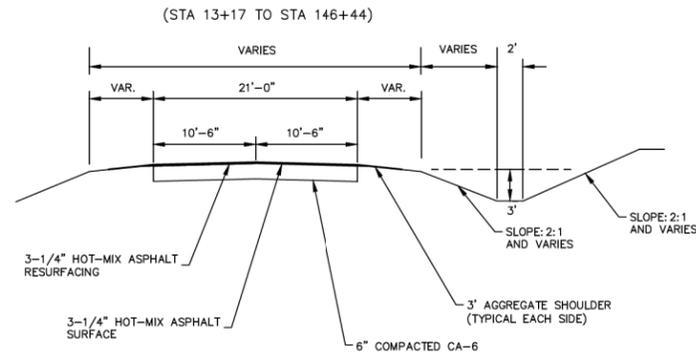
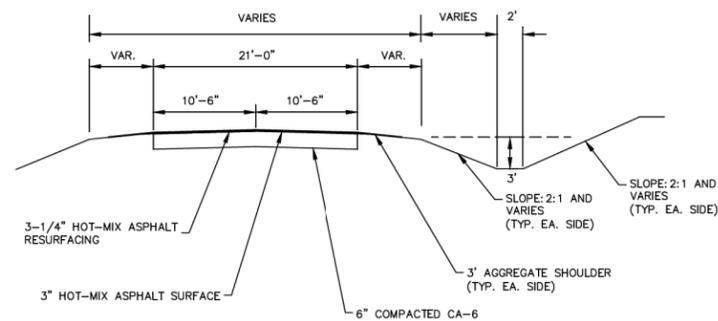


**TYPICAL CROSS SECTION  
EXISTING**



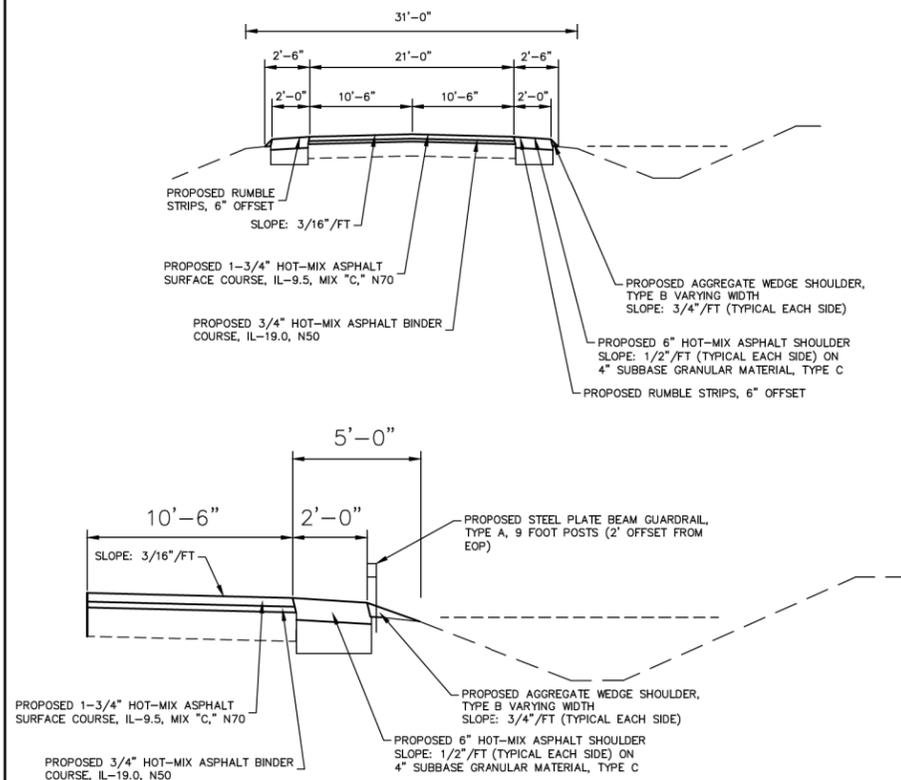
(STA 146+44 TO STA 381+81)



**TYPICAL CROSS SECTION  
PROPOSED**

(STA 13+17 TO STA 381+81)

DITCH REGRADING FROM STA. 13+00 TO 21+50, LT. AND FROM CULVERT AT STA. 13+88 TO 21+50, RT.



**GENERAL NOTES:**

THE EXISTING GRADE, ALIGNMENT, DRAINAGE STRUCTURES, BASE AND SURFACE WERE CONSTRUCTED UNDER SECTION 36G-MFT AND SHALL REMAIN IN PLACE. THE PROPOSED ALIGNMENT AND ALL STATIONS REFERRED TO IN THE PLANS AND PROPOSAL ARE DERIVED FROM THE ABOVE MENTIONED SECTION.

MAXIMUM PERCENT OF GRADE	+6.40 %
MINIMUM STOPPING SIGHT DISTANCE	570 FT
DESIGN SPEED	60 MPH
CURRENT ADT	1950 VPD
DESIGN ADT (20 YEAR)	1950 VPD

THE HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 SHALL BE PLACED IN ONE LIFT WITH A MINIMUM THICKNESS OF 1 3/4".

THE QUANTITY SHOWN IN THE SUMMARY OF QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 ALLOWS 185 TONS FOR THE INTERSECTIONS, SIDE ROADS, AND TAPERS; 474 TONS FOR THE ENTRANCES; 266 TONS FOR THE MAILBOX TURNOUTS, AND 8,430 TONS FOR THE 1 3/4" LIFT OF HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70.

THE QUANTITY SHOWN IN THE SUMMARY OF QUANTITIES FOR HOT-MIX ASPHALT BINDER COURSE ALLOWS 3,596 TONS FOR THE 3/4" LIFT OF HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50.

THE FOLLOWING RATES HAVE BEEN USED TO CALCULATE PLAN QUANTITIES:

AGGREGATE SHOULDERS TYPE B	1.8 TONS / CU YD
HOT-MIX ASPHALT	112 LBS / (SQ YD/INCH)
BITUMINOUS MATERIALS (TACK COAT)	0.05 LBS / SQ FT
RIPRAP	1.8 TONS / CU YD

HOT-MIX ASPHALT MIXTURES SHALL BE PG64-22 ASPHALT AND ACCORDING TO THE TABLE BELOW.

APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	QUALITY MANAGEMENT
HMA SURFACE COURSE, IL-9.5, MIX "C", N70 (1-3/4")	PG 64-22	4.0% @ N=70	IL-9.5	MIXTURE C	QC/QA
HMA BINDER COURSE, IL-19.0, N50 (3/4")	PG 64-22	4.0% @ N=50	IL-19.0	N/A	QC/QA
HMA SHOULDERS, N30, IL-9.5L (6")	PG 64-22	4.0% @ N=30	IL-9.5L	N/A	QC/QA

**GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL**

- ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE 2013 ILLINOIS URBAN MANUAL (IUM), THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022 AND THE PLAN DETAILS.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE AT ALL TIMES. IT SHALL BE PRESENTED UPON REQUEST FROM ANY AUTHORIZED AGENT.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER.
- THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF. THE PAVEMENT SHALL BE CLEANED DAILY TO REMOVE EARTH MATERIAL TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
- ALL TEMPORARY EROSION CONTROL MEASURES MUST BE MAINTAINED AND IMMEDIATELY REPLACED AS NEEDED AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL INSPECTION AND REPAIR. THE CONTRACTOR SHALL INSPECT AND COMPLETE MAINTENANCE OF ALL ITEMS A MINIMUM OF EVERY 7 DAYS AND WITHIN 24 HOURS OF A ONE-HALF INCH RAINFALL. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SEEDING IS ACHIEVED. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
- REMOVAL OF TRAPPED SEDIMENT SHALL BE PAID FOR AS EARTH EXCAVATION. SEDIMENT SHALL BE REMOVED WHEN SILTATION REACHES 50% OF THE HEIGHT OF THE BARRIER.
- TEMPORARY STOCKPILES OF MATERIALS MAY NOT BE LOCATED IN WETLANDS OR DRAINAGE SWALES OR ON THE LEVEE EMBANKMENT. THE LOCATION OF ANY TEMPORARY STOCKPILE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. STOCKPILES TO REMAIN IN PLACE MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION & SEDIMENT CONTROL (I.E. PERIMETER EROSION BARRIER). STOCK PILES TO REMAIN IN PLACE FOR THIRTY DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXISTING SUB SURFACE DRAINAGE SYSTEMS (I.E. FIELD TILES) ACCORDING TO SECTION 611 OF THE IDOT STANDARD SPECIFICATIONS.
- CLEANING OF VEHICLES AND EQUIPMENT SHALL BE PERFORMED IN A MANNER TO AVOID POLLUTANT DISCHARGE TO WETLANDS AND OPEN WATERS. IF THE CONTRACTOR PROPOSES TO USE AN ON-SITE WASHOUT LOCATION, THE CONTRACTOR SHALL SUBMIT A LOCATION AND DESIGN OF THE PROPOSED TEMPORARY CONCRETE WASHOUT FACILITY TO THE ENGINEER FOR APPROVAL AT LEAST 10 DAYS PRIOR TO THE FIRST POUR.
- ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION LEAKY EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- TEMPORARY SEEDING SHALL BE COMPLETED ON ALL AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH CONSTRUCTION WILL BE STOPPED FOR A PERIOD OF MORE THAN 14 CALENDAR DAYS. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.

**IN-STREAM SESC NOTES**

- WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE AT OR BELOW THE NORMAL WATER ELEVATION.
- THE PLAN MUST BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.
- WATER MUST BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NONERODABLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIPRAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.
- THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
- IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE MUST BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE MUST BE RELEASED ONTO A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND MUST NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
- DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER MUST HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER MAY NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
- THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE MUST BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES MUST BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

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**VILLAGE OF WOODLAWN (WATER)**  
202 S. CENTRAL  
WOODLAWN, IL 62898  
RODNEY AIRINGTON  
(618) 735-2110

**HIGHWAY STANDARDS**

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
542201-02	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" THRU 36" DIA. SKEWED WITH ROADWAY
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
630001-12	STEEL PLATE BEAM GUARDRAIL
630106-02	LONG-SPAN GUARDRAIL OVER CULVERT
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-09	TRAFFIC BARRIER TERMINAL, TYPE 6A
642006-01	SHOULDER RUMBLE STRIPS, 8 IN.
701006-05	OFF-RD OPERATIONS 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701336-07	LANE CLOSURE 2L, 2W, WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
780001-05	TYPICAL PAVEMENT MARKINGS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

**HAMPTON, LENZINI AND RENWICK, INC.**  
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ILLINOIS PROFESSIONAL DESIGN FIRM  
LS / PE / SE CORP. 184.000959

PROJECT NO. - 21.0097.330	DESIGNED - XXX	REVISED - 11/04/2022
FILE NAME - 210097.dwg	DRAWN - XXX	REVISED - XXXX
PLOT SCALE - X"=XX'	CHECKED - XXX	REVISED - XXXX
PLOT DATE - 06/04/2021	DATE - XXX	REVISED - XXXX

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND TYPICAL SECTIONS**

SCALE: X"=XX' SHEET 1 OF 1 SHEETS STA. XXX+XX.XX TO STA. XXX+XX.XX

F.A.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
819	17-00217-00-RS	JEFFERSON	182	2
DIX-IRVINGTON ROAD / CH 39		CONTRACT NO. 99692		
C-99-043-18		ILLINOIS FEDERAL AID PROJECT: A14M(523)		