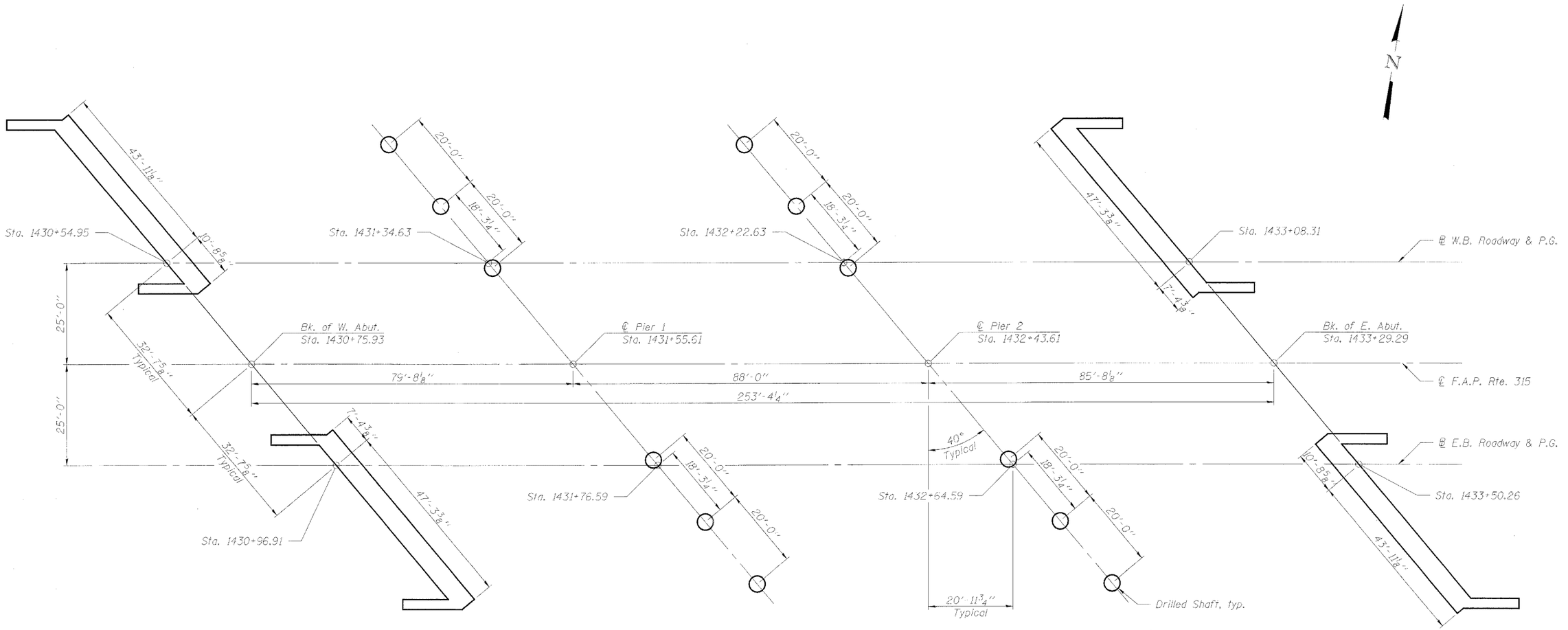
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	201
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3
36 SHEETS

Contract #68206



PLAN

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

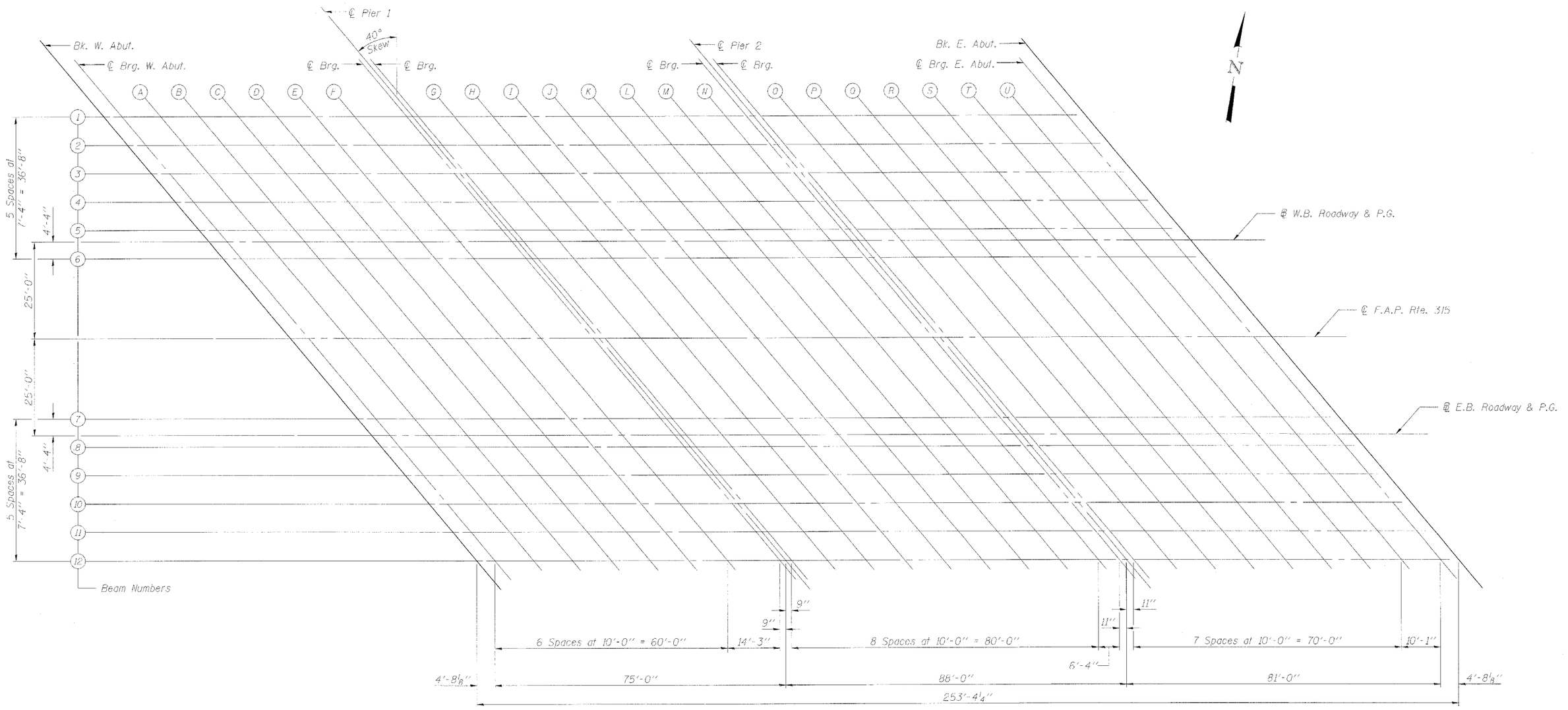
SUBSTRUCTURE LAYOUT
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RTE/TR NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	202
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
36 SHEETS

Contract #68206

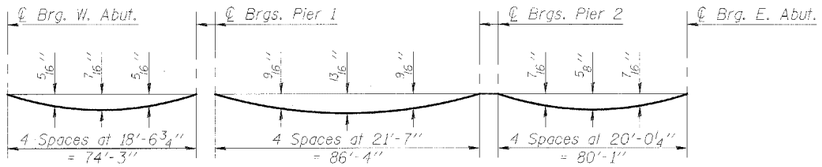


PLAN

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

DECK ELEVATIONS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

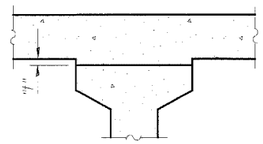


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheets 6 and 7 of 36.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



To determine "t": After all precast prestressed beams have 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 Deflections" shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	203
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
36 SHEETS

Contract #68206

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+27.82	-57.333	542.960	542.960
℄ BRG. W. ABUT.	1430+32.50	-57.333	542.984	542.984
A	1430+42.50	-57.333	543.034	543.050
B	1430+52.50	-57.333	543.084	543.113
C	1430+62.50	-57.333	543.134	543.170
D	1430+72.50	-57.333	543.184	543.222
E	1430+82.50	-57.333	543.234	543.266
F	1430+92.50	-57.333	543.284	543.305
℄ BRG. PIER 1	1431+06.75	-57.333	543.355	543.355
℄ PIER 1	1431+07.50	-57.333	543.359	543.359
℄ BRG. PIER 1	1431+08.25	-57.333	543.363	543.363
G	1431+18.25	-57.333	543.413	543.438
H	1431+28.25	-57.333	543.463	543.509
I	1431+38.25	-57.333	543.513	543.574
J	1431+48.25	-57.333	543.563	543.632
K	1431+58.25	-57.333	543.613	543.680
L	1431+68.25	-57.333	543.663	543.719
M	1431+78.25	-57.333	543.713	543.751
N	1431+88.25	-57.333	543.763	543.778
℄ BRG. PIER 2	1431+94.58	-57.333	543.794	543.794
℄ PIER 2	1431+95.50	-57.333	543.799	543.799
℄ BRG. PIER 2	1431+96.42	-57.333	543.803	543.803
O	1432+06.42	-57.333	543.853	543.873
P	1432+16.42	-57.333	543.903	543.940
Q	1432+26.42	-57.333	543.953	544.001
R	1432+36.42	-57.333	544.003	544.055
S	1432+46.42	-57.333	544.053	544.101
T	1432+56.42	-57.333	544.103	544.140
U	1432+66.42	-57.333	544.153	544.173
℄ BRG. E. ABUT.	1432+76.50	-57.333	544.204	544.204
BK. E. ABUT.	1432+81.18	-57.333	544.227	544.227

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+33.98	-50.000	543.144	543.144
℄ BRG. W. ABUT.	1430+38.65	-50.000	543.167	543.167
A	1430+48.65	-50.000	543.217	543.233
B	1430+58.65	-50.000	543.267	543.295
C	1430+68.65	-50.000	543.317	543.353
D	1430+78.65	-50.000	543.367	543.404
E	1430+88.65	-50.000	543.417	543.449
F	1430+98.65	-50.000	543.467	543.488
℄ BRG. PIER 1	1431+12.90	-50.000	543.539	543.539
℄ PIER 1	1431+13.65	-50.000	543.542	543.542
℄ BRG. PIER 1	1431+14.40	-50.000	543.546	543.546
G	1431+24.40	-50.000	543.596	543.621
H	1431+34.40	-50.000	543.646	543.691
I	1431+44.40	-50.000	543.696	543.756
J	1431+54.40	-50.000	543.746	543.813
K	1431+64.40	-50.000	543.796	543.861
L	1431+74.40	-50.000	543.846	543.901
M	1431+84.40	-50.000	543.896	543.934
N	1431+94.40	-50.000	543.946	543.961
℄ BRG. PIER 2	1432+00.74	-50.000	543.978	543.978
℄ PIER 2	1432+01.65	-50.000	543.982	543.982
℄ BRG. PIER 2	1432+02.57	-50.000	543.987	543.987
O	1432+12.57	-50.000	544.037	544.056
P	1432+22.57	-50.000	544.087	544.123
Q	1432+32.57	-50.000	544.137	544.183
R	1432+42.57	-50.000	544.187	544.237
S	1432+52.57	-50.000	544.237	544.283
T	1432+62.57	-50.000	544.287	544.322
U	1432+72.57	-50.000	544.337	544.356
℄ BRG. E. ABUT.	1432+82.65	-50.000	544.387	544.387
BK. E. ABUT.	1432+87.33	-50.000	544.411	544.411

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+40.13	-42.667	543.295	543.295
℄ BRG. W. ABUT.	1430+44.81	-42.667	543.318	543.318
A	1430+54.81	-42.667	543.368	543.383
B	1430+64.81	-42.667	543.418	543.446
C	1430+74.81	-42.667	543.468	543.503
D	1430+84.81	-42.667	543.518	543.554
E	1430+94.81	-42.667	543.568	543.599
F	1431+04.81	-42.667	543.618	543.639
℄ BRG. PIER 1	1431+19.06	-42.667	543.689	543.689
℄ PIER 1	1431+19.81	-42.667	543.693	543.693
℄ BRG. PIER 1	1431+20.56	-42.667	543.697	543.697
G	1431+30.56	-42.667	543.747	543.771
H	1431+40.56	-42.667	543.797	543.842
I	1431+50.56	-42.667	543.847	543.907
J	1431+60.56	-42.667	543.897	543.964
K	1431+70.56	-42.667	543.947	544.012
L	1431+80.56	-42.667	543.997	544.052
M	1431+90.56	-42.667	544.047	544.084
N	1432+00.56	-42.667	544.097	544.111
℄ BRG. PIER 2	1432+06.89	-42.667	544.128	544.128
℄ PIER 2	1432+07.81	-42.667	544.133	544.133
℄ BRG. PIER 2	1432+08.72	-42.667	544.138	544.138
O	1432+18.72	-42.667	544.188	544.207
P	1432+28.72	-42.667	544.238	544.273
Q	1432+38.72	-42.667	544.288	544.334
R	1432+48.72	-42.667	544.338	544.387
S	1432+58.72	-42.667	544.388	544.434
T	1432+68.72	42.667	544.438	544.473
U	1432+78.72	-42.667	544.488	544.506
℄ BRG. E. ABUT.	1432+88.81	-42.667	544.538	544.538
BK. E. ABUT.	1432+93.48	-42.667	544.561	544.561

Note:
Offsets are based off of ℄ F.A.P. Rte. 315.

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF/EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

DECK ELEVATIONS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	204
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6
36 SHEETS

Contract #68206

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+46.28	-35.333	543.388	543.388
℄ BRG. W. ABUT.	1430+50.96	-35.333	543.411	543.411
A	1430+60.96	-35.333	543.461	543.477
B	1430+70.96	-35.333	543.511	543.539
C	1430+80.96	-35.333	543.561	543.596
D	1430+90.96	-35.333	543.611	543.648
E	1431+00.96	-35.333	543.661	543.693
F	1431+10.96	-35.333	543.711	543.732
℄ BRG. PIER 1	1431+25.21	-35.333	543.782	543.782
℄ PIER 1	1431+25.96	-35.333	543.786	543.786
℄ BRG. PIER 1	1431+26.71	-35.333	543.790	543.790
G	1431+36.71	-35.333	543.840	543.864
H	1431+46.71	-35.333	543.890	543.935
I	1431+56.71	-35.333	543.940	544.000
J	1431+66.71	-35.333	543.990	544.057
K	1431+76.71	-35.333	544.040	544.105
L	1431+86.71	-35.333	544.090	544.145
M	1431+96.71	-35.333	544.140	544.177
N	1432+06.71	-35.333	544.190	544.205
℄ BRG. PIER 2	1432+13.04	-35.333	544.222	544.222
℄ PIER 2	1432+13.96	-35.333	544.226	544.226
℄ BRG. PIER 2	1432+14.88	-35.333	544.231	544.231
O	1432+24.88	-35.333	544.281	544.300
P	1432+34.88	-35.333	544.331	544.366
Q	1432+44.88	-35.333	544.381	544.427
R	1432+54.88	-35.333	544.431	544.481
S	1432+64.88	-35.333	544.481	544.527
T	1432+74.88	-35.333	544.531	544.566
U	1432+84.88	-35.333	544.581	544.600
℄ BRG. E. ABUT.	1432+94.96	-35.333	544.631	544.631
BK. E. ABUT.	1432+99.64	-35.333	544.655	544.655

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+52.44	28.000	543.320	543.320
℄ BRG. W. ABUT.	1430+57.11	28.000	543.343	543.343
A	1430+67.11	28.000	543.393	543.408
B	1430+77.11	28.000	543.443	543.471
C	1430+87.11	28.000	543.493	543.528
D	1430+97.11	28.000	543.543	543.580
E	1431+07.11	28.000	543.593	543.624
F	1431+17.11	28.000	543.643	543.664
℄ BRG. PIER 1	1431+31.36	28.000	543.714	543.714
℄ PIER 1	1431+32.11	28.000	543.718	543.718
℄ BRG. PIER 1	1431+32.86	28.000	543.722	543.722
G	1431+42.86	28.000	543.772	543.796
H	1431+52.86	28.000	543.822	543.867
I	1431+62.86	28.000	543.872	543.932
J	1431+72.86	28.000	543.922	543.989
K	1431+82.86	28.000	543.972	544.037
L	1431+92.86	28.000	544.022	544.077
M	1432+02.86	28.000	544.072	544.109
N	1432+12.86	28.000	544.122	544.136
℄ BRG. PIER 2	1432+19.20	28.000	544.153	544.153
℄ PIER 2	1432+20.11	28.000	544.158	544.158
℄ BRG. PIER 2	1432+21.03	28.000	544.163	544.163
O	1432+31.03	28.000	544.213	544.232
P	1432+41.03	28.000	544.263	544.298
Q	1432+51.03	28.000	544.313	544.359
R	1432+61.03	28.000	544.363	544.412
S	1432+71.03	28.000	544.413	544.459
T	1432+81.03	28.000	544.463	544.498
U	1432+91.03	28.000	544.513	544.531
℄ BRG. E. ABUT.	1433+01.11	28.000	544.563	544.563
BK. E. ABUT.	1433+05.79	28.000	544.586	544.586

℄ W.B. ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+54.95	-25.000	543.270	543.270
℄ BRG. W. ABUT.	1430+59.63	-25.000	543.293	543.293
A	1430+69.63	-25.000	543.343	543.358
B	1430+79.63	-25.000	543.393	543.421
C	1430+89.63	-25.000	543.443	543.478
D	1430+99.63	-25.000	543.493	543.530
E	1431+09.63	-25.000	543.543	543.575
F	1431+19.63	-25.000	543.593	543.614
℄ BRG. PIER 1	1431+33.88	-25.000	543.664	543.664
℄ PIER 1	1431+34.63	-25.000	543.668	543.668
℄ BRG. PIER 1	1431+35.38	-25.000	543.672	543.672
G	1431+45.38	-25.000	543.722	543.746
H	1431+55.38	-25.000	543.772	543.817
I	1431+65.38	-25.000	543.822	543.882
J	1431+75.38	-25.000	543.872	543.939
K	1431+85.38	-25.000	543.922	543.987
L	1431+95.38	-25.000	543.972	544.027
M	1432+05.38	-25.000	544.022	544.059
N	1432+15.38	-25.000	544.072	544.086
℄ BRG. PIER 2	1432+21.71	-25.000	544.104	544.104
℄ PIER 2	1432+22.63	-25.000	544.108	544.108
℄ BRG. PIER 2	1432+23.55	-25.000	544.113	544.113
O	1432+33.55	-25.000	544.163	544.182
P	1432+43.55	-25.000	544.213	544.248
Q	1432+53.55	-25.000	544.263	544.309
R	1432+63.55	-25.000	544.313	544.363
S	1432+73.55	-25.000	544.363	544.409
T	1432+83.55	-25.000	544.413	544.448
U	1432+93.55	-25.000	544.463	544.482
℄ BRG. E. ABUT.	1433+03.63	-25.000	544.513	544.513
BK. E. ABUT.	1433+08.31	-25.000	544.536	544.536

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+58.59	-20.667	543.198	543.198
℄ BRG. W. ABUT.	1430+63.27	-20.667	543.221	543.221
A	1430+73.27	-20.667	543.271	543.287
B	1430+83.27	-20.667	543.321	543.350
C	1430+93.27	-20.667	543.371	543.407
D	1431+03.27	-20.667	543.421	543.459
E	1431+13.27	-20.667	543.471	543.503
F	1431+23.27	-20.667	543.521	543.542
℄ BRG. PIER 1	1431+37.52	-20.667	543.592	543.592
℄ PIER 1	1431+38.27	-20.667	543.596	543.596
℄ BRG. PIER 1	1431+39.02	-20.667	543.600	543.600
G	1431+49.02	-20.667	543.650	543.675
H	1431+59.02	-20.667	543.700	543.746
I	1431+69.02	-20.667	543.750	543.812
J	1431+79.02	-20.667	543.800	543.869
K	1431+89.02	-20.667	543.850	543.917
L	1431+99.02	-20.667	543.900	543.956
M	1432+09.02	-20.667	543.950	543.988
N	1432+19.02	-20.667	544.000	544.015
℄ BRG. PIER 2	1432+25.35	-20.667	544.031	544.031
℄ PIER 2	1432+26.27	-20.667	544.036	544.036
℄ BRG. PIER 2	1432+27.18	-20.667	544.041	544.041
O	1432+37.18	-20.667	544.091	544.111
P	1432+47.18	-20.667	544.141	544.177
Q	1432+57.18	-20.667	544.191	544.238
R	1432+67.18	-20.667	544.241	544.292
S	1432+77.18	-20.667	544.291	544.338
T	1432+87.18	-20.667	544.341	544.377
U	1432+97.18	-20.667	544.391	544.410
℄ BRG. E. ABUT.	1433+07.21	-20.667	544.441	544.441
BK. E. ABUT.	1433+11.94	-20.667	544.464	544.464

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+93.27	20.667	543.371	543.371
℄ BRG. W. ABUT.	1430+97.95	20.667	543.394	543.394
A	1431+07.95	20.667	543.444	543.460
B	1431+17.95	20.667	543.494	543.523
C	1431+27.95	20.667	543.544	543.581
D	1431+37.95	20.667	543.594	543.632
E	1431+47.95	20.667	543.644	543.677
F	1431+57.95	20.667	543.694	543.716
℄ BRG. PIER 1	1431+72.20	20.667	543.766	543.766
℄ PIER 1	1431+72.95	20.667	543.769	543.769
℄ BRG. PIER 1	1431+73.70	20.667	543.773	543.773
G	1431+83.70	20.667	543.823	543.848
H	1431+93.70	20.667	543.873	543.920
I	1432+03.70	20.667	543.923	543.985
J	1432+13.70	20.667	543.973	544.042
K	1432+23.70	20.667	544.023	544.090
L	1432+33.70	20.667	544.073	544.130
M	1432+43.70	20.667	544.123	544.162
N	1432+53.70	20.667	544.173	544.188
℄ BRG. PIER 2	1432+60.03	20.667	544.205	544.205
℄ PIER 2	1432+60.95	20.667	544.209	544.209
℄ BRG. PIER 2	1432+61.87	20.667	544.214	544.214
O	1432+71.87	20.667	544.264	544.284
P	1432+81.87	20.667	544.314	544.351
Q	1432+91.87	20.667	544.364	544.412
R	1433+01.87	20.667	544.414	544.465
S	1433+11.87	20.667	544.464	544.511
T	1433+21.87	20.667	544.514	544.550
U	1433+31.87	20.667	544.564	544.583
℄ BRG. E. ABUT.	1433+41.95	20.667	544.614	544.614
BK. E. ABUT.	1433+46.63	20.667	544.638	544.638

℄ E.B. ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+96.91	25.000	543.479	543.479
℄ BRG. W. ABUT.	1431+01.59	25.000	543.503	543.503
A	1431+11.59	25.000	543.553	543.568
B	1431+21.59	25.000	543.603	543.631
C	1431+31.59	25.000	543.653	543.688
D	1431+41.59	25.000	543.703	543.739
E	1431+51.59	25.000	543.753	543.784
F	1431+61.59	25.000	543.803	543.824
℄ BRG. PIER 1	1431+75.84	25.000	543.874	543.874
℄ PIER 1	1431+76.59	25.000	543.878	543.878
℄ BRG. PIER 1	1431+77.34	25.000	543.882	543.882
G	1431+87.34	25.000	543.932	543.956
H	1431+97.34	25.000	543.982	544.027
I	1432+07.34	25.000	544.032	544.092
J	1432+17.34	25.000	544.082	544.149
K	1432+27.34	25.000	544.132	544.197
L	1432+37.34	25.000	544.182	544.237
M	1432+47.34	25.000	544.232	544.269
N	1432+57.34	25.000	544.282	544.296
℄ BRG. PIER 2	1432+63.67	25.000	544.313	544.313
℄ PIER 2	1432+64.59	25.000	544.318	544.318
℄ BRG. PIER 2	1432+65.50	25.000	544.322	544.322
O	1432+75.50	25.000	544.372	544.392
P	1432+85.50	25.000	544.422	544.458
Q	1432+95.50	25.000	544.472	544.519
R	1433+05.50	25.000	544.522	544.572
S	1433+15.50	25.000	544.572	544.618
T	1433+25.50	25.000	544.622	544.658
U	1433+35.50	25.000	544.672	544.691
℄ BRG. E. ABUT.	1433+45.59	25.000	544.723	544.723
BK. E. ABUT.	1433+50.26	25.000	544.746	544.746

Note:
Offsets are based off of ℄ F.A.P. Rte. 315.

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF/EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

DECK ELEVATIONS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	205
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
36 SHEETS

Contract #68206

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+99.42	28.000	543.539	543.539
℄ BRG. W. ABUT.	1431+04.10	28.000	543.562	543.562
A	1431+14.10	28.000	543.612	543.628
B	1431+24.10	28.000	543.662	543.690
C	1431+34.10	28.000	543.712	543.748
D	1431+44.10	28.000	543.762	543.799
E	1431+54.10	28.000	543.812	543.844
F	1431+64.10	28.000	543.862	543.883
℄ BRG. PIER 1	1431+78.35	28.000	543.934	543.934
℄ PIER 1	1431+79.10	28.000	543.937	543.937
℄ BRG. PIER 1	1431+79.85	28.000	543.941	543.941
G	1431+89.85	28.000	543.991	544.015
H	1431+99.85	28.000	544.041	544.086
I	1432+09.85	28.000	544.091	544.151
J	1432+19.85	28.000	544.141	544.208
K	1432+29.85	28.000	544.191	544.256
L	1432+39.85	28.000	544.241	544.296
M	1432+49.85	28.000	544.291	544.329
N	1432+59.85	28.000	544.341	544.356
℄ BRG. PIER 2	1432+66.19	28.000	544.373	544.373
℄ PIER 2	1432+67.10	28.000	544.377	544.377
℄ BRG. PIER 2	1432+68.02	28.000	544.382	544.382
O	1432+78.02	28.000	544.432	544.451
P	1432+88.02	28.000	544.482	544.517
Q	1432+98.02	28.000	544.532	544.578
R	1433+08.02	28.000	544.582	544.632
S	1433+18.02	28.000	544.632	544.678
T	1433+28.02	28.000	544.682	544.717
U	1433+38.02	28.000	544.732	544.751
℄ BRG. E. ABUT.	1433+48.10	28.000	544.782	544.782
BK. E. ABUT.	1433+52.78	28.000	544.806	544.806

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1431+05.58	35.333	543.684	543.684
℄ BRG. W. ABUT.	1431+10.26	35.333	543.708	543.708
A	1431+20.26	35.333	543.758	543.773
B	1431+30.26	35.333	543.808	543.836
C	1431+40.26	35.333	543.858	543.893
D	1431+50.26	35.333	543.908	543.944
E	1431+60.26	35.333	543.958	543.989
F	1431+70.26	35.333	544.008	544.028
℄ BRG. PIER 1	1431+84.51	35.333	544.079	544.079
℄ PIER 1	1431+85.26	35.333	544.083	544.083
℄ BRG. PIER 1	1431+86.01	35.333	544.086	544.086
G	1431+96.01	35.333	544.136	544.161
H	1432+06.01	35.333	544.186	544.232
I	1432+16.01	35.333	544.236	544.296
J	1432+26.01	35.333	544.286	544.353
K	1432+36.01	35.333	544.336	544.402
L	1432+46.01	35.333	544.386	544.441
M	1432+56.01	35.333	544.436	544.474
N	1432+66.01	35.333	544.486	544.501
℄ BRG. PIER 2	1432+72.34	35.333	544.518	544.518
℄ PIER 2	1432+73.26	35.333	544.523	544.523
℄ BRG. PIER 2	1432+74.17	35.333	544.527	544.527
O	1432+84.17	35.333	544.577	544.597
P	1432+94.17	35.333	544.627	544.663
Q	1433+04.17	35.333	544.677	544.723
R	1433+14.17	35.333	544.727	544.777
S	1433+24.17	35.333	544.777	544.823
T	1433+34.17	35.333	544.827	544.862
U	1433+44.17	35.333	544.877	544.896
℄ BRG. E. ABUT.	1433+54.26	35.333	544.928	544.928
BK. E. ABUT.	1433+58.93	35.333	544.951	544.951

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1431+11.73	42.667	543.653	543.653
℄ BRG. W. ABUT.	1431+16.41	42.667	543.676	543.676
A	1431+26.41	42.667	543.726	543.741
B	1431+36.41	42.667	543.776	543.804
C	1431+46.41	42.667	543.826	543.861
D	1431+56.41	42.667	543.876	543.912
E	1431+66.41	42.667	543.926	543.957
F	1431+76.41	42.667	543.976	543.997
℄ BRG. PIER 1	1431+90.66	42.667	544.047	544.047
℄ PIER 1	1431+91.41	42.667	544.051	544.051
℄ BRG. PIER 1	1431+92.16	42.667	544.055	544.055
G	1432+02.16	42.667	544.105	544.129
H	1432+12.16	42.667	544.155	544.200
I	1432+22.16	42.667	544.205	544.265
J	1432+32.16	42.667	544.255	544.322
K	1432+42.16	42.667	544.305	544.370
L	1432+52.16	42.667	544.355	544.410
M	1432+62.16	42.667	544.405	544.442
N	1432+72.16	42.667	544.455	544.469
℄ BRG. PIER 2	1432+78.49	42.667	544.486	544.486
℄ PIER 2	1432+79.41	42.667	544.491	544.491
℄ BRG. PIER 2	1432+80.33	42.667	544.496	544.496
O	1432+90.33	42.667	544.546	544.565
P	1433+00.33	42.667	544.596	544.631
Q	1433+10.33	42.667	544.646	544.692
R	1433+20.33	42.667	544.696	544.745
S	1433+30.33	42.667	544.746	544.792
T	1433+40.33	42.667	544.796	544.831
U	1433+50.33	42.667	544.846	544.864
℄ BRG. E. ABUT.	1433+60.41	42.667	544.896	544.896
BK. E. ABUT.	1433+65.09	42.667	544.919	544.919

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1431+17.88	50.000	543.564	543.564
℄ BRG. W. ABUT.	1431+22.56	50.000	543.587	543.587
A	1431+32.56	50.000	543.637	543.652
B	1431+42.56	50.000	543.687	543.715
C	1431+52.56	50.000	543.737	543.772
D	1431+62.56	50.000	543.787	543.823
E	1431+72.56	50.000	543.837	543.868
F	1431+82.56	50.000	543.887	543.908
℄ BRG. PIER 1	1431+96.81	50.000	543.958	543.958
℄ PIER 1	1431+97.56	50.000	543.962	543.962
℄ BRG. PIER 1	1431+98.31	50.000	543.966	543.966
G	1432+08.31	50.000	544.016	544.040
H	1432+18.31	50.000	544.066	544.111
I	1432+28.31	50.000	544.116	544.176
J	1432+38.31	50.000	544.166	544.233
K	1432+48.31	50.000	544.216	544.281
L	1432+58.31	50.000	544.266	544.321
M	1432+68.31	50.000	544.316	544.353
N	1432+78.31	50.000	544.366	544.380
℄ BRG. PIER 2	1432+84.65	50.000	544.397	544.397
℄ PIER 2	1432+85.56	50.000	544.402	544.402
℄ BRG. PIER 2	1432+86.48	50.000	544.407	544.407
O	1432+96.48	50.000	544.457	544.476
P	1433+06.48	50.000	544.507	544.542
Q	1433+16.48	50.000	544.557	544.603
R	1433+26.48	50.000	544.607	544.656
S	1433+36.48	50.000	544.657	544.703
T	1433+46.48	50.000	544.707	544.742
U	1433+56.48	50.000	544.757	544.775
℄ BRG. E. ABUT.	1433+66.56	50.000	544.807	544.807
BK. E. ABUT.	1433+71.24	50.000	544.830	544.830

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1431+24.04	57.333	543.442	543.442
℄ BRG. W. ABUT.	1431+28.72	57.333	543.465	543.465
A	1431+38.72	57.333	543.515	543.531
B	1431+48.72	57.333	543.565	543.594
C	1431+58.72	57.333	543.615	543.651
D	1431+68.72	57.333	543.665	543.703
E	1431+78.72	57.333	543.715	543.747
F	1431+88.72	57.333	543.765	543.786
℄ BRG. PIER 1	1432+02.97	57.333	543.836	543.836
℄ PIER 1	1432+03.72	57.333	543.840	543.840
℄ BRG. PIER 1	1432+04.47	57.333	543.844	543.844
G	1432+14.47	57.333	543.894	543.919
H	1432+24.47	57.333	543.944	543.990
I	1432+34.47	57.333	543.994	544.056
J	1432+44.47	57.333	544.044	544.113
K	1432+54.47	57.333	544.094	544.161
L	1432+64.47	57.333	544.144	544.200
M	1432+74.47	57.333	544.194	544.232
N	1432+84.47	57.333	544.244	544.259
℄ BRG. PIER 2	1432+90.80	57.333	544.275	544.275
℄ PIER 2	1432+91.72	57.333	544.280	544.280
℄ BRG. PIER 2	1432+92.63	57.333	544.285	544.285
O	1433+02.63	57.333	544.335	544.355
P	1433+12.63	57.333	544.385	544.421
Q	1433+22.63	57.333	544.435	544.482
R	1433+32.63	57.333	544.485	544.536
S	1433+42.63	57.333	544.535	544.582
T	1433+52.63	57.333	544.585	544.621
U	1433+62.63	57.333	544.635	544.654
℄ BRG. E. ABUT.	1433+72.72	57.333	544.685	544.685
BK. E. ABUT.	1433+77.39	57.333	544.708	544.708

Note:
Offsets are based off of ℄ F.A.P. Rte. 315.

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF/EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

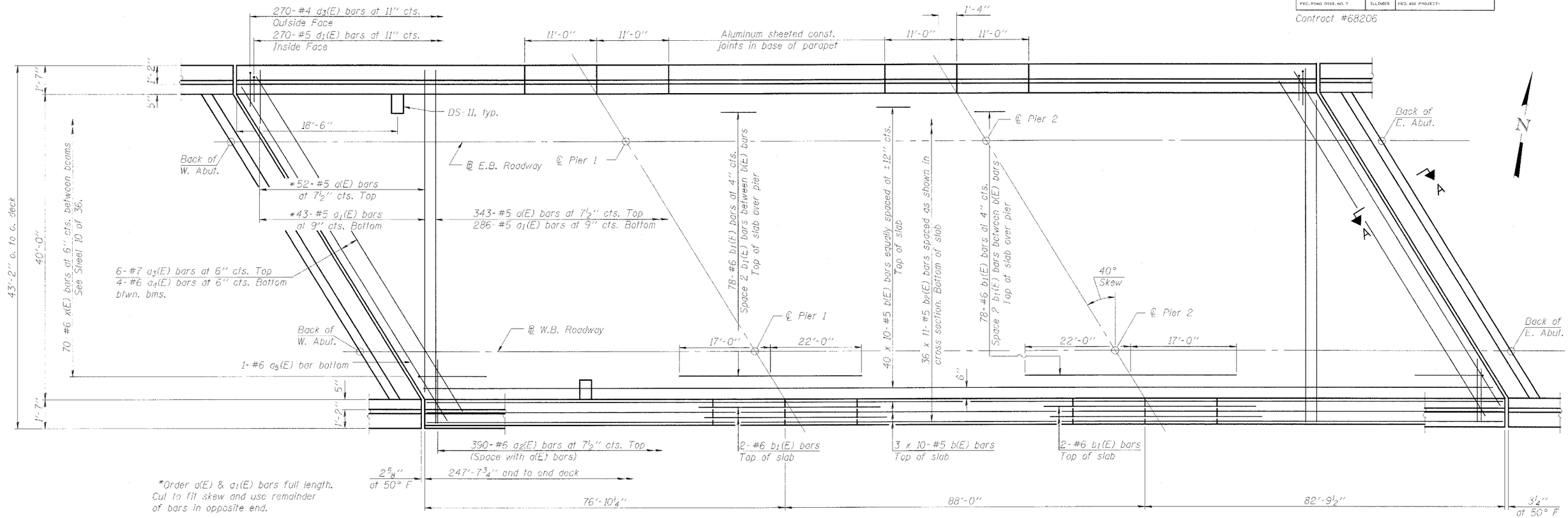
DECK ELEVATIONS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	206
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

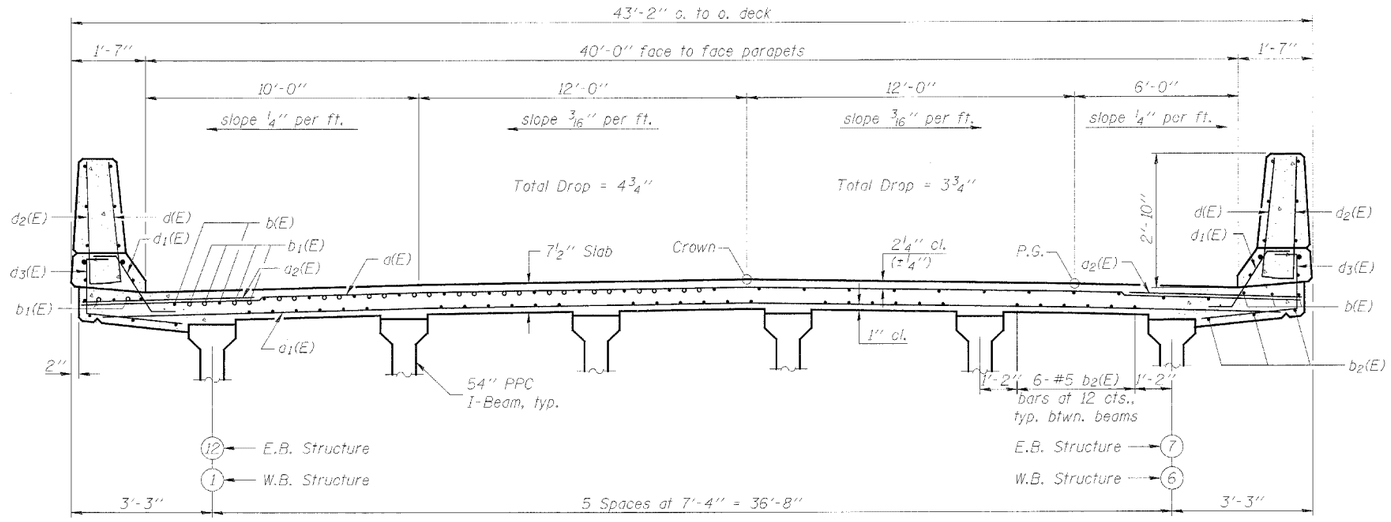
SHEET NO. 8
36 SHEETS

Contract #68206



*Order d(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

PLAN



NEAR PIER — NEAR MIDSPAN

CROSS SECTION

(W.B. Structure Looking East)
(E.B. Structure Looking West)

MIN. BAR LAP

#5 bars = 3'-3"

Notes:
See sheet 9 of 36 for superstructure details and Bill of Material.
For Section A-A and diaphragm details see sheet 10 of 36.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 9 of 36 for parapet reinforcement.

DESIGNED	KLH
CHECKED	FML
DRAWN	EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

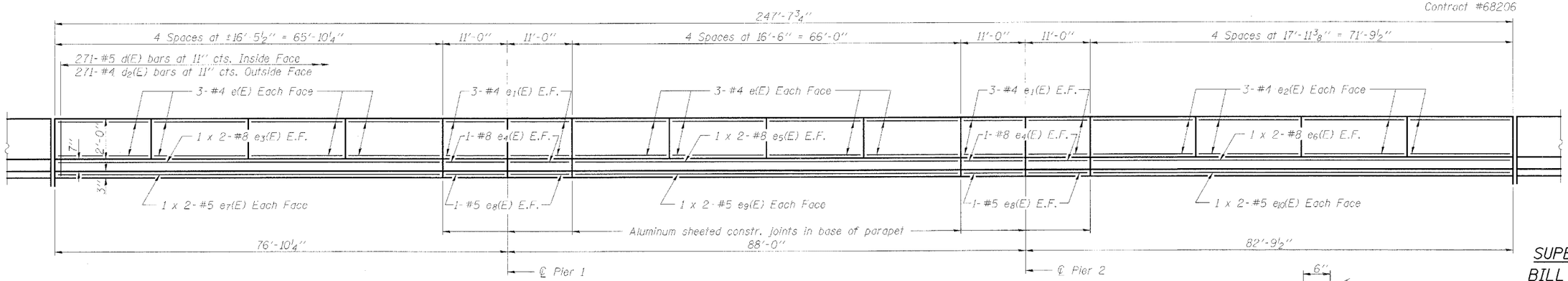
SUPERSTRUCTURE DETAILS I
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

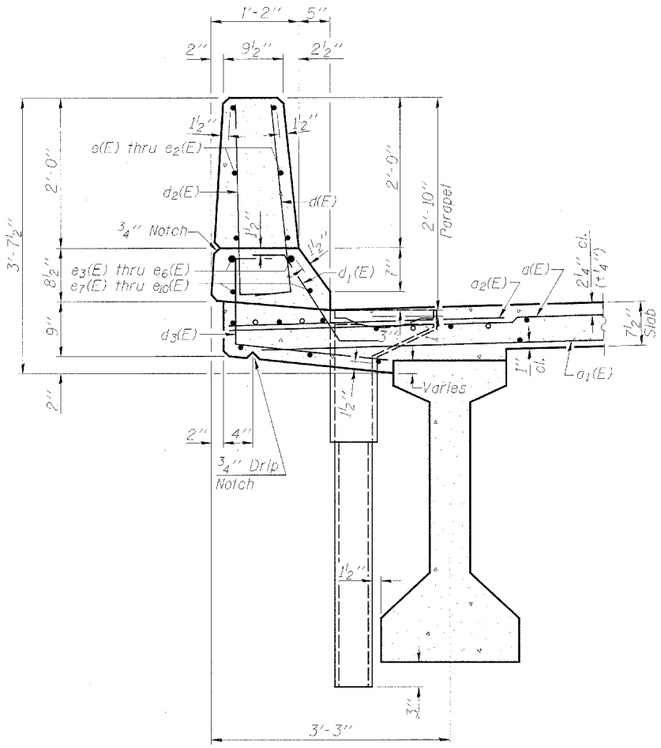
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	207
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9
36 SHEETS

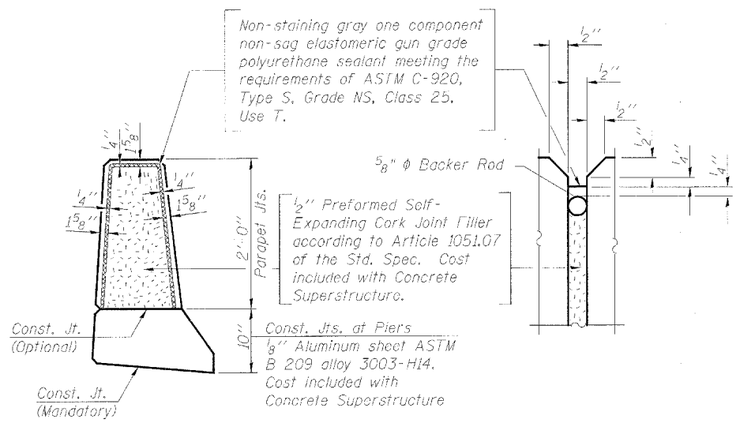
Contract #68206



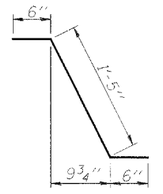
INSIDE ELEVATION OF PARAPET



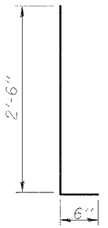
SECTION THRU PARAPET



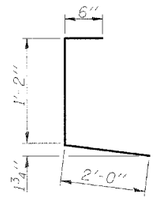
PARAPET JOINT DETAILS



BAR d1(E)



BARS d(E) & d2(E)

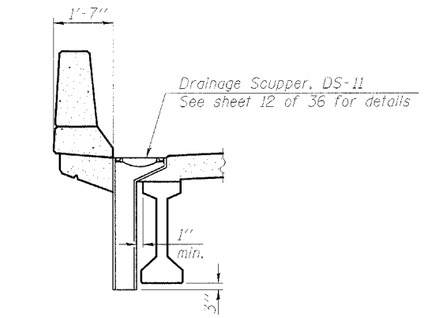


BAR d3(E)

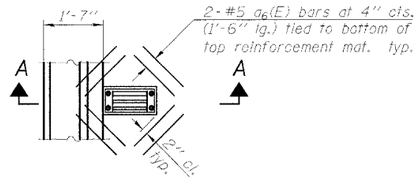
SUPERSTRUCTURE BILL OF MATERIAL (ONE STRUCTURE)

Bar	No.	Size	Length	Shape
d(E)	395	#5	42'-7"	——
d1(E)	329	#5	41'-7"	——
d2(E)	780	#6	6'-0"	——
d3(E)	12	#7	53'-4"	——
d4(E)	40	#6	8'-7"	——
d5(E)	2	#6	46'-10"	——
d6(E)	16	#5	1'-6"	——
b(E)	460	#5	27'-9"	——
b1(E)	164	#6	39'-0"	——
b2(E)	396	#5	25'-6"	——
d(E)	542	#5	3'-0"	⌐
d1(E)	540	#5	2'-5"	⌐
d2(E)	542	#4	3'-0"	⌐
d3(E)	540	#4	3'-8"	⌐
e(E)	96	#4	16'-2"	——
e1(E)	48	#4	10'-8"	——
e2(E)	48	#4	11'-8"	——
e3(E)	8	#8	36'-2"	——
e4(E)	16	#8	10'-8"	——
e5(E)	8	#8	36'-5"	——
e6(E)	8	#8	39'-2"	——
e7(E)	8	#5	34'-5"	——
e8(E)	16	#5	10'-8"	——
e9(E)	8	#5	34'-6"	——
e10(E)	8	#5	37'-5"	——
m(E)	60	#4	8'-7"	——
m1(E)	20	#6	6'-10"	——
m2(E)	12	#8	5'-10"	⌐
s(E)	30	#4	12'-9"	⊔
s1(E)	30	#4	12'-7"	⊔
x(E)	140	#6	8'-6"	⊔
Reinforcement Bars, Epoxy Coated			Lbs.	88640
Concrete Superstructure			Cu. Yds.	367.7

Reinforcement bars designated (E) shall be epoxy coated.



SECTION A-A



PLAN

MIN. BAR LAP

#5 bars = 3'-3"
#8 bars = 6'-9"

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH/JGC

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

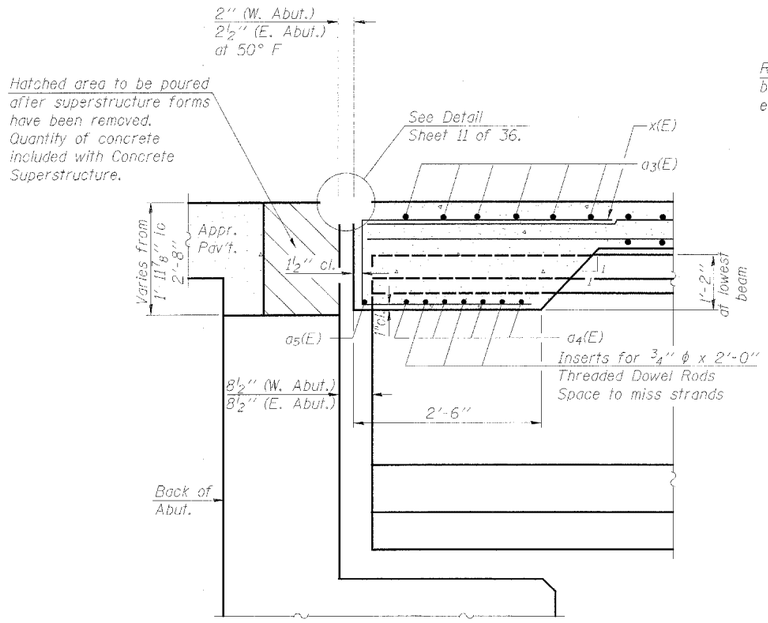
SUPERSTRUCTURE DETAILS II
ILLINOIS ROUTE 336 OVER EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	208
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

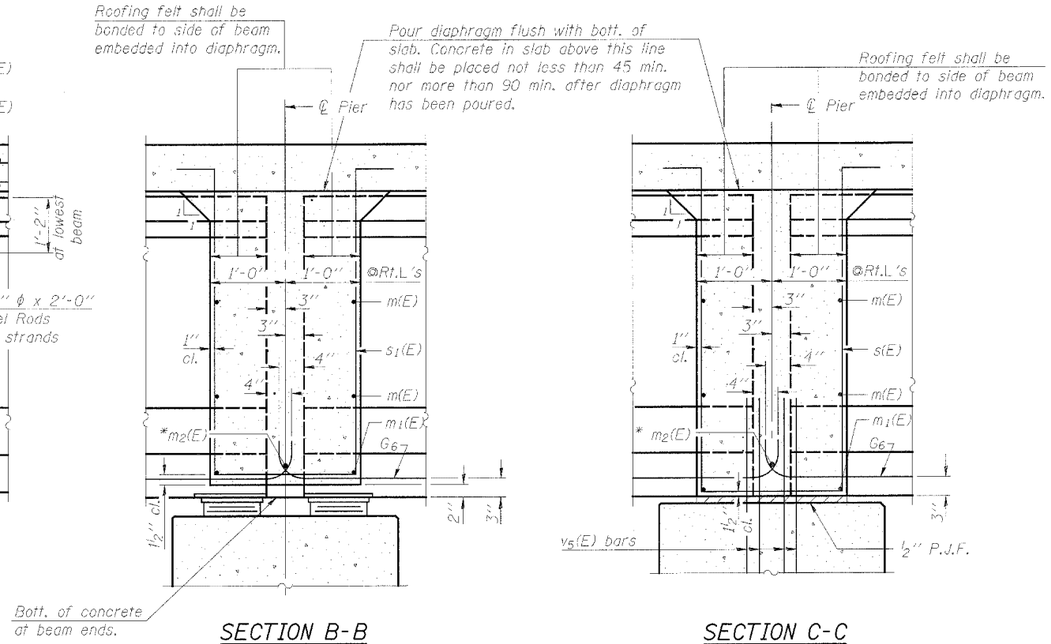
SHEET NO. 10
36 SHEETS

Contract #68206



SECTION A-A AT ABUTMENT

(at Rt. l.s)



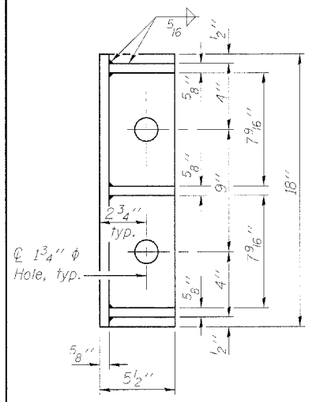
SECTION B-B AT PIER

(Expansion)

SECTION C-C AT PIER

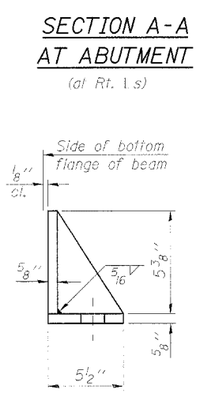
(Fixed)

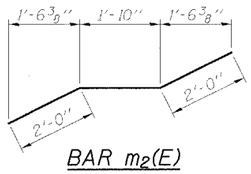
*Tightly fasten the #8 bars together with No. 9 wire ties.



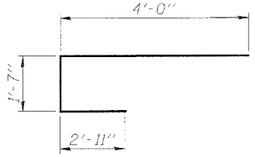
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

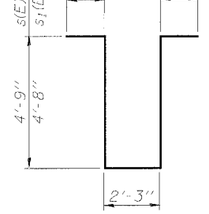




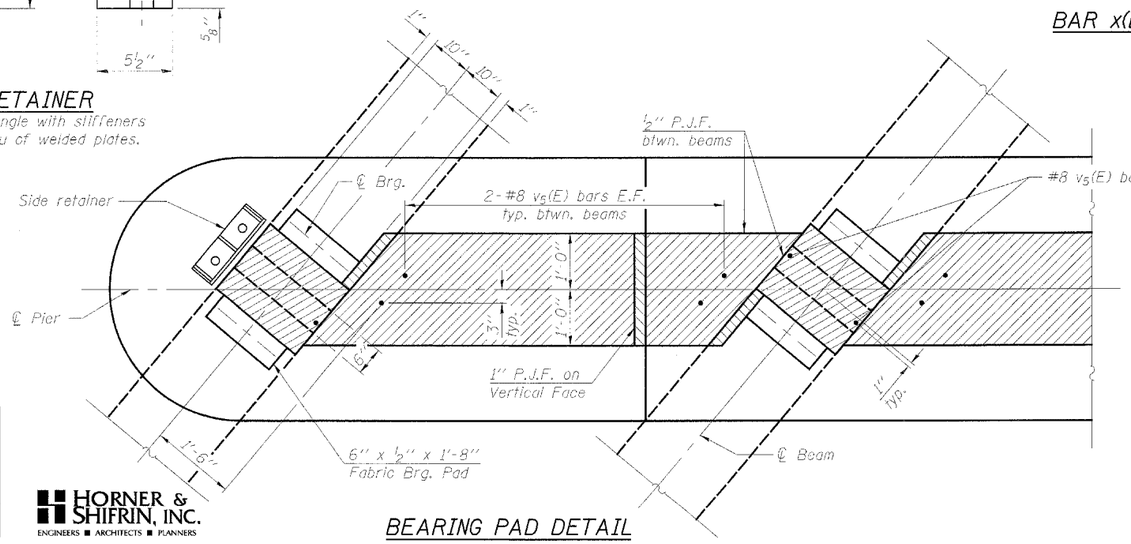
BAR m2(E)



BAR x(E)

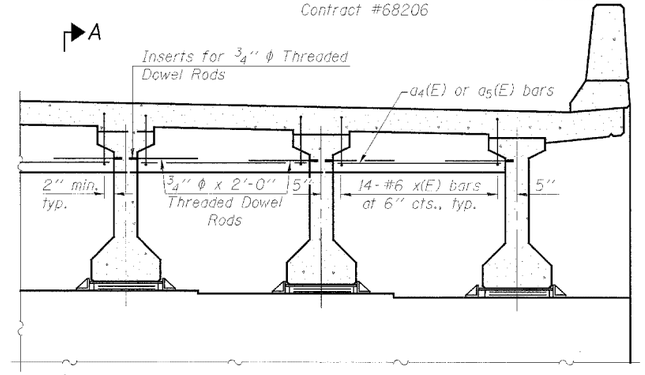


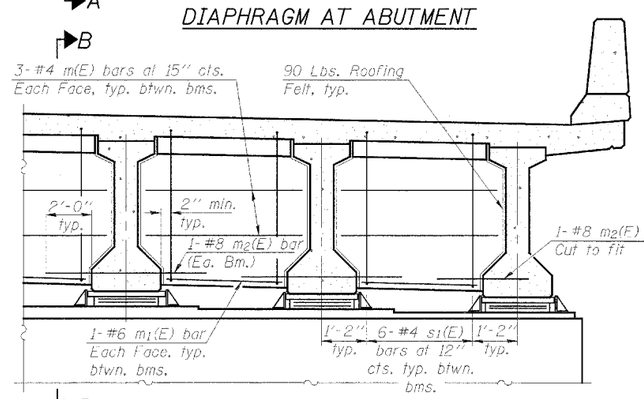
BARS s(E) & s1(E)



BEARING PAD DETAIL

(Fixed Pier Only)

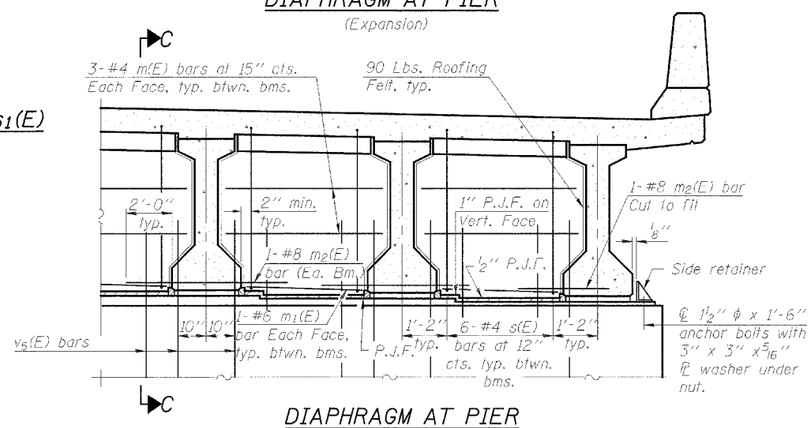




DIAPHRAGM AT ABUTMENT

DIAPHRAGM AT PIER

(Expansion)



DIAPHRAGM AT PIER

(Fixed)

DESIGNED	KLH
CHECKED	FMI
DRAWN	KBF/EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 36.
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 36.
The s(E), s1(E) and x(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
Cost of 90 Lb. roofing felt is included with Concrete Superstructure.
See sheet 20 of 36 for anchor bolt details.
Horizontal dimensions for Sec. B-B and Sec. C-C are along ℄ of beam unless otherwise noted.
The v5(E) bars are billed with substructure on sheets 27 and 28 of 36.

SUPERSTRUCTURE DETAILS III
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1½" Min.
2½"	2½"	1¾" Min.
4"	3"	2½" Min.

INSTALLATION NOTES

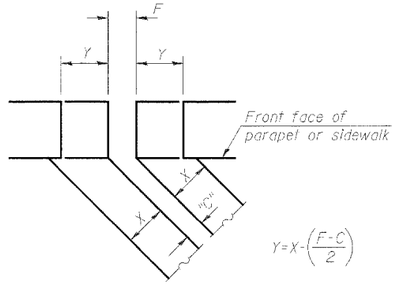
1. Install continuous seal in roadway, parapet, curb, and sidewalk.
2. Install anchor blocks as indicated.

Note A:
Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

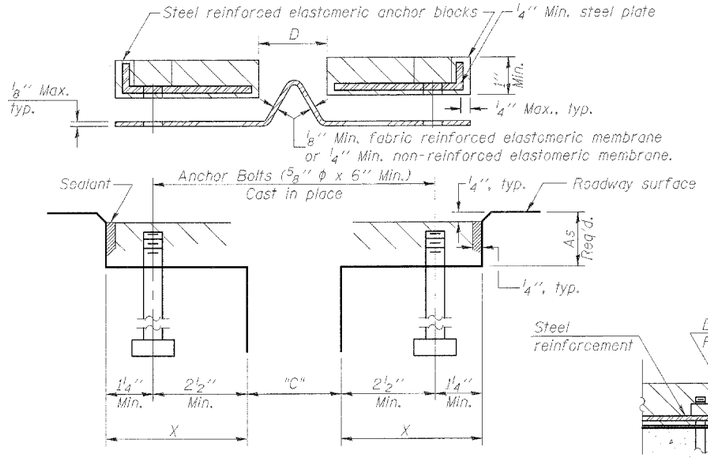
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1½" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



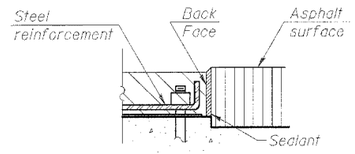
For dimension "F" see sheet 8 of 36.

FORMING BLOCKOUT SKETCH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



CROSS SECTION



ANCHOR BLOCK WITH ASPHALT SURFACE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	133	209
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 11
36 SHEETS

Contract #68206

GENERAL NOTES

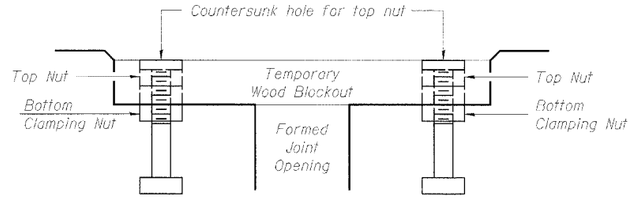
Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.

The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.



Note:
Stud needs to be threaded lower to allow for use of clamping nut.

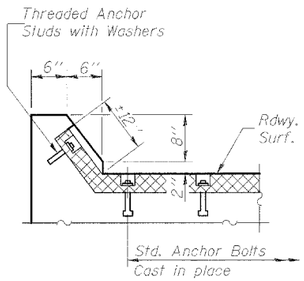
Anchor studs should be stainless

RECOMMENDED BLOCKOUT DETAIL

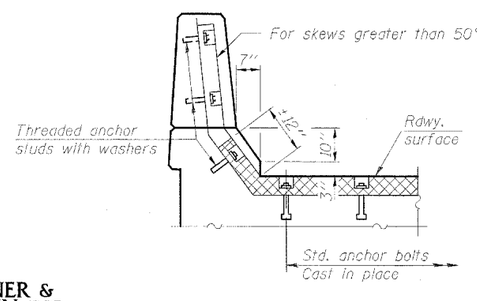
AT PARAPET

AT SIDEWALK OR MEDIAN

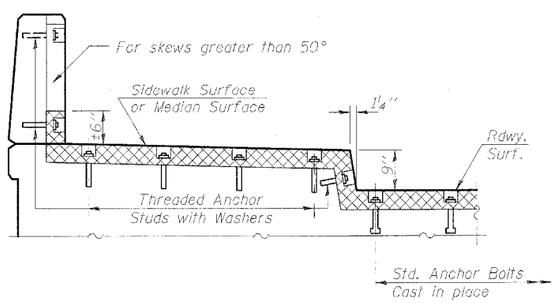
AT WALL



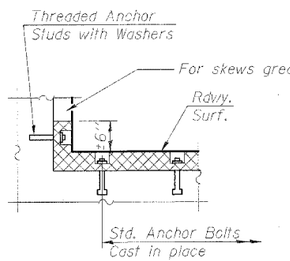
AT CURB



AT PARAPET



AT SIDEWALK OR MEDIAN



AT WALL

TYPICAL END TREATMENTS

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

EJ-CS 9-01-03

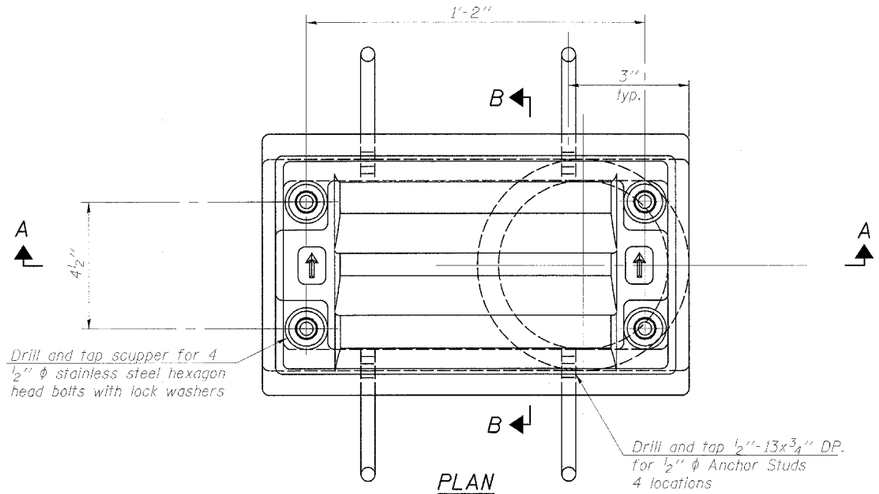
CONTINUOUS SEAL TYPE
NEOPRENE EXPANSION JOINTS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

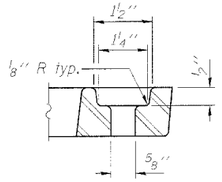
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	210
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 12
36 SHEETS

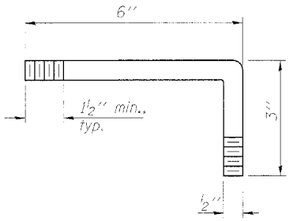
Contract #68206



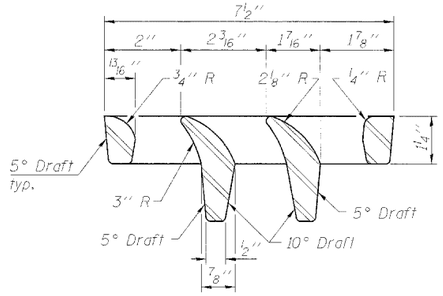
PLAN



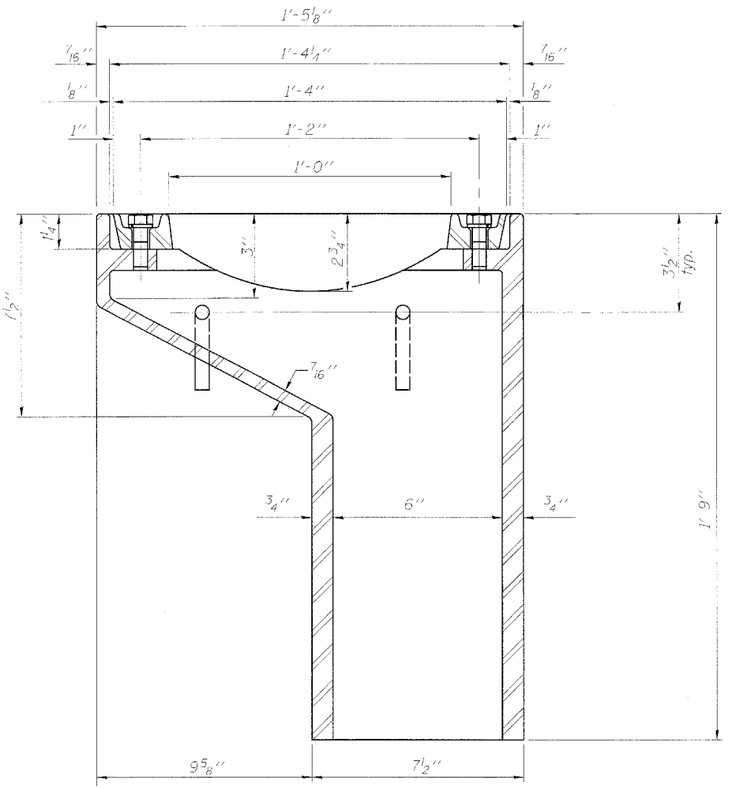
BOLT HOLE DETAIL



ANCHOR STUD DETAIL

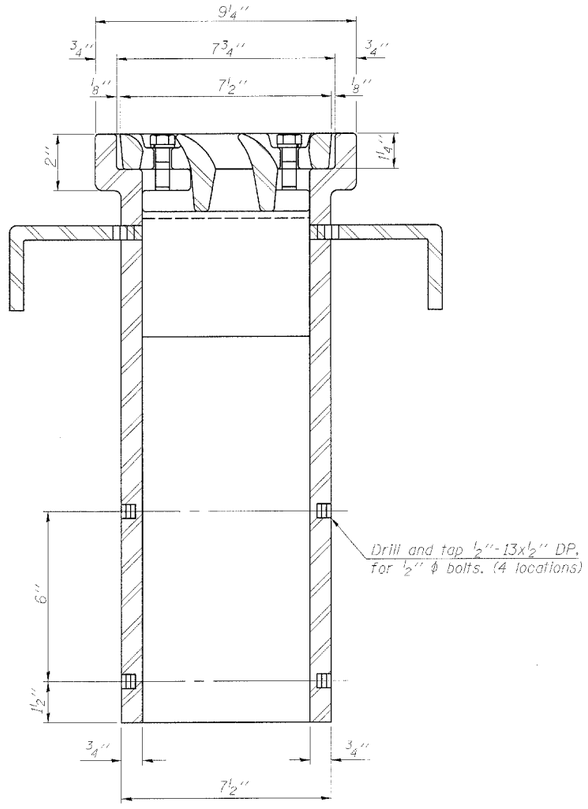


VANE GRATE DETAIL



SECTION A-A

See sheet 9 of 36 for scupper location relative to parapet.



SECTION B-B

Notes:

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

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

The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

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

Structural steel weldments of equal sections and of the same configuration may be substituted for cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

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

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

BILL OF MATERIAL
(ONE STRUCTURE)

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

DS-11 8-11-02

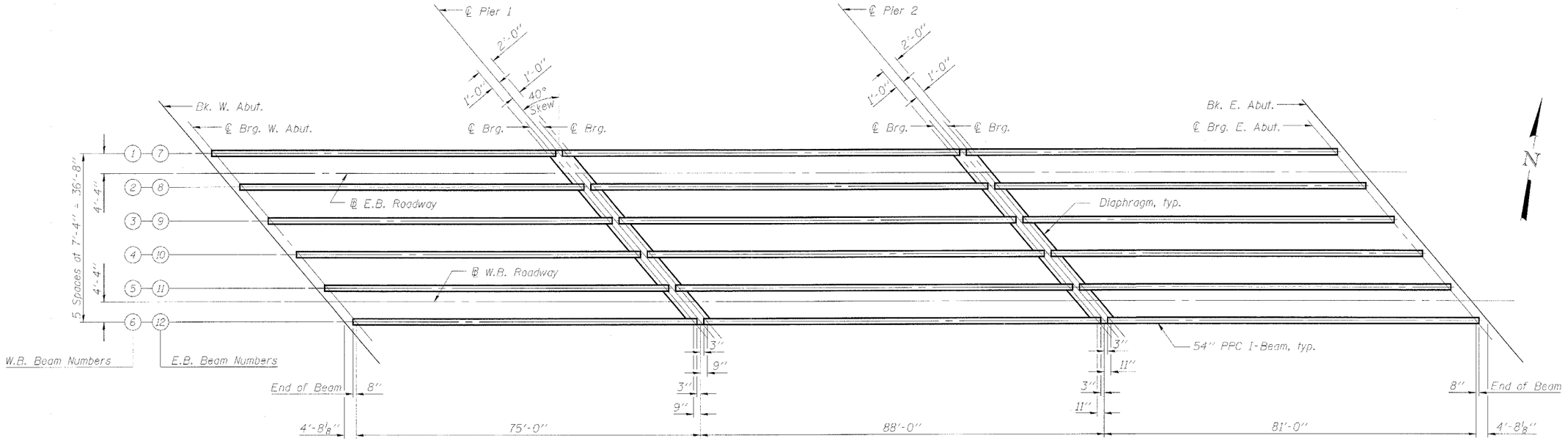
DRAINAGE SCUPPER, DS-11
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	211
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13
36 SHEETS

Contract #68206



PLAN

(E.B. Structure and W.B. Structure)

INTERIOR BEAM MOMENT TABLE						
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I	(in^4)	213715		213715		213715
I'	(in^4)	495935		495935		495935
S_b	(in^3)	8559		8559		8559
S_b'	(in^3)	12642		12642		12642
S_t	(in^3)	7362		7362		7362
S_t'	(in^3)	22269		22269		22269
DC1	(k/')	1.332		1.332		1.332
M DC1	('k)	881.0		1241.0		1025.0
DC2	(k/')	0.150	0.150	0.150	0.150	0.150
M DC2	('k)	62.3	97.4	41.9	109.2	74.4
DW	(k/')	0.333	0.333	0.333	0.333	0.333
M DW	('k)	138.4	216.5	93.1	242.6	165.3
M$_{LL}$+Imp	('k)	1018.7	1056.6	955.2	1113.3	1105.37

I and I' are the moment of inertia and composite moment of inertia of the beam section.

S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.

S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.

M Imp is the moment due to live load impact on the composite section.

DC1 is the dead load acting on the non-composite section.

DC2 is the dead load acting on the long-term composite section.

DW is the dead load acting on the long-term composite section due to wearing surface.

INTERIOR BEAM REACTION TABLE HL93 Loading							
		W. Abut.	Pier 1 Span 1	Pier 1 Span 2	Pier 2 Span 2	Pier 2 Span 3	E. Abut.
R DC1	(k)	54.7	49.5	57.5	63.3	59.1	56.5
R DC2+DW	(k)	13.9	21.6	21.6	22.8	22.8	15.2
R$_{LL}$	(k)	76.4	54.3	54.3	56.1	56.1	78.8
R Imp	(k)	19.3	10.9	10.9	11.2	11.2	19.8
R Total	(k)	164.3	136.2	144.3	153.4	149.2	172.3

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

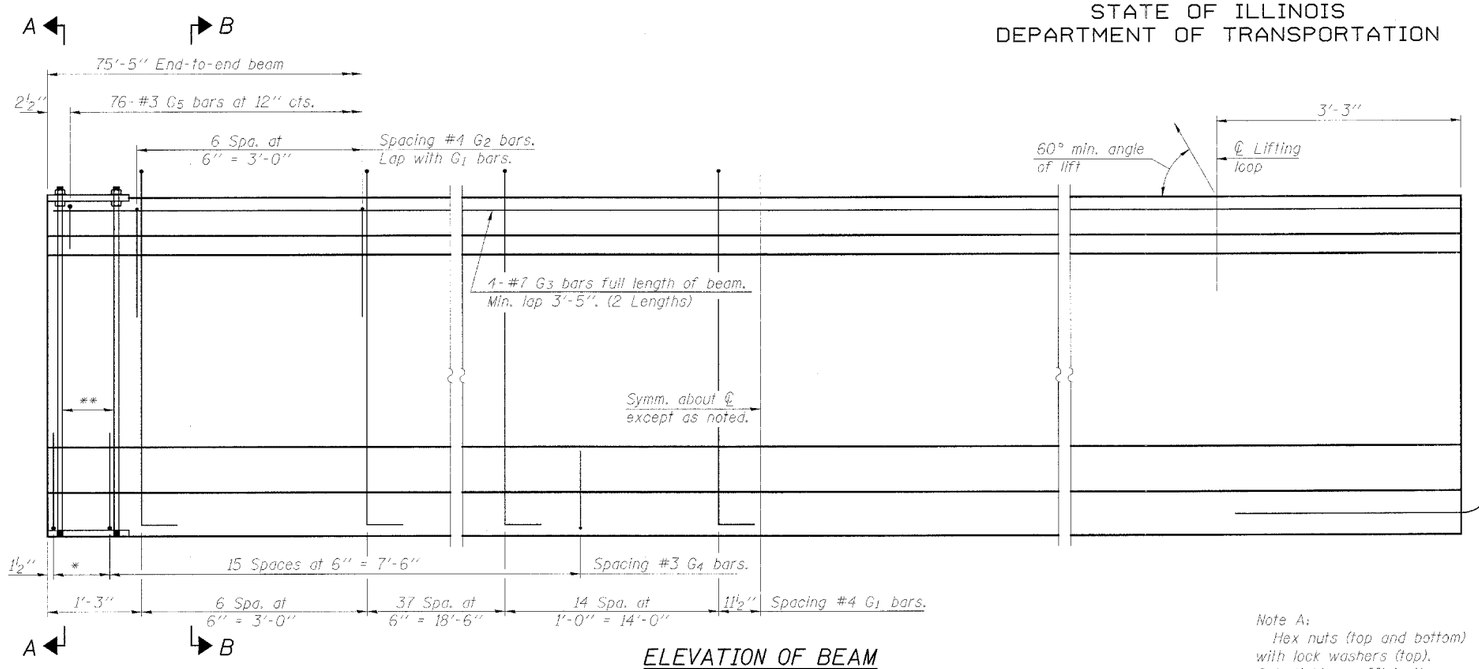
FRAMING PLAN
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	212
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 14
36 SHEETS

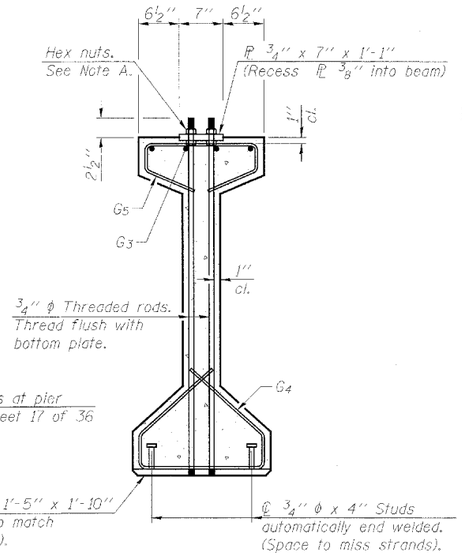
Contract #68206



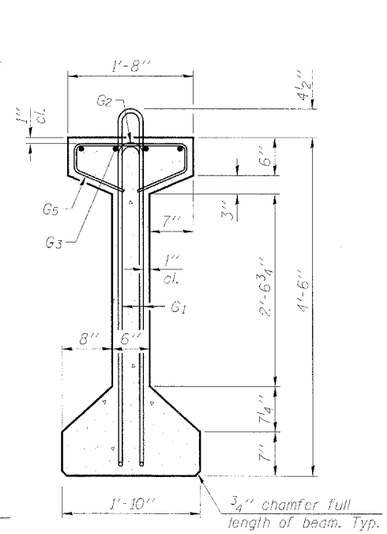
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 3 spaces at 3" = 9".
** 4-¾" ϕ threaded dowel rods at 3" cts., each face.

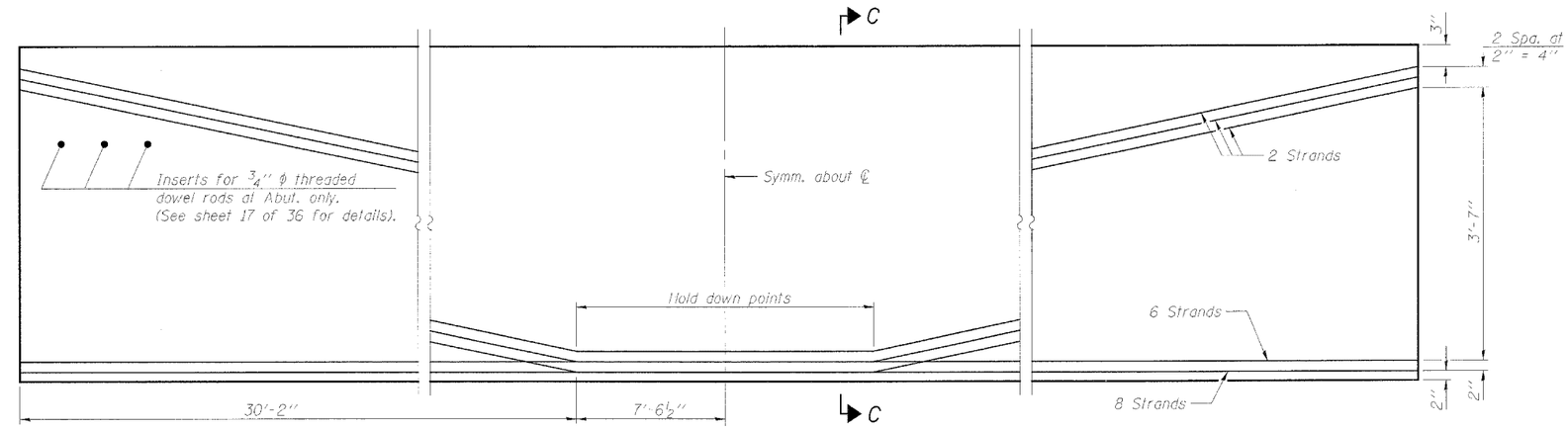
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



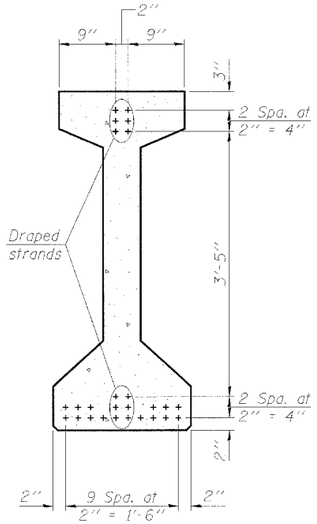
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G1	116	#4	10'-5"	
G2	14	#4	5'-4"	
G3	8	#7	39'-4"	
G4	38	#3	4'-11"	
G5	76	#3	3'-5"	
G6	2	#8	3'-9"	

Notes:
See sheet 17 of 36 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.

DESIGNED	KLH
CHECKED	EML
DRAWN	KRF/EMI
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

PI-4-54

7-15-05

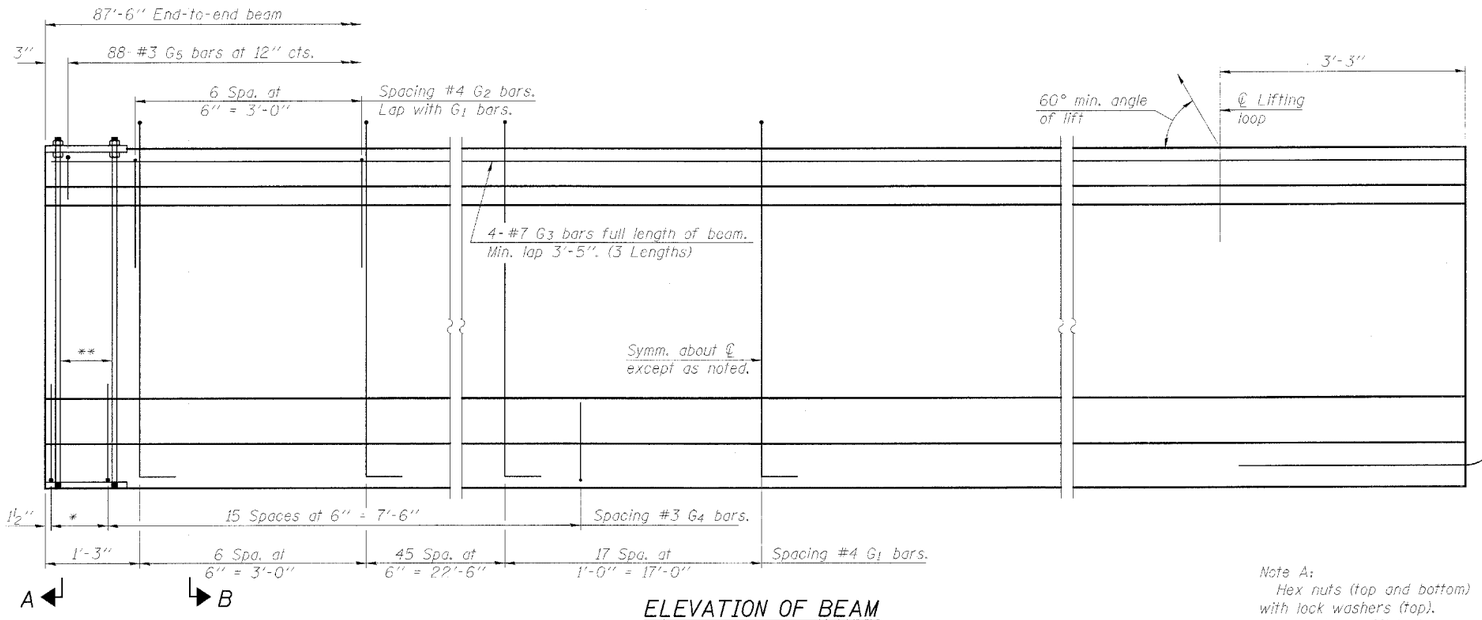
54" PPC I-BEAM, SPAN 1
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	133	213
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 15
36 SHEETS

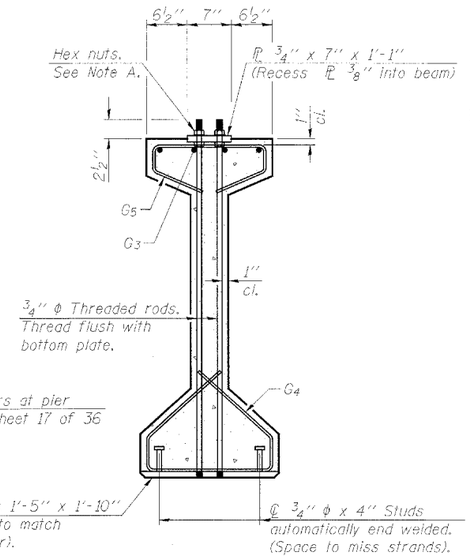
Contract #68206



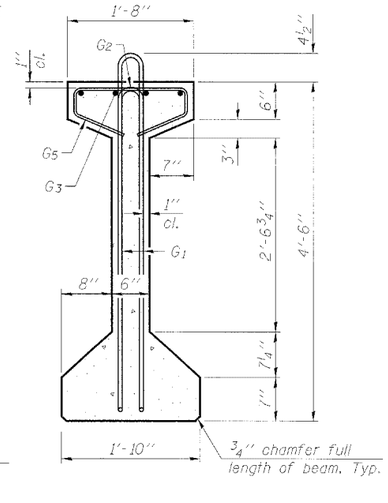
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 3 spaces at 3" = 9".
** 4-¾" ϕ threaded dowel rods at 3" cts., each face.

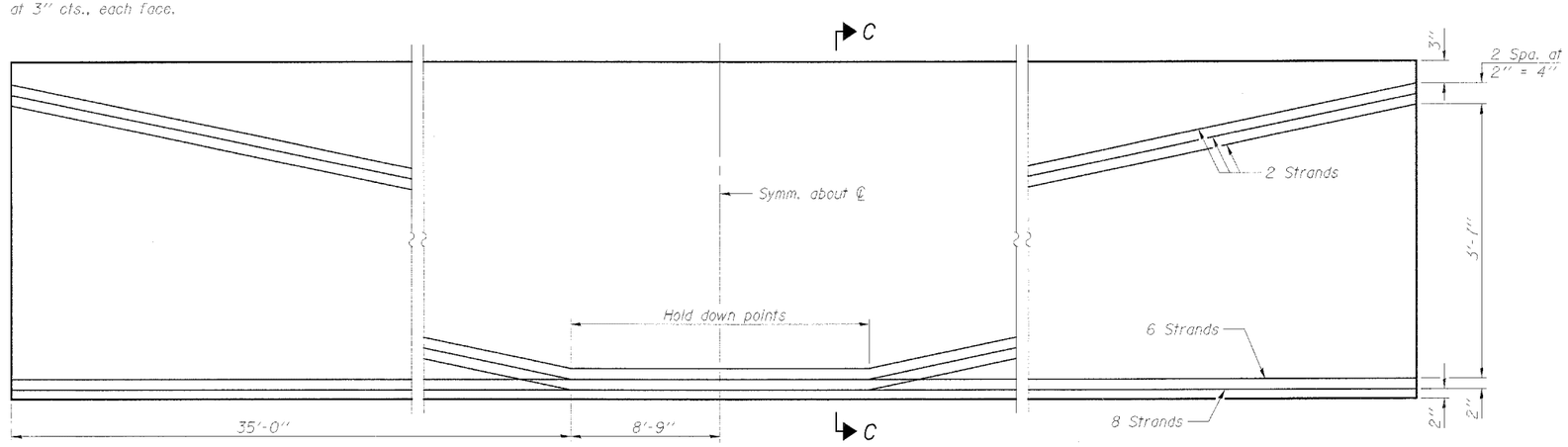
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



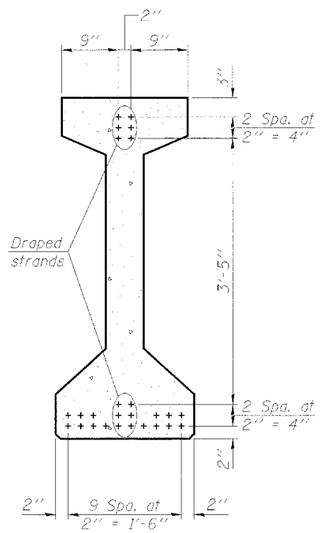
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G_1	137	#4	10'-5"	
G_2	14	#4	5'-4"	
G_3	12	#7	31'-5"	
G_4	38	#3	4'-11"	
G_5	88	#3	3'-5"	
G_6	4	#8	3'-9"	

Notes:
See sheet 17 of 36 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF/EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

PI-4-54

7-15-05

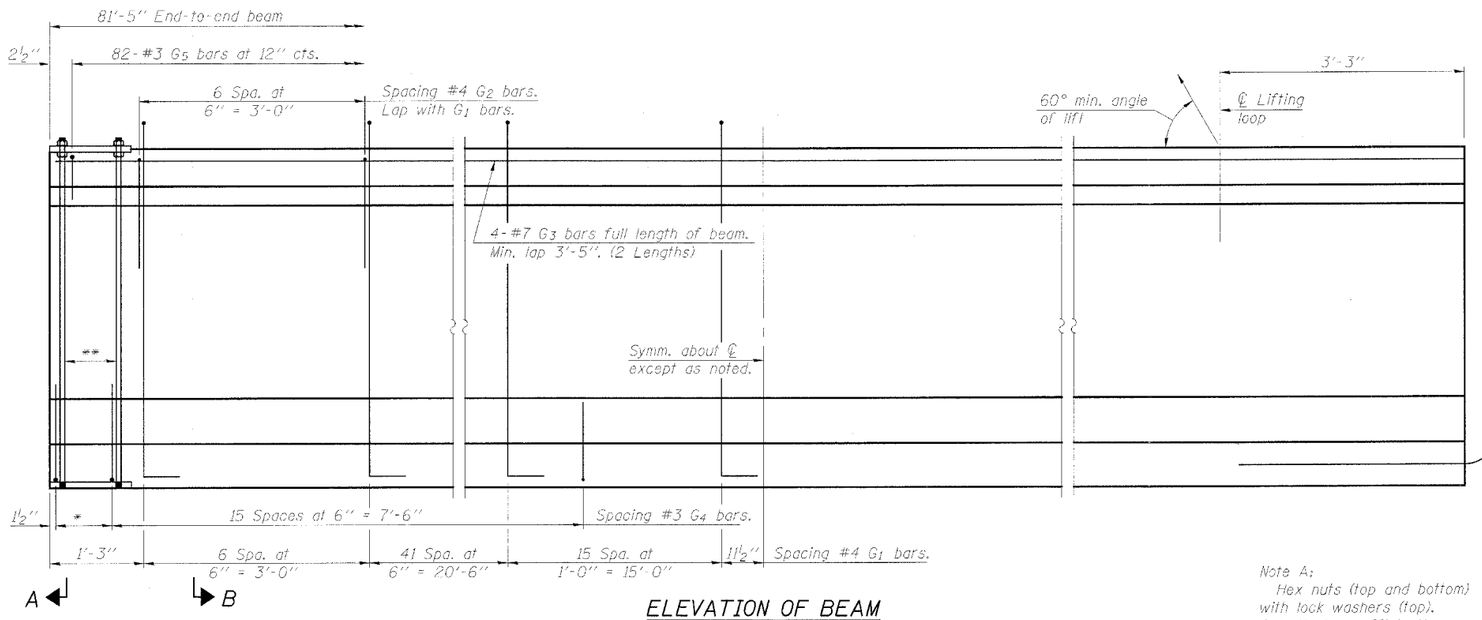
54" PPC I-BEAM, SPAN 2
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	214
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 16
36 SHEETS

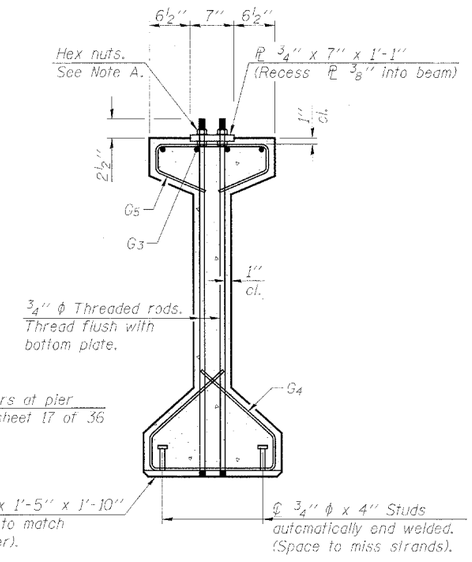
Contract #68206



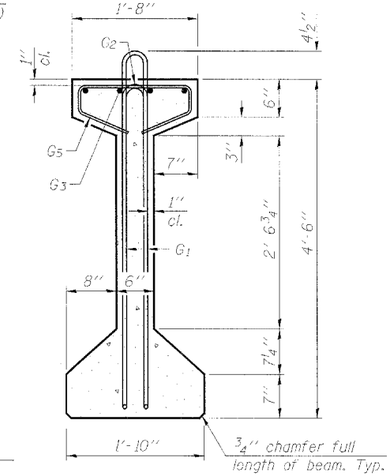
* 3 spaces at 3" = 9".
** 4-¾" ϕ threaded dowel rods at 3" cts., each face.

ELEVATION OF BEAM
(Showing reinforcement & dimensions)

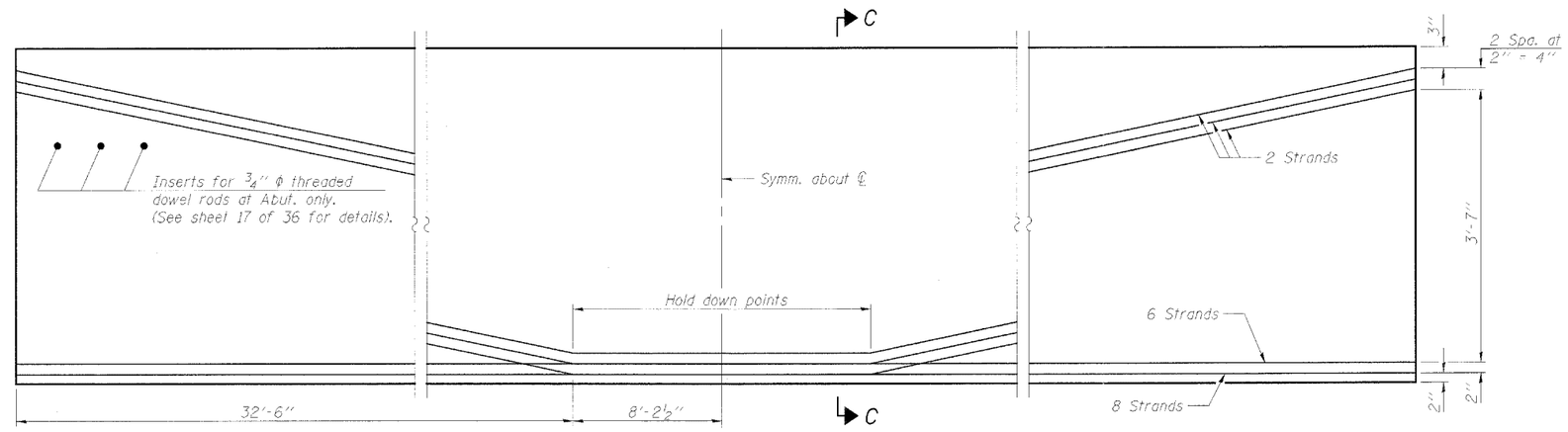
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



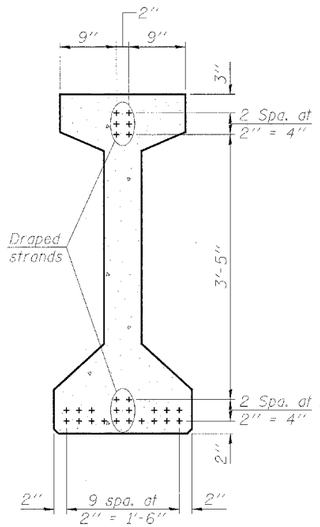
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G_1	126	#4	10'-5"	
G_2	14	#4	5'-4"	
G_3	8	#7	42'-4"	
G_4	38	#3	4'-11"	
G_5	82	#3	3'-5"	
G_6	2	#8	3'-9"	

Notes:
See sheet 17 of 36 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF/EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

PI-4-54 7-15-05

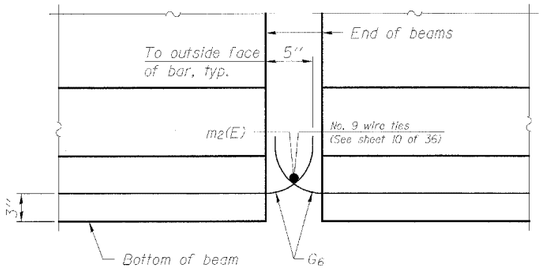
54" PPC I-BEAM, SPAN 3
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

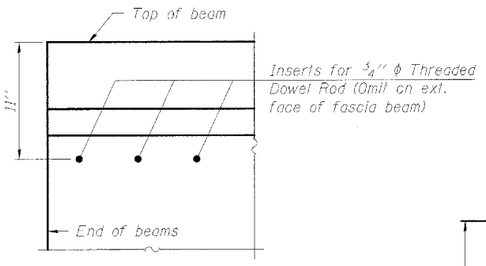
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	215
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17
36 SHEETS

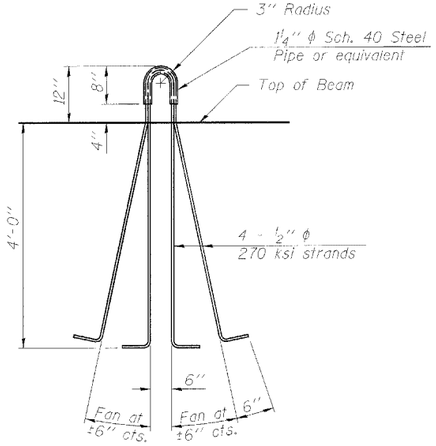
Contract #68206



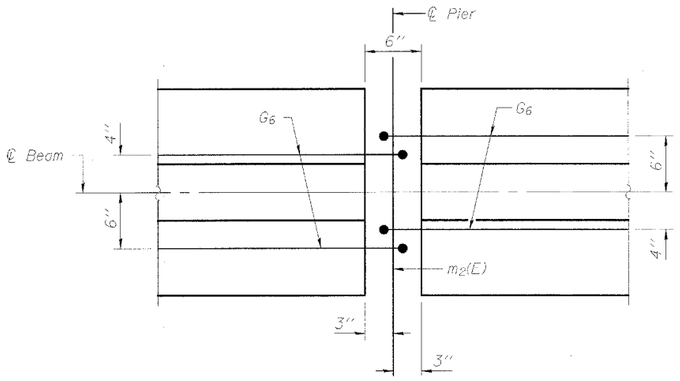
ELEVATION OF BEAM AT PIER



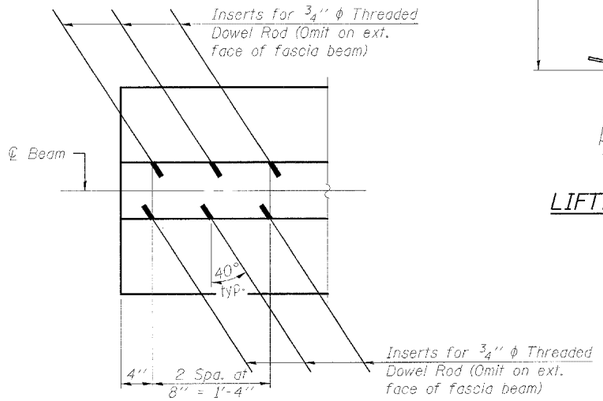
ELEVATION OF BEAM AT ABUT.



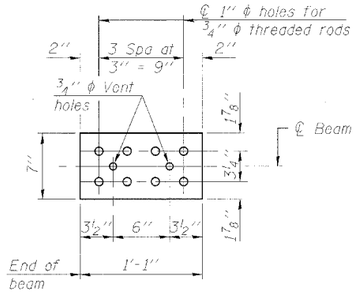
LIFTING LOOP DETAIL



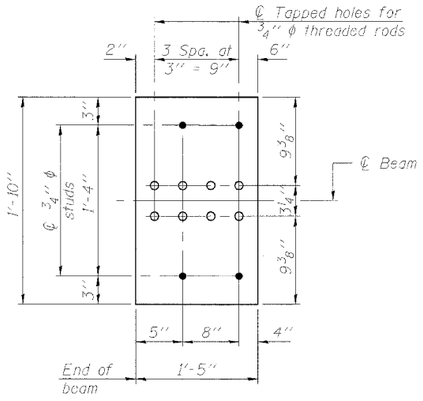
PLAN OF BEAM AT PIER



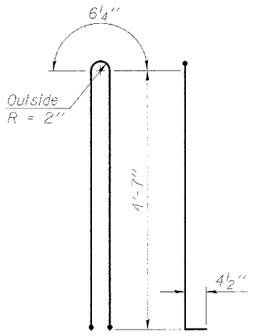
PLAN OF BEAM AT ABUT.



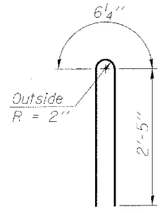
TOP PLATE



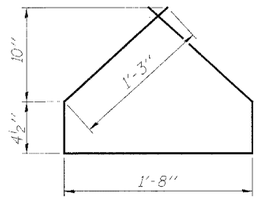
BOTTOM PLATE
See bearing details for pintle hole locations when required.



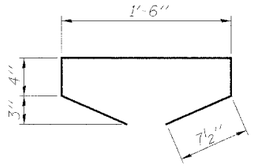
BAR G1



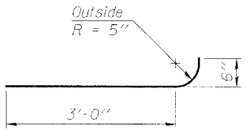
BAR G2



BAR G4



BAR G5



BAR G6

NOTES

Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.

The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.

Non-prestressing steel shall conform to AASHTO designation M-31 or M 322, Grade 60.

A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.

Reinforcement bars designated (E) shall be epoxy coated.

Cut G6 bars when necessary to maintain 1 1/2" clearance.

The bottom plates and studs shall be galvanized according to AASHTO M111 and ASTM A385.

Threaded rods shall be ASTM F 1554 Grade 55.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to all portions of the I-beam or Bulb-T beam, except the top surface of the top flange and the bottom surface of the bottom flange, starting at each beam end and extending out a distance of 54 inches. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

BILL OF MATERIAL (ONE STRUCTURE)

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 54"	Ft.	1466

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

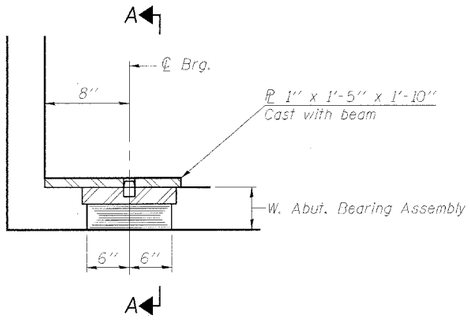
54" PPC I-BEAM DETAILS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

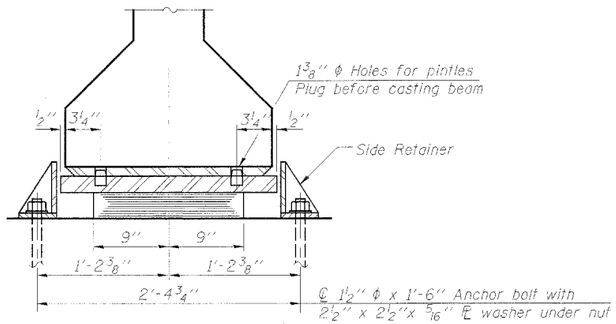
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	216
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 18
36 SHEETS

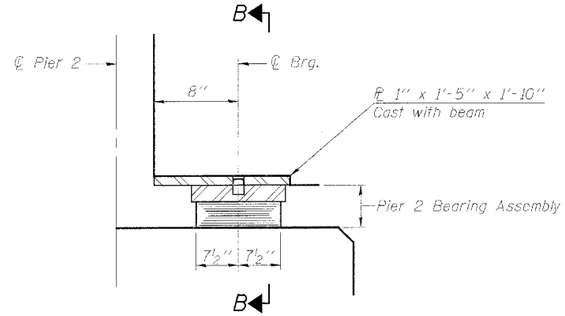
Contract #68206



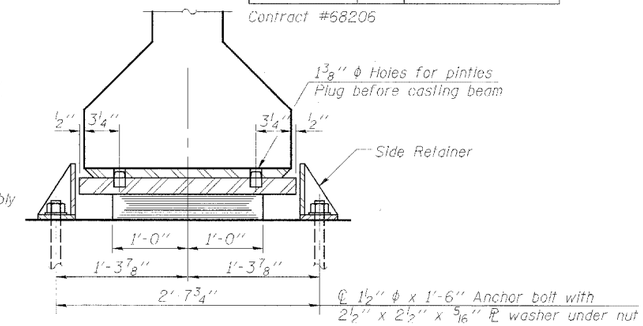
SECTION AT W. ABUT.



SECTION A-A

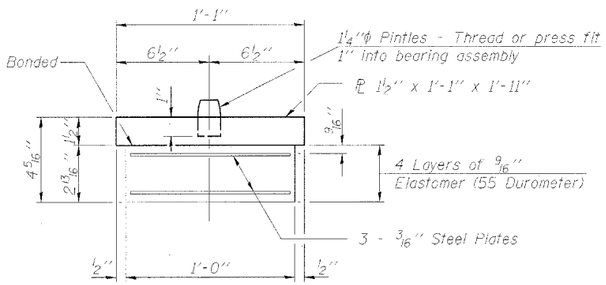


SECTION AT PIER 2

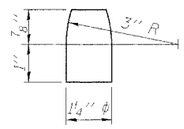


SECTION B-B

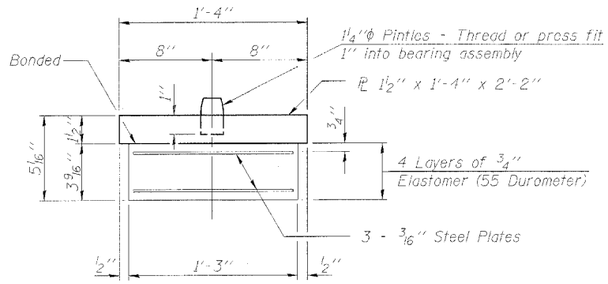
TYPE I ELASTOMERIC EXP. BRG.



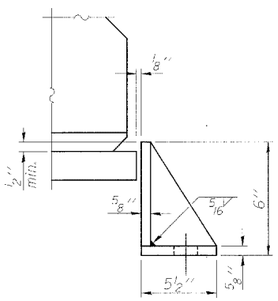
W. ABUT. BEARING ASSEMBLY

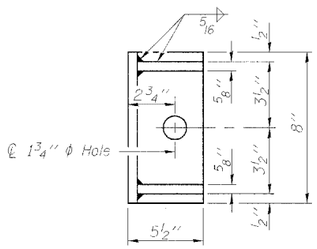


PINTLE



PIER 2 BEARING ASSEMBLY





SIDE RETAINER

Cost included with Elastomeric Bearing Assembly, Type I.
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Notes:
Holes at expansion bearings shall be drilled and anchor bolts grouted in place after beams have been erected.
See sheet 20 of 36 for anchor bolt installation.
See sheet 17 of 36 for additional details of plate cast with beam.

BILL OF MATERIAL (W. ABUT.)
(ONE STRUCTURE)

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6

BILL OF MATERIAL (PIER 2)
(ONE STRUCTURE)

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12

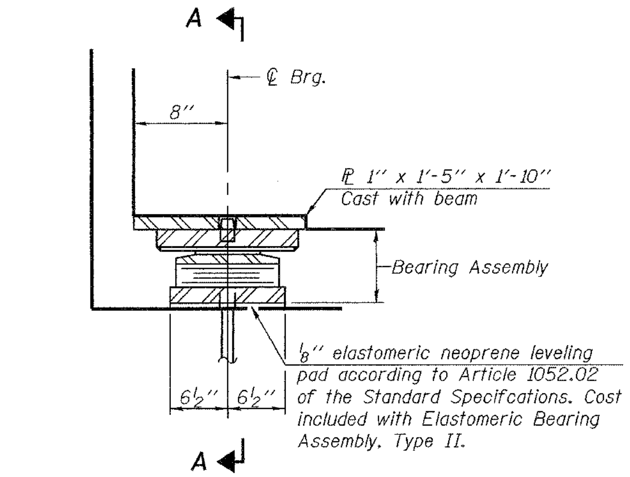
DESIGNED	KLH
CHECKED	EML
DRAWN	KBF/EML
CHECKED	KPH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

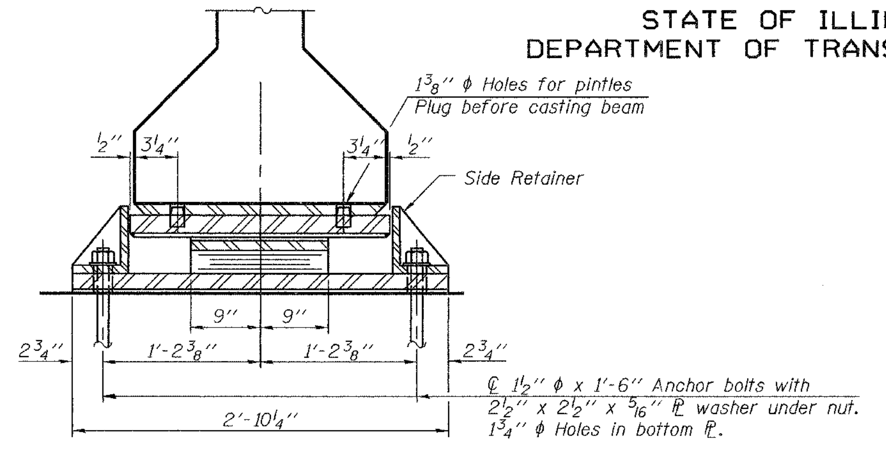
BEARING DETAILS, TYPE I
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

Contract #68206

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



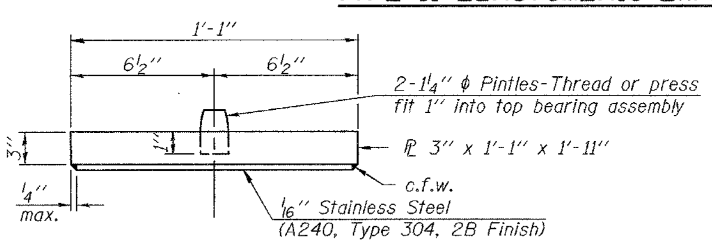
SECTION AT E. ABUT.



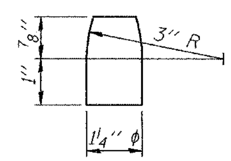
SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

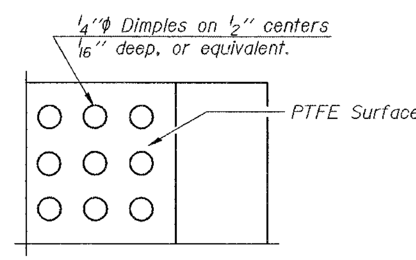
Notes:
The 1/8″ PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
Bonding of 1/8″ PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
Holes at expansion bearings shall be drilled and anchor bolts grouted in place after beams have been erected.
See sheet 20 of 36 for anchor bolt installation.
See sheet 17 of 36 for additional details of plate cast with beam.



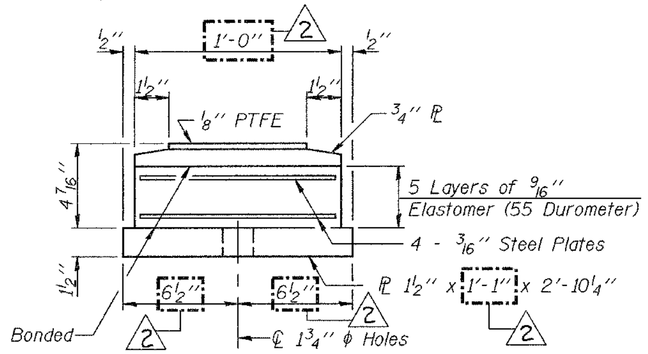
TOP BEARING ASSEMBLY



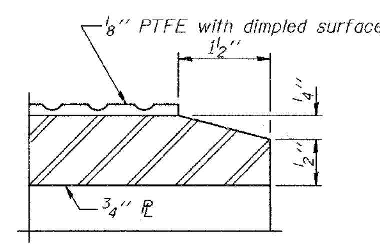
PINTLE



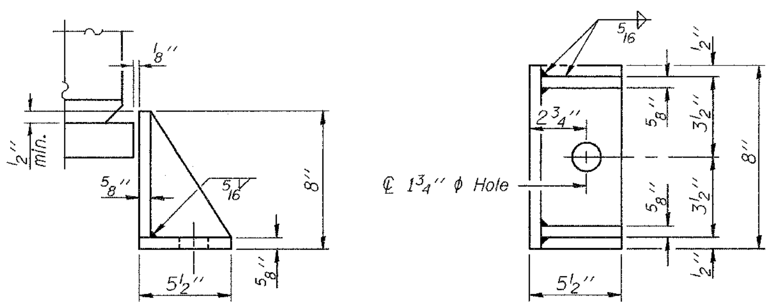
PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY

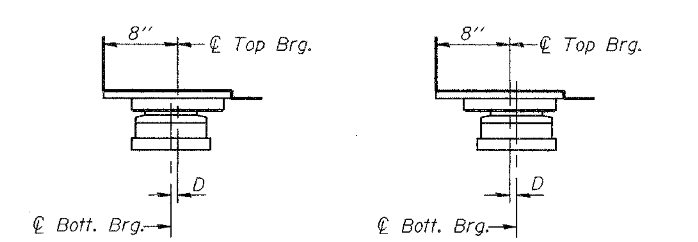


SECTION THRU PTFE



SIDE RETAINER

Cost included with Elastomeric Bearing Assembly, Type II.
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BELOW 50°F.
(Move bott. brg. away from fixed brg.)

ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8″ per each 100′ of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL (E. ABUT.)
(ONE STRUCTURE)

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	6

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KPH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

PI-2E-2 7-15-05

BEARING DETAILS, TYPE II
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

2 Revised 11/2/06, EML

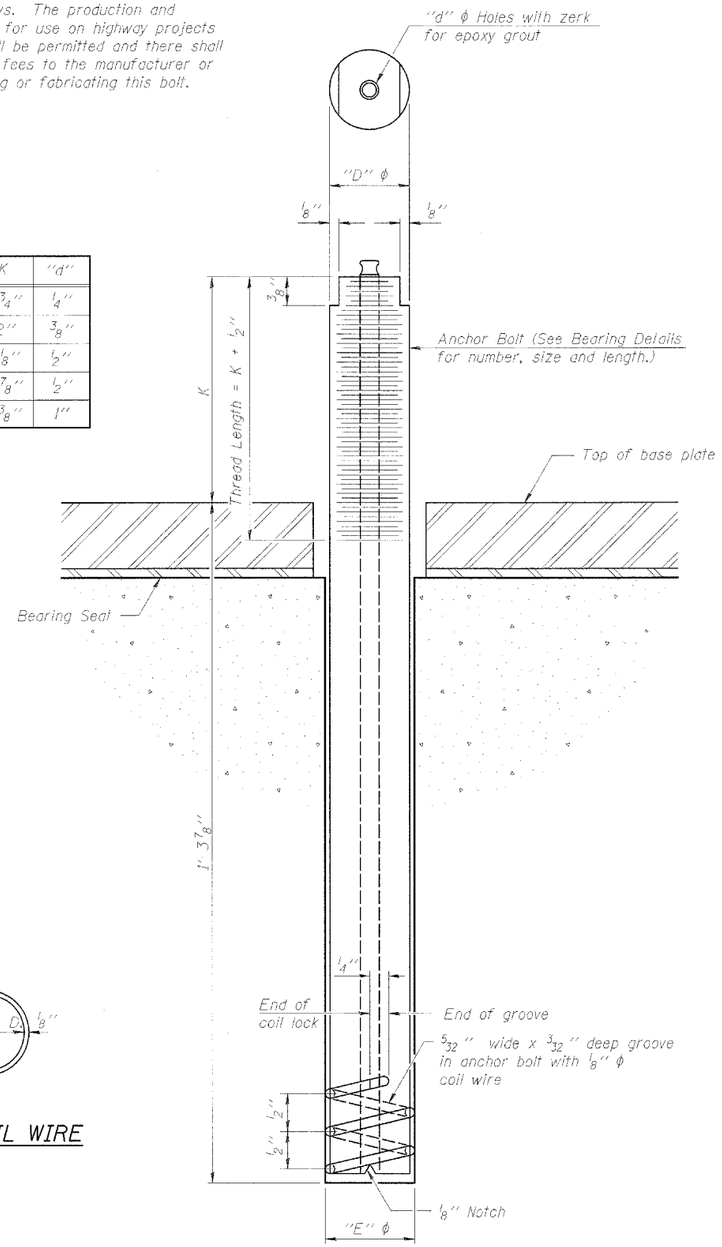
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	218
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

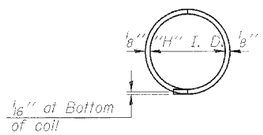
SHEET NO. 20
36 SHEETS

Contract #68206

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



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

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

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

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

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

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

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

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

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

Location	Type
W. Abut.	A307
Pier 1	A325
Pier 2	A325
E. Abut.	A307

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

GENERAL NOTES

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

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

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

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KPH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

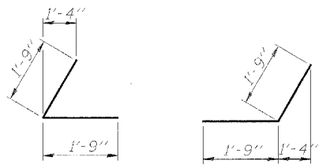
ANCHOR BOLT DETAILS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

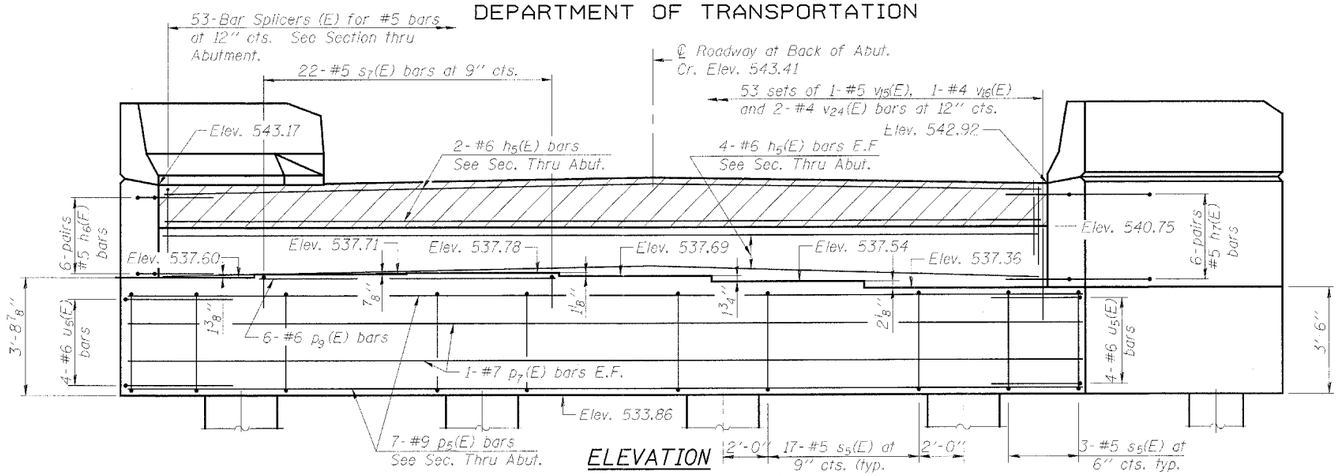
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P 315	34-6, 55-1	HANCOCK	433	219
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

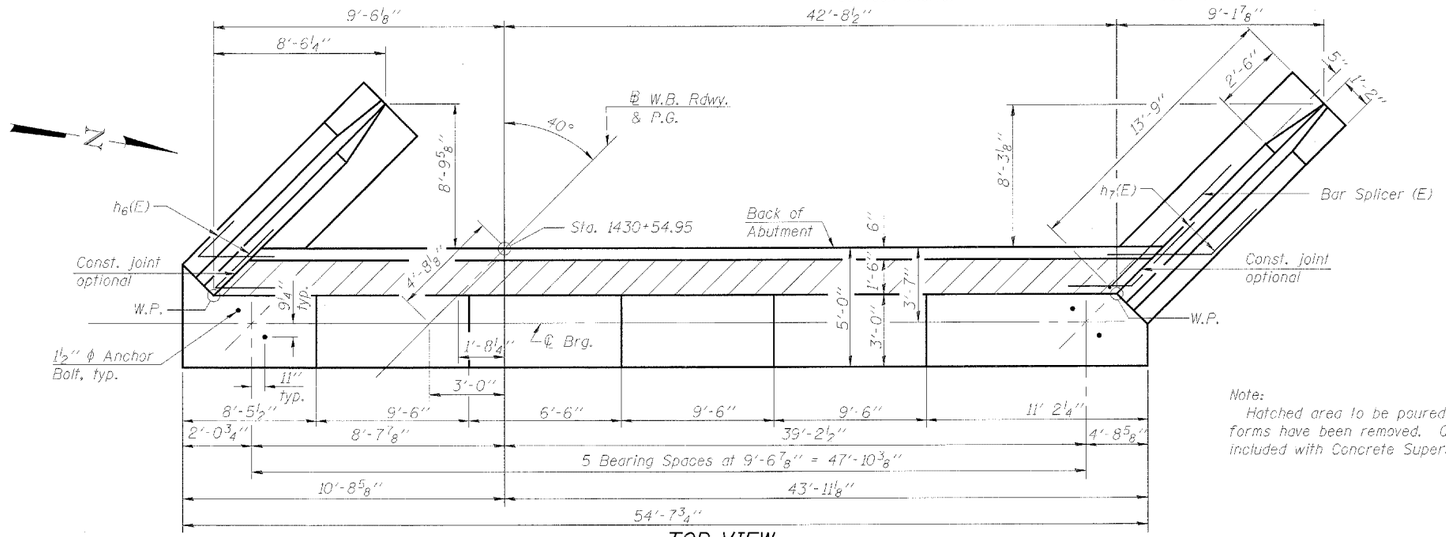
SHEET NO. 21
36 SHEETS

Contract #68206

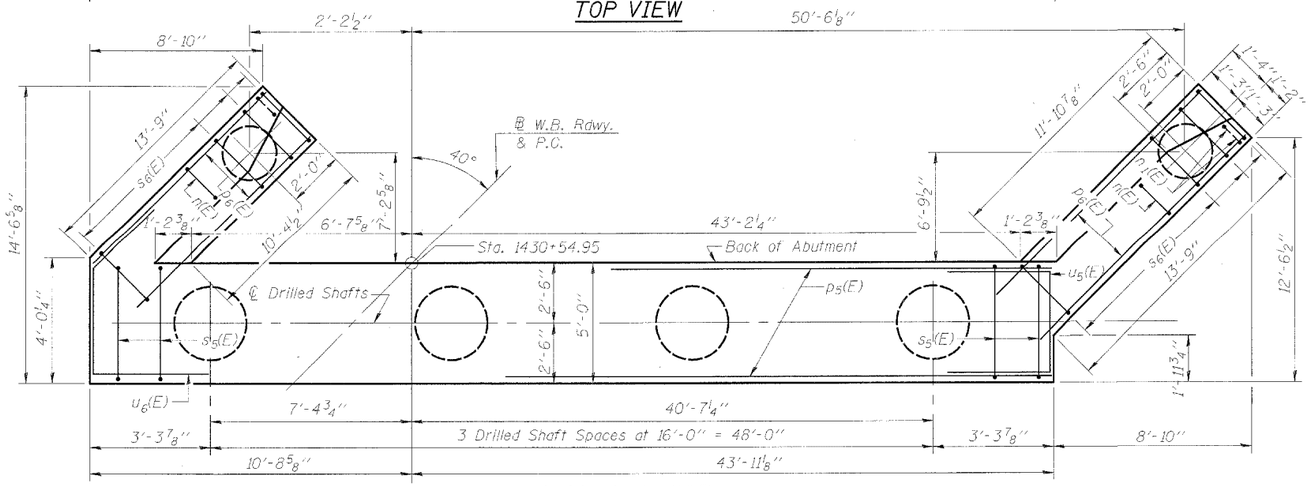




ELEVATION



TOP VIEW



PLAN-PILE CAP

Note:
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

ABUTMENT
BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h_5(E)	12	#6	52'-0"	
	h_6(E)	12	#5	3'-6"	
	h_7(E)	12	#5	3'-6"	
	h_8(E)	24	#4	13'-5"	
	h_9(E)	16	#4	13'-6"	
	n(E)	24	#6	10'-8"	
	n_1(E)	12	#6	5'-4"	
	n_2(E)	76	#10	7'-0"	
	n_3(E)	12	#8	5'-0"	
	p_5(E)	14	#9	54'-4"	
	p_6(E)	12	#7	13'-6"	
	p_7(E)	4	#7	54'-4"	
	p_9(E)	6	#6	15'-9"	
	s_5(E)	57	#5	16'-5"	
	s_6(E)	28	#4	9'-5"	
	s_7(E)	22	#5	7'-8"	
*	sp_{10}	2	#4	18'-4"	
*	sp_{11}	4	#4	26'-10"	
	u_5(E)	4	#6	8'-10"	
	u_6(E)	4	#6	8'-3"	
	v_{15}(E)	53	#5	3'-2"	
	v_{16}(E)	53	#4	4'-4"	
	v_{17}(E)	28	#6	8'-2"	
	v_{18}(E)	6	#6	7'-2"	
	v_{19}(E)	24	#6	7'-11"	
	v_{20}	76	#10	26'-7"	
	v_{21}	12	#8	18'-1"	
	v_{24}(E)	106	#4	5'-6"	

Structure Excavation	Cu. Yd.	107
Drilled Shaft in Soil 42" Dia.	Foot	48
Drilled Shaft in Rock 36" Dia.	Foot	60
Drilled Shaft in Soil 24" Dia.	Foot	24
Drilled Shaft in Rock 18" Dia.	Foot	13
Concrete Structures	Cu. Yd.	75.4
Reinforcement Bars, Epoxy Coated	Pound	10660
Reinforcement Bars	Pound	10740
Bar Splicer (E)	Each	53

Reinforcement Bars designated (E) shall be epoxy coated.
For details of Bar Splicers, see sheet 31 of 36.
Space reinforcement to miss anchor bolts.
* Length is height of spiral. Cast steps monolithically with cap.

DESIGNED	KLH
CHECKED	EML
DRAWN	JGC
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

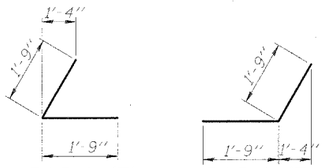
WEST ABUTMENT DETAILS - W.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	220
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

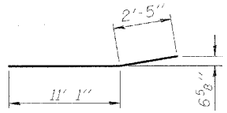
SHEET NO. 22
36 SHEETS

Contract #68206

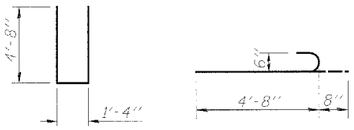
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



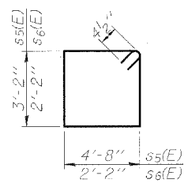
BAR $h_6(E)$ BAR $h_7(E)$



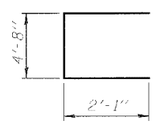
BAR $h_9(E)$



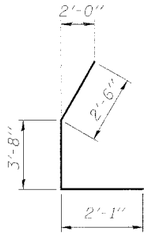
BAR $n(E)$ BAR $n_1(E)$



BARS $s_5(E)$ & $s_6(E)$



BAR $u_5(E)$



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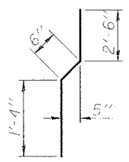
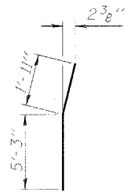
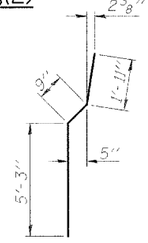


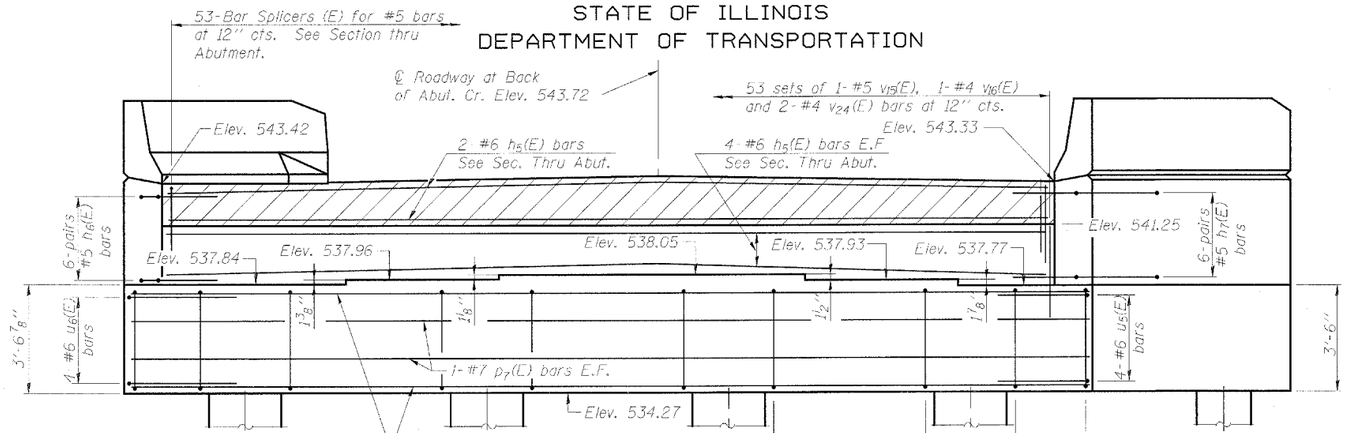
BAR $v_{16}(E)$



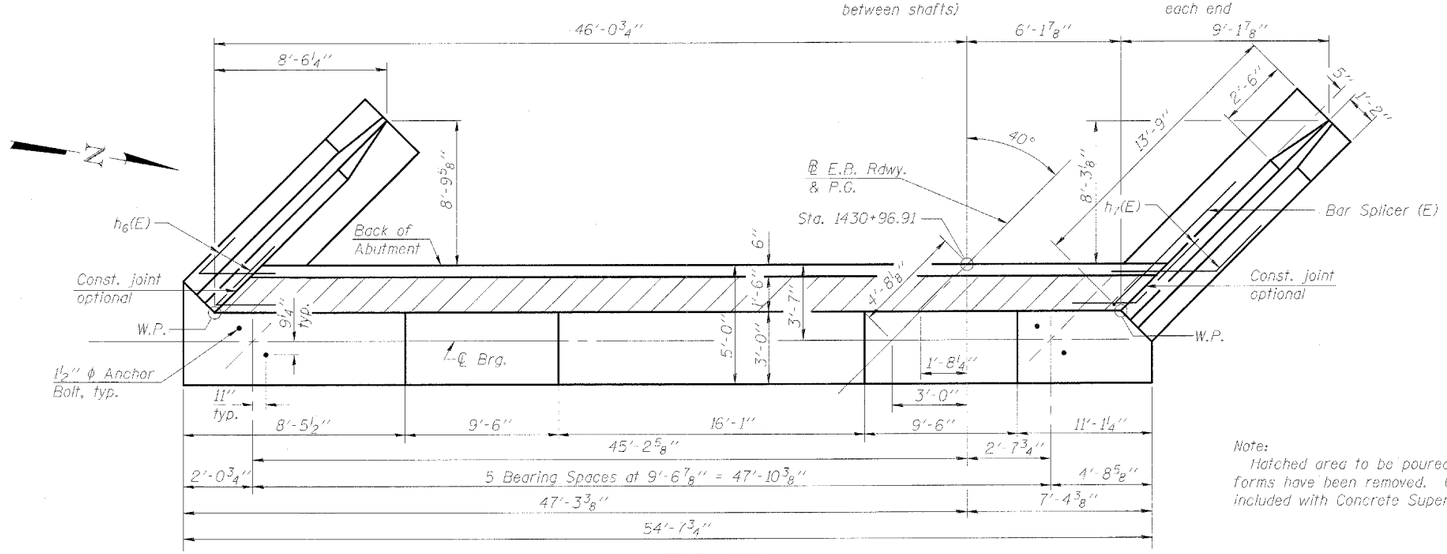
BAR $v_{18}(E)$



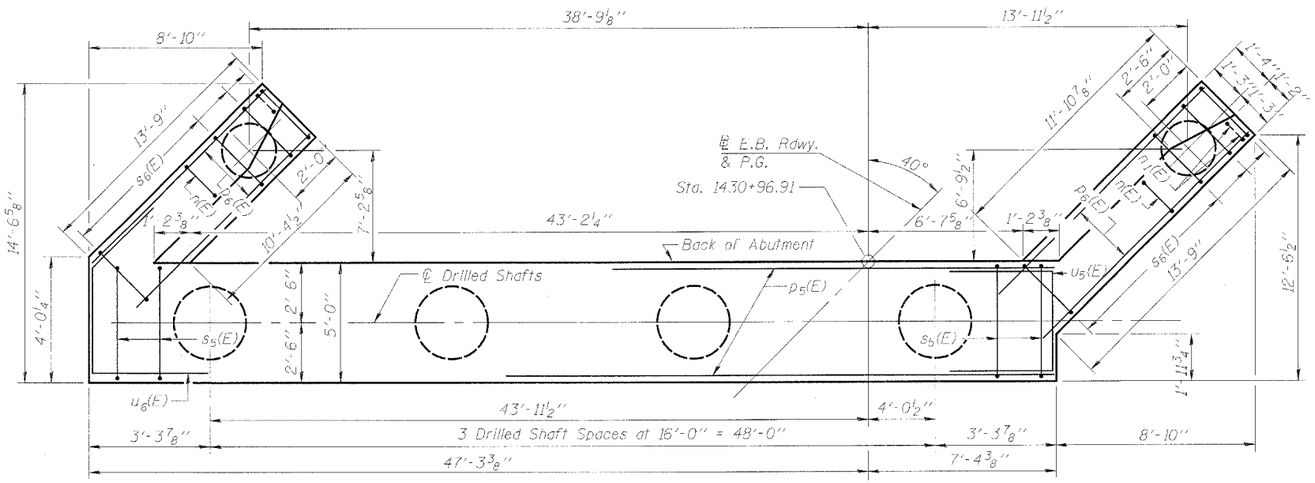
BAR $v_{19}(E)$



ELEVATION



TOP VIEW



PLAN-PILE CAP

Note:
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_5(E)$	12	#6	52'-0"	
$h_6(E)$	12	#5	3'-6"	
$h_7(E)$	12	#5	3'-6"	
$h_8(E)$	24	#4	13'-5"	
$h_9(E)$	16	#4	13'-6"	
$n(E)$	24	#6	10'-8"	
$n_1(E)$	12	#6	5'-4"	
$n_2(E)$	76	#10	7'-0"	
$n_3(E)$	12	#8	5'-0"	
$p_5(E)$	14	#9	54'-4"	
$p_6(E)$	12	#7	13'-6"	
$p_7(E)$	4	#7	54'-4"	
$s_5(E)$	57	#5	16'-5"	
$s_6(E)$	28	#4	9'-5"	
* sp_{12}	2	#4	18' 9"	
* sp_{13}	4	#4	27'-3"	
$u_5(E)$	4	#6	8'-10"	
$u_6(E)$	4	#6	8'-3"	
$v_{15}(E)$	53	#5	3'-2"	
$v_{16}(E)$	53	#4	4'-4"	
$v_{17}(E)$	28	#6	8'-2"	
$v_{18}(E)$	6	#6	7'-2"	
$v_{19}(E)$	24	#6	7'-11"	
v_{22}	76	#10	27'-0"	
v_{23}	12	#8	18'-4"	
$v_{24}(E)$	106	#4	5'-6"	
Structure Excavation			Cu. Yd.	108
Drilled Shaft in Soil 42" Dia.			Foot	55
Drilled Shaft in Rock 36" Dia.			Foot	54
Drilled Shaft in Soil 24" Dia.			Foot	28
Drilled Shaft in Rock 18" Dia.			Foot	10
Concrete Structures			Cu. Yd.	74.5
Reinforcement Bars, Epoxy Coated			Pound	10340
Reinforcement Bars			Pound	10910
Bar Splicer (E)			Each	53

Reinforcement Bars designated (E) shall be epoxy coated.
For details of Bar Splicers, see sheet 31 of 36.
Space reinforcement to miss anchor bolts.
* Length is height of spiral.
Cast steps monolithically with cap.

DESIGNED	KLH
CHECKED	EML
DRAWN	JGC
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

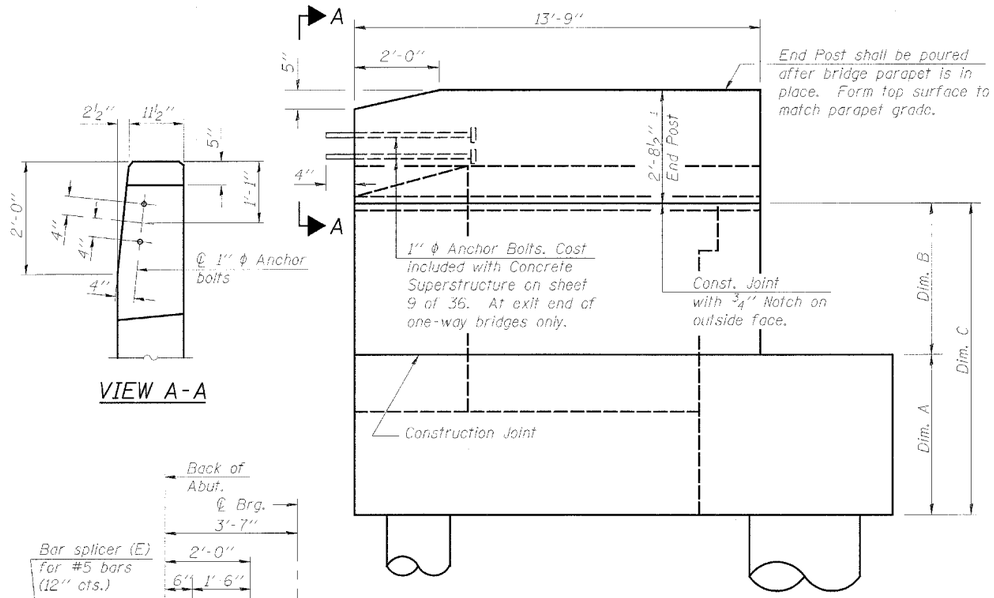
WEST ABUTMENT DETAILS - E.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P 315	34-6, 55-1	HANCOCK	433	221
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

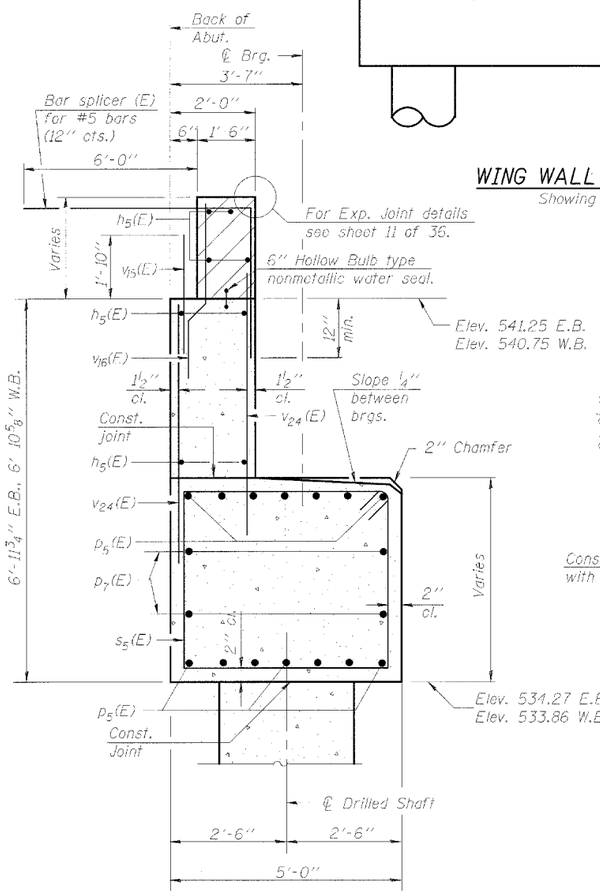
SHEET NO. 23
36 SHEETS

Contract #68206

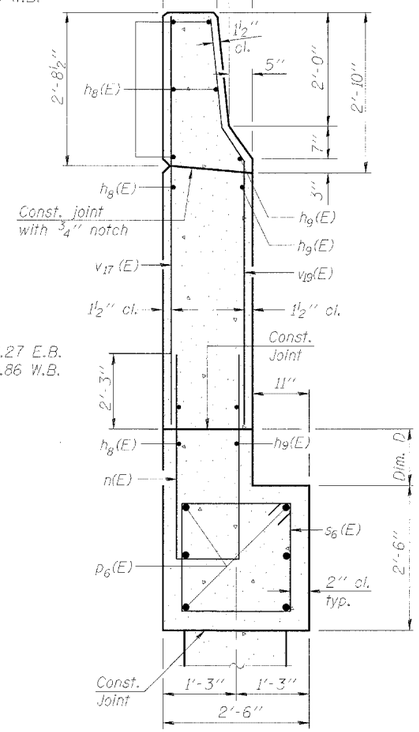


VIEW A-A

WING WALL ELEVATION
Showing Dimensions



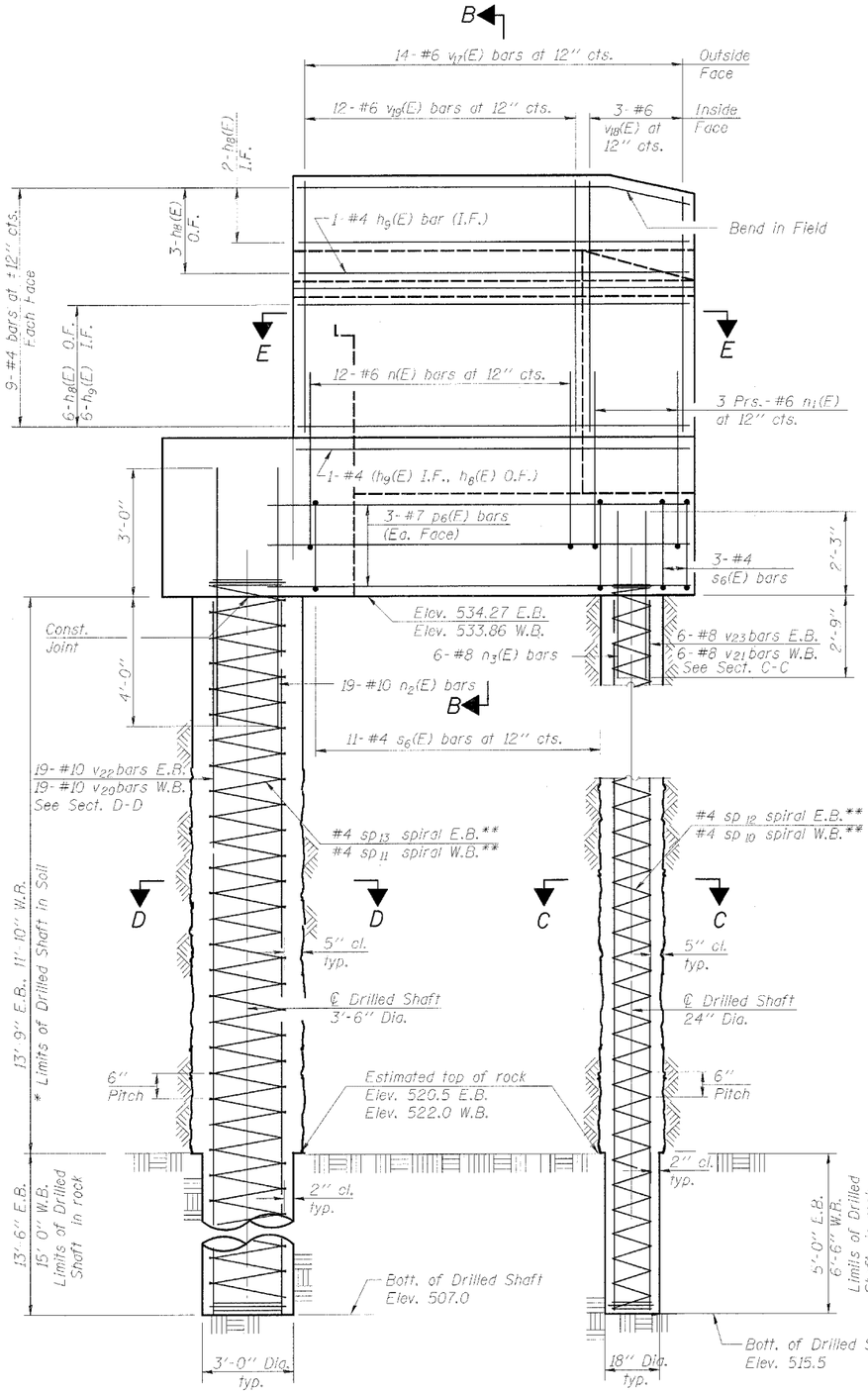
SECTION THRU ABUTMENT



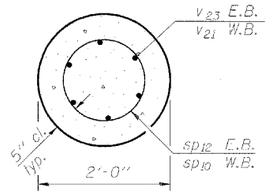
SECTION B-B

DESIGNED	KLH
CHECKED	EML
DRAWN	JGC
CHECKED	KLH

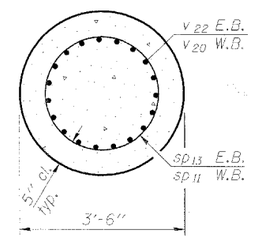
HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS



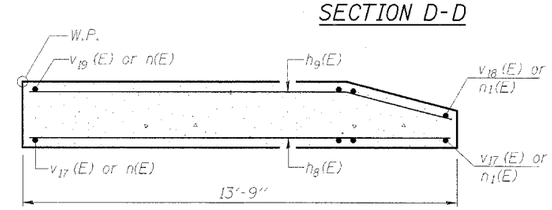
WING WALL & DRILLED SHAFT ELEVATION
Showing Reinforcement



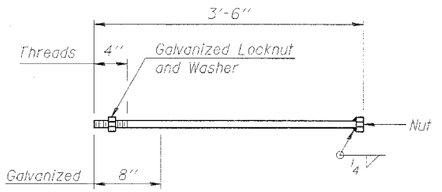
SECTION C-C



SECTION D-D



SECTION E-E



1" ϕ ANCHOR BOLT

WING WALL DATA

	Dim. A	Dim. B	Dim. C	Dim. D
North Wing Wall W.B.	3'-6"	5'-6¾"	9'-0¾"	1'-0"
South Wing Wall W.B.	3'-8⅞"	5'-6⅞"	9'-3¾"	1'-2⅞"
North Wing Wall E.B.	3'-6"	5'-6¾"	9'-0¾"	1'-0"
South Wing Wall E.B.	3'-6⅞"	5' 7"	9'-1⅞"	1'-0⅞"

Notes:
* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.
Reinforcement bars designated (E) shall be epoxy coated. Quantity of concrete in end post included with Concrete Superstructure on sheet 9 of 36.
** Provide 1½ extra turns top and bottom of each drilled shaft. Extend spiral 2" into abutment or wingwall cap. Provide min. 4-#4 spacers or equivalent.
Min. lap for spirals = 3'-0".

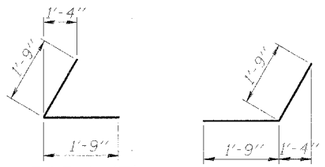
WEST ABUTMENT DETAILS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

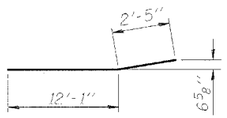
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	222
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 24
36 SHEETS

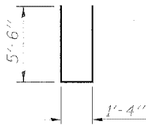
Contract #68206



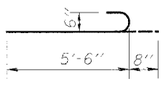
BAR h_6(E) BAR h_7(E)



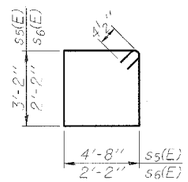
BAR h_{11}(E)



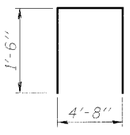
BAR n_4(E)



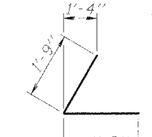
BAR n_5(E)



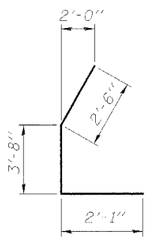
BARS s_5(E) & s_6(E)



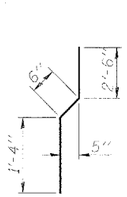
BAR s_7(E)



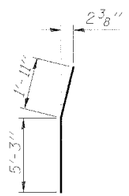
BAR u_5(E)



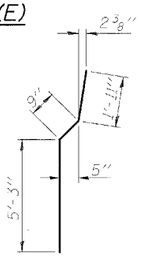
BAR u_6(E)



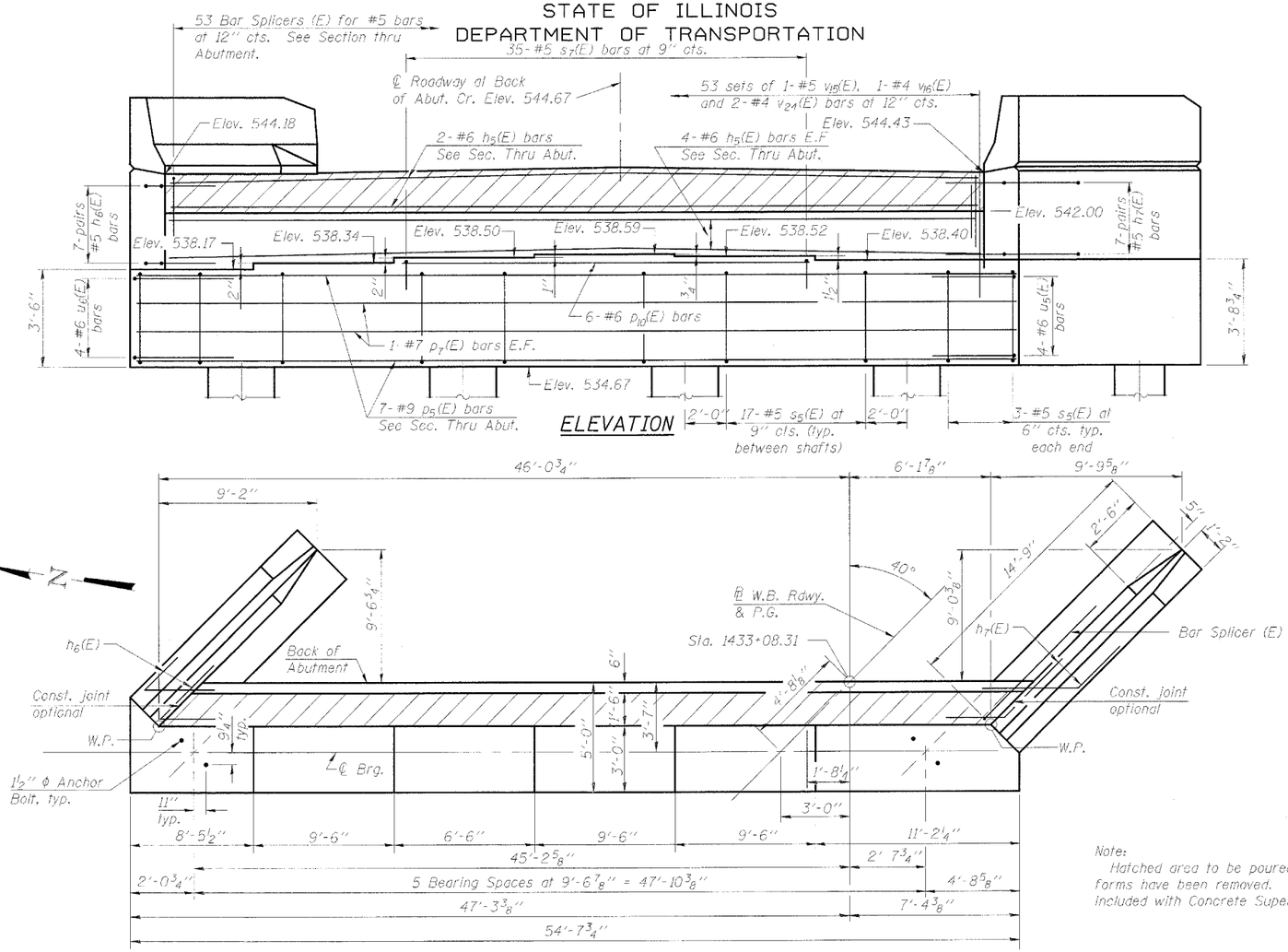
BAR v_{16}(E)



BAR v_{18}(E)

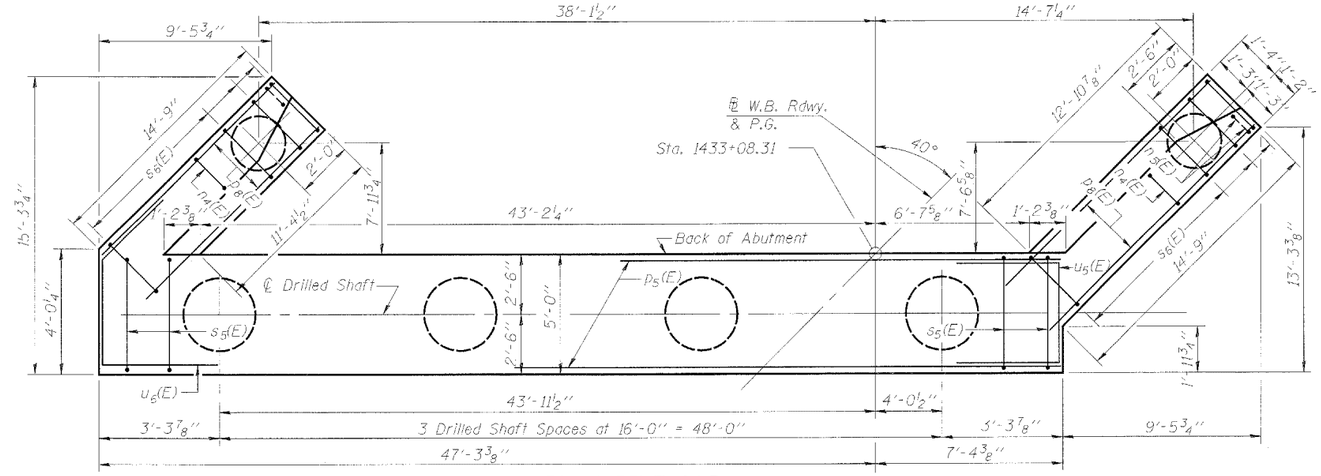


BAR v_{19}(E)



ELEVATION

TOP VIEW



PLAN-PILE CAP

Note:
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

ABUTMENT
BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h_5(E)	12	#6	52'-0"	
	h_6(E)	14	#5	3'-6"	
	h_7(E)	14	#5	3'-6"	
	h_{10}(E)	24	#4	14'-5"	
	h_{11}(E)	16	#4	14'-6"	
	n_2(E)	88	#10	7'-0"	
	n_3(E)	12	#8	5'-0"	
	n_4(E)	26	#6	12'-4"	
	n_5(E)	12	#6	6'-2"	
	p_5(E)	14	#9	54'-4"	
	p_7(E)	4	#7	54'-4"	
	p_8(E)	12	#7	14'-6"	
	p_{10}(E)	6	#6	25'-3"	
	s_5(E)	57	#5	16'-5"	
	s_6(E)	30	#4	9'-5"	
	s_7(E)	35	#5	7'-8"	
*	SP14	2	#4	40'-8"	
*	SP15	4	#4	49'-8"	
	u_5(E)	4	#6	8'-10"	
	u_6(E)	4	#6	8'-3"	
	v_{15}(E)	53	#5	3'-2"	
	v_{16}(E)	53	#4	4'-4"	
	v_{17}(E)	30	#6	8'-2"	
	v_{18}(E)	6	#6	7'-2"	
	v_{19}(E)	26	#6	7'-11"	
	v_{24}(E)	106	#4	5'-6"	
	v_{25}	88	#11	49'-4"	
	v_{26}	12	#8	40'-4"	
	Structure Excavation		Cu. Yd.	107	
	Drilled Shaft in Soil 42" Dia.		Foot	143	
	Drilled Shaft in Rock 36" Dia.		Foot	56	
	Drilled Shaft in Soil 24" Dia.		Foot	72	
	Drilled Shaft in Rock 18" Dia.		Foot	10	
	Concrete Structures		Cu. Yd.	79.2	
	Reinforcement Bars, Epoxy Coated		Pound	11450	
	Reinforcement Bars		Pound	27070	
	Bar Splicer (E)		Each	53	

Reinforcement Bars designated (E) shall be epoxy coated.
For details of Bar Splicers, see sheet 31 of 36.
Space reinforcement to miss anchor bolts.
* Length is height of spiral. Cast steps monolithically with cap.

DESIGNED	KLH
CHECKED	EML
DRAWN	JGC
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

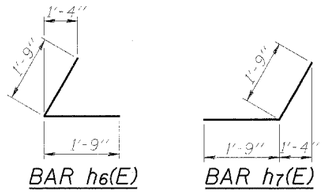
EAST ABUTMENT DETAILS - W.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	223
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 25
36 SHEETS

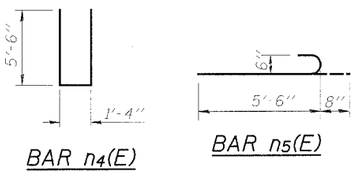
Contract #68206

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

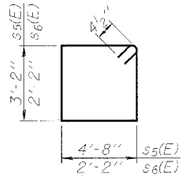


BAR $h_6(E)$ BAR $h_7(E)$

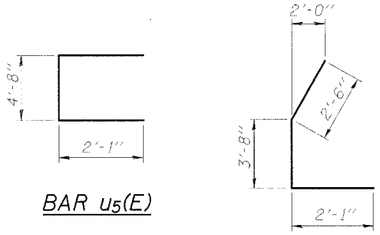
BAR $h_{11}(E)$



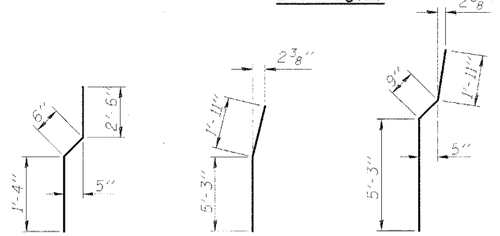
BAR $n_4(E)$ BAR $n_5(E)$



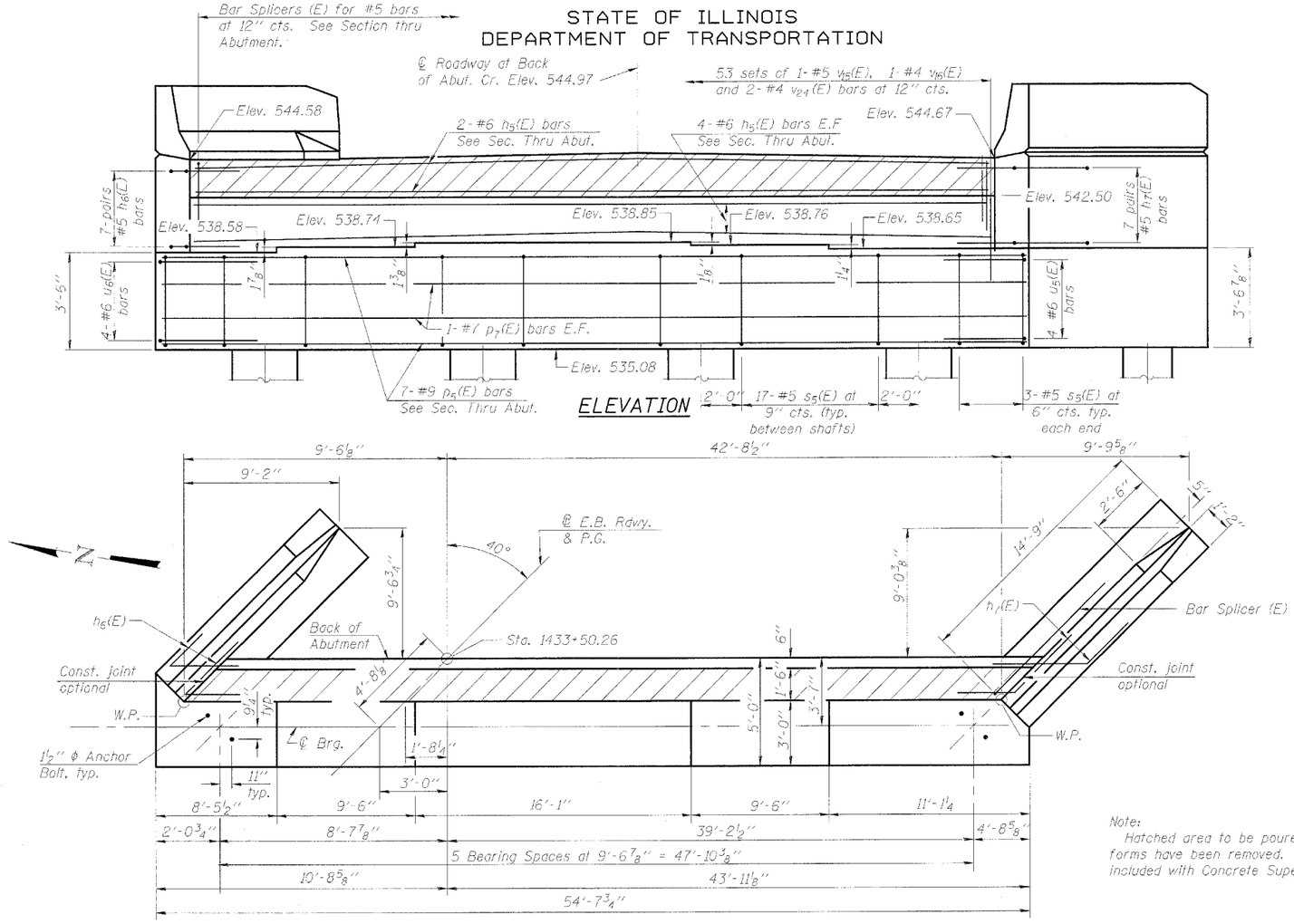
BARS $s_5(E)$ & $s_6(E)$



BAR $u_5(E)$ BAR $u_6(E)$

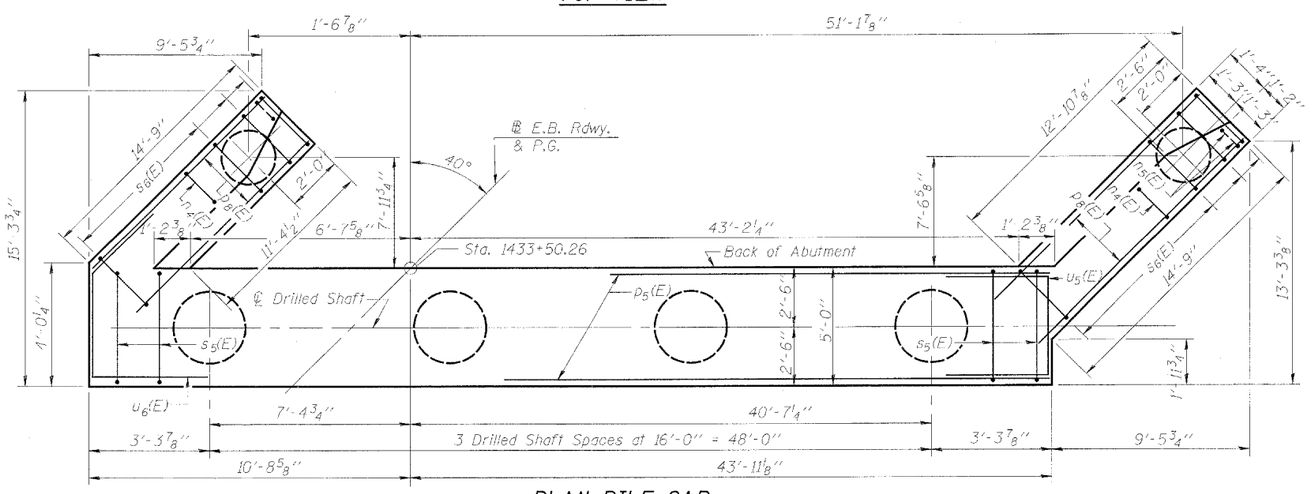


BAR $v_{16}(E)$ BAR $v_{18}(E)$ BAR $v_{19}(E)$



ELEVATION

TOP VIEW



PLAN-PILE CAP

Note:
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

ABUTMENT
BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	$h_5(E)$	12	#6	52'-0"	
	$h_6(E)$	14	#5	3'-6"	
	$h_7(E)$	14	#5	3'-6"	
	$h_{10}(E)$	24	#4	14' 5"	
	$h_{11}(E)$	16	#4	14'-6"	
	$n_2(E)$	88	#10	7'-0"	
	$n_3(E)$	12	#8	5' 0"	
	$n_4(E)$	26	#6	12'-4"	
	$n_5(E)$	12	#6	6'-2"	
	$p_5(E)$	14	#9	54'-4"	
	$p_7(E)$	4	#7	54'-4"	
	$p_8(E)$	12	#7	14'-6"	
	$s_5(E)$	57	#5	16'-5"	
	$s_6(E)$	30	#4	9'-5"	
*	sp_{16}	2	#4	41'-1"	
*	sp_{17}	4	#4	50'-1"	
	$u_5(E)$	4	#6	8'-10"	
	$u_6(E)$	4	#6	8'-3"	
	$v_{15}(E)$	53	#5	3'-2"	
	$v_{16}(E)$	53	#4	4'-4"	
	$v_{17}(E)$	30	#6	8'-2"	
	$v_{18}(E)$	6	#6	7'-2"	
	$v_{19}(E)$	26	#6	7'-11"	
	$v_{24}(E)$	106	#4	5'-6"	
	v_{27}	88	#11	49'-9"	
	v_{28}	12	#8	40'-9"	
	Structure Excavation		Cu. Yd.		109
	Drilled Shaft in Soil 42" Dia.		Foot		137
	Drilled Shaft in Rock 36" Dia.		Foot		64
	Drilled Shaft in Soil 24" Dia.		Foot		69
	Drilled Shaft in Rock 18" Dia.		Foot		14
	Concrete Structures		Cu. Yd.		78.2
	Reinforcement Bars, Epoxy Coated		Pound		10950
	Reinforcement Bars		Pound		27300
	Bar Splicer (E)		Each		53

Reinforcement Bars designated (E) shall be epoxy coated.
For details of Bar Splicers, see sheet 31 of 36.
Space reinforcement to miss anchor bolts.
* Length is height of spiral.
Cast steps monolithically with cap.

DESIGNED	KLH
CHECKED	EML
DRAWN	JGC
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

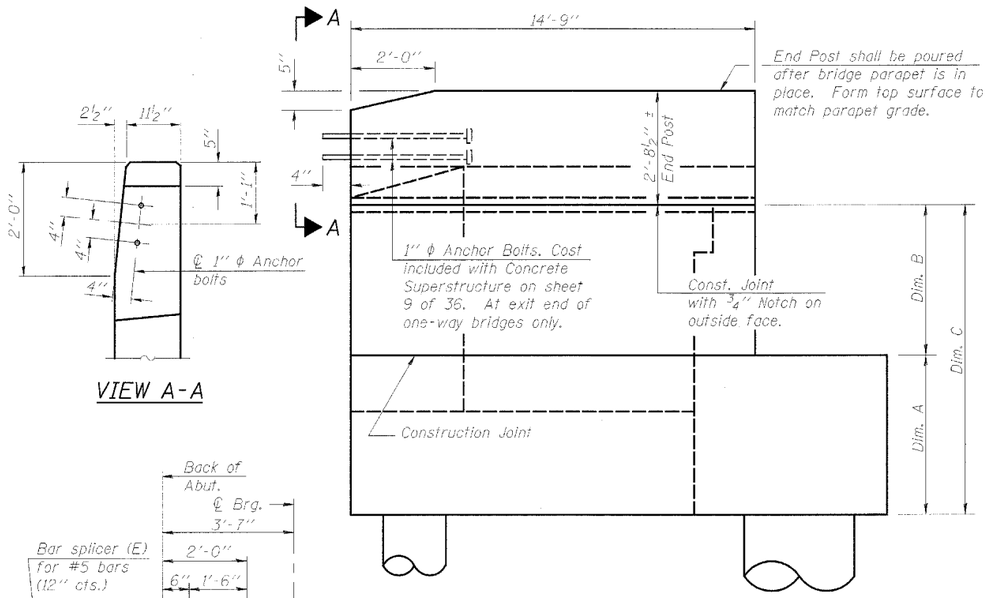
EAST ABUTMENT DETAILS - E.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	224
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

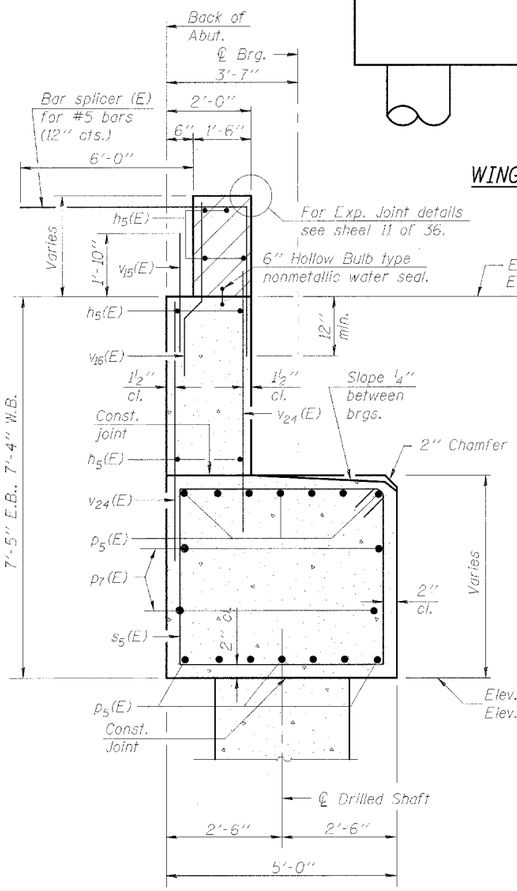
SHEET NO. 26
36 SHEETS

Contract #68206

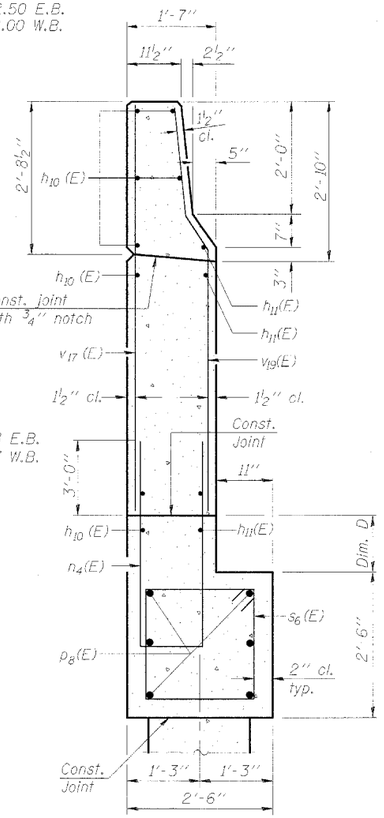


VIEW A-A

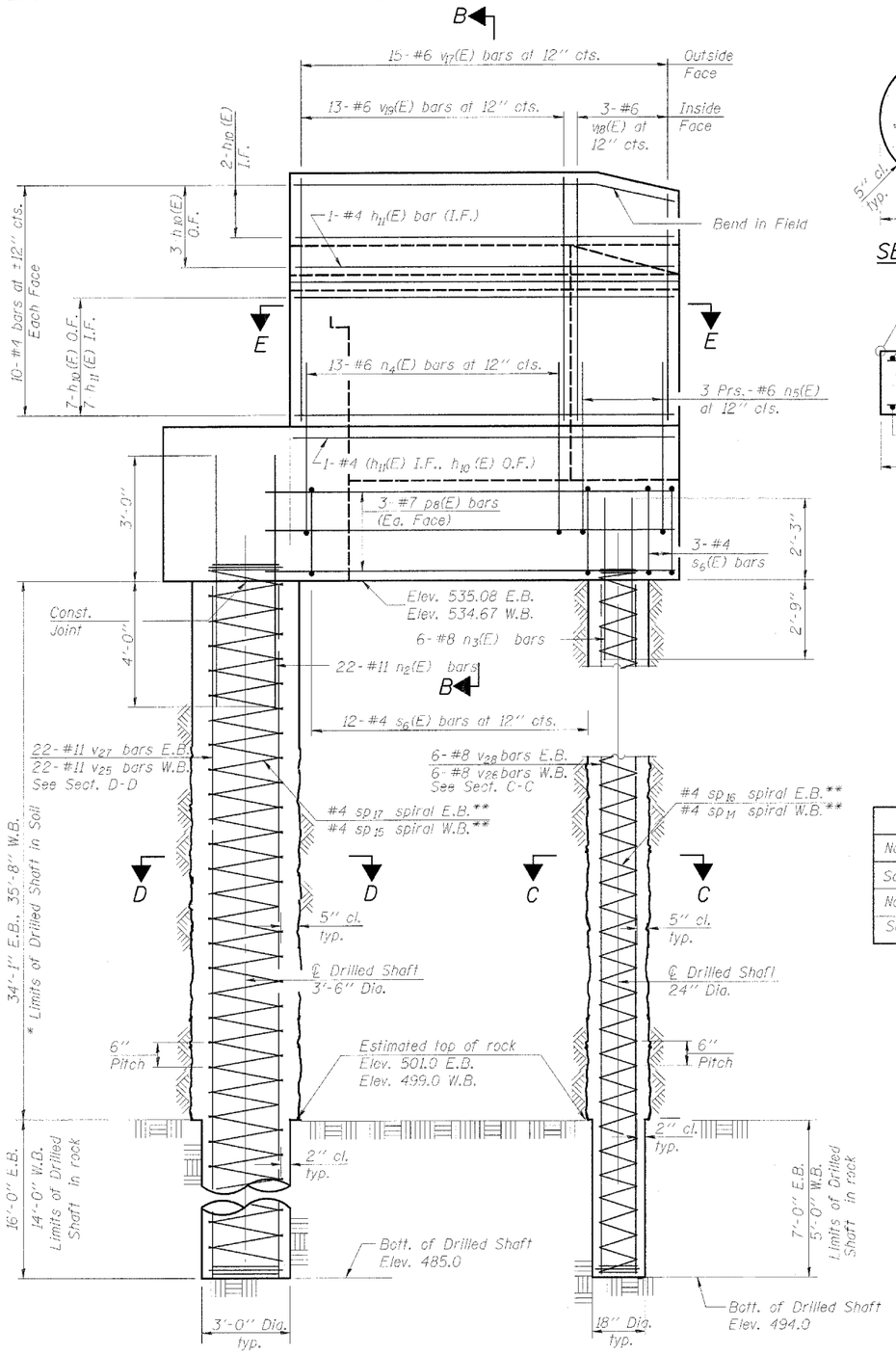
WING WALL ELEVATION
Showing Dimensions



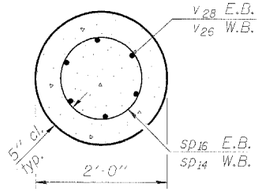
SECTION THRU ABUTMENT



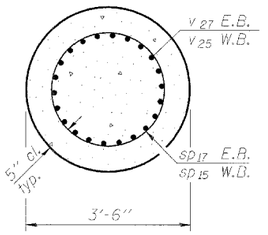
SECTION B-B



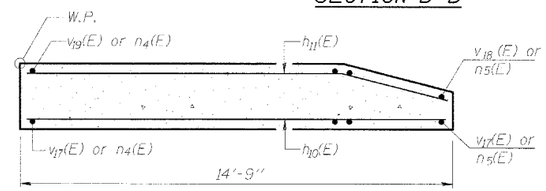
WING WALL & DRILLED SHAFT ELEVATION
Showing Reinforcement



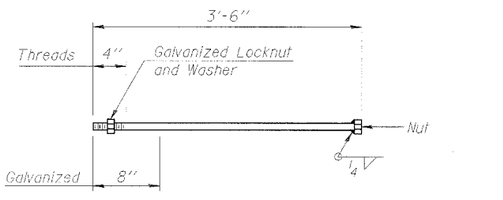
SECTION C-C



SECTION D-D



SECTION E-E



1" ϕ ANCHOR BOLT

WING WALL DATA

	Dim. A	Dim. B	Dim. C	Dim. D
North Wing Wall W.B.	3'-6"	6'-0⅛"	9'-6⅛"	1'-0"
South Wing Wall W.B.	3'-8¾"	6'-0⅜"	9'-9⅛"	1'-2¾"
North Wing Wall E.B.	3'-6"	6'-0"	9'-6"	1'-0"
South Wing Wall E.B.	3'-6⅞"	6'-0¼"	9'-7⅛"	1'-0⅞"

Notes:
* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.
Reinforcement bars designated (E) shall be epoxy coated. Quantity of concrete in end post included with Concrete Superstructure on sheet 9 of 36.
** Provide 1½ extra turns top and bottom of each drilled shaft. Extend spiral 2" into abutment or wingwall cap. Provide min. 4-#4 spacers or equivalent.
Min. lap for spirals = 3'-0" .

DESIGNED	KLH
CHECKED	EMI
DRAWN	JGC
CHECKED	KLH

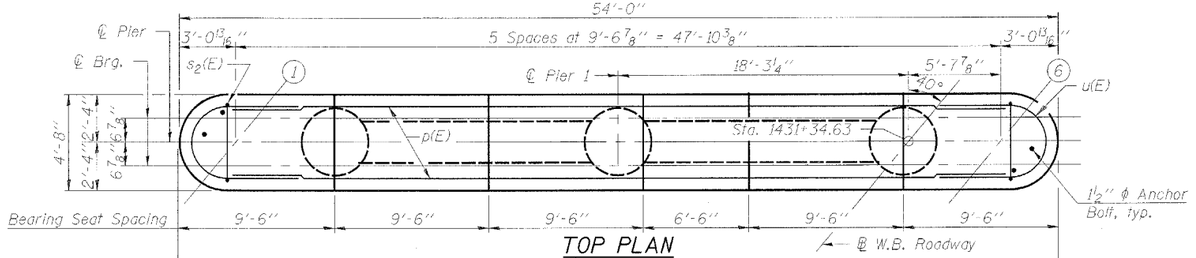
HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

EAST ABUTMENT DETAILS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

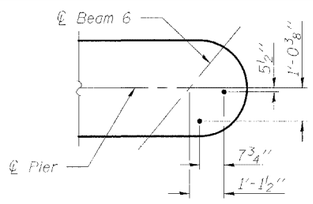
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	225
FED. ROAD DIST. NO. 7	ILL. ENGR.	FED. AID PROJECT-		

SHEET NO. 27
36 SHEETS

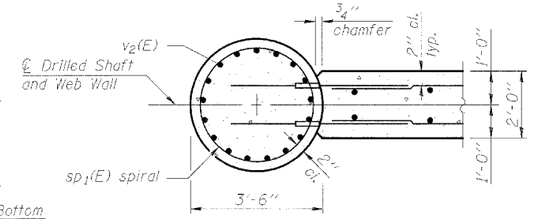
Contract #68206



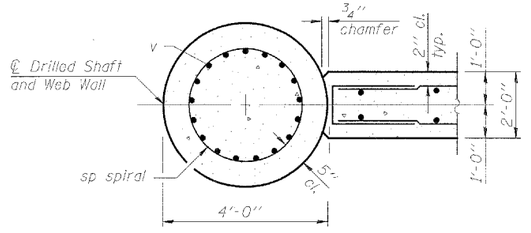
TOP PLAN



ANCHOR BOLT LAYOUT
(Layout applicable at Beam 1 by rotation)



SECTION A-A

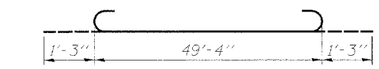


SECTION B-B

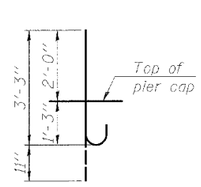
Bar	No.	Size	Length	Shape
h(E)	6	#6	49'-4"	—
h_1(E)	88	#5	15'-8"	—
p(E)	8	#9	51'-10"	⊂⊃
p_1(E)	8	#9	49'-4"	—
p_2(E)	8	#6	6'-0"	—
p_{10}(E)	6	#6	25'-3"	—
s_2(E)	67	#6	17'-4"	⊏⊐
s_3(E)	16	#5	5'-0"	⊔
s_8(E)	35	#6	7'-8"	⊔
sp	3	#4	31'-8"	∧∧∧
sp_1(E)	3	#4	17'-1"	∧∧∧
u(E)	10	#6	11'-9"	⊃
v	51	#10	31'-8"	—
v_1(E)	51	#8	14'-0"	—
v_2(E)	51	#8	20'-2"	—
v_3(E)	68	#5	5'-4"	—
v_4(E)	68	#5	17'-0"	—
v_5(E)	30	#8	4'-2"	⊃
Underwater Structure Excavation Protection Location-1			Each	1
Drilled Shaft in Soil 48" Dia.			Foot	42
Drilled Shaft in Rock 42" Dia.			Foot	54
Concrete Structures			Cu. Yd.	106.1
Reinforcement Bars, Epoxy Coated			Pound	15330
Reinforcement Bars			Pound	8270
Bar Splicers			Each	144

BILL OF MATERIAL

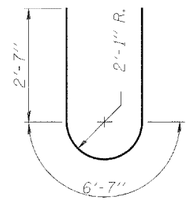
Reinforcement Bars designated (E) shall be epoxy coated.
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 3'-0"
**Length is height of spiral.



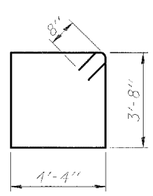
BAR p(E)



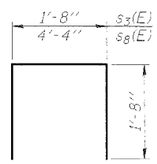
BAR v_5(E)



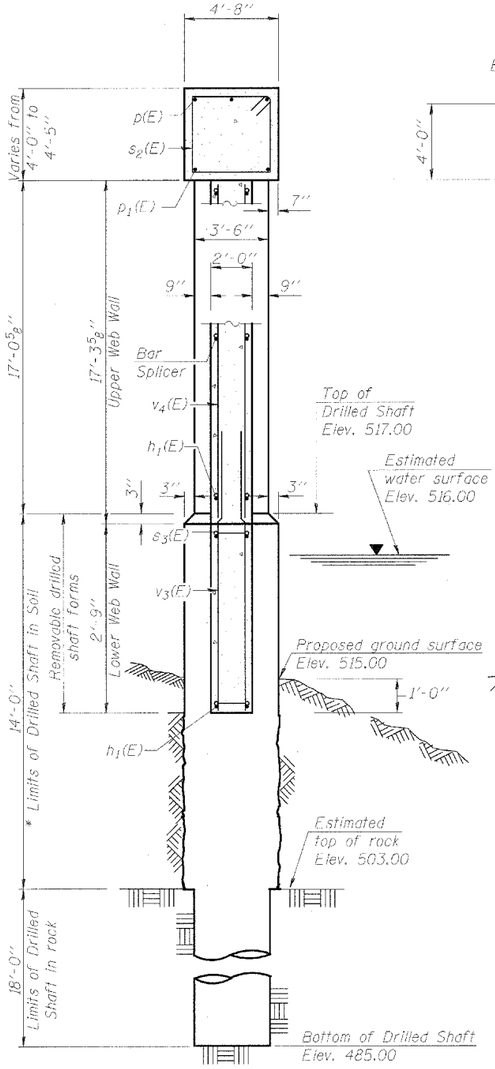
BAR u(E)



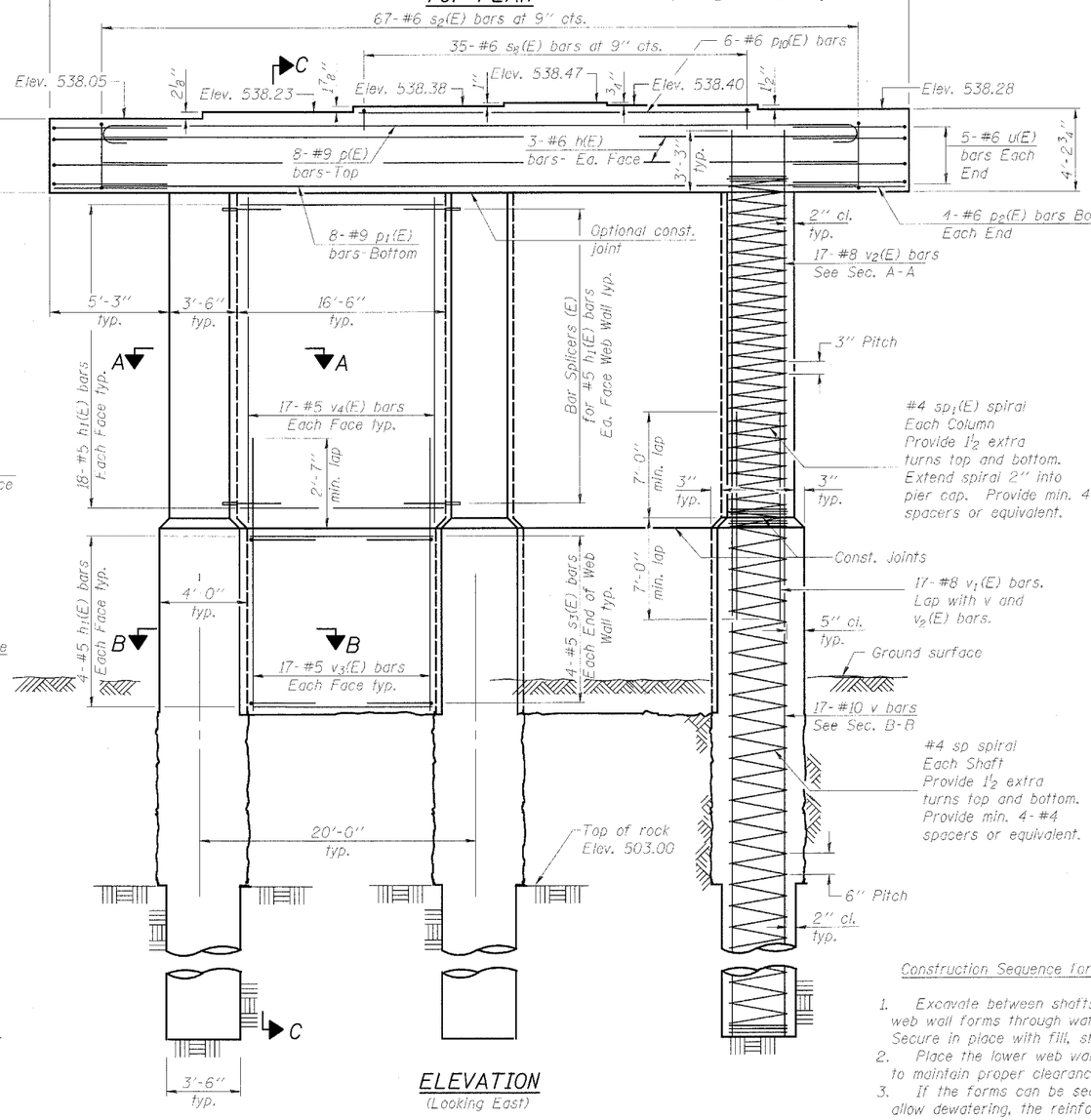
BAR s_2(E)



BARS s_3(E) & s_8(E)



SECTION C-C



ELEVATION
(Looking East)

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

Note:
For location and spacing of v_5(E) bars see sheet 10 of 36.

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH

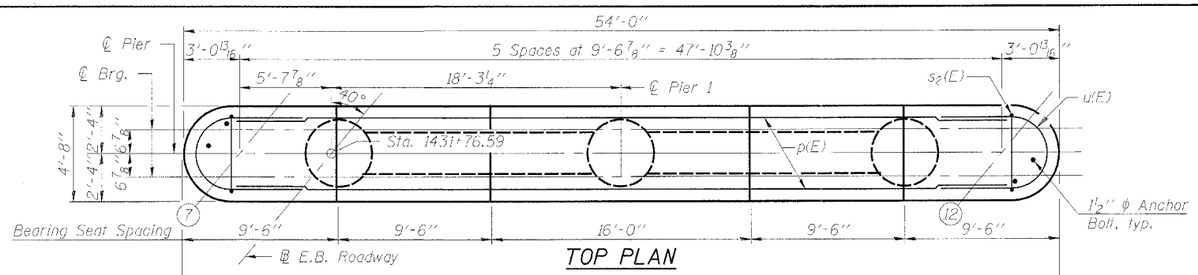
HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

PIER 1 DETAILS - W.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

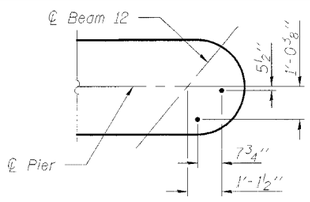
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	226
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 28
36 SHEETS

Contract #68206

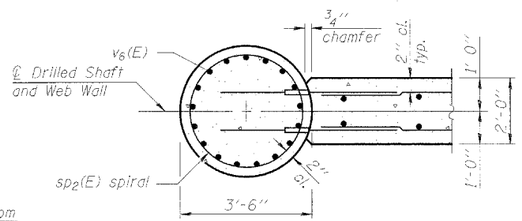


TOP PLAN

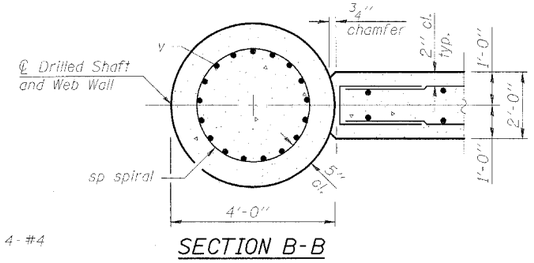


ANCHOR BOLT LAYOUT

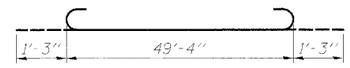
(Layout applicable at Beam 7 by rotation)



SECTION A-A



SECTION B-B

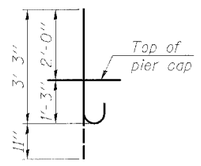


BAR p(E)

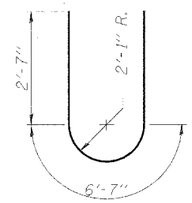
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#6	49'-4"	
h_1(E)	88	#5	15' 8"	
p(E)	8	#9	51'-10"	
p_1(E)	8	#9	49'-4"	
p_2(E)	8	#6	6'-0"	
s_2(E)	67	#6	17'-4"	
s_3(E)	16	#5	5'-0"	
** sp	3	#4	31'-8"	
** sp_2(E)	3	#4	17'-6"	
u(E)	10	#6	11'-9"	
v	51	#10	31'-8"	
v_1(E)	51	#8	14'-0"	
v_3(E)	68	#5	5'-4"	
v_5(E)	30	#8	4'-2"	
v_6(E)	51	#8	20'-7"	
v_7(E)	68	#5	17'-4"	
Underwater Structure Excavation Protection Location-2		Each	1	
Drilled Shaft in Soil 48" Dia.		Foot	36	
Drilled Shaft in Rock 42" Dia.		Foot	60	
Concrete Structures		Cu. Yd.	107.1	
Reinforcement Bars, Epoxy Coated		Pound	14820	
Reinforcement Bars		Pound	8270	
Bar Splicers		Each	144	

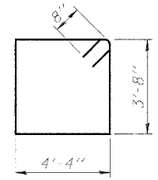
Reinforcement Bars designated (E) shall be epoxy coated.
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals - 3'-0".
**Length is height of spiral.



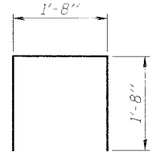
BAR v_5(E)



BAR u(E)

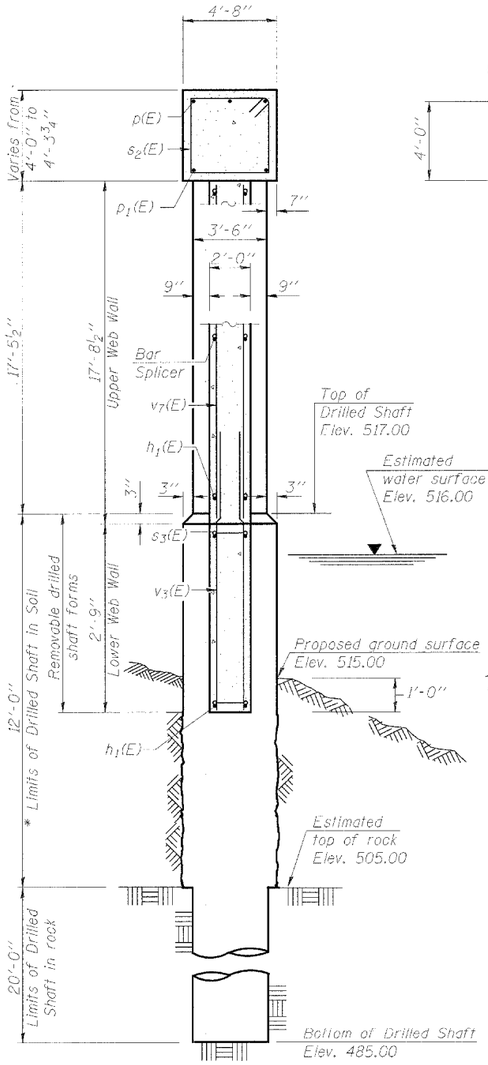


BAR s_2(E)

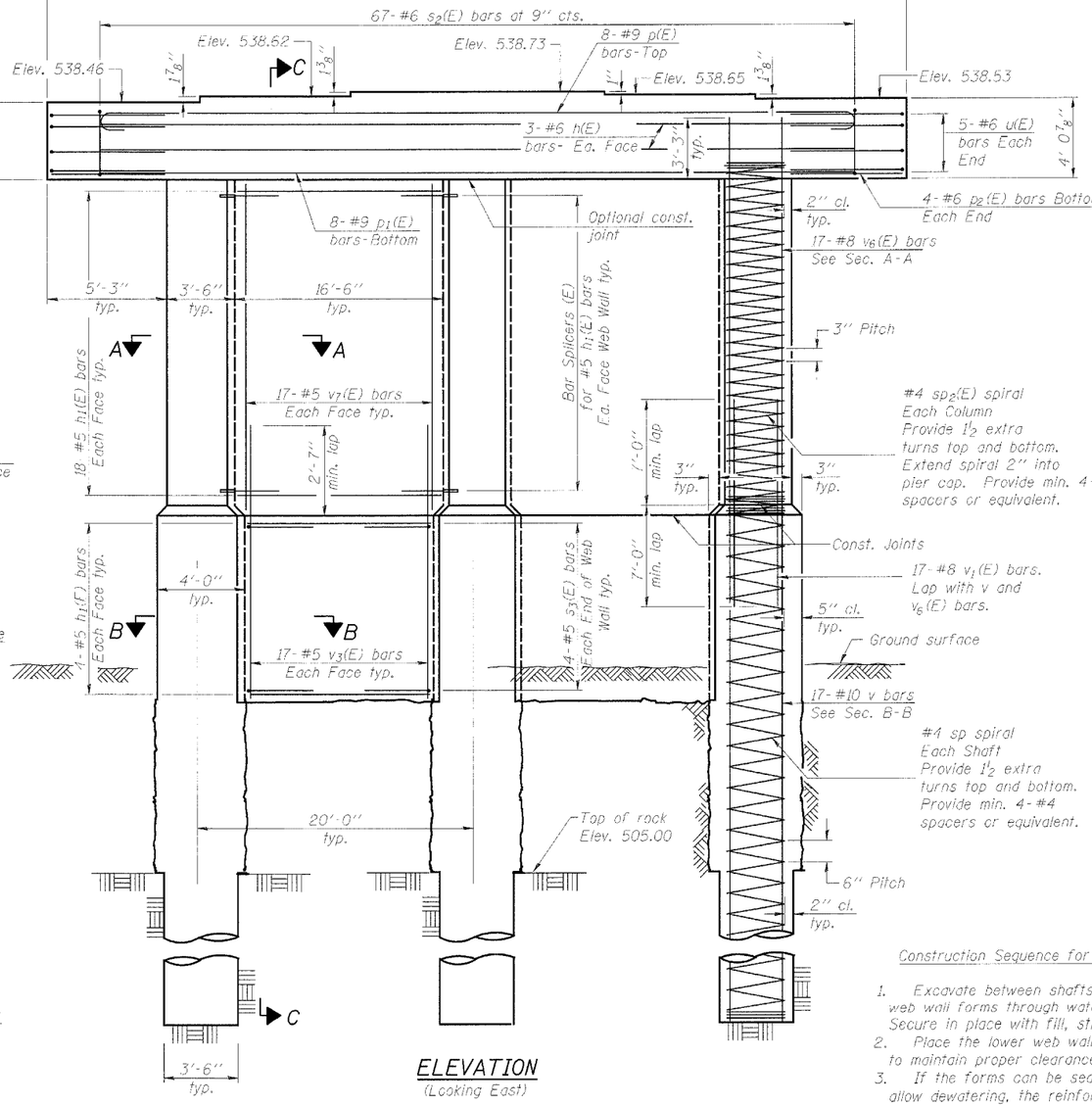


BAR s_3(E)

Note:
For location and spacing of v_5(E) bars see sheet 10 of 36.



SECTION C-C



ELEVATION

(Looking East)

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH

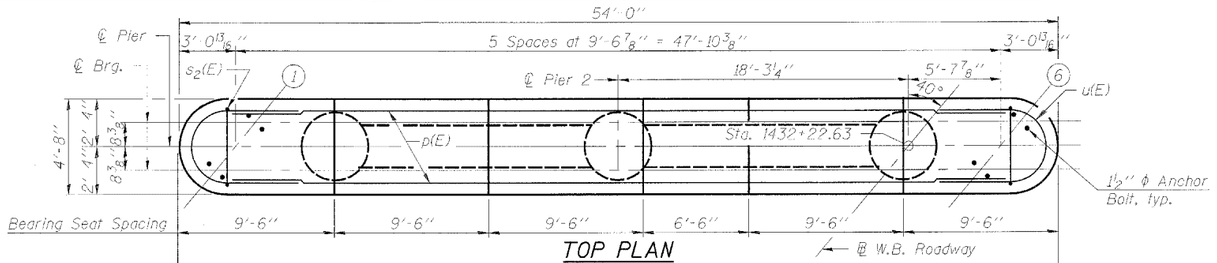
HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

PIER 1 DETAILS - E.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

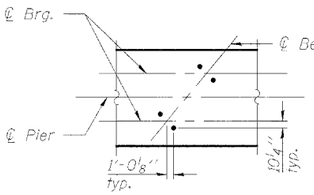
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	227
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 29
36 SHEETS

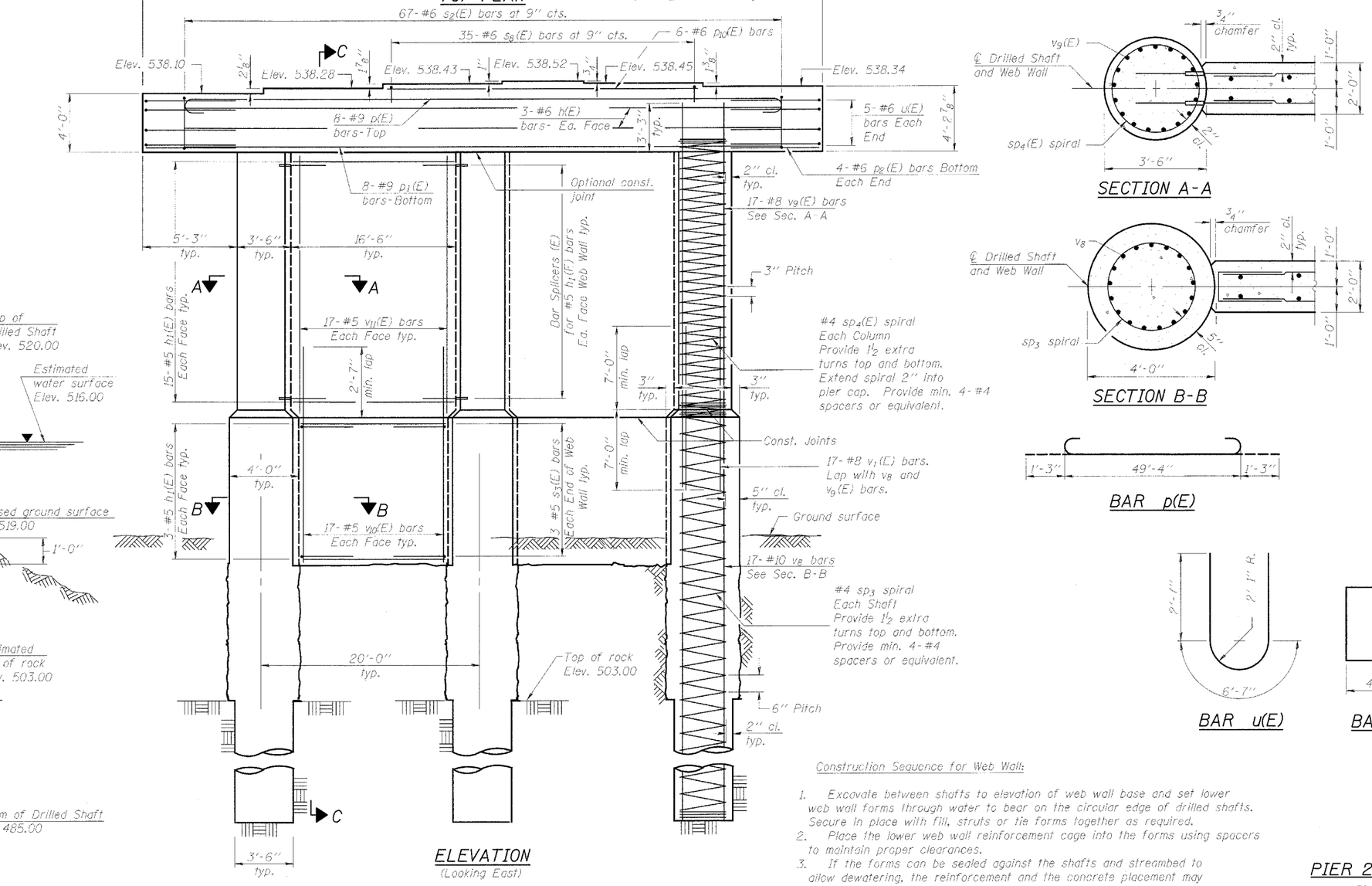
Contract #68206



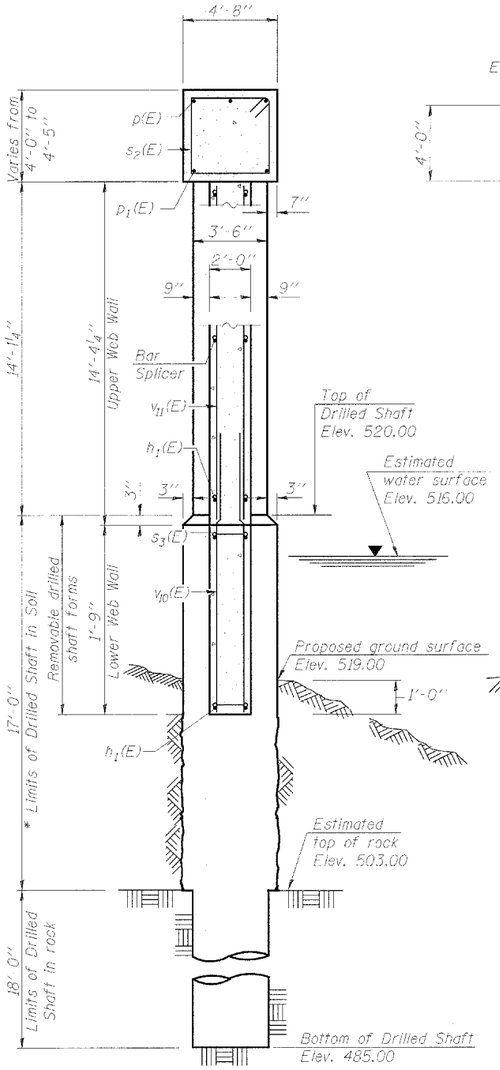
TOP PLAN



ANCHOR BOLT LAYOUT



ELEVATION
(Looking East)



SECTION C-C

SECTION A-A

SECTION B-B

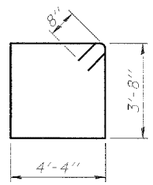
BAR p(E)

BILL OF MATERIAL

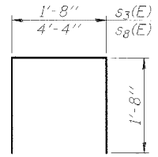
Bar	No.	Size	Length	Shape
h(E)	6	#6	49'-4"	
h1(E)	72	#5	15'-8"	
p(E)	8	#9	51'-10"	
p1(E)	8	#9	49'-4"	
p2(E)	8	#6	6'-0"	
p10(E)	6	#6	25'-3"	
s2(E)	67	#6	17'-4"	
s3(E)	12	#5	5'-0"	
s8(E)	35	#6	7'-8"	
** sp3	3	#4	34'-8"	
** sp4(E)	3	#4	14'-4"	
u(E)	10	#6	11'-9"	
v1(E)	51	#8	14'-0"	
v8	51	#10	34' 8"	
v9(E)	51	#8	17'-3"	
v10(E)	68	#5	4'-4"	
v11(E)	68	#5	14'-0"	
Underwater Structure Excavation Protection Location-3		Each	1	
Drilled Shaft in Soil 48" Dia.		Foot	51	
Drilled Shaft in Rock 42" Dia.		Foot	54	
Concrete Structures		Cu. Yd.	93.4	
Reinforcement Bars, Epoxy Coated		Pound	13820	
Reinforcement Bars		Pound	9050	
Bar Splicers		Each	120	

Reinforcement Bars designated (E) shall be epoxy coated.
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 3'-0".
**Length is height of spiral.

BAR u(E)



BAR s2(E)



BARS s3(E) & s8(E)

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH

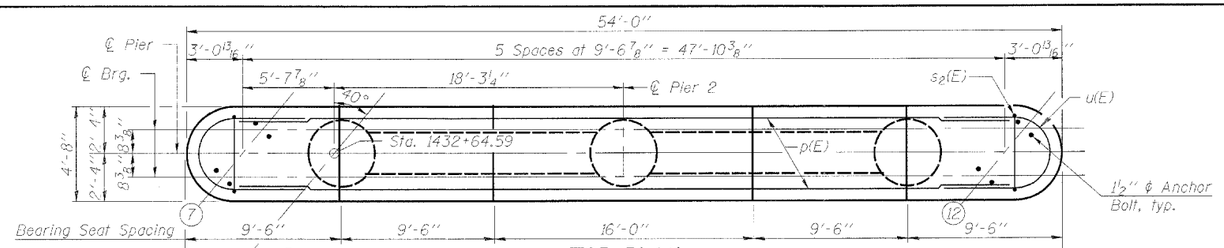
HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

PIER 2 DETAILS - W.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

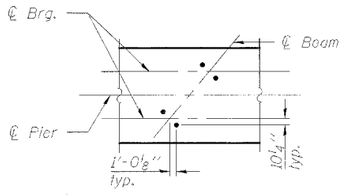
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	228
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 30
36 SHEETS

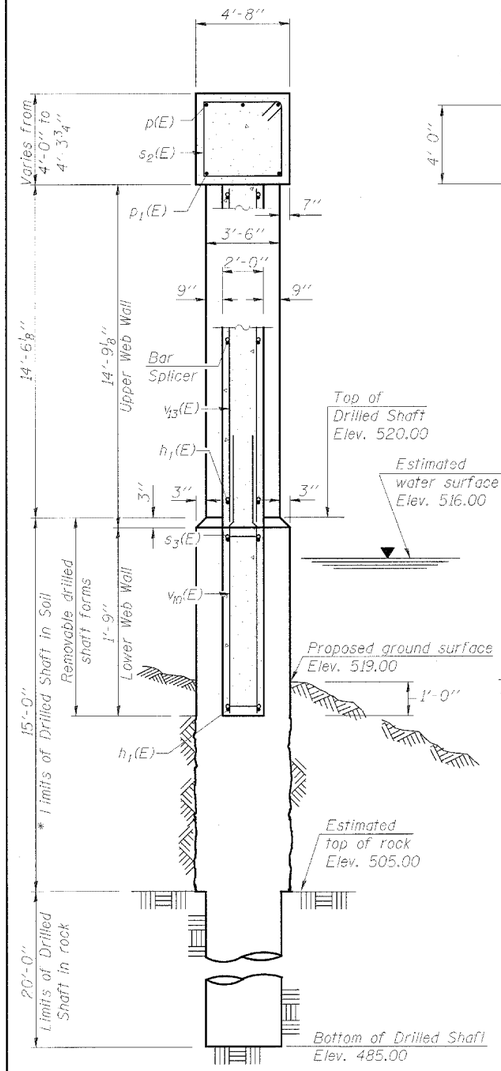
Contract #68206



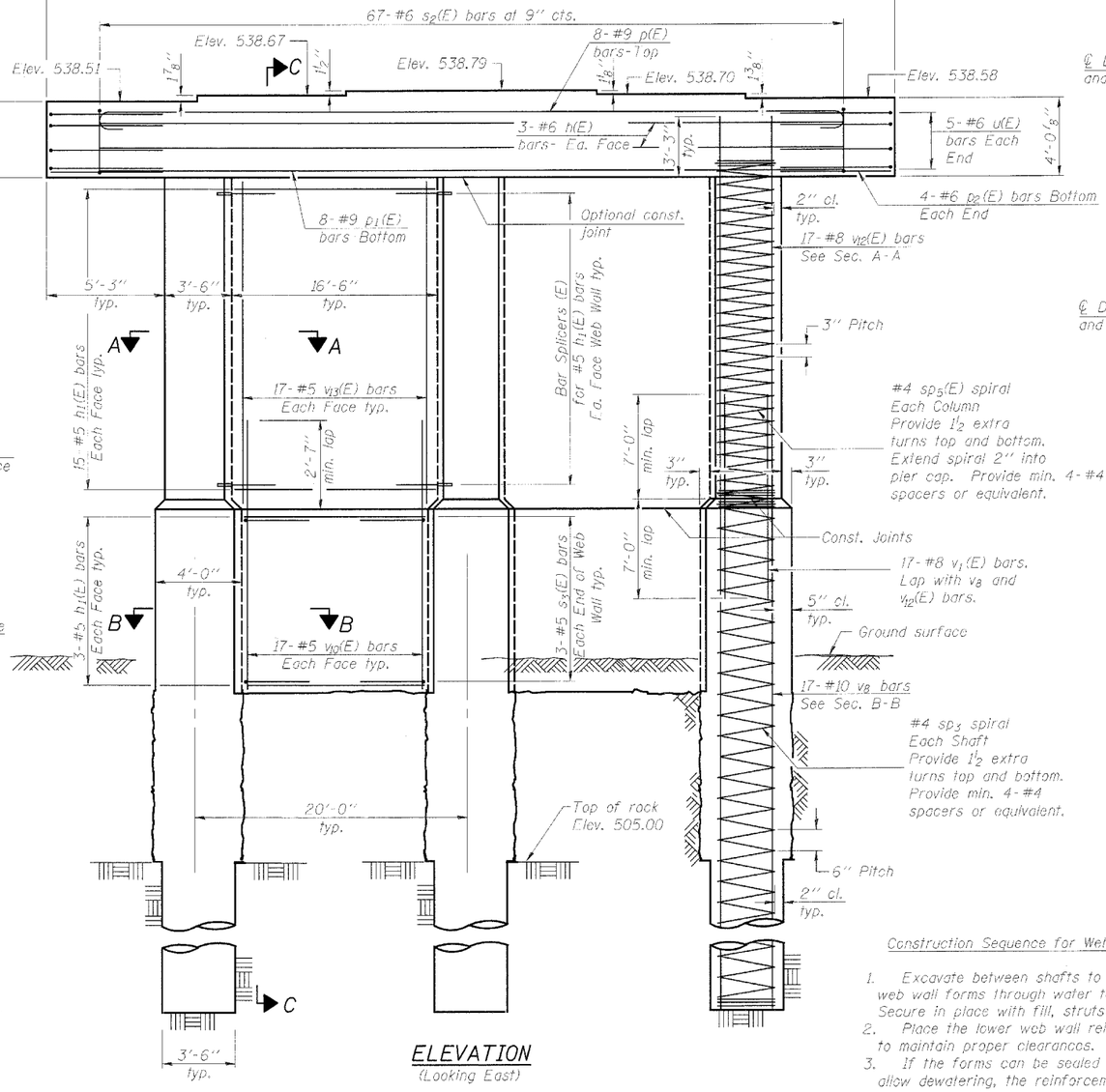
TOP PLAN



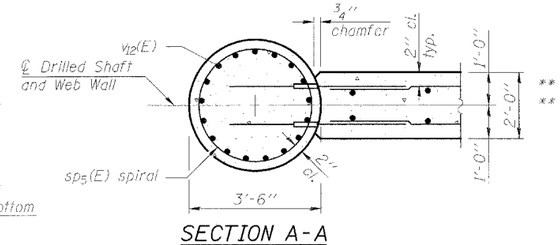
ANCHOR BOLT LAYOUT



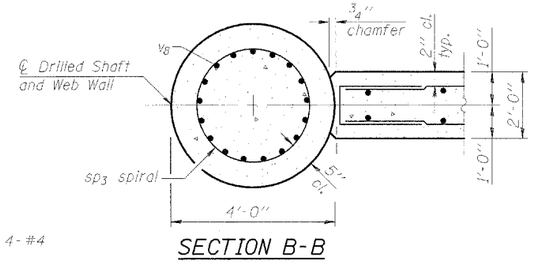
SECTION C-C



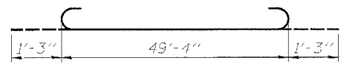
ELEVATION
(Looking East)



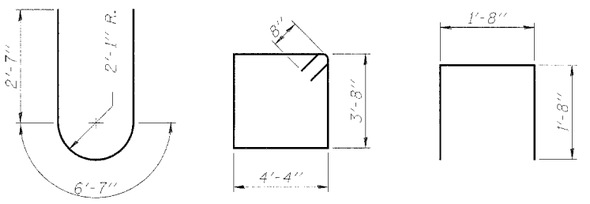
SECTION A-A



SECTION B-B



BAR p(E)



BAR u(E) | BAR s_2(E) | BAR s_3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#6	49'-4"	—
h_1(E)	72	#5	15'-8"	—
p(E)	8	#9	51'-10"	⊃
p_1(E)	8	#9	49'-4"	—
p_2(E)	8	#6	6'-0"	—
s_2(E)	67	#6	17'-4"	□
s_3(E)	12	#5	5'-0"	⊔
sp_3	3	#4	34'-8"	**
sp_5(E)	3	#4	14'-6"	**
u(E)	10	#6	11'-9"	⊃
v_1(E)	51	#8	14'-0"	—
v_8	51	#10	34'-8"	—
v_{10}(E)	68	#5	4'-4"	—
v_{12}(E)	51	#8	17'-8"	—
v_{13}(E)	68	#5	14'-5"	—
Underwater Structure Excavation Protection Location-4		Each	1	
Drilled Shaft in Soil 48" Dia.		Foot	45	
Drilled Shaft in Rock 42" Dia.		Foot	60	
Concrete Structures		Cu. Yd.	94.3	
Reinforcement Bars, Epoxy Coated		Pound	13290	
Reinforcement Bars		Pound	9050	
Bar Splicers		Each	120	

Reinforcement Bars designated (E) shall be epoxy coated.

Cast steps monolithically with cap.

Space cap reinforcement to miss anchor bolts.

Minimum lap for spirals = 3'-0".

**Length is height of spiral.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
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DESIGNED	KLH
CHECKED	EML
DRAWN	EML
CHECKED	KLH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

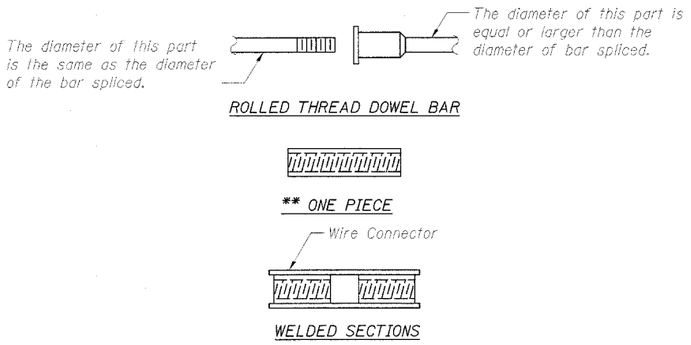
PIER 2 DETAILS - E.B. STRUCTURE
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	229
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

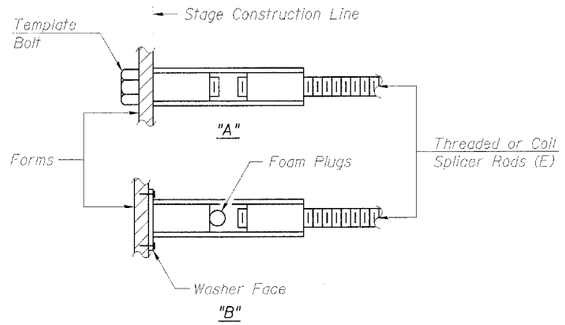
SHEET NO. 31
36 SHEETS

Contract #68206



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.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times fy \times A_t$

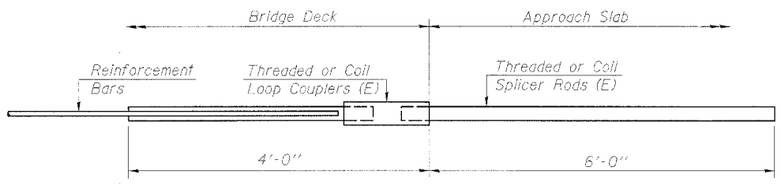
② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

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

BAR SPLICER ASSEMBLIES

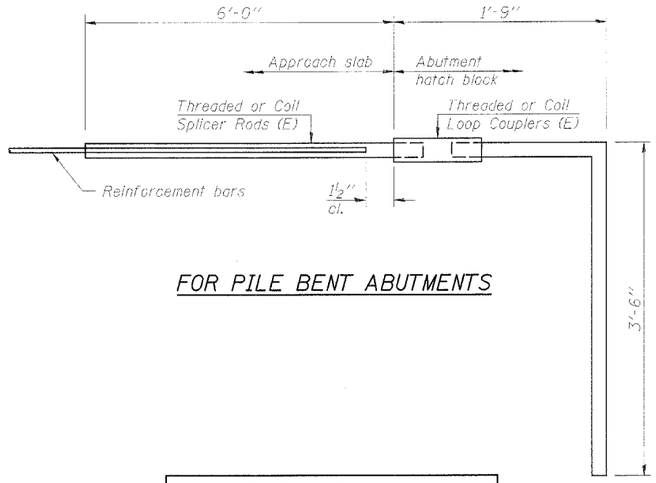
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

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



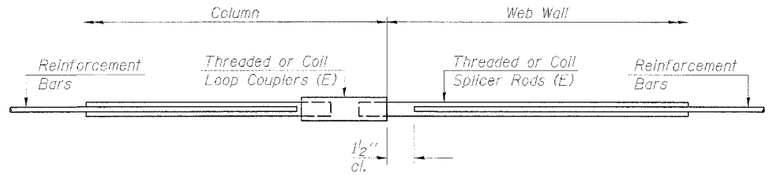
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 212



STANDARD

Bar Size	No. Assemblies Required	Location
#5	144	Pier 1-W.B. Str.
#5	144	Pier 1-E.B. Str.
#5	120	Pier 2-W.B. Str.
#5	120	Pier 2-E.B. Str.

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	JGC

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

BAR SPLICER ASSEMBLY DETAILS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	230
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 32
36 SHEETS

Contract #68206

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 2/2/00

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station

BORING NO. BB-62 W Abut, WBL
Station 1430+46
Offset 60.00ft LT
Ground Surface Elev. 535.70 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter DRY ft
Upon Completion 532.1 ft
After 24 Hrs. 530.8 ft

	DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
DK BR SILTY CLAY LOAM, A-6 W/ROOTS & FIBERS	534.70			25.0
BR & GR SILTY LOAM, A-4		6		
		11	7.3	10.0
	532.70	8		
RD BR, BR & GR CLAY LOAM, A-6		8		
	-5	9	7.5	12.0
		11		
		20		
		15	7.3	14.0
	527.70	17		
RD BR, BR & GR SILTY CLAY LOAM, A-7-6		8	3.9	19.0
	526.20	11		
GR WEATHERED LIMESTONE W/CLAY SEAMS	-10	43		3.0
	524.70			
Borehole continued with rock coring.				
	-15			
	-20			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Page 2 of 2

Date 2/2/00

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock CORING METHOD

STRUCT. NO.
Station

BORING NO. BB-62 W Abut, WBL
Station 1430+46
Offset 60.00ft LT
Ground Surface Elev. 535.70 ft

CORING BARREL TYPE & SIZE NX
Core Diameter in
Top of Rock Elev. 524.70 ft
Begin Core Elev. 524.70 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
GR WEATHERED LIMESTONE	524.70		48	0		
	522.20					
GR LIMESTONE	-15		100	86		520.6
	-20					
	513.70					
End of Boring	-25					
	-30					

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 2/2/00

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station

BORING NO. BB-63 W Abut
Station 1430+76
Offset 0.00ft (on CL)
Ground Surface Elev. 535.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter NONE ft
Upon Completion 529.7 ft
After 24 Hrs. 528.7 ft

	DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
DK BR SILTY CLAY LOAM, A-6 W/ROOTS & FIBERS	534.30			25.0
BR & GR SILTY CLAY, A-7-6		4		
		6	0.9	27.0
		7		
		4		
	-5	5	1.3	23.0
		6		
	529.80			
BR & RD BR SILTY CLAY LOAM, A-6		4		
		5	1.4	19.0
		5		
RD BR & BR SANDY LOAM, A-4	527.30			
		4		
		4		14.0
	-10	4		
GRN GR CLAY SHALE	524.80			
		7		
		10		17.0
		46		
GR LIMESTONE	521.80	100@ 0"		14.0
	-15			
	516.80			
End of Boring		100@ 0"		6.0
	-20			

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

BBS, from 137 (Rev. 8-99)

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	KPH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

BORING LOGS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	231
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 33
36 SHEETS

Contract #68206

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 22900

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY C. WHITEMAN

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station

BORING NO. BB-57 W Abut, EBL
Station 1430+97
Offset 48.20ft RT
Ground Surface Elev. 541.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 520.3 ft
Upon Completion 529.2 ft
After 72 Hrs. 530.1 ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
PAVEMENT MATERIALS 102mm Asphalt, 254mm PCC			3.0
540.10	2		
FILL: BR SILTY CLAY LOAM, A-6	2	1.5	19.0
	2		
	4		
	12		8.0
-5	19		
	9		
	7	1.0	25.0
533.20	3		
DK BR, RD BR & GR SILTY LOAM, A-4	1	0.7	28.0
532.20			
BR, RD BR & GR SILTY CLAY LOAM, A-6	2	1.0	22.0
-10	2		
530.80			
BR, RD BR & GR SILTY LOAM, A-6	3		
	4	1.9	23.0
	6		
	2		
	4	2.7	25.0
-15	8		
525.80			
BR & RD BR SILTY CLAY LOAM, A-6	2		
	2	1.5	21.0
	4		
	6		
	3	2.3	22.0
-20	6		

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
520.80			
Borehole continued with rock coring.			
-35			
-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Page 2 of 2

Date 22906

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY C. WHITEMAN

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock CORING METHOD

STRUCT. NO.
Station

BORING NO. BB-57 W Abut, EBL
Station 1430+97
Offset 48.20ft RT
Ground Surface Elev. 541.30 ft

CORING BARREL TYPE & SIZE NX
Core Diameter in
Top of Rock Elev. 520.80 ft
Begin Core Elev. 520.80 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
GR LIMESTONE		68	27		
520.80					
-25					
-30					
510.30					
End of Boring					
-35					
-40					

Color pictures of the cores
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 22200

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station

BORING NO. BB-64 W Pier
Station 1431+38
Offset 2.30ft LT
Ground Surface Elev. 526.80 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 503.9 ft
Upon Completion 516.3 ft
After 24 Hrs. 520.3 ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL FILL: DK BR SANDY LOAM, A-2-4			24.0
W/ROOTS & FIBERS 527.80	1		
FILL: BR SANDY LOAM,A-2-4 W/LIMESTONE FRAGMENTS	2		20.0
	5		
525.80			
FILL: DK BR & RD BR SILTY CLAY LOAM, A-7-6	2		14.0
W/LIMESTONE FRAGMENTS 524.80	5	2.0	22.0
BR & GR CLAY LOAM, A-6 W/SAND, A-3 SEAMS	6		
-5			
523.30			
DK BR SILTY LOAM, A-6	1		
	1	0.9	24.0
	1		
WOOD FIBER 520.10			
RD BR & GR SILTY LOAM, A-4	1	0.5	555.0
	1		36.0
-10	1		
518.30			
GR & RD BR SILTY LOAM, A-4	0		
	0	0.7	23.0
	1		
515.80			
GR SILTY LOAM, A-4	0		
	0	1.0	21.0
-15	2		
513.30			
GRN GR SILTY CLAY, A-7-6	2		
	4	1.5	29.0
	2		
	1		
	2	0.9	30.0
-20	4		

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
GRN GR SILTY CLAY, A-7-6 (continued) 508.30			
GR WEATHERED LIMESTONE	20		7.0
	59		
CLAY SEAM	10	2.8	19.0
	7		
	17		7.0
508.80 -25	19		
GR FRACTURED LIMESTONE	100@1"		14.0
501.30			
GR LIMESTONE			
End of Boring	100@0"		
-40			

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

BBS, from 137 (Rev. 8-99)

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	KPH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

BORING LOGS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	232
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 34
36 SHEETS

Contract #68206

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 22200

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station
BORING NO. BB-58 W Pier, EBL
Station 1431+74
Offset 68.60ft RT
Ground Surface Elev. 530.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter DRY ft
Upon Completion 523.0 ft
After 24 Hrs. 520.0 ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
BR SAND, A-3 W/FIBERS			12.0
528.50			
BR CLAY LOAM, A-6	2		
	4	1.2	22.0
	2		
527.50			
BR & GR CLAY LOAM, A-6 W/SAND, A-3 SEAMS	4		
	2	2.0	21.0
-5	4		
525.00			
DK BR SILTY LOAM, A-6	2		
	1	0.6	25.0
▽	3		
	2		
	1	0.6	21.0
-20	3		
520.00 ▽			
RD BR & GR SILTY LOAM, A-6	2		
	1	0.7	20.0
	3		
517.50			
GR & RD BR SILTY LOAM, A-6	1		
	2	1.7	22.0
-15	4		
515.00			
GRN GR SILTY LOAM, A-6	2		
	1	0.8	26.0
	3		
	1		
	2	0.7	21.0
-25	4		

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
GRN GR SILTY LOAM, A-6 (continued)			
	2		
	3	1.2	19.0
	5		
	6	1.2	18.0
506.00	12		
GR LIMESTONE FRAGMENTS	13		14.0
-25			
505.00			
GR FRACTURED LIMESTONE	100@1"		14.0
501.00			
GR LIMESTONE			
-30			
497.80			
End of Boring	100@0"		
-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 21700

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station
BORING NO. BB-65 E Pier, WBL
Station 1432+00
Offset 63.40ft LT
Ground Surface Elev. 529.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 512.9 ft
Upon Completion 520.5 ft
After 24 Hrs. 518.5 ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
BLK SILTY CLAY LOAM, A-7-6 W/ROOTS & FIBERS			29.0
528.50			
DK BR SILTY CLAY LOAM,A-6 W/ROOTS & FIBERS	5		1.0
528.00			20.0
BR & GR TO DK BR & GR SILTY CLAY LOAM, A-6	5	3.0	14.0
	5		
	5		
	3	5.2	16.0
-5	5		
523.50			
DK BR & BR SILTY LOAM, A-4	2		
	2	1.3	19.0
	3		
521.00			
BR, RD BR & GR SILTY LOAM, A-4 ▽	1		
	1	0.7	34.0
-10	1		
518.50 ▽			
GR SILTY LOAM, A-4	0		
	0	0.7	32.0
	1		
	0		
	1	0.8	98.0
-15	3		
513.50			
BR TO RD BR SAND, A-1-b ▽	2		
	5		30.0
	8		
WOOD FIBERS			
	4		
	4		15.0
-20	7		

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
BR TO RD BR SAND, A-1-b (continued)			
	35		
	12		18.0
	13		
508.00			
DK GR & GR SILTY LOAM, A-4	2	1.5	20.0
504.50	6		12.0
GR GRAVELLY SAND, A-1-a W/LIMESTONE FRAGMENTS	20		
-25			
503.50			
GRN GR LIMESTONE	7		
501.80	11		9.0
GR LIMESTONE	100@3"		
-30			
495.90			
End of Boring	100@1"		
-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 21800

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station
BORING NO. BB-59 E Pier
Station 1432+48
Offset 4.90ft RT
Ground Surface Elev. 527.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 514.5 ft
Upon Completion 522.7 ft
After 72 Hrs. 520.1 ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL FILL: BLK SILTY CLAY			50.0
527.20			
A-7-6 W/ROOTS & FIBERS			24.0
FILL : DK BR SILTY CLAY LOAM, A-6 W/FIBERS & COAL FRAGMENTS	2		
	1		21.0
	3		
524.60			
FILL: DK BR SILTY CLAY LOAM, A-6 W/LIMESTONE FRAGMENTS	0		
	1		30.0
▽ -5	3		
522.10			
GR SILTY LOAM, A-4	0		
	1		30.0
▽	3		
	0		
	0		28.0
-10	0		
517.10			
GR SANDY LOAM, A-2-4 W/ FIBERS	1		
	1		32.0
	1		
514.60 ▼			
GR SILTY LOAM, A-4	1		23.0
513.10	4		
GR GRAVELLY SAND A-1-a W/LIMESTONE FRAGMENTS -15	6		11.0
	2		
	8		9.0
	11		
	5		
	6		14.0
-20	10		

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
GR GRAVELLY SAND A-1-a W/LIMESTONE FRAGMENTS (continued)			
	4		
	6		12.0
	18		
	11		8.0
GR LIMESTONE FRAGMENTS 509.10	11		
GR LIMESTONE -25 509.60	22		12.0
-30			
End of Boring 497.60 -35	100@1"		6.0
-40			

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

BBS, from 137 (Rev. 8-99)

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	KPH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

BORING LOGS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	233
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 35
36 SHEETS

Contract #68206

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 2/17/00

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station
BORING NO. BB-66 E Abut, WBL
Station 1432+75
Offset 60.00ft LT
Ground Surface Elev. 529.17 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 513.1 ft
Upon Completion 524.3 ft
After 24 Hrs. 523.0 ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)	Soil Description
0				DK BR SILTY CLAY LOAM, A-6 W/ROOT & FIBERS (528.97)
				(528.17)
	6	1.5	17.0	BR SILTY CLAY LOAM, A-6
	8	6.3	10.0	BR & GR TO DK BR & GR SILTY CLAY LOAM, A-6
	11			
	6			
-5	7	5.2	14.0	
	6			
(523.67)				
	5			BR SILTY CLAY LOAM, A-6
	6	2.1	23.0	
	6			
(521.17)				
	4			RD BR & GR TO GR SILTY LOAM, A-4
-20	4	0.8	23.0	
	4			
	4	0.9	23.0	
	4			
	0			
-15	0	0.4	22.0	
(513.67)	1			
				GR SILTY LOAM, A-4
	0	0.8	23.0	
(512.17)	1			
	2		17.0	BR TO RD BR & GR SAND, A-1-b
	1			
-30	2		16.0	
	2			

DEPTH (ft)	BLOWS (6")	UCS Qa (tsf)	MOIST (%)	Soil Description
				BR TO RD BR & GR SAND, A-1-b (continued)
	4			
	6		11.0	
	10			
(506.17)				
	12			GR GRAVELLY SAND A-1-a W/LIMESTONE FRAGMENTS
	12		9.0	
-25	16			
	10		13.0	
(502.67)				
	100@4"			Borehole continued with rock coring.
-40				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Page 2 of 2

Date 2/17/00

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock CORING METHOD

STRUCT. NO.
Station
BORING NO. BB-66 E Abut, WBL
Station 1432+75
Offset 60.00ft LT
Ground Surface Elev. 529.17 ft

CORING BARREL TYPE & SIZE NX
Core Diameter in
Top of Rock Elev. 502.67 ft
Begin Core Elev. 502.34 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)	Soil Description
(502.67)						GRN GR LIMESTONE
		88	0			
(499.67)						
-30		95	88			GR LIMESTONE
-35						
(492.27)						End of Boring
-40						
-45						

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the unixial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 2/21/00

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC., TWP., RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station
BORING NO. BB-69 E Abut
Station 1433+04
Offset 0.00ft (on CL)
Ground Surface Elev. 527.82 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 514.7 ft
Upon Completion 518.3 ft
After 24 Hrs. 519.9 ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)	Soil Description
0			21.0	TOPSOIL FILL: DK BR SILTY CLAY LOAM, A-6 W/ROOTS & FIBERS (526.82)
	2			
	2	0.8	19.0	BR SILTY CLAY LOAM, A-6
	4			
	4			
	3	2.1	19.0	
-5	5			
(522.32)				
	2			BR & RD BR SILTY LOAM, A-4
	2	1.5	24.0	
	4			
	2			
	3	0.8	24.0	
-10	2			
(517.32)				
	2			RD BR & GR to GR SILTY LOAM, A-4
	2	1.1	25.0	
	3			
(514.82)				
	4			GR SILTY LOAM, A-4
	2		25.0	
-15	3			
(512.32)				
	0			BR to RD BR & GR SAND, A-1-b
	0		18.0	
	2			
(509.82)				
	2			BR SAND, A-3
	1		21.0	
-20	3			

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)	Soil Description
(507.32)				BR SAND, A-3 (continued)
	5		8.0	GR GRAVELLY SAND, A-1-a W/LIMESTONE FRAGMENTS
	7			
	5		115.0	WOOD FIBERS
	4			
	5		8.0	
	14			
-25 (502.92)	50			
			11.0	GR LIMESTONE FRAGMENTS
(501.32)	100@1"		9.0	
				GR LIMESTONE
-30				
(495.32)	100@1"		8.0	End of Boring
-35				
-40				

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

BBS, from 137 (Rev. 8-99)

DESIGNED	KLH
CHECKED	EML
DRAWN	KBF
CHECKED	KPH

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

BORING LOGS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	34-6, 55-1	HANCOCK	433	234
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

SHEET NO. 36

36 SHEETS

Contract #68206

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 2/1800

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC. , TWP. , RNG.

COUNTY McDon. & Hancock DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.
Station

BORING NO. BB-61 E Abut, EBL
Station 1433+35
Offset 58.10ft RT
Ground Surface Elev. 529.90 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 516.8 ft ▼
Upon Completion 520.1 ft ▽
After 24 Hrs. 520.4 ft ▼

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
528.90			
	2		25.0
	3	1.1	18.0
	5		
526.90			
	0		
	1	0.6	28.0
-5	1		
	1		
	1	0.7	30.0
	1		
521.90			
	1	0.9	34.0
520.40 ▽	1		
-10	1		22.0
518.40	2		20.0
	0	1.0	24.0
	2		
▼			
	0		
	2	1.1	20.0
-15	3		
514.40			
	0		28.0
512.90	2		
	5		18.0
	2		
	5		20.0
-20	7		

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
509.40			
	5		
	10		9.0
	14		
	5		
	10		8.0
-25	13		
	28		
502.90	86		7.0
	100@1"		4.0
-30			
-35			
-40			

Borehole continued with rock coring.

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Page 2 of 2

Date 2/1800

ROUTE IL 336 DESCRIPTION Proposed IL 336 over E. Fork of Lamoine R. LOGGED BY D. ANDERSON

SECTION 24, 31, 32 LOCATION , SEC. , TWP. , RNG.

COUNTY McDon. & Hancock CORING METHOD

STRUCT. NO.
Station

BORING NO. BB-61 E Abut, EBL
Station 1433+35
Offset 58.10ft RT
Ground Surface Elev. 529.90 ft

CORING BARREL TYPE & SIZE NX
Core Diameter in
Top of Rock Elev. 502.90 ft
Begin Core Elev. 502.90 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
GR LIMESTONE 502.90		86	45		
-30					
-35					
491.90					
End of Boring					
-40					
-45					

Color pictures of the cores
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

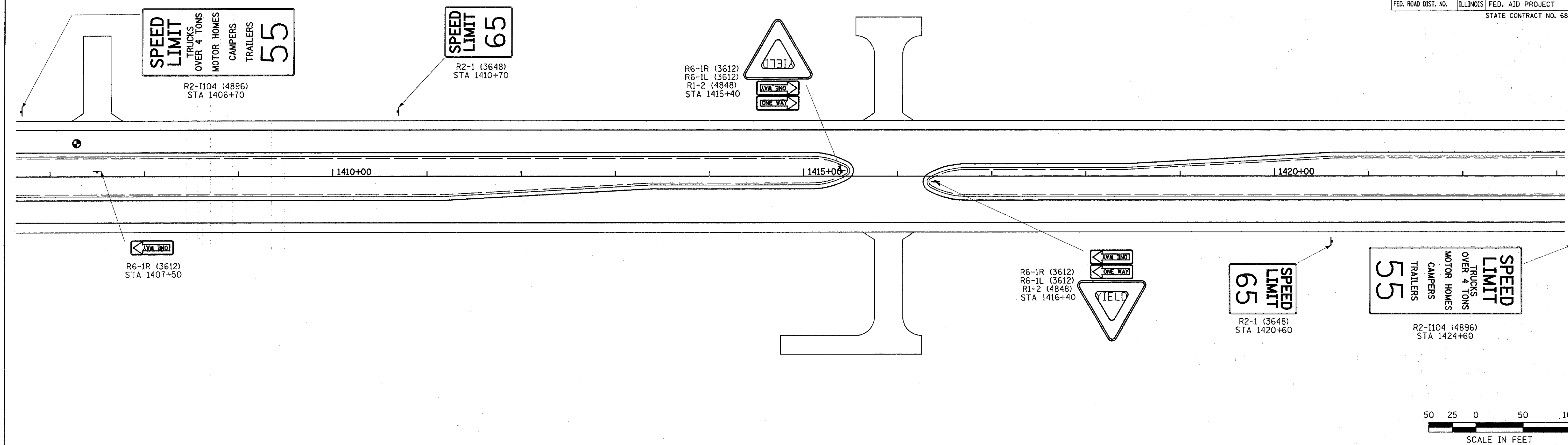
DESIGNED	KLH
CHECKED	EMI
DRAWN	KBF
CHECKED	KPH

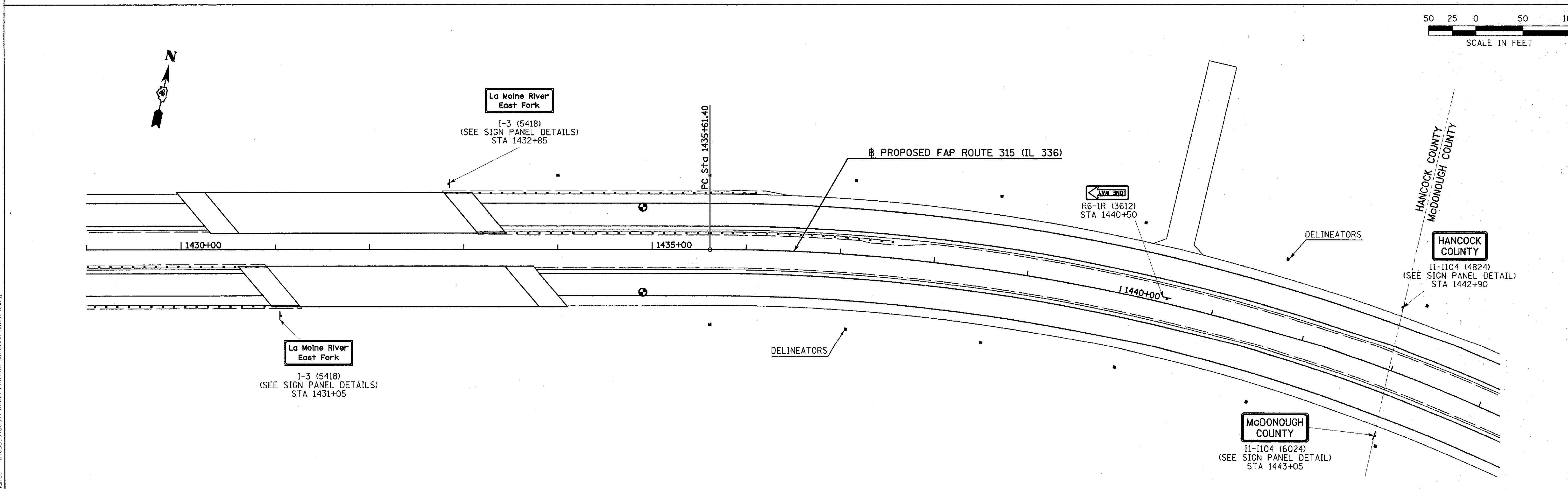
HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

BORING LOGS
ILLINOIS ROUTE 336 OVER
EAST FORK OF THE LAMOINE RIVER
F.A.P. ROUTE 315 - SECTION 34-6, 55-1
HANCOCK COUNTY; STA. 1432+02.61
STRUCTURE NO. 034-0511 (E.B.)
STRUCTURE NO. 034-0512 (W.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	235
STA. 1429+00	TO STA. 31+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206





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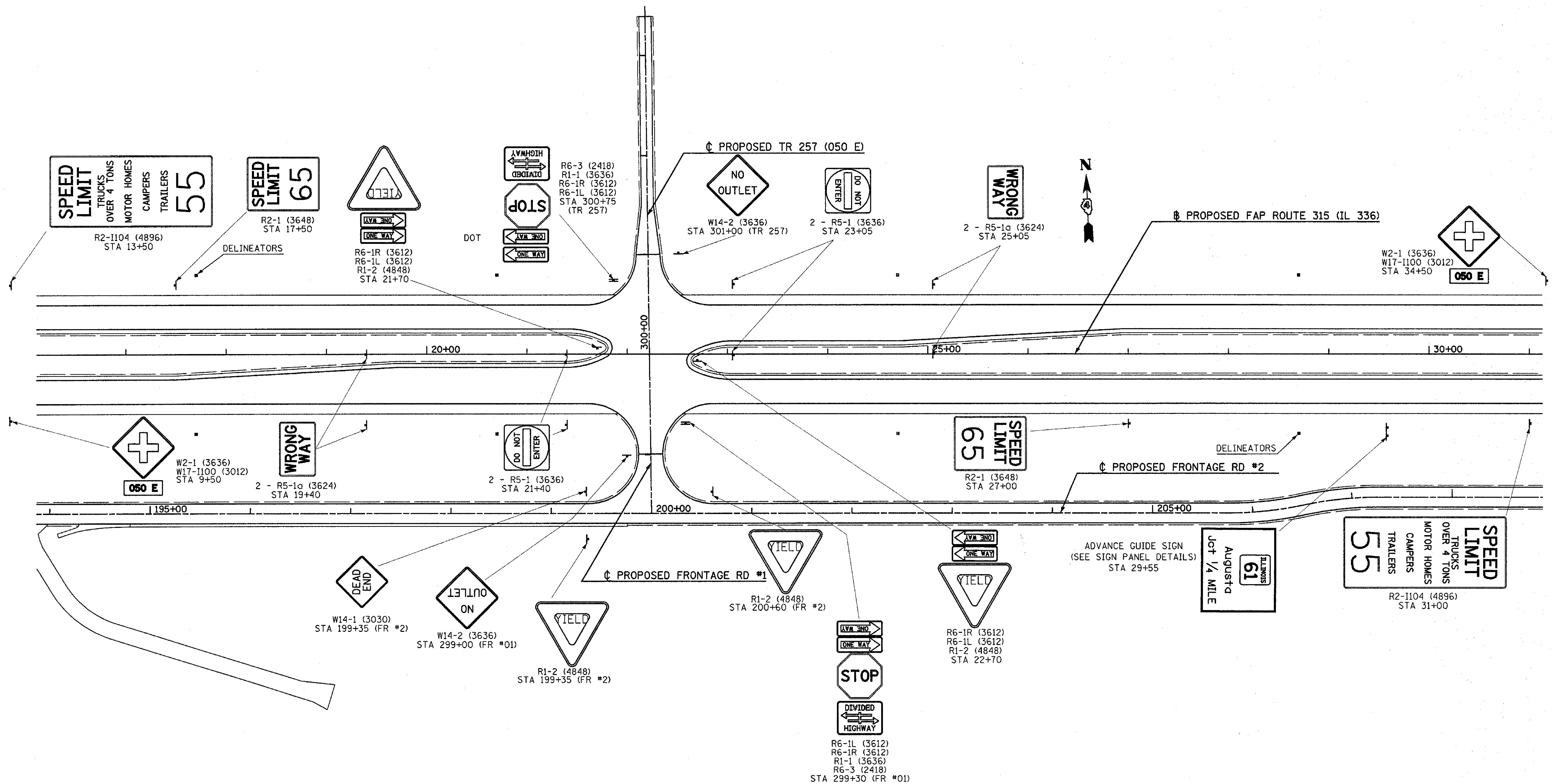
Plot Time: 3:31:53 PM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\cad\t\construction_plans\218_si01mi1405.dgn

SIGNING PLAN – FAP ROUTE 315 (IL 336) STA 1429+00 TO STA 31+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	236
STA. 1429+00	TO STA. 31+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		STATE CONTRACT NO. 68206		



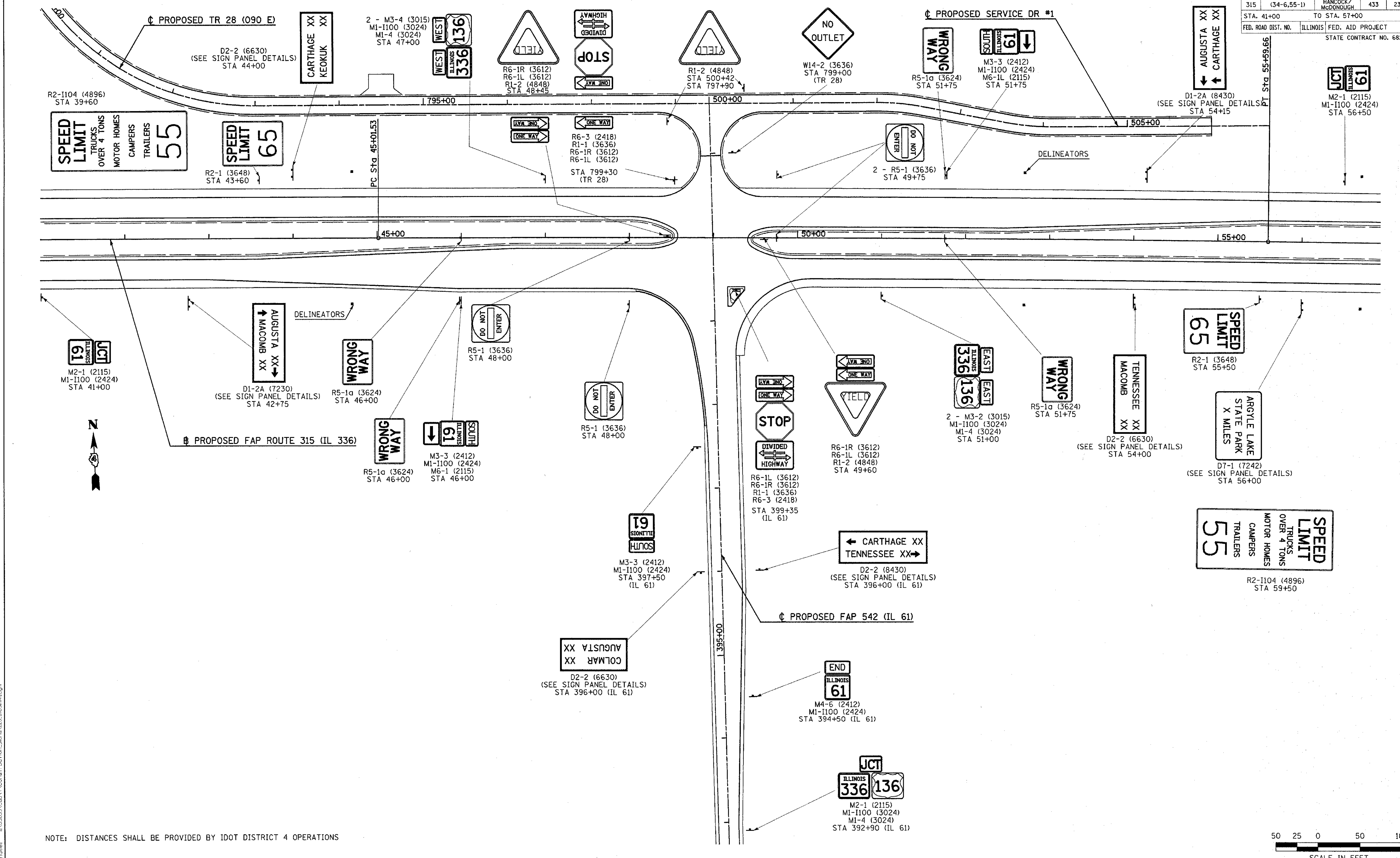
50 25 0 50 100

SCALE IN FEET

SIGNING PLAN – FAP ROUTE 315 (IL 336) STA 16+00 TO STA 31+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	237
STA. 41+00		TO STA. 57+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

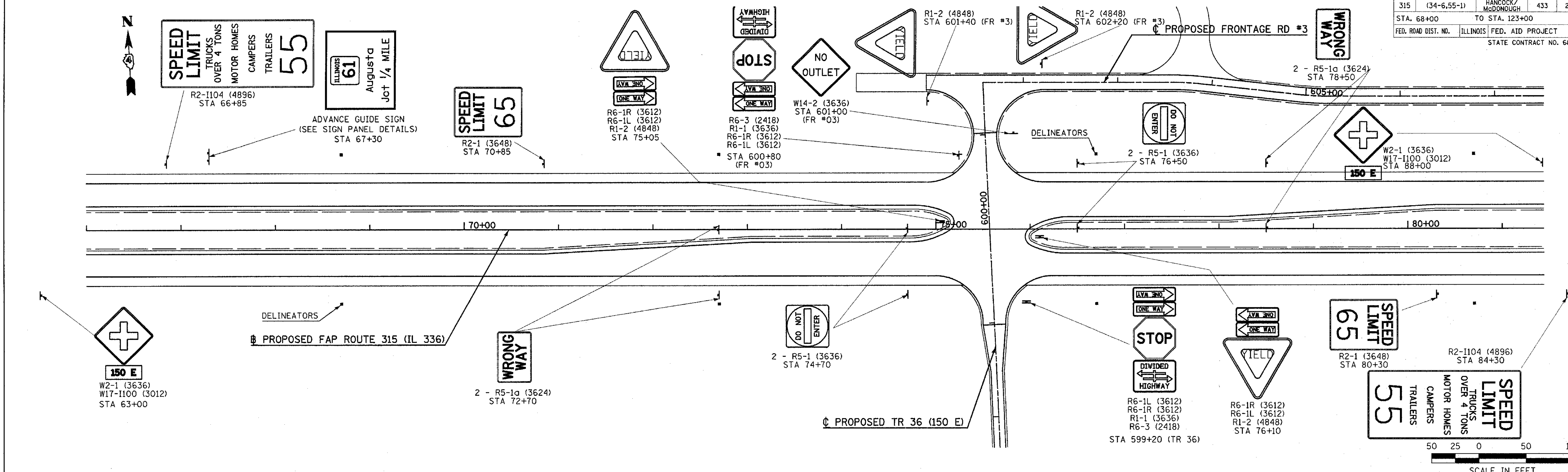


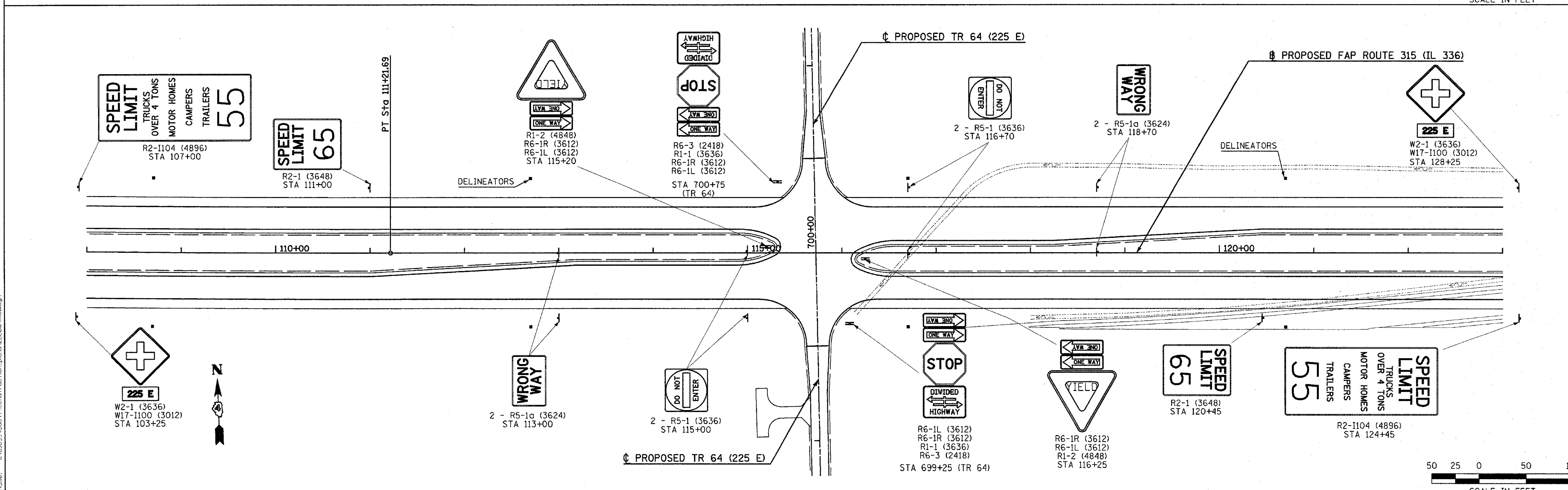
℄ PROPOSED TR 28 (090 E)
D2-2 (6630) (SEE SIGN PANEL DETAILS) STA 44+00
CARTHAGE XX
KEOKUK XX
2 - M3-4 (3015) M1-I100 (3024) M1-4 (3024) STA 47+00
R6-1R (3612) R6-1L (3612) R1-2 (4848) STA 48+45
R1-2 (4848) STA 500+42 STA 797+90
W14-2 (3636) STA 799+00 (TR 28)
NO OUTLET
℄ PROPOSED SERVICE DR #1
R5-1a (3624) STA 51+75
M3-3 (2412) M1-I100 (2424) M6-1L (2115) STA 51+75
D1-2A (8430) (SEE SIGN PANEL DETAILS) STA 54+15
AUGUSTA XX
CARTHAGE XX
PT Sta 55+59.66
M2-1 (2115) M1-I100 (2424) STA 56+50
R2-I104 (4896) STA 39+60
SPEED LIMIT 55 TRUCKS OVER 4 TONS MOTOR HOMES CAMPERS TRAILERS
SPEED LIMIT 65
R2-1 (3648) STA 43+60
PC Sta 45+01.53
795+00
500+00
505+00
R6-3 (2418) R1-1 (3636) R6-1R (3612) R6-1L (3612)
STA 799+30 (TR 28)
2 - R5-1 (3636) STA 49+75
DELINEATORS
45+00
50+00
55+00
M2-1 (2115) M1-I100 (2424) STA 41+00
D1-2A (7230) (SEE SIGN PANEL DETAILS) STA 42+75
AUGUSTA XX
MACOMB XX
R5-1a (3624) STA 46+00
R5-1 (3636) STA 48+00
R5-1 (3636) STA 48+00
℄ PROPOSED FAP ROUTE 315 (IL 336)
R5-1a (3624) STA 46+00
M3-3 (2412) M1-I100 (2424) M6-1 (2115) STA 46+00
R6-1L (3612) R6-1R (3612) R1-1 (3636) R6-3 (2418) STA 399+35 (IL 61)
R6-1R (3612) R6-1L (3612) R1-2 (4848) STA 49+60
2 - M3-2 (3015) M1-I100 (3024) M1-4 (3024) STA 51+00
R5-1a (3624) STA 51+75
D2-2 (6630) (SEE SIGN PANEL DETAILS) STA 54+00
TENNESSEE XX
MACOMB XX
R2-1 (3648) STA 55+50
D7-1 (7242) (SEE SIGN PANEL DETAILS) STA 56+00
ARGYLE LAKE STATE PARK X MILES
M3-3 (2412) M1-I100 (2424) STA 397+50 (IL 61)
D2-2 (8430) (SEE SIGN PANEL DETAILS) STA 396+00 (IL 61)
CARTHAGE XX
TENNESSEE XX
R2-I104 (4896) STA 59+50
℄ PROPOSED FAP 542 (IL 61)
D2-2 (6630) (SEE SIGN PANEL DETAILS) STA 396+00 (IL 61)
AUGUSTA XX
COLMAR XX
395+00
M4-6 (2412) M1-I100 (2424) STA 394+50 (IL 61)
M2-1 (2115) M1-I100 (3024) M1-4 (3024) STA 392+90 (IL 61)
50 25 0 50 100
SCALE IN FEET

NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

SIGNING PLAN – FAP ROUTE 315 (IL 336) STA 41+00 TO STA 57+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	238
STA. 68+00	TO STA. 123+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		STATE CONTRACT NO. 68206		

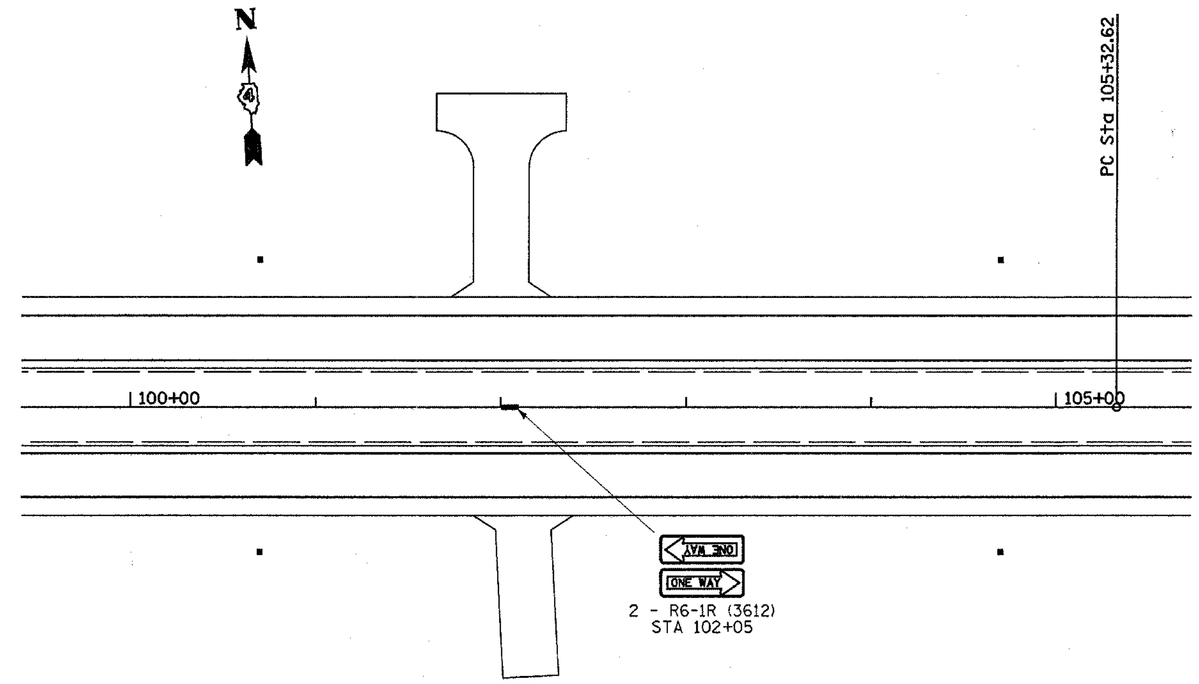


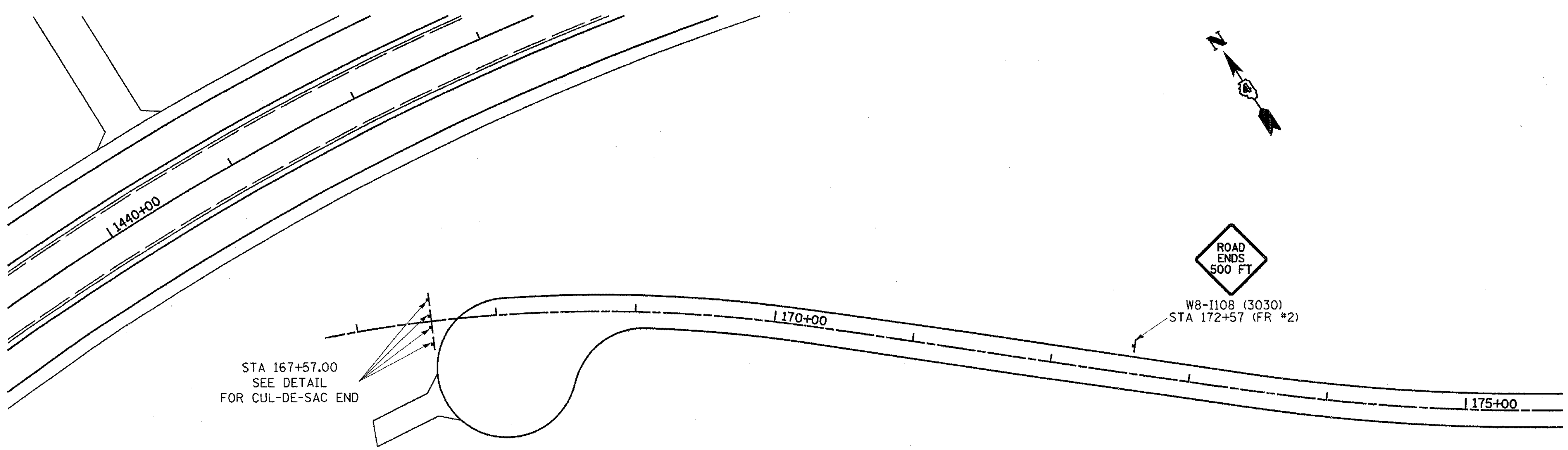


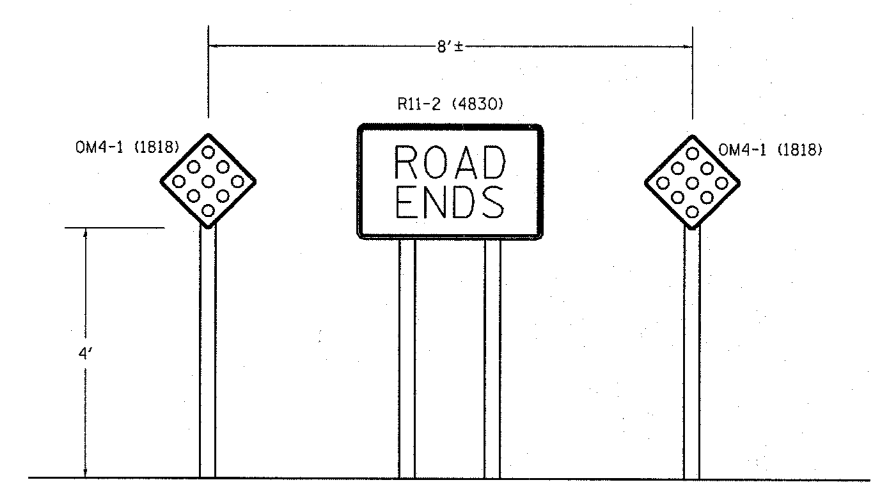
SIGNING PLAN – FAP ROUTE 315 (IL 336) STA 66+00 TO STA 123+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	239
STA. 166+76.74	TO STA. 178+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206







SIGNING FOR CUL-DE-SAC END STA 167+57.00

SIGNING PLAN – MAINLINE ENTRANCES STA 102+00 AND 102+12 & FRONTAGE ROAD #2 STA 166+76.74 TO STA 176+00

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Plot Time: 3:31:57 PM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\cad\t\construction_plans\222_si05fr02.dgn

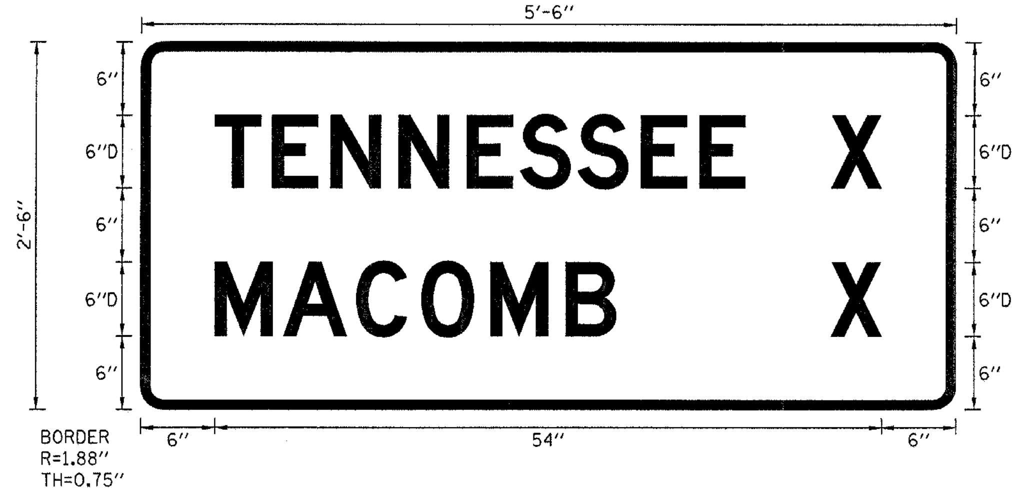
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	240
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



Panel Style: D2-2.ssi

Dimensions are in inches.tenths

SIGN NUMBER	D2-2	
WIDTH x HGHT.	5'-6" x 2'-6"	
BORDER WIDTH	0.75"	
CORNER RADIUS	1.88"	
MOUNTING	Ground	
BACKGROUND	TYPE:	Reflective
	COLOR:	Green
LEGEND/BORDER	TYPE:	Reflective
	COLOR:	White/Pure White

SYMBOL	ROT	X	Y	WID	HT

Letter spacings are to start of next letter

LETTER POSITIONS (X)

													LENGTH	SERIES/SIZE
	T	E	N	N	E	S	S	E	E		X			D 2000
6	4.6	4.7	5.5	5.5	4.3	4.7	5.1	4.7	3.7	7	4.1	6	54	6
	M	A	C	O	M	B		X						D 2000
6	5.6	5.9	5.3	5.6	6.1	4.1	17.4	4.1	6				54	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 1 OF 14

SCALE: VERT. N/A HORIZ. N/A

DATE 6/21/04

DRAWN BY BDS

CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:10 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

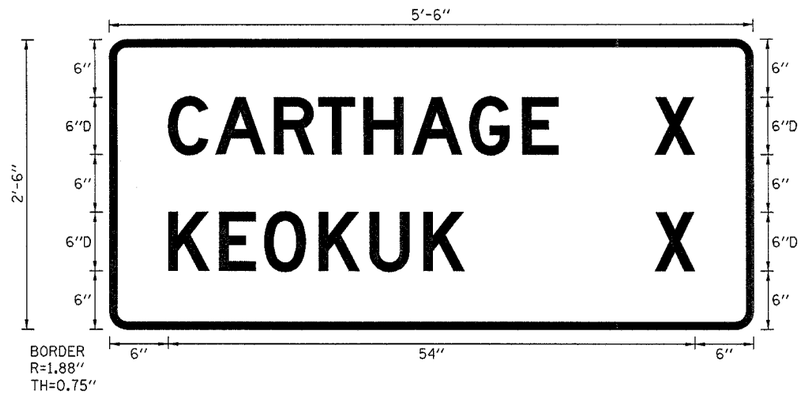
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	241
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	D2-2	
WIDTH x HGHT.	5'-6" x 2'-6"	
BORDER WIDTH	0.75"	
CORNER RADIUS	1.88"	
MOUNTING	Ground	
BACKGROUND	TYPE:	Reflective
	COLOR:	Green
LEGEND/BORDER	TYPE:	Reflective
	COLOR:	White/Pure White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: D2-2.ssi
Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)

												LENGTH	SERIES/SIZE
	C	A	R	T	H	A	G	E		X			D 2000
6	4.9	6	4.6	4.6	5	5.9	5.4	3.7	9.9	4.1	6	54	6
	K	E	O	K	U	K		X					D 2000
6	5.2	4.6	5.6	5.2	5.5	4.2	19.6	4.1	6			54	6

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 2 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

Plot Date: 7/9/2006
Plot Time: 10:21:40 AM
Plotted By: Bommarito
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NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	242

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10

SIGN NUMBER	D2-2	
WIDTH x HGHT.	5'-6" x 2'-6"	
BORDER WIDTH	0.75"	
CORNER RADIUS	1.88"	
MOUNTING	Ground	
BACKGROUND	TYPE:	Reflective
	COLOR:	Green
LEGEND/BORDER	TYPE:	Reflective
	COLOR:	White/Pure White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: D2-2.ssi

Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)											LENGTH	SERIES/SIZE
	C	O	L	M	A	R		X				D 2000
6	5.3	5.6	4.6	5.6	6	4.1	18.8	4.1	6		54	6
	A	U	G	U	S	T	A		X			D 2000,EM 2000
6	6	5.4	5.4	5.1	4.6	4.1	5.1	13.1	5.2	6	54	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 3 OF 14

SCALE: VERT. N/A HORIZ. N/A

DATE 6/21/04

DRAWN BY BDS

CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:10 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: I:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

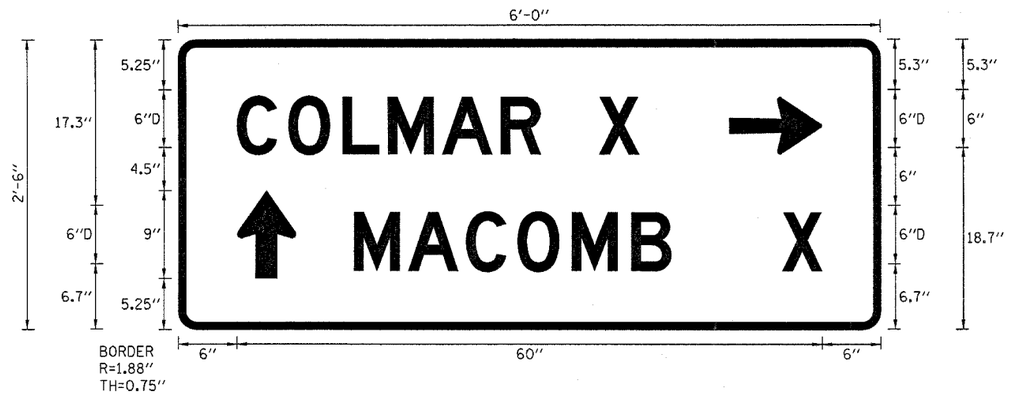
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	243
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



Panel Style: D1-2A.ssi

Dimensions are in inches.tenths

SIGN NUMBER	D1-2A
WIDTH x HGHT.	6'-0" x 2'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	1.88"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT
ARMED	0	56.5	18	6	9.5
ARUP	0	6	5.3	6	9

Letter spacings are to start of next letter

LETTER POSITIONS (X)											LENGTH	SERIES/SIZE
	C	O	L	M	A	R		X				D 2000
6	5.3	5.6	4.6	5.6	6	4.1	6	4.1	24.8		41.2	6
	M	A	C	O	M	B		X				D 2000
18	5.6	5.9	5.3	5.6	6.1	4.1	11.4	4.1	6		48	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 4 OF 14

SCALE: VERT. N/A
HORIZ. N/A

DATE 6/21/04

DRAWN BY BDS

CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:10 AM
Plotted By: mcconnell
Pen Table: idot.tbl
Filename: t:\0303\Cadd\Construction_Plans\223_DetailsSignPanel.dgn

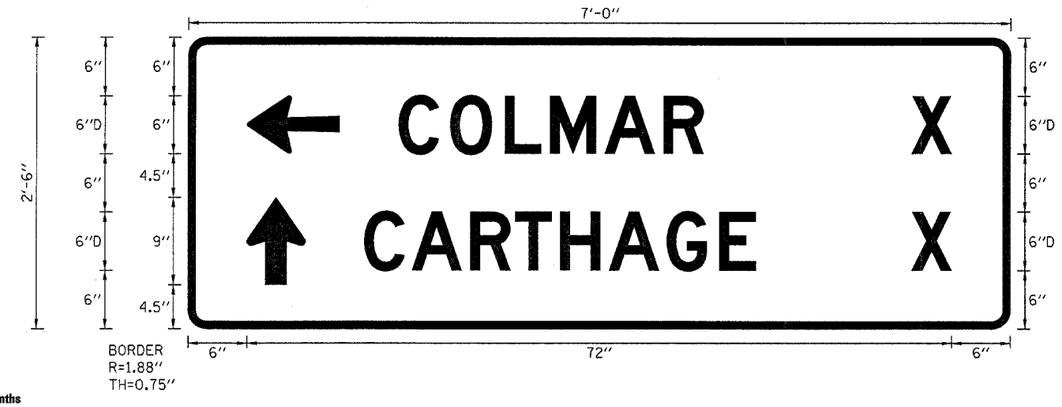
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	244
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



Panel Style: D1-2A.ssi

Dimensions are in inches.tenths

Letter spacings are to start of next letter

SIGN NUMBER	D1-2A
WIDTH x HGHT.	7'-0" x 2'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	1.88"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT
ARMED	180	6	18	6	9.5
ARUP	0	6	4.5	6	9

LETTER POSITIONS (X)																																		LENGTH	SERIES/SIZE
	C	O	L	M	A	R		X																											D 2000
21.5	5.3	5.6	4.6	5.6	6	4.1	21.3	4.1	6																									56.5	6
	C	A	R	T	H	A	G	E		X																									D 2000
18	4.9	6	4.6	4.6	5	5.9	5.4	3.7	15.9	4.1	6																							60	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 5 OF 14

SCALE: VERT. N/A
HORIZ. N/A

DATE 6/21/04

DRAWN BY BDS

CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:10 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filenames: I:\03033\Cadd\Construction_Plans\223_DetailsSignPanel.dgn

NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	245

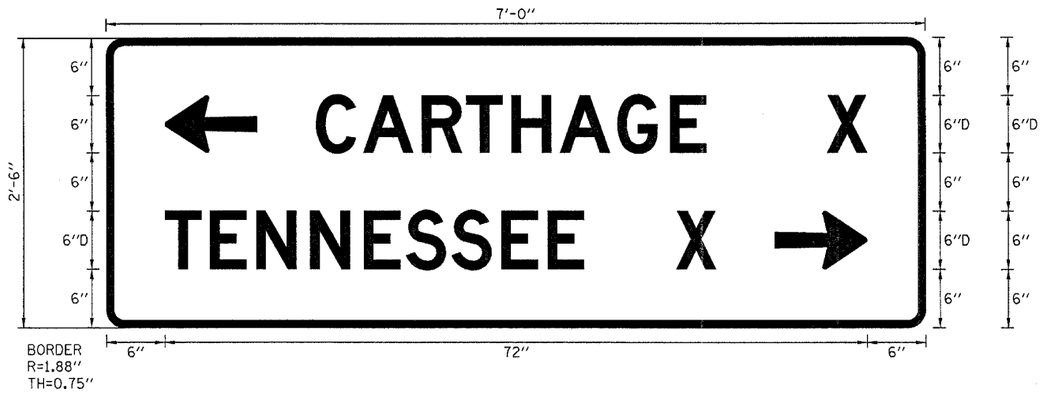
STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	D1-2A
WIDTH x HGHT.	7'-0" x 2'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	1.88"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT
ARMED	180	6	18	6	9.4
ARMED	0	68.5	6	6	9.5

Panel Style: D1-2A.ssi

Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)																																					LENGTH	SERIES/SIZE
	C	A	R	T	H	A	G	E		X																												D 2000
21.5	4.9	6	4.6	4.6	5	5.9	5.4	3.7	12.4	4.1	6																										56.5	6
	T	E	N	N	E	S	S	E	E		X																											D 2000
6	4.6	4.7	5.5	5.5	4.3	4.7	5.1	4.7	3.7	9.5	4.1	21.5																									56.5	6

Plot Date: 7/19/2006
Plot Time: 10:27:10 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: I:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 6 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	246
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL
1:10

SIGN NUMBER	Advance Guide Sign
WIDTH x HGHT.	8'-6" x 7'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT
M124_2	0	39	53.3	24	24

Panel Style: guide_exp_advance_a.ssi
Dimensions are in inches.tenths

BORDER
R=12"
TH=2"

Letter spacings are to start of next letter

LETTER POSITIONS (X)

																																	LENGTH	SERIES-SIZE
	A	u	g	u	s	t	a																												D 2000
19.2	12.9	10	10.5	9.7	6.8	6.1	7.6	19.2																											63.6	13.39.7
	J	c	t		14		M	I	L	E																										D 2000
10.8	8.3	6.4	4	10	13.3	10	10.3	4	7.8	6.3	10.8																									80.4	10.17.4

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 7 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

Plot Date: 1/19/2006
Plot Time: 10:27:40 AM
Plotted By: bsmith
Pen Table: idot.tbl
Filename: i:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

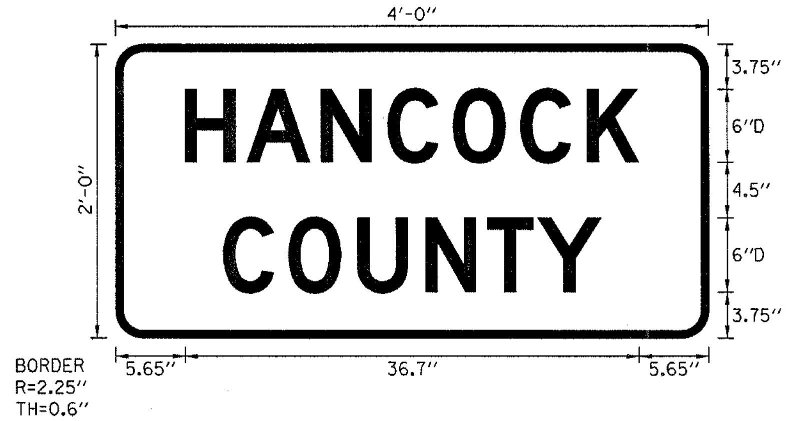
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	247
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	I1-I104
WIDTH x HGHT.	4'-0" x 2'-0"
BORDER WIDTH	0.6"
CORNER RADIUS	2.25"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: I1-I104.ssi

Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)

									LENGTH	SERIES/SIZE
	H	A	N	C	O	C	K			D 2000
5.6	5	6	5.4	5.3	5.5	5.4	4.2	5.6	36.7	6
	C	O	U	N	T	Y				D 2000
8.7	5.3	5.6	5.5	5	4.1	5.2	8.7		30.6	6

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 8 OF 14

SCALE: VERT. N/A HORIZ. N/A

DATE 6/21/04

DRAWN BY BDS

CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:11 AM
Plotted By: bschmidt
Pen Table: Idot.tbl
Filename: I:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	248

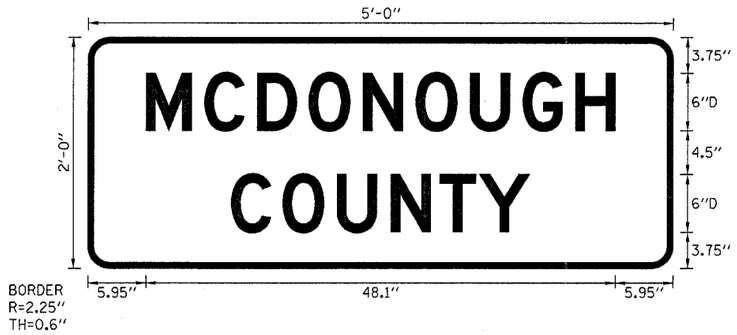
STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	I1-I104	
WIDTH x HGHT.	5'-0" x 2'-0"	
BORDER WIDTH	0.6"	
CORNER RADIUS	2.25"	
MOUNTING	Ground	
BACKGROUND	TYPE:	Reflective
	COLOR:	Green
LEGEND/BORDER	TYPE:	Reflective
	COLOR:	White/Pure White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: I1-I104.ssi

Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)

											LENGTH	SERIES/SIZE
	M	C	D	O	N	O	U	G	H			D 2000
5.9	6	5.4	5.3	5.6	5.4	5.6	5.4	5.4	4.1	5.9	48.1	6
	C	O	U	N	T	Y						D 2000
14.7	5.3	5.6	5.5	5	4.1	5.2	14.7				30.6	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 9 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:11 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: I:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	249
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10

SIGN NUMBER	D7-1
WIDTH x HGHT.	6'-0" x 3'-6"
BORDER WIDTH	0.88"
CORNER RADIUS	2.25"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Brown
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: D7-1.ssi
Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)

													LENGTH	SERIES/SIZE
	A	R	G	Y	L	E		L	A	K	E			D 2000
8.4	6	5	4.9	6.1	4.6	4	5.7	4.1	6	5.2	3.7	8.4	55.3	6
	S	T	A	T	E		P	A	R	K				D 2000
11.9	4.6	4.1	5.5	4.6	4	5.7	4.4	6	5.1	4.2	11.9		48.2	6
	X		M	I	L	E	S							D 2000
20.2	4.4	5.7	6.1	2.4	4.6	4.3	4.1	20.2					31.6	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 10 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:11 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: I:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

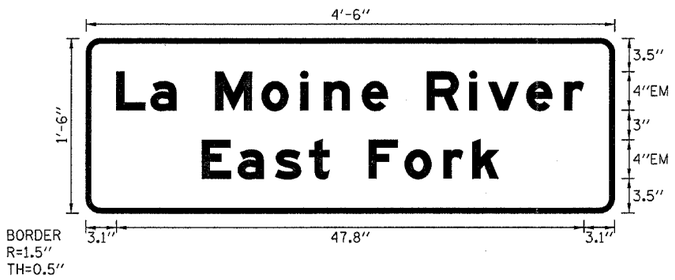
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	250
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	I-3
WIDTH x HGHT.	4'-6" x 1'-6"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: I-3.ssi

Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)

																LENGTH	SERIES/SIZE
	L	a		M	o	i	n	e		R	i	v	e	r			EM 2000
3.1	3.5	3.4	3.2	4.7	4	2.4	3.9	3.1	3.6	4.3	2	3.9	3.9	2	3.1	47.8	4/2.9
	E	a	s	t		F	o	r	k								EM 2000
11.9	3.7	3.8	3.5	2.6	3.5	3.7	4	3	2.6	11.9						30.3	4/2.9

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 11 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:1 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

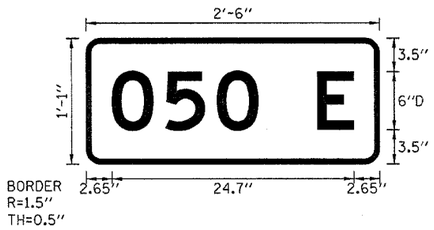
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	251
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	**W17-I100**
WIDTH x HGHT.	**2'-6" x 1'-1"**
BORDER WIDTH	**0.5"**
CORNER RADIUS	**1.5"**
MOUNTING	**Ground**
BACKGROUND	**TYPE: Reflective**
	COLOR: Yellow
LEGEND/BORDER	**TYPE: Reflective**
	COLOR: Red/Black

SYMBOL	ROT	X	Y	WID	HT

Panel Style: **W17-I100.ssi**

Dimensions are in **inches.tenths**

Letter spacings are to start of next letter

LETTER POSITIONS (X)

							LENGTH	SERIES/SIZE
	0	**5**	**0**		**E**			**D 2000**
2.6	**5.5**	**5.3**	**4.9**	**5.4**	**3.7**	**2.6**	**24.7**	**6**

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 12 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

Plot Date: 7/19/2006
Plot Time: 10:27:11 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: I:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	252

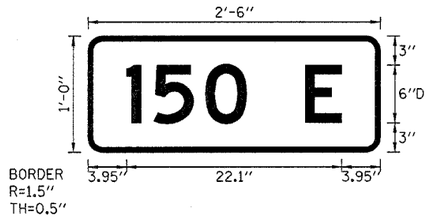
STA. TO STA.

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

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	W17-I100
WIDTH x HGHT.	2'-6" x 1'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Yellow
LEGEND/BORDER	TYPE: Reflective
	COLOR: Red/Black

SYMBOL	ROT	X	Y	WID	HT

Panel Style: W17-I100.ssi

Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)

							LENGTH	SERIES/SIZE
	1	5	0		E			D 2000
4	2.8	5.3	4.9	5.4	3.7	4	22.1	6

Plot Date: 7/19/2006
Plot Time: 10:27:11 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\Cad\T\Construction_Plans\223_DetailsSignPanel.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

SHEET 13 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

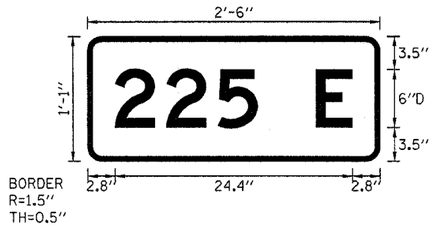
NOTE: DISTANCES SHALL BE PROVIDED BY IDOT DISTRICT 4 OPERATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	253
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

SIGN DETAIL

1:10



SIGN NUMBER	W17-1100
WIDTH x HGHT.	2'-6" x 1'-1"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Yellow
LEGEND/BORDER	TYPE: Reflective
	COLOR: Red/Black

SYMBOL	ROT	X	Y	WID	HT

Panel Style: W17-1100.ssi
Dimensions are in inches.tenths

Letter spacings are to start of next letter

LETTER POSITIONS (X)

																																			LENGTH	SERIES/SIZE
	2	2	5		E																															D 2000
2.8	5.3	5.3	4.7	5.4	3.7	2.8																														24.4	6

Plot Date: 7/19/2006
Plot Time: 10:22:04 AM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\Cad\T\Construction_Plans\223_Details\SignPanels.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL STANDARDS

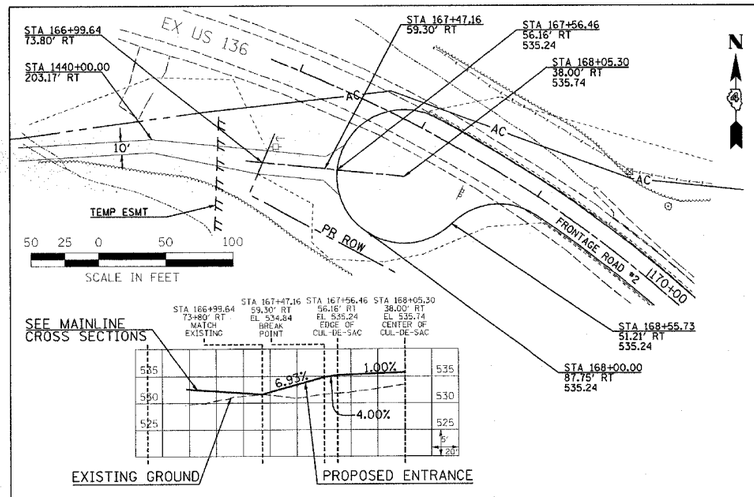
SHEET 14 OF 14

SCALE: VERT. N/A
HORIZ. N/A
DATE 6/21/04

DRAWN BY BDS
CHECKED BY SRD

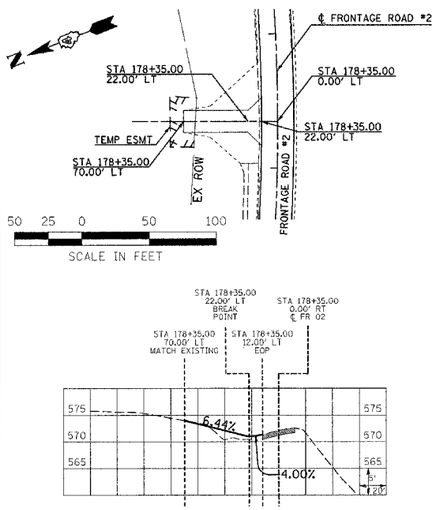
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	254
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



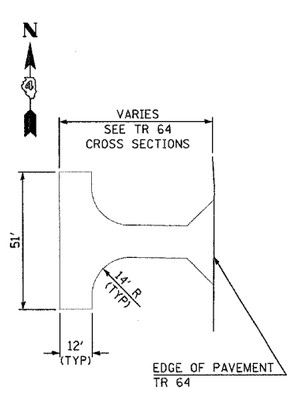
FR 02 STA 167+56.46

WHITMIRE ACCESS



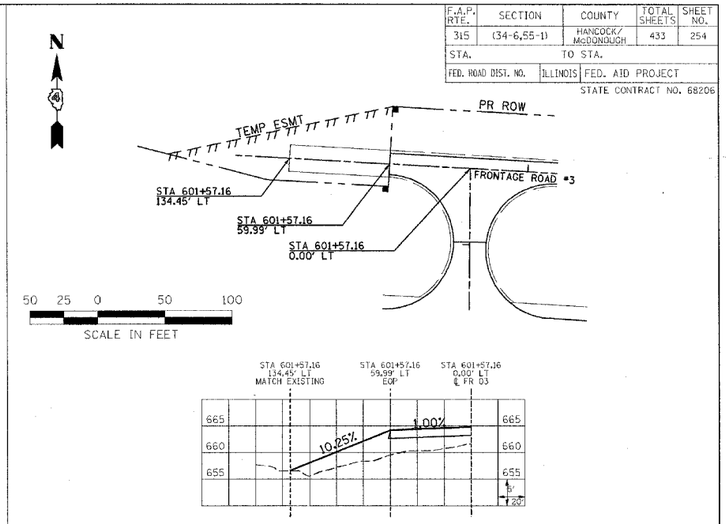
FR 02 STA 178+35.00

PRIVATE ENTRANCE



TR 64 STA 698+30.00

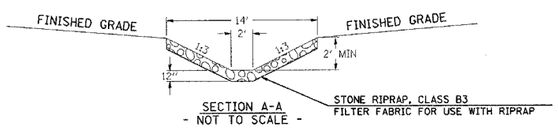
PRIVATE ENTRANCE
- NOT TO SCALE -



FR 03 STA 601+57.16

FIELD ENTRANCE

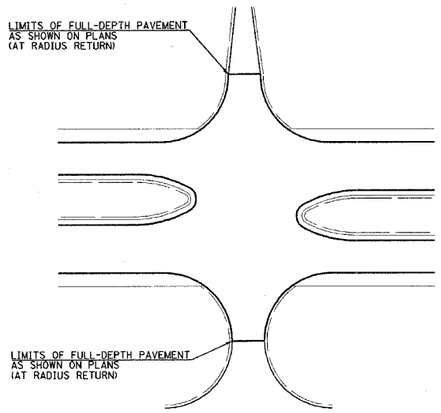
TYPICAL PLAN VIEW
- NOT TO SCALE -



STATION	USFL OFFSET	DSFL OFFSET
16+17.48	178.70' LT	98.22' LT
18+16.55	146.16' LT	99.98' LT
20+17.78	146.26' LT	106.37' LT

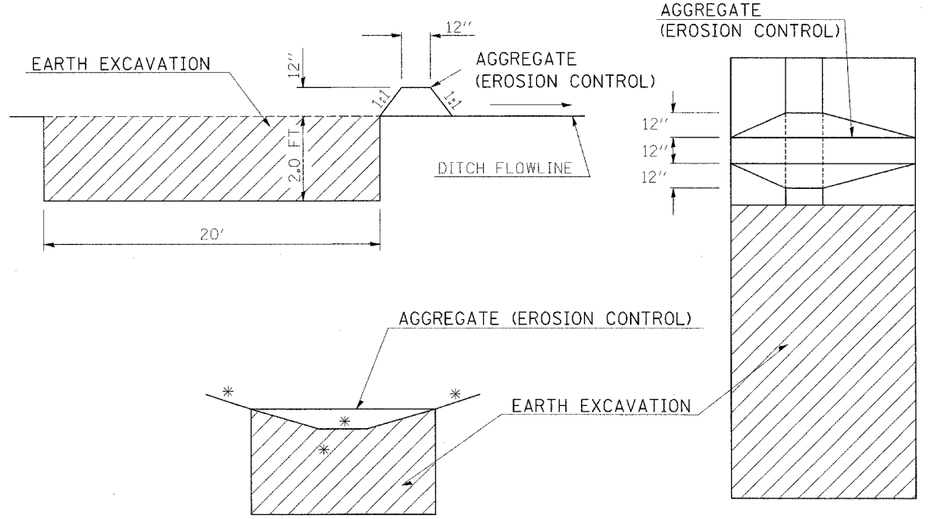
RIPRAP INTERCEPTION DITCH

LOCATION VARIES



FULL-DEPTH PAVEMENT LIMITS

LOCATION VARIES



* SEE CROSS SECTIONS FOR SIDE SLOPES AND DITCH WIDTHS

* SEE SCHEDULE FOR DETAILS

SEDIMENT BASIN

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DESIGN DETAILS

SPECIAL ENTRANCE DETAILS &
RIPRAP INTERCEPTION DITCH
FULL DEPTH PAVEMENT LIMITS

SCALE: VERT. VARIES
HORIZ. VARIES

DATE 9/1/2005

DRAWN BY BDS

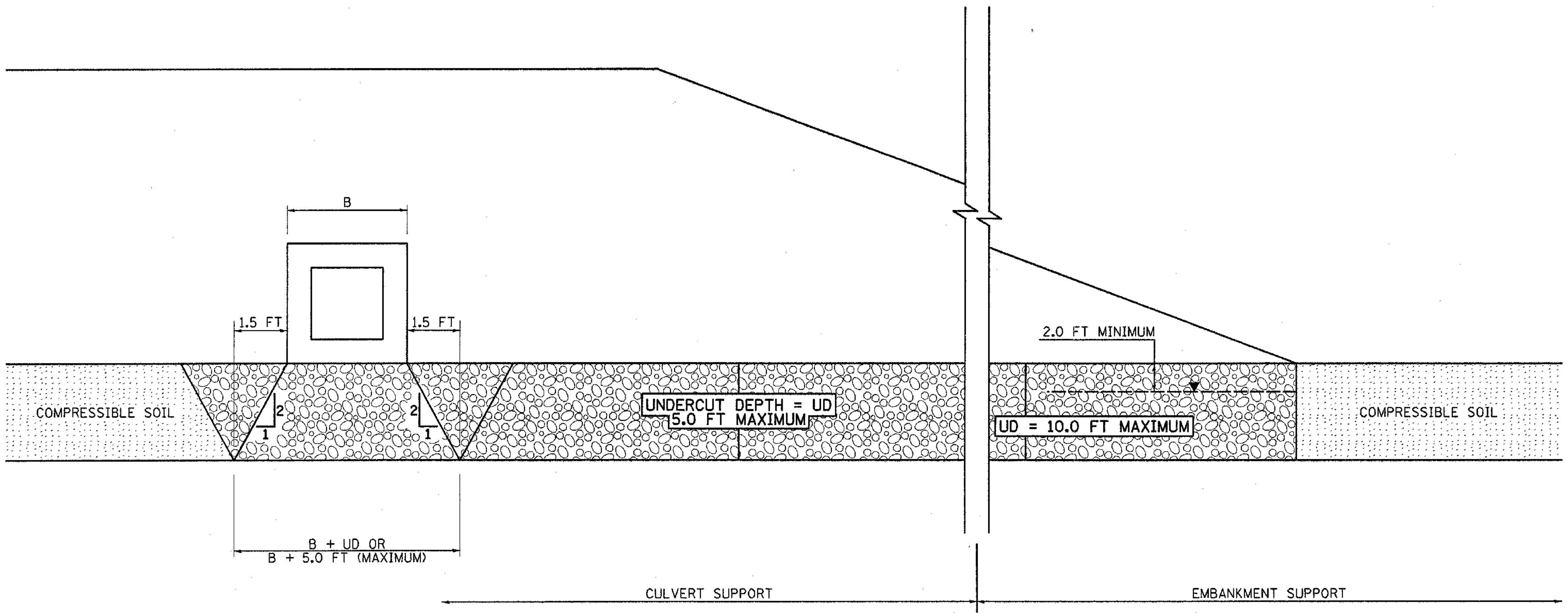
CHECKED BY SRD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	255
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

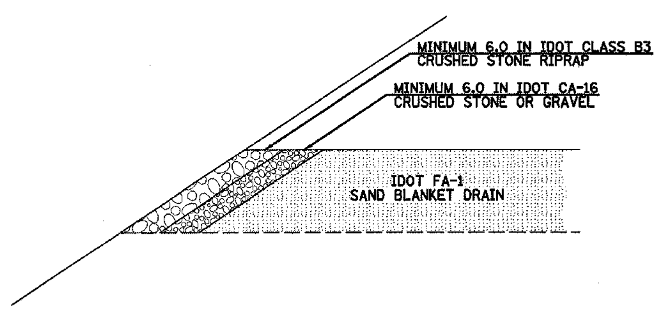
STATE CONTRACT NO. 68206

NOTE

SEE SPECIAL PROVISIONS FOR ROCK FILL

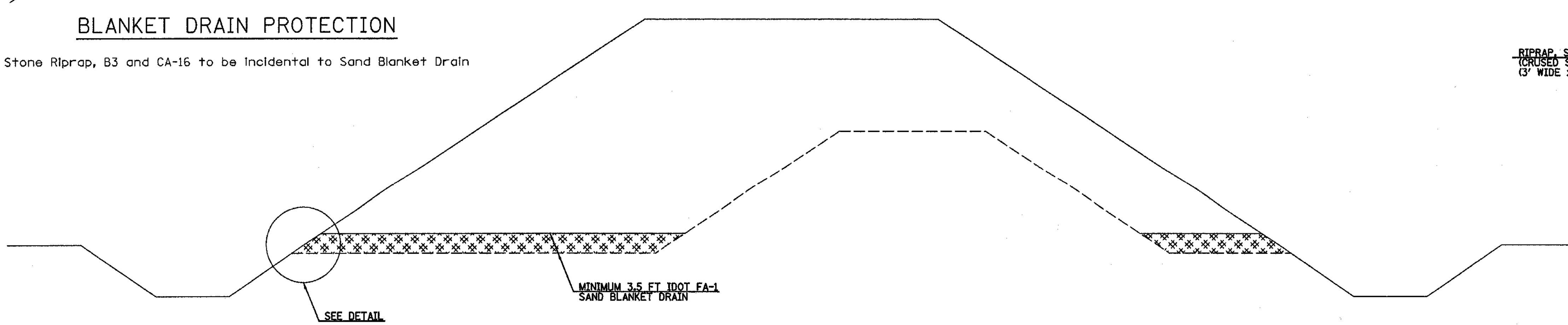


ROCK FILL

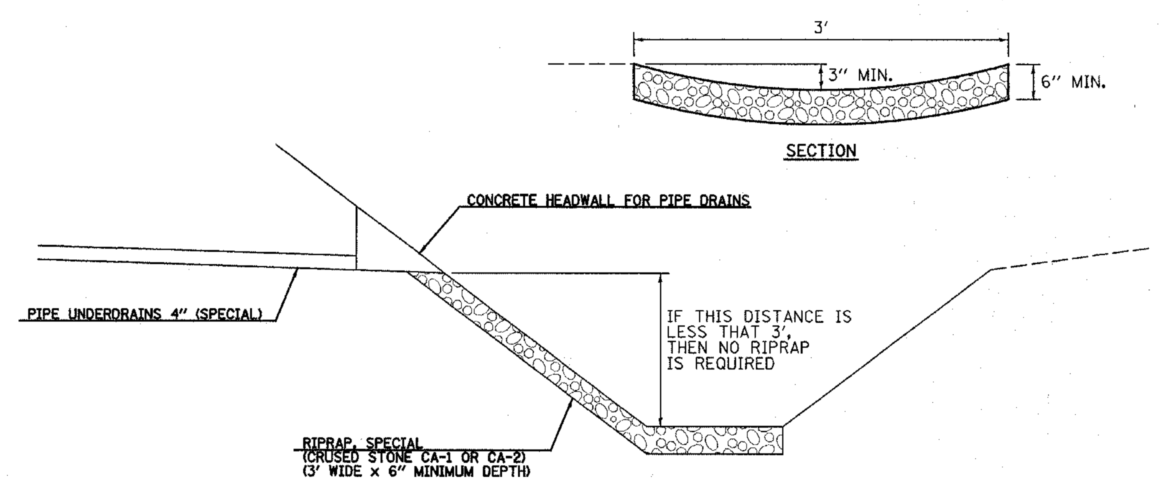


BLANKET DRAIN PROTECTION

Stone Riprap, B3 and CA-16 to be Incidental to Sand Blanket Drain



DESIGN EMBANKMENT - DRAINAGE SECTION



PIPE UNDERDRAIN OUTLET DETAIL

NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DESIGN DETAILS

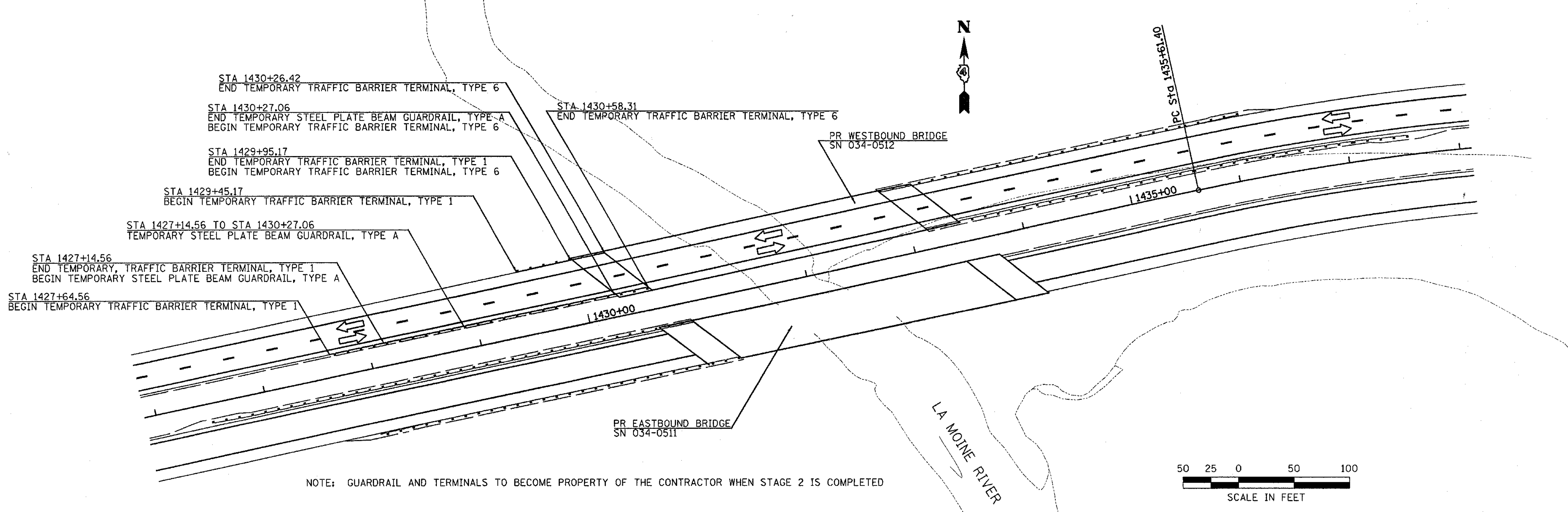
ROCK FILL
SAND DRAINAGE BLANKET DETAILS
PIPE UNDERDRAIN OUTLET DETAIL

SCALE: VERT. VARIES
HORIZ. VARIES
DATE 8/31/05

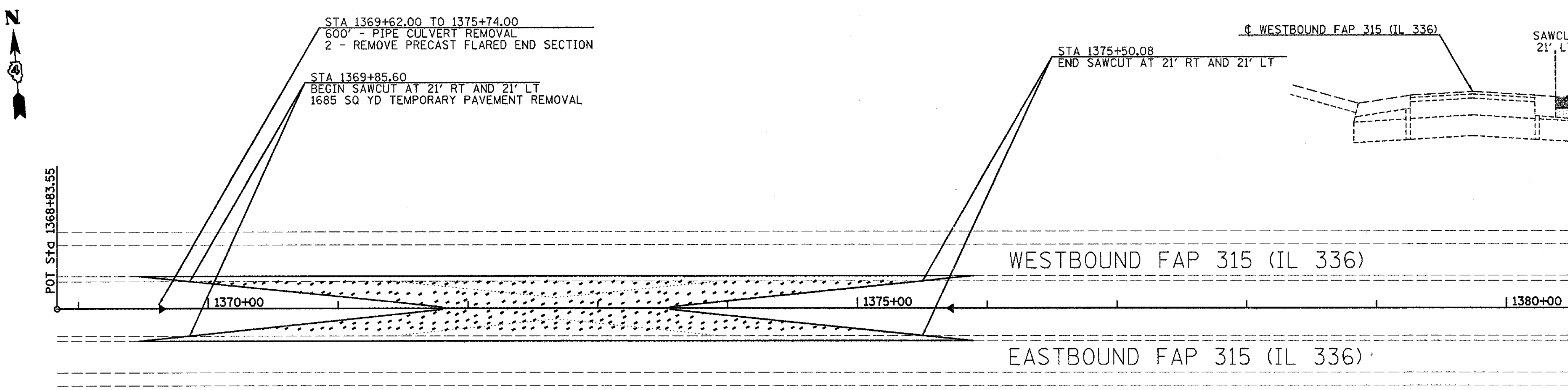
DRAWN BY SSM
CHECKED BY BDS

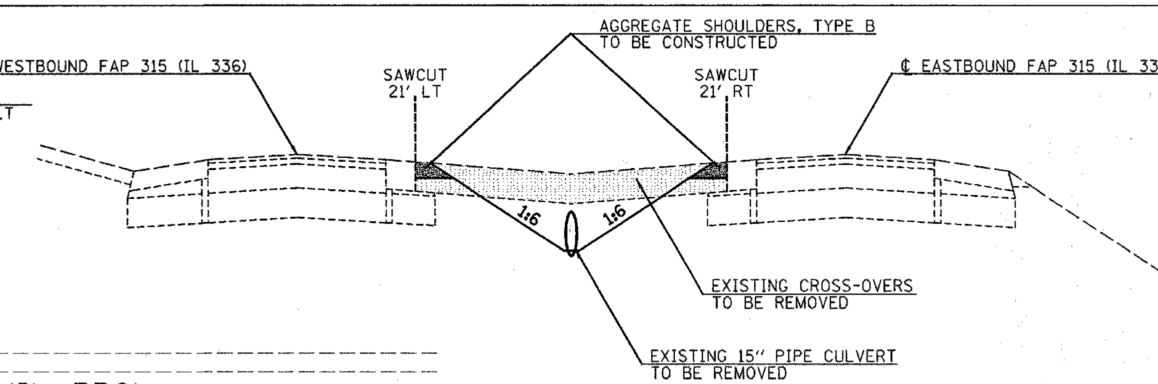
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	256
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



STAGE 2 TEMPORARY STEEL PLATE BEAM GUARDRAIL AND TERMINAL END SECTIONS





REMOVAL OF TEMPORARY CROSSOVERS ON WEST END

50 25 0 50 100
SCALE IN FEET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DESIGN DETAILS

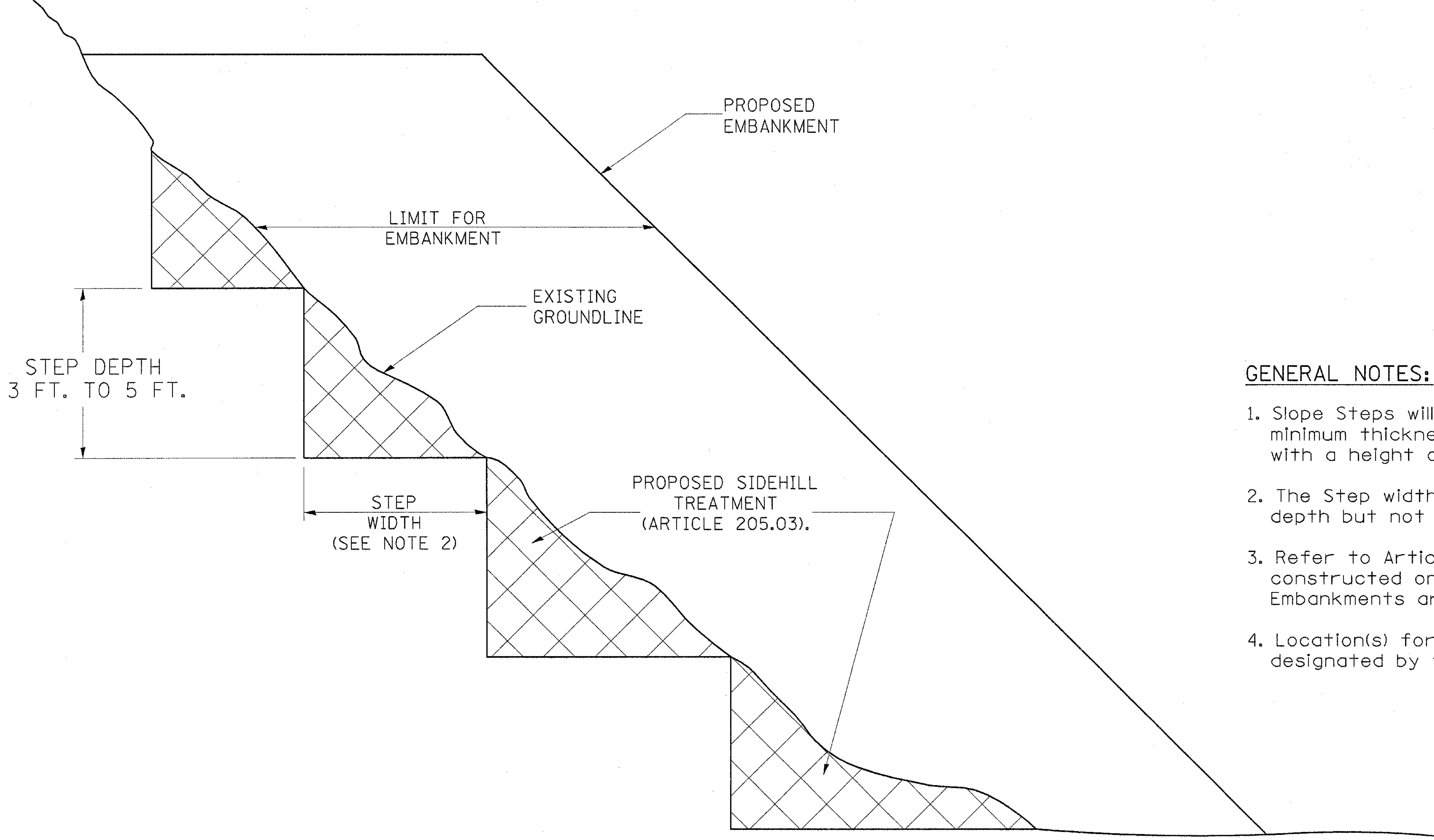
STAGE 2 TEMPORARY GUARDRAIL & CROSSOVER REMOVAL AT BEGINNING OF JOB

SCALE: VERT. VARIES HORIZ. VARIES
DATE 9/1/2005
DRAWN BY BDS
CHECKED BY SRD

Plot Date: 7/18/2006
Plot Time: 3:32:02 PM
Plotted By: bschmidt
Pen Table: 1ootvtb
Filename: I:\03033\cadvt\construction_plans\224_detailsmisc.dgn

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT
CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

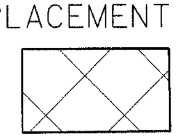
1. Slope Steps will be required for all 300(12) minimum thickness "silver fills" and on a fills with a height of 3.0m(10').

2. The Step width shall be twice the Step depth but not less than 6 feet.

3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

4. Location(s) for slope step treatment shall be designated by the Resident Engineer.

REPLACEMENT MATERIAL:



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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DESIGN DETAILS

SLOPE STEPS DETAIL

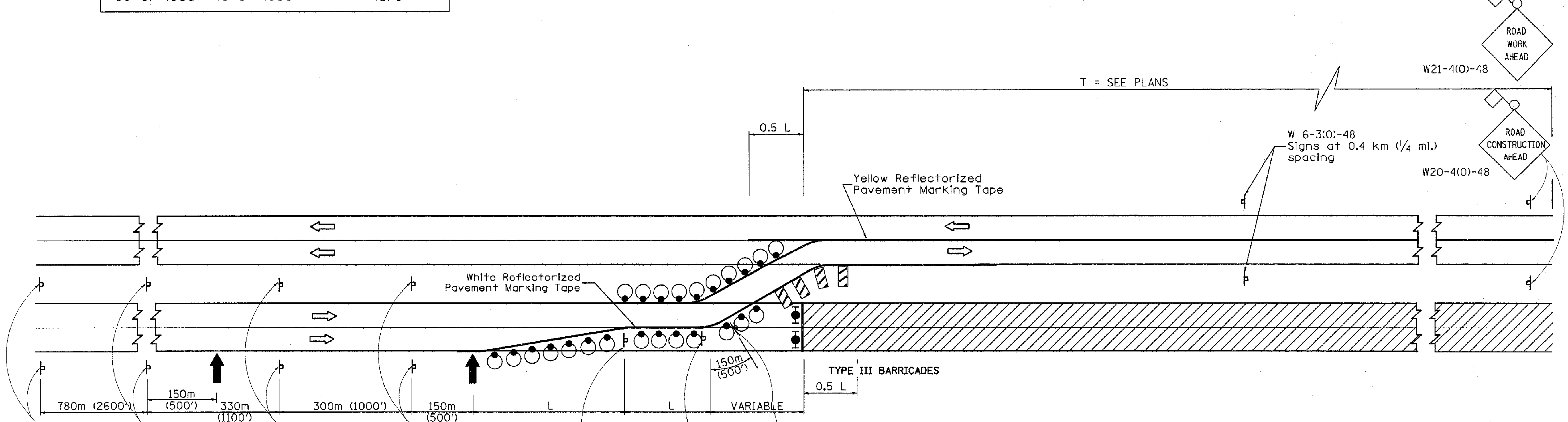
SCALE: VERT. VARIES
HORIZ. VARIES
DATE 4/5/2006

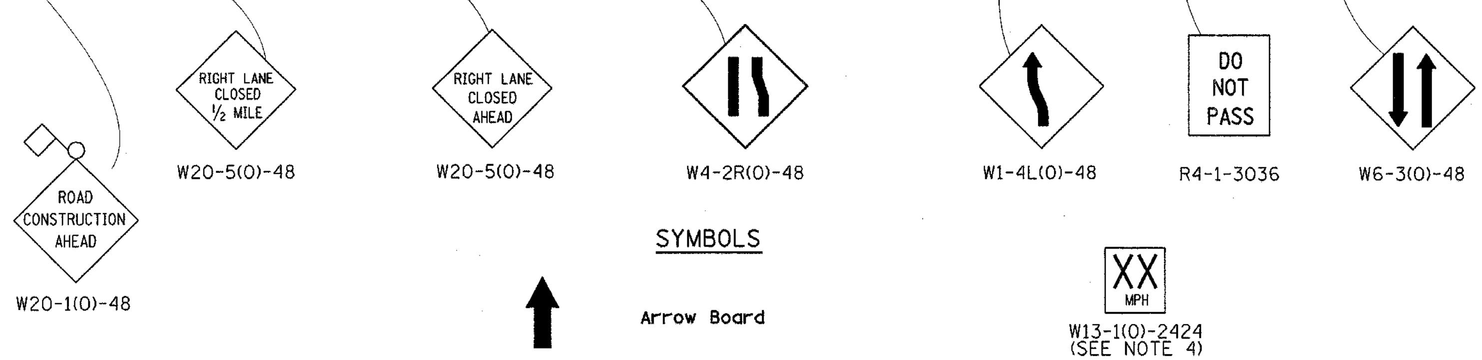
DRAWN BY BDS
CHECKED BY SRD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	258
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

L = LANE WIDTH X TAPER RATIO		
Normal Posted Speed		Taper Ratio
km/h	mph	
110	65	65/1
100	60	60/1
90	55	55/1
80 or less	45 or less	45/1





SYMBOLS

- Arrow Board
- Work Area
- 450x450 (18x18) minimum Orange Flag
- Sign on Portable or Permanent Support
- Drum with Steady Burning Light
- Vertical Panel
- Barricade

GENERAL NOTES

1. This Standard is used where, at anytime, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and positive barrier is not used to separate the opposing traffic.

2. Reflective, solid edge lines and a double yellow center-line shall be used when the closure time exceeds four days or when the normal posted speed outside the area of operations exceeds 80 kph (50 mph). Reflectorized Pavement Marking tape shall be used for marking the edge lines and center line on existing pavement. Either tape or reflectorized pavement marking paint shall be used for markings on the paved crossovers. Raised Reflective Pavement Markers at 7.5 m (25 ft.) centers shall also be installed to provide additional delineation. All existing pavement markings which conflict with the revised traffic pattern shall be removed.

3. All drums and vertical panels shall be at 15 m (50 ft.) centers.

4. The speed limit to be shown on the advisory speed plate shall be 15kph (10 mph) below the normal posted speed limit or 80kph (45 mph), whichever is less.

5. Signs mounted in the median may be omitted when the median is less than 3 m (10 ft). wide.

6. Steady burning lights will not be required on drums for day operations. All drum lights shall be mono-directional.

7. All signs shall be post mounted if the closure time exceeds four days.

8. Flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.

9. Longitudinal dimensions may be adjusted to fit field conditions.

10. Form BT 725 is required.

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

DATE	REVISIONS	BY
1-1-97	RENUM F-6.22, NEW REVISION BOX. REVISED DESIGNER NOTES	T.P.

LANE CLOSURE, MULTILANE, DIVIDED WITH CROSSOVER FOR SPEEDS ≥45MPH (STANDARD 701416 SPECIAL)

SCALE: NOT DRAWN TO SCALE

DRAWN BY

DATE 5/19/06

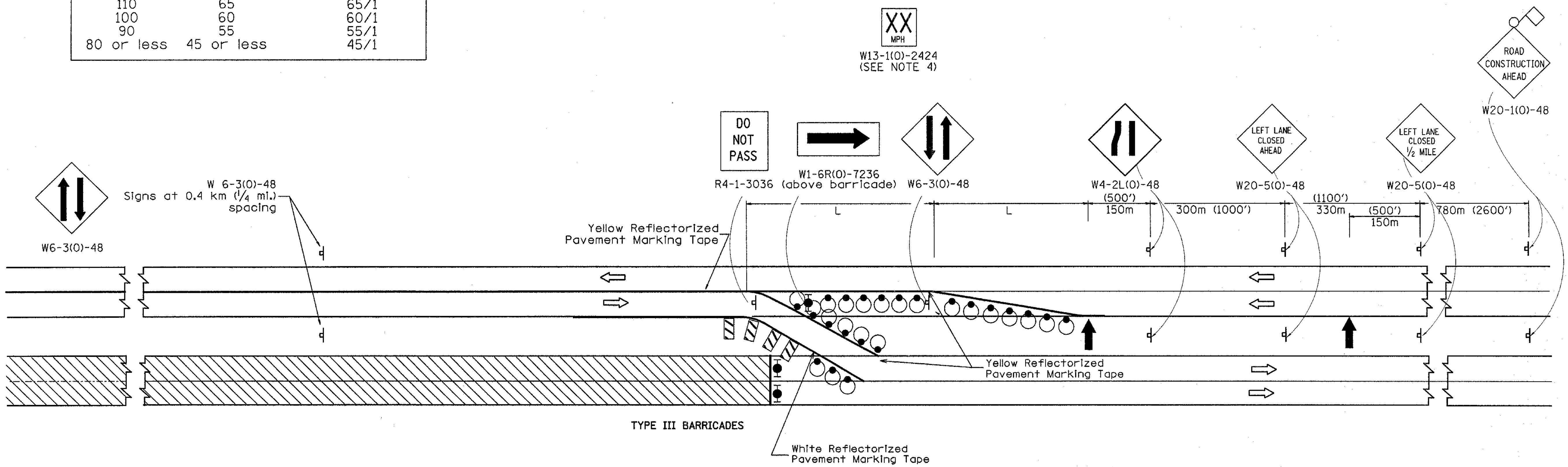
CHECKED BY

Plot Date: 7/18/2006
Plot Time: 3:32:02 PM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: I:\03033\cadd\t\construction_plans\224_detailsmisc.dgn

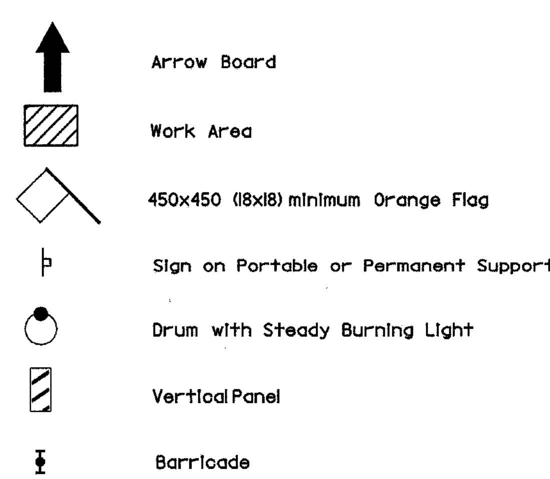
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	259
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

L = LANE WIDTH X TAPER RATIO		
Normal Posted Speed		Taper Ratio
km/h	mph	
110	65	65/1
100	60	60/1
90	55	55/1
80 or less	45 or less	45/1



SYMBOLS



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

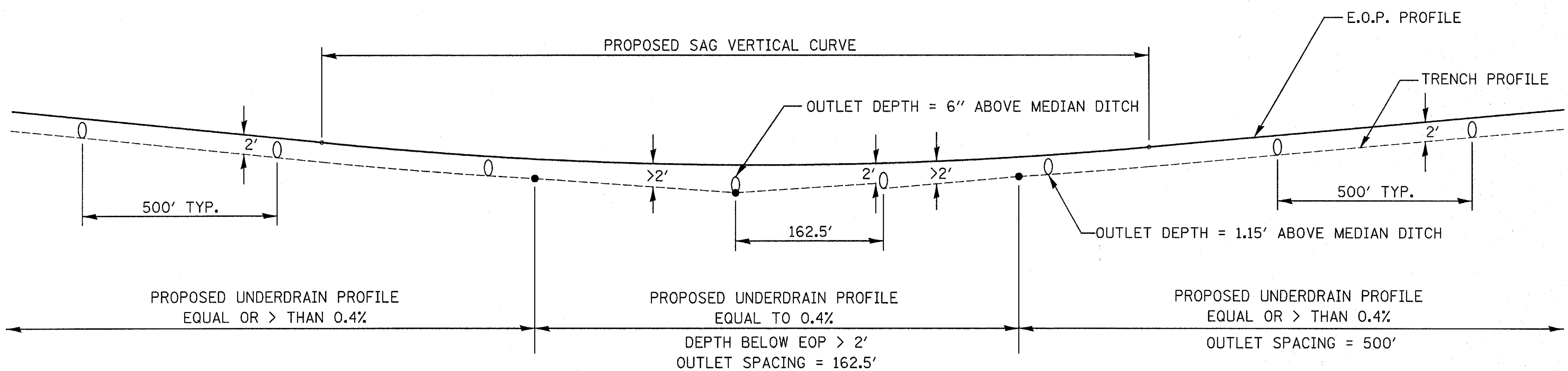
DATE	REVISIONS	BY
1-1-97	RENUM F-6.22, NEW REVISION BOX, REVISED DESIGNER NOTES	T.P.

LANE CLOSURE, MULTILANE, DIVIDED WITH CROSSOVER FOR SPEEDS ≥45MPH (STANDARD 701416 SPECIAL)

SCALE: NOT DRAWN TO SCALE
DRAWN BY
DATE 5/19/06
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	260
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



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Plot Time: 3:32:03 PM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\cad\t\construction_plans\225_detailsdistrict.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

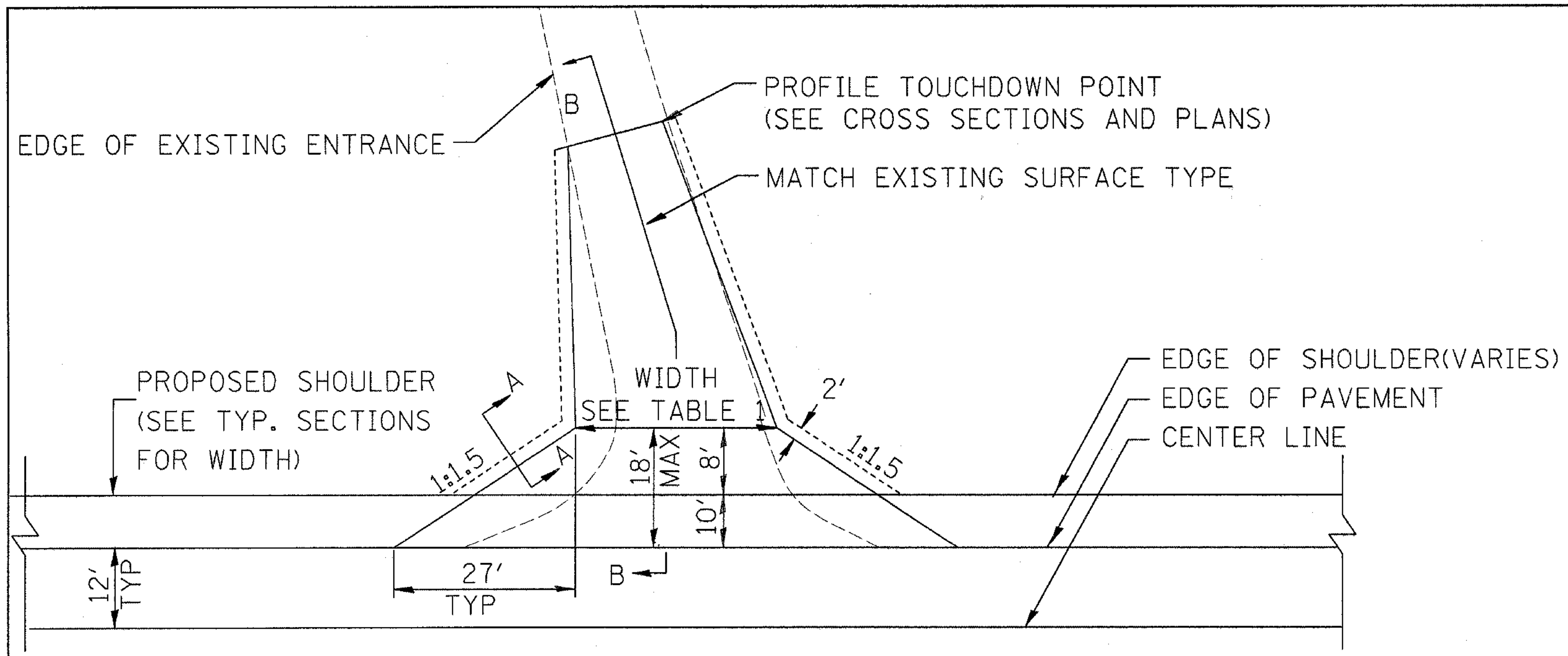
UNDERDRAIN TREATMENT
AT CREST AND SAG AREAS

SCALE: VERT. NONE
HORIZ. NONE
DATE 07/19/04

DRAWN BY D4
CHECKED BY XXX

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	261
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

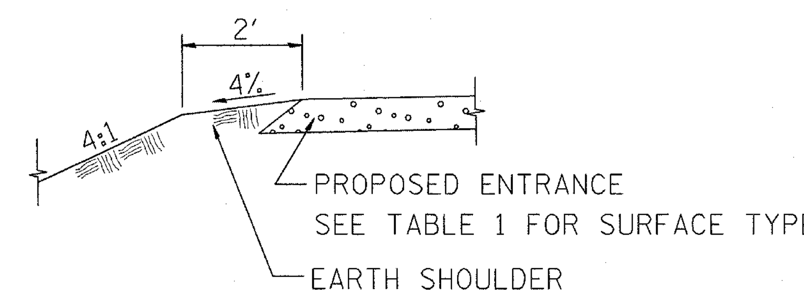
STATE CONTRACT NO. 68206



PLAN

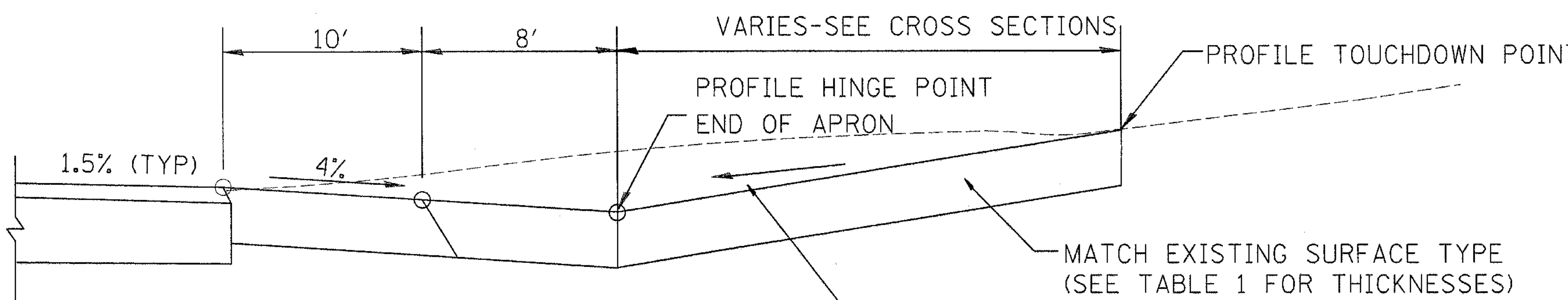
COMMERCIAL / FARM-RELATED ENTRANCE

TABLE 1							
RURAL ENTRANCE DESIGN							
ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT	COMMERCIAL			
				1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	3.6m(12') MIN.	7.2m(24') MAX.	9.0m(30')	4.3m(14') MIN.	7.2m(24') MAX.	7.2m(24') MIN.	10.7m(35') MAX.
FLARE	1:1.5						
MAX. GRADE (G)	12%		12%	10%			
SURFACE TYPE							
INCIDENTAL BITUMINOUS SURFACING	6"		—	8"			
AGGREGATE SURFACE COURSE	6"		8"	8"			
PCC DRIVEWAY PAVEMENT	6"		—	7"			



SECTION A-A

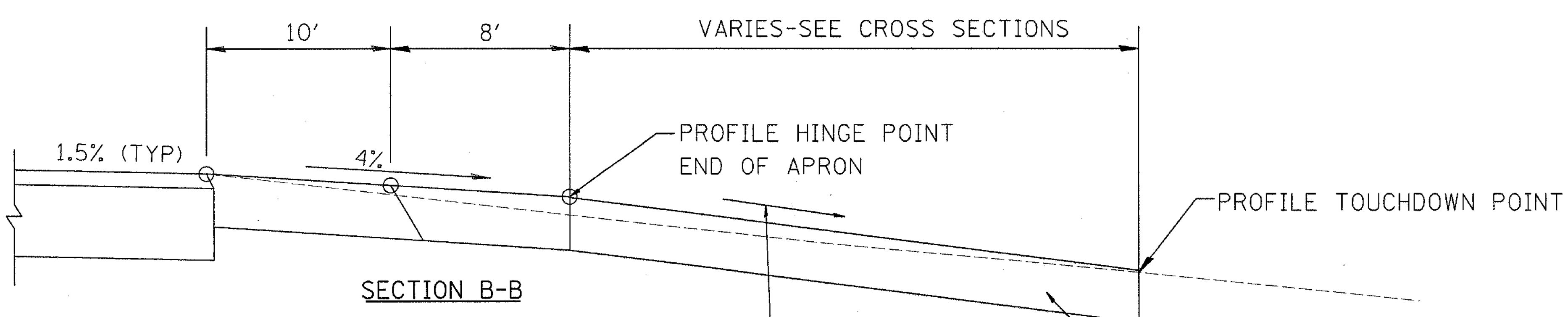
SHOULDER TREATMENT FOR RURAL ENTRANCES



SECTION B-B

RURAL ENTRANCE

(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B

RURAL ENTRANCE

(EXISTING ENTRANCE LOWER THAN APRON)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

ENTRANCE DETAILS

FOR IL 336 AND US 136

SCALE: VERT. 1"=XX' HORIZ. 1"=XX'

DATE XX/XX/XX

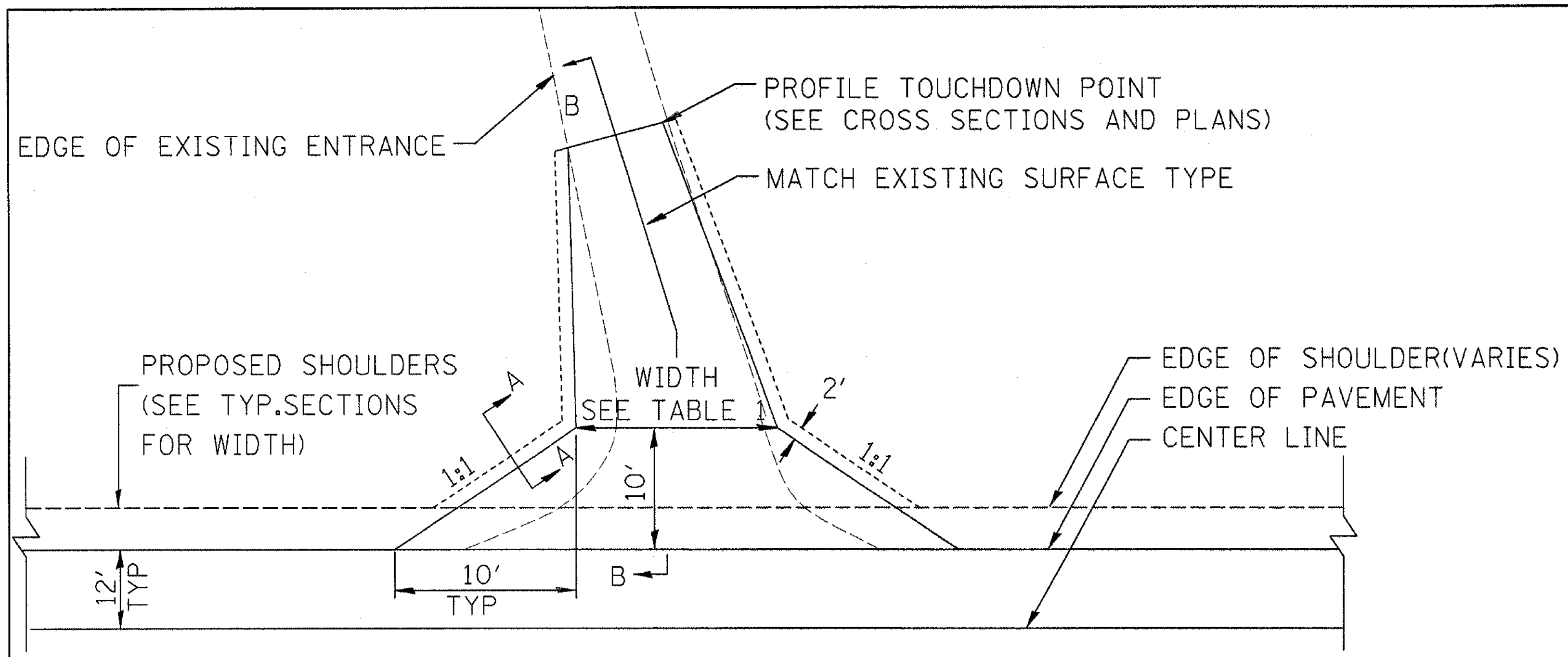
DRAWN BY XXX

CHECKED BY XXX

Plot Date: 7/18/2006
Plot Time: 3:32:03 PM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: l:\03033\cad\t\construction_plans\225_detailsdistrict.dgn

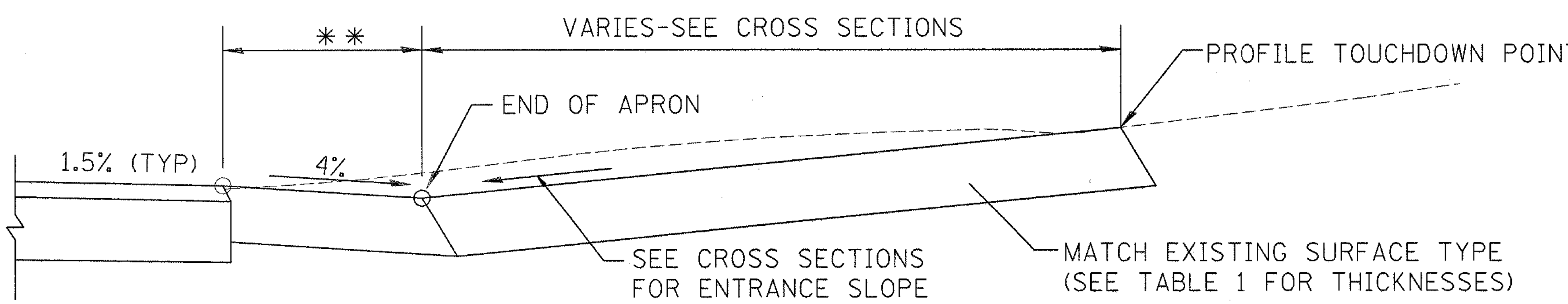
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	262
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



PLAN

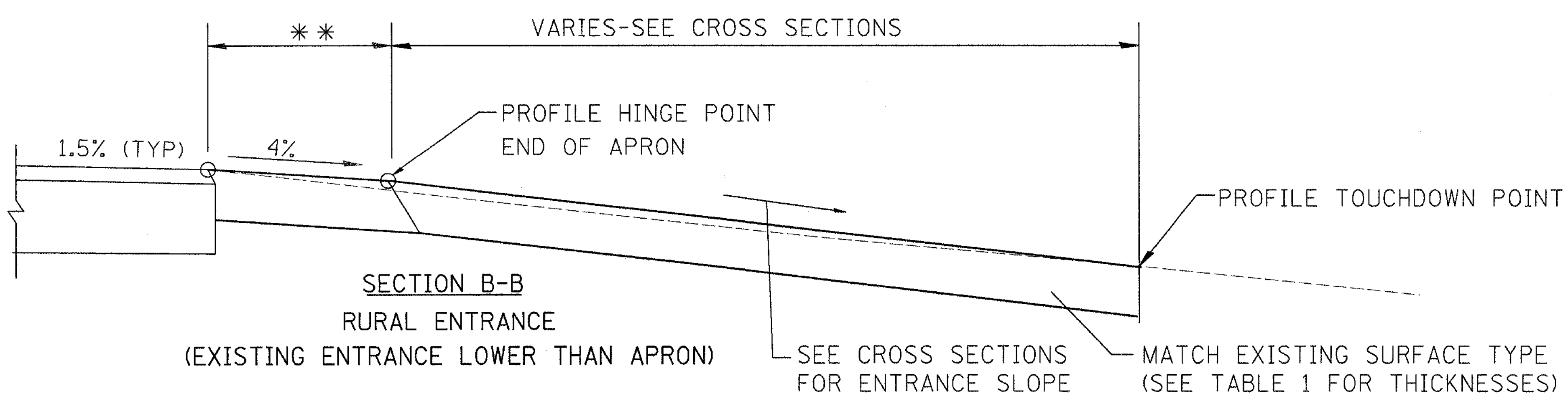
COMMERCIAL / FARM-RELATED ENTRANCE



SECTION B-B

RURAL ENTRANCE

(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B

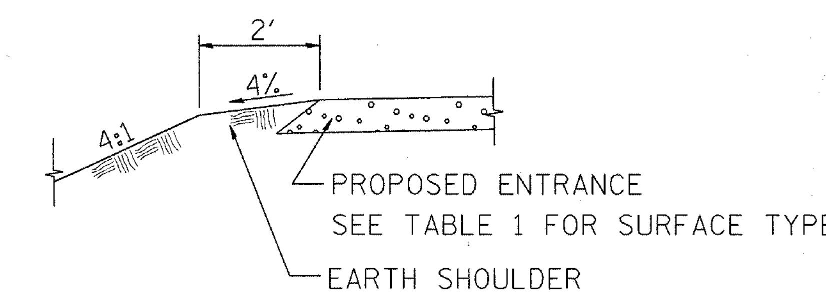
RURAL ENTRANCE

(EXISTING ENTRANCE LOWER THAN APRON)

TABLE 1

RURAL ENTRANCE DESIGN

ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT	COMMERCIAL 1-WAY OPERATION		COMMERCIAL 2-WAY OPERATION	
WIDTH (W)	3.6m(12′) MIN.	7.2m(24′) MAX.	9.0m(30′)	4.3m(14′) MIN.	7.2m(24′) MAX.	7.2m(24′) MIN.	10.7m(35′) MAX.
FLARE	1:1						
MAX. GRADE (G)	12%		12%	10%			
SURFACE TYPE							
INCIDENTAL BITUMINOUS SURFACING	6″		—	8″			
AGGREGATE SURFACE COURSE	6″		8″	8″			
PCC DRIVEWAY PAVEMENT	6″		—	7″			



SECTION A-A

SHOULDER TREATMENT FOR RURAL ENTRANCES

∗∗ 10′ OR C.L. DITCH (WHICHEVER IS LESS)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

ENTRANCE DETAILS FOR LOCAL ROAD

SCALE: VERT. 1″=XX′ HORIZ. 1″=XX′

DATE XX/XX/XX

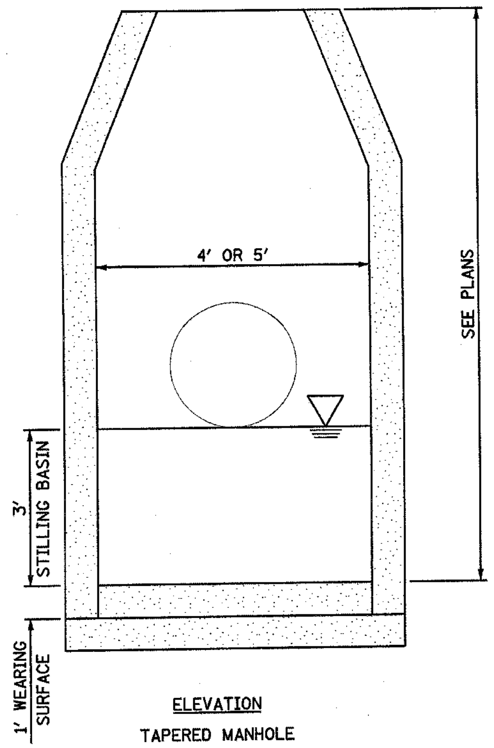
DRAWN BY XXX

CHECKED BY XXX

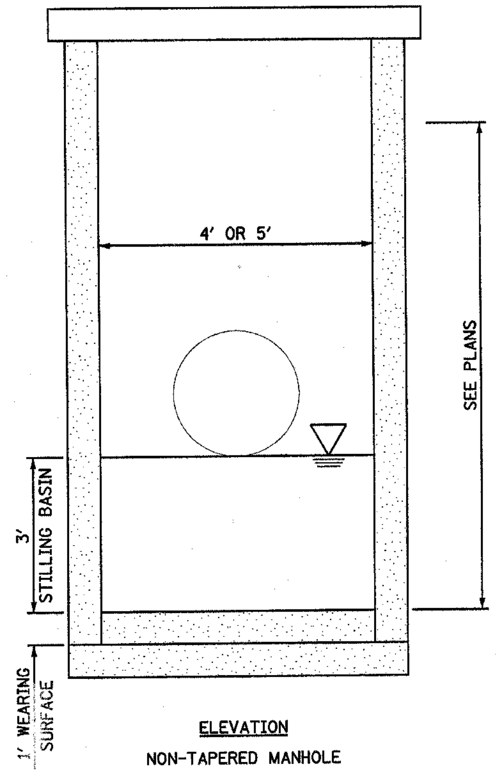
Plot Date: 7/18/2006
Plot Time: 3:32:04 PM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: I:\03033\cadd\t\construction_plans\225_detailsdistrict.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	262A
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



ELEVATION
TAPERED MANHOLE

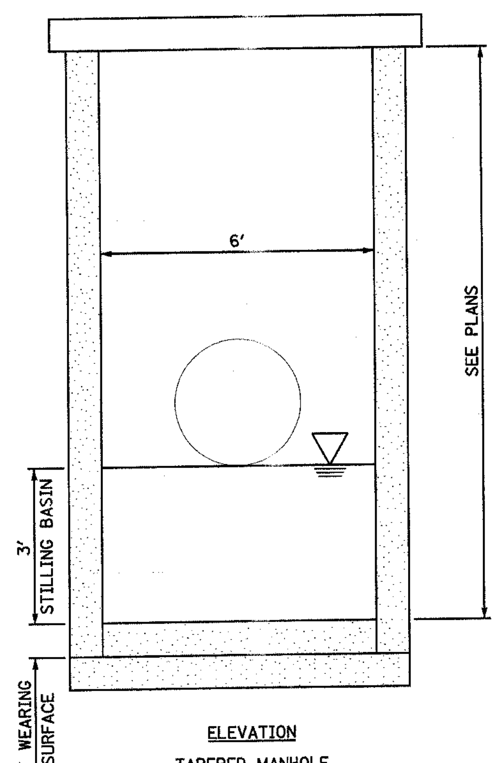


ELEVATION
NON-TAPERED MANHOLE

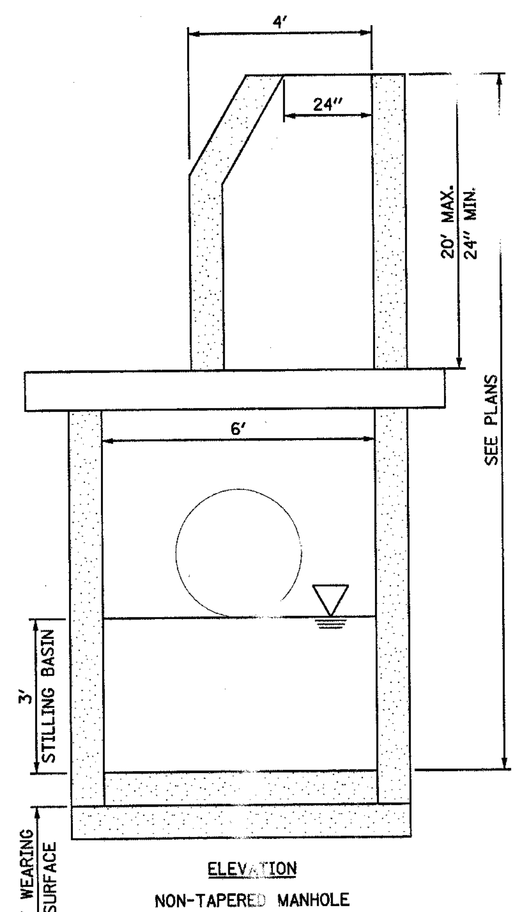
MANHOLE TYPE A 4' AND 5' DIAMETER

NOTES:

1. CONSTRUCT MANHOLE, TYPE A ACCORDING TO STD. 602401-01 AND 602601 EXCEPT AS MODIFIED BY THIS DETAIL.



ELEVATION
TAPERED MANHOLE

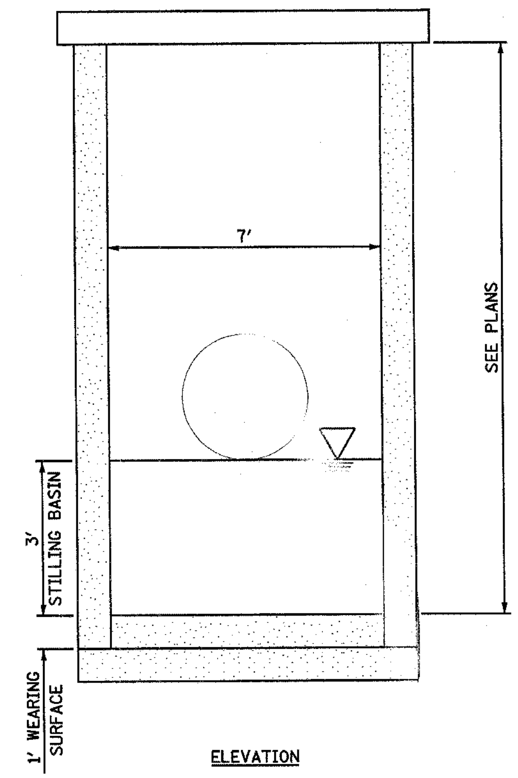


ELEVATION
NON-TAPERED MANHOLE

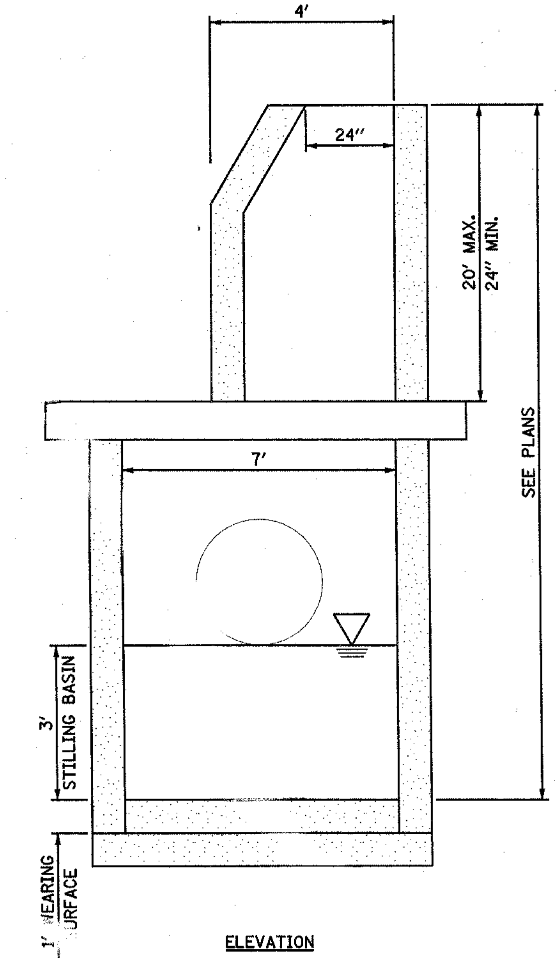
NOTES:

1. CONSTRUCT MANHOLE, TYPE A 6' DIA. ACCORDINGTO STD. 602406-02 AND 602601 EXCEPT AS MODIFIED BY THIS DRAWING.

MANHOLE TYPE A 6' DIAMETER



ELEVATION
NON-TAPERED MANHOLE



ELEVATION
TAPERED MANHOLE

MANHOLE TYPE A 7' DIAMETER

NOTES:

1. CONSTRUCT MANHOLE, TYPE A 7' DIA. ACCORDING TO STD. 602411 AND 602601 EXCEPT AS MODIFIED BY THIS DRAWING.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

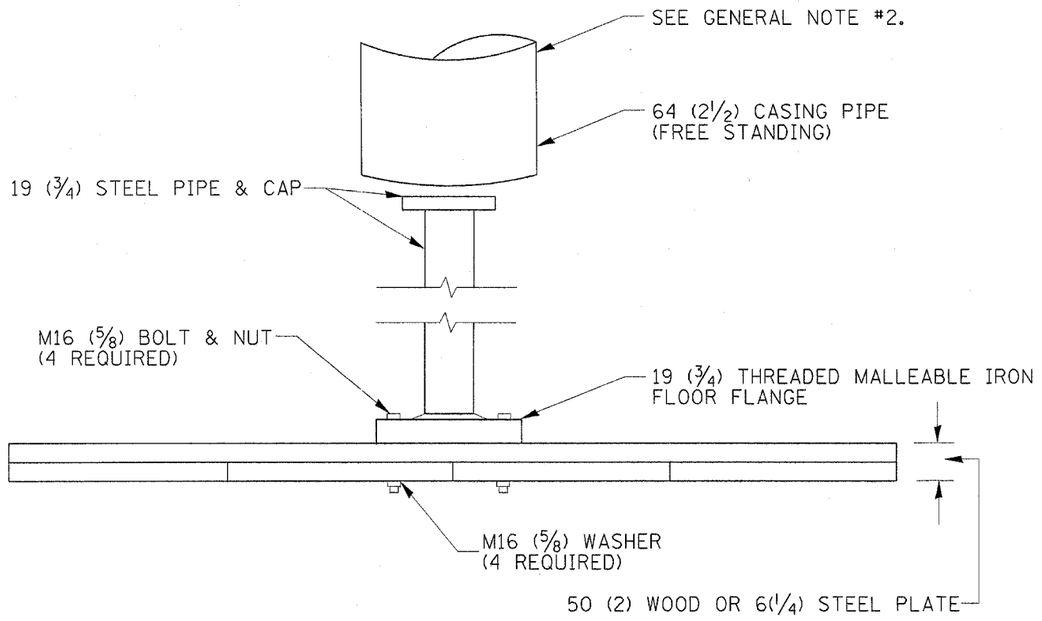
MANHOLE, TYPE A, SPECIAL

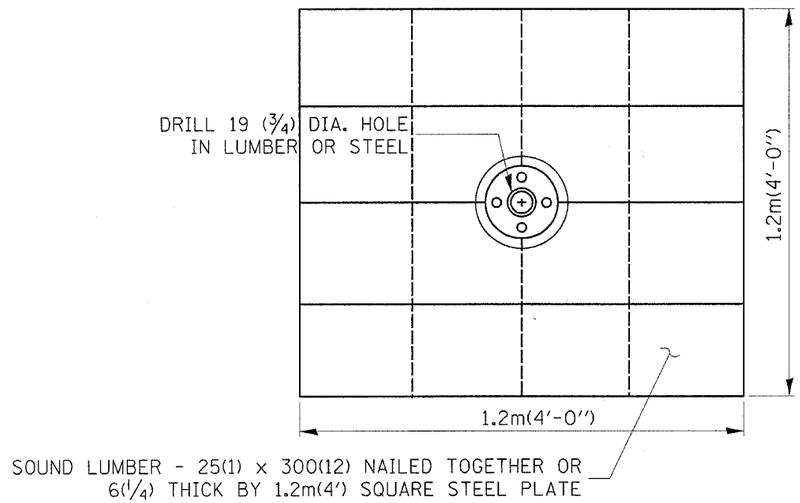
SCALE: VERT. NONE HORIZ. NONE
DATE
DRAWN BY
CHECKED BY

Plot Date: 8/20/2006
Plot Time: 12:48:30 PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	263
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206





GENERAL NOTES:

1. Settlement Platform shall be in accordance with the appicable portions of Article 204.06 of the Standard Specifications.

2. Do Not install casing pipe until after one section of 19 mm(3/4") has been covered with earth. The casing pipe should not rest on platform.

DESIGNER NOTES:

1. SEE SOILS REPORT AND BUREAU OF MATERIALS FOR USAGE, LOCATIONS, AND SETTLEMENT RATES.
2. CONSIDER USE ON BRIDGE EMBANKMENT AND OTHER SETTLEMENT SENSITIVE FILLS.
3. THIS DRAWING ALLOWS FOR WOODBASE PLATE OPTION.

7/18/2006

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

DATE	REVISIONS	BY
1-1-97	RENUM. L-5.04, NEW REVISION BOX,	T.P.
	REVISED NOTES, REVISED TITLE BOX	
4-14-99	ADDED "CASING PIPE" REQUIREMENT	J.A.
5-19-99	CORRECTIONS TO CASING PIPE	J.A.
8-23-01	UPDATE FOR NEW SPEC	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

SETTLEMENT PLATFORM

CADD STD. 205101-D4

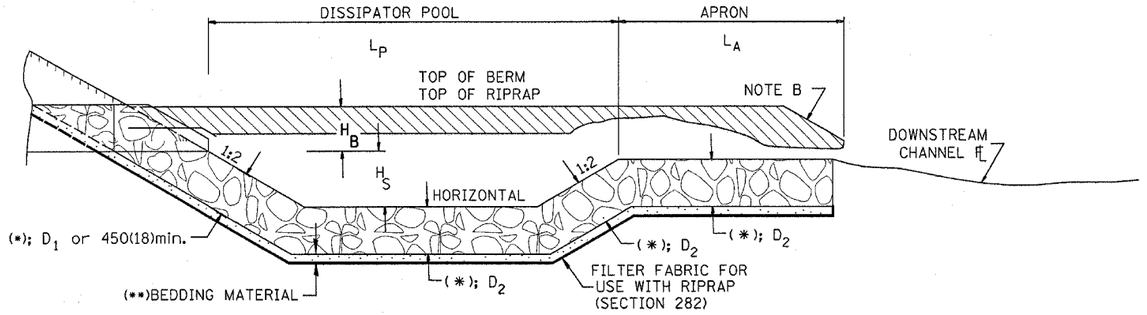
SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD

DATE 7/18/2006 — CHECKED BY

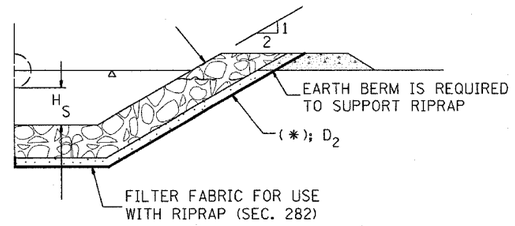
205101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	264
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

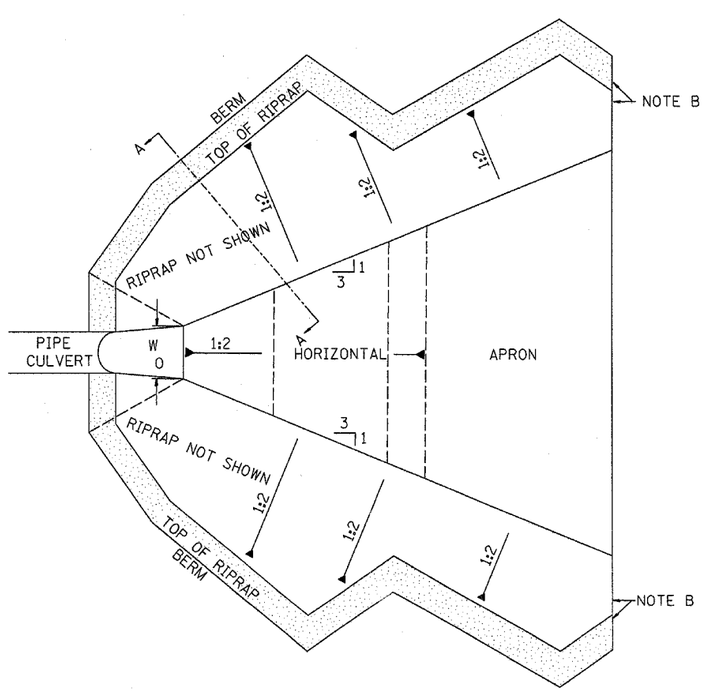
STATE CONTRACT NO. 68206



℄ SECTION



SECTION A-A



TOP VIEW

STATION	W_O	L_P	L_A	H_S	H_B	(*) D_1	(*) D_2	(**) D_3

NOTE B: WARP BASIN TO CONFORM TO NATURAL STREAM CHANNEL

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

Designer NOTES:
1. Designer to modify this Special Detail Sheet, as needed for inclusion in plans.
2. (*) Designer to specify pay item including material, quality, and gradation.
3. (**) Designer to specify thickness of bedding material.
4. Include District Special Provision if needed.

7/18/2006

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.03, NEW REVISION BOX	T.P.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

RIPRAP ENERGY DISSIPATOR

CADD DETAIL 281101-D4
SCALE: NOT DRAWN TO SCALE
DATE 7/18/2006

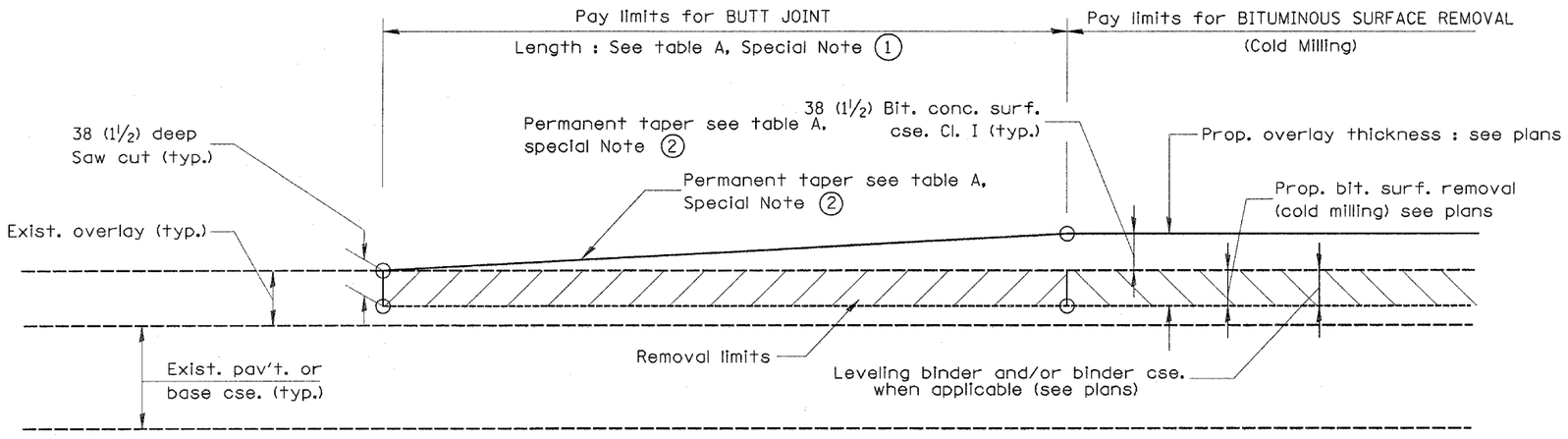
DRAWN BY CADD
CHECKED BY

281101-D4

i:\03033\cad\t\construction_plans\226_d4cadd200.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	265
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



CASE 1 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)

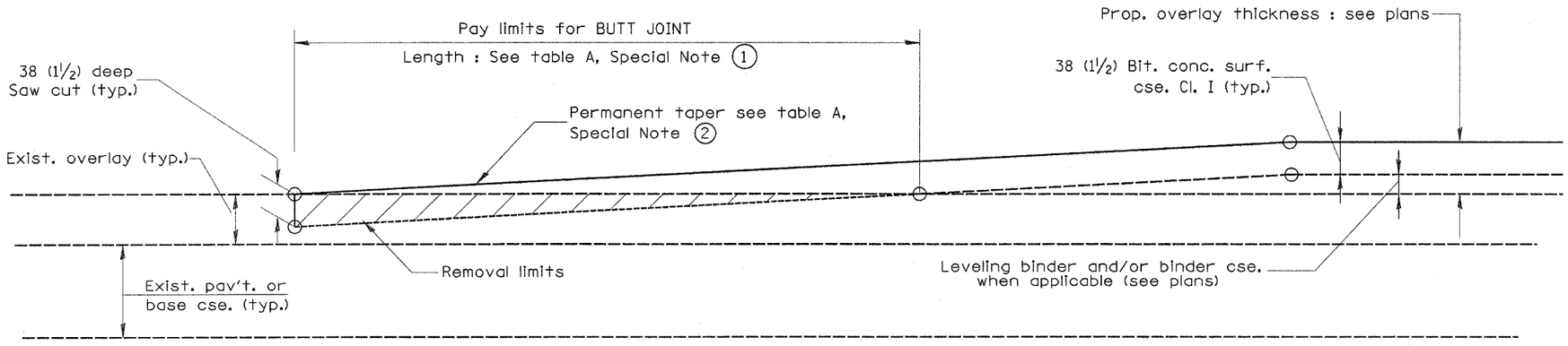
TABLE A

(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

1. The work shall be done in accordance with Article 406.18 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.03 and the Special Provisions for Butt Joints.
3. 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 406.06.



CASE 2 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)

DESIGNER NOTES:
1. Include District Special Provision for Butt Joints & for Bituminous Surface 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 Bituminous Surface Removal (Cold Milling).

7/18/2006

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

DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 1 OF 2

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

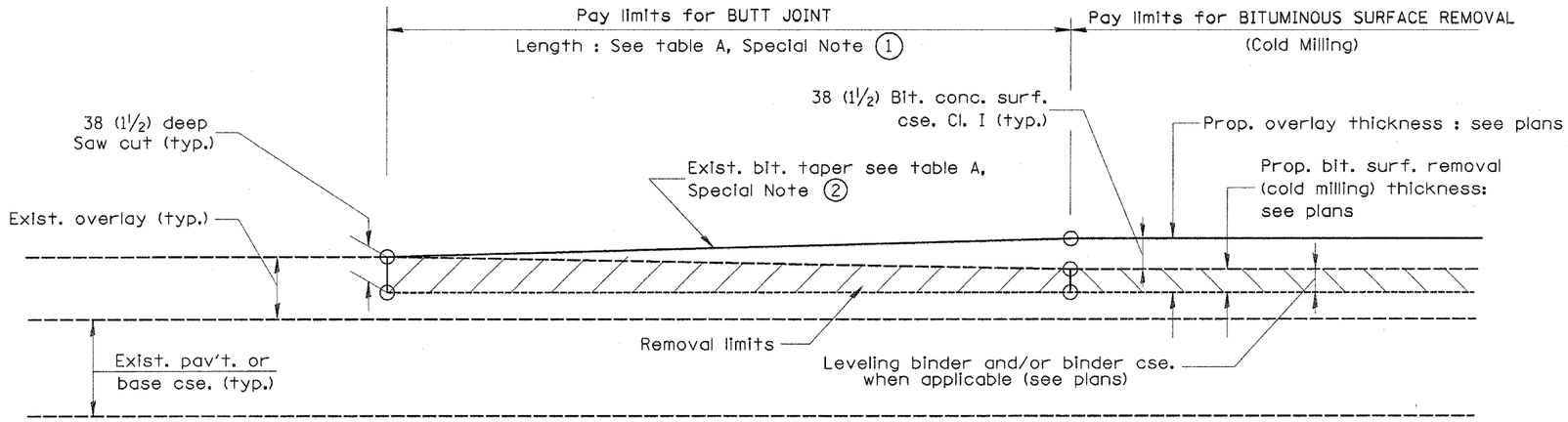
DATE 7/18/2006 CHECKED BY

I:\03033\cad\t\construction_plans\227_d4cadd400.dgn

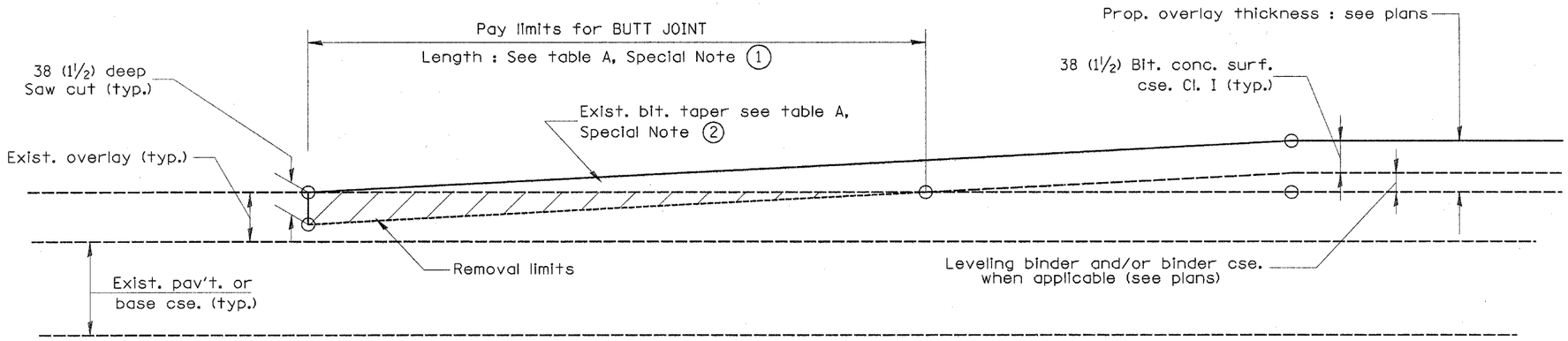
406101-D4 (1)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	266
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

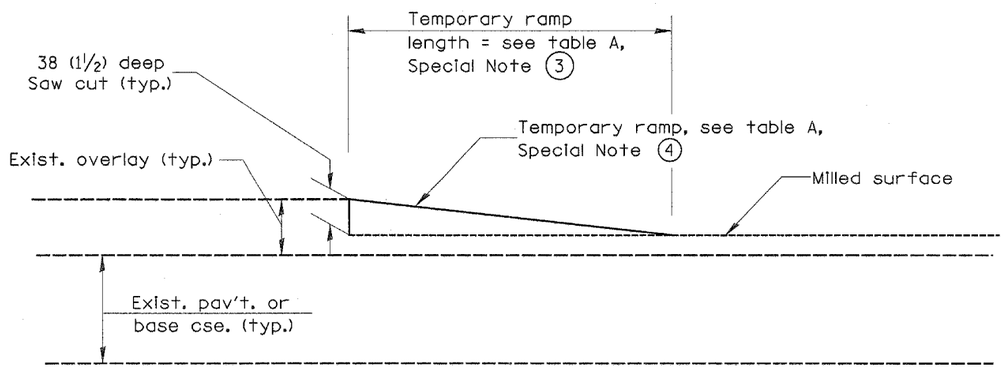
STATE CONTRACT NO. 68206



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



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



DETAIL TEMPORARY RAMP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 2 OF 2

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE 7/18/2006 CHECKED BY

406101-D4 (2)

7/18/2006

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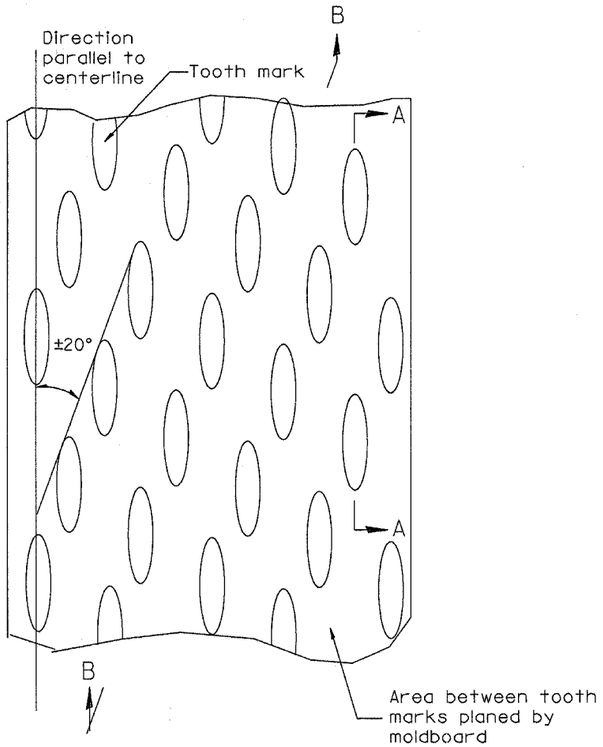
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	267
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

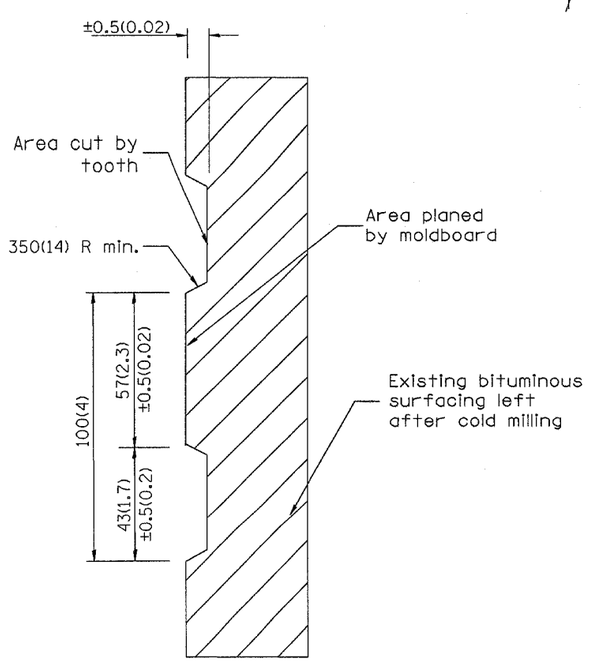
STATE CONTRACT NO. 68206



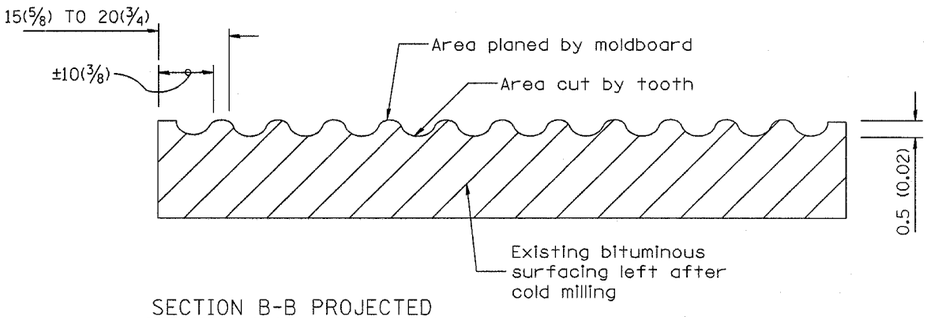
PLAN

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.



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

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

7/18/2006

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

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.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BITUMINOUS SURFACE REMOVAL (COLD MILLING)

CADD STD NO. 440001-D4

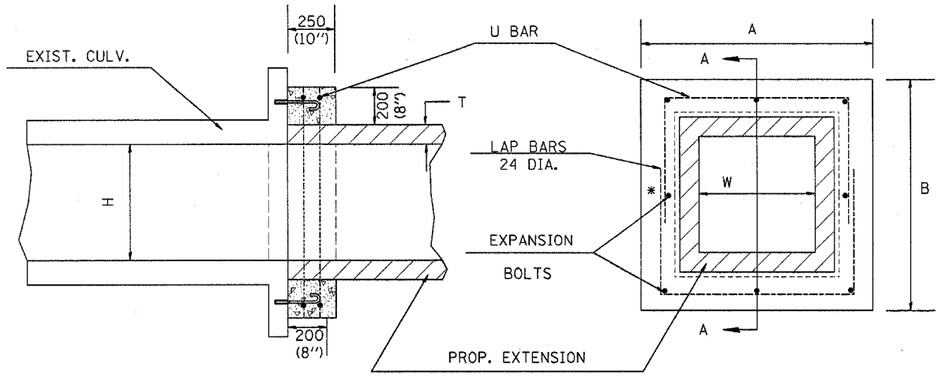
SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD

DATE 7/18/2006 — CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	268
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

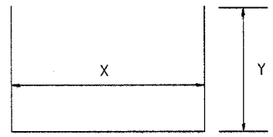
STATE CONTRACT NO. 68206

* MINIMUM 1' LAP ON U BARS



SECTION A - A

END VIEW



#4 U BAR
FOUR REQUIRED
PER COLLAR

GENERAL NOTES

1. The collar shall be constructed entirely of CLASS SI CONCRETE and in accordance with the applicable portions of section 503 of the Standard Specifications. REINFORCEMENT BARS shall conform to section 508.
2. Expansion bolts shall consist of approved expansions anchors, and M20 (3/4") hook bolts which conform to Section 1006.09. These bolts shall extend at least 200(8") into the new concrete.

* Dimensions for ASTM C789.

DIMENSIONS

EXISTING BOX		A	B	T *	EACH COLLAR				
					CL SI	REINFORCEMENT BARS			EXPANSION BOLTS
W mm (ft)	H mm (ft)				m^3 (CU YD)	X	Y	kg (POUNDS)	NO.
600(2)	600(2)	1.22m (4'-0")	1.22m (4'-0")	100(4")	0.21(0.27)	1.02m (3'-4")	660(26")	16(21)	8
900(3)	600(2)	1.52m (5'-0")	1.22m (4'-0")	100(4")	0.24(0.32)	1.32m (4'-4")	660(26")	18(23)	8
900(3)	750(2.5)	1.52m (5'-0")	1.37m (4'-6")	100(4")	0.26(0.34)	1.32m (4'-4")	737(29")	19(25)	8
900(3)	900(3)	1.52m (5'-0")	1.52m (5'-0")	100(4")	0.28(0.36)	1.32m (4'-4")	813(32")	20(26)	8
900(3)	1200(4)	1.57m (5'-2")	1.88m (6'-2")	125(5")	0.31(0.41)	1.37m (4'-6")	991(39")	22(29)	10
1200(4)	900(3)	1.88m (6'-2")	1.57m (5'-2")	125(5")	0.31(0.41)	1.68m (5'-6")	838(33")	22(29)	10
1200(4)	1200(4)	1.88m (6'-2")	1.88m (6'-2")	125(5")	0.34(0.45)	1.68m (5'-6")	991(39")	25(32)	12
1200(4)	1500(5)	1.93m (6'-4")	2.24m (7'-4")	150(6")	0.39(0.51)	1.73m (5'-8")	1.17m (3'-10")	28(36)	14
1500(5)	1200(4)	2.24m (7'-4")	1.93m (6'-4")	150(6")	0.39(0.51)	2.03m (6'-8")	1.02m (3'-4")	28(36)	14
1500(5)	1500(5)	2.24m (7'-4")	2.24m (7'-4")	150(6")	0.42(0.55)	2.03m (6'-8")	1.17m (3'-10")	29(38)	16
1500(5)	1800(6)	2.29m (7'-6")	2.59m (8'-6")	175(7")	0.46(0.60)	2.08m (6'-10")	1.35m (4'-5")	32(42)	16
1800(6)	1200(4)	2.59m (8'-6")	1.98m (6'-6")	175(7")	0.43(0.56)	2.39m (7'-10")	1.04m (3'-5")	30(39)	14
1800(6)	1500(5)	2.59m (8'-6")	2.29m (7'-6")	175(7")	0.46(0.60)	2.39m (7'-10")	1.19m (3'-11")	32(42)	16
1800(6)	1800(6)	2.59m (8'-6")	2.59m (8'-6")	175(7")	0.49(0.64)	2.39m (7'-10")	1.35m (4'-5")	35(45)	16
1800(6)	2400(8)	2.64m (8'-8")	3.25m (10'-8")	200(8")	0.57(0.74)	2.44m (8'-0")	1.68m (5'-6")	39(51)	18
2400(8)	2400(8)	3.25m (10'-8")	3.25m (10'-8")	200(8")	0.63(0.82)	3.05m (10'-0")	1.68m (5'-6")	43(56)	20

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

QUANTITIES

CALC. BY: _____ DATE: _____

CHECKED BY: _____ DATE: _____

QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

$$DATE$$

DATE	REVISIONS	BY
1-1-97	RENUM. J-12.01, METRICS, NEW REVISION BOX, REVISED TITLE BOX, ADDED QUANTITY CALCULATION BOX.	T.P.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

COLLAR FOR BOX CULVERT EXTENSIONS

CADD STANDARD 540001-D4

SCALE: NOT DRAWN TO SCALE

DATE 7/18/2006

DRAWN BY CADD

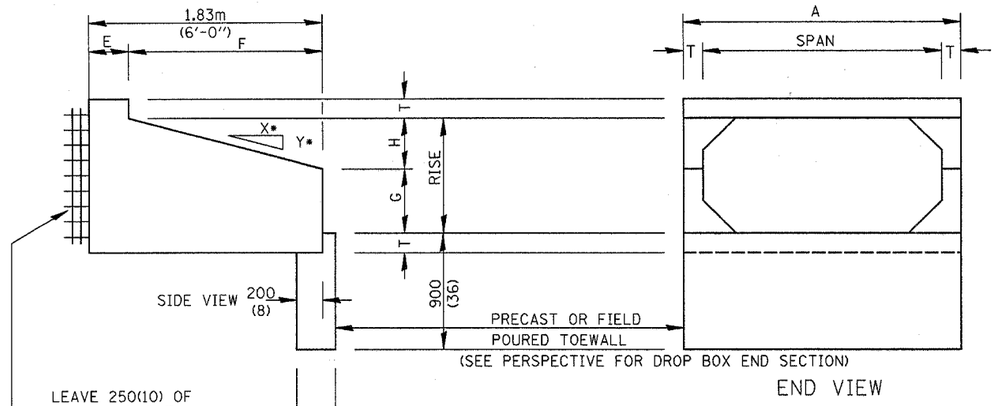
CHECKED BY

DGN-ONLY

540001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	269
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

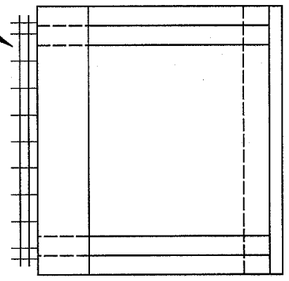
STATE CONTRACT NO. 68206



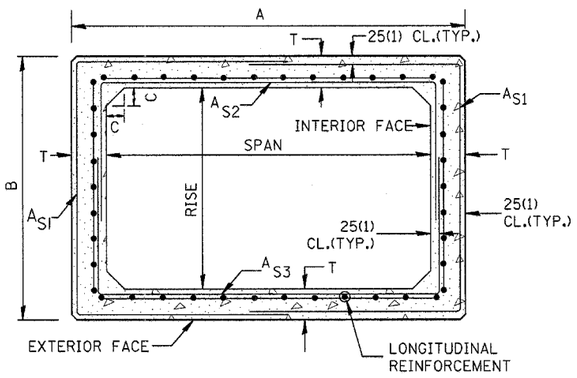
END VIEW

LEAVE 250(10) OF REINFORCEMENT EXPOSED AND PLACE THIS END INTO CONCRETE COLLAR

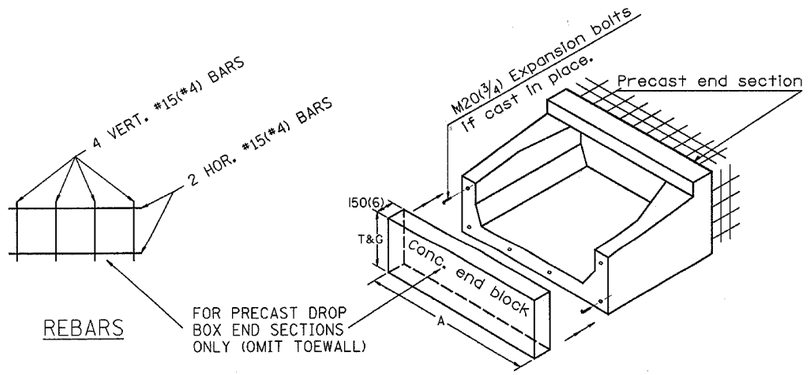
300
(12)



PLAN



CROSS-SECTION



REBARS

PERSPECTIVE

GENERAL NOTES:

1. The Box Culvert Sections shall conform to ASTM C789 for 0.6 m(2') cover or more. If less than 0.6 m(2') of cover exists, then ASTM C-850 applies and modify Table 'B' and drawing.
2. The Aggregate shall conform to the requirements of Articles 1003.02 and 1004.02 of the Standard Specifications. The gradation requirements do not apply.
3. The External Sealing Band shall conform to ASTM C 877. The appropriate portions of Articles 550.02(l) and 1057.01 of the Standard Specifications shall apply.
4. Shop plans for the Precast Reinforced Box Culvert Sections, End Sections and Drop Box End Sections shall be submitted in accordance with Article 504.04(a) of the Standard Specifications.
5. All dimensions shall be verified with the Supplier.

DESIGNER NOTES:
1. INSERT DISTRICT SPECIAL PROVISION.
2. TO BE USED IN CONJUNCTION WITH CONCRETE COLLAR.

7/18/2006

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

DATE	REVISIONS	BY
1-1-97	RENUM. J-12.08 AND J-12.09, NEW FORMAT, METRICS, NEW REVISION BOX, NOTES.	T.P.
5-1-97	CORRECT TITLE & GEN. NOTES	J.A.
6-17-99	CORRECT DIMENSIONS	J.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

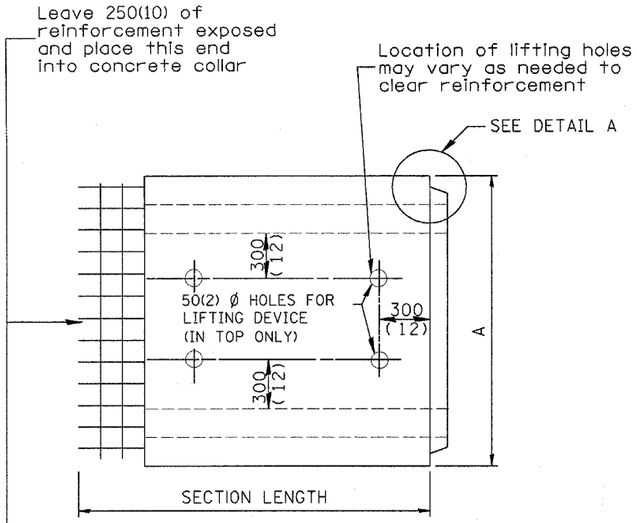
PRECAST CONCRETE BOX CULVERTS (SPECIAL), END SECTION (SPECIAL), & DROP BOX END SECTIONS (SPECIAL)

CADD STANDARD 540401-D4(1)
SCALE: NOT DRAWN TO SCALE
DATE 7/18/2006

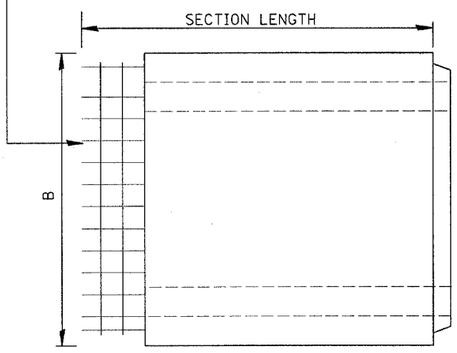
DRAWN BY CADD
CHECKED BY
SHEET 1 OF 2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	270
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

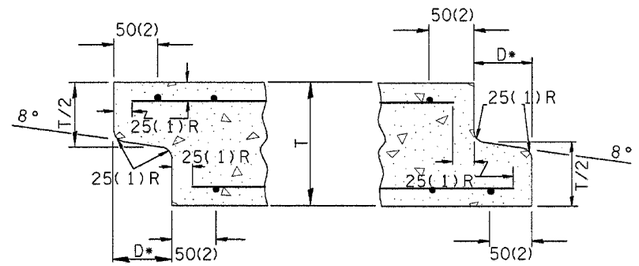
STATE CONTRACT NO. 68206



PLAN

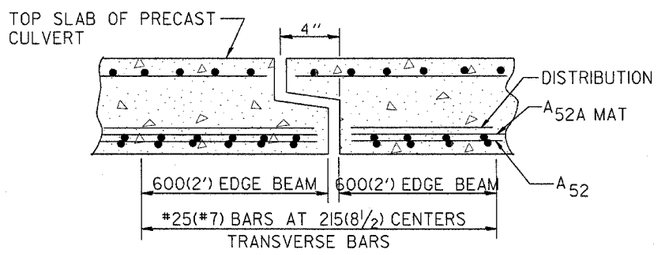


ELEVATION



NOTE: Inlet and outlet ends shall be compatible.

*The D dimension shall conform to the manufacturer's standards.



TYP. JOINT SHOWING EDGE BEAM REINFORCEMENT

NOTE: The additional Reinforcing Steel required for edge beams shall have the same length as As2A. The required area, As10, may be combined with As2 in a single mat or placed in a separate layer as shown above.
The additional Steel may be Welded Wire Fabric or grade 60 Deformed Bars.

(See GENERAL NOTES on sheet 1 of 2)

(DIMENSIONS APPLY TO END SECTION AND BOX SECTION DETAILS)

SPAN X RISE mm (ft)	T mm (in)	A	B	C mm (in)	E mm (in)	F	G	H mm (in)	SLOPE (Y : X)
600x600 (2x2)	100(4)	815(32)	815(32)	100(4)	915(36)	915(36)	305(12)	305(12)	1 : 3
600x900 (2x3)	100(4)	815(32)	1.12m (3'-8")	100(4)	610 (24)	1.22m (4'-0")	510(20)	410(16)	1 : 3
900x600 (3x2)	100(4)	1.12m (3'-8")	815(32)	100(4)	915(36)	915(36)	305(12)	305(12)	1 : 3
900x750 (3x2.5)	100(4)	1.12m (3'-8")	965(38)	100(4)	760(30)	1.07m (3'-6")	410(16)	355(14)	1 : 3
900x900 (3x3)	100(4)	1.12m (3'-8")	1.12m (3'-8")	100(4)	610(24)	1.22m (4'-0")	510(20)	410(16)	1 : 3
1200x600 (4x2)	125(5)	1.48m (4'-10")	865(34)	125(5)	915(36)	915(36)	305(12)	305(12)	1 : 3
1200x900 (4x3)	125(5)	1.48m (4'-10")	1.17m (3'-10")	125(5)	610(24)	1.22m (4'-0")	510(20)	410(16)	1 : 3
1200x1200 (4x4)	125(5)	1.48m (4'-10")	1.48m (4'-10")	125(5)	610(24)	1.22m (4'-0")	610(24)	610(24)	1 : 2
1200x1500 (4x5)	125(5)	1.48m (4'-10")	1.78m (5'-10")	125(5)	610(24)	1.22m (4'-0")	915(36)	610(24)	1 : 2
1200x1800 (4x6)	125(5)	1.48m (4'-10")	2.09m (6'-10")	125(5)	610(24)	1.22m (4'-0")	1.22m (4'-0")	610(24)	1 : 2
1500x600 (5x2)	150(6)	1.83m (6'-0")	915(36)	150(6)	915(36)	915(36)	305(12)	305(12)	1 : 3
1500x900 (5x3)	150(6)	1.83m (6'-0")	1.22m (4'-0")	150(6)	610(24)	1.22m (4'-0")	510(20)	410(16)	1 : 3
1500x1200 (5x4)	150(6)	1.83m (6'-0")	1.52m (5'-0")	150(6)	610(24)	1.22m (4'-0")	610(24)	610(24)	1 : 2
1500x1500 (5x5)	150(6)	1.83m (6'-0")	1.83m (6'-0")	150(6)	610(24)	1.22m (4'-0")	915(36)	610(24)	1 : 2
1800x600 (6x2)	175(7)	2.17m (7'-2")	965(38)	175(7)	915(36)	915(36)	305(12)	305(12)	1 : 3
1800x900 (6x3)	175(7)	2.17m (7'-2")	1.27m (4'-2")	175(7)	610(24)	1.22m (4'-0")	510(20)	410(16)	1 : 3
1800x1200 (6x4)	175(7)	2.17m (7'-2")	1.57 (5'-2")	175(7)	610(24)	1.22m (4'-0")	610(24)	610(24)	1 : 2
1800x1500 (6x5)	175(7)	2.17m (7'-2")	1.88m (6'-2")	175(7)	610(24)	1.22m (4'-0")	915(36)	610(24)	1 : 2
1800x1800 (6x6)	175(7)	2.17m (7'-2")	2.17m (7'-2")	175(7)	610(24)	1.22m (4'-0")	1.22m (4'-0")	610(24)	1 : 2
2100x1200 (7x4)	200(8)	2.54m (8'-4")	1.63m (5'-4")	200(8)	610(24)	1.22m (4'-0")	610(24)	610(24)	1 : 2
2100x1500 (7x5)	200(8)	2.54m (8'-4")	1.93m (6'-4")	200(8)	610(24)	1.22m (4'-0")	915(36)	610(24)	1 : 2
2100x1800 (7x6)	200(8)	2.54m (8'-4")	2.24m (7'-4")	200(8)	610(24)	1.22m (4'-0")	1.22m (4'-0")	610(24)	1 : 2
2100x2100 (7x7)	200(8)	2.54m (8'-4")	2.54m (8'-4")	200(8)	610(24)	1.22m (4'-0")	1.52m (5'-0")	610(24)	1 : 2
2400x1200 (8x4)	200(8)	2.84m (9'-4")	1.63m (5'-4")	200(8)	610(24)	1.22m (4'-0")	610(24)	610(24)	1 : 2
2400x1500 (8x5)	200(8)	2.84m (9'-4")	1.93m (6'-4")	200(8)	610(24)	1.22m (4'-0")	915(36)	610(24)	1 : 2
2400x1800 (8x6)	200(8)	2.84m (9'-4")	2.24m (7'-4")	200(8)	610(24)	1.22m (4'-0")	1.22m (4'-0")	610(24)	1 : 2
2700x1500 (9x5)	225(9)	3.2m (10'-6")	1.98m (6'-6")	225(9)	610(24)	1.22m (4'-0")	915(36)	610(24)	1 : 2
2700x1800 (9x6)	225(9)	3.2m (10'-6")	2.29m (7'-6")	225(9)	610(24)	1.22m (4'-0")	1.22m (4'-0")	610(24)	1 : 2

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

PRECAST CONCRETE BOX CULVERTS (SPECIAL), END SECTION (SPECIAL), & DROP BOX END SECTIONS (SPECIAL)

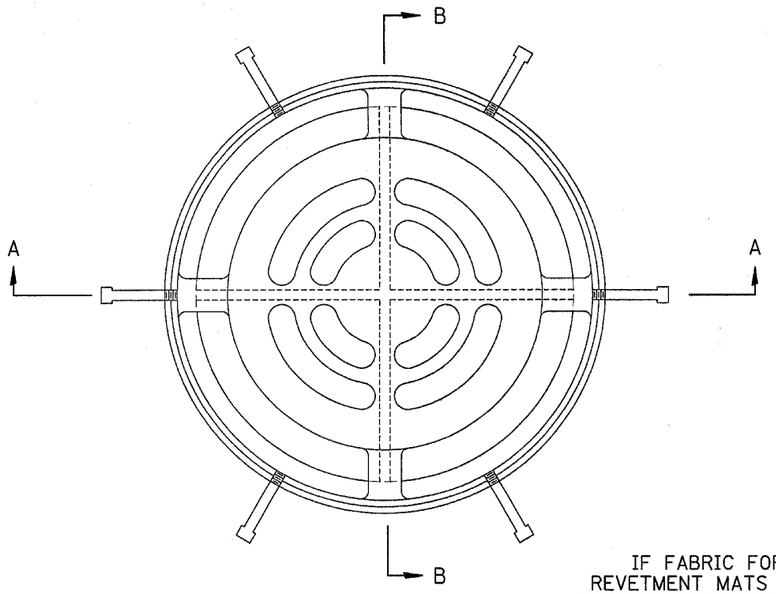
CADD STANDARD 540401-D4(2)
SCALE: NOT TO SCALE
DATE: 7/18/2006

DRAWN BY CADD
CHECKED BY
SHEET 2 OF 2

7/18/2006

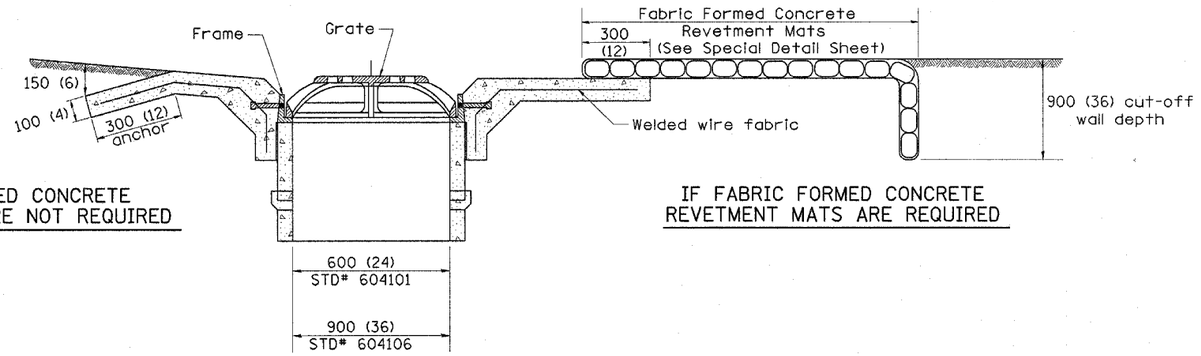
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	271
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



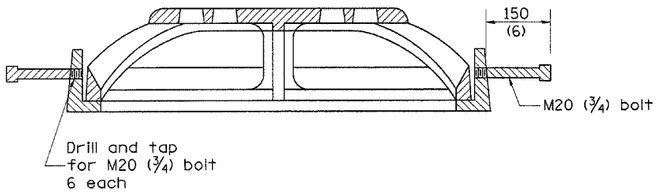
PLAN
(STD# 604101 & 604106)

IF FABRIC FORMED CONCRETE REVETMENT MATS ARE NOT REQUIRED



IF FABRIC FORMED CONCRETE REVETMENT MATS ARE REQUIRED

SECTION B-B
(STD# 604101 & 604106)



SECTION A-A
(STD# 604101 & 604106)

GENERAL NOTES

1. The applicable portions of Highway Standards 604101 and/or 604106 shall apply, except as noted herin.

Designer Notes:
1. This is to be used to supplement Standard 604101 and/or 604106
2. If fabric formed concrete revetment mats are used, include District CADD drawing.
3. Include District Special Provision.

7/18/2006

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. B-4.09, NEW REVISION BOX.	T.P.
	REVISED DESIGNER NOTES.	

MEDIAN INLET (604101), SPECIAL
AND
MEDIAN INLET (604106), SPECIAL

CADD STANDARD 604101-D4

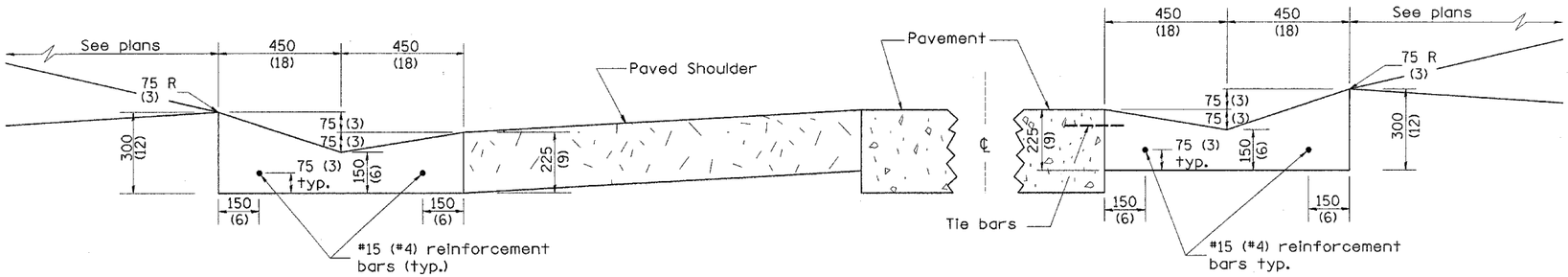
SCALE NOT TO SCALE — DRAWN BY CADD

DATE 7/18/2006 — CHECKED BY

I:\03033\cad\t\construction_plans\230_d4cadd604_611.dgn

604101-D4

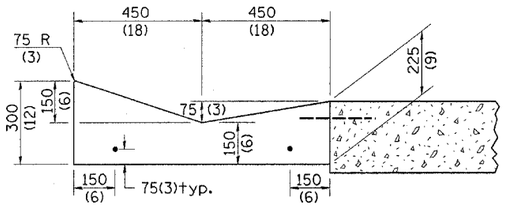
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	272
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		STATE CONTRACT NO. 68206		



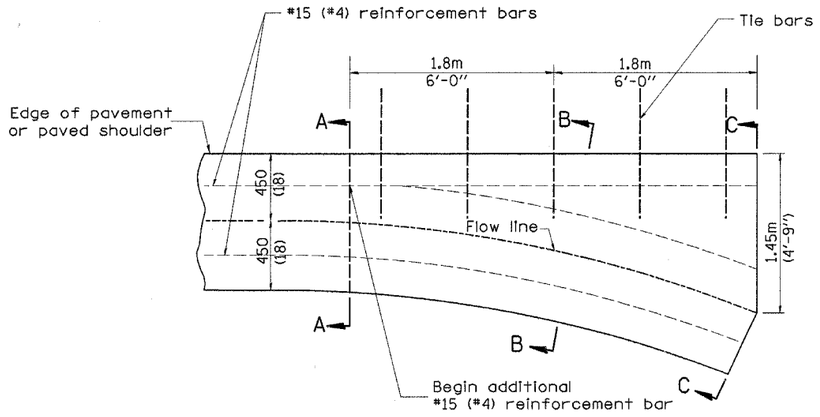
SHOULDER EDGE GUTTER

PAVEMENT EDGE GUTTER

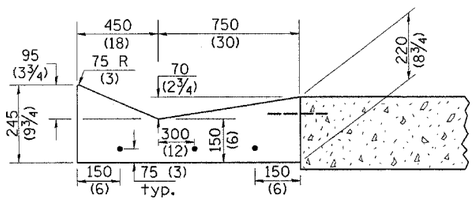
TYPE A GUTTER (MODIFIED)



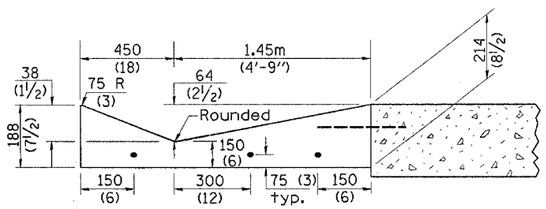
SECTION A-A



PLAN



SECTION B-B



SECTION C-C

QUANTITY

Section C-C to A-A

m³ (cu. yd.) concrete.

GENERAL NOTES:

1. TYPE A GUTTER (MODIFIED) shall conform to the the applicable portions of Section 606.
2. Tie bars shall be No. 20 (No. 6) at 600mm (24") centers unless otherwise shown.
3. Gutter, gutter inlets, gutter outlets, and gutter entrances shall be tied to rigid pavement in accordance with details shown on Standard 420001.
4. Joints shall be constructed in accordance with Article 606.06.
5. Welded wire fabric shall conform to Article 1006.10(c)(1), and shall not be less than 2.83 kg/m² (58 lbs/100 sq.ft.).

DESIGNER NOTE:
1. INCLUDE STATE STANDARD 420001.
2. INCLUDE DISTRICT SPECIAL PROVISION.

QUANTITIES
CALC. BY: _____ DATE:
CHECKED BY: _____ DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

7/18/2006

INLET

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

DATE	REVISIONS	BY
1-1-97	RENUM. A-1.02, NEW REVISION	T.P.
	BOX, ELIMINATED EXPANSION ANCHOR TIES.	
2-28-02	ENTRANCE TYPICALS REVISED	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

TYPE A GUTTER, (MODIFIED) (INLET, OUTLET & ENTRANCE)

CADD STANDARD 606101-D4 SHEET 1 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE 7/18/2006 CHECKED BY

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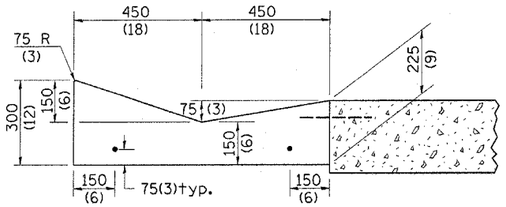
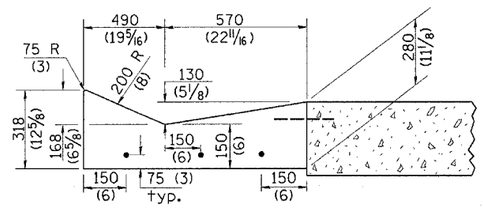
606101-D4 (1)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	273
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

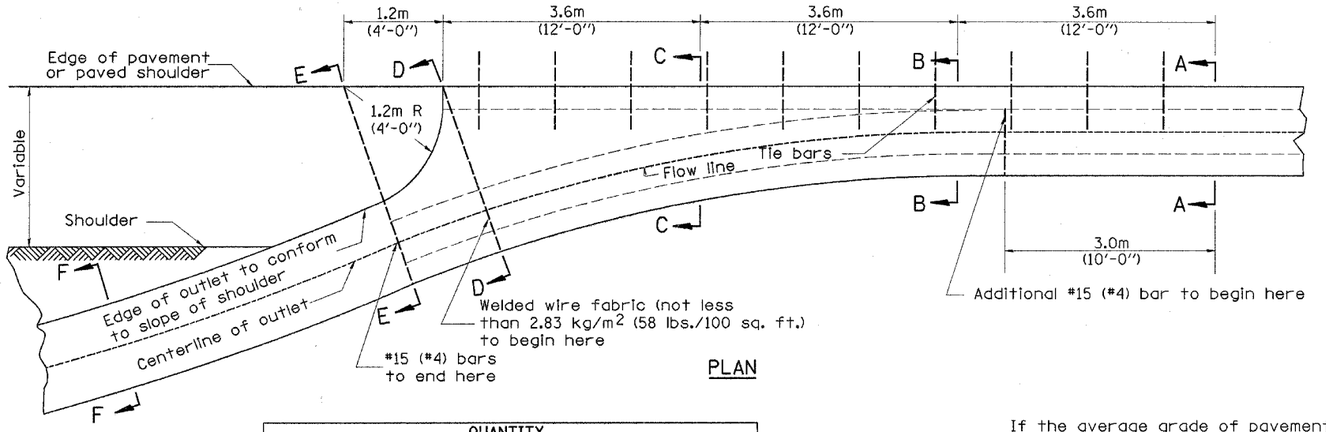
STATE CONTRACT NO. 68206



SECTION A-A



SECTION B-B

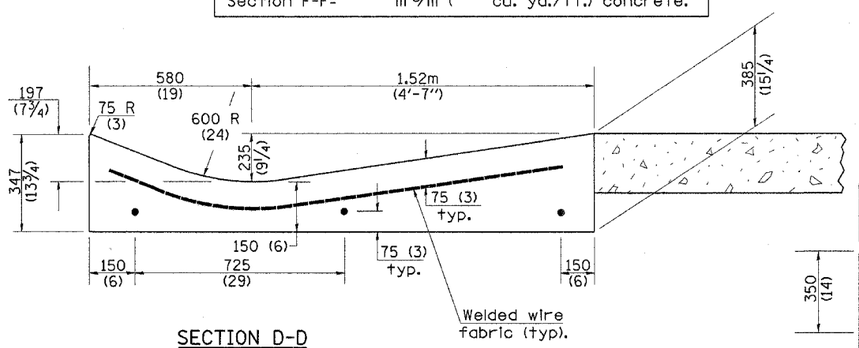


PLAN

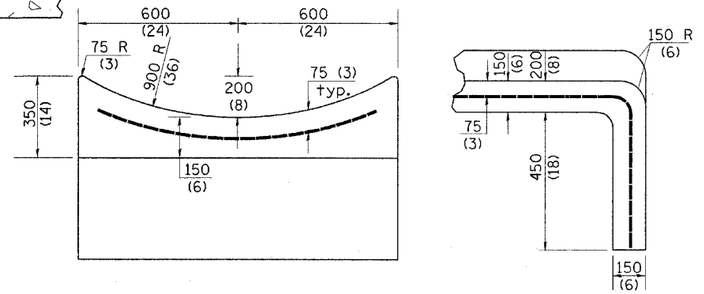
QUANTITY

Section A-A to E-E= m3 (cu. yd.) concrete.
Section F-F= m 3/m (cu. yd./ft.) concrete.

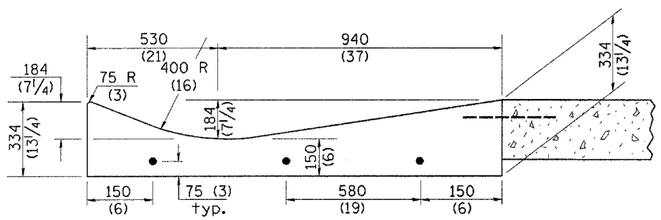
If the average grade of pavement for the distance from section A-A to section D-D exceeds 2%, this distance shall be increased 1.8 m (6 ft.) for each 1% increase in grade. A quantity adjustment is required.



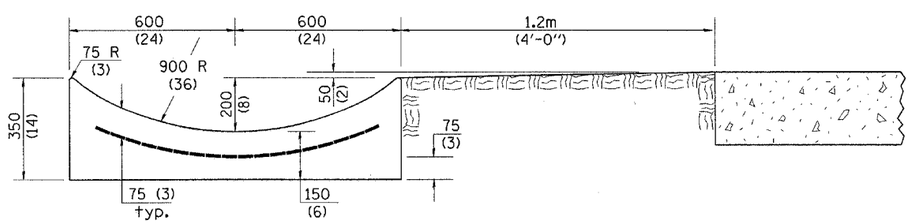
SECTION D-D



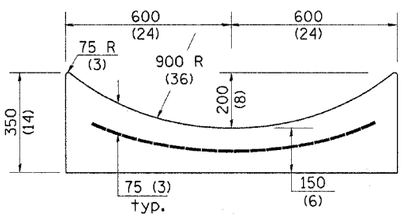
SECTIONS AT END OF OUTLET
(CURTAIN WALL)



SECTION C-C



SECTION E-E



SECTION F-F

QUANTITY

Curtain Wall
m3 (cu. yd.) concrete.

OUTLET

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

QUANTITIES

CALC. BY: _____ DATE:
CHECKED BY: _____ DATE:

QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

7/18/2006

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPE A GUTTER, (MODIFIED) (INLET, OUTLET & ENTRANCE)

CADD STANDARD 606101-D4 SHEET 2 OF 3

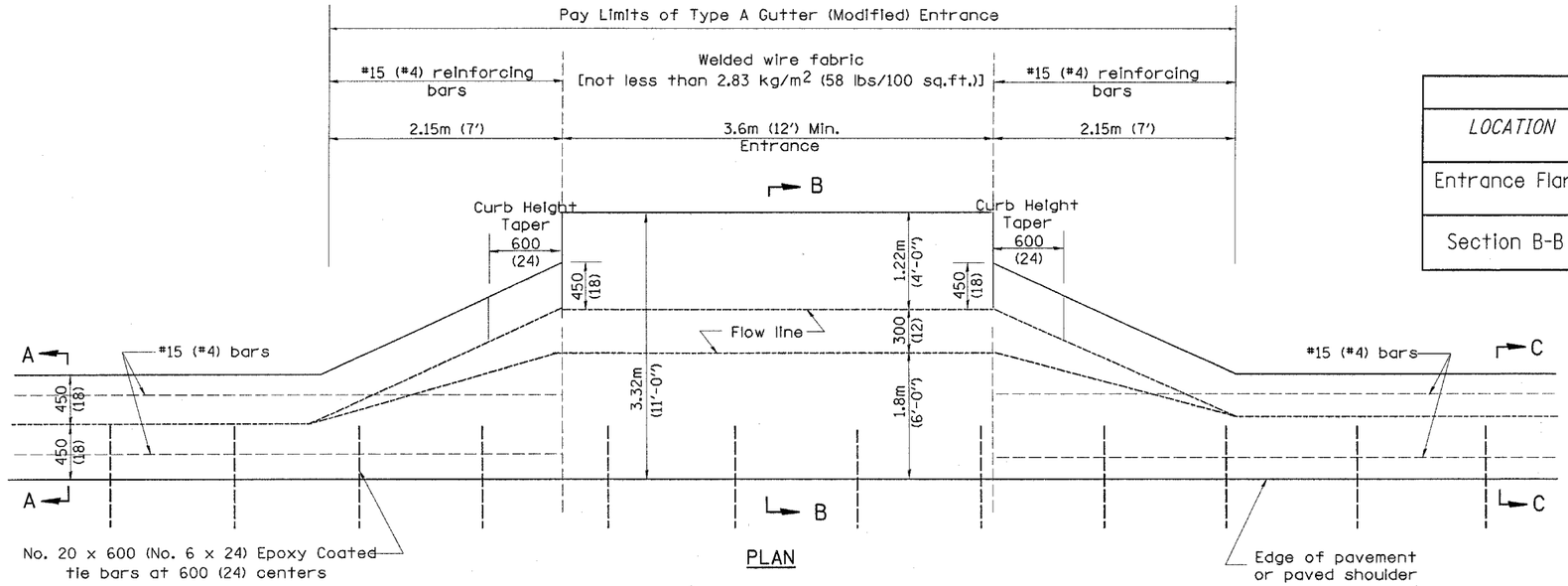
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE 7/18/2006 CHECKED BY

i:\03033\cad\t\construction_plans\230_d4cadd604_611.dgn

606101-D4 (2)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	274
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

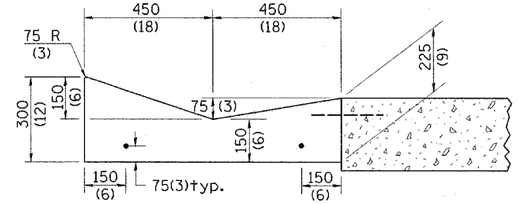
STATE CONTRACT NO. 68206



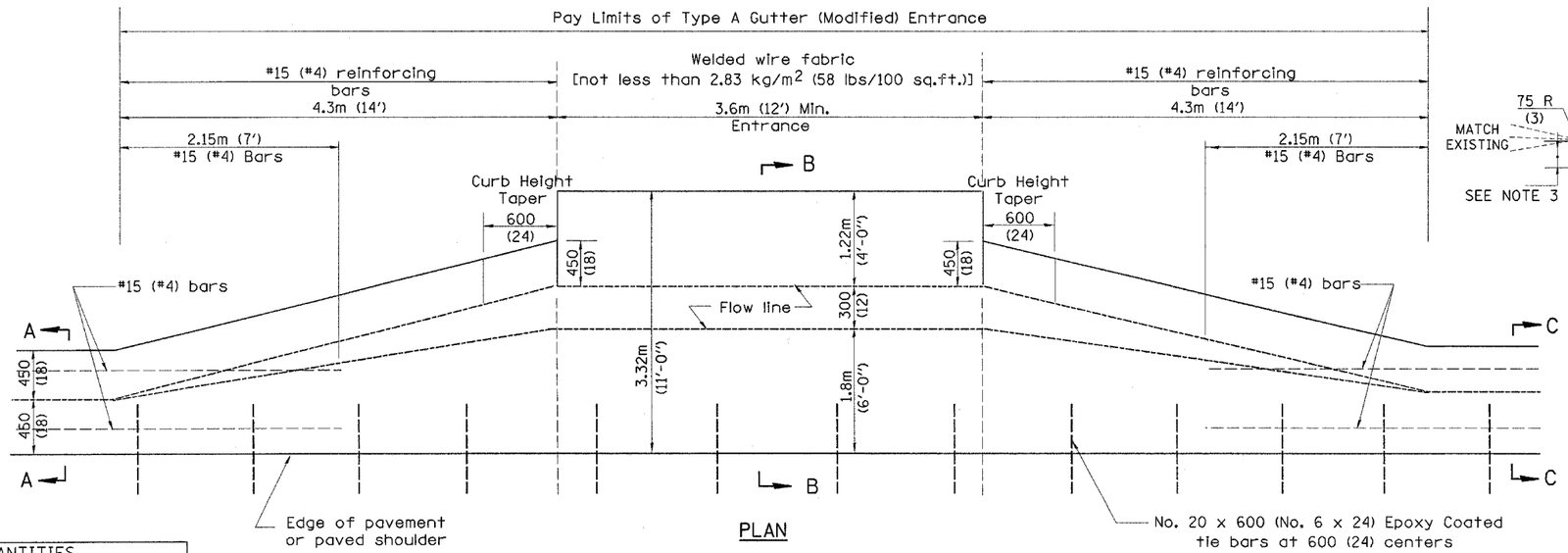
PLAN

TYPICAL URBAN ENTRANCE

QUANTITY CALCULATION			
LOCATION	*LENGTH*	*NON-COMMERCIAL 150 (6)*	*COMMERCIAL ENTRANCE 200 (8)*
Entrance Flare	2.15 m (7 Ft) Urban 4.30 m (14 Ft) Rural	0.37 Cu M / M (0.15 Cu Yd / Ft)	0.45 Cu M / M (0.18 Cu Yd / Ft)
Section B-B	See Plans	0.57 Cu M / M (0.23 Cu Yd / Ft)	0.70 Cu M / M (0.28 Cu Yd / Ft)

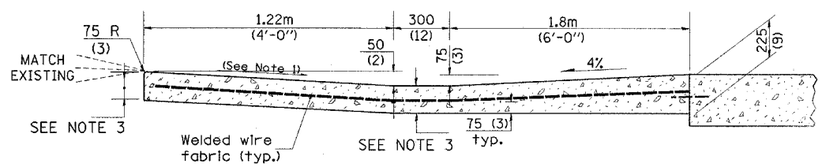


SECTION A-A & C-C



PLAN

TYPICAL RURAL ENTRANCE



SECTION B-B

GENERAL NOTES

1.) Slope may be increased from 4% (min.) to 6% (max.) in order to match the existing.

2.) The cross-slope is to be constructed as given in the plans from back turnout to where driveway matches existing.

3.) For Non-Commercial Entrances the driveway thickness shall be 150 (6). For Commercial Entrances the driveway thickness shall be 200 (8).

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

ENTRANCE

QUANTITIES
CALC. BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
TYPE A GUTTER, (MODIFIED) (INLET, OUTLET & ENTRANCE)	
CADD STANDARD 606101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE 7/18/2006	CHECKED BY

7/18/2006

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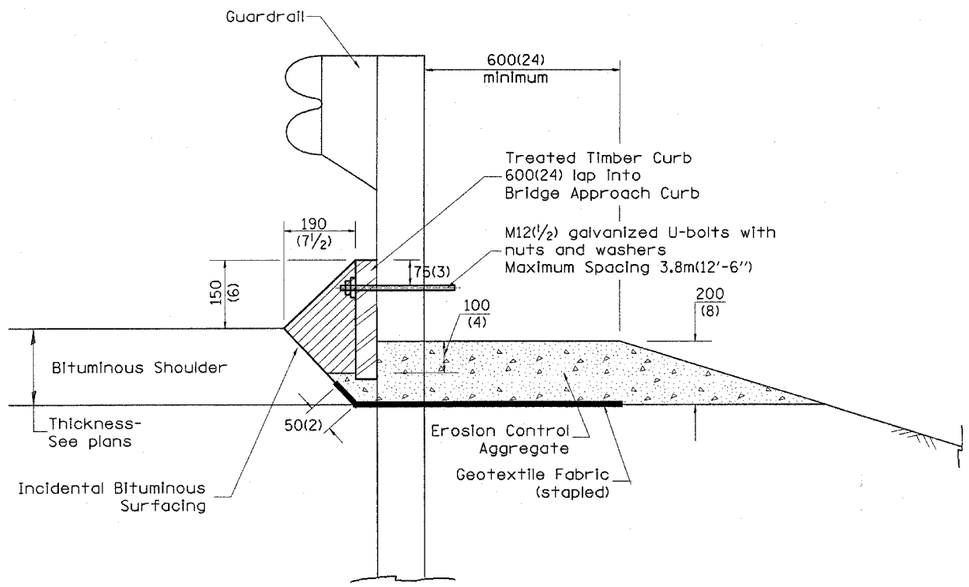
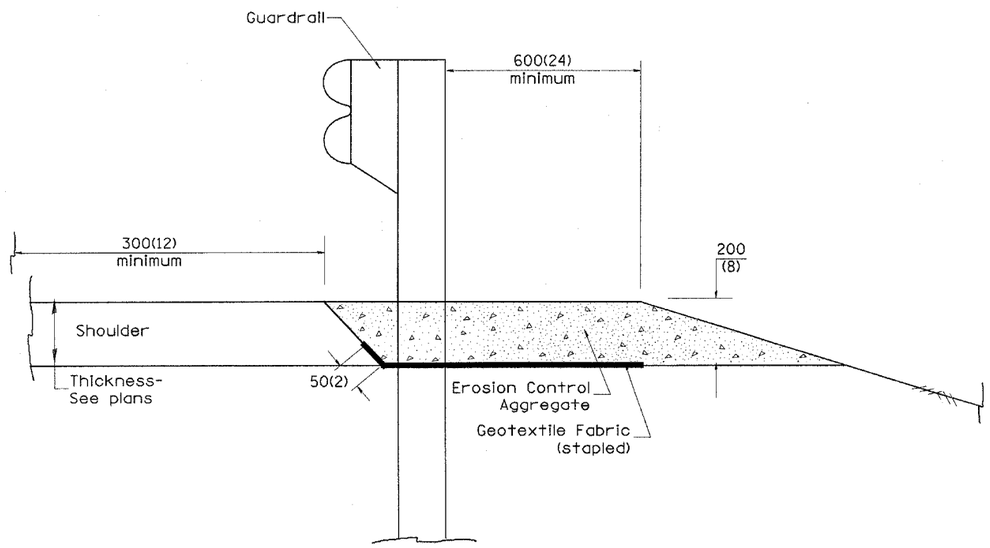
606101-D4 (3)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	275
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



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 6.4 kg/m^3 (0.40 lbs./cu. ft.)

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 300(12) 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 millimeters (inches) unless otherwise noted.

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.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL EROSION CONTROL TREATMENTS

CADD STD NO. 630101-04(1)
SCALE: NOT DRAWN TO SCALE
DATE 7/18/2006

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

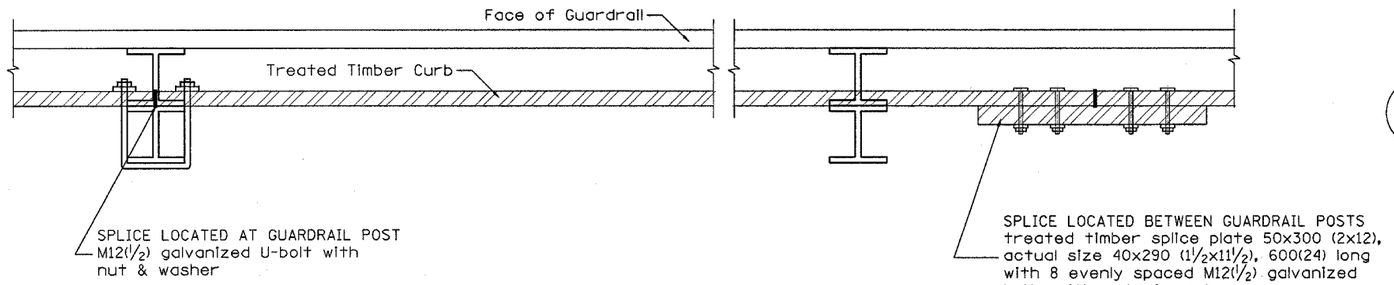
630101-D4(1)

7/18/2006

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; 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.

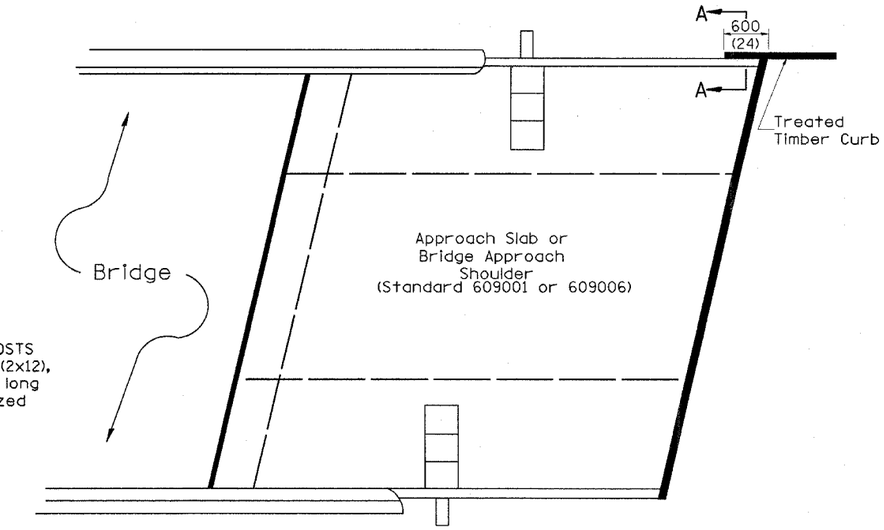
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	276
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



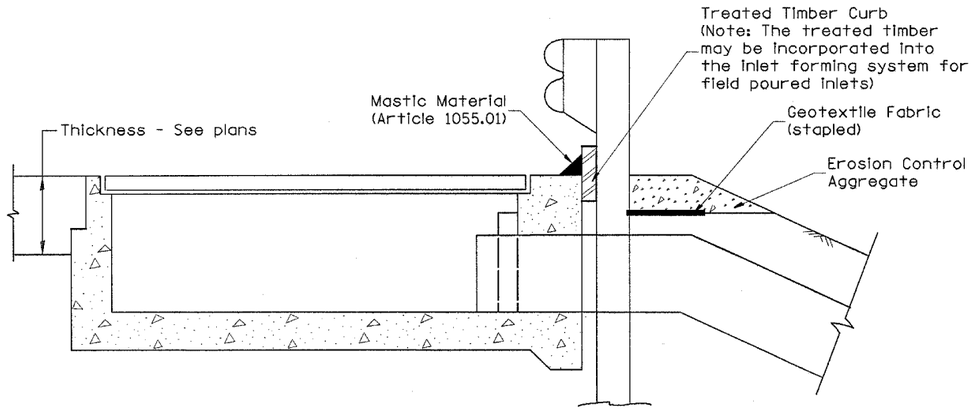
DETAIL A

(Typical Treated Timber Splices)

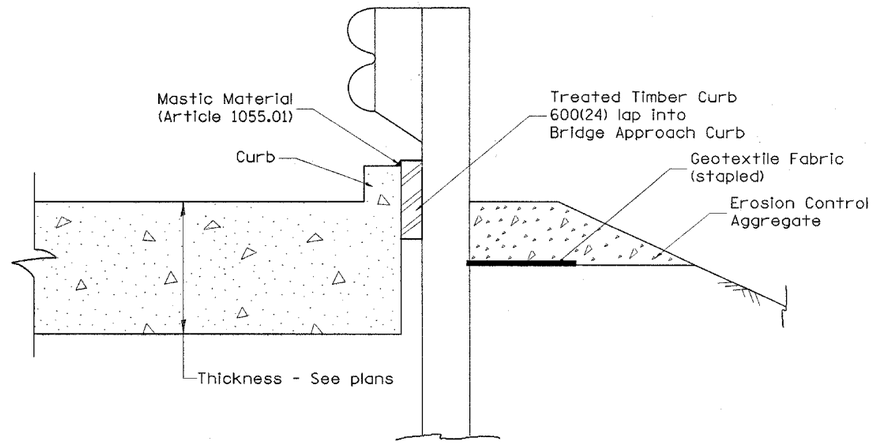


PLAN VIEW

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 millimeters (inches) 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

DATE 7/18/2006 CHECKED BY

7/18/2006

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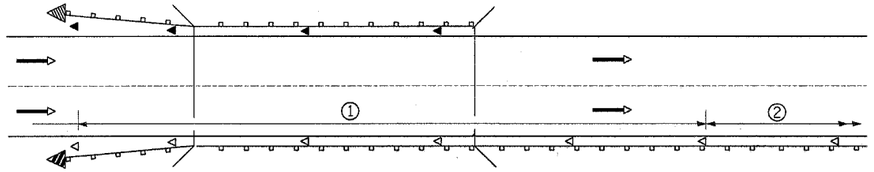
630101-D4(2)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	277
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

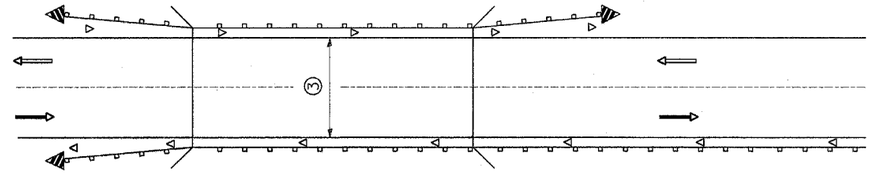
STATE CONTRACT NO. 68206



① Spacing 24 m (80 ft.) max. for first 122 m (400 ft.) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).

② After 122 m (400 ft.), 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 610 (24) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

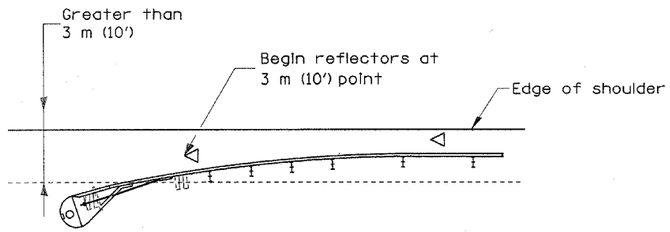
GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

◁ Monodirectional silver

◀ Monodirectional amber

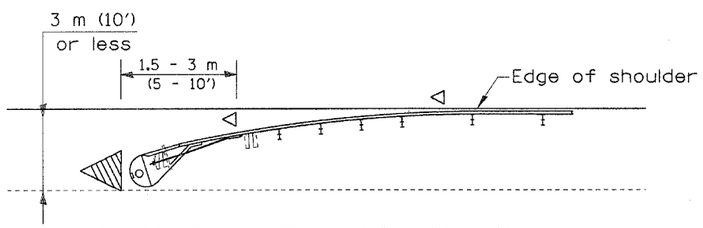
Terminal Marker - Black/Yellow
Left or Right as appropriate



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

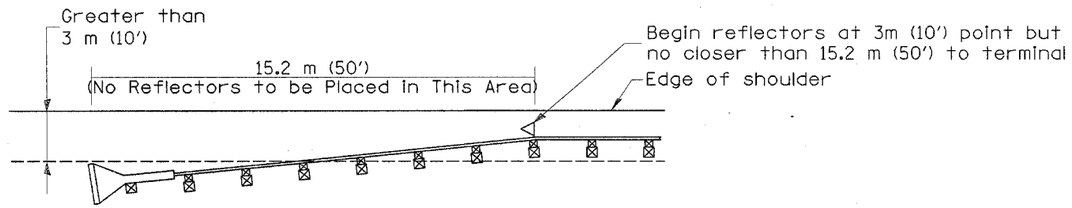
Traffic Barrier Terminal Type(*) and/or
Turned-Down Terminal

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



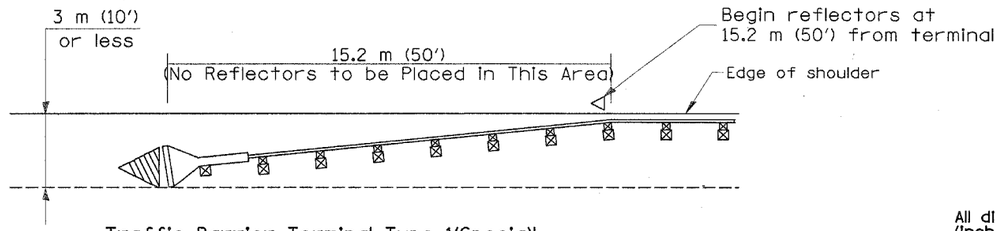
Traffic Barrier Terminal Type(*) and/or
Turned-Down Terminal

[Terminal over 3 m (10') or less 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 3 m (10') from edge of shoulder]



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

TERMINAL MARKER PLACEMENT

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

DATE	REVISIONS	BY
1-1-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. SPEC. *	J.A.

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
DATE 7/18/2006 CHECKED BY

635101-D4 (1)

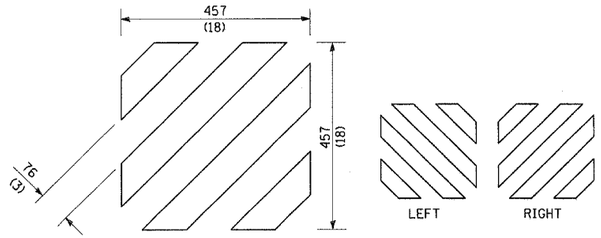
DESIGNER NOTE:
1. INCLUDE APPROPRIATE SPECIAL PROVISIONS FOR "GUARD RAIL DELINEATION POLICY: 1. TERMINAL MARKER, 2. TERMINAL MARK POST, AND 3. GUARDRAIL AND BARRIER WALL MARKERS."
FROM INTERIM SPECIAL PROVISIONS 94-74; "GUARDRAIL AND BARRIER WALL DELINEATION."
2. IF POST MOUNT TERMINAL MARKER IS USED,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

7/18/2006

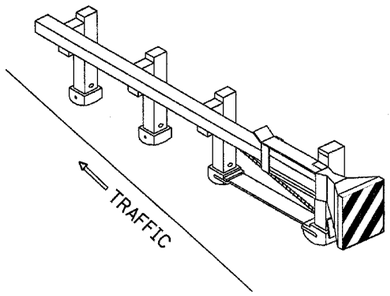
I:\03033\cad\t\construction_plans\231_d4cadd630.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	278
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

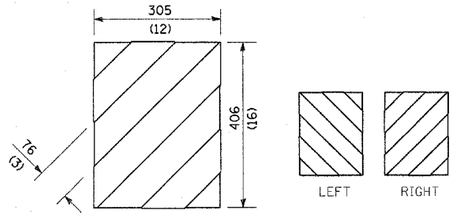
STATE CONTRACT NO. 68206



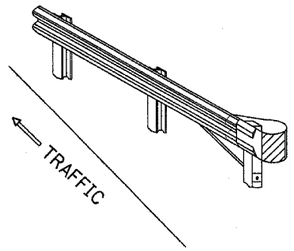
For Traffic Barrier Terminal Type 1 (Special)



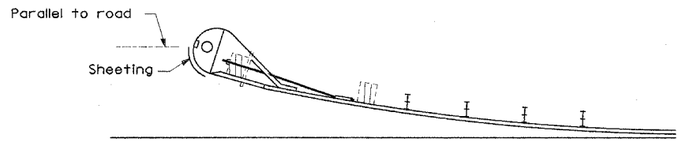
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



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



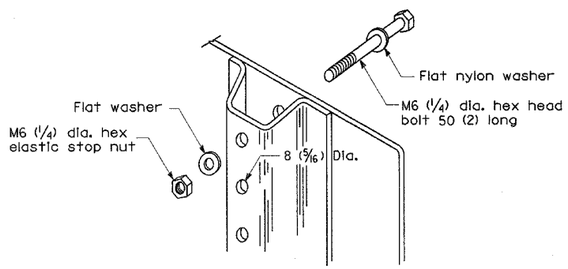
Sheeting Position for
Traffic Barrier Terminal Type (*)
* See Plans for Type

TERMINAL MARKER DETAILS

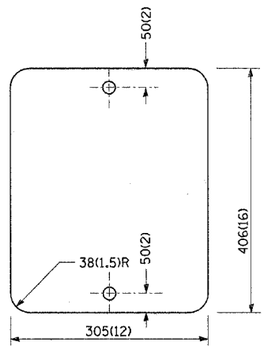
Color: Black / Yellow reflectorized

OM - I100 (L or R) Direct applied reflective sheeting

OM - I200 (L or R) Post mounted

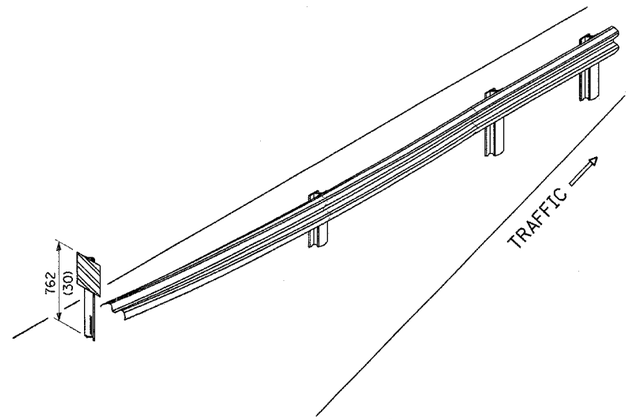


DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER

POST MOUNTED TERMINAL MARKER ASSEMBLY



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

TERMINAL MARKER TREATMENTS

GENERAL NOTES

All dimensions are in millimeters (inches) 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
DATE 7/18/2006 CHECKED BY

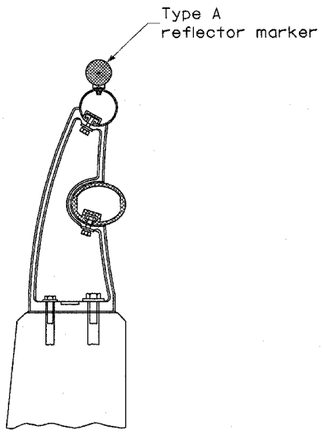
7/18/2006

I:\03033\cad\t\construction_plans\231_d4cadd630.dgn

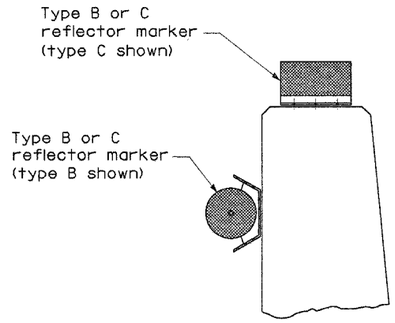
635101-D4 (2)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	279
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

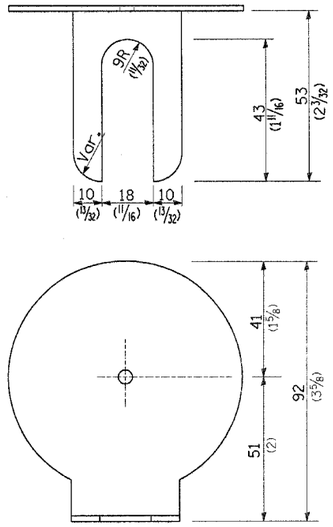


TYPICAL MOUNTING DETAIL
FOR BRIDGE RAIL REFLECTOR

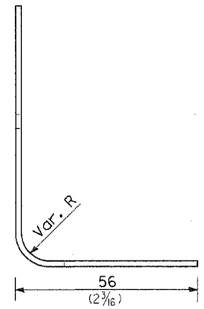


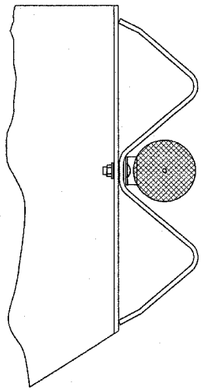
TYPICAL MOUNTING DETAIL
FOR BARRIER WALL REFLECTOR

REFLECTOR MOUNTING

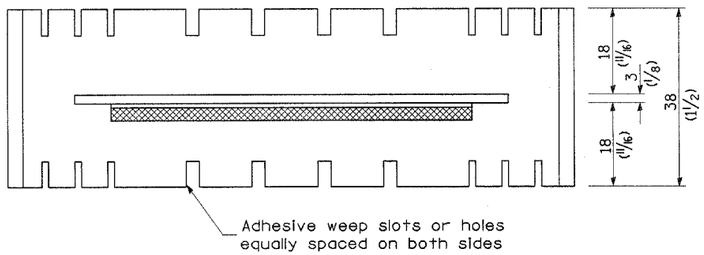


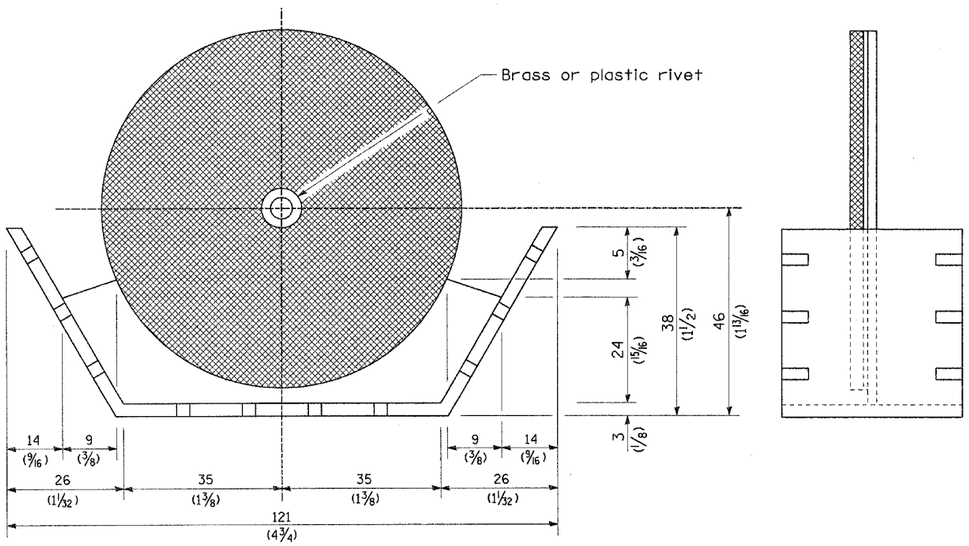
REFLECTOR MARKER TYPE A



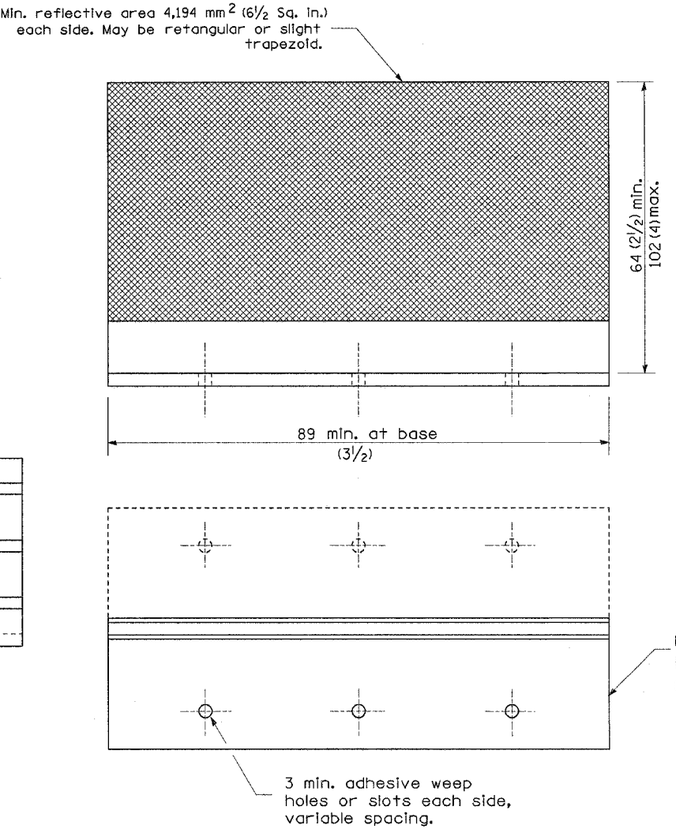


TYPICAL GUARDRAIL MOUNTING WITH
REFLECTOR MARKER TYPE A

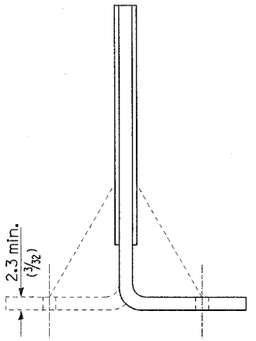




REFLECTOR MARKER TYPE B



REFLECTOR MARKER TYPE C



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

REFLECTORS

All dimensions are in millimeters
(inches) 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

DATE 7/18/2006 CHECKED BY

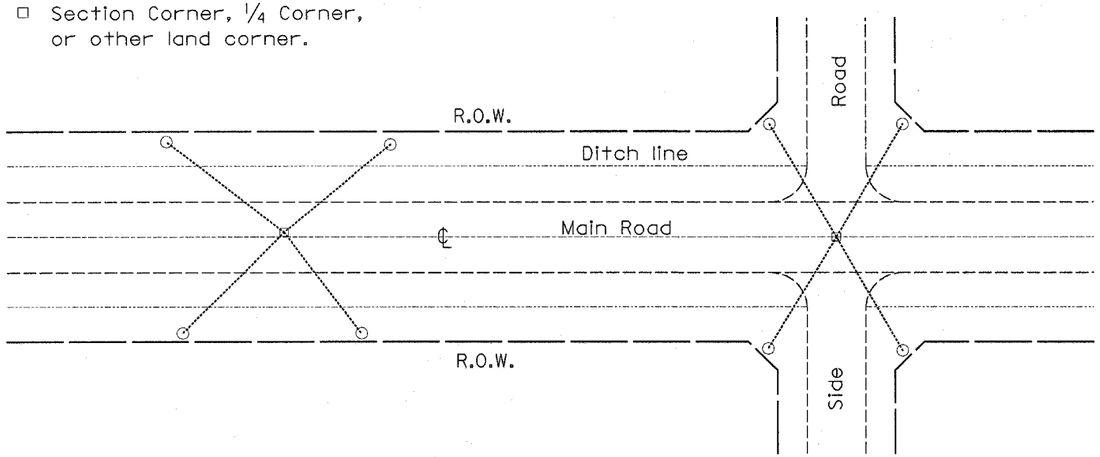
635101-D4 (3)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	280
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

PERMANENT SURVEY TIES

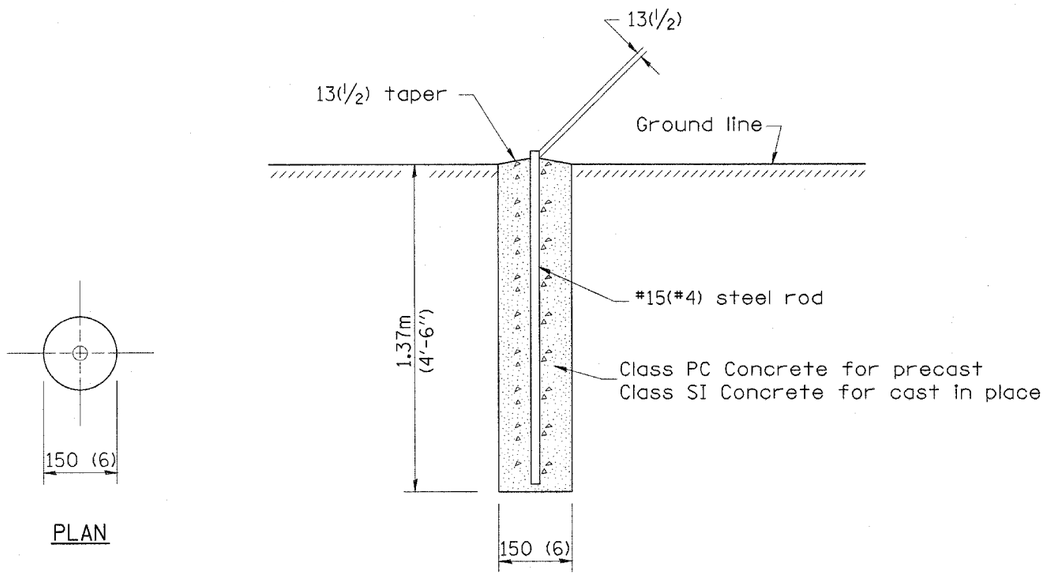
○ Permanent Survey Tie
□ Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

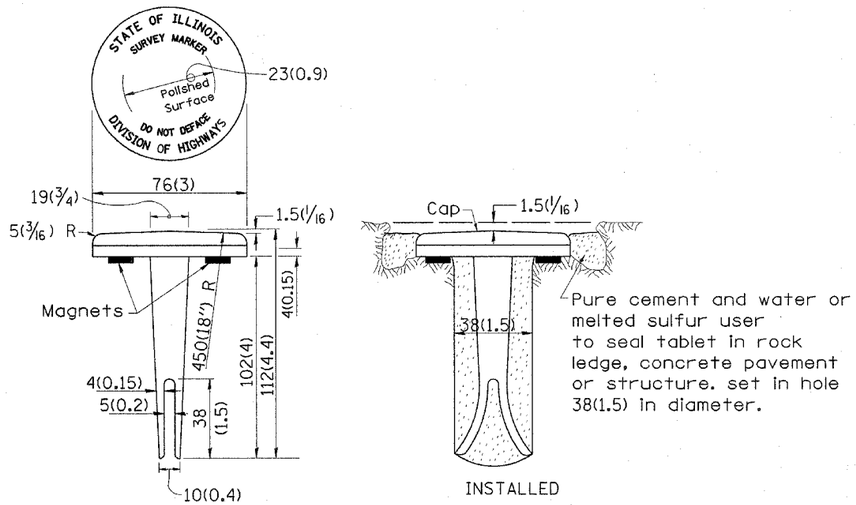
1. The marker may be either precast of Class PC Concrete, or cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.



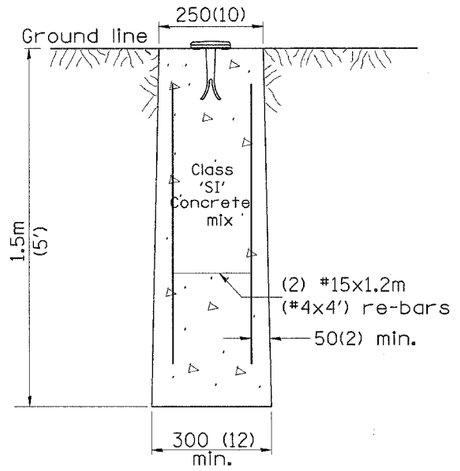
PLAN

SECTION

PERMANENT SURVEY MARKERS



BRONZE TABLET - No Scale
TYPE I



MARKER CAST IN PLACE
TYPE II

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 19 (3/4) and a thickness of 6 (1/4), or equivalent, shall beattached to the underside of the tabiet with an approved epoxy bonding agent.
3. 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 alway inter-visible, and not to exceed 300m(1000').
4. 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.
5. 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.

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

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

7/18/2006

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.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
PERMANENT SURVEY TIE
&
PERMANENT SURVEY MARKERS TY.I - TY.II
CADD STD. NO. 667101-D4
SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD
DATE 7/18/2006 — CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	281
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE OR DESCRIPTION	SIGN DIMENSIONS		SIGN PANEL			WOOD SIGN SUPPORT		TELESCOPING STEEL SIGN SUPPORT	BASE FOR TELESCOPING STEEL SIGN SUPPORT
					LENGTH	HEIGHT	TYPE I	TYPE II	TYPE III	POST 1	POST 2		
					in	in	sq ft	sq ft	sq ft	ft	ft	ft	each
HANCOCK COUNTY													
IL 336	1406+70.00	69' LT	R2-I104		48	96			32	20.0			
	1407+50.00	6' LT	R6-1R		36	12	3.00			15.0			
	1410+70.00	69' LT	R2-1		36	48		12		16.0			
	1415+40.00	6' LT	R1-2		48	48	8.00			16.0			
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
	1416+40.00	6' RT	R1-2		48	48	8.00			16.0			
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
	1420+60.00	69' RT	R2-1		36	48		12		16.0			
	1424+60.00	69' RT	R2-I104		48	96			32	20.0			
	1431+05.00	69' RT	I-3		54	18	6.75			13.5	14.0		
	1432+85.00	69' LT	I-3		54	18	6.75			13.5	14.0		
	1440+50.00	6' LT	R6-1R		36	12	3.00			13.0			
	1442+89.11	69' LT	I1-I104		48	24	8.00			14.0			
FR 02	167+57.00	4' LT	OM4-1		18	18	2.25			11.0			
	167+57.00	CL	R11-2		48	30		10		11.0			
	167+57.00	4' RT	OM4-1		18	18	2.25			13.0	13.0		
SUBTOTAL HANCOCK COUNTY							60	34	64	249.0		0.0	0
MCDONOUGH COUNTY													
IL 336	1443+06.29	69' RT	I1-I104		60	24		10		14.0			
	9+50.00	69' RT	W2-1		36	36	9.00			16.0			
			W17-I100		30	12	2.50						
	13+50.00	69' LT	R2-I104		48	96			32	20.0			
	17+50.00	69' LT	R2-1		36	48		12		16.0			
	19+40.00	0' RT	R5-1A		36	24	6.00			14.0			
	19+40.00	69' RT	R5-1A		36	24	6.00			14.0			
	21+40.00	0' RT	R5-1		36	36	9.00			15.0			
	21+40.00	69' RT	R5-1		36	36	9.00			15.0			
	21+70.00	9' LT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	22+70.00	7' RT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	23+05.00	0' RT	R5-1		36	36	9.00			15.0			
	23+05.00	69' LT	R5-1		36	36	9.00			15.0			
	25+05.00	0' LT	R5-1A		36	24	6.00			14.0			
	25+05.00	69' LT	R5-1A		36	24	6.00			14.0			
	27+00.00	69' RT	R2-1		36	48		12		16.0			
	29+55.00	69' LT	Advance Guide		102	90			64	20.0	21.0		
	31+00.00	69' RT	R2-I104		48	96			32	20.0			
	34+50.00	69' LT	W2-1		36	36	9.00			16.0			
			W17-I100		30	12	2.50						
	39+60.00	69' LT	R2-I104		48	96			32	20.0			
	41+00.00	69' RT	M2-1		21	15	2.19			14.0			
			M1-I100		24	24	4.00						
	42+75.00	69' RT	D1-2A		72	30		15		14.5	15.5		
	43+60.00	69' LT	R2-1		36	48		12		16.0			
	44+00.00	69' LT	D2-2		66	30		14		14.5	15.0		
	46+00.00	0' RT	R5-1A		36	24	6.00			14.0			
	46+00.00	69' RT	R5-1A		36	24	6.00			14.0			
			M3-3		24	12	2.00						
			M1-I100		24	24	4.00						
			M6-1		21	15	2.19						
	47+00.00	69' LT	M3-4		30	15	3.13			14.0			
			M1-I100		30	24	5.00						
			M3-4		30	15	3.13						
			M1-4		30	24	5.00						
	48+00.00	0' RT	R5-1		36	36	9.00			15.0			
	48+00.00	69' RT	R5-1		36	36	9.00			15.0			
	48+45.00	2' LT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	49+60.00	0' RT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	49+75.00	0' LT	R5-1		36	36	9.00			15.0			
	49+75.00	69' LT	R5-1		36	36	9.00			15.0			
	51+00.00	69' RT	M3-2		30	15	3.13			14.0			
			M1-I100		30	24	5.00						
			M3-2		30	15	3.13						
			M1-4		30	24	5.00						
	51+75.00	0' LT	R5-1A		36	24	6.00			14.0			
	51+75.00	69' LT	R5-1A		36	24	6.00			14.0			
			M3-3		24	12	2.00						
			M1-I100		24	24	4.00						
			M6-1L		21	15	2.19						

(CONTINUED ON NEXT SHEET)

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

DATE	REVISIONS	BY
1-1-97	RENUM. E-3.04, METRICS, NEW REVISION	T.P.
	BOX, REVISED TITLE BOX	

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

TABULATION OF SIGNS

CADD STANDARD 720011-D4
SCALE: NOT DRAWN TO SCALE
DATE 7/18/2006

DRAWN BY CADD
CHECKED BY

7/18/2006

I:\03033\cad\t\construction_plans\234_d4cadd720.dgn

720011-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	282
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE OR DESCRIPTION	SIGN DIMENSIONS		SIGN PANEL			WOOD SIGN SUPPORT		TELESCOPING STEEL SIGN SUPPORT	BASE FOR TELESCOPING STEEL SIGN SUPPORT
					LENGTH	HEIGHT	TYPE I	TYPE II	TYPE III	POST 1	POST 2		
					In	In	sq ft	sq ft	sq ft	ft	ft	ft	each
IL 336 (CONTINUED)	54+00.00	69' RT	D2-2		66	30		14		14.5	15.0		
	54+15.00	69' LT	D1-2A		84	30		18		14.5	15.5		
	55+50.00	69' RT	R2-1		36	48		12		16.0			
	56+00.00	69' RT	D7-1		72	42		21		15.5	16.5		
	56+50.00	69' LT	M2-1		21	15	2.19			14.0			
			M1-1100		24	24	4.00						
	59+50.00	69' RT	R2-1104		48	96			32	20.0			
	63+00.00	63' RT	W2-1		36	36	9.00			16.0			
			W17-1100		30	12	2.50						
	66+85.00	69' LT	R2-1104		48	96			32	20.0			
	67+30.00	69' LT	Advance Guide		102	90			64	19.5	20.5		
	70+85.00	69' LT	R2-1		36	48		12		16.0			
	72+70.00	0' RT	R5-1A		36	24	6.00			14.0			
	72+70.00	69' RT	R5-1A		36	24	6.00			14.0			
	74+70.00	0' RT	R5-1		36	36	9.00			15.0			
	74+70.00	69' RT	R5-1		36	36	9.00			15.0			
	75+05.00	8' LT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	76+10.00	8' RT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	76+50.00	0' LT	R5-1		36	36	9.00			15.0			
	76+50.00	69' LT	R5-1		36	36	9.00			15.0			
	78+50.00	0' LT	R5-1A		36	24	6.00			14.0			
	78+50.00	69' LT	R5-1A		36	24	6.00			14.0			
	80+30.00	69' RT	R2-1		36	48		12		16.0			
	84+30.00	69' RT	R2-1104		48	96			32	20.0			
	88+00.00	69' LT	W2-1		36	36	9.00			16.0			
			W17-1100		30	12	2.50						
	102+05.00	0' RT	R6-1R		36	12	3.00			13.0			
			R6-1R		36	12	3.00						
	103+25.00	69' RT	W2-1		36	36	9.00			16.0			
			W17-1100		30	12	2.50						
	107+00.00	69' LT	R2-1104		48	96			32	20.0			
	111+00.00	69' LT	R2-1		36	48		12		16.0			
	113+00.00	0' RT	R5-1A		36	24	6.00			14.0			
	113+00.00	69' RT	R5-1A		36	24	6.00			14.0			
	115+00.00	0' RT	R5-1		36	36	9.00			15.0			
	115+00.00	69' RT	R5-1		36	36	9.00			15.0			
	115+20.00	7' LT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	116+25.00	7' RT	R1-2		48	48	8.00			16.0			
			R6-1R		36	12	3.00						
			R6-1L		36	12	3.00						
	116+70.00	0' LT	R5-1		36	36	9.00			15.0			
	116+70.00	69' LT	R5-1		36	36	9.00			15.0			
	118+70.00	0' LT	R5-1A		36	24	6.00			14.0			
	118+70.00	69' RT	R5-1A		36	24	6.00			14.0			
	120+45.00	69' RT	R2-1		36	48		12		16.0			
	124+45.00	69' RT	R2-1104		48	96			32	20.0			
	128+25.00	69' LT	W2-1		36	36	9.00			16.0			
			W17-1100		30	12	2.50						
TR 257	300+75.00	35' LT	R1-1		36	36	9.00			15.0			
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
	301+00.00	30' RT	W14-2		36	36	9.00			16.0			
FR 01	299+00.00	24' LT	W14-2		36	36	9.00			16.0			
	299+30.00	35' RT	R1-1		36	36	9.00			15.0			
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
FR 02	172+57.00	8' LT	W8-1108		30	30	6.25			15.5			
	199+35.00	22' LT	W14-1		30	30	6.25			15.5			
	199+35.00	26' RT	R1-2		48	48	8.00			16.0			
	200+60.00	22' RT	R1-2		48	48	8.00			16.0			

(CONTINUED ON NEXT SHEET)

7/18/2006

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

DATE	REVISIONS	BY
1-1-97	RENUM. E-3.04, METRICS, NEW REVISION	T.P.
	BOX, REVISED TITLE BOX	

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

TABULATION OF SIGNS

CADD STANDARD 720011-D4
SCALE: NOT DRAWN TO SCALE
DATE 7/18/2006

DRAWN BY CADD
CHECKED BY

720011-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	283
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

LOCATION	STATION	OFFSET	SIGN CODE	MESSAGE OR DESCRIPTION	SIGN DIMENSIONS		SIGN PANEL			WOOD SIGN SUPPORT		TELESCOPING STEEL SIGN SUPPORT	BASE FOR TELESCOPING STEEL SIGN SUPPORT
					LENGTH	HEIGHT	TYPE I	TYPE II	TYPE III	POST 1	POST 2		
					in	in	sq ft	sq ft	sq ft	ft	ft	ft	each
IL 61	392+90.00	26' RT	M2-1		21	15	2.19			14.0			
			M1-1100		30	24	5.00						
			M1-4		30	24	5.00						
	394+50.00	33' RT	M6-4		24	12	2.00			14.0			
			M1-1100		24	24	4.00						
	396+00.00	25' LT	D2-2		66	30		14.00		14.5	15.0		
	396+00.00	45' RT	D2-2		84	30		18.00		14.5	15.5		
	397+50.00	26' RT	M3-3		24	12	2.00			14.0			
			M1-1100		24	24	4.00						
	399+35.00	26' RT	R1-1		36	36	9.00					14.0	1
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
TR 28	797+90.00	21' RT	R1-2		48	48	8.00			16.0			
	799+00.00	26' LT	W14-2		36	36	9.00			16.0			
	799+30.00	44' RT	R1-1		36	36	9.00			15.0			
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
SD 01	500+42.00	18' LT	R1-2		48	48	8.00			16.0			
TR 36	599+20.00	35' RT	R1-1		36	36	9.00			15.0			
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
FR 03	600+80.00	30' LT	R1-1		36	36	9.00			15.0			
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
	601+00.00	30' RT	W14-2		36	36	9.00			16.0			
	601+40.00	60' LT	R1-2		48	48	8.00			16.0			
	602+20.00	20' LT	R1-2		48	48	8.00			16.0			
TR 64	699+25.00	35' RT	R1-1		36	36	9.00			15.0			
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
	700+75.00	35' LT	R1-1		36	36	9.00			15.0			
			R6-3		24	18	3.00						
			R6-1L		36	12	3.00						
			R6-1R		36	12	3.00						
SUBTOTAL MCDONOUGH COUNTY							753	220	384	1688.5		14.0	1
PROJECT TOTAL							813	254	448	1937.5		14.0	1

7/18/2006

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

DATE	REVISIONS	BY
1-1-97	RENUM. E-3.04, METRICS, NEW REVISION BOX, REVISED TITLE BOX	T.P.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

TABULATION OF SIGNS

CADD STANDARD 720011-D4
SCALE: NOT DRAWN TO SCALE
DATE 7/18/2006

DRAWN BY CADD
CHECKED BY

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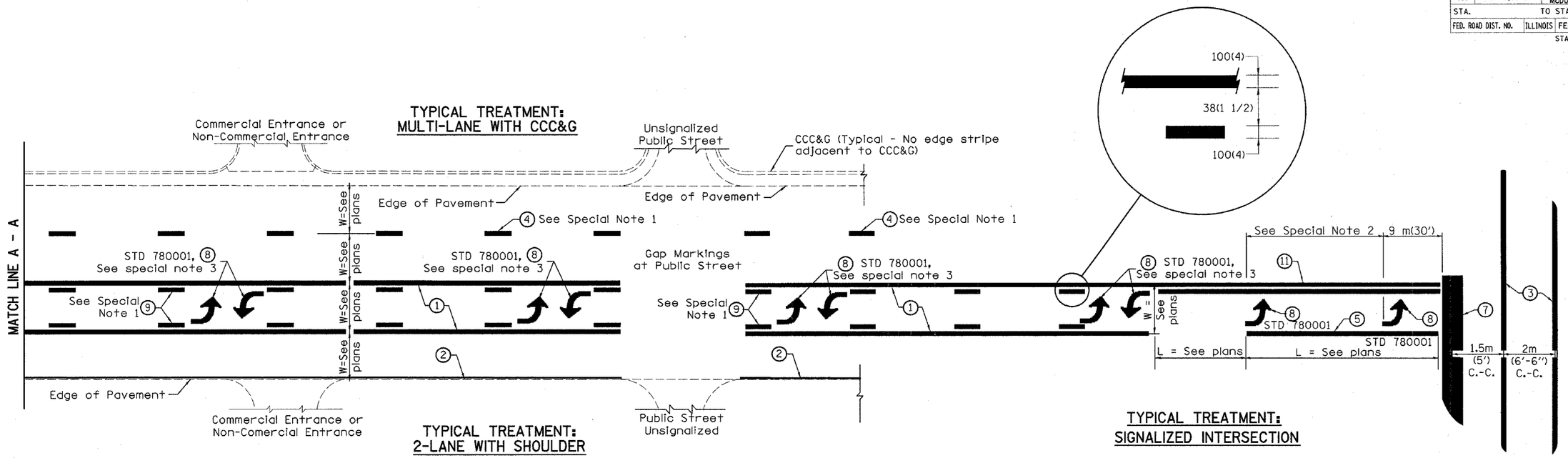
720011-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	284
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



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. 100(4) Solid (Yellow)
2. 100(4) Solid (White)
3. 2-150(6) Crosswalk @ 2m (6'-6")min C.-C. (White)
   2-200(8) Crosswalk @ 2m (6'-6")min C.-C. (White) (When traffic signals are present.)
4. 150(6) Skip-Dash (White) — 3.05m (10') / 9.14m (30') / 3.05m (10') (See Special Note 1)
5. 200(8) Solid (White)
6. 300(12) Diagonal (White) (Item 6 is shown on Std. 780001)
7. 600(24) Stop Bar (White)
8. Letters & Arrows — 10m (33') (See Std. 780001 and Special Notes 2 & 3)
9. 100(4) Skip-Dash (Yellow) — 3.05m (10') / 9.14m (30') / 3.05m (10') (See Special Note 1)
10. 300(12) Diagonal (Yellow) (See Table A)
11. 100(4) Double Solid (Yellow) — 280(11) C.-C., 45°, See Table A

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversly 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 24 m (80').
   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 61 m (200').
   C. Arrow pairs shall be evenly spaced if three (3) or more are required.
   D. The spacing between BI Directional Left Turn Arrows is 10 m (33').

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 millimeters (inches) unless otherwise noted.

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

7/18/2006

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 DMNS. WITH T.S.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

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

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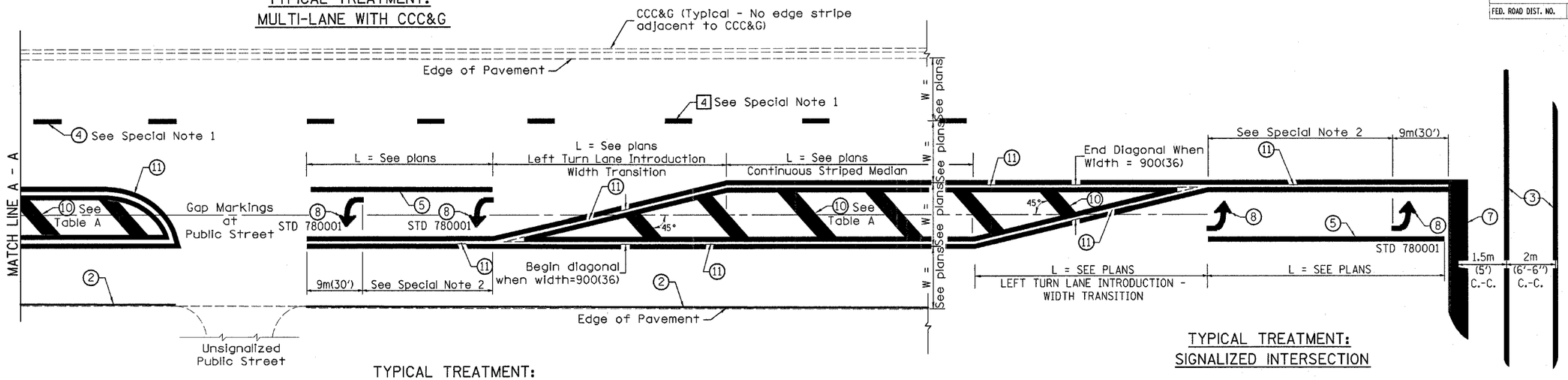
780001-D4 (1)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	285
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206

TYPICAL TREATMENT: MULTI-LANE WITH CCC&G



TYPICAL TREATMENT: 2-LANE WITH SHOULDER

TYPICAL TREATMENT: SIGNALIZED INTERSECTION

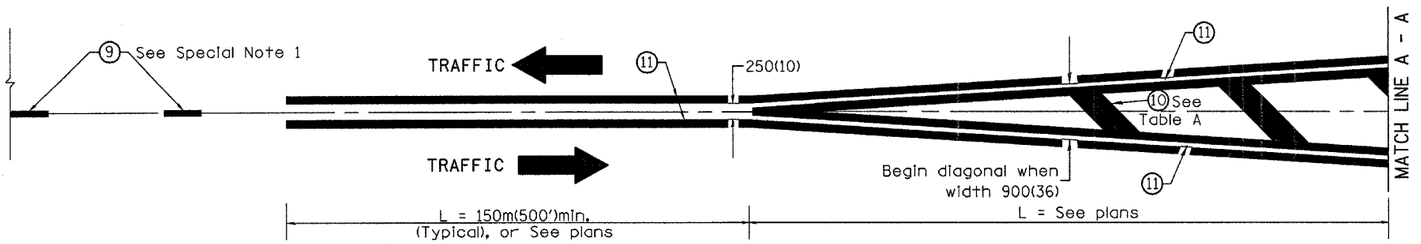
TYPICAL MEDIAN TRANSITIONS

FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

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



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

CADD STANDARD 780001-D4

SCALE: NOT DRAWN TO SCALE

SHEET 2 OF 2

DRAWN BY CADD

CHECKED BY

7/18/2006

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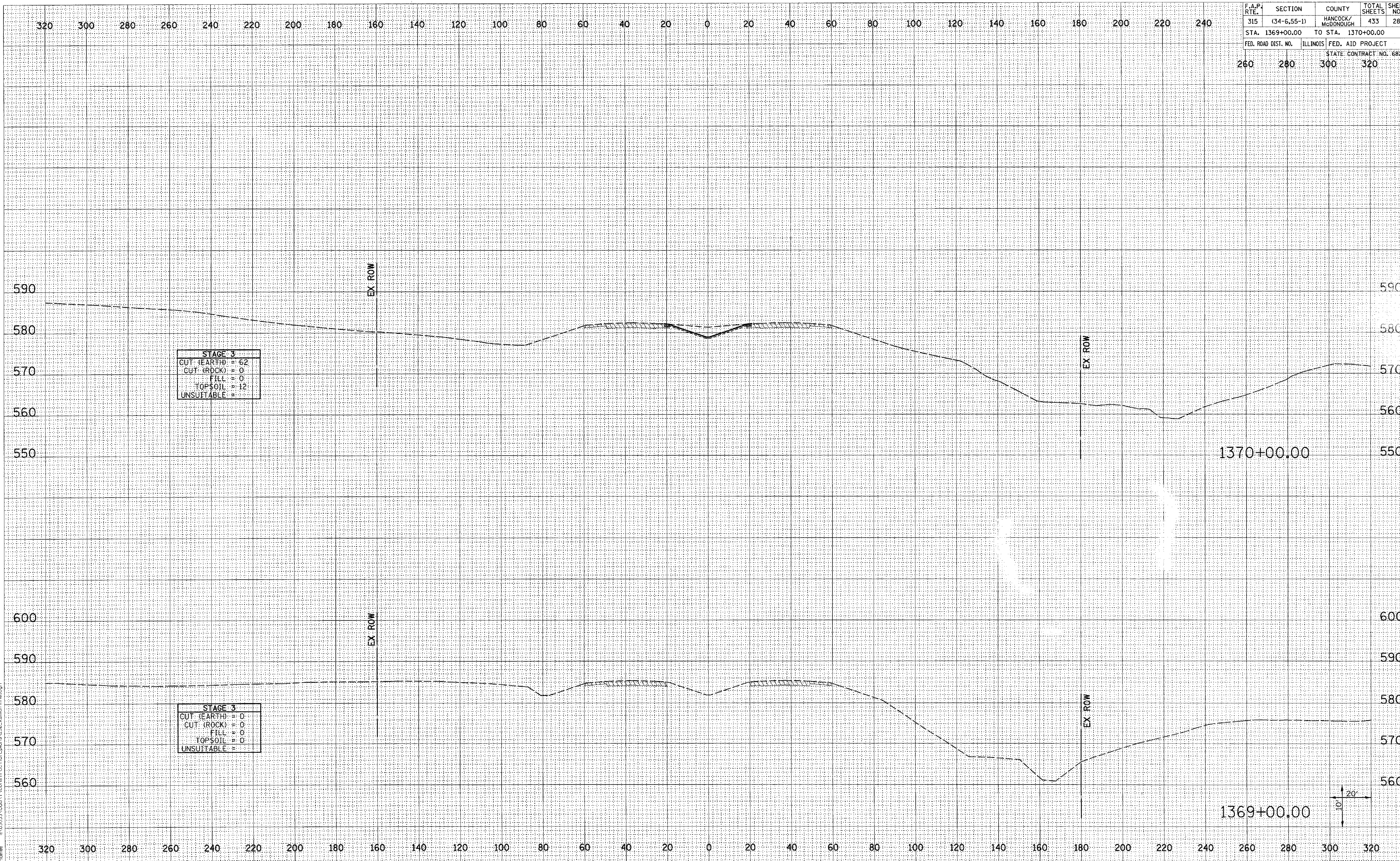
780001-D4 (2)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	286
STA. 1369+00.00 TO STA. 1370+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		STATE CONTRACT NO. 68206		



STAGE 3	
CUT (EARTH)	= 62
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 12
UNSUITABLE	=

STAGE 3	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 0
UNSUITABLE	=

Plot Date: 7/8/2006

FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1369+00.00 TO 1370+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	287
STA. 1371+00.00		TO STA. 1372+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
STATE CONTRACT NO. 68206				

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

EX ROW

590
580
570
560
550

STAGE 3
CUT (EARTH) = 70
CUT (ROCK) = 0
FILL = 0
TOPSOIL = 12
UNSUITABLE =

1372+00.00

EX ROW

EX ROW

590
580
570
560

STAGE 3
CUT (EARTH) = 58
CUT (ROCK) = 0
FILL = 0
TOPSOIL = 12
UNSUITABLE =

EX ROW

1371+00.00

10'
20'

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320

Plot Date: 7/18/2006
Plot Time: 3:35:52 PM
Plotted By: bashmidt
Pen Tables: idot.tbl
Filenames: i:\06033\cad\1\construction_plans\236_xsmainline.dgn

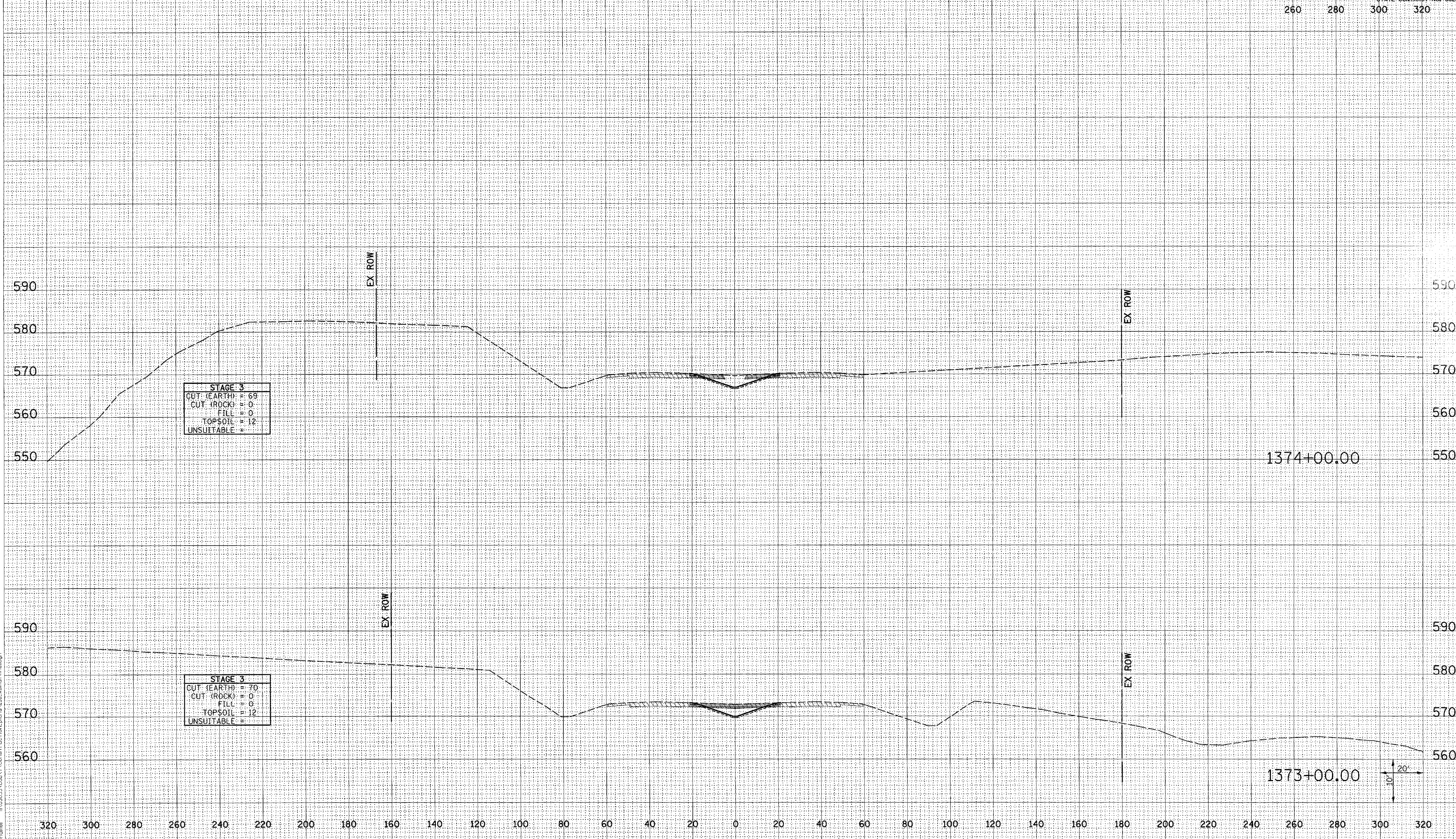
FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1371+00.00 TO 1372+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	288

STA. 1373+00.00 TO STA. 1374+00.00

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206



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Plot Time: 3:35:52 PM
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FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1373+00.00 TO 1374+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	289
STA. 1375+00.00		TO STA. 1376+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			STATE CONTRACT NO. 68206	

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320

590 580 570 560 550

EX. ROW

EX. ROW

STAGE 1	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 0
UNSUITABLE	=

STAGE 2	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 10
UNSUITABLE	=

1376+00.00

EX. ROW

EX. ROW

STAGE 3	
CUT (EARTH)	= 65
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 12
UNSUITABLE	=

1375+00.00

10' 20'

320 300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TOPOGRAPHY		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK
SURVEYED	
PLOTTED	
TOPOGRAPHY	
AREAS	
AREAS CHECKED	

BY	DATE

Plot Date: 7/18/2006
Plot Time: 3:35:23 PM
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Pen Tables: idot.tbl
Filenames: I:\03033.cad\1\construction_plans\236_xsmdnline.dgn

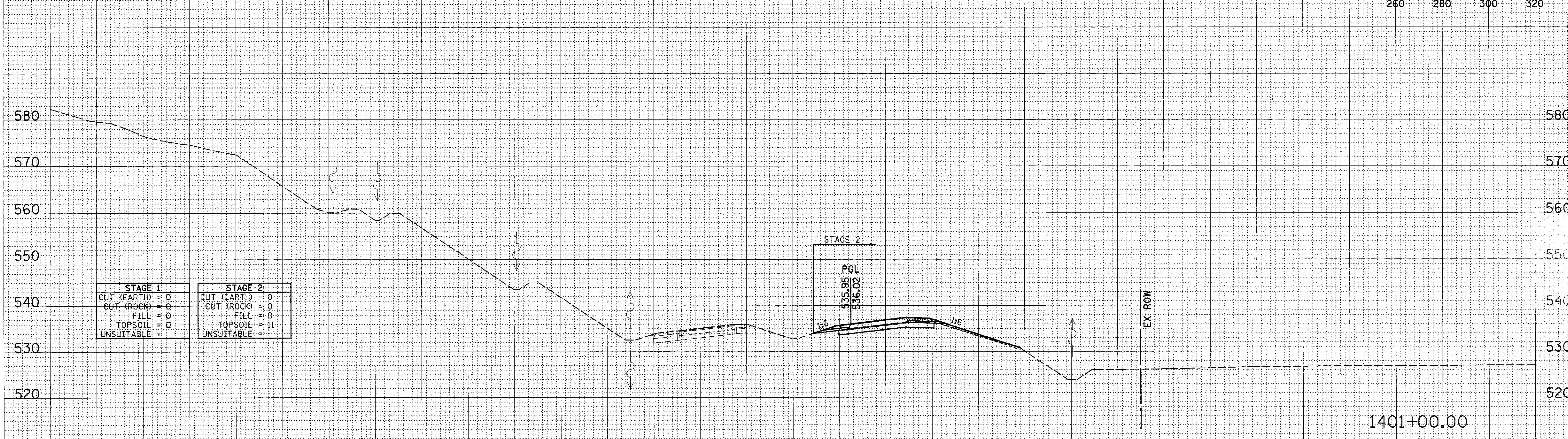
FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1375+00.00 TO 1376+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	290

STA. 1400+50.00 TO STA. 1401+00.00

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

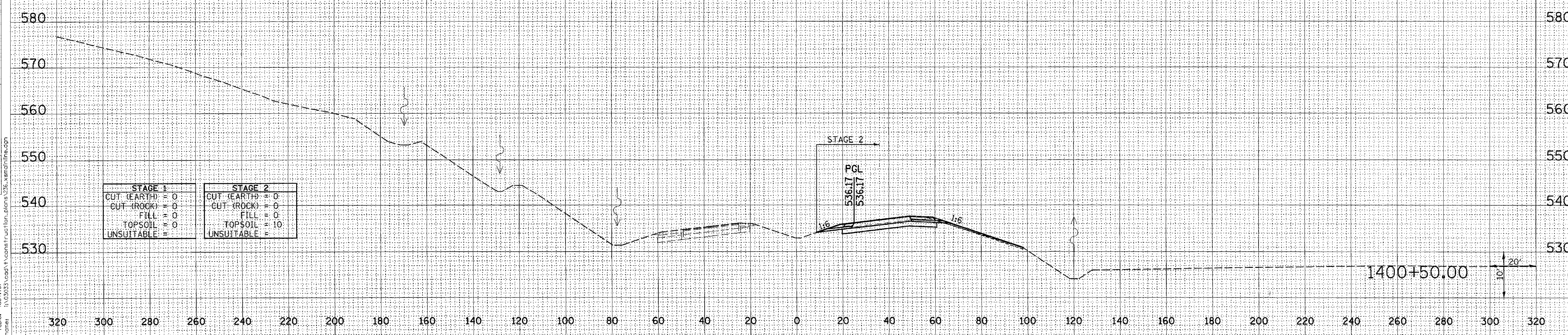
STATE CONTRACT NO. 68206



STAGE 1	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 0
UNSUITABLE	=

STAGE 2	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 11
UNSUITABLE	=

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



STAGE 1	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 0
UNSUITABLE	=

STAGE 2	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 10
UNSUITABLE	=

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

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Plot Time: 3:35:54 PM
Plotted By: bschmict
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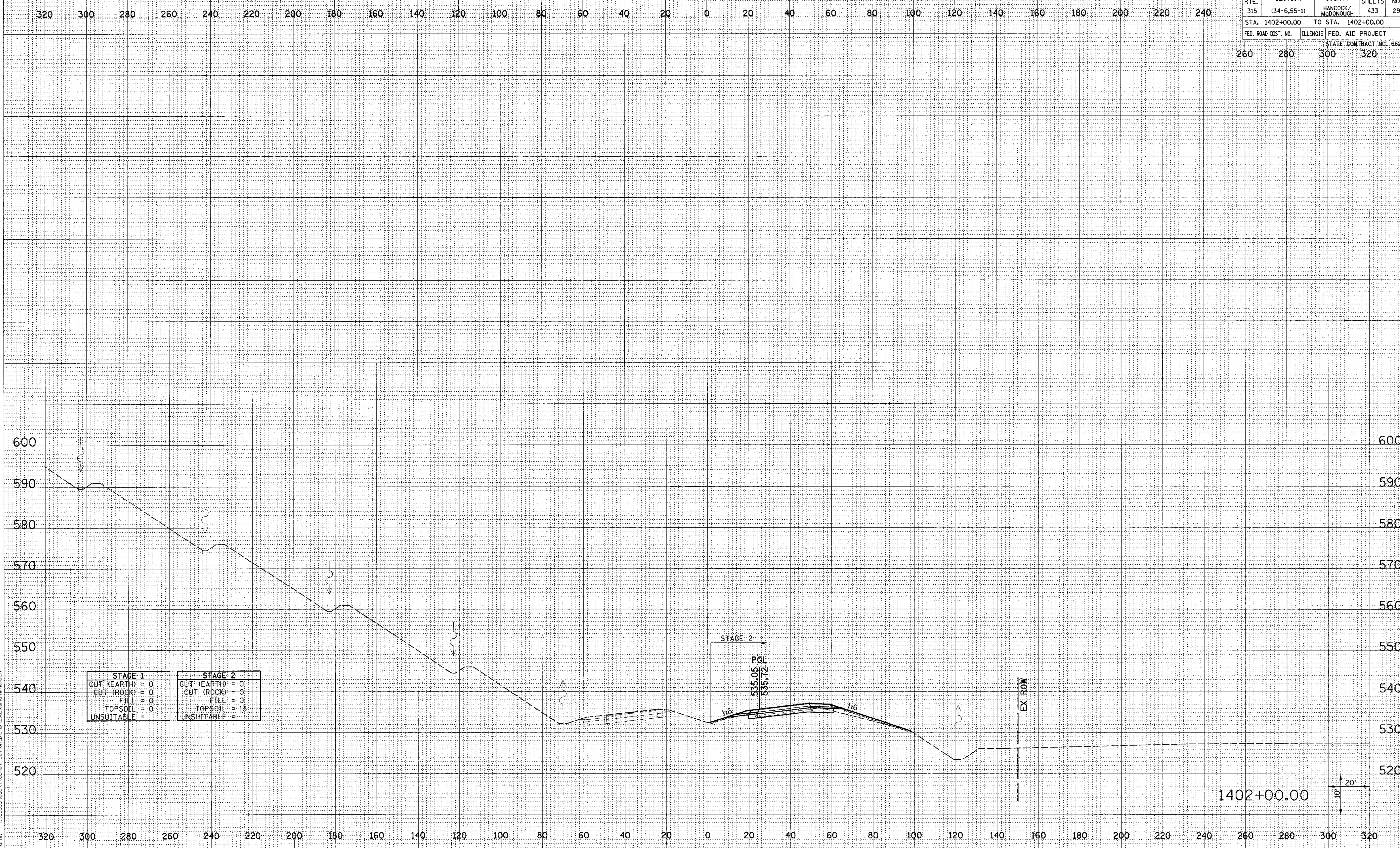
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	291

STA. 1402+00.00 TO STA. 1402+00.00

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206



STAGE 1	
CUT (EARTH) =	0
CUT (ROCK) =	0
FILL =	0
TOPSOIL =	0
UNSUITABLE =	

STAGE 2	
CUT (EARTH) =	0
CUT (ROCK) =	0
FILL =	0
TOPSOIL =	13
UNSUITABLE =	

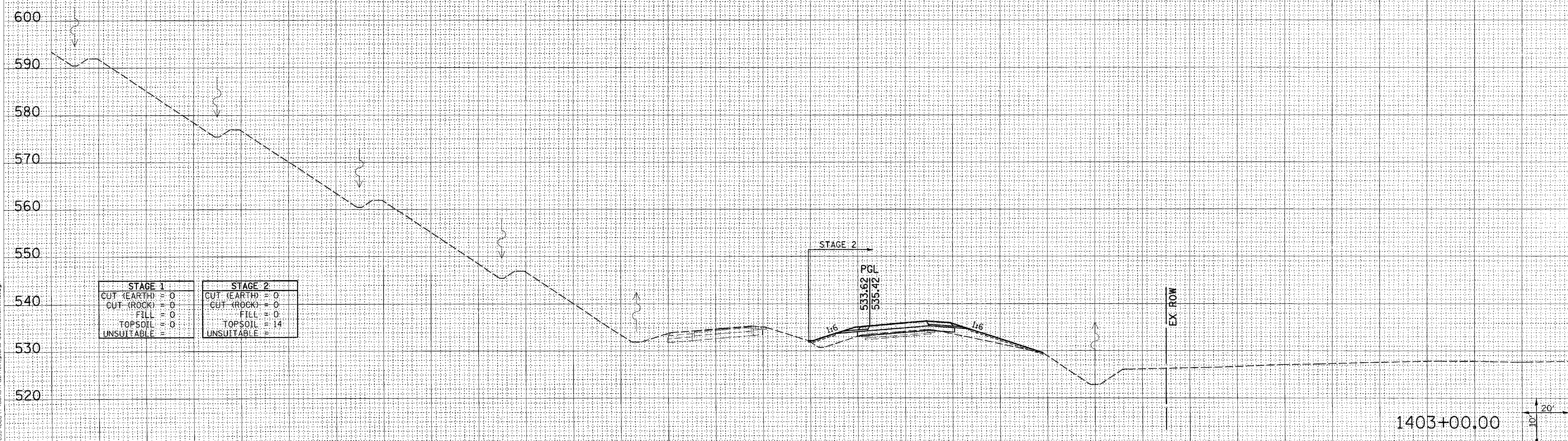
FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1402+00.00 TO 1402+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	292

STA. 1403+00.00 TO STA. 1403+00.00

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206



STAGE 1	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 0
UNSUITABLE	=

STAGE 2	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 14
UNSUITABLE	=

Plot Date: 7/18/2006
Plot Time: 3:35:55 PM
Plotted By: bschmidt
Pen Table: idot.tbl
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	293
STA. 1404+00.00		TO STA. 1404+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		STATE CONTRACT NO. 68206		

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

STAGE 1	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 0
UNSUITABLE	=

STAGE 2	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 0
TOPSOIL	= 13
UNSUITABLE	=

STAGE 2

PGL

532.34

535.12

1:6

1:6

EX ROW

1404+00.00

10'

20'

Plot Date: 7/18/2006
Plot Time: 3:45:55 PM
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Filename: i:\05033\cadd\construction_plans\336_xsmainline.dgn

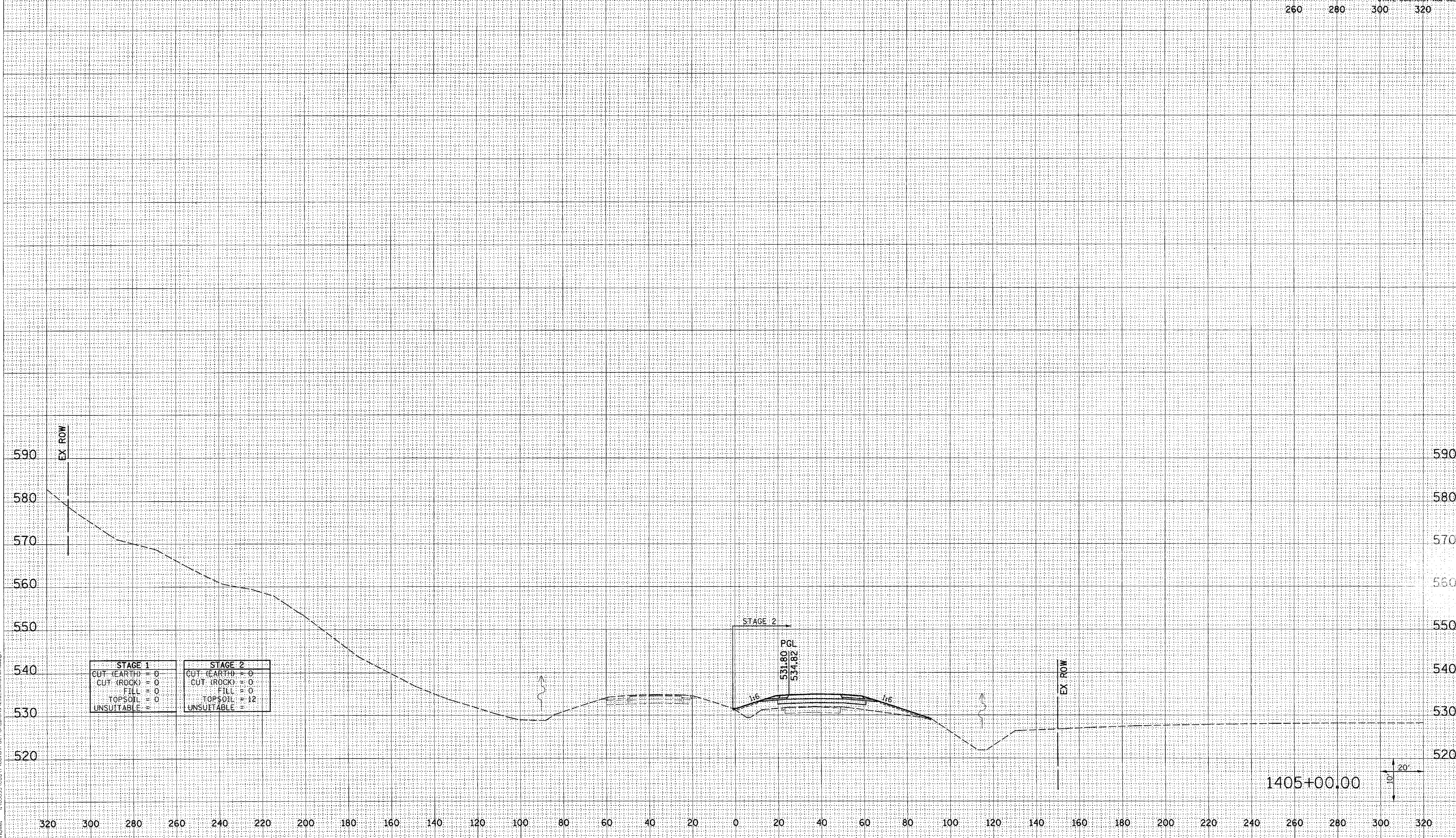
FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1404+00.00 TO 1404+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	294

STA. 1405+00.00 TO STA. 1405+00.00

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206

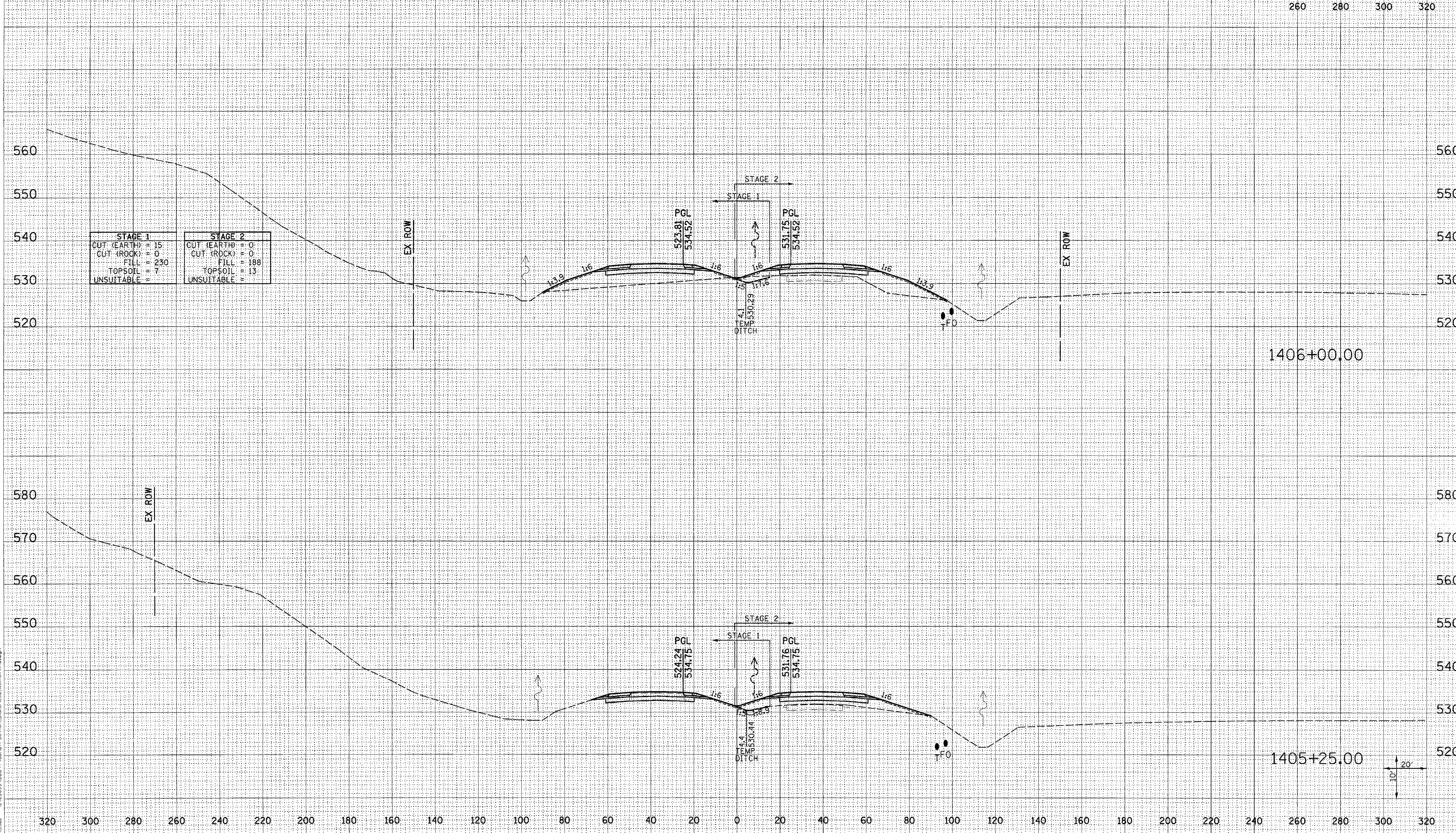


STAGE 1	
CUT (EARTH) =	0
CUT (ROCK) =	0
FILL =	0
TOPSOIL =	0
UNSUITABLE =	

STAGE 2	
CUT (EARTH) =	0
CUT (ROCK) =	0
FILL =	0
TOPSOIL =	12
UNSUITABLE =	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	295
STA. 1405+25.00 TO STA. 1406+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206



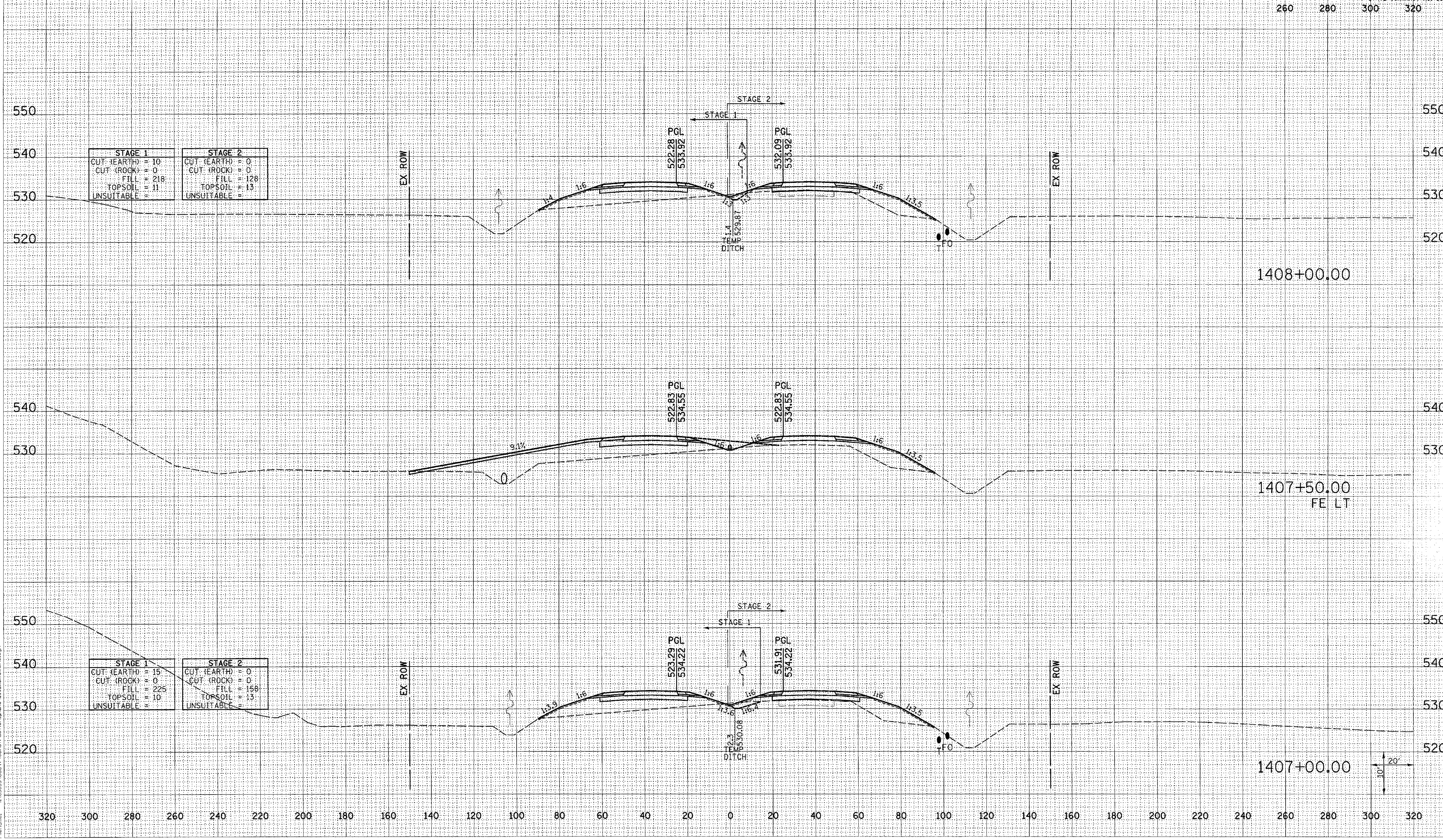
FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1405+25.00 TO 1406+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	296

STA. 1407+00.00 TO STA. 1408+00.00

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206



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FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1407+00.00 TO 1408+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	297

STA. 1409+00.00 TO STA. 1410+00.00

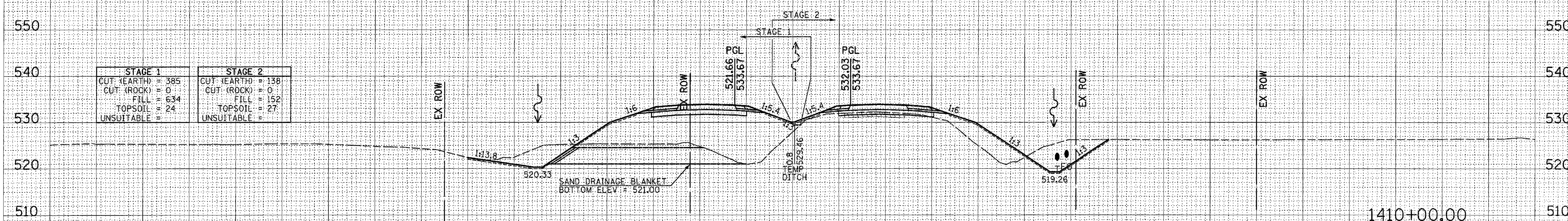
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206

1410+00.00

STAGE 1	
CUT (EARTH)	= 385
CUT (ROCK)	= 0
FILL	= 634
TOPSOIL	= 24
UNSUITABLE	=

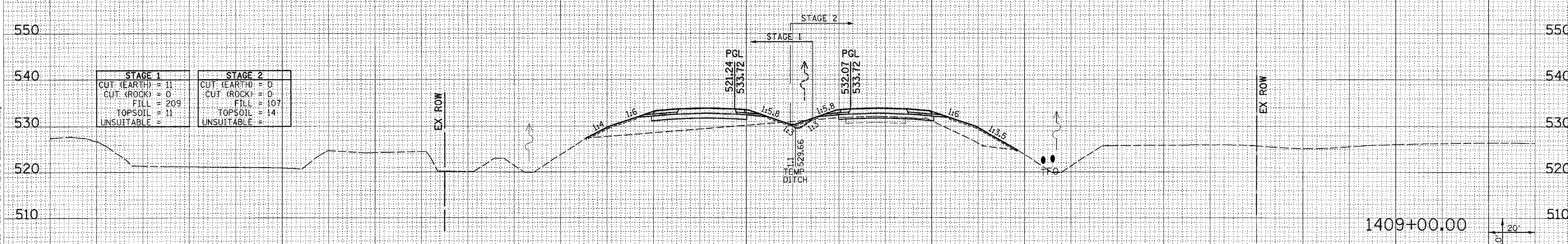
STAGE 2	
CUT (EARTH)	= 138
CUT (ROCK)	= 0
FILL	= 152
TOPSOIL	= 27
UNSUITABLE	=



1409+00.00

STAGE 1	
CUT (EARTH)	= 11
CUT (ROCK)	= 0
FILL	= 209
TOPSOIL	= 11
UNSUITABLE	=

STAGE 2	
CUT (EARTH)	= 0
CUT (ROCK)	= 0
FILL	= 107
TOPSOIL	= 14
UNSUITABLE	=



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Plot Time: 3:35:58 PM
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Filename: i:\03033\cad\t\construction_plans\236_xsmainline.dgn

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

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

FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1409+00.00 TO 1410+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	298

STA. 1411+00.00 TO STA. 1412+00.00

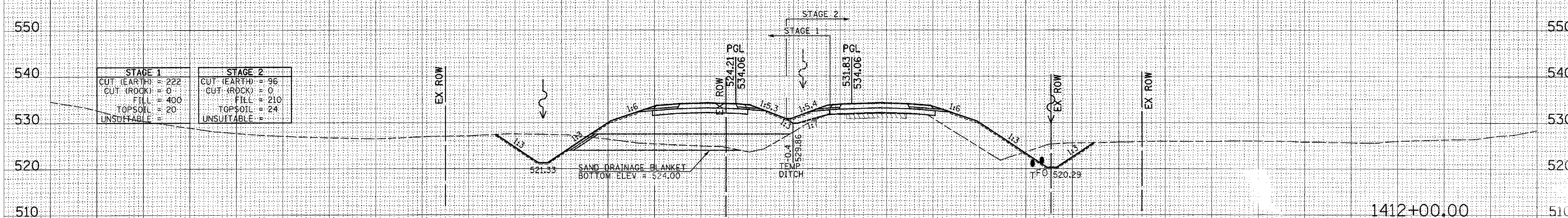
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

STATE CONTRACT NO. 68206

STA. 1412+00.00

STAGE 1	
CUT (EARTH)	= 222
CUT (ROCK)	= 0
FILL	= 400
TOPSOIL	= 20
UNSUITABLE	=

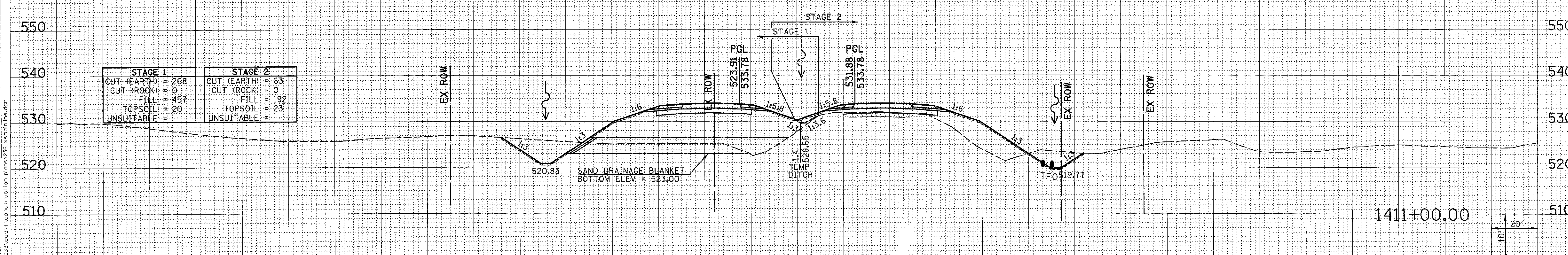
STAGE 2	
CUT (EARTH)	= 96
CUT (ROCK)	= 0
FILL	= 210
TOPSOIL	= 24
UNSUITABLE	=



STA. 1411+00.00

STAGE 1	
CUT (EARTH)	= 268
CUT (ROCK)	= 0
FILL	= 457
TOPSOIL	= 20
UNSUITABLE	=

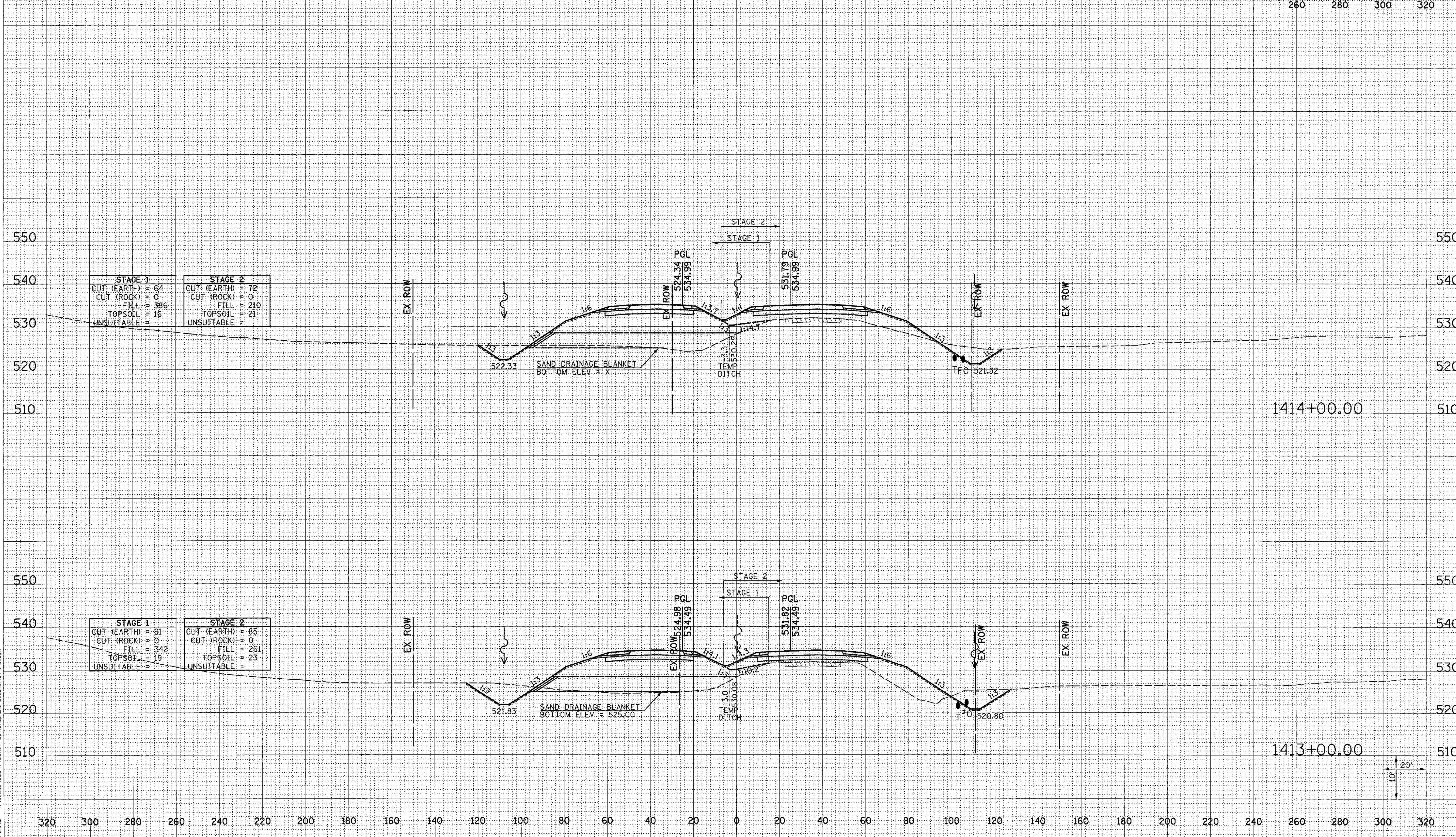
STAGE 2	
CUT (EARTH)	= 63
CUT (ROCK)	= 0
FILL	= 192
TOPSOIL	= 23
UNSUITABLE	=



Plot Date: 7/8/2006

FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1411+00.00 TO 1412+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	299
STA. 1413+00.00	TO STA. 1414+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		STATE CONTRACT NO. 68206		



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

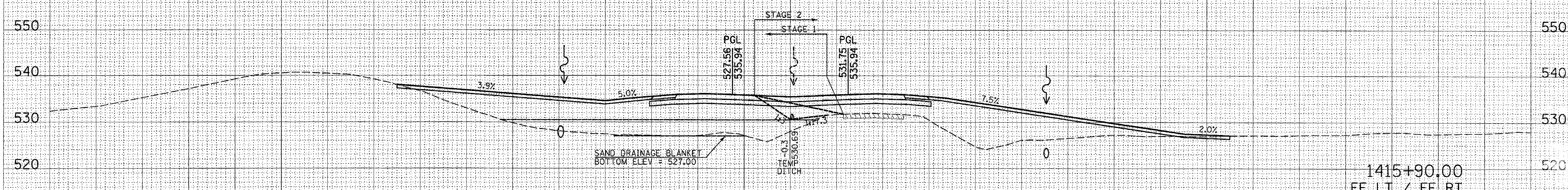
ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

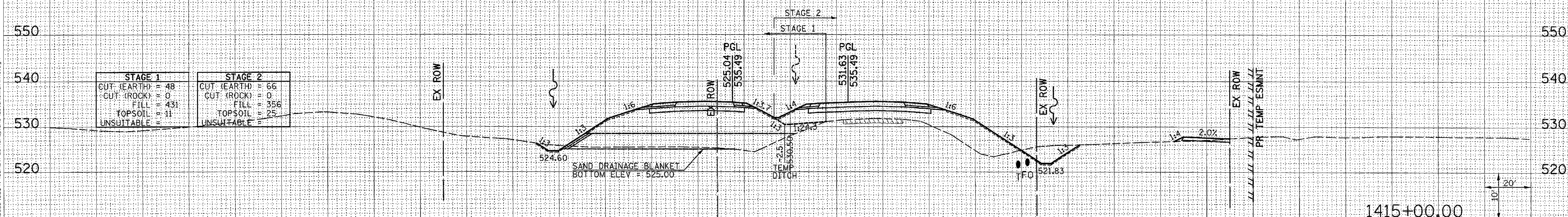
Plot Date: 7/8/2006
Plot Time: 3:36:00 PM
Plotted By: baudhmdot
Pen Table: Idot.tbl
Filename: I:\03033\cadd\construction_plans\236_xsmainline.dgn

FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1413+00.00 TO 1414+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(34-6,55-1)	HANCOCK/ McDONOUGH	433	300
STA. 1415+00.00 TO STA. 1415+90.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE CONTRACT NO. 68206





STAGE 1	
CUT (EARTH) =	48
CUT (ROCK) =	0
FILL =	431
TOPSOIL =	11
UNSUITABLE =	

STAGE 2	
CUT (EARTH) =	66
CUT (ROCK) =	0
FILL =	356
TOPSOIL =	25
UNSUITABLE =	

Plot Date: 7/18/2006
Plot Time: 3:36:00 PM
Plotted By: bschmidt
Pen Table: idot.tbl
Filename: i:\03033\cadd\t\construction_plans\236_xsmainline.dgn

FAP ROUTE 315 (IL 336) CROSS SECTIONS STA 1415+00.00 TO 1415+90.00