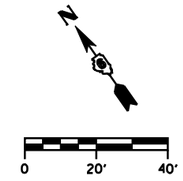
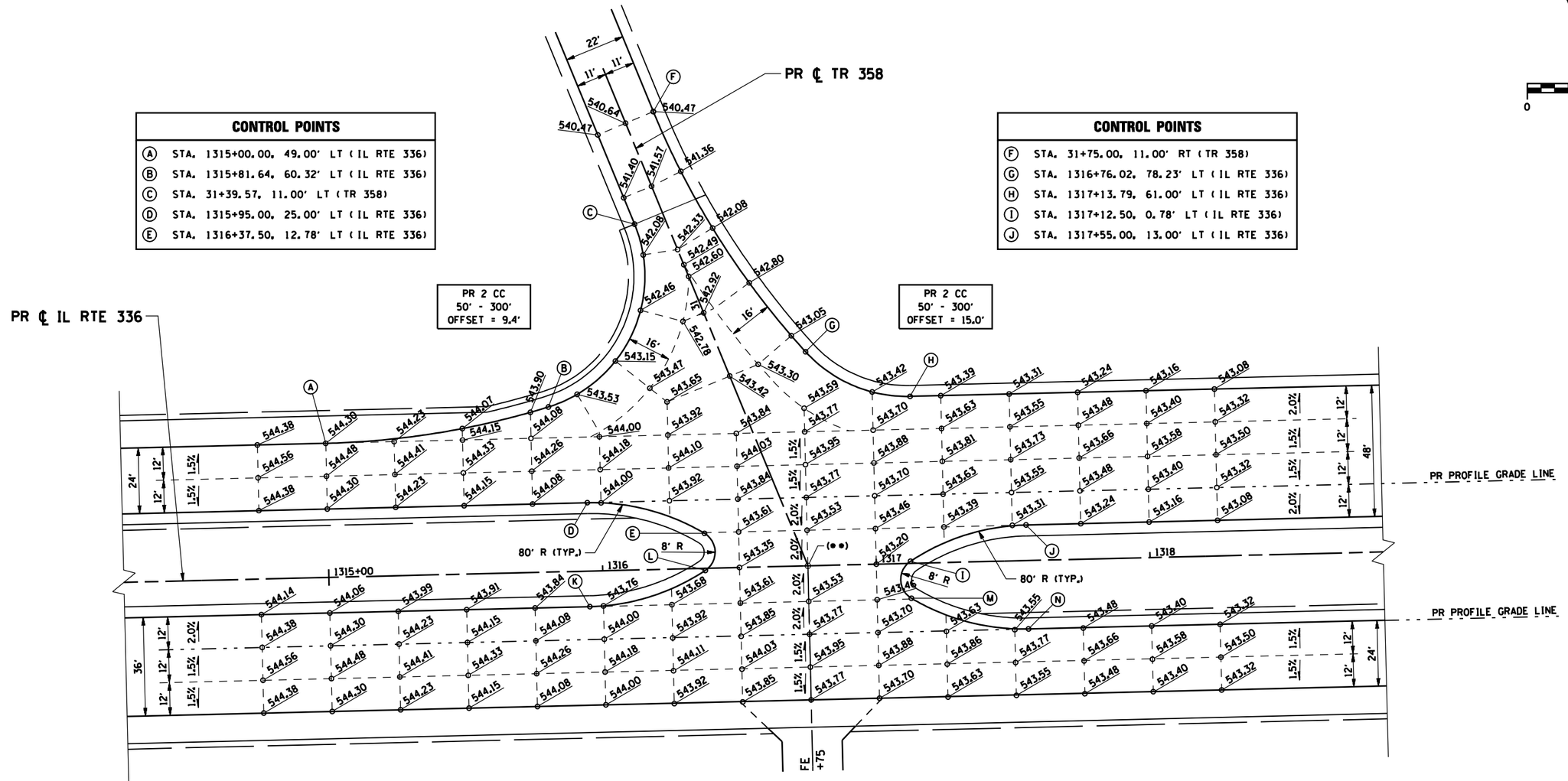
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	201
STA. N/A		TO STA. N/A		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		





CONTROL POINTS

(A)	STA. 1315+00.00, 49.00' LT (IL RTE 336)
(B)	STA. 1315+81.64, 60.32' LT (IL RTE 336)
(C)	STA. 31+39.57, 11.00' LT (TR 358)
(D)	STA. 1315+95.00, 25.00' LT (IL RTE 336)
(E)	STA. 1316+37.50, 12.78' LT (IL RTE 336)

CONTROL POINTS

(F)	STA. 31+75.00, 11.00' RT (TR 358)
(G)	STA. 1316+76.02, 78.23' LT (IL RTE 336)
(H)	STA. 1317+13.79, 61.00' LT (IL RTE 336)
(I)	STA. 1317+12.50, 0.78' LT (IL RTE 336)
(J)	STA. 1317+55.00, 13.00' LT (IL RTE 336)

CONTROL POINTS

(K)	STA. 1315+95.00, 13.00' RT (IL RTE 336)
(L)	STA. 1316+37.50, 0.78' RT (IL RTE 336)
(M)	STA. 1317+12.50, 12.78' RT (IL RTE 336)
(N)	STA. 1317+55.00, 25.00' RT (IL RTE 336)

(●●) ℄ STA. 1316+75.00 IL RTE 336 =
℄ STA. 30+00.00 TR 358
EL 543.27

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS
IL RTE 336 / TR 358

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

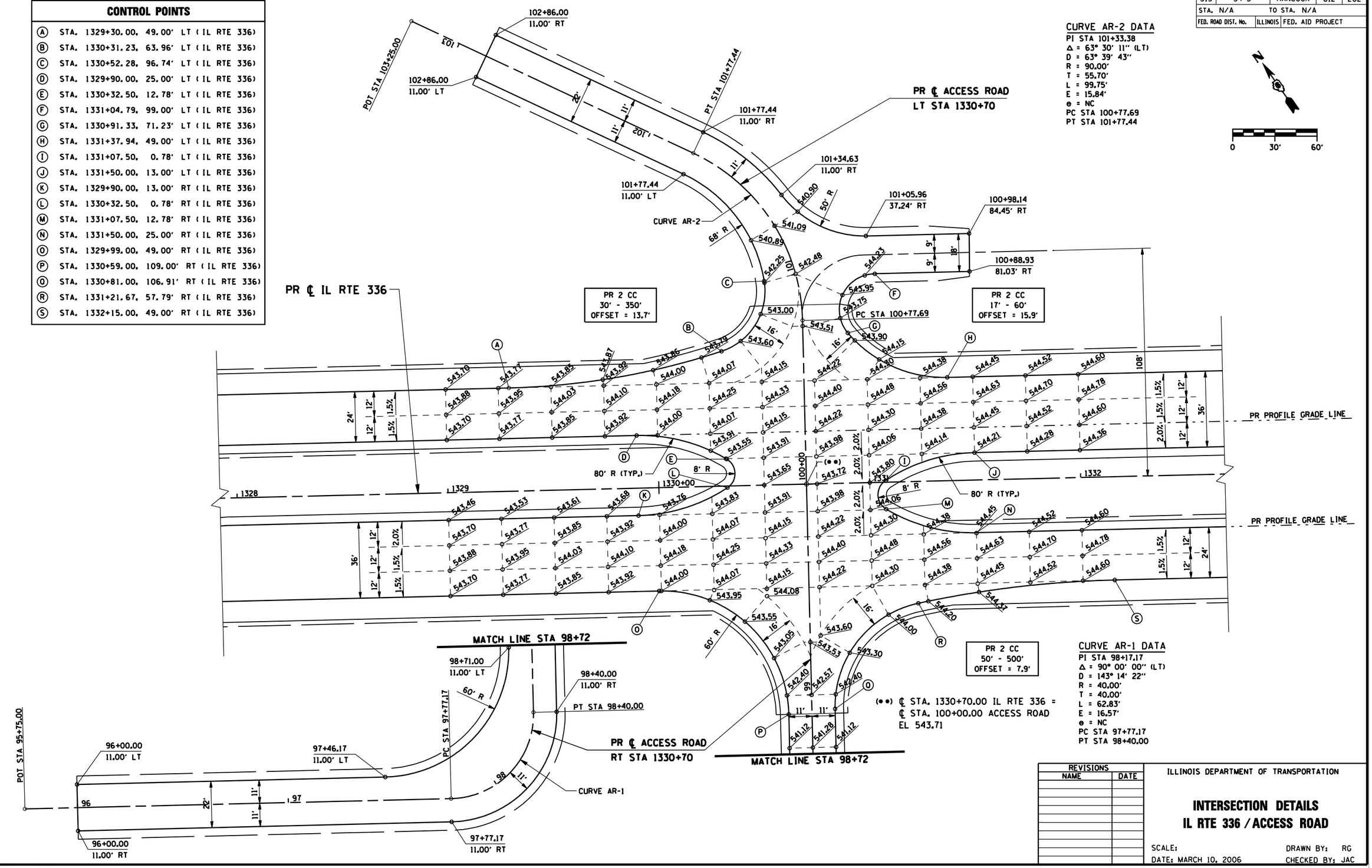
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	202
STA. N/A		TO STA. N/A		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

CONTROL POINTS

(A)	STA. 1329+30.00,	49.00' LT (IL RTE 336)
(B)	STA. 1330+31.23,	63.96' LT (IL RTE 336)
(C)	STA. 1330+52.28,	96.74' LT (IL RTE 336)
(D)	STA. 1329+90.00,	25.00' LT (IL RTE 336)
(E)	STA. 1330+32.50,	12.78' LT (IL RTE 336)
(F)	STA. 1331+04.79,	99.00' LT (IL RTE 336)
(G)	STA. 1330+91.33,	71.23' LT (IL RTE 336)
(H)	STA. 1331+37.94,	49.00' LT (IL RTE 336)
(I)	STA. 1331+07.50,	0.78' LT (IL RTE 336)
(J)	STA. 1331+50.00,	13.00' LT (IL RTE 336)
(K)	STA. 1329+90.00,	13.00' RT (IL RTE 336)
(L)	STA. 1330+32.50,	0.78' RT (IL RTE 336)
(M)	STA. 1331+07.50,	12.78' RT (IL RTE 336)
(N)	STA. 1331+50.00,	25.00' RT (IL RTE 336)
(O)	STA. 1329+99.00,	49.00' RT (IL RTE 336)
(P)	STA. 1330+59.00,	109.00' RT (IL RTE 336)
(Q)	STA. 1330+81.00,	106.91' RT (IL RTE 336)
(R)	STA. 1331+21.67,	57.79' RT (IL RTE 336)
(S)	STA. 1332+15.00,	49.00' RT (IL RTE 336)



CURVE AR-2 DATA

PI STA 101+33.38
Δ = 63° 30' 11" (LT)
D = 63° 39' 43"
R = 90.00'
T = 55.70'
L = 99.75'
E = 15.84'
e = NC
PC STA 100+77.69
PT STA 101+77.44

CURVE AR-1 DATA

PI STA 98+17.17
Δ = 90° 00' 00" (LT)
D = 143° 14' 22"
R = 40.00'
T = 40.00'
L = 62.83'
E = 16.57'
e = NC
PC STA 97+77.17
PT STA 98+40.00

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS
IL RTE 336 / ACCESS ROAD

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

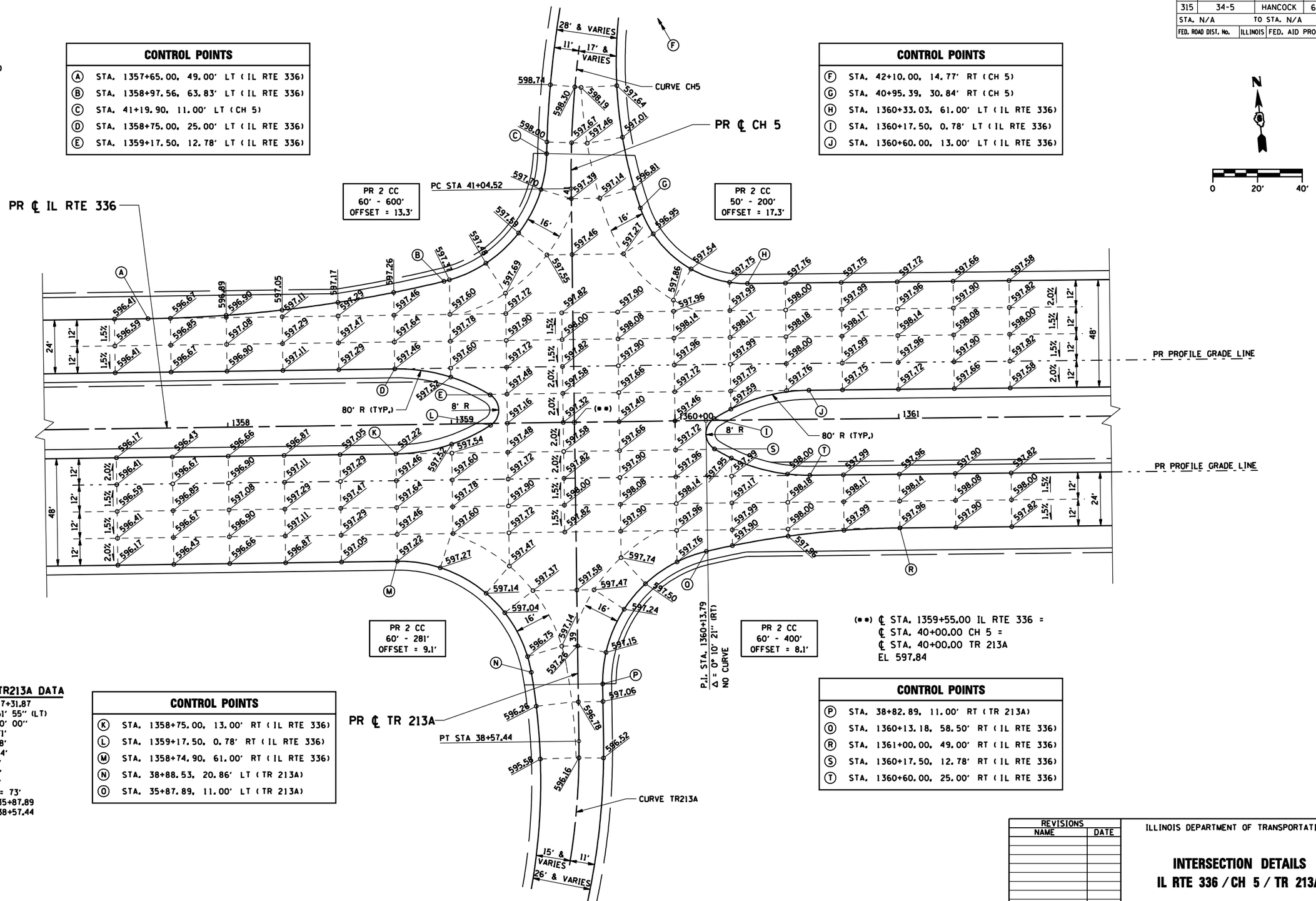
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	203
STA. N/A		TO STA. N/A		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

CURVE CH5 DATA
PI STA. 42+11.47
Δ = 26° 56' 33" (RT)
D = 12° 50' 00"
R = 446.46'
T = 106.95'
L = 209.94'
E = 12.63'
e = 0.3T'/'
T.R. = 27'
S.E. RUN = 67'
PC STA. 41+04.52
PT STA. 43+14.46

CONTROL POINTS	
(A)	STA. 1357+65.00, 49.00' LT (IL RTE 336)
(B)	STA. 1358+97.56, 63.83' LT (IL RTE 336)
(C)	STA. 41+19.90, 11.00' LT (CH 5)
(D)	STA. 1358+75.00, 25.00' LT (IL RTE 336)
(E)	STA. 1359+17.50, 12.78' LT (IL RTE 336)

CONTROL POINTS	
(F)	STA. 42+10.00, 14.77' RT (CH 5)
(G)	STA. 40+95.39, 30.84' RT (CH 5)
(H)	STA. 1360+33.03, 61.00' LT (IL RTE 336)
(I)	STA. 1360+17.50, 0.78' LT (IL RTE 336)
(J)	STA. 1360+60.00, 13.00' LT (IL RTE 336)



(●●) ℄ STA. 1359+55.00 IL RTE 336 =
℄ STA. 40+00.00 CH 5 =
℄ STA. 40+00.00 TR 213A
EL 597.84

CURVE TR213A DATA
PI STA. 37+31.87
Δ = 49° 51' 55" (LT)
D = 18° 30' 00"
R = 309.71'
T = 143.98'
L = 269.54'
E = 31.83'
e = 4.0'/'
T.R. = 27'
S.E. RUN = 73'
PC STA. 35+87.89
PT STA. 38+57.44

CONTROL POINTS	
(K)	STA. 1358+75.00, 13.00' RT (IL RTE 336)
(L)	STA. 1359+17.50, 0.78' RT (IL RTE 336)
(M)	STA. 1358+74.90, 61.00' RT (IL RTE 336)
(N)	STA. 38+88.53, 20.86' LT (TR 213A)
(O)	STA. 35+87.89, 11.00' LT (TR 213A)

CONTROL POINTS	
(P)	STA. 38+82.89, 11.00' RT (TR 213A)
(O)	STA. 1360+13.18, 58.50' RT (IL RTE 336)
(R)	STA. 1361+00.00, 49.00' RT (IL RTE 336)
(S)	STA. 1360+17.50, 12.78' RT (IL RTE 336)
(T)	STA. 1360+60.00, 25.00' RT (IL RTE 336)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS
IL RTE 336 / CH 5 / TR 213A

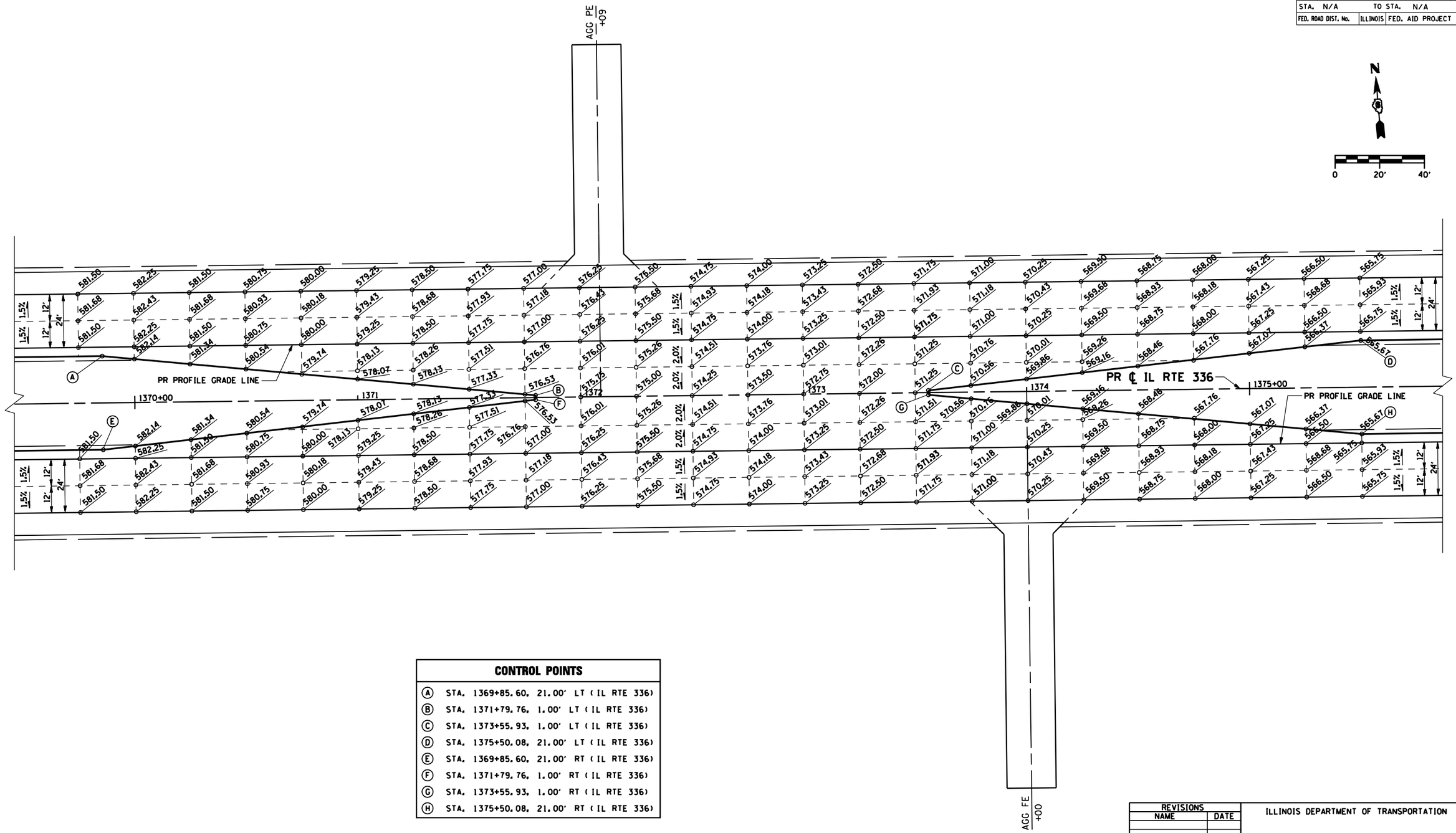
SCALE:
DATE: MARCH 10, 2006
DRAWN BY: RG
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	204
STA. N/A		TO STA. N/A		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



CONTROL POINTS

(A)	STA. 1369+85.60, 21.00' LT (IL RTE 336)
(B)	STA. 1371+79.76, 1.00' LT (IL RTE 336)
(C)	STA. 1373+55.93, 1.00' LT (IL RTE 336)
(D)	STA. 1375+50.08, 21.00' LT (IL RTE 336)
(E)	STA. 1369+85.60, 21.00' RT (IL RTE 336)
(F)	STA. 1371+79.76, 1.00' RT (IL RTE 336)
(G)	STA. 1373+55.93, 1.00' RT (IL RTE 336)
(H)	STA. 1375+50.08, 21.00' RT (IL RTE 336)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS
IL RTE 336 / STA 1372+67.84

SCALE:
DATE: MARCH 10, 2006
DRAWN BY: RG
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

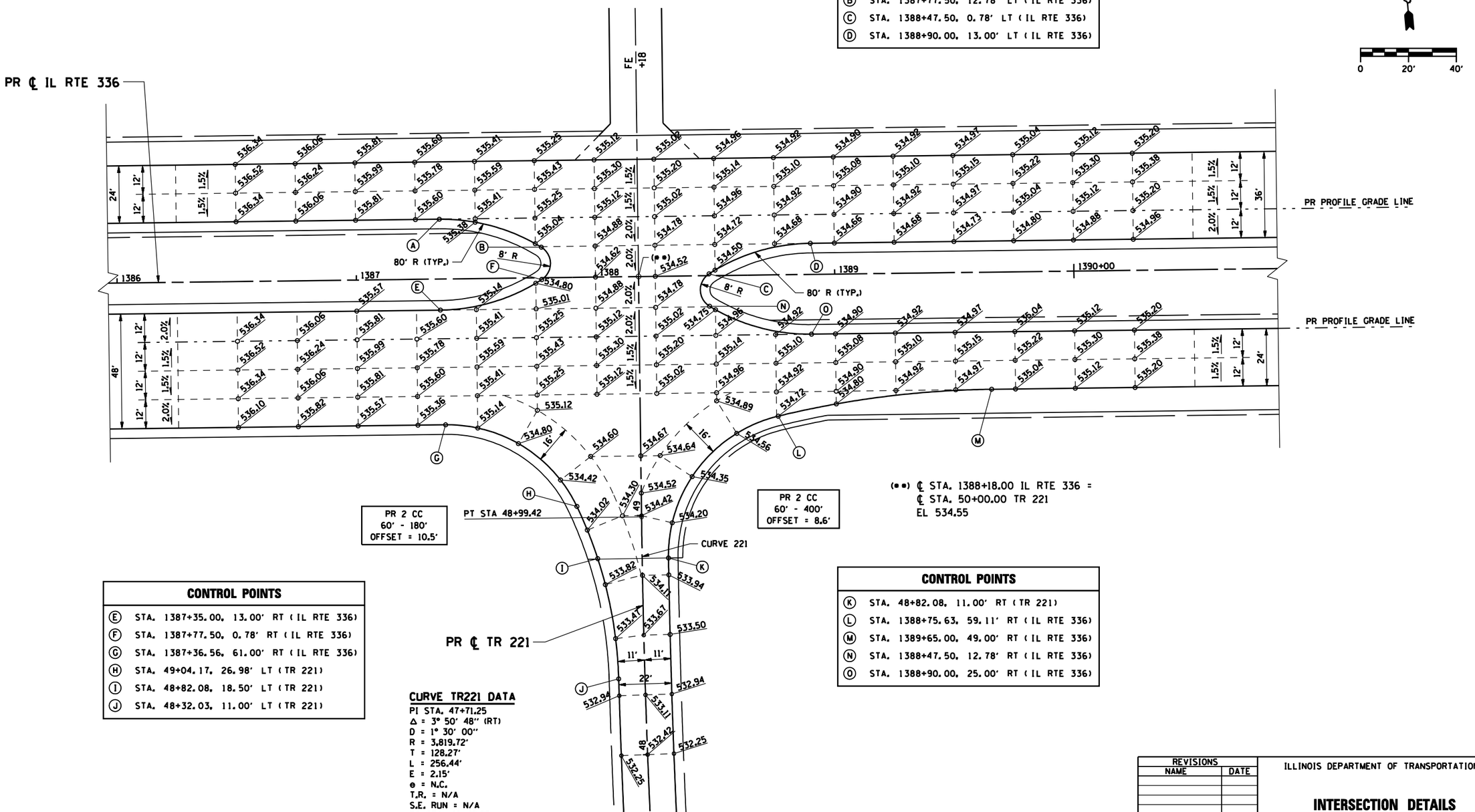
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	205
STA. N/A		TO STA. N/A		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

CONTROL POINTS

- (A) STA. 1387+35.00, 25.00' LT (IL RTE 336)
- (B) STA. 1387+77.50, 12.78' LT (IL RTE 336)
- (C) STA. 1388+47.50, 0.78' LT (IL RTE 336)
- (D) STA. 1388+90.00, 13.00' LT (IL RTE 336)



(●●) ℄ STA. 1388+18.00 IL RTE 336 =
℄ STA. 50+00.00 TR 221
EL 534.55

CONTROL POINTS

- (E) STA. 1387+35.00, 13.00' RT (IL RTE 336)
- (F) STA. 1387+77.50, 0.78' RT (IL RTE 336)
- (G) STA. 1387+36.56, 61.00' RT (IL RTE 336)
- (H) STA. 49+04.17, 26.98' LT (TR 221)
- (I) STA. 48+82.08, 18.50' LT (TR 221)
- (J) STA. 48+32.03, 11.00' LT (TR 221)

CONTROL POINTS

- (K) STA. 48+82.08, 11.00' RT (TR 221)
- (L) STA. 1388+75.63, 59.11' RT (IL RTE 336)
- (M) STA. 1389+65.00, 49.00' RT (IL RTE 336)
- (N) STA. 1388+47.50, 12.78' RT (IL RTE 336)
- (O) STA. 1388+90.00, 25.00' RT (IL RTE 336)

CURVE TR221 DATA

PI STA. 47+71.25
Δ = 3° 50' 48" (RT)
D = 1° 30' 00"
R = 3,819.72'
T = 128.27'
L = 256.44'
E = 2.15'
e = N.C.
T.R. = N/A
S.E. RUN = N/A
PC STA. 46+42.98
PT STA. 48+99.42

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS
IL RTE 336 / TR 221

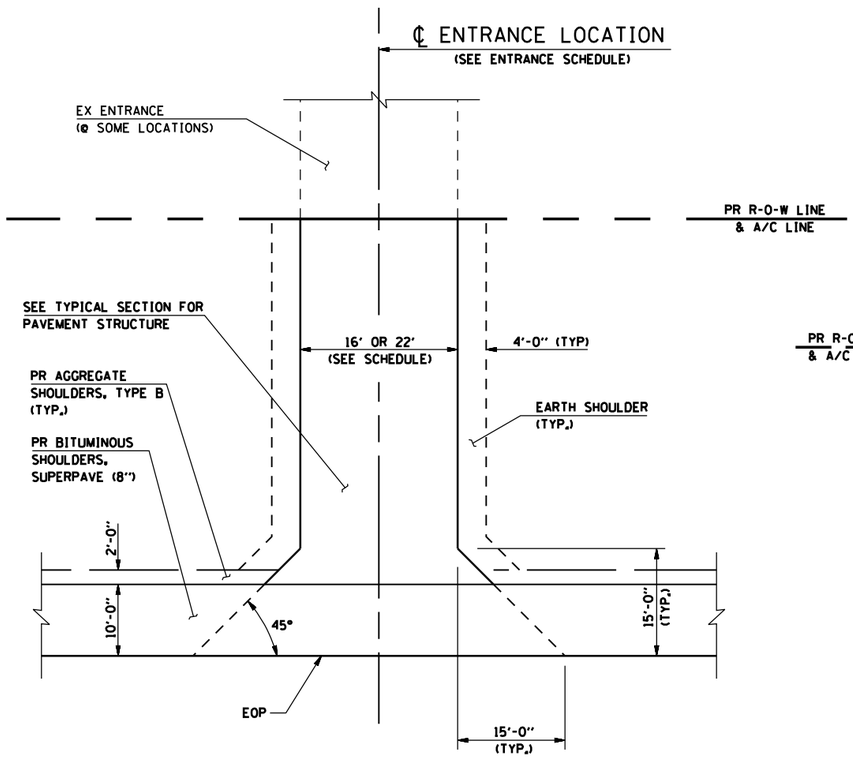
SCALE:
DATE: MARCH 10, 2006
DRAWN BY: RG
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

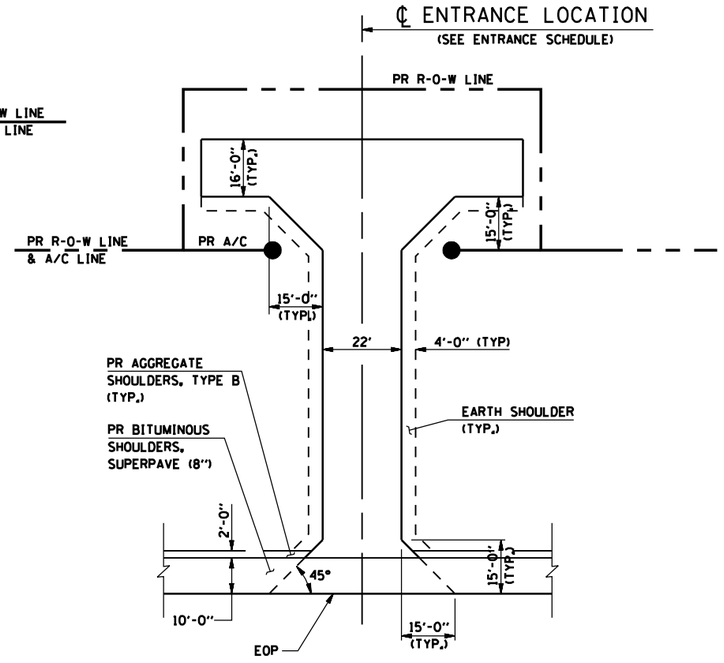
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	206
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



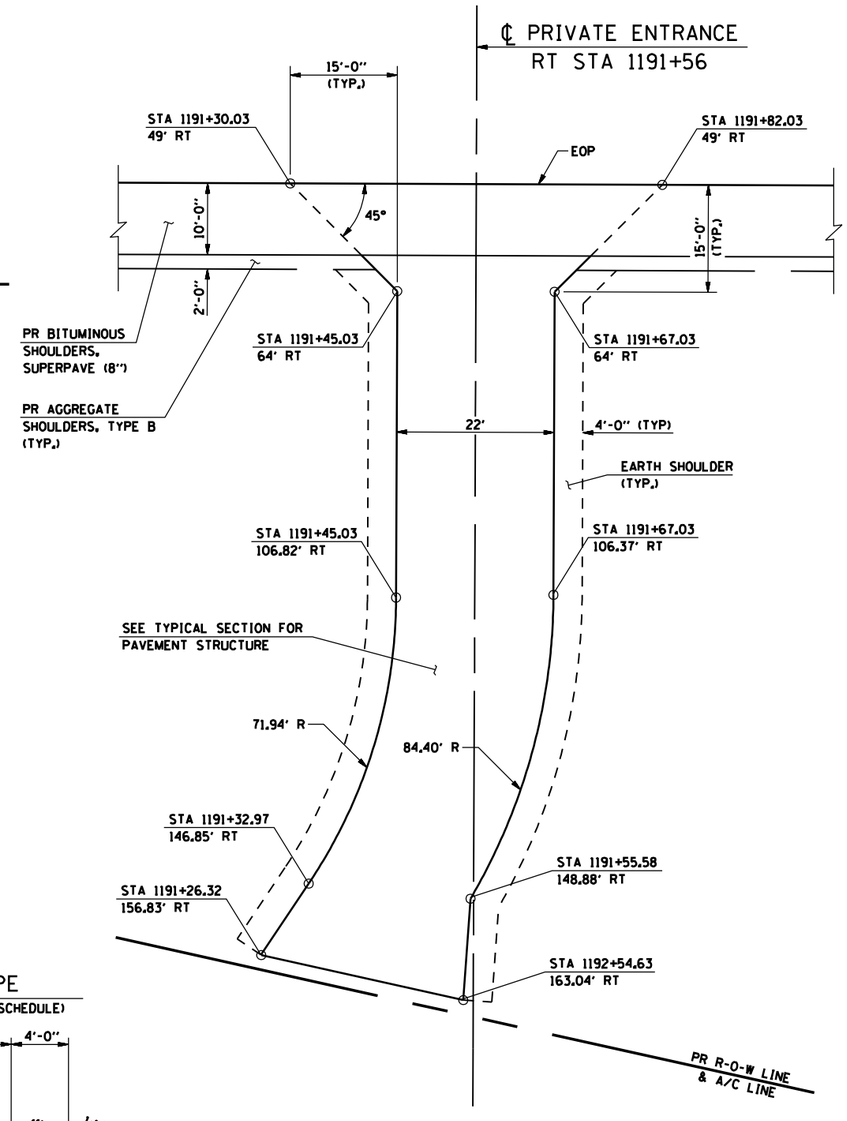
PLAN – PRIVATE ENTRANCE (PE) OR FIELD ENTRANCE (FE)

(SEE SCHEDULE FOR LOCATIONS)



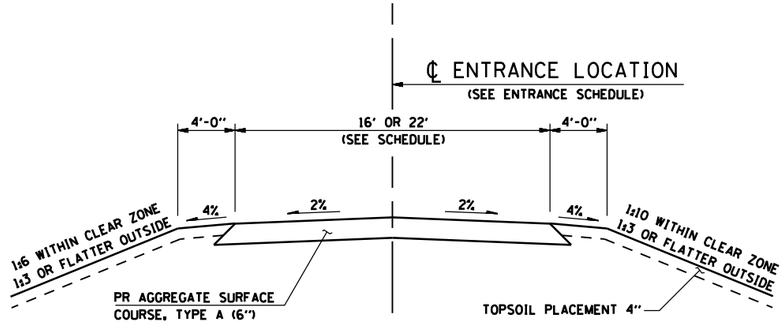
PLAN – SPLIT ACCESS ENTRANCE (FE)

(SEE SCHEDULE FOR LOCATIONS)



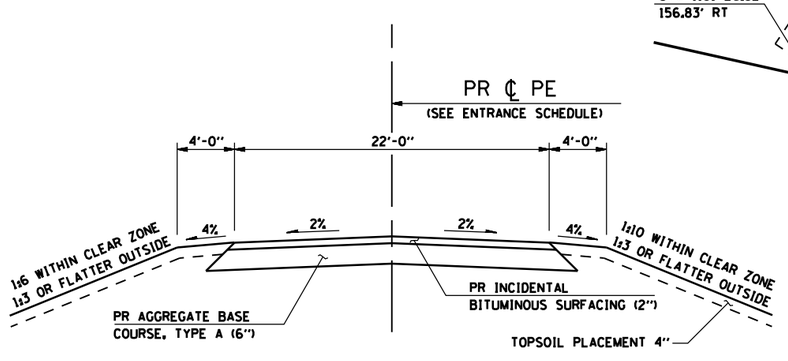
PLAN – PRIVATE ENTRANCE (PE)

RT STA 1191+56.00 (IL RTE 336)



TYPICAL SECTION – (PE) OR (FE)

(SEE SCHEDULE FOR LOCATIONS)



TYPICAL SECTION – (PE)

LT STA 16+50.00 (CH 31)
LT STA 1253+22.00 (IL RTE 336)
RT STA 1254+00.00 (IL RTE 336)

SHEET 1 OF 7

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS
IL ROUTE 336

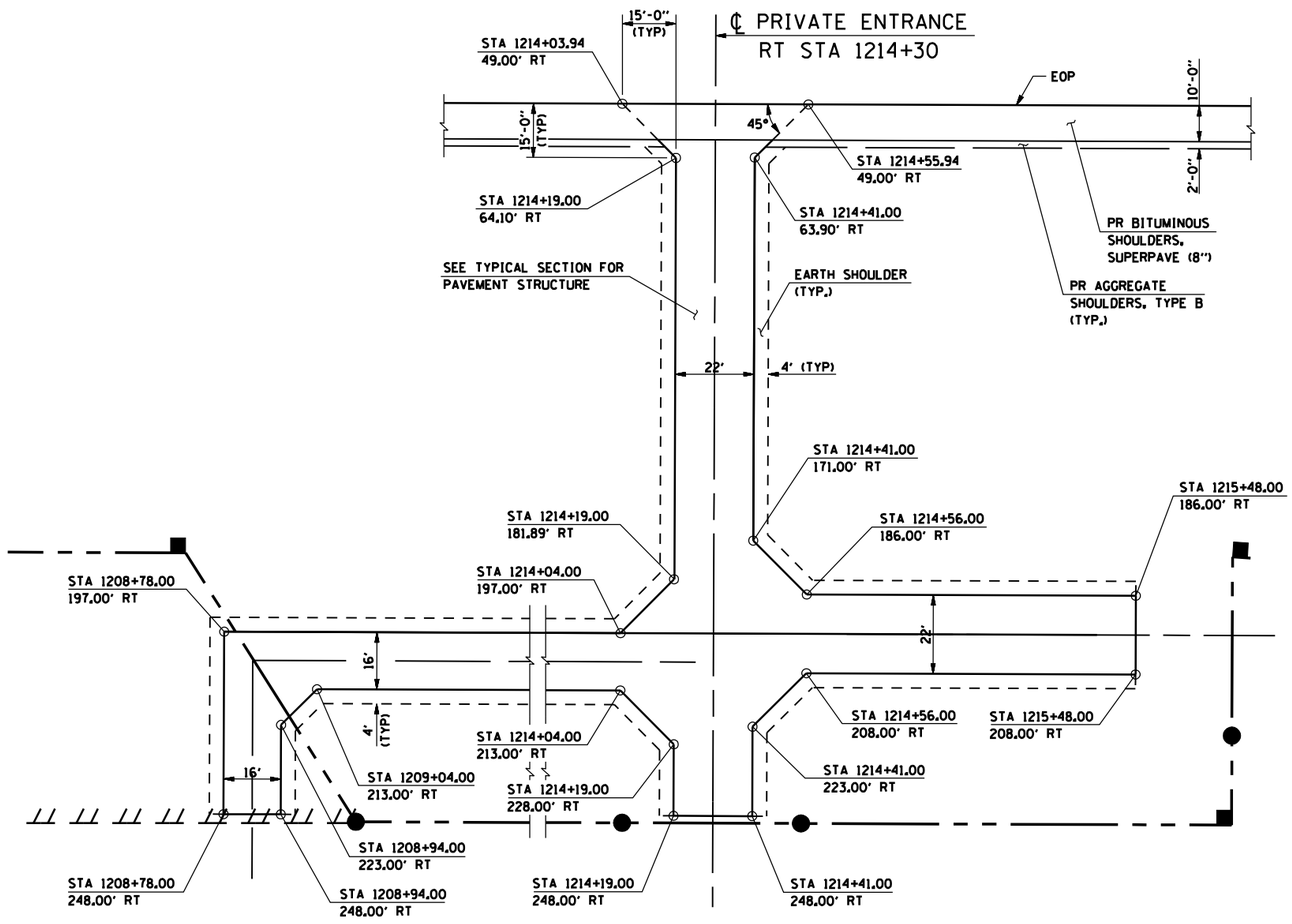
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

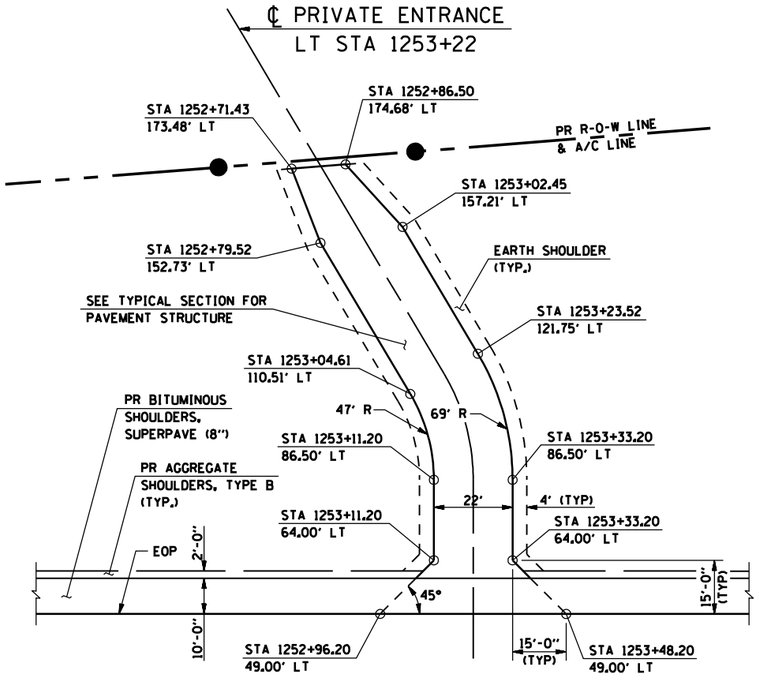
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	207
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



PLAN – PRIVATE ENTRANCE (PE)

RT STA 1214+30.00 (IL RTE 336)



PLAN – PRIVATE ENTRANCE (PE)

LT STA 1253+22.00 (IL RTE 336)

SHEET 2 OF 7

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS
IL ROUTE 336

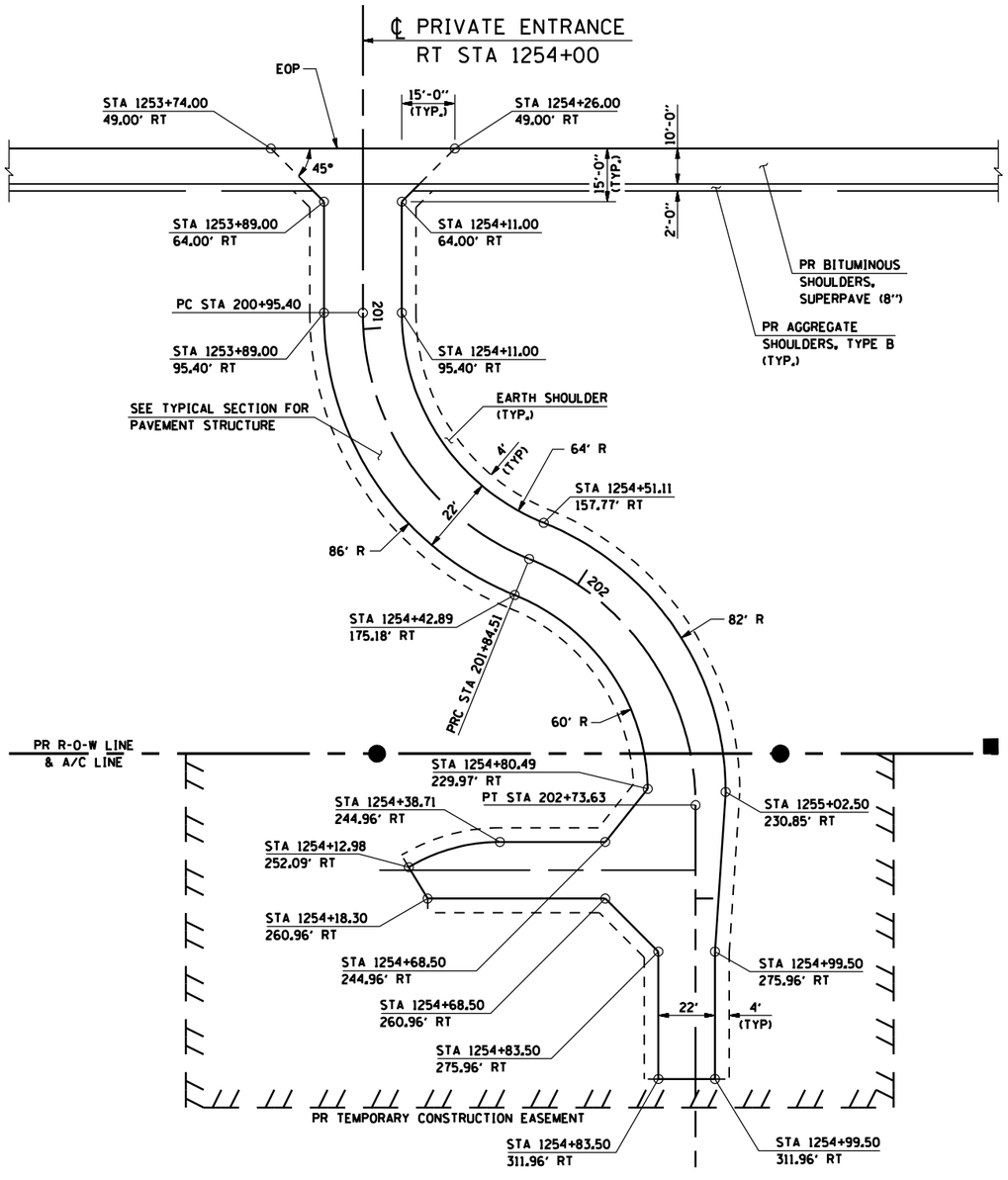
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

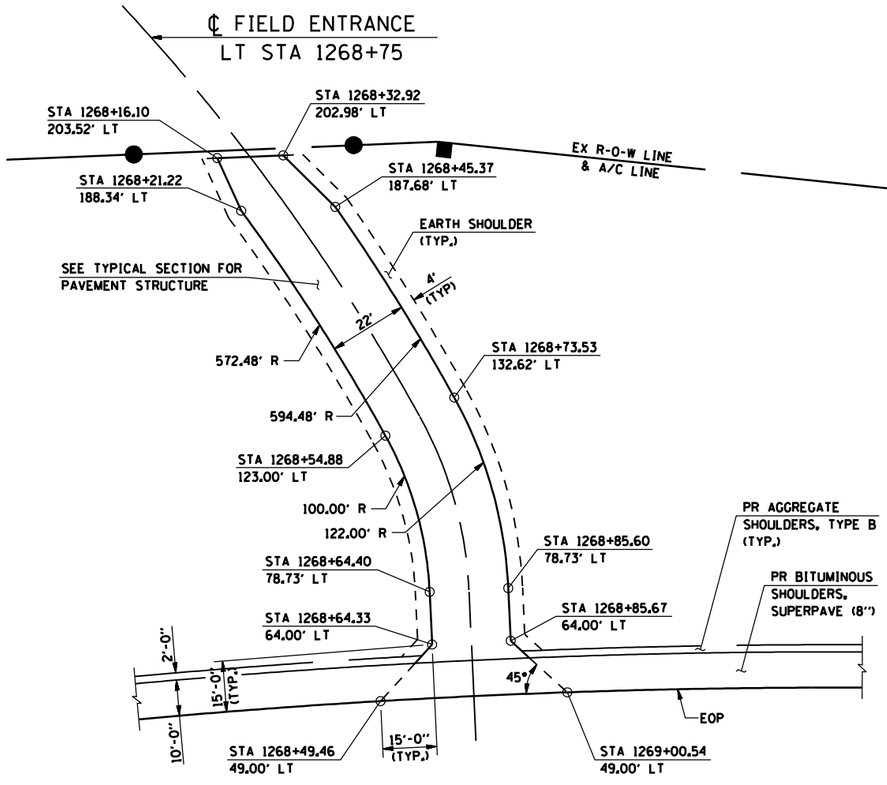
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	208
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



PLAN – PRIVATE ENTRANCE (PE)

RT STA 1254+00.00 (IL RTE 336)



PLAN – FIELD ENTRANCE (FE)

LT STA 1268+75.00 (IL RTE 336)

SHEET 3 OF 7

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS
IL ROUTE 336

SCALE:
DATE: MARCH 10, 2006

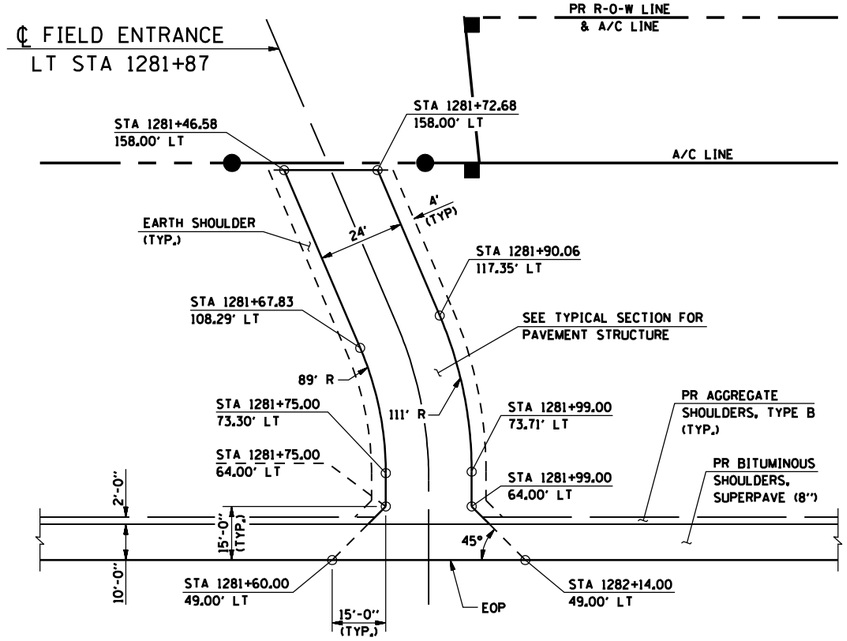
DRAWN BY: RG
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

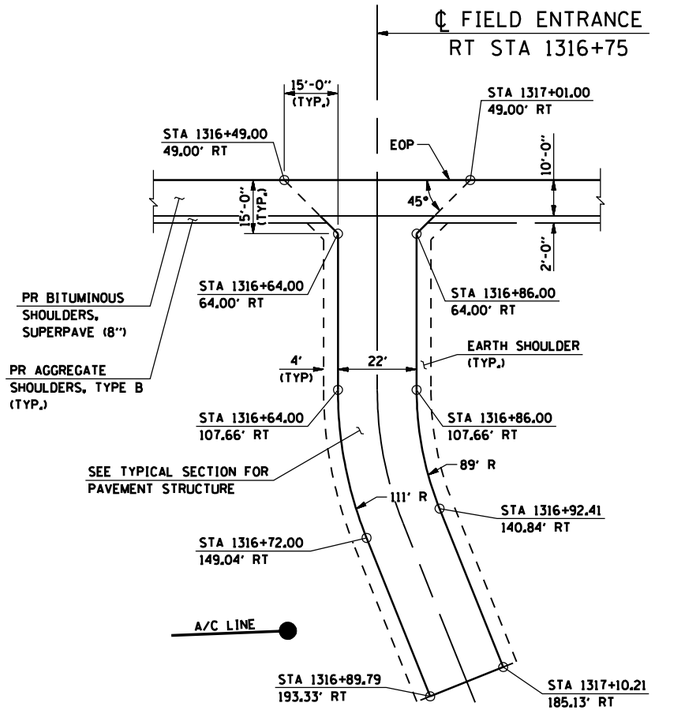
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	209
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



PLAN – FIELD ENTRANCE (FE)

LT STA 1281+87.00 (IL RTE 336)



PLAN – FIELD ENTRANCE (FE)

RT STA 1316+75.00 (IL RTE 336)

SHEET 4 OF 7

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS
IL ROUTE 336

SCALE:
DATE: MARCH 10, 2006

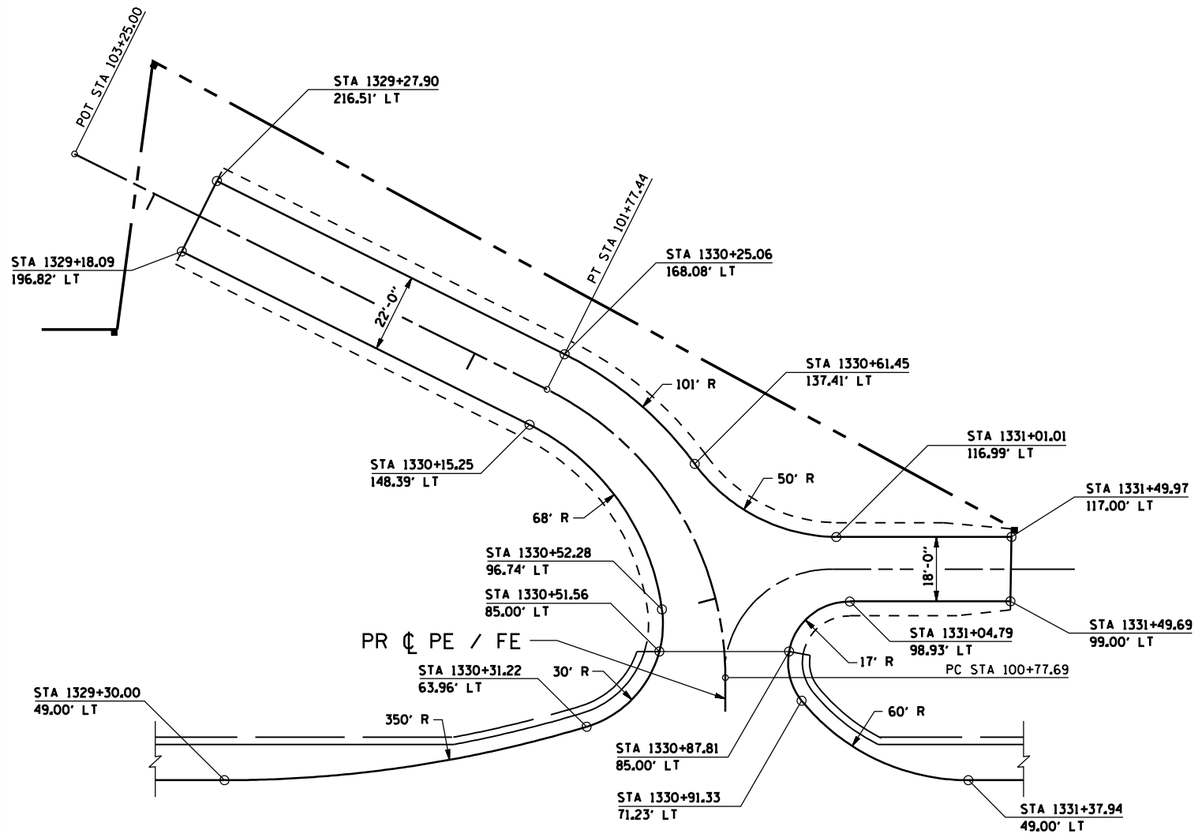
DRAWN BY: RG
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

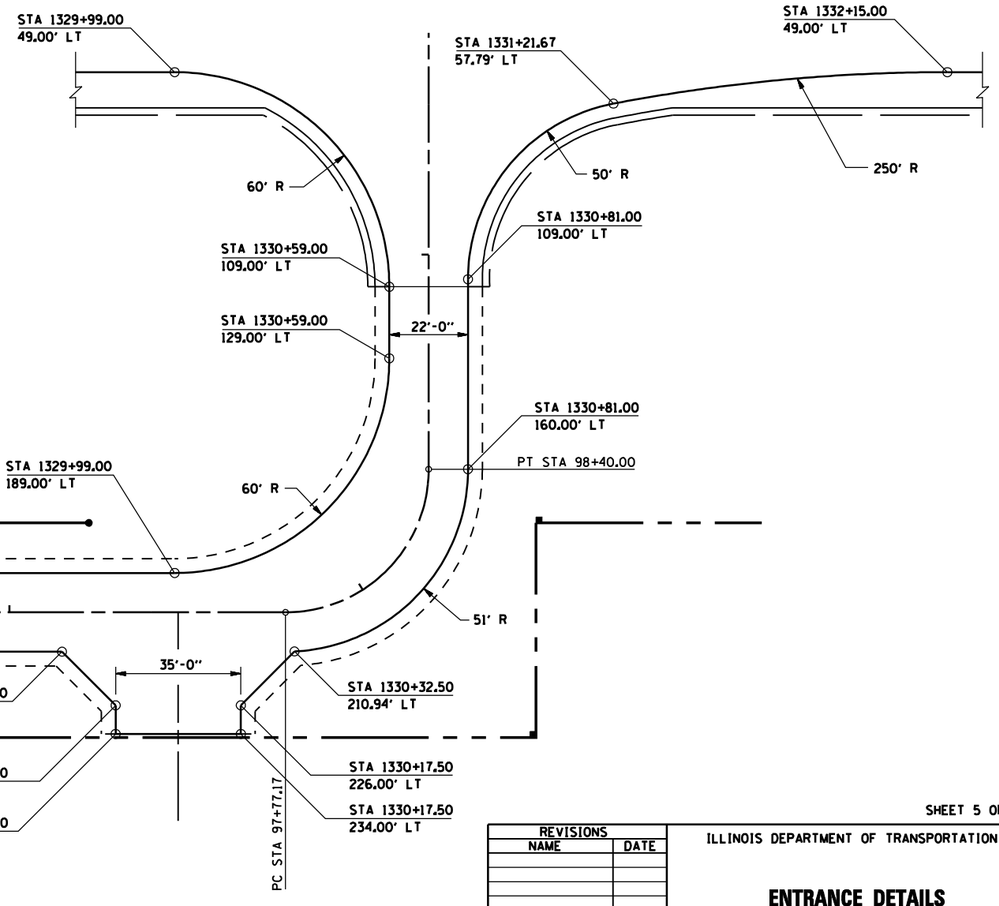
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	210
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



PLAN – SPLIT ACCESS ENTRANCE (PE /FE)

LT STA 1330+70.00 (IL RTE 336)



PLAN – SPLIT ACCESS ENTRANCE (CE /CE)

RT STA 1330+70.00 (IL RTE 336)

SHEET 5 OF 7

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS
IL ROUTE 336

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

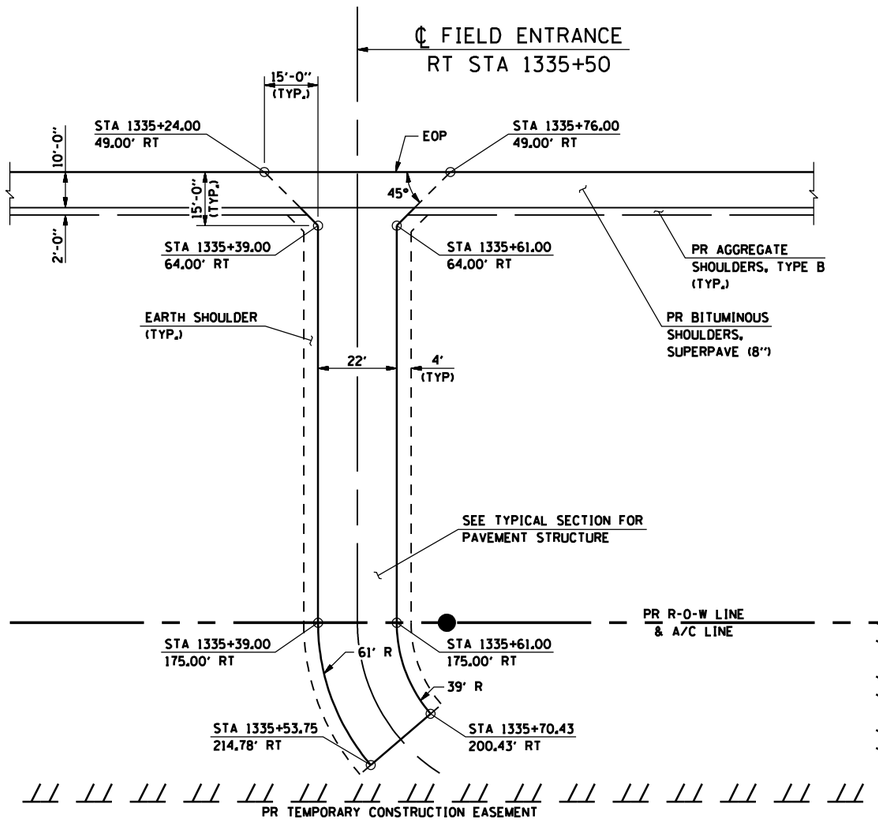
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

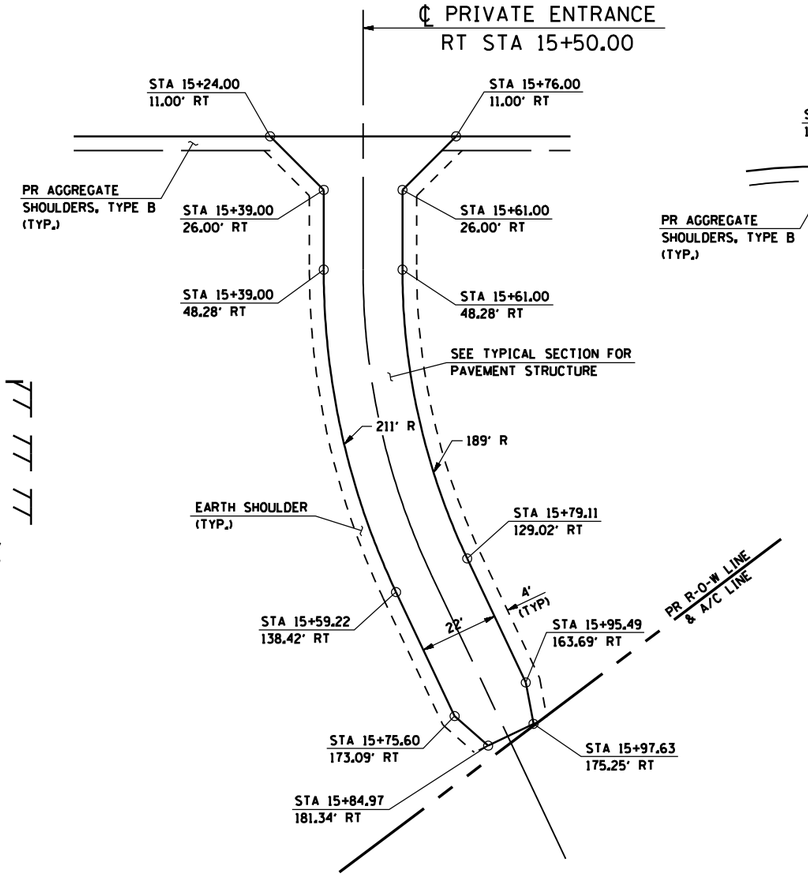
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	211
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



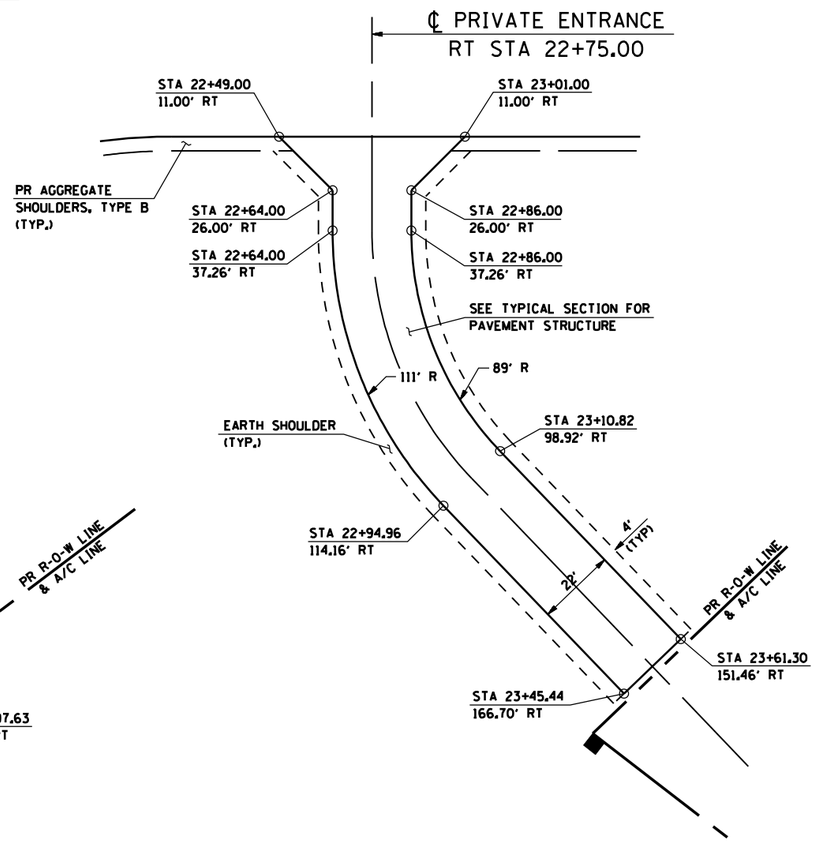
PLAN – FIELD ENTRANCE (FE)

RT STA 1335+50.00 (IL RTE 336)



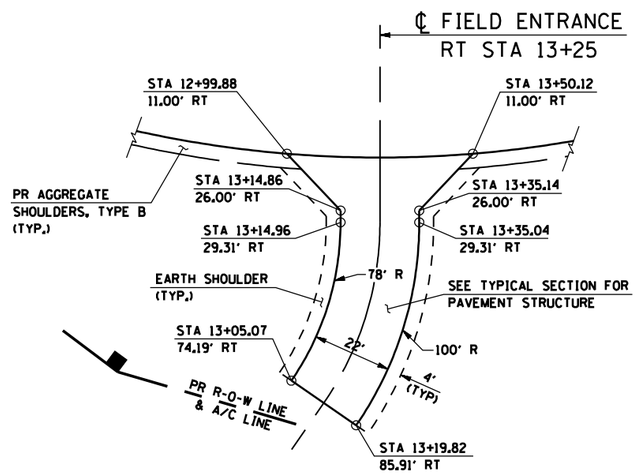
PLAN – PRIVATE ENTRANCE (PE)

CONTROL POINTS FROM CH 31 ALIGNMENT
RT STA 15+50.00 (IL RTE 336)



PLAN – PRIVATE ENTRANCE (PE)

CONTROL POINTS FROM TR 320 ALIGNMENT
RT STA 22+75.00 (IL RTE 336)



PLAN – FIELD ENTRANCE (FE)

CONTROL POINTS FROM CH 31 ALIGNMENT
RT STA 13+25 (IL RTE 336)

SHEET 6 OF 7

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS
IL ROUTE 336

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	212
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

ENTRANCE SCHEDULE

NOTE	STATION	LT	RT	TYPE	WIDTH (FT)	AREA (SQ YD)	35100100 AGG BASE CSE, TY A (TON)	40200100 AGG SURF CSE, TY A (TON)	40300200 BIT MAT'L (PRIME CT) (TON)	40800040 INCIDENTAL BIT SURF (TON)	44000200 DRIVEWAY PAVT REM (SQ YD)	Z0000990 AGG FOR TEMP ACCESS (SQ YD)
	1174+50		X	FE	22	164	----	56	----	----	----	20
	1181+17.5	X		FE	22	206	----	71	----	----	----	20
	1191+56		X	PE	22	260	----	89	----	----	29	20
	1202+00	X		FE (a)	22	435	----	149	----	----	----	20
	1202+04		X	FE	22	282	----	97	----	----	----	20
(1)	1208+90		X	FE	16	285	----	98	----	----	----	20
	1214+30		X	FE (a)	22	740	----	253	----	----	----	20
	1230+00		X	PE	18	10	----	----	----	----	10	20
	11+00	X		FE (b)	22	85	----	29	----	----	----	20
	13+25		X	FE (b)	22	204	----	70	----	----	----	20
	15+50		X	PE (b)	22	456	----	156	----	----	----	20
(1)/(2)	16+50	X		PE (b)	22	1,611	----	551	3	181	----	20
(1)	22+75	X		FE (c)	22	372	----	127	----	----	----	20
	22+75		X	FE (c)	22	455	----	156	----	----	----	20
	1253+22	X		PE	22	301	103	----	1	34	99	20
(1)/(3)	1254+00		X	PE (d)	22	682	233	----	1	77	----	20
	202+91		X		16	136	----	47	----	----	----	20
	1268+75	X		FE	22	383	----	131	----	----	----	20
	1281+87	X		FE	22	280	----	96	----	----	----	20
	1281+87		X	FE	22	467	----	160	----	----	----	20
	1291+65	X		FE	22	290	----	100	----	----	----	20
	1303+00		X	FE	22	351	----	120	----	----	----	20
	1316+75		X	FE	22	332	----	114	----	----	----	20
	1330+70		X	FE	22	778	----	266	----	----	----	20
	1330+70	X		PE/FE (a)	22	696	----	238	----	----	----	20
	1335+50		X	FE	22	376	----	129	----	----	----	20
(1)	35+50	X		FE (e)	22	83	----	29	----	----	----	20
	35+50		X	FE (e)	22	103	----	36	----	----	----	20
	43+70	X		FE (f)	22	129	----	44	----	----	----	20
	44+00		X	FE (f)	22	121	----	42	----	----	----	20
	1363+00		X	FE	22	213	----	73	----	----	----	20
	1372+09	X		PE	22	245	----	84	----	----	----	20
	1374+00		X	FE	22	294	----	101	----	----	----	20
	1388+18	X		FE (a)	22	447	----	153	----	----	----	20
	45+74	X		FE (g)	22	122	----	42	----	----	----	20
	45+74		X	FE (g)	22	111	----	38	----	----	----	20
	1397+05	X		FE	22	229	----	79	----	----	----	20
						TOTAL	336	4,024	5	292	138	740
						USE	336	4,024	5	292	138	1,000

(a)	SPLIT ACCESS ENTRANCE - SEE DETAILS
(b)	ENTRANCE LOCATED ON CH 31
(c)	ENTRANCE LOCATED ON TR 320
(d)	THIS LOCATION ALSO HAS AN AGGREGATE ACCESS ENTRANCE LOCATED AT RT STA 202+00 ALONG ITS ALIGNMENT
(e)	ENTRANCE LOCATED ON TR 213
(f)	ENTRANCE LOCATED ON CH 5
(g)	ENTRANCE LOCATED ON TR 221

NOTES

(1) ALL ENTRANCES ARE PROFILED IN THE CROSS SECTIONS.

(2) FOR THE ENTRANCE AT LT STA 16+50 ON CH 31, ADDITIONAL DESIGN DETAIL CAN BE FOUND ON "PLAN AND PROFILE SHEET - PE LT STA 16+50 (CH 31)" AS WELL AS "CROSS SECTIONS - PE LT STA 16+50 (CH 31)". SEE INDEX OF SHEETS FOR LOCATION.

(3) FOR THE ENTRANCE AT RT STA 1254+00 ON IL RTE 336, ADDITIONAL DESIGN DETAIL CAN BE FOUND ON "PLAN AND PROFILE SHEET - PE RT STA 1254+00 (IL RTE 336)" AS WELL AS "CROSS SECTIONS - PE RT STA 1254+00 (IL RTE 336)". SEE INDEX OF SHEETS FOR LOCATION.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS
IL ROUTE 336

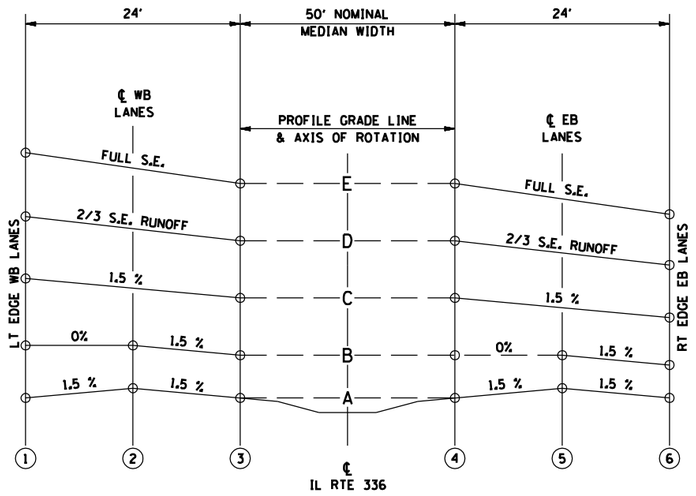
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

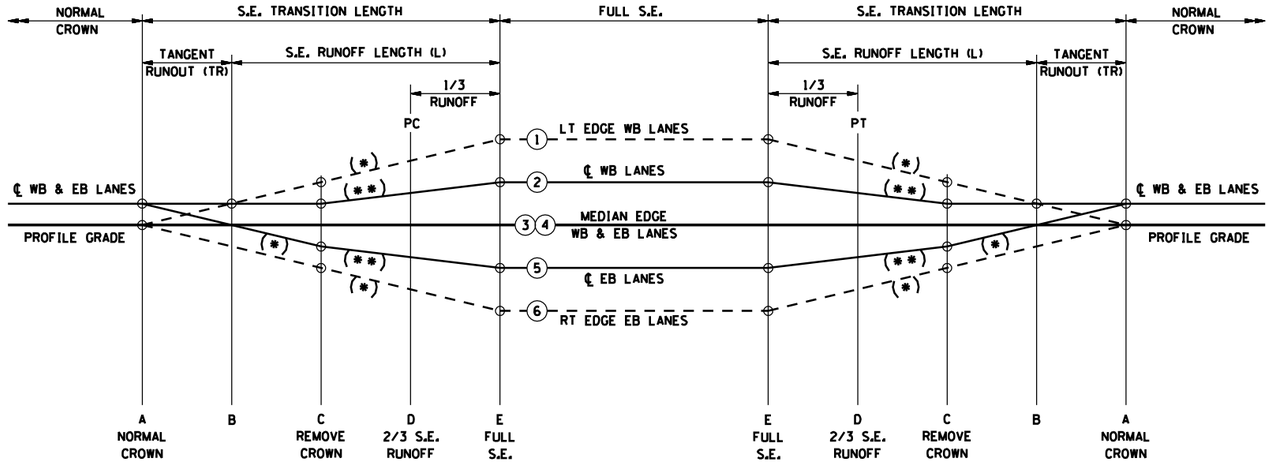
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	213
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



TYPICAL CROSS SECTION – S.E. TRANSITION



TYPICAL PROFILE – S.E. TRANSITION

NOTE:
DETAILS SHOWN FOR CURVE TO RIGHT. REVERSE FOR CURVE TO LEFT.

LOCATION OF SUPERELEVATION TRANSITIONS (STA)

CURVE	RADIUS	REQ'D. S.E.	TR	L	A	B	C		D	E
C1	2,100.46'	6.0%	39'	270'	1228+97.02	1229+36.02	1229+75.02	PC	1231+16.02	1232+06.02
					1247+37.30	1246+98.30	1246+59.30	PT	1245+18.30	1244+28.30
C2	2,100.46'	6.0%	39'	270'	1253+60.53	1253+99.53	1254+38.53	PC	1255+79.53	1256+69.53
					1278+80.92	1278+41.92	1278+02.92	PT	1276+61.92	1275+71.92
C3 •	2,100.46'	6.0%	39'	270'	1287+86.38	1288+25.38	1288+64.38	PC	1290+05.38	1290+95.38
					1298+21.59	1297+82.59	1297+43.59	PT	1296+02.59	1295+12.59
C4	27,501.97'	NC	---	---	----	----	----	PC	1303+95.28	----
					----	----	----	PT	1310+86.88	----
C5	2,296.94'	5.9%	39'	266'	1340+72.19	1341+11.19	1341+50.19	PC	1342+88.52	1343+77.19
					1356+84.29	1356+45.29	1356+06.29	PT	1354+67.96	1353+79.29
C6	2,246.89'	5.9%	39'	266'	1394+41.99	1394+80.99	1395+19.99	PC	1396+58.32	1397+46.99
					1405+20.54	1404+81.54	1404+42.54	PT	1403+04.21	1402+15.54

• CURVE C3 INFORMATON SHOWN HERE FOR WEST BOUND LANES ONLY. SEE "SUPPLEMENTAL DETAILS" FOR SUPERELEVATION LAYOUT OF EAST BOUND LANES FROM STA 1286+64.05 TO STA 1299+41.93

S.E. TRANSITION RATE

CURVE	(*) RATE	(**) RATE
C1	0.004667	0.002333
C2	0.004667	0.002333
C3	0.004667	0.002333
C4	N/A	N/A
C5	0.004647	0.002324
C6	0.004647	0.002324

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MAINLINE SUPERELEVATION TRANSITION DETAILS

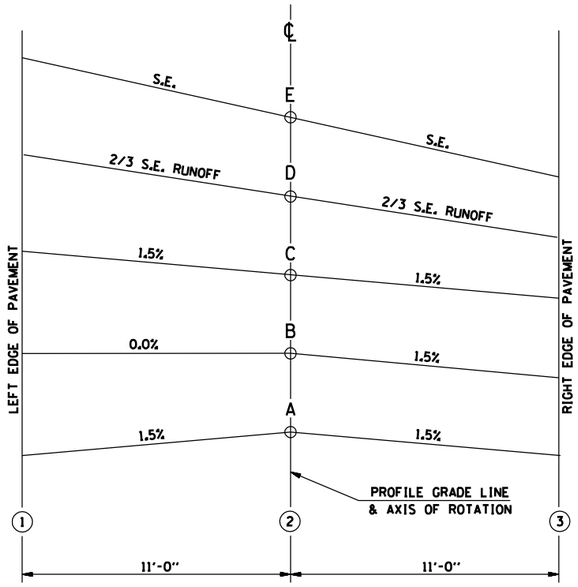
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

DGN-SPEC
DATE-TIME
*REF01

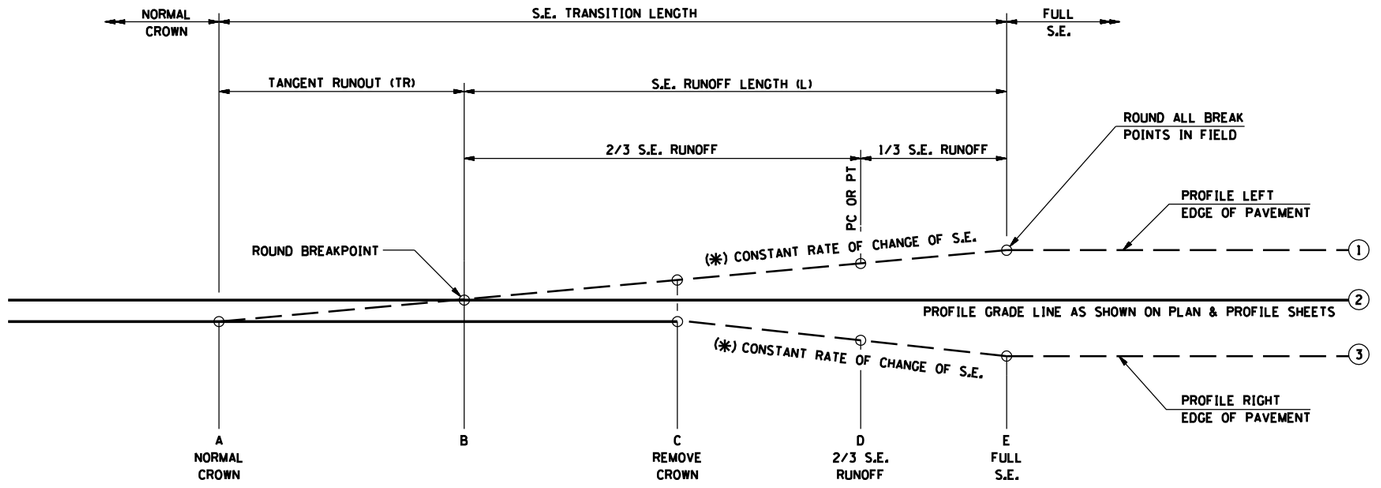
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	214
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



TYPICAL CROSS SECTION – S.E. TRANSITION



TYPICAL PROFILE – S.E. TRANSITION

NOTE:
DETAILS SHOWN FOR CURVE TO RIGHT, REVERSE FOR CURVE TO LEFT.

LOCATION OF SUPERELEVATION TRANSITIONS (STA.)

CURVE	RADIUS	Rad / e	Rad / e	REQ'D. S.E.	A	B	C		D	E
TR302	305.00'	27'	73'	4.0%	(1)	(1)	(1)	PC	11+44.74	11+69.07
					13+36.60	13+09.60	12+82.60	PT	12+60.93	12+36.60
TR320	305.00'	27'	73'	4.0%	(2)	(2)	(2)	PC	21+07.50	21+31.83
					22+94.55	22+67.55	22+40.55	PT	22+18.88	21+94.55
CH31-1	305.00'	27'	73'	4.0%	10+53.66	10+80.66	11+07.66	PC	11+29.33	11+53.66
					14+90.71	14+63.71	14+36.71	PT	14+15.04	13+90.71
CH31-2	305.00'	27'	73'	4.0%	15+37.77	15+64.77	15+91.77	PC	16+13.44	16+37.77
					(3)	(3)	(3)	PT	18+00.16	17+75.83
CH5	446.46'	27'	67'	3.7%	(4)	(4)	(4)	PC	41+04.52	41+26.85
					43+86.13	43+59.13	43+32.13	PT	43+14.46	42+92.13
TR213A	309.71'	27'	73'	4.0%	35+12.22	35+39.22	35+66.22	PC	35+87.89	36+12.22
					(5)	(5)	(5)	PT	38+57.44	38+33.11

(1) TRANSITION FROM MAINLINE PAVEMENT - SEE "INTERSECTION DETAILS - TR 302"
(2) TRANSITION FROM MAINLINE PAVEMENT - SEE "INTERSECTION DETAILS - TR 320"
(3) TRANSITION FROM MAINLINE PAVEMENT - SEE "INTERSECTION DETAILS - CH 31"
(4) TRANSITION FROM MAINLINE PAVEMENT - SEE "INTERSECTION DETAILS - CH 5"
(5) TRANSITION FROM MAINLINE PAVEMENT - SEE "INTERSECTION DETAILS - TR 213"

S.E. TRANSITION RATE

CURVE	(*) RATE
TR302	0.006050
TR320	0.006050
CH31-1	0.006050
CH31-2	0.006050
CH5	0.006085
TR213A	0.006050

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIDE ROAD SUPERELEVATION TRANSITION DETAILS

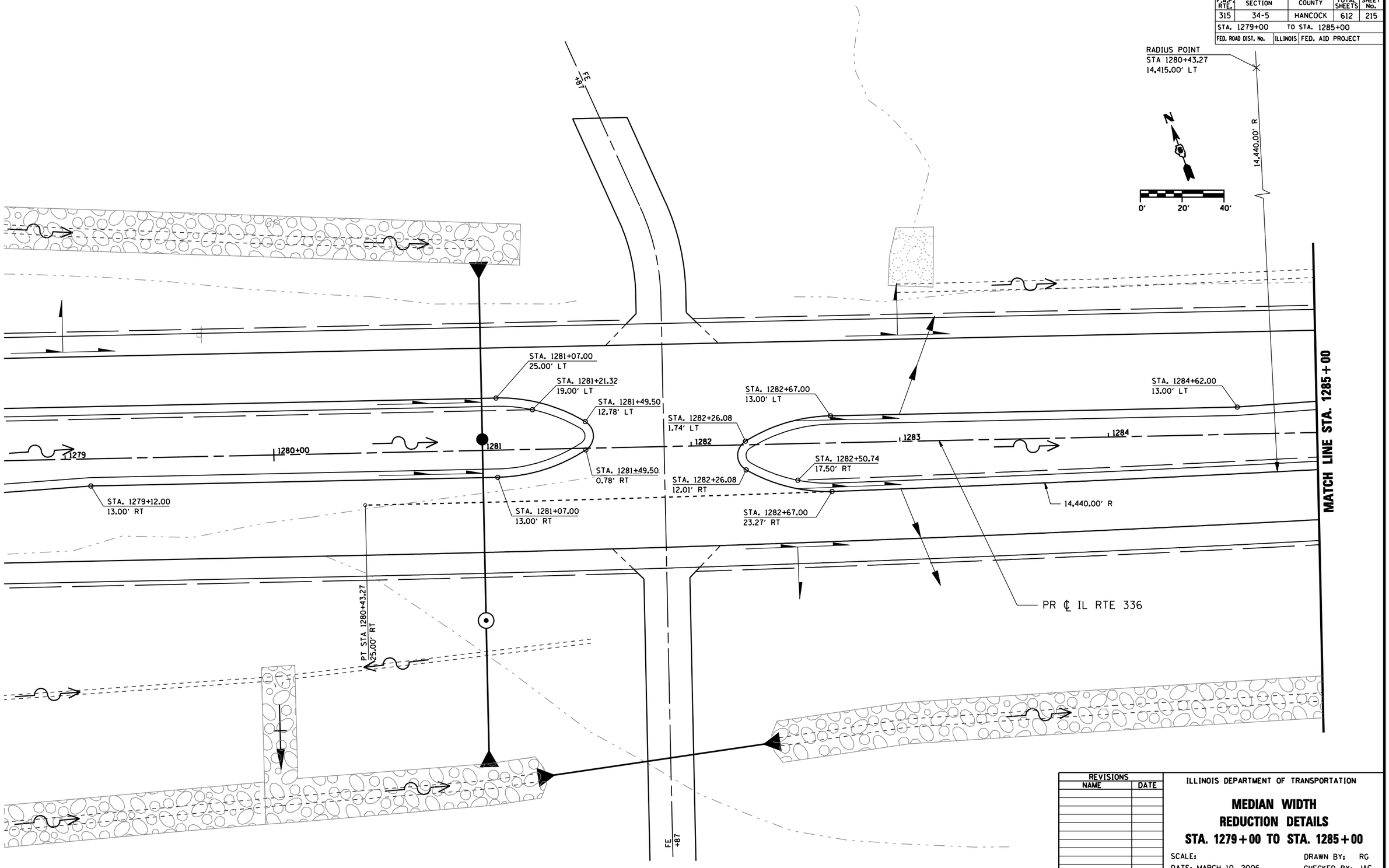
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	215
STA. 1279+00	TO STA. 1285+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MEDIAN WIDTH REDUCTION DETAILS STA. 1279+00 TO STA. 1285+00

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	216
STA. 1285+00	TO STA. 1291+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

CURVE C3 DATA
PI STA. 1293+06.01
Δ = 16° 17′ 26″ (RT)
D = 2° 43′ 40″
R = 2,100.46′
T = 300.63′
L = 597.21′
E = 21.41′
e = 6.0%
T.R. = 39′
S.E. RUN = 270′
PC STA. 1290+05.38
PT STA. 1296+02.59

N

0′ 20′ 40′

MATCH LINE STA. 1285+00

STA. 1286+92.00
25.00′ LT

STA. 1286+69.15
16.24′ LT

+30.52

25:1

STA. 1286+92.00
15.33′ LT

+00

+00

1286

1287

1288

1289

1.5% +86.38

1.5% +64.38

SLOTTED DRAIN 12″
WITH 6″ SLOT

PC STA. 1290+05.38

STA. 1290+05.38
3.00′ LT

6.0% +95.38

+20 +40

+20 +40

1290+00

6.0% +73.05

2,103.46′ R

CURVE C3

MATCH LINE STA. 1291+00

1.5% +64.05

1.5%

STA. 1286+92.00
12.67′ LT

STA. 1286+70.38
7.37′ RT

1.5% +42.05

14,440.00′ R

PR ℄ IL RTE 336

PRC STA 1288+83.05
0.56′ RT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MEDIAN WIDTH REDUCTION DETAILS STA. 1285+00 TO STA. 1291+00

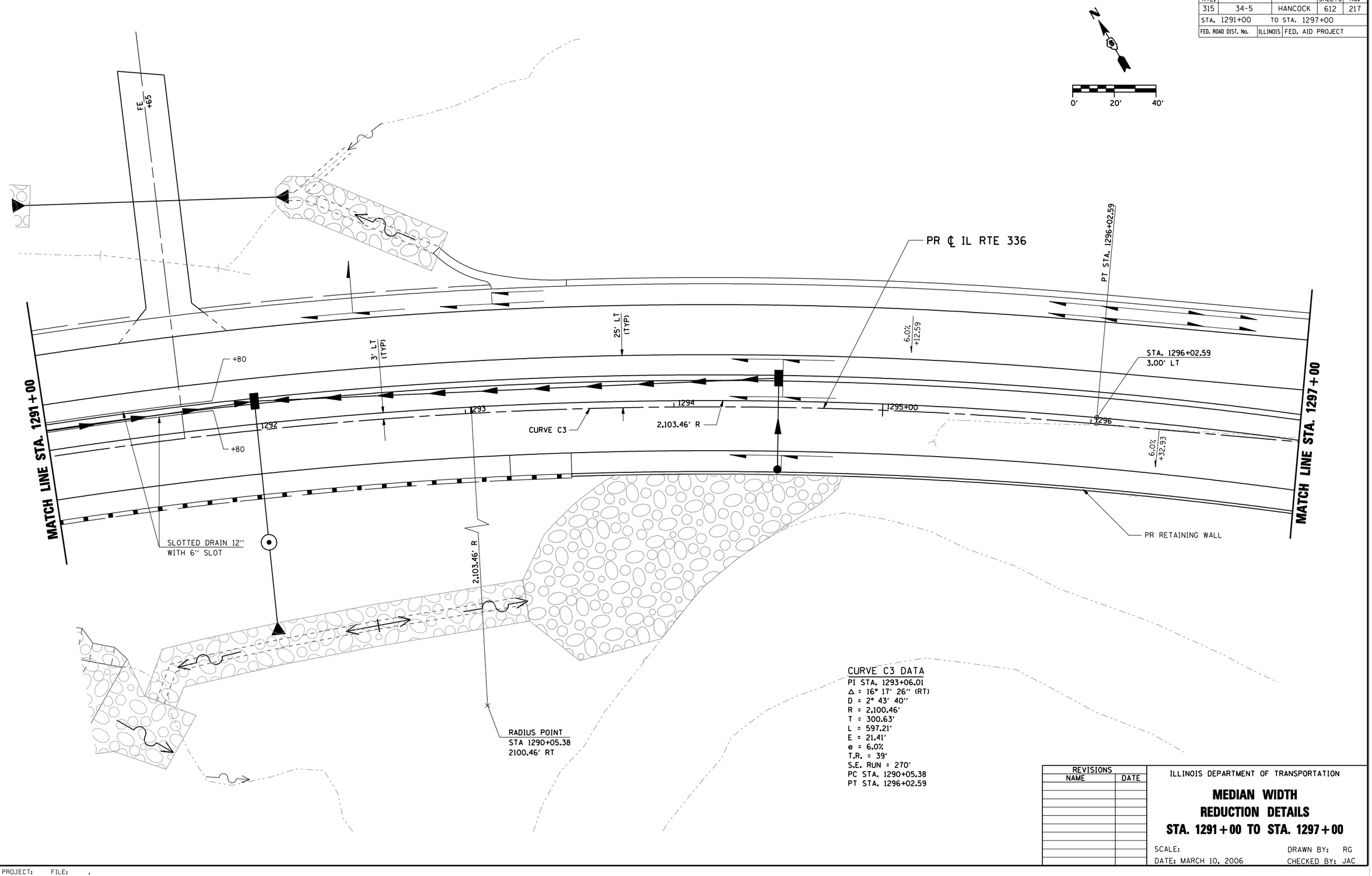
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	217
STA. 1291+00		TO STA. 1297+00		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



CURVE C3 DATA
PI STA. 1293+06.01
Δ = 16° 17' 26" (RT)
D = 2° 43' 40"
R = 2,100.46'
T = 300.63'
L = 597.21'
E = 21.41'
e = 6.0%
T.R. = 39'
S.E. RUN = 270'
PC STA. 1290+05.38
PT STA. 1296+02.59

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MEDIAN WIDTH REDUCTION DETAILS STA. 1291+00 TO STA. 1297+00

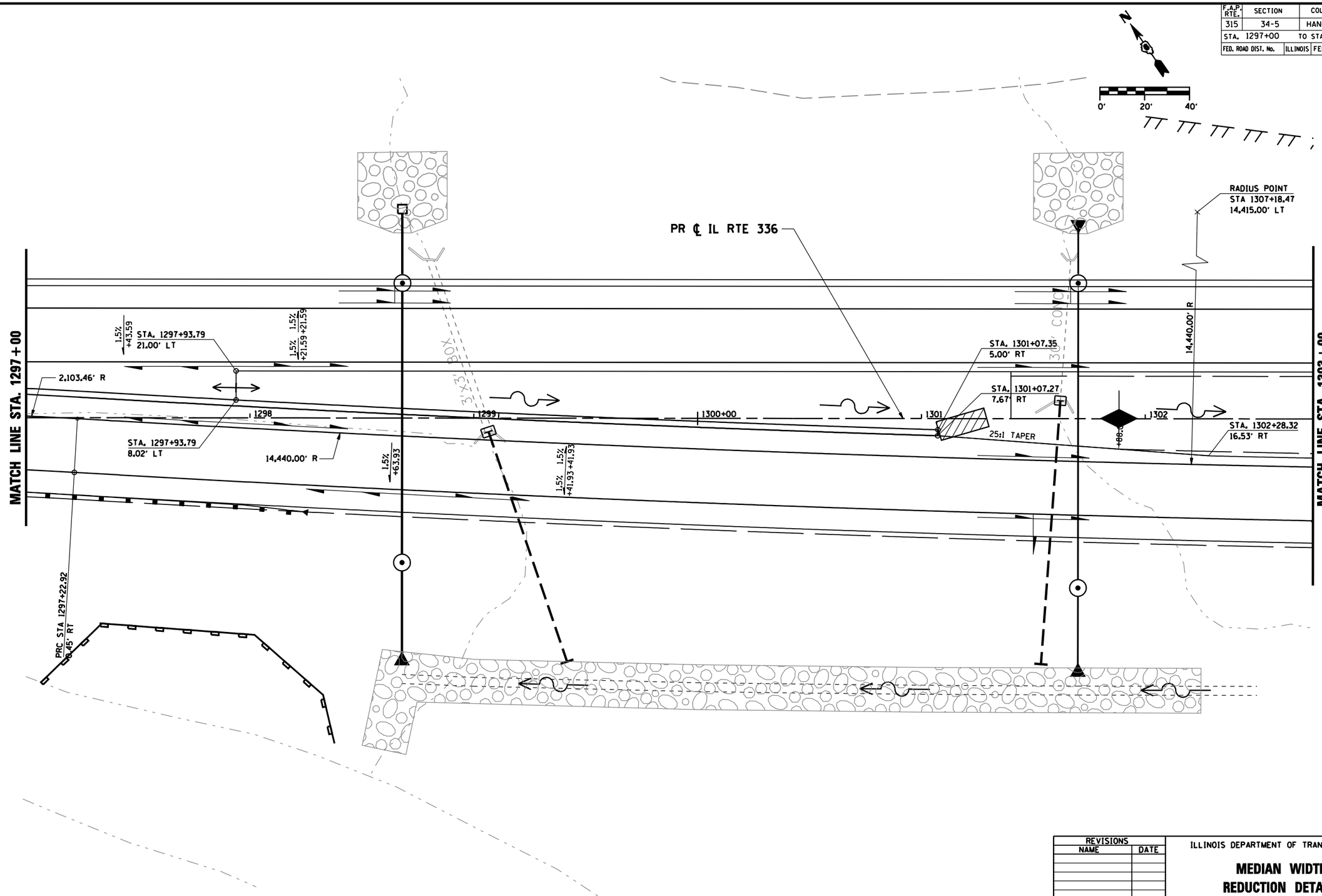
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	218
STA. 1297+00	TO STA. 1303+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MEDIAN WIDTH REDUCTION DETAILS STA. 1297+00 TO STA. 1303+00

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	219
STA. 1303+00	TO STA. 1309+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

N

0' 20' 40'

MATCH LINE STA. 1303+00

PC STA. 1303+95.28

1303 1304 1305+00 1306 1307 1308 1309

BIT

14,440.00' R

PR ℄ IL RTE 336

PT STA 1307+18.47
25.00' RT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MEDIAN WIDTH REDUCTION DETAILS STA. 1303+00 TO STA. 1309+00

SCALE:

DRAWN BY: RG

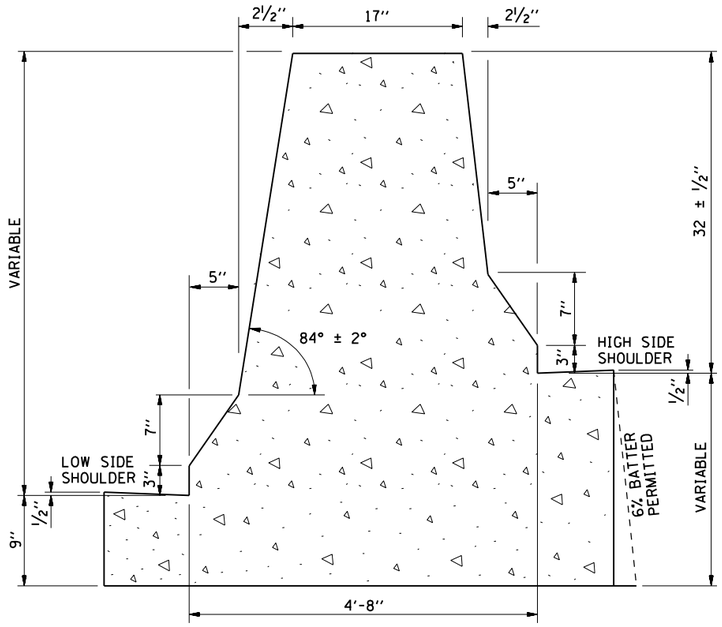
DATE: MARCH 10, 2006

CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	219A
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

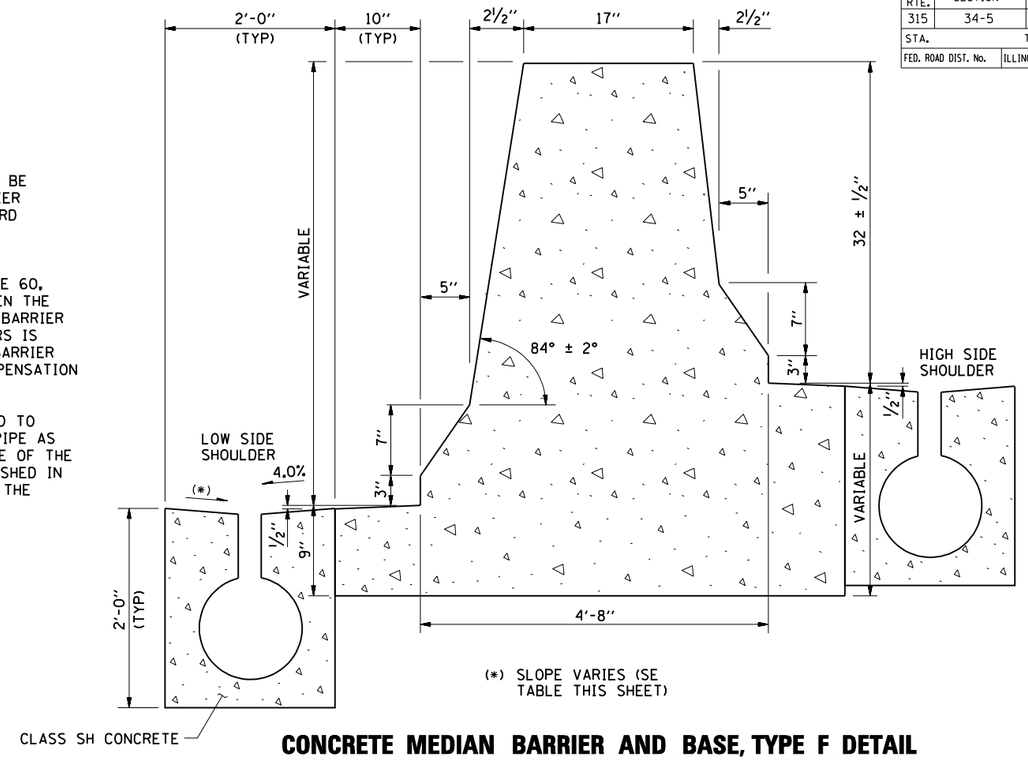


CONCRETE MEDIAN BARRIER AND BASE, TYPE F DETAIL

STA 1292+00 TO STA 1301+07.35

GENERAL NOTES:

1. PORTLAND CEMENT CONCRETE SHALL BE CLASS SI CONCRETE FOR THE BARRIER BASE AS SPECIFIED IN THE STANDARD SPECIFICATION.
2. REINFORCING BARS MEETING THE REQUIREMENTS OF ASTM 4615, GRADE 60, WILL BE USED AS TIE BARS BETWEEN THE MEDIAN BARRIER BASE AND MEDIAN BARRIER WALL. COST OF REINFORCEMENT BARS IS INCIDENTAL TO CONCRETE MEDIAN BARRIER BASE, TYPE F. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. CLASS SH CONCRETE SHALL BE USED TO BACKFILL AROUND SLOTTED DRAIN PIPE AS SHOWN IN THE DETAIL. THE SURFACE OF THE CLASS SH CONCRETE SHALL BE FINISHED IN ACCORDANCE WITH SECTION 483 OF THE STANDARD SPECIFICATIONS.



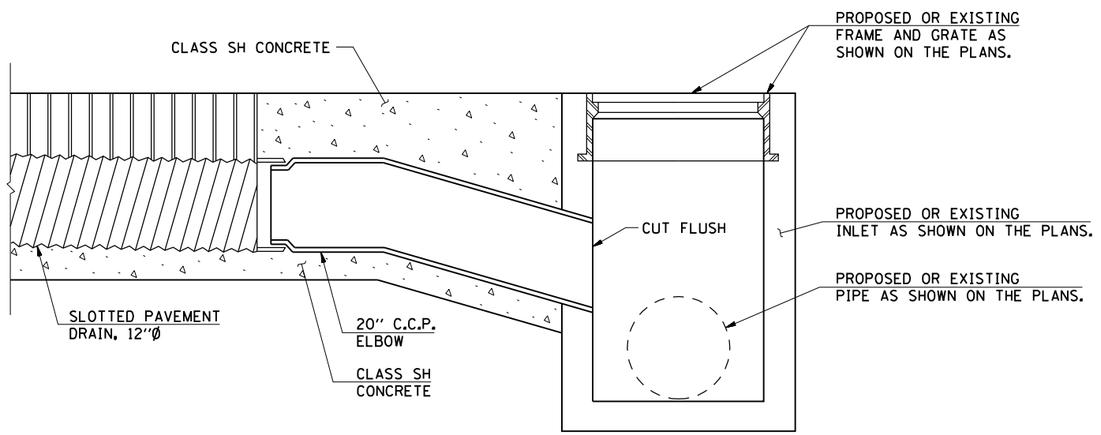
(*) SLOPE VARIES (SE TABLE THIS SHEET)

CONCRETE MEDIAN BARRIER AND BASE, TYPE F DETAIL

STA 1286+92 TO STA 1291+80

STATION	PROFILE GRADE LINE	LEFT			RIGHT		
		FLOW LINE	EDGE OF BASE	EDGE OF BARRIER	FLOW LINE	EDGE OF BASE	EDGE OF BARRIER
		ELEV	ELEV	ELEV	ELEV	ELEV	ELEV
1287+00	543.43	543.12	543.16	543.19	542.59	542.63	542.67
1287+20	543.31	543.00	543.04	543.07	542.51	542.55	542.59
1287+40	543.19	542.88	542.92	542.95	542.43	542.47	542.50
1287+60	543.09	542.78	542.82	542.85	542.37	542.41	542.44
1287+80	542.99	542.68	542.72	542.75	542.31	542.35	542.38
1288+00	542.91	542.60	542.64	542.67	542.27	542.31	542.34
1288+20	542.82	542.51	542.55	542.58	542.22	542.26	542.30
1288+40	542.75	542.44	542.48	542.51	542.20	542.24	542.27
1288+60	542.68	542.37	542.41	542.44	542.17	542.21	542.25
1288+80	542.62	542.31	542.35	542.38	542.16	542.20	542.23
1289+00	542.57	542.26	542.30	542.33	542.15	542.19	542.22
1289+20	542.52	542.21	542.25	542.28	542.14	542.18	542.21
1289+40	542.49	542.18	542.22	542.25	542.14	542.18	542.21
1289+60	542.46	542.15	542.19	542.22	542.13	542.17	542.20
1289+80	542.44	542.13	542.17	542.20	542.12	542.16	542.19
1290+00	542.42	542.07	542.11	542.15	542.13	542.17	542.20
1290+20	542.41	542.04	542.08	542.11	542.15	542.19	542.22
1290+31.39	542.41	542.02	541.98	541.94	542.17	542.14	542.10
1290+40	542.41	542.02	542.06	542.09	542.17	542.21	542.25
1290+60	542.42	542.00	542.04	542.07	542.22	542.26	542.29
1290+80	542.43	541.98	542.02	542.06	542.25	542.29	542.32
1291+00	542.46	541.99	542.03	542.06	542.30	542.34	542.38
1291+20	542.48	542.01	542.05	542.08	542.32	542.36	542.40
1291+40	542.52	542.05	542.09	542.12	542.36	542.40	542.44
1291+60	542.56	542.09	542.13	542.16	542.40	542.44	542.48
1291+80	542.61	542.14	542.18	542.21	542.45	542.49	542.53
1292+00	542.68	542.21	542.15	542.12	542.52	542.50	542.47
1292+20	542.74	542.27	542.21	542.18	542.58	542.56	542.53
1292+40	542.81	542.34	542.28	542.25	542.65	542.63	542.60
1292+60	542.89	542.42	542.36	542.33	542.73	542.71	542.68
1292+80	542.98	542.51	542.45	542.42	542.82	542.80	542.77
1293+00	543.08	542.61	542.55	542.52	542.92	542.90	542.87
1293+20	543.18	542.71	542.65	542.62	543.02	543.00	542.97
1293+40	543.29	542.82	542.76	542.73	543.13	543.11	543.08
1293+60	543.41	542.94	542.88	542.85	543.25	543.23	543.20
1293+80	543.53	543.06	543.00	542.97	543.37	543.35	543.32

STATION	PROFILE GRADE LINE	LEFT			RIGHT		
		FLOW LINE	EDGE OF BASE	EDGE OF BARRIER	FLOW LINE	EDGE OF BASE	EDGE OF BARRIER
		ELEV	ELEV	ELEV	ELEV	ELEV	ELEV
1294+00	543.67	543.20	543.14	543.11	543.51	543.49	543.46
1294+20	543.81	543.34	543.28	543.25	543.65	543.63	543.60
1294+40	543.95	543.48	543.42	543.39	543.79	543.77	543.74
1294+60	544.11	543.64	543.58	543.55	543.95	543.93	543.90
1294+80	544.27	543.80	543.74	543.71	544.11	544.09	544.06
1295+00	544.44	543.97	543.91	543.88	544.28	544.26	544.23
1295+20	544.60	544.14	544.08	544.04	544.44	544.41	544.38
1295+40	544.75	544.32	544.26	544.23	544.55	544.53	544.50
1295+60	544.87	544.46	544.41	544.38	544.65	544.62	544.59
1295+80	545.01	544.63	544.58	544.55	544.76	544.73	544.69
1296+00	545.13	544.78	544.73	544.70	544.86	544.82	544.79
1296+20	545.23	544.91	544.86	544.83	544.93	544.89	544.86
1296+40	545.33	545.00	544.96	544.93	545.02	544.98	544.94
1296+60	545.41	545.06	545.02	544.99	545.10	545.06	545.02
1296+80	545.48	545.11	545.07	545.04	545.17	545.13	545.09
1297+00	545.54	545.14	545.10	545.06	545.23	545.19	545.15
1297+20	545.58	545.13	545.09	545.06	545.27	545.23	545.19
1297+40	545.62	545.13	545.09	545.06	545.31	545.27	545.23
1297+60	545.64	545.10	545.06	545.03	545.33	545.29	545.25
1297+80	545.66	545.08	545.04	545.01	545.35	545.31	545.27
1298+00	545.66				545.35	545.31	545.27
1298+20	545.65				545.34	545.30	545.26
1298+40	545.63				545.32	545.28	545.24
1298+60	545.60				545.29	545.25	545.21
1298+80	545.55				545.24	545.20	545.16
1299+00	545.50				545.19	545.15	545.11
1299+20	545.44				545.13	545.09	545.05
1299+40	545.38				545.07	545.03	544.99
1299+60	545.32				545.01	544.97	544.93
1299+80	545.26				544.95	544.91	544.87
1300+00	545.20				544.89	544.85	544.81
1300+20	545.14				544.83	544.79	544.75
1300+40	545.08				544.77	544.73	544.69
1300+60	545.02				544.71	544.67	544.63
1300+80	544.96				544.65	544.61	544.57
1301+00	544.90				544.59	544.55	544.51



SECTION B–B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER DETAILS

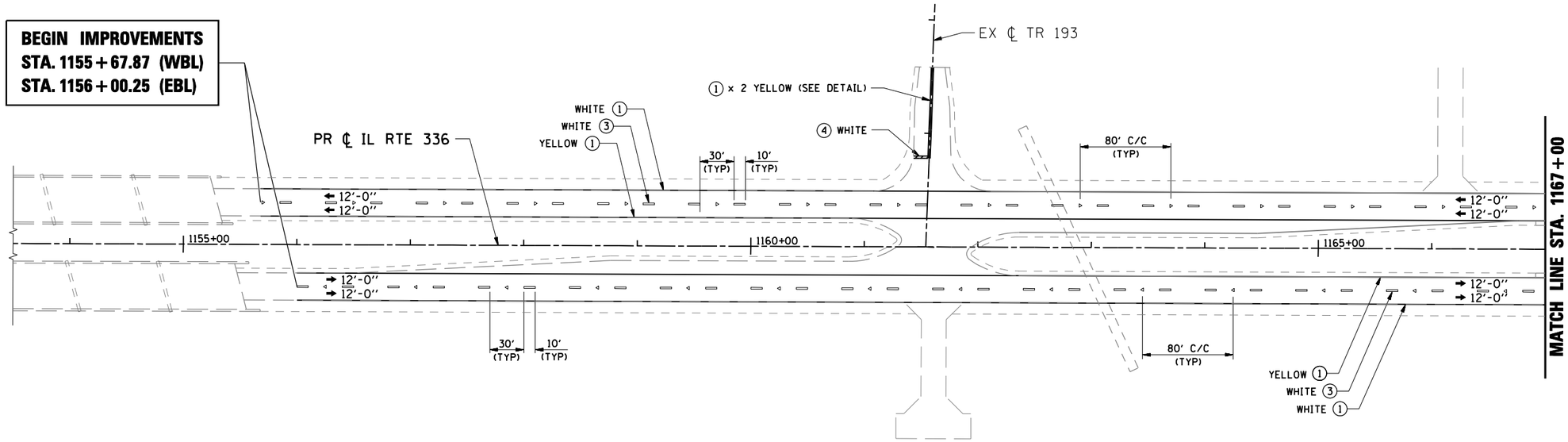
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	220
STA. 1153+50	TO STA. 1167+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

1	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
2	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
3	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
4	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
5	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
⊥	SIGN PANEL AND POST
⊓	PERMANENT TYPE III BARRICADE

SIGNING BY OTHERS.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1153+50 TO STA. 1167+00

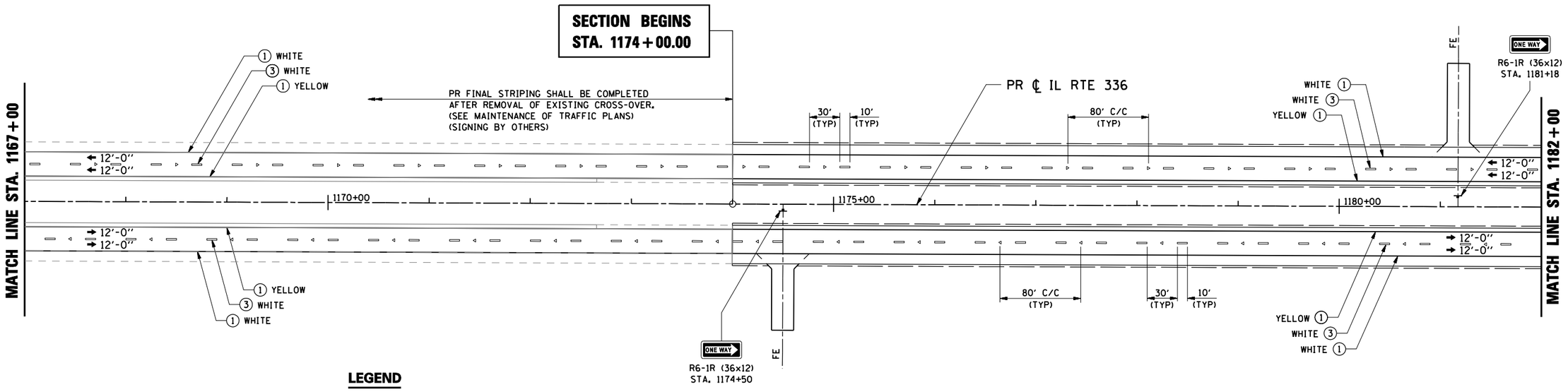
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	221
STA. 1167+00	TO STA. 1182+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
⊥	SIGN PANEL AND POST
⊓	PERMANENT TYPE III BARRICADE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1167+00 TO STA. 1182+00

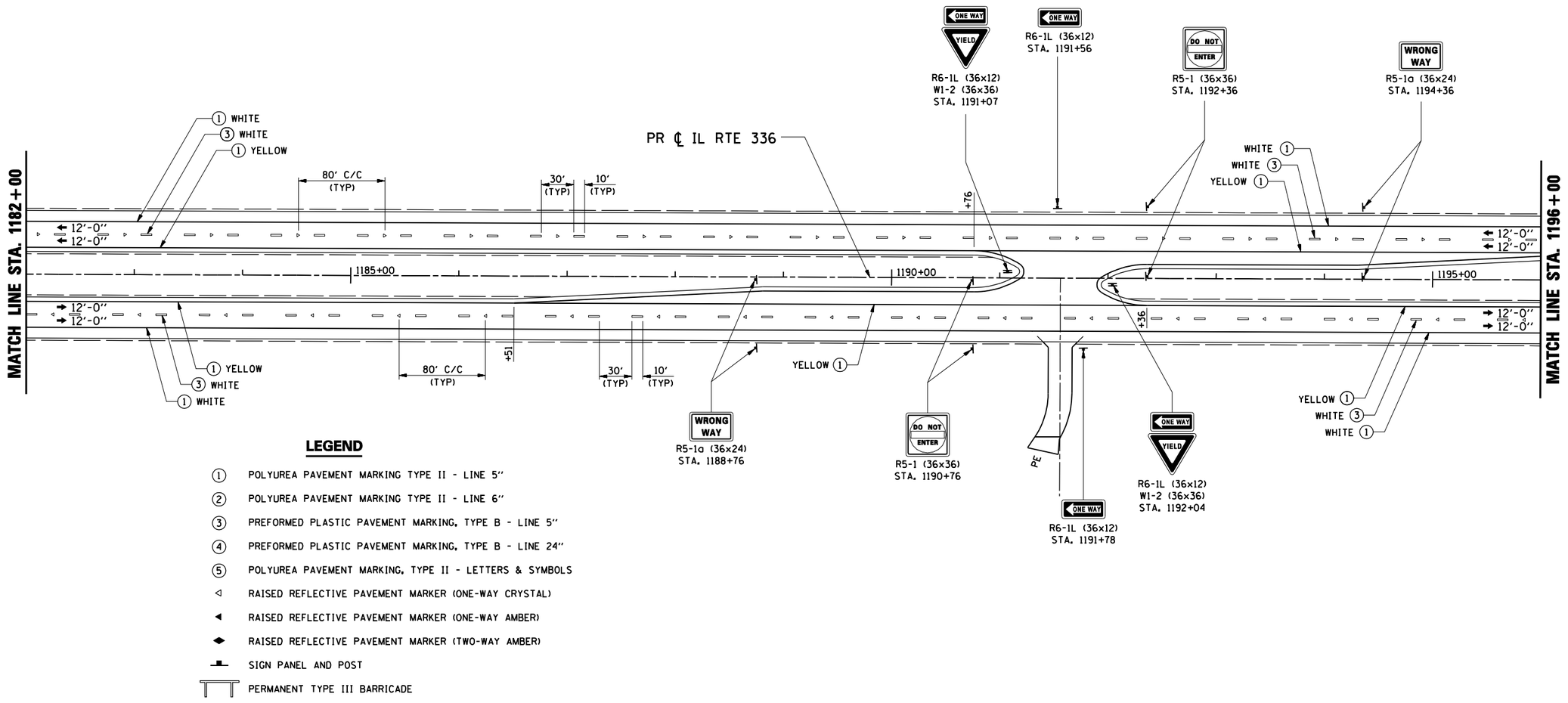
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	222
STA. 1182+00	TO STA. 1196+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
▬	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1182+00 TO STA. 1196+00

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

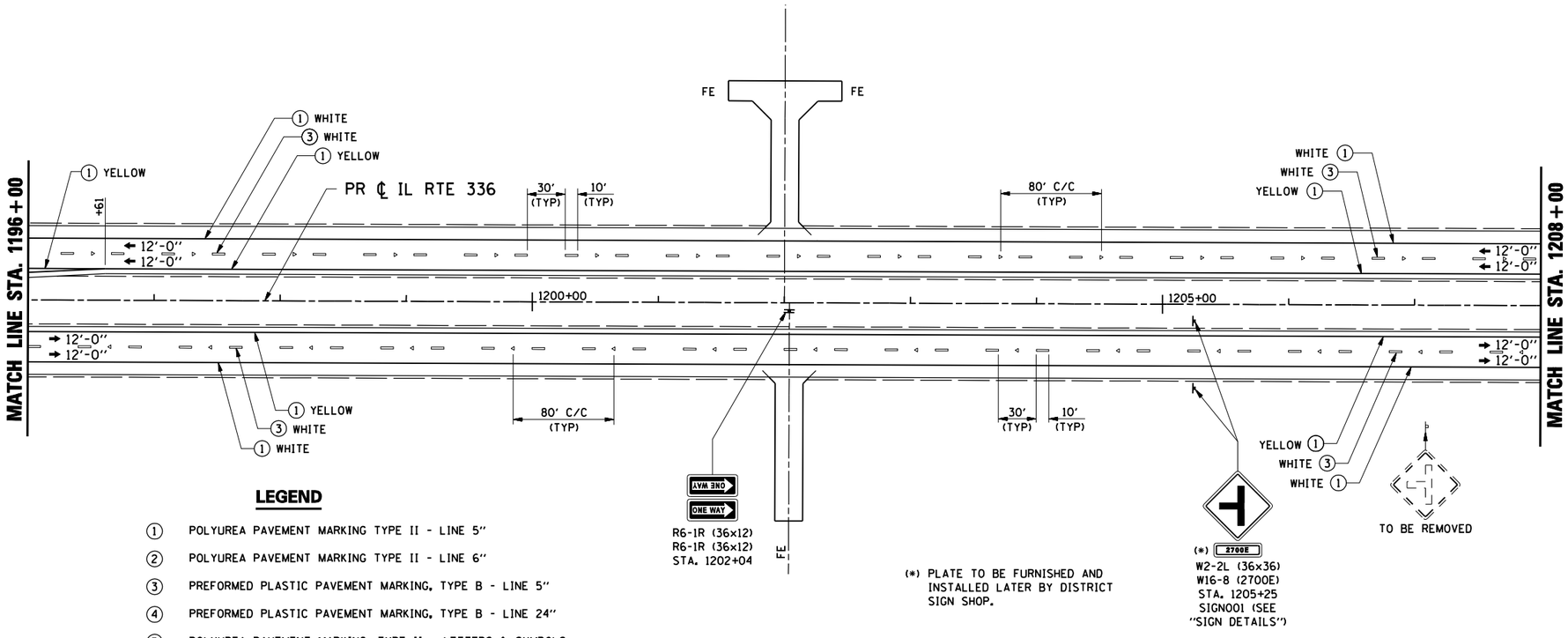
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	223
STA. 1196+00	TO STA. 1208+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

N

0′ 50′ 100′



LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5″
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6″
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5″
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24″
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
—	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1196+00 TO STA. 1208+00

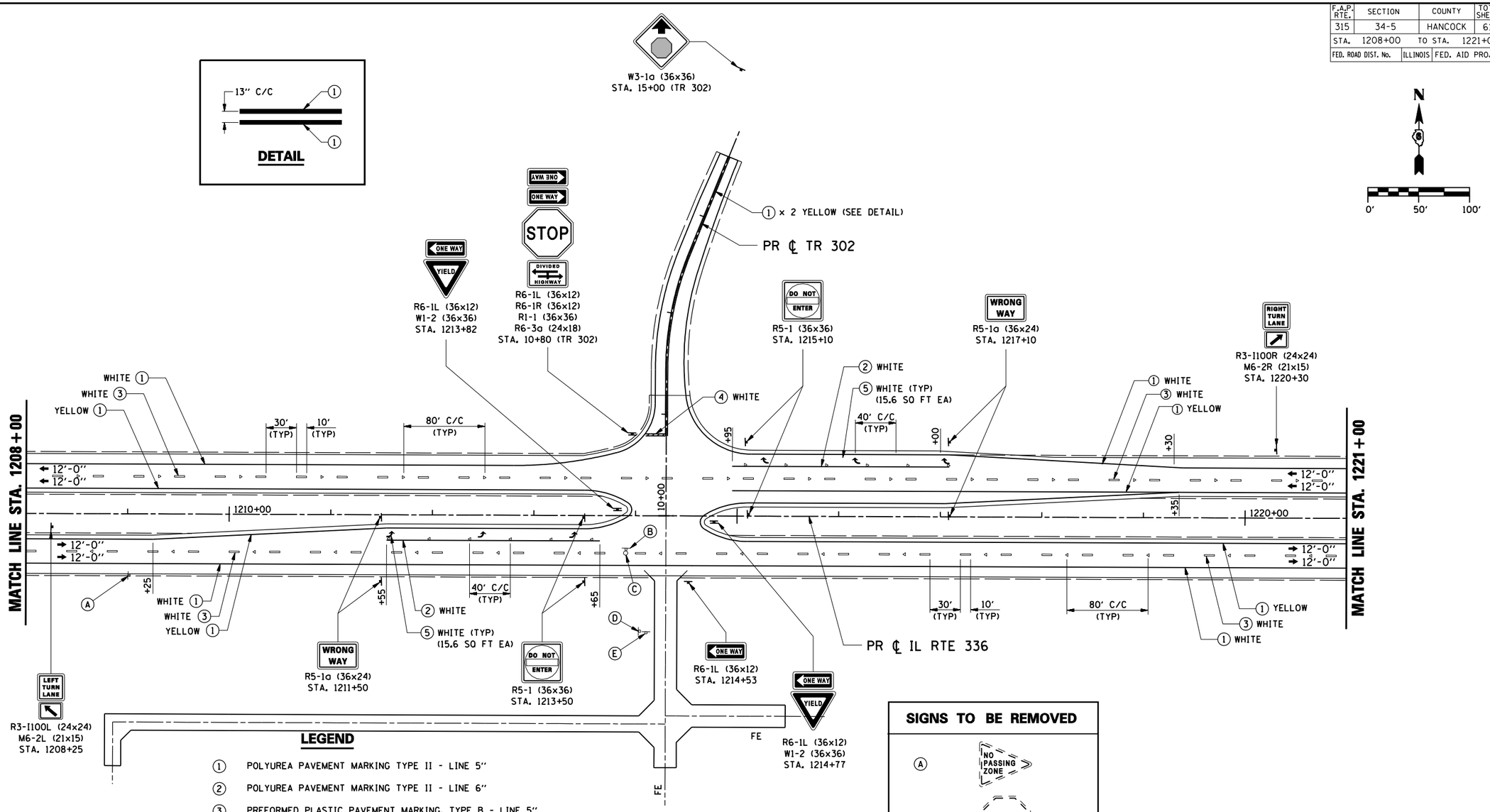
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

DG PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	224
STA. 1208+00	TO STA. 1221+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
3. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
4. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
5. POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS

◁ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)

◀ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)

◆ RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

SIGN PANEL AND POST

PERMANENT TYPE III BARRICADE

SIGNS TO BE REMOVED

A — NO PASSING ZONE

B — STOP

C — (*) 2700E 1500N

D — LAMOINE CHRISTIAN CAMP

E

(*) SALVAGE TO HANCOCK COUNTY HIGHWAY DEPT.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1208+00 TO STA. 1221+00

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

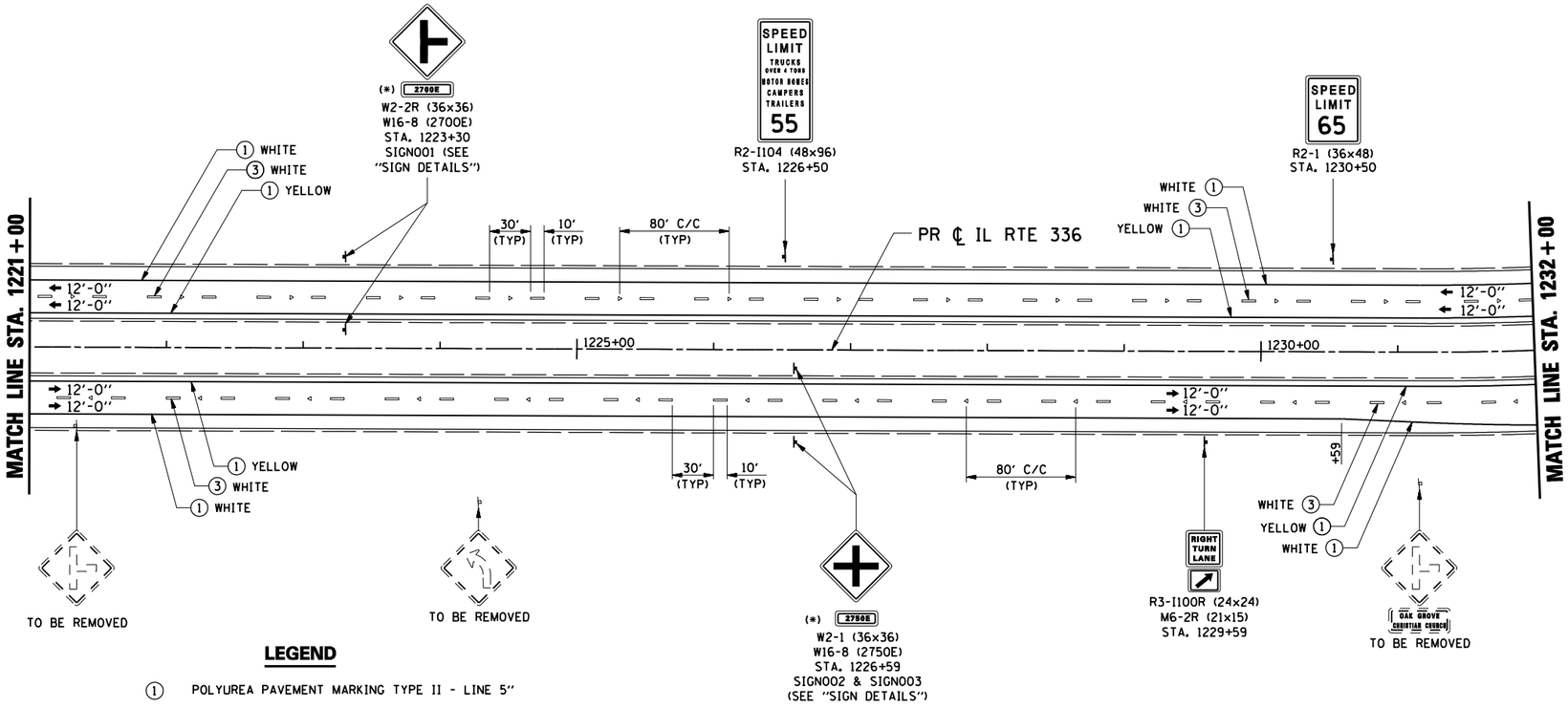
CHECKED BY: JAC

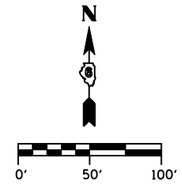
•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	225
STA. 1221+00	TO STA. 1232+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		





NOTE:

EXISTING BUSINESS SIGN AT STA. 1230+87±, 123' RT (TO BE REMOVED BY OTHERS)

LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1221+00 TO STA. 1232+00

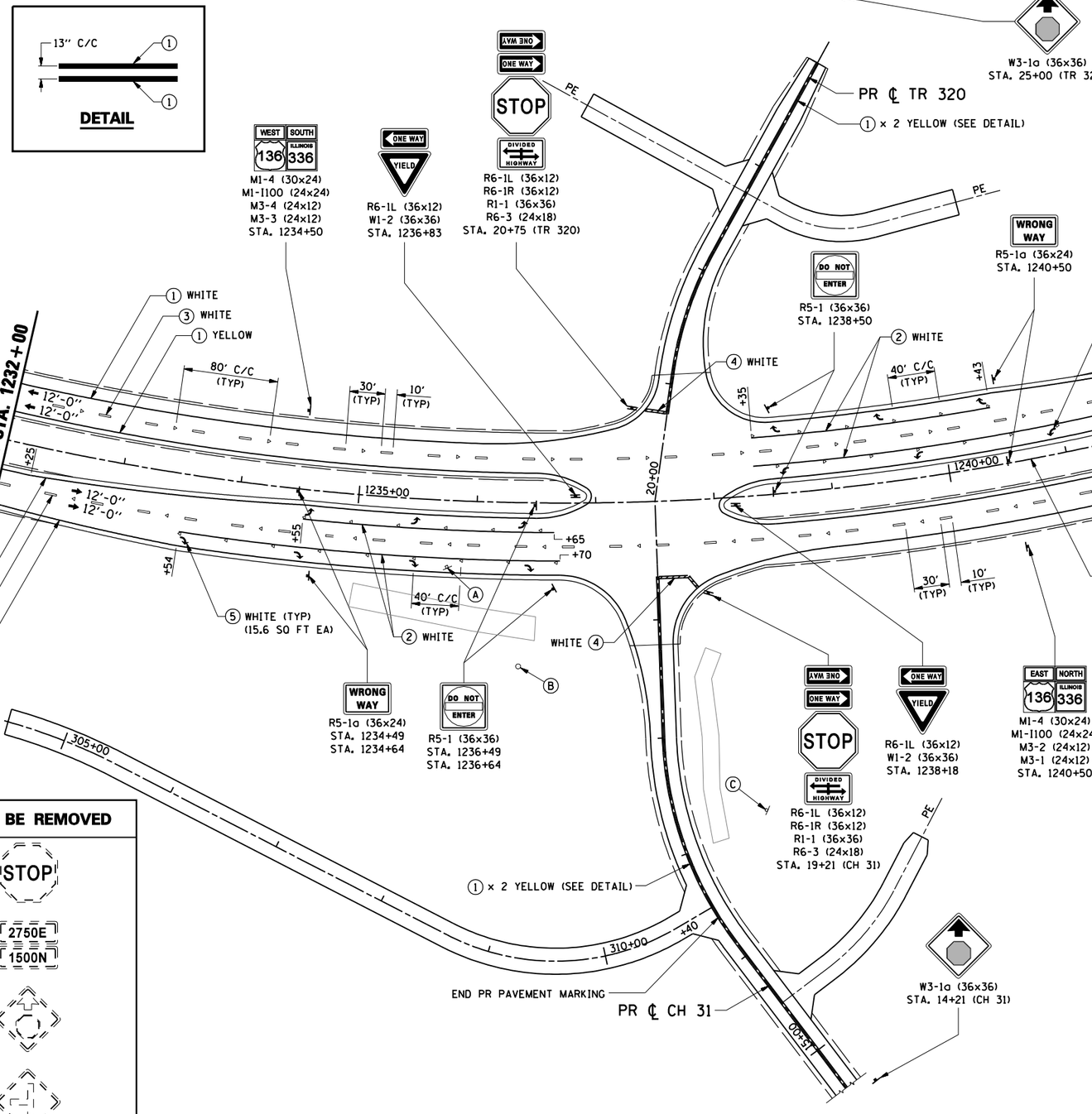
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

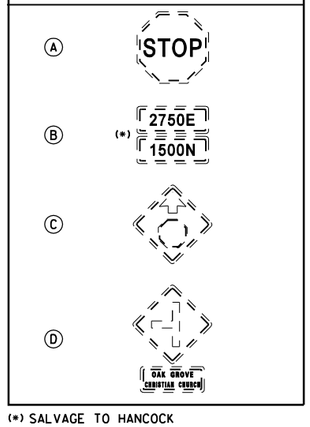
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	226
STA. 1232+00	TO STA. 1244+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



SIGNS TO BE REMOVED



(*) SALVAGE TO HANCOCK COUNTY HIGHWAY DEPT.

LEGEND

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
3. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
4. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
5. POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS

◁ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)

◀ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)

◆ RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

SIGN PANEL AND POST

PERMANENT TYPE III BARRICADE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1232+00 TO STA. 1244+00

SCALE:
DATE: MARCH 10, 2006
DRAWN BY: RG
CHECKED BY: JAC

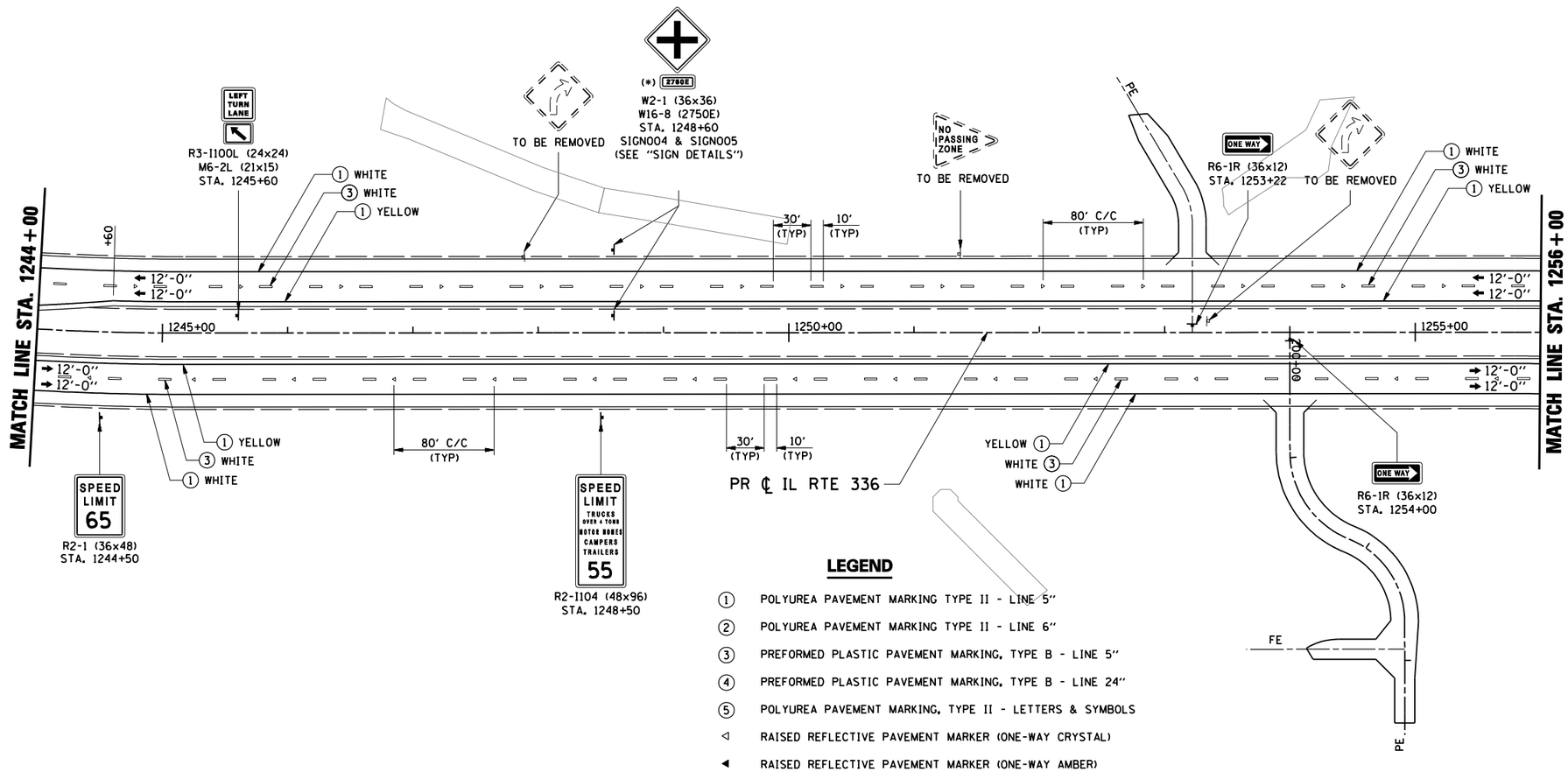
•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	227
STA. 1244+00	TO STA. 1256+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.



LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1244+00 TO STA. 1256+00

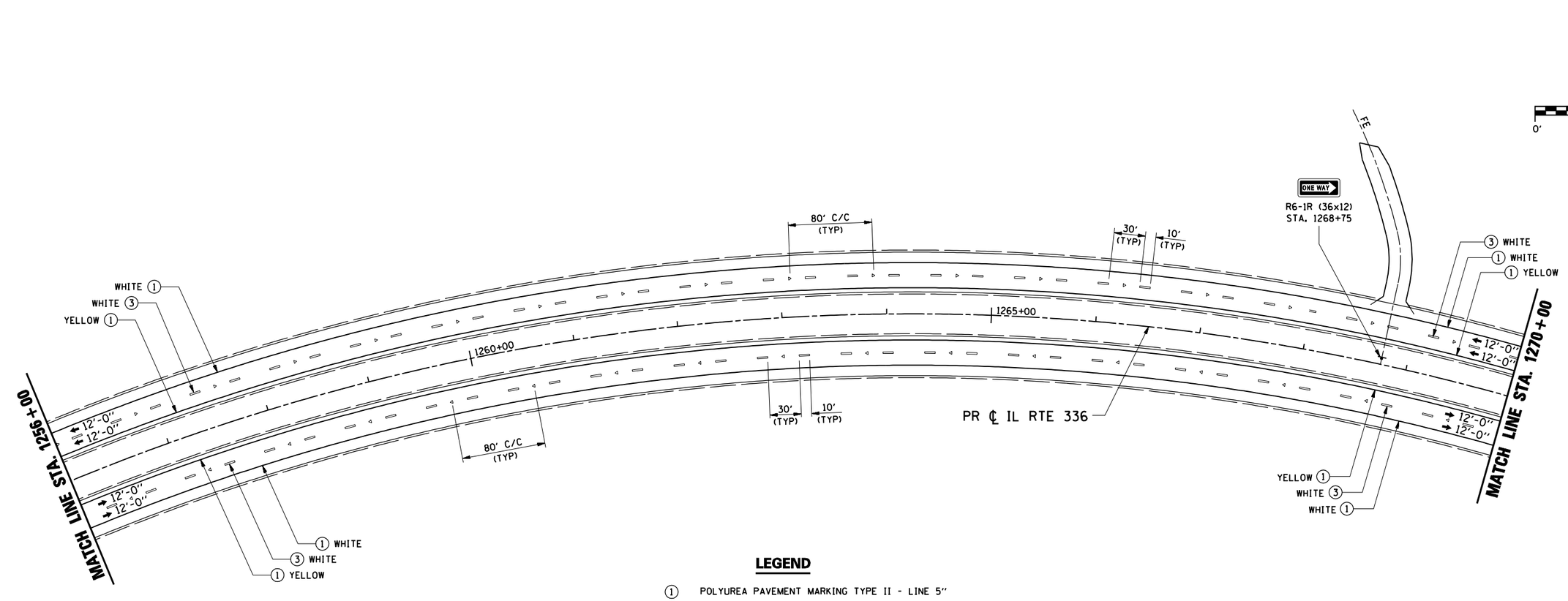
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	228
STA. 1256+00	TO STA. 1270+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1256+00 TO STA. 1270+00

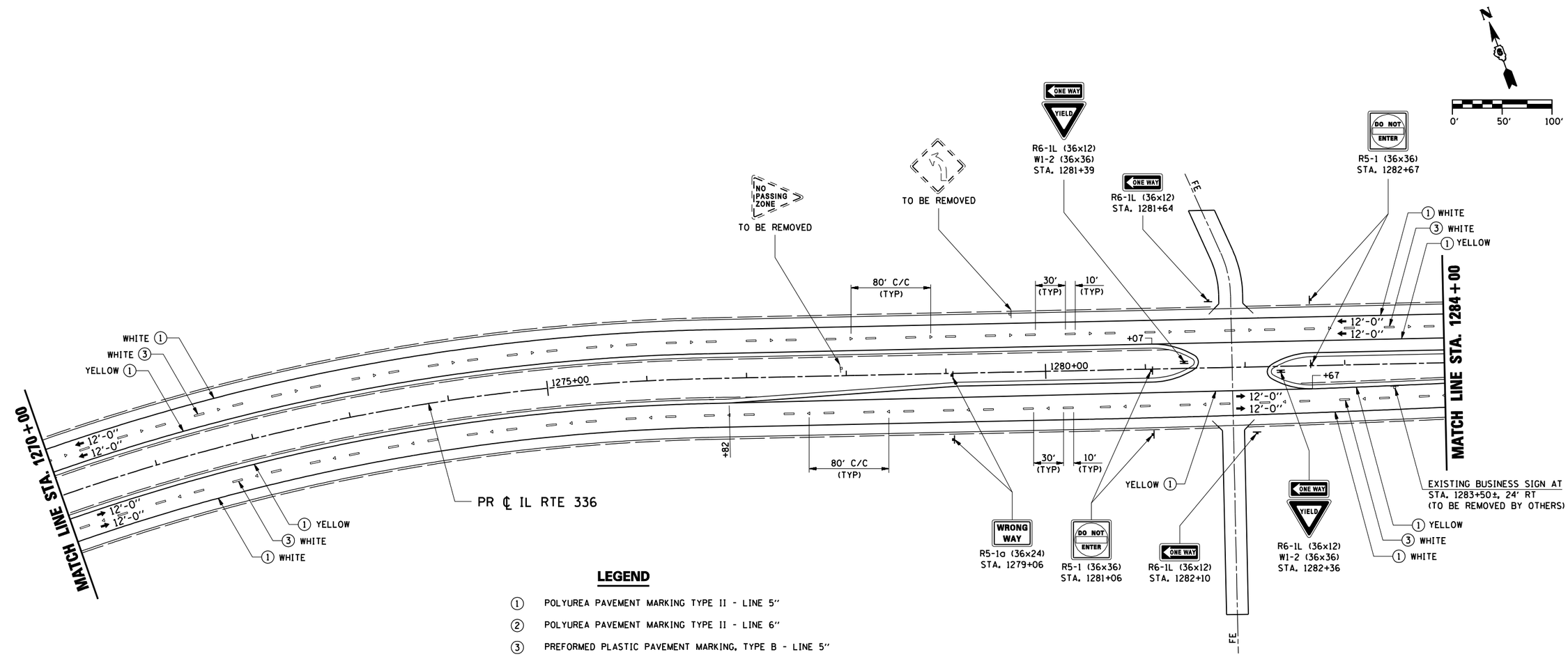
SCALE:
DATE: MARCH 10, 2006
DRAWN BY: RG
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

DG PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	229
STA. 1270+00	TO STA. 1284+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
—	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1270+00 TO STA. 1284+00

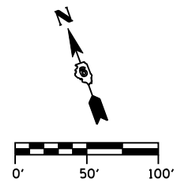
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

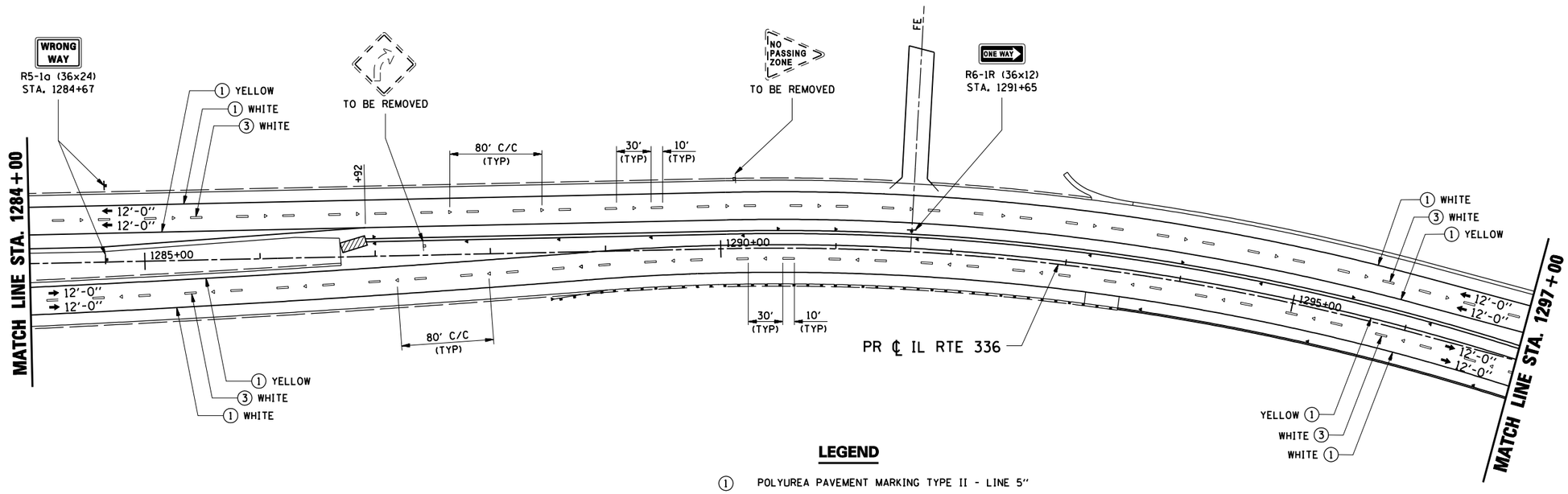
•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	230
STA. 1284+00	TO STA. 1297+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		





LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1284+00 TO STA. 1297+00

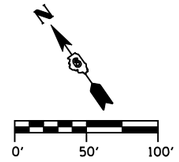
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

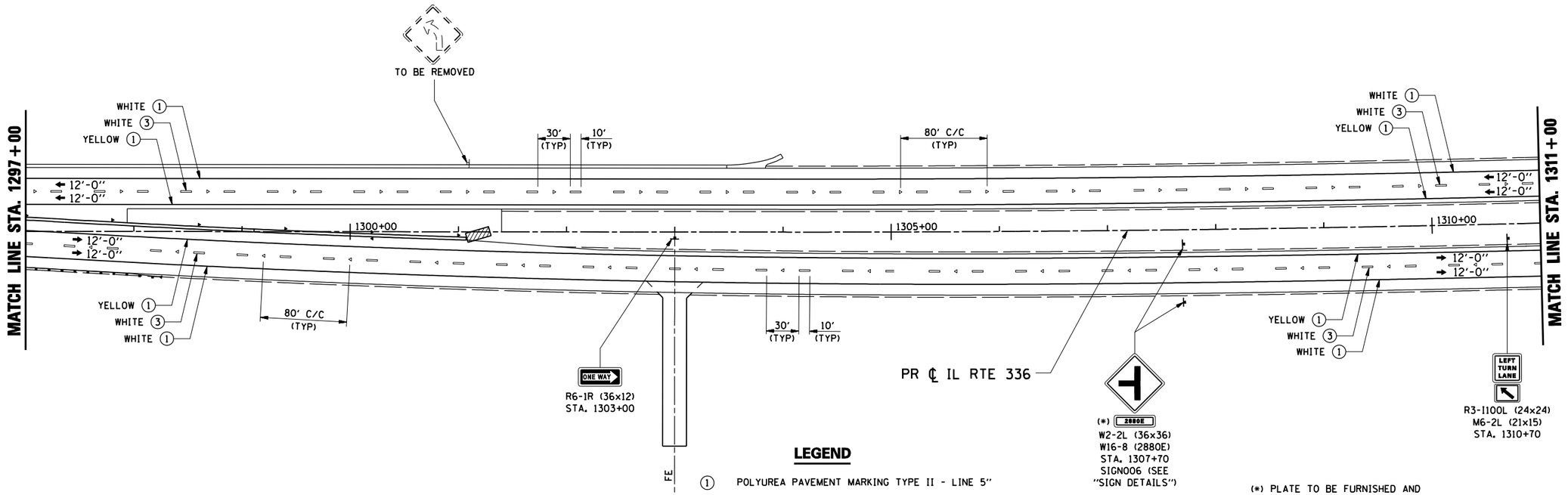
•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	231
STA. 1297+00		TO STA. 1311+00		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		





LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1297+00 TO STA. 1311+00

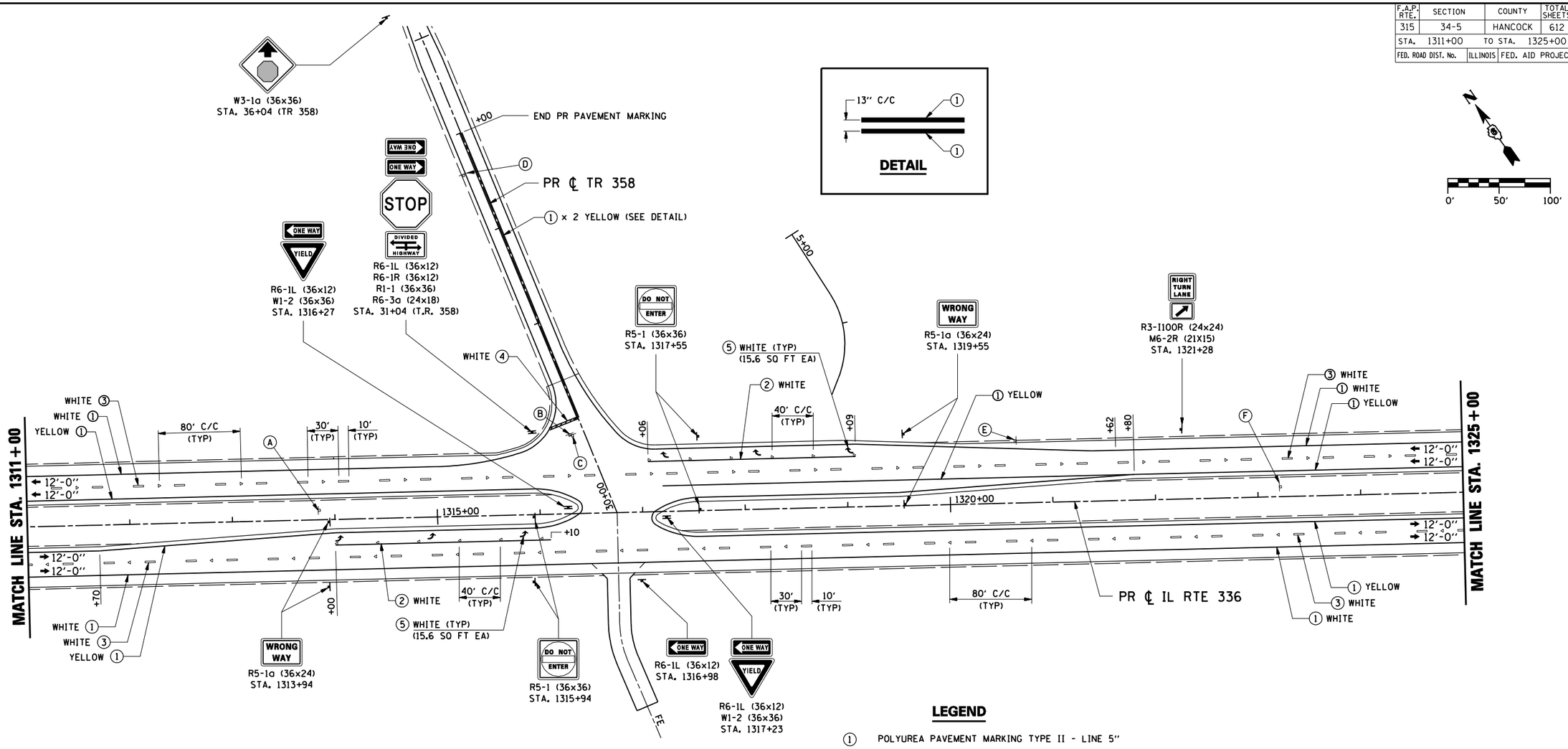
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	232
STA. 1311+00	TO STA. 1325+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



SIGNS TO BE REMOVED

A		D	
B	(*) 2880E 1500N	E	
C	STOP	F	

(*) SALVAGE TO HANCOCK COUNTY HIGHWAY DEPT.

LEGEND

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4) PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5) POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆ RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
SIGN PANEL AND POST
PERMANENT TYPE III BARRICADE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1311+00 TO STA. 1325+00

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF@1

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	233
STA. 1325+00	TO STA. 1338+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

LEGEND

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
3. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
4. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
5. POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS

◁ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)

◀ RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)

◆ RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

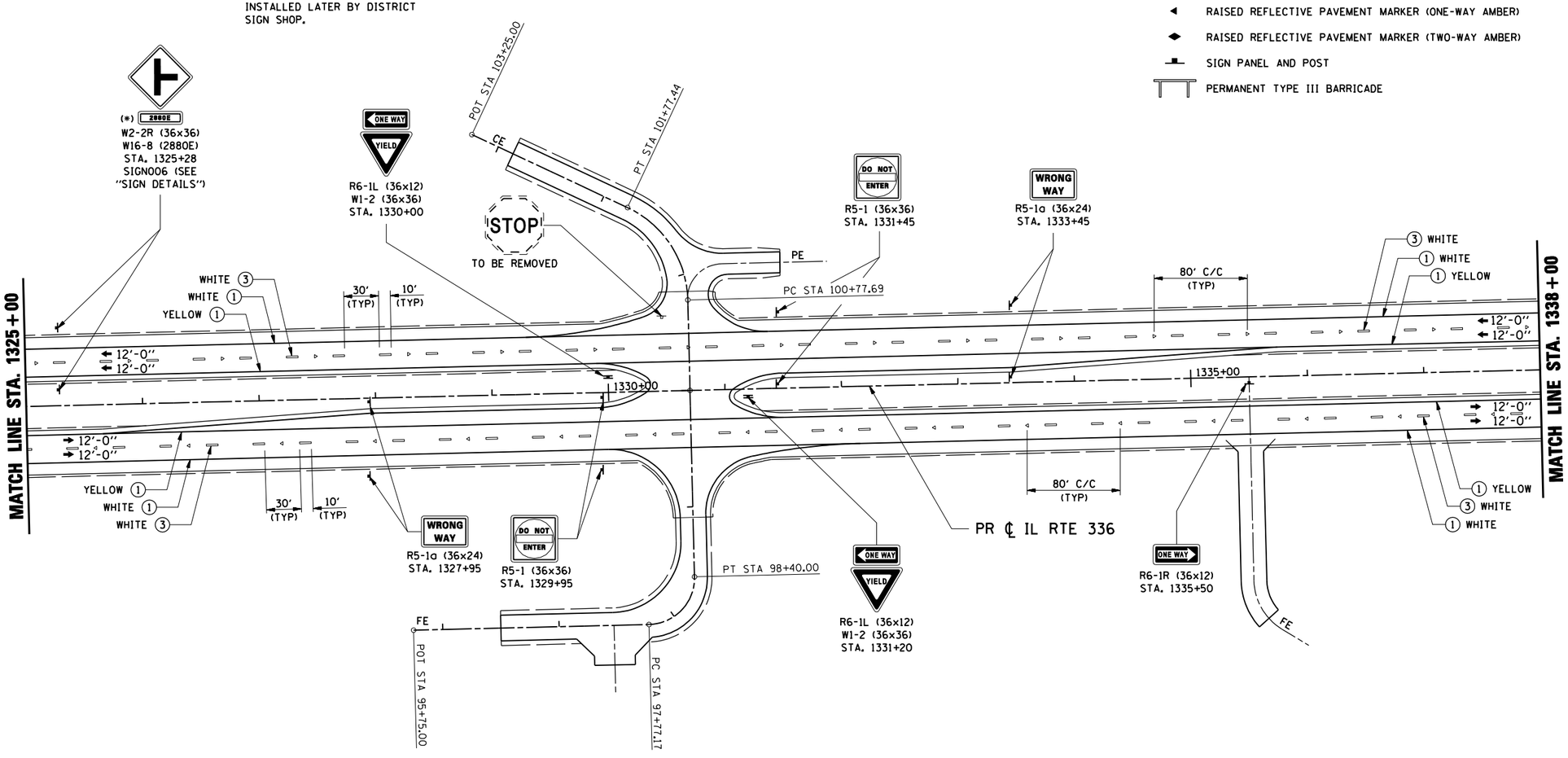
SIGN PANEL AND POST

PERMANENT TYPE III BARRICADE

N

0' 50' 100'

(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1325+00 TO STA. 1338+00

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

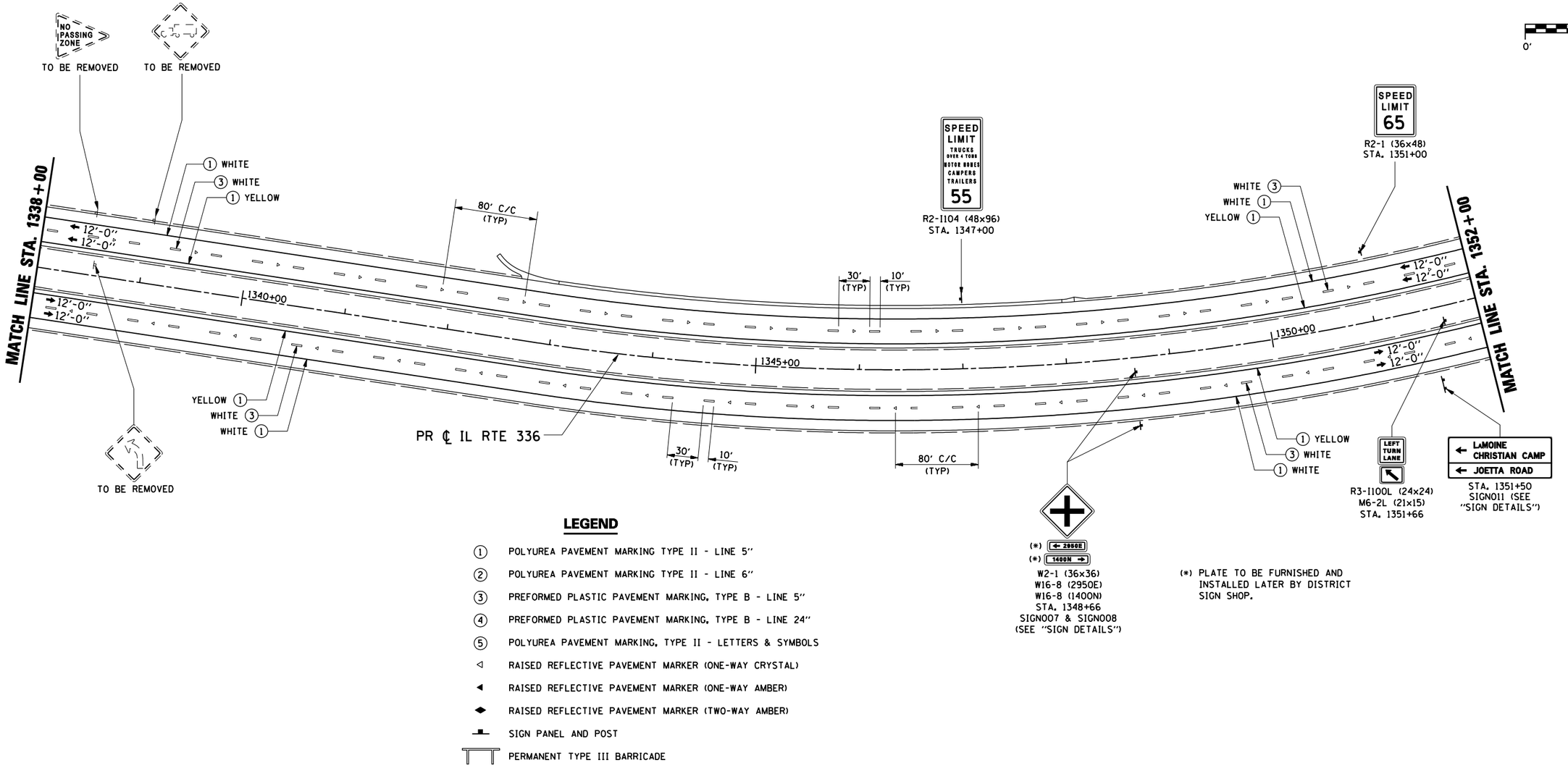
CHECKED BY: JAC

DGN-SPEC
DATE-TIME
*REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	234
STA. 1338+00	TO STA. 1352+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1338+00 TO STA. 1352+00

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	235
STA. 1352+00	TO STA. 1366+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

SIGNS TO BE REMOVED

Ⓐ

Ⓑ LA MOINE CHRISTIAN CAMP / JOETTA ROAD

Ⓒ

Ⓓ (*) 2950E / 1460N

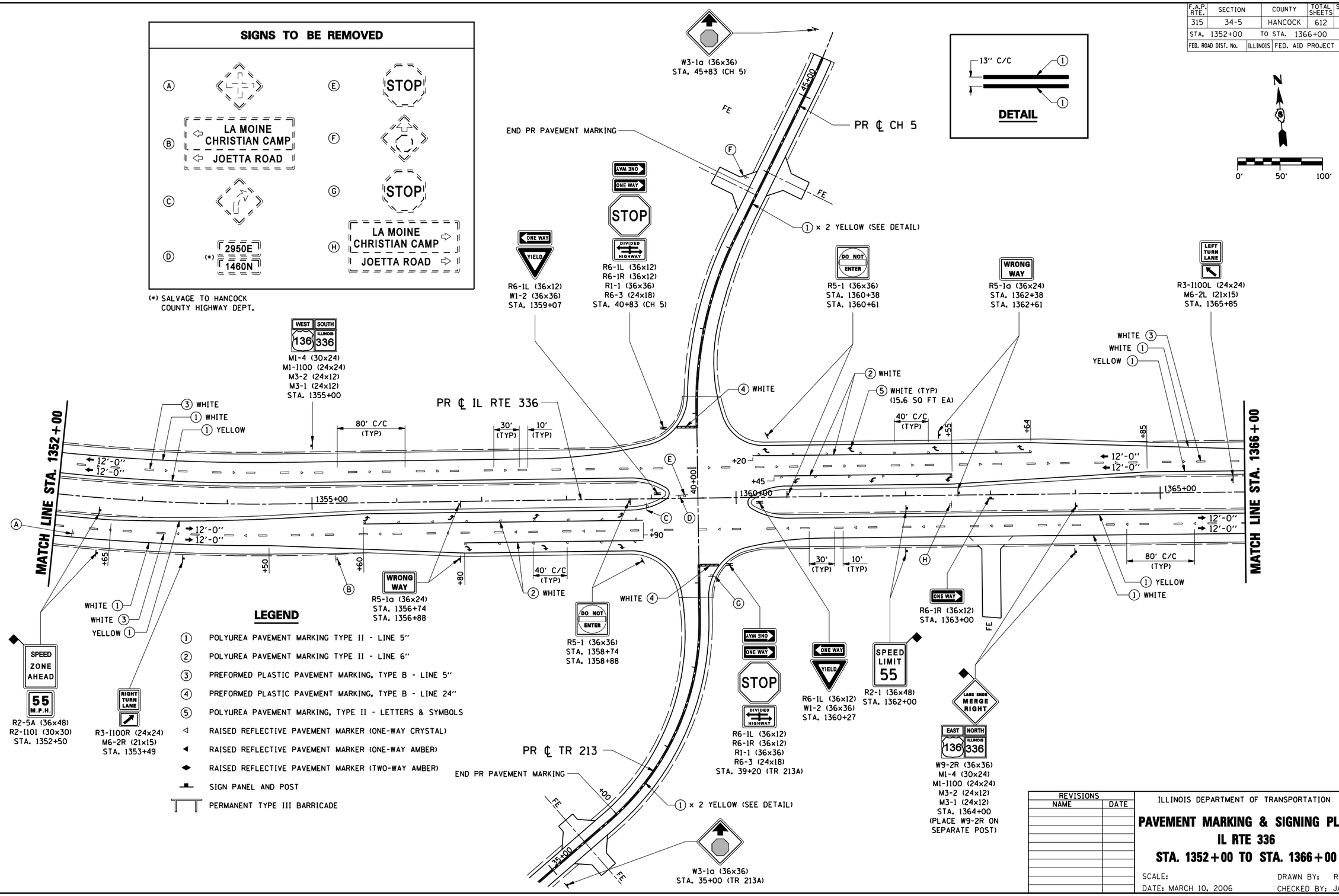
Ⓔ STOP

Ⓕ

Ⓖ STOP

Ⓗ LA MOINE CHRISTIAN CAMP / JOETTA ROAD

(*) SALVAGE TO HANCOCK COUNTY HIGHWAY DEPT.



LEGEND

1	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
2	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
3	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
4	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
5	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1352+00 TO STA. 1366+00

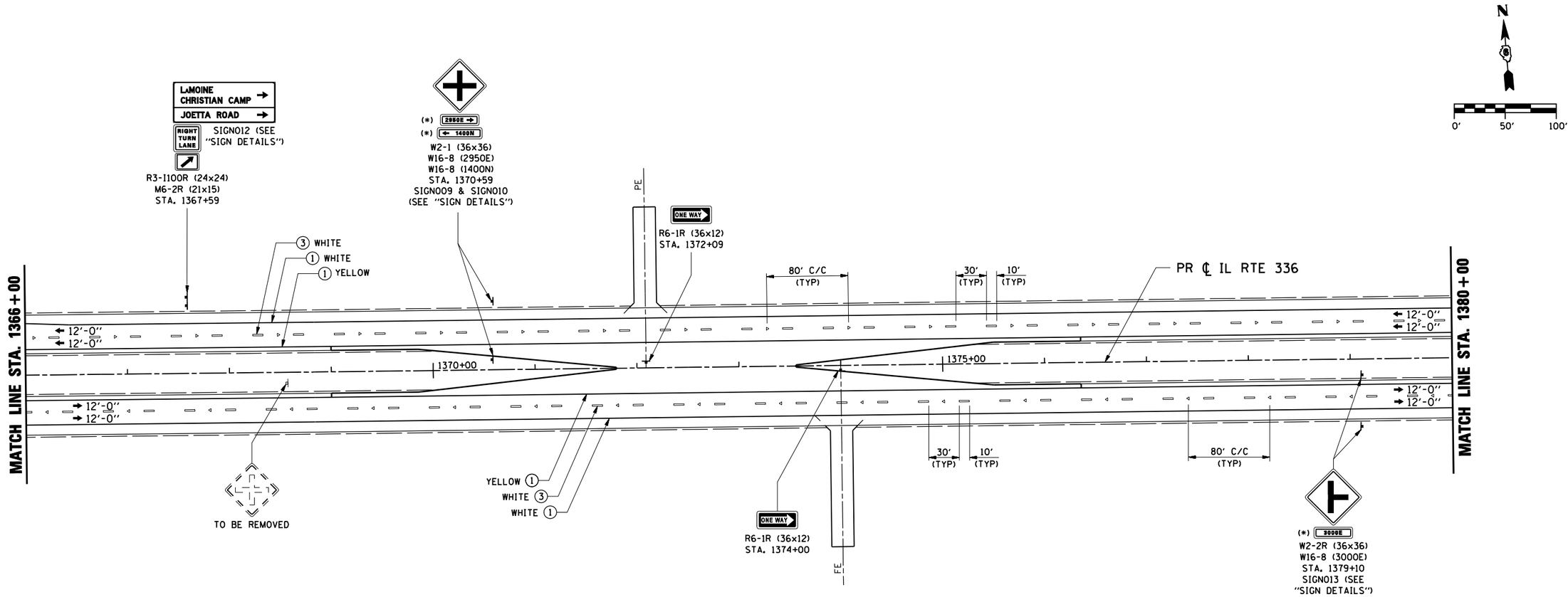
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	236
STA. 1366+00	TO STA. 1380+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



LEGEND

1	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
2	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
3	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
4	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
5	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1366+00 TO STA. 1380+00

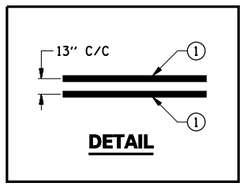
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

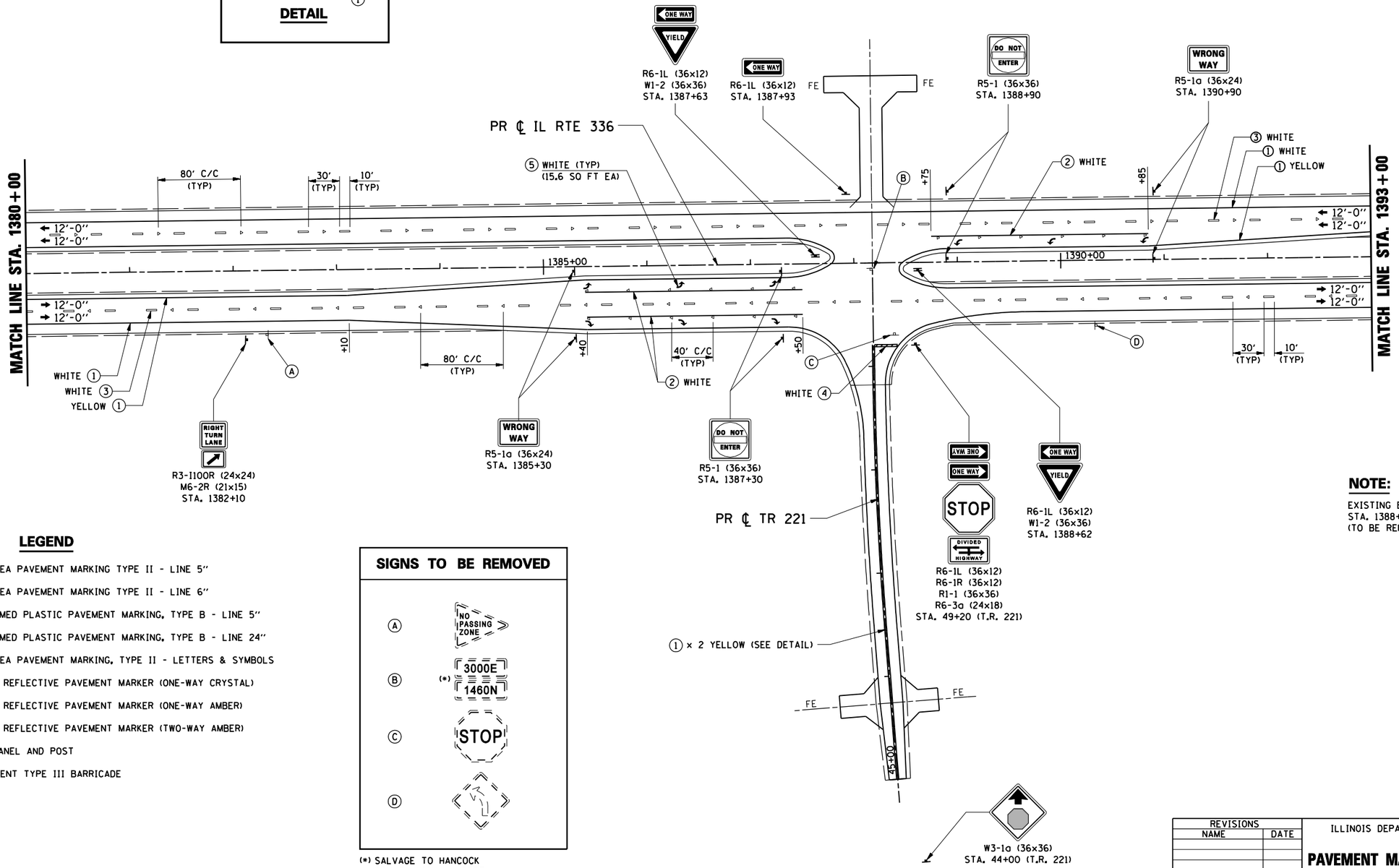
•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	237
STA. 1380+00	TO STA. 1393+00			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		





LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

SIGNS TO BE REMOVED

(A)	NO PASSING ZONE
(B)	(*) 3000E 1460N
(C)	STOP
(D)	

(*) SALVAGE TO HANCOCK COUNTY HIGHWAY DEPT.

NOTE:

EXISTING BUSINESS SIGN AT STA. 1388+71±, 90' RT (TO BE REMOVED BY OTHERS)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1380+00 TO STA. 1393+00

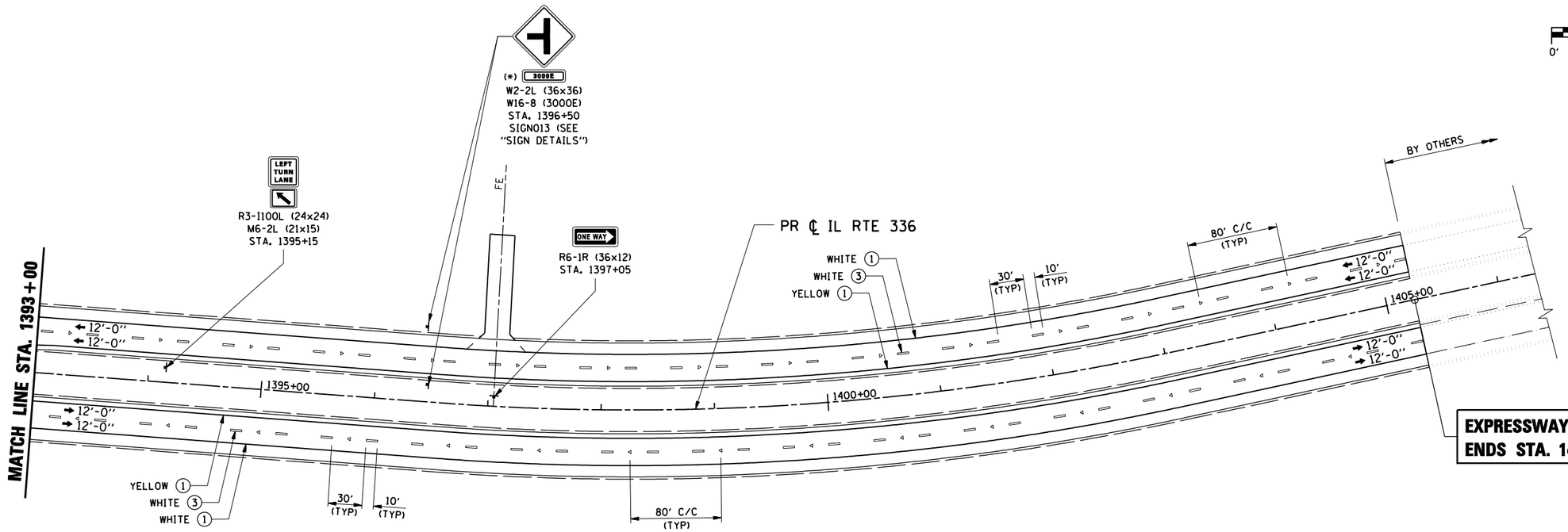
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	238
STA. 1393+00	TO STA. 1405+25			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



(*) PLATE TO BE FURNISHED AND INSTALLED LATER BY DISTRICT SIGN SHOP.

LEGEND

(1)	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"
(2)	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"
(3)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"
(4)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"
(5)	POLYUREA PAVEMENT MARKING, TYPE II - LETTERS & SYMBOLS
◁	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
◀	RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
◆	RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
	SIGN PANEL AND POST
	PERMANENT TYPE III BARRICADE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING PLAN
IL RTE 336
STA. 1393+00 TO STA. 1405+25

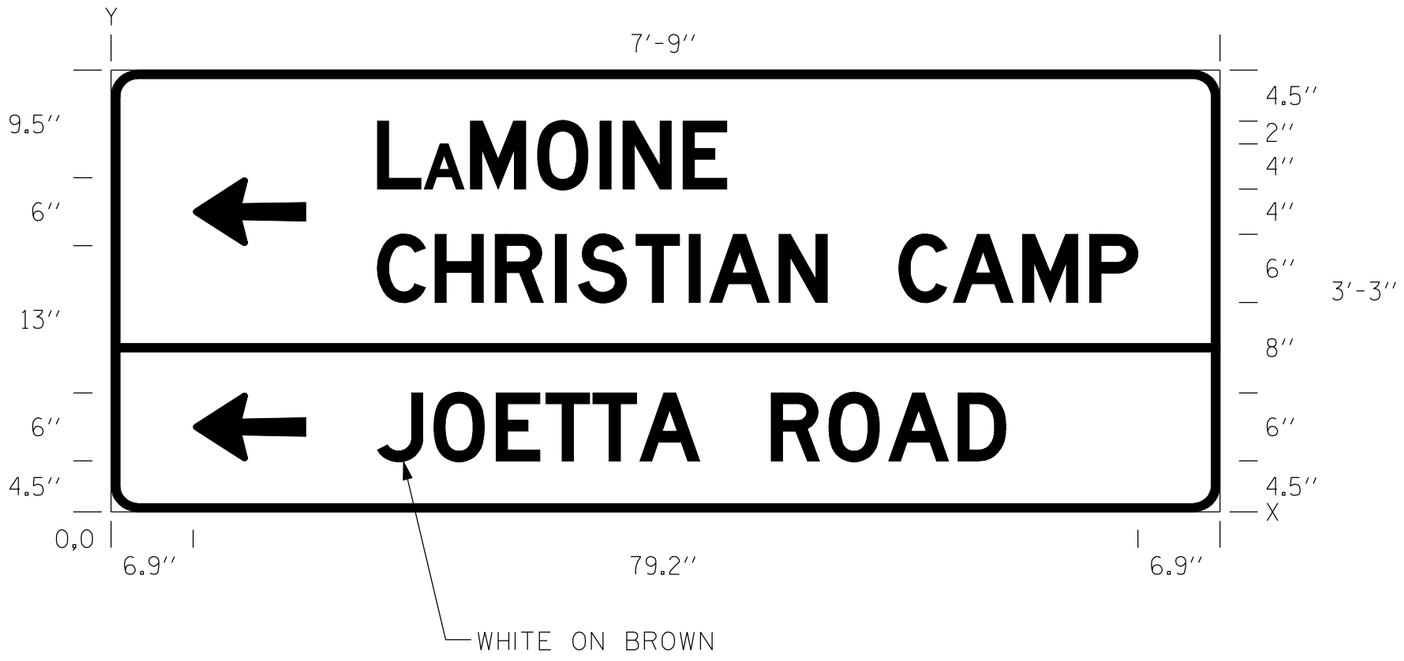
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	239
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



DIMENSIONS IN INCHES

COORDINATES ARE TO LOWER LEFT CORNERS

SIGN NUMBER	SIGNDETII
WIDTH × HEIGHT	7′-9" × 3′-3"
BORDER WIDTH	0.8"
CORNER RADIUS	2.3"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE
	COLOR: BROWN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
ARLONG,180deg	6.9	23.5	9.4	6.0
ARLONG,180deg	6.9	4.5	9.4	6.0

Y FONT	LETTER POSITIONS (X)																					HT LEN
28.5 D	L	A	M	O	I	N	E															6.0
	22.3	26.3	30.1	35.8	41.0	42.9	48.0															29.3
18.5 D	C	H	R	I	S	T	I	A	N	C	A	M	P									6.0
	22.3	27.2	32.2	37.2	39.2	44.0	48.5	50.2	56.0	66.1	70.6	76.4	82.1									63.8
4.5 D	J	O	E	T	T	A	R	O	A	D												6.0
	22.3	27.1	32.3	36.5	40.4	44.3	55.4	60.2	65.2	71.0												52.7

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

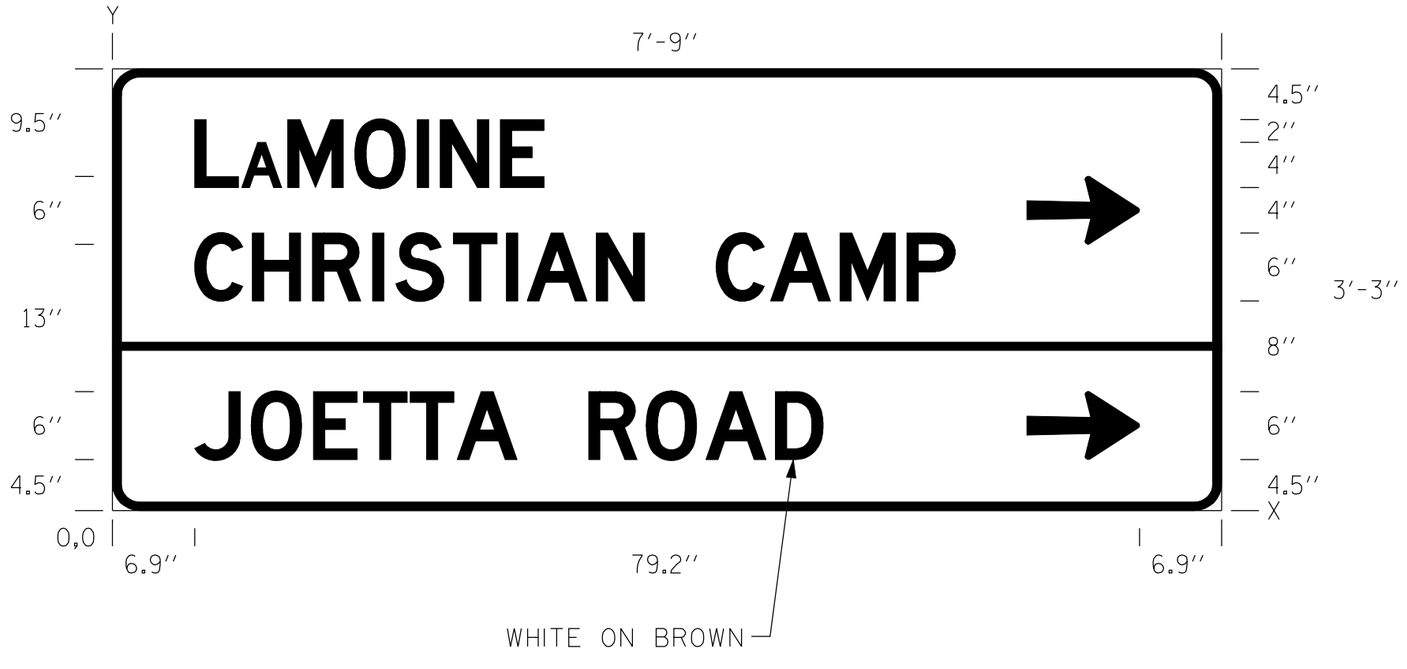
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	240
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



DIMENSIONS IN INCHES

COORDINATES ARE TO LOWER LEFT CORNERS

SIGN NUMBER	SIGNDET12
WIDTH x HEIGHT	7'-9" x 3'-3"
BORDER WIDTH	0.8"
CORNER RADIUS	2.3"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE
	COLOR: BROWN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
ARLONG	76.7	23.5	9.4	6.0
ARLONG	76.7	4.5	9.4	6.0

Y FONT	LETTER POSITIONS (X)																						HT LEN
28.5 D	L	A	M	O	I	N	E																6.0
	6.9	10.8	14.7	20.3	25.6	27.5	32.5																29.3
18.5 D	C	H	R	I	S	T	I	A	N	C	A	M	P										6.0
	6.9	11.7	16.8	21.8	23.8	28.6	33.0	34.8	40.6	50.6	55.2	61.0	66.6										63.8
4.5 D	J	O	E	T	T	A	R	O	A	D													6.0
	6.9	11.6	16.9	21.0	25.0	28.9	39.9	44.8	49.8	55.6													52.7

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

SCALE:

DATE: MARCH 10, 2006

DRAWN BY: RG

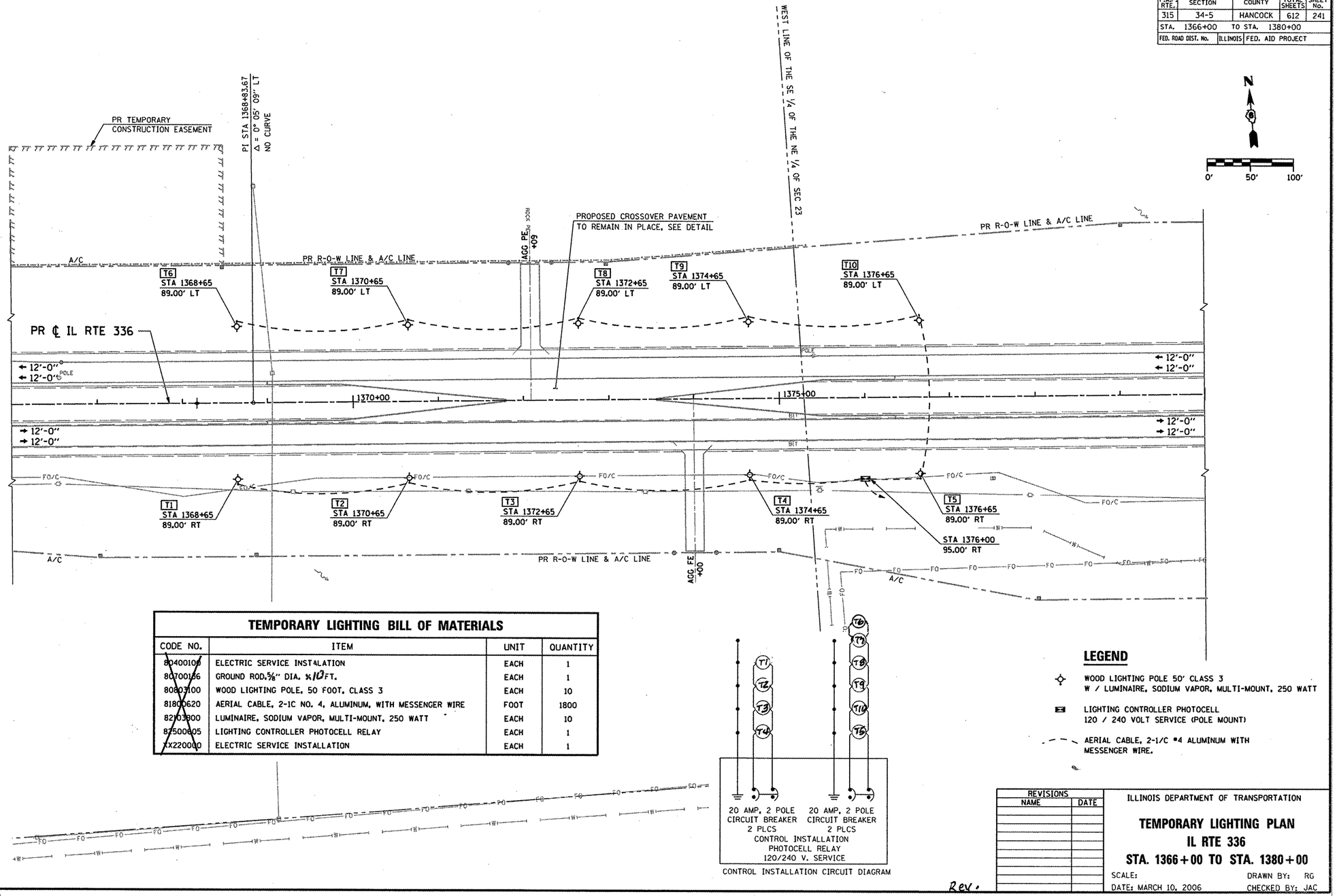
CHECKED BY: JAC

DGN-SPEC
DATE-TIME
*REF01

DG PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	241
STA. 1366+00		TO STA. 1380+00		
FED. ROAD DIST. No.		ILLINOIS	FED. AID PROJECT	



TEMPORARY LIGHTING BILL OF MATERIALS

CODE NO.	ITEM	UNIT	QUANTITY
80400100	ELECTRIC SERVICE INSTALATION	EACH	1
80700156	GROUND ROD,⅝" DIA. x10FT.	EACH	1
80800100	WOOD LIGHTING POLE, 50 FOOT, CLASS 3	EACH	10
81800620	AERIAL CABLE, 2-1C NO. 4, ALUMINUM, WITH MESSENGER WIRE	FOOT	1800
82100900	LUMINAIRE, SODIUM VAPOR, MULTI-MOUNT, 250 WATT	EACH	10
82500605	LIGHTING CONTROLLER PHOTOCELL RELAY	EACH	1
XX220000	ELECTRIC SERVICE INSTALLATION	EACH	1

20 AMP, 2 POLE CIRCUIT BREAKER 2 PLCS
CONTROL INSTALLATION PHOTOCELL RELAY 120/240 V. SERVICE

20 AMP, 2 POLE CIRCUIT BREAKER 2 PLCS

CONTROL INSTALLATION CIRCUIT DIAGRAM

LEGEND

- WOOD LIGHTING POLE 50' CLASS 3 W / LUMINAIRE, SODIUM VAPOR, MULTI-MOUNT, 250 WATT
- LIGHTING CONTROLLER PHOTOCELL 120 / 240 VOLT SERVICE (POLE MOUNT)
- AERIAL CABLE, 2-1/C #4 ALUMINUM WITH MESSENGER WIRE.

Rev.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING PLAN
IL RTE 336
STA. 1366+00 TO STA. 1380+00

SCALE: DRAWN BY: RG
DATE: MARCH 10, 2006 CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

06 PROJECT: FILE:

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	242
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

LIGHTING GENERAL NOTES:

1. QUANTITIES OF PUSHED CONDUIT, ELECTRICAL CABLE AND TRENCH WHERE INDICATED ON THE PLANS, ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE CONFORMANCE WITH SPECIFIED REQUIREMENTS.

2. EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND BONDED TO EACH LIGHT POLE.

3. COMMONWEALTH EDISON COMPANY SHALL BE CONTACTED AS SOON AS POSSIBLE AND NOTIFIED OF PENDING SERVICE CONNECTIONS AND INSTALLATIONS TO INSURE CONTINUITY OF NIGHT TIME HOURS OF LIGHTING OPERATION.

4. NO EQUIPMENT OR MATERIAL SHALL BE DELIVERED TO THE JOB SITE PRIOR TO THE APPROVAL AND INSPECTION BY THE ENGINEER. ANY EQUIPMENT OR MATERIAL DELIVERED TO THE JOB SITE PRIOR TO APPROVAL AND INSPECTION SHALL BE REMOVED FROM THE JOB SITE AT THE CONTRACTOR'S EXPENSE.

5. THE PROPOSED LIGHTING CONTROL CABINET SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY WITH THE EXACT LOCATION TO BE CONFIRMED IN THE FIELD.

6. PROVIDE A $\frac{5}{8}$'' DIA. X 10' LONG GROUND ROD AT THE BASE OF EACH LIGHT UNIT.

7. THE ELECTRICAL WORK SHALL BE IN CONFORMANCE WITH THE NATIONAL AND LOCAL ELECTRICAL CODES.

LIGHTING BILL OF MATERIALS

CODE NO.	ITEM	UNIT	QUANTITY
XX220000	REMOVE EXISTING LIGHTING	EACH	1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

LIGHTING GENERAL NOTES AND LIGHTING BILL OF MATERIALS

SCALE: DRAWN BY: RG

DATE: MARCH 10, 2006 CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	243
STA. 1162+00.00		TO STA. 1177+00.00		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

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

N

0' 50' 100'

WOOD LIGHTING POLE 50' CLASS III
WITH 250W HPS MULTI-MOUNT
LUMINAIRE. LUMINAIRES WILL
OPERATE AT 240V, 2W, 1Ø
10 PLCS

AERIAL CABLE
2-1/C #4 ALUMINUM
W/MESSENGER WIRE

℄ SURVEY AND CONSTRUCTION
FAP 315 (US 136)

A/C

TBR

T1 T2 T3 T4 T5 T6 T7 T8 T9 T10

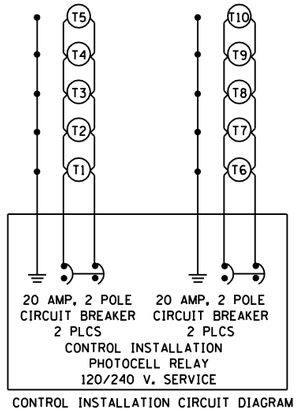
1165+00 1170+00 1175+00

450+00 455+00 460+00

US 136

UNIT DUCT, 2 #8 XLP,
1 #8 XLP GROUND, ¾" POLYETHYLENE
2 PLCS

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



CONTROL INSTALLATION CIRCUIT DIAGRAM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)
LIGHTING PLAN
CROSSOVER @ STA 1170+00

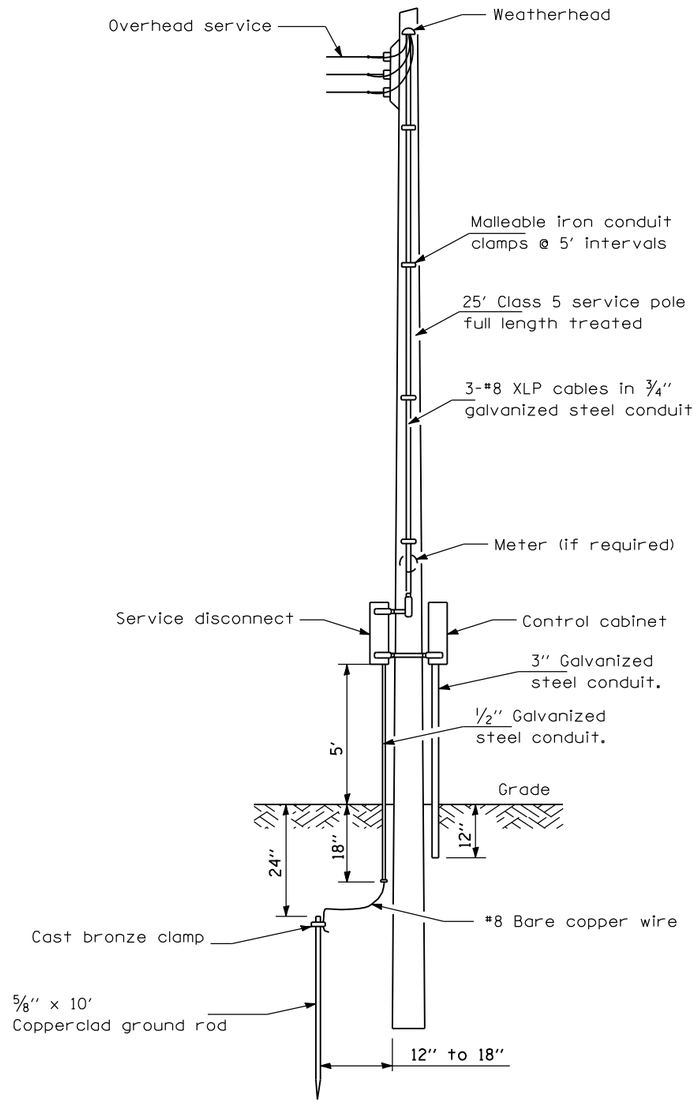
SCALE: 1" = 50'-0" DRAWN BY: RG
DATE: MARCH 10, 2006 CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

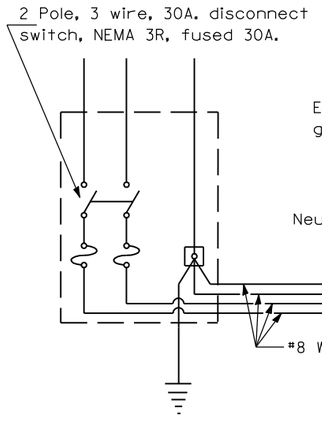
D6 PROJECT: FILE: .

CONTRACT No. 72682

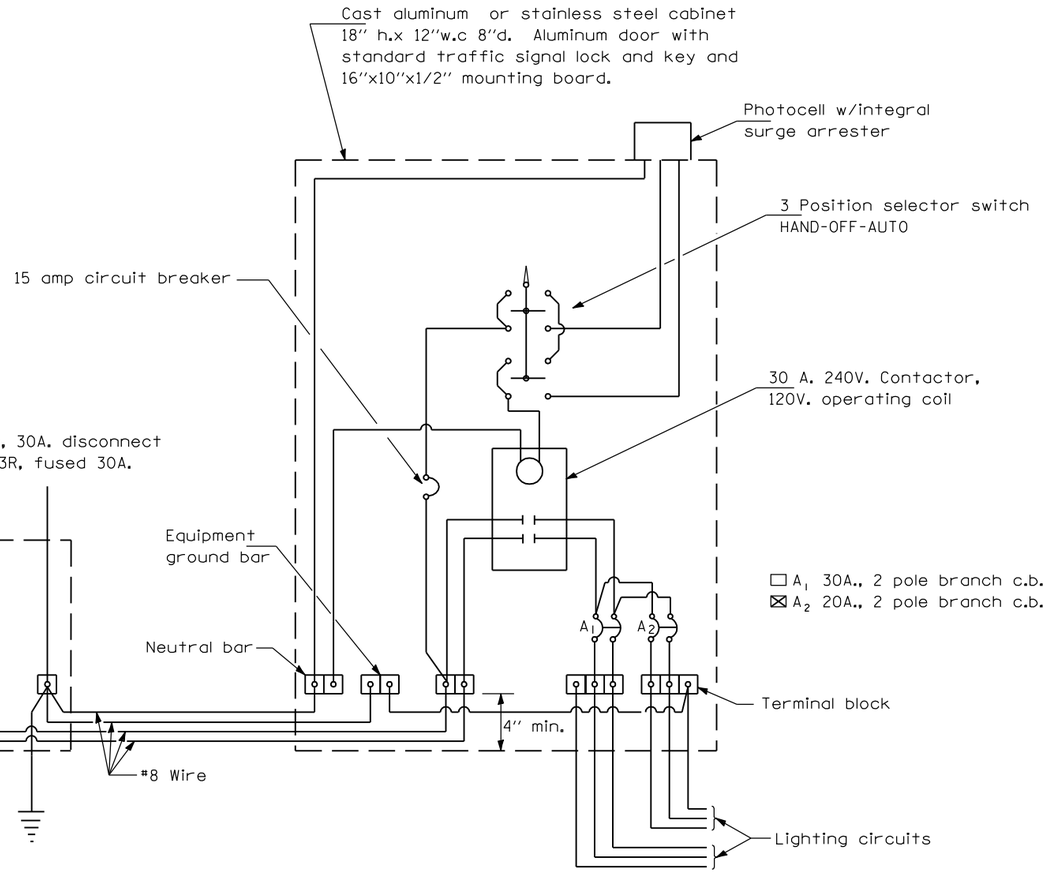
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	244
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



SERVICE POLE



DISCONNECT SWITCH



PHOTOCELL RELAY

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 NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)
LIGHTING PLANS
LIGHTING DETAILS

SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

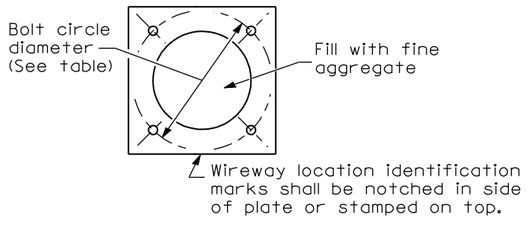
D6 PROJECT: FILE: .

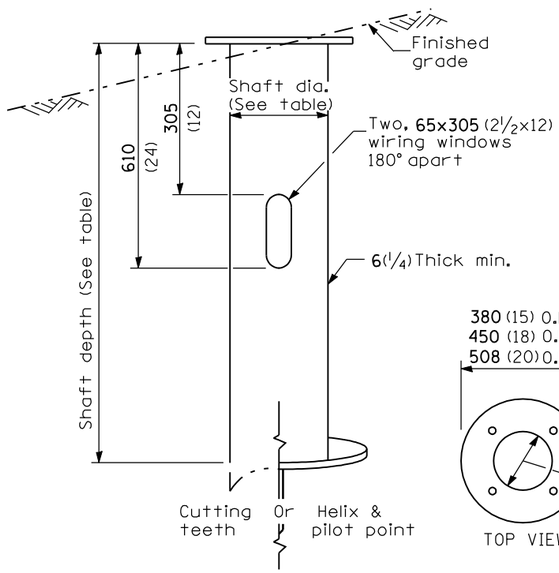
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	245
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

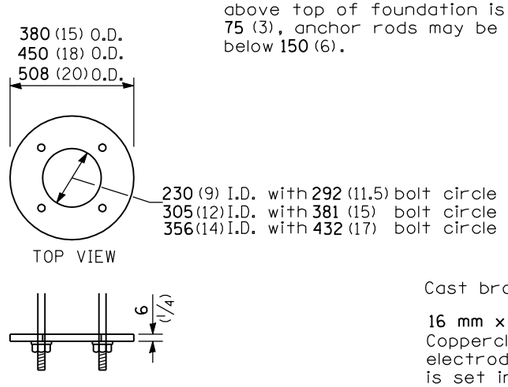
		STEEL FOUNDATION			CONCRETE FOUNDATION		
LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
≤9.1 m (30′)	292 (11.5)	220 (8⅝)	1.83 m (6′)	300 x 300 x 25 12 x 12 x 1	610 (24)	1.52 m (5′-0″)	1.45 m (4′-9″)
9.4 m - 10.7 m (31′-35′)	292 (11.5)	220 (8⅝)	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 (8⅝)	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 (8⅝)	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 (8⅝)	2.44 m (8′)	375 x 375 x 31 15 x 15 x 1¼	762 (30)	2.13m (7′-0″)	2.00 m (6′-9″)

① Length does not include 100 (4) hook
② 220 mm x 2.44 m (8⅝″ x 8′-0″) for Twin luminaires
③ Bolt circle diam. shall be 430 (17) when a TB3-17 transformer base is used



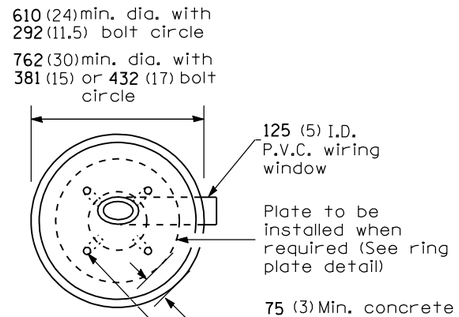


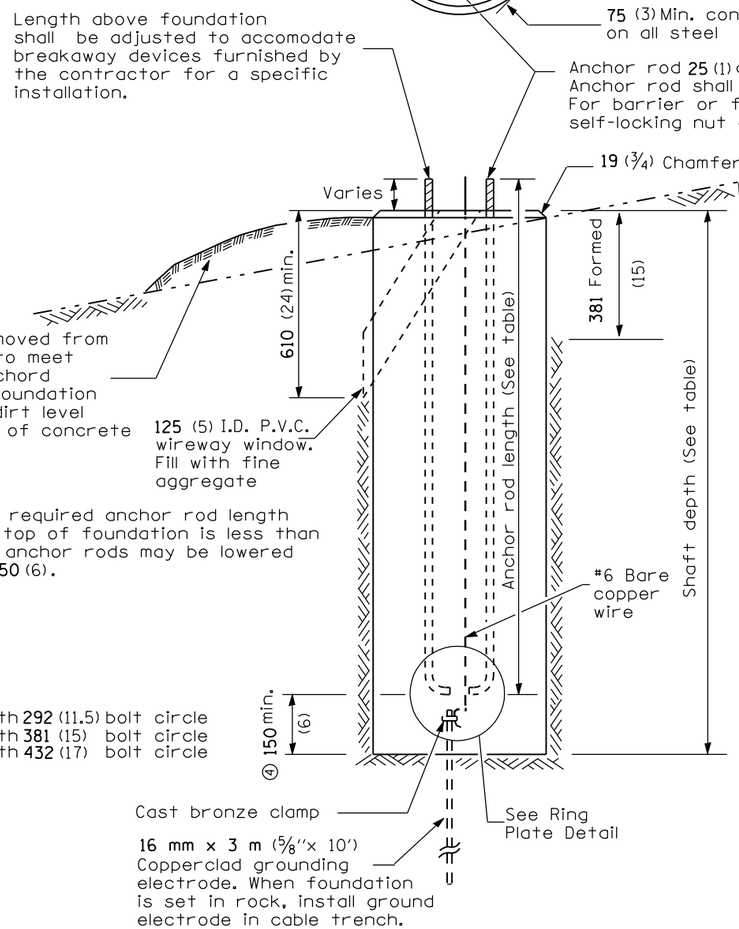
STEEL FOUNDATION



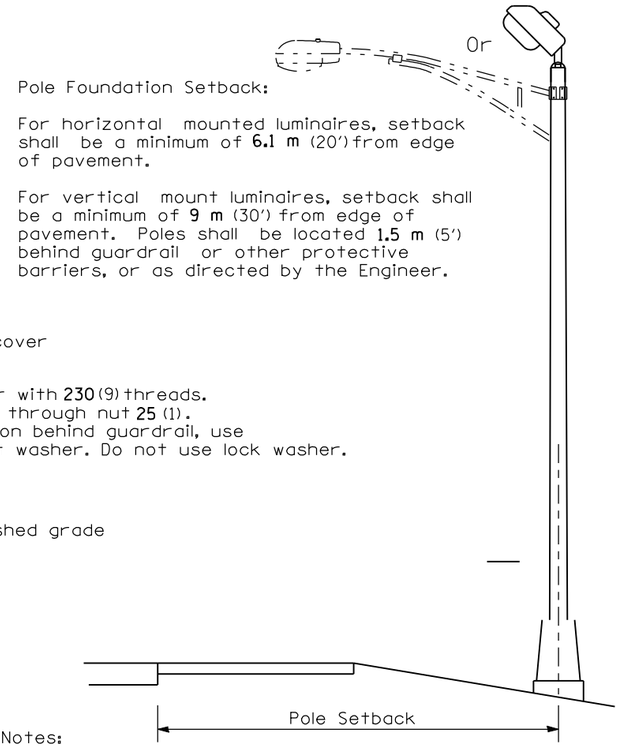
RING PLATE DETAIL

(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 (1¼) 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:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

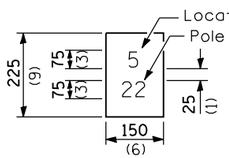
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	246
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

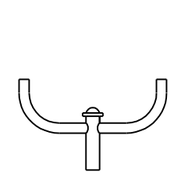
"Install and orient arm bracket over pole tenon and firmly hand tighten the two set screws. Use third hole in arm bracket as a guide to drill a 8.3 (21/64) diameter hole through tenon. Install and tighten self-tapping screw. Tighten set screws an additional (1/4 to 3/8) turn with hex key (not provided). 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 m2 (4.0 sq. ft.) E.P.A. luminaire.

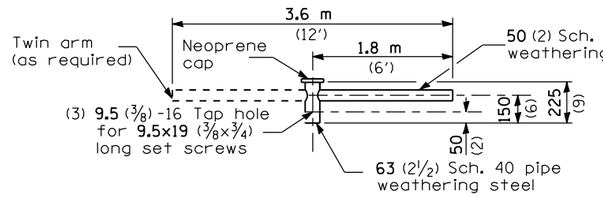


The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 75 (3) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements 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.

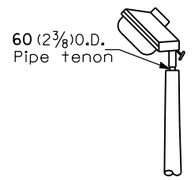


☐ TWIN TENON

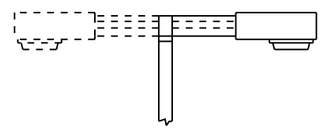


☐ TENON MOUNT BRACKET ARM

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

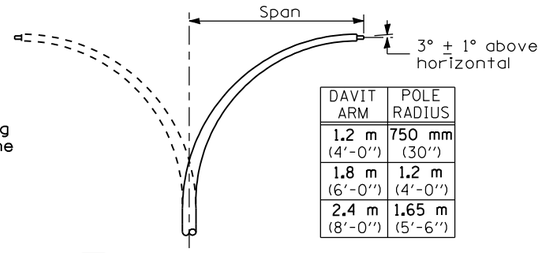


☐ TENON



☐ SHORT BRACKET

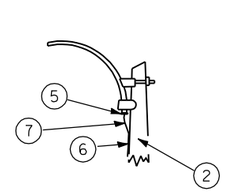
☐ SHORT BRACKET - TWIN



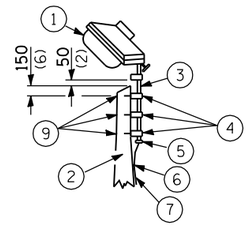
DAVIT ARM	POLE RADIUS
1.2 m (4'-0")	750 mm (30")
1.8 m (6'-0")	1.2 m (4'-0")
2.4 m (8'-0")	1.65 m (5'-6")

☐ DAVIT ARM (and or)

☐ DAVIT ARM-TWIN

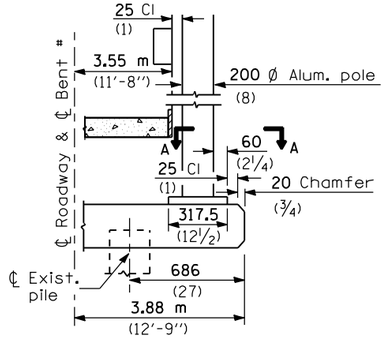


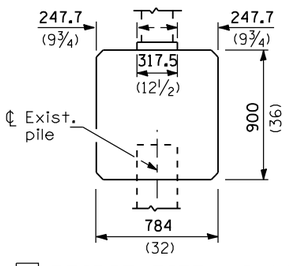
☐ MAST ARM



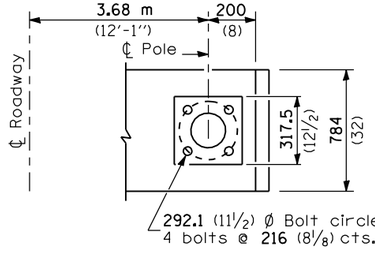
☐ TENON

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.

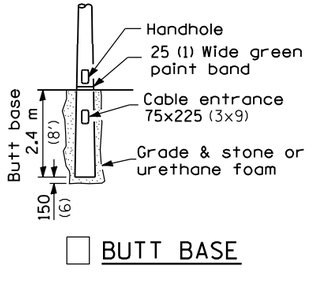




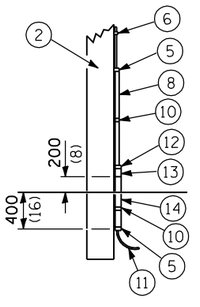
☐ BRIDGE PIER MOUNT



SECTION A-A



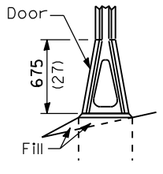
☐ BUTT BASE



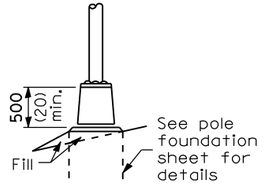
☐ POLE, WOOD

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')

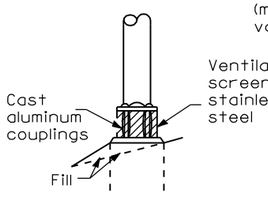
BENT # (Looking)



☐ STAINLESS STEEL FLAIR BASE

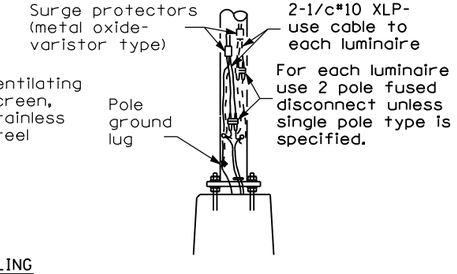


☐ TRANSFORMER BASE



☐ BREAKAWAY COUPLING

☐ FRANGIBLE



☐ ANCHOR

☐ METAL OR ☐ CONCRETE

Details for underground distribution if required

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)
LIGHTING PLANS
LIGHTING DETAILS

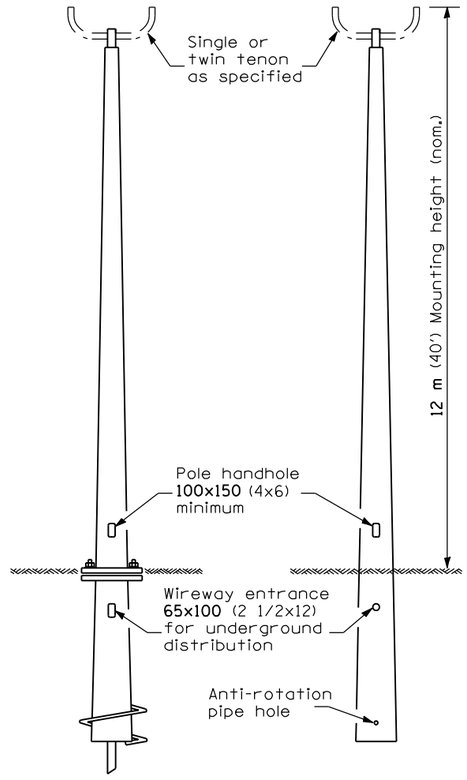
SCALE: DRAWN BY: RG
DATE: MARCH 10, 2006 CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

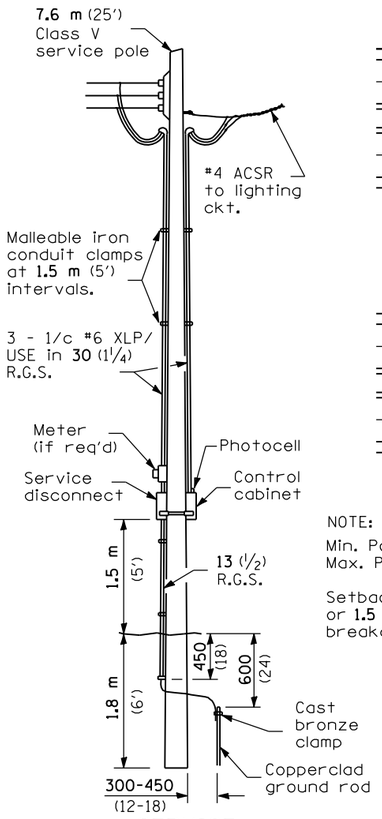
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	247
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



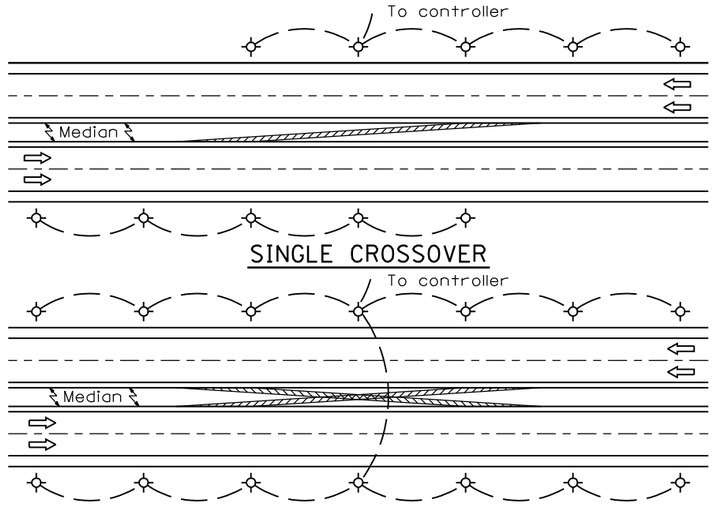
ANCHOR BASE W/ METAL FOUNDATION

BUTT BASE

POLE, FIBERGLASS BREAKAWAY TYPE



SERVICE INSTALLATION



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.

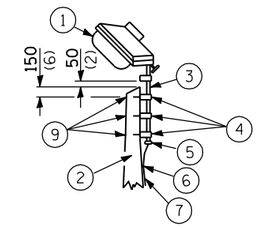
1. Luminaire
2. Wood pole, class 3 or better
3. **63** (2 1/2) Galv. steel conduit
4. Single offset pole band
5. Conduit bushing
6. Cable clamps on **600** (24) centers
7. 2/c #12 Type USE cable
8. **25** (1) Galv. steel conduit **3.0 m** (10') in length

NOTE:

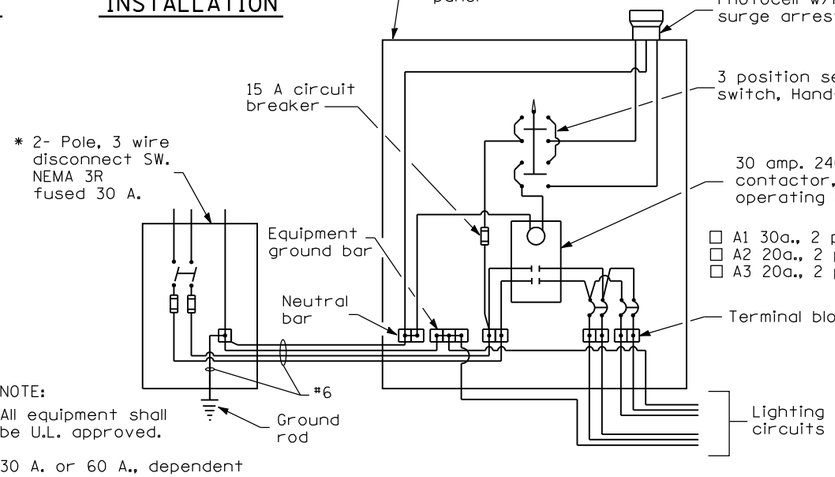
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommented 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.

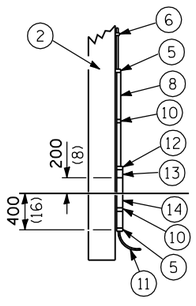


NOTE:

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

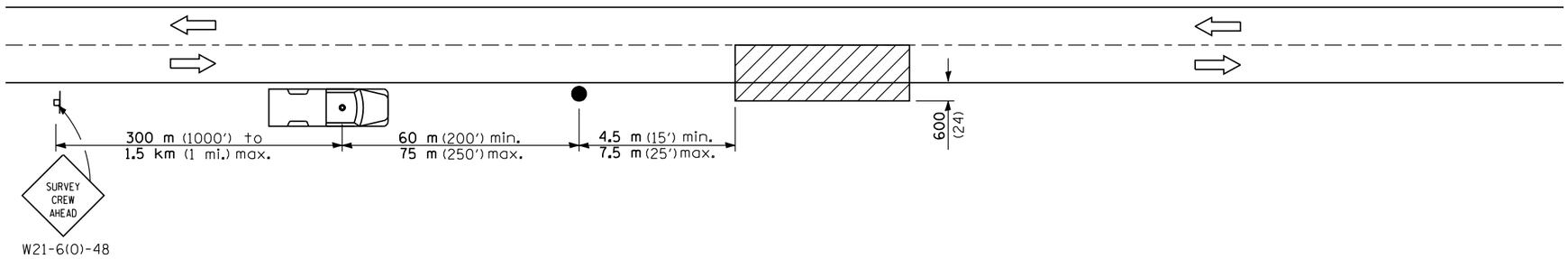
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	248
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



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.

TYPICAL APPLICATIONS

Utility operations

SYMBOLS

Work area

Sign on portable or permanent support

Truck with flashing amber light and dual emergency flashers

Flagger with traffic control sign

DETAIL FOR NIGHTTIME LIGHTING INSPECTION

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US 136)
LIGHTING PLANS
LIGHTING DETAILS

SCALE: DRAWN BY: RG

DATE: MARCH 10, 2006 CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

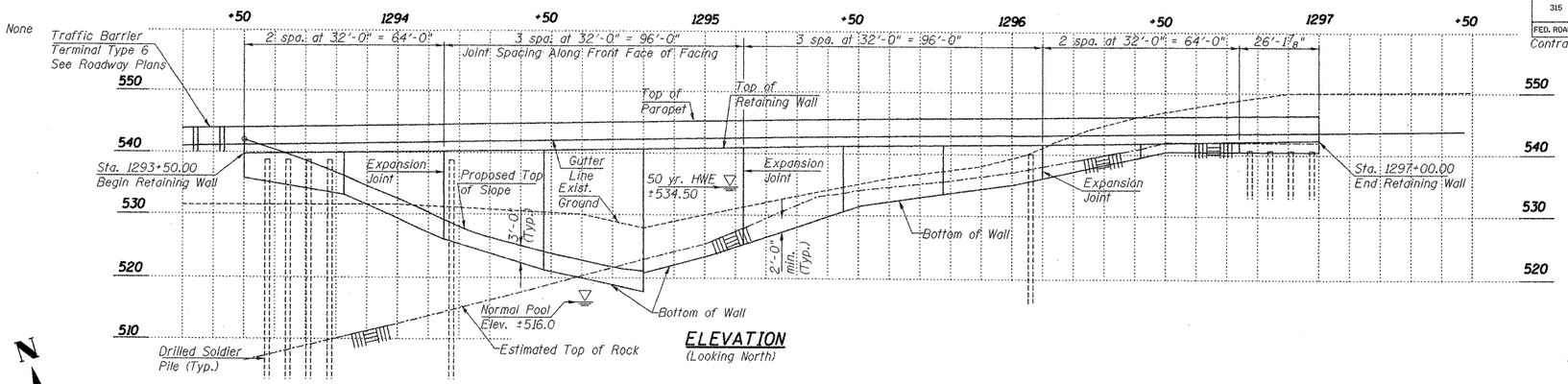
D6 PROJECT: FILE: .

Bench Mark: TA-245 chiseled "□" center of south concrete headwall of double box 1.45 miles east along US Route 136 from TR 2700 E., Elev. 529.90.

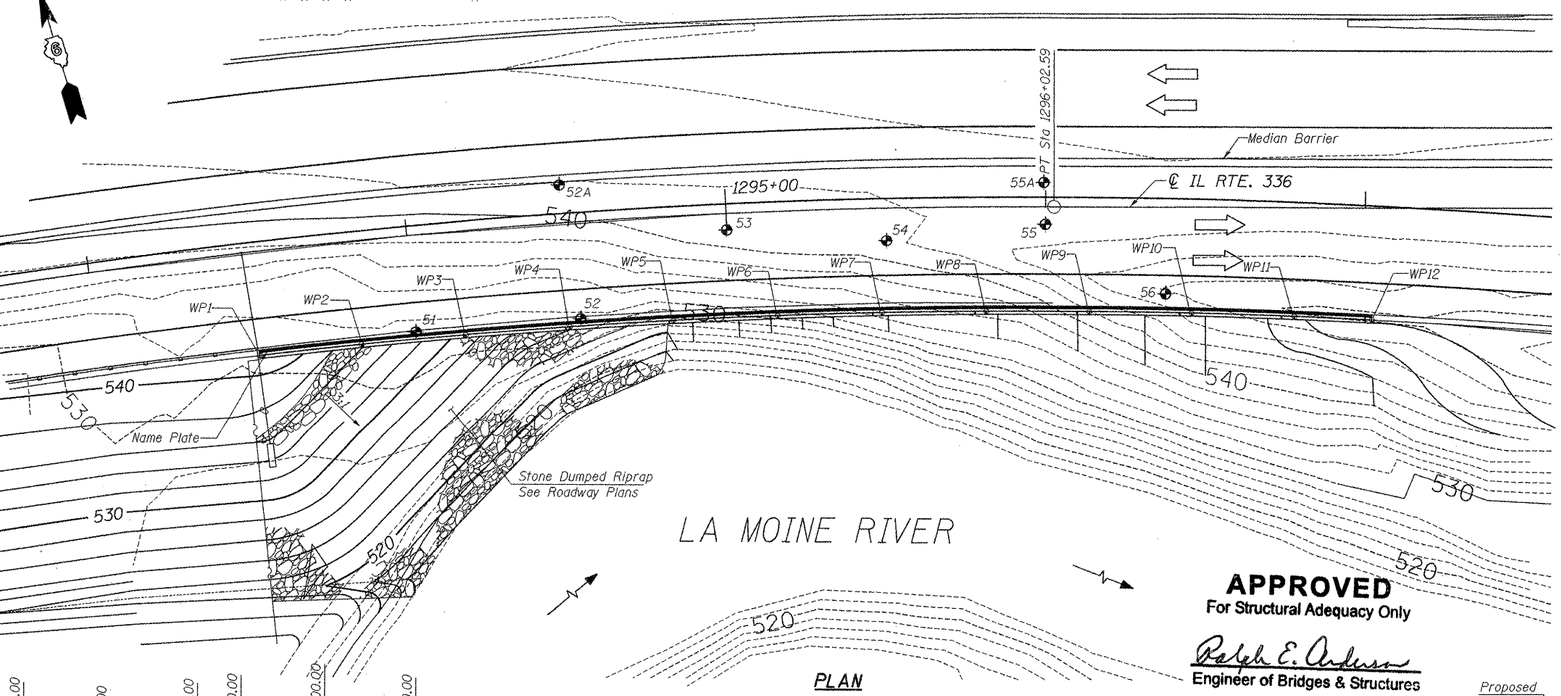
Existing Structure: None

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	249
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

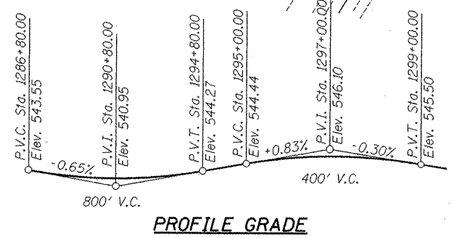
SHEET NO. 1
18 SHEETS
Contract No: 72682



ELEVATION
(Looking North)



PLAN



PROFILE GRADE

STA. 1293+50.00 TO 1297+00.00
BUILT 20__ BY
STATE OF ILLINOIS
FAP ROUTE 315 SEC. 34-5(5B)
STR. NO. 034-2521

NAME PLATE
See Std. 515001

CURVE DATA

P.I. STA. 1293+06.01
Δ = 16° 17' 26" (RT.)
D = 2° 43' 40"
R = 2100.46'
T = 300.63'
L = 597.21'
E = 21.41'
e = 6.0%
T.R. = 39'
S.E. RUN = 270'
P.C. STA. 1290+05.38
P.T. STA. 1296+02.59

INDEX OF SHEETS

LOADING

Equivilant Fluid Lateral
Soil Pressure = 40 lb/ft²/ft
(Wall Height)
Live Load Surcharge =
80 lb/ft²/ft Length of Wall

DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES

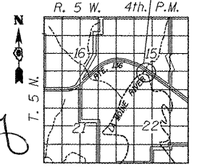
fy	Structural Steel	= 36 ksi
fy	Reinforcement	= 60 ksi
f'c	Concrete	= 3.5 ksi (28 day)

APPROVED
For Structural Adequacy Only
Ralph E. Anderson
Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER
MARY COOMBE BLOXDORF
4899
SPRINGFIELD
STATE OF ILLINOIS

Mary Coombe Bloxdorf
ILLINOIS STRUCTURAL NO. 4899
EXPIRES: 11/30/06
DATE: 5-3-06

Proposed Structure



LOCATION SKETCH

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: GENERAL PLAN & ELEVATION

PROJECT: FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 1 OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

05-03-2006
_SSHEET1.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	259
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
18 SHEETS

Contract No: 72682

PILE SCHEDULE

Soldier Pile No.	Size	Station	Offset	Top Pile Elevation	Bottom Pile Elevation	Pile Length	No. Studs Per Pile
1	W24x192	1293+55.08	30.17	538.30	485.80	52.50	6
2	W24x192	1293+63.20	30.19	538.35	485.85	52.50	8
3	W24x192	1293+71.33	30.15	538.40	485.90	52.50	8
4	W24x192	1293+79.45	30.10	538.45	486.20	52.25	10
5	W24x192	1293+87.58	30.06	538.50	488.00	50.50	14
6	W24x192	1293+93.67	30.08	538.55	489.55	49.00	16
7	W24x192	1293+99.76	30.09	538.59	491.59	47.00	18
8	W24x192	1294+05.86	30.08	538.63	493.13	45.50	22
9	W24x192	1294+11.95	30.05	538.67	495.17	43.50	24
10	W24x192	1294+17.54	30.04	538.71	496.46	42.25	26
11	W24x192	1294+23.12	30.07	538.75	496.75	42.00	28
12	W24x192	1294+28.71	30.09	538.79	497.54	41.25	30
13	W24x192	1294+34.29	30.09	538.83	498.58	40.25	32
14	W24x192	1294+39.88	30.07	538.87	498.87	40.00	34
15	W24x192	1294+45.47	30.04	538.92	500.42	38.50	36
16	W24x192	1294+51.05	30.05	538.96	501.96	37.00	36
17	W24x192	1294+56.64	30.08	539.00	503.00	36.00	38
18	W24x192	1294+62.22	30.09	539.05	504.55	34.50	38
19	W24x192	1294+67.81	30.09	539.09	503.09	36.00	40
20	W24x192	1294+73.39	30.07	539.14	502.14	37.00	42
21	W24x192	1294+78.98	30.03	539.18	501.93	37.25	42
22	W24x192	1294+84.57	30.11	539.23	506.23	33.00	36
23	W24x176	1294+90.15	30.13	539.27	507.27	32.00	34
24	W24x162	1294+96.25	30.14	539.33	508.33	31.00	34
25	W24x146	1295+02.34	30.13	539.38	509.38	30.00	32
26	W24x131	1295+08.43	30.16	539.43	510.93	28.50	28
27	W24x131	1295+16.56	30.16	539.49	513.99	25.50	26
28	W24x104	1295+24.68	30.21	539.55	516.55	23.00	24
29	W24x84	1295+32.81	30.21	539.62	518.62	21.00	20
30	W24x68	1295+40.93	30.19	539.68	521.18	18.50	18
31	W21x62	1295+49.06	30.30	539.74	522.74	17.00	16
32	W21x62	1295+57.18	30.33	539.79	523.04	16.75	16
33	W21x62	1295+65.31	30.33	539.84	523.59	16.25	14
34	W21x62	1295+73.43	30.30	539.89	523.89	16.00	14
35	W21x62	1295+81.56	30.34	539.94	524.69	15.25	12
36	W21x62	1295+89.68	30.37	539.99	524.99	15.00	12
37	W21x62	1295+97.80	30.37	540.03	526.03	14.00	10
38	W21x62	1296+05.87	30.33	540.08	526.58	13.50	8
39	W16x36	1296+13.87	30.57	540.13	528.13	12.00	4
40	W16x36	1296+21.87	30.65	540.18	528.93	11.25	3
41	W16x36	1296+29.87	30.74	540.23	529.73	10.50	2
42	W16x36	1296+37.87	30.83	540.28	530.28	10.00	2
43	W16x36	1296+45.87	31.35	540.85	532.35	8.50	2
44	W16x36	1296+57.86	31.67	540.97	532.97	8.00	2
45	W16x36	1296+69.86	31.99	541.09	532.84	8.25	2
46	W16x36	1296+81.85	32.42	541.20	532.95	8.25	2
47	W16x36	1296+93.84	32.91	541.31	533.06	8.25	2

SEQUENCE OF CONSTRUCTION

1) Drill shaft excavation for Soldier Piles to the elevation shown on the plans and set soldier piles in excavation.
2) Place soldier pile encasement concrete to the bottom of facing elevation at each pile location. Place Controlled Low Strength Material (CLSM) to the elevation of the existing ground or top of pile, whichever is lower at the front flange at each pile location.
3) Place embankment behind the wall according to Section 205 of the Standard Specifications. Place timber lagging upward as the embankment placement proceeds upward. Timber Lagging should only be placed above the elevation of the bottom of the concrete facing.
4) Once the embankment behind the wall is in place to the top of the piles excavation in front of the wall will proceed to the bottom of the facing by installing timber lagging downward.
5) Once excavation is complete the cast in place facing shall be installed.

GENERAL NOTES

Reinforcement Bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
All exposed edges of the cast in place Concrete Wall shall be chamfered $\frac{3}{4}$".
All construction joints shall be bonded.
The bottom of the concrete facing from Sta. 1294+80 to Sta. 1297+00 was set based on estimated rock elevations. The actual bottom of facing elevations will be determined in the field based on the 2'-0" minimum dimension below rock. The Contractor should notify the Engineer if the bottom of facing elevations differ by more than 9".
Existing ground at east end of wall shall be graded to top of pile elevations before drilling shafts for soldier piles. Cost is included with drilling and setting soldier piles (In Soil).

TOTAL BILL OF MATERIAL

ITEM	*UNIT*	*TOTAL*
Structure Excavation	*Cu. Yd.*	*103*
Rock Excavation for Structures	*Cu. Yd.*	*18*
Furnishing Soldier Piles (W Section)	*Ft*	*1358.5*
Drilling and Setting Soldier Piles (In Soil)	*Cu. Ft.*	*2540*
Drilling and Setting Soldier Piles (In Rock)	*Cu. Ft.*	*4637*
Concrete Structures	*Cu. Yd.*	*347.3*
Geocomposite Wall Drain	*Sq. Yd.*	*262*
Reinforcement Bars, Epoxy Coated	*Pound*	*51,610*
Untreated Timber Lagging	*Sq. Ft.*	*2699*
Name Plates	*Each*	*1*
Stud Shear Connectors	*Each*	*923*

5/4/2006
SHEET DRGVS

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
GENERAL NOTES AND TOTAL BILL OF MATERIAL
~~STRUCTURE NUMBER 057-0069~~
~~STRUCTURE NUMBER 057-0069~~
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 12
OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	2[illegible]
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

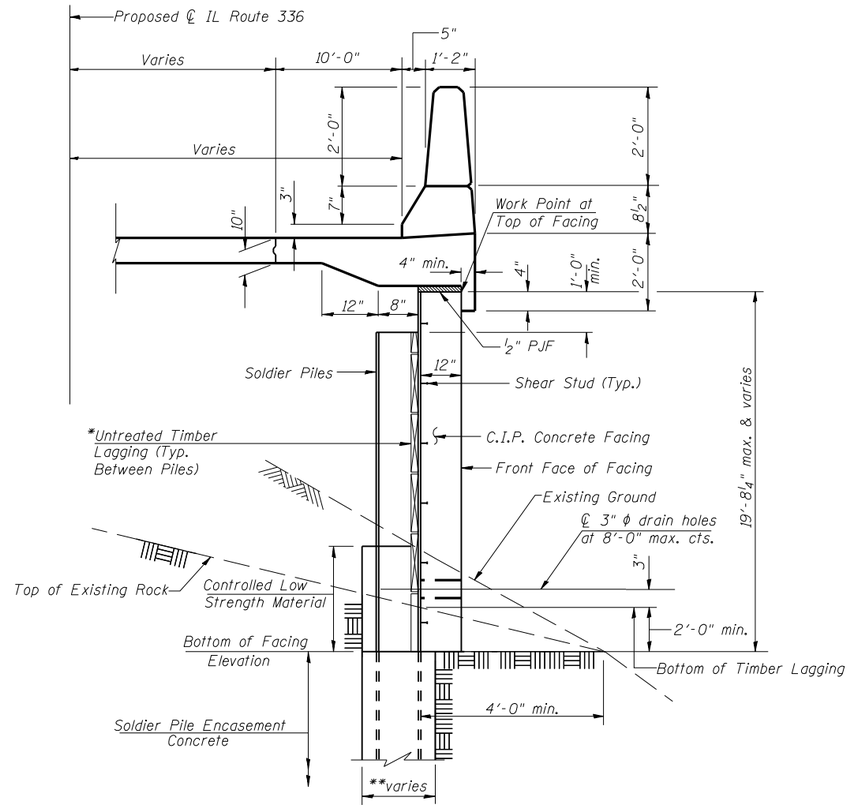
SHEET NO. 3

18 SHEETS

Contract No: 72682

WORK POINTS AND WALL ELEVATIONS

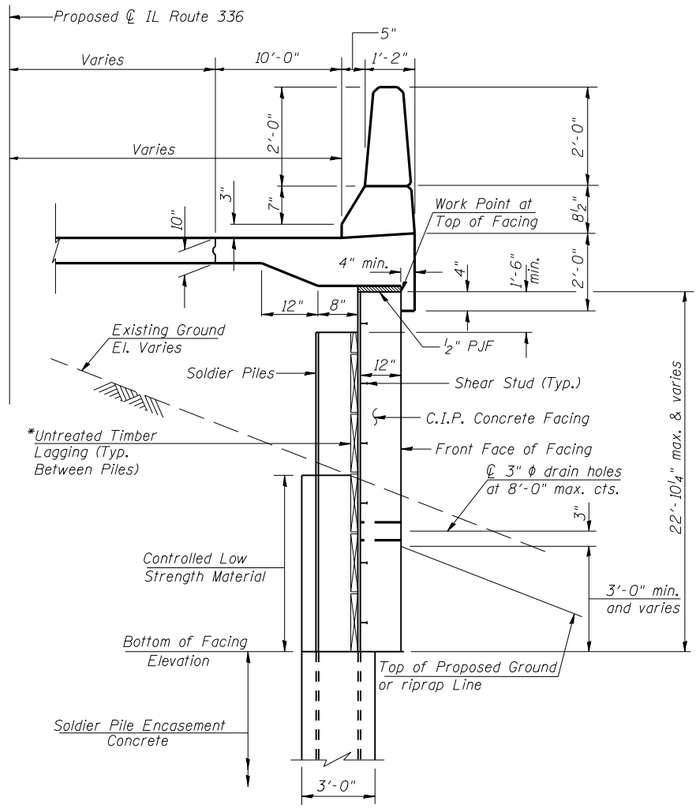
WP No.	℄ Rte. IL 336 Station	Offset Rt. (ft.)	Top C.I.P. Facing Elev.	Bott. C.I.P. Facing Elev.	Top/Pile Elev.
1	1293+50.00	32.19	539.77	535.77	538.27
2	1293+82.50	32.19	539.97	533.05	538.47
3	1294+15.00	32.19	540.19	526.10	538.69
4	1294+47.50	32.19	540.43	521.13	538.93
5	1294+80.00	32.19	540.69	517.84/521.00	539.19
6	1295+12.50	32.19	540.96	526.00	539.46
7	1295+45.00	32.19	541.21	531.50	539.71
8	1295+77.50	32.19	541.42	533.50	539.92
9	1296+09.88	32.20	541.60	536.00	540.10
10	1296+41.88	32.56	541.81	539.00	540.81
11	1296+73.87	33.42	542.13	540.00	541.13
12	1297+00.00	34.49	542.37	540.00	541.37



**3'-0" ϕ W24 piles
2'-6" ϕ W21 piles
2'-0" ϕ W16 piles

TYPICAL CROSS SECTION

Sta. 1294+80 to Sta. 1297+00



TYPICAL CROSS SECTION

Sta. 1293+50 to Sta. 1294+80

*Timber Lagging to be placed from top of excavation down in excavated areas and from existing ground up in compacted fill areas.

5/4/2006
#12.48pe#s

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 13
OF 18 SHTS

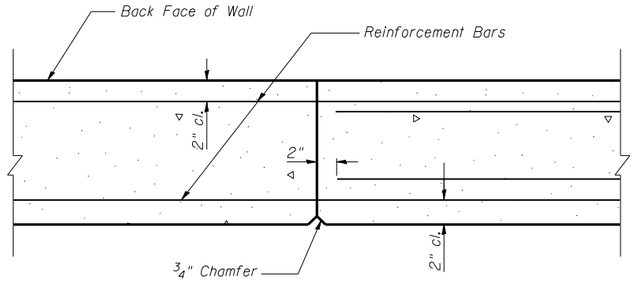
COOMBE–BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	252
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4

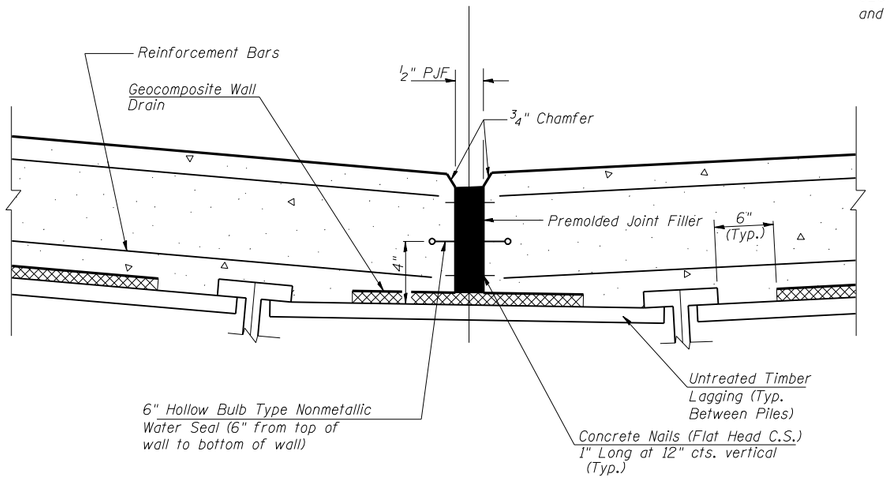
18 SHEETS

Contract No: 72682



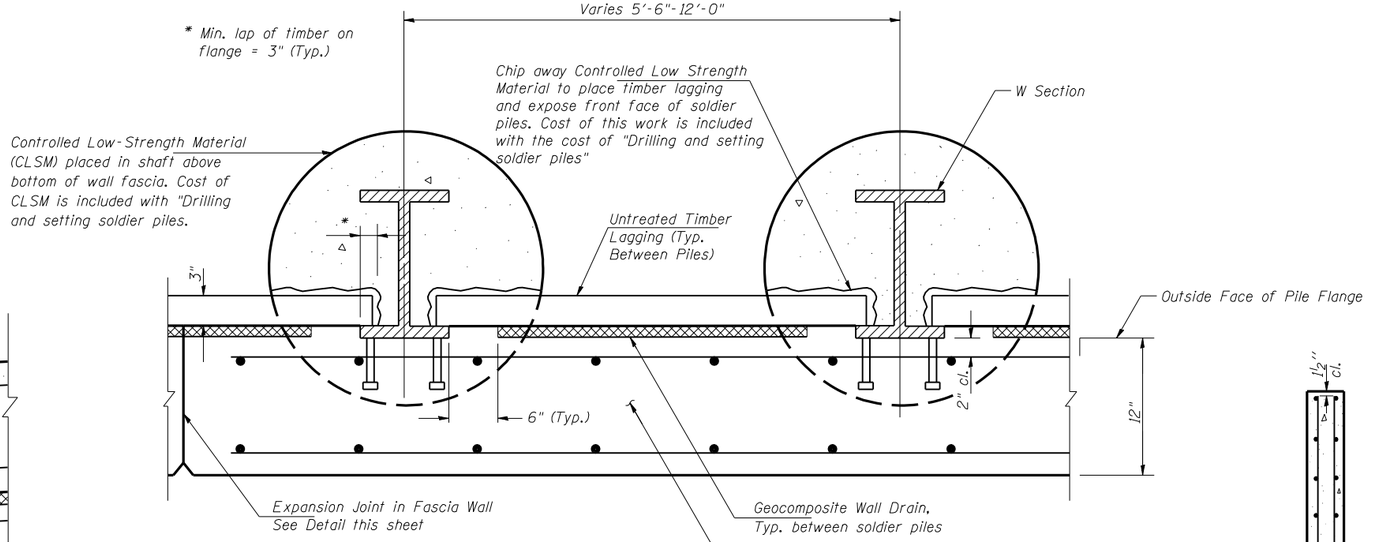
CONSTRUCTION JOINT DETAIL

Reinforcement to pass thru joint

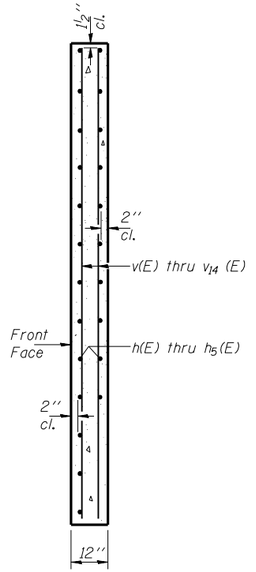


EXPANSION JOINT DETAIL

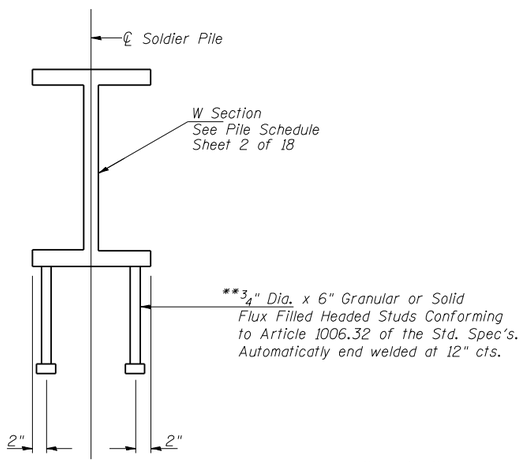
No Reinforcement to pass thru joint



PLAN

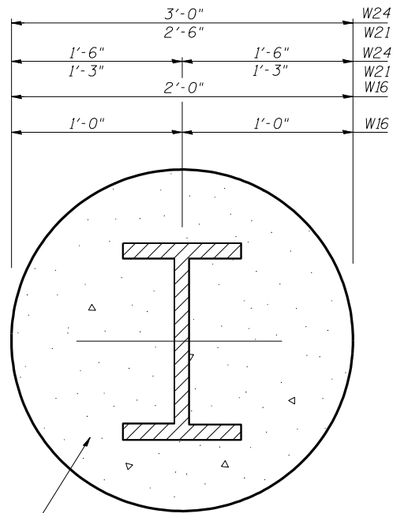


SECTION THRU FACING



**2 per row as shown for W24 & W21 piles
I per row at center of pile for W16 piles.

SOLDIER PILE DETAIL



SECTION THRU SOLDIER PILE

Typical at Soldier Piles

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: RETAINING WALL DETAILS

PROJECT: FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 4
OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

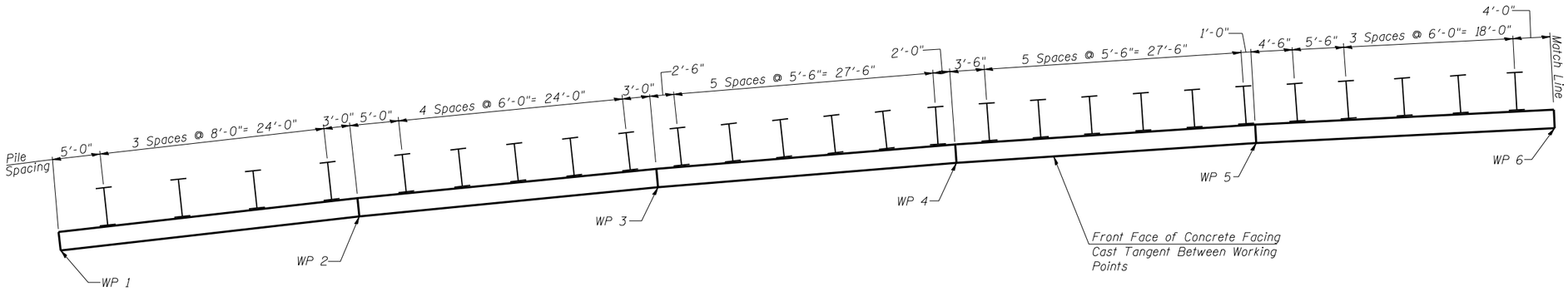
5/4/2006
$FILLSHEET$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	259
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5

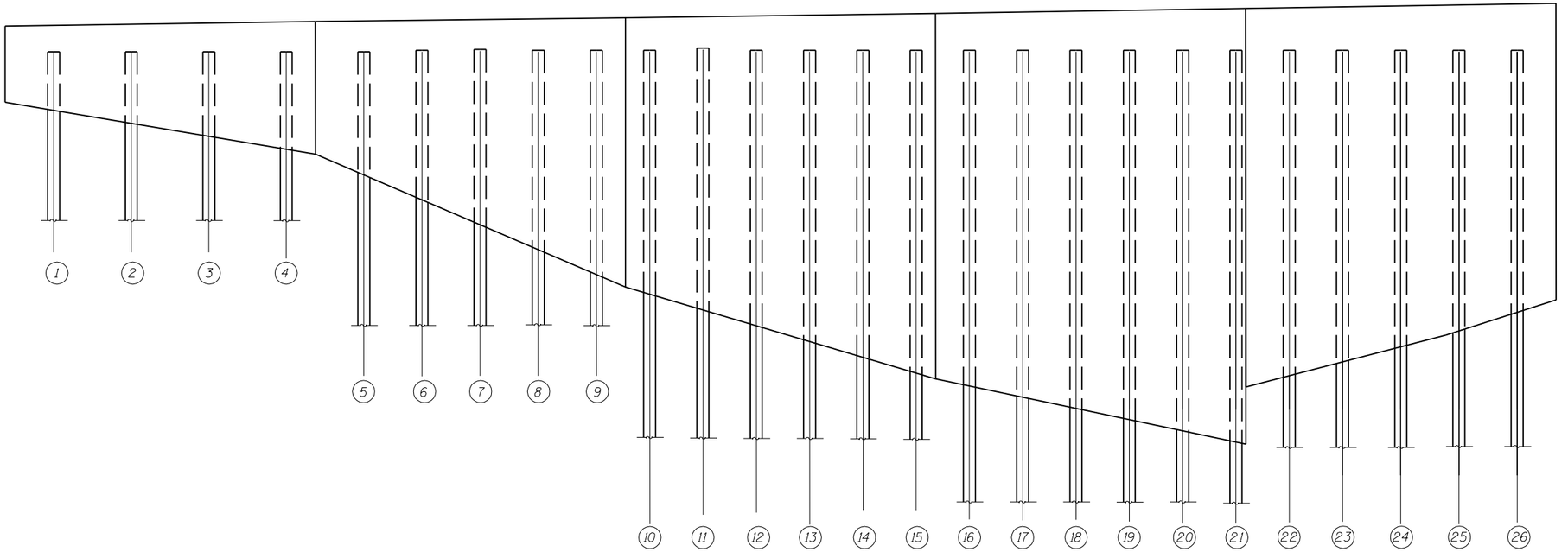
18 SHEETS

Contract No: 72682



PLAN

(showing pile spacing)



ELEVATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE

STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 034-2521
STRUCTURE NUMBER 057-0069

PROJECT

FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB

COOMBE-BLOXDORF P.C.
Engineers /Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

DRAWING NO. 15

OF 18 SHTS

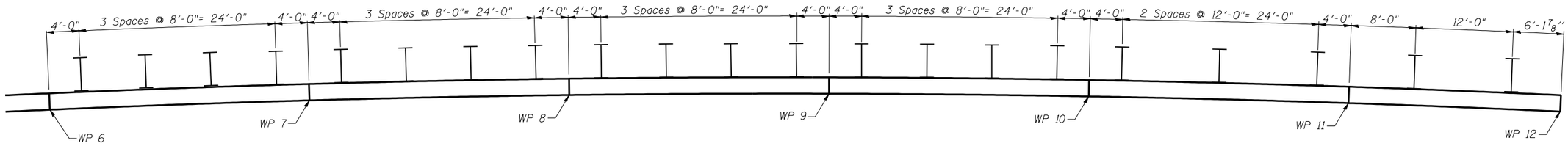
5/4/2006
$FILENAME$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	259
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6

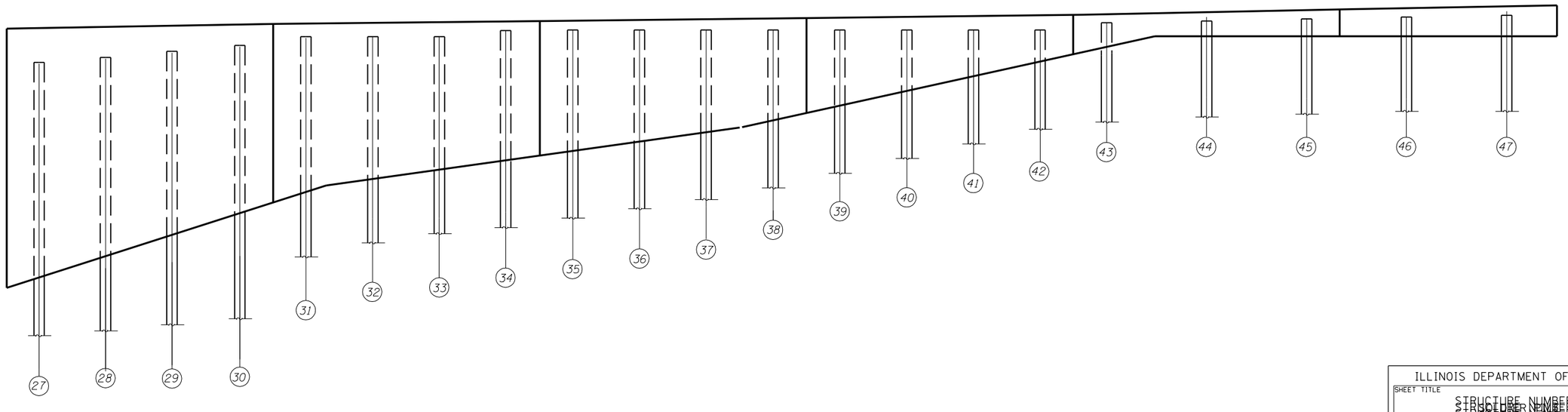
18 SHEETS

Contract No: 72682



PLAN

(showing pile spacing)



ELEVATION

5/4/2006
#FILEGREV#

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE

STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT

FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB

DRAWING NO. 160 OF 18 SHTS

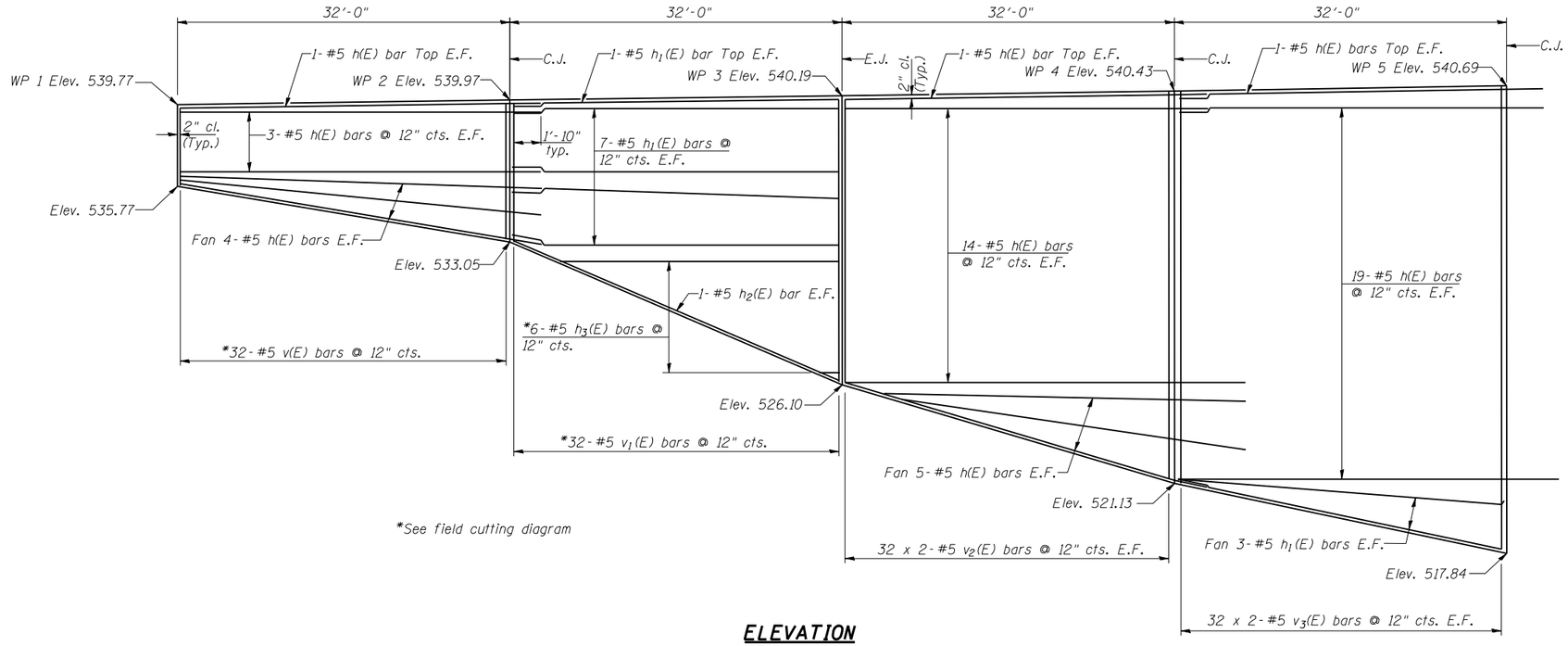
COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	255
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7

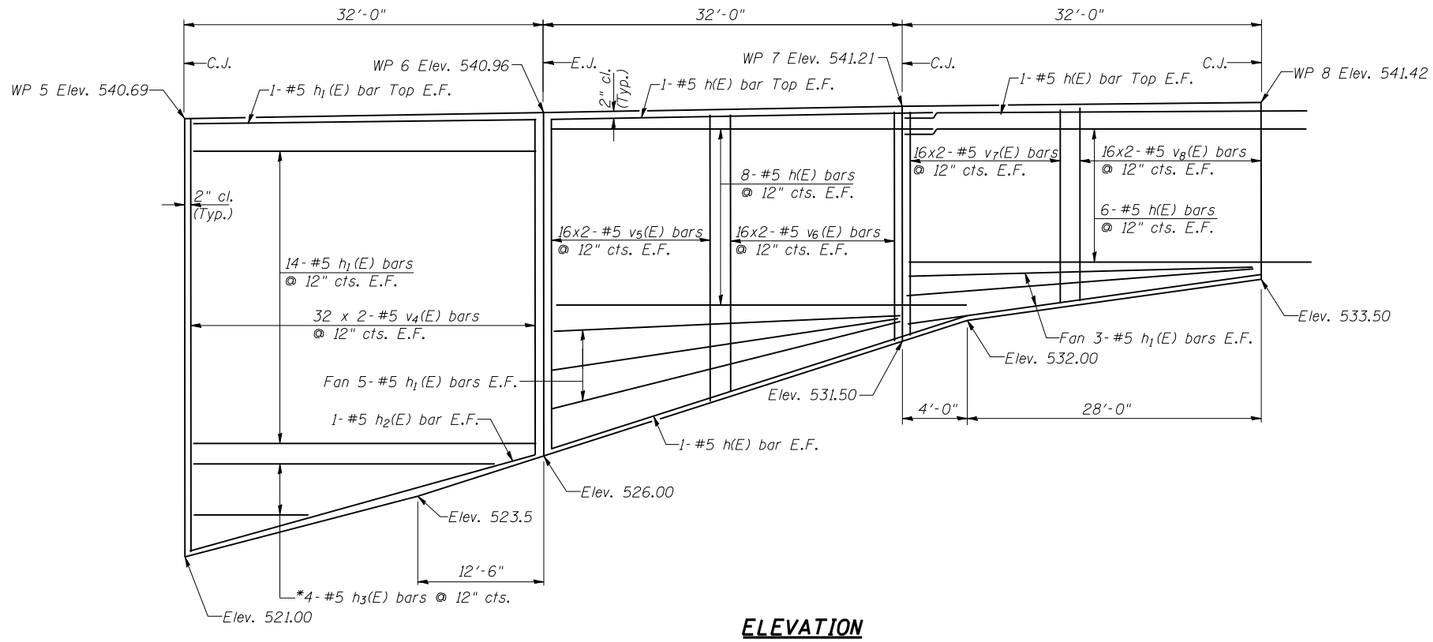
18 SHEETS

Contract No: 72682



*See field cutting diagram

ELEVATION



ELEVATION

MIN. BAR LAP

#5 bars = 1'-8"

C.J. = Construction Joint
E.J. = Expansion Joint
See sheet 4 of 18 for joint details.

NOTES

Reinforcement Bars designated (E) shall be epoxy coated.
Bars indicated thus 32 x 2-#5 etc. indicates 32 lines of bars with 2 lengths per line.
Bend bars along top face of wall in field as required.
Facing is tangent between working points.

Work this sheet with sheet 8 of 18

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 17 OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

5/4/2006
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	256
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

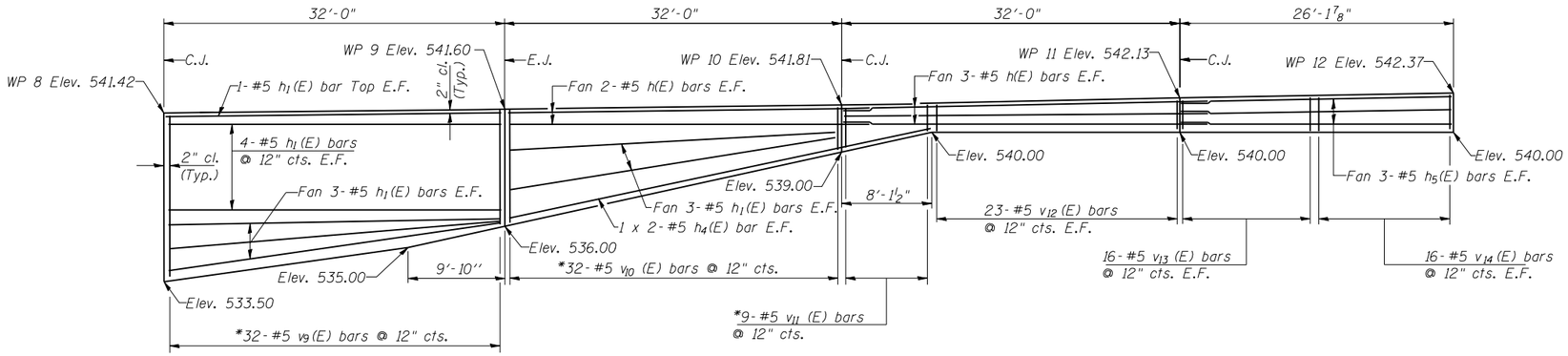
SHEET NO. 8

18 SHEETS

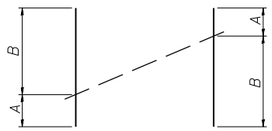
Contract No: 72682

BILL OF MATERIAL

Bar	No.	Size	Length (ft)	Shape
h(E)	140	#5	33′-8"	——
h_1(E)	90	#5	31′-8"	——
h_2(E)	2	#5	32′-5"	——
h_3(E)	10	#5	31′-2"	——
h_4(E)	4	#5	20′-11"	——
h_5(E)	6	#5	25′-9"	——
v(E)	32	#5	10′-2"	——
v_1(E)	32	#5	20′-2"	——
v_2(E)	128	#5	10′-4"	——
v_3(E)	128	#5	12′-2"	——
v_4(E)	128	#5	10′-6"	——
v_5(E)	64	#5	8′-2"	——
v_6(E)	64	#5	6′-10"	——
v_7(E)	64	#5	5′-7"	——
v_8(E)	64	#5	5′-1"	——
v_9(E)	32	#5	12′-10"	——
v_{10}(E)	32	#5	7′-7"	——
v_{11}(E)	9	#5	3′-11"	——
v_{12}(E)	46	#5	1′-7"	——
v_{13}(E)	32	#5	1′-9"	——
v_{14}(E)	32	#5	1′-11"	——
Concrete Structures			Cu. Yd.	129.0
Reinforcement Bars Epoxy Coated			Pound	16,580
Structure Excavation			Cu. Yd.	103
Rock Excavation for Structures			Cu. Yd.	18



ELEVATION



BAR	A (ft)	B (ft)
h_3(E)	4′-2"	27′-0"
v(E)	3′-8"	6′-6"
v_1(E)	6′-6"	13′-8"
v_9(E)	5′-3"	7′-7"
v_{10}(E)	2′-5"	5′-2"
v_{11}(E)	1′-7"	2′-4"

*FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use remainder in opposite face.

Work this sheet with sheet 7 of 18

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE

STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT

FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 18

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

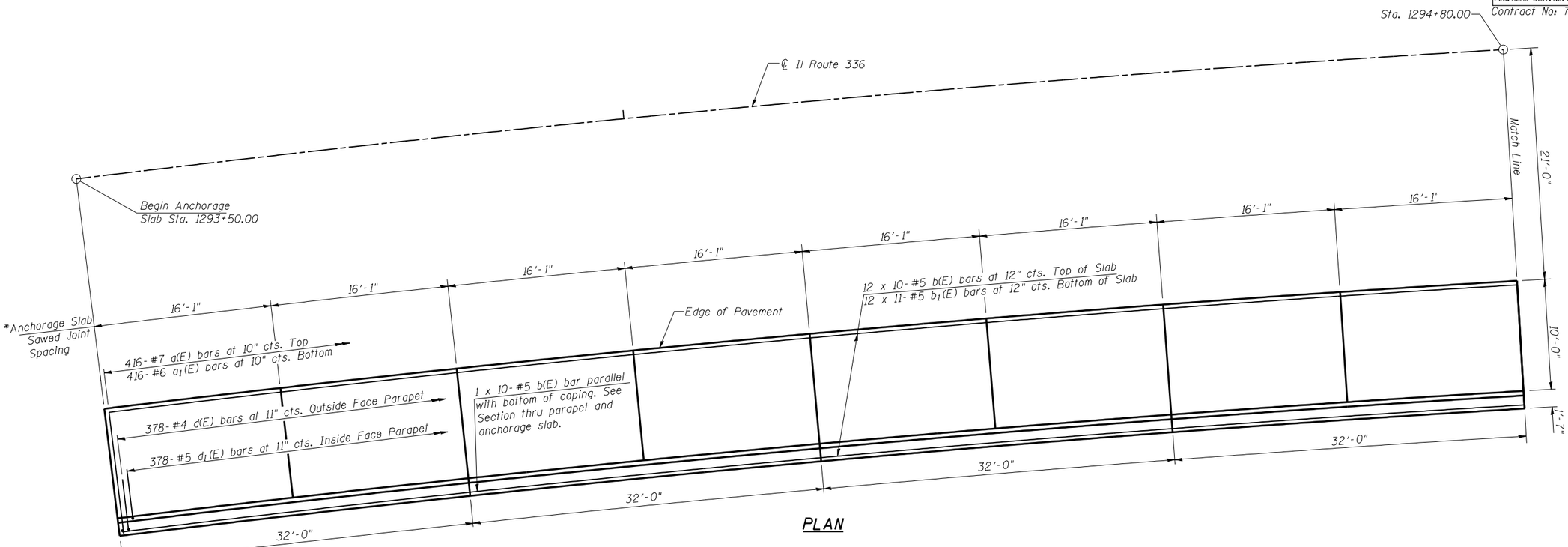
OF 18 SHTS

5/4/2006
SFILE4SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	259
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9
18 SHEETS

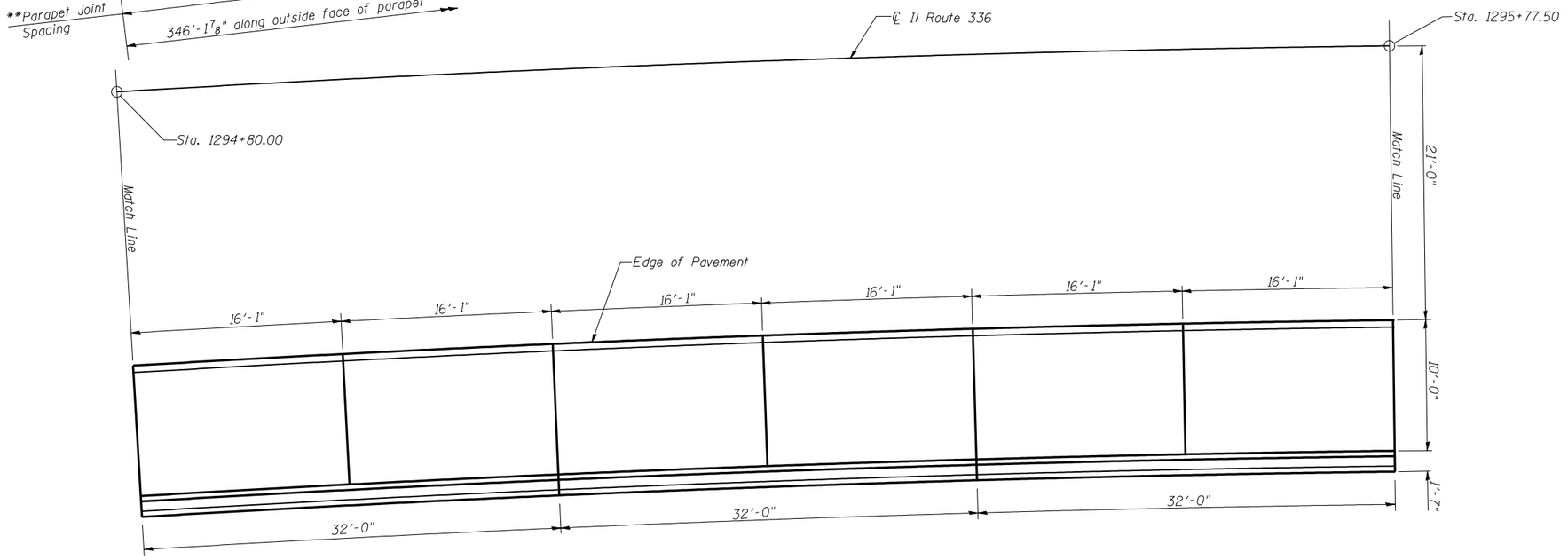
Contract No: 72682



PLAN

MIN. BAR LAP

#5 bars = 1'-8"



PLAN

* Radial measured along edge of pavement
** Radial measured along outside face of parapet

Reinforcement Bars designated (E) shall be epoxy coated. Bars indicated thus 12 x 10 #5 etc. indicates 12 lines of bars with 10 lengths per line.
Work this sheet with sheets 10 and 11 of 18.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
PARAPET AND ANCHORAGE SLAB DETAILS
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 19
OF 18 SHTS

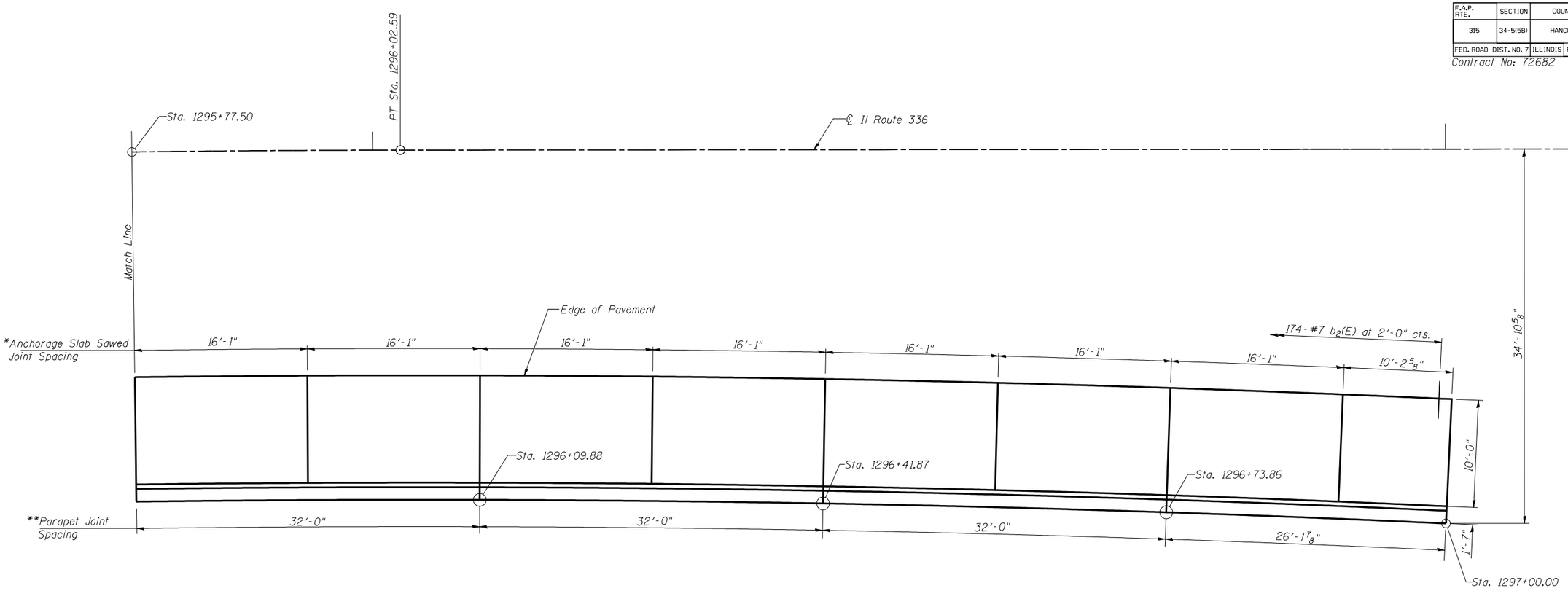
COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

5/4/2006
$FILENAME$

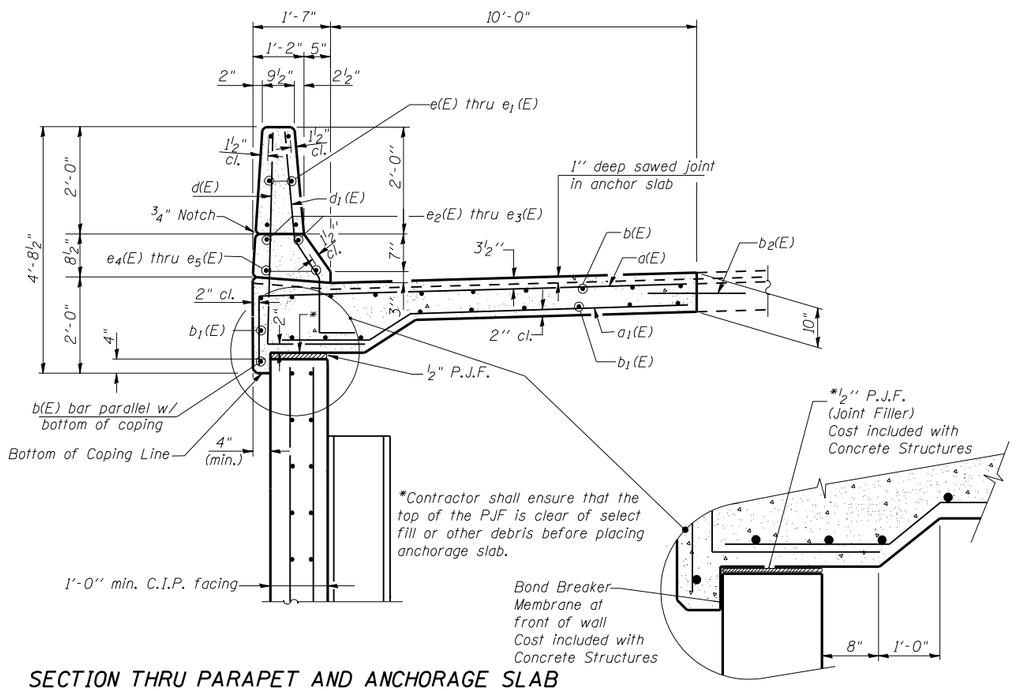
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	258
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 10
18 SHEETS

Contract No: 72682



PLAN



SECTION THRU PARAPET AND ANCHORAGE SLAB

* Radial measured along edge of pavement
** Radial measured along outside face of parapet

Work this sheet with sheets 9 and 11 of 18.

5/4/2006
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
PARAPET AND ANCHORAGE SLAB DETAILS
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

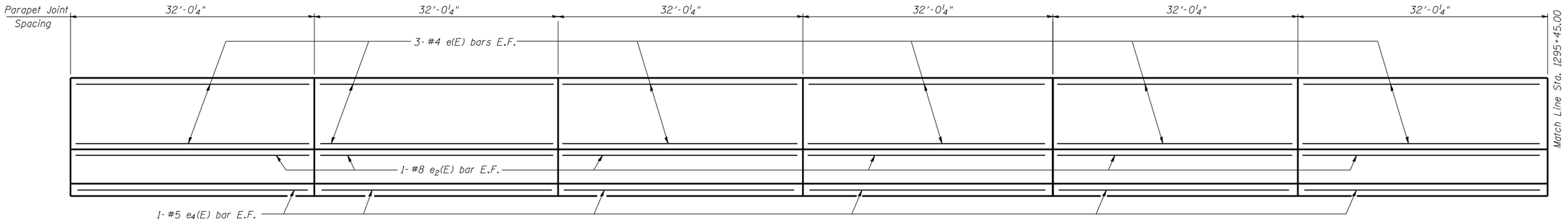
PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 10
OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	259
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

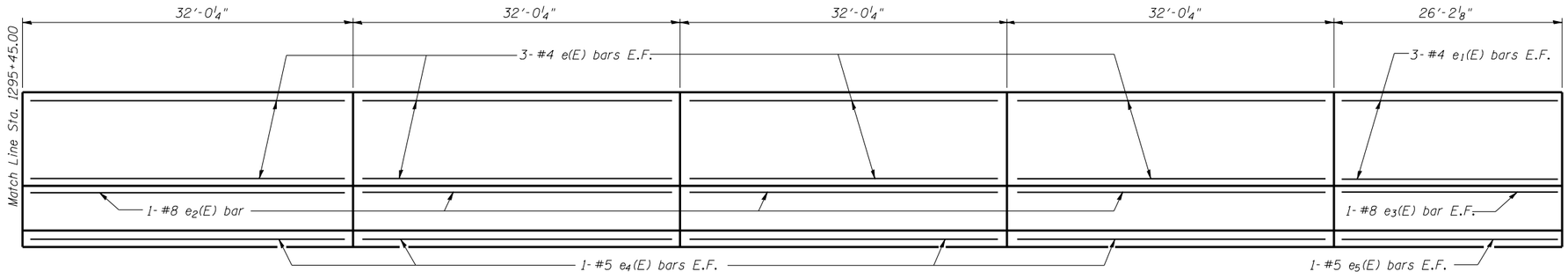
SHEET NO. 11
18 SHEETS

Contract No: 72682



ELEVATION OF PARAPET

(Dimensions Along Inside Face) (Looking North)

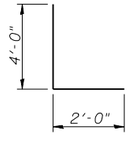


ELEVATION OF PARAPET

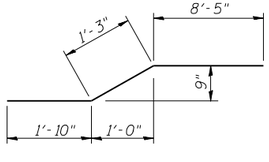
(Dimensions Along Inside Face) (Looking North)

BILL OF MATERIAL

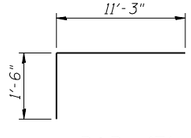
Bar	No.	Size	Length (ft)	Shape
d(E)	416	#7	12'-9"	
d_1(E)	416	#6	11'-6"	
b(E)	130	#5	33'-6"	
b_1(E)	132	#5	33'-0"	
b_2(E)	174	#7	2'-0"	
d(E)	378	#4	6'-0"	
d_1(E)	378	#5	4'-6"	
e(E)	60	#4	31'-8"	
e_1(E)	6	#4	25'-9"	
e_2(E)	20	#8	31'-8"	
e_3(E)	2	#8	25'-9"	
e_4(E)	20	#5	31'-8"	
e_5(E)	2	#5	25'-9"	
Concrete Structures			Cu. Yd.	218.2
Reinforcement Bars, Epoxy Coated			Pound	35,030



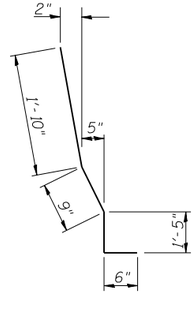
BAR d(E)



BAR a_1(E)

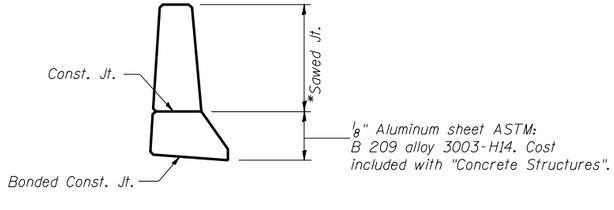


BAR d(E)



BAR d_1(E)

*Saw cut completely through the parapet down to aluminum Sheet. Cost included with Concrete Structures.



PARAPET JOINT DETAIL

Work this sheet with sheets 9 and 10 of 18.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
PARAPET AND ANCHOR SEAT DETAILS

STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0063

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

DRAWING NO. 10
OF 18 SHTS

5/4/2006
SHEET1-ABSREV.ai

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	269
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 12

18 SHEETS

Contract No: 72682

Illinois Department of Transportation
Division of Highways
Bbt District 8

SOIL BORING LOG

Page 1 of 1

Date 11404

ROUTE FAP 303 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 1/4, SEC. 15, TWP. 6 N, RNG. 5 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2514
Station 1295+35

BORING NO. S1
Station 1294+00
Offset 30.0ft Rt
Ground Surface Elev. 531.7 ft

Surface Water Elev. 518.0 ft
Stream Bed Elev. No Data ft

Groundwater Elev.:
▽ First Encounter 515.5 ft
▽ Upon Completion No Data ft
▽ After ___ Hrs. No Data ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown and Gray to Brown and Dark Gray Moist CLAY LOAM (FILL) w/Cobbles and Bricks	1		
	1	0.5	20
	2	B	
527.70	1		
Dark Gray Moist SILTY CLAY (Disturbed)	3	1.5	27
-5	4	B	
	1		
Brownish Gray	2	0.6	23
	2	B	
	1		
Brown and Gray	1	0.5	41
-10	2	B	
	1		
	2	0.7	24
	3	B	
518.70			
Gray and Tan V. Moist LOAM	0		
	1	0.2	23
-15	1	B	
513.70			
Brown and Gray V. Broken Weathered Crystalline LIMESTONE Free Water ▽	65		
	74		
	26		
	4"		
Gray Crystalline LIMESTONE 513.70	100		
Boring Completed	4"		
-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

SOIL BORING LOG

Page 1 of 1

Date 21004

ROUTE FAP 303 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 1/4, SEC. 15, TWP. 6 N, RNG. 5 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2514
Station 1295+35

BORING NO. S2
Station 1294+80
Offset 30.0ft Rt
Ground Surface Elev. 539.0 ft

Surface Water Elev. 518.0 ft
Stream Bed Elev. No Data ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▽ Upon Completion Cored ft
▽ After ___ Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Dark Gray V. Moist SILTY CLAY LOAM (FILL)	0		
	1	0.5	26
	1	B	
-5			
534.00	0		
Gray Moist SILTY CLAY LOAM (Disturbed)	1	0.5	27
	1	B	
	1		
530.00			
Brown V. Moist CLAY LOAM w/ Broken Limestone	20	0.4	29
Auger Refusal at 9.5' – Begin Rock Core	26	B	
529.50			
Borehole continued with rock coring.			
-10			
-15			
-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 1 of 1

Date 21004

ROUTE FAP 303 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 1/4, SEC. 15, TWP. 6 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-2514
Station 1295+35

BORING NO. S2
Station 1294+80
Offset 30.0ft Rt
Ground Surface Elev. 539.0 ft

CORING BARREL TYPE & SIZE NXB
Core Diameter 1.88 in
Top of Rock Elev. 529.00 ft
Begin Core Elev. 519.50 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Fine to Moderately Indurated Fossiliferous LIMESTONE w/Interbedded Clayey SHALE Seams 519.50	1	81	29		720
-25	2	100	70		787
-30	3	100	90		770
-35	4	100	100		1023
502.40					

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

5/4/2006
SHEET1.DGN

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

DRAWING NO. 10
OF 18 SHTS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	2(3)
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13

18 SHEETS

Contract No: 72682

Illinois Department of Transportation
Division of Highways
Bur District 9

SOIL BORING LOG

Page 1 of 1

Date 11/04

ROUTE FAP 303 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 1/4, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2014
Station 1295+25

BORING NO. 03A
Station 1294+80
Offset 10.0ft Lt
Ground Surface Elev. 542.0 ft

Surface Water Elev. 538.0 ft
Stream Bed Elev. No Data ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▼ Upon Completion Cored ft
▼ After Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray and Brown Weathered Dry Clayey SHALE w/Interbedded LIMESTONE Seams			
	23		
	30		8
-5	20		
Auger Refusal at 5.5 - Begin Rock Core 536.50	/6"		
Borehole continued with rock coring.			
-10			
-15			
-20			
-25			
-30			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.R. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 127 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bur District 9

ROCK CORE LOG

Page 1 of 1

Date 11/04

ROUTE FAP 303 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 1/4, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-2014
Station 1295+25

BORING NO. 03A
Station 1294+80
Offset 10.0ft Lt
Ground Surface Elev. 542.0 ft

CORING BARREL TYPE & SIZE NXB

Core Diameter 1.86 in
Top of Rock Elev. 542.00 ft
Begin Core Elev. 536.50 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Fossiliferous Wall Indurated Crystalline LIMESTONE w/Interbedded Olive Gray 1"-4" Seams of Poorly Indurated SHALE and Argillaceous LIMESTONE 536.50					
-10	1	96	85		
	2	96	85		
503.10					
-30	3	96	85		

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 126 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bur District 9

SOIL BORING LOG

Page 1 of 1

Date 11/04

ROUTE FAP 303 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 1/4, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2014
Station 1295+25

BORING NO. 03
Station 1295+00
Offset 5.0ft Rt
Ground Surface Elev. 540.5 ft

Surface Water Elev. 538.0 ft
Stream Bed Elev. No Data ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▼ Upon Completion Cored ft
▼ After Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Light Yellowish Brown Dry Weathered Silty SHALE w/ Interbedded LIMESTONE Seams			
	8		
	15		11
	27		
	13		
Auger Refusal at 4' - Begin Rock Core 536.50	15		10
Borehole continued with rock coring.	100 /6"		
-10			
-15			
-20			
-25			
-30			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.R. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 127 (Rev. 8-99)

5/4/2006
SFILE4\BSREV\9

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

DRAWING NO. 10
OF 18 SHTS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	262
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 14

18 SHEETS

Contract No: 72682

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 1 of 3

Date 11504

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-2014 CORING BARREL TYPE & SIZE NXB
Station 1295+25

Core Diameter 1.88 in
Top of Rock Elev. 540.30 ft
Begin Core Elev. 535.50 ft

BORING NO. S3
Station 1295+00
Offset 5.0ft Rt
Ground Surface Elev. 540.2 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (psi)
-4	1	98	59		351
-9	2	100	77		661
-14	3	100	78		908
-19	4	100	96		859
	5	100	90		

Brownish Grey V. Broken Crystalline LIMESTONE 536.60
Grey Well Indurated Crystalline LIMESTONE w/Brown Weathered SHALE Seam at 5.9' - 6.1' 536.30
535.50
Greyish Tan V. Weathered Clayey SHALE w/Interbedded Argillaceous LIMESTONE Seams 535.00
Grey Well Indurated Fossiliferous LIMESTONE 531.30
Tan V. Poorly Indurated V. Fractured Argillaceous LIMESTONE 530.50
Tannish Grey Poor To Moderately Indurated Argillaceous LIMESTONE (Broken in 1"-3" Pieces) 529.70
Grey Well Indurated Fossiliferous LIMESTONE w/Argillaceous LIMESTONE and Clayey SHALE Seams

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BOX CORE & NX MEDIUM ANY MEDIUM 1998

IDOT, form 136 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 2 of 3

Date 11504

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-2014 CORING BARREL TYPE & SIZE NXB
Station 1295+25

Core Diameter 1.88 in
Top of Rock Elev. 540.30 ft
Begin Core Elev. 535.50 ft

BORING NO. S3
Station 1295+00
Offset 5.0ft Rt
Ground Surface Elev. 540.2 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (psi)
-24					956
					712
-29	6	100	79		
-34	7	100	90		529
-39	8	100	81		426
	9	100	94		

Grey Well Indurated Fossiliferous LIMESTONE w/Argillaceous LIMESTONE and Clayey SHALE Seams (continued)

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BOX CORE & NX MEDIUM ANY MEDIUM 1998

IDOT, form 136 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 3 of 3

Date 11504

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-2014 CORING BARREL TYPE & SIZE NXB
Station 1295+25

Core Diameter 1.88 in
Top of Rock Elev. 540.30 ft
Begin Core Elev. 535.50 ft

BORING NO. S3
Station 1295+00
Offset 5.0ft Rt
Ground Surface Elev. 540.2 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (psi)
-44					213
-49					
-54					
-59					

Grey Well Indurated Fossiliferous LIMESTONE w/Argillaceous LIMESTONE and Clayey SHALE Seams (continued)

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BOX CORE & NX MEDIUM ANY MEDIUM 1998

IDOT, form 136 (Rev. 8-99)

5/4/2006
SHEET.dgn

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 10
OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	269
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 15

18 SHEETS

Contract No: 72682

Illinois Department of Transportation
Division of Highways
Bbt District 8

SOIL BORING LOG

Page 1 of 1

Date 12/04

ROUTE FAP 315 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tappan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-B014
Station 1295+25

BORING NO. 54
Station 1295+50
Offset 10.0ft Rt
Ground Surface Elev. 540.9 ft

Surface Water Elev. 535.0 ft
Stream Bed Elev. No Data ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▽ Upon Completion Cored ft
▽ After Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	
Greyish Brown Moist SILTY CLAY (FILL)				
Auger Refusal at 1' - Begin Rock Core	539.90			
Borehole continued with rock coring.				
-5				
-10				
-15				
-20				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H. - Sampler Advanced By Weight of Hammer, W.O.P. - Advanced by Weight of Pipe, R.S. - Before Seating
The SPT (N' value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BRS, from 127 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 1 of 3

Date 12/04

ROUTE FAP 315 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tappan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-B014
Station 1295+25

BORING NO. 54
Station 1295+50
Offset 10.0ft Rt
Ground Surface Elev. 540.9 ft

CORING BARREL TYPE & SIZE NXB
Core Diameter 1.88 in
Top of Rock Elev. 539.90 ft
Begin Core Elev. 539.90 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Tan and Grey Moderately Indurated Fossiliferous Crystalline LIMESTONE (Very Broken, 1'-3" Pieces)	539.90	1	65	45	
Light Brown Poorly Indurated Argillaceous LIMESTONE	538.90				
Dark Grey Well Indurated Calcareous SHALE	537.60				
Dark Grey to Grey Moderately Indurated Fossiliferous LIMESTONE w/interbedded Argillaceous LIMESTONE and Clayey SHALE Seams	536.90				
-5		2	94	60	922
-10		3	100	92	959
-15		4	100	76	854
-20		5	100	92	938

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the unlateral compressive strength of the core sample (ASTM D-2938)

BRS, form 126 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 2 of 3

Date 12/04

ROUTE FAP 315 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tappan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-B014
Station 1295+25

BORING NO. 54
Station 1295+50
Offset 10.0ft Rt
Ground Surface Elev. 540.9 ft

CORING BARREL TYPE & SIZE NXB
Core Diameter 1.88 in
Top of Rock Elev. 539.90 ft
Begin Core Elev. 539.90 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Dark Grey to Grey Moderately Indurated Fossiliferous LIMESTONE w/interbedded Argillaceous LIMESTONE and Clayey SHALE Seams (continued)					
-25	6	100	94		751
-30	7	100	100		994
-35	8	100	85		1027
-40	9	100	85		838

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the unlateral compressive strength of the core sample (ASTM D-2938)

BRS, form 126 (Rev. 8-99)

5/4/2006
$FILEDATE$

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 18
OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	269
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 16

18 SHEETS

Contract No: 72682

Illinois Department of Transportation
Division of Highways
Bbt District 9

ROCK CORE LOG

Page 3 of 3

Date 12/04

ROUTE FAP 315 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tappan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-B214 CORING BARREL TYPE & SIZE NXB
Station 1295+25
Core Diameter 1.88 in
BORING NO. 54 Top of Rock Elev. 539.90 ft
Station 1295+50 Begin Core Elev. 539.90 ft
Offset 10.05ft Rt
Ground Surface Elev. 540.0 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Dark Gray to Gray Moderately Indurated Fossiliferous LIMESTONE w/interbedded Argillaceous LIMESTONE and Clayey SHALE Seams (continued)					
497.70					
-50					
-60					
-70					
-80					
-90					

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

IDOT Form BBS, form 136 (Rev. 8-00)

ROCK CORE IL 336 RETAINING WALL LAMOINE RIVER 2006

Illinois Department of Transportation
Division of Highways
Bbt District 9

SOIL BORING LOG

Page 1 of 1

Date 9/104

ROUTE FAP 315 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tappan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-B214 Surface Water Elev. 516.0 ft
Station 1295+25 Stream Bed Elev. No Data ft

BORING NO. 55 Groundwater Elev.:
Station 1296+00 ▽ First Encounter No Encounter ft
Offset 5.00 Rt ▽ Upon Completion Cored ft
Ground Surface Elev. 543.0 ft ▽ After Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST. (%)
Graphic Brown Mdst V. Weathered Clayey SHALE			
Auger Refusal at 1.5' - Begin Rock Core 541.50			
Borehole continued with rock coring.			
-5			
-10			
-15			
-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H. - Sampler Advanced By Weight of Hammer, W.O.P. - Advanced by Weight of Pipe, B.B. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-00)

Illinois Department of Transportation
Division of Highways
Bbt District 9

ROCK CORE LOG

Page 1 of 3

Date 9/104

ROUTE FAP 315 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tappan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-B214 CORING BARREL TYPE & SIZE NXB
Station 1295+25
Core Diameter 1.88 in
BORING NO. 55 Top of Rock Elev. 541.50 ft
Station 1296+00 Begin Core Elev. 541.50 ft
Offset 5.00 Rt
Ground Surface Elev. 543.0 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Poorly to Moderately Indurated Crystalline LIMESTONE w/interbedded 10"-2" Seams of Very Weathered Argillaceous LIMESTONE	1	98	65		
541.50					
Gray Poorly to Moderately Indurated Fossiliferous Crystalline LIMESTONE w/ Interbedded Argillaceous LIMESTONE and Clayey SHALE Seams 538.50					
-5	2	98	92		382
					734
-10	3	100	85		661
-15	4	100	79		747
					673
-20	5	100	98		754

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

IDOT Form BBS, form 136 (Rev. 8-00)

ROCK CORE IL 336 RETAINING WALL LAMOINE RIVER 2006

5/4/2006
$FILEDATE$

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB
DRAWING NO. 10
OF 18 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	265
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17

18 SHEETS

Contract No: 72682

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Date 2/1/04

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppen

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-B014 CORING BARREL TYPE & SIZE NXB
Station 1295+25

BORING NO. 55
Station 1296+00
Offset 8.0ft Rt
Ground Surface Elev. 543.0 ft

Core Diameter 1.88 in
Top of Rock Elev. 541.80 ft
Begin Core Elev. 541.80 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Poorly to Moderately Indurated Fossiliferous Crystalline LIMESTONE w/ Interbedded Argillaceous LIMESTONE and Clayey SHALE Seams (continued)					
-35	6	100	96		638
513.00 -30					
-35					
-40					

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

BOC CDS 2.00 BRIDGE ARM INTERFACE 2006

Illinois Department of Transportation
Division of Highways
Bbt District 8

SOIL BORING LOG

Date 2/1/04

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppen

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-B014
Station 1295+25

BORING NO. 55A
Station 1296+00
Offset 7.0ft Lt
Ground Surface Elev. 543.3 ft

Surface Water Elev. 538.0 ft
Stream Bed Elev. No Data ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▽ Upon Completion Cored ft
▽ After Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST. (%)
Grayish Brown Weathered Clayey SHALE			
Begin Rock Core at 2.0' 541.30			
Borehole continued with rock coring.			
-5			
-10			
-15			
-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, R-Estimated)
Abbreviations W.O.H. - Sampler Advanced By Weight of Hammer, W.O.P. - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

BOC CDS 2.00 BRIDGE ARM INTERFACE 2006

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Date 2/1/04

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppen

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 5 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-B014 CORING BARREL TYPE & SIZE NXB
Station 1295+25

BORING NO. 55A
Station 1296+00
Offset 7.0ft Lt
Ground Surface Elev. 543.3 ft

Core Diameter 1.88 in
Top of Rock Elev. 543.30 ft
Begin Core Elev. 541.30 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Moderately Indurated Fossiliferous Crystalline LIMESTONE w/Interbedded Argillaceous LIMESTONE and Clayey SHALE Seams 541.30					
	1	90	77		388
-5					
	2	100	85		1040
-10					
	3	100	77		627
-15					490
528.00					
-20					
-25					
-30					

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

BOC CDS 2.00 BRIDGE ARM INTERFACE 2006

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

DRAWING NO. 10 OF 18 SHTS

5/4/2006
$FILEDREV$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	34-5(5B)	HANCOCK	612	265
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 18

18 SHEETS

Contract No: 72682

Illinois Department of Transportation
Division of Highways
Bbt District 8

SOIL BORING LOG

Page 1 of 1

Date 2/2/04

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2514
Station 1295+25

BORING NO. 86
Station 1296+38
Offset 27.0ft Rt
Ground Surface Elev. 548.4 ft

Surface Water Elev. 538.0 ft
Stream Bed Elev. No Data ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▽ Upon Completion Cored ft
▽ After Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown and Tannish Gray Dry Weathered Clayey SHALE			
	2		
	10		
	17		
541.90			
Gray Moderately Indurated Crystalline LIMESTONE Auger Refusal at 7' - Begin Rock Core 541.40			
Borehole continued with rock coring.			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H. - Sampler Advanced By Weight of Hammer, W.O.P. - Advanced by Weight of Pipe, B.R. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 127 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 1 of 2

Date 2/2/04

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-2514
Station 1295+25

BORING NO. 86
Station 1296+38
Offset 27.0ft Rt
Ground Surface Elev. 548.4 ft

CORING BARREL TYPE & SIZE NXB
Core Diameter 1.88 in
Top of Rock Elev. 548.40 ft
Begin Core Elev. 541.40 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Moderately Indurated Fossiliferous Weathered Crystalline LIMESTONE Broken in 1/2"-3" Pieces 541.40	1	90	45		
Gray Moderately Indurated Fossiliferous Crystalline LIMESTONE w/interbedded Argillaceous LIMESTONE and Clayey SHALE Seams 538.90					514
	2	100	71		741
	3	95	85		638
	4	100	79		908
531.60	5	100	35		706

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the unicial compressive strength of the core sample (ASTM D-2938)

BBS, form 126 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Bbt District 8

ROCK CORE LOG

Page 2 of 2

Date 2/2/04

ROUTE FAP 302 (IL 336) DESCRIPTION IL 336 Retaining Wall at the Lamoine River LOGGED BY M. Tuppan

SECTION 34-5 LOCATION SW 14, SEC. 15, TWP. 5 N, RNG. 6 W, 4 PM

COUNTY Hancock CORING METHOD Christensen NXB Wireline w/Water

STRUCT. NO. 034-2514
Station 1295+25

BORING NO. 86
Station 1296+38
Offset 27.0ft Rt
Ground Surface Elev. 548.4 ft

CORING BARREL TYPE & SIZE NXB
Core Diameter 1.88 in
Top of Rock Elev. 548.40 ft
Begin Core Elev. 541.40 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Light Grey V. Poorly Indurated Calcareous CLAY (underclay) Flagged Core Barrel at 22.5' - Adjusted Sample Increment (continued) 530.40					
Grey Moderately Indurated Fossiliferous Crystalline LIMESTONE w/interbedded Argillaceous LIMESTONE and Clayey SHALE Seams 518.40	6	89	89		

Color pictures of the cores On Request
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the unicial compressive strength of the core sample (ASTM D-2938)

BBS, form 126 (Rev. 8-99)

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069
STRUCTURE NUMBER 057-0069

PROJECT
FAP ROUTE 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STA. 1293+50.00(R) TO STA. 1297+00.00(R)
STRUCTURE NUMBER 034-2521

PROJECT NO. 02076-R
SCALE 9450
DATE 12/22/05
DRAWN BY TFG
CHECKED BY BD/MCB

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

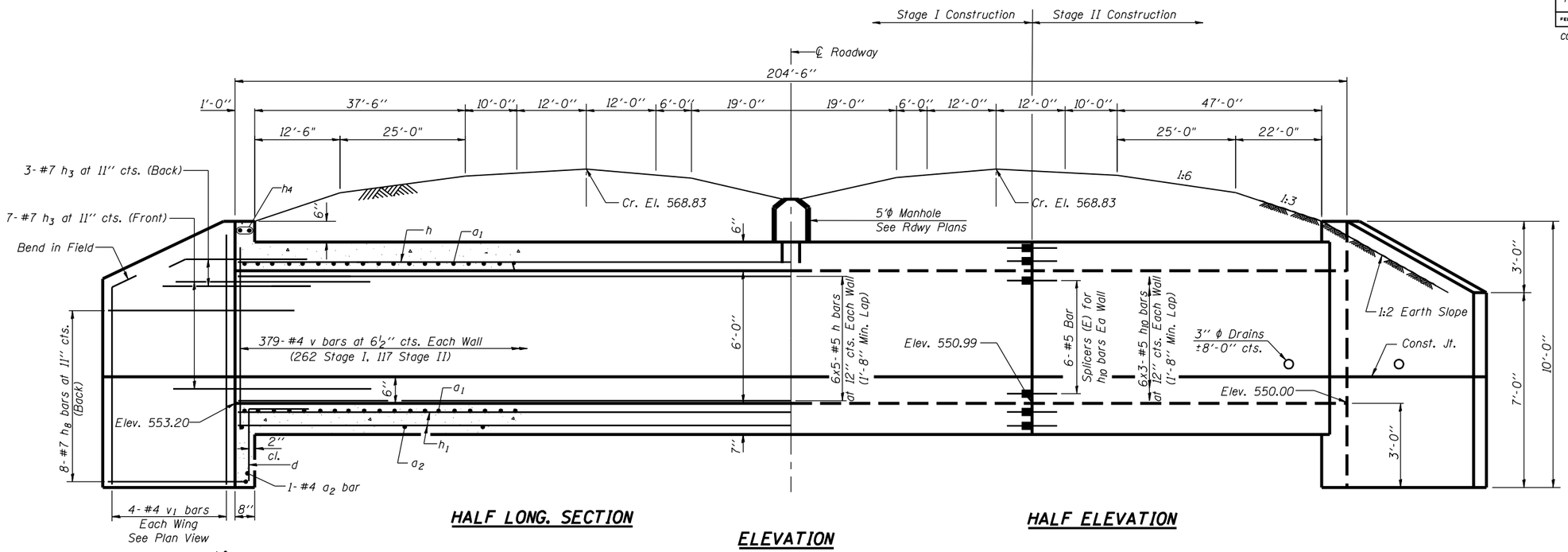
DRAWING NO. 18
OF 18 SHTS

5/4/2006
$FILEABREV$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	267
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

CONTRACT NO.

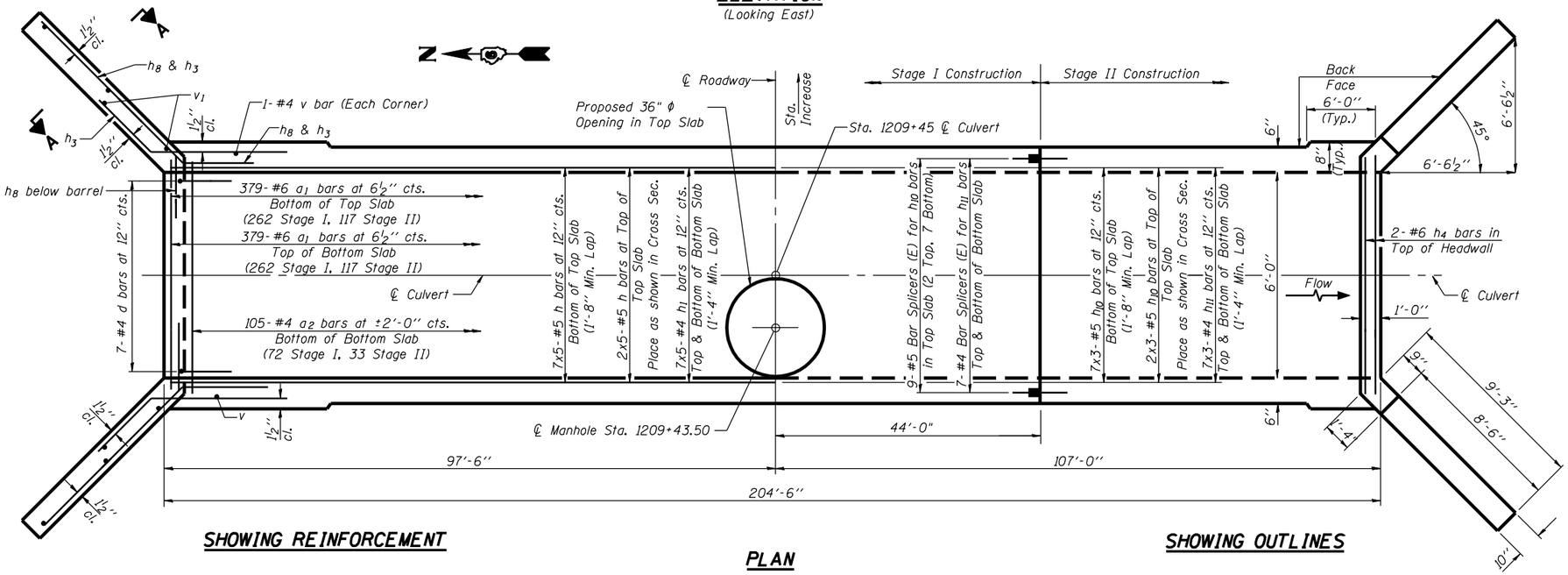
SHEET NO. 1
3 SHEETS



HALF LONG. SECTION

ELEVATION
(Looking East)

HALF ELEVATION



SHOWING REINFORCEMENT

PLAN
(Looking East)

SHOWING OUTLINES

NOTES

A distance of half the length of the wingwalls but not less than six feet of the barrel shall be poured monolithically with the wingwalls.

Reinforcement Bars shall conform to the requirements of AASHTO M31or M322, Grade 60.

Bars indicated thus 12x4- #5 etc. indicates 12 lines of bars with 4 lengths per line.

All construction joints shall be bonded.

See Sheet 2 of 3 for Section A-A.

MIN. BAR LAP

#4 bar = 1'-4"
#5 bar = 1'-8"

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
CULVERT GENERAL PLAN & ELEVATION

PROJECT
FAP 315 (IL 336/US 136)
SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1209+45

PROJECT NO. 02076
SCALE
DATE 03/08/06
DESIGN BY TFG
CHECKED BY AJB/MCB
DRAWING NO. 1 OF 3 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

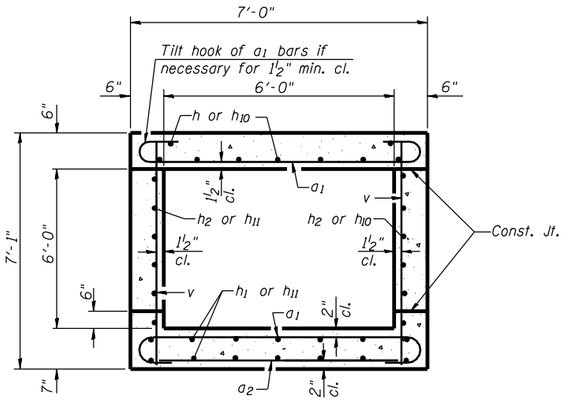
SSB-H-0 10-22-04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	268
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

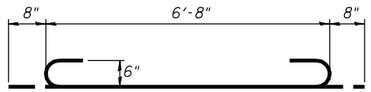
SHEET NO. 2

3 SHEETS

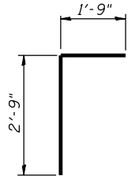
CONTRACT NO.



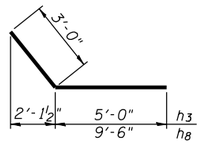
SECTION THRU BARREL



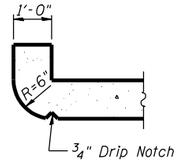
BAR a_1



BAR d



BARS h_3 & h_8

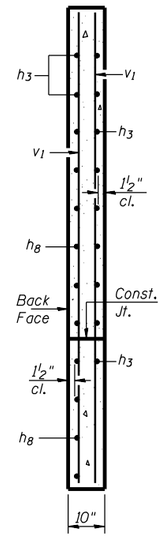


SECTION THRU HEADWALL

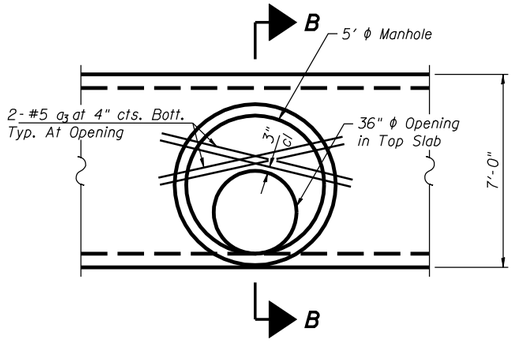
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1	758	#6	8'-0"	
a_2	107	#4	6'-8"	
a_3	4	#5	7'-0"	
d	14	#4	4'-6"	
h	105	#5	29'-8"	
h_1	70	#4	29'-5"	
h_3	40	#7	8'-0"	
h_4	4	#6	6'-6"	
h_8	32	#7	12'-6	
h_{10}	63	#5	22'-2"	
h_{11}	42	#4	21'-11"	
v	762	#4	6'-9"	
v_1	16	#4	9'-8"	
Concrete Box Culverts			Cu. Yd.	114.6
Reinforcement Bars			Pound	21410
Bar Splicers			Each	35

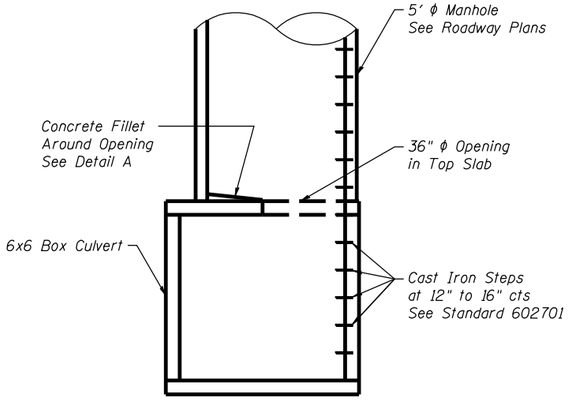


SECTION A-A

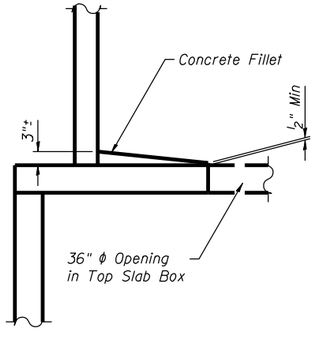


TOP VIEW OF MANHOLE AT ℄ STA. 1209+43.5

Cut a_1 bars and h bars in Field as Required to Clear Opening in Top Slab



SECTION B-B



DETAIL A

Note:
Cost of Concrete Fillet and Cast Iron Steps
Shall be Included in the Cost of Concrete Box Culverts

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.

MIN. BAR LAP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: CULVERT DETAILS AND

PROJECT: FAP 315 (IL 336/US 136)
SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1209+45

PROJECT NO. 02076
SCALE
DATE 03/08/06
DESIGN BY TFG
CHECKED BY AJB/MCB
DRAWING NO. 2 OF 3 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

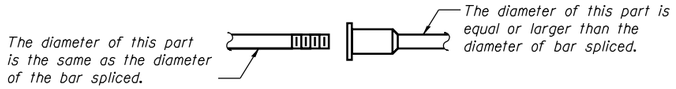
BSD-1 10-22-04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	269
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3

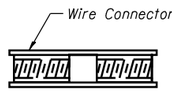
3 SHEETS

CONTRACT NO.



ROLLED THREAD DOWEL BAR

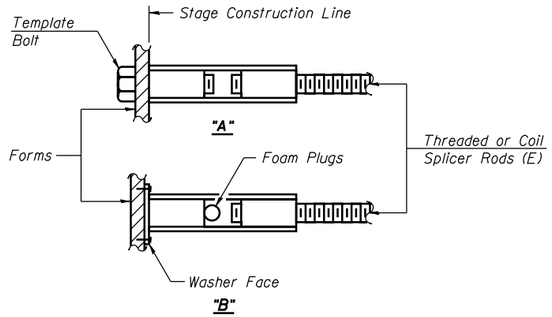
**** ONE PIECE**



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.

NOTES

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

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

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

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

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

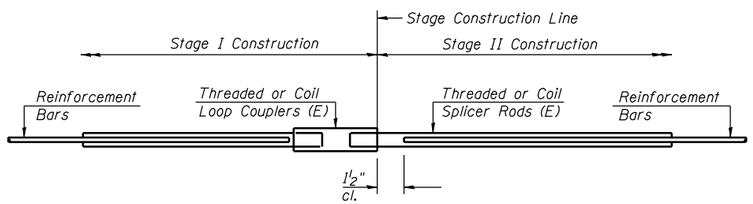
① Minimum Capacity (Tension in kips) = $1.25 \times fy \times A_t$

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

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

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-2"	23.0	9.2

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."



STANDARD

Bar Size	No. Assemblies Required	Location
#5	9	Top Slab
#4	14	Bottom Slab
#5	12	Outside Walls

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
BAR SPLICER ASSEMBLY DETAILS

PROJECT
FAP 315 (IL 336/US 136)
SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1209+45

PROJECT NO. 02076
SCALE
DATE 03/08/06
DRAWN BY TFG
CHECKED BY AJB/MCB
DRAWING NO. 3
OF 3 SHTS

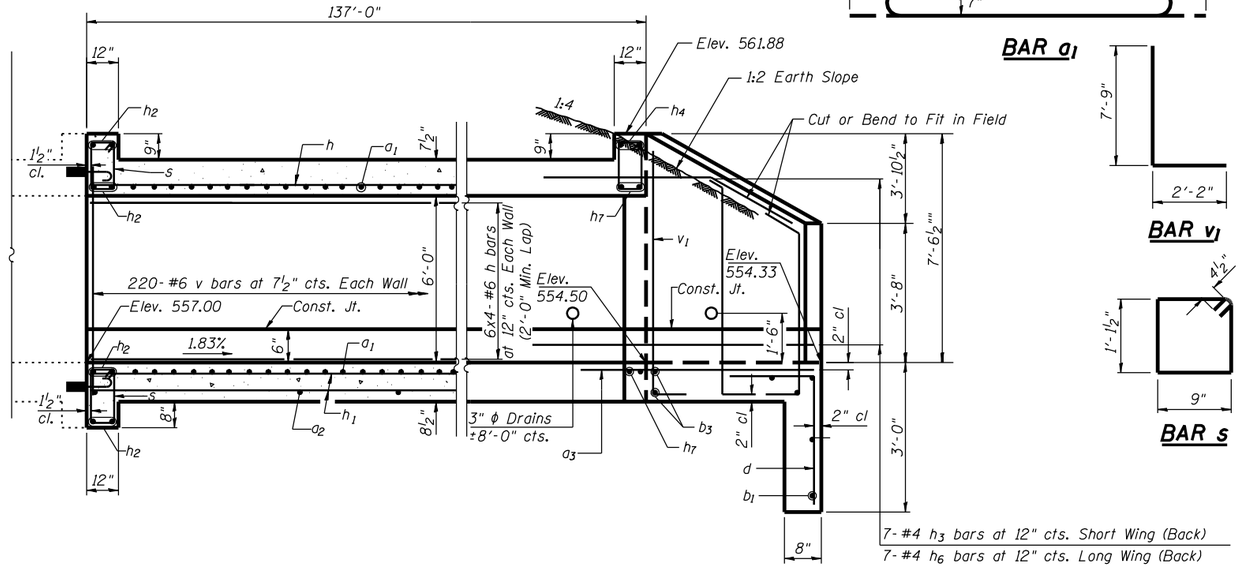
COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	270
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

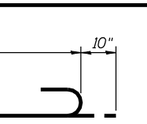
SHEET NO. 1
1 SHEETS

CONTRACT NO. _____



ELEVATION

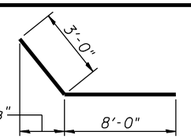
*a1 and a2 bars in skew portion of slab shall be ordered full length and cut to fit. Balance of bar to be used in opposite end of culvert.



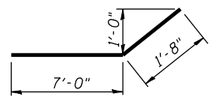
BAR a1

BAR v1

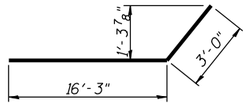
BAR s



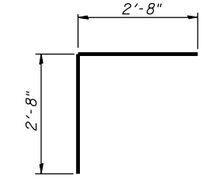
BAR h3



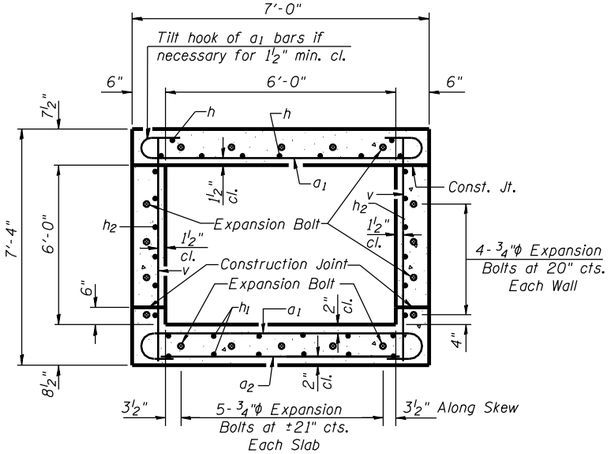
BAR a3



BAR h6



BAR d

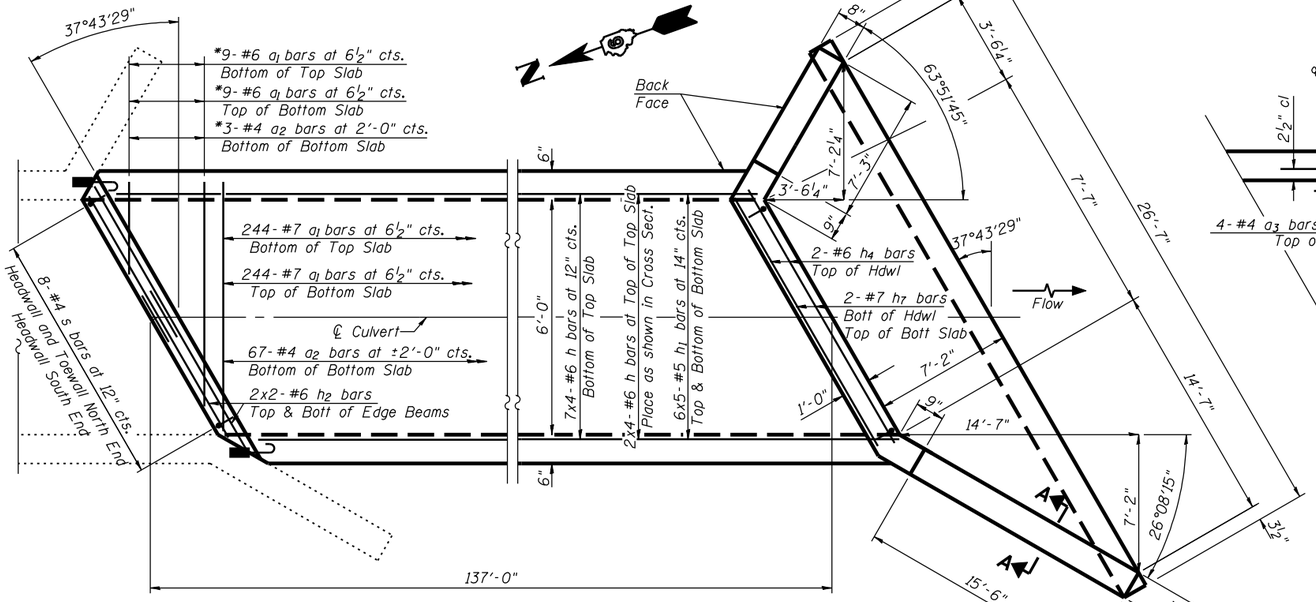


SECTION THRU BARREL

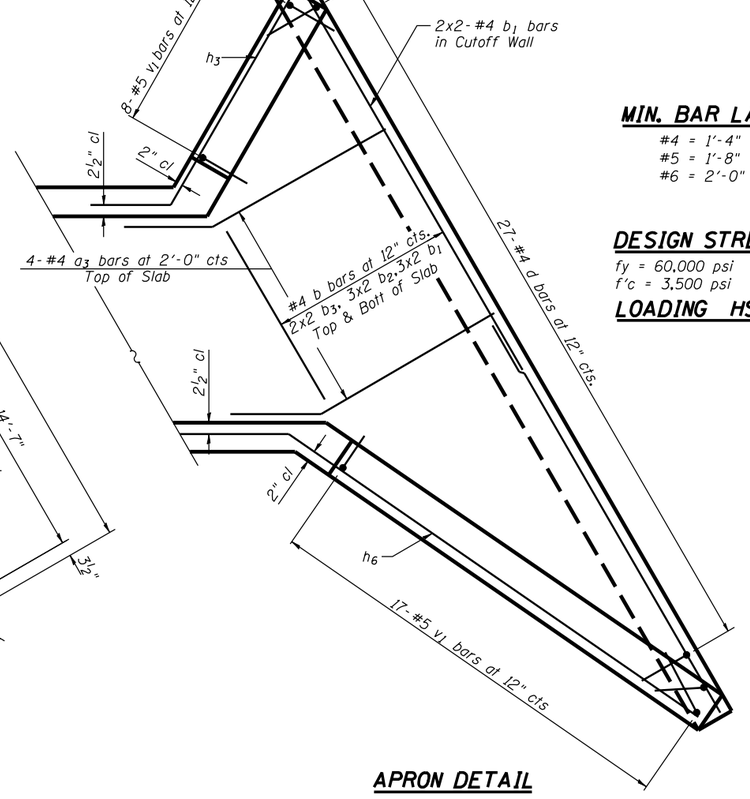
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	506	#7	8'-4"	
a2	70	#4	6'-8"	
a3	4	#4	8'-8"	
b1	16	#4	13'-11"	
b2	12	#4	10'-11"	
b3	8	#4	7'-2"	
d	27	#4	5'-4"	
h	84	#6	35'-8"	
h1	60	#5	28'-8"	
h2	16	#6	5'-6"	
h3	7	#4	11'-0"	
h4	2	#6	7'-4"	
h6	7	#4	19'-3"	
h7	4	#7	7'-4"	
s	24	#4	4'-6"	
v	440	#6	7'-0"	
v1	25	#5	9'-11"	

Concrete Box Culverts	Cu. Yd.	86.8
Reinforcement Bars	Pound	20930
Expansion Bolts ¾"	Each	18



PLAN



APRON DETAIL

MIN. BAR LAPS

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

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44

NOTES

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

Bars indicated thus 7x4-#6 etc. indicates 7 lines of bars with 4 lengths per line.

All construction joints shall be bonded.

Expansion Bolts Shall be ¾" Diameter Hooked Bolts and Shall Conform to the Requirements of Article 1006.09 of the Standard Specifications.

Hooked Bolts Shall Extend a Minimum of 9" into New Concrete.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
CULVERT EXTENSION DETAILS

PROJECT
FAP 315 (IL 336/US 136)
SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1268+62.62

PROJECT NO. 02076
SCALE
DATE 03/08/06
DRAWN BY TFG
CHECKED BY AJB/MCB
DRAWING NO. 1
OF 1 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	271
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

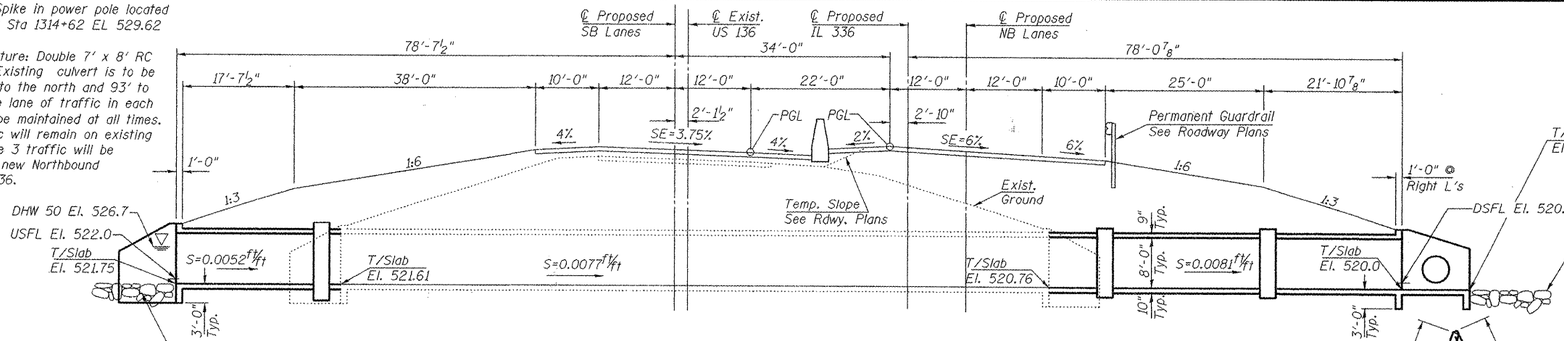
SHEET NO. 1
7 SHEETS

CONTRACT NO. 72682

Bench Mark: Spike in power pole located South of ℄ at Sta 1314+62 EL 529.62

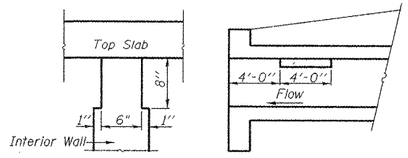
Existing Structure: Double 7' x 8' RC Box Culvert. Existing culvert is to be extended 27' to the north and 93' to the south. One lane of traffic in each direction will be maintained at all times. Stage 1 traffic will remain on existing roadway. Stage 3 traffic will be maintained on new Northbound lanes of IL 336.

Salvage: None



ELEVATION

Dimensions at Right angles to IL 336



NOTCH DETAIL — LONGITUDINAL SECTION

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

STATION 1289+79.56
REBUILT 20__ BY
STATE OF ILLINOIS
FAP RT 315 SEC 34-5 (5B)
LOADING HS20
STR. NO. 034-7002

NAME PLATE

See Std. 515001

GENERAL NOTES

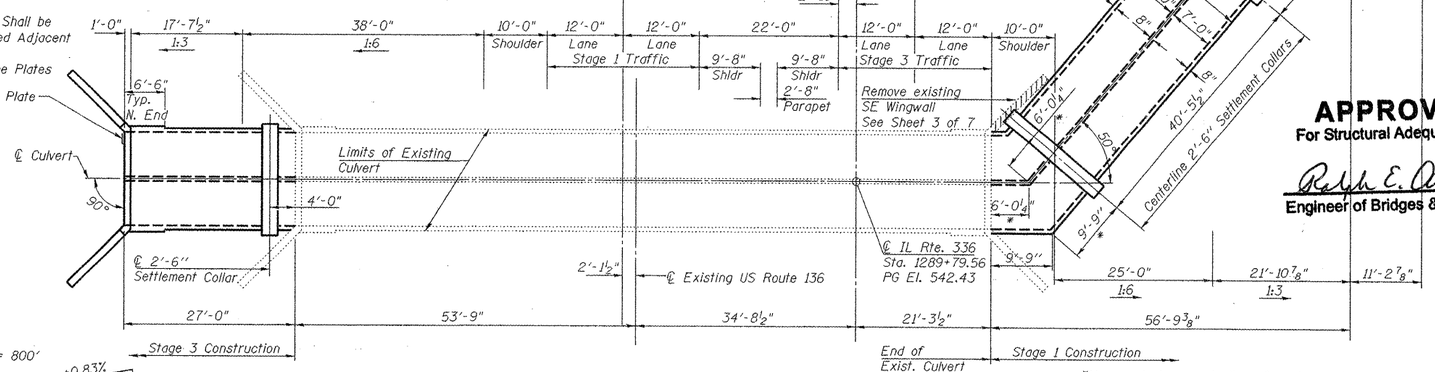
1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. For backfilling and embankment, see Standard Specifications.
3. Layout of Slope Protection System may be varied in the field to suit ground conditions as directed by the Engineer.
4. Exposed edges shall have standard ¾" chamfer unless otherwise noted.
5. All construction joints shall be bonded.
6. See Roadway Plans for Riprap Layout and Quantity.
7. Removal and replacement of weak soil with Rockfill-Foundation may be required beneath the culvert. The Engineer will determine the required depth following excavation to plan grade.
8. Expansion bolts shall be ¾" diameter hooked bolts and shall conform to the requirements of Article 1006.09 of the Standard Specifications. Hooked bolts shall extend a minimum of 9" into new concrete.
9. At least 6'-6" of the barrel shall be poured monolithically with the north wing walls.
10. Precast alternate is not allowed.

CURVE DATA
P.I. STA= 1293+06.01
Δ= 16°17'26" (RT)
D= 2°43'40"
R= 2100.46'
T= 300.63'
L= 597.21'
E= 21.41'
SE= 6%
P.C. STA. = 1290+05.38
P.T. STA. = 1296+02.59
SB SE Attained from STA. 1287+86.38 to 1290+95.38
SB SE Removed from STA. 1295+12.59 to 1298+21.59
NB SE Attained from STA. 1286+64.05 to 1289+73.05
NB SE Removed from STA. 1296+32.93 to 1299+41.93

Boring No. 48

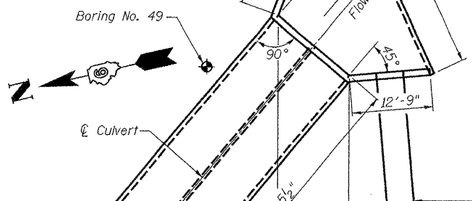
PHOEBE NESTING SITE ON BOX CULVERT

NOTE:
Existing Name Plate Shall be Cleaned and Relocated Adjacent to New Name Plate
Cost Included in Name Plates



*Measured along centerline of center wall.

PLAN



Provide opening thru wingwall for Proposed 42" RCCP w/flap gate. See Sheet 3 of 7 for location and details.
DSFL = 521.50

INDEX OF SHEETS

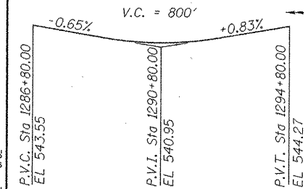
WATERWAY INFORMATION

Drainage Area = 0.29 Sq. Mi. Low Grade Elev. 542.41 @ Sta. 1290+31.50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater EL. Exist.	Headwater EL. Prop.
Design	50	508	65	65	526.7	0.54	0.54	527.24	527.24
Base	100	605	70	70	527.08	0.89	0.89	527.97	527.97
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	848	78	78	527.71	2.01	2.01	529.72	529.72

PROFILE GRADE

(along median edge of pavement)



DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44

Allow 50 psf for Future Wearing Surface

DESIGN STRESSES

FIELD UNITS

PROPOSED	EXISTING
f' = 3,500 psi	f'_c = 4,000 psi
f_y = 60,000 psi (reinforcement)	f_y = 60,000 psi (reinforcement)

LICENSED STRUCTURAL ENGINEER — MARY COOMBE BLOXDORF 4859 SPRINGFIELD — STATE OF ILLINOIS

ILLINOIS STRUCTURAL NO. 4859
EXPIRES: 11/30/06
DATE: 5-3-06

APPROVED

For Structural Adequacy Only

Ralph E. Anderson

Engineer of Bridges & Structures

TOTAL BILL OF MATERIAL

	ITEM	UNIT	TOTAL
	Concrete Removal	Cu. Yd.	4.8
	Expansion Bolts ¾"	Each	66
	Name Plates	Each	1
	Concrete Box Culverts	Cu. Yd.	240.4
	Reinforcement Bars	Pound	40,340
**	Rockfill-Foundation	Ton	160

** Quantity is Estimated

Proposed Culvert Extensions
R. 5 W. 4th. P.M.
T. 5 N.
La Moine River
RTE. 336

LOCATION SKETCH

ILLINOIS DEPARTMENT OF TRANSPORTATION

DIRECT TITLE: GENERAL PLAN & ELEVATION

ROUTE: IL. ROUTE 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1289+79.56
STRUCTURE NUMBER 034-7002

PROJECT NO. 22076-3
DATE 03/09/06
DRAWN BY TFO
CHECKED BY CME/MCB
DRAWING NO. 1
OF 7 SHTS

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

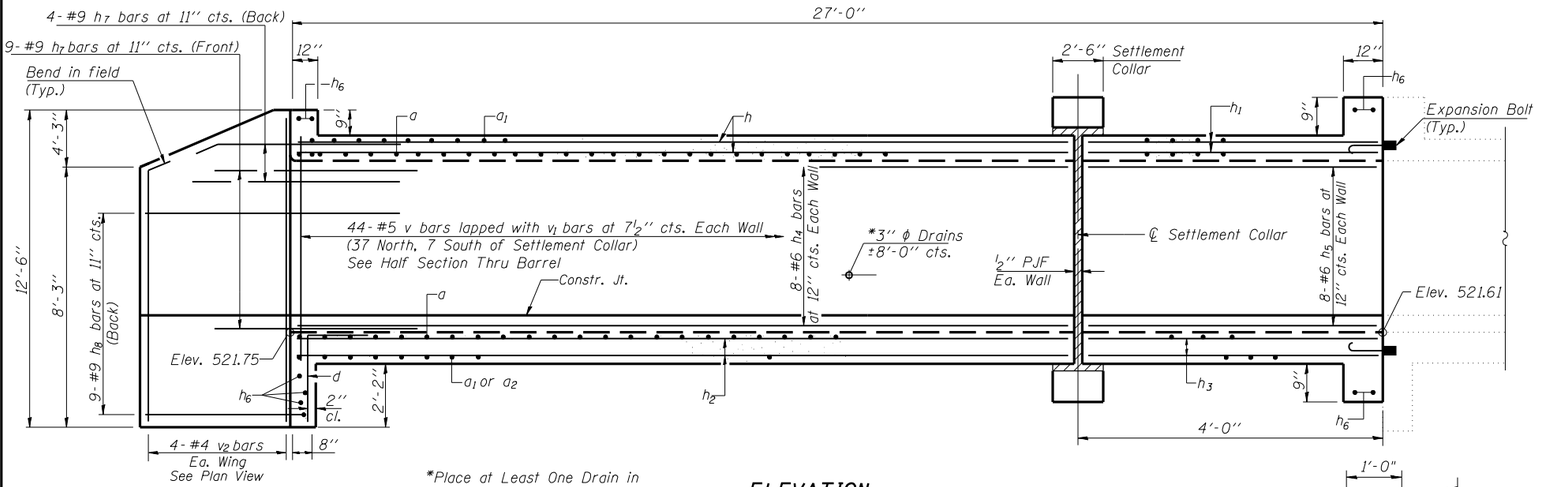
FILE NAME = BOX 034-7002-SHT-01-gpls.dgn
PLOT SCALE = 1.0000 in / IN.
USER NAME = cfrc.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	272
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2

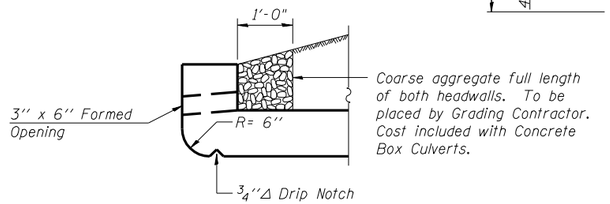
7 SHEETS

CONTRACT NO. 72682

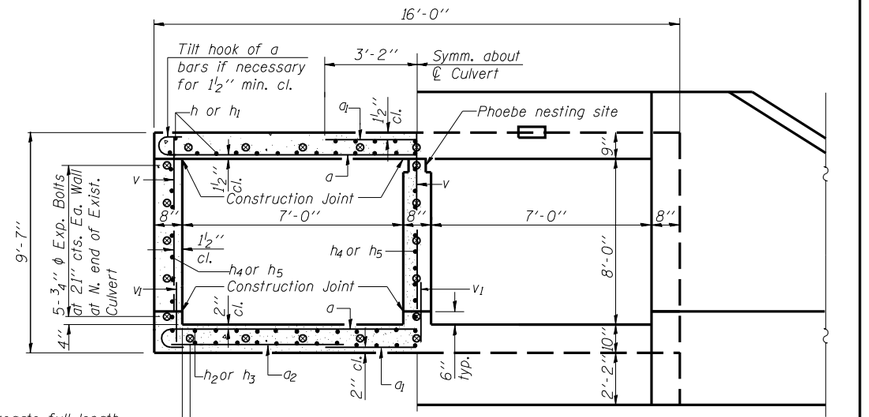


*Place at Least One Drain in Each Exterior Wall Segment

ELEVATION
North Extension

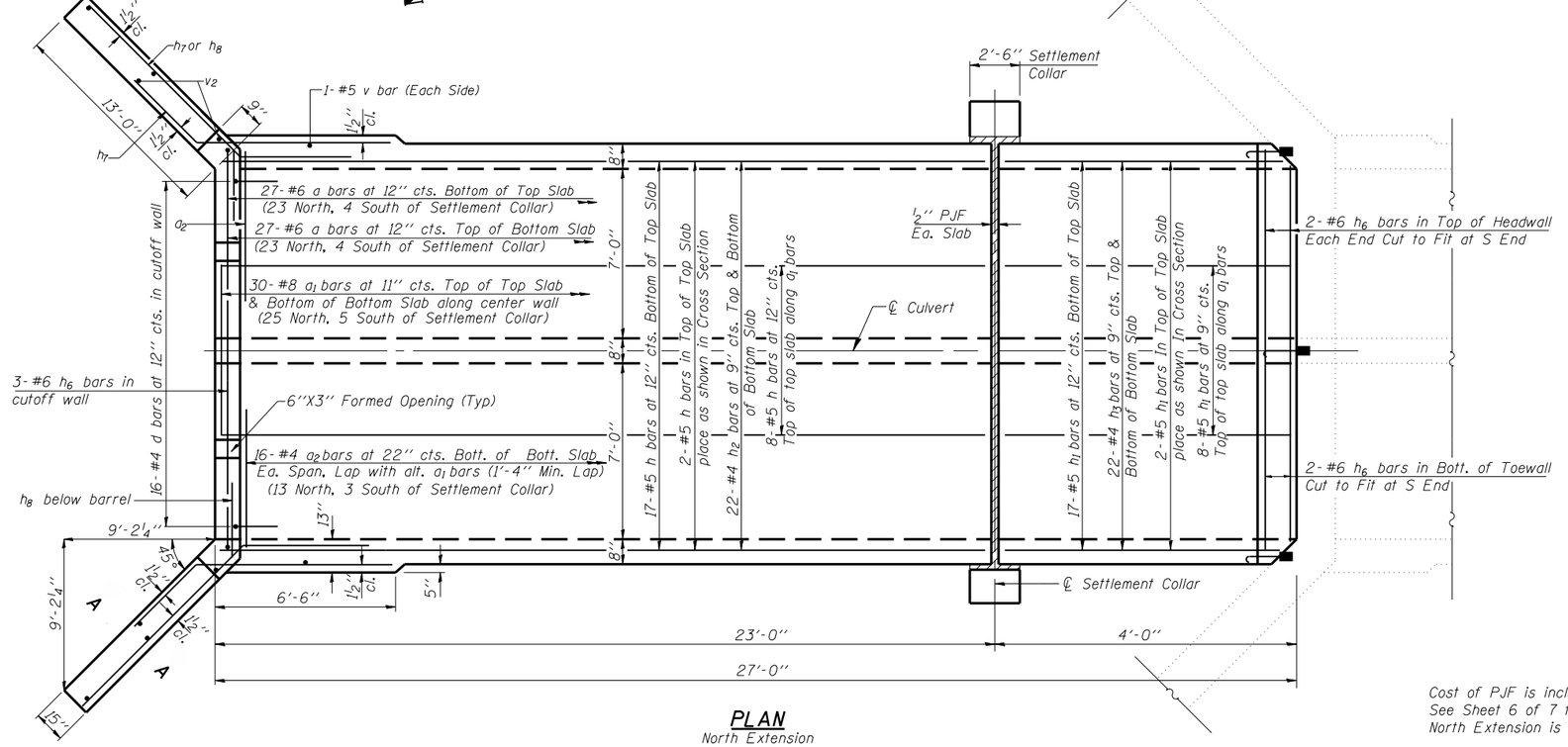


DRAIN DETAIL AT UPSTREAM END

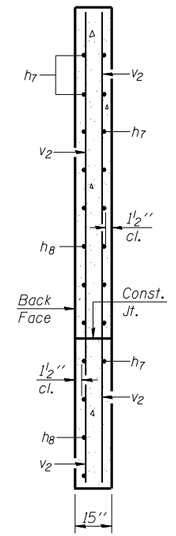


HALF SECTION THRU BARREL

HALF END ELEVATION
(North End)



PLAN
North Extension



SECTION A-A

NOTES

Cost of PJF is included in Concrete Box Culverts.
See Sheet 6 of 7 for Bar Details and Settlement Collar Details.
North Extension is to be constructed in Stage 3.

BILL OF MATERIAL
NORTH EXTENSION

Bar	No.	Size	Length	Shape
a	54	#6	17'-0"	
a_1	60	#8	6'-4"	
a_2	32	#4	6'-0"	
d	16	#4	4'-4"	
h	27	#5	22'-8"	
h_1	27	#5	3'-8"	
h_2	44	#4	22'-8"	
h_3	44	#4	2'-8"	
h_4	24	#6	22'-8"	
h_5	24	#6	3'-8"	
h_6	9	#6	15'-8"	
h_7	26	#9	8'-0"	
h_8	18	#9	16'-0"	
v	132	#5	7'-11"	
v_1	132	#4	3'-0"	
v_2	8	#4	10'-3"	
Concrete Box Culverts			Cu. Yd.	57.2
Reinforcement Bars			Pound	8960
Expansion Bolts ¾"			Each	33

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
CULVERT DETAILS-NORTH EXTENSION

PROJECT
IL. ROUTE 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1289+79.56
STRUCTURE NUMBER 034-7002

PROJECT NO. 02076-3
SCALE
DATE 03/09/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 2

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

OF 7 SHTS

PLOT DATE = 5/4/2006
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FAP 315	34-5(5B)	HANCOCK	612	273
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

CONTRACT NO. 72682

SHEET NO. 3

7 SHEETS

8-#6 h_{13} bars at 12" cts. East Wall
8-#6 h_{14} bars at 12" cts. Center Wall
8-#6 h_{15} bars at 12" cts. West Wall

Lap with v_3 bars in Short Wall (Cut to Fit)
Lap with v_3 bars in Long Wall (Cut to Fit)
12-#6 bars at 10" cts.
36-#6 bars at 10" cts.

40'-5½" 40'-5½"

12" 2'-6" 2'-6" 12" 6-v_4 6-v_5 Short Wall

12-v_4 12-v_6 12-v_5 Long Wall

10-#4 h_{17} bars at 12" cts. Short Wall (Cut to fit)
10-#4 h_{18} bars at 12" cts. Long Wall (Cut to fit)

Expansion Bolt (Typ.)

h_6 h_{20} thru h_{25} a_5 a_3 or a_4 a_1 h_{10} a

60-#5 v bars lapped with v_1 bars at 7½" cts. (8 East wall, 20 Center wall and 32 West wall) See Section Thru Barrel

65-#5 v bars lapped with v_1 bars at 7½" cts. Each Wall See Section Thru Barrel

*3" ϕ Drains ±8'-0" cts.

8x2-#6 h_{16} bars at 12" cts. Each Wall

9" 8'-0" 9'-7" 10"

Constr. Jt.

½" PJF Each Wall (Typ.)

Elev. 520.76

a_5 or a_6 h_{20} thru h_{25} h_6 h_{11} a_1 or a_2 h_{12}

2'-7" Lap 2'-2" d h_6 3"

El. 523.25 El. 519.86 @ ℄ Culvert El. 520.00

b thru b_2 b_3 thru b_6 d b_7

2-#5 b_8 bars Ea Face (Typ)

** 51" ϕ

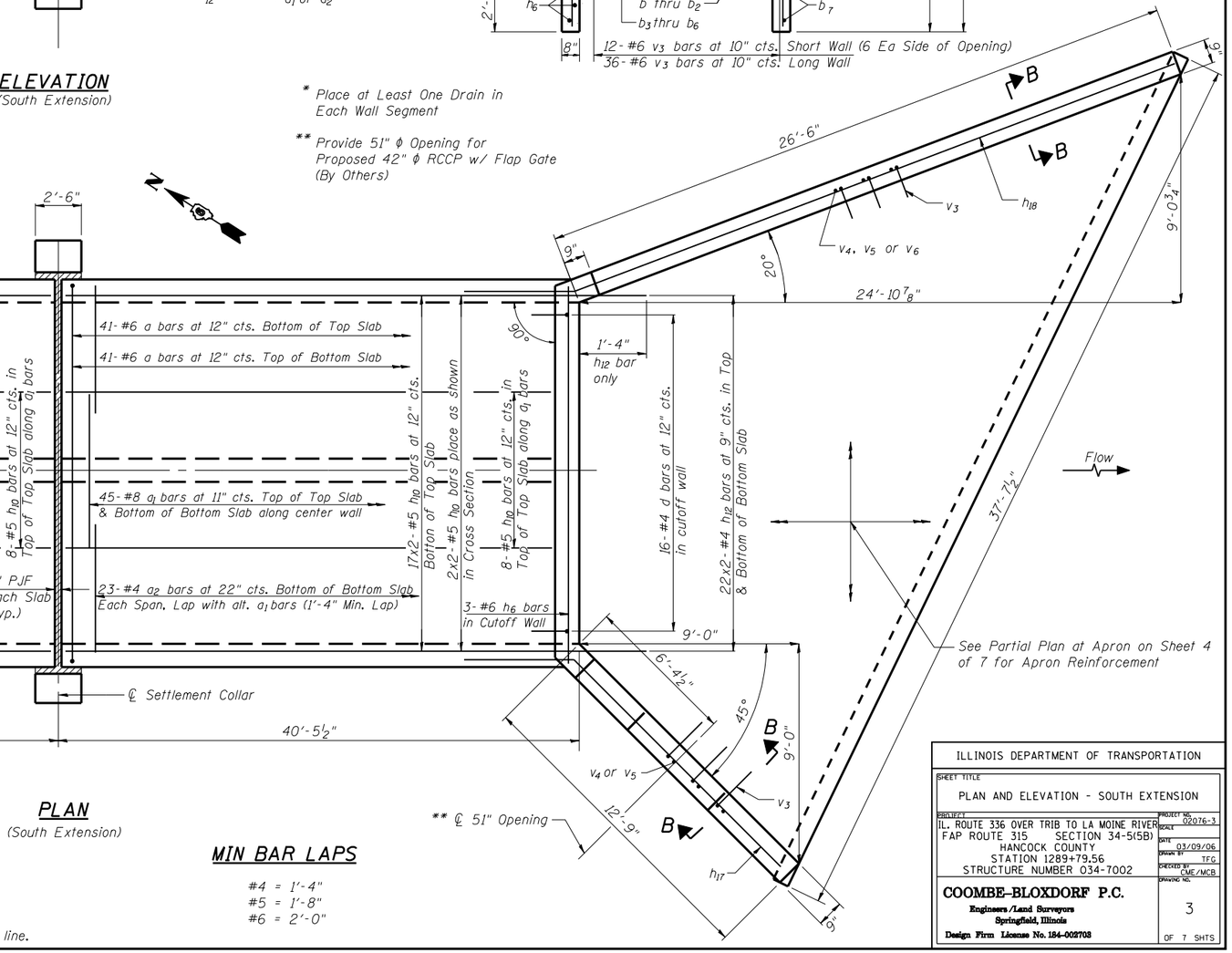
4'-3" 8'-3" 12'-6"

12-#6 v_3 bars at 10" cts. Short Wall (6 Ea Side of Opening)
36-#6 v_3 bars at 10" cts. Long Wall

ELEVATION
(South Extension)

* Place at Least One Drain in Each Wall Segment

** Provide 51" ϕ Opening for Proposed 42" ϕ RCCP w/ Flap Gate (By Others)



2'-6" ±11'-0" ±14" Height varies ±8'-1" to ±12'-0"

A A

2'-6"

2-#6 h_6 bars in Top of Headwall Each End Cut to Fit at North End

130°

2-#6 h_6 bars in Bott. of Toewall Cut to Fit

9'-9"

41-#6 a bars at 12" cts. Bottom of Top Slab
41-#6 a bars at 12" cts. Top of Bottom Slab
45-#8 a_1 bars at 11" cts. Top of Top Slab & Bottom of Bottom Slab along center wall
23-#4 a_2 bars at 22" cts. Bott. of Bott. Slab Each Span, Lap with alt. a_1 bars (1'-4" Min. Lap)

8" 7'-0" 8" 16'-0" 8" 7'-0" 8"

17x2-#5 h_9 bars at 12" cts. Bottom of Top Slab
2x2-#5 h_9 bars place as shown in Cross Section
22x2-#4 h_{11} bars at 9" cts. Top & Bottom of Bottom Slab
8-#5 h_9 bars at 12" cts. in Top of Top Slab along a_1 bars
½" PJF Each Slab (Typ.)

41-#6 a bars at 12" cts. Bottom of Top Slab
41-#6 a bars at 12" cts. Top of Bottom Slab
45-#8 a_1 bars at 11" cts. Top of Top Slab & Bottom of Bottom Slab along center wall
23-#4 a_2 bars at 22" cts. Bottom of Bottom Slab Each Span, Lap with alt. a_1 bars (1'-4" Min. Lap)

17x2-#5 h_9 bars at 12" cts. Bottom of Top Slab
2x2-#5 h_9 bars place as shown in Cross Section
8-#5 h_9 bars at 12" cts. in Top of Top Slab along a_1 bars
3-#6 h_6 bars in Cutoff Wall

90°
1'-4" h_{12} bar only
16-#4 d bars at 12" cts. in cutoff wall
22x2-#4 h_{12} bars at 9" cts. in Top & Bottom of Bottom Slab
9'-0"

℄ Settlement Collar

9'-9" 40'-5½" 40'-5½"

See Partial Plan at Corner on Sheet 5 of 7 for slab reinforcement at corner.

NOTES

Cross-Hatched area indicates Concrete Removal.
Cost of PJF is included in Concrete Box Culverts.
See Sheet 4 of 7 for Section A-A, Section B-B, Partial Plan at Apron and Bill of Material.
See Sheet 5 of 7 for Partial Plan at Corner.
See Sheet 6 of 7 for Bar Details and Settlement Collar Details.
South Extension is to be constructed in Stage 1.
Bars Indicated thus, 2x4-#5 etc., indicates 2 lines of bars with 4 lengths per line.

PLAN
(South Extension)

MIN BAR LAPS

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
PLAN AND ELEVATION - SOUTH EXTENSION

PROJECT
IL. ROUTE 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1289+79.56
STRUCTURE NUMBER 034-7002

PROJECT NO. 02076-3
SCALE
DATE 03/09/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 3

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

OF 7 SHTS

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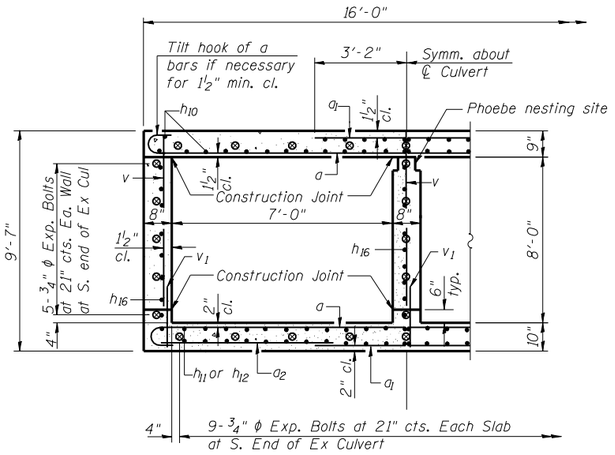
FAP 315	34-5(5B)	HANCOCK	612	274
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

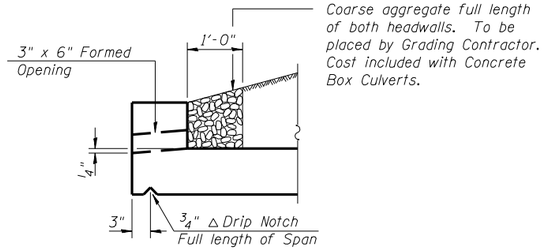
SHEET NO. 4

7 SHEETS

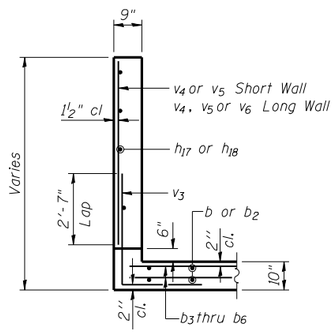
CONTRACT NO. 72682



SECTION A-A



DRAIN DETAIL AT DOWNSTREAM END



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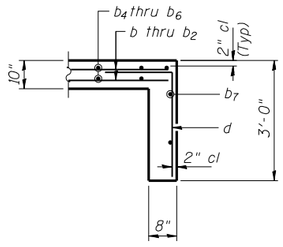
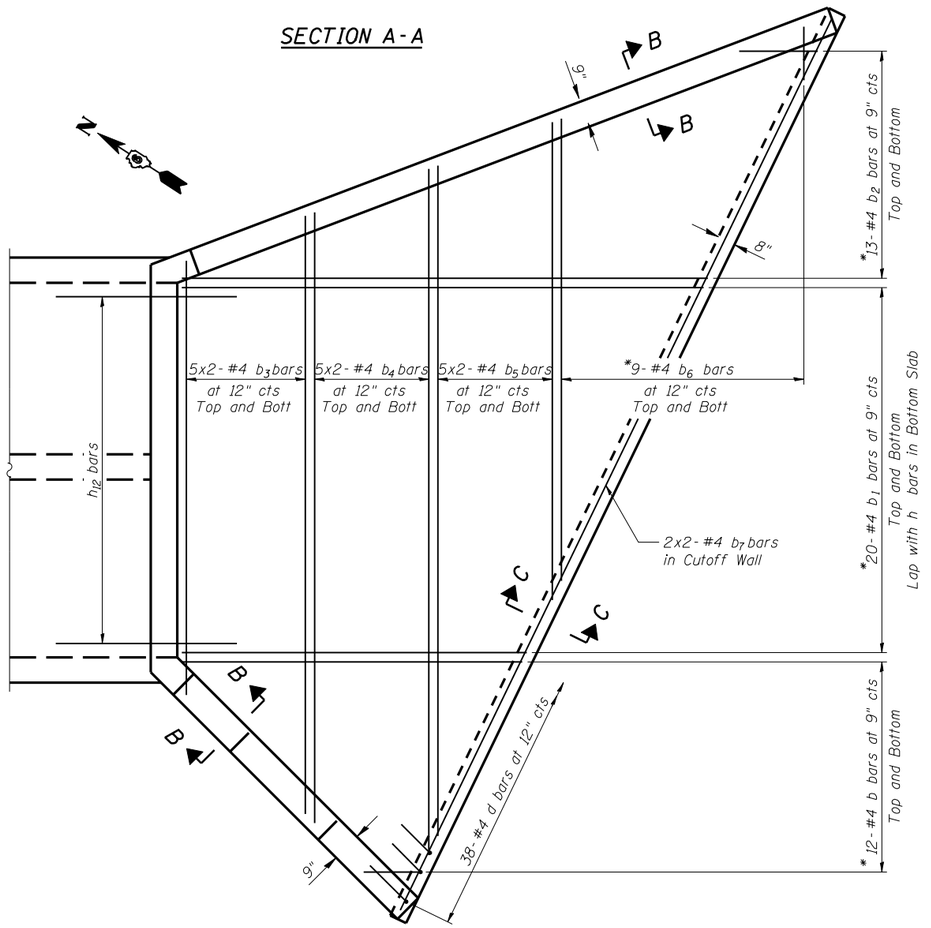


SECTION C-C



PARTIAL PLAN AT APRON

(Showing Apron and Cutoff Wall Reinforcement)

* Order Full Length, Cut to Fit and Use Remainder in Opposite Face

BILL OF MATERIAL SOUTH EXTENSION

Bar	No.	Size	Length	Shape
a	164	#6	17'-0"	
a1	210	#8	6'-4"	
a2	105	#4	6'-0"	
a3	52	#6	9'-6"	
a4	24	#6	10'-0"	
b	12	#4	14'-11"	
b1	20	#4	33'-6"	
b2	13	#4	22'-6"	
b3	20	#4	11'-4"	
b4	20	#4	13'-8"	
b5	20	#4	13'-0"	
b6	9	#4	9'-5"	
b7	4	#4	19'-4"	
b8	16	#4	3'-6"	
d	54	#4	4'-4"	
h6	9	#6	15'-8"	
h10	92	#5	20'-11"	
h11	88	#4	20'-9"	
h12	88	#4	21'-6"	
h13	8	#6	3'-10"	
h14	8	#6	11'-8"	
h15	8	#6	18'-8"	
h16	96	#6	21'-0"	
h17	10	#4	15'-5"	
h18	10	#4	29'-2"	
h20	44	#4	3'-0"	
h21	44	#4	11'-4"	
h22	27	#5	3'-8"	
h23	4	#5	10'-10"	
h24	17	#5	11'-4"	
h25	2	#5	9'-1"	
v	450	#5	7'-11"	
v1	450	#5	3'-0"	
v3	48	#6	6'-2"	
v4	18	#6	8'-8"	
v5	18	#6	5'-9"	
v6	12	#6	7'-2"	
Concrete Removal			Cu. Yd.	4.8
Concrete Box Culverts			Cu. Yd.	167.3
Reinforcement Bars			Pound	26,160
Expansion Bolts ¾"			Each	33

NOTES:

Bars indicated thus, 2x4-#5 etc. indicates 2 lines of bars with 4 lengths per line.

See Sheet 6 of 7 for Bar Details.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: CULVERT DETAILS - SOUTH EXTENSION

PROJECT: IL. ROUTE 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1289+79.56
STRUCTURE NUMBER 034-7002

PROJECT NO. 02076-3
SCALE
DATE 03/09/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 4

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

OF 7 SHTS

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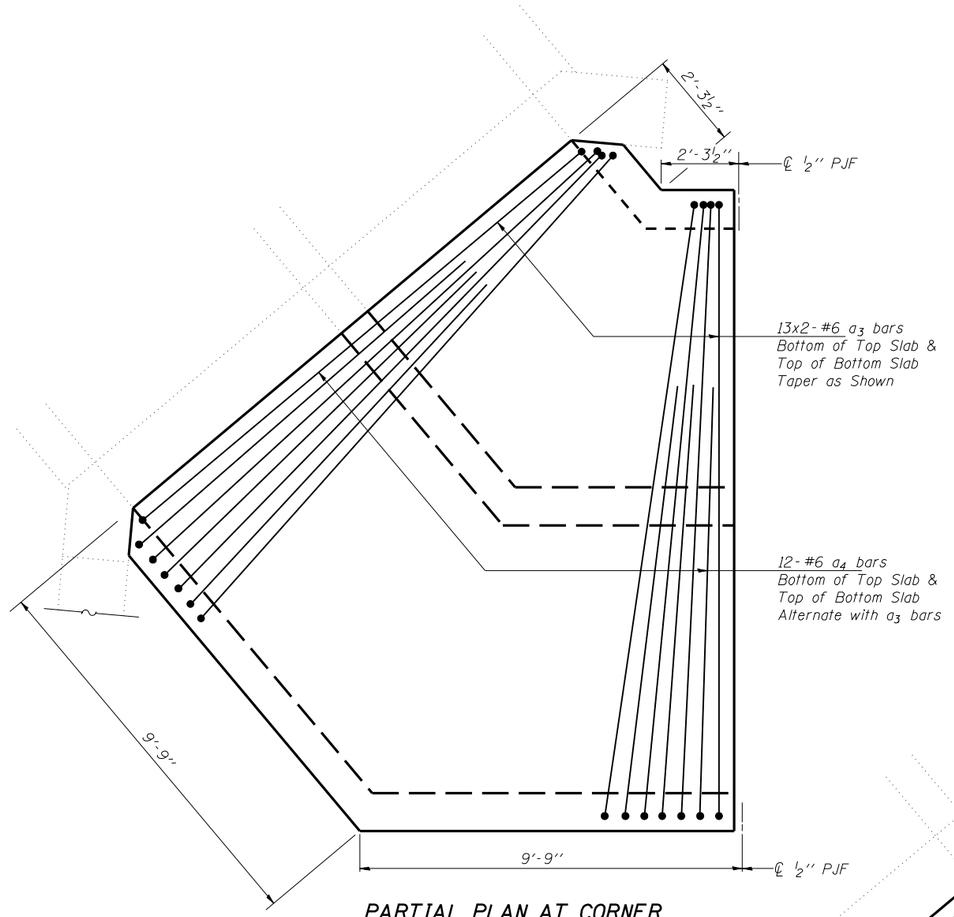
FAP 315	34-5(5B)	HANCOCK	612	275
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5

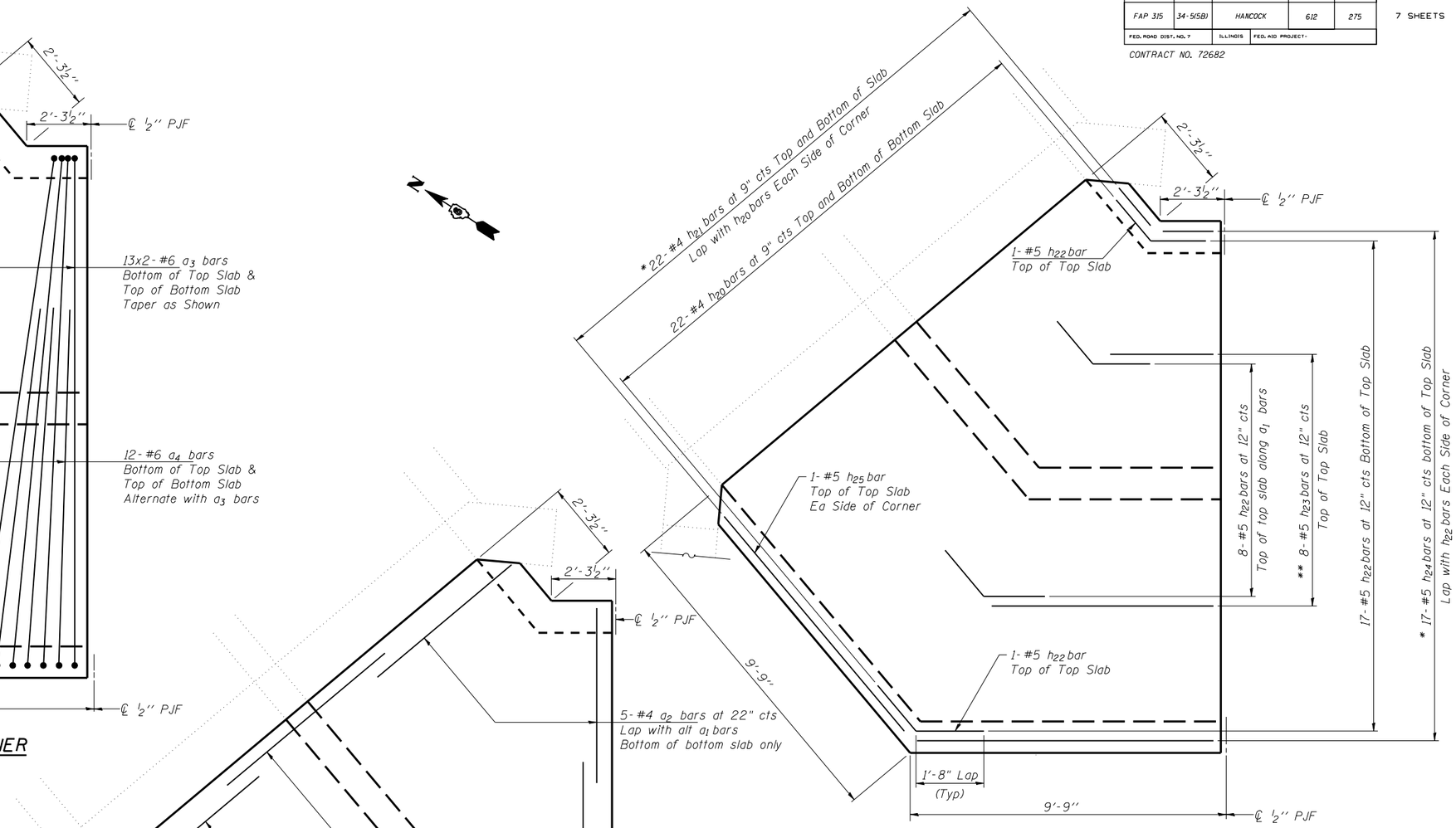
7 SHEETS

CONTRACT NO. 72682



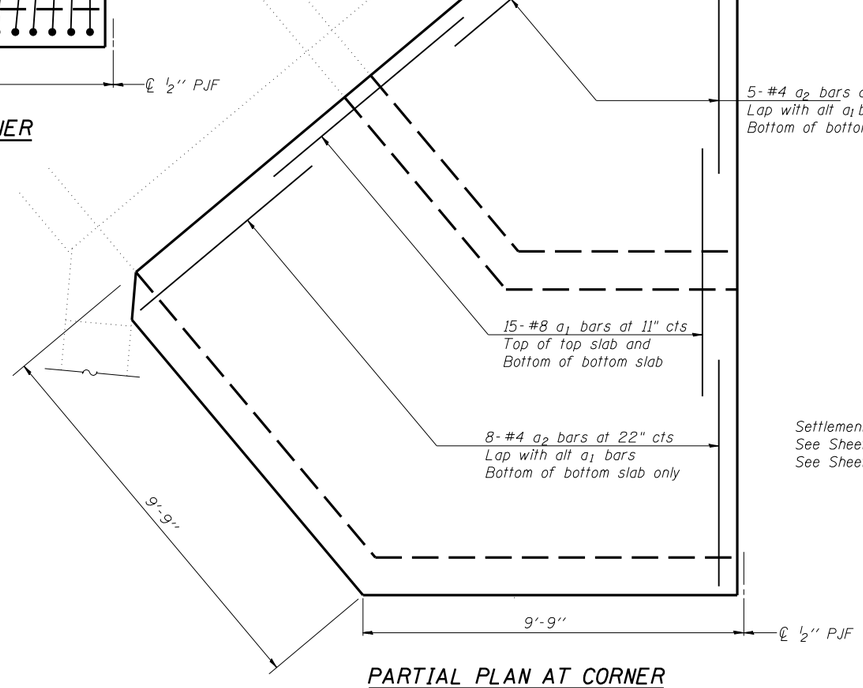
PARTIAL PLAN AT CORNER

(Showing a_3 and a_4 bars)



PARTIAL PLAN AT CORNER

(Showing longitudinal reinforcement)



PARTIAL PLAN AT CORNER

(Showing a_1 and a_2 bars)

NOTES

Settlement Collar and Headwall not Shown in Partial Plans.
See Sheet 4 of 7 for Bill of Material.
See Sheet 6 of 7 for Settlement Collar and Bar Details.

* Order h_{21} and h_{24} bars Full Length. Cut to Fit and Use Remainder of Bar in Oppsite Side of Slab. Cut to Fit at N. End Each Side of Slab

** Order h_{23} bars Full Length. Cut to Fit and Use Remainder of Bar on Oppsite Side of Centerline

MIN BAR LAPS

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
CULVERT DETAILS-SOUTH EXTENSION

PROJECT
IL. ROUTE 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1289+79.56
STRUCTURE NUMBER 034-7002

PROJECT NO. 02076-3
SCALE
DATE 03/09/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 5
OF 7 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

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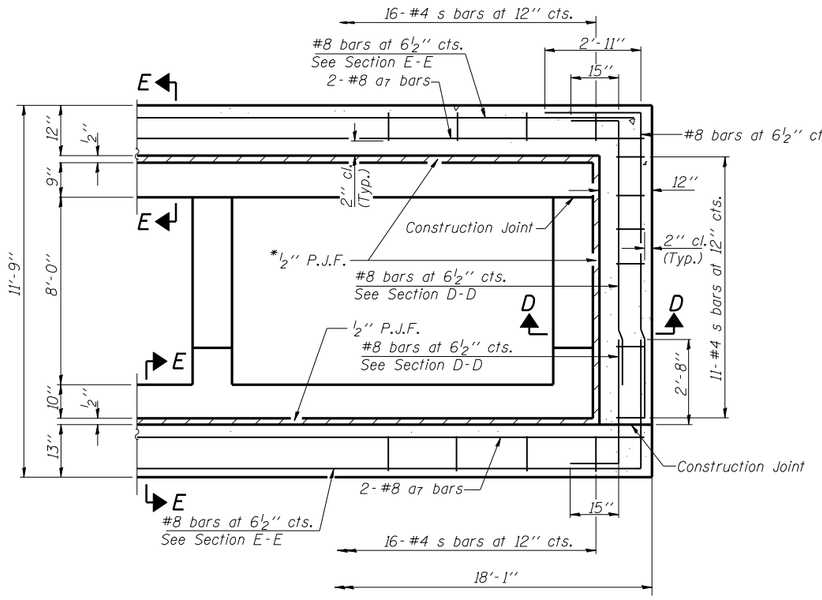
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	276
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

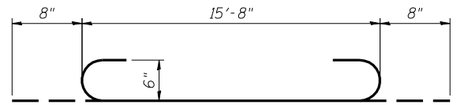
SHEET NO. 6

7 SHEETS

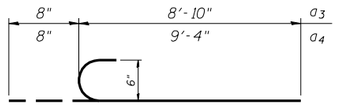
CONTRACT NO. 72682



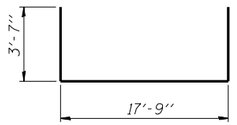
SECTION THRU BOX AT COLLAR



BAR a



BARS a3 & a4



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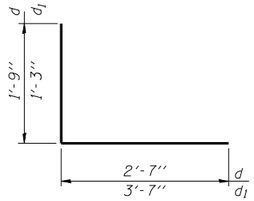
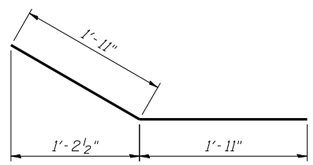
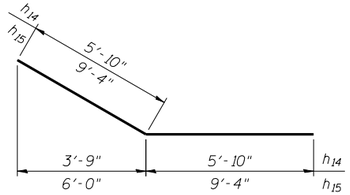


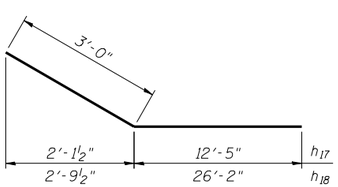
BARS d & d1



BAR h13



BARS h14 & h15



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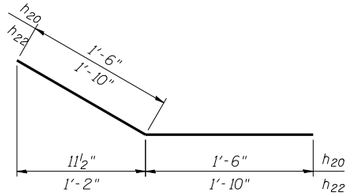
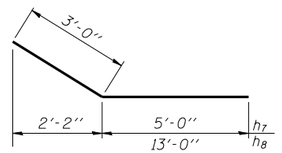
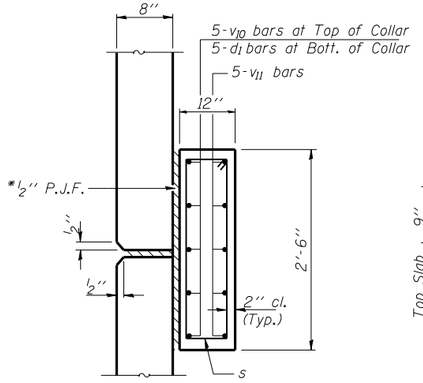


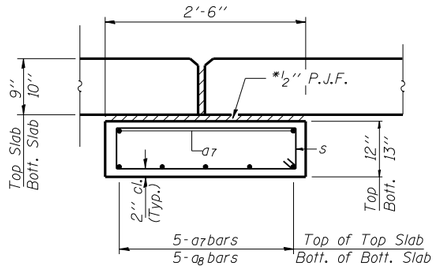
BARS h20& h22



BARS h7 & h8



SECTION D-D
Showing Collar Reinforcement

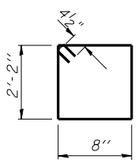


SECTION E-E
Showing Collar Reinforcement

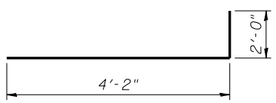
BILL OF MATERIAL EACH COLLAR

Bar	No.	Size	Length	Shape
a_7	9	#8	17'-9''	———
a_8	5	#8	24'-11''	⌊——⌋
d_1	10	#8	4'-10''	⌊
s	54	#4	6'-5''	▭
v_{10}	10	#8	10'-3''	⌊—⌋
v_{11}	10	#8	13'-2''	⌊—⌋
Concrete Box Culverts			Cu. Yd.	5.3
Reinforcement Bars			Pound	1740

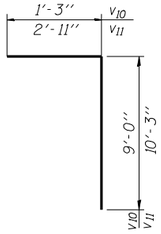
NOTE: There are 3 collars at this structure:
1 at North extension-Stage 3
2 at South extension-Stage 2



BAR s



BAR v3



BARS v10 & v11

*Cost included with Concrete Box Culverts

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
SETTLEMENT COLLAR DETAILS AND BAR DETAILS

PROJECT
IL. ROUTE 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1289+79.56
STRUCTURE NUMBER 034-7002

PROJECT NO. 02076-3
SCALE
DATE 03/09/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO.

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

6
OF 7 SHTS

PLOT DATE = 5/4/2006
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	277
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7

7 SHEETS

CONTRACT NO. 72682

Illinois Department of Transportation

Division of Highways
Ioot District 6

SOIL BORING LOG

Page 1 of 1

Date 4/9/04

ROUTE FAP 302 (IL 336/ US 136) DESCRIPTION 336 Section 5 Soil Survey LOGGED BY M. Tappan

SECTION 34-5 (5B) LOCATION SEC. 15, TWP. 5N, RNG. 5W, 4 PM

COUNTY HANCOCK DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2515 Pr
Station 1289+79.56

BORING NO. 48
Station 1290+10
Offset 110.00ft LT
Ground Surface Elev. 527.6 ft

Surface Water Elev. 525.6 ft
Stream Bed Elev. 525.3 ft

Groundwater Elev.:
▽ First Encounter 514.1 ft
▽ Upon Completion 520.6 ft
▼ After 72 H. Hrs. 523.6 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray Moist LOAM CLASSIFICATION 48-1			
	1		
-5	1	0.6	20
	5	B	
w/ Gray Wet Med to Coarse SAND Seam 3"			
Dark Gray V. Moist	0		
	0	0.2	25
	1	B	
516.10			
-10 Brown and Gray V. Moist SAND LOAM CLASSIFICATION 48-2	0		
	0	0.4	16
	2	B	
Free Water	0		
	0	0.2	21
▽ 514.10	0	B	
-15 Gray Dirty Med SAND to Brown Dirty Angular GRAVEL	0		
	0		
	2		
Brown Dirty Coarse Angular GRAVEL w/ Interbedded SILTY CLAY Seams	1		
	2		
	3		
-20 Gray Dirty Med Angular	2		

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Limestone GRAVEL 507.10	7		
	9		
-25			
-30			
-35			
-40			

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

BBS, from 137 (Rev. 8-99)

ON_BORING_S_336 SEC 5 BROADWAY AND STRUCTURE.GPJ DETEMPLT.GDT 12/1/05
eWork 402.25.560N Longitude 900 57.650W NAD83

Illinois Department of Transportation

Division of Highways
Ioot District 6

SOIL BORING LOG

Page 1 of 1

Date 4/9/04

ROUTE FAP 302 (IL 336/ US 136) DESCRIPTION 336 Section 5 Soil Survey LOGGED BY M. Tappan

SECTION 34-5 (5B) LOCATION SEC. 15, TWP. 5N, RNG. 5W, 4 PM

COUNTY HANCOCK DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2515 Pr
Station 1289+79.56

BORING NO. 49
Station 1290+20
Offset 65.00ft RT
Ground Surface Elev. 524.1 ft

Surface Water Elev. 523.3 ft
Stream Bed Elev. 523.0 ft

Groundwater Elev.:
▽ First Encounter 513.6 ft
▽ Upon Completion Washed ft
▼ After 72 H. Hrs. 520.1 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown and Gray Moist LOAM Ref Classification 48-1			
	0		
-5	0	0.3	27
	1	B	
	0		
	1	0.4	26
	1	B	
Free Water	0		
-10	1	0.4	28
▽ 513.60	1	B	
Gray V. Moist SILTY CLAY LOAM w/ some Woody Organics	1		
	1	0.4	31
511.10	1	B	
Gray to Brown Med SANDY GRAVEL	2		
-16	2		
	3		
Gray Med Clean SAND	2		
	2		
	2		
Gray Med Clean SAND w/ some Med GRAVEL	2		
-35	2		

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray to Brown Med SANDY GRAVEL (continued)	2		
502.10			
Gray V. Moist LOAM Washed	0		
-25	1	0.3	23
498.60	1	B	
Gray Med SANDY GRAVEL	2		
	8		
	10		
	2		
-30	15		
494.10	20		
-35			
-40			

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

BBS, from 137 (Rev. 8-99)

ON_BORING_S_336 SEC 5 BROADWAY AND STRUCTURE.GPJ DETEMPLT.GDT 12/1/05
eWork 402.25.560N Longitude 900 57.650W NAD83

Illinois Department of Transportation

Division of Highways
Ioot District 6

SOIL BORING LOG

Page 1 of 1

Date 4/9/04

ROUTE FAP 302 (IL 336/ US 136) DESCRIPTION 336 Section 5 Soil Survey LOGGED BY M. Tappan

SECTION 34-5 (5B) LOCATION SEC. 15, TWP. 5N, RNG. 5W, 4 PM

COUNTY HANCOCK DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2515 Pr
Station 1289+79.56

BORING NO. 49A
Station 1290+80
Offset 110.00ft RT
Ground Surface Elev. 525.3 ft

Surface Water Elev. 517.9 ft
Stream Bed Elev. 517.7 ft

Groundwater Elev.:
▽ First Encounter 509.3 ft
▽ Upon Completion Washed ft
▼ After 72 H. Hrs. 519.6 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown Moist SILT LOAM CLASSIFICATION 49A-1			
	1		
-5	1	0.4	24
	2	B	
Gray and Brown V. Moist	0		
	0	0.2	28
	1	B	
-10	0		
	0	0.4	28
	1	B	
	0		
	0	0.3	28
	1	B	
Free Water	0		
-15	0	0.2	28
▽ 509.30	0	B	
Gray V. Moist SILTY CLAY LOAM CLASSIFICATION 49A-2	0		
	0	0.2	35
w/ some Woody Organics	0	B	
-29	0		

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray V. Moist SILTY CLAY LOAM CLASSIFICATION 49A-2 (continued)	0	0.2	39
	0	B	
502.30			
Gray Med to Coarse SAND w/ some Med GRAVEL	1		
-35	2		
	5		
Gray Med Angular GRAVEL	7		
-30	12		
494.80	10		
-35			
-40			

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

BBS, from 137 (Rev. 8-99)

ON_BORING_S_336 SEC 5 BROADWAY AND STRUCTURE.GPJ DETEMPLT.GDT 12/1/05
eWork 402.25.120N Longitude 900 57.820W NAD83

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE

BORING LOGS

PROJECT
IL. ROUTE 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5(5B)
HANCOCK COUNTY
STATION 1289+79.56
STRUCTURE NUMBER 034-7002

PROJECT NO. 02076-3
SCALE
DATE 03/09/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 7
OF 7 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PLOT DATE = 5/4/2006
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	278
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

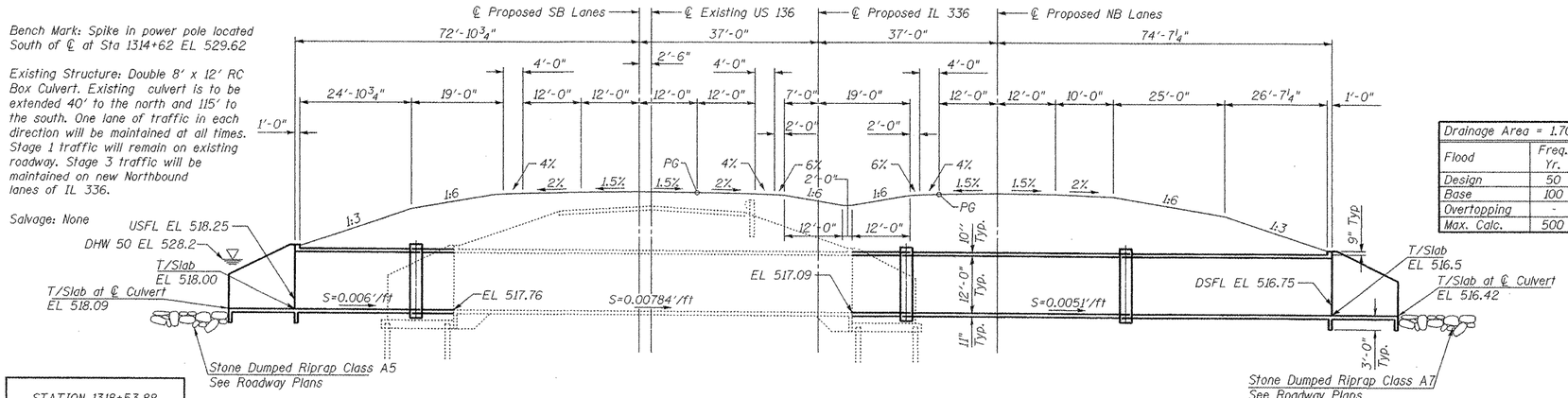
SHEET NO. 1
8 SHEETS

CONTRACT NO. 72682

Bench Mark: Spike in power pole located South of ℄ at Sta 1314+62 EL 529.62

Existing Structure: Double 8' x 12' RC Box Culvert. Existing culvert is to be extended 40' to the north and 115' to the south. One lane of traffic in each direction will be maintained at all times. Stage 1 traffic will remain on existing roadway. Stage 3 traffic will be maintained on new Northbound lanes of IL 336.

Salvage: None



LONGITUDINAL SECTION

Dimensions at Right angles to IL 336

WATERWAY INFORMATION

Drainage Area = 1.70 Sq. Mi. Low Grade Elev. 542.05 @ Sta. 1323+00.00									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater EL. Exist.	Headwater EL. Prop.
Design	50	1517	167.04	163.20	528.2	0.15	0.15	528.05	528.05
Base	100	1818	168.64	164.80	528.3	1.19	1.19	529.49	529.49
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	2529	173.44	169.60	528.6	4.33	4.34	532.93	532.94

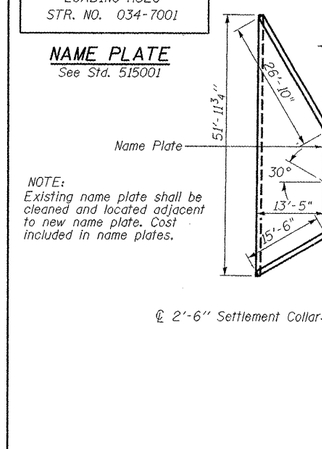
GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. For backfilling and embankment, see Standard Specifications.
3. Layout of Slope Protection System may be varied in the field to suit ground conditions as directed by the Engineer.
4. Exposed edges shall have standard 3/4" chamfer unless otherwise noted.
5. All construction joints shall be bonded.
6. See Roadway Plans for Riprap Layout and Quantity.
7. Removal and replacement of weak soil with Rockfill-Foundation may be required beneath the culvert. The Engineer will determine the required depth following excavation to plan grade.
8. Expansion bolts shall be 3/4" diameter hooked bolts and shall conform to the requirements of Article 1006.09 of the Standard Specifications. Hooked bolts shall extend a minimum of 9" into new concrete.
9. Precast alternate is not allowed.
10. Existing culvert shall be cleaned out prior to adding proposed extensions. Cost included in Concrete Box Culverts.

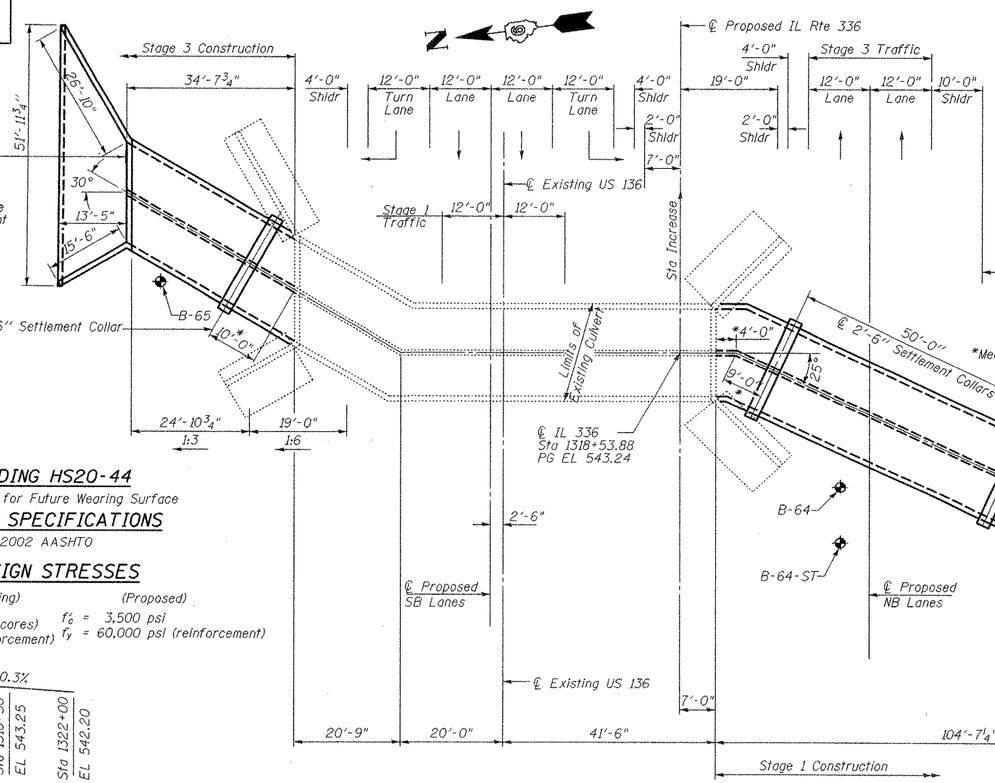
STATION 1318+53.88
REBUILT 20__ BY
STATE OF ILLINOIS
FAP RT 315 SEC 34-5 (5B)
LOADING HS20
STR. NO. 034-7001

NAME PLATE

See Std. 515001



NOTE:
Existing name plate shall be cleaned and located adjacent to new name plate. Cost included in name plates.



PLAN

LOADING HS20-44

Allow 50 psf for Future Wearing Surface

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

(Existing) (Proposed)

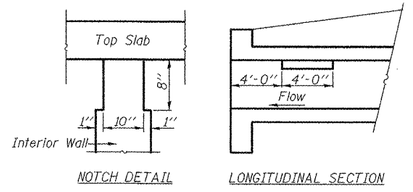
f'_c = 5,500 psi (from cores) f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement) f_y = 60,000 psi (reinforcement)

-0.3%

Sta 1314+00	Sta 1318+50	Sta 1322+00
EL 544.60	EL 543.25	EL 542.20

PROFILE GRADE

(along median edge of pavement)



NOTCH DETAIL LONGITUDINAL SECTION

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

PHOEBE NESTING SITE ON BOX CULVERT

INDEX OF SHEETS

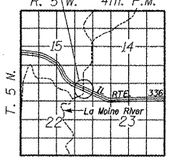
APPROVED
For Structural Adequacy Only
Ralph E. Anderson
Engineer of Bridges & Structures

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Expansion Bolts 3/4"	Each	82
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	498.1
Reinforcement Bars	Pound	94,140
** Rockfill-Foundation	Ton	160

**Quantity is estimated

LICENSED STRUCTURAL ENGINEER MARY COOMBE BLOXDORF 4859 SPRINGFIELD STATE OF ILLINOIS
ILLINOIS STRUCTURAL NO. 4859
EXPIRES: 11/30/06
DATE: 5-3-06



LOCATION SKETCH

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: GENERAL PLAN & ELEVATION

PROJECT: IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1318+53.88
STRUCTURE NUMBER 034-7001

PROJECT NO. 02076-4
SCALE
DATE 04/12/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 1 OF 8 SHTS

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

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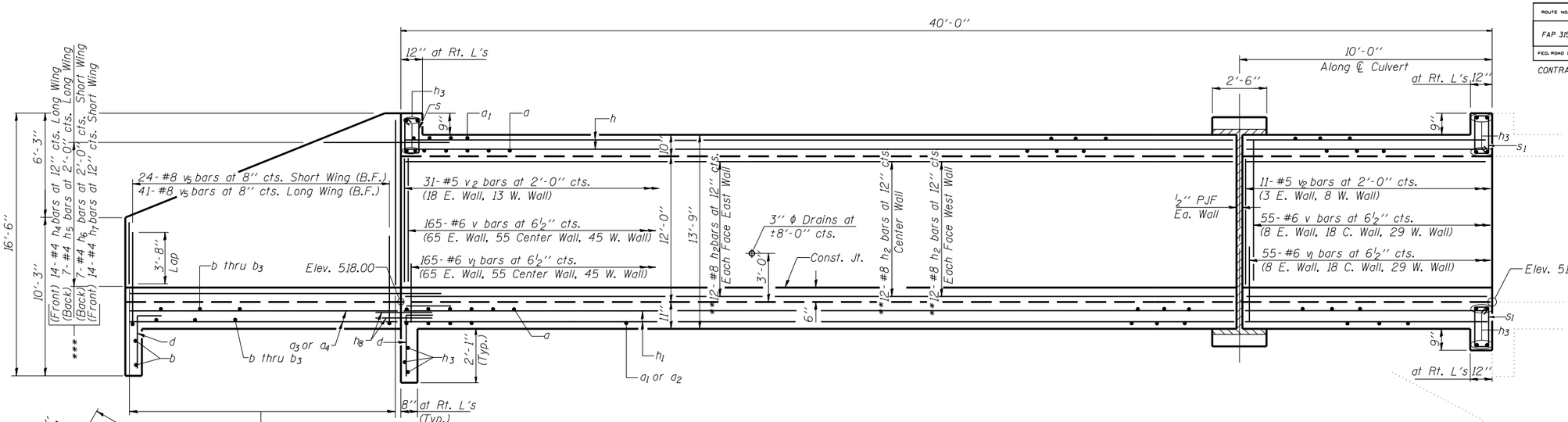
GPE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	279
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

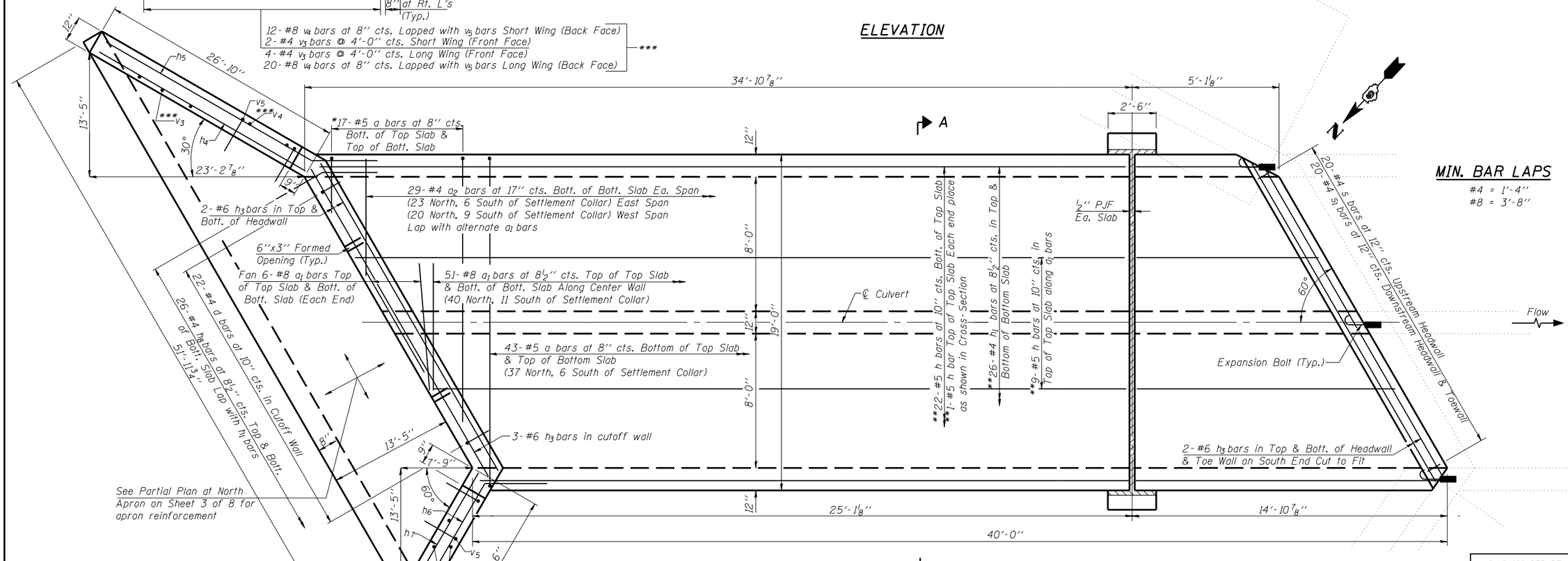
SHEET NO. 2

8 SHEETS

CONTRACT NO. 72682



ELEVATION



PLAN

MIN. BAR LAPS

#4 = 1'-4"

#8 = 3'-8"

*a bars shall be ordered full length and cut to fit. Balance of bar to be used in opposite end.

**h, h1 & h2 bars shall be ordered full length and cut to fit. Balance of bar to be used on opposite side of settlement collar.

***v3 and v4 bars shall be ordered full length and cut to fit. Balance of bar to be used in opposite end of wingwall. Horizontal wingwall bars shall be cut to fit.

NOTES:

Cost of PJF is included in Concrete Box Culverts.

North Extension is to be constructed in Stage 3.

See Sheet 3 of 8 for Section A-A, Partial Plan at North Apron, Sections B-B & C-C and Bill of Material.

See Sheet 7 of 8 for Bar Details and Settlement Collar Details.

See Section A-A on Sheet 3 of 8 for placement of v, v1 and v2 bars.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: ELEVATION & PLAN-NORTH EXTENSION

PROJECT: IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1318+53.88
STRUCTURE NUMBER 034-7001

PROJECT NO. 02076-4
SCALE
DATE 03/20/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 2

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

OF 8 SHTS

PLOT DATE = 5/4/2006
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PLOT SCALE = 0.2500 '/ IN.
USER NAME = loughlinr

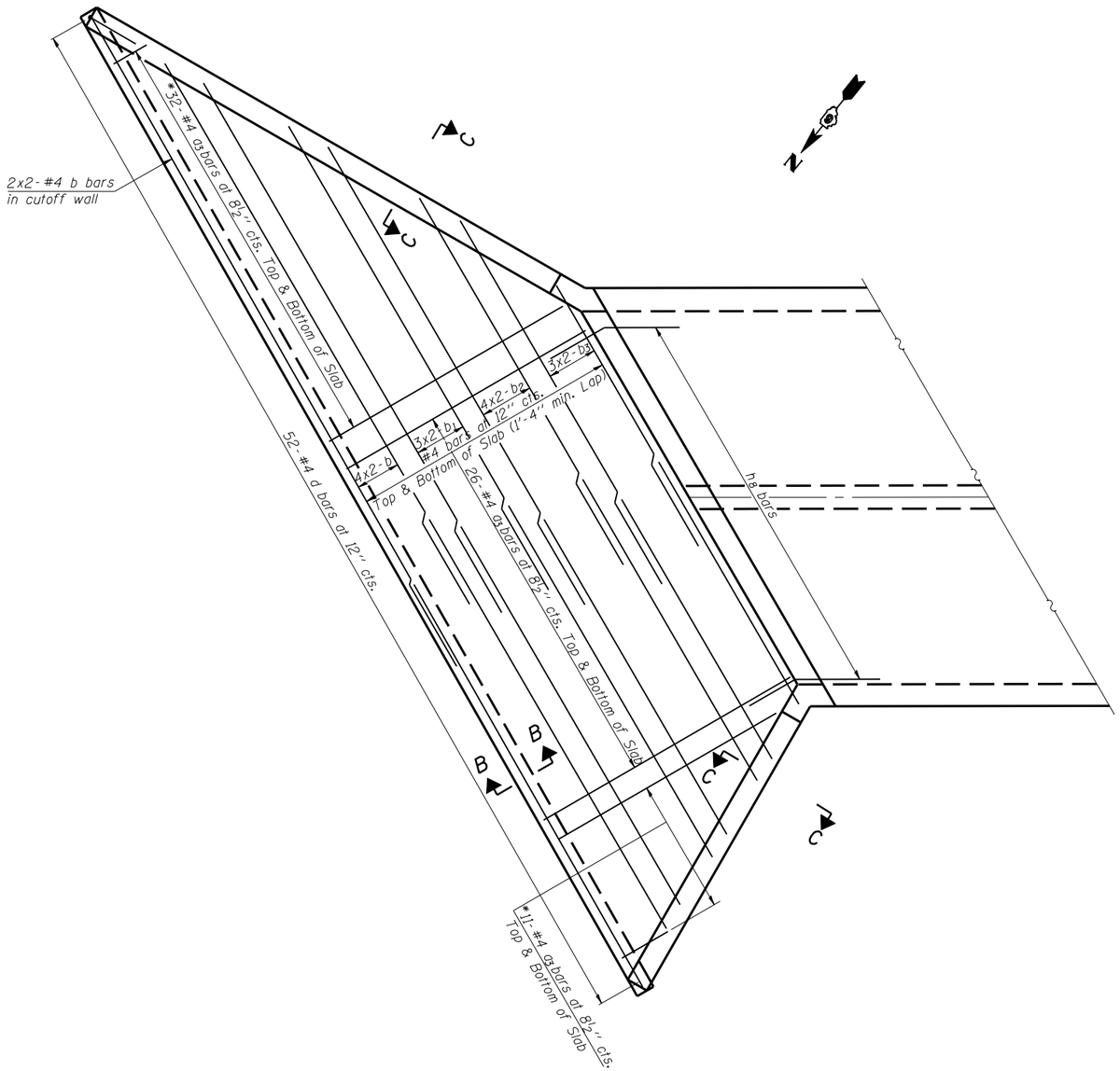
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	280
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3

8 SHEETS

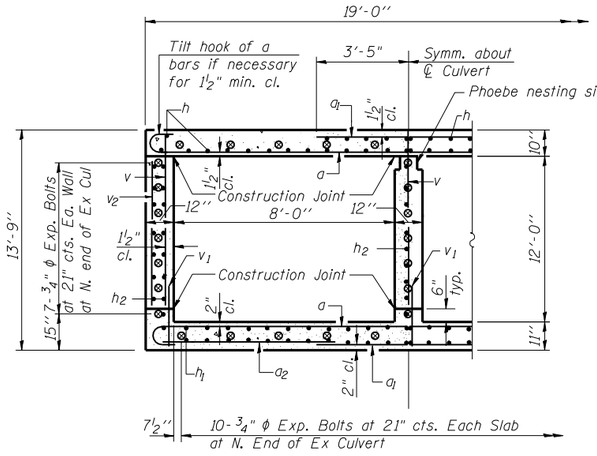
CONTRACT NO. 72682

*a_3 bars shall be ordered full length and cut to fit. Balance of bar to be used in opposite face of slab.

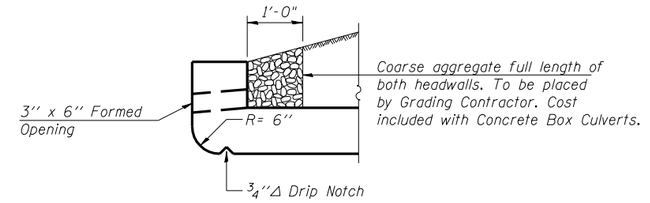


PARTIAL PLAN AT NORTH APRON

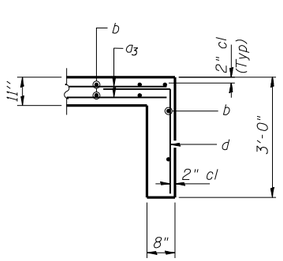
(Showing apron and cutoff wall reinforcement)



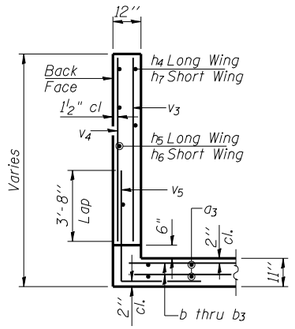
SECTION A-A



DRAIN DETAIL AT UPSTREAM END



SECTION B-B



SECTION C-C

BILL OF MATERIAL NORTH EXTENSION

Bar	No.	Size	Length	Shape
a	120	#5	19'-2"	
a_1	126	#8	6'-10"	
a_2	58	#4	7'-3"	
a_3	95	#4	12'-11"	
b	20	#4	26'-6"	
b_1	12	#4	21'-11"	
b_2	16	#4	18'-6"	
b_3	12	#4	13'-10"	
d	74	#4	4'-4"	
h	33	#5	39'-4"	
h_1	52	#4	39'-4"	
h_2	60	#8	39'-4"	
h_3	15	#6	20'-2"	
h_4	14	#4	26'-6"	
h_5	7	#4	29'-10"	
h_6	7	#4	18'-0"	
h_7	14	#4	15'-2"	
h_8	52	#4	3'-4"	
s	20	#4	4'-6"	
s_1	40	#4	4'-8"	
v	220	#6	11'-11"	
v_1	220	#6	2'-6"	
v_2	42	#5	11'-2"	
v_3	6	#4	19'-3"	
v_4	32	#8	19'-3"	
v_5	65	#8	8'-9"	
Concrete Box Culverts			Cu. Yd.	142.3
Reinforcement Bars			Pound	25,740
¾" ϕ Expansion Bolts			Each	41

MIN. BAR LAPS

#4= 1'-4"

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: CULVERT DETAILS-N. EXTENSION

PROJECT: IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1318+53.88
STRUCTURE NUMBER 034-7001

PROJECT NO. 02076-4
SCALE
DATE 03/20/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 3
OF 8 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PLOT DATE = 5/4/2006
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USER NAME = toughlinr1

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FAP 315	34-5(5B)	HANCOCK	612	281
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4

8 SHEETS

CONTRACT NO. 72682

12-#8 h_{28} bars at 12'' cts. Each Face East Wall
12-#8 h_{29} bars at 12'' cts. Center Wall
12-#8 h_{30} bars at 12'' cts. Each Face West Wall

13'-0" | 102'-0" | Along ℄ Culvert

12" at rt. L's | 2'-6" | 2'-6" | at rt. L's 12"

h_{31} | 9" | Expansion Bolt (Typ.)

14-#5 v_2 bars at 2'-0" cts. (9 E. Wall, 5 W. Wall)

72-#6 v bars at 6½" cts. (32 E. Wall, 24 Center Wall, 16 W. Wall)

72-#6 v_1 bars at 6½" cts. (32 E. Wall, 24 Center Wall, 16 W. Wall)

El. 517.09

25-#5 v_2 bars at 2'-0" cts. E. & W. Wall

92-#6 v bars at 6½" cts. Each Wall

92-#6 v_1 bars at 6½" cts. Each Wall

Constr. Jt.

12x2-#8 h_{24} bars at 12" cts. C. Wall

12x2-#8 h_{24} bars at 12" cts. E.Face E. & W. Wall

a | a_1 | h_{20} | h_{22} | h_{21} | h_{23}

10" | 12'-0" | 13'-9" | 11"

½" PJF Each Wall (Typ.)

53-#5 v_2 bars at 2'-0" cts. (24 E. Wall, 29 W. Wall)

288-#6 v bars at 6½" cts. (88 E. Wall, 96 Center Wall, 104 W. Wall)

288-#6 v_1 bars at 6½" cts. (88 E. Wall, 96 Center Wall, 104 W. Wall)

3'-0"

12x2-#8 h_{25} bars at 12" cts. Each Face, E. Wall

12x2-#8 h_{26} bars at 12" cts. Ctr. Wall

12x2-#8 h_{27} bars at 12" cts. Each Face, W. Wall

Short Wing (Back)
24-#8 v_5 bars at 8" cts.
38-#8 v_5 bars at 8" cts.
Long Wing (Back)

a_3 or a_4 | b thru b_3

El. 516.5

2'-1" | h_{31} | h_{32} | d | b

at rt. L's 8" (Typ.)

3" ϕ Drains at ±8'-0" cts.

	(Front)	(Back)
**Short Wing	14-#4 h_{33} bars at 12" cts.	7-#4 h_{34} bars at 2'-0" cts.
**Long Wing	14-#4 h_{35} bars at 12" cts.	7-#4 h_{36} bars at 2'-0" cts.

6'-3" | 10'-8" | 16'-11"

12-#8 v_4 bars at 8" cts. Lapped with v_5 bars Short Wing (Back)
2-#4 v_3 bars at 4'-0" cts. Short Wing (Front)
4-#4 v_3 bars at 4'-0" cts. Long Wing (Front)
19-#8 v_4 bars at 8" cts. Lapped with v_5 bars Long Wing (Back) **

ELEVATION
(South Extension)

N

11'-1¼" | 50'-0" | 48'-0½"

6'-1¼"

2'-6" | 2'-6"

12"

Expansion Bolt (Typ.)

½" PJF Ea. Slab (Typ.)

25°

75-#5 a bars at 8" cts.
Bottom of Top Slab &
Top of Bottom Slab

71-#8 a_1 bars at 8½" cts.
Top of Top Slab & Bott. of Bott. Slab along center wall

36-#4 a_2 bars at 17" cts.
Bott. of Bott. Slab Each Span
Lap with alt. a_1 bars

22x2-#5 h_{20} bars at 10" cts. Bottom of Top Slab

2x2-#5 h_{20} bars Top of Top Slab

Place as shown in Cross-Section

26x2-#4 h_{21} bars at 8½" cts. Top and Bott. of Bott. Slab

9x2-#5 h_{20} bars at 10" cts. Top of Top Slab along a_1 bars

8'-0" | 19'-0" | 8'-0"

12" | 12"

71-#5 a bars at 8" cts.
Bottom of Top Slab &
Top of Bottom Slab

℄ Culvert

71-#8 a_1 bars at 8½" cts.
Top of Top Slab and Bottom of Bott. Slab along center wall

74-#4 a_2 bars at 17" cts.
Bott. of Bott. Slab
(36 East Span, 38 West Span)
Lap with alt. a_1 bars

22x2-#5 h_{22} bars at 10" cts. Bottom of Top Slab

2x2-#5 h_{22} bars Top of Top Slab

Place as shown in Cross-Section

26x2-#4 h_{23} bars at 8½" cts. Top and Bott. of Bott. Slab

9x2-#5 h_{22} bars at 10" cts. Top of Top Slab along a_1 bars

*13-#5 a bars at 8" cts.
Bott. of Top Slab

2x2-#6 h_{31} bars Top of Headwall and Bott. of Toewall on North End

50'-0" | 55'-11½"

See Partial Plan at Corner on Sheet 5 of 8 for slab reinforcement at corner

A | B | C

**v_4 | v_5 | 15'-9" | 13'-3⅜" | 50°

**v_3 | **h_{33} | **h_{34}

8'-5½"

6"x3" Formed Opening (Typ.)

25°

13'-3"

Flow

Fan 5-#8 a_1 bars Top of Top Slab & Bottom of Bottom Slab

2x2-#6 h_{31} bars in Top Headwall

3x2-#6 h_{31} bars in cutoff wall

20'-9⅝" | 32°30' | 24'-6"

49'-4⅞"

26-#4 h_{32} bars at 8½" cts. Top & Bott. of Bott. Slab. Lap with h_{23} bars in Cutoff Wall

19-#4 d bars at 10" cts.

See Partial Plan at South Apron on Sheet 6 of 8 for Apron Reinforcement

**v_3 | **v_4 | v_5 | **h_{36} | **h_{35}

13'-3"

PLAN

MIN. BAR LAPS

#4= 1'-4"
#5= 1'-8"
#6= 2'-0"
#8= 3'-8"

*a bars shall be ordered full length and cut to fit. Balance of bar to be used in Top of Bottom of Slab.

**v_3 and v_4 bars shall be ordered full length and cut to fit. Balance of bar to be used in opposite end of wing. Horizontal wing-wall bars shall be cut to fit.

NOTES:

Cost of PJF is included in Concrete Box Culverts.
South Extension is to be constructed in Stage 1.
See Sheet 5 of 8 for Partial Plan at Corner.
See Sheet 6 of 8 for Sections A-A, B-B and C-C. Partial Plan at South Apron and Bill of Material.
See Sheet 7 of 8 for Bar Details and Settlement Collar Details.
See Section A-A on Sheet 6 of 8 for placement of v, v and v bars.
Bar indicated thus 22x2-#5 bars indicates 22 lines of bars with 2 lengths per line.
Place at least one 3"ϕ drain in each exterior wall segment.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: ELEVATION & PLAN-SOUTH EXTENSION

PROJECT: IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1318+53.88
STRUCTURE NUMBER 034-7001

PROJECT NO. 02076-4
SCALE
DATE 04/11/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 4

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

OF 8 SHTS

PLOT DATE = 5/4/2006
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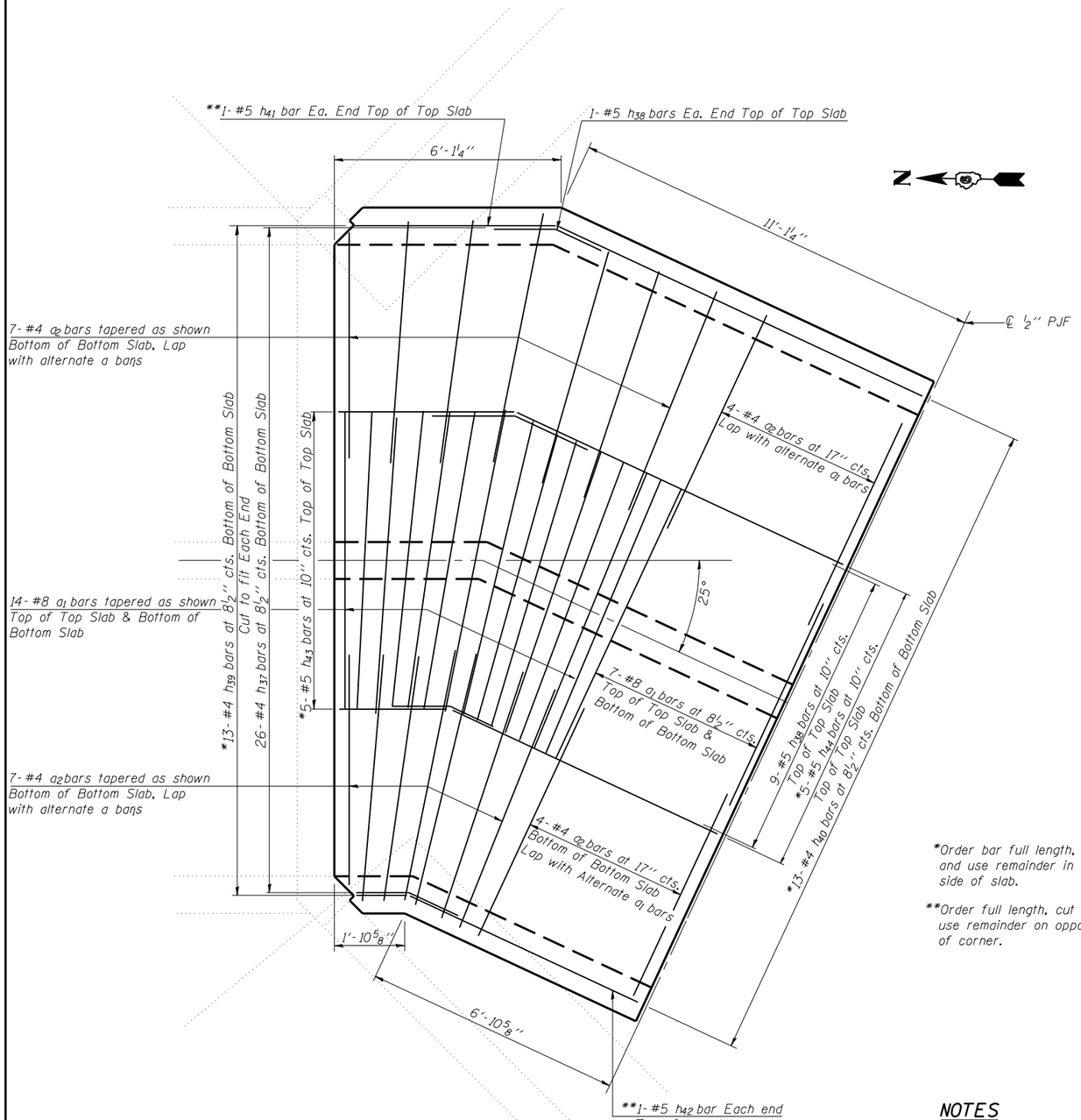
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	282
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
8 SHEETS

CONTRACT NO. 72682

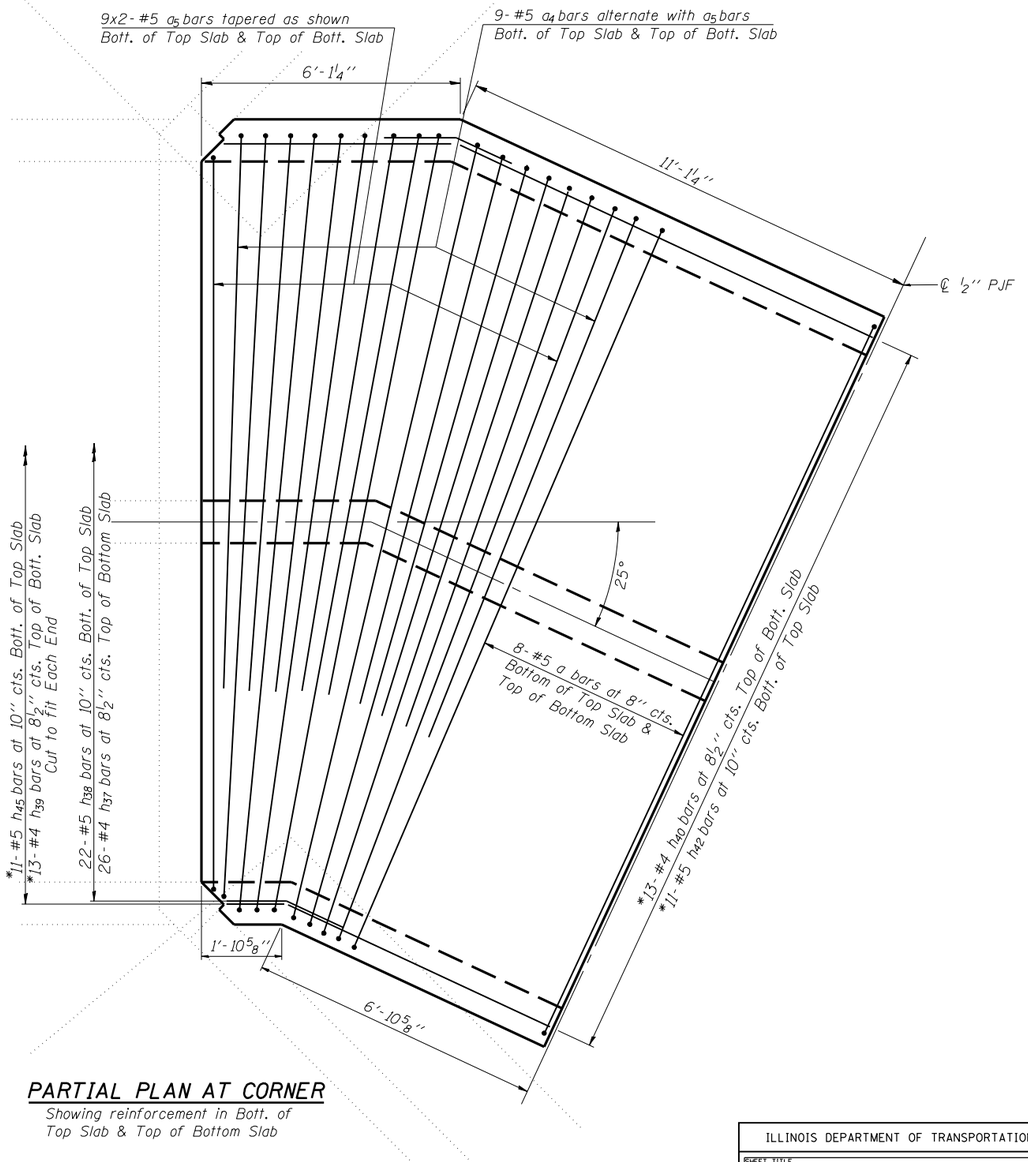


PARTIAL PLAN AT CORNER

Showing reinforcement in Top of
Top Slab & Bott. of Bott. Slab

*Order bar full length, cut to fit and use remainder in opposite side of slab.

**Order full length, cut to fit and use remainder on opposite side of corner.



PARTIAL PLAN AT CORNER

Showing reinforcement in Bott. of
Top Slab & Top of Bottom Slab

NOTES

Settlement Collar and Headwall not shown in Partial Plans.
See Sheet 6 of 8 for Bill of Material.
See Sheet 7 of 8 for Settlement Collar and Bar Details.

MIN. BAR LAPS

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
CULVERT DETAILS-S. EXTENSION

PROJECT
IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
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FAP 315	34-5(5B)	HANCOCK	612	283
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6

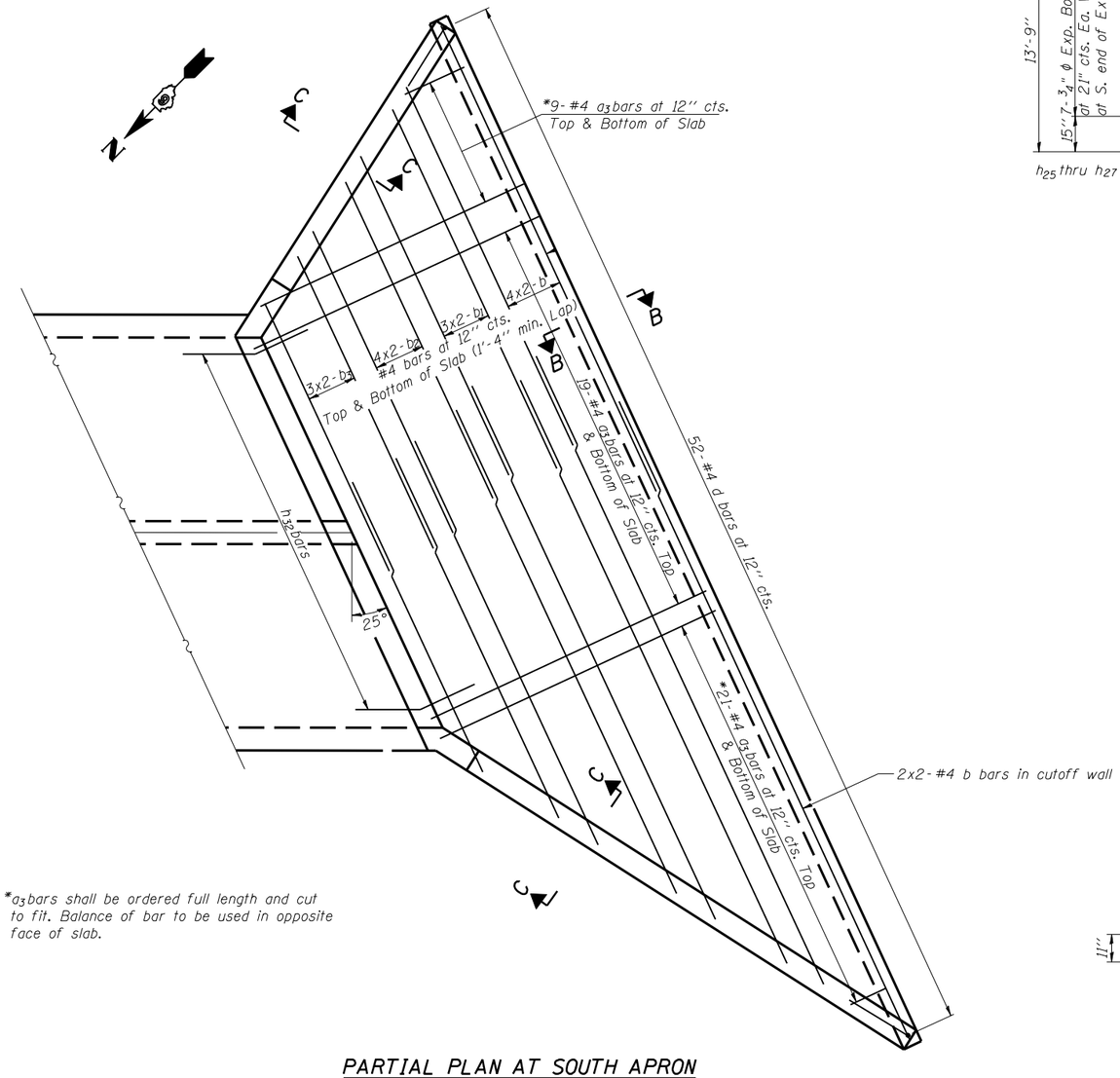
8 SHEETS

CONTRACT NO. 72682

NOTES:

Bars indicated thus, 2x4-#5 etc. indicates 2 lines of bars with 4 lengths per line.

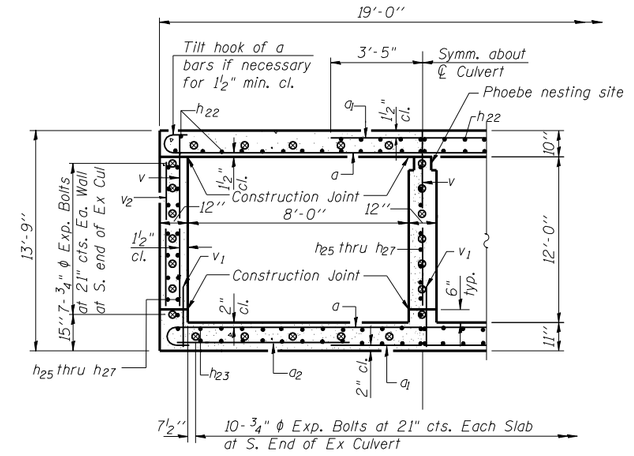
See Sheet 7 of 8 for Bar Details.



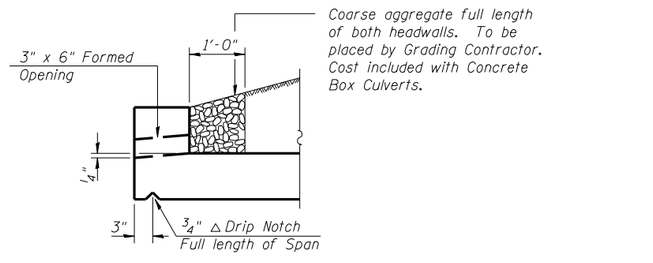
*a_3 bars shall be ordered full length and cut to fit. Balance of bar to be used in opposite face of slab.

PARTIAL PLAN AT SOUTH APRON

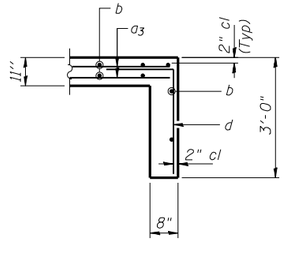
(Showing apron and cutoff wall reinforcement)



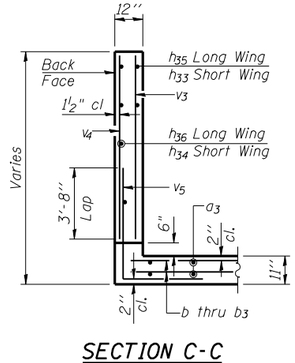
SECTION A-A



DRAIN DETAIL AT DOWNSTREAM END



SECTION B-B



SECTION C-C

BILL OF MATERIAL SOUTH EXTENSION

Bar	No.	Size	Length	Shape
a	321	#5	19'-2"	
a_1	336	#8	6'-10"	
a_2	168	#4	7'-3"	
a_3	68	#4	12'-11"	
a_4	18	#4	14'-5"	
a_5	36	#5	10'-9"	
b	20	#4	26'-6"	
b_1	12	#4	21'-11"	
b_2	16	#4	18'-6"	
b_3	12	#4	13'-10"	
d	71	#4	4'-4"	
h_{20}	66	#5	25'-8"	
h_{21}	104	#4	25'-8"	
h_{22}	66	#5	28'-8"	
h_{23}	52	#4	28'-8"	
h_{24}	120	#8	26'-8"	
h_{25}	48	#8	25'-8"	
h_{26}	24	#8	27'-8"	
h_{27}	48	#8	29'-8"	
h_{28}	24	#8	17'-4"	
h_{29}	12	#8	12'-9"	
h_{30}	24	#8	8'-2"	
h_{31}	18	#6	10'-11"	
h_{32}	52	#4	3'-4"	
h_{33}	14	#4	15'-4"	
h_{34}	7	#4	18'-6"	
h_{35}	14	#4	24'-4"	
h_{36}	7	#4	27'-6"	
h_{37}	52	#4	3'-0"	
h_{38}	33	#5	3'-8"	
h_{39}	26	#4	7'-3"	
h_{40}	26	#4	17'-3"	
h_{41}	1	#5	7'-7"	
h_{42}	12	#5	17'-3"	
h_{43}	5	#5	7'-9"	
h_{44}	5	#5	16'-8"	
h_{45}	11	#5	7'-3"	
v	636	#6	11'-11"	
v_1	636	#6	2'-6"	
v_2	117	#5	11'-2"	
v_3	6	#4	19'-3"	
v_4	31	#8	19'-3"	
v_5	62	#8	8'-9"	
Concrete Box Culverts			Cu. Yd.	336.0
Reinforcement Bars			Pound	61,980
¾" ϕ Expansion Bolts			Each	41

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: CULVERT DETAILS-S. EXTENSION

PROJECT: IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1318+53.88
STRUCTURE NUMBER 034-7001

PROJECT NO. 02076-4
SCALE
DATE 03/20/06
DRAWN BY TFG
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DRAWING NO. 6 OF 8 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PLOT DATE = 5/4/2006
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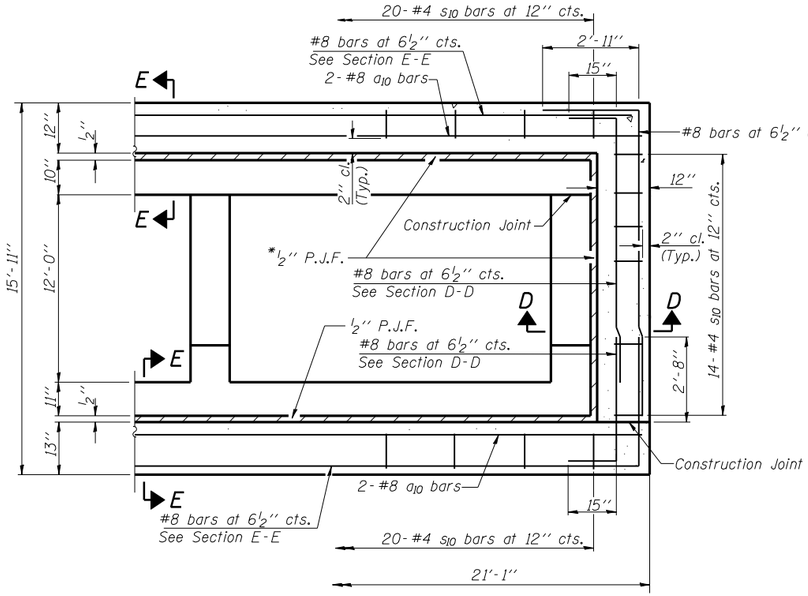
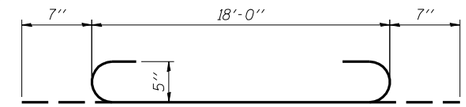
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	284
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
8 SHEETS

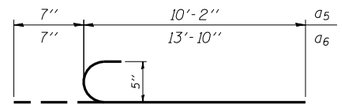
CONTRACT NO. 72682



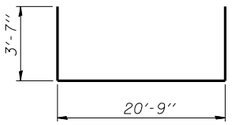
SECTION THRU BOX AT COLLAR



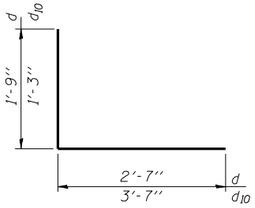
BAR a



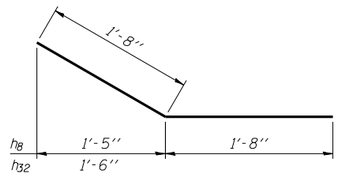
BARS a_5 & a_6



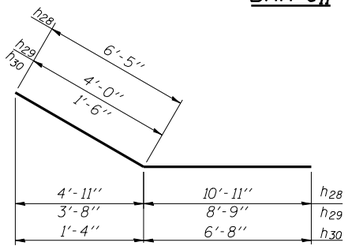
BAR a_{11}



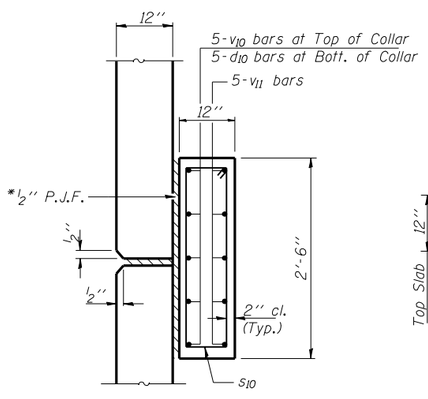
BARS d & d_{10}



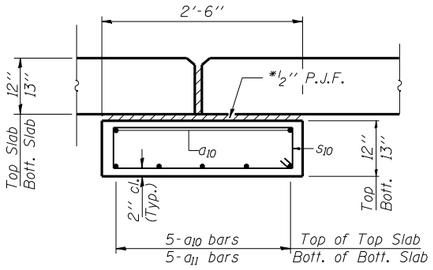
BARS h_8 & h_{32}



BARS h_{28}, h_{29} & h_{30}



SECTION D-D
Showing Collar Reinforcement



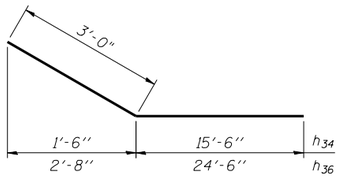
SECTION E-E
Showing Collar Reinforcement

BILL OF MATERIAL EACH COLLAR

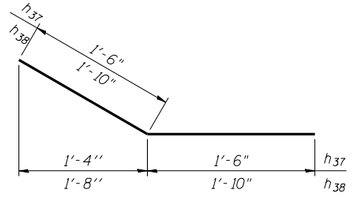
Bar	No.	Size	Length	Shape
a_{10}	9	#8	20'-9''	
a_{11}	5	#8	27'-11''	
d_{10}	10	#8	4'-10''	
s_{10}	68	#4	6'-5''	
v_{10}	10	#8	14'-5''	
v_{11}	10	#8	17'-4''	
Concrete Box Culverts			Cu. Yd.	6.6
Reinforcement Bars			Pound	2,140

*Cost included with Concrete Box Culverts

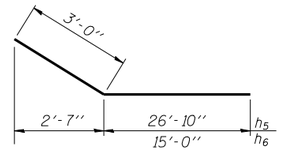
NOTES: There are 3 collars at this structure:
1 at North extension-Stage 3
2 at South extension-Stage 1
See Sheet 1 of 8 for locations



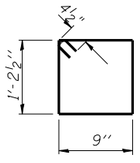
BARS h_{34} & h_{35}



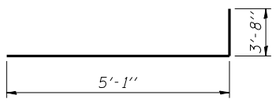
BARS h_{37} & h_{38}



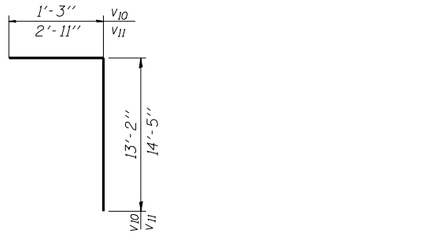
BARS h_5 & h_6



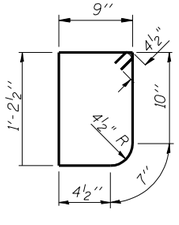
BAR s_1



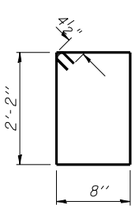
BAR v_5



BARS v_{10} & v_{11}



BAR s



BAR s_{10}

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE
SETTLEMENT COLLAR DETAILS & BAR DETAILS

PROJECT
IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1318+53.88
STRUCTURE NUMBER 034-7001

PROJECT NO. 02076-4
SCALE
DATE 03/20/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 7
OF 8 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

PLOT DATE = 5/4/2006
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PLOT SCALE = 0.2.0588 '/' IN.
USER NAME = loughlinr1

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	285
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8

8 SHEETS

CONTRACT NO. 72682

Illinois Department of Transportation

Division of Highways
Mod District 6

SOIL BORING LOG

Page 1 of 1

Date 4/12/04

ROUTE FAP 302 (IL 336/ US 136) DESCRIPTION 336 Section 5 Soil Survey Tributary to Lamoine River LOGGED BY M. Tappan

SECTION 34-5 (5B) LOCATION , SEC. 22, TWP. 5N, RNG. 5W, 4 PM

COUNTY HANCOCK DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2516 Pr
Station 1318+53.88

BORING NO. 64
Station 1318+25
Offset 30.00ft RT
Ground Surface Elev. 524.7 ft

Surface Water Elev. 517.3 ft
Stream Bed Elev. 517.2 ft

Groundwater Elev.:
▽ First Encounter 511.7 ft
▽ Upon Completion Washed ft
▼ After 7 D Hrs. 519.2 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray and Brown Moist CLAY LOAM CLASSIFICATION 64-1			
	1		
-5	2	0.6	16
	3	B	
▼			
Gray	1		
	2	0.7	19
	2	B	
	0		
514.70 -10	2	0.7	29
Gray V. Moist CLAY LOAM CLASSIFICATION 64-2	2	B	
	0		
▽ 511.70	1	0.3	26
Gray Wet LOAM CLASSIFICATION 64-3 Free Water	2	B	
	0		
509.20 -15	0	0.1	26
Gray Med SAND w/ some Med GRAVEL	0	B	
	0		
507.20	2		
Gray Moist SILTY CLAY LOAM CLASSIFICATION 64-4 Washed	1		
	0		
504.70 -20	1	0.4	30

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray Med to Coarse SAND w/ some Med GRAVEL	1	B	
	0		
502.20	1		
Olive Gray V Moist LOAM w/ interbedded Med to Coarse SAND Seams	2		
	0		
-25	1	0.2	19
	1	B	
	0		
Light Olive Gray Moist LOAM to SAND LOAM w/ interbedded Med to Coarse SAND	0		
494.70 -30	0	0.2	19
Gray Med to Coarse SANDY GRAVEL	1	B	
	4		
490.20 -35	12		
	15		
-40			

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

BBS, from 137 (Rev. 8-99)

SOIL BORING IL 336 SEC 5 ROADWAY AND STRUX GPJ DOTEMPLT.GDT 10/1/05
Latitude 40D 27' 4.78"N Longitude 90D 57' 02.05"W NAD83

Illinois Department of Transportation

Division of Highways
Mod District 6

SOIL BORING LOG

Page 1 of 1

Date 4/13/04

ROUTE FAP 302 (IL 336/ US 136) DESCRIPTION 336 Section 5 Soil Survey Tributary to Lamoine River LOGGED BY M. Tappan

SECTION 34-5 (5B) LOCATION SEC. 22, TWP. 5N, RNG. 5W, 4 PM

COUNTY HANCOCK DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2516 Pr
Station 1318+53.88

BORING NO. 64A
Station 1317+55
Offset 105.00ft RT
Ground Surface Elev. 526.7 ft

Surface Water Elev. 516.1 ft
Stream Bed Elev. 515.8 ft

Groundwater Elev.:
▽ First Encounter 508.2 ft
▽ Upon Completion Washed ft
▼ After 6 D Hrs. 521.2 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown Moist CLAY LOAM Ref Classification 64-1			
	1		
-5	2	0.7	16
▼21.20	2	B	
Gray Moist CLAY LOAM Ref Classification 64-2			
	0		
	1	0.4	24
	3	B	
-10	1		
	3	0.5	28
V. Moist	2	B	
	0		
	0	0.1	46
	1	B	
-15	0		
	0	0.3	27
	1	B	
	0		
	0	0.1	27
▽ 508.20	0	B	
Gray Dirty Wet Med SAND Free Water			
-20	0		

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
506.20	0		
Gray V. Moist SILTY CLAY LOAM Ref Classification 64-4	2		
	0		
	0	0.2	29
	0	B	
-25	0		
	0	0.2	24
	1	B	
499.20			
Gray Med SANDY GRAVEL Washed	1		
-30	1		
	2		
	3		
491.70 -35	5		
	16		
	25		
-40			

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

BBS, from 137 (Rev. 8-99)

SOIL BORING IL 336 SEC 5 ROADWAY AND STRUX GPJ DOTEMPLT.GDT 10/1/05
Latitude 40D 27' 4.78"N Longitude 90D 57' 02.05"W NAD83

Illinois Department of Transportation

Division of Highways
Mod District 6

SOIL BORING LOG

Page 1 of 1

Date 4/13/04

ROUTE FAP 302 (IL 336/ US 136) DESCRIPTION 336 Section 5 Soil Survey Tributary to Lamoine River LOGGED BY M. Tappan

SECTION 34-5 (5B) LOCATION SEC. 22, TWP. 5N, RNG. 5W, 4 PM

COUNTY HANCOCK DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 034-2516 Pr
Station 1318+53.88

BORING NO. 65
Station 1318+70
Offset 102.00ft LT
Ground Surface Elev. 523.3 ft

Surface Water Elev. 517.7 ft
Stream Bed Elev. 517.3 ft

Groundwater Elev.:
▽ First Encounter 517.3 ft
▽ Upon Completion Washed ft
▼ After 6 D Hrs. 518.3 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Tan to Brown Moist Med to Coarse SAND			
	1		
-5	2		
	2		
▼			
Gray Dirty Wet Med SAND Free Water	0		
-10	0		
	1		
	1		
	0		
	1		
w/ interbedded SILTY CLAY LOAM Seams Washed	1		
	0		
	1		
	2		
508.30 -15	1		
Gray V. Moist SILTY CLAY LOAM Ref Classification 64-4	1		
	1		
	1	0.3	26
	1	B	
	0		
-20	1	0.4	27

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray V. Moist SILTY CLAY LOAM Ref Classification 64-4 (continued)	1	B	
	0		
498.30 -25	1	0.4	25
Gray Med SANDY GRAVEL Washed	2	B	
	1		
493.80			
	1		
-30	5		
	7		
-35			
-40			

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

BBS, from 137 (Rev. 8-99)

SOIL BORING IL 336 SEC 5 ROADWAY AND STRUX GPJ DOTEMPLT.GDT 10/1/05
Latitude 40D 27' 4.78"N Longitude 90D 57' 02.05"W NAD83

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE

BORING LOGS

PROJECT
IL. RTE. 336 OVER TRIB TO LA MOINE RIVER
FAP ROUTE 315 SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1318+53.88
STRUCTURE NUMBER 034-7001

PROJECT NO. 02076-4
SCALE
DATE 03/20/06
DRAWN BY TFG
CHECKED BY CME/MCB
DRAWING NO. 8
OF 8 SHTS

COOMBE–BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

PLOT DATE = 5/4/2006
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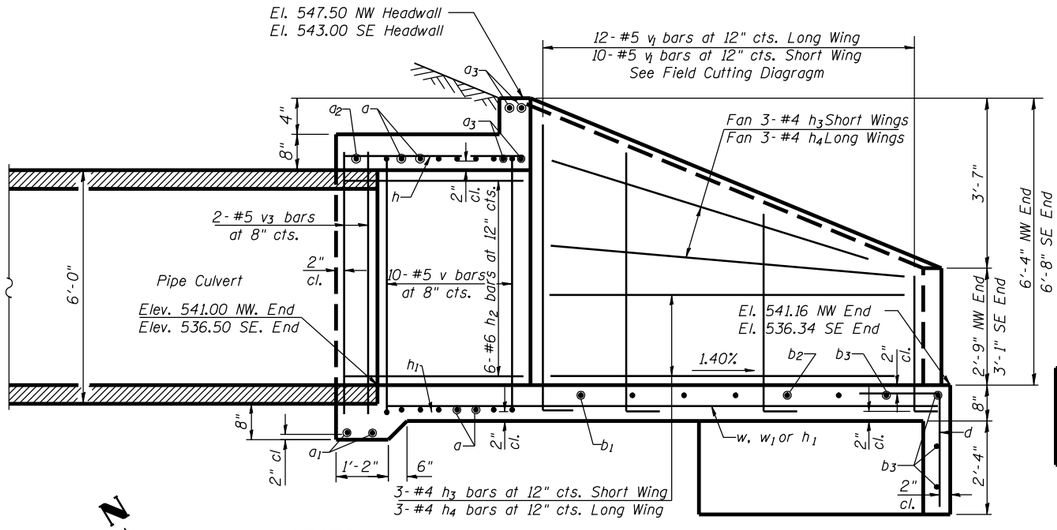
PLOT SCALE = 0.0588 '/ IN.
USER NAME = loughlinri

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	286
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

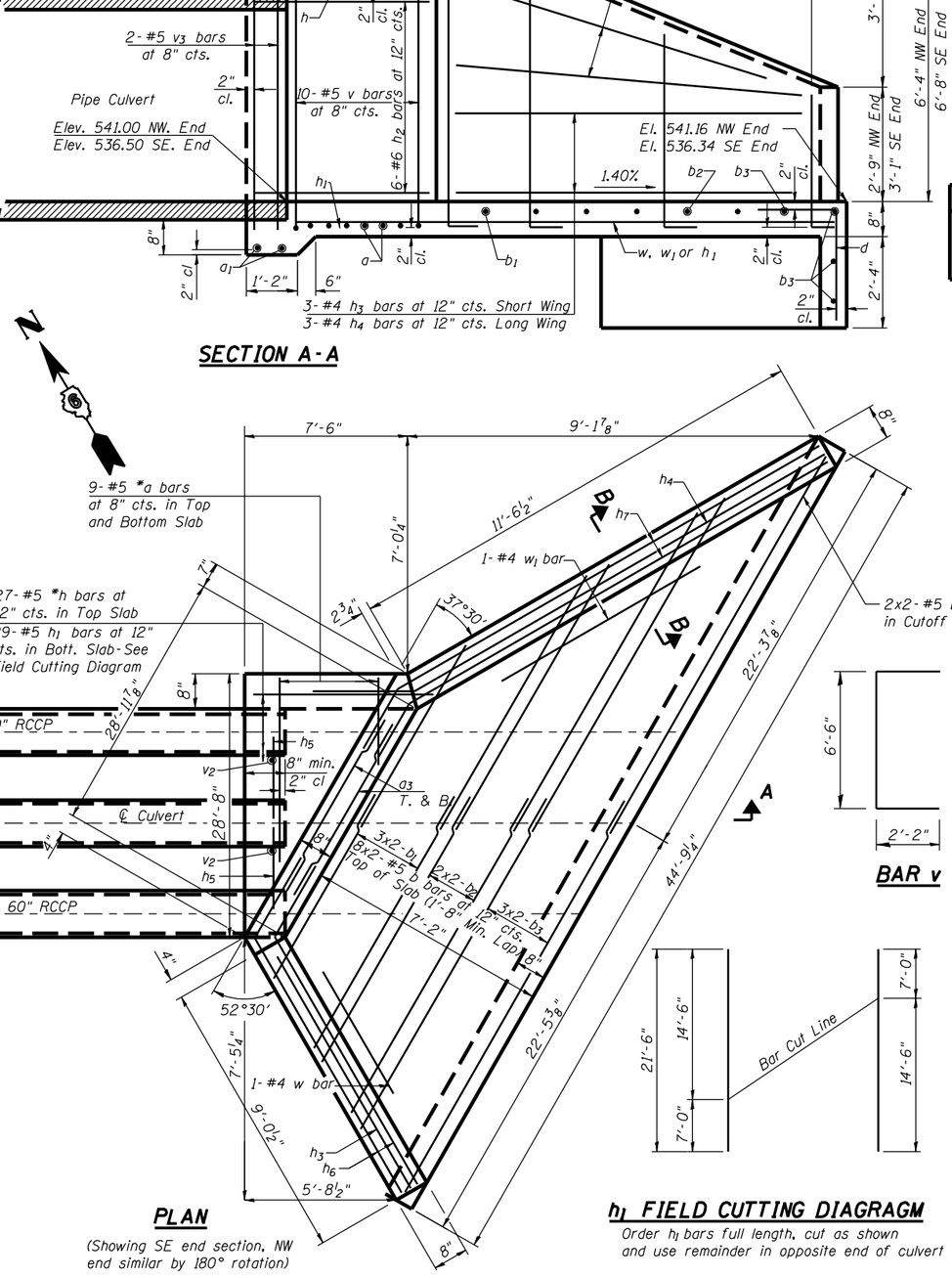
CONTRACT NO.

SHEET NO. 1

1 SHEETS

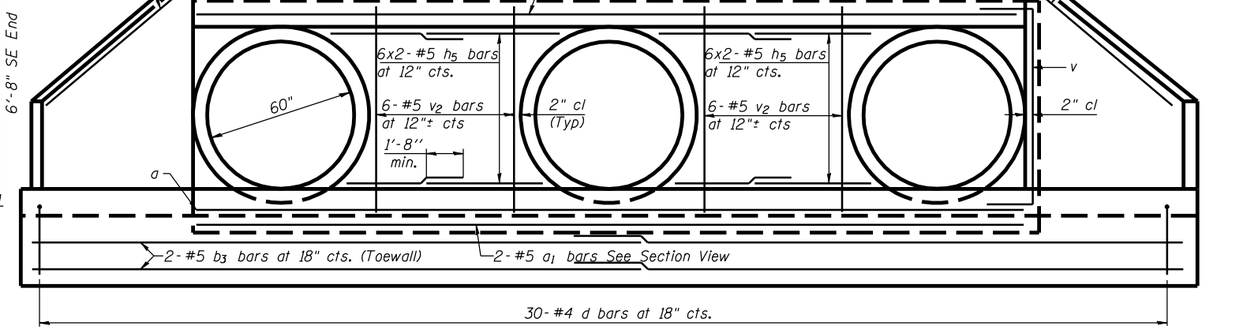


SECTION A-A



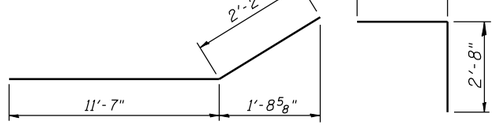
PLAN

(Showing SE end section, NW end similar by 180° rotation)



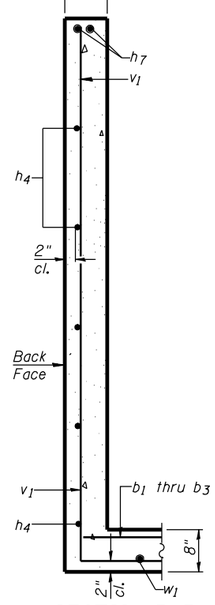
END VIEW

*a and h bars in skew portion of slab shall be ordered full length and cut to fit. Balance of bar to be used in opposite end of culvert.



BAR h_4

BAR d



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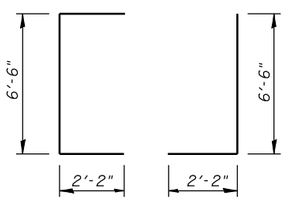
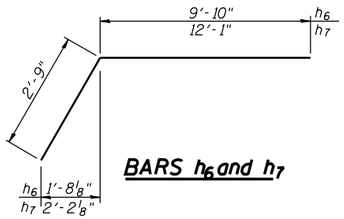


BAR v

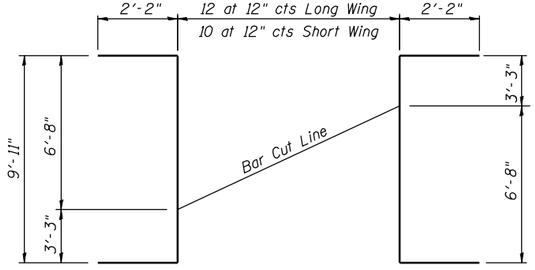
BAR v_2



BARS h_6 and h_7

h_1 FIELD CUTTING DIAGRAGM

Order h_1 bars full length, cut as shown and use remainder in opposite end of culvert



v_1 FIELD CUTTING DIAGRAGM

Order v_1 bars full length, cut as shown and use remainder in opposite wingwall

2 END SECTIONS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	18	#5	27'-0"	
a1	4	#6	28'-4"	
a2	2	#5	28'-4"	
a3	8	#7	29'-0"	
b1	12	#5	17'-11"	
b2	8	#5	20'-0"	
b3	20	#5	23'-4"	
d	60	#4	5'-4"	
h	27	#5	8'-0"	
h1	29	#5	21'-6"	
h2	12	#6	7'-2"	
h3	12	#4	8'-8"	
h4	12	#4	13'-9"	
h5	48	#5	5'-4"	
h6	4	#4	12'-7"	
h7	4	#4	14'-10"	
v	20	#5	10'-7"	
v1	22	#5	14'-3"	
v2	24	#5	8'-8"	
v3	4	#5	7'-0"	
w	2	#4	8'-0"	
w1	2	#4	10'-0"	
C-I-P Reinforced Conc End Sections		Cu. Yd.	41.6	
Reinforcement Bars		Pound	4,640	

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: SPECIAL END SECTION DETAILS

PROJECT: FAP 315 (IL 336/US 136)
SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1247+00.19

PROJECT NO. 02076
SCALE
DATE 03/08/06
DRAWN BY TFG
CHECKED BY AJB/MCB
DRAWING NO. 1
OF 1 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002708

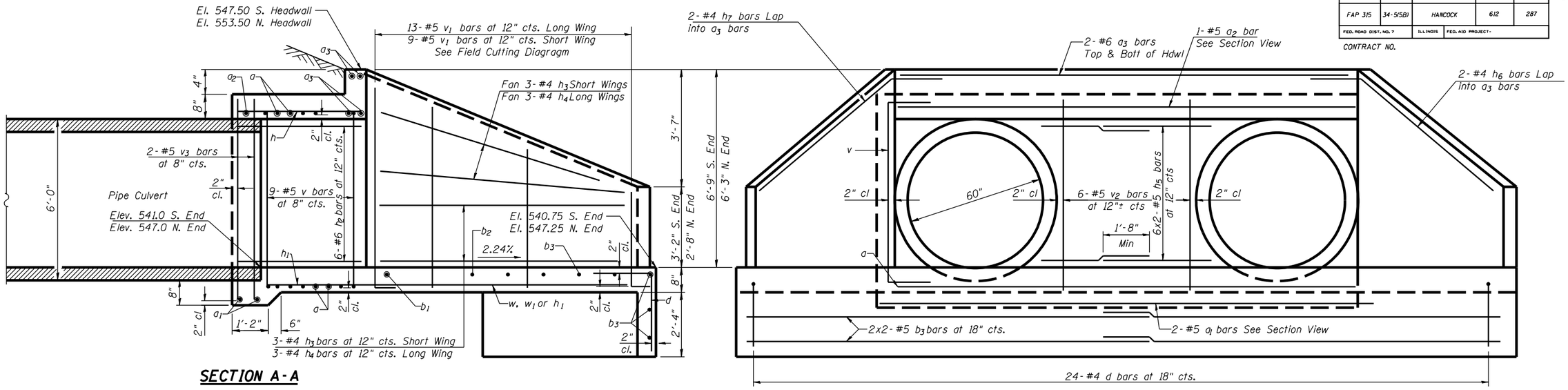
PLOT DATE = #DATE#
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	287
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

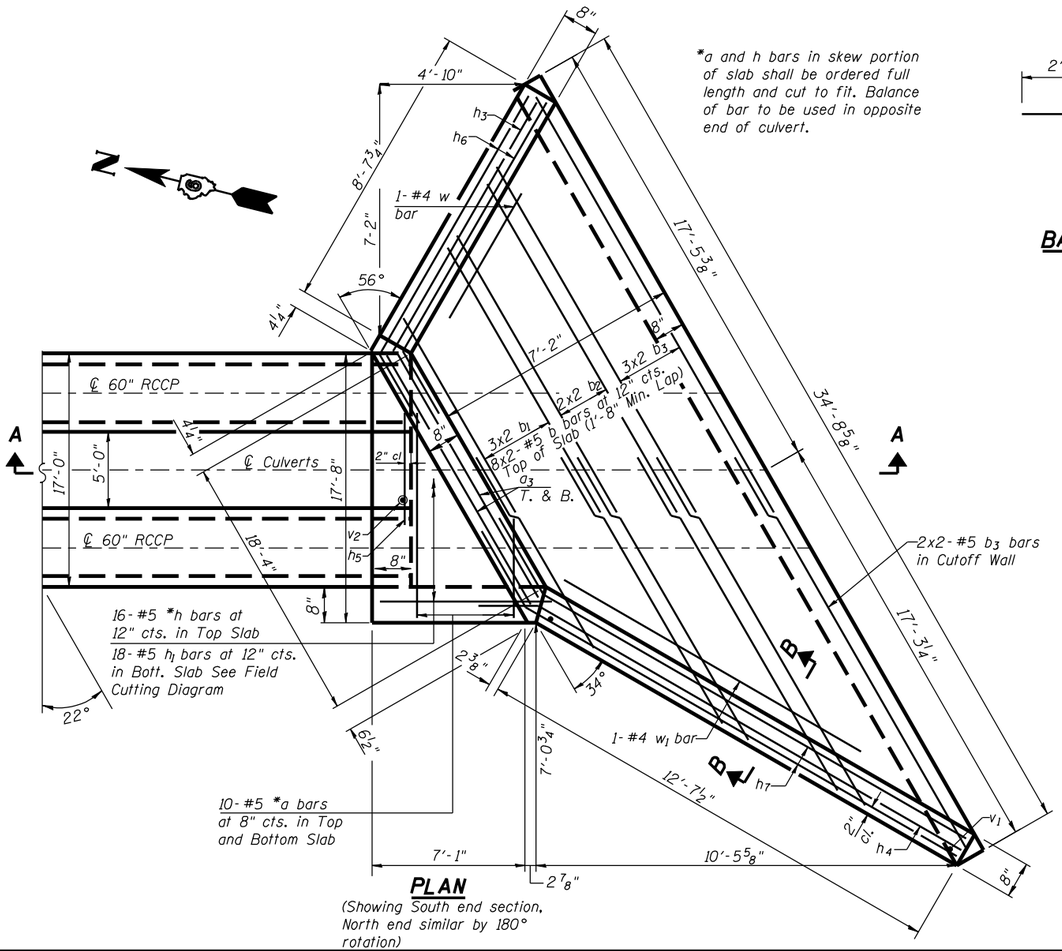
CONTRACT NO.

SHEET NO. 1

1 SHEETS



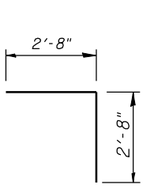
SECTION A-A



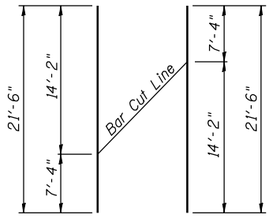
PLAN

(Showing South end section, North end similar by 180° rotation)

*a and h bars in skew portion of slab shall be ordered full length and cut to fit. Balance of bar to be used in opposite end of culvert.



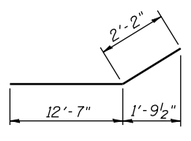
BAR d



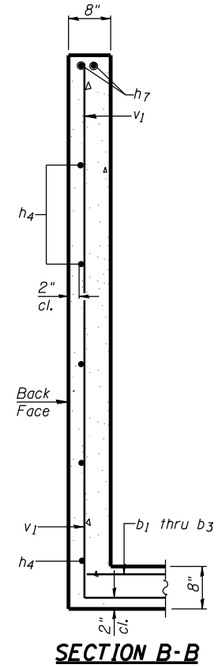
h1 FIELD CUTTING DIAGRAGM

Order h1 bars full length cut as shown and use remainder in opposite end of culvert

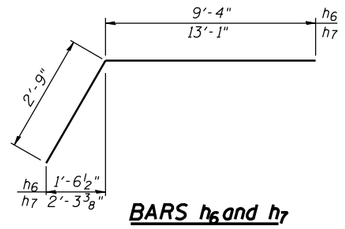
END VIEW



BAR h4

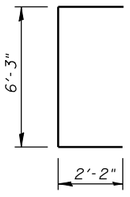


SECTION B-B

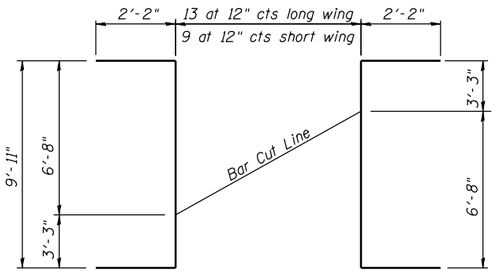


BARS h6 and h7

Bend in Field

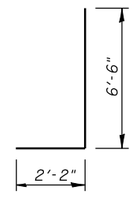


BAR v



v1 FIELD CUTTING DIAGRAGM

Order v1 bars full length cut as shown and use remainder in opposite wingwall



BAR v2

2 END SECTIONS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	20	#5	16'-6"	
a1	4	#6	17'-4"	
a2	2	#5	17'-4"	
a3	8	#6	18'-6"	
b1	12	#5	13'-5"	
b2	8	#5	15'-0"	
b3	20	#5	18'-0"	
d	48	#4	5'-4"	
h	16	#5	7'-2"	
h1	18	#5	21'-6"	
h2	12	#6	6'-9"	
h3	12	#4	8'-3"	
h4	12	#4	14'-9"	
h5	24	#5	5'-4"	
h6	4	#4	12'-1"	
h7	4	#4	15'-10"	
v	18	#5	10'-7"	
v1	22	#5	14'-3"	
v2	12	#5	8'-8"	
v3	4	#5	7'-0"	
w	2	#4	8"-0"	
w1	2	#4	11"-0"	
C-I-P Reinforced Conc End Sections		Cu. Yd.	30.1	
Reinforcement Bars		Pound	3270	

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE: SPECIAL END SECTION DETAILS

PROJECT: FAP 315 (IL 336/US 136)
SECTION 34-5 (5B)
HANCOCK COUNTY
STATION 1253+60.00

PROJECT NO. 02076
SCALE
DATE 03/08/06
DRAWN BY TFG
CHECKED BY AJB/MCB
DRAWING NO. 1
OF 1 SHTS

COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

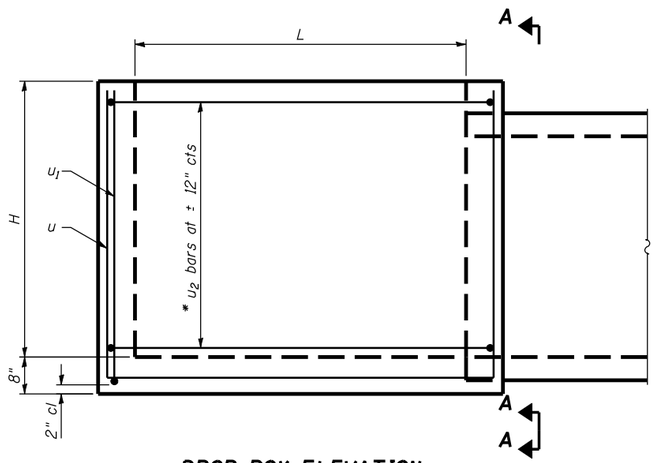
PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 315	34-5(5B)	HANCOCK	612	288
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

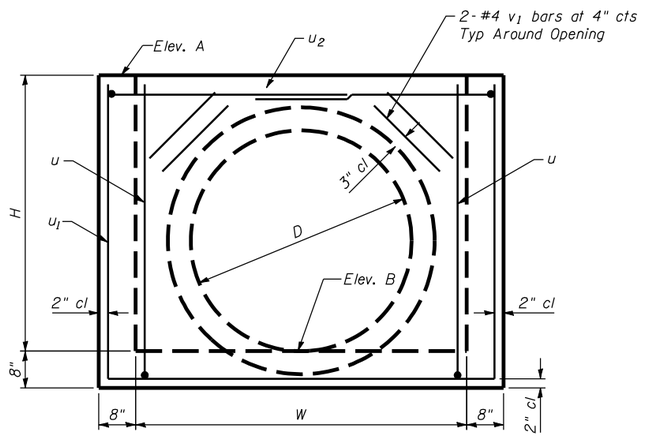
CONTRACT NO.

SHEET NO. 1

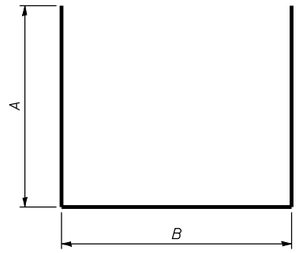
1 SHEETS



DROP BOX ELEVATION



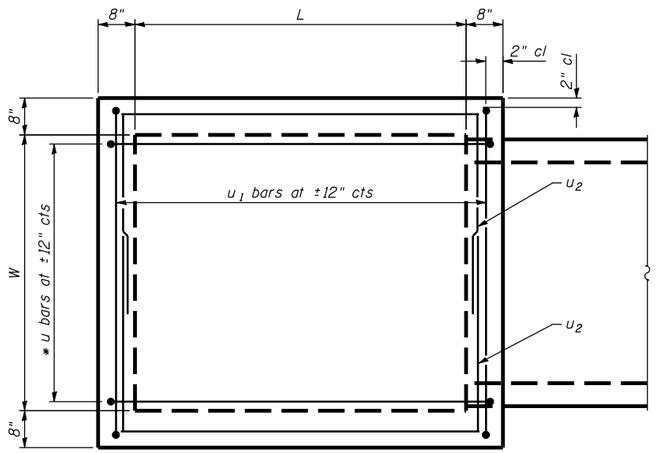
VIEW A-A



u BAR

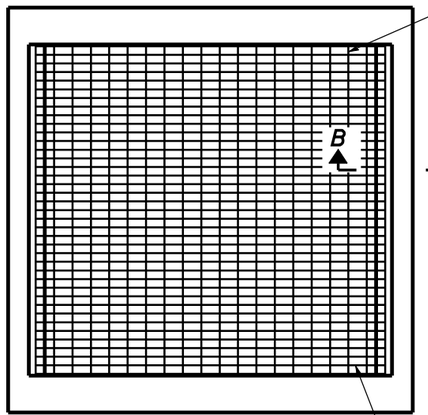
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drop Box No 1	Each	1
Drop Box No 2	Each	1
Drop Box No 3	Each	1
Frame and Grate	Pound	2120



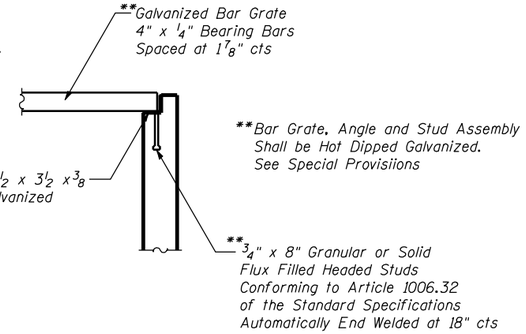
DROP BOX PLAN

* Cut u & u_2 bars to fit around pipe opening



DROP BOX GRATE PLAN

Typical at 4' x 4' and 6' x 6' Drop Box Openings



SECTION B-B

Drop Box	Station	Dimensions				u bars					u1 bars					u2 bars					v1 bar			Reinforcement Bars (lb)	Drop Box (Cu Yd)	Elevation A	Elevation B
		L	W	H	D	No.	Size	A	B	Length	No.	Size	A	B	Length	No.	Size	A	B	Length	No.	Size	Length				
No 1	298+68.00	4'-0"	4'-0"	4'-0"	30"	5	4	4'-3"	5'-0"	13'-6"	6	4	4'-3"	5'-0"	13'-6"	10	4	3'-2"	4'-11"	11'-3"	4	4	2'-6"	180	2.4	539.90	535.90
No 2	304+26.11	4'-0"	4'-0"	3'-8 3/8"	30"	5	4	4'-0"	5'-0"	13'-0"	6	4	4'-0"	5'-0"	13'-0"	10	4	3'-2"	4'-11"	11'-3"	4	4	2'-6"	180	2.3	540.70	537.00
No 3	334+50.00	6'-0"	6'-0"	5'-0"	48"	7	4	5'-3"	7'-0"	17'-6"	8	4	5'-3"	7'-0"	17'-6"	12	4	4'-2"	6'-11"	15'-3"	4	4	4'-0"	310	4.3	639.60	534.60
Total																								670	9.0		

ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET TITLE

DROP BOX DETAILS

PROJECT

FAP 315 (IL 336/US 136)
SECTION 34-5 (5B)
HANCOCK COUNTY

PROJECT NO. 02076
SCALE
DATE 03/08/06
DRAWN BY
CHECKED BY AJB/MCB
DRAWING NO. 1

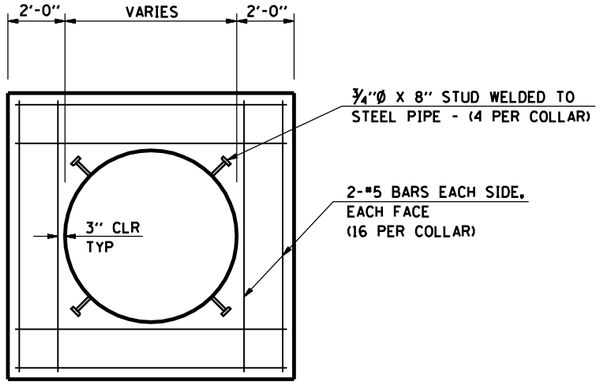
COOMBE-BLOXDORF P.C.
Engineers/Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

OF 1 SHTS

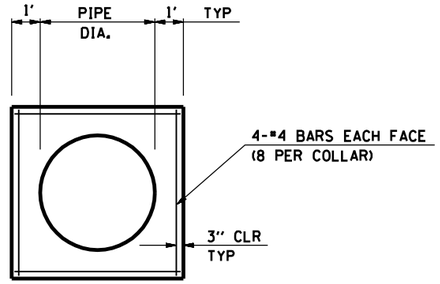
PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

CONTRACT No. 72682

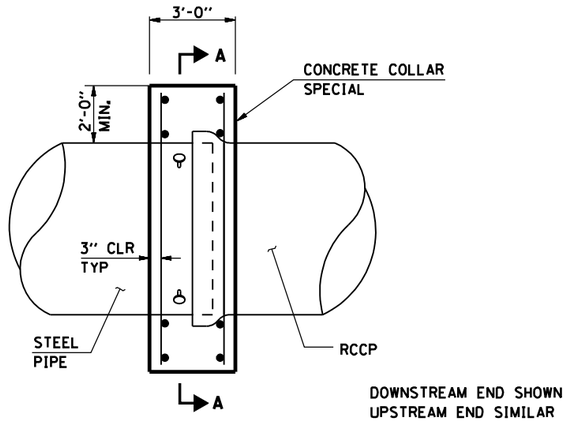
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	289
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



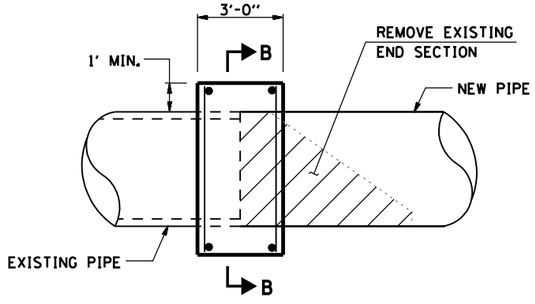
VIEW A–A



VIEW B–B



CONCRETE COLLAR, SPECIAL



CONCRET COLLAR

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONCRETE COLLAR DETAILS

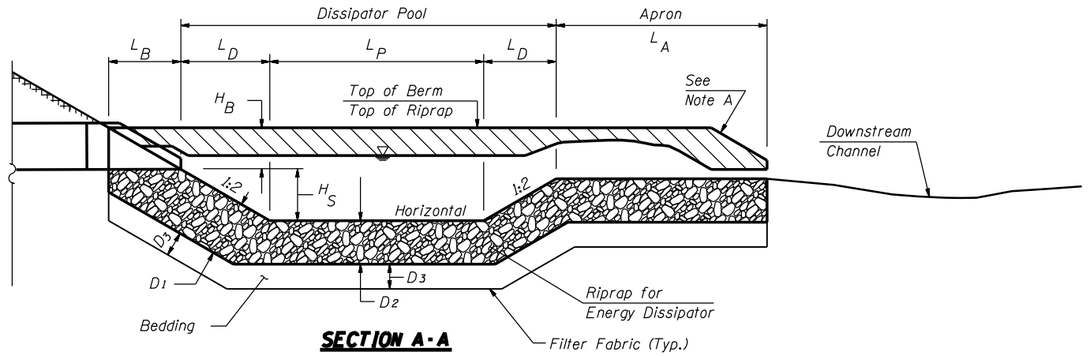
SCALE:
DATE: MARCH 10, 2006
DRAWN BY: THW
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

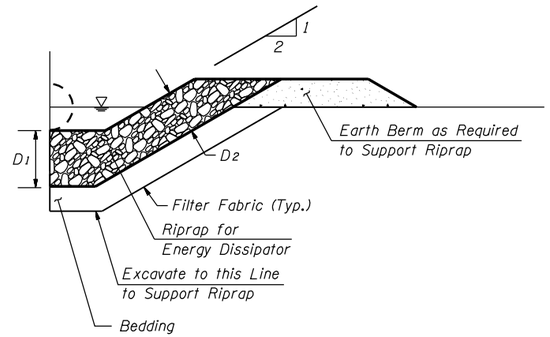
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	290
STA.	TO STA.			
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



SECTION A-A



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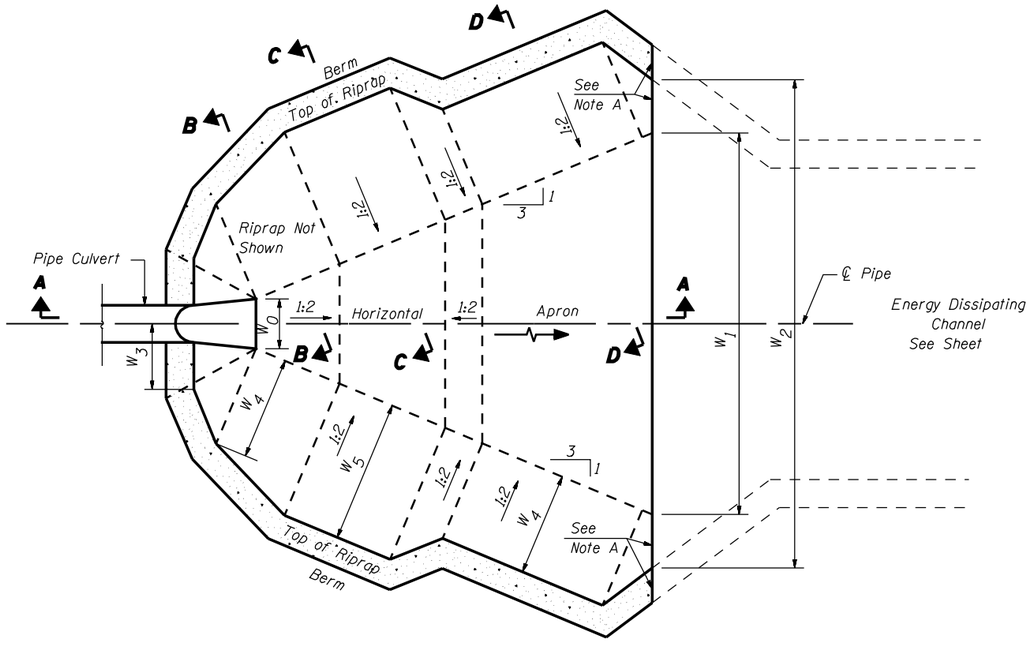
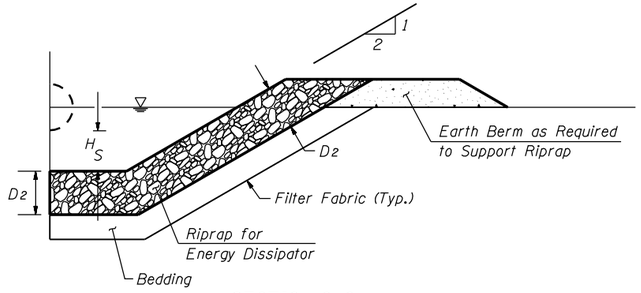
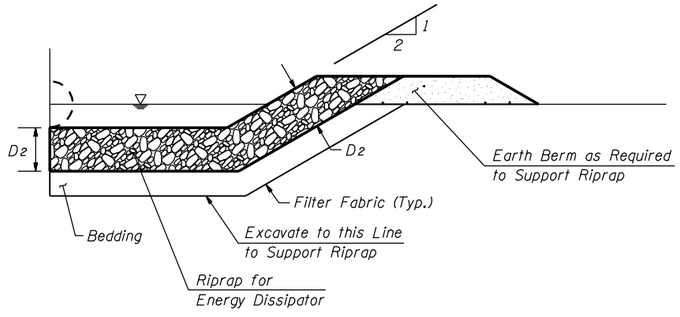


PLAN



SECTION C-C



SECTION D-D

STRUCTURE SIZE	STATION	L_B Ft.	L_D Ft.	L_P Ft.	L_A Ft.	W_0 Ft.	W_1 Ft.	W_2 Ft.	W_3 Ft.	W_4 Ft.	W_5 Ft.	H_S Ft.	H_B Ft.	D_1 Ft.	D_2 Ft.	D_3 In.	RIPRAP Size	VOLUME Cu. Yd.	RIPRAP Ton
48" PIPE	1190+80. RT	7.6	3.8	11.5	9.5	7.0	26.1	33.3	6.0	7.6	11.4	1.9	3.8	3.2	2.4	8	RR 5	103.2	180.5
48" PIPE	1196+45. RT	8.8	2.8	8.2	6.9	7.0	20.8	30.4	6.4	8.8	11.6	1.4	4.4	2.4	1.8	6	RR 4	58.7	102.7
42" PIPE	1222+82. RT	7.6	1.8	6.9	4.2	6.5	16.3	23.5	5.8	7.6	9.4	0.9	3.8	2.4	1.8	6	RR 4	35.9	62.8
48" PIPE	1334+50. RT	6.0	5.8	17.0	14.3	7.0	35.6	39.6	5.5	6.0	11.8	2.9	3.0	3.2	2.4	8	RR 5	160.4	280.7
54" PIPE	1349+83. RT	8.8	2.4	8.7	6.0	7.5	20.5	30.1	6.7	8.8	11.2	1.2	4.4	3.2	2.4	8	RR 5	74.1	129.7
60" PIPE	1368+00. RT	7.2	5.6	16.8	14.0	8.0	36.0	42.4	6.4	7.2	12.8	2.8	3.6	3.2	2.4	8	RR 5	171.4	299.9
60" PIPE	1380+16 & 1380+50. RT	8.2	7.4	22.1	18.5	40.0	76.9	85.3	22.7	8.2	15.6	3.7	4.1	3.2	2.4	8	RR 5	433.2	758.2
60" PIPE	1389+10. RT	10.0	2.6	9.8	6.4	17.0	31.3	43.3	11.8	10.0	12.6	1.3	5.0	3.2	2.4	8	RR 5	109.5	191.7

NOTE A:

Warp Basin to conform to Natural Stream Channel. Top of Riprap in Floor of Basin Should be at the Same Elevation or Lower than Natural Channel Bottom at End of Apron.

NOTE:

All Slope Ratios are Expressed as Units of Vertical Displacement to Units of Horizontal Displacement (V:H)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

RIPRAP ENERGY DISSIPATOR DETAILS FOR PIPE CULVERTS

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

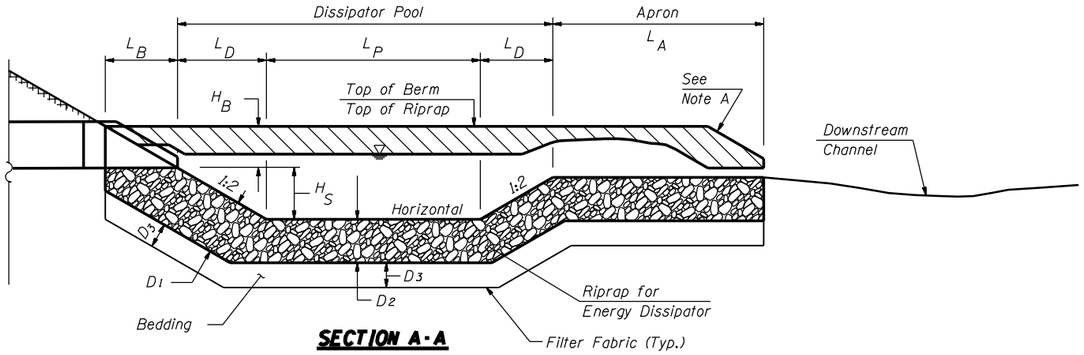
CHECKED BY: JAC

DGN-SPEC
DATE-TIME
*REF01

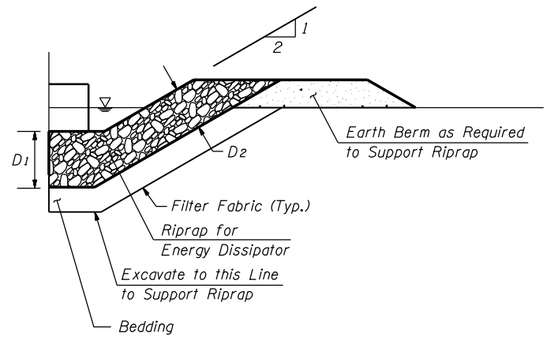
DG PROJECT: FILE: .

CONTRACT No. 72682

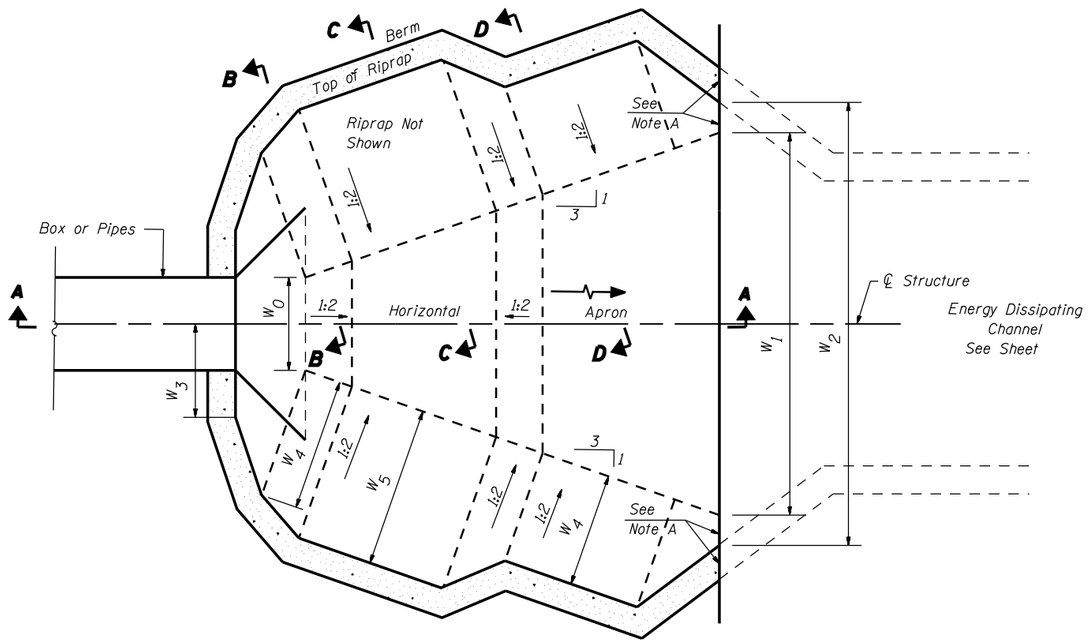
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	291
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



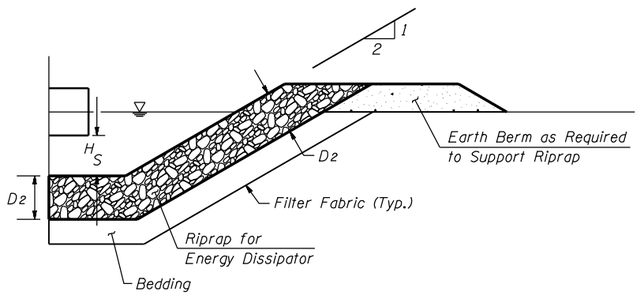
SECTION A-A



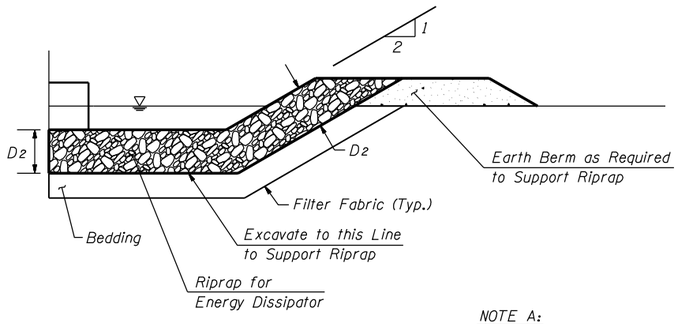
SECTION B-B



PLAN



SECTION C-C



SECTION D-D

STRUCTURE SIZE	STATION	L_B Ft.	L_D Ft.	L_P Ft.	L_A Ft.	W_0 Ft.	W_1 Ft.	W_2 Ft.	W_3 Ft.	W_4 Ft.	W_5 Ft.	H_S Ft.	H_B Ft.	D_1 Ft.	D_2 Ft.	D_3 In.	RIPRAP Size	VOLUME Cu. Yd.	RIPRAP Ton
6' x 6' BOX	1209+45. RT.	8.0	8.2	25.0	20.7	6.0	47.4	55.4	5.7	8.0	16.2	4.1	4.0	3.2	2.4	8	RR 5	302.9	530.2

NOTE A:

Warp Basin to conform to Natural Stream Channel. Top of Riprap in Floor of Basin Should be at the Same Elevation or Lower than Natural Channel Bottom at End of Apron.

NOTE:

All Slope Ratios are Expressed as Units of Vertical Displacement to Units of Horizontal Displacement (V:H)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

RIPRAP ENERGY DISSIPATOR DETAILS FOR BOX CULVERTS

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

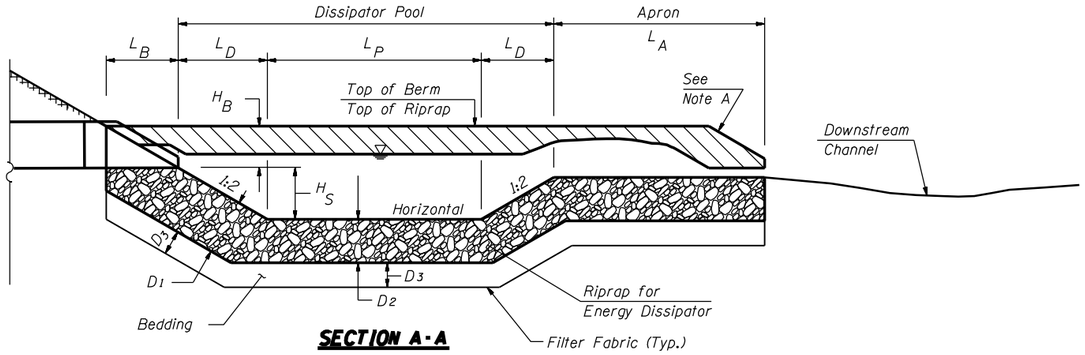
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

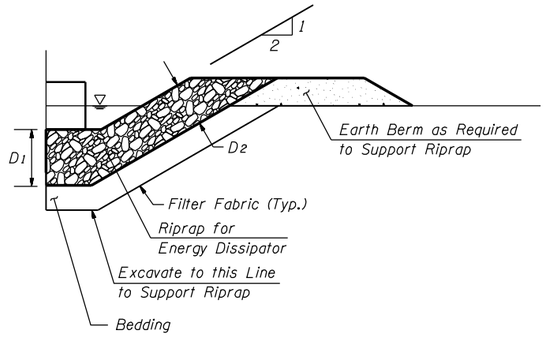
D6 PROJECT: FILE: .

CONTRACT No. 72682

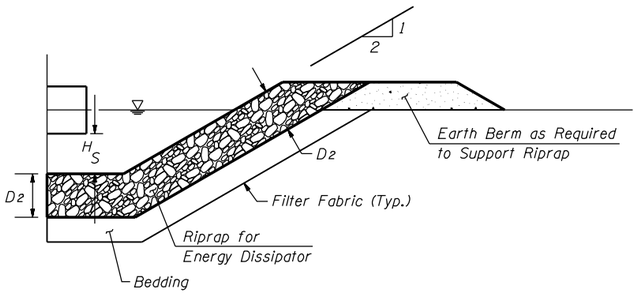
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	292
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



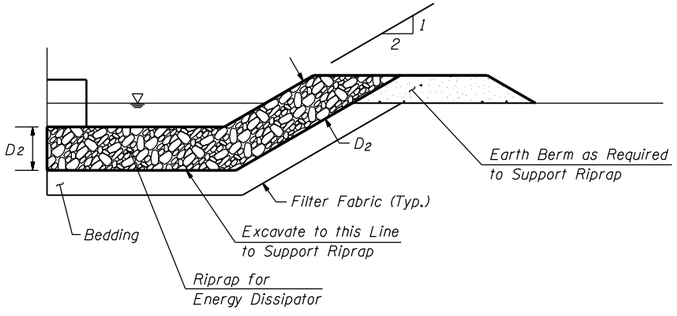
SECTION A-A



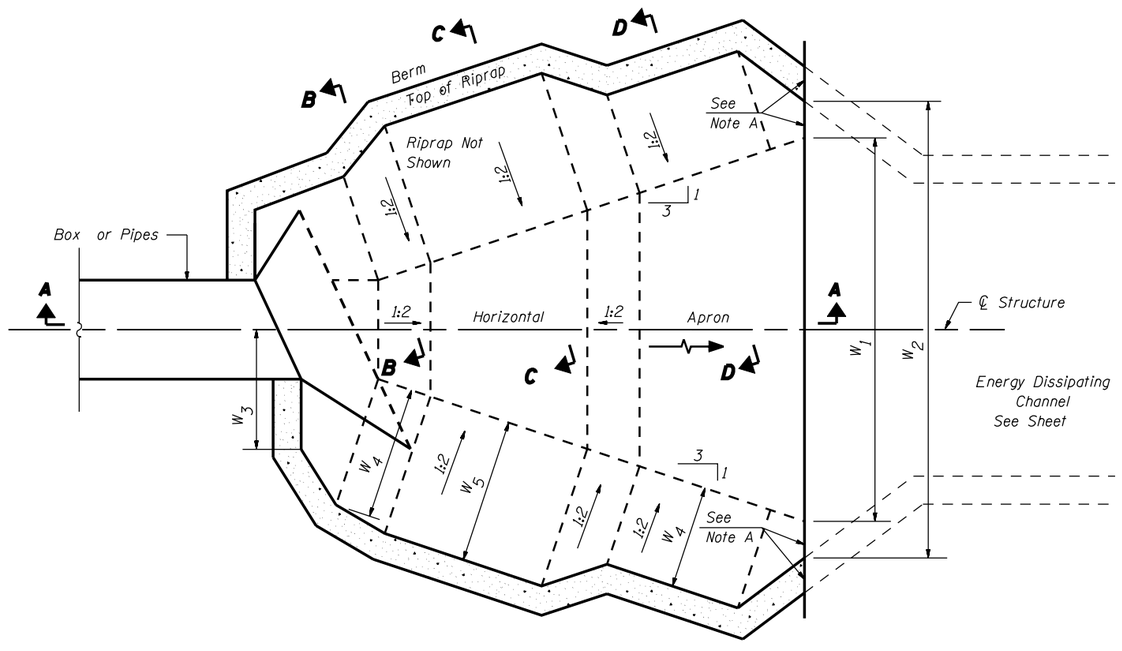
SECTION B-B



SECTION C-C



SECTION D-D



PLAN

STRUCTURE SIZE	STATION	L_B	L_D	L_P	L_A	W_0	W_1	W_2	W_3	W_4	W_5	H_S	H_B	D_1	D_2	D_3	RIPRAP	VOLUME	RIPRAP
		Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	In.	Size	Cu. Yd.	Ton
3 - 60" PIPES	1247+00. RT	11.0	4.6	13.7	11.4	30.0	52.9	66.9	18.7	11.0	15.6	2.3	5.5	3.2	2.4	8	RR 5	236.8	414.4
2 - 60" PIPES	1253+60. RT	7.0	7.2	21.5	18.0	18.0	53.9	59.9	11.3	7.0	14.2	3.6	3.5	3.2	2.4	8	RR 5	292.9	512.6
6' X 6' BOX	1268+63. RT	6.6	7.8	23.0	19.3	6.0	44.6	49.8	5.2	6.6	14.4	3.9	3.3	3.2	2.4	8	RR 5	254.6	445.6
7' X 8' DBL BOX	1289+80. RT	8.8	6.0	18.3	15.2	14.0	44.3	53.9	9.9	8.8	14.8	3.0	4.4	3.2	2.4	8	RR 5	235.0	411.3
8' X 12' DBL BOX	1318+54. RT	15.0	9.0	27.5	22.7	17.0	62.5	84.5	13.5	15.0	24.0	4.5	7.5	4.5	3.4	12	RR 7	760.5	1330.9

NOTE A:

Warp Basin to conform to Natural Stream Channel.
Top of Riprap in Floor of Basin Should be at the Same Elevation or Lower than Natural Channel Bottom at End of Apron.

NOTE:

All Slope Ratios are Expressed as Units of Vertical Displacement to Units of Horizontal Displacement (V:H)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

RIPRAP ENERGY DISSIPATOR DETAILS FOR SKEWED BOX CULVERTS

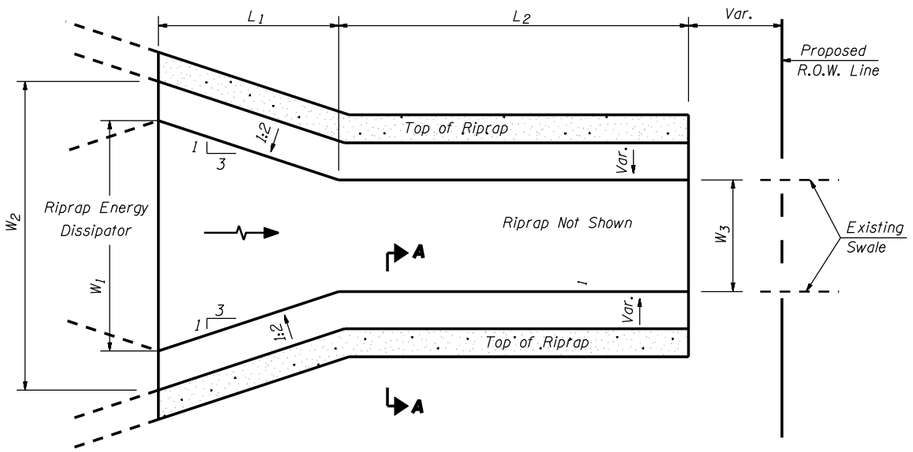
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

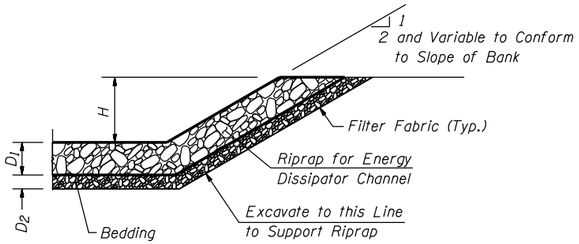
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	293
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



RIPRAP ENERGY DISSIPATING CHANNEL



SECTION A-A

NOTE:
All Slope Ratios are Expressed as Units of Vertical Displacement to Units of Horizontal Displacement (V:H)

STRUCTURE SIZE	STATION	L_1 LENGTH	L_2 LENGTH	D_1 RIPRAP THICKNESS	D_2 BEDDING THICKNESS	W_1 DISSIPATOR WIDTH	W_2 BASIN WIDTH	W_3 CHANNEL WIDTH	H CHANNEL DEPTH	AREA	RIPRAP	QUANTITY
		Ft.	Ft.	Ft.	In.	Ft.	Ft.	Ft.	Ft.	SQ. YD.	SIZE	TON
48" PIPE	1190+80. RT.	34.7	5.0	2.4	8	26.1	33.3	3.0	3.8	136.09	RR5	190.5
48" PIPE	1196+45. RT.	20.7	22.0	1.8	6	20.8	30.4	7.0	4.4	144.89	RR4	152.1
42" PIPE	1222+82. RT.	20.0	20.0	1.8	6	16.3	23.5	3.0	3.8	105.53	RR4	110.8
3 - 60" PIPES	1247+00. RT.	64.4	15.0	2.4	8	52.9	66.9	10.0	5.5	467.91	RR5	655.1
2 - 60" PIPES	1253+60. RT.	62.9	0.0	2.4	8	53.9	59.9	12.0	3.5	345.32	RR5	483.4
6' X 6' BOX EXT	1268+63. RT.	57.9	6.0	2.4	8	44.6	49.8	6.0	3.3	276.68	RR5	387.4
7' X 8' DBL BOX	1289+80. RT.	54.5	0.0	2.4	8	44.3	53.9	8.0	4.4	283.70	RR5	397.2
8' X 12' DBL BOX	1318+54. RT.	75.8	10.0	3.4	12	62.5	84.5	12.0	7.5	661.70	RR7	1312.4
54" PIPE	1349+83. RT.	18.8	35.0	2.4	8	20.5	30.1	8.0	4.4	180.53	RR5	252.7
60" PIPE	1368+00. RT.	48.0	10.0	2.4	8	36.0	42.4	4.0	3.6	219.51	RR5	307.3
2 - 60" PIPES	1380+16. RT.	100.4	0.0	2.4	8	76.9	85.3	10.0	4.1	699.97	RR5	980.0
2 - 60" PIPES	1389+10. RT.	38.0	10.0	2.4	8	31.3	43.3	6.0	5.0	209.54	RR5	293.4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

RIPRAP ENERGY DISSIPATING CHANNEL

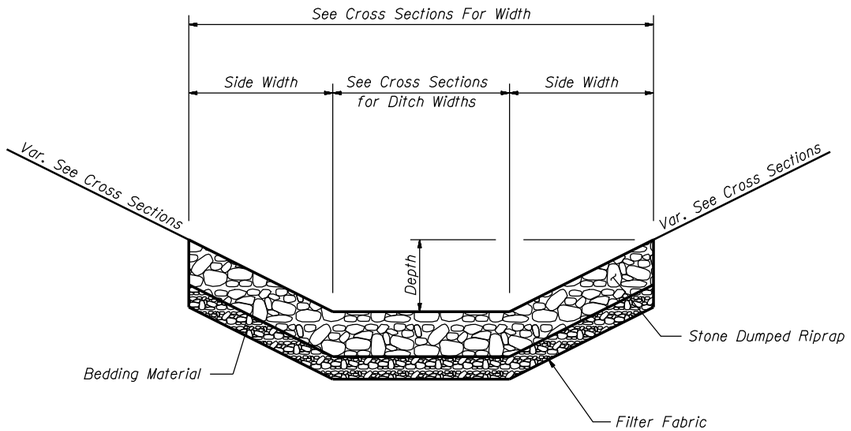
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

DGN-SPEC
DATE-TIME
*REF01

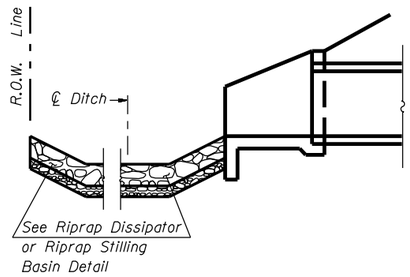
D6 PROJECT: FILE: .

CONTRACT No. 72682

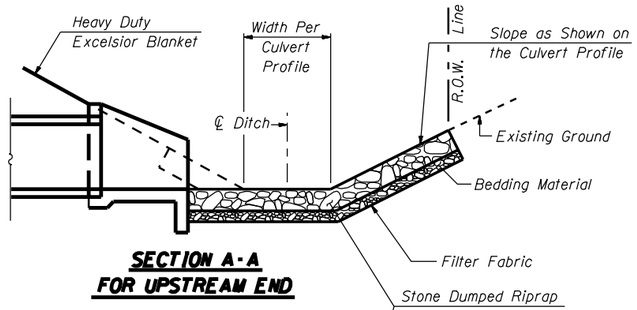
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	294
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



TYPICAL STONE RIPRAP - DITCH LINING



SECTION A-A FOR DOWNSTREAM END



SECTION A-A FOR UPSTREAM END

RIPRAP AT INLET ENDS

DEPTH	SIDE WIDTH	
	1:3 SLOPE	1:6 SLOPE
6"	1.5'	3.0'
12"	3.0'	6.0'
18"	4.5'	9.0'
24"	6.0'	12.0'

Note:
In Transitional Areas, Side Width Will Vary According to Sidle Slope

STATION	LT/RT	LENGTH	WIDTH	TYPE	TON
1253+60	LT	24.00	63.00	RR5	147.0
1298+68	LT	40.00	30.00	RR4	77.8
1301+70	LT	40.00	30.00	RR4	77.8
1304+26	LT	40.00	40.00	RR4	103.7
1308+21	LT	40.00	08.00	RR4	20.7

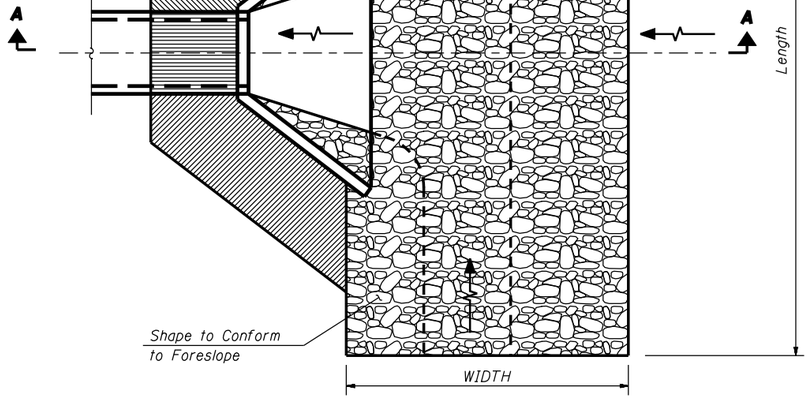
GRADATION	MIN. THICKNESS	BEDDING THICKNESS
RR3	12"	---
RR4	12"	6"
RR5	18"	6"
RR7	24"	8"

NOTES

The Exact Length, Width and Depth for Riprap Placement will be Determined by the Engineer.

The Riprap Material shall Conform to Class A or Class B Quality.

Filter Fabric will be Paid for at the Contract unit price Per Square Yard for Filter Fabric For Use With Riprap.



PLAN

RIPRAP AT INLET ENDS OF CULVERTS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

RIPRAP DETAILS

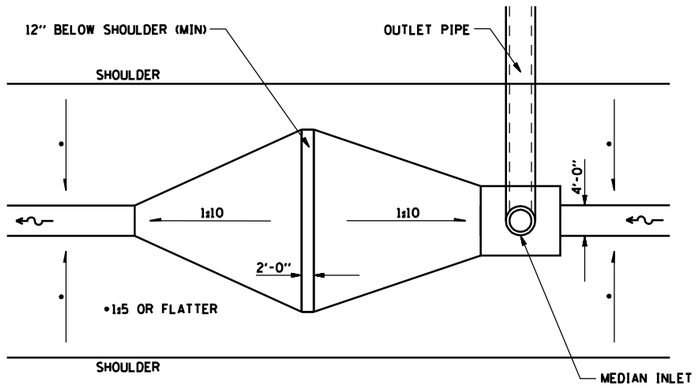
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

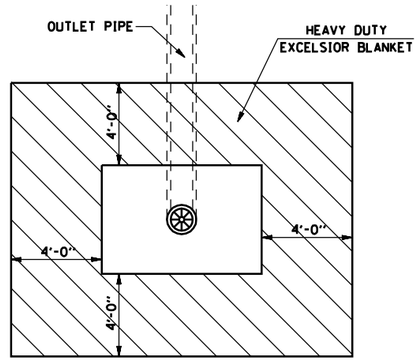
D6 PROJECT: FILE: .

CONTRACT No. 72682

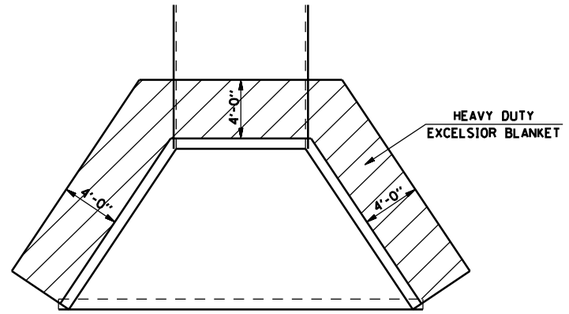
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	295
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



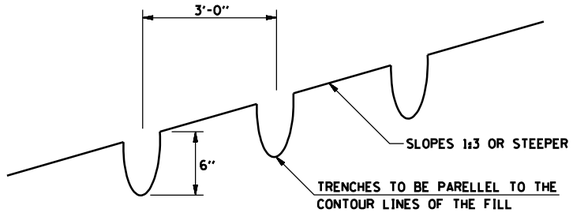
EARTH DITCH CHECK @ MEDIAN INLET



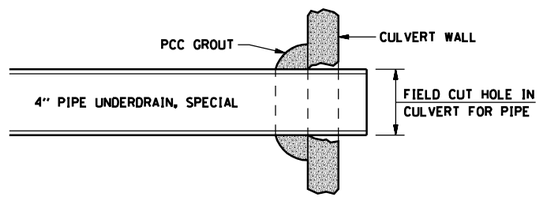
HEAVY DUTY EXCELSIOR BLANKET AROUND MEDIAN INLETS STD 604101 & STD 604106



HEAVY DUTY EXCELSIOR BLANKET AROUND HEADWALLS & CULVERT WINGWALLS

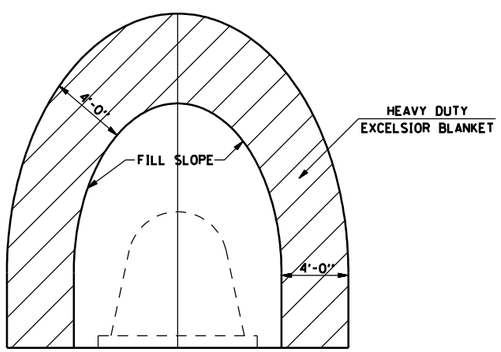


DETAIL – SEED BED PREPARATION

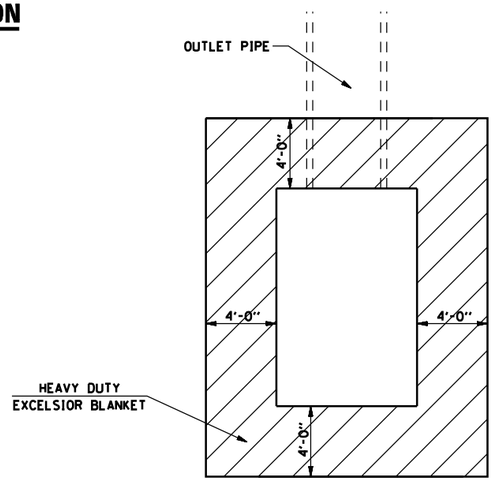


DETAIL FOR PLACING PIPE INTO CULVERT

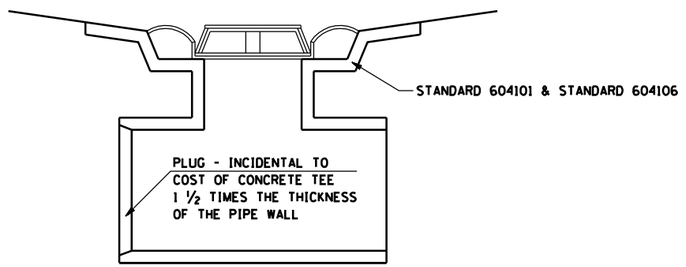
USE ALSO FOR PLACING PIPE INTO PIPE OR PIPE TEE



HEAVY DUTY EXCELSIOR BLANKET AROUND FLARED END SECTION STD 542301



HEAVY DUTY EXCELSIOR BLANKET AROUND HEADWALL FOR PIPE UNDERDRAIN STD 601101



DETAIL – CONCRETE PIPE TEE STANDARD 542606

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAILS
HEAVY DUTY EXCELSIOR BLANKET AND EARTH DITCH CHECK

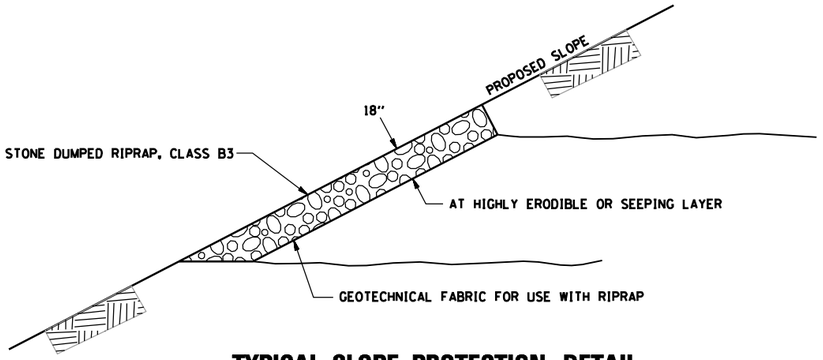
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

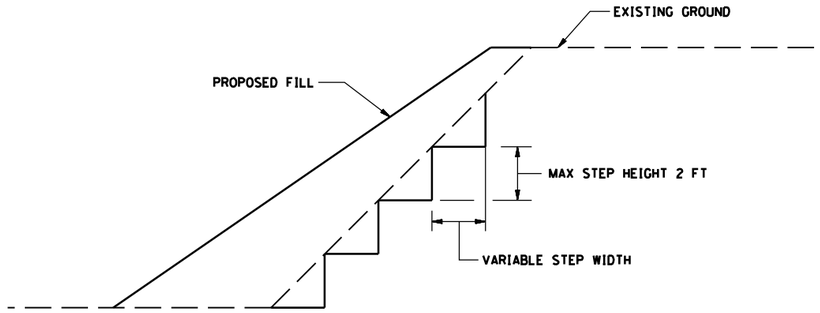
D6 PROJECT: FILE: .

CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	296
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



TYPICAL SLOPE PROTECTION DETAIL

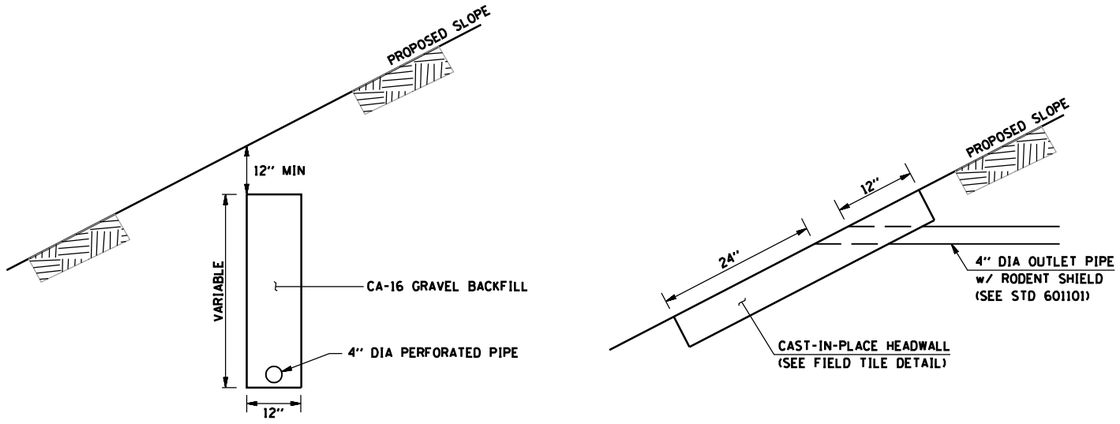


NOTE:

THIS DETAIL APPLIES TO SIDEHILL FILLS WHERE THE EXISTING SLOPE IS GREATER THAN 12 FT HIGH AND/OR STEEPER THAN 1V:3H.

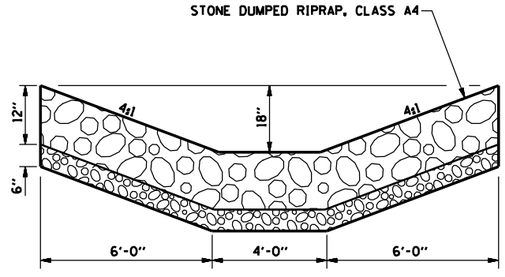
STEPS MAY BE CUT IN CONJUNCTION WITH NEW FILL PLACEMENT.

TYPICAL SIDEHILL FILL STEPPING DETAIL



SLOPE PIPE TO DRAIN

TYPICAL BACKSLOPE DRAIN DETAIL



RIPRAP SWALE – RR4

(SEE PLANS & CROSS SECTIONS FOR LOCATIONS)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL SLOPE CONSTRUCTION DETAILS

SCALE:

DRAWN BY: RG

DATE: MARCH 10, 2006

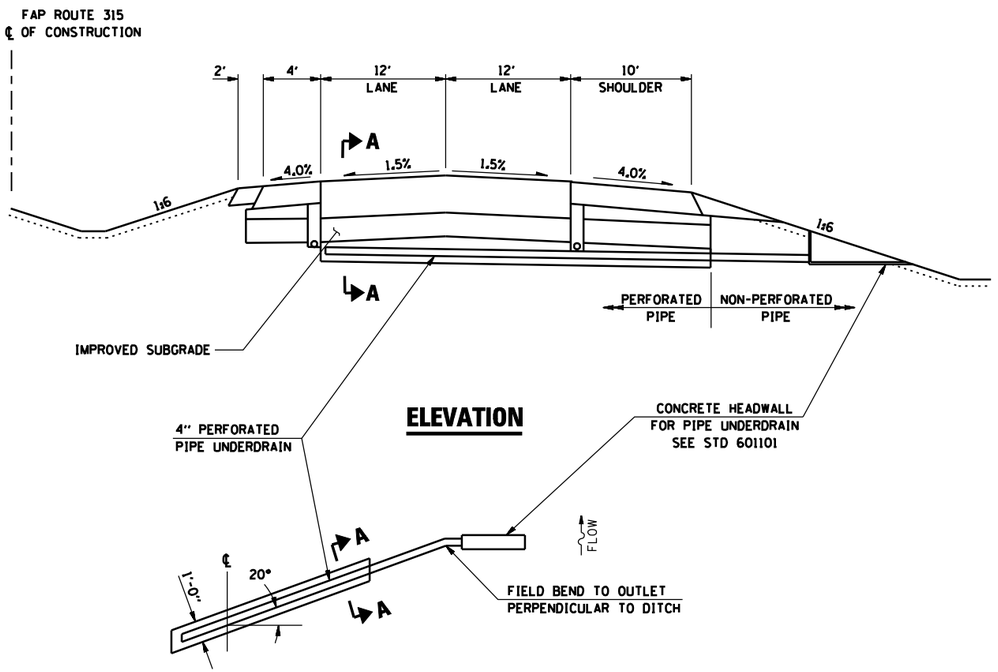
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

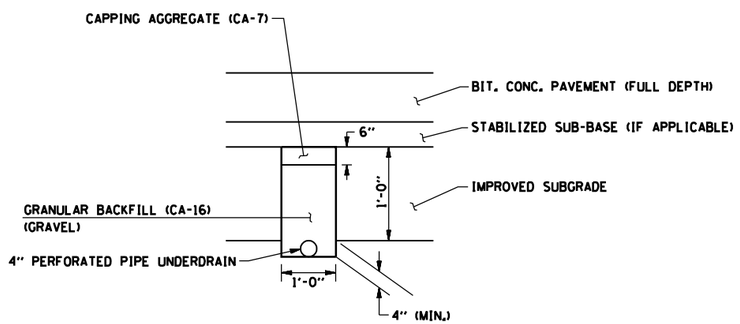
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	297
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

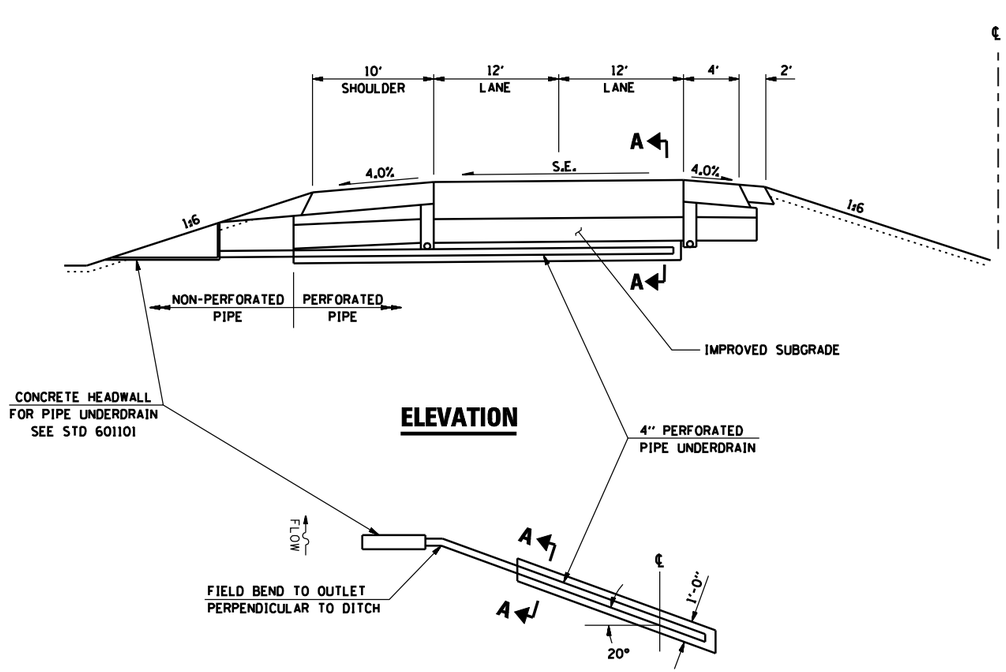


PLAN

TRANSVERSE DRAIN TANGENT PAVEMENT



SECTION A–A



PLAN

TRANSVERSE DRAIN SUPERELEVATED PAVEMENT

GENERAL NOTES

1. TRANSVERSE DRAIN MATERIALS AND CONSTRUCTION SHALL CONFORM TO SECTION 601 OF THE STANDARD SPECIFICATIONS EXCEPT THAT NO FABRIC ENVELOPE IS REQUIRED ON PERFORATED PIPE AND THE GRANULAR BACKFILL GRADATION SHALL BE CA-16 GRAVEL.
2. ALL MATERIALS WILL NOT BE MEASURED SEPARATELY, BUT WILL BE INCLUDED IN THE COST PER UNIT FOR TRANSVERSE DRAINS.
3. SKEW TRANSVERSE DRAIN 20% FORWARD IN DIRECTION OF FLOW.
4. PIPE UNDERDRAINS MAY BE DELETED WITHIN ROCKFILL AREAS WHERE TRANSVERSE DRAINS ARE INSTALLED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAILS
TRANSVERSE DRAINS

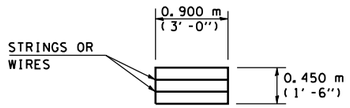
SCALE:
DRAWN BY: RG
DATE: MARCH 10, 2006
CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

D6 PROJECT: FILE: .

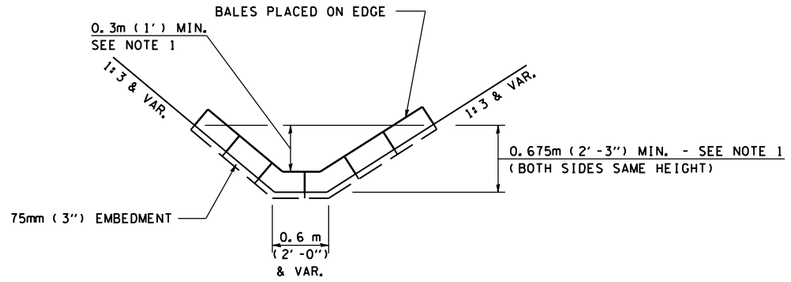
CONTRACT No. 72682

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	298
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		



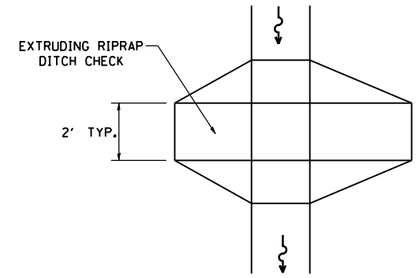
HAY OR STRAW BALE

(TYPICAL ELEVATION)

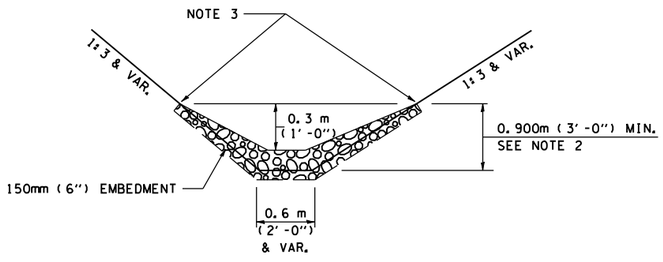


HAY OR STRAW BALE TEMPORARY DITCH CHECK

(TYPICAL & SEE GENERAL NOTES
FOR SUBSTITUTION TO FLUSH
RIPRAP DITCH CHECK)



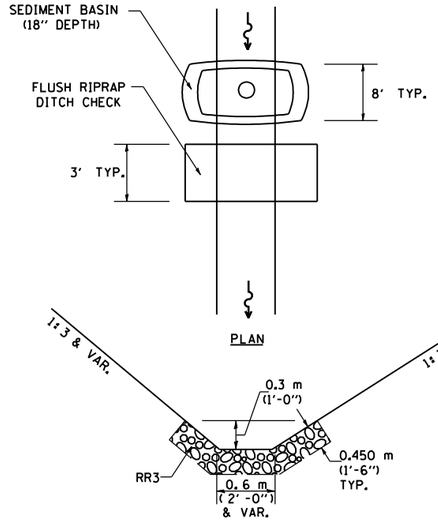
PLAN



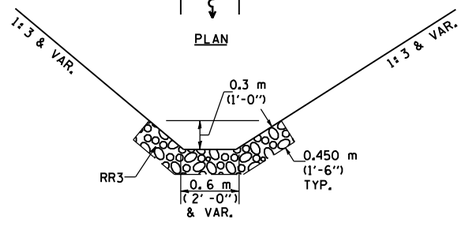
ELEVATION

OPTION 1

(EXTRUDING DITCH CHECK)
RECOMMENDED FOR AREAS
W/ RIPRAP DITCH LINING



PLAN



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.

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)	* ITEM *
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	ITEM
DIRECTION OF OVERLAND FLOW	
PR DITCH FLOW LINE	
TEMPORARY DITCH FLOW LINE	
PR DITCH SUMMIT	

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.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

SCALE:

DATE: MARCH 10, 2006

DRAWN BY: RG

CHECKED BY: JAC

•DGN-SPEC•
•DATE-TIME•
•REF01

SWPPLAN

D6 PROJECT: FILE: .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET No.
315	34-5	HANCOCK	612	299
STA.		TO STA.		
FED. ROAD DIST. No.	ILLINOIS	FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN

ROUTE: FAP 315 MARKED: IL 336

SECTION: 34-5

COUNTY: HANCOCK CONTRACT NO.: 72682

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 INQUIRE 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.

Christine M Reed — (DISTRICT ENGINEER)

3/16/06 — (DATE)

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 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 1 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 4.38 MILES OF CONSTRUCTION OF A NEW FOUR-LANE EXPRESSWAY
2. CONSTRUCTION CONSISTS OF PARTIAL PAVEMENT REMOVAL OF EXISTING US RTE 136 AND CONSTRUCTING A NEW FOUR LANE EXPRESSWAY.
3. CONSTRUCTION IS TO BE DONE IN FOUR STAGES, AND CONSISTS OF GRADING, CONSTRUCTING CULVERTS & DITCHES, PAVING, PLACING SHOULDERS AND OTHER WORK REQUIRED TO COMPLETE THE PROPOSED IMPROVEMENT.

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 52.6 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:

APPROXIMATELY 107.1 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES.

DRAINAGE TRIBUTARIES RECEIVING WATER FROM THIS CONSTRUCTION SITE:

1. TRIBUTARY TO LA MOINE RIVER

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

SCALE: DRAWN BY: RG

DATE: MARCH 10, 2006 CHECKED BY: JAC

SWPPLAN

03/09/06

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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 erodable 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 erodable 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 undesireable 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 erodable 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:
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•DGN-SPEC•
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•REF01

SWPPLAN

D6 PROJECT: FILE: .