

SEC 15, T 5 N, R 6 W, 4TH PM

SEC 14, T 5 N, R 6 W, 4TH PM

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	101
STA. 985+00.00 TO STA.1000+00.00		ILLINOIS FED. AID PROJECT		
D-98-991-02		<b>CONTRACT NO. 72680</b>		

MARK A. BURLING &  
JONI M. BURLING  
PARCEL NO. 6152125

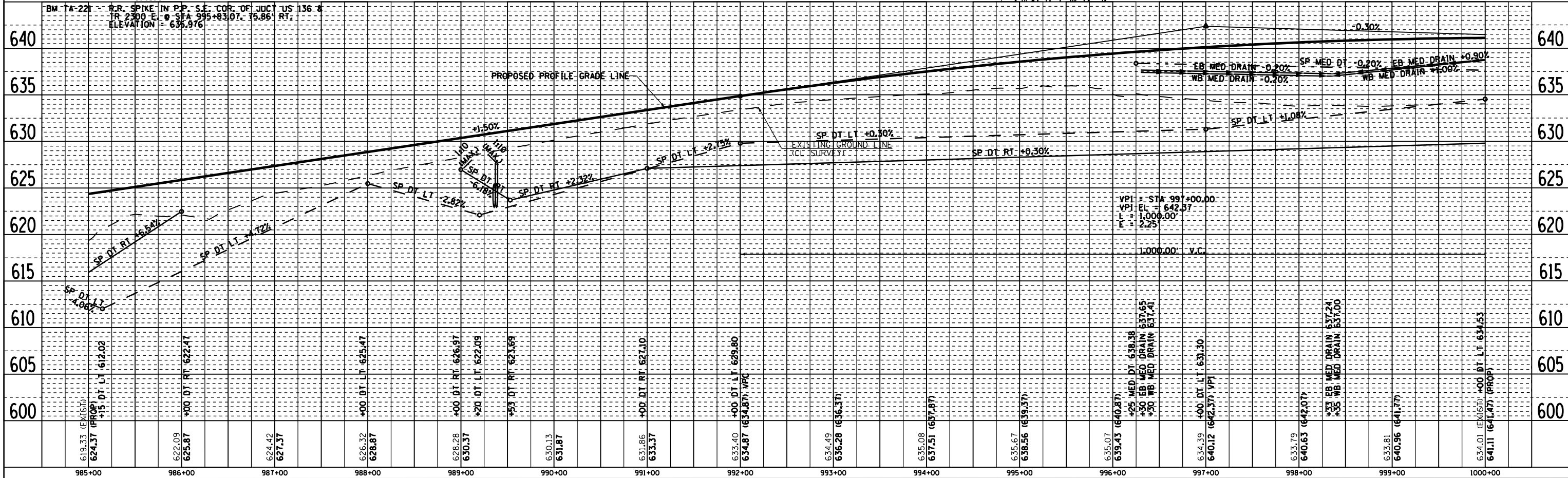
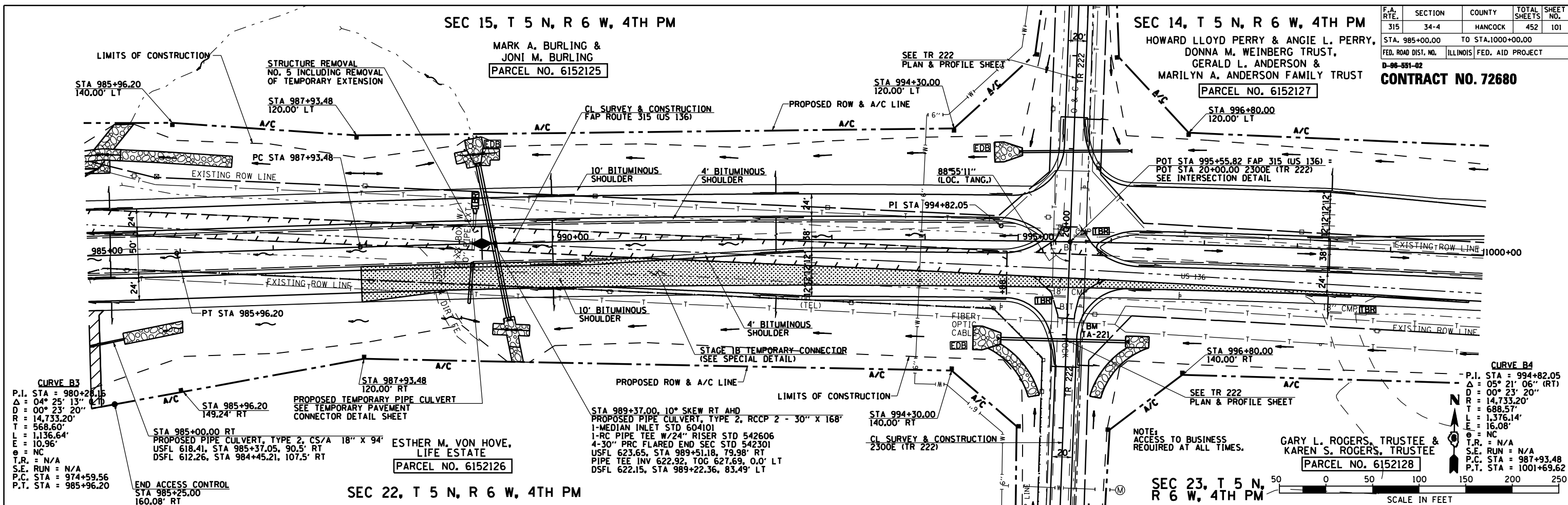
HOWARD LLOYD PERRY & ANGIE L. PERRY,  
DONNA M. WEINBERG TRUST,  
GERALD L. ANDERSON &  
MARILYN A. ANDERSON FAMILY TRUST  
PARCEL NO. 6152127

ESTHER M. VON HOVE,  
LIFE ESTATE  
PARCEL NO. 6152126

GARY L. ROGERS, TRUSTEE &  
KAREN S. ROGERS, TRUSTEE  
PARCEL NO. 6152128

DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 985+00.00 TO STA 1000+00.00

**CURVE B4**  
 P.I. STA = 994+82.05  
 $\Delta$  = 05° 21' 06" (RT)  
 D = 00° 23' 20"  
 R = 14,733.20'  
 T = 688.57'  
 L = 1,376.14'  
 E = 16.08'  
 $e$  = N/C  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 987+93.48  
 P.T. STA = 1001+69.62

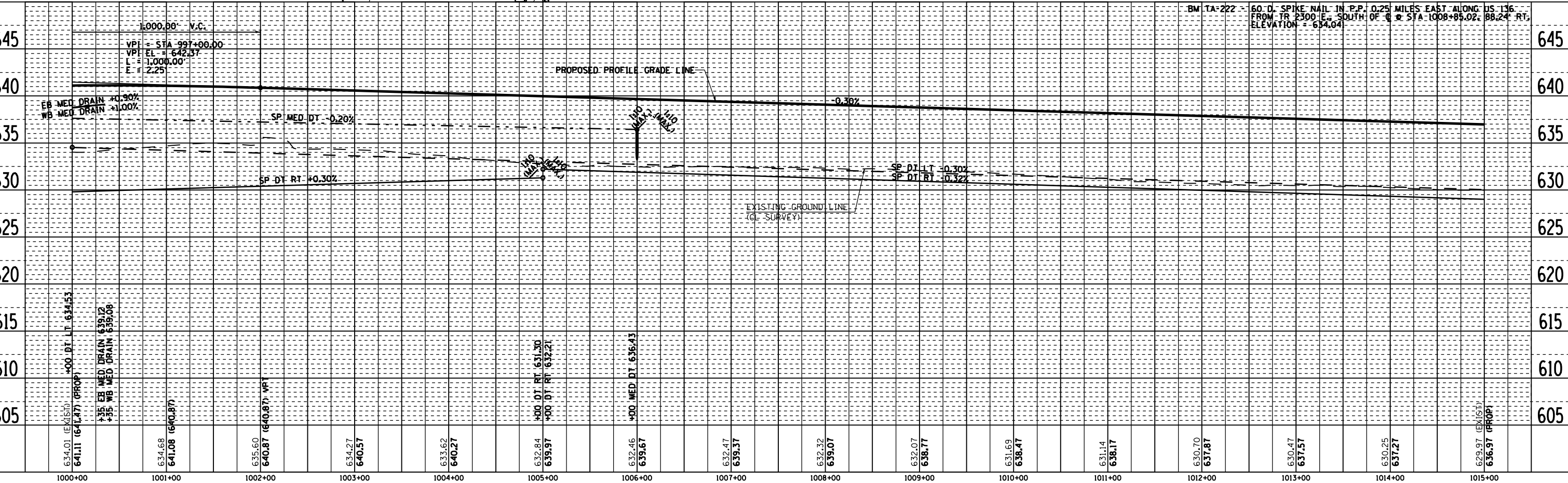
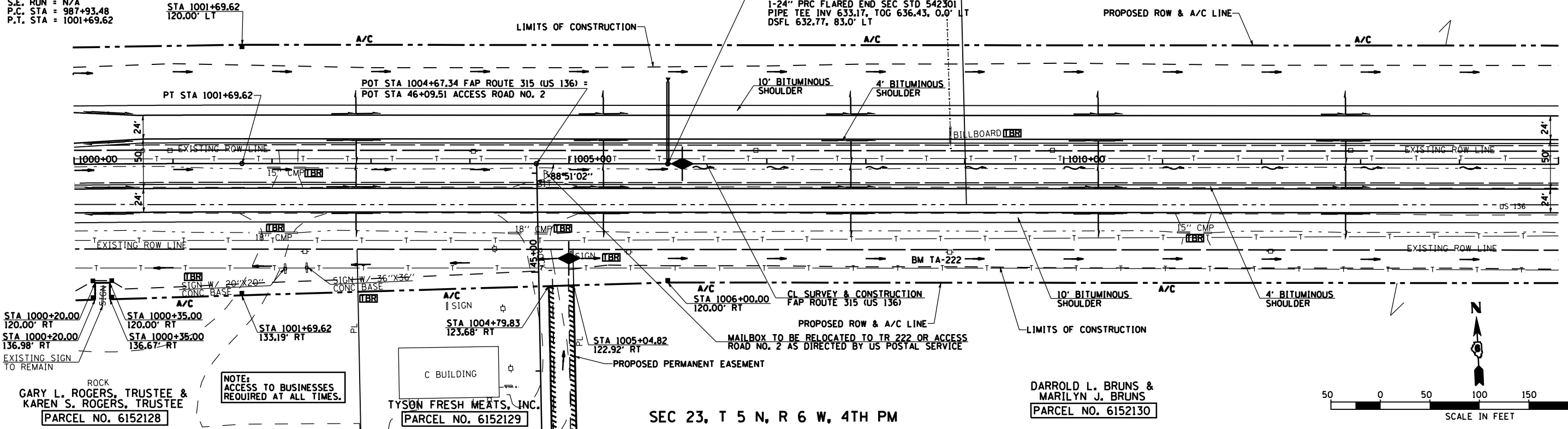
SEC 14, T 5 N, R 6 W, 4TH PM

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	102
STA. 1000+00.00		TO STA. 1015+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DARROLD L. BRUNS &  
 MARILYN J. BRUNS  
 PARCEL NO. 6152130

CONTRACT NO. 72680

HOWARD LLOYD PERRY & ANGIE L. PERRY,  
 DONNA M. WEINBERG TRUST,  
 GERALD L. ANDERSON & MARILYN A. ANDERSON FAMILY TRUST  
 PARCEL NO. 6152127



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1000+00.00 TO STA 1015+00.00

DATE	BY

DATE	BY

2173PP07

SEC 14, T 5 N, R 6 W, 4TH PM

METHODIST CHURCH OF CARTHAGE

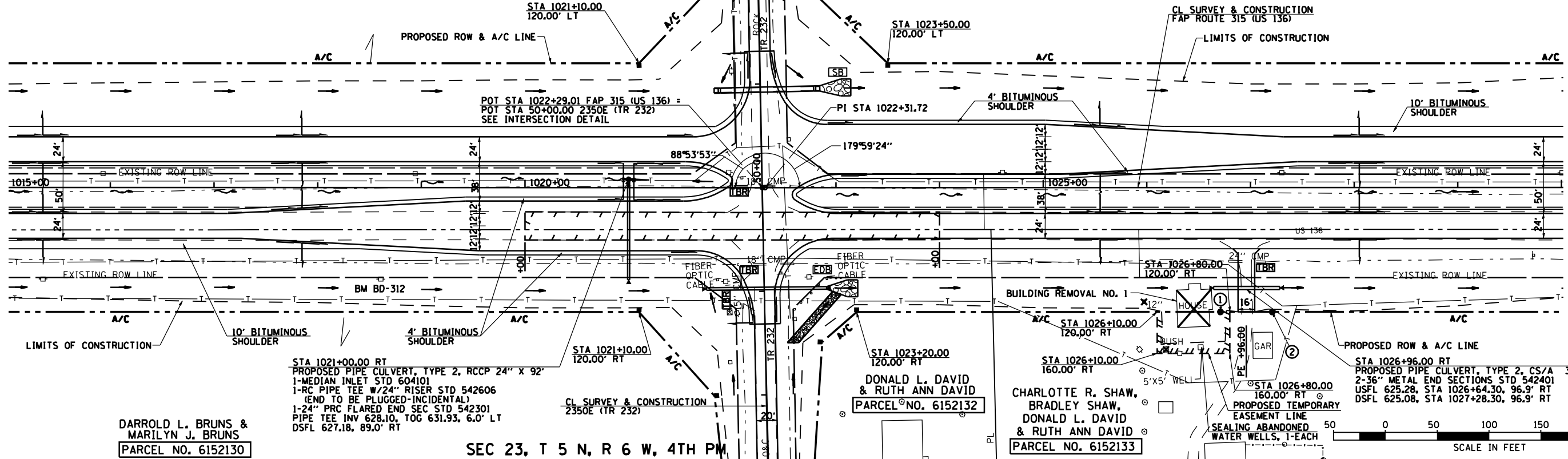
PARCEL NO. 6152131

DARROLD L. BRUNS &  
MARILYN J. BRUNS  
PARCEL NO. 6152130

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	103
STA. 1015+00.00 TO STA. 1030+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

D-96-951-02  
**CONTRACT NO. 72680**

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	NO. OF WAY CHECKED		
	CADD FILE NAME		

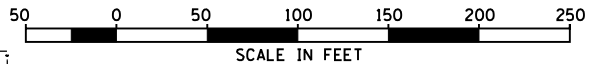


DARROLD L. BRUNS &  
MARILYN J. BRUNS  
PARCEL NO. 6152130

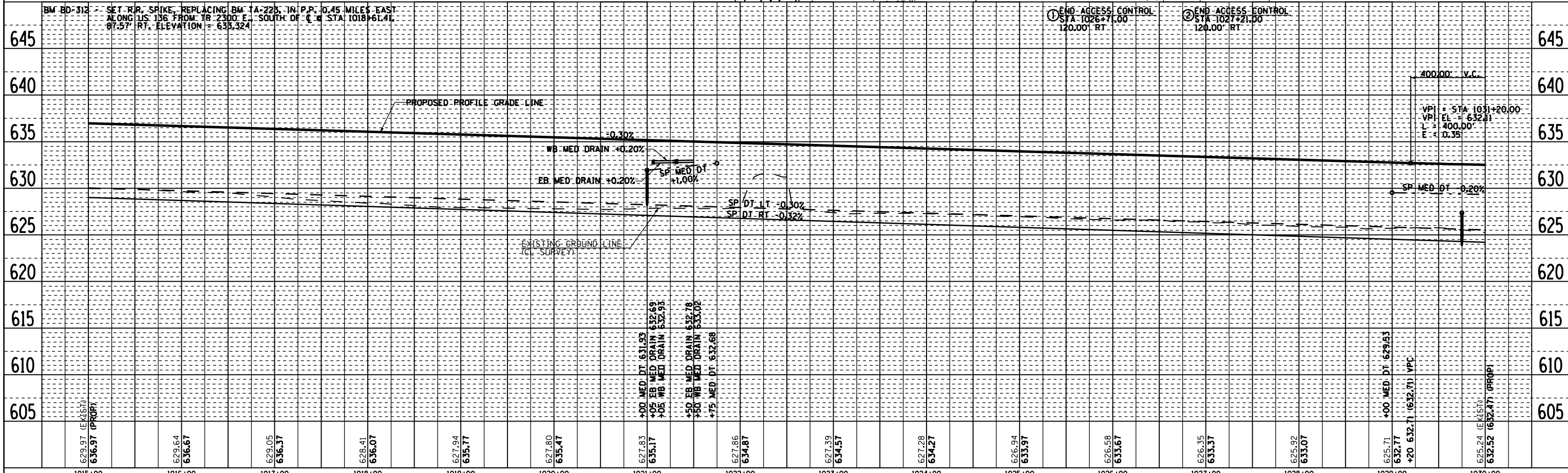
SEC 23, T 5 N, R 6 W, 4TH PM

DONALD L. DAVID  
& RUTH ANN DAVID  
PARCEL NO. 6152132

CHARLOTTE R. SHAW,  
BRADLEY SHAW,  
DONALD L. DAVID  
& RUTH ANN DAVID  
PARCEL NO. 6152133



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	NO. OF WAY CHECKED		
	STRUCTURE NOTATIONS CHRD		



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1015+00.00 TO STA 1030+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	104
STA. 1030+00.00		TO STA. 1045+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**CONTRACT NO. 72680**

SEC 14, T 5 N, R 6 W, 4TH PM

HAROLD J. MASSIE &  
JEAN M. MASSIE  
PARCEL NO. 6152134

METHODIST CHURCH OF CARTHAGE  
PARCEL NO. 6152131

STA 1035+15.00 LT  
PROPOSED PIPE CULVERT, TYPE 1, CS/A 24" X 54"  
2-24" METAL END SECTIONS STD 542401  
USFL 627.16, STA 1035+41.59, 92.2' LT  
DSFL 626.88, STA 1034+87.59, 92.4' LT

END ACCESS CONTROL  
STA 1034+90.00  
120.00' LT

END ACCESS CONTROL  
STA 1035+40.00  
120.00' LT

STA 1044+77.85  
120.00' LT

PI STA 1044+77.85

BM BD-313

180°01'59"

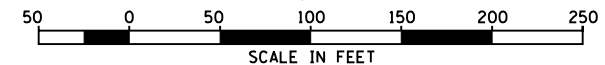
STA 1044+77.85  
120.00' RT

END ACCESS CONTROL  
STA 1040+75.00  
120.00' RT

END ACCESS CONTROL  
STA 1041+25.00  
120.00' RT

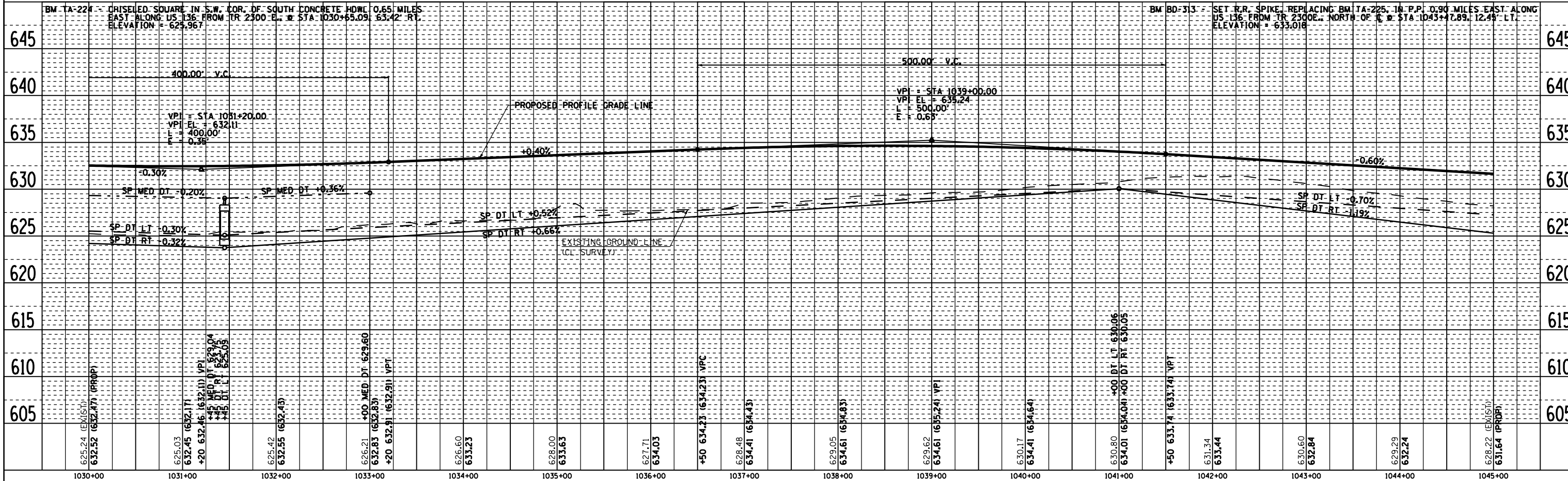
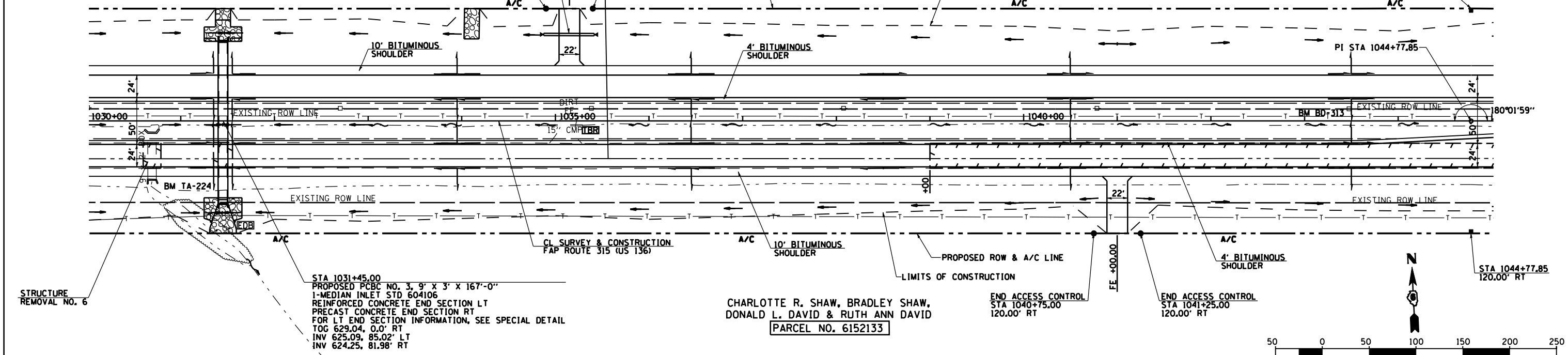
CHARLOTTE R. SHAW, BRADLEY SHAW,  
DONALD L. DAVID & RUTH ANN DAVID  
PARCEL NO. 6152133

SEC 23, T 5 N, R 6 W, 4TH PM



DATE	BY

DATE	BY



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1030+00.00 TO STA 1045+00.00

2173PP09

ALTERNATIVE SUBGRADE TREATMENT MAY BE REQUIRED BETWEEN APPROXIMATE STATIONS 1056+50 AND 1061+50. SEE SCHEDULE OF QUANTITIES. THE ENGINEER WILL DETERMINE IF THE ALTERNATIVE TREATMENT IS REQUIRED FOLLOWING EXCAVATION TO THEORETICAL TOP OF SUBGRADE AND EXCAVATION OF PROPOSED DITCHES.

SEC 14, T 5 N, R 6 W, 4TH PM

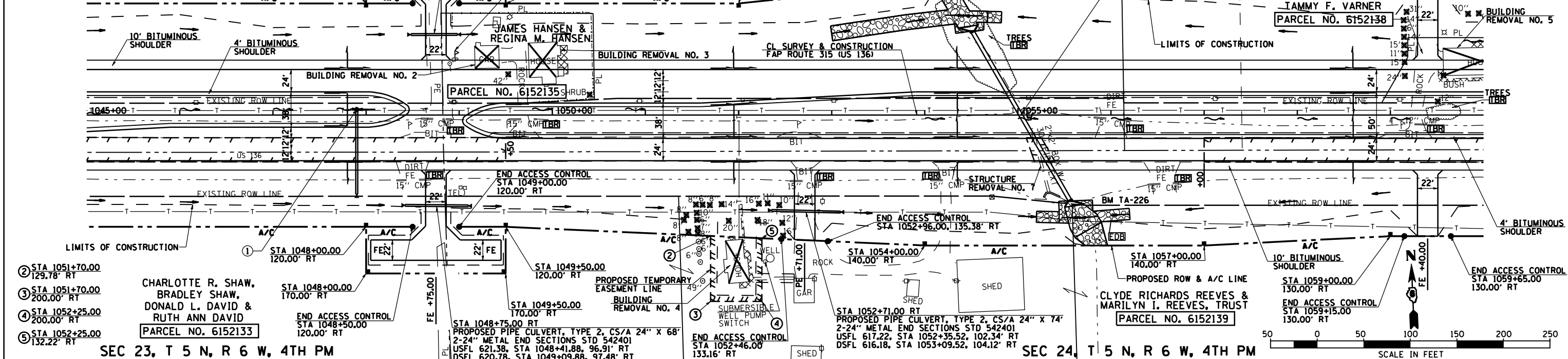
HAROLD J. MASSIE & JEAN M. MASSIE  
PARCEL NO. 6152134

END ACCESS CONTROL STA 1048+50.00, 120.00' LT  
STA 1048+00.00, 170.00' LT  
STA 1048+00.00, 120.00' LT  
STA 1049+00.00, 120.00' LT  
STA 1049+50.00, 170.00' LT  
MAILBOX RELOCATION  
JAMES HANSEN & REGINA M. HANSEN  
PARCEL NO. 6152135

JAMES A. GOODRICH, TRUSTEE, SEC 13, T 5 N, R 6 W, 4TH PM  
WILLIAM E. GOODRICH & HELEN E. SMITH  
PARCEL NO. 6152136

WILLIAM E. GOODRICH  
PARCEL NO. 6152137  
IAMMY F. VARNER  
PARCEL NO. 6152138  
CLYDE RICHARDS REEVES & MARILYN I. REEVES, TRUST  
PARCEL NO. 6152139

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	105
STA. 1045+00.00 TO STA. 1060+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
D-96-991-02 CONTRACT NO. 72680				
END ACCESS CONTROL STA 1059+15.00, 140.00' LT END ACCESS CONTROL STA 1059+65.00, 140.00' RT				

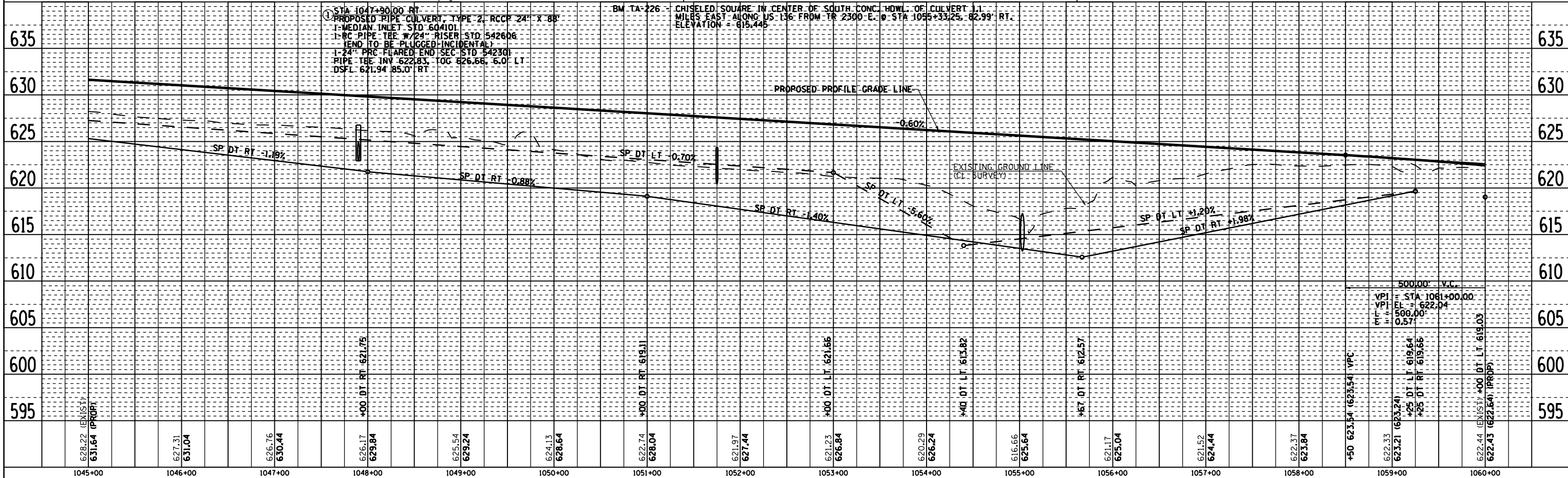


- ② STA 1051+70.00, 129.78' RT
- ③ STA 1051+70.00, 200.00' RT
- ④ STA 1052+25.00, 200.00' RT
- ⑤ STA 1052+25.00, 132.22' RT

CHARLOTTE R. SHAW, BRADLEY SHAW, DONALD L. DAVID & RUTH ANN DAVID  
PARCEL NO. 6152133

SEC 23, T 5 N, R 6 W, 4TH PM

SEC 24, T 5 N, R 6 W, 4TH PM



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1045+00.00 TO STA 1060+00.00

DATE	BY	REVISION

DATE	BY	REVISION

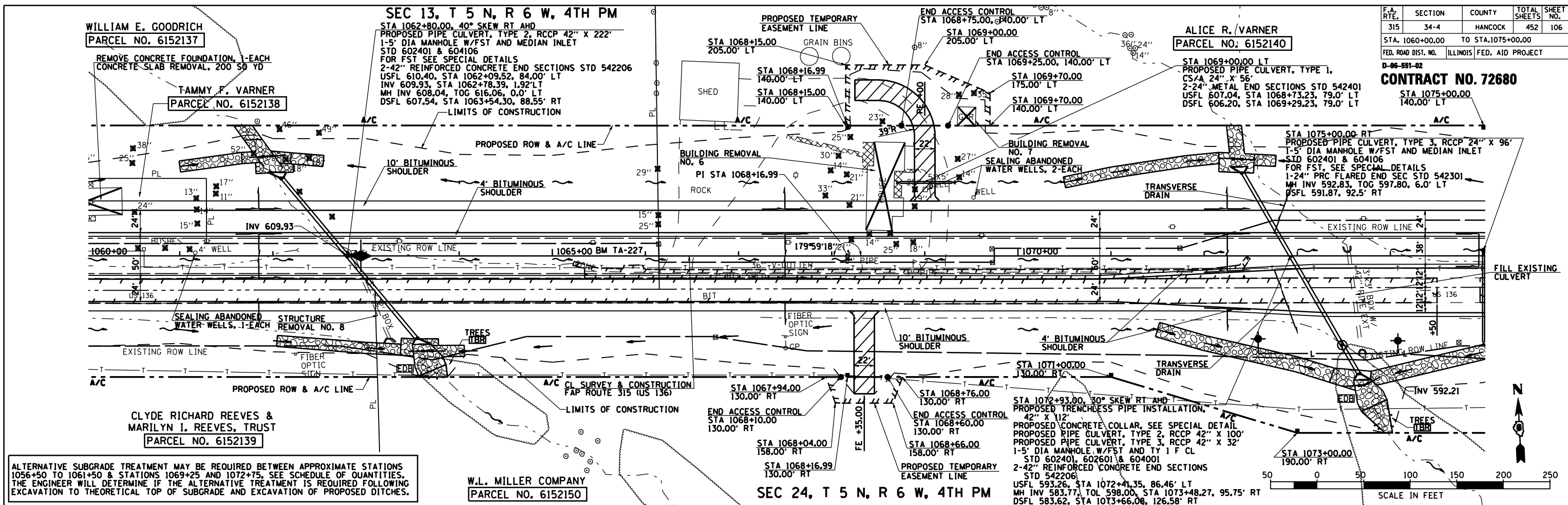
2173PP10

DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
NO.	

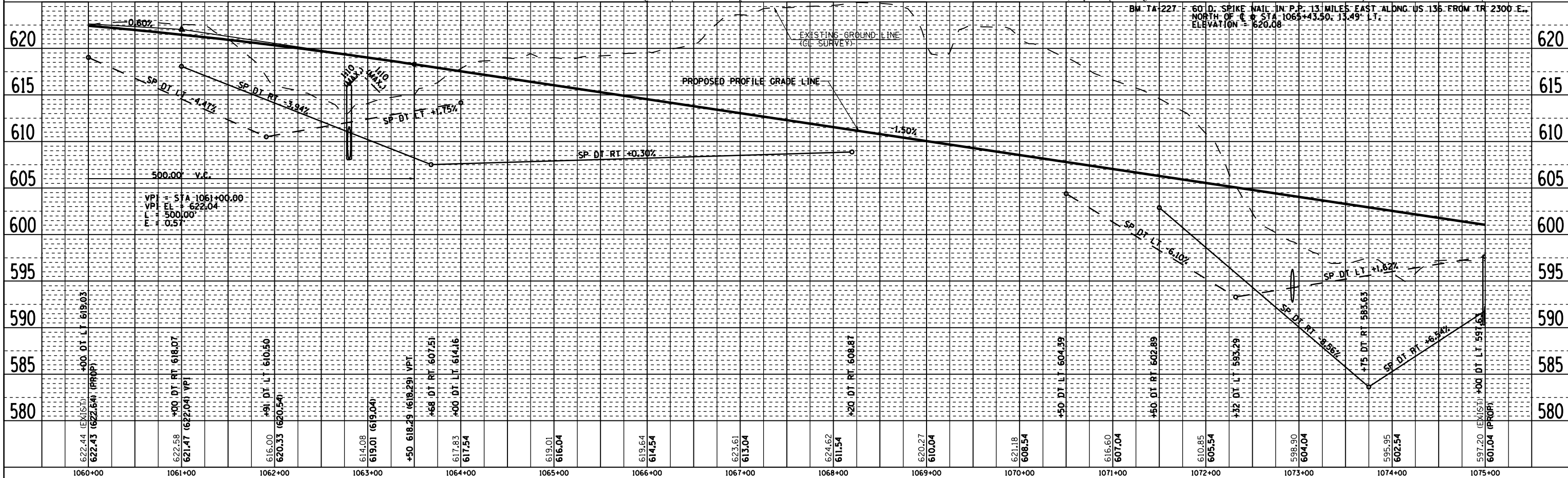
DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
NO.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	106

STA. 1060+00.00 TO STA. 1075+00.00  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
 D-96-391-02  
**CONTRACT NO. 72680**  
 STA 1075+00.00  
 140.00' LT



ALTERNATIVE SUBGRADE TREATMENT MAY BE REQUIRED BETWEEN APPROXIMATE STATIONS 1056+50 TO 1061+50 & STATIONS 1069+25 AND 1072+75. SEE SCHEDULE OF QUANTITIES. THE ENGINEER WILL DETERMINE IF THE ALTERNATIVE TREATMENT IS REQUIRED FOLLOWING EXCAVATION TO THEORETICAL TOP OF SUBGRADE AND EXCAVATION OF PROPOSED DITCHES.



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1060+00.00 TO STA 1075+00.00

2173PPII

ALICE R. VARNER  
PARCEL NO. 6152140

END ACCESS CONTROL  
STA 1076+25.00  
152.50' LT

POT STA 1076+04.07 FAP 315 (US 136) =  
POT STA 60+00.00 2450E (CH 28)  
SEE INTERSECTION DETAIL

LIMITS OF CONSTRUCTION  
STA 1079+00.00  
180.00' LT

STA 1079+60.00 0° SKEW  
PROPOSED PIPE CULVERT, TYPE 2, RCCP 30" X 186'  
1-5' DIA MANHOLE W/FST AND TY 1 F CL. 79.25' RT  
STD 602401, 602601 & 604001  
2-30" PRC FLARED END SECTIONS STD 542301  
USFL 587.03, 86.75' LT  
MH INV 580.28, TOL 590.91, 77.70' RT  
DSFL 580.16, 104.25' RT

STA 1083+20.00 0° SKEW  
PROPOSED TRENCHLESS PIPE INSTALLATION, 36" X 74'  
PROPOSED PIPE CULVERT, TYPE 2, RCCP 36" X 106'  
1-5' DIA MANHOLE W/FST AND MEDIAN INLET, 0.0' LT  
STD 602401 & 604106  
FOR FST, SEE SPECIAL DETAILS  
1-5' DIA MANHOLE W/FST AND TY 1 F CL. 78.5' RT  
STD 602401, 602601 & 604001  
2-36" PRC FLARED END SECTIONS STD 542301  
USFL 584.66, 81.12' LT  
INV 584.27, 2.50' LT  
MH INV 584.17, TOL 589.34, 0.0' LT  
MH INV 577.29, TOL 589.06, 77.0' RT  
DSFL 577.17, 103.65' RT

RODGER D. THOMPSON & WENDY M. THOMPSON  
PARCEL NO. 6152141

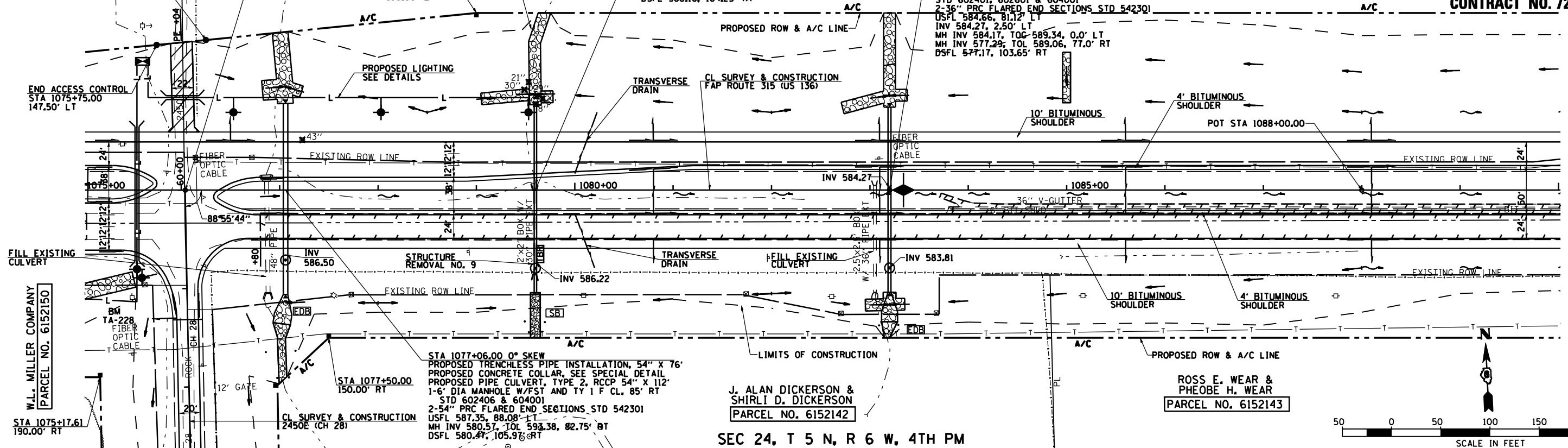
SEC 13, T 5 N,  
R 6 W, 4TH PM

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	107
STA. 1075+00.00		TO STA. 1090+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

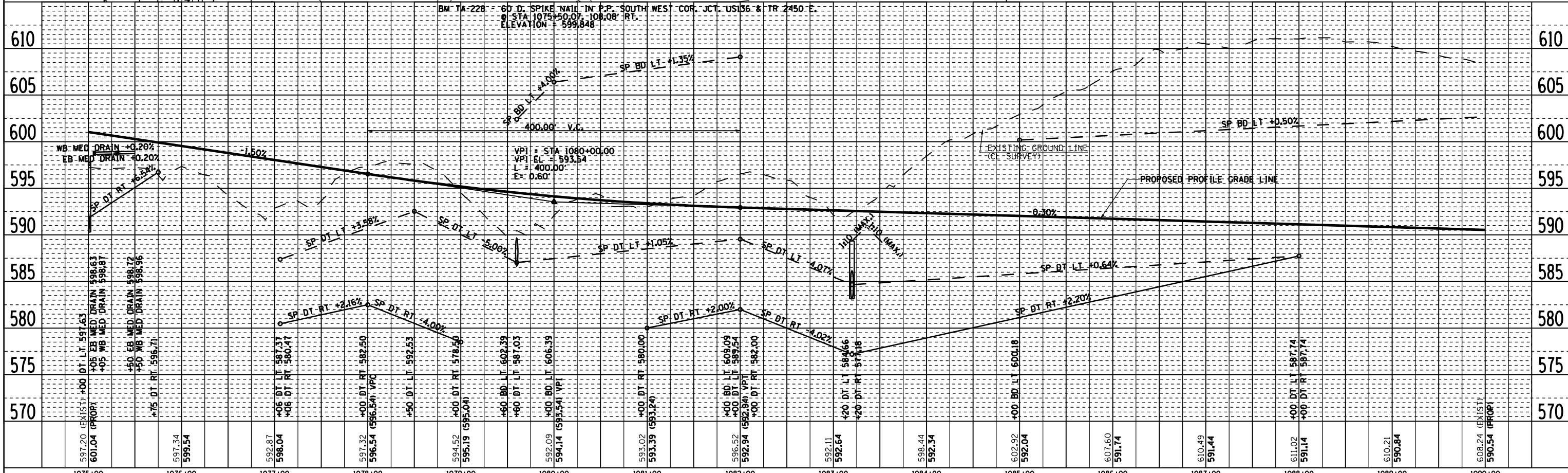
D-96-391-02  
**CONTRACT NO. 72680**

DATE	BY

DATE	BY



SEC 24, T 5 N, R 6 W, 4TH PM



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1075+00.00 TO STA 1090+00.00

2173PP12

SEC 13, T 5 N, R 6 W, 4TH PM

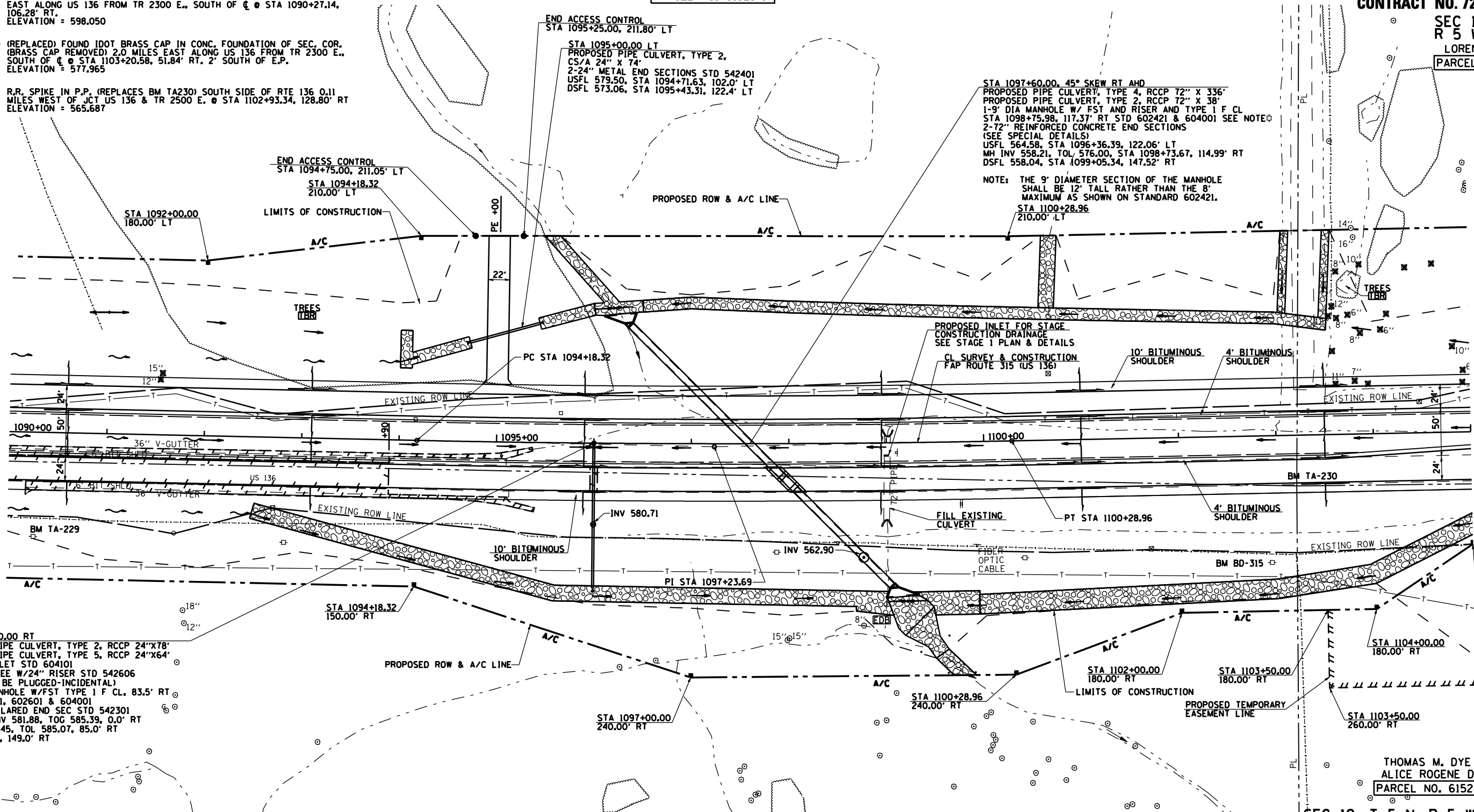
RODGER D. THOMPSON  
& WENDY M. THOMPSON  
PARCEL NO. 6152141

GROUND IMPROVEMENT MAY BE REQUIRED PRIOR TO PLACING EMBANKMENT BETWEEN APPROXIMATE STATIONS 1096+50 AND 1098+50 & STATIONS 1096+50 AND 1100+50 SEE SCHEDULE OF QUANTITIES. THE ENGINEER WILL DETERMINE THE NEED FOR GROUND IMPROVEMENT AFTER EXCAVATION OF PROPOSED DITCHES AND AFTER THE EXISTING GROUND HAS BEEN PROCESSED TO A MINIMUM DEPTH OF 12 INCHES FOR THREE CONSECUTIVE GOOD DRYING DAYS.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	108
STA. 1090+00.00		TO STA. 1105+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-96-991-02  
**CONTRACT NO. 72680**  
SEC 18, T 5 N,  
R 5 W, 4TH PM  
LOREN E. THOMAS  
PARCEL NO. 6152144

- BM TA-229 - 5' NORTH OF ABOVE COORDINATES. 60 D. SPIKE NAIL IN P.P. 1.80 MILES EAST ALONG US 136 FROM TR 2300 E., SOUTH OF C @ STA 1090+27.14, 106.28' RT, ELEVATION = 598.050
- BM TA-230 - (REPLACED) FOUND IDOT BRASS CAP IN CONC. FOUNDATION OF SEC. COR. (BRASS CAP REMOVED) 2.0 MILES EAST ALONG US 136 FROM TR 2300 E., SOUTH OF C @ STA 1103+20.58, 51.84' RT, 2' SOUTH OF E.P. ELEVATION = 577.965
- BM BD-315 - R.R. SPIKE IN P.P. (REPLACES BM TA230) SOUTH SIDE OF RTE 136 0.11 MILES WEST OF JCT US 136 & TR 2500 E. @ STA 1102+93.34, 128.80' RT ELEVATION = 565.687



STA 1096+00.00 RT  
PROPOSED PIPE CULVERT, TYPE 2, RCCP 24"x78"  
PROPOSED PIPE CULVERT, TYPE 5, RCCP 24"x64"  
1-MEDIAN INLET STD 604101  
1-RC PIPE TEE W/24" RISER STD 542606  
(END TO BE PLUGGED-INCIDENTAL)  
1-5' DIA MANHOLE W/FST TYPE I F CL, 83.5' RT  
STD 602401, 602601 & 604001  
1-24" PRC FLARED END SEC STD 542301  
PIPE TEE INV 581.88, TOG 585.39, 0.0' RT  
MH INV 562.45, TOL 585.07, 85.0' RT  
DSFL 561.50, 149.0' RT

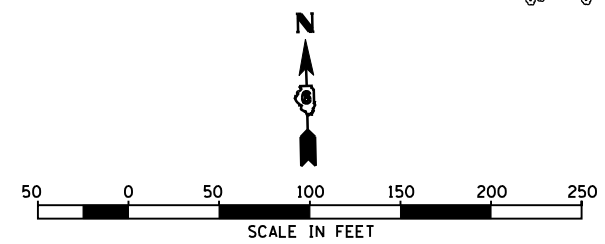
**CURVE B5**  
P.I. STA = 1097+23.69  
Δ = 02° 22' 29" (LT)  
D = 00° 23' 20"  
R = 14,733.20'  
T = 305.37'  
L = 610.64'  
E = 3.16'  
e = N/C  
T.R. = N/A  
S.E. RUN = N/A  
P.C. STA = 1094+18.32  
P.T. STA = 1100+28.96

ROSS E. WEAR & PHEOBE H. WEAR  
PARCEL NO. 6152143

THOMAS M. DYE & ALICE ROGENE DYE  
PARCEL NO. 6152145

SEC 19, T 5 N, R 5 W, 4TH PM

SEC 24, T 5 N, R 6 W, 4TH PM



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 315**  
ROADWAY PLAN  
STA 1090+00 TO STA 1105+00  
SCALE: 1" = 50'-0"  
DATE 3/15/06  
DRAWN BY JCG  
CHECKED BY JRB

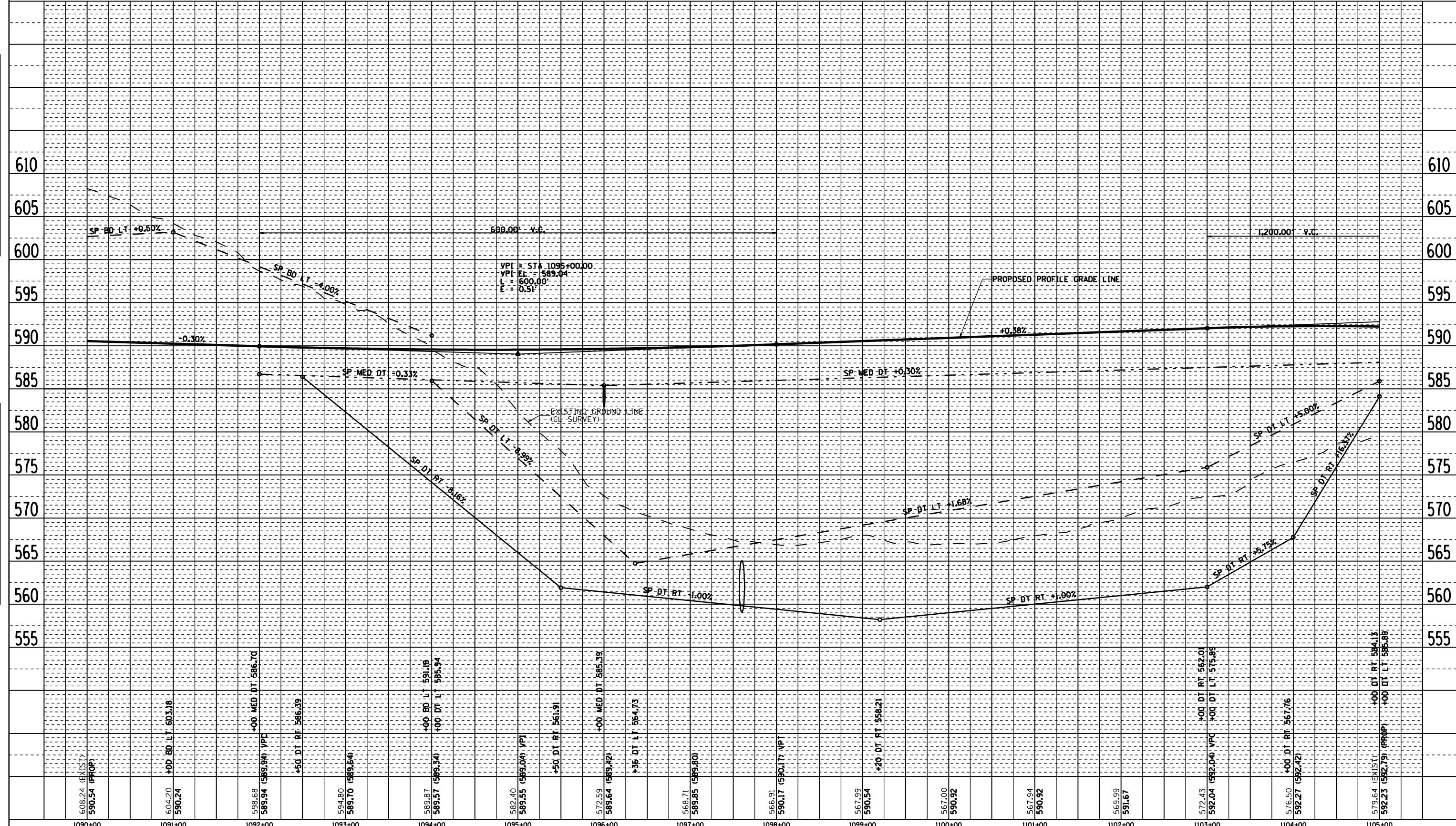


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	109
STA. 1090+00.00 TO STA. 1105+00.00				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**CONTRACT NO. 72680**

PLAN	DATE
SURVEYED	
ALIGNED	
CHECKED	
DATE	

PROFILE	DATE
SURVEYED	
GRADES CHECKED	
NOTED	
DATE	



2173PROF13

**ROADWAY PROFILE FAP 315 (US 136), STA 1090+00.00 TO STA 1105+00.00**

SEC 18, T 5 N, R 5 W, 4TH PM

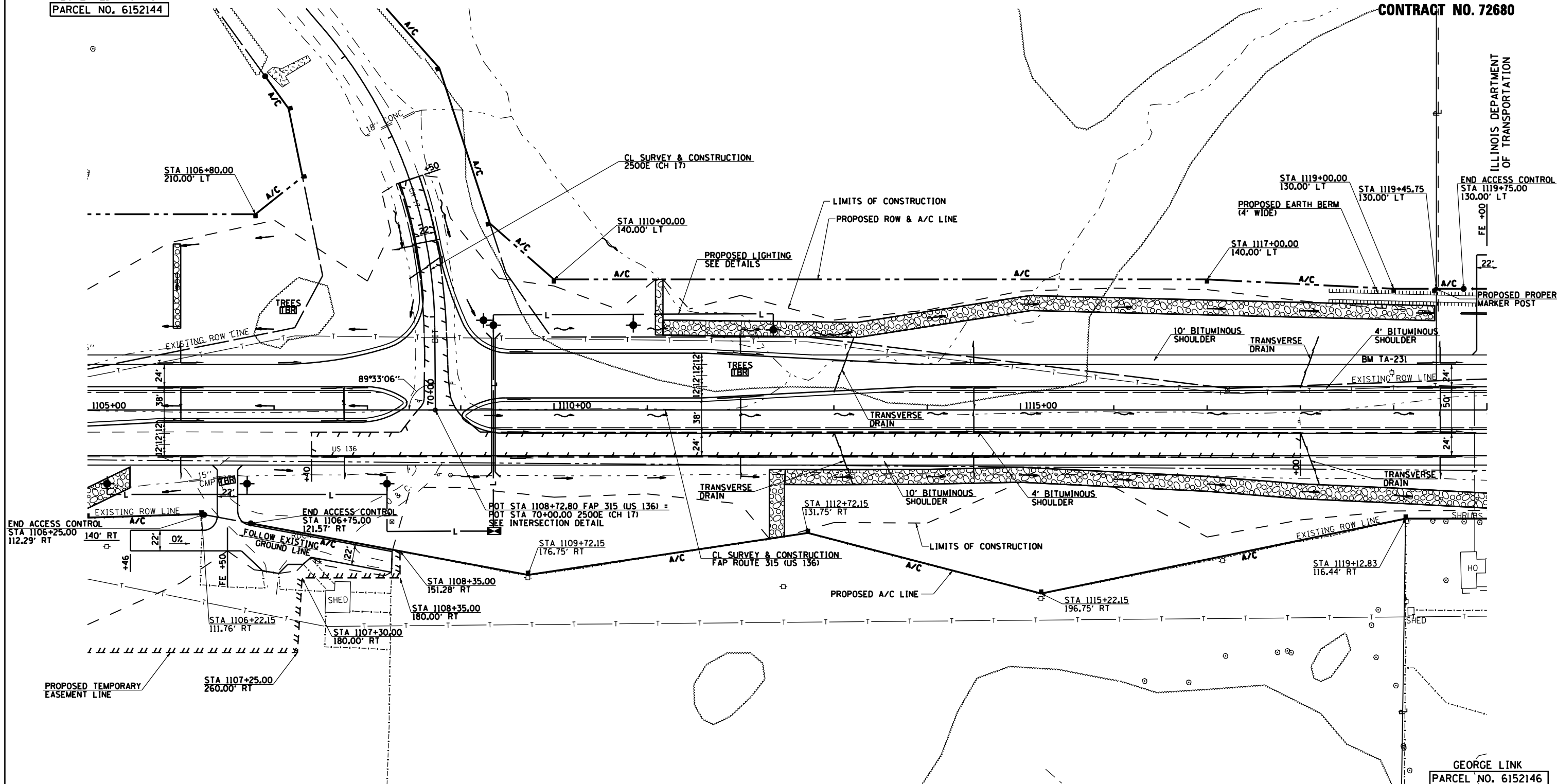
LOREN E. THOMAS  
 PARCEL NO. 6152151

LOREN E. THOMAS  
 PARCEL NO. 6152144

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	110
STA. 1105+00.00		TO STA. 1120+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-96-891-02  
**CONTRACT NO. 72680**

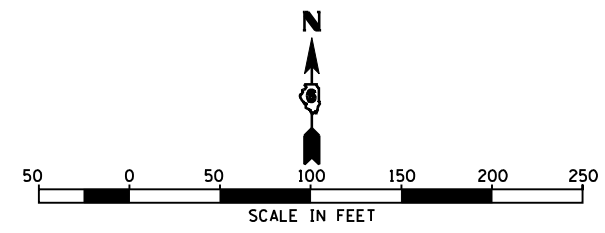
ILLINOIS DEPARTMENT  
 OF TRANSPORTATION



BM TA-231 - 60 D. SPIKE NAIL IN GUY POLE 2.3 MILES EAST ALONG US 136 FROM TR 2300 E., NORTH OF C @ STA 1118+99.04, 39.25' LT ELEVATION: 557.190

THOMAS M. DYE &  
 ALICE ROGENE DYE  
 PARCEL NO. 6152145

SEC 19, T 5 N, R 5 W, 4TH PM



REVISIONS	
NAME	DATE

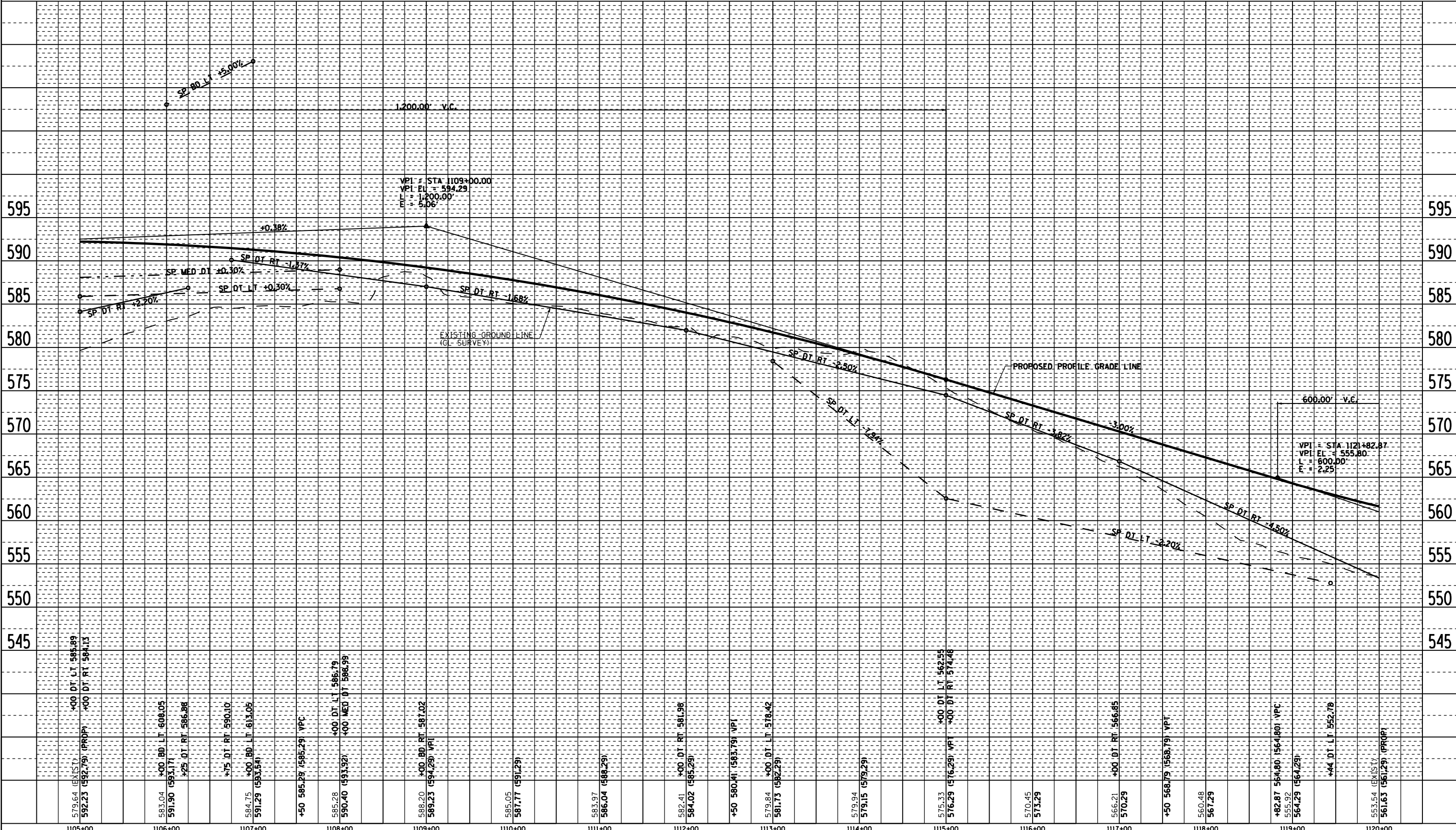
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 315  
 ROADWAY PLAN  
 STA 1105+00 TO STA 1120+00**  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	111
STA. 1105+00.00 TO STA. 1120+00.00		ILLINOIS FED. AID PROJECT		
D-86-581-02				

**CONTRACT NO. 72680**

PLAN	DATE
NO.	
BY	
DATE	
SURVEYED	
ALIGNED	
CHECKED	
DATE	
BY	
DATE	

PROFILE	DATE
NO.	
BY	
DATE	
SURVEYED	
GRADES CHECKED	
DATE	
BY	
DATE	



2173PROF14 ROADWAY PROFILE FAP 315 (US 136), STA 1105+00.00 TO STA 1120+00.00

GROUND IMPROVEMENT MAY BE REQUIRED PRIOR TO PLACING EMBANKMENT BETWEEN APPROXIMATE STATIONS 1124+00 AND 1150+60. SEE SCHEDULE OF QUANTITIES. THE ENGINEER WILL DETERMINE THE NEED FOR GROUND IMPROVEMENT AFTER EXCAVATION OF PROPOSED DITCHES AND AFTER THE EXISTING GROUND HAS BEEN PROCESSED TO A MINIMUM DEPTH OF 12 INCHES FOR THREE CONSECUTIVE GOOD DRYING DAYS.

SEC 18, T 5 N, R 5 W, 4TH PM

ILLINOIS DEPARTMENT OF TRANSPORTATION

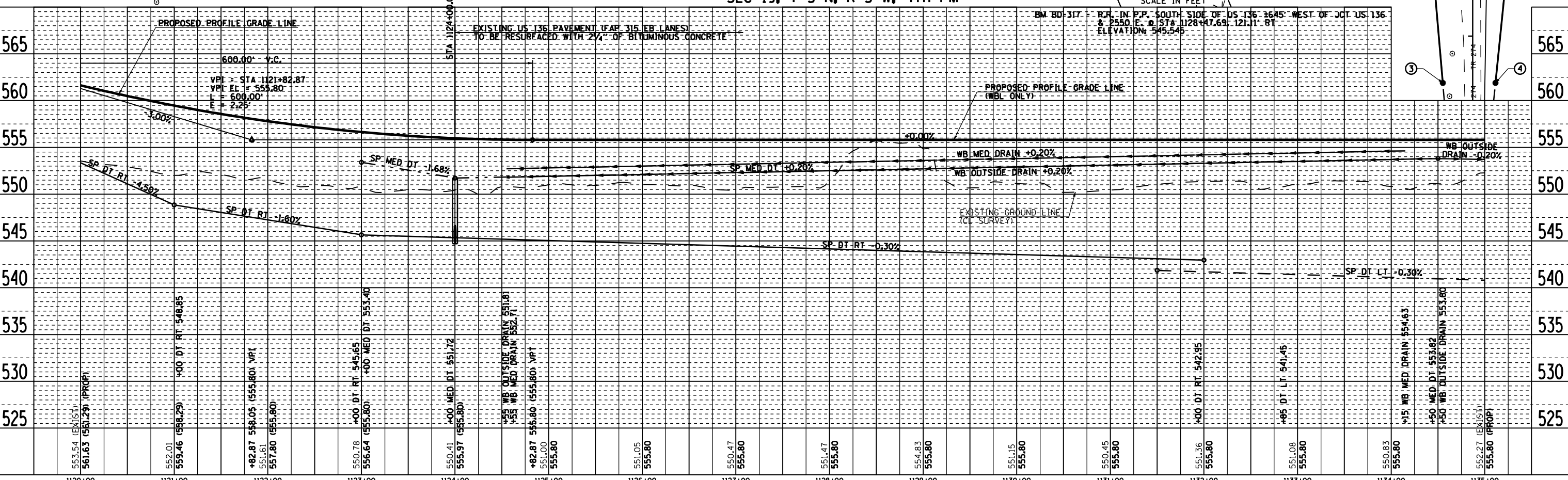
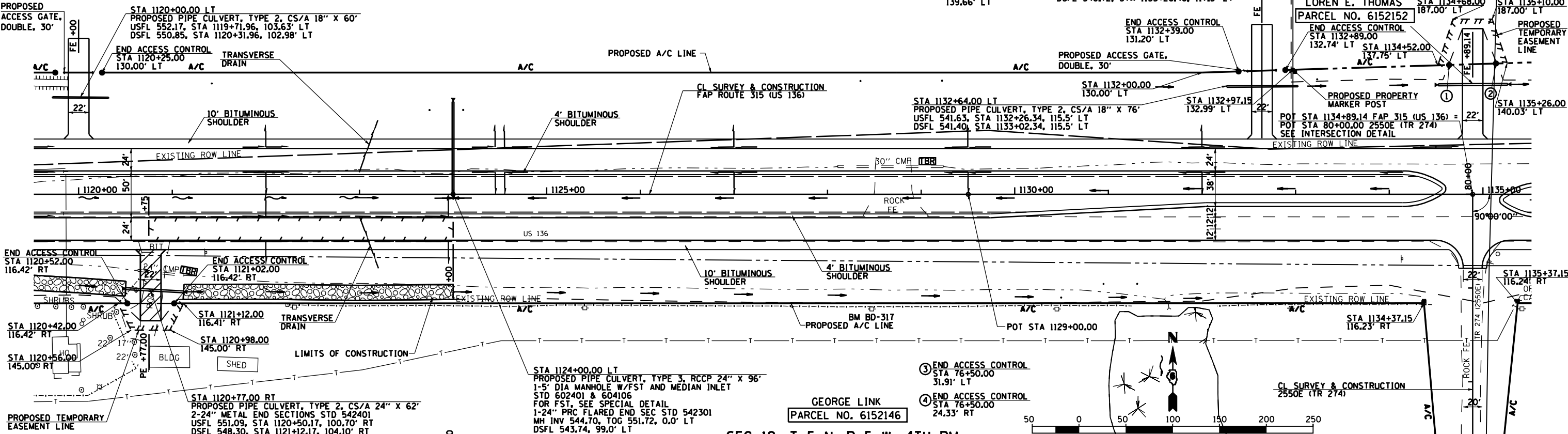
- ① END ACCESS CONTROL STA 1134+64.00 138.12' LT
- ② END ACCESS CONTROL STA 1135+14.00 139.66' LT

STA 1134+89.14 LT  
 PROPOSED PIPE CULVERT, TYPE 2, CS/A 24" X 74"  
 2-24" METAL END SECTIONS STD 542401  
 USFL 540.94, STA 1134+52.46, 116.9' LT  
 DSFL 540.72, STA 1135+26.46, 117.5' LT

CONTRACT NO. 72680

D-96-581-02	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	315	34-4	HANCOCK	452	112
STA. 1120+00.00 TO STA. 1135+00.00					
ILLINOIS FED. AID PROJECT					

LOREN E. THOMAS  
 PARCEL NO. 6152152  
 STA 1134+68.00 187.00' LT  
 STA 1135+10.00 187.00' LT



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1120+00.00 TO STA 1135+00.00

DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	

2173PP15

SEC 18, T 5 N, R 5 W, 4TH PM

LOREN E. THOMAS

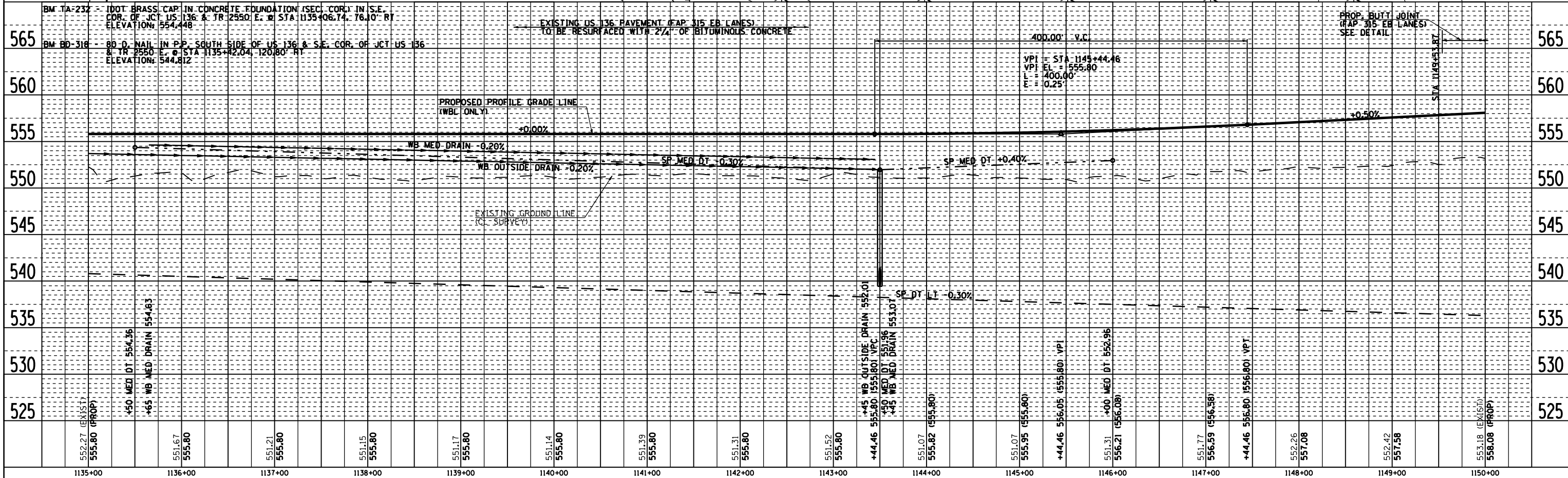
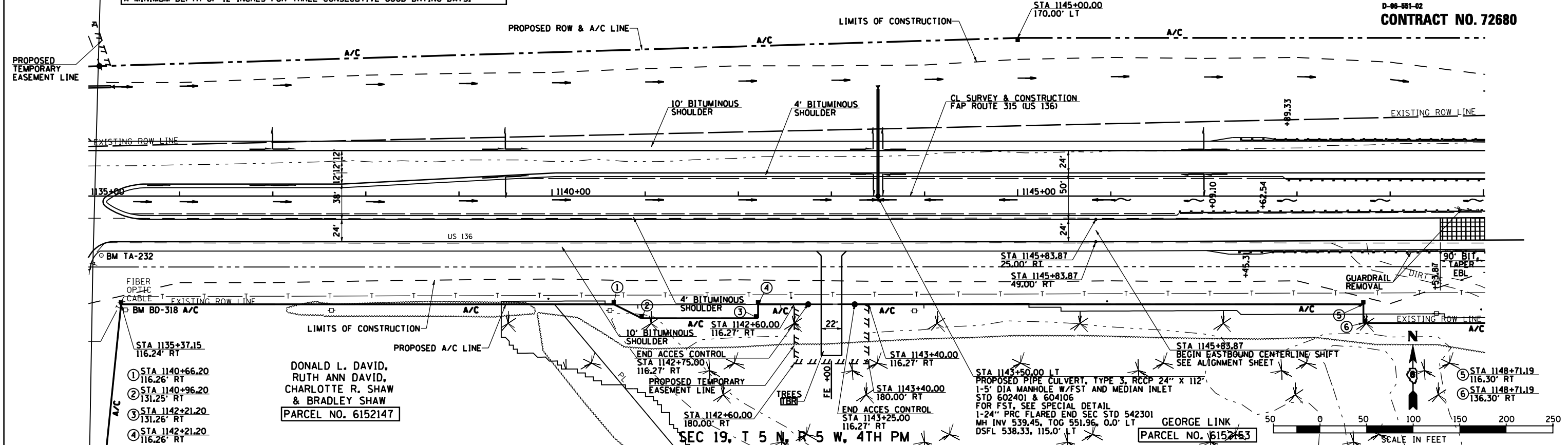
PARCEL NO. 6152152

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	113

STA. 1135+00.00 TO STA. 1150+00.00  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
 D-96-991-02

CONTRACT NO. 72680

GROUND IMPROVEMENT MAY BE REQUIRED PRIOR TO PLACING EMBANKMENT BETWEEN APPROXIMATE STATIONS 1124+00 AND 1150+60. SEE SCHEDULE OF QUANTITIES. THE ENGINEER WILL DETERMINE THE NEED FOR GROUND IMPROVEMENT AFTER EXCAVATION OF PROPOSED DITCHES AND AFTER THE EXISTING GROUND HAS BEEN PROCESSED TO A MINIMUM DEPTH OF 12 INCHES FOR THREE CONSECUTIVE GOOD DRYING DAYS.



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1135+00.00 TO STA 1150+00.00

PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO. OF WAY CHECKED	
CADD FILE NAME	

PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO. OF WAY CHECKED	
STRUCTURE NOTATIONS CHRD	

BM TA-233 - CHISLED SQUARE IN WEST END OF SOUTH CONCRETE HANDRAIL OF BRIDGE, \*034-0066 @ LAMOINE RIVER WEST FORK @ STA 1150+89.92, 57.81' RT ELEVATION: 561.055

BM BD-319 - R.R. SPIKE IN P.P. SOUTH SIDE OF US 136 ±1100' EAST OF WEST END OF BRIDGE, \*034-0066 @ STA 1161+87.13, 124.55' RT ELEVATION: 543.924

BM TA-234 - 60 D. SPIKE NAIL IN P.P. 0.20 MILES EAST ALONG US 136 FROM EAST END OF BRIDGE, \*034-0066, SOUTH OF C @ STA 1164+85.60, 125.26' RT ELEVATION: 547.873

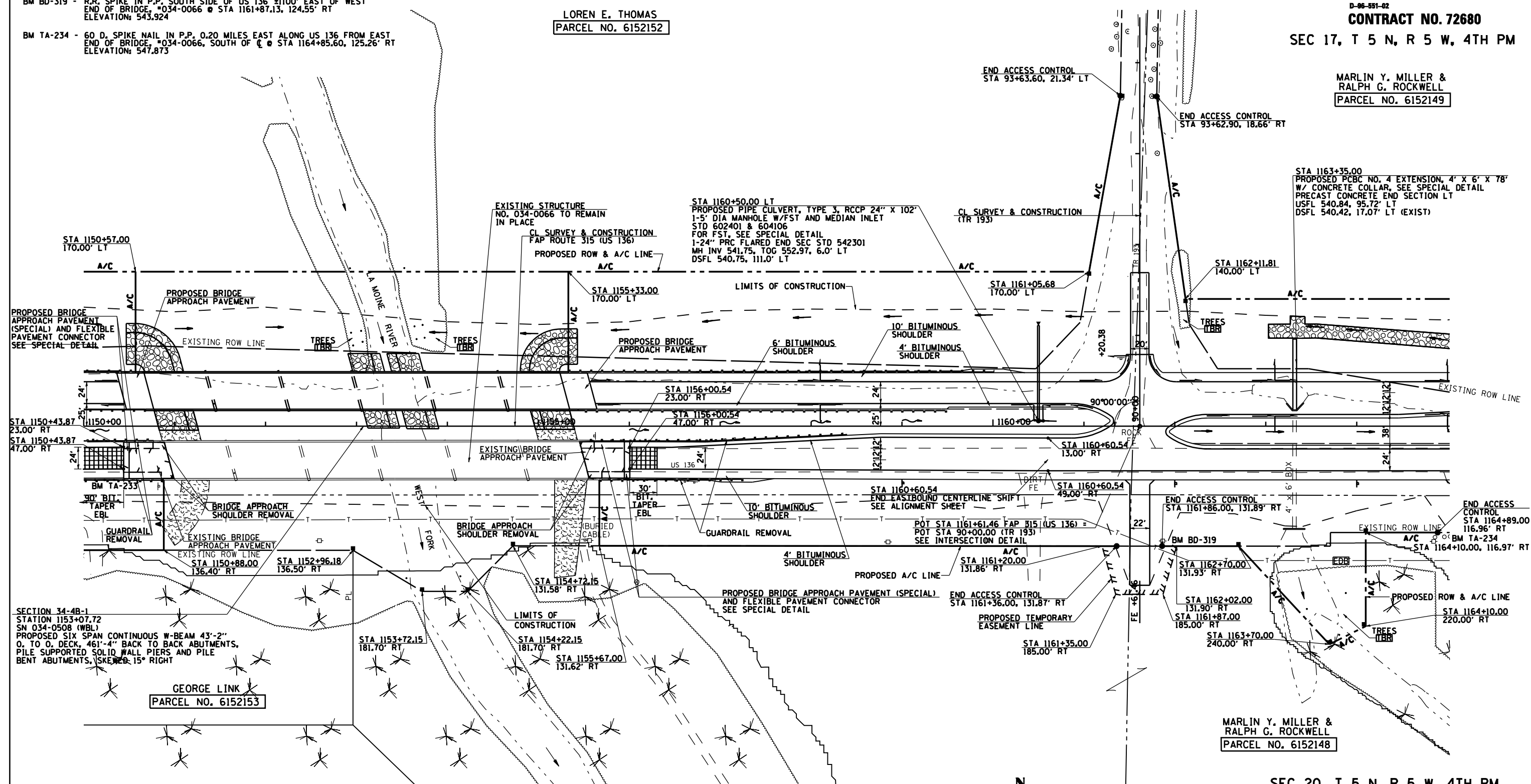
SEC 18, T 5 N, R 5 W, 4TH PM

LOREN E. THOMAS  
PARCEL NO. 6152152

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	114
STA. 1150+00.00		TO STA. 1165+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-96-991-02  
**CONTRACT NO. 72680**  
SEC 17, T 5 N, R 5 W, 4TH PM

MARLIN Y. MILLER & RALPH G. ROCKWELL  
PARCEL NO. 6152149



SECTION 34-4B-1  
STATION 1153+07.72  
SN 034-0508 (WBL)  
PROPOSED SIX SPAN CONTINUOUS W-BEAM 43'-2"  
O. TO O. DECK, 461'-4" BACK TO BACK ABUTMENTS,  
PILE SUPPORTED SOLID WALL PIERS AND PILE  
BENT ABUTMENTS, SKEWED 15° RIGHT

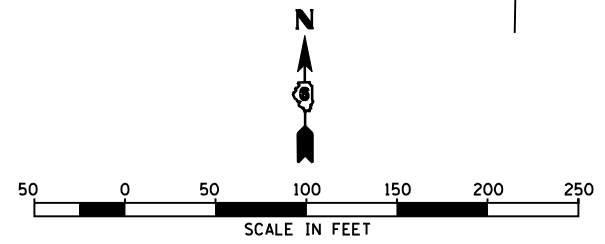
GEORGE LINK  
PARCEL NO. 6152153

MARLIN Y. MILLER & RALPH G. ROCKWELL  
PARCEL NO. 6152148

SEC 20, T 5 N, R 5 W, 4TH PM

GROUND IMPROVEMENT MAY BE REQUIRED PRIOR TO PLACING EMBANKMENT BETWEEN APPROXIMATE STATIONS 1124+00 AND 1150+60. SEE SCHEDULE OF QUANTITIES. THE ENGINEER WILL DETERMINE THE NEED FOR GROUND IMPROVEMENT AFTER EXCAVATION OF PROPOSED DITCHES AND AFTER THE EXISTING GROUND HAS BEEN PROCESSED TO A MINIMUM DEPTH OF 12 INCHES FOR THREE CONSECUTIVE GOOD DRYING DAYS.

SEC 19, T 5 N, R 5 W, 4TH PM



REVISIONS	
NAME	DATE

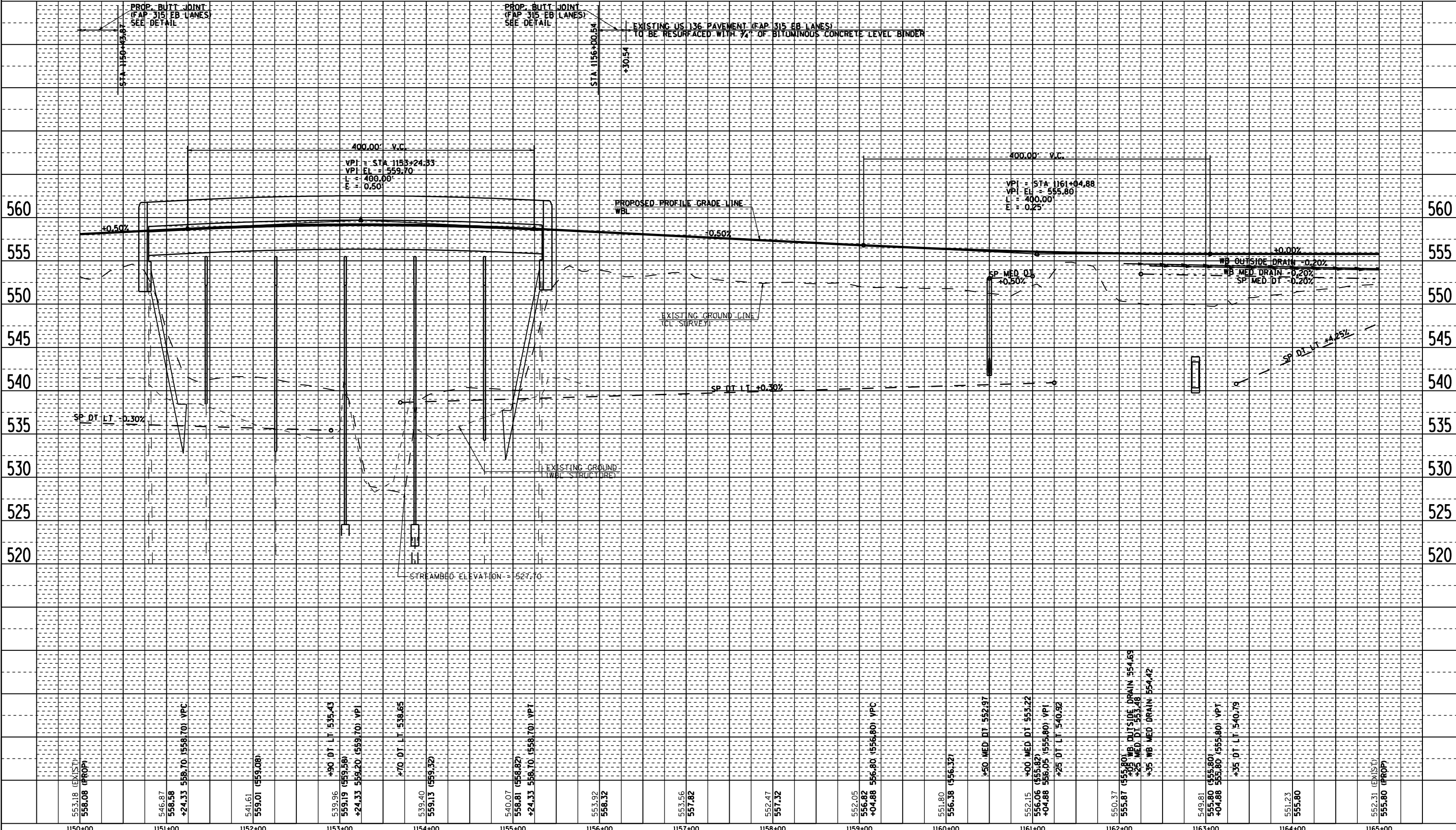
ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAP ROUTE 315  
ROADWAY PLAN  
STA 1150+00 TO STA 1165+00  
SCALE: 1" = 50'-0"  
DATE 1/31/06  
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	115
STA. 1150+00.00		TO STA. 1165+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

D-88-881-02  
**CONTRACT NO. 72680**

PLAN	DATE
SURVEYED	
ALIGNED	
CHECKED	
BY	
NO.	

PROFILE	DATE
SURVEYED	
GRADES CHECKED	
BY	
NO.	



553.18 (EXIST)	556.08 (PROP)	546.87	558.58	541.61	559.01 (559.08)	539.96	559.19 (559.28)	539.40	559.13 (559.32)	540.07	558.81 (558.82)	553.92	558.32	553.56	557.82	552.47	557.32	552.05	556.82	556.80 (556.80) VPC	551.80	556.38 (556.32)	552.15	556.06 (555.82)	556.05 (555.80) VPI	550.37	555.87 (555.80)	555.80 (555.80)	549.81	555.80 (555.80)	551.23	555.80	552.31 (EXIST)	555.80 (PROP)	
1150+00	1151+00	1152+00	1153+00	1154+00	1155+00	1156+00	1157+00	1158+00	1159+00	1160+00	1161+00	1162+00	1163+00	1164+00	1165+00																				

ROADWAY PROFILE FAP 315 (US 136), STA 1150+00.00 TO STA 1165+00.00

SEC 17, T 5 N, R 5 W, 4TH PM

MARLIN Y. MILLER &  
RALPH G. ROCKWELL  
PARCEL NO. 6152149

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	116

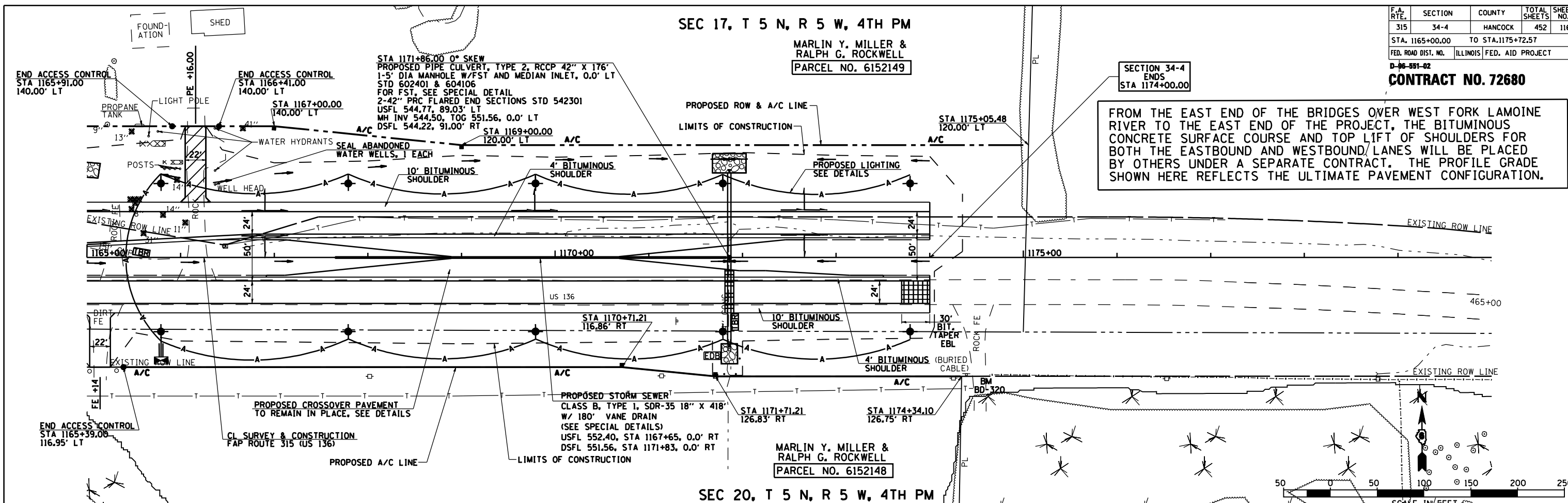
STA. 1165+00.00 TO STA. 1175+72.57

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

D-96-991-02

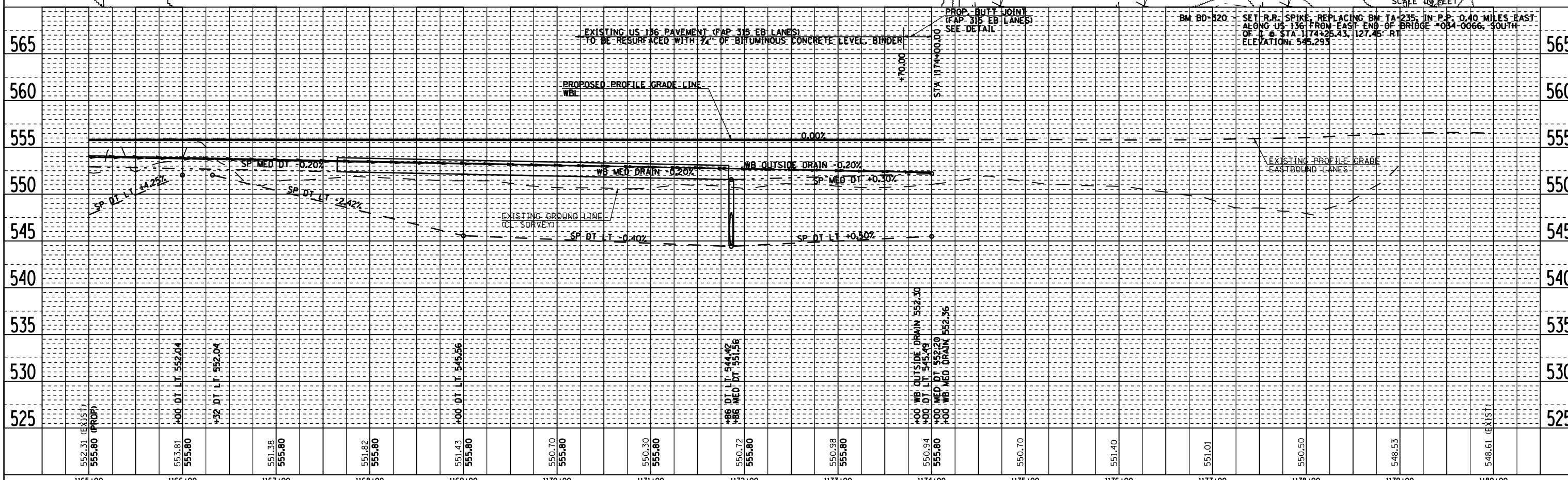
**CONTRACT NO. 72680**

FROM THE EAST END OF THE BRIDGES OVER WEST FORK LAMOINE RIVER TO THE EAST END OF THE PROJECT, THE BITUMINOUS CONCRETE SURFACE COURSE AND TOP LIFT OF SHOULDERS FOR BOTH THE EASTBOUND AND WESTBOUND LANES WILL BE PLACED BY OTHERS UNDER A SEPARATE CONTRACT. THE PROFILE GRADE SHOWN HERE REFLECTS THE ULTIMATE PAVEMENT CONFIGURATION.



SEC 20, T 5 N, R 5 W, 4TH PM

MARLIN Y. MILLER &  
RALPH G. ROCKWELL  
PARCEL NO. 6152148



ROADWAY PLAN & PROFILE FAP 315 (US 136), STA 1165+00.00 TO STA 1175+72.57

DATE	BY	REVISION

DATE	BY	REVISION

2173PP18



SEC 15, T 5 N, R 6 W, 4TH PM

DAN C. BRYAN &  
SHARON K. BRYAN  
PARCEL NO. 6152123

PROPOSED ROW & A/C LINE

LIMITS OF CONSTRUCTION

POT STA 10+00.00 2200E (TR 198) =  
POT STA 942+86.48 FAP 315 (US 136)  
SEE INTERSECTION DETAIL

SEC 22, T 5 N, R 6 W, 4TH PM

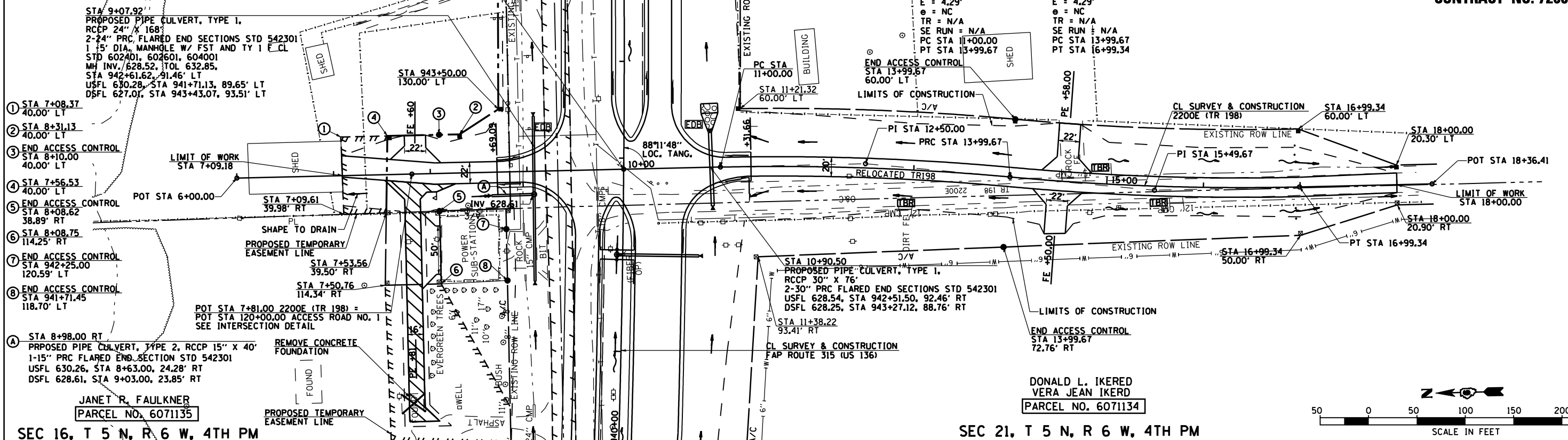
GARRY L. RICHARDSON &  
JUNE E. RICHARDSON  
PARCEL NO. 6152155

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	117
STA. 6+00.00		TO STA. 18+36.41		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 72680

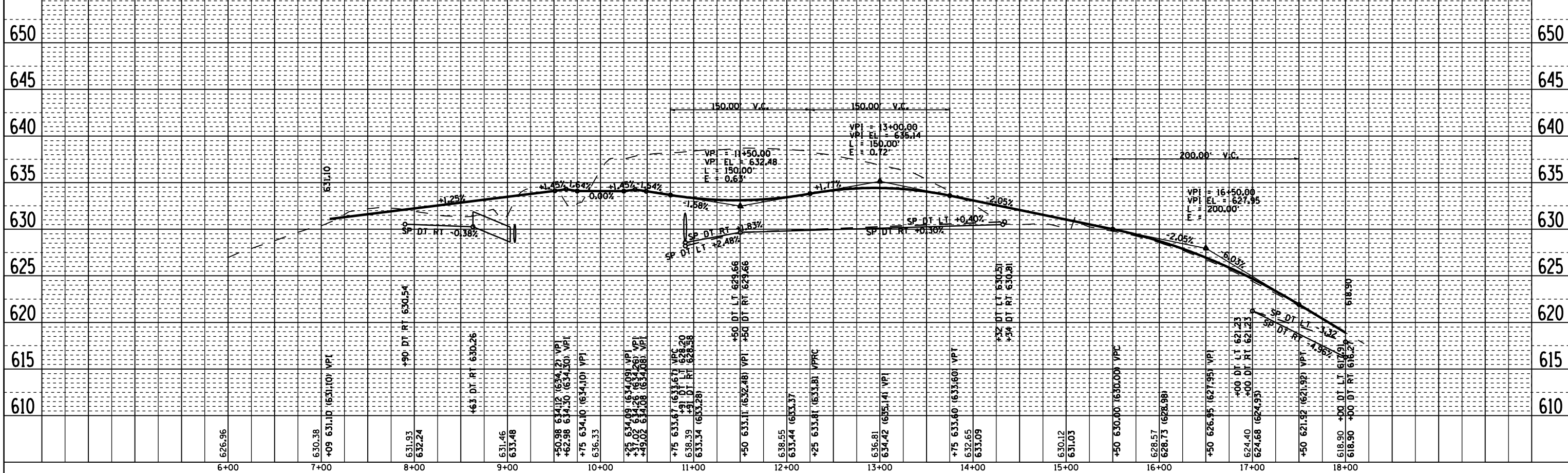
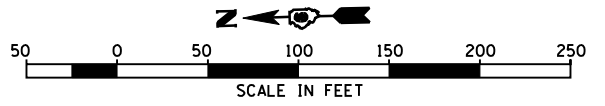
PROP CURVE 30001  
PI STA 12+50.00  
Δ = 6°33'31" (RT)  
D = 2'11"19"  
R = 2,617.94'  
T = 150.00'  
L = 299.67'  
E = 4.29'  
e = NC  
TR = N/A  
SE RUN = N/A  
PC STA 11+00.00  
PT STA 13+99.67

PROP CURVE 30005  
PI STA 15+49.67  
Δ = 6°33'31" (LT)  
D = 2'11"19"  
R = 2,617.97'  
T = 150.00'  
L = 299.67'  
E = 4.29'  
e = NC  
TR = N/A  
SE RUN = N/A  
PC STA 13+99.67  
PT STA 16+99.34



SEC 16, T 5 N, R 6 W, 4TH PM

SEC 21, T 5 N, R 6 W, 4TH PM



PLAN & PROFILE 2200E (TR 198), STA 6+00.00 TO STA 18+36.41

PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
NO. OF WAY CHECKED	
NO. OF FILE NAME	

PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
NO. OF WAY CHECKED	
NO. OF STRUCTURE NOTATIONS CHRD	

SEC 22, T 5 N, R 6 W, 4TH PM

ESTHER M. VON HOVE  
LIFE ESTATE  
PARCEL NO. 6152126

① STA 18+94.29  
PROPOSED PIPE CULVERT, TYPE 2,  
RCCP 30" X 134"  
2-30" PRC FLARED END SECTIONS STD 542301  
USFL 628.25, STA 996+17.85, 105.9' RT  
DSFL 628.65, STA 994+82.88, 105.0' RT

PROPOSED ROW & A/C LINE  
CL SURVEY & CONSTRUCTION  
FAP ROUTE 315 (US 136)

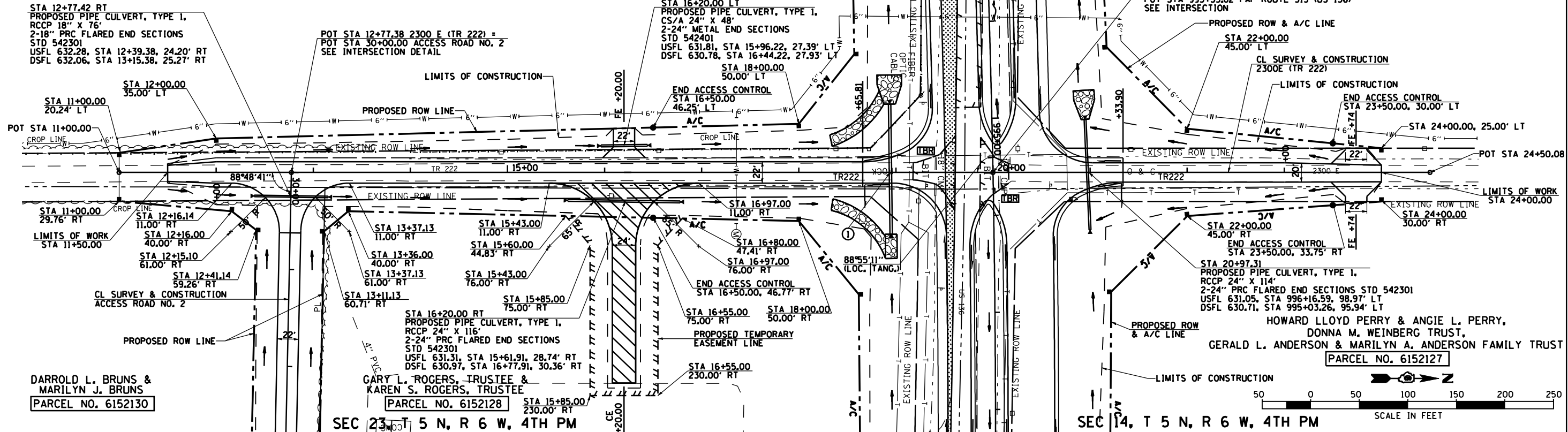
SEC 15, T 5 N, R 6 W, 4TH PM

MARK A. BURLING &  
JONI M. BURLING  
PARCEL NO. 6152125

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	118

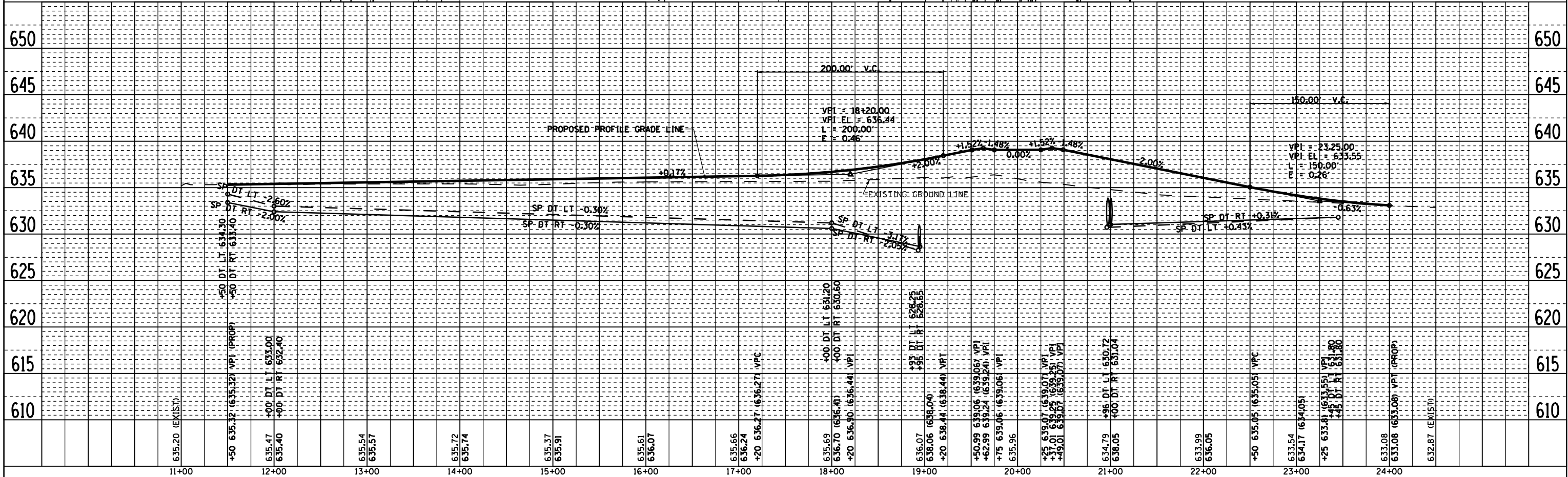
STA. 11+00.00 TO STA.24+50.08  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
D-96-991-02

CONTRACT NO. 72680



DATE	BY	REVISION

DATE	BY	REVISION



PLAN & PROFILE 2300E (TR 222), STA 11+00.00 TO STA 24+50.08

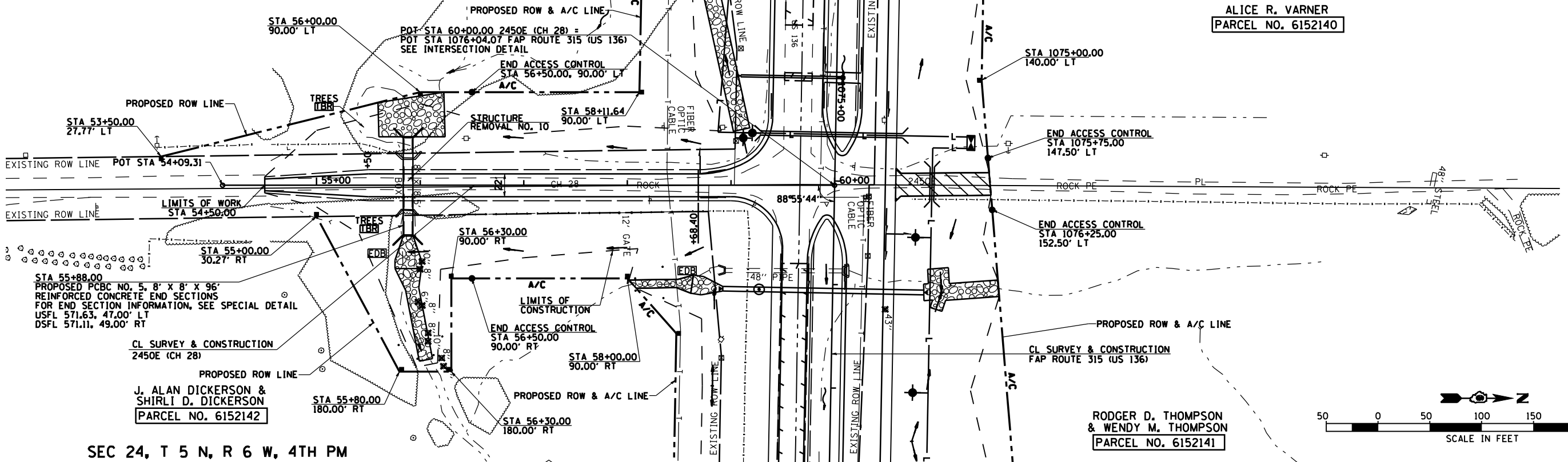


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	120
STA. 54+09.31 TO STA. 64+50		ILLINOIS FED. AID PROJECT		
D-98-551-02				

CONTRACT NO. 72680

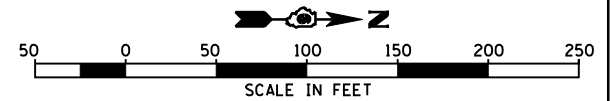
W.L. MILLER COMPANY  
PARCEL NO. 6152150

ALICE R. VARNER  
PARCEL NO. 6152140



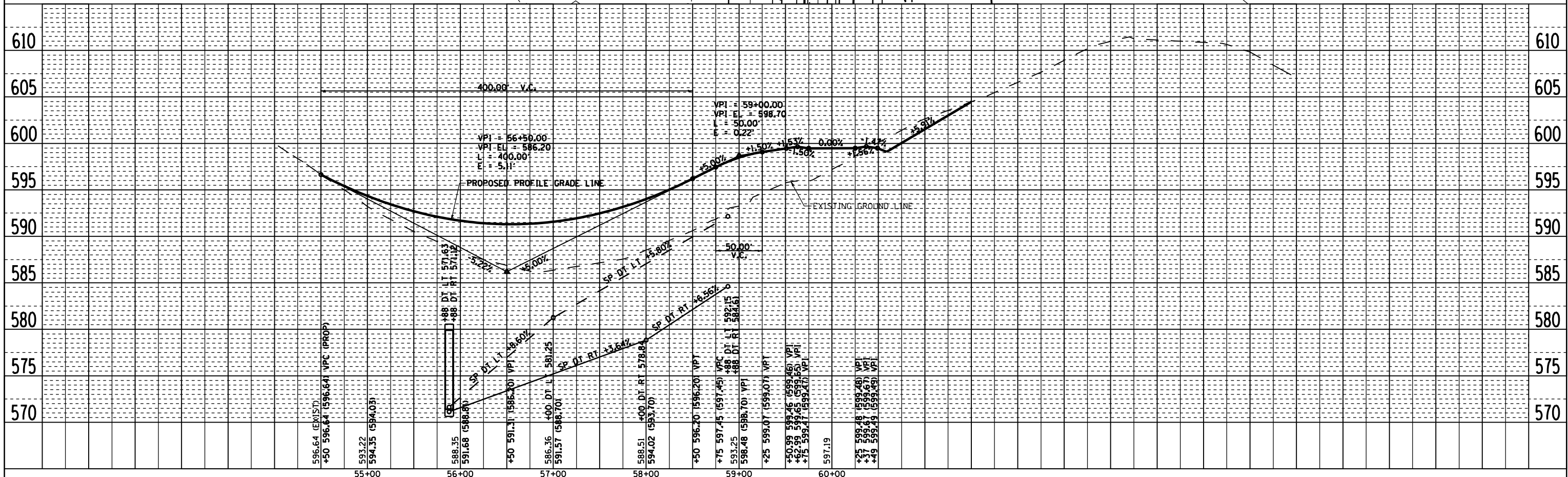
SEC 24, T 5 N, R 6 W, 4TH PM

RODGER D. THOMPSON  
& WENDY M. THOMPSON  
PARCEL NO. 6152141



PLAN	DATE
BY	
DATE	
BY	
DATE	

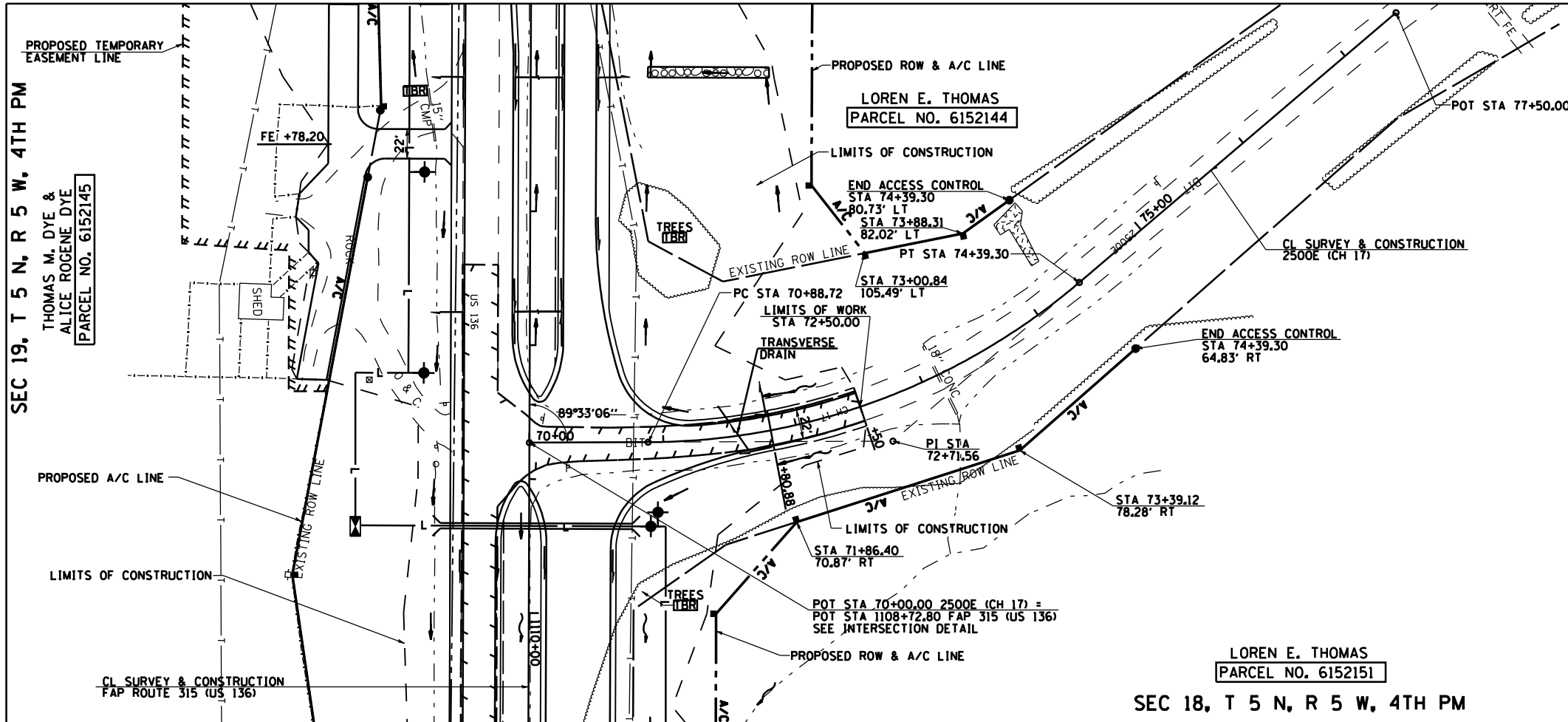
PROFILE	DATE
BY	
DATE	
BY	
DATE	



PLAN & PROFILE 2450E (CH 28), STA 54+09.31 TO STA 64+50.00

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	REVISIONS		
	NO.		

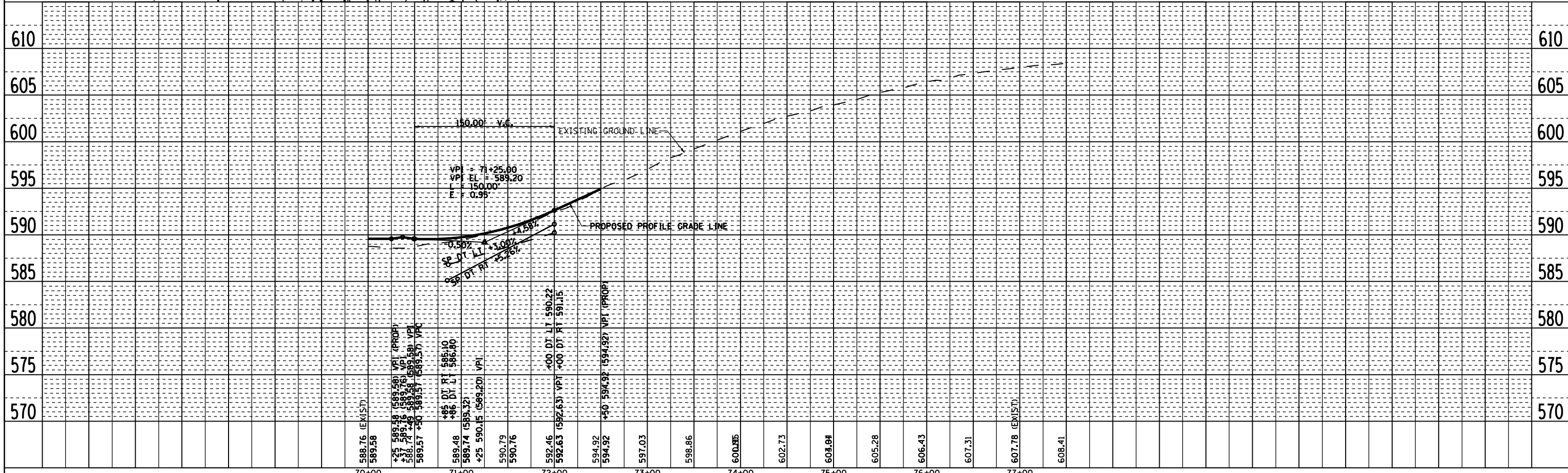
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	REVISIONS		
	NO.		



**CURVE CH17**  
 P.I. STA = 72+71.56  
 $\Delta = 40^\circ 10' 26''$  (LT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 182.85'$   
 $L = 350.58'$   
 $E = 32.38'$   
 P.C. STA = 70+88.72  
 P.T. STA = 74+39.30  
 FOR SE RATE AND SE TRANSITION,  
 SEE INTERSECTION DETAIL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	121

CONTRACT NO. 72680



2173PP23

PLAN & PROFILE 2500E (CH 17), STA 70+00.00 TO STA 77+50.00

SEC 23, T 5 N, R 6 W, 4TH PM  
ROCK

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	122

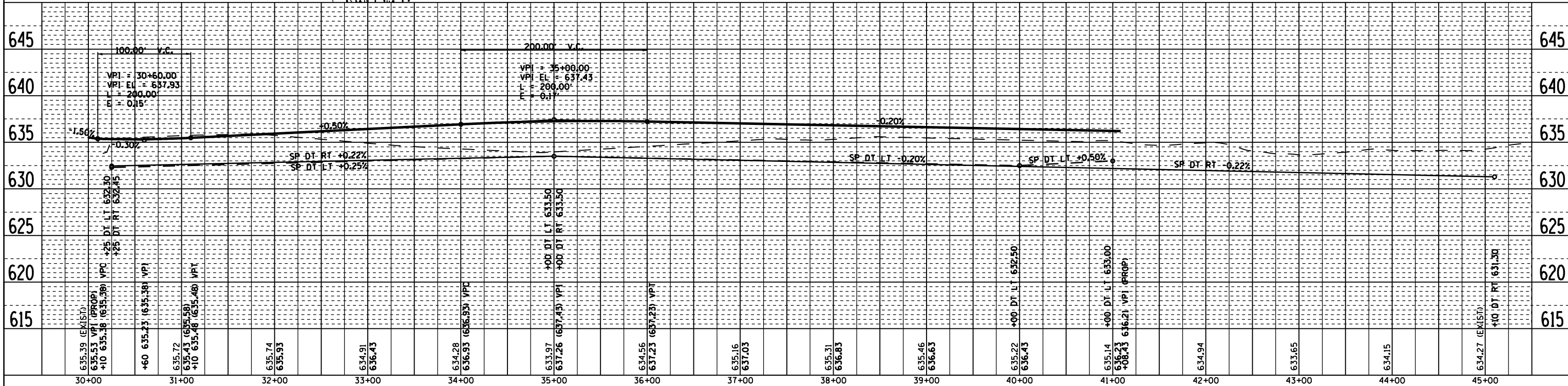
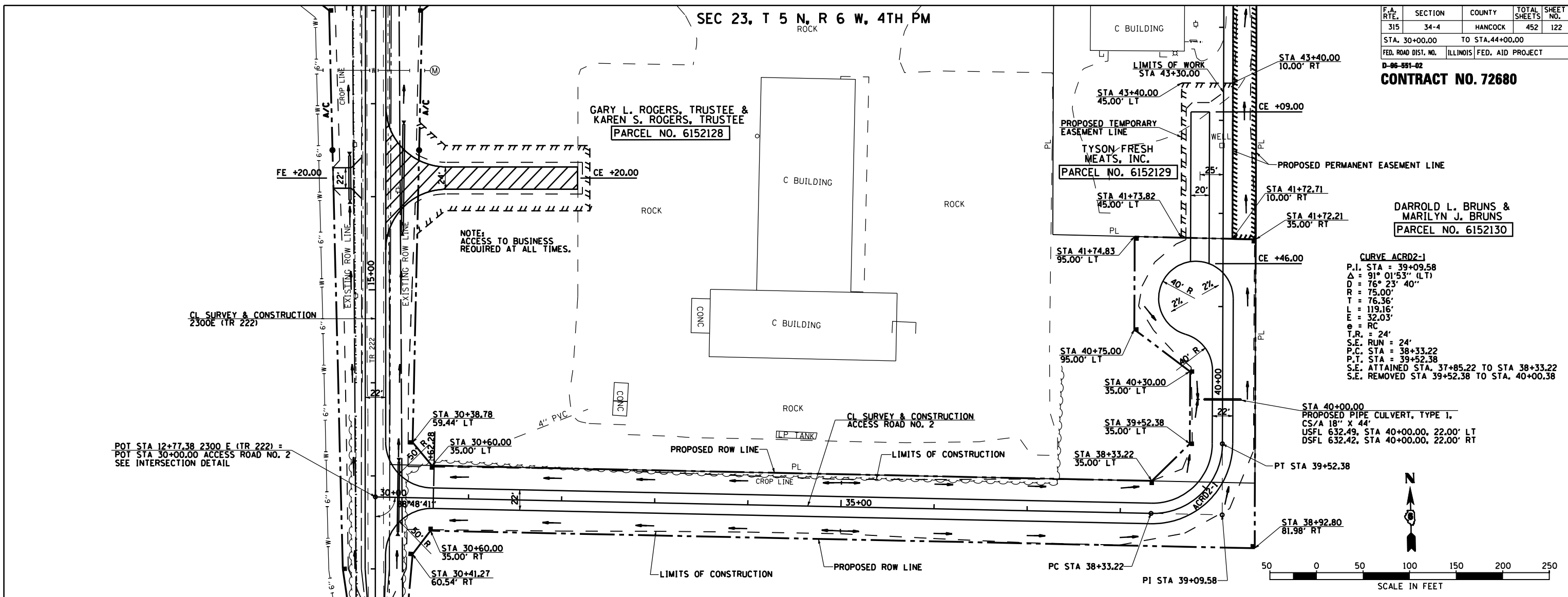
CONTRACT NO. 72680

DARROLD L. BRUNS & MARILYN J. BRUNS  
PARCEL NO. 6152130

**CURVE ACRO2-1**  
 P.I. STA = 39+09.58  
 $\Delta = 91^\circ 01' 53''$  (LT)  
 $D = 76^\circ 23' 40''$   
 $R = 75.00'$   
 $L = 76.36'$   
 $T = 119.16'$   
 $E = 32.03'$   
 $e = RC$   
 $T.R. = 24'$   
 $S.E. RUN = 24'$   
 P.C. STA = 38+33.22  
 P.T. STA = 39+52.38  
 S.E. ATTAINED STA. 37+85.22 TO STA 38+33.22  
 S.E. REMOVED STA 39+52.38 TO STA. 40+00.38

PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO.	

PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO.	

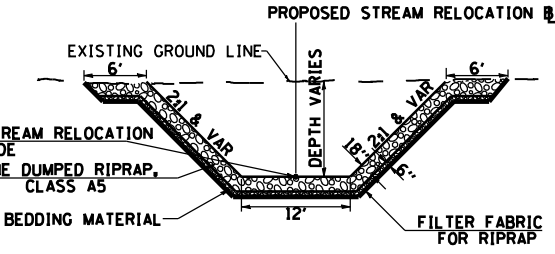


ROADWAY PLAN & PROFILE ACCESS ROAD NO. 2, STA 30+00.00 TO STA 44+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	123
STA. 100+00.00 TO STA. 112+51.78				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

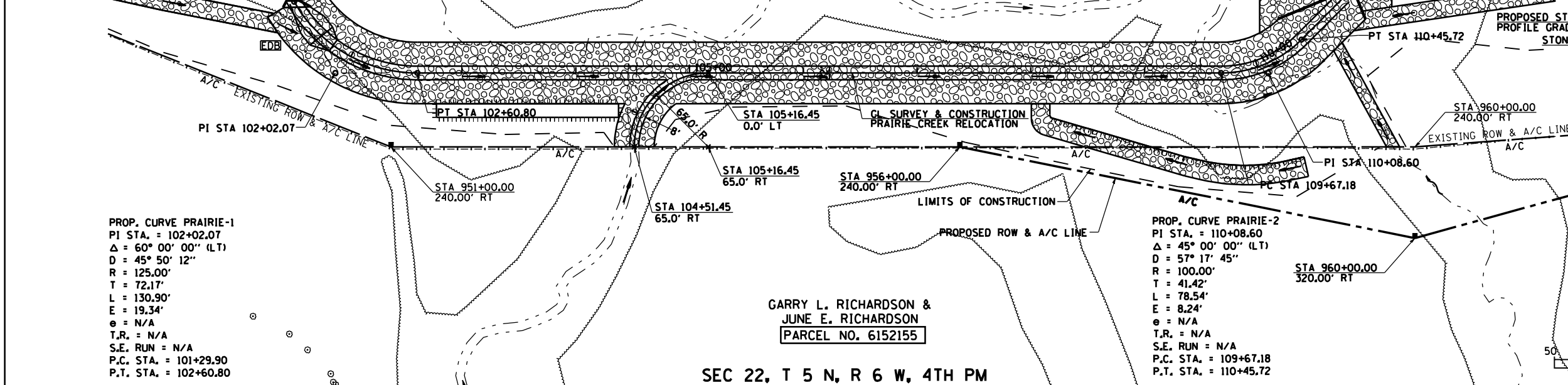
D-96-991-02  
**CONTRACT NO. 72680**

**PROPOSED RELOCATED BRUSHY FORK & SANDY CREEK TYPICAL SECTION**



PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO. OF WAY CHECKED	
CADD FILE NAME	

POT STA 949+50.00  
FAP 315 (US 136) =  
POT STA 100+00.00  
PRAIRIE CREEK  
RELOCATION



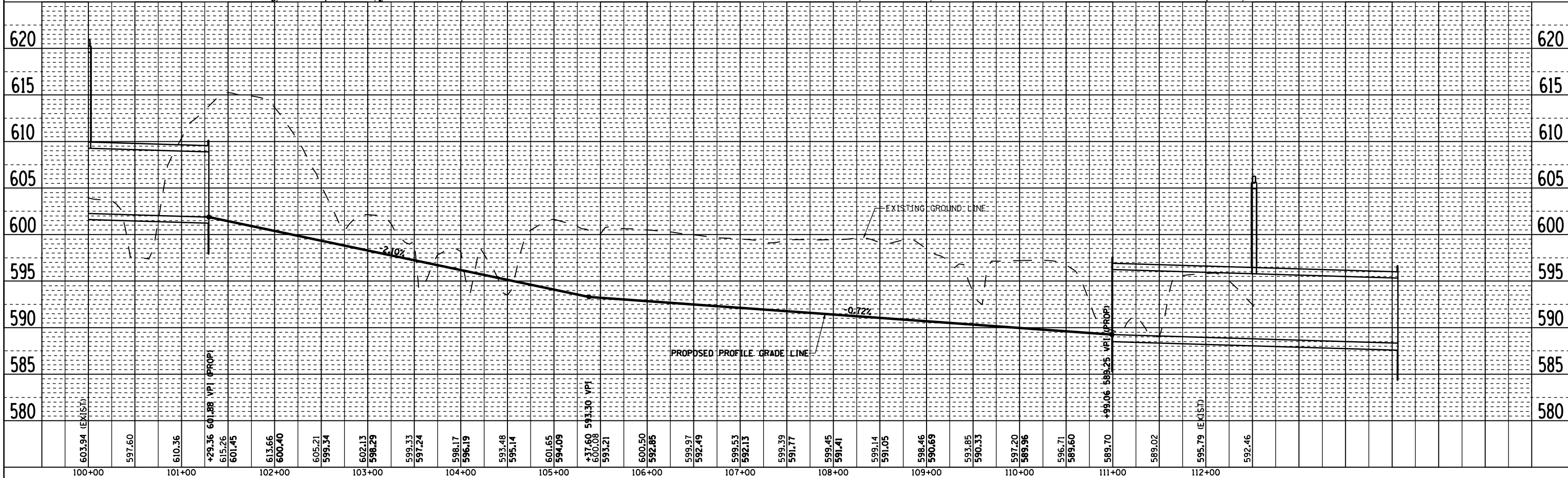
PROP. CURVE PRAIRIE-1  
PI STA. = 102+02.07  
Δ = 60° 00' 00" (LT)  
D = 45° 50' 12"  
R = 125.00'  
T = 72.17'  
L = 130.90'  
E = 19.34'  
e = N/A  
T.R. = N/A  
S.E. RUN = N/A  
P.C. STA. = 101+29.90  
P.T. STA. = 102+60.80

GARRY L. RICHARDSON &  
JUNE E. RICHARDSON  
[PARCEL NO. 6152155]

PROP. CURVE PRAIRIE-2  
PI STA. = 110+08.60  
Δ = 45° 00' 00" (LT)  
D = 57° 17' 45"  
R = 100.00'  
T = 41.42'  
L = 78.54'  
E = 8.24'  
e = N/A  
T.R. = N/A  
S.E. RUN = N/A  
P.C. STA. = 109+67.18  
P.T. STA. = 110+45.72

SEC 22, T 5 N, R 6 W, 4TH PM

PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO. OF WAY CHECKED	
STRUCTURE NOTATIONS CHRD	

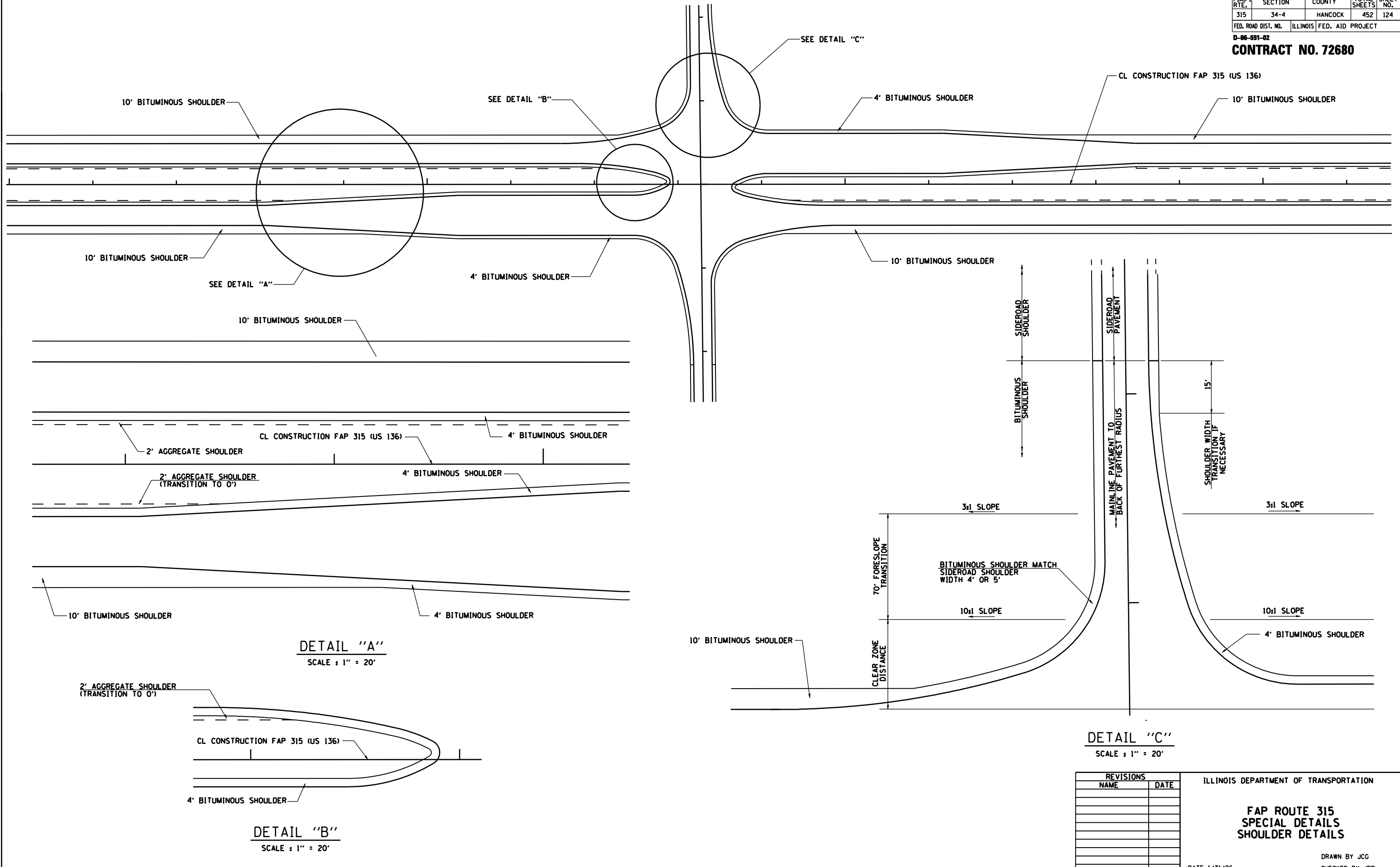


PLAN & PROFILE RELOCATED PRAIRIE CREEK, STA 100+00.00 TO STA 112+51.78

2173PP24

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	124
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-98-591-02  
**CONTRACT NO. 72680**



**DETAIL "A"**  
 SCALE ± 1" = 20'

**DETAIL "B"**  
 SCALE ± 1" = 20'

**DETAIL "C"**  
 SCALE ± 1" = 20'

REVISIONS	
NAME	DATE

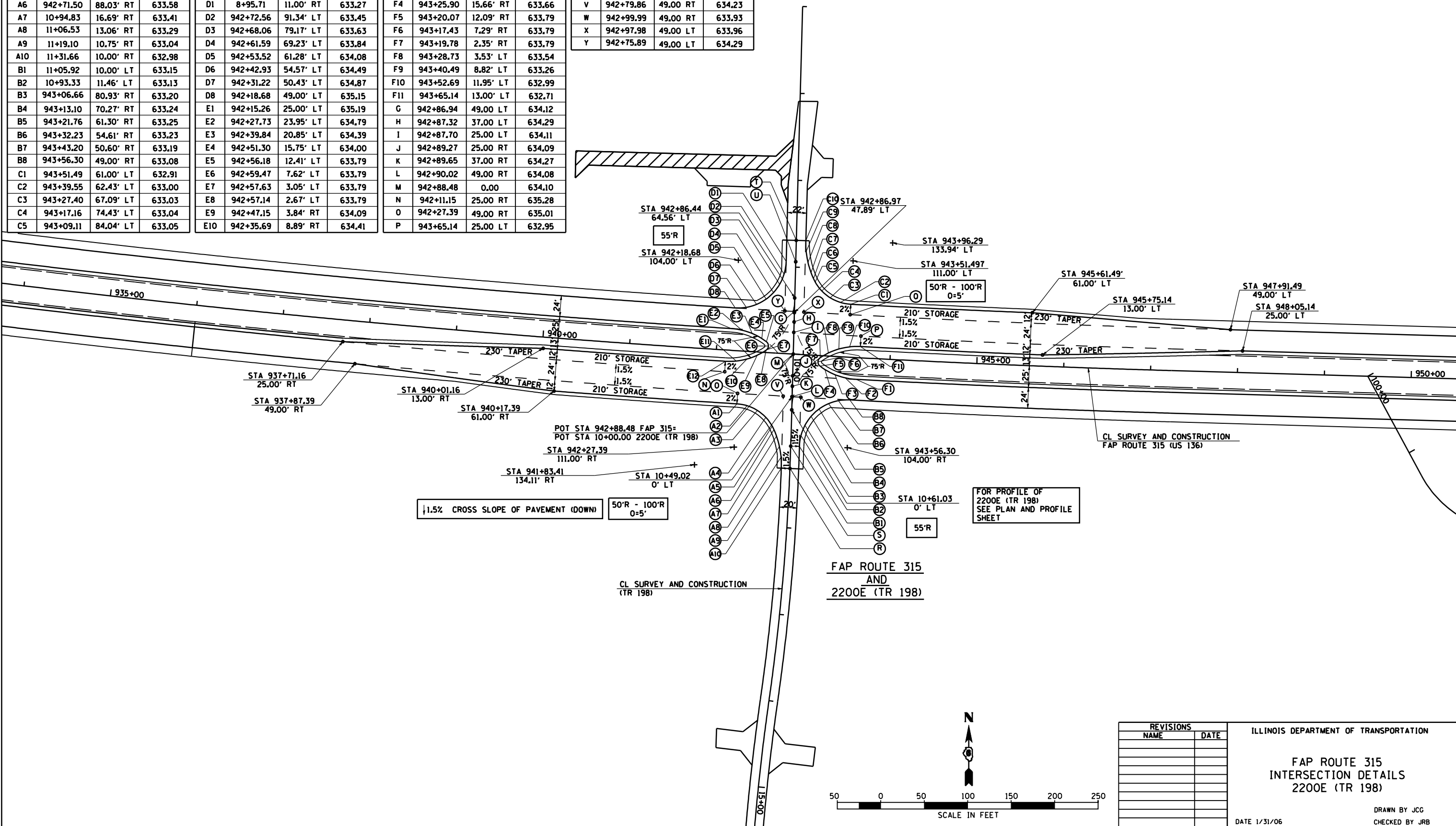
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 315  
 SPECIAL DETAILS  
 SHOULDER DETAILS**  
 DRAWN BY JCG  
 CHECKED BY JRB  
 DATE 1/31/06



POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION
A1	942+27.39	61.00' RT	634.77	C6	943+06.84	87.42' LT	633.05	E11	942+23.60	11.96' RT	634.72	O	943+51.49	49.00 LT	633.15
A2	942+39.23	62.43' RT	634.63	C7	943+03.53	94.85' LT	633.05	E12	942+11.16	13.00' RT	635.04	R	11+31.66	0.00	633.13
A3	942+51.26	67.13' RT	634.38	C8	8+94.10	14.18' LT	633.05	F1	943+62.19	25.00' RT	632.99	S	11+04.44	0.00	633.30
A4	942+61.30	74.45' RT	634.05	C9	8+81.60	11.78' LT	633.03	F2	943+49.76	23.96' RT	633.21	T	8+69.10	0.00	633.10
A5	942+69.37	84.06' RT	633.68	C10	8+69.10	11.00' LT	632.94	F3	943+37.68	20.89' RT	633.44	U	8+95.70	0.00	633.43
A6	942+71.50	88.03' RT	633.58	D1	8+95.71	11.00' RT	633.27	F4	943+25.90	15.66' RT	633.66	V	942+79.86	49.00 RT	634.23
A7	10+94.83	16.69' RT	633.41	D2	942+72.56	91.34' LT	633.45	F5	943+20.07	12.09' RT	633.79	W	942+99.99	49.00 RT	633.93
A8	11+06.53	13.06' RT	633.29	D3	942+68.06	79.17' LT	633.63	F6	943+17.43	7.29' RT	633.79	X	942+97.98	49.00 LT	633.96
A9	11+19.10	10.75' RT	633.04	D4	942+61.59	69.23' LT	633.84	F7	943+19.78	2.35' RT	633.79	Y	942+75.89	49.00 LT	634.29
A10	11+31.66	10.00' RT	632.98	D5	942+53.52	61.28' LT	634.08	F8	943+28.73	3.53' LT	633.54				
B1	11+05.92	10.00' LT	633.15	D6	942+42.93	54.57' LT	634.49	F9	943+40.49	8.82' LT	633.26				
B2	10+93.33	11.46' LT	633.13	D7	942+31.22	50.43' LT	634.87	F10	943+52.69	11.95' LT	632.99				
B3	943+06.66	80.93' RT	633.20	D8	942+18.68	49.00' LT	635.15	F11	943+65.14	13.00' LT	632.71				
B4	943+13.10	70.27' RT	633.24	E1	942+15.26	25.00' LT	635.19	G	942+86.94	49.00 LT	634.12				
B5	943+21.76	61.30' RT	633.25	E2	942+27.73	23.95' LT	634.79	H	942+87.32	37.00 LT	634.29				
B6	943+32.23	54.61' RT	633.23	E3	942+39.84	20.85' LT	634.39	I	942+87.70	25.00 LT	634.11				
B7	943+43.20	50.60' RT	633.19	E4	942+51.30	15.75' LT	634.00	J	942+89.27	25.00 RT	634.09				
B8	943+56.30	49.00' RT	633.08	E5	942+56.18	12.41' LT	633.79	K	942+89.65	37.00 RT	634.27				
C1	943+51.49	61.00' LT	632.91	E6	942+59.47	7.62' LT	633.79	L	942+90.02	49.00 RT	634.08				
C2	943+39.55	62.43' LT	633.00	E7	942+57.63	3.05' LT	633.79	M	942+88.48	0.00	634.10				
C3	943+27.40	67.09' LT	633.03	E8	942+57.14	2.67' LT	633.79	N	942+11.15	25.00 RT	635.28				
C4	943+17.16	74.43' LT	633.04	E9	942+47.15	3.84' RT	634.09	O	942+27.39	49.00 RT	635.01				
C5	943+09.11	84.04' LT	633.05	E10	942+35.69	8.89' RT	634.41	P	943+65.14	25.00 LT	632.95				

NOTE:  
ALL MEDIAN NOSE  
RADIi ARE 6'

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	125
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-98-551-02				
<b>CONTRACT NO. 72680</b>				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**FAP ROUTE 315  
INTERSECTION DETAILS  
2200E (TR 198)**

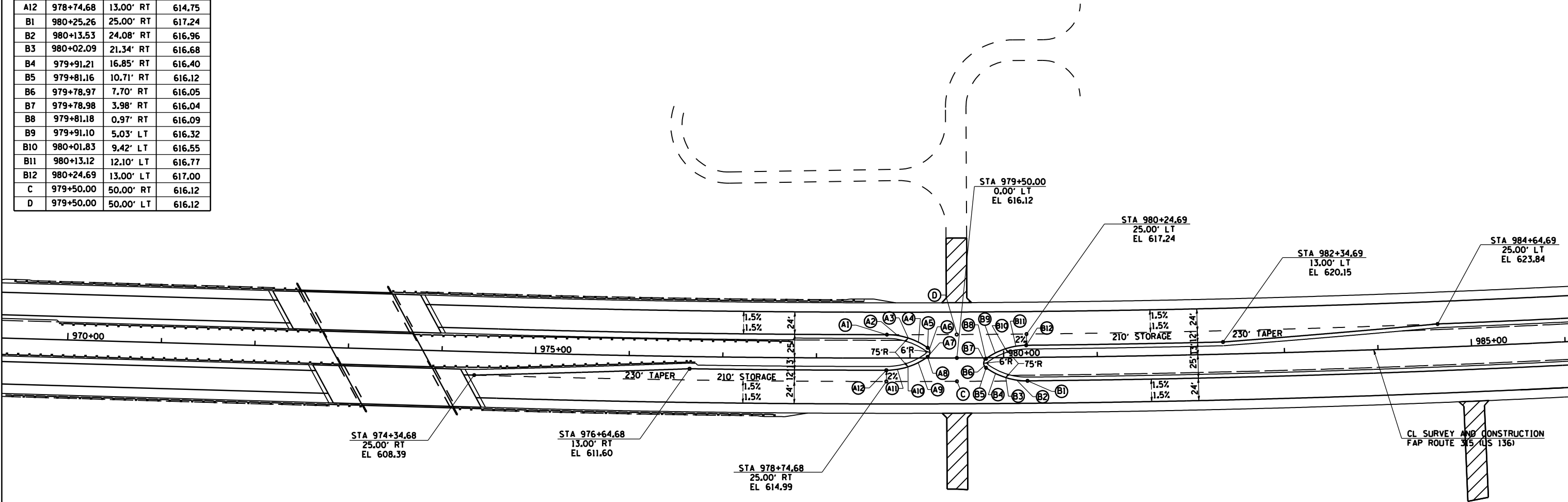
DATE 1/31/06

DRAWN BY JCG  
CHECKED BY JRB

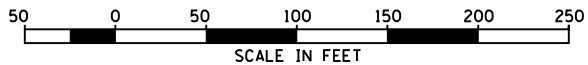
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	126
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-98-551-02  
**CONTRACT NO. 72680**

POINT	STATION	OFFSET	ELEVATION
A1	978+75.25	25.00' LT	614.99
A2	978+86.83	24.10' LT	615.15
A3	978+98.12	21.42' LT	615.30
A4	979+08.87	17.03' LT	615.46
A5	979+18.79	11.03' LT	615.61
A6	979+21.00	8.03' LT	615.65
A7	979+21.01	4.30' LT	615.64
A8	979+18.81	1.29' LT	615.59
A9	979+08.76	4.85' RT	615.38
A10	978+97.87	9.34' RT	615.17
A11	978+86.42	12.08' RT	614.96
A12	978+74.68	13.00' RT	614.75
B1	980+25.26	25.00' RT	617.24
B2	980+13.53	24.08' RT	616.96
B3	980+02.09	21.34' RT	616.68
B4	979+91.21	16.85' RT	616.40
B5	979+81.16	10.71' RT	616.12
B6	979+78.97	7.70' RT	616.05
B7	979+78.98	3.98' RT	616.04
B8	979+81.18	0.97' RT	616.09
B9	979+91.10	5.03' LT	616.32
B10	980+01.83	9.42' LT	616.55
B11	980+13.12	12.10' LT	616.77
B12	980+24.69	13.00' LT	617.00
C	979+50.00	50.00' RT	616.12
D	979+50.00	50.00' LT	616.12



1.5% CROSS SLOPE OF PAVEMENT (DOWN)

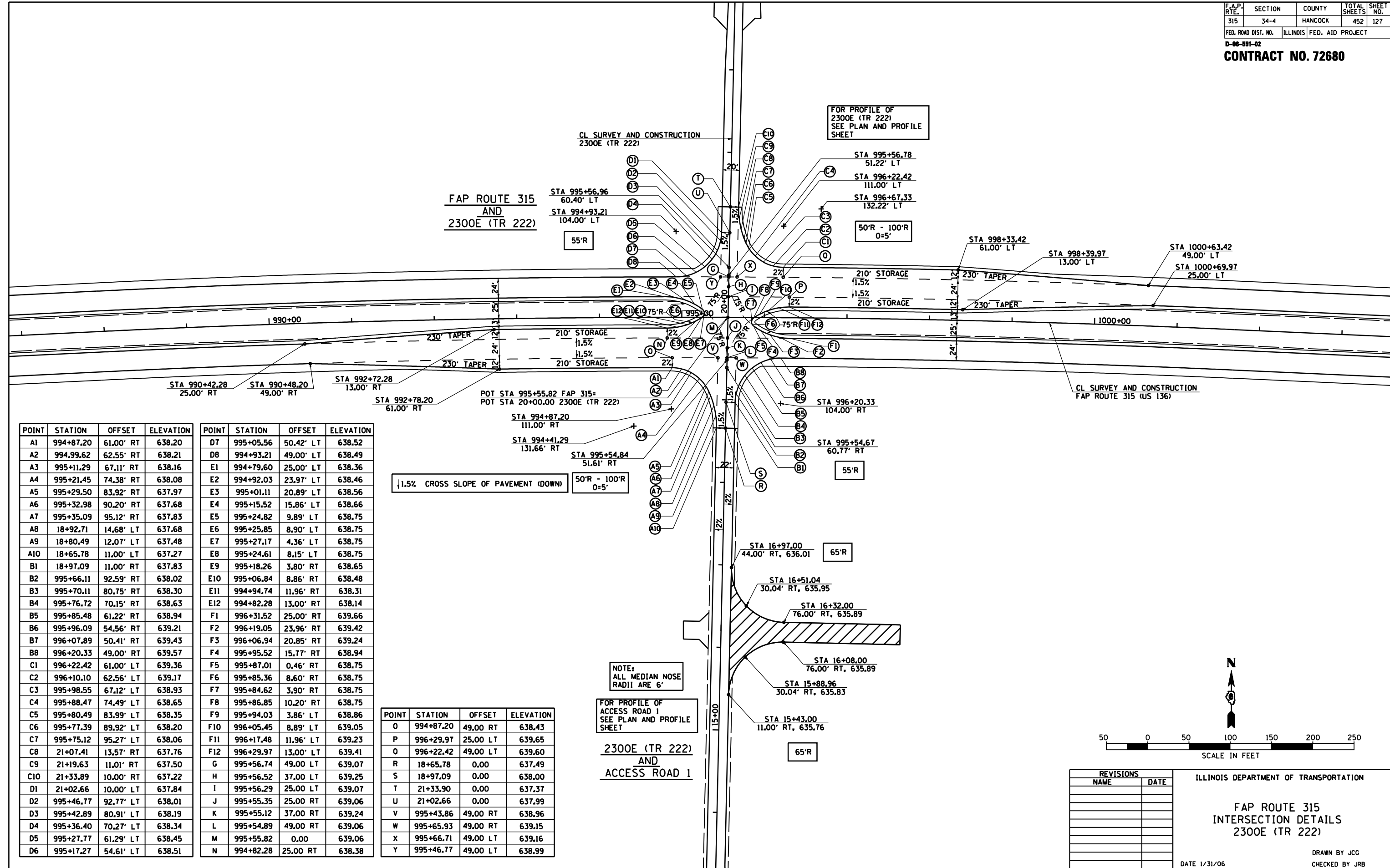


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 315  
 INTERSECTION DETAILS  
 CROSSOVER @ STA 979+50.00**  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	127

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
 D-98-591-02  
**CONTRACT NO. 72680**



POINT	STATION	OFFSET	ELEVATION
A1	994+87.20	61.00' RT	638.20
A2	994+99.62	62.55' RT	638.21
A3	995+11.29	67.11' RT	638.16
A4	995+21.45	74.38' RT	638.08
A5	995+29.50	83.92' RT	637.97
A6	995+32.98	90.20' RT	637.68
A7	995+35.09	95.12' RT	637.83
A8	18+92.71	14.68' LT	637.68
A9	18+80.49	12.07' LT	637.48
A10	18+65.78	11.00' LT	637.27
B1	18+97.09	11.00' RT	637.83
B2	995+66.11	92.59' RT	638.02
B3	995+70.11	80.75' RT	638.30
B4	995+76.72	70.15' RT	638.63
B5	995+85.48	61.22' RT	638.94
B6	995+96.09	54.56' RT	639.21
B7	996+07.89	50.41' RT	639.43
B8	996+20.33	49.00' RT	639.57
C1	996+22.42	61.00' LT	639.36
C2	996+10.10	62.56' LT	639.17
C3	995+98.55	67.12' LT	638.93
C4	995+88.47	74.49' LT	638.65
C5	995+80.49	83.99' LT	638.35
C6	995+77.39	89.92' LT	638.20
C7	995+75.12	95.27' LT	638.06
C8	21+07.41	13.57' RT	637.76
C9	21+19.63	11.01' RT	637.50
C10	21+33.89	10.00' RT	637.22
D1	21+02.66	10.00' LT	637.84
D2	995+46.77	92.77' LT	638.01
D3	995+42.89	80.91' LT	638.19
D4	995+36.40	70.27' LT	638.34
D5	995+27.77	61.29' LT	638.45
D6	995+17.27	54.61' LT	638.51

POINT	STATION	OFFSET	ELEVATION
D7	995+05.56	50.42' LT	638.52
D8	994+93.21	49.00' LT	638.49
E1	994+79.60	25.00' LT	638.36
E2	994+92.03	23.97' LT	638.46
E3	995+01.11	20.89' LT	638.56
E4	995+15.52	15.86' LT	638.66
E5	995+24.82	9.89' LT	638.75
E6	995+25.85	8.90' LT	638.75
E7	995+27.17	4.36' LT	638.75
E8	995+24.61	8.15' LT	638.75
E9	995+18.26	3.80' RT	638.65
E10	995+06.84	8.86' RT	638.48
E11	994+94.74	11.96' RT	638.31
E12	994+82.28	13.00' RT	638.14
F1	996+31.52	25.00' RT	639.66
F2	996+19.05	23.96' RT	639.42
F3	996+06.94	20.85' RT	639.24
F4	995+95.52	15.77' RT	638.94
F5	995+87.01	0.46' RT	638.75
F6	995+85.36	8.60' RT	638.75
F7	995+84.62	3.90' RT	638.75
F8	995+86.85	10.20' RT	638.75
F9	995+94.03	3.86' LT	638.86
F10	996+05.45	8.89' LT	639.05
F11	996+17.48	11.96' LT	639.23
F12	996+29.97	13.00' LT	639.41
G	995+56.74	49.00' LT	639.07
H	995+56.52	37.00' LT	639.25
I	995+56.29	25.00' LT	639.07
J	995+55.35	25.00' RT	639.06
K	995+55.12	37.00' RT	639.24
L	995+54.89	49.00' RT	639.06
M	995+55.82	0.00	639.06
N	994+82.28	25.00' RT	638.38

POINT	STATION	OFFSET	ELEVATION
O	994+87.20	49.00' RT	638.43
P	996+29.97	25.00' LT	639.65
Q	996+22.42	49.00' LT	639.60
R	18+65.78	0.00	637.49
S	18+97.09	0.00	638.00
T	21+33.90	0.00	637.37
U	21+02.66	0.00	637.99
V	995+43.86	49.00' RT	638.96
W	995+65.93	49.00' RT	639.15
X	995+66.71	49.00' LT	639.16
Y	995+46.77	49.00' LT	638.99

NOTE: ALL MEDIAN NOSE RADII ARE 6'

FOR PROFILE OF ACCESS ROAD 1 SEE PLAN AND PROFILE SHEET

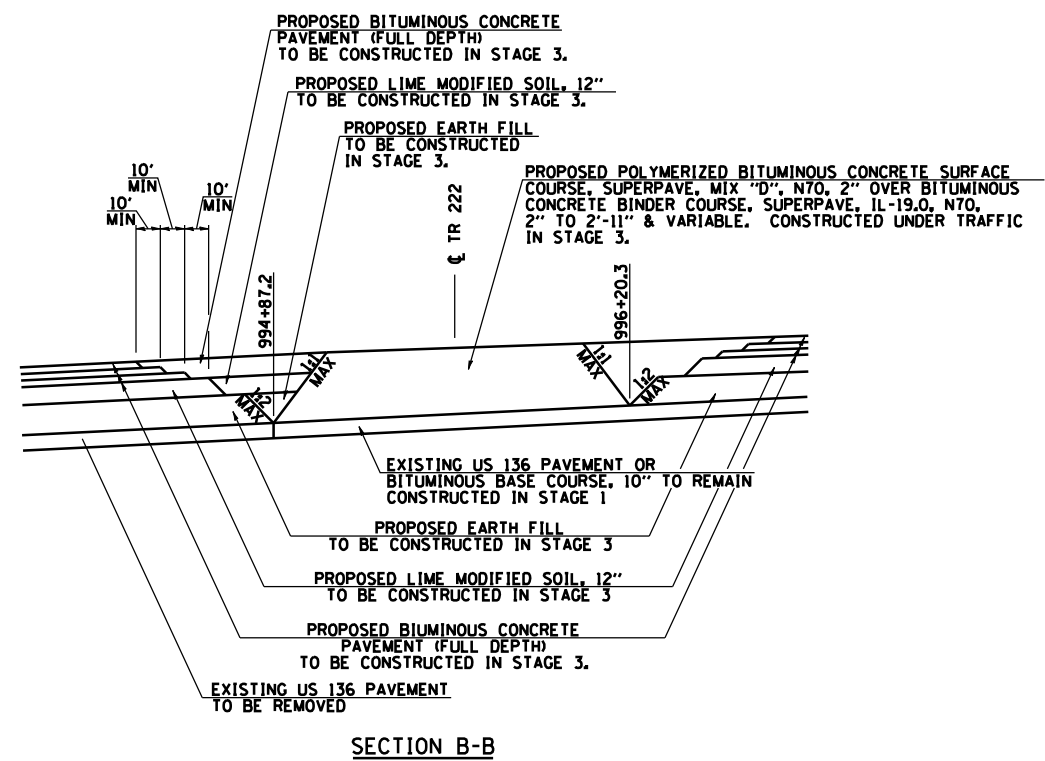
2300E (TR 222) AND ACCESS ROAD 1

REVISIONS	
NAME	DATE

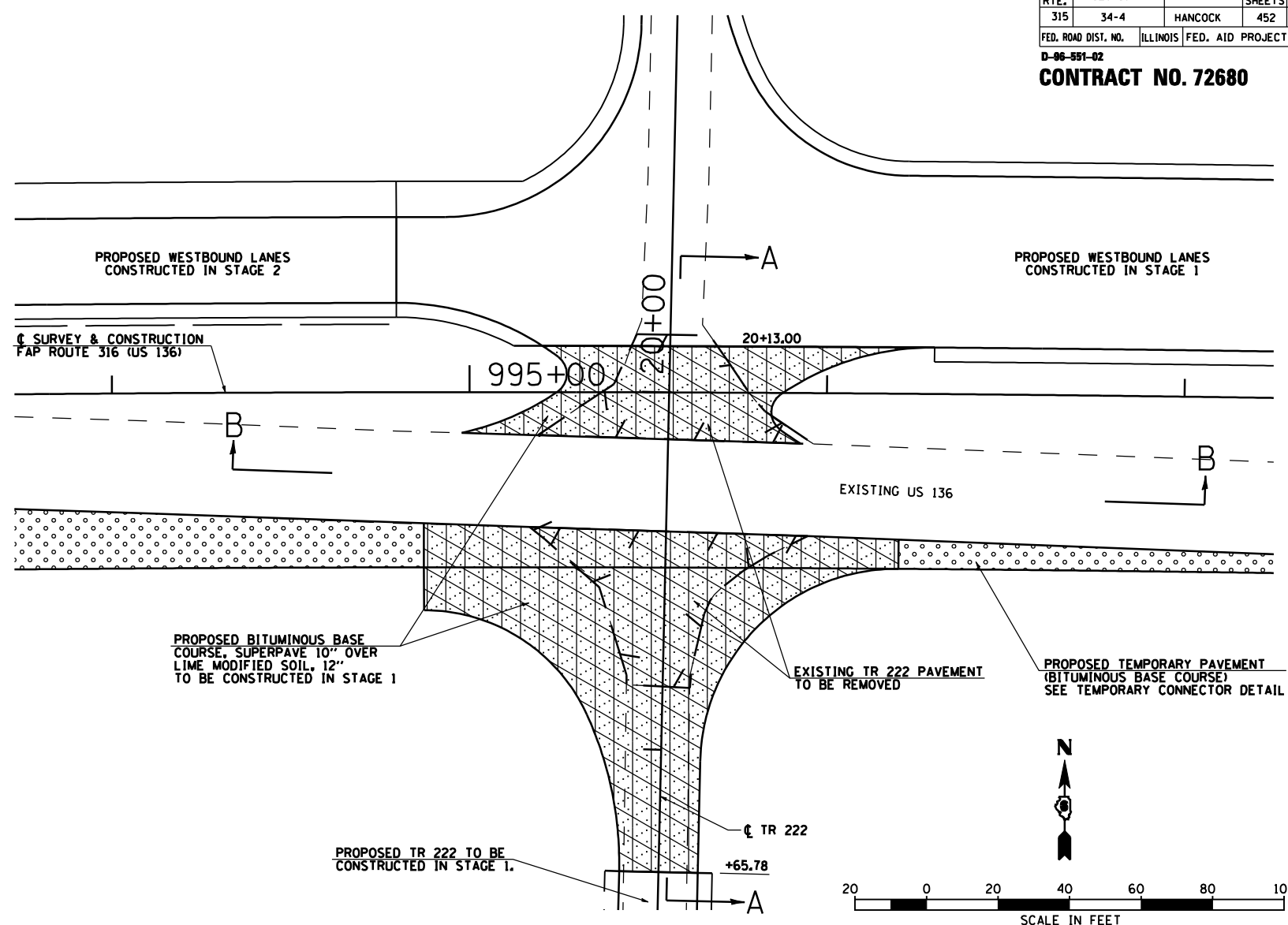
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP ROUTE 315 INTERSECTION DETAILS  
 2300E (TR 222)  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	128

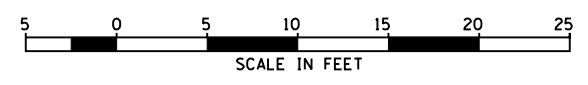
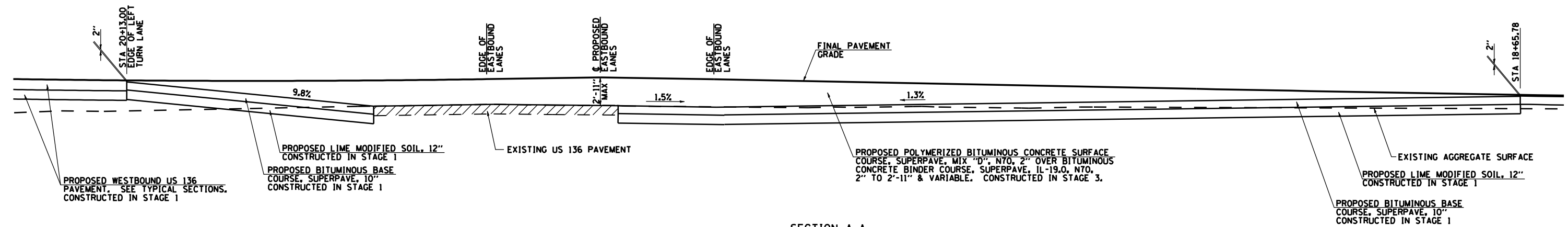
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
 D-98-591-02  
**CONTRACT NO. 72680**



**SECTION B-B**



**SECTION A-A**

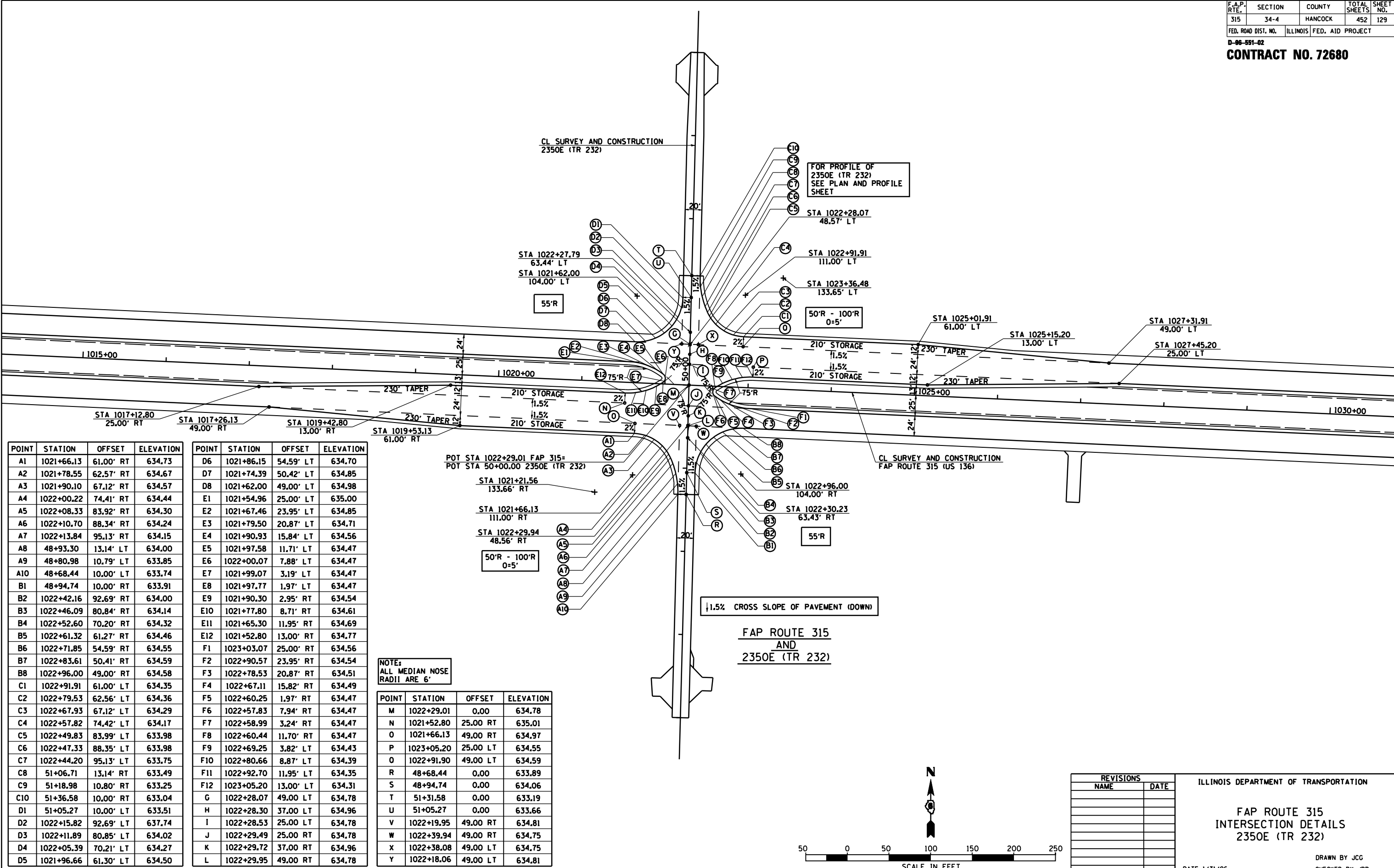


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP ROUTE 315  
 INTERSECTION DETAILS  
 2300 E (TR 222)  
 DATE 1/31/06  
 DRAWN BY TJD  
 CHECKED BY AWM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	129
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
D-98-591-02				

**CONTRACT NO. 72680**

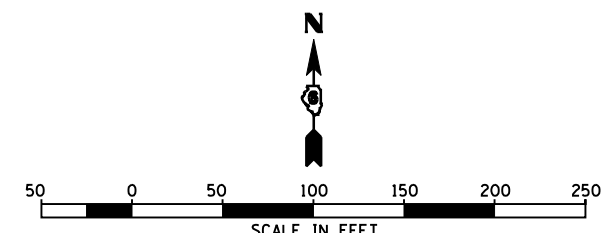


POINT	STATION	OFFSET	ELEVATION
A1	1021+66.13	61.00' RT	634.73
A2	1021+78.55	62.57' RT	634.67
A3	1021+90.10	67.12' RT	634.57
A4	1022+00.22	74.41' RT	634.44
A5	1022+08.33	83.92' RT	634.30
A6	1022+10.70	88.34' RT	634.24
A7	1022+13.84	95.13' RT	634.15
A8	48+93.30	13.14' LT	634.00
A9	48+80.98	10.79' LT	633.85
A10	48+68.44	10.00' LT	633.74
B1	48+94.74	10.00' RT	633.91
B2	1022+42.16	92.69' RT	634.00
B3	1022+46.09	80.84' RT	634.14
B4	1022+52.60	70.20' RT	634.32
B5	1022+61.32	61.27' RT	634.46
B6	1022+71.85	54.59' RT	634.55
B7	1022+83.61	50.41' RT	634.59
B8	1022+96.00	49.00' RT	634.58
C1	1022+91.91	61.00' LT	634.35
C2	1022+79.53	62.56' LT	634.36
C3	1022+67.93	67.12' LT	634.29
C4	1022+57.82	74.42' LT	634.17
C5	1022+49.83	83.99' LT	633.98
C6	1022+47.33	88.35' LT	633.98
C7	1022+44.20	95.13' LT	633.75
C8	51+06.71	13.14' RT	633.49
C9	51+18.98	10.80' RT	633.25
C10	51+36.58	10.00' RT	633.04
D1	51+05.27	10.00' LT	633.51
D2	1022+15.82	92.69' LT	637.74
D3	1022+11.89	80.85' LT	634.02
D4	1022+05.39	70.21' LT	634.27
D5	1021+96.66	61.30' LT	634.50

POINT	STATION	OFFSET	ELEVATION
D6	1021+86.15	54.59' LT	634.70
D7	1021+74.39	50.42' LT	634.85
D8	1021+62.00	49.00' LT	634.98
E1	1021+54.96	25.00' LT	635.00
E2	1021+67.46	23.95' LT	634.85
E3	1021+79.50	20.87' LT	634.71
E4	1021+90.93	15.84' LT	634.56
E5	1021+97.58	11.71' LT	634.47
E6	1022+00.07	7.88' LT	634.47
E7	1021+99.07	3.19' LT	634.47
E8	1021+97.77	1.97' LT	634.47
E9	1021+90.30	2.95' RT	634.54
E10	1021+77.80	8.71' RT	634.61
E11	1021+65.30	11.95' RT	634.69
E12	1021+52.80	13.00' RT	634.77
F1	1023+03.07	25.00' RT	634.56
F2	1022+90.57	23.95' RT	634.54
F3	1022+78.53	20.87' RT	634.51
F4	1022+67.11	15.82' RT	634.49
F5	1022+60.25	1.97' RT	634.47
F6	1022+57.83	7.94' RT	634.47
F7	1022+58.99	3.24' RT	634.47
F8	1022+60.44	11.70' RT	634.47
F9	1022+69.25	3.82' LT	634.43
F10	1022+80.66	8.87' LT	634.39
F11	1022+92.70	11.95' LT	634.35
F12	1023+05.20	13.00' LT	634.31
G	1022+28.07	49.00 LT	634.78
H	1022+28.30	37.00 LT	634.96
I	1022+28.53	25.00 LT	634.78
J	1022+29.49	25.00 RT	634.78
K	1022+29.72	37.00 RT	634.96
L	1022+29.95	49.00 RT	634.78

NOTE:  
ALL MEDIAN NOSE  
RADII ARE 6'

POINT	STATION	OFFSET	ELEVATION
M	1022+29.01	0.00	634.78
N	1021+52.80	25.00 RT	635.01
O	1021+66.13	49.00 RT	634.97
P	1023+05.20	25.00 LT	634.55
Q	1022+91.90	49.00 LT	634.59
R	48+68.44	0.00	633.89
S	48+94.74	0.00	634.06
T	51+31.58	0.00	633.19
U	51+05.27	0.00	633.66
V	1022+19.95	49.00 RT	634.81
W	1022+39.94	49.00 RT	634.75
X	1022+38.08	49.00 LT	634.75
Y	1022+18.06	49.00 LT	634.81



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**FAP ROUTE 315  
INTERSECTION DETAILS  
2350E (TR 232)**

DATE 1/31/06

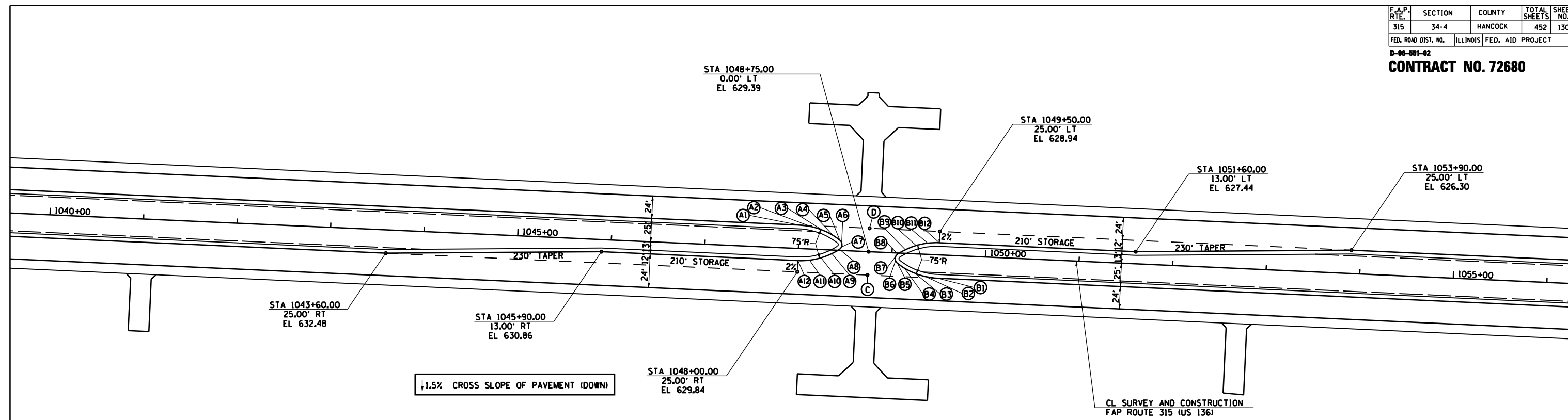
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	130

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

D-98-591-02

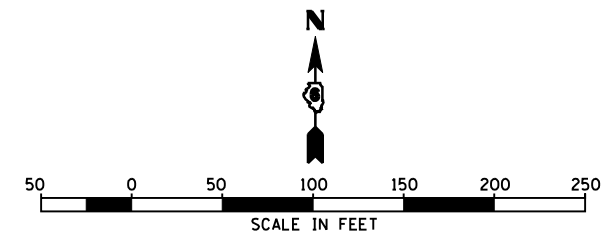
**CONTRACT NO. 72680**



POINT	STATION	OFFSET	ELEVATION
A1	1048+00.00	25.00' LT	629.84
A2	1048+12.44	23.96' LT	629.63
A3	1048+24.54	20.87' LT	629.42
A4	1048+35.96	15.82' LT	629.21
A5	1048+43.82	10.87' LT	629.04
A6	1048+45.81	8.40' LT	629.04
A7	1048+45.81	3.60' LT	629.05
A8	1048+43.82	1.13' LT	629.05
A9	1048+35.96	3.82' RT	629.16
A10	1048+24.54	8.87' RT	629.31
A11	1048+12.44	11.96' RT	629.45
A12	1048+00.00	13.00' RT	629.60
B1	1049+50.00	25.00' RT	628.94
B2	1049+37.50	23.95' RT	628.97
B3	1049+25.46	20.87' RT	629.01
B4	1049+14.04	15.82' RT	629.04
B5	1049+06.18	10.87' RT	629.07
B6	1049+04.19	8.40' RT	629.06
B7	1049+04.19	3.61' RT	629.05
B8	1049+06.18	1.13' RT	629.04
B9	1049+14.04	3.82' LT	628.97
B10	1049+25.46	8.87' LT	628.88
B11	1049+37.50	11.95' LT	628.79
B12	1049+50.00	13.00' LT	628.70
C	1048+75.00	25.00' RT	629.39
D	1048+75.00	25.00' LT	629.39

NOTE:  
ALL MEDIAN NOSE  
RADII ARE 6'

1.5% CROSS SLOPE OF PAVEMENT (DOWN)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
FAP ROUTE 315  
INTERSECTION DETAILS  
CROSSOVER @ STA 1048+75.00

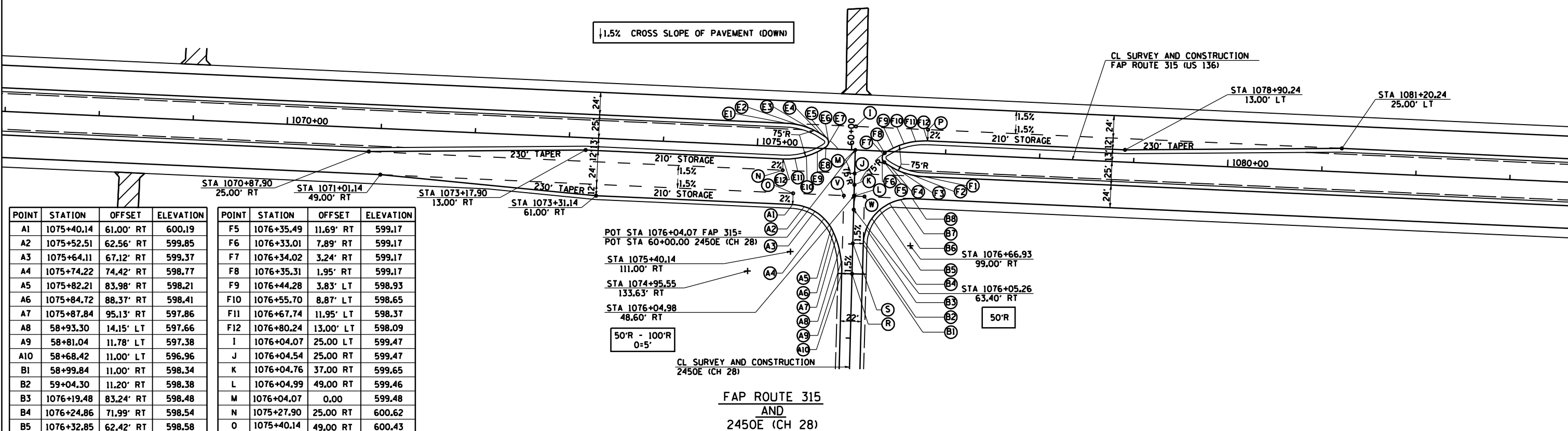
DATE 1/31/06  
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	131

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

D-98-591-02

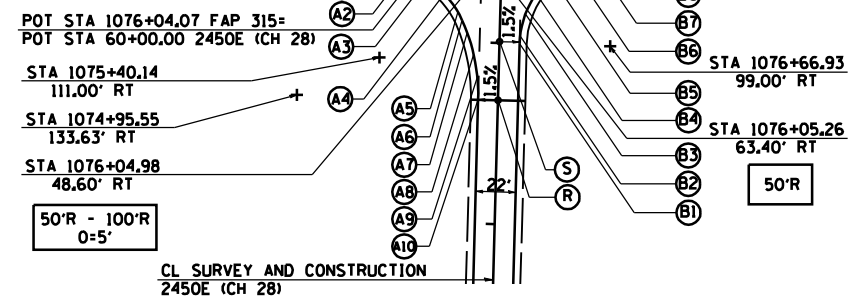
**CONTRACT NO. 72680**



POINT	STATION	OFFSET	ELEVATION
A1	1075+40.14	61.00' RT	600.19
A2	1075+52.51	62.56' RT	599.85
A3	1075+64.11	67.12' RT	599.37
A4	1075+74.22	74.42' RT	598.77
A5	1075+82.21	83.98' RT	598.21
A6	1075+84.72	88.37' RT	598.41
A7	1075+87.84	95.13' RT	597.86
A8	58+93.30	14.15' LT	597.66
A9	58+81.04	11.78' LT	597.38
A10	58+68.42	11.00' LT	596.96
B1	58+99.84	11.00' RT	598.34
B2	59+04.30	11.20' RT	598.38
B3	1076+19.48	83.24' RT	598.48
B4	1076+24.86	71.99' RT	598.54
B5	1076+32.85	62.42' RT	598.58
B6	1076+42.96	55.12' RT	598.60
B7	1076+54.56	50.55' RT	598.60
B8	1076+66.93	49.00' RT	598.53
E1	1075+29.99	25.00' LT	600.54
E2	1075+42.49	23.95' LT	600.20
E3	1075+54.53	20.87' LT	599.81
E4	1075+65.95	15.82' LT	599.42
E5	1075+72.65	11.69' LT	599.17
E6	1075+75.13	7.89' LT	599.17
E7	1075+74.11	3.25' LT	599.17
E8	1075+72.83	1.95' LT	599.17
E9	1075+63.86	3.82' RT	599.44
E10	1075+52.44	8.87' RT	599.75
E11	1075+40.40	11.95' RT	600.07
E12	1075+27.90	13.00' RT	600.38
F1	1076+78.15	25.00' RT	598.36
F2	1076+65.65	23.95' RT	598.58
F3	1076+53.61	20.87' RT	598.81
F4	1076+42.19	15.82' RT	599.04

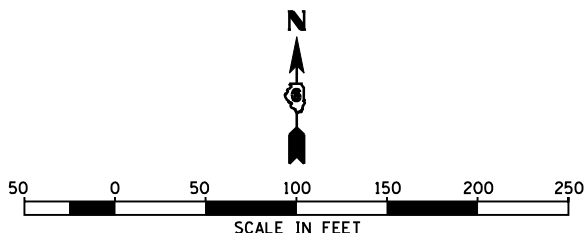
POINT	STATION	OFFSET	ELEVATION
F5	1076+35.49	11.69' RT	599.17
F6	1076+33.01	7.89' RT	599.17
F7	1076+34.02	3.24' RT	599.17
F8	1076+35.31	1.95' RT	599.17
F9	1076+44.28	3.83' LT	598.93
F10	1076+55.70	8.87' LT	598.65
F11	1076+67.74	11.95' LT	598.37
F12	1076+80.24	13.00' LT	598.09
I	1076+04.07	25.00' LT	599.47
J	1076+04.54	25.00' RT	599.47
K	1076+04.76	37.00' RT	599.65
L	1076+04.99	49.00' RT	599.46
M	1076+04.07	0.00	599.48
N	1075+27.90	25.00' RT	600.62
O	1075+40.14	49.00' RT	600.43
P	1076+80.24	25.00' LT	598.33
R	58+68.40	0.00	597.12
S	59+00.77	0.00	598.50
V	1075+93.99	49.00' RT	599.63
W	1076+15.99	49.00' RT	599.30

NOTE:  
ALL MEDIAN NOSE  
RADII ARE 6'



FAP ROUTE 315  
AND  
2450E (CH 28)

FOR PROFILE OF  
2350E (TR 232)  
SEE PLAN AND PROFILE  
SHEET



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP ROUTE 315  
INTERSECTION DETAILS  
2450E (CH 28)

DATE 1/31/06

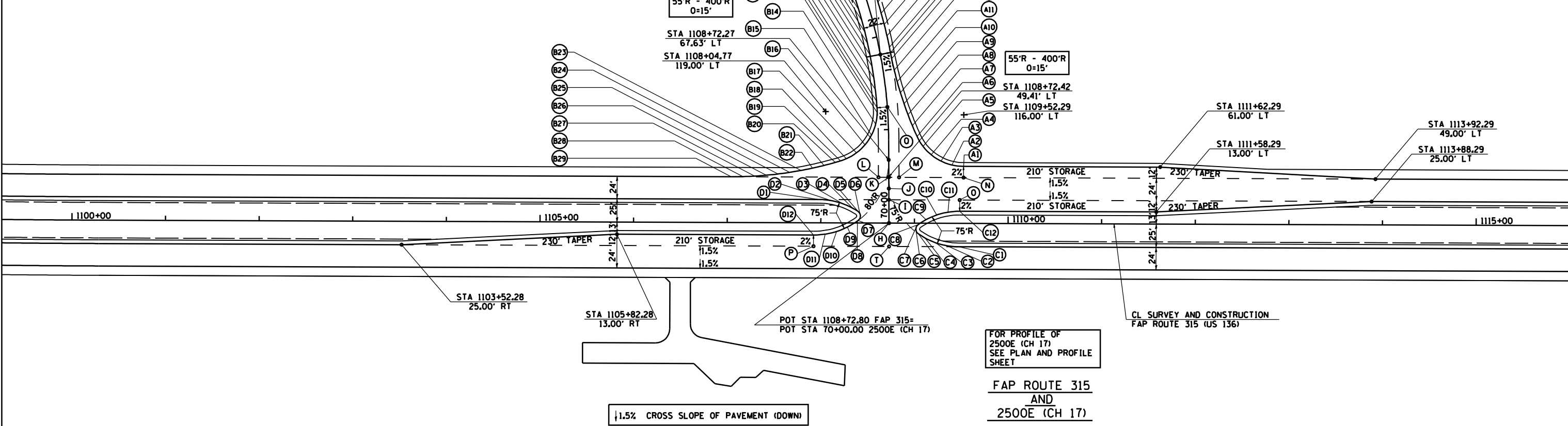
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	132

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

**CONTRACT NO. 72680**

POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION
A1	1109+52.29	61.00' LT	588.26	A18	72+23.24	11.00' RT	593.94	B15	1108+53.74	93.96' LT	589.70
A2	1109+39.89	62.42' LT	588.40	A19	72+35.52	11.00' RT	594.51	B16	1108+46.84	83.56' LT	589.55
A3	1109+28.14	66.59' LT	588.68	A20	72+50.00	11.00' RT	595.19	B17	1108+37.78	75.00' LT	589.45
A4	1109+17.62	73.30' LT	588.95	B1	72+50.00	11.00' LT	594.26	B18	1108+27.01	68.70' LT	589.40
A5	1109+08.90	82.19' LT	589.21	B2	72+46.60	11.00' LT	594.18	B19	1108+20.82	66.39' LT	589.47
A6	1109+02.22	93.24' LT	589.63	B3	72+33.82	11.00' LT	593.75	B20	1108+15.17	64.72' LT	589.56
A7	71+03.36	26.62' RT	589.90	B4	72+21.04	11.00' LT	593.32	B21	1108+03.11	61.44' LT	589.75
A8	71+14.69	21.53' RT	590.17	B5	72+08.26	11.00' LT	592.90	B22	1107+90.96	58.53' LT	590.00
A9	71+26.20	18.11' RT	590.42	B6	71+95.55	11.00' LT	592.47	B23	1107+78.72	56.02' LT	590.27
A10	71+38.00	15.34' RT	590.69	B7	71+82.76	11.00' LT	592.04	B24	1107+66.39	53.87' LT	590.48
A11	71+49.69	13.28' RT	591.00	B8	71+69.98	11.00' LT	591.62	B25	1107+54.02	52.12' LT	590.64
A12	71+62.09	11.82' RT	591.34	B9	71+57.16	11.00' LT	591.19	B26	1107+41.65	50.76' LT	590.81
A13	71+74.29	11.10' RT	591.77	B10	71+44.36	11.00' LT	590.76	B27	1107+29.15	49.78' LT	590.95
A14	71+80.88	11.00' RT	592.01	B11	71+31.58	11.00' LT	590.33	B28	1107+16.65	49.20' LT	591.12
A15	71+86.52	11.00' RT	592.25	B12	71+24.44	11.00' LT	590.01	B29	1107+04.15	49.00' LT	591.26
A16	71+98.75	11.00' RT	592.80	B13	71+18.79	11.23' LT	589.90	C1	1109+47.41	25.00' RT	588.57
A17	72+10.99	11.00' RT	593.38	B14	71+06.18	13.33' LT	589.80	C2	1109+34.91	23.95' RT	588.75



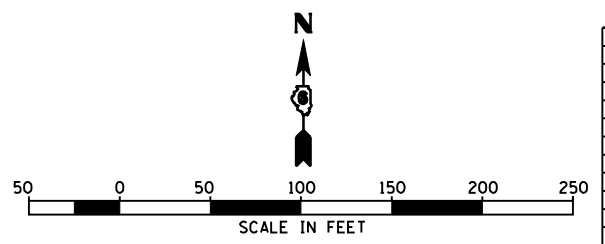
POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION
C3	1109+22.87	20.87' RT	588.93	D9	1108+28.42	4.37' RT	589.50
C4	1109+11.44	15.84' RT	589.17	D10	1108+16.87	9.13' RT	589.75
C5	1109+04.08	11.21' RT	589.26	D11	1108+04.78	12.02' RT	589.99
C6	1109+01.85	8.20' RT	589.26	D12	1107+92.28	13.00' RT	590.24
C7	1109+02.28	3.43' RT	589.26	H	1108+72.80	0.00	589.57
C8	1109+04.00	1.47' RT	589.26	I	1108+72.61	25.00 LT	589.57
C9	1109+12.32	3.84' LT	589.08	J	1108+72.51	37.00 LT	589.75
C10	1109+23.75	8.87' LT	588.83	K	1108+72.42	49.00 LT	589.58
C11	1109+35.79	11.95' LT	588.57	L	1108+61.42	49.00 LT	589.71
C12	1109+48.29	13.00' LT	588.32	M	1108+83.42	49.00 LT	589.44
D1	1107+98.19	25.00' LT	590.42	N	1109+52.29	49.00 LT	588.50
D2	1108+10.69	23.95' LT	590.08	O	1109+48.29	25.00 LT	588.56
D3	1108+22.73	20.87' LT	589.75	P	1107+82.28	25.00 RT	590.48
D4	1108+34.15	15.82' LT	589.41	Q	71+24.24	0.00	590.13
D5	1108+39.62	12.52' LT	589.24	R	71+80.88	0.00	591.82
D6	1108+42.29	7.24' LT	589.24	S	72+50.00	0.00	594.92
D7	1108+39.87	2.70' LT	589.24	T	1108+72.80	25.00 RT	589.57
D8	1108+39.09	2.13' LT	589.26				

NOTE:  
ALL MEDIAN NOSE  
RADII ARE 6'

FOR PROFILE OF  
2500E (CH 17)  
SEE PLAN AND PROFILE  
SHEET

FAP ROUTE 315  
AND  
2500E (CH 17)

1.5% CROSS SLOPE OF PAVEMENT (DOWN)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP ROUTE 315  
INTERSECTION DETAILS  
2500E (CH 17)

DATE 1/31/06

DRAWN BY JCG  
CHECKED BY JRB

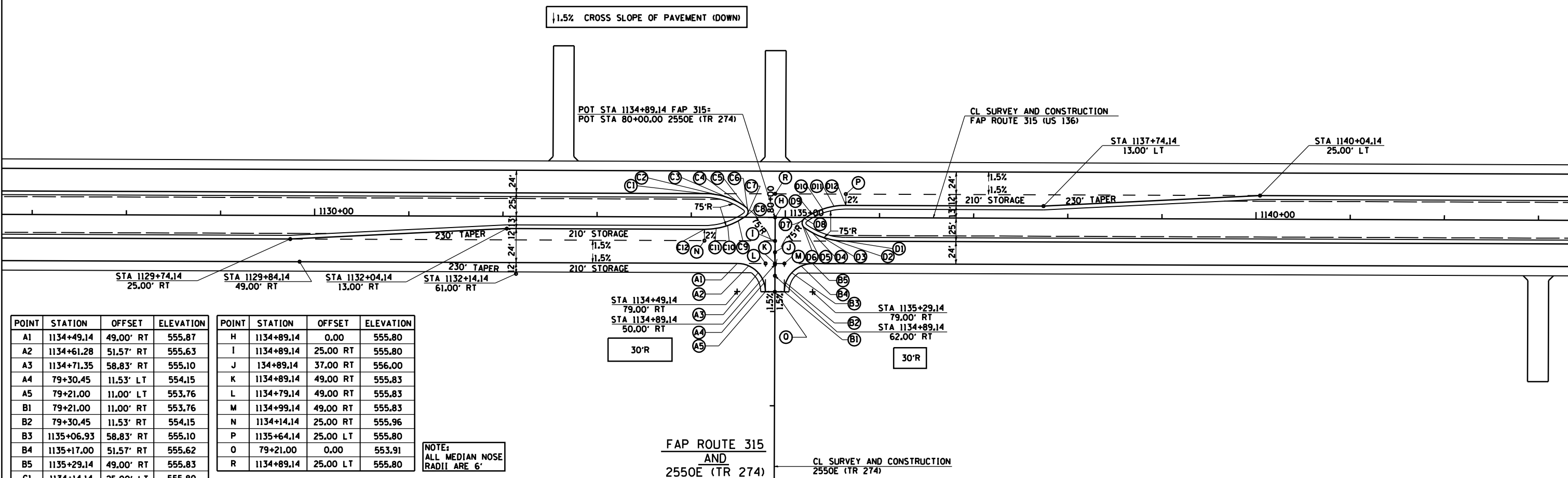


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	133

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

D-98-591-02

**CONTRACT NO. 72680**

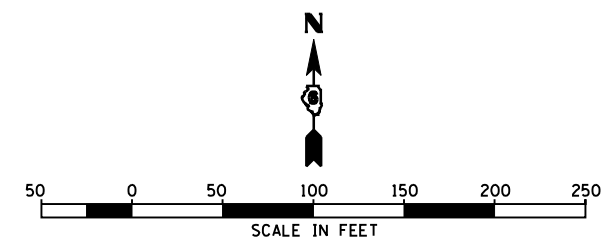


POINT	STATION	OFFSET	ELEVATION
A1	1134+49.14	49.00' RT	555.87
A2	1134+61.28	51.57' RT	555.63
A3	1134+71.35	58.83' RT	555.10
A4	79+30.45	11.53' LT	554.15
A5	79+21.00	11.00' LT	553.76
B1	79+21.00	11.00' RT	553.76
B2	79+30.45	11.53' RT	554.15
B3	1135+06.93	58.83' RT	555.10
B4	1135+17.00	51.57' RT	555.62
B5	1135+29.14	49.00' RT	555.83
C1	1134+14.14	25.00' LT	555.80
C2	1134+26.64	23.95' LT	555.72
C3	1134+38.68	20.87' LT	555.63
C4	1134+50.10	15.82' LT	555.55
C5	1134+57.96	10.87' LT	555.49
C6	1134+59.95	8.41' LT	555.49
C7	1134+59.95	3.61' LT	555.49
C8	1134+57.96	1.13' LT	555.49
C9	1134+50.10	3.82' RT	555.54
C10	1134+38.68	8.87' RT	555.59
C11	1134+26.64	11.95' RT	555.66
C12	1134+14.14	13.00' RT	555.72
D1	1135+64.14	25.00' RT	555.89
D2	1135+51.64	23.95' RT	555.78
D3	1135+39.60	20.87' RT	555.68
D4	1135+28.18	15.82' RT	555.57
D5	1135+20.32	10.87' RT	555.49
D6	1135+18.33	8.40' RT	555.49
D7	1135+18.32	3.62' RT	555.49
D8	1135+20.32	1.13' RT	555.49
D9	1135+28.18	3.82' LT	555.50
D10	1135+39.60	8.87' LT	555.52
D11	1135+51.64	11.95' LT	555.54
D12	1135+64.14	13.00' LT	555.56

POINT	STATION	OFFSET	ELEVATION
H	1134+89.14	0.00	555.80
I	1134+89.14	25.00 RT	555.80
J	134+89.14	37.00 RT	556.00
K	1134+89.14	49.00 RT	555.83
L	1134+79.14	49.00 RT	555.83
M	1134+99.14	49.00 RT	555.83
N	1134+14.14	25.00 RT	555.96
P	1135+64.14	25.00 LT	555.80
O	79+21.00	0.00	553.91
R	1134+89.14	25.00 LT	555.80

NOTE:  
ALL MEDIAN NOSE  
RADII ARE 6'

FAP ROUTE 315  
AND  
2550E (TR 274)  
CL SURVEY AND CONSTRUCTION  
2550E (TR 274)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP ROUTE 315  
INTERSECTION DETAILS  
2550E (TR 274)

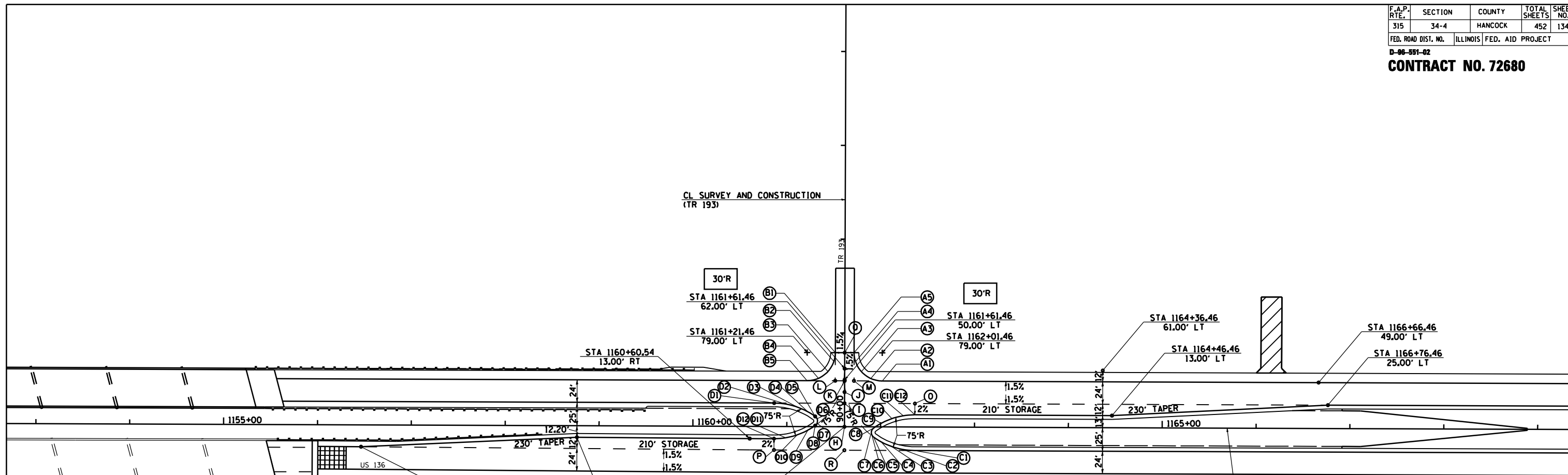
DATE 1/31/06  
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	134

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

D-98-591-02

**CONTRACT NO. 72680**



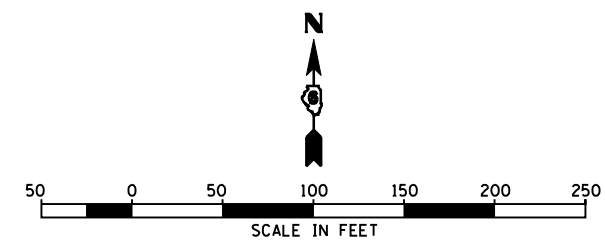
POINT	STATION	OFFSET	ELEVATION
A1	1162+01.46	49.00' LT	555.87
A2	1161+89.32	51.57' LT	555.72
A3	1161+79.25	58.83' LT	555.25
A4	90.69.55	11.53' RT	554.58
A5	90.79.00	10.00' RT	553.98
B1	90.79.00	10.00' LT	553.98
B2	90.69.55	11.53' LT	554.58
B3	1161+43.67	58.83' LT	555.32
B4	1161+33.60	51.57' LT	555.82
B5	1161+21.46	49.00' LT	556.01
C1	1162+36.46	25.00' RT	555.79
C2	1162+24.02	23.96' RT	555.74
C3	1162+11.92	20.87' RT	555.70
C4	1162+00.50	15.82' RT	555.65
C5	1162+92.64	10.87' RT	555.62
C6	1161+90.65	8.40' RT	555.62
C7	1161+90.65	3.60' RT	555.62
C8	1162+92.64	1.13' RT	555.62
C9	1162+00.50	3.82' LT	555.61
C10	1162+11.92	8.87' LT	555.61
C11	1162+24.02	11.96' LT	555.60
C12	1162+36.46	13.00' LT	555.59
D1	1160+86.46	25.00' LT	556.10
D2	1160+98.90	23.95' LT	555.97
D3	1161+11.00	20.87' LT	555.84
D4	1161+22.42	15.82' LT	555.72
D5	1161+30.27	10.87' LT	555.62
D6	1161+32.27	8.40' LT	555.62
D7	1161+32.27	3.60' LT	555.62
D8	1161+30.27	1.13' LT	555.62
D9	1161+22.42	3.82' RT	555.65
D10	1161+11.00	8.87' RT	555.70
D11	1160+98.90	11.96' RT	555.74
D12	1160+86.46	13.00' RT	555.79

POINT	STATION	OFFSET	ELEVATION
H	1161+61.46	0.00	555.93
I	1161+61.46	25.00 LT	555.93
J	1161+61.46	37.00 LT	556.11
K	1161+61.46	49.00 LT	555.93
L	1161+51.46	49.00 LT	555.95
M	1161+71.46	49.00 LT	555.91
O	1162+36.46	25.00 LT	555.83
P	1160+86.46	25.00 RT	556.03
Q	90+79.00	0.00	554.13
R	1161+61.46	25.00 RT	555.93

NOTE:  
ALL MEDIAN NOSE  
RADIUS ARE 6'

1.5% CROSS SLOPE OF PAVEMENT (DOWN)

FROM THE EAST END OF THE BRIDGES OVER WEST FORK LAMOINE RIVER TO THE EAST END OF THE PROJECT, THE BITUMINOUS CONCRETE SURFACE COURSE AND TOP LIFT OF SHOULDERS FOR BOTH THE EASTBOUND AND WESTBOUND LANES WILL BE PLACED BY OTHERS UNDER A SEPARATE CONTRACT. THE ELEVATIONS SHOWN HERE REFLECT THE ULTIMATE PAVEMENT SURFACE, THEREFORE, THE BINDER LAYER SHALL BE CONSTRUCTED IN A MANNER THAT WILL ALLOW THE SURFACE TO BE PLACED AT THE SPECIFIED GRADES IN THE NEXT CONTRACT.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**FAP ROUTE 315  
INTERSECTION DETAILS  
(TR 193)**

DATE 1/31/06

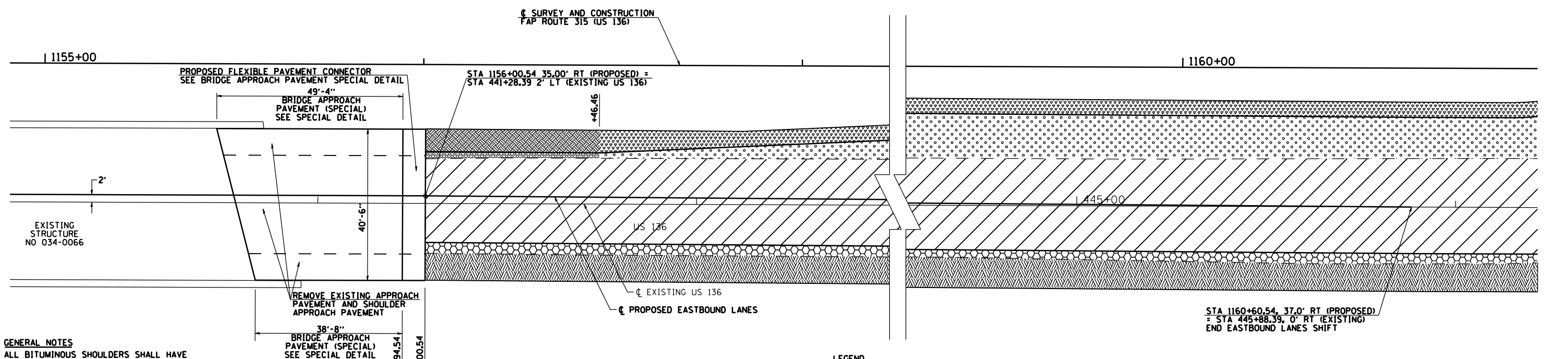
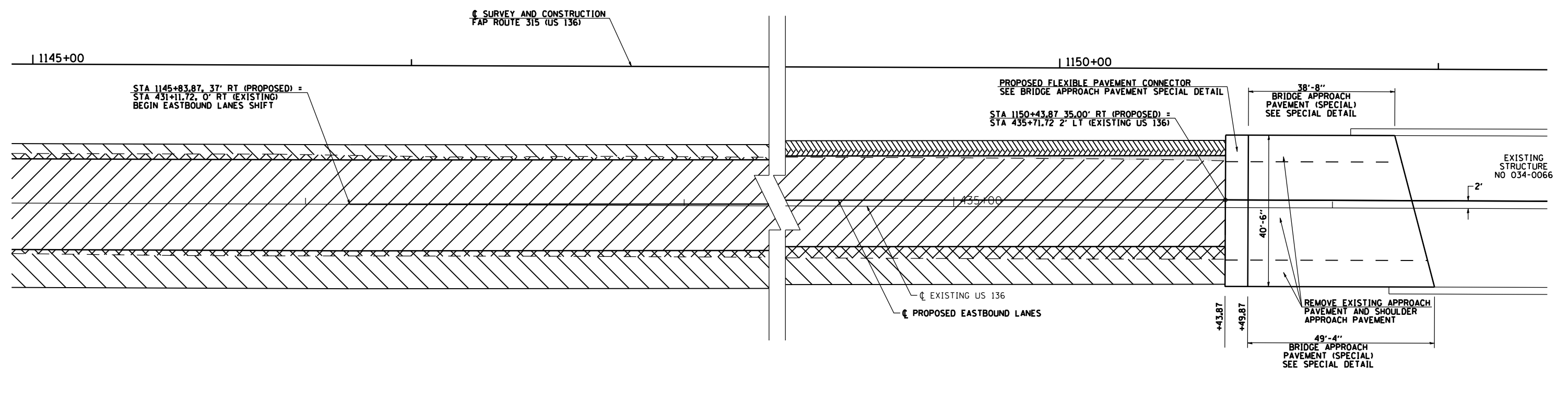
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	135

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

D-88-591-02  
**CONTRACT NO. 72680**

NOTE: PROPOSED EDGE OF PAVEMENT MEETS EXISTING EDGE OF PAVEMENT AT STA 1148+23.6±.



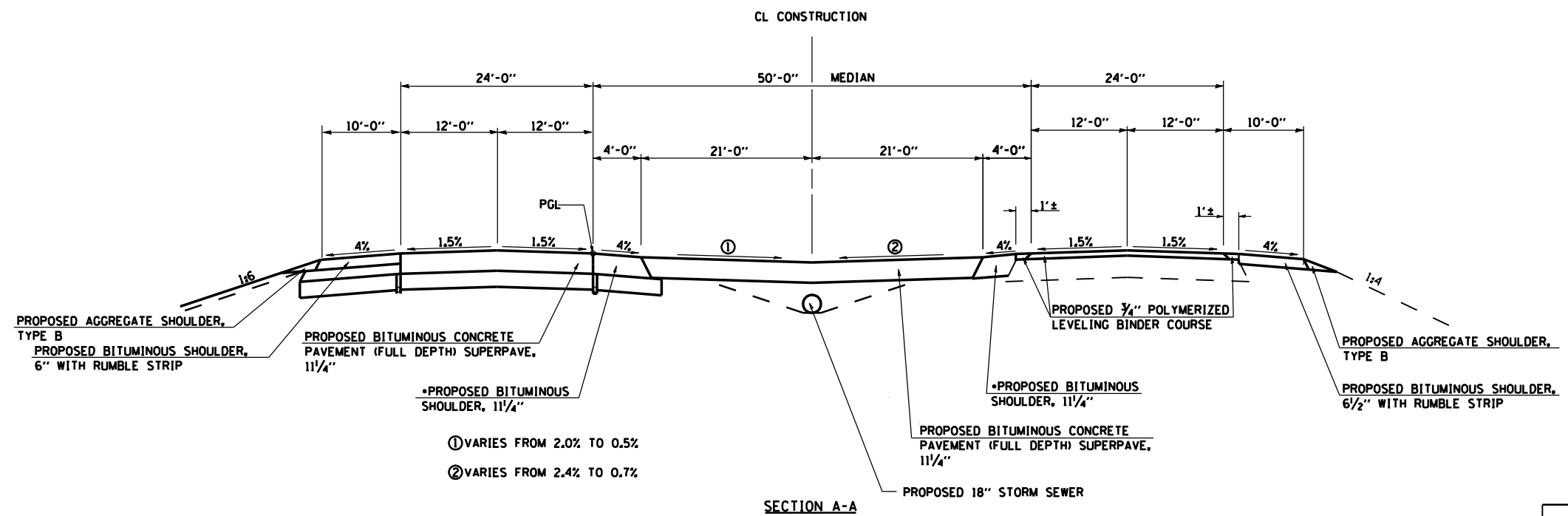
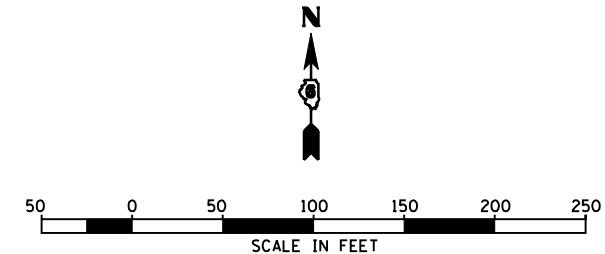
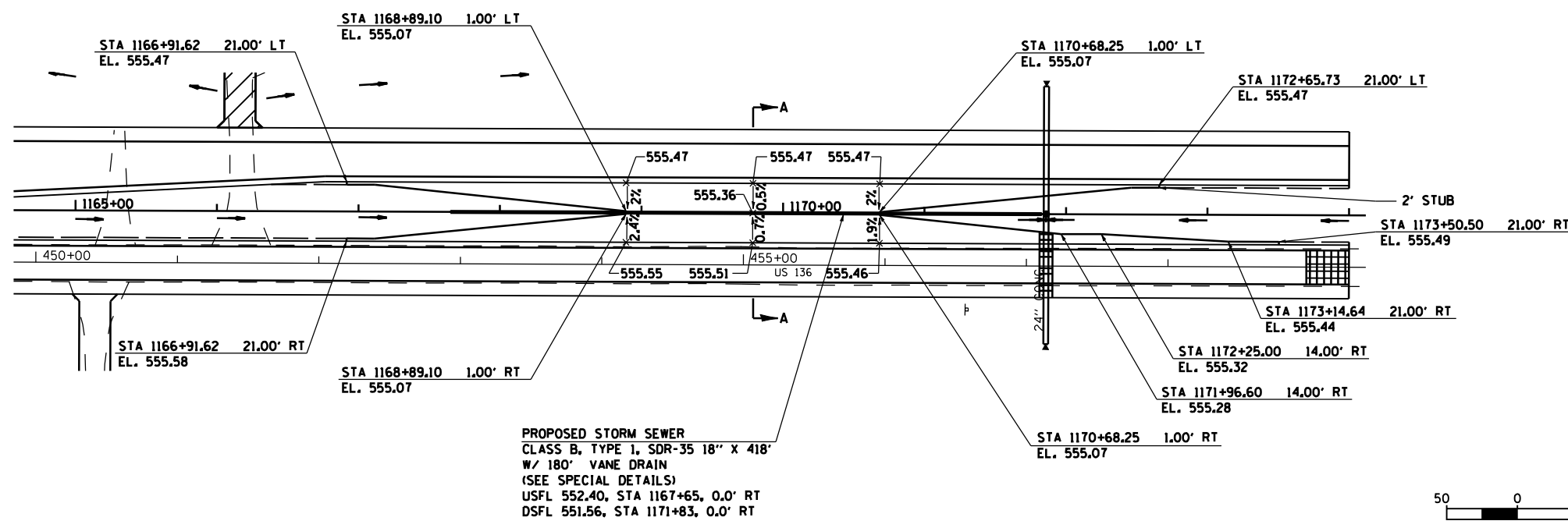
**GENERAL NOTES**  
 ALL BITUMINOUS SHOULDERS SHALL HAVE RUMBLE STRIPS.  
 SEE SPECIAL BRIDGE APPROACH PAVEMENT DETAIL.

**LEGEND**

	PROPOSED BITUMINOUS SHOULDERS 2 1/4" OVER EXISTING PAVEMENT		PROPOSED RESURFACING - SEE TYPICAL SECTIONS		PROPOSED BITUMINOUS SHOULDER 3/4" OVER EXISTING PAVEMENT
	PROPOSED BITUMINOUS RESURFACING 2 1/4" OVER BITUMINOUS SHOULDERS 8"		PROPOSED BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH) 11 1/4" OVER SUB-BASE GRANULAR MATERIAL, TYPE A		PROPOSED BITUMINOUS SHOULDERS 3/4" OVER BITUMINOUS SHOULDERS 8"
	PROPOSED BITUMINOUS SHOULDERS 8"		PROPOSED BITUMINOUS SHOULDERS 6" OVER SUB-BASE GRANULAR MATERIAL, TYPES A AND C		PROPOSED BITUMINOUS RESURFACING 3/4" OVER BITUMINOUS SHOULDERS 8"
	PROPOSED BITUMINOUS SHOULDERS 2 1/4" OVER BITUMINOUS SHOULDERS 8"		PROPOSED BITUMINOUS SHOULDERS 6 1/2"		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FAP ROUTE 315  
 SPECIAL DETAILS  
 EASTBOUND LANES SHIFT  
 AT LAMOINE RIVER**  
 DRAWN BY TJD  
 CHECKED BY AWM  
 DATE 1/31/06



\*USE BITUMINOUS SHOULDERS 11 1/4" IN THE WESTBOUND LANES FROM STA 1166+60 TO STA 1173+05 AND IN THE EASTBOUND LANES FROM STA 1166+60 TO STA 1174+00. THIS QUANTITY WILL BE PAID FOR AS BITUMINOUS CONCRETE (FULL DEPTH) SUPERPAVE, 11 1/4"

REVISIONS	
NAME	DATE

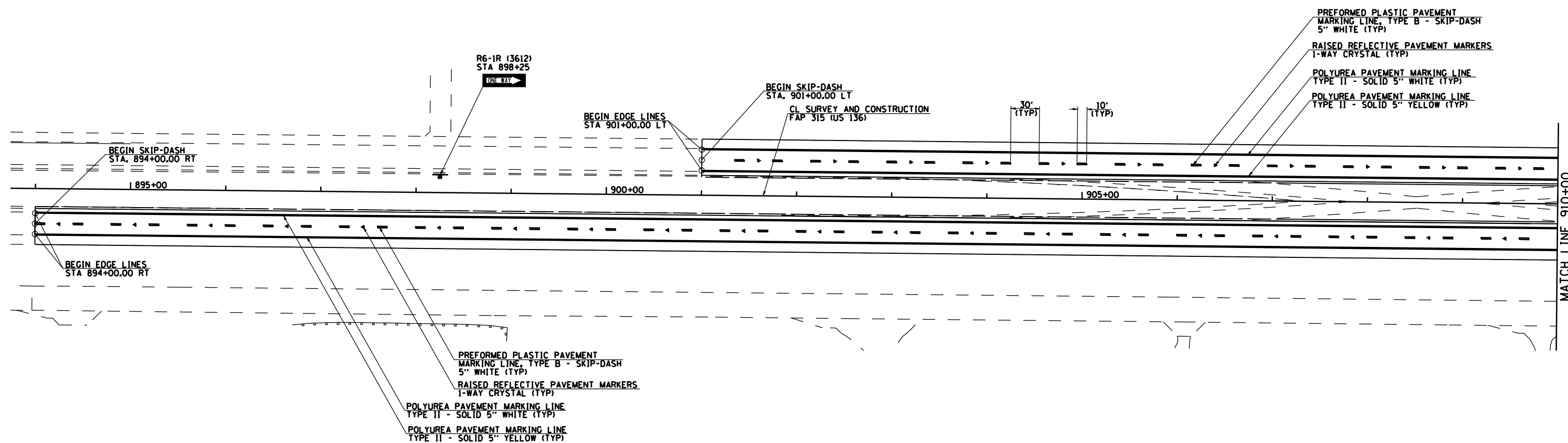
ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP ROUTE 315  
CROSSOVER DETAILS

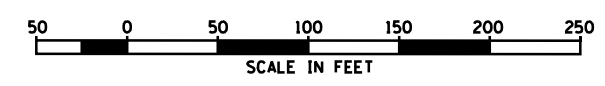
DATE 3/15/06

DRAWN BY JCG  
CHECKED BY AWM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	137
STA. 894+00.00		TO STA. 910+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
D-86-891-02				
<b>CONTRACT NO. 72680</b>				



1. GUIDE SIGNS DESIGNATED "SIGN\*\*\*"  
SEE DETAILS FOR SIZE, MATERIALS, LETTERING, ETC.
2. MAINLINE EDGE LINE PAVEMENT MARKINGS TO BE TERMINATED AT BACK OF SIDEROAD RADIUS RETURNS, EXCEPT AT LOCATIONS NOTED.
3. ALL SIGN SUPPORTS SHALL BE TELESCOPING STEEL EXCEPT WHERE NOTED.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

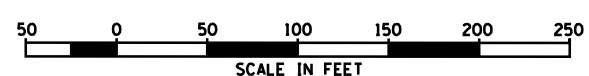
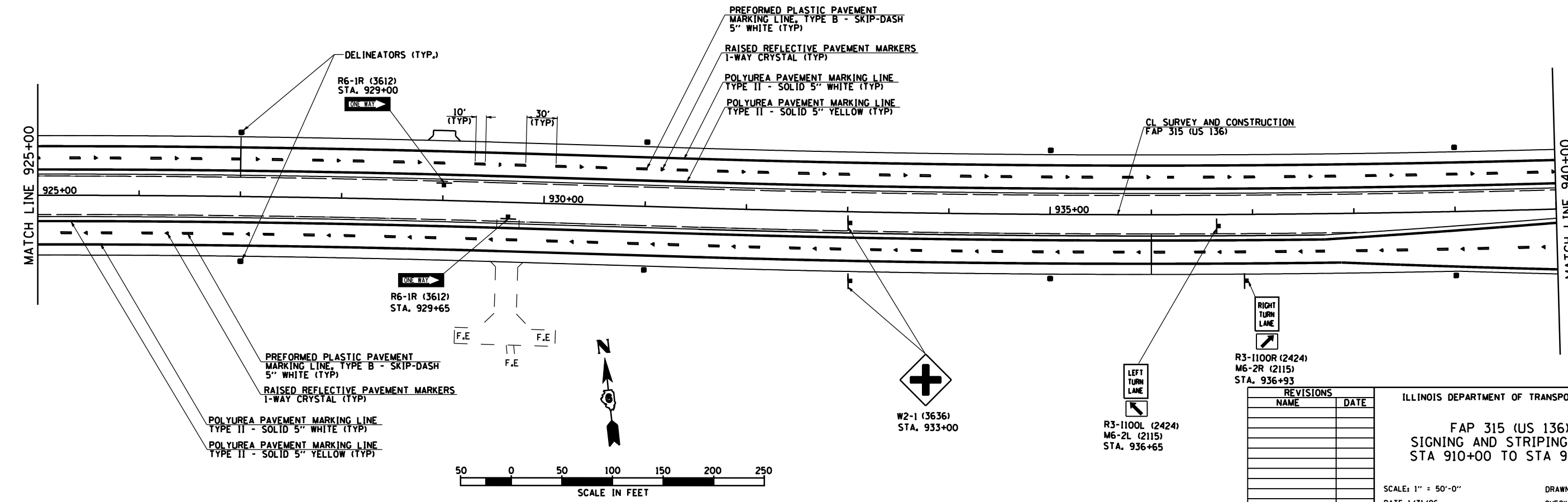
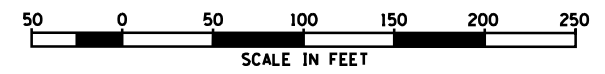
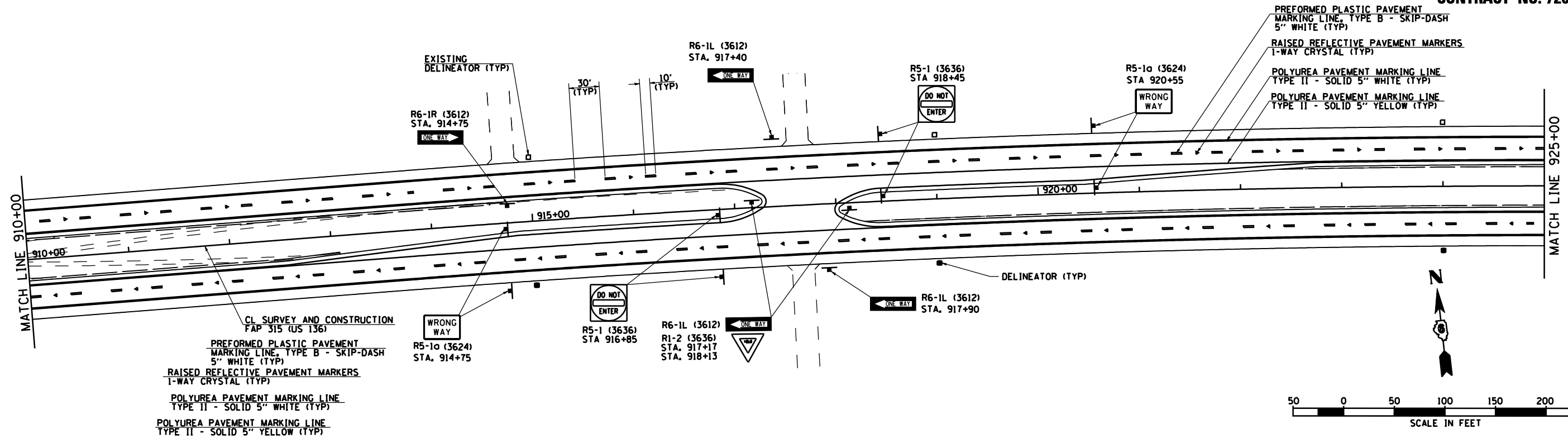
FAP 315 (US 136)  
SIGNING AND STRIPING PLAN  
STA 894+00 TO STA 910+00

SCALE: 1" = 50'-0"  
DATE 1/31/06

DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	138
STA. 910+00.00		TO STA. 940+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-86-891-02  
**CONTRACT NO. 72680**

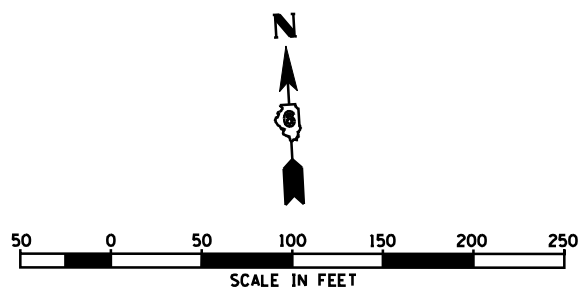
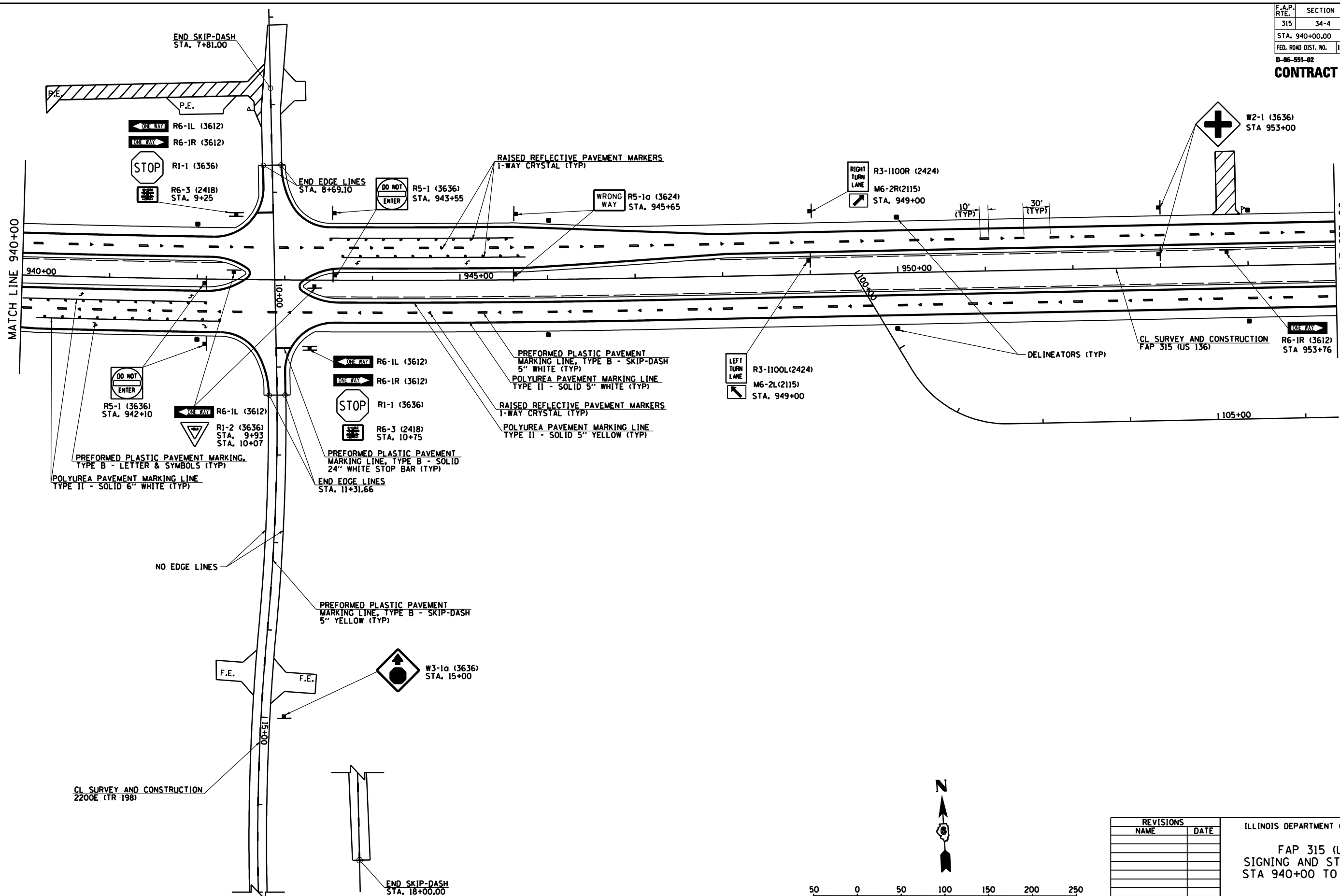


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAP 315 (US 136)  
SIGNING AND STRIPING PLAN  
STA 910+00 TO STA 940+00  
SCALE: 1" = 50'-0"  
DATE 1/31/06  
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	139
STA. 940+00.00		TO STA. 955+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

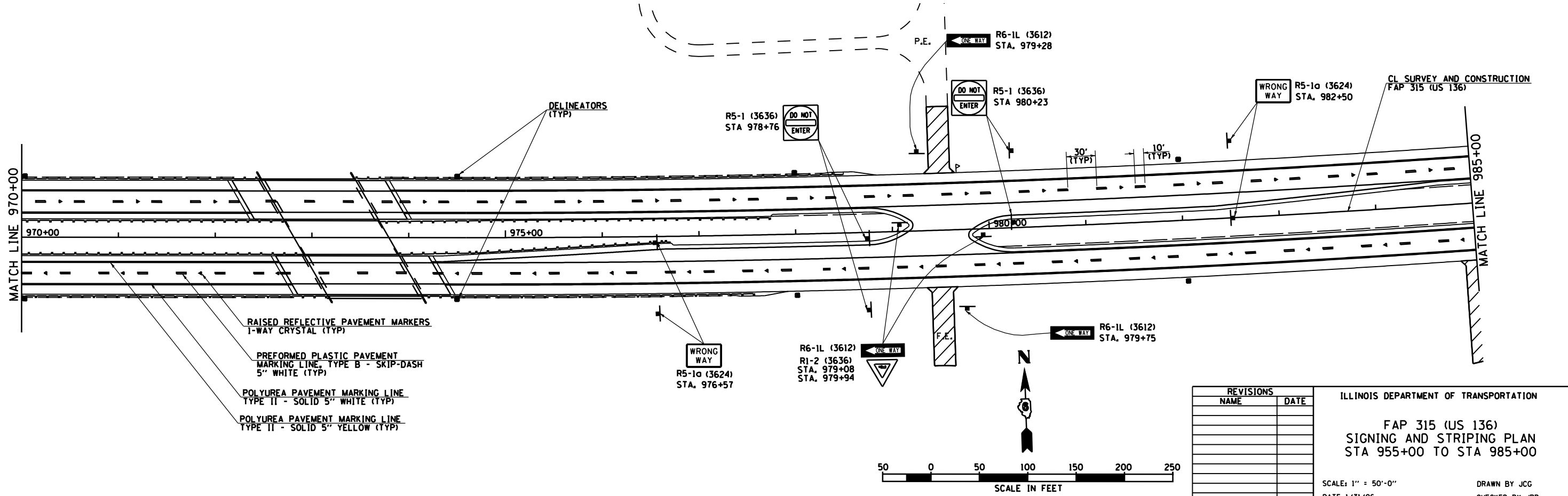
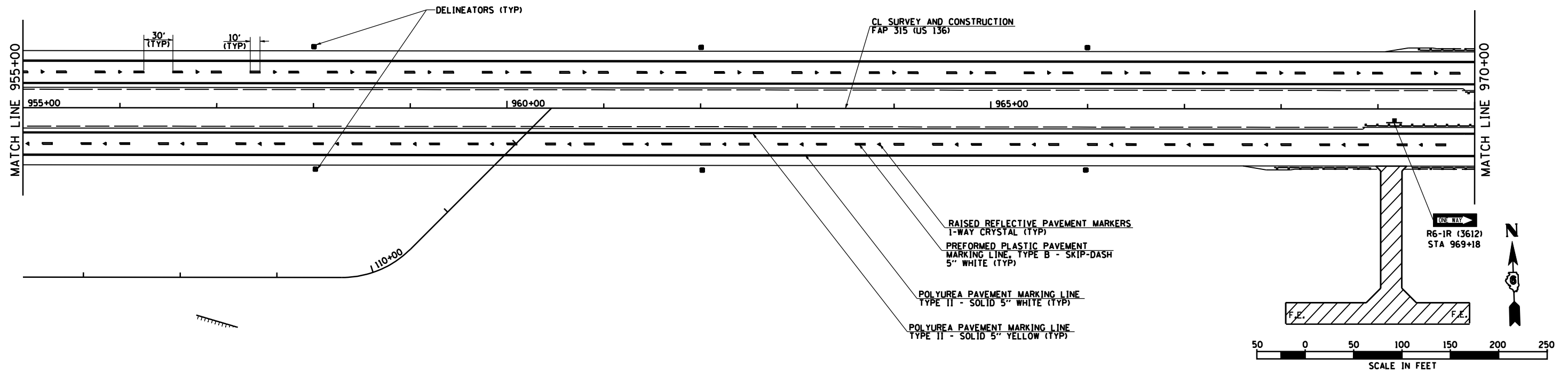


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 SIGNING AND STRIPING PLAN  
 STA 940+00 TO STA 955+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	140
STA. 955+00.00		TO STA. 985+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

**CONTRACT NO. 72680**



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)  
SIGNING AND STRIPING PLAN  
STA 955+00 TO STA 985+00

SCALE: 1" = 50'-0"

DATE 1/31/06

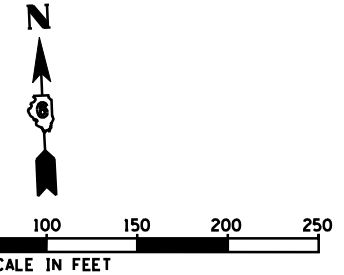
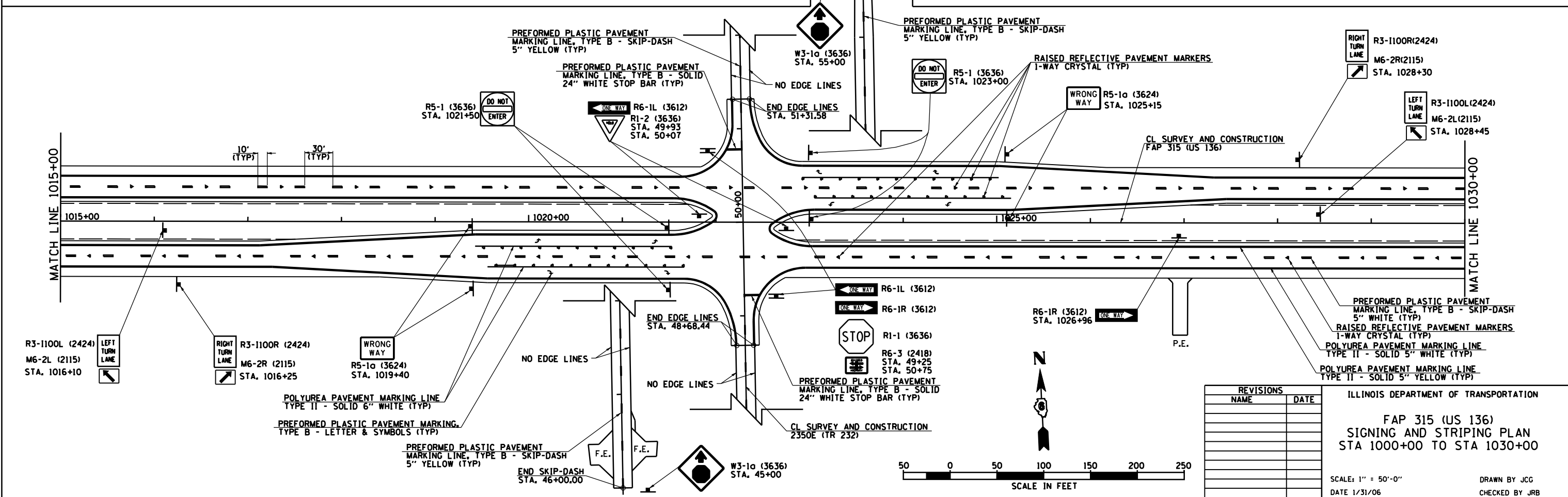
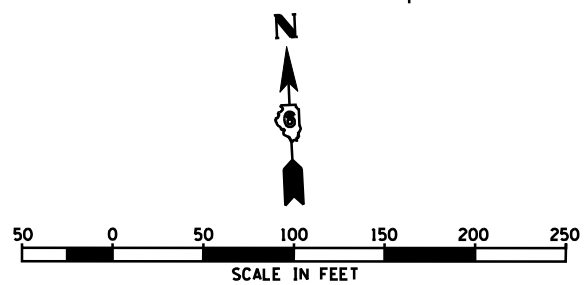
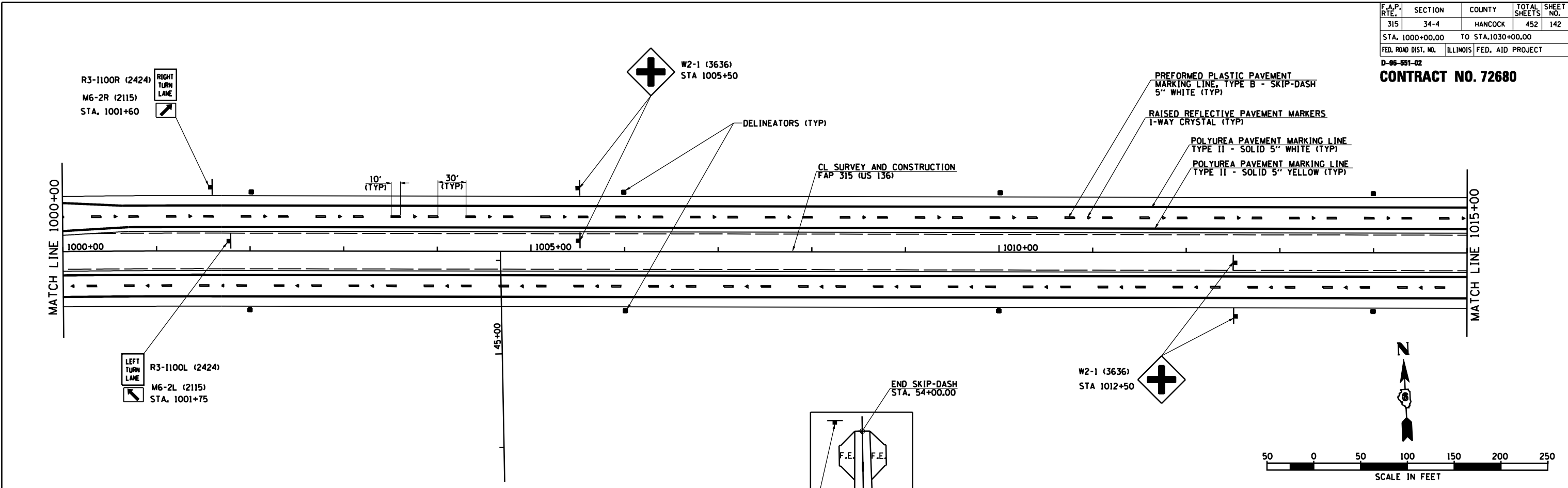
DRAWN BY JCG  
CHECKED BY JRB





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	142
STA. 1000+00.00		TO STA. 1030+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**

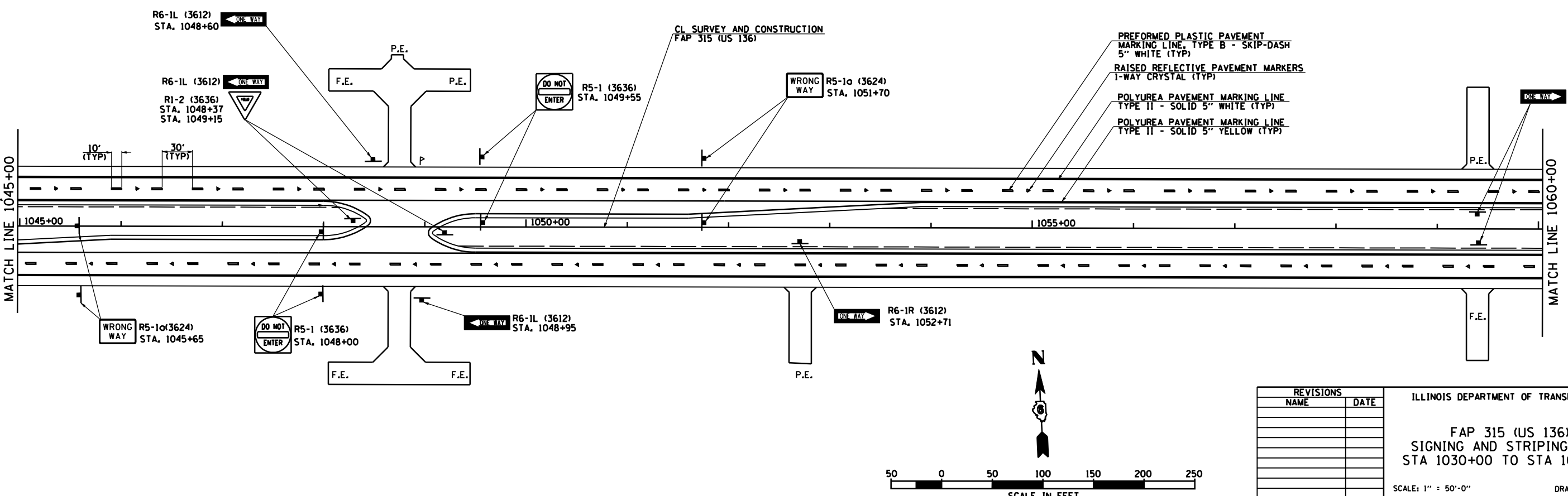
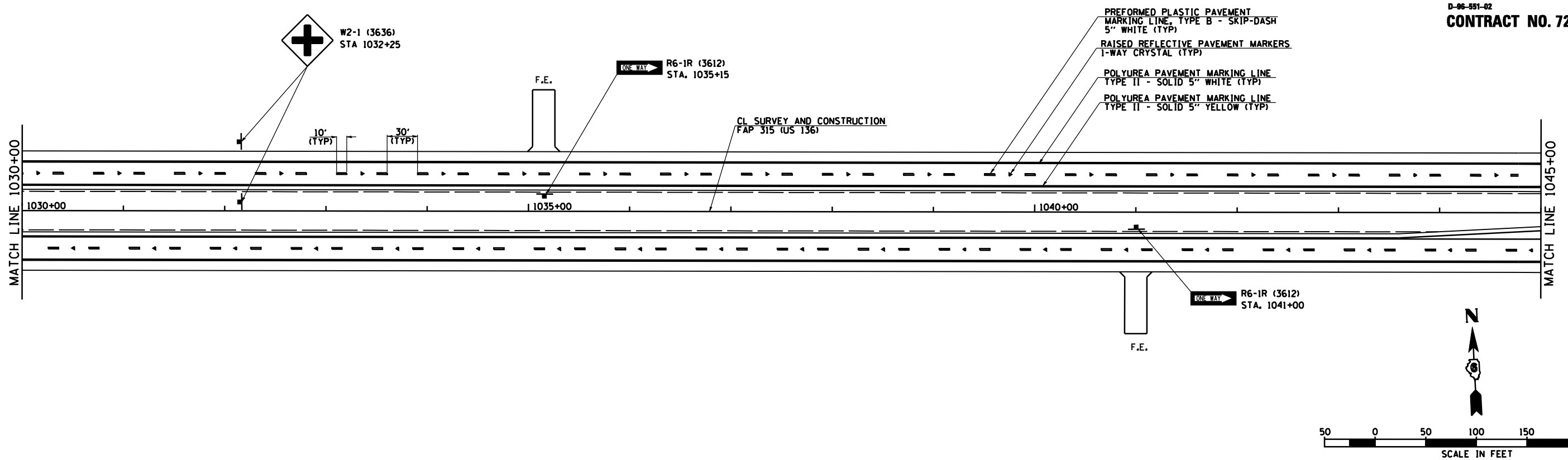


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAP 315 (US 136)  
SIGNING AND STRIPING PLAN  
STA 1000+00 TO STA 1030+00  
SCALE: 1" = 50'-0"  
DATE 1/31/06  
DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	143
STA. 1030+00.00		TO STA. 1060+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-96-951-02  
**CONTRACT NO. 72680**

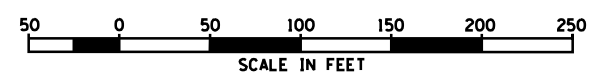
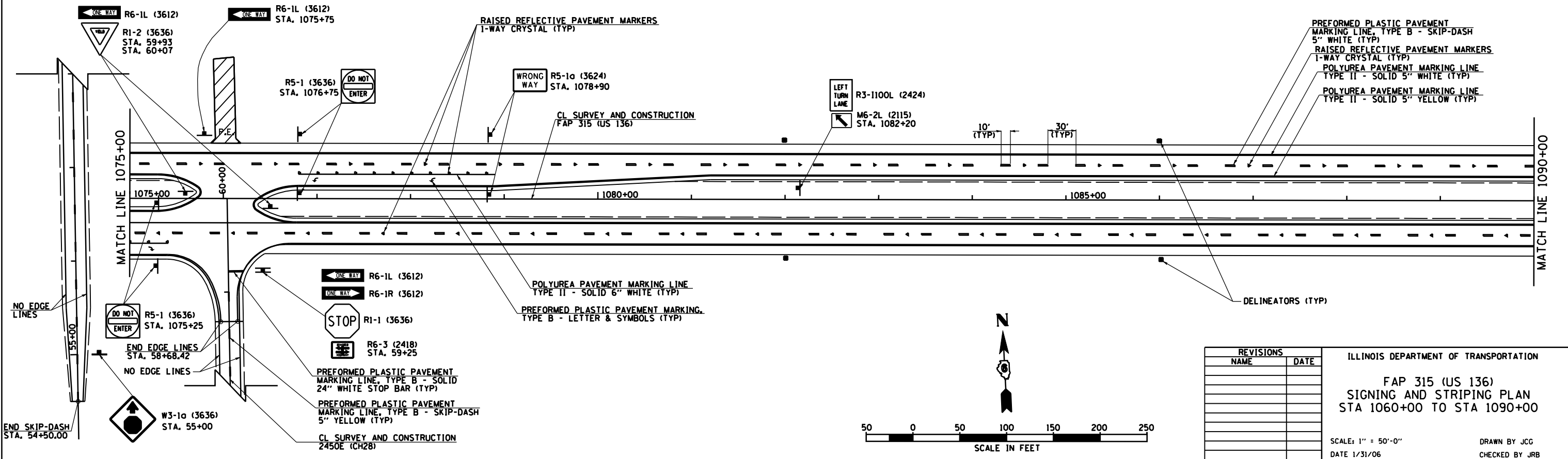
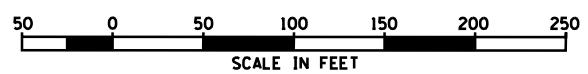
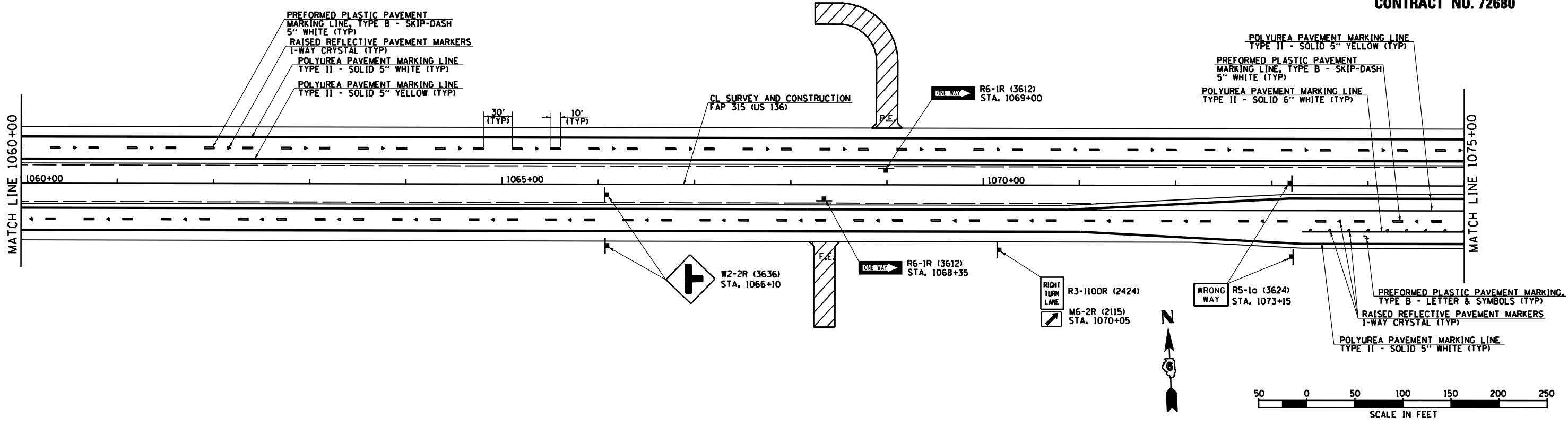


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 SIGNING AND STRIPING PLAN  
 STA 1030+00 TO STA 1060+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	144
STA. 1060+00.00		TO STA. 1090+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**CONTRACT NO. 72680**

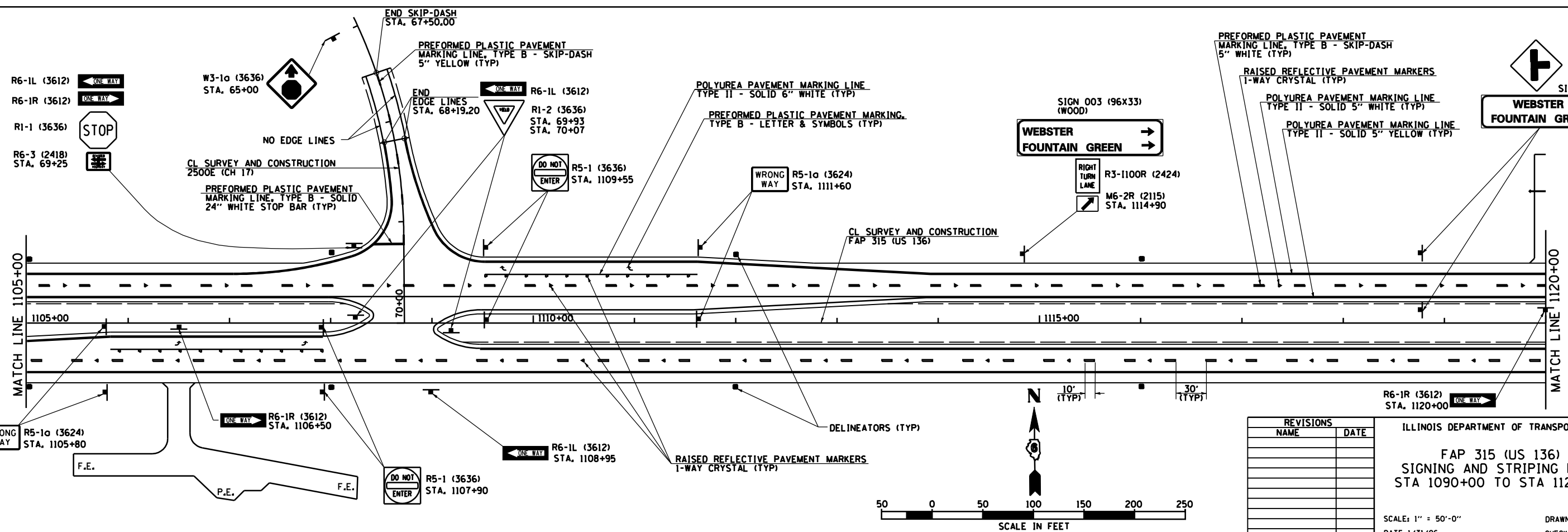
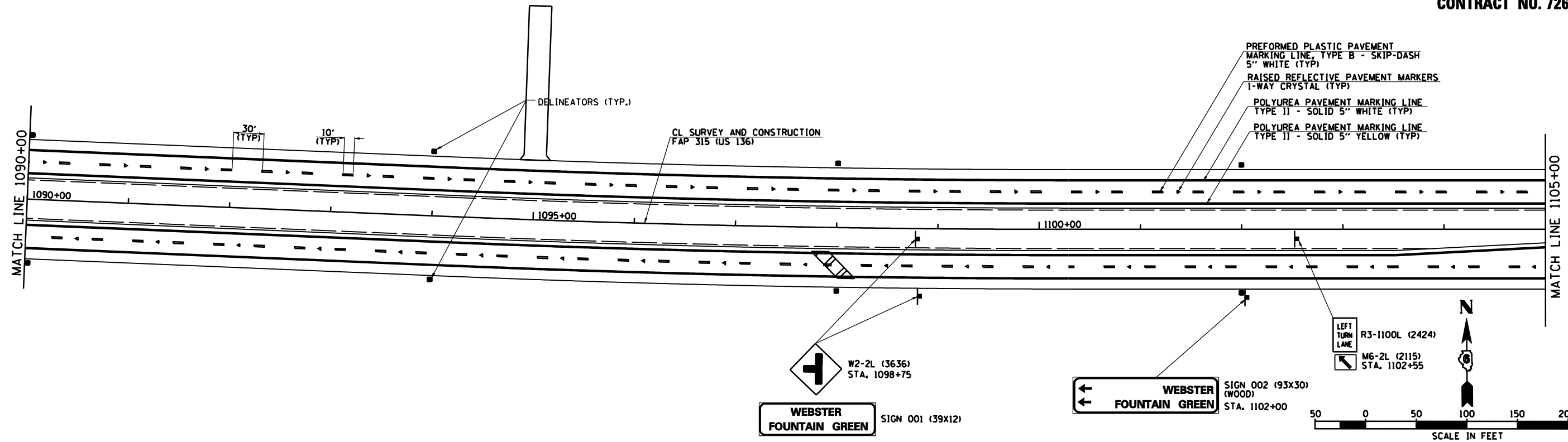


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 SIGNING AND STRIPING PLAN  
 STA 1060+00 TO STA 1090+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	145
STA. 1090+00.00		TO STA. 1120+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-96-991-02  
**CONTRACT NO. 72680**

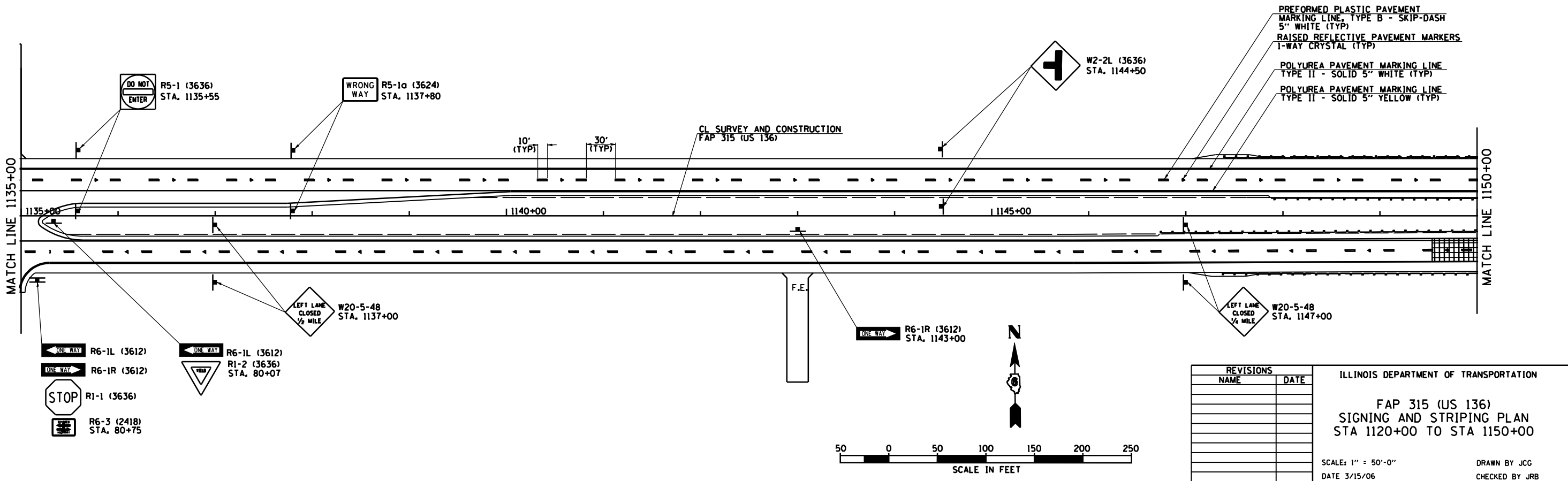
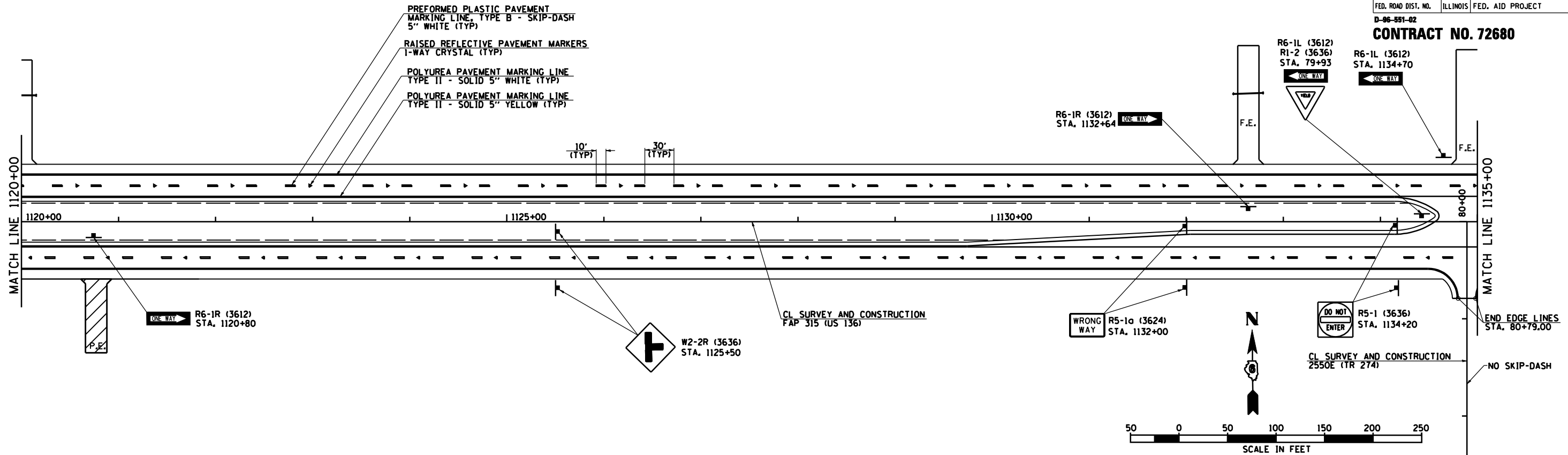


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 SIGNING AND STRIPING PLAN  
 STA 1090+00 TO STA 1120+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	146
STA. 1120+00.00		TO STA. 1150+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-96-991-02  
**CONTRACT NO. 72680**



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)  
SIGNING AND STRIPING PLAN  
STA 1120+00 TO STA 1150+00

SCALE: 1" = 50'-0"

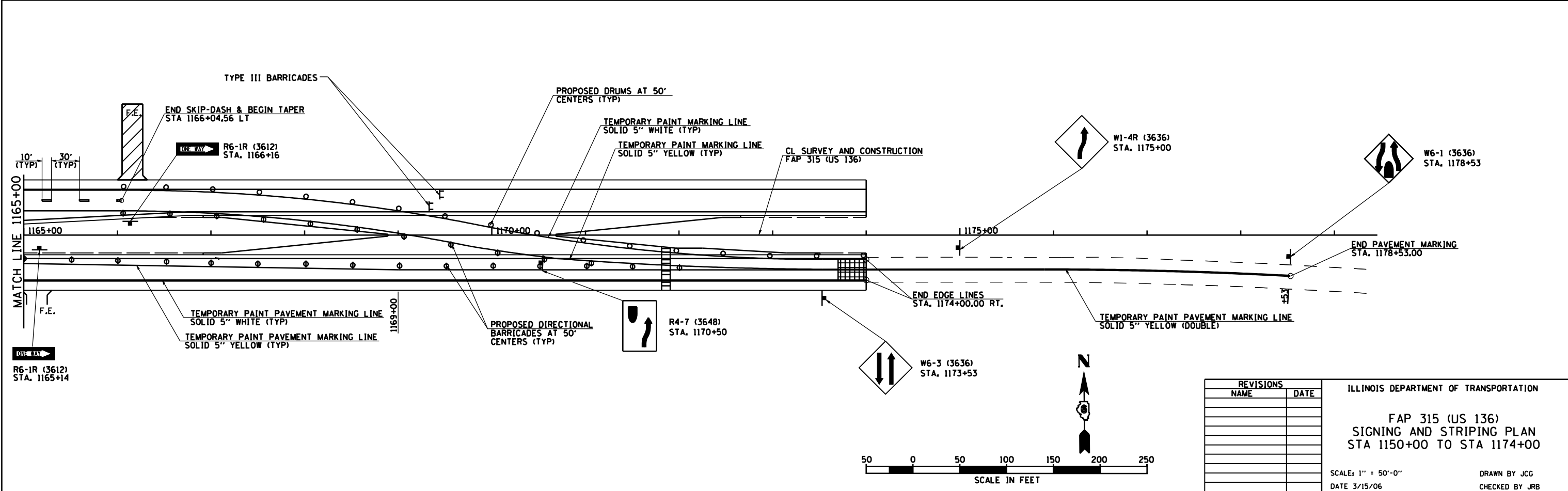
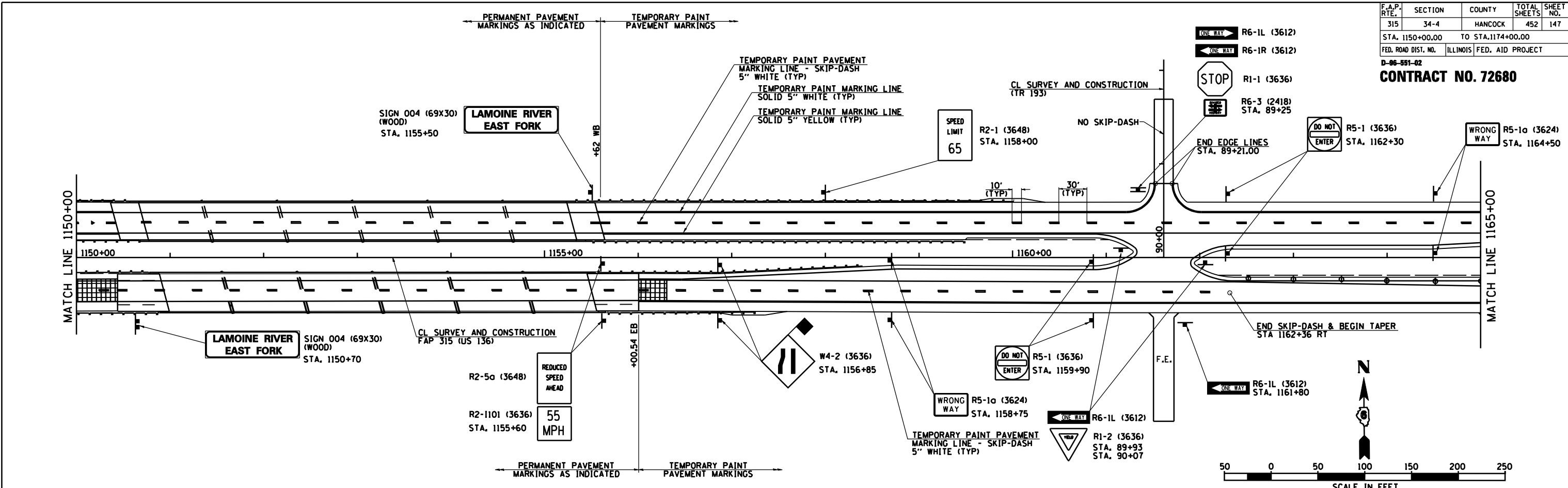
DATE 3/15/06

DRAWN BY JCG  
CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	147
STA. 1150+00.00 TO STA. 1174+00.00		ILLINOIS FED. AID PROJECT		

**CONTRACT NO. 72680**

D-96-991-02



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)  
SIGNING AND STRIPING PLAN  
STA 1150+00 TO STA 1174+00

SCALE: 1" = 50'-0"  
DATE 3/15/06

DRAWN BY JCG  
CHECKED BY JRB

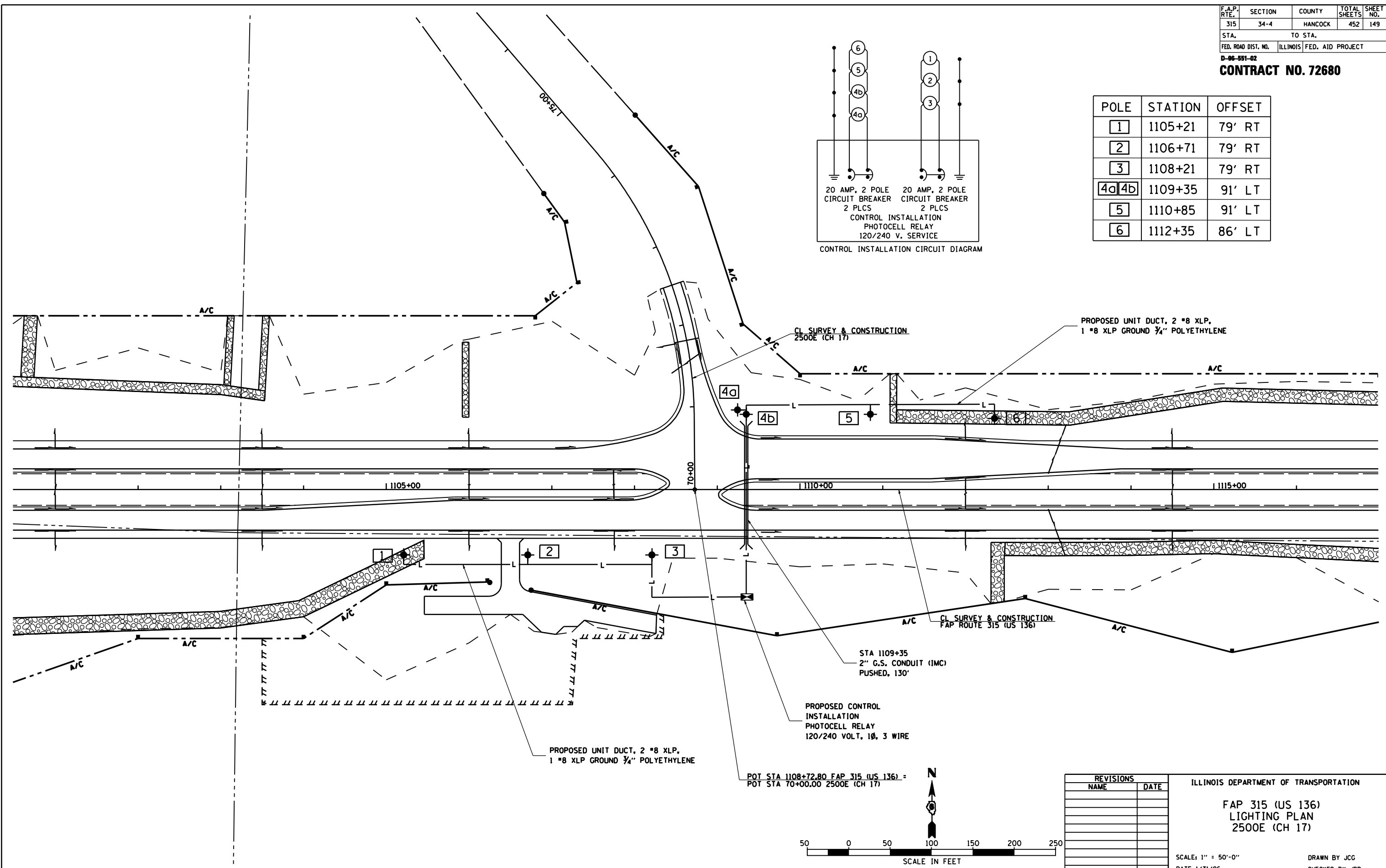
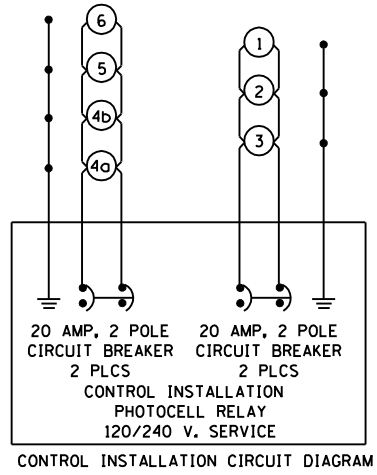




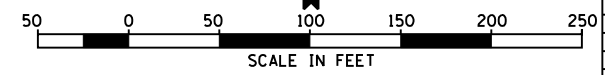
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	149
STA. 315		TO STA. 315		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

POLE	STATION	OFFSET
1	1105+21	79' RT
2	1106+71	79' RT
3	1108+21	79' RT
4a/4b	1109+35	91' LT
5	1110+85	91' LT
6	1112+35	86' LT



POT STA 1108+72.80 FAP 315 (US 136) =  
 POT STA 70+00.00 2500E (CH 17)



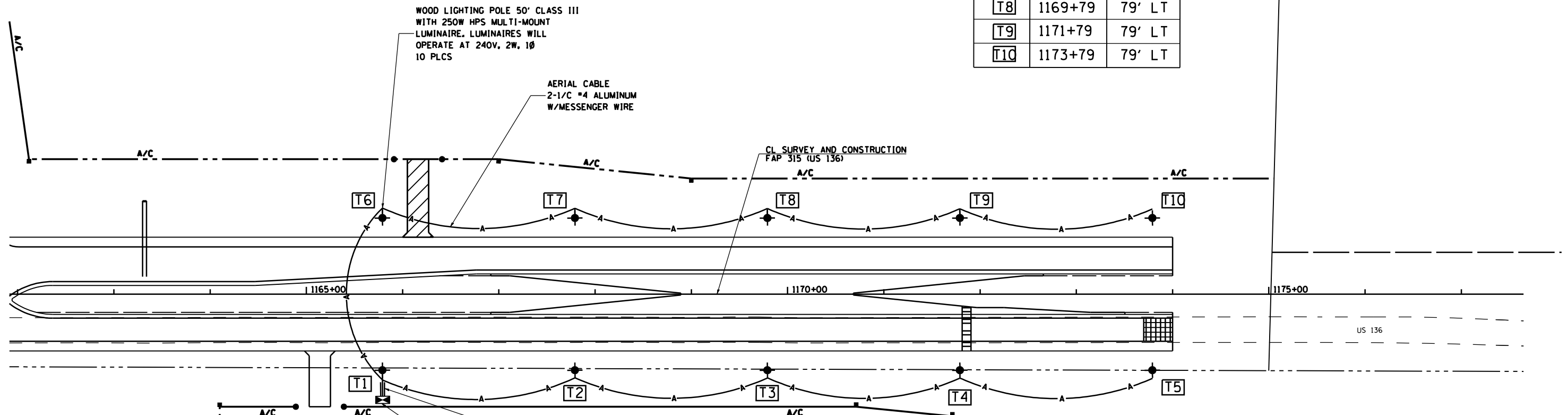
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 LIGHTING PLAN  
 2500E (CH 17)  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	150
STA. 1150+00.00		TO STA. 1174+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

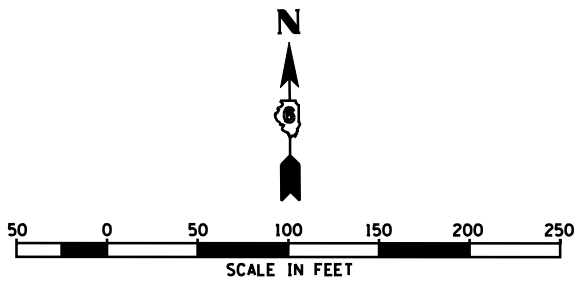
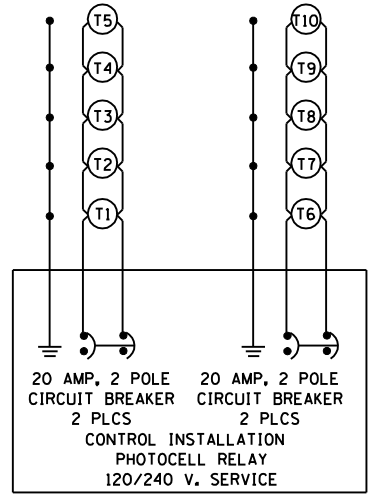
**CONTRACT NO. 72680**

POLE	STATION	OFFSET
T1	1165+79	79' RT
T2	1167+79	79' RT
T3	1169+79	79' RT
T4	1171+79	79' RT
T5	1173+79	79' RT
T6	1165+79	79' LT
T7	1167+79	79' LT
T8	1169+79	79' LT
T9	1171+79	79' LT
T10	1173+79	79' LT



PROPOSED UNIT DUCT, 2 #8 XLP,  
1 #8 XLP GROUND, 3/4" POLYETHYLENE  
2 PLCS

PROPOSED CONTROL  
INSTALLATION  
PHOTOCELL RELAY  
120/240 VOLT  
INSTALLATION, 1Ø, 3 WIRE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAP 315 (US 136)  
LIGHTING PLAN  
CROSSOVER @ STA 1170+00

SCALE: 1" = 50'-0"  
DATE 1/31/06  
DRAWN BY JCG  
CHECKED BY JRB

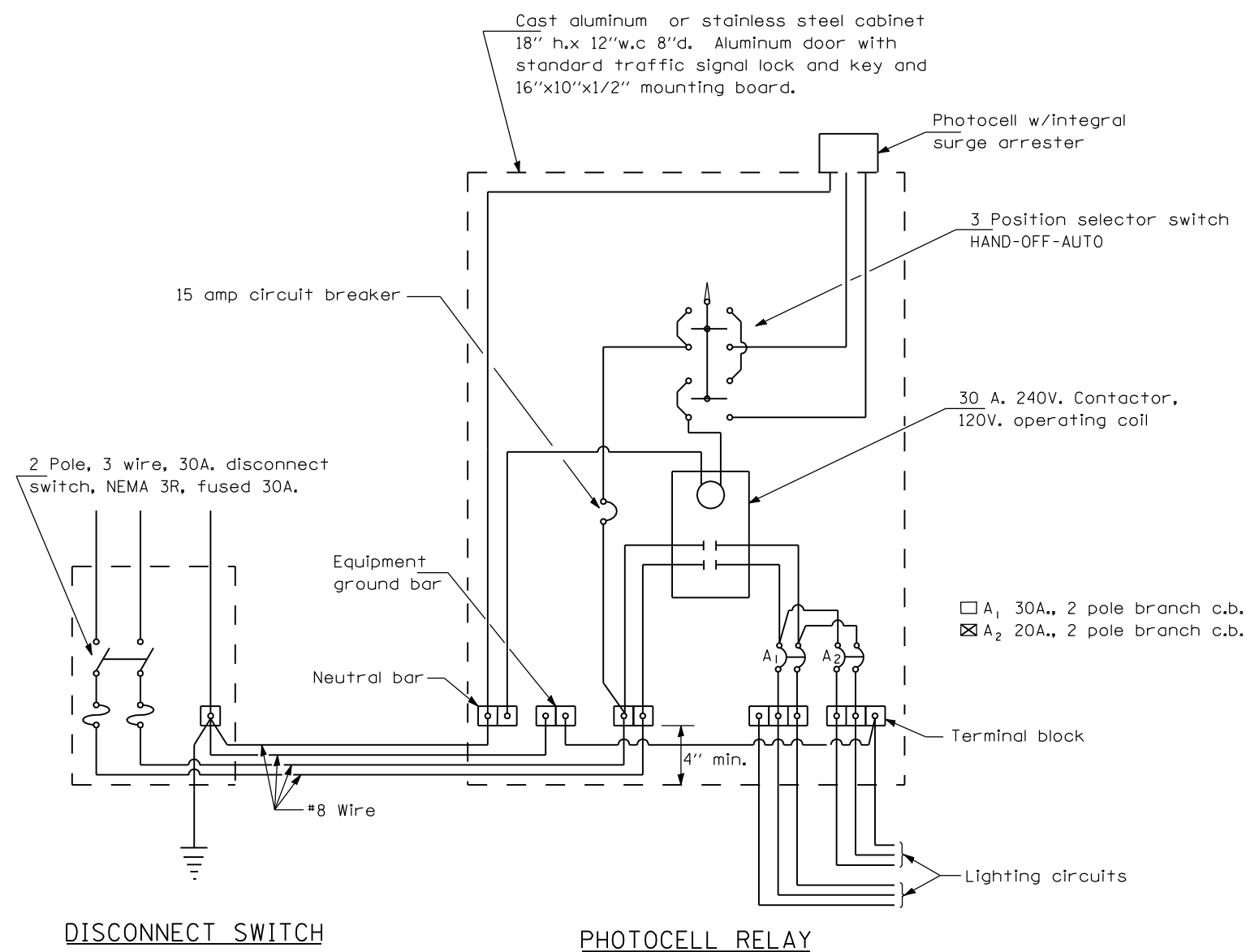
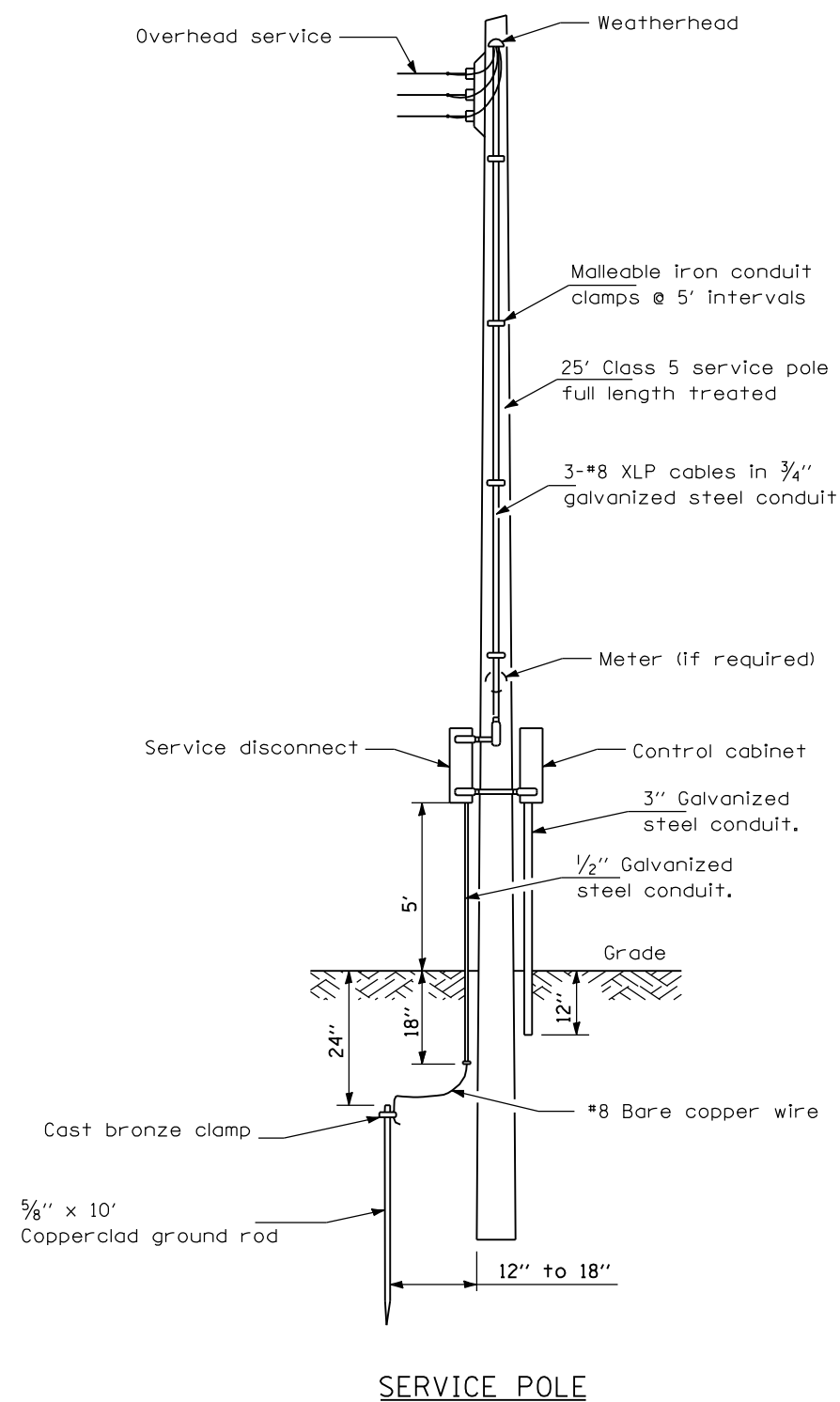
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	151

STA. TO STA.

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

D-98-551-02

**CONTRACT NO. 72680**



**GENERAL NOTES**

All equipment shall be U.L. Listed.  
 All dimensions are in inches unless otherwise shown.

**CONTROL INSTALLATION SERVICE POLE MOUNTED**

120/240V., 1 PHASE, 3 WIRE SERVICE

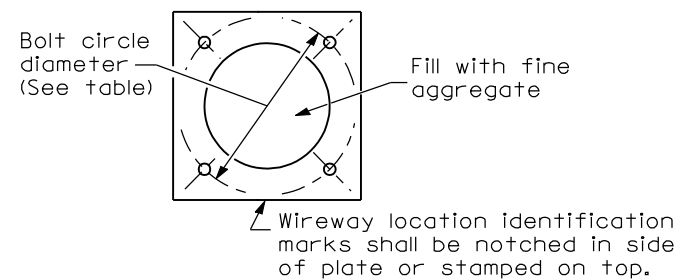
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		FAP 315 (US 136) LIGHTING PLANS LIGHTING DETAILS
SCALE:	NONE	DRAWN BY: IDOT
DATE:		CHECKED BY:

3/18/2005

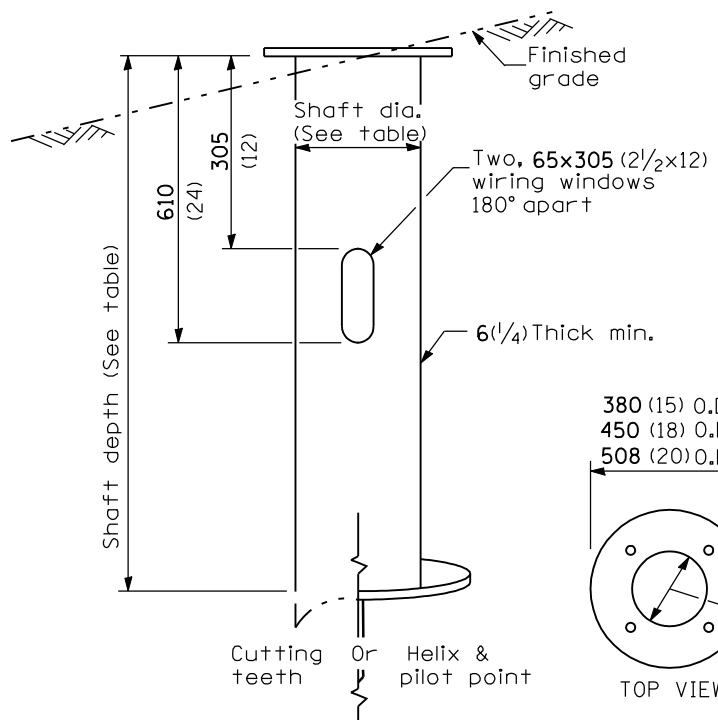
21734de104

LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	STEEL FOUNDATION			CONCRETE FOUNDATION		
		SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
< 9.1 m (30')	292 (11.5)	220 (8 5/8)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.52 m (5'-0")	1.45 m (4'-9")
9.4 m - 10.7 m (31'-35')	292 (11.5)	220 (8 5/8)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.67 m (5'-6")	1.60 m (5'-3")
10.9 m - 12.2 m (36'-40')	381 (15) ③	220 (8 5/8)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.83 m (6'-0")	1.75 m (5'-9")
12.5 m - 13.7 m (41'-45')	381 (15) ③	220 (8 5/8)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.98 m (6'-6")	1.90 m (6'-3")
14.0 m - 15.2 m (46'-50')	381 (15) ③	220 (8 5/8)	2.44 m (8')	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	2.13 m (7'-0")	2.00 m (6'-9")

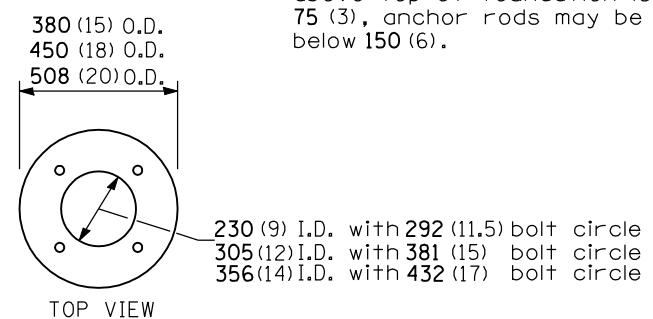
- ① Length does not include 100(4)hook
- ② 220 mm x 2.44 m (8 5/8" x 8'-0") for Twin luminaires
- ③ Bolt circle diam. shall be 430 (17) when a TB3-17 transformer base is used



Length above foundation shall be adjusted to accommodate breakaway devices furnished by the contractor for a specific installation.

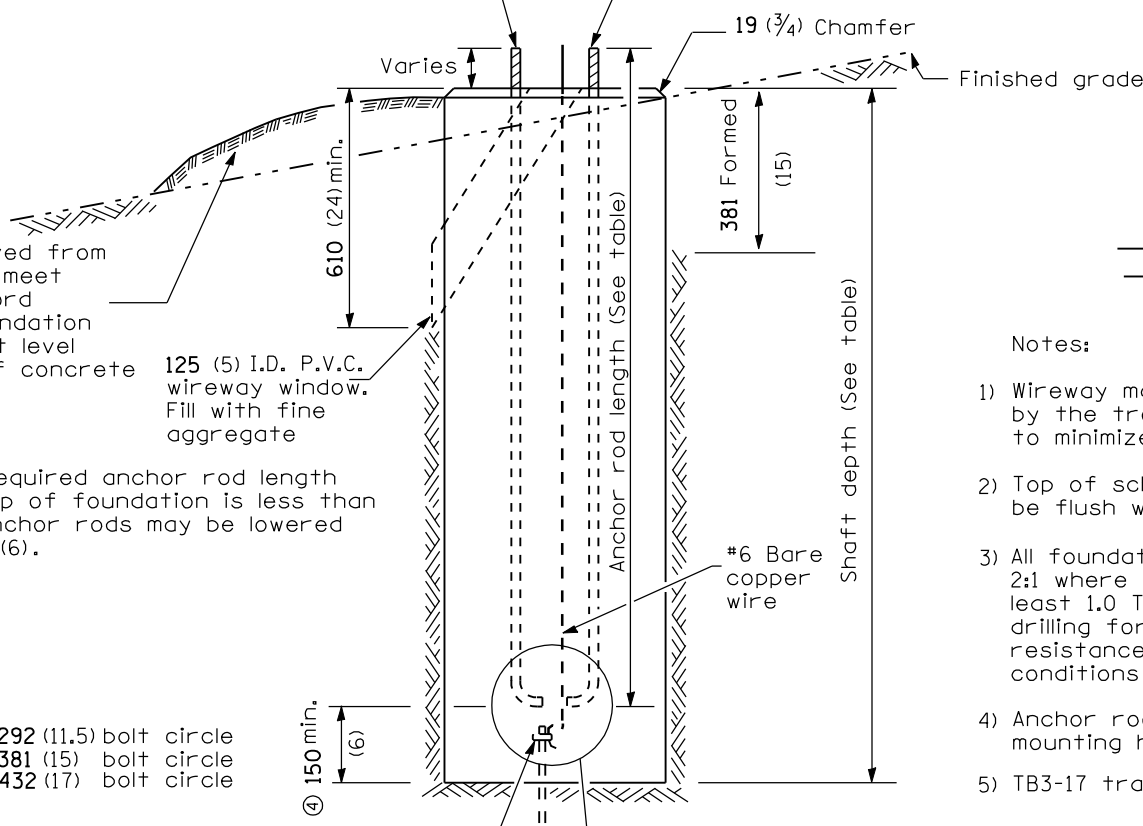


**STEEL FOUNDATION**



**RING PLATE DETAIL**

(When rock is encountered and foundation is shallower)

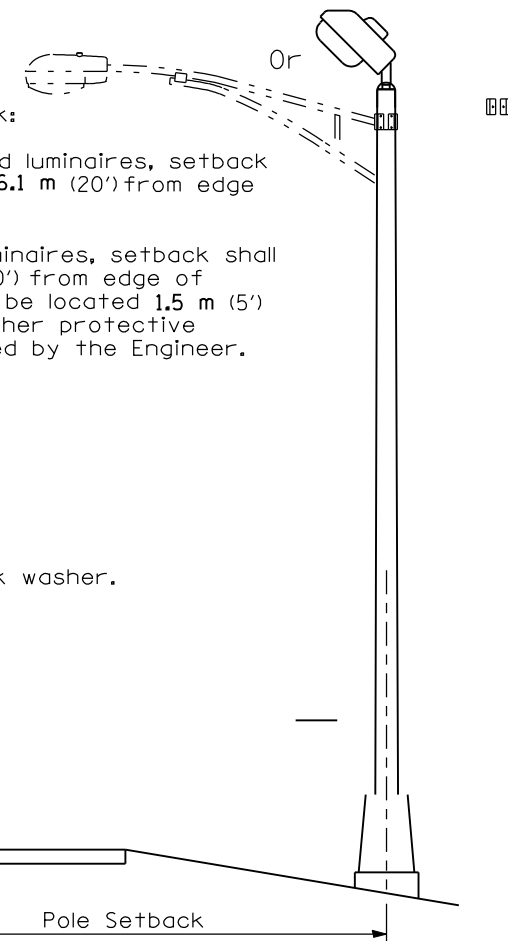


**CONCRETE FOUNDATION**

**Pole Foundation Setback:**

For horizontal mounted luminaires, setback shall be a minimum of 6.1 m (20') from edge of pavement.

For vertical mount luminaires, setback shall be a minimum of 9 m (30') from edge of pavement. Poles shall be located 1.5 m (5') behind guardrail or other protective barriers, or as directed by the Engineer.



**Notes:**

- 1) Wireway may be on front, back or side of foundation as required by the trenching. Place door of transformer base on wireway side to minimize the number of unit duct bends.
- 2) Top of schedule 40 125 (5) I.D. PVC wiring window, shall be flush with the top of foundation for drainage.
- 3) All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance on steel foundations and notify the engineer if other conditions are encountered.
- 4) Anchor rod shall be increased to 31 (1 1/4) diameter for 15.24 (50') mounting height or above.
- 5) TB3-17 transformer base is not to be used on metal foundation

**LIGHT POLE FOUNDATION**

REVISIONS	
NAME	DATE

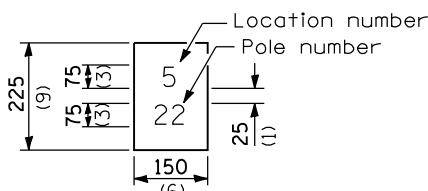
ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)  
LIGHTING PLANS  
LIGHTING DETAILS

SCALE: NONE DRAWN BY: IDOT  
DATE: CHECKED BY:

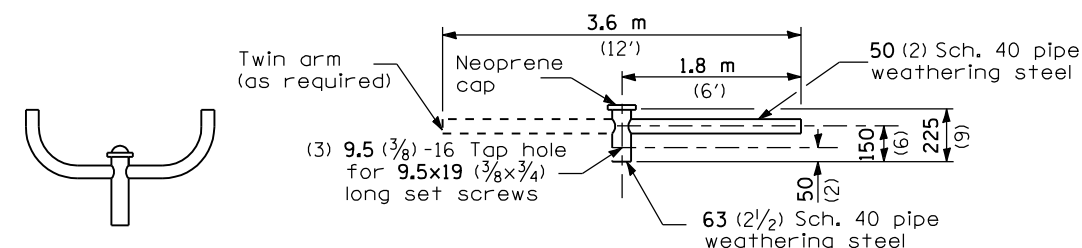
"Install and orient arm bracket over pole tenon and firmly hand tighten the two set screws. Use third hole in arm bracket as a guide to drill a 8.3 (2 3/4) diameter hole through tenon. Install and tighten self-tapping screw. Tighten set screws an additional (1/4 to 3/8) turn with hex key (not provided). Install locknuts on set screws if threaded projection allows."

Pole shall meet AASHTO Standard Specifications for 128.72 km (80 mph) wind loading and 40.82 kg (90 lb.), .37 m<sup>2</sup> (4.0 sq. ft.) E.P.A. luminaire.



The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 75 (3) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section T602.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

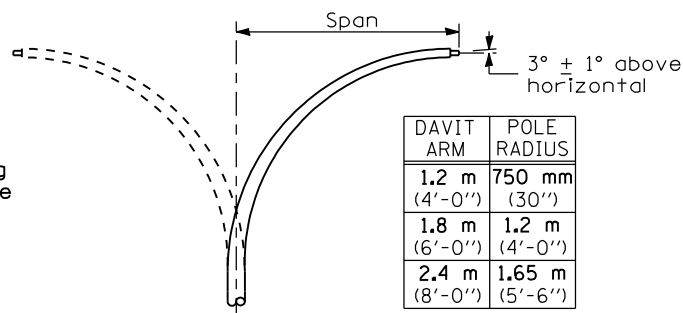
The light pole identification shall be applied to sign base material as specified in section 1085.05 of the Standard Specifications, approximately 180 (7) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 2319.



TWIN TENON

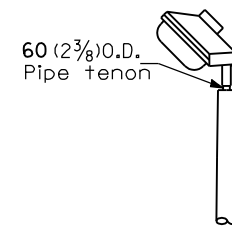
TENON MOUNT BRACKET ARM

NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.

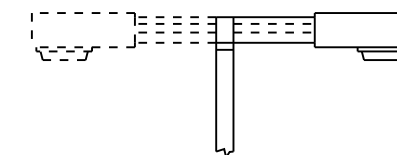


DAVIT ARM (and or)

DAVIT ARM-TWIN

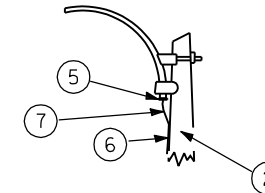


TENON

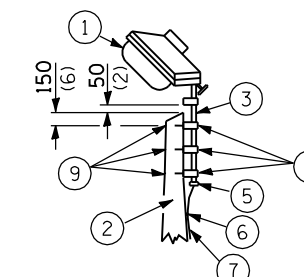


SHORT BRACKET

SHORT BRACKET - TWIN

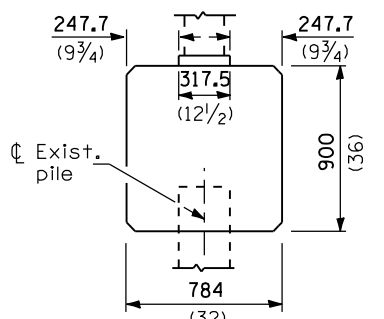
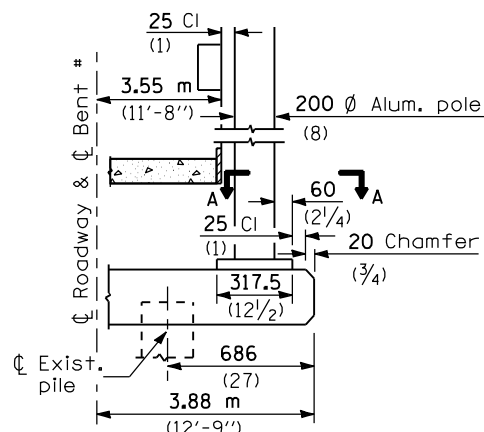


MAST ARM

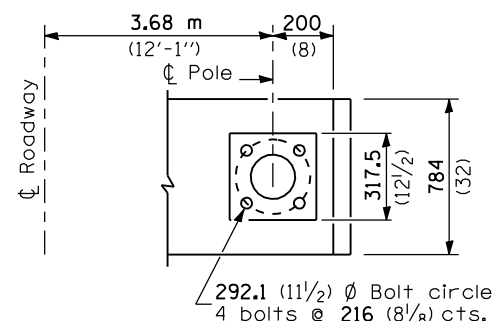


TENON

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type use cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length
- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



BRIDGE PIER MOUNT



SECTION A-A

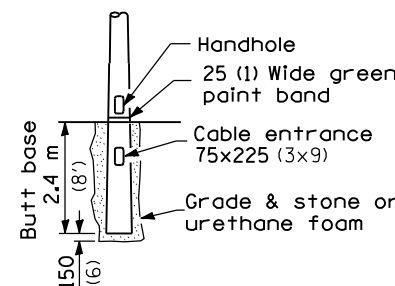
Surge protectors (metal oxide-varistor type)

2-1/c #10 XLP-use cable to each luminaire

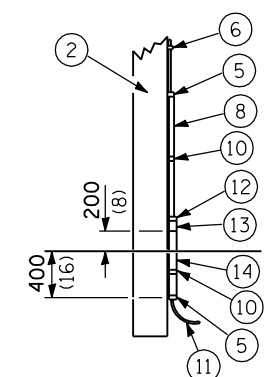
For each luminaire use 2 pole fused disconnect unless single pole type is specified.

Pole ground lug

ANCHOR

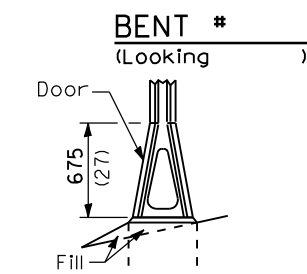


BUTT BASE

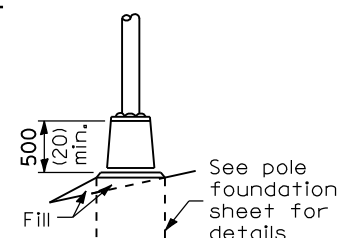


POLE, WOOD

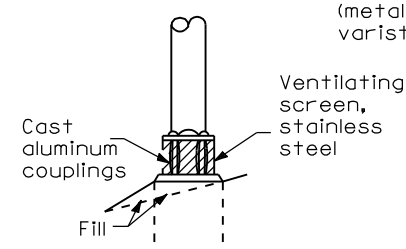
POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')



STAINLESS STEEL FLAIR BASE



TRANSFORMER BASE



BREAKAWAY COUPLING

FRANGIBLE

METAL OR  CONCRETE

Details for underground distribution if required

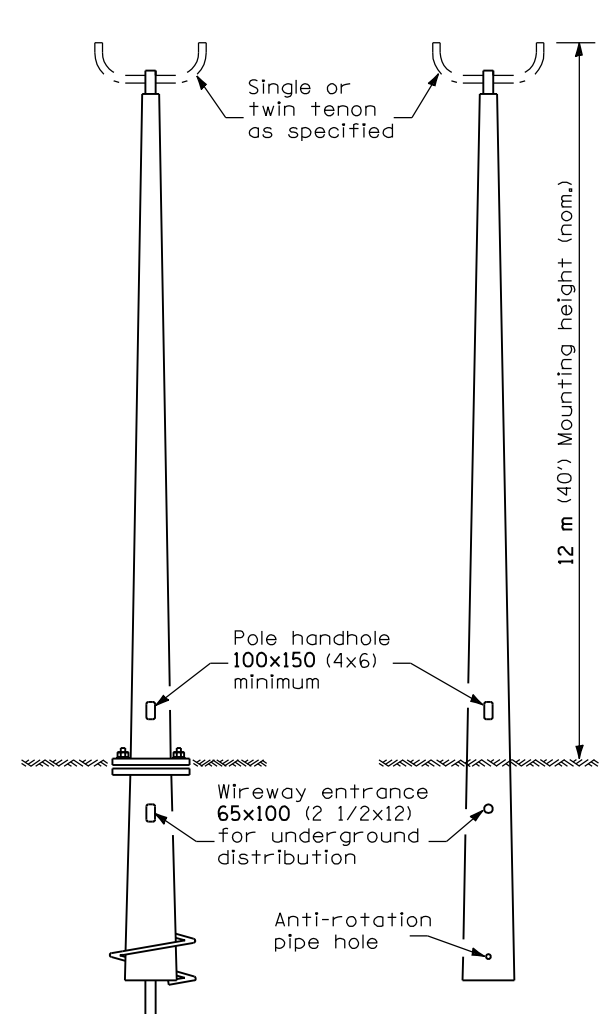
POLE STANDARDS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

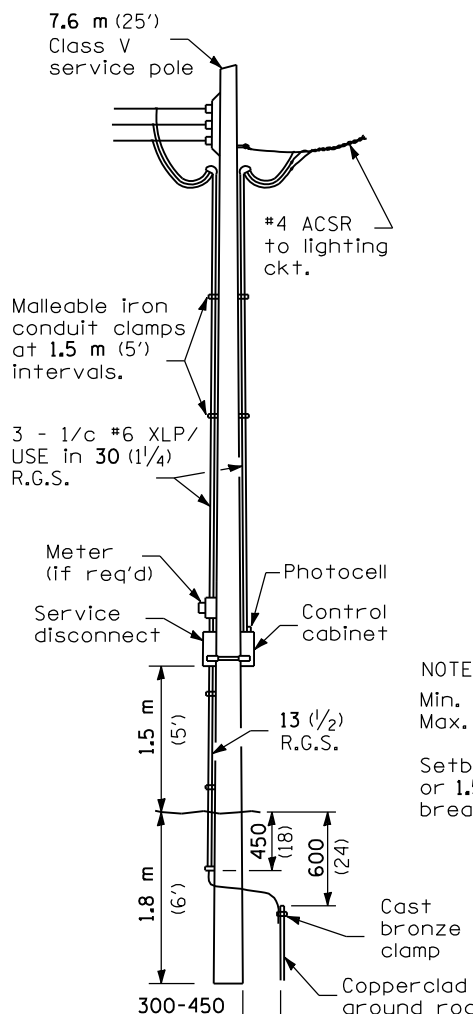
FAP 315 (US 136)  
LIGHTING PLANS  
LIGHTING DETAILS

SCALE: NONE DRAWN BY: IDOT  
DATE: CHECKED BY:

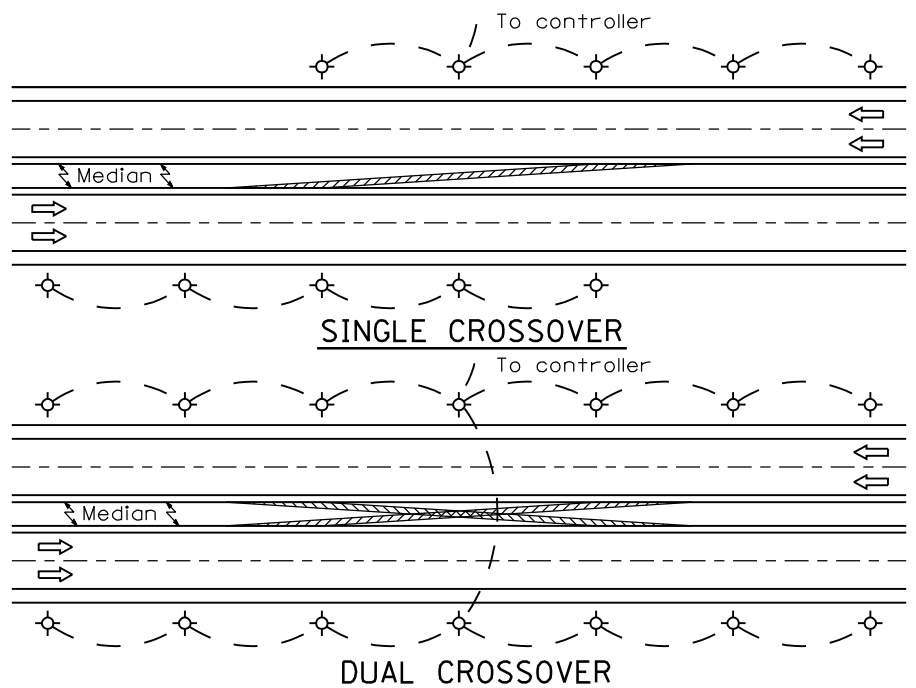


**ANCHOR BASE W/  
METAL FOUNDATION**      **BUTT BASE**

**POLE, FIBERGLASS  
BREAKAWAY TYPE**



**SERVICE  
INSTALLATION**



**SINGLE CROSSOVER**

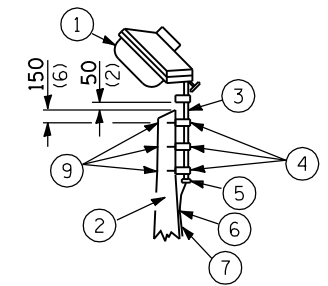
**DUAL CROSSOVER**

NOTE:  
Min. Pole spacing 60 m (200')  
Max. Pole spacing 75 m (250')

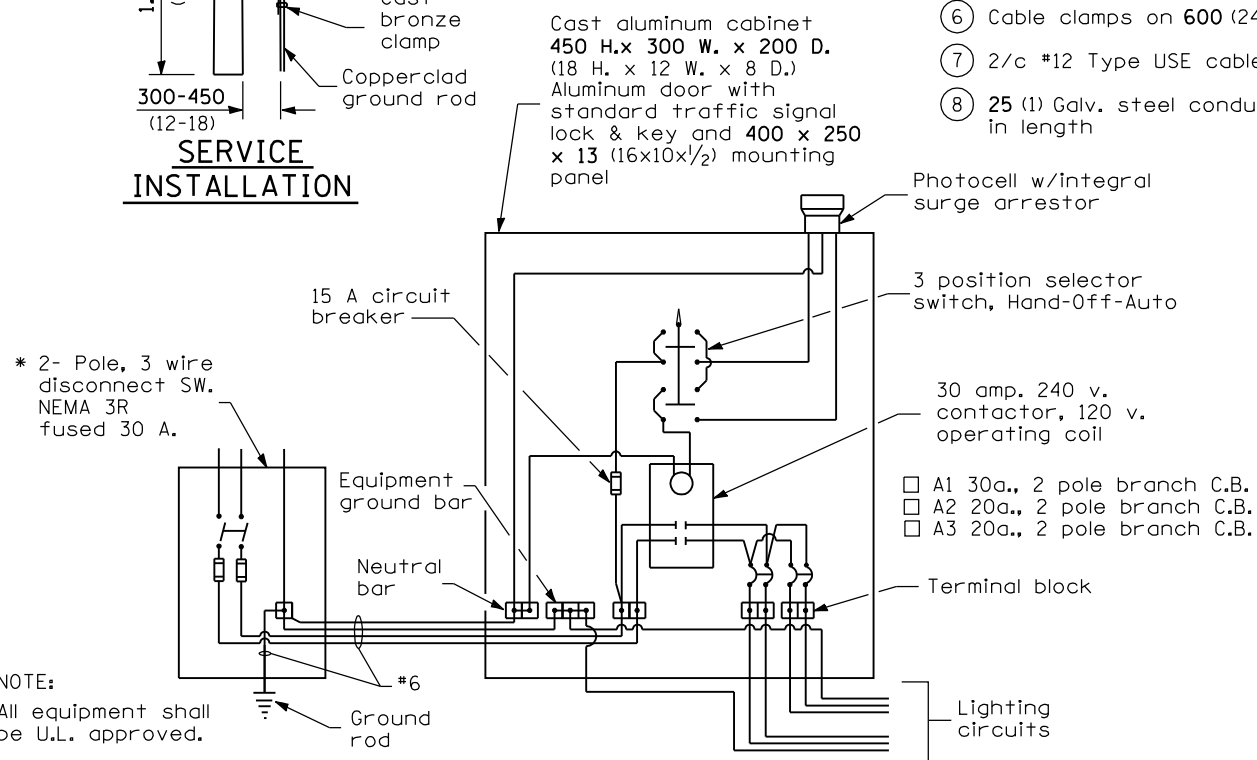
Setback shall be min. 9 m (30')  
or 1.5 m (5') back of ditch, unless  
breakaway type pole is used.

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length

NOTE:  
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.  
Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.  
Connect luminaire equipment ground to ACSR messenger.

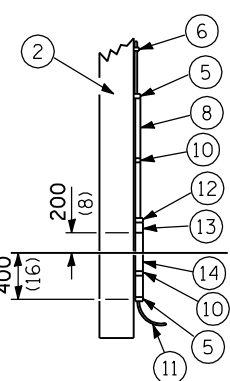


- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



NOTE:  
All equipment shall be U.L. approved.  
\* 30 A. or 60 A., dependent upon utility co. rules.

**WIRING DIAGRAM**



**POLE, WOOD**

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

**TEMPORARY ROADWAY LIGHTING**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**FAP 315 (US 136)  
LIGHTING PLANS  
LIGHTING DETAILS**

SCALE: NONE      DRAWN BY: IDOT  
DATE:      CHECKED BY:

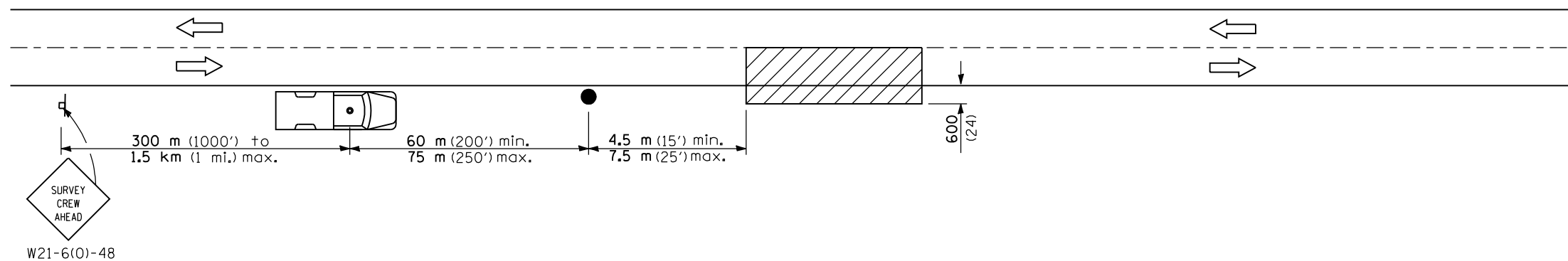
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	155

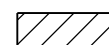
STA. TO STA.  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
 D-98-551-02

**CONTRACT NO. 72680**



FLAGGER SHALL BE EQUIPPED WITH AND REQUIRED TO USE A HIGH INTENSITY, OR HIGH PERFORMANCE " **STOP - SLOW** " TRAFFIC CONTROL PADDLE. FLAGGER AND LIGHTING INSPECTOR SHALL BE REQUIRED TO WEAR A HIGH VISIBILITY, REFLECTIVE ORANGE VEST AND EITHER A HARD HAT OR AN ORANGE CAP.

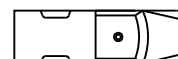
**SYMBOLS**



Work area



Sign on portable or permanent support



Truck with flashing amber light and dual emergency flashers



Flagger with traffic control sign

**TYPICAL APPLICATIONS**  
 Utility operations

**DETAIL FOR NIGHTTIME LIGHTING INSPECTION**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)  
 LIGHTING PLANS  
 LIGHTING DETAILS

SCALE: NONE DRAWN BY IDOT  
 DATE CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	156
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-96-551-02				
<b>CONTRACT NO. 72680</b>				

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 315                      Marked: US 136  
 Section: 34-4 (4B, B-1)            Project No.: NA  
 County: Hancock                    Contract No.: 72680

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 \_\_\_\_\_ issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

*Christ M Reed*  
 (Signature)                      2/10/06  
 (Date)

**RESIDENT ENGINEER**  
 (Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

The special provisions Temporary Seeding, Temporary Erosion Control Seeding, and Temporary Erosion Control additionally supplement this plan.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1st of each construction year and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of widening and resurfacing of 2,256 km of two lane highways in the village of Raymond in Montgomery County
2. Construction consists of grading, constructing culverts / storm sewer system, concrete gutters, widening, bituminous resurfacing, placing aggregate shoulders and other miscellaneous work to complete improvements to the proposed roadways.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. Tree removal will be completed to clear approximately 9.25 acres of wooded land.
2. Excavation will be completed along the entire length to grade out for proposed roadway ditches and waterways.
3. Excavation will also be completed in proposed cut sections to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
4. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
5. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed two lane facility.
6. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
7. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
8. Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be >300 sq miles in which 161 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Prairie Creek
2. West Fork LaMoine River
3. Minor Tributaries of the above

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**STORM WATER POLLUTION PREVENTION PLAN**

SCALE: VERT.                      DRAWN BY CADD  
 HORIZ.                              CHECKED BY JCN  
 DATE: 1/31/06



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	157
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:

- (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
- (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
- (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
- (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
- (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
- (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.

- 2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
- 3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

- 1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
  - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
  - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
  - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
    - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
    - ii. Temporary seed highly erodible areas outside the construction slope limits
    - iii. Construct roadside ditches and provide temporary erosion control systems
    - iv. Temporary divert water around proposed culvert locations
    - v. Build necessary embankment at culvert locations and then excavate and place culvert
    - vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
  - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.

(e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion Control Seeding".

(f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

(g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.

(h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.

(i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

- 1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
- 2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

- 1. Construction is complete after acceptance is received at the final inspection.
- 2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
- 3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
- 4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
- 5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

- 1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.
- 2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency  
 Division of Water Pollution Control  
 2200 Churchill Road, P.O. Box 19276  
 Springfield, IL 62794-9276  
 Attn: Compliance Assurance Section

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STORM WATER POLLUTION PREVENTION PLAN**

SCALE: VERT.  
 HORIZ.  
 DATE: 1/31/06

DRAWN BY CADD  
 CHECKED BY JCN

**SWPPLAN**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	158
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**D-86-891-02**  
**CONTRACT NO. 72680**

**CONTRACTOR CERTIFICATION STATEMENT**

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 \_\_\_\_\_, issued by the Illinois Environmental Protection Agency on \_\_\_\_\_.

Route: FAP 315 Marked: US 136  
 Section: 34-4 (4B, B-1) Project No.: NA  
 County: Hancock Contract No.: 72680

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Signature \_\_\_\_\_ Date \_\_\_\_\_  
 Title \_\_\_\_\_  
 Name of Firm \_\_\_\_\_  
 Street Address \_\_\_\_\_  
 City, State, Zip \_\_\_\_\_  
 Phone Number \_\_\_\_\_

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

**SWPPLAN**

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

REVISIONS	
NAME	DATE

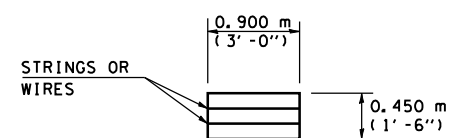
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STORM WATER POLLUTION  
 PREVENTION PLAN**

SCALE: VERT.  
 HORIZ.  
 DATE: 1/31/06

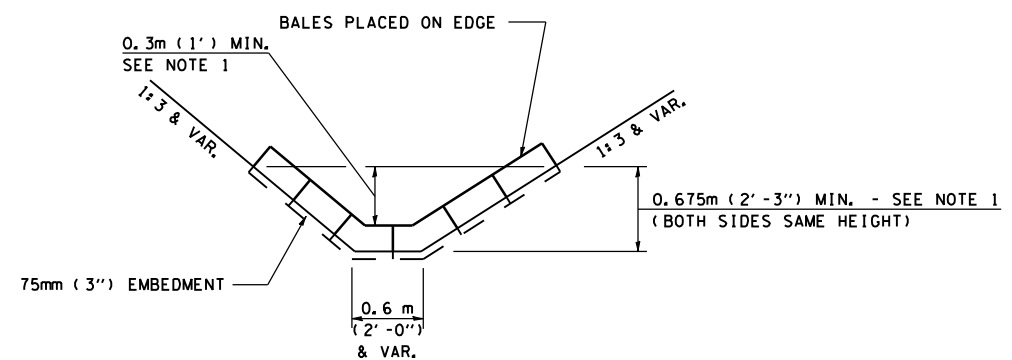
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 CHECKED BY JCN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	159
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**



**HAY OR STRAW BALE**  
(TYPICAL ELEVATION)



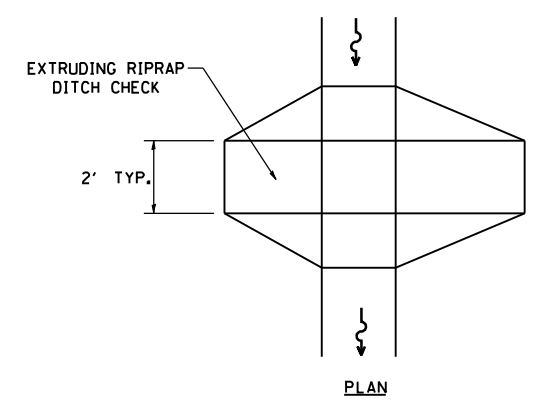
**HAY OR STRAW BALE TEMPORARY DITCH CHECK**  
(TYPICAL & SEE GENERAL NOTES FOR SUBSTITUTION TO FLUSH RIPRAP DITCH CHECK)

**LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN**

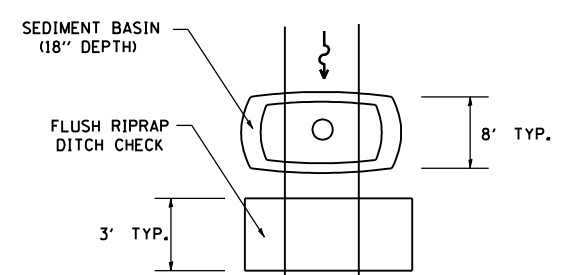
ITEM	SYMBOL
AGGREGATE (EROSION CONTROL) [STONE DUMPED RIPRAP DITCH CHECKS: Height = 0.6m (2') ]	
TEMPORARY DITCH CHECKS (HAY OR STRAW BALE DITCH CHECKS OR APPROVED SUBSTITUTION)	
INLET PIPE PROTECTION (I&PP) (HAY OR STRAW BALE DITCH CHECKS OR APPROVED SUBSTITUTION)	
EROSION CONTROL FENCE	
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	<b>* ITEM *</b>
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	<b>ITEM</b>
DIRECTION OF OVERLAND FLOW	

**GENERAL NOTES:**  
All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.  
  
The symbology on the STORM WATER POLLUTION PREVENTION PLAN sheets does not represent the size or quantity of bales, for number of bales refer to details and notes shown on this sheet and/or as directed by the Engineer.

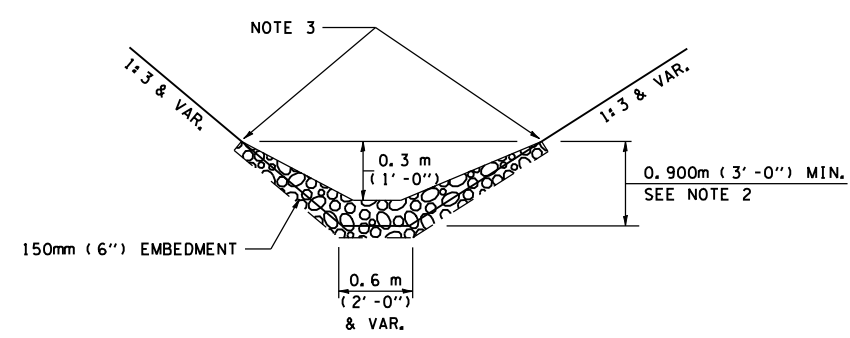
**THE CONTRACTOR SHALL INSTALL DITCH CHECKS AS DIRECTED BY THE ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH RIPRAP DITCH CHECKS IN LIEU OF TEMPORARY DITCH CHECKS AS SHOWN ON THE FOLLOWING PLAN SHEETS, THE SPACING SHOULD BE DOUBLED.**



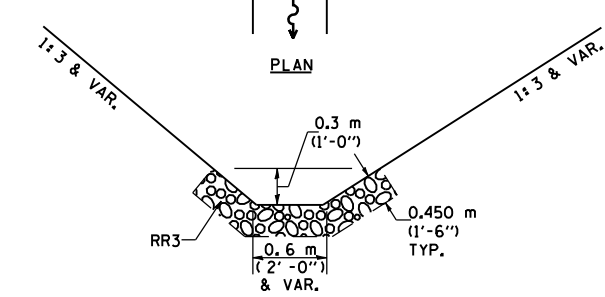
**PLAN**



**PLAN**



**ELEVATION**  
**OPTION 1**  
(EXTRUDING DITCH CHECK)  
RECOMMENDED FOR AREAS W/ RIPRAP DITCH LINING



**ELEVATION**  
**OPTION 2**  
(FLUSH DITCH CHECK)  
RECOMMENDED FOR AREAS W/O RIPRAP DITCH LINING

**STONE DUMPED RIPRAP DITCH CHECK**  
(TYPICAL & OPTIONS 1 & 2 AS DIRECTED BY THE ENGINEER)

**NOTE 1:** BALES SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE BALES.

**NOTE 2:** RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

**NOTE 3:** ENDS SHALL BE TIED INTO SLOPES.

**SWPPLAN**

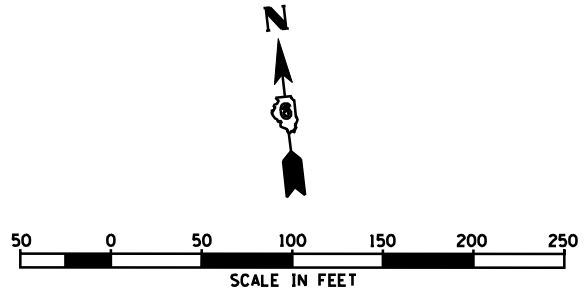
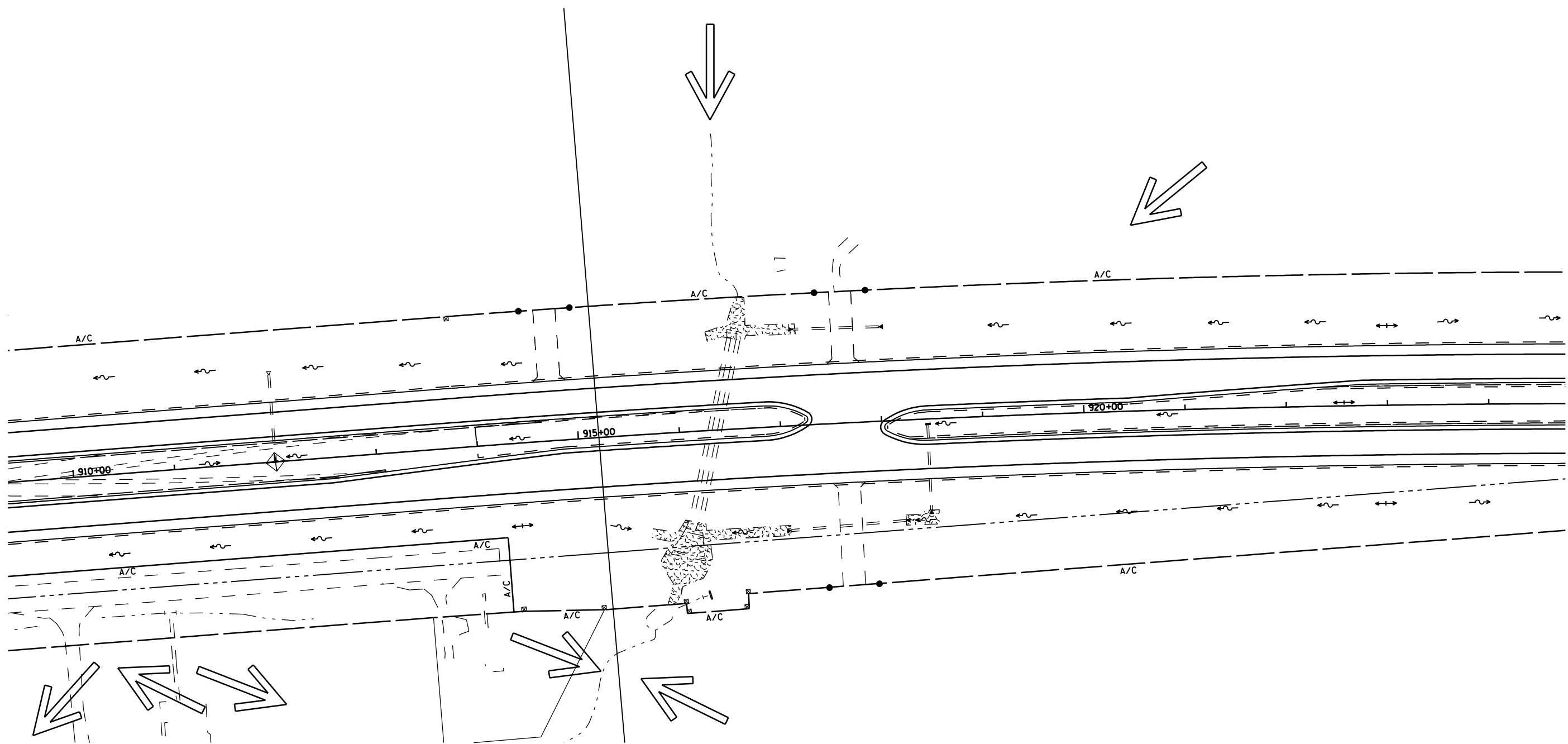
\*DGN-SPEC\*  
\*DATE-TIME\* \$TIME\$ \*USER\*

REVISIONS	
NAME	DATE
CAD Symbol	2AUG99
JCN	MAR2004

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STORM WATER POLLUTION PREVENTION PLAN**  
SCALE: VERT. 1/31/06  
HORIZ. DATE: 1/31/06  
DRAWN BY CADD  
CHECKED BY JCN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	160
STA. 910+00.00		TO STA. 925+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**CONTRACT NO. 72680**



REVISIONS	
NAME	DATE

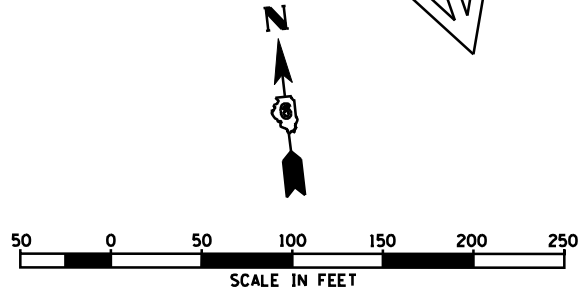
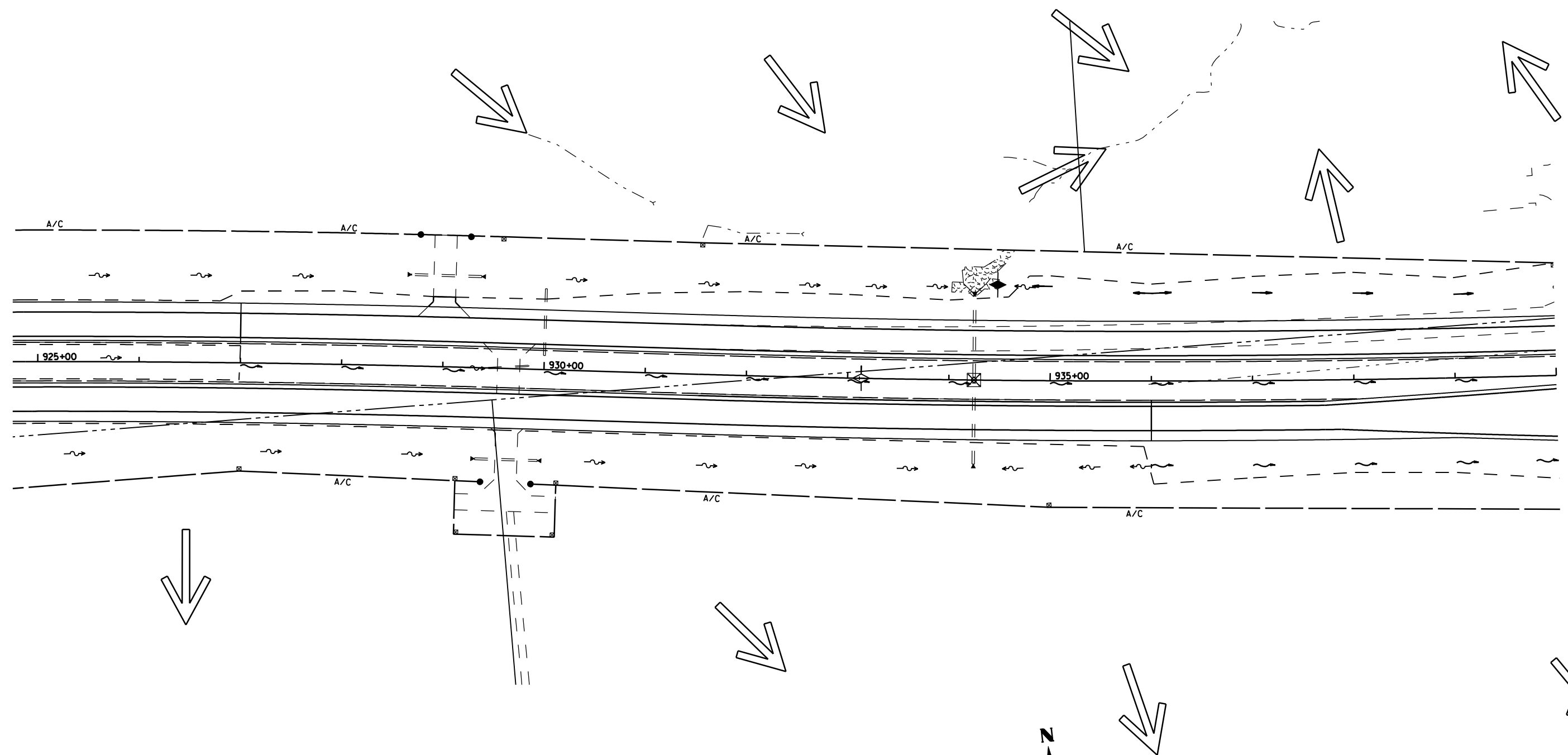
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 910+00 TO STA 925+00

SCALE: 1" = 50'-0"  
 DATE 1/31/06

DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	161
STA. 925+00.00		TO STA. 940+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**CONTRACT NO. 72680**

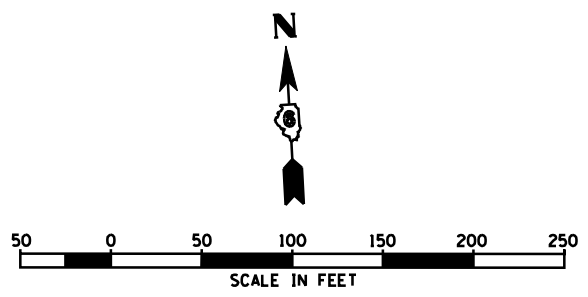
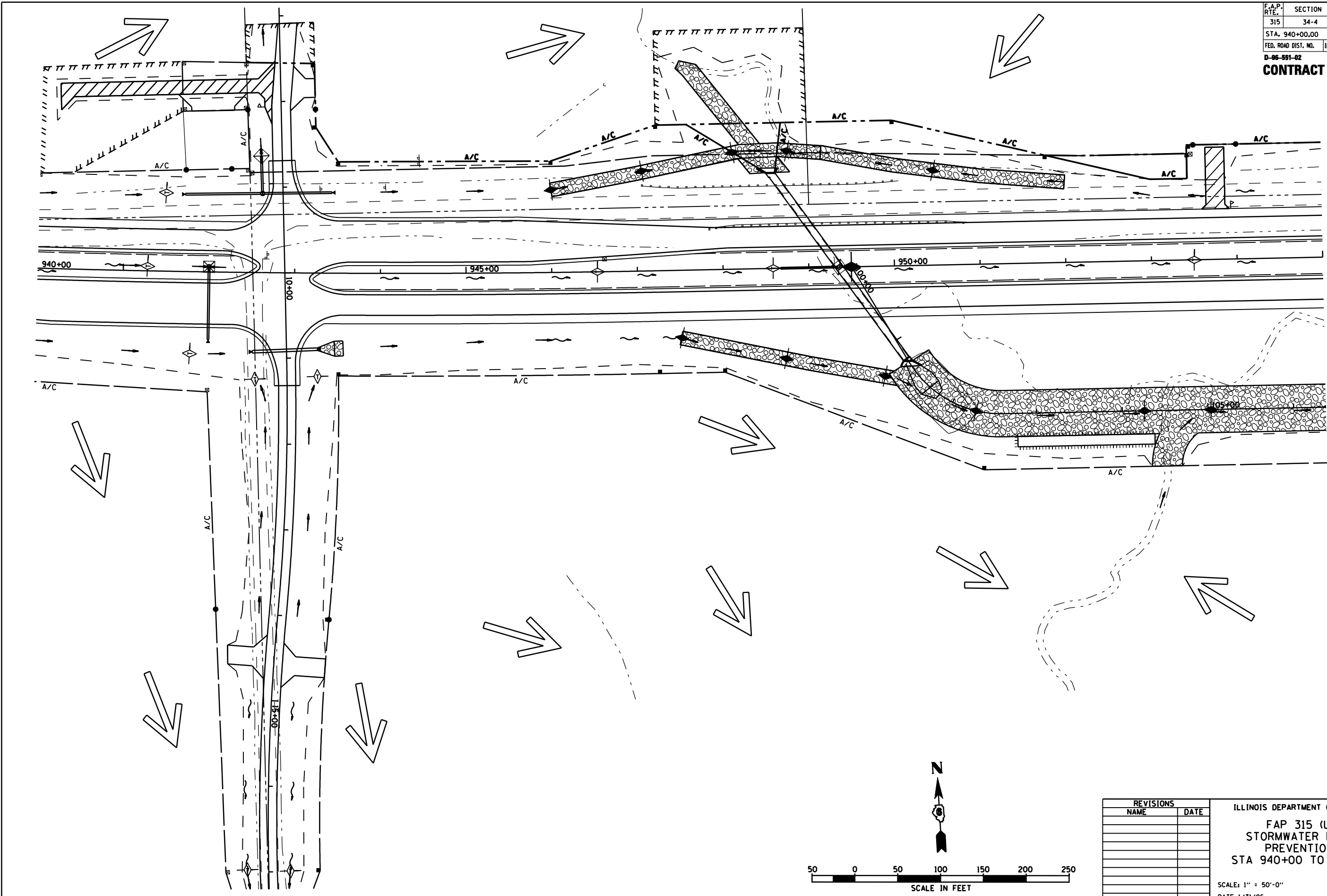


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 925+00 TO STA 940+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	162
STA. 940+00.00		TO STA. 955+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**

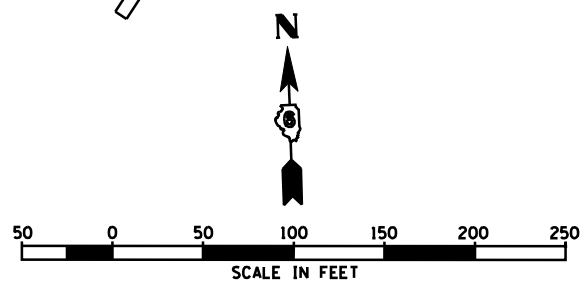
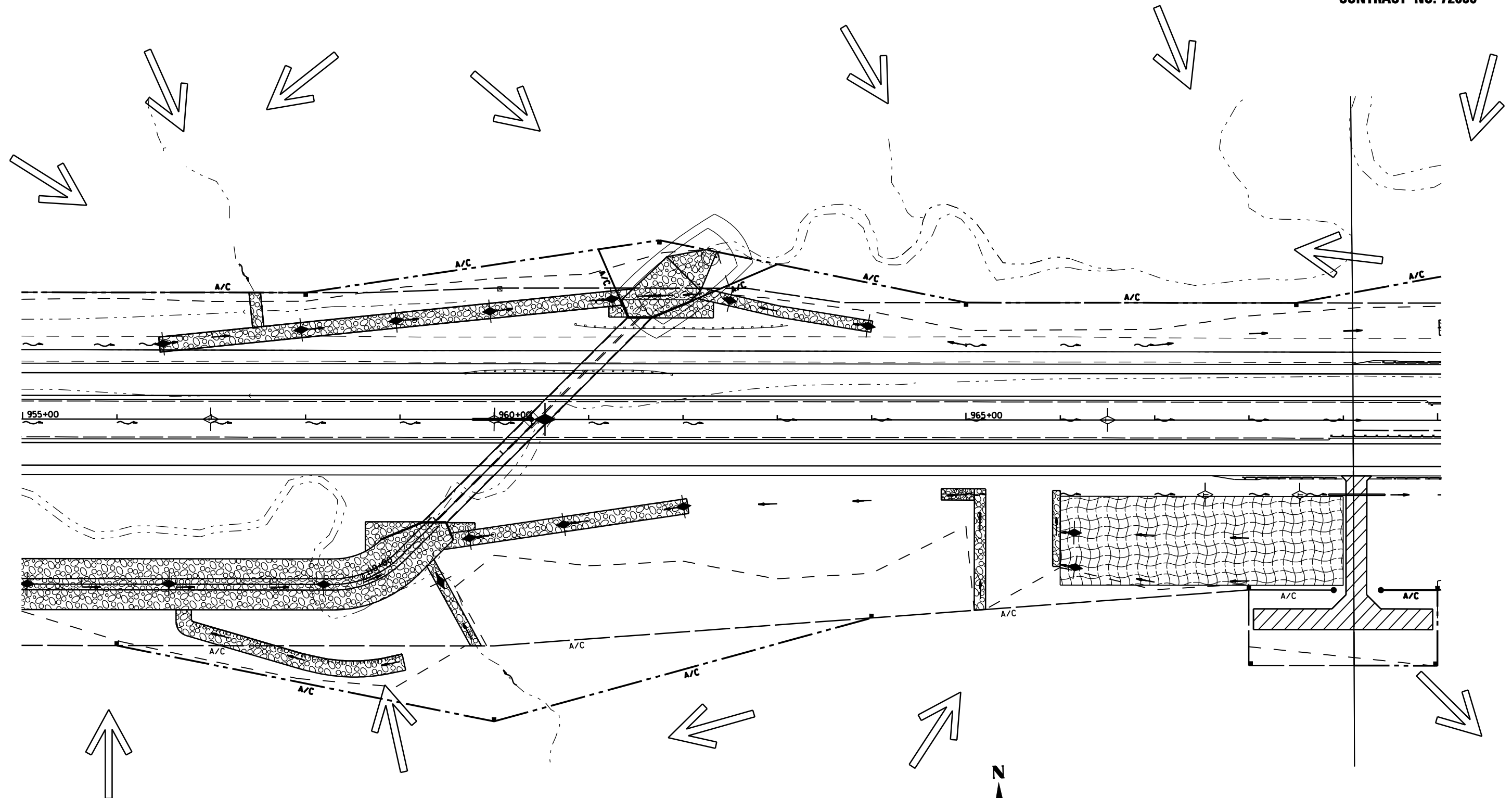


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 940+00 TO STA 955+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	163
STA. 955+00.00		TO STA. 970+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**CONTRACT NO. 72680**

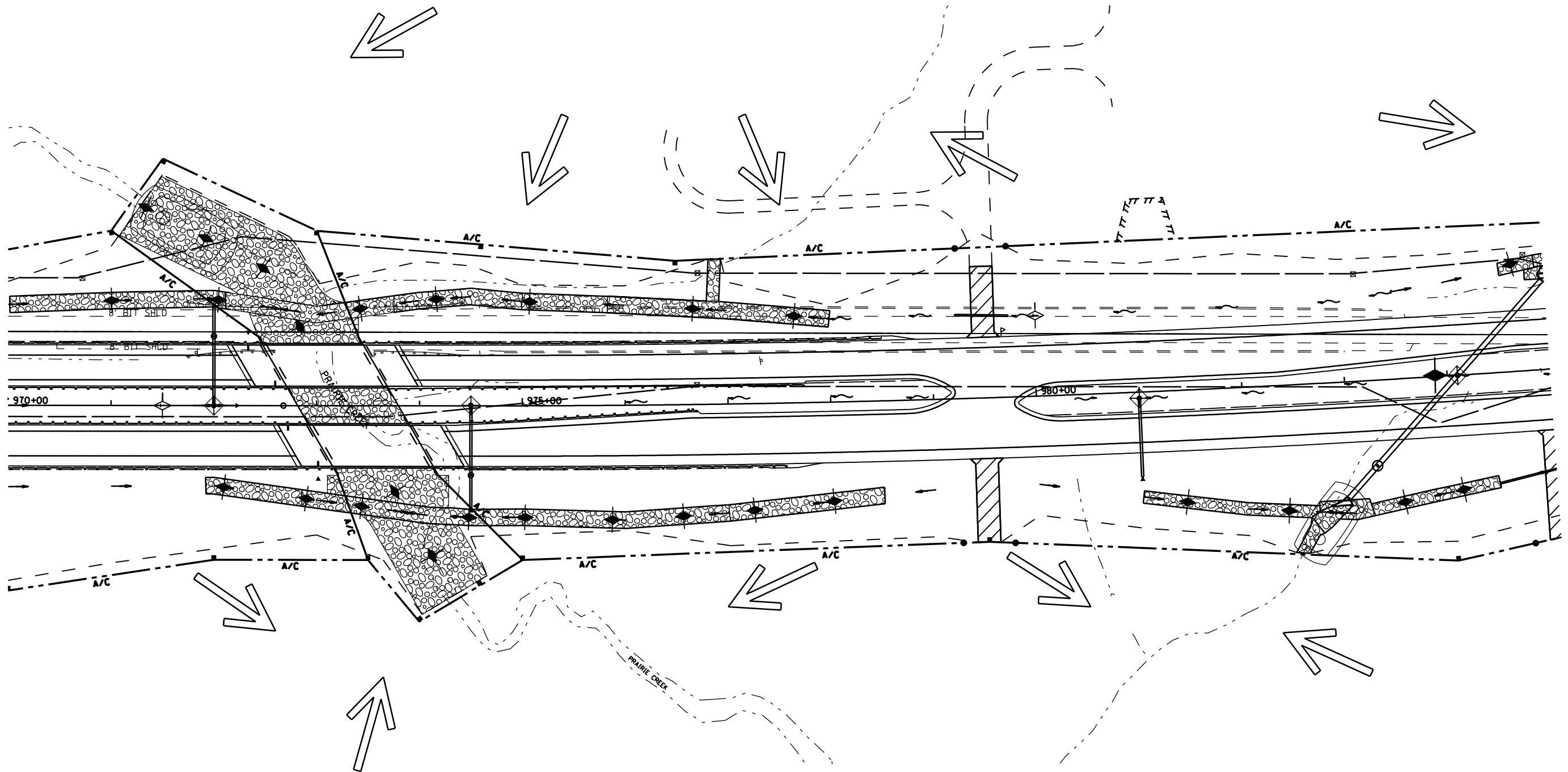


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 955+00 TO STA 970+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

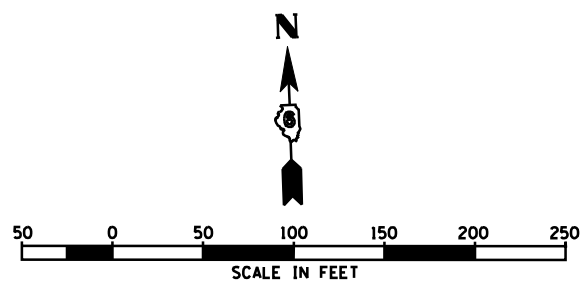
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	164
STA. 970+00.00		TO STA. 985+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**



REVISIONS	
NAME	DATE

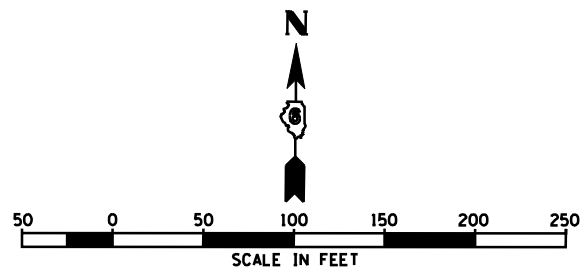
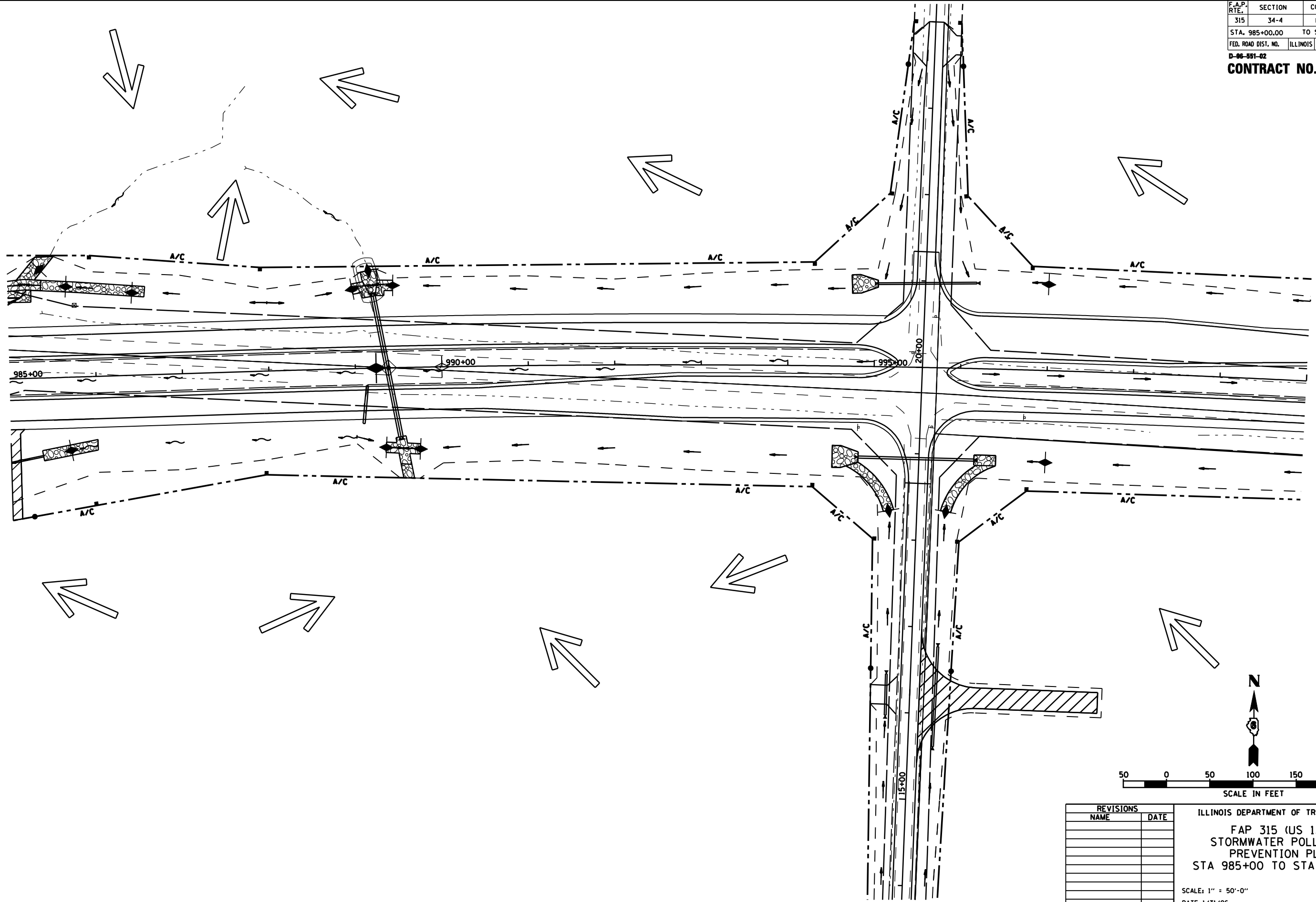
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 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 970+00 TO STA 985+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	165
STA. 985+00.00		TO STA. 1000+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

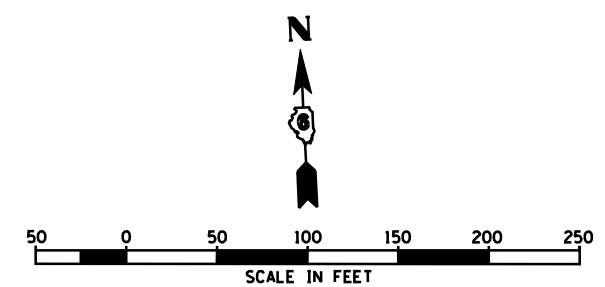
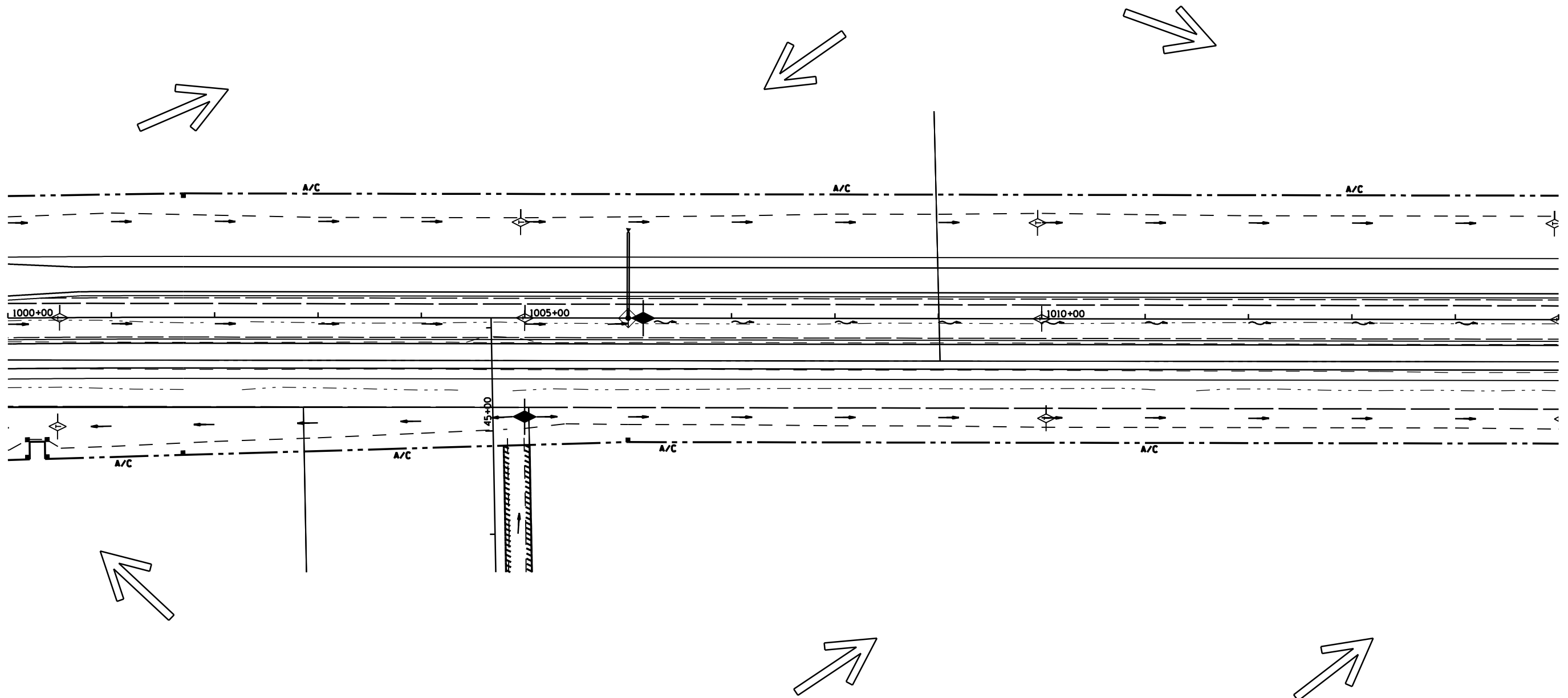


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 985+00 TO STA 1000+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	166
STA. 1000+00.00		TO STA. 1015+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-391-02  
**CONTRACT NO. 72680**

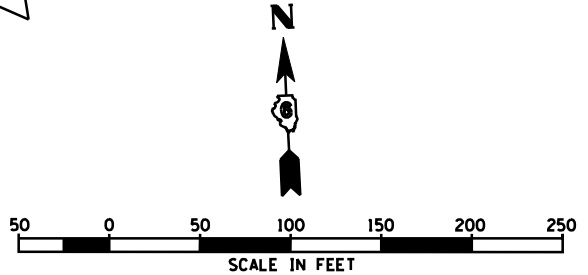
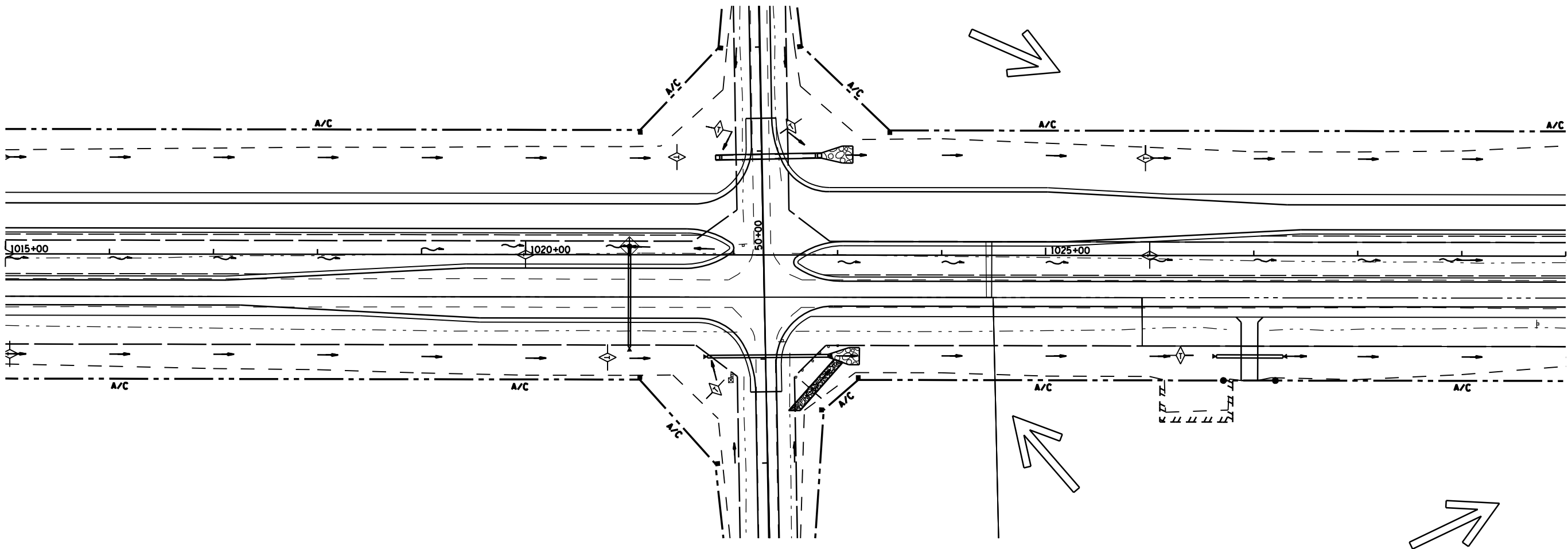


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLANS  
 STA 1000+00 TO STA 1015+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	167
STA. 1015+00.00		TO STA. 1030+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

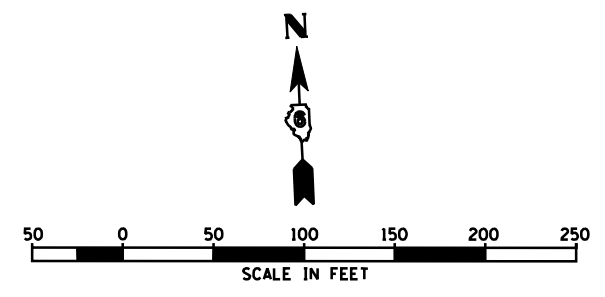
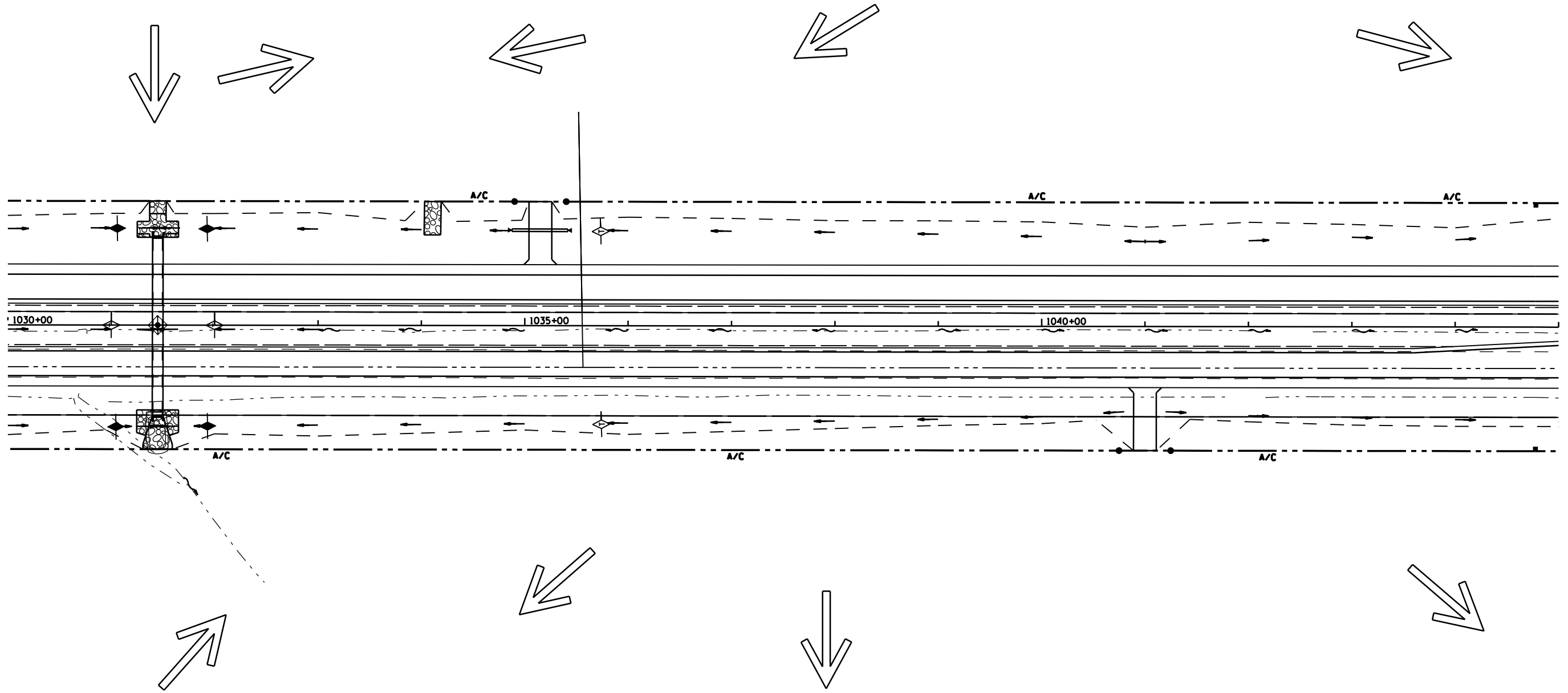


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1015+00 TO STA 1030+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	168
STA. 1030+00.00		TO STA. 1045+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

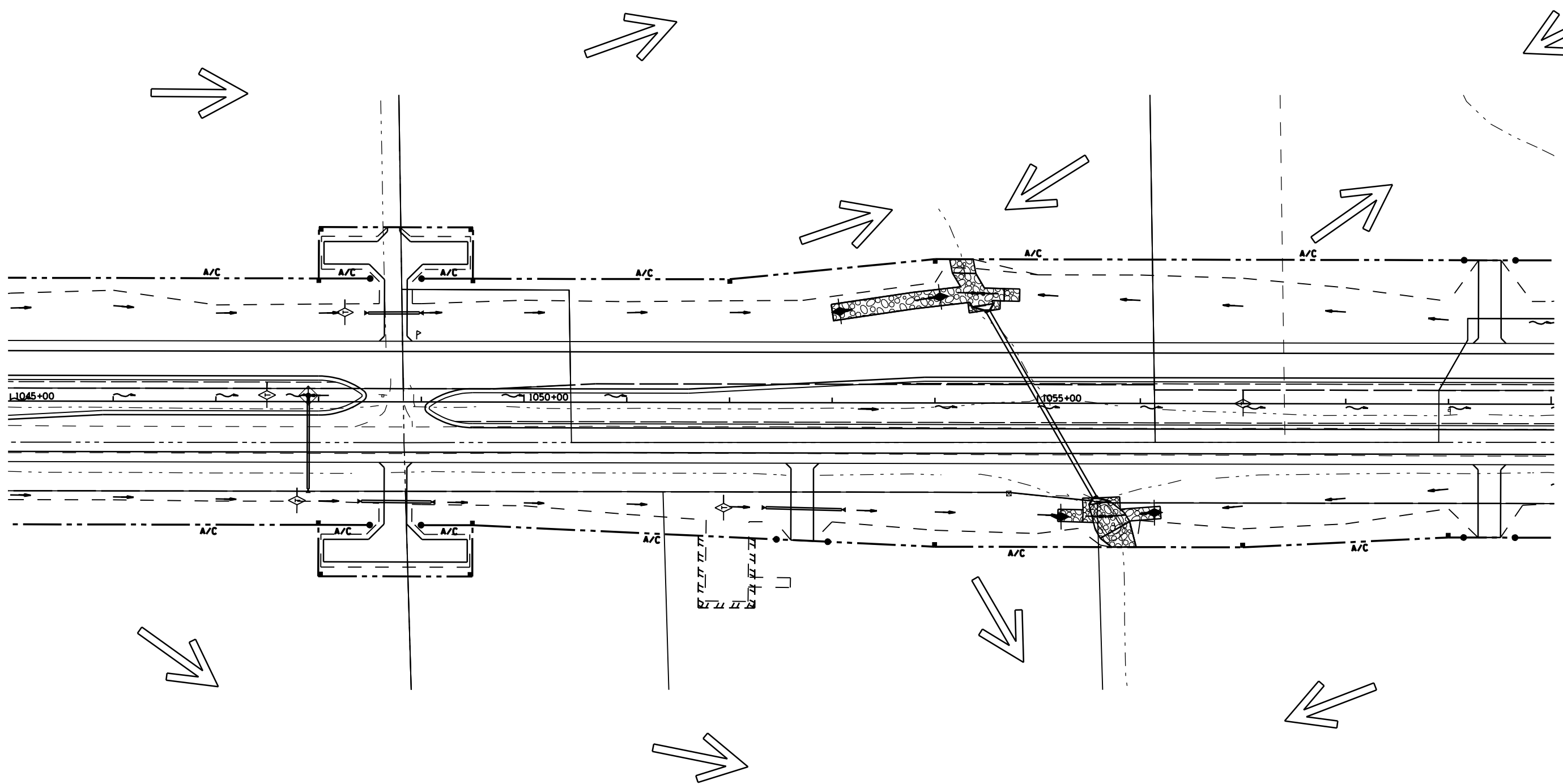


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1030+00 TO STA 1045+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

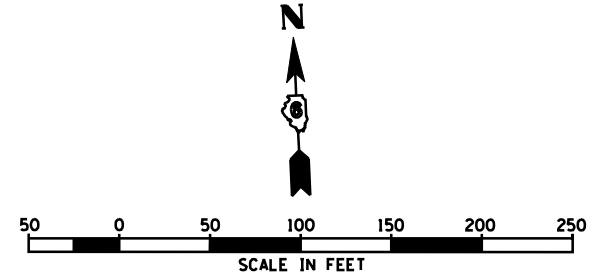
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	169
STA. 1045+00.00		TO STA. 1060+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**



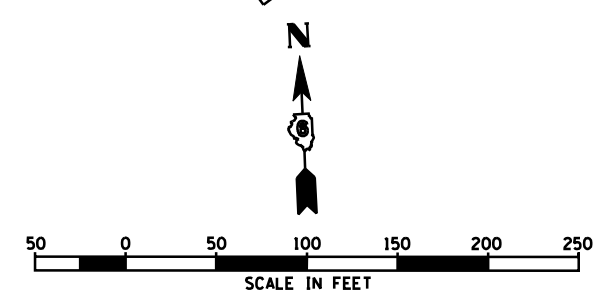
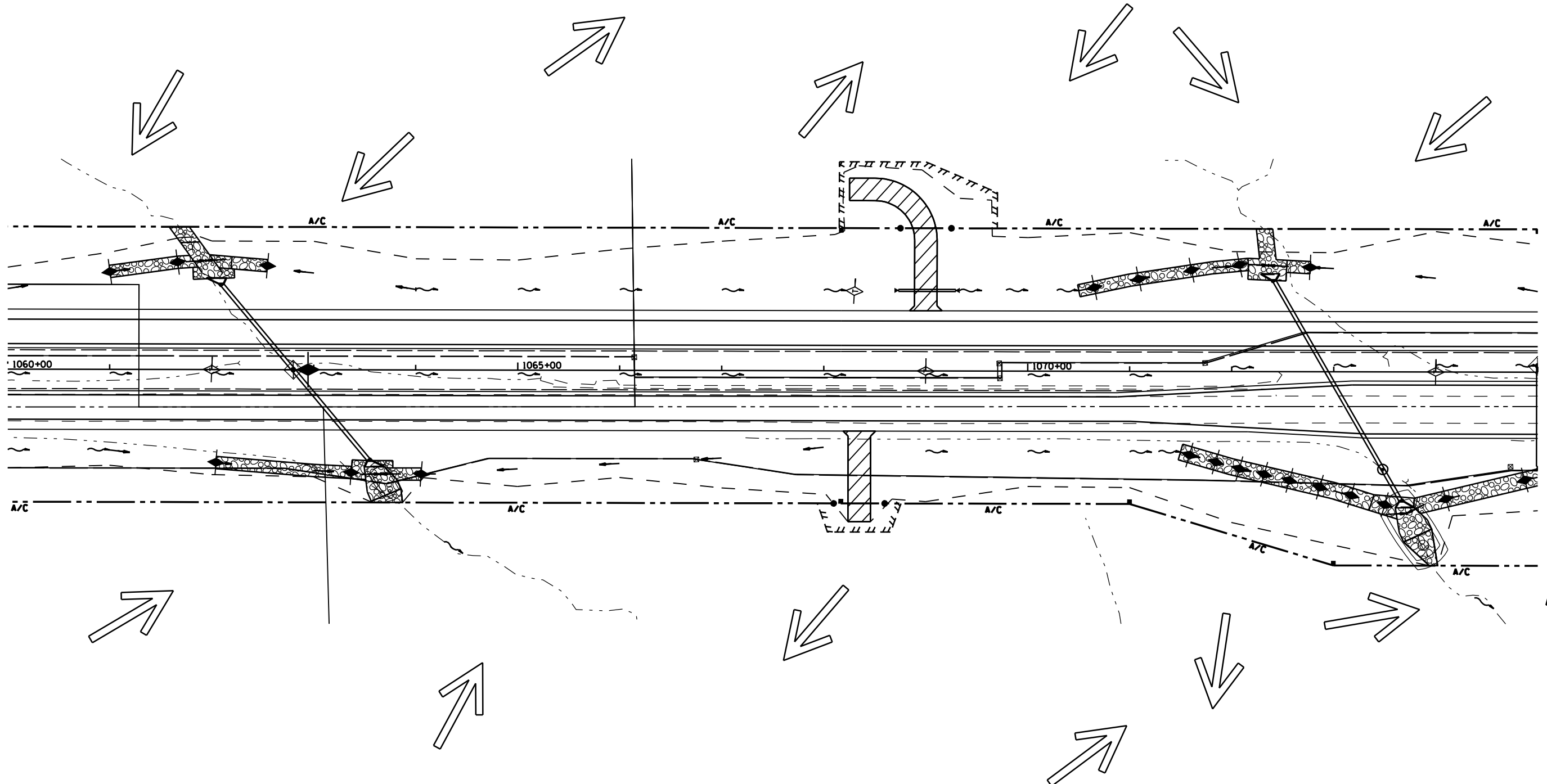
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1045+00 TO STA 1060+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	170
STA. 1060+00.00		TO STA. 1075+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

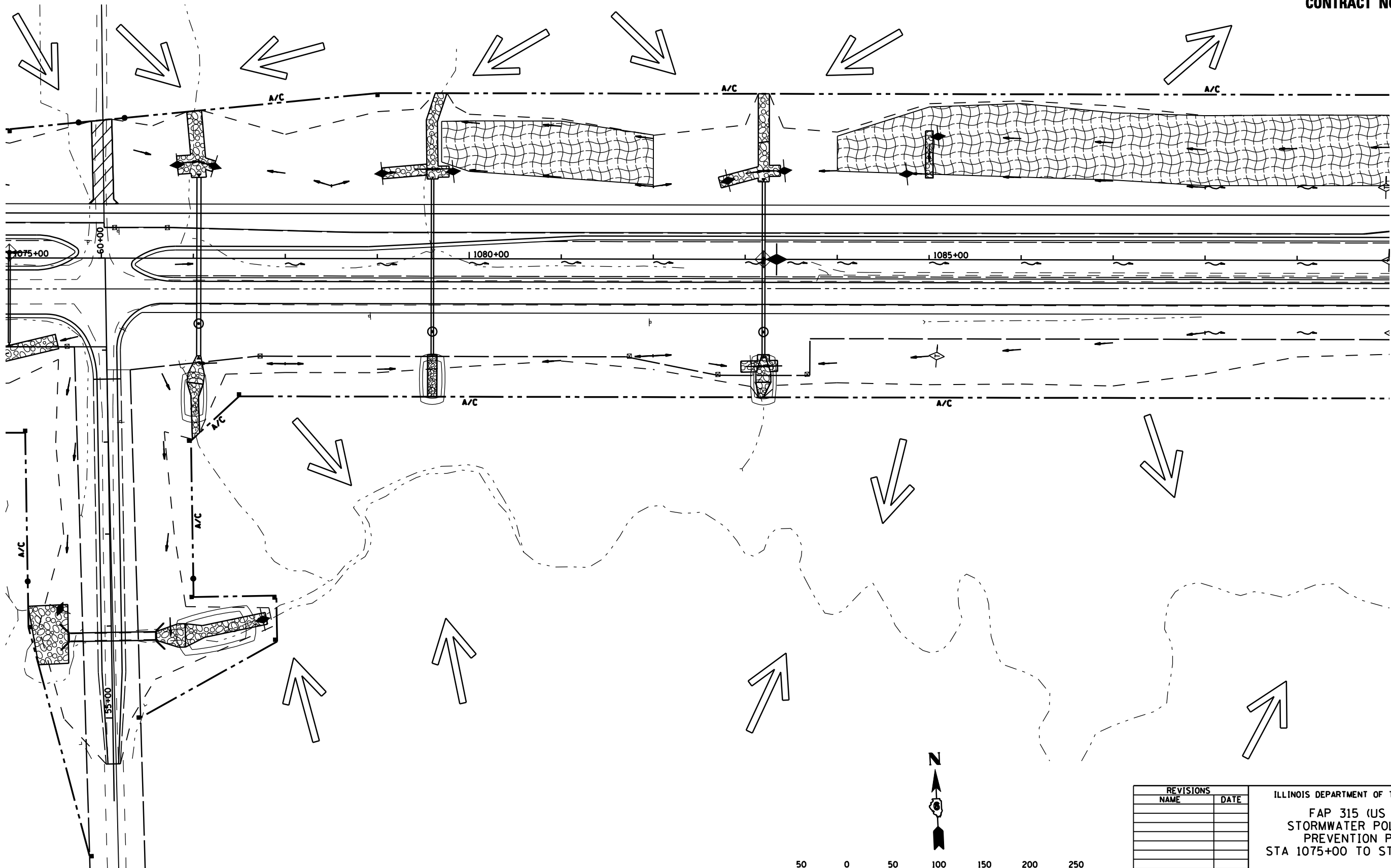


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1060+00 TO STA 1075+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	171
STA. 1075+00.00		TO STA. 1090+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

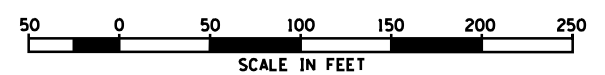
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**CONTRACT NO. 72680**



REVISIONS	
NAME	DATE

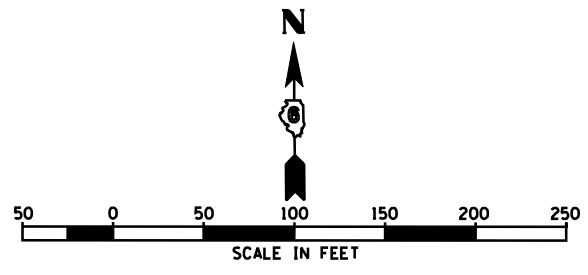
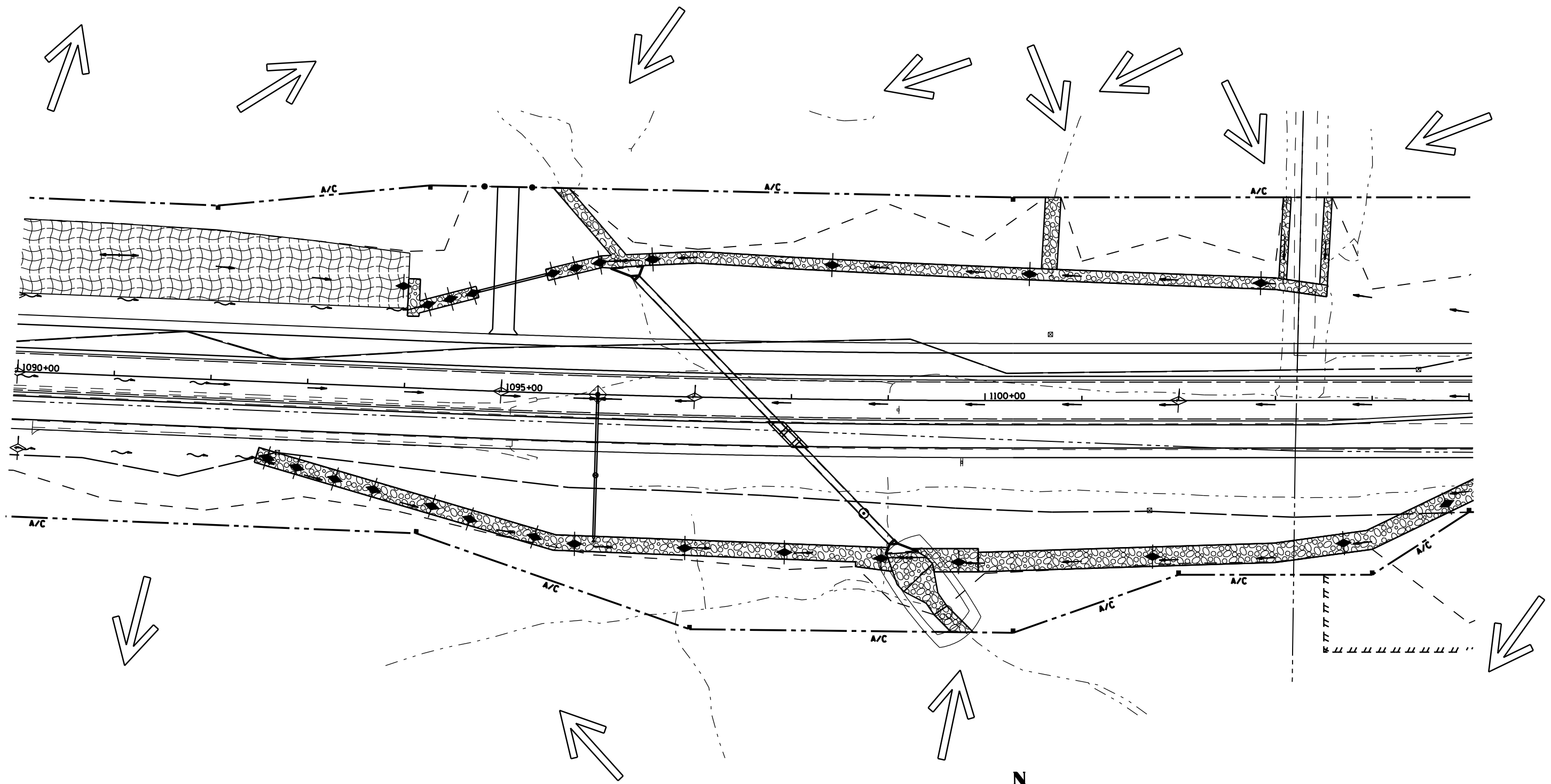
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 STORMWATER POLLUTION  
 PREVENTION PLANS  
 STA 1075+00 TO STA 1090+00

SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	172
STA. 1090+00.00		TO STA. 1105+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**



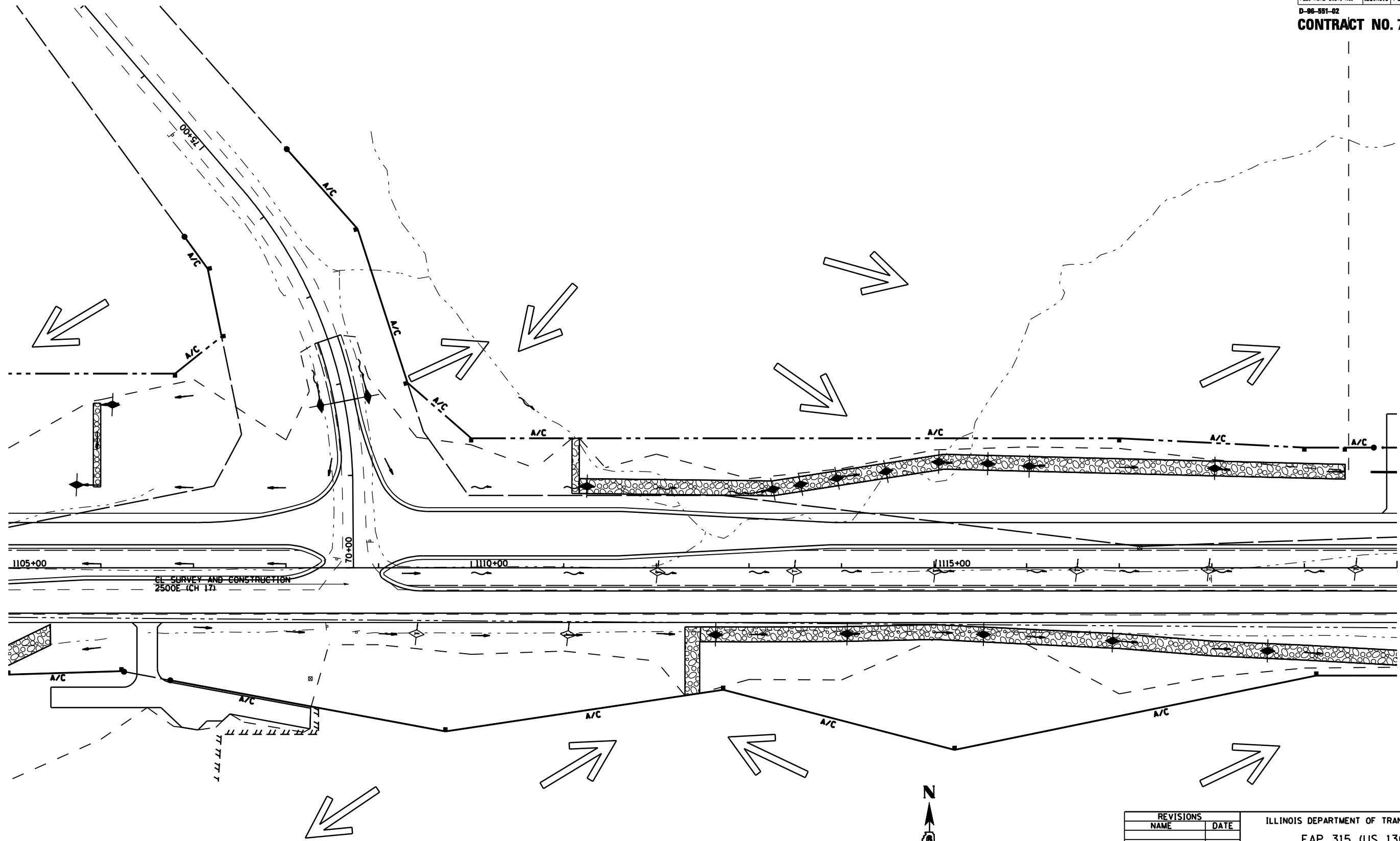
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1090+00 TO STA 1105+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	173
STA. 1105+00.00		TO STA. 1120+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

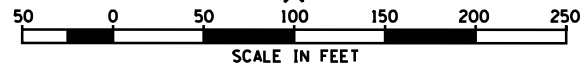
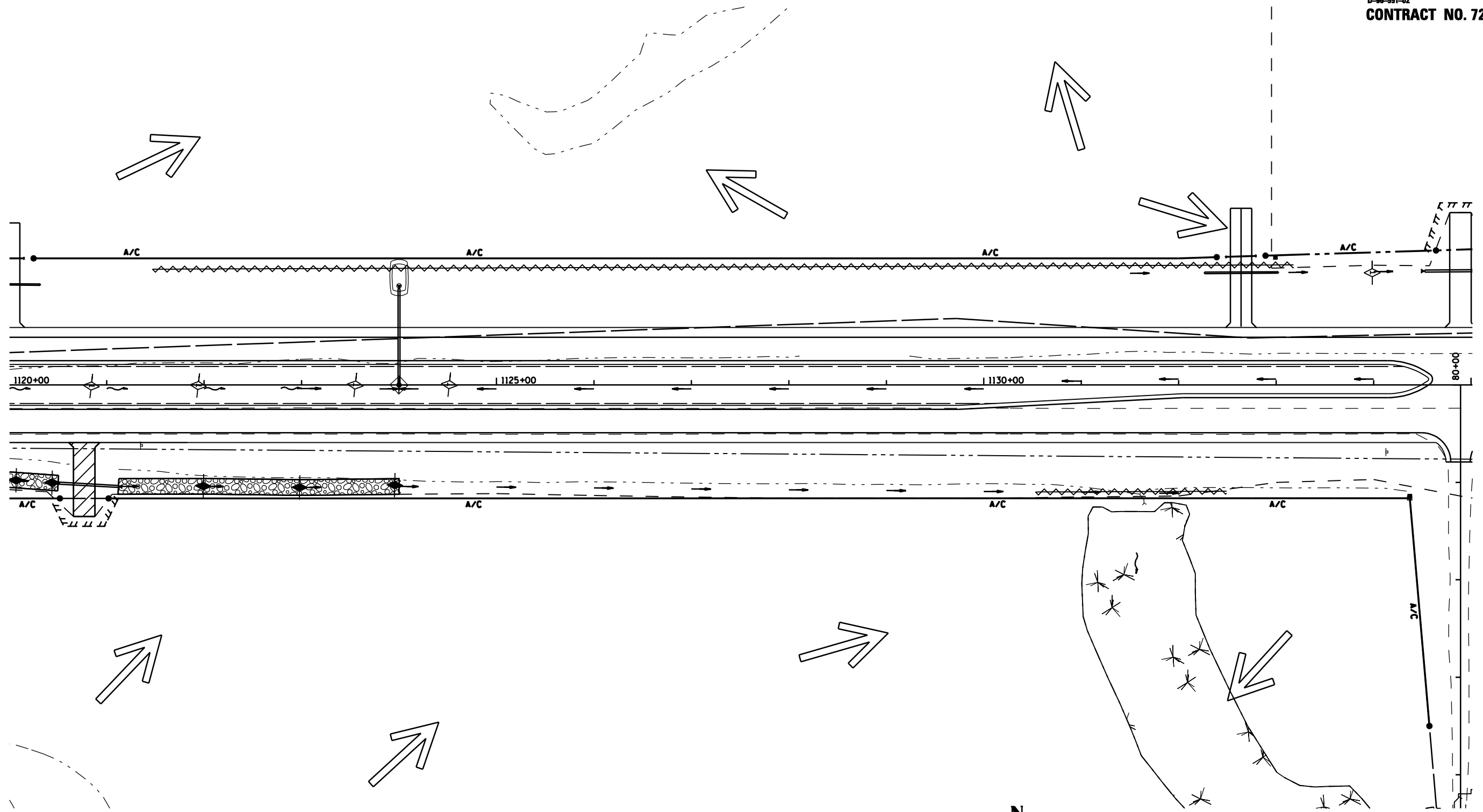


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1105+00 TO STA 1120+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	174
STA. 1120+00.00		TO STA. 1135+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

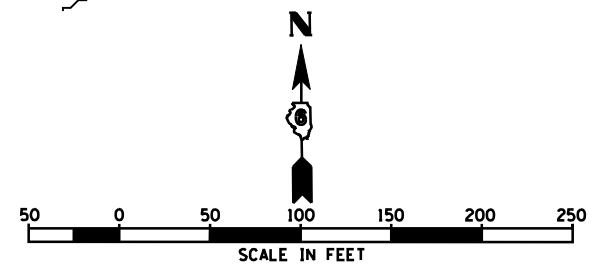
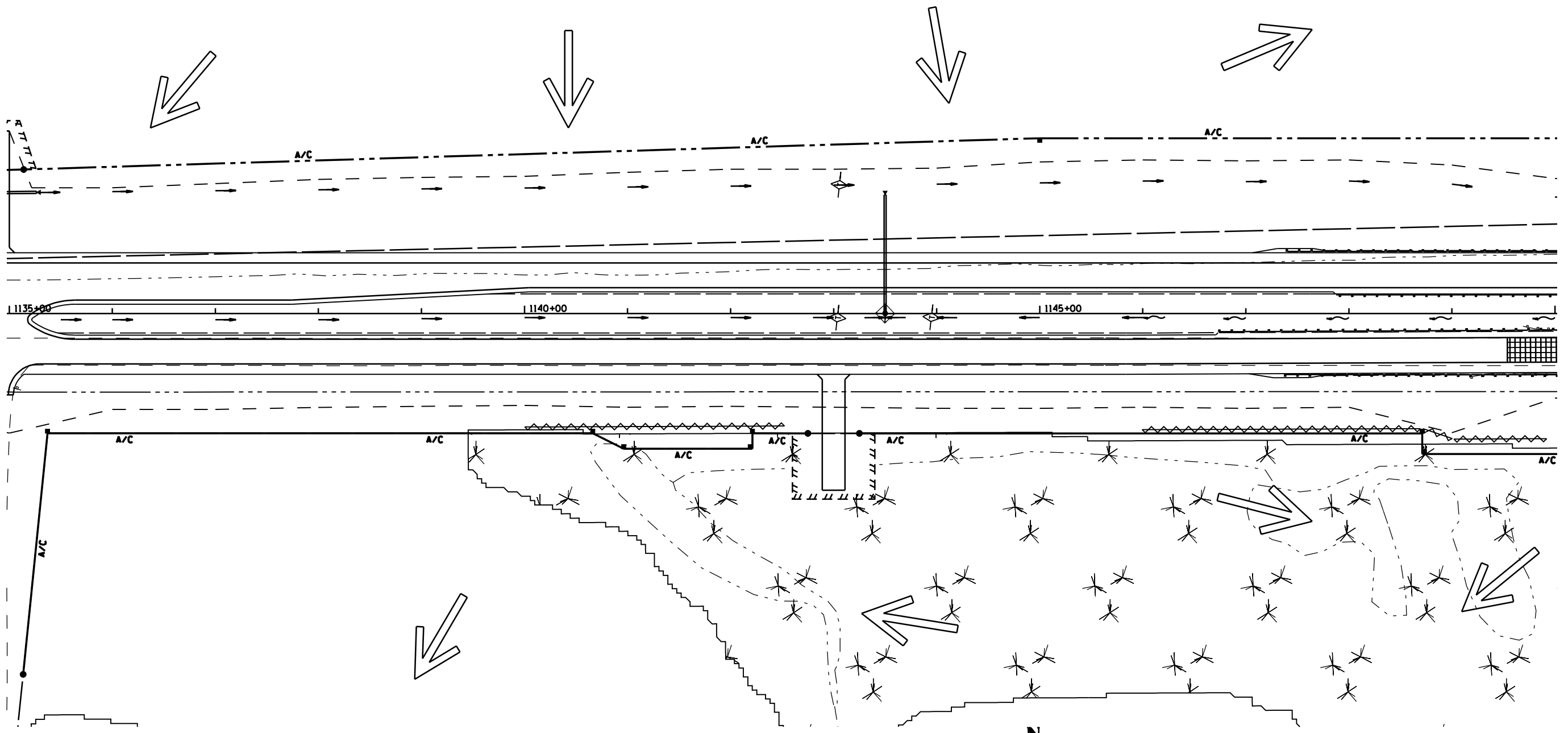


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1120+00 TO STA 1135+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	175
STA. 1135+00.00		TO STA. 1150+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-96-991-02  
**CONTRACT NO. 72680**

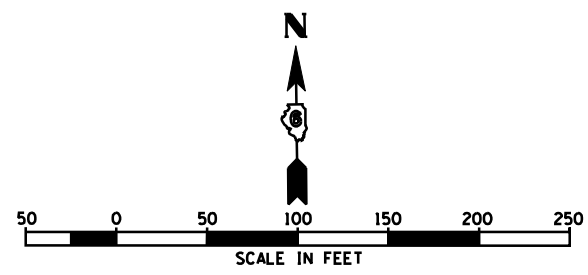
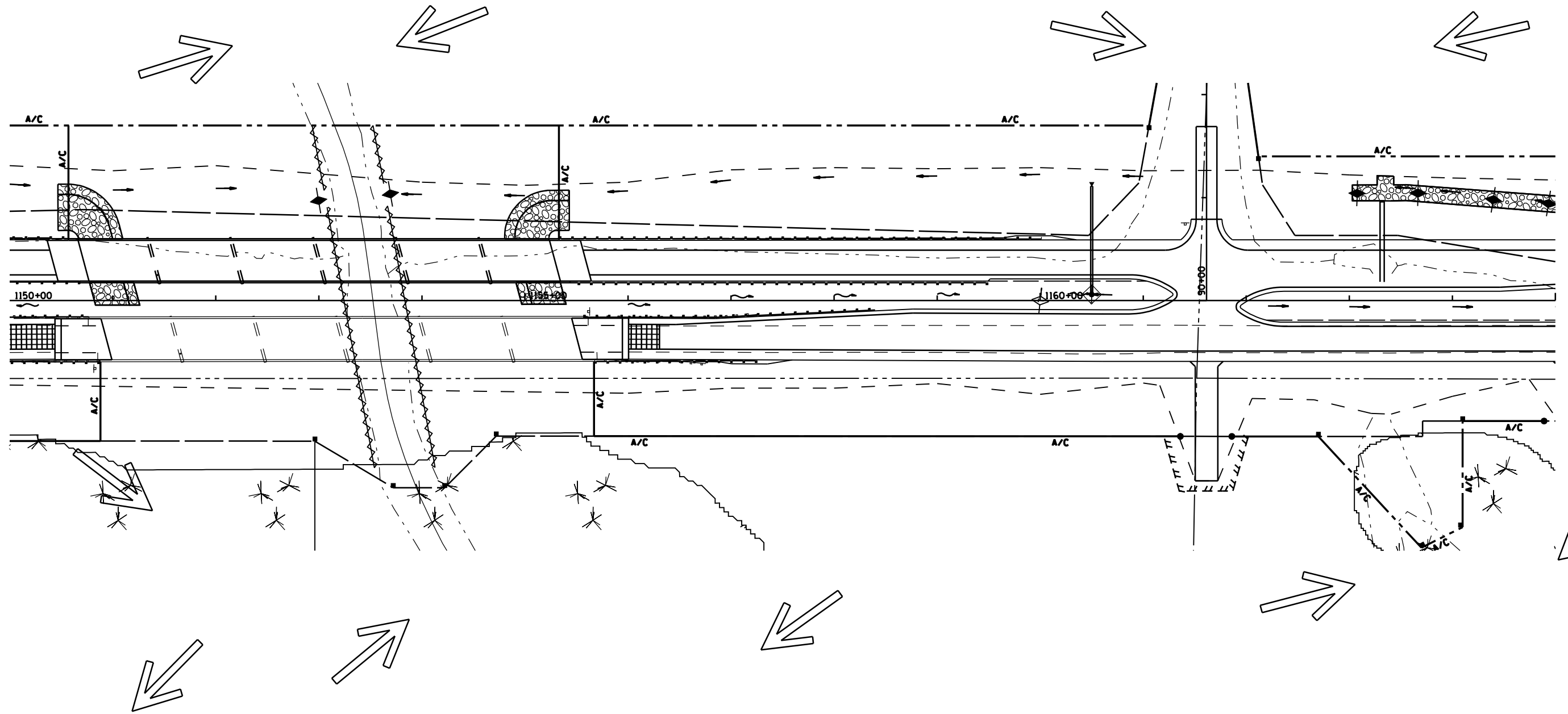


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1135+00 TO STA 1150+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	176
STA. 1150+00.00		TO STA. 1165+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-86-891-02  
**CONTRACT NO. 72680**

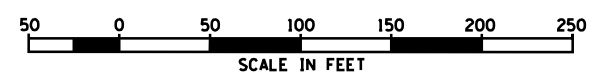
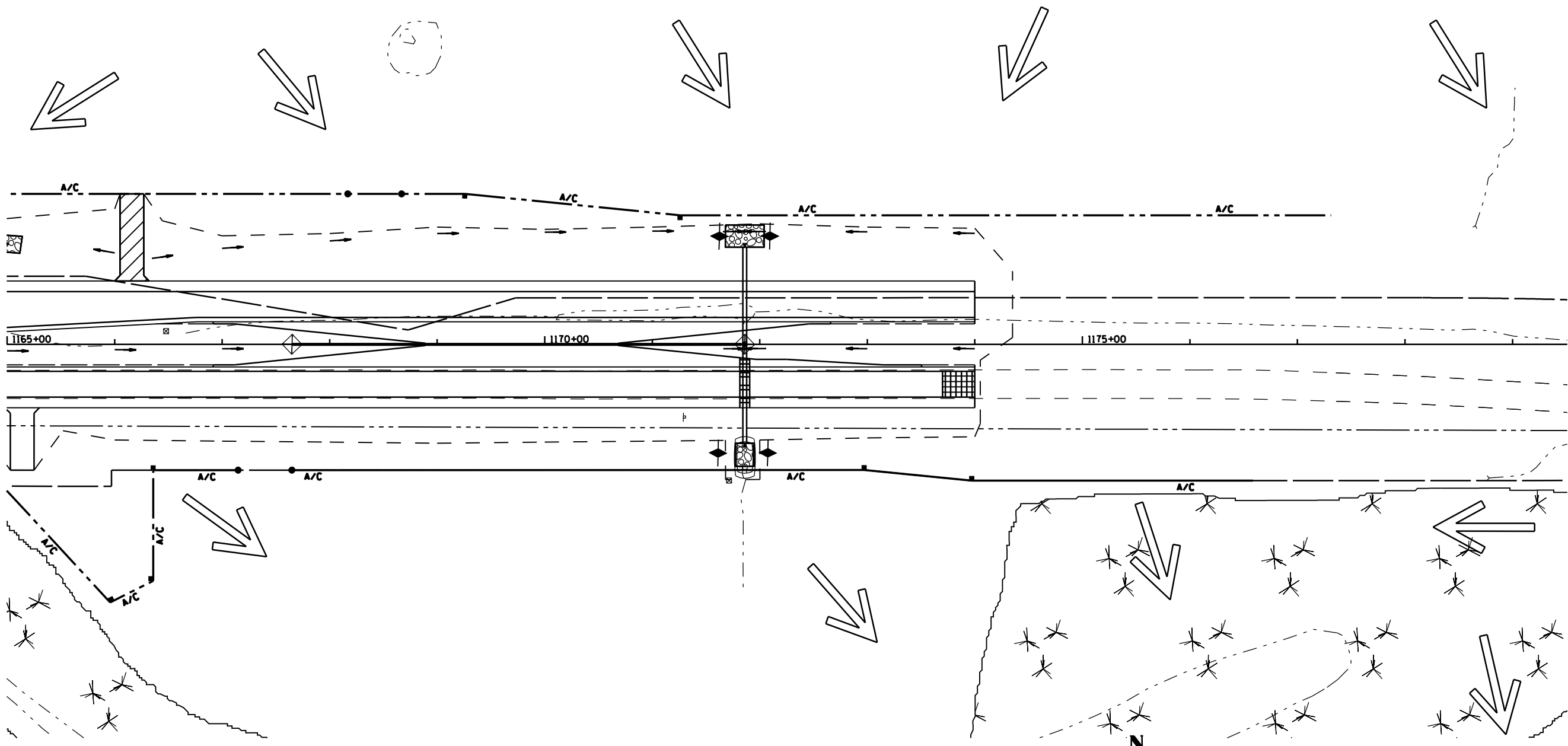


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1150+00 TO STA 1165+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-4	HANCOCK	452	177
STA. 1165+00.00		TO STA. 1174+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-96-991-02  
**CONTRACT NO. 72680**



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 315 (US 136)  
 STORMWATER POLLUTION  
 PREVENTION PLAN  
 STA 1165+00 TO STA 1174+00  
 SCALE: 1" = 50'-0"  
 DATE 1/31/06  
 DRAWN BY JCG  
 CHECKED BY JRB

B.M. TA-219; Chiseled "□" in SE wingwall of SN 034-0053,  
0.55 mi. east of TR 2200E. Elev. 603.40 (183.917 m)

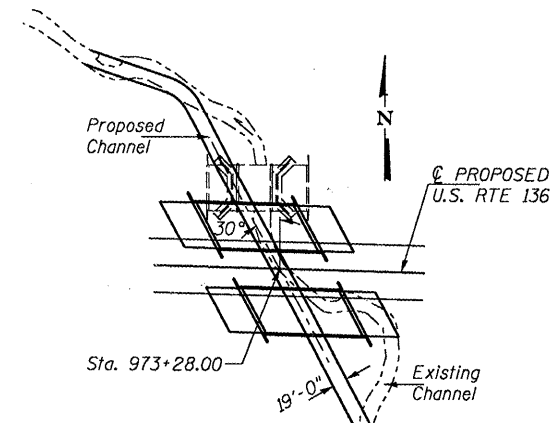
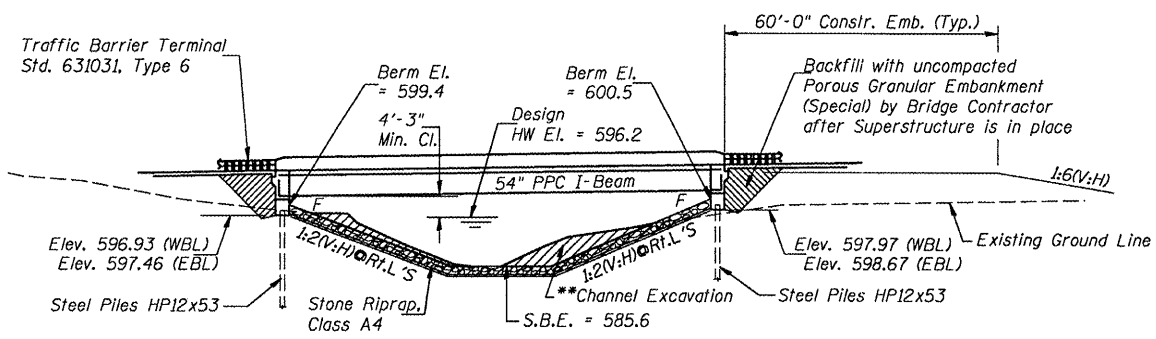
**EXISTING STRUCTURE**

SN 034-0053 Built as FA Route 53, Section 26-BR  
In 1981. A three span prestressed concrete deck  
beam superstructure, 95'-0" back to back abutments  
and 42'-0" o. to o. deck. Existing structure to be  
removed.  
No Salvage

**CONSTRUCTION SEQUENCE**

Two-way traffic to be maintained on existing structure.  
To accomplish this, centerline will be shifted,  
temporary concrete barrier will be placed on the 5th beam  
from the south and the 4 beams will be removed  
on the south side. New structures will be constructed,  
except for north wings of abutments. The traffic will  
be shifted after completion of both structures. Remove  
the remainder of existing structure and construct north  
wingwalls of westbound structure.  
Proposed channel change shall be completed after  
removal of the existing structure.

\*\* For quantity of Channel Excavation  
See Roadway Plans.

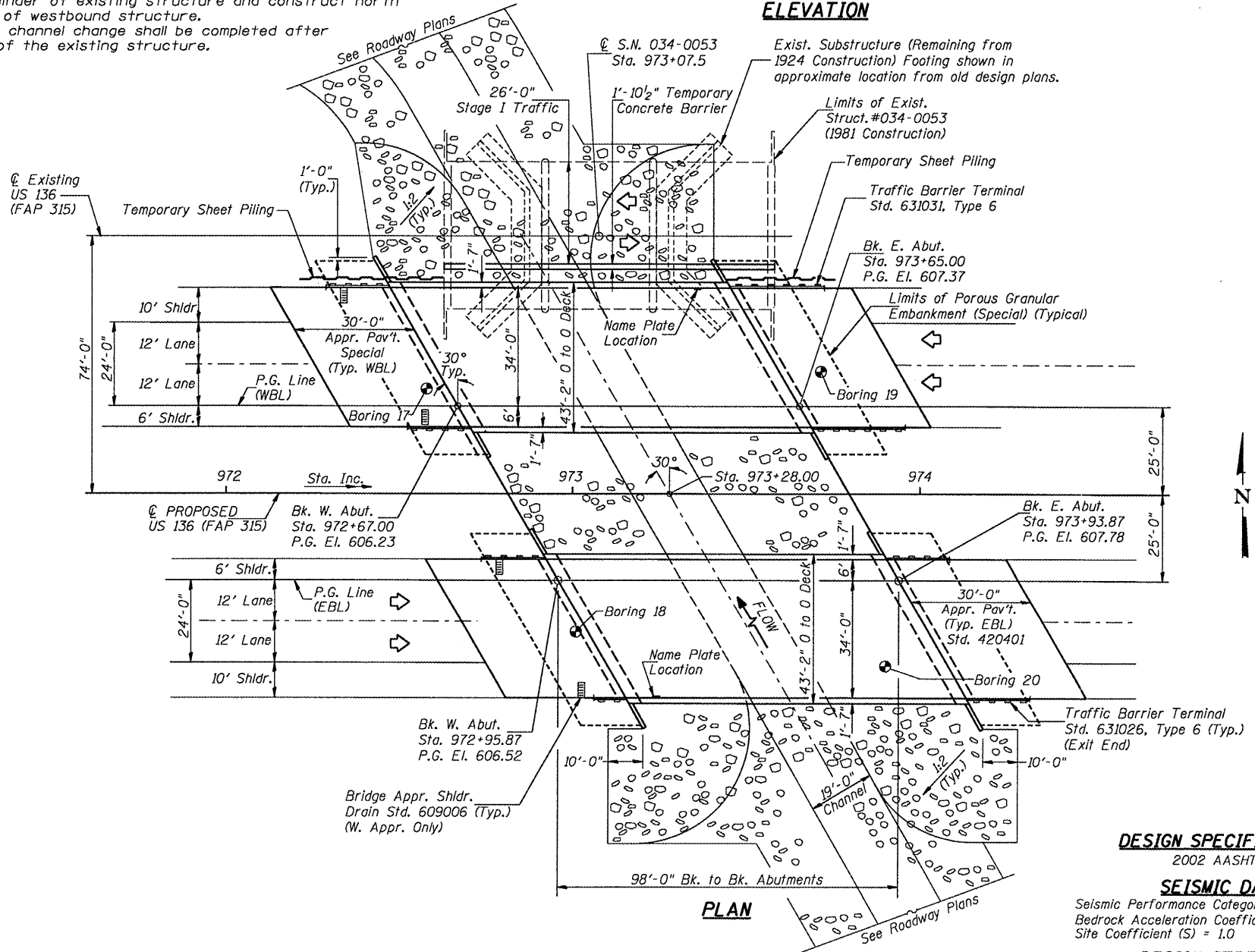


ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	178
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	* 34-4B	

D-96-551-02  
**CONTRACT NO. 72680**

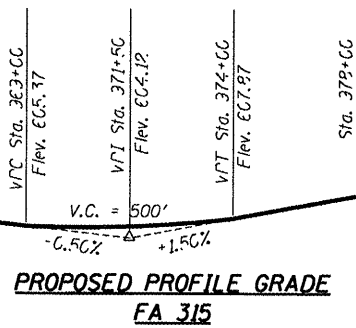
**INDEX TO SHEETS**

SHEET #'s	DESCRIPTION
1	General Plan
2-3	Staging Details
4	Footing Layout, General Notes
5-7	Top of Slab Elevs
8	Superstructure
9	Superstructure Details
10	PPC I-Beam
11	Framing Plan
12	Abutment Diaphragms
13	West Abutment WBL
14	East Abutment WBL
15	West Abutment EBL
16	East Abutment EBL
17	Bar Splicer Details
18-21	Boring Logs



**STATION 973+28.00**  
BUILT BY  
STATE OF ILLINOIS  
F.A.P. RT. 315 SEC. 34-4B  
LOADING HS20  
STR. NO. 034-....

**NAME PLATE**  
(See Std. 515001)  
\* STR. NO. 034-0506 (WBL)  
\* STR. NO. 034-0507 (EBL)



For General Notes, See Sheet 4 of 21.  
Stone Riprap and Filter Fabric details are shown on  
Sh# 4 of 21 of the Bridge Plans.  
For Riprap Layout on Channel See Roadway Plans.  
Quantities shown are the total for Prairie Creek.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	EACH	-	-	1
Concrete Superstructure	CU YD	333.4	-	333.4
Concrete Structures	CU YD	-	90.5	90.5
Reinforcement Bars, Epoxy Coated	POUND	55,400	10,810	66,210
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 54 In.	FOOT	1,346	-	1,346
Stone Riprap, Class A4	TON	-	-	3,740
Filter Fabric	SQ YD	-	-	4,695
Porous Granular Embankment (Special)	CU YD	-	470	470
Name Plates	EACH	-	-	2
Furnishing Steel Piles HP12x53	FOOT	-	2,321	2,321
Driving Steel Piles	FOOT	-	2,321	2,321
Test Pile Steel HP12x53	EACH	-	4	4
Bar Splicers	EACH	160	44	204
Structure Excavation	CU YD	-	560	560
Bridge Deck Grooving	SQ YD	828	-	828
Protective Coat	SQ YD	1,034	-	1,034
Temporary Sheet Piling	SQ FT	-	1,079	1,079
Pipe Underdrains for Structures, 4"	FOOT	-	330	330
Geocomposite Wall Drain	SQ YD	-	235	235

**DESIGN SPECIFICATIONS**  
2002 AASHTO

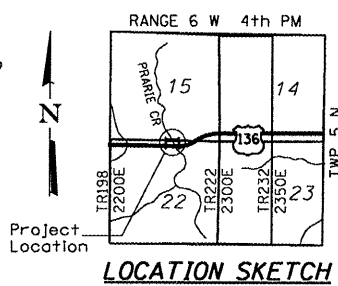
**SEISMIC DATA**  
Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.040g  
Site Coefficient (S) = 1.0

**DESIGN STRESSES**  
FIELD UNITS

f'c = 3,500 p.s.i.  
fy = 60,000 p.s.i. (Reinforcement)  
**PRECAST PRESTRESSED UNITS**  
f'c = 6,000 p.s.i.  
f'ci = 5,000 p.s.i.  
f's = 270,000 p.s.i. (1/2" φ low relaxation strands)  
tsi = 201,960 p.s.i. (1/2" φ low relaxation strands)

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

JAMES D. HAMILTON  
081-00368  
LICENSED  
STRUCTURAL  
ENGINEER  
OF  
JACKSONVILLE  
ILLINOIS  
James D. Hamilton  
3/16/2006  
Expires 11/30/2006



**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
Robert E. Anderson  
ENGINEER OF BRIDGES AND STRUCTURES

**GENERAL PLAN**  
US ROUTE 136 OVER  
PRAIRIE CREEK  
F.A.P. ROUTE 315 SECTION 34-4B  
HANCOCK COUNTY  
STATION 973+28.00  
STR. NO. 034-0506 (WBL)  
STR. NO. 034-0507 (EBL)

HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS  
Date: January 31, 2006

**WATERWAY INFORMATION**

Drainage Area = 7.66 Sq. Mi., Low Grade Elev. = 605.06 @ Sta. 970+25

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. ft.		Natural H.W.E. ft.		Head - ft.		Headwater Elev. - ft.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	2,552	364	428	596.1	596.2	0.5	0.4	596.6	596.6
Base	100	2,858	387	453	596.5	596.6	0.6	0.5	597.1	597.1
Overlapping										
Max. Calc.	500	3,682	437	510	597.4	597.5	0.8	0.7	598.2	598.2

DESIGNED	JOH
CHECKED	BRT
DRAWN	TC/TD
CHECKED	JOH

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	179
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

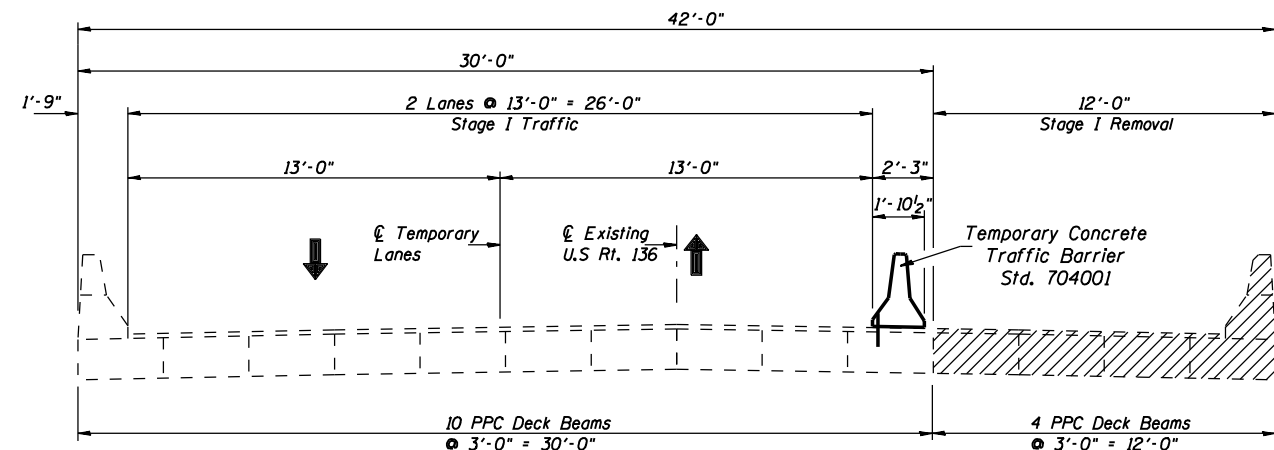
\* 34-4B

**STAGE I**

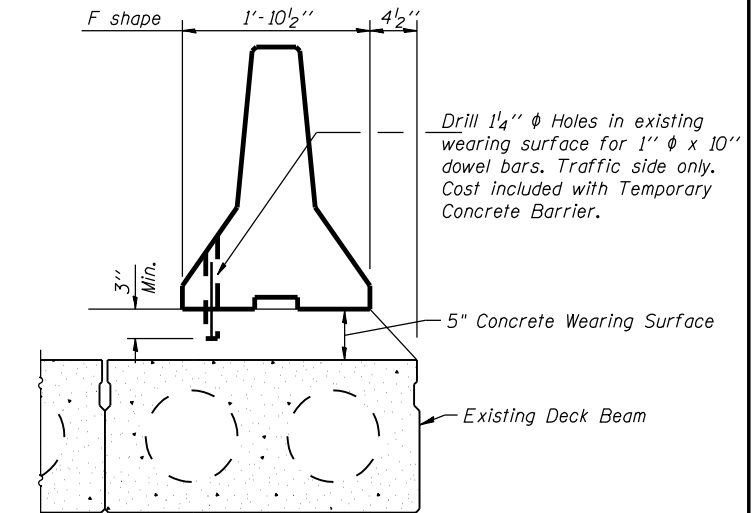
1. Place and anchor temporary concrete traffic barrier per Std. 704001. Construct temporary lane widening, and shift traffic to the north side of existing structure with two 13'-0" lanes as shown.
2. Remove south curb and 12'-0" width of existing deck beams. Remove approach pavement and drive temporary sheet piling.
3. Remove south portion of existing abutments and wings. (See details on Sheet No. 3 of 21)
4. Construct channel excavation and channel realignment as shown on the roadway plans.
5. Construct new abutments for both EBL and WBL structures and erect new beams.
6. Construct EBL and WBL bridge deck, parapets and approach pavements.

**STAGE II**

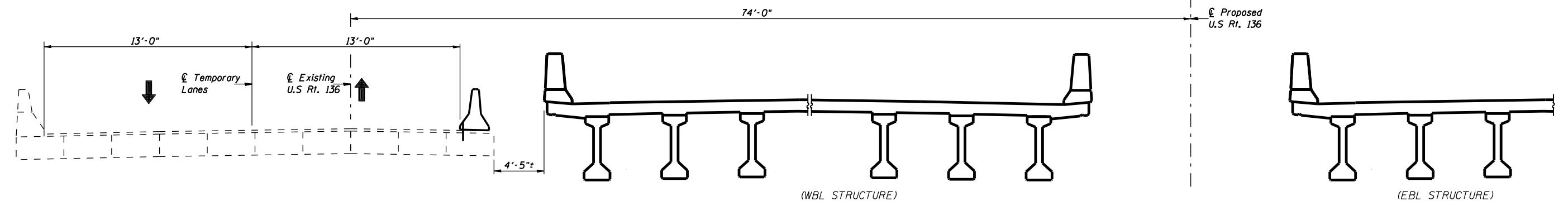
1. Shift traffic to EBL and WBL structures.
2. Remove the remaining 30'-0" width of existing structure and temporary concrete barrier.
3. Remove remainder of existing abutments and piers.
4. Complete channel excavation as shown in the roadway plans. Remove temporary sheet piling.
5. Construct wingwalls for WBL structure. Construct approach guardrail and other incidental items as required.



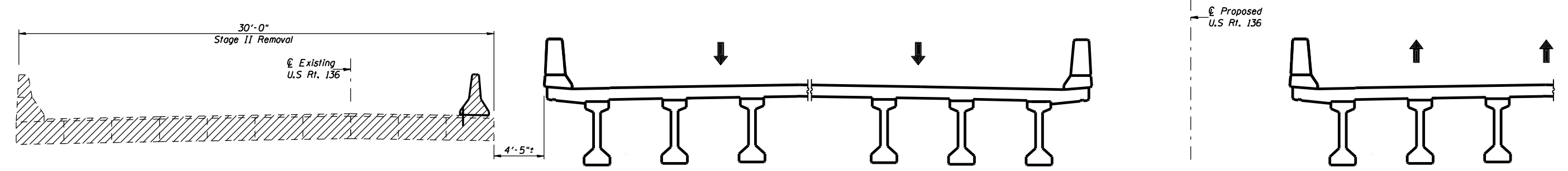
**STAGE I REMOVAL**  
 (Looking East)



**SECTIONS THRU EXISTING BEAM**  
 Temporary Concrete Barrier See Standard 704001



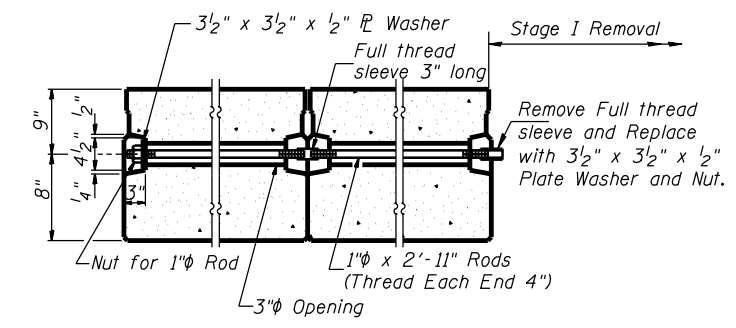
**STAGE I CONSTRUCTION**  
 (Looking East)



**STAGE II REMOVAL**  
 (Looking East)

Note: Temporary Concrete Barrier Included with Roadway Plans.

Note: Provide new 3 1/2" x 3 1/2" x 1/2" PL Plate Washer and Nut for 1" Rod. (3 Required) Cost included with "Removal of Existing Structure".



**TRANSVERSE TIE ASSEMBLY**  
**STAGE I TRAFFIC**

**STAGE CONSTRUCTION DETAILS**  
**US ROUTE 136 OVER**  
**PRAIRIE CREEK**  
**F.A.P. ROUTE 315 SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

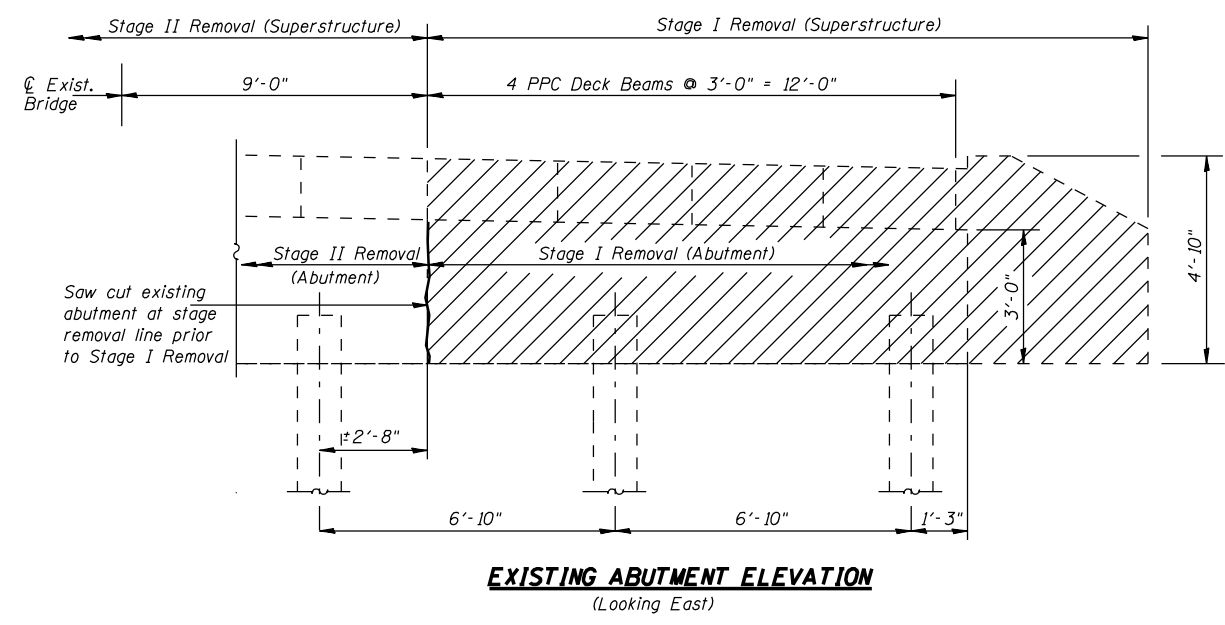
HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS

Date: January 31, 2006

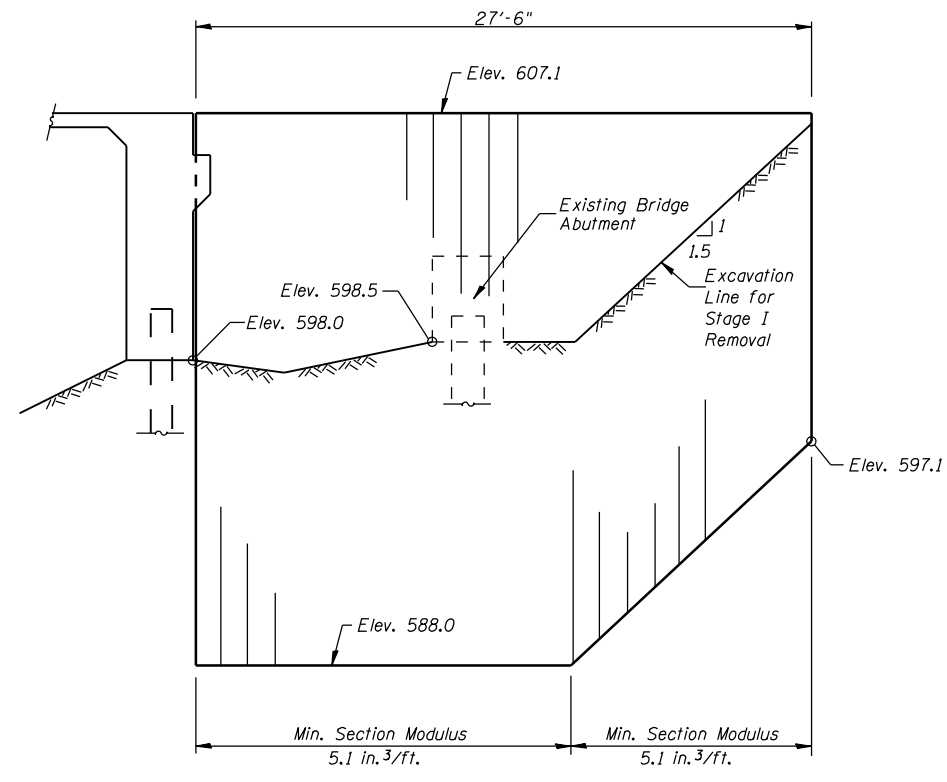
ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	180
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
* 34-4B				

SHEET NO. 3  
21 SHEETS

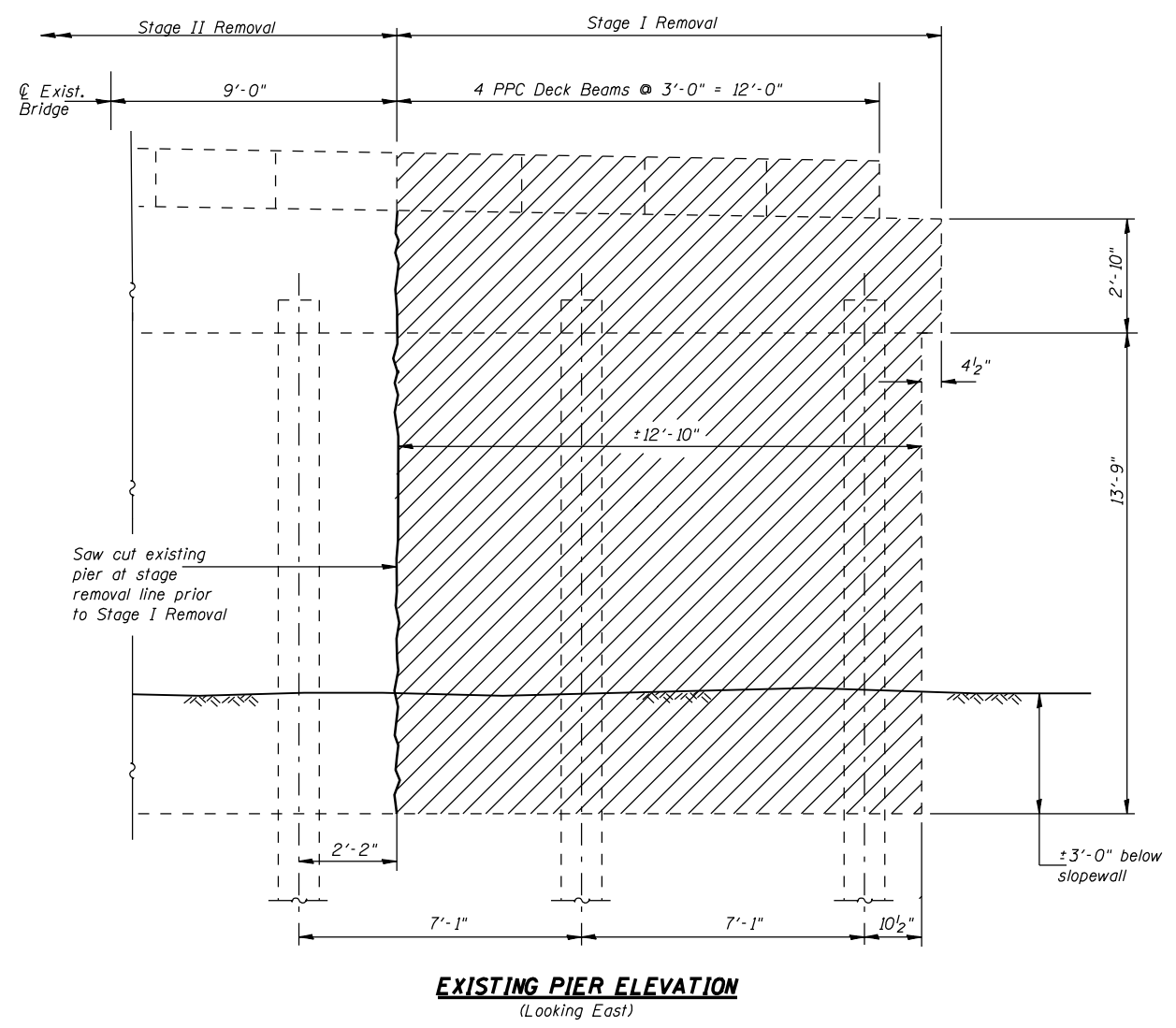
D-96-551-02  
**CONTRACT NO. 72680**



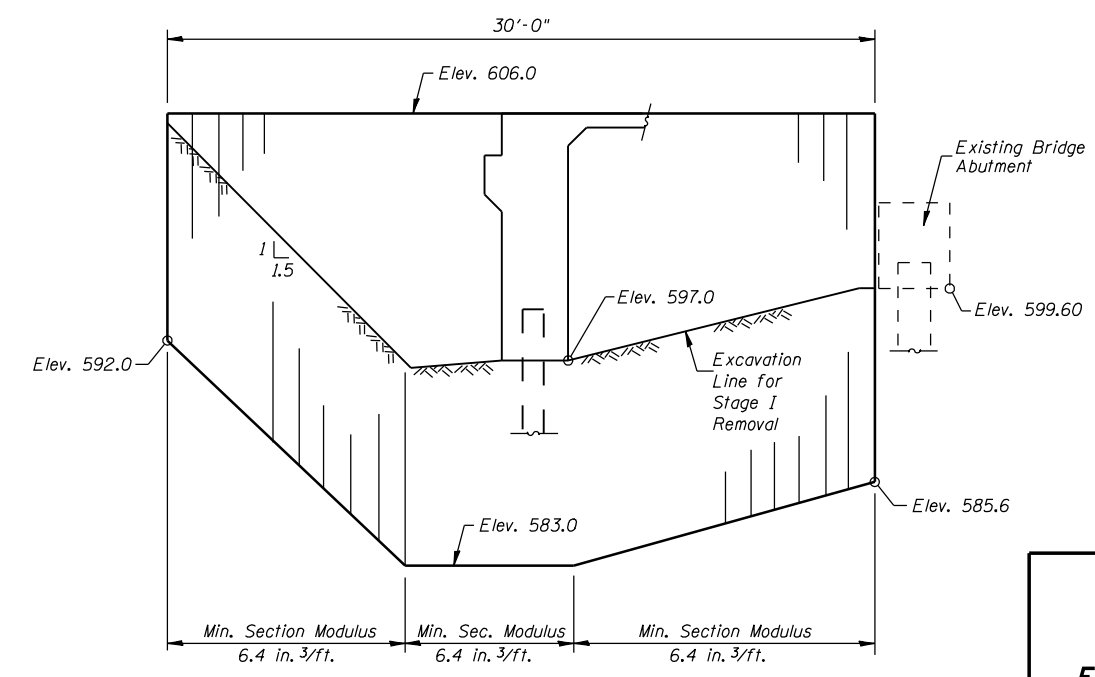
**EXISTING ABUTMENT ELEVATION**  
(Looking East)



**TEMPORARY SHEET PILING EAST ABUTMENT**  
(Looking North)



**EXISTING PIER ELEVATION**  
(Looking East)



**TEMPORARY SHEET PILING WEST ABUTMENT**  
(Looking North)

**NOTES**

All dimensions and elevations relative to sheet piling are estimated.  
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

**STAGING DETAILS  
US ROUTE 136 OVER  
PRAIRIE CREEK  
F.A.P. ROUTE 315 SECTION 34-4B  
HANCOCK COUNTY  
STATION 973+28.00  
STR. NO. 034-0506 (WBL)  
STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS  
Date: January 31, 2006





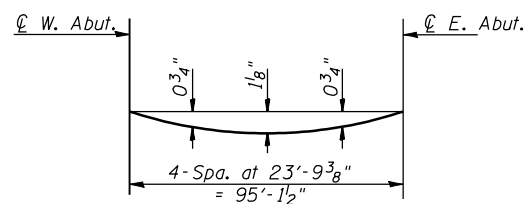
ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	182
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SHEET NO. 5  
21 SHEETS

\* 34-4B

D-96-551-02

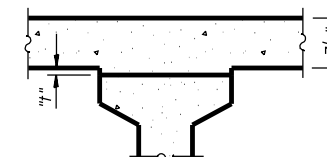
CONTRACT NO. 72680



**DEAD LOAD DEFLECTION DIAGRAM**

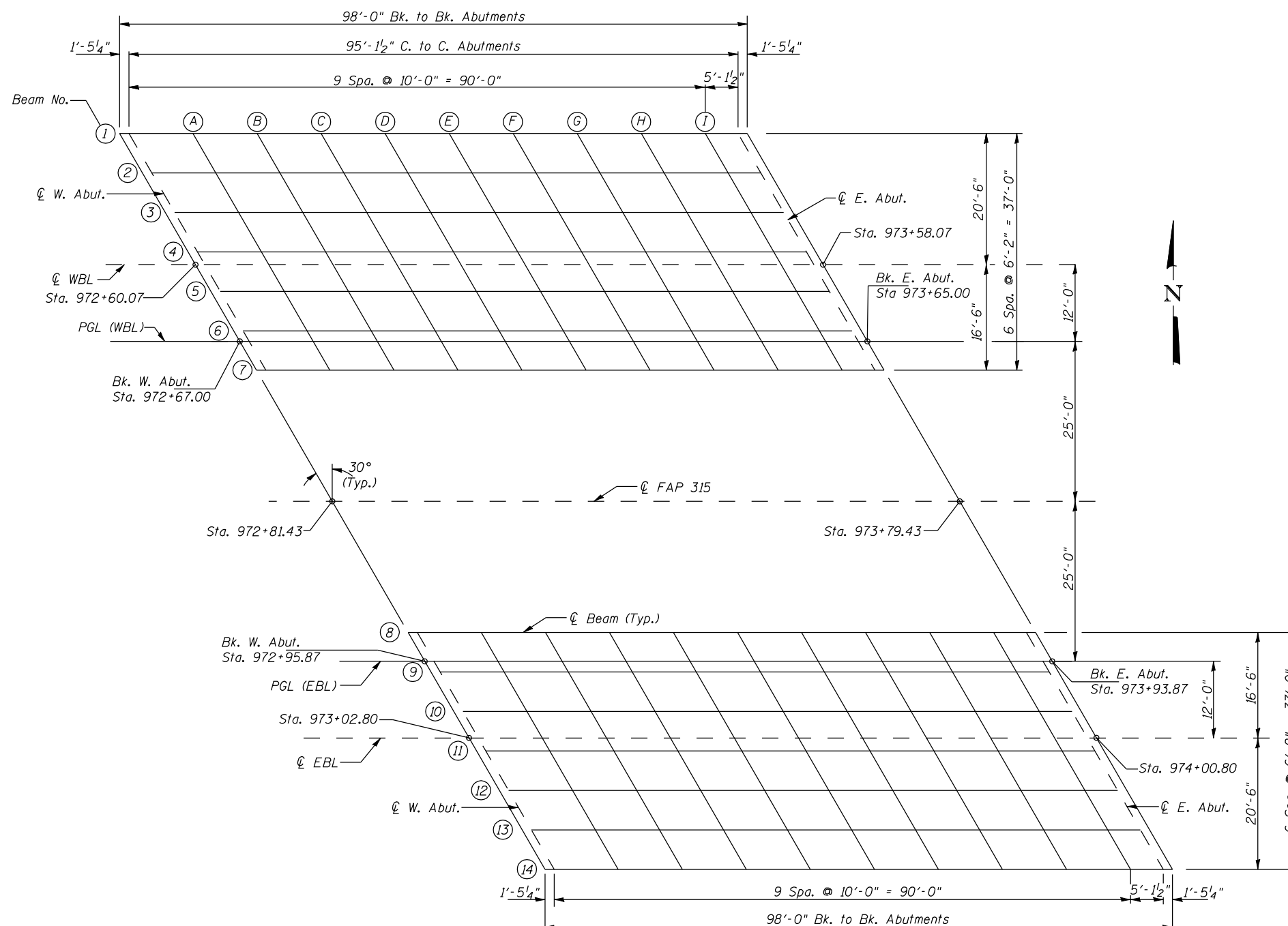
(Includes weight of concrete deck & superimposed DL except future wearing surface)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet #'s 6 and 7 of 21.



To determine "f": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "f" above top flanges of beams.

**FILLET HEIGHTS**



**PLAN**

**TOP OF SLAB ELEVATIONS**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS

Date: January 31, 2006

\* 34-4B

**D-96-551-02**  
**CONTRACT NO. 72680**

**BEAM #1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97248.236	-32.500	605.877	605.877
CL W. Abut.	97249.679	-32.500	605.890	605.890
A	97259.679	-32.500	605.982	606.012
B	97269.679	-32.500	606.078	606.134
C	97279.679	-32.500	606.178	606.254
D	97289.679	-32.500	606.282	606.370
E	97299.679	-32.500	606.389	606.480
F	97309.679	-32.500	606.501	606.585
G	97319.679	-32.500	606.617	606.685
H	97329.679	-32.500	606.737	606.781
I	97339.679	-32.500	606.861	606.877
CL E. Abut.	97344.793	-32.500	606.926	606.926
Bk. E. Abut.	97346.236	-32.500	606.944	606.944

**BEAM #2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97251.796	-26.333	606.038	606.038
CL W. Abut.	97253.239	-26.333	606.051	606.051
A	97263.239	-26.333	606.144	606.174
B	97273.239	-26.333	606.241	606.298
C	97283.239	-26.333	606.343	606.419
D	97293.239	-26.333	606.448	606.536
E	97303.239	-26.333	606.557	606.648
F	97313.239	-26.333	606.671	606.754
G	97323.239	-26.333	606.788	606.856
H	97333.239	-26.333	606.909	606.954
I	97343.239	-26.333	607.034	607.050
CL E. Abut.	97348.353	-26.333	607.100	607.100
Bk. E. Abut.	97349.796	-26.333	607.119	607.119

**BEAM #3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97255.357	-20.167	606.179	606.179
CL W. Abut.	97256.800	-20.167	606.192	606.192
A	97266.800	-20.167	606.287	606.317
B	97276.800	-20.167	606.385	606.442
C	97286.800	-20.167	606.488	606.565
D	97296.800	-20.167	606.595	606.683
E	97306.800	-20.167	606.706	606.796
F	97316.800	-20.167	606.820	606.904
G	97326.800	-20.167	606.939	607.007
H	97336.800	-20.167	607.062	607.106
I	97346.800	-20.167	607.188	607.204
CL E. Abut.	97351.914	-20.167	607.255	607.255
Bk. E. Abut.	97353.357	-20.167	607.274	607.274

**BEAM #4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97258.917	-14.000	606.308	606.308
CL W. Abut.	97260.360	-14.000	606.322	606.322
A	97270.360	-14.000	606.418	606.448
B	97280.360	-14.000	606.518	606.575
C	97290.360	-14.000	606.622	606.699
D	97300.360	-14.000	606.730	606.818
E	97310.360	-14.000	606.842	606.933
F	97320.360	-14.000	606.959	607.042
G	97330.360	-14.000	607.079	607.146
H	97340.360	-14.000	607.203	607.247
I	97350.360	-14.000	607.331	607.347
CL E. Abut.	97355.474	-14.000	607.398	607.398
Bk. E. Abut.	97356.917	-14.000	607.417	607.417

**CL RDWY (WBL)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97260.072	-12.000	606.350	606.350
CL W. Abut.	97261.515	-12.000	606.364	606.364
A	97271.515	-12.000	606.460	606.491
B	97281.515	-12.000	606.561	606.618
C	97291.515	-12.000	606.666	606.742
D	97301.515	-12.000	606.774	606.862
E	97311.515	-12.000	606.887	606.977
F	97321.515	-12.000	607.003	607.087
G	97331.515	-12.000	607.124	607.192
H	97341.515	-12.000	607.249	607.293
I	97351.515	-12.000	607.377	607.393
CL E. Abut.	97356.629	-12.000	607.445	607.445
Bk. E. Abut.	97358.072	-12.000	607.464	607.464

**BEAM #5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97262.477	-7.833	606.308	606.308
CL W. Abut.	97263.920	-7.833	606.322	606.322
A	97273.920	-7.833	606.419	606.449
B	97283.920	-7.833	606.521	606.577
C	97293.920	-7.833	606.626	606.703
D	97303.920	-7.833	606.736	606.824
E	97313.920	-7.833	606.849	606.940
F	97323.920	-7.833	606.967	607.051
G	97333.920	-7.833	607.089	607.156
H	97343.920	-7.833	607.214	607.259
I	97353.920	-7.833	607.344	607.359
CL E. Abut.	97359.034	-7.833	607.411	607.411
Bk. E. Abut.	97360.477	-7.833	607.431	607.431

**BEAM #6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97266.038	-1.667	606.246	606.246
CL W. Abut.	97267.481	-1.667	606.259	606.259
A	97277.481	-1.667	606.358	606.389
B	97287.481	-1.667	606.461	606.518
C	97297.481	-1.667	606.568	606.645
D	97307.481	-1.667	606.679	606.768
E	97317.481	-1.667	606.794	606.885
F	97327.481	-1.667	606.913	606.997
G	97337.481	-1.667	607.036	607.104
H	97347.481	-1.667	607.163	607.208
I	97357.481	-1.667	607.294	607.310
CL E. Abut.	97362.595	-1.667	607.363	607.363
Bk. E. Abut.	97364.038	-1.667	607.382	607.382

**PGL (WBL)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97267.000	0.000	606.229	606.229
CL W. Abut.	97268.443	0.000	606.243	606.243
A	97278.443	0.000	606.342	606.372
B	97288.443	0.000	606.446	606.502
C	97298.443	0.000	606.553	606.629
D	97308.443	0.000	606.664	606.752
E	97318.443	0.000	606.780	606.870
F	97328.443	0.000	606.899	606.983
G	97338.443	0.000	607.022	607.090
H	97348.443	0.000	607.150	607.194
I	97358.443	0.000	607.281	607.297
CL E. Abut.	97363.557	0.000	607.350	607.350
Bk. E. Abut.	97365.000	0.000	607.370	607.370

**BEAM #7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	97269.598	4.500	606.160	606.160
CL W. Abut.	97271.041	4.500	606.174	606.174
A	97281.041	4.500	606.275	606.305
B	97291.041	4.500	606.379	606.436
C	97301.041	4.500	606.488	606.564
D	97311.041	4.500	606.600	606.688
E	97321.041	4.500	606.717	606.807
F	97331.041	4.500	606.837	606.921
G	97341.041	4.500	606.961	607.029
H	97351.041	4.500	607.090	607.134
I	97361.041	4.500	607.222	607.238
CL E. Abut.	97366.155	4.500	607.291	607.291
Bk. E. Abut.	97367.598	4.500	607.311	607.311

**TOP OF SLAB ELEVATIONS- W.B.L.**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS  
Date: January 31, 2006

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	184
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SHEET NO. 7  
21 SHEETS

\* 34-4B

D-96-551-02

**CONTRACT NO. 72680**

**BEAM #8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97293.272	-4.500	606.403	606.403
CL W. Abut.	97294.715	-4.500	606.419	606.419
A	97304.715	-4.500	606.529	606.529
B	97314.715	-4.500	606.642	606.699
C	97324.715	-4.500	606.760	606.837
D	97334.715	-4.500	606.882	606.970
E	97344.715	-4.500	607.008	607.099
F	97354.715	-4.500	607.138	607.222
G	97364.715	-4.500	607.272	607.340
H	97374.715	-4.500	607.410	607.454
I	97384.715	-4.500	607.552	607.567
CL E. Abut.	97389.829	-4.500	607.626	607.626
Bk E. Abut.	97391.272	-4.500	607.647	607.647

**PGL (EBL)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97295.870	0.000	606.525	606.525
CL W. Abut.	97297.313	0.000	606.541	606.541
A	97307.313	0.000	606.652	606.682
B	97317.313	0.000	606.766	606.823
C	97327.313	0.000	606.885	606.962
D	97337.313	0.000	607.008	607.096
E	97347.313	0.000	607.135	607.226
F	97357.313	0.000	607.266	607.350
G	97367.313	0.000	607.401	607.469
H	97377.313	0.000	607.540	607.584
I	97387.313	0.000	607.683	607.699
CL E. Abut.	97392.427	0.000	607.758	607.758
Bk E. Abut.	97393.870	0.000	607.779	607.779

**BEAM #9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97296.832	1.667	606.561	606.561
CL W. Abut.	97298.275	1.667	606.577	606.577
A	97308.275	1.667	606.688	606.719
B	97318.275	1.667	606.804	606.860
C	97328.275	1.667	606.923	607.000
D	97338.275	1.667	607.046	607.134
E	97348.275	1.667	607.174	607.264
F	97358.275	1.667	607.305	607.389
G	97368.275	1.667	607.440	607.508
H	97378.275	1.667	607.580	607.624
I	97388.275	1.667	607.723	607.739
CL E. Abut.	97393.389	1.667	607.798	607.798
Bk E. Abut.	97394.832	1.667	607.819	607.819

**BEAM #10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97300.393	7.833	606.697	606.697
CL W. Abut.	97301.836	7.833	606.713	606.713
A	97311.836	7.833	606.825	606.856
B	97321.836	7.833	606.942	606.999
C	97331.836	7.833	607.063	607.139
D	97341.836	7.833	607.188	607.276
E	97351.836	7.833	607.316	607.407
F	97361.836	7.833	607.449	607.533
G	97371.836	7.833	607.586	607.654
H	97381.836	7.833	607.727	607.771
I	97391.836	7.833	607.871	607.887
CL E. Abut.	97396.950	7.833	607.947	607.947
Bk E. Abut.	97398.393	7.833	607.968	607.968

**CL RDWY (EBL)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97302.798	12.000	606.788	606.788
CL W. Abut.	97304.241	12.000	606.805	606.805
A	97314.241	12.000	606.918	606.948
B	97324.241	12.000	607.036	607.093
C	97334.241	12.000	607.158	607.234
D	97344.241	12.000	607.283	607.371
E	97354.241	12.000	607.413	607.504
F	97364.241	12.000	607.547	607.630
G	97374.241	12.000	607.684	607.752
H	97384.241	12.000	607.826	607.870
I	97394.241	12.000	607.972	607.988
CL E. Abut.	97399.355	12.000	608.048	608.048
Bk E. Abut.	97400.798	12.000	608.069	608.069

**BEAM #11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97303.953	14.000	606.770	606.770
CL W. Abut.	97305.396	14.000	606.786	606.786
A	97315.396	14.000	606.900	606.931
B	97325.396	14.000	607.019	607.075
C	97335.396	14.000	607.141	607.217
D	97345.396	14.000	607.267	607.355
E	97355.396	14.000	607.397	607.488
F	97365.396	14.000	607.531	607.615
G	97375.396	14.000	607.669	607.737
H	97385.396	14.000	607.811	607.856
I	97395.396	14.000	607.958	607.973
CL E. Abut.	97400.510	14.000	608.034	608.034
Bk E. Abut.	97401.953	14.000	608.056	608.056

**BEAM #12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97307.513	20.167	606.714	606.714
CL W. Abut.	97308.956	20.167	606.730	606.730
A	97318.956	20.167	606.846	606.876
B	97328.956	20.167	606.965	607.022
C	97338.956	20.167	607.089	607.165
D	97348.956	20.167	607.216	607.304
E	97358.956	20.167	607.348	607.438
F	97368.956	20.167	607.484	607.567
G	97378.956	20.167	607.623	607.691
H	97388.956	20.167	607.767	607.811
I	97398.956	20.167	607.914	607.930
CL E. Abut.	97404.070	20.167	607.991	607.991
Bk E. Abut.	97405.513	20.167	608.013	608.013

**BEAM #13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97311.074	26.333	606.646	606.646
CL W. Abut.	97312.517	26.333	606.662	606.662
A	97322.517	26.333	606.779	606.809
B	97332.517	26.333	606.900	606.957
C	97342.517	26.333	607.025	607.102
D	97352.517	26.333	607.154	607.242
E	97362.517	26.333	607.287	607.378
F	97372.517	26.333	607.424	607.508
G	97382.517	26.333	607.565	607.633
H	97392.517	26.333	607.710	607.755
I	97402.517	26.333	607.859	607.875
CL E. Abut.	97407.631	26.333	607.936	607.936
Bk E. Abut.	97409.074	26.333	607.958	607.958

**BEAM #14**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	97314.634	32.500	606.558	606.558
CL W. Abut.	97316.077	32.500	606.575	606.575
A	97326.077	32.500	606.693	606.724
B	97336.077	32.500	606.816	606.872
C	97346.077	32.500	606.942	607.019
D	97356.077	32.500	607.073	607.161
E	97366.077	32.500	607.207	607.298
F	97376.077	32.500	607.346	607.429
G	97386.077	32.500	607.488	607.556
H	97396.077	32.500	607.634	607.679
I	97406.077	32.500	607.784	607.800
CL E. Abut.	97411.191	32.500	607.861	607.861
Bk E. Abut.	97412.634	32.500	607.882	607.882

**TOP OF SLAB ELEVATIONS- E.B.L.  
FAP ROUTE 315 OVER PRAIRIE CREEK  
SECTION 34-4B  
HANCOCK COUNTY  
STATION 973+28.00  
STR. NO. 034-0506 (WBL)  
STR. NO. 034-0507 (EBL)**

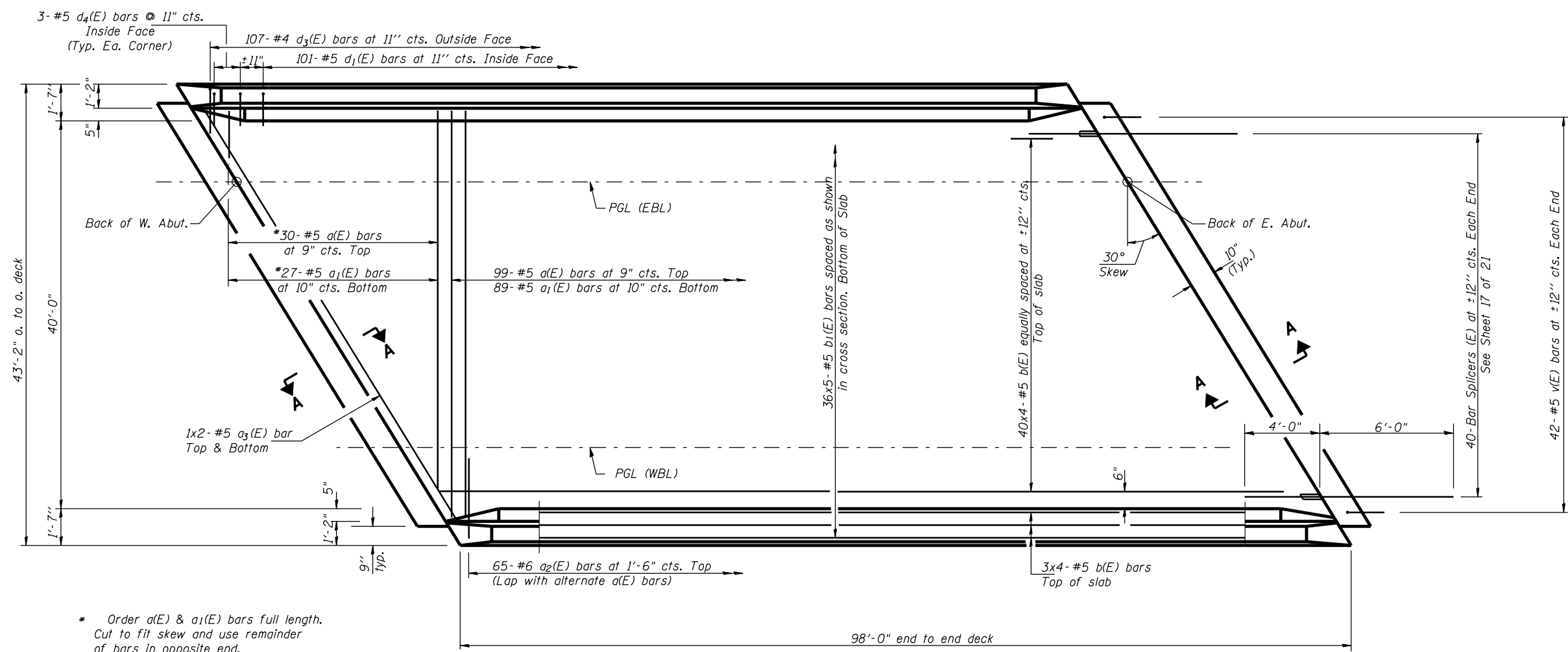
**HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS**

Date: January 31, 2008

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	185
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SHEET NO. 8  
21 SHEETS

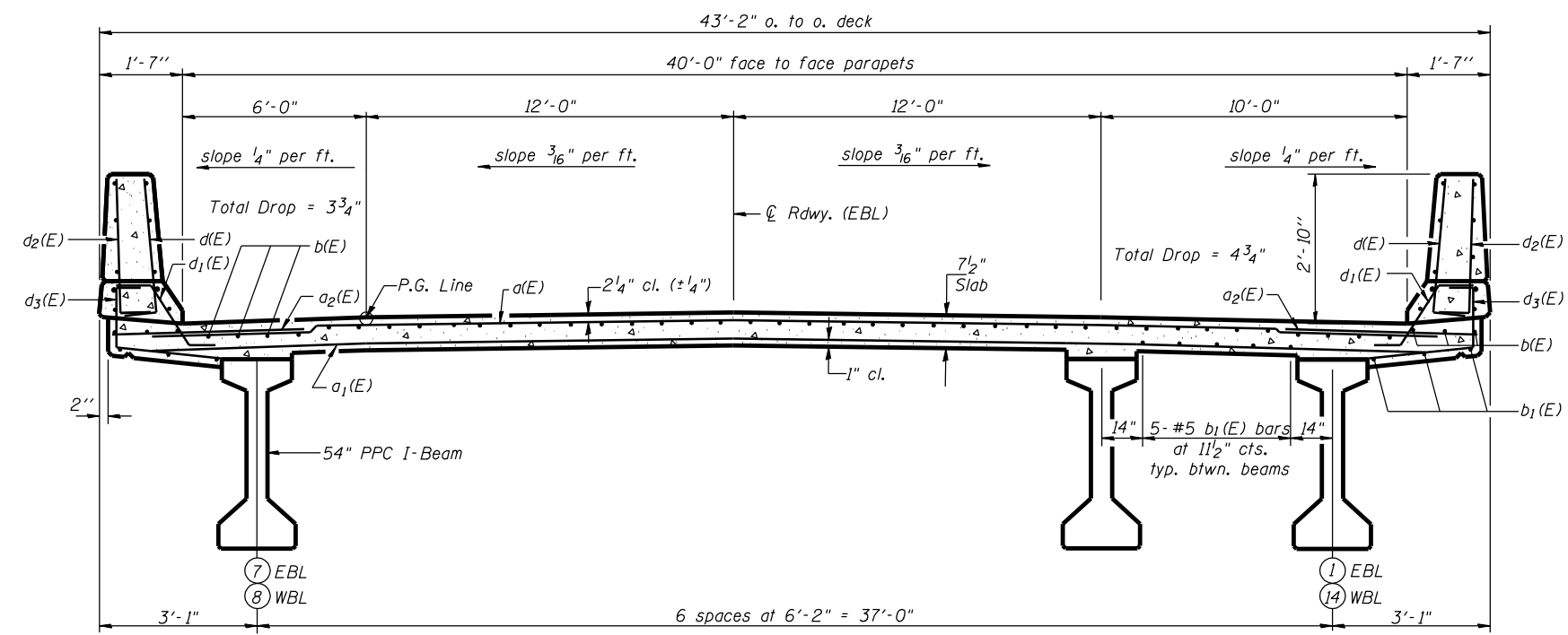
D-96-551-02  
**CONTRACT NO. 72680**



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

**Min. Lap**  
#5 bars - 2'-2"

**PLAN**  
(EBL or WBL Structure)



**CROSS SECTION**  
(Looking West - WBL)  
(Looking East - EBL)

Notes:  
See Sheet 9 of 21 for superstructure details and Bill of Material.  
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See Sheet 9 of 21 for parapet reinforcement.  
See Sheet 12 of 21 for Section A-A.

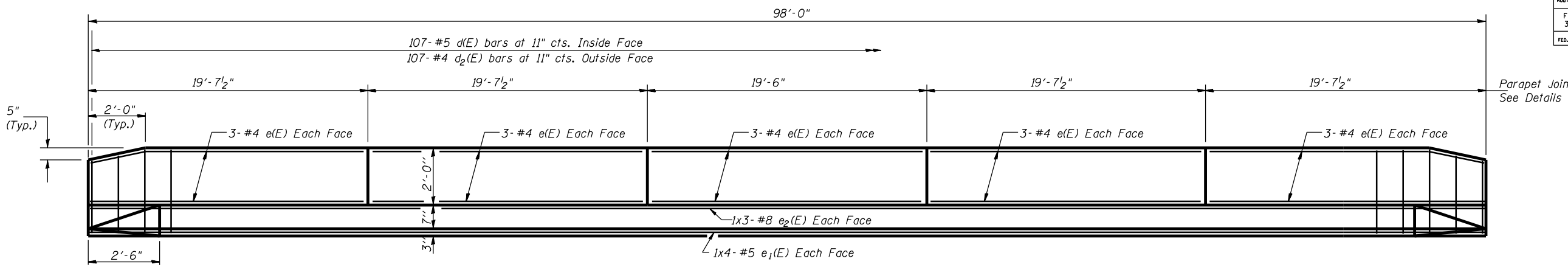
**SUPERSTRUCTURE - E.B.L. & WBL**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS  
Date: January 31, 2006

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	186
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
* 34-4B				

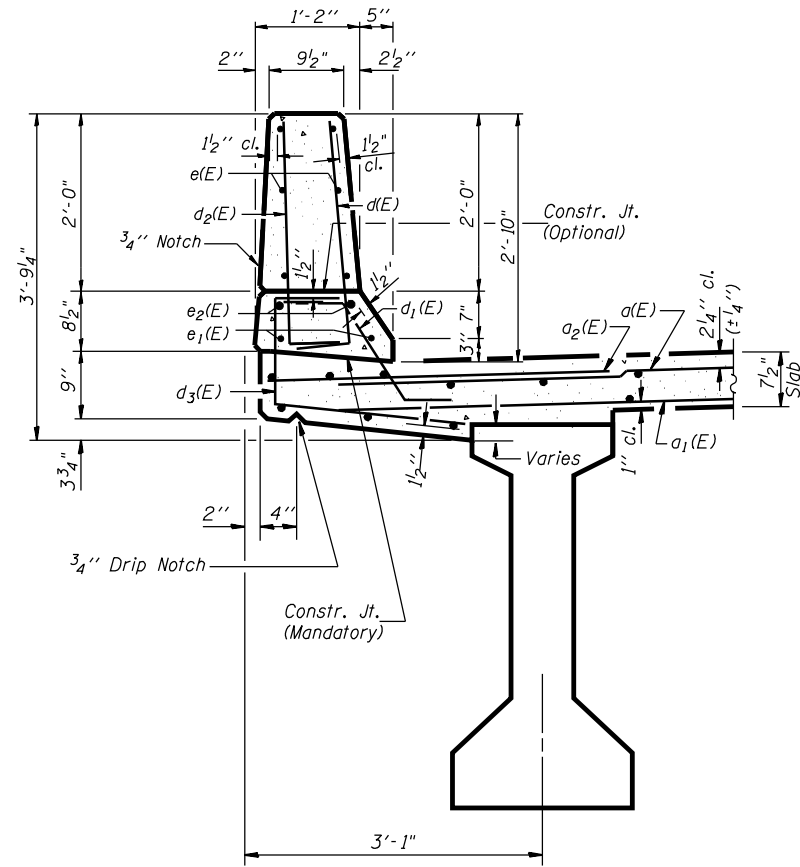
SHEET NO. 9  
21 SHEETS

D-96-551-02  
**CONTRACT NO. 72680**

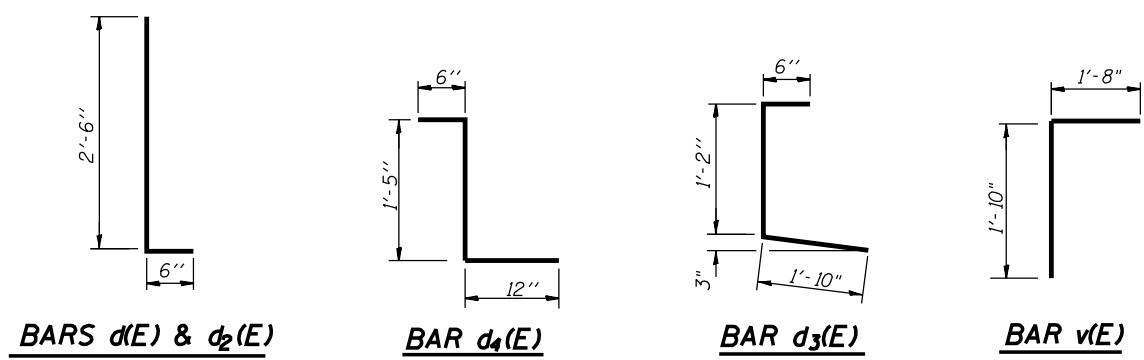


**INSIDE ELEVATION OF PARAPET**

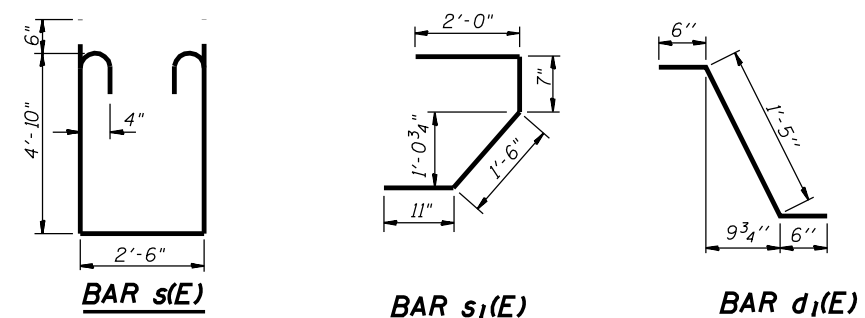
**Min. Lap**  
#5 bars - 2'-2"  
#8 bars - 4'-6"



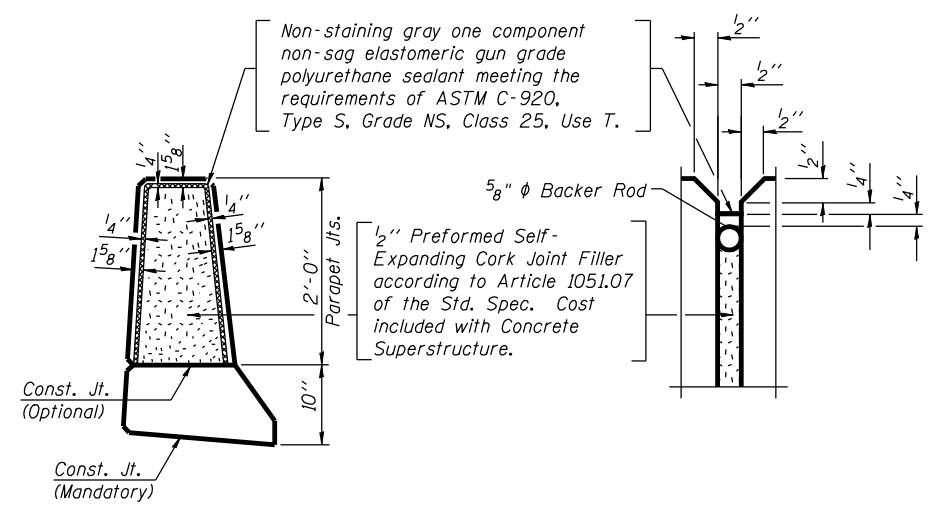
**SECTION THRU PARAPET**



**BARS d(E) & d<sub>2</sub>(E)      BAR d<sub>4</sub>(E)      BAR d<sub>3</sub>(E)      BAR v(E)**



**BAR s(E)      BAR s<sub>1</sub>(E)      BAR d<sub>1</sub>(E)**



**PARAPET JOINT DETAILS**

**SUPERSTRUCTURE - E.B.L. & WBL  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	258	#5	40'-0"	—
a <sub>1</sub> (E)	232	#5	41'-2"	—
a <sub>2</sub> (E)	260	#6	4'-6"	—
a <sub>3</sub> (E)	16	#5	25'-10"	—
b(E)	368	#5	26'-1"	—
b <sub>1</sub> (E)	360	#5	21'-4"	—
d(E)	428	#5	3'-0"	—
d <sub>1</sub> (E)	404	#5	2'-5"	—
d <sub>2</sub> (E)	428	#4	3'-0"	—
d <sub>3</sub> (E)	428	#4	3'-6"	—
d <sub>4</sub> (E)	24	#5	2'-11"	—
e(E)	120	#4	19'-2"	—
e <sub>1</sub> (E)	32	#5	26'-1"	—
e <sub>2</sub> (E)	24	#8	35'-7"	—
m(E)	40	#6	26'-2"	—
m <sub>2</sub> (E)	56	#6	9'-11"	—
m <sub>3</sub> (E)	24	#6	4'-9"	—
m <sub>4</sub> (E)	8	#6	2'-2"	—
s(E)	144	#4	13'-2"	—
s <sub>1</sub> (E)	192	#5	5'-0"	—
v(E)	168	#5	3'-6"	—
Reinforcement Bars (Epoxy Coated)			Lbs.	55,400
Concrete Superstructure			Cu. Yds.	333.4

Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

**SUPERSTRUCTURE DETAILS  
FAP ROUTE 315 OVER PRAIRIE CREEK  
SECTION 34-4B  
HANCOCK COUNTY  
STATION 973+28.00  
STR. NO. 034-0506 (WBL)  
STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS  
Date: January 31, 2006



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	187A
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SHEET NO. 10A  
21 SHEETS

\* 34-4B

D-96-551-02  
**CONTRACT NO. 72680**

**NOTES**

Inserts for  $\frac{3}{4}$ "  $\phi$  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  $\frac{1}{2}$ " 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  $2\frac{1}{2}$ "  $\phi$  lifting pin shall be used to engage the lifting loops during handling.

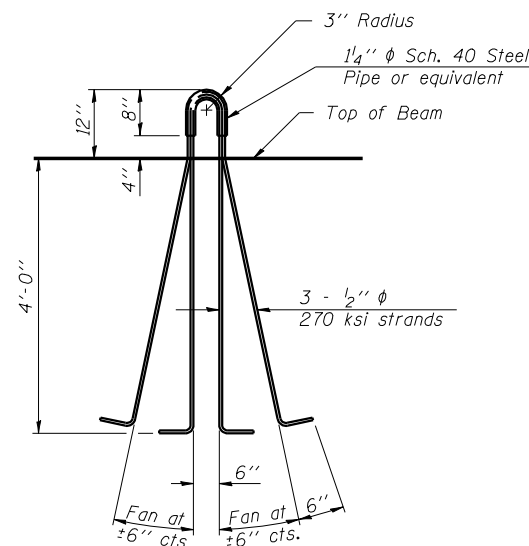
Reinforcement bars designated (E) shall be epoxy coated.

Cut G<sub>6</sub> bars when necessary to maintain  $1\frac{1}{2}$ " clearance.

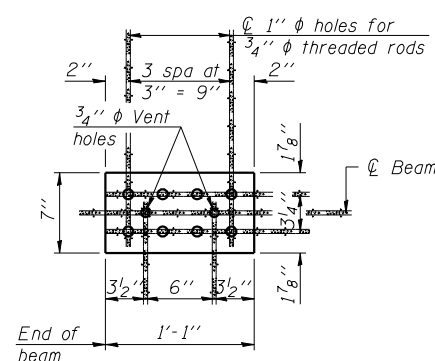
The bottom plates and studs shall be galvanized according to AASHTO M111 and ASTM A385.

Threaded rods shall be ASTM F 1554 Grade 55.

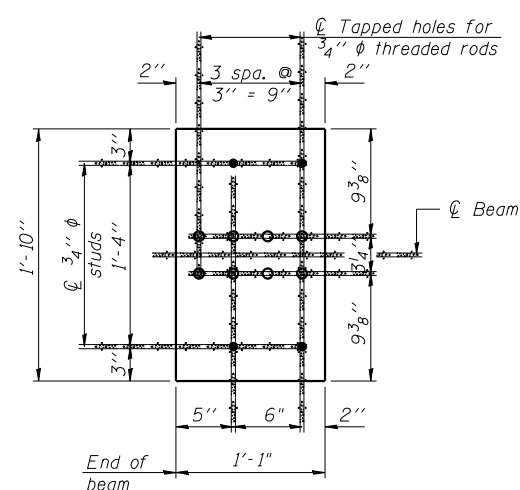
The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete 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.



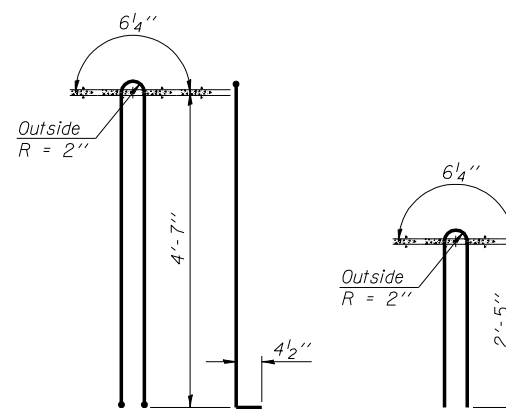
**LIFTING LOOP DETAIL**



**TOP PLATE**

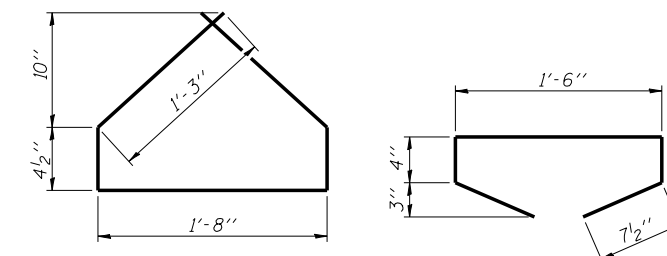


**BOTTOM PLATE**



**BAR G1**

**BAR G2**



**BAR G4**

**BAR G5**

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 54"	Ft.	1,346

**54" PPC I-BEAM DETAILS**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS

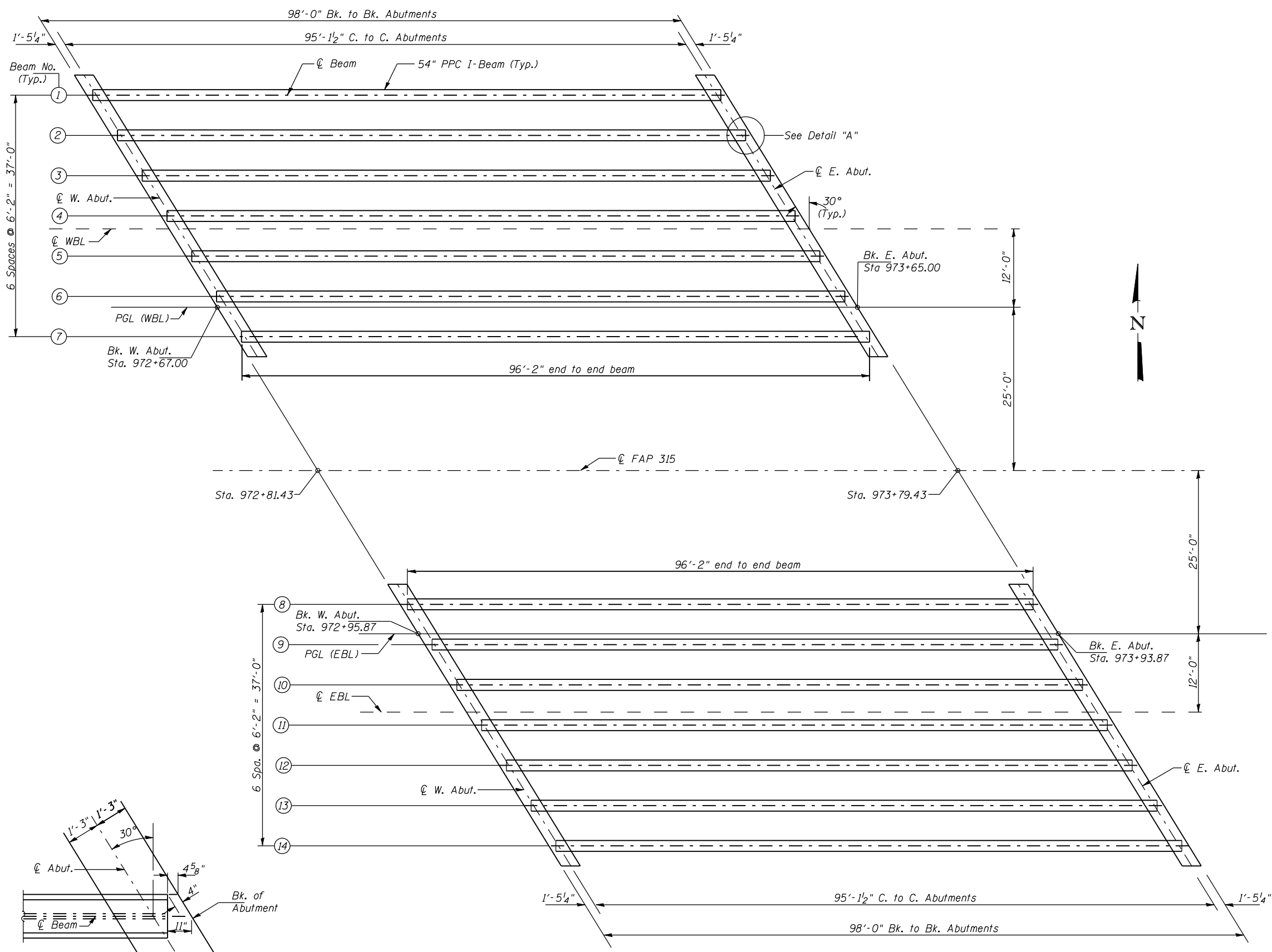
Date: March 24, 2006



ROUTE NO. FAP 315	SEC *	COUNTY HANCOCK	TOTAL SHEETS 452	SHEET NO. 188
FED. ROAD DIST. NO. 1 * 34-4B		ILLINOIS PROJECT	D-98-551-02	

SHEET NO. 11  
21 SHEETS

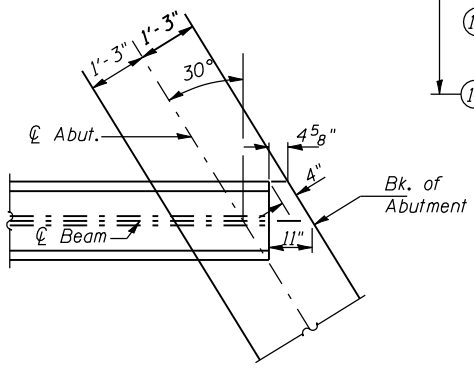
**CONTRACT NO. 72680**



INTERIOR BEAM MOMENT TABLE	
0.5 Span	
$I$	( $in^4$ ) 213,715
$I'$	( $in^4$ ) 481,649
$S_b$	( $in^3$ ) 8,559
$S_b'$	( $in^3$ ) 12,507
$S_t$	( $in^3$ ) 7,362
$S_t'$	( $in^3$ ) 31,094
$\psi$	( $k/'$ ) 1.222
$M_D$	( $k$ ) 1,379
$s_D$	( $k/'$ ) 0.458
$M_{sD}$	( $k$ ) 517
$M_L$	( $k$ ) 804
$M (Imp)$	( $k$ ) 183

INTERIOR BEAM REACTION TABLE	
Abut.	
$R_D$	( $k$ ) 58.0
$R_{sD}$	( $k$ ) 21.8
$R_L$	( $k$ ) 36.4
$Imp.$	( $k$ ) 8.3
$R (Total)$	( $k$ ) 124.5

$I$  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.  
 $M_D$  is the moment due to dead loads on the non-composite prestressed beam.  
 $M_{sD}$  is the moment due to dead loads on the composite section.  
 $M_L$  is the moment due to live load on the composite section.  
 $M (Imp)$  is the moment due to live load impact on the composite section.

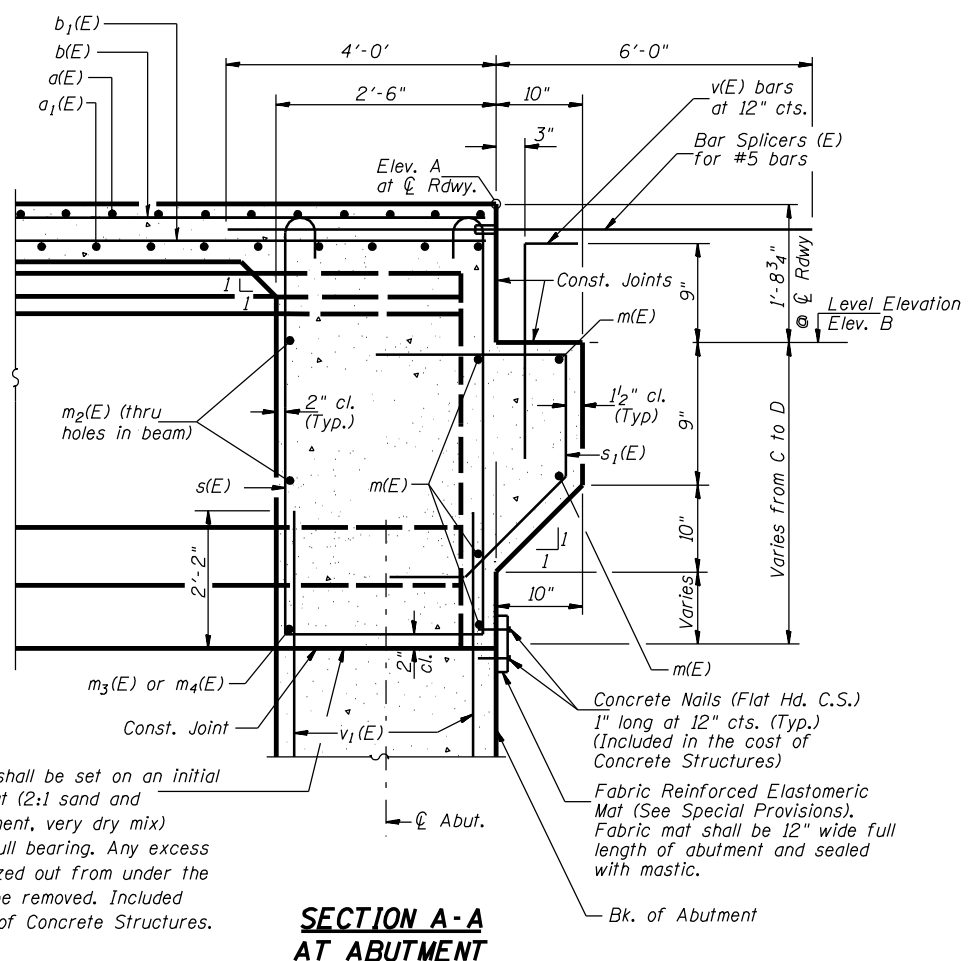


**DETAIL "A"**

**FRAMING PLAN**

**FRAMING PLAN**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS  
 Date: January 31, 2006

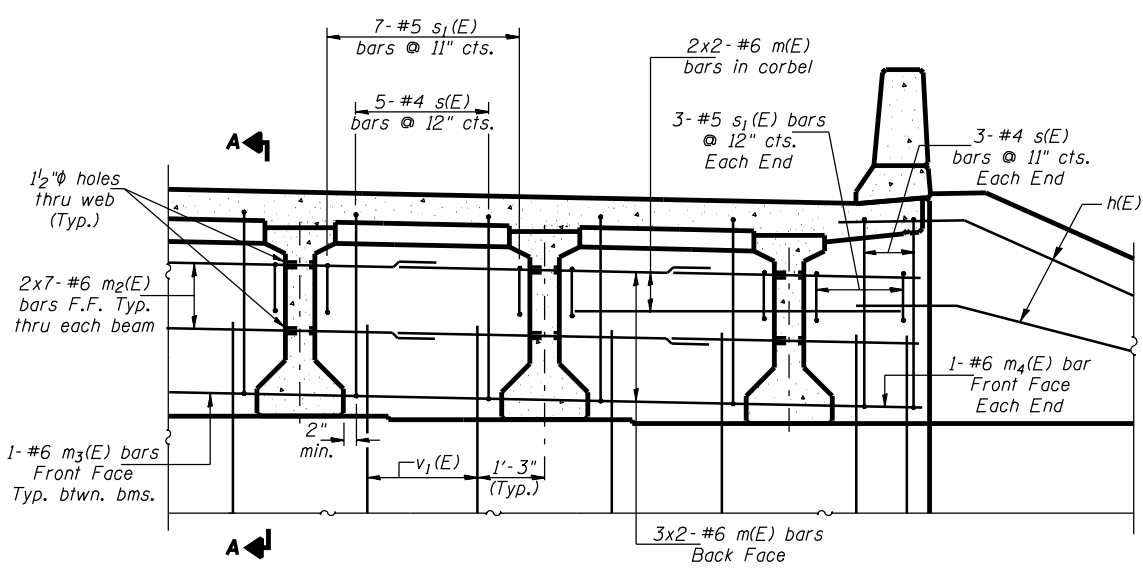


Beam ends shall be set on an initial 1/2" Min. grout (2:1 sand and portland cement, very dry mix) to provide full bearing. Any excess grout squeezed out from under the beam shall be removed. Included in the cost of Concrete Structures.

**SECTION A-A AT ABUTMENT**

**ABUTMENT TABLE OF ELEVATIONS & DIMENSIONS**

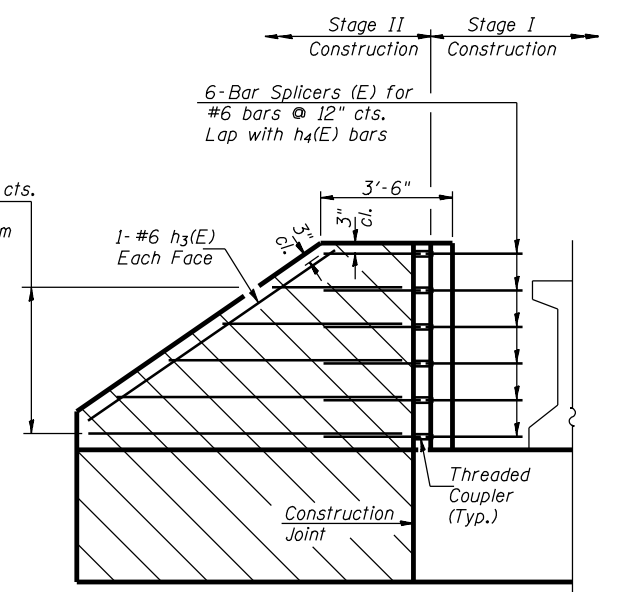
	WBL STRUCTURE		EBL STRUCTURE	
	W. Abut.	E. Abut.	W. Abut.	E. Abut.
ELEV. A	606.35	607.46	606.79	608.07
ELEV. B	604.62	605.73	605.06	606.34
C	3'-9"	3'-9 1/2"	3'-8 3/4"	3'-9 1/2"
D	4'-2 1/4"	4'-3 1/8"	4'-1 1/4"	4'-2"



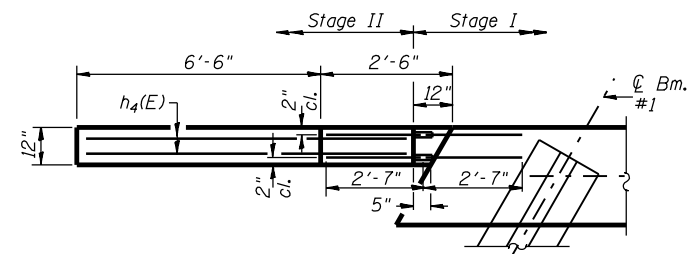
**DIAPHRAGM AT ABUTMENTS**

**Min. Lap**  
#6 bar - 2'-7"

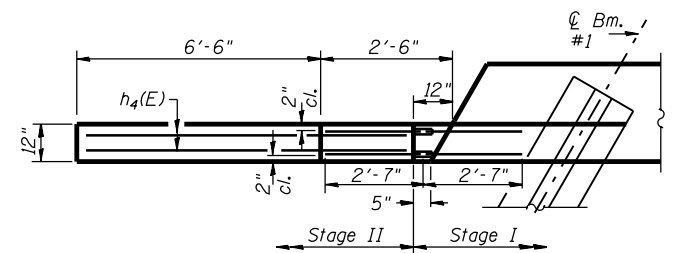
Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 21.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 21.  
For details of bars s(E) & s1(E) see sheet 9 of 21.  
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



**ELEVATION NORTH WINGWALLS (W.B.L.)**



**PLAN NORTH WINGWALL EAST ABUTMENT (W.B.L.)**



**PLAN NORTH WINGWALL WEST ABUTMENT (W.B.L.)**

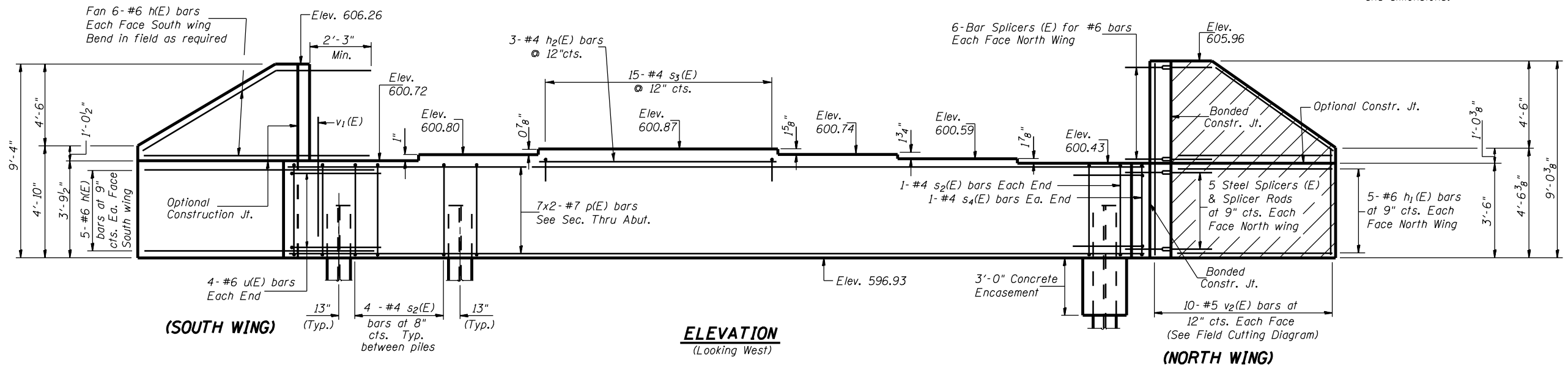
**DIAPHRAGM DETAILS**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**  
**HUTCHISON ENGINEERING, INC.**  
**JACKSONVILLE, ILLINOIS**  
 Date: January 31, 2006

**CONTRACT NO. 72680**

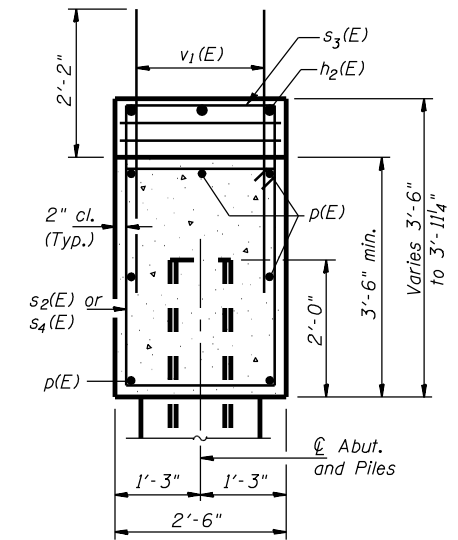
Notes:  
Pour steps monolithically with cap.

Hatched area indicates portion of wing to be constructed during Stage II (after removal of existing structure)

North wing to be constructed after removal of exist. structure. See Sh.#12 of 21 for Reinforcement and dimensions.



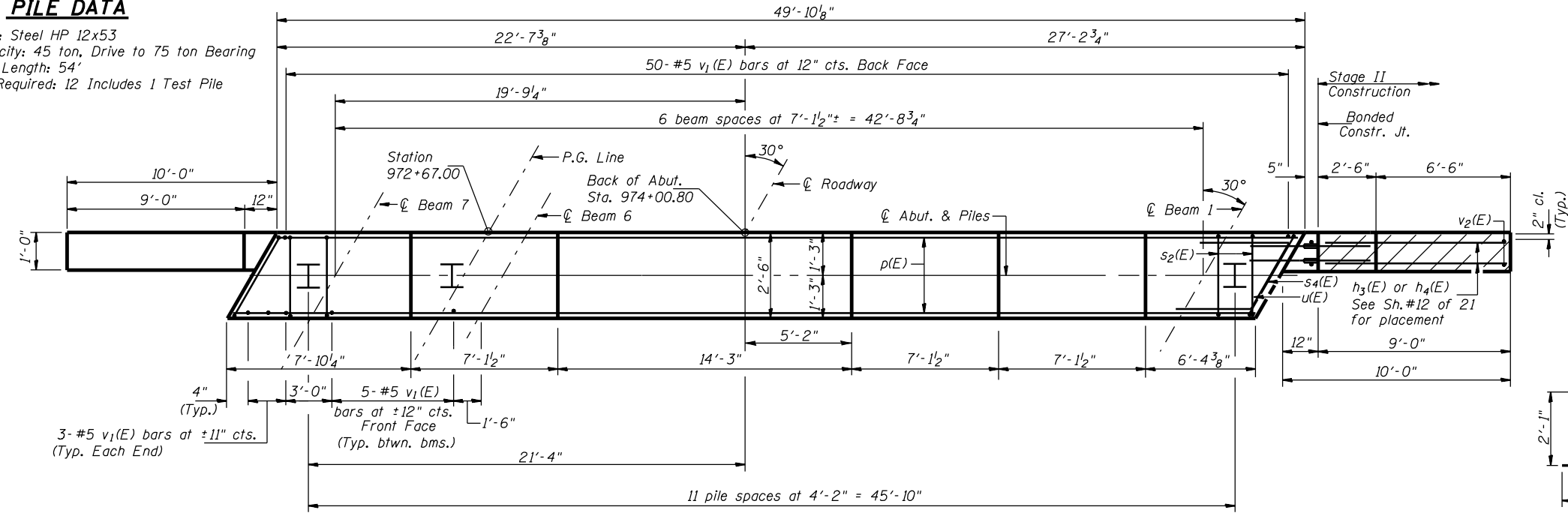
**ELEVATION**  
(Looking West)



**SEC. THRU ABUT.**

**PILE DATA**

Type: Steel HP 12x53  
Capacity: 45 ton, Drive to 75 ton Bearing Est. Length: 54'  
No. Required: 12 Includes 1 Test Pile



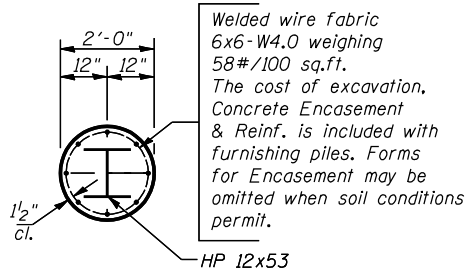
**PLAN**

**MIN. BAR LAP**  
#7 bar = 3'-5"

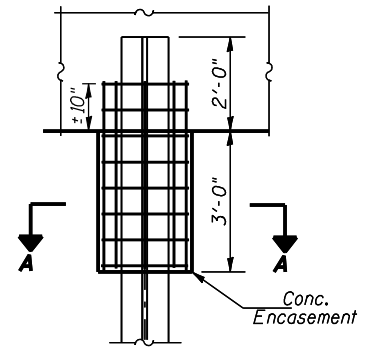
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	22	#6	12'-0"	—
h1(E)	10	#6	8'-8"	—
h2(E)	3	#4	14'-0"	—
h3(E)	2	#6	8'-6"	—
h4(E)	5	#6	12'-0"	—
p(E)	14	#7	26'-6"	—
s2(E)	46	#4	11'-5"	□
s3(E)	15	#4	5'-6"	□
s4(E)	2	#4	12'-1"	□
u(E)	8	#6	10'-5"	—
v1(E)	86	#5	4'-4"	—
v2(E)	20	#5	13'-0"	—
Concrete Structures	CU YD	22.5		
Reinforcement Bars, Epoxy Coated	POUND	2,640		
Bar Splicers	EACH	22		
Structure Excavation	CU YD	140		
Furnishing Steel Piles HP12x53	FOOT	594		
Driving Steel Piles HP12x53	FOOT	594		
Test Pile Steel HP12x53	EACH	1		

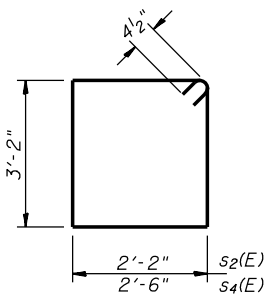
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



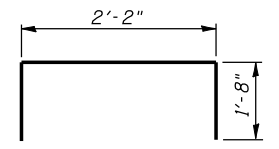
**SECTION A-A**



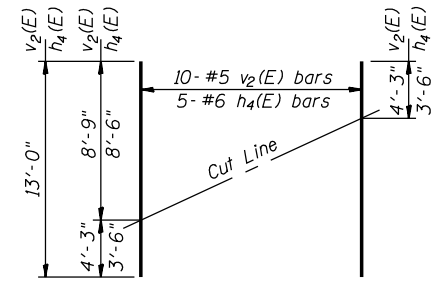
**PILE ENCASEMENT DETAIL**



**BAR s2(E) & s4(E)**



**BARS s3(E)**



**FIELD CUTTING DIAGRAM**

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

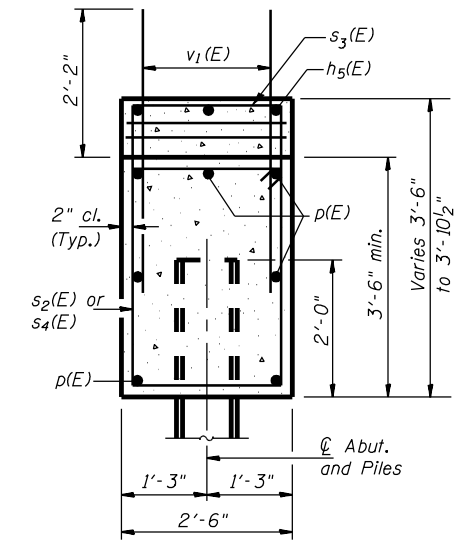
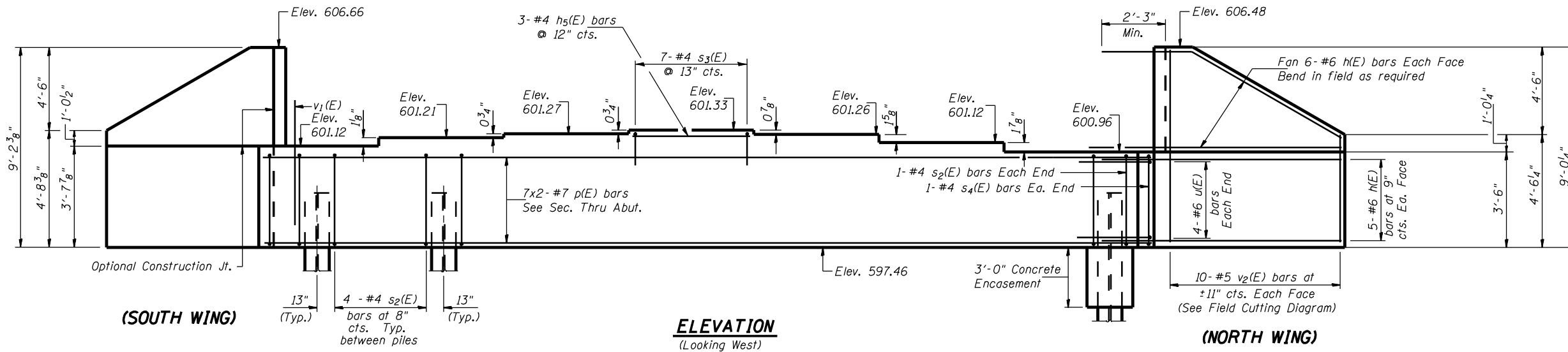
**WEST ABUTMENT (W.B.L.)**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**  
**HUTCHISON ENGINEERING, INC.**  
**JACKSONVILLE, ILLINOIS**  
Date: January 31, 2006



Notes:  
Pour steps monolithically with cap.

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	192
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
* 34-4B		D-96-551-02		

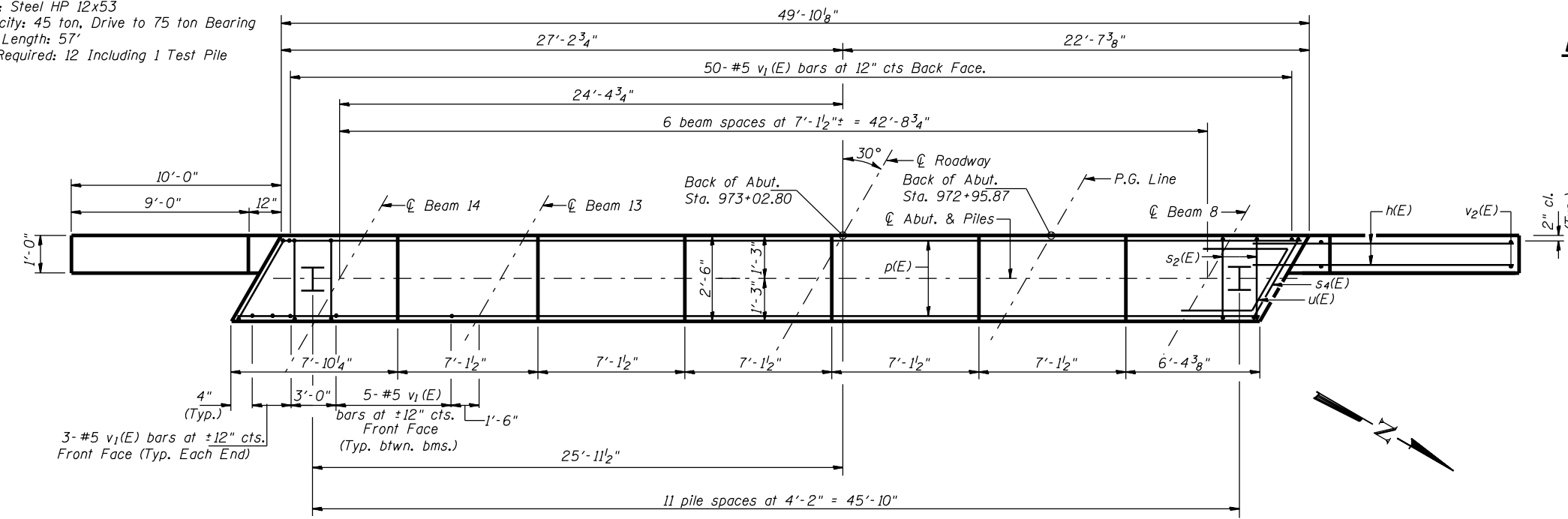
CONTRACT NO. 72680



SEC. THRU ABUT.

**PILE DATA**

Type: Steel HP 12x53  
Capacity: 45 ton, Drive to 75 ton Bearing  
Est. Length: 57'  
No. Required: 12 Including 1 Test Pile



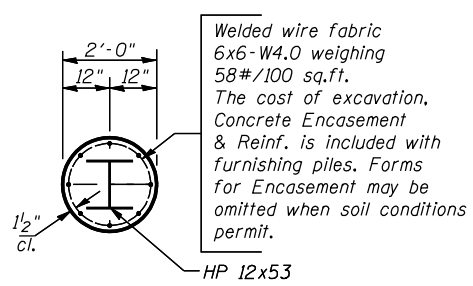
PLAN

**MIN. BAR LAP**  
#7 bar = 3'-5"

**BILL OF MATERIAL**

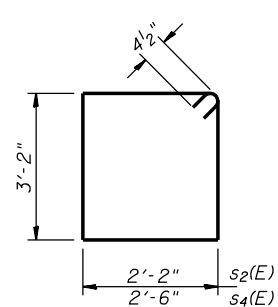
Bar	No.	Size	Length	Shape
h(E)	44	#6	12'-0"	—
h5(E)	3	#4	6'-10"	—
p(E)	14	#7	26'-6"	—
s2(E)	46	#4	11'-5"	□
s3(E)	7	#4	5'-6"	□
s4(E)	2	#4	12'-1"	□
u(E)	8	#6	10'-5"	▤
v1(E)	86	#5	4'-4"	—
v2(E)	20	#5	13'-0"	—
Concrete Structures		CU YD	22.4	
Reinforcement Bars, Epoxy Coated		POUND	2,740	
Structure Excavation		CU YD	140	
Furnishing Steel Piles HP12x53		FOOT	627	
Driving Steel Piles HP12x53		FOOT	627	
Test Pile Steel HP12x53		EACH	1	

Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

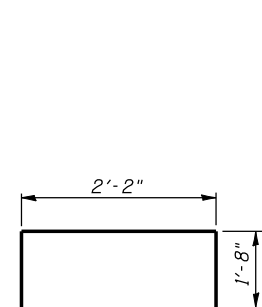


SECTION A-A

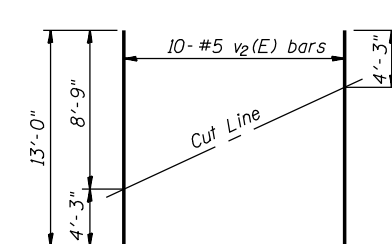
PILE ENCASEMENT DETAIL



BAR s2(E) & s4(E)



BARS s3(E)



FIELD CUTTING DIAGRAM

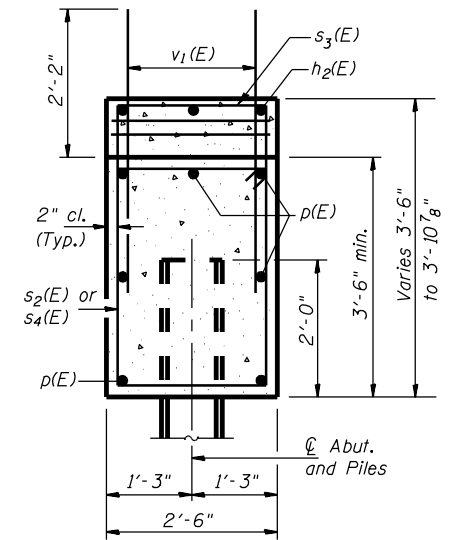
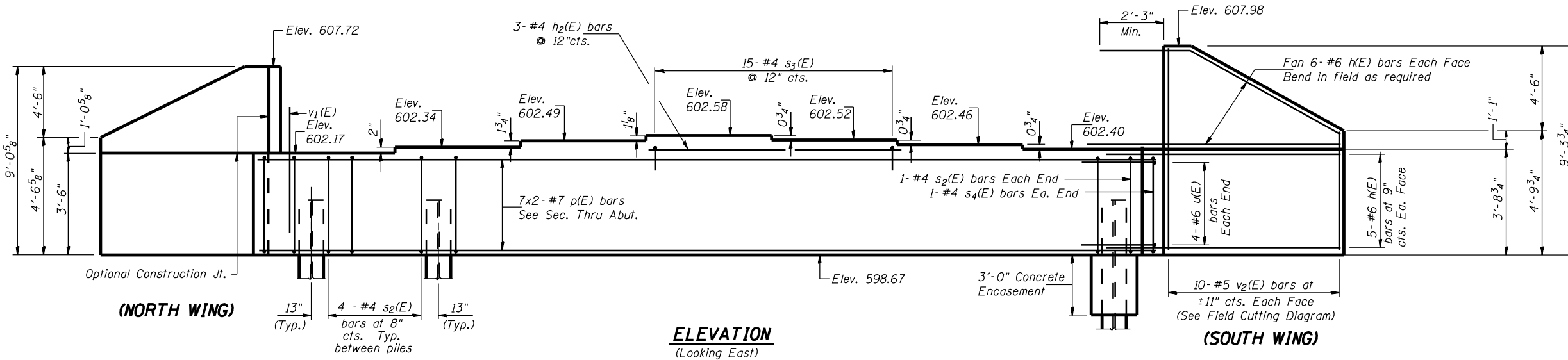
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.

**WEST ABUTMENT (E.B.L.)**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**  
**HUTCHISON ENGINEERING, INC.**  
**JACKSONVILLE, ILLINOIS**  
 Date: January 31, 2006

Notes:  
Pour steps monolithically with cap.

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	*	HANCOCK	452	193
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
* 34-4B		D-96-551-02		

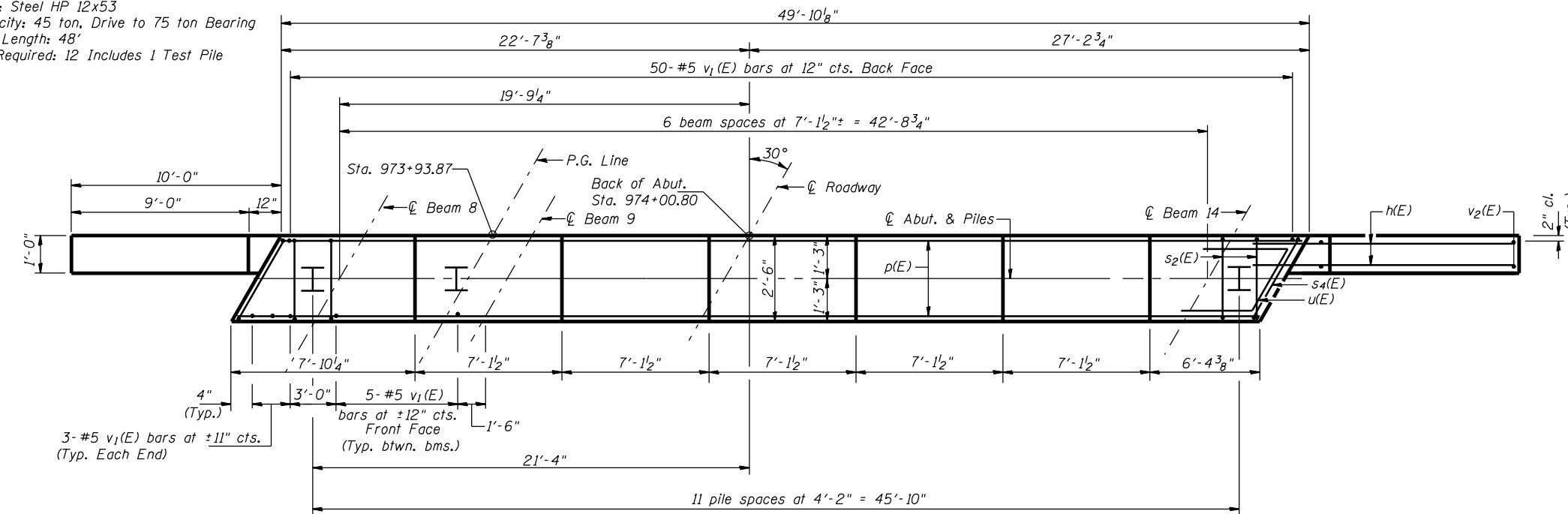
CONTRACT NO. 72680



SEC. THRU ABUT.

**PILE DATA**

Type: Steel HP 12x53  
Capacity: 45 ton, Drive to 75 ton Bearing  
Est. Length: 48'  
No. Required: 12 Includes 1 Test Pile



**MIN. BAR LAP**  
#7 bar = 3'-5"

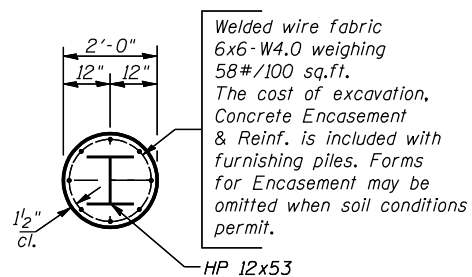
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	44	#6	12'-0"	—
h2(E)	3	#4	14'-0"	—
p(E)	14	#7	26'-6"	—
s2(E)	46	#4	11'-5"	□
s3(E)	15	#4	5'-6"	□
s4(E)	2	#4	12'-1"	□
u(E)	8	#6	10'-5"	▤
v1(E)	86	#5	4'-4"	—
v2(E)	20	#5	13'-0"	—
Concrete Structures	CU YD		22.7	
Reinforcement Bars, Epoxy Coated	POUND		2,790	
Structure Excavation	CU YD		140	
Furnishing Steel Piles HP12x53	FOOT		528	
Driving Steel Piles HP12x53	FOOT		528	
Test Pile Steel HP12x53	EACH		1	

Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

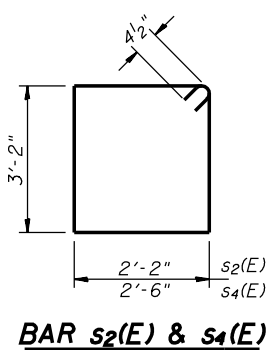
**PLAN**

**BAR u(E)**

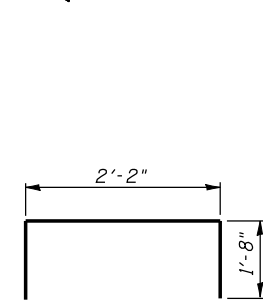


SECTION A-A

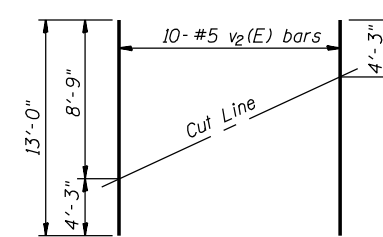
PILE ENCASEMENT DETAIL



BAR s2(E) & s4(E)



BARS s3(E)



**FIELD CUTTING DIAGRAM**

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

**EAST ABUTMENT (E.B.L.)**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS

Date: January 31, 2006

**NOTES**

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

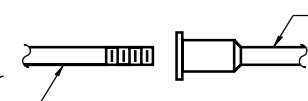
- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
 (Tension in kips)
- ② Minimum \*Pull-out Strength =  $1.25 \times f_{s_{allow}} \times A_t$   
 (Tension in kips)

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

BAR 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."

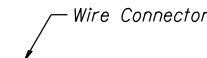
The diameter of this part is the same as the diameter of the bar spliced.



**ROLLED THREAD DOWEL BAR**



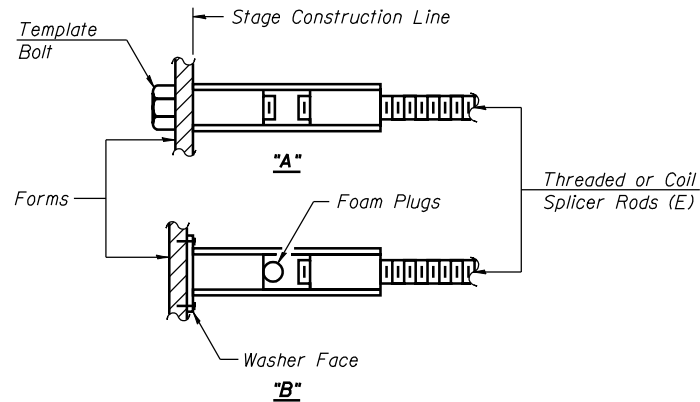
**\*\* ONE PIECE**



**WELDED SECTIONS**

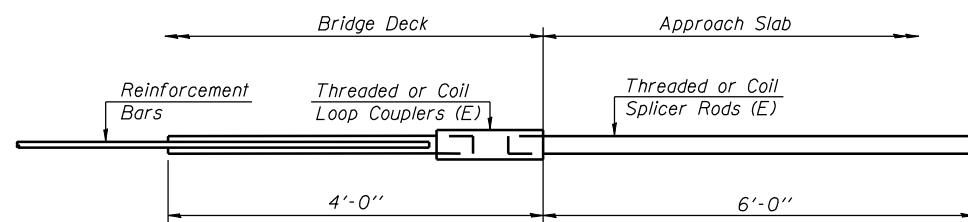
**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



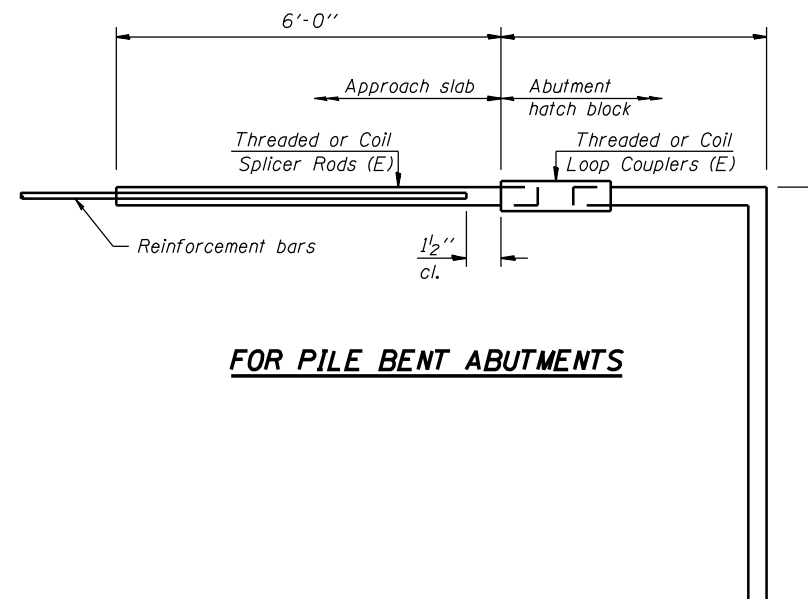
**INSTALLATION AND SETTING METHODS**

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



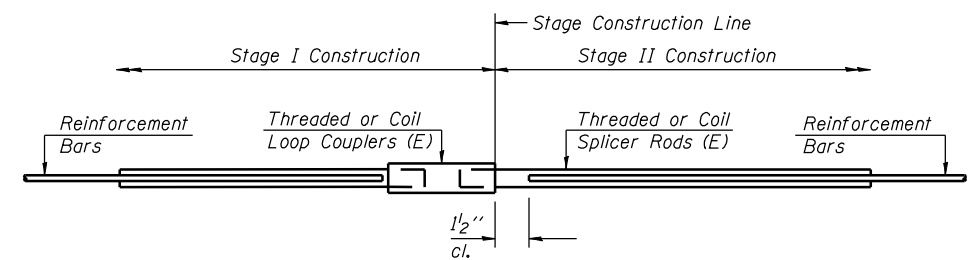
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 160



**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 = 0



**STANDARD**

Bar Size	No. Assemblies Required	Location
#6	22	E. Abut. WBL
#6	22	W. Abut. WBL

**BAR SPLICER ASSEMBLY DETAILS**  
**FAP ROUTE 315 OVER PRAIRIE CREEK**  
**SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS  
 Date: January 31, 2006











### SOIL BORING LOG

Page 1 of 2  
 Date 11/18/02

ROUTE FAP 315 (IL 336) DESCRIPTION Proposed IL 336 over Prairie Creek LOGGED BY M. Tappan  
 SECTION 34-4 LOCATION SE 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM  
 COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After 24 Hrs.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After 24 Hrs.	
						(ft)	/8"	(tsf)	(%)							(ft)	/6"	(tsf)	(%)							
034-0607	973+25	20	973+90	50.00ft Right	592.5					586.1	585.6	586.0	586.0	582.5	585.5					586.1	585.6	586.0	586.0	582.5	585.5	
Brown Moist Medium Grained SAND																										
wSILTY CLAY LOAM Seams																										
Drilled through Wood - Tree or Timbers																										
Free Water																										
Dark Grey Moist CLAY LOAM (Till)																										
w2" Medium Grained SAND Seam																										

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 187 (Rev. 8-99)



### SOIL BORING LOG

Page 2 of 2  
 Date 11/18/02

ROUTE FAP 315 (IL 336) DESCRIPTION Proposed IL 336 over Prairie Creek LOGGED BY M. Tappan  
 SECTION 34-4 LOCATION SE 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM  
 COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After 24 Hrs.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After 24 Hrs.	
						(ft)	/6"	(tsf)	(%)							(ft)	/6"	(tsf)	(%)							
034-0607	973+25	20	973+90	50.00ft Right	592.5					586.1	585.6	586.0	586.0	582.5	585.5					586.1	585.6	586.0	586.0	582.5	585.5	
Dark Grey Moist CLAY LOAM (Till) (continued)																										
Grey Medium to Coarse Grained SAND																										
Dark Grey Moist CLAY LOAM (Till)																										

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 187 (Rev. 8-99)

**BORINGS**  
**U.S. ROUTE 136 OVER**  
**PRAIRIE CREEK**  
**F.A.P. ROUTE 315 SECTION 34-4B**  
**HANCOCK COUNTY**  
**STATION 973+28.00**  
**STR. NO. 034-0506 (WBL)**  
**STR. NO. 034-0507 (EBL)**

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HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS  
 Date: January 31, 2006

B.M. TA-233: Set chiseled "□" in west end of South concrete handrail of SN 034-0066,  
 @ West Fork La Moine River. Elev. 561.06 (171.010 m)

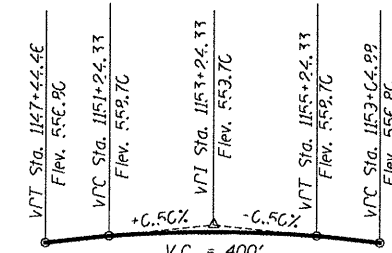
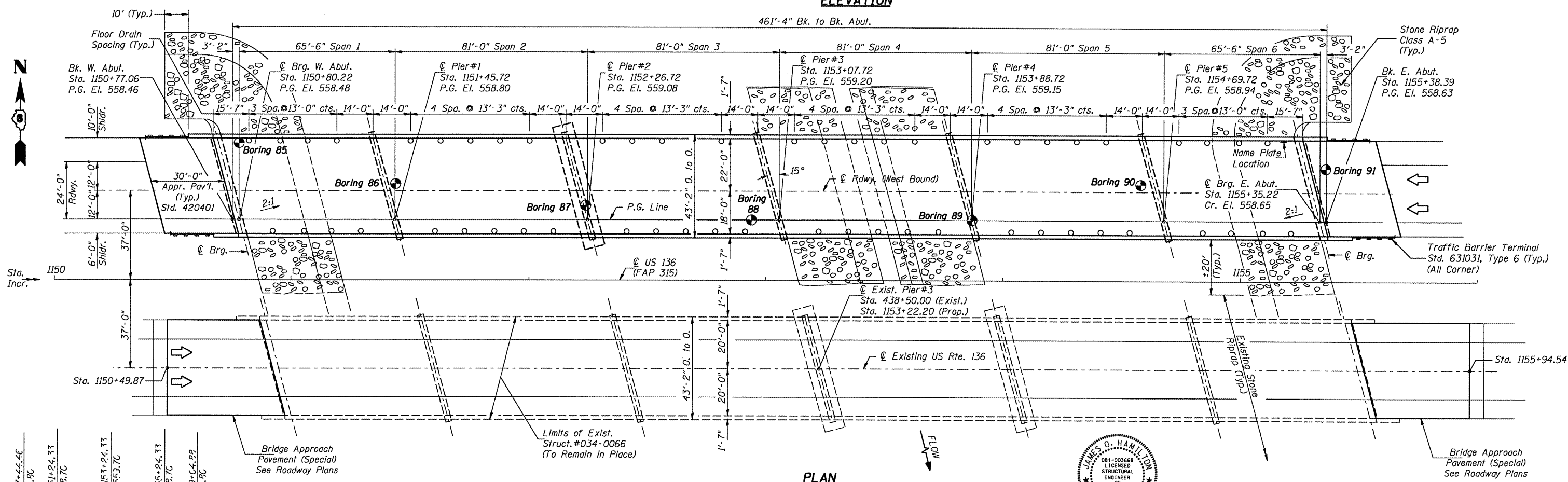
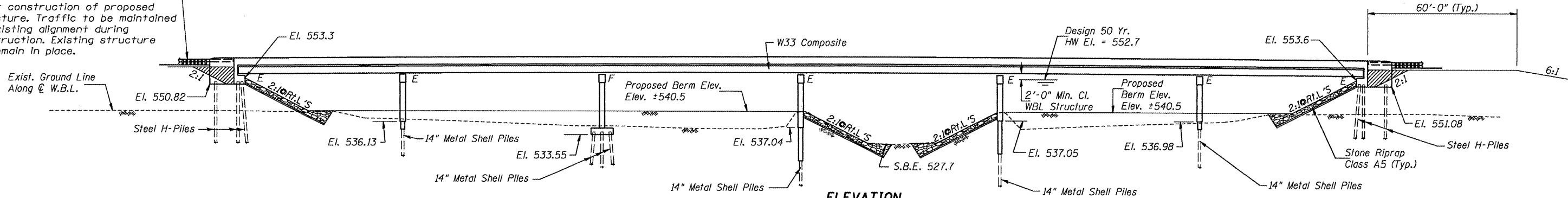
D-96-551-02  
**CONTRACT NO. 72680**

ROUTE NO.	SEC	COUNTY	SECT	SHEET
FAP 315	*	HANCOCK	452	199
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	* 34-4B-1	

SHEET NO. 1  
 34 SHEETS

**EXISTING STRUCTURE:**  
 SN 034-0066 will be the (EBL) after construction of proposed structure. Traffic to be maintained on existing alignment during construction. Existing structure to remain in place.

Traffic Barrier Terminal  
 Std. 631026, Type 6  
 (All Corners)



DESIGNED	JOH
CHECKED	BRT
DRAWN	TC
CHECKED	JOH

**WATERWAY INFORMATION**  
 Drainage Area = 310.1 Sq. Mi., Low Grade Elev. = 555.80 @ Sta. 1163+04.88

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. ft.		Nat. H.W.E. ft.		Head - ft.		Headwater Elev. - ft.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	19,703	5,867	5,871	552.72	0.39	0.40	553.11	553.12	
Base	100	22,706	6,290	6,290	554.33	0.36	0.36	554.69	554.69	
Overtopping	165	25,000	6,290	6,290	555.49	0.41	0.41	555.90	555.90	
Max. Calc.	500	29,951	6,290	6,290	557.70	0.08	0.08	557.78	557.78	

**DESIGN SPECIFICATIONS**  
 1996 AASHTO with 1997 thru 2002 Interims

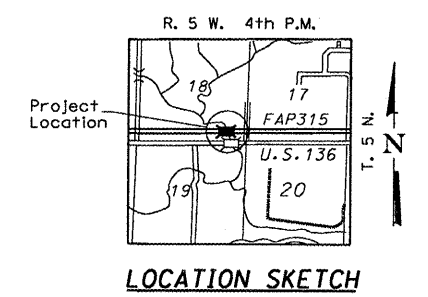
**DESIGN STRESSES**  
 (FIELD UNITS)  
 f'c = 3,500 p.s.i.  
 fy = 60,000 p.s.i. (Reinforcement)  
 fy = 50,000 p.s.i. (Structural Steel)  
 (AASHTO M270 Grade 50W)

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

**SEISMIC DATA**  
 Seismic Performance Category (SPC) = A  
 Bedrock Acceleration Coefficient (A) = 0.040g  
 Site Coefficient (S) = 1.0

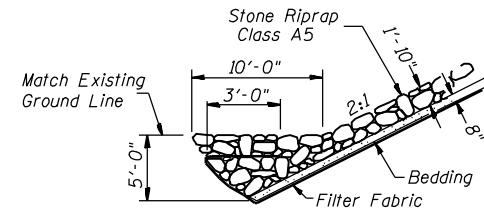
*James D. Hamilton*  
 3/16/2006  
 Expires 11/30/2006

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



**GENERAL PLAN**  
 US ROUTE 136 OVER  
 LA MOINE RIVER  
 FAP ROUTE 315 SECTION 34-4B-1  
 HANCOCK COUNTY  
 STATION 1153+07.72  
 STR. NO. 034-0508 (WBL)

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS  
 Date: January 31, 2006



**STONE RIPRAP ANCHOR DETAIL**

**STATION 1153+05.72**  
**BUILT BY**  
**STATE OF ILLINOIS**  
**F.A.P. RT. 315 SEC. 34-4B-1**  
**LOADING HS20**  
**STR. NO. 034-0508**  
**NAME PLATE**  
 (See Std. 515001)

**INDEX TO SHEETS**

SHEET #s	DESCRIPTION
1	General Plan
2	General Plan Details
3-7	Top of Slab Elevs
8	WBL Superstructure
9	WBL Superstructure Details
10	Structural Steel Framing Plan
11	Structural Steel Details
12-15	Bearing Details
16	West Abutment
17	East Abutment
18	Abutment Details
19	Pier 1 Details
20	Pier 2 Details
21	Pier 3 Details
22	Pier 4 Details
23	Pier 5 Details
24	Expansion Device
25	Bar Splicer Assembly
26	Anchor Bolt Details
27	Concrete Pile Details
28-34	Boring Logs

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.

All structural steel shall be AASHTO M 270 Grade 50W.

The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.

Calculated weight of Structural Steel = 492,360 lbs

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.

The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

The contractor shall drive one steel HP 12x53 test pile in a permanent location at the east abutment, and two 14"φ metal shell test piles in permanent locations, one at pier#2 and one at pier#4, as directed by the Engineer before ordering the remainder of piles.

Fasteners shall be high strength bolts (AASHTO M 164, Type 3 in unpainted areas and mechanically galvanized AASHTO M 164, Type 1 or 2 in painted areas). Bolts 7/8"φ, open holes 15/16"φ, unless otherwise noted.

Field welding of construction accessories will not be permitted to beams.

Anchor bolts shall be set before bolting diaphragms over supports.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two 1/8" adjusting shims shall be provided for each bearing and placed as detailed.

Bridge Seat Sealer shall be applied to the seat area of the abutments.

AASHTO M 270 Grade 50W structural steel shall only be painted, for a distance of three times the depth of the beams or girders (but not exceeding 10 feet) each way from the deck joints. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".

All construction joints shall be bonded.

Layout of the slope protection system may be varied in the field to suit the ground condition as directed by the Engineer.

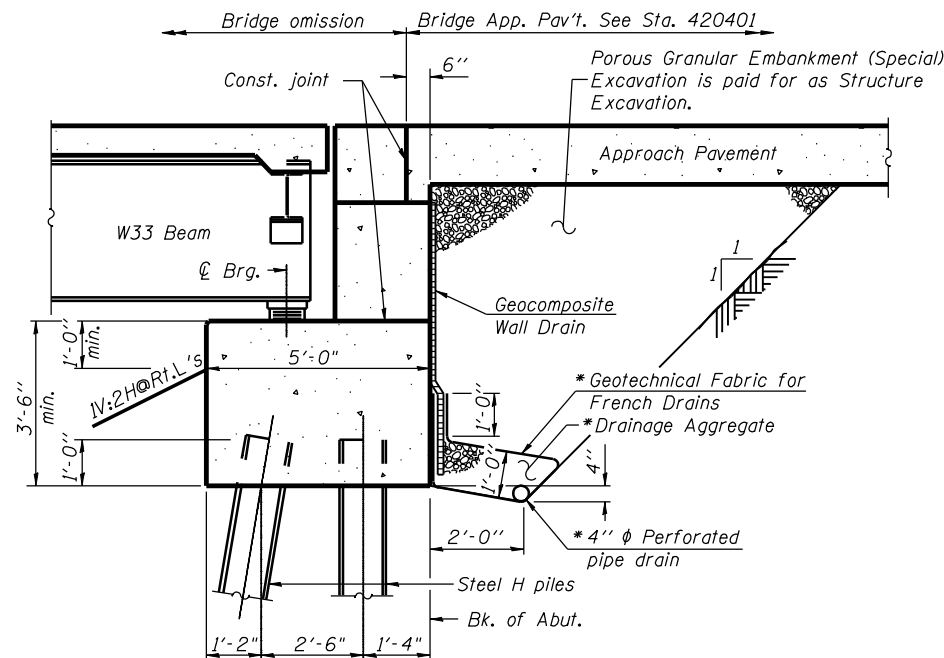
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Superstructure	CU YD	596.4	—	596.4
Concrete Structures	CU YD	—	425.6	425.6
Reinforcement Bars, Epoxy Coated	POUND	135,270	35,890	171,160
Furnishing and Erecting Structural Steel	L SUM	1	—	1
Neoprene Expansion Joint (4")	FOOT	44	—	44
Neoprene Expansion Joint (2")	FOOT	44	—	44
Porous Granular Embankment (Special)	CU YD	—	110	110
Protective Coat	SQ YD	2,432	—	2,432
Bridge Deck Grooving	SQ YD	1,927	—	1,927
Stud Shear Connectors	EACH	7,504	—	7,504
Elastomeric Bearing Assembly, Type I	EACH	14	—	14
Elastomeric Bearing Assembly, Type II	EACH	21	—	21
Elastomeric Bearing Assembly, Type III	EACH	7	—	7
Structure Excavation	CU YD	—	711	711
Name Plates	EACH	1	—	1
Floor Drains	EACH	56	—	56
Stone Riprap, Class A5	TON	—	—	2,450
Filter Fabric	SQ YD	—	—	1,900
Furnishing Steel Piles HP 12x53	FOOT	—	1,772	1,772
Driving Steel Piles	FOOT	—	1,772	1,772
Test Pile Steel HP 12x53	EACH	—	1	1
Furnishing Metal Pile Shells 14"	FOOT	—	3,879	3,879
Driving and Filling Shells	FOOT	—	3,879	3,879
Test Pile Metal Shells	EACH	—	2	2
Bridge Seat Sealer	SQ FT	—	266	266
Bar Splicers	EACH	84	—	84
Concrete Encasement	CU YD	—	52.2	52.2
Underwater Structure Excavation Protection, Location 1	EACH	—	1	1
Underwater Structure Excavation Protection, Location 2	EACH	—	1	1
Pipe Underdrains for Structures, 4"	FOOT	—	—	104
Geocomposite Wall Drain	SQ YD	—	—	56

**GENERAL PLAN DETAILS**  
**US ROUTE 136 OVER**  
**LA MOINE RIVER**  
**FAP ROUTE 315 SECTION 34-4B-1**  
**HANCOCK COUNTY**  
**STATION 1153+07.72**  
**STR. NO. 034-0508 (WBL)**

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS

Date: January 31, 2006



\*Included in the cost of Pipe Underdrains for Structures.

**SECTION THRU PILE BENT ABUTMENT**

(Horiz. dim. @ Rt. L's)

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

DESIGNED	JOH
CHECKED	BRT
DRAWN	TC
CHECKED	JOH