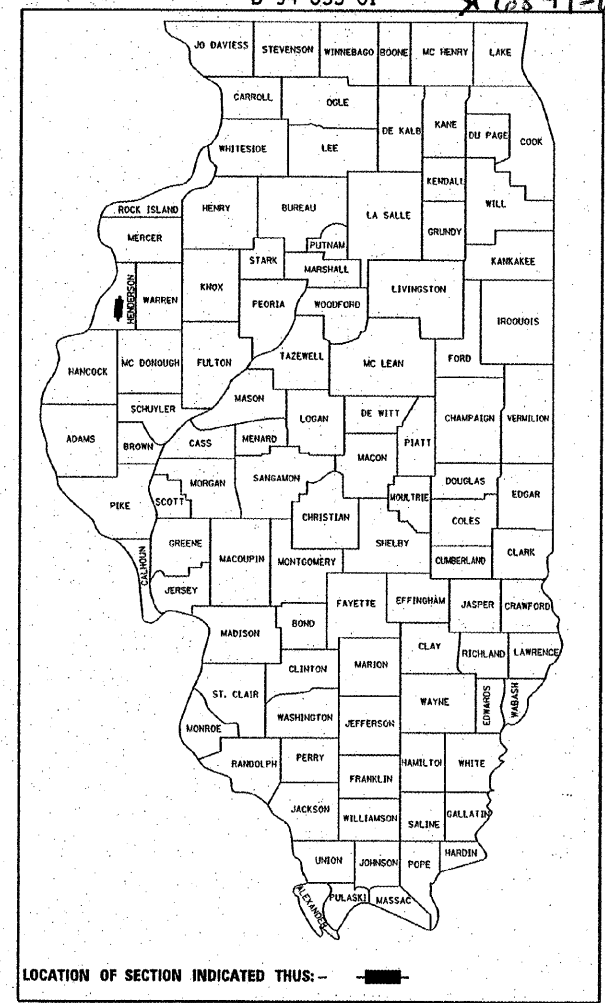


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	1
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-94-033-01		* 68 + 1 = 69		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

F.A.P. ROUTE 313 (U.S. ROUTE 34)
 SECTION (7BY)BR
 PROJECT NO. BRF-0313(016)
 HENDERSON COUNTY
 C-94-043-01



INDEX OF SHEETS

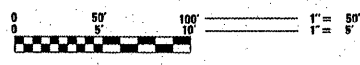
1. COVER SHEET
2. GENERAL NOTES AND COMMITMENTS AND MIXTURE REQUIREMENTS
3. STANDARDS AND UTILITIES STATUS
- 4.-4A. SUMMARY OF QUANTITIES
5. TYPICAL CROSS SECTIONS AND DETAILS
6. ENTRANCE DETAILS
- 7.-9. SCHEDULE OF QUANTITIES
10. ALIGNMENT TIES AND BENCHMARKS
11. PLAN AND PROFILE SHEET - MAINLINE
12. PLAN AND PROFILE SHEET - RUNAROUND
13. EROSION CONTROL PLAN AND NOTES
14. PAVEMENT MARKING PLAN
- 15.-35. STRUCTURE PLANS
- 36.-50. DISTRICT 4 CADD STANDARDS
- 51.-59. CROSS SECTIONS - RUNAROUND
- 60.-68. CROSS SECTIONS - MAINLINE

FOR LIST OF STANDARDS, SEE SHEET NO. 3

DESIGN DESIGNATION

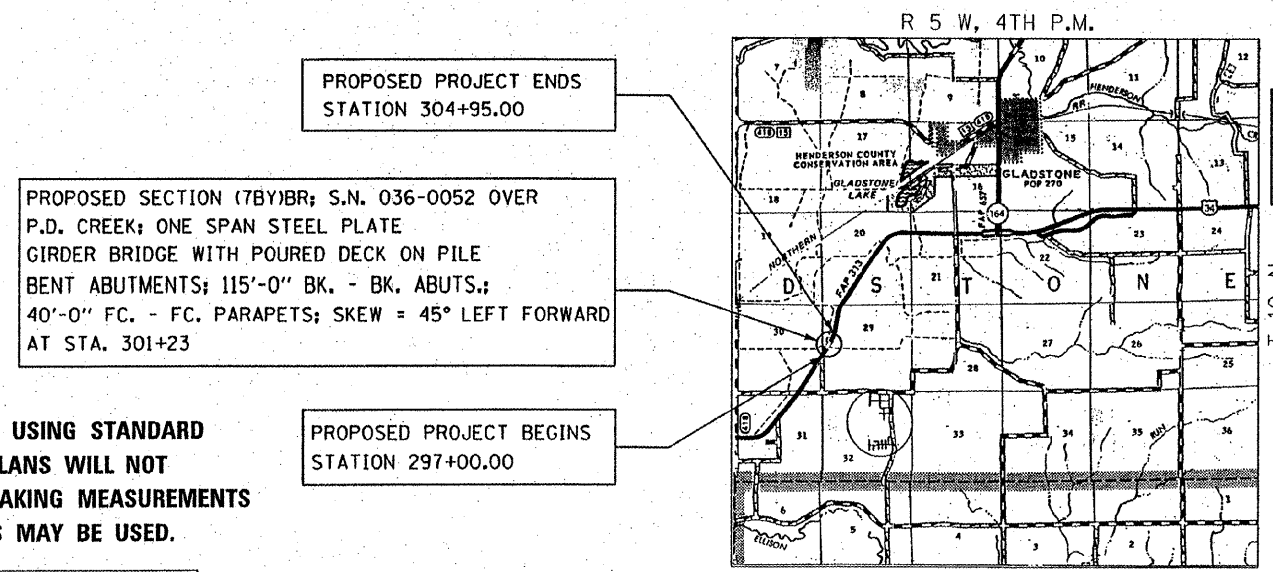
OTHER PRINCIPAL ARTERIAL
 2000 ADT = 6300
 21 % TRUCKS
 POSTED SPEED 55 MPH

SCALES



PROJECT ENGINEER: MAUREEN ADDIS

LIAISON ENGINEER: MIKE MOHAMED



PROPOSED PROJECT ENDS
 STATION 304+95.00

PROPOSED SECTION (7BY)BR; S.N. 036-0052 OVER
 P.D. CREEK; ONE SPAN STEEL PLATE
 GIRDER BRIDGE WITH POURED DECK ON PILE
 BENT ABUTMENTS; 115'-0" BK. - BK. ABUTS.;
 40'-0" FC. - FC. PARAPETS; SKEW = 45° LEFT FORWARD
 AT STA. 301+23

PROPOSED PROJECT BEGINS
 STATION 297+00.00

THIS WORK INCLUDES THE REMOVAL AND REPLACEMENT
 OF P.D. CREEK STRUCTURE (SN 036-0002), RAISING
 EXISTING PROFILE APPROXIMATELY 2 FEET, AND OTHER
 APPROACH COLLATERAL WORK.

NPDES REQUIRED

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
 www.julie1call.com

CONTRACT NO. 68149
CATALOG NO. 031941-00D

LAYOUT

APPROXIMATE SCALE: 0 1 MILE

GROSS AND NET LENGTH OF SECTION = 795.00 FEET = 0.151 MILES
 ROADWAY LENGTH = 680.00 FEET = 0.129 MILES
 BRIDGE LENGTH = 115.00 FEET = 0.022 MILES

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED Oct 18, 2007
[Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER

December 7, 2007
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

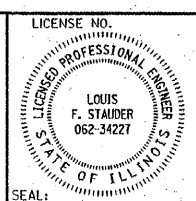
December 7, 2007
[Signature]
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

DATE: 9/26/2007

BY: [Signature]

LICENSE EXPIRES: NOVEMBER 30, 2007



HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS

3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAP 313	(7BY)BR	HENDERSON	68	2
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

GENERAL NOTES

THE THICKNESS OF HOT-MIX ASPHALT SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT IS PLACED.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

FACTORS USED FOR QUANTITY CALCULATIONS ARE AS FOLLOWS:

ALL HOT-MIX ASPHALT	112 LBS./SQ.YD./IN.
ALL AGGREGATE	2.05 TONS/CU.YD.
BITUMINOUS MATERIALS (PRIME COAT)	0.09 GAL./SQ.YD.
RIPRAP	1.50 TONS/CU.YD.
NITROGEN FERT. NUTRIENT	90 LB./ACRE
PHOSPHORUS FERT. NUTRIENT	90 LB./ACRE
POTASSIUM FERT. NUTRIENT	90 LB./ACRE
AGRICULTURAL GROUND LIMESTONE	2 TON/ACRE
MULCH METHOD 2	2 TON/ACRE
AGGREGATE BASE COURSE, TYPE B	2.0 TON/CU. YD.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE SURFACE COURSE, AND THE BINDER COURSE.

AT ALL LOCATIONS WHERE THE PROPOSED HOT-MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT-MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, HOT-MIX ASPHALT RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES WILL BE BROUGHT UP TO THE SAME ELEVATION.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS. THE BUREAU OF OPERATIONS WILL THEN DETERMINE THE ACTUAL LIMITS TO BE STRIPED AS "NO PASSING" ZONES.

ALL SAW CUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL IN THE PLANS. SAW CUT EDGES OF EXISTING HOT-MIX ASPHALT CONCRETE SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW HOT-MIX ASPHALT SHOULDERS.

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 PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

EXISTING BRIDGE APPROACH PAVEMENT SHALL BE REMOVED. BRIDGE APPROACH PAVEMENT REMOVAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

COMMITMENTS:

COMMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

WATER QUALITY CERTIFICATION: THE CONTRACTOR MUST MEET THE REQUIREMENTS STIPULATED UNDER THE WATER QUALITY CERTIFICATION. SEE THE RESIDENT ENGINEER FOR A COPY OF THE CONDITIONS OF THE CERTIFICATION.

404 PERMIT: THE CONTRACTOR MUST MEET THE REQUIREMENTS STIPULATED UNDER THE 404 PERMIT TYPE NATIONWIDE 14. PERMIT/SUBJECT NUMBERS ARE AND PERMIT EXPIRES ON

NO 404 COMMITMENT AT THIS TIME.

MIXTURE REQUIREMENTS	
LOCATION(S):	STA. 297+00.00 TO STA. 304+95.00
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70
AC/PG:	SBS 70-28
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4.2% @ Ndes 70
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 OR IL 12.5
FRICTION AGGREGATE:	MIXTURE D (DOLEMITE ONLY)
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	STA. 297+00.00 TO STA. 304+95.00
MIXTURE USE(S):	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
AC/PG:	SBS 70-28
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4.2% @ Ndes 70
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 19.0
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	STA. 297+00.00 TO STA. 304+95.00
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70
AC/PG:	SBS 70-28
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4.2% @ Ndes 70
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 19.0
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	STA. 297+00.00 TO STA. 304+95.00
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS (TOP LIFT)
AC/PG:	PG58-22
RAP % (MAX):	15%
DESIGN AIR VOIDS:	4.2% @ Ndes 50
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 LOW ESAL
FRICTION AGGREGATE:	MIXTURE C
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	STA. 297+00.00 TO STA. 304+95.00
MIXTURE USE(S):	LEVELING BINDER (MACHINE METHOD), N70
AC/PG:	PG64-22
RAP % (MAX):	15%
DESIGN AIR VOIDS:	4% @ Ndes 70
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	STA. 297+00.00 TO STA. 304+95.00
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS (BOTTOM LIFT)
AC/PG:	PG64-22
RAP % (MAX):	25%
DESIGN AIR VOIDS:	4.2% @ Ndes 50
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 19.0
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	STA. 297+00.00 TO STA. 304+95.00
MIXTURE USE(S):	HOT-MIX ASPHALT BASE COURSE, 8" AND 9"
AC/PG:	PG64-22
RAP % (MAX):	15%
DESIGN AIR VOIDS:	4.2% @ Ndes 70
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 19.0
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	DRIVEWAYS / INCIDENTAL HMA SURFACE
MIXTURE USE(S):	INCIDENTAL HOT-MIX ASPHALT SURFACING
AC/PG:	PG 58-22
RAP % (MAX):	50%
DESIGN AIR VOIDS:	4.2% @ Ndes 50
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 OR IL 12.5
FRICTION AGGREGATE:	MIXTURE C
MIXTURE WEIGHTS:	112 LBS\SY\INCH THICKNESS

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12 44 0001 X DATE: 08/07/07
DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

GENERAL NOTES, COMMITMENTS & MIXTURE REQUIREMENTS

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

ROUTE NO.	SECTION	COUNTY	DIST.	SHEET
FAP 313	(7BY)BR	HENDERSON	68	3
FED. AID DIST. NO.		ILLINOIS	FED. AID PROJECT	

IDOT HIGHWAY STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001001-01 AREAS OF REINFORCEMENT BARS
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 406201-c1 MAILBOX TURNOUTS
- 420001-07 PAVEMENT JOINTS
- 420401-06 BRIDGE APPROACH PAVEMENT
- 421001-02 BAR REINFORCEMENT FOR CRC PAVEMENT
- 482001-02 HMA SHOULDERS ADJACENT TO FLEXIBLE PAVEMENT
- 482011-03 HMA SHOULDER STRIPS/SHOULDER WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 515001-02 NAME PLATE FOR BRIDGES
- 542401 METAL END SECTION FOR PIPE CULVERTS
- 601001-07 CONCRETE HEADWALL FOR PIPE DRAIN
- 630001-07 STEEL PLATE BEAM GUARDRAIL
- 630301-04 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
- 631031-06 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 666001 RIGHT -OF-WAY MARKERS
- 701006-02 OFF-ROAD OPERATIONS 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
- 701011-01 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701301-02 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-01 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY FOR SPEEDS > 45 MPH
- 701311-02 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS, DAY ONLY
- 701326-02 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS > 45 MPH
- 701331-02 LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEEDS > 45 MPH
- 701901 TRAFFIC CONTROL DEVICES
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

DISTRICT 4 CADD STANDARDS

- 205001-D4 SLOPE STEPS DETAIL
- 280001-D4 TYPICAL APPLICATION OF SILT FILTER FENCE
- 280101-D4 EROSION CONTROL AGGREGATE DITCH CHECK
- 406101-D4 BUTT JOINTS
- 440001-D4 HOT-MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
- 630101-D4 GUARDRAIL EROSION CONTROL TREATMENTS
- 635101-D4 GUARDRAIL AND BARRIER WALL DELINEATION
- 667101-D4 PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY.I - TY.II
- 701331-D4 LANE CLOSURE, 2L, 2W, WITH RUNAROUND ADJACENT TO EXISTING PAVEMENT FOR SPEEDS ≥ 45MPH (STANDARD 701331, SPECIAL)
- 780001-D4 TYPICAL PAVEMENT MARKINGS

STATUS OF UTILITIES TO BE ADJUSTED DURING CONSTRUCTION

NAME AND ADDRESS OF UTILITY

ROUTE: FAP 313
SECTION: (7BY)BR
COUNTY: HENDERSON
CONTRACT NO.: 68149
CATALOG NO.: 031941-000

FRONTIER

OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
60' RT. TO 60' RT.	294+00 TO 306+00	BURIED COPPER CABLE	NEW RUN AROUND	CAUTION
40' LT. TO 40' LT.	300+80 TO 302+25	AERIAL COPPER CABLE	STRUCTURE REPLACEMENT EXCAVATION	RELOCATE
40' LT. TO 50' LT.	302+25 TO 306+00	BURIED COPPER CABLE	FILL	CAUTION
70' RT. TO 60' RT.	294+20 TO 306+00	BURIED TELEPHONE CABLE	NEW RUN AROUND	CAUTION
70' RT.	294+50	TELEPHONE SPLICE BOX	NEW RUN AROUND	RELOCATE
70' RT.	297+00	TELEPHONE SPLICE BOX	NEW RUN AROUND	RELOCATE
70' RT.	303+05	TELEPHONE SPLICE BOX	NEW RUN AROUND	RELOCATE
70' RT.	305+80	TELEPHONE SPLICE BOX	NEW RUN AROUND	RELOCATE

NAME AND ADDRESS OF UTILITY

NICOR

OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
65' RT. TO 65' RT.	296+00 TO 305+50	10" GAS LINE	UNDER TEMPORARY RUN AROUND	CAUTION
83' RT.	303+50	GAS LINE	UNDER TEMPORARY RUN AROUND DITCH	CAUTION

NAME AND ADDRESS OF UTILITY

LIGHT CORP.

OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
55' RT. TO 65' RT.	294+20 TO 307+00	BURIED FIBER OPTIC	RUN AROUND	CAUTION

NAME AND ADDRESS OF UTILITY

MEDIACOM COMMUNICATIONS

OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
70' RT. TO 70' RT.	296+00 TO 306+00	TV CABLE	NEW RUN AROUND	CAUTION

NAME AND ADDRESS OF UTILITY

ILLINOIS POWER

OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
70' RT.	295+90	POWER POLE	BEGINNING NEW RUN AROUND	CAUTION
70' RT.	300+03	POWER POLE	NEW RUN AROUND	RELOCATE
70' RT.	304+23	POWER POLE	NEW RUN AROUND	RELOCATE
70' RT. TO 70' RT.	295+90 TO 307+00	POWER POLE	NEW RUN AROUND	RELOCATE

THE ABOVE REPRESENTS THE BEST INFORMATION OF THE DEPARTMENT AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. THE APPLICABLE PROVISION OF ARTICLES 102.05, 105.07, 107.20, AND 107.31 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SHALL APPLY.

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 548-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

STANDARDS & UTILITY STATUS

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

80% / 20% FED/STATE

CONTRACT NO. 68149

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAP 313	(7BY)BR	HENDERSON	68	4
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES

CODE #	ITEM	UNIT	TOTAL	CONSTRUCTION CODE		
				ROADWAY 1000	SN 029-0066 X071	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	26	26		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	24	24		
20100500	TREE REMOVAL ACRES	ACRE	0.22	0.22		
20200100	EARTH EXCAVATION	CU YD	7861	7861		
20300100	CHANNEL EXCAVATION	CU YD	433		433	
20400600	FURNISHED EXCAVATION	CU YD	7744	7744		
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	201		201	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	9220	9220		
* 25000200	SEEDING, CLASS 2	ACRE	1.9	1.9		
* 25000350	SEEDING, CLASS 7	ACRE	0.7	0.7		
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	234	234		
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	234	234		
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	234	234		
* 25000750	MOWING	ACRE	0.7	0.7		
* 25100120	MULCH, METHOD 2	TON	4.1	4.1		
* 25100630	EROSION CONTROL BLANKET	SQ YD	3388	3388		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1040	1040		
28000300	TEMPORARY DITCH CHECKS	EACH	48	48		
28000400	PERIMETER EROSION BARRIER	FOOT	2320	2320		
28000500	INLET AND PIPE PROTECTION	EACH	4	4		
28100207	STONE RIPRAP, CLASS A4	TON	470		470	
28200200	FILTER FABRIC	SQ YD	700		700	
35100100	AGGREGATE BASE COURSE, TYPE A	TON	646	646		
35100500	AGGREGATE BASE COURSE, TYPE A 6"	SQ YD	371	371		
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	3254	3254		
35501320	HOT-MIX ASPHALT BASE COURSE, 9"	SQ YD	634	634		
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	607	607		
40200500	AGGREGATE SURFACE COURSE, TYPE A 6"	SQ YD	120	120		
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	243	243		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	74	74		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	200	200		
40600990	TEMPORARY RAMP	SQ YD	34	34		
40603235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	263	263		
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	525	525		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	42	42		
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	276	276		

■ - NP - 100% STATE * - SPECIALTY ITEM

SUMMARY OF QUANTITIES 80% / 20% FED/STATE

CODE #	ITEM	UNIT	TOTAL	CONSTRUCTION CODE		
				ROADWAY 1000	SN 029-0066 X071	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	55	55		
44000100	PAVEMENT REMOVAL	SQ YD	798	798		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	840	840		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	484	484		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	670	670		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
60200100	STRUCTURE EXCAVATION	CU YD	344		344	
50300100	FLOOR DRAINS	EACH	7		7	
50300225	CONCRETE STRUCTURES	CU YD	122.8		122.8	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	154.4		154.4	
50300260	BRIDGE DECK GROOVING	SQ YD	485		485	
50300300	PROTECTIVE COAT	SQ YD	845	271	574	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	2772		2772	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	46660		46660	
50800515	BAR SPLICERS	EACH	82		82	
51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	2376		2376	
51202305	DRIVING PILES	FOOT	2376		2376	
51203200	TEST PILE METAL SHELLS	EACH	2		2	
51300105	TEMPORARY BRIDGE COMPLETE	EACH	1		1	
51500100	NAME PLATES	EACH	1		1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	118		118	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6		6	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	24		24	
54200640	PIPE CULVERTS, TYPE I, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 15"	FOOT	95	95		
54213450	END SECTIONS 15"	EACH	4	4		
5421D015	PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)	FOOT	92	92		
58700300	CONCRETE SEALER	SQ FT	336		336	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	96		96	
60100530	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	206		206	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	563	563		

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ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: Y.J.S.

SUMMARY OF QUANTITIES
U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

ROUTE NO. FAP 313	SECTION (7BY)BR	COUNTY HENDERSON	SHEET 68	SHEET 4A
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES		80% / 20% FED / STATE					
CODE #	ITEM	UNIT	TOTAL	CONSTRUCTION CODE			
				ROADWAY 1000	SN 029-0066 X071		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4			
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4			
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4			
* 63100169	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	4	4			
63200310	GUARDRAIL REMOVAL	FOOT	1130	1130			
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	4	4			
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9			
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	9	9			
67100100	MOBILIZATION	L SUM	1		1		
70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	1	1			
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1			
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1			
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	228	228			
70300200	TEMPORARY PAVEMENT MARKING	FOOT	6618	6618			
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	5868	5303	565		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	19	19			
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2		2		
* 78200405	GUARDRAIL MARKERS	EACH	32	32			
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8			
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	553	553			
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	188	188			
X0322752	WORK ZONE PAVEMENT MARKING REMOVAL	FOOT	1483	1483			
Z0013796	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0016600	DETOUR ROADWAY REMOVAL	SQ YD	3122	3122			
Z0028000	GEOTECHNICAL FABRIC FOR EROSION CONTROL	SQ YD	229	229			

* - SPECIALTY ITEM

7A

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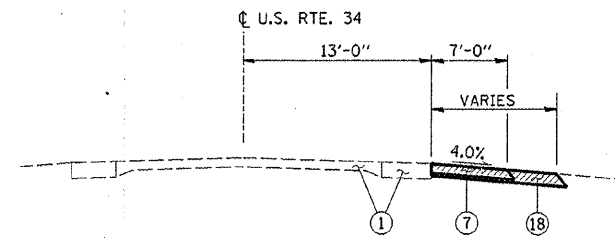
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

SUMMARY OF QUANTITIES

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 313	(7BY)BR	HENDERSON	68	5
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PROPOSED TYPICAL SECTION

STA 293+81.71 TO STA 297+00.00
STA 304+95.00 TO STA 309+83.00

PAVEMENT DESIGN DATA (MAINLINE)

DESIGN PERIOD: 20 YEARS
STRUCTURAL DESIGN TRAFFIC (S.D.T.) = 6620 YEAR 2011
P.V. = 79.0% S.U. = 3.0% M.U. = 18%
CLASS II ROAD
PERCENT OF S.D.T. IN DESIGN LANE P = 50 S = 50 M = 50
MINIMUM SOIL SUPPORT: IBR = 3.0
80,000 POUND TRUCK DESIGN LOADING
TRAFFIC FACTOR: T.F. = 0.845
STRUCTURAL NUMBER: Dt = 4.1
PAVEMENT STRUCTURE:
SURFACE COURSE: HOT-MIX ASPHALT $\sigma_1 = 0.40$
BASE COURSE: HOT-MIX ASPHALT BASE $\sigma_2 = 0.40$
SUBBASE: NONE

PAVEMENT DESIGN DATA (RUNAROUND)

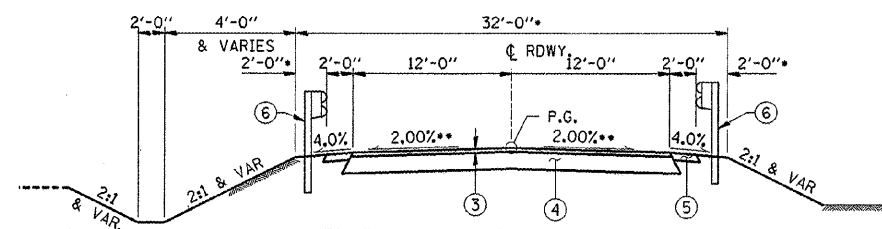
DESIGN PERIOD: 1 YEAR
STRUCTURAL DESIGN TRAFFIC (S.D.T.) = 6620 YEAR 2011
P.V. = 79.0% S.U. = 3.0% M.U. = 18%
CLASS II ROAD
PERCENT OF S.D.T. IN DESIGN LANE P = 50 S = 50 M = 50
MINIMUM SOIL SUPPORT: IBR = 3.0
80,000 POUND TRUCK DESIGN LOADING
TRAFFIC FACTOR: T.F. = 0.06
STRUCTURAL NUMBER: Dt = 2.7
PAVEMENT STRUCTURE:
SURFACE COURSE: HOT-MIX ASPHALT $\sigma_1 = 0.40$
BASE COURSE: HOT-MIX ASPHALT BASE $\sigma_2 = 0.40$
SUBBASE: NONE

LEGEND

- ① EXISTING 18" PCC PAVEMENT WITH HMA WIDENING AND SURFACE
- ② GUARDRAIL AGGREGATE (EROSION CONTROL)
- ③ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2" THICKNESS)
- ④ HOT-MIX ASPHALT BASE COURSE (8")
- ⑤ AGGREGATE SHOULDER TYPE B (6")
- ⑥ STEEL PLATE BEAM GUARDRAIL TYPE A
- ⑦ AGGREGATE SHOULDER TYPE B (8")
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1.5" THICKNESS MIN.)
- ⑨ LEVELING BINDER (MACHINE METHOD), N70 (0.75" THICKNESS MIN.)
- ⑩ HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70 (VARIABLE DEPTH)
- ⑪ EXISTING GROUND LINE
- ⑫ HOT-MIX ASPHALT SHOULDERS, 8"
- ⑬ PAINT PAVEMENT MARKING LINE 4"
- ⑭ TOPSOIL FURNISH AND PLACE, 4"
- ⑮ EXISTING HOT-MIX ASPHALT BASE COURSE WIDENING
- ⑯ HOT-MIX ASPHALT BASE COURSE WIDENING, 9" (6'-6" WIDTH)
- ⑰ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- ⑱ DETOUR ROADWAY REMOVAL
- ⑲ PAVEMENT REMOVAL
- ⑳ GEOTECHNICAL FABRIC FOR EROSION CONTROL
- ㉑ STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- ㉒ AGGREGATE BASE COURSE, TYPE A
- ㉓ HOT-MIX ASPHALT BASE COURSE (9" THICKNESS)
- ㉔ BITUMINOUS MATERIALS (PRIME COAT)

NOTES

- 1) PLACE STRIP REFLECTIVE CRACK CONTROL ALONG JOINT OF EXISTING PAVEMENT & NEW HMA BASE COURSE WIDENING.

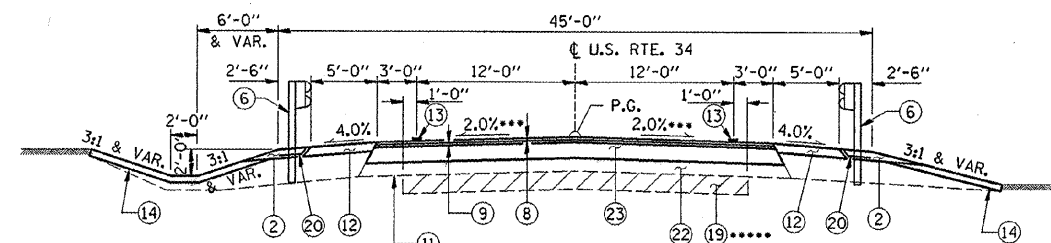


MATCH EXISTING ADJACENT PAVEMENT CROSS SLOPE (2%) FROM STA. 93+81.82 TO STA. 96+26.00

- TYPICAL SECTION WITHOUT GUARDRAIL HAS A 28'-0" ROADWAY WIDTH. ADDITIONAL 2'-0" EMBANKMENT WIDTH WILL NOT BE CONSTRUCTED.
- SUPERELEVATED SECTION HAS SAME WIDTHS AND MATERIALS.

**RUNAROUND DETOUR
PROPOSED TYPICAL SECTION**

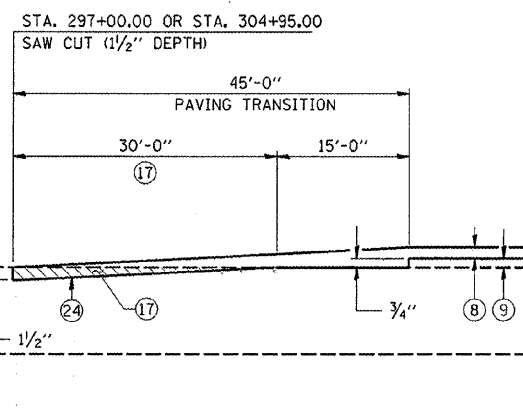
STA 93+81.82 TO STA 110+00.00



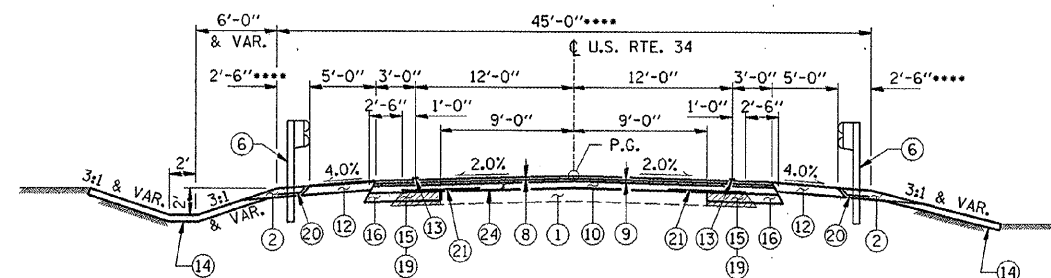
- SUPERELEVATED SECTION HAS SAME WIDTHS AND MATERIALS. ALGEBRAIC DIFFERENCE BETWEEN S.E. AND HIGH SIDE SHOULDER SLOPE \leq 8.0%. LOW SIDE SHOULDER SLOPE IS S.E. SLOPE OR 4.0%, WHICHEVER IS GREATER.
- PAVEMENT REMOVAL STA. 300+10.00 TO STA. 300+85.50 AND STA. 301+88.50 TO STA. 302+60.00

PROPOSED TYPICAL SECTION

STA 299+60.00 TO STA 300+30.20
STA 302+17.50 TO STA 303+35.00



PROPOSED PAVING TRANSITION



- TYPICAL SECTION WITHOUT GUARDRAIL HAS A 40'-0" ROADWAY WIDTH. ADDITIONAL 2'-6" EMBANKMENT WIDTH WILL NOT BE CONSTRUCTED.

PROPOSED TYPICAL SECTION

STA 297+00.00 TO 299+60.00
STA 303+35.00 TO 304+95.00

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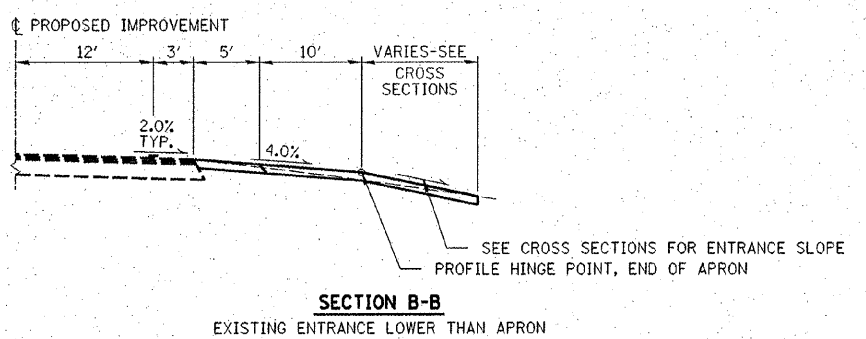
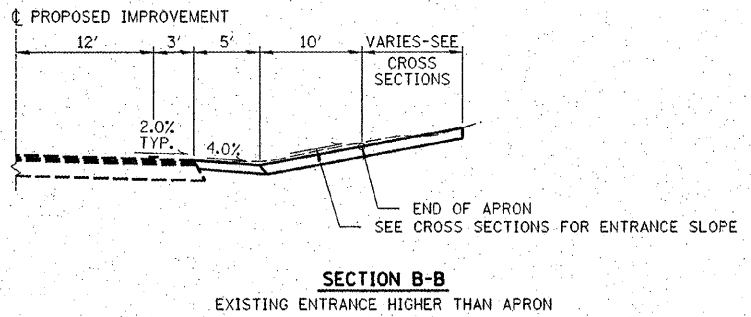
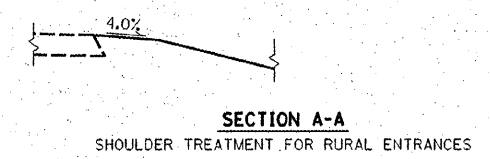
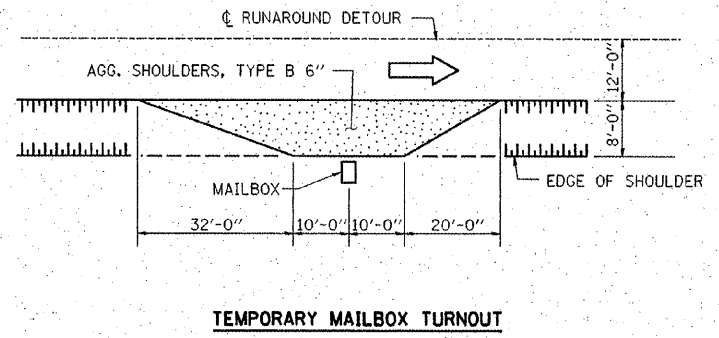
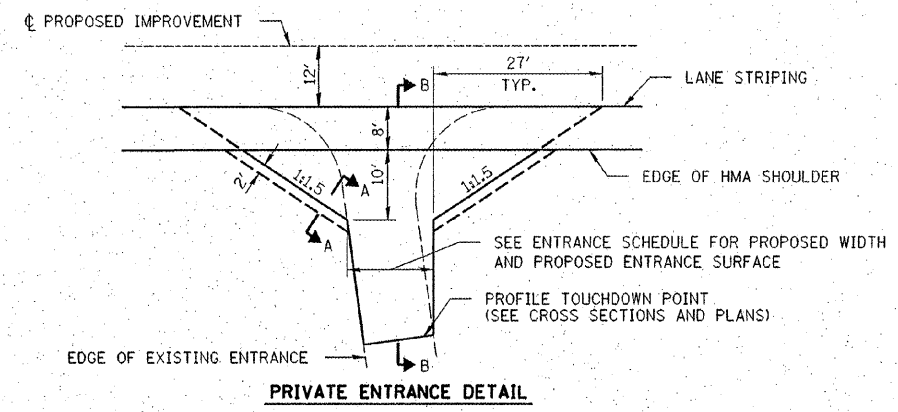
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNED: W.D.G. CHECKED: L.P.S. DRAWN: W.J.S.

TYPICAL CROSS SECTIONS & DETAILS

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 313	(7BY)BR	HENDERSON	68	6
FED. ROAD DIST. NO.		ILLINOIS	FED. RD. PROJECT	



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ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNED: L.F.S. CHECKED: DRAWN: TWK

ENTRANCE DETAILS

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 30I+23

SEEDING & EROSION CONTROL												
LOCATION	PERIMETER EROSION BARRIER	TEMPORARY DITCH CHECK	INLET & PIPE PROTECTION	SEEDING CLASS 2	SEEDING CLASS 7	EROSION CONTROL SEEDING	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH METHOD 2	EROSION CONTROL BLANKET	MOWING
	FOOT	EACH	EACH	ACRE	ACRE	POUND	POUND	POUND	TON	SQ. YD.	ACRE	
MAINLINE INITIAL PLACEMENT												
RT. STA. 297+00.00 to RT. STA. 300+90.00	420			1.9		760	171	171	171	3.8	825	
LT. STA. 302+00.00 to RT. STA. 305+00.00	320											
RT. STA. 297+00.00		1										
RT. STA. 298+00.00		1										
RT. STA. 299+00.00		1										
RT. STA. 300+00.00		1										
RT. STA. 302+00.00		1										
RT. STA. 303+00.00		1										
RT. STA. 304+00.00		1										
RT. STA. 305+00.00		1										
RT. STA. 306+00.00		1										
PE & RT. STA. 304+25.00			1									
PE & RT. STA. 305+41.00			1									
RUNAROUND INITIAL PLACEMENT												
RT. STA. 93+80.00 to RT. STA. 99+85.00	630				0.7	280	63	63	63	0.3	2563	0.7
RT. STA. 100+70.00 to RT. STA. 110+00.00	950											
RT. STA. 97+00.00		1										
LT. & RT. STA. 98+00.00		2										
LT. & RT. STA. 99+00.00		2										
RT. STA. 99+50.00		1										
LT. STA. 99+50.00		1										
LT. STA. 100+20.00		1										
RT. STA. 100+50.00		1										
RT. STA. 101+10.00		1										
LT. STA. 101+50.00		1										
LT. STA. 102+00.00		1										
LT. STA. 103+50.00		1										
PE & RT. STA. 104+36.00		1										
PE & RT. STA. 105+68.00		1										
FINAL EROSION PLACEMENT												
TOTAL	2320	48	4	1.9	0.7	1040	234	234	234	4.1	3388	0.7
USE	2320	48	4	1.9	0.7	1040	234	234	234	4.1	3388	0.7

PAVEMENT REMOVAL		
LOCATION	PAVEMENT REMOVAL	DETOUR ROADWAY REMOVAL
	SQ. YD.	SQ. YD.
MAINLINE		
LT. & RT. STA. 297+00.00 TO LT. & RT. STA. 299+60.00	231.1	
STA. 300+10.00 TO STA. 300+85.50	218.1	
STA. 301+88.50 TO STA. 302+60.00	206.6	
LT. & RT. STA. 303+35.00 TO LT. & RT. STA. 304+95.00	142.2	
RUNAROUND		
STA. 93+81.82 TO STA. 100+16.00		1290.4
STA. 100+84.00 TO STA. 110+00.00		1831.3
TOTAL	798	3121.7
USE	798	3122

TREE REMOVAL			
LOCATION	TREE REMOVAL	TREE REMOVAL	TREE REMOVAL
	ACRES	(6-15) UNIT	(OVER15) UNIT
RT. STA. 297+40 TO RT. STA. 300+00	0.21		
LT. STA. 302+30 TO LT. STA. 304+50	0.01		
75 RT. STA. 303+47		12	
75 RT. STA. 303+81		14	
42' LT. STA. 304+03			24
TOTAL	0.22	26	24

ROUTE NO.	SECTION	COUNTY	SHEET	TOTAL SHEETS
FAP 313	(7BY)BR	HENDERSON	68	7
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

ROADWAY SCHEDULE																		
LOCATION	HOT MIX ASPHALT BASE COURSE 8"	HOT MIX ASPHALT BASE COURSE 9"	HOT MIX ASPHALT BASE COURSE WIDENING 9"	BITUMINOUS MATERIALS (PRIME COAT) 0.1 GAL/SY	POLYMERIZED HOT MIX ASPHALT SURFACE COURSE MIX "D" N70	POLYMERIZED HOT MIX ASPHALT BINDER COURSE IL 19.0 N70	LEVELING BINDER MACHINE METHOD N70	HOT MIX ASPHALT SHOULDERS 8"	AGGREGATE SHOULDERS TYPE B	STRIP REFLECTIVE CRACK CONTROL TREATMENT	BRIDGE APPROACH PAVEMENT	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	HOT MIX ASPHALT SURFACE REMOVAL BUTT-JOINT	TEMPORARY RAMP	PROTECTIVE COAT	GUARDRAIL AGGREGATE EROSION CONTROL	GEOTECHNICAL FABRIC FOR EROSION CONTROL	AGGREGATE BASE COURSE TYPE A
	SQ YD	SQ YD	SQ YD	GAL	TON	TON	TON	SQ YD	TON	FOOT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	SQ YD	TON
MAINLINE																		
RT. STA. 293+81.71 TO RT. STA. 297+00.00									113									
STA. 297+00.00 TO STA. 300+66.20					93.9		40.5	366.9		520	139	27.8	100	17	137.3	92.5	114.6	
STA. 297+00.00 TO STA. 299+60.00			375.5	70.2		134.4												
STA. 299+60.00 TO STA. 300+30.20		236.9																
STA. 301+80.50 TO STA. 304+95.00					79.1		33	303.5			137	27.1	100	17	134.1	95.4	114.6	230
STA. 302+17.50 TO STA. 303+35.00		396.6																416
STA. 303+35.00 TO STA. 304+95.00			231.1	43.2		128.8				320								
RT. STA. 304+95.00 TO RT. STA. 309+83.00									173									
RUNAROUND																		
STA. 93+81.82 TO STA. 100+16.00	1346.1				145.6				78									
STA. 100+84.00 TO STA. 110+00.00	1907.8				206.6				120									
BRIDGE																		
															574			
TOTAL	3253.9	633.5	606.6	113.4	525.2	263.2	73.5	670.4	484	840	276	54.9	200	34	845.4	187.9	229.2	646
USE	3254	634	607	113	525	263	74	670	484	840	276	55	200	34	845	188	229	646

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ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
 DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

SCHEDULE OF QUANTITIES

U.S. 34 OVER P.D. CREEK
 F.A.P. 313 / SECTION (7BY)BR
 HENDERSON COUNTY
 STRUCTURE NO. 036-0052 / STATION 301+23

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAP 313	(7BY)BR	HENDERSON	68	8
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

LOCATION	TRAFFIC BARRIER TERMINAL				STEEL PLATE BEAM GUARDRAIL TYPE A	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL MARKERS	GUARDRAIL REMOVAL
	TYPE 1 SPECIAL (FLARED)	TYPE 1 SPECIAL (TANGENT)	TYPE 6A	TYPE 6				
	EACH	EACH	EACH	EACH				
MAINLINE								
RT. STA. 299+06.53 TO RT. STA. 299+56.53	1				37.5	1		
RT. STA. 299+56.53 TO RT. STA. 299+94.03				1				
RT. STA. 299+94.03 TO RT. STA. 300+39.68								104
RT. STA. 299+64.00 TO RT. STA. 300+68.00								
LT. STA. 299+59.03 TO LT. STA. 300+09.03	1				25	1		
LT. STA. 300+09.03 TO LT. STA. 300+34.03								
LT. STA. 300+34.03 TO LT. STA. 300+79.68				1				
LT. STA. 299+96.00 TO LT. STA. 301+00.00								104
RT. STA. 301+66.65 TO RT. STA. 302+12.30				1				
RT. STA. 302+12.30 TO RT. STA. 302+37.30					25			
RT. STA. 302+37.30 TO RT. STA. 302+87.30	1					1		
RT. STA. 301+69.00 TO RT. STA. 302+73.00								104
LT. STA. 302+07.65 TO RT. STA. 302+53.30				1				
LT. STA. 302+53.30 TO RT. STA. 302+90.80					37.5			
LT. STA. 302+90.80 TO RT. STA. 303+40.80	1					1		
LT. STA. 302+01.00 TO RT. STA. 303+05.00								104
RT. STA. 299+56.53 TO RT. STA. 302+73.00								9
LT. STA. 299+59.03 TO LT. STA. 302+90.80								9
RUNAROUND								
RT. STA. 97+70.75 TO RT. STA. 98+20.75		1				1		
RT. STA. 98+20.75 TO RT. STA. 99+68.25					137.5			
RT. STA. 99+68.25 TO RT. STA. 100+05.50			1					
RT. STA. 97+70.75 TO RT. STA. 100+05.50								234.75
LT. STA. 99+11.25 TO LT. STA. 99+61.25		1				1		
LT. STA. 99+62.08 TO LT. STA. 99+88.25					62.5			
LT. STA. 99+88.25 TO LT. STA. 100+33.50			1					
LT. STA. 99+11.25 TO LT. STA. 100+33.50								122.25
RT. STA. 100+66.50 TO RT. STA. 100+13.75			1					
RT. STA. 100+13.75 TO RT. STA. 101+38.75					25			
RT. STA. 101+38.75 TO RT. STA. 101+88.75		1				1		
RT. STA. 100+66.50 TO RT. STA. 101+88.75								122.5
LT. STA. 100+94.50 TO LT. STA. 101+41.75			1					
LT. STA. 101+41.75 TO LT. STA. 102+79.25					212.5			
LT. STA. 103+25.92 TO LT. STA. 103+29.25		1				1		
LT. STA. 100+94.50 TO LT. STA. 103+29.25								234.75
RT. STA. 98+20.75 TO RT. STA. 101+38.75								7
LT. STA. 99+52.08 TO LT. STA. 102+79.25								7
TOTAL	4	4	4	4	562.5	8	32	1130.25
USE	4	4	4	4	563	8	32	1130

LOCATION	PAVEMENT MARKING											
	EPOXY				WORK ZONE PAVEMENT MARKING				PAVEMENT MARKING REMOVAL	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS	RAISED REFLECTIVE PAVEMENT MARKERS BRIDGE
	PERMANENT		SHORT TERM		TEMPORARY							
	SOLID SINGLE WHITE LINE 4"	SOLID SINGLE YELLOW LINE 4"	SOLID DOUBLE YELLOW LINE 4"	SKIP DASH YELLOW LINE 4"	SOLID SINGLE WHITE LINE 4"	SKIP DASH YELLOW LINE 4"	SOLID SINGLE WHITE LINE 4"	SOLID DOUBLE YELLOW LINE 4"	SQ FT	FOOT	EACH	EACH
MAINLINE												
STA. 293+81.82 TO STA. 295+60.00									91	356		
STA. 293+81.82 TO STA. 296+00.00								79				
STA. 293+81.82 TO STA. 296+20.00										238		
STA. 293+81.82 TO STA. 303+50.00		968		288								
STA. 293+81.82 TO STA. 310+18.79	3274						164					
STA. 297+00.00 TO STA. 304+95.00					64							
STA. 303+50.00 TO STA. 310+18.79			1338									
STA. 306+00.00 TO STA. 309+83.00									383			
STA. 306+20.00 TO STA. 309+83.00										363		
STA. 307+20.00 TO STA. 309+83.00										526		
STA. 293+81.82 TO STA. 300+36.21											9	
STA. 300+36.21 TO STA. 302+10.50												2
STA. 302+10.50 TO STA. 310+18.79											10	
RUNAROUND												
STA. 93+81.82 TO STA. 110+36.43							3309	3309				
SUBTOTAL	3274	968	1338	288	64	164	3309	3309	553	1483	19	2
TOTAL		5868				228	6618		553	1483	19	2

LOCATION	TYPE	EXISTING SURFACE	PROPOSED SURFACE	EXISTING WIDTH	PROPOSED WIDTH	AGGREGATE SURFACE COURSE, TYPE A 6"	AGGREGATE BASE COURSE, TYPE A 6"	INCIDENTAL HOT-MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)
				FEET	FEET	SQ YD	SQ YD	TON	GALLON
				MAINLINE					
RT. STA. 304+25	P.E.		HMA	13	16		133.55	14.96	46.74
RT. STA. 305+41	P.E.		HMA	10	24		141.25	15.82	49.44
RT. STA. 307+74	P.E.		HMA	10	24		95.99	10.75	33.6
RUNAROUND									
RT. STA. 104+36	TEMP P.E.		AGG	13	12	57.15			
RT. STA. 105+68	TEMP P.E.		AGG	10	12	63.19			
TOTAL						120.34	370.79	41.53	129.78
USE						120	371	42	130

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS

HLR

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNER: W.D.G. CHECKER: L.P.S. DRAWN: W.J.S.

SCHEDULE OF QUANTITIES

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

ROUTE NO.	SECTION	COUNTY	TOWNSHIP	SHEET
FAP 313	(7BY)BR	HENDERSON	68	9
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LOCATION	EARTH EXCAVATION CU.YD.	SHRINKAGE FACTOR	PERCENT USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE CU.YD.	EMBANKMENT REQUIRED CU.YD.	EARTHWORK BALANCE		FURNISHED EXCAVATION CU.YD.	CHANNEL EXCAVATION CU.YD.	POROUS GRANULAR EMBANKMENT SPECIAL @ STRUCTURE CU.YD.	FURNISH AND PLACE TOPSOIL 4" SQ.YD.
						RUNAROUND CU.YD.	MAINLINE CU.YD.				
RUNAROUND	554.0	25.00%	100.00%	416	6222.0	-5806		5806	62		
MAINLINE				0		0	0			201	9220
PRIOR TO RUNAROUND REMOVAL	114.0	25.00%	100.00%	86	2024.0		-1938	1938	371		
FINAL	7193.0	25.00%	100.00%	5395	3129.0		2266				
TOTAL	7861.0			5897	11375.0	-5806	328	7744	433	201	9220

* THE SEQUENCE OF CONSTRUCTION WILL NOT ALLOW FINAL EARTH EXCAVATION TO BE USED IN EMBANKMENT PRIOR TO RUNAROUND REMOVAL. THEREFORE, THE QUANTITY FOR FURNISHED EXCAVATION = 5,806 + 1,938 = 7,744 CU YD
SHRINKAGE FACTOR: EARTH EXCAVATION = 25%

NOTES:

1. RUNAROUND TO BE CONSTRUCTED BEFORE MAINLINE CONSTRUCTION BEGINS. NO EXCAVATION FROM MAINLINE TO BE USED FOR RUNAROUND.
2. MAINLINE BALANCE BASED ON PLACING A PORTION OF EMBANKMENT ON MAINLINE WITH MATERIAL FROM EARTH EXCAVATION DURING RUNAROUND REMOVAL.

LOCATION	QUANTITY
	EACH
74.86' RT. STA. 299+76.22	1
76.42' RT. STA. 302+07.38	1
76.28' RT. STA. 303+88.52	1
61.37' RT. STA. 305+41.36	1
TOTAL	4

LOCATION	PIPE CULVERTS		END SECTIONS
	TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE	CLASS D, TYPE 1 (TEMPORARY)	
	15" FOOT	15" FOOT	15" EACH
MAINLINE			
RT. STA. 304+25	48		2
RT. STA. 305+41	48		2
RUNAROUND			
RT. STA. 104+36		42	
RT. STA. 105+68		50	
TOTAL	96	92	4

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 648-3400

HLR

ELGIN • SPRINGFIELD

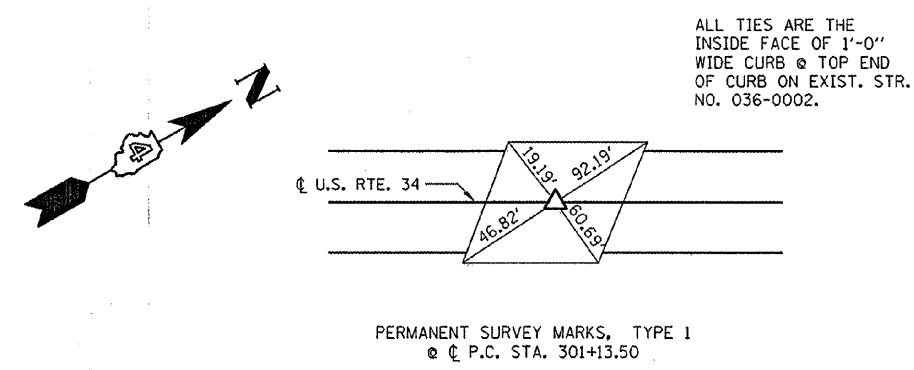
PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

SCHEDULE OF QUANTITIES

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 304+23

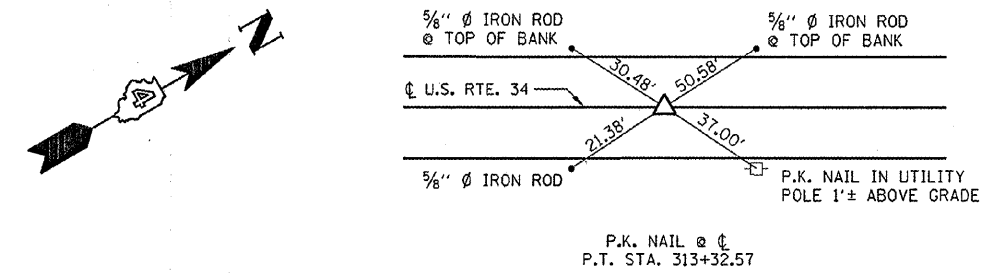
ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAP 313	(7BY)BR	HENDERSON	68	10
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

TIE POINTS US 34 OVER PD CREEK



BENCHMARKS US 34 OVER PD CREEK

BENCHMARK STATION 300+69, 18' RT. CHISELED "□" ON SE WINGWALL (STR. NO. 036-0002) ELEV. 541.19

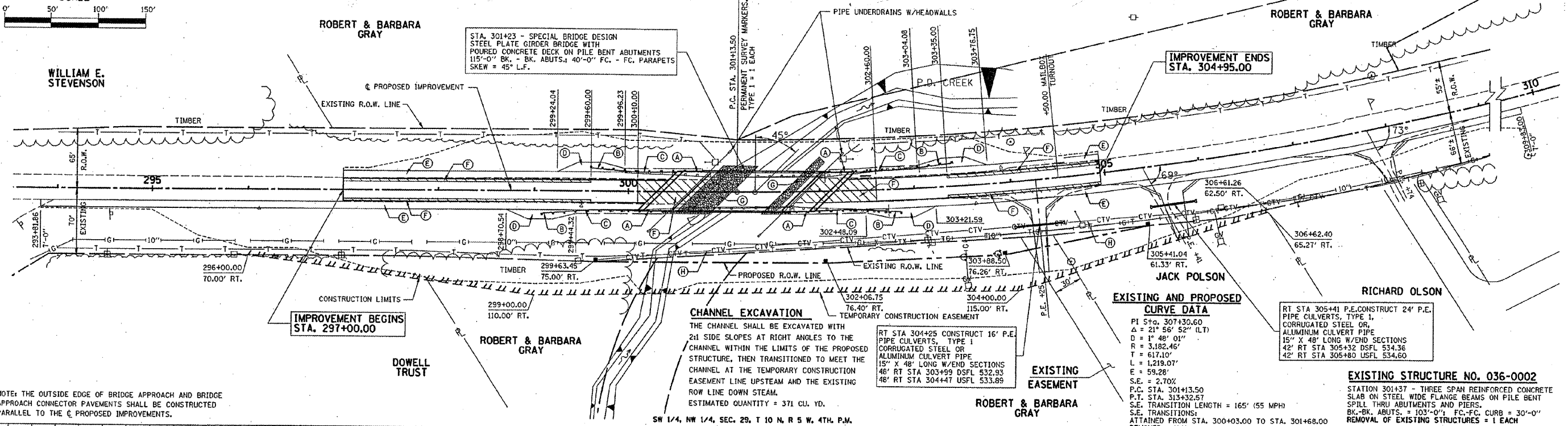
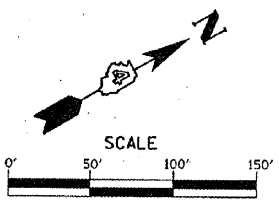


HORIZONTAL ALIGNMENT			
POINT	STATION	NORTHING	EASTING
MAINLINE			
POT	266+05.90	1,514,514.484000	2,064,733.678000
PC	301+13.49	1,517,436.229893	2,066,674.456600
PI	307+30.60	1,517,950.260636	2,067,015.903086
PT	313+32.57	1,518,584.656359	2,064,023.542957
POT	318+82.06	1,519,092.839000	2,067,251.407000
RUNAROUND			
PC	93+81.82	1,516,826.791794	2,066,269.635488
PI	94+74.95	1,516,904.363480	2,066,321.182717
PT	95+67.59	1,516,971.655616	2,066,385.538103
PC	97+45.51	1,517,100.225641	2,066,508.538667
PI	98+14.79	1,517,150.282000	2,066,556.422000
PT	98+83.70	1,517,207.994536	2,066,594.739029
PC	102+57.62	1,517,519.505892	2,066,801.560469
PI	103+69.22	1,517,612.485000	2,066,863.292000
PT	104+79.32	1,517,519.044575	2,066,896.741352
POT	110+36.43	1,518,250.957000	2,067,062.100000

<p>HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS</p> <p>3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400</p> <p>ELGIN • SPRINGFIELD</p>	<p>ALIGNMENTS, TIES AND BENCHMARKS</p> <p>U.S. 34 OVER P.D. CREEK F.A.P. 313 / SECTION (7BY)BR HENDERSON COUNTY STRUCTURE NO. 036-0052 / STATION 301+23</p>	
	PROJECT NUMBER: 12-44-0001-X	DATE: 08/07/07
	DESIGNED: W.D.G.	CHECKED: L.F.S.
	DRAWN: W.J.S.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE. NO.
313	(7B)YBR	HENDERSON	68	11
STA. 294+00		TO STA. 309+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SW 1/4, NW 1/4, SEC. 29, T 10 N, R 5 W, 4TH. P.M.



STA. 301+23 - SPECIAL BRIDGE DESIGN
STEEL PLATE GIRDER BRIDGE WITH
POURED CONCRETE DECK ON PILE BENT ABUTMENTS
115'-0" BK. - BK. ABUTS.; 40'-0" FC. - FC. PARAPETS
SKEW = 45° L.F.

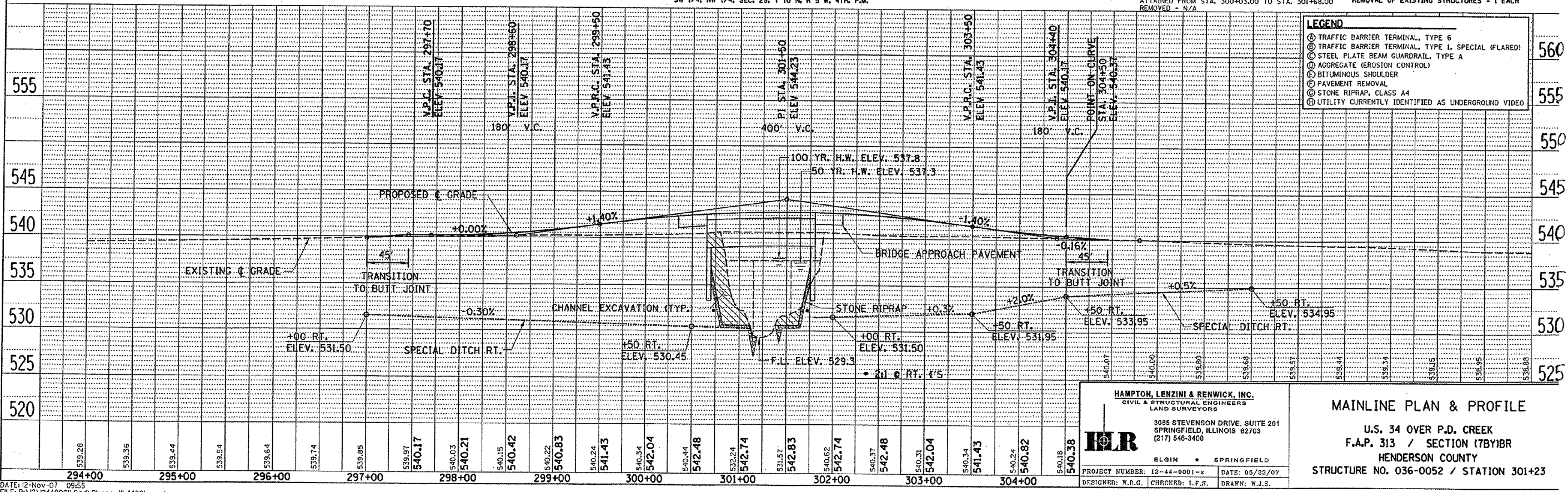
CHANNEL EXCAVATION
THE CHANNEL SHALL BE EXCAVATED WITH
2:1 SIDE SLOPES AT RIGHT ANGLES TO THE
CHANNEL WITHIN THE LIMITS OF THE PROPOSED
STRUCTURE, THEN TRANSITIONED TO MEET THE
CHANNEL AT THE TEMPORARY CONSTRUCTION
EASEMENT LINE UPSTREAM AND THE EXISTING
ROW LINE DOWN STREAM.
ESTIMATED QUANTITY = 371 CU. YD.

**EXISTING AND PROPOSED
CURVE DATA**
PI STA. 307+30.60
Δ = 21° 56' 52" (LT)
D = 48' 01"
R = 3,182.45'
T = 617.10'
L = 1,219.07'
E = 59.28'
S.E. = 2.70%
P.C. STA. 301+13.50
P.T. STA. 313+32.57
S.E. TRANSITION LENGTH = 165' (55 MPH)
S.E. TRANSITIONS:
ATTAINED FROM STA. 300+03.00 TO STA. 301+68.00
REMOVED - N/A

RT STA 305+41 P.E. CONSTRUCT 24" P.E.
PIPE CULVERTS, TYPE 1,
CORRUGATED STEEL OR,
ALUMINUM CULVERT PIPE
15" X 48" LONG W/END SECTIONS
42' RT STA 305+32 DSFL 534.26
42' RT STA 305+80 USFL 534.60

EXISTING STRUCTURE NO. 036-0002
STATION 301+37 - THREE SPAN REINFORCED CONCRETE
SLAB ON STEEL WIDE FLANGE BEAMS ON PILE BENT
SPILL THRU ABUTMENTS AND PIERS.
BK.-BK. ABUTS. = 103'-0" FC.-FC. CURB = 30'-0"
REMOVAL OF EXISTING STRUCTURES = 1 EACH

NOTE: THE OUTSIDE EDGE OF BRIDGE APPROACH AND BRIDGE
APPROACH CONNECTOR PAVEMENTS SHALL BE CONSTRUCTED
PARALLEL TO THE PROPOSED IMPROVEMENTS.



LEGEND

- Ⓐ TRAFFIC BARRIER TERMINAL, TYPE 6
- Ⓑ TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)
- Ⓒ STEEL PLATE BEAM GUARDRAIL, TYPE A
- Ⓓ AGGREGATE (EROSION CONTROL)
- Ⓔ BITUMINOUS SHOULDER
- Ⓕ PAVEMENT REMOVAL
- Ⓖ STONE RIPRAP, CLASS A4
- Ⓗ UTILITY CURRENTLY IDENTIFIED AS UNDERGROUND VIDEO

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

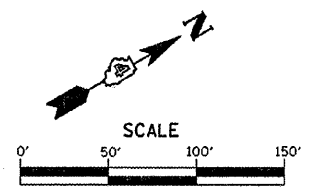
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-x DATE: 05/23/07
DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

MAINLINE PLAN & PROFILE
U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7B)YBR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	12
STA. 204+00		TO STA. 309+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SW 1/4, NW 1/4, SEC. 29, T 10 N, R 5 W, 4TH, P.M.



CURVE #1 DATA

PI STA. 94+74.95
 $\Delta = 10^\circ 08' 12.29''$ (RT)
 $D = 5^\circ 27' 24.27''$
 $R = 1,050.00'$
 $T = 93.13'$
 $L = 185.77'$
 $E = 4.12'$
 P.C. STA. 97+45.51
 P.T. STA. 98+83.70
 NO S.E.
 MATCH ADJACENT PAVEMENT 2.0% CROSS SLOPE

CURVE #8 DATA

PI STA. 103+69.22
 $\Delta = 16^\circ 17' 08.69''$ (LT)
 $D = 7^\circ 20' 44.21''$
 $R = 780.00'$
 $T = 111.61'$
 $L = 221.71'$
 $E = 7.94'$
 $S.E. = 3.00\%$
 P.C. STA. 102+57.62
 P.T. STA. 104+79.32
 S.E. TRANSITION LENGTH = 180' (45 M.P.H.)
 S.E. TRANSITIONS:
 ATTAIN FROM STA. 101+38.00 TO STA. 103+18.00
 REMOVE N/A

STA 93+81.82 R.A.=
 STA 293+81.82 M.L.

STA 93+81.82
 BEGIN RUNAROUND

WILLIAM E. STEVENSON

ROBERT & BARBARA GRAY

ROBERT & BARBARA GRAY

STA 110+36.43 RA.=
 STA 310+18.79 M.L.

STA 110+36.43
 END RUNAROUND

RICHARD OLSON

JACK POLSON

DOWELL TRUST

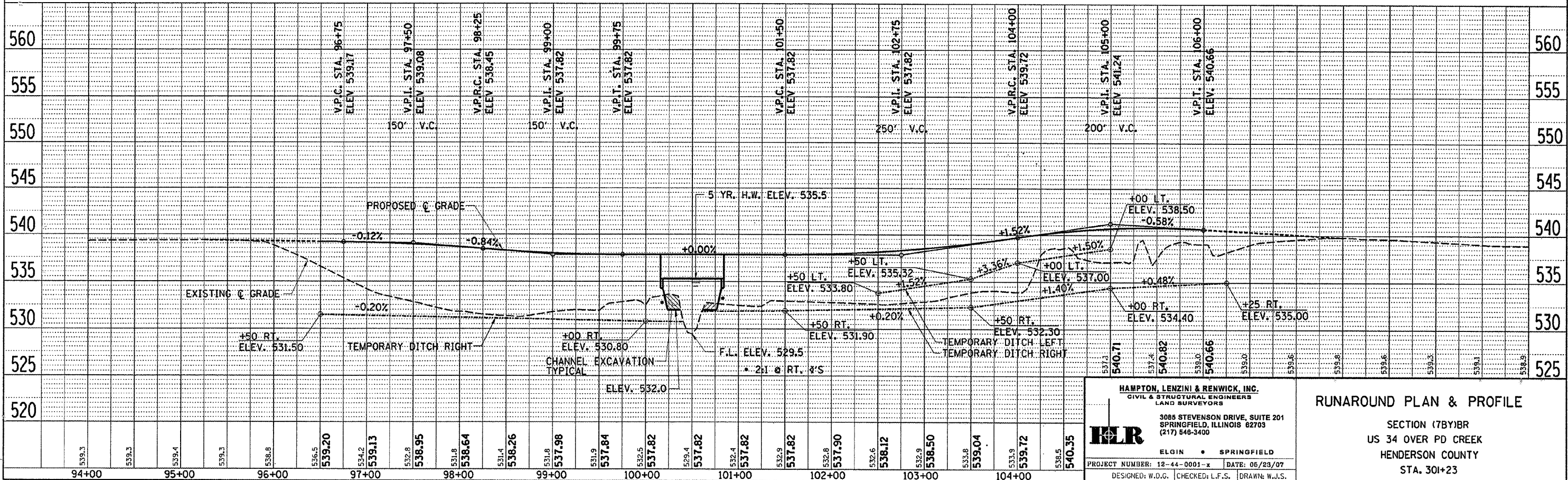
LEGEND

- ① 2'-0" STUB RT. STA. 93+81.82
- ② 2'-0" STUB RT. STA. 110+00.00

STA. 100+80.00 - TEMPORARY BRIDGE COMPLETE
 SINGLE SPAN P.C.C. DECK BEAMS (27" DEPTH)
 68'-0" BK-BK. ABUTS. 28'-0" FC. - FC. RAIL
 SKEW = 45° L.F. HS 20-44 LOADING
 MIN. WATERWAY OPENING = 50 FT
 MIN. LOW CLEARANCE = 535.5 FT.

CHANNEL EXCAVATION

THE CHANNEL AT THE TEMPORARY BRIDGE SHALL BE EXCAVATED WITH 2:1 SIDE SLOPES AT RIGHT ANGLES TO THE CHANNEL WITHIN THE LIMITS OF THE PROPOSED ABUTMENTS, THEN TRANSITIONED TO MEET THE EXISTING CHANNEL IN 20'-0", ESTIMATED QUANTITY = 62 CU. YD.

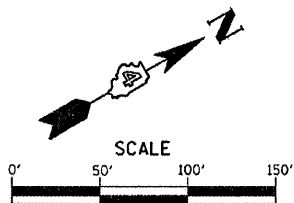


HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS
 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 546-3400
 ELGIN • SPRINGFIELD
 PROJECT NUMBER: 12-44-0001-x DATE: 06/28/07
 DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

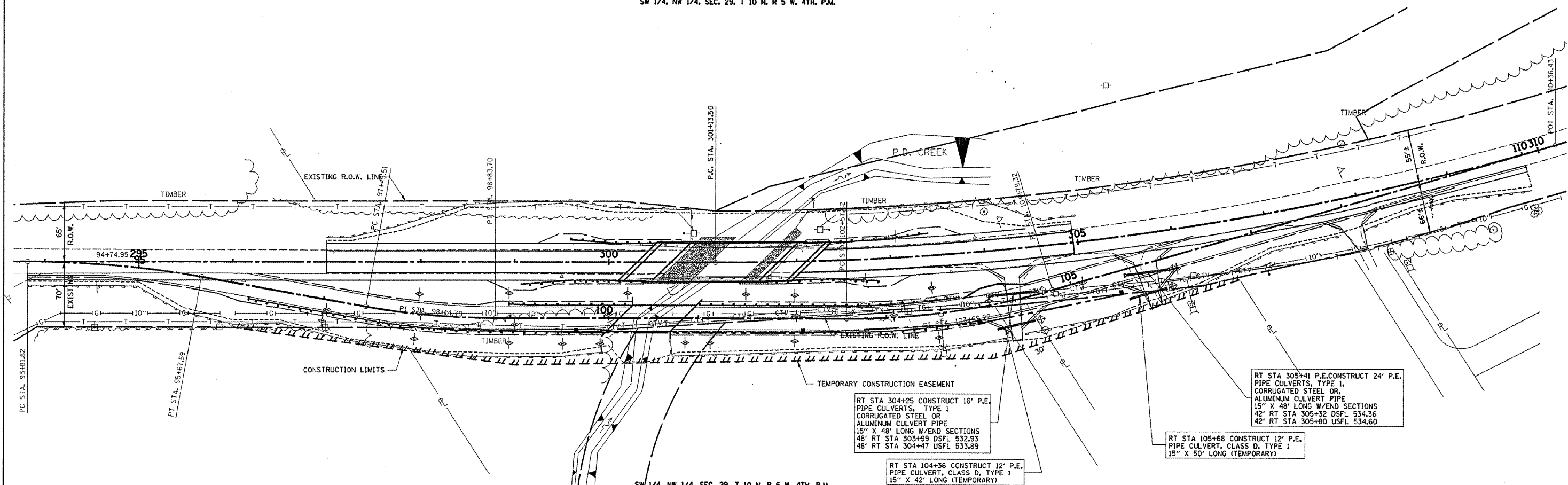
RUNAROUND PLAN & PROFILE

SECTION (7BY)BR
 US 34 OVER PD CREEK
 HENDERSON COUNTY
 STA. 301+23

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SW 1/4, NW 1/4, SEC. 29, T 10 N, R 5 W, 4TH, P.M.



SW 1/4, NW 1/4, SEC. 29, T 10 N, R 5 W, 4TH, P.M.

GENERAL NOTES FOR SOIL EROSION CONTROL

- PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 4 FEET OUTSIDE THE TOE OF SLOPE OR INSIDE THE RIGHT-OF-WAY WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER PRIOR TO THE START OF ANY EARTH, CULVERT, OR STORM SEWER CONSTRUCTION.
- THE PERIMETER EROSION BARRIER SHALL REMAIN IN PLACE UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AT THIS TIME, THE PERIMETER EROSION BARRIER SHALL BE REMOVED AND THE AREAS DAMAGED BY THE FENCE INSTALLATION RESTORED.
- THE FENCE INSTALLATION, MAINTENANCE, REMOVAL AND THE RESTORATION OF THE AREA DISTURBED BY THE FENCE INSTALLATION IS INCLUDED IN THE PAY ITEM PERIMETER EROSION BARRIER.
- TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED AS PER STANDARD 280001 ON 100 FOOT CENTERS AS SHOWN HEREON OR AS DIRECTED BY THE ENGINEER. THE DITCH CHECKS SHALL BE INSTALLED AS GRADING PROGRESS THROUGH THE PROJECT.
- APPLICABLE STANDARDS, SPECIFICATIONS, AND SPECIAL PROVISIONS FOR EROSION AND SEDIMENT CONTROL.
SPECIAL PROVISION FOR EROSION AND SEDIMENT CONTROL
IDOT HIGHWAY STANDARD 280001
DISTRICT 4 STANDARDS 280001-D4,
280101-D4, 630101-D4
- RIPRAP QUANTITY INCLUDED WITH ROADWAY PLANS.

RT STA 304+25 CONSTRUCT 16' P.E. PIPE CULVERTS, TYPE 1 CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 15' X 48' LONG W/END SECTIONS
48' RT STA 303+99 DSFL 532.93
48' RT STA 304+47 USFL 533.89

RT STA 305+41 P.E. CONSTRUCT 24' P.E. PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 15' X 48' LONG W/END SECTIONS
42' RT STA 305+32 DSFL 534.36
42' RT STA 305+80 USFL 534.60

RT STA 104+36 CONSTRUCT 12' P.E. PIPE CULVERT, CLASS D, TYPE 1 15" X 42' LONG (TEMPORARY)

RT STA 105+68 CONSTRUCT 12' P.E. PIPE CULVERT, CLASS D, TYPE 1 15" X 50' LONG (TEMPORARY)

NOTE: EROSION CONTROL BLANKET TO BE APPLIED TO ALL DISTURBED EARTH SURFACES OF RUNAROUND AND MAINLINE WITH SLOPES GREATER THAN 3:1 THAT ARE NOT PROTECTED WITH RIPRAP AND TO LINE ALL DITCHES FOR A WIDTH OF 8'-0" CENTERED AT THE DITCH FLOW LINE OR AS DIRECTED BY THE ENGINEER. EST. QUANTITY = 3,388 SQ. YD.

LEGEND

- STONE RIPRAP, CLASS A4
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 548-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-X DATE: 08/07/07
DESIGNED: W.D.G. CHECKED: L.F.S. DRAWN: W.J.S.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SECTION (7BY)BR

US 34 OVER PD CREEK

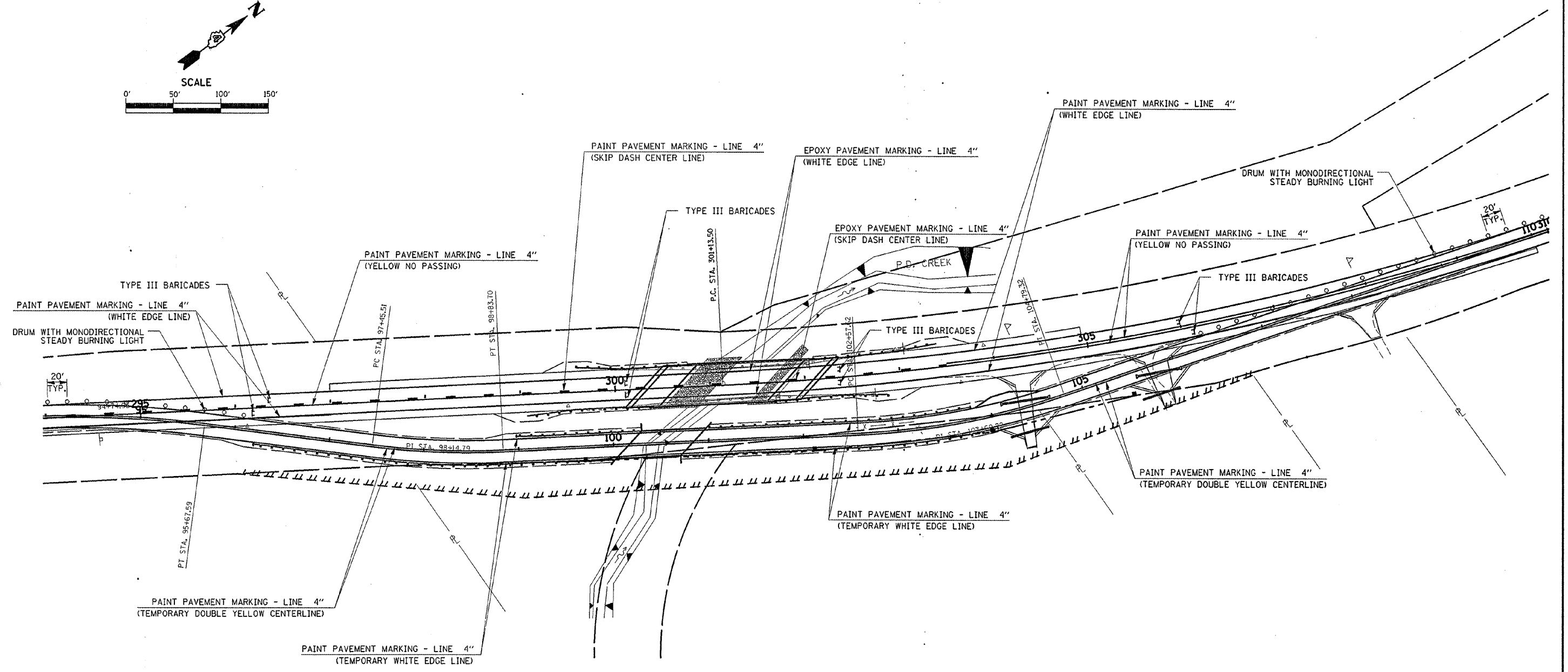
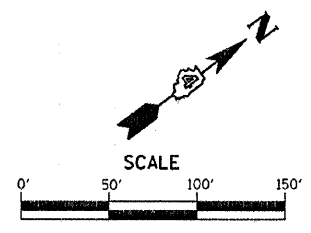
HENDERSON COUNTY

STA. 301+23

SCALE: VERT. DATE
HORIZ. DATE

DRAWN BY
CHECKED BY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 313	(7BY)BR	HENDERSON	68	14
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



NOTE:
TRAFFIC CONTROL PER STANDARD 701331-02

	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400	PAVEMENT MARKING AND TRAFFIC CONTROL SECTION (7BY)BR US 34 OVER PD CREEK HENDERSON COUNTY STA. 301+23
	ELGIN • SPRINGFIELD PROJECT NUMBER: 12-44-0001-X DATE: 08/22/07 DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: TWK	

Benchmark: Top chiseled "□" in top of SE wingwall 18' right of Sta. 300+69, Elev. 541.19
 Existing Structure: #036-0002 Built in 1938 as SBI 8 @ Sta. 301+37 of US 34. It measures 103'-0" bk.-bk. abutments by 30'-0" fc.-fc. curbs. The structure is a three span bridge with a concrete deck span on slab on steel wide flange beams. The substructure consists of concrete spill thru abutments and pile bent piers. The Contractor shall remove the existing structure as required and replace it with a single span plate girder superstructure on pile bent abutments. Traffic shall be maintained utilizing a temporary bridge.

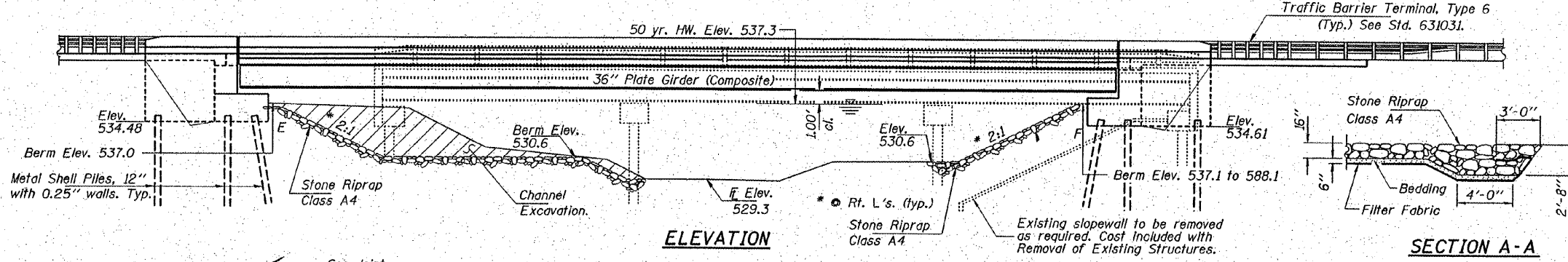
No Salvage.

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
FAP 313	(7B)BR	HENDERSON	68	15
FED. ROAD DIST. NO. 7	PLAN	FILE AND PROJECT		21 SHEETS

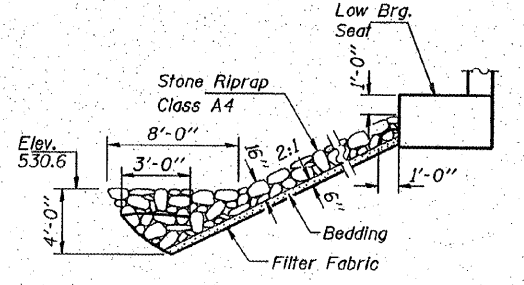
Contract No. 68149

CURVE DATA

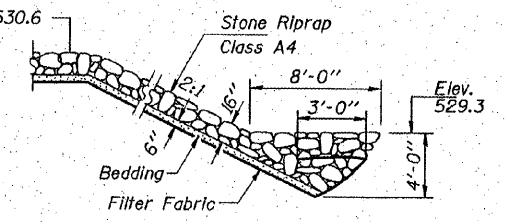
PT Sta. = 307+30.60
 D = 21°-56'-52"
 D = 1°-48'-01"
 R = 3183.46'
 T = 617.10'
 L = 1219.07'
 E = 59.28'
 PC Sta. = 301+13.50
 PT Sta. = 313+32.57
 SE = 0.027 '
 SE Transition Length = 165' (55 m.p.h.)
 SE Transitions:
 Attained from Sta. 300+03.00 to Sta. 301+68.00
 Removal - N/A



SECTION A-A



STONE RIPRAP ANCHOR DETAIL (East Abutment)



STONE RIPRAP ANCHOR DETAIL (West Abutment)

SEISMIC DATA

Seismic Performance Category (SPZ) = A
 Bedrock Acceleration Coefficient (A) = .04g
 Site Coefficient (S) = 1.5

LOADING HS20-44

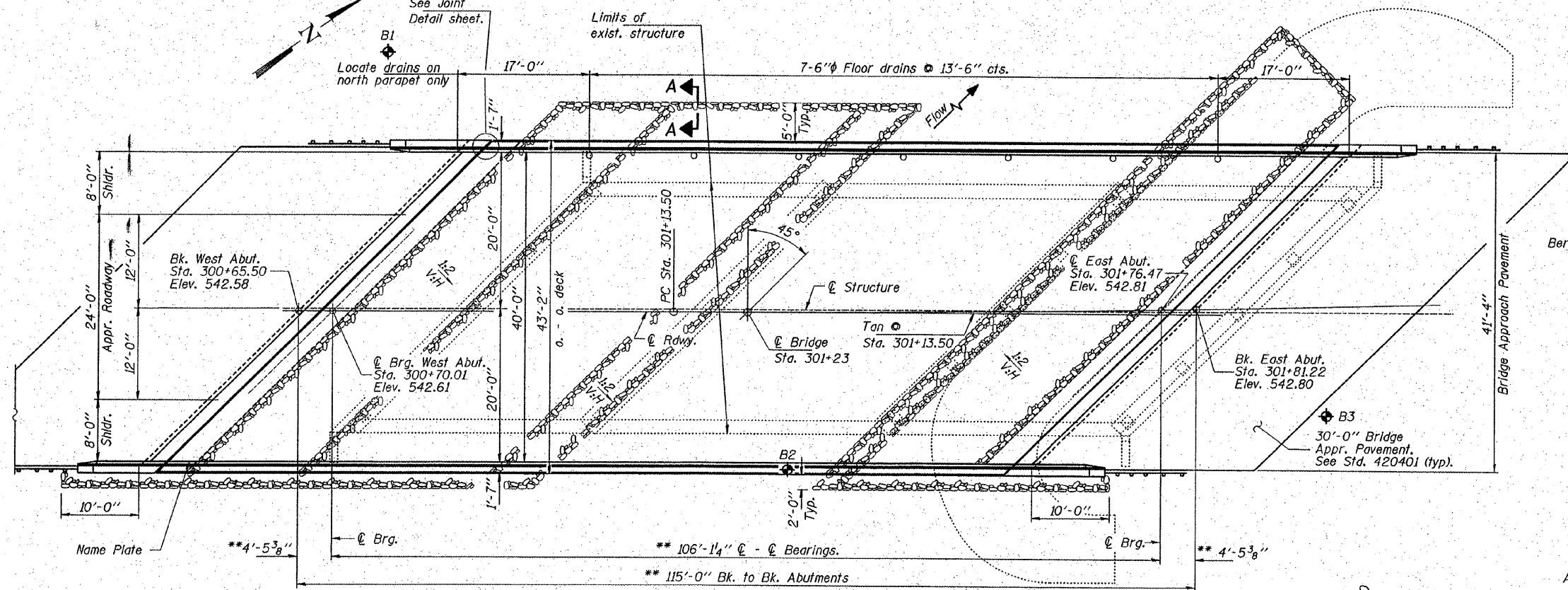
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO with applicable Interims

DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (reinforcement)
 fy = 50,000 psi (structural steel) (M270 Gr. 50W)

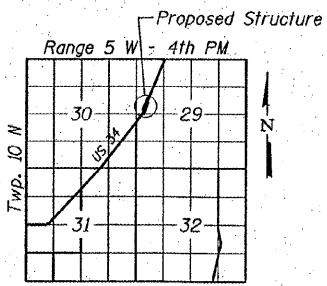


PLAN

** Along Structure

APPROVED
 For Structural Adequacy On:

Ralph E. Anderson
 Engineer of Bridges & Structures

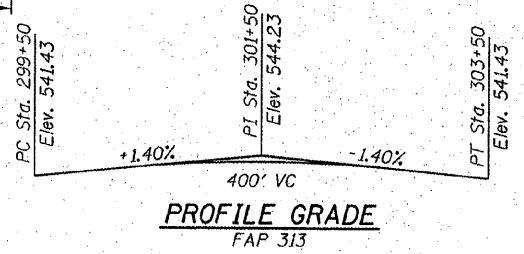


LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 7.7 Sq. Mi. (Total) Low Grade Elev. 538.6 @ Sta. 311+68

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head-Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Temp. Runaround	5	690	N/A	200	535.5	N/A	0.7	N/A	536.2
Design	50	1480	318	398	537.3	0.7	0.3	538.0	537.6
Base	100	1730	341	436	537.8	0.4	0.3	538.2	538.1
Max. Calc.	500	2340	341	474	538.8	0.4	0.5	539.2	539.3



PROFILE GRADE
 FAP 313



Stephen W. Magnuson 11/26/01
 ILLINOIS STRUCTURAL NO. 081-6064

Expires 11-30-08

HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

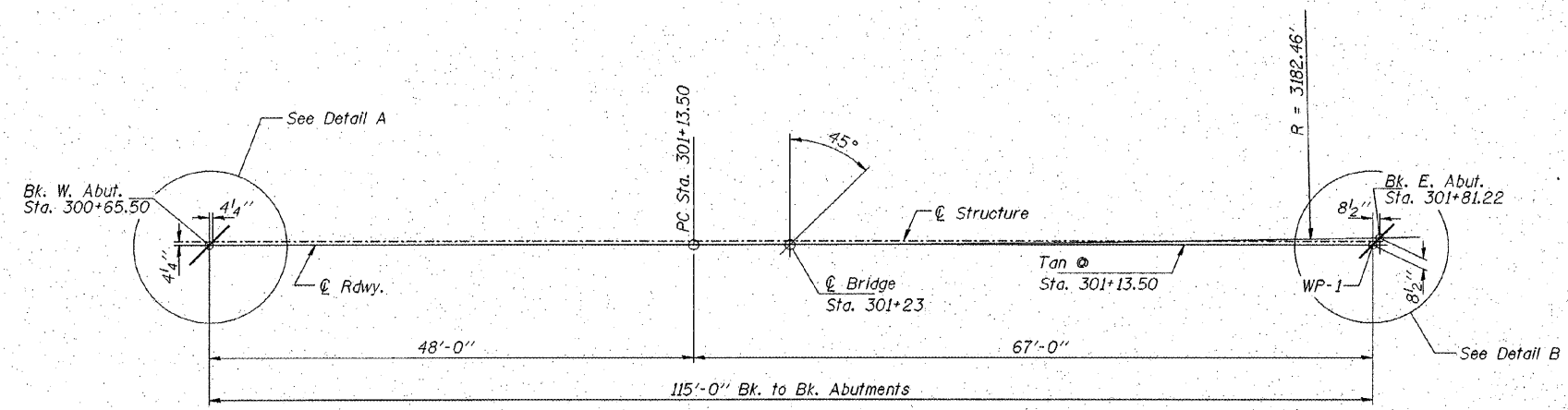
3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 548-3400

ELGIN • SPRINGFIELD

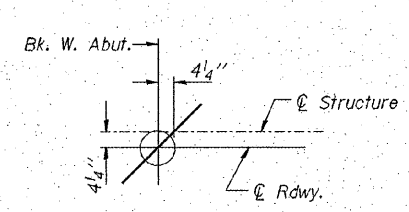
PROJECT NUMBER: 12-44-0001-x DATE: 11/19/07
 DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: baliva

GENERAL PLAN & ELEVATION

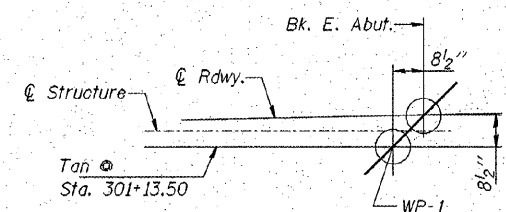
U.S. 34 OVER P.D. CREEK
 F.A.P. 313 / SECTION (7B)BR
 HENDERSON COUNTY
 STRUCTURE NO. 036-0052 / STATION 301+23



OFFSET SKETCH



DETAIL A



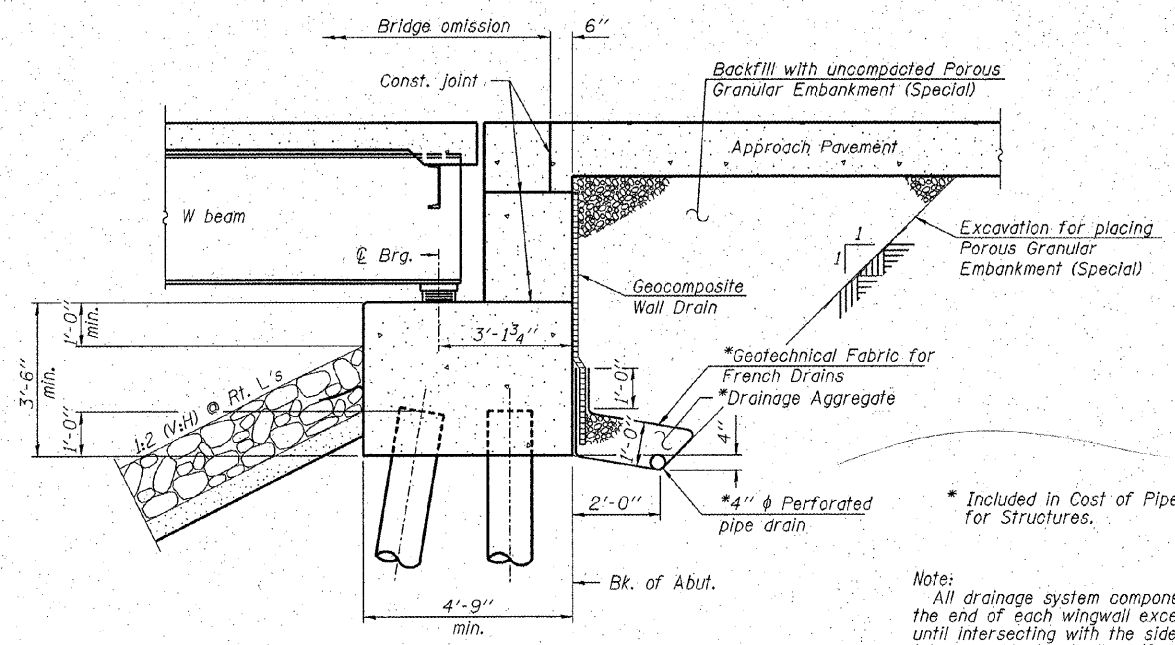
DETAIL B

GENERAL NOTES

"Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 type 3 in unpainted areas. Bolts 3/4" φ, holes 1/16" φ, unless otherwise noted."
 Calculated weight of Structural Steel = 153,170 lbs.
 All structural steel shall be AASHTO M 270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 36.)
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (LL Modified). See Special Provisions.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 Concrete Sealer shall be applied to the designated areas of the abutments.
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 Structural steel shall only be painted for a distance of 6 ft. each way from the deck joints. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
 All exposed structural steel of the bearings shall be cleaned and shop painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
 Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 The Contractor shall drive test piles to 10% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
 The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
 Slipforming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		201	201
Stone Riprap, Class A4	Ton		470	470
Filter Fabric	Sq. Yd.		700	700
Protective Coat	Sq. Yd.	574		574
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		344	344
Floor Drains	Each	7		7
Concrete Structures	Cu. Yd.		122.8	122.8
Concrete Superstructure	Cu. Yd.	154.4		154.4
Bridge Deck Grooving	Sq. Yd.	485		485
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2772		2772
Reinforcement Bars, Epoxy Coated	Pound	36,400	10,560	46,960
Furnishing Metal Shell Piles 12" x 0.25"	Foot	2,376		2,376
Driving Piles	Foot	2,376		2,376
Test Pile Metal Shells	Each	2		2
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	118		118
Concrete Sealer	Sq. Ft.		336	336
Bar Splacers	Each	82		82
Elastomeric Bearing Assembly Type I	Each	6		6
Geocomposite Wall Drain	Sq. Yd.			96
Pipe Underdrains for Structures, 4"	Foot			206
Anchor Bolts 1 1/4"	Each			24



SECTION THRU PILE SUPPORTED STUB ABUTMENT
(Horiz. dim. @ Rt. L's)

STATION 301+23
 BUILT 200 BY
 STATE OF ILLINOIS
 FAP RTE 313
 SEC. (7BY)BR
 LOADING HS20
 STR. NO. 036-0052

NAME PLATE
See Std. 515001

* Included in Cost of Pipe Underdrains for Structures.

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

HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

HLR

3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 548-3400

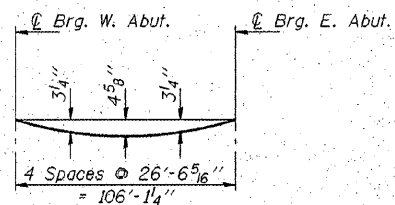
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12 44 0001 x DATE: 11/19/07
 DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: ballva

DETAILS

U.S. 34 OVER P.D. CREEK
 F.A.P. 313 / SECTION (7BY)BR
 HENDERSON COUNTY

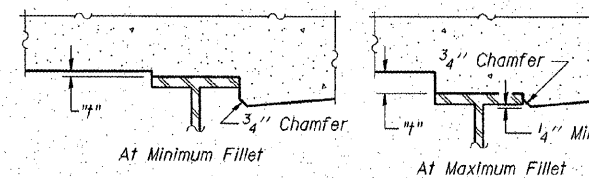
STRUCTURE NO. 036-0052 / STATION 301+23



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

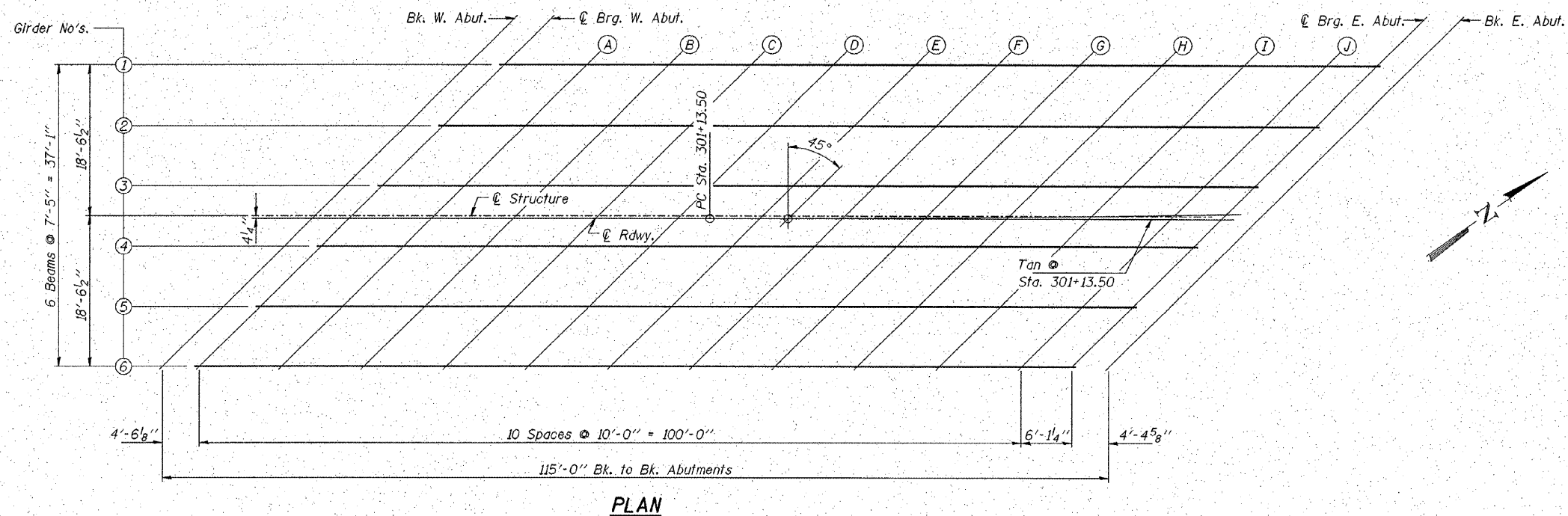
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 21.



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 4 of 21, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

ROUTE NO.	SECTION	COUNTY	PIERS	SHEET	SHEET NO. 3 21 SHEETS
F.A.P. 313	(7B)BR	HENDERSON	68	17	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract No. 68149		



PLAN

	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS		TOP OF SLAB ELEVATIONS U.S. 34 OVER P.D. CREEK F.A.P. 313 / SECTION (7B)BR HENDERSON COUNTY STRUCTURE NO. 036-0052 / STATION 301+23	
	2086 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400			
	ELGIN • SPRINGFIELD			
	PROJECT NUMBER: 12-44-0001-x	DATE: 11/19/07		
DESIGNED: D.A.B.	CHECKED: M.G.B.	DRAWN: ballva		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30084.396	-18.896	542.348	542.348
☉ Brg. W. Abut.	30088.906	-18.896	542.368	542.368
A	30098.906	-18.896	542.407	542.522
B	30108.906	-18.896	542.440	542.658
C	30118.939	-18.891	542.465	542.767
D	30128.998	-18.858	542.468	542.827
E	30139.057	-18.794	542.450	542.834
F	30149.116	-18.698	542.416	542.794
G	30159.173	-18.570	542.368	542.707
H	30169.230	-18.411	542.320	542.592
I	30179.286	-18.220	542.308	542.488
J	30189.342	-17.998	542.290	542.361
☉ Brg. E. Abut.	30195.479	-17.846	542.276	542.276
Bk. E. Abut.	30199.888	-17.730	542.264	542.264

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30076.979	-11.479	542.464	542.464
☉ Brg. W. Abut.	30081.490	-11.479	542.486	542.486
A	30091.490	-11.479	542.531	542.646
B	30101.490	-11.479	542.568	542.786
C	30111.490	-11.479	542.599	542.901
D	30121.519	-11.469	542.622	542.981
E	30131.555	-11.428	542.617	543.001
F	30141.590	-11.356	542.598	542.976
G	30151.625	-11.252	542.574	542.913
H	30161.660	-11.116	542.543	542.815
I	30171.693	-10.949	542.518	542.698
J	30181.725	-10.751	542.504	542.575
☉ Brg. E. Abut.	30187.848	-10.614	542.493	542.493
Bk. E. Abut.	30192.247	-10.509	542.484	542.484

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30069.563	-4.063	542.54	542.54
☉ Brg. W. Abut.	30074.073	-4.063	542.565	542.565
A	30084.073	-4.063	542.614	542.729
B	30094.073	-4.063	542.657	542.875
C	30104.073	-4.063	542.693	542.995
D	30114.073	-4.062	542.721	543.080
E	30124.087	-4.045	542.743	543.127
F	30134.099	-3.990	542.747	543.125
G	30144.111	-3.916	542.745	543.084
H	30154.122	-3.804	542.738	543.010
I	30164.133	-3.660	542.724	542.904
J	30174.143	-3.486	542.715	542.786
☉ Brg. E. Abut.	30180.252	-3.363	542.707	542.707
Bk. E. Abut.	30184.641	-3.268	542.700	542.700

☉ STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30065.854	-0.354	542.577	542.577
☉ Brg. W. Abut.	30070.365	-0.354	542.603	542.603
A	30080.365	-0.354	542.655	542.770
B	30091.365	-0.354	542.700	542.918
C	30100.365	-0.354	542.738	543.040
D	30110.365	-0.354	542.769	543.128
E	30120.365	-0.347	542.794	543.178
F	30130.366	-0.310	542.811	543.189
G	30140.367	-0.241	542.822	543.161
H	30150.368	-0.141	542.827	543.099
I	30160.367	-0.009	542.826	543.006
J	30170.366	0.154	542.820	542.891
☉ Brg. E. Abut.	30176.468	0.269	542.813	542.813
Bk. E. Abut.	30180.852	0.358	542.806	542.806

☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30065.500	0.000	542.580	542.580
☉ Brg. W. Abut.	30070.010	0.000	542.606	542.606
A	30080.010	0.000	542.659	542.774
B	30090.010	0.000	542.704	542.922
C	30100.010	0.000	542.743	543.045
D	30110.010	0.000	542.774	543.133
E	30120.010	0.000	542.799	543.183
F	30130.010	0.000	542.816	543.194
G	30140.010	0.000	542.827	543.166
H	30150.010	0.000	542.830	543.102
I	30160.010	0.000	542.826	543.006
J	30170.010	0.000	542.816	542.887
☉ Brg. E. Abut.	30176.737	0.000	542.805	542.805
Bk. E. Abut.	30181.216	0.000	542.796	542.796

BEAM 4

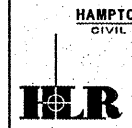
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30062.146	3.354	542.559	542.559
☉ Brg. W. Abut.	30066.656	3.354	542.590	542.590
A	30076.656	3.354	542.653	542.768
B	30086.656	3.354	542.710	542.928
C	30096.656	3.354	542.759	543.061
D	30106.656	3.354	542.802	543.161
E	30116.653	3.356	542.837	543.221
F	30126.642	3.381	542.866	543.322
G	30136.631	3.438	542.889	543.228
H	30146.620	3.527	542.905	543.177
I	30156.608	3.646	542.916	543.096
J	30166.595	3.798	542.922	542.993
☉ Brg. E. Abut.	30172.691	3.905	542.917	542.917
Bk. E. Abut.	30177.070	3.990	542.912	542.912

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30054.729	10.771	542.488	542.488
☉ Brg. W. Abut.	30059.240	10.771	542.530	542.530
A	30069.240	10.771	542.618	542.733
B	30079.240	10.771	542.699	542.917
C	30089.240	10.771	542.772	543.074
D	30099.240	10.771	542.839	543.198
E	30109.240	10.771	542.899	543.283
F	30119.220	10.776	542.952	543.330
G	30129.186	10.810	542.998	543.337
H	30139.152	10.875	543.038	543.310
I	30149.117	10.971	543.073	543.253
J	30159.082	11.098	543.101	543.172
☉ Brg. E. Abut.	30165.164	11.192	543.116	543.116
Bk. E. Abut.	30169.534	11.266	543.121	543.121

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	30047.313	18.188	542.361	542.361
☉ Brg. W. Abut.	30051.823	18.188	542.415	542.415
A	30061.823	18.188	542.529	542.644
B	30071.823	18.188	542.636	542.854
C	30081.823	18.188	542.737	543.039
D	30091.823	18.188	542.830	543.189
E	30101.823	18.188	542.916	543.300
F	30111.823	18.188	542.995	543.373
G	30121.776	18.198	543.067	543.406
H	30131.719	18.240	543.133	543.405
I	30141.661	18.313	543.192	543.372
J	30151.603	18.417	543.246	543.317
☉ Brg. E. Abut.	30157.672	18.496	543.276	543.276
Bk. E. Abut.	30162.032	18.560	543.296	543.296

 <p>HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 548-3400</p>	<p>TOP OF SLAB ELEVATIONS U.S. 34 OVER P.D. CREEK F.A.P. 313 / SECTION (7BY)BR HENDERSON COUNTY STRUCTURE NO. 036-0052 / STATION 301-23</p>	
	ELGIN	SPRINGFIELD
	PROJECT NUMBER: 12-44-0001-x	DATE: 11/19/07

DESIGNED: D.A.B. CHECKED: M.G.R. DRAWN: baliva

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 313	(7BY)BR	HENDERSON	68	19
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #68149

SHEET NO. 5
21 SHEETS

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of W. Appr. Pvmf.	300+56.561	-20.354	542.100	
A	300+66.561	-20.354	542.162	
B	300+76.561	-20.354	542.217	
End of Slab	300+86.561	-20.354	542.265	

NORTH EDGE OF PAVEMENT

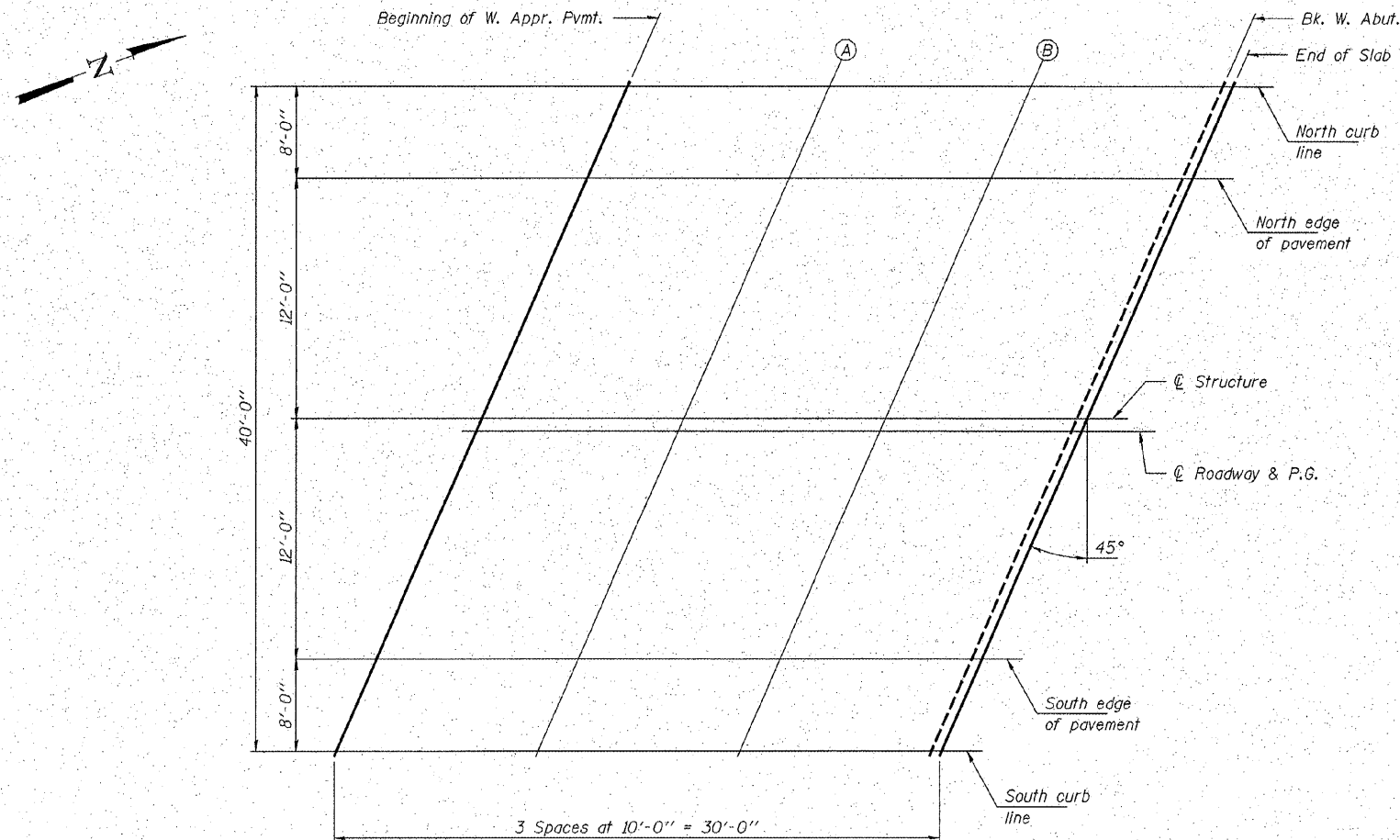
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of W. Appr. Pvmf.	300+48.561	-12.354	542.212	
A	300+58.561	-12.354	542.280	
B	300+68.561	-12.354	542.340	
End of Slab	300+78.561	-12.354	542.394	

☉ STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of W. Appr. Pvmf.	300+36.561	-0.354	542.372	
A	300+46.561	-0.354	542.448	
B	300+56.561	-0.354	542.517	
End of Slab	300+66.561	-0.354	542.579	

☉ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of W. Appr. Pvmf.	300+36.207	0.000	542.377	
A	300+46.207	0.000	542.453	
B	300+56.207	0.000	542.522	
End of Slab	300+66.207	0.000	542.584	



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of W. Appr. Pvmf.	300+24.561	11.646	542.522	
A	300+34.561	11.646	542.606	
B	300+44.561	11.646	542.684	
End of Slab	300+54.561	11.646	542.754	

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of W. Appr. Pvmf.	300+16.561	19.646	542.616	
A	300+26.561	19.646	542.706	
B	300+36.561	19.646	542.789	
End of Slab	300+46.561	19.646	542.865	

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

HLR

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12 44 0001 1 DATE: 11/19/07
DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: D.T.M.

**TOP OF WEST APPROACH
SLAB ELEVATIONS**
U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
F.A.P. 313	(7BY)BR	HENDERSON	68	20	21 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #68149

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of Slab	302+00.683	-19.168	542.223	
A	302+10.875	-19.228	542.181	
B	302+21.034	-19.255	542.134	
End of E. Approach Pvmt.	302+31.160	-19.250	542.080	

NORTH EDGE OF PAVEMENT

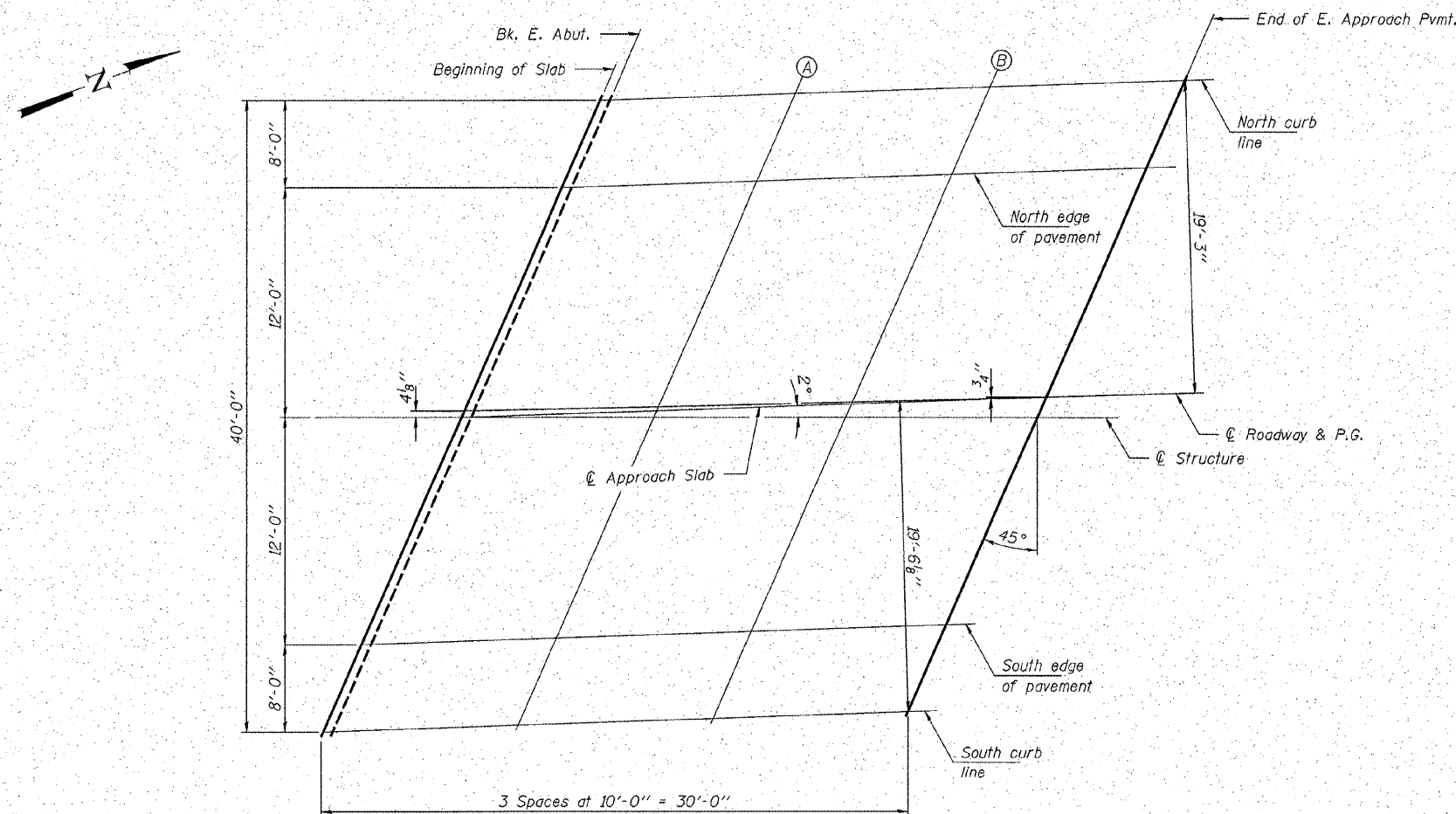
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of Slab	301+92.437	-11.379	542.460	
A	302+02.604	-11.465	542.424	
B	302+12.739	-11.519	542.381	
End of E. Approach Pvmt.	302+22.839	-11.541	542.333	

☉ STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of Slab	301+80.145	0.344	542.807	
A	301+90.274	0.218	542.779	
B	302+00.371	0.125	542.745	
End of E. Approach Pvmt.	302+10.435	0.064	542.704	

☉ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of Slab	301+80.503	0.000	542.797	
A	301+90.503	0.000	542.773	
B	302+00.503	0.000	542.741	
End of E. Approach Pvmt.	302+10.503	0.000	542.702	



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of Slab	301+67.943	12.113	543.146	
A	301+78.034	11.949	543.125	
B	301+88.093	11.817	543.098	
End of E. Approach Pvmt.	301+98.120	11.717	543.065	

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Beginning of Slab	301+59.858	19.986	543.319	
A	301+69.924	19.795	543.351	
B	301+79.958	19.638	543.329	
End of E. Approach Pvmt.	301+89.960	19.512	543.301	

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 646-3400

HLR

ELGIN • SPRINGFIELD

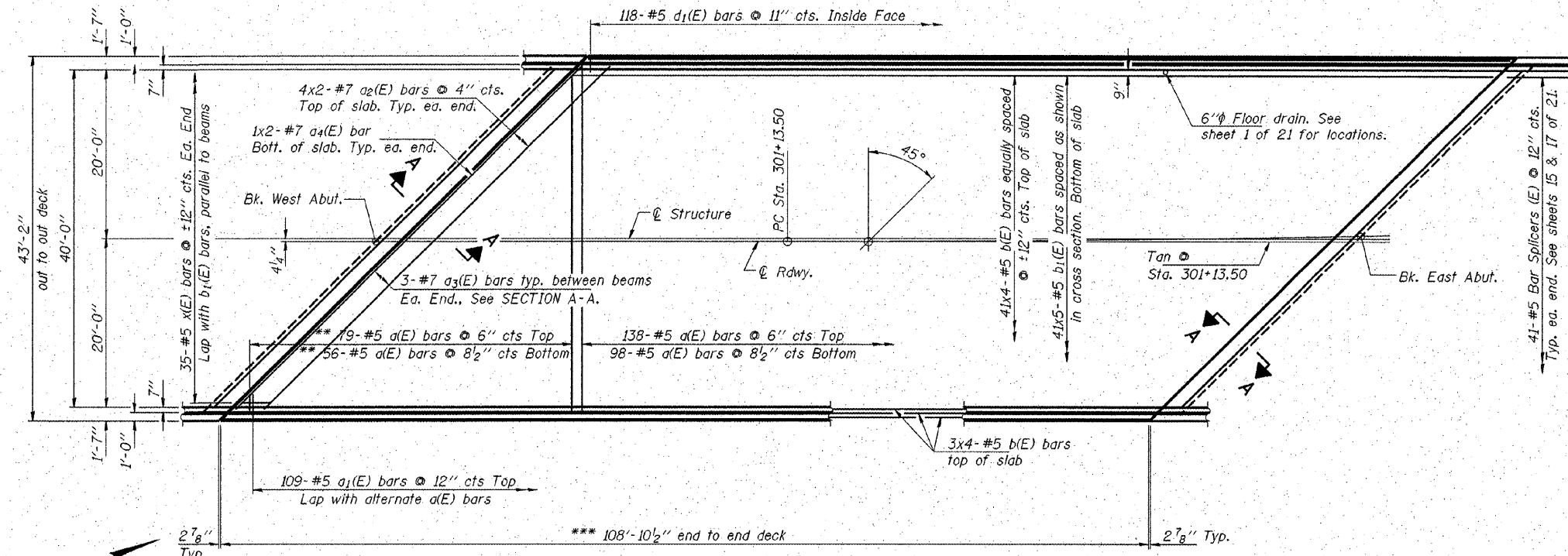
PROJECT NUMBER: 12-44-0001-1 DATE: 11/19/07
DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: D.T.M.

**TOP OF EAST APPROACH
SLAB ELEVATIONS
U.S. 34 OVER P.D. CREEK**

F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY

STRUCTURE NO. 036-0052 / STATION 301+23

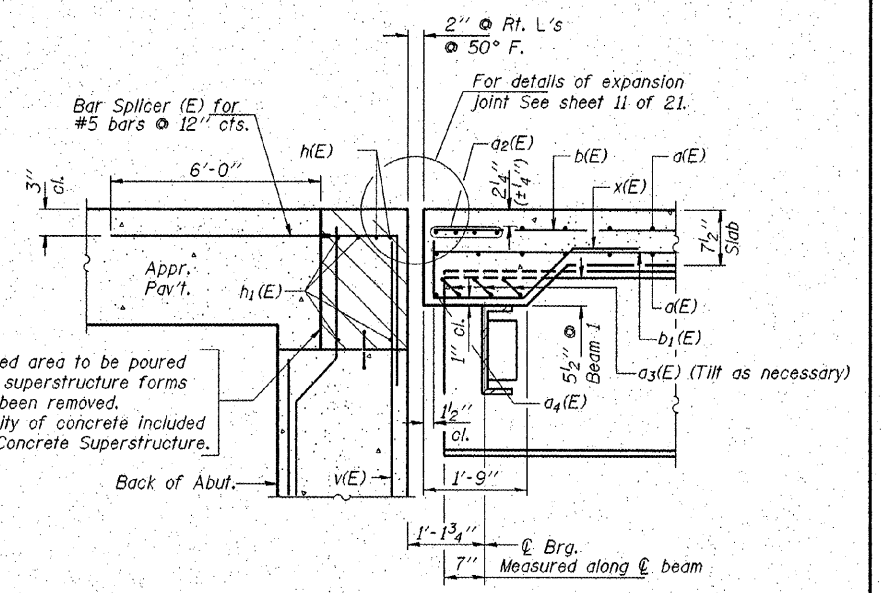
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
FAP 313	(7B)BR	HENDERSON	68	21	21 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			
Contract No. 68149					



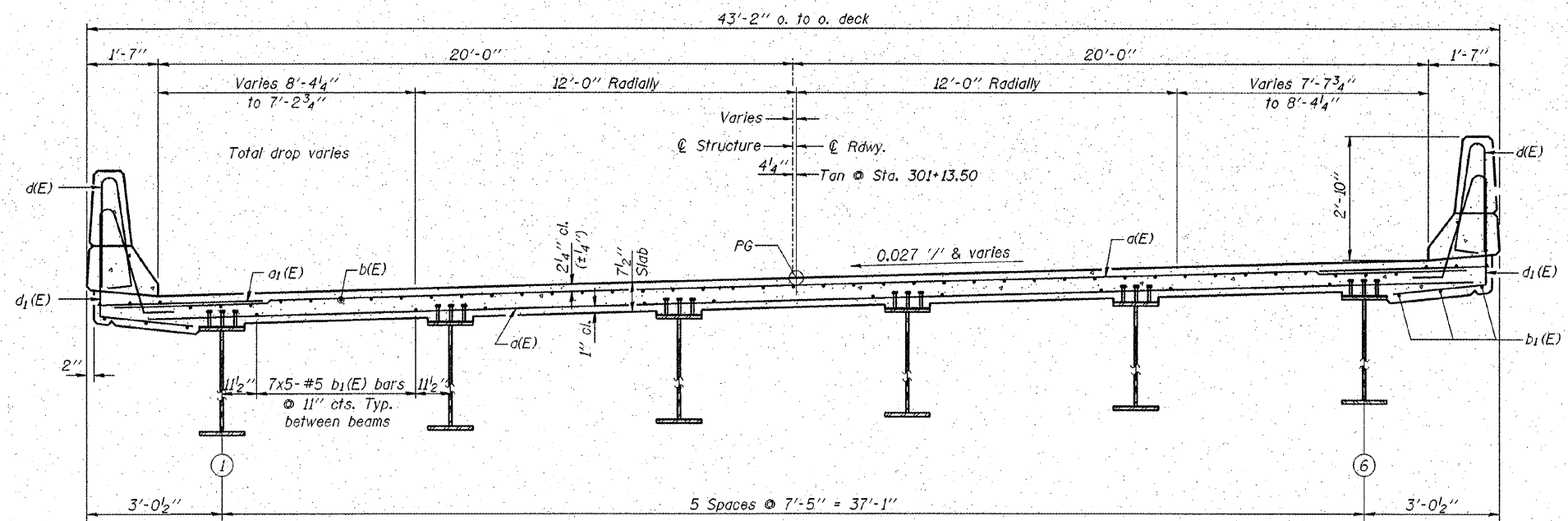
PLAN

** Order a(E) bars full length. Cut to fit skew and use remainder of bars in other end.

*** Along \varnothing Structure



SECTION A-A

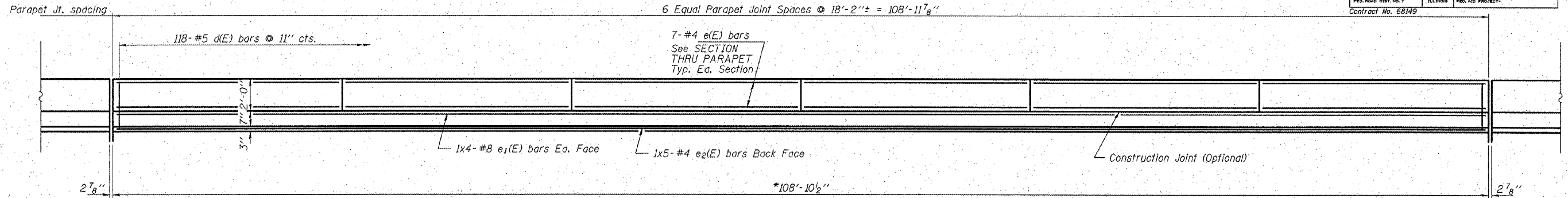


CROSS SECTION
(Looking East)

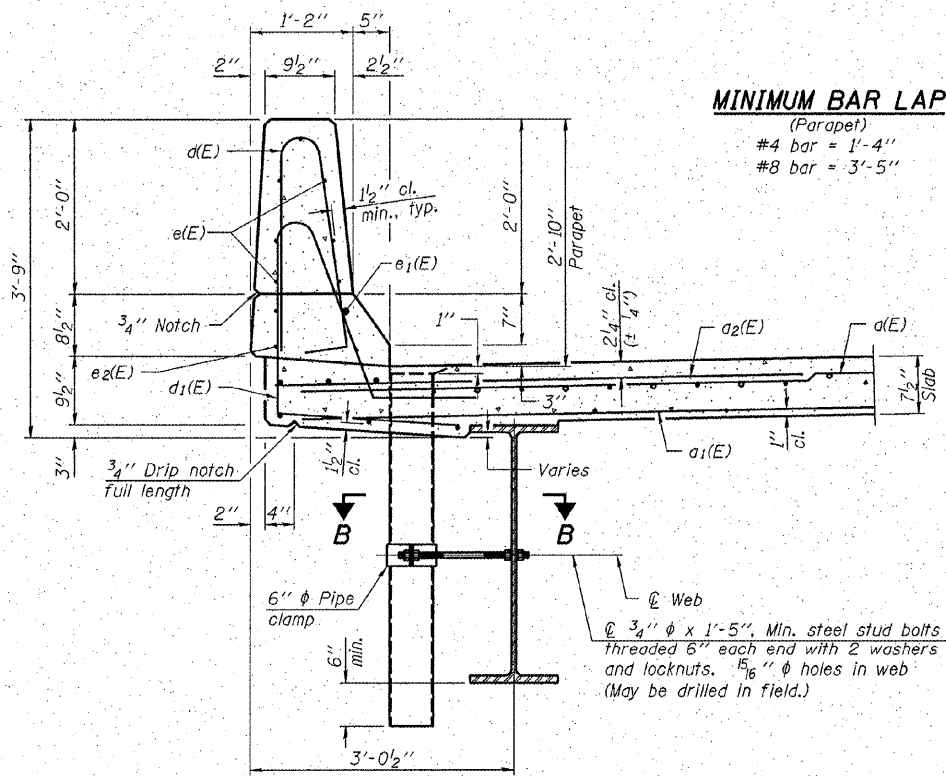
MIN. BAR LAPS
#5 bar = 2'-2"

Notes: See sheet 8 of 21 for superstructure details and Bill of Material. Reinforcement bars designated (E) shall be epoxy coated. Bars indicated thus 41 x 4-#5 etc. indicates 41 lines of bars with 4 lengths per line. See sheet 8 of 21 for parapet reinforcement.

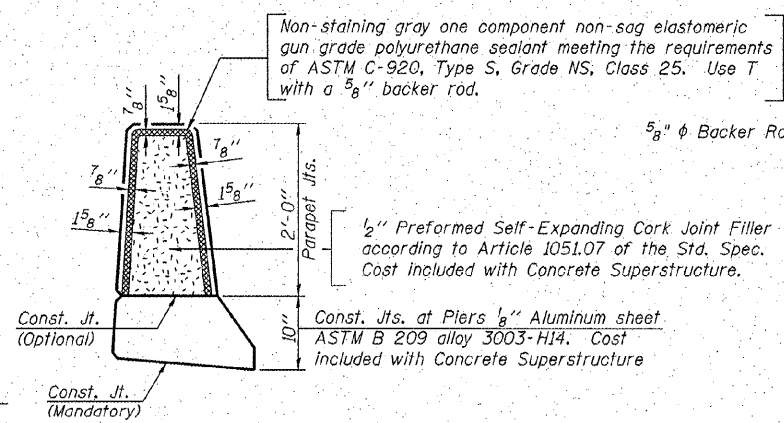
<p>HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400</p>	<p>SUPERSTRUCTURE U.S. 34 OVER P.D. CREEK F.A.P. 313 / SECTION (7B)BR HENDERSON COUNTY STRUCTURE NO. 036-0052 / STATION 301+23</p>	
	<p>ELGIN • SPRINGFIELD</p>	<p>PROJECT NUMBER: 12 44 0001 x DATE: 11/19/07</p>
	<p>DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: baliva</p>	



INSIDE ELEVATION OF PARAPETS
* Along C Structure

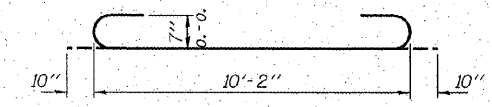


SECTION THRU PARAPET

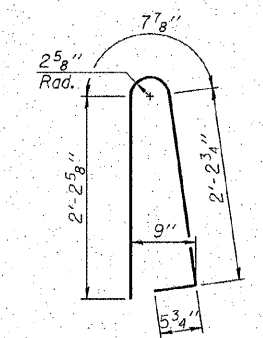


PARAPET JOINT DETAILS

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SPI prior to painting. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

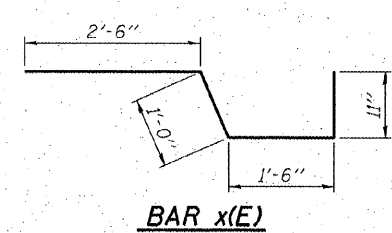
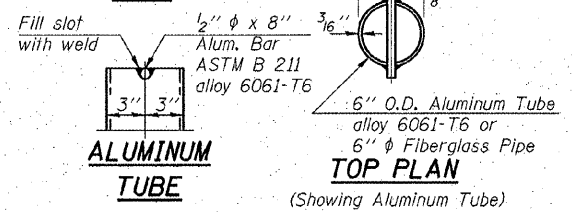
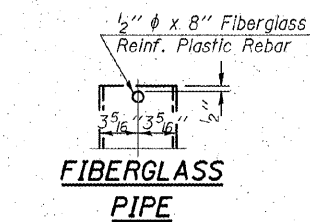
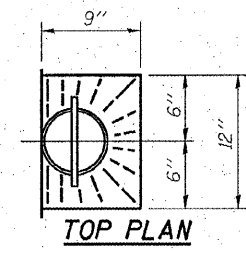
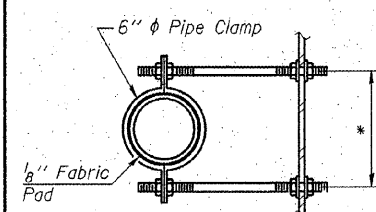
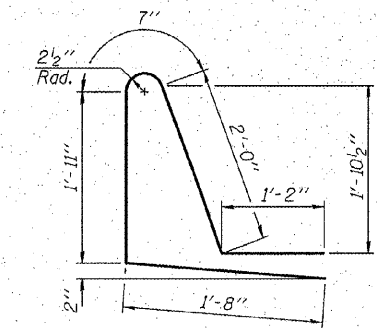


MIN. BAR LAPS
#4 bar = 1'-8"
#9 bar = 4'-5"



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	371	#5	41'-2"	—
a1(E)	218	#6	4'-0"	—
a2(E)	16	#8	30'-3"	—
a3(E)	30	#7	11'-10"	—
a4(E)	4	#7	30'-3"	—
b(E)	188	#5	29'-0"	—
b1(E)	205	#5	23'-9"	—
d(E)	236	#5	5'-7"	—
d1(E)	236	#5	7'-4"	—
e(E)	84	#4	17'-10"	—
e1(E)	16	#8	29'-9"	—
e2(E)	10	#5	22'-9"	—
x(E)	70	#5	5'-11"	—
Name Plates	Each		1	
Reinforcement Bars, Epoxy Coated	Pound		36,400	
Concrete Superstructure	Cu. Yds.		154.4	
Bar Splicers	Each		82	



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LAND SURVEYORS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001 x DATE: 11/19/07
DESIGNER: D.A.B. CHECKER: M.G.B. DRAWN: ballva

SUPERSTRUCTURE DETAILS

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7B)/BR
HENDERSON COUNTY

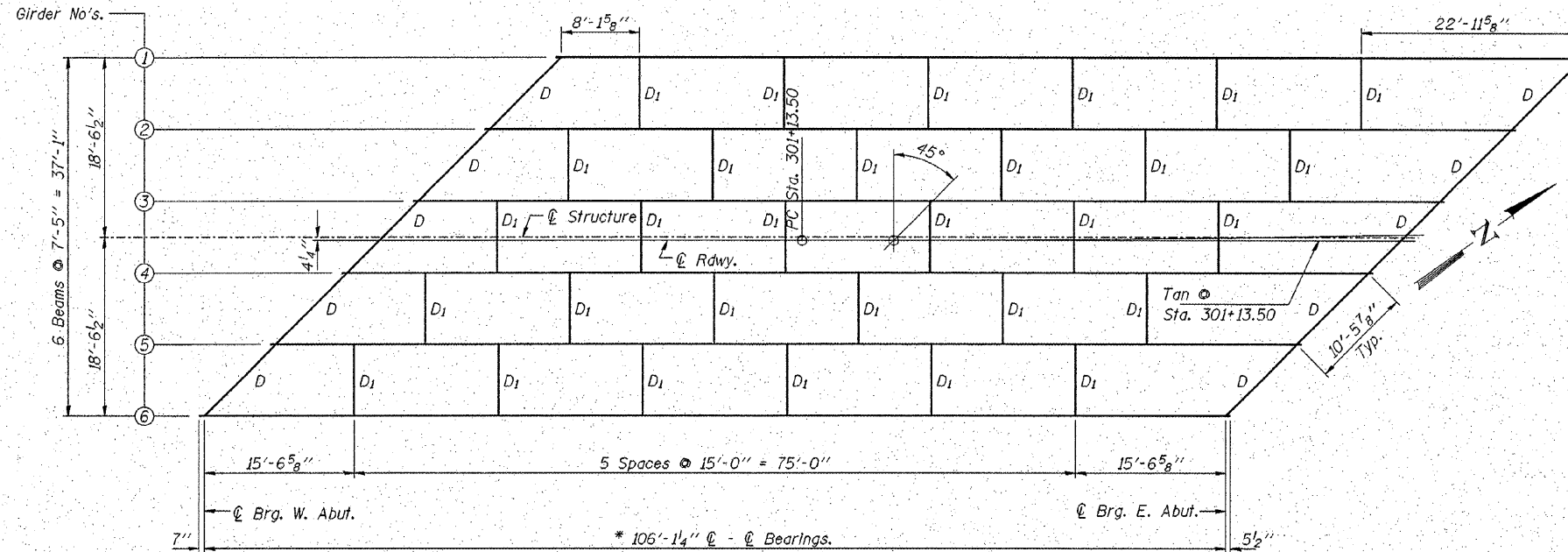
STRUCTURE NO. 036-0052 / STATION 301+23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
F.A.P. 313	(7BY)BR	HENDERSON	68	23
FED. ROAD DIST. NO. 7		BLANK	FED. AID PROJECT	

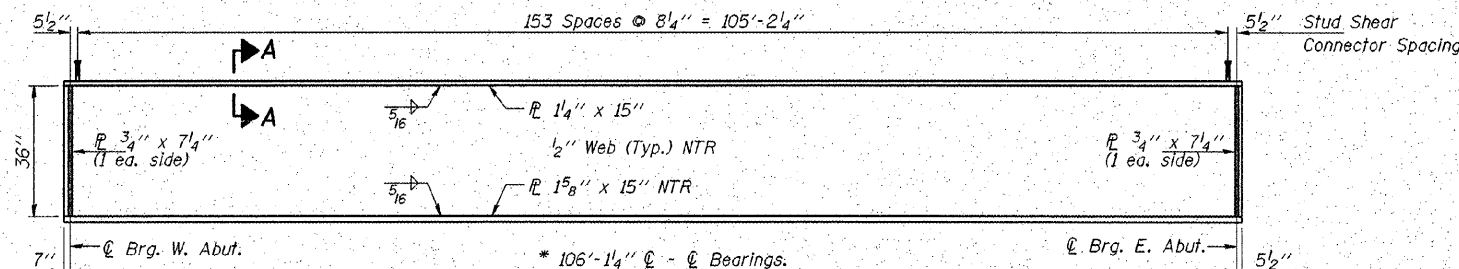
SHEET NO. 9
21 SHEETS

Contract #68149



PLAN

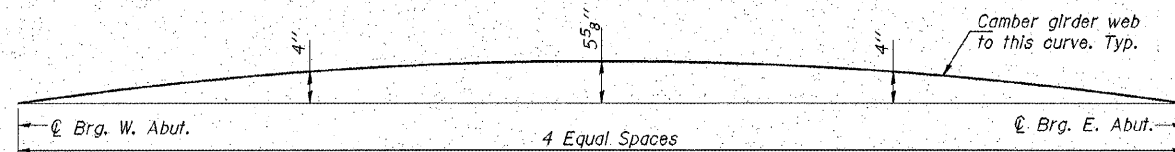
* Along \bar{C} Structure



ELEVATION

* Along \bar{C} Structure

Note: All structural steel shall be AASHTO M270 Gr. 50W.
NTR designates Notch Toughness Requirements.



CAMBER DIAGRAM

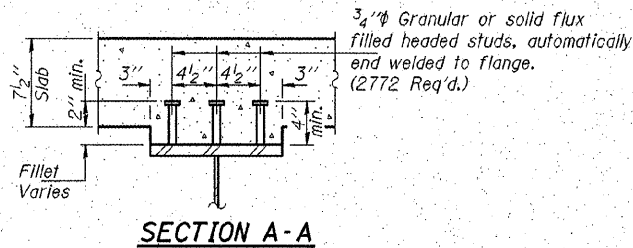
Location	\bar{C} Brg. W. Abut.	\bar{C} Brg. E. Abut.
BEAM 1	541.53	541.49
BEAM 2	541.65	541.70
BEAM 3	541.76	541.92
BEAM 4	541.79	542.13
BEAM 5	541.71	542.32
BEAM 6	541.59	542.48

TOP OF WEB ELEVATIONS

(For fabrication only)
(Does not include Dead Load Deflections)

INTERIOR GIRDER REACTION TABLE

	Abuts.
$R_L + R_{sL}$ (K)	78.3
R_L (K)	44.3
Imp. (K)	9.6
R (Total) (K)	132.2



SECTION A-A

INTERIOR GIRDER MOMENT TABLE

		0.5 Span
I_s	(in ⁴)	16887
I_c (n)	(in ⁴)	39090
I_c (3n)	(in ⁴)	28484
S_s	(in ³)	947
S_c (n)	(in ³)	1228
S_c (3n)	(in ³)	1131
D	(K/ft)	.967
M_D	(K)	1361
s_D	(K/ft)	.508
M_{sD}	(K)	715
M_L	(K)	1102
M (Imp)	(K)	239
$5_3[M_L + M$ (Imp)]	(K)	2234
M_a	(K)	5603
M_u	(K)	5822
f_s non-comp	(k.s.i.)	17.3
f_s comp	(k.s.i.)	7.6
$f_s 5_3(L + Imp)$	(k.s.i.)	21.8
f_s (Overload)	(k.s.i.)	46.7
f_s (Total)	(k.s.i.)	60.7
VR	(K)	44.3

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 in span. 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 $M_D + M_{sD} + 5_3(M_L + M_{imp})$.

M_D - Moment due to dead loads on non-composite section.

M_{sD} - Moment due to dead loads on composite section.

M_L - Moment due to live loads on composite section.

M (Imp) - Moment due to live load impact on composite section.

M_a (Applied Moment) = $1.3[M_D + M_{sD} + 5_3(M_L + M_{imp})]$.

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

HAMPTON, LENZINI & RENWICK, INC.
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LAND SURVEYORS

3086 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-1 DATE: 11/19/07
DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: D.T.M.

STRUCTURAL STEEL

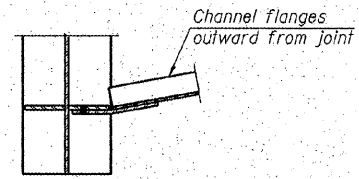
U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY

STRUCTURE NO. 036-0052 / STATION 301+23

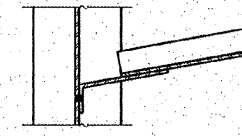
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 313	SECTION (7B)BR	COUNTY HENDERSON	TOTAL SHEETS 68	SHEET NO. 24	SHEET NO. 10 21 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

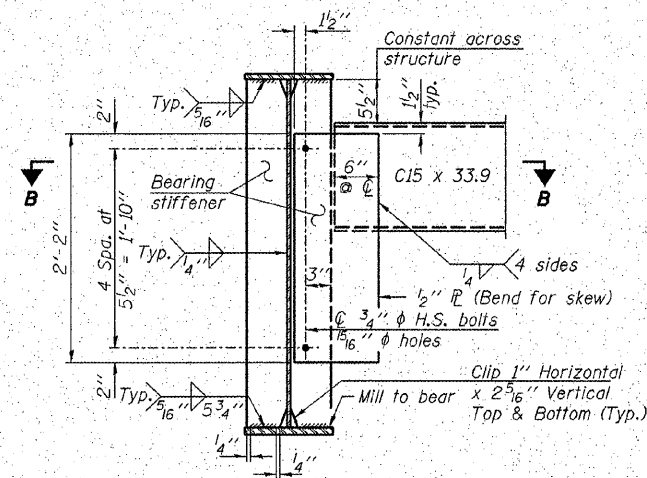
Contract #68149



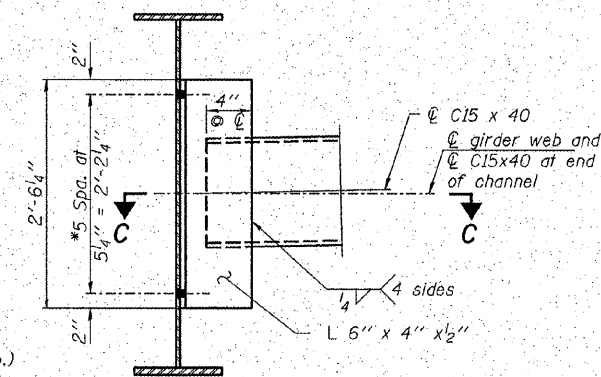
SECTION B-B



SECTION C-C



Note: **END DIAPHRAGM**
Two hardened washers required for each set of oversized holes.



Note:
Two hardened washers required for each set of oversized holes.
* 3/4" H.S. bolts, 1 5/16" holes

	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS		STRUCTURAL STEEL DETAILS U.S. 34 OVER P.D. CREEK F.A.P. 313 / SECTION (7B)BR HENDERSON COUNTY STRUCTURE NO. 036-0052 / STATION 301+23	
	3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 545-3400		ELGIN • SPRINGFIELD	
PROJECT NUMBER: 12-44-0001-1		DATE: 11/19/07		
DESIGNED: D.A.B.		CHECKED: M.G.B.		DRAWN: D.T.M.

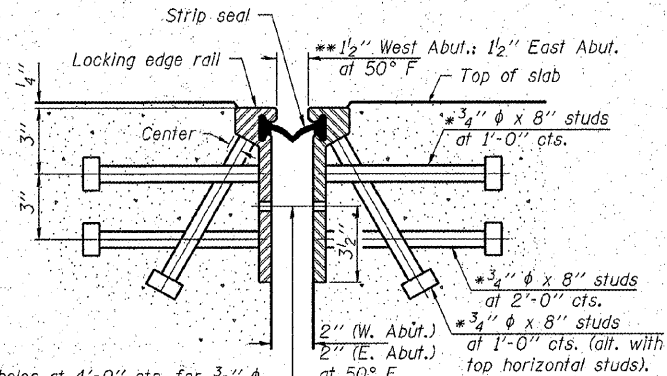
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 21 SHEETS
F.A.P. 313	(7BY)BR	HENDERSON	68	26	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #68149

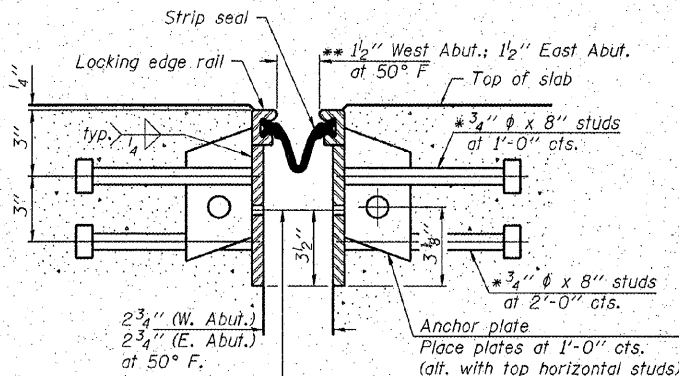
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** When joint is fixed, dimension is set at 1/2".



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
ROLLED RAIL JOINT

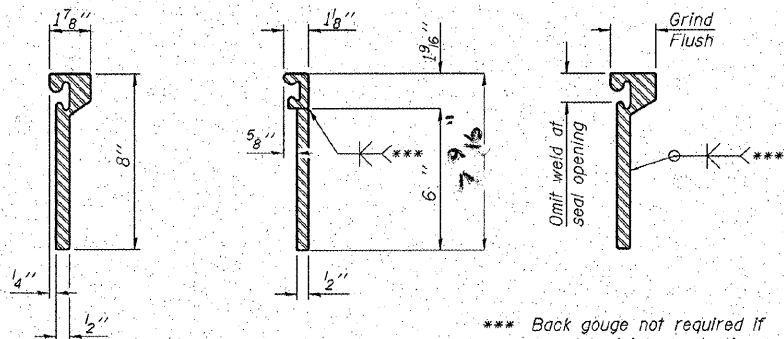


7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
WELDED RAIL JOINT

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints. The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

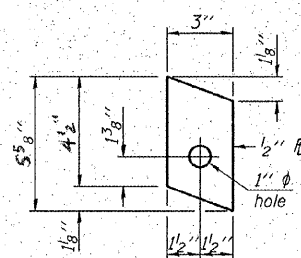


ROLLED (EXTRUDED) RAIL WELDED RAIL

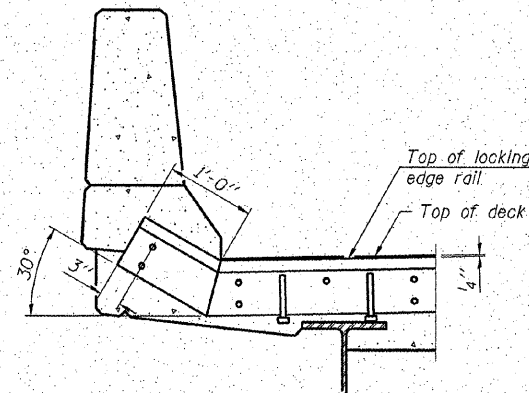
*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

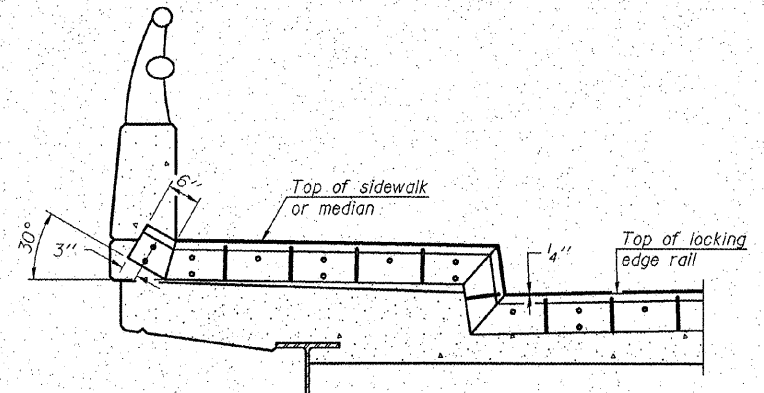
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR PLATE (for welded rail)



AT PARAPET

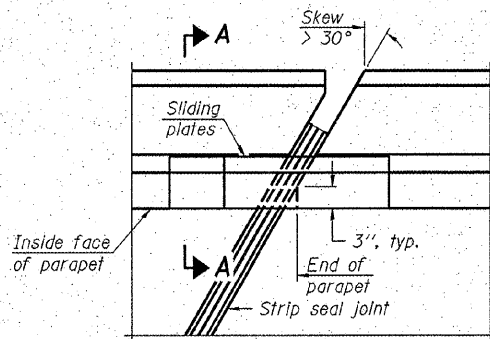


AT SIDEWALK OR MEDIAN

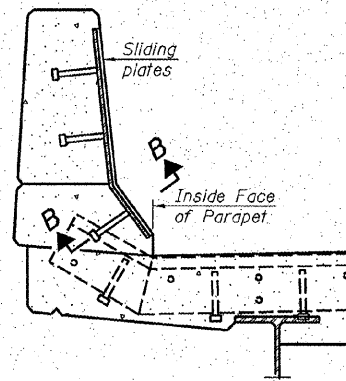
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

LOCKING EDGE RAILS

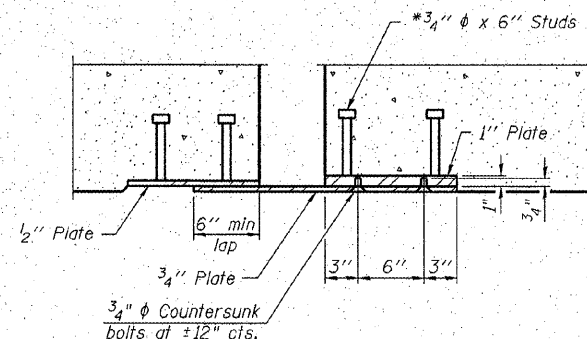


PLAN



SECTION A-A

POINT BLOCK DETAILS (for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	118

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LAND SURVEYORS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

HLR

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-44-0001-1 DATE: 11/19/07
DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: D.T.M.

PREFORMED JOINT STRIP SEAL
U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	PAGE	SHEET NO. 13 21 SHEETS
F.A.P. 313	(7BY)BR	HENDERSON	68	27	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #68149

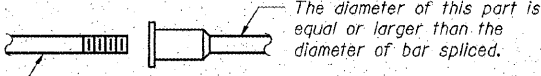
NOTES

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 = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

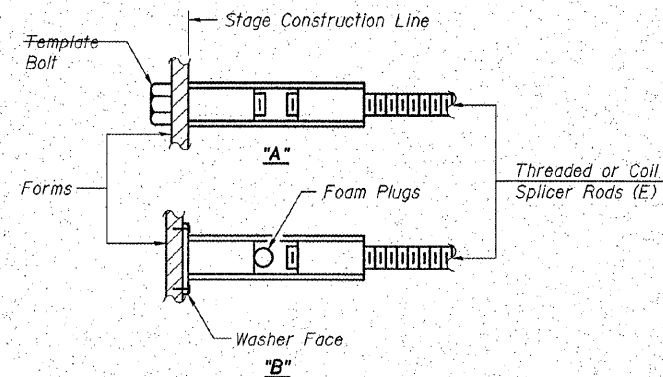
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

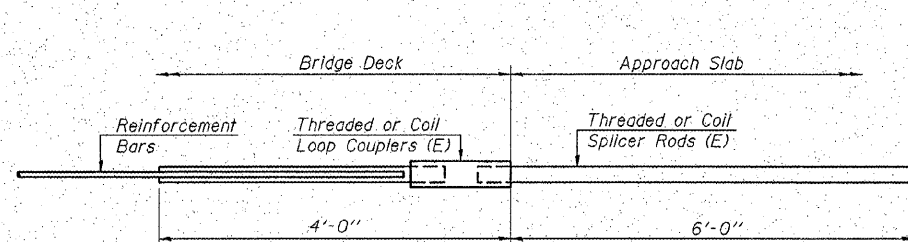
** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

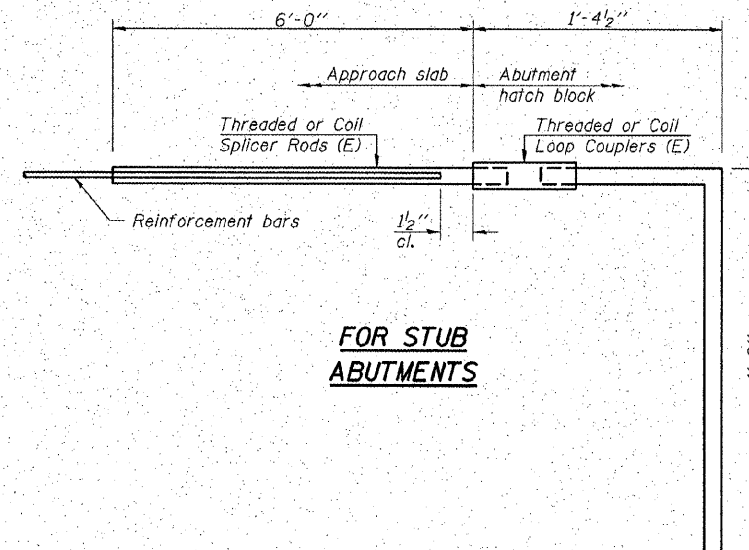
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLIES			
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	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



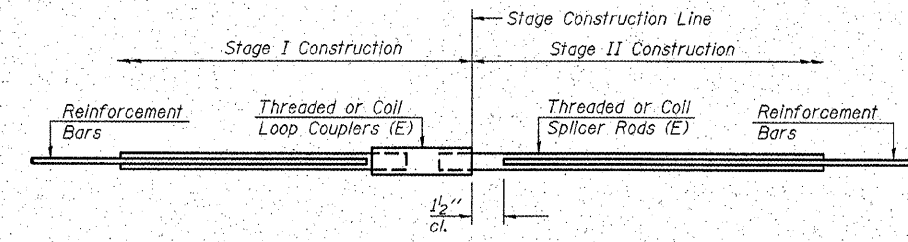
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 82



STANDARD

Bar Size	No. Assemblies Required	Location

HAMPTON, LENZINI & RENWICK, INC.
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LAND SURVEYORS
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

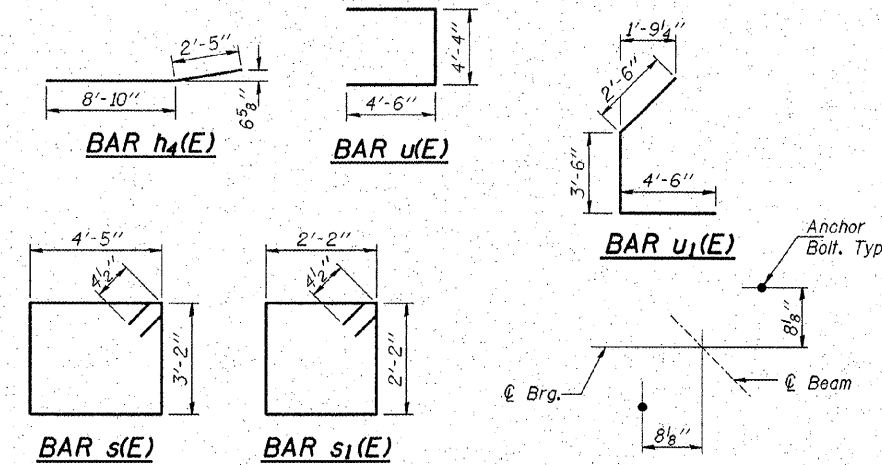
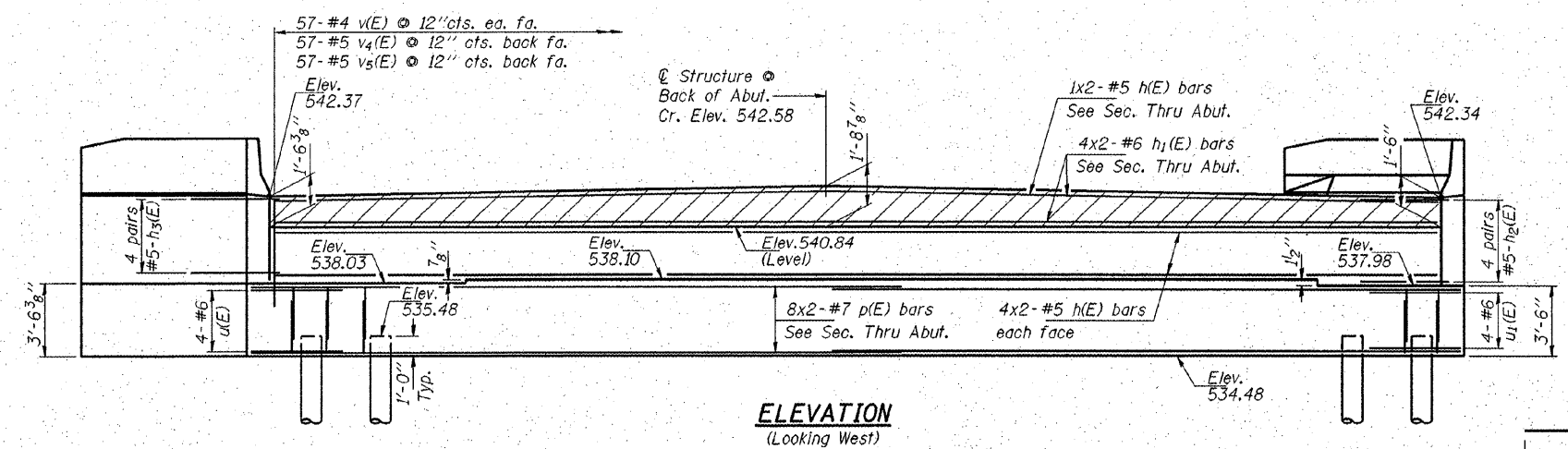
ELGIN • SPRINGFIELD

PROJECT NUMBER: 12 44 0001 1 DATE: 11/19/07
DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: D.T.M.

BAR SPLICER ASSEMBLY DETAILS

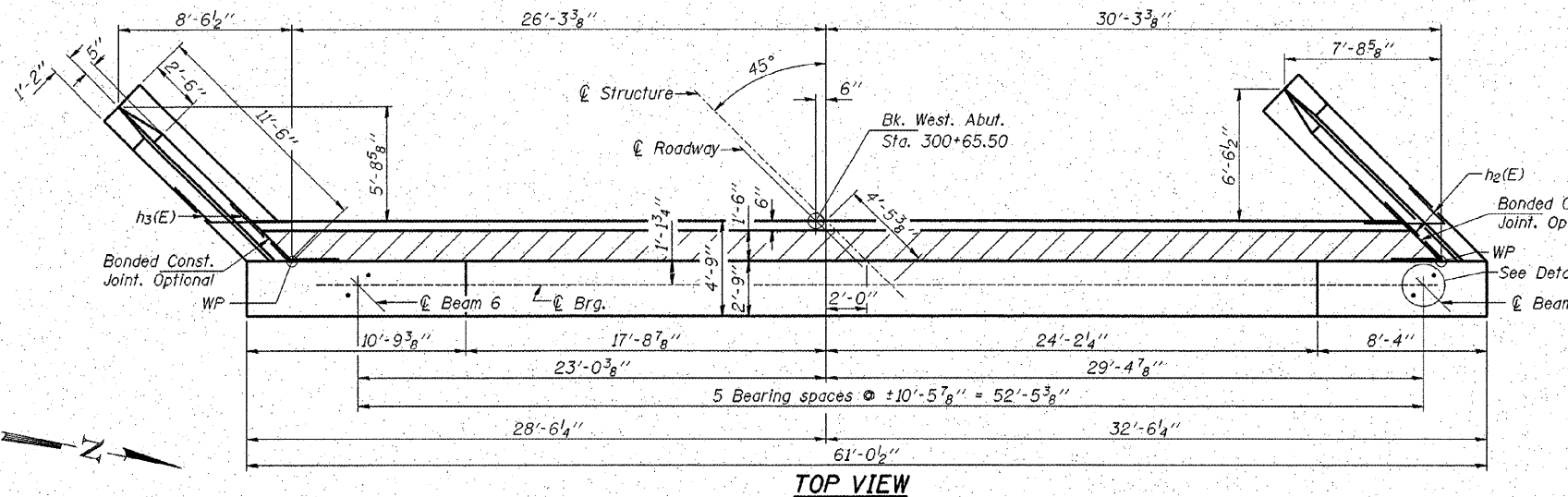
U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY

STRUCTURE NO. 036-0052 / STATION 301+23



DETAIL A
WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	18	#5	29'-6"	
h1(E)	8	#6	29'-9"	
h2(E)	8	#5	6'-6"	
h3(E)	8	#5	6'-6"	
h4(E)	14	#4	11'-3"	
h5(E)	4	#4	11'-2"	
h6(E)	9	#4	12'-9"	
h7(E)	9	#4	9'-7"	
n(E)	20	#6	12'-6"	
n1(E)	12	#6	6'-3"	
p(E)	16	#7	32'-3"	
p1(E)	12	#7	12'-9"	
s(E)	54	#4	15'-11"	
s1(E)	26	#4	9'-5"	
u(E)	4	#6	13'-4"	
u1(E)	4	#6	10'-6"	
v(E)	114	#4	4'-0"	
v1(E)	20	#6	6'-11"	
v2(E)	24	#6	6'-10"	
v3(E)	6	#6	5'-11"	
v4(E)	57	#5	3'-3"	
v5(E)	57	#5	2'-6"	
Structure Excavation		Cu. Yd.	169	
Concrete Structures		Cu. Yd.	58.4	
Reinforcement Bars, Epoxy Coated		Pound	5,180	
Furnishing Metal Shell Piles 12" x 0.25"		Foot	1,188	
Test Pile Metal Shells		Each	1	
Driving Piles		Foot	1,188	



TOP VIEW

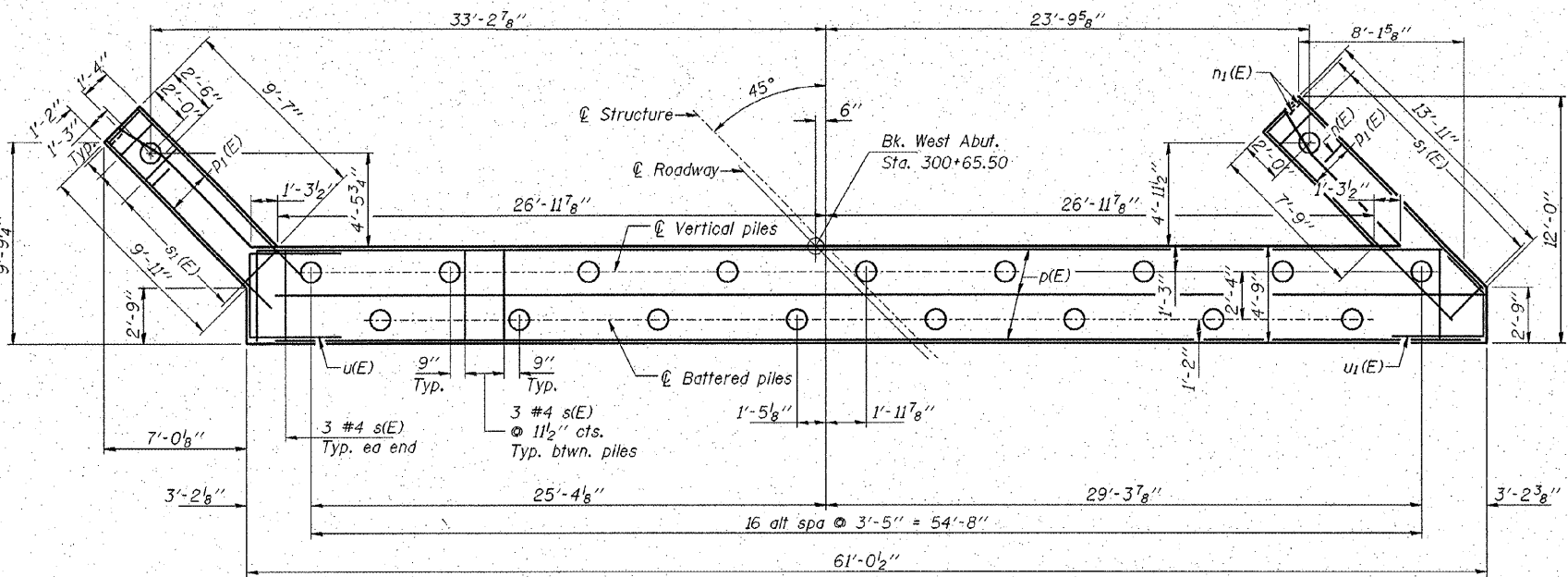
PILE DATA

Type..... 12"φ Metal Shell, w/.25" walls
 No. Req'd..... *19
 Allowable Resistance Available..... 90 Kips/Pile
 Nominal Req'd Bearing..... 270 Kips/Pile
 Est. Lengths..... 66 Ft/Pile

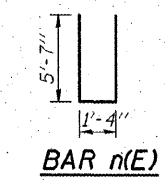
Notes: The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.
 * Includes one test piles to be driven in a permanent location, at the West Abutment.

MINIMUM BAR LAPS

- #4 Bars = 1'-8"
- #5 Bars = 2'-2"
- #6 Bars = 2'-7"
- #7 Bars = 3'-5"



PLAN-PILE CAP



HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

HLR

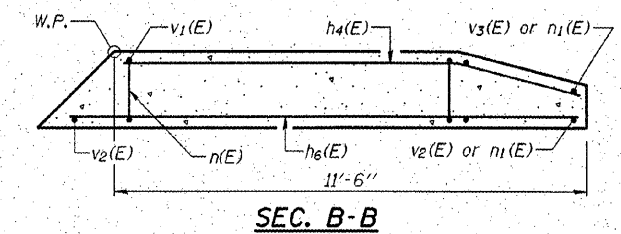
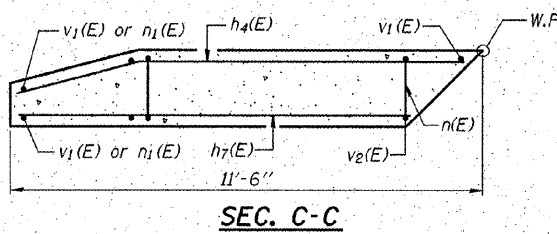
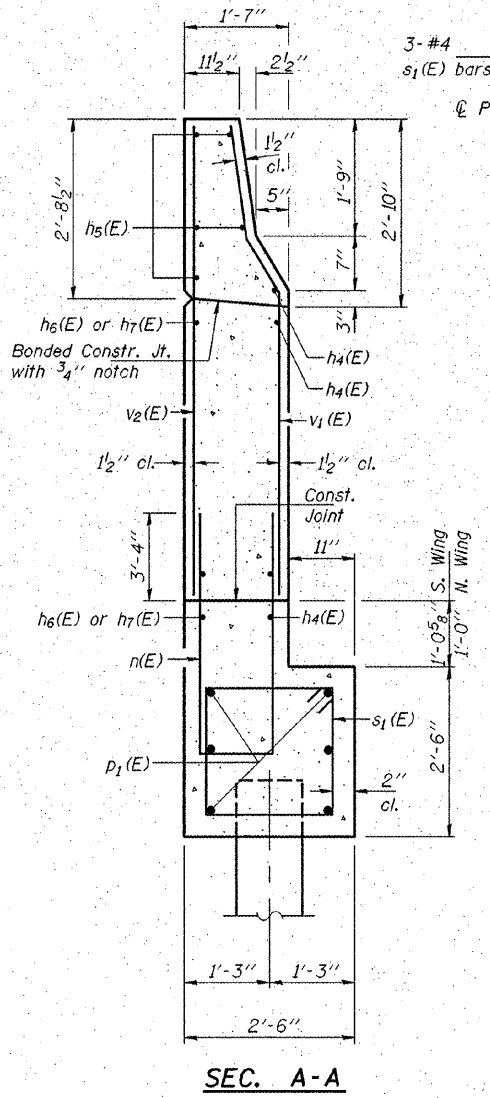
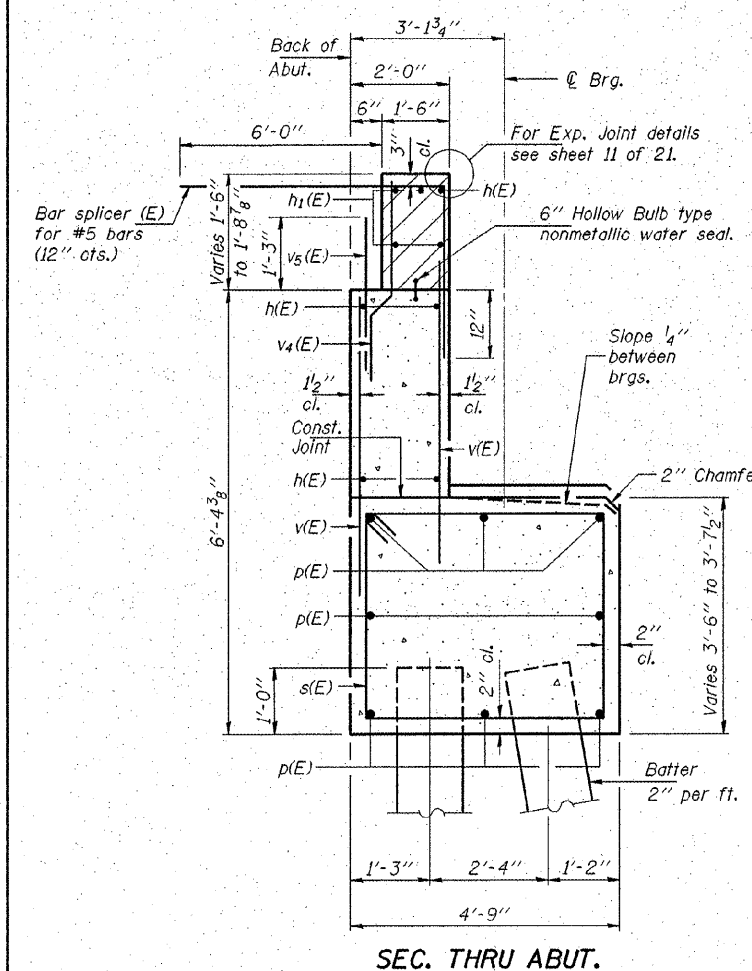
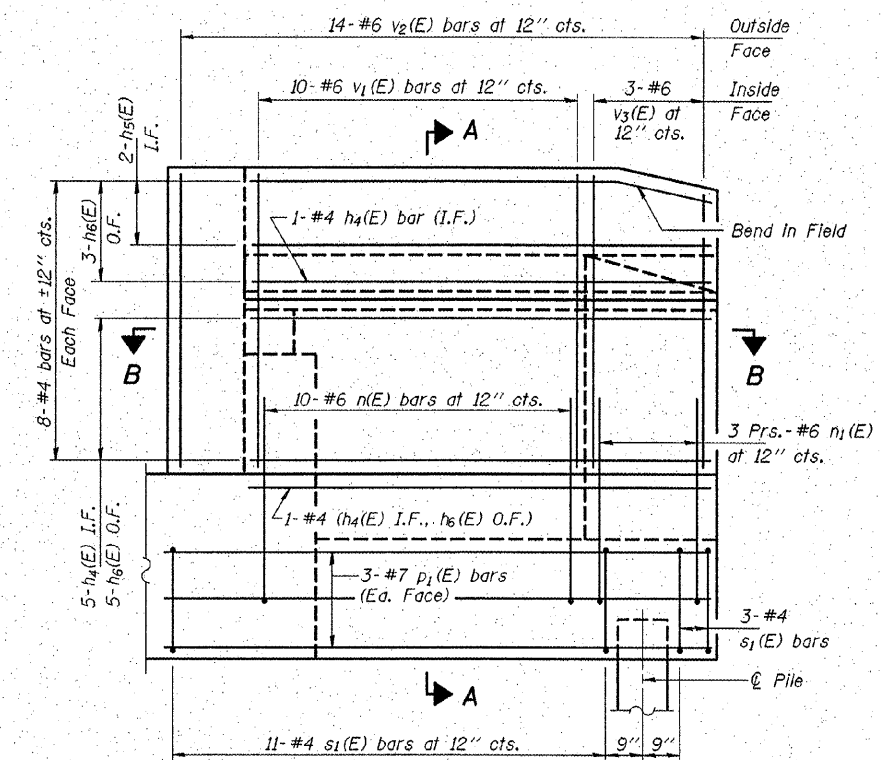
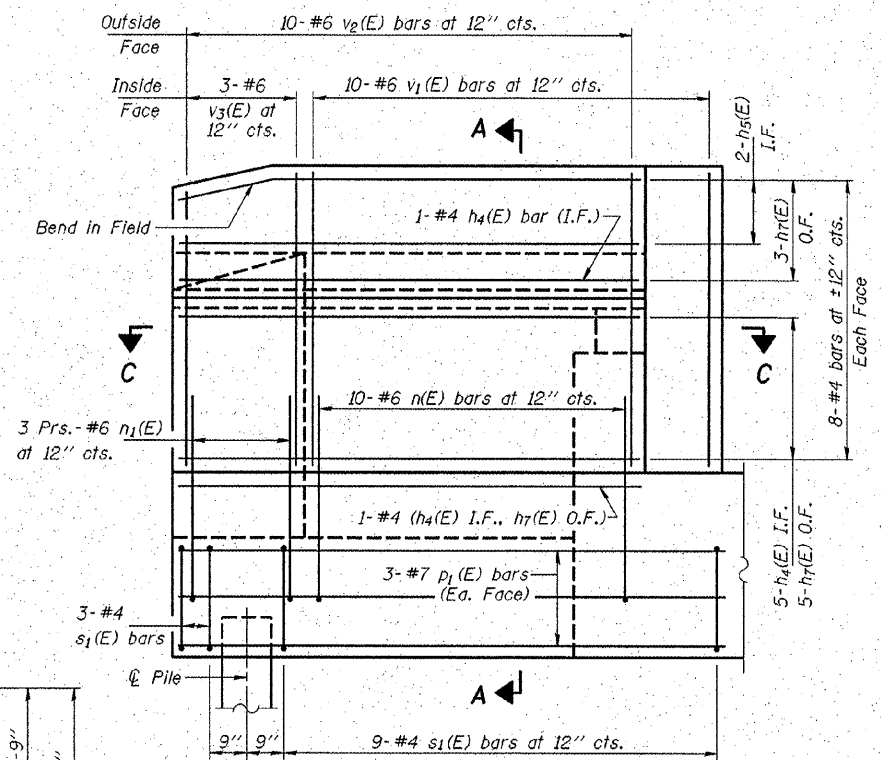
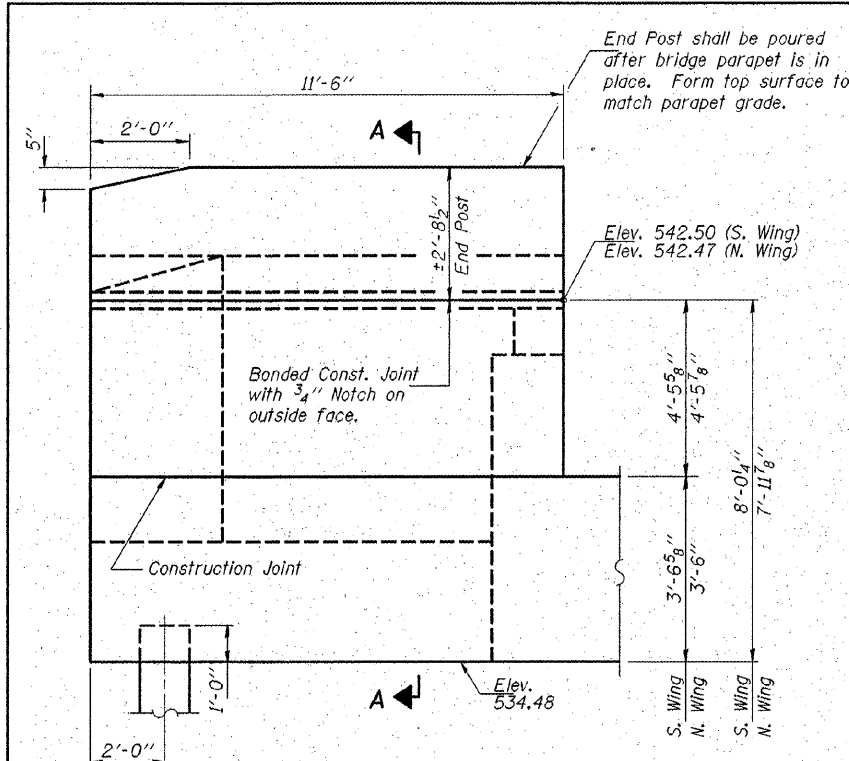
3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12 44 0001 x DATE: 08/24/07
 DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: beliva

WEST ABUTMENT
 U.S. 34 OVER P.D. CREEK
 F.A.P. 313 / SECTION (7B)BR
 HENDERSON COUNTY
 STRUCTURE NO. 036-0052 / STATION 301+23

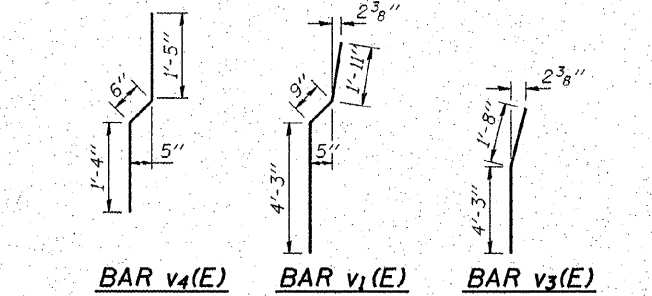
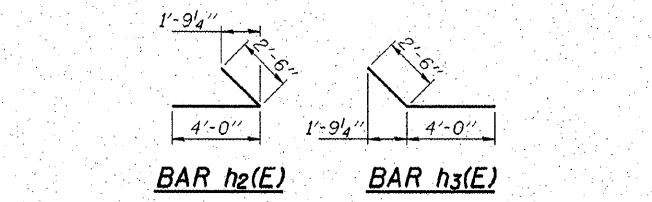
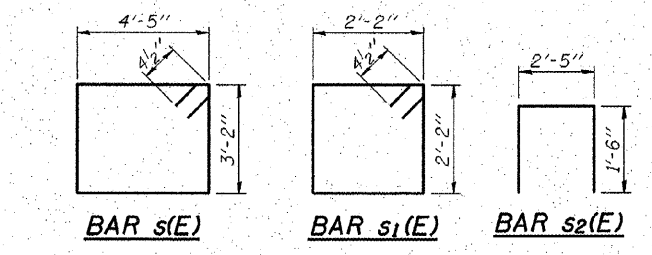
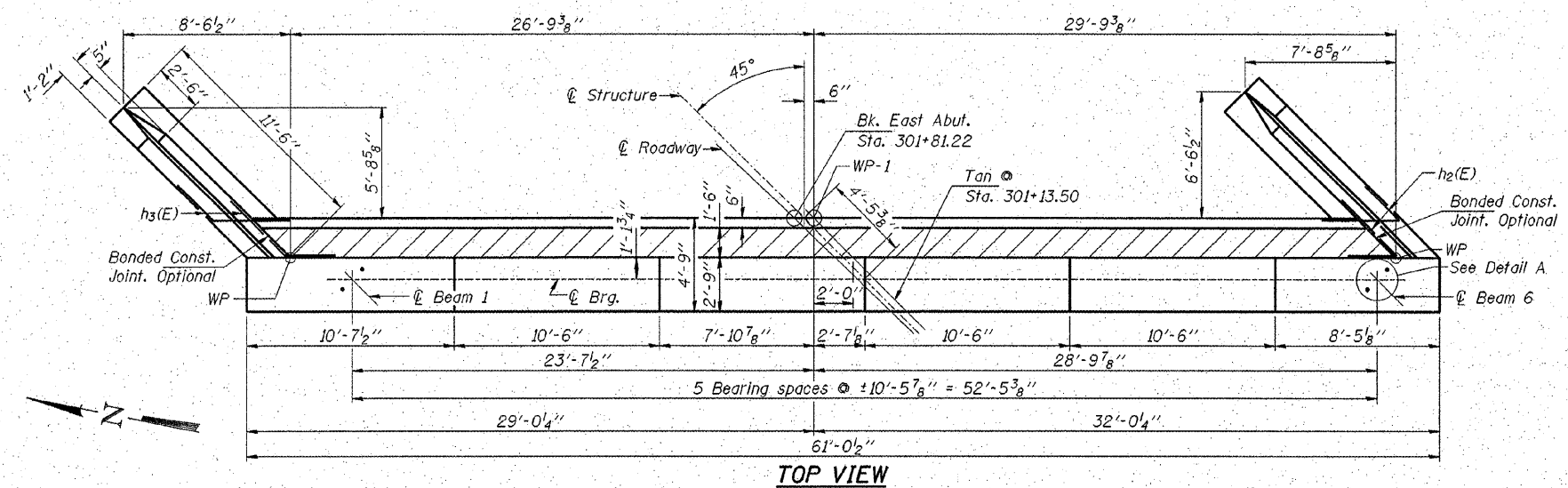
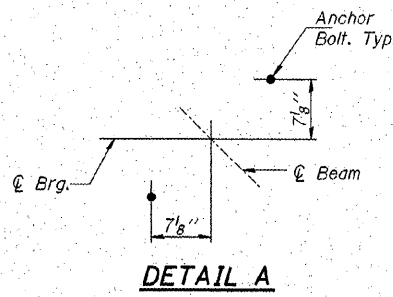
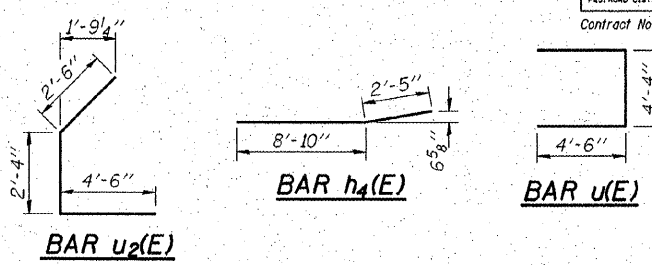
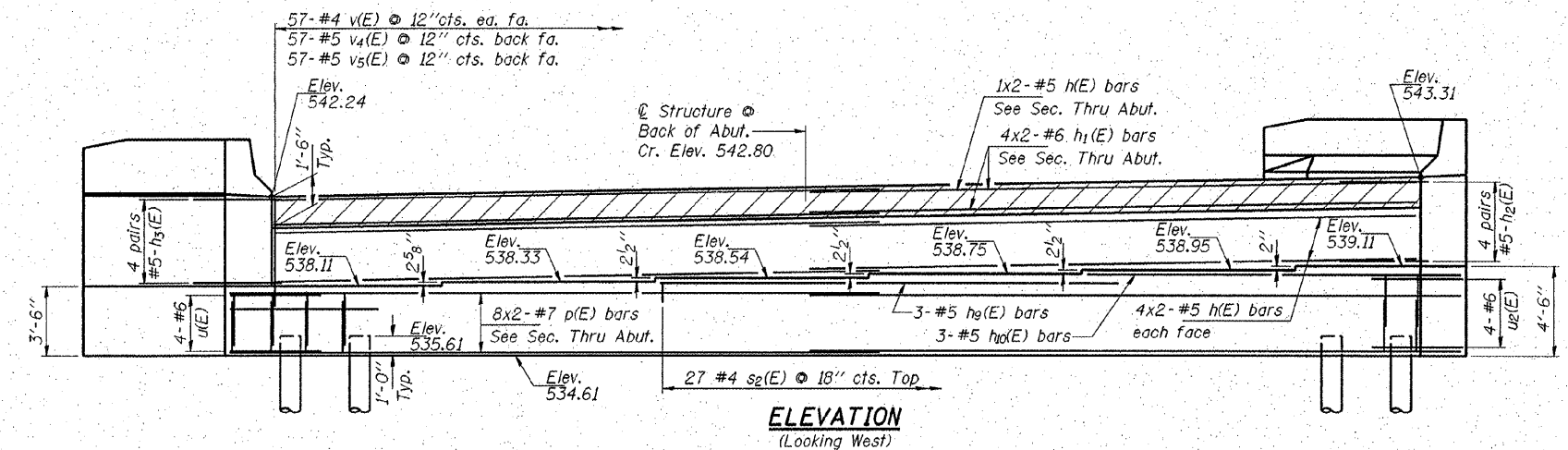
Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus, 8 x 2 #7 etc. indicates 8 lines of 2 bars with 2 lengths per line.
 See Sheet 18 of 21 for pile details.



Notes: Concrete Sealer shall be applied to all exposed surface areas of the abutment backwall, seat, and cap.
 Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure on sheet 8 of 21.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 Reinforcement bars designated (E) shall be epoxy coated.
 Quantity of concrete in end post included with Concrete Superstructure on sheet 8 of 21.
 See Sheet 18 of 21 for pile details.

	HAMPTON, LENZINI & RENWICK, INC. CIVIL & STRUCTURAL ENGINEERS LAND SURVEYORS	WEST ABUTMENT DETAILS U.S. 34 OVER P.D. CREEK F.A.P. 313 / SECTION (7B)BR HENDERSON COUNTY STRUCTURE NO. 036-0052 / STATION 301+23
	3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400	
	ELGIN • SPRINGFIELD PROJECT NUMBER: 12 44 0001 x DATE: 08/24/07 DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: ballva	

Contract No. 68149



**EAST ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	18	#5	29'-6"	—
h1(E)	8	#6	29'-9"	—
h2(E)	8	#5	6'-6"	—
h3(E)	8	#5	6'-6"	—
h4(E)	14	#4	11'-3"	—
h5(E)	4	#4	11'-2"	—
h6(E)	9	#4	12'-9"	—
h7(E)	9	#4	9'-7"	—
h8(E)	3	#5	23'-0"	—
h9(E)	3	#5	18'-7"	—
n(E)	20	#6	12'-6"	—
n1(E)	12	#6	6'-3"	—
p(E)	16	#7	32'-3"	—
p1(E)	12	#7	12'-9"	—
s(E)	52	#4	15'-11"	—
s1(E)	26	#4	9'-5"	—
s2(E)	27	#4	5'-5"	—
u(E)	4	#6	13'-4"	—
u2(E)	4	#6	9'-4"	—
v(E)	114	#4	4'-0"	—
v1(E)	20	#6	6'-11"	—
v2(E)	24	#6	6'-10"	—
v3(E)	6	#6	5'-11"	—
v4(E)	57	#5	3'-3"	—
v5(E)	57	#5	2'-6"	—
Structure Excavation		Cu. Yd.	174	
Concrete Structures		Cu. Yd.	64.4	
Reinforcement Bars, Epoxy Coated		Pound	5,380	
Furnishing Metal Shell Piles 12" x 0.25"		Foot	1,188	
Test Pile Metal Shells		Each	1	
Driving Piles		Foot	1,188	

PILE DATA

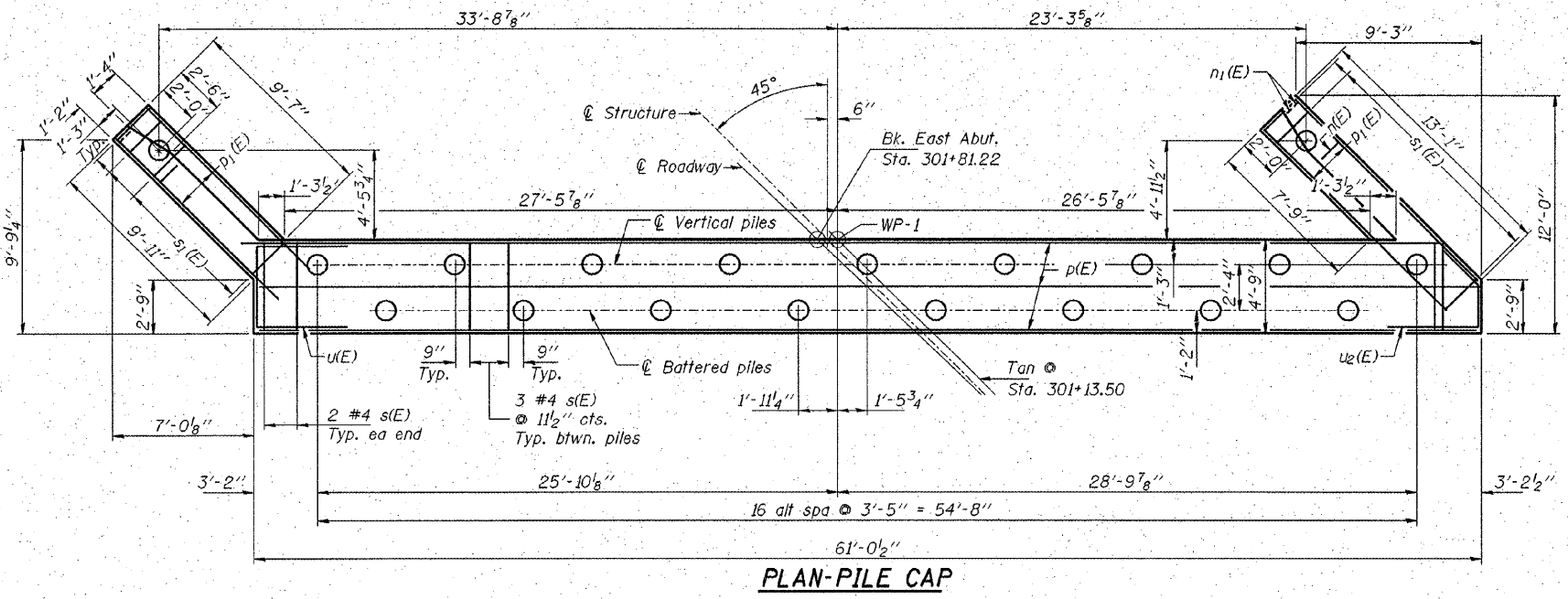
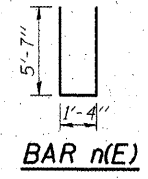
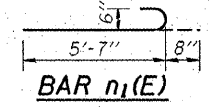
Type: 12" Metal Shell, w/.25" walls
 No. Req'd: 19
 Allowable Resistance Available: 90 Kips/Pile
 Nominal Req'd Bearing: 270 Kips/Pile
 Est. Lengths: 66 Ft/Pile

Notes: The test piles shall be driven to 110 percent of the Nominal Required Bearing Indicated in the pile data information.

* Includes one test piles to be driven in a permanent location, at the East Abutment.

MINIMUM BAR LAPS

- #4 Bars = 1'-8"
- #5 Bars = 2'-2"
- #6 Bars = 2'-7"
- #7 Bars = 3'-5"



HAMPTON, LENZINI & RENWICK, INC.
 CIVIL & STRUCTURAL ENGINEERS
 LAND SURVEYORS

3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 (217) 548-3400

ELGIN • SPRINGFIELD

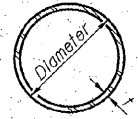
PROJECT NUMBER: 12-44-0001-x DATE: 08/24/07
 DESIGNER: D.A.H. CHECKER: M.G.H. DRAWN: ballva

EAST ABUTMENT
 U.S. 34 OVER P.D. CREEK
 F.A.P. 313 / SECTION (7BY)BR
 HENDERSON COUNTY
 STRUCTURE NO. 036-0052 / STATION 301+23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

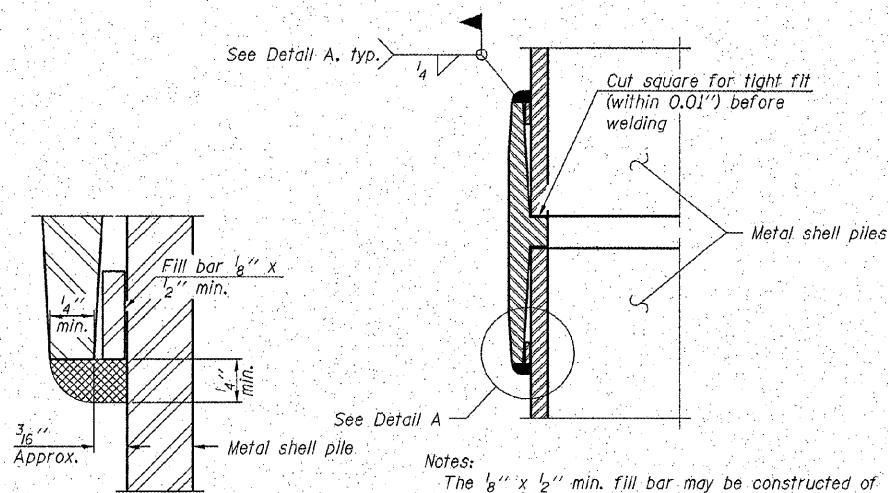
ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO.
F.A.P. 313	(7BY)BR	HENDERSON	68	32	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #68149



METAL SHELL PILE TABLE

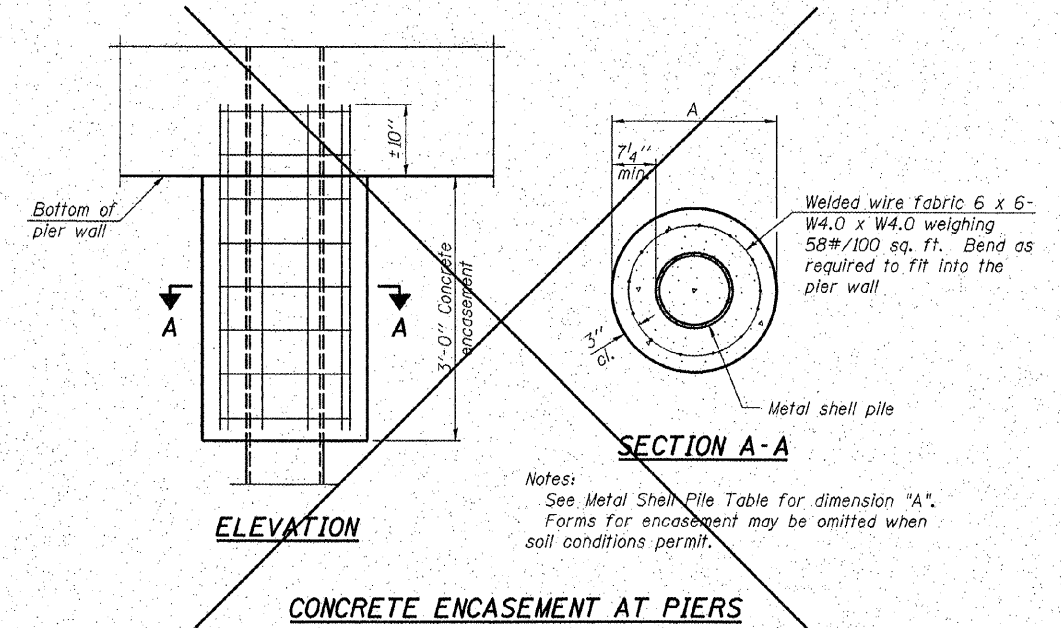
Designation	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)	Encasement diameter A
PP12	0.170"	22.60	0.0274	30"
PP12	0.250"	31.37	0.0267	30"
PP14	0.250"	36.71	0.0368	30"
PP14	0.312"	45.61	0.0361	30"



DETAIL A

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE

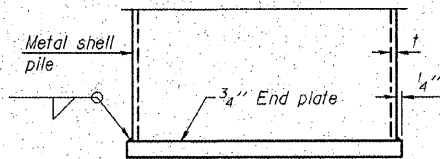


ELEVATION

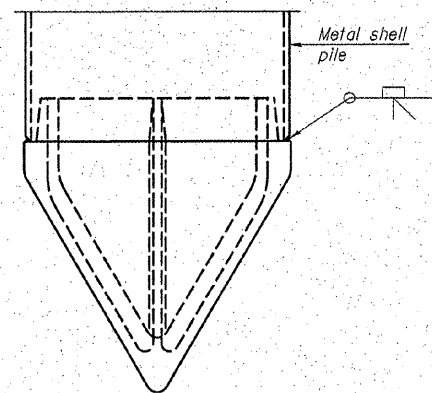
SECTION A-A

Notes:
See Metal Shell Pile Table for dimension "A".
Forms for encasement may be omitted when soil conditions permit.

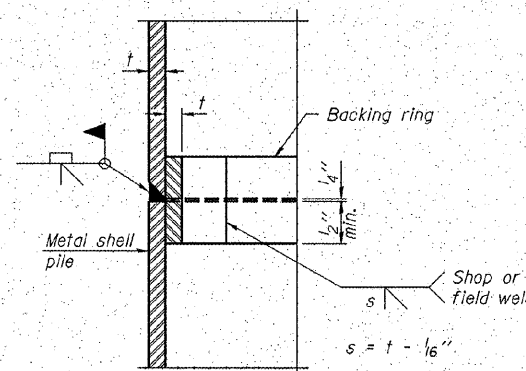
CONCRETE ENCASEMENT AT PIERS



END PLATE ATTACHMENT

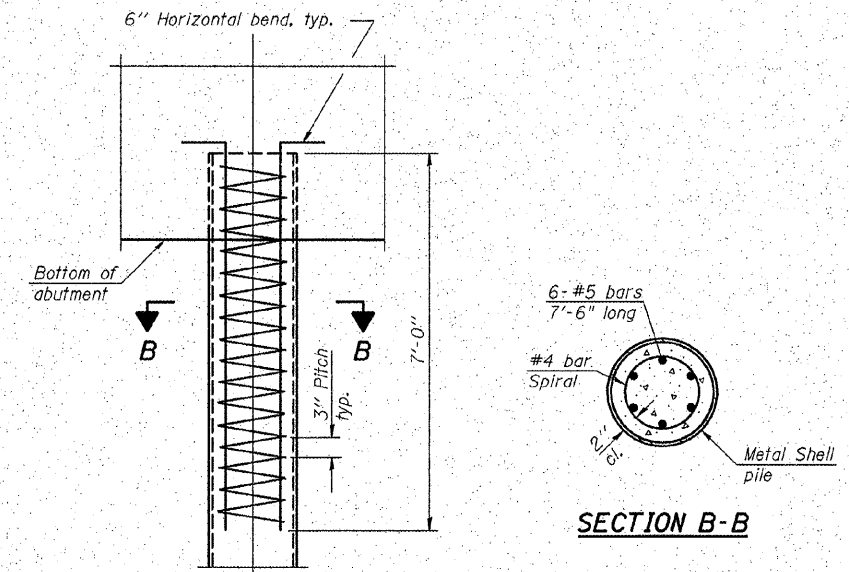


METAL SHELL PILE SHOE ATTACHMENT



COMPLETE PENETRATION WELD SPLICE

Note:
Backing ring made from pile shell. Remove segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

The cost of reinforcement in piles is included with the cost of driving and filling shells.

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

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CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

HLR

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12 44 0001-1 DATE: 11/19/07
DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: D.T.M.

METAL SHELL PILE DETAILS

U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY

STRUCTURE NO. 036-0052 / STATION 301+23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO.
F.A.P. 313	(7BY)BR	HENDERSON	68	35	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #68149



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 3

Date 11/8/00

ROUTE FAP 313 (US 34) DESCRIPTION US 34 OVER P.D. CREEK LOGGED BY DLR

SECTION (7BY) BR LOCATION SW 1/4, NW1/4, SEC. 29, TWP. 10 N, RNG. 5 W, 4th PM

COUNTY HENDERSON DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. (EXIST): 036-0002 (PROP) N/A
Station 301+37

BORING NO. 3 (N. ABUT)
Station 302+07
Offset 13.50 ft RT
Ground Surface Elev. 540.72 ft

DEPTH (ft)	DEPTH (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	DEPTH (ft)	UCS (tsf)	MOISTURE (%)
0-1.25'				CA 6 AGGREGATE SHLD. (NO SAMPLE TAKEN)	0-1.25'			
1.25-4.0'				NO SAMPLE TAKEN	1.25-4.0'			
539.47					539.47			
538.72				Dark Gray LOAM with sand seams	538.72			
534.22				Light Gray & Gray SILTY CLAY LOAM	534.22			
531.72				Dark Gray SANDY CLAY LOAM with sand seams	531.72			
529.22				Dark Gray SILTY CLAY	529.22			
528.72				Light Gray & Brown SILTY CLAY LOAM	528.72			
521.72				Light Gray SILTY CLAY LOAM with traces of roots & sand seams	521.72			

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



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 3

Date 11/8/00

ROUTE FAP 313 (US 34) DESCRIPTION US 34 OVER P.D. CREEK LOGGED BY DLR

SECTION (7BY) BR LOCATION SW 1/4, NW1/4, SEC. 29, TWP. 10 N, RNG. 5 W, 4th PM

COUNTY HENDERSON DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. (EXIST): 036-0002 (PROP) N/A
Station 301+37

BORING NO. 3 (N. ABUT)
Station 302+07
Offset 13.50 ft RT
Ground Surface Elev. 540.72 ft

DEPTH (ft)	DEPTH (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	DEPTH (ft)	UCS (tsf)	MOISTURE (%)
479.22				Gray CLAY LOAM TILL (continued) With Trace of ORGANICS @ 4'	479.22			
484.22				Gray CLAY with very thin silt seams	484.22			

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



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 3 of 3

Date 11/8/00

ROUTE FAP 313 (US 34) DESCRIPTION US 34 OVER P.D. CREEK LOGGED BY DLR

SECTION (7BY) BR LOCATION SW 1/4, NW1/4, SEC. 29, TWP. 10 N, RNG. 5 W, 4th PM

COUNTY HENDERSON DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. (EXIST): 036-0002 (PROP) N/A
Station 301+37

BORING NO. 3 (N. ABUT)
Station 302+07
Offset 13.50 ft RT
Ground Surface Elev. 540.72 ft

DEPTH (ft)	DEPTH (ft)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	DEPTH (ft)	UCS (tsf)	MOISTURE (%)
456.22				Gray coarse SAND & GRAVEL (continued)	456.22			
End of Boring					End of Boring			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrator)
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)

BORING 3

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

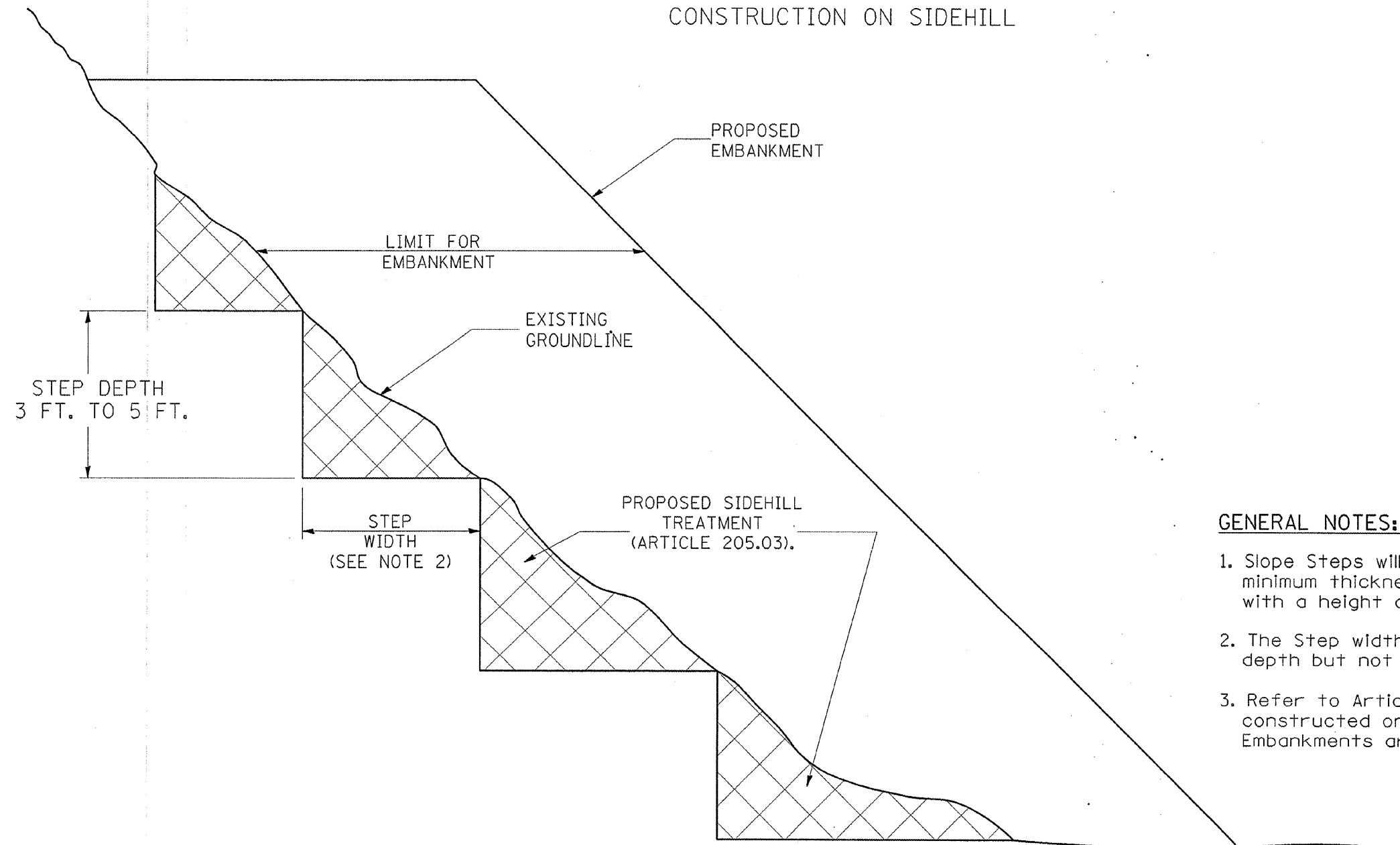
PROJECT NUMBER: 12-44-0001-1 DATE: 11/19/07
DESIGNED: D.A.B. CHECKED: M.G.B. DRAWN: D.T.M.

BORING 3
U.S. 34 OVER P.D. CREEK
F.A.P. 313 / SECTION (7BY)BR
HENDERSON COUNTY
STRUCTURE NO. 036-0052 / STATION 301+23

CONTRACT NO. 68149				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	36
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



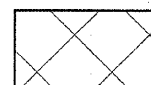
GENERAL NOTES:

- Slope Steps will be required for all 12(300) minimum thickness "silver fills" and on a fills with a height of 10'(3.0m).
- The Step width shall be twice the Step depth but not less than 6 feet.
- Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

DESIGNER NOTE:

- EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
- REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT
(IN ACCORDANCE WITH
205 OF THE STANDARD SPECIFICATION).

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

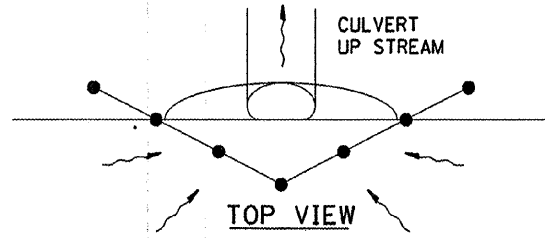
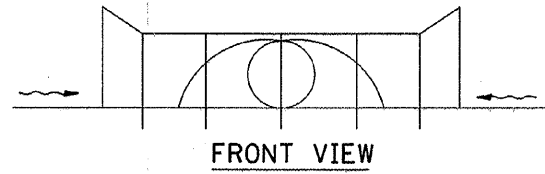
SLOPE STEPS DETAIL

CADD STD. NO. 205001-D4
SCALE: NOT DRAWN TO SCALE

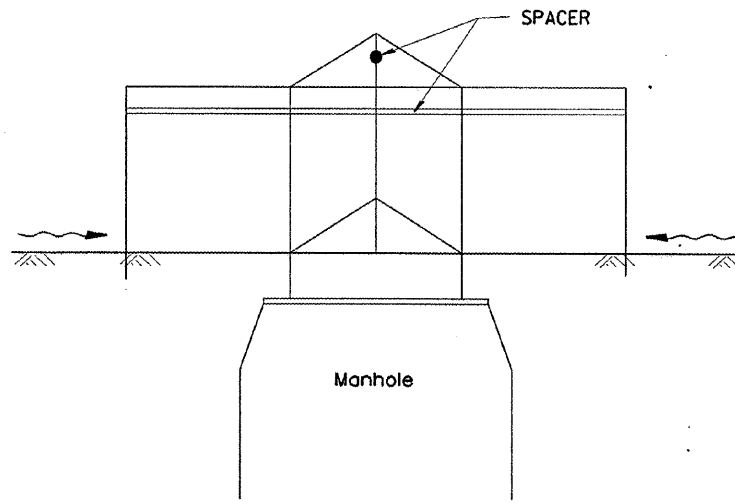
DRAWN BY CADD
CHECKED BY

205001-D4

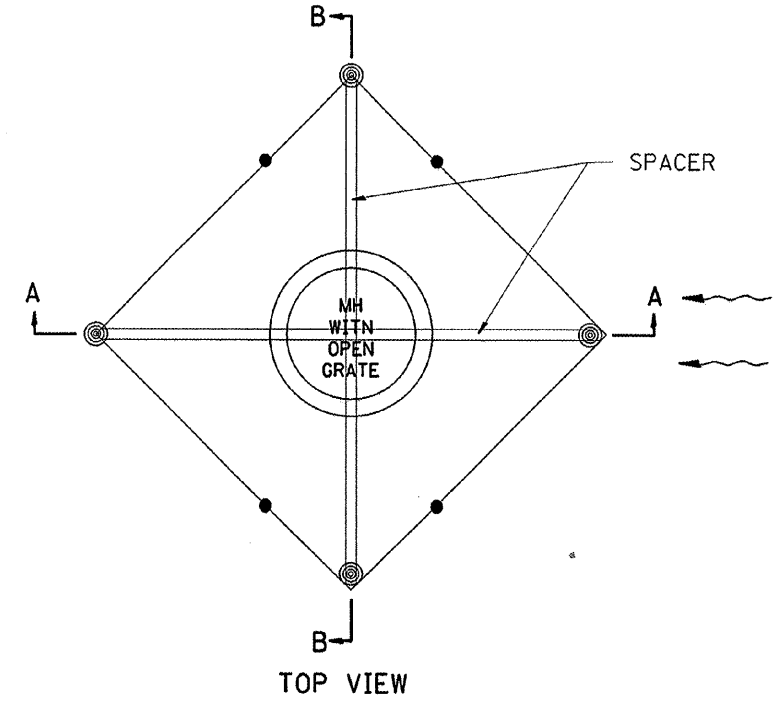
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7B)BR	HENDERSON	68	37
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



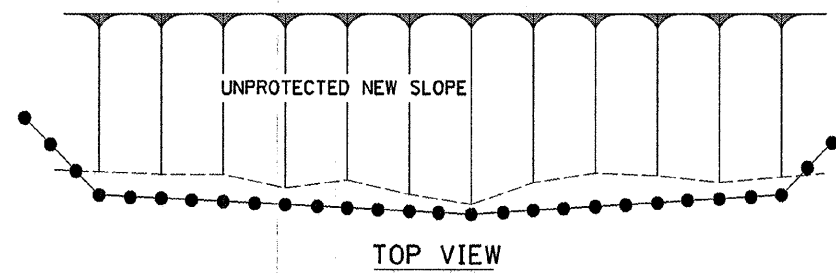
UPSTREAM PIPE CULVERT EROSION CONTROL



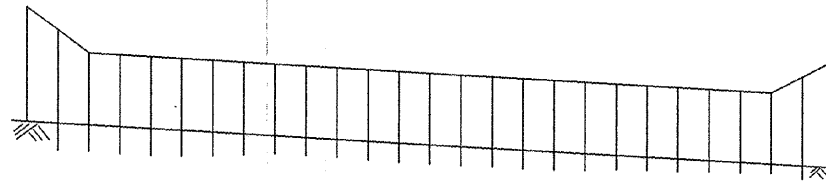
SIDE VIEW
A-A



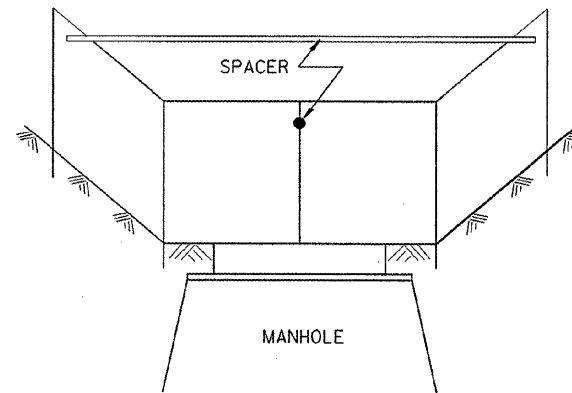
TOP VIEW



TOP VIEW



FRONT VIEW



Front View
B-B

EROSION CONTROL
AT
OPEN GRATE MAN HOLE

GENERAL NOTES:

1. This work shall be performed in accordance with Sections 280 & 1081, of the Standard Specifications.
2. Additional Timber or Metal Post shall be installed, as needed.

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

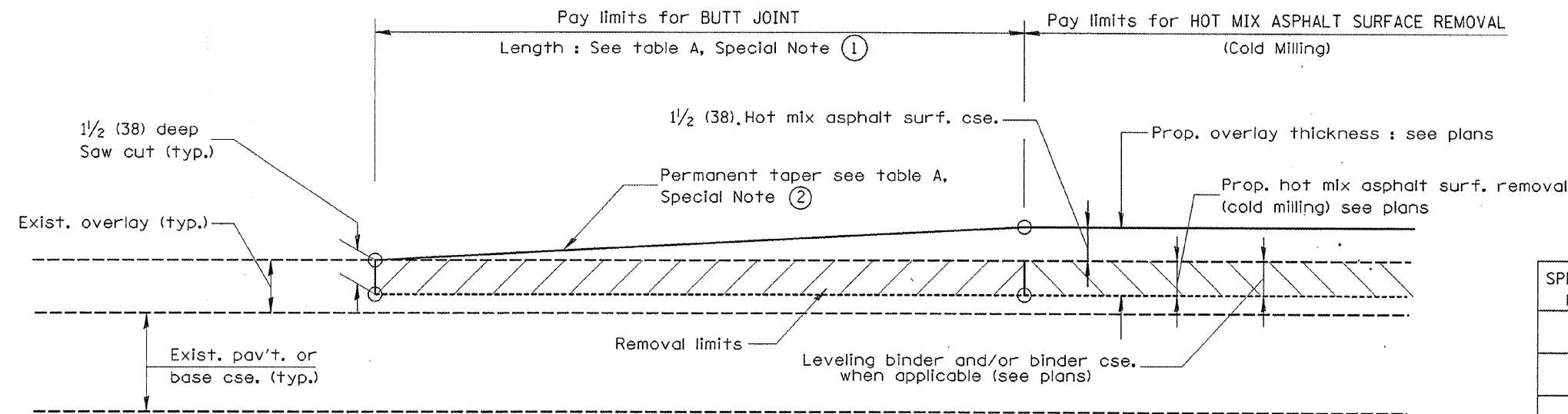
TYPICAL APPLICATION
OF
SILT FILTER FENCE

CADD DETAIL 280001-D4 DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.05, NEW REVISION BOX	T.P.
5-11-03	ELIMINATED SILT FENCE DITCH CHECK	M.M.A.

Designer NOTES:
 1. Designer to modify this Special Detail sheet, as needed, for inclusion in plans.
 2. Include Highway Standard 280001 "TEMPORARY EROSION CONTROL SYSTEM."

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	39
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



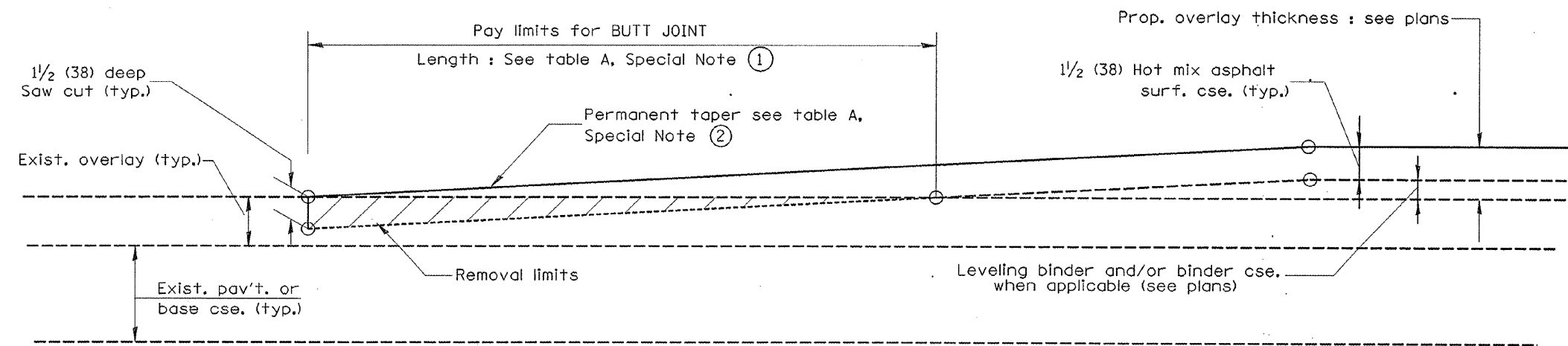
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
⑤	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

GENERAL NOTES

- The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
- The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
- The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

BUTT JOINTS

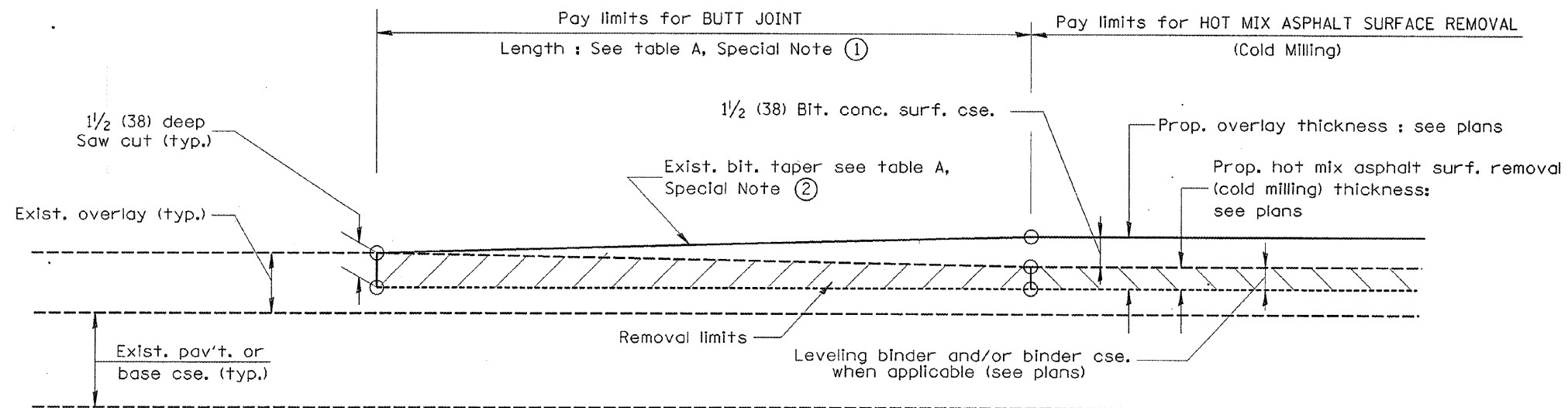
CADD STD NO. 406101-D4 SHEET 1 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE CHECKED BY

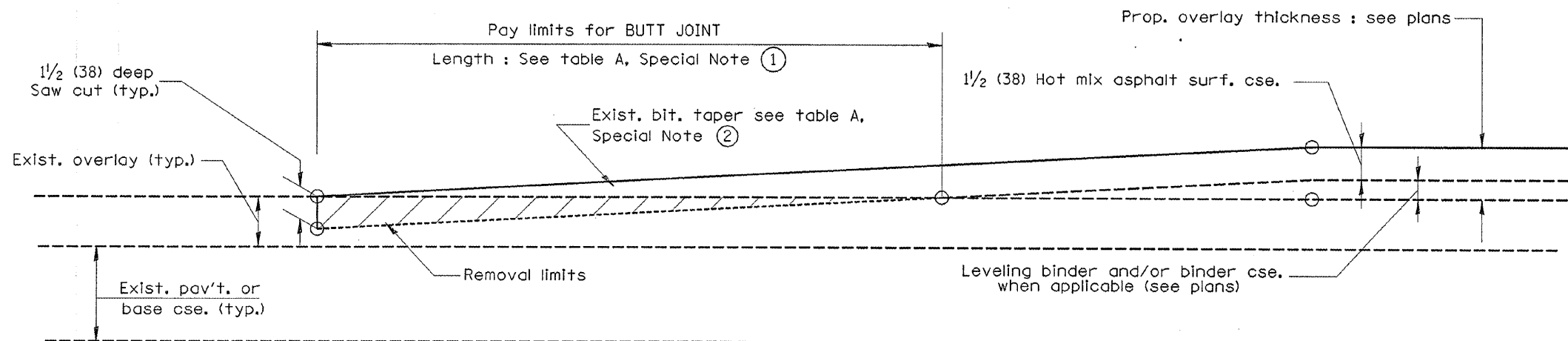
DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

DESIGNER NOTES:
 1. Include District Special Provision for Butt Joints & for Hot Mix Asphalt Removal (Cold Milling).
 2. The butt joints pay item includes the saw cut & temporary ramp. Payment for the Butt Joint applies whether or not the project features Hot Mix Asphalt Removal (Cold Milling).

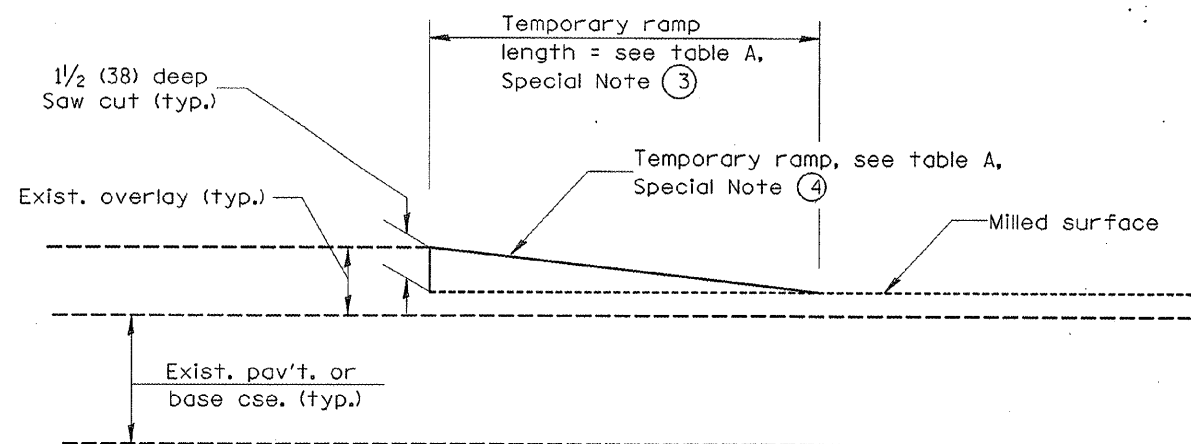
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7B)YBR	HENDERSON	68	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**CASE 3 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



**CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



DETAIL TEMPORARY RAMP

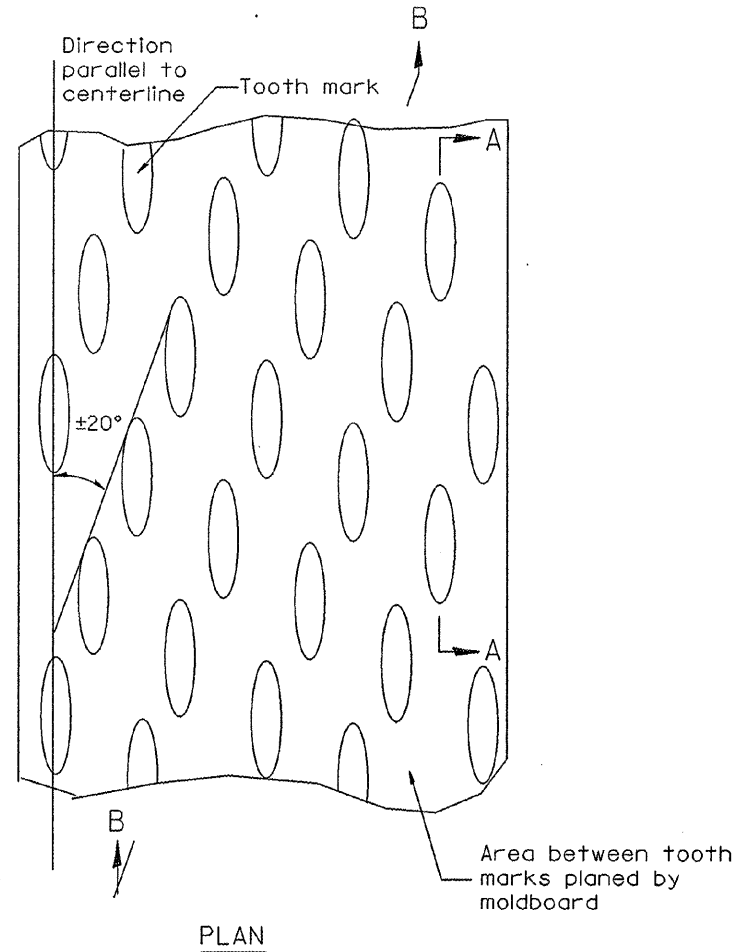
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

BUTT JOINTS

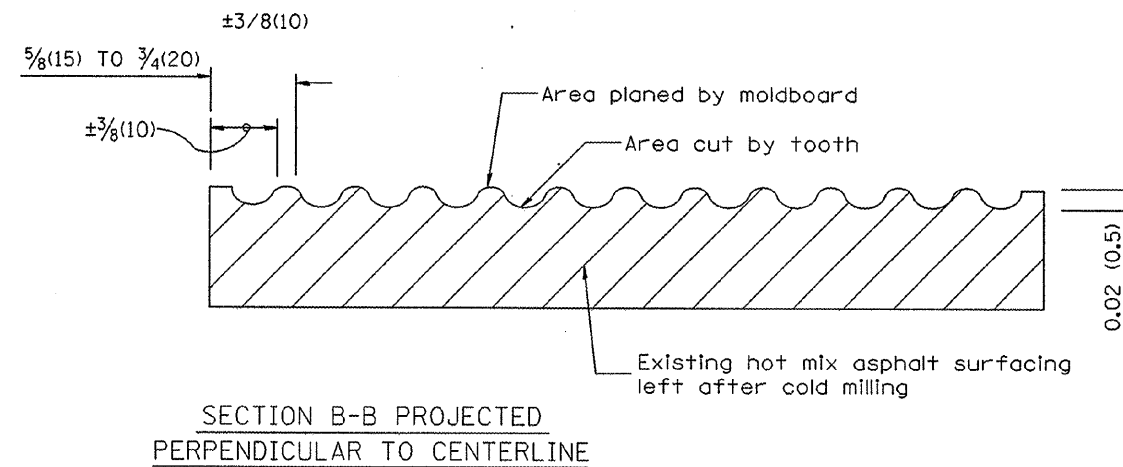
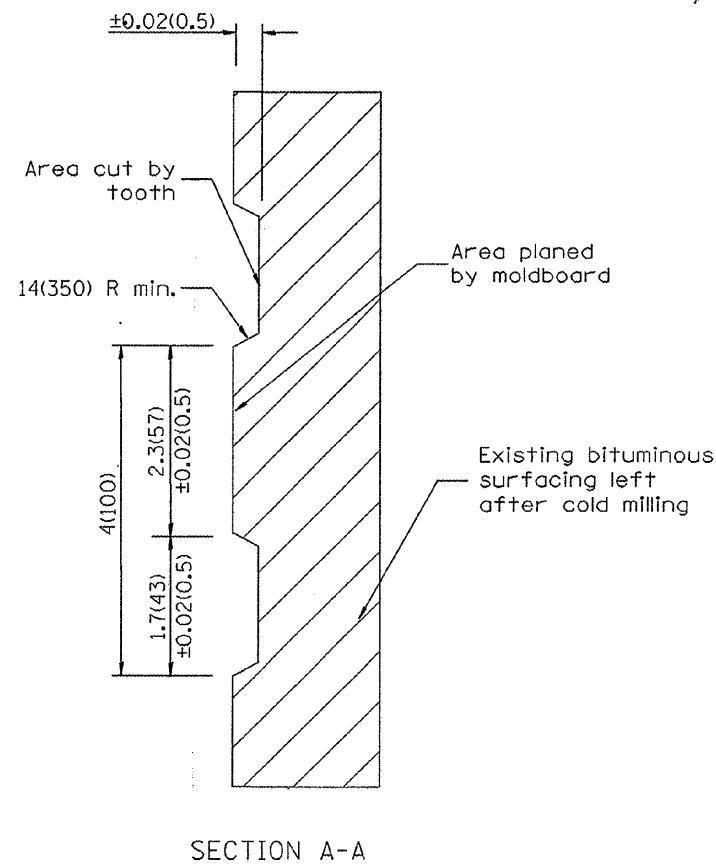
CADD STD NO. 406101-D4 SHEET 2 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	41
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



All dimensions are in Inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. C-104.01, NEW REVISION BOX	T. P.
4-20-98	REMOVED MILLING DETAIL FROM STD.	J. A.
9-08-98	CORRECT NOTE LEADER PLACEMENT	R. W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

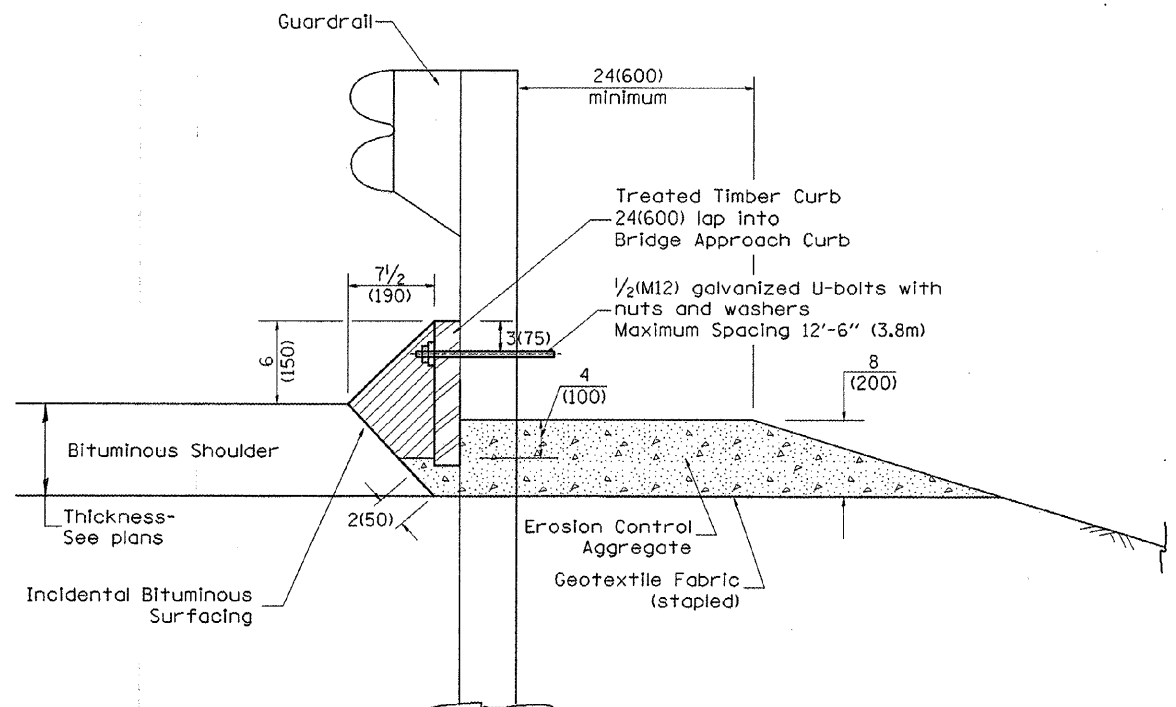
HOT MIX ASPHALT
SURFACE REMOVAL
(COLD MILLING)

CADD STD NO. 440001-D4

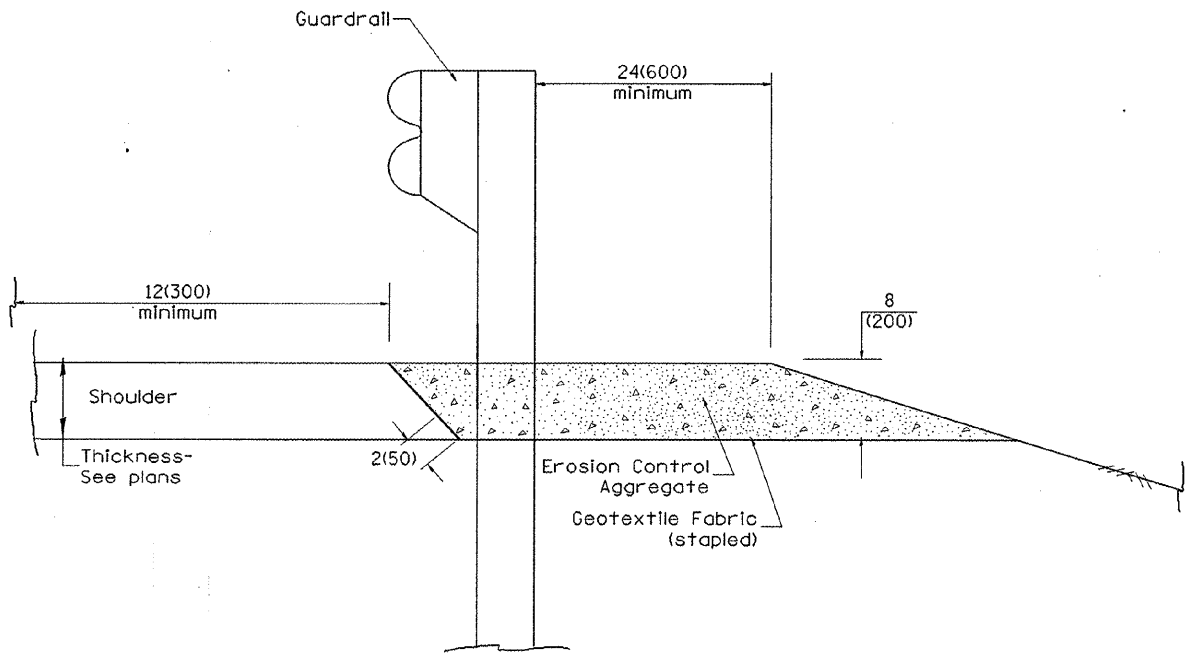
SCALE: NOT DRAWN TO SCALE
DATE
DRAWN BY CADD
CHECKED BY

DESIGNER NOTE
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

CONTRACT NO. 68149				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	42
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.
2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL EROSION CONTROL TREATMENTS

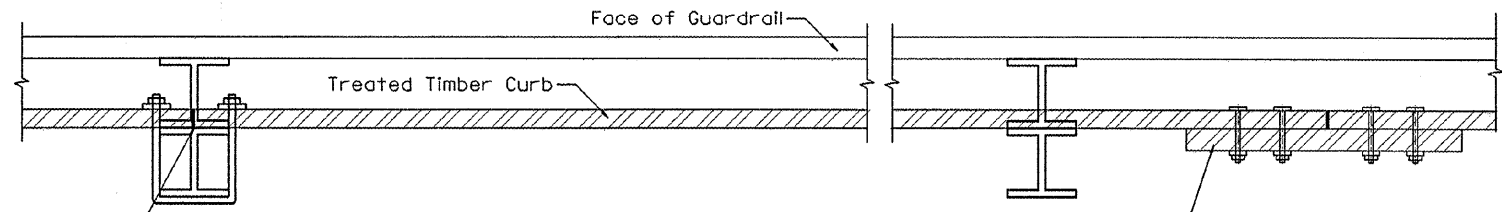
DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

CADD STD NO. 630101-D4(1) SCALE: NOT DRAWN TO SCALE
SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

DESIGNER NOTE: 1. Use EROSION CONTROL CURB at guardrail installations where grades are equal to or greater than 1% and at inlets. (Include District Special Provision)
 2. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1%. (Include District Special Provision)
 3. Include State Standards 609001, 609006 or 610001 if applicable.
 4. Include the following District Cadd Standards as needed: Slope Drains for Exposed Pipes; Slope Drains for Buried Pipes; Seepage Collars for Buried Pipes; Seepage Collars for Exposed Pipes; Concrete Thrust Blocks and Pipe Elbow.
 5. Include District Special Provision - "Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.

C30101-D4(1)

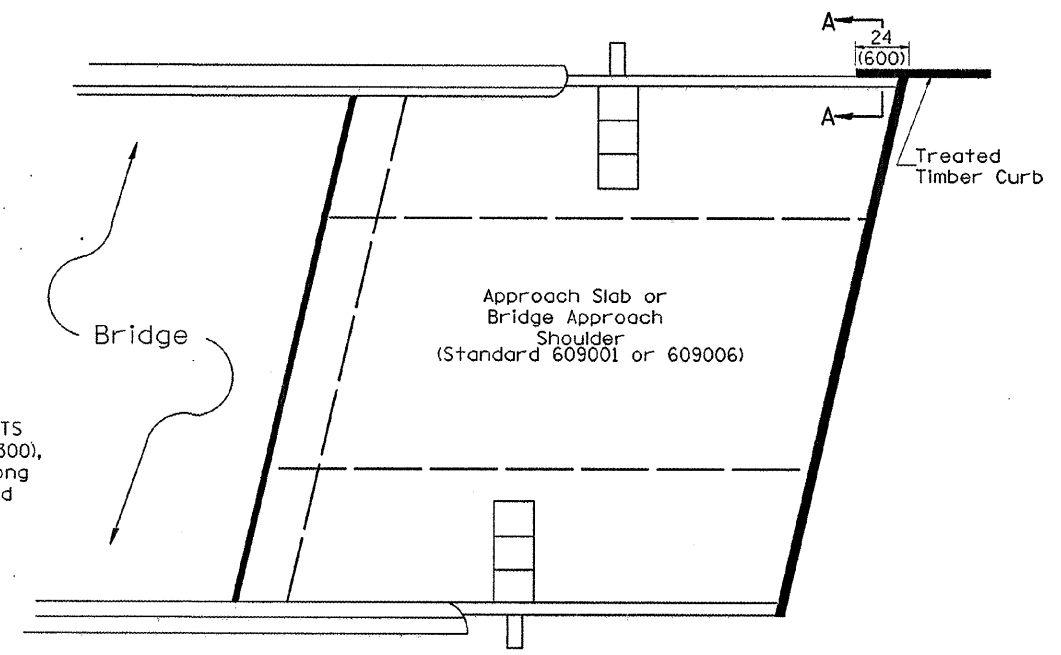
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7B)BR	HENDERSON	68	43
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



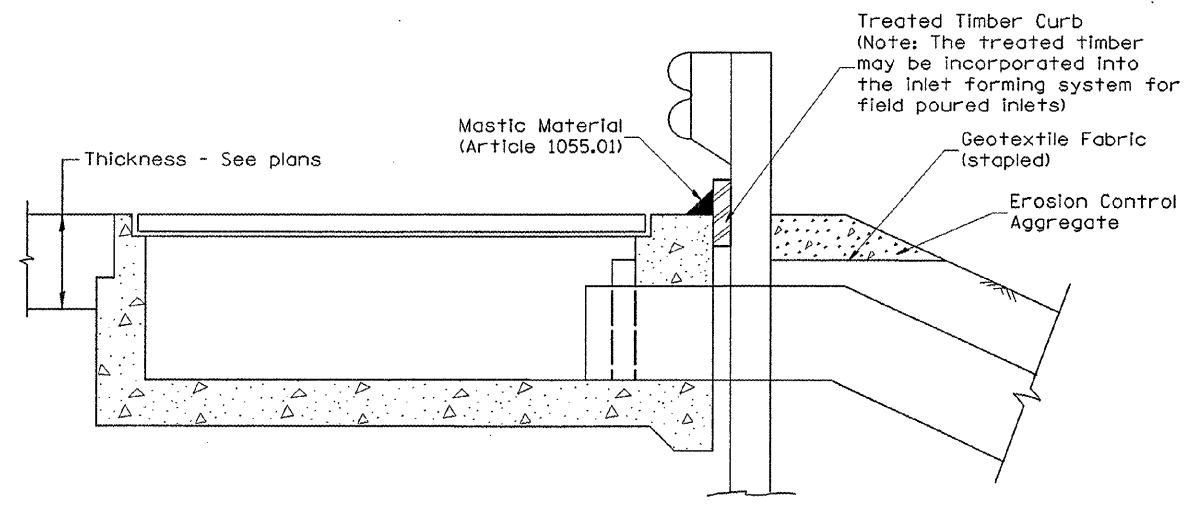
SPLICE LOCATED AT GUARDRAIL POST
1/2(M12) galvanized U-bolt with
nut & washer

SPLICE LOCATED BETWEEN GUARDRAIL POSTS
treated timber splice plate 2x12 (50x300),
actual size 1 1/2x1 1/2 (40x290), 24(600) long
with 8 evenly spaced 1/2(M12) galvanized
bolts with nuts & washers.

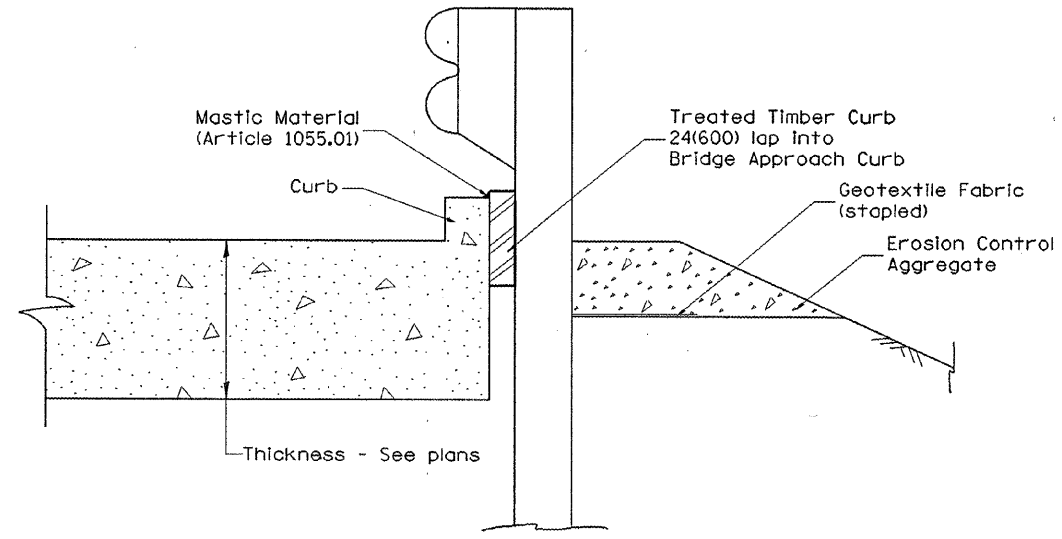
DETAIL A
(Typical Treated Timber Splices)



PLAN VIEW
APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)

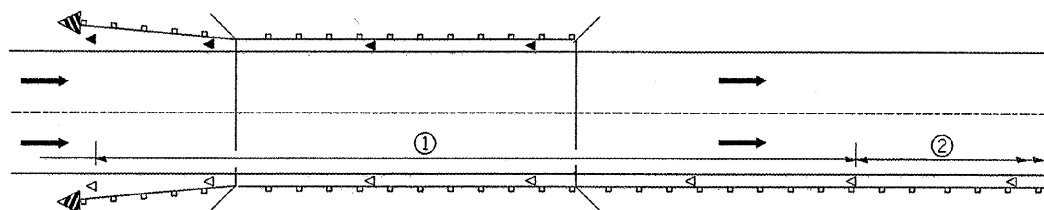


SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

All dimensions are in inches (millimeters) unless otherwise noted.

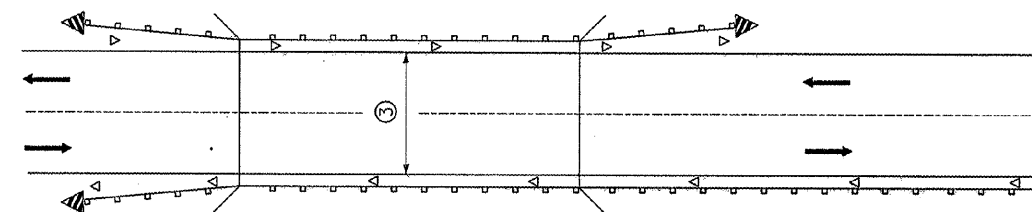
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- ① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).
- ② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



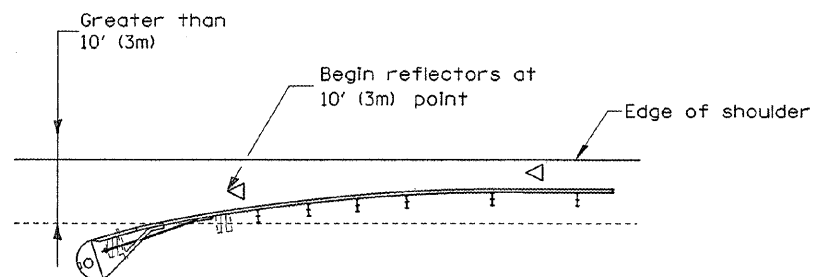
- ③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

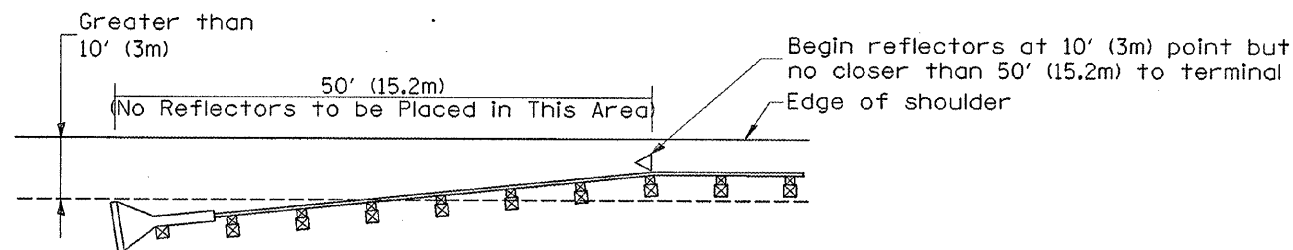
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ▴ Terminal Marker - Black/Yellow
Left or Right as appropriate



NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder, or when terminal buried in backslope.

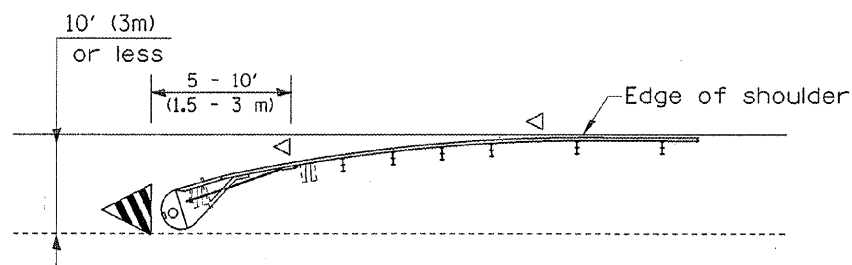
Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) from edge of shoulder]
*See Plans for Type



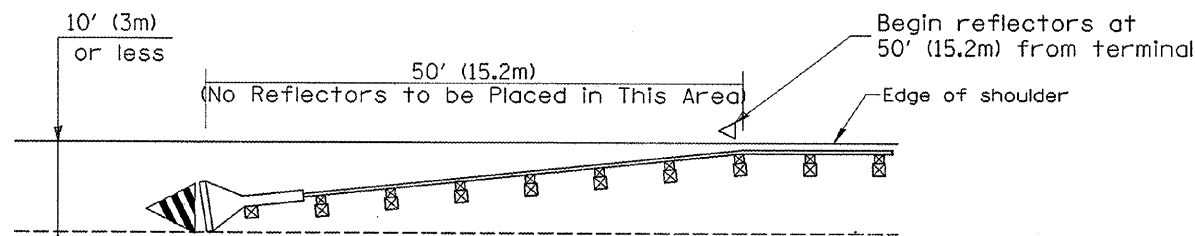
NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

Traffic Barrier Terminal Type 1 (Special)
[Terminal over 10' (3m) from edge of shoulder]



Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) or less from edge of shoulder]
*See Plans for Type



Traffic Barrier Terminal Type 1(Special)
[Terminal 10' (3m) or less from edge of shoulder]

TERMINAL MARKER PLACEMENT

DESIGNER NOTE:

1. INCLUDE APPROPRIATE SPECIAL PROVISIONS FOR "GUARD RAIL DELINEATION POLICY: 1. TERMINAL MARKER, 2. TERMINAL MARK POST, AND 3. GUARDRAIL AND BARRIER WALL MARKERS." FROM INTERIM SPECIAL PROVISIONS 94-74; "GUARDRAIL AND BARRIER WALL DELINEATION."
2. IF POST MOUNT TERMINAL MARKER IS USED, INCLUDE STATE STD. 720011.

All dimensions are in inches (millimeters) unless otherwise noted.

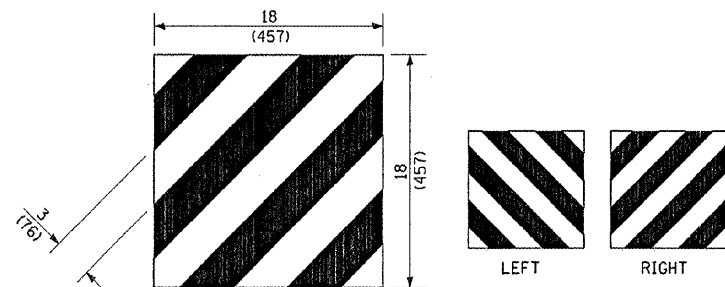
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

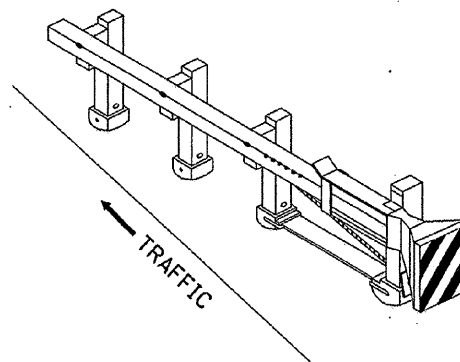
CADD STD. NO. 635101-D4 SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. SPEC. #	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

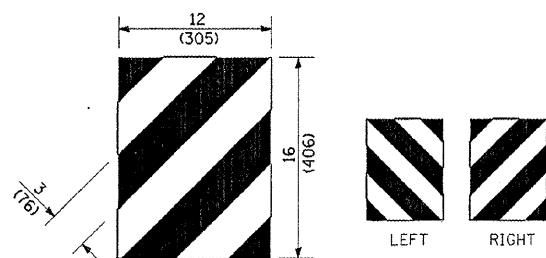
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7B)BR	HENDERSON	68	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



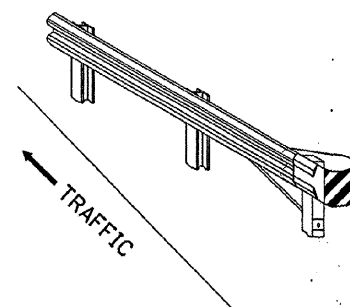
For Traffic Barrier Terminal Type 1 (Special)



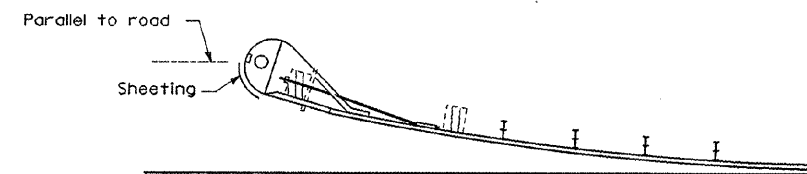
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



For Traffic Barrier Terminal Type (*)
and Post Mount
• See Plans for Type



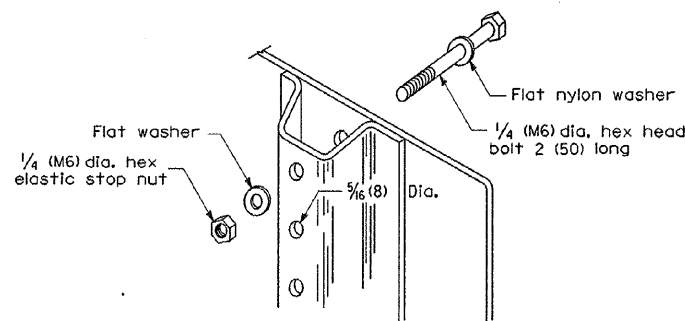
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
• See Plans for Type



Sheeting Position for
Traffic Barrier Terminal Type (*)
• See Plans for Type

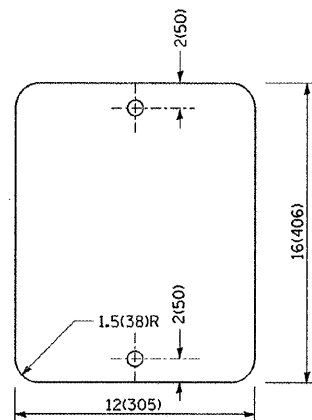
TERMINAL MARKER DETAILS

- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted

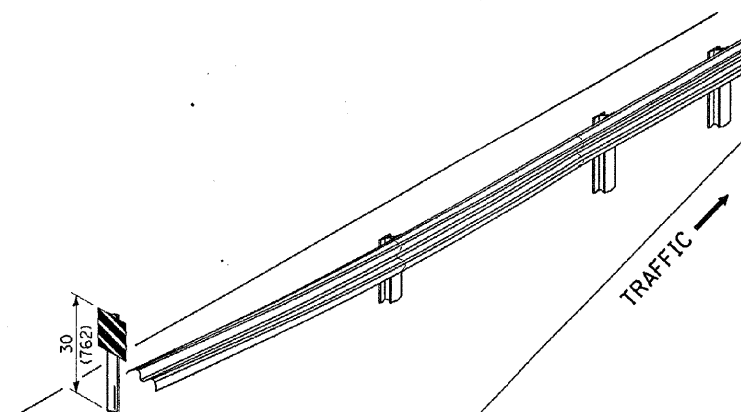


DETAIL OF MOUNTING TERMINAL MARKER TO POST

POST MOUNTED TERMINAL MARKER ASSEMBLY



STANDARD TERMINAL MARKER



ALTERNATE TREATMENT - POST MOUNTED
(For turned-down terminal where sheeting cannot be direct applied)

TERMINAL MARKER TREATMENTS

GENERAL NOTES

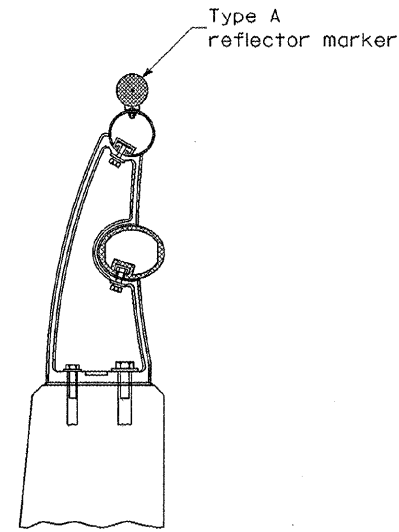
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

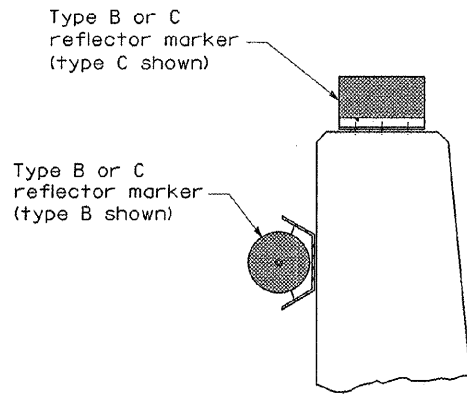
GUARDRAIL AND
BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4 SHEET 2 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7B)BR	HENDERSON	68	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

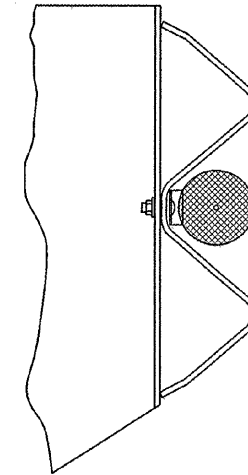
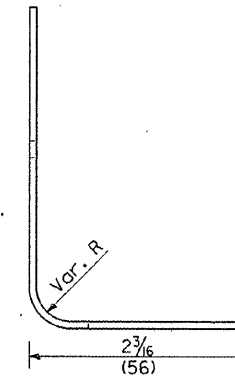
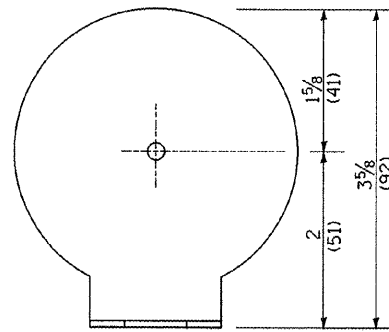
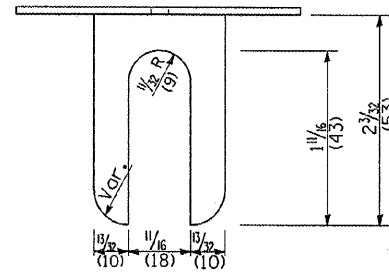


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR



TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

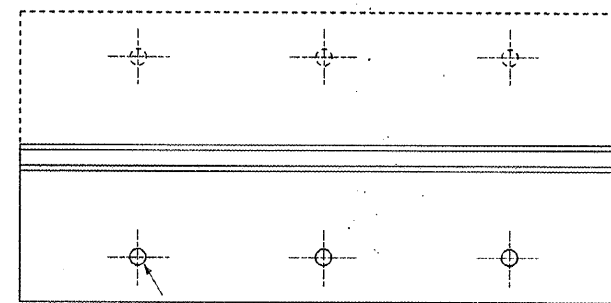
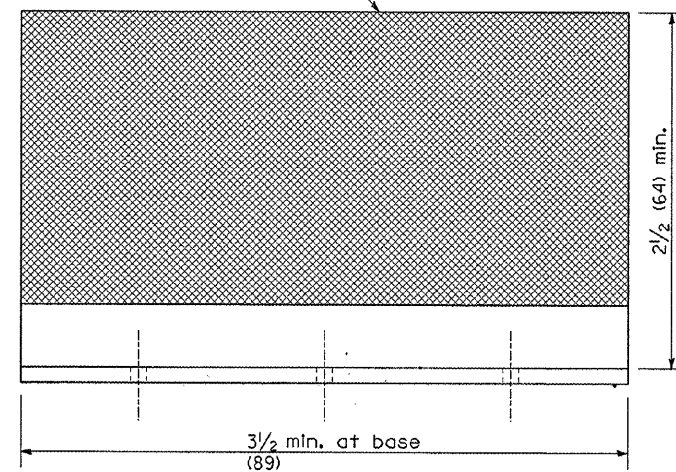
REFLECTOR MOUNTING



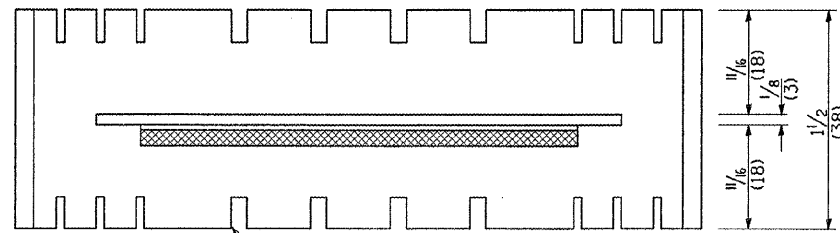
TYPICAL GUARDRAIL MOUNTING WITH REFLECTOR MARKER TYPE A

REFLECTOR MARKER TYPE A

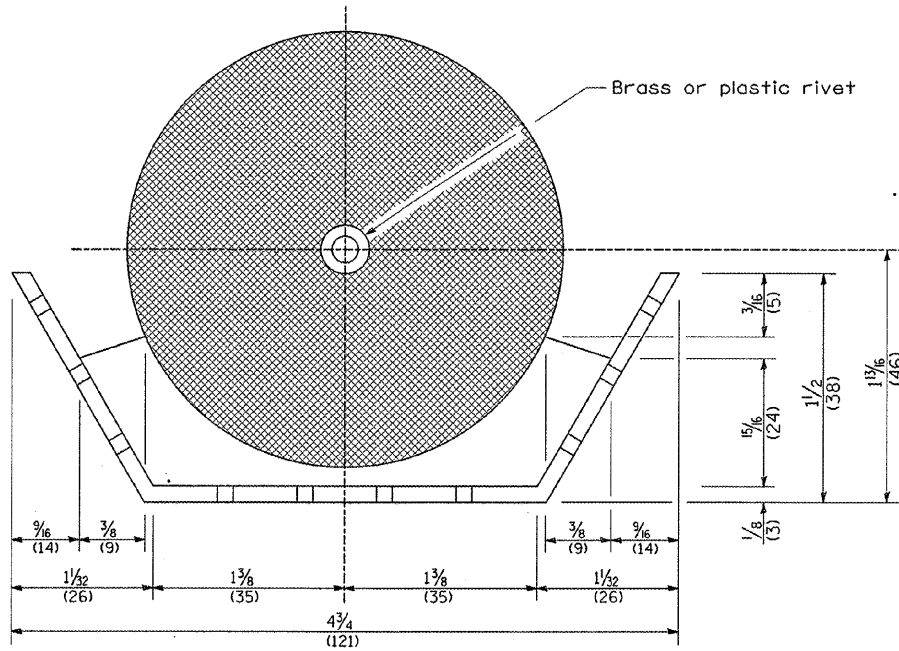
Min. reflective area 6 1/2 sq. in. (4,194 mm²) each side. May be rectangular or slight trapezoid.



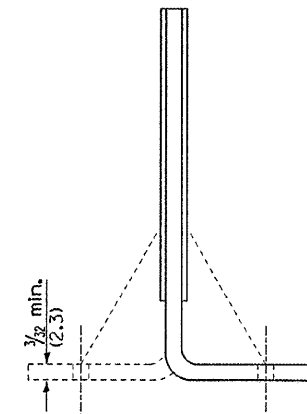
3 min. adhesive weep holes or slots each side, variable spacing.
REFLECTOR MARKER TYPE C



Adhesive weep slots or holes equally spaced on both sides



REFLECTOR MARKER TYPE B



Cross section may be "T" or "L" shaped and may have side supports at ends.

REFLECTORS

Minimum total area of base 7.0 Sq. in. (4,516 mm²)

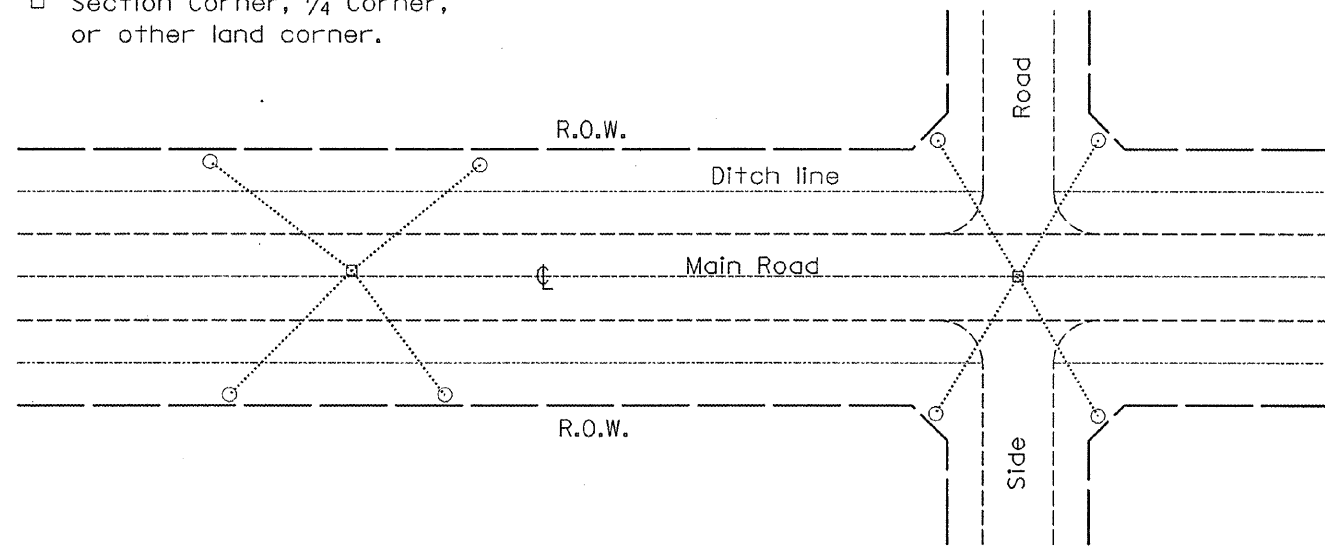
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL AND BARRIER WALL DELINEATION	
CADD STD. NO. 635101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7)BYR	HENDERSON	68	47
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PERMANENT SURVEY TIES

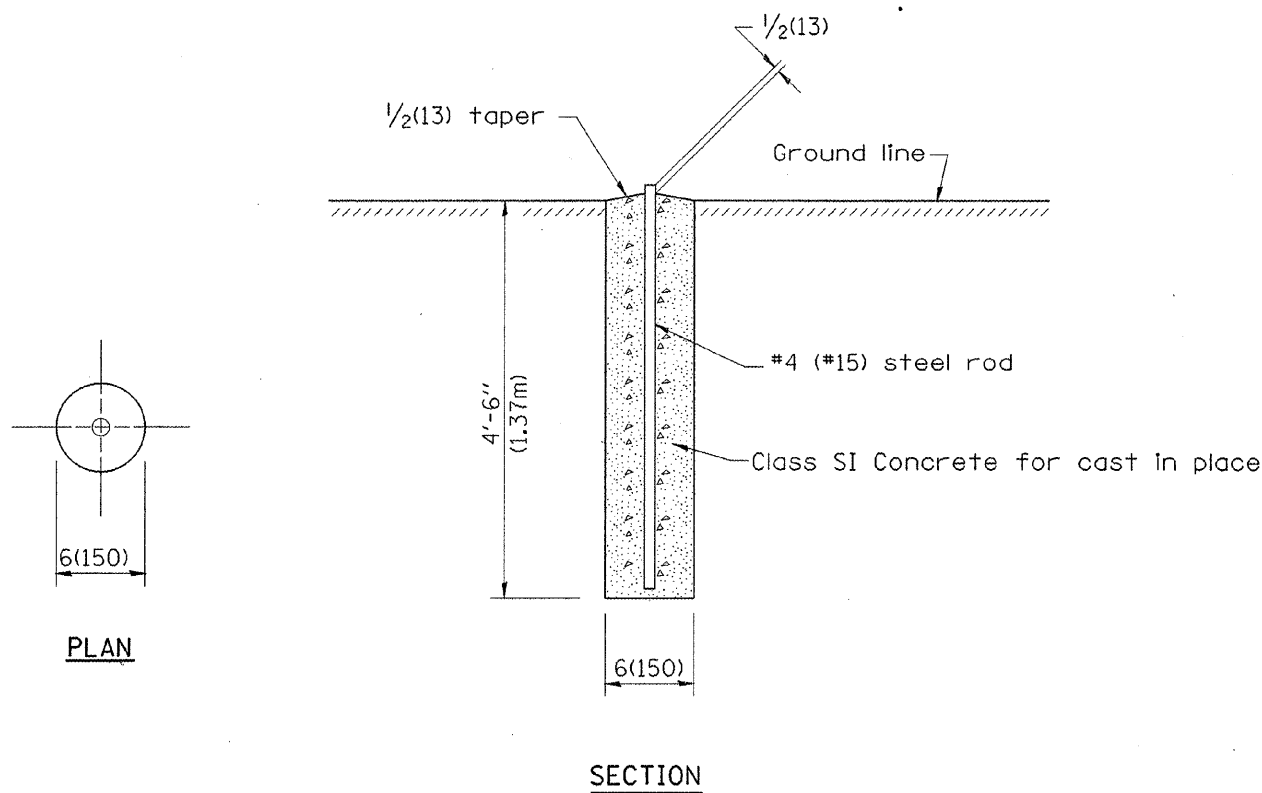
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

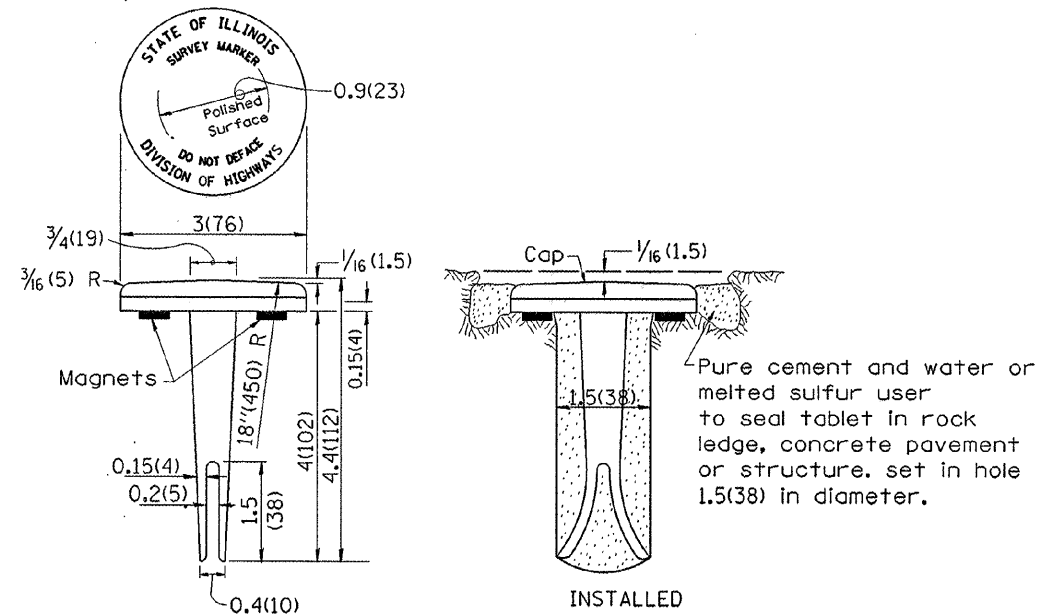
- The marker shall be cast in place of Class SI Concrete.
- Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
- The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.



PLAN

SECTION

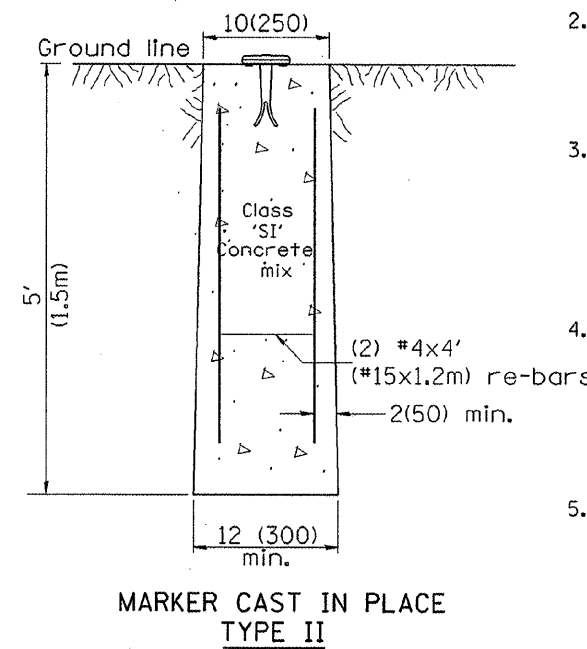
PERMANENT SURVEY MARKERS



BRONZE TABLET - No Scale
TYPE I

GENERAL NOTES

- All type II markers shall be cast in place, and precast markers will not be allowed.
- Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
- The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
- The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
- The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.



MARKER CAST IN PLACE
TYPE II

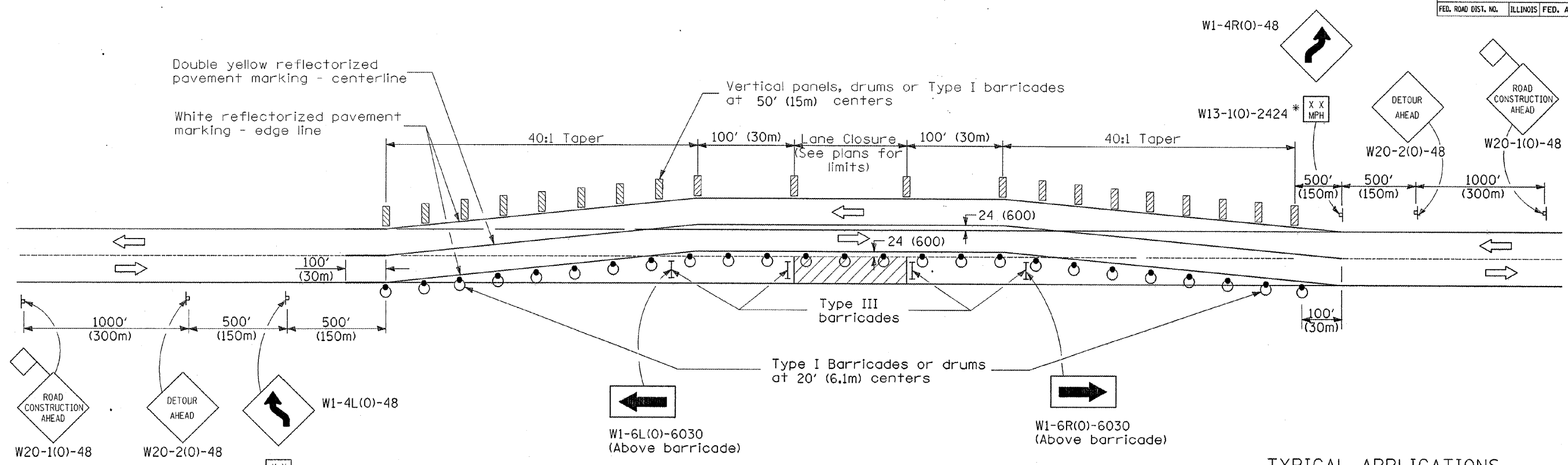
All dimensions are in Inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
PERMANENT SURVEY TIE	
&	
PERMANENT SURVEY MARKERS TY.I - TY.II	
CADD STD. NO. 667101-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. D-3.01. NEW REVISION BOX	T.P.
	ADD DESIGNER NOTE, REVISED TITLE BOX	
7-7-98	ADD DESIGNER NOTE	J.A.
5-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

DESIGNER NOTE: 1. ADD DISTRICT SPECIAL PROVISION. 2. MODIFIES STATE STD 667101 TO CALL FOR "BRONZE" TABLET.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)R	HENDERSON	68	48
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

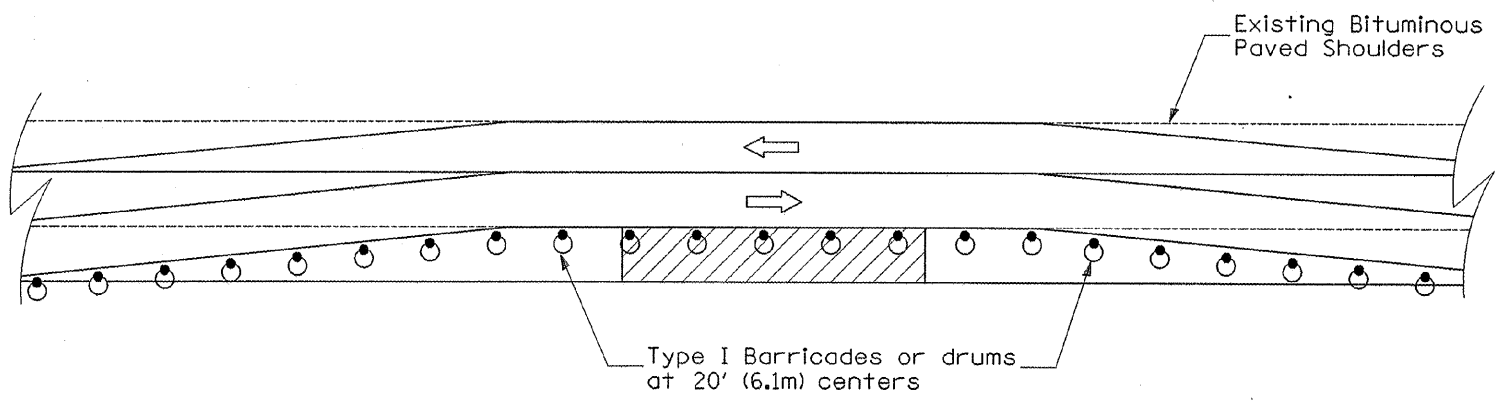


TYPICAL APPLICATIONS

1. Connection of relocated pavements to existing pavements.
2. Emergency pavement repairs.

GENERAL NOTES

1. This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of a single lane and a temporary run-around is constructed adjacent to the existing pavement.
- *2. The advisory speed to be shown below the reverse curve (turn) signs shall be determined at the site and approved by the Engineer.
3. Type III reflectorized pavement marking tape shall be used for marking the edge lines and centerline on the existing pavement. Type III reflectorized pavement marking tape shall also be used for markings on the paved run-arounds.



SYMBOLS

- Work area
- Sign
- 18x18 (450x450) Minimum orange flag
- Barricade or drum with monodirectional steady burning light
- Vertical panel, drum or Type I barricade
- Type III barricade

OPTIONAL TREATMENT WITH EXISTING BITUMINOUS PAVED SHOULDERS

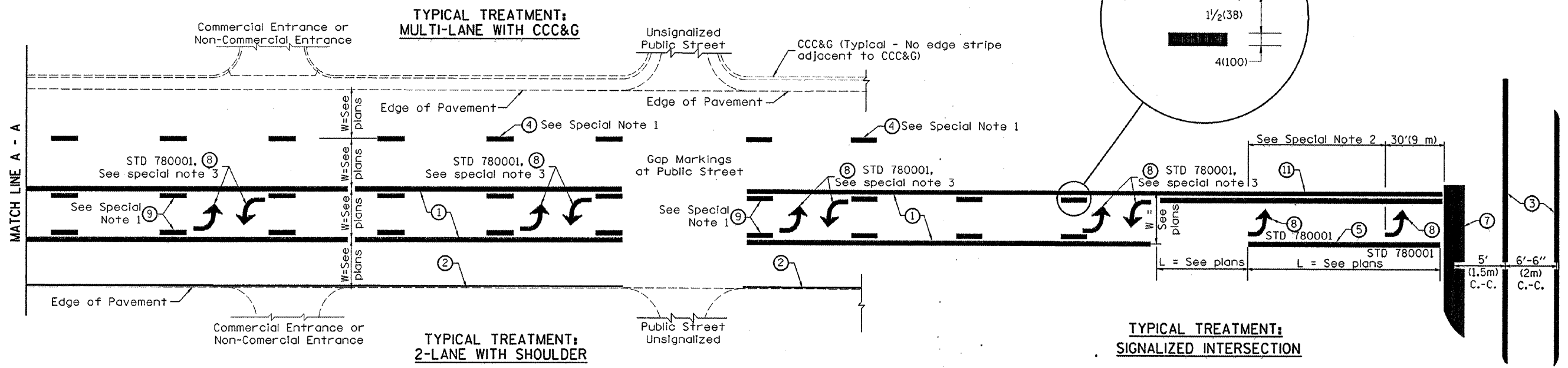
DESIGNER NOTES:
 1. Include State Standard 701331.
 2. Review treatments with District Traffic Control Engineer (Technician).
 3. Include District Special Provision.

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. F-6.01, NEW REVISION BOX, REVISED TITLE BOX	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD
 LANE CLOSURE, 2L, 2W WITH RUNAROUND ADJACENT TO EXISTING PAVEMENT FOR SPEEDS ≥ 45MPH (STANDARD 701331, SPECIAL)
 CADD STANDARD 701331-D4
 SCALE: NOT DRAWN TO SCALE
 DRAWN BY: CADD
 CHECKED BY:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7B)/BR	HENDERSON	68	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) (See Table A)
- ⑪ 4(100) Double Solid (Yellow) (See Table A)

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

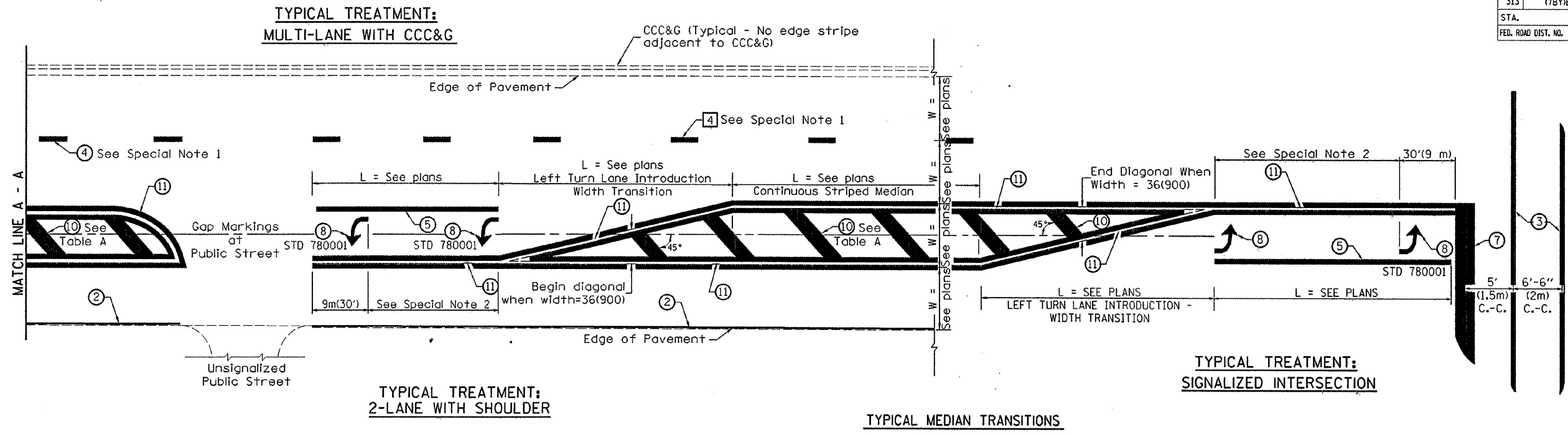
TYPICAL PAVEMENT MARKINGS

DATE	REVISIONS	BY
1-1-97	RENUM. F-8.03, NEW REVISION BOX	T.P.
2-7-97	ADD BI DIRECTIONAL DIMENSION	J.A.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.
8-02	ADD CROSSWALK DIMNS. WITH T.S.	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

CADD STANDARD 780001-D4 SHEET 1 OF 2
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)

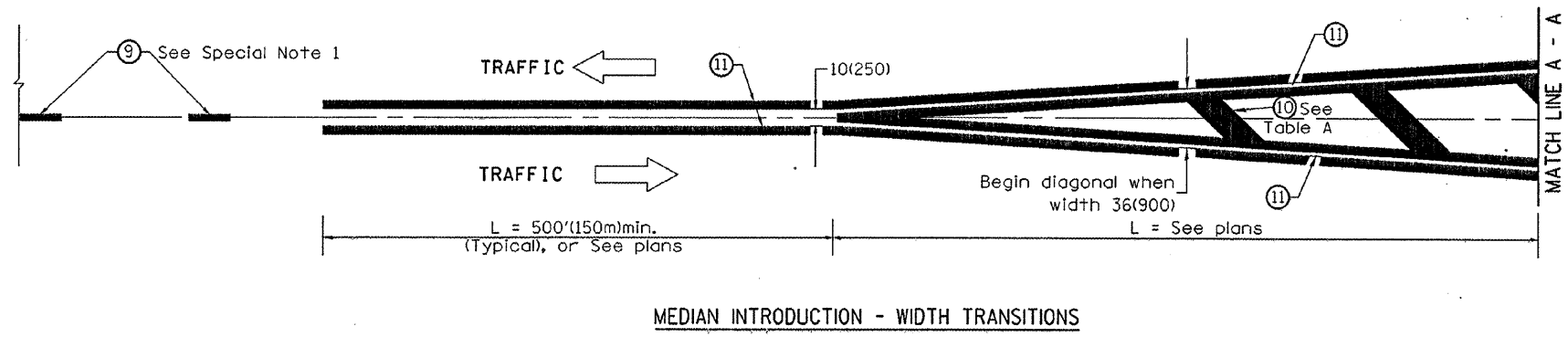
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7B)BR	HENDERSON	68	50
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)	
	CONTINUOUS	
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



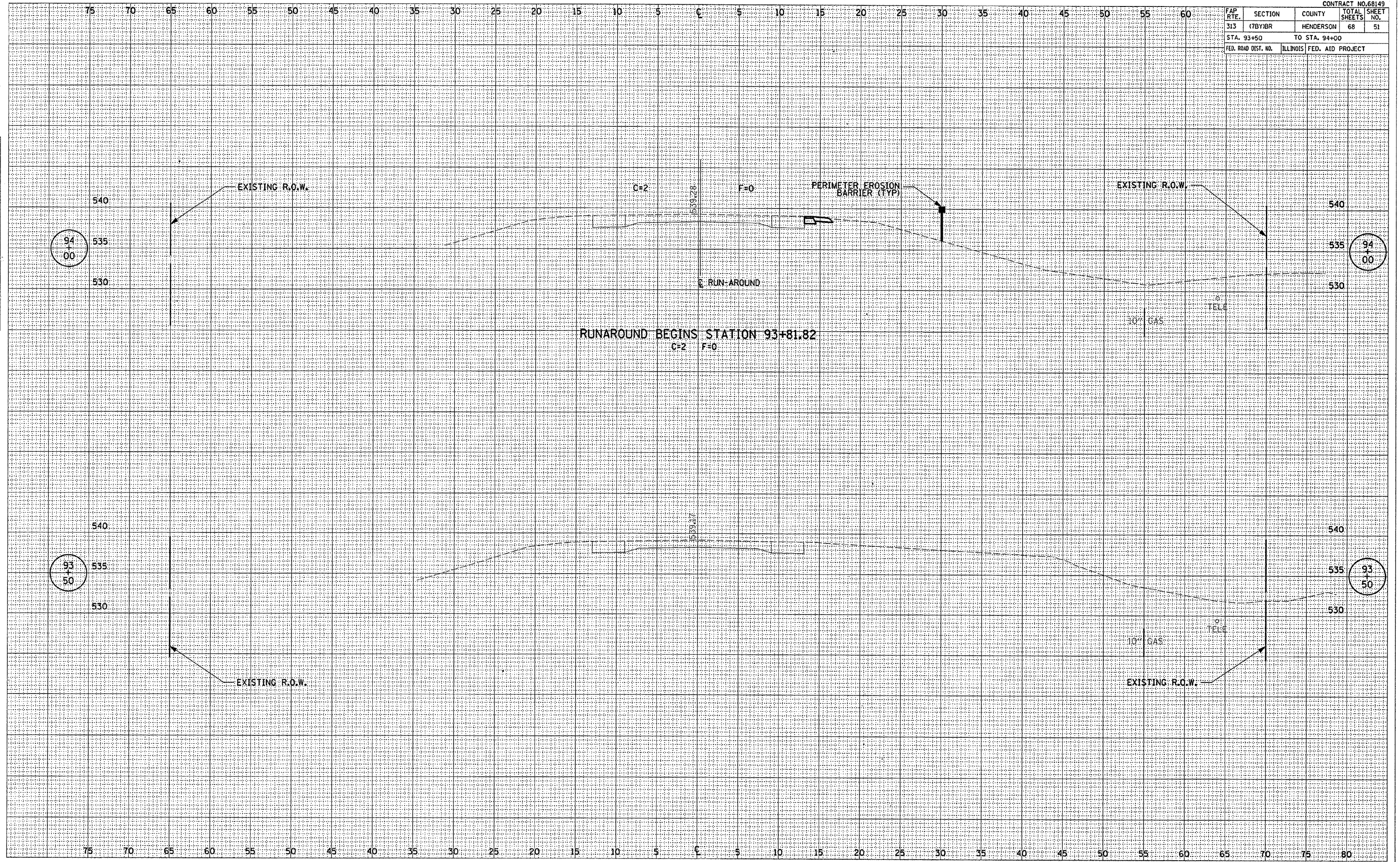
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

CADD STANDARD 780001-D4 SHEET 2 OF 2
DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

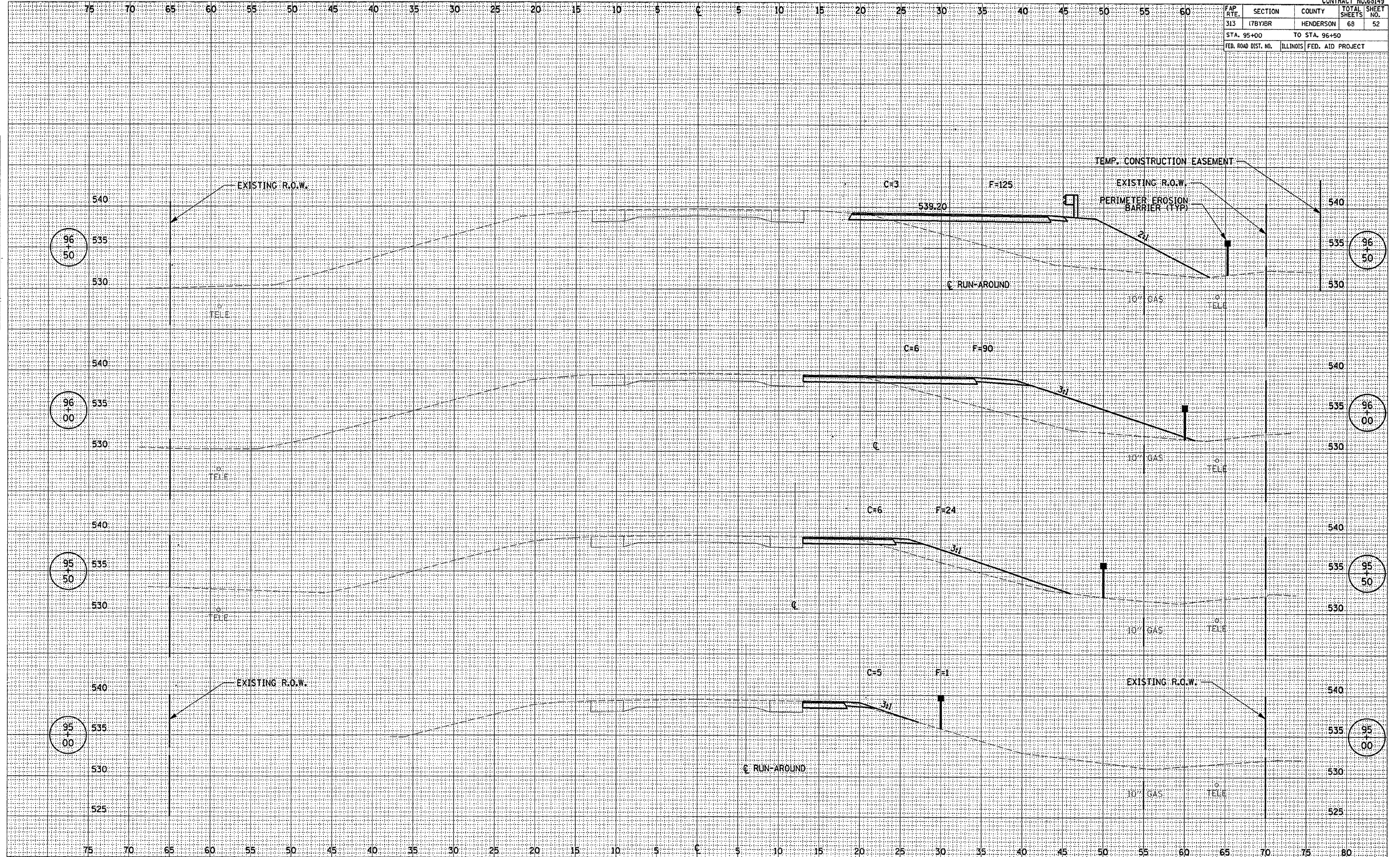
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	51
STA. 93+50		TO STA. 94+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY
 SURVEYED
 PLAN NO.
 NOTE BOOK
 AREAS CHECKED
 NO.

ORIGINAL SURVEY
 SURVEYED
 PLAN NO.
 NOTE BOOK
 AREAS CHECKED
 NO.

FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	52
STA. 95+00		TO STA. 96+50		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



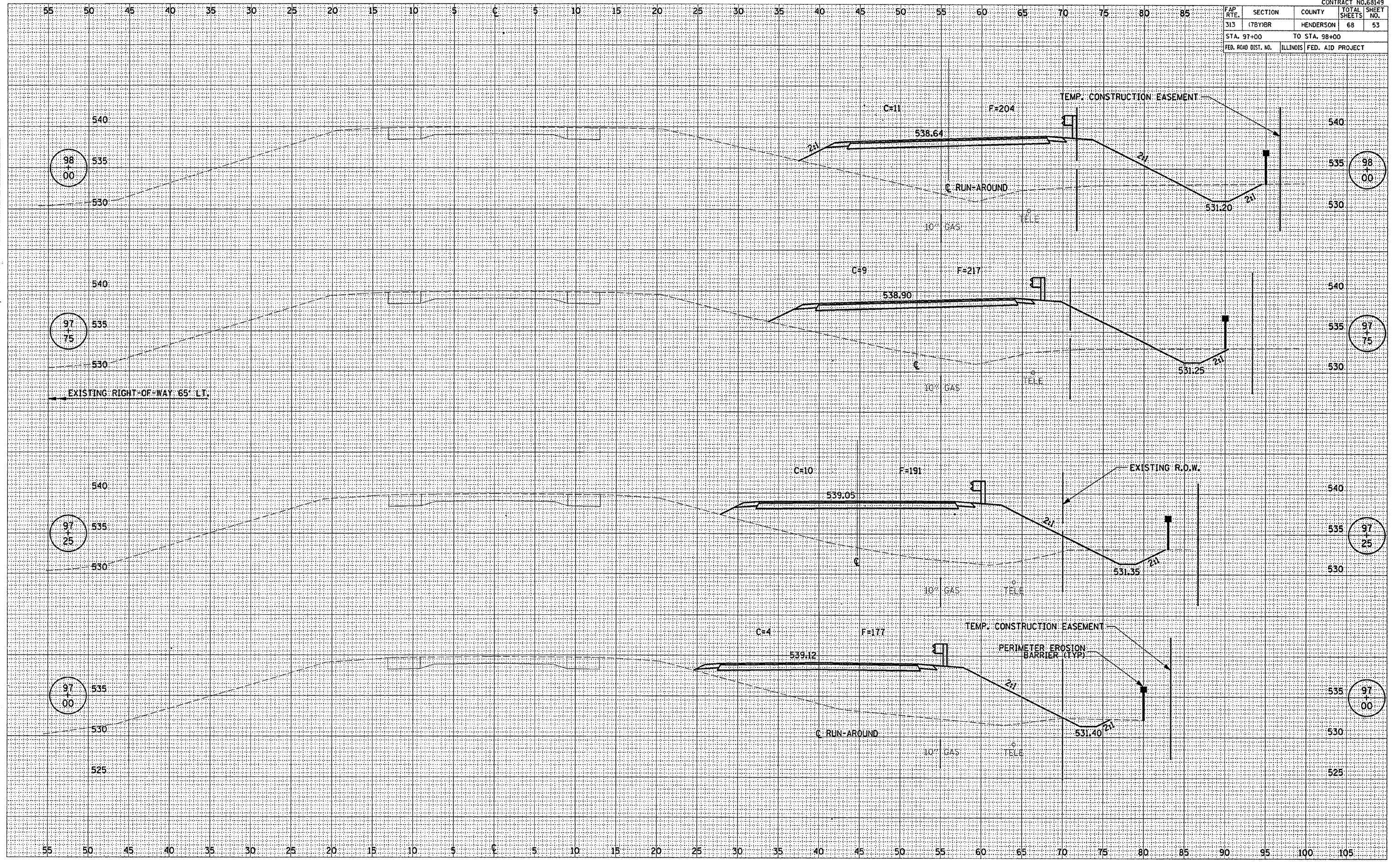
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ORIGINAL SURVEY NOTE BOOK NO. _____

ORIGINAL SURVEY NOTE BOOK NO. _____

ORIGINAL SURVEY NOTE BOOK NO. _____

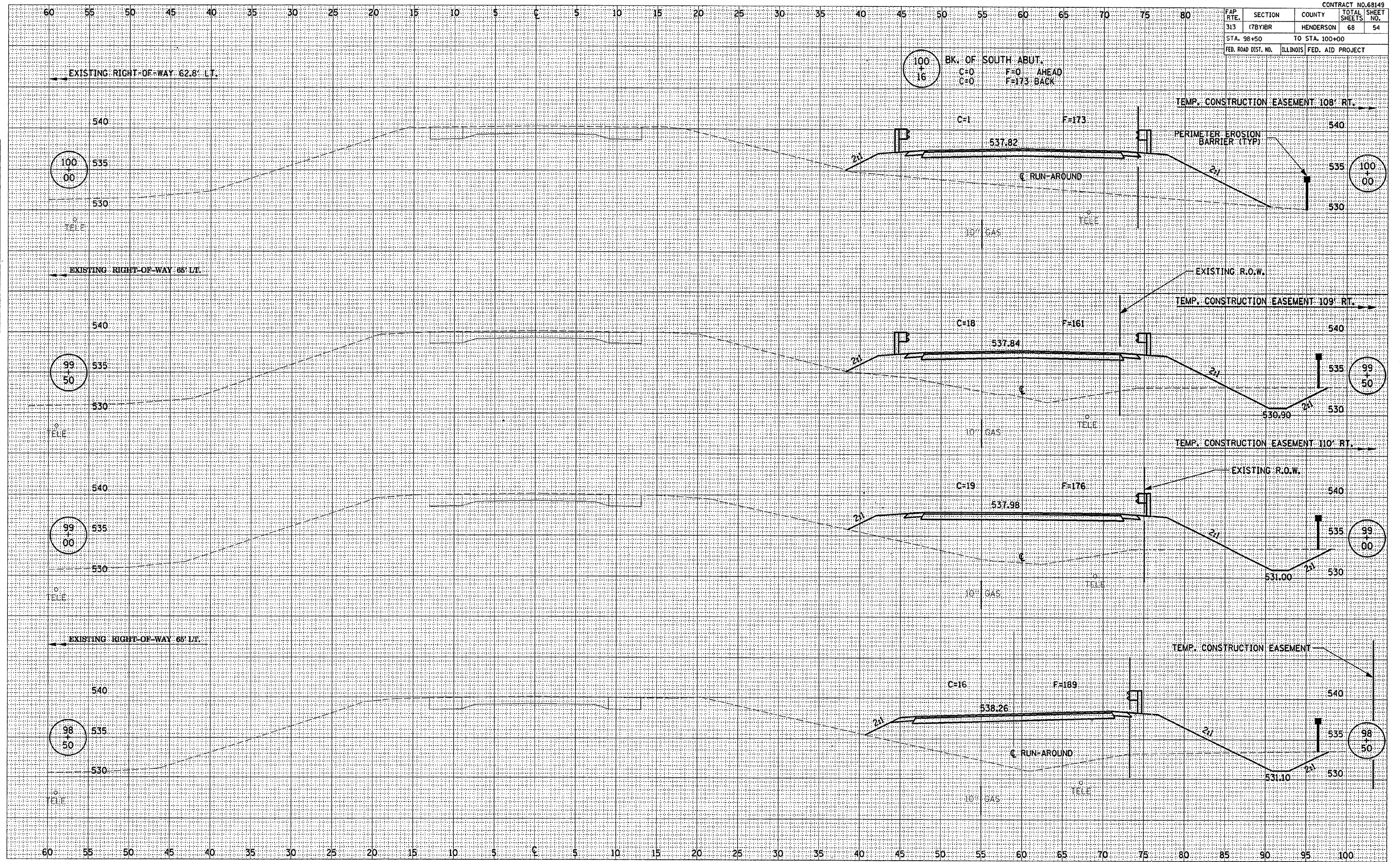
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	53
STA. 97+00		TO STA. 98+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



FINAL SURVEY
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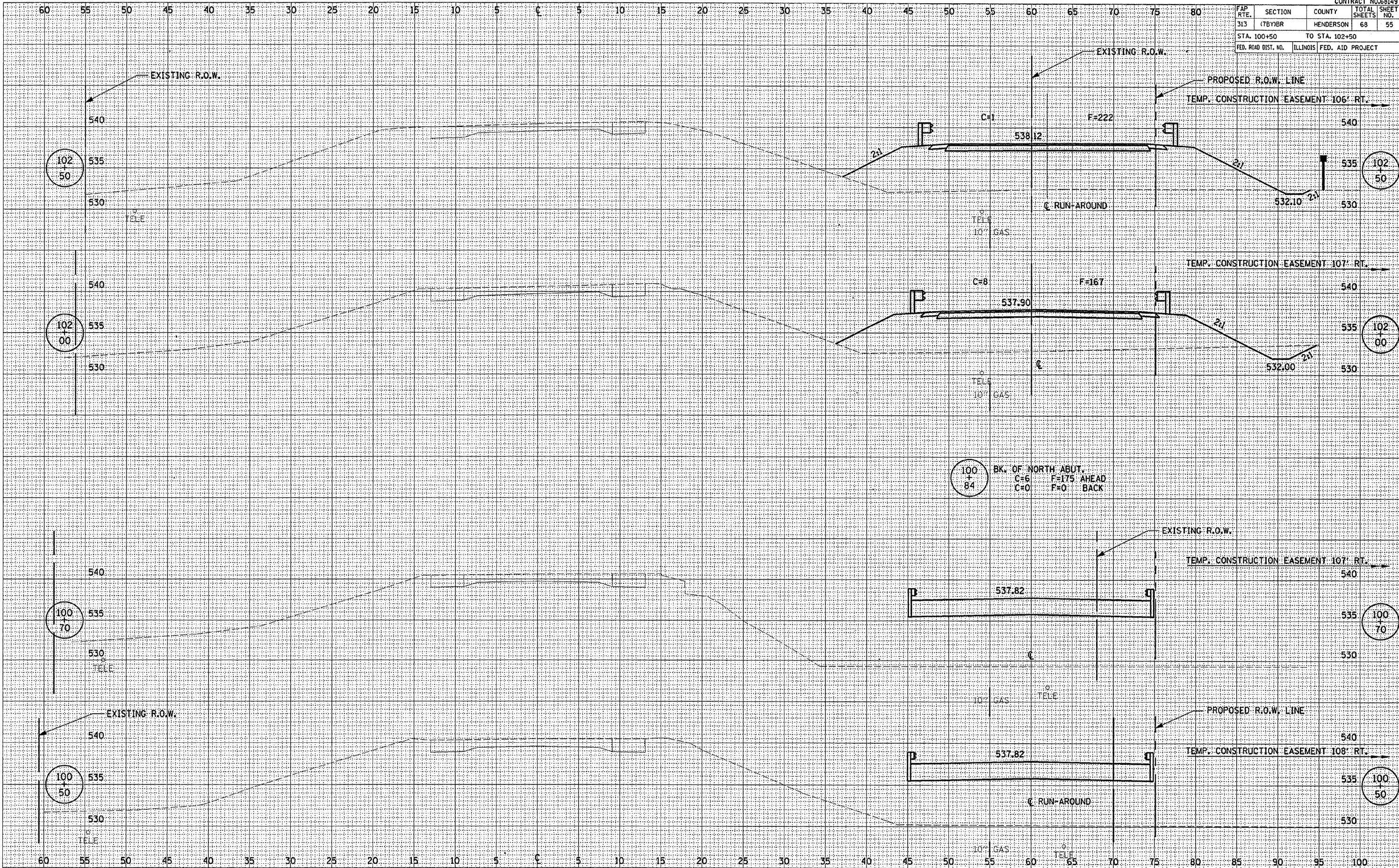
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313	(7BY)BR	HENDERSON	68	54
STA. 98+50		TO STA. 100+00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



FINAL SURVEY
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 NOTE BOOK
 TEMPLATE
 AREAS
 AREAS CHECKED

ORIGINAL SURVEY
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 TEMPLATE
 AREAS
 AREAS CHECKED

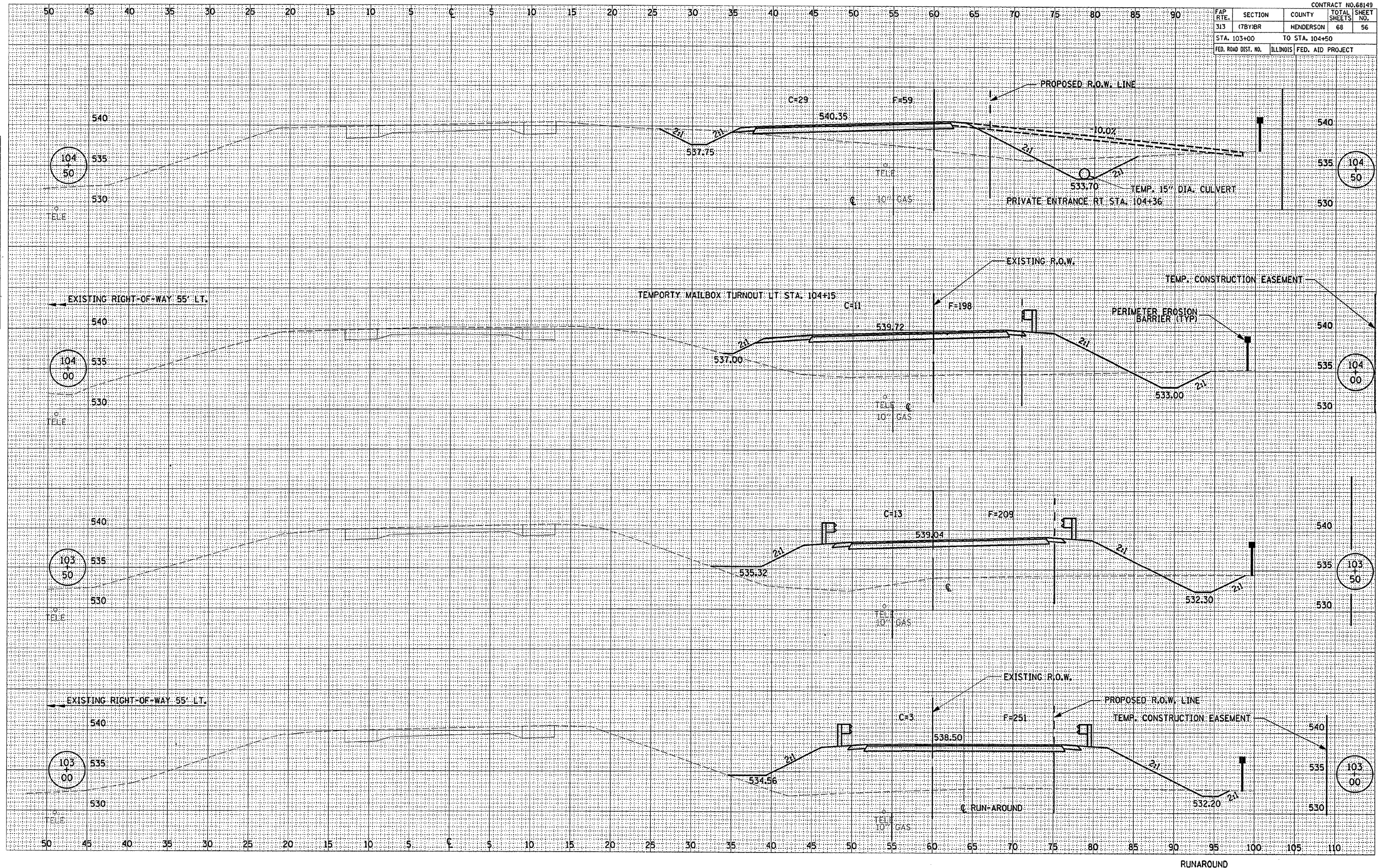
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313	(7B)BR	HENDERSON	68	55
STA. 100+50		TO STA. 102+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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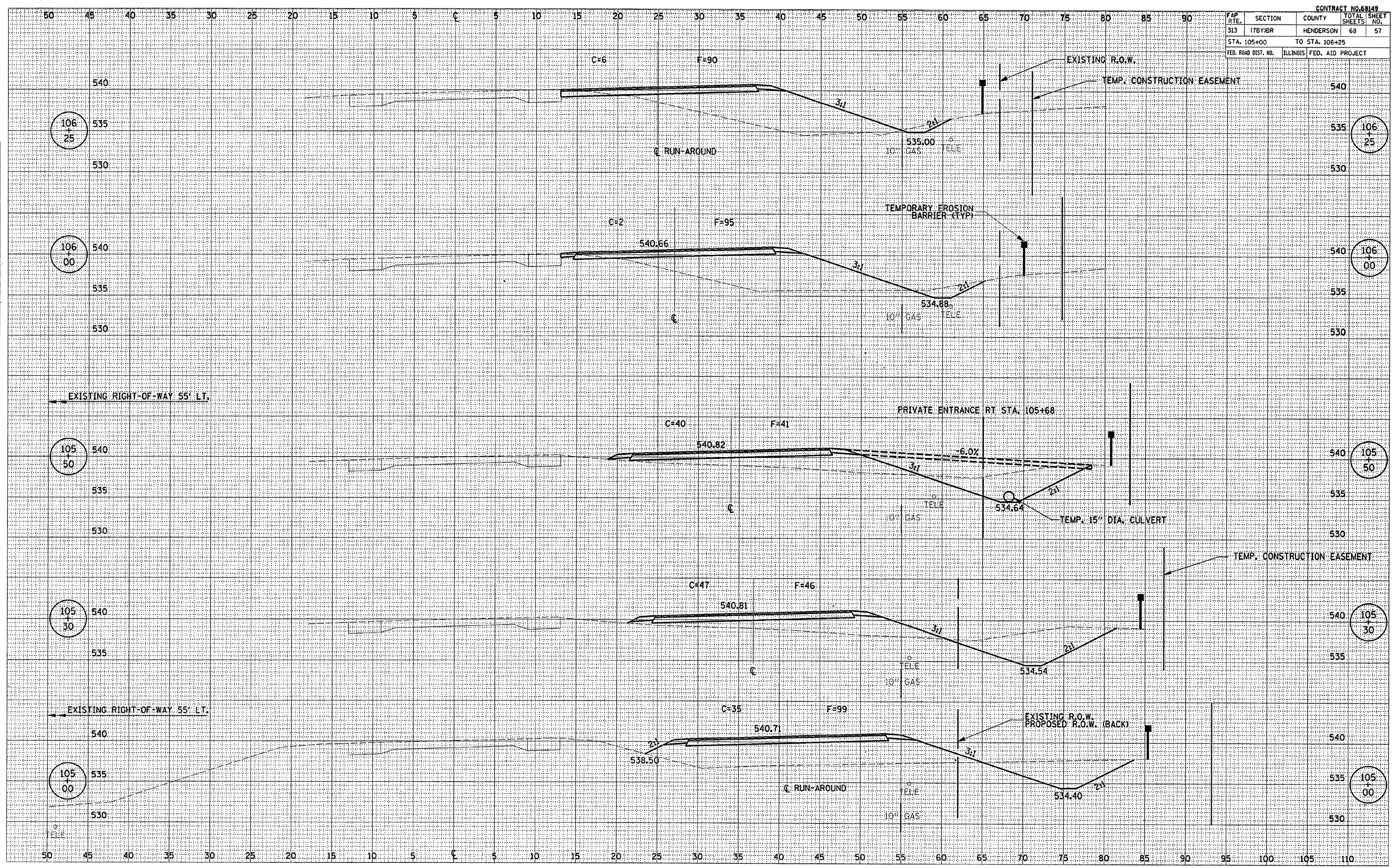
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313	(7BY)BR	HENDERSON	68	56
STA. 103+00		TO STA. 104+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



FINAL SURVEY
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 NOTE BOOK
 AREAS
 AREAS CHECKED

ORIGINAL SURVEY
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 AREAS
 AREAS CHECKED

FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	57
STA. 105+00		TO STA. 106+25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY NOTE BOOK NO. _____

SURVEYED BY _____

DATE _____

AREAS CHECKED _____

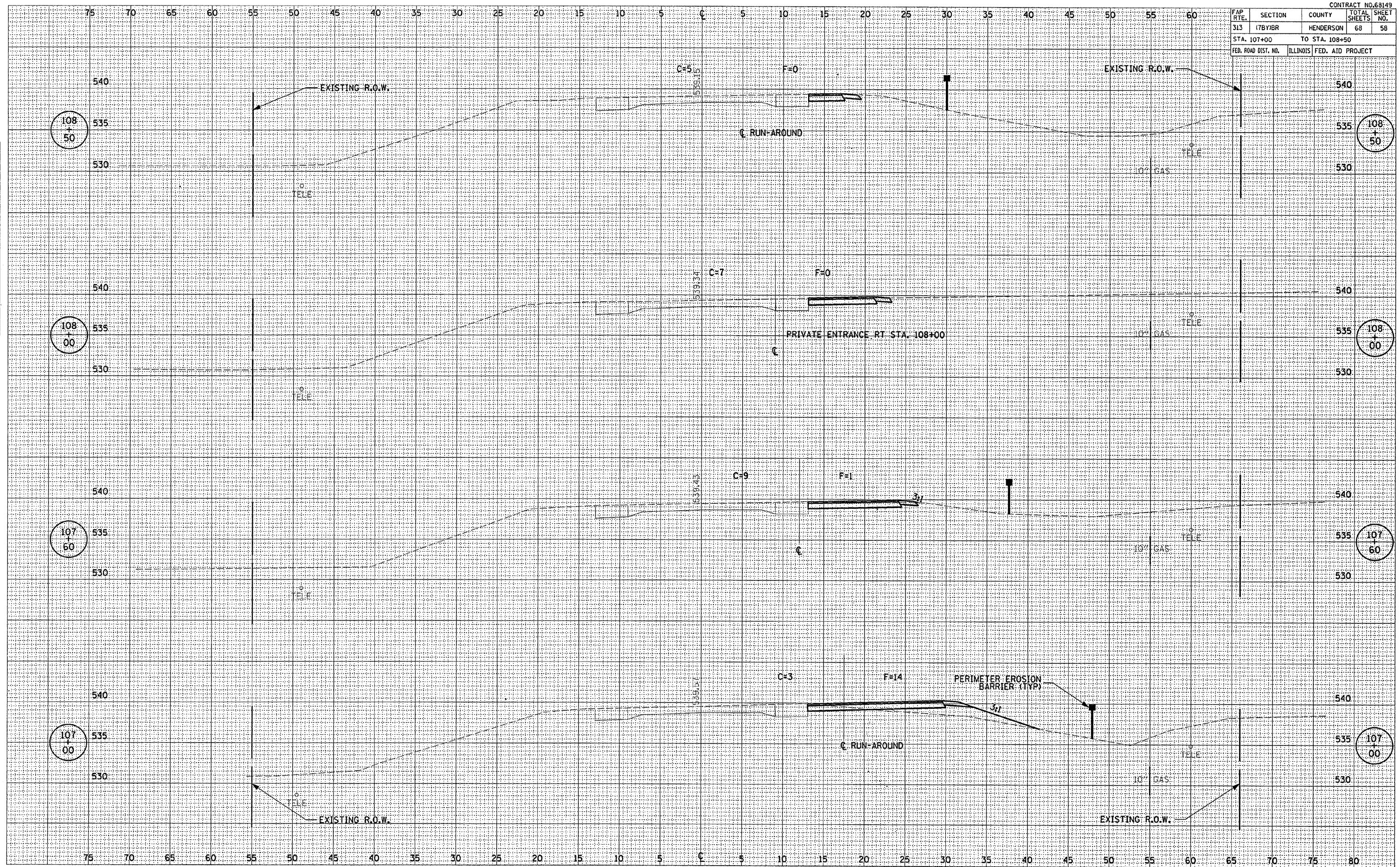
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SURVEYED BY _____

DATE _____

AREAS CHECKED _____

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	58
STA. 107+00		TO STA. 108+50		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



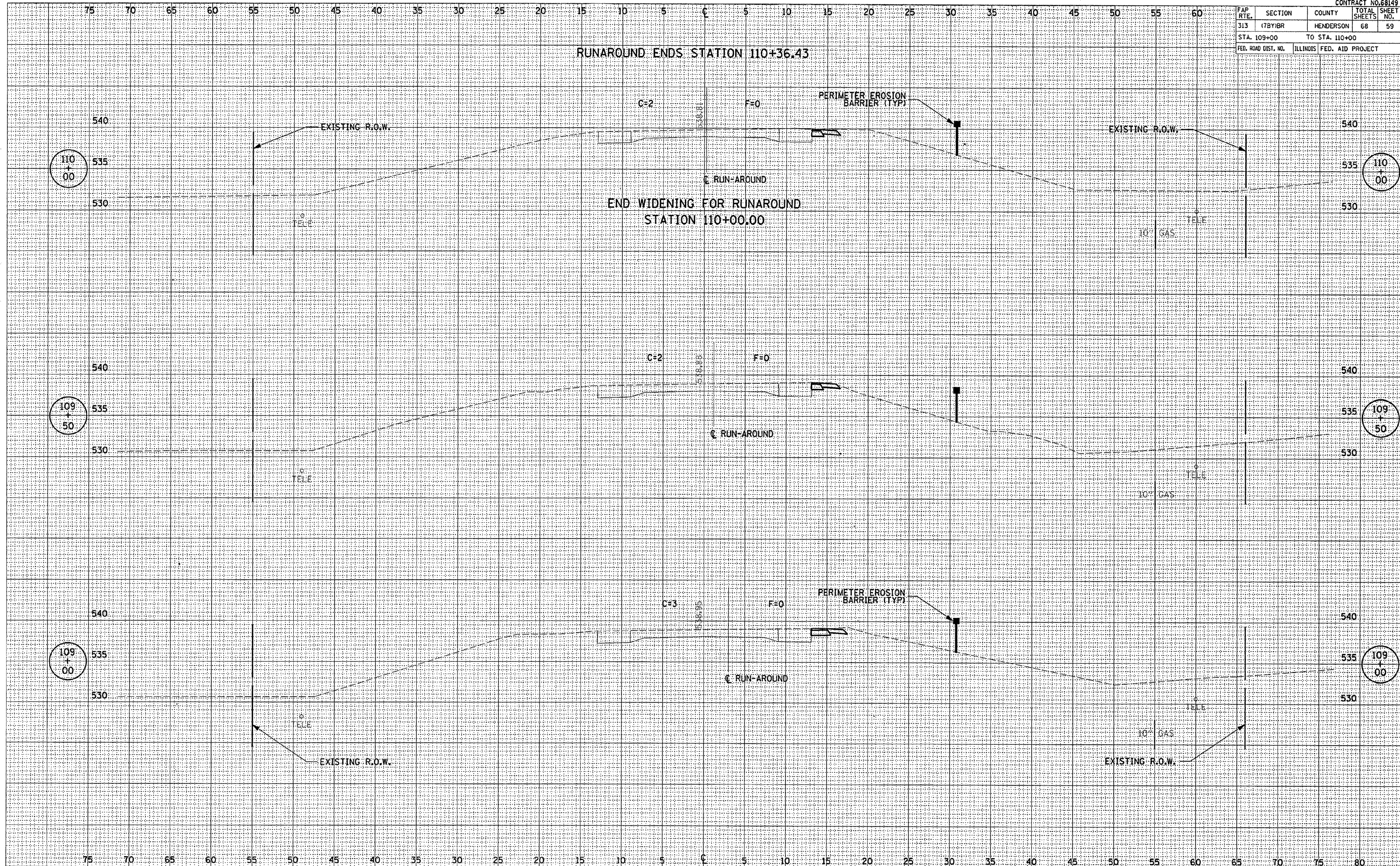
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	59
STA. 109+00		TO STA. 110+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

RUNAROUND ENDS STATION 110+36.43

END WIDENING FOR RUNAROUND STATION 110+00.00



RUNAROUND

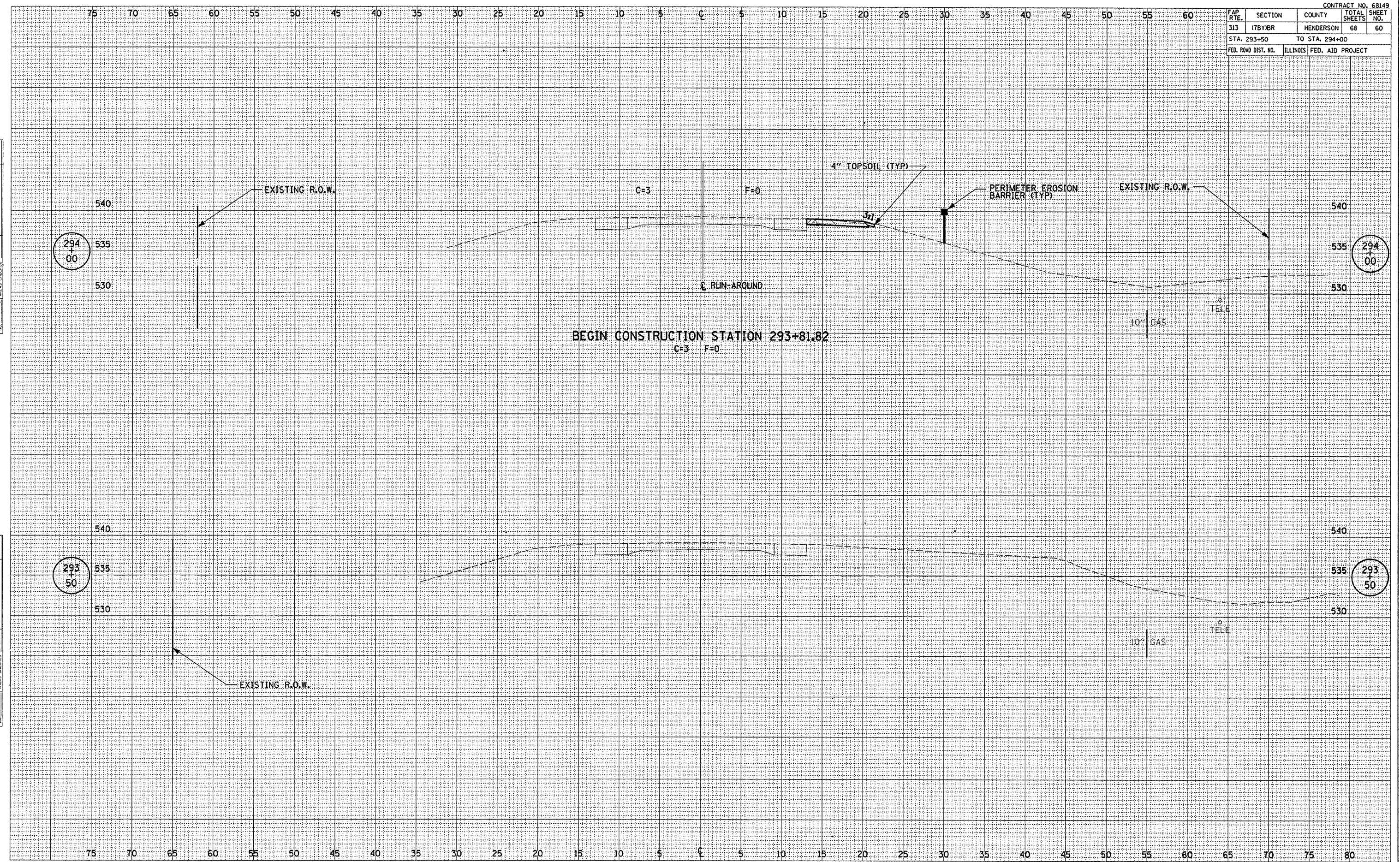
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 AREAS CHECKED

ORIGINAL SURVEY
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 NOTE BOOK
 AREAS CHECKED

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	17BY1BR	HENDERSON	68	60
STA. 293+50		TO STA. 294+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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 NOTE BOOK _____
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 AREAS CHECKED _____

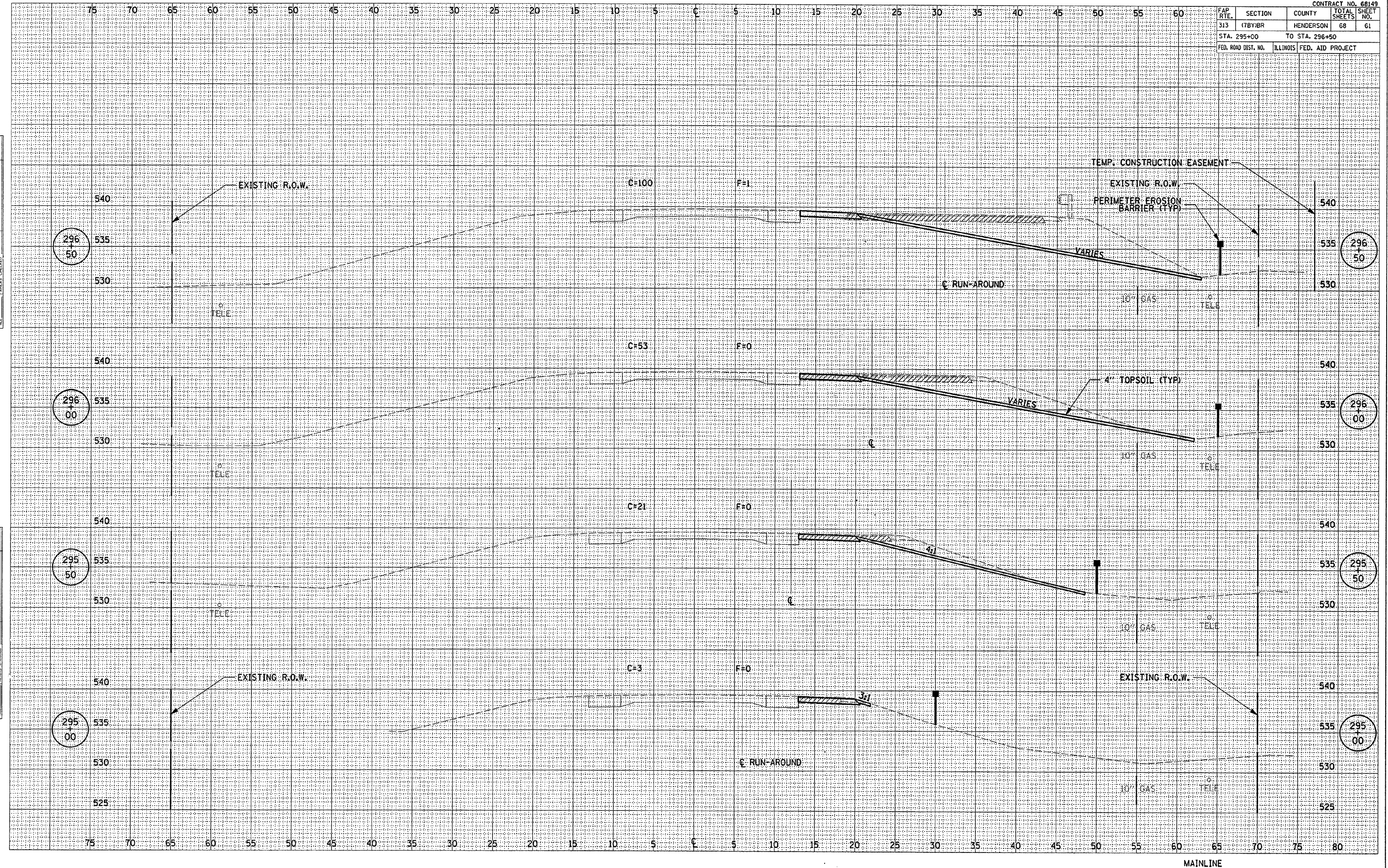


CONTRACT NO. 68149			
FAP 313	SECTION (78Y)BR	COUNTY HENDERSON	TOTAL SHEETS 68
STA. 295+00		TO STA. 296+50	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

DATE	BY

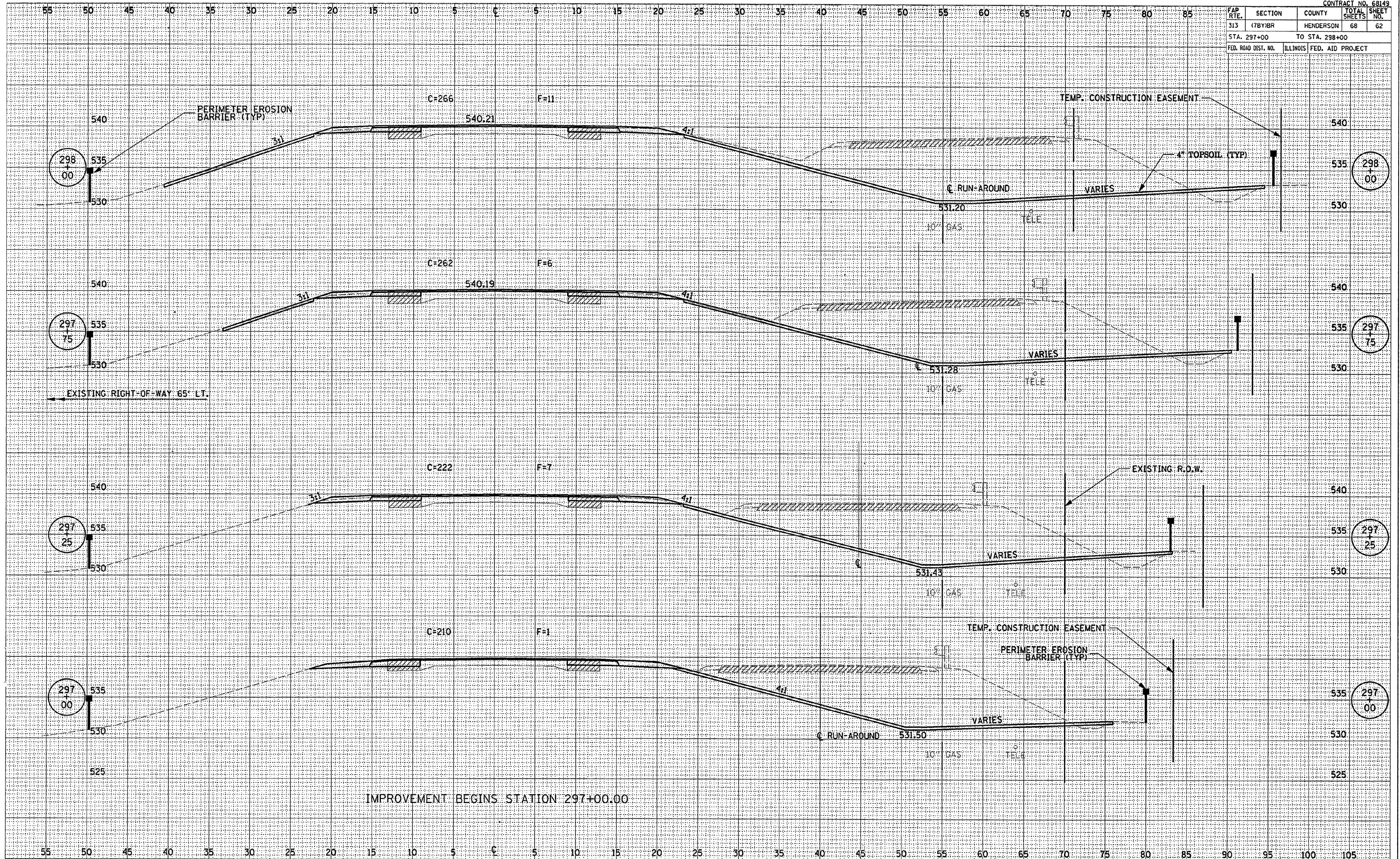
DATE	BY

DATE	BY



MAINLINE

CONTRACT NO. 68149			
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS
313	(78Y)BR	HENDERSON	68 62
STA. 297+00		TO STA. 298+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



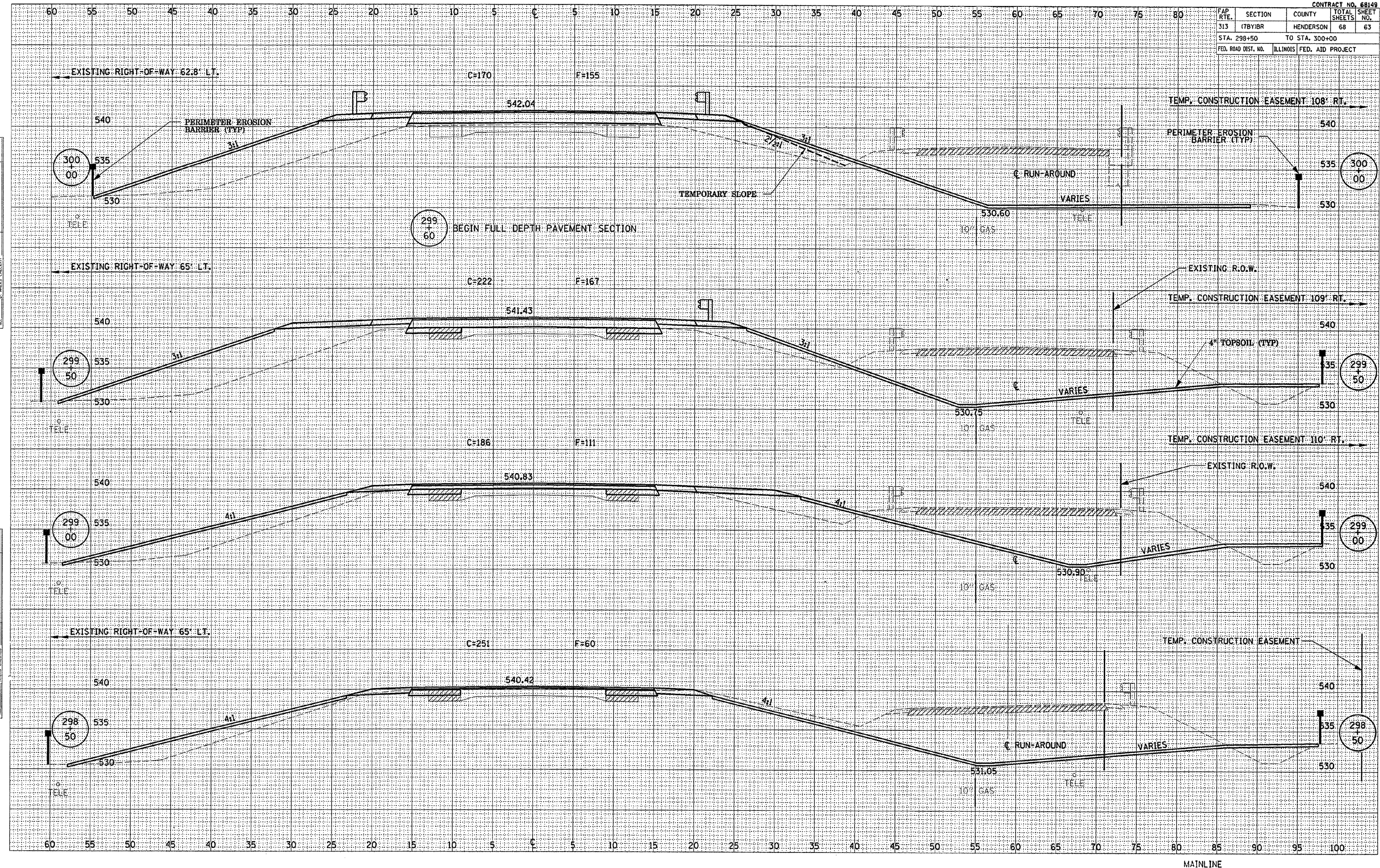
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BY: _____ DATE: _____
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 REVISION _____
 CHECKED _____
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IMPROVEMENT BEGINS STATION 297+00.00

MAINLINE

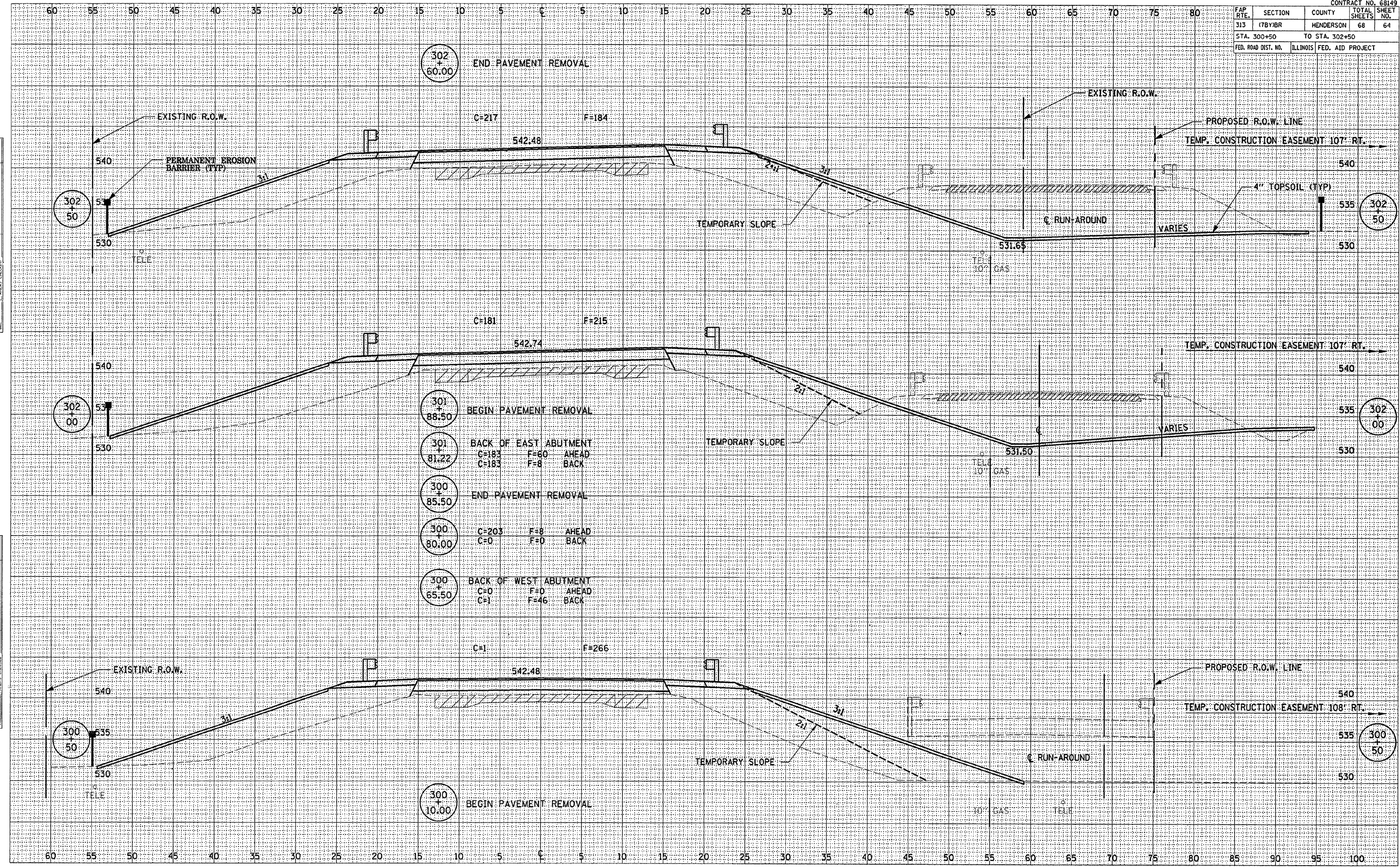
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS
313	(7B)YBR	HENDERSON	68
STA. 298+50		TO STA. 300+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



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 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(78Y)BR	HENDERSON	68	64
STA. 300+50		TO STA. 302+50		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



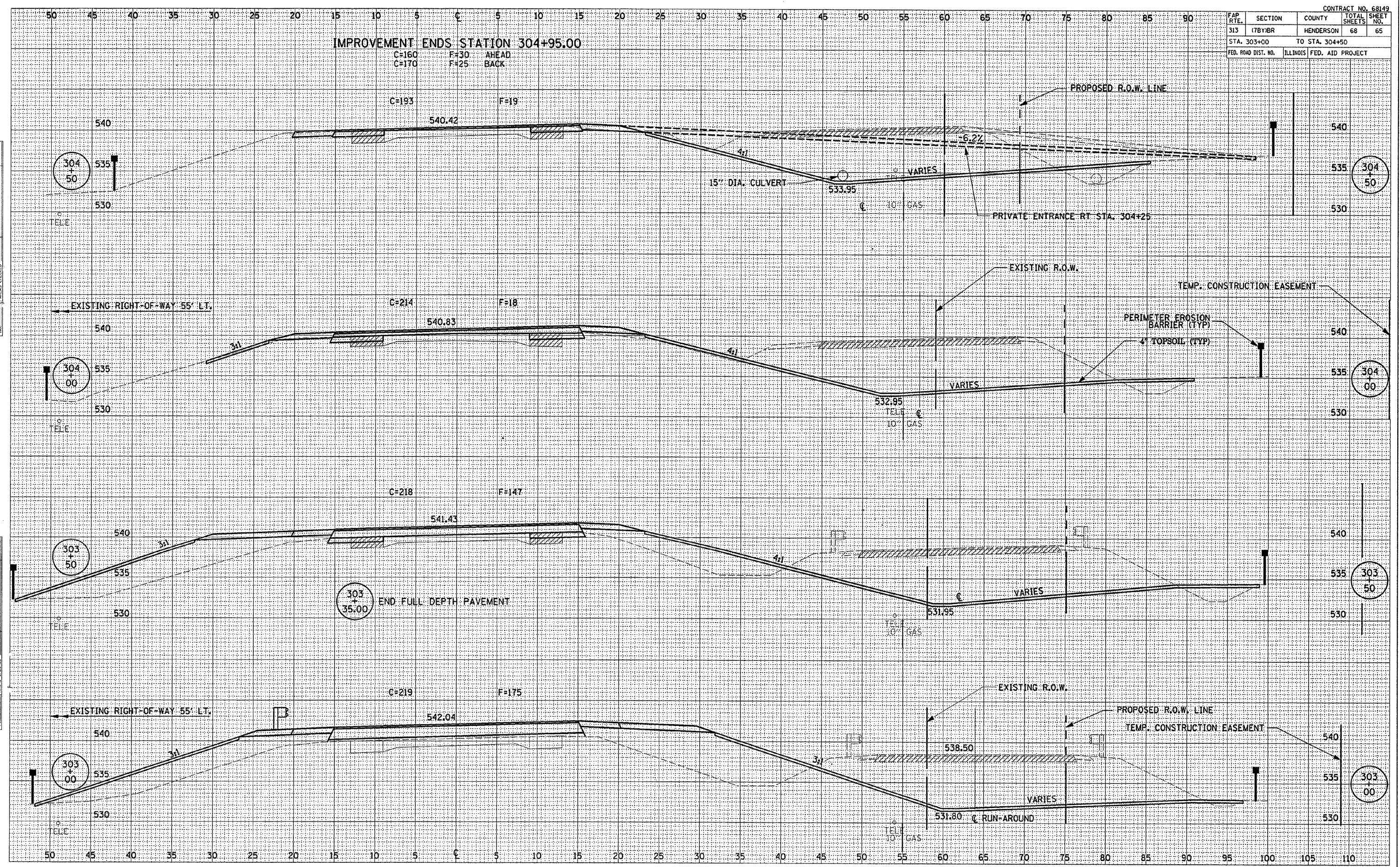
DATE
BY
SURVEYED
PLOTTED
FINAL SHEET
NOTE BOOK
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SURVEYED
PLOTTED
FINAL SHEET
NOTE BOOK
NO.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	65
STA. 303+00		TO STA. 304+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

IMPROVEMENT ENDS STATION 304+95.00

C=160 F=30 AHEAD
C=170 F=25 BACK



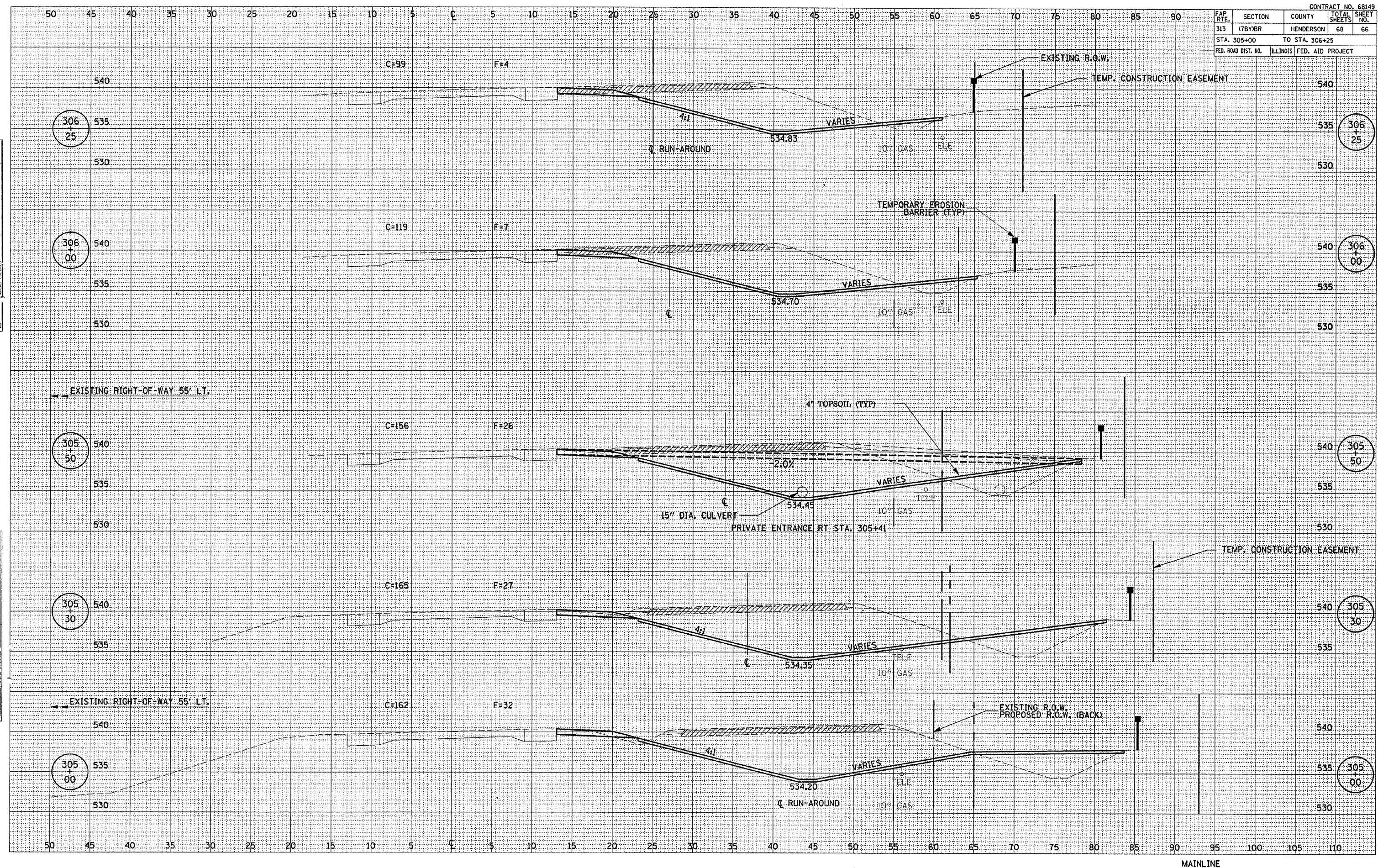
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NOTE BOOK _____
AREAS CHECKED _____

DATE _____
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SURVEYED _____
PLOTTED _____
NOTE BOOK _____
AREAS CHECKED _____

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)R	HENDERSON	68	66
STA. 305+00		TO STA. 306+25		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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 CHECKED _____

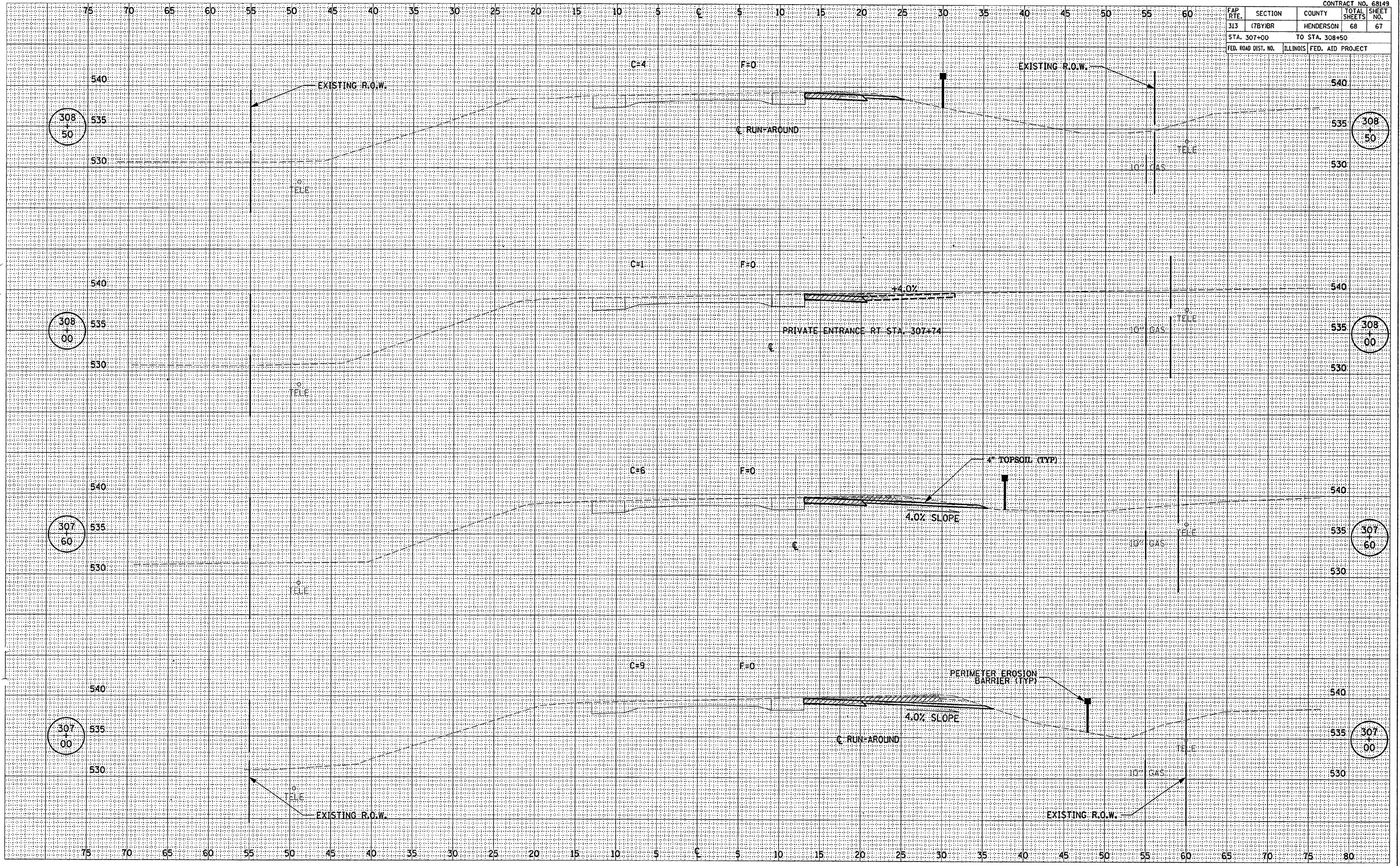
DATE _____
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	67
STA. 307+00		TO STA. 308+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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 SURVEYED _____
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 TYPED _____
 NOTE BOOK _____
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 AREAS CHECKED _____

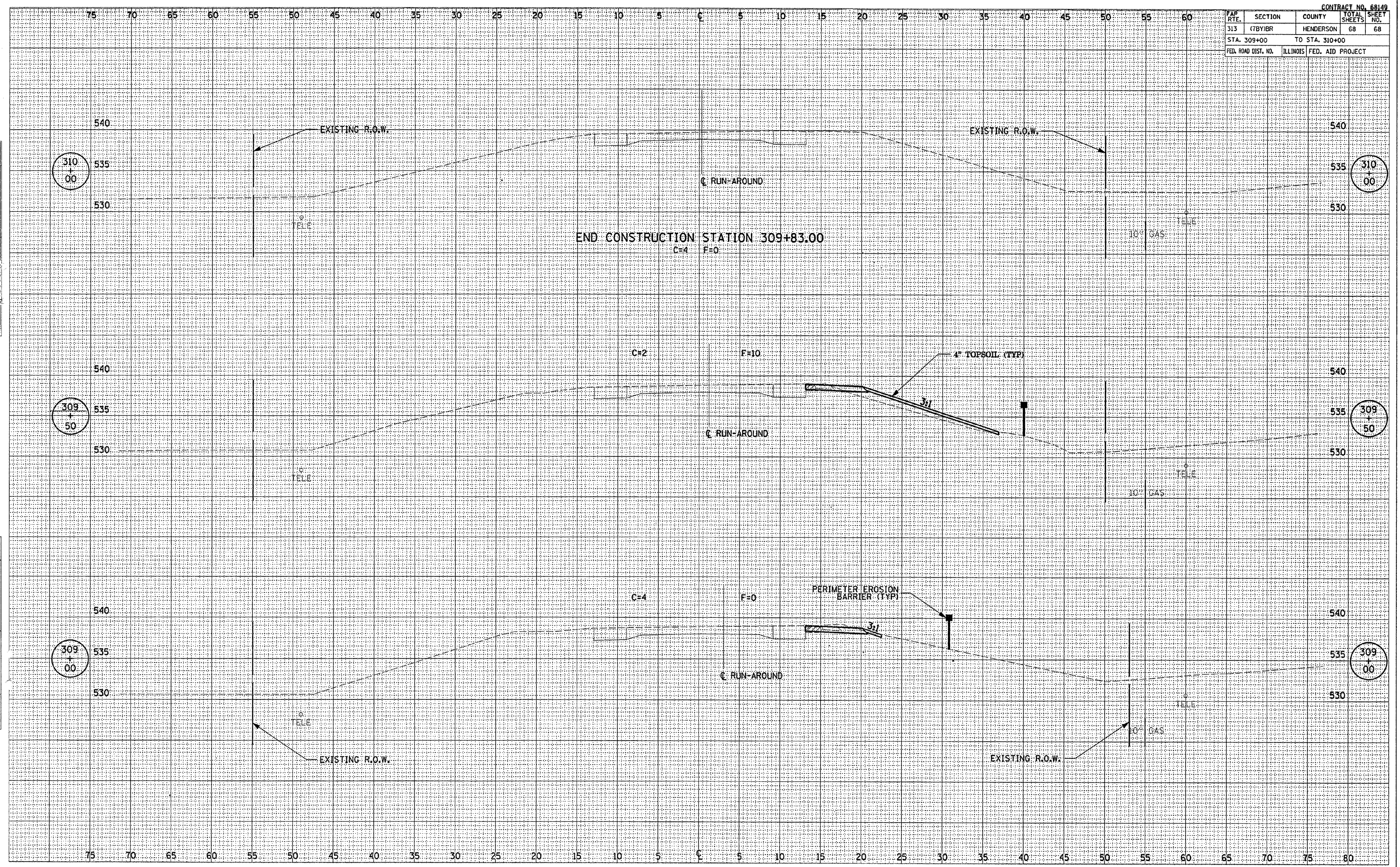
DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 TYPED _____
 NOTE BOOK _____
 NO. _____
 AREAS CHECKED _____



FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	(7BY)BR	HENDERSON	68	68
STA. 309+00		TO STA. 310+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____



END CONSTRUCTION STATION 309+83.00
 C=4 F=0

MAINLINE