

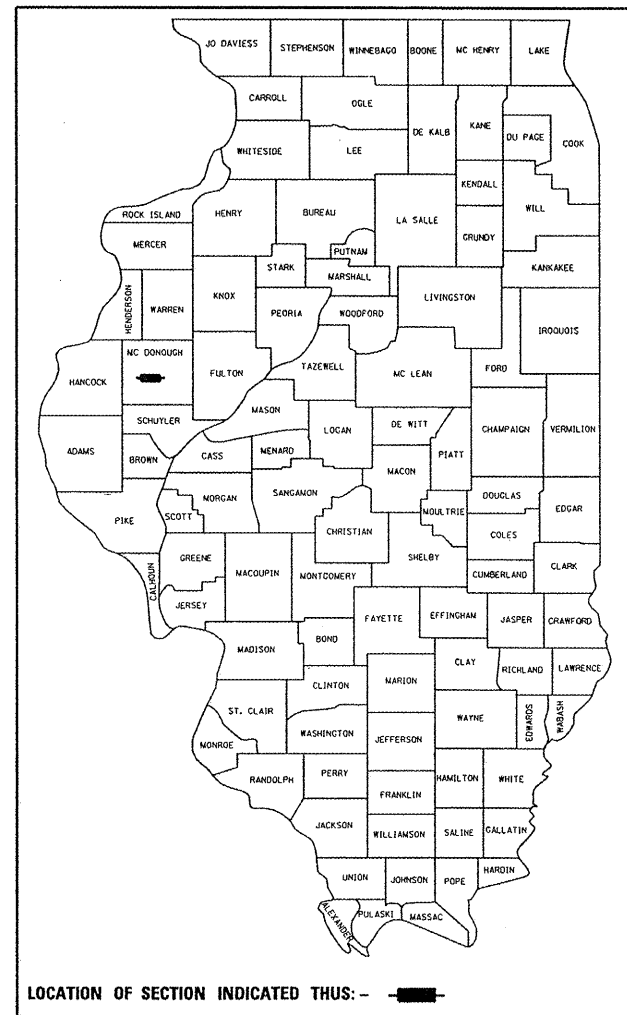
04-27-12 LETTING ITEM 195

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
STRUCTURE PLANS**
FAP ROUTE 315/407 (US RTE 136/L RTE 336)
SECTION 55-3HB
PROJECT NHF-0005(866)
NEW CONSTRUCTION HIGHWAY BRIDGE
OVER FUTURE FAP 407 (IL RTE 336)
McDONOUGH COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	1
		ILLINOIS	CONTRACT NO. 68A40	

D-94-034-11 * 103+8=111

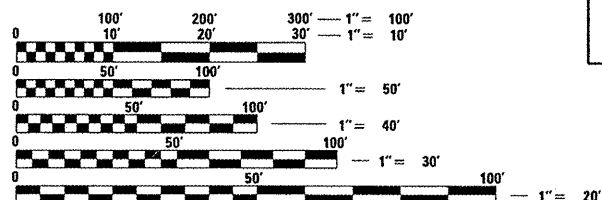
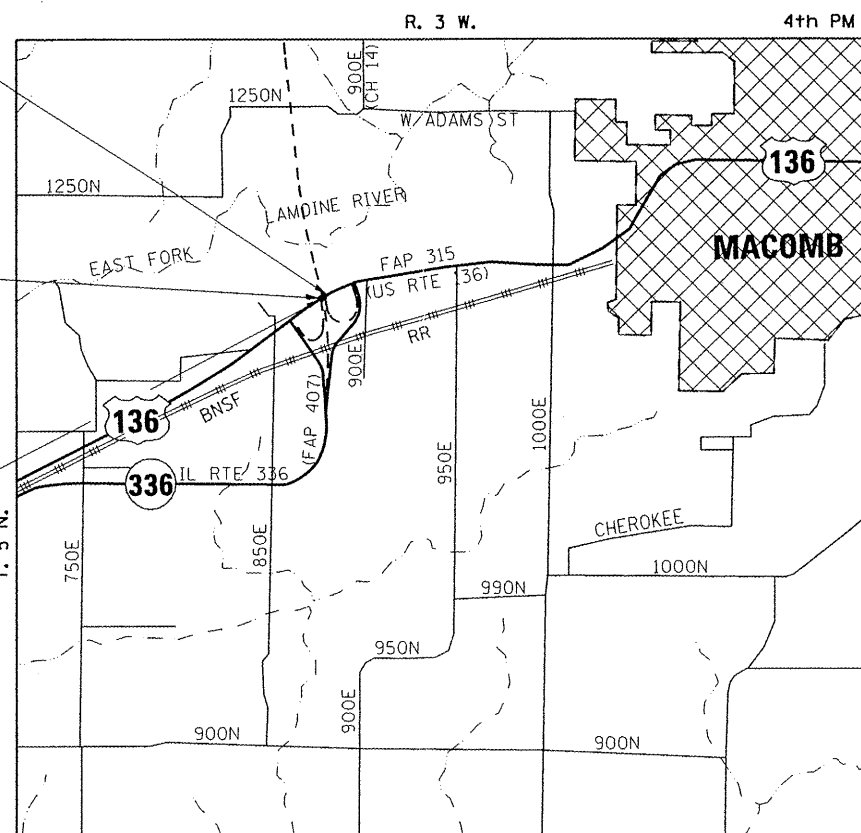


DESIGN DESIGNATION:
FAP 315 (US RTE 136)
ARTERIAL
ADT = 7310 (2012)
SU = 5%
MU = 5%

STATION 513+71.26, 19°18'06.8" SKEW
PROPOSED STRUCTURE NO. 055-0063
TWO SPAN STEEL GIRDER BRIDGE
246'-0" BK. TO BK.
REINFORCED CONCRETE DECK
91'-6" O. TO O. ON STEEL BEAMS
AND REINFORCED CONCRETE PIER
AND INTEGRAL ABUTMENTS

SECTION 55-3HB
ENDS
STA. 522+82.5

SECTION 55-3HB
BEGINS
STA. 505+11.5

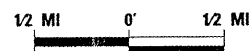


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: MIKE LEWIS PHONE: (309) 671-3454
CONSULTANT LIAISON: ELIAS ELDERZI PHONE: (309) 671-3459

CONTRACT NO. 68A40

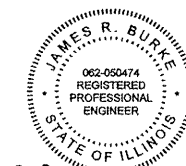


GROSS LENGTH = 1,771.00 FT. = 0.335 MILES
NET LENGTH = 1,771.00 FT. = 0.335 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED Aug 25 20 11
Joseph E. Crowe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Oct 14 20 11
Scott E. Stolt, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT
Oct 14 20 11
Christine M. Roeder
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS



SIGNED: J.R. Burke DATE: 8/23/11
EXPIRES: 11/30/11

Hutchison Engineering, Inc.
SINCE 1945
1801 West Lafayette
PO Box 820
Jacksonville, Illinois 62651
PHONE : (217)245-7164 FAX (217)243-0468

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LIST OF IDOT STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
202001-01	EARTH MEDIAN DITCH CHECK
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-04	SUB-SURFACE DRAINS
602416-02	MANHOLE TYPE A 8' (2.4 m) DIAMETER
602701-02	MANHOLE STEPS
604036-02	GRATE TYPE 8
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-09	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-07	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
665001-02	WOVEN WIRE FENCE
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701331-04	LANE CLOSURE, 2L, 2W WITH RUN-AROUND FOR SPEEDS ≥ 45 MPH
701422-03	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

SOIL REPORT AVAILABILITY

ALL SOILS DATA COLLECTED AND PROCESSED FOR THE SOILS REPORT MADE IN CONJUNCTION WITH THE DESIGN OF THIS IMPROVEMENT IS ON FILE AT THE IDOT DISTRICT 4 OFFICE WHERE IT IS AVAILABLE FOR THE INSPECTION OF CONTRACTORS OR PROSPECTIVE BIDDERS. BY SUBMITTING A BID, THE CONTRACTOR ACKNOWLEDGES THAT THE SOILS REPORT HAS BEEN MADE AVAILABLE AND IS AWARE OF THE REPORT CONTENTS AND APPENDICES.

AVAILABILITY OF ELECTRONIC FILES

MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

UTILITIES - LOCATION/INFORMATION ON PLANS

THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN -- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

TREE REMOVAL - UTILITY RELOCATION

TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT TREE REMOVAL ACTIVITIES WITH THE UTILITY COMPANIES TO ELIMINATE CONFLICTS AND POTENTIAL DELAYS CAUSED BY UTILITY TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.

PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM

ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.

COMMITMENTS

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

TREE REMOVAL

THE DISTRICT 4 TREE COMMITTEE SHOULD BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS.

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATION. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FROM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FROM - D4 P10100
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FROM - D4 P1101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION:	US 136 SURFACE CSE	TEMP RUNAROUND SURFACE CSE	TEMP RUNAROUND BINDER CSE (LOWER LIFTS)
MIXTURE USE(S):	POLYMERIZED HMA SURFACE COURSE	HMA SURFACE COURSE	HMA BINDER COURSE
AC/PG:	SBR OR SBS PG 70-28	PG 64-22	PG 64-22
RAP/PG (MAX):	10%	15%	25%
DESIGN AIR VOIDS:	4.0% @ N=70	4.0% @ N=50	4.0% @ N=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 OR IL 12.5	IL 9.5 OR IL 12.5	IL 19.0
FRICTION AGGREGATE:	MIXTURE D	MIXTURE D (DOLOMITE ONLY)	N/A

NOTES: INDIVIDUAL LIFT THICKNESS OF EACH MIX TYPE WILL BE NO LESS THAN 3 TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 TIMES NOMINAL MAXIMUM AGGREGATE SIZE.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS, THE CONNECTING OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.

MEDIAN AND ISLAND NOSES

WHEN CONSTRUCTING MEDIAN AND ISLAND NOSES THE FOLLOWING CRITERIA SHOULD BE FOLLOWED:

- BARRIER CURB SHALL BE USED TO CONSTRUCT NOSES WHEN THE MEDIAN OR ISLAND SURROUNDS A MAST ARM OR OTHER NON-BREAKAWAY FOUNDATION.
- RAMPED NOSES SHALL BE USED ON MEDIANS OR ISLANDS WITH BREAKAWAY POSTS.

ENGINEERS FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02(i) AND 607.04(e): ALL TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL QUANTITY INCLUDED IN THE PLANS IS BASED ON AN AVERAGE DEPTH OF 5' OVER THE AREA SHOWN IN THE REMOVAL PLAN. THE EXACT VOLUME OF REMOVAL AND DISPOSAL SHALL BE FIELD VERIFIED AND COMPLETED AS DIRECTED BY THE ENGINEER.

LEGEND

	PROPOSED DITCH
	EXISTING DITCH/SWALE
	PROPOSED PIPE UNDERDRAIN
	SPECIAL DITCH LEFT
	SPECIAL DITCH RIGHT
	FENCE REMOVAL
	ITEM TO BE REMOVED
	RIPRAP DITCH LINING (SEE SCHEDULE FOR TYPE)
	EXISTING RIPRAP
	PAVEMENT REMOVAL
	HMA SURFACE REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL BUTT-JOINT
	CLASS D PATCHES
	TREE REMOVAL, ACRES
	TRENCH BACKFILL - CUBIC YARDS
TOC = 683.45	TOP OF CURB ELEVATION
TOG = 682.54	TOP OF GRATE ELEVATION
687.98(EX)	EXISTING ELEVATION

ROUTE/STREET	OFFSET	LOCATION	OWNER	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION	REMARKS
US 136	155' LT	511+50 TO 517+50	MACOMB WATER	12" WATER MAIN	GRADE CUT	RELOCATE	
US 136	150' LT	512+20	MCDONOUGH POWER COOPERATIVE	POWER POLE	GRADE CUT	RELOCATE	
US 136	120' LT	514+20	MCDONOUGH POWER COOPERATIVE	POWER POLE	GRADE CUT	RELOCATE	
US 136	125' LT	516+00	MCDONOUGH POWER COOPERATIVE	POWER POLE	GRADE CUT	RELOCATE	
US 136	150' LT	512+20	COMCAST	POWER POLE	GRADE CUT	RELOCATE	
US 136	120' LT	514+20	COMCAST	POWER POLE	GRADE CUT	RELOCATE	
US 136	125' LT	516+00	COMCAST	POWER POLE	GRADE CUT	RELOCATE	
US 136	75' RT	512+70 TO 514+70	FRONTIER NORTH, INC.	CABLE & FIBER	GRADE CUT	RELOCATE	
US 136	125' LT	516+00	FRONTIER NORTH, INC.	TELEPHONE POLE	GRADE CUT	RELOCATE	
US 136	120' RT	576+75 TO 520+20	FRONTIER NORTH, INC.	CABLE & FIBER	GRADE CUT	RELOCATE	
TEMP. ROAD	10'-20' LT TO 40'-50' RT	12+75 TO 16+00	FRONTIER NORTH, INC.	CABLE & FIBER	GRADE CUT	RELOCATE	
US 136	75' RT	512+70 TO 514+70	MCDONOUGH TELEPHONE COMPANY	CABLE & FIBER	GRADE CUT	RELOCATE	
US 136	125' LT	516+00	MCDONOUGH TELEPHONE COMPANY	TELEPHONE POLE	GRADE CUT	RELOCATE	
US 136	120' RT	576+75 TO 520+20	MCDONOUGH TELEPHONE COMPANY	CABLE & FIBER	GRADE CUT	RELOCATE	
TEMP. ROAD	10'-20' LT TO 40'-50' RT	12+75 TO 16+00	MCDONOUGH TELEPHONE COMPANY	CABLE & FIBER	GRADE CUT	RELOCATE	
US 136	75' RT	512+70 TO 514+70	PACTEC/MCLEOD USA	CABLE & FIBER	GRADE CUT	RELOCATE	
US 136	125' LT	516+00	PACTEC/MCLEOD USA	TELEPHONE POLE	GRADE CUT	RELOCATE	
US 136	120' RT	576+75 TO 520+20	PACTEC/MCLEOD USA	CABLE & FIBER	GRADE CUT	RELOCATE	
TEMP. ROAD	10'-20' LT TO 40'-50' RT	12+75 TO 16+00	PACTEC/MCLEOD USA	CABLE & FIBER	GRADE CUT	RELOCATE	

URBAN

80% FED
20% STATE

CODE NO.	SUMMARY OF QUANTITIES ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY 0001	BRIDGE 0008	LIGHTING 0021
20100500	TREE REMOVAL, ACRES	ACRE	2.25	2.25		
20200100	EARTH EXCAVATION	CU YD	115,989	115,989		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,250	3,250		
20800150	TRENCH BACKFILL	CU YD	13	13		
20900110	POROUS GRANULAR BACKFILL	CU YD	170	170		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	31,870	31,870		
* 25000210	SEEDING, CLASS 2A	ACRE	10.0	10.0		
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	900	900		
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	900	900		
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	900	900		
* 25100115	MULCH, METHOD 2	ACRE	10.0	10.0		
25100630	EROSION CONTROL BLANKET	SQ YD	2,246	2,246		
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	16,164	16,164		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2000	2000		
28000315	AGGREGATE DITCH CHECKS	TON	64	64		
28000500	INLET AND PIPE PROTECTION	EACH	3	3		
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	113	113		
28100709	STONE DUMPED RIPRAP, CLASS A5	SQ YD	2,294	2,294		
28200200	FILTER FABRIC	SQ YD	2,407	2,407		
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	0.7	0.7		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	152	152		
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	189	189		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	91	91		
44000100	PAVEMENT REMOVAL	SQ YD	7,275	7,275		

* SPECIALTY ITEM

80% FED
20% STATE
URBAN

CODE NO.	SUMMARY OF QUANTITIES		UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
	ITEM				ROADWAY 0001	BRIDGE 0008	LIGHTING 0021
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"		SQ YD	1,530	1,530		
44000500	COMBINATION CURB AND GUTTER REMOVAL		FOOT	1,712	1,712		
44003100	MEDIAN REMOVAL		SQ FT	9,039	9,039		
44004250	PAVED SHOULDER REMOVAL		SQ YD	459	459		
44201759	CLASS D PATCHES, TYPE IV, 9 INCH		SQ YD	864	864		
44201809	CLASS D PATCHES, TYPE IV, 13 INCH		SQ YD	54	54		
48101200	AGGREGATE SHOULDERS, TYPE B		TON	36	36		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"		SQ YD	459	459		
50105220	PIPE CULVERT REMOVAL		FOOT	114	114		
50200100	STRUCTURE EXCAVATION		CU YD	864		864	
50300100	FLOOR DRAINS		EACH	4		4	
50300225	CONCRETE STRUCTURES		CU YD	376.8		376.8	
50300255	CONCRETE SUPERSTRUCTURE		CU YD	1,052.3		1,052.3	
50300260	BRIDGE DECK GROOVING		SQ YD	2,392		2,392	
50300280	CONCRETE ENCASEMENT		CU YD	13.4		13.4	
50300300	PROTECTIVE COAT		SQ YD	3,269		3,269	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL		L SUM	1		1	
50500505	STUD SHEAR CONNECTORS		EACH	8,736		8,736	
50800205	REINFORCEMENT BARS, EPOXY COATED		POUND	321,800		321,800	
50800515	BAR SPLICERS		EACH	212		212	
51100100	SLOPE WALL 4 INCH		SQ YD	993		993	
51201600	FURNISHING STEEL PILES HP 12X53		FOOT	3,704		3,704	
51202305	DRIVING PILES		FOOT	3,704		3,704	

• SPECIALTY ITEM

80% FED.
20% STATE

CODE NO.	SUMMARY OF QUANTITIES ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY 0001	BRIDGE 0008	LIGHTING 0021
51203600	TEST PILE STEEL HP 12X53	EACH	2		2	
51500100	NAME PLATES	EACH	1		1	
52100520	ANCHOR BOLTS, 1"	EACH	48		48	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	24		24	
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	102	102		
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1		
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2		
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	44	44		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	209		209	
60107600	PIPE UNDERDRAINS 4"	FOOT	444	444		
60224458	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 8 GRATE	EACH	1	1		
60605100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (ABUTTING EXISTING PAVEMENT)	FOOT	270	270		
60605300	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)	FOOT	811	811		
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	4,986	4,986		
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	287.5	287.5		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2		
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10		
67100100	MOBILIZATION	L SUM	1	1		
70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	1	1		
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	45	45		

* SPECIALTY ITEM

URBAN

80% FED
20% STATE

CODE NO.	SUMMARY OF QUANTITIES		UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
	ITEM				ROADWAY 0001	BRIDGE 0008	LIGHTING 0021
70106800	CHANGEABLE MESSAGE SIGN		CAL MO	1	1		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"		FOOT	22,276	22,276		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"		FOOT	941	941		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL		SQ FT	4,684	4,684		
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"		FOOT	5,939	5,939		
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER		EACH	8	8		
• 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)		EACH	6		6	
• 78200410	GUARDRAIL MARKERS, TYPE A		EACH	7	7		
• 78200530	BARRIER WALL MARKERS, TYPE C		EACH	8		8	
• 78201000	TERMINAL MARKER - DIRECT APPLIED		EACH	2	2		
78300100	PAVEMENT MARKING REMOVAL		SQ FT	671	671		
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC		FOOT	540			540
81300835	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18"x18"x10"		EACH	4			4
X0325598	DRAINAGE SCUPPERS, DS-12M10		EACH	6		6	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL		CU YD	327		327	
X6024505	INLETS TO BE RECONSTRUCTED WITH SALVAGED FRAME AND GRATE		EACH	1	1		
X6050500	REMOVE FRAME AND GRATES, SPECIAL		EACH	1	1		
X6020082	INLETS, TYPE G-1		EACH	1	1		
X2090215	SELECT GRANULAR BACKFILL, SPECIAL		CU YD	115	115		
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL		TON	179	179		
Z0013798	CONSTRUCTION LAYOUT		L SUM	1	1		
Z0022800	FENCE REMOVAL		FOOT	2,655	2,655		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"		FOOT	240		240	
Z0062456	TEMPORARY PAVEMENT		SQ YD	4,875	4,875		

• SPECIALTY ITEM

80% FED.
20% STATE

CODE NO.	SUMMARY OF QUANTITIES		UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE		
	ITEM				ROADWAY 0001	BRIDGE 0008	LIGHTING 0021
X6040205	FRAME AND LID, SPECIAL		EACH	1	1		
X5610802	PIPE SEALS		FOOT	10	10		
X5610812	DUCTILE IRON WATER MAIN, RESTRAINED JOINT PIPE 12" ATTACHED TO STRUCTURE		FOOT	248	248		
X5610822	DUCTILE IRON WATER MAIN, RESTRAINED JOINT PIPE 12" IN TRENCH		FOOT	460	460		
56201400	CORPORATION STOPS 1"		EACH	1	1		
X5610009	PIPE INSULATION SYSTEM		FOOT	246	246		

EARTHWORK SCHEDULE

STATION TO STATION	EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE*	EMBANKMENT	BALANCE WASTE OR SHORTAGE (-)	TOPSOIL FURNISH & PLACE, 4"
STAGE 1 - RUNAROUND	7,905.8	5,929.4	1,541.7	4,387.7	
STAGES 2 & 3	108,082.5	81,061.9	3,088.3	77,973.6	
STAGES 1 - 3					31,870.0
TOTAL	115,988.3	86,991.2	4,630.0	82,361.2	31,870.0
USE	115,989	86,992	4,630	82,362	31,870

*SHRINKAGE FACTOR = 25%

TREE REMOVAL

STATION TO STATION	SIDE	TREE REMOVAL	
		ACRE	TON
US 136			
512+00	516+80	LT	2.14
TOTAL			2.14
USE			2.25

PAVEMENT SCHEDULE

STATION TO STATION	SIDE	WIDTH FOOT	POLYMERIZED HMA SURFACE COURSE, MIX "D", N70	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	
				TON	TON
US 136					
STAGE 2 CONSTRUCTION					
511+00	512+11.06	RT	24	44.0	0.15
511+00	512+31.38	LT	24	53.2	0.18
515+18.83	516+40	RT	24	48.8	0.17
515+34.95	516+40	LT	24	42.6	0.14
TOTAL				188.6	0.64
USE				189	0.7

CLASS D PATCHES

STATION TO STATION	SIDE	LENGTH FOOT	WIDTH FOOT	TYPE IV	
				9"	13"
STAGE 1C CONSTRUCTION					
US 136					
505+11.50	507+80.00	LT & RT	269	6 TO 18	383.8
520+10.00	522+82.50	LT & RT	273	6 TO 18	479.7
STAGE 2 CONSTRUCTION					
US 136					
512+10.60	512+31.35	LT	21	34 TO 35.5	53.4
TOTAL					863.5
USE					864

EROSION CONTROL BLANKET

STATION TO STATION	SIDE	LENGTH FOOT	WIDTH FOOT	EROSION CONTROL BLANKET	HEAVY DUTY EROSION CONTROL BLANKET
STAGE 1B CONSTRUCTION					
TEMPORARY RUNAROUND					
3+00	14+33	RT	1,133	8	1,007.1
5+00	13+76	LT	876	8	778.7
14+81	17+62	RT	281	8	249.8
US 136					
515+15	517+51	RT	236	8	209.8
STAGE 2 CONSTRUCTION					
US 136					
510+10	517+30	LT	720	VARIES	
512+05	514+95	RT	290	VARIES	16,163.8
TOTAL					2,245.4
USE					2,246

SEEDING

STATION TO STATION	SIDE	SEEDING CL 2A	FERTILIZER NUTRIENTS			MULCH METHOD 2
			NITROGEN	POTASSIUM	PHOSPHORUS	
		ACRE	POUND	POUND	POUND	ACRES
US 136						
506+00	522+00	RT	4.4	396.0	396.0	4.4
510+00	517+25	LT	5.6	504.0	504.0	5.6
TOTAL			10.0	900.0	900.0	10.0
USE			10	900	900	10

BRIDGE APPROACH PAVEMENT CONNECTOR

STATION TO STATION	SIDE	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
		SO YD	SO YD
US 136			
511+97.49	512+17.08	RT	23.6
512+18.54	512+37.29	LT	22.1
515+12.87	515+29.43	RT	22.4
515+29.04	515+39.39	LT	22.4
TOTAL			90.5
USE			91

HOT-MIX ASPHALT SURFACE REMOVAL

STATION TO STATION	SIDE	SURFACE REMOVAL, 2"	
		SO YD	SURFACE REMOVAL BUTT JOINT
US 136			
STAGE 2 CONSTRUCTION			
511+00	512+11.06	RT	353.8
511+00	512+31.35	LT	436.6
515+18.86	516+40	RT	397.0
515+34.95	516+40	LT	341.9
TOTAL			1,529.3
USE			1,530

INLET AND PIPE PROTECTION

STATION	OFFSET FOOT	SIDE	EACH
517+75.46	7	LT	1
518+35.00	6.8	RT	1
518+50.22	110	RT	1
TOTAL			3

PAVED SHOULDER REMOVAL

STATION TO STATION	SIDE	WIDTH FOOT	PAVED SHOULDER REMOVAL	
			SO YD	SO YD
US 136				
STAGE 1B CONSTRUCTION				
506+75	508+65	RT	10	211.1
519+05	521+30	RT	10	247.7
TOTAL				458.8
USE				459

PAVEMENT REMOVAL

STATION TO STATION	SIDE	WIDTH FOOT	PAVEMENT REMOVAL	
			SO YD	SO YD
US 136				
STAGE 2 CONSTRUCTION				
511+97.49	515+29.43	RT	34	1200.7
512+18.14	515+45.24	LT	34	1198.9
TEMPORARY RUNAROUND				
STAGE 3A CONSTRUCTION				
5+25.00	14+65.00	LT & RT	32	3342.2
STAGE 3B CONSTRUCTION				
3+66.56	5+25.00	LT & RT	36.5 TO 34.2	707.2
14+65.00	16+44.75	LT & RT	36.0 TO 37.6	825.5
TOTAL				7,274.5
USE				7,275

COMBINATION CONCRETE CURB & GUTTER

STATION TO STATION	SIDE	COMBINATION CONCRETE CURB & GUTTER	
		TYPE B-6.24 (ABUTTING EXISTING PAVEMENT)	TYPE B-6.24 (MODIFIED)
US 136			
STAGE 3C CONSTRUCTION			
505+11.50	507+80.00	LT & RT	537.3
520+10.00	522+82.50	LT	269.1
520+10.00	522+82.50	RT	273.6
TOTAL			269.1
USE			270

SHOULDER SCHEDULE

STATION TO STATION	SIDE	WIDTH FOOT	HOT-MIX ASPHALT SHOULDERS, 8"	AGGREGATE SHOULDERS, TYPE B	GUARDRAIL AGGREGATE EROSION CONTROL
US 136					
STAGE 2 CONSTRUCTION					
510+03.00	510+27.00	RT	VARIES		3.1
510+27.00	512+18.80	RT	4		45.6
511+00.00	511+60.40	LT	4		14.4
511+60.40	512+52.60	LT	4 TO 6		26.6
514+97.80	516+40.00	RT	4		33.8
515+25.60	515+40.70	LT	7.5		6.3
515+40.70	515+97.30	LT	4 TO 7.5		18.5
515+97.30	517+14.40	LT	4		27.8
517+14.40	517+38.40	LT	VARIES		3.1
STAGE 3B CONSTRUCTION					
506+75.00	508+65.00	RT	4		16.2
506+75.00	508+65.00	RT	10	211.1	
519+05.00	521+30.00	RT	4		18.9
519+05.00	521+30.00	RT	10		247.7
TOTAL					458.8
USE					459

STORM SEWER SCHEDULE

STATION	OFFSET FOOT	SIDE	STORM SEWERS, CL. A. T.Y. 2 1/2"	INLETS, TYPE G-1	PRC FLARED END SECTIONS, 12"	TRENCH BACKFILL
US 136						
STAGE 2 CONSTRUCTION						
512+17.12		LT	44.0			13
512+17.12	7.75	LT		1		
512+17.12	53.62	LT			1	
TOTAL			44.0	1	1	13.0
USE			44	1	1	13

PIPE CULVERT REMOVAL

STATION	SIDE	PIPE CULVERT REMOVAL	
		LENGTH FOOT	SO YD
US 136			
STAGE 1C CONSTRUCTION			
512+33.00	LT	55.0	
514+82.50	LT	59.0	
TOTAL			114.0
USE			114

PIPE UNDERDRAINS 4"

STATION TO STATION	SIDE	PIPE UNDERDRAINS 4"	
		FOOT	SO YD
US 136			
STAGE 3C CONSTRUCTION			
506+27	507+80	CENTERLINE	163.0
520+10	522+82.5	CENTERLINE	272.5
STAGE 2 CONSTRUCTION			
US 136			
512+17.1		MEDIAN	8.0
TOTAL			443.5
USE			444

PIPE CULVERTS

STATION	OFFSET FOOT	SIDE	PIPE CULVERTS CLASS A, TYPE 1, 24"	PRC FLARED END SECTIONS, 24"
US 136				
517+75.46	78.26	RT	56.0	1
518+36.02	66.14	RT	46.0	
518+50.22	109.65	RT		1
TOTAL			102.0	2
USE			102	2

COMBINATION CURB & GUTTER REMOVAL

STATION TO STATION	SIDE	COMBINATION CURB & GUTTER REMOVAL	
		FOOT	REMOVAL
US 136			
STAGE 1C CONSTRUCTION			
505+11.50	507+80.00	RT & LT	537.3
520+10.00	522+82.50	RT & LT	542.7
STAGE 2 CONSTRUCTION			
US 136			
512+10.60	515+24.1	RT	313.5
512+10.60	515+28.4	LT	317.8
TOTAL			1,711.3
USE			1,712

FILE NAME = \\transportation\2891\us136\ans\US1365002.dgn	USER NAME = tdarr	DESIGNED - JRB	REVISED -
PLOT SCALE = 2.00" / 1"	PLOT DATE = 8/23/2011	DRAWN - RLR	REVISED -
		CHECKED - AKK	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 315 (US RTE 136) SCHEDULE OF QUANTITIES

SCALE: 1=1	SHEET NO. 1 OF 4 SHEETS	STA. N/A	TO STA. N/A	F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDONOUGH	TOTAL SHEETS 103	SHEET NO. 8
							CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT								

LOCATION BRIDGE OVER	STEEL PLATE BEAM GUARDRAIL	GUARDRAIL					GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE C
		TRAFFIC BARRIER	TERMINAL	TERMINAL MARKER		DIRECT APPLIED		
		TYPE 1 (SPECIAL)	TYPE 2	TYPE 6	EACH			
US 136	FOOT	EACH		EACH		EACH	EACH	
SW QUAD	87.5	1		1		2	4	
BRIDGE								
SE QUAD	75.0		1	1		2		
NW QUAD	37.5		1	1		1	4	
BRIDGE								
NE QUAD	87.5	1		1	1	2	8	
TOTAL	287.5	2	2	4	2	7	8	
USE	287.5	2	2	4	2	7	8	

RAISED REFLECTIVE PAVEMENT MARKERS			
STATION TO STATION	SIDE	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)
		ONE-WAY CRYSTAL	
STAGE 2 CONSTRUCTION			
US 136			
511+00.0	512+50.8	LT	2
511+00.0	512+50.8	RT	2
512+50.8	514+96.9	LT	3
512+50.8	514+96.9	RT	3
514+96.9	516+40.0	LT	2
514+96.9	516+40.0	RT	2
TOTAL			8
			6

TEMPORARY PAVEMENT MARKING					
STATION TO STATION	SIDE	WHITE		YELLOW	WHITE
		SOLID LINE 4"	SKIP-DASH LINE 4"	SOLID LINE 4"	SOLID LINE 6"
FOOT					
STAGE 1B CONSTRUCTION					
US 136					
490+03	499+71.60	RT	969.2		
499+71.60	502+11.00	RT			239.4
502+75	523+30.50	RT	2,059.2		
STAGE 1C CONSTRUCTION					
US 136					
489+66.00	502+17.00	CL & RT	1,245.2		
502+67.00	523+21.00	RT	2,040.1		
523+51.00	525+50.00	RT	198.0		
STAGE 2 CONSTRUCTION					
US 136					
490+00.00	499+71.60	RT	972.3		
499+71.60	502+17.20	RT			245.7
502+67.00	505+02.60	RT	235.6		
1+00.00*	19+52.80*	RT	1,826.2		
490+00.00	505+02.60	LT	1,502.6		
1+00.00*	533+50.40	LT & RT	2,884.0		
502+96.00	5+90.50*	RT		695.8	
502+96.00	505+12.30	LT			216.3
1+09.70*	2+58.60*	LT		148.9	
505+12.30	2+58.60*	LT		50.0	
2+58.60*	5+90.50*	LT			331.9
5+90.50*	13+42.70*	CL			1,504.4
13+42.70*	19+12.00*	LT & RT			1,123.8
STAGE 3B CONSTRUCTION					
US 136					
490+03.00	499+71.60	RT	969.2		
499+71.60	502+11.00	RT			239.4
502+75.00	523+30.50	RT	2,059.2		
STAGE 3C CONSTRUCTION					
US 136					
489+66.00	502+17.00	CL & RT	1,245.2		
502+67.00	502+75.00	RT	8.0		
523+12.00	523+21.00	RT	9.0		
523+51.00	525+50.00	RT	198.0		
TOTAL			18,421.0	50.0	3,804.8
USE			22,276		941

MEDIAN SCHEDULE			
STATION TO STATION	CONCRETE MEDIAN SURFACE, 4 INCH		POROUS GRANULAR BACKFILL
	SO FT	CU YD	CU YD
US 136			
STAGE 3C CONSTRUCTION			
505+11.50	507+80.00	2,068.0	
505+11.50	507+80.00		70.2
520+10.00	522+82.50	2,917.4	
520+10.00	522+82.50		99.0
TOTAL		4,985.4	169.2
USE		4,986	170

MEDIAN REMOVAL		
STATION TO STATION	MEDIAN REMOVAL	
SO FT	CU YD	CU YD
STAGE 1C CONSTRUCTION		
US 136		
505+11.50	507+80.00	2,068.0
520+10.00	522+82.50	2,917.4
STAGE 2 CONSTRUCTION		
US 136		
512+10.60	515+26.27	4,053.2
TOTAL		9,038.6
USE		9,039

INLETS TO BE RECONSTRUCTED WITH SALVAGED FRAME AND GRATE			
STATION	OFFSET	SIDE	EACH
	FOOT		
STAGE 3C CONSTRUCTION			
US 136			
521+62	8	LT	1
TOTAL			1

TEMPORARY EROSION CONTROL SEEDING		
LOCATION	ACRES	LBS
US 136		
STAGE 1B	1.4	140.0
STAGE 2	8.3	830.0
TOTAL	9.7	970.0
ASSUME 2 APPLICATIONS		
USE	20	2,000

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		
LOCATION	DEPTH	CU YD
	FOOT	
US 136		
515+98 TO 517+55	5	3,250
TOTAL		3,250

PERMANENT SURVEY MARKERS, TYPE 1	
LOCATION	EACH
US 136	
SOUTHWEST CORNER OF BRIDGE WINGWALL	1
TOTAL	1

MARKING REMOVAL						
STATION TO STATION	SIDE	WORK ZONE PAVEMENT MARKING REMOVAL			PAVEMENT MARKING REMOVAL	
		WHITE			WHITE	
		SOLID LINE 4"	SKIP-DASH LINE 4"	SOLID LINE 6"	SOLID LINE 4"	SKIP-DASH LINE 4"
SO FT						
STAGE 1C CONSTRUCTION						
US 136						
490+00.00	499+71.60	RT	323.0			
499+71.60	502+11.00	RT		119.7		
502+75.00	523+30.50	RT	686.4			
STAGE 3B CONSTRUCTION						
US 136						
490+00.00	4+80.00*	LT	625.7			
1+00.00*	3+60.00*	RT	83.3			
502+05.00	502+11.00	RT		3.0		
502+96.00	5+25.00*	RT			175.7	
502+96.00	505+12.30	LT		108.2		
1+09.70*	2+58.60*	LT			49.6	
505+12.30	2+58.60*	LT		16.6		
2+58.60*	4+42.00*	LT			60.0	
15+00.00*	17+22.00*	LT	75.0			
521+00.00	533+50.40	LT	416.7			
16+30.00*	19+52.80*	RT	110.0			
15+50.00*	19+00.00*	LT			116.7	
15+80.00*	19+12.00*	RT			110.0	
STAGE 3C CONSTRUCTION						
US 136						
490+00.00	499+71.60	RT	323.0			
499+71.60	502+11.00	RT		119.7		
489+66.00	502+17.00	RT	415.1			
502+67.00	523+21.00	RT	680.0			
523+51.00	525+50.00	RT	66.0			
CONFLICTING EXISTING PAVEMENT MARKING						
US 136						
489+66.00	511+00.00	RT				177.8
516+40.00	525+50.00	RT				75.4
490+00.00	507+00.00	LT				141.7
520+00.00	533+50.00	LT				113.1
506+50.00	508+50.00	RT			66.7	
518+50.00	521+40.00	RT			95.9	
TOTAL			3,804.2	16.6	350.6	512.0
USE					162.6	508.0
					4,684	671

REMOVE FRAME AND GRATE, SPECIAL			
STATION	OFFSET	SIDE	EACH
	FOOT		
US 136			
STAGE 1C CONSTRUCTION			
521+62	8	LT	1
TOTAL			1

FENCE REMOVAL				
STATION TO STATION	OFFSET	SIDE	LENGTH	
	FOOT		FOOT	FOOT
US 136				
STAGE 1A CONSTRUCTION				
505+43	512+10	79 TO 77	RT	667.0
512+10	514+10	77 TO 84	RT	200.0
514+10	517+72	84 TO 138	RT	360.0
517+72	521+22	138 TO 97	RT	340.0
STAGE 2 CONSTRUCTION				
509+60	513+80	80 TO 80	LT	420.0
513+80	515+52	80 TO 165	LT	228.0
515+52	516+82	165 TO 186	LT	132.0
516+82	519+82	186 TO 174	LT	308.0
TOTAL				2,655.0
USE				2,655

TEMPORARY PAVEMENT			
STATION TO STATION	WIDTH	LENGTH	TEMPORARY PAVEMENT
	FOOT	FOOT	SO YD
STAGE 1A CONSTRUCTION			
TEMPORARY RUNAROUND			
5+25.00	14+65.00	32	940
STAGE 1B CONSTRUCTION			
TEMPORARY RUNAROUND			
3+66.56	5+25.00	36.5 TO 34.2	158.4
14+65.00	16+44.75	36.0 TO 37.6	179.8
TOTAL			4,874.9
USE			4,875

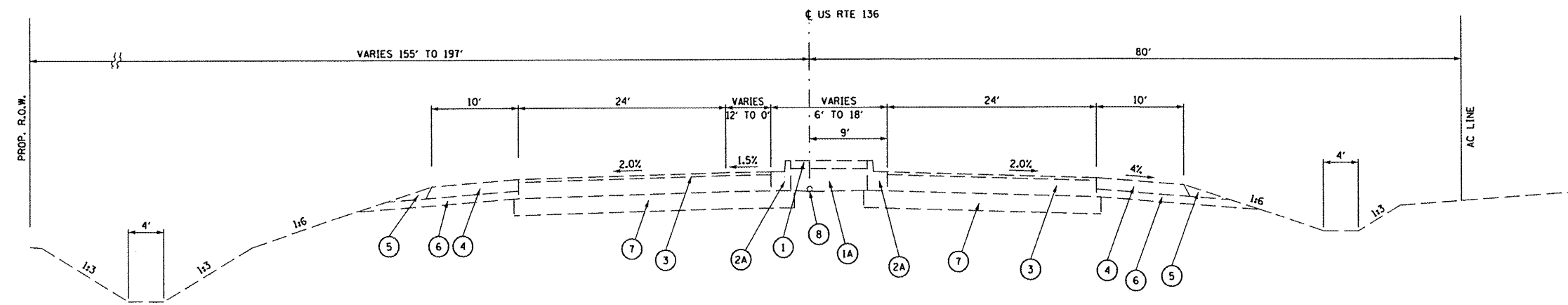
MANHOLE TYPE A, 8' DIAMETER, TYPE B GRATE			
STATION	OFFSET	SIDE	EACH
US 136			
518+34.80	62.3'	RT	1
TOTAL			1

EPOXY PAVEMENT MARKING					
STATION TO STATION	SIDE	LOCATION	WHITE		
			SOLID LINE 4"	SKIP-DASH LINE 4"	FOOT
REPLACE EXISTING US 136 PAVEMENT MARKING - REMOVED DURING CONSTRUCTION STAGES					
505+11.50	507+80.00	RT	MED. EDGE		268.5
505+11.50	507+80.00	LT	MED. EDGE		268.5
506+75.00	508+65.00	RT	EDGE PVT.		190.0
511+00.00	516+40.00	RT	NBL EDGE		538.8
511+00.00	516+40.00	RT	CL NBL		134.3
511+00.00	516+40.00	RT	NBL EDGE		535.7
511+00.00	516+40.00	LT	SBL EDGE		541.2
511+00.00	516+40.00	LT	CL SBL		135.7
511+00.00	516+40.00	LT	SBL EDGE		544.3
519+05.00	521+30.00	RT	EDGE PVT.		225.0
520+10.00	522+82.50	RT	MED. EDGE		272.5
520+10.00	522+82.50	LT	MED. EDGE		272.5
REPLACE EXISTING US 136 PAVEMENT MARKING - REMOVED DUE TO CONFLICT WITH CONSTRUCTION ZONE TEMPORARY PAVEMENT MARKING					
489+66.00	511+00.00	RT	CL NBL		533.5
516+40.00	525+50.00	RT	CL NBL		226.3
490+00.00	507+00.00	LT	CL SBL		425.0
520+00.00	533+50.00	LT	CL SBL		339.2
506+50.00	508+50.00	RT	NBL EDGE		200.0
518+50.00	521+40.00	RT	NBL EDGE		287.7
TOTAL					4,144.7
USE					5,939

WATER MAIN SCHEDULE

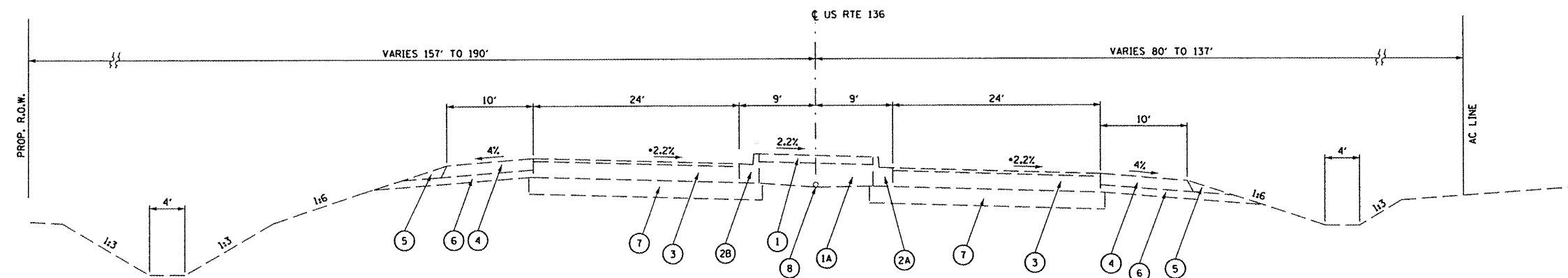
STATION TO STATION		SIDE	DUCTILE IRON WATER MAIN RESTRAINED JOINT PIPE 12" ATTACHED TO STRUCTURE	DUCTILE IRON WATER MAIN RESTRAINED JOINT PIPE 12" IN TRENCH	PIPE SEALS	PIPE INSULATION SYSTEM	SELECT GRANULAR BACKFILL	CORPORATION STOP	FRAME AND LID, SPECIAL
			FOOT	CU YD	EACH				
510+89.60	512+65.43	LT		224.1			56.2		
512+65.43	515+09.12	LT	248.0		10.0	246.0		1	1
515+09.12	516+69.13	LT		234.2			58.8		
TOTAL			248.0	458.3	10.0	246.0	115.0	1	1
USE			248	460	10	246	115	1	1

FILE NAME =	USER NAME = jdean	DESIGNED - JRB	REVISED - JRB 10-11-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
V:\Transportation\2891\US136\Plans\US136S002.dgn		DRAWN - RLR	REVISED -			315	55-3HB	MCDONOUGH	103	9A	
PLOT SCALE = 2.00' / IN.		CHECKED - AKK	REVISED -			CONTRACT NO. 68A40					
PLOT DATE = 10/21/2011		DATE -	REVISED -			SCALE: 1=1	SHEET NO. 2 OF 4 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT	



US 136 EXISTING TYPICAL SECTION

STA. 507+41.20 TO STA. 509+31.17



US 136 EXISTING TYPICAL SECTION

STA. 509+31.17 TO STA. 521+22.93
 * SUPERELEVATION TRANSITION STA. 509+31.17 TO STA. 511+53.73

LEGEND

- ① CONCRETE MEDIAN SURFACE, 4 INCH
- ①A POROUS GRANULAR BACKFILL
- ②A COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ②B COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ③ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13"
 2" HOT-MIX ASPHALT SURFACE COURSE
 11" HOT-MIX BINDER COURSE
- ④ HOT-MIX ASPHALT SHOULDERS, 8"
- ⑤ AGGREGATE SHOULDERS, TYPE B
- ⑥ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑦ 12" LIME STABILIZATION
 12" CA-16 AGGREGATE SUBGRADE (STA 519+68.23 TO STA 521+22.93)
- ⑧ PIPE UNDERDRAINS 4"

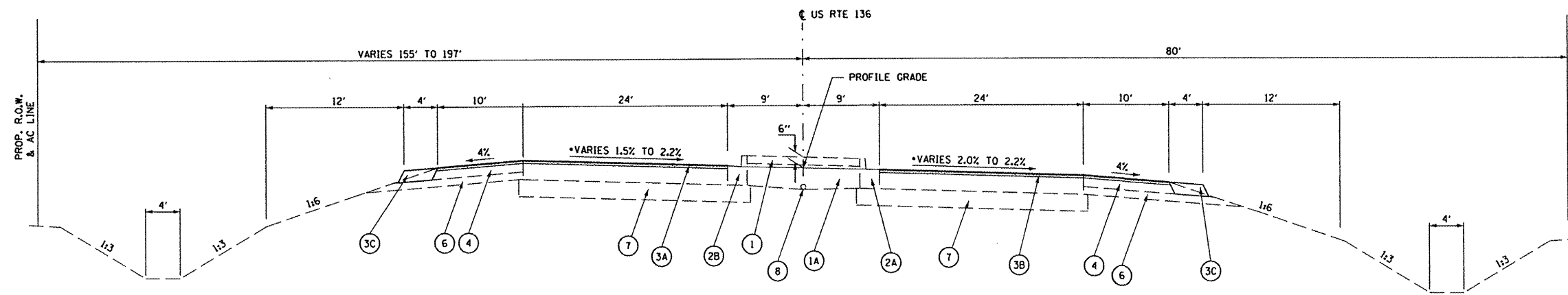
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\\transportation\2891\us136plans\US136T	PSEC.dgn	DRAWN -	REVISED -
	PLOT SCALE = 28.00' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP 315 (US RTE 136)
 EXISTING TYPICAL SECTIONS

SCALE: N/A SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	10
DATE	CONTRACT NO. 68A40		ILLINOIS FED. AID PROJECT	



US 136 PROPOSED TYPICAL SECTION

STA. 511+00.00 TO STA. 516+40.00
 BRIDGE OMISSION STA. 512+20.61 TO STA. 515+26.27
 • SUPERELEVATION TRANSITION STA. 511+00.00 TO STA. 511+53.73

NOTE: SEE PROPOSED GRADING PLAN FOR WORK BEYOND EDGE OF SHOULDER.

LEGEND

- ① EXISTING CONCRETE MEDIAN SURFACE, 4 INCH
- ①A EXISTING POROUS GRANULAR BACKFILL
- ②A EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ②B EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ③A PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ③B PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COUSE, MIX "D", N70, 2"
- ③C PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
- ④ EXISTING HOT-MIX ASPHALT SHOULDERS, 8"
- ⑤ EXISTING AGGREGATE SHOULDERS, TYPE B
- ⑥ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑦ EXISTING 12" LIME STABILIZATION
- ⑧ EXISTING PIPE UNDERDRAINS, 4"

FILE NAME =	USER NAME = tdarr	DESIGNED -	REVISED -
v:\transportation\2891\us136plans\US136T	PSEC.dgn	DRAWN -	REVISED -
	PLOT SCALE = 20.00' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 315 (US RTE 136)
 PROPOSED TYPICAL SECTION**

SCALE: N/A SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	11
DATE			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				

TEMPORARY RUNAROUND ALIGNMENT DESCRIPTION

Chain US136TEMP contains:
CUR US136TEMP-1 CUR US136TEMP-2 CUR US136TEMP-3

Beginning chain US136TEMP description

Curve Data

Curve US136TEMP-1
P.I. Station 3+42.851 N 1,377,387.637 E 2,137,127.715
Delta 25° 33' 06" (RT)
Degree 5° 20' 59"
Tangent 242.851
Length 477.625
Radius 1,071.000
External 27.188
Long Chord 473.677
Mid. Ord. 26.515
P.C. Station 1+00.000 N 1,377,248.599 E 2,136,928.605
P.T. Station 5+77.625 N 1,377,427.196 E 2,137,367.322
C.C. N 1,376,370.500 E 2,137,541.781
Back = N 55° 04' 24" E
Ahead = N 80° 37' 30" E
Chord Bear = N 67° 50' 57" E

Curve Data

Curve US136TEMP-2
P.I. Station 9+80.243 N 1,377,492.780 E 2,137,764.562
Delta 40° 53' 25" (LT)
Degree 5° 18' 19"
Tangent 402.618
Length 770.765
Radius 1,080.000
External 72.606
Long Chord 754.511
Mid. Ord. 68.033
P.C. Station 5+77.625 N 1,377,427.196 E 2,137,367.322
P.T. Station 13+48.390 N 1,377,802.397 E 2,138,021.930
C.C. N 1,378,492.771 E 2,137,191.397
Back = N 80° 37' 30" E
Ahead = N 39° 44' 05" E
Chord Bear = N 60° 10' 48" E

Curve Data

Curve US136TEMP-3
P.I. Station 16+59.810 N 1,378,041.883 E 2,138,221.000
Delta 32° 25' 34" (RT)
Degree 5° 20' 59"
Tangent 311.420
Length 606.126
Radius 1,071.000
External 44.358
Long Chord 598.069
Mid. Ord. 42.594
P.C. Station 13+48.390 N 1,377,802.397 E 2,138,021.930
P.T. Station 19+54.516 N 1,378,137.284 E 2,138,517.447
C.C. N 1,377,117.777 E 2,138,845.541
Back = N 39° 44' 05" E
Ahead = N 72° 09' 40" E
Chord Bear = N 55° 56' 52" E

Ending chain US136TEMP description

US RTE 136 ALIGNMENT DESCRIPTION

Chain US136 contains:
30 31 CUR US136-1 32

Beginning chain US136 description

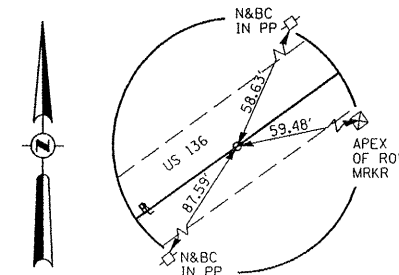
Point 30 N 1,376,123.97 E 2,135,326.63 Sta 485+45.292
Course from 30 to 31 N 54° 53' 58" E Dist 1,611.91
Point 31 N 1,377,050.84 E 2,136,645.41 Sta 501+57.205
Course from 31 to PC US136-1 N 55° 04' 24" E Dist 951.86

Curve Data

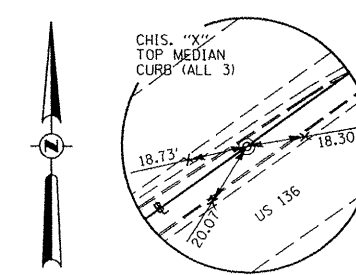
Curve US136-1
P.I. Station 520+31.779 N 1,378,124.09 E 2,138,182.34
Delta 25° 21' 37" (RT)
Degree 1° 23' 50"
Tangent 922.72
Length 1,815.21
Radius 4,101.04
External 102.52
Long Chord 1,800.43
Mid. Ord. 100.02
P.C. Station 511+09.060 N 1,377,595.80 E 2,137,425.82
P.T. Station 529+24.270 N 1,378,277.43 E 2,139,092.23
C.C. N 1,374,233.42 E 2,139,773.78
Back = N 55° 04' 24" E
Ahead = N 80° 26' 02" E
Chord Bear = N 67° 45' 13" E

Course from PT US136-1 to 32 N 80° 26' 02" E Dist 2,149.09
Point 32 N 1,378,634.58 E 2,141,211.44 Sta 550+73.360

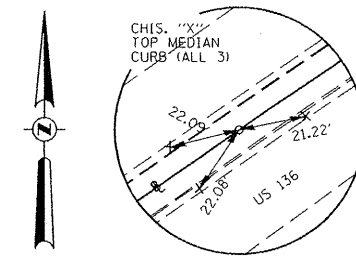
Ending chain US136 description



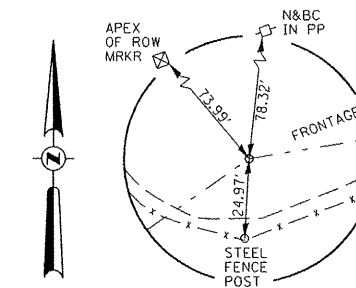
**POT STA 485+45.29
US 136**
SURVEY SPIKE
N 1,376,123.970
E 2,135,326.630



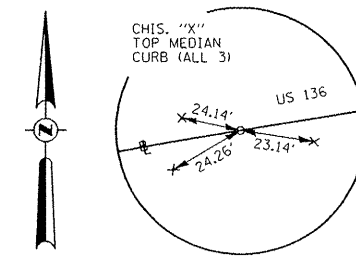
**POT STA 501+57.20
US 136**
BRASS DISK
N 1,377,050.842
E 2,136,645.407



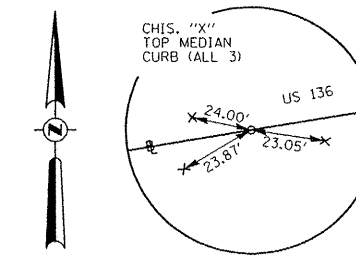
**PC STA 511+09.06
US 136**
BRASS DISK
N 1,377,595.804
E 2,137,425.820



**PI STA 520+31.78
US 136**
SURVEY SPIKE
N 1,378,124.085
E 2,138,182.344



**PT STA 529+24.27
US 136**
BRASS DISK
N 1,378,277.430
E 2,139,092.232



**POT STA 550+73.36
US 136**
BRASS DISK
N 1,378,634.583
E 2,141,211.437

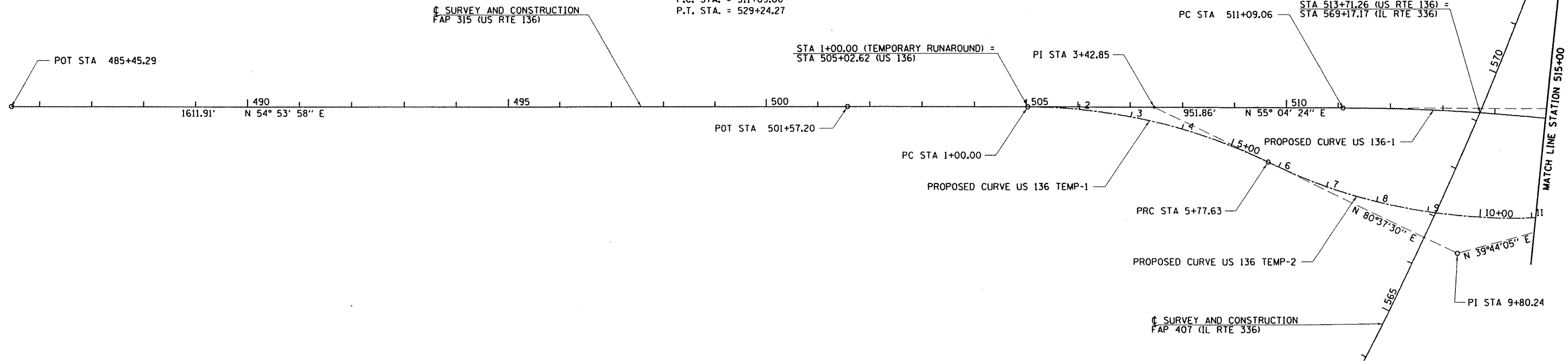
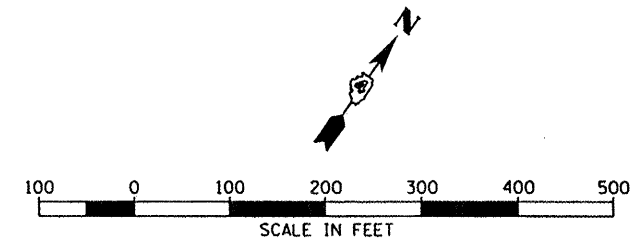
BENCHMARKS

BM #	ELEVATION	STATION	OFFSET	DESCRIPTION
BM 8	693.37	US 136 501+57.20	ON BASELINE	IDOT DISK, STAMPED STA 15+287.998, U.S. 136 MAINLINE, ELEV. 693.37 (211.338 M)
BM 9	693.84	US 136 511+09.06	ON BASELINE	IDOT DISK, STAMPED STA 15+578.123, U.S. 136 MAINLINE, ELEV. 693.84 (211.480 M)
BM 10	690.74	US 136 520+01.05	ON BASELINE	IDOT DISK, STAMPED STA 15+850.000, U.S. 136 MAINLINE, ELEV. 690.74 (210.537 M)

PROP. CURVE US136-1
 PI STA. = 520+31.78
 $\Delta = 25^\circ 21' 37''$ (RT)
 D = 1° 23' 50"
 R = 4,101.04'
 T = 922.72'
 L = 1,815.21'
 E = 102.52'
 e = 2.2%
 T.R. = 88.58'
 S.E. RUN = 134.00'
 P.C. STA. = 511+09.06
 P.T. STA. = 529+24.27

PROP. CURVE US136TEMP-1
 PI STA. = 3+42.85
 $\Delta = 25^\circ 33' 06''$ (RT)
 D = 5° 20' 59"
 R = 1,071.00'
 T = 242.85'
 L = 477.63'
 E = 27.19'
 e = N.C.
 P.C. STA = 1+00.00
 P.T. STA = 5+77.63

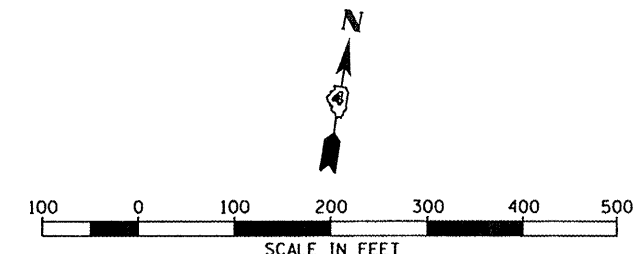
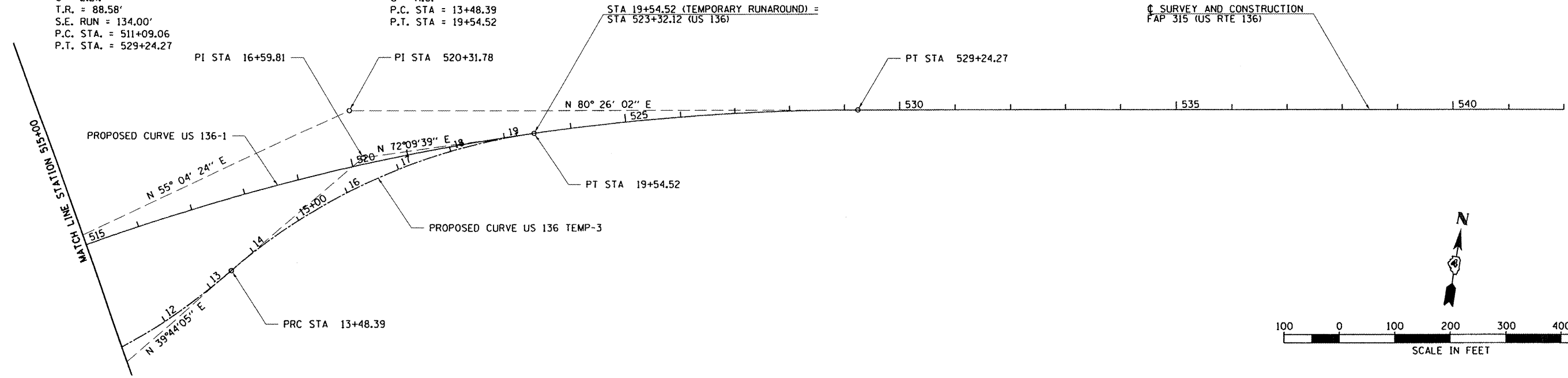
PROP. CURVE US136TEMP-2
 PI STA. = 9+80.24
 $\Delta = 40^\circ 53' 25''$ (LT)
 D = 5° 18' 19"
 R = 1,080.00'
 T = 402.62'
 L = 770.76'
 E = 72.61'
 e = N.C.
 P.C. STA = 5+77.63
 P.T. STA = 13+48.39



PROP. CURVE US136-1
 PI STA. = 520+31.78
 $\Delta = 25^\circ 21' 37''$ (RT)
 D = 1° 23' 50"
 R = 4,101.04'
 T = 922.72'
 L = 1,815.21'
 E = 102.52'
 e = 2.2%
 T.R. = 88.58'
 S.E. RUN = 134.00'
 P.C. STA. = 511+09.06
 P.T. STA. = 529+24.27

PROP. CURVE US136TEMP-3
 PI STA. = 16+59.81
 $\Delta = 32^\circ 25' 34''$ (RT)
 D = 5° 20' 59"
 R = 1,071.00'
 T = 311.42'
 L = 606.13'
 E = 44.36'
 e = N.C.
 P.C. STA = 13+48.39
 P.T. STA = 19+54.52

§ SURVEY AND CONSTRUCTION
 FAP 315 (US RTE 136)



FILE NAME =
 v:\transportation\2891\us136plans\US136A01.dgn

USER NAME = tdarr
 PLOT SCALE = 200.00' / IN.
 PLOT DATE = 8/23/2011

DESIGNED - JRB	REVISED -
DRAWN - RLR	REVISED -
CHECKED - ANM	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 315 (US RTE 136)
ALIGNMENT LAYOUT

SCALE: 1"=100' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	13
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				

STAGE 1A CONSTRUCTION

1. REMOVE FENCE FROM STA 505+43 RT TO STA 521+22 RT.
2. CONSTRUCT RUNAROUND PAVING AND ASSOCIATED DRAINAGE FROM STA 5+25 TO STA 14+65.

STAGE 1A TRAFFIC

US 136 TRAFFIC SHALL BE MAINTAINED ON EXISTING PAVEMENT IN ACCORDANCE WITH STANDARDS 701101 AND 701106.

STAGE 1B CONSTRUCTION

1. REMOVE OUTSIDE SHOULDER FROM STA 506+75.0 TO STA 508+65.0 RT AND STA 519+05 TO STA 521+30 RT.
2. CONSTRUCT RUNAROUND FROM US 136 EDGE OF PAVEMENT TO RUNAROUND PAVEMENT CONSTRUCTED IN STAGE 1A.

STAGE 1B TRAFFIC

US 136 TRAFFIC SHALL BE MAINTAINED ON EXISTING PAVEMENT IN ACCORDANCE WITH STANDARD 701422 AND THE DETAILS HEREIN.

STAGE 1C CONSTRUCTION

1. REMOVE MEDIAN, CURB AND GUTTER, INLET GRATE, AND UNDERDRAINS FROM STA 505+11.5 TO STA 507+80.0 AND STA 520+10.0 TO STA 522+82.5.
2. PLUG UNDERDRAINS AT LIMITS OF REMOVAL. REMOVE INLET GRATE AT STA 521+62.0 LT AND SALVAGE. COVER INLET OPENING WITH STEEL PLATE.
3. CONSTRUCT PAVEMENT PATCHING 9" IN PLACE OF MEDIAN AND CURB AND GUTTER.
4. RELOCATE SIGN PANEL ASSEMBLY AT STA 507+06 TO STA 507+25 C FOR USE BY RUNAROUND WB TRAFFIC.
5. PLACE RUNAROUND PAVEMENT MARKING IN ACCORDANCE WITH TYPICAL SECTION THIS SHEET.

STAGE 1C TRAFFIC

US 136 TRAFFIC SHALL BE MAINTAINED ON EXISTING PAVEMENT IN ACCORDANCE WITH STANDARD 701422 AND THE DETAILS HEREIN.

STAGE 2 CONSTRUCTION

1. RELOCATE SIGN PANEL ASSEMBLIES FOR IL 336 INTERCHANGE AT STA 509+32 LT, STA 510+38 LT AND STA 512+63 LT TO RUNAROUND AT THE LOCATIONS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN.
2. CONSTRUCT US 136 BRIDGE OVER IL 336 AND ALL ASSOCIATED GRADING AND ROADWAY IMPROVEMENTS.

STAGE 2 TRAFFIC

US 136 TRAFFIC SHALL BE MAINTAINED ON RUNAROUND CONSTRUCTED IN STAGE 1 IN ACCORDANCE WITH STANDARDS 701331 AND 701422 AND THE DETAILS HEREIN.

STAGE 3A CONSTRUCTION

1. RELOCATE SIGN PANEL ASSEMBLIES WHICH WERE RELOCATED IN STAGE 2 AT STA 5+30 LT, STA 6+40 LT, AND STA 8+60 LT BACK TO THEIR ORIGINAL SUPPORTS ON US 136.
2. REMOVE RUNAROUND PAVEMENT FROM STA 5+25 TO STA 14+65 RT AND COMPLETE GRADING.
3. DRAINAGE STRUCTURE AND PIPES AT STA 14+58.8 LT, SHALL REMAIN IN PLACE.

STAGE 3A TRAFFIC

US 136 TRAFFIC SHALL BE MAINTAINED ON NEWLY COMPLETED US 136 PAVEMENT IN ACCORDANCE WITH STANDARDS 701101 AND 701106.

STAGE 3B CONSTRUCTION

1. REMOVE RUNAROUND FROM US 136 EDGES OF PAVEMENT FOR A DISTANCE OF 50'
2. CONSTRUCT NEW HOT MIX ASPHALT SHOULDERS AND AGGREGATE SHOULDERS IN PLACE OF RUNAROUND PAVEMENT.

STAGE 3B TRAFFIC

US 136 TRAFFIC SHALL BE MAINTAINED ON EXISTING PAVEMENT IN ACCORDANCE WITH STANDARD 701422 AND THE DETAILS HEREIN.

STAGE 3C CONSTRUCTION

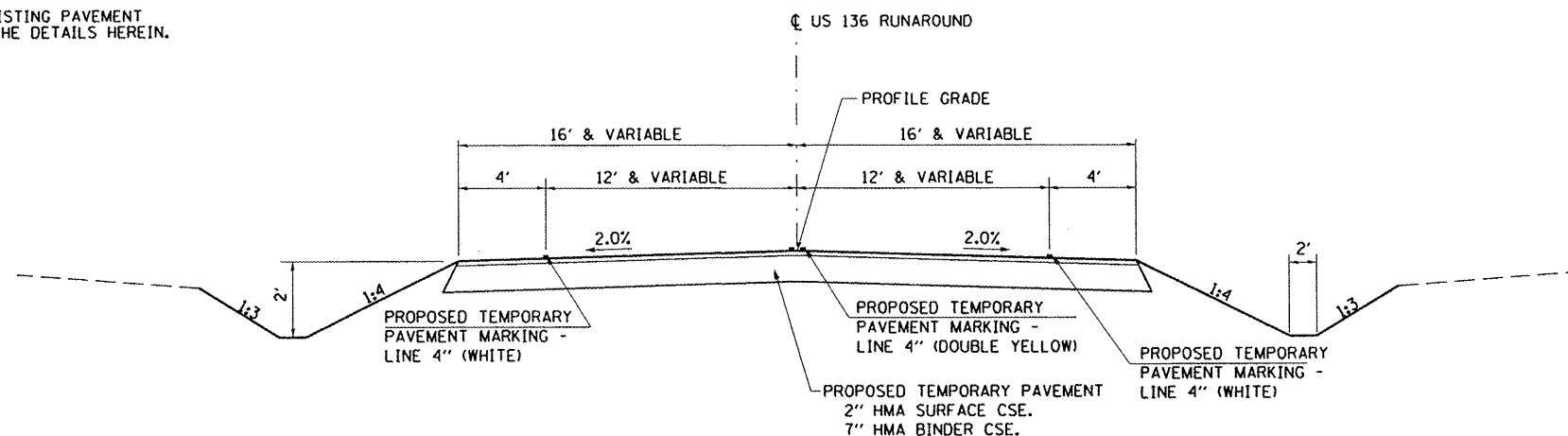
1. REMOVE PAVEMENT PATCHING IN MEDIAN CONSTRUCTED IN STAGE 1C.
2. REMOVE PLUGS FROM EXISTING UNDERDRAINS INSTALLED IN STAGE 1C. CONSTRUCT UNDERDRAIN FROM EXISTING OUTLET AT STA 506+27 RT TO STA 507+80 AND FROM EXISTING PLUGS FROM STA 520+10 TO STA 522+82.5.
3. REMOVE METAL PLATE AND RECONSTRUCT INLET USING SALVAGED GRATE FROM STAGE 1C. CONSTRUCT CURB AND GUTTER, AND MEDIAN SURFACE IN PLACE OF PAVEMENT PATCHING.
4. RELOCATE SIGN PANEL ASSEMBLY WHICH WAS RELOCATED IN STAGE 1C TO 507+06 C.

STAGE 3C TRAFFIC

US 136 TRAFFIC SHALL BE MAINTAINED ON EXISTING PAVEMENT IN ACCORDANCE WITH STANDARD 701422 AND THE DETAILS HEREIN.

NOTE:

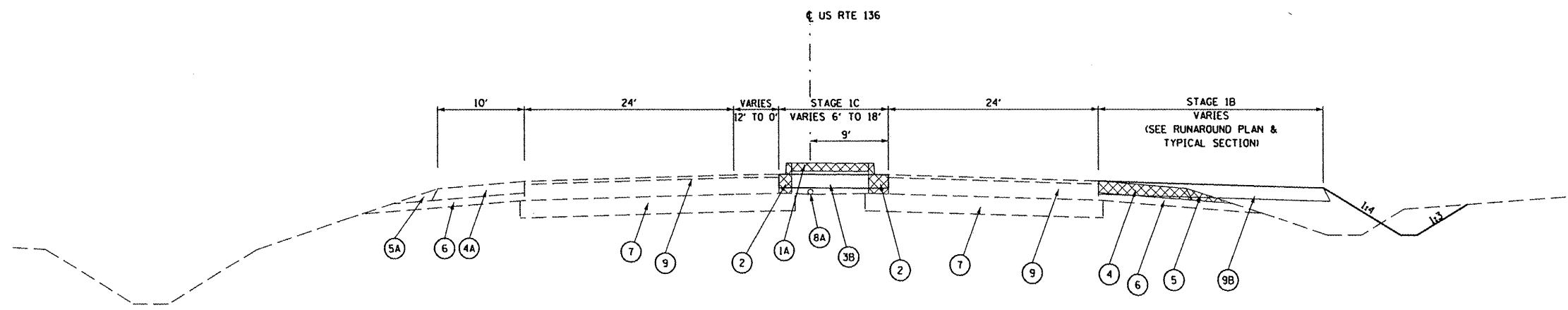
TWO CHANGEABLE MESSAGE BOARDS SHALL BE PLACED IN ADVANCE OF THE PROJECT FOR BOTH DIRECTIONS OF TRAVEL FOR ONE WEEK PRIOR TO THE START OF CONSTRUCTION. THE CMB MAY THEN BE REMOVED AND USED AT THE DISCRETION OF THE ENGINEER FOR ANY IMPORTANT MESSAGE TO RELAY TO THE TRAVELING PUBLIC. THE COST OF SETTING, REMOVING, AND MAINTAINING SHALL BE INCLUDED IN THE COST OF THE PAY ITEM.



US 136 RUNAROUND PROPOSED TYPICAL SECTION - STAGE 1A & 1B CONSTRUCTION

STA. 5+88.0 TO STA. 13+55.00
(SEE RUNAROUND CONNECTION DETAILS FOR TRANSITION TO US 136 PAVEMENT)

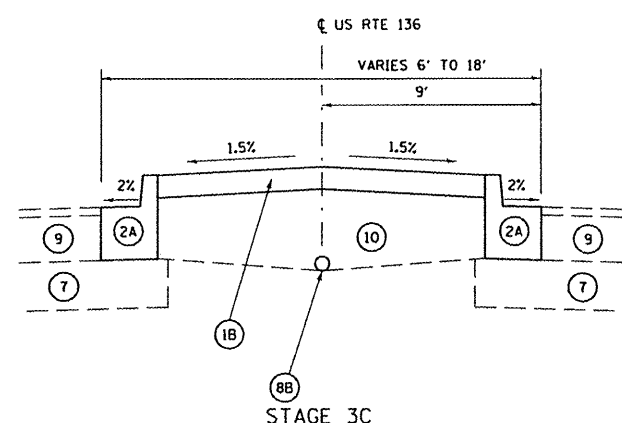
FILE NAME : \\transportation\2891\us136plans\US136	USER NAME : sdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION AND TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	REVISED -	315			55-3HB	McDONOUGH	103	14		
	PLOT SCALE = 20.00' / IN.	CHECKED -	REVISED -			CONTRACT NO. 68A40					
	PLOT DATE = 8/23/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



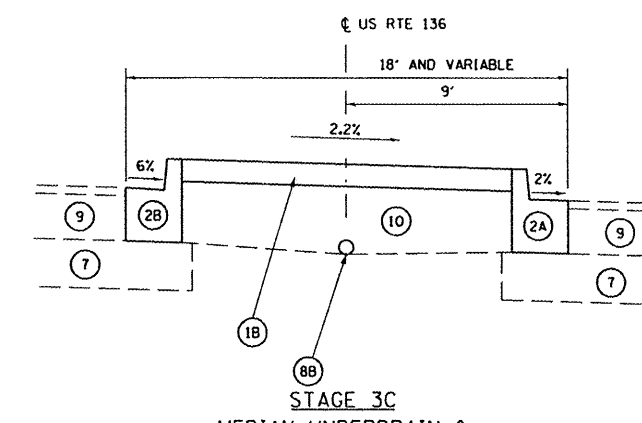
US 136 STAGES 1B & 1C PROPOSED TYPICAL SECTION

MEDIAN REMOVAL FOR CROSSOVER PATCHING
 STA 505+11.54 TO STA 507+80.00
 STA 520+10.00 TO STA 522+82.50

RT SHOULDER REMOVAL FOR RUNAROUND CONSTRUCTION
 STA 506+75.00 TO STA 508+65.00
 STA 519+05.00 TO STA 521+30.00



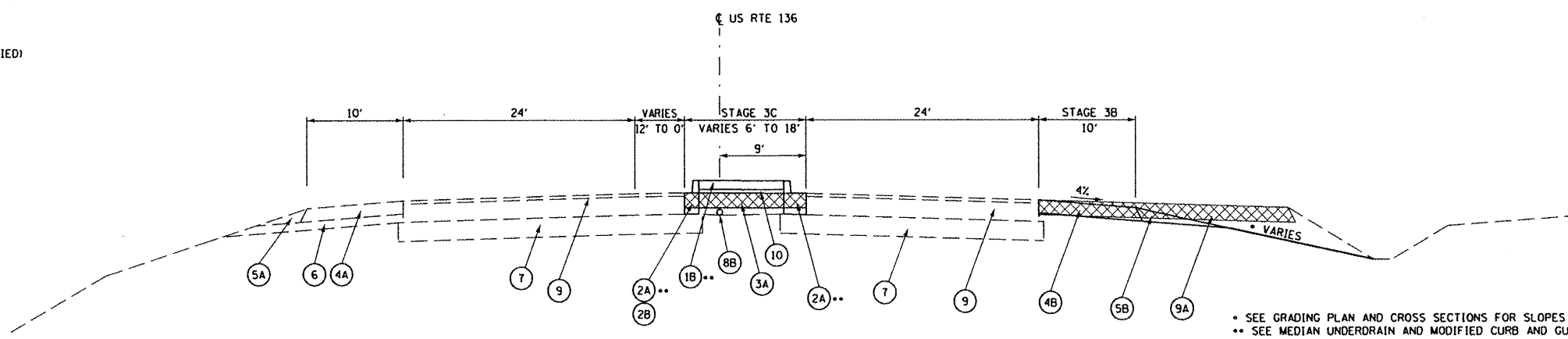
**STAGE 3C
 MEDIAN UNDERDRAIN &
 MODIFIED CURB AND GUTTER DETAIL**
 STA 505+11.54 TO STA 507+80.00



**STAGE 3C
 MEDIAN UNDERDRAIN &
 MODIFIED CURB AND GUTTER DETAIL**
 STA 520+10.00 TO STA 522+82.54

LEGEND

- 1A EXISTING CONCRETE MEDIAN SURFACE TO BE REMOVED
- 1B PROPOSED CONCRETE MEDIAN SURFACE, 4 INCH
- 2 EXISTING COMBINATION CONCRETE CURB AND GUTTER TO BE REMOVED
- 2A PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- 2B PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- 3A EXISTING PAVEMENT PATCHING TO BE REMOVED
- 3B PROPOSED CLASS D PATCHES, TYPE IV, 9 INCH
- 4 EXISTING HOT-MIX ASPHALT SHOULDERS TO BE REMOVED
- 4A EXISTING HOT-MIX ASPHALT SHOULDERS
- 4B PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- 5 EXISTING AGGREGATE SHOULDERS TO BE REMOVED
- 5A EXISTING AGGREGATE SHOULDERS
- 5B PROPOSED AGGREGATE SHOULDERS, TYPE B
- 6 EXISTING SUB-BASE GRANULAR MATERIAL
- 7 EXISTING IMPROVED SUBGRADE
- 8A EXISTING PIPE UNDERDRAIN TO BE REMOVED
- 8B PROPOSED PIPE UNDERDRAINS, 4"
- 9 EXISTING HOT-MIX ASPHALT PAVEMENT
- 9A EXISTING HOT-MIX ASPHALT PAVEMENT TO BE REMOVED
- 9B PROPOSED TEMPORARY PAVEMENT
- 10 PROPOSED POROUS GRANULAR BACKFILL



US 136 STAGES 3B & 3C PROPOSED TYPICAL SECTION

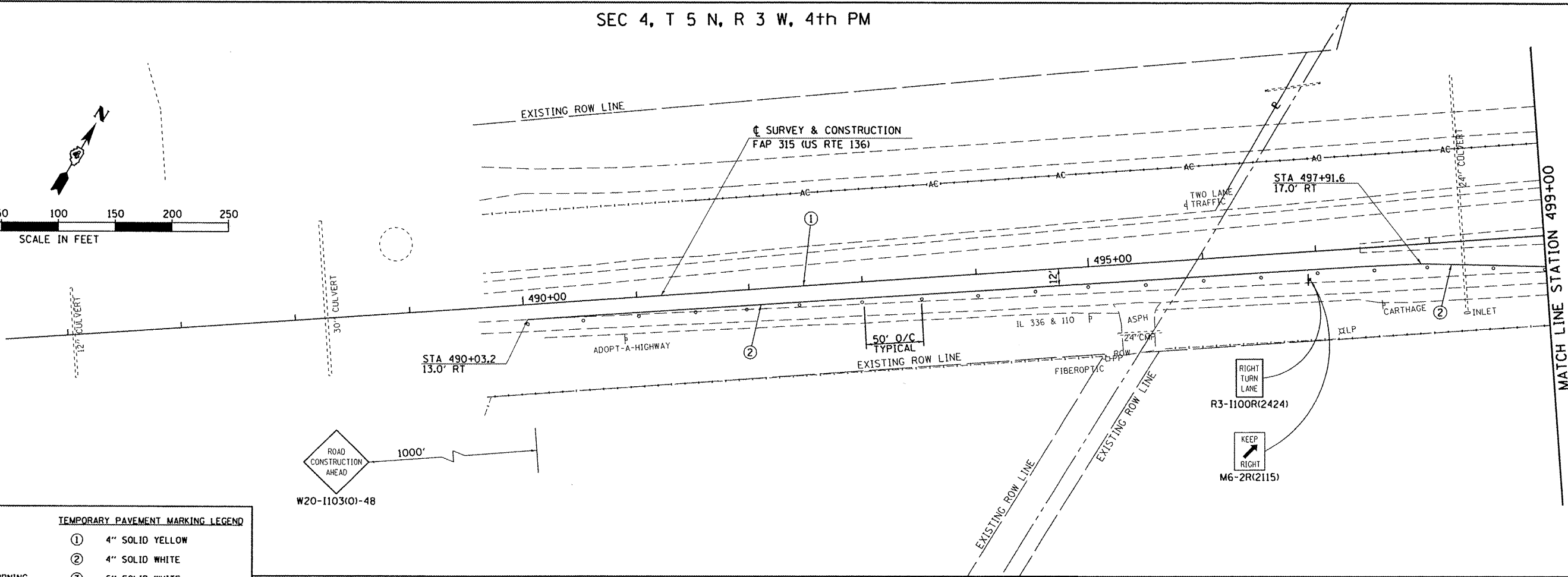
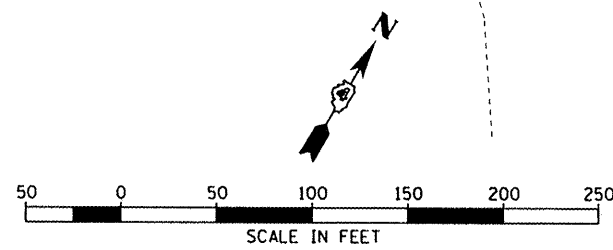
CROSSOVER PATCHING REMOVAL FOR MEDIAN RECONSTRUCTION
 STA 505+11.54 TO STA 507+80.00**
 STA 520+10.00 TO STA 522+82.50**

RUNAROUND REMOVAL FOR RT SHOULDER RECONSTRUCTION
 STA 506+75.00 TO STA 508+65
 STA 519+05.00 TO STA 521+30.00

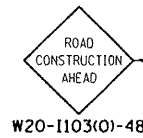
* SEE GRADING PLAN AND CROSS SECTIONS FOR SLOPES
 ** SEE MEDIAN UNDERDRAIN AND MODIFIED CURB AND GUTTER DETAIL

FILE NAME =	USER NAME = tdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) MAINTENANCE OF TRAFFIC TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\\transportation\289\us136plans\US136M	T-TYPSEC.dgn	DRAWN -	REVISED -		SCALE: N/A	SHEET NO.	OF	SHEETS	315	55-3HB	MCDONOUGH	103	15
	PLOT SCALE = 20.00' / IN.	CHECKED -	REVISED -		STA.	TO STA.	DATE	CONTRACT NO. 68A40					
	PLOT DATE = 8/23/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

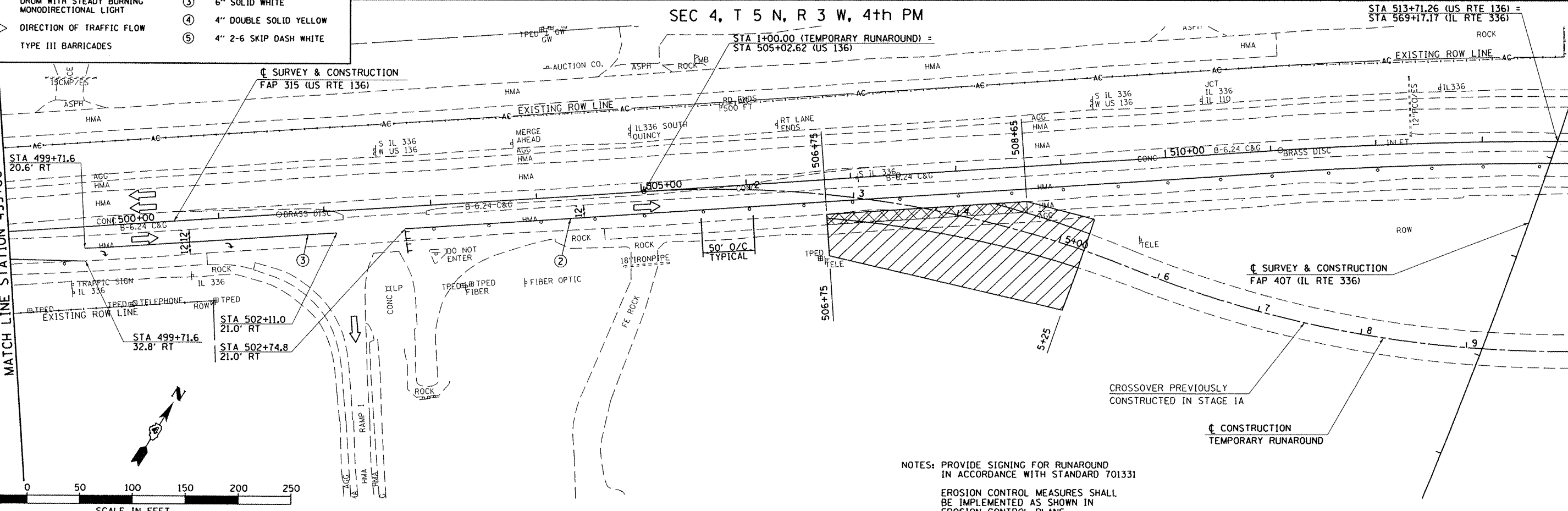
SEC 4, T 5 N, R 3 W, 4th PM



LEGEND		TEMPORARY PAVEMENT MARKING LEGEND	
	WORK AREA	①	4" SOLID YELLOW
	SIGN	②	4" SOLID WHITE
	DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT	③	6" SOLID WHITE
	DIRECTION OF TRAFFIC FLOW	④	4" DOUBLE SOLID YELLOW
	TYPE III BARRICADES	⑤	4" 2-6 SKIP DASH WHITE



SEC 4, T 5 N, R 3 W, 4th PM



NOTES: PROVIDE SIGNING FOR RUNAROUND IN ACCORDANCE WITH STANDARD 701331
EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS SHOWN IN EROSION CONTROL PLANS.

FILE NAME =	USER NAME = tdarr
v:\transportation\2891\us136plans\US136M01.dgn	
PLOT SCALE = 1/80.00" / IN.	
PLOT DATE = 8/23/2011	

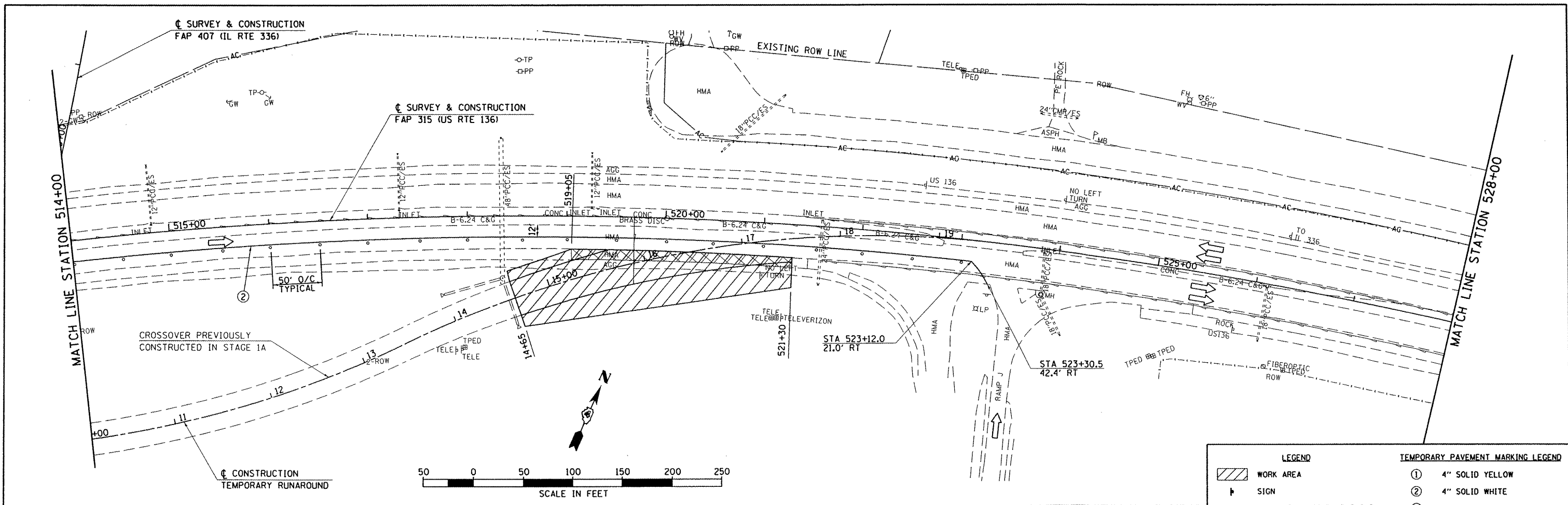
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

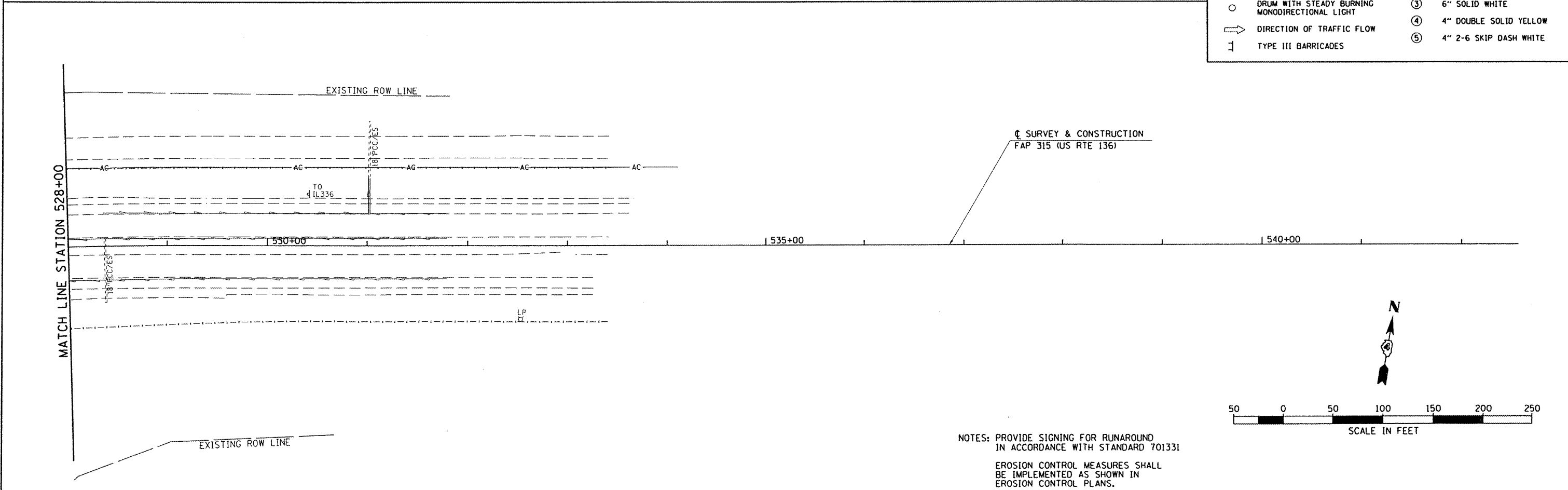
**FAP 315 (US RTE 136)
MAINTENANCE OF TRAFFIC PLAN - STAGES 1B & 3B**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. 486+00 TO STA. 514+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	16
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				



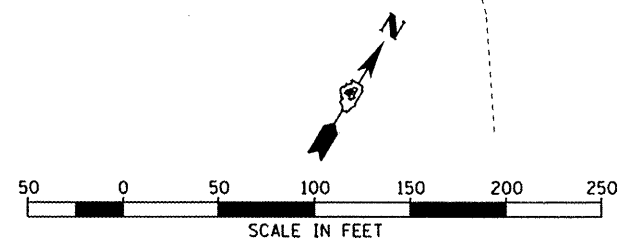
LEGEND		TEMPORARY PAVEMENT MARKING LEGEND	
	WORK AREA	①	4" SOLID YELLOW
	SIGN	②	4" SOLID WHITE
	DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT	③	6" SOLID WHITE
	DIRECTION OF TRAFFIC FLOW	④	4" DOUBLE SOLID YELLOW
	TYPE III BARRICADES	⑤	4" 2-6 SKIP DASH WHITE



NOTES: PROVIDE SIGNING FOR RUNAROUND IN ACCORDANCE WITH STANDARD 701331
 EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS SHOWN IN EROSION CONTROL PLANS.

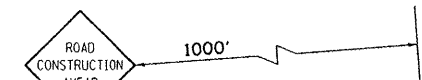
FILE NAME =	USER NAME = tdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) MAINTENANCE OF TRAFFIC PLAN - STAGE 1B & 3B	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
vs:\transportation\2891\us136plans\US136M102.dgn		DRAWN -	REVISED -			315	55-3HB	McDONOUGH	103	17	
PLOT SCALE = 100.00' / IN.		CHECKED -	REVISED -			SCALE: 1"=50'		SHEET NO. OF SHEETS		STA. 514+00 TO STA. 542+00	
PLOT DATE = 8/23/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT CONTRACT NO. 68A40					

SEC 4, T 5 N, R 3 W, 4th PM



SCALE IN FEET

STA 489+66.0
0.1' RT

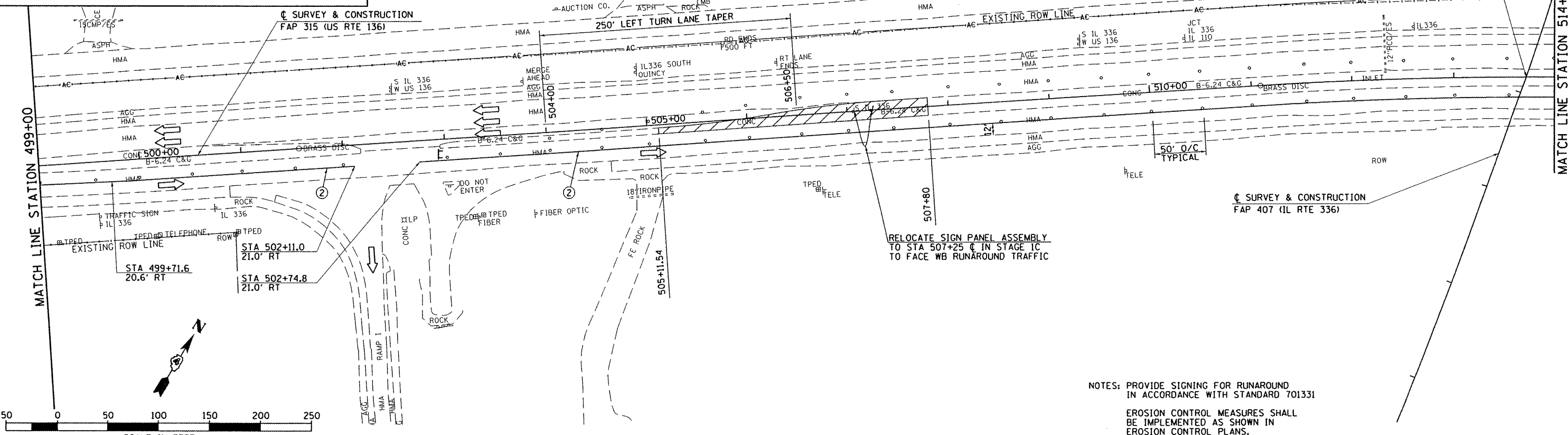


W20-1103(O)-48

LEGEND		TEMPORARY PAVEMENT MARKING LEGEND	
	WORK AREA	①	4" SOLID YELLOW
	SIGN	②	4" SOLID WHITE
	DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT	③	6" SOLID WHITE
	DIRECTION OF TRAFFIC FLOW	④	4" DOUBLE SOLID YELLOW
	TYPE III BARRICADES	⑤	4" 2-6 SKIP DASH WHITE

SEC 4, T 5 N, R 3 W, 4th PM

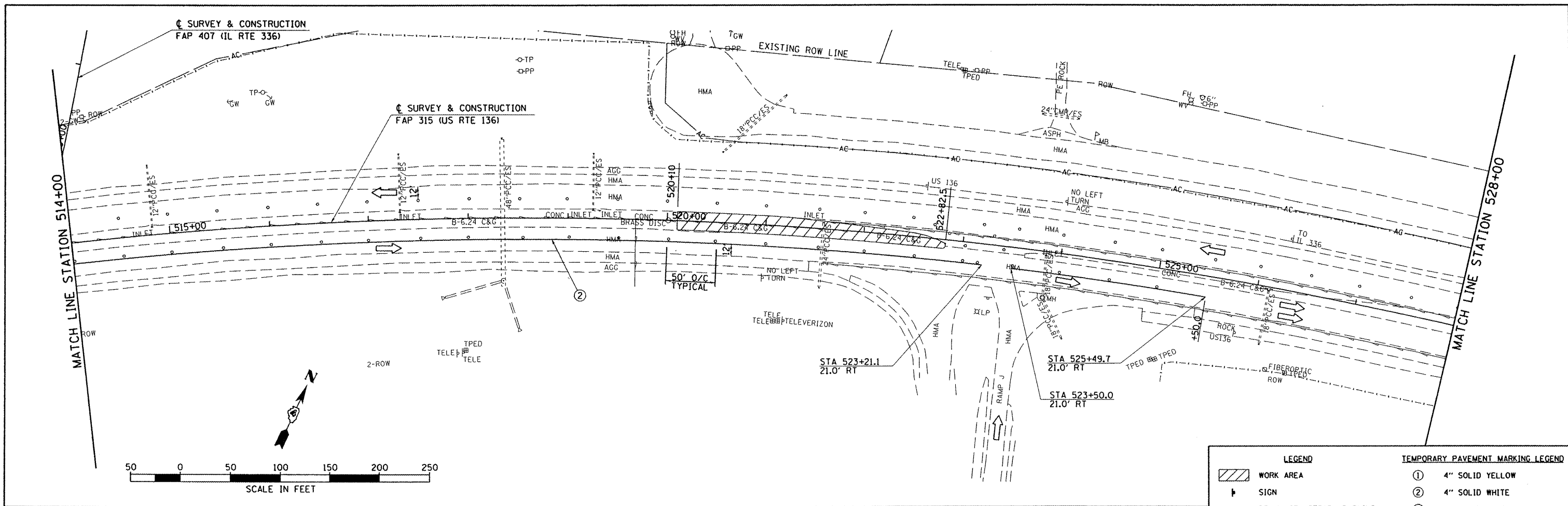
STA 513+71.26 (US RTE 136) =
STA 569+17.17 (IL RTE 336)



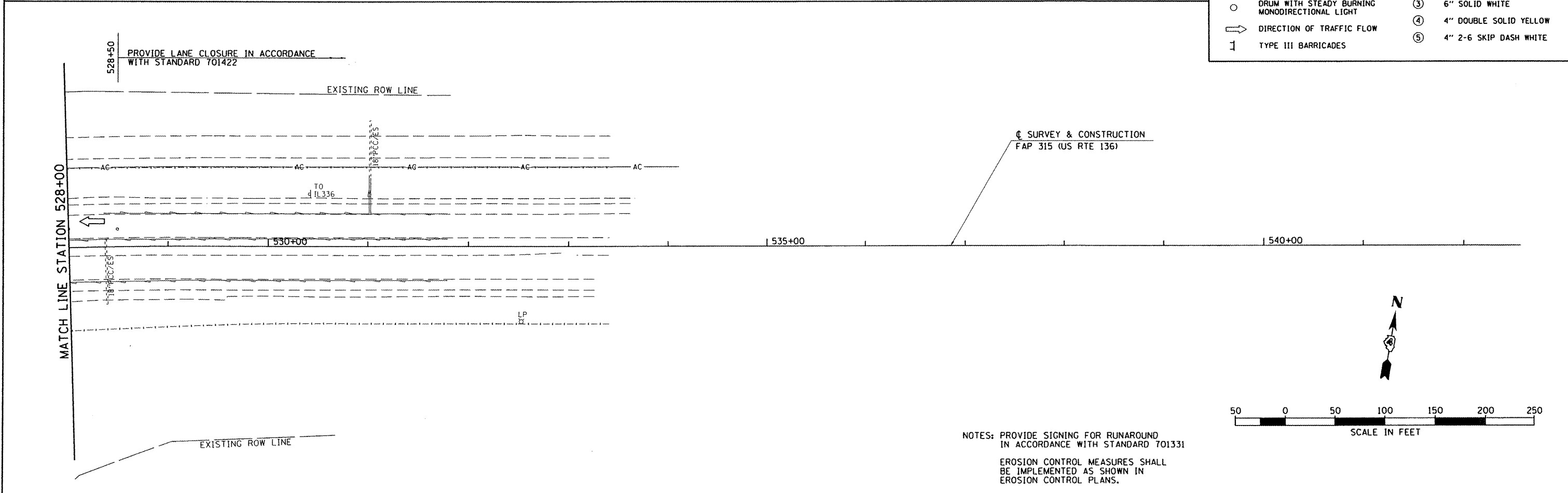
NOTES: PROVIDE SIGNING FOR RUNAROUND IN ACCORDANCE WITH STANDARD 701331

EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS SHOWN IN EROSION CONTROL PLANS.

FILE NAME =	USER NAME = tdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) MAINTENANCE OF TRAFFIC PLAN - STAGES 1C & 3C	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 8/23/2011	DATE -	CHECKED -	REVISED -			CONTRACT NO. 68A40					
						ILLINOIS FED. AID PROJECT					



LEGEND		TEMPORARY PAVEMENT MARKING LEGEND	
	WORK AREA	①	4" SOLID YELLOW
	SIGN	②	4" SOLID WHITE
	DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT	③	6" SOLID WHITE
	DIRECTION OF TRAFFIC FLOW	④	4" DOUBLE SOLID YELLOW
	TYPE III BARRICADES	⑤	4" 2-6 SKIP DASH WHITE

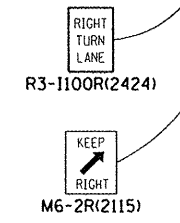
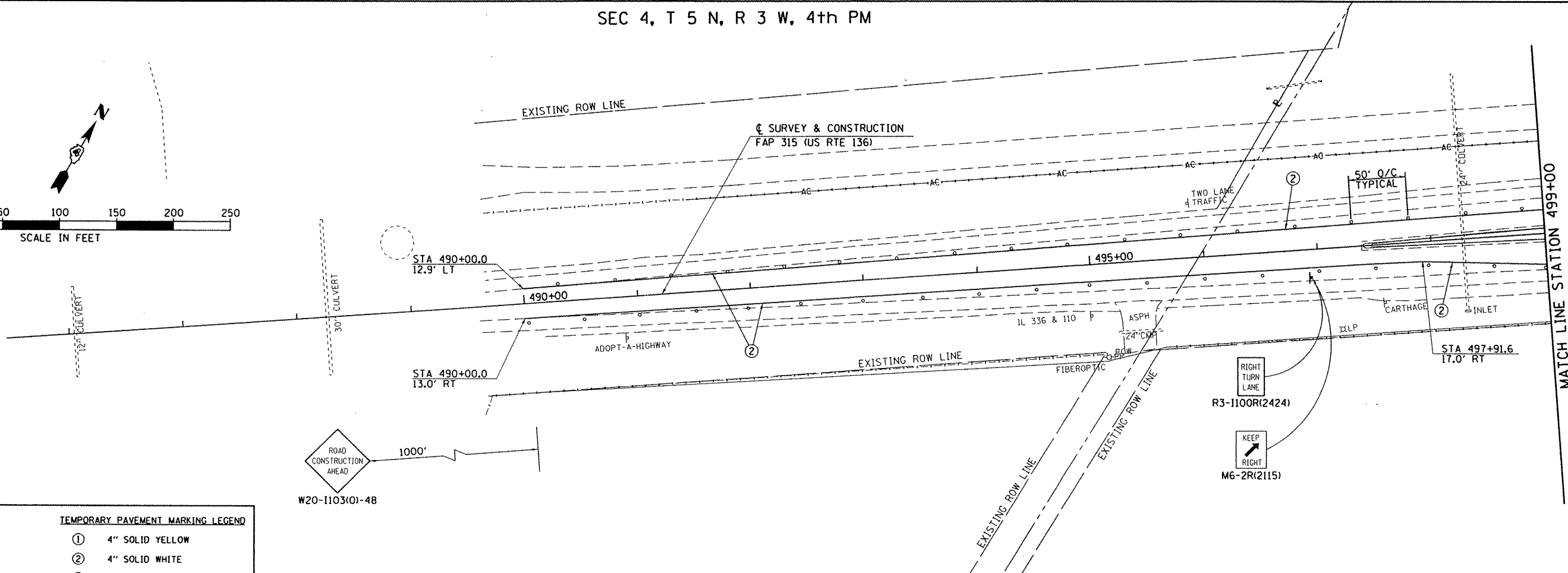
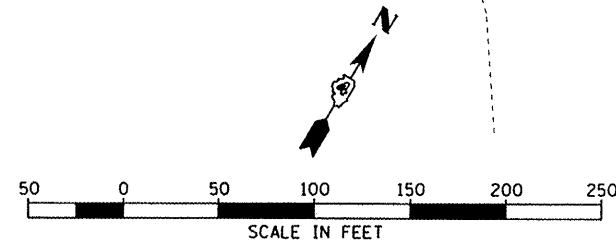


NOTES: PROVIDE SIGNING FOR RUNAROUND IN ACCORDANCE WITH STANDARD 701331

EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS SHOWN IN EROSION CONTROL PLANS.

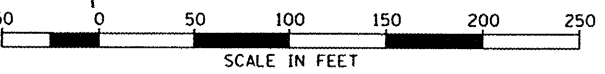
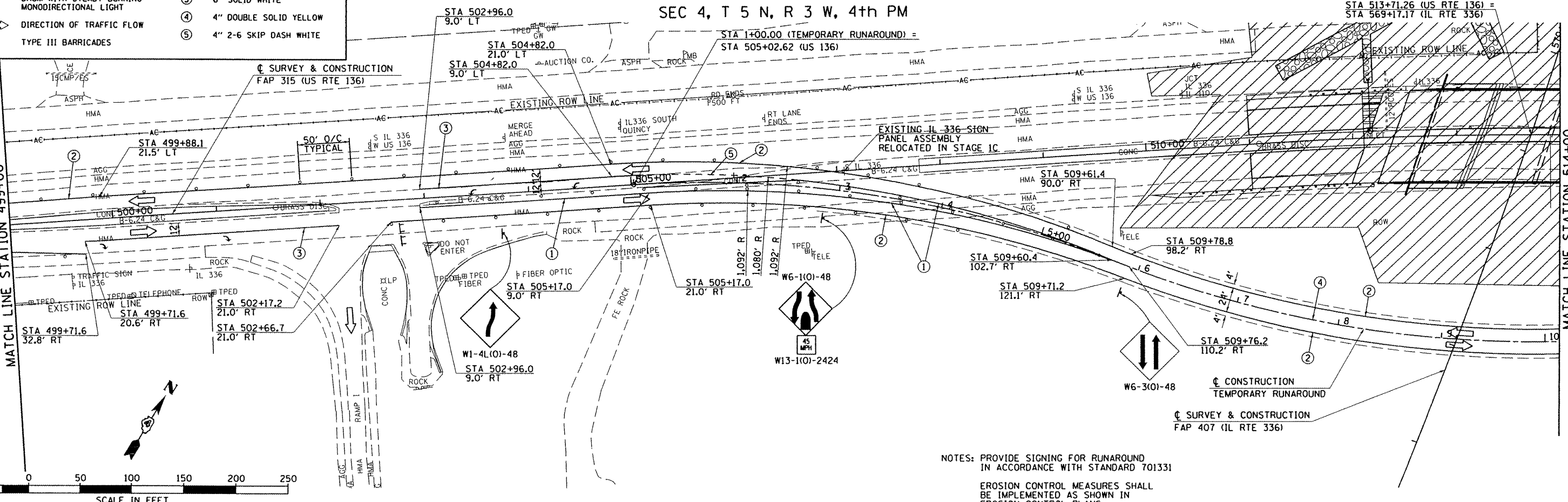
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PLOT SCALE = 100.00' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 514+00 TO STA. 542+00	CONTRACT NO. 68A40				
PLOT DATE = 8/23/2011	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							

SEC 4, T 5 N, R 3 W, 4th PM



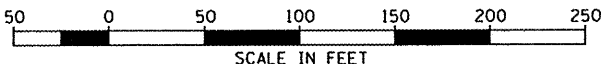
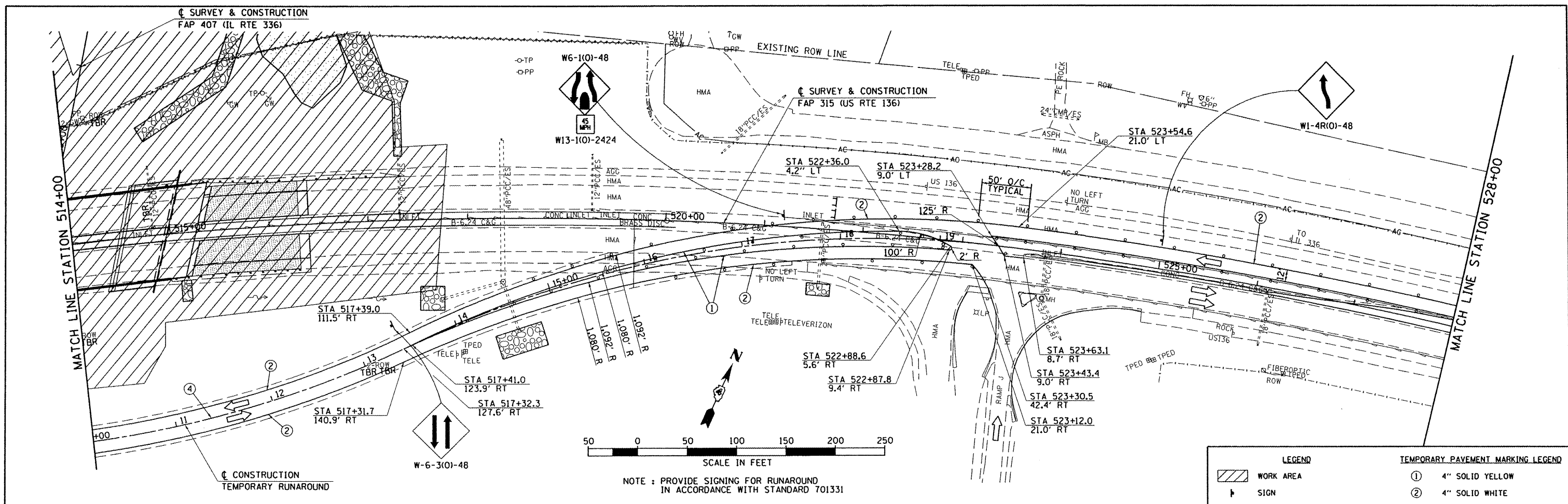
LEGEND		TEMPORARY PAVEMENT MARKING LEGEND	
	WORK AREA	①	4" SOLID YELLOW
	SIGN	②	4" SOLID WHITE
	DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT	③	6" SOLID WHITE
	DIRECTION OF TRAFFIC FLOW	④	4" DOUBLE SOLID YELLOW
	TYPE III BARRICADES	⑤	4" 2-6 SKIP DASH WHITE

SEC 4, T 5 N, R 3 W, 4th PM



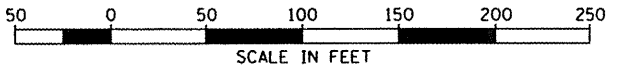
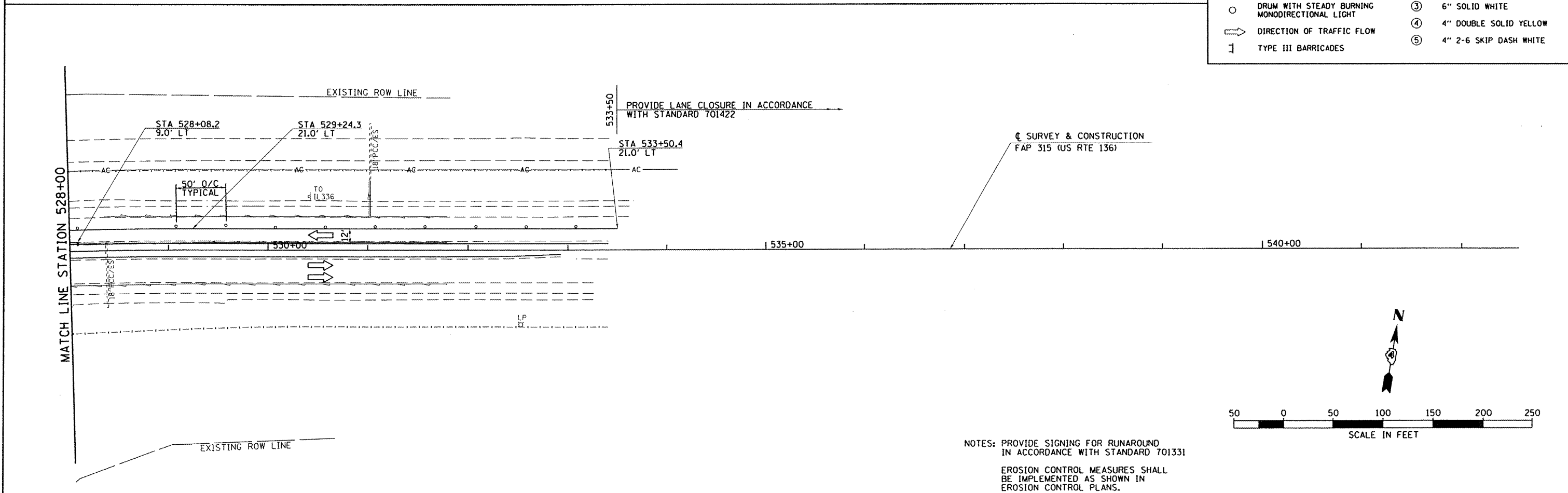
NOTES: PROVIDE SIGNING FOR RUNAROUND IN ACCORDANCE WITH STANDARD 701331
EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS SHOWN IN EROSION CONTROL PLANS.

FILE NAME = v:\transportation\2891\us136plans\US136M105.dgn	USER NAME = tdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) MAINTENANCE OF TRAFFIC PLAN - STAGE 2	F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDONOUGH	TOTAL SHEETS 103	SHEET NO. 20	
PLOT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED -	SCALE: 1"=50'			SHEET NO. OF SHEETS	STA. 486+00 TO STA. 514+00	CONTRACT NO. 68A40		ILLINOIS FED. AID PROJECT	
PLOT DATE = 8/23/2011	DATE -	REVISED -									



NOTE: PROVIDE SIGNING FOR RUNAROUND IN ACCORDANCE WITH STANDARD 701331

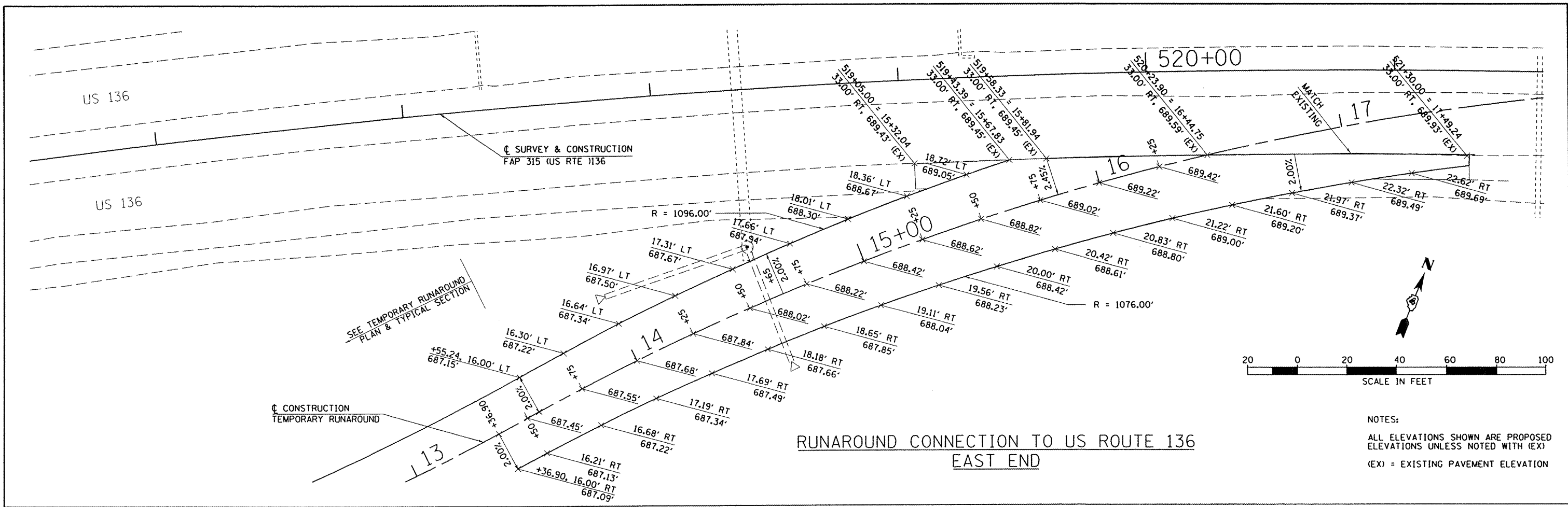
LEGEND		TEMPORARY PAVEMENT MARKING LEGEND	
	WORK AREA	①	4" SOLID YELLOW
	SIGN	②	4" SOLID WHITE
	DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT	③	6" SOLID WHITE
	DIRECTION OF TRAFFIC FLOW	④	4" DOUBLE SOLID YELLOW
	TYPE III BARRICADES	⑤	4" 2-6 SKIP DASH WHITE



NOTES: PROVIDE SIGNING FOR RUNAROUND IN ACCORDANCE WITH STANDARD 701331

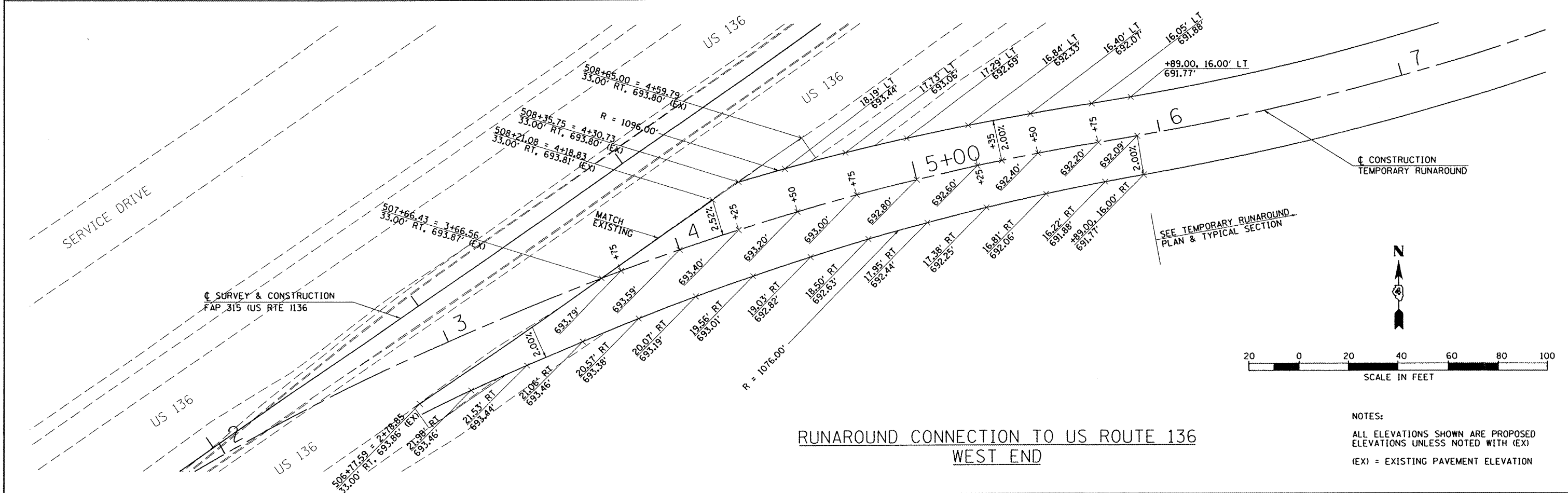
EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS SHOWN IN EROSION CONTROL PLANS.

FILE NAME = v:\transportation\289\us136plans\US136M106.dgn	USER NAME = tdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) MAINTENANCE OF TRAFFIC PLAN - STAGE 2		F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDONOUGH	TOTAL SHEETS 103	SHEET NO. 21	
PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 514+00 TO STA. 542+00	CONTRACT NO. 68A40				
PLOT DATE = 8/23/2011	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							



RUNAROUND CONNECTION TO US ROUTE 136
EAST END

NOTES:
ALL ELEVATIONS SHOWN ARE PROPOSED ELEVATIONS UNLESS NOTED WITH (EX)
(EX) = EXISTING PAVEMENT ELEVATION



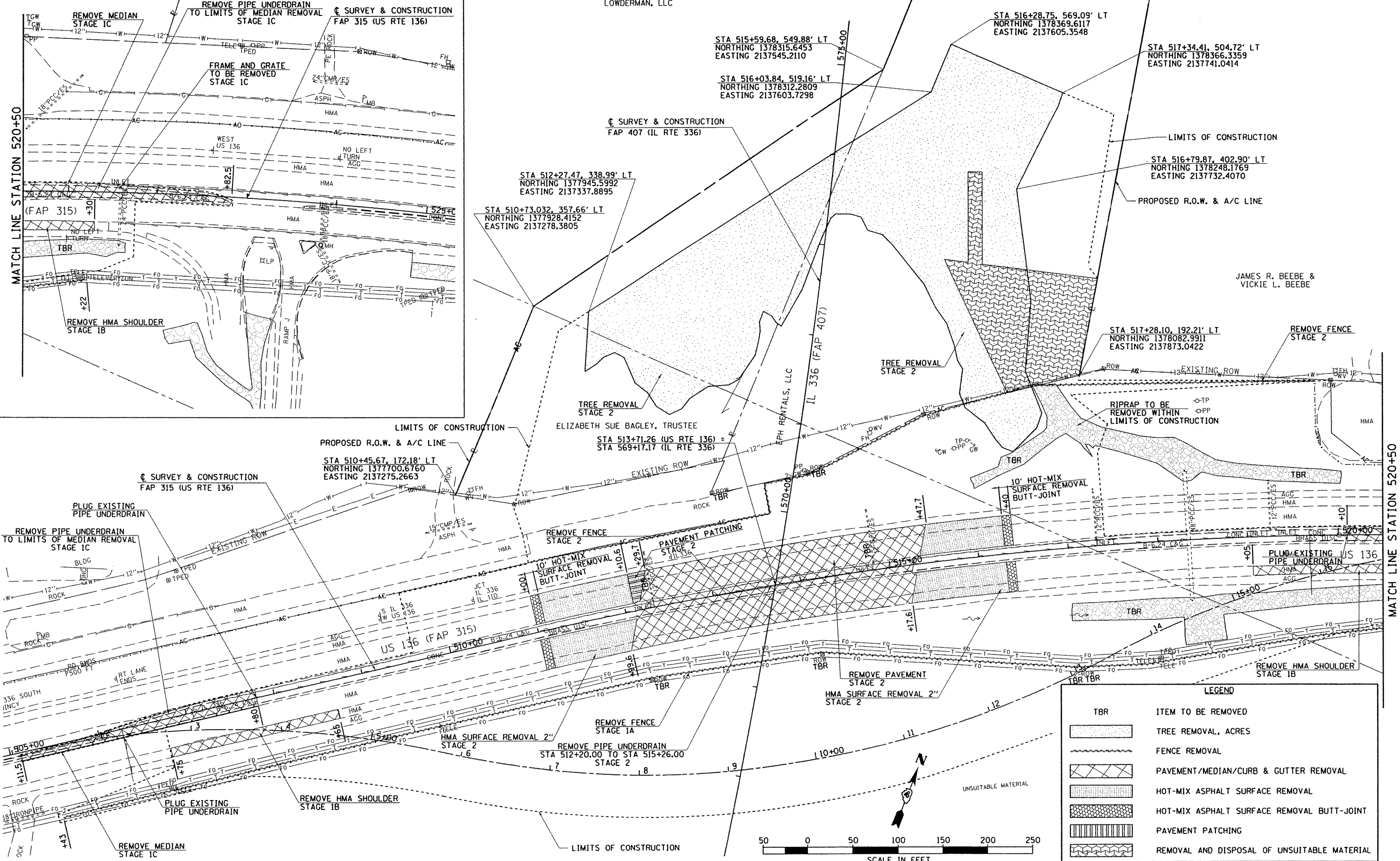
RUNAROUND CONNECTION TO US ROUTE 136
WEST END

NOTES:
ALL ELEVATIONS SHOWN ARE PROPOSED ELEVATIONS UNLESS NOTED WITH (EX)
(EX) = EXISTING PAVEMENT ELEVATION

FILE NAME =	USER NAME = tdarr	DESIGNED - AWM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) MAINTENANCE OF TRAFFIC TEMPORARY RUNAROUND - SPECIAL DETAIL			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\transportation\2891\us136plans\US136MTRD01.dgn		DRAWN - AKK	REVISED -		315	55-3HB	MCDONOUGH	103	22	CONTRACT NO. 68A40		
PLOT SCALE = 40.000' / IN.		CHECKED -	REVISED -		SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				
PLOT DATE = 8/23/2011		DATE - 3/21/11	REVISED -									

NOTE : SEE GRADING PLAN FOR TREE REMOVAL LIMITS
 JOHN T. FRIDAY &
 MARY L. FRIDAY

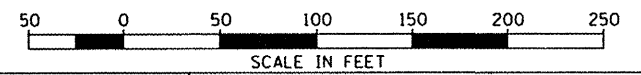
SEC 4, T 5 N, R 3 W, 4th PM
 LOWDERMAN, LLC



MATCH LINE STATION 520+50

MATCH LINE STATION 520+50

LEGEND	
TBR	ITEM TO BE REMOVED
[Cross-hatch pattern]	TREE REMOVAL, ACRES
[Wavy line pattern]	FENCE REMOVAL
[Diagonal line pattern]	PAVEMENT/MEDIAN/CURB & GUTTER REMOVAL
[Dotted pattern]	HOT-MIX ASPHALT SURFACE REMOVAL
[Grid pattern]	HOT-MIX ASPHALT SURFACE REMOVAL BUTT-JOINT
[Vertical line pattern]	PAVEMENT PATCHING
[Wavy line pattern]	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

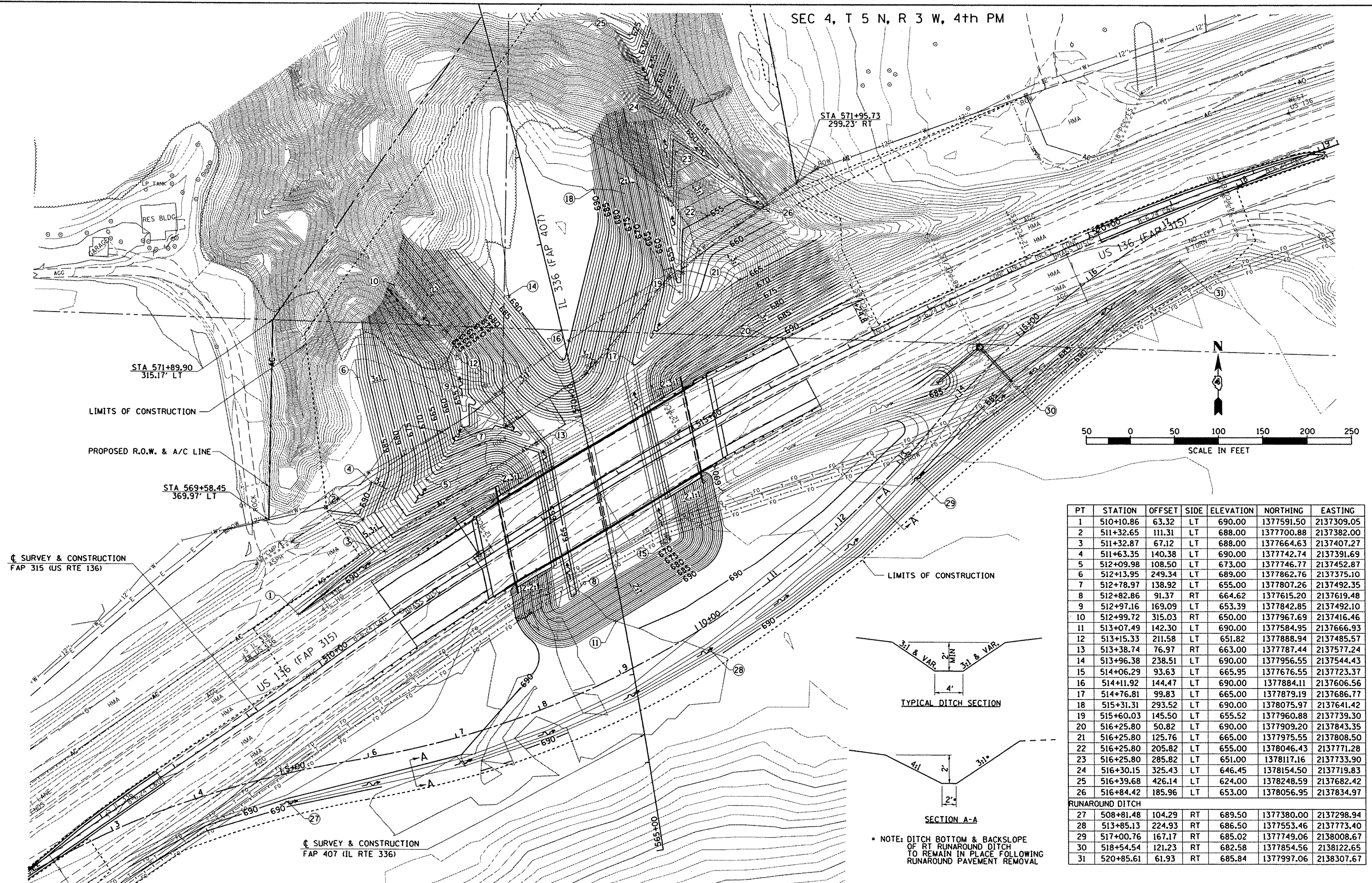


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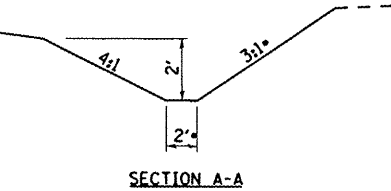
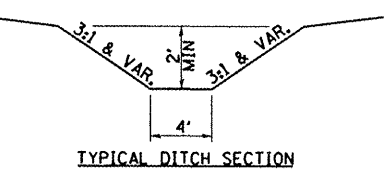
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP 315 (US RTE 136)		F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REMOVAL PLAN & UTILITIES		315	55-3HB	McDONOUGH	103	23
SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 505+00 TO STA. 529+00		CONTRACT NO. 68A40		

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	23
ILLINOIS FED. AID PROJECT				



PT	STATION	OFFSET	SIDE	ELEVATION	NORTHING	EASTING
1	510+10.86	63.32	LT	690.00	1377591.50	2137309.05
2	511+32.65	111.31	LT	688.00	1377700.88	2137382.00
3	511+32.87	67.12	LT	688.00	1377664.63	2137407.27
4	511+63.35	140.38	LT	690.00	1377742.74	2137391.69
5	512+09.98	108.50	LT	673.00	1377746.77	2137452.87
6	512+13.95	249.34	LT	689.00	1377862.76	2137375.10
7	512+78.97	138.92	LT	655.00	1377807.26	2137492.35
8	512+82.86	91.37	RT	664.62	1377615.20	2137619.48
9	512+97.16	169.09	LT	653.39	1377842.85	2137492.10
10	512+99.72	315.03	RT	650.00	1377967.69	2137416.46
11	513+07.49	142.30	LT	690.00	1377584.95	2137666.93
12	513+15.33	211.58	LT	651.82	1377888.94	2137485.57
13	513+38.74	76.97	RT	663.00	1377787.44	2137577.24
14	513+96.38	238.51	LT	690.00	1377956.55	2137544.43
15	514+06.29	93.63	LT	665.95	1377676.55	2137723.37
16	514+11.92	144.47	LT	690.00	1377884.11	2137606.56
17	514+76.81	99.83	LT	665.00	1377879.19	2137686.77
18	515+31.31	293.52	LT	690.00	1378075.97	2137641.42
19	515+60.03	145.50	LT	655.52	1377960.88	2137739.30
20	516+25.80	50.82	LT	690.00	1377909.20	2137843.35
21	516+25.80	125.76	LT	665.00	1377975.55	2137808.50
22	516+25.80	205.82	LT	655.00	1378046.43	2137771.28
23	516+25.80	285.82	LT	651.00	1378117.16	2137733.90
24	516+30.15	325.43	LT	646.45	1378154.50	2137719.83
25	516+39.68	426.14	LT	624.00	1378248.59	2137682.42
26	516+84.42	185.96	LT	653.00	1378056.95	2137834.97
RUNAROUND DITCH						
27	508+81.48	104.29	RT	689.50	1377380.00	2137298.94
28	513+85.13	224.93	RT	686.50	1377553.46	2137773.40
29	517+00.76	167.17	RT	685.02	1377749.06	2138008.67
30	518+54.54	121.23	RT	682.58	1377854.56	2138122.65
31	520+85.61	61.93	RT	685.84	1377997.06	2138307.67



* NOTE: DITCH BOTTOM & BACKSLOPE OF RT RUNAROUND DITCH TO REMAIN IN PLACE FOLLOWING RUNAROUND PAVEMENT REMOVAL

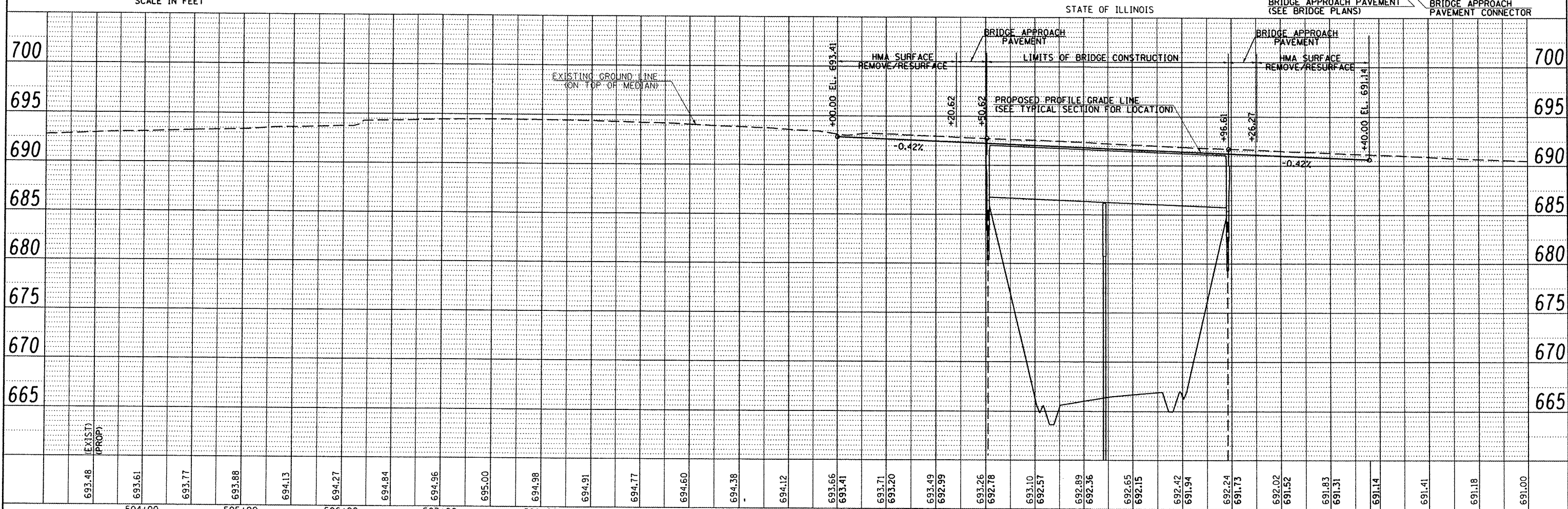
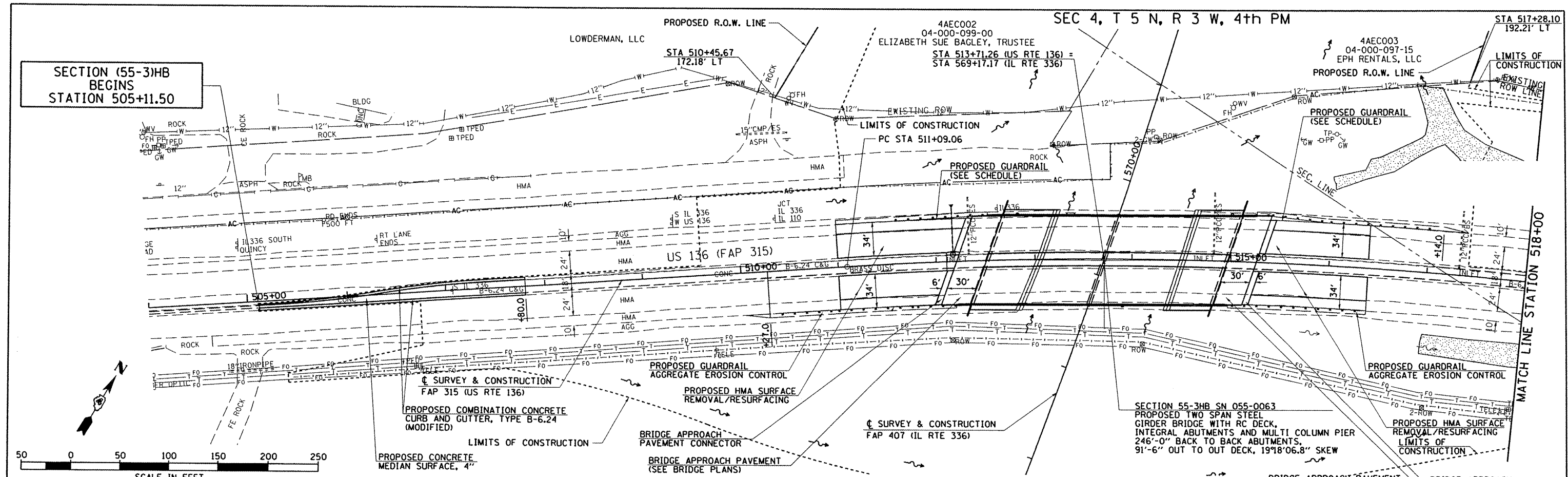
**SECTION (55-3)HB
BEGINS
STATION 505+11.50**

SEC 4, T 5 N, R 3 W, 4th PM

STA 517+28.10
192.21' LT

DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
PT. OF WAY CHECKED	
PAID FILE NAME	
NO.	

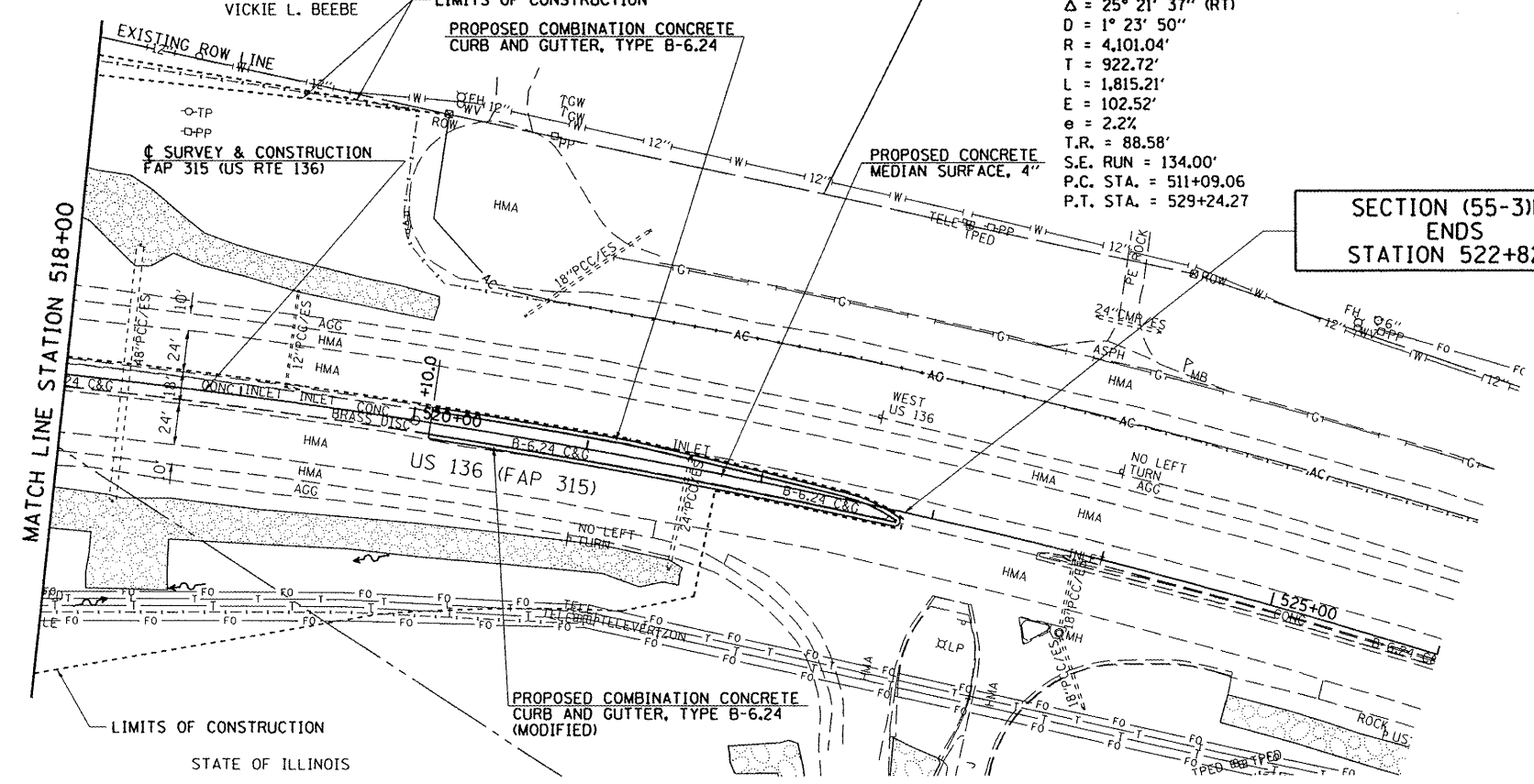
DATE	
BY	
SURVEYED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NO.	



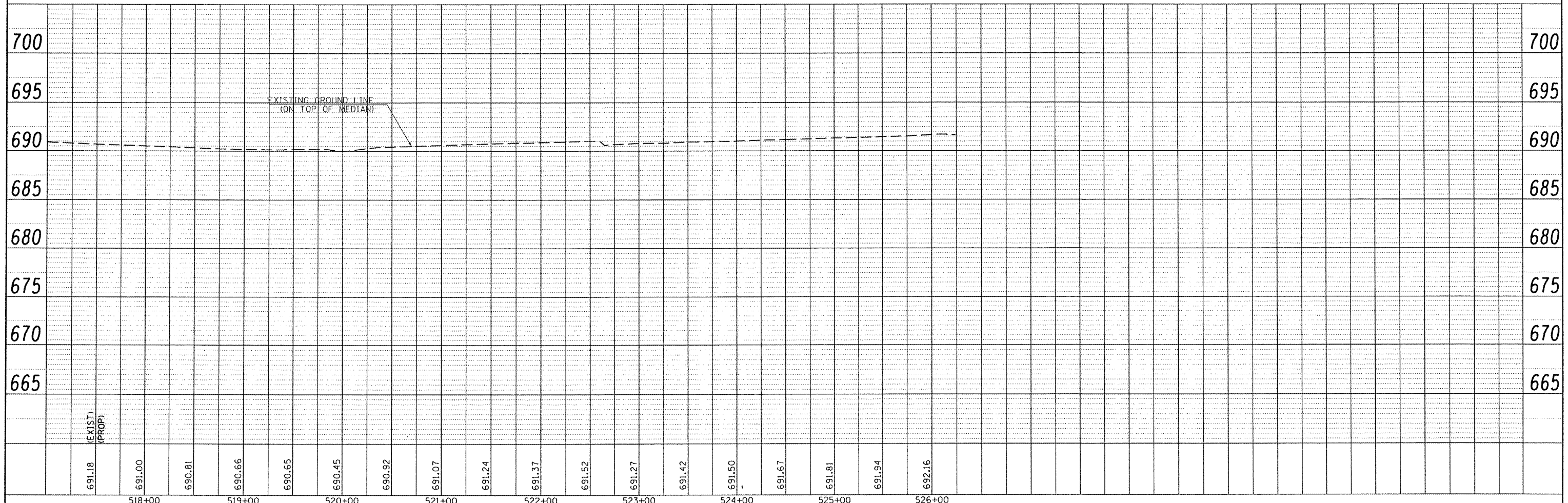
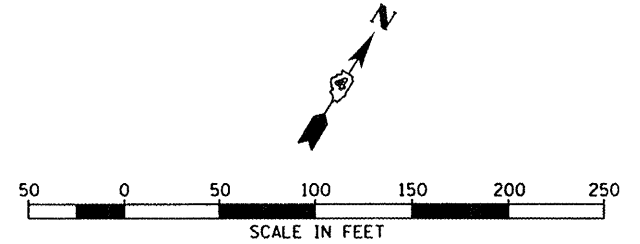
FILE NAME =	USER NAME = tdarr	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">FAP 315 (US RTE 136) ROADWAY PLAN & PROFILE</p> <p>SCALE: 1"=50' SHEET NO. OF SHEETS STA. 504+00 TO STA. 518+00</p>	F.A.P. RTE. 315	SECTION (55-3HB)	COUNTY McDONOUGH	TOTAL SHEETS 103	SHEET NO. 25
V:\Transportation\2891\US136Plans\US136Rd\PP1.dgn		DRAWN -	REVISED -		CONTRACT NO. 68A40	ILLINOIS FED. AID PROJECT			
PLOT SCALE = 100.00' / IN.		CHECKED -	REVISED -						
PLOT DATE = 8/23/2011		DATE -	REVISED -						

SEC 4, T 5 N, R 3 W, 4th PM

PROP. CURVE US136-1
 PI STA. = 520+31.78
 $\Delta = 25^\circ 21' 37''$ (RT)
 $D = 1^\circ 23' 50''$
 $R = 4,101.04'$
 $T = 922.72'$
 $L = 1,815.21'$
 $E = 102.52'$
 $e = 2.2\%$
 $T.R. = 88.58'$
 $S.E. RUN = 134.00'$
 $P.C. STA. = 511+09.06$
 $P.T. STA. = 529+24.27$



SECTION (55-3)HB
 ENDS
 STATION 522+82.5



PLAN

DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
RT. OF WAY	
CHECKED	
NO.	
FILE NAME	

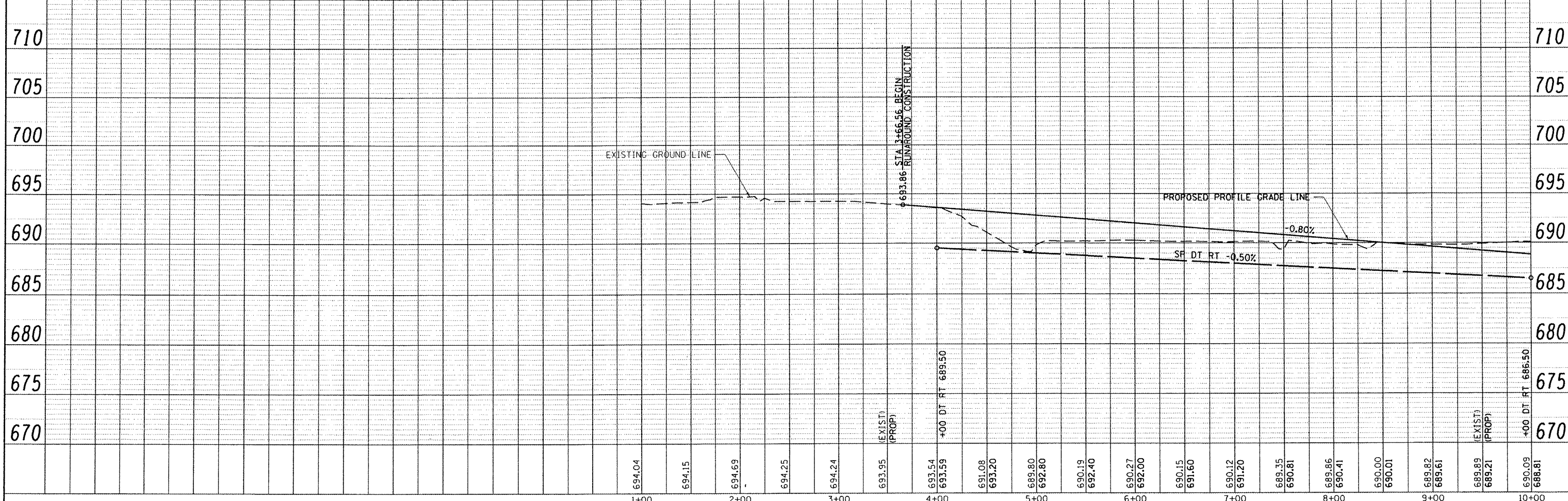
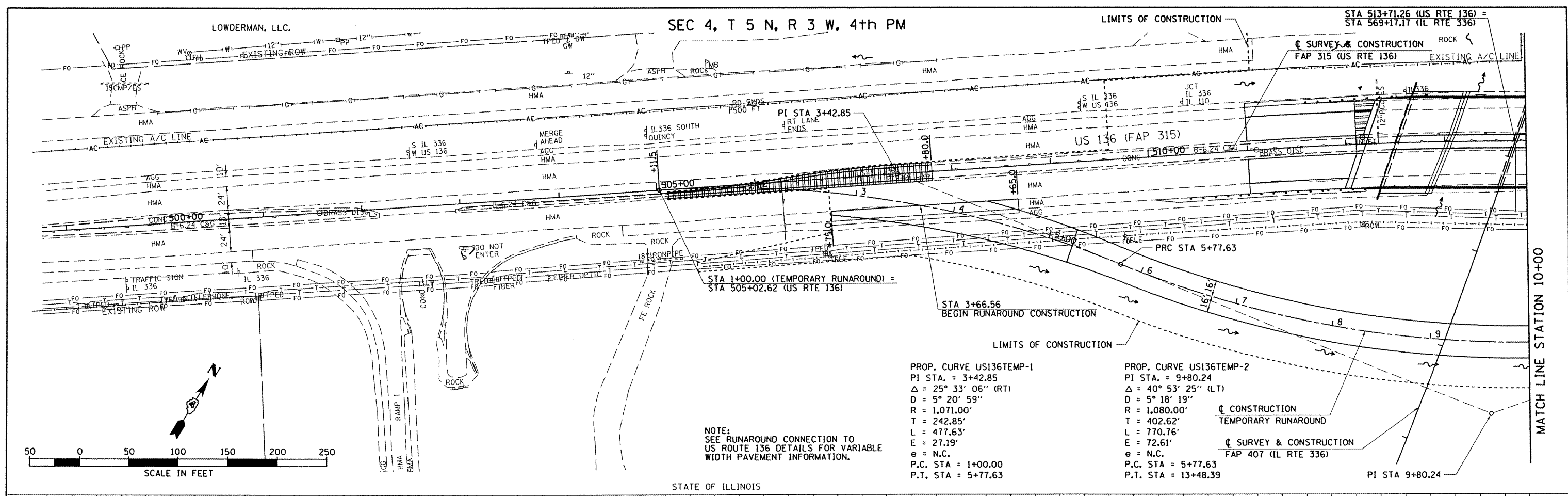
PROFILE

DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
PLANNING	
NOTED	
NO.	
STATUS	
CHG	

FILE NAME =	USER NAME = tdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
v:\transportation\2891\us136plans\US136Rd\PP2.dgn		DRAWN -	REVISED -		315	(55-3)HB	MCDONOUGH	103	26	
PLOT SCALE = 100.00' / IN.		CHECKED -	REVISED -		SCALE: 1"=50'				CONTRACT NO. 68A40	
PLOT DATE = 8/23/2011		DATE -	REVISED -		SHEET NO. OF SHEETS	STA. 518+00 TO STA. 526+00	ILLINOIS FED. AID PROJECT			

DATE: _____ BY: _____
 SURVEYED: _____
 ALIGNED: _____
 NOTE BOOK NO. _____
 CHECKED: _____
 NO. _____

DATE: _____ BY: _____
 PROFILE: _____
 GRADES CHECKED: _____
 NOTE BOOK NO. _____
 CHECKED: _____
 NO. _____



FILE NAME: \\transportation\2891\us136plans\US136RunaroundPPI.dgn	USER NAME: tdarr	DESIGNED: -	REVISED: -	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00
PLOT SCALE: 1/8" = 1' / IN.	CHECKED: -	REVISED: -	REVISED: -	694.04	694.15	694.69	694.25	694.24	693.95	693.54	693.19	693.08	693.20
PLOT DATE: 8/23/2011	DATE: -	REVISED: -	REVISED: -	694.25	694.24	693.95	693.54	693.19	693.08	693.20	689.80	692.80	690.19
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				690.27	692.00	690.15	691.60	689.35	690.81	689.86	690.41	690.00	690.01
				689.82	689.61	689.89	689.21	690.09	688.81				
				FAP 315 (US RTE 136)									
				TEMPORARY RUNAROUND PLAN & PROFILE									
				SCALE: 1" = 50'									
				SHEET NO. OF SHEETS STA. 1+00 TO STA. 10+00									
				F.A.P. RTE. SECTION COUNTY TOTAL SHEET NO.									
				315 55-3HB McDONOUGH 103 27									
				CONTRACT NO. 68A40									
				ILLINOIS FED. AID PROJECT									

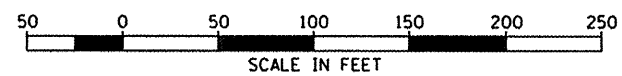
SEC 4, T 5 N, R 3 W, 4th PM

JOHN T. FRIDAY & MARY L. FRIDAY

JAMES R. BEEBE & VICKIE L. BEEBE

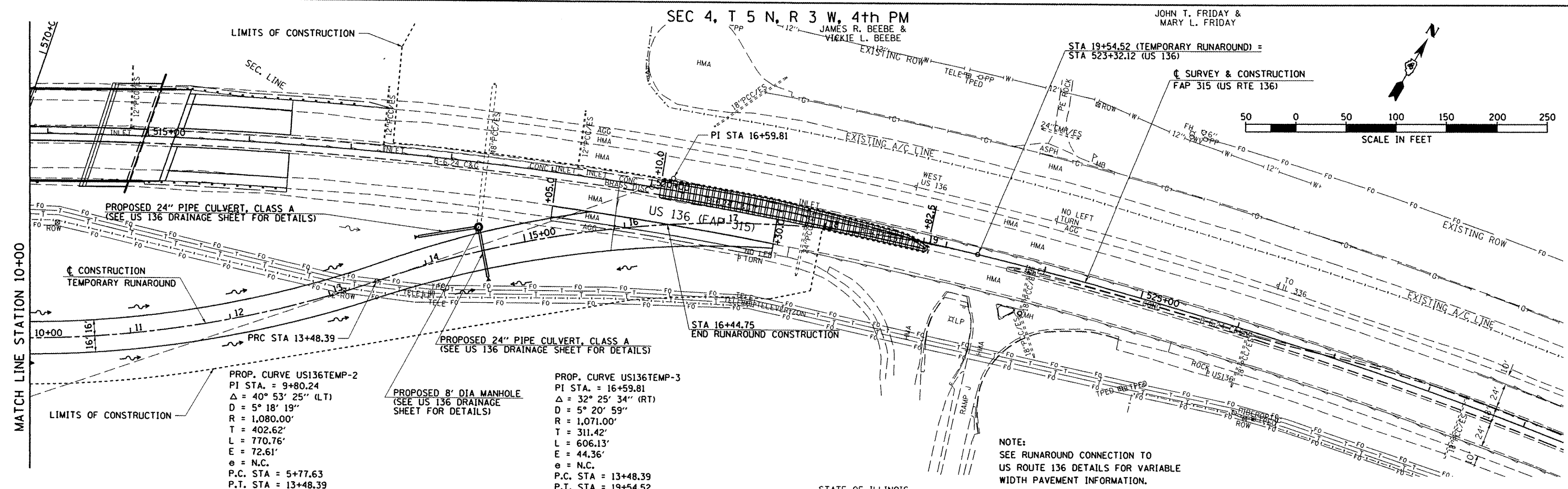
STA 19+54.52 (TEMPORARY RUNAROUND) = STA 523+32.12 (US 136)

CONSTRUCTION FAP 315 (US RTE 136)



DATE	
BY	
PLANNED	
CHECKED	
NO.	

DATE	
BY	
PROFILE	
CHECKED	
NO.	



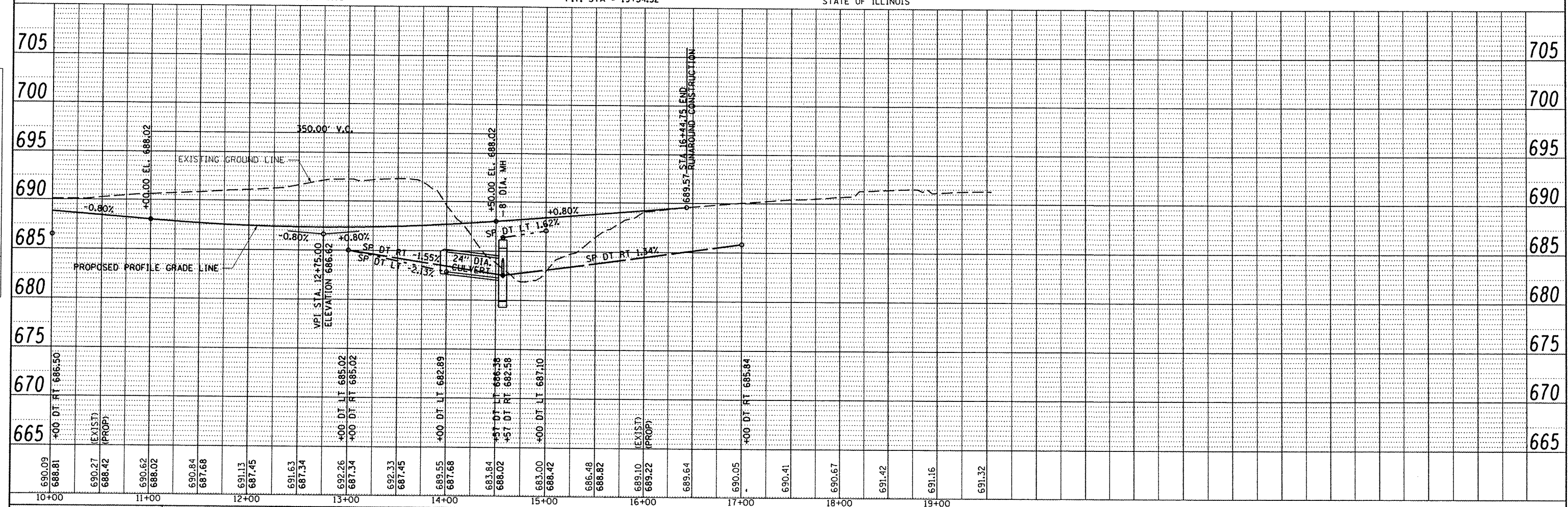
PROP. CURVE US136TEMP-2
 PI STA. = 9+80.24
 $\Delta = 40^\circ 53' 25''$ (LT)
 $D = 5^\circ 18' 19''$
 $R = 1,080.00'$
 $T = 402.62'$
 $L = 770.76'$
 $E = 72.61'$
 $e = N.C.$
 P.C. STA = 5+77.63
 P.T. STA = 13+48.39

PROPOSED 8" DIA MANHOLE
 (SEE US 136 DRAINAGE SHEET FOR DETAILS)

PROP. CURVE US136TEMP-3
 PI STA. = 16+59.81
 $\Delta = 32^\circ 25' 34''$ (RT)
 $D = 5^\circ 20' 59''$
 $R = 1,071.00'$
 $T = 311.42'$
 $L = 606.13'$
 $E = 44.36'$
 $e = N.C.$
 P.C. STA = 13+48.39
 P.T. STA = 19+54.52

NOTE:
 SEE RUNAROUND CONNECTION TO US ROUTE 136 DETAILS FOR VARIABLE WIDTH PAVEMENT INFORMATION.

STATE OF ILLINOIS



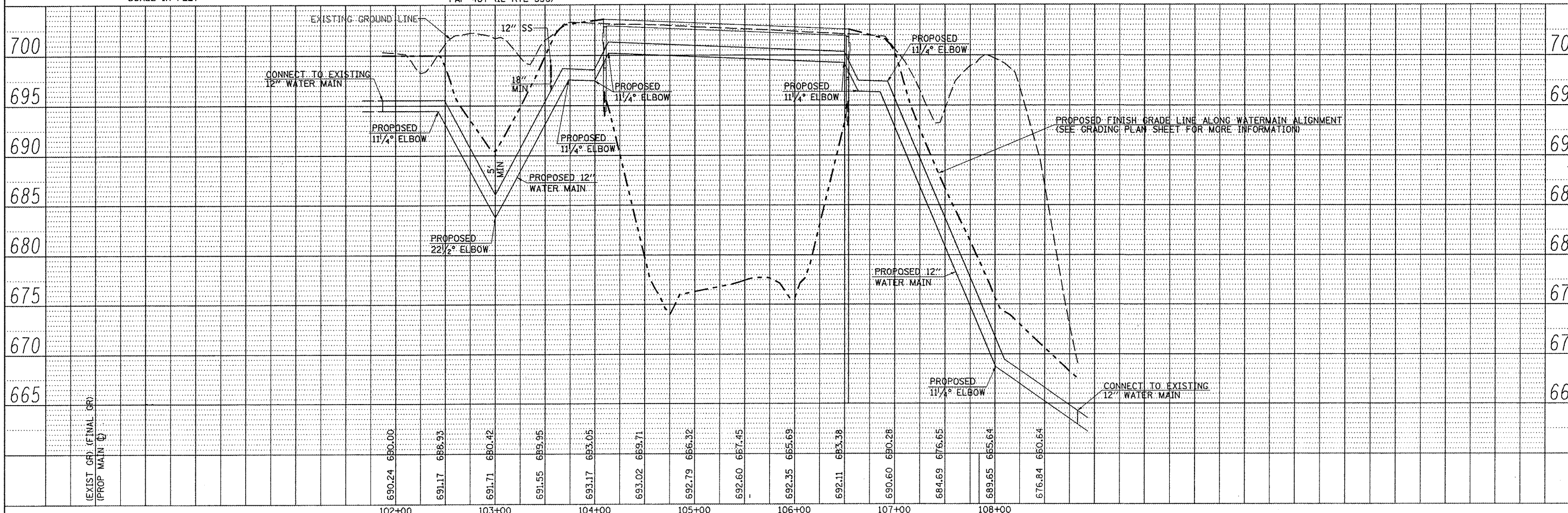
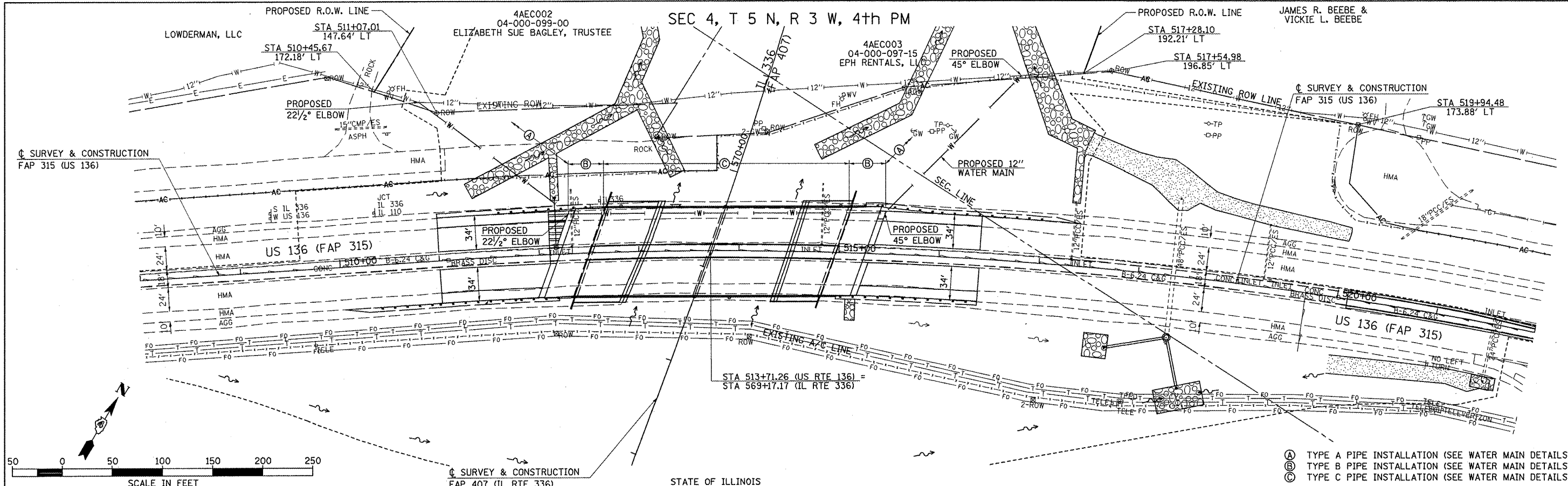
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PLOT DATE = 8/23/2011	DATE -	CHECKED -	REVISED -							
		DATE -	REVISED -							

SCALE: 1"=50' SHEET NO. OF SHEETS STA. 10+00 TO STA. 19+54.52

CONTRACT NO. 68A40 ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	NOTE BOOK	
	NO.	
	STRUCTURE	
	NOTATING	
	CHKD	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	NOTE BOOK	
	NO.	
	STRUCTURE	
	NOTATING	
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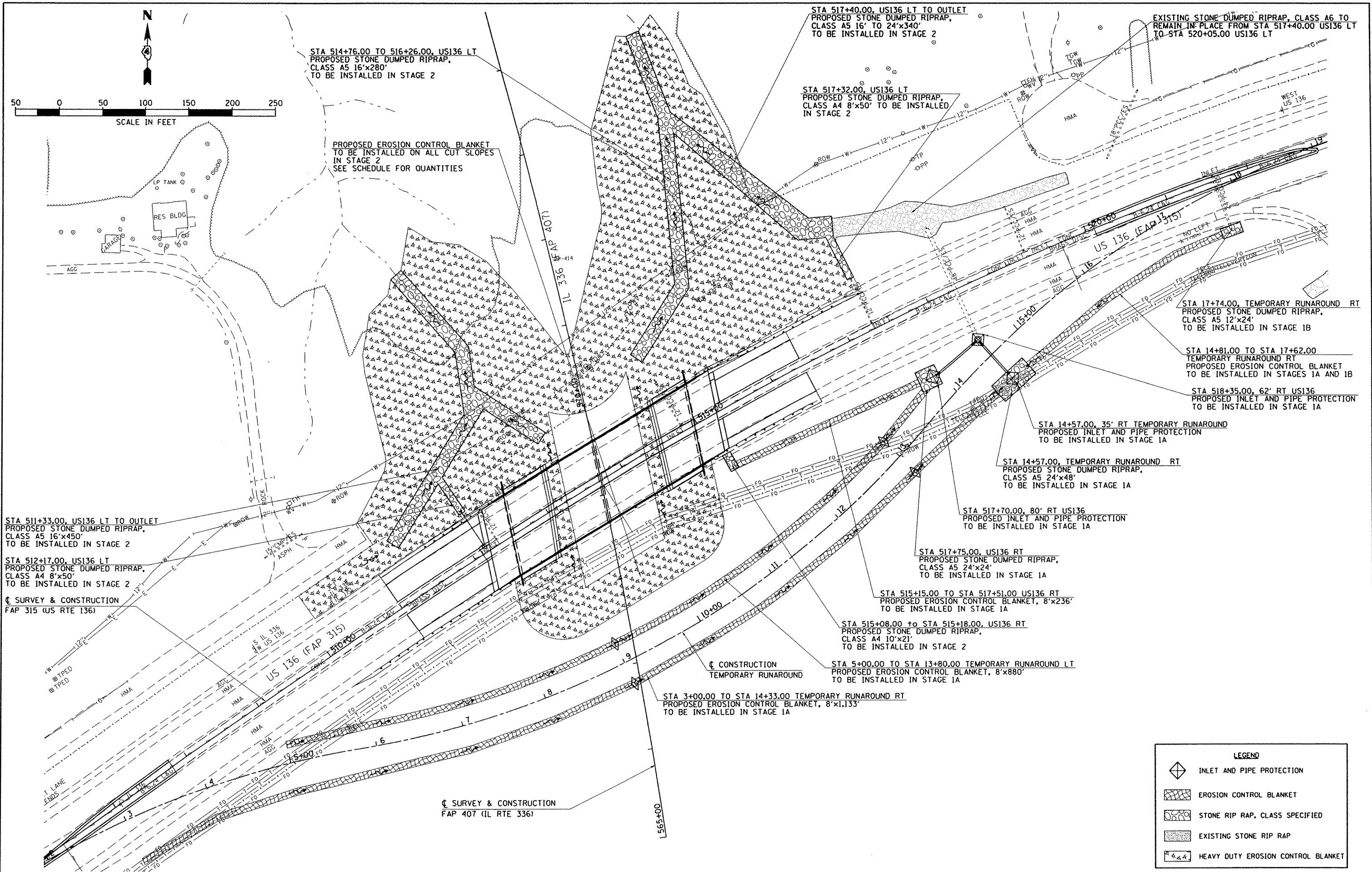


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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 315 (US RTE 136)
DRAINAGE & UTILITIES PLAN & PROFILE STA 508+00 TO STA 520+00
SCALE: 1"=50' SHEET NO. OF SHEETS STA. 508+00 TO STA. 520+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	29A
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				



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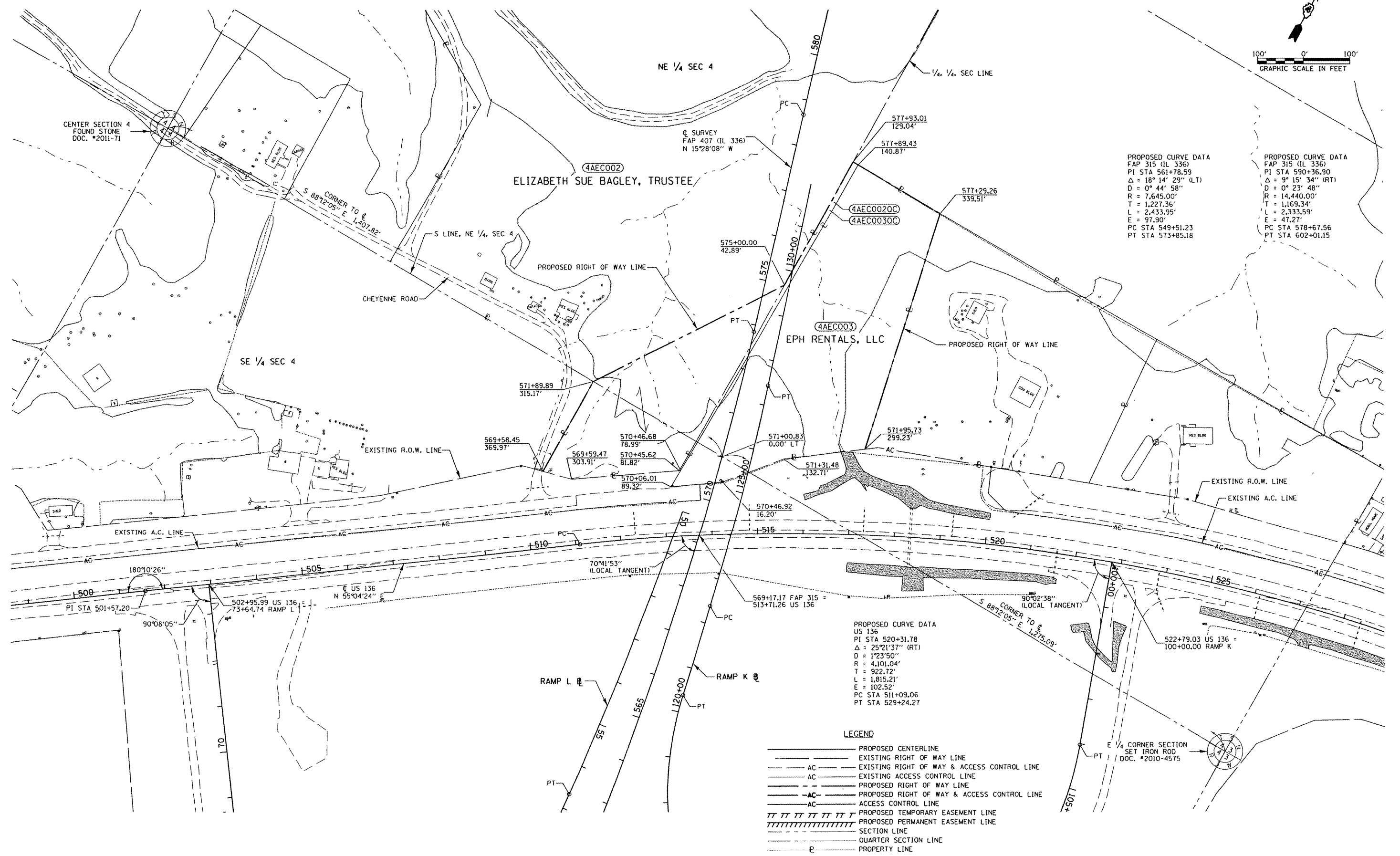
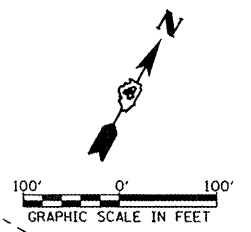
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 315 (US RTE 136)
EROSION CONTROL PLAN**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	30
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				

SEC 4, T 5 N, R 3 W, 4th PM



PROPOSED CURVE DATA
 FAP 315 (IL 336)
 PI STA 561+78.59
 $\Delta = 18^\circ 14' 29''$ (LT)
 $D = 0^\circ 44' 58''$
 $R = 7,645.00'$
 $T = 1,227.36'$
 $L = 2,433.95'$
 $E = 97.90'$
 PC STA 549+51.23
 PT STA 573+85.18

PROPOSED CURVE DATA
 FAP 315 (IL 336)
 PI STA 590+36.90
 $\Delta = 9^\circ 15' 34''$ (RT)
 $D = 0^\circ 23' 48''$
 $R = 14,440.00'$
 $T = 1,169.34'$
 $L = 2,333.59'$
 $E = 47.27'$
 PC STA 578+67.56
 PT STA 602+01.15

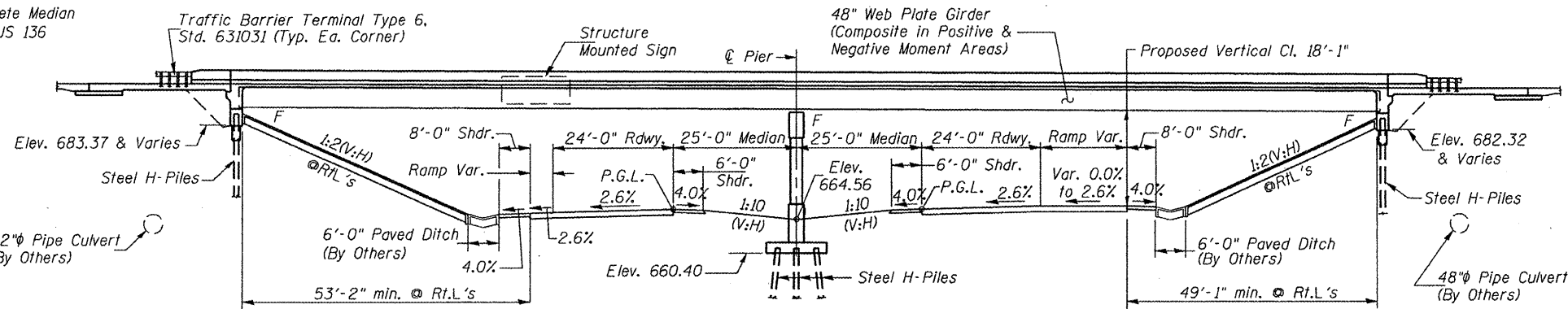
PROPOSED CURVE DATA
 US 136
 PI STA 520+31.78
 $\Delta = 25^\circ 21' 37''$ (RT)
 $D = 1^\circ 23' 50''$
 $R = 4,101.04'$
 $T = 922.72'$
 $L = 1,815.21'$
 $E = 102.52'$
 PC STA 511+09.06
 PT STA 529+24.27

- LEGEND**
- PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - AC — EXISTING RIGHT OF WAY & ACCESS CONTROL LINE
 - AC — EXISTING ACCESS CONTROL LINE
 - PROPOSED RIGHT OF WAY LINE
 - AC — PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
 - AC — ACCESS CONTROL LINE
 - PROPOSED TEMPORARY EASEMENT LINE
 - PROPOSED PERMANENT EASEMENT LINE
 - SECTION LINE
 - QUARTER SECTION LINE
 - PROPERTY LINE

FILE NAME v:\transportation\2891\us136\plans\US136R\WPlan01.dgn	USER NAME = tdarr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS			F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDONOUGH	TOTAL SHEETS 103	SHEET NO. 31
PLOT SCALE = 200.00' / IN.	CHECKED -	REVISED -	REVISED -		PROJECT SHEET NO. OF SHEETS	JOB NO. R-94-004-11	CONTRACT NO. 68A40		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
PLOT DATE = 8/23/2011	DATE -	REVISED -	REVISED -		STA. 560+00 TO STA. 590+00							

B.M. #1: IDOT Disk in Concrete Median
Sta. 511+09.32, @ US 136
Elev. = 693.84

Existing Structure: None
Traffic to be maintained
by a temporary runaround.



ELEVATION

PROP CURVE RAMP L-1

PI Sta. = 53+33.41
Δ = 5° 01' 38" (RT)
D = 0° 45' 16"
R = 7,595.00'
T = 333.41'
L = 666.39'
E = 7.31'
e = 2.6%
P.C. Sta. = 50+00.00
P.T. Sta. = 56+66.39

PROP CURVE US 136

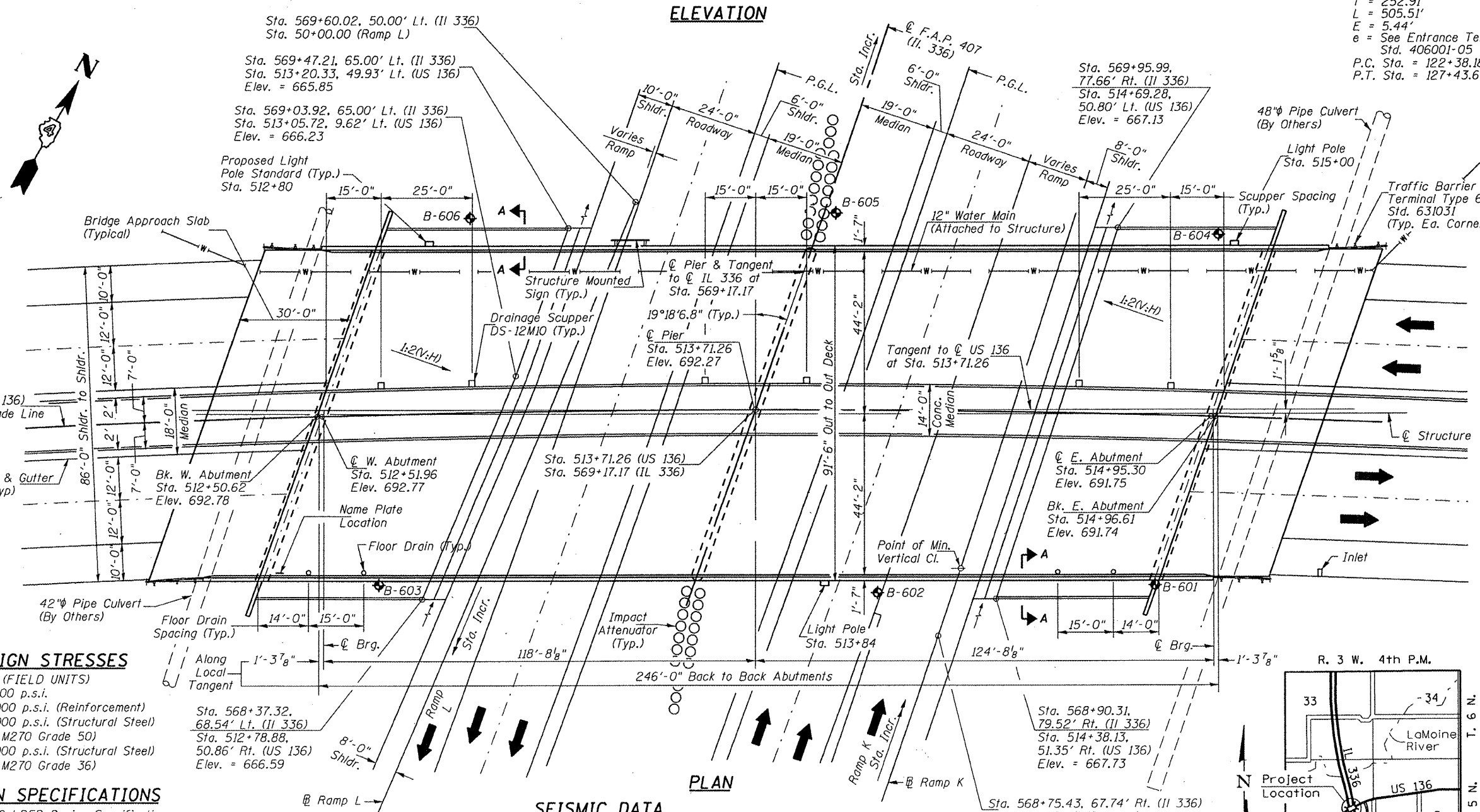
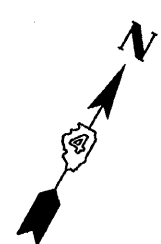
PI Sta. = 520+31.78
Δ = 25° 21' 37" (RT)
D = 1° 23' 50"
R = 4,101.04'
T = 922.72'
L = 1,815.21'
E = 102.52'
e = 2.2%
P.C. Sta. = 511+09.06
P.T. Sta. = 529+24.27

PROP CURVE RAMP K-4

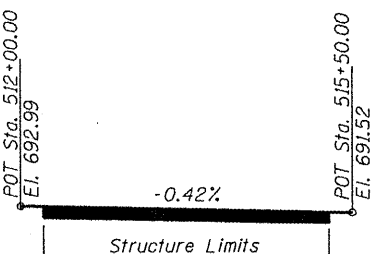
PI Sta. = 124+91.09
Δ = 4° 55' 53" (LT)
D = 0° 58' 32"
R = 5,873.29'
T = 252.91'
L = 505.51'
E = 5.44'
e = See Entrance Terminal
Std. 406001-05
P.C. Sta. = 122+38.18
P.T. Sta. = 127+43.69

PROP CURVE IL 336

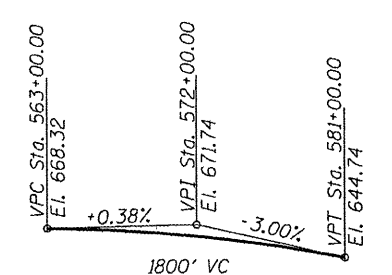
PI Sta. = 561+78.59
Δ = 18° 14' 29" (LT)
D = 0° 44' 58"
R = 7,645.00'
T = 1,227.36'
L = 2,433.95'
E = 97.90'
e = 2.6%
P.C. Sta. = 549+51.23
P.T. Sta. = 573+85.18



PLAN

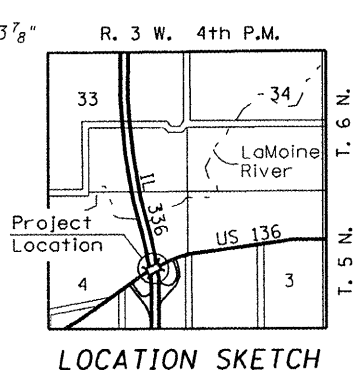


PROFILE GRADE US 136



PROFILE GRADE IL 336

Professional Engineer Seal for Benjamin A. Newberry, License No. 011-000000, State of Illinois. Date: 4/30/2012.



LOCATION SKETCH

**GENERAL PLAN & ELEVATION
US 136 OVER IL 336
FAP 315 - SECTION 55-3HB
MCDONOUGH COUNTY
STATION 513+71.26
STR. NO. 055-0063**

DESIGN STRESSES
(FIELD UNITS)
f_c = 3,500 p.s.i.
f_y = 60,000 p.s.i. (Reinforcement)
f_y = 50,000 p.s.i. (Structural Steel)
(AASHTO M270 Grade 50)
f_y = 36,000 p.s.i. (Structural Steel)
(AASHTO M270 Grade 36)

DESIGN SPECIFICATIONS
2010 AASHTO LRFD Design Specifications
5th Edition with 2010 Interims.

LOADING HL-93
Allow 50#/sq. ft. future wearing surface.

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.08g
Design Spectral Acceleration at 0.2 sec. (S₀₅) = 0.13g
Soil Site Class = C

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

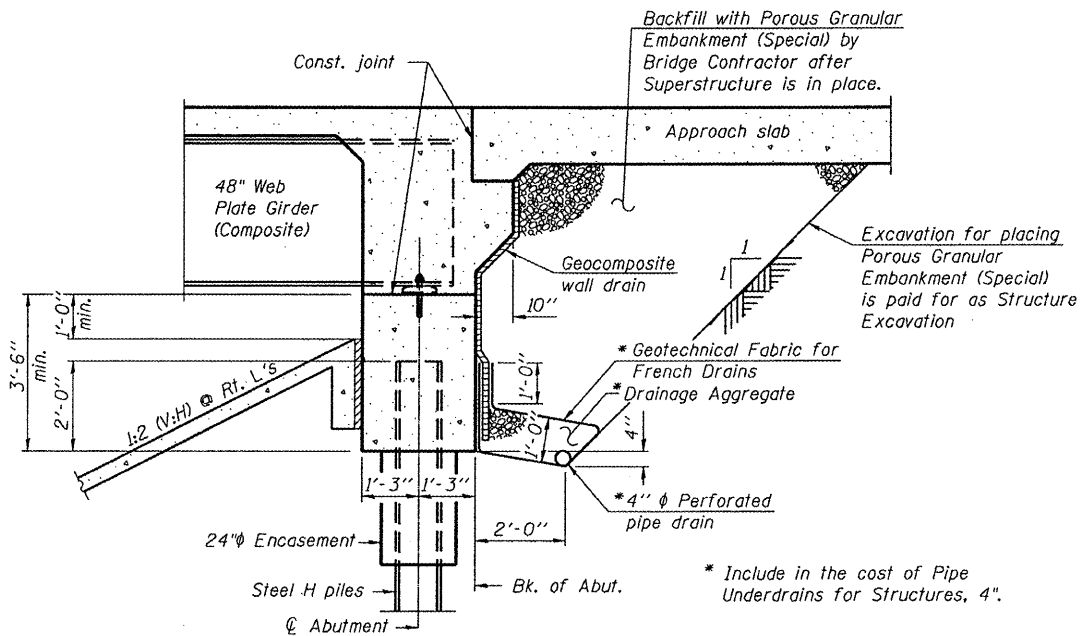
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PLOT SCALE = NONE	CHECKED - JOH	REVISED -
PLOT DATE = 10/21/2011	DRAWN - TAC	REVISED -
	CHECKED - BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
STRUCTURE NO. 055-0063**
SHEET NO. 1 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	32
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				

V:\Bridges\281-McDonough\US136\0550063-68418-001-GENERAL PLAN.dgn



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

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

* Include in the cost of Pipe Underdrains for Structures, 4".

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 688,390 lbs. (AASHTO M270 Gr. 50)
= 66,610 lbs. (AASHTO M270 Gr. 36)

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures".

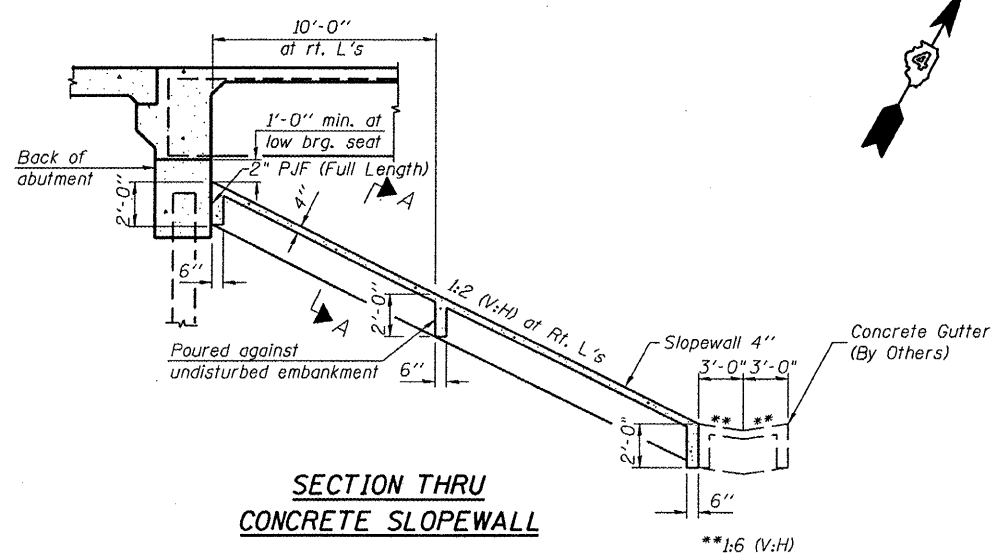
Slipforming of the parapets is not allowed.

INDEX TO SHEETS

SHEET #'s	DESCRIPTION
1	General Plan and Elevation
2	General Details
3	Footing Layout
4-7	Top of Slab Elevations
8-9	Top of Approach Slab Elevations
10	Superstructure
11-13	Superstructure Details
14	Diaphragm Details
15-18	Approach Slab Details
19	Drainage Scupper Details
20	Framing Plan and Details
21-21A	Structural Steel Details
22	Bearing Details
23	West Abutment
24	West Abutment Details
25	East Abutment
26	East Abutment Details
27	Pier
28	HP Pile Details
29	Bar Splicer Details
30-35	Boring Logs

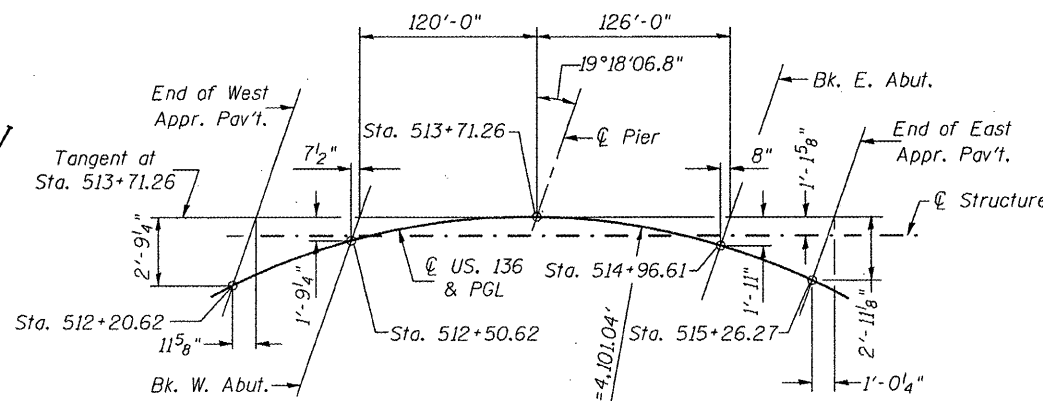
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	CU YD	—	864	864
Concrete Structures	CU YD	—	376.8	376.8
Concrete Superstructure	CU YD	1,052.3	—	1,052.3
Concrete Encasement	CU YD	—	13.4	13.4
Bridge Deck Grooving	SQ YD	2,392	—	2,392
Protective Coat	SQ YD	3,269	—	3,269
Drainage Scuppers, DS-12 M10	EACH	6	—	6
Floor Drains	EACH	4	—	4
Furnishing and Erecting Structural Steel	L SUM	1	—	1
Reinforcement Bars, Epoxy Coated	POUND	260,730	61,070	321,800
Stud Shear Connectors	EACH	8,736	—	8,736
Anchor Bolts, 1"	EACH	48	—	48
Anchor Bolts, 1 1/4"	EACH	24	—	24
Slope Wall 4"	SQ YD	—	—	993
Name Plates	EACH	—	1	1
Furnishing Steel Piles HP12x53	FOOT	—	3,704	3,704
Driving Piles	FOOT	—	3,704	3,704
Test Pile Steel HP12x53	EACH	—	2	2
Porous Granular Embankment (Special)	CU YD	—	327	327
Bar Splicers	EACH	212	—	212
Pipe Underdrains for Structures 4"	FOOT	—	240	240
Geocomposite Wall Drain	SQ YD	—	209	209

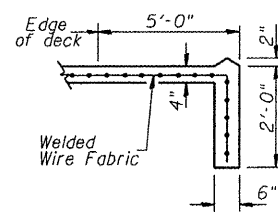


SECTION THRU CONCRETE SLOPEWALL

Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



OFFSET SKETCH



SECTION A-A

**STATION 513+71.26
BUILT 201- BY
STATE OF ILLINOIS
F.A.P. RTE. 315 SEC. 55-3HB
LOADING HL-93
STR. NO. 055-0063**

NAME PLATE
(See Std. 515001)

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = brnebel
PLOT SCALE = NONE
PLOT DATE = 10/21/2011

DESIGNED - BAN
CHECKED - JOH
DRAWN - TAC
CHECKED - BAN

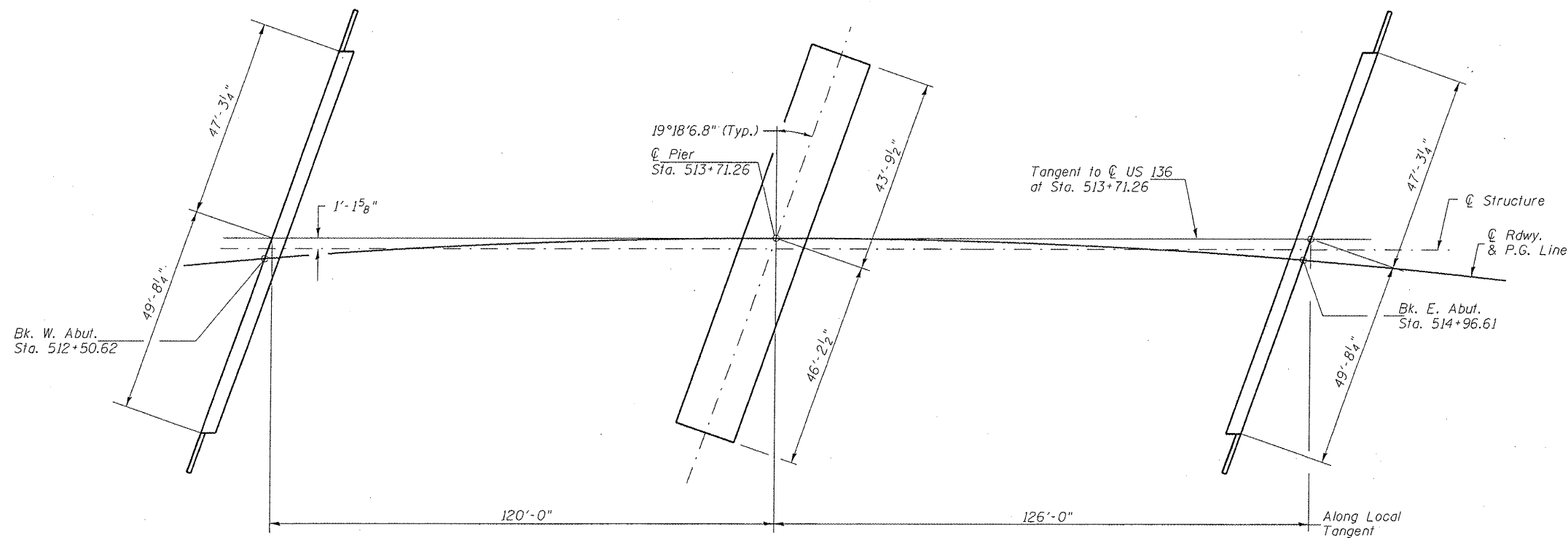
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DETAILS
STRUCTURE NO. 055-0063**

SHEET NO. 2 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	33
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				



FOOTING LAYOUT

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

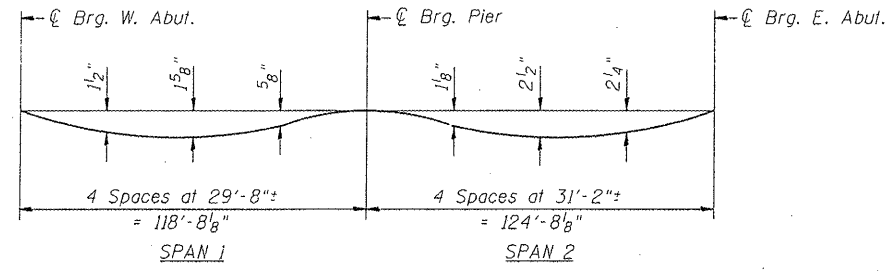
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PLOT DATE = 8/22/2011	DRAWN - TAC	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT
STRUCTURE NO. 055-0063

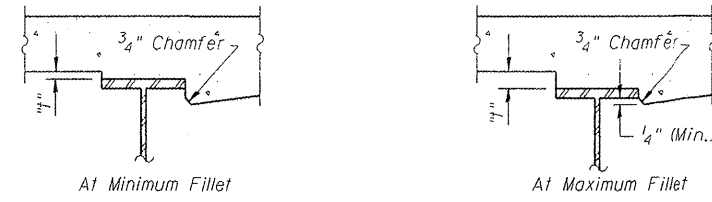
SHEET NO. 3 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	34
CONTRACT NO. 68A40			ILLINOIS FED. AID PROJECT	



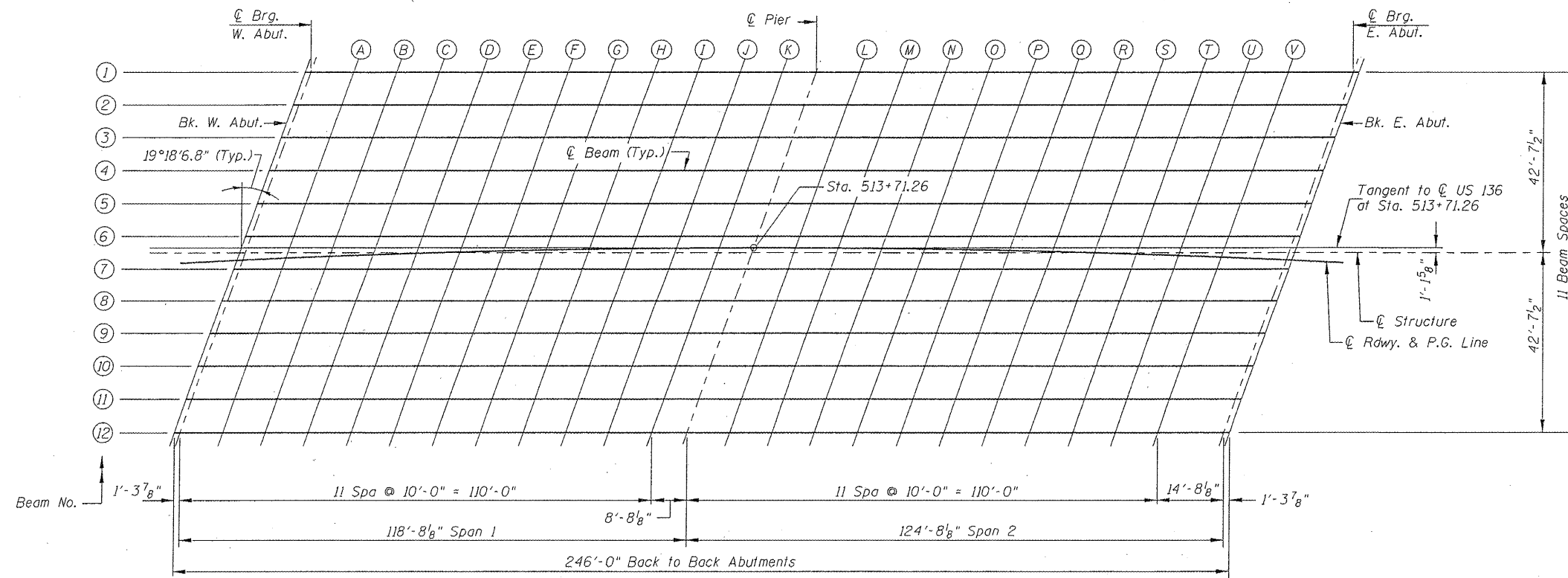
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in the tables on sheets 5 thru 7 of 35.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "f" above top flanges of girders.

FILLET HEIGHTS



PLAN

Hutchison Engineering, Inc. Jacksonville & Shorewood, Illinois	USER NAME = tccody	DESIGNED - BAN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 055-0063	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NONE	CHECKED - JOH	REVISED -			315	55-3HB	McDonough	103	35
	PLOT DATE = 8/22/2011	DRAWN - TAC	REVISED -			CONTRACT NO. 68A40				
		CHECKED - BAN	REVISED -			ILLINOIS FED. AID PROJECT				

BEAM #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51266.87	-42.83	693.65	693.65
CL Brg W. Abut.	51268.18	-42.80	693.65	693.65
A	51278.07	-42.56	693.60	693.65
B	51287.97	-42.34	693.55	693.65
C	51297.87	-42.15	693.51	693.64
D	51307.76	-41.98	693.46	693.61
E	51317.66	-41.84	693.42	693.57
F	51327.56	-41.72	693.37	693.51
G	51337.46	-41.63	693.33	693.44
H	51347.36	-41.56	693.29	693.36
I	51357.26	-41.51	693.24	693.29
J	51367.16	-41.49	693.20	693.22
K	51377.06	-41.49	693.16	693.16
CL Pier	51385.64	-41.51	693.12	693.12
L	51395.54	-41.56	693.08	693.10
M	51405.44	-41.63	693.04	693.09
N	51415.34	-41.73	693.00	693.09
O	51425.24	-41.85	692.96	693.09
P	51435.14	-41.99	692.93	693.10
Q	51445.04	-42.16	692.89	693.09
R	51454.93	-42.35	692.85	693.07
S	51464.83	-42.57	692.81	693.03
T	51474.72	-42.81	692.78	692.98
U	51484.61	-43.07	692.74	692.90
V	51494.51	-43.36	692.71	692.81
CL Brg E. Abut.	51509.02	-43.83	692.66	692.66
Bk E. Abutment	51510.33	-43.87	692.65	692.65

BEAM #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51263.98	-35.15	693.49	693.49
CL Brg W. Abut.	51265.30	-35.12	693.49	693.49
A	51275.21	-34.87	693.44	693.49
B	51285.12	-34.65	693.39	693.49
C	51295.04	-34.45	693.35	693.48
D	51304.95	-34.28	693.30	693.45
E	51314.87	-34.13	693.26	693.41
F	51324.78	-34.00	693.21	693.35
G	51334.70	-33.90	693.17	693.28
H	51344.62	-33.82	693.13	693.20
I	51354.54	-33.77	693.08	693.13
J	51364.46	-33.74	693.04	693.06
K	51374.37	-33.74	693.00	693.00
CL Pier	51382.98	-33.75	692.96	692.96
L	51392.90	-33.80	692.92	692.94
M	51402.82	-33.86	692.88	692.93
N	51412.73	-33.95	692.84	692.93
O	51422.65	-34.06	692.80	692.93
P	51432.57	-34.20	692.77	692.94
Q	51442.48	-34.36	692.73	692.93
R	51452.40	-34.55	692.69	692.91
S	51462.31	-34.76	692.65	692.87
T	51472.22	-34.99	692.62	692.82
U	51482.14	-35.25	692.58	692.74
V	51492.05	-35.53	692.55	692.65
CL Brg E. Abut.	51506.59	-35.99	692.49	692.49
Bk E. Abutment	51507.90	-36.03	692.49	692.49

BEAM #3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51261.09	-27.48	693.34	693.34
CL Brg W. Abut.	51262.40	-27.44	693.33	693.33
A	51272.33	-27.19	693.28	693.34
B	51282.26	-26.96	693.24	693.34
C	51292.20	-26.75	693.19	693.32
D	51302.13	-26.57	693.15	693.29
E	51312.07	-26.42	693.10	693.25
F	51322.00	-26.29	693.06	693.19
G	51331.94	-26.18	693.01	693.12
H	51341.87	-26.09	692.97	693.04
I	51351.81	-26.03	692.93	692.97
J	51361.75	-26.00	692.88	692.90
K	51371.68	-25.99	692.84	692.84
CL Pier	51380.30	-26.00	692.80	692.80
L	51390.24	-26.03	692.76	692.78
M	51400.18	-26.09	692.72	692.77
N	51410.11	-26.17	692.68	692.77
O	51420.05	-26.28	692.64	692.77
P	51429.99	-26.41	692.61	692.78
Q	51439.92	-26.57	692.57	692.77
R	51449.85	-26.75	692.53	692.75
S	51459.79	-26.95	692.49	692.71
T	51469.72	-27.18	692.46	692.66
U	51479.65	-27.43	692.42	692.58
V	51489.58	-27.71	692.38	692.49
CL Brg E. Abut.	51504.15	-28.16	692.33	692.33
Bk E. Abutment	51505.46	-28.20	692.33	692.33

BEAM #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51258.18	-19.80	693.18	693.18
CL Brg W. Abut.	51259.50	-19.77	693.18	693.18
A	51269.45	-19.51	693.13	693.18
B	51279.40	-19.27	693.08	693.18
C	51289.35	-19.06	693.03	693.16
D	51299.30	-18.87	692.99	693.14
E	51309.25	-18.71	692.94	693.09
F	51319.21	-18.57	692.90	693.03
G	51329.16	-18.45	692.85	692.96
H	51339.12	-18.36	692.81	692.89
I	51349.07	-18.30	692.77	692.81
J	51359.03	-18.26	692.72	692.74
K	51368.98	-18.24	692.68	692.69
CL Pier	51377.62	-18.24	692.65	692.65
L	51387.57	-18.27	692.60	692.62
M	51397.53	-18.32	692.56	692.61
N	51407.49	-18.40	692.52	692.61
O	51417.44	-18.50	692.48	692.61
P	51427.39	-18.62	692.44	692.62
Q	51437.35	-18.77	692.41	692.61
R	51447.30	-18.95	692.37	692.59
S	51457.25	-19.14	692.33	692.55
T	51467.20	-19.37	692.29	692.49
U	51477.15	-19.61	692.26	692.42
V	51487.10	-19.88	692.22	692.32
CL Brg E. Abut.	51501.70	-20.32	692.17	692.17
Bk E. Abutment	51503.02	-20.36	692.17	692.17

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = tcoody	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - JOH	REVISED -
PLOT DATE = 8/22/2011	DRAWN - TAC	REVISED -
	CHECKED - BAN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 055-0063**

SHEET NO. 5 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	36
CONTRACT NO. 68A40			ILLINOIS FED. AID PROJECT	

BEAM #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51255.26	-12.13	693.02	693.02
CL Brg W. Abut.	51256.58	-12.10	693.02	693.02
A	51266.55	-11.83	692.97	693.02
B	51276.52	-11.59	692.92	693.02
C	51286.49	-11.37	692.88	693.01
D	51296.46	-11.17	692.83	692.98
E	51306.43	-11.00	692.79	692.93
F	51316.40	-10.86	692.74	692.88
G	51326.37	-10.73	692.70	692.80
H	51336.35	-10.64	692.65	692.73
I	51346.32	-10.56	692.61	692.65
J	51356.30	-10.51	692.56	692.59
K	51366.27	-10.49	692.52	692.53
CL Pier	51374.92	-10.49	692.49	692.49
L	51384.90	-10.51	692.44	692.46
M	51394.87	-10.56	692.40	692.45
N	51404.85	-10.63	692.36	692.45
O	51414.82	-10.72	692.32	692.45
P	51424.79	-10.84	692.28	692.46
Q	51434.77	-10.98	692.25	692.45
R	51444.74	-11.15	692.21	692.43
S	51454.71	-11.34	692.17	692.39
T	51464.68	-11.55	692.13	692.33
U	51474.65	-11.79	692.10	692.26
V	51484.61	-12.06	692.06	692.16
CL Brg E. Abut.	51499.24	-12.49	692.01	692.01
Bk E. Abutment	51500.56	-12.53	692.00	692.00

BEAM #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51252.33	-4.46	692.87	692.87
CL Brg W. Abut.	51253.65	-4.43	692.86	692.86
A	51263.64	-4.15	692.81	692.87
B	51273.63	-3.90	692.77	692.86
C	51283.62	-3.67	692.72	692.85
D	51293.60	-3.47	692.67	692.82
E	51303.59	-3.30	692.63	692.78
F	51313.59	-3.14	692.58	692.72
G	51323.58	-3.02	692.54	692.65
H	51333.57	-2.91	692.49	692.57
I	51343.56	-2.83	692.45	692.50
J	51353.56	-2.78	692.41	692.43
K	51363.55	-2.74	692.36	692.37
CL Pier	51372.22	-2.74	692.33	692.33
L	51382.21	-2.75	692.29	692.30
M	51392.20	-2.79	692.24	692.29
N	51402.20	-2.85	692.20	692.29
O	51412.19	-2.94	692.16	692.29
P	51422.18	-3.05	692.12	692.30
Q	51432.17	-3.19	692.09	692.29
R	51442.16	-3.35	692.05	692.27
S	51452.15	-3.54	692.01	692.23
T	51462.14	-3.75	691.97	692.17
U	51472.13	-3.98	691.93	692.10
V	51482.12	-4.24	691.90	692.00
CL Brg E. Abut.	51496.77	-4.66	691.85	691.85
Bk E. Abutment	51498.09	-4.70	691.84	691.84

C ROADWAY & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51250.62	0.00	692.78	692.78
CL Brg W. Abut.	51251.96	0.00	692.77	692.77
A	51262.06	0.00	692.73	692.78
B	51272.16	0.00	692.69	692.79
C	51282.24	0.00	692.64	692.78
D	51292.31	0.00	692.60	692.75
E	51302.38	0.00	692.56	692.71
F	51312.43	0.00	692.52	692.65
G	51322.48	0.00	692.48	692.58
H	51332.52	0.00	692.43	692.51
I	51342.55	0.00	692.39	692.44
J	51352.57	0.00	692.35	692.37
K	51362.58	0.00	692.31	692.31
CL Pier	51371.26	0.00	692.27	692.27
L	51381.26	0.00	692.23	692.25
M	51391.24	0.00	692.19	692.24
N	51401.22	0.00	692.14	692.23
O	51411.19	0.00	692.10	692.23
P	51421.15	0.00	692.06	692.23
Q	51431.11	0.00	692.02	692.22
R	51441.06	0.00	691.98	692.20
S	51450.99	0.00	691.94	692.16
T	51460.92	0.00	691.89	692.09
U	51470.85	0.00	691.85	692.01
V	51480.76	0.00	691.81	691.91
CL Brg E. Abut.	51495.30	0.00	691.75	691.75
Bk E. Abutment	51496.61	0.00	691.74	691.74

BEAM #7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51249.39	3.20	692.71	692.71
CL Brg W. Abut.	51250.72	3.24	692.71	692.71
A	51260.72	3.52	692.66	692.71
B	51270.73	3.78	692.61	692.71
C	51280.73	4.01	692.56	692.69
D	51290.74	4.22	692.52	692.66
E	51300.75	4.41	692.47	692.62
F	51310.76	4.57	692.42	692.56
G	51320.77	4.70	692.38	692.49
H	51330.78	4.81	692.33	692.41
I	51340.79	4.90	692.29	692.34
J	51350.80	4.96	692.25	692.27
K	51360.82	5.00	692.20	692.21
CL Pier	51369.50	5.01	692.17	692.17
L	51379.51	5.00	692.13	692.14
M	51389.53	4.97	692.08	692.13
N	51399.54	4.92	692.04	692.13
O	51409.55	4.83	692.00	692.13
P	51419.56	4.73	691.96	692.14
Q	51429.57	4.60	691.92	692.13
R	51439.58	4.44	691.89	692.11
S	51449.59	4.27	691.85	692.07
T	51459.60	4.06	691.81	692.01
U	51469.61	3.83	691.77	691.94
V	51479.61	3.58	691.74	691.84
CL Brg E. Abut.	51494.29	3.17	691.68	691.68
Bk E. Abutment	51495.62	3.13	691.68	691.68

BEAM #8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51246.44	10.87	692.56	692.56
CL Brg W. Abut.	51247.77	10.91	692.55	692.55
A	51257.79	11.20	692.50	692.55
B	51267.81	11.46	692.45	692.55
C	51277.84	11.70	692.41	692.54
D	51287.87	11.92	692.36	692.51
E	51297.89	12.11	692.31	692.46
F	51307.92	12.27	692.27	692.40
G	51317.95	12.42	692.22	692.33
H	51327.98	12.53	692.18	692.25
I	51338.01	12.63	692.13	692.18
J	51348.04	12.70	692.09	692.11
K	51358.07	12.74	692.05	692.05
CL Pier	51366.78	12.76	692.01	692.01
L	51376.81	12.76	691.97	691.98
M	51386.84	12.73	691.93	691.97
N	51396.87	12.68	691.88	691.97
O	51406.90	12.61	691.84	691.97
P	51416.93	12.51	691.80	691.98
Q	51426.96	12.39	691.76	691.97
R	51436.99	12.24	691.73	691.95
S	51447.02	12.06	691.69	691.91
T	51457.04	11.87	691.65	691.85
U	51467.07	11.65	691.61	691.77
V	51477.10	11.40	691.58	691.68
CL Brg E. Abut.	51491.81	11.00	691.52	691.52
Bk E. Abutment	51493.13	10.96	691.52	691.52

BEAM #9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51243.48	18.53	692.40	692.40
CL Brg W. Abut.	51244.81	18.57	692.39	692.39
A	51254.85	18.87	692.34	692.40
B	51264.89	19.14	692.30	692.39
C	51274.94	19.39	692.25	692.38
D	51284.98	19.61	692.20	692.35
E	51295.03	19.81	692.16	692.30
F	51305.08	19.98	692.11	692.24
G	51315.12	20.13	692.06	692.17
H	51325.17	20.25	692.02	692.10
I	51335.22	20.35	691.97	692.02
J	51345.27	20.43	691.93	691.95
K	51355.32	20.48	691.89	691.89
CL Pier	51364.04	20.51	691.85	691.85
L	51374.09	20.51	691.81	691.83
M	51384.14	20.49	691.77	691.81
N	51394.19	20.45	691.72	691.81
O	51404.24	20.38	691.68	691.81
P	51414.29	20.29	691.64	691.82
Q	51424.34	20.17	691.60	691.81
R	51434.39	20.03	691.56	691.79
S	51444.43	19.86	691.53	691.75
T	51454.48	19.67	691.49	691.69
U	51464.53	19.46	691.45	691.61
V	51474.57	19.22	691.41	691.52
CL Brg E. Abut.	51489.31	18.82	691.36	691.36
Bk E. Abutment	51490.64	18.78	691.36	691.36

BEAM #10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51240.50	26.19	692.24	692.24
CL Brg W. Abut.	51241.84	26.23	692.24	692.24
A	51251.90	26.54	692.19	692.24
B	51261.96	26.82	692.14	692.24
C	51272.02	27.07	692.09	692.22
D	51282.09	27.30	692.04	692.19
E	51292.15	27.50	692.00	692.15
F	51302.22	27.69	691.95	692.09
G	51312.28	27.84	691.91	692.01
H	51322.35	27.97	691.86	691.94
I	51332.42	28.08	691.82	691.86
J	51342.49	28.16	691.77	691.79
K	51352.56	28.22	691.73	691.73
CL Pier	51361.29	28.25	691.69	691.69
L	51371.36	28.26	691.65	691.67
M	51381.43	28.25	691.61	691.65
N	51391.50	28.21	691.57	691.65
O	51401.57	28.15	691.52	691.65
P	51411.64	28.06	691.48	691.66
Q	51421.71	27.95	691.44	691.65
R	51431.77	27.82	691.40	691.63
S	51441.84	27.66	691.37	691.59
T	51451.91	27.47	691.33	691.53
U	51461.97	27.27	691.29	691.45
V	51472.04	27.03	691.25	691.36
CL Brg E. Abut.	51486.80	26.65	691.20	691.20
Bk E. Abutment	51488.14	26.61	691.19	691.19

BEAM #11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51237.52	33.85	692.09	692.09
CL Brg W. Abut.	51238.85	33.89	692.08	692.08
A	51248.93	34.20	692.03	692.09
B	51259.01	34.49	691.98	692.08
C	51269.10	34.75	691.94	692.07
D	51279.18	34.99	691.89	692.04
E	51289.26	35.20	691.84	691.99
F	51299.35	35.39	691.79	691.93
G	51309.43	35.55	691.75	691.86
H	51319.52	35.69	691.70	691.78
I	51329.61	35.80	691.66	691.70
J	51339.70	35.89	691.61	691.63
K	51349.78	35.96	691.57	691.57
CL Pier	51358.54	35.99	691.53	691.53
L	51368.62	36.01	691.49	691.51
M	51378.71	36.01	691.45	691.50
N	51388.80	35.98	691.41	691.49
O	51398.89	35.92	691.36	691.49
P	51408.98	35.84	691.32	691.50
Q	51419.06	35.74	691.28	691.49
R	51429.15	35.61	691.24	691.47
S	51439.24	35.45	691.21	691.43
T	51449.32	35.28	691.17	691.37
U	51459.41	35.07	691.13	691.29
V	51469.49	34.85	691.09	691.19
CL Brg E. Abut.	51484.29	34.47	691.04	691.04
Bk E. Abutment	51485.62	34.43	691.03	691.03

BEAM #12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abutment	51234.52	41.51	691.93	691.93
CL Brg W. Abut.	51235.86	41.55	691.93	691.93
A	51245.96	41.87	691.88	691.93
B	51256.06	42.16	691.83	691.93
C	51266.16	42.43	691.78	691.91
D	51276.26	42.67	691.73	691.88
E	51286.36	42.89	691.68	691.83
F	51296.47	43.09	691.64	691.77
G	51306.57	43.26	691.59	691.70
H	51316.68	43.40	691.55	691.62
I	51326.78	43.52	691.50	691.55
J	51336.89	43.62	691.46	691.48
K	51347.00	43.69	691.41	691.42
CL Pier	51355.77	43.73	691.37	691.37
L	51365.88	43.76	691.33	691.35
M	51375.98	43.76	691.29	691.34
N	51386.09	43.74	691.25	691.33
O	51396.20	43.69	691.20	691.33
P	51406.31	43.61	691.16	691.34
Q	51416.41	43.52	691.12	691.33
R	51426.52	43.39	691.08	691.31
S	51436.63	43.25	691.04	691.27
T	51446.73	43.08	691.01	691.21
U	51456.83	42.88	690.97	691.13
V	51466.94	42.66	690.93	691.03
CL Brg E. Abut.	51481.76	42.29	690.88	690.88
Bk E. Abutment	51483.10	42.25	690.87	690.87

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

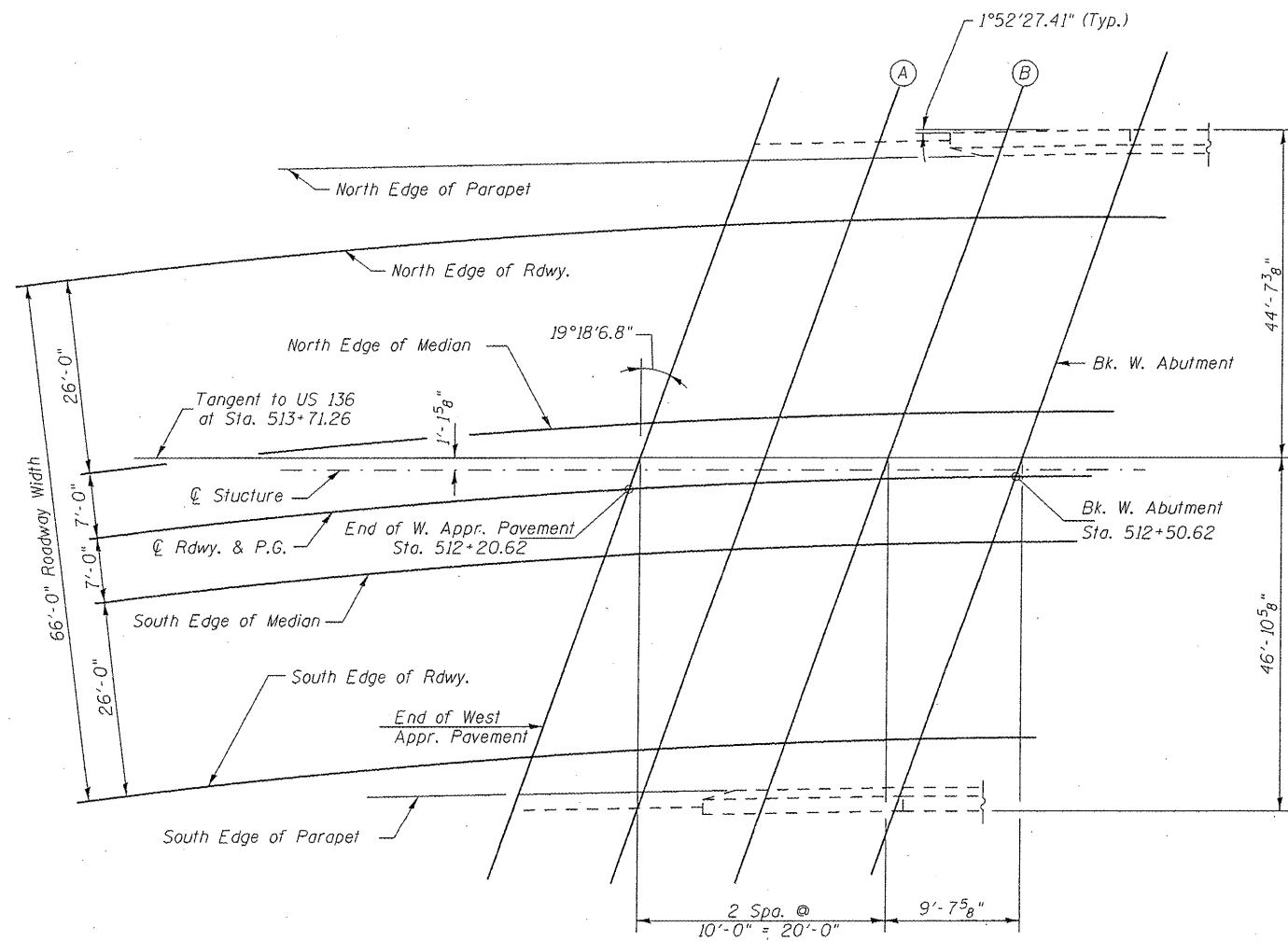
USER NAME = toody	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - JOH	REVISED -
PLOT DATE = 8/22/2011	DRAWN - TAC	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 055-0063

SHEET NO. 7 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	38
CONTRACT NO. 68A40			ILLINOIS FED. AID PROJECT	



PLAN WEST APPROACH PAVEMENT



NORTH EDGE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pvmt.	512+37.77	-44.24	693.80
A	512+47.78	-44.26	693.76
B	512+57.79	-44.29	693.72
Bk. W. Abutment	512+67.44	-44.36	693.68

NORTH EDGE OF ROADWAY PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pvmt.	512+33.44	-33.00	693.58
A	512+43.48	-33.00	693.53
B	512+53.51	-33.00	693.49
Bk. W. Abutment	512+63.17	-33.00	693.45

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pvmt.	512+23.36	-7.00	693.05
A	512+33.47	-7.00	693.00
B	512+43.57	-7.00	692.96
Bk. W. Abutment	512+53.30	-7.00	692.92

PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pvmt.	512+20.62	0.00	692.90
A	512+30.75	0.00	692.86
B	512+40.87	0.00	692.82
Bk. W. Abutment	512+50.62	0.00	692.78

SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pvmt.	512+17.87	7.00	692.76
A	512+28.02	7.00	692.72
B	512+38.16	7.00	692.68
Bk. W. Abutment	512+47.93	7.00	692.63

SOUTH EDGE OF ROADWAY PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pvmt.	512+07.57	33.00	692.23
A	512+17.80	33.00	692.19
B	512+28.01	33.00	692.15
Bk. W. Abutment	512+37.85	33.00	692.11

SOUTH EDGE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pvmt.	512+03.61	42.90	692.03
A	512+13.84	42.97	691.99
B	512+24.07	43.01	691.94
Bk. W. Abutment	512+33.93	43.03	691.90

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Jacksonville & Shorewood, Illinois

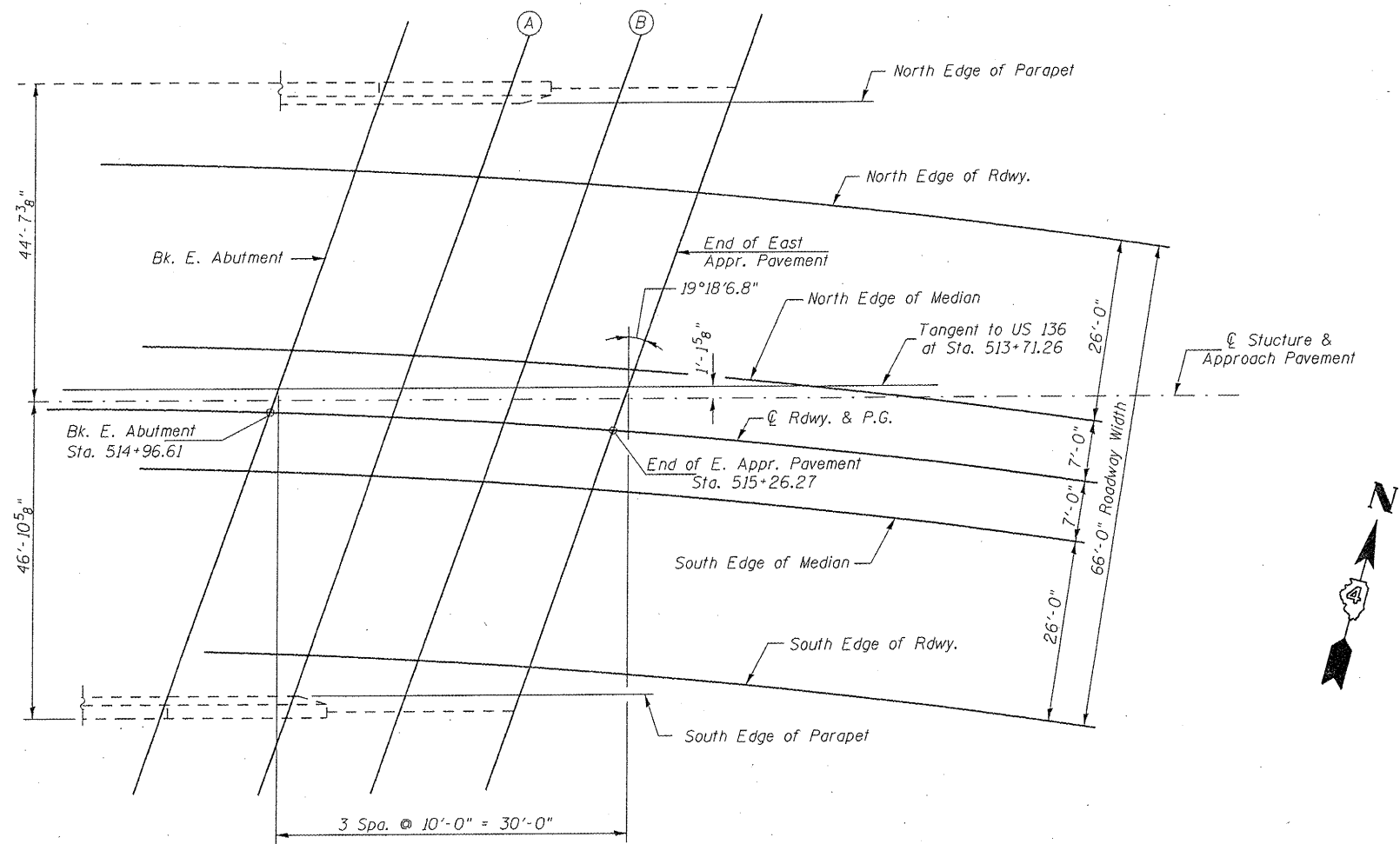
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 055-0063

F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDonough	TOTAL SHEETS 103	SHEET NO. 39
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				

SHEET NO. 8 OF 35 SHEETS



PLAN EAST APPROACH PAVEMENT

NORTH EDGE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	515+10.81	-45.43	692.68
A	515+20.70	-45.78	692.65
B	515+30.58	-46.16	692.62
End E. Appr. Pvmt.	515+40.46	-46.56	692.58

NORTH EDGE OF ROADWAY PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	515+06.96	-33.00	692.43
A	515+16.77	-33.00	692.39
B	515+26.57	-33.00	692.34
End E. Appr. Pvmt.	515+36.36	-33.00	692.30

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	514+98.82	-7.00	691.89
A	515+08.70	-7.00	691.85
B	515+18.57	-7.00	691.81
End E. Appr. Pvmt.	515+28.43	-7.00	691.76

PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	514+96.61	0.00	691.74
A	515+06.51	0.00	691.70
B	515+16.39	0.00	691.66
End E. Appr. Pvmt.	515+26.27	0.00	691.62

SOUTH EDGE OF MEDIAN

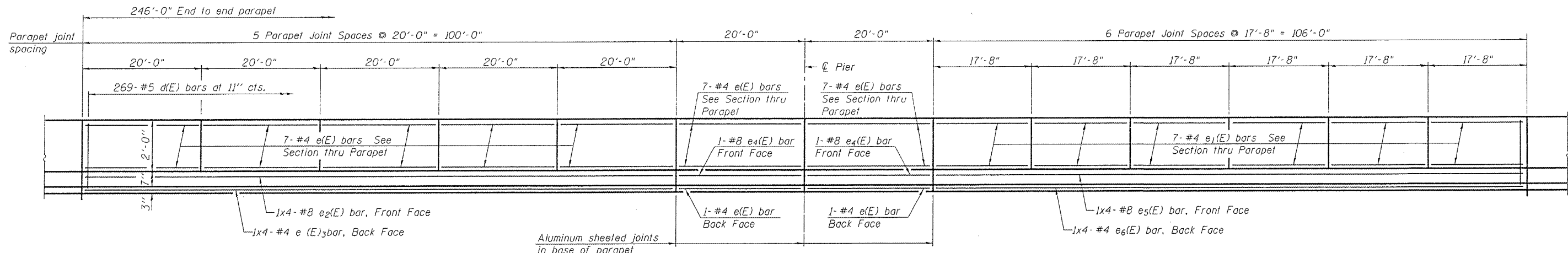
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	514+94.39	7.00	691.60
A	515+04.31	7.00	691.56
B	515+14.21	7.00	691.52
End E. Appr. Pvmt.	515+24.11	7.00	691.47

SOUTH EDGE OF ROADWAY PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	514+86.08	33.00	691.06
A	514+96.07	33.00	691.02
B	515+06.04	33.00	690.98
End E. Appr. Pvmt.	515+16.01	33.00	690.94

SOUTH EDGE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abutment	514+82.60	43.81	690.84
A	514+92.70	43.53	690.80
B	515+02.80	43.22	690.77
End E. Appr. Pvmt.	515+12.90	42.88	690.73



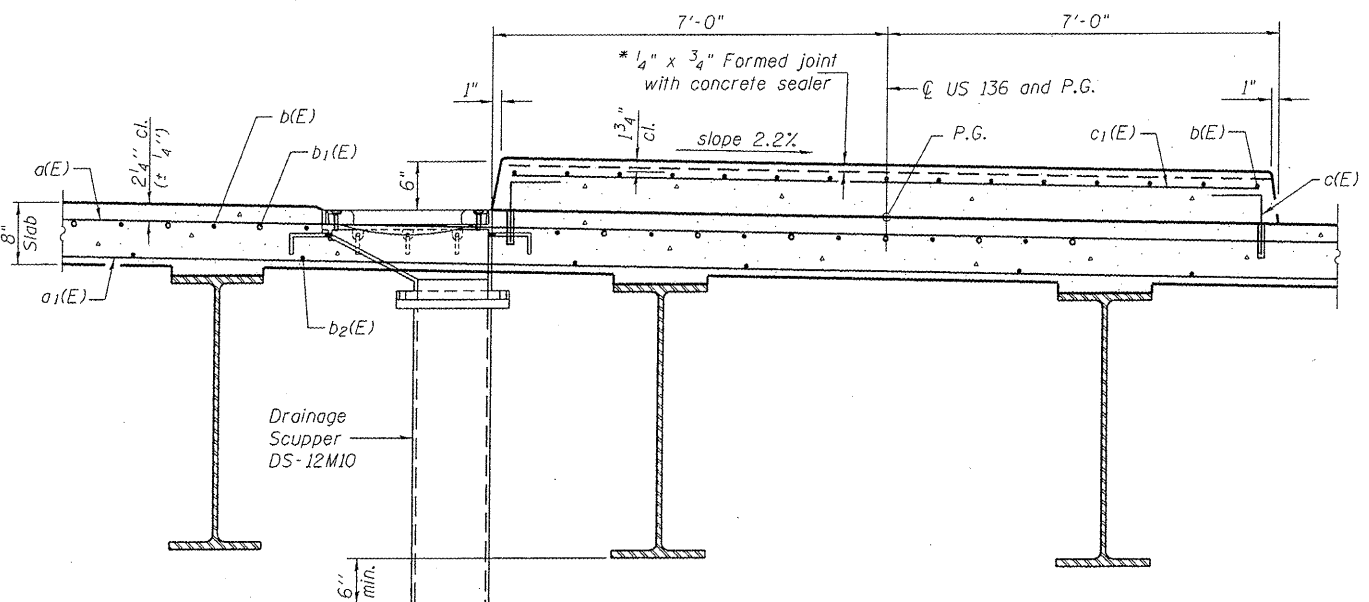
SPAN 1

INSIDE ELEVATION OF PARAPET
(North Parapet Shown, South Parapet Similar)

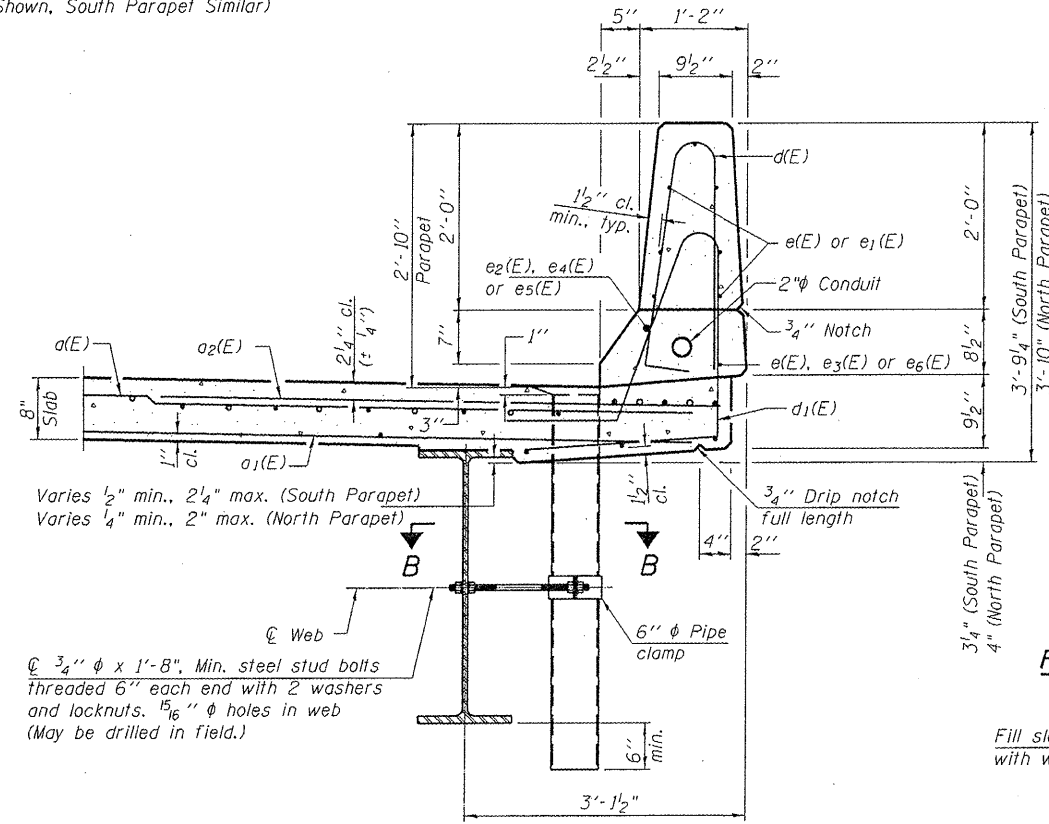
SPAN 2

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

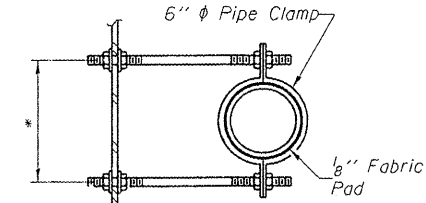
* Full width along joint - backer rod not required. Cost included with Concrete Superstructure.



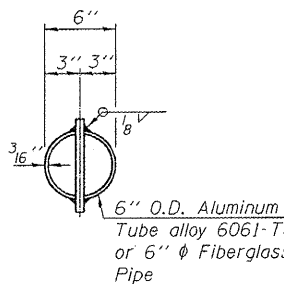
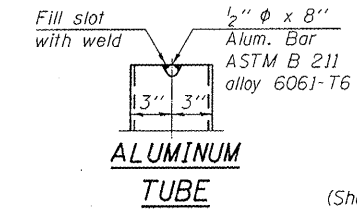
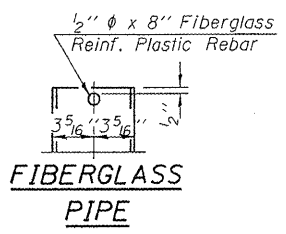
SECTION THRU MEDIAN



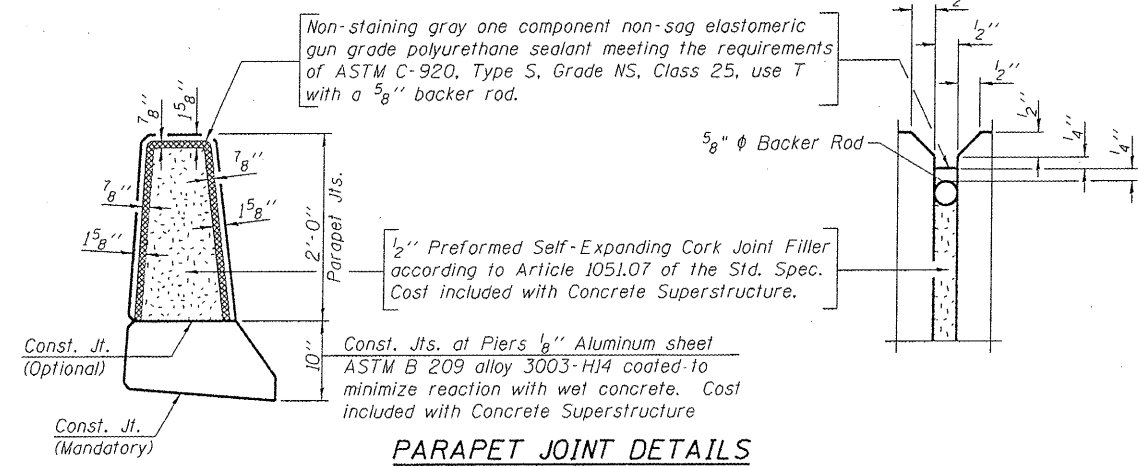
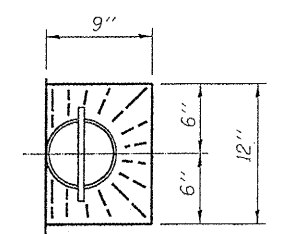
SECTION THRU PARAPET



SECTION B-B
*Dimension as required by Pipe Clamp



TOP PLAN (Showing Aluminum Tube)



PARAPET JOINT DETAILS

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

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Jacksonville & Shorewood, Illinois

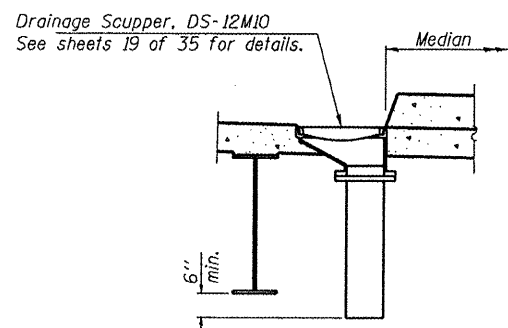
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

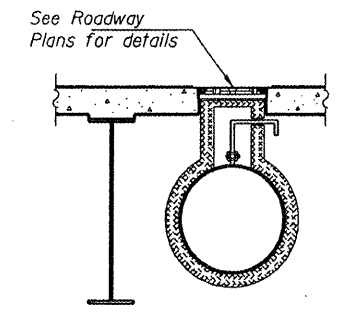
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 055-0063

SHEET NO. 11 OF 35 SHEETS

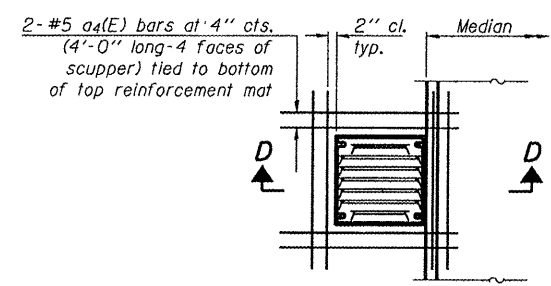
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	42
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				



SECTION D-D

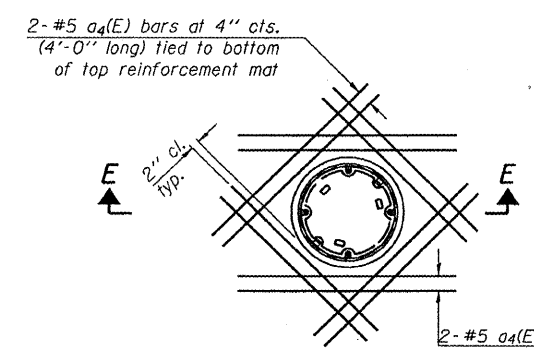


SECTION E-E



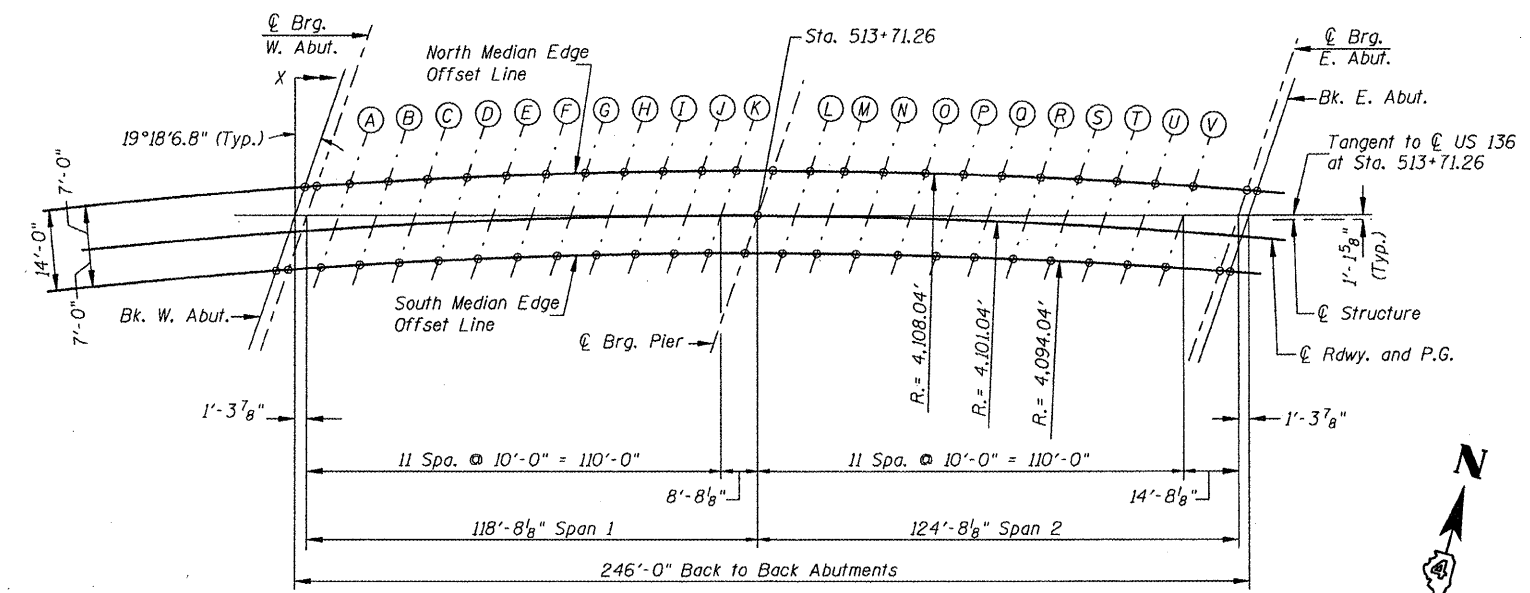
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

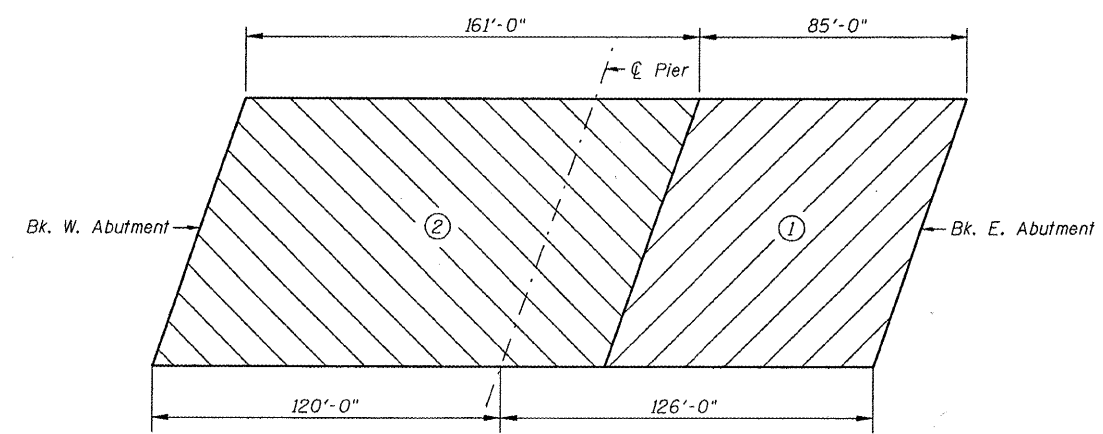


PLAN

Note:
Cut longitudinal reinforcement to clear valve access.



MEDIAN OFFSET PLAN



DECK POURING SEQUENCE

Note:
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

MEDIAN OFFSETS

Location	NORTH		SOUTH	
	X	*Offset (ft)	X	*Offset (ft)
Bk. W. Abut.	1.86	-5.30	-3.10	8.85
¢ Brg. W. Abut.	3.19	-5.34	-1.76	8.81
A	13.29	-5.61	8.34	8.52
B	23.38	-5.86	18.43	8.26
C	33.46	-6.09	28.52	8.02
D	43.53	-6.29	38.59	7.81
E	53.59	-6.46	48.66	7.62
F	63.64	-6.61	58.71	7.46
G	73.68	-6.74	68.76	7.32
H	83.72	-6.84	78.80	7.21
I	93.75	-6.92	88.83	7.12
J	103.77	-6.97	98.85	7.05
K	113.77	-7.00	108.87	7.02
¢ Brg. Pier	122.45	-7.00	117.55	7.00
L	132.45	-6.98	127.55	7.01
M	142.43	-6.94	137.54	7.04
N	152.41	-6.87	147.52	7.09
O	162.38	-6.78	157.49	7.17
P	172.33	-6.67	167.45	7.28
Q	182.29	-6.53	177.41	7.40
R	192.23	-6.37	187.35	7.55
S	202.16	-6.18	197.29	7.73
T	212.09	-5.97	207.22	7.93
U	222.01	-5.73	217.15	8.15
V	231.92	-5.48	227.06	8.40
¢ Brg. E. Abut.	246.45	-5.05	241.59	8.81
Bk. E. Abut.	247.76	-5.01	242.90	8.85

* Offset distance measured from local tangent

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = bnebel
PLOT SCALE = NONE
PLOT DATE = 10/21/2011

DESIGNED - CTM
CHECKED - BAN
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CHECKED - CTM/BAN

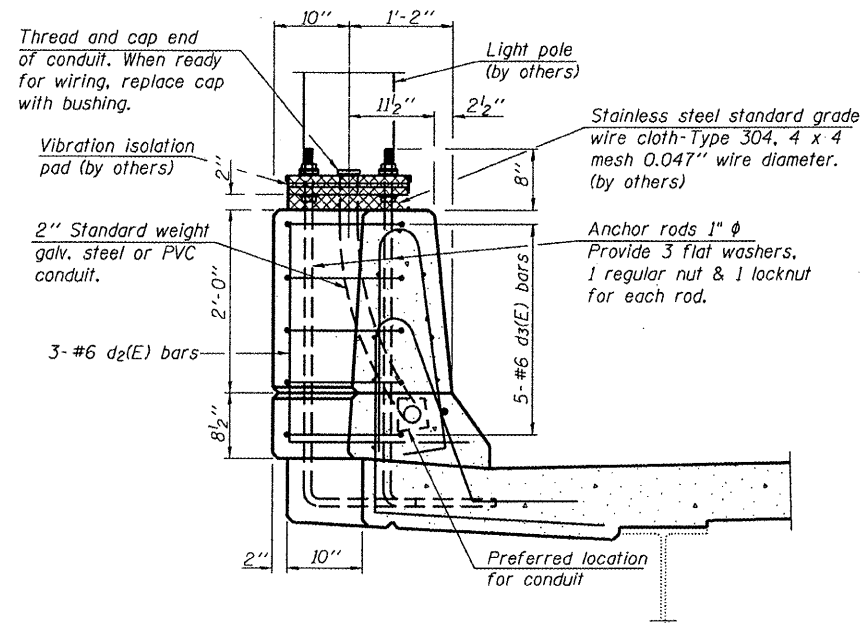
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

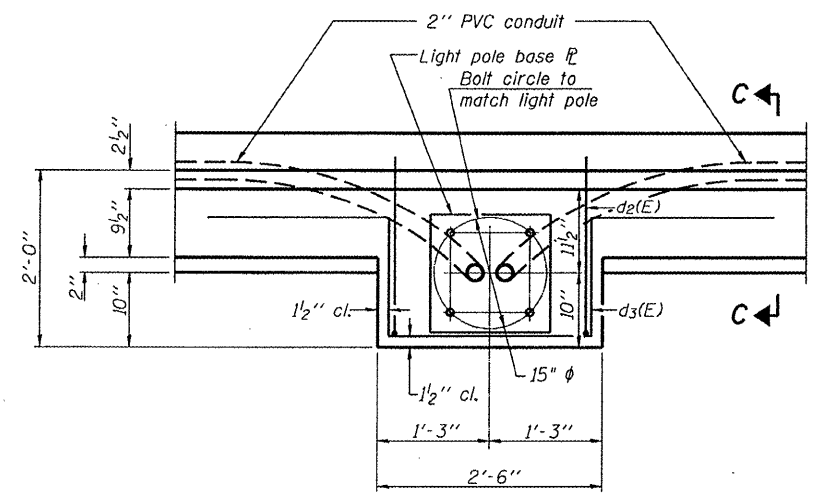
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 055-0063
SHEET NO. 12 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	43
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				

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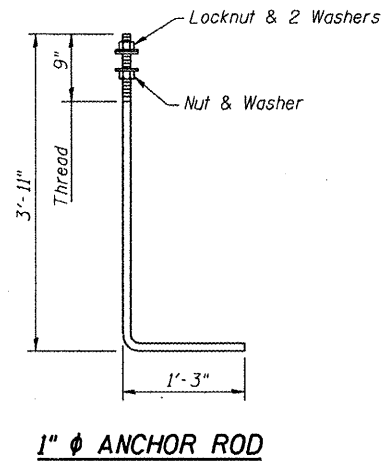


SECTION C-C

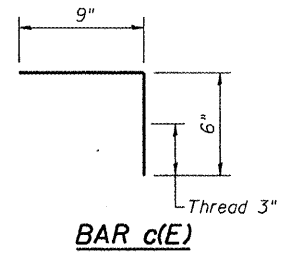


PLAN

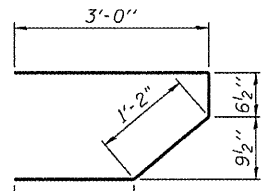
Note:
Cost of anchor rods is included with Concrete Superstructure.



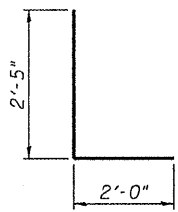
1" ϕ ANCHOR ROD



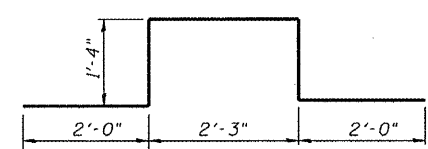
BAR c(E)



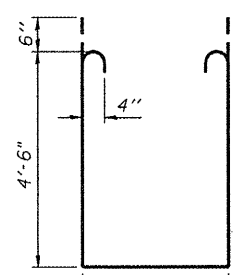
BAR s(E)



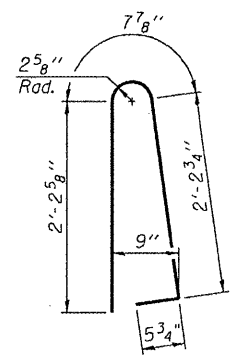
BAR d2(E)



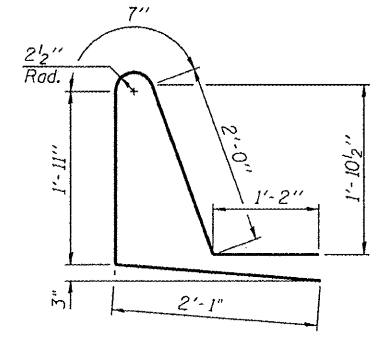
BAR d3(E)



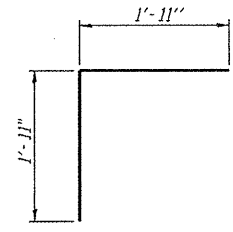
BAR s1(E)



BAR d(E)



BAR d1(E)



BAR v(E)

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	1,072	#5	47'-1"	—
a1(E)	984	#5	32'-2"	—
a2(E)	1,070	#6	6'-6"	—
a3(E)	6	#6	34'-10"	—
a4(E)	60	#5	4'-0"	—
b(E)	981	#5	30'-3"	—
b1(E)	273	#6	31'-4"	—
b2(E)	830	#5	27'-6"	—
c(E)	492	#5	1'-3"	└
c1(E)	250	#5	13'-7"	—
d(E)	538	#5	5'-7"	┌
d1(E)	538	#5	7'-9"	┌
d2(E)	9	#6	4'-5"	—
d3(E)	15	#6	8'-11"	└
e(E)	102	#4	19'-9"	—
e1(E)	84	#4	17'-5"	—
e2(E)	8	#8	28'-10"	—
e3(E)	8	#4	26'-6"	—
e4(E)	4	#8	19'-9"	—
e5(E)	8	#8	30'-4"	—
e6(E)	8	#4	28'-0"	—
m(E)	30	#6	34'-6"	—
m1(E)	40	#6	11'-7"	—
m2(E)	22	#6	7'-11"	—
m3(E)	4	#6	3'-0"	—
m4(E)	8	#6	8'-11"	—
s(E)	192	#5	6'-11"	└
s1(E)	166	#4	12'-3"	└
v(E)	184	#5	3'-10"	└
Reinforcement Bars, Epoxy Coated			POUND	186,400
Concrete Superstructure			CU YD	777.6

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = bnebel
PLOT SCALE = NONE
PLOT DATE = 10/21/2011

DESIGNED - CTM
CHECKED - BAN
DRAWN - TAC
CHECKED - CTM/BAN

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

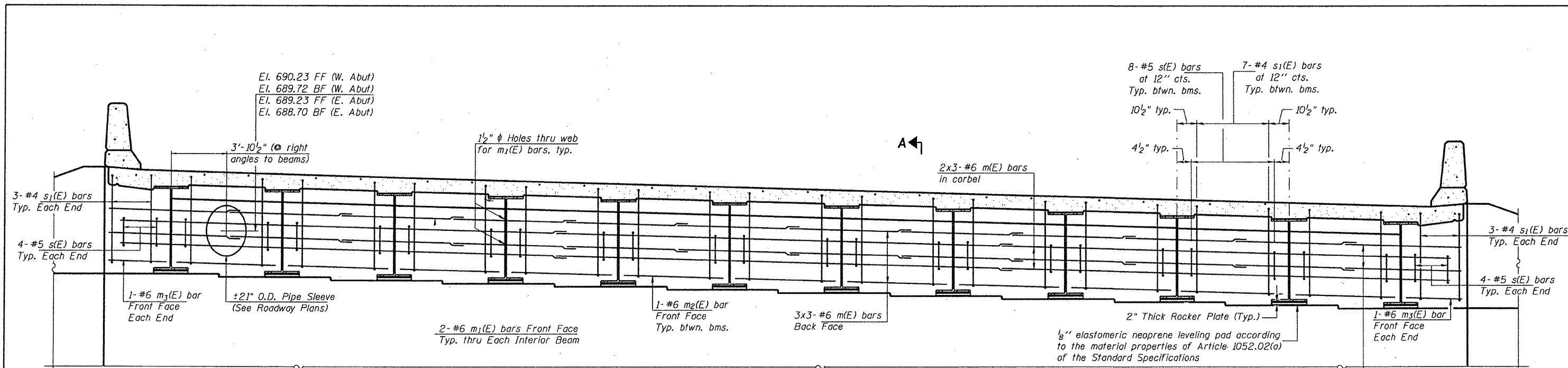
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 055-0063**

SHEET NO. 13 OF 35 SHEETS

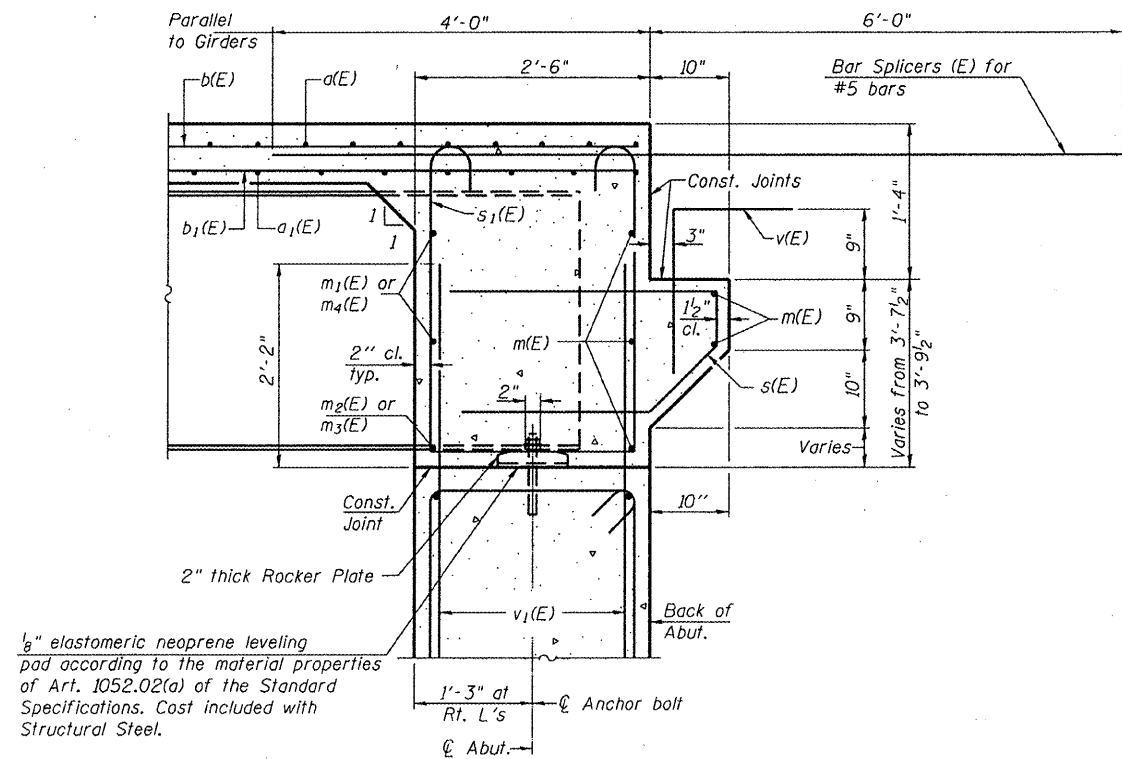
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	44
				CONTRACT NO. 68A40

ILLINOIS FED. AID PROJECT

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DIAPHRAGM ELEVATION AT ABUTMENT
(East Abutment, Looking East - West Abutment Mirrored)



SECTION A-A
Dimensions at right angles to abutment, except as shown.

MIN. BAR LAP
#6 bar = 3'-4"

NOTES
Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 35.
Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 35.
For details of bars s(E) & s1(E) see sheet 13 of 35.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
Cut bars to fit around pipe as required.

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = bnebel
PLOT SCALE = NONE
PLOT DATE = 10/21/2011

DESIGNED - CTM
CHECKED - BAN
DRAWN - TAC
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REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
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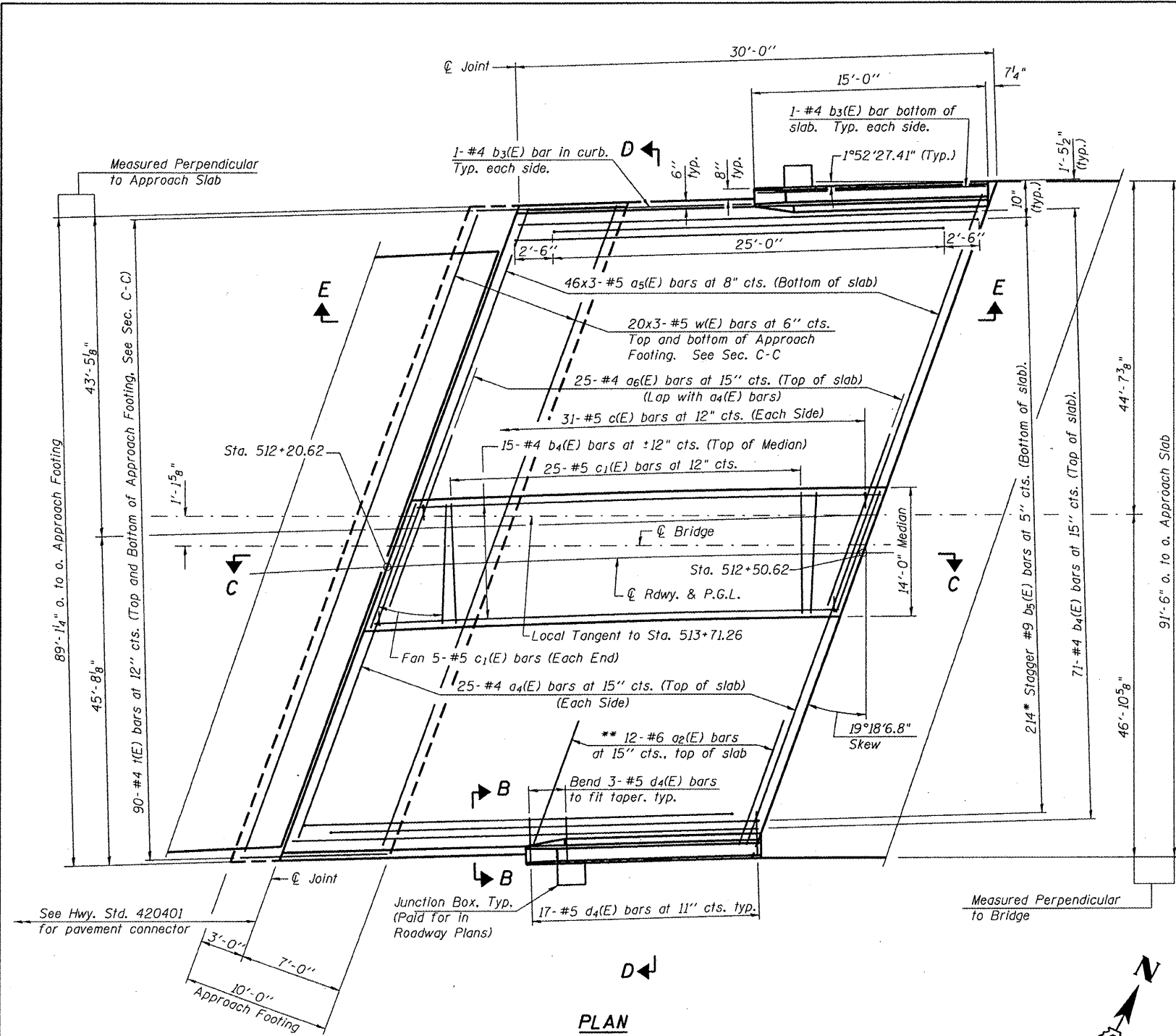
DIAPHRAGM DETAILS
STRUCTURE NO. 055-0063

SHEET NO. 14 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 68A40	

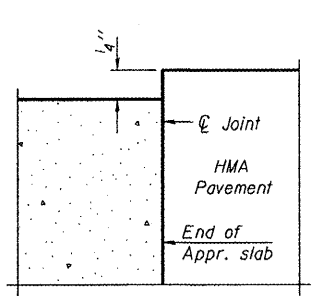
ILLINOIS FED. AID PROJECT

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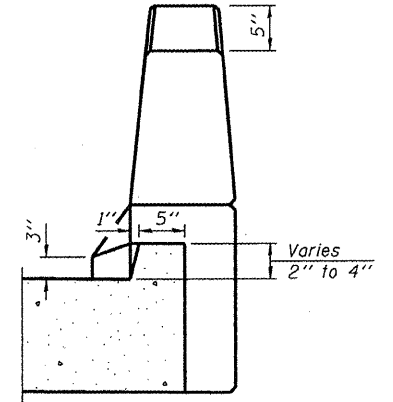


* Tilt #9 b5(E) bars as required to maintain clearance.
 ** Space between a4(E) bars, typ. each parapet.

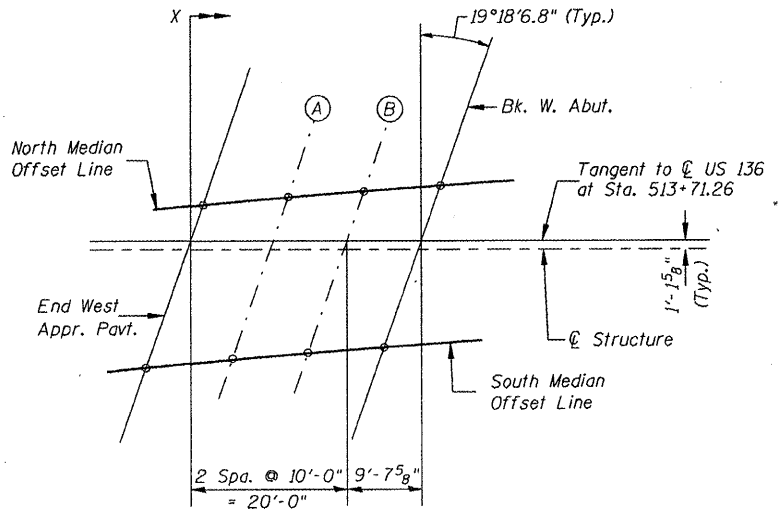
Notes:
 See sheet 16 of 35 for Sections C-C & D-D and View E-E.
 a4(E), a5(E) and a6(E) bar spacings measured along \bar{C} Approach Pavement.
 See sheet 2 of 35 for offset sketch.



FLEXIBLE PAVEMENT
 DETAIL A



VIEW B-B



MEDIAN OFFSET PLAN

MEDIAN OFFSETS

Location	NORTH		SOUTH	
	X	*Offset (ft)	X	*Offset (ft)
End W. Appr. Pav't.	1.52	-4.32	-3.45	9.86
A	11.64	-4.68	6.67	9.50
B	21.75	-5.01	16.79	9.16
Bk. W. Abut.	31.50	-5.30	26.54	8.85

* Offset distance measured from local tangent to \bar{C} US 136 at Station 513+71.26.

(Sheet 1 of 2)

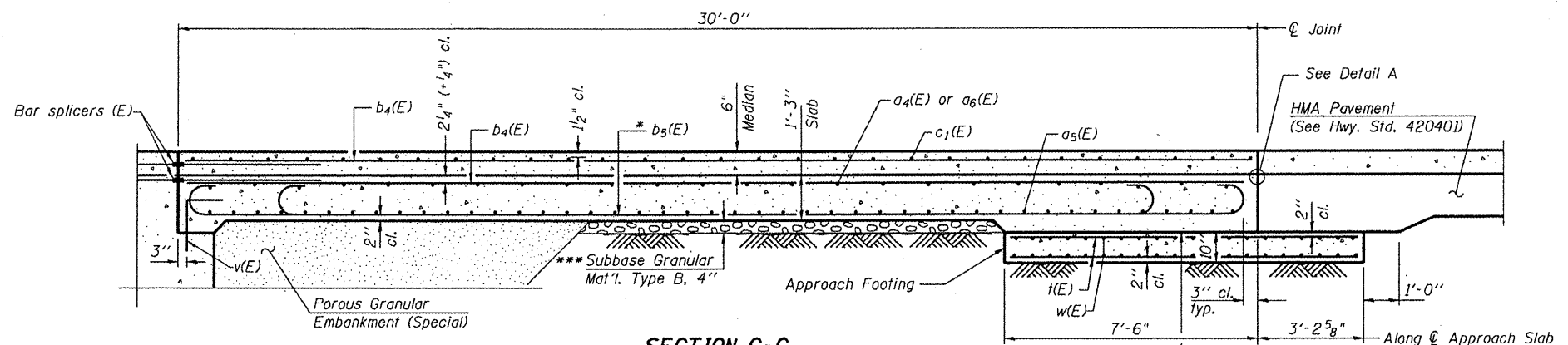
Hutchison Engineering, Inc.
 Jacksonville & Shorewood, Illinois

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PLOT DATE = 10/21/2011	DRAWN TAC	REVISED -
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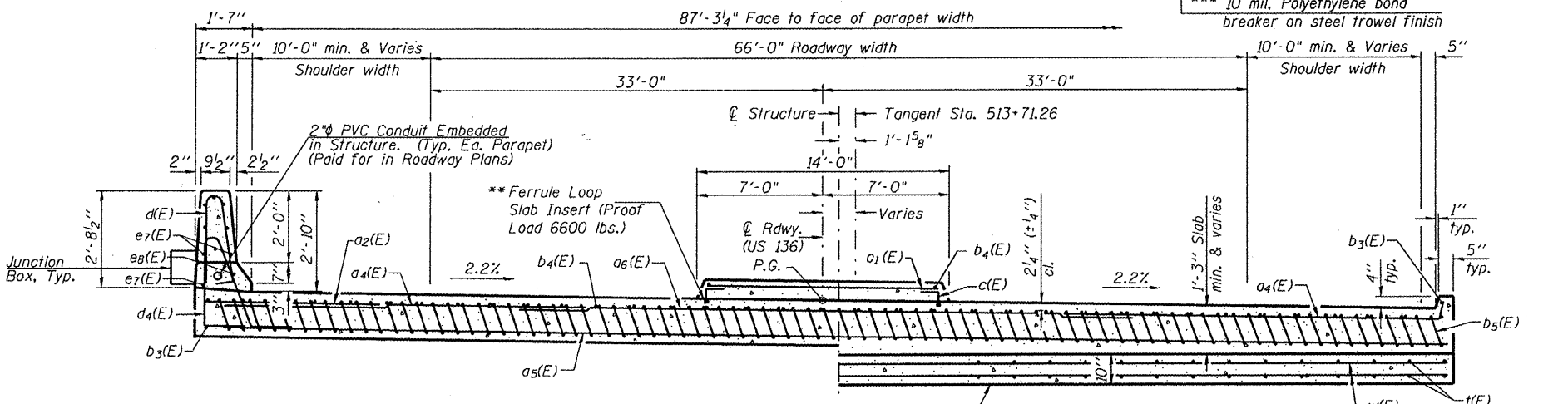
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 055-0063

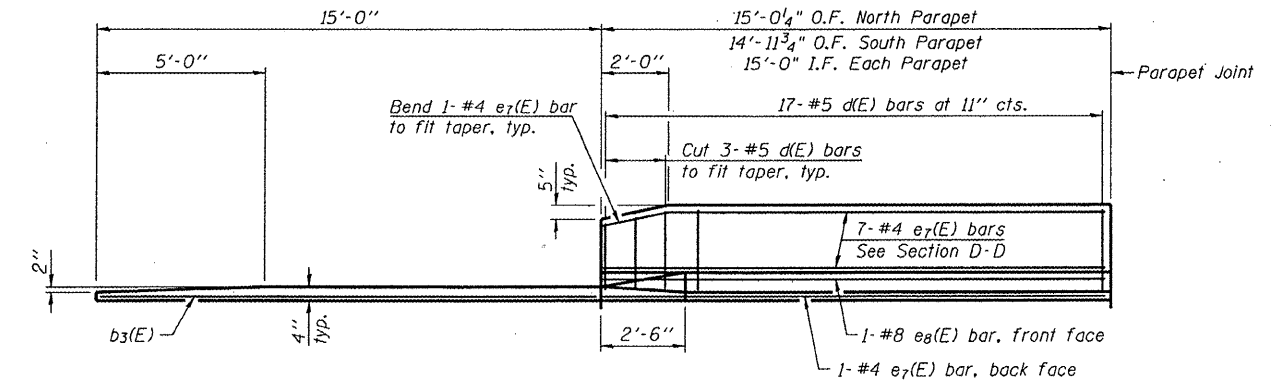
F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDonough	TOTAL SHEETS 103	SHEET NO. 46
CONTRACT NO. 68A40			ILLINOIS FED. AID PROJECT	



SECTION C-C

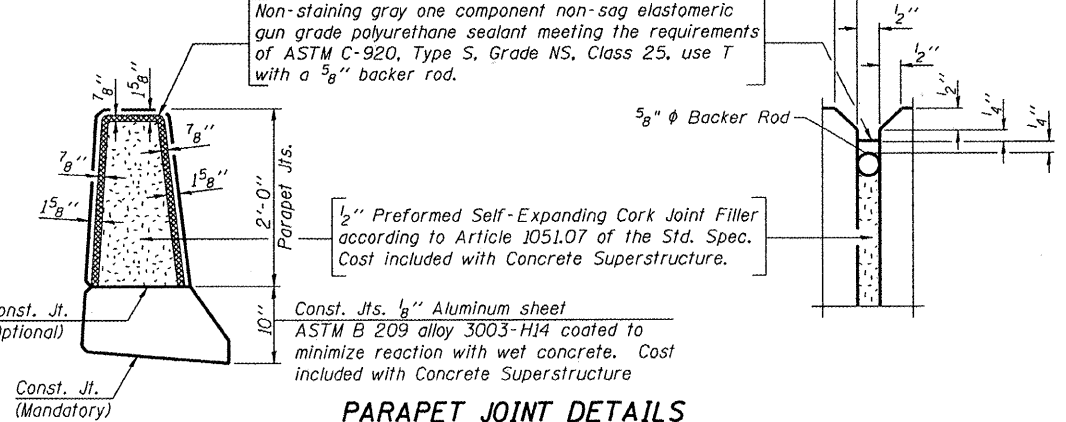


SECTION D-D
(See Plan for dimensions not shown)



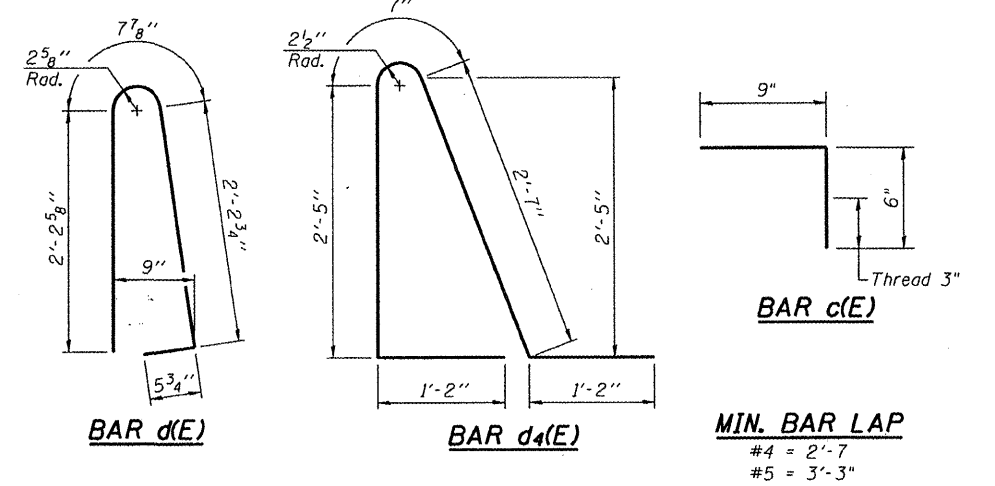
BAR a4(E)

BAR b5(E)



PARAPET JOINT DETAILS

Notes:
 See sheet 15 of 35 for Detail A & View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 See sheet 13 and 14 of 35 for v(E) bar details.
 The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
 See sheet 29 of 35 for bar splicer details.
 Cost of excavation for approach footing included with Concrete Structures.
 See sheet 2 of 35 for Porous Granular Embankment (Special) and drainage treatment details.
 See sheet 11 of 35 for additional parapet details.

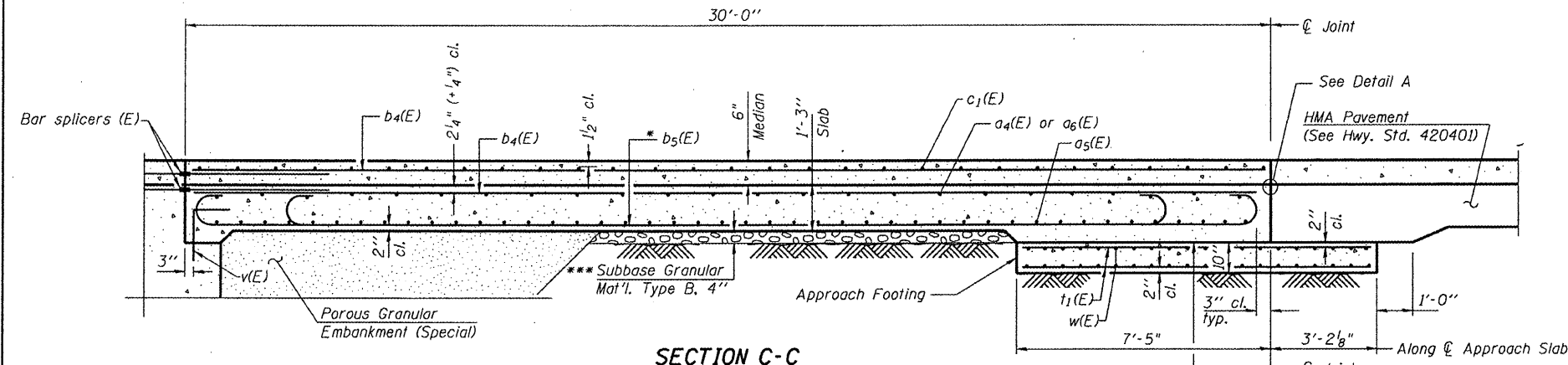


* Tilt #9 b5(E) bars as required to maintain clearance.
 ** The cost of inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
 *** Cost included with Concrete Superstructure.

**WEST APPROACH
BILL OF MATERIAL**

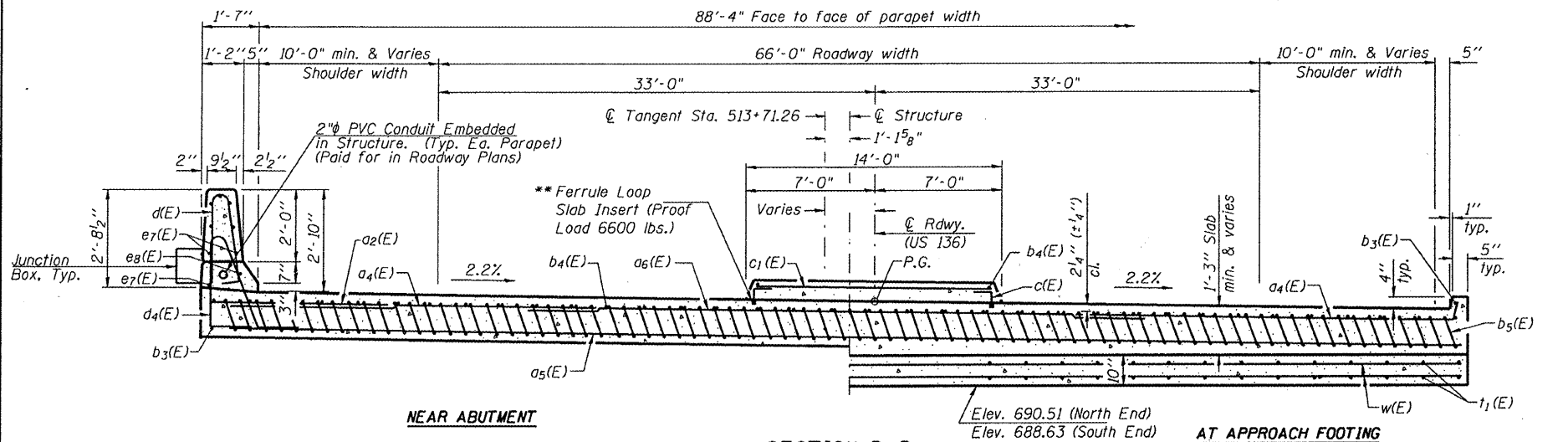
Bar	No.	Size	Length	Shape	
a2(E)	24	#6	6'-6"	—	
a4(E)	50	#4	33'-10"	—	
a5(E)	138	#5	34'-0"	—	
a6(E)	25	#4	33'-5"	—	
b3(E)	4	#4	14'-8"	—	
b4(E)	86	#4	29'-8"	—	
b5(E)	214	#9	29'-9"	—	
c(E)	62	#5	1'-3"	└	
c1(E)	35	#5	13'-7"	—	
d(E)	34	#5	5'-7"	└	
d4(E)	34	#5	7'-11"	└	
e7(E)	16	#4	14'-8"	—	
e8(E)	2	#8	14'-8"	—	
t(E)	180	#4	10'-5"	—	
w(E)	120	#5	34'-0"	—	
Concrete Superstructure				CU YD	136.6
Concrete Structures				CU YD	29.5
Reinforcement Bars, Epoxy Coated				POUND	37,010

V:\B-ridge\2891-McDonough\US136\0550063-68416-016-W APPR SLAB DETAILS.dgn

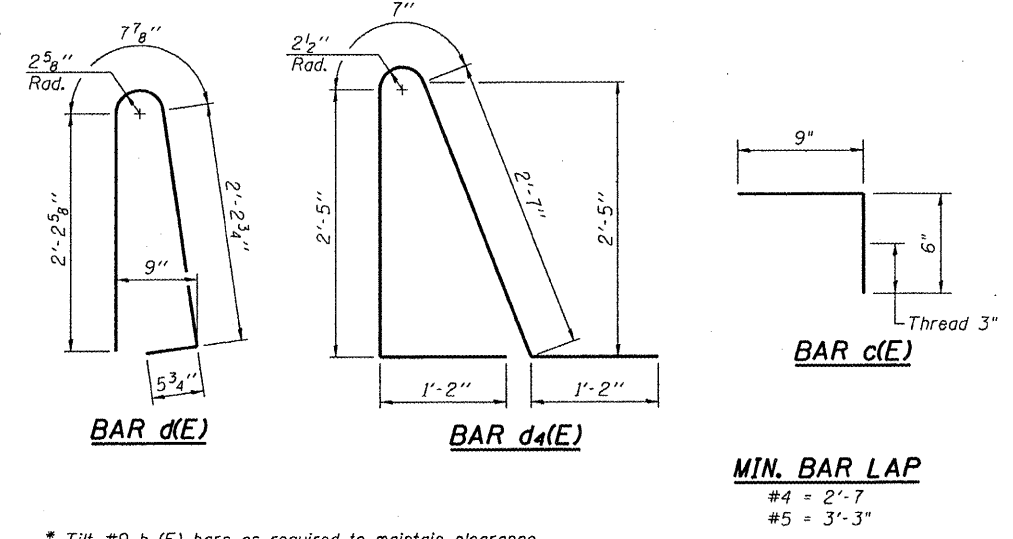


SECTION C-C

Notes:
 See sheet 17 of 35 for Detail A & View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 See sheet 13 and 14 of 35 for v(E) bar details.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 See sheet 29 of 35 for bar splicer details.
 Cost of excavation for approach footing included with Concrete Structures.
 See sheet 2 of 35 for Porous Granular Embankment (Special) and drainage treatment details.
 See sheet 11 of 35 for additional parapet details.



SECTION D-D
(See Plan for dimensions not shown)

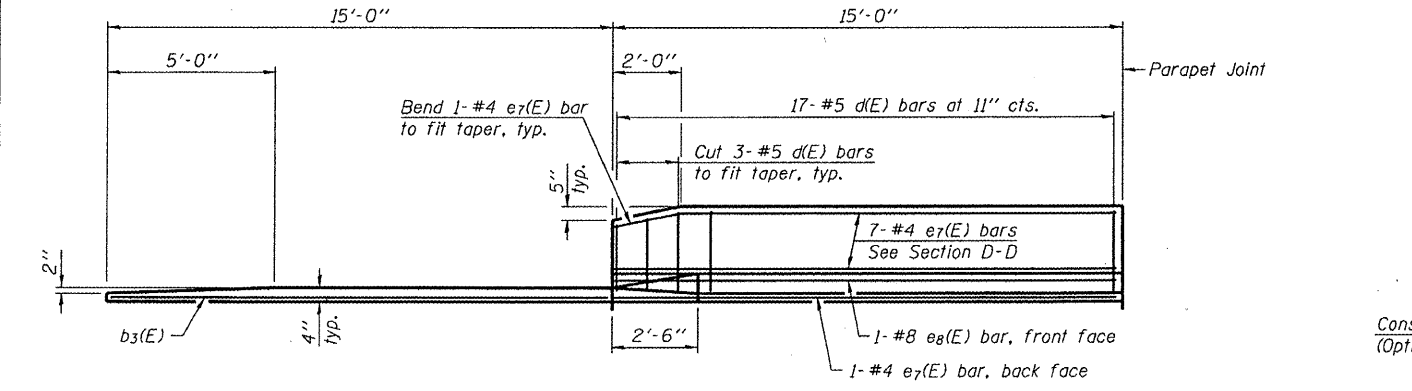


MIN. BAR LAP
 #4 = 2'-7"
 #5 = 3'-3"

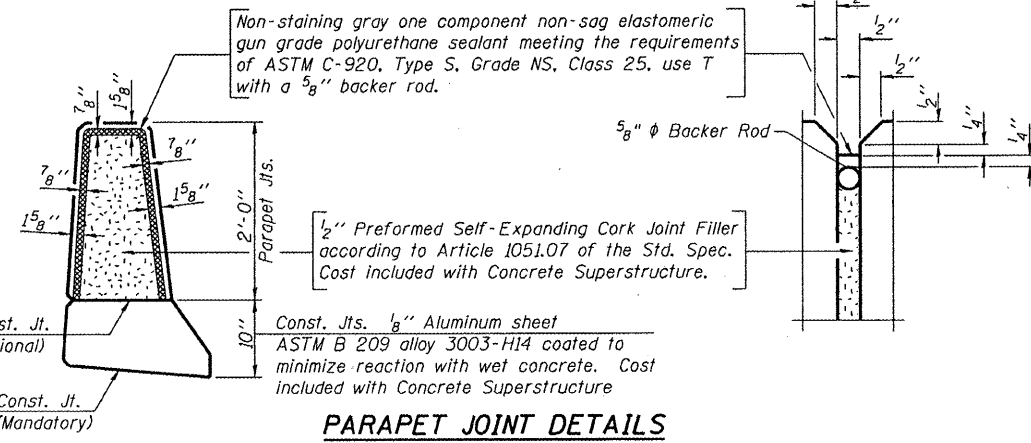
* Tilt #9 b5(E) bars as required to maintain clearance.
 ** The cost of inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
 *** Cost included with Concrete Superstructure.

**EAST APPROACH
BILL OF MATERIAL**

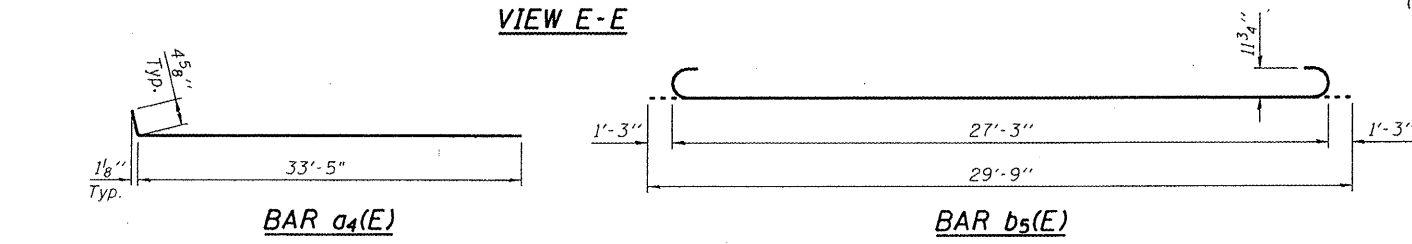
Bar	No.	Size	Length	Shape
a2(E)	24	#6	6'-6"	—
a4(E)	50	#4	33'-10"	—
a5(E)	138	#5	34'-0"	—
a6(E)	25	#4	33'-5"	—
b3(E)	4	#4	14'-8"	—
b4(E)	87	#4	29'-8"	—
b5(E)	217	#9	29'-9"	—
c(E)	62	#5	1'-3"	┌
c1(E)	34	#5	13'-7"	—
d(E)	34	#5	5'-7"	┌
d4(E)	34	#5	7'-11"	┌
e7(E)	16	#4	14'-8"	—
e8(E)	2	#8	14'-8"	—
t1(E)	182	#4	10'-4"	—
w(E)	120	#5	34'-0"	—
Concrete Superstructure	CU YD		138.1	
Concrete Structures	CU YD		29.5	
Reinforcement Bars, Epoxy Coated	POUND		37,320	



VIEW E-E



PARAPET JOINT DETAILS



BAR a4(E)

BAR b5(E)

(Sheet 2 of 2)

Hutchison Engineering, Inc.
 Jacksonville & Shorewood, Illinois

USER NAME = brnebel
 PLOT SCALE = NONE
 PLOT DATE = 10/21/2011

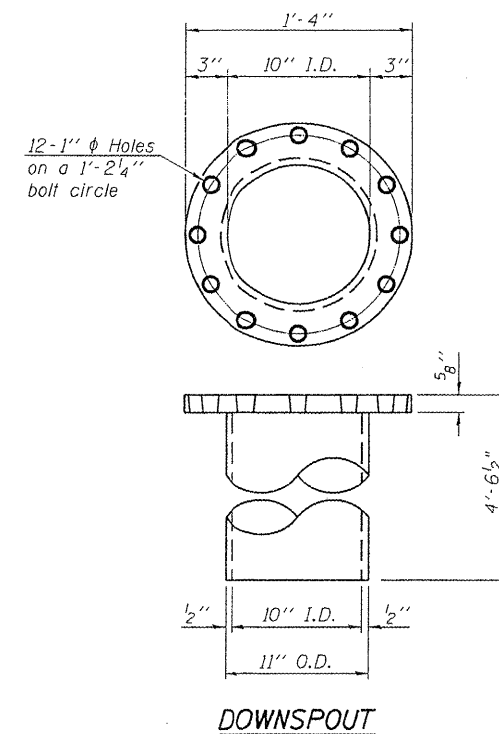
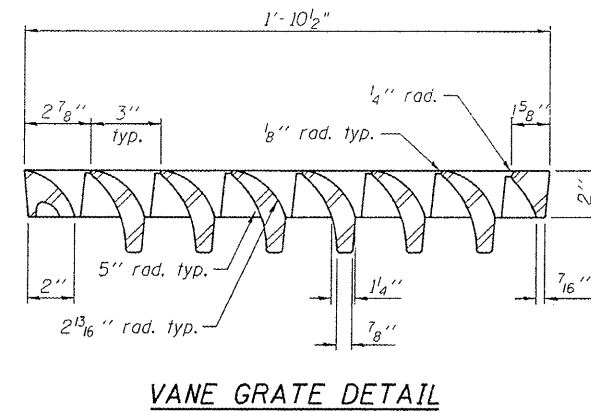
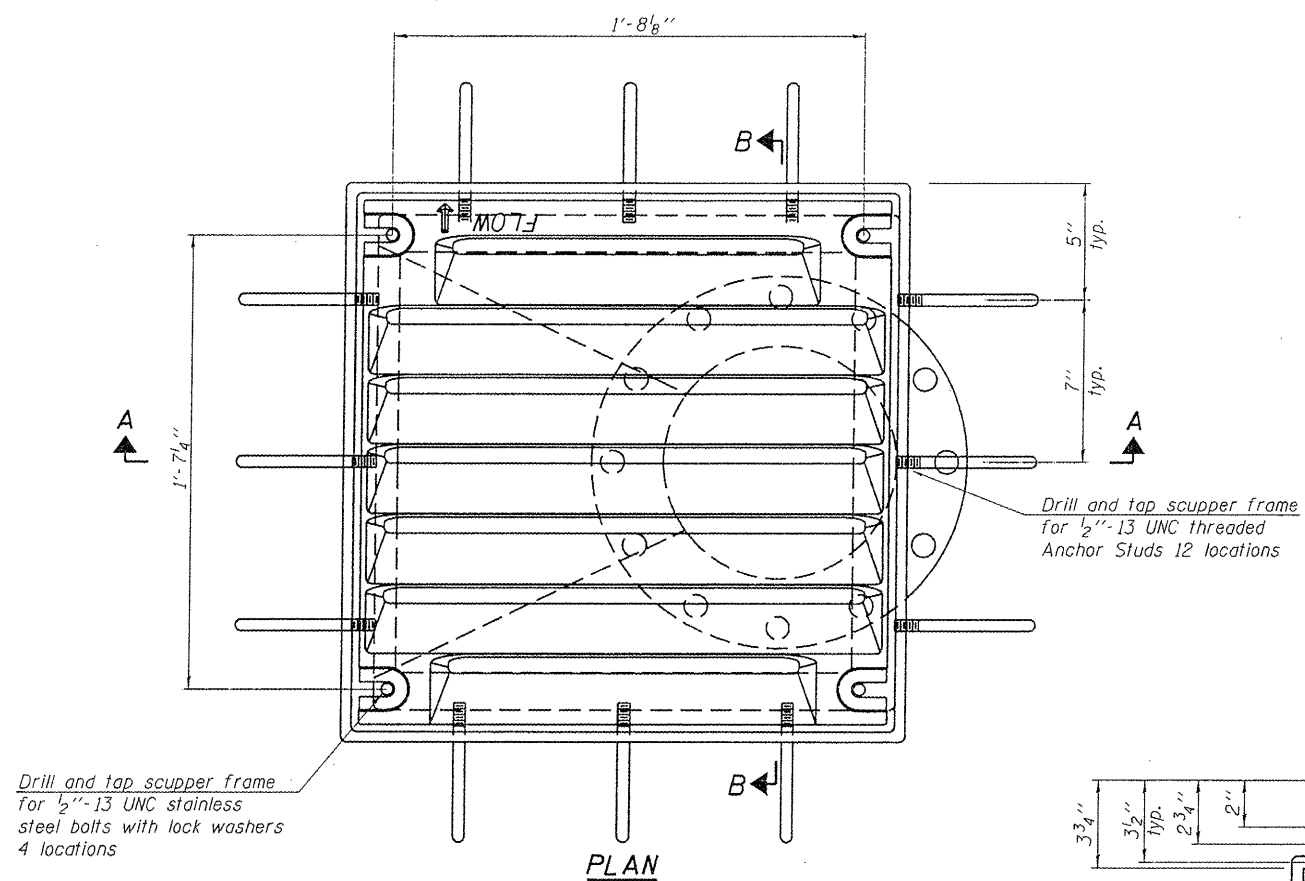
DESIGNED - CTM
 CHECKED - BAN
 DRAWN - TAC
 CHECKED - CTM/BAN

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 055-0063**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-34B	McDonough	103	49
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				



Notes:

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

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

All castings shall conform to the requirements of AASHTO M 306.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

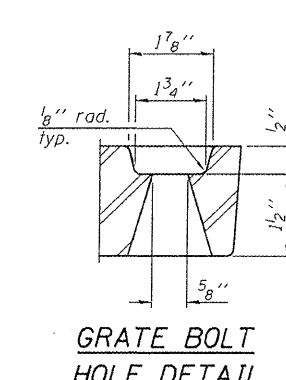
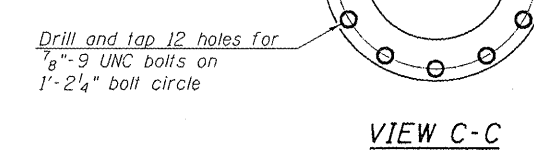
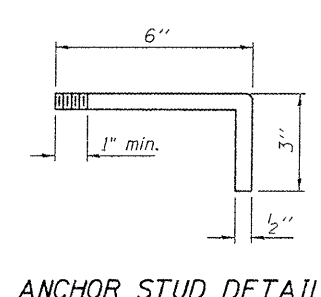
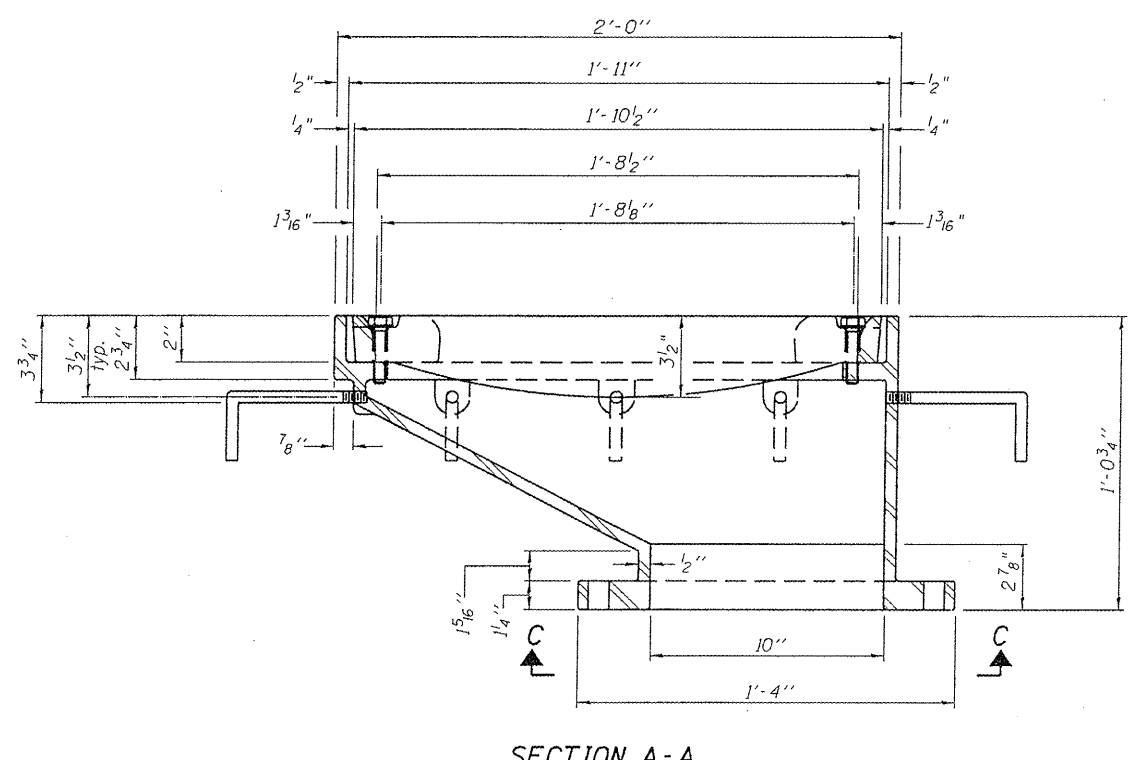
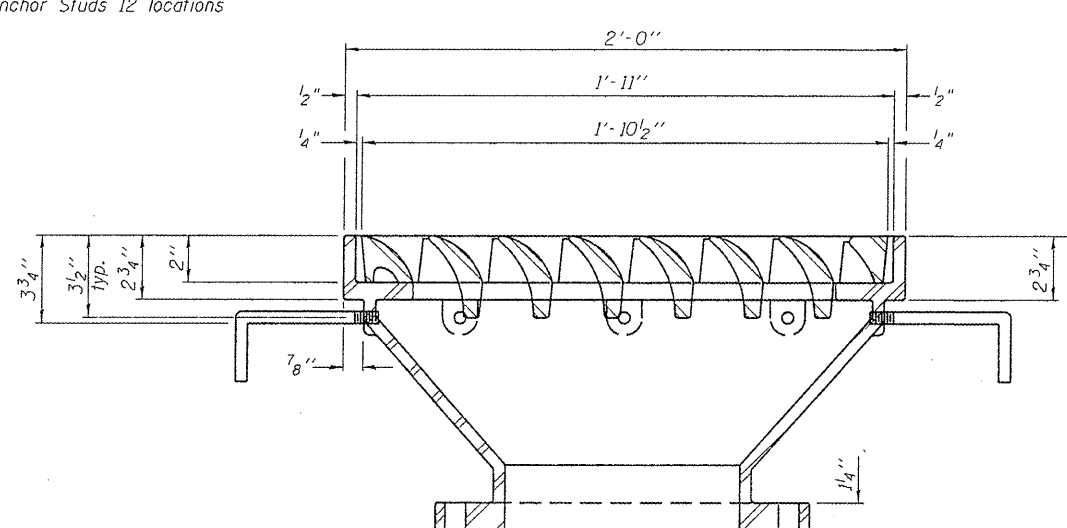
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12M10.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12M10	EACH	6

DS-12M10 7-1-10

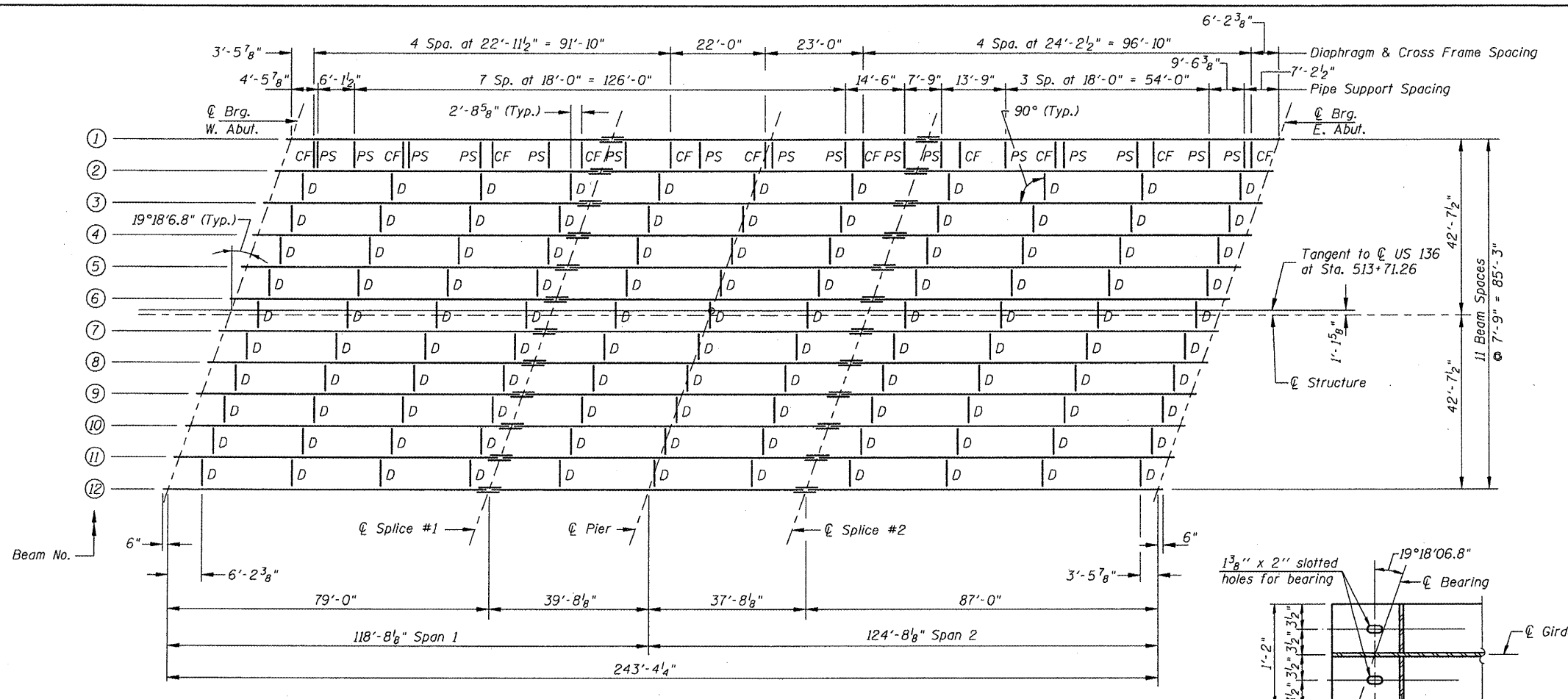
Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = rcdy	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - JOH	REVISED -
PLOT DATE = 8/22/2011	DRAWN - TAC	REVISED -
	CHECKED - BAN	REVISED -

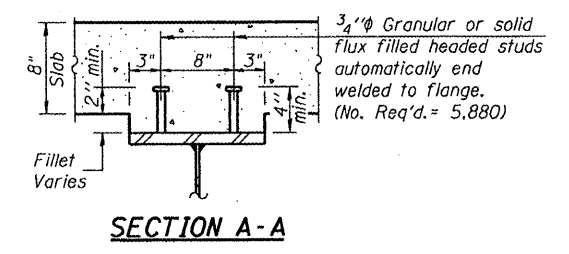
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER DS-12M10
STRUCTURE NO. 055-0063

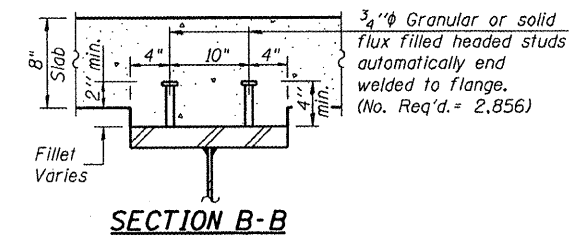
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	50
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				



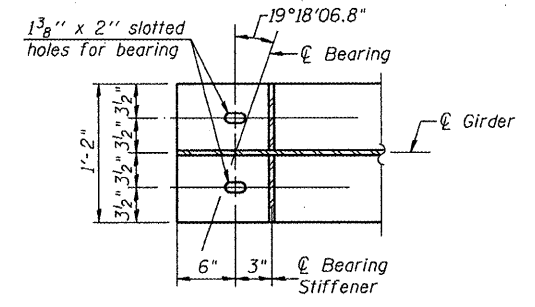
FRAMING PLAN



SECTION A-A

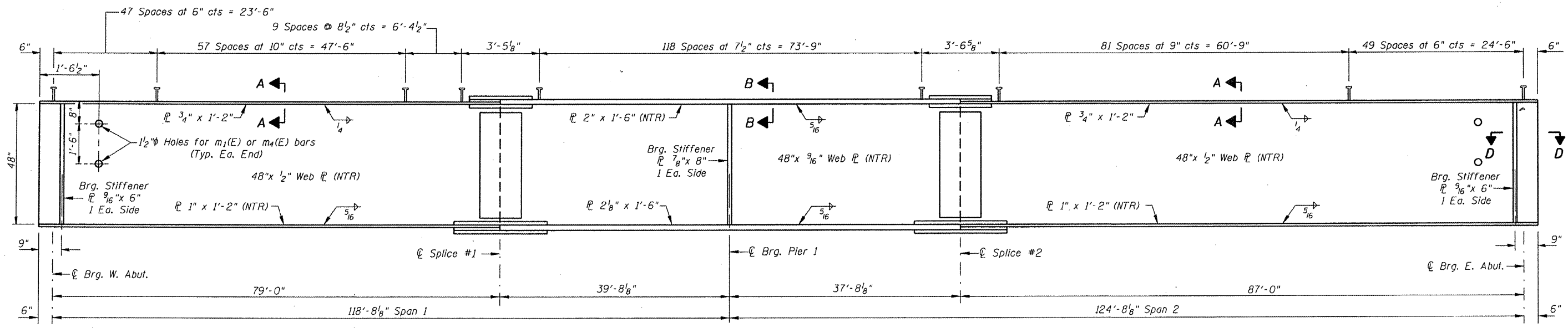


SECTION B-B



SECTION D-D

Notes:
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 See Sheets 21 & 21A of 35 for Structural Steel Details.



GIRDER ELEVATION

All plates and bearing stiffeners shall be AASHTO M270, Grade 50.

Hutchison Engineering, Inc.
 Jacksonville & Shorewood, Illinois

USER NAME - bnebel	DESIGNED - BAN	REVISED -
PLOT SCALE - NONE	CHECKED - JOH	REVISED -
PLOT DATE - 10/21/2011	DRAWN - TAC	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND DETAILS
STRUCTURE NO. 055-0063

F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDonough	TOTAL SHEETS 103	SHEET NO. 51
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68A40	

V:\8-ridge\2891-McDonough\US136\0550063-68418-028-FRAMING PLAN.dgn

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in.⁴ and in.³).

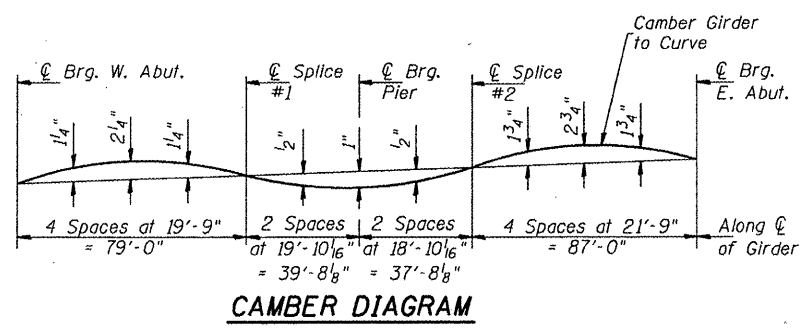
$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in.⁴ and in.³).

DC1: Un-factored non-composite dead load (kips/ft.).
MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{L + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{L + IM}
φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1 / S_{sc}
f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2 / S_{c(3n)} or MDC2 / S_{c(cr)} as applicable.
f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / S_{c(3n)} or MDW / S_{c(cr)} as applicable.
f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{L + IM} / S_{c(3n)} or M_{L + IM} / S_{c(cr)} as applicable.
f_s (Service II): Sum of stresses as computed below (ksi).
f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_{s(L+IM)}
0.95R_hF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
f_s (TotalStrength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_{s(L+IM)}
φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).
V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
I _s (in ⁴)	19,095	51,702	19,095
I _c (n) (in ⁴)	48,055	-	48,055
I _c (3n) (in ⁴)	35,637	-	35,637
I _c (cr) (in ⁴)	-	58,613	-
S _s (in ³)	823	2,024	823
S _c (n) (in ³)	1,132	-	1,132
S _c (3n) (in ³)	1,040	-	1,040
S _c (cr) (in ³)	-	2,110	-
DC1 (k/ft)	0.987	1.199	0.987
MDC1 (k)	743	2,573	898
DC2 (k/ft)	0.175	0.175	0.175
MDC2 (k)	140	401	169
DW (k/ft)	0.388	0.388	0.388
MDW (k)	311	888	375
M _{L + IM} (k)	1,651	2,222	1,707
M _u (Strength I) (k)	4,460	8,937	4,883
φ _r M _n (k)	5,603	9,521	5,494
f _s DC1 (ksi)	10.83	15.25	13.09
f _s DC2 (ksi)	1.62	2.28	1.95
f _s DW (ksi)	3.59	5.05	4.33
f _s (L+IM) (ksi)	17.50	12.64	18.10
f _s (Service II) (ksi)	38.79	39.01	42.89
0.95R _h F _{yf} (ksi)	47.50	47.50	47.50
f _s (TotalStrength I) (ksi)	-	-	-
φ _r F _n (ksi)	-	-	-
V _r (k)	67.7	67.3	67.4

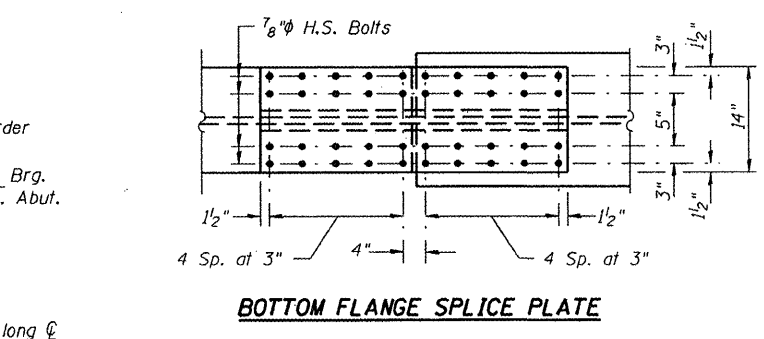
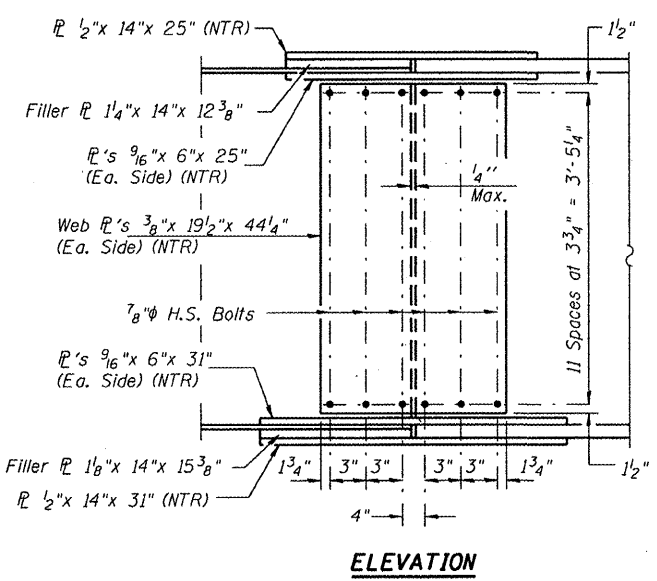
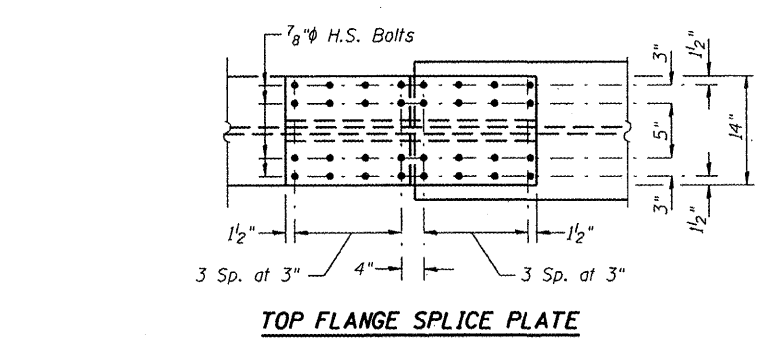
INTERIOR GIRDER REACTION TABLE			
	W. Abut.	Pier	E. Abut.
R _{DC1} (k)	38.3	176.2	42.1
R _{DC2} (k)	7.0	27.9	7.7
R _{DW} (k)	15.5	61.8	17.1
R _{L + IM} (k)	107.5	215.5	104.9
R _{Total} (k)	168.3	481.4	171.8



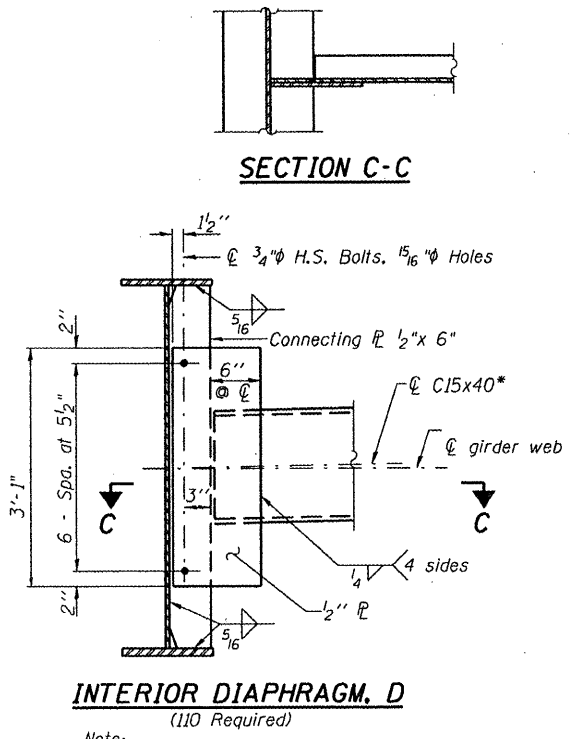
TOP OF WEB ELEVATIONS *

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12
⊕ Brg. W. Abut.	692.85	692.70	692.54	692.38	692.23	692.07	691.91	691.76	691.60	691.45	691.29	691.13
⊕ Splice 1	692.44	692.29	692.13	691.97	691.81	691.65	691.49	691.34	691.18	691.02	690.86	690.70
⊕ Brg. Pier	692.22	692.06	691.90	691.74	691.58	691.42	691.26	691.11	690.95	690.79	690.63	690.47
⊕ Splice 2	692.17	692.01	691.85	691.69	691.53	691.37	691.21	691.05	690.89	690.73	690.57	690.41
⊕ Brg. E. Abut.	691.86	691.70	691.54	691.38	691.22	691.05	690.89	690.73	690.57	690.41	690.25	690.08

* For Fabrication Only



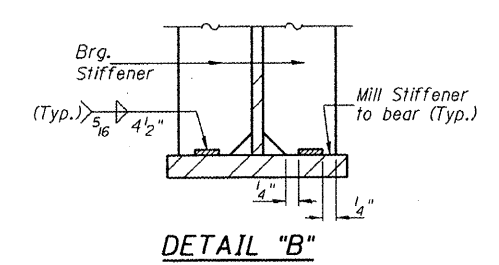
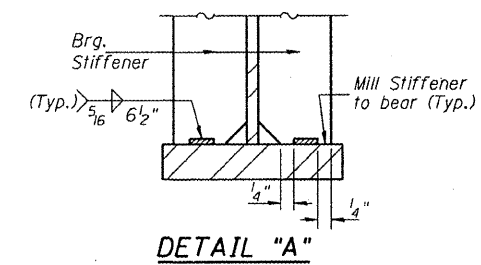
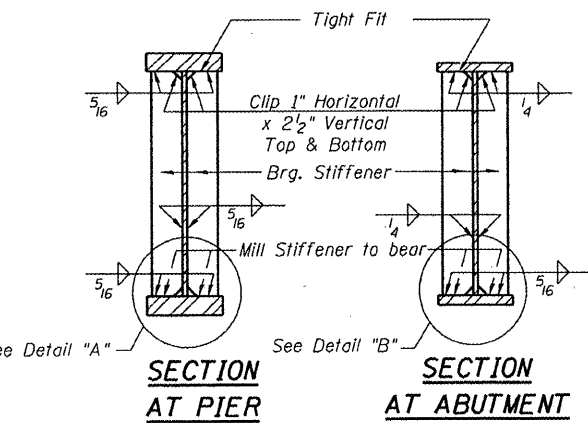
FIELD SPLICE DETAIL (24 Required)



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

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

*Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, C15x50, if utilized, shall be provided at no extra cost to the Department.



Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = bnebel
PLOT SCALE = NONE
PLOT DATE = 10/21/2011

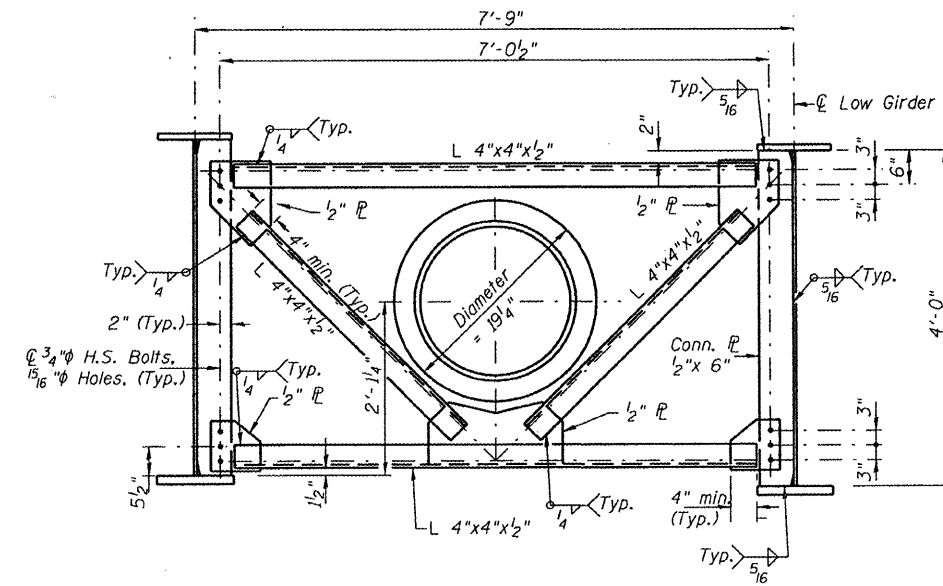
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CHECKED - JOH
DRAWN - TAC
CHECKED - BAN

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

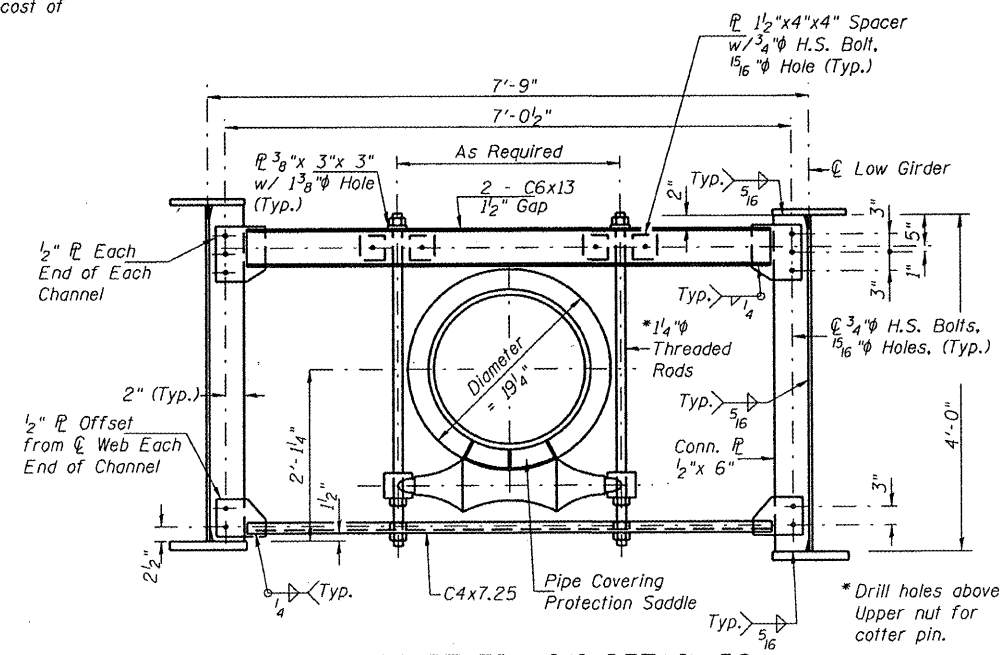
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 055-0063
SHEET NO. 21 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	52
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				



CROSS FRAME CF
(No. Required = 11)

Note:
 Cross frames CF shall be completely installed prior to water main installation.
 The water main shall not be filled prior to the deck concrete reaching its required 14 day strength.
 Cost of threaded rod, nuts for threaded rod and pipe saddle assembly included in cost of water main in Roadway Plans.



PIPE SUPPORT FRAMING DETAIL PS
(No. Required = 16)

Hutchison Engineering, Inc.
 Jacksonville & Shorewood, Illinois

USER NAME = dnoel
 PLOT SCALE = NONE
 PLOT DATE = 10/21/2011

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 CHECKED - JOH
 DRAWN - TAC
 CHECKED - BAN

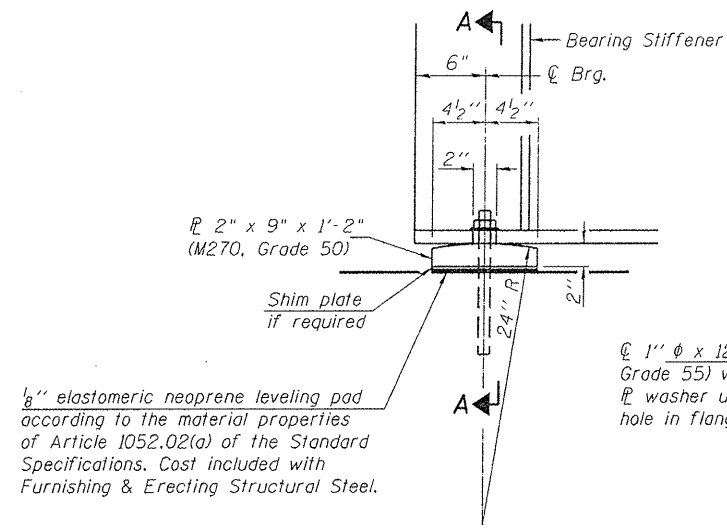
REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

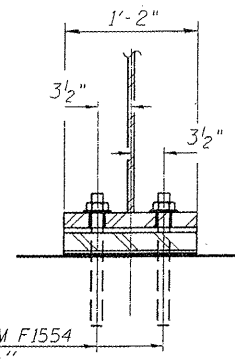
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 055-0063

SHEET NO. 21A OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	52A
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				



ELEVATION AT ABUTMENT

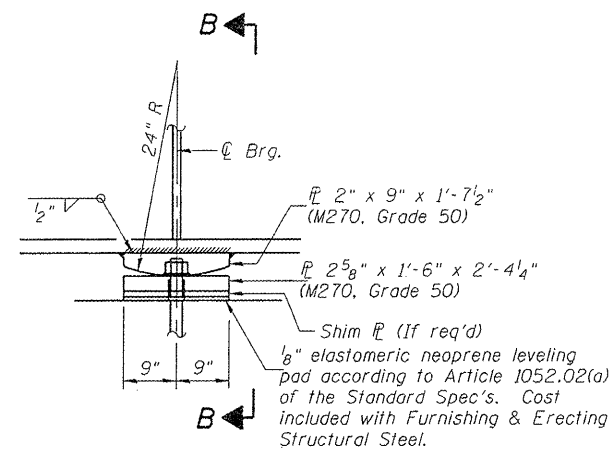


SECTION A-A

\varnothing 1" ϕ x 12" anchor bolts (ASTM F1554 Grade 55) with 2 1/4" x 2 1/4" x 5/16" \varnothing washer under nut, 1 3/8" x 2" slotted hole in flange, 1/2" ϕ holes in bearing plate.

FIXED BEARING AT ABUTMENTS

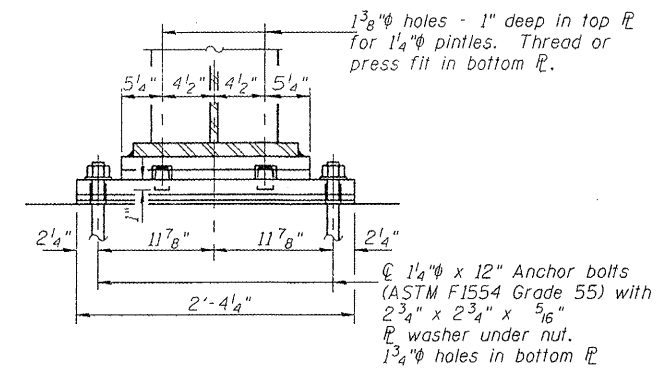
(24 Required)



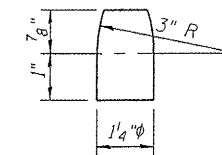
ELEVATION AT PIER

FIXED BEARING AT PIER

(12 Required)



SECTION B-B



PINTLE

(M270, Grade 50)

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast-in-place or installed in holes drilled after the supported member is in place.

Anchors shall be set and grout cured for a minimum of 24 hours prior to forming the bridge deck.

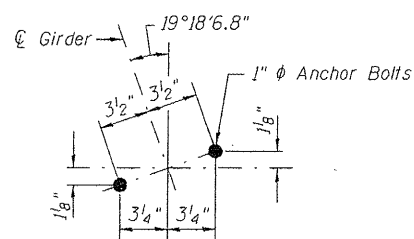
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

All bearing plates shall be AASHTO M270, Grade 50.

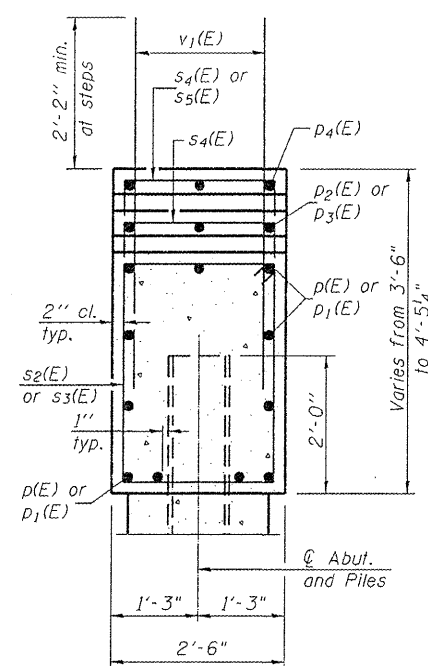
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Anchor Bolts, 1"	EACH	48
Anchor Bolts, 1 1/4"	EACH	24



ANCHOR BOLT DETAIL



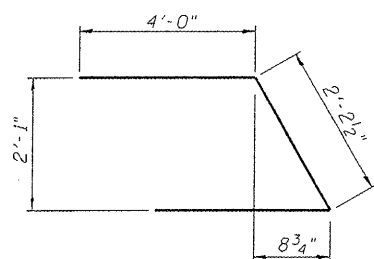
SEC. THRU ABUT.

WEST ABUTMENT
BILL OF MATERIAL

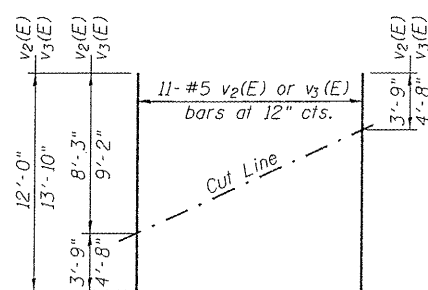
Bar	No.	Size	Length	Shape
$h(E)$	22	#7	13'-6"	
$h_1(E)$	24	#6	13'-6"	
$p(E)$	22	#7	30'-6"	
$p_1(E)$	22	#7	28'-4"	
$p_2(E)$	3	#5	27'-2"	
$p_3(E)$	3	#5	32'-3"	
$p_4(E)$	3	#5	7'-7"	
$s_2(E)$	96	#5	11'-7"	
$s_3(E)$	2	#5	11'-10"	
$s_4(E)$	63	#5	7'-2"	
$s_5(E)$	1	#5	7'-4"	
$u(E)$	9	#6	10'-3"	
$v_1(E)$	193	#5	4'-4"	
$v_2(E)$	11	#5	12'-0"	
$v_3(E)$	11	#5	13'-10"	
Structure Excavation	CU YD		271	
Concrete Structures	CU YD		40.2	
Reinforcement Bars, Epoxy Coated	POUND		6,920	
Furnishing Steel Piles, HP12x53	FOOT		855	
Driving Piles	FOOT		855	
Concrete Encasement	CU YD		6.7	

MIN. BAR LAP

#7 = 5'-10"

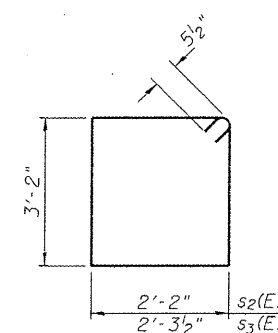


BAR $u(E)$

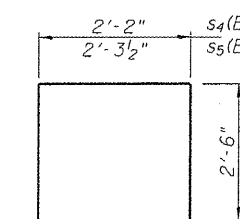


FIELD CUTTING DIAGRAM

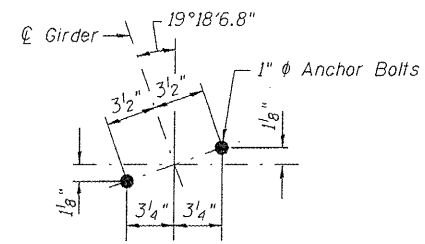
Order $v_2(E)$ or $v_3(E)$ full length. Cut as shown and use remainder of bars in opposite face. Use $v_2(E)$ bars in South Wing & $v_3(E)$ bars in North Wing



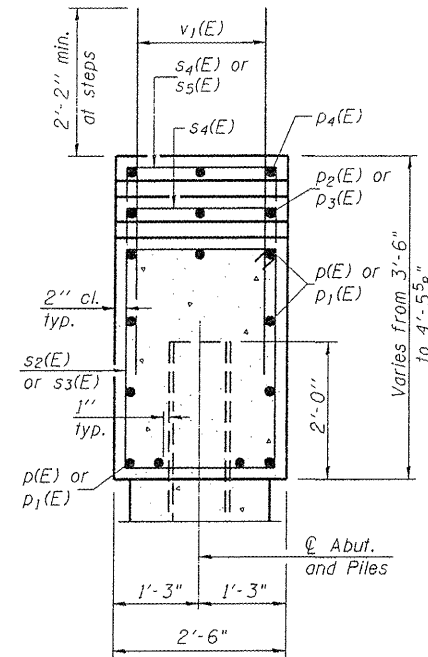
BARS $s_2(E)$ & $s_3(E)$



BARS $s_4(E)$ & $s_5(E)$



ANCHOR BOLT DETAIL

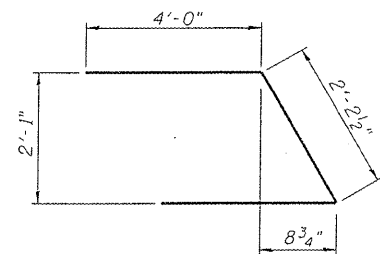


SEC. THRU ABUT.

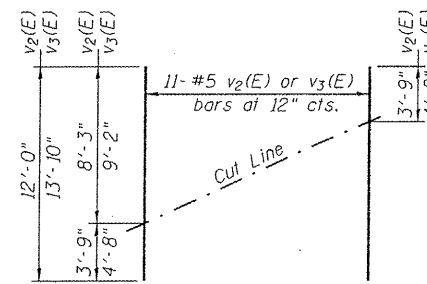
**EAST ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
v ₁ (E)	22	#7	13'-6"	—
h ₁ (E)	24	#6	13'-6"	—
p(E)	22	#7	30'-6"	—
p ₁ (E)	22	#7	28'-4"	—
p ₂ (E)	3	#5	27'-2"	—
p ₃ (E)	3	#5	32'-3"	—
p ₄ (E)	3	#5	7'-7"	—
s ₂ (E)	96	#5	11'-7"	□
s ₃ (E)	2	#5	11'-10"	□
s ₄ (E)	64	#5	7'-2"	□
s ₅ (E)	1	#5	7'-4"	□
u(E)	9	#6	10'-3"	⌒
v ₁ (E)	193	#5	4'-4"	—
v ₂ (E)	11	#5	12'-0"	—
v ₃ (E)	11	#5	13'-10"	—
Structure Excavation			CU YD	271
Concrete Structures			CU YD	40.4
Reinforcement Bars, Epoxy Coated			POUND	6,920
Furnishing Steel Piles, HPI2x53			FOOT	828
Driving Piles			FOOT	828
Concrete Encasement			CU YD	6.7
Test Pile			EACH	1
Steel HPI2x53			EACH	1

MIN. BAR LAP
#7 = 5'-10"

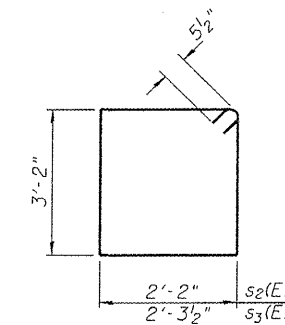


BAR u(E)

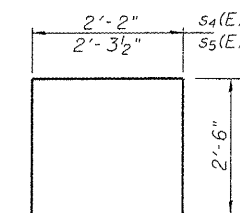


FIELD CUTTING DIAGRAM

Order v₂(E) or v₃(E) full length. Cut as shown and use remainder of bars in opposite face. Use v₂(E) bars in South Wing & v₃(E) bars in North Wing

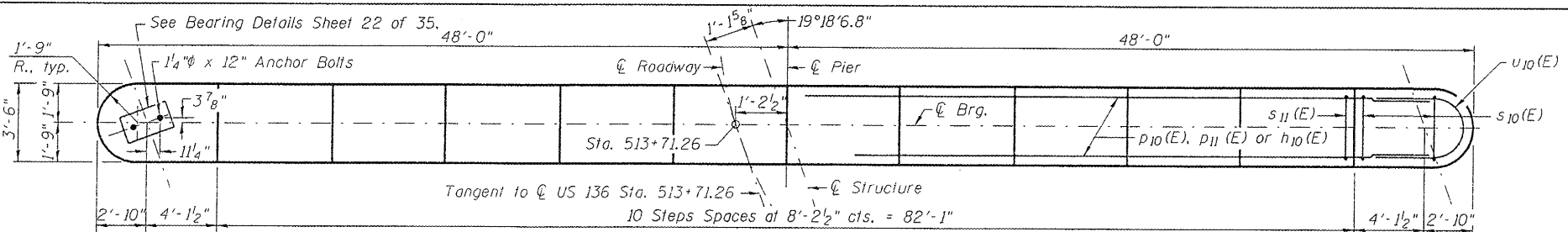
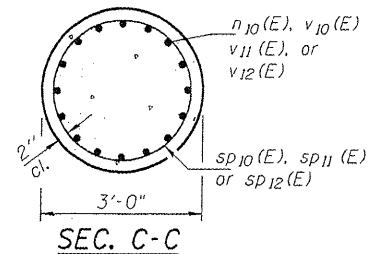


BARS s₂(E) & s₃(E)

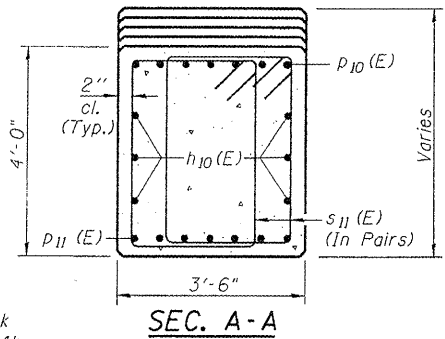


BARS s₄(E) & s₅(E)

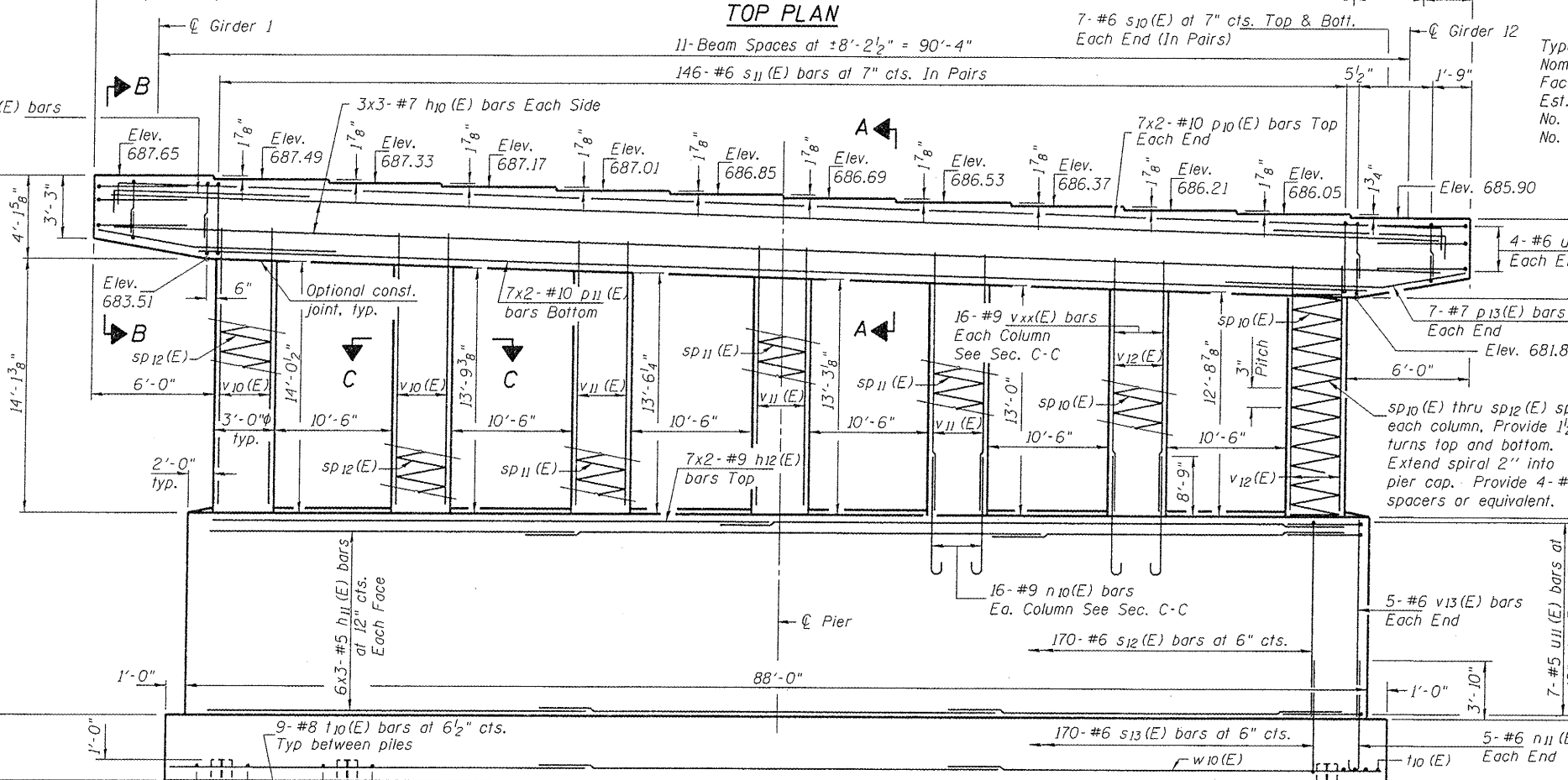
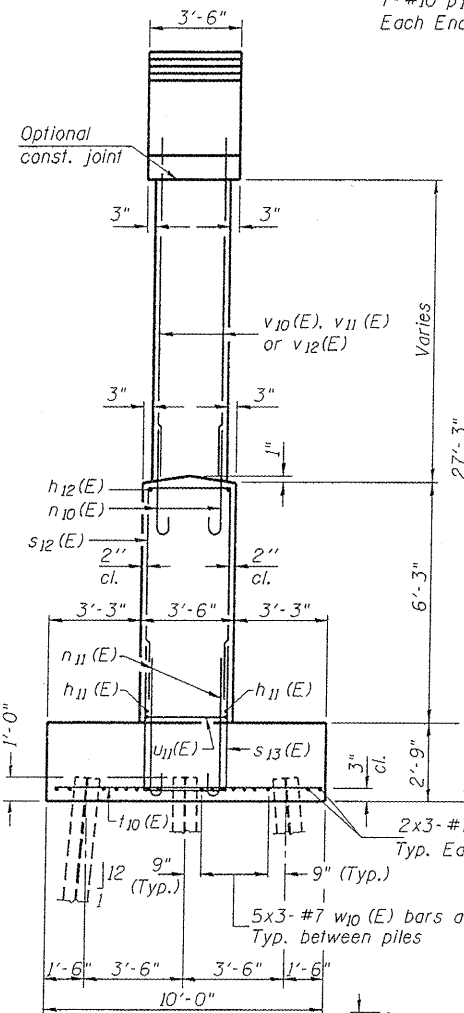
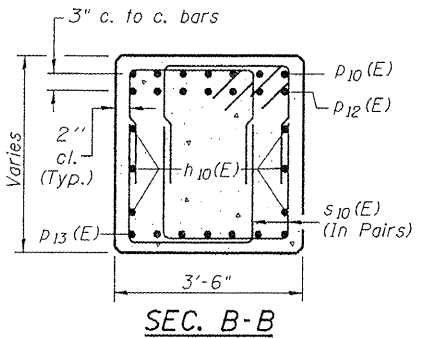
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 28 of 35.



MIN. BAR LAP
 #5 bar = 3'-3"
 #6 bar = 3'-10"
 #7 bar = 5'-2"
 #9 bar = 8'-7"
 #10 bar = 12'-4"



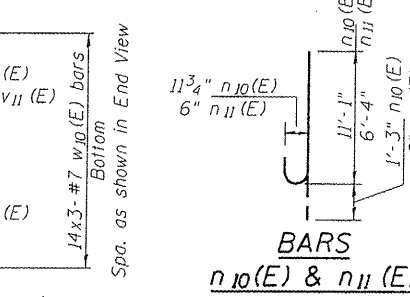
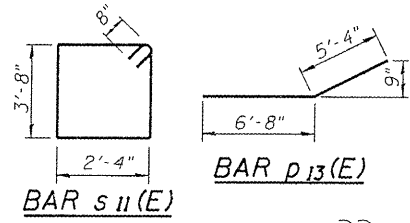
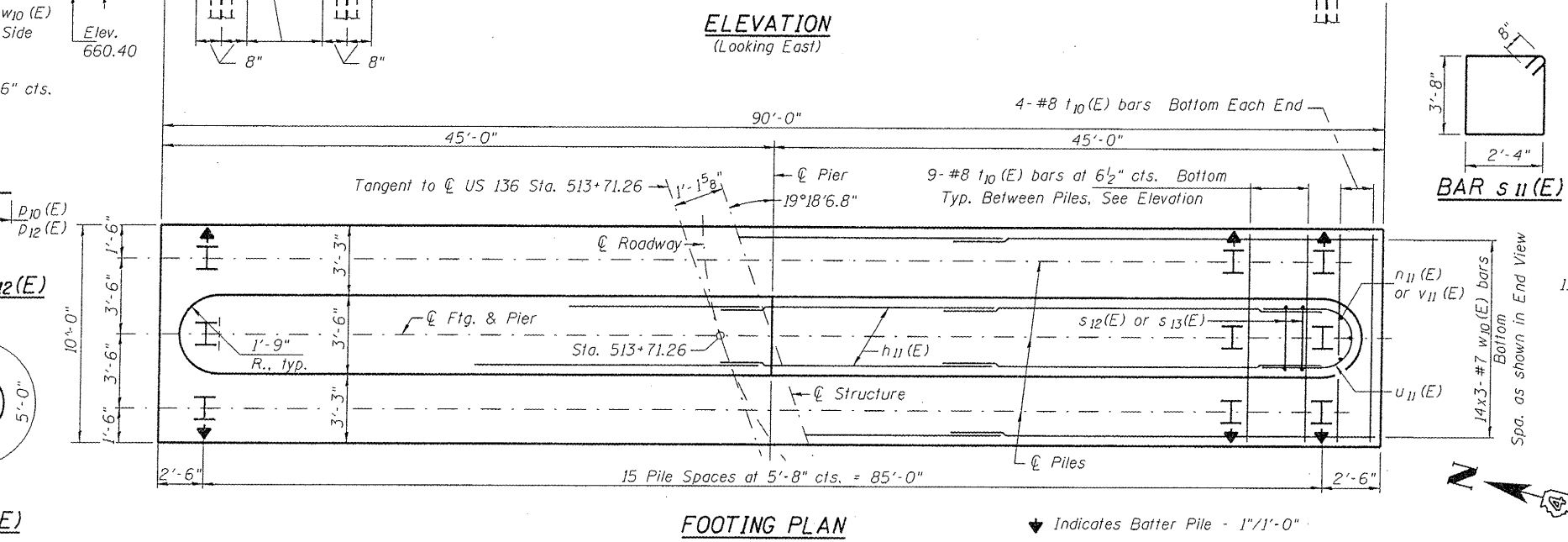
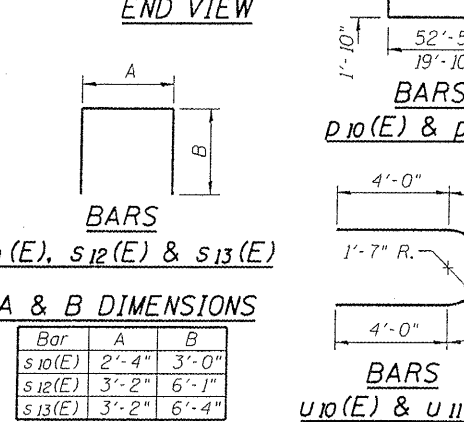
PILE DATA
 Type: HP 12x53
 Nominal Required Bearing: 390k
 Factored Resistance Avail.: 214k
 Est. Length: 43'
 No. Production Piles: 47
 No. Test Piles: 1



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	18	#7	34'-4"	—
h11(E)	36	#5	30'-4"	—
h12(E)	14	#9	47'-0"	—
n10(E)	112	#9	12'-4"	U
n11(E)	10	#6	7'-0"	U
p10(E)	14	#10	54'-3"	—
p11(E)	14	#10	48'-8"	—
p12(E)	14	#10	21'-8"	—
p13(E)	14	#7	12'-0"	—
s10(E)	56	#6	8'-4"	U
s11(E)	292	#6	13'-4"	U
s12(E)	170	#6	15'-4"	U
s13(E)	170	#6	15'-10"	U
sp10(E)	2	#4	13'-1"	W
sp11(E)	3	#4	13'-11"	W
sp12(E)	2	#4	14'-5"	W
u10(E)	143	#8	9'-8"	—
u11(E)	8	#6	13'-0"	—
u12(E)	14	#5	13'-0"	—
v10(E)	32	#9	17'-1"	—
v11(E)	48	#9	16'-7"	—
v12(E)	32	#9	15'-9"	—
v13(E)	10	#6	5'-11"	—
w10(E)	42	#7	33'-4"	—
Structure Excavation	CU YD		322	
Concrete Structures	CU YD		237.2	
Reinforcement Bars, Epoxy Coated	POUND		47,230	
Furnishing Steel Piles, HP12x53	FOOT		2,021	
Driving Piles	FOOT		2,021	
Test Pile, HP12x53	EACH		1	

** Length is height of spiral.



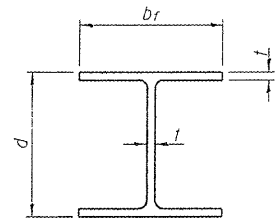
Hutchison Engineering, Inc.
 Jacksonville & Shorewood, Illinois

USER NAME = tcdy	DESIGNED - BAN	REVISED -
PLOT SCALE = NONE	CHECKED - JOH	REVISED -
PLOT DATE = 8/22/2011	DRAWN - TAC	REVISED -
	CHECKED - BAN	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

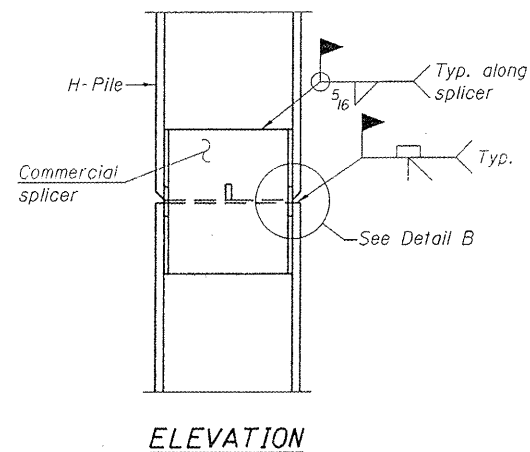
PIER
 STRUCTURE NO. 055-0063
 SHEET NO. 27 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	58
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				

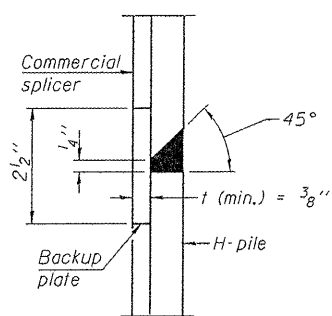


STEEL PILE TABLE

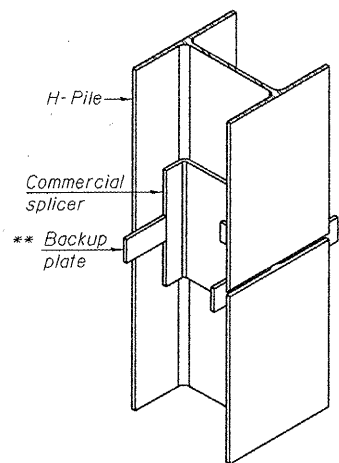
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

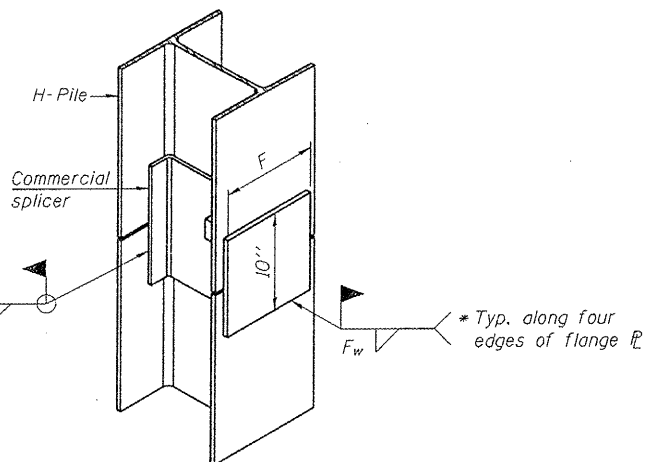


DETAIL "B"



ISOMETRIC VIEW

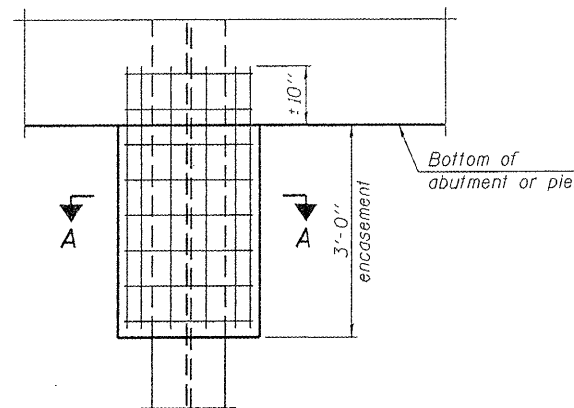
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW

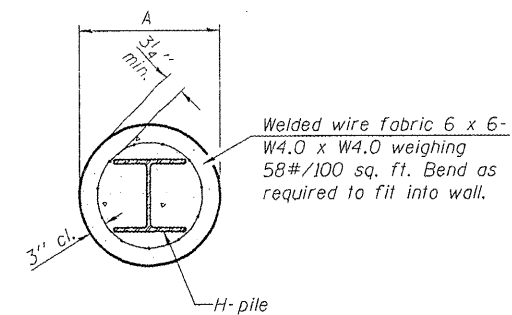
WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

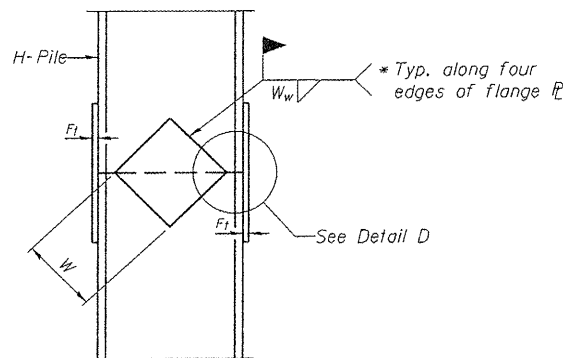


ELEVATION

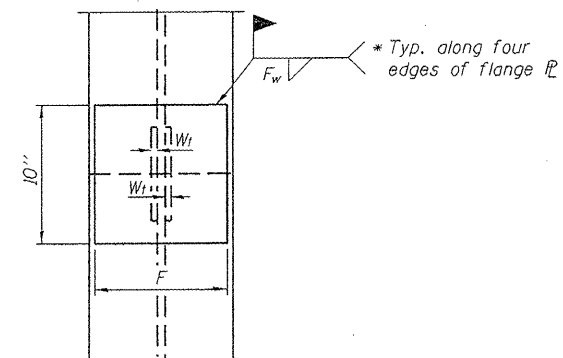
PILE ENCASEMENT



SECTION A-A

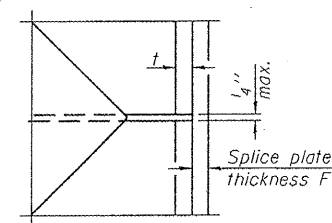


ELEVATION



END VIEW

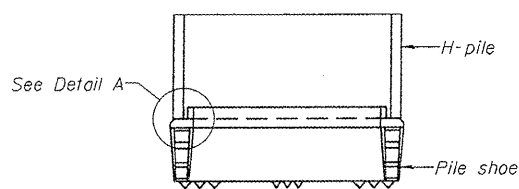
Designation	F	F _l	F _w	W	W _l	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 8/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 8/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 8/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 8/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 8/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 8/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"



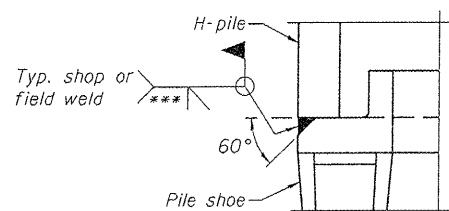
DETAIL D

WELDED PLATE FIELD SPLICE

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT

F-HP

7-1-10

Hutchison Engineering, Inc.
Jacksonville & Shorewood, Illinois

USER NAME = tcopy
PLOT SCALE = NONE
PLOT DATE = 8/22/2011

DESIGNED - BAN
CHECKED - JOH
DRAWN - TAC
CHECKED - BAN

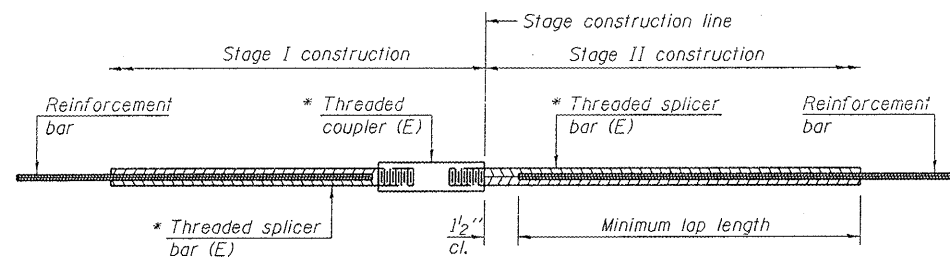
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 055-0063

SHEET NO. 28 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDonough	103	59
CONTRACT NO. 68A40			ILLINOIS FED. AID PROJECT	



STANDARD BAR SPLICER ASSEMBLY

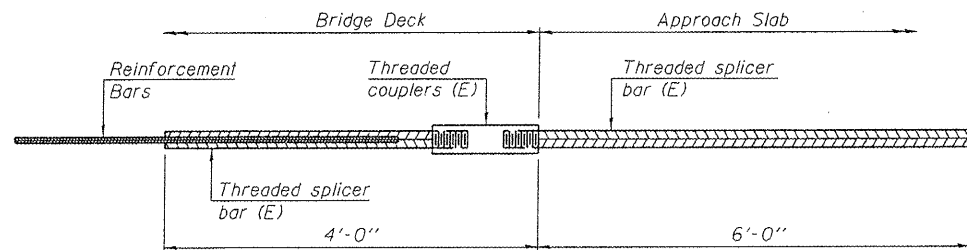
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

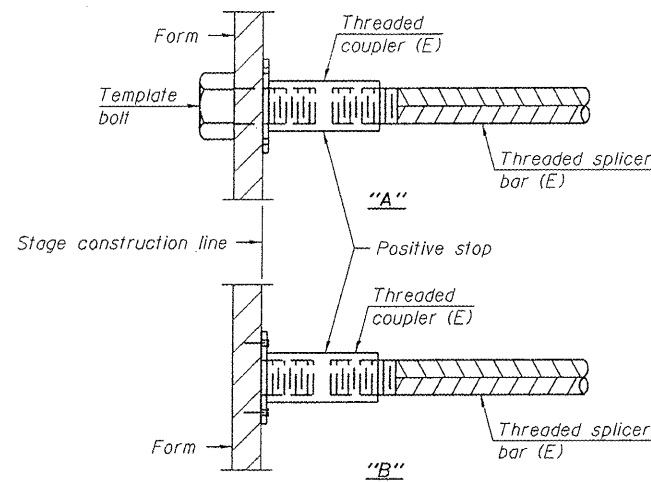
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



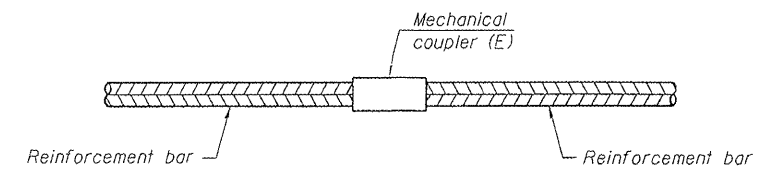
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 212



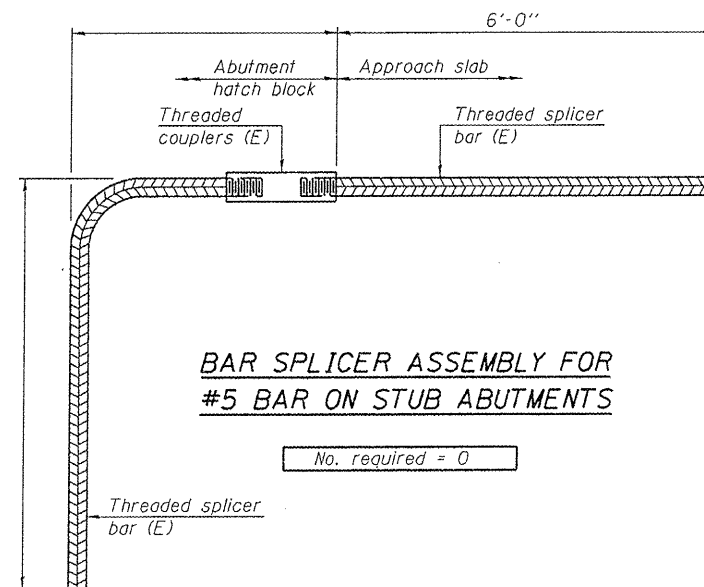
INSTALLATION AND SETTING METHODS

- "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.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

NOTES

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See special provision for Mechanical Splicers.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.



SOIL BORING LOG

Date 09/20-21/05

ROUTE FAP 315 DESCRIPTION IL 336 Macomb Bypass (Northwest Corridor) - US 136 over IL 336 LOGGED BY SCI (BCR)

SECTION 55-3 LOCATION Prop. East Abutment, NE 1/4, SEC. 4, TWP. 5 N, RNG. 3 W, 4th PM. Latitude 40° 26' 53.688298" N, Longitude 90° 44' 16.102604" W

COUNTY McDonough DRILLING METHOD CME 1050 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 055-0063 Station 513+75.51 (US 136) BORING NO. B-601 Station 514+82 (US 136) Offset 46.5 ft RT Ground Surface Elev. 690.00 ft

Table with columns for Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) (tsf), Moisture Content (M) (%), and Soil Description. Includes data for various soil layers like Brown and gray CLAY, A-7 and Brown CLAY LOAM, A-4.

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 09/20-21/05

ROUTE FAP 315 DESCRIPTION IL 336 Macomb Bypass (Northwest Corridor) - US 136 over IL 336 LOGGED BY SCI (BCR)

SECTION 55-3 LOCATION Prop. East Abutment, NE 1/4, SEC. 4, TWP. 5 N, RNG. 3 W, 4th PM. Latitude 40° 26' 53.688298" N, Longitude 90° 44' 16.102604" W

COUNTY McDonough DRILLING METHOD CME 1050 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 055-0063 Station 513+75.51 (US 136) BORING NO. B-601 Station 514+82 (US 136) Offset 46.5 ft RT Ground Surface Elev. 690.00 ft

Table with columns for Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) (tsf), Moisture Content (M) (%), and Soil Description. Includes data for various soil layers like Brown and gray CLAY, A-7 and Gray CLAY LOAM, A-4.

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 09/20-21/05

ROUTE FAP 315 DESCRIPTION IL 336 Macomb Bypass (Northwest Corridor) - US 136 over IL 336 LOGGED BY SCI (BCR)

SECTION 55-3 LOCATION Prop. East Abutment, NE 1/4, SEC. 4, TWP. 5 N, RNG. 3 W, 4th PM. Latitude 40° 26' 53.688298" N, Longitude 90° 44' 16.102604" W

COUNTY McDonough DRILLING METHOD CME 1050 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 055-0063 Station 513+75.51 (US 136) BORING NO. B-601 Station 514+82 (US 136) Offset 46.5 ft RT Ground Surface Elev. 690.00 ft

Table with columns for Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) (tsf), Moisture Content (M) (%), and Soil Description. Includes data for various soil layers like Brown and gray SHALE and Gray CLAY, A-7.

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

BBS, form 137 (Rev. 8-99)

Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISIONS, and SHEET NO.

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



SOIL BORING LOG

Date 10/03-04/05

ROUTE FAP 315 DESCRIPTION IL 336 Macomb Bypass (Northwest Corridor) - US 136 over IL 336 LOGGED BY SCI (YW)

SECTION 55-3 LOCATION Prop. Center Pier, NE 1/4, SEC. 4, TWP. 5 N, RNG. 3 W, 4th PM, Latitude 40° 28' 54.091402" N, Longitude 90° 44' 17.756590" W

COUNTY McDonough DRILLING METHOD CME 1050 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	Surface Water Elev.	Stream Bed Elev.	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
055-0063	513+75.51 (US 136)										
BORING NO. B-605	Station 513+93 (US 136)										
	Offset 53.5 ft LT										
	Ground Surface Elev. 692.00 ft										
FILL: Crushed rock and brown silty clay						Brown and gray CLAY, A-7 (continued)					
		690.0	5	3.5	17			4	9	4.5	13
	Brown and gray SILTY CLAY, A-7		9	P				13			
			3					5			
			4	1.7	24			11	5.2	13	
			4	B				15	B		
			3					5			
			2	1.0	28			8	3.3	14	
			3	P				10	B		
		683.0	3					5			
	Brown and gray CLAY, A-7		4	2.3	20			6	2.4	15	
			5	S				9	B		
			2					7			
			3	2.0	26			8			
			5	B				9	B		
			3					5			
			4	2.3	23			7	2.3	16	
			6	B				9	B		
			3					5			
			4	1.9	17			6			
			6	B				7			
		673.5	4					5			
	Brown SAND, A-3	673.0	4					7	2.5	14	
	Brown and gray CLAY, A-7		4	1.6	16			9	B		
			5	B				9			

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 10/03-04/05

ROUTE FAP 315 DESCRIPTION IL 336 Macomb Bypass (Northwest Corridor) - US 136 over IL 336 LOGGED BY SCI (YW)

SECTION 55-3 LOCATION Prop. Center Pier, NE 1/4, SEC. 4, TWP. 5 N, RNG. 3 W, 4th PM, Latitude 40° 28' 54.091402" N, Longitude 90° 44' 17.756590" W

COUNTY McDonough DRILLING METHOD CME 1050 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	Surface Water Elev.	Stream Bed Elev.	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
055-0063	513+75.51 (US 136)										
BORING NO. B-605	Station 513+93 (US 136)										
	Offset 53.5 ft LT										
	Ground Surface Elev. 692.00 ft										
Brown and gray CLAY, A-7 w/gravel (continued)						Gray CLAY, A-7 w/gravel (continued)					
		650.0						4			
	Brown SAND, A-3		16					5			
			17					7	4.0	15	
	Gray SANDY LOAM, A-2		20					10	P		
			16					5			
			17					7			
	Gray CLAY, A-7 w/gravel		17					12	3.2	16	
			17					17	S		
	Brown SAND, A-3		10					7			
	Dark gray SILTY CLAY LOAM, A-6		21	2.3	17			4			
	Brown SAND, A-3		48					5	1.7	25	
			8	B				6	B		
			8					10			
			7	1.8	20			6			
			7	B				8	2.9	22	
			7					10	B		
			3					6			
			6					8			
			7					10			
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			6					8			



SOIL BORING LOG

Page 1 of 3

Date 10/04-05/05

ROUTE FAP 315 DESCRIPTION IL 336 Macomb Bypass (Northwest Corridor) - US 136 over IL 336 LOGGED BY SCI (YW)
 SECTION 55-3 LOCATION Prop. West Abutment, NE 1/4, SEC. 4, TWP. 5 N, RNG. 3 W, 4th PM, Latitude 40° 26' 53.562239" N, Longitude 90° 44' 18.847283" W
 COUNTY McDonough DRILLING METHOD CME 1050 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	DEPTH	SOIL	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After
055-0063	513+75.51 (US 136)	B-606	512+94 (US 136)	53.0 ft LT	692.00	(ft)	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
FILL: Crushed rock and brown silty clay															
						5									
						6	4.5	15							
						8	P								
					689.5										
Brown and gray SILTY CLAY, A-7															
						3									
						3	1.3	27							
						4	P								
						3									
						2	0.7	28							
						3	B								
						2									
					682.5	3	2.2	25							
						4	B								
Brown and gray CLAY, A-7															
						3									
						4	1.8	24							
						5	B								
						2									
						3	1.8	24							
						5	S								
						3									
						3	1.4	25							
						5	B								
						2									
					673.5	2									
						4	1.9	18							
						4	B								
						20									
Brown SAND, A-3															
						5									
						8	3.7	14							
						10	B								
						40									

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

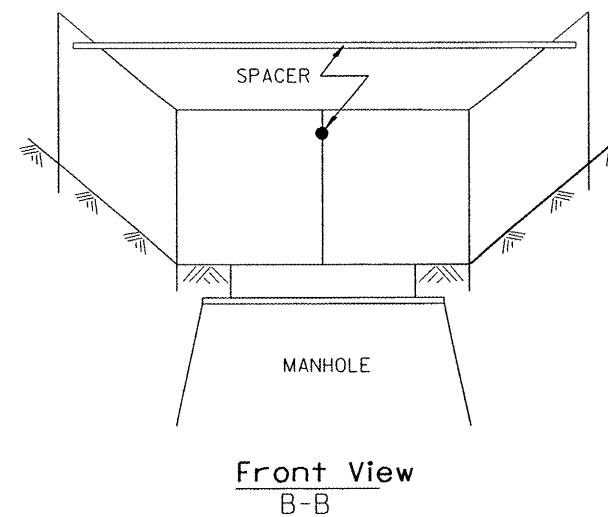
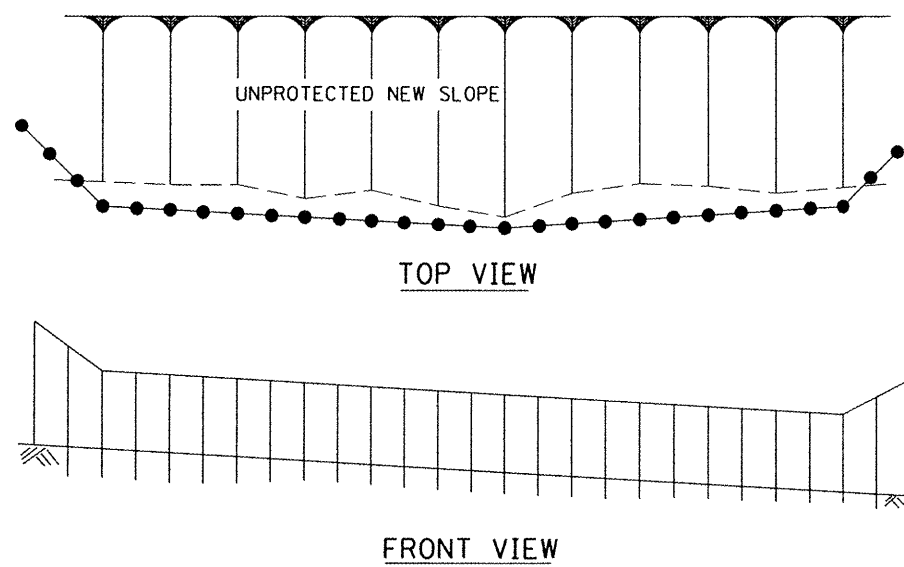
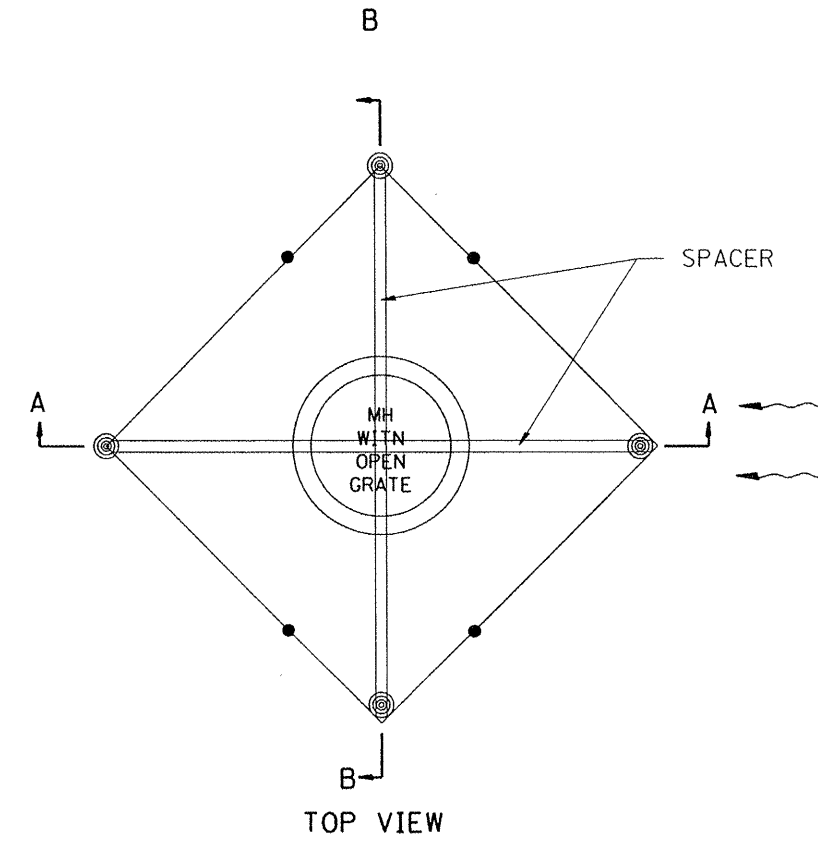
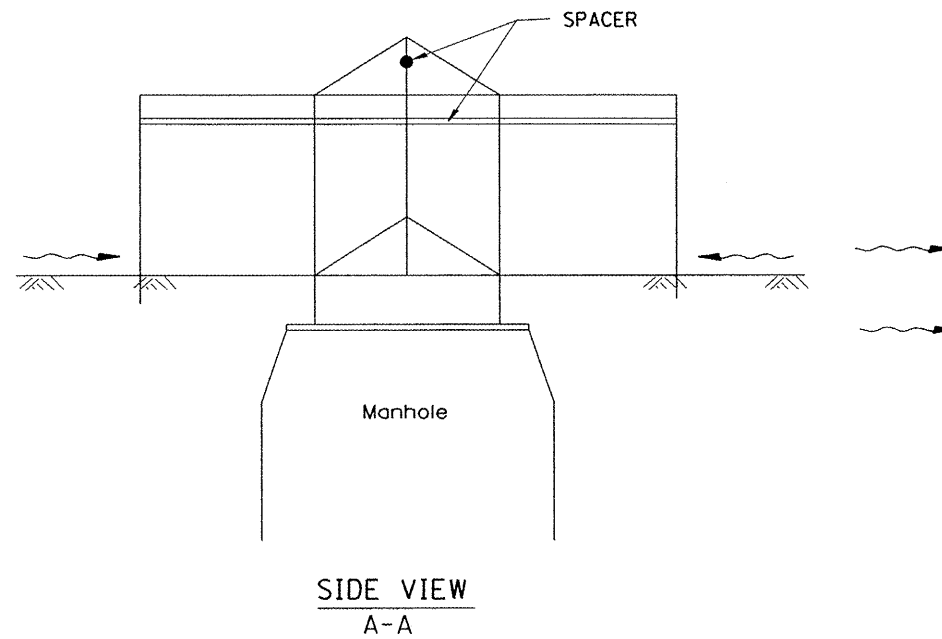
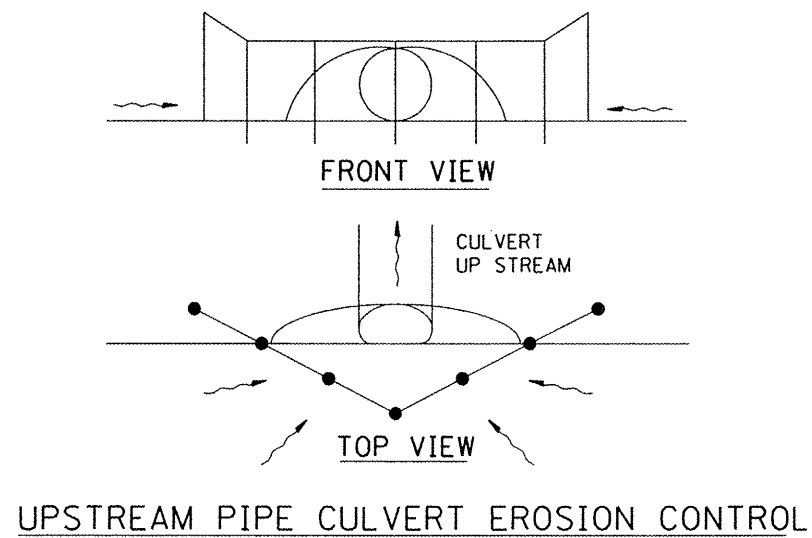
Page 2 of 3

Date 10/04-05/05

ROUTE FAP 315 DESCRIPTION IL 336 Macomb Bypass (Northwest Corridor) - US 136 over IL 336 LOGGED BY SCI (YW)
 SECTION 55-3 LOCATION Prop. West Abutment, NE 1/4, SEC. 4, TWP. 5 N, RNG. 3 W, 4th PM, Latitude 40° 26' 53.562239" N, Longitude 90° 44' 18.847283" W
 COUNTY McDonough DRILLING METHOD CME 1050 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	DEPTH	SOIL	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After
055-0063	513+75.51 (US 136)	B-606	512+94 (US 136)	53.0 ft LT	692.00	(ft)	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
Brown and gray CLAY, A-7 (continued)															
						6	4.5P								
						13									
						22									
					689.5										
Brown SANDY LOAM, A-2 w/gravel															
						6									
						7	3.3	13							
						10	B								
						5									
						9	4.9	14							
						13	B								
						4									
						7	3.7	14							
						10	B								
						4									
						6	2.3	14							
						9	B								
						5									
						8	3.1	15							
						10	B								
						4									
						6	2.3	14							
						8	B								
						5									
						6	3.1	15							
						10	B								
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						8	B								
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						6	3.1	15							
						10	B								
						4									
						6	2.3	14							
						8	B								
						5									
						6									

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



EROSION CONTROL AT OPEN GRATE MAN HOLE

GENERAL NOTES:

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

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

1-1-97		T.P.		
3-11-03	ELIMINATED SILT FENCE DITCH CHECK	M.A.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

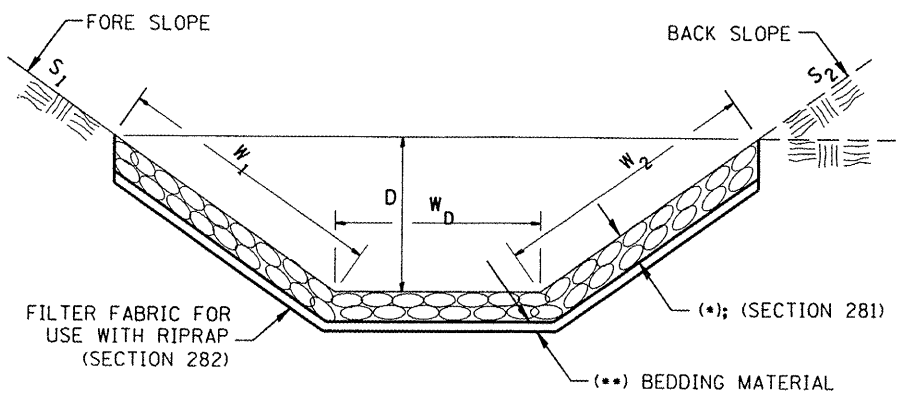
TYPICAL APPLICATION OF SILT FILTER FENCE

CADD STD. 280001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	67
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68A40	

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

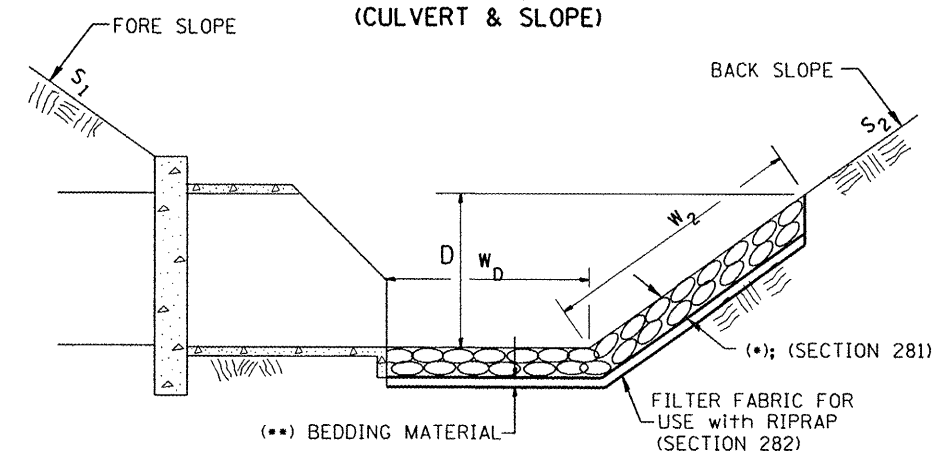
**CASE 1
(DITCH)**



LOCATION		(*) CLASS A5		
STA TO STA	WIDTH (1) lin ft (m)	LENGTH lin ft (m)	RIPRAP sq yds (m ²)	FABRIC sq yds (m ²)
511+33 LT	16	450	800.0	800.0
514+76 LT	16	280	497.8	497.8
517+40 LT	16 TO 24	340	772.2	772.2
TOTAL			2070.0	2070.0

(1) WIDTH = $W_1 + W_2 + W_D$

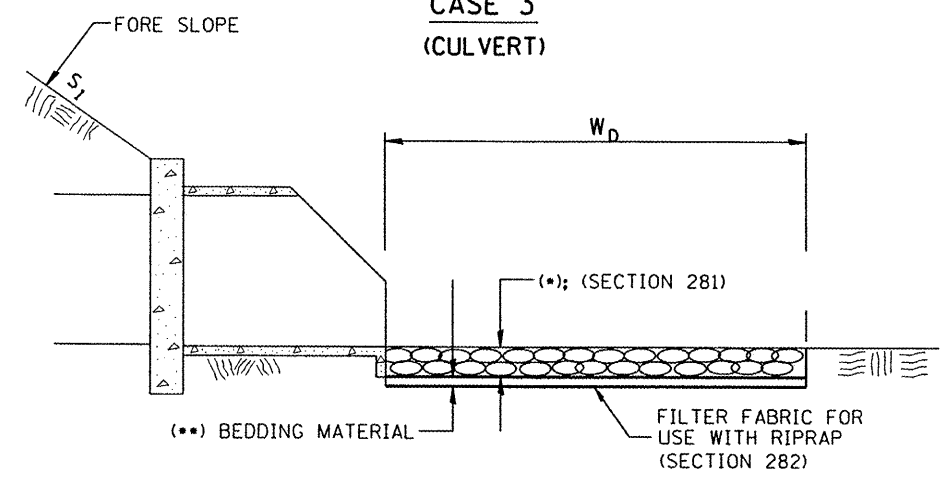
**CASE 2
(CULVERT & SLOPE)**



LOCATION		(*) CLASS A5		
STA TO STA	WIDTH (1) lin ft (m)	LENGTH lin ft (m)	RIPRAP sq yds (m ²)	FABRIC sq yds (m ²)
14+57 RT	24	48	128.0	128.0
17+74 RT	12	24	32.0	32.0
517+75 RT	24	24	64.0	64.0
TOTAL			224.0	224.0

(1) WIDTH = $W_2 + W_D$

**CASE 3
(CULVERT)**

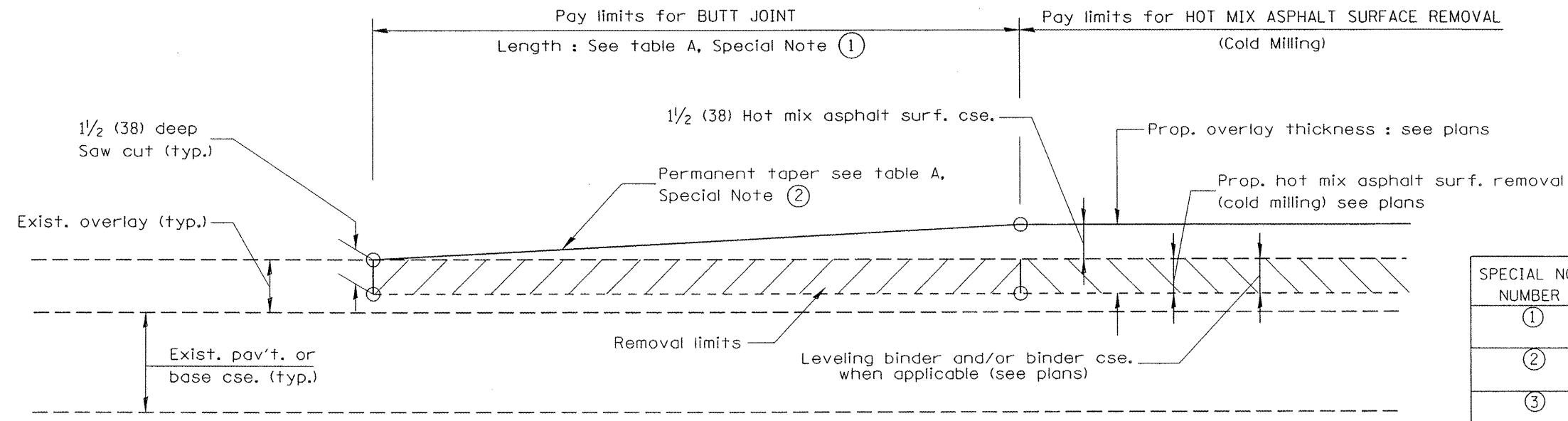


LOCATION		(*) CLASS A4		
STA TO STA	WIDTH (1) lin ft (m)	LENGTH lin ft (m)	RIPRAP sq yds (m ²)	FABRIC sq yds (m ²)
512+17 LT	8	50	44.4	44.4
515+12 RT	10	21	23.3	23.3
517+40 LT	8	50	44.4	44.4
TOTAL			112.1	112.1

(1) WIDTH = W_D

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
 All dimensions are in inches (millimeters) unless otherwise noted.

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



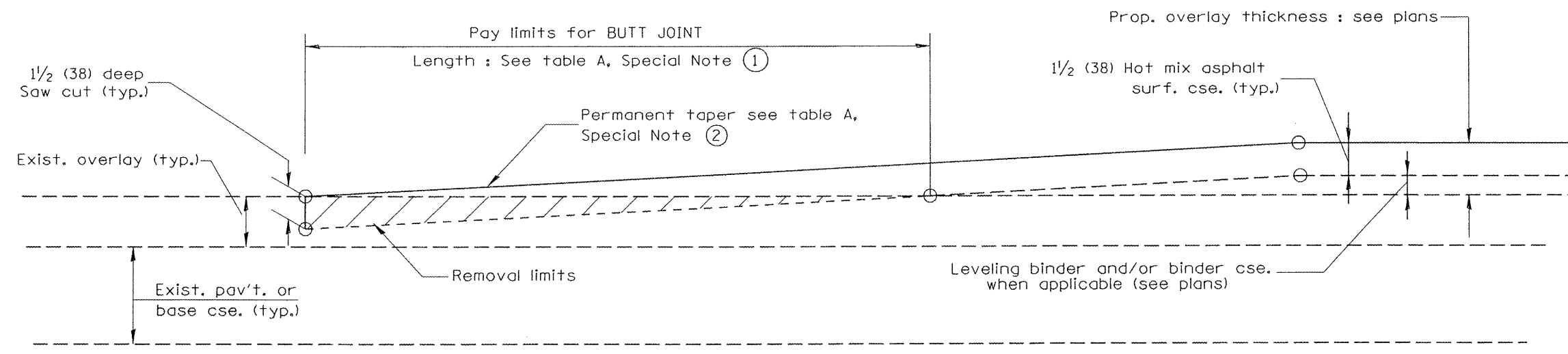
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

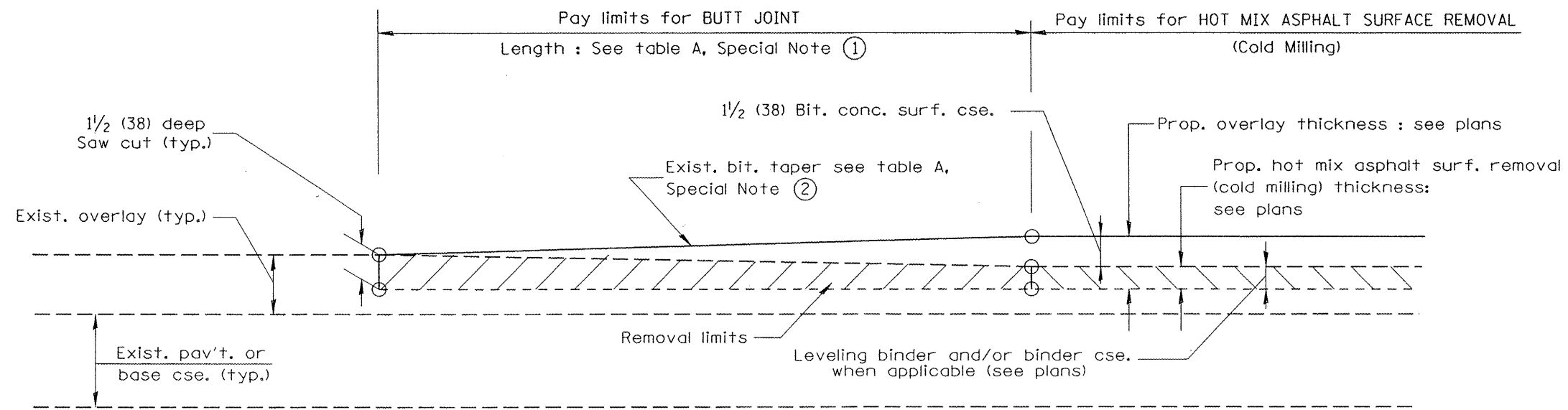
GENERAL NOTES

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

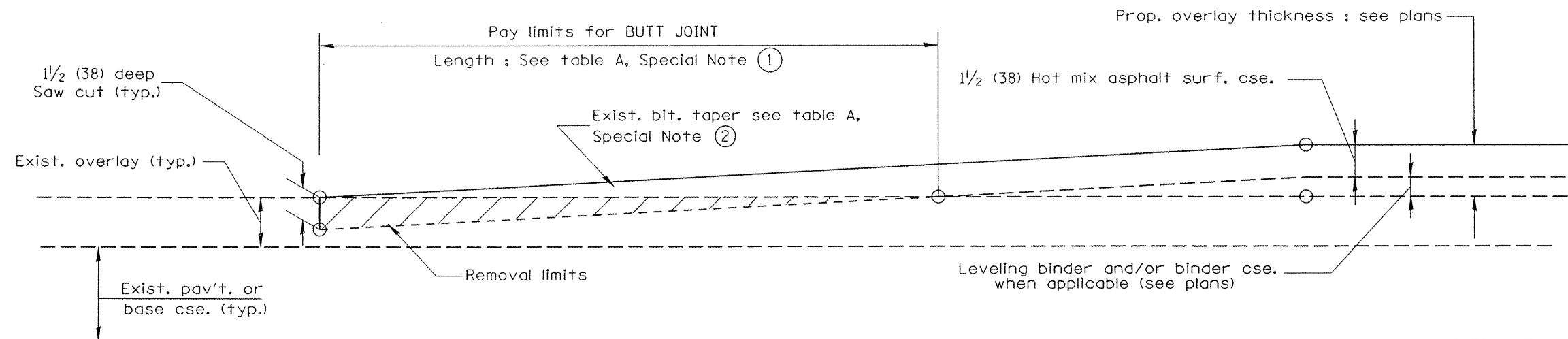


CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

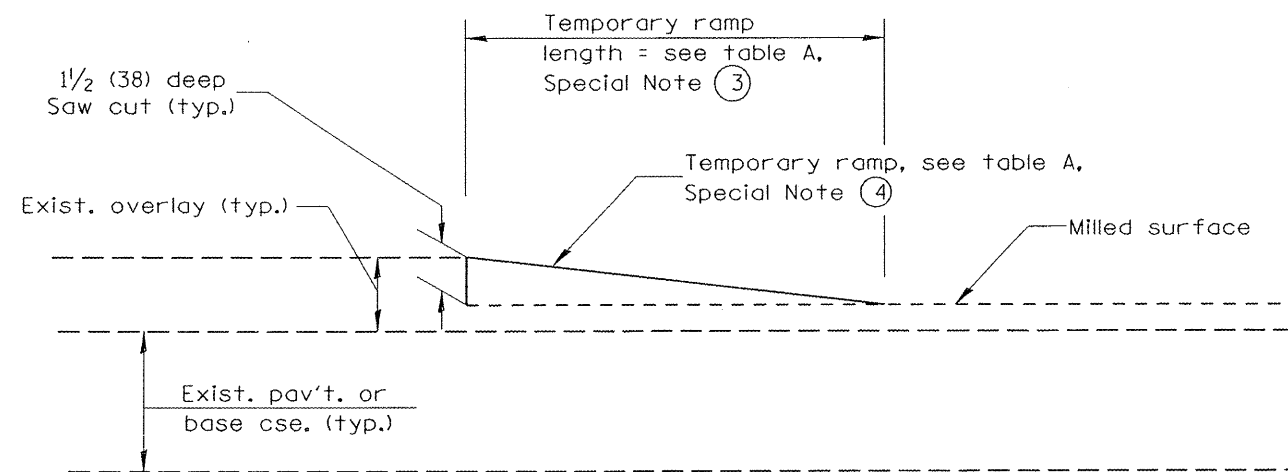
All dimensions are in inches (millimeters) unless otherwise noted.



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



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



DETAIL TEMPORARY RAMP

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

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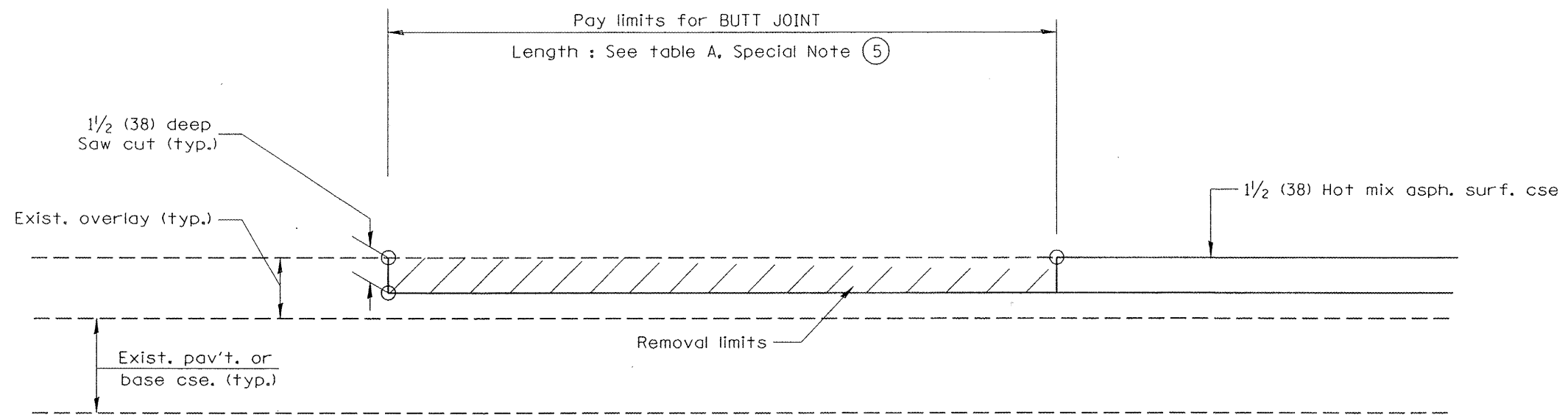
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

BUTT JOINTS

SHT. 2 OF 3
CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	71
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68A40	



CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

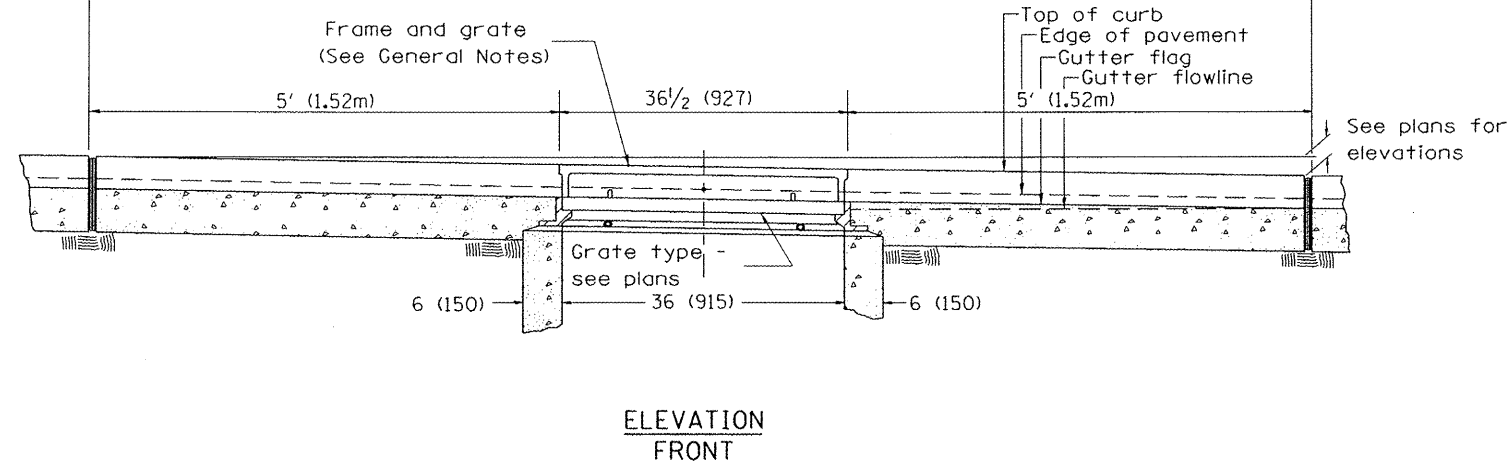
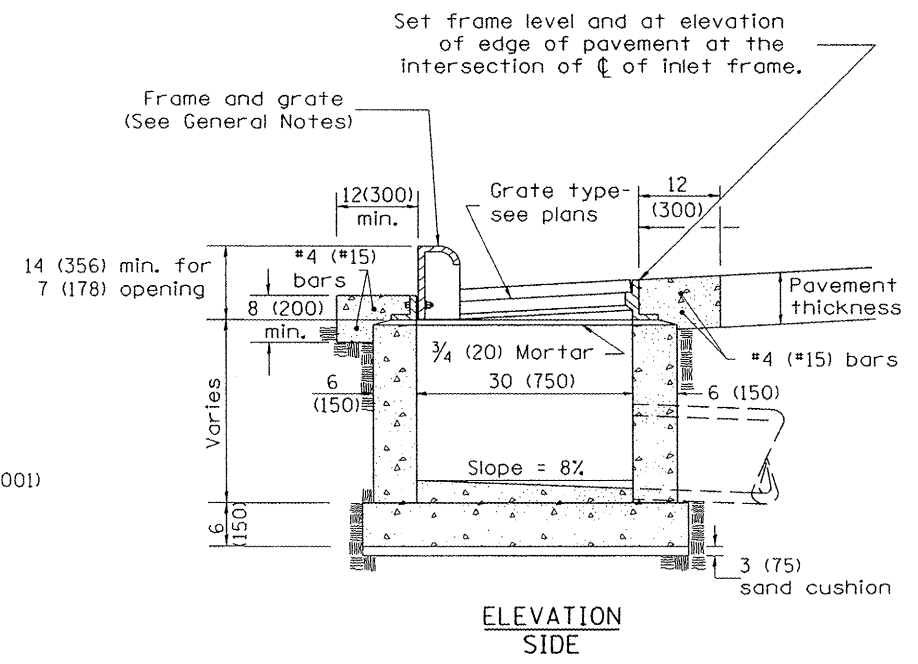
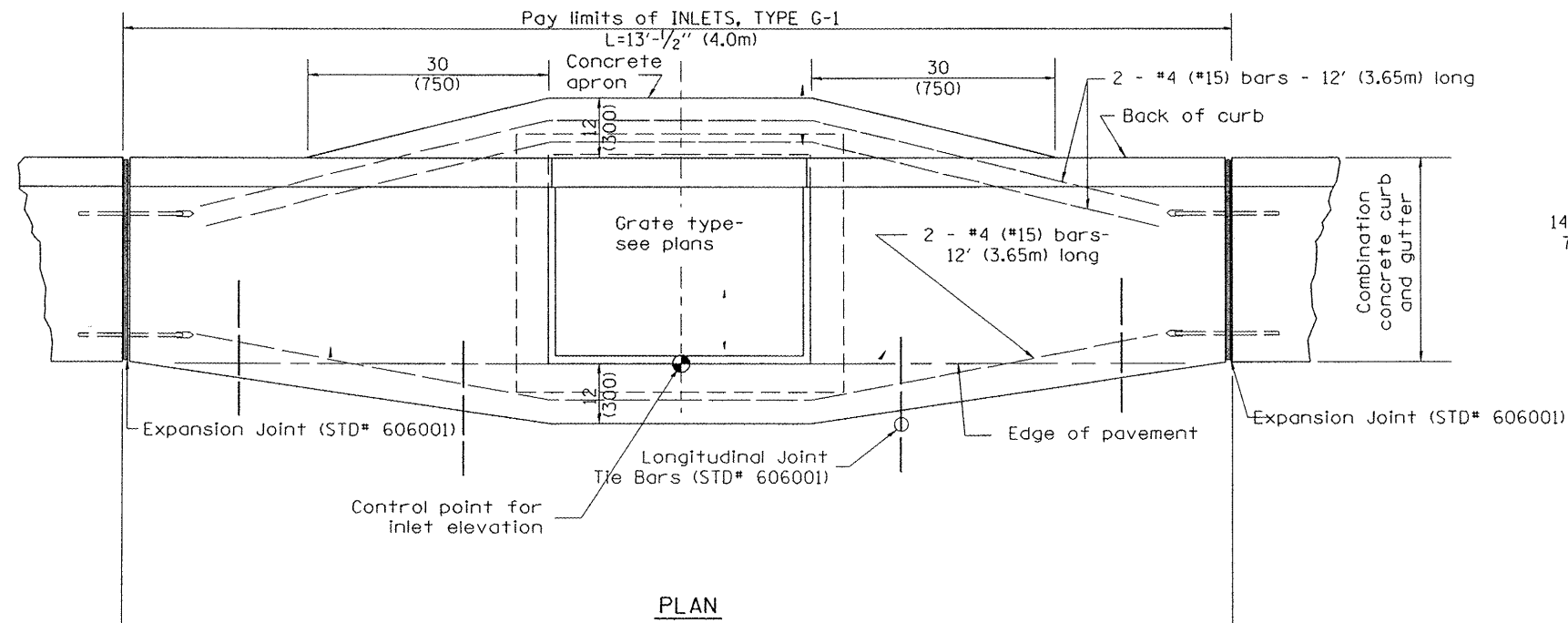
BUTT JOINTS

SHT. 3 OF 3
 CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	72
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68A40	

DESIGNER NOTES:

1. Include State Standard 606001 for combination concrete curb and gutter details.
2. Include State Standard 420001 for pavement joints.
3. Include District CADD Standard for frame and grates and specify grate type in plans.
4. Include District CADD Special Provision. Pay item includes transitional c.c.c. & g., inlet and frame and grate. All work within pay limits.
5. The designer should include pavement removal quantities when the apron requires pavement removal.



GENERAL NOTES

1. Inlet construction shall be in accordance with Section 602 of the Standard Specifications.
2. Combination Concrete Curb & Gutter shall be constructed in accordance with Section 606 of the Standard Specifications.
3. See District CADD Standard 604001-D4 for frame and grates.

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

01-01-97	RENUM. B-4.01, NEW REVISION BOX	T.P.
10-99	REVISION TO GENERAL NOTES	J.A.
02-00	REVISION TO DESIGNER NOTES	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

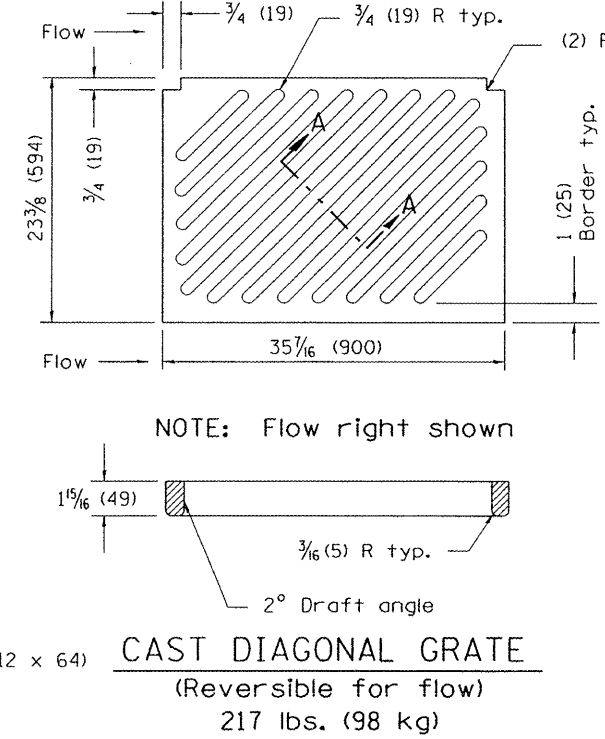
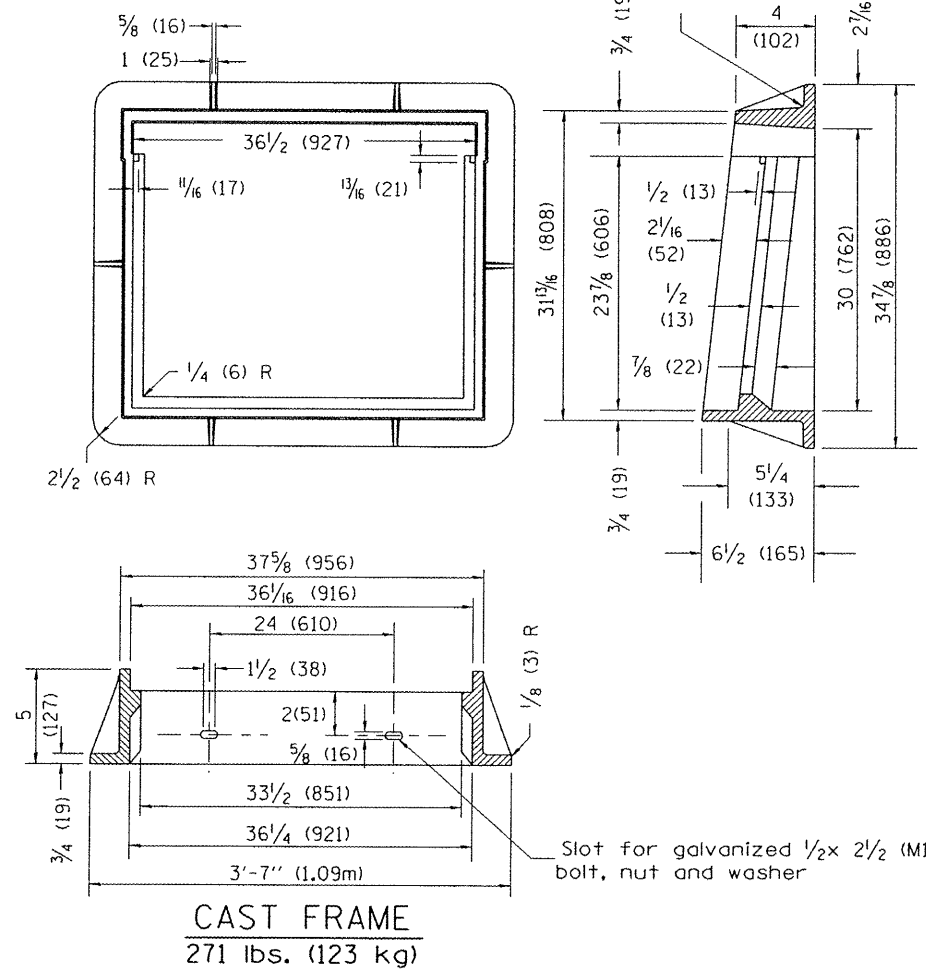
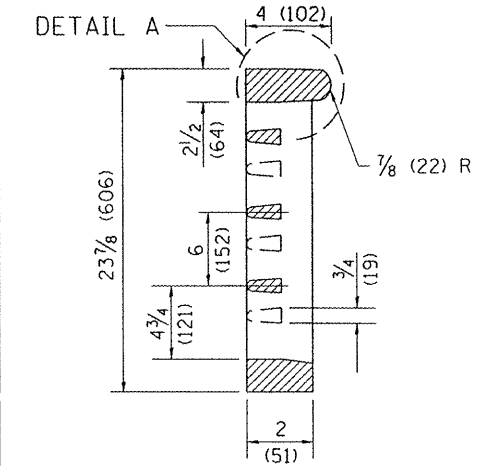
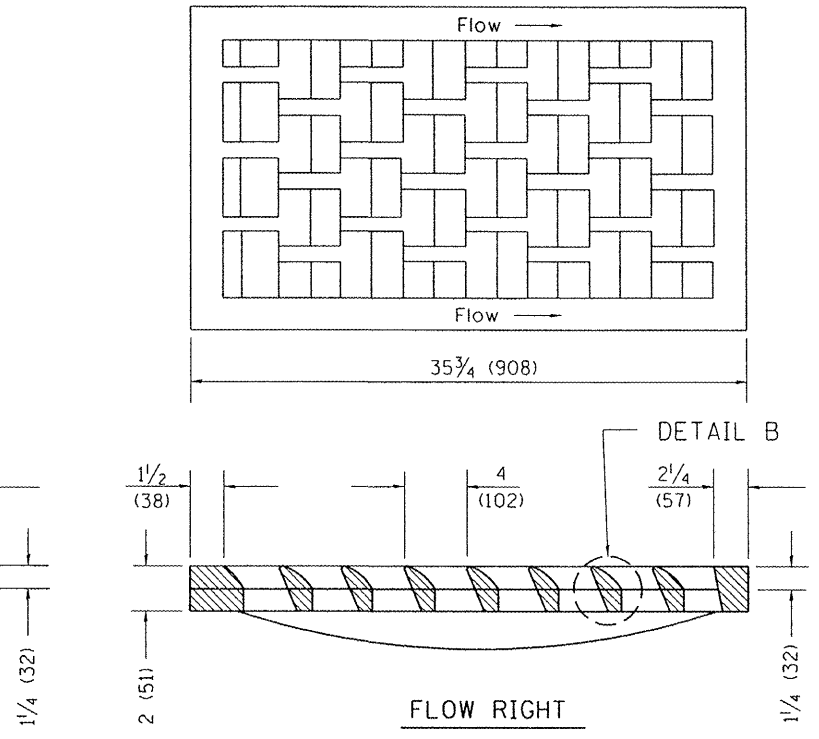
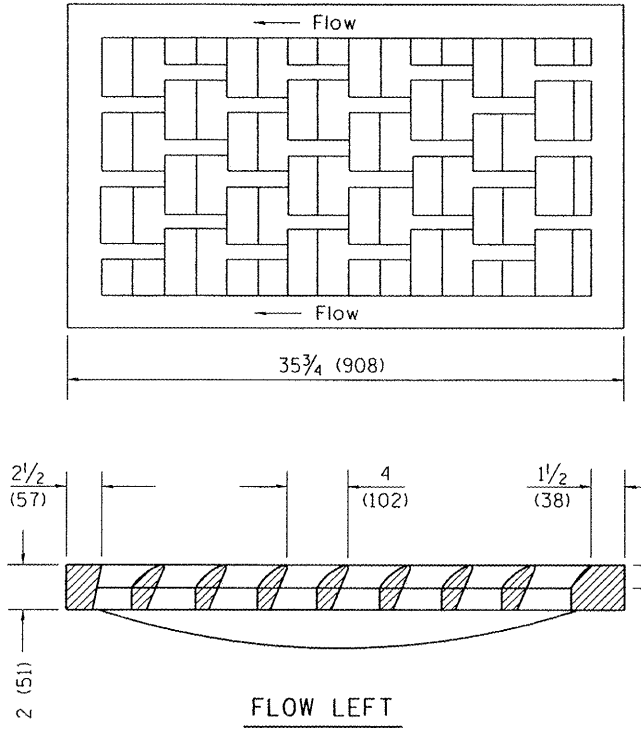
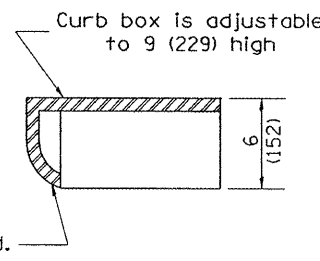
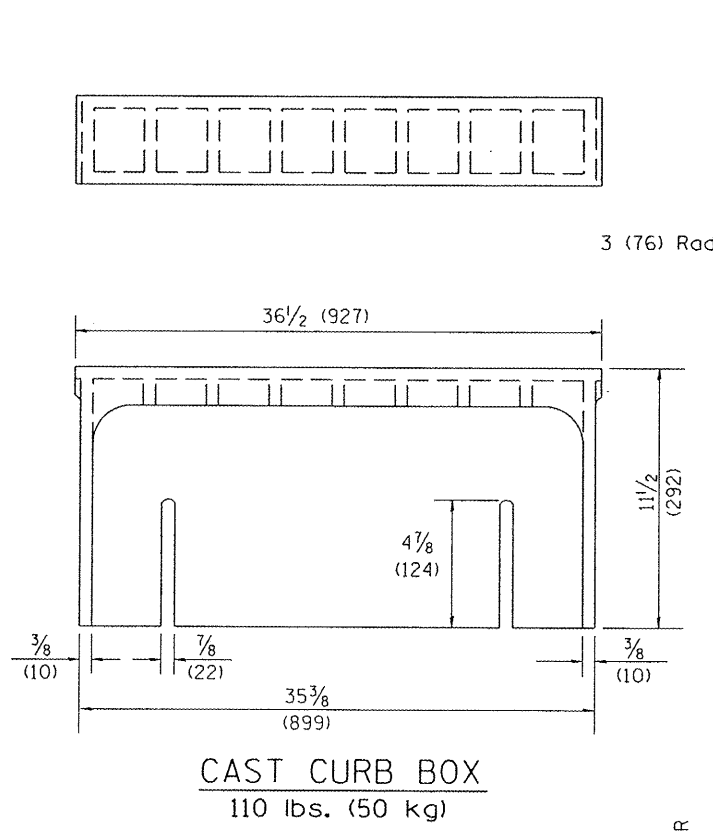
INLETS, TYPE G-1

NOT TO SCALE

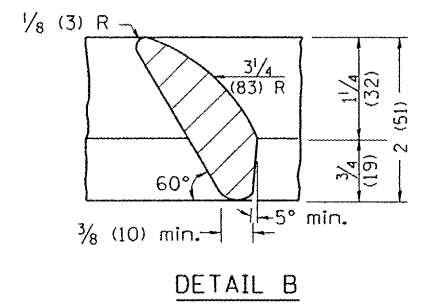
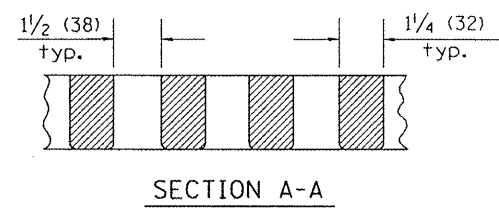
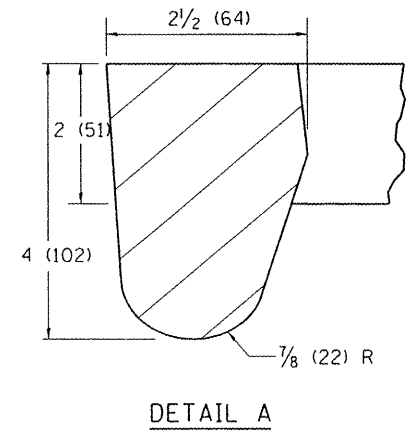
CADD STD. 602001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	73
CONTRACT NO. 68A40			ILLINOIS FED. AID PROJECT	

2. Specify grate types and flow directions in plans.
 3. These castings are included in the cost of the drainage structures as per District Special Provision.
 4. This drawing based upon "NEENAH" designs as follows:
 Inlet Frame: R-3246-A, Curb Box: R-3290
 Reversible Diagonal Grate: R-3246-A
 Vane Grates: R-3246-AL(flow left)
 R-3246-AR(flow right)



CAST VANE GRATES
(SPECIFY LEFT OR RIGHT FLOW)
230 lbs. (104 KG)



GENERAL NOTES

1. The frame and grate shown on this drawing are for use with all TYPE G-1 and TYPE G-1, SPECIAL DRAINAGE STRUCTURES. See plans for grate type and flow direction.
2. Flow direction: As viewed from street side.
3. Material: cast gray iron.

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

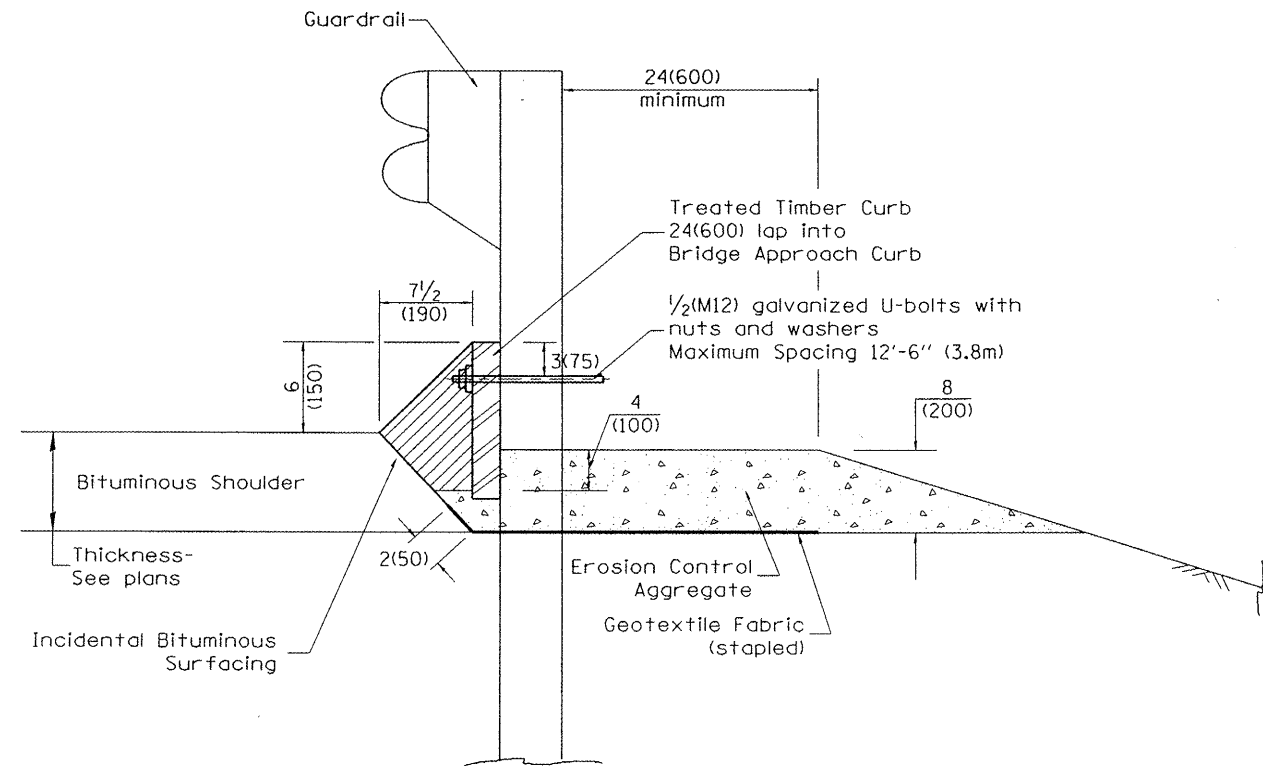
01-01-97	RENUM. B-10.01, NEW REVISION BOX	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

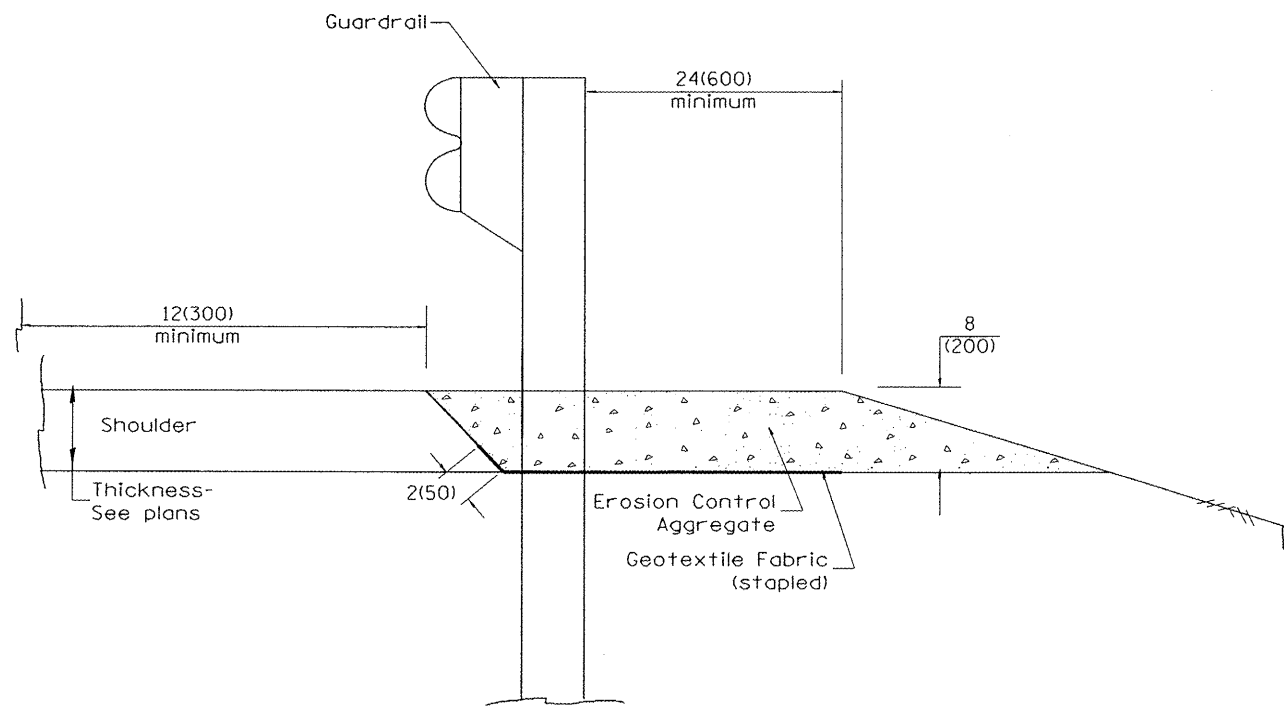
FRAME & GRATES FOR TYPE G-1 AND TYPE G-1,
SPECIAL DRAINAGE STRUCTURES
NOT TO SCALE
CADD STD. 604001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	74
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68A40	

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



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

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

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

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

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

01-01-97	RENUM. C-22.01. NEW REVISION BOX	T.P.
03-01-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-03-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

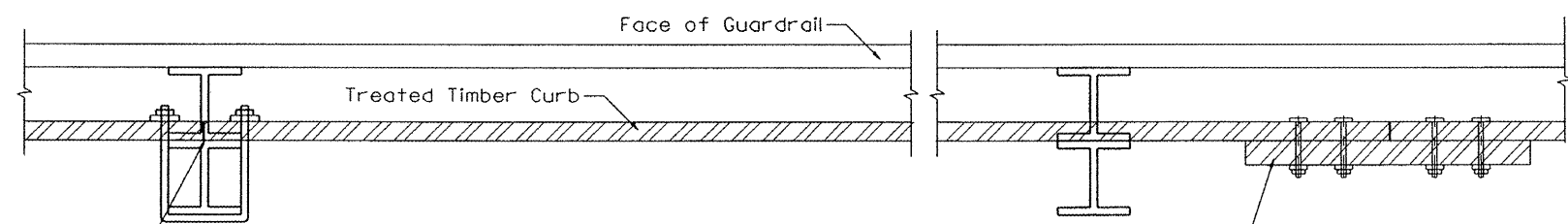
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

SHT. 1 OF 2
CADD STD. 630101-D4

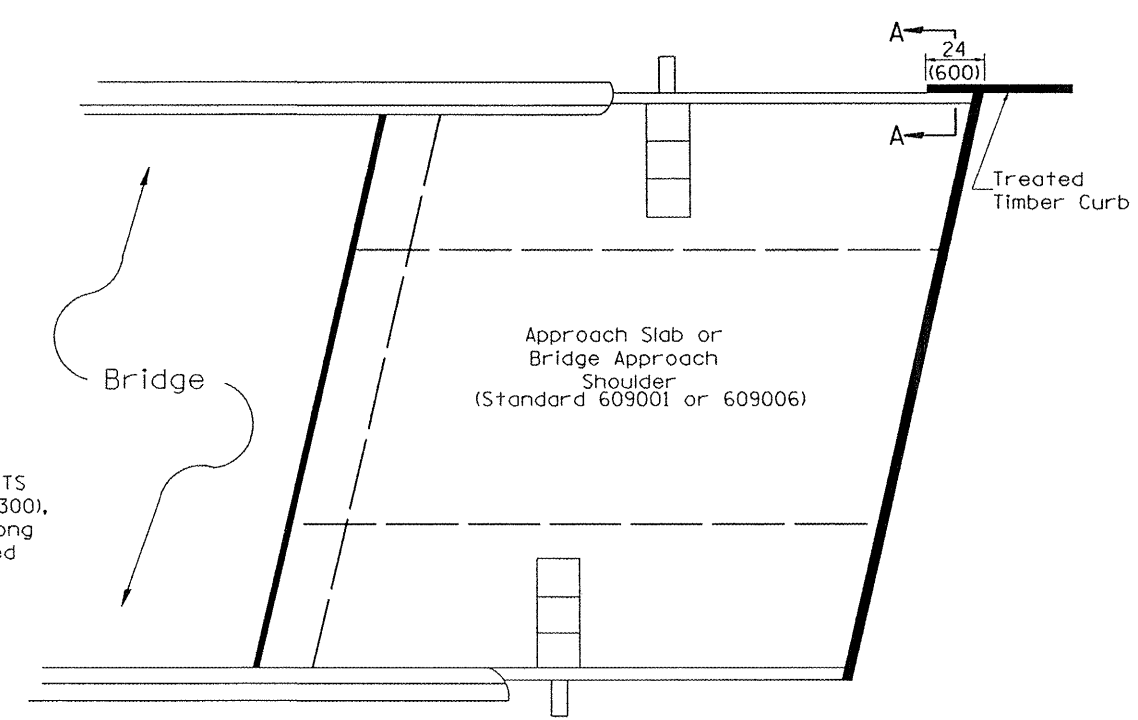
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	75
CONTRACT NO. 68A40				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



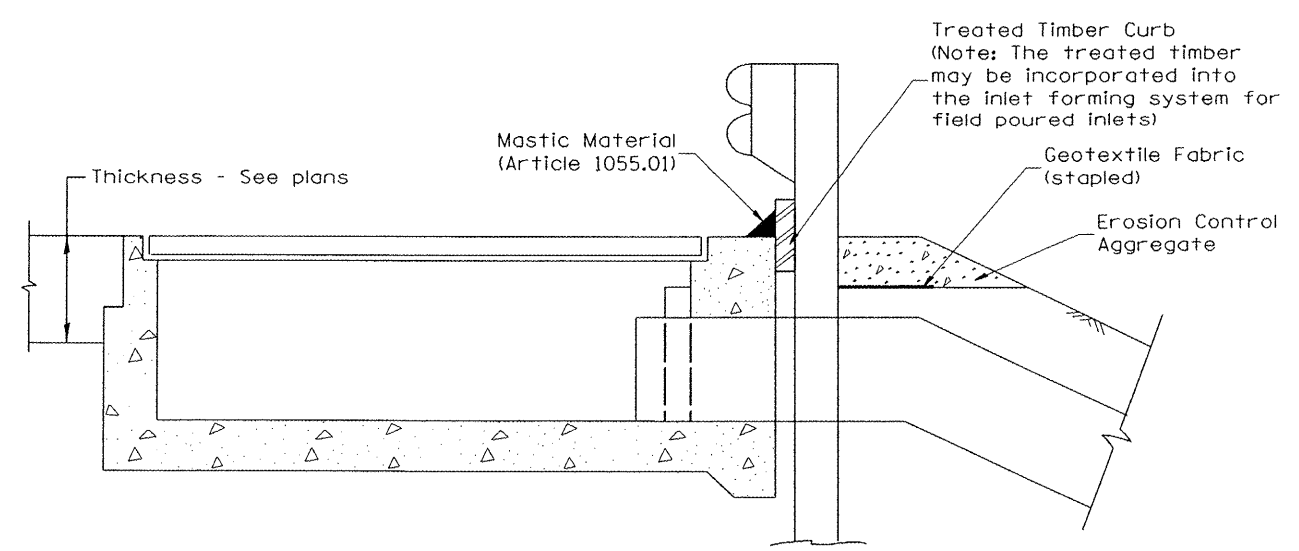
SPLICE LOCATED AT GUARDRAIL POST
1/2(M12) galvanized U-bolt with
nut & washer

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

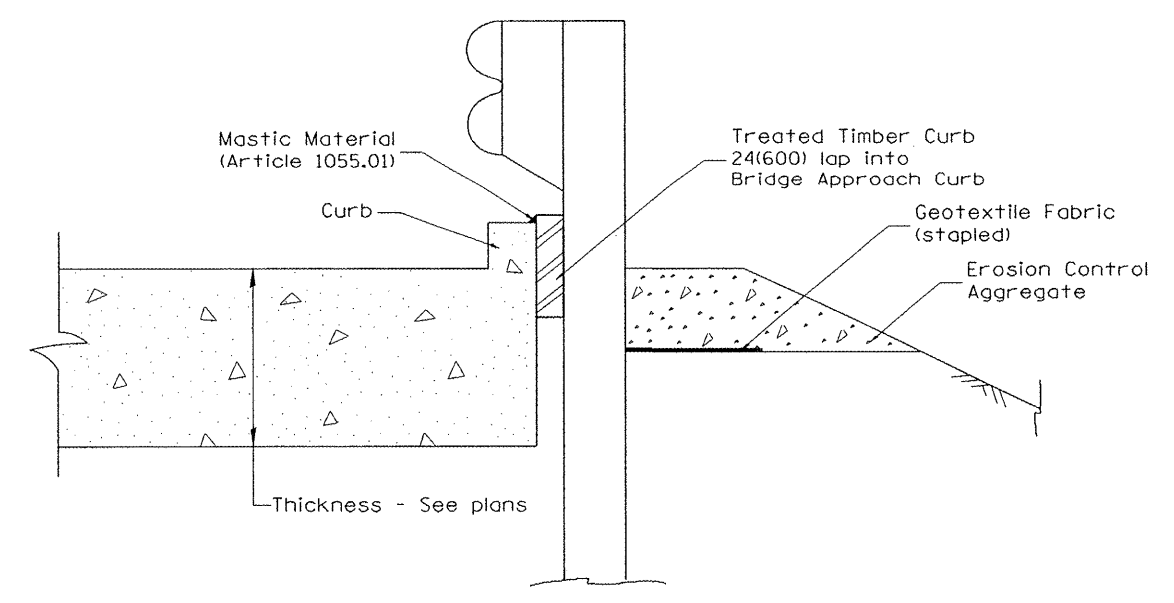
DETAIL A
(Typical Treated Timber Splices)



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



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

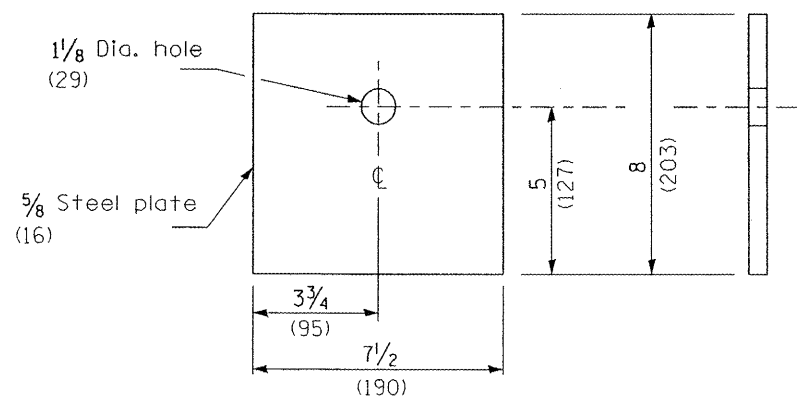


SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

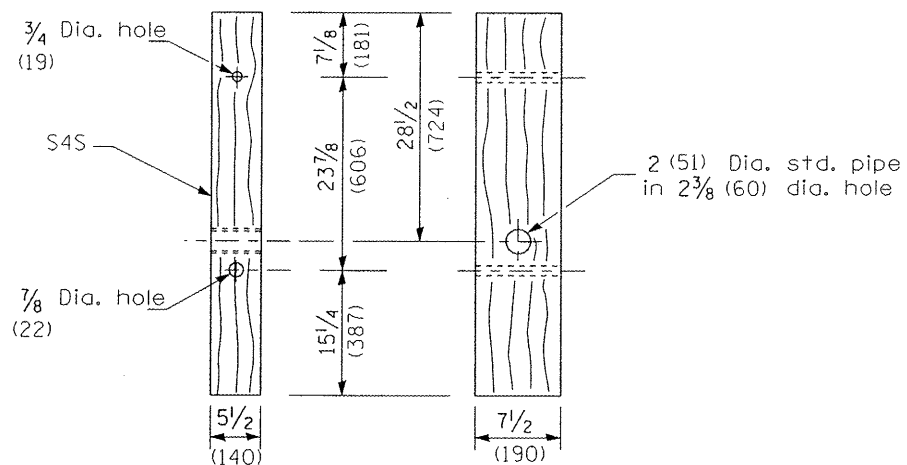
All dimensions are in inches (millimeters)
unless otherwise noted.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				GUARDRAIL EROSION CONTROL TREATMENTS				F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.	
				NOT TO SCALE				315 55-3HB McDONOUGH 103 76	
				SHT. 2 OF 2 CADD STD. 630101-D4				CONTRACT NO. 68A40	
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

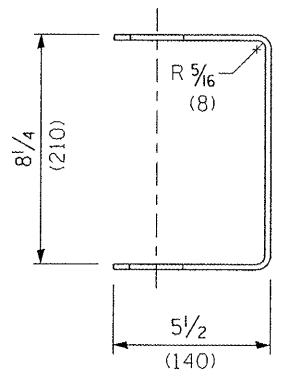
DESIGNER NOTES: This CADD Standard was created because the State Standard was not corrected to show the proper height (31") for new installations.
 1. Use this CADD Standard for new guardrail installations requiring a Type 2 end section.
 2. Use the State Standard 631011 when removing and re-erecting existing guardrail.
 3. Delete this CADD Standard when State Standard 631011 is corrected and reissued.



BEARING PLATE K

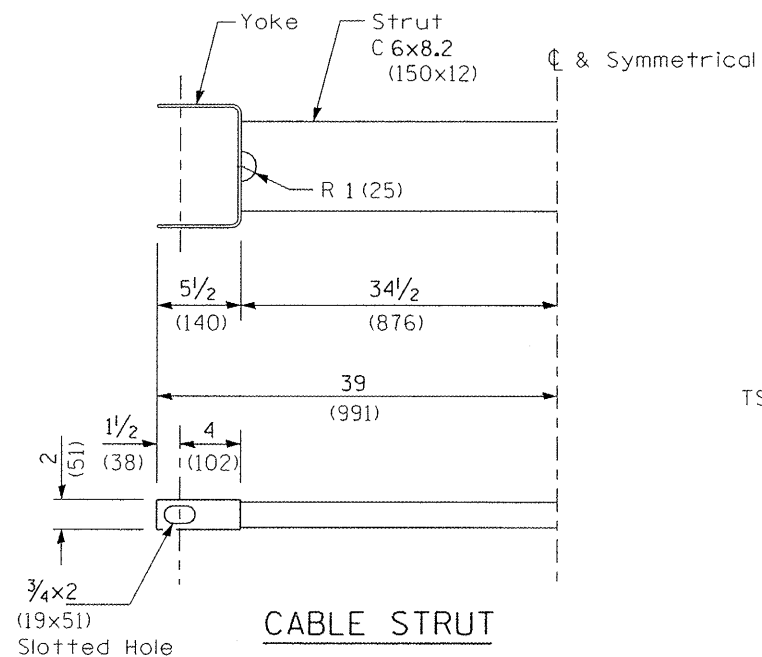


WOOD POST

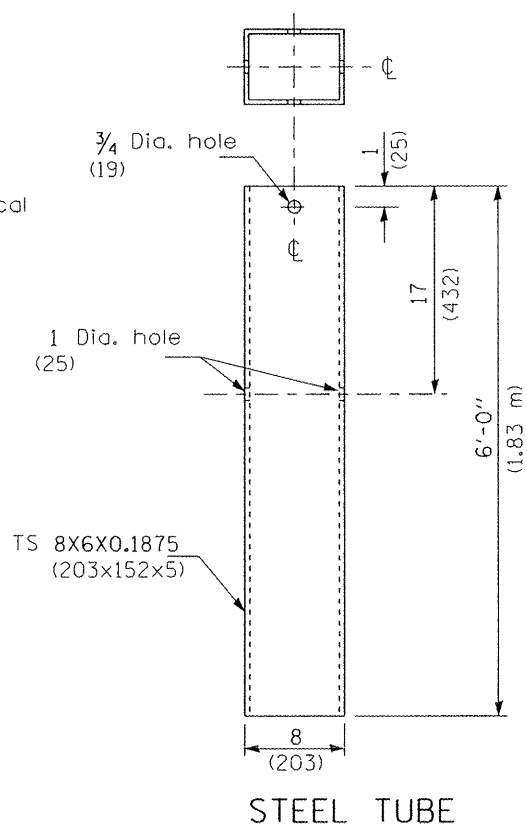


YOKE

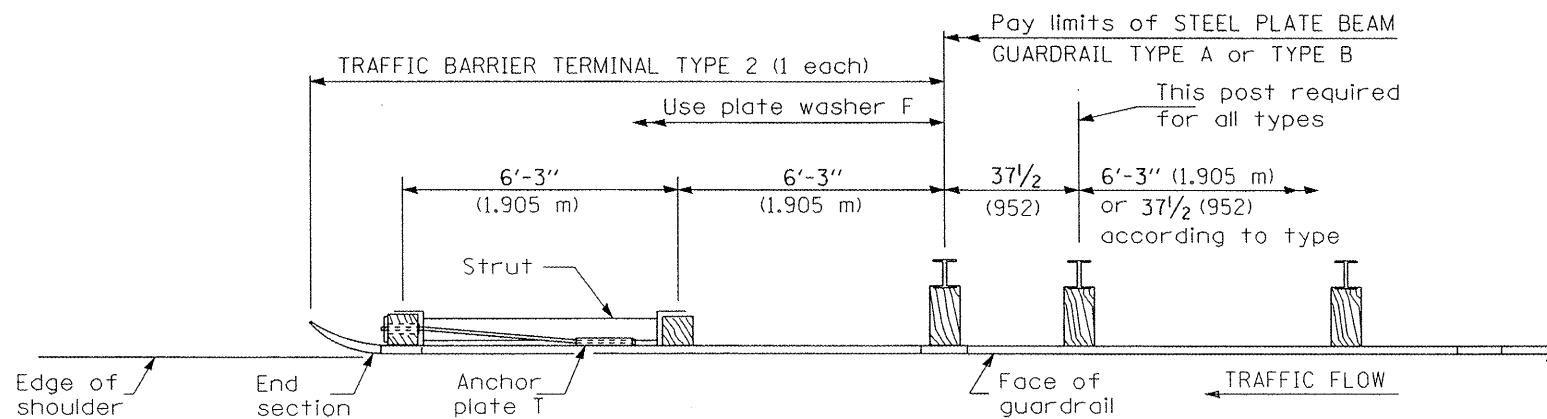
3/16 (5) thick steel



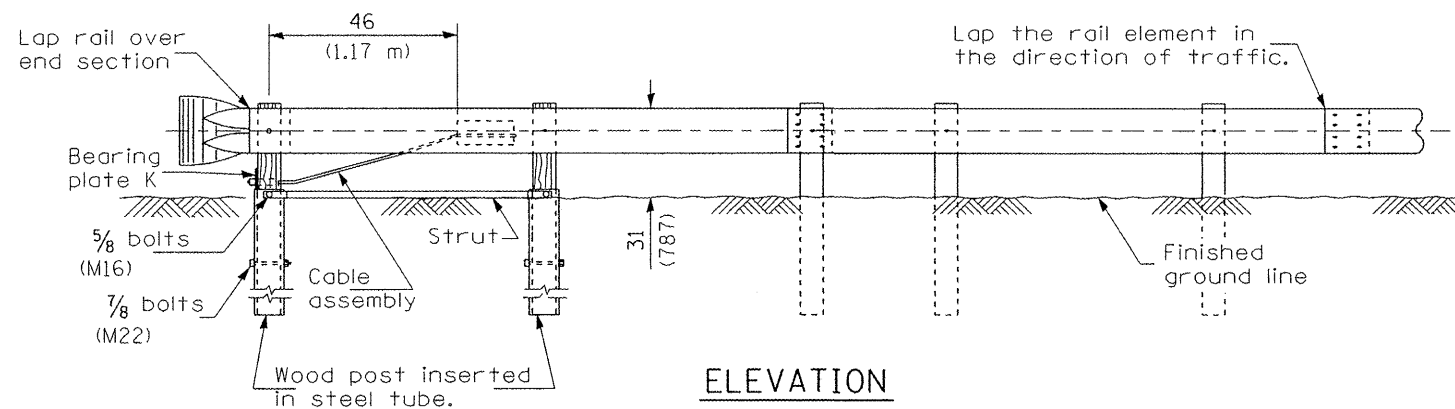
CABLE STRUT



STEEL TUBE



PLAN



ELEVATION

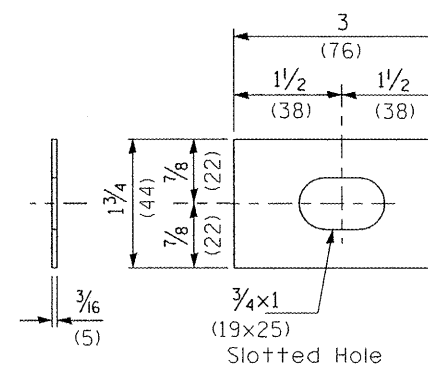


PLATE WASHER F

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.
 The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

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

03-01-07	NEW DETAIL	RJD			
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

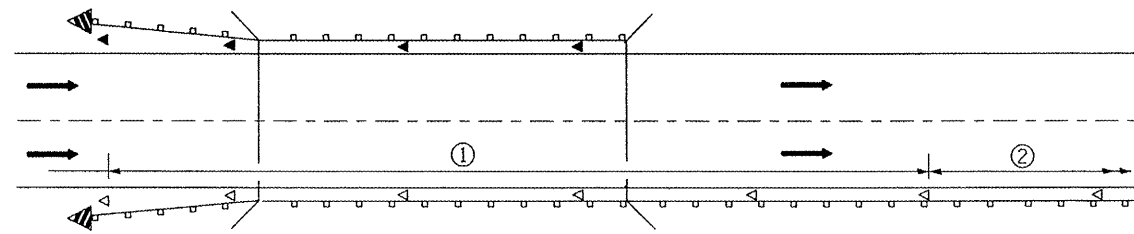
TRAFFIC BARRIER TERMINAL, TYPE 2

NOT TO SCALE

CADD STD. 631011-04

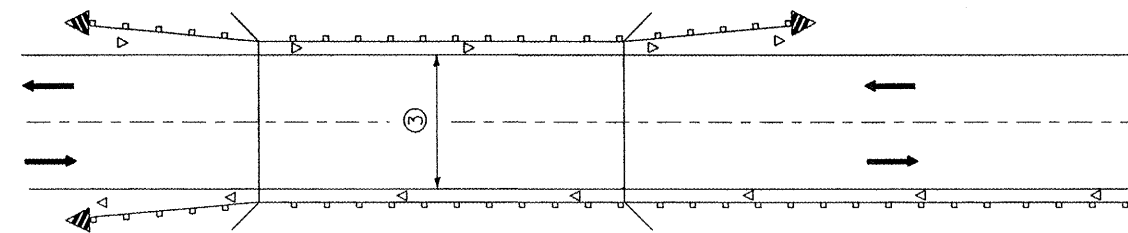
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	77
CONTRACT NO. 68A40			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

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



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

ONE-WAY TRAFFIC



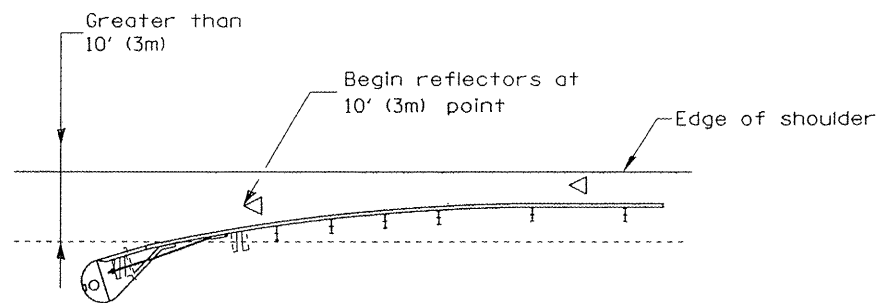
- ③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

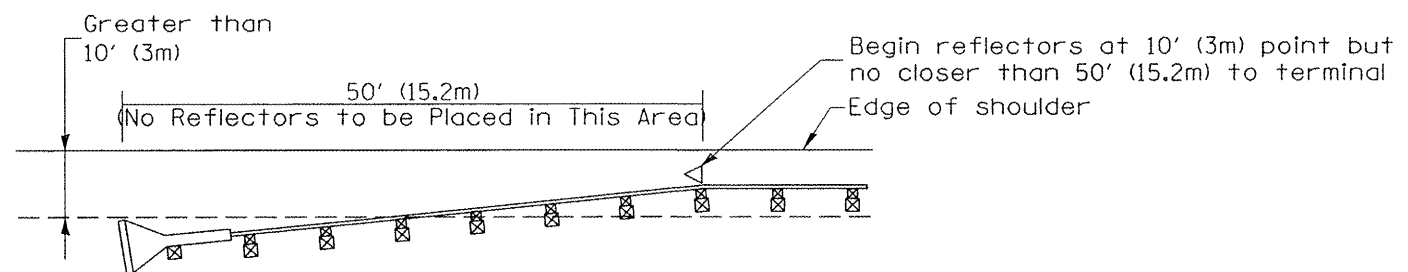
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ◄ Terminal Marker - Black/Yellow
Left or Right as appropriate



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

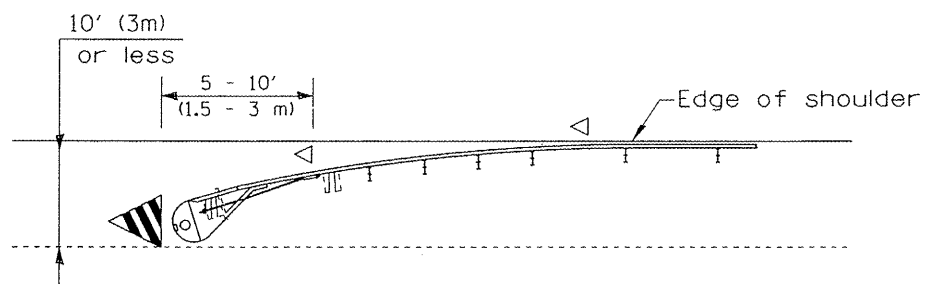
Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

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



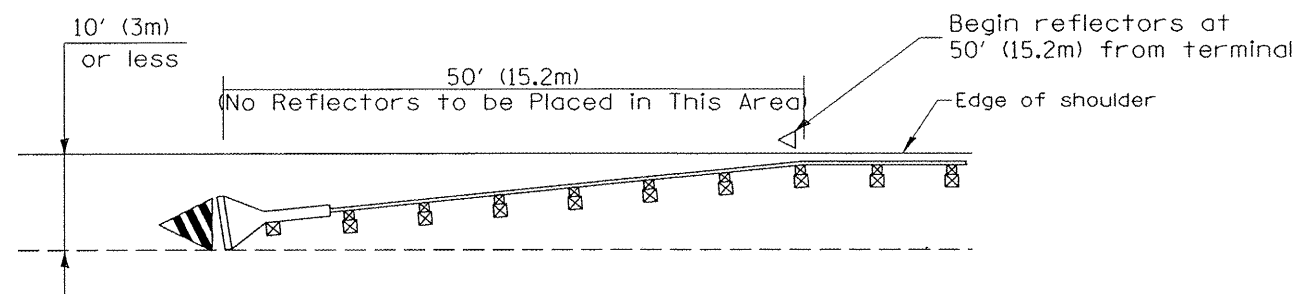
NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

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



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

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



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

TERMINAL MARKER PLACEMENT

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

01-01-97	RENUM. E-10.02, NEW REVISION BOX	T.P.		
03-01-97	CORRECT STD. SPEC. *	J.A.		
10-16-06	REVISED TO 2007 SPEC.	M.A.		

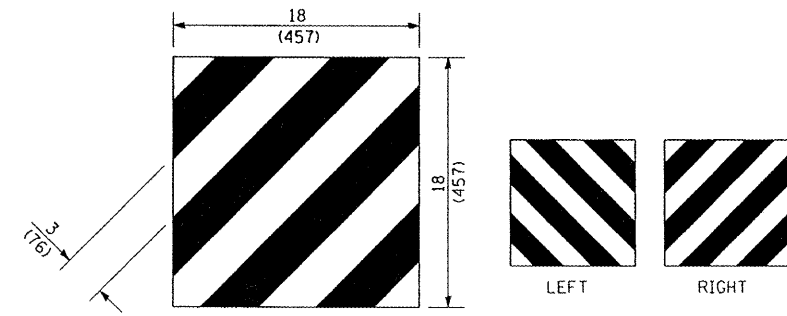
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GUARDRAIL AND BARRIER WALL DELINEATION

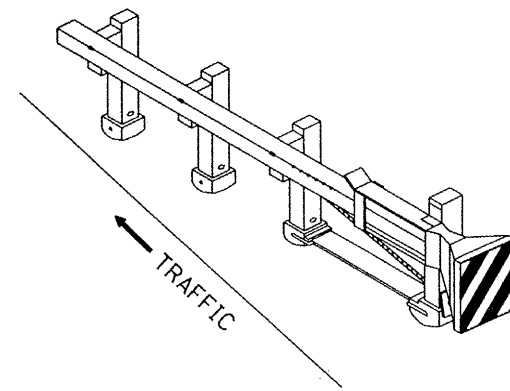
NOT TO SCALE

SHT. 1 OF 3
 CADD STD. 635101-D4

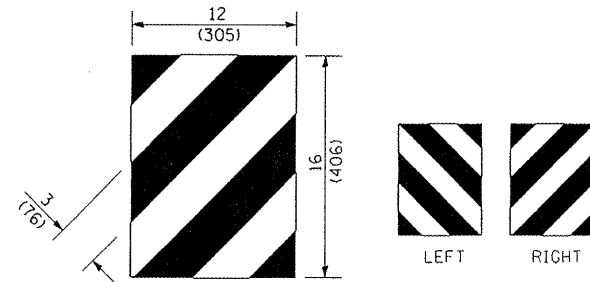
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	78
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68A40	



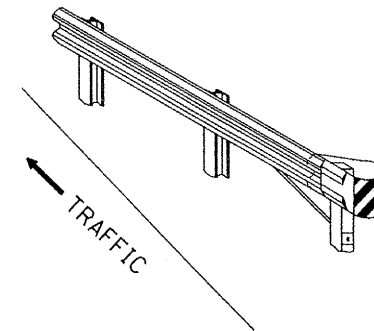
For Traffic Barrier Terminal Type 1 (Special)



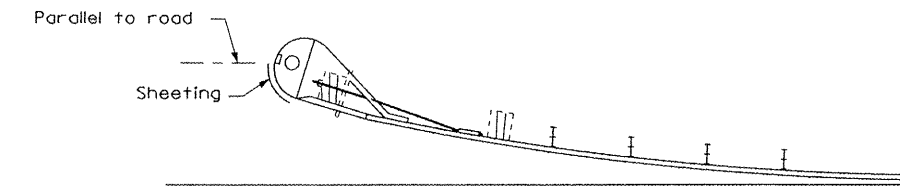
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



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



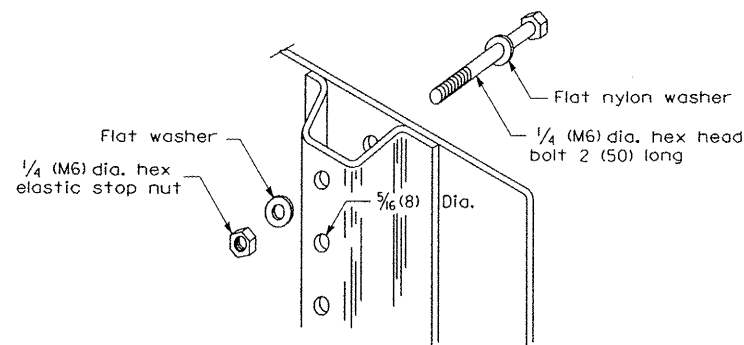
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
• See Plans for Type



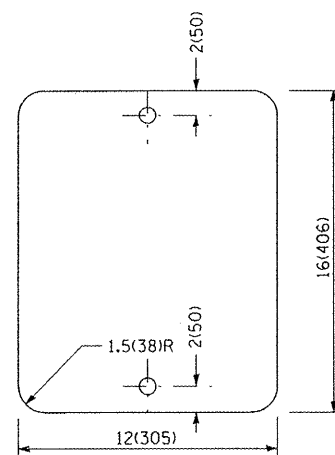
Sheeting Position for
Traffic Barrier Terminal Type (*)
• See Plans for Type

TERMINAL MARKER DETAILS

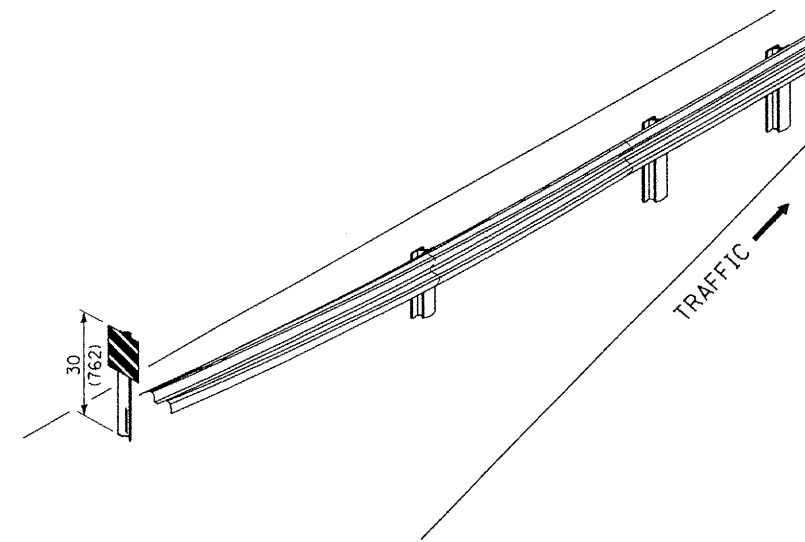
- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted



DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER



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

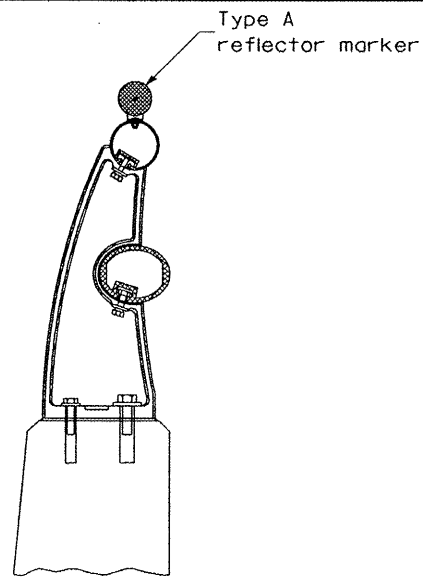
TERMINAL MARKER TREATMENTS

GENERAL NOTES

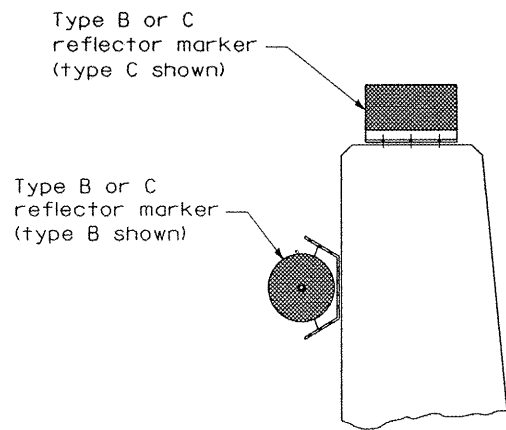
All dimensions are in inches (millimeters) unless otherwise noted.

POST MOUNTED TERMINAL MARKER ASSEMBLY

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		GUARDRAIL AND BARRIER WALL DELINEATION		F.A.P. RTE. 315	SECTION 55-3HB	COUNTY McDONOUGH	TOTAL SHEETS 103	SHEET NO. 79
NOT TO SCALE		SHT. 2 OF 3 CADD STD. 635101-04		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT CONTRACT NO. 68A40		

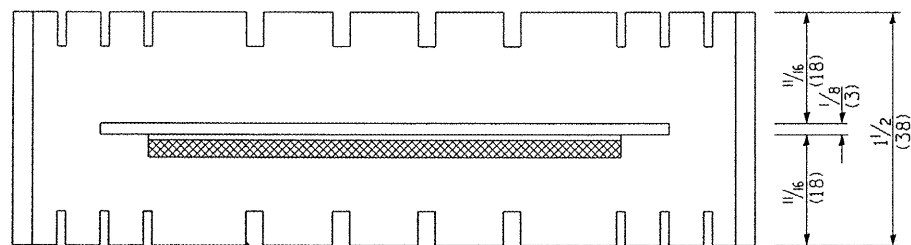


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR

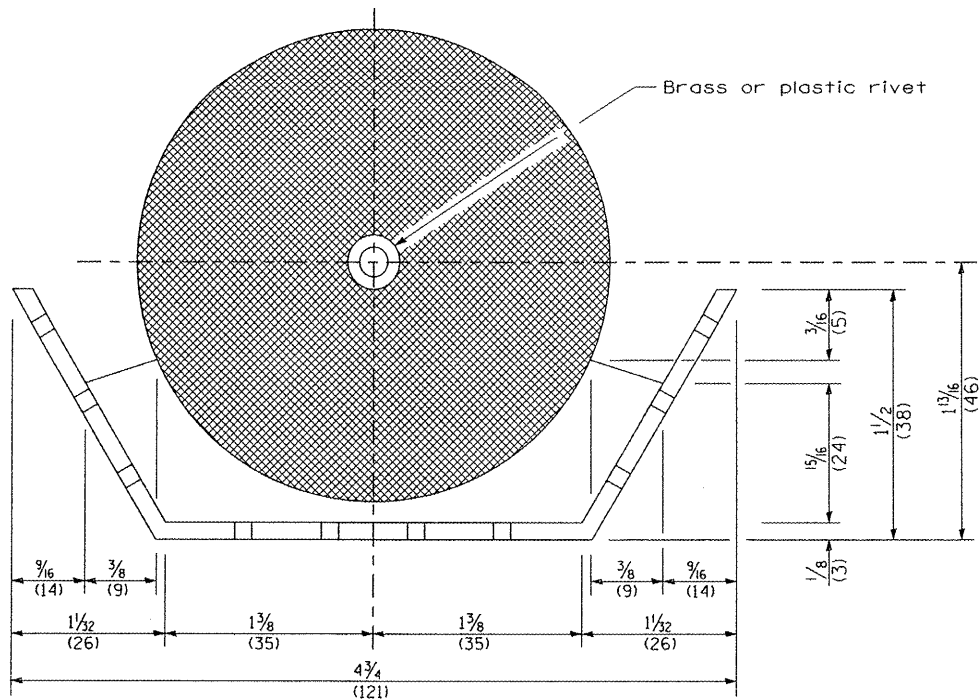


TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

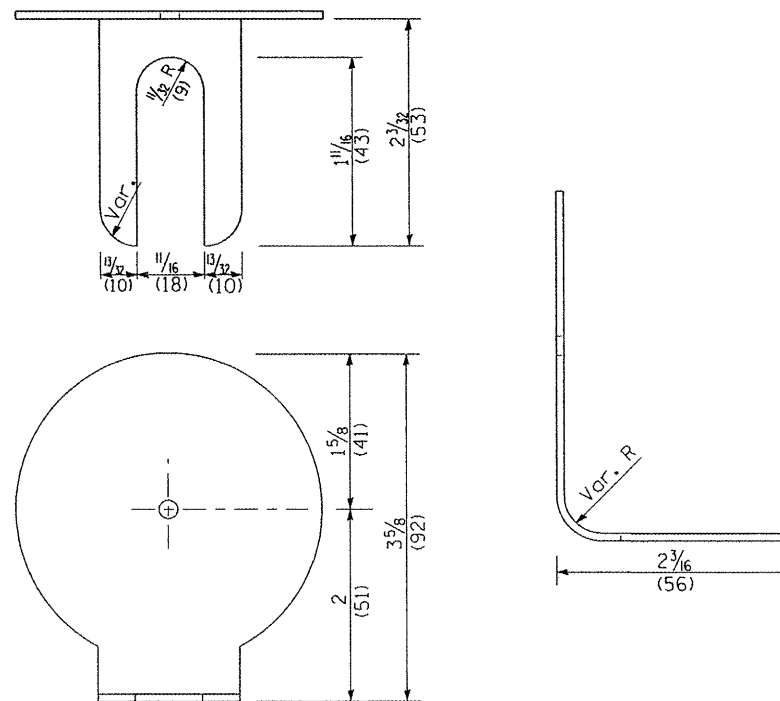
REFLECTOR MOUNTING



Adhesive weep slots or holes equally spaced on both sides

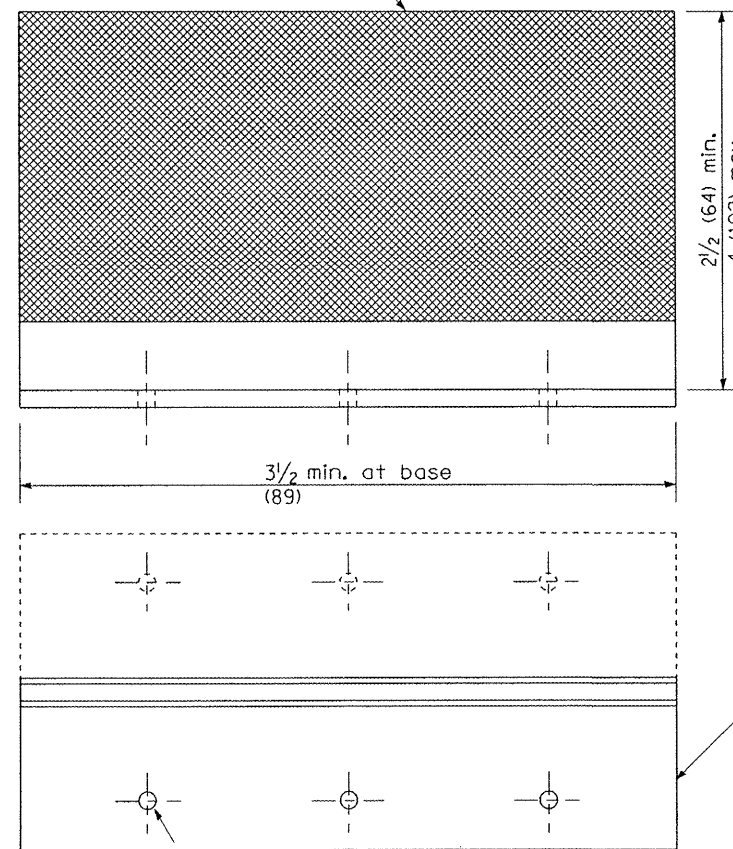


REFLECTOR MARKER TYPE B



REFLECTOR MARKER TYPE A

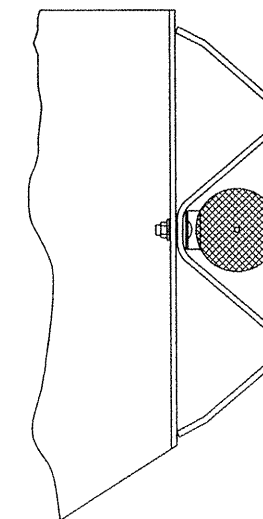
Min. reflective area 6 1/2 sq. in. (4,194 mm²) each side. May be rectangular or slight trapezoid.



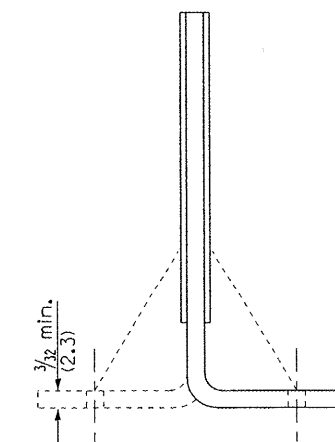
REFLECTOR MARKER TYPE C

3 min. adhesive weep holes or slots each side, variable spacing.

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



TYPICAL GUARDRAIL MOUNTING WITH REFLECTOR MARKER TYPE A



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

REFLECTORS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL AND BARRIER WALL DELINEATION

NOT TO SCALE

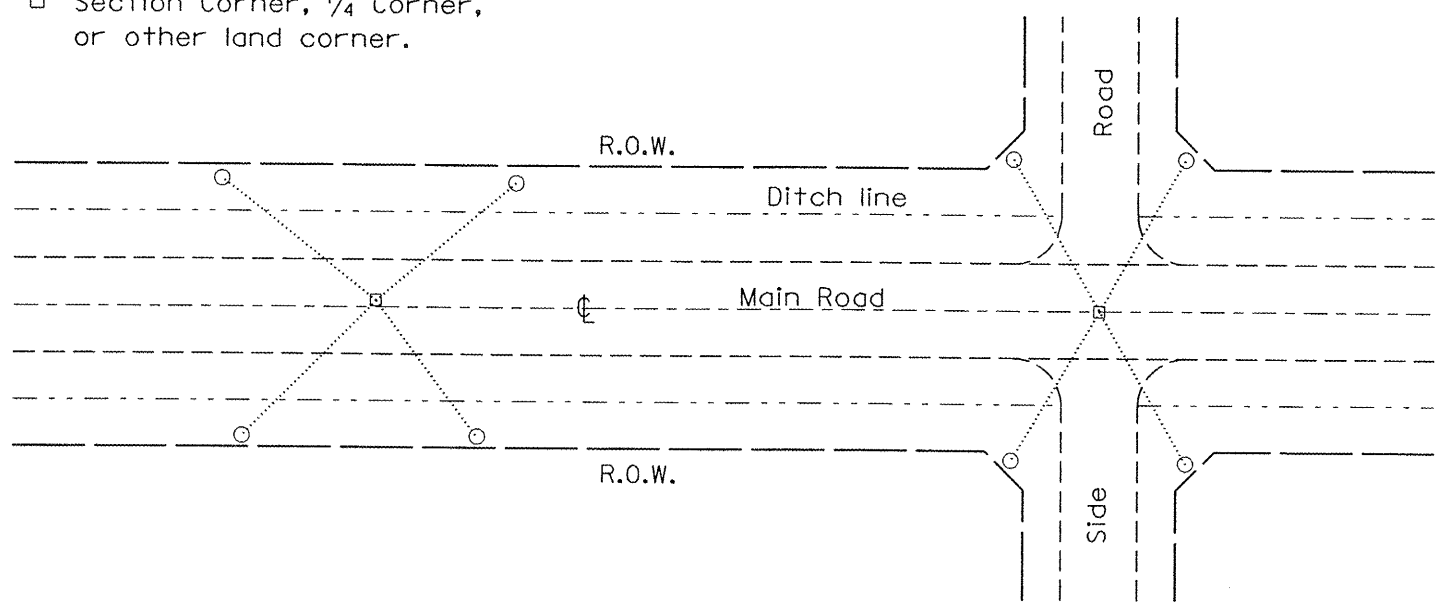
SHT. 3 OF 3
CADD STD. 635101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	80
CONTRACT NO. 68A40				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

1. ADD DISTRICT SPECIAL PROVISION IF PLACING A TYPE I MARKER ON A STRUCTURE.
 2. MODIFIES STATE STD 667101. DON'T USE STATE STD IF USING CADD STANDARD
 3. PERMANENT SURVEY MARKERS SHALL BE PLACED TO PERPETUATE THE SURVEY LINES OF DIVIDED HIGHWAYS AND THE CENTERLINE OF ALL OTHERS WHERE THESE LINES HAVE BEEN ESTABLISHED BY SURVEY.
 4. PERMANENT SURVEY MARKERS SHALL BE PLACED AT ALL LAND SECTION CORNERS WITHIN THE STATE R.O.W. WHERE THE MONUMENTS HAVE BEEN FOUND OR RELOCATED BY SURVEY.

PERMANENT SURVEY TIES

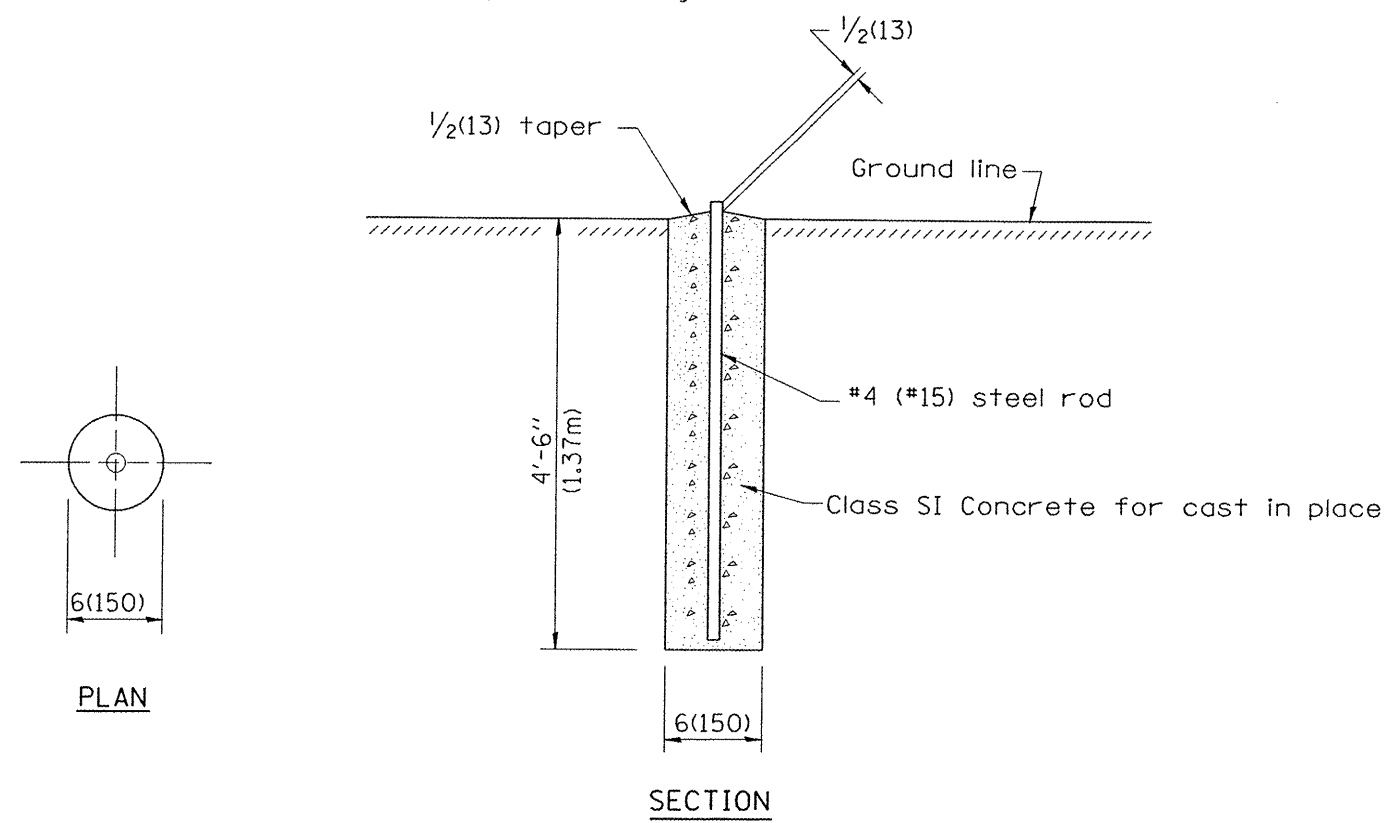
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



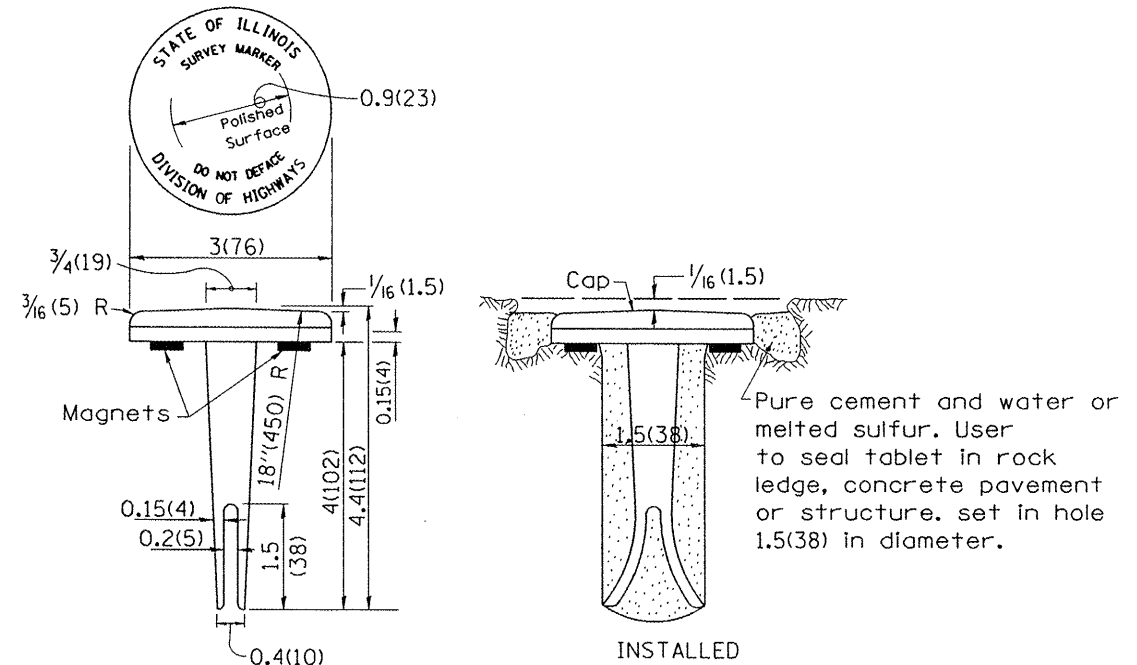
TYPICAL APPLICATION

GENERAL NOTES

1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the surveyor setting the PSM. All ties shall be turned over to the IDOT Chief of Surveys or Chief of Plats for recordation.
4. All documentation shall be performed by a PLS



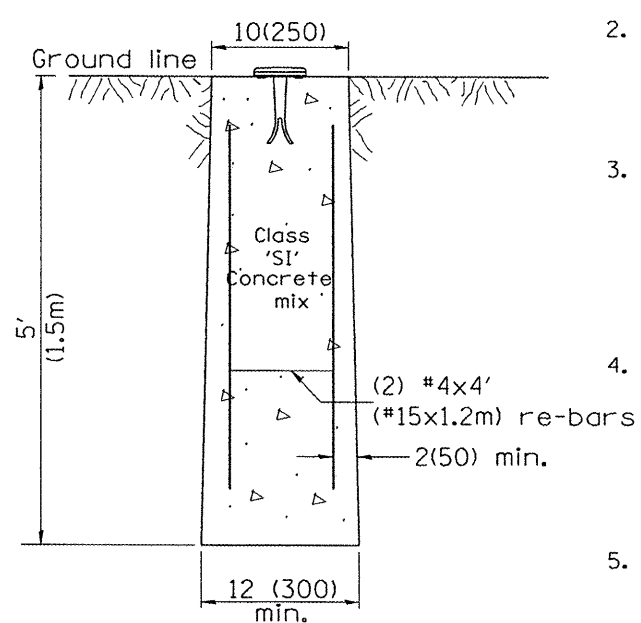
PERMANENT SURVEY MARKERS



TYPE I

GENERAL NOTES

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



MARKER CAST IN PLACE TYPE II

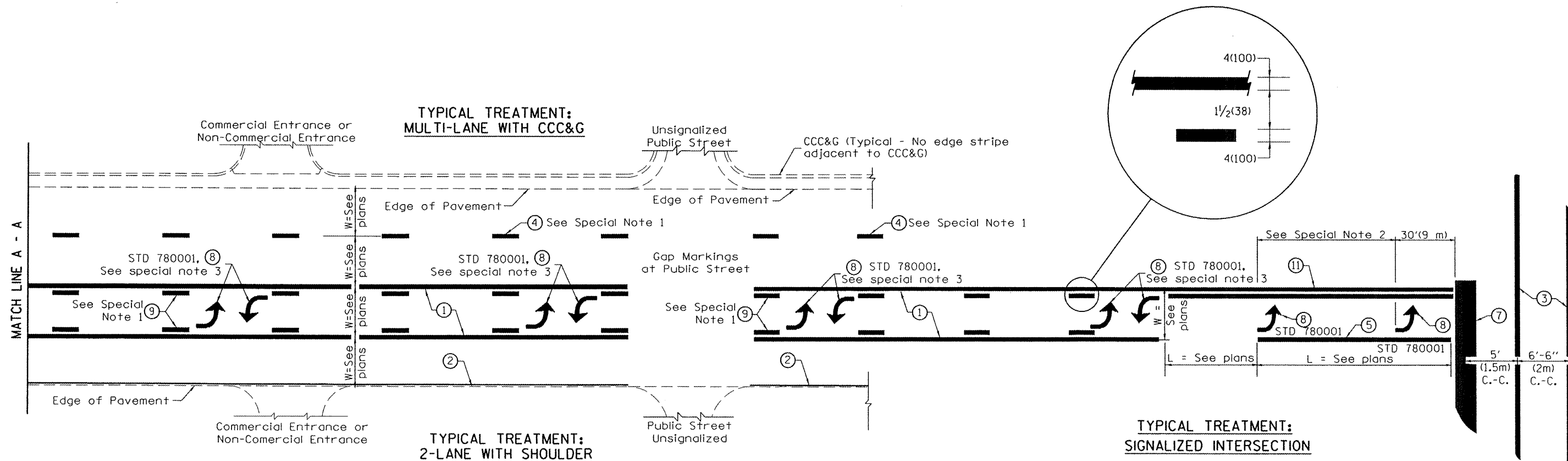
All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY.I - TY.II	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
07-07-98	TITLE BOX, ADD DESIGNER NOTE		01-04-11	REVISED FOR CORRECTIONS	R.D.			315	55-3HB	McDONOUGH	103	81	
05-24-06	ADD DESIGNER NOTE	J.A.						CONTRACT NO. 68A40					
	REMOVED GEN. NOTE UNDER TIES	M.A.						CADD STD. 667101-D4					

NOT TO SCALE

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

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



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

TYPICAL PAVEMENT MARKING LEGEND

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

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

SPECIAL NOTES

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

GENERAL NOTES

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

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.		
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.		
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.		

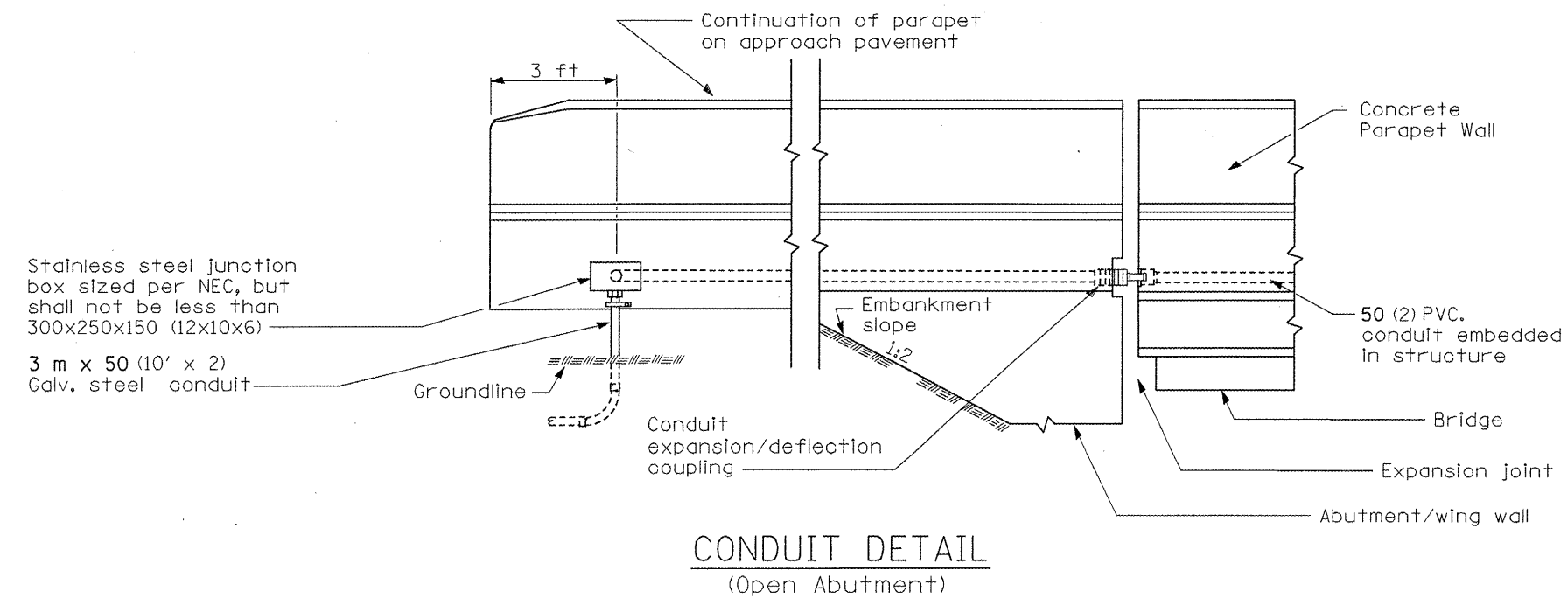
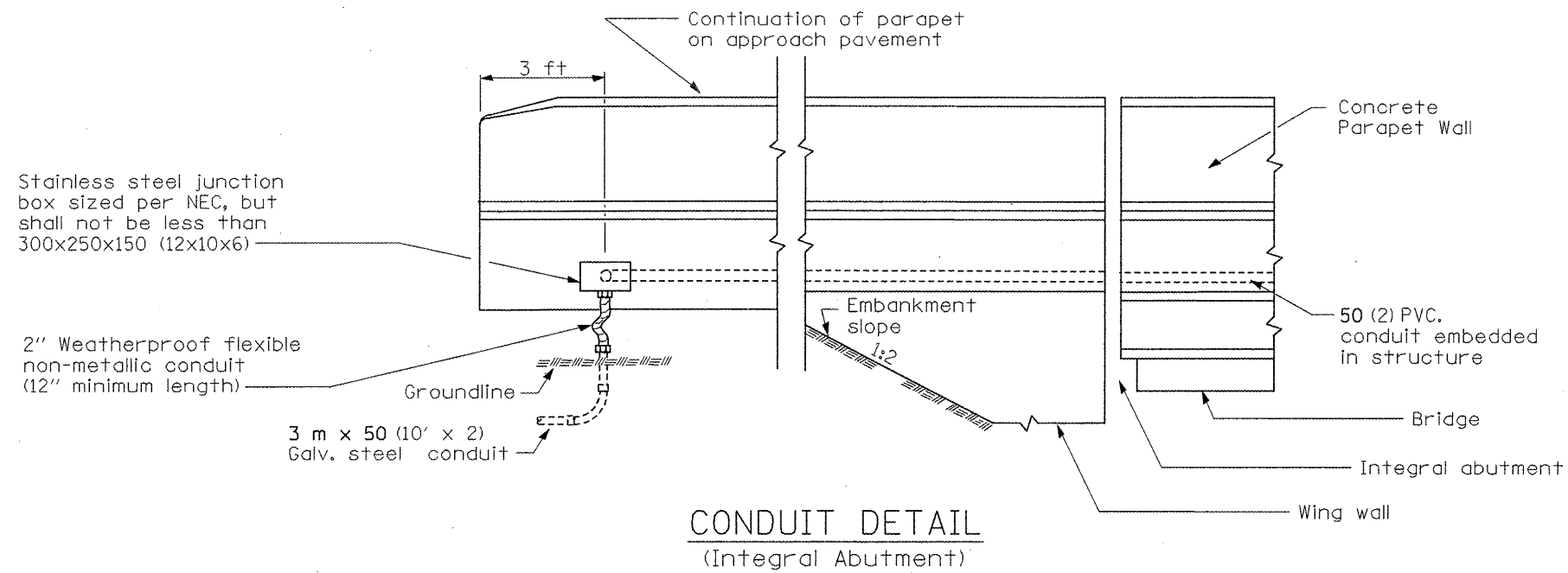
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL PAVEMENT MARKINGS

NOT TO SCALE

SHT. 1 OF 2
CADD STD. 780001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	82
CONTRACT NO. 68A40				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

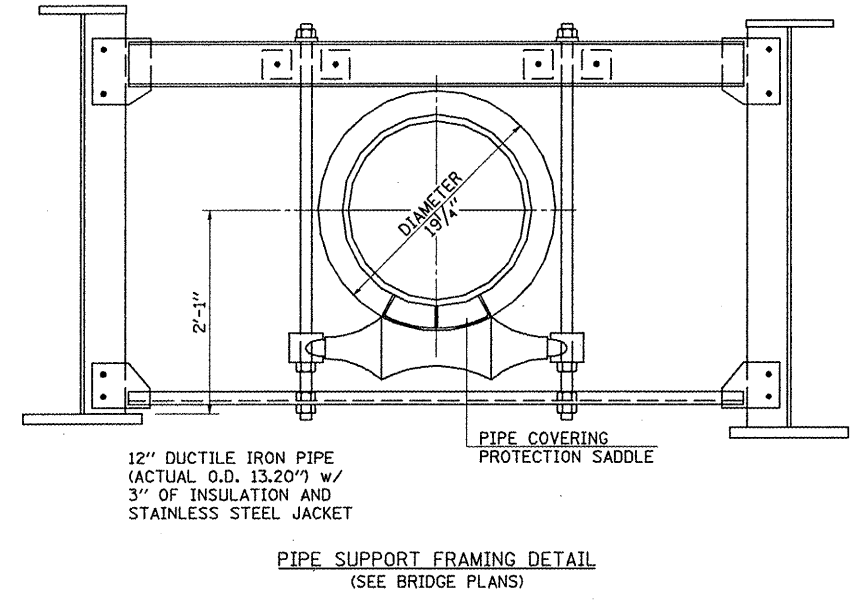
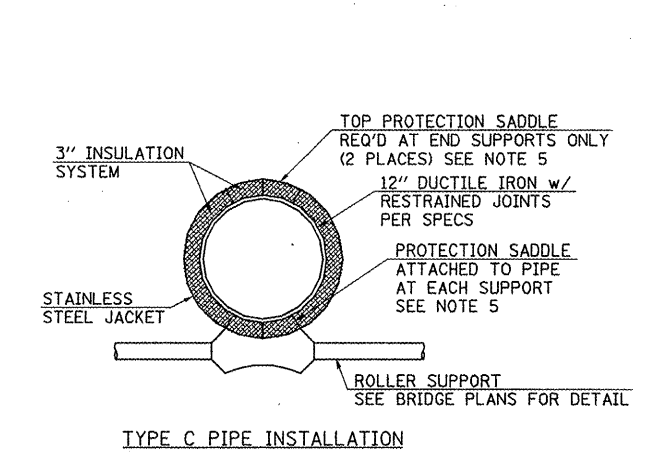
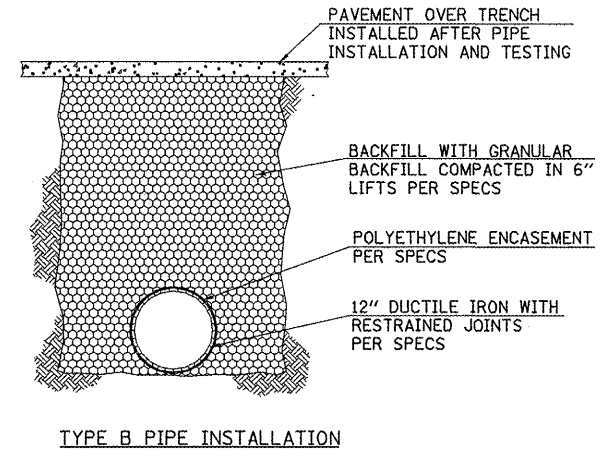
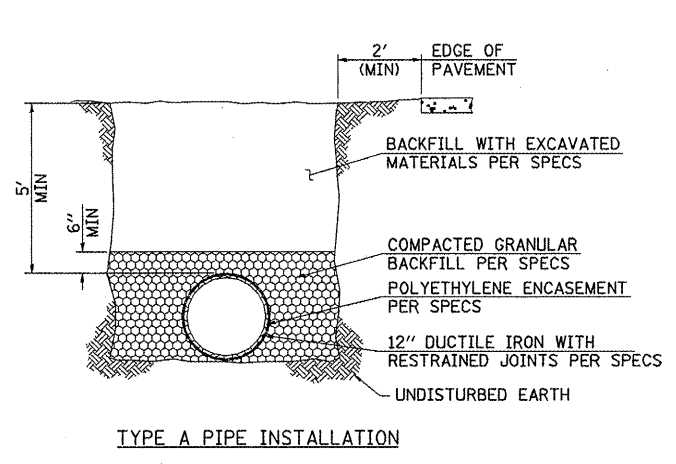
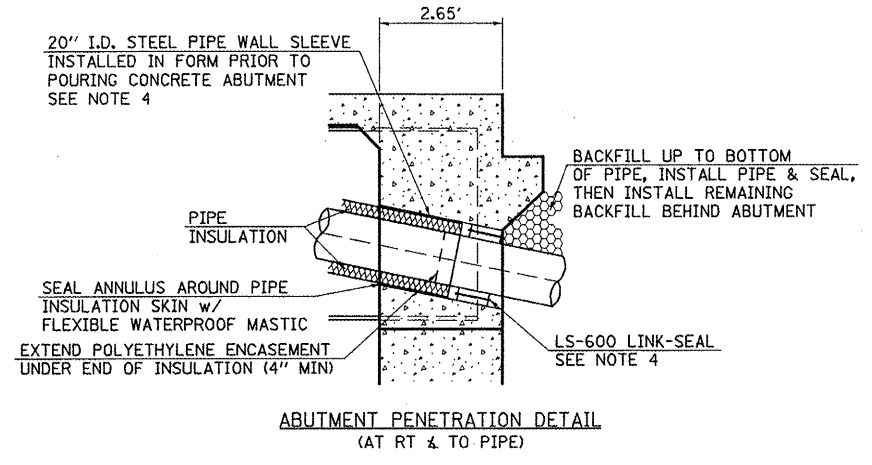
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONDUIT EXITING PARAPET
ON APPROACH PAVEMENT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	83A
				CONTRACT NO. 68A40
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. TO STA.

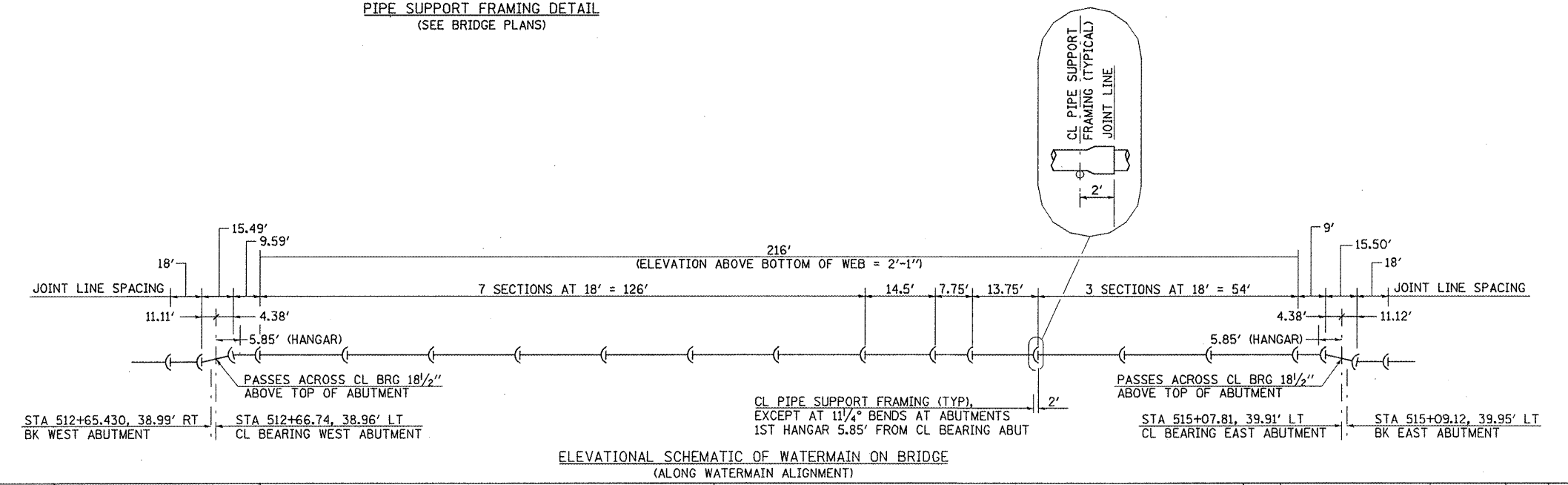


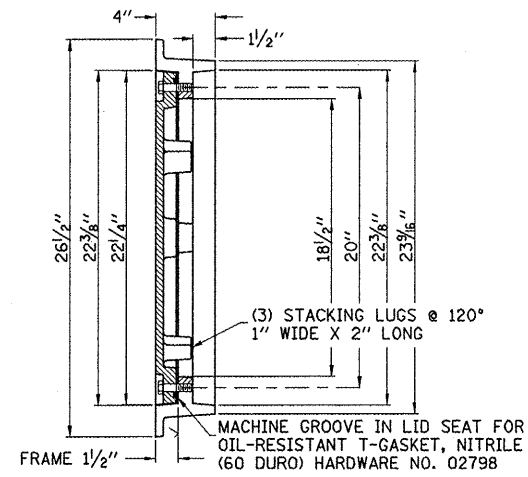
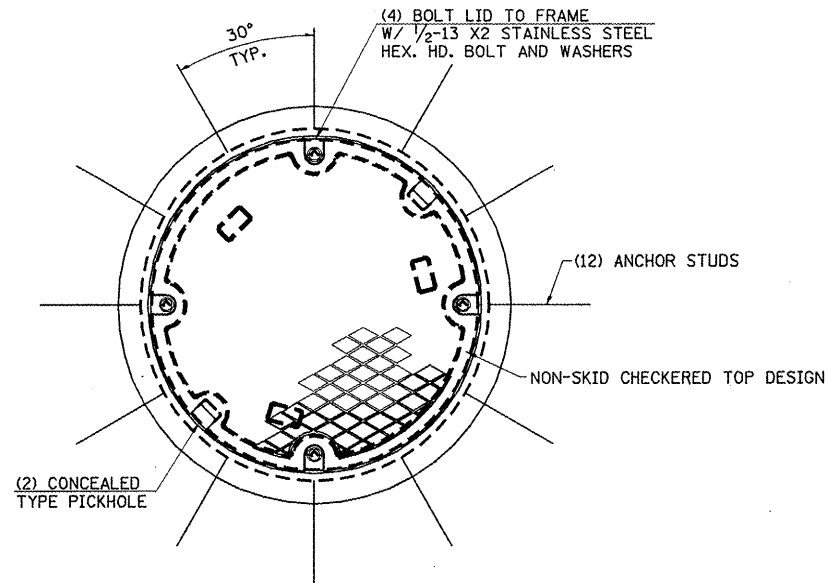
NOTES

1. AT THE TRANSITION BETWEEN TYPE A AND TYPE B WATER LINE INSTALLATION, CONTRACTOR SHALL INSTALL A FULL LENGTH OF PIPE BETWEEN THE 1 1/4 DEGREE FITTING AND THE NEAREST PUSH-ON JOINT.
2. INSTALLATION OF THE SUSPENDED PORTION OF PIPE UNDER BRIDGE SHALL BE COMPLETED FIRST AND THIS PORTION PRESSURE TESTED TO FULLY EXTEND THE RESTRAINED JOINTS AS DESCRIBED IN THE SPECIFICATIONS SECTION "HYDROSTATIC TESTING-GUARANTEE". AFTER SATISFACTORY PRESSURE TESTING OF THIS PORTION OF PIPE, THE INSTALLATION OF THE REMAINDER OF THE WATER LINE MAY PROCEED. IF THIS PORTION OF PIPE IS EXPECTED TO BE EXPOSED TO SUBFREEZING TEMPERATURES PRIOR TO BEING CONNECTED AT THE ENDS AND PLACED INTO SERVICE, IT MUST BE DRAINED COMPLETELY TO AVOID FREEZING.
3. INSTALLATION OF THE SECTION OF PIPE PENETRATING THE ABUTMENT WALL AT EACH END WILL BE DEPENDENT ON TEMPERATURE AT THE TIME OF INSTALLATION. IF THE AMBIENT TEMPERATURE IS BELOW 32 DEGREES F., THE LAST EXPOSED JOINT SHALL BE FULLY EXTENDED INTO THE LOCKED POSITION. IF THE AMBIENT TEMPERATURE IS BETWEEN 32 DEGREES AND 68 DEGREES F., THE LAST EXPOSED JOINT SHALL BE INSTALLED IN THE FULLY "HOME" POSITION (I.E., ALL THE WAY IN) TO ALLOW PULLOUT FOR THERMAL CONTRACTION AFTER INSTALLATION. THIS SECTION OF PIPE SHALL NOT BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS ABOVE 68 DEGREES F.
4. PIPE SEAL AT ABUTMENT OPENINGS TO BE LINK-SEAL LS-600 INSTALLED IN 20" INSIDE DIAMETER STEEL WALL SLEEVE AS AVAILABLE FROM THUNDERLINE LINK-SEAL, HOUSTON, TX (PHONE 1-800-288-0404). INSTALL STEEL SLEEVE PARALLEL TO PIPE IN CONCRETE FORMWORK FOR ABUTMENT IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION PROCEDURES. LOCATION OF OPENING MUST BE CAREFULLY ALIGNED WITH PIPE SO THAT PIPE CENTERLINE WILL MATCH CENTERLINE OF OPENING IN ABUTMENT WALL WITHIN 1/2".
5. IN DETERMINING WHERE TO PLACE PROTECTION SADDLES, CONTRACTOR MUST ALLOW FOR PIPE EXTENSION DURING HYDROSTATIC TESTING. IF EACH SECTION OF PIPE IS NOT FULLY EXTENDED AT TIME OF INSTALLATION, EACH JOINT MAY EXTEND UP TO 3/4" FROM THE FULL "HOME" POSITION TO THE FULLY RESTRAINED (EXTENDED) POSITION.

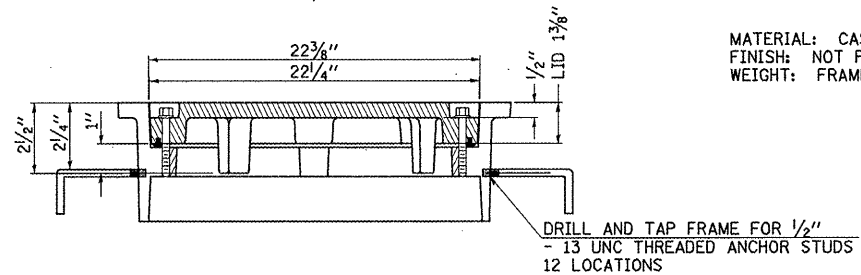
WATER LINE ALIGNMENT

STATION	ITEM	HORIZONTAL PIPE C OFFSET	VERTICAL PIPE C ELEVATION
510+89.60	22 1/2° (HORIZ) BEND	159.11' LT	685.00 (EXISTING)
511+32.76	11 1/4° (VERT) BEND	119.33' LT	685.00
511+73.27	22 1/2° (VERT) BEND	84.85' LT	674.92
512+30.84	11 1/4° (VERT) BEND	40.04' LT	688.15
	22 1/2° (HORIZ) BEND		
512+56.43	11 1/4° (VERT) BEND	39.24' LT	688.03
512+70.36	11 1/4° (VERT) BEND	38.87' LT	690.77
515+04.16	11 1/4° (VERT) BEND	39.79' LT	689.81
515+18.10	11 1/4° (VERT) BEND	40.27' LT	686.95
515+44.05	11 1/4° (VERT) BEND	41.29' LT	686.85
	45° (HORIZ) BEND		
516+19.64	11 1/4° (VERT) BEND	126.79' LT	659.08
516+69.13	45° (HORIZ) BEND	185.51' LT	653.60 (EXISTING)

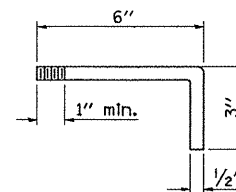




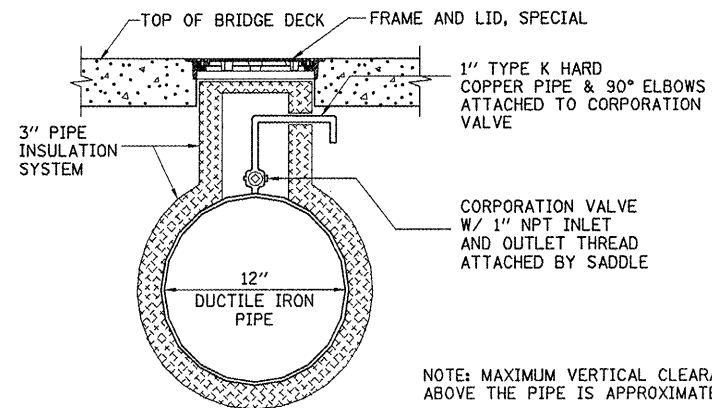
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B
FINISH: NOT PAINTED
WEIGHT: FRAME - 76#, LID - 61#



FRAME AND LID, SPECIAL
(BOLTED AND GASKETED FRAME AND LID)
@ STATION 512+75.00, 38.76' LT



ANCHOR STUD DETAIL
(ASTM A307 AND GALVANIZED
ACCORDING TO AASHTO M 232)



NOTE: MAXIMUM VERTICAL CLEARANCE
ABOVE THE PIPE IS APPROXIMATELY 19".

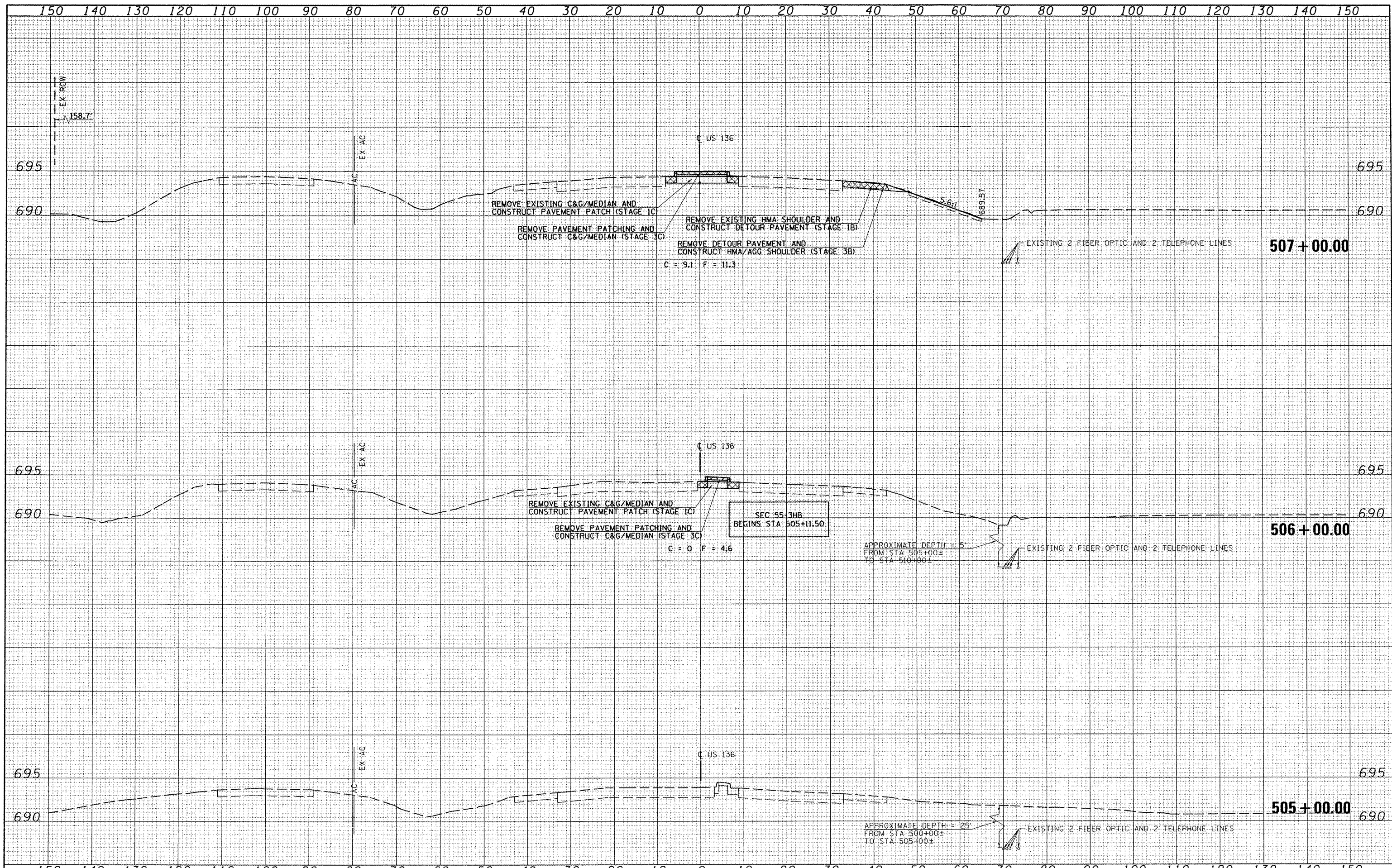
CORPORATION VALVE DETAIL
STA. 512+75.00, 38.76' LT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WATER MAIN DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	83D
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				
SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. N/A	TO STA. N/A	

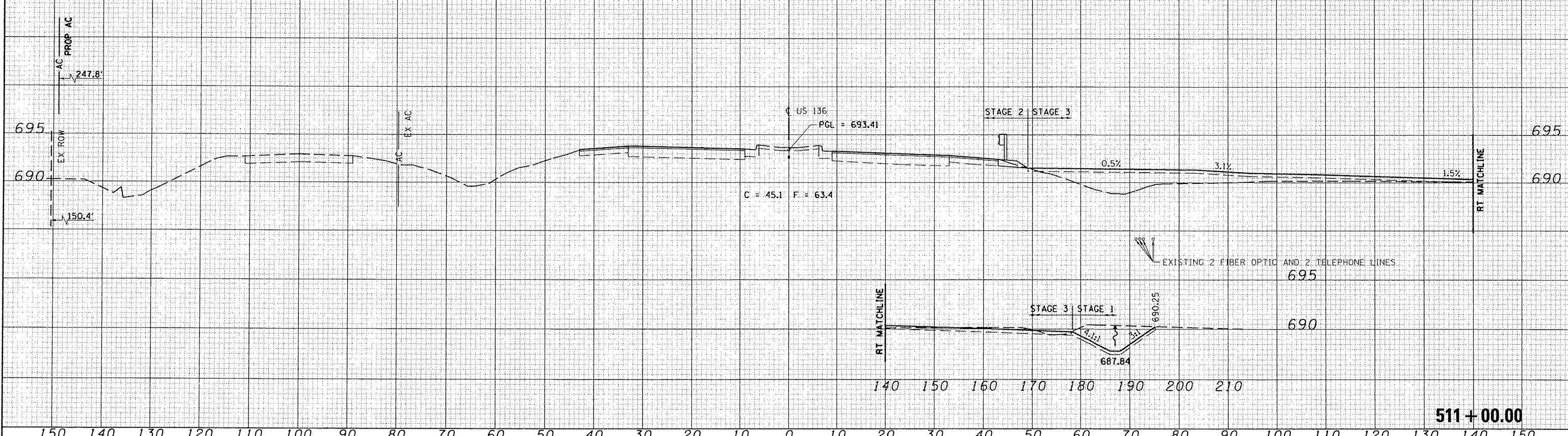
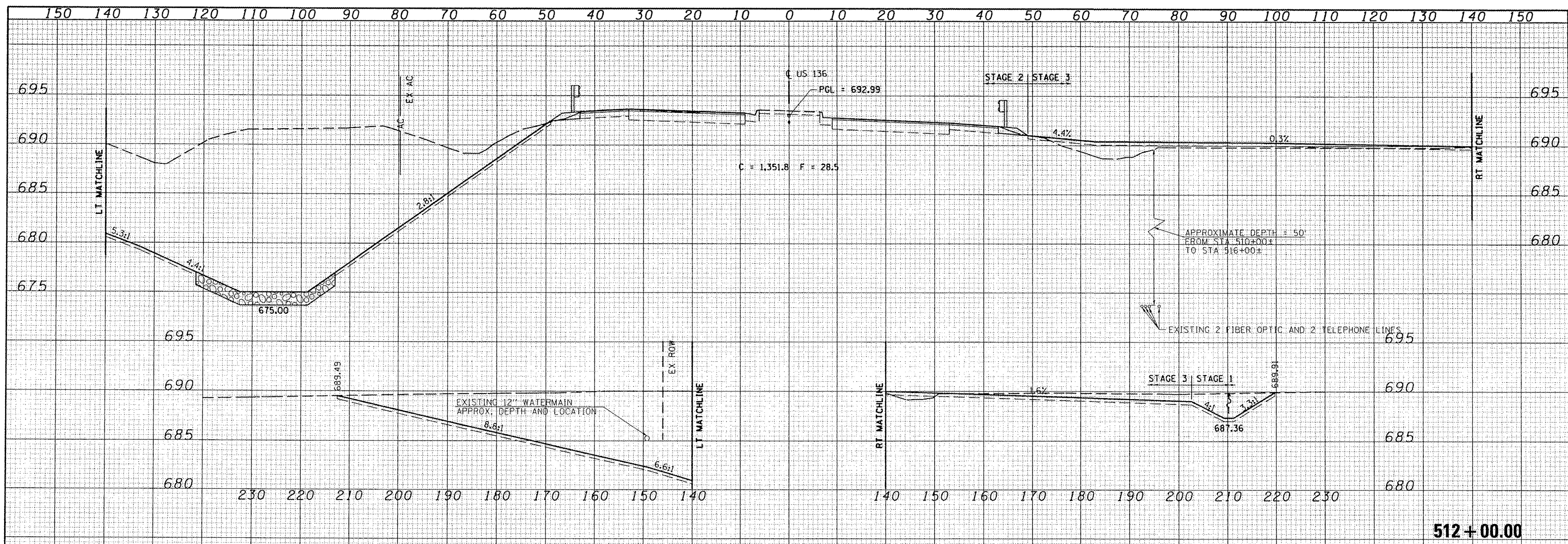


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BY	
FINAL SURVEY	
NO. OF SHEETS	
NO. OF SHEETS PLOTTED	
NO. OF SHEETS CHECKED	

DATE	
BY	
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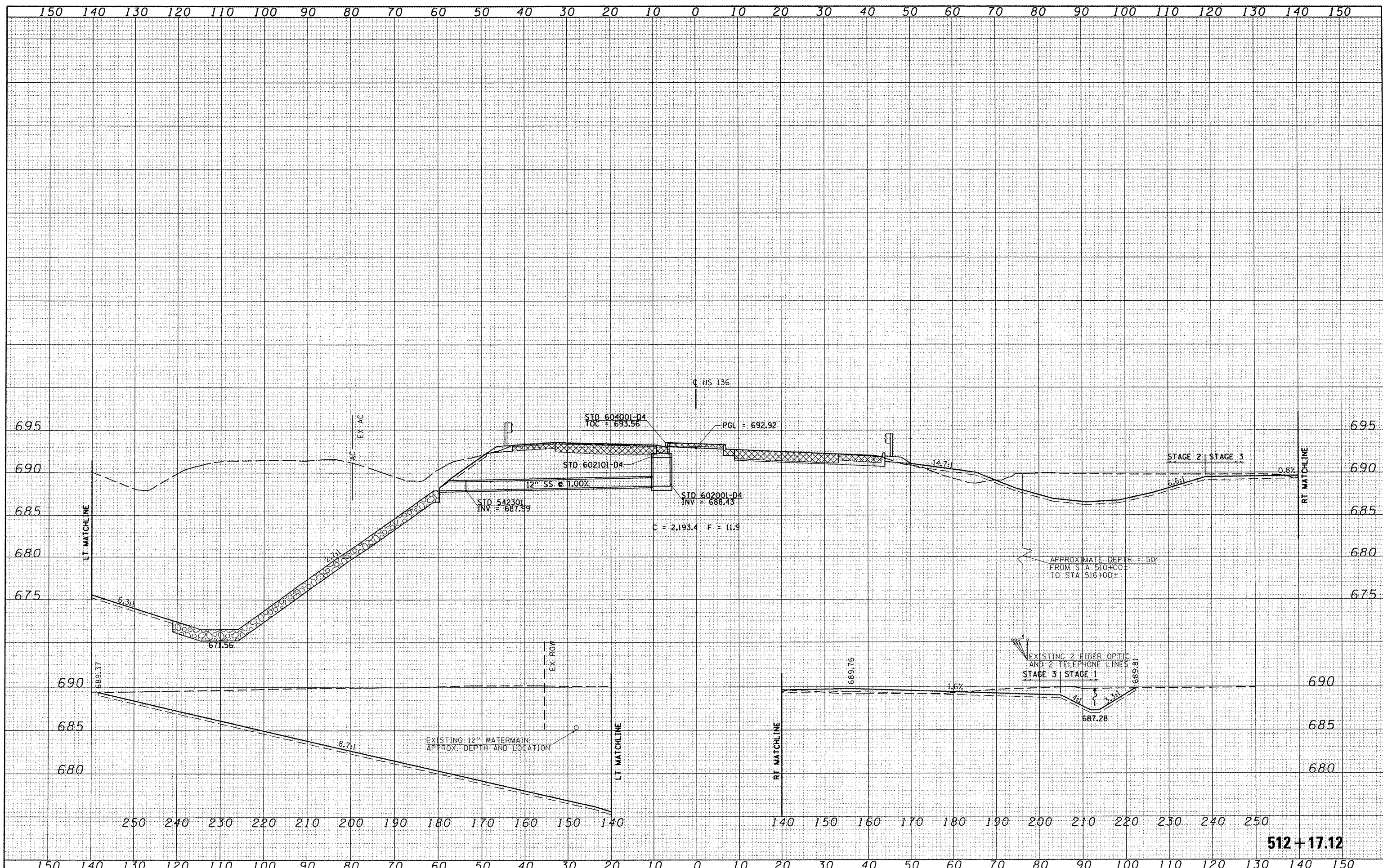
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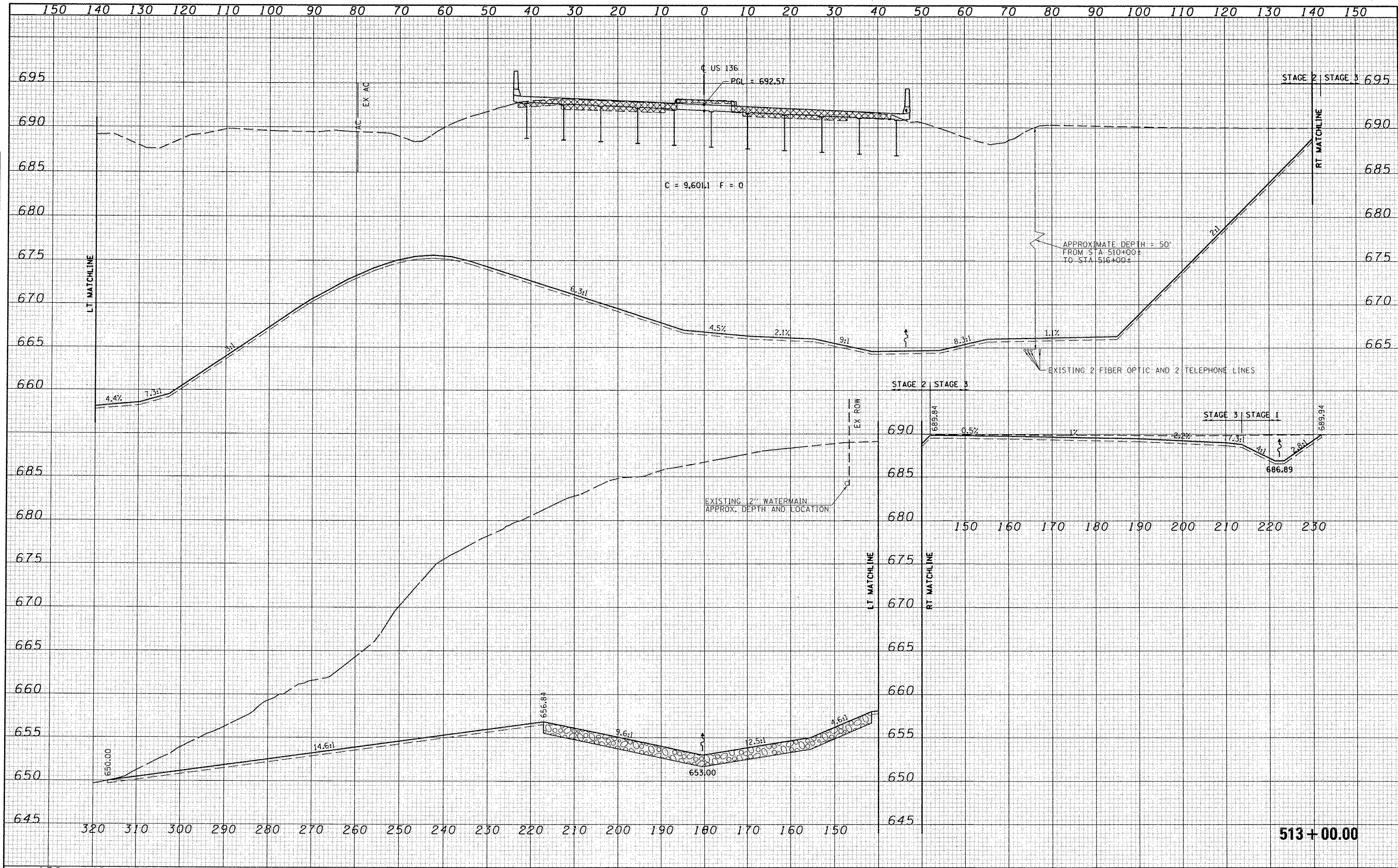
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PLOT DATE = 8/23/2011		DATE -	REVISED -								

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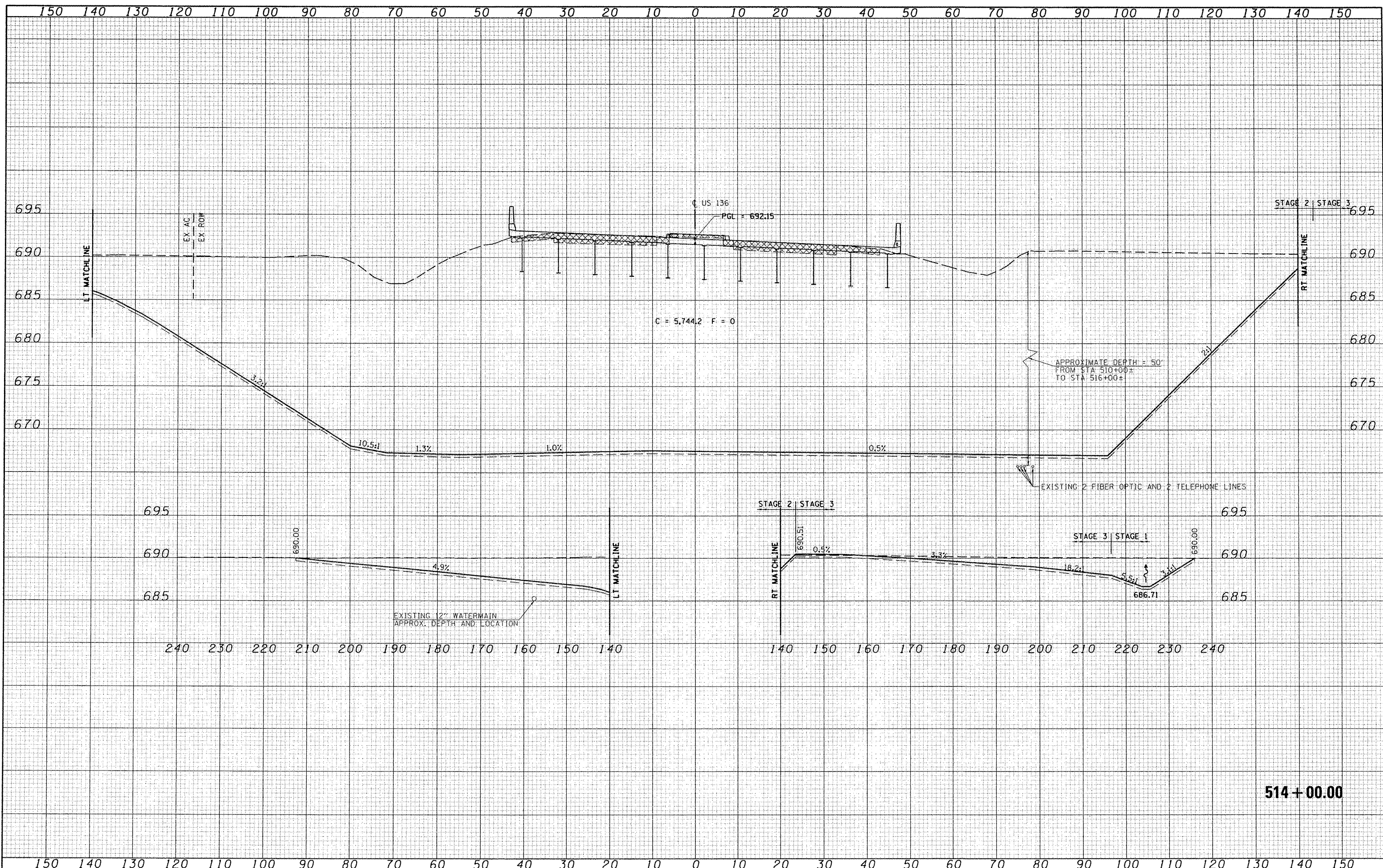
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PLOT DATE = 8/23/2011		DATE -	REVISED -									
											CONTRACT NO. 68A40 ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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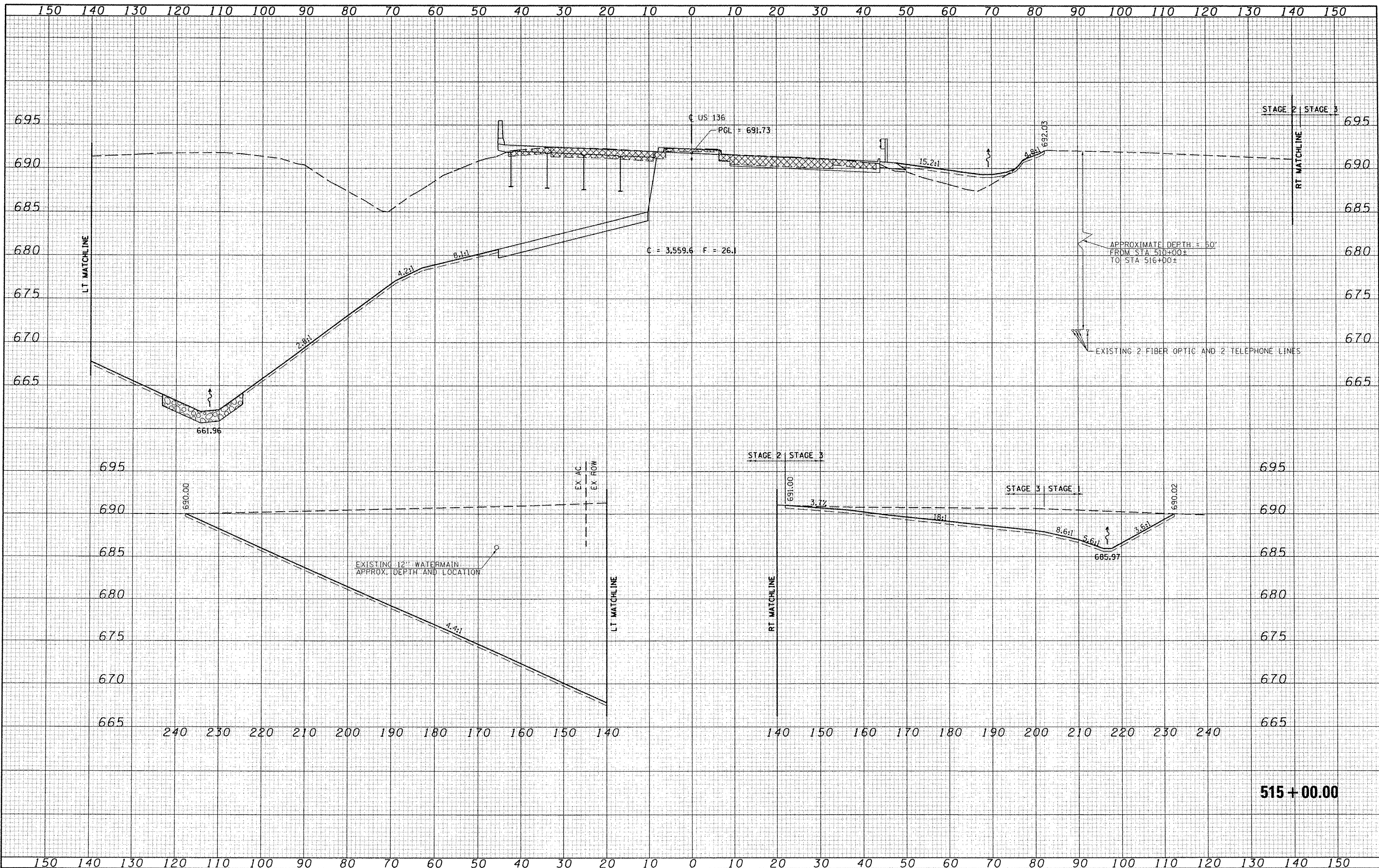


514 + 00.00

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PLOT DATE = 8/23/2011		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
NOTE BOOK NO.	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
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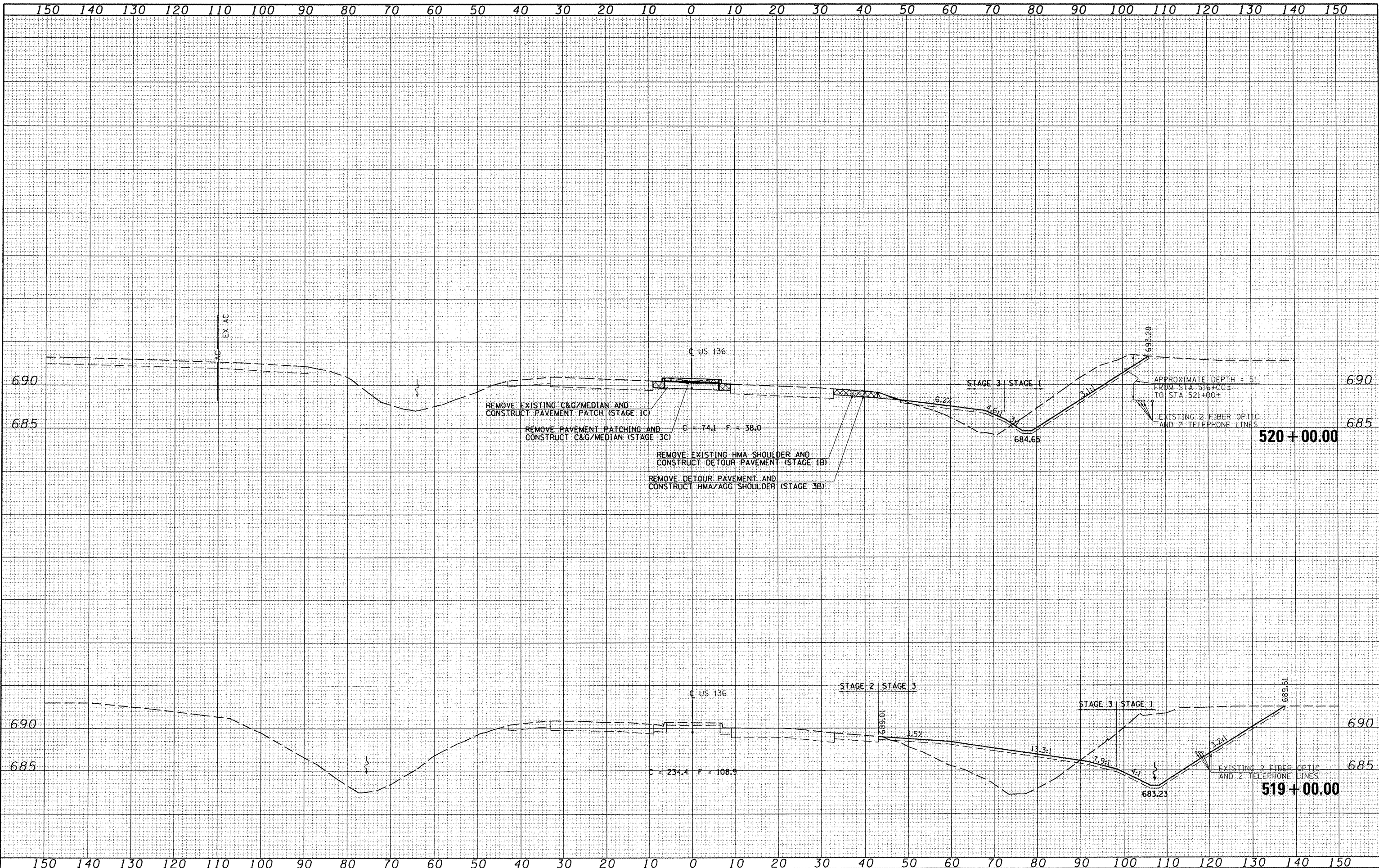
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP 315 (US RTE 136)
 ROADWAY CROSS SECTIONS
 SCALE: SHEET NO. 7 OF 11 SHEETS STA. 515+00.00 TO STA. 515+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	90
CONTRACT NO. 68A40			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
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ORIGINAL SURVEY	DATE
SURVEYED	
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NOTE BOOK	
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DATE -	REVISED -

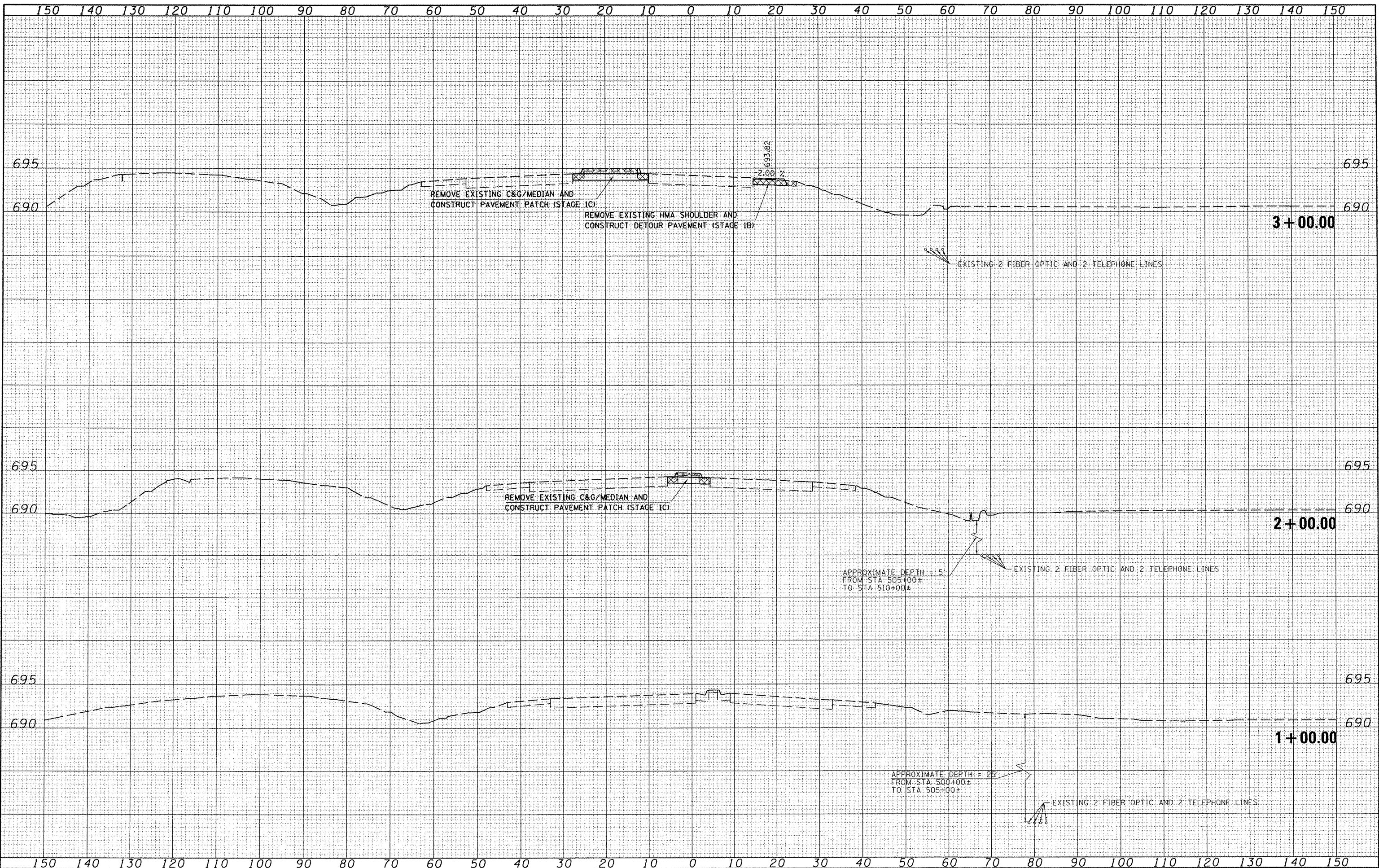
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 315 (US RTE 136)
ROADWAY CROSS SECTIONS**
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	McDONOUGH	103	93
CONTRACT NO. 68A40				
ILLINOIS FED. AID PROJECT				

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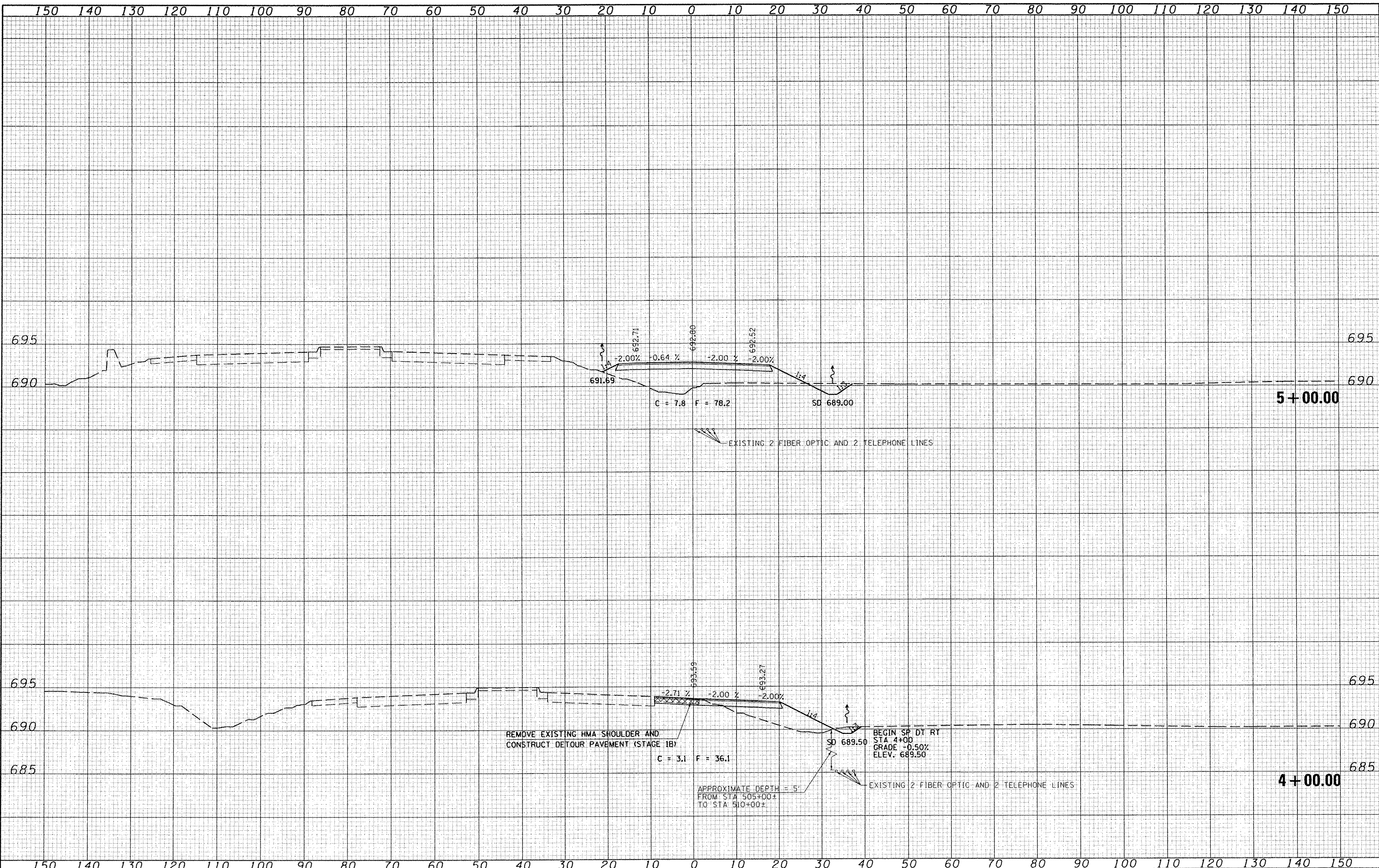
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PLOT DATE = 8/23/2011		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
SCALE:						SHEET NO. 1 OF 9 SHEETS		STA. 1+00.00 TO STA. 3+00.00				

FINAL SURVEY	DATE
SURVEYED BY	
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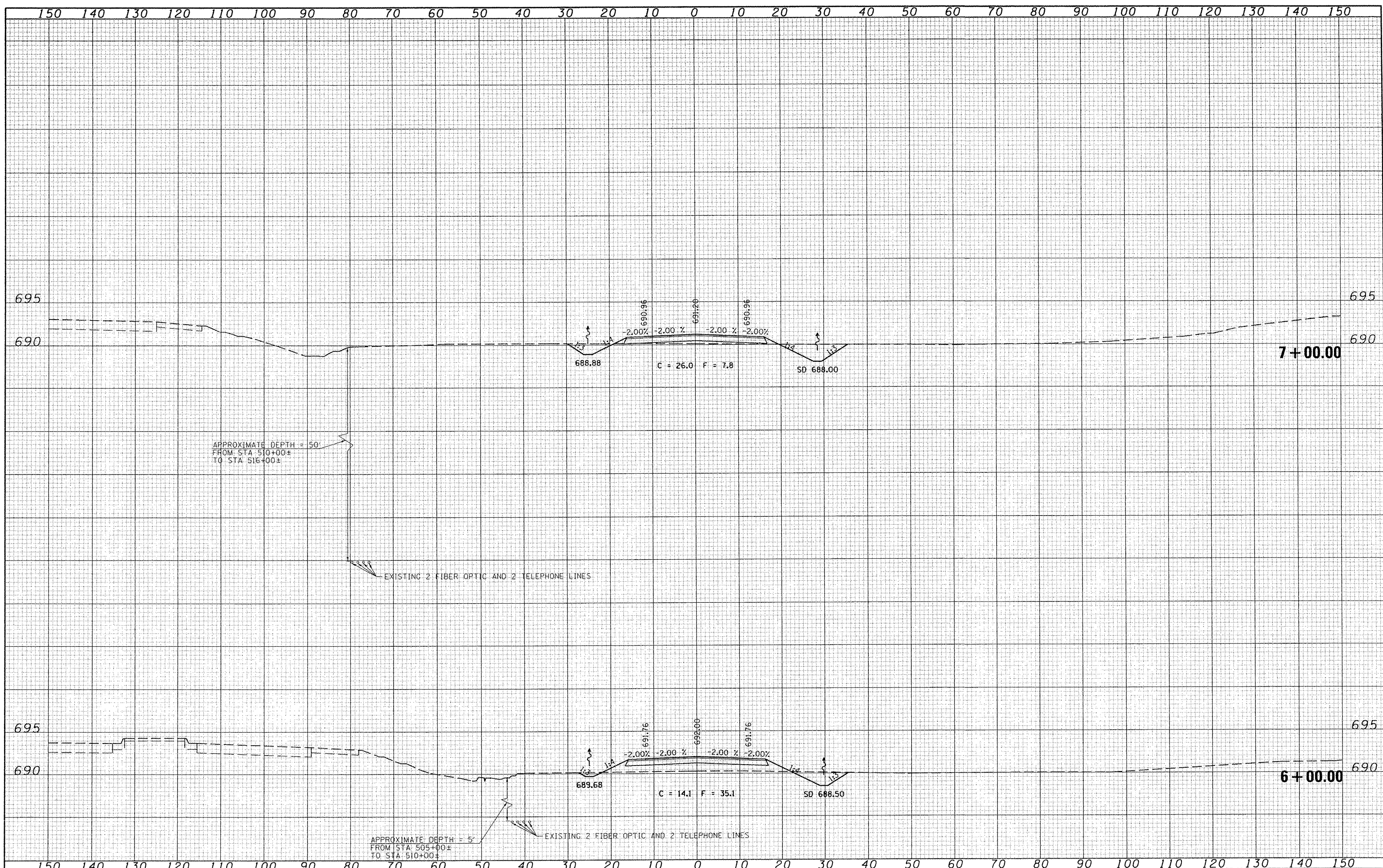
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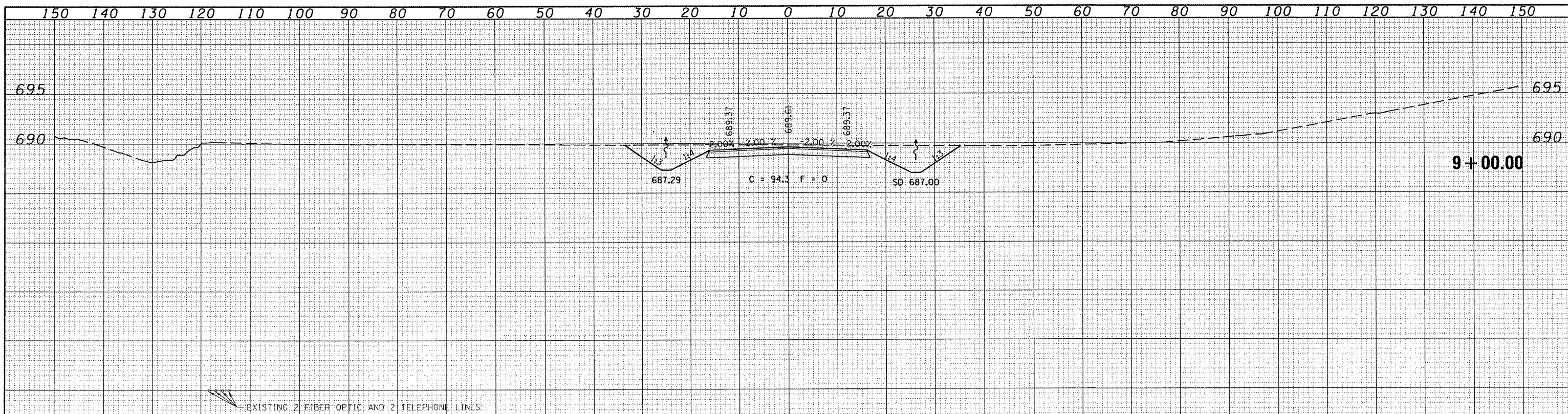
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V:\Transportation\2891\US136Plans\US136STAGING\sheets.dgn		DRAWN -	REVISED -					TEMPORARY RUNAROUND CROSS SECTIONS				315	55-3HB	McDONOUGH	103	96
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PLOT DATE = 8/23/2011		DATE -	REVISED -					ILLINOIS FED. AID PROJECT								

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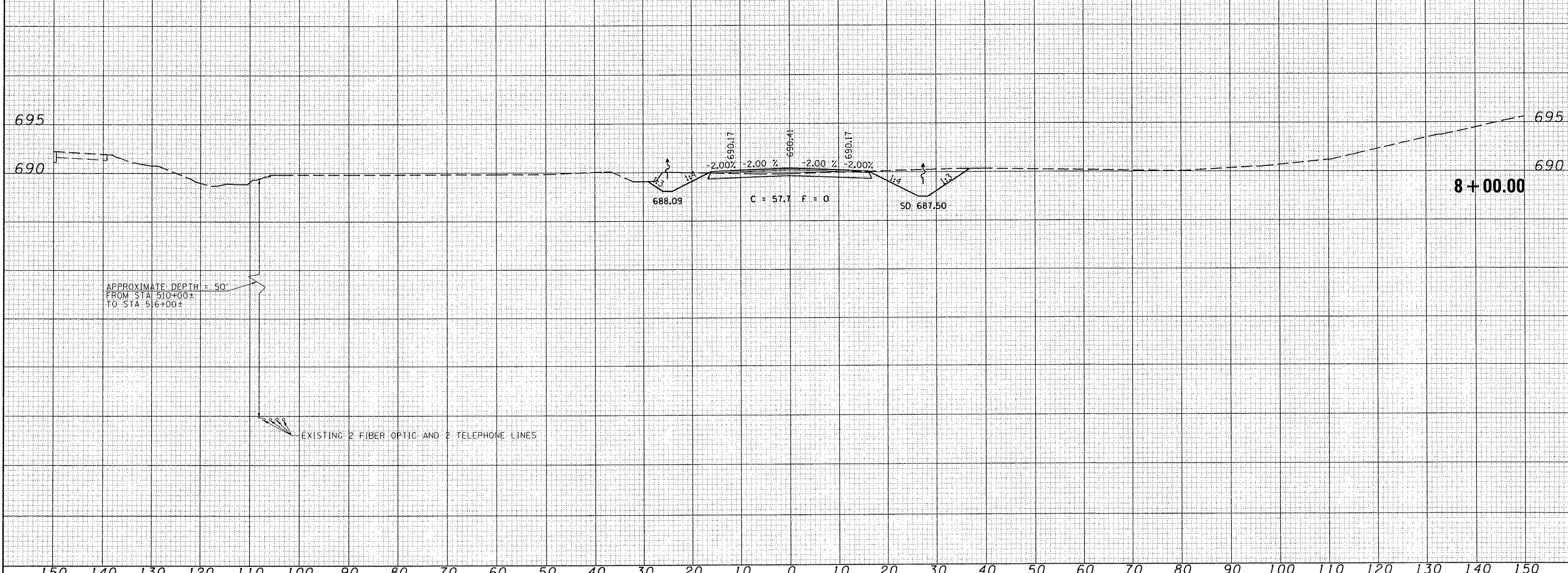
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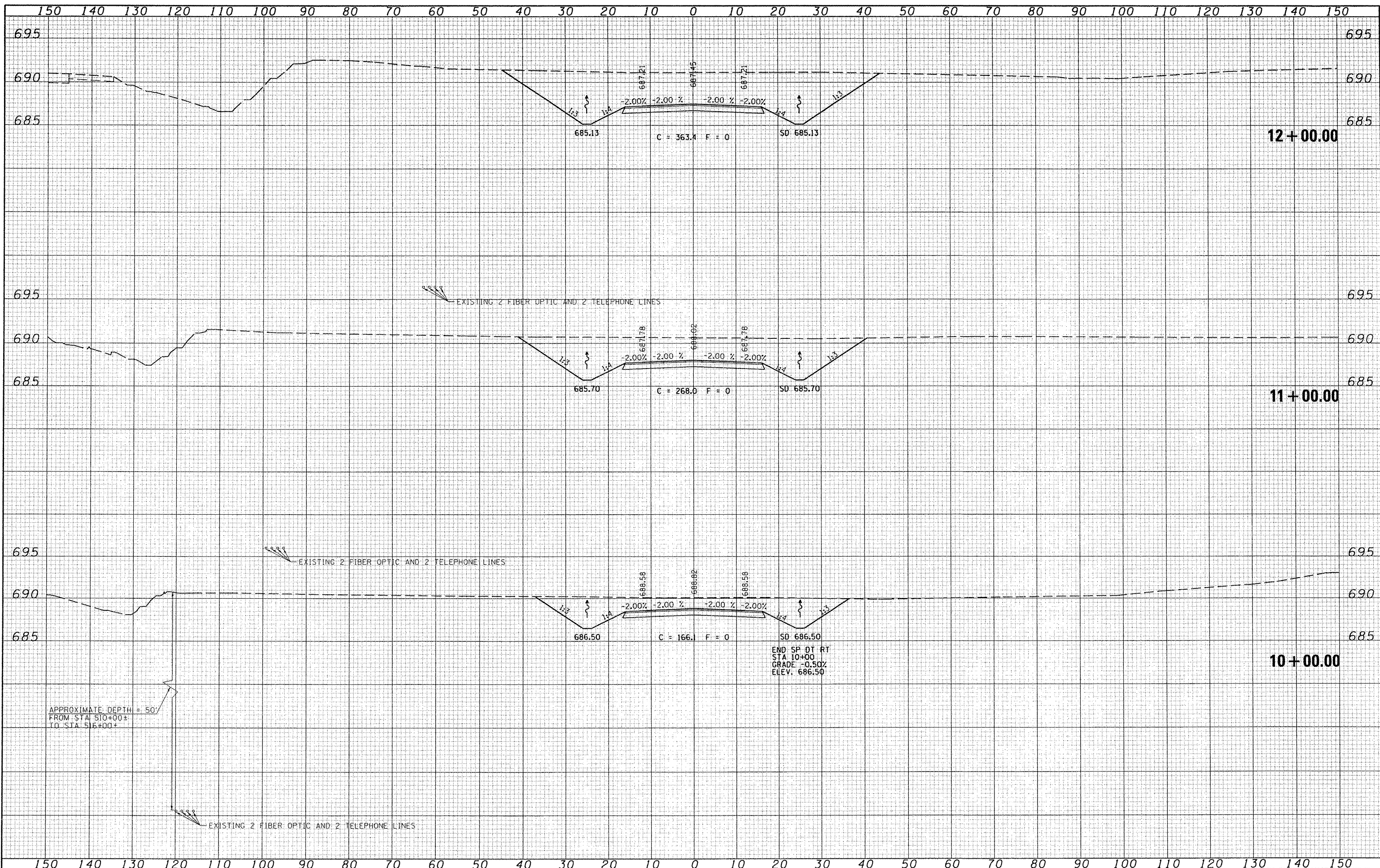
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FILE NAME =	USER NAME = jwhite	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 315 (US RTE 136) TEMPORARY RUNAROUND CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 8/23/2011		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						

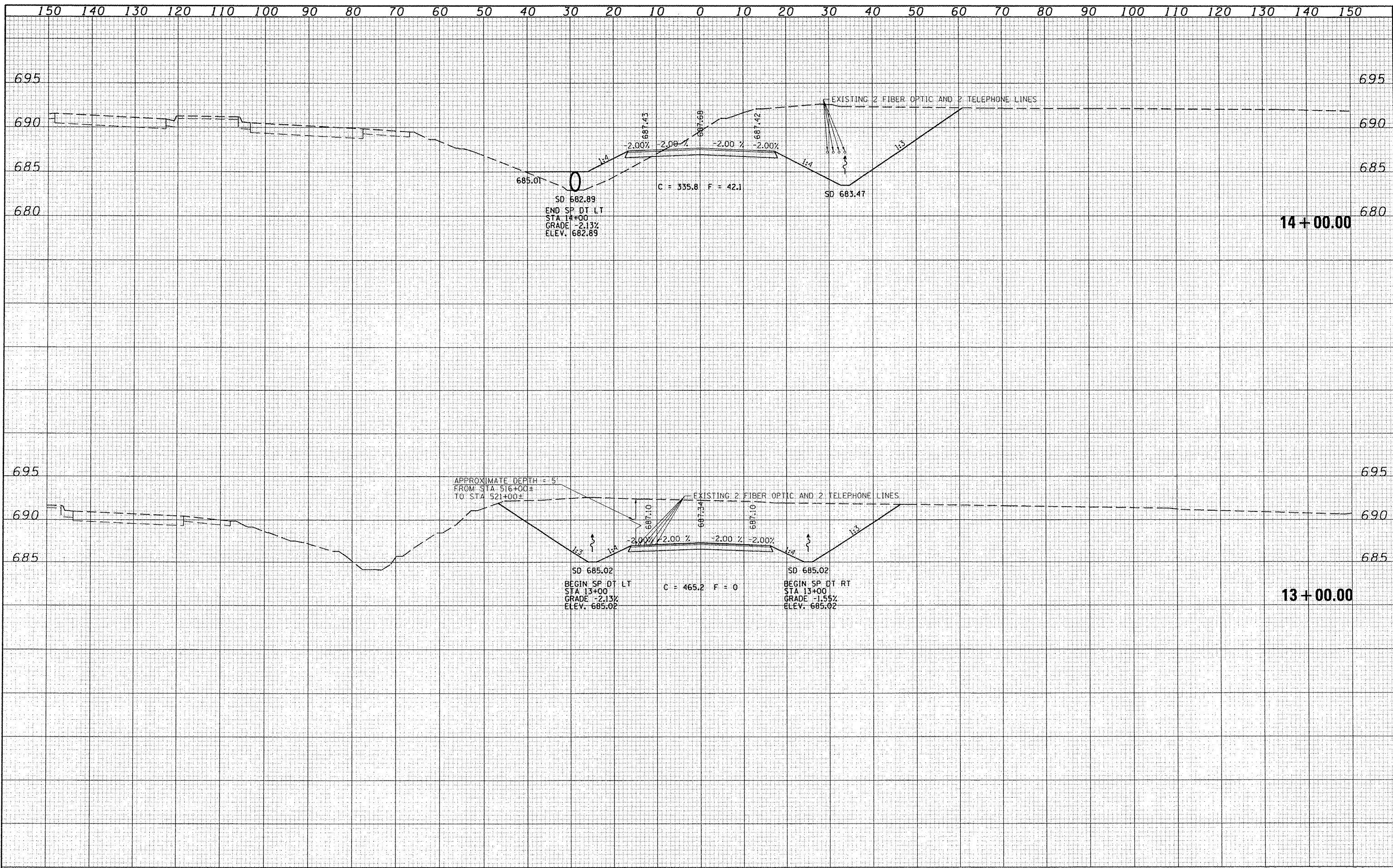
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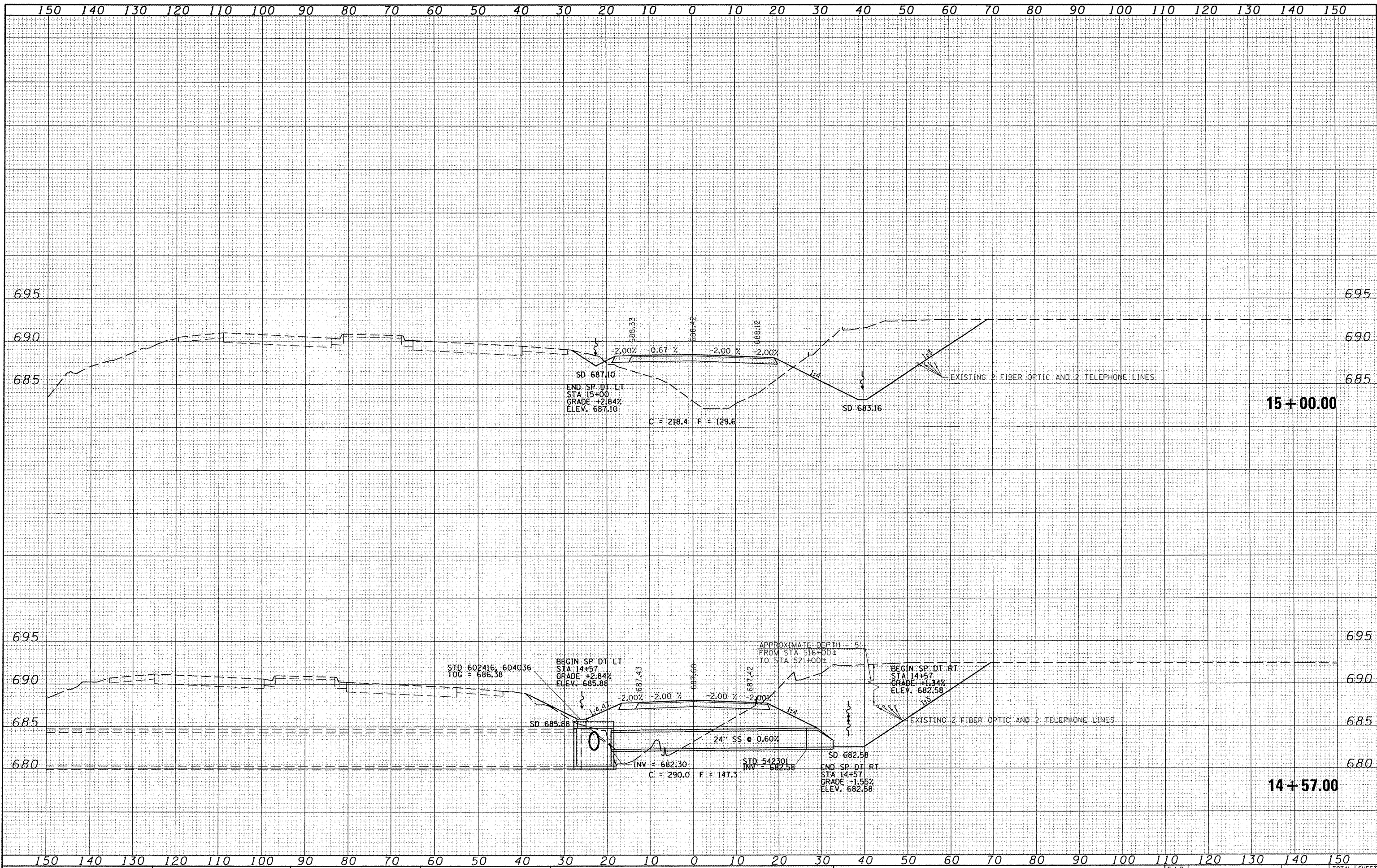
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FILE NAME	USER NAME = jwhite	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				FAP 315 (US RTE 136)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
V:\Transportation\289\US136Plans\US136STAGING\Sheets.dgn		DRAWN -	REVISED -					TEMPORARY RUNAROUND CROSS SECTIONS				315	55-3HB	MCDONOUGH	103	100
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PLOT DATE = 8/23/2011		DATE -	REVISED -					ILLINOIS FED. AID PROJECT								

FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
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ORIGINAL SURVEY	DATE
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PLOTTED	
NOTE BOOK	
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 PLOT SCALE = 28.00' / IN.
 PLOT DATE = 8/23/2011

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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

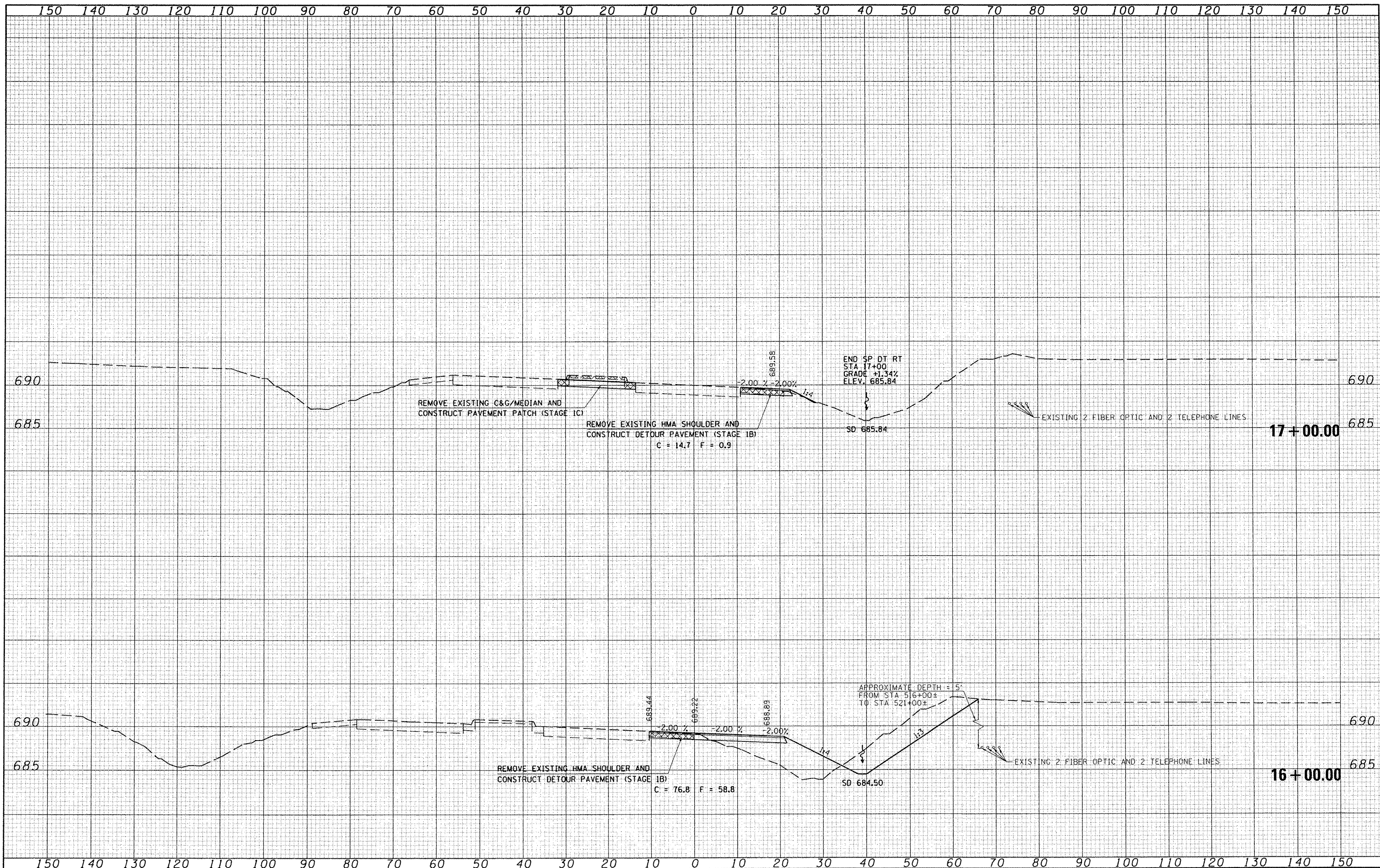
**FAP 315 (US RTE 136)
 TEMPORARY RUNAROUND CROSS SECTIONS**

SCALE: SHEET NO. 7 OF 9 SHEETS STA. 14+57.00 TO STA. 15+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	101
				CONTRACT NO. 68A40
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	
SURVEYED	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
NOTE BOOK	
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CHECKED	



FILE NAME :
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USER NAME : jwhite
 PLOT SCALE = 20.00' / IN.
 PLOT DATE = 8/23/2011

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 315 (US RTE 136)
 TEMPORARY RUNAROUND CROSS SECTIONS**

SCALE: SHEET NO. 8 OF 9 SHEETS STA. 16+00.00 TO STA. 17+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	55-3HB	MCDONOUGH	103	102
			CONTRACT NO. 68A40	
ILLINOIS FED. AID PROJECT				

