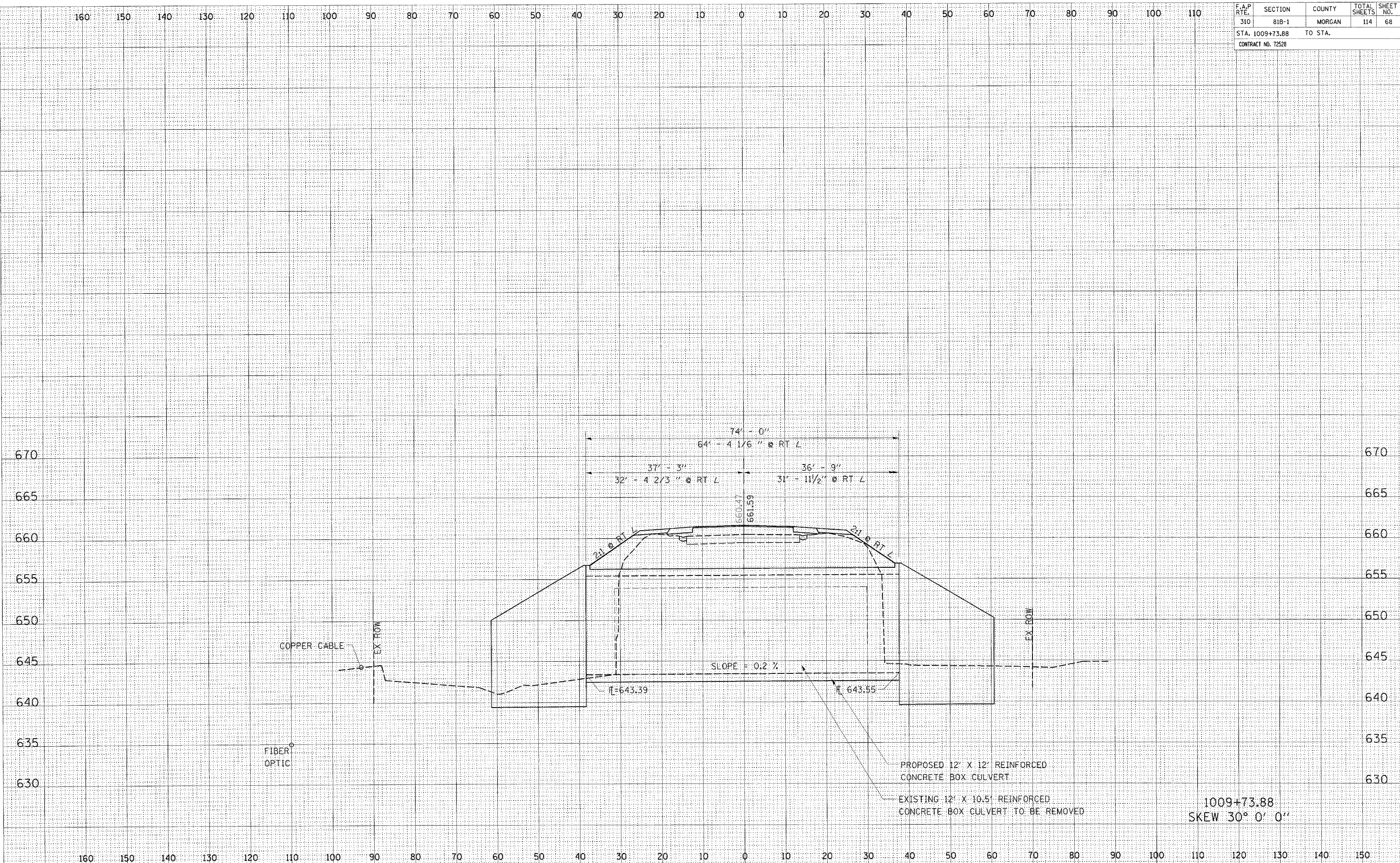
DEPTH (ft)	DIAMETER (ft)	SOIL DESCRIPTION	TEST TYPE	TEST VALUE	DEPTH (ft)	DIAMETER (ft)	SOIL DESCRIPTION	TEST TYPE	TEST VALUE
0		Free Water			0		Free Water		
0		Dark Grey to Brown and Grey Moist SILTY CLAY (continued)			0		Dark Grey to Brown and Grey Moist SILTY CLAY (continued)		
1	0.8	Brown and Grey	B	25	1	0.8	Brown and Grey	B	25
2	1.0		B	20	2	1.0		B	20
3	0.7	Grey and Brown V. Moist SILTY CLAY LOAM	B	18	3	0.7	Grey and Brown V. Moist SILTY CLAY LOAM	B	18
2	0.7		B	18	2	0.7		B	18
2	0.7	Black	B	22	2	0.7	Black	B	22
3	0.7		B	18	3	0.7		B	18
1	1.0	w/Sandstone Cobble	B	29	1	1.0	w/Sandstone Cobble	B	29
7	1.0		B	29	7	1.0		B	29
9	0.4		B	26	9	0.4		B	26
4	0.4	Black V. Moist SILTY CLAY	B	22	4	0.4	Black V. Moist SILTY CLAY	B	22
5	0.4		B	26	5	0.4		B	26
1	0.3	Free Water		31	1	0.3	Free Water		31
2	0.4		B	23	2	0.4		B	23
1	0.2	Grey Moist Fines CLAYEY SHALE	B	17	1	0.2	Grey Moist Fines CLAYEY SHALE	B	17
1	0.2		B	28	1	0.2		B	28

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)  
BBS, from 137 (Rev. 8-99)

BORING LOGS  
F.A.P. ROUTE 310 - SECTION 81B-1  
MORGAN COUNTY  
STATION 140+34.43  
STRUCTURE NO. 069-0504

DATE \_\_\_\_\_  
BY \_\_\_\_\_  
SURVEYED \_\_\_\_\_  
DRAWN \_\_\_\_\_  
NOTE BOOK \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_  
NO. \_\_\_\_\_

DATE \_\_\_\_\_  
BY \_\_\_\_\_  
SURVEYED \_\_\_\_\_  
DRAWN \_\_\_\_\_  
NOTE BOOK \_\_\_\_\_  
AREAS CHECKED \_\_\_\_\_  
NO. \_\_\_\_\_

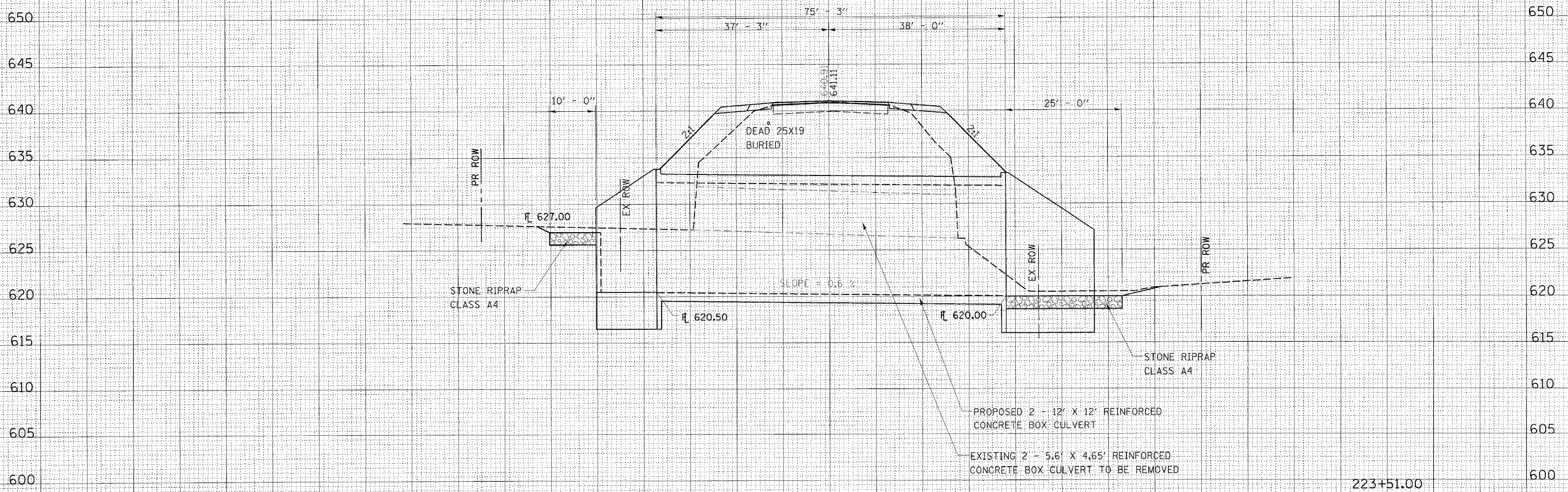


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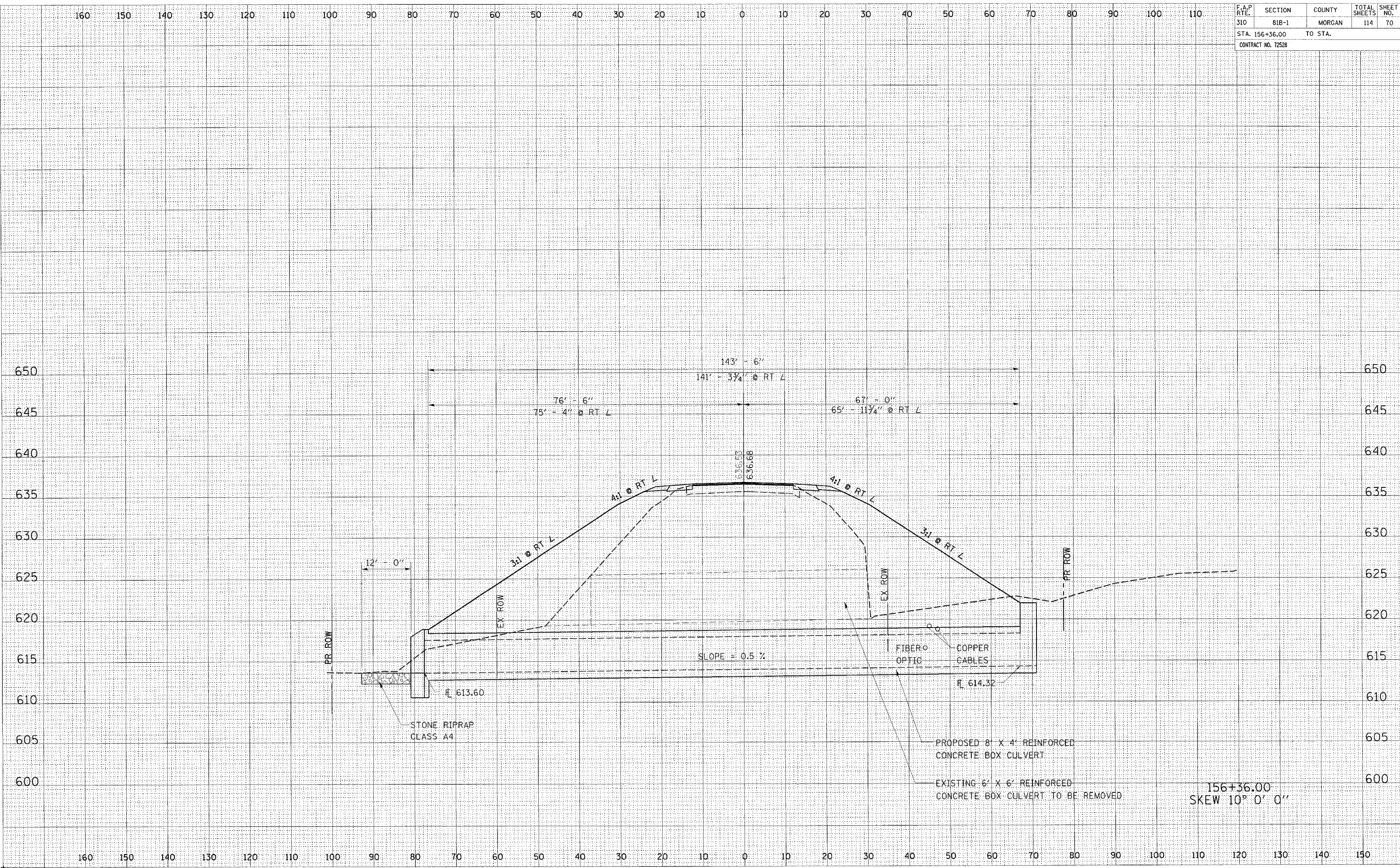
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	69
STA. 223+51.00		TO STA.		
CONTRACT NO. 72528				

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY



223+51.00  
SKEW 0°0'0"



DATE	BY	DATE	BY
DATE	BY	DATE	BY

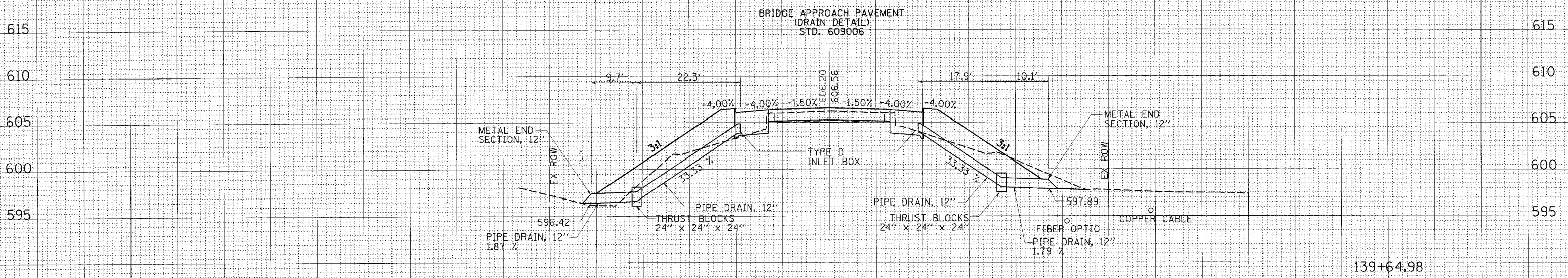
\*DGN-SPEC\*  
 \*DATE-TIME\* \$TIME\$ \*USER\*

CULVERT PROFILE, AIRPORT ROAD, US 67 LOCATION 3, STATION 156+36.00

156+36.00  
 SKEW 10° 0' 0"

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	71
STA. 139+64.98		TO STA.		
CONTRACT NO. 12528				



139+64.98

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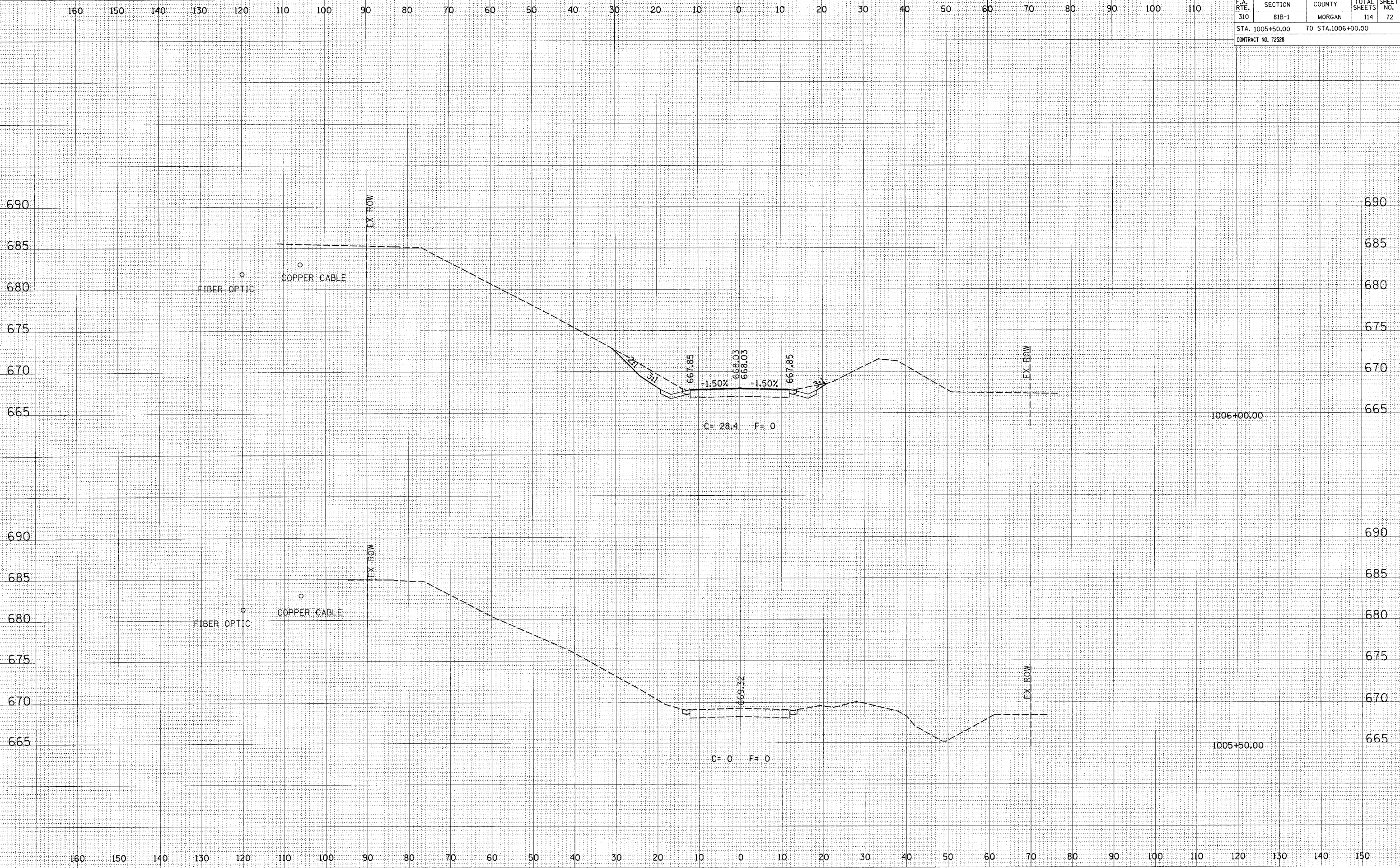
•DGN-SPEC•  
•DATE-TIME• \$TIME\$ •USER•

BRIDGE APPROACH PAVEMENT DRAIN PROFILE, SANDY CREEK, US 67 LOCATION 4, STA 139+64.98

DATE  
BY  
NO.  
FINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

DATE  
BY  
NO.  
ORIGINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	72
STA. 1005+50.00		TO STA. 1006+00.00		
CONTRACT NO. 12528				



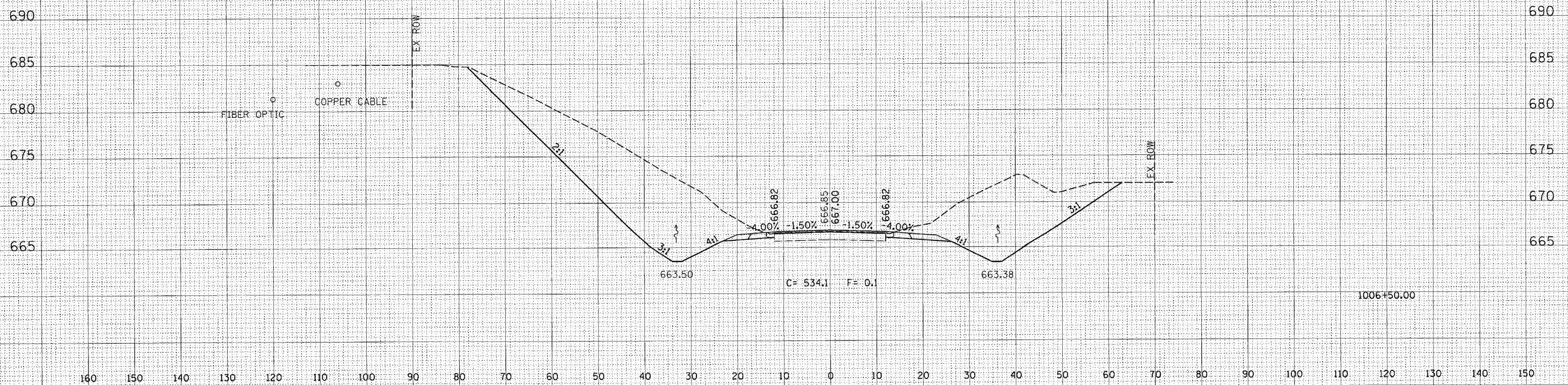
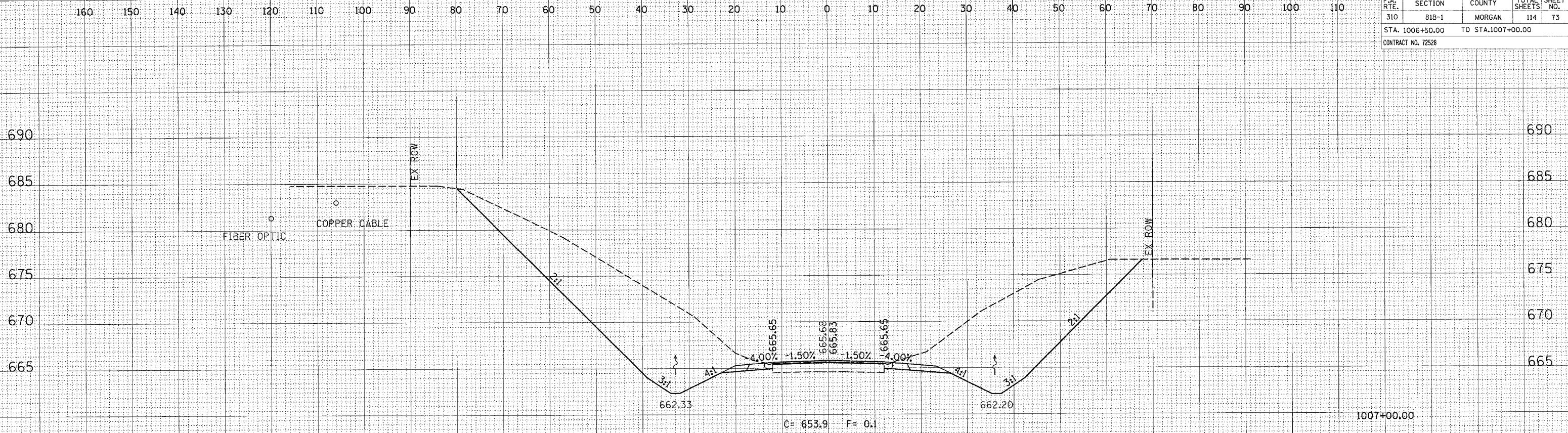
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 BY: \_\_\_\_\_  
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 PLOTTED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 NOTE BK: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1005+50.00 TO STA 1006+00.00



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	73
STA. 1006+50.00		TO STA. 1007+00.00		
CONTRACT NO. 72528				

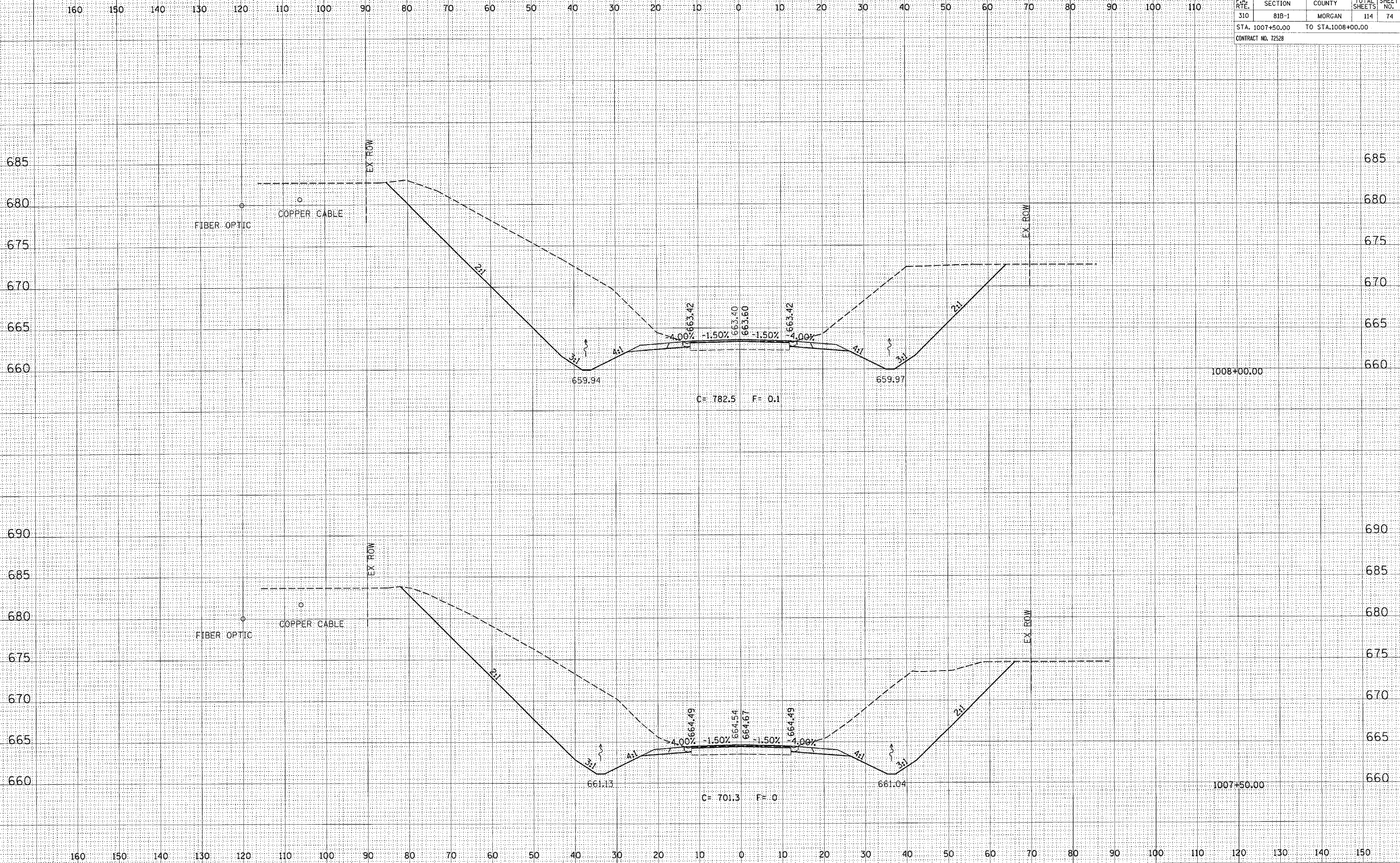


CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1006+50.00 TO STA 1007+00.00

FINAL SURVEYED SURVEYED SURVEYED  
 NOTE BOOK PLATED PLATE  
 NO. AREAS AREAS AREAS  
 CHECKED CHECKED CHECKED

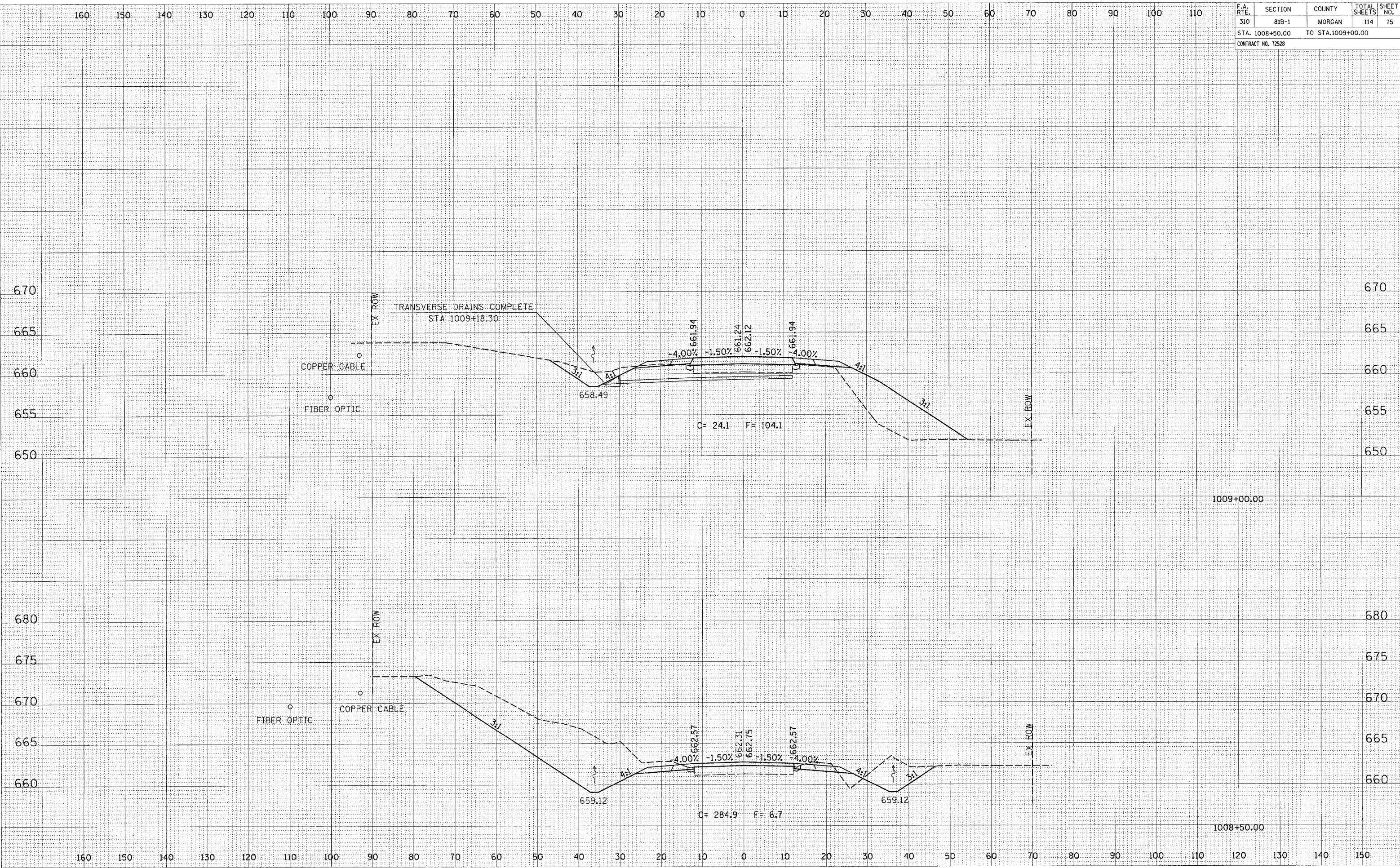
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 NOTE BOOK PLATED PLATE  
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	74
STA. 1007+50.00		TO STA. 1008+00.00		
CONTRACT NO. 72528				



CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1007+50.00 TO STA 1008+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	75
STA. 1008+50.00		TO STA. 1009+00.00		
CONTRACT NO. 12528				

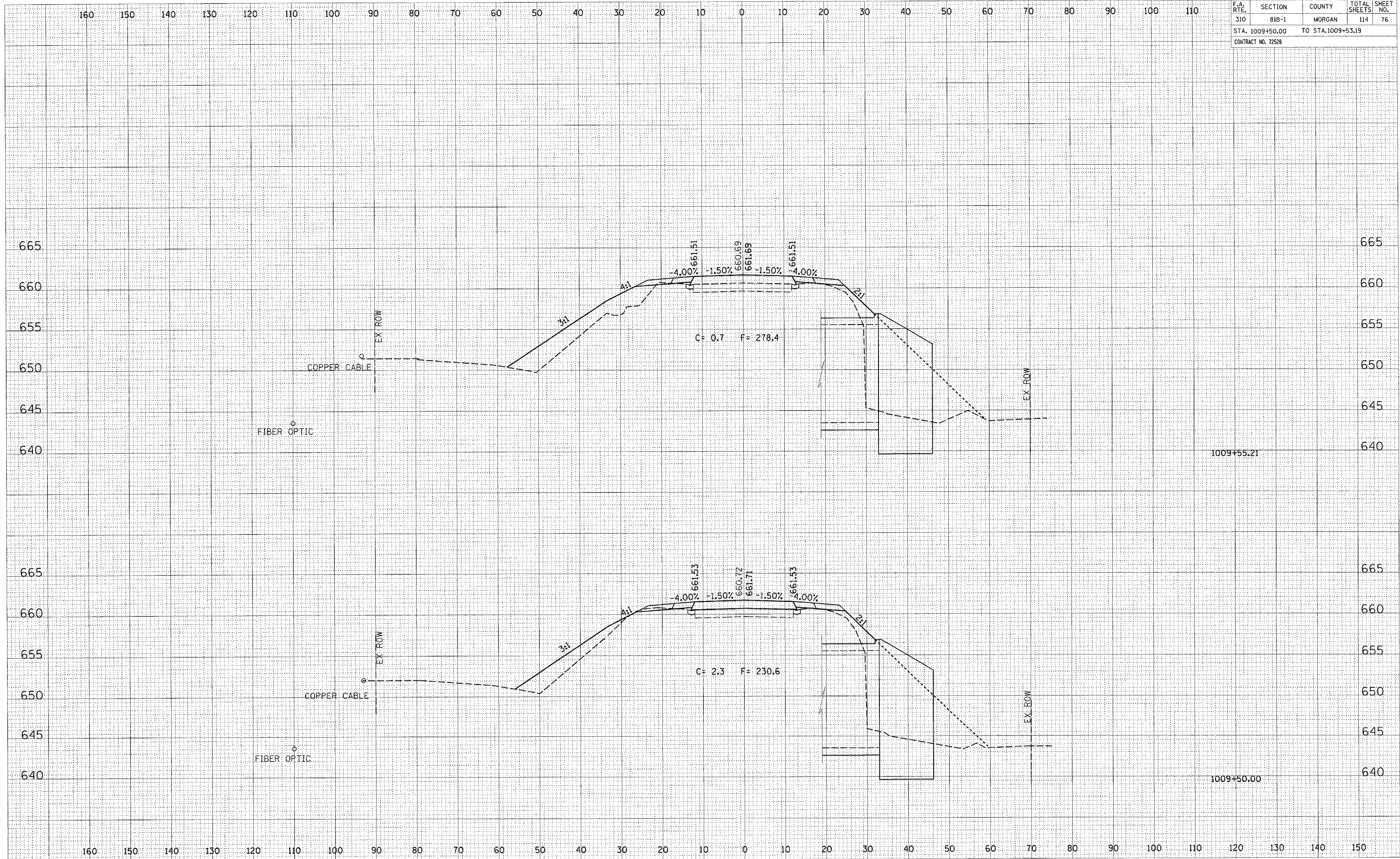


CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1008+50.00 TO STA 1009+00.00

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

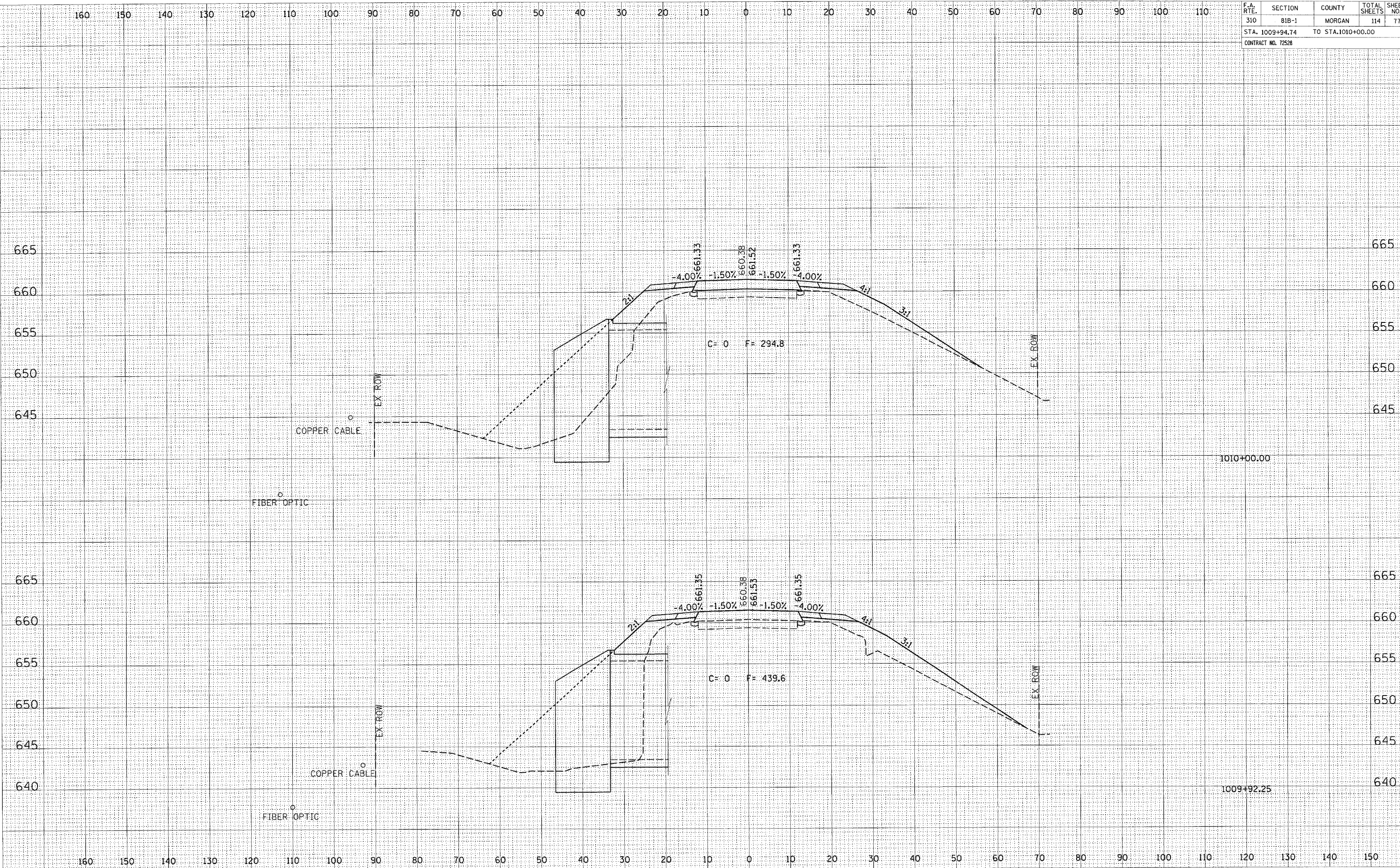
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 BY: \_\_\_\_\_  
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 PLOTTED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	76
STA. 1009+50.00		TO STA. 1009+53.19		
CONTRACT NO. 72528				



CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1009+50.00 TO STA 1009+55.21

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	77
STA. 1009+94.74		TO STA. 1010+00.00		
CONTRACT NO. 72528				



DATE	BY	DATE	BY
DATE	BY	DATE	BY

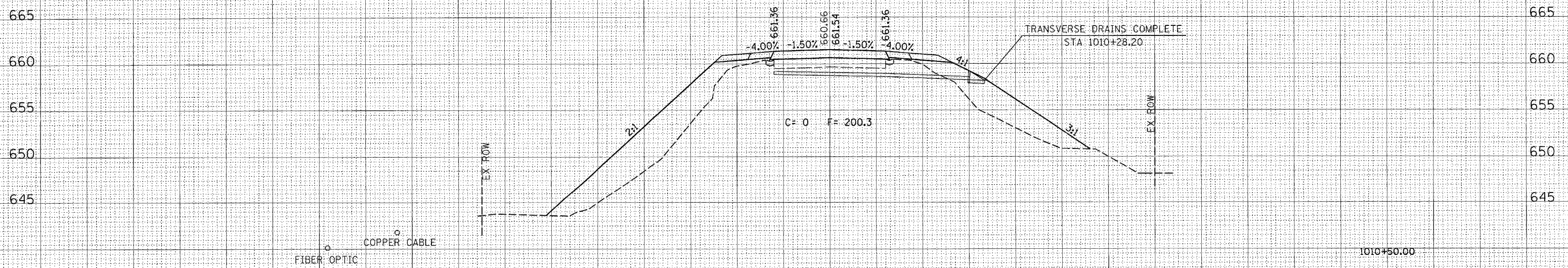
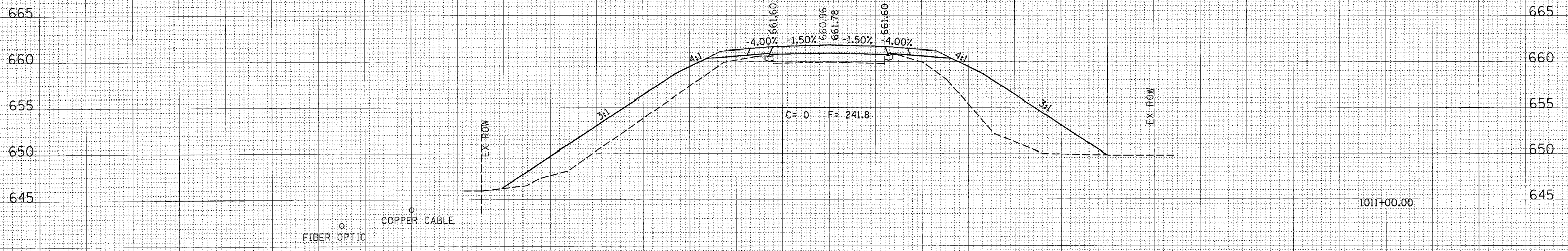
CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1009+92.25 TO STA 1010+00.00

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	78
STA. 1010+50.00		TO STA. 1011+00.00		
CONTRACT NO. 72528				

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY



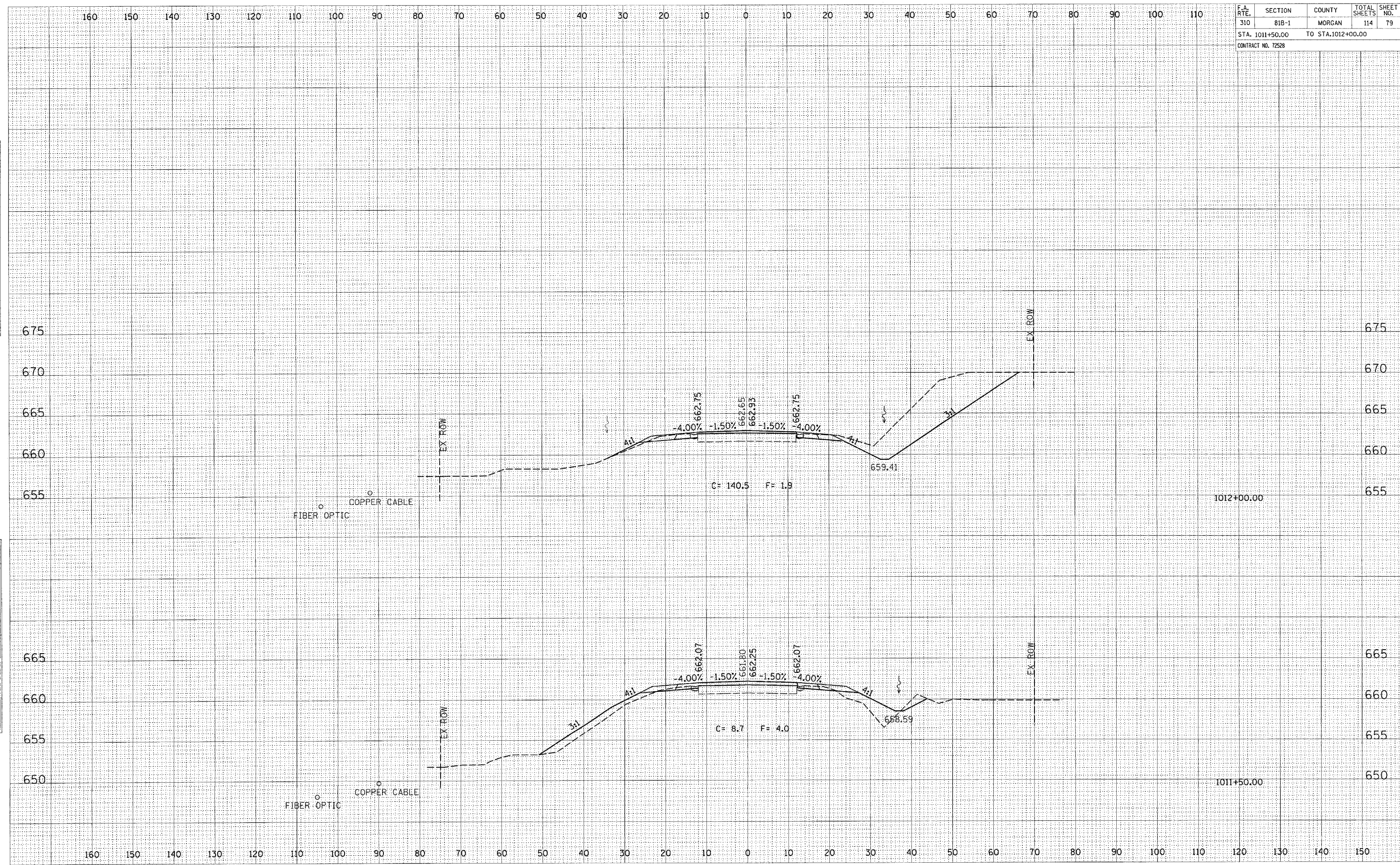
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CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1010+50.00 TO STA 1011+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	79
STA. 1011+50.00		TO STA. 1012+00.00		
CONTRACT NO. 12528				

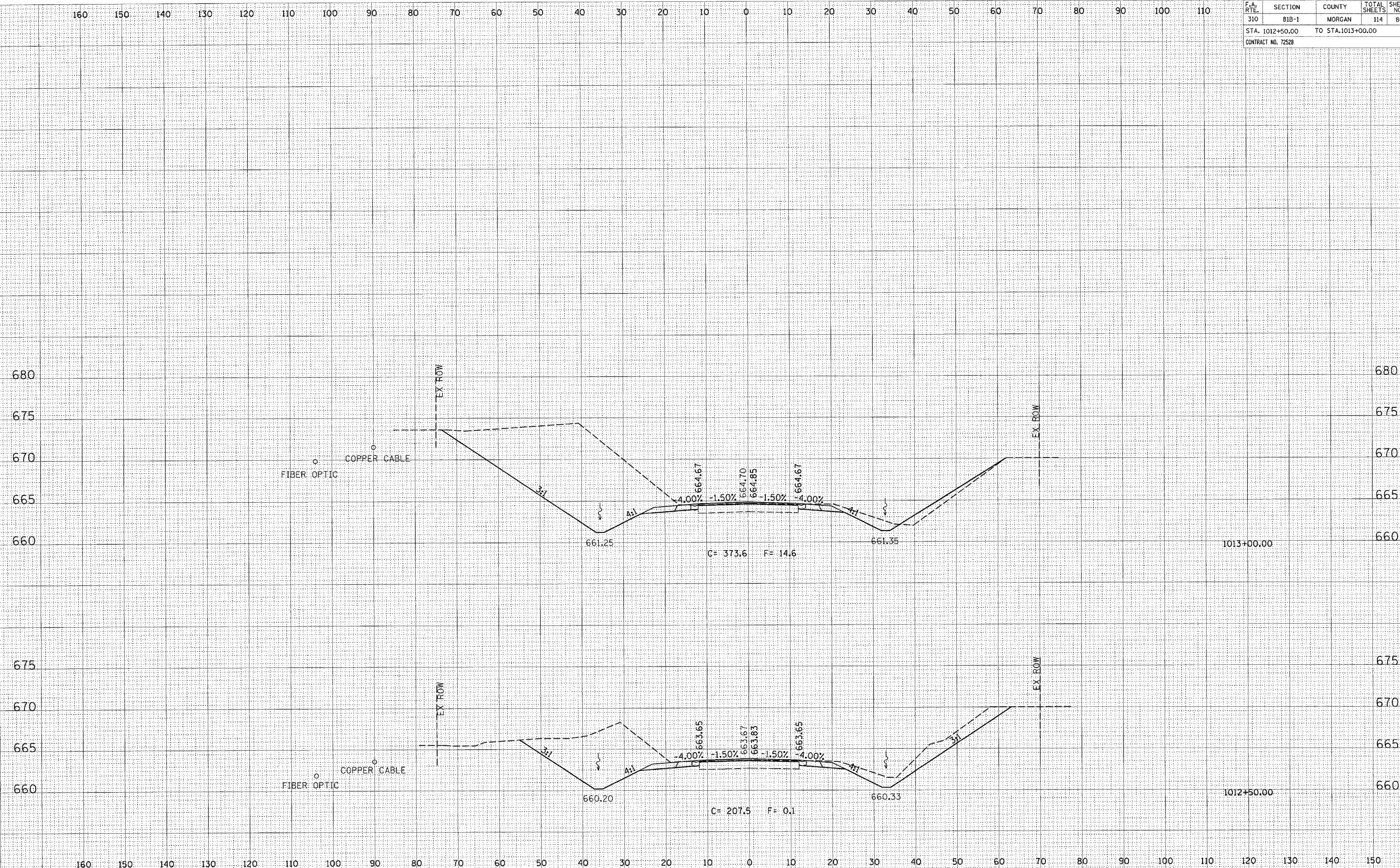
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NO. _____	BY _____	_____
NOTE BOOK NO. _____	PLOTTED	DATE
AREAS CHECKED	_____	_____

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



CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1011+50.00 TO STA 1012+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	80
STA. 1012+50.00		TO STA. 1013+00.00		
CONTRACT NO. 72528				



DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
PLATE	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
PLATE	
AREAS	
CHECKED	

CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1012+50.00 TO STA 1013+00.00

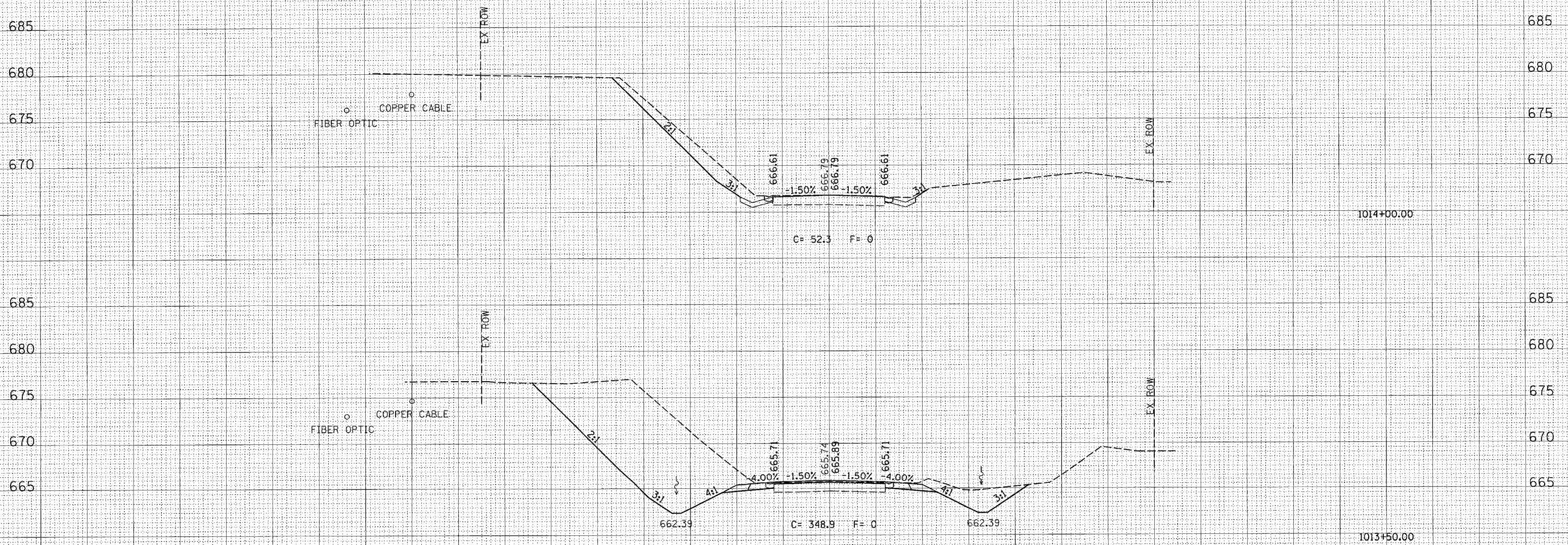


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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	81
STA. 1013+50.00		TO STA. 1014+00.00		
CONTRACT NO. 12528				

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY



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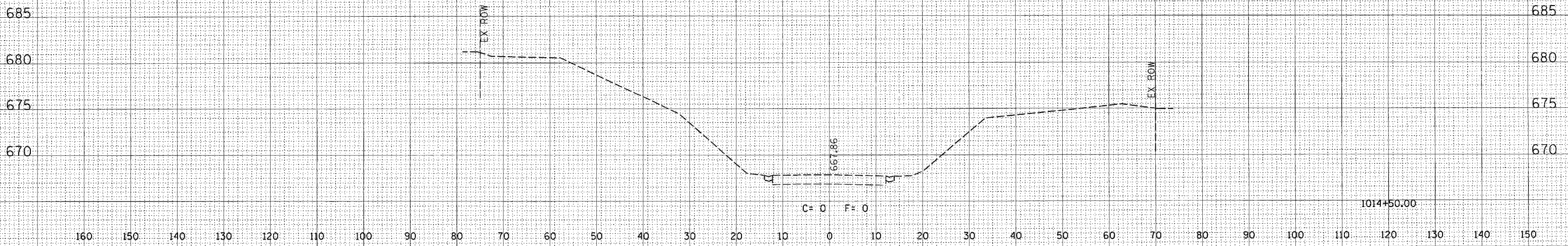
CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1013+50.00 TO STA 1014+00.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	82
STA. 1014+50.00		TO STA.		
CONTRACT NO. 72528				

DATE	
BY	
DESIGNED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
DESIGNED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
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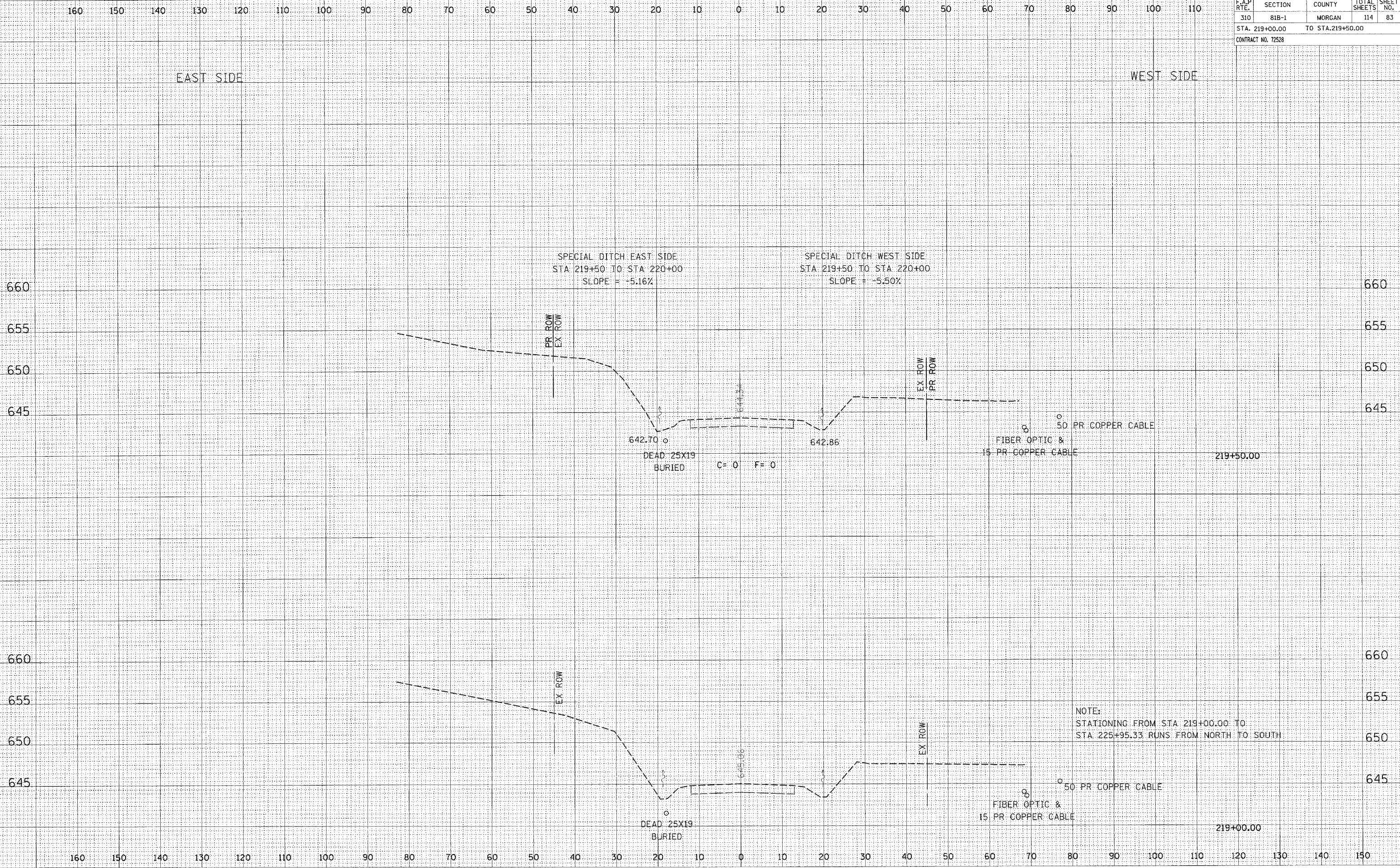


CROSS SECTION, HENRY CREEK, US 67 LOCATION 1, STA 1014+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	83
STA. 219+00.00 TO STA. 219+50.00			CONTRACT NO. 72528	

EAST SIDE

WEST SIDE



SPECIAL DITCH EAST SIDE  
STA 219+50 TO STA 220+00  
SLOPE = -5.16%

SPECIAL DITCH WEST SIDE  
STA 219+50 TO STA 220+00  
SLOPE = -5.50%

642.70  
DEAD 25X19  
BURIED

642.86

C= 0 F= 0

FIBER OPTIC &  
15 PR COPPER CABLE

50 PR COPPER CABLE

219+50.00

NOTE:  
STATIONING FROM STA 219+00.00 TO  
STA 225+95.33 RUNS FROM NORTH TO SOUTH

DEAD 25X19  
BURIED

645.06

FIBER OPTIC &  
15 PR COPPER CABLE

50 PR COPPER CABLE

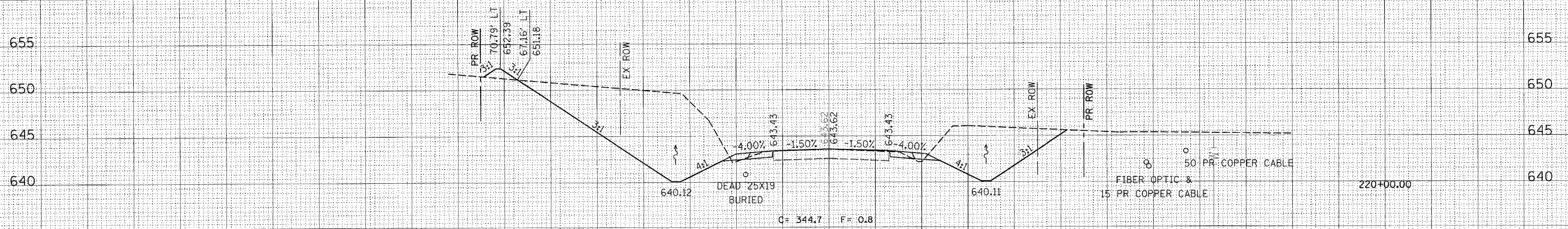
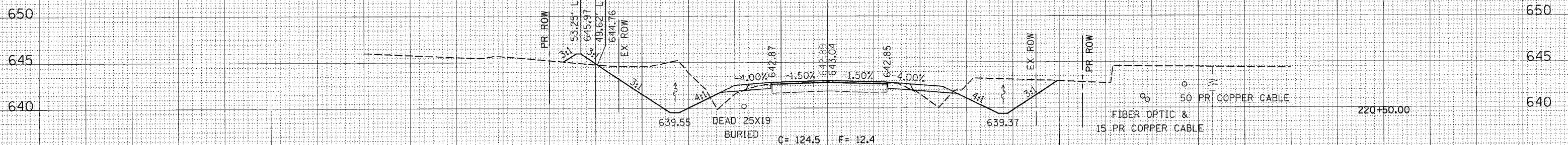
219+00.00

CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 219+00.00 TO STA 219+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	84
STA. 220+00.00		TO STA. 220+50.00		
CONTRACT NO. 72528				

EAST SIDE

WEST SIDE



SPECIAL DITCH EAST SIDE  
 STA 219+50 TO STA 220+00  
 SLOPE = -5.16%

SPECIAL DITCH WEST SIDE  
 STA 219+50 TO STA 220+00  
 SLOPE = -5.50%

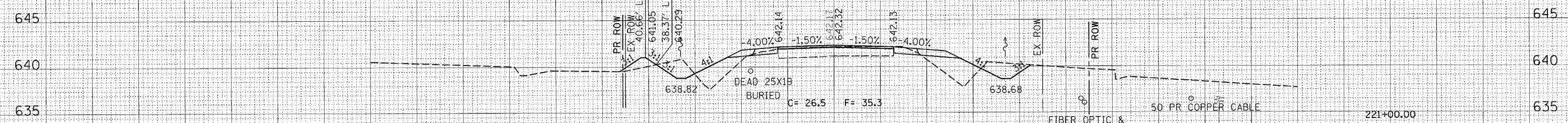
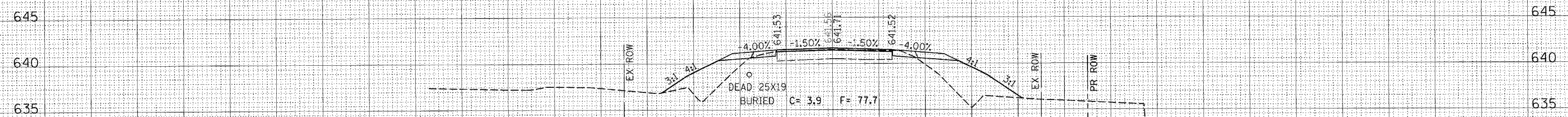
NOTE:  
 STATIONING FROM STA 219+00.00 TO  
 STA 225+95.33 RUNS FROM NORTH TO SOUTH

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	85
STA. 221+00.00		TO STA. 221+50.00		
CONTRACT NO. 72528				

EAST SIDE

WEST SIDE



NOTE:  
STATIONING FROM STA 219+00.00 TO  
STA 225+95.33 RUNS FROM NORTH TO SOUTH

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 221+00.00 TO STA 221+50.00

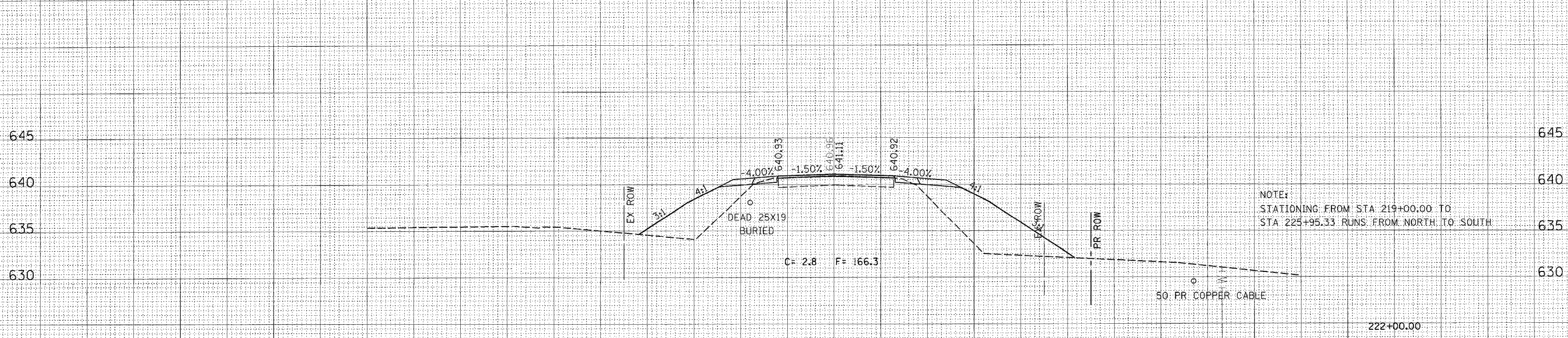
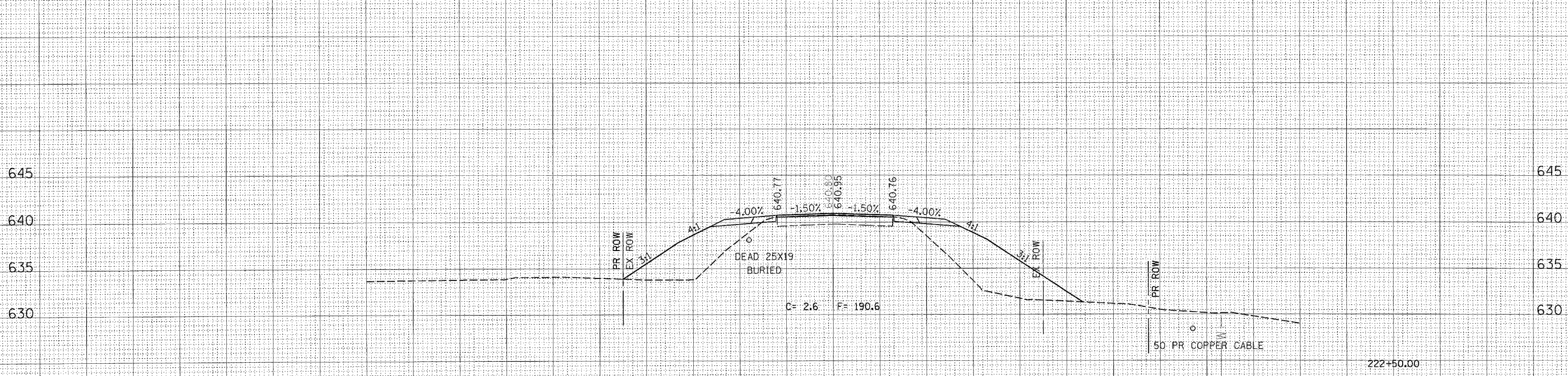
DATE  
BY  
REVIEWED  
DATE  
NO.

DATE  
BY  
REVIEWED  
DATE  
NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	86
STA. 222+00.00		TO STA. 222+50.00		
CONTRACT NO. 72528				

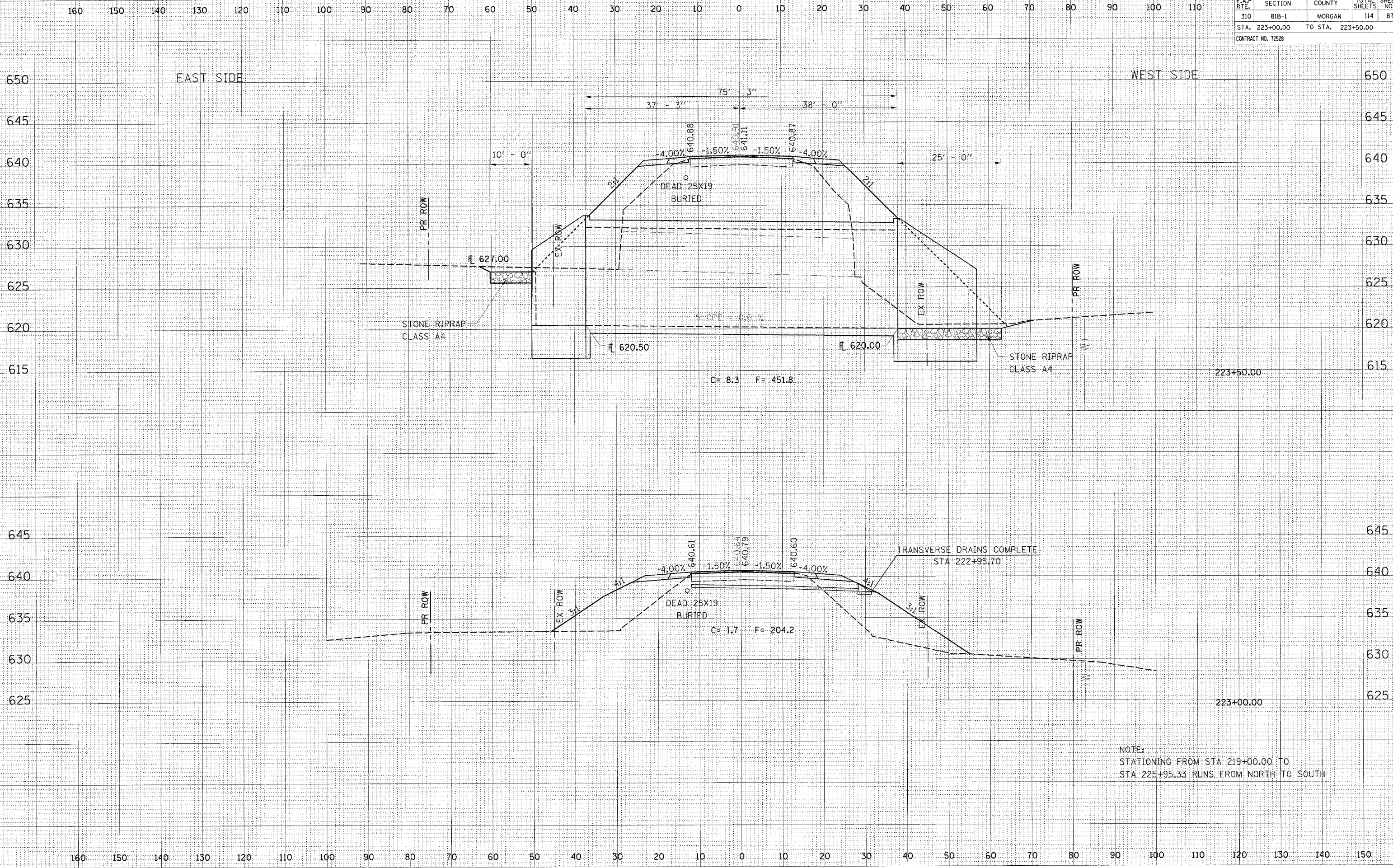
EAST SIDE

WEST SIDE



CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 222+00.00 TO STA 222+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	87
STA. 223+00.00		TO STA. 223+50.00		
CONTRACT NO. 12528				



NOTE:  
STATIONING FROM STA 219+00.00 TO  
STA 225+95.33 RUNS FROM NORTH TO SOUTH

CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 223+00.00 TO STA 223+50.00

BY	DATE	FINAL SURVEY	SURVEYED	DATE
		NOTE BOOK	NO. 114	
		AREAS CHECKED		

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

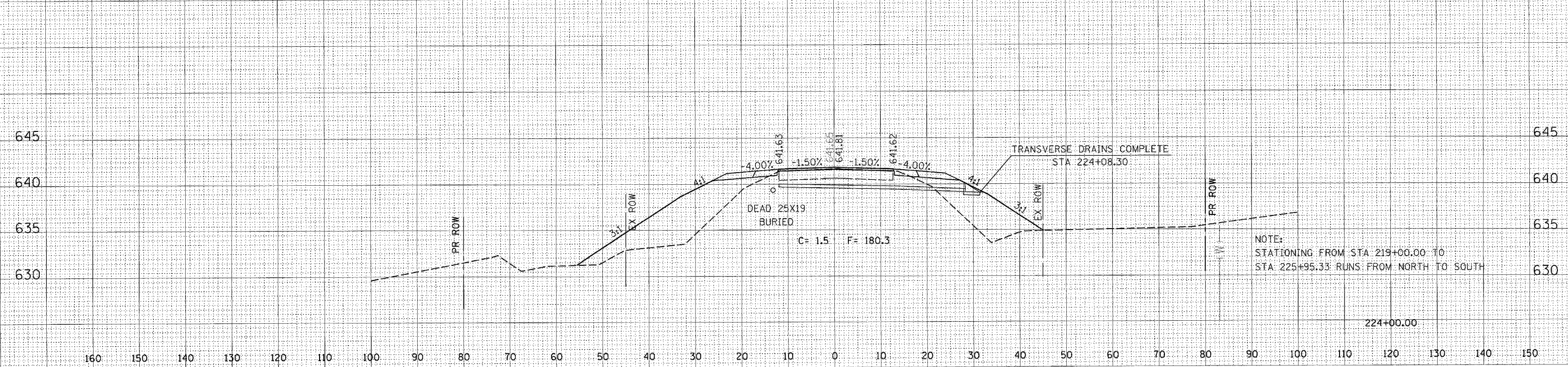
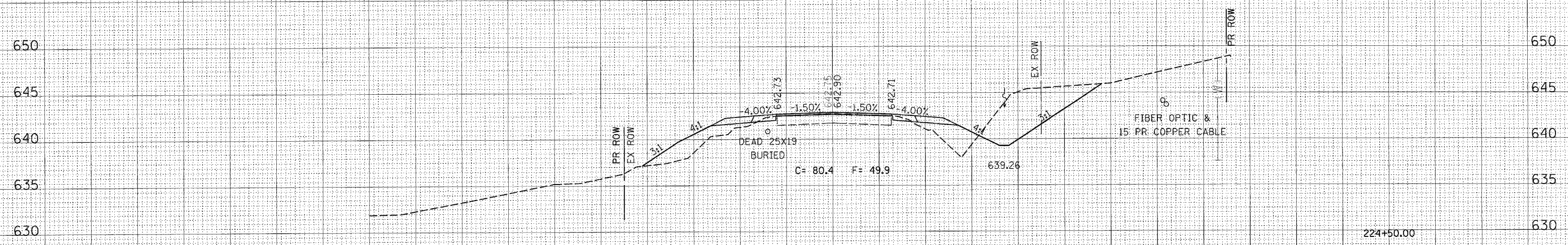
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	88
STA. 224+00.00		TO STA. 224+50.00		
CONTRACT NO. 72528				

EAST SIDE

WEST SIDE



NOTE:  
STATIONING FROM STA 219+00.00 TO  
STA 225+95.33 RUNS FROM NORTH TO SOUTH

CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 224+00.00 TO STA 224+50.00

DATE  
BY  
SUPERVISED  
SURVEY  
NOTED  
PLATE  
AREAS  
CHECKED

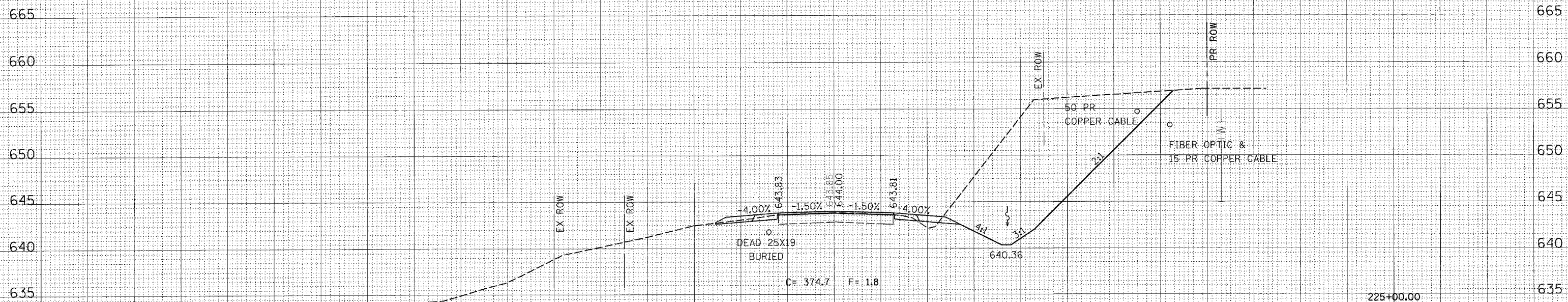
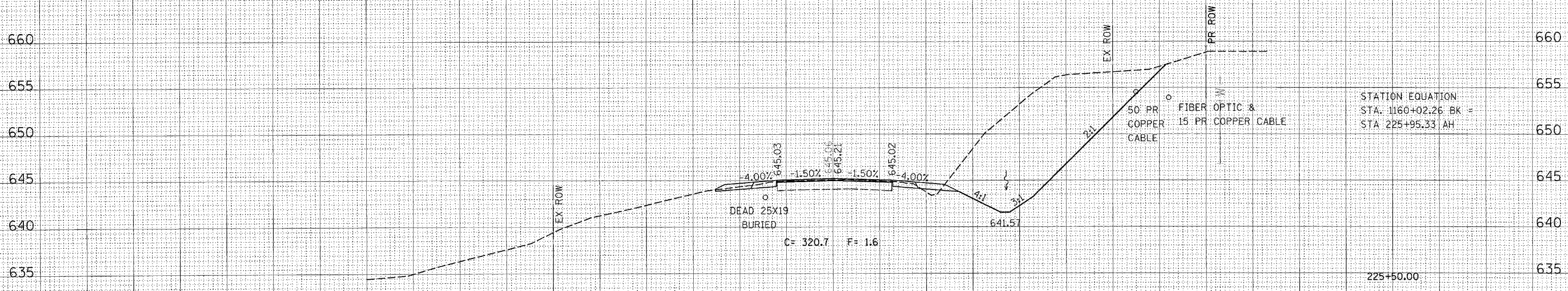
DATE  
BY  
SUPERVISED  
SURVEY  
NOTED  
PLATE  
AREAS  
CHECKED



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	89
STA. 225+00.00 TO STA. 225+50.00				
CONTRACT NO. 72528				

EAST SIDE

WEST SIDE

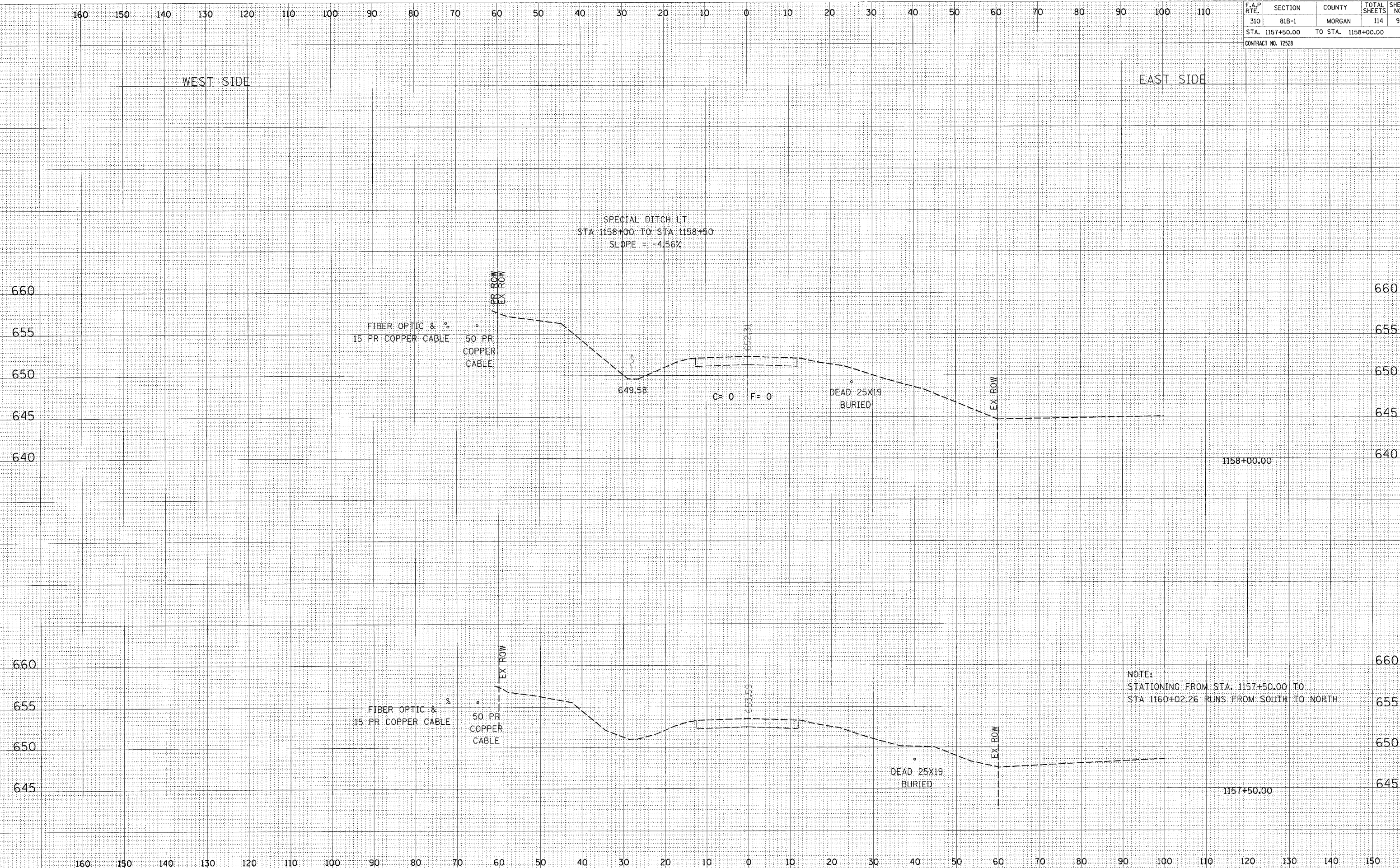


NOTE:  
STATIONING FROM STA 219+00.00 TO  
STA 225+95.33 RUNS FROM NORTH TO SOUTH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	90
STA. 1157+50.00		TO STA. 1158+00.00		
CONTRACT NO. 72528				

WEST SIDE

EAST SIDE



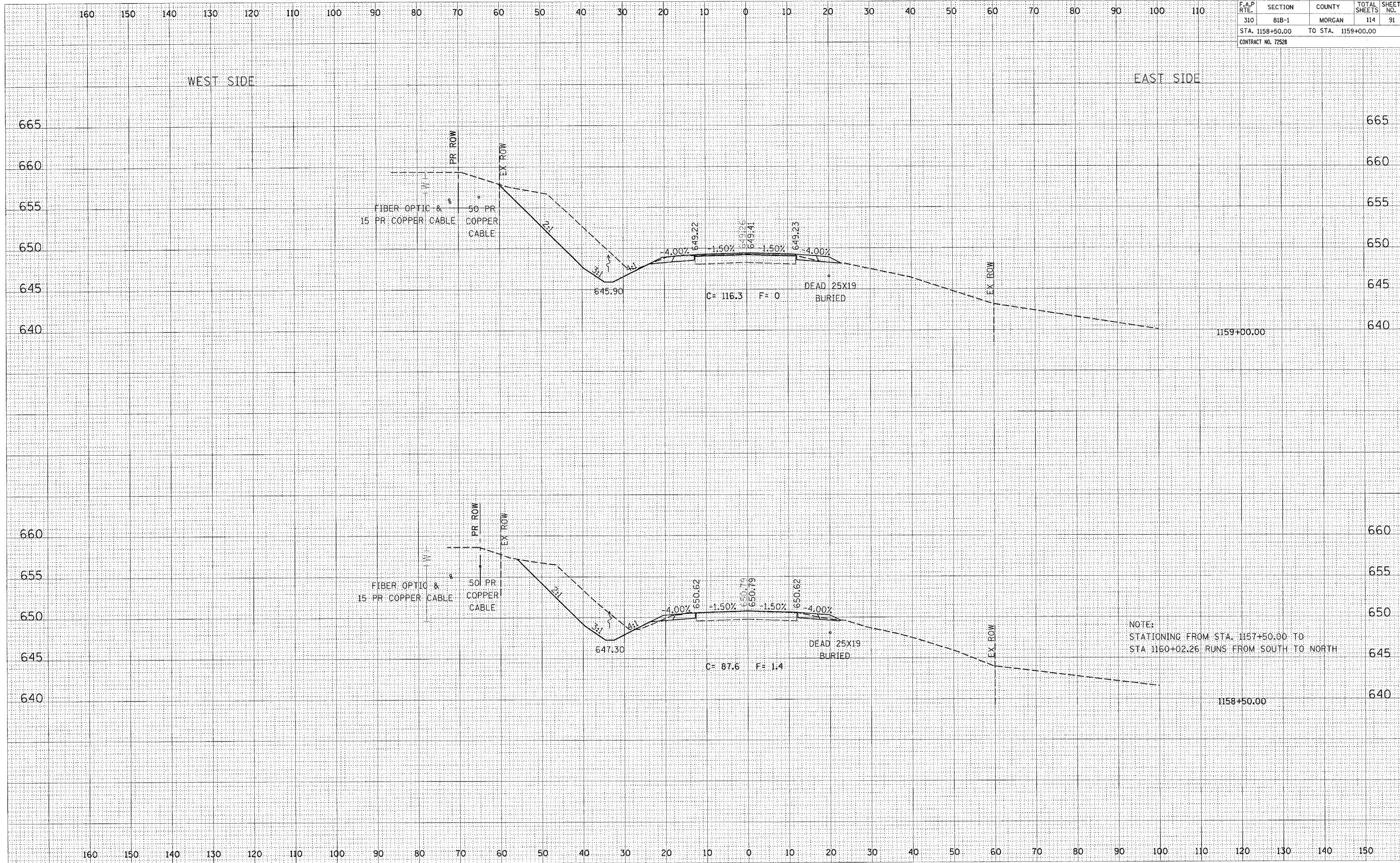
NOTE:  
STATIONING FROM STA. 1157+50.00 TO  
STA 1160+02.26 RUNS FROM SOUTH TO NORTH

CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 1157+50.00 TO STA 1158+00.00

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
PLATE	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
PLATE	
AREAS	
CHECKED	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	91
STA. 1158+50.00		TO STA. 1159+00.00		
CONTRACT NO. 72528				



DATE	BY	DATE	BY
DATE	BY	DATE	BY

DATE	BY	DATE	BY
DATE	BY	DATE	BY

NOTE:  
STATIONING FROM STA. 1157+50.00 TO  
STA 1160+02.26 RUNS FROM SOUTH TO NORTH

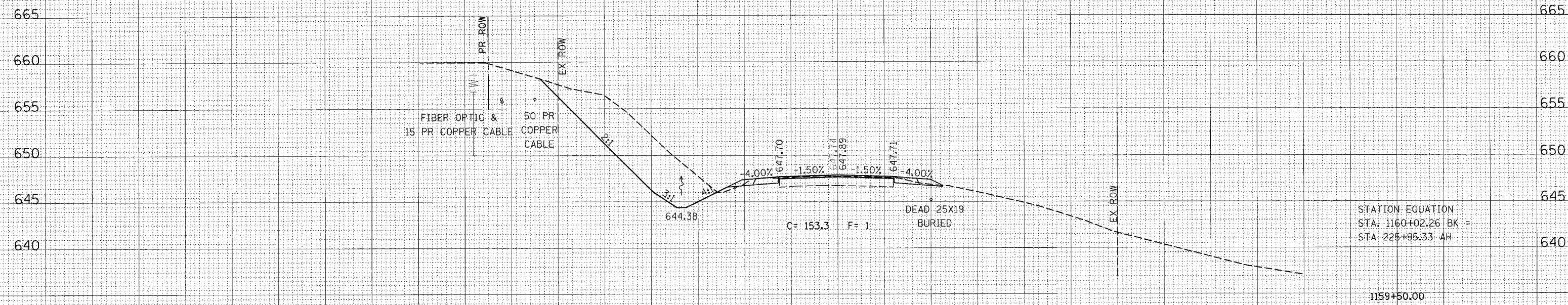
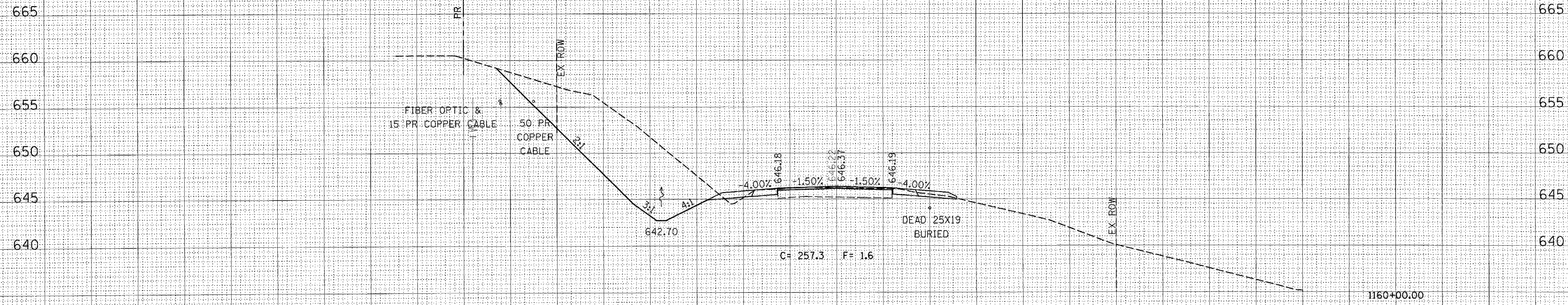
CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 1158+50.00 TO STA 1159+00.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	92
STA. 1159+50.00		TO STA. 1160+00.00		
CONTRACT NO. 72528				

WEST SIDE

EAST SIDE



STATION EQUATION  
STA. 1160+02.26 BK =  
STA. 225+95.33 AH

NOTE:  
STATIONING FROM STA. 1157+50.00 TO  
STA 1160+02.26 RUNS FROM SOUTH TO NORTH.

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CROSS SECTION, BRUSHY CREEK, US 67 LOCATION 2, STA 1159+50.00 TO STA 1160+00.00

DATE  
BY  
CHECKED  
DATE  
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DATE  
BY  
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DATE  
BY  
CHECKED  
DATE  
BY  
DATE  
BY  
DATE  
BY

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	93
STA. 152+00.00		TO STA. 153+03.50		
CONTRACT NO. 72528				

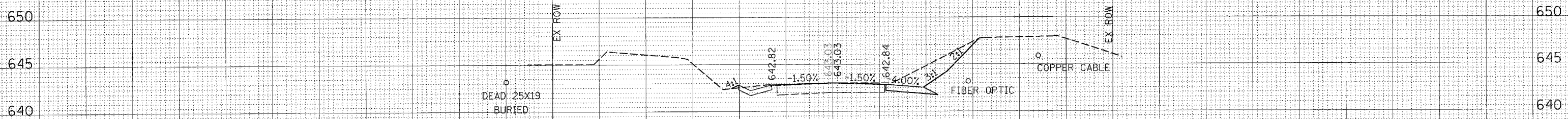
DATE \_\_\_\_\_ BY \_\_\_\_\_

FINAL SURVEY

DATE \_\_\_\_\_ BY \_\_\_\_\_

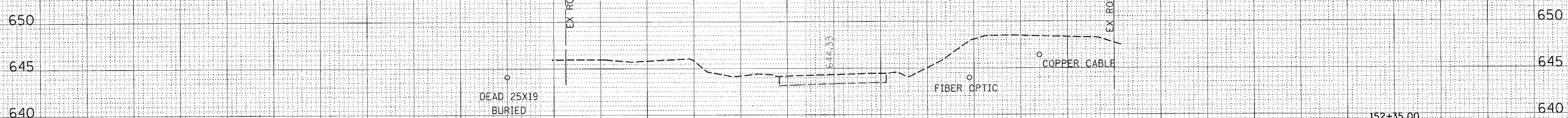
NOTE BOOK NO. \_\_\_\_\_

AREAS CHECKED \_\_\_\_\_

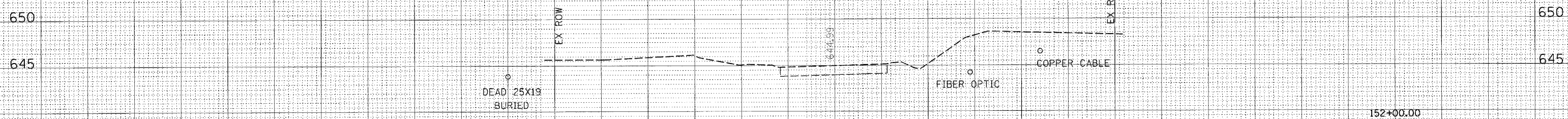


153+03.50

C = 35.8 F = 0.2



152+35.00



152+00.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

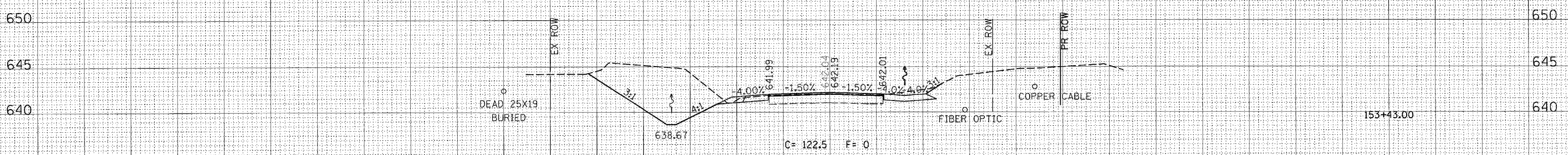
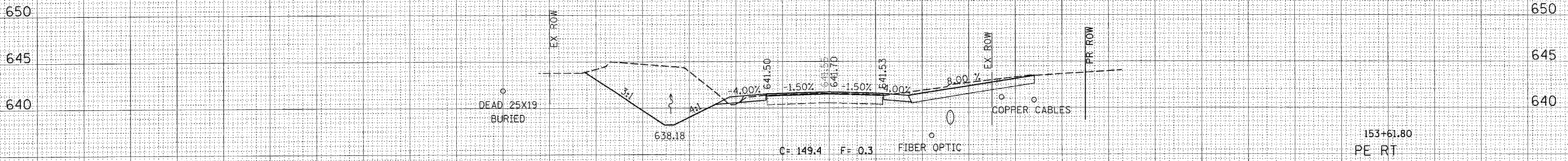
CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 152+00.00 TO STA 153+03.50

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	94
STA. 153+43.00		TO STA. 153+61.80		
CONTRACT NO. 72528				

DATE  
BY  
SUPERVISOR  
CHECKED  
FINAL SURVEY  
NOTE BOOK  
NO.

DATE  
BY  
SUPERVISOR  
CHECKED  
ORIGINAL SURVEY  
NOTE BOOK  
NO.



160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

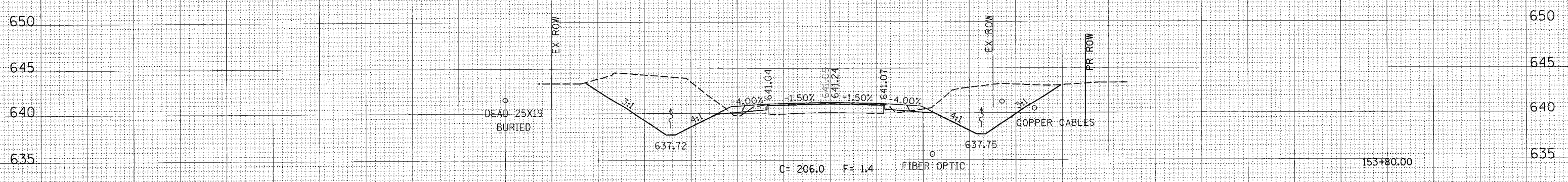
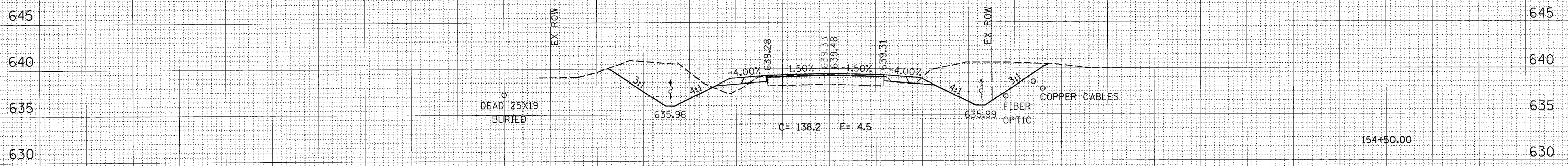
CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 153+43.00 TO STA 153+61.80

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	95
STA. 153+80.00		TO STA. 154+50.00		
CONTRACT NO. 12528				

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

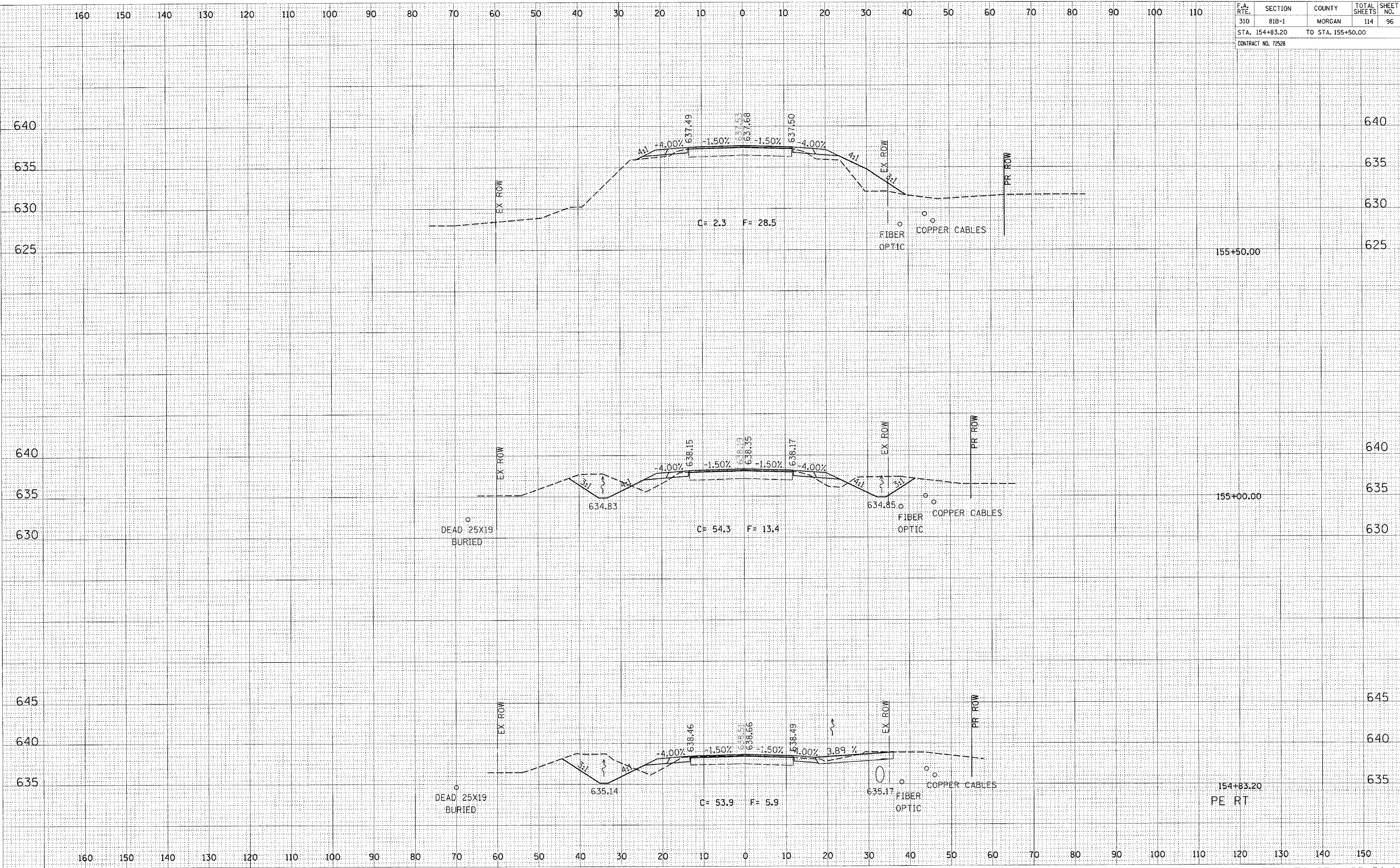
DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 153+80.00 TO STA 154+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	96
STA. 154+83.20		TO STA. 155+50.00		
CONTRACT NO. 72528				



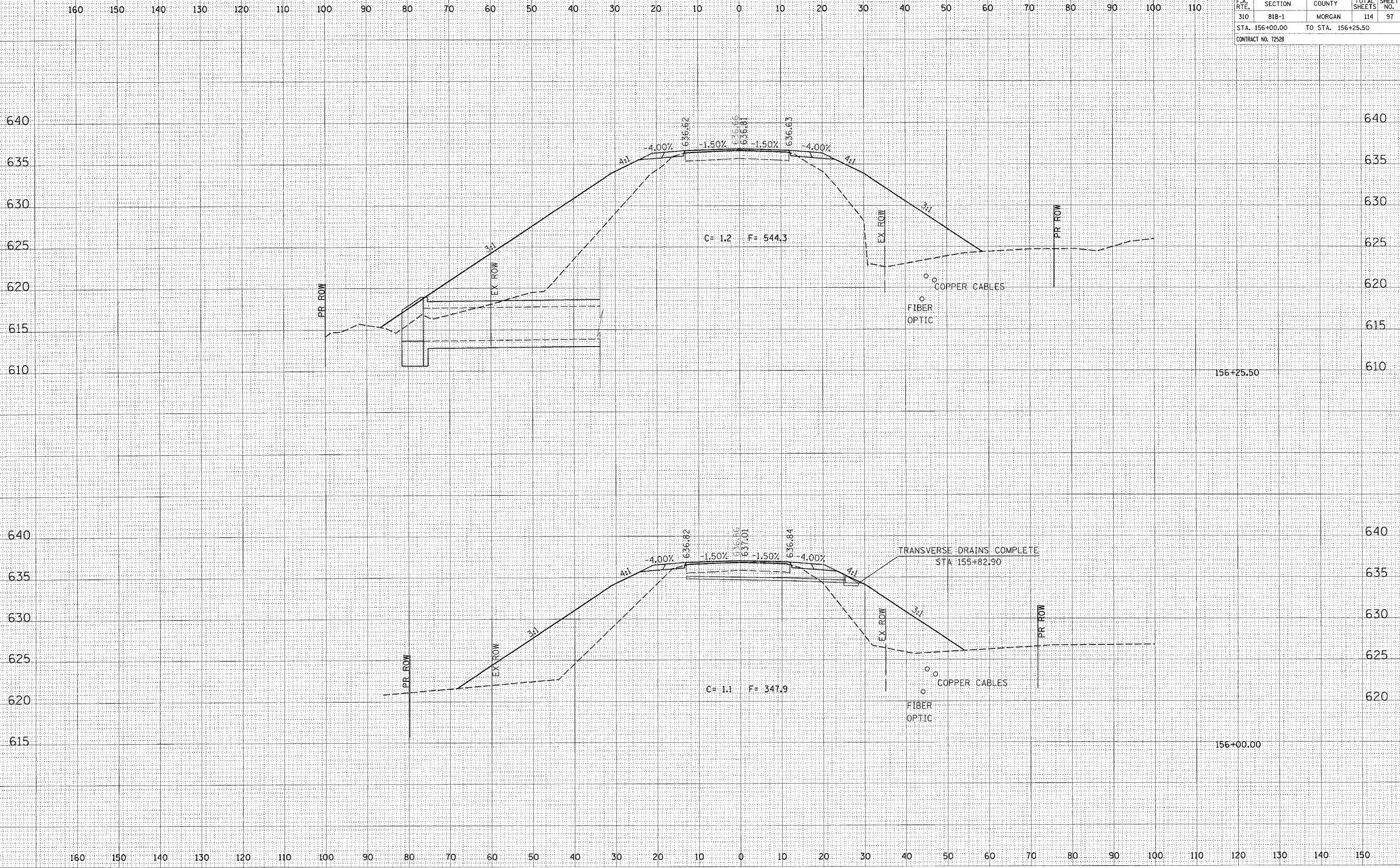
CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 154+83.20 TO STA 155+50.00

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 FINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ORIGINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	97
STA. 156+00.00		TO STA. 156+25.50		
CONTRACT NO. 12528				



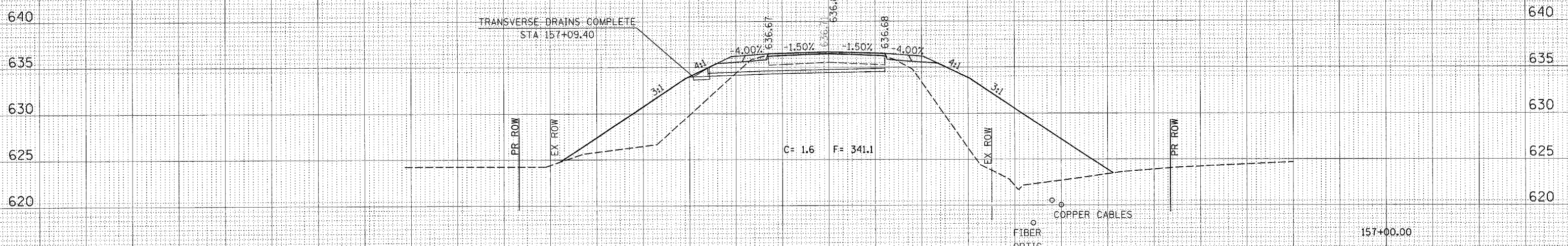
CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 156+00.00 TO STA 156+25.50

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 FINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

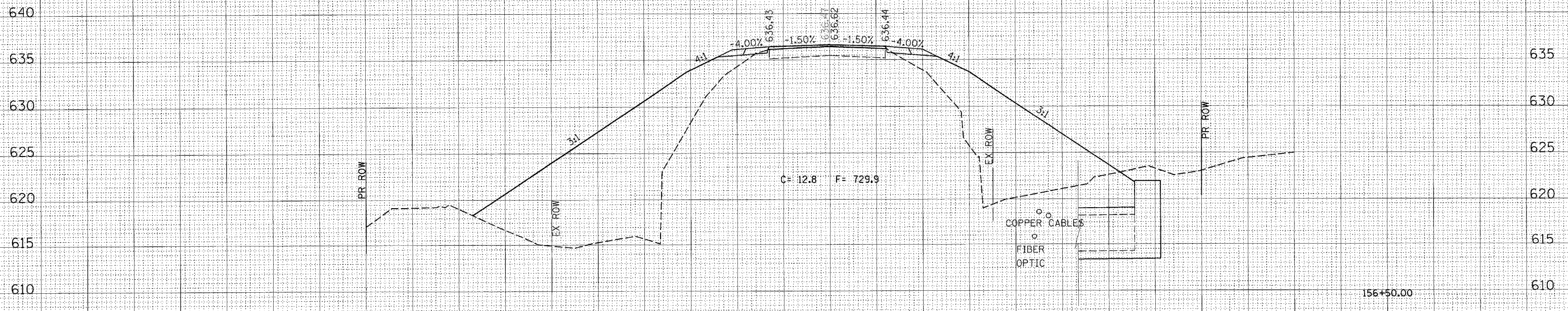
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	98
STA. 156+50.00 TO STA. 157+00.00				
CONTRACT NO. 12528				

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 TYPED \_\_\_\_\_  
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 NO. \_\_\_\_\_



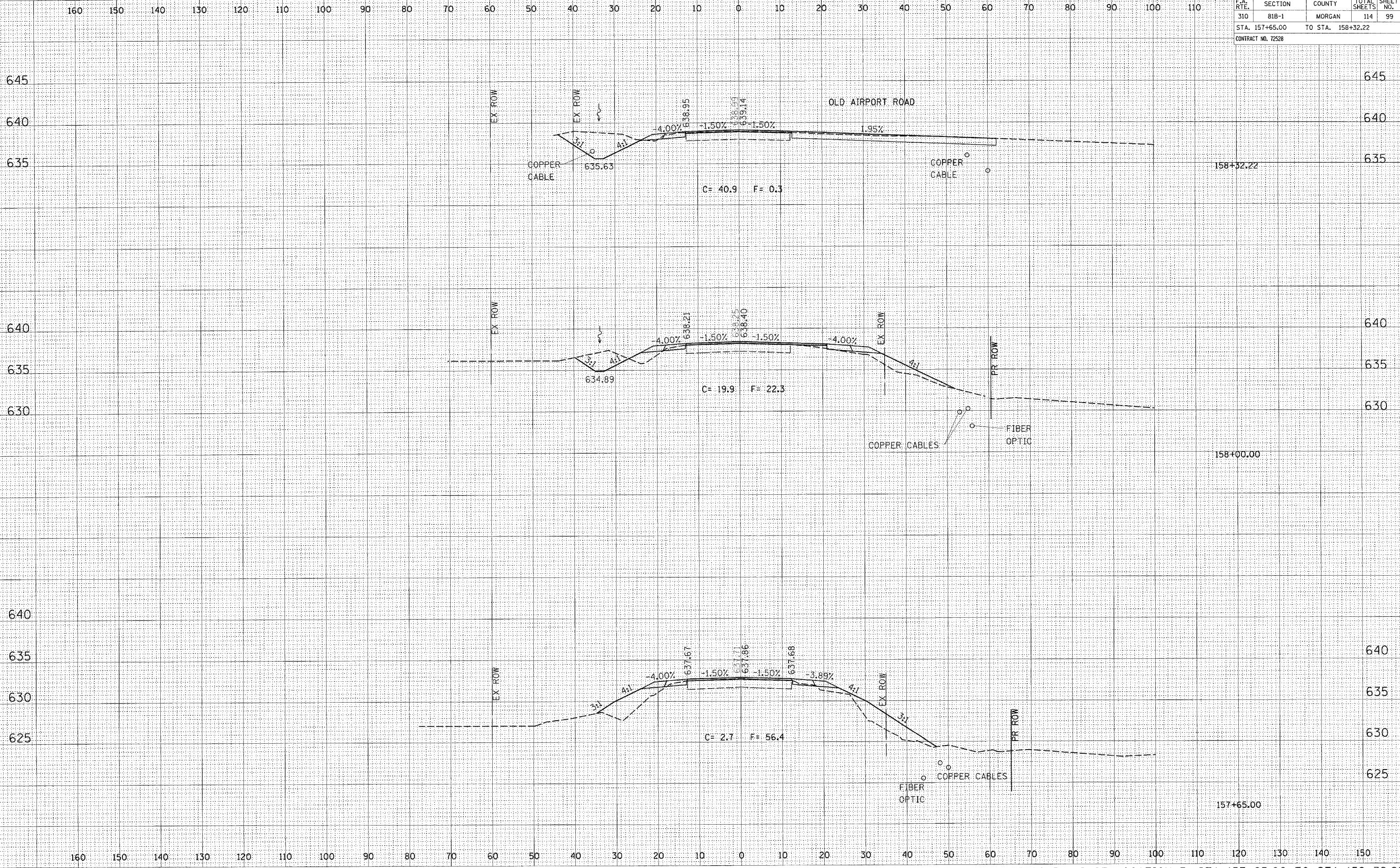
DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 TYPED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_



160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 156+50.00 TO STA 157+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	99
STA. 157+65.00 TO STA. 158+32.22				
CONTRACT NO. 12528				



CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 157+65.00 TO STA 158+32.22

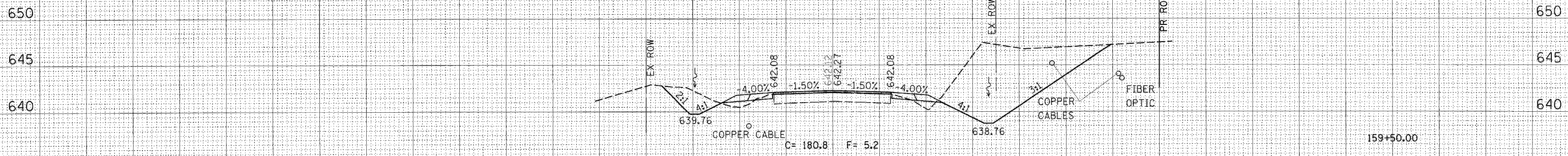
DATE	
BY	
SURVEYED	
PLANNED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
SURVEYED	
PLANNED	
NOTE BOOK	
AREAS CHECKED	

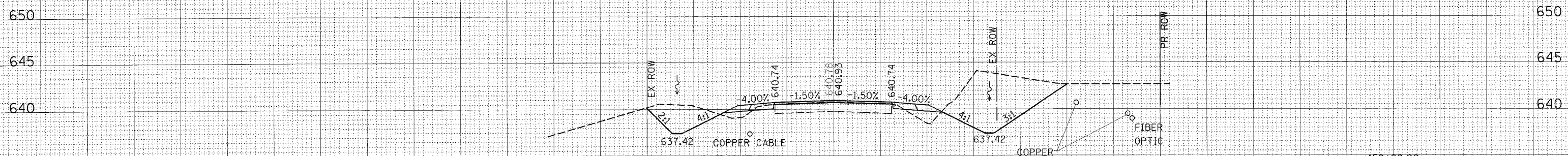
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	100
STA. 158+54.00 TO STA. 159+50.00				
CONTRACT NO. 12528				

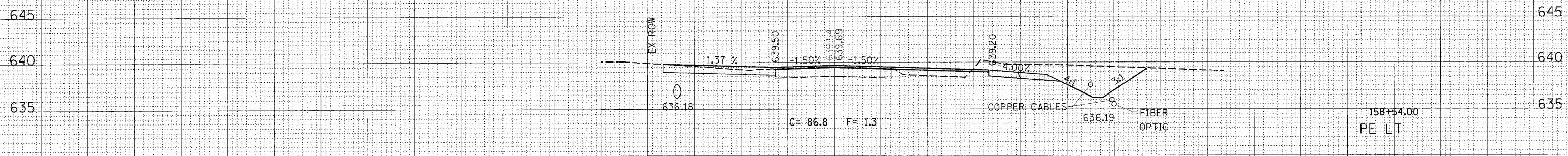
DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



SPECIAL DITCH EAST SIDE  
 STA 159+50 TO STA 160+00  
 SLOPE = 2.38%



SPECIAL DITCH EAST SIDE  
 STA 159+00 TO STA 159+50  
 SLOPE = 4.68%



160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

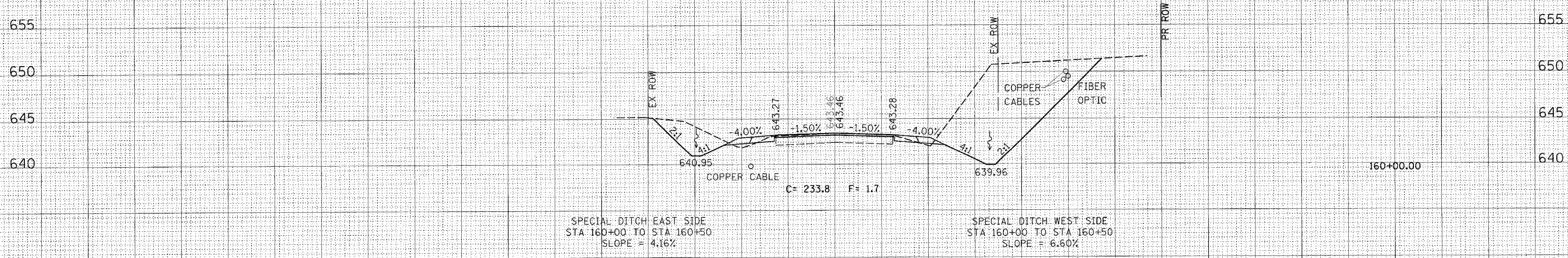
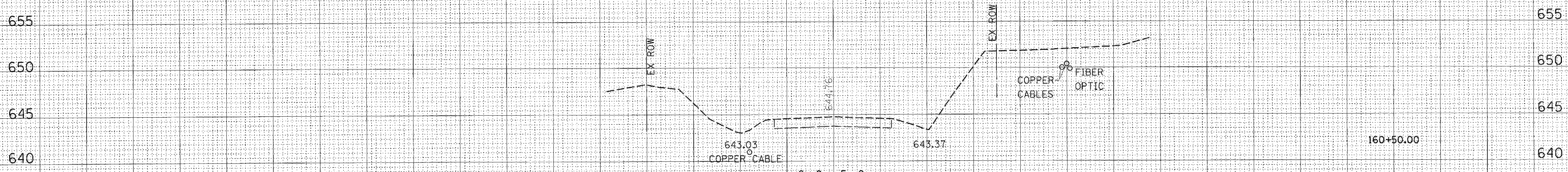
CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 158+54.00 TO STA 159+50.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	101
STA. 160+00.00		TO STA. 160+50.00		
CONTRACT NO. 12528				

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 FINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ORIGINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

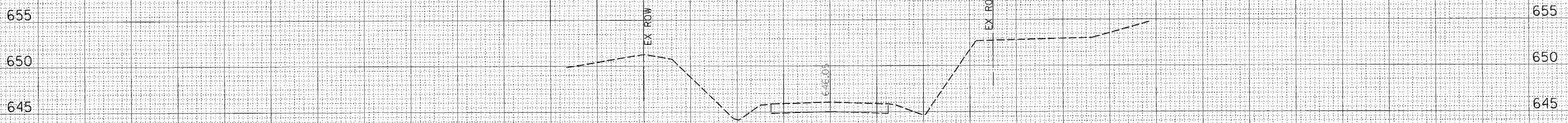
CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 160+00.00 TO STA 160+50.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	818-1	MORGAN	114	102
STA. 161+00.00		TO STA.		
CONTRACT NO. 72528				

DATE	BY	DATE	BY
DATE	BY	DATE	BY
DATE	BY	DATE	BY

DATE	BY	DATE	BY
DATE	BY	DATE	BY
DATE	BY	DATE	BY

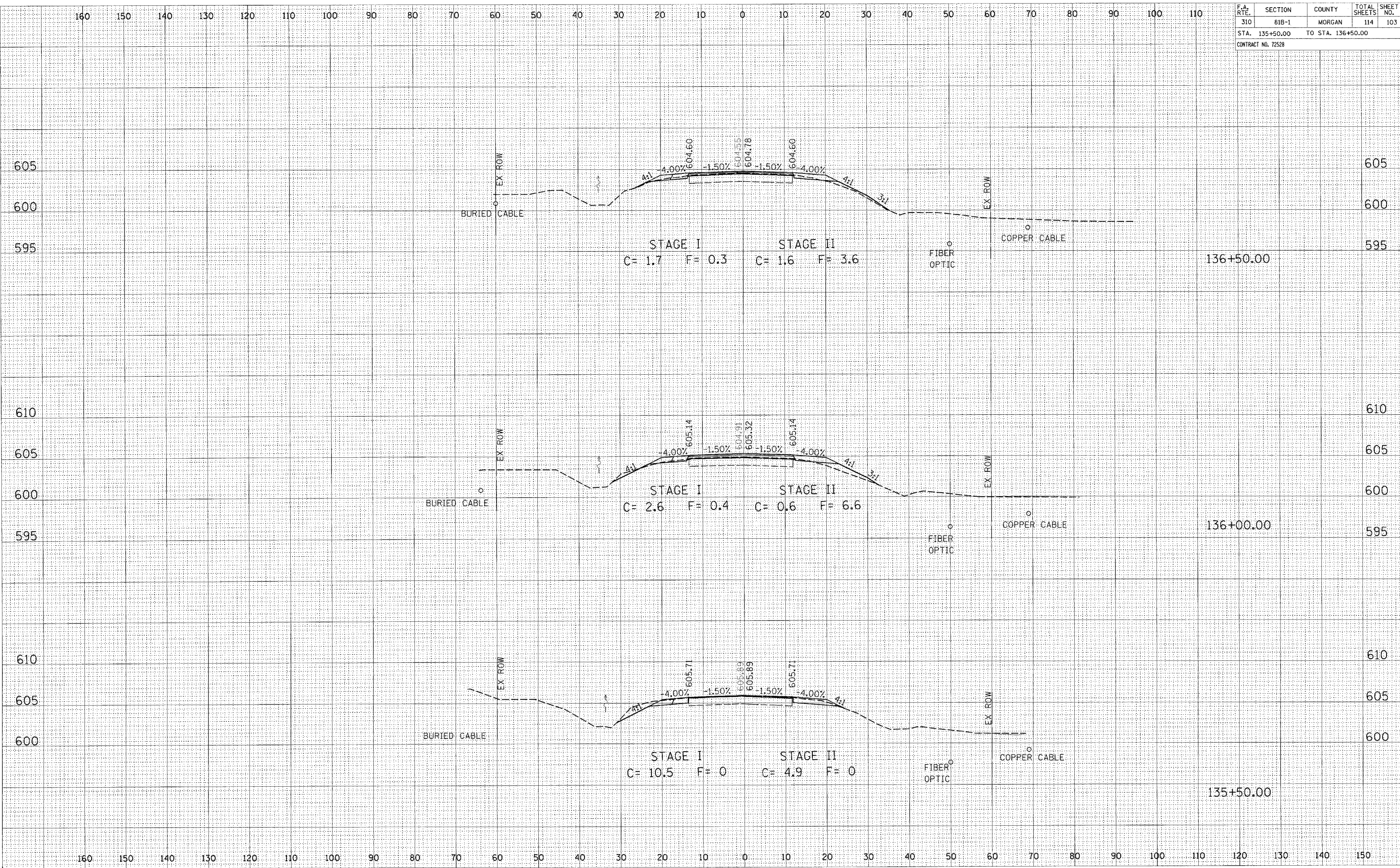


161+00.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CROSS SECTION, AIRPORT ROAD, US 67 LOCATION 3, STA 161+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	103
STA. 135+50.00 TO STA. 136+50.00			CONTRACT NO. 12528	

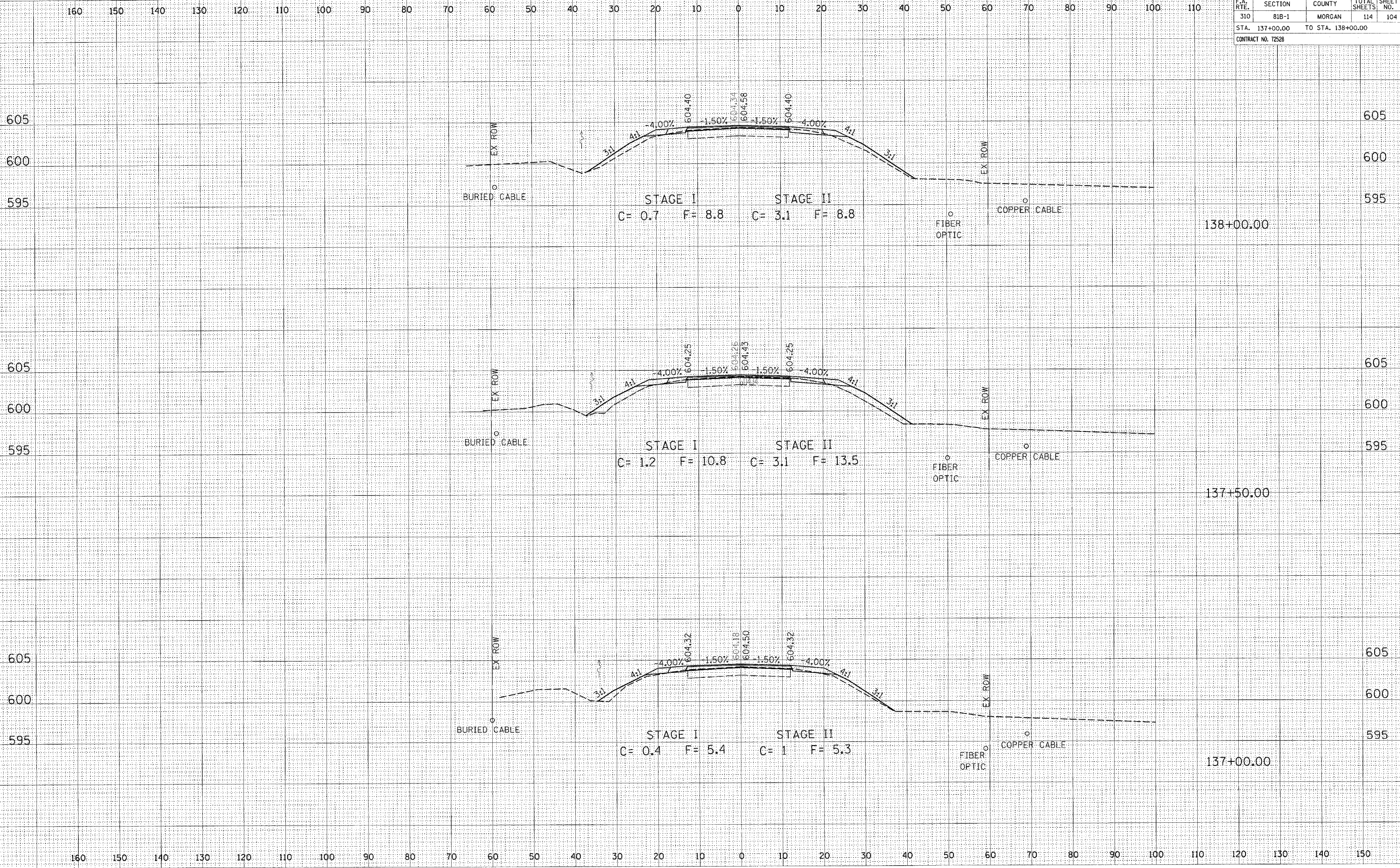


CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 135+00.00 TO STA 136+00.00

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	104
STA. 137+00.00		TO STA. 138+00.00		
CONTRACT NO. 72528				



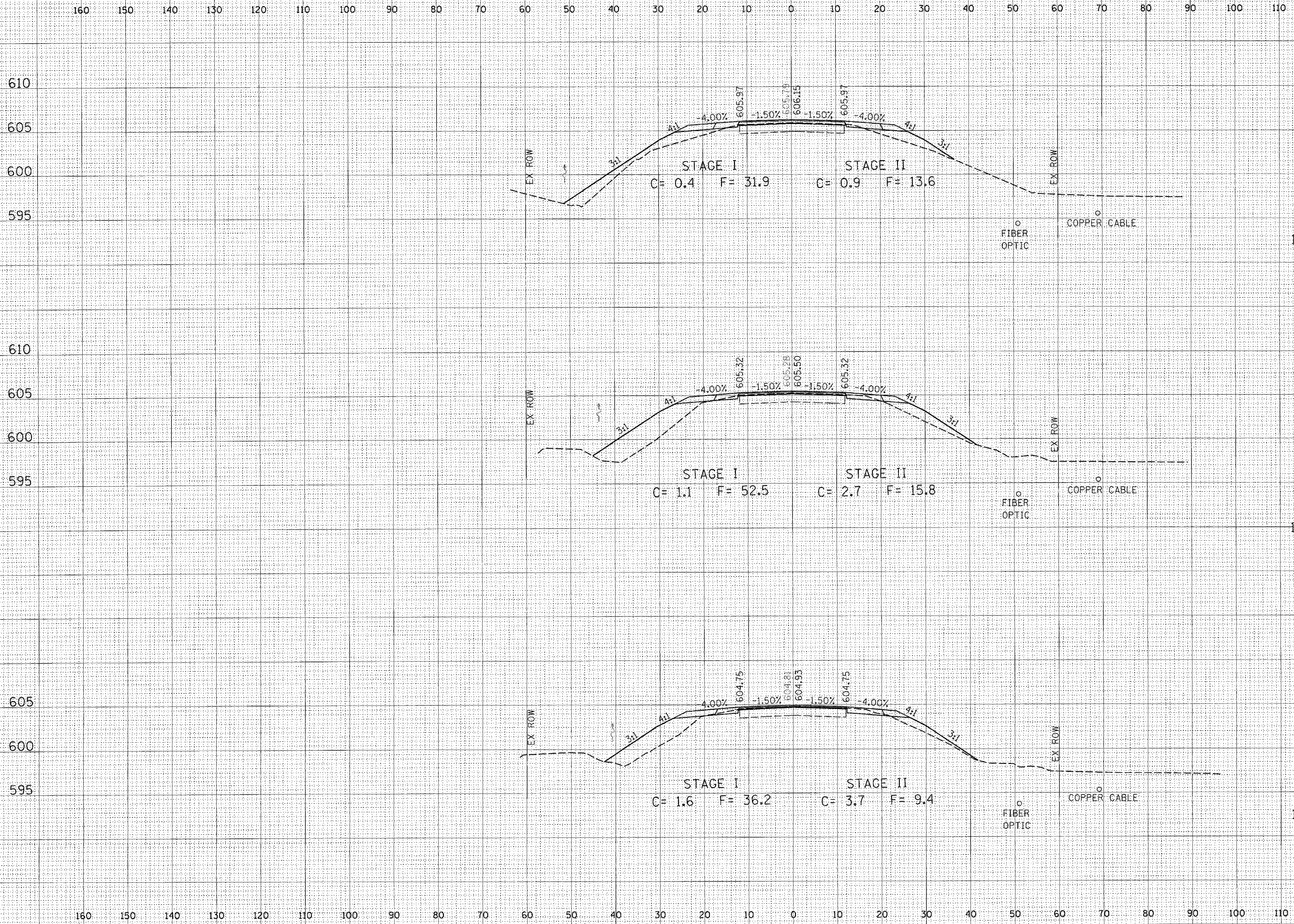
DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 TYPED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREAS: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 TYPED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREAS: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_

CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 136+50.00 TO STA 137+50.00



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	105
STA. 138+50.00		TO STA. 139+42.43		
CONTRACT NO. 12528				

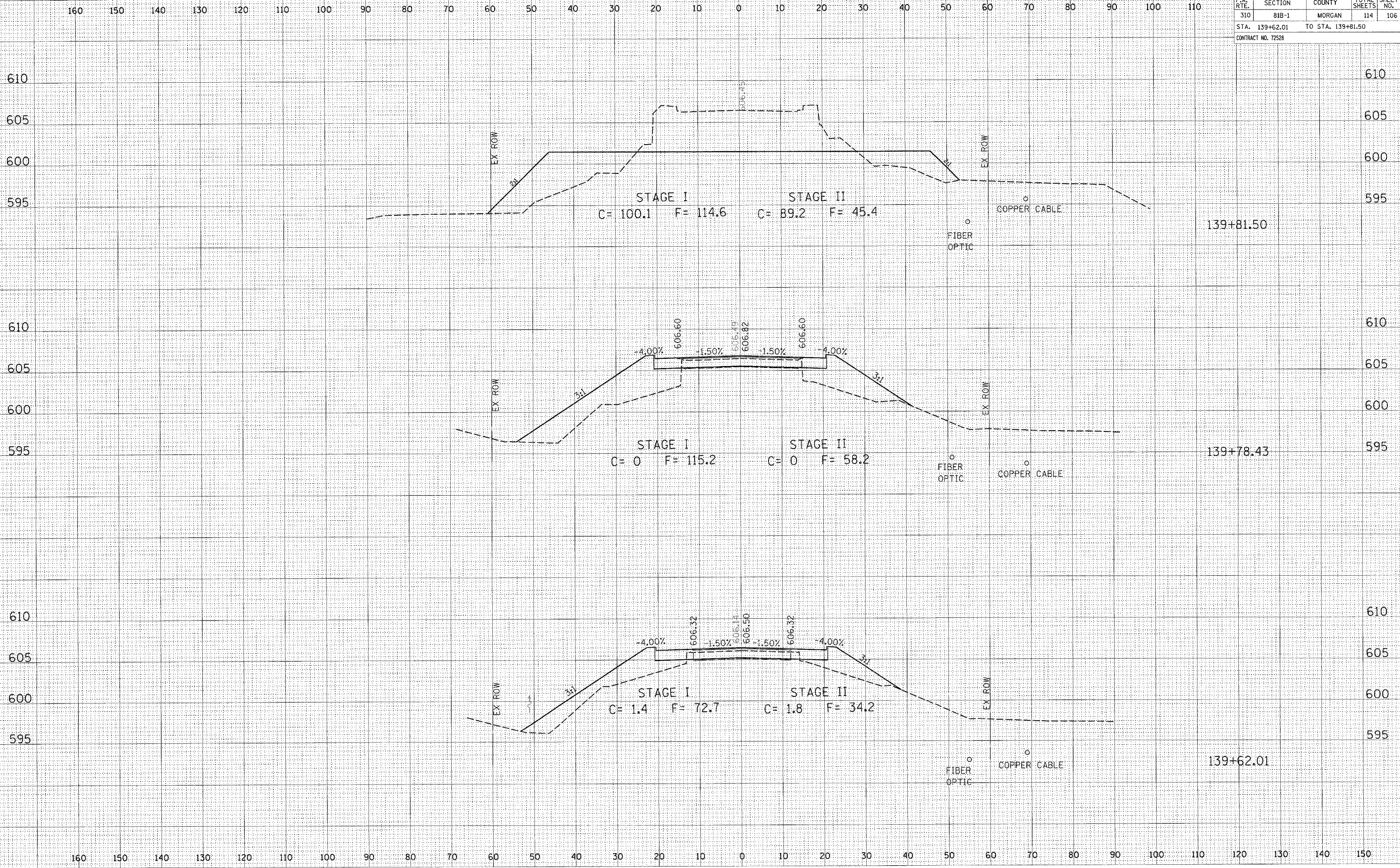


DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 FINAL SURVEY: \_\_\_\_\_  
 NOTE BOOK NO.: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

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

CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 138+00.00 TO STA 139+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	106
STA. 139+62.01		TO STA. 139+81.50		
CONTRACT NO. 72528				



CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 139+42.43 TO STA 139+78.43

DATE	BY	DATE	BY
DATE	BY	DATE	BY

FINAL SURVEY	SURVEYED	FILED	DATE
NOTE BOOK			
AREAS			
CHECKED			

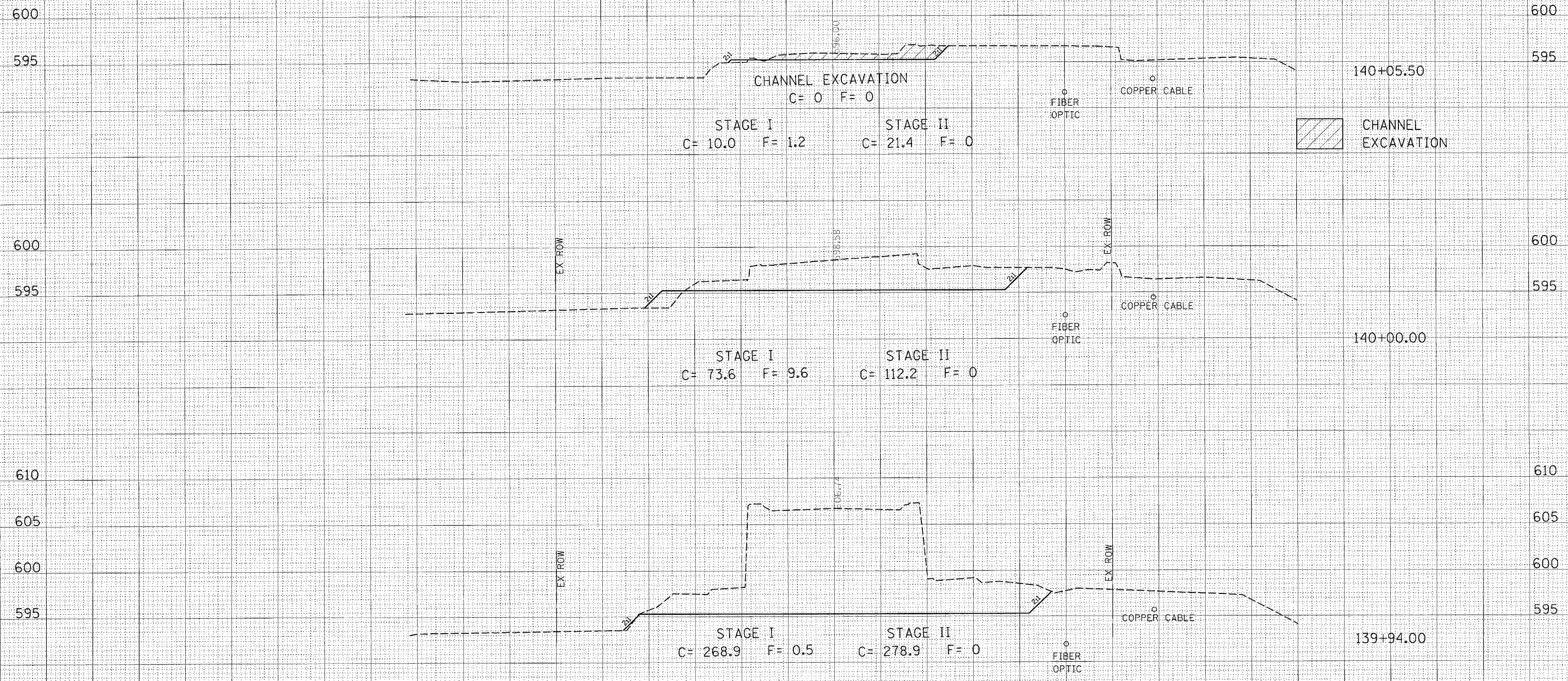
ORIGINAL SURVEY	SURVEYED	FILED	DATE
NOTE BOOK			
AREAS			
CHECKED			

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	107
STA. 139+94.00		TO STA. 140+05.50		
CONTRACT NO. 72528				

DATE  
BY  
SUPERVISED  
SURVEY  
NOTE BOOK  
PLATE  
AREAS  
CHECKED

DATE  
BY  
SUPERVISED  
SURVEY  
NOTE BOOK  
PLATE  
AREAS  
CHECKED



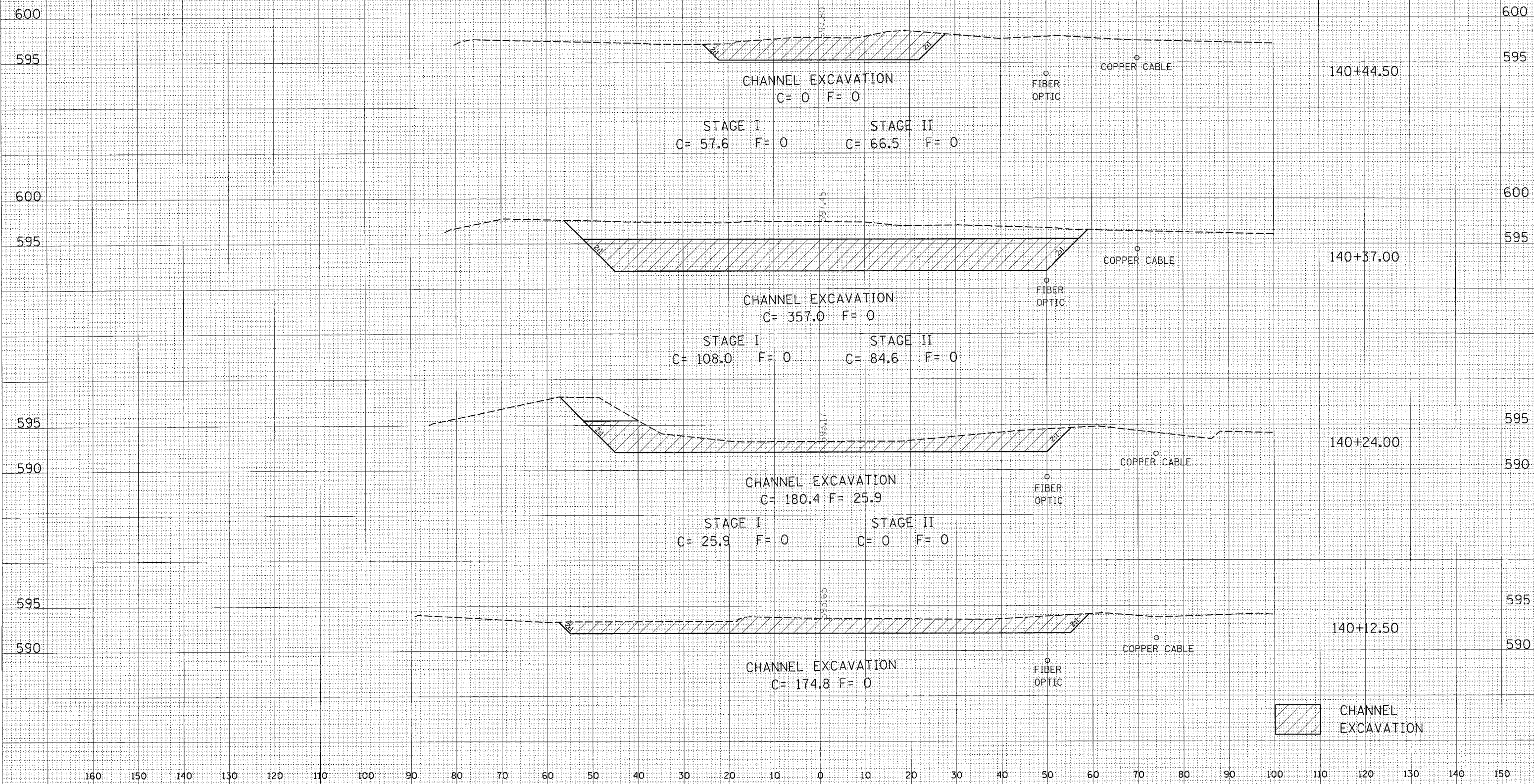
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 140+93.43 TO STA 141+26.43

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	108
STA. 140+12.50		TO STA. 140+44.50		
CONTRACT NO. 12528				

DATE	BY	DATE	BY
DATE	BY	DATE	BY
DATE	BY	DATE	BY



 CHANNEL EXCAVATION

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 141+50.00 TO STA 142+00.00

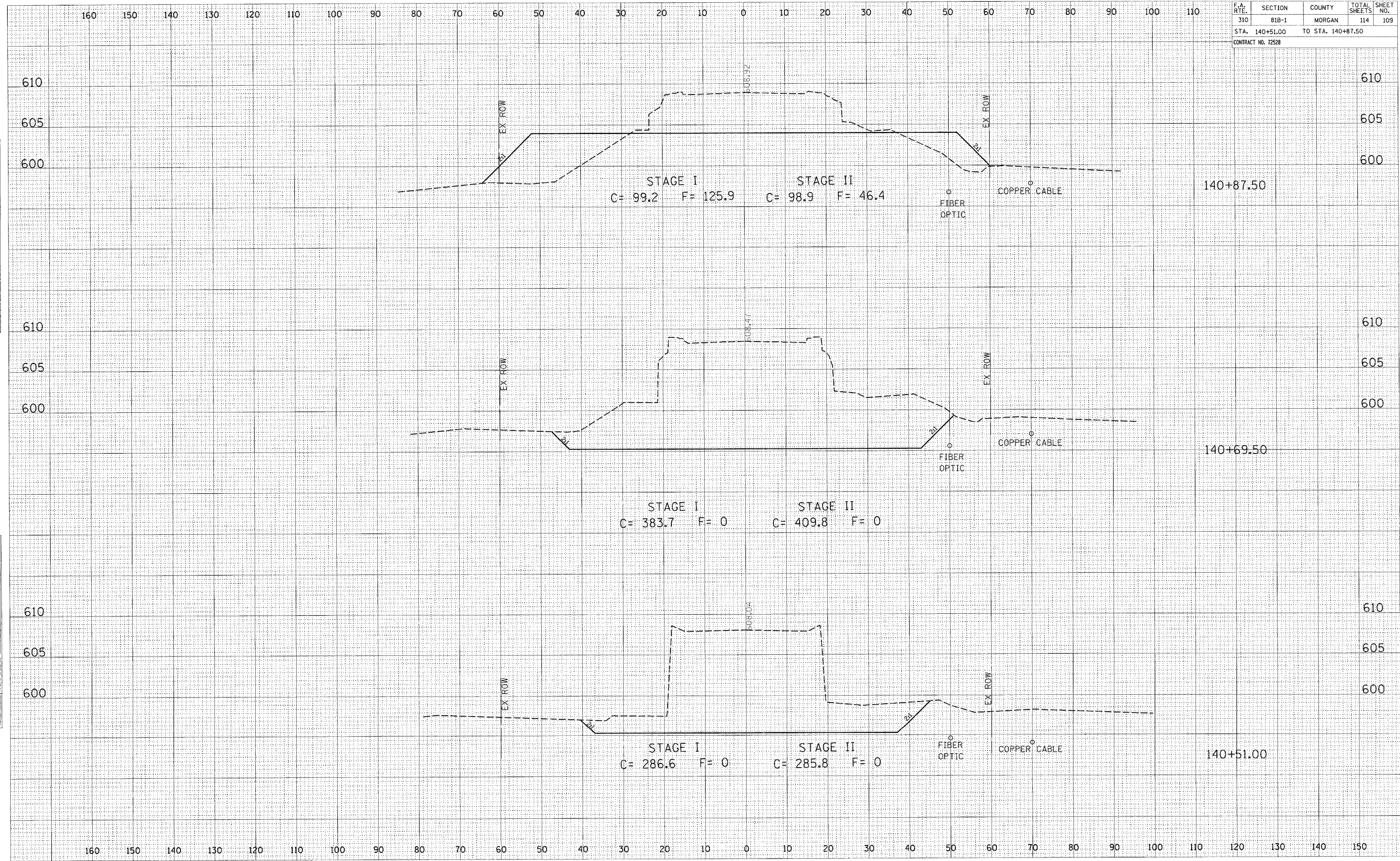
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	109
STA. 140+51.00		TO STA. 140+87.50		
CONTRACT NO. 12528				

BY	DATE

ORIGINAL SURVEY	FIELD	DATE	AREAS CHECKED

BY	DATE

ORIGINAL SURVEY	FIELD	DATE	AREAS CHECKED

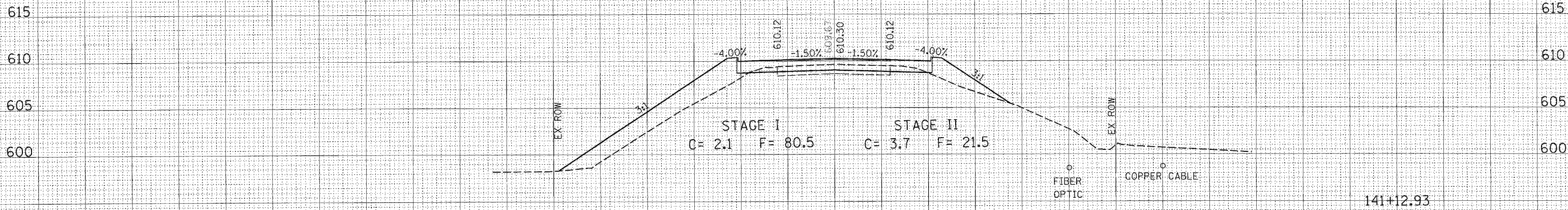


CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 142+50.00 TO STA 142+90.00

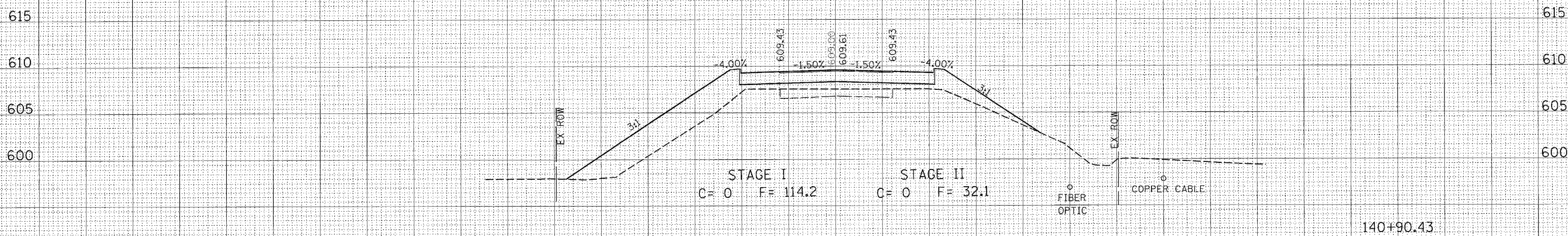
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	110
STA. 140+90.43		TO STA. 141+12.93		
CONTRACT NO. 72528				

DATE	
BY	
FINISHED SURVEY	
REVISION	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

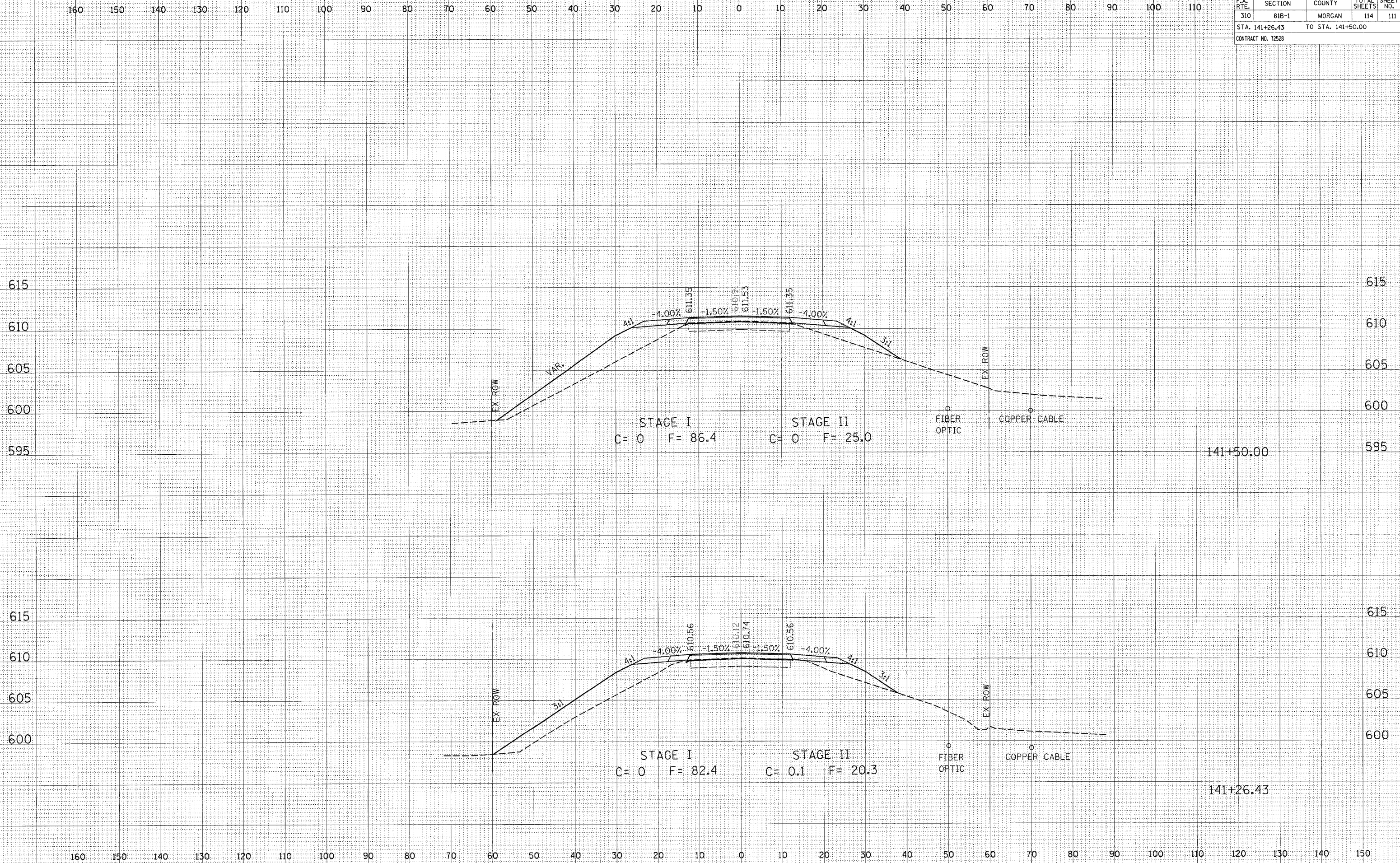


DATE	
BY	
ORIGINAL SURVEY	
REVISION	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



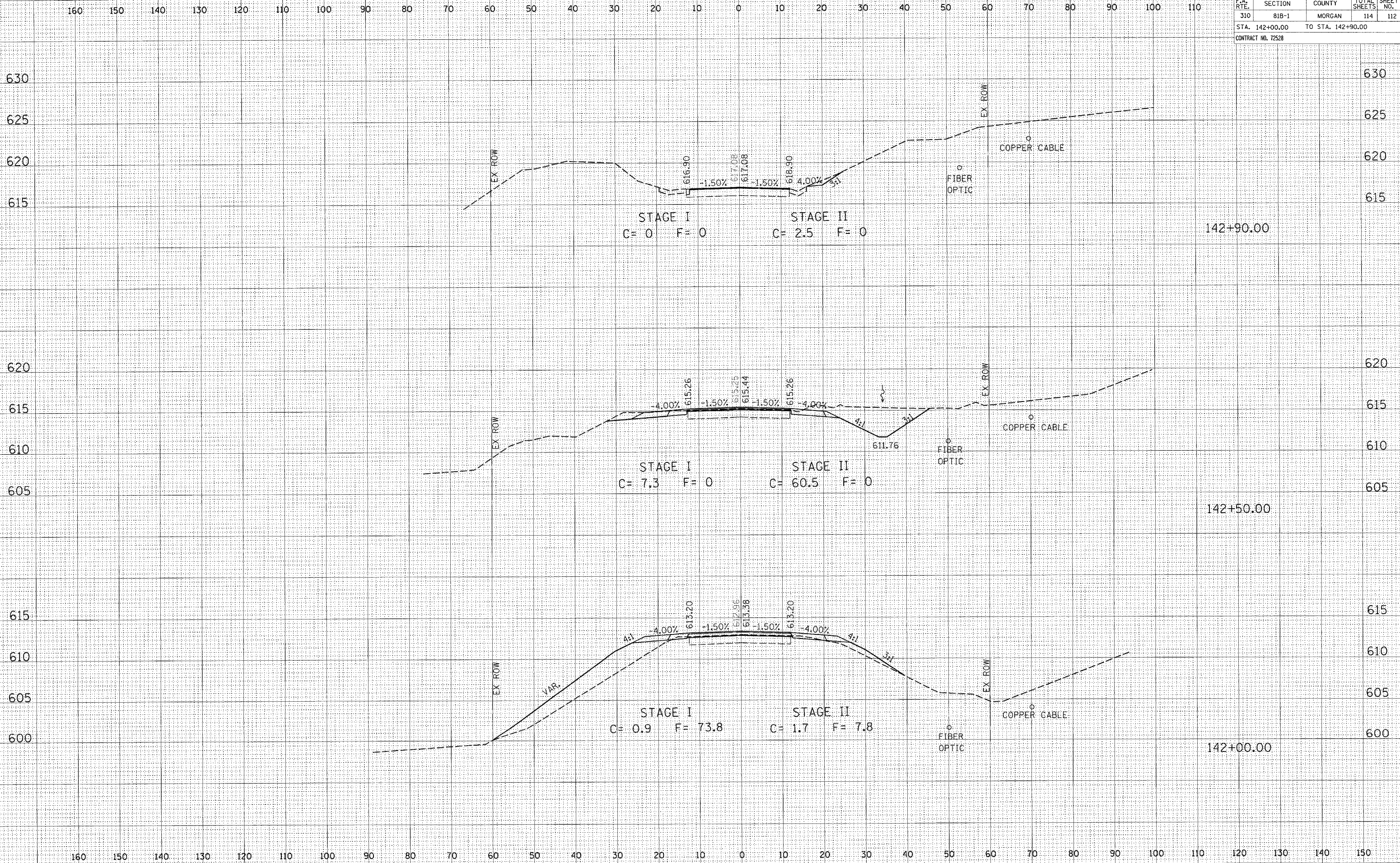
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	111
STA. 141+26.43 TO STA. 141+50.00			CONTRACT NO. 12528	



BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 FINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	112
STA. 142+00.00		TO STA. 142+90.00		
CONTRACT NO. 72528				



DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 REVISION \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 ORIGINAL SURVEY \_\_\_\_\_  
 REVISION \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 144+50.00



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	113
STA. 143+50.00		TO STA. 144+00.00		
CONTRACT NO. 12528				

BY \_\_\_\_\_ DATE \_\_\_\_\_

FINAL SURVEY

APPROVED \_\_\_\_\_

NOTED \_\_\_\_\_

DATE \_\_\_\_\_

AREAS CHECKED \_\_\_\_\_

NO. \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_

ORIGINAL SURVEY

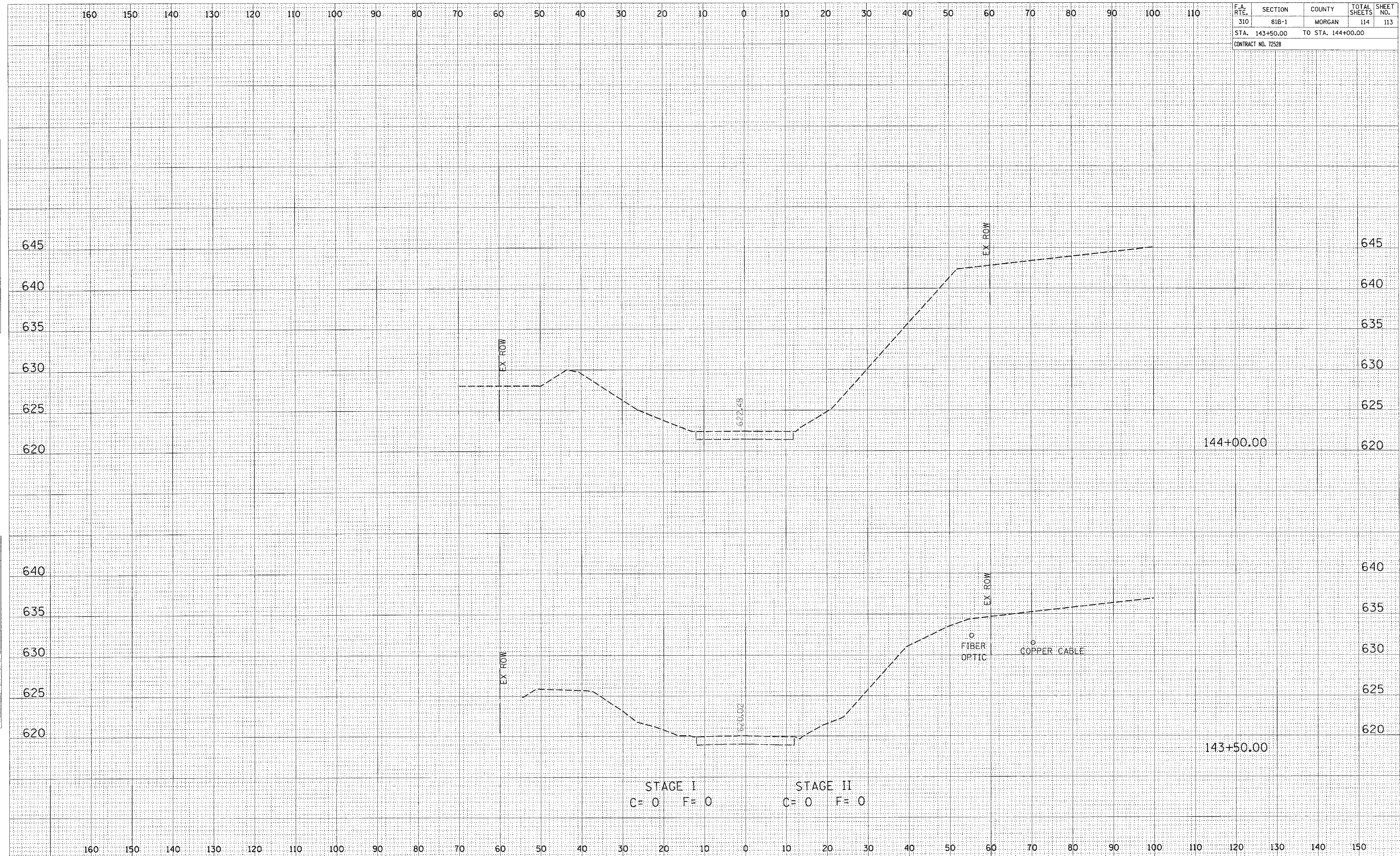
APPROVED \_\_\_\_\_

NOTED \_\_\_\_\_

DATE \_\_\_\_\_

AREAS CHECKED \_\_\_\_\_

NO. \_\_\_\_\_

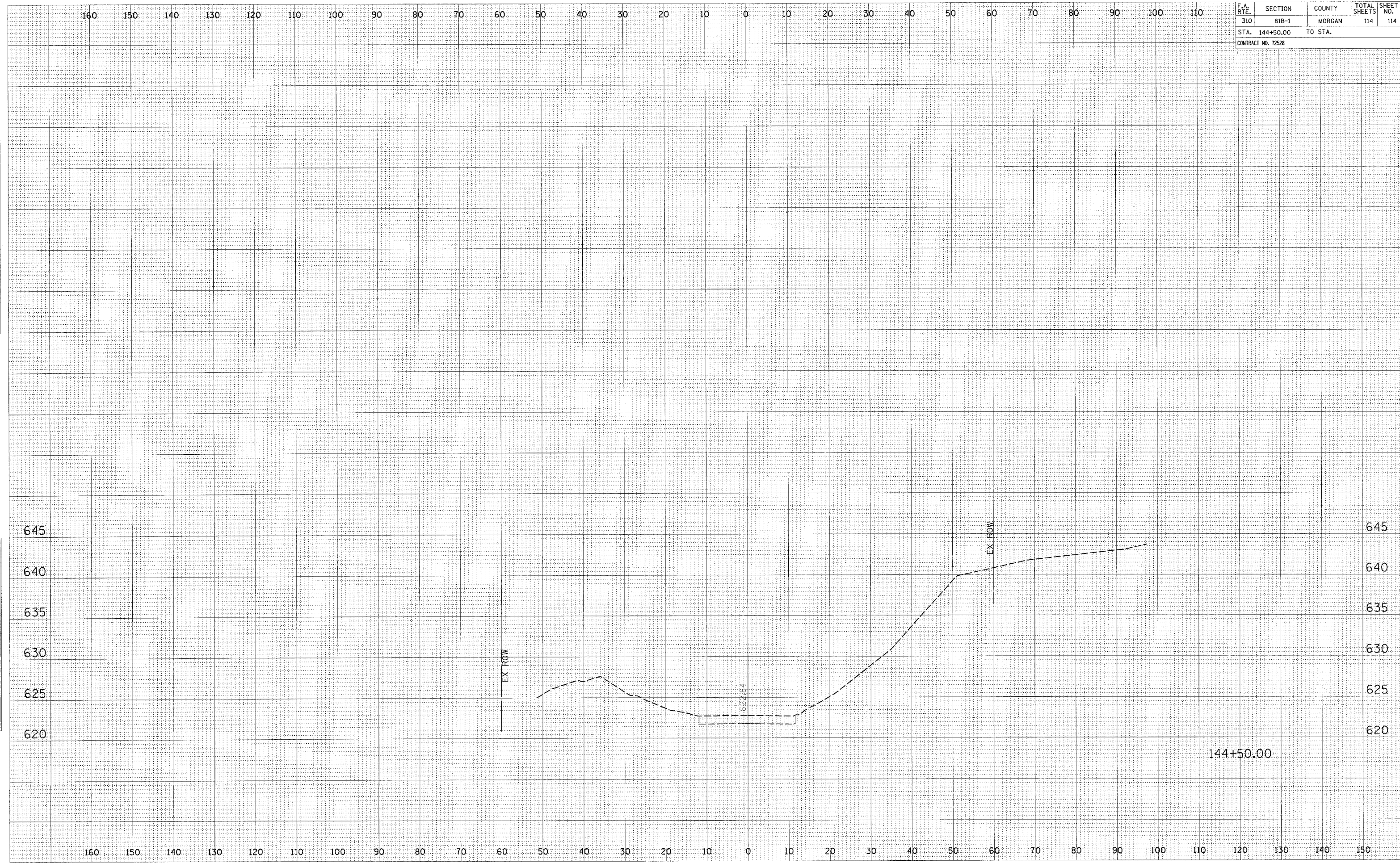


CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 144+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	81B-1	MORGAN	114	114
STA. 144+50.00		TO STA.		
CONTRACT NO. 72528				

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

BY \_\_\_\_\_ DATE \_\_\_\_\_  
 ORIGINAL SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_



CROSS SECTIONS, SANDY CREEK, US 67 LOCATION 4, STA 144+50.00